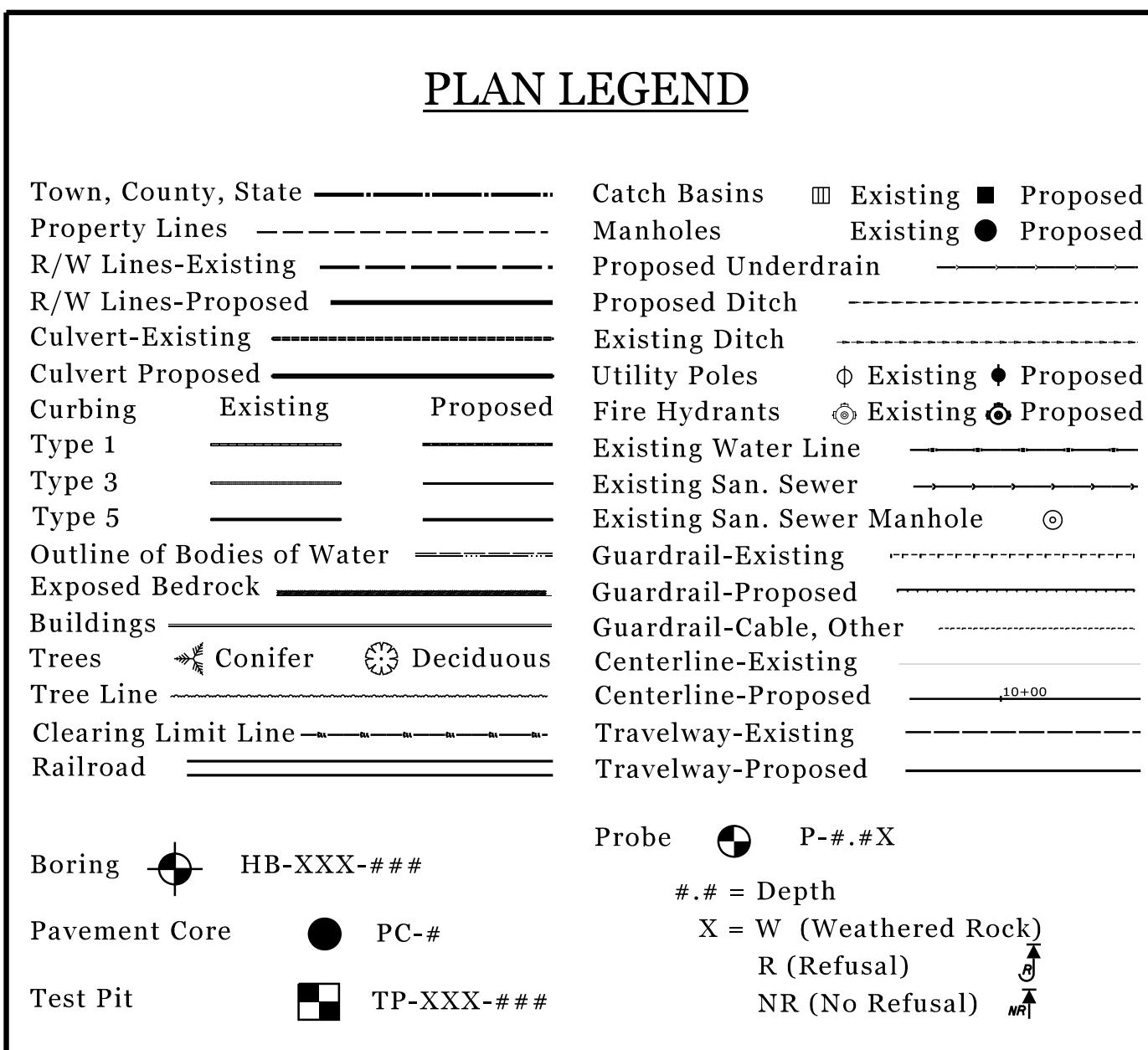


TOWN OF BRUNSWICK



Date: 9/27/2023

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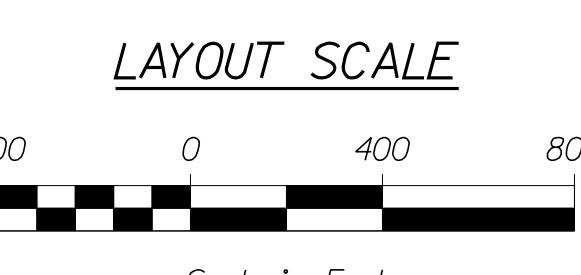
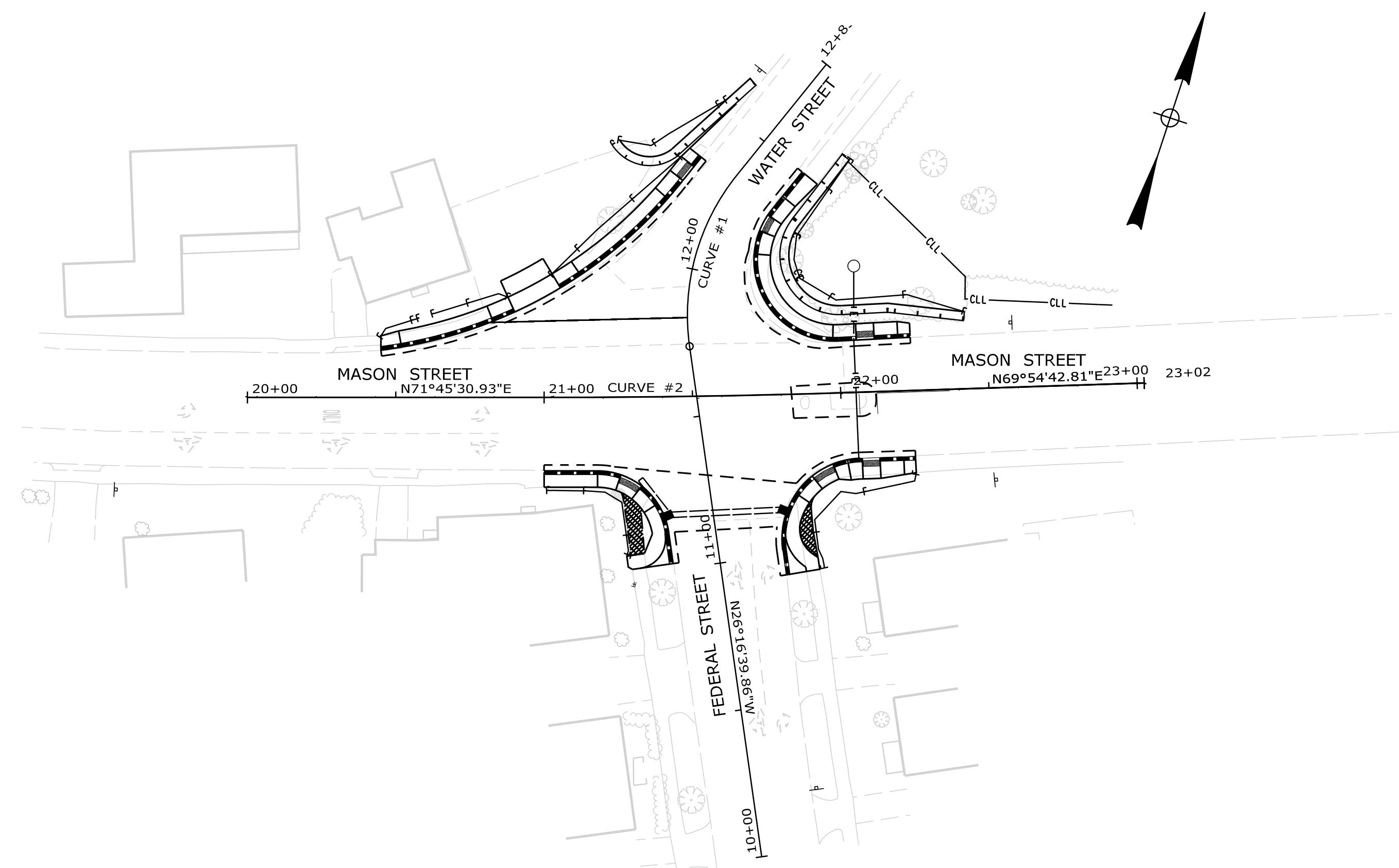
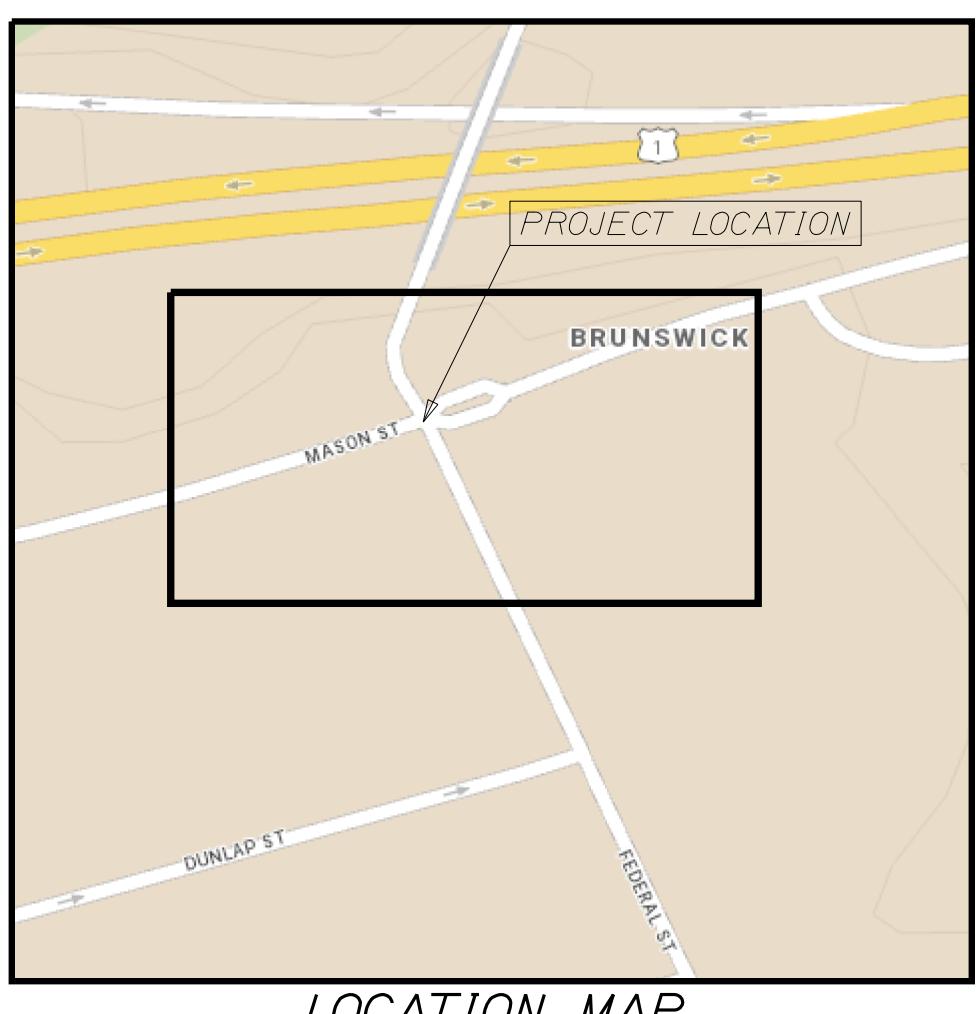
Division: BRIDGE

Filename: ...\\HIGHWAY\\MSTA001_Title.dgn

BRUNSWICK

CUMBERLAND COUNTY

FEDERAL, MASON AND WATER STREET
MAINEDOT WIN 26326.00
PROJECT LENGTH: 0.11 MILES



<u>PROJECT LOCATION:</u>	BRUNSWICK - INTERSECTION OF FEDERAL, MASON AND WATER STREET
<u>PROGRAM AREA:</u>	MULTIMODAL PROGRAM
<u>SCOPE OF WORK:</u>	INTERSECTION SAFETY IMPROVEMENTS

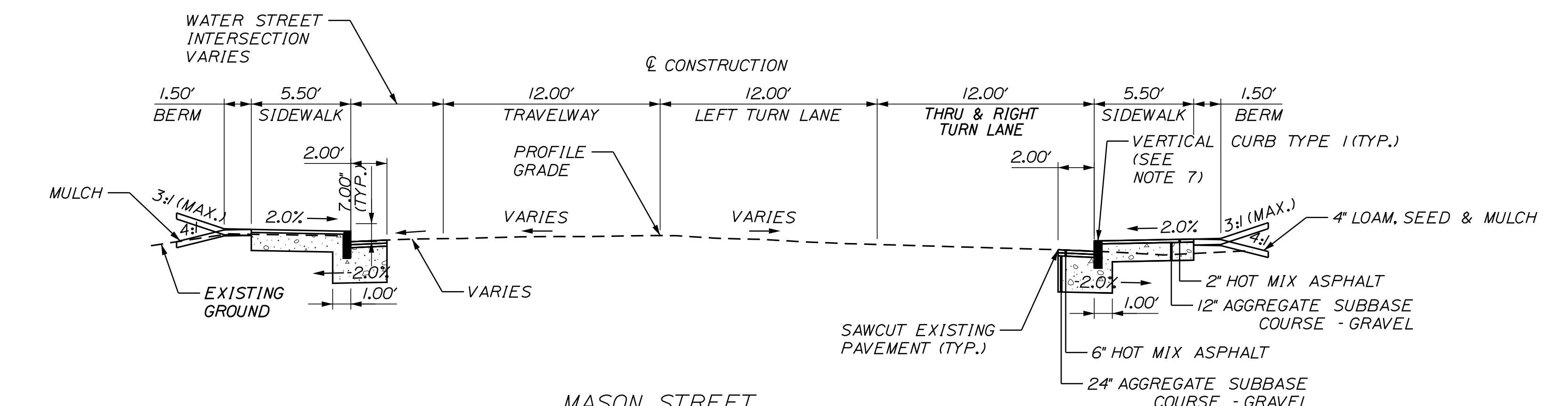
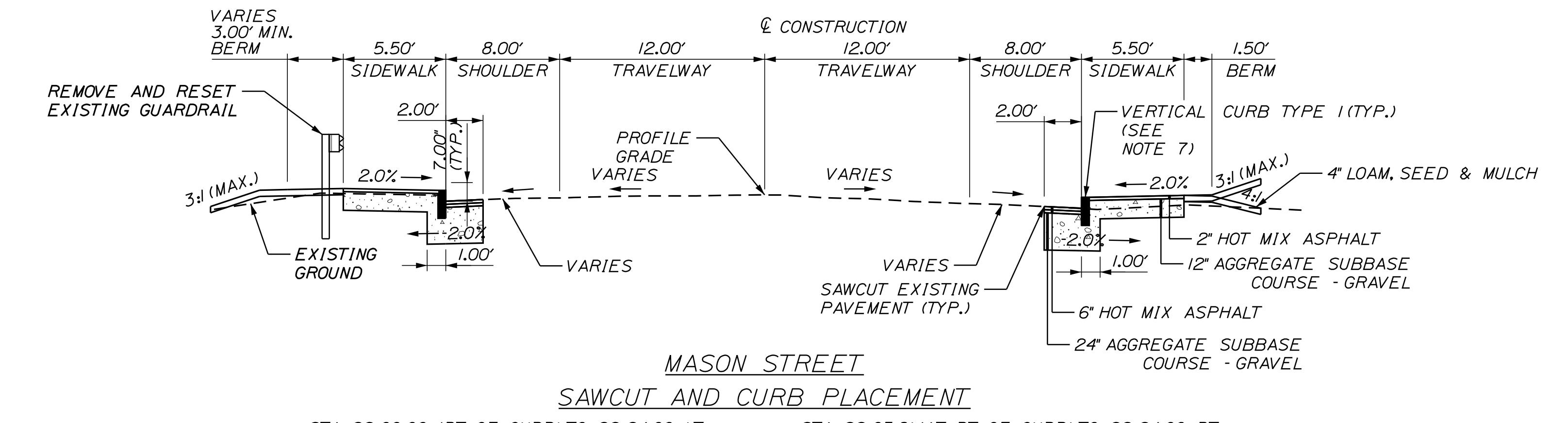
INDEX OF SHEETS

Description	Sheet No.
Title Sheet	1
Typical Sections	2
General Notes	4
Plan	5

WIN 26326.00

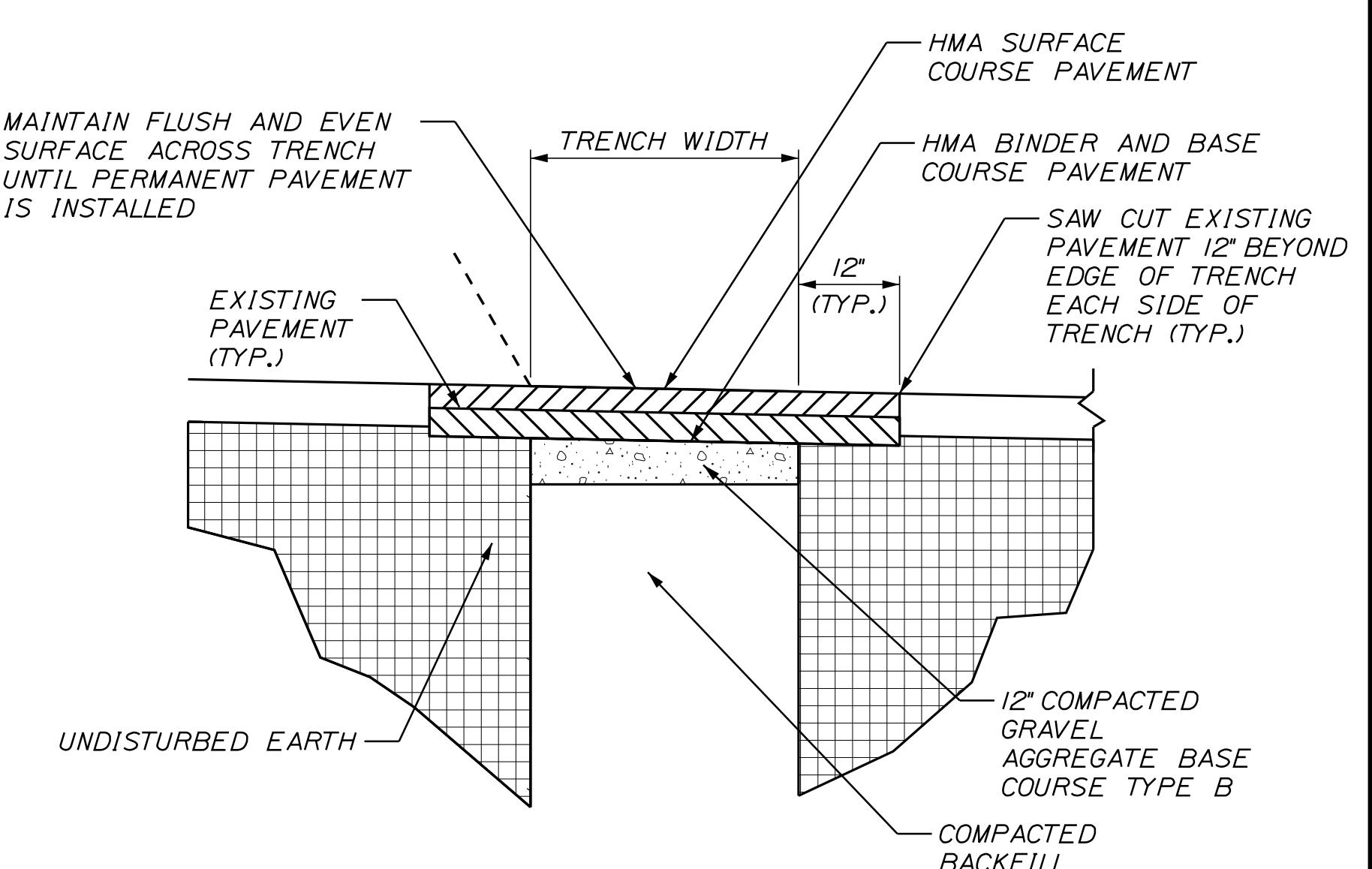
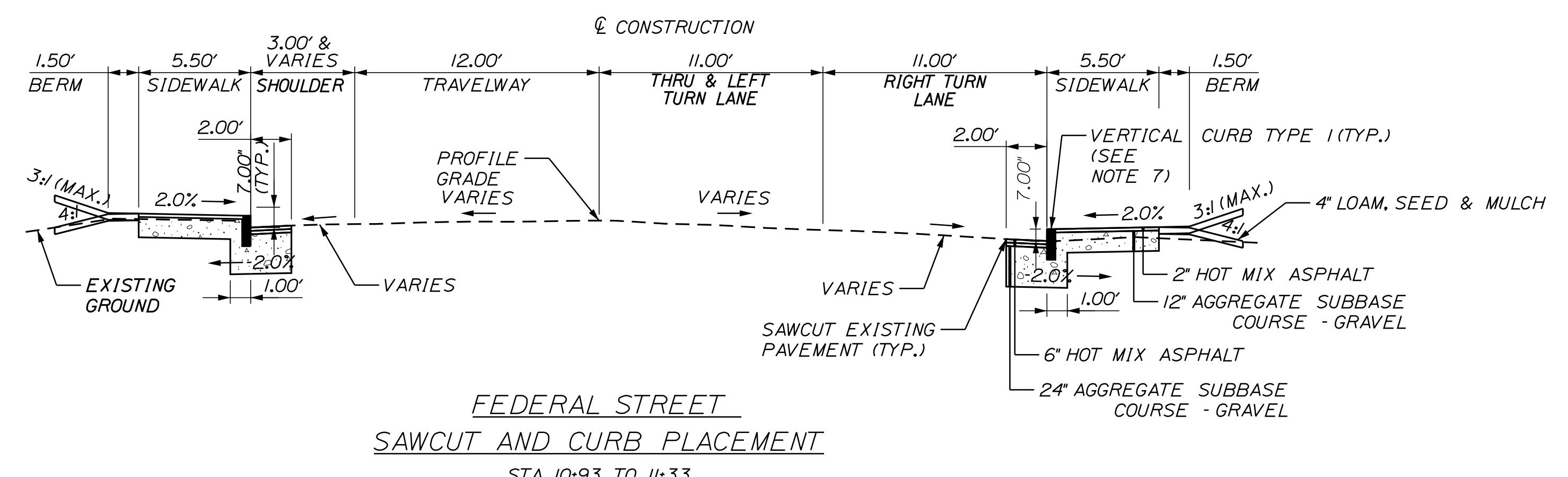
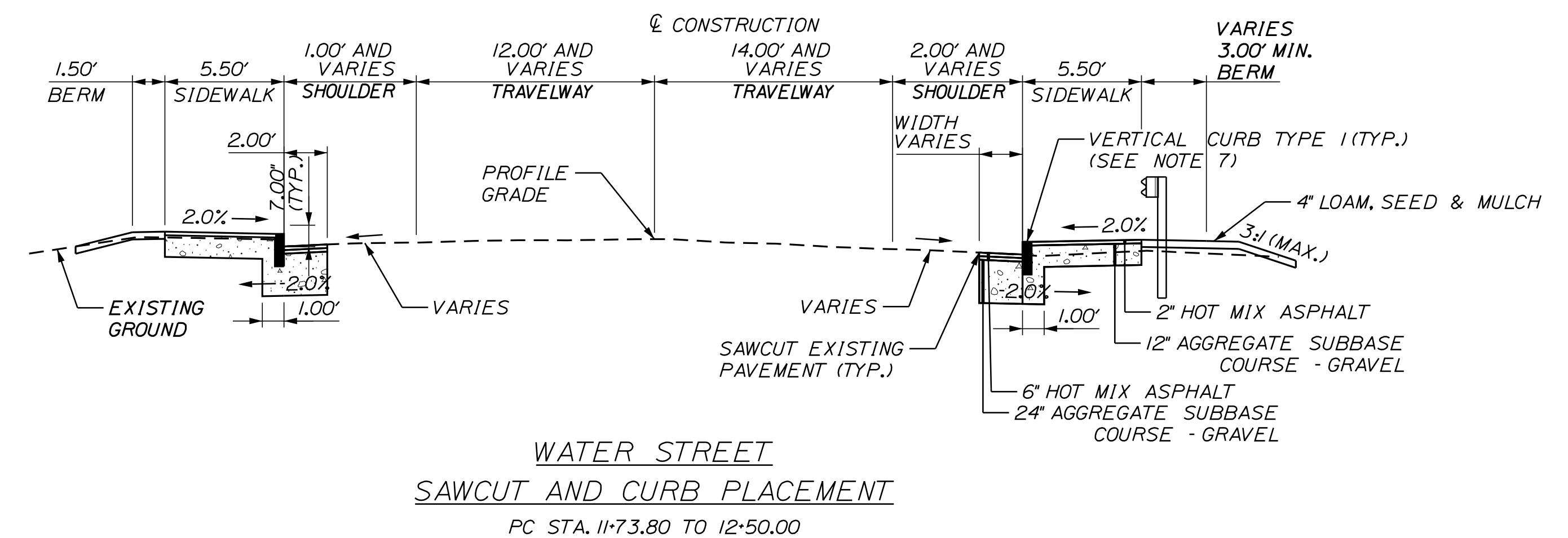
HIGHWAY PLANS

FEDERAL, MASON AND WATER STREET PEDESTRIAN IMPROVEMENTS BRUNSWICK CUMBERLAND COUNTY	PROJ. MANAGER: T. SMITH BY: S. MARTIN DATE: 7/14/2023 DESIGN-DE-APLED: T. SMITH CHECKED-REVIEWED: P. DUVAL K. WOOD 7/14/2023 SIGNATURE
TITLE SHEET	P.E. NUMBER
	DATE: MARCH 1, 2023
	FIELD CHANGES
SHEET NUMBER	1
OF 5	

NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROSS SLOPES FOR BOTH NORMAL AND SUPERELEVATION SECTIONS SHALL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
4. THE GRAVEL QUANTITY CALCULATION IS BASED ON A 4" LOAM OR DIRTY BORROW DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.
5. THE ALGEBRAIC DIFFERENCE BETWEEN TRAVELWAY AND SHOULDER SHALL NOT EXCEED 8 PERCENT.
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
7. GRANITE CURB SHALL BE BEDDED IN CONCRETE.

FEDERAL, MASON AND WATER STREET PEDESTRIAN IMPROVEMENTS BRUNSWICK CUMBERLAND COUNTY		PROJ. MANAGER BY DESIGN-DE-ALLED T. SMITH S. MARTIN CHECKED-REVIEWED P. DUVAL K. WOOD DESIGN-DE-TALED2 DESIGN-3-DE-TALED3	DATE 7/14/2023 7/14/2023 SIGNATURE
TYPICAL SECTIONS		REVISIONS 1 REVISIONS 2 REVISIONS 3 FIELD CHANGES	P.E. NUMBER DATE MARCH 1, 2023
SHEET NUMBER 2			
HIGHWAY PLANS			WIN 26236.00

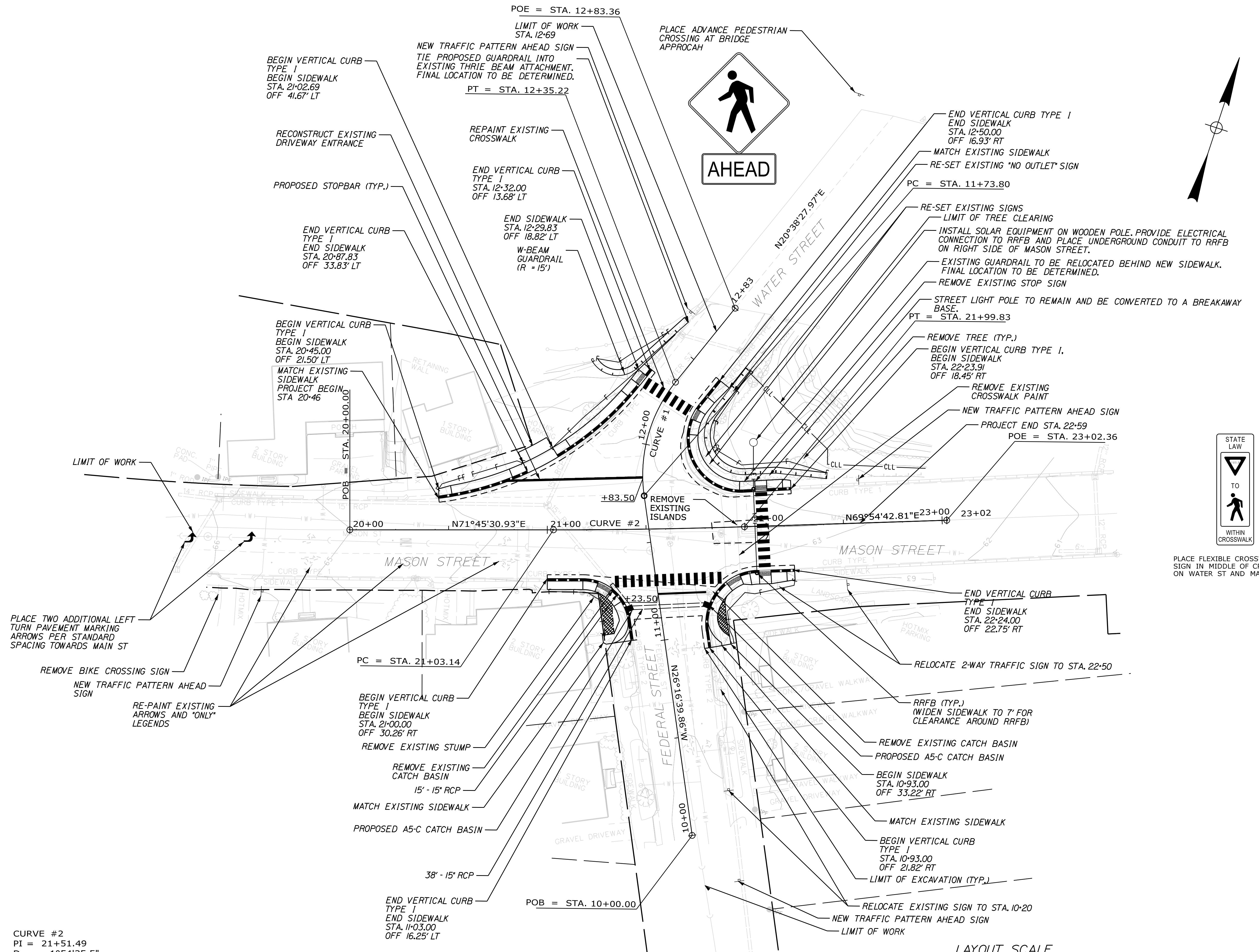


PAVEMENT RESTORATION DETAIL

SHEET NUMBER	CUMBERLAND COUNTY	FEDERAL, MASON AND WATER STREET PEDESTRIAN IMPROVEMENTS	TYPICAL SECTIONS			
			PROJ. MANAGER	PROJ. MANAGER'S BY	DATE	
DESIGN-DETAILED	T. SMITH	S. MARTIN	7/14/2023			
CHECKED-REVIEVED	P. DUVAL	K. WOOD	7/14/2023			
DESIGN2-DETAILED2						
DESIGN3-DETAILED3						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						
TOWN OF BRUNSWICK, MAINE						
HIGHWAY PLANS						

GENERAL NOTES

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS: CENTRAL MAINE POWER, CONSOLIDATED COMMUNICATIONS, BRUNSWICK SEWER DISTRICT, BRUNSWICK AND TOPSHAM WATER DISTRICT, FIRSTLIGHT FIBER, AND MAINE NATURAL GAS.
2. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS OTHERWISE NOTED.
3. CLEARING LIMITS SHALL BE AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.
4. ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AS INDICATED ON THE PLANS AND APPROVED BY THE RESIDENT.
5. PRIOR TO REMOVING ANY PAVEMENT OR PLACING ANY SHIM PAVEMENT, THE ROADWAY WILL BE INSPECTED FOR POSSIBLE SUBSURFACE BOULDERS, WHICH WILL BE REMOVED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT RENTAL ITEMS. BACKFILL WILL BE PLACED TO SUBGRADE WITH MATERIAL CONSISTENT WITH THE SURROUNDING MATERIAL. AGGREGATE SUBBASE COURSE GRAVEL WILL BE PLACED AND COMPAKTED FROM SUB-GRADE TO FINISH GRAVEL GRADE. ANY MATERIAL AND EQUIPMENT USED TO BACKFILL HOLES AFTER REMOVAL OF BOULDERS WILL BE CONSIDERED INCIDENTAL TO THE CONTACT ITEMS.
6. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE RESIDENT. GRADING, SEEDING AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.
7. ALL PAVED WALKS TO BE CONSTRUCTED WITH 12" AGGREGATE SUBBASE COURSE GRAVEL AND 2" HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
8. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS.
9. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
10. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
11. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED FOR ALL LOCATIONS.
12. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS AND 2 INCHES IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.
13. THE CONTRACTOR IS RESPONSIBLE FOR THE CAREFUL SIDE STAKING OF EXISTING CENTERLINE AS PER STANDARD SPECIFICATION 105.6.2. SIDE STAKES SHALL BE PLACED SAFELY OUTSIDE OF THE CONSTRUCTION LIMITS AND THE EXISTING CENTERLINE GRADES SHALL BE TRANSFERRED TO THESE STAKES. THESE STAKES AND GRADES WILL BE USED TO LAYOUT CENTERLINE AND DETERMINE NEW CONSTRUCTION FINISH GRADES FROM DIFFERENTIAL ELEVATION SHEETS FURNISHED BY MAINEDOT. ALL LAYOUT, STAKES, AND GRADES WILL BE CHECKED AND MUST BE ACCEPTABLE TO THE RESIDENT.
14. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
15. THE FILL QUANTITY SHOWN ON THE CROSS SECTIONS INCLUDES THE WASTE STORAGE.
16. ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION, DRAINAGE AND MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL DRAINAGE STRUCTURES. ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED DRAINAGE ITEMS.
17. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
18. STATIONS REFERENCED ARE APPROXIMATE.
19. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, FEBRUARY, 2008.
20. THE CONTRACTOR WILL PLACE APPROPRIATELY MARKED STAKES AT THE FOLLOWING LOCATIONS ON THE PROJECT: STRIPING PATTERN CHANGES, CROSS-SLOPE CHANGES, AND EVERY 500' FOR STATIONING. THE CONTRACTOR WILL PAINT EVERY FULL STATION (100') ON THE EXISTING ROADWAY AND WILL TRANSFER THE PAINTED STATIONING THROUGH ALL INTERMEDIATE LIFTS (NOT SURFACE). APPROPRIATELY SIZED STRIPING PATTERN CHANGES WILL BE PAINTED ON SURFACE. STATIONING CONTROL MUST BE PLACED BEFORE WORK CAN COMMENCE. CROSS-SLOPE AND STRIPING CHANGE CONTROLS MUST BE PLACED BEFORE PAVING CAN COMMENCE. A TRAFFIC CONTROL PENALTY WILL BE ASSESSED FOR EACH DAY OF NON-COMPLIANCE.
21. THE FOLLOWING SHALL BE INCIDENTAL TO THE 603 ITEMS:
 - ANY CUTTING OF EXISTING CULVERTS AND OR CONNECTORS NECESSARY TO INSTALL NEW CULVERT REPLACEMENTS OR EXTENSIONS
 - ALL PIPE EXCAVATION INCLUDING ANY CUTTING AND REMOVAL OF PAVEMENT
 - ALL DITCHING AT PIPE ENDS
 - FURNISHING, PLACING, GRADING, AND COMPAKTING OF ANY NEW GRAVEL AND/OR FILL MATERIAL INCLUDING GRANULAR BORROW USED UNDER PIPES AND FOR TEMPORARY DETOURS TO MAINTAIN TRAFFIC DURING PIPE INSTALLATION (EXCAVATION IS ALSO INCIDENTAL)
 - GRANULAR BORROW UNDER THE PIPE SHALL MEET THE REQUIREMENTS FOR UNDERWATER BACKFILL
 - ALL WORK NECESSARY TO CONNECT TO EXISTING PIPES AND DRAINAGE STRUCTURES
 - FLOW LINES MAY BE CHANGED BY 1.5 FT
 - ANY NECESSARY CLEARING OF BRUSH AND NON-PAY TREES AT CULVERT ENDS



CURVE #1
PI = 12+06.35
D = 76°23'39.7"
Δ = 46°55'07.8" Rt.
R = 75.00'
L = 61.42'
T = 32.55'
E = 6.76'

CURVE #2
PI = 21+51.49
D = 1°54'35.5"
Δ = 1°50'48.1" Lt.
R = 3000.00'
L = 96.69'
T = 48.35'
E = 0.39'

END VERTICAL
TYPE I
END SIDEWALK
STA. II-03.00
0EE 16 25' LT

POB = STA 10:00:00

LAYOUT SCALE

LEGEND:	
	REMOVE EXISTING SIDEWALK. PLACE LOAM, SEED AND MULCH. MATCH EXISTING GRADE.
	DETECTABLE WARNING FIELD

5

OF