STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SOUTHERN PORTLAND
CUMBERLAND COUNTY
BROADWAY CORRIDOR INTERSECTION IMPROVEMENTS
STP - 01866(500)
PROJECT LENGTH: 0.57 MILES

PROJECT LOCATION:
Three intersections along the Broadway Corridor, including Waterman Drive/Casco Bay Bridge, Ocean Street and Cottage Road.

PROGRAM AREA:
Multimodal Program

SCOPE OF WORK:
Traffic, safety, bicycle and pedestrian improvements to the Broadway Corridor from Casco Bay Bridge to Cottage Road.
NOT TO SCALE

RAISED ISLAND WITH CURB TYPE 5, DETAIL
STA 00+00 RT. TO STA 00+10 RT.

SIDEWALK RECONSTRUCTION
STA 00+00 RT. TO STA 00+07 RT.
STA 00+07 RT. TO STA 00+10 RT.
STA 00+10 RT. TO STA 00+20 RT.
STA 00+20 RT. TO STA 00+30 RT.
STA 00+30 RT. TO STA 00+50 RT.
STA 00+50 RT. TO STA 00+66 LT.

BIKE PATH
STA 00+10 RT. TO STA 00+36 RT.

GUARDRAIL BEHIND CURB DETAIL
STA 00+60 RT. TO STA 00+63 RT.

* IN AREAS WHERE A 2.0 GUARDRAIL SHELF IS
  PROPOSED, 3.0 GUARDRAIL POSTS SHALL BE INSTALLED

NOTES:
1. THE PAVEMENT AND SUBBASE DEPTHS SHOWN ON THE PLANS ARE
   INTENDED TO BE VARIABLE.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE
   SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE
   AS THE TRAVELWAY.
3. CURB DETAIL FOR BOTH NORMAL AND SUPERELEVATED SECTIONS FOR ALL
   COURSES OF SUBBASE AND PAVEMENT SHALL BE STANDARD.
4. THE SHOULDER PAVEMENT THICKNESS SHALL BE THE SAME AS THE
   TRAVELWAY PAVEMENT THICKNESS FOR ALL ROADWAYS UNLESS
   OTHERWISE NOTED.
5. THE STATIONING UNDER EACH TYPICAL IS APPROXIMATE.
6. CONTRACTOR SHALL VERIFY THAT EXISTING ROADWAY GRAVEL IS 30"
   THICK AND DAYLIGHTS TO THE EXISTING EMBANKMENT ALONG CASCO
   BAY BRIDGE.
7. WHEN THE PROPOSED ESPLANADE WIDTH IS LESS THAN 4', THE
   ESPLANADE SHALL BE PAVED. WHEN THE PROPOSED ESPLANADE
   WIDTH IS GREATER, THE ESPLANADE SHALL BE LOAMED AND
   SOWN WITH PERMITTED SEED.

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TO SCALE

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TO SCALE

SHEET NUMBER
NOTES:
1. SEE SHEET 0 FOR SIGNAL TIMING INFORMATION.

TIMING NOTE:
**
CONDUIT FROM THIS LOCATION TO NEW PEDESTAL POLE LOCATION (F). WIRE AS NEEDED.
RESIDENT, MAINEDOT, OR CITY AS DIRECTED.
STATION AND OFFSET INFORMATION IS APPROXIMATE. EQUIPMENT TO BE ADJUSTED BY

LIMITED LIABILITY COMPANY

165 WATERMAN DRIVE

EXISTING EQUIPMENT DETERMINED BY THE RESIDENT TO BE DAMAGED OR UNFIT FOR REUSE SHALL BE REPLACED.

ALL SIGNAL HEADS SHALL BE HEAVY DUTY POLYCARBONATE.

ALL REMOVED EQUIPMENT SHALL BE RETURNED TO THE CITY.

JUNCTION BOX

INSTALL NEW 3" NON METALLIC CONDUIT (PVC, SCH 40)

INSTALL NEW PRECAST CONCRETE JUNCTION BOX

INSTALL NEW 24" FOUNDATION


**LEGEND**

- **EXISTING**
- **PROPOSED**

**EXISTING SIGNAL HEAD**

**VIDEO DETECTOR**

**PEDESTRIAN SIGNAL HEAD**

**PEDESTRIAN POLE**

**MAST ARM WITH DUAL PURPOSE POLE AND SIGNAL STANDARD**

**MAST ARM WITH SIGNAL STANDARD**

**MOUNTED SIGN**

**JUNCTION BOX**

**PROPOSED SIGNAL HEADS**

- **SOLID RED ARROW**
- **SOLID YELLOW ARROW**
- **FLASHING YELLOW ARROW**
- **OF PROPOSED**

**NOTE:**

- Flashing yellow arrow to be on until opposing pedestrian crosswalk is activated upon nearing completion at which time flashing yellow arrow shall change to solid yellow arrow for 4 seconds, then to solid red arrow where it shall remain until pedestrian cycle is completed. After which time yellow flashing arrow shall resume. Pedestrian half time is 5 seconds and countdown time is 10 seconds. Pedestrian crossing time not allowed during red green time.

**DESCRIPTION**

<table>
<thead>
<tr>
<th>DESIGNATION</th>
<th>ITEM</th>
<th>EQUIPMENT SCHEDULE</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>PEDESTAL POLE</td>
<td>REMOVE EXISTING PEDESTAL POLE, INSTALL NEW 10' PEDESTAL POLE, INSTALL PEDESTRIAN CROSSWALK HEADS, SODA AND PUSH BUTTON ON NEW MAST POLE.</td>
<td>STA 25+56.06, 40.56 FT.</td>
</tr>
<tr>
<td>B</td>
<td>PEDESTAL POLE</td>
<td>EXISTING PEDESTAL POLE.</td>
<td>STA 25+56.06, 40.56 FT.</td>
</tr>
<tr>
<td>C</td>
<td>PEDESTAL POLE</td>
<td>INSTALL NEW PEDESTRIAN CROSSWALK HEAD ON NEW MAST POLE</td>
<td>STA 25+56.06, 40.56 FT.</td>
</tr>
<tr>
<td>D</td>
<td>PEDESTAL POLE</td>
<td>INSTALL NEW PEDESTRIAN CROSSWALK HEADS, SODA AND PUSH BUTTON ON NEW MAST POLE</td>
<td>STA 25+56.06, 40.56 FT.</td>
</tr>
<tr>
<td>E</td>
<td>PEDESTAL POLE</td>
<td>INSTALL NEW PEDESTRIAN CROSSWALK HEADS, SODA AND PUSH BUTTON ON NEW MAST POLE</td>
<td>STA 25+56.06, 40.56 FT.</td>
</tr>
<tr>
<td>F</td>
<td>JUNCTION BOX</td>
<td>INSTALL NEW JUNCTION BOX AT LOCATION OF EXISTING PEDESTRIAN CROSSWALK HEAD AND INSTALL CONNECT TO ITEM A, G, H, AS NECESSARY.</td>
<td>STA 25+56.06, 40.56 FT.</td>
</tr>
</tbody>
</table>

* STATION AND OFFSET INFORMATION IS APPROXIMATE. EQUIPMENT TO BE ADJUSTED BY RESIDENT, MAINE DOT, OR CITY AS DIRECTED.

**NOTES:**

1. SEE SHEET 10 FOR SIGNAL TIMING INFORMATION.
**Notes:**

1. See sheet 10 for signal timing information.

2. Station and offset information is approximate. Equipment to be adjusted by resident, MaineDOT, or city as directed.

**Equipment Schedule:**

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<td>A</td>
<td>PEDESTAL POLE</td>
<td>INSTALL NEW 10' PEDESTAL POLE PEDESTRIAN COUNTERHEAD, SIGN AND PUSH BUTTON ON NEW 24&quot; FOUNDATION.</td>
<td>STA 37+42.73, 38+37.07.</td>
</tr>
<tr>
<td>B</td>
<td>PEDESTAL POLE</td>
<td>INSTALL NEW 12' PEDESTAL POLE PEDESTRIAN COUNTERHEAD, SIGN AND PUSH BUTTON ON NEW 24&quot; FOUNDATION.</td>
<td>STA 37+42.73, 38+37.07.</td>
</tr>
<tr>
<td>C</td>
<td>SIGNAL HEAD</td>
<td>INSTALL NEW SIGNAL HEAD ON EXISTING MAST POLE, INSTALL CONDUIT TO ITEMS A, B, AND WIRE AS NECESSED.</td>
<td>STA 37+37.54, 38+34.96.</td>
</tr>
<tr>
<td>D</td>
<td>PEDESTAL POLE</td>
<td>INSTALL NEW 10' PEDESTAL POLE PEDESTRIAN COUNTERHEAD, SIGN AND PUSH BUTTON ON NEW 24&quot; FOUNDATION.</td>
<td>STA 39+55.65, 39+57.17.</td>
</tr>
<tr>
<td>E</td>
<td>PEDESTAL POLE</td>
<td>INSTALL NEW 10' PEDESTAL POLE PEDESTRIAN COUNTERHEAD, SIGN AND PUSH BUTTON ON NEW 24&quot; FOUNDATION.</td>
<td>STA 38+48.24, 38+49.32.</td>
</tr>
<tr>
<td>F</td>
<td>PEDESTAL POLE</td>
<td>INSTALL NEW 10' PEDESTAL POLE PEDESTRIAN COUNTERHEAD, SIGN AND PUSH BUTTON ON NEW 24&quot; FOUNDATION.</td>
<td>STA 38+47.46, 38+48.32.</td>
</tr>
<tr>
<td>G</td>
<td>PEDESTAL POLE</td>
<td>INSTALL NEW 10' PEDESTAL POLE PEDESTRIAN COLUMNHEAD, SIGN AND PUSH BUTTON ON NEW 24&quot; FOUNDATION.</td>
<td>STA 38+62.32, 38+63.48.</td>
</tr>
<tr>
<td>H</td>
<td>JUNCTION BOX</td>
<td>INSTALL NEW JUNCTION BOX AND INSTALL CONDUIT TO ITEMS A, B, C, AND WIRE AS NECESSED.</td>
<td>STA 39+36.47, 39+38.47.</td>
</tr>
</tbody>
</table>

**Legend:**

- Existing
- Proposed
- Solid Red Arrow
- Solid Yellow Arrow
- Flashing Yellow Arrow

**Note:**

Flashing Yellow Arrow to be on until opposing pedestrian crosswalk is occupied. Upon pedestrian activation, flashing yellow arrow shall change to solid yellow arrow for 4 seconds. Then to solid red arrow where it shall remain until pedestrian cycle is completed. At which time yellow flashing arrow shall resume. Pedestrian walk time is 5 seconds and countdown time is 10 seconds. Pedestrian crossing time for Broadway completed, at which time yellow flashing arrow shall resume. Pedestrian walk time is 5 seconds, then to solid red arrow where it shall remain until pedestrian cycle is completed. At which time yellow flashing arrow shall resume. Pedestrian walk time is 5 seconds and countdown time is 10 seconds. Pedestrian walk time for Cottage Road completed, at which time yellow flashing arrow shall resume. Pedestrian walk time is 5 seconds, then to solid red arrow where it shall remain until pedestrian cycle is completed. At which time yellow flashing arrow shall resume. Pedestrian walk time for Cottage Road completed, at which time yellow flashing arrow shall resume. Pedestrian walk time is 5 seconds, then to solid red arrow where it shall remain until pedestrian cycle is completed. At which time yellow flashing arrow shall resume.
SIGNAL NOTES

1. All materials and work shall conform to the City of South Portland and Maine DOT standard specifications and be constructed in accordance with the Manual on Uniform Traffic Control Devices for Streets and Highways, U.S.G.H.P., latest edition.

2. All signal and signal-related equipment shall meet or exceed the City of South Portland traffic signal standards.

3. It is the intent of this work to have a complete, operational, tested and accepted traffic signal system upon completion of this contract.

4. Traffic signal work shall be accomplished in a manner and sequence that will cause the minimum disruption to traffic.

5. The Inspector City and Maine DOT shall have the right and authority to determine the acceptability of work and materials in progress or completed, and shall have the right to reject any work or materials which do not conform, in its sole opinion, to the plans or specifications.

6. The locations of mast arms and poles including the mounded traffic devices and signs are approximate. Final locations will be determined in the field in the presence of the Inspector City or City Representative.

7. Contractor shall be responsible for temporary traffic signals and related work. It is required that contractor supply, place, the temporary traffic signals, new signal is operational. All costs associated with temporary signals shall be incidental to the job item.

8. Two copies of acoustical plans, signal timing, and controller manuals shall be left in the control center. Cabinet(s), electronic copy of each shall be provided to the City Engineer/Public Works Director.

9. The contractor shall prepare a material schedule based upon their plan review all schedules shall be verified in the field by the Contractor prior to ordering materials or performing work.

10. Utilities that have facilities in the general project area are listed in the special provisions.

11. Utility locations shown are approximate only and the contractor is responsible for verifying exact locations of utilities prior to construction. Contractor shall contact utility owner representatives prior to any subsurface activities.

12. The contractor shall meet all requirements of the utility companies when modifying the existing service connections and when installing equipment on their poles or near their wires.

13. Contractor shall contact and coordinate with utilities upon award of the contract. Contractor shall coordinate with utility companies so that the traffic signal installation is done within the utilities have been relocated by the respective utility companies.

14. The contractor is responsible for the relocation and/or installation of power meters if required, and assuring the power meter location and installation conforms to the local utility requirements. This work shall be incidental to item 15 below.

15. All conduit crossing areas of existing pavement shall be installed using trenchless technologies unless otherwise approved.

16. All splices will be made in the cabinets on poles meeting Maine DOT specifications.

17. The contractor shall be responsible for final structural design of the signal support structures and the connection of the support structures to their foundations. All designs shall be prepared and stamped by a professional engineer licensed in the state of Maine. Design computations, including design loads (inverting moment, horizontal shear force, and axial load) at the top of the foundations shall be submitted for approval by Department of Materials shall be ordered or fabricated until the design has been approved.


19. Any damage to paved or pavement resulting from installation of mast arm poles and foundations shall be repaired by the contractor as directed by the Inspector. Costs of repairs shall be incidental to payment under Section 643.

20. Contractor shall be responsible for obtaining any necessary street/sidewalk occupancy or opening permits.

21. All conflicting signs and pavement markings shall be permanently removed.

22. The contractor shall be responsible for submitting receiver, auxiliary drawings of the final work to the Resident. These drawings shall be a clear set of plans showing all changes, modifications, and elevations to the bid plans.

23. Countertown pedestrian heads shall meet ADA requirements and have audible/visual tactile features and shall be incidental to item 14.

24. Contractor with Resident or City Representative present shall verify appropriate pedestrian walk and pedestrian clearance times and adjust as needed.

25. Intersections shall maintain existing timing/phasing unless directed otherwise by Resident or City Representative, or noted in these plans.

26. Proposed junction boxes and conduits shall be field located as needed and shall meet minimum specifications at a minimum.

27. Existing junction boxes located in proposed roadway pavement shall be relocated outside of roadway curbing.

28. Contractor shall remove existing foundations of signal equipment being removed or relocated.

29. All removed equipment shall be returned to the city.

30. All new signal heads Not on mast arms shall be mounted at a height of 12'.

31. All signal heads shall be heavy duty polycarbonate.

32. Existing conduit not shown on plans.

F.B.H.W.A., LATEST EDITION.

ALL MATERIALS AND WORK SHALL CONFORM TO THE CITY OF SOUTH PORTLAND AND
MAINE DOT STANDARD SPECIFICATIONS AND BE CONSTRUCTED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, U.S.G.H.P., LATEST EDITION.
**SOUTH PORTLAND INTERSECTION IMPROVEMENTS**

**Casco Bay Bridge Profile**

**Description:**
- **Match Existing Pavement**
- **Begin Widen and 2" Pavement Overlay**
- **Begin Project STP-01866(500)**
- **STA. 106+00.00**

**Elevations:**
- **STA. 105+50**
- **106+00**
- **107+00**
- **108+00**
- **109+00**
- **110+00**
- **111+00**
- **112+00**
- **112+50**

**Scale of Feet:**
- **05:00**
- **10:00**
- **15:00**
- **20:00**
- **25:00**

**Profile Details:**
- **STA. 105+50**
- **STA. 106+00.00**
- **STA. 111+32.37**
- **STA. 208+33.93 Broadway**
- **STA. 112+20.89 Route 77 (Broadway)**
- **STA. 300+00.00 Waterman Drive**
- **STA. 112+30.32 Route 77 (Broadway)**

**Notations:**
- **Limit of Work**
- **Match Existing Pavement**
- **Begin Widen and 2" Pavement Overlay**
- **Begin Project STP-01866(500)**

**Relationships, Responsiveness, Results:**
- **www.gorrillpalmer.com**
- **Win 207.772.2515**

**Scale:**
- **Profile**
- **North, 85**
- **Vert., 5**

**Dimensions:**
- **Sheet: 17**
- **Size: 2448.0 x 1584.0**

**Date:**
- **02/17/2016**
STA. 106+75.00 to STA. 107+75.00
INSTALL 31" W-BEAM GUARDRAIL - MIDWAY SPLICE, SINGLE FACE
INSTALL 262.5 LF 31" W-BEAM
STA. 110+07.93, 41.00' RT
STA. 107+50.00, 41.00' RT TO