

# STATE OF MAINE DEPARTMENT OF TRANSPORTATION

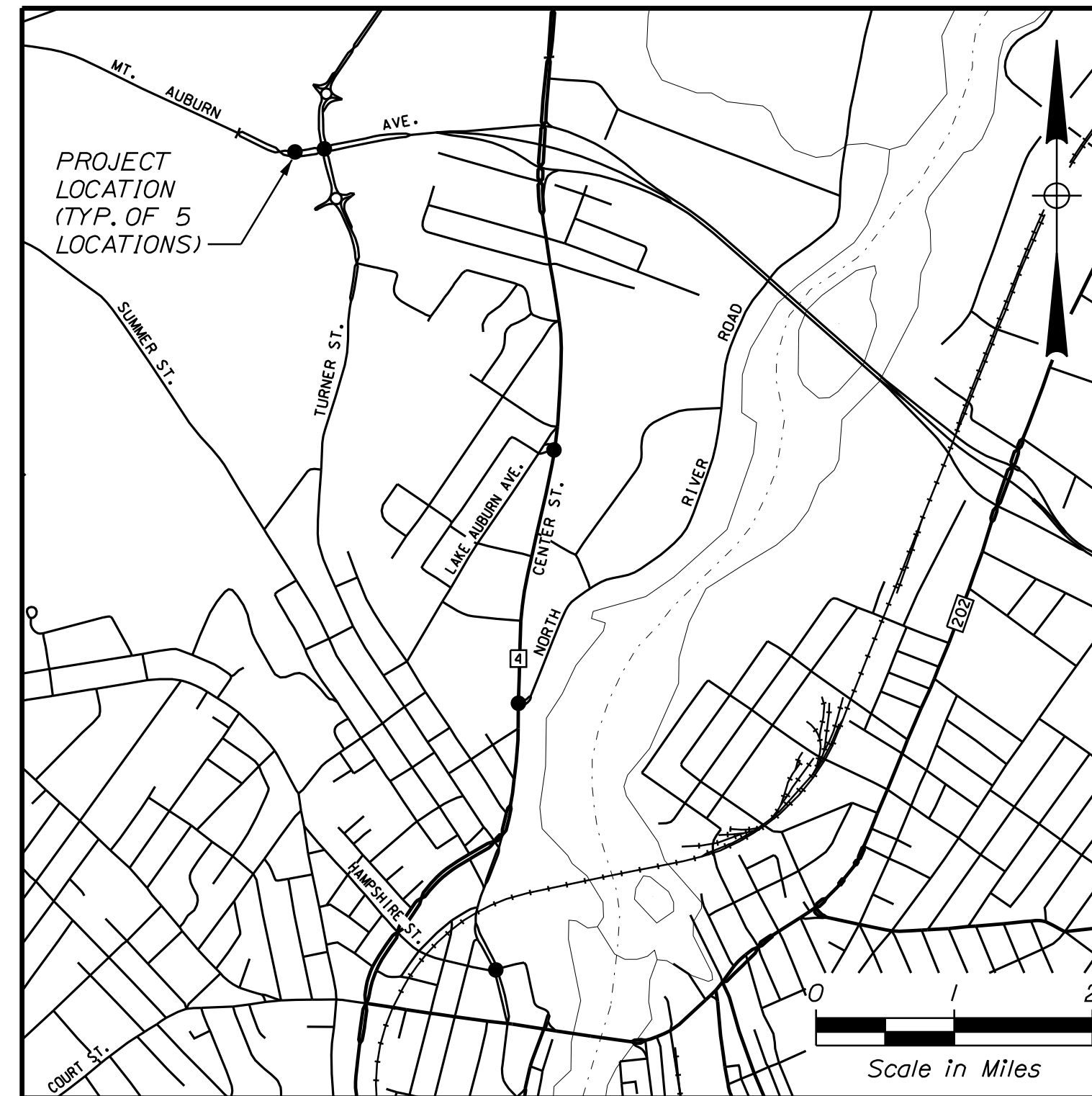


## AUBURN ANDROSCOGGIN COUNTY MULTI-INTERSECTIONS

### SIGNAL AND ADA UPGRADES WIN 18658.00

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PLAN LEGEND			
Town, County, State	_____	Catch Basins	Existing ■ Proposed
Property Lines	-----	Manholes	Existing ○ Proposed ●
R/W Lines-Existing	-----	Proposed Underdrain	-----
R/W Lines-Proposed	-----	Proposed Ditch	-----
Culvert-Existing	-----	Existing Ditch	-----
Culvert Proposed	-----	Utility Poles	Existing ◊ Proposed ♦
Curbing Existing	-----	Fire Hydrants	Existing ⊕ Proposed ⊙
Curbing Proposed	-----	Existing Water Line	-----
Type 1	-----	Existing San. Sewer	-----
Type 3	-----	Existing San. Sewer Manhole	⊙
Type 5	-----	Guardrail-Existing	-----
Outline of Bodies of Water	-----	Guardrail-Proposed	-----
Exposed Bedrock	-----	Guardrail-Cable, Other	-----
Buildings	-----	Centerline-Existing	-----
Trees	Conifer ⊕ Deciduous ⊙	Centerline-Proposed	-----
Tree Line	-----	Travelway-Existing	-----
Clearing Limit Line	-----	Travelway-Proposed	-----
Railroad	-----		



LOCATION MAP



<b>PROJECT LOCATION:</b>	CITY OF AUBURN, MAINE. INTERSECTION #1) TURNER STREET AND HAMSHIRE STREET; #2) CENTER STREET AND NORTH RIVER ROAD; #3) CENTER STREET AND LAKE AUBURN AVENUE; #4) MT. AUBURN AVENUE AND TURNER STREET; #5) MT. AUBURN AVENUE AND WALMART ENTRANCE.
<b>PROGRAM AREA:</b>	MULTI-MODAL
<b>SCOPE OF WORK:</b>	SIGNAL AND ADA UPGRADES

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER:	CHIEF ENGINEER:	
	SIGNATURE	DATE
MICHAEL F. ZARBA	16384	9/23/2022
P.E. NUMBER	DATE	
PROJECT INFORMATION	MULTI-MODAL	
PROGRAM	PROJECT MANAGER	DESIGNER
GERALD DOSTIE	MICHAEL ZARBA	SLR CONSULTING
CONSULTANT	PROJECT RESIDENT	CONTRACTOR
PROJECT COMPLETION DATE		
AUBURN SIGNAL AND ADA UPGRADES	TITLE SHEET	
SHEET NUMBER	1	
	OF 19	

Date: 9/23/2022

Username: common

Division: HIGHWAY

Filename: ... \000\TRAFFIC\MSTA\001\_Title.dgn

Date: 9/23/2022

Username: common

Division: HIGHWAY

Filename: ... \TRAFFIC\WSTA\002\_Gen Notes.dgn

GENERAL NOTES

1. CONTRACTOR TO REMOVE ALL CONFLICTING SIGNS AND MARKINGS.
2. PRIOR TO CONSTRUCTION, EXCAVATIONS, BORINGS, ETC., CONTRACTOR MUST NOTIFY DIGSAFE AND A SITE IDENTIFICATION NUMBER AND DIGSAFE DATE MUST BE OBTAINED.
3. CONTRACTOR TO VERIFY THE LOCATION, DEPTH AND MATERIAL OF ALL SUBSURFACE UTILITIES.
4. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER THAT WILL CAUSE MINIMUM DISRUPTION TO TRAFFIC.
5. A TRACE WIRE SHALL BE INSTALLED WITH ALL NON-METALLIC CONDUIT.
6. ANY SHOP DRAWING SUBMITTALS FOR MATERIALS TO BE FURNISHED "AS EQUAL" SHALL BE APPROVED THROUGH THE CITY OF AUBURN, ATRC, AND MAINEDOT.
7. ALL EXISTING SIGNAL EQUIPMENT SHALL BE SALVAGED AND RETURNED TO THE CITY OF AUBURN, DEPARTMENT OF PUBLIC WORKS.

SIGNAL NOTES

1. THE TRAFFIC SIGNAL EQUIPMENT SHALL MEET THE REQUIREMENTS AND SPECIFICATIONS OF MAINEDOT.

SIGNS AND MARKINGS NOTES

1. ALL SIGNS AND MARKINGS SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF THE MUTCD AS ACCEPTED BY MAINEDOT.
2. ALL PAVEMENT MARKING LINES SHALL BE PAINT AND 4" WIDE EXCEPT: SOLID WHITE STOP LINES SHALL BE 12" WIDE AND CROSSWALK MARKINGS AS NOTED ON THE PLANS.

SIGNAL HEADS NOTES

1. PEDESTRIAN PUSH-BUTTON ASSEMBLIES SHALL BE POLARA IN3 NAVIGATOR 3-WIRE AUDIBLE-TACTILE PEDESTRIAN SIGNAL SYSTEM, LED MODULES FOR VEHICLE INDICATIONS SHALL BE GELCORE MODEL DR6 SERIES ONLY, AND FOR PEDESTRIAN INDICATIONS SHALL BE GELCORE MODEL P57 SERIES ONLY.
2. PEDESTRIAN SIGNAL INDICATIONS SHALL BE I-WAY I-SECTION 16"x18" HAND/MAN WITH COUNTDOWN MODULE MCCAIN 1000 SERIES OR APPROVED EQUAL. APS PUSHBUTTON SHALL HAVE CUSTOMIZED WALK MESSAGE AND LOCATOR (PERCUSSIVE) TONE WHEN BUTTONS ARE GREATER THAN 10 FT. APART.

COMMUNICATIONS

1. CONTRACTOR SHALL INSTALL 12-STRAND SINGLE MODE FIBER AERIALY AND VIA UNDERGROUND CONDUIT AS NOTED ON THE PLANS FOR CONNECTION TO THE ATRC TRAFFIC SIGNAL MANAGEMENT SYSTEM AT 125 MANLEY ROAD, AUBURN, ME.
2. TRAFFIC SIGNALS SHALL BE CONNECTED TO THE FIBER VIA IN-CABINET FIBER PATCH PANEL AND COMMUNICATIONS SWITCH.
3. CONTRACTOR TO COORDINATE WITH AUBURN AND ATRC IT DEPARTMENT TO CONFIRM COMPATIBILITY REQUIREMENTS OF EQUIPMENT TO CONNECT TO CITY'S EXISTING COMMUNICATIONS NETWORK AND THE ATRC ATMS.
4. INSTALLATION OF PROPER COMMUNICATIONS EQUIPMENT (INCLUDING ENVIRONMENTALLY HARDENED COMMUNICATIONS SWITCHES, FIBER PATCH PANEL, IN-CABINET COMMUNICATIONS CONNECTIONS, ETC.) NECESSARY FOR PROPER COMMUNICATIONS BETWEEN THE PROJECT TRAFFIC SIGNALS, CITY OF AUBURN COMMUNICATIONS NETWORK AND THE ATRC ATMS ARE INCLUDED AS PART OF ITEM 643.71.

CABINET AND CONTROLLER NOTES

1. ALL SPLICES WILL BE MADE IN THE CABINET MEETING MAINEDOT SPECIFICATIONS.
2. ONE COPY OF AS-BUILT PLANS, WIRING DIAGRAMS, BOX PRINTS AND EQUIPMENT MATERIALS SHALL BE LEFT IN THE CABINET AND SENT TO THE DESIGNER.
3. ALL MAJOR COMPONENTS OF THE CONTROLLER CABINET SHALL BE FROM THE SAME MANUFACTURER. THIS INCLUDES CABINET ASSEMBLY, CONTROLLER, MMU, BIU'S, AND CABINET POWER SUPPLY.
4. THE SIGNAL CABINETS SHALL BE FULLY EQUIPPED FOR CONNECTION VIA FIBER OPTIC TO THE ADJACENT PROJECT INTERSECTIONS. NEW EQUIPMENT SHALL INCLUDE AN ENVIRONMENTALLY HARDENED COMMUNICATIONS SWITCH, FIBER OPTIC SPLICE ENCLOSURE (DROP), AND FIBER PATH PANEL AS WELL AS ADDITIONAL EQUIPMENT NECESSARY.
5. ALL SIGNAL EQUIPMENT SHALL BE TRAFFICWARE, OR FULLY COMPATIBLE WITH TRAFFICWARE HARDWARE, AND SHALL BE FULLY COMPATIBLE AND INTEGRATABLE WITH TRAFFICWARE ATMS, NOW SOFTWARE AND ATRC ATMS.

INTERSECTION SPECIFIC NOTES

1. ALL SIGNAL EQUIPMENT INCLUDING CONTROLLER CABINET SHALL BE GALVANIZED UNLESS OTHERWISE NOTED.
2. ALL SIGNAL HEADS SHALL BE HEAVY DUTY POLYCARBONATE.
3. SIGNAL EQUIPMENT:
  - SIGNAL HOUSINGS SHALL BE MCCAIN MODEL MTSTA OR MTSTP SERIES ONLY
  - LED MODULES FOR VEHICLE INDICATIONS SHALL BE GELCORE MODEL DR6 SERIES ONLY
  - LED MODULES FOR PEDESTRIAN INDICATIONS SHALL BE GELCORE MODEL P57 ONLY
  - PEDESTRIAN PUSH BUTTON ASSEMBLIES SHALL BE POLARA IN3 NAVIGATOR -3 WIRE AUDIBLE-TACTILE PEDESTRIAN SIGNAL SYSTEM
4. TRAFFIC STRUCTURES:
  - PEDESTAL POLES SHALL BE ONE PIECE
  - UNLESS OTHERWISE NOTED ALL MAST ARMS AND UPRIGHTS SHALL BE GALVANIZED
5. REMOVAL OF THE EXISTING SIGNAL SYSTEM SHALL BE INCIDENTAL TO PAY ITEM 643.71.
6. EXISTING PREEMPTION RECEIVERS AND PROCESSORS SHALL BE REUSED. THE CONTRACTOR SHALL REPLACE NON-OPERATIONAL PREEMPTION EQUIPMENT AT NO ADDITIONAL COST.

VIDEO DETECTION

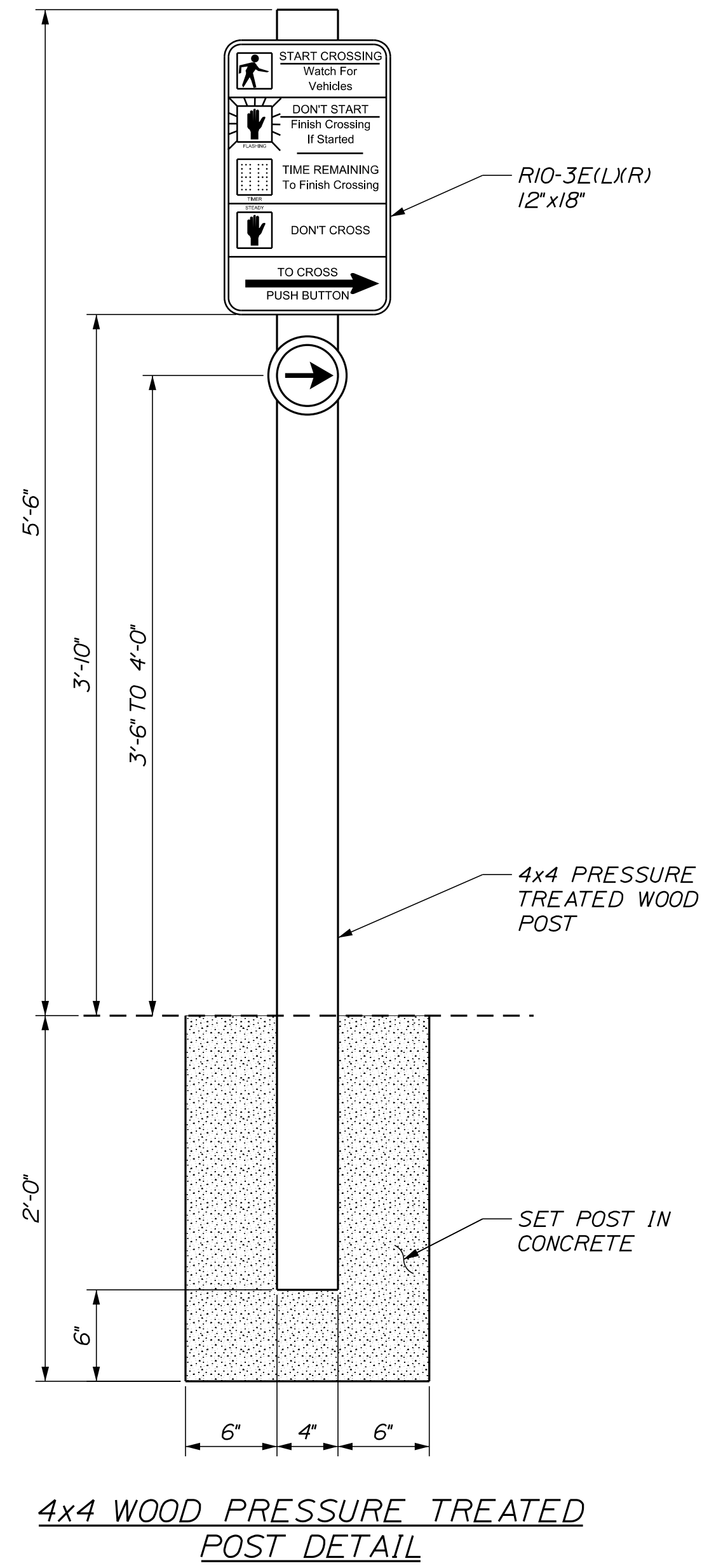
1. VIDEO DETECTION SHALL BE INSTALLED AT THE OPTIMAL HEIGHT AND LOCATION BY THE CONTRACTOR AND APPROVED BY THE RESIDENT TO ENSURE OPTIMAL PERFORMANCE
2. AT LOCATIONS WITH EXISTING VIDEO DETECTION WHERE NEW VIDEO DETECTION IS TO BE INSTALLED; THE CONTRACTOR SHALL PROVIDE ALL AUXILIARY EQUIPMENT REQUIRED FOR A FULLY OPERABLE VIDEO DETECTION SYSTEM AT NO EXTRA COST.
3. AT LOCATIONS WHERE NEW VIDEO DETECTORS ARE BEING INSTALLED THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR FIELD ADJUSTING THE HEIGHT, EITHER LOWER OR HIGHER, OF THE EXISTING VIDEO DETECTORS AS DIRECTED BY THE RESIDENT, DURING OR AFTER CONSTRUCTION. THIS WORK IS CONSIDERED INCIDENTAL TO THE RESPECTIVE 643.83 - VIDEO DETECTION SYSTEM ITEMS AND NO SEPARATE PAYMENT WILL BE MADE.
4. BRACKET ARMS FOR DETECTION CAMERAS SHALL BE INCIDENTAL TO ITEM 643.83.

SYSTEM START-UP AND ACCEPTANCE TESTING

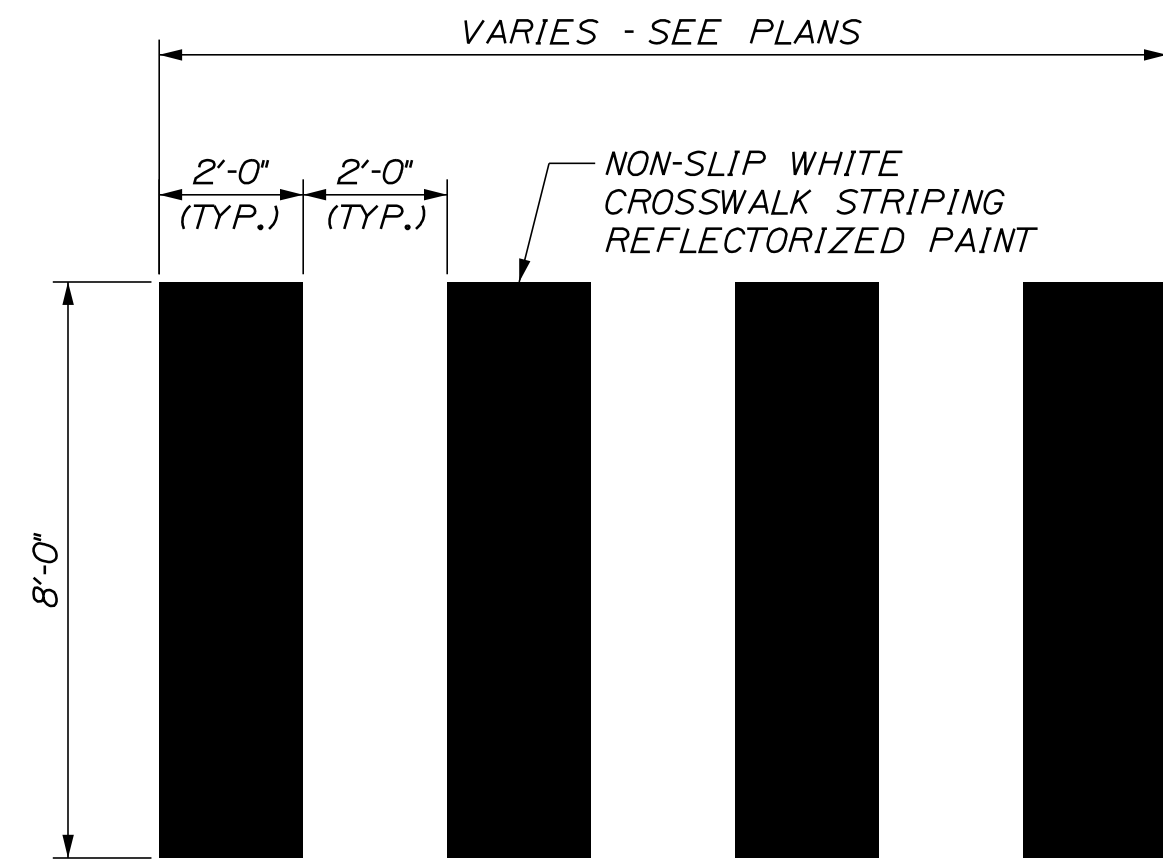
1. CONTRACTOR SHALL COORDINATE AS NECESSARY WITH THE CITY'S I.T. CONSULTANT TO ENSURE THAT THE COMMUNICATIONS FROM THE FIELD (TRAFFIC SIGNALS), TO THE ATRC ATMS AT THE PUBLIC WORKS FACILITY IS STABLE AND FULLY FUNCTIONAL.
2. CONTRACTOR SHALL DEMONSTRATE TO THE SATISFACTION OF THE CITY OF AUBURN THAT THE COMMUNICATIONS SYSTEM HAS BEEN SUCCESSFULLY SET-UP AND INSTALLED. AFTER THIS IS DEMONSTRATED THE CONTRACTOR SHALL PERFORM FORMAL START-UP AND ACCEPTANCE TESTING AS DETAILED BELOW.
3. START-UP TESTING - THE CONTRACTOR SHALL INITIATE COMPLETE SYSTEM OPERATION AND SYSTEM LOGGING (BASED ON EXISTING SIGNAL PROGRAMING AT THE PHASE 1 SIGNALS) AT THE DIRECTION OF THE CITY OF AUBURN AND ATRC. AFTER THE CONTRACTOR HAS INITIATED SYSTEM OPERATION AND LOGGING, THE SYSTEM SHALL BE RUN FOR A CONTINUOUS 7-DAY INITIAL OPERATION TESTING PERIOD. IF ANY MAJOR FUNCTION OF THE SYSTEM FAILS TO OPERATE DURING THIS TESTING PERIOD, AS DETERMINED BY THE ENGINEER OR ATRC, THE SUPPLIER SHALL CORRECT OR REPAIR THE SYSTEM AND THE CONTINUOUS 7-DAY TESTING PERIOD SHALL BE RESTARTED. AT THE COMPLETION OF A SUCCESSFUL 7-DAY TESTING PERIOD, THE CONTRACTOR SHALL ADVISE THE ENGINEER AND ATRC THAT THE SYSTEM IS READY FOR THE ACCEPTANCE PHASE. WITHIN 7 DAYS OF COMPLETION OF THE INITIAL TESTING PERIOD, AND NOTIFICATION TO THE ENGINEER, THE CONTRACTOR WILL BEGIN LOADING THE SYSTEM FOR FULL ACCEPTANCE TESTING.
4. ACCEPTANCE TESTING - UPON COMPLETION OF THE 7-DAY COORDINATION TESTING PERIOD, THE ENGINEER SHALL EVALUATE SYSTEM OPERATION. IT IS EXPECTED THAT THE COMPLETE SYSTEM SHALL OPERATE WITH FULL FUNCTION FOR A PERIOD OF 30 CONSECUTIVE DAYS WITHOUT MALFUNCTIONS. INOPERABILITY NOT THE FAULT OF THE CONTRACTOR, AS JUDGED BY THE ENGINEER, ARE NOT INCLUDED IN THE 30-DAY PERIOD. IF THE SYSTEM FAILS TO OPERATE AS INTENDED OR THE SUPPLIER'S CLAIMS, THE MALFUNCTION SHALL BE CORRECTED BY THE CONTRACTOR AT ITS COST AND A NEW 30-DAY TESTING PERIOD SHALL BEGIN. THIS PROCESS SHALL CONTINUE UNTIL A COMPLETELY OPERABLE SYSTEM IS DEMONSTRATED FOR A CONSECUTIVE 30-DAY PERIOD.
5. ACCEPTANCE TESTING MUST DEMONSTRATE TO THE ENGINEER'S REASONABLE SATISFACTION THAT THE HARDWARE AND SOFTWARE FUNCTION IN ACCORDANCE WITH THE SPECIFICATIONS, REQUIREMENTS, THROUGH-PUTS, FUNCTIONALITIES, PERFORMANCE CRITERIA OR OTHER BENEFITS STATED IN DOCUMENTATION, PROMOTIONAL MATERIALS, PROPOSALS, AND/OR DEMONSTRATIONS GIVEN TO THE CITY OF AUBURN.
6. AFTER START-UP AND ACCEPTANCE TESTING HAS BEEN COMPLETED AND APPROVED BY THE CITY OF AUBURN AND ATRC, THE CONTRACTOR SHALL PROVIDE ADDITIONAL TROUBLESHOOTING AND SUPPORT FOR THEIR SUPPLIED EQUIPMENT AND HARDWARE FOR A PERIOD OF ONE YEAR FROM THE ACCEPTANCE DATE.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		AUBURN		SIGNAL AND ADA UPGRADES		WIN		18658.00		MULTIMODAL PLANS	
AUBURN		SIGNAL AND ADA UPGRADES		SIGNAL AND ADA UPGRADES		SIGNAL AND ADA UPGRADES		SIGNAL AND ADA UPGRADES		SIGNAL AND ADA UPGRADES		SIGNAL AND ADA UPGRADES	
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SIGNATURE		SIGNATURE		SIGNATURE		SIGNATURE		SIGNATURE		SIGNATURE		SIGNATURE	
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GERALD DOSTIE		GERALD DOSTIE		GERALD DOSTIE		GERALD DOSTIE		GERALD DOSTIE		GERALD DOSTIE		GERALD DOSTIE	
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K. BROWN		K. BROWN		K. BROWN		K. BROWN		K. BROWN		K. BROWN		K. BROWN	
CHECKED-REVIEWED		CHECKED-REVIEWED		CHECKED-REVIEWED		CHECKED-REVIEWED		CHECKED-REVIEWED		CHECKED-REVIEWED		CHECKED-REVIEWED	
M. ZARBA		M. ZARBA		M. ZARBA		M. ZARBA		M. ZARBA		M. ZARBA		M. ZARBA	
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REVISIONS 2		REVISIONS 2		REVISIONS 2		REVISIONS 2		REVISIONS 2		REVISIONS 2		REVISIONS 2	
REVISIONS 3		REVISIONS 3		REVISIONS 3		REVISIONS 3		REVISIONS 3		REVISIONS 3		REVISIONS 3	
REVISIONS 4		REVISIONS 4		REVISIONS 4		REVISIONS 4		REVISIONS 4		REVISIONS 4		REVISIONS 4	
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES	
AUBURN		AUBURN		AUBURN		AUBURN		AUBURN		AUBURN		AUBURN	
SIGNAL AND ADA UPGRADES		SIGNAL AND ADA UPGRADES		SIGNAL AND ADA UPGRADES		SIGNAL AND ADA UPGRADES		SIGNAL AND ADA UPGRADES		SIGNAL AND ADA UPGRADES		SIGNAL AND ADA UPGRADES	
GENERAL NOTES		GENERAL NOTES		GENERAL NOTES		GENERAL NOTES		GENERAL NOTES		GENERAL NOTES		GENERAL NOTES	
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OF 19		OF 19		OF 19		OF 19		OF 19		OF 19		OF 19	

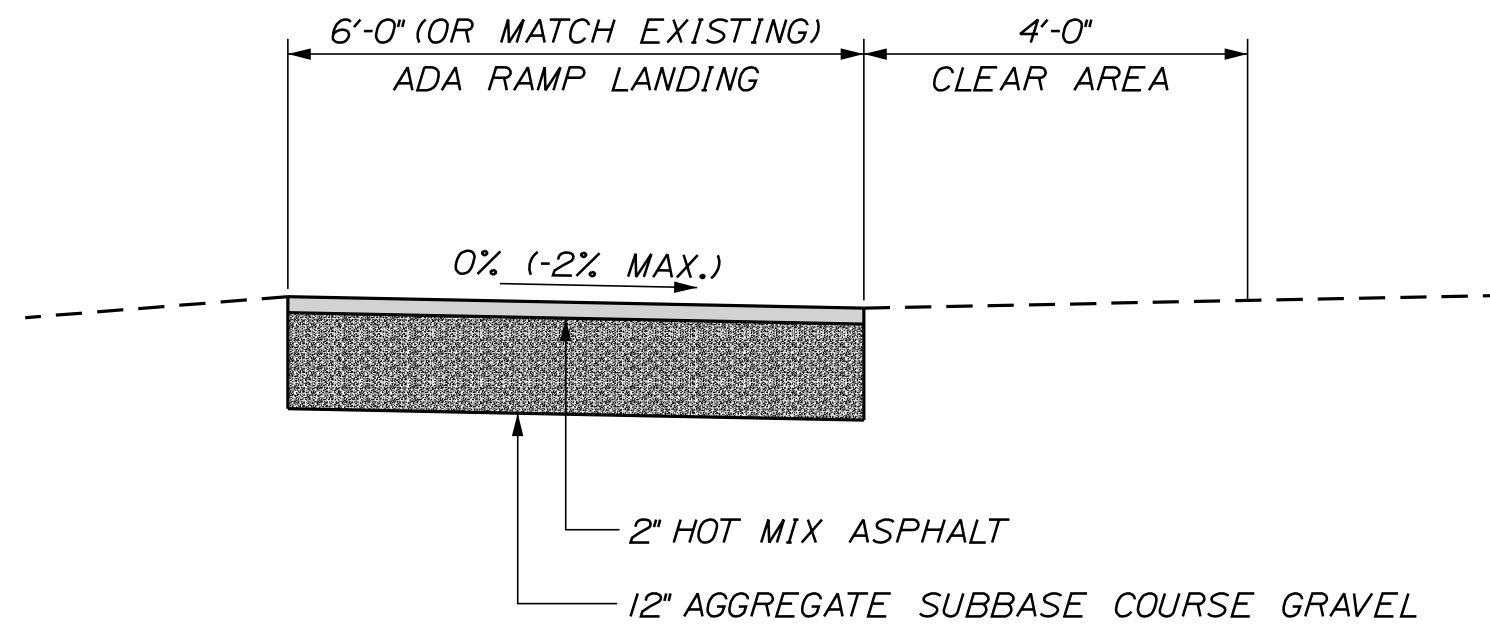




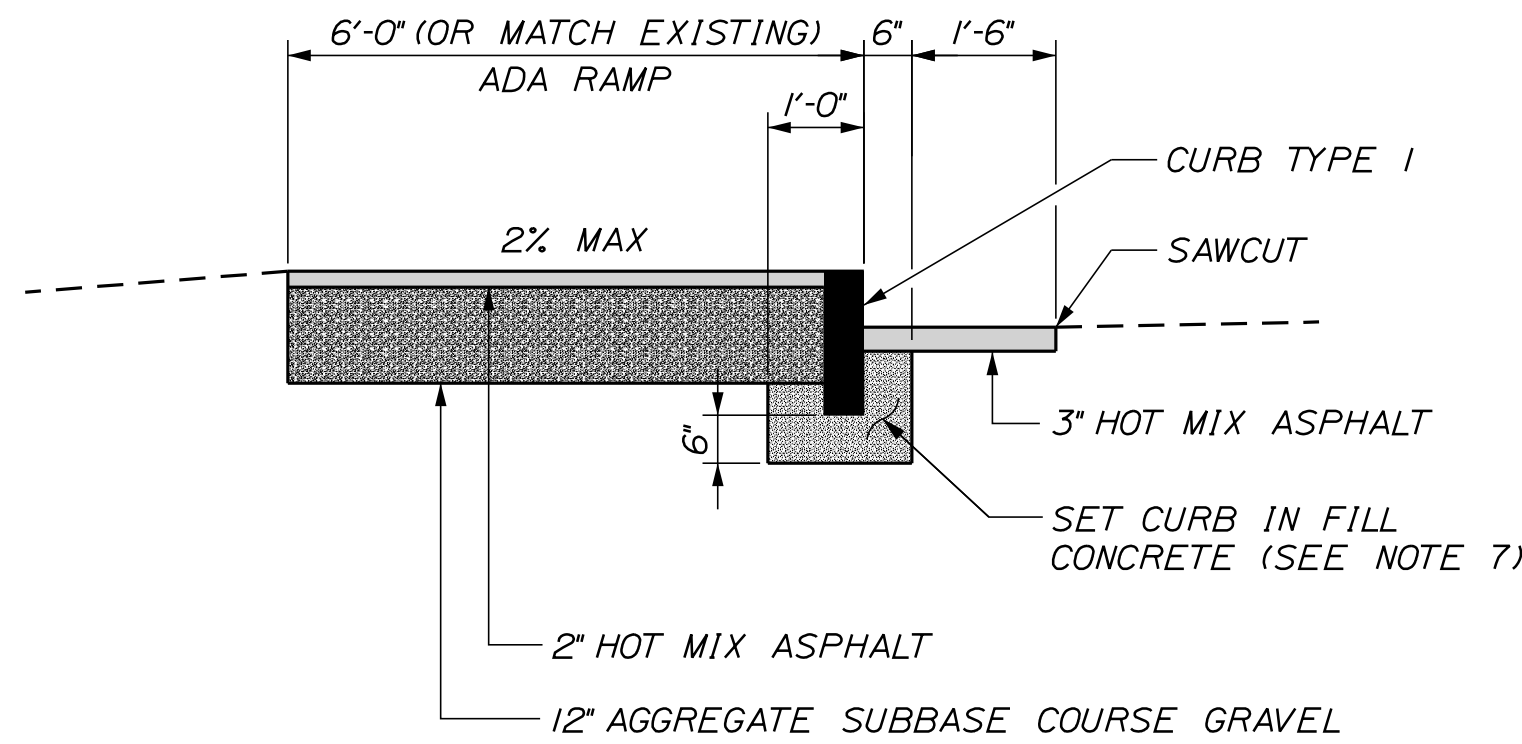
4x4 WOOD PRESSURE TREATED POST DETAIL



CROSSWALK DETAIL



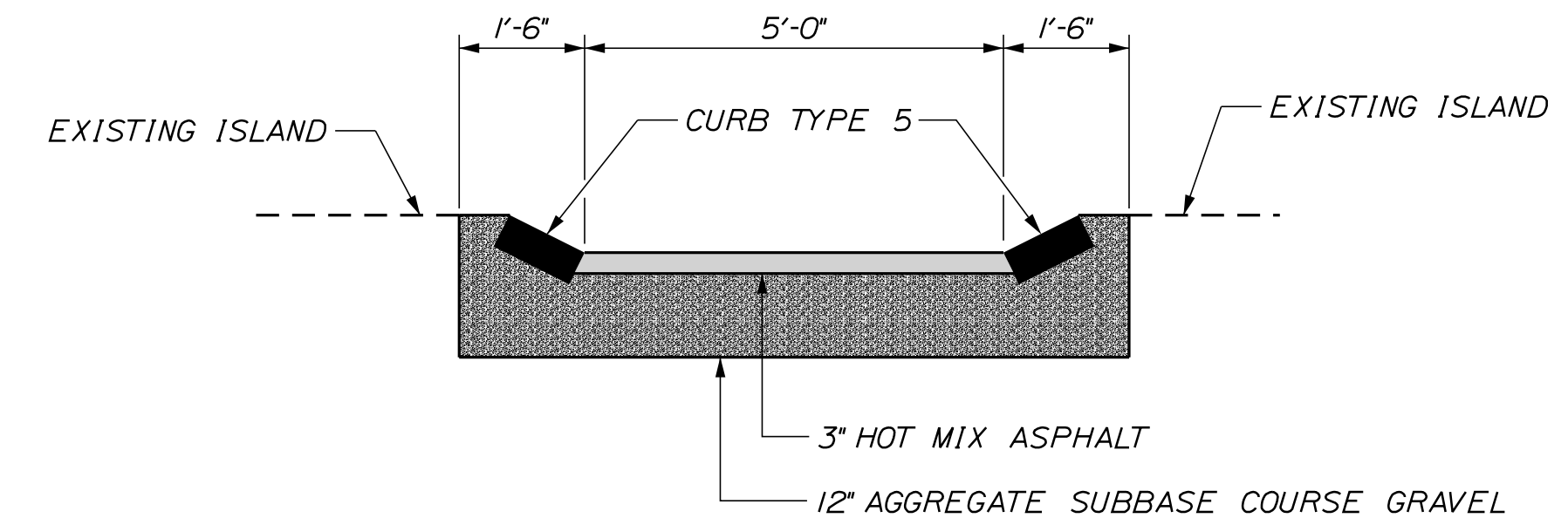
BITUMINOUS SIDEWALK TYPICAL SECTION AT RAMP LANDING



BITUMINOUS SIDEWALK TYPICAL SECTION AT RAMP

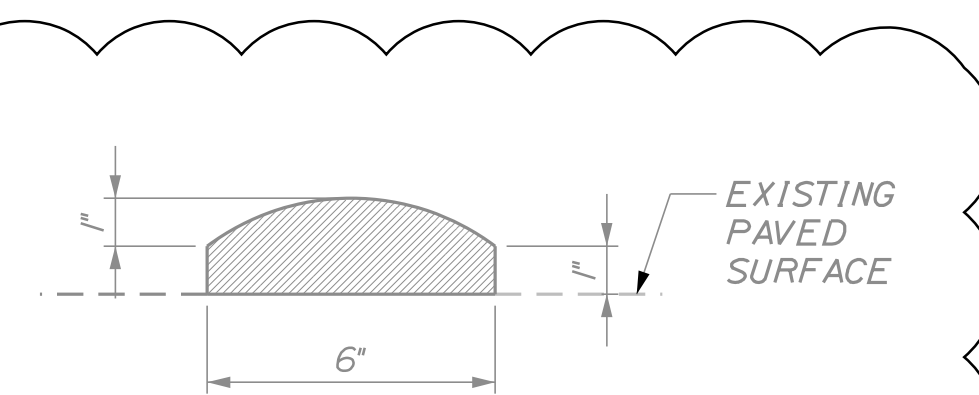
NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. SAWCUT LOCATIONS SHALL BE 2 FEET INSIDE OF PROPOSED CURB OR EDGE OF EXISTING PAVEMENT, WHICHEVER IS CLOSEST TO THE CONSTRUCTION BASELINE. COORDINATE WORK WITH THE RESIDENT.
3. CURB REVEALS MAY VARY IN AREAS OF SIDEWALK RAMPS AND LANDINGS.
4. SEE MAINEDOT SUPPLEMENTAL STANDARD DETAILS 80K(11) - 80K(26) FOR ADDITIONAL INFORMATION REGARDING PEDESTRIAN RAMP DESIGN AND ADA COMPLIANCE.
5. MAXIMUMS AND MINIMUMS NOTED IN THE STANDARD DETAILS DO NOT HAVE TOLERANCES AND ARE NOT TO BE EXCEEDED OR UNMET.
6. IF A PEDESTRIAN RAMP OR LANDING CANNOT MEET ADA REQUIREMENTS, THE CONTRACTOR SHALL SUBMIT THE MAINEDOT ADA TECHNICAL INFEASIBILITY FORM TO THE RESIDENT.
7. CURB TYPE 1 SHALL BE INSTALLED IN A CONCRETE BASE (3000 PSI). SEE SPECIAL PROVISION 609. PAYMENT FOR CONCRETE WORK SHALL BE CONSIDERED INCIDENTAL TO THE OTHER CURBING ITEMS.



- NOTE:
1. CONTRACTOR TO MILL PAVEMENT TO 3" BELOW ROADWAY SURFACE GRADE AND THEN PAVE 3" HOT MIX ASPHALT IN 2 LIFTS, PLACED AND COMPACTED, TO MAINEDOT STANDARDS FOR AREA NOTED ON PLANS ON EXISTING MEDIAN.

TYPICAL SECTION THROUGH MEDIAN ISLAND



- NOTES:
1. BERM TO BE CONSTRUCTED WITH HOT MIX ASPHALT PAVEMENT.
  2. CONTRACTOR TO APPLY TACK COAT TO EXISTING PAVEMENT SURFACE BENEATH BERM IN ACCORDANCE WITH STANDARD MAINEDOT SPECIFICATIONS FOR ROADWAYS.

BERM DETAIL

- NOTE:
1. ALL WORK SHOWN IN CLOUDED AREAS IS TO BE DONE UNDER WIN 26748.00 TO BE BID AT A LATER DATE. THIS WORK IS SHOWN FOR INFORMATIONAL AND CONSISTENCY PURPOSES ONLY AND IS NOT CONSIDERED PART OF THIS PROJECT.

DESIGN-DETAILED	K. BROWN	7/29/2022	SIGNATURE
CHECKED-REVIEWED	M. ZARBA	9/23/2022	P.E. NUMBER
DESIGN-DETAILED			DATE
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SHEET NUMBER

3

OF 19



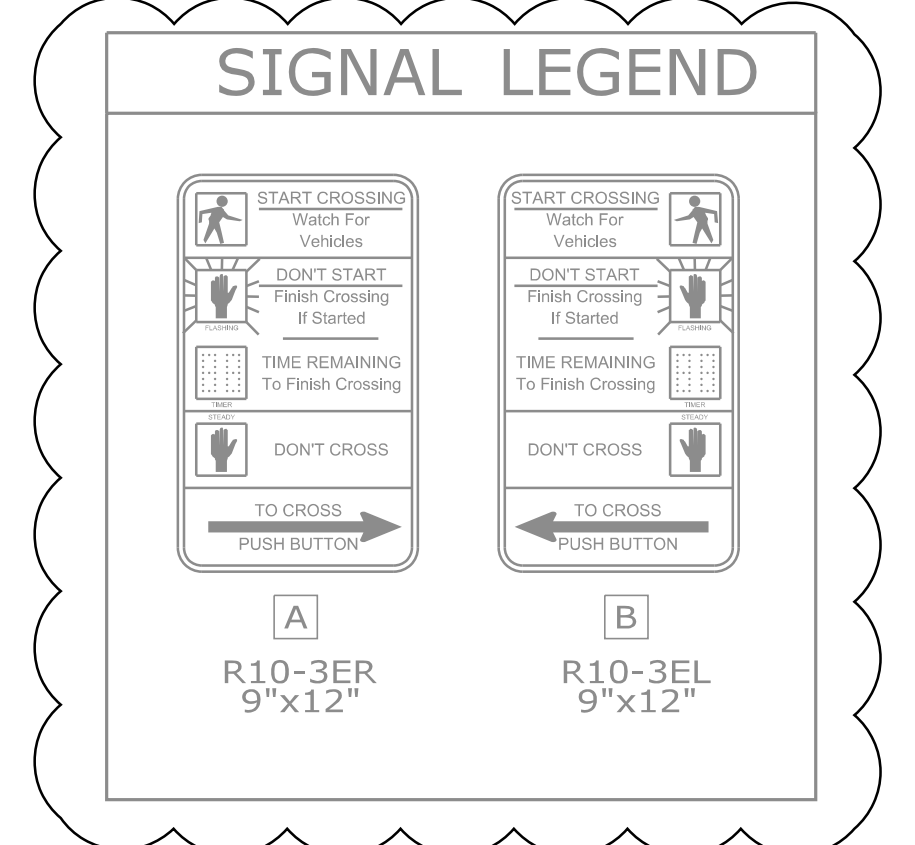
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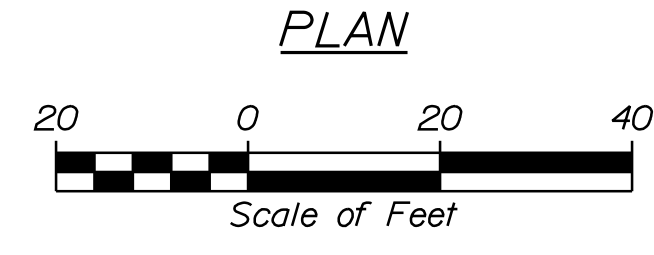
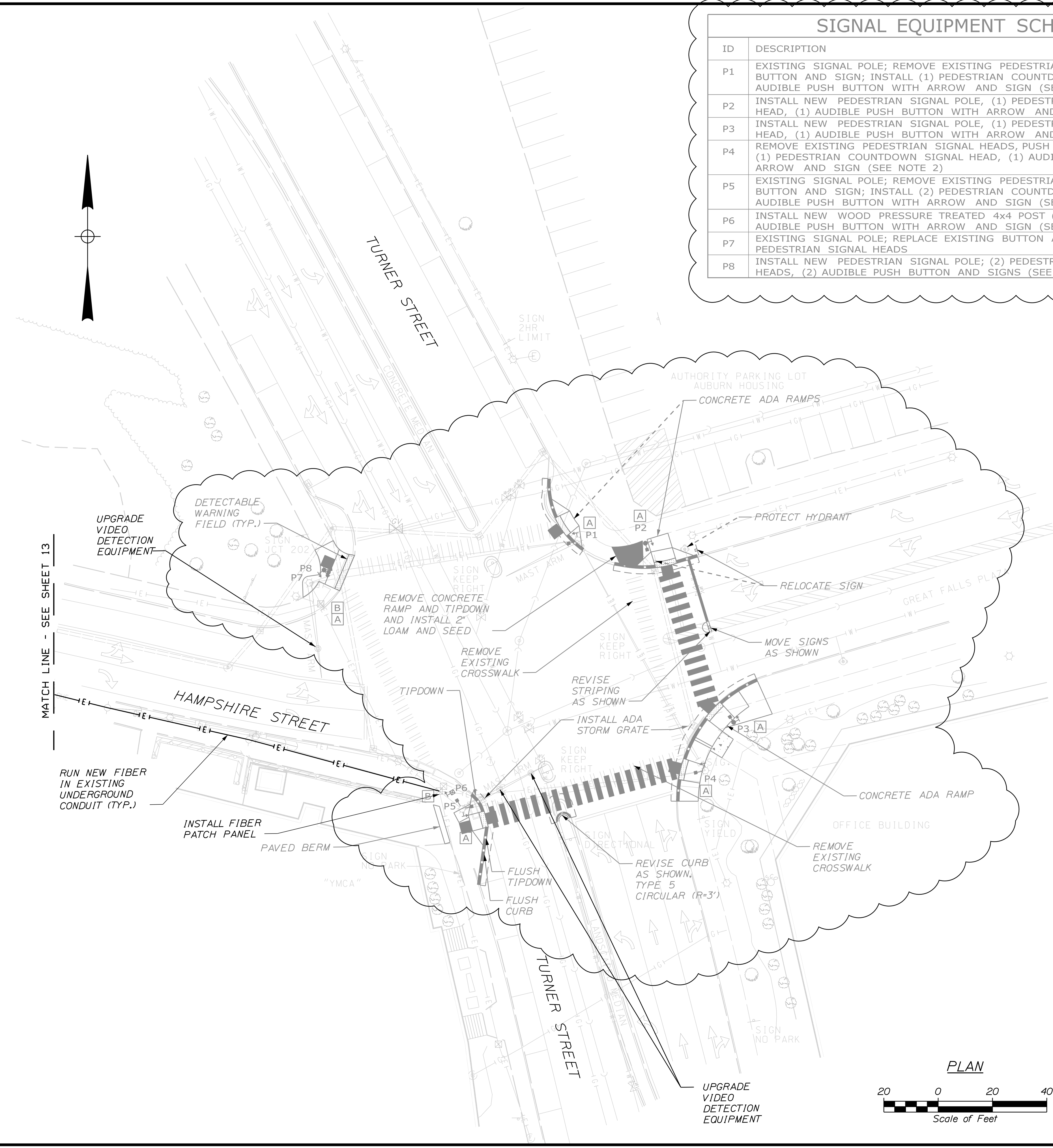
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SIGNAL EQUIPMENT SCHEDULE	
ID	DESCRIPTION
P1	EXISTING SIGNAL POLE; REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PUSH BUTTON AND SIGN; INSTALL (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)
P2	INSTALL NEW PEDESTRIAN SIGNAL POLE, (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)
P3	INSTALL NEW PEDESTRIAN SIGNAL POLE, (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)
P4	REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PUSH BUTTON AND SIGN; INSTALL (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)
P5	EXISTING SIGNAL POLE; REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PUSH BUTTON AND SIGN; INSTALL (2) PEDESTRIAN COUNTDOWN SIGNAL HEADS, (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)
P6	INSTALL NEW WOOD PRESSURE TREATED 4x4 POST (SEE DETAIL), INSTALL (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)
P7	EXISTING SIGNAL POLE; REPLACE EXISTING BUTTON AND REMOVE EXISTING PEDESTRIAN SIGNAL HEADS
P8	INSTALL NEW PEDESTRIAN SIGNAL POLE; (2) PEDESTRIAN COUNTDOWN SIGNAL HEADS, (2) AUDIBLE PUSH BUTTON AND SIGNS (SEE NOTE 2)

EXISTING	LEGEND	PROPOSED (BY OTHERS)
	RIGHT-OF-WAY	
	SLOPED GRANITE CURB	
	EDGE OF PAVEMENT	
	PAINTED LINE	
	SIDEWALK	
	SAWCUT LINE	
	OVERHEAD ELECTRICAL SPAN WIRE	
	PAINTED DIRECTIONAL ARROWS	
	PAINTED CROSSWALK	
	PAINTED STOP BAR	
	STEEL SIGNAL POLE WITH MAST ARM	
	SIGNAL HEAD	
	OVERHEAD SIGN	
	PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON	
	42" PEDESTRIAN PUSH BUTTON POLE	
	8" PEDESTRIAN SIGNAL POLE	
	PREEMPTION RECEIVER	
	PREEMPTION CONFIRMATION STROBE	
	VIDEO DETECTION CAMERA	
	CONTROL CABINET	
	LIGHT POLE	
	WOOD UTILITY POLE	
	POST MOUNTED SIGN	
	DETECTABLE WARNING STRIP	
	HYDRANT	
	COUNTDOWN PED SIGNAL HEAD	
	AUDIBLE PUSH BUTTON WITH ARROW	
	AUDIBLE PUSH BUTTON	
	4'x4' ADA CLEAR SPACE	



- NOTES:
- ALL WORK SHOWN IN CLOUDED AREAS IS TO BE DONE UNDER WIN 26748.00 TO BE BID AT A LATER DATE. THIS WORK IS SHOWN FOR INFORMATIONAL AND CONSISTENCY PURPOSES ONLY AND IS NOT CONSIDERED PART OF THIS PROJECT.
  - THE ONLY WORK ON THIS SHEET TO BE CONSIDERED PART OF THIS CONTRACT IS INSTALLING FIBER CABLE IN EXISTING CONDUIT, REPLACING/UPGRADING THE VIDEO DETECTION CAMERAS AND FIBER PATCH PANEL WORK.



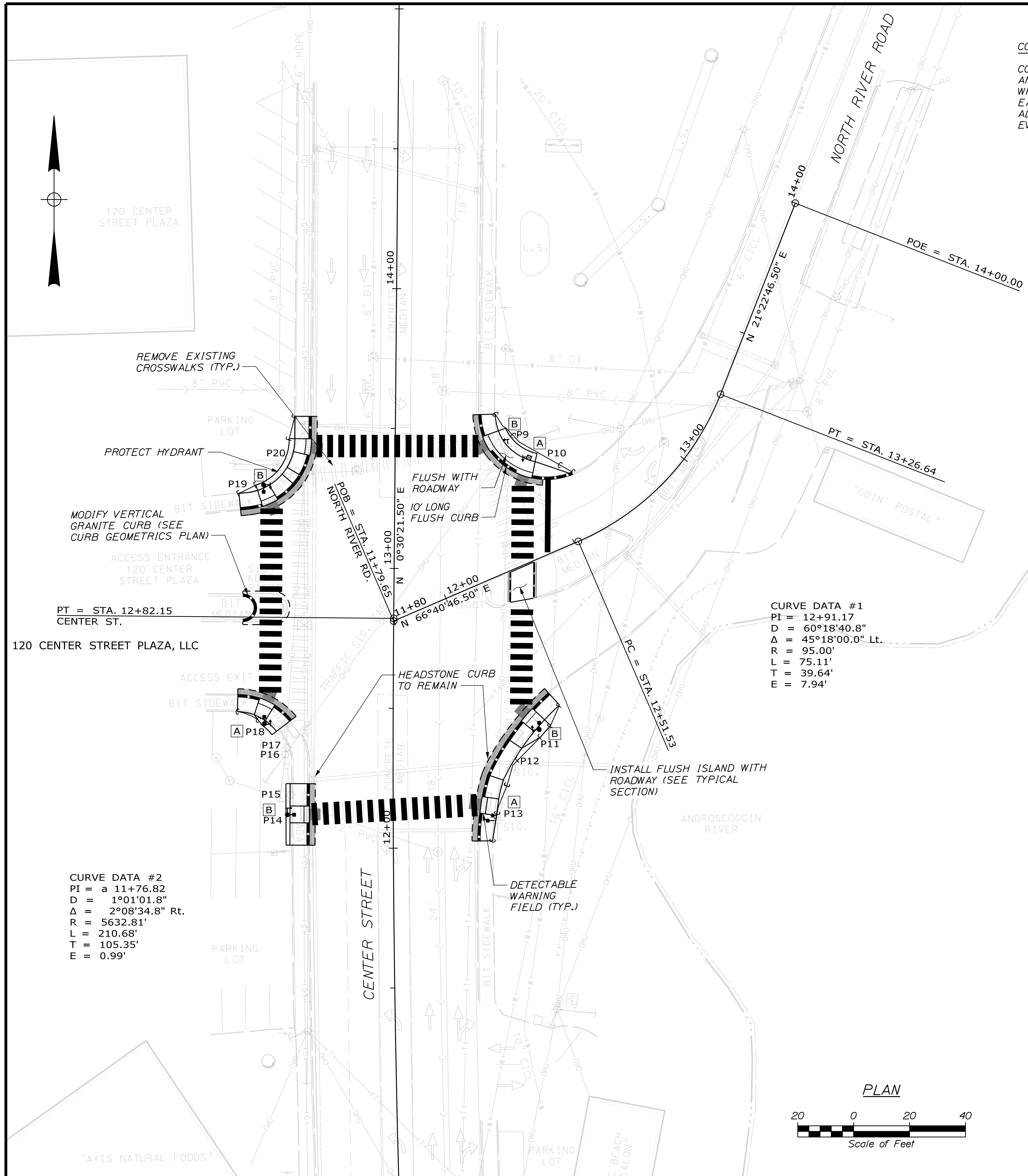
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
AUBURN		SIGNAL AND ADA UPGRADES	
WIN 18658.00		MULTIMODAL PLANS	
PROJ. MANAGER	GERALD DOSTIE	BY	DATE
DESIGN-DETAILED	K. BROWN	D. BURGESS	7/29/2022
CHECKED-REVIEWED	M. ZARBA		9/23/2022
DESIGN-DETAILED		SIGNATURE	
REVISIONS 1		P.E. NUMBER	
REVISIONS 2		DATE	
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
AUBURN		SIGNAL AND ADA UPGRADES	
TRAFFIC SIGNAL PLANS		& ADA SIDEWALK UPGRADES	
SHEET NUMBER		4	
		OF 19	



Date: 9/23/2022

Username: common

Filename: ... \TRAFFIC\STA\005\_MMP\plan\_02.dgn Division: HIGHWAY



**CONSTRUCTION NOTE:**  
 CONTRACTOR IS REQUIRED TO OBSERVE FOR ANY POSSIBLE CONTAMINATION OF SOILS WHILE EXCAVATING ADJACENT TO NORTH EAST CORNER NEXT TO GAS STATION AND TO ALERT THE PROJECT ENGINEER FOR EVALUATION AND REMEDIATION AS REQUIRED.

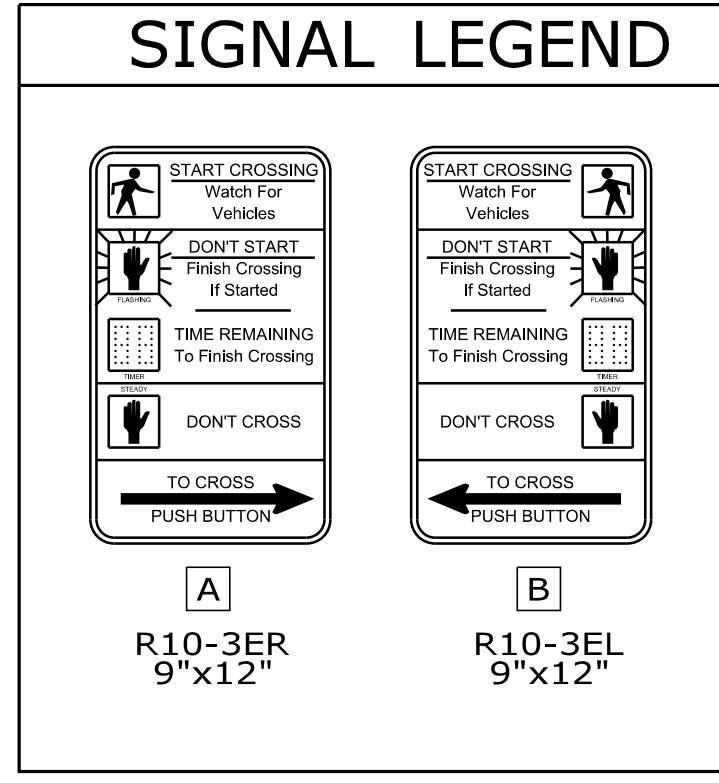
**LEGEND**

EXISTING		PROPOSED
	RIGHT-OF-WAY	
	VERTICAL GRANITE CURB	
	SLOPED GRANITE CURB	
	EDGE OF PAVEMENT	
	PAINTED LINE	
	SIDEWALK	
	SAWCUT LINE	
	OVERHEAD ELECTRICAL SPAN WIRE	
	PAINTED DIRECTIONAL ARROWS	
	PAINTED CROSSWALK	
	PAINTED STOP BAR	
	STEEL SIGNAL POLE WITH MAST ARM	
	SIGNAL HEAD	
	OVERHEAD SIGN	
	PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON	
	42" PEDESTRIAN PUSH BUTTON POLE	
	8' PEDESTRIAN SIGNAL POLE	
	PREEMPTION RECEIVER	
	PREEMPTION CONFIRMATION STROBE	
	VIDEO DETECTION CAMERA	
	CONTROL CABINET	
	LIGHT POLE	
	WOOD UTILITY POLE	
	POST MOUNTED SIGN	
	DETECTABLE WARNING STRIP	
	HYDRANT	
	COUNTDOWN PED SIGNAL HEAD	
	AUDIBLE PUSH BUTTON WITH ARROW	
	AUDIBLE PUSH BUTTON	
	4'x4' ADA CLEAR SPACE	

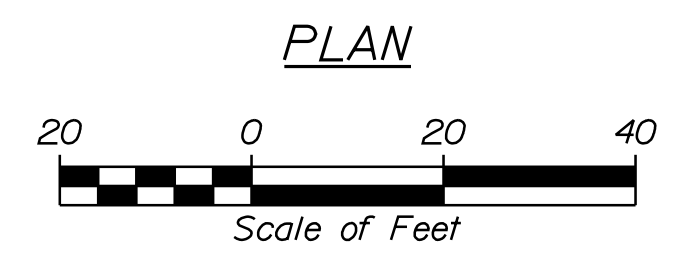
**SIGNAL EQUIPMENT SCHEDULE**

ID	DESCRIPTION
P9	EXISTING UTILITY POLE WITH CABINET AND METER, REMOVE (1) AUDIBLE PUSH BUTTON AND SIGN
P10	INSTALL NEW WOOD PRESSURE TREATED 4x4 POST (SEE DETAIL), INSTALL (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)
P11	INSTALL NEW PEDESTRIAN SIGNAL POLE, (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)
P12	REMOVE EXISTING PEDESTRIAN SIGNAL POLE AND ALL APPURTENANCES
P13	EXISTING SIGNAL POLE; REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSH BUTTON AND SIGN; INSTALL (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON AND SIGN (SEE NOTE 2)
P14	INSTALL NEW PEDESTRIAN SIGNAL POLE, (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)
P15	REMOVE EXISTING 42" WOOD PRESSURE TREATED 4x4 POST, (1) EXISTING PUSH BUTTON AND SIGN
P16	EXISTING SIGNAL POLE; REMOVE EXISTING PEDESTRIAN SIGNAL HEADS
P17	REMOVE EXISTING 42" WOOD PRESSURE TREATED 4x4 POST, (1) EXISTING PUSH BUTTON AND SIGN
P18	INSTALL NEW PEDESTRIAN SIGNAL POLE, (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)
P19	INSTALL NEW PEDESTRIAN SIGNAL POLE, (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)
P20	EXISTING PEDESTRIAN SIGNAL POLE, REMOVE (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)

**NAZTEC TS2 TYPE 1**  
 FIBER PATCH PANEL  
 CISCO SWITCH  
 MONITOR



- NOTES:**
- ALL RAMPS SHALL BE CONSTRUCTED PER MAINE DOT STANDARD DETAILS 801.11 THROUGH 801.26 DATED MARCH 2020 AND/OR AS UPDATED.
  - ALL PROPOSED PEDESTRIAN PUSH BUTTON LOCATIONS SHALL COMPLY WITH THE AMERICAN'S WITH DISABILITIES ACT STANDARDS LATEST EDITION.
  - ALL SIDEWALK AND RAMPS ARE 2" BITUMINOUS CONCRETE UNLESS OTHERWISE NOTED.



STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
**AUBURN  
 SIGNAL AND ADA UPGRADES**  
 WIN 18658.00 MULTIMODAL PLANS

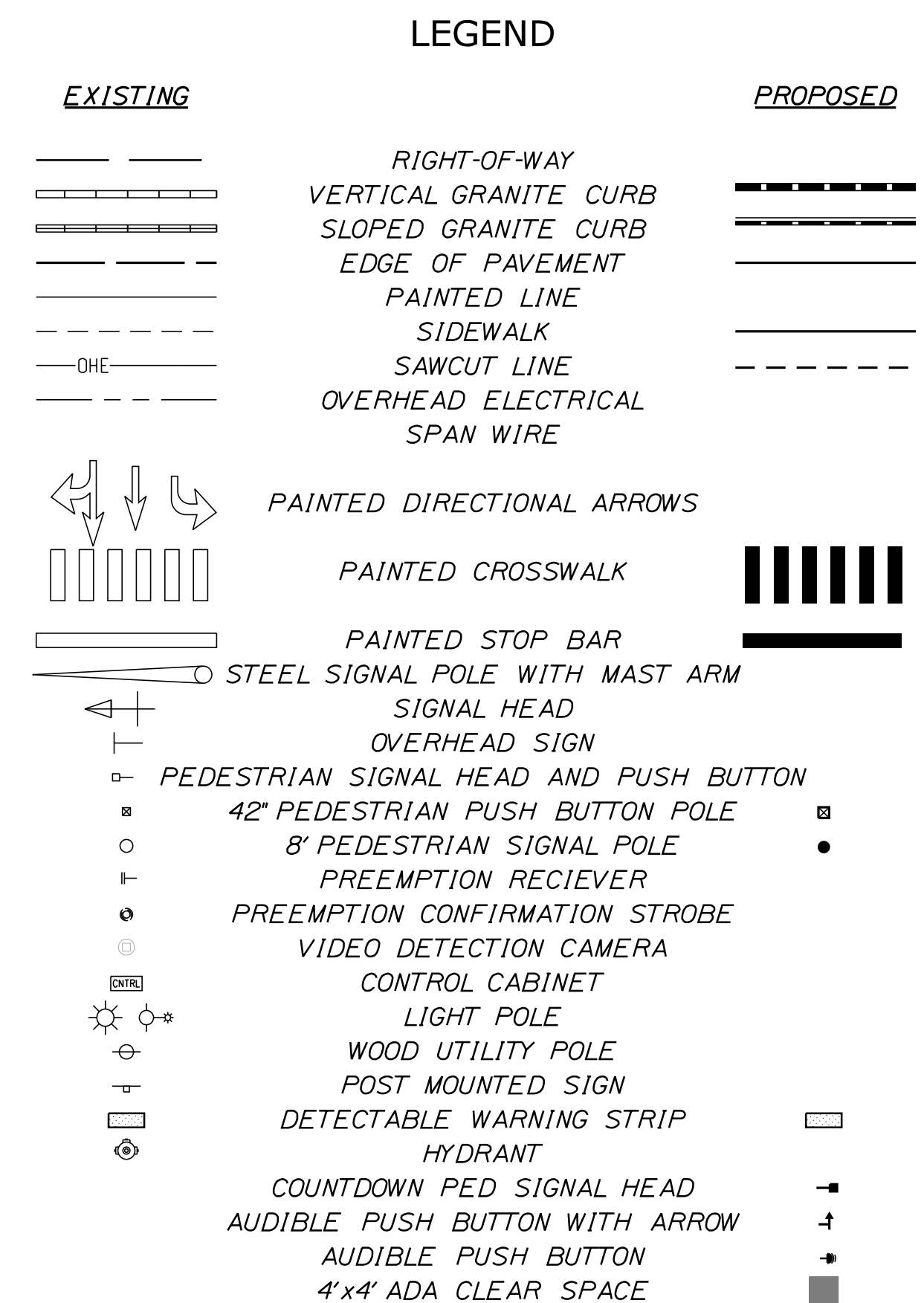
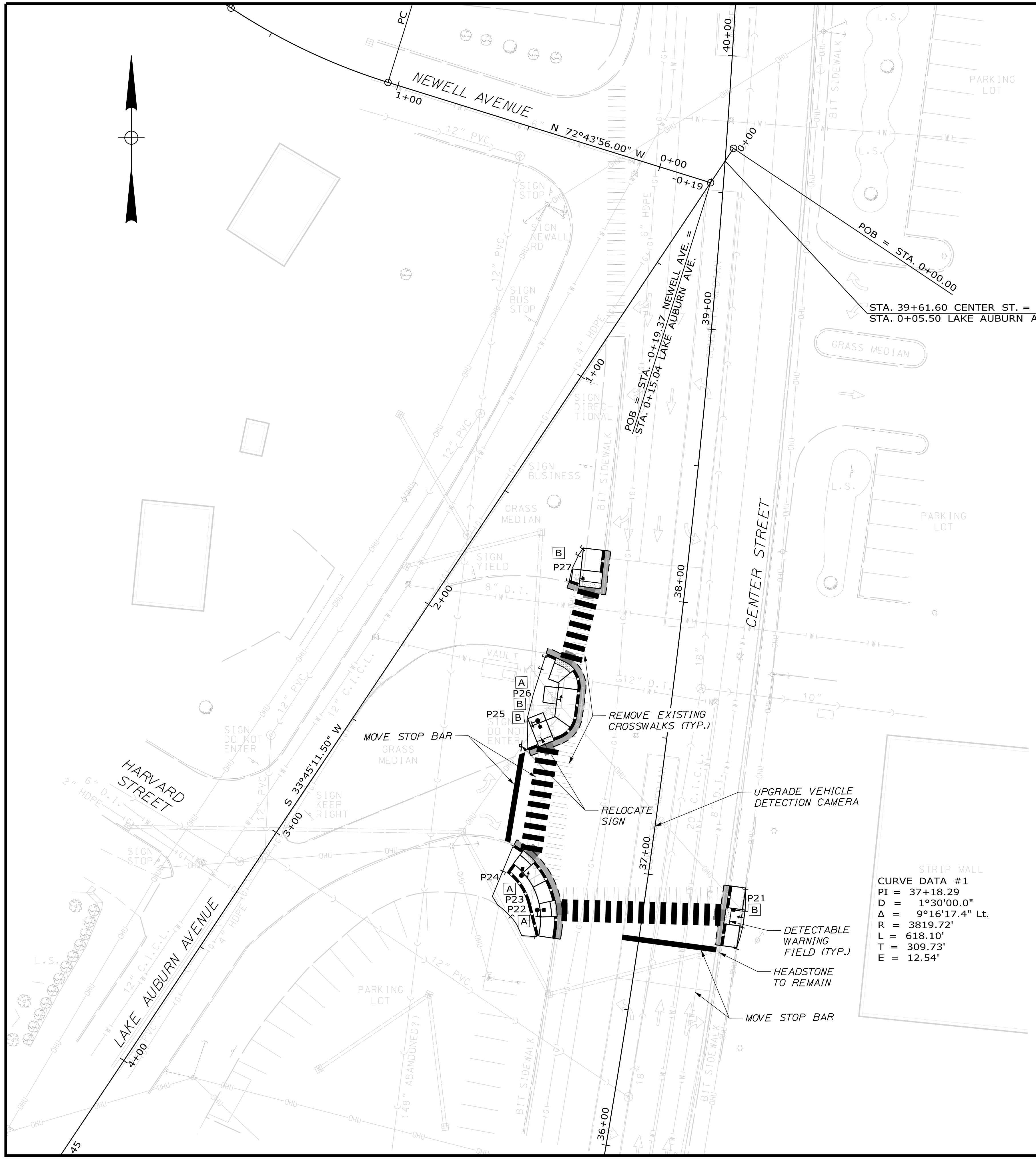
PROJ. MANAGER	DESIGN DETAILED	CHECKED/REVIEWED	DESIGNED/DETAILS	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
GERALD DOSTIE	K. BROWN	M. ZARBA						

DATE: 7/29/2022  
 SIGNATURE: [Signature]  
 P.E. NUMBER: [Blank]  
 DATE: [Blank]

**AUBURN  
 SIGNAL AND ADA UPGRADES  
 TRAFFIC SIGNAL PLANS  
 & ADA SIDEWALK UPGRADES**

SHEET NUMBER **5** OF 19



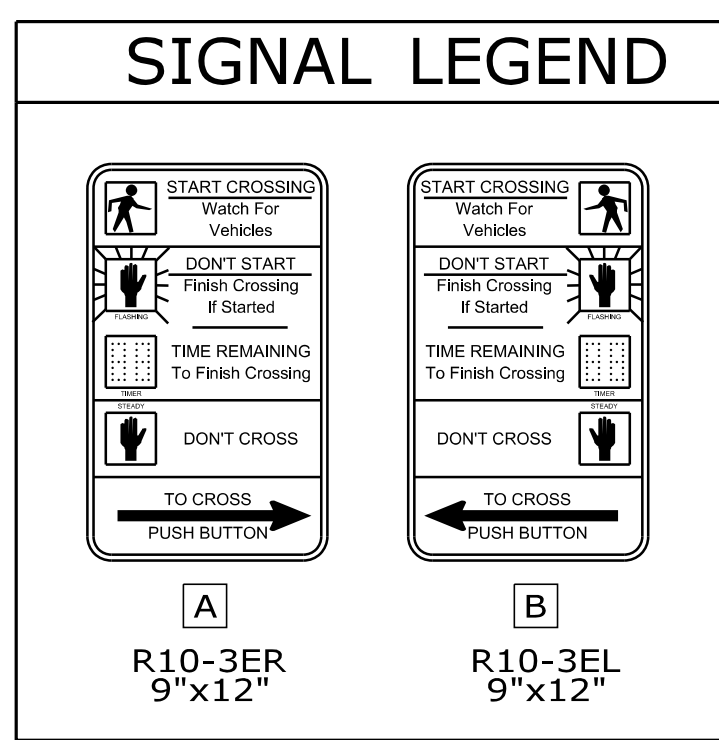


### SIGNAL EQUIPMENT SCHEDULE

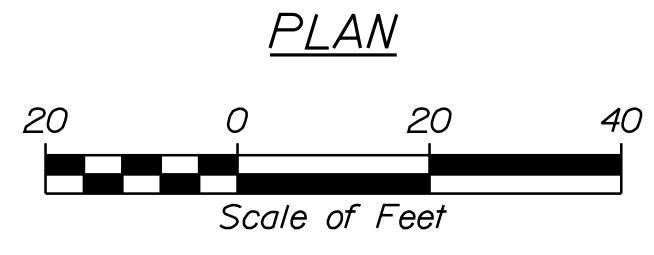
ID	DESCRIPTION
P21	EXISTING SIGNAL POLE; REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSH BUTTON AND SIGN, INSTALL (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)
P22	INSTALL NEW PEDESTRIAN SIGNAL POLE, (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)
P23	REMOVE EXISTING PEDESTRIAN SIGNAL POLE AND PEDESTRIAN SIGNAL HEADS, PUSH BUTTONS AND SIGNS
P24	INSTALL NEW PEDESTRIAN SIGNAL POLE, (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)
P25	INSTALL NEW PEDESTRIAN SIGNAL POLE, (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)
P26	EXISTING SIGNAL POLE; REMOVE ABANDONED METER; REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSH BUTTON AND SIGN; INSTALL (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2), INCREASE PEDESTRIAN WALK TIME TO 10 SECONDS
P27	EXISTING UTILITY POLE; EXISTING PEDESTRIAN SIGNAL HEAD TO REMAIN; REPLACE EXISTING PUSH BUTTON AND SIGN WITH AUDIBLE PUSH BUTTON AND SIGN (SEE NOTE 2)

**NAZTEC TS2 TYPE 1**  
 FIBER PATH PANEL  
 CISCO SWITCH  
 MONITOR

- NOTES:**
- ALL RAMPS SHALL BE CONSTRUCTED PER MAINE DOT STANDARD DETAILS 801.11 THROUGH 801.26 DATED MARCH 2020 AND/OR AS UPDATED.
  - ALL PROPOSED PEDESTRIAN PUSH BUTTON LOCATIONS SHALL COMPLY WITH THE AMERICAN'S WITH DISABILITIES ACT STANDARDS LATEST EDITION.
  - ALL SIDEWALK AND RAMPS ARE 2" BITUMINOUS CONCRETE UNLESS OTHERWISE NOTED.



**STRIP MALL**  
 CURVE DATA #1  
 PI = 37+18.29  
 D = 1°30'00.0"  
 Δ = 9°16'17.4" Lt.  
 R = 3819.72'  
 L = 618.10'  
 T = 309.73'  
 E = 12.54'



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AUBURN
SIGNAL AND ADA UPGRADES

WIN 18658.00
MULTIMODAL PLANS

PROJ. MANAGER	GERALD DOSTIE	DATE	7/29/2022
DESIGN-DETAILED	K. BROWN	CHECKED-REVIEWED	D. BURGESS
DESIGN-DETAILED	M. ZARBA	DESIGN-DETAILED	M. ZARBA
REVISIONS 1		REVISIONS 2	
REVISIONS 3		REVISIONS 4	
REVISIONS 5		FIELD CHANGES	

SIGNATURE	P.E. NUMBER	DATE

AUBURN  
 SIGNAL AND ADA UPGRADES  
 TRAFFIC SIGNAL PLANS  
 & ADA SIDEWALK UPGRADES

SHEET NUMBER  
6

SLR
2 MARKET STREET, 5TH FLOOR  
PORTLAND, ME 04101  
www.slrconsulting.com

OF 19

**CURVE DATA #1**  
 PI = 13+51.45  
 D = 9°59'59.9"  
 Δ = 35°51'53.5" Rt.  
 R = 572.96'  
 L = 358.65'  
 T = 185.42'  
 E = 29.26'

**CURVE DATA #2**  
 PI = 77+52.88  
 D = 7°30'00.1"  
 Δ = 45°51'48.5" Rt.  
 R = 763.94'  
 L = 611.51'  
 T = 323.20'  
 E = 65.56'

**CURVE DATA #1**  
 PI = 70+69.04  
 D = 1°37'53.0"  
 Δ = 11°48'32.0" Rt.  
 R = 3512.11'  
 L = 723.86'  
 T = 363.22'  
 E = 18.73'

**LEGEND**

EXISTING	PROPOSED

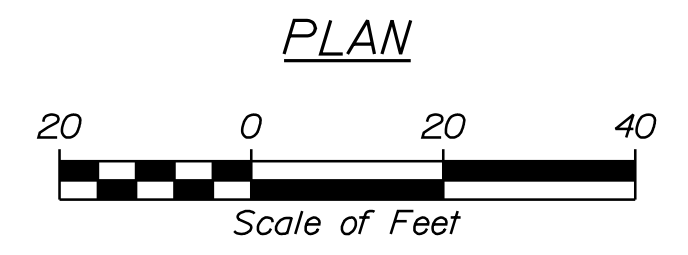
ID	DESCRIPTION
P28	EXISTING SIGNAL POLE; REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSH BUTTON AND SIGN; INSTALL (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON AND SIGN (SEE NOTE 2)
P29	EXISTING SIGNAL POLE; REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PUSH BUTTON AND SIGN; INSTALL (2) PEDESTRIAN COUNTDOWN SIGNAL HEADS, (1) AUDIBLE PUSH BUTTON AND SIGN (SEE NOTE 2)
P30	EXISTING SIGNAL POLE; REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSH BUTTON AND SIGN; INSTALL (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON AND SIGN (SEE NOTE 2)

**NAZTEC TS2 TYPE 1 WITH ETHERNET**  
 FIBER INSTALLED

- NOTES:**
- ALL RAMPS SHALL BE CONSTRUCTED PER MAINEDOT STANDARD DETAILS 801.11 THROUGH 801.26 DATED MARCH 2020 AND/OR AS UPDATED.
  - ALL PROPOSED PEDESTRIAN PUSH BUTTON LOCATIONS SHALL COMPLY WITH THE AMERICAN'S WITH DISABILITIES ACT STANDARDS LATEST EDITION.
  - ALL SIDEWALK AND RAMPS ARE 2" BITUMINOUS CONCRETE UNLESS OTHERWISE NOTED.

**SIGNAL LEGEND**

A R10-3ER 9"x12"	B R10-3EL 9"x12"	C R10-6L 24"x36"	D R10-6R 24"x36"



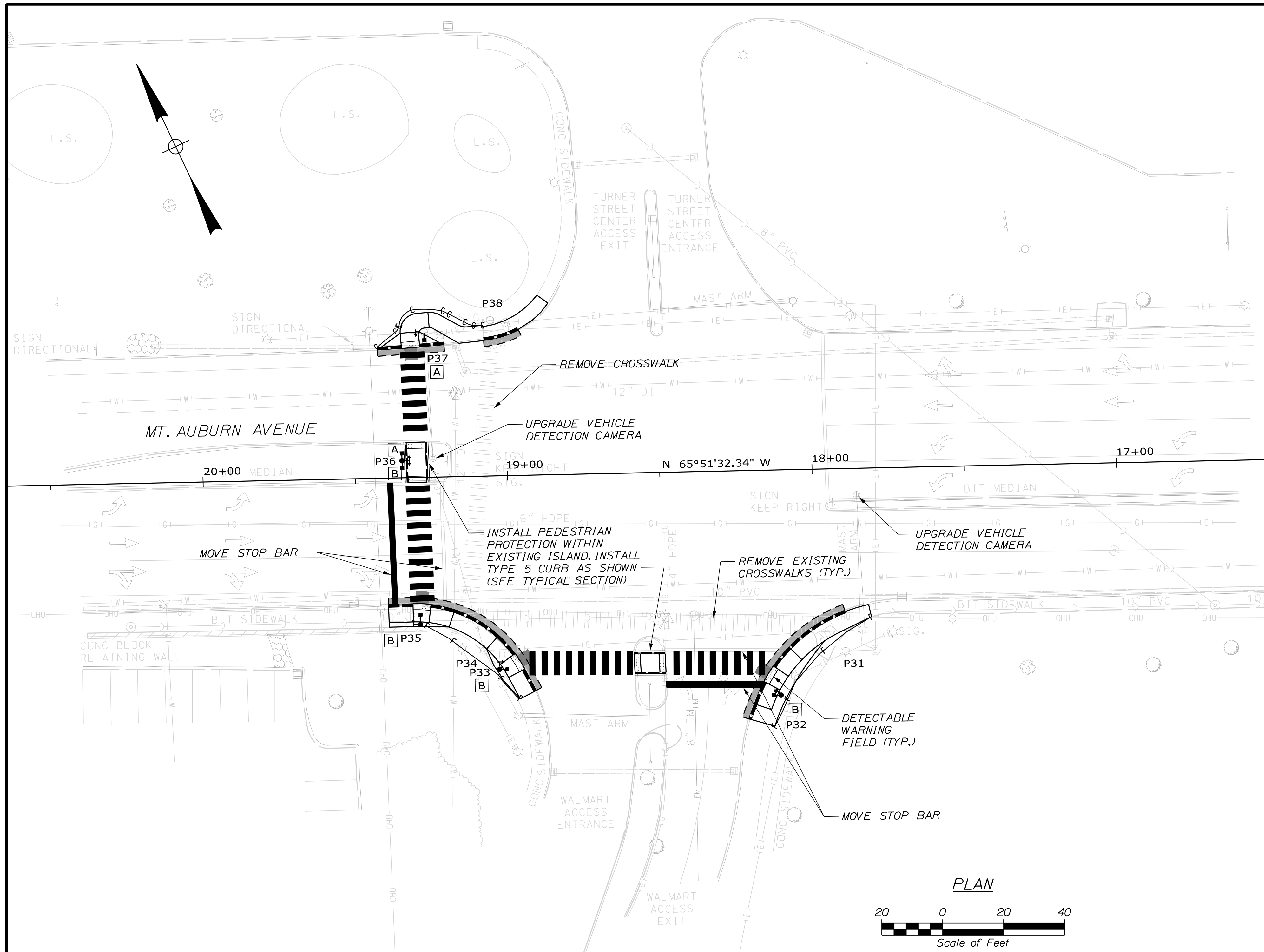
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
AUBURN		SIGNAL AND ADA UPGRADES	
WIN 18658.00		MULTIMODAL PLANS	
PROJ. MANAGER	GERALD DOSTIE	DATE	7/29/2022
DESIGN-DETAILED	K. BROWN	CHECKED-REVIEWED	D. BURGESS
DESIGN-DETAILED	M. ZARBA	DESIGN-DETAILED	M. ZARBA
REVISIONS 1		REVISIONS 1	
REVISIONS 2		REVISIONS 2	
REVISIONS 3		REVISIONS 3	
REVISIONS 4		REVISIONS 4	
FIELD CHANGES		FIELD CHANGES	
AUBURN		TRAFFIC SIGNAL PLANS	
SIGNAL AND ADA UPGRADES		& ADA SIDEWALK UPGRADES	
SHEET NUMBER		7	
		OF 19	



Date: 9/23/2022

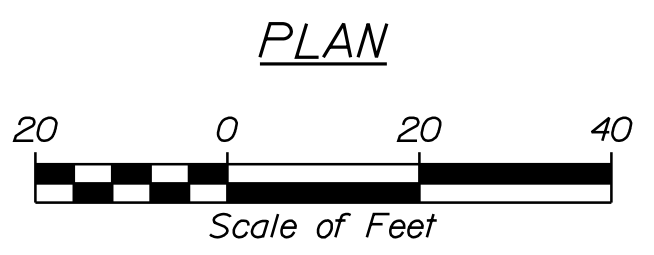
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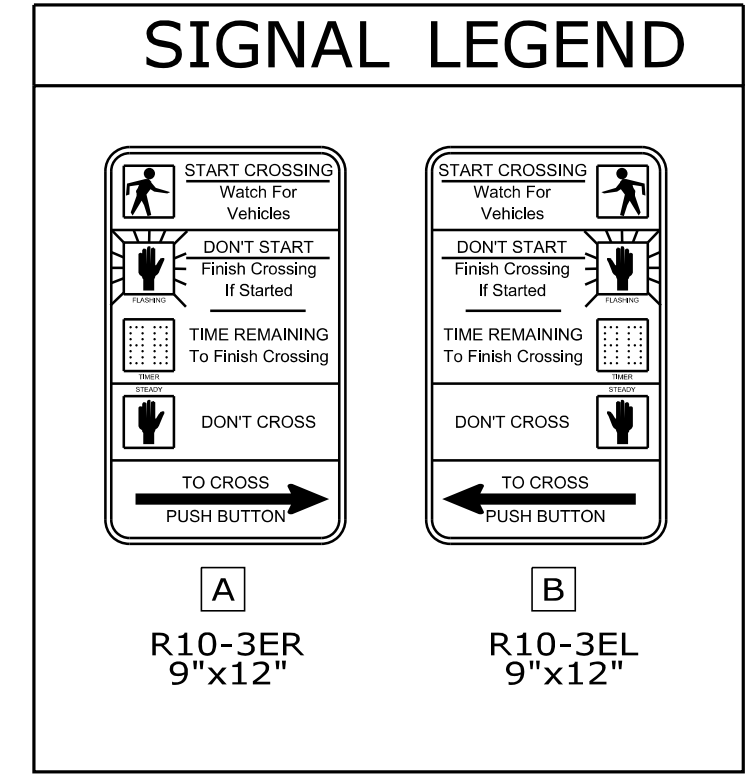


EXISTING	LEGEND	PROPOSED
---	RIGHT-OF-WAY	---
---	VERTICAL GRANITE CURB	---
---	SLOPED GRANITE CURB	---
---	EDGE OF PAVEMENT	---
---	PAINTED LINE	---
---	SIDEWALK	---
---	SAWCUT LINE	---
---	OVERHEAD ELECTRICAL SPAN WIRE	---
↓ ↓ ↓	PAINTED DIRECTIONAL ARROWS	↓ ↓ ↓
	PAINTED CROSSWALK	
---	PAINTED STOP BAR	---
○	STEEL SIGNAL POLE WITH MAST ARM	○
○	SIGNAL HEAD	○
○	OVERHEAD SIGN	○
○	PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON	○
○	42" PEDESTRIAN PUSH BUTTON POLE	○
○	8' PEDESTRIAN SIGNAL POLE	○
○	PREEMPTION RECEIVER	○
○	PREEMPTION CONFIRMATION STROBE	○
○	VIDEO DETECTION CAMERA	○
○	CONTROL CABINET	○
○	LIGHT POLE	○
○	WOOD UTILITY POLE	○
○	POST MOUNTED SIGN	○
○	DETECTABLE WARNING STRIP	○
○	HYDRANT	○
○	COUNTDOWN PED SIGNAL HEAD	○
○	AUDIBLE PUSH BUTTON WITH ARROW	○
○	AUDIBLE PUSH BUTTON	○
○	4'x4' ADA CLEAR SPACE	○

- NOTES:
- ALL RAMP SHALL BE CONSTRUCTED PER MAINE DOT STANDARD DETAILS 801.11 THROUGH 801.26 DATED MARCH 2020 AND/OR AS UPDATED.
  - ALL PROPOSED PEDESTRIAN PUSH BUTTON LOCATIONS SHALL COMPLY WITH THE AMERICAN'S WITH DISABILITIES ACT STANDARDS LATEST EDITION.
  - ALL SIDEWALK AND RAMP ARE 2" BITUMINOUS CONCRETE UNLESS OTHERWISE NOTED.



ID	DESCRIPTION
P31	REMOVE AND RELOCATE EXISTING PEDESTRIAN SIGNAL POLE; REMOVE PEDESTRIAN SIGNAL HEADS, PUSH BUTTON AND SIGN
P32	RELOCATED EXISTING PEDESTRIAN SIGNAL POLE; INSTALL (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON AND SIGN (SEE NOTE 2)
P33	INSTALL PEDESTRIAN SIGNAL POLE; INSTALL (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)
P34	EXISTING SIGNAL POLE, REMOVE PEDESTRIAN SIGNAL HEADS, PUSH BUTTON AND SIGN
P35	INSTALL PEDESTRIAN SIGNAL POLE (SEE DETAIL), INSTALL (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTONS WITH ARROW AND SIGN (SEE NOTE 2)
P36	INSTALL PEDESTRIAN SIGNAL POLE; INSTALL (2) PEDESTRIAN COUNTDOWN SIGNAL HEADS, (2) AUDIBLE PUSH BUTTONS WITH ARROW AND SIGNS (SEE NOTE 2)
P37	EXISTING TRAFFIC SIGNAL POLE WITH MAST ARM; INSTALL (1) PEDESTRIAN COUNTDOWN SIGNAL HEAD, (1) AUDIBLE PUSH BUTTON WITH ARROW AND SIGN (SEE NOTE 2)
P38	EXISTING SIGNAL POLE, REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSH BUTTON AND SIGN

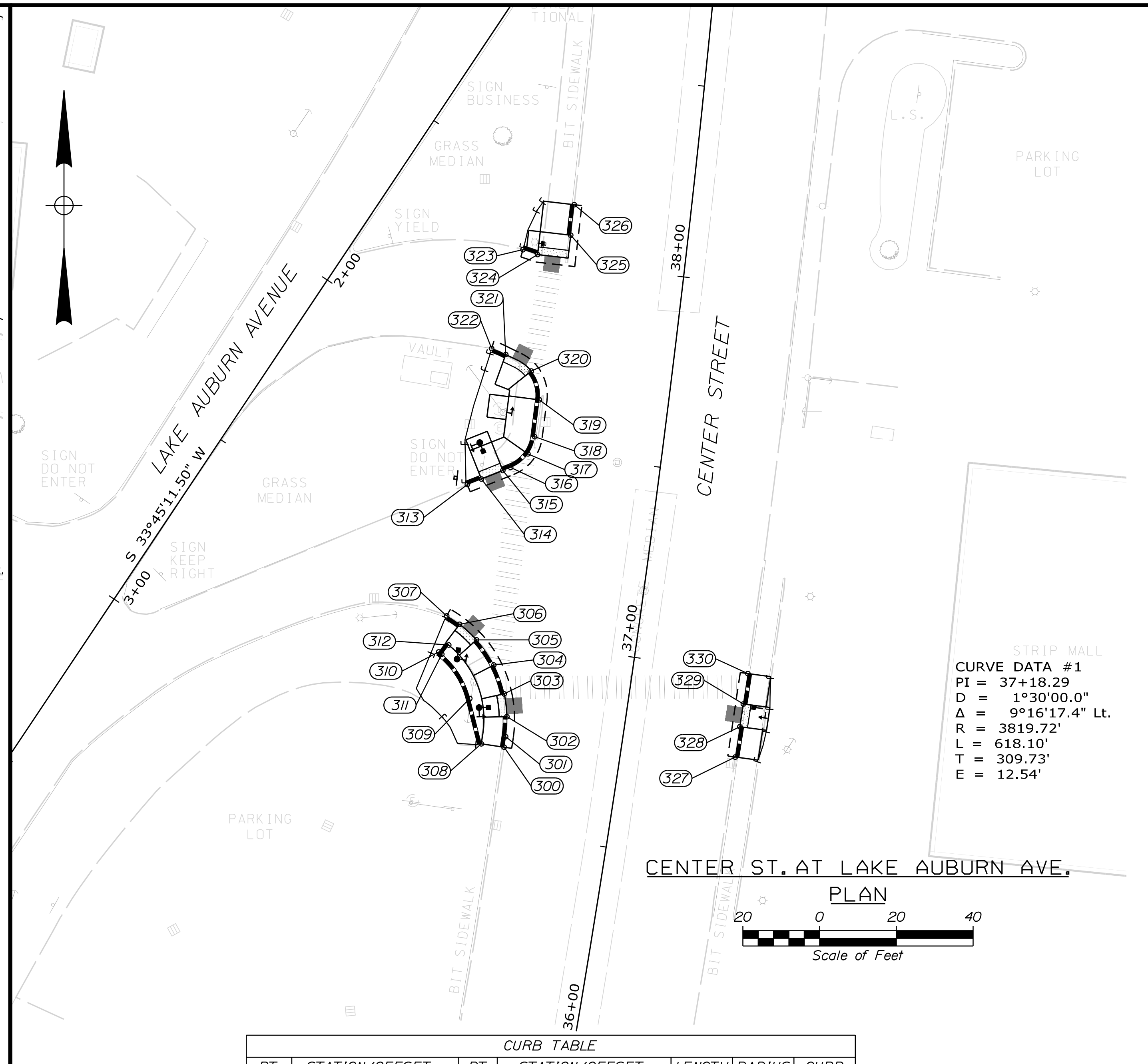
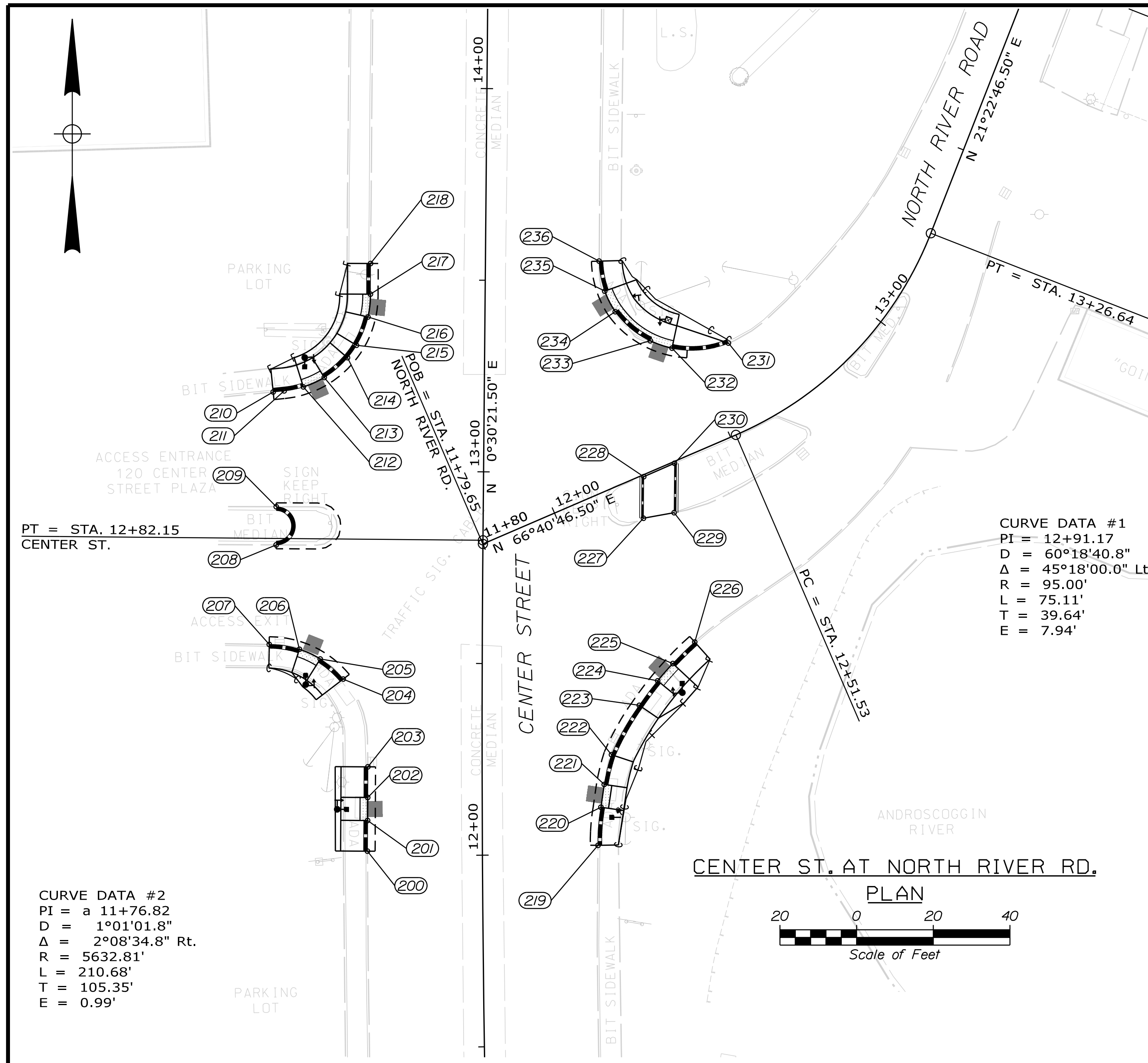


NAZTEC TS2 TYPE 1  
ETHERNET PORT

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
AUBURN		SIGNAL AND ADA UPGRADES	
WIN 18658.00		MULTIMODAL PLANS	
PROJ. MANAGER	GERALD DOSTIE	DATE	7/29/2022
DESIGN-DETAILED	K. BROWN	CHECKED-REVIEWED	D. BURGESS
DESIGN-DETAILED	M. ZARBA	DESIGN-DETAILED	9/23/2022
REVISIONS 1		P.E. NUMBER	
REVISIONS 2		DATE	
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
AUBURN SIGNAL AND ADA UPGRADES			
TRAFFIC SIGNAL PLANS & ADA SIDEWALK UPGRADES			
SHEET NUMBER			
8			
OF 19			







CURB TABLE						
PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
200	a 12+01.21, 29.99, LT.	201	a 12+09.17, 29.91, LT.	8.00	-	TDI
202	a 12+15.14, 29.86, LT.	203	a 12+23.10, 29.81, LT.	8.00	-	TDI
204	a 12+45.86, 36.25, LT.	205	a 12+51.04, 42.27, LT.	8.00	25.00	TDI
206	a 12+53.54, 47.69, LT.	207	a 12+54.76, 55.57, LT.	8.00	25.00	TDI
208	a 12+80.48, 53.95, LT.	209	a 12+90.43, 54.00, LT.	15.72	5.00	I
210	a 13+20.36, 55.07, LT.	211	a 13+20.68, 52.20, LT.	2.89	-	TDI
211	a 13+20.68, 52.20, LT.	212	a 13+21.75, 47.21, LT.	5.11	25.00	TDI
213	a 13+24.26, 41.77, LT.	214	a 13+29.48, 35.75, LT.	8.00	25.00	TDI
214	a 13+29.48, 35.75, LT.	215	a 13+32.74, 33.44, LT.	4.00	25.00	I
215	a 13+32.74, 33.44, LT.	216	a 13+40.14, 30.51, LT.	8.00	25.00	TDI
217	a 13+46.10, 29.92, LT.	218	a 13+54.10, 29.95, LT.	8.00	-	TDI
219	a 12+02.39, 30.17, RT.	220	a 12+12.40, 30.97, RT.	10.00	50.00	TDI
221	a 12+18.37, 31.85, RT.	222	a 12+26.17, 33.76, RT.	8.00	50.34	TDI
222	a 12+26.17, 33.76, RT.	223	a 12+39.13, 41.01, RT.	14.81	67.50	I
223	a 12+39.13, 41.01, RT.	224	a 12+45.59, 45.80, RT.	8.00	92.00	TDI
225	12+12.81, 48.26, RT.	226	12+20.27, 45.38, RT.	8.00	92.00	TDI
227	12+20.77, 10.41, RT.	228	12+25.14, 0.49, RT.	10.84	-	5
229	12+28.70, 12.26, RT.	230	12+33.89, 0.47, RT.	12.88	-	5
231	12+61.60, 22.36, LT.	232	12+45.18, 27.38, LT.	15.00	25.00	TDI
233	a 13+34.60, 43.21, RT.	234	a 13+42.09, 33.98, RT.	12.00	25.00	FCI
235	a 13+47.43, 31.22, RT.	236	a 13+55.25, 29.67, RT.	8.00	25.00	TDI

I = TYPE I VERTICAL GRANITE CURB  
 5 = TYPE 5 SLOPED GRANITE CURB  
 TDI = TYPE I VERTICAL GRANITE CURB TIP DOWN  
 FCI = TYPE I FLUSH VERTICAL GRANITE CURB

CURB TABLE						
PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
299	a 36+71.80, 30.24, LT.	300	a 36+74.60, 30.24, LT.	2.78	-	TDI
301	a 36+74.60, 30.24, LT.	302	a 36+79.84, 30.69, LT.	5.23	31.00	TDI
303	a 36+85.67, 32.26, LT.	304	a 36+92.78, 36.01, LT.	8.00	31.00	TDI
304	a 36+92.78, 36.01, LT.	305	a 36+98.70, 41.42, LT.	8.00	31.00	TDI
306	a 37+02.12, 46.36, LT.	307	a 37+03.85, 49.98, LT.	4.00	31.00	TDI
308	a 37+38.95, 49.27, LT.	309	a 37+40.88, 45.84, LT.	12.19	-	I
309	a 37+40.88, 45.84, LT.	310	a 37+43.83, 40.59, LT.	14.88	22.00	I
311	a 37+44.91, 38.67, LT.	312	a 37+49.04, 34.67, LT.	3.00	-	I
313	a 37+38.95, 49.27, LT.	314	a 37+40.88, 45.84, LT.	4.00	-	TDI
315	a 37+43.83, 40.59, LT.	316	a 37+44.91, 38.67, LT.	2.20	-	TDI
316	a 37+44.91, 38.67, LT.	317	a 37+49.04, 34.67, LT.	5.80	10.00	TDI
317	a 37+49.04, 34.67, LT.	318	a 37+53.75, 33.52, LT.	4.86	10.00	I
318	a 37+53.75, 33.52, LT.	319	a 37+63.51, 33.50, LT.	9.67	-	I
319	a 37+63.51, 33.50, LT.	320	a 37+70.76, 36.51, LT.	8.00	10.00	TDI
321	a 37+74.27, 43.64, LT.	322	a 37+75.39, 47.48, LT.	4.00	20.00	TDI
323	a 38+02.26, 42.39, LT.	324	a 38+01.42, 38.48, LT.	4.00	60.54	TDI
325	a 38+07.46, 30.48, LT.	326	a 38+15.53, 30.46, LT.	8.00	-	TDI
327	a 36+78.14, 29.73, RT.	328	a 36+86.08, 29.78, RT.	8.00	-	TDI
329	a 36+92.03, 29.81, RT.	330	a 36+99.97, 29.86, RT.	8.00	-	TDI

CURB TABLE						
PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
300	a 36+71.80, 30.24, LT.	301	a 36+74.60, 30.24, LT.	2.78	-	TDI
301	a 36+74.60, 30.24, LT.	302	a 36+79.84, 30.69, LT.	5.23	31.00	TDI
303	a 36+85.67, 32.26, LT.	304	a 36+92.78, 36.01, LT.	8.00	31.00	TDI
304	a 36+92.78, 36.01, LT.	305	a 36+98.70, 41.42, LT.	8.00	31.00	TDI
306	a 37+02.12, 46.36, LT.	307	a 37+03.85, 49.98, LT.	4.00	31.00	TDI
308	a 37+38.95, 49.27, LT.	309	a 37+40.88, 45.84, LT.	12.19	-	I
309	a 37+40.88, 45.84, LT.	310	a 37+43.83, 40.59, LT.	14.88	22.00	I
311	a 37+44.91, 38.67, LT.	312	a 37+49.04, 34.67, LT.	3.00	-	I
313	a 37+38.95, 49.27, LT.	314	a 37+40.88, 45.84, LT.	4.00	-	TDI
315	a 37+43.83, 40.59, LT.	316	a 37+44.91, 38.67, LT.	2.20	-	TDI
316	a 37+44.91, 38.67, LT.	317	a 37+49.04, 34.67, LT.	5.80	10.00	TDI
317	a 37+49.04, 34.67, LT.	318	a 37+53.75, 33.52, LT.	4.86	10.00	I
318	a 37+53.75, 33.52, LT.	319	a 37+63.51, 33.50, LT.	9.67	-	I
319	a 37+63.51, 33.50, LT.	320	a 37+70.76, 36.51, LT.	8.00	10.00	TDI
321	a 37+74.27, 43.64, LT.	322	a 37+75.39, 47.48, LT.	4.00	20.00	TDI
323	a 38+02.26, 42.39, LT.	324	a 38+01.42, 38.48, LT.	4.00	60.54	TDI
325	a 38+07.46, 30.48, LT.	326	a 38+15.53, 30.46, LT.	8.00	-	TDI
327	a 36+78.14, 29.73, RT.	328	a 36+86.08, 29.78, RT.	8.00	-	TDI
329	a 36+92.03, 29.81, RT.	330	a 36+99.97, 29.86, RT.	8.00	-	TDI

I = TYPE I VERTICAL GRANITE CURB  
 TDI = TYPE I VERTICAL GRANITE CURB TIP DOWN

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
**AUBURN**  
 SIGNAL AND ADA UPGRADES

WIN 18658.00 MULTIMODAL PLANS

PROJ. MANAGER	GERALD DOSTIE	BY	D. BURGESS	DATE	7/29/2022
DESIGN-DETAILED	K. BROWN	CHECKED-REVIEWED	M. ZARBA	DATE	9/23/2022
DESIGNED-DETAILED		DESIGNED-DETAILED		SIGNATURE	
REVISIONS 1		REVISIONS 1		P.E. NUMBER	
REVISIONS 2		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 3			
REVISIONS 4		REVISIONS 4			
FIELD CHANGES		FIELD CHANGES			

AUBURN SIGNAL AND ADA UPGRADES  
 CURB GEOMETRIC PLAN

SHEET NUMBER **9**

OF 19

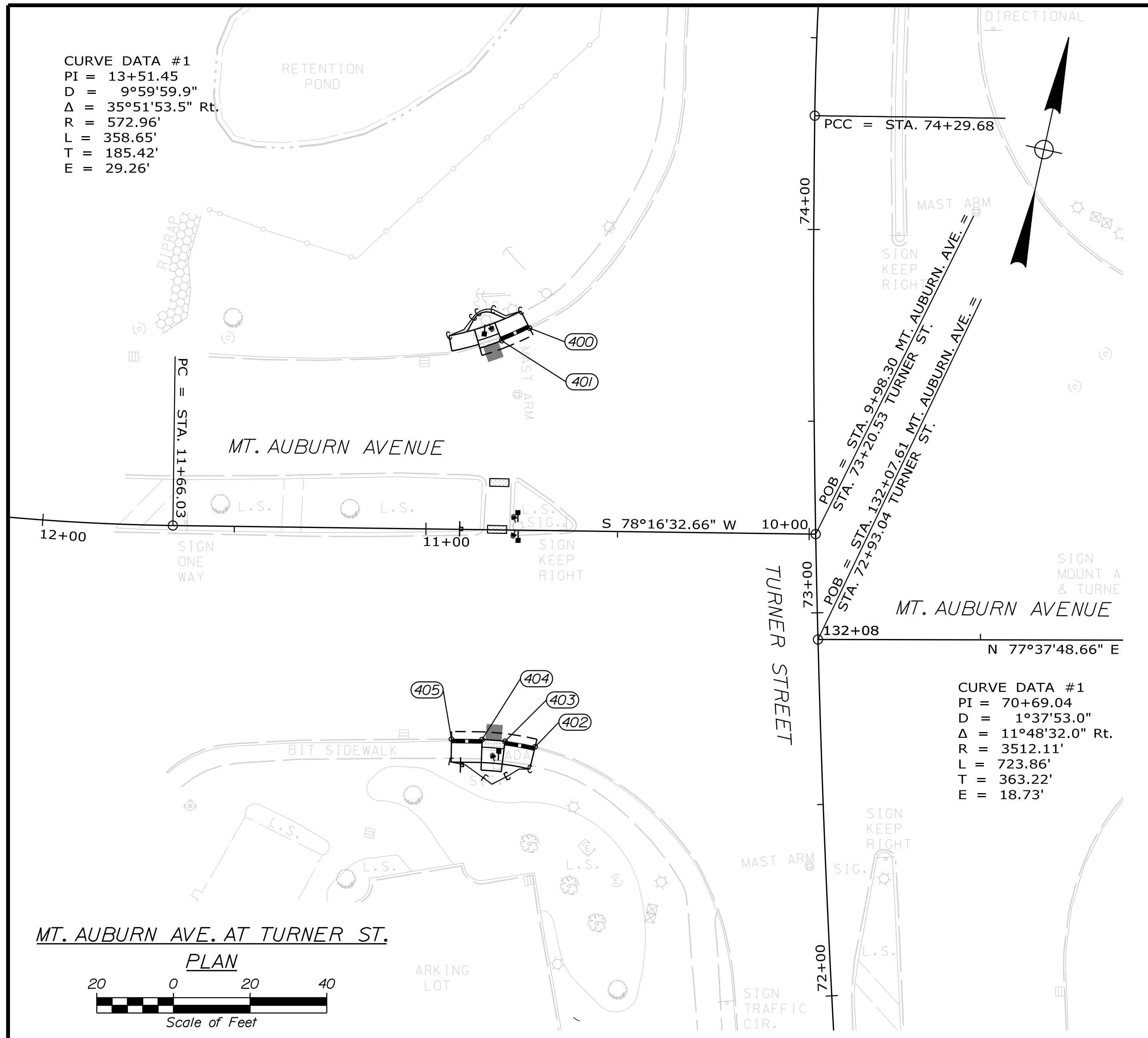


Date: 9/23/2022

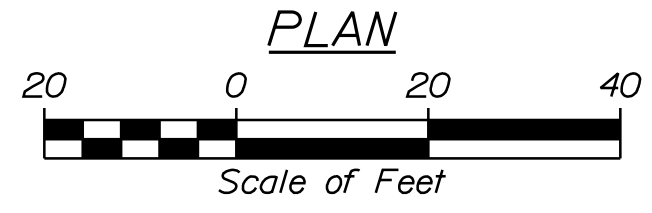
Username: common

Division: HIGHWAY

Filename: ... \MSTA\010\_Geometry\_02.dgn

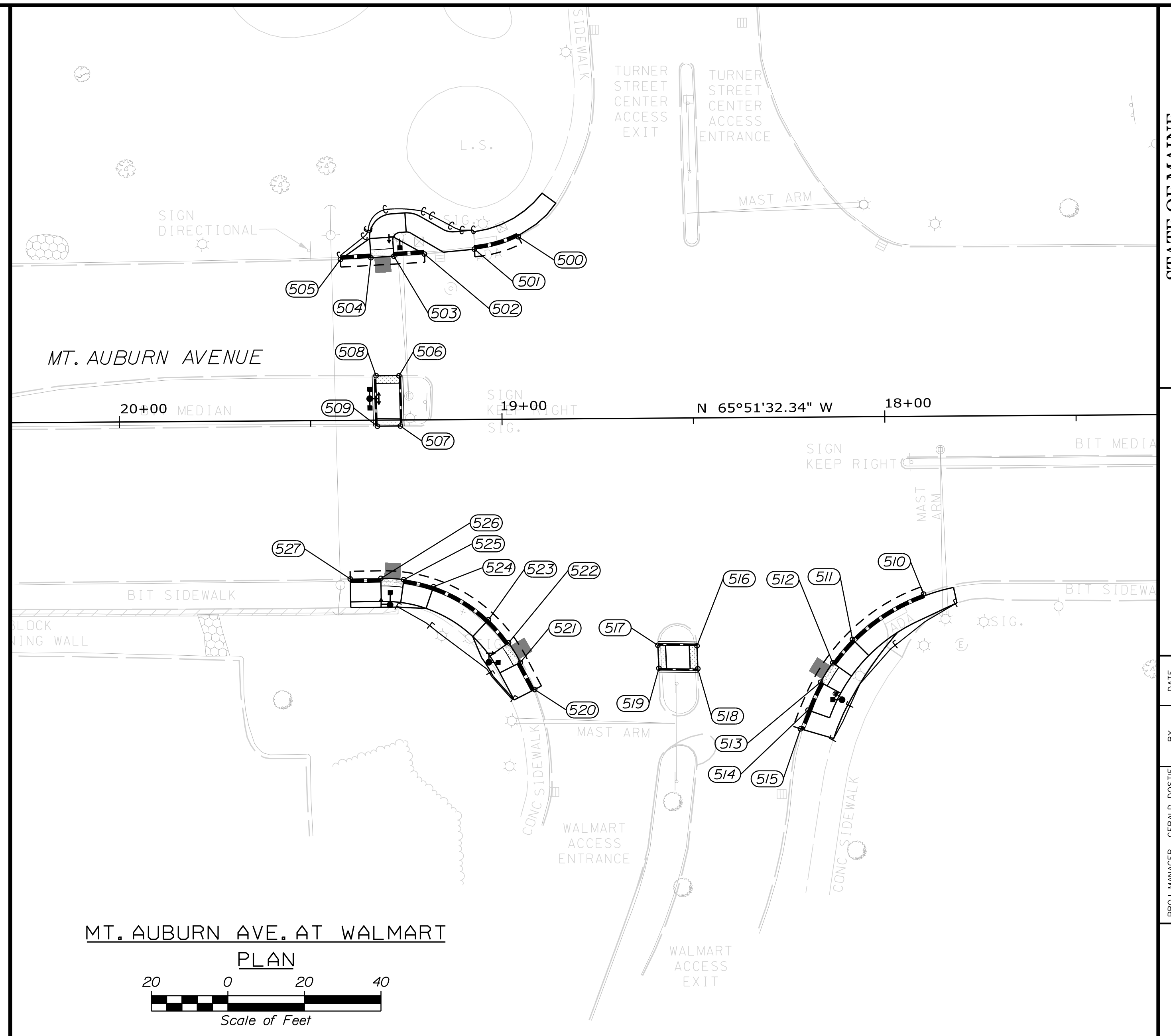


MT. AUBURN AVE. AT TURNER ST.

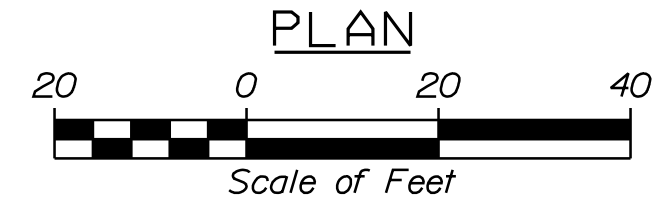


CURB TABLE						
PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
400	10+73.65, 52.73, RT.	401	10+80.91, 49.36, RT.	8.00	75.00	TDI
402	10+70.74, 56.45, LT.	403	10+78.63, 55.12, LT.	8.00	68.00	TDI
404	10+84.61, 54.74, LT.	405	10+92.61, 54.74, LT.	8.00	-	TDI

TDI = TYPE 1 VERTICAL GRANITE CURB TIP DOWN



MT. AUBURN AVE. AT WALMART

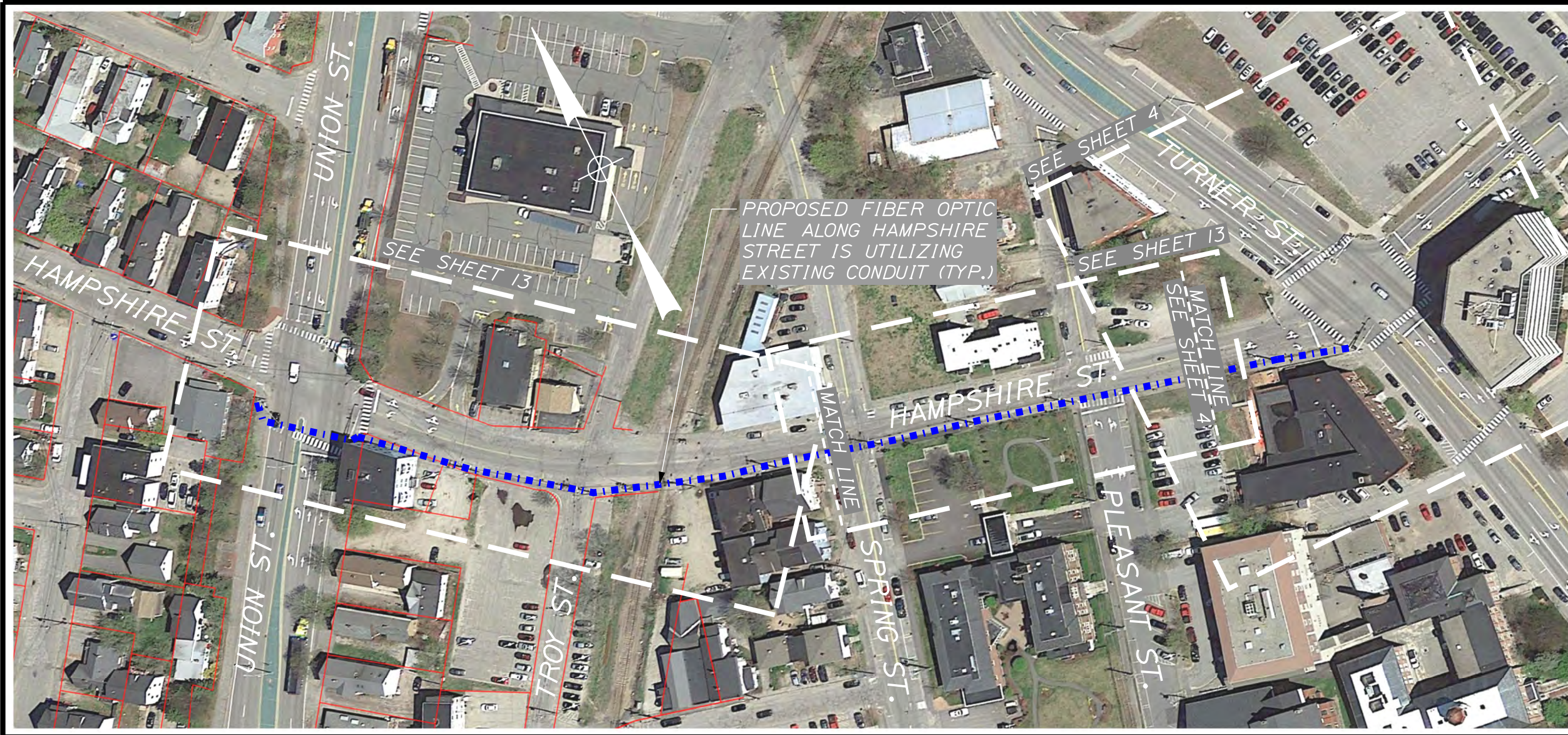


CURB TABLE						
PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
500	18+95.41, 47.68, RT.	501	19+06.91, 44.51, RT.	12.00	31.35	1
502	19+19.99, 43.34, RT.	503	19+27.97, 42.84, RT.	8.00	-	TDI
504	19+33.96, 42.46, RT.	505	19+41.95, 42.06, RT.	8.00	-	TDI
506	19+26.85, 11.60, RT.	507	19+26.58, 1.60, LT.	13.20	-	5
508	19+32.85, 11.63, RT.	509	19+32.58, 1.58, LT.	13.22	-	5
510	17+90.20, 46.48, LT.	511	18+08.85, 58.20, LT.	22.21	50.00	1
511	18+08.85, 58.20, LT.	512	18+14.05, 64.27, LT.	8.00	50.00	TDI
513	18+17.27, 69.32, LT.	514	18+20.59, 76.59, LT.	8.00	50.00	TDI
514	18+20.59, 76.59, LT.	515	18+22.59, 81.49, LT.	5.29	-	1
516	18+49.48, 59.57, LT.	517	18+59.70, 59.37, LT.	10.23	-	5
518	18+49.32, 65.57, LT.	519	18+59.49, 65.38, LT.	10.17	-	5
520	18+91.99, 70.69, LT.	521	18+95.66, 63.59, LT.	8.00	-	TDI
522	18+98.72, 58.43, LT.	523	19+03.93, 52.38, LT.	8.00	40.00	TDI
523	19+03.93, 52.38, LT.	524	19+18.22, 43.63, LT.	16.87	40.00	1
524	19+18.22, 43.63, LT.	525	19+25.98, 41.74, LT.	8.00	40.00	TDI
526	19+31.96, 41.36, LT.	527	19+39.96, 41.46, LT.	8.00	-	TDI

1 = TYPE 1 VERTICAL GRANITE CURB  
 5 = TYPE 5 SLOPED GRANITE CURB  
 TDI = TYPE 1 VERTICAL GRANITE CURB TIP DOWN

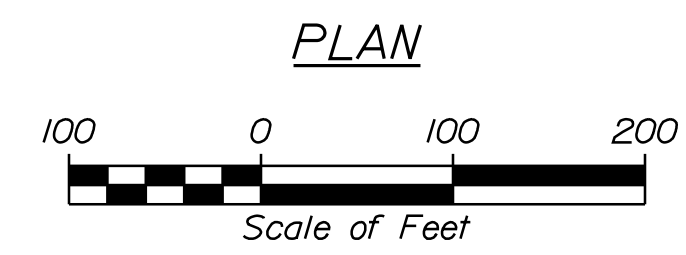
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
AUBURN		SIGNAL AND ADA UPGRADES	
WIN 18658.00		MULTIMODAL PLANS	
PROJ. MANAGER	GERALD DOSTIE	DATE	7/29/2022
DESIGNED/DETAILED	K. BROWN	CHECKED/REVIEWED	D. BURGESS
DESIGNED/DETAILED	M. ZARBA	CHECKED/REVIEWED	M. ZARBA
DESIGNED/DETAILED		CHECKED/REVIEWED	
REVISIONS 1		SIGNATURE	
REVISIONS 2		P.E. NUMBER	
REVISIONS 3		DATE	
REVISIONS 4			
FIELD CHANGES			
AUBURN SIGNAL AND ADA UPGRADES		CURB GEOMETRIC PLAN	
SHEET NUMBER		10	
		OF 19	





**LEGEND**

- - - - - FIBER OPTIC LINE - AERIAL
- · - · - FIBER OPTIC LINE - UNDERGROUND
- FIBER OPTIC LINE AND NEW CONDUIT - UNDERGROUND

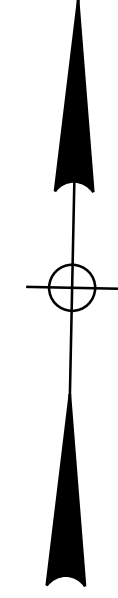
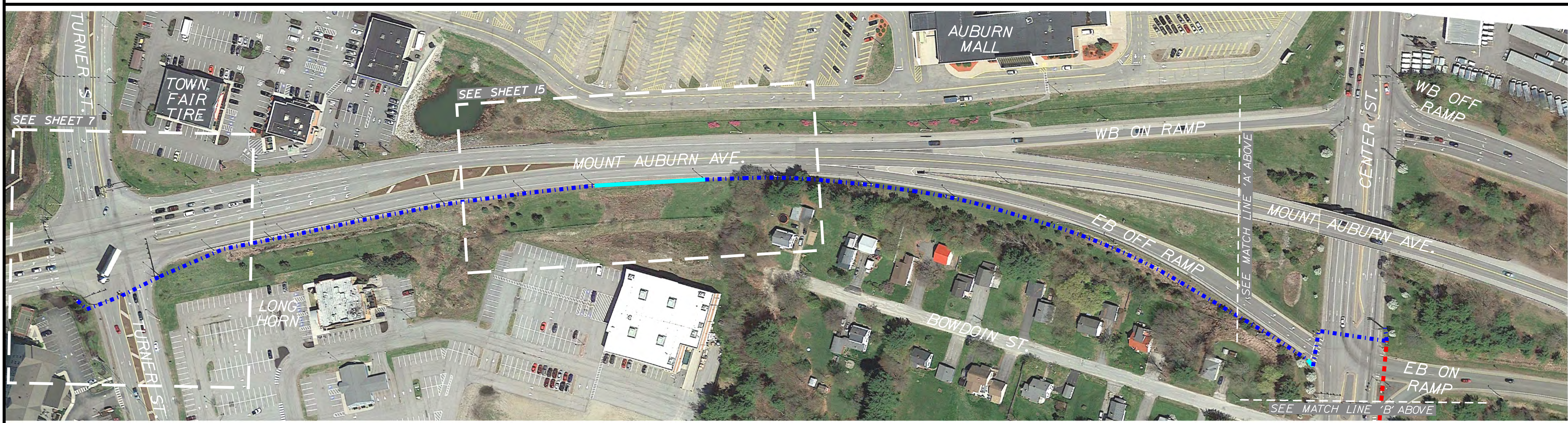
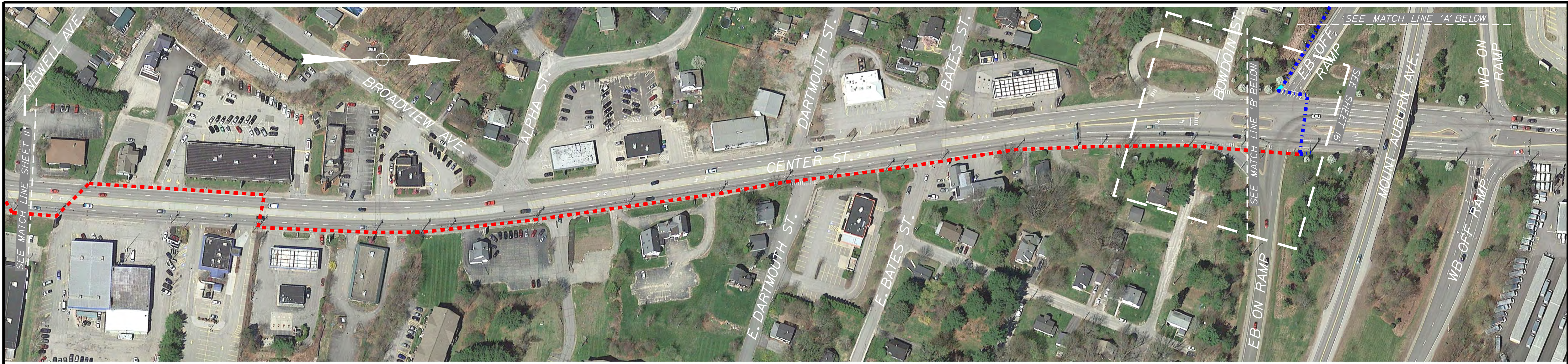


STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**AUBURN**  
SIGNAL AND ADA UPGRADES  
WIN  
18656.00 MULTIMODAL PLANS

PROJ. MANAGER	GERALD DOSTIE	BY	DATE
DESIGN-DETAILED	K. BROWN	D. BURGESS	7/29/2022
CHECKED-REVIEWED	M. ZARBA		9/23/2022
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

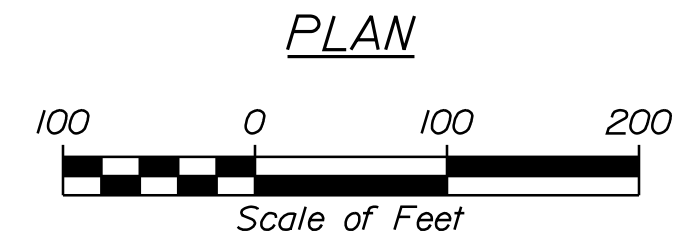
**AUBURN**  
SIGNAL AND ADA UPGRADES  
FIBER OPTIC  
INTERCONNECT PLAN

SHEET NUMBER  
**11**  
OF 19



**LEGEND**

- - - - - FIBER OPTIC LINE - AERIAL
- - - - - FIBER OPTIC LINE - UNDERGROUND
- FIBER OPTIC LINE AND NEW CONDUIT - UNDERGROUND

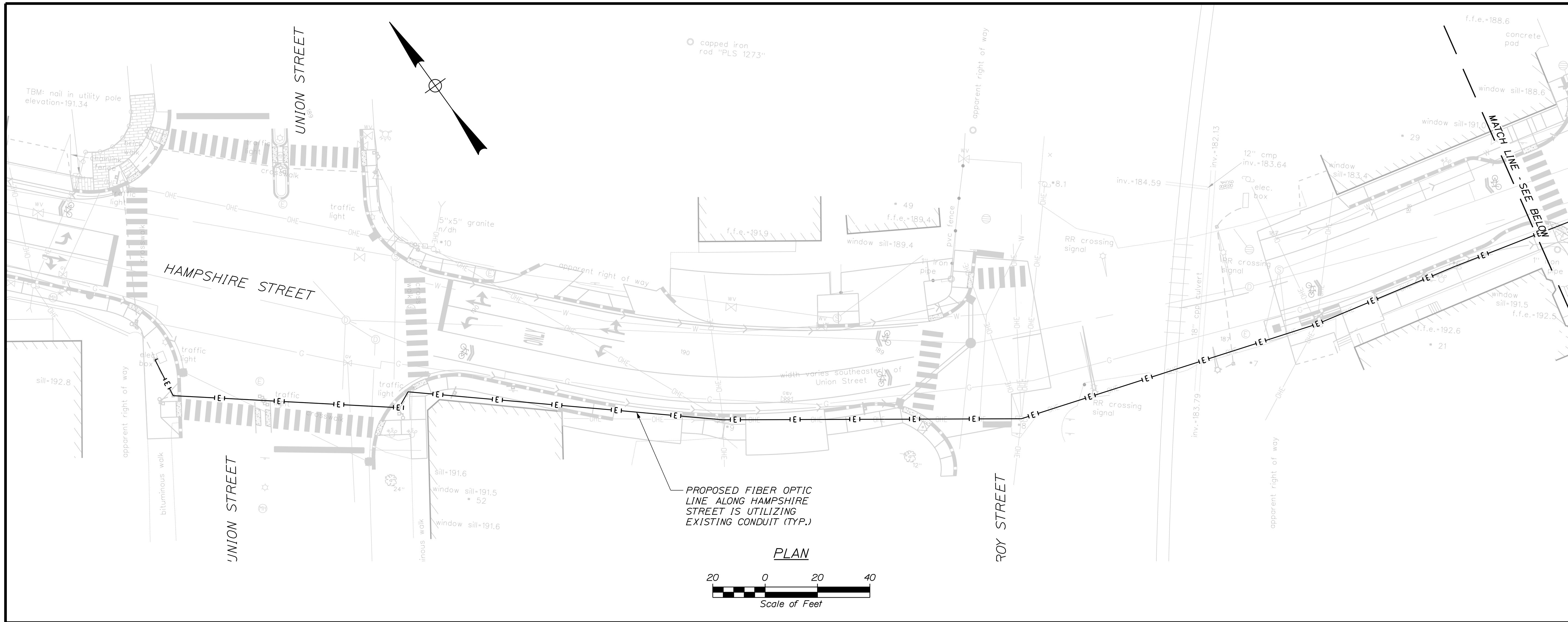
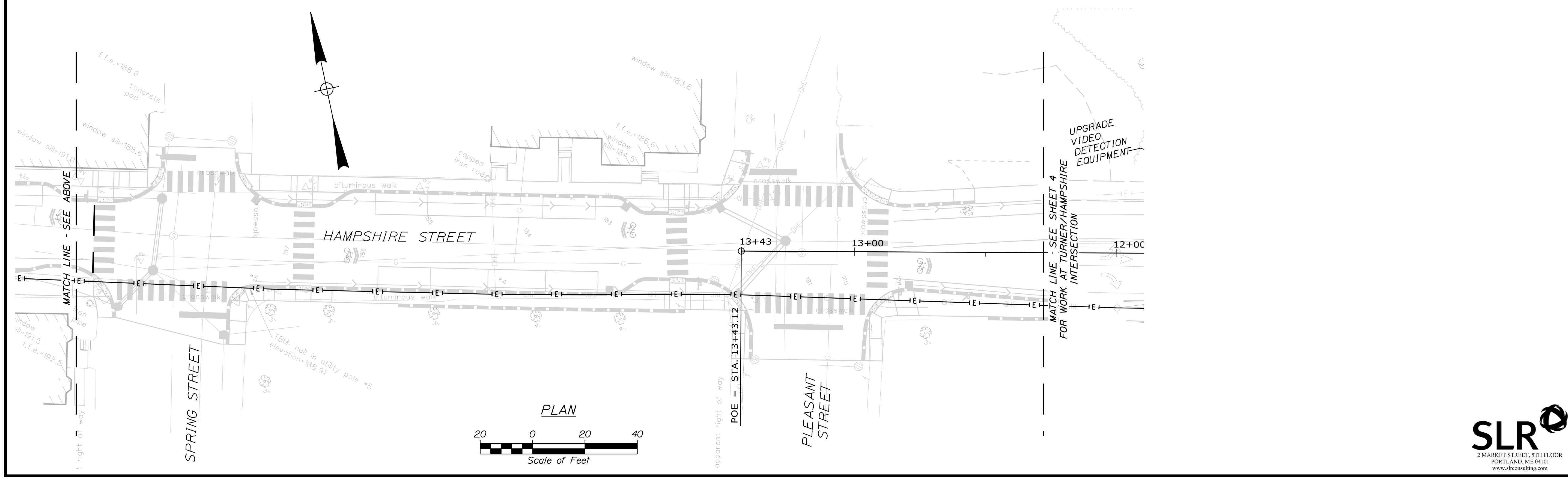


STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
**AUBURN**  
 SIGNAL AND ADA UPGRADES  
 WIN 18656.00 MULTIMODAL PLANS

PROJ. MANAGER	GERALD DOSTIE	BY	DATE
DESIGN DETAILED	K. BROWN	D. BURGESS	7/29/2022
CHECKED/REVIEWED	M. ZARBA		9/23/2022
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

**AUBURN**  
 SIGNAL AND ADA UPGRADES  
 FIBER OPTIC  
 INTERCONNECT PLAN

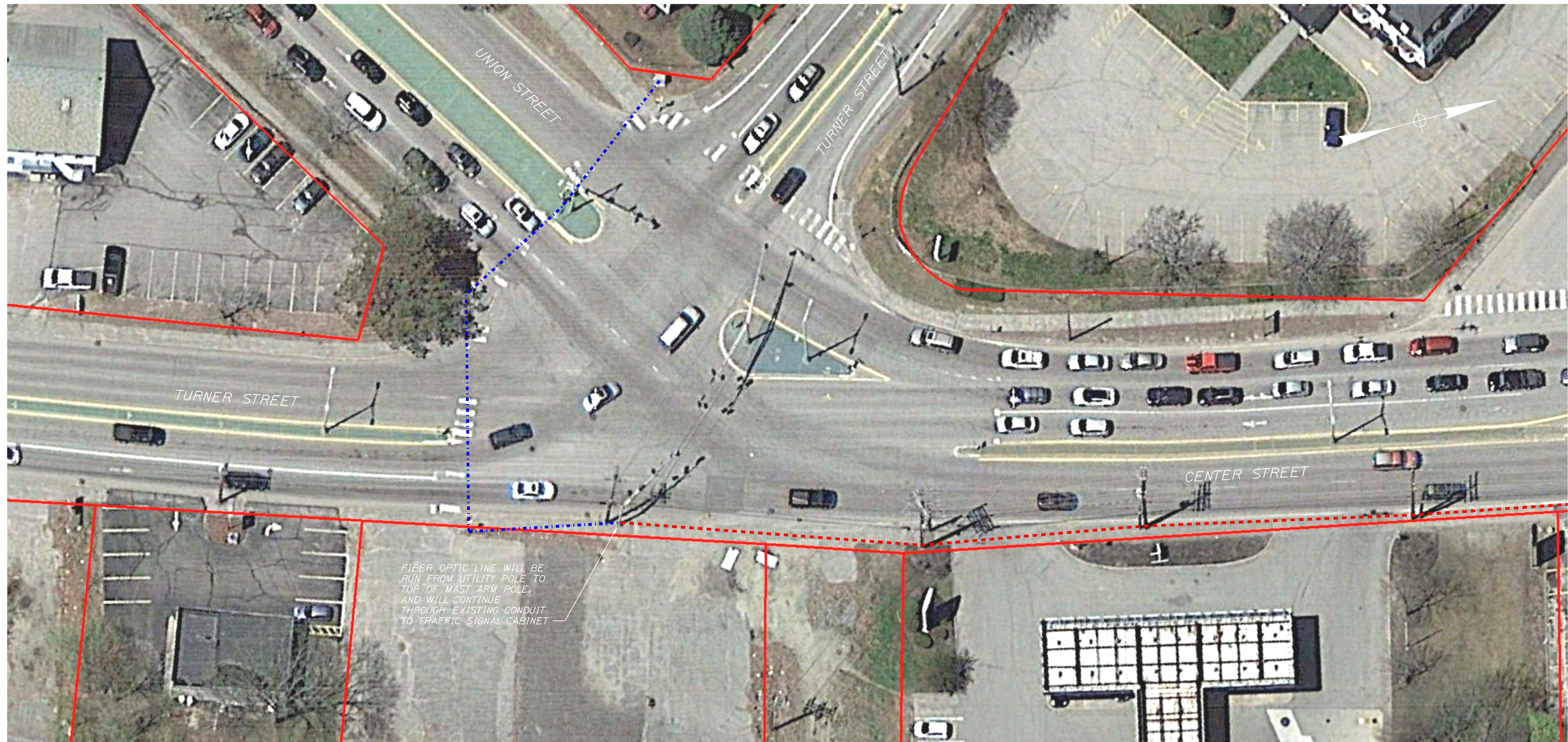
SHEET NUMBER  
**12**  
 OF 19



PROPOSED FIBER OPTIC LINE ALONG HAMPSHIRE STREET IS UTILIZING EXISTING CONDUIT (TYP.)

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
AUBURN		SIGNAL AND ADA UPGRADES	
WIN 18658.00		MULTIMODAL PLANS	
PROJ. MANAGER	GERALD DOSTIE	BY	DATE
DESIGN/DETAILED	K. BROWN	D. BURGESS	7/29/2022
CHECKED/REVIEWED	M. ZARBA		9/23/2022
DESIGNS/DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
AUBURN		SIGNATURE	
SIGNAL AND ADA UPGRADES		P.E. NUMBER	
FIBER OPTIC PLAN		DATE	
BLOWUP AND DETAILS			
SHEET NUMBER		13	
		OF 19	





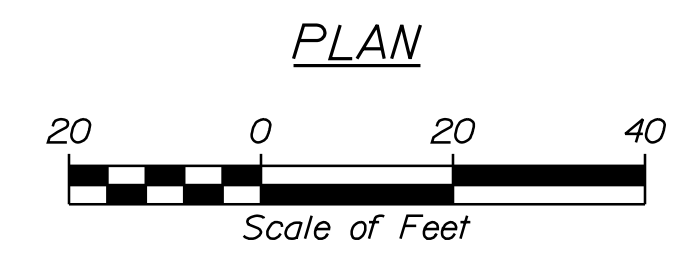
FIBER OPTIC LINE WILL BE RUN FROM UTILITY POLE TO TOP OF MAST ARM POLE, AND WILL CONTINUE THROUGH EXISTING CONDUIT TO TRAFFIC SIGNAL CABINET

**LEGEND**

- FIBER OPTIC LINE - AERIAL
- FIBER OPTIC LINE - UNDERGROUND
- FIBER OPTIC LINE AND NEW CONDUIT - UNDERGROUND

**PLAN NOTES:**

1. THE PURPOSE OF THIS PLAN IS TO DEPICT THE EXISTING CONDITIONS WITHIN THE ROAD RIGHTS-OF-WAY, AND DOES NOT REPRESENT A COMPLETE ROAD RIGHT-OF-WAY RETRACEMENT SURVEY OR OPINION ON EXTENT OF TITLE FOR ABUTTING PROPERTIES.
2. AERIAL PHOTO AND PROPERTY LINES OBTAINED FROM MAINE GEOLIBRARY. PROPERTY LINES ARE APPROXIMATE ONLY AND MAY NOT REFLECT THE ACTUAL LOCATION.
3. ENVIRONMENTAL HARDENING OF CONNECTION FROM UTILITY POLE TO TOP OF MAST ARM POLE SHOULD BE MADE TO PREVENT WATER FROM ENTERING MAST ARM AT INTERSECTION OF CENTER STREET WITH TURNER STREET AND UNION STREET.
4. CONTRACTOR IS RESPONSIBLE FOR ROUTING OF FIBER OPTIC TO CONTROL BOX ON THIS AND ALL OTHER CONNECTIONS.



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUBURN  
SIGNAL AND ADA UPGRADES  
WIN 18658.00 MULTIMODAL PLANS

PROJ. MANAGER	GERALD DOSTIE	BY	DATE
DESIGN-DETAILED	K. BROWN	D. BURGESS	7/29/2022
CHECKED-REVIEWED	M. ZARBA		9/23/2022
DESIGN-DETAILED			SIGNATURE
REVISIONS 1			P.E. NUMBER
REVISIONS 2			DATE
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

AUBURN  
SIGNAL AND ADA UPGRADES  
FIBER OPTIC PLAN  
BLOWUP AND DETAILS

SHEET NUMBER  
**14**  
OF 19

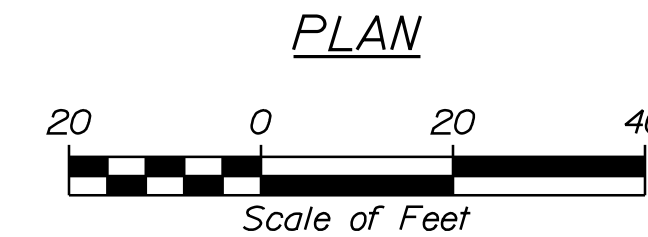


**LEGEND**

- - - - - FIBER OPTIC LINE - AERIAL
- - - - - FIBER OPTIC LINE - UNDERGROUND
- FIBER OPTIC LINE AND NEW CONDUIT - UNDERGROUND

**PLAN NOTES:**

1. THE PURPOSE OF THIS PLAN IS TO DEPICT THE EXISTING CONDITIONS WITHIN THE ROAD RIGHTS-OF-WAY, AND DOES NOT REPRESENT A COMPLETE ROAD RIGHT-OF-WAY RETRACEMENT SURVEY OR OPINION ON EXTENT OF TITLE FOR ABUTTING PROPERTIES.
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4. CONTRACTOR IS RESPONSIBLE FOR ROUTING OF FIBER OPTIC TO CONTROL BOX ON THIS AND ALL OTHER CONNECTIONS.



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**AUBURN**  
SIGNAL AND ADA UPGRADES  
WIN  
18658.00 MULTIMODAL PLANS

DESIGN-DETAILED	K. BROWN	7/29/2022
CHECKED-REVIEWED	D. BURGESS	9/23/2022
DESIGN-DETAILED	M. ZARBA	
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

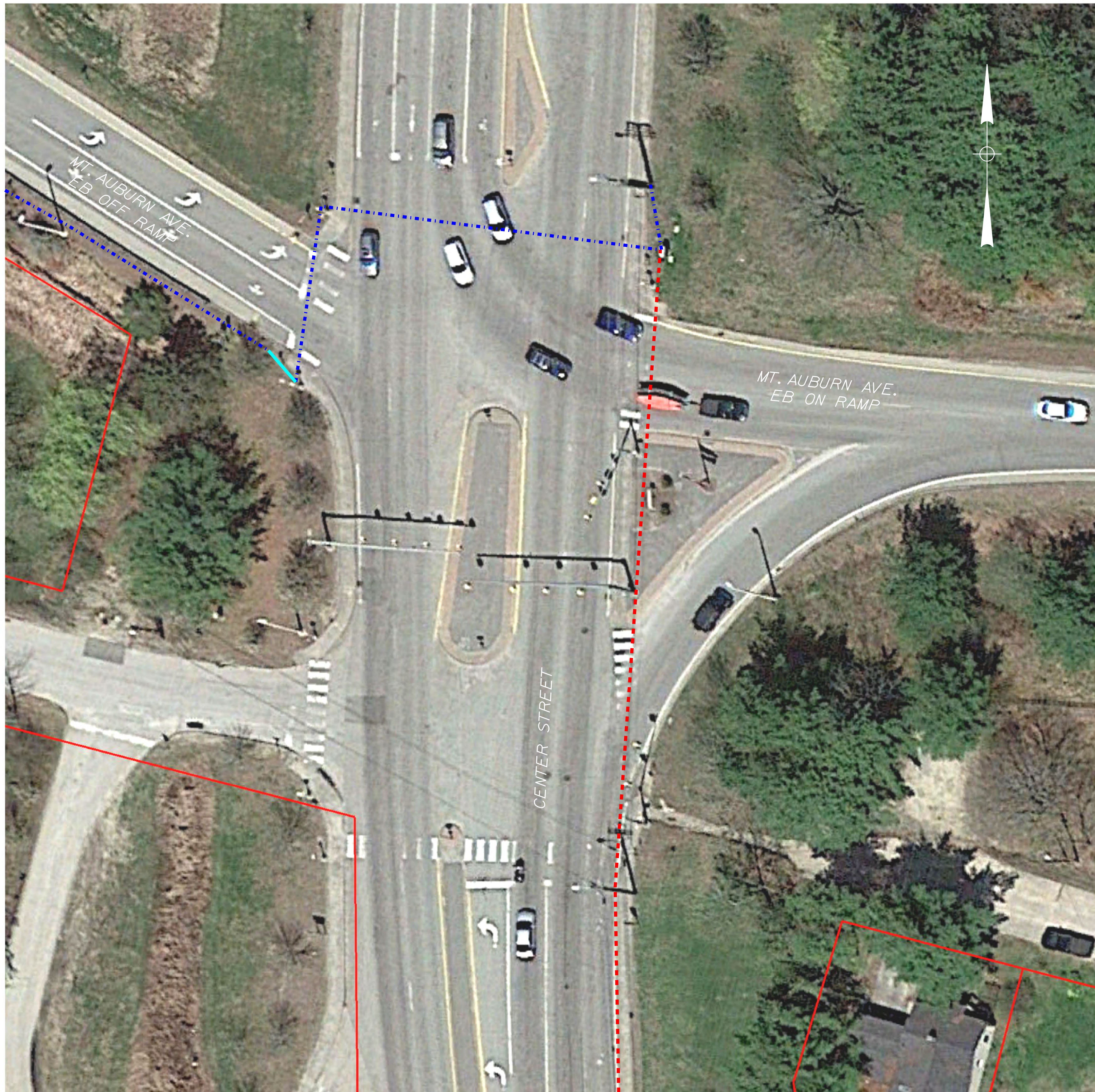
PROJ. MANAGER	GERALD DOSTIE	BY	DATE

**AUBURN**  
SIGNAL AND ADA UPGRADES  
FIBER OPTIC PLAN  
BLOWUP AND DETAILS

SHEET NUMBER

15

OF 19

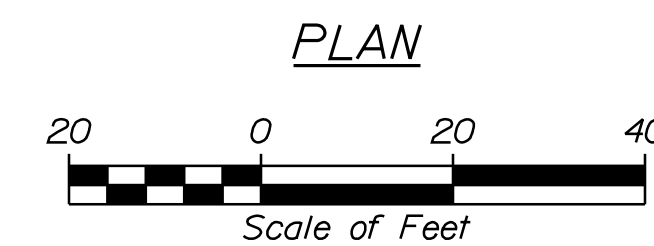


**PLAN NOTES:**

1. THE PURPOSE OF THIS PLAN IS TO DEPICT THE EXISTING CONDITIONS WITHIN THE ROAD RIGHTS-OF-WAY, AND DOES NOT REPRESENT A COMPLETE ROAD RIGHT-OF-WAY RETRACEMENT SURVEY OR OPINION ON EXTENT OF TITLE FOR ABUTTING PROPERTIES.
2. AERIAL PHOTO AND PROPERTY LINES OBTAINED FROM MAINE GEOLIBRARY. PROPERTY LINES ARE APPROXIMATE ONLY AND MAY NOT REFLECT THE ACTUAL LOCATION.
3. ENVIRONMENTAL HARDENING OF CONNECTION FROM UTILITY POLE TO TOP OF MAST ARM POLE SHOULD BE MADE TO PREVENT WATER FROM ENTERING MAST ARM AT INTERSECTION OF CENTER STREET WITH TURNER STREET AND UNION STREET.
4. CONTRACTOR IS RESPONSIBLE FOR ROUTING OF FIBER OPTIC TO CONTROL BOX ON THIS AND ALL OTHER CONNECTIONS.

**LEGEND**

- - - - - FIBER OPTIC LINE - AERIAL
- - - - - FIBER OPTIC LINE - UNDERGROUND
- FIBER OPTIC LINE AND NEW CONDUIT - UNDERGROUND



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUBURN
SIGNAL AND ADA UPGRADES
WIN 18658.00
MULTIMODAL PLANS

PROJ. MANAGER	GERALD DOSTIE	BY	DATE
CHECKED	K. BROWN	D. BURGESS	7/29/2022
DESIGNED	M. ZARBA		9/23/2022
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE

**AUBURN  
SIGNAL AND ADA UPGRADES  
FIBER OPTIC PLAN  
BLOWUP AND DETAILS**

SHEET NUMBER
16
OF 19



Town, County, State	_____
Approx. Property Lines	P.L.
Existing Right of Way	_____
Limits of Wrought Portion	L.O.W.P.
Control Of Access	C.O.A.
New Right of Way	_____
New Easement	_____
New Temporary Rights	_____
New R/W Within Existing R/W	_____

New R/W Along Existing R/W	_____
Building	_____
Trees	Conifer _____ Deciduous _____
Water Edge	_____
Ledge	_____
Fence	CHAIN LINK _____ BARB WIRE _____
Sign	_____
Clearing Limit Line	_____
Bush Line	_____
Rock/Boulder	_____
Flag Pole	_____
Well	WELL _____
Mallbox	_____

PLAN LEGEND	
Existing	Proposed
Sanitary Sewer	_____
Telephone Line	_____
Electric Line	_____
Water Line	_____
Underdrain Line	_____
Gas Line	_____
Guardrail	_____
Culvert	_____
Traveled Way	_____
Ditch	_____
Catch Basin	_____
Manhole	_____
Sewer Manhole	_____
Utility Pole	_____
Fire Hydrant	_____
Curbing	_____

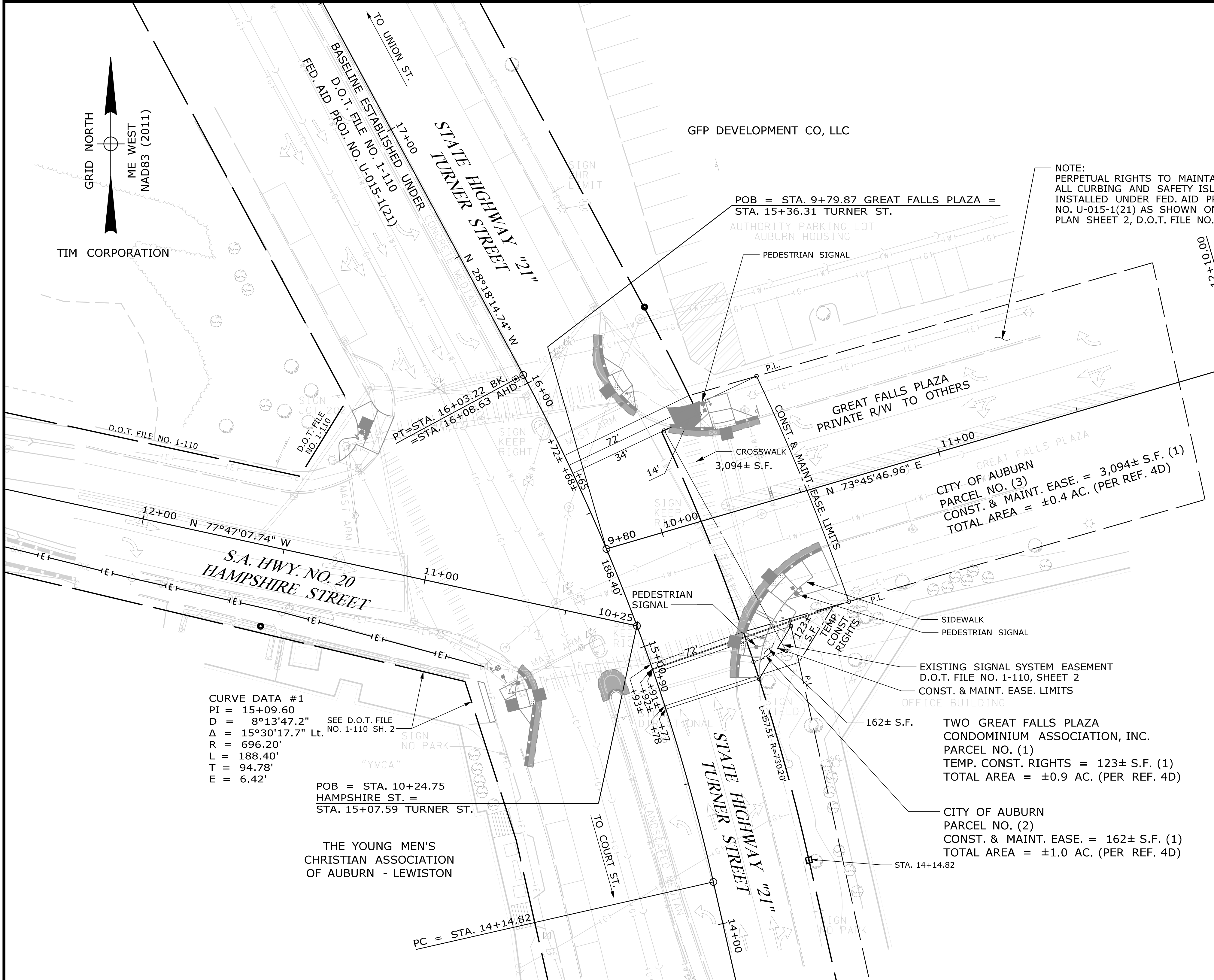
Cut Line	_____
Stonewall	_____
Baseline	_____
Monument	_____
Iron Rod Found	IRF
Replacement Pin Set	_____
Fill Line	_____
Retaining Wall	_____
Traverse Point	TPF
Pipe Found	_____

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.



ANDROSCOGGIN COUNTY  
REGISTRY OF DEEDS

COUNTY \_\_\_\_\_  
RECEIVED \_\_\_\_\_,  
at \_\_\_\_\_ h \_\_\_\_\_ m \_\_\_\_\_ M and  
recorded in Plan Bk \_\_\_\_\_, Pg. \_\_\_\_\_  
Attest: \_\_\_\_\_ REGISTER



- SURVEY NOTES:**
- BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON AN ON-THE-GROUND FIELD SURVEY COMPLETED BY NORTHERN SURVEY ENGINEERING, LLC IN OCTOBER, 2019.
  - BEARINGS SHOWN HEREON ARE IN REFERENCE TO GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83.
  - UTILITY INFORMATION DEPICTED HEREON IS COMPILED USING PHYSICAL SURFACE EVIDENCE LOCATED IN THE FIELD (SUE LEVEL C) IN CONJUNCTION WITH ANY RECORD INFORMATION AVAILABLE AT THE TIME OF THIS SURVEY, AND MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. THIS INFORMATION SHOULD BE CONSIDERED FOR PLANNING PURPOSES ONLY, AND CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
  - PLAN REFERENCES:
    - STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, STATE HIGHWAY "15", D.O.T. FILE NO. 1-110, SHEET 2 OF 4, DATED FEBRUARY 1976 AND RECORDED IN ACRD PLAN BOOK 29, PAGE 51
    - SITE PLAN "GREAT FALLS URBAN RENEWAL AREA, AUBURN URBAN RENEWAL AUTHORITY" BY THE PLANNING SERVICES GROUP, DATED MAY 7, 1988.
    - "BOUNDARY OF AUBURN URBAN RENEWAL AUTHORITY, PROJECT AREA, NO. MAINE R-18" BY AUBURN ENGINEERING DEPT. DATED APRIL 1, 1969.
    - "DISPOSITION" PARCELS, AUBURN URBAN RENEWAL AUTHORITY" BY AUBURN ENGINEERING DEPT. DATED JUNE 7, 1976 AND RECORDED IN ACRD PLAN BOOK 27, PAGE 115.
    - GREAT FALLS PLAZA DEVELOPMENT PROJECT BY JKL LAND SURVEYING, 10/2006, SHEET C-102.
  - RIGHT OF WAY REFERENCE: TURNER STREET: ANDROSCOGGIN COUNTY COMMISSIONER VOLUME 1, PAGE 233.
  - NOTICE OF LAYOUT AND TAKING, A.C.R.D. BOOK 1204, PAGE 295 AND BOOK 1214, PAGE 54.
  - SUBDIVISION PLAN, SHEETS 1 & 2, WHITEHOLM FARM PLAZA PREPARED FOR AUBURN WHITEHOLM, L.L.C. BY TECHNICAL SERVICES, INC., DATED NOVEMBER 16, 1995 AND RECORDED IN THE ACRD IN PLAN BOOK 41, PAGE 42 & 43.

Filename: ... \TRAFFIC\WSTA017\_RWP\PLAN\_01.dgn Division: HIGHWAY  
 Username: common  
 Date: 9/23/2022

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	DB	S. PIERCE
FINAL RIGHT OF WAY	DB	S. PIERCE
AREAS	DB	S. PIERCE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460  
AUBURN  
RIGHT OF WAY MAP

REVISIONS			PLAN FILED IN PLAN BOOK				PAGE COUNTY RECORD			
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	PAGE	INSTRUMENT	DATE	BOOK	PAGE

BRUCE A. VAN NOTE  
COMMISSIONER  
JOYCE NOEL TAYLOR  
CHIEF ENGINEER

DATE \_\_\_\_\_

STATE HIGHWAY "21"  
TURNER STREET

AUBURN ANDROSCOGGIN COUNTY  
FEDERAL AID PROJECT NO. STP-1865(800)

JUNE 2022  
SCALE 1" = 20'

RIGHT-OF-WAY MAP  
SHEET 1 OF 3

D.O.T. FILE NO. 1-351

SHEET NUMBER  
**17**  
OF 19

WIN 018658.00

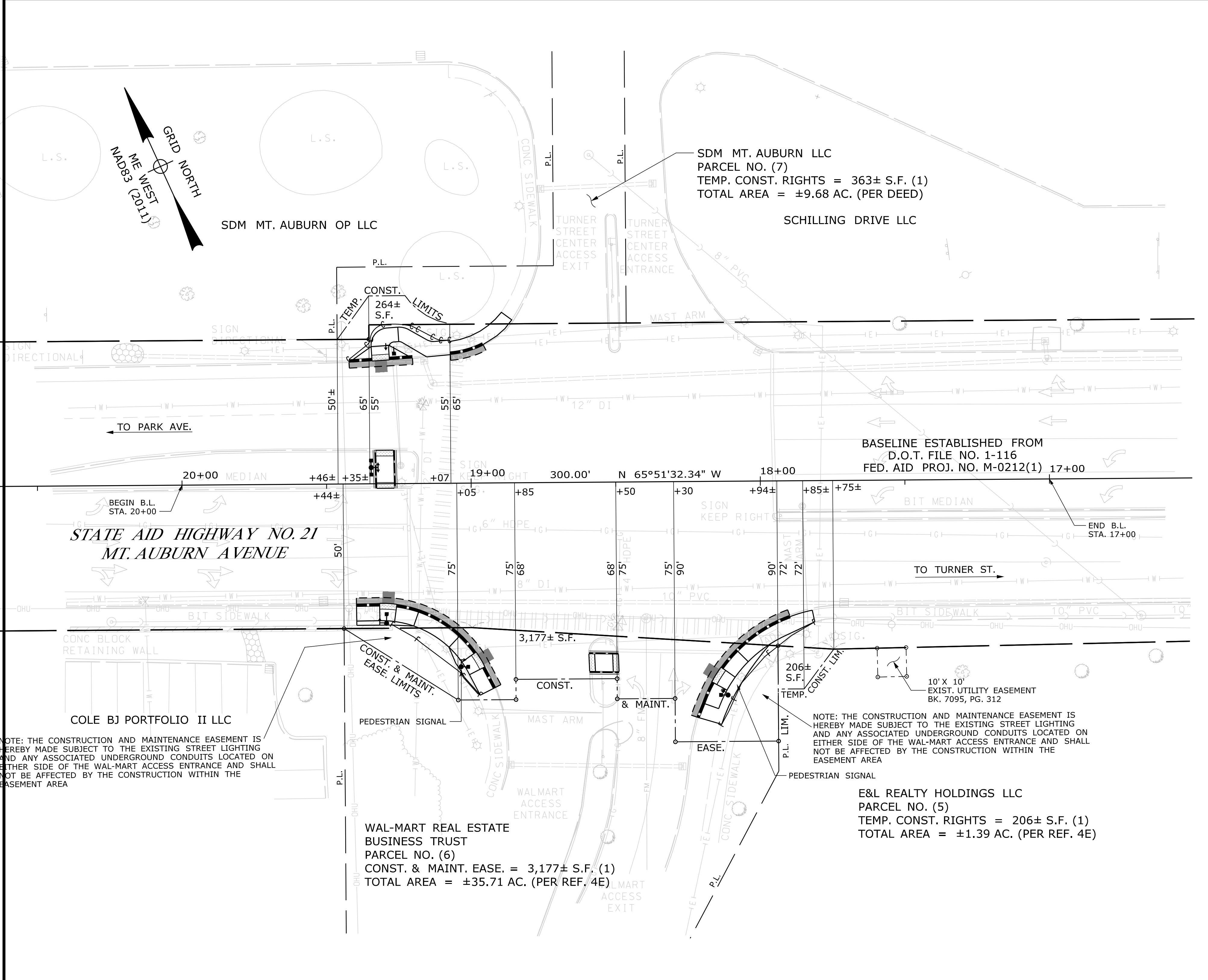


Town, County, State _____ Approx. Property Lines _____ P.L. Existing Right of Way _____ L.O.W.P. Limits of Wrought Portion _____ C.O.A. Control Of Access _____ New Right of Way _____ New Easement _____ New Temporary Rights _____ New R/W Within Existing R/W _____	<b>PLAN LEGEND</b> Existing Proposed Sanitary Sewer _____ Telephone Line _____ Electric Line _____ Water Line _____ Underdrain Line _____ Gas Line _____ Guardrail _____ Culvert _____ Traveled Way _____ Ditch _____ Catch Basin _____ Manhole _____ Sewer Manhole _____ Utility Pole _____ Fire Hydrant _____ Curbing _____ Cut Line _____ Stonewall _____ Baseline _____ Monument _____ Iron Rod Found _____ IRF Replacement Pin Set _____ Fill Line _____ Retaining Wall _____ Traverse Point _____ Pipe Found _____ IPF
--	---

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

ANDROSCOGGIN COUNTY  
REGISTRY OF DEEDS

COUNTY \_\_\_\_\_  
RECEIVED \_\_\_\_\_,  
at \_\_\_\_\_ h \_\_\_\_\_ m \_\_\_\_\_ M and  
recorded in Plan Bk \_\_\_\_\_, Pg. \_\_\_\_\_  
Attest: \_\_\_\_\_  
REGISTER



- SURVEY NOTES:**
- BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON AN ON-THE-GROUND FIELD SURVEY COMPLETED BY NORTHERN SURVEY ENGINEERING, LLC IN OCTOBER, 2019.
  - BEARINGS SHOWN HEREON ARE IN REFERENCE TO GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83.
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  - PLAN REFERENCES:
    - STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, STATE HIGHWAY "21", D.O.T. FILE NO. 1-174 SHEET 1 OF 3, DATED JUNE 1985, AND RECORDED IN ACRD PLAN BOOK 32, PAGE 184.
    - STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS RIGHT OF WAY MAP, STATE HIGHWAY "0212", D.O.T. FILE NO. 1-116 SHEET 1 OF 3, DATED FEBRUARY 1978 AND RECORDED IN ACRD PLAN BOOK 29, PAGE 56.
    - STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, MT. AUBURN AVE., THE HOME DEPOT, D.O.T. FILE NO. 1-243, DATED MAY 1999 AND RECORDED IN ACRD PLAN BOOK 43, PAGE 101.
    - "RIGHT OF WAY PLAN, MOUNT AUBURN AVENUE & TURNER STREET IMPROVEMENTS" PREPARED FOR CITY OF AUBURN BY TECHNICAL SERVICES, INC. DATED OCTOBER 2006.
    - "WHITEHOLM FARM PLAZA, MOUNT AUBURN AVENUE/TURNER STREET IMPROVEMENTS" CITY OF AUBURN, MAINE BY SAIN ASSOCIATES DATED JUNE 21, 2001.
    - SITE PLAN OF "ANDROSCOGGIN SAVINGS BANK" BY PLATZ ASSOCIATES, DATED NOVEMBER 11, 1993.
    - "EXISTING CONDITIONS PLAN, MOUNT AUBURN PLAZA" PREPARED FOR AUBURN PLAZA, INC. BY TECHNICAL SERVICES, INC. DATED JANUARY 2005.
    - "TURNER STREET PLAZA AT MOUNT AUBURN AVENUE AND TURNER STREET" BY PLATZ ASSOCIATES, DATED JANUARY 7, 1992.
    - LAND TITLE SURVEY OF 670 TURNER STREET HOTEL FOR NOBILITY, LLC. BY SEBAGO TECHNICS DATED MARCH 2008.
    - "SITE DEVELOPMENT PLANS FOR WHITEHOLM FARM PLAZA, WALMART SUPERCENTER NO. 1868-02, MT. AUBURN AVENUE & TURNER STREET, AUBURN, MAINE" BY SAIN ASSOCIATES DATED JULY 14, 2000.
    - "SUNOCO, INC. COMPOSITE SITE PLAN" BY BOHLER ENGINEERING, P.C. DATED MAY 28, 2002.
    - SUBDIVISION PLAN, SHEETS 1 & 2, WHITEHOLM FARM PLAZA PREPARED FOR AUBURN WHITEHOLM, L.L.C. BY TECHNICAL SERVICES, INC., DATED NOVEMBER 16, 1999 AND RECORDED IN THE ACRD IN PLAN BOOK 41, PAGES 42 & 43
  - RIGHT OF WAY REFERENCE:  
MT. AUBURN AVENUE: ANDROSCOGGIN COUNTY RECORDS VOLUME 1, PAGE 374 (4 RODS).
  - SEE PLAN REF. 4D FOR TAKINGS BY THE CITY OF AUBURN.

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	DB	S. PIERCE
FINAL RIGHT OF WAY	DB	S. PIERCE
AREAS	DB	S. PIERCE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460  
AUBURN  
RIGHT OF WAY MAP

REVISIONS			PLAN FILED IN PLAN BOOK				PAGE COUNTY RECORD			
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	PAGE	INSTRUMENT	DATE	BOOK	PAGE

BRUCE A. VAN NOTE  
COMMISSIONER  
JOYCE NOEL TAYLOR  
CHIEF ENGINEER

DATE \_\_\_\_\_

STATE AID HIGHWAY NO. 21  
MT. AUBURN AVE.

AUBURN ANDROSCOGGIN COUNTY  
FEDERAL AID PROJECT NO. STP-1865(800)

JUNE 2022  
SCALE 1" = 20'

RIGHT-OF-WAY MAP  
SHEET 3 OF 3

D.O.T. FILE NO. 1-351

SHEET NUMBER  
**19**  
OF 19

Filename: ... \TRAFFIC\MTA\019\_RWP\PLAN\_05.dgn Division: HIGHWAY  
 Username: common Date: 9/23/2022

WIN 018658.00