

**Section 1: Proposal and Supporting Information:**

**PART I – PACTS MEMBER INFORMATION**

- 1. **Applicant Organization:** Town of Falmouth
- 2. **Contact person:** Jay Reynolds, Interim Parks and Public Works Director
- 3. **Municipal endorsement:**

Endorsee: Nathan Poore, Town Manager  
 Date of Endorsement: 12-23-09



**PART II – GENERAL PROJECT INFORMATION**

- 4. **Proposal Title:** Route 1 Streetscape Project
- 5. **Location:** US Route 1, (between Brown Street and Foreside Common Road)
- 6. **Relevant Study or Plan –**

**Route 1 Sidewalk Master Plan (2004):** Town of Falmouth/Gorrill-Palmer Consulting Engineers: Sidewalk and Traffic Island Streetscape design plans.

**Town of Falmouth Open Space Plan:**

“ Gateways: Gateways are the doors into the community, the first impression that one gets entering Falmouth. As such they are important visual elements and should be regarded with care. Some of the gateways are truly striking, such as the views across the estuary while travelling northbound on I-295. Many of the gateways show a definite change in character from the adjacent community: spacing and setbacks from housing, land use, signage, pavement maintenance and landscaping treatment. Falmouth’s gateways are as follows: \*Route 1 from Portland, \*Middle Road from Portland, ……”

“Importance of Gateways- the points of entrance into a community-in establishing a sense of character of the Town, and need to retain their scenic quality.”

**Village Center Design Guidelines:**

“The Village Center landscaped must extend to Route 1. Street tree plantings, perennial beds, sidewalks, pedestrian scale lighting, and other elements should be used to provide continuity between Route One and the rest of the Village.”

- 7. **Is this a multi-municipal/transit provider or public-private partnership application?**  
 Y/N:     No

If Yes, please list participants and any funds provided and by whom:

## **PART III – OVERALL PROJECT DESCRIPTION**

Please attach a **scope of work** and **cost estimate** including as much detail as possible for PACTS staff and the MaineDOT to (1) determine the project's consistency with *Destination Tomorrow*, and (2) determine the project's consistency with relevant town specific or regionally significant bike/pedestrian plans such as the **2009 PACTS Regional Bicycle and Pedestrian Plan Update**.

Please type your answers in the document below at the "A:"

### **8. Purpose and Need Statement**

The purpose and need statement must address the critical deficiencies that the project will address or correct. See section 7 of the TIP policies and Procedures document. The statement must be in sufficient detail so that PACTS staff can use it to determine the project's merits. (Attach supplemental information if needed)

A: The purpose of the proposed project is to address the inconsistent center island configuration along Route 1. Although there are functional center islands along the Route 1 corridor that provide a landscaped streetscape, Route 1 lacks that feature within the project area. Providing a landscaped island will provide continuity of curbed islands and landscaping along the roadway. The project will also serve as a beautification to Route 1 by substituting trees and plantings in place of unused pavement. It will also replace the impervious surface with a more 'greener' treatment within the road right-of-way. This will also result in less paved area to plow, sand, and salt in the winter.

In 2004, The Town of Falmouth hired an engineering consultant to plan and design an overall streetscape for Route 1. This project area extends from Route 88(Foreside Rd.) to the Martin's Point Bridge at the City of Portland line. The streetscape design for the project includes sidewalks and traffic islands. Some of the traffic islands have been installed; however, there is a 1,150-foot gap between sections of curbed islands. This project would remediate this inconsistency that currently exists.

### **9. Proposed Scope of Work**

The proposed scope of work must be in sufficient detail for PACTS staff and the MaineDOT to verify the planning-level cost estimate which accompanies the application. Sketches of both existing and proposed conditions (including roadway geometry, if relevant) must be included with this submittal. (Attach supplemental information if needed)

A: The project consists of approximately 1,150 feet of new curbed islands. The project is in the median/center of Route 1. The limits of the project are from Brown Street to Foreside Common Road. Street trees and other various landscaping will be installed within the traffic islands. See attachment A for detailed information.

### **10. Please describe the project and attach project location map.**

A: The Route 1 Streetscape project is described above (under scope) and is further described in attachment A. A project location map is also included in attachment C.

## **PART IV – PLANNING**

### **11. Is the project within a municipally designated growth area?**

A: The project is a not within a designated growth area.

**12. Describe how this project is (or is not) part of the PACTS Regional Bicycle and Pedestrian Plan Update (2009) and/or an approved or pending transportation study.**

A: The project area is part of a larger transportation project, the Route 1 sidewalk project.

**13. Describe how the project relates to the existing transportation system (including the roadway and public transportation networks.)**

A: The project will provide streetscape improvements along Route 1, and within the existing footprint of the road infrastructure. These improvements are along the METRO bus route (Route 7) in Falmouth. This portion of Route 1 also contains the designated bike route that leads through Falmouth to Cumberland and Portland.

**14. Describe how the project closes any gaps in the existing infrastructure (if applicable)**

A: The proposed center islands will close the gap between two existing sections of traffic islands. This will provide better consistency along Route 1 with regards to roadway treatment.

**15. Describe any relevant safety or enhancement improvements to the existing transportation network as a result of this project.**

A: New curbed traffic/landscape islands will provide better separation between the northbound and southbound vehicular lanes. This will improve traffic safety along this section of Route 1.

**16. Is the project part of a public-private partnership or multi-municipal initiative?**

A: No.

**PART V – USERS AND BENEFITS**

**17. What user groups are anticipated to benefit from the proposed project and in what way (commuting, recreation, transit connections, bicyclist., pedestrians. etc)**

A: Commuters, transit users, and bicyclists who are travelling into Falmouth would be the primary benefactors of this project. Also, the properties along Route 1 would benefit from the project. All user groups benefit by providing a more consistent, contiguous, safer, and aesthetically pleasing streetscape.

**18. Is there a neighborhood benefit and what, if any, adjacent municipalities will benefit from the project?**

A: The neighbors along Route 1 would benefit from the aesthetic improvements. The landscaping may also provide more screening and buffering from traffic (on the opposite side of the road from them).

**19. Describe any expected regional benefits that will result from this project.**

A: The project area falls between Falmouth’s economic center and the City of Portland and provides for a gateway into and out of the Town of Falmouth. This project could serve as a regional model of a good gateway and streetscape project for other municipalities in the region to explore.

**PART VI– COSTS AND MAINTENANCE**

**20. What is the estimated cost to complete this project? (Attach detail cost estimate)**

A: \$407,000.00

**21. What, if any, additional improvements and associated costs are expected as part of the proposed project? (i.e. drainage, right-of-way, existing landscaping, etc)**

A: Because the project falls within the centerline of Route 1, there are no anticipated additional improvements needed.

**22. What entity (municipal, trail group, etc) will maintain this project and what are the anticipated costs to maintain both seasonally and long term this project after construction is completed?**

A: The municipality will be responsible for maintenance. Seasonal costs are approximately \$200 annually and there appear to be no long term costs.

**Section 2: Destination Tomorrow Long Range Plan Consistency:**

PACTS staff and the Planning Committee will use the information provided in Section 2 for the *Destination Tomorrow* scoring. The scoring process will be as follows:

- PACTS staff reviews and score the proposals.
- PACTS staff send the scores to the Planning Committee by March 1<sup>st</sup>.
- The Planning Committee reviews the staff’s scores and prepares Committee scores/recommendations for consideration by the Policy Committee.

The questions and paragraphs below are from *Destination Tomorrow’s 8 Guiding Policies*: Please type your answers in the document below at the “A:”

**1. How would the project maintain/improve the existing transportation system?**

Policy 1. Maintain the Condition, Safety and Efficiency of the Existing Transportation System – Ensuring that an adequate and safe transportation system is maintained, preserved, and appropriately improved is critical to the region’s future economic vitality and quality of life. The Planning and Policy Committees have made maintaining and improving the existing transportation systems PACTS’ highest priority. Historically, approximately 60% of the transportation investments in the PACTS region have been for maintaining and improving the existing systems. Forecasts of required future investments to maintain the systems anticipate this

same level of investment. Many of the Plan's recommendations and strategies are focused on this policy and include:

- Roadway and bridge preservation.
- Improvements to locations that experience crashes at a higher than average rate.
- Improvements to congested locations including intersections and interchanges.
- Maintaining existing and extending new transit routes and services where appropriate.
- Replacing transit fleets in a timely manner.

A: This project would enhance the existing transit route (Metro). This route is a prominent approach to one of the Town's economic centers and this section of Route 1 serves as a gateway to Falmouth from Martin's Point in the City of Portland.

## **2. How would the project improve a regionally significant intersection?**

Policy 2. Focus Roadway Improvements on Safety and Congestion "Hotspots" at Intersections – Another area of major emphasis is on improving the safety and efficiency of the region's critical intersections by making geometric improvements and improving traffic signals. These intersection projects are a higher priority than widening roadway segments and other roadway capacity increasing projects. The Plan also calls for these projects to incorporate transit, bicycle and pedestrian environments, incorporating these elements where appropriate and feasible.

A: Although this project does not improve a regionally significant intersection, it would enhance the northbound approach to the Route 1 and Route 88 intersection.

## **3. How would the project appropriately expand the transportation system?**

Policy 3. Strategically Expand the Transportation System – Where appropriate, this policy recommends capacity expansions to the transportation system that will enhance accessibility and mobility with better-coordinated land use policies. These expansions may include increased roadway capacity, new roadways, and new passenger transportation services and routes for buses, rail and bus rapid transit. Actions taken under this policy must also incorporate access management measures (Policy 6) where feasible.

A: This project does not expand the transportation system with regards to increased vehicular activities. It actually eliminates over ½ acre of paved surface that is not providing any benefit to the roadway.

## **4. How would the project reduce the need for building a major new highway?**

Policy 4. Avoid Building New Highways – Constructing new highways is costly and often controversial. *Destination Tomorrow* contains a number of complementary recommendations that can be used to reduce traffic demand and increase the efficiency of the existing system. These recommendations will help to reduce the need for building new highways and conserve the limited available funding.

A: The project does not reduce, nor does it increase, the need for building a major new highway.

## **5. How would the project improve the transportation-land-use connection?**

Policy 5. Strengthen the Link between Transportation Investments and Land Use Policies and Decisions – Strengthening the link between transportation and land use policies and decisions is one of the most complex and important public policy challenges facing local governments, PACTS members and the State. *Destination*

*Tomorrow* includes 20 largely incentive-based recommendations designed to improve this connection and, in particular, a policy statement adopted by the Policy Committee in February 2003. Ensuring that land development occurs in locations where it is supported by an adequate transportation system and preserving existing roadway capacities are two benefits that may be realized by this policy.

A: This gateway to Falmouth is one of the most traveled and currently is deficient in being integrated into the surrounding neighborhoods in addition to meeting an appropriate public safety standard. The proposed improvements to the Route One corridor will enhance the adjacent residential neighborhoods by providing an attractive transition to the commercial area to the north.

## **6. How would the project improve access management and/or street connectivity?**

Policy 6. Implement Access Management Measures – Implementation of the full-range of appropriate access management measures is one of the most effective ways to preserve the capacity, traffic flow and safety of the arterial roadway network. Important actions include coordinating access control when roadways are widened or retrofitted and when new roads are built. Another action related to access management to preserve the arterial network is increasing the connectivity of the street network principally by adding collector and local through streets concurrent with development.

A: The traffic islands would serve as an access management feature. By creating a median, it would prevent the option of making prohibited u-turns on Route 1.

## **7. How would the project enhance the passenger transportation system?**

Policy 7. Enhance Passenger Transportation – Enhance, maintain and, where appropriate, expand passenger transportation services to meet changing needs. Certain groups of individuals depend on public transportation to satisfy their needs for mobility and economic viability. For passenger transportation to further contribute to congestion relief, riders who do not depend on it but who choose to use it, need to be attracted to public transit.

A: The streetscape improvement will enhance the existing public transit route and improve the visual character of the route.

## **8. How would the project promote community and neighborhood livability and economic redevelopment?**

Policy 8. Promote Community and Neighborhood Livability and Reinvestment – Recommendations and strategies stemming from this policy are designed to create transportation facilities that are sensitive to community and neighborhood needs and integrity. These include bicycle and pedestrian-facility improvements, public transportation investments, investments to increase the efficiency of the arterials to minimize cut-through traffic in neighborhoods, and arterial retrofits to increase their compatibility with adjacent land uses.

A: The Route 1 Streetscape project will promote community and neighborhood livability and economic development. The traffic islands and landscaping features, along with the future

expansion of the sidewalk network, will transform Route 1 from a vehicle-oriented state highway to a complete street. A more complete street that minimizes the impacts of heavy vehicular use and shifts that use to a more bicycle and pedestrian streetscape would make promote that 'community livability.

The landscaping islands would provide some screening and buffering from traffic. It would provide some layer of noise softening from traffic. The project also eliminates over ½ acre of impervious surface, which is an environmental benefit from a stormwater quality perspective. Replacing the existing pavement with new landscaping is a positive improvement from an air quality perspective as well.

This section of Route 1 is the link for a substantial residential neighborhood area (known as 'the flats') to the Town's primary commercial and economic area.

Providing an attractive corridor that leads to the economic area (known as Falmouth Village) would further attract people (prospective businesses and consumers) to the area.

***Attachment A  
Scope of Work***

The project consists of approximately 1,150 feet of new curbed islands. The project is in the median/center of Route 1. The limits of the project are from Brown Street to Foreside Common Road. Street trees and other various landscaping will be installed within the traffic islands.

There is an area of existing pavement that is approximately 1,150 feet long by 23 feet wide. This area is striped (hashed out) as undesignated (non-travelled) lane area in Route 1. The preliminary scoping of the project is to infill 20-feet of the unused 23-foot wide area for the entire 1,150-foot length.

The traffic island construction will be consistent with previous traffic island treatments on either side of the project. Sloped granite curbing will be installed for the islands. The installation of the islands as a whole involves the removal of the existing concrete sub-base below the pavement. Standard details have already been generated by the Town of Falmouth's consultant engineer as part of the Route 1 sidewalk master plan.

A variety of salt-tolerant species of trees, shrubs, and plantings will be selected for the landscape installation. The existing island's landscaping (on either side of the project) will be evaluated/incorporated into the species selection.

Because the properties along this section of Route 1 are almost entirely built-out, there are only two access points for two individual properties that have lot frontage through the project area. These access points will need to be evaluated with regards to access management. They may warrant providing breaks in the island for northbound and southbound access onto Route 1. Otherwise, there are no other logistical constraints for the project.

See attachment C for an area map/sketch plan of the proposal.

***Attachment B  
Cost Estimate  
(See separate file attachment)***

***Attachments C-1 and C-2  
Area Map and Sketch Plan  
(See separate file attachments)***



# Attachment B - Cost Estimate

Gorrill-Palmer Consulting Engineers Inc.  
Preliminary Opinion of Probable Construction Cost

12/14/2009

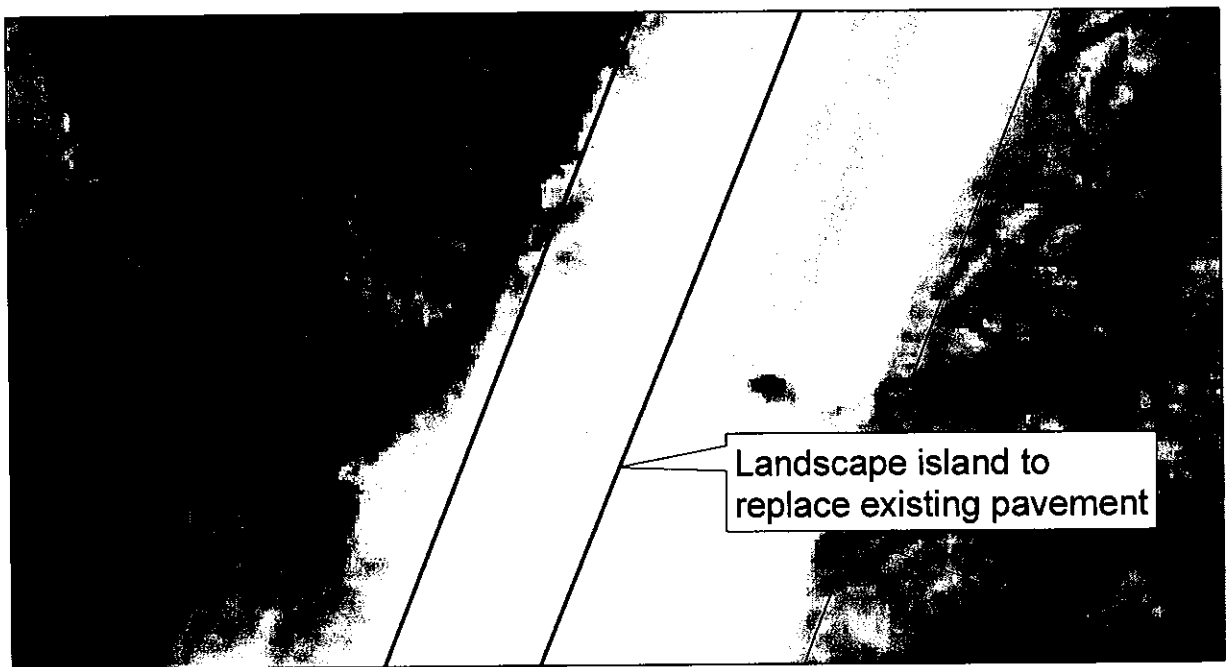
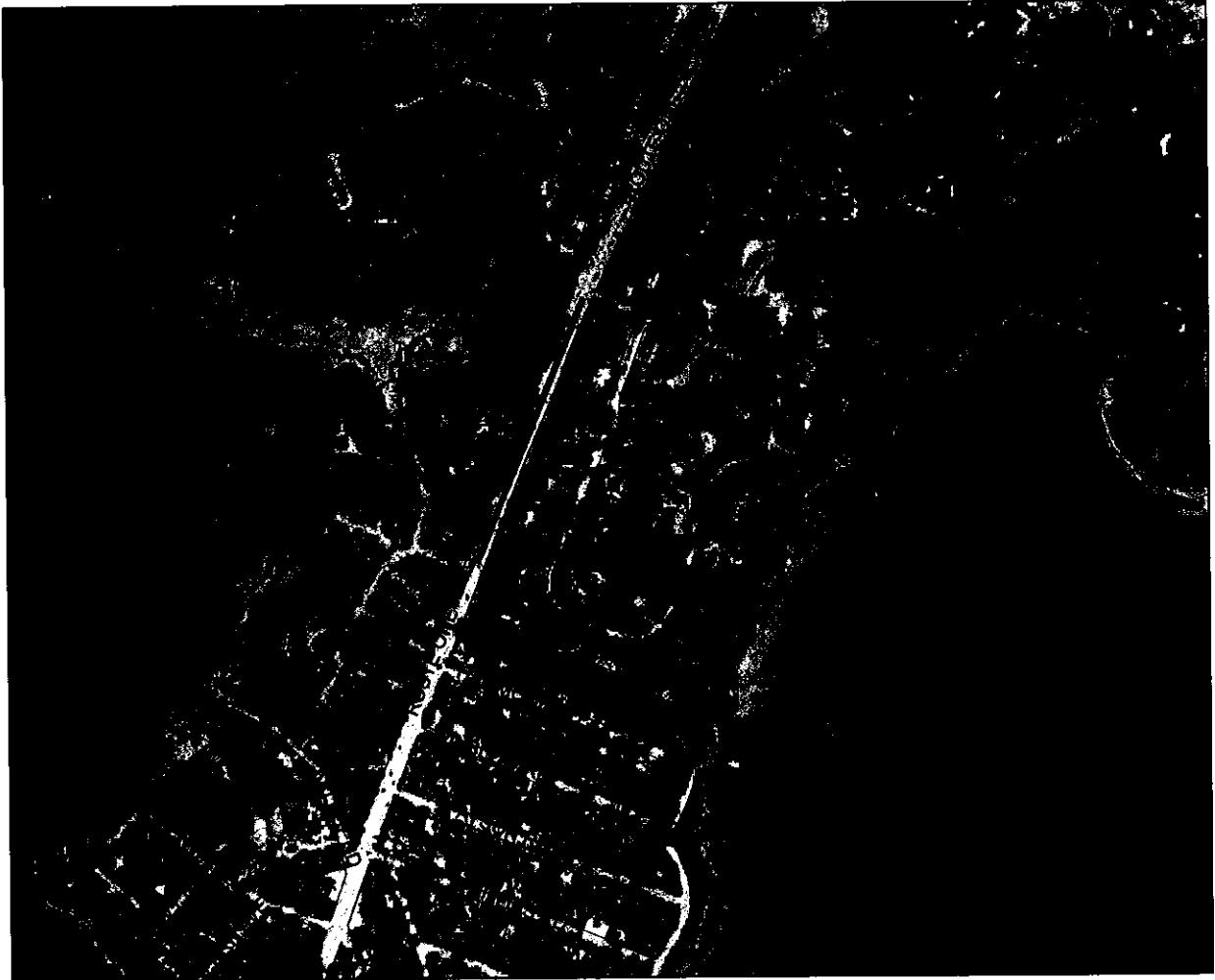
Job Number: 842.05  
 Project Location: Falmouth, Maine  
 Comments: Route 1 Islands ( Foreside Common to Brown Street)  
 Date: 12/14/2009  
 References: MaineDOT 2009 Unit Prices  
 Calculated By: RJB  
 Checked By: RCN

- Notes:
1. Opinion of cost does not include Legal or Engineering Costs.
  2. Opinion of cost does not include the remediation or removal of any special or hazardous materials such as Asbestos, PCB's, etc.
  3. Opinion of cost is based on MDOT 2009 unit prices
  4. Opinion of cost includes an allowance for Landscaping based on costs previously supplied by Mitchell Associates.

Item	Item Description	Unit	Quantity	Unit Price	Amount
202.11	REM PORT CEM CONC PAVEMENT	SY	2330	\$ 14.08	\$ 32,759.80
202.2	REM BITUMINOUS CONC PAVEMENT	SY	2580	\$ 8.63	\$ 22,285.40
202.203	PAVEMENT BUTT JOINTS	SY	260	\$ 18.83	\$ 4,895.80
203.24	COMMON BORROW	CY	520	\$ 21.32	\$ 11,086.40
403.209	HOT MIX ASPHALT 9.5 MM HMA (INCID.)	T	60	\$ 158.27	\$ 9,496.20
419	SAWCUT	LF	2300	\$ 7.50	\$ 17,250.00
608.08	REINFORCED CONCRETE ISLAND	SY	310	\$ 82.53	\$ 25,584.30
609.34	CURB TYPE 5	LF	2200	\$ 27.04	\$ 59,488.00
609.35	CURB TYPE 5 - CIRCULAR	LF	100	\$ 69.68	\$ 6,968.00
609.5	CONCRETE BASE FOR CURBING	LF	2300	\$ 3.63	\$ 8,349.00
615.0701	LOAM - PLAN QUANTITY	CY	260	\$ 54.94	\$ 14,284.40
627.711	WH OR YELL PAINT PVMT MRK LINE (PL QUA	LF	2300	\$ 0.68	\$ 1,518.00
652.39	WORK ZONE TRAFFIC CONTROL	LS	-	-	\$ 30,000.00
658.1	MOBILIZATION	LS	-	-	\$ 28,000.00
	LANDSCAPING	LS	-	-	\$ 100,000.00
<b>SUBTOTAL</b>					<b>\$ 370,000.00</b>
<b>CONTINGENCY(10%)</b>					<b>\$ 37,000.00</b>
<b>TOTAL*</b>					<b>\$ 407,000.00</b>

Attachment C-2

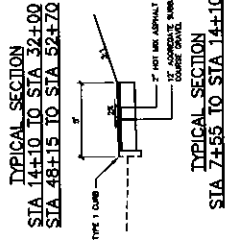
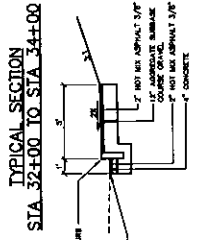
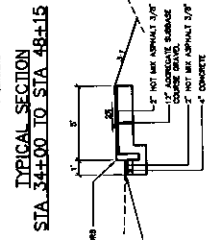
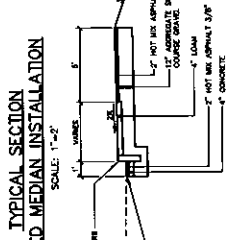
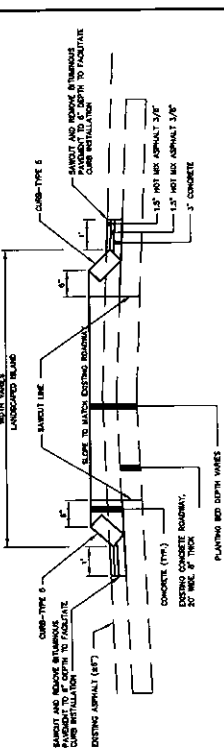
**Route 1 Streetscape Project  
Area Map**



Attachment C-2

- GENERAL NOTES**
1. IF FOUNDATION MATERIALS IS REQUIRED, MAINTAIN CLEARANCE IF SHALL MEET THE REQUIREMENTS FOR GRANULAR BARRIOR - UNDERSTAND DRAINAGE AND WILL BE PAID FOR AS GRANULAR BARRIOR.
  2. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE CONSTRUCTION MANAGER.
  3. THE CLEARLY SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTH-SIDED PIPES.
  4. BARRIERS SHALL BE APPLIED WHERE SO DIRECTED BY THE RESIDENT ENGINEER.
  5. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL WORK, EQUIPMENT AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
  6. EXCAVATIONS SHALL BE PROTECTED AS THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 C.F.R. AND ALL OSHA AND CONSTRUCTION STANDARDS FOR EXCAVATIONS.
  7. THE CONTRACTOR SHALL MAINTAIN THE EXISTING PAVEMENT OR CONCRETE OF THE EXISTING PAVEMENT OR CONCRETE SHALL BE SAW CUT ALONG A SMOOTH LINE TO A NEAT, EVEN, VERTICAL JOINT, AS DIRECTED BY THE RESIDENT ENGINEER. BROKEN OR SLOTTED EDGES WILL NOT BE ACCEPTED. ALL JOINTS SHALL BE REPAIRED TO THE ORIGINAL CONDITION OF THIS JOINT WILL BE CONSIDERED INCIDENTAL TO THE RELATED CONTRACT ITEMS.
  8. NO SEPARATE PAYMENT FOR REMOVAL OF EXISTING PAVEMENT OR CONCRETE SHALL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING USED FOR REMOVAL OF EXISTING PAVEMENT OR CONCRETE.
  9. THE CONTRACTOR MUST USE THE BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL AS A MINIMUM STANDARD.
  10. ALL DISTURBED SLOPE AREAS SHALL BE LOAMED AND SEEDED, UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS. NO SEPARATE PAYMENT FOR THIS WORK WILL BE MADE.
  11. TOPSOIL STRIPPED IN AREAS OF CONSTRUCTION THAT IS SUITABLE FOR REUSE AS LOAM SHALL BE STOCKPILED ON SITE AT A LOCATION TO BE DESIGNATED BY THE RESIDENT ENGINEER. UNSUITABLE SOIL SHALL BE SEPARATED, REMOVED AND DISPOSED OF AT AN APPROVED DISPOSAL LOCATION OFF SITE.
  12. THE CONTRACTOR SHALL ANTICIPATE ANY TOPOGRAPHIC CHANGES THAT MAY BE REQUIRED DURING CONSTRUCTION AND SHALL MAINTAIN THE EXISTING TOPOGRAPHY AS MUCH AS POSSIBLE. ANY CHANGES TO THE TOPOGRAPHY SHALL BE MADE TO THE CONTRACTOR'S BENEFIT.
  13. LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE THAT CAUSES THE LEAST PRACTICAL DISTURBANCE OF THE SITE.
  14. ALL GROUND AREAS GRADED FOR CONSTRUCTION WILL BE GRADED, LOAMED AND SEEDED AS SOON AS POSSIBLE. PERMANENT SEED MIXTURE SHALL CONFORM TO THE SEEDING PLAN CONTAINED IN THE EROSION CONTROL REPORT PREPARED FOR THIS PROJECT.
  15. ALL STORM DRAIN INLETS & OUTLETS ARE TO RECEIVE RIPRAP PROTECTION AROUND DURING CONSTRUCTION.
  16. SILT FENCES SHALL BE INSPECTED, REPAIRED AND CLEANED REGULARLY.
  17. SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO IT FOR LATER USE IN LANDSCAPING OPERATIONS.
  18. ALL NON-PAVED AREAS DISTURBED DURING CONSTRUCTION SHALL BE LOAMED AND SEEDED, UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER.
  19. PROTECT ALL TREES AND LANDSCAPING NOT SCHEDULED TO BE REMOVED.
  20. REMOVAL AND RESETTLEMENT OF SIGNS SHALL BE INCIDENTAL TO THE OTHER CONTRACT ITEMS SIGNS SHALL BE RESET TO 6" BEYOND EDGE OF SHOULDER OR 2' BEHIND CURB.
  21. REMOVAL OF EXISTING PIPES AND DRAINAGE STRUCTURES SHALL BE CONSIDERED INCIDENTAL.
  22. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND BEING EXACT OR APPROXIMATE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND BE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.
  23. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING UTILITIES AND MATERIALS SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
  24. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS AND SPECIFICATIONS WITHIN THE CONTRACT DOCUMENTS.
  25. ALL SIGNS INDICATED ON THE LAYOUT PLANS ARE TO MEET ALL REQUIREMENTS & STANDARDS OF THE MAINE DEPARTMENT OF TRANSPORTATION & THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
  26. OFFSETS TO CATCH BASINS AND MANHOLES ARE TO THE CENTER OF THE FRAME.
  27. PIPE LENGTH EQUALS THE CENTER TO CENTER DISTANCES BETWEEN CATCH BASINS AND/OR MANHOLES MINUS ONE-HALF OF THE DIAMETER OF EACH CATCH BASIN OR MANHOLE.

28. PROPERTY LINE AND D.O.M. MONUMENTS SHALL NOT BE DISTURBED BY CONSTRUCTION. IF DISTURBED, THEY SHALL BE RESET TO THEIR ORIGINAL LOCATIONS AT THE CONTRACTOR'S EXPENSE, BY A MAINE REGISTERED LAND SURVEYOR.
29. UNLESS OTHERWISE NOTED, ALL STORM DRAIN PIPE SHALL BE IN ACCORDANCE WITH MAINE DEPARTMENT OF TRANSPORTATION SECTION 601.00 AND 610.00 AND 620.00. UNLESS OTHERWISE NOTED, ALL STORM DRAIN LATEST PITCH SHALL BE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION SECTION 601.00 AND 610.00 AND 620.00. UNLESS OTHERWISE NOTED, ALL STORM DRAIN LATEST PITCH SHALL BE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION SECTION 601.00 AND 610.00 AND 620.00.
30. PLACE EROSION CONTROL STRUCTURES UNDER ALL RIPRAP. THIS SHALL BE CONSIDERED INCIDENTAL TO ITEMS 610.00 AND 610.10 AND NO SEPARATE PAYMENT SHALL BE MADE.
31. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN WASTE AREAS APPROVED BY THE RESIDENT ENGINEER.
32. ALTERNATING ONE WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.
33. EXISTING MANHOLE MARKINGS SHALL BE ADJUSTED BY THE RESPECTIVE TELEPHONE COMPANIES.
34. ALL EXISTING PAVEMENT MARKINGS TO CONDUCT WITH THE PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. THIS WORK SHALL BE INCIDENTAL TO THE PAVEMENT MARKING ITEMS 627.71 AND 627.75.
35. SAMPLING OF EXISTING BITUMINOUS PAVEMENT AND PORTLAND CONCRETE PAVEMENT SHALL BE INCIDENTAL TO ITEMS 622.11 AND 622.2.
36. PAVEMENT FOR PLACEMENT OF PLANTS SHALL INCLUDE LOAM AND ALL OTHER RELATED ITEMS AS DETAILED IN SECTION 621 OF THE SPECIAL PROVISIONS.
37. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING OPENING PERMITS.
38. THE CONTRACTOR SHALL SUBMIT A PLAN TO CONTROL TRAFFIC DURING THE PERIOD OF CONSTRUCTION THE IMPROVEMENTS TO THE MANHOLE, ENGINEER AND THE TOWN OF FALMOUTH. THE PLAN SHALL SHOW CONTROL DEVICES FOR STREETS AND HIGHWAYS. THE CONTRACTOR MUST MAINTAIN ONE-WAY TRAFFIC FLOW AT ALL TIMES.
39. THE CONTRACTOR SHALL PROVIDE THE DEPARTMENT, GORRILL-PALMER AND THE TOWN OF FALMOUTH WITH A SCHEDULE OF WORK FOR CONSTRUCTING THE IMPROVEMENTS, AND AN EMERGENCY CONTACT LIST.
40. ALL IMPROVEMENTS SHALL BE CONSTRUCTED AS SHOWN ON THE FINAL PLANS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
41. THE CONTRACTOR SHALL ALLOW OR ARRANGE FOR THE MANHOLE ITS INSPECTIONS, AGENTS, EMPLOYEES, CONTRACTORS OR INVITED GUESTS, TO ENTER LOCK AND OWNED OR CONTROLLED BY THE DEVELOPER OUTSIDE OF THE PROJECT SITE AT ANY TIME AND UNDER ANY CIRCUMSTANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF ALL VISITORS AT ANY AND ALL TIMES AND FOR ANY AND ALL PURPOSES NECESSARY OR INCIDENTAL TO SUCH INSPECTION OR TESTING.
42. ALL TRAFFIC SHALL BE CONTROLLED DURING THE PERIOD OF CONSTRUCTION IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN APPROVED BY THE MANHOLE AND THE TOWN OF FALMOUTH.
43. THE CONTRACTOR SHALL NOT CONDUCT CONSTRUCTION OF IMPROVEMENTS IN THE STANDARD SPECIFICATIONS. LIMITATIONS OUTLINED UNDER SECTION 601.07 IN THE STANDARD SPECIFICATIONS.
44. CONSTRUCTION SHALL NOT COMMENCE UNTIL AUTHORIZED BY THE MANHOLE AND THE ENGINEER.
45. TPOWNS IN SIDEWALK AREAS SHALL BE 7' AND 4' IN NON-SIDEWALK AREAS.



Drawing No. **2**

**TYPICAL SECTIONS, GENERAL NOTES & QUANTITIES**

Project: **ROUTE 1 TRANSPORTATION ENHANCEMENTS**

Client: **TOWN OF FALMOUTH**

871 Falmouth Road, Falmouth, Maine 04105

**GP** Gorrill-Palmer Consulting Engineers, Inc.

PO Box 1237 Falmouth, ME 04105  
19 Spauld Road Falmouth, ME 04105  
E-Mail: maddox@gorrillpalmer.com

NO.	DATE	BY	DESCRIPTION
1	09/26/04	ILC	Initial Issue
2	09/29/04	RSK	Revised

Rev.	Date	Revision	Issued For