

# ROUTE ONE, MEDIAN RETROFIT

TOWN OF SCARBOROUGH  
SCARBOROUGH, MAINE

PROJECT TEAM

DEVELOPER

TOWN OF SCARBOROUGH  
259 ROUTE ONE  
SCARBOROUGH, MAINE 04074  
CONTACT: ANGELA BLANCHETTE  
(207) 730-4000



CIVIL ENGINEER:

ACORN ENGINEERING, INC.  
PORTLAND, MAINE  
CONTACT: WILLIAM SAVAGE, P.E.  
(207) 775-2655



LEGEND

EXISTING

REFER TO THE  
EXISTING  
CONDITIONS PLAN  
FOR ADDITIONAL  
INFORMATION



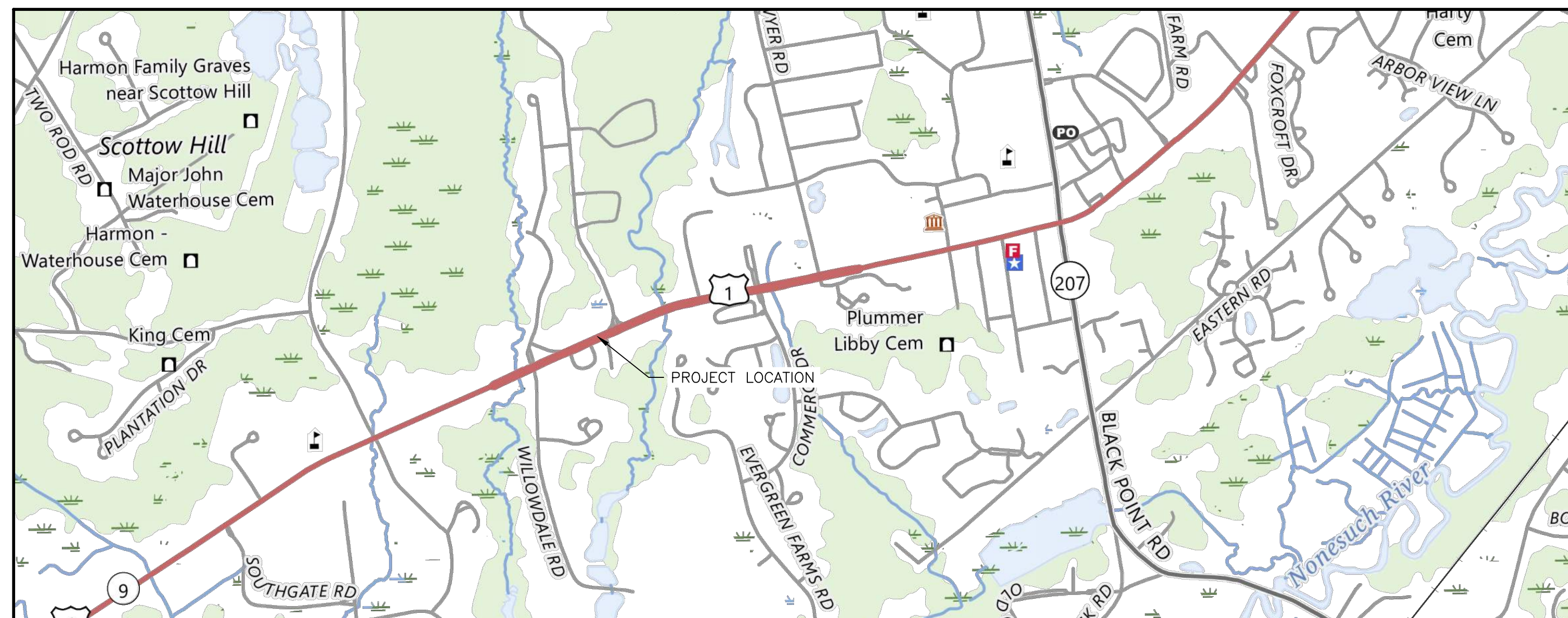
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## VICINITY MAP

SCALE: 1:1000

## ABBREVIATIONS

PARTIAL LIST OF ABBREVIATIONS AND THEIR CORRESPONDING MEANING. PLEASE  
CONTACT THE ENGINEER FOR ANY CLARIFICATION

| APPROX. | APPROXIMATE                                  |
|---------|----------------------------------------------|
| BC      | BOTTOM OF CURB                               |
| BMP     | BEST MANAGEMENT PRACTICE                     |
| BOT.    | BOTTOM                                       |
| CAD     | COMPUTER AIDED DESIGN                        |
| CB      | CATCH BASIN                                  |
| CF      | CUBIC FOOT                                   |
| CIP     | CAST IN PLACE                                |
| CL      | CENTERLINE                                   |
| CM      | CONSTRUCTION MANAGER                         |
| CMP     | CENTRAL MAINE POWER                          |
| CONC.   | CONCRETE                                     |
| CPP     | CORRUGATED PLASTIC PIPE                      |
| CY      | CUBIC YARD                                   |
| DI      | DUCTILE IRON PIPE                            |
| DIA.    | DIAMETER                                     |
| DIM.    | DIMENSION                                    |
| EA.     | EACH                                         |
| ELEC.   | ELECTRICAL                                   |
| ELEV.   | ELEVATION                                    |
| EQUIV.  | EQUIVALENT                                   |
| EST.    | ESTIMATE                                     |
| EX.     | EXISTING                                     |
| FFE     | FINISH FLOOR ELEVATION                       |
| FT.     | FEET                                         |
| HDPE    | HIGH DENSITY POLY ETHYLENE                   |
| ID      | INNER DIAMETER                               |
| IN.     | INCH                                         |
| INV.    | INVERT                                       |
| L       | LENGTH                                       |
| MAX.    | MAXIMUM                                      |
| MDEP    | MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION |
| MDOT    | MAINE DEPARTMENT OF TRANSPORTATION           |
| M.E.P   | MECHANICAL, ELECTRICAL, PLUMBING DESIGNER    |
| MFG.    | MANUFACTURED                                 |
| MH      | MANHOLE                                      |
| MIN.    | MINIMUM                                      |
| O.C.    | ON CENTER                                    |
| OD      | OUTSIDE DIAMETER                             |
| OHE/T/C | OVERHEAD ELECTRIC/TELEPHONE/CABLE            |
| PC      | PRECAST                                      |
| PE      | PROFESSIONAL ENGINEER                        |
| PL      | PROPERTY LINE                                |
| PLS     | PROFESSIONAL LAND SURVEYOR                   |
| PR.     | PROPOSED                                     |
| PSI     | POUNDS PER SQUARE INCH                       |
| PVC     | POLYVINYL CHLORIDE                           |
| PWD     | PORTLAND WATER DISTRICT                      |
| R       | RADIUS                                       |
| RD      | ROOF DRAIN                                   |
| RET.    | RETAINING                                    |
| ROW     | RIGHT OF WAY                                 |
| S       | SLOPE                                        |
| SD      | STORM DRAIN                                  |
| SDR     | STANDARD DIMENSION RATIO                     |
| SF      | SQUARE FEET                                  |
| SMH     | SEWER MANHOLE                                |
| SPEC.   | SPECIFICATION                                |
| TC      | TOP OF CURB                                  |
| TW      | TOP OF WALL                                  |
| TYP.    | TYPICAL                                      |
| UD      | UNDERDRAIN                                   |
| UGE     | UNDERGROUND ELECTRIC                         |
| VIF     | VERIFY IN FIELD                              |

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NOT ISSUED FOR  
CONSTRUCTION

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COVER SHEET &amp; LEGEND

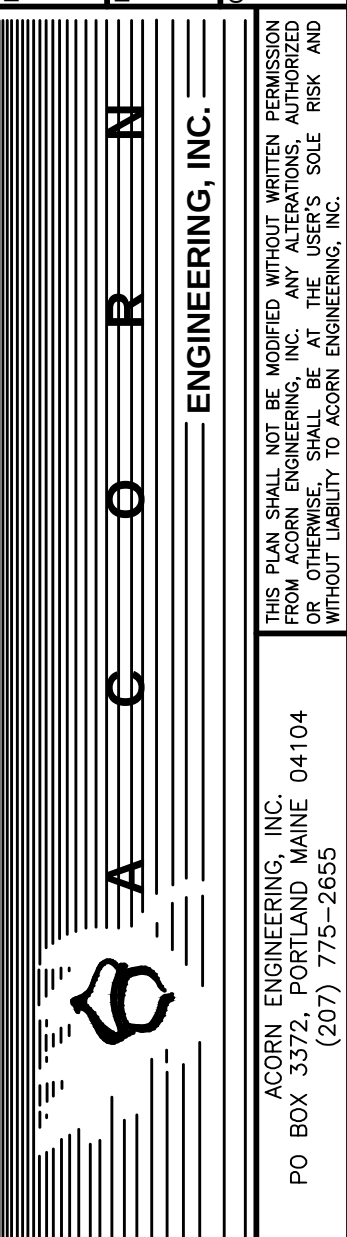
ROUTE ONE MEDIAN RETROFIT

TOWN OF SCARBOROUGH  
259 ROUTE ONE SCARBOROUGH, MAINE 04074

DRAWING NAME:

PROJECT NAME:

**CLIENT:**



FILE: 1187.2\_DETAILS

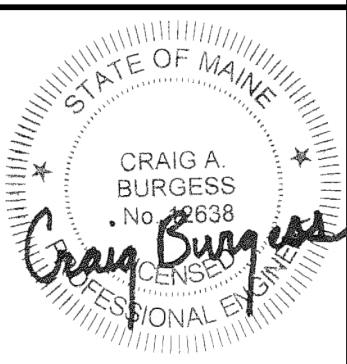
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DRAWN BY: BJK

CHECKED BY: CAB



10-19-2026

DRAWING NO.

C-01

THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE ANY POTENTIAL CONFLICTS WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.

2. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF ALL EROSION CONTROL MEASURES SHOWN ON THE PLAN. IF DEEMED NECESSARY BY THE OWNER OR OWNER'S REPRESENTATIVE (IF APPLICABLE), ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER.

3. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULE BASED ON THE PLANS AND FIELD VERIFICATION BY THE CONTRACTOR. ALL MATERIAL SCHEDULES SHOWN WITHIN THE PLAN SET ARE FOR GENERAL INFORMATION ONLY.

4. ALL CONSTRUCTION METHODS, TESTING AND MATERIALS SHALL CONFORM TO THE MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, THE TOWN OF SCARBOROUGH AND SERVING UTILITY REQUIREMENTS, IF ANY. IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SPECIFICATION SHALL APPLY AT NO ADDITIONAL COST TO THE OWNER.

5. THE SITE CONTRACTOR SHALL MAINTAIN A SET OF PAPER AND CAD DRAWINGS WHICH SHALL RECORD THE ACTUAL LOCATION, DIMENSIONS, ELEVATIONS, MATERIALS OF THEIR WORK, INDICATING THEREON ALL VARIATIONS FROM THE CONTRACT DRAWINGS. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH ONE COMPLETE SET OF REPRODUCIBLE RECORD DRAWINGS, IN .DWG FORMAT AND PAPER, STAMPED "AS-BUILT". IF AUTOCAD CAPABILITY IS NOT AVAILABLE, EXCLUDE FROM BID IN WRITING.

6. THE CONTRACTOR WILL REMAIN SOLELY AND COMPLETELY RESPONSIBLE FOR ENFORCEMENT OF AND COMPLIANCE WITH 1) ALL CONTRACT PLANS AND SPECIFICATIONS, 2) APPLICABLE INTERNATIONAL BUILDING CODE REQUIREMENTS, AND 3) ALL SITE WORKING CONDITIONS AND SAFETY REQUIREMENTS, DAY AND NIGHT, FOR BOTH PERSONS AND PROPERTY, IN EACH CASE BOTH BY THE CONTRACTOR AND ITS SUBCONTRACTORS. THESE INCLUDE ALL OSHA, NIOSH, U.S. EPA AND ANY OTHER APPLICABLE GOVERNMENTAL REGULATIONS.

7. PLAN REFERENCES:

A. EXISTING CONDITIONS OF ROUTE 1 SV-103 BY GORRILL PALMER

B. EXISTING CONDITIONS PLAN OF PROMPTO OIL FACILITY - 318 U.S. ROUTE ONE SCARBOROUGH, MAINE FOR PROMPTO OIL, INC. BY SEBAGO TECHNICS SOUTH PORTLAND, MAINE, DATED 07/18/18.

C. THE DOWNS - ROUTE 1 OFFSITE IMPROVEMENTS BY GORRILL PALMER FOR CROSSROADS HOLDINGS, LLC IN SCARBOROUGH MAINE, DATED 3/17/23.

8. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AT ALL TIMES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN A SAFE VEHICLE AND PEDESTRIAN ACCESS THOUGH THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE SCARBOROUGH PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACTS OR CHANGES TO SITE ACCESS CONDITIONS.

9. UNLESS AN EMERGENCY CONDITION EXISTING, CONSTRUCTION ACTIVITIES OF THE PERMITTEE SHALL NOT INTERFERE WITH THE NORMAL FLOW OF TRAFFIC ON ARTERIAL STREETS OF THE TOWN OF SCARBOROUGH. THE FULL IN-BOUND ROADWAY LANE WIDTH SHALL BE MAINTAINED BETWEEN THE HOURS OF 6:45 A.M. AND 8:30 A.M. AND THE FULL OUT-BOUND ROADWAY LANE WIDTH SHALL BE MAINTAINED BETWEEN THE HOURS OF 4:00 P.M. AND 5:45 P.M.

- NORTHBOUND ROUTE 1 = NO LANE CLOSURES PERMITTED 6:45 A.M. TO 8:30 A.M.

- SOUTHBOUND ROUTE 1 = NO LANE CLOSURES PERMITTED 4:00 P.M. TO 5:45 P.M.

10. CONSTRUCTION MANAGEMENT PLAN PLAN NARRATIVE PREPARED BY ACORN ENGINEERING, INC. SHALL BE REFERRED TO FOR ANTICIPATED PROJECT SCHEDULE AND CLOSURES. TRAFFIC CONTROL SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

11. CONTRACTOR TO DETERMINE SOIL CLASSIFICATION INDEPENDENTLY FOR TRENCH, SHORING, AND OTHER SIMILAR CONSTRUCTION MEANS AND METHODS APPLICATIONS.

12. NO HOLES, TRENCHES, OR STRUCTURES SHALL BE LEFT OPEN OR UNATTENDED OVERNIGHT IN ANY AREA ACCESSIBLE TO THE PUBLIC OR WITHIN THE PUBLIC RIGHT-OF-WAY.

13. THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION SURVEY OF INTERIOR SUBGRADE AND ABOVE GRADE ACCESSIBLE WALLS, CEILINGS, FLOORS, ROOF AND VISIBLE EXTERIOR AS VIEWED FROM THE GRADE LEVEL. THIS SHALL BE COMPLETED AT A MINIMUM ADJACENT STRUCTURES. PROVIDE A COPY OF THE SURVEY TO THE OWNER. DOCUMENT WITH PICTURES AT A MINIMUM.

14. THE CONTRACTOR SHALL PROVIDE A GPS MODEL OF THE PROPERTY TO PROVIDE TO ACORN ENGINEERING.

15. THE CONTRACTOR SHALL SURVEY ROCK SURFACE PRIOR TO EXCAVATION AND DEVELOP VOLUME CALCULATIONS TO SHARE WITH THE ENGINEER, ACORN ENGINEERING INC. (ACORN), IF ANY.

16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL TREES AND SHRUBS ON THE PROJECT WHICH ARE NOT TO BE REMOVED.

17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY TRENCH PAVEMENT THAT HAS EXPERIENCED EXCESSIVE SETTLEMENT, CRACKING, OR OPENING OF JOINTS. REPAIRS MAY INCLUDE OVERLAY. REMOVAL OF WORK MAY BE NECESSARY AFTER THE FINAL ACCEPTANCE OF WORK OR PRIOR TO THE END OF THE WARRANTY PERIOD. THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

## CIVIL SITE NOTES:

1. THE CONTRACTOR SHALL SUBMIT IN WRITING ANY REQUESTS TO ACORN TO MODIFY THE CONTRACT DOCUMENTS.

2. ALL SHOP, ERECTION, AND CONSTRUCTION DRAWINGS SHALL BE CHECKED AND STAMPED BY THE CONTRACTOR PRIOR TO SUBMISSION FOR ACORN'S REVIEW. ANY UNCHECKED OR NON-STAMPED SUBMITTALS WILL BE RETURNED WITHOUT REVIEW.

3. CONTRACTOR SHALL THOROUGHLY INSPECT AND SURVEY EXISTING STRUCTURES AND SITE TO VERIFY CONDITIONS THAT AFFECT THE WORK SHOWN ON THE DRAWINGS. CONTRACTOR TO NOTIFY ACORN OF ANY DISCREPANCIES PRIOR TO PROCEEDING.

4. DETAILS SHOWN APPLY TO ALL SIMILAR CONDITIONS UNLESS OTHERWISE INDICATED.

5. ALTHOUGH ALL DUE DILIGENCE HAS BEEN APPLIED TO MAKE THE DRAWINGS AS COMPLETE AS POSSIBLE, NOT ALL DETAILS ARE ILLUSTRATED, NOR IS EVERY EXCEPTION CONDITION ADDRESSED WITHIN THE CONTRACT DOCUMENTS.

6. ALL PROPRIETARY CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

7. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF ALL WORK, INCLUDING DIMENSION AND LAYOUT VERIFICATION, MATERIALS COORDINATION, SHOP DRAWING REVIEW, AND THE WORK OF ANY SUBCONTRACTORS.

8. UNLESS OTHERWISE SPECIFICALLY INDICATED, THE DRAWINGS DO NOT DESCRIBE OR DIRECT MEANS OR METHODS OF CONSTRUCTION.

9. THE CONTRACTOR, IN THE PROPER SEQUENCE, SHALL PERFORM OR SUPERVISE ALL WORK NECESSARY TO ACHIEVE THE FINAL COMPLETED STRUCTURE, AND TO PROTECT THE STRUCTURE, WORKMEN, AND OTHERS DURING THE CONSTRUCTION. SUCH WORK SHALL INCLUDE, BUT NOT BE LIMITED TO, BRACING, SHORING FOR CONSTRUCTION EQUIPMENT, SHORING FOR EXCAVATION, FORMWORK, SKEFFOLDING, SAFETY DEVICES AND PROGRAMS OF ALL KINDS, SUPPORT AND BRACING FOR CRANES AND OTHER ERECTION EQUIPMENT.

10. ALL PAVEMENT JOINTS SHALL BE SAWCUT AND APPLIED WITH TACK COAT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.

11. ACORN BEARS NO RESPONSIBILITY FOR THE ABOVE ITEMS, AND SITE OBSERVATION VISITS DO NOT IN ANY WAY INCLUDE INSPECTION OF THEM.

12. EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CRF PART 1926.650-652 (CONSTRUCTION STANDARD FOR EXCAVATIONS).

13. ALL TRENCH PAVEMENT REPAIR SHALL BE COMPLETED WITH THE USE OF A STREET PAYER WITH A SCREED WIDTH CAPABLE OF SPANNING THE FULL WIDTH OF THE TRENCH UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

1. MONUMENTS DELINEATING PROPERTY LINES OR RIGHT OF WAYS SHALL NOT BE DISTURBED DURING CONSTRUCTION OPERATIONS. IN THE CASE A MONUMENT IS DISTURBED, AT THE CONTRACTOR'S EXPENSE, THE MONUMENT SHALL BE RESET TO ITS ORIGINAL LOCATION AND ELEVATION BY A LICENSED PROFESSIONAL LAND SURVEYOR.
2. ALL DIMENSIONS ON THE FOLLOWING SHEETS TAKE PRECEDENT OVER SCALED DIMENSIONS. EACH DRAWING WITH A BAR SCALE MEANS THAT THE DRAWING/DETAIL HAS BEEN SCALED AS ACCURATELY AS POSSIBLE, AND THE BAR SCALE IS FOR GENERAL REFERENCE ONLY. IF NO BAR SCALE IS PRESENT, THEN THERE IS NO SCALE TO THAT DRAWING/DETAIL. AT NO TIME SHOULD DRAWINGS BE SCALED FROM. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, SPECIFICATIONS AND THE FIELD CONDITION SHALL BE IMMEDIATELY REPORTED TO ACORN FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.
3. SIGNAGE, STRIPING, AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & CONDITIONS OF THE TOWN OF SCARBOROUGH, MAINE DEPARTMENT OF TRANSPORTATION AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
5. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF A LICENSED PROFESSIONAL LAND SURVEYOR TO PROVIDE A MINIMUM OF TWO TEMPORARY BENCHMARKS NEAR THE PROJECT AREA.
6. CONTRACTOR TO ENSURE THAT ACCESS, INCLUDING BUT NOT LIMITED TO WALKWAYS, DRIVEWAYS, AND MAILBOXES ADJACENT TO THE PROJECT REMAIN FUNCTIONAL AND AVAILABLE FOR USE AT ALL TIMES.

1. THE CONTRACTOR SHALL REVIEW THE ABOVE REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.
2. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY REQUIRES A STREET OPENING PERMIT FROM THE TOWN OF SCARBOROUGH. ADDITIONALLY, COORDINATE WITH THE DEPARTMENT OF PUBLIC WORKS.

1. TOPSOIL STRIPPED FROM THE SITE THAT IS SUITABLE FOR REUSE AS LOAM (MEETS THE REQUIREMENTS WITHIN SECTION 615 OF THE MDOT STANDARD SPECIFICATIONS, MOST RECENT VERSION AND IS FREE OF TRACEABLE AMOUNTS OF CONTAMINANTS) SHALL BE STOCKPILED WITHIN THE PROPOSED LIMIT OF WORK AREA. THE CONTRACTOR SHALL NOT ASSUME THAT ANY STRIPPED TOPSOIL WILL BE ACCEPTABLE FOR REUSE WITH THEIR ESTIMATE.
2. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY; NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING. DEWATERING SHALL INCLUDE TREATMENT OF SILT THROUGH THE USE OF A DIRTBag BY ACORN ENVIRONMENTAL OR APPROVED EQUIVALENT. FLOWS FROM DEWATERING ACTIVITIES SHALL NOT BE DISCHARGED INTO SANITARY SEWERS.
3. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ANY EASEMENT OR TEMPORARY CONSTRUCTION RIGHTS AS NECESSARY BY PRIVATE ADJACENT LAND OWNERS. THE CONTRACTOR SHALL NOT DISTURB ANY SOIL BEYOND THE PROPERTY LINE WITHOUT NOTIFYING AND OBTAINING SUCH EASEMENT OR TEMPORARY CONSTRUCTION RIGHT FROM THE ADJACENT LAND OWNERS. PRIOR TO THE CONTRACTOR PRICING THE WORK, THEY SHALL PROVIDE ACORN WITH PROOF OF SUCH EASEMENT OR TEMPORARY RIGHTS. SHOULD EASEMENTS OR TEMPORARY RIGHTS NOT BE AVAILABLE, THE CONTRACTOR SHALL INCLUDE COST FOR BRACING AND SHORING AS NECESSARY.
4. THE MINIMUM SLOPE SHALL MEET OR EXCEED 1.0% IN ALL CASES WHERE NOT NOTED ON THE GRADING PLAN. SLOPES IDENTIFIED ON THE GRADING PLAN TAKE PRECEDENT.
5. CONTRACTOR TO REVIEW EXISTING SOIL CONDITIONS, TEST PITS, AND BORINGS. THERE WILL BE NO ADDITIONAL PAYMENT FOR UNSUITABLE SOILS.
6. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF  $N=0.012$  OR LESS.
7. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
8. NATIVE SOILS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LIMIT THE DISTURBANCE TO SUBGRADE SOILS. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, CONTACT ACORN. THE DISTURBED AREAS SHALL BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO ADDITIONAL EXPENSE TO THE OWNER.

1. DISTURBED AREAS ARE DEFINED AS THOSE SURFACES WHERE EXISTING VEGETATION OR STRUCTURES HAVE BEEN REMOVED, EXPOSING NATIVE SOIL TO THE ELEMENTS.
2. ALL ROUTINE WORK ACTIVITIES SHALL BE CONDUCTED IN SUCH A WAY TO LIMIT THE AMOUNT OF DISTURBED AREA AT ONE TIME TO THE EXTENT PRACTICABLE.
3. PRIOR TO THE START OF ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL APPLICABLE EROSION CONTROL DEVICES SUCH AS PERIMETER SILT FENCE, AND OTHER APPLICABLE MEASURES. IN THE EVENT THE CONTRACTOR IS NOT SURE A EROSION CONTROL MEASURE SHOULD BE IMPLEMENTED, THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD TO CONFIRM IMPLEMENTATION OF ANY EROSION CONTROL DEVICES.
4. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCH SHALL BE APPLIED AS SOON AS POSSIBLE WITHIN 7 DAYS FOLLOWING THE COMPLETION OF ANY SOIL DISTURBANCE, AND PRIOR TO ANY STORM EVENT.
5. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY. THE CONTRACTOR SHALL REFERENCE THE APPROVED EROSION AND SEDIMENTATION CONTROL REPORT FOR TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES IN ADDITION TO THE PLAN SET, THE CONTRACTOR SHALL ALSO REFER TO THE MAINE D.E.P.'S PERMIT CONDITIONS, FINDINGS OF FACT AND ORDER (IF ANY), AND THE CURRENT MAINE EROSION AND SEDIMENTATION CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.
6. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE ALL SEDIMENT FROM STORM DRAINS, CATCH BASINS, AND APPURTENANCES.
7. REFER TO THE EROSION CONTROL DETAILS & NOTES FOR ADDITIONAL INFORMATION.

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED UPON RECORDS OF VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO TEST PIT TO DETERMINE THE EXACT LOCATION AND ELEVATION OF UTILITIES TO COORDINATE WITH THE PROPOSED CONNECTIONS OR CROSSING. ANY DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO ACORN FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.
2. CONTRACTOR SHALL, AT NO ADDITIONAL COST TO THE OWNER, CONDUCT EXPLORATORY EXCAVATIONS AT LOCATIONS WHERE PROPOSED EXCAVATION WILL INTERSECT WITH EXISTING UTILITIES, PRIOR TO THE ORDERING OF STRUCTURES.
3. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL THE NECESSARY PERMITS FOR THE INSTALLATION OF THE UTILITIES AND STORMDRAIN WITHIN THE PUBLIC RIGHT OF WAY. THE CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC PLAN TO THE TOWN PRIOR TO ANY WORK.
5. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL AT NO EXTRA EXPENSE TO THE OWNER.
6. ALL UTILITY PIPES SHALL SLOPE UNIFORMLY BETWEEN ELEVATIONS INDICATED ON THE DRAWINGS. NO CRESTS OR SAGS IN THE PIPING WILL BE PERMITTED. ALL HORIZONTAL AND VERTICAL BENDS IN PRESSURIZED PIPE LINES SHALL BE SUITABLY RESTRAINED WITH THRUST BLOCKS OR RETAINER GLANDS. RETAINER GLANDS ALLOWED FOR DUCTILE IRON PIPE ONLY. PROVIDE ALL BENDS, HORIZONTAL AND VERTICAL, AS REQUIRED TO MEET THE GRADES AND ALIGNMENTS INDICATED ON THE DRAWINGS.
7. WHERE NEW PIPING IS TO BE CONNECTED TO EXISTING PIPING, THE CONTRACTOR SHALL FURNISH AND INSTALL ALL ADAPTERS, FITTINGS AND ADDITIONAL PIPE AS REQUIRED TO ENSURE A COMPLETE AND PROPERLY FUNCTIONING CONNECTION. CONTRACTOR TO VERIFY LOCATION, ELEVATION, ORIENTATION AND MATERIAL OF CONSTRUCTION. ADAPTERS AND FITTINGS ARE INCIDENTAL TO THE PIPE INSTALLATION.
8. THE CONTRACTOR SHALL BE ANTICIPATE THAT THE NATIVE SILT AND CLAY SOILS WILL NOT BE SUITABLE FOR PIPE TRENCH BACKFILL IN PAVED AREAS.
9. GROUNDWATER SHALL BE CONTROLLED TO A LEVEL OF AT LEAST ONE FOOT BELOW SUBGRADE OF THE PIPE OR STRUCTURE. THE CONTRACTOR SHALL MAINTAIN THE LOWERED GROUNDWATER LEVEL UNTIL CONSTRUCTION HAS BEEN COMPLETED TO SUCH AN EXTENT THAT THE STRUCTURES OR PIPES WILL NOT BE FLOATED OR OTHERWISE DAMAGED.
10. EXCAVATION TO SUBRADE IN NATIVE SILT AND CLAY SHALL BE COMPLETED WITH A SMOOTH EDGE BUCKET TO MINIMIZE SUBGRADE DISTURBANCE.
11. ALL ADJUSTMENTS TO FINISHED GRADE ARE TO BE COMPLETED BY THE CONTRACTOR. THE CONTRACTOR SHALL CONFIRM STRUCTURES THAT REQUIRE ADJUSTMENT WITH THE ENGINEER OR OWNERS REPRESENTATIVE PRIOR TO ADJUSTING FRAMES.

1. THE FOLLOWING ITEMS ARE TYPICAL OF MATERIAL WHICH MAY BE ON SITE:
  - ROCK AND CONCRETE FOUNDATIONS
  - CONCRETE SLABS
  - BITUMINOUS ASPHALT PAVEMENT
  - CONCRETE PADS AND BLOCKS
  - FENCE POST AND FENCING
  - UNDERGROUND UTILITY LINES
  - STORM DRAIN PIPES AND APPURTENANCE STRUCTURES
  - OTHER TRASH & MISCELLANEOUS SOLID WASTES
2. THE CONTRACTOR IS ADVISED TO VISIT THE SITE TO CONFIRM DEMOLITION ITEMS SINCE THE LIST IS NOT INCLUSIVE OF THE SITE CONDITIONS WHICH MAY BE ENCOUNTERED
3. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTORS SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" DEMONSTRATING PROPER DISPOSAL OF ALL MATERIALS.

[illegible]

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|---------------|---------------------------------------------------------------|
| DRAWING NAME: | <b>GENERAL NOTES</b>                                          |
| PROJECT NAME: | <b>ROUTE ONE MEDIAN RETROFIT</b>                              |
| CLIENT:       | TOWN OF SCARBOROUGH<br>259 ROUTE ONE SCARBOROUGH, MAINE 04074 |

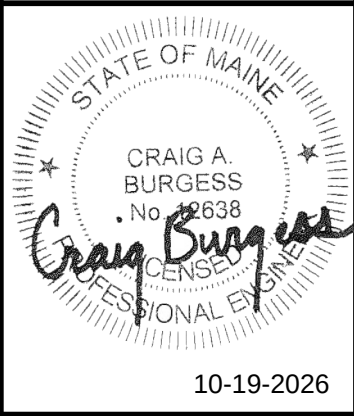
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| DRAWN BY:    | BJK            |
| CHECKED BY:  | CAB            |



C-02

PRELIMINARY  
NOT ISSUED FOR  
CONSTRUCTION

1. ALL WORK WITHIN THE TOWN RIGHT OF WAY SHALL MEET THE MAINE DEPARTMENT OF TRANSPORTATION AND TOWN OF SCARBOROUGH STANDARDS.
2. CATCH BASIN INLET PROTECTION TO BE INSTALLED WITHIN ANY STRUCTURES DOWNGRADIENT OF ACTIVE CONSTRUCTION.
3. UNLESS AN EMERGENCY CONDITION EXISTS, CONSTRUCTION ACTIVITIES OF THE PERMITTEE SHALL NOT INTERFERE WITH THE NORMAL FLOW OF TRAFFIC ON ARTERIAL STREETS OF THE TOWN OF SCARBOROUGH. TRAFFIC ON THE MAIN STREET (NORTH) SIDE OF THE ROADWAY SHALL BE MAINTAINED BETWEEN THE HOURS OF 6:45AM AND 8:30AM, AND THE FULL OUTBOUND (SOUTH) ROADWAY BETWEEN 8:45AM AND 4:45PM. TRAFFIC ON THE MAIN STREET (SOUTH) SIDE OF THE ROADWAY SHALL BE MAINTAINED BETWEEN THE HOURS OF 6:45AM AND 8:30AM, AND THE FULL INBOUND (NORTH) ROADWAY BETWEEN 8:45AM AND 4:45PM. TRAFFIC ON THE SIDEWALK AND PEDESTRIAN REFUGE LANE IS BASED OFF OF THE DOWN DOWNSIDE OF THE "CROSSWALK IMPROVEMENTS" PLANS BY GORRILL PALMER DATED 3/17/23



PRELIMINARY  
NOT ISSUED FOR  
CONSTRUCTION

[illegible]

OVERALL SITE AND DEMOLITION PLAN

DRAWING NAME:

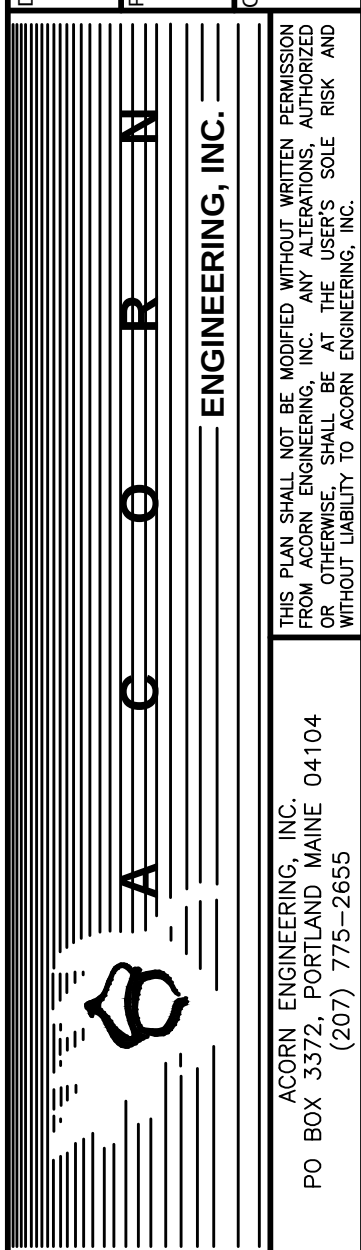
PROJECT NAME:

ROUTE ONE MEDIAN RETROFIT

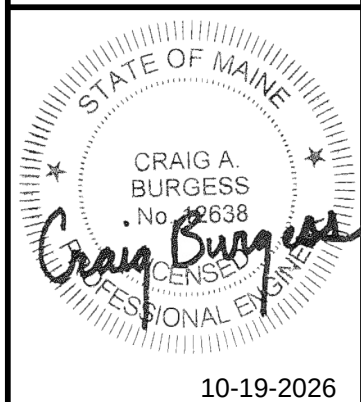
TOWN OF SCARBOROUGH

259 ROUTE ONE SCARBOROUGH, MAINE 04074

CLIENT



|              |              |
|--------------|--------------|
| FILE:        | 1187.2_CIVIL |
| JN:          | 1187         |
| SCALE:       | AS NOTED     |
| DESIGNED BY: | CAB          |
| DRAWN BY:    | BJK          |
| CHECKED BY:  | CAB          |



DRAWING NO.  
**C-10**

- GENERAL NOTES:

1. ALL WORK WITHIN THE CITY STREET RIGHT OF WAY SHALL MEET TOWN OF SCARBOROUGH STANDARDS.

2. CATCH BASIN INLET PROTECTION TO BE INSTALLED WITHIN ANY STRUCTURES DOWNGRADIENT OF ACTIVE CONSTRUCTION.

3. UNLESS AN EMERGENCY CONDITION EXISTS, CONSTRUCTION ACTIVITIES OF THE PERMITTEE SHALL NOT INTERFERE WITH THE NORMAL FLOW OF TRAFFIC ON ARTERIAL STREETS OF THE TOWN OF SCARBOROUGH. THE FULL IN-BOUND (NORTH) ROADWAY LANE WIDTH SHALL BE MAINTAINED BETWEEN THE HOURS OF 6:45AM AND 8:30AM, AND THE FULL OUT BOUND (SOUTH) ROADWAY WIDTH SHALL BE MAINTAINED BETWEEN THE HOURS OF 4:00PM AND 5:45PM.

4. CROSSWALK LOCATED BETWEEN GREEN ISLAND IS BASED OFF OF "THE DOWNS - ROUTE 1 OFFSITE IMPROVEMENTS" PLANS BY GORRILL PALMER DATED 3/17/23
- LANDSCAPE NOTES:

1. NO PLANTING TO BE INSTALLED UNTIL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.

2. SUBSTITUTIONS TO THE PLANTING SCHEDULE ARE TO BE REVIEWED FOR APPROVAL BY THE LANDSCAPE ARCHITECT.

3. ALL PROPOSED GREEN SPACES AND ASSOCIATED PLANT SPECIES ARE TO COMPLY WITH THE TOWN OF SCARBOROUGH STANDARDS.

4. CONTRACTOR TO VERIFY UTILITIES ON PROPERTY AND TO PROTECT DURING EXCAVATION FOR PLANTS.

5. CONTRACTOR TO MAINTAIN A ONE YEAR WARRANTY ON ALL PLANTINGS FOLLOWING INSTALLATION.

6. CONTRACTOR TO BE RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL PLANT MATERIAL AND LANDSCAPING IMPROVEMENTS UNTIL START OF THE WARRANTY PERIOD.

7. THE PROPERTY OWNER IS RESPONSIBLE FOR THE CONTINUED CARE AND MAINTENANCE OF THE LANDSCAPED AREA. PLANTINGS THAT SHOW SIGNS OF CONSTRUCTION DAMAGE WITHIN A ONE YEAR PERIOD FOLLOWING CONSTRUCTION SHALL BE REPLACED PRIOR TO ANY DEFECT GUARANTEE AT NO ADDITIONAL COST TO THE OWNER.

8. PLANT QUANTITIES LISTED IN THE PLANTING SCHEDULE ARE PROVIDED TO THE CONTRACTOR AS A CONVENIENCE; CONTRACTORS ARE TO VERIFY ALL PLANT QUANTITIES ON THE PLANS. IN THE EVENT OF A DISCREPANCY BETWEEN THE SCHEDULE AND THE DRAWING, THE DRAWING SHALL TAKE PRECEDENCE.

9. THE CONTRACTOR SHALL SUBMIT NURSERY PHOTOGRAPHS OF ALL PROPOSED TREES TO THE
- PROJECT ENGINEER FOR REVIEW.

10. ALL PLANT MATERIAL DELIVERED TO THE SITE, INCLUDING TREES, SHALL BE LOCATED IN A TEMPORARY "NURSERY" IN A SHADED AREA PROTECTED FROM WIND AND WATERED REGULARLY, ACCORDING TO THE SEASON AND PLANTS' REQUIREMENTS.

11. ALL TREE LOCATIONS ARE TO BE STAKED IN THE FIELD FOR REVIEW AND APPROVAL BY THE PROJECT ENGINEER PRIOR TO PLANTING.

12. ALL DISTURBED AREAS, INCLUDING THOSE NOT INDICATED ON THE PLANS, DUE TO CONSTRUCTION ACTIVITY OR THE STORAGE OF MATERIALS OR EQUIPMENT ARE TO BE REPAIRED. APPLY TOPSOIL AS NEEDED, TO MEET ADJACENT GRADES AND RE-SEED TO MATCH EXISTING OR PROPOSED LANDSCAPE. IF SITE CONDITIONS ARE UNCLEAR, CONTACT THE PROJECT ENGINEER TO VERIFY THE APPROPRIATE RE-SEEDING SPECIFICATION.

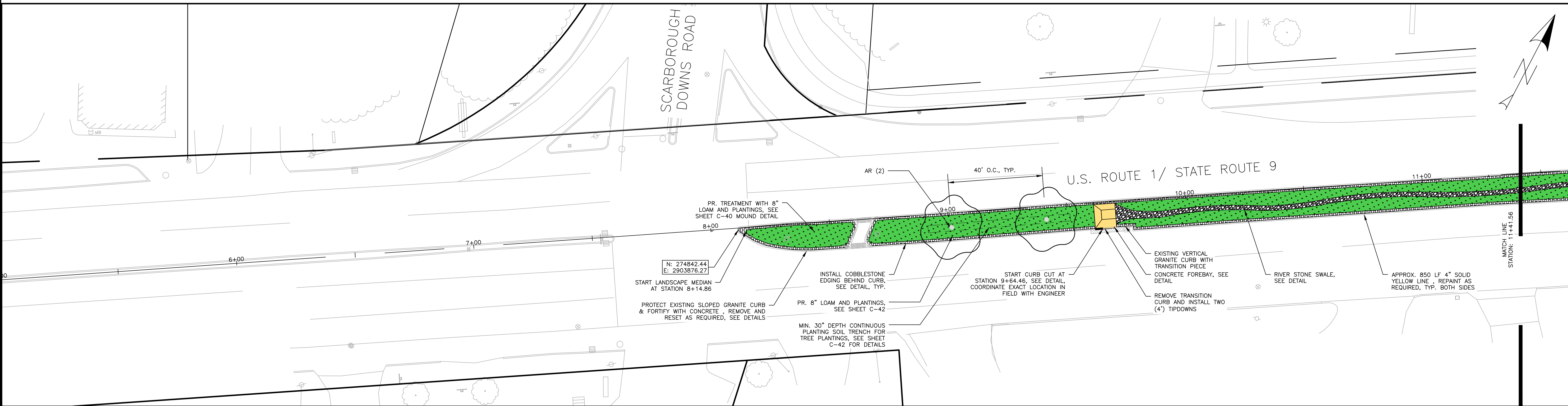
13. ALL PLANTING AREAS ARE TO RECEIVE 3" LAYER OF STONE MULCH. STONE MULCH SHALL BE COMPOSED OF 3/4" - 1-1/2" WASHED, FRACTURED GRANITE OR OTHER CRUSHED, NATIVE, CLEAN STONE, FREE FROM LOAM, SAND, CLAY, ORGANIC MATTER AND DEBRIS. APPLY ACCORDING TO PLANTING DETAILS.

14. SEE PLANTING DETAILS.

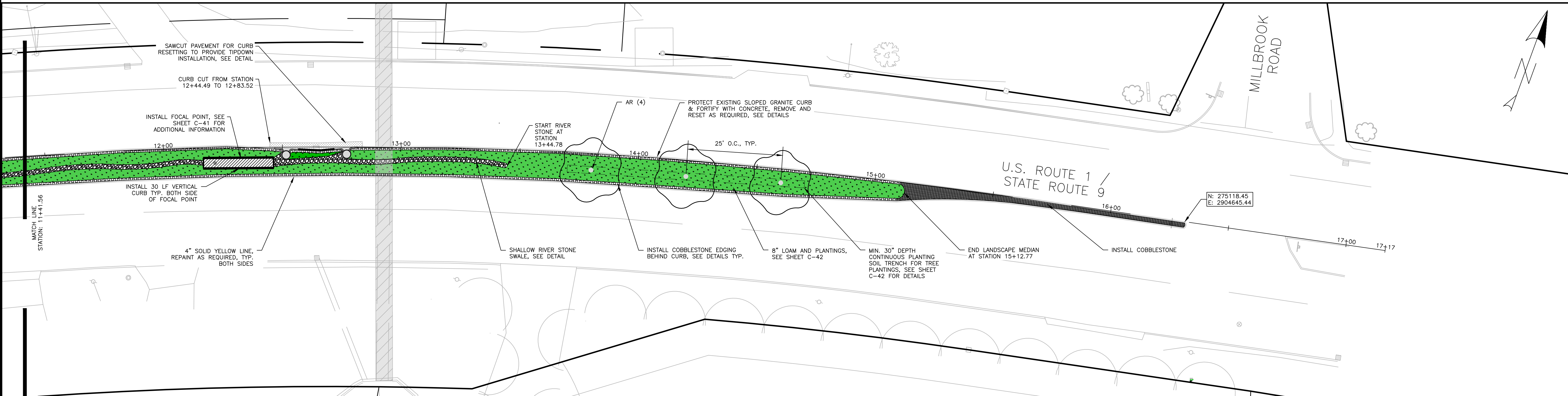
PLANTING SCHEDULE

TREES

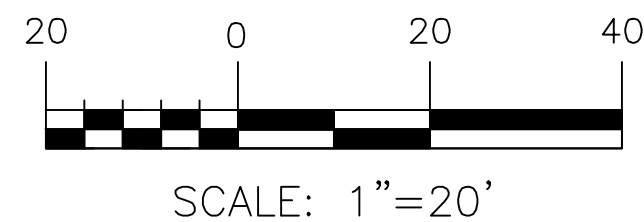
| SYMBOL | KEY | SCIENTIFIC NAME          | COMMON NAME       | SPACING  | SIZE      | QTY | NOTES  |
|--------|-----|--------------------------|-------------------|----------|-----------|-----|--------|
|        | AR  | ACER RUBRUM<br>'BOWHALL' | BOWHALL RED MAPLE | PER PLAN | 1.5" CAL. | 5   | NATIVE |



U.S. ROUTE ONE – STATIONS: 8+11 – 11+42  
SCALE: 1" = 20'



U.S. ROUTE ONE – STATIONS: 11+42 – 16+32  
SCALE: 1" = 20'



PRELIMINARY  
NOT ISSUED FOR  
CONSTRUCTION

ISSUED FOR

BY

BID DOCUMENTS

CAB

10/19/26

SITE PLAN

ROUTE ONE MEDIAN RETROFIT

TOWN OF SCARBOROUGH

259 ROUTE ONE SCARBOROUGH, MAINE 04074

DRAWING NAME:

PROJECT NAME:

CLIENT:

ACORN ENGINEERING, INC.

ENGINEERING, INC.

PO BOX 3372, PORTLAND MAINE 04104

(207) 775-2655

FILE:

1187.2\_CIVIL

JN:

1187

SCALE:

AS NOTED

DESIGNED BY:

CAB

DRAWN BY:

BJK

CHECKED BY:

CAB

STATE OF MAINE

CRAIG A. BURGESS

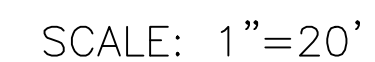
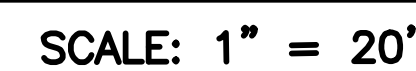
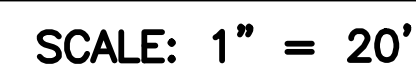
No. 2638

10-19-2026

DRAWING NO.

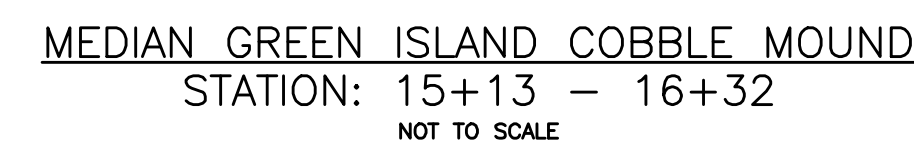
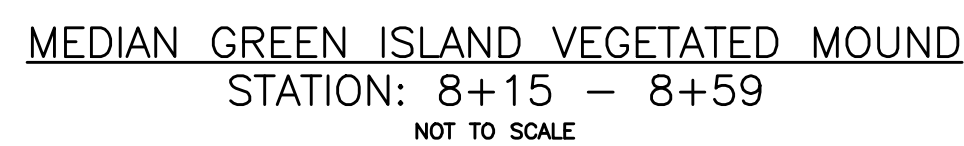
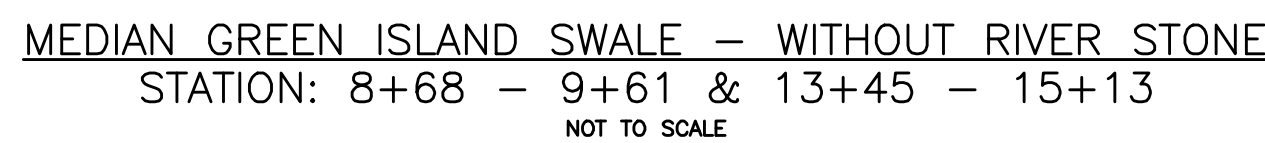
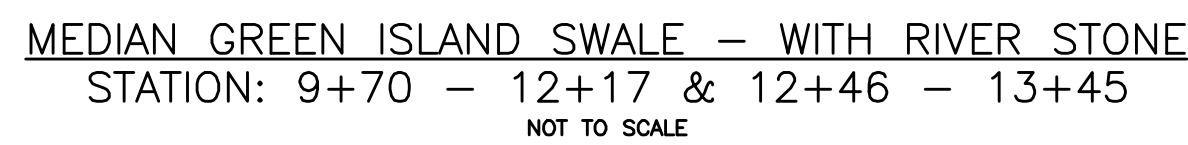
C-20

1. ALL WORK WITHIN THE CITY STREET RIGHT OF WAY SHALL MEET TOWN OF SCARBOROUGH STANDARDS.
2. CATCH BASIN/INLET PROTECTION TO BE INSTALLED WITHIN ANY STRUCTURES DOWNGRADIENT OF ACTIVE CONSTRUCTION.
3. UNLESS AN EMERGENCY CONDITION EXISTS, CONSTRUCTION ACTIVITIES OF THE PERMITTEE SHALL NOT INTERFERE WITH THE NORMAL FLOW OF TRAFFIC ON ARTERIAL STREETS OF THE TOWN OF SCARBOROUGH. THE TOWN OF SCARBOROUGH REQUESTS THAT ALL CONSTRUCTION ACTIVITIES BE COMPLETED BETWEEN THE HOURS OF 6:45AM AND 3:30AM, AND THE FULL OUT BOUND (SOUTH) ROADWAY WIDTH SHALL BE MAINTAINED BETWEEN THE HOURS OF 4:00PM AND 4:45PM.
4. LOCATION BETWEEN GREEN HAVEN AND GREEN HAVEN DR. DOWN S - ROUTE 10 OFFSITE IMPROVEMENTS: PLANS BY GORRILL, PALMER DATED 3/17/23.



PRELIMINARY  
NOT ISSUED FOR  
CONSTRUCTION

C-30



PRELIMINARY  
NOT ISSUED FOR  
CONSTRUCTION

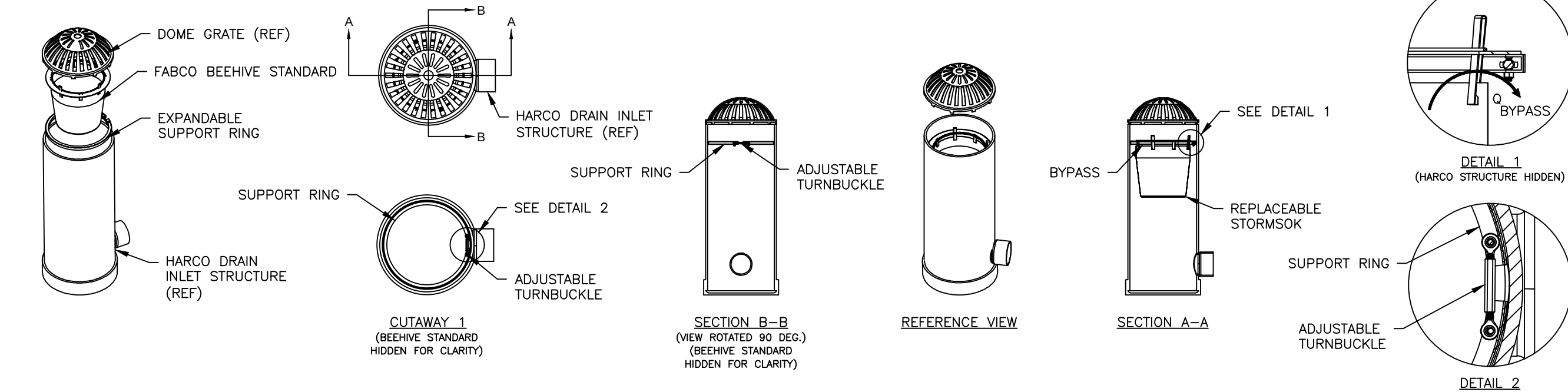
## NOTES:

- MATERIAL:
  - SUPPORT FLANGE: ALUMINUM ALLOY PLATE, 5000 SERIES
  - STORMSOK: WOVEN POLYPROPYLENE GEOTEXTILE
  - EXPANSION RING: ALUMINUM ALLOY CHANNEL, 6000 SERIES
  - HARDWARE: STAINLESS STEEL
- RECOMMENDED MINIMUM VAULT DEPTH: 2-IN. BELOW STORMSOK
- USE ONLY WITH FABCO REPLACEABLE STORMSOK

## GENERAL INSTALLATION:

ADJUST THE TURNBUCKLE DOWN TO GIVE THE SMALLEST RING DIAMETER AND LOCATE THE EXPANSION RING INTO THE HARCO STRUCTURE MINIMUM OF 6-IN. DOWN FROM THE TOP OPENING AS SHOWN. BEGIN OPENING THE TURNBUCKLE UNTIL THE EXPANSION RING IS SELF-SUPPORTING, THEN VERIFY THE RING IS LEVEL AND PLUMB TO THE HARCO STRUCTURE. USING A CALIBRATED TORQUE WRENCH, CONTINUE TO OPEN THE TURNBUCKLE TO GIVEN TORQUE (MODEL-SPECIFIC). DO NOT OVER TIGHTEN. INSTALL THE STORMSACK ASSEMBLY DIRECTLY ON THE SUPPORT RING.

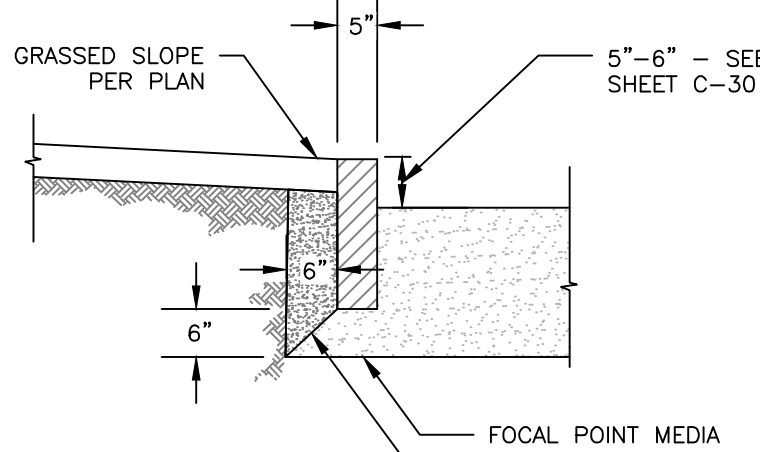
| STRUCTURE DIA.<br>(IN.) | DEBRIS<br>CAPACITY<br>(CU. FT.) | FILTERED FLOWRATE<br>(CFS) | BYPASS FLOWRATE<br>(CFS) |
|-------------------------|---------------------------------|----------------------------|--------------------------|
| 12                      | 0.66                            | 1.70                       | 1.00                     |
| 15                      | 1.00                            | 2.10                       | 1.30                     |
| 18                      | 1.20                            | 2.30                       | 1.40                     |
| 24                      | 2.80                            | 3.90                       | 2.20                     |
| 30                      | 2.80                            | 3.90                       | 2.22                     |



**FABCO BEEHIVE STANDARD OVERFLOW FILTER STRUCTURE**  
NOT TO SCALE

## NOTES:

- INDIVIDUAL PIECES OF CURB SHORTER THAN 4 L.F. ARE NOT ALLOWED.
- THE MINIMUM HEIGHT OF THE CONCRETE BACKING SHALL BE 10 INCHES MEASURED FROM THE BOTTOM OF THE CURB.
- CURBING SHALL BE SET WITH 6 INCHES OF POURED IN PLACE 3,000 PSI CONCRETE MIX BEHIND CURB.
- WOODEN SHIMS MAY BE USED TO SET CURB.



**VERTICAL GRANITE CURB DETAIL**  
NOT TO SCALE

## SPECIFICATIONS:

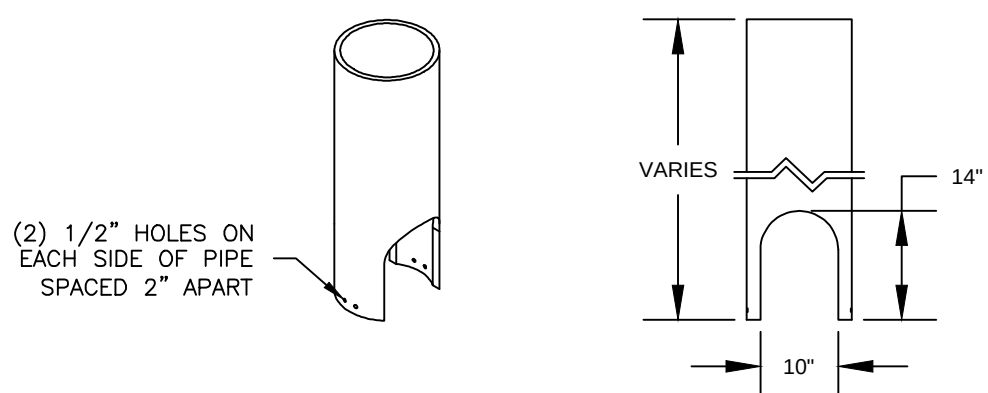
- STEEL REINFORCED, COLD JOINT SECURED MONOLITHIC CONCRETE STRUCTURE (1,030 LBS). CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 5,000 PSI AT 28 DAYS. CONCRETE AIR ENTRAINED (4% TO 8% BY VOLUME). MANUFACTURED AND DESIGNED TO ASTM C685.
- THREE-POINT PICK USING RECESSED LIFTING POCKETS WITH A STANDARD HOOK.
- TOP GRATE PER MANUFACTURER.

## INSTALLATION NOTES:

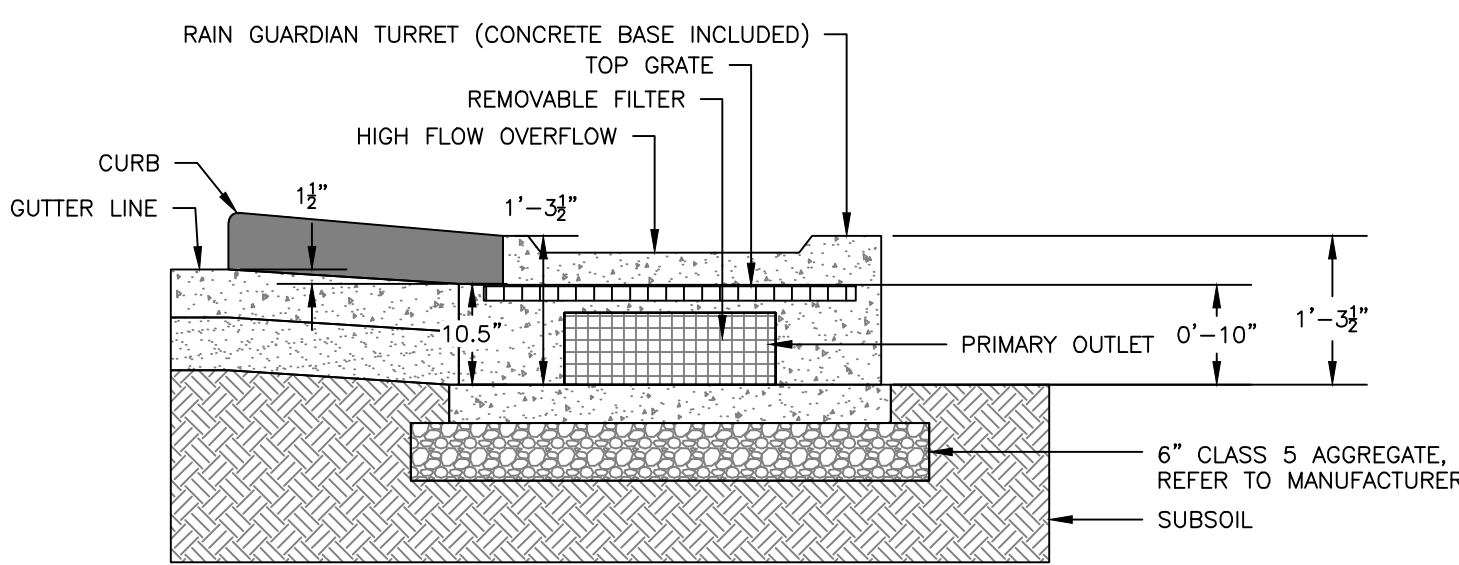
- INSTALL THE CLASS 5 BASE (COMPACTED TO 95% STANDARD PROCTOR). THE DISTANCE FROM THE BACK OF THE CURB MAY VARY BASED ON SITE CONDITIONS, BUT CONSIDERATIONS SHOULD INCLUDE SLOPE OF THE INLET AND BASIN SIDE SLOPES ADJACENT TO THE RAIN TURRET. POSITION RAIN GUARDIAN TURRET SO PRIMARY OUTLET ALIGNS WITH TOE OF BASIN SIDE SLOPE TO AVOID SOIL INTERFERENCE WITH REMOVABLE FILTER WALL. EXCAVATE 1'-10" BELOW THE GUTTERLINE ELEVATION (I.E. THE BIOTENTION OVERFLOW ELEVATION) TO ACCOMMODATE THE 1' PONDING DEPTH, 6" CLASS 5 AGGREGATE, AND 4" RAIN GUARDIAN TURRET BASE (INCLUDED). THEREFORE, THE TOP OF THE CLASS 5 COMPACTED BASE IS PRECISELY 1'-4" BELOW THE GUTTERLINE ELEVATION. THE INLET TO THE RAIN GUARDIAN TURRET WILL BE 10-1/2" ABOVE THE TOP OF THE CONCRETE BASE AND 1-1/2" BELOW THE GUTTERLINE ELEVATION TO ACCOMMODATE A SLOPED INLET FROM THE GUTTER TO THE RAIN GUARDIAN TURRET.
- SET RAIN GUARDIAN TURRET ON THE PREPARED CLASS 5 BASE.
- INSTALL FRAMING FOR INLET BETWEEN RAIN GUARDIAN TURRET AND BACK OF CURB. TOP ELEVATIONS OF THE FRAMING SHOULD MATCH THE TOP OF THE CURB ON THE STREET SIDE AND THE TOP OF THE RAIN GUARDIAN TURRET ON THE BIOTENTION SIDE.
- INSTALL EXPANSION/CONTRACTION JOINT MATERIAL OR A SHEET OF POLY TO SERVE AS A BOND BREAK BETWEEN RAIN GUARDIAN TURRET AND CONCRETE INLET BEFORE POURING INLET.
- SIDE CURBS OF THE POURED INLET MUST HAVE AN INSURMOUNTABLE PROFILE TO PREVENT WATER FLOW FROM OVERTOPPING THE DOWNSTREAM SIDE OF THE INLET.
- REMOVABLE FILTER WALL SHOULD BE INSTALLED WITH FILTER FABRIC ON THE INTERIOR SIDE OF THE RAIN GUARDIAN TURRET.

## NOTES:

- THE INSPECTION PORT IS USED IN THE MAINTENANCE MODULE TO INSPECT THE LEVEL OF SEDIMENT ACCUMULATION.
- MINIMUM REQUIRED MAINTENANCE INCLUDES A QUARTERLY INSPECTION DURING THE FIRST YEAR OF OPERATION AND A YEARLY INSPECTION THEREAFTER. FLUSH MAINTENANCE ROW VIA THE ACCESS STRUCTURE FROM EITHER END AS NEEDED.
- R-TANK<sup>®</sup> MAY BE USED IN TRAFFIC APPLICATIONS.
- SEE TRAFFIC LOADING DETAIL FOR MINIMUM & MAXIMUM COVER REQUIREMENTS.
- IF INSPECTION PORT IS LOCATED IN A NON-TRAFFIC AREA, A PLASTIC CAP CAN BE USED IN LIEU OF A FRAME AND COVER WITH CONCRETE COLLAR



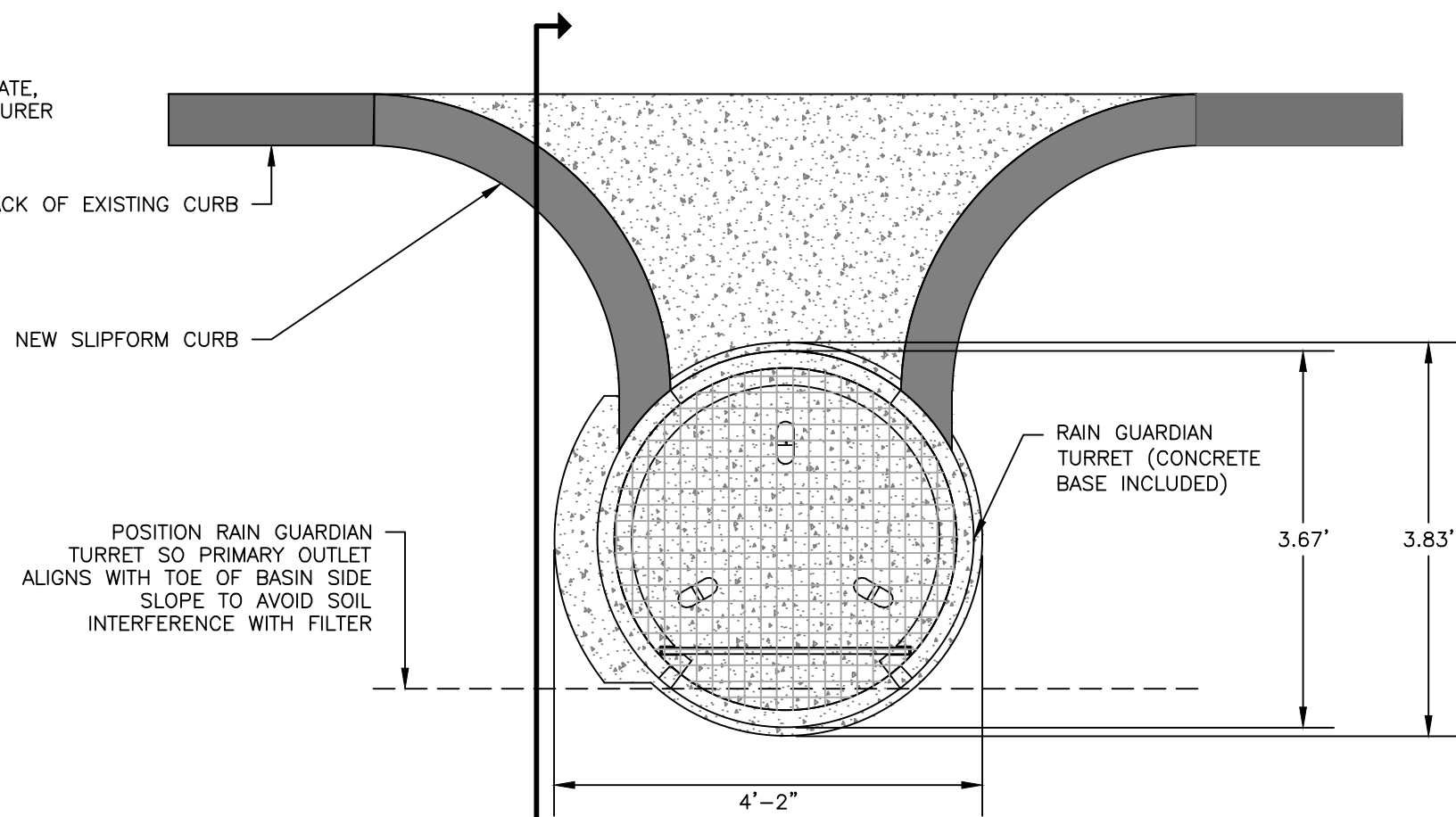
**ACCESS PORT WITH SOLID COVER (FOCAL POINT)**  
NOT TO SCALE



## NOTES:

- THE TOP OF THE CLASS 5 BASE (COMPACTED TO 95% STANDARD PROCTOR) IS PRECISELY 1'-4" BELOW THE GUTTERLINE ELEVATION.

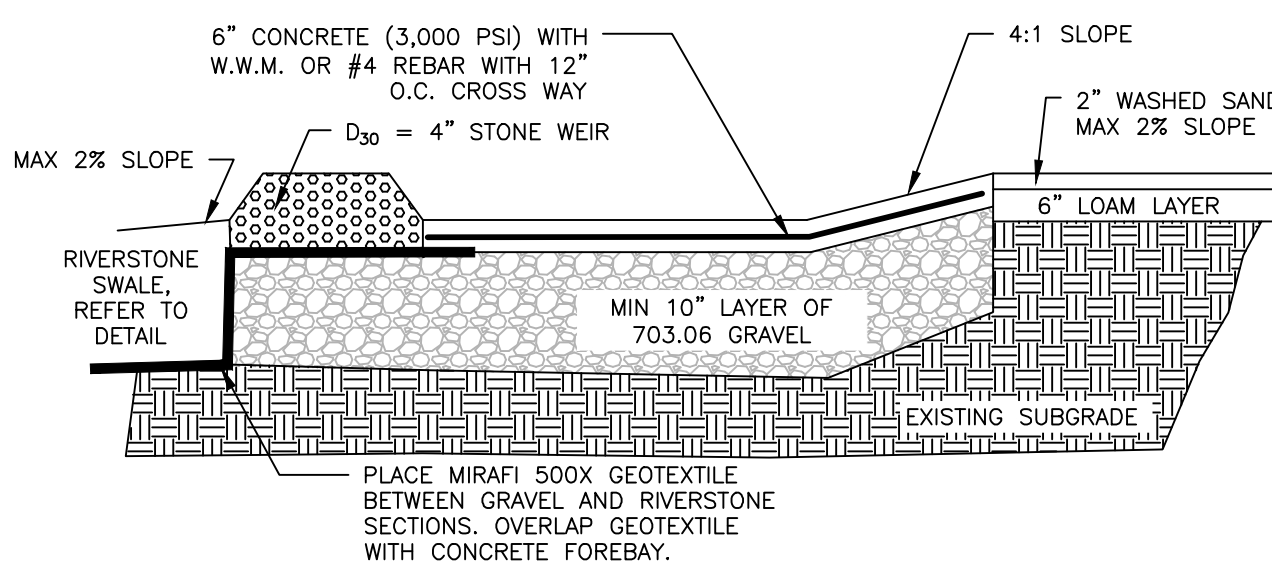
**RAIN GUARDIAN TURRET RIGHT - SECTION VIEW**  
NOT TO SCALE



## NOTES:

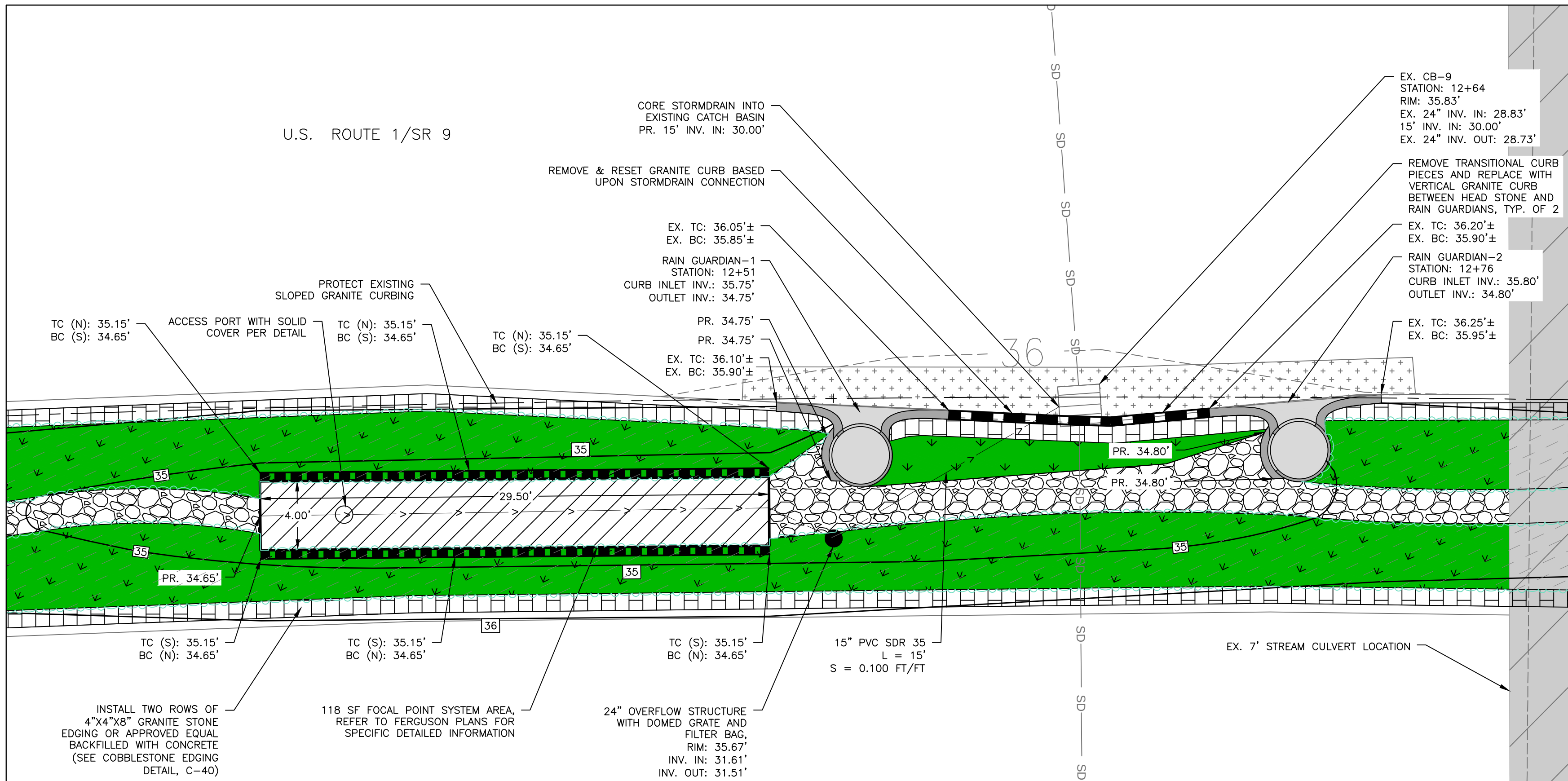
- INLET WIDTH AND DISTANCE BETWEEN BACK OF CURB AND RAIN GUARDIAN TURRET MAY VARY WITH SITE CONDITIONS.
- CONCRETE BASE EXTENDS BEYOND THE FILTER WALL OF THE RAIN GUARDIAN TURRET TO SERVE AS A SPLASH DISSIPATOR.

**RAIN GUARDIAN TURRET RIGHT DISCHARGE - PLAN VIEW**  
NOT TO SCALE

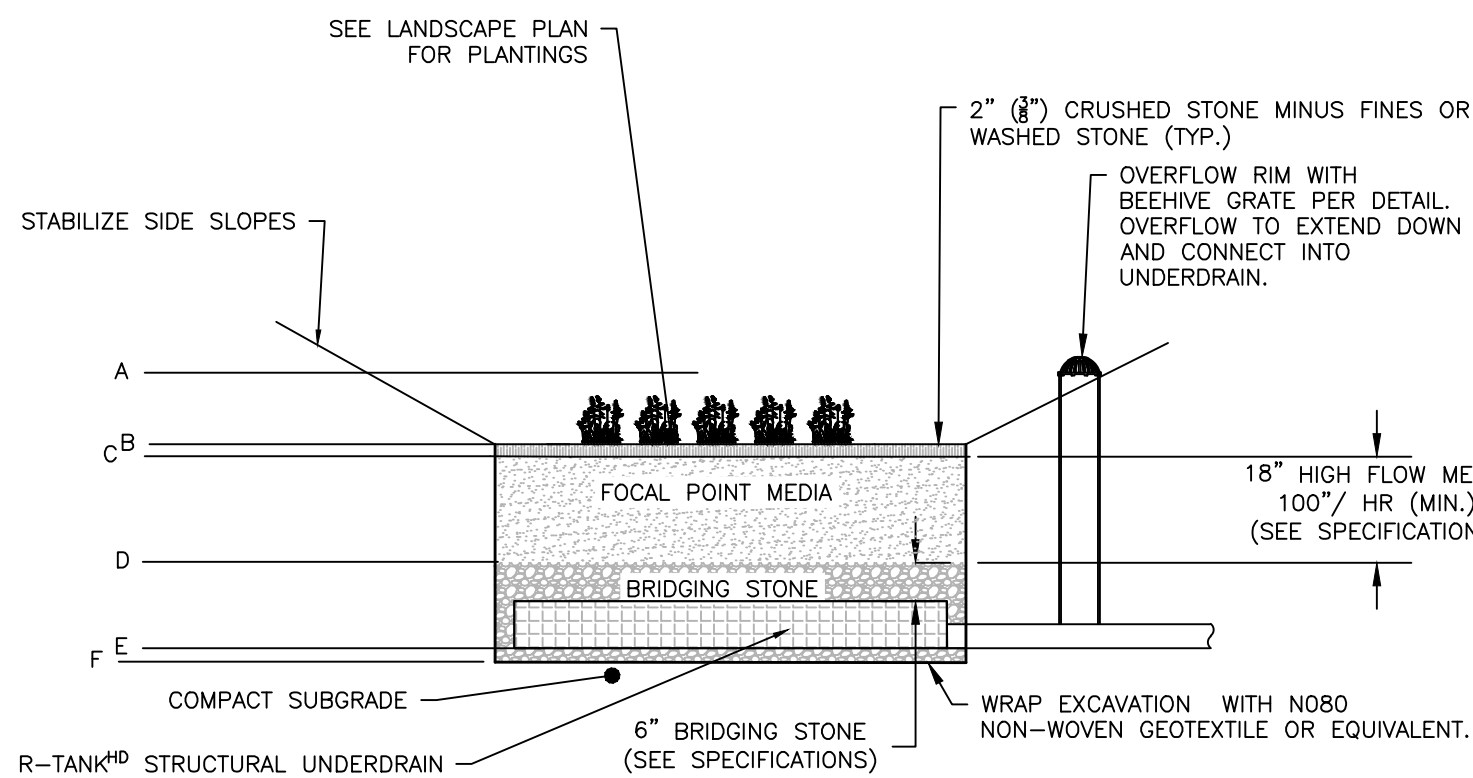


## SECTION VIEW

**CONCRETE FOREBAY DETAIL**  
NOT TO SCALE

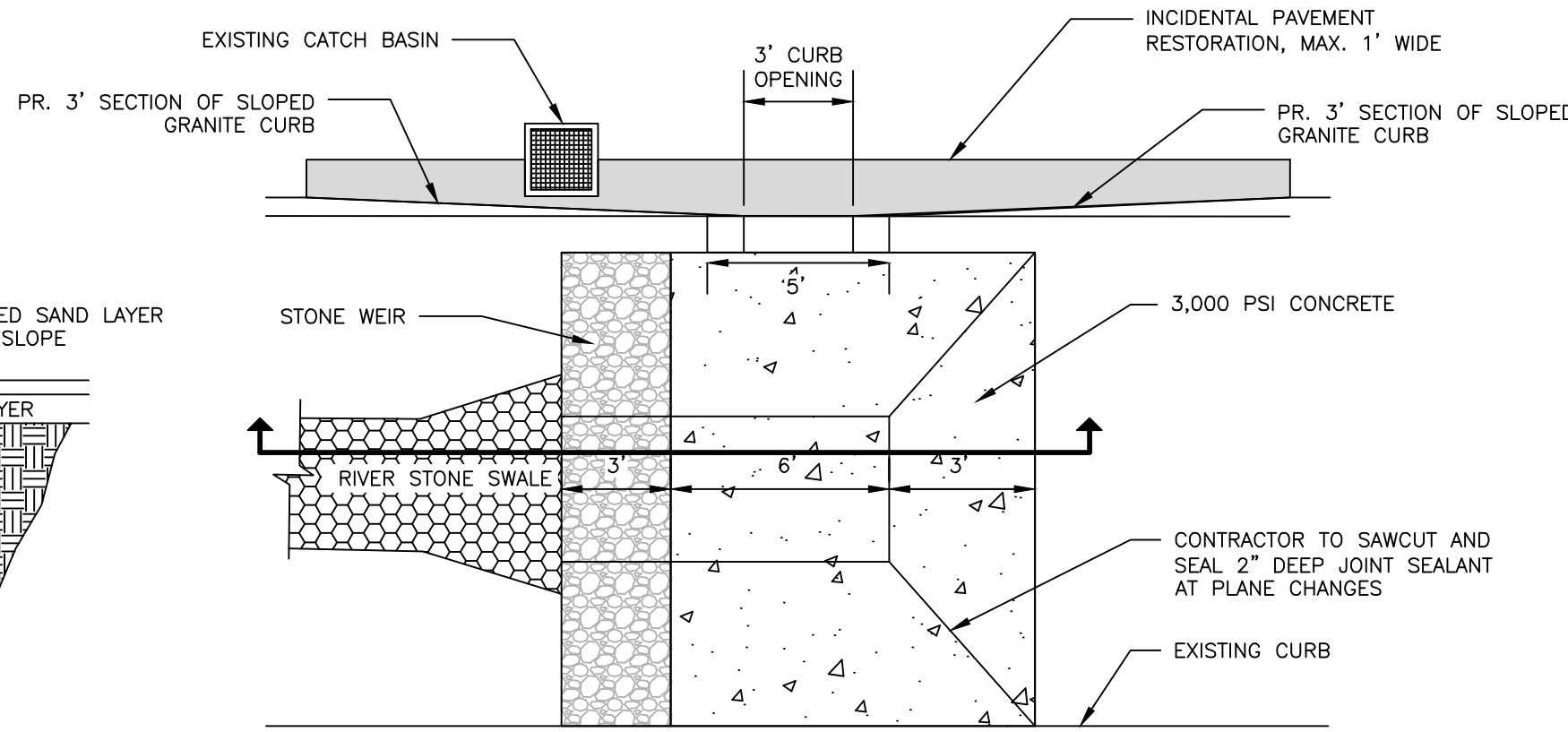


**FOCAL POINT PLAN VIEW**  
SCALE: 1"=5'



**TYPICAL FOCAL POINT ELEVATION**  
NOT TO SCALE

| SCHEDULE |                       |        |
|----------|-----------------------|--------|
| ITEM     | FOCAL POINT           |        |
| A        | OVERFLOW RIM          | 35.37' |
| B        | TOP OF MULCH          | 34.65' |
| C        | TOP OF MEDIA          | 34.40' |
| D        | TOP OF BRIDGING STONE | 32.90' |
| E        | UNDERDRAIN INVERT     | 31.60' |
| F        | STONE BASE INVERT     | 31.35' |



## PLAN VIEW

PRELIMINARY  
NOT ISSUED FOR  
CONSTRUCTION

| ISSUED FOR    | BY       |
|---------------|----------|
| BID DOCUMENTS | CAB      |
|               | 10/19/26 |

## FOCAL POINT DETAILS

## ROUTE ONE MEDIAN RETROFIT

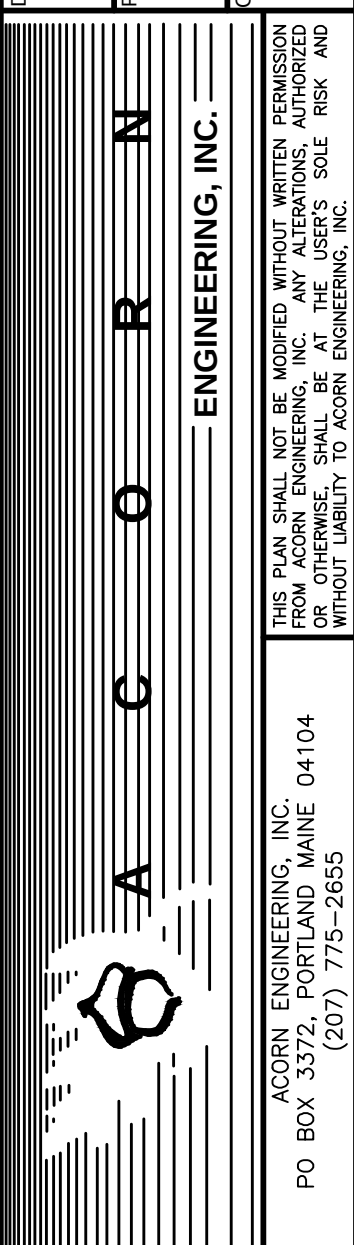
## TOWN OF SCARBOROUGH

259 ROUTE ONE SCARBOROUGH, MAINE 04074

DRAWING NAME:

PROJECT NAME:

CLIENT:



FILE: 1187.2\_DETAILS

JN: 1187

SCALE: AS NOTED

DESIGNED BY: CAB

DRAWN BY: BJL

CHECKED BY: CAB

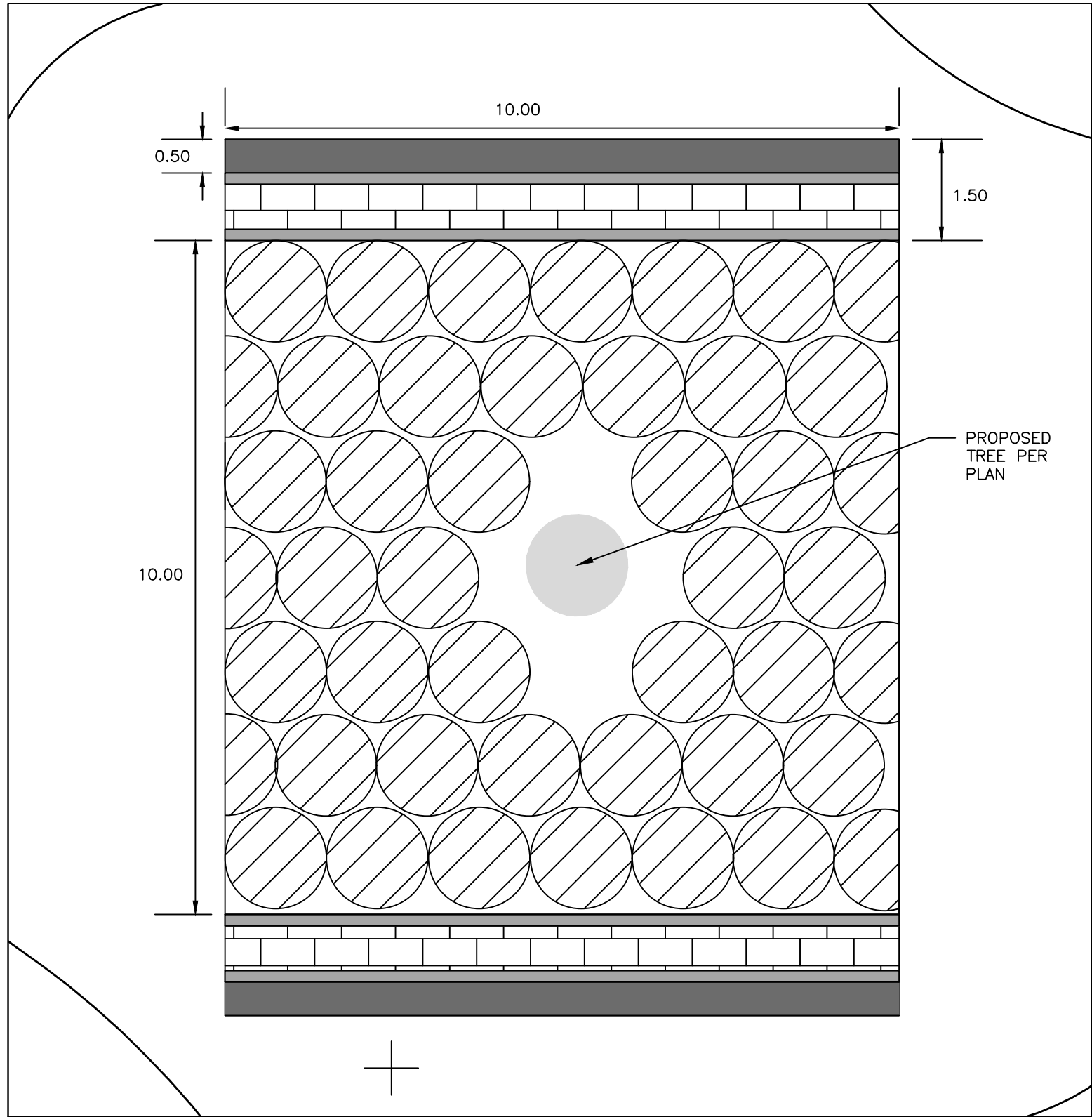


10-19-2026

DRAWING NO.

C-41

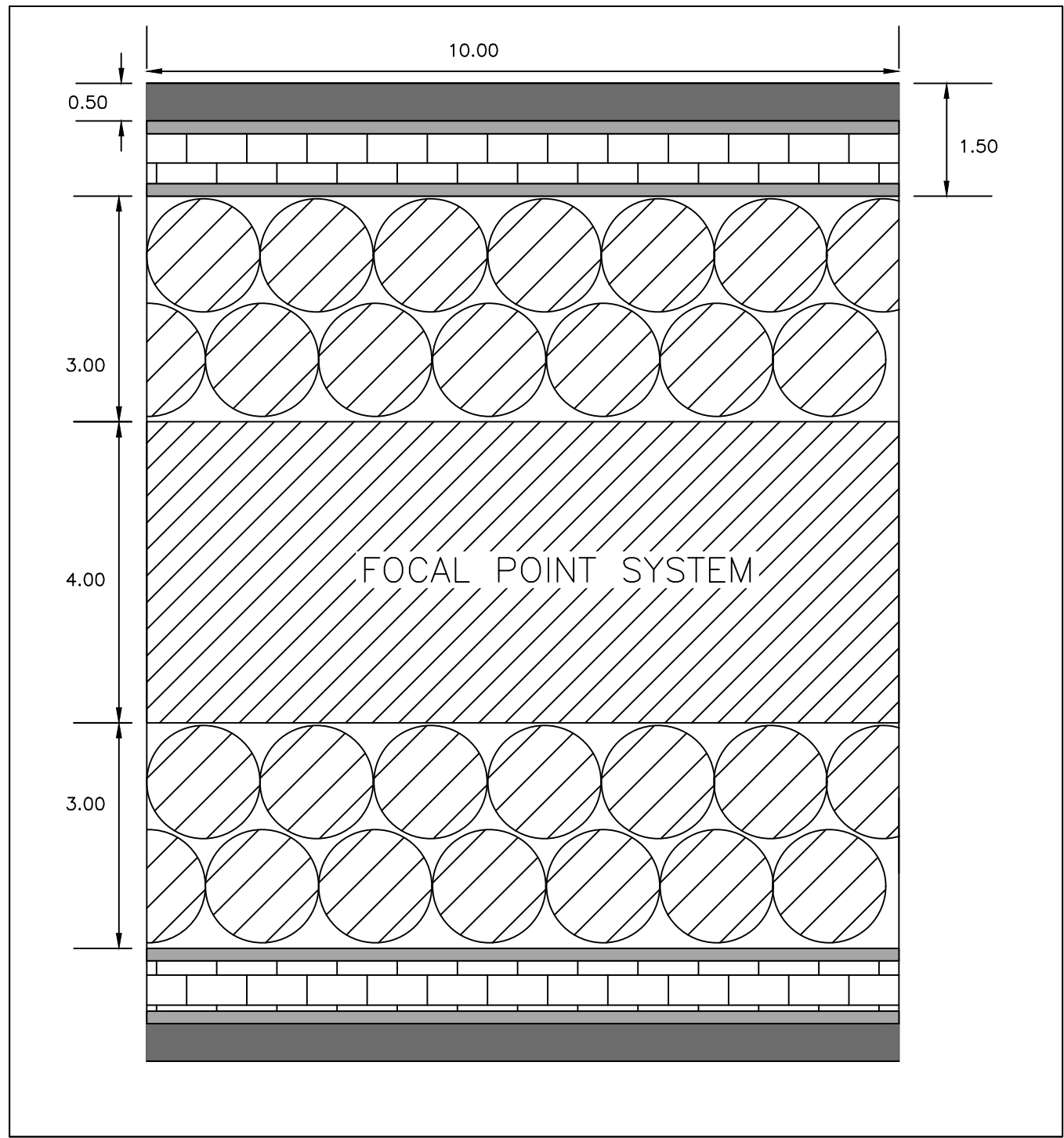
| PLANTING SCHEDULE                                                                 |     |                         |                      |          |          |         |                      |                   |                              |                 |
|-----------------------------------------------------------------------------------|-----|-------------------------|----------------------|----------|----------|---------|----------------------|-------------------|------------------------------|-----------------|
|                                                                                   | KEY | BOTANICAL NAME          | COMMON NAME          | SPACING  | QUANTITY | SIZE    | HEIGHT WITHOUT BLOOM | HEIGHT WITH BLOOM | COLOR                        | HARDY IN ZONE 5 |
|  | AB  | AMMOPHILA BREVILIGULATA | AMERICAN BEACH GRASS | 18" O.C. | 2,500    | 1 QUART | 36"                  | 36"               | GREEN WITH YELLOW/TAN BLOOMS | YES             |



LANDSCAPING DETAIL – TYPE I

SCALE: 1"=2'

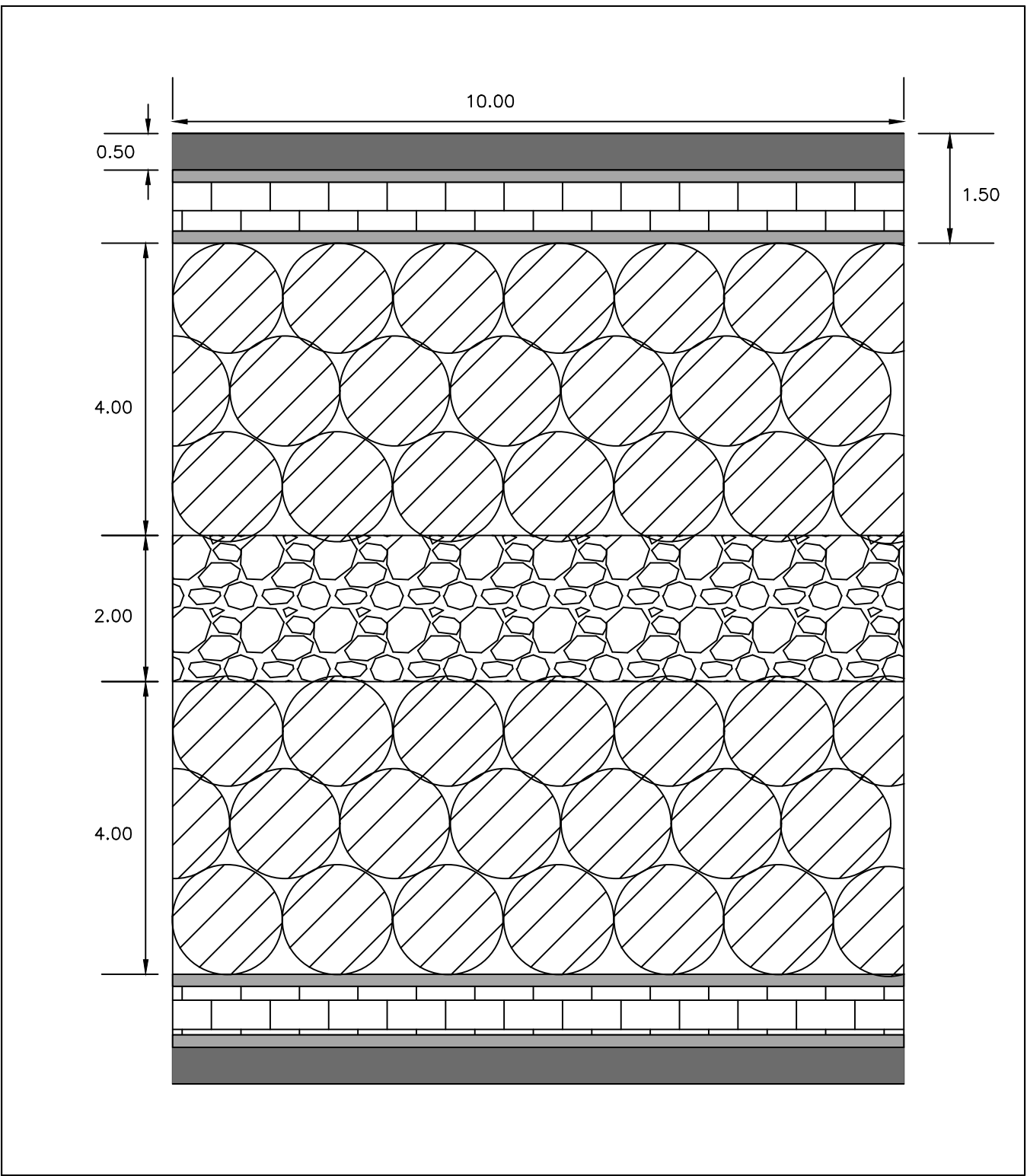
STATION:  
8+69 – 9+61  
&  
13+45 – 15+13



LANDSCAPING DETAIL – TYPE III

SCALE: 1"=2'

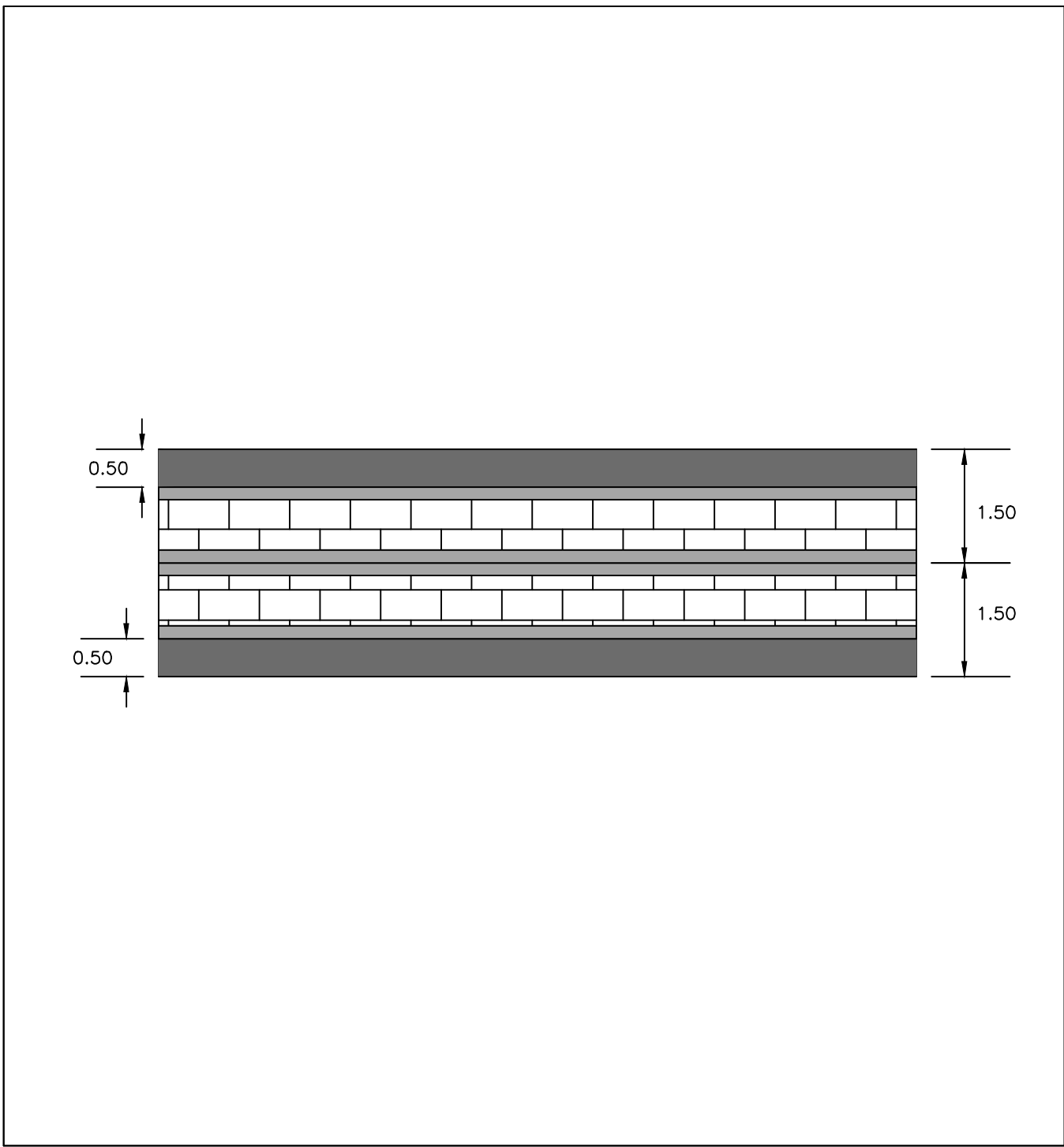
STATION:  
12+17 – 12+46



LANDSCAPING DETAIL – TYPE II

SCALE: 1"=2'

STATION:  
9+70 – 12+17  
&  
12+46 – 13+45



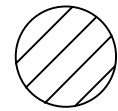
LANDSCAPING DETAIL – TYPE IV

SCALE: 1"=2'

STATION:  
15+13 – 16+32

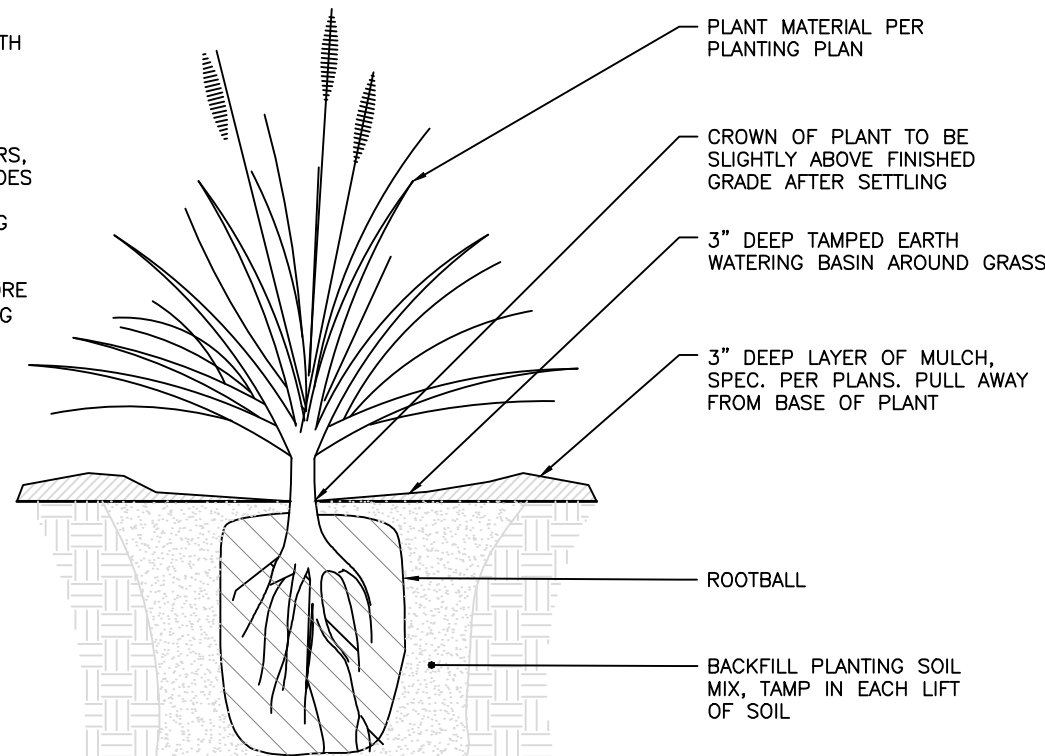


AMMOPHILA BREVILIGULATA (AB)

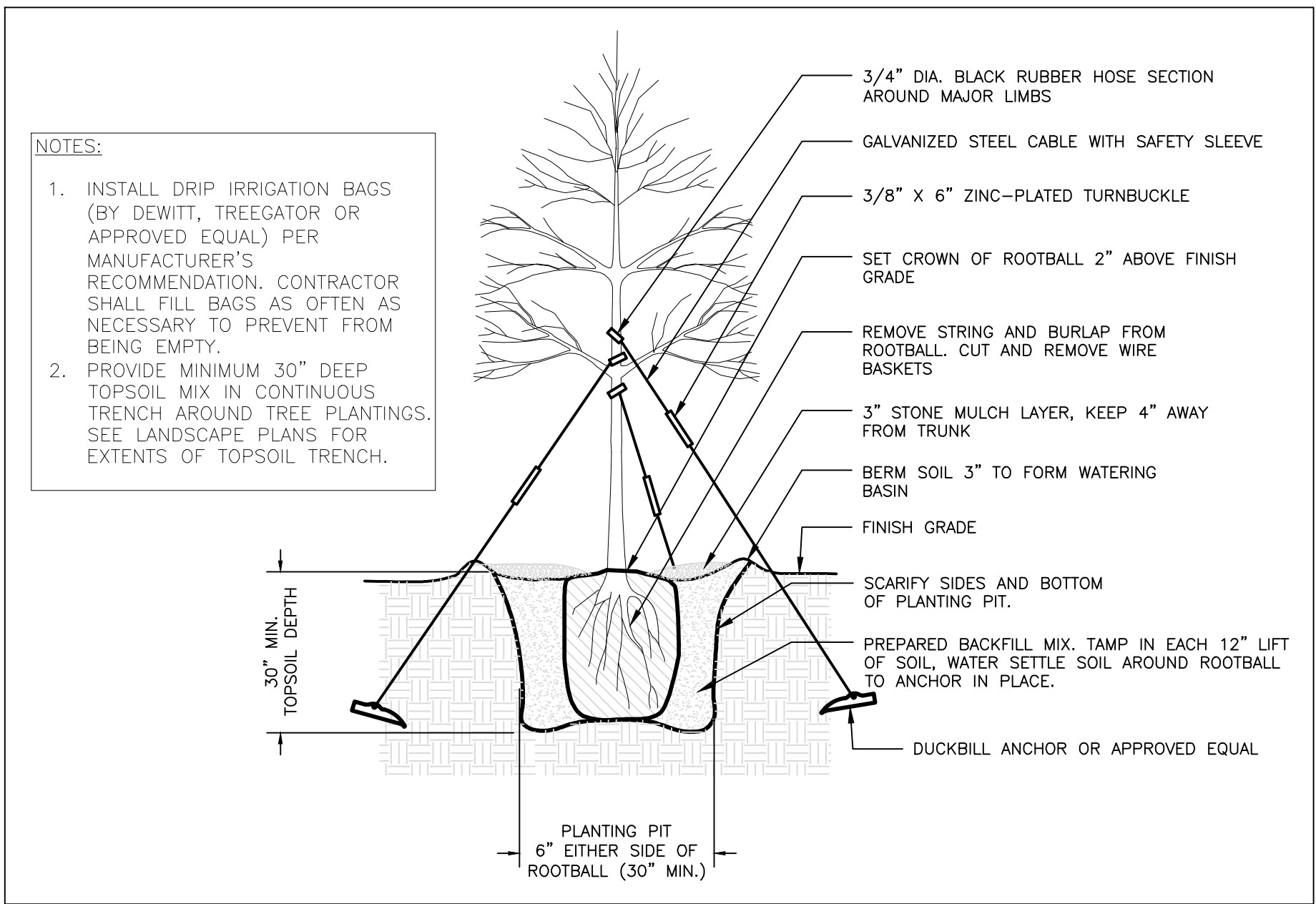


- SANDY LOAM PLANTING SOIL NOTES:
- PARTICLE SIZE DISTRIBUTION BY SEPARATES:
    - EXCLUDE ANY MATERIAL > 4.76 MM – 0%
    - VERY COARSE SAND/GRAVEL: GRAVEL (2.0 TO 4.76 MM) 5% MAXIMUM (PERCENT BY DRY WEIGHT).
    - SAND\* (0.42 TO 2.0 MM) 50–60% (PERCENT BY DRY WEIGHT).
    - SILT/CLAY (LESS THAN 0.075MM) 25% MAXIMUM (PERCENT BY DRY WEIGHT).
  - FRAGMENT SIZE DISTRIBUTION:
    - STICKS AND ROOTS: SHOULD BE MINIMIZED AND PREFERABLY LIMITED TO NOTHING LARGER THAN 4.76 MM
    - DEBRIS AND OTHER FOREIGN MATERIALS: SHOULD BE MINIMIZED
    - PERCENTAGE OF ORGANIC MATTER: MINIMUM 3 PERCENT BY VOLUME AND MAXIMUM 10 PERCENT BY VOLUME.
  - SOIL REACTION: PH OF 5.5 TO 7.
  - SOIL SHALL NOT CONTAIN THE FOLLOWING:
    - UNACCEPTABLE MATERIALS: CONCRETE SLURRY, CONCRETE LAYERS OR CHUNKS, CEMENT, PLASTER, BUILDING DEBRIS, ASPHALT, BRICKS, OILS, GASOLINE, DIESEL FUEL, PAINT THINNER, TURPENTINE, TAR, ROOFING COMPOUND, ACID, SOLID WASTE, AND OTHER EXTRANEOUS MATERIALS THAT ARE HARMFUL TO PLANT GROWTH.
    - UNSUITABLE MATERIALS: STONES, ROOTS, PLANTS, SOD, CLAY LUMPS, AND POCKETS OF COARSE SAND THAT EXCEED A COMBINED MAXIMUM OF 5 PERCENT BY DRY WEIGHT OF THE MANUFACTURED SOIL.
    - LARGE MATERIALS: STONES, CLOUDS, ROOTS, CLAY LUMPS, AND POCKETS OF COARSE SAND EXCEEDING 0.187 INCHES (4.76 MM) IN ANY DIMENSION.

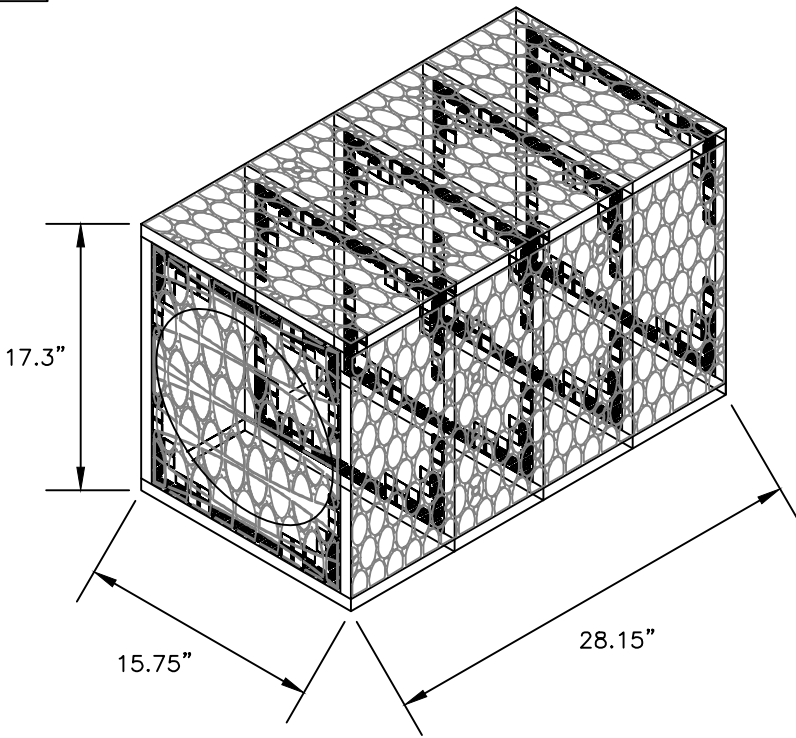
- PLANTING NOTES:
- EXCAVATE TO REQUIRED DEPTH AND BACKFILL WITH PLANTING SOIL MIX
  - REMOVE PLANT FROM CONTAINER, INCLUDING COMPOSTABLE CONTAINERS, AND GENTLY LOOSEN SIDES AND BOTTOM OF ROOT BALL PRIOR TO PLANTING
  - RAISE AND REPLANT PLANTS THAT SETTLE MORE THAN 2" AFTER WATERING



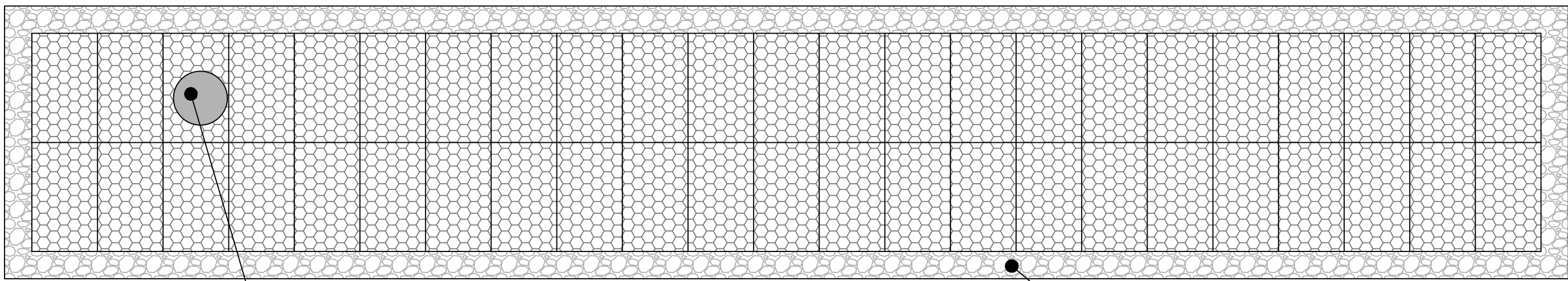
PERENNIAL PLANTING DETAIL  
NOT TO SCALE



TREE PLANTING DETAIL  
NOT TO SCALE



ISOMETRIC VIEW



PLAN VIEW

OVERLAIN 3" CRUSHED STONE 12" EACH SIDE

R-TANK MODULE DETAIL  
NOT TO SCALE

PRELIMINARY  
NOT ISSUED FOR  
CONSTRUCTION

| ISSUED FOR    | BY       |
|---------------|----------|
| BID DOCUMENTS | CAB      |
|               | 10/19/26 |

| LANDSCAPING DETAILS | ROUTE ONE MEDIAN RETROFIT | TOWN OF SCARBOROUGH                    |
|---------------------|---------------------------|----------------------------------------|
|                     |                           | 259 ROUTE ONE SCARBOROUGH, MAINE 04074 |

|                                   |                   |
|-----------------------------------|-------------------|
| ACORN ENGINEERING, INC.           | ENGINEERING, INC. |
| ACORN ENGINEERING, INC.           | ENGINEERING, INC. |
| PO BOX 3372, PORTLAND MAINE 04104 | (207) 775-2655    |

|              |                |
|--------------|----------------|
| FILE:        | 1187.2_DETAILS |
| JN:          | 1187           |
| SCALE:       | AS NOTED       |
| DESIGNED BY: | CAB            |
| DRAWN BY:    | BJK            |
| CHECKED BY:  | CAB            |

|                       |
|-----------------------|
| STATE OF MAINE        |
| CRAIG A. BURGESS      |
| No. 2838              |
| PROFESSIONAL ENGINEER |
| 10-19-2026            |

DRAWING NO.

C-42



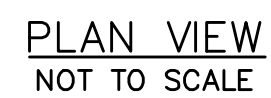




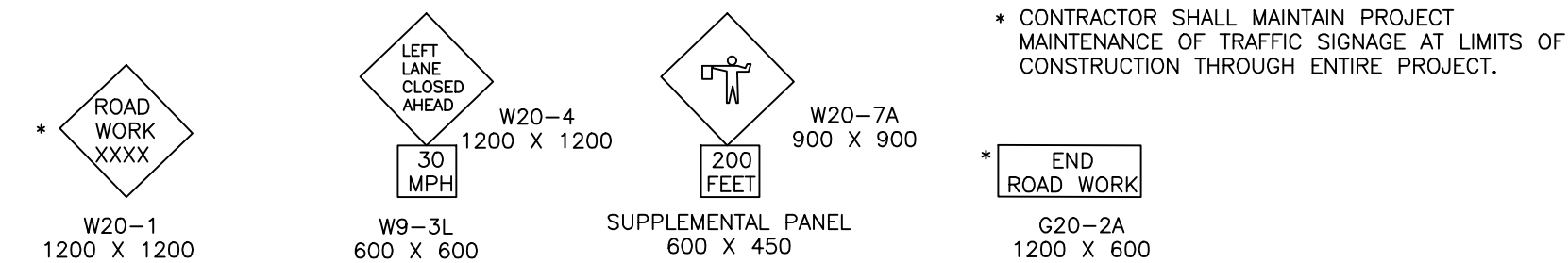
TYPE "ABOVE GRADE" WITH EARTHEN BERMS



- NOTES:
1. SEE PLAN VIEW FOR NEW:
  - CWA INSTALLATION LOCATION.
2. NO LOCALIZATION UNLINED CWA WITHIN 400' OF ANY NATURAL DRAINAGE PATTERNS, WATERBODIES, OR CWA LOCATED WITHIN 1000' OF ANY WELLS OR DRINKING WATER SOURCES. IF SITE CONSTRAINTS MAKE THIS UNFEASIBLE, OR IF HIGHLY PERMEABLE SOILS EXIST ON SITE, THE CWA MUST BE INSTALLED WITHIN AN IMPERMEABLE LINER (1 1/2" MIN. THICKNESS) OR SURFACE STORAGE ALTERNATIVES USING PREFABRICATED CONCRETE WASHOUT DEVICES OR A LINED ABOVE GROUND STORAGE AREA SHOULD BE USED.
3. THE CWA SHALL BE INSTALLED PRIOR TO CONCRETE PLACEMENT ON SITE.
4. THE CWA INDOOR FLOOR SHALL BE 12" DEEP. THE PIT THAT IS AT LEAST 8" BY 8" SLOPES LEADING OUT OF THE SUBSURFACE PIT SHALL BE 3:1 OR FLATTER. THE PIT SHALL BE AT LEAST 3' DEEP.
5. BERM SURROUNDING SIDES AND BACK OF CWA SHALL HAVE A MINIMUM HEIGHT OF 12".
6. VEHICLE TRACKING PAD SHALL BE SLOPED 2% TOWARDS THE CWA. SIGNS SHALL BE PLACES AT THE CONSTRUCTION ENTRANCE. AT THE CWA, THERE SHALL BE WHEREAS AN INDICATOR TO CLEARLY INDICATE THE LOCATION OF THE CWA TO OPERATORS OF CONCRETE TRUCKS.
7. USE EXCAVATED MATERIAL FOR PERIMETER BERM CONSTRUCTION.
8. THE CWA SHALL BE MAINTAINED WHEN THE LIQUID AND/OR SOLID REACHES THE TOP OF THE STRUCTURE TO MAINTAIN ADEQUATE HOLDING CAPACITY WITH A MINIMUM 12" OF FREEBOARD.

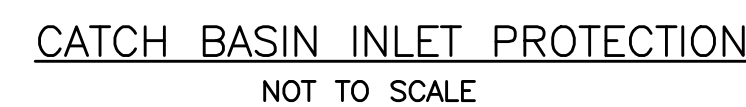


TYPE "BELOW GRADE"



- NOTES:
1. CONTRACTOR SHALL COORDINATE ALL TRAFFIC CONTROL AND LANE CLOSURES WITH THE CITY OF SCARBOROUGH POLICE DEPARTMENT.
  2. ALL MAINTENANCE OF TRAFFIC SIGNAGE SHALL BE IN ACCORDANCE WITH MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
  3. ANY LANE CLOSURES THAT AFFECT INTERSECTION SHALL REQUIRE PRESENCE OF A POLICE OFFICER AND CRUISER.
  4. TYPE B CONES SHALL BE USED FOR NIGHT TIME WORK.
  5. CONTRACTOR TO SUBMIT TRAFFIC CONTROL PLAN 14 DAY PRIOR TO COMMENCEMENT OF WORK

TYPICAL LANE CLOSURE FOR MEDIAN WORK  
NOT TO SCALE

[illegible]

## EROSION & SEDIMENTATION CONTROL DETAILS

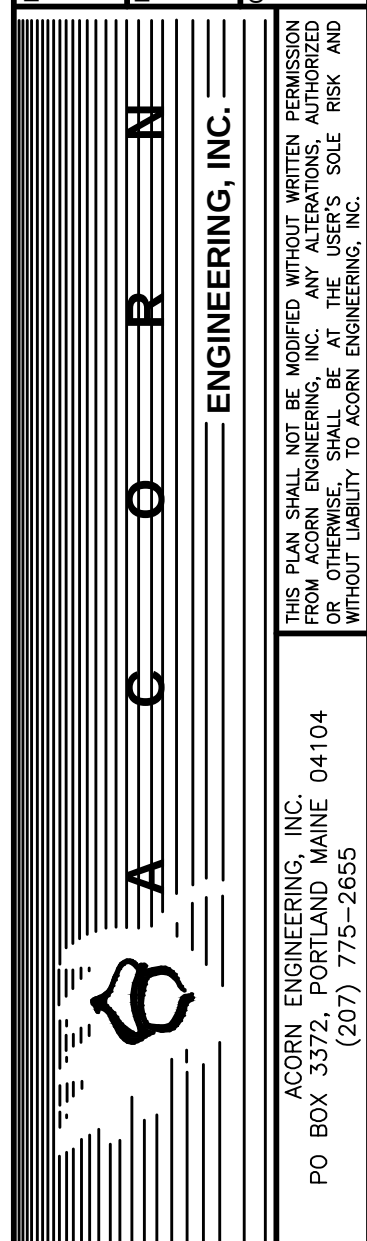
ROUTE ONE MEDIAN RETROFIT

TOWN OF SCARBOROUGH  
 150 ROUTE ONE SCARBOROUGH, MAINE 04074

DRAWING NAME:

PROJECT NAME:

**CLIENT:**



|       |                |
|-------|----------------|
| FILE: | 1187.2_DETAILS |
|-------|----------------|

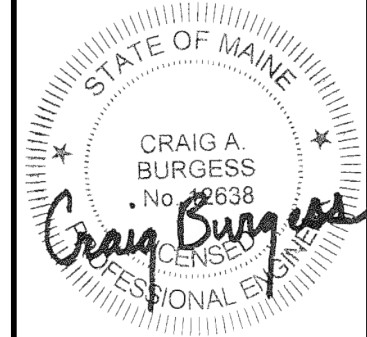
|     |      |
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| JN: | 1187 |
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SCALE: AS NOTED

DESIGNED BY: CAB

DRAWN BY: BJK

CHECKED BY: CAB



10-19-2026

DRAWING NO.

C-45

PRELIMINARY  
NOT ISSUED FOR  
CONSTRUCTION