

# STATE OF MAINE DEPARTMENT OF TRANSPORTATION

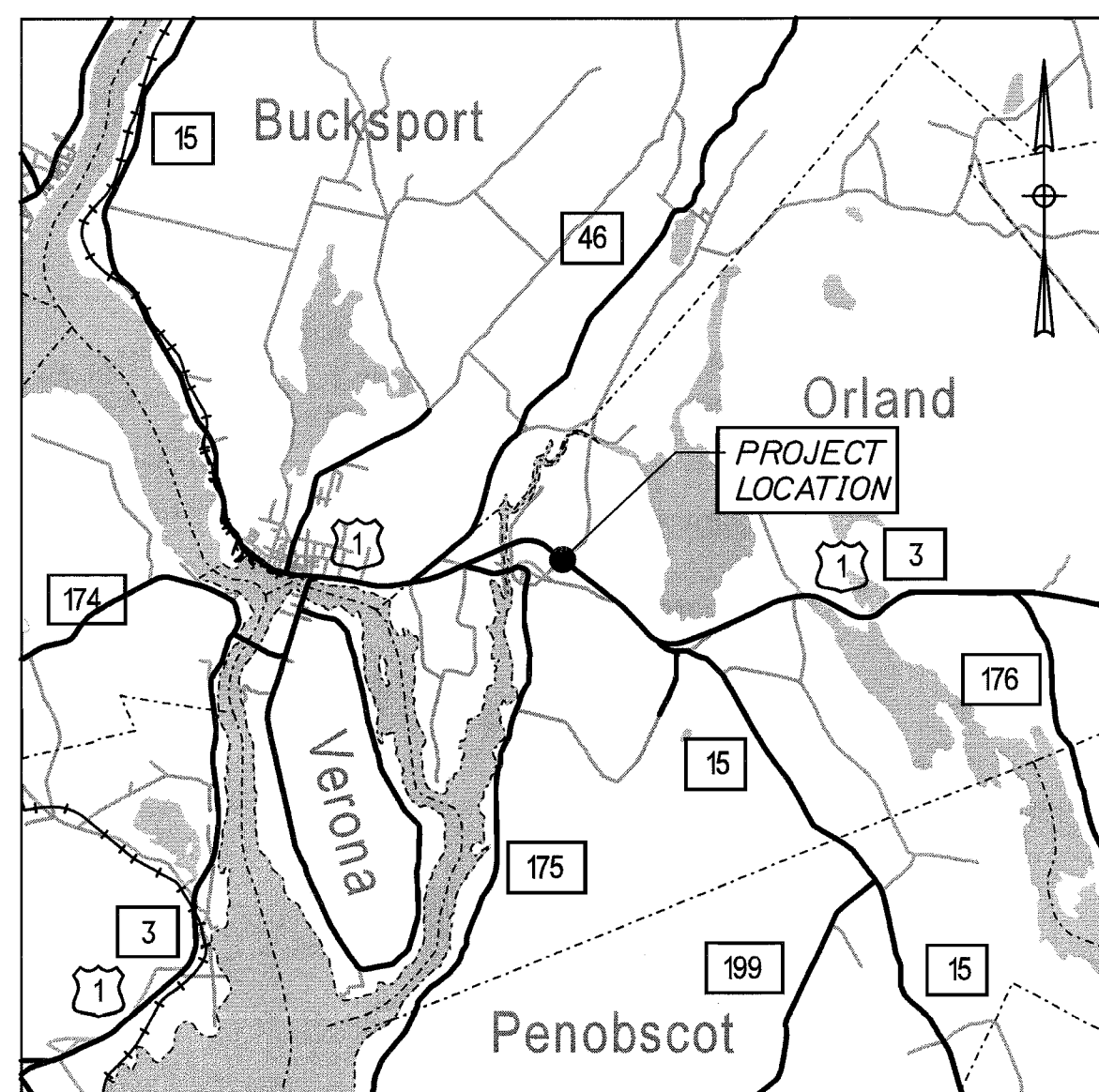


## ORLAND HANCOCK COUNTY

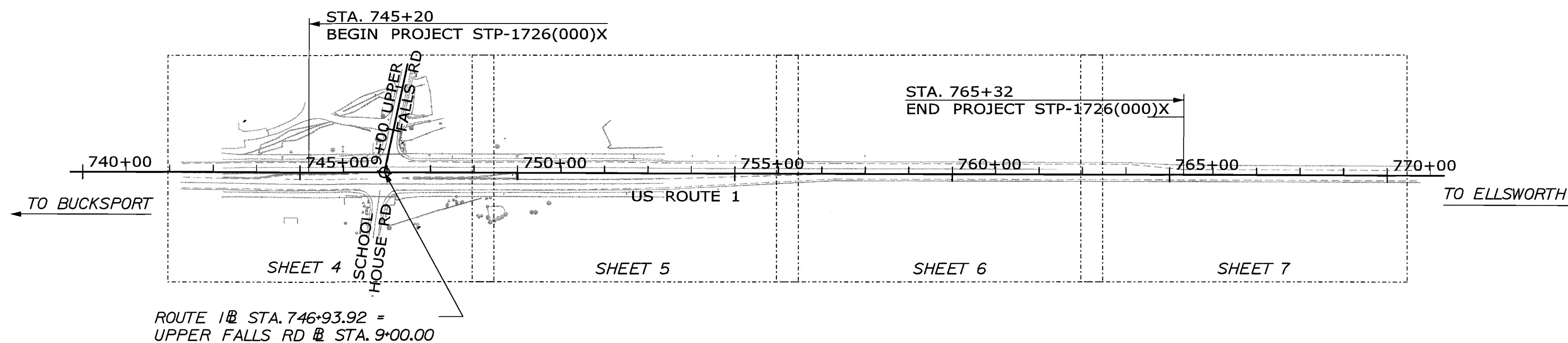
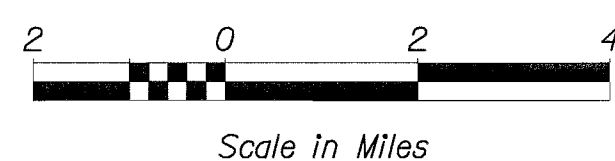
US ROUTE 1

### STP-1726(000)X

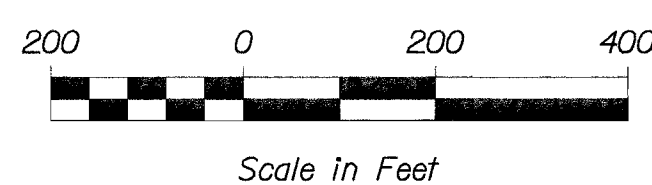
PROJECT LENGTH : 0.381 mi.  
A PAVEMENT, DRAINAGE, CURBING,  
STRIPING AND SIGNING PROJECT



LOCATION MAP



LAYOUT SCALE



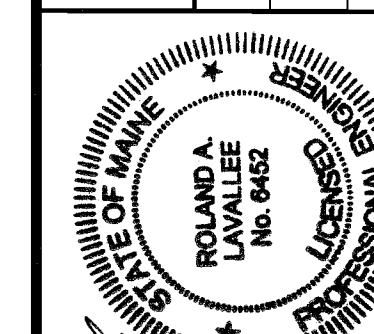
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#### TRAFFIC DATA

	US ROUTE 1
Current (2010) AADT .....	7290
Future (2022) AADT .....	8160
DHV - % of AADT .....	11%
Design Hour Volume .....	898
% Heavy Trucks (AADT).....	9%
% Heavy Trucks (DHV).....	5%
Directional Distribution (DHV).....	54%
18 kip Equivalent P 2.0.....	351
18 kip Equivalent P 2.5.....	335
Design Speed (mph) .....	50

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>	<i>[Signature]</i>	8/17/10
CHIEF ENGINEER: <i>[Signature]</i>		6/12/10



SIGNATURE: <i>[Signature]</i>	P.E. NUMBER: 6482	DATE: 7/29/10
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PROJECT INFORMATION	
PROGRAM	JIM MANSUR
PROJECT MANAGER	BRUCE MUNGER
DESIGNER	HNTB
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

PIN 17260.00

STP-1726(000)X

ORLAND  
ROUTE 1  
TITLE SHEET

SHEET NUMBER

1

OF 14

## GENERAL

- ALL WORK TO CONFORM TO MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES.
- ALL PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", U.S.D.O.T., F.H.W.A. 2003 EDITION.
- NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
- PROJECT INFORMATION REFERRED TO BELOW MAY BE ACCESSED AT THE FOLLOWING MAINE DOT WEB ADDRESS:  
<http://www.maine.gov/mdot/comprehensive-list-projects/project-information.php>.
- ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AS INDICATED ON THE PLANS AND APPROVED BY THE RESIDENT.
- ACRYLIC LATEX COLOR FINISH GREEN (ITEM 658.20) SHALL BE PLACED ON ALL PAVED ISLANDS.
- WOVEN WIRE FENCING SHALL BE INSTALLED 6 INCHES INSIDE OF THE ROUTE 1 CONTROL OF ACCESS LINES AS SHOWN ON THE PLANS. REFER TO THE RIGHT OF WAY PLANS FOR MORE INFORMATION ON CONTROL OF ACCESS LINES.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK; IT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

## UTILITY

- THE UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS:  
CENTRAL MAINE POWER COMPANY  
FAIRPOINT COMMUNICATIONS  
TIME WARNER CABLE
- ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS OTHERWISE NOTED.

## EARTHWORK AND PAVEMENT

- CONSTRUCT BUTT JOINTS AT ALL PAVED DRIVES AND ENTRANCES.
- ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.
- THE CONTRACTOR SHALL PLAN AND CONDUCT THEIR WORK ACCORDINGLY SO THAT UPON FINAL COMPLETION OF THE PROJECT THERE IS NO DROP-OFF FROM THE EDGE OF SHOULDER PAVEMENT. ALL REMAINING OR DISTURBED MATERIAL ON SLOPES OR IN DITCHES ON THE PROJECT SHALL BE CAPABLE OF ATTAINING A GROWTH OF GRASS THAT IS ACCEPTABLE ACCORDING TO STANDARD SPECIFICATION 618.10. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.
- DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE NON-GUARDRAIL FILL SLOPES UNLESS OTHERWISE NOTED ON THE PLANS.
- ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN WASTE AREAS APPROVED BY THE RESIDENT.
- COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 3" HOT MIX ASPHALT AND 1" AGGREGATE SUBBASE COURSE GRAVEL.
- ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS.
- ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
- WHERE PROPOSED PAVEMENT JOINS EXISTING PAVEMENT, THE EXISTING PAVEMENT SHALL BE SAW CUT ALONG A SMOOTH LINE TO A NEAT, EVEN, VERTICAL JOINT, AS DIRECTED BY THE RESIDENT. BROKEN OR RAVELLED EDGES SHALL NOT BE PERMITTED. ALL WORK NECESSARY FOR THE PREPARATION OF THE JOINT SHALL BE CONSIDERED INCIDENTAL TO THE RELATED CONTRACT ITEMS.

## DRAINAGE &amp; EROSION CONTROL

- THE FOLLOWING SHALL BE INCIDENTAL TO THE 603 ITEM(S):
  - ALL DITCHING AT PIPE ENDS
  - FURNISHING, PLACING, GRADING, AND COMPACTING OF ANY NEW GRAVEL AND/OR FILL MATERIAL INCLUDING GRANULAR BORROW USED UNDER PIPES AND FOR TEMPORARY DETOURS TO MAINTAIN TRAFFIC DURING PIPE INSTALLATION (EXCAVATION IS ALSO INCIDENTAL).
  - GRANULAR BORROW UNDER THE PIPE SHALL MEET THE REQUIREMENTS FOR UNDERWATER BACKFILL
  - ALL WORK NECESSARY TO CONNECT TO EXISTING PIPES AND DRAINAGE STRUCTURES
  - FLOW LINES MAY BE CHANGED BY 1.5 FT
  - ANY NECESSARY CLEARING OF BRUSH AND NON-PAY TREES AT CULVERT ENDS
- ANY NECESSARY CUTTING OF EXISTING PIPES TO FIT IN AREAS OF PROPOSED MANHOLES WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO ITEM 604.
- EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER ITEM 631.32 CULVERT CLEANER (INCLUDING OPERATOR).
- NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
- INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
- PAYMENT FOR THE FLAT TOP MANHOLE SHALL BE INCIDENTAL TO ITEM 604.15 MANHOLE.
- MANHOLE RIM ELEVATIONS NOTED ON THE PLANS ARE FOR THE TOP AT THE CENTER OF STRUCTURE.

## EROSION CONTROL

- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, FEBRUARY, 2008.
- LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
- UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL AREAS.
- LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS AND 2 INCHES IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

STP-1726(000)X

PIN  
17260.00

HIGHWAY PLANS

PROJ. MANAGER	BRUCE MUNGER	BY	DATE
DESIGN-DETAILED	IRM	LEM	07/10
CHECKED-REVIEWED	DGE	-	-
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

ORLAND  
ROUTE 1

GENERAL NOTES

SHEET NUMBER

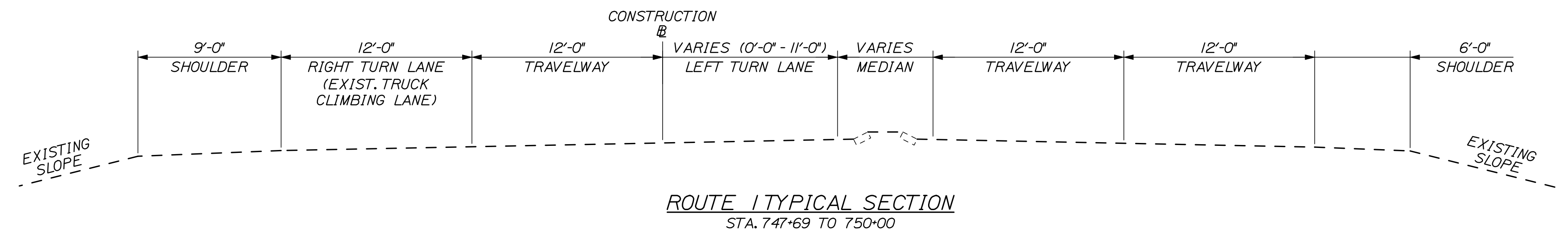
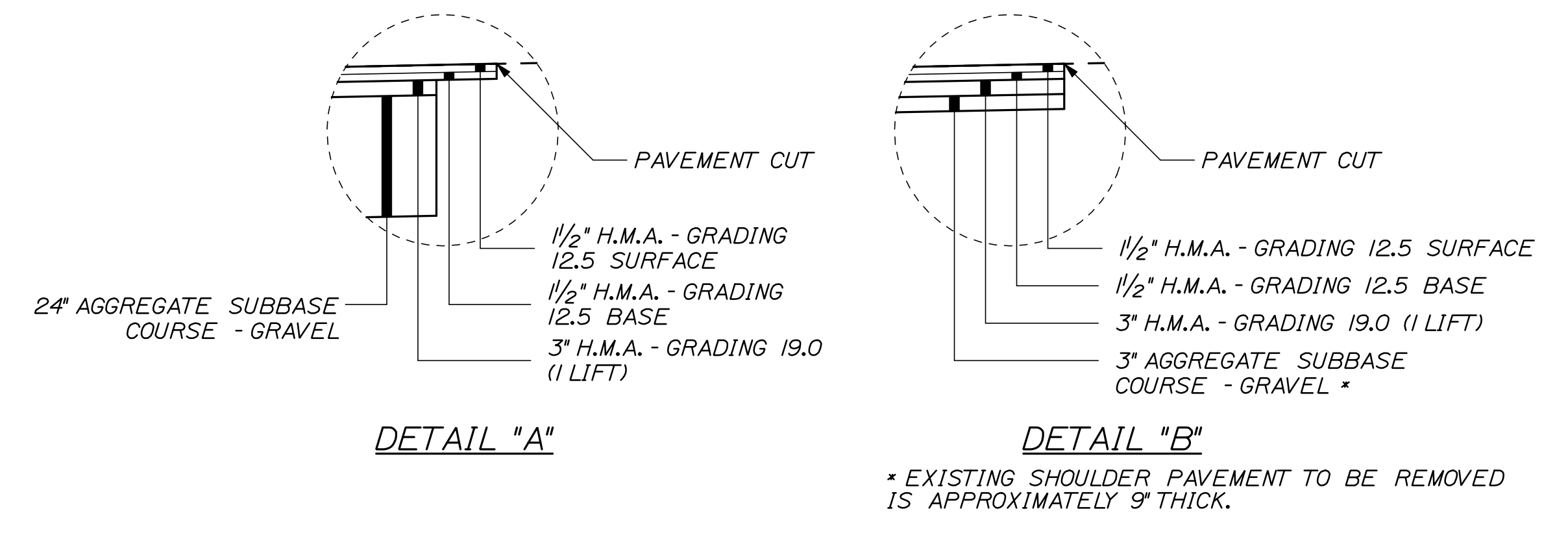
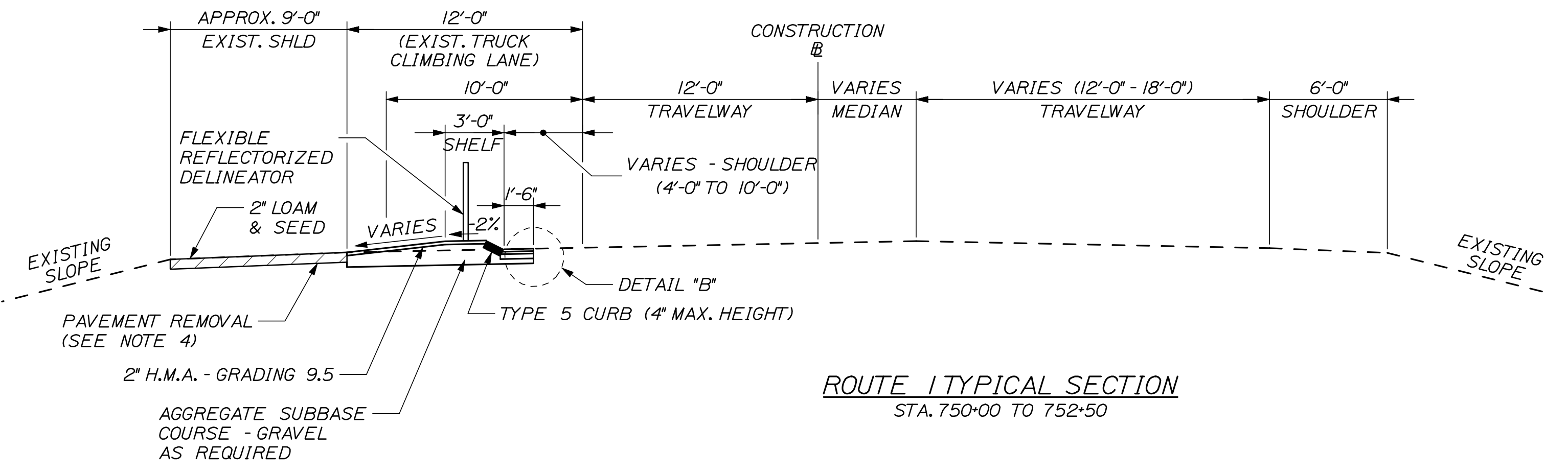
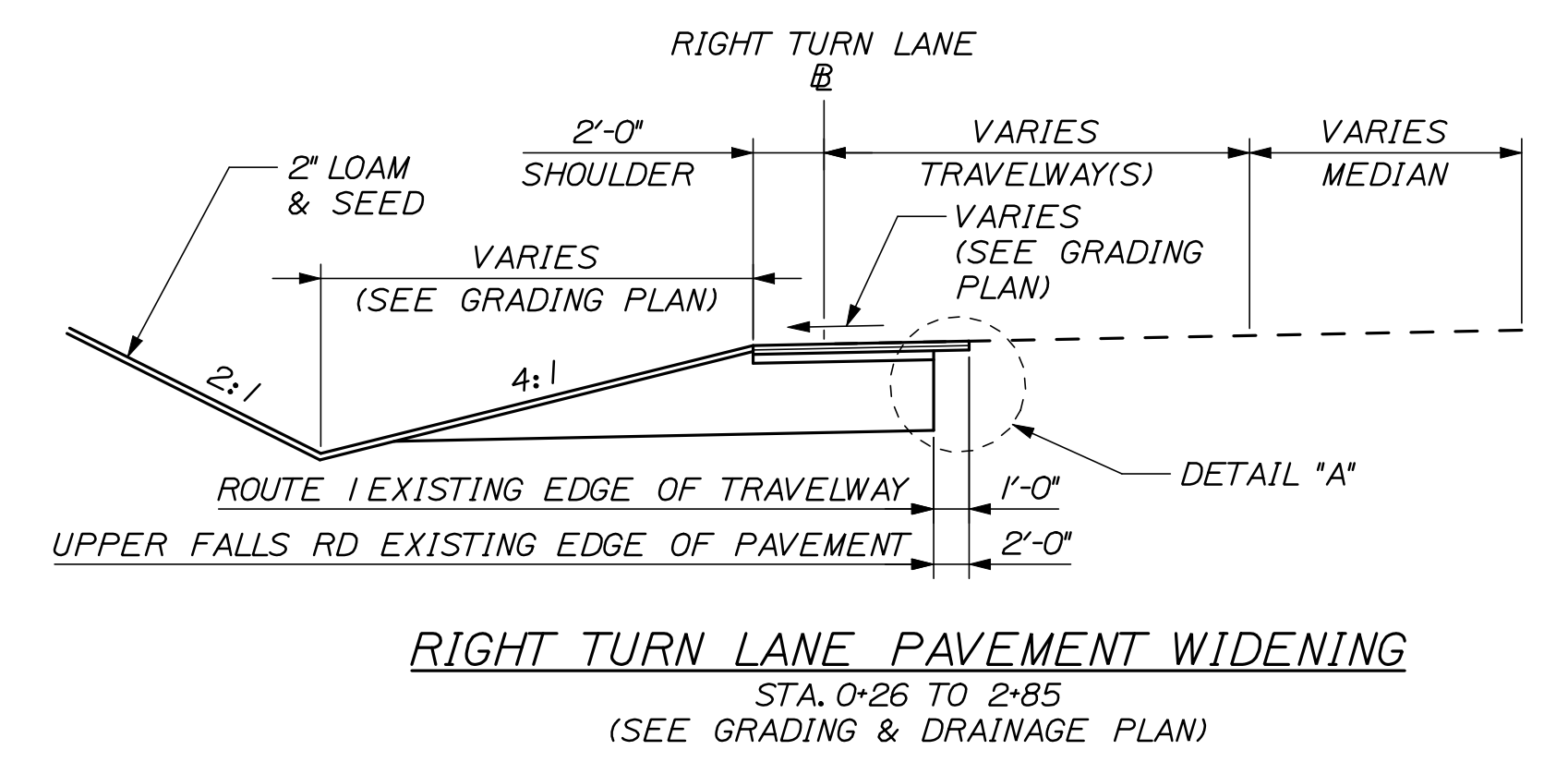
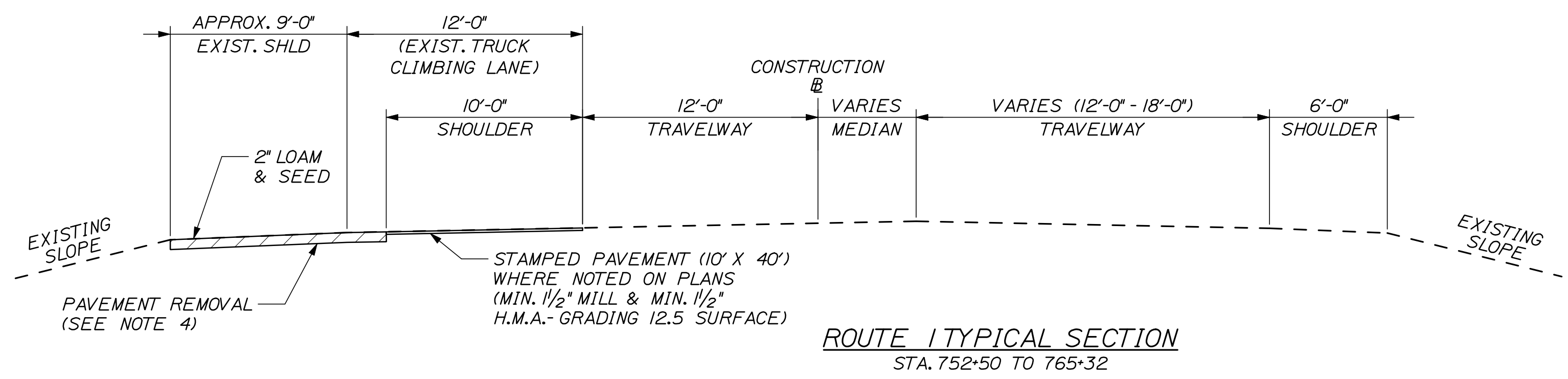
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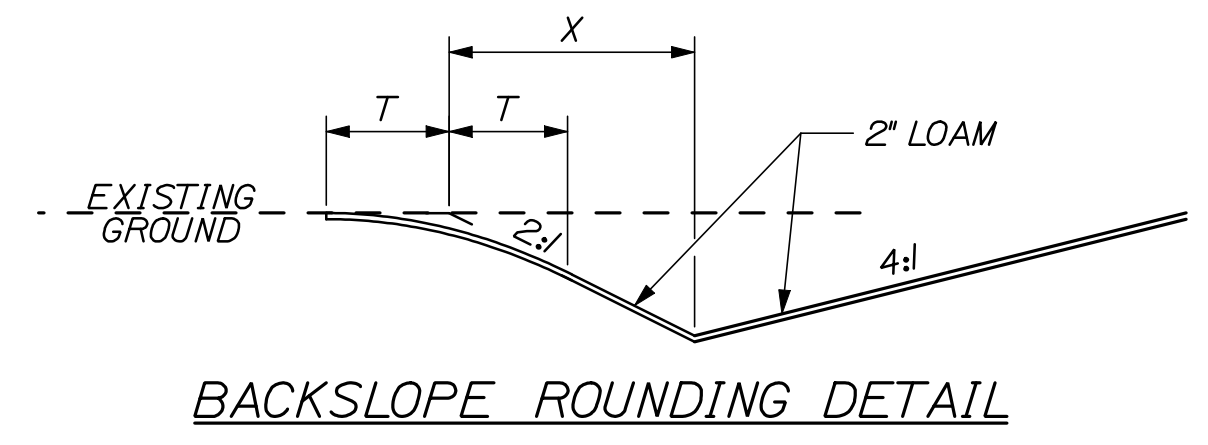
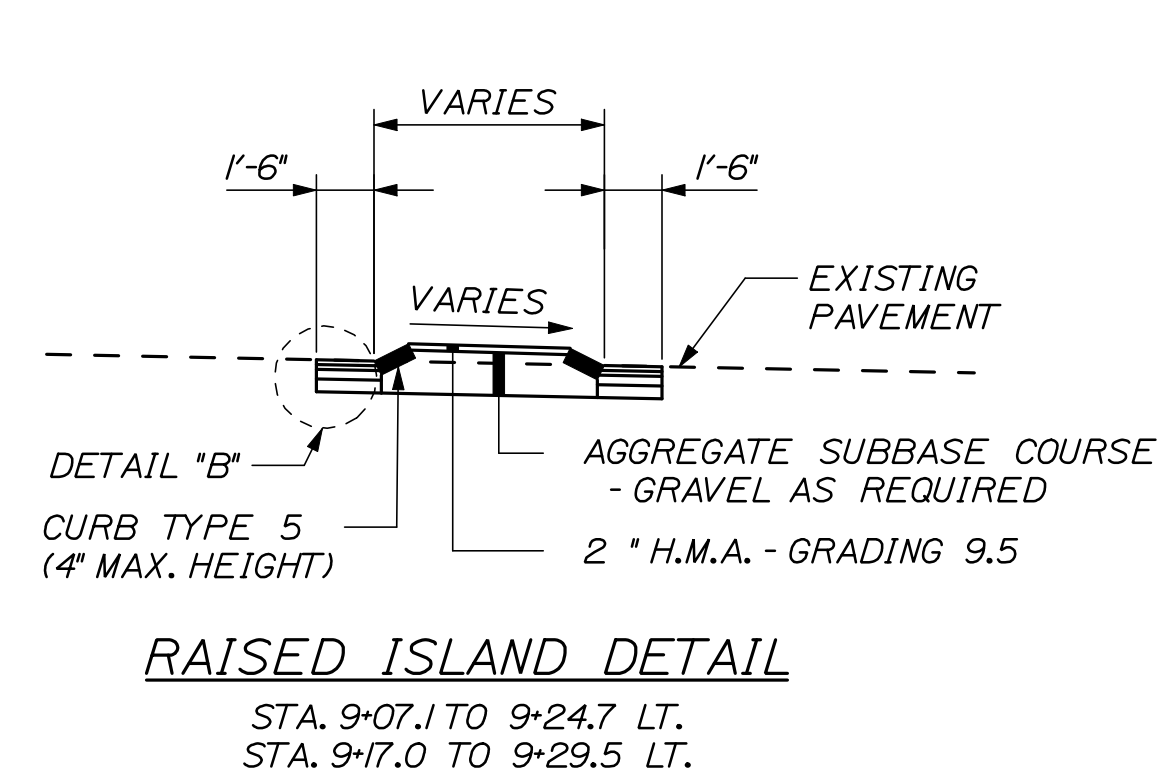
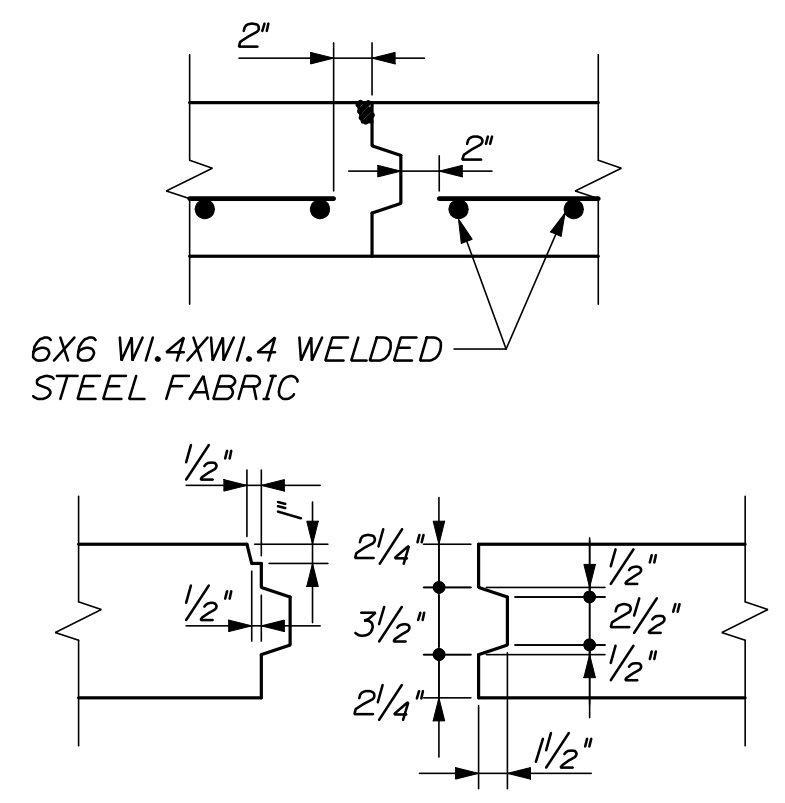
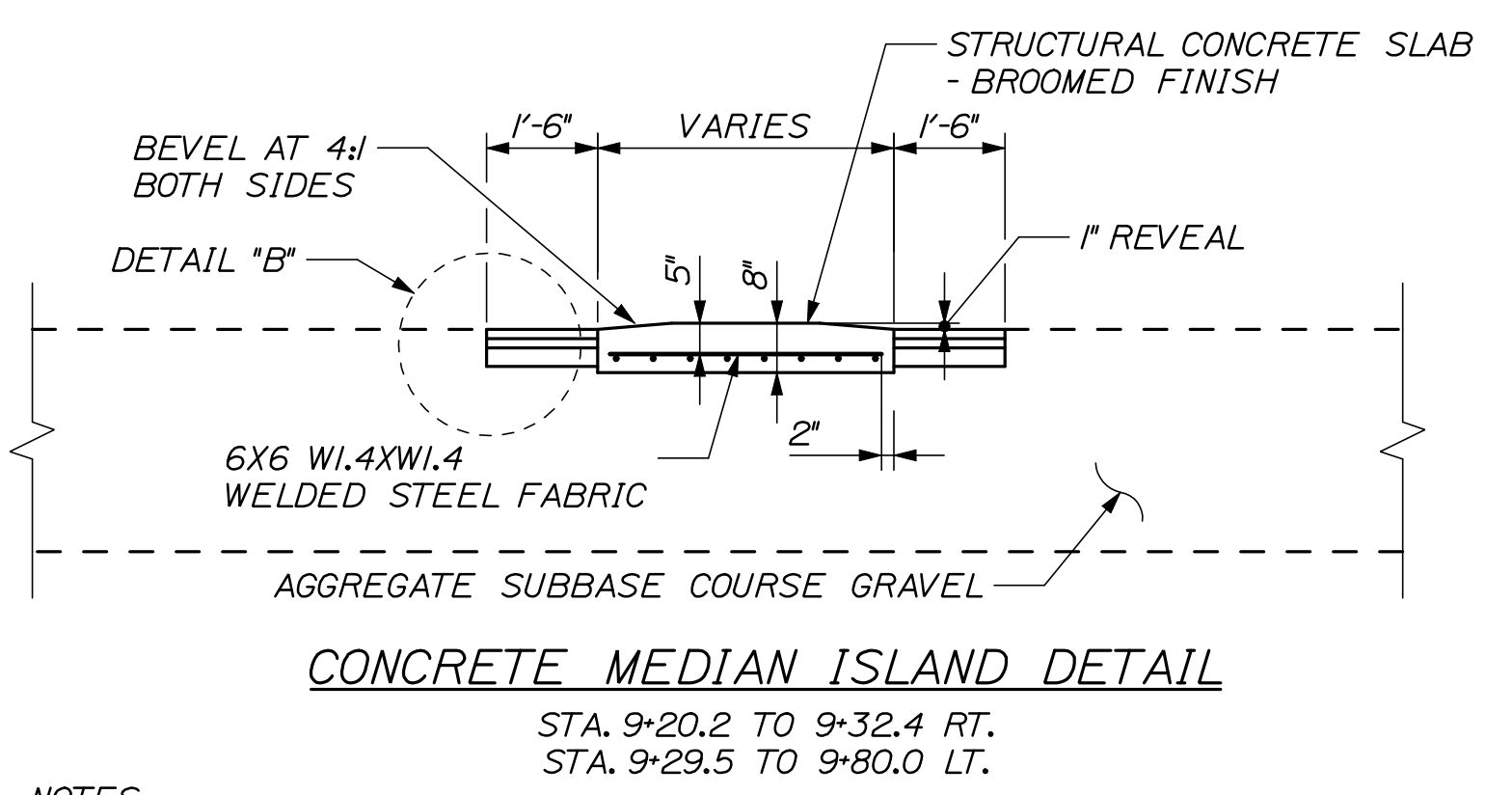
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- NOTES**
1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
  2. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
  3. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
  4. EXCAVATION MATERIAL FROM THE UPPER FALLS ROAD RIGHT TURN LANE SHALL BE USED TO REPLACE REMOVED SHOULDER PAVEMENT.



- NOTES:**
1. SEE SPECIAL PROVISION, SECTION 502, STRUCTURAL CONCRETE ROADWAY MEDIAN, 8" THICK, FOR CONSTRUCTION REQUIREMENTS.
  2. SEE GEOMETRIC PLANS FOR EXACT LIMITS OF CONCRETE MEDIAN ISLAND.
  3. SAWCUT AND SEAL 2" DEEP TRANSVERSE CONTROL JOINTS AT A 10 FT. MAX. INTERVAL.

- NOTES**
1.  $T = 5$  FT WHEN  $X > 5$  FT
  2.  $T = X$  WHEN  $X < 5$  FT
  3. FORMULA MAY BE MODIFIED IN THE FIELD BY THE RESIDENT TO AVOID PROPERTY DAMAGE AND TO SAVE SHADE TREES

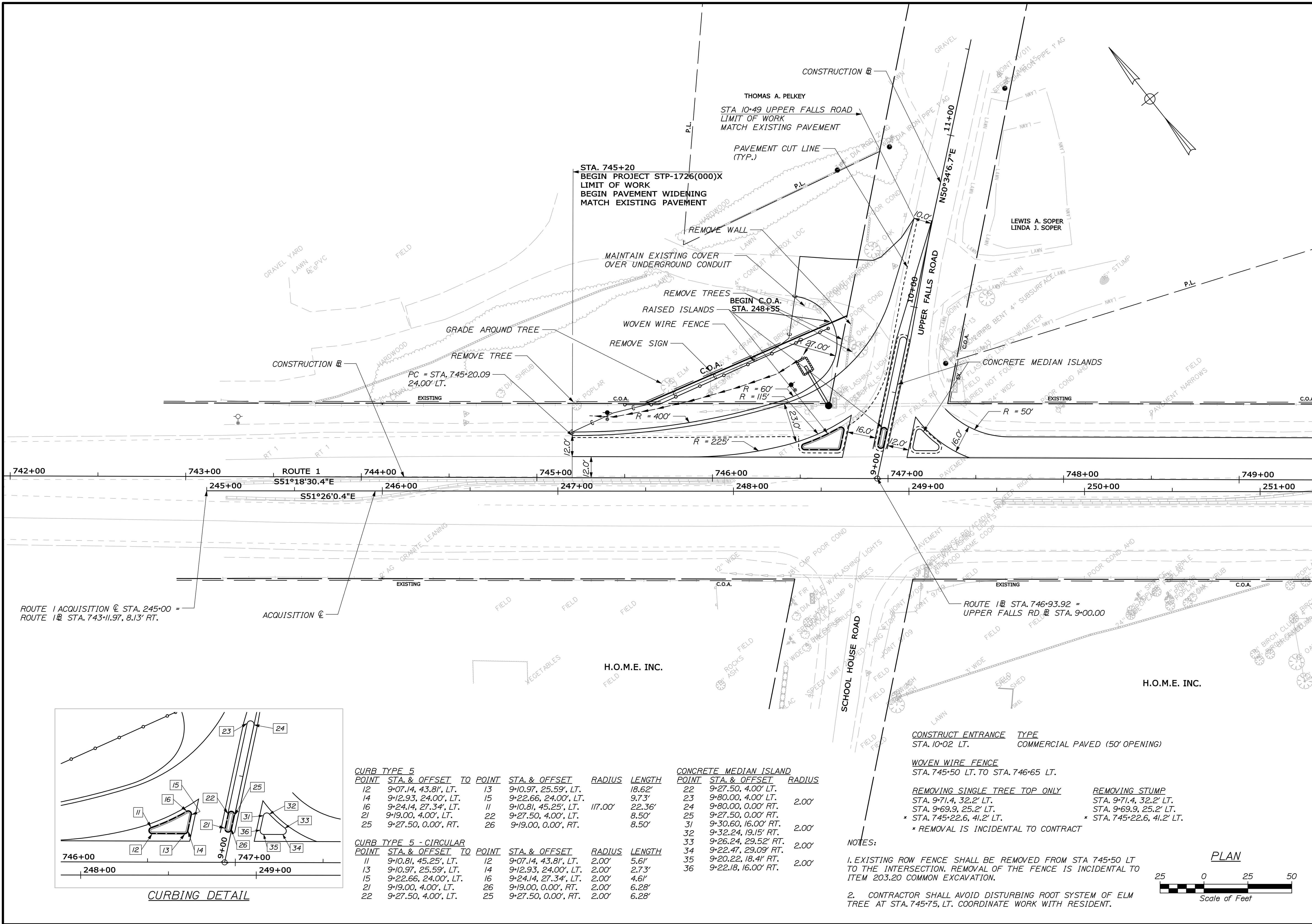
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
STP-1726(000)X  
PIN 17260.00  
HIGHWAY PLANS

PROJ. MANAGER	BRUCE MUMGER	BY	DATE	DESIGN-DETAILED	RBW	CHECKED-REVIEWED	DOE	DESIGN-DETAILED	DATE	SIGNATURE	P.E. NUMBER	DATE
		LEM	07/10									

ORLAND  
ROUTE 1  
TYPICAL SECTIONS &  
SPECIAL DETAILS

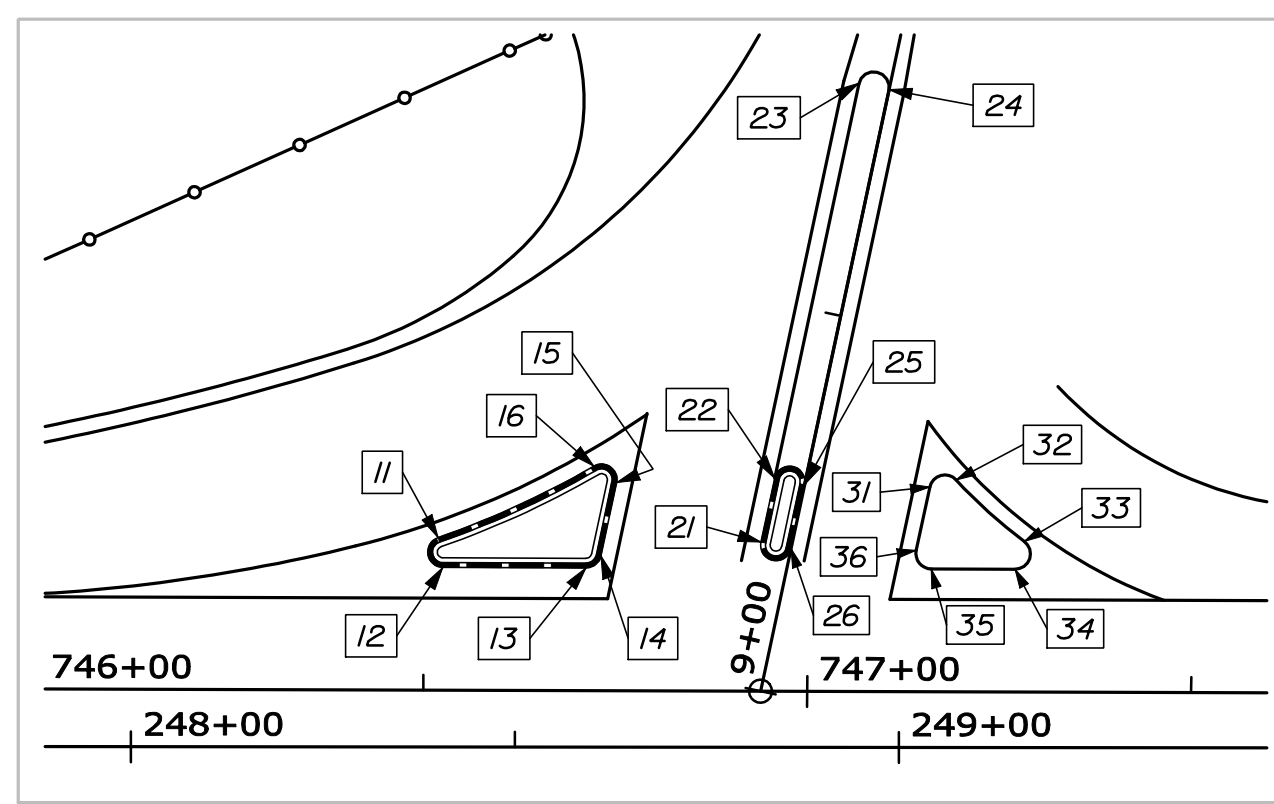
SHEET NUMBER  
**3**  
OF 14

NOT TO SCALE



ROUTE 1 ACQUISITION @ STA. 245+00 =  
ROUTE 1 @ STA. 743+11.97, 8.13' RT.

ROUTE 1 @ STA. 746+93.92 =  
UPPER FALLS RD @ STA. 9+00.00



CURBING DETAIL

CURB TYPE 5				
POINT	STA. & OFFSET TO	POINT	STA. & OFFSET	RADIUS
12	9+07.14, 43.81', LT.	13	9+10.97, 25.59', LT.	18.62'
14	9+12.93, 24.00', LT.	15	9+22.66, 24.00', LT.	9.73'
16	9+24.14, 27.34', LT.	11	9+10.81, 45.25', LT.	117.00'
21	9+19.00, 4.00', LT.	22	9+27.50, 4.00', LT.	8.50'
25	9+27.50, 0.00', RT.	26	9+19.00, 0.00', RT.	8.50'

CONCRETE MEDIAN ISLAND				
POINT	STA. & OFFSET	RADIUS		
22	9+27.50, 4.00' LT.			
23	9+80.00, 4.00' LT.			
24	9+80.00, 0.00' RT.	2.00'		
25	9+27.50, 0.00' RT.			
31	9+30.60, 16.00' RT.			
32	9+32.24, 19.15' RT.			
33	9+26.24, 29.52' RT.	2.00'		
34	9+22.47, 29.09' RT.	2.00'		
35	9+20.22, 18.41' RT.			
36	9+22.18, 16.00' RT.	2.00'		

CURB TYPE 5 - CIRCULAR				
POINT	STA. & OFFSET TO	POINT	STA. & OFFSET	RADIUS
11	9+10.81, 45.25', LT.	12	9+07.14, 43.81', LT.	2.00'
13	9+10.97, 25.59', LT.	14	9+12.93, 24.00', LT.	2.00'
15	9+22.66, 24.00', LT.	16	9+24.14, 27.34', LT.	2.00'
21	9+19.00, 4.00', LT.	26	9+19.00, 0.00', RT.	2.00'
22	9+27.50, 4.00', LT.	25	9+27.50, 0.00', RT.	2.00'

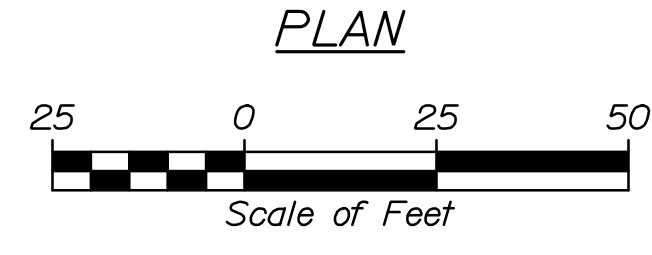
CONSTRUCT ENTRANCE TYPE  
STA. 10+02 LT. COMMERCIAL PAVED (50' OPENING)

WOVEN WIRE FENCE  
STA. 745+50 LT. TO STA. 746+65 LT.

REMOVING SINGLE TREE TOP ONLY  
STA. 9+71.4, 32.2' LT.  
STA. 9+69.9, 25.2' LT.  
\* STA. 745+22.6, 41.2' LT.

REMOVING STUMP  
STA. 9+71.4, 32.2' LT.  
STA. 9+69.9, 25.2' LT.  
\* STA. 745+22.6, 41.2' LT.

- NOTES:
- EXISTING ROW FENCE SHALL BE REMOVED FROM STA 745+50 LT TO THE INTERSECTION. REMOVAL OF THE FENCE IS INCIDENTAL TO ITEM 203.20 COMMON EXCAVATION.
  - CONTRACTOR SHALL AVOID DISTURBING ROOT SYSTEM OF ELM TREE AT STA. 745+75, LT. COORDINATE WORK WITH RESIDENT.



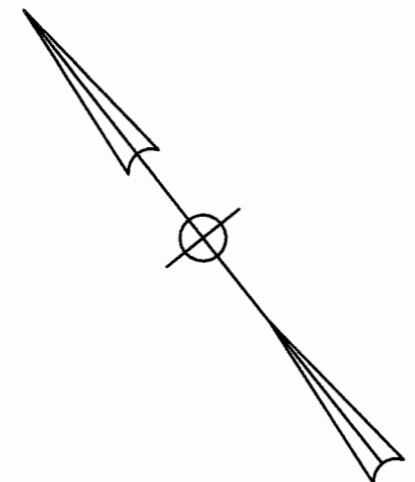
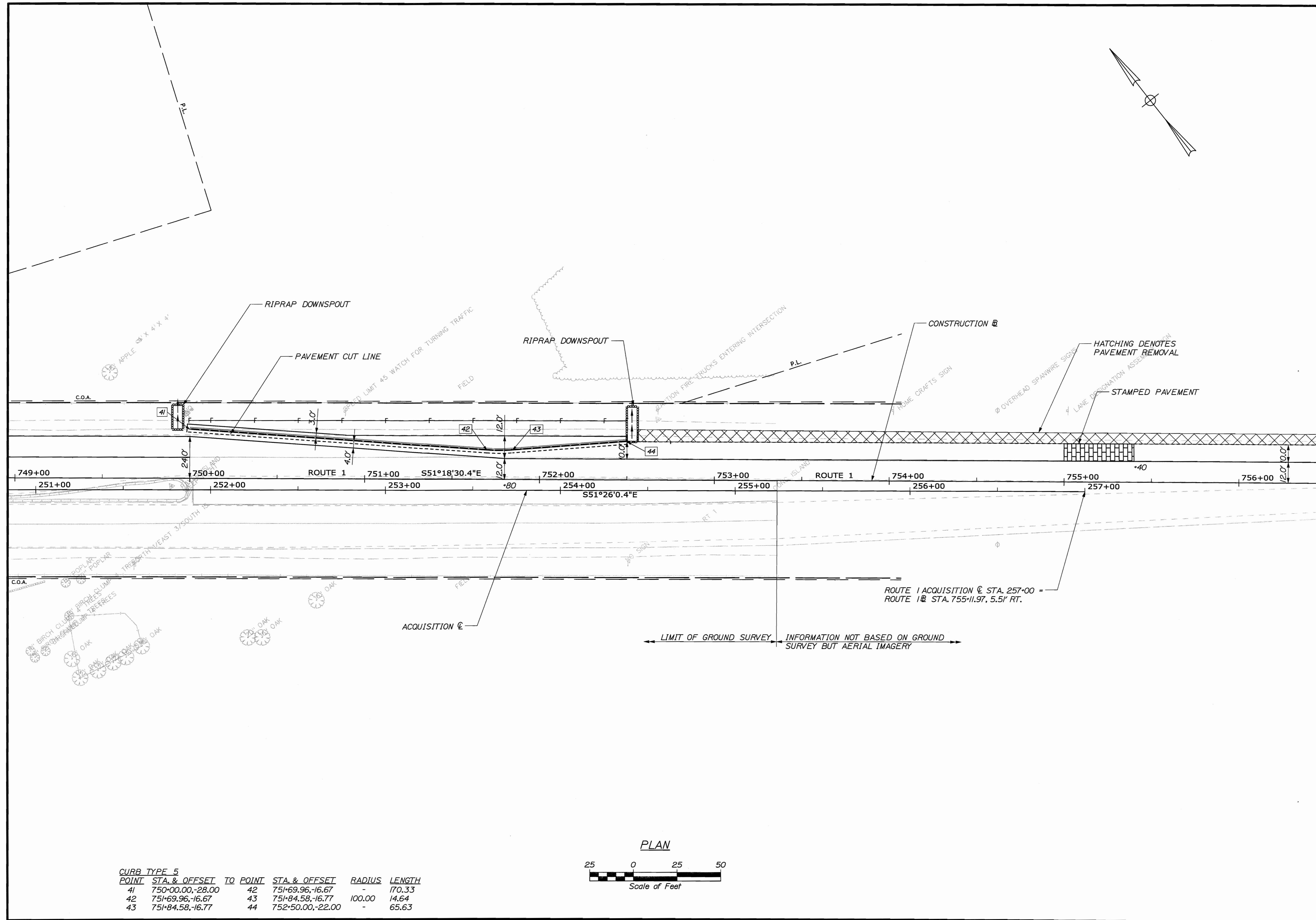
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STP-1726(000)X	
		PIN 17260.00	
		HIGHWAY PLANS	
ORLAND ROUTE 1 GENERAL PLAN			
SHEET NUMBER <b>4</b>			
OF 14			

Date: 7/29/2010

Username: mcundiff

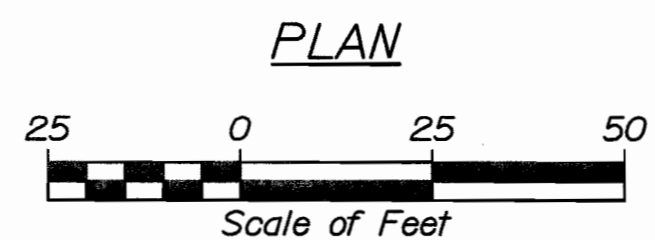
Division: BRIDGE

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**CURB TYPE 5**

POINT	STA. & OFFSET	TO POINT	STA. & OFFSET	RADIUS	LENGTH
41	750+00.00, -28.00	42	751+69.96, -16.67	-	170.33
42	751+69.96, -16.67	43	751+84.58, -16.77	100.00	14.64
43	751+84.58, -16.77	44	752+50.00, -22.00	-	65.63



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
STP-1726(000)X

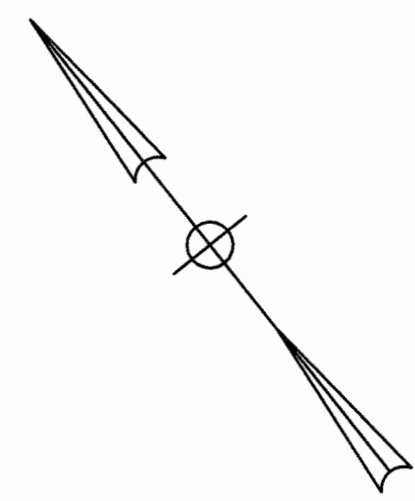
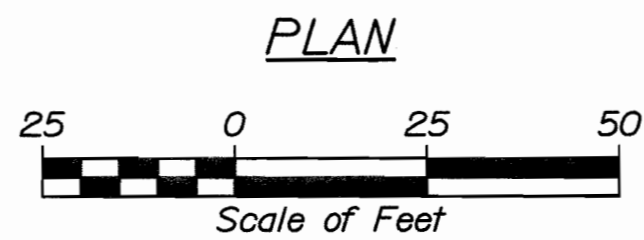
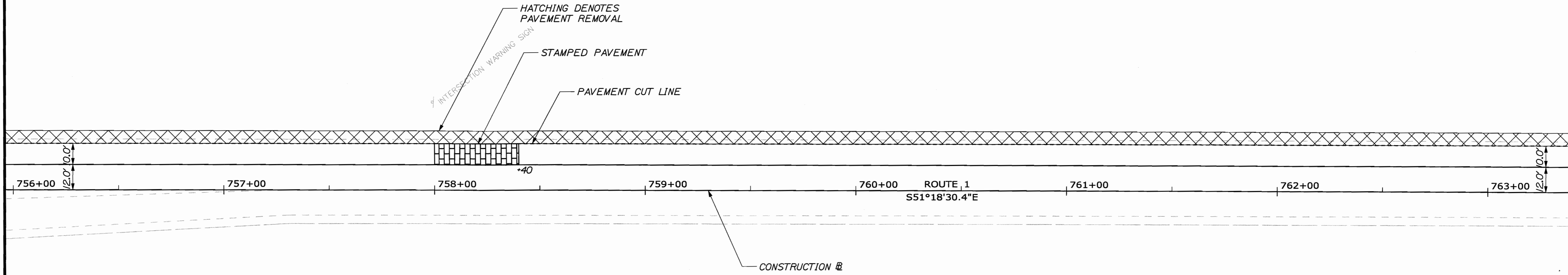
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P.E. NUMBER  
DATE

PROJ. MANAGER	BRUCE MUNGER	DATE
DESIGN-DETAILED	LEM	07/10
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DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

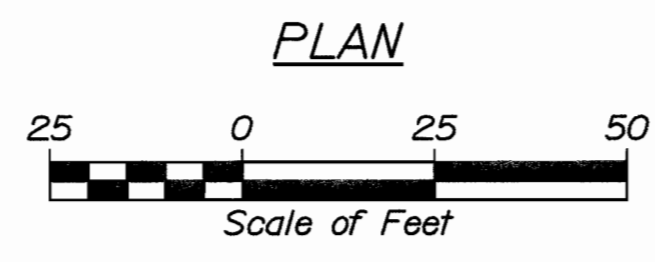
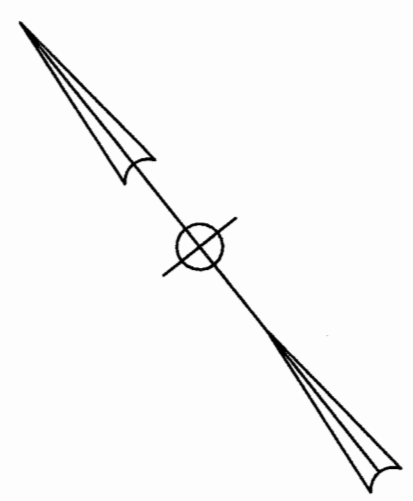
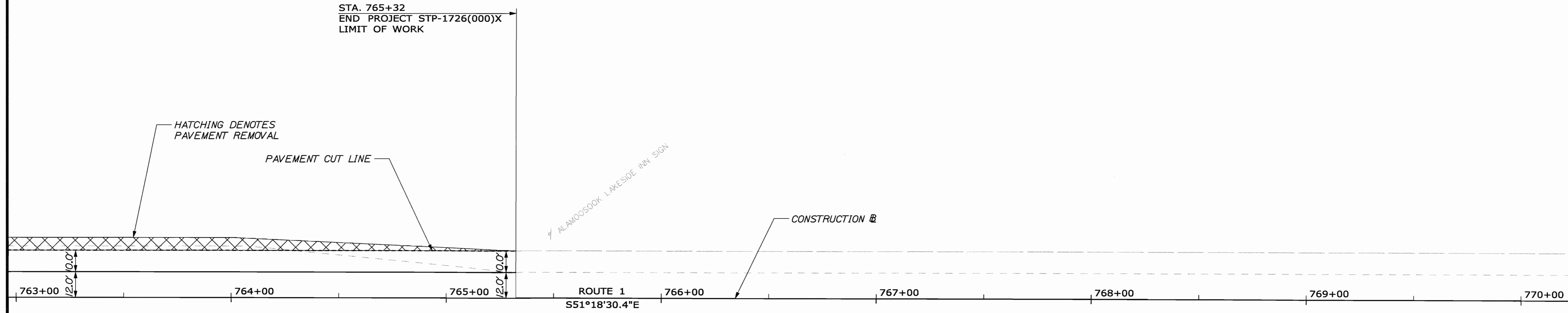
ORLAND  
ROUTE 1  
GENERAL PLAN

SHEET NUMBER  
**5**  
OF 14

PIN  
17260.00  
HIGHWAY PLANS



<p><b>ORLAND ROUTE 1</b></p> <p><b>GENERAL PLAN</b></p>		<p>STATE OF MAINE</p> <p>DEPARTMENT OF TRANSPORTATION</p> <p><b>STP-1726(000)X</b></p> <p>PIN 17260.00</p> <p>HIGHWAY PLANS</p>																																													
<p>SHEET NUMBER</p> <p style="font-size: 2em; font-weight: bold;">6</p> <p>OF 14</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 10%;">PROJ. MANAGER</th> <th style="width: 10%;">BRUCE MINGER</th> <th style="width: 10%;">BY</th> <th style="width: 10%;">DATE</th> <th style="width: 10%;">SIGNATURE</th> </tr> <tr> <td>DESIGN-DETAILED</td> <td>IRM</td> <td>LEM</td> <td>07/29</td> <td></td> </tr> <tr> <td>CHECKED-REVIEWED</td> <td>DCG</td> <td></td> <td></td> <td></td> </tr> <tr> <td>DESIGN-DETAILED2</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 1</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 2</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 3</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 4</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FIELD CHANGES</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	PROJ. MANAGER	BRUCE MINGER	BY	DATE	SIGNATURE	DESIGN-DETAILED	IRM	LEM	07/29		CHECKED-REVIEWED	DCG				DESIGN-DETAILED2					REVISIONS 1					REVISIONS 2					REVISIONS 3					REVISIONS 4					FIELD CHANGES					<p>CONSTRUCTION</p>
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17260.00  
HIGHWAY PLANS

PROJ. MANAGER	BRUCE MUNGER	BY	LEM	DATE	07/10
DESIGN-DETAILED	IRM	CHECKED-REVIEWED	DOE	SIGNATURE	
DESIGN-DETAILED2		DESIGN-DETAILED3		P.E. NUMBER	
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REVISIONS 69		REVISIONS 70			
REVISIONS 71		REVISIONS 72			
REVISIONS 73		REVISIONS 74			
REVISIONS 75		REVISIONS 76			
REVISIONS 77		REVISIONS 78			
REVISIONS 79		REVISIONS 80			
REVISIONS 81		REVISIONS 82			
REVISIONS 83		REVISIONS 84			
REVISIONS 85		REVISIONS 86			
REVISIONS 87		REVISIONS 88			
REVISIONS 89		REVISIONS 90			
REVISIONS 91		REVISIONS 92			
REVISIONS 93		REVISIONS 94			
REVISIONS 95		REVISIONS 96			
REVISIONS 97		REVISIONS 98			
REVISIONS 99		REVISIONS 100			

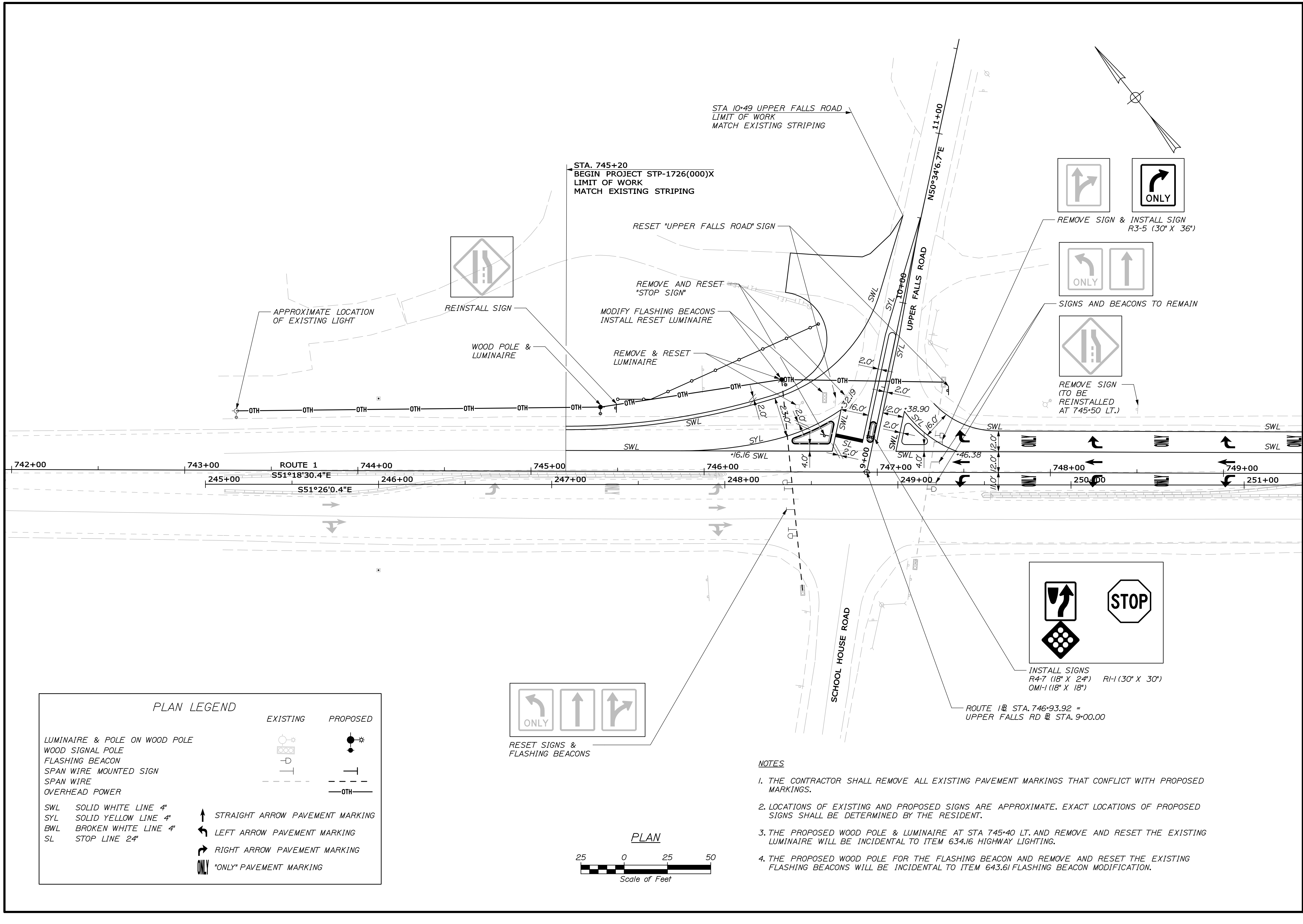
ORLAND  
ROUTE 1  
GENERAL PLAN

SHEET NUMBER  
**7**  
OF 14

Date: 9/2/2010

Username: imeek

Filename: ... \612-ORLAND\CAD\008\_S&S\PLAN.dgn Division: HIGHWAY



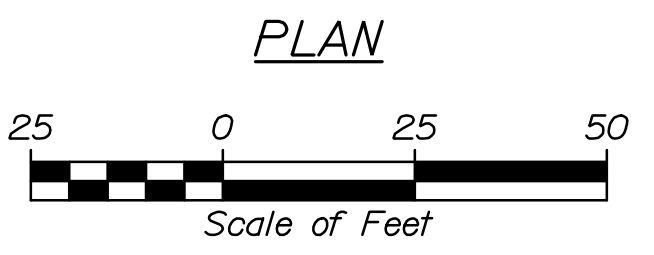
**PLAN LEGEND**

	EXISTING	PROPOSED
LUMINAIRE & POLE ON WOOD POLE		
WOOD SIGNAL POLE		
FLASHING BEACON		
SPAN WIRE MOUNTED SIGN		
SPAN WIRE		
OVERHEAD POWER		
SWL SOLID WHITE LINE 4"		
SYL SOLID YELLOW LINE 4"		
BWL BROKEN WHITE LINE 4"		
SL STOP LINE 24"		
	STRAIGHT ARROW PAVEMENT MARKING	
	LEFT ARROW PAVEMENT MARKING	
	RIGHT ARROW PAVEMENT MARKING	
	"ONLY" PAVEMENT MARKING	

RESET SIGNS & FLASHING BEACONS

**NOTES**

1. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKINGS.
2. LOCATIONS OF EXISTING AND PROPOSED SIGNS ARE APPROXIMATE. EXACT LOCATIONS OF PROPOSED SIGNS SHALL BE DETERMINED BY THE RESIDENT.
3. THE PROPOSED WOOD POLE & LUMINAIRE AT STA. 745+40 LT. AND REMOVE AND RESET THE EXISTING LUMINAIRE WILL BE INCIDENTAL TO ITEM 634.16 HIGHWAY LIGHTING.
4. THE PROPOSED WOOD POLE FOR THE FLASHING BEACON AND REMOVE AND RESET THE EXISTING FLASHING BEACONS WILL BE INCIDENTAL TO ITEM 643.61 FLASHING BEACON MODIFICATION.



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
STP-1726(000)X		PIN 17260.00	
HIGHWAY PLANS			
PROJ. MANAGER	BRUCE MUNGER	BY	DATE
DESIGN-DETAILED	LRM	LEM	07/10
CHECKED-REVIEWED	DGE	-	-
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-
ORLAND ROUTE 1		SIGNING & STRIPING PLAN	
SHEET NUMBER		8	
		OF 14	

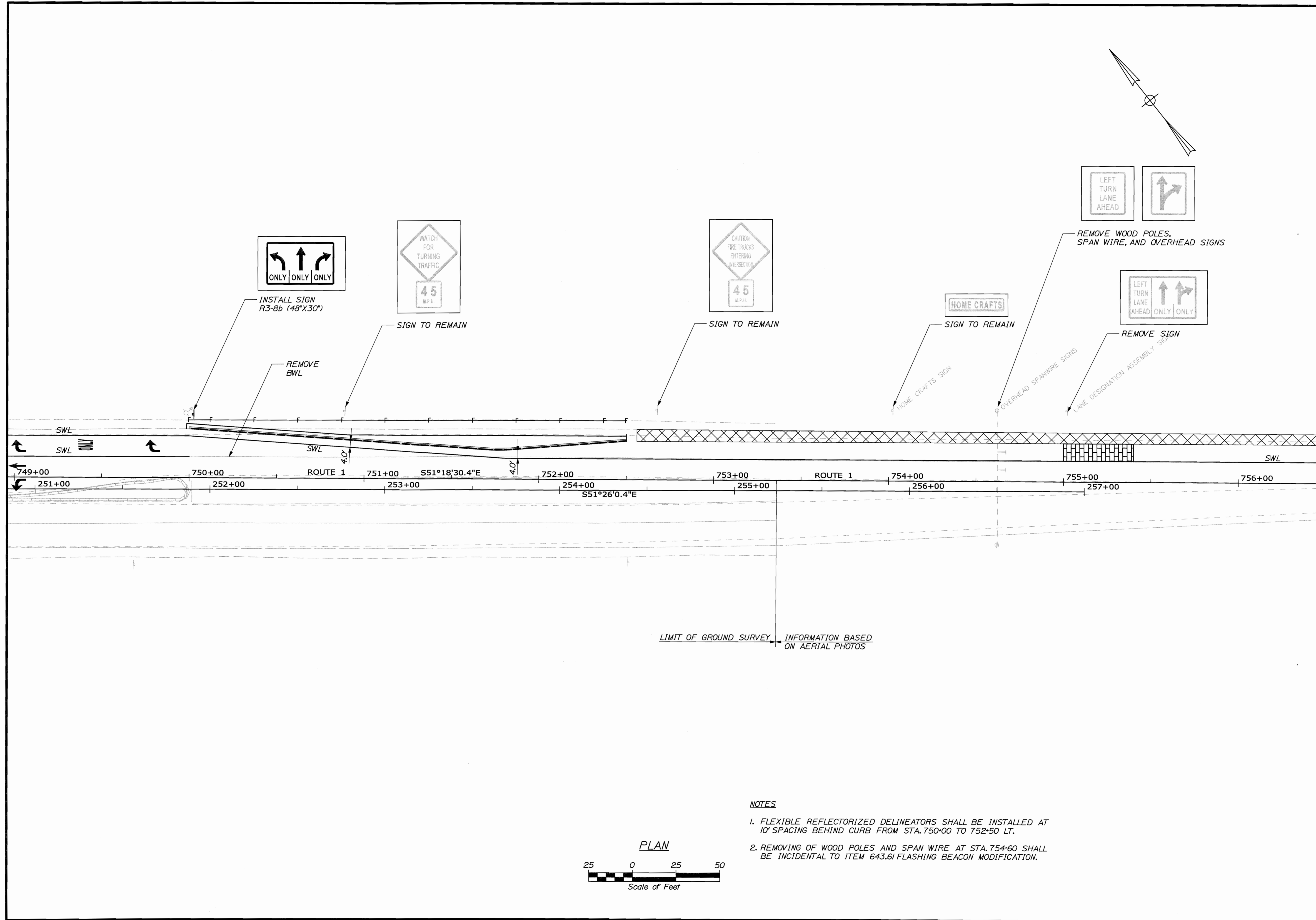


Date: 7/29/2010

Username: mcumdiff

Division: BRIDGE

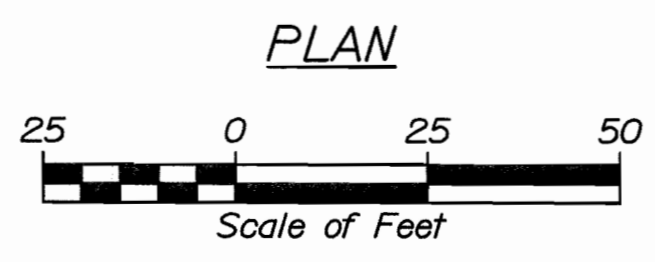
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LIMIT OF GROUND SURVEY INFORMATION BASED ON AERIAL PHOTOS

**NOTES**

1. FLEXIBLE REFLECTORIZED DELINEATORS SHALL BE INSTALLED AT 10' SPACING BEHIND CURB FROM STA. 750+00 TO 752+50 LT.
2. REMOVING OF WOOD POLES AND SPAN WIRE AT STA. 754+60 SHALL BE INCIDENTAL TO ITEM 643.61 FLASHING BEACON MODIFICATION.

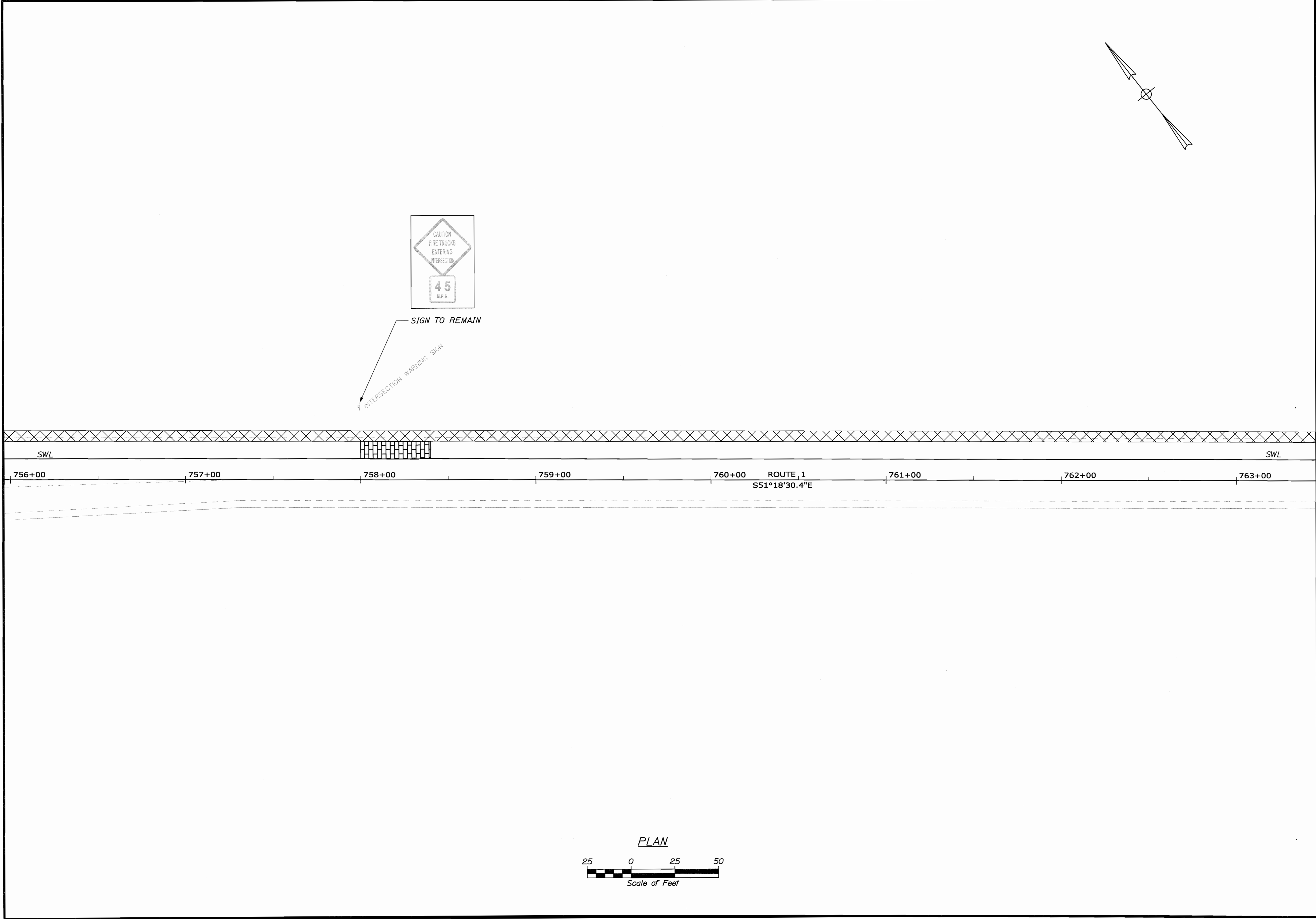


STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
STP-1726(000)X  
PIN 17260.00  
HIGHWAY PLANS

PROJ. MANAGER	BRUCE MUNGER	BY	DATE
DESIGN-DETAILED	LEM		
CHECKED-REVIEWED	DCE		07/10
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

ORLAND  
ROUTE 1  
SIGNING & STRIPING PLAN

SHEET NUMBER  
**9**  
OF 14

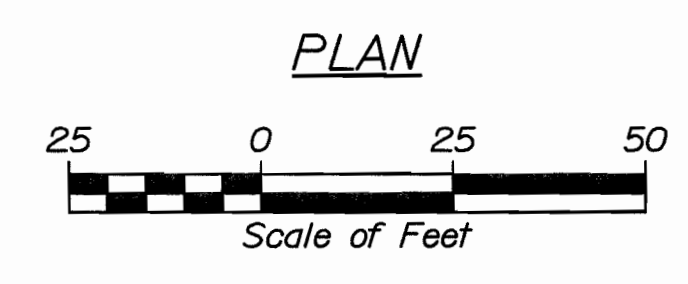
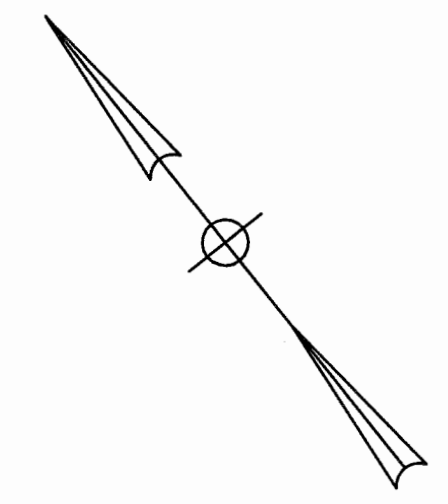
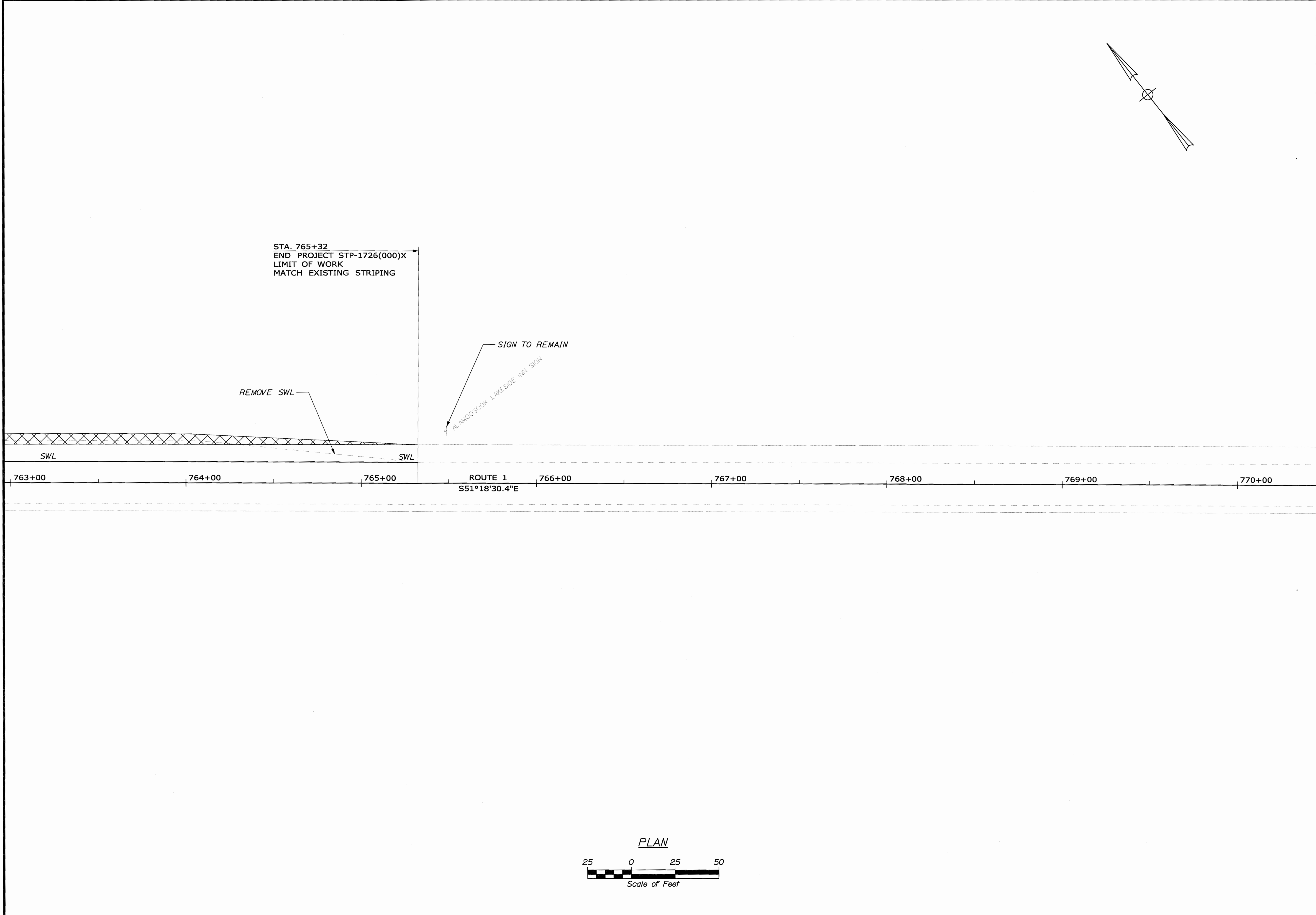


STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 STP-1726(000)X  
 PIN  
 17260.00  
 HIGHWAY PLANS

PROJ. MANAGER	BRUCE WUNGER	BY	DATE
DESIGN-DETAILED	IRM	LEM	-
CHECKED-REVIEWED	DGE		07.10
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

ORLAND  
 ROUTE 1  
 SIGNING & STRIPING PLAN

SHEET NUMBER  
 10  
 OF 14



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		DATE	
STP-1726(000)X		07/10	
PIN 17260.00		SIGNATURE	
HIGHWAY PLANS		P.E. NUMBER	
SHEET NUMBER		DATE	
11		-	
OF 14		-	

ORLAND  
ROUTE 1  
SIGNING & STRIPING PLAN

PROJ. MANAGER	BRUCE MUNGER	BY	DATE
DESIGN-DETAILED	REM	LEM	-
CHECKED-REVIEWED	DCE	-	-
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

Date: 7/29/2010

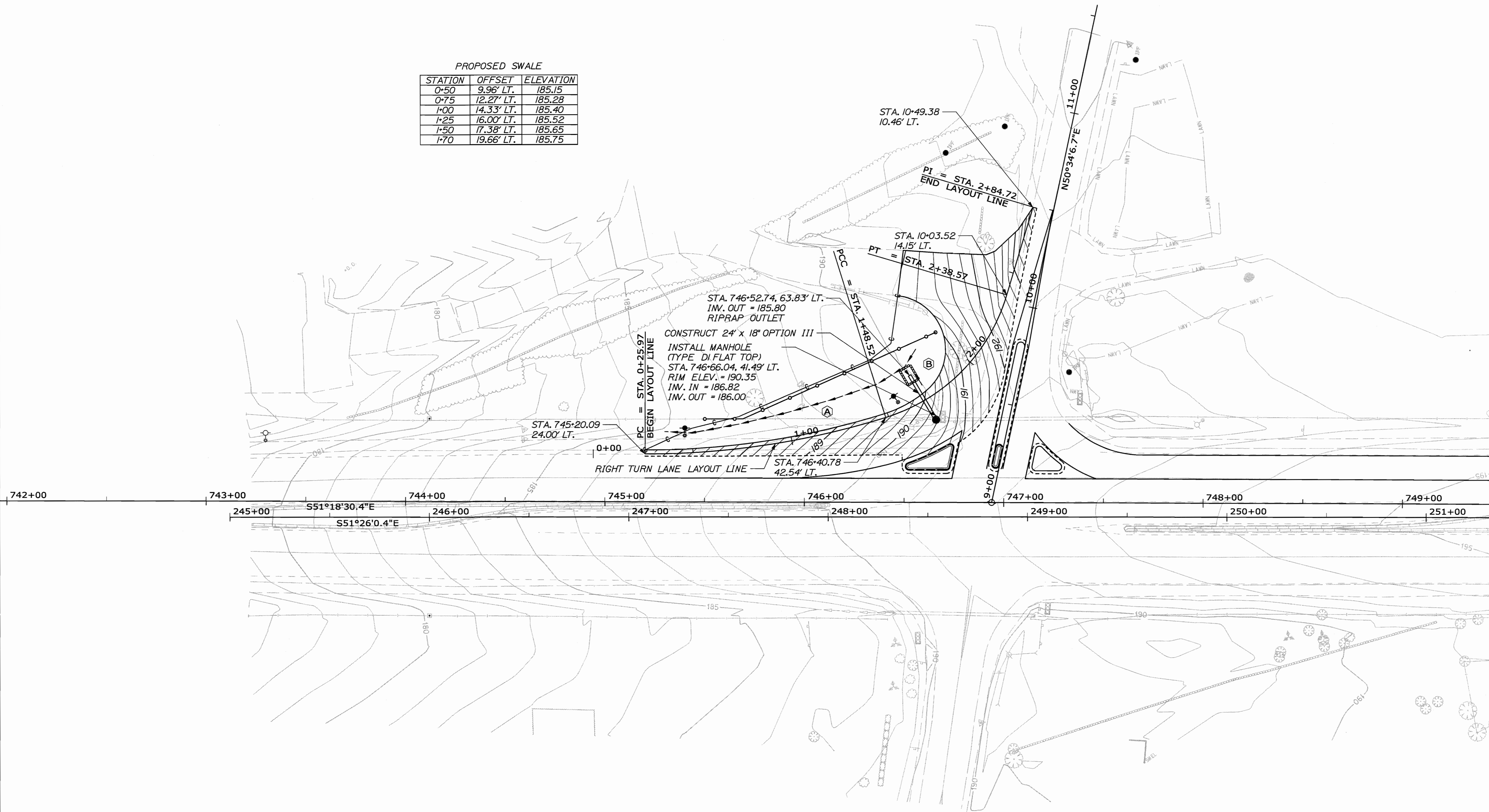
Username: mcunciff

Division: BRIDGE

Filename: 012\_GRAD&DRPLAN.dgn

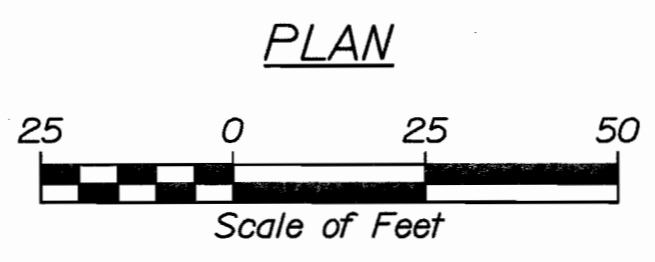
PROPOSED SWALE

STATION	OFFSET	ELEVATION
0+50	9.96' LT.	185.15
0+75	12.27' LT.	185.28
1+00	14.33' LT.	185.40
1+25	16.00' LT.	185.52
1+50	17.38' LT.	185.65
1+70	19.66' LT.	185.75



LAYOUT LINE CURVE DATA

Ⓐ D = 14° - 15' - 09.7"	Ⓑ D = 62° - 16' - 40.9"
Δ = 17° - 28' - 00.3" Lt.	Δ = 56° - 04' - 55.8" Lt.
R = 402.00'	R = 92.00'
L = 122.55'	L = 90.05'
T = 61.75'	T = 49.00'
E = 4.72'	E = 12.24'

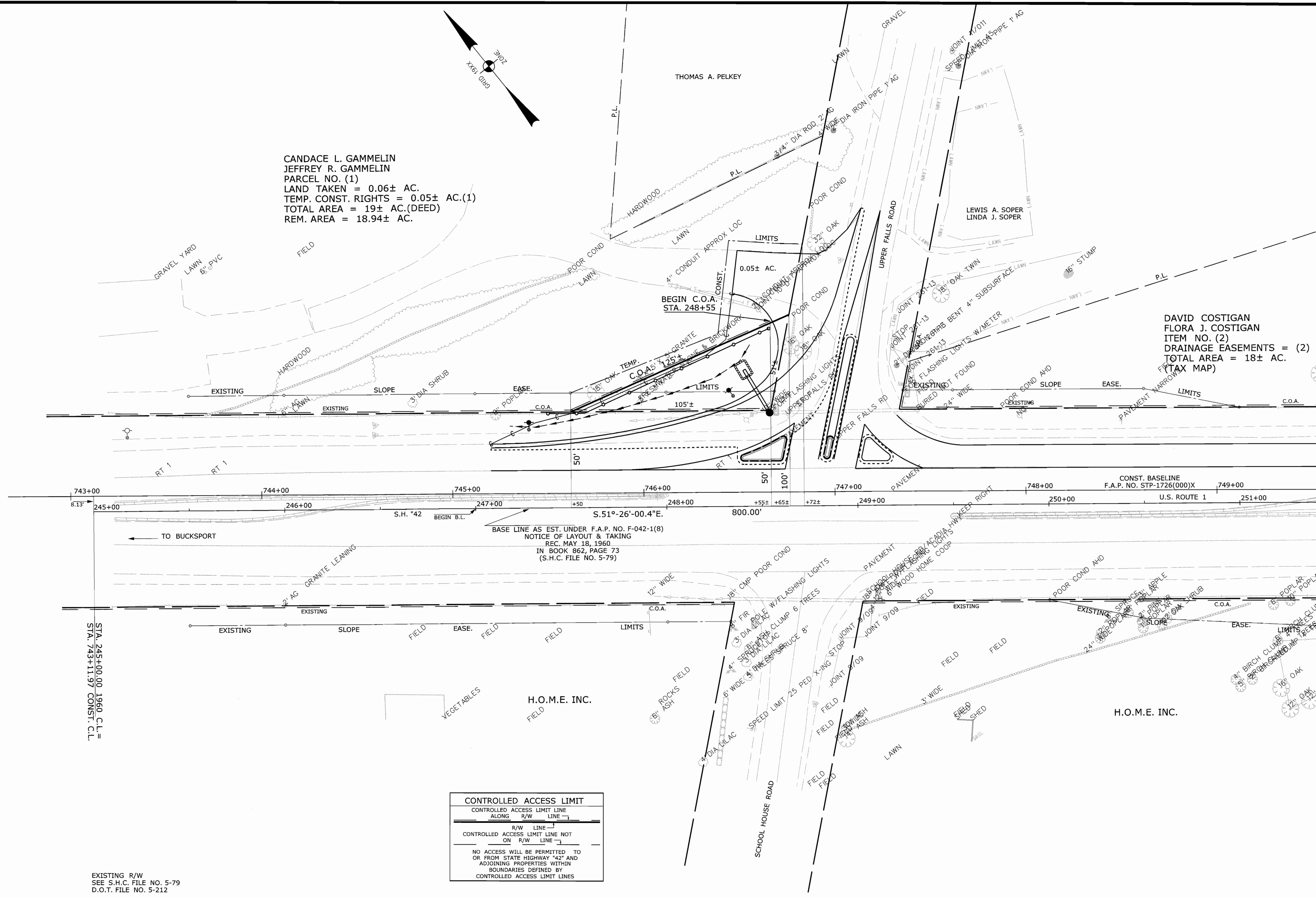


STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
STP-1726(000)X  
PIN 17260.00  
HIGHWAY PLANS

PROJ. MANAGER	BRUCE MUNGER	BY	DATE
DESIGN-DETAILED	LEM		
CHECKED-REVIEWED	DCE		07/10
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

ORLAND  
ROUTE 1  
GRADING & DRAINAGE PLAN

SHEET NUMBER  
**12**  
OF 14



CANDACE L. GAMMELIN  
 JEFFREY R. GAMMELIN  
 PARCEL NO. (1)  
 LAND TAKEN = 0.06± AC.  
 TEMP. CONST. RIGHTS = 0.05± AC.(1)  
 TOTAL AREA = 19± AC.(DEED)  
 REM. AREA = 18.94± AC.

DAVID COSTIGAN  
 FLORA J. COSTIGAN  
 ITEM NO. (2)  
 DRAINAGE EASEMENTS = (2)  
 TOTAL AREA = 18± AC.  
 (TAX MAP)

**CONTROLLED ACCESS LIMIT**  
 CONTROLLED ACCESS LIMIT LINE  
 ALONG R/W LINE  
 R/W LINE  
 CONTROLLED ACCESS LIMIT LINE NOT  
 ON R/W LINE  
 NO ACCESS WILL BE PERMITTED TO  
 OR FROM STATE HIGHWAY "42" AND  
 ADJOINING PROPERTIES WITHIN  
 BOUNDARIES DEFINED BY  
 CONTROLLED ACCESS LIMIT LINES

EXISTING R/W  
 SEE S.H.C. FILE NO. 5-79  
 D.O.T. FILE NO. 5-212

**SYMBOLS**

○	WELL
□	IRON PIPE (PIN FOUND)
□	SEPTIC TANK
□	WATER MAIN
□	CONSTRUCTION LIMIT LINE
□	PROPERTY LINE
□	LIMITS OF WRIGHT PORTION (L.O.W.P.)
□	EXISTING RIGHT OF WAY
□	NEW RIGHT OF WAY
□	NEW/RECONSTRUCTED ROW
□	CONTROL OF ACCESS

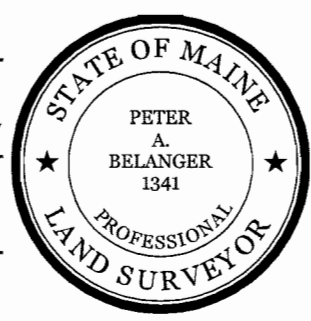
**TECH CHECKED**

ITEM	TECH	CHECKED
BASE MAP	T.L.B.	
EXIST. R/W	T.L.B.	
PROP. LINES	T.L.B.	
AREAS	T.L.B.	T.J.K.

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016  
 ORLAND  
 RIGHT OF WAY MAP

REVISIONS			PLAN FILED IN PLAN BOOK				COUNTY RECORD						
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE	COND.	DATE	BOOK	PAGE
							8/30/10	5470	240				

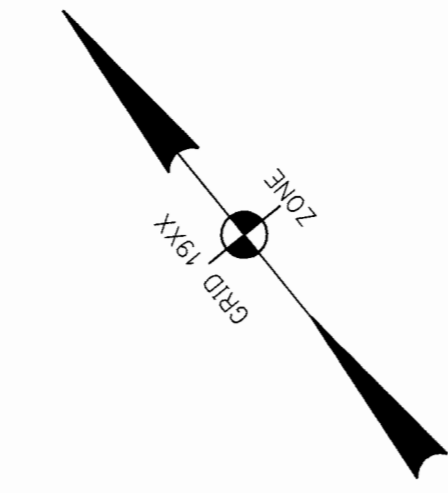
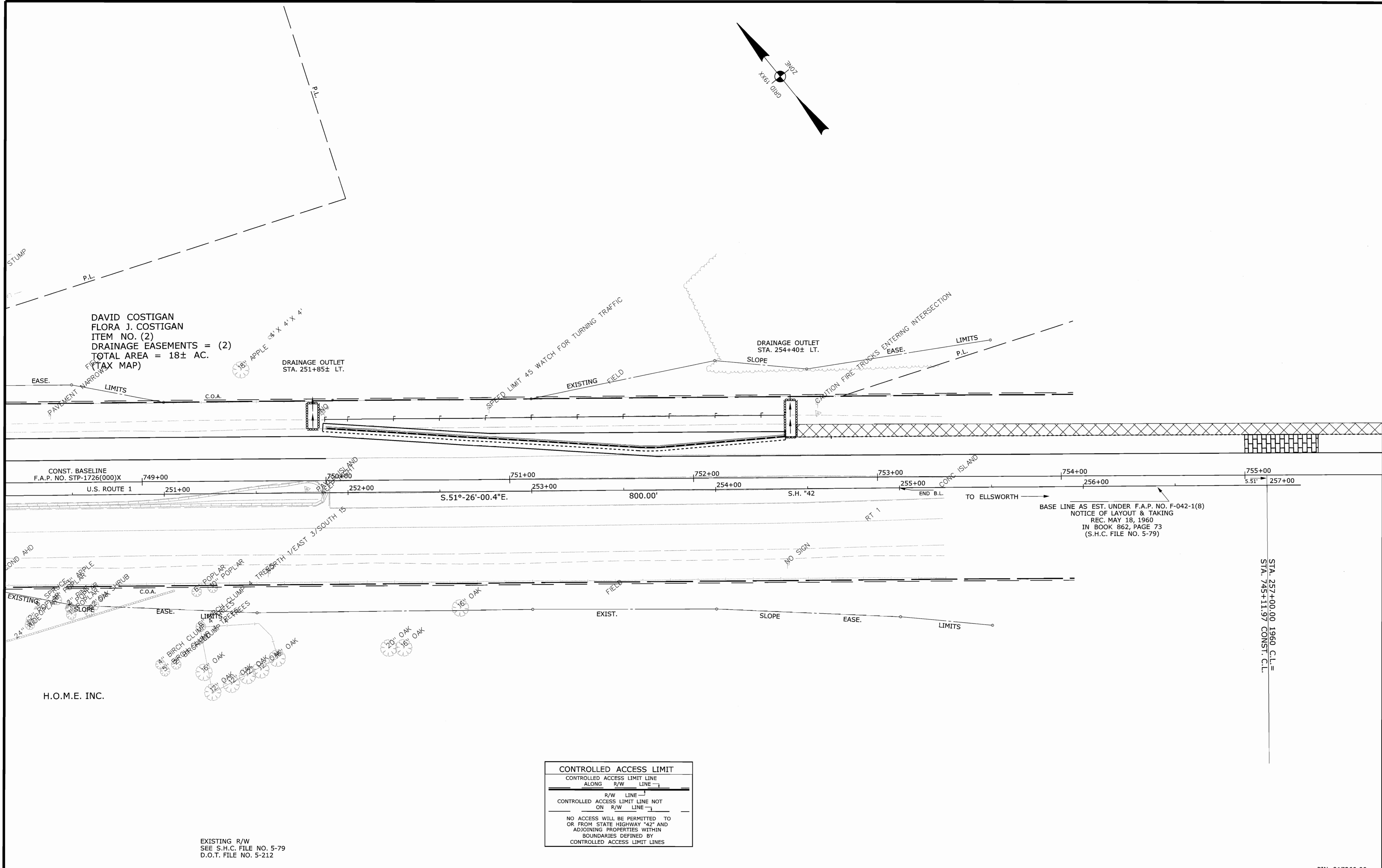
DAVID A. COLE  
 COMMISSIONER  
 KENNETH L. SWEENEY  
 CHIEF ENGINEER  
 DATE



STATE HIGHWAY "42"  
 U.S. ROUTE 1  
 ORLAND HANCOCK COUNTY  
 FEDERAL AID PROJECT NO. STP-1726(000)X  
 JUNE 2010  
 SCALE 1" = 25'  
 RIGHT-OF-WAY MAP  
 SHEET 1 OF 2  
 D.O.T. FILE NO. 5-281

SHEET NUMBER  
**13**  
 OF 14

Filename: ...000\row\msto\002\_RWPLAN2.dgn Division: ROW User: terry.blair Date: 9/1/2010



**SYMBOLS**

(MELL)	WELL
(---)	GRADING LIMIT LINE
(---)	CONSTRUCTION LIMIT LINE
(---)	PROPERTY LINE
(---)	PL
(---)	LIMITS OF WRIGHT PORTION (C.O.W.P.)
(---)	EXISTING RIGHT OF WAY
(---)	NEW RIGHT OF WAY
(---)	NEW ROW WITHIN EXIST. ROW
(---)	CONTROL OF ACCESS

**CHECKED**

ITEM	TECH
BASE MAP	T.L.B.
EXIST. R/W	T.L.B.
PROP. LINES	T.L.B.
AREAS	T.L.B.

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016  
 ORLAND  
 RIGHT OF WAY MAP

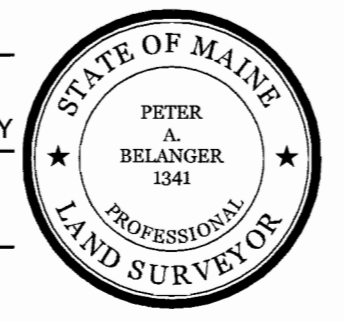
**CONTROLLED ACCESS LIMIT**  
 CONTROLLED ACCESS LIMIT LINE  
 ALONG R/W LINE  
 R/W LINE  
 CONTROLLED ACCESS LIMIT LINE NOT ON R/W LINE  
 NO ACCESS WILL BE PERMITTED TO OR FROM STATE HIGHWAY "42" AND ADJOINING PROPERTIES WITHIN BOUNDARIES DEFINED BY CONTROLLED ACCESS LIMIT LINES

EXISTING R/W  
 SEE S.H.C. FILE NO. 5-79  
 D.O.T. FILE NO. 5-212

PIN 017260.00

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

DAVID A. COLE  
 COMMISSIONER  
 KENNETH L. SWEENEY  
 CHIEF ENGINEER  
 DATE



STATE HIGHWAY "42"  
 U.S. ROUTE 1  
 ORLAND HANCOCK COUNTY  
 FEDERAL AID PROJECT NO. STP-1726(000)X  
 JUNE 2010 RIGHT-OF-WAY MAP  
 SCALE 1" = 25' SHEET 2 OF 2  
 D.O.T. FILE NO. 5-281

SHEET NUMBER  
**14**  
 OF 14