STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN LEGEND

Town, County, State
Property Lines
R/W Lines-Existing
R/W Lines-Proposed

Culvert-Existing
Culvert Proposed

Curbing — Existing — Proposed
Type 1
Type 3
Type 5

Outline of Bodies of Water
Ledge
Buildings

Trees — Conifer — Deciduous
Tree Line
Clearing Limit Line — CLL

Centerline-Existing
Centerline-Proposed — 10+00
Travelway-Existing
Travelway-Proposed
Railroad

Catch Basins — Existing — Proposed
Manholes — Existing — Proposed
Proposed Underdrain
Proposed Ditch
Existing Ditch

Utility Poles — Existing — Proposed
Fire Hydrants — Existing — Proposed
Existing Water Line
Existing San. Sewer
Existing San. Sewer Manhole

Guardrail-Existing
Guardrail-Proposed
Guardrail-Cable, Other

WOOLWICH
SAGADAHOC COUNTY
ROUTE 128 STRUT

STATE PROJECT NO. 019144.00
PROJECT LENGTH: 0.11 MILES
ROUTE 128 STRUT

INDEX OF SHEETS

Description	Sheet No.
Title Sheet	1
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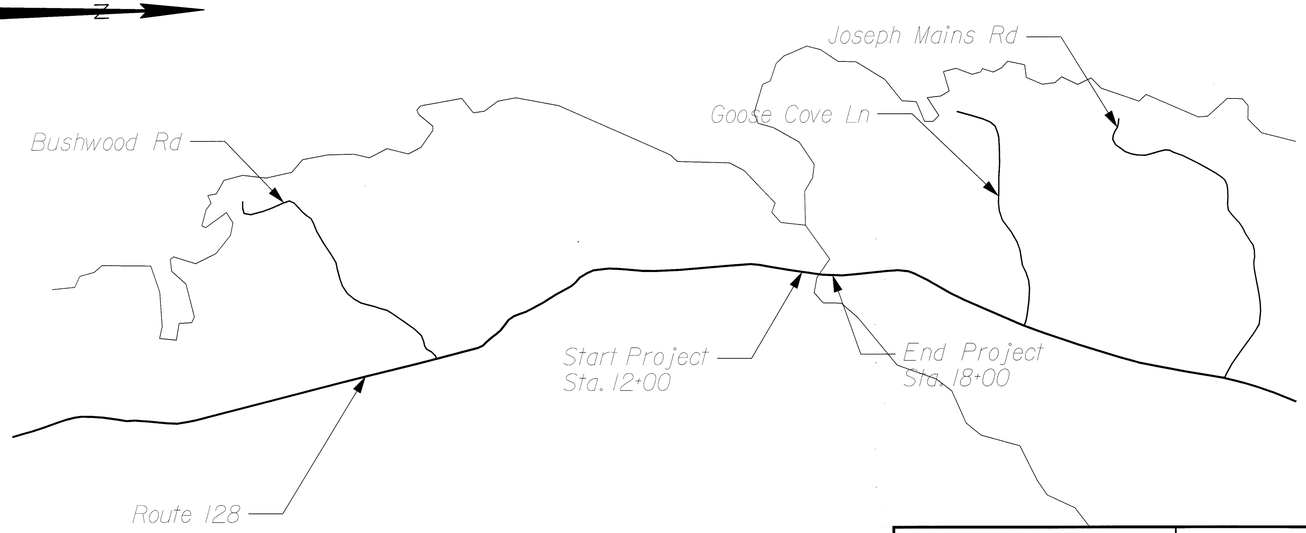
Footing Plan	4
Bridge and Wall Plan	5
Elevations	6
Bridge and Wall Details	7
Bridge Section	8
Plan/Profile	9
Cross Sections	10-13
Detour Plan	14
Right of Way Map	15



PROJECT LOCATION:	0.78 MILES NORTH OF THE INTERSECTION OF ROUTE 128 AND BRUSHWOOD ROAD IN WOOLWICH ON BROX STREAM
PROGRAM AREA:	HIGHWAY PROGRAM
SCOPE OF WORK:	STRUT REPLACEMENT ON BROX STREAM

WIN 19144.00

TRAFFIC DATA

Current (2012) AADT.....1013
Functional Class:.....Minor Collector

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED — DATE
COMMISSIONER: 5/13/13
CHIEF ENGINEER: 5-3-13

STATE OF MAINE — JAMES O. ANDERSON — 8580 — PROFESSIONAL ENGINEER

PROJECT INFORMATION
PROGRAM: HIGHWAY
PROJECT MANAGER: SHAWN SMITH
DESIGNER: JEFF WALLACE
CONSULTANT
PROJECT RESIDENT
CONTRACTOR
PROJECT COMPLETION DATE

SIGNATURE: James O. Anderson
P.E. NUMBER: 8580
DATE: 5/1/13

WOOLWICH
ROUTE 128 STRUT
TITLE SHEET

SHEET NUMBER
1
OF 15

Filename: ...\00\highway\msta\001_Title.dgn Division: HIGHWAY Username: brian.mousseau Date:4/30/2013

GENERAL CONSTRUCTION NOTES

1. The utilities involved in this contract are as follows:
   Central Maine Power Company
   Comcast (Brunswick)
   Norther New England Telephone Operations LLC

2. All utilities facilities shall be adjusted by the respective utilities unless otherwise noted.

3. All joints between existing and proposed hot bituminous pavement shall be butted. All joints shall be saw cut and incidental to the pavement items.

4. A temporary ramp shall be constructed with HMA at the ends of the roadway section paved or milled each day. The uses of millings or RAP will not be allowed.

5. The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the Resident.

6. Grubbing in fill areas has been shown on the cross sections. These limits are approximate and have been used for estimating purposes only. Actual grubbing limits may vary based on field conditions as directed by the Resident.

7. All inslopes and ditches in cut areas shall be graded as shown on the typicals or flatter, or as directed by the resident.

8. The Contractor shall plan and conduct their work accordingly to that upon final completion of the project there is no drop-off from the edge of the should pavement.

9. Driveway fill side slopes shall be the same as the non-guardrail fill slopes unless otherwise noted on the plans.

10. All waste material not used on the project shall be disposed of off the project in an acceptable waste area reviewed by the Resident. Grading, seeding, and mulching of the waste areas shall be considered incidental.

11. Required ditch protection shown on the plans or in the construction notes are for estimating purposes only. Actual type and locations or ditch protection my be altered by the Resident.

12. If foundation material is required under culverts, it shall meet the requirements for granular borrow - underwater back fill and will be paid for as granular borrow.

13. Granular borrow used to back fill muck excavation or in low wet areas to 1' above water level or old ground shall meet requirements for granular borrow underwater back fill.

14. Existing inslopes steeper the 2:1 in proposed fill areas shall be benched as directed by the Resident.

15. Residential paved entrances shall be constructed with 2" HMA and 12" of ASCG.

16. Unpaved entrances shall be constructed with 14" of ASCG

17. When the super elevation exceeds the slope of the low side shoulder, the shoulder pavement will have the same slope as the traveled way.

18. The following shall be incidental to the 603 Item(s):
    a. All pipe excavation including any cutting and removal of pavement
    b. All ditching at pipe ends
    c. Furnishing, placing, grading, and compacting of any new gravel and/or for temporary detours to maintain fill material. This also includes Granular Borrow used under pipes and traffic during pipe installation. Excavation of maintenance of traffic material is also incidental.
    d. Granular Borrow under the pipe shall meet the requirements for Underwater Back fill
    e. Flow lines may be changed by 1.5 ft
    f. Any necessary clearing of brush and non-pay trees at culvert ends

19. Granular Borrow used under pipes shall meet the requirements for underwater back fill.

20. No existing drainage shall be abandoned, removed or plugged without prior approval of the Resident.

21. Plastic end caps shall be used on all dead-end 6-inch type B underdain.

22. Guardrail end treatments shall be installed concurrently with the placement of each section of beam guardrail.

24. All existing guardrail shall be removed and become the property of the contractor. Removal and disposal shall be considered incidental to the guardrail items

25. Backing up bituminous curb is incidental to the curb items. If directed, dirty borrow will be paid for separately.

26. Dirty borrow has been estimated for all disturbed slope areas. Actual placement of dirty borrow shall be designated by the Resident.

27. Dirty borrow shall be place to a nominal depth of 2" unless otherwise noted or directed.

28. The contractor shall be responsible for maintaining all existing mailboxes to ensure that the mail will be deliverable. Payment shall be considered incidental to the contract.

29. 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 material s required to make repairs shall be at the contractor's expense.

30. Areas requiring fill on the project shall come from suitable excavation from excavation, ditch and inslope or equipment rental areas.

31. No separate payment for superintendent or foreman will be made for the supervision of equipment being paid for under the equipment rental items.

32. "Undetermined Locations" shall be determined by the Resident.

33. Stations referenced are approximate.

34. All work shall be done in accordance with the Maine Department Of Transportation's Best Management Practices For Erosion Control & Sediment Control, February, 2008.

GEOTECHNICAL NOTES

GENERAL

1. The Project Geotechnical Report, SUBSURFACE INVESTIGATION FOR CONSTRUCTION OF ROUTE 232 BRIDGE OVER BROX STREAM, WOOLWICH, MAINE, MAINEDOT SOILS REPORT NUMBER 2012-123, MAY 15, 2012, may be accessed at the following web address:

http://www.maine.gov/mdot/comprehensive-list-projects/project-information.php

2. Geotechnical information furnished or referenced in this plan set is for the Bidders' and Contractor's use. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the time of construction. The Department shall not be responsible for the Bidder's and Contractor's interpretation of, or conclusions drawn from, the Geotechnical information. The Boring Logs contained in the Plan Set present interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between boring locations.

SLOPES

3. Where new embankment fills are placed on existing slopes steeper than 2H:1V and as shown on the plans, the existing slope shall be continiously benched as per Standard Specification 203.09 and OSHA requirements for excavation.

SUBGRADE

4. Cobbles and boulders larger than 6 inches encountered at subgrade shall be removed. Holes below subgrade that result from their removal shall be backfilled with narive soil and compacted. Payment will be incidental to Item 203.20.

5. Cobbles and Boulders in sideslopes shall not project more than 6 inches beyond the finished slope line. Holes in the sideslopes that result from their removal shall be backfilled with native soil and compacted. Payment will be incidental to Item 203.20.

6. The entire embankement, including the areas beyond the 1.5H:1V line extending from the finished shoulder, shall be compacted.

Filename: ...\msta\002_General_Notes.dgn Division: HIGHWAY Username: brian.mousseau Date:4/30/2013

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

019144.00

WIN
WIN 19144.00

BRIDGE NO. 6459 BRIDGE PLANS

PROJ. MANAGER	S. SMITH	BY	DATE
DESIGN-DETAILED	B. MOUSSEAU	------	------
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	K.BRESKIN	T.WHITE	SEP 2012
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------		------
REVISIONS 2	------		------
REVISIONS 3	------		------
REVISIONS 4	------		------
FIELD CHANGES	------		------

SIGNATURE

P.E. NUMBER

DATE

WOOLWICH
ROUTE 128 STRUT

GENERAL NOTES

SHEET NUMBER
2
OF 15

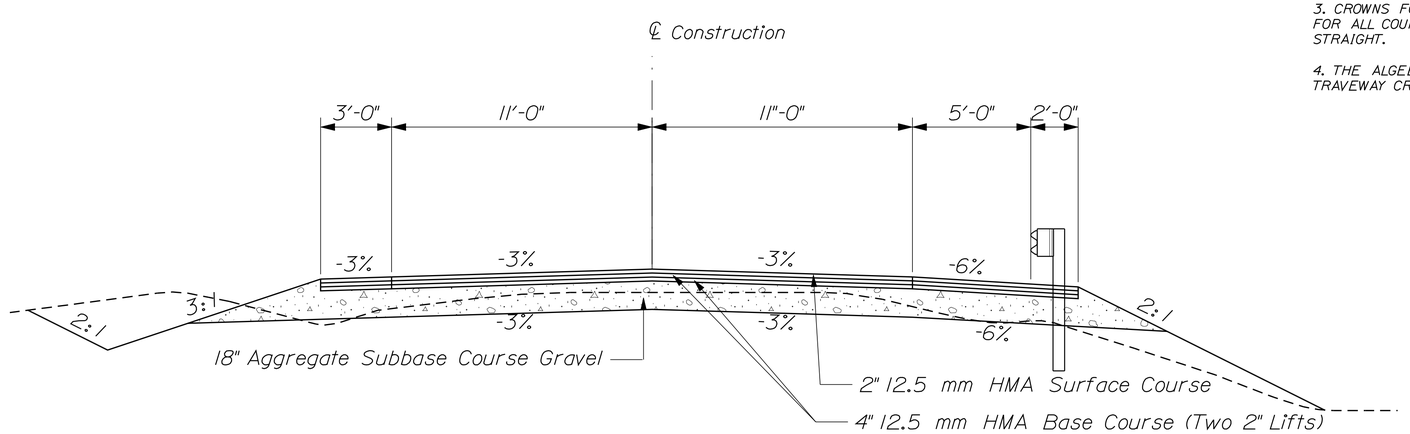
NOTE:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.

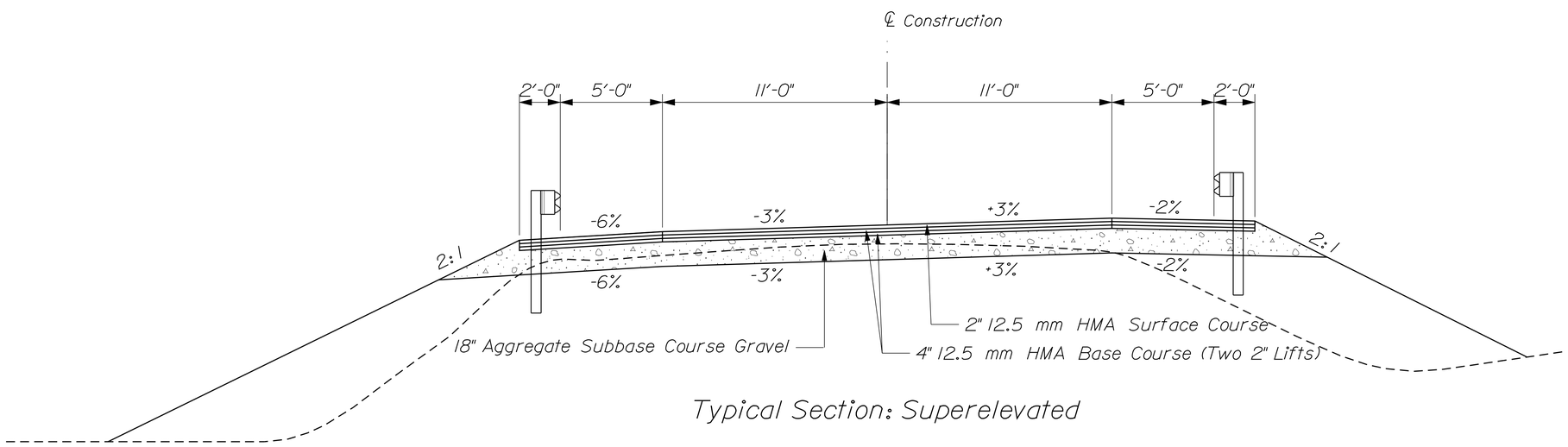
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.

3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.

4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVEWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.



Typical Section: Normal Left/Guardrail Right



Typical Section: Superelevated

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

019144.00

WIN
WIN 19144.00

BRIDGE NO. 6459

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	S. SMITH		
DESIGN-DETAILED	B. MOUSSEAU		
CHECKED-REVIEWED			
DESIGN2-DETAILED2	K.BRESKIN	T.WHITE	SEP 2012
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

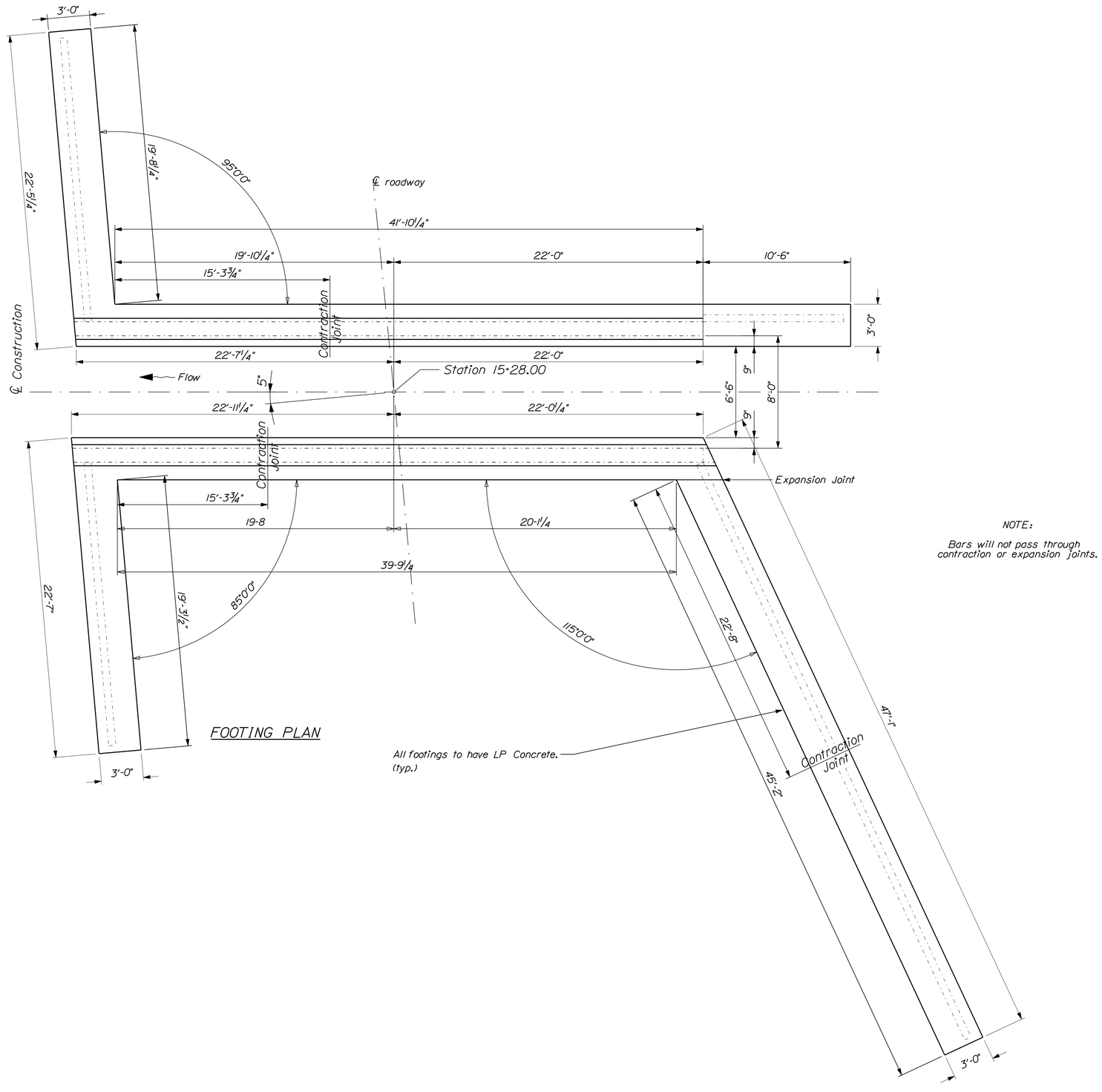
DATE

WOOLWICH
ROUTE 128 STRUT

TYPICAL SECTIONS

SHEET NUMBER
3
OF 15

Filename: ...\highway\msta\003_Typical.dgn Division: HIGHWAY Username: brian.mousseau Date:4/30/2013



FOOTING PLAN

All footings to have LP Concrete. (typ.)

NOTE:

Bars will not pass through contraction or expansion joints.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

019144.00

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WIN 19144.00

PROJ. MANAGER	S. SMITH	BY	DATE
DESIGN-DETAILED	R. BULGER	-----	-----
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	J.STILWELL	-----	-----
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

WOOLWICH
ROUTE 128 STRUT

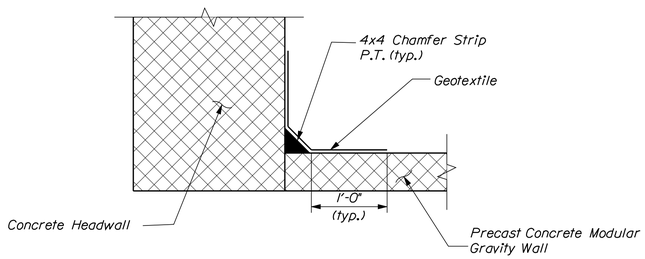
FOOTING PLAN

SHEET NUMBER

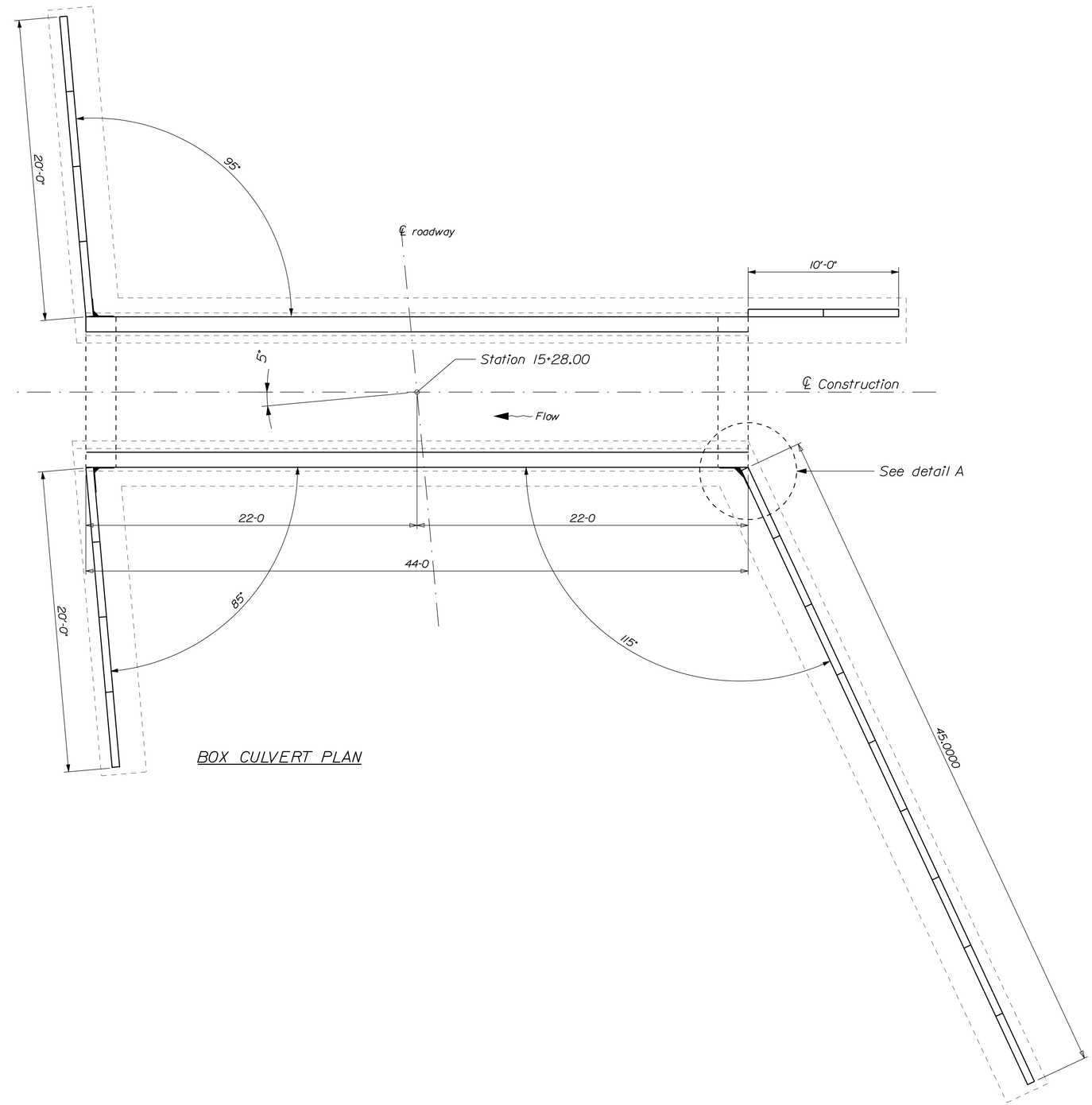
4

OF 15

Filename: ...\msta\004_Footing_Plan.dgn Division: HIGHWAY Username: brian.mousseau Date:4/30/2013



DETAIL "A"



BOX CULVERT PLAN

PRECAST CONCRETE ARCHES OR BOXES NOTES

1. The precast units shall be designed to carry construction loadings with a minimum fill cover of 18 inches over the top of the units.

2. The construction, handling, and assembly of the precast units shall be in accordance with Special Provisions Section 534, Precast Structural Concrete, and with the manufacturer's specifications as applicable.

3. Install standard membrane waterproofing over the top and to 12 inches down the exterior sides of the precast units.

4. Payment for grout around keyway in stemwall shall not be made directly but shall be considered incidental to Item. No. 534.70 Precast Concrete Box Culvert.

5. Threaded inserts shall be cast into the ends of the box as shown in the headwall reinforcing details. Payment for Threaded Inserts shall not be made directly, but shall be considered incidental to Item No. 534.70 Precast Structural Concrete Arch

6. Precast culvert footings rebar shall have a minimum cover of 3 inches.

7. All footings to be LP concrete.

PREFABRICATED CONCRETE MODULAR GRAVITY WALL NOTES

1. The Contractor shall provide a Prefabricated Concrete Modular Gravity (PCMG) Wall in accordance with Special Provision Section 635. The PCMG Wall shall be designed and stamped by a Registered Professional Engineer and the design shall be submitted to the Resident for review. Plan details are shown for estimating purposes only.

2. The precast units shall be one of the following, or equal:

"T-Wall" as manufactured by a licensed manufacturer of Neel Company

"DoubleWal" as manufactured by a licensed manufacturer of DoubleWal Corp., Plainville, Connecticut.

3. The factored bearing pressure for PCMG Walls shall not exceed the factored bearing resistance of 26 ksf for the strength limit state. The factored bearing pressure for the service limit state shall not exceed the factored bearing resistance of 20 ksf.

4 Cofferdams for the PCMG Wall installation will be included with Pay Item No. 511.07, Cofferdam.

5. Rebar for PCMG wall leveling slabs shall have a minimum cover of 3 inches.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 19144.00

	BY	DATE
PROJ. MANAGER	S. SMITH	
DESIGN-DETAILED	R. BULGER	
CHECKED-REVIEWED		
DESIGN2-DETAILED2	J. STILWELL	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

WOOLWICH
ROUTE 128 STRUT

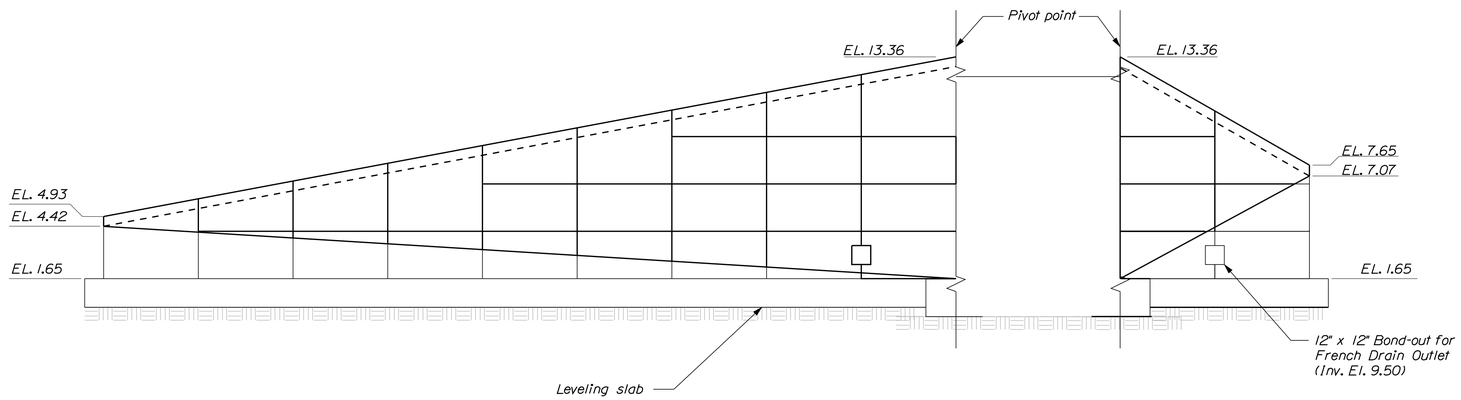
PLAN

SHEET NUMBER

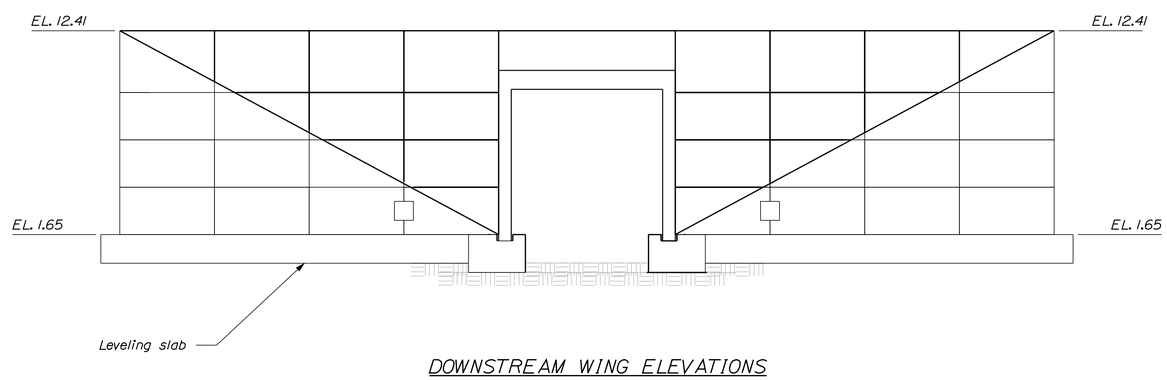
5

OF 15

Filename: ...\00\HIGHWAY\MSTA\005_Plan.dgn Division: HIGHWAY Username: robert.skehan Date:5/13/2013



UPSTREAM WING ELEVATIONS



DOWNSTREAM WING ELEVATIONS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

019144.00

WIN
WIN 19144.00

PROJ. MANAGER	S. SMITH	BY	DATE
DESIGN-DETAILED	R. BULGER		
CHECKED-REVIEWED			
DESIGN2-DETAILED2	J. STILWELL		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

WOOLWICH
ROUTE 128 STRUT

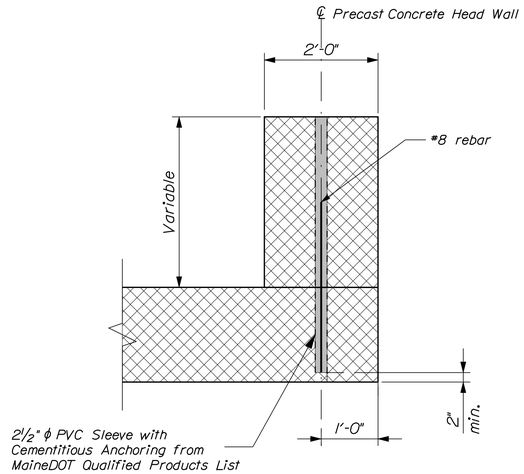
ELEVATIONS

SHEET NUMBER

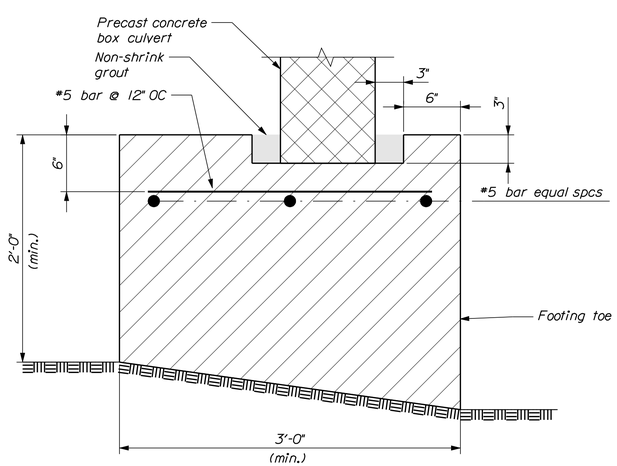
6

OF 15

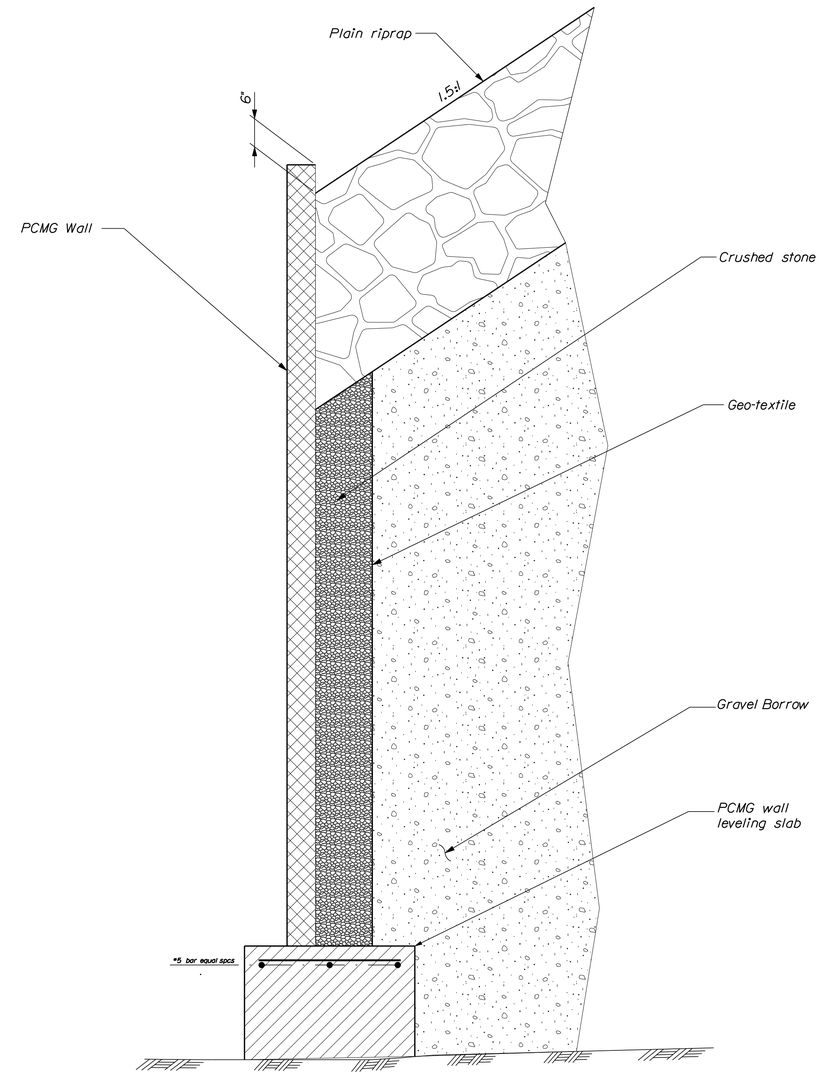
Filename: ...\msta\006_Elevations.dgn Division: HIGHWAY Username: brian.mousseau Date:4/30/2013



PRECAST CONCRETE HEADWALL DETAIL



FOOTING SECTION
typical



TYPICAL WINGWALL SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

019144.00

WIN
WIN 19144.00

		BY	DATE
PROJ. MANAGER	S. SMITH		
DESIGN-DETAILED	R. BUGLER		
CHECKED-REVIEWED			
DESIGN2-DETAILED2	J. STILWELL		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

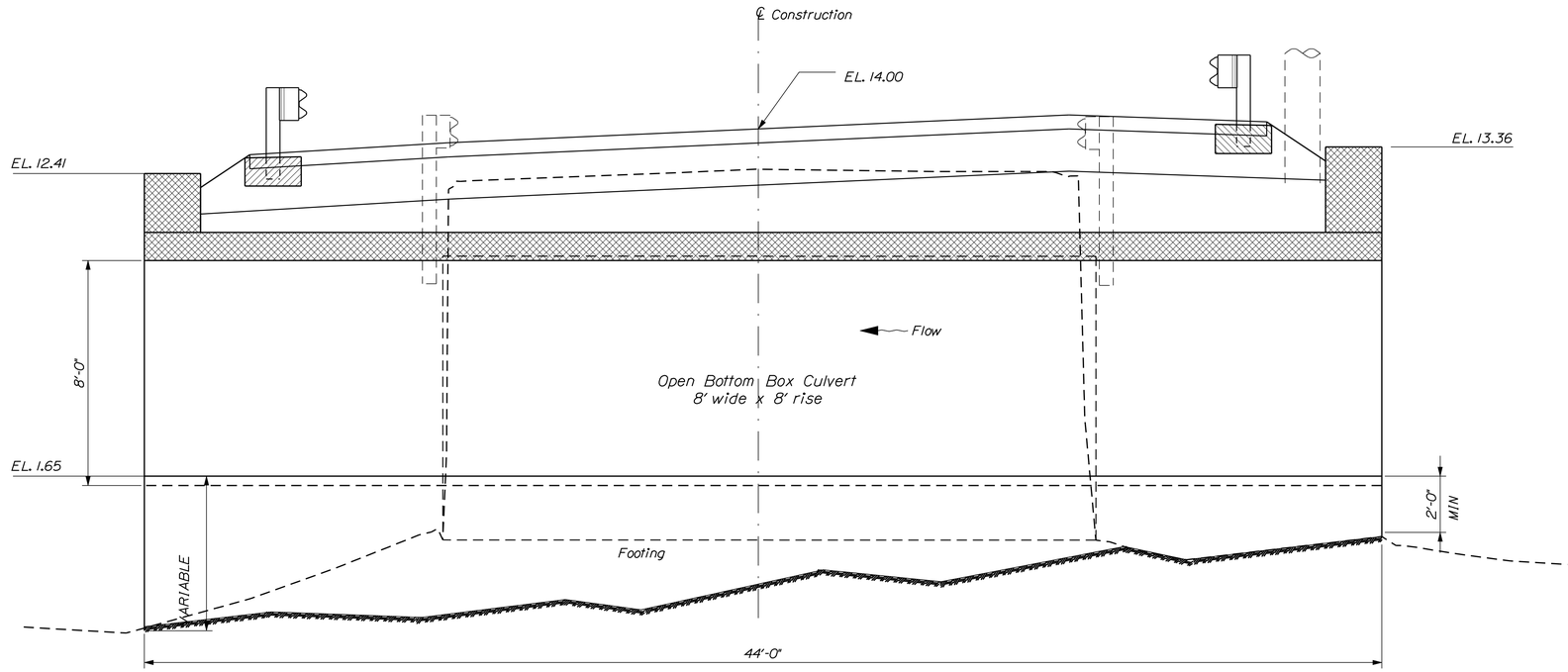
DATE

WOOLWICH
ROUTE 128 STRUT

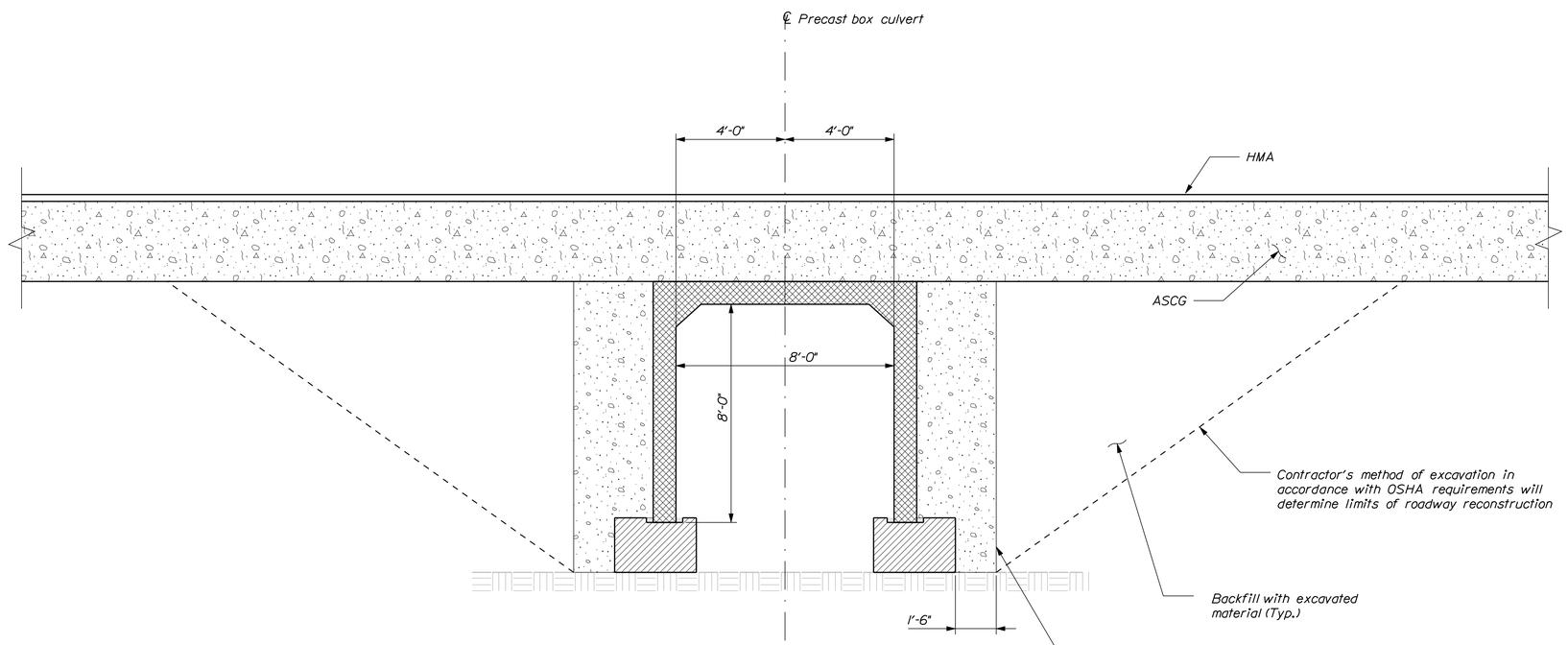
DETAILS

SHEET NUMBER
7
OF 15

Filename: ...\highway\rnsta\007_Details.dgn Division: HIGHWAY Username: brian.mousseau Date:4/30/2013



BRIDGE CROSS SECTION



BRIDGE CULVERT SECTION
(Along ℄ Construction)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

019144.00

WIN
WIN 19144.00

PROJ. MANAGER	S. SMITH	BY	DATE
DESIGN-DETAILED	R. BUGLER	------	------
CHECKED-REVIEWED	------	------	
DESIGN2-DETAILED2	J. STILWELL	------	
DESIGN3-DETAILED3	------	------	
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

WOOLWICH
ROUTE 128 STRUT

BRIDGE SECTIONS

SHEET NUMBER

8

OF 15

Filename: ...\msta\008_Bridge_Sections.dgn Division: HIGHWAY Username: brian.mousseau Date:4/30/2013

CURVE DATA #1
PI = 13+03.78
D = 0°52'53.3"
Δ = 3°09'32.3" Rt.
R = 6500.00'
L = 358.37'
T = 179.23'
E = 2.47'

CURVE DATA #2
PI = 15+16.78
D = 2°08'34.9"
Δ = 1°27'04.8" Lt.
R = 2673.58'
L = 67.72'
T = 33.86'
E = 0.21'

CURVE DATA #3
PI = 16+40.69
D = 8°11'06.4"
Δ = 14°39'41.3" Lt.
R = 700.00'
L = 179.12'
T = 90.05'
E = 5.77'

CURVE DATA #4
PI = 18+40.26
D = 2°51'53.2"
Δ = 6°19'27.6" Lt.
R = 2000.00'
L = 220.76'
T = 110.38'
E = 3.05'

CONSTRUCT GUARDRAIL 350 WIDENING
TO BE PAID FOR BY EXCAVATION ITEMS
STA. 16+50 - 17+59 LT
STA. 16+35 - 17+04 RT

ITEM 606.23 GR TYPE 3C - SINGLE RAIL
STA. 14+42 - 14+49 LT - 1 RAIL
STA. 14+60 - 16+50 LT - 1.5 RAILS
STA. 14+23 - 14+42 RT - 1 RAILS
STA. 14+64 - 15+99 RT - 1.5 RAILS

ITEM 606.231 - GR TYPE 3C 15' RAD AND LESS
STA. 14+49 - 14+60 LT - 1 RAIL

ITEM 606.232 - GR TYPE 3C OVER 15' RAD.
STA. 14+42 - 14+64 RT - 2 RAILS

ITEM 606.265 - TERMINAL END
STA.14+42 LT
STA. 14+23 RT

ITEM 606.353 - REFLECTORIZED FLEXIBLE GR MARKER
STA. 14+60 LT 14+64 RT
STA. 16+50 LT 15+99 RT
STA. 16+88 LT 16+35 RT

ITEM 606.47 - SINGLE WOOD POST
STA. 14+68 RT 14+69 LT

ITEM 606.79 - GR 350 FLARED TERMINAL
STA. 16+50 - 16+88 LT
STA. 15+99 - 16+35 RT

ITEM 609.31 - CURB TYPE 3
STA. 12+40 - 13+80 RT

ITEM 605.09 - 6" UNDERDRAIN
STA. 12+40 - 13+75 RT
STA. 16+00 - 18+00 RT

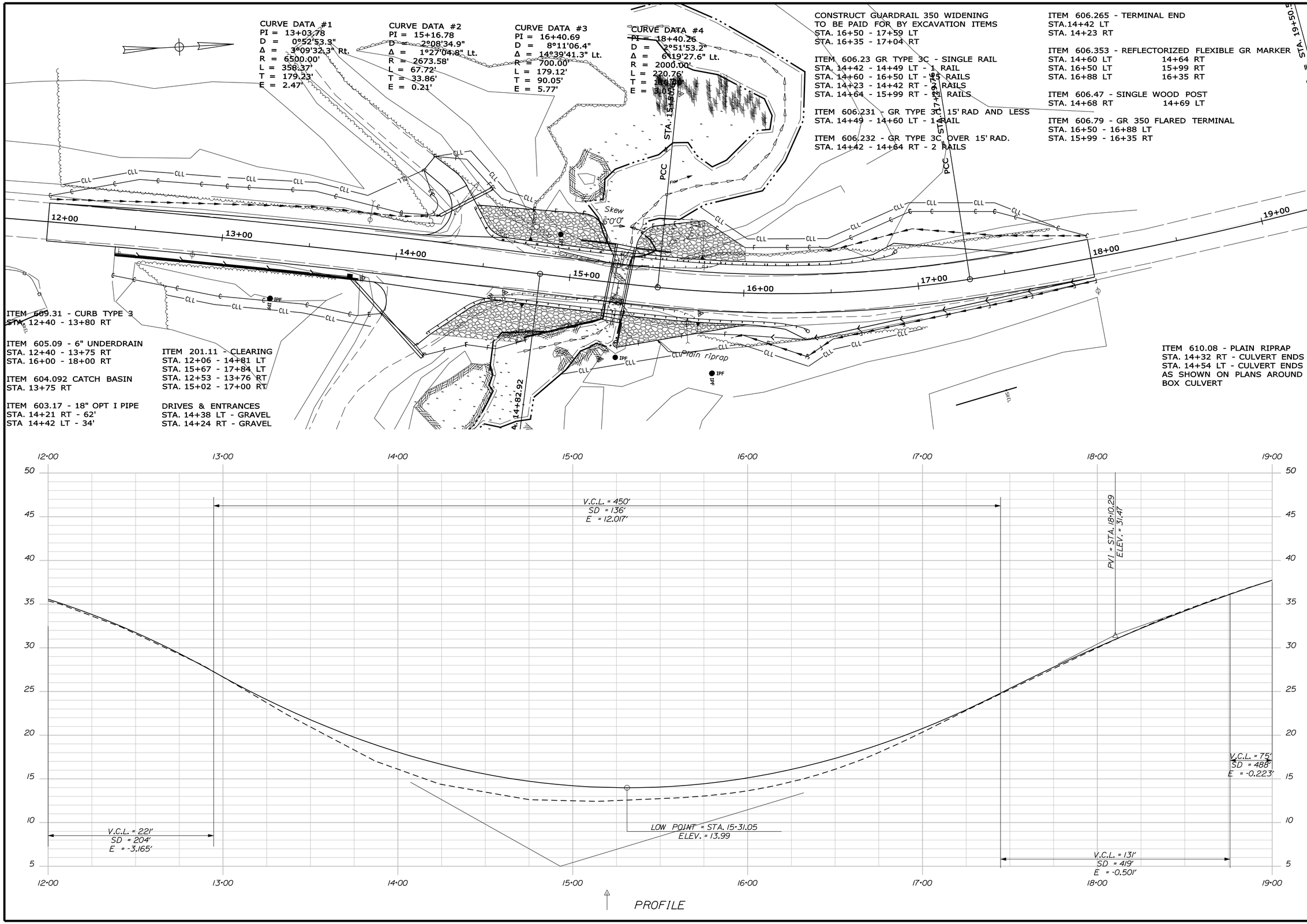
ITEM 604.092 CATCH BASIN
STA. 13+75 RT

ITEM 603.17 - 18" OPT I PIPE
STA. 14+21 RT - 62'
STA 14+42 LT - 34'

ITEM 201.11 - CLEARING
STA. 12+06 - 14+81 LT
STA. 15+67 - 17+84 LT
STA. 12+53 - 13+76 RT
STA. 15+02 - 17+00 RT

DRIVES & ENTRANCES
STA. 14+38 LT - GRAVEL
STA. 14+24 RT - GRAVEL

ITEM 610.08 - PLAIN RIPRAP
STA. 14+32 RT - CULVERT ENDS
STA. 14+54 LT - CULVERT ENDS
AS SHOWN ON PLANS AROUND
BOX CULVERT



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

019144.00

WIN
WIN 19144.00

HIGHWAY PLANS

PROJ. MANAGER	S. SMITH	BY	DATE
DESIGN-DETAILED	B. MOUSSEAU	----	----
CHECKED-REVIEWED	----	----	----
DESIGN2-DETAILED2	K.BRESKIN	T.WHITE	SEP 2012
DESIGN3-DETAILED3	----	----	----
REVISIONS 1	----	----	----
REVISIONS 2	----	----	----
REVISIONS 3	----	----	----
REVISIONS 4	----	----	----
FIELD CHANGES	----	----	----

SIGNATURE

P.E. NUMBER

DATE

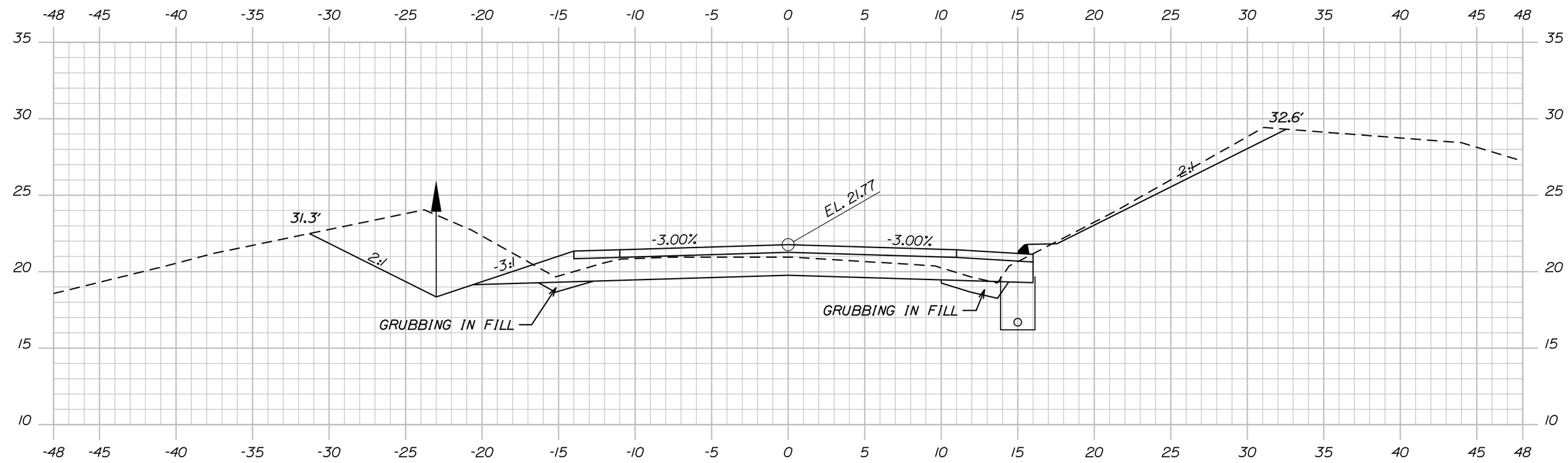
WOOLWICH
ROUTE 128 STRUT

PLANS

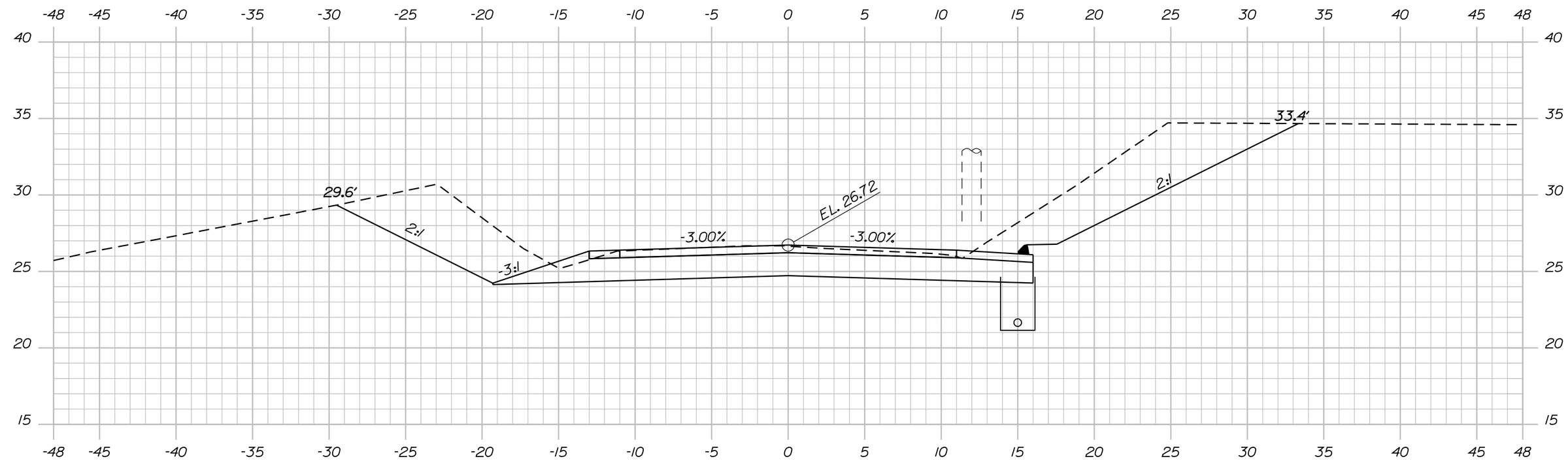
SHEET NUMBER
9
OF 15

STA. 12+00.00 TO STA. 19+00.00

Filename: ...\MSTA\009_Plan_Profile.dgn Division: HIGHWAY Username: robert.skehan Date:5/13/2013



13+50.00



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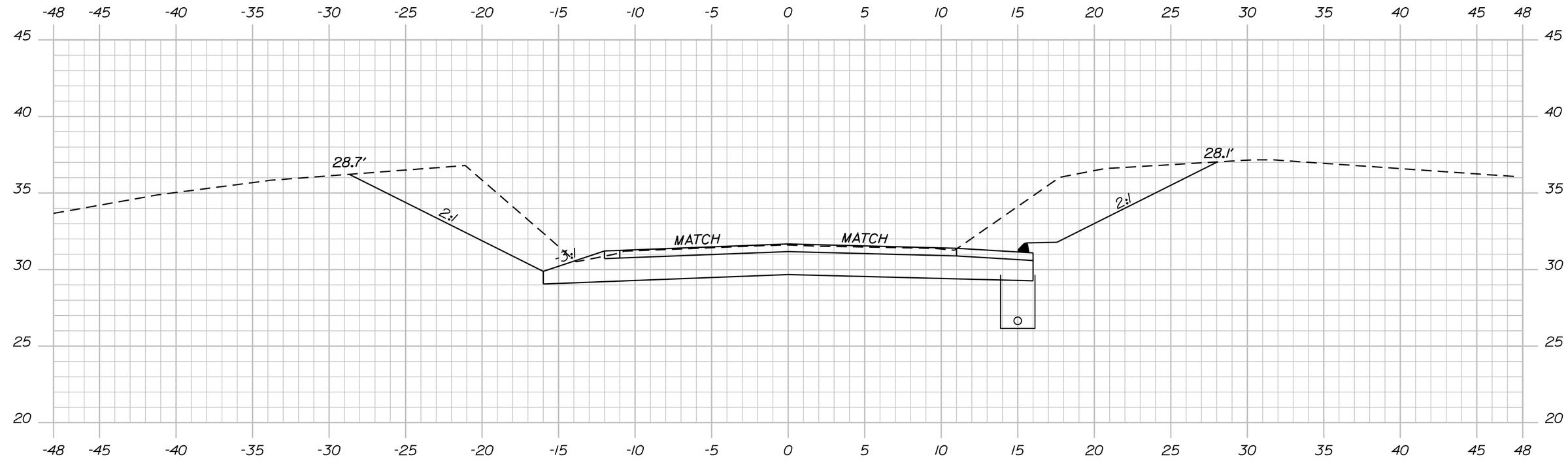

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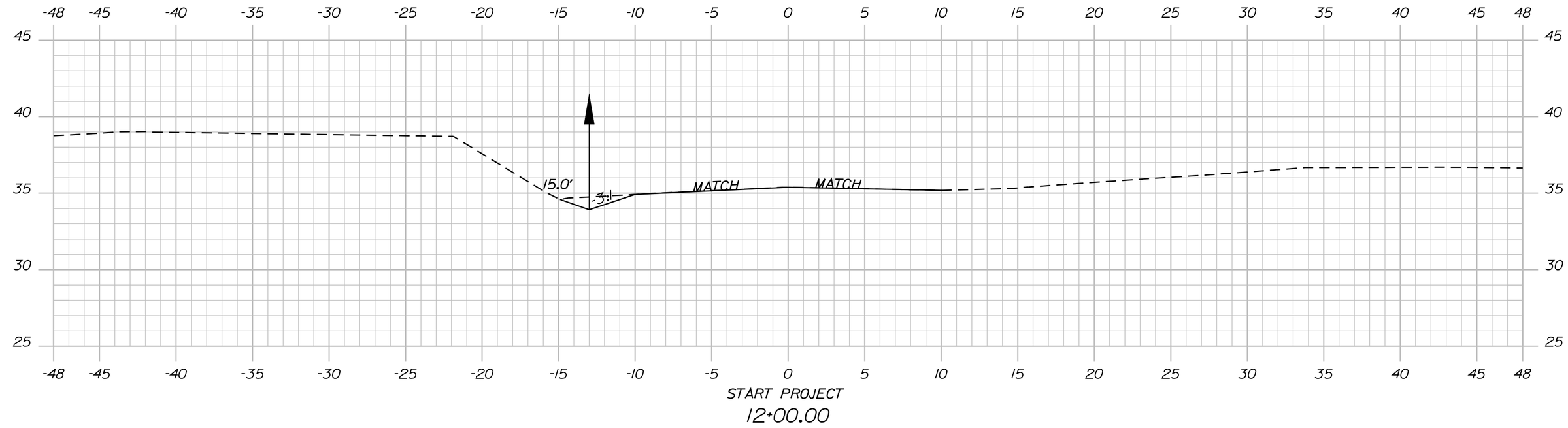


12+00.00

Sta. 12+00.00 to Sta. 13+50.00

SHEET NUMBER 10 OF 15

CROSS SECTIONS

PROJ. MANAGER	S. SMITH	BY	DATE
DESIGN-DETAILED	B. MOUSSEAU		
CHECKED-REVIEWED			
DESIGN2-DETAILED2	K.BRESKIN	T.WHITE	SEP 2012
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

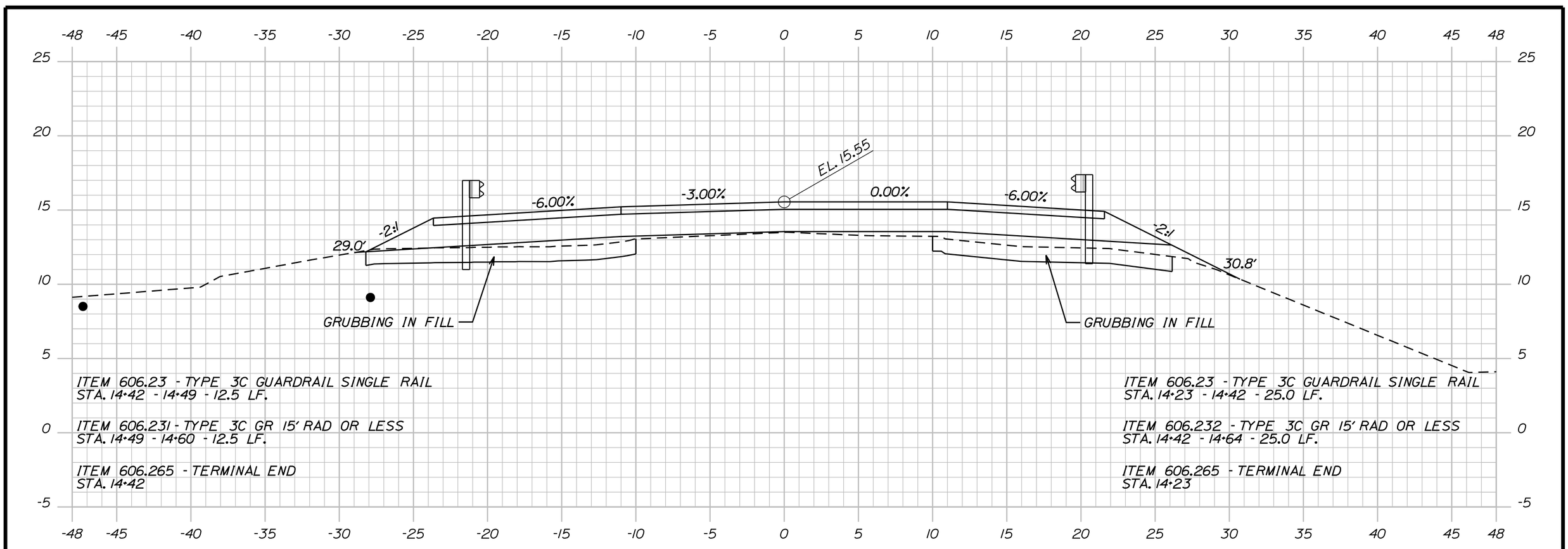
P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

019144.00

PIN
WIN 19144.00



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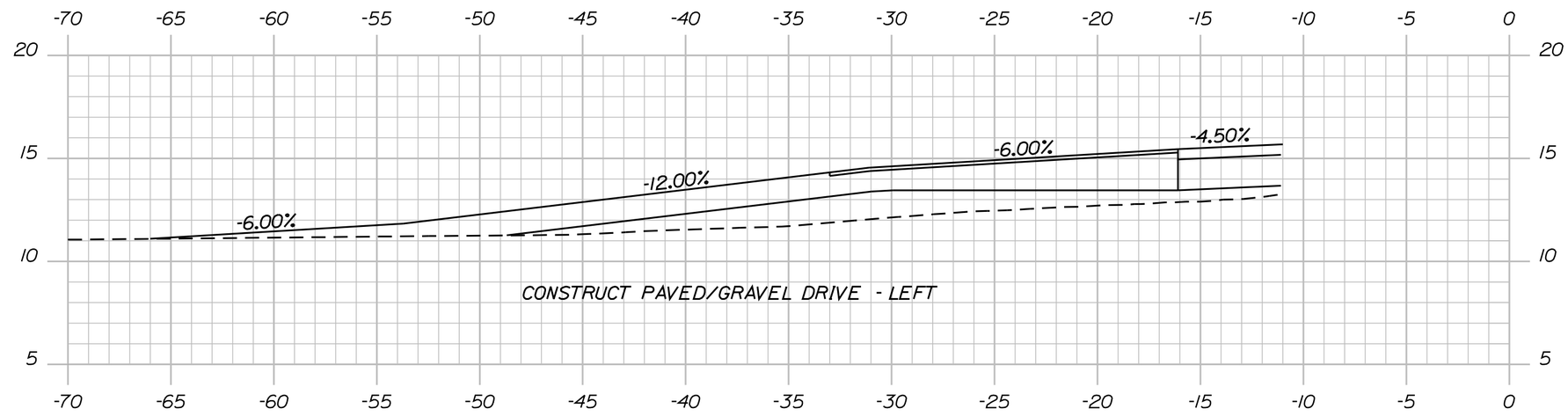

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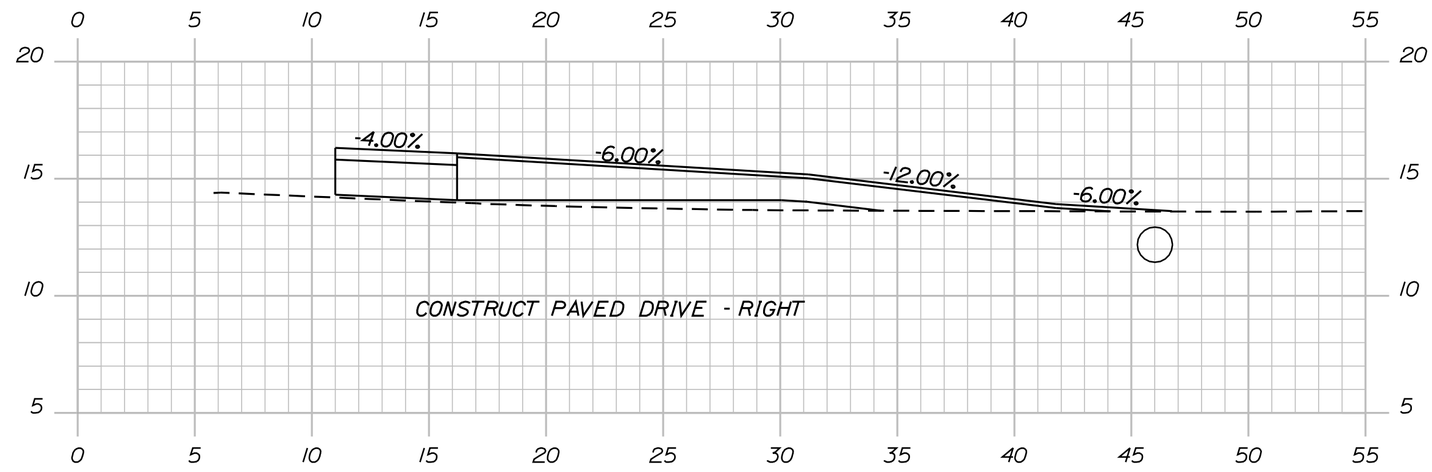

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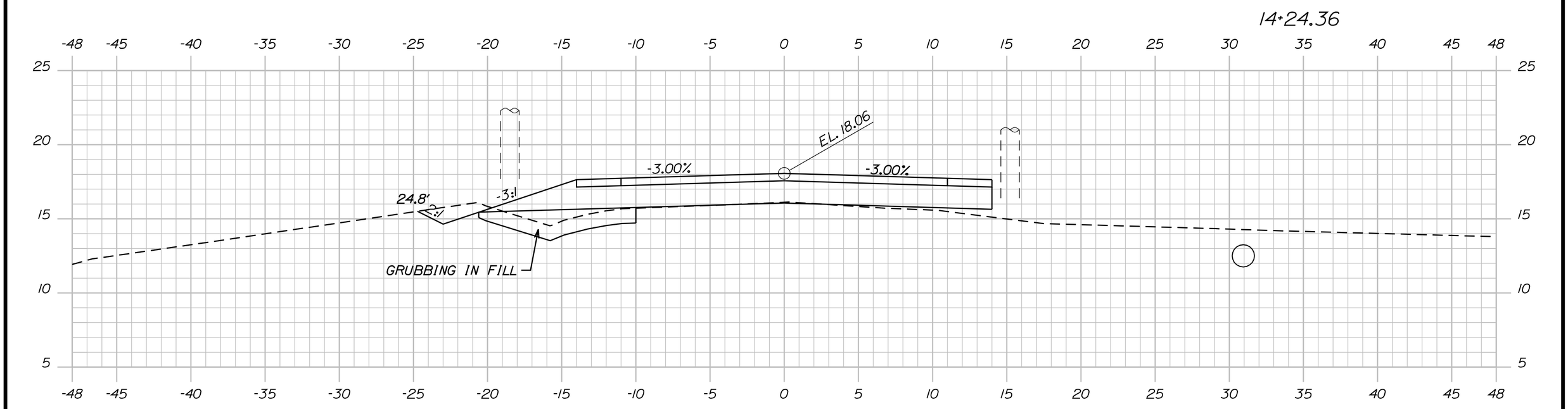

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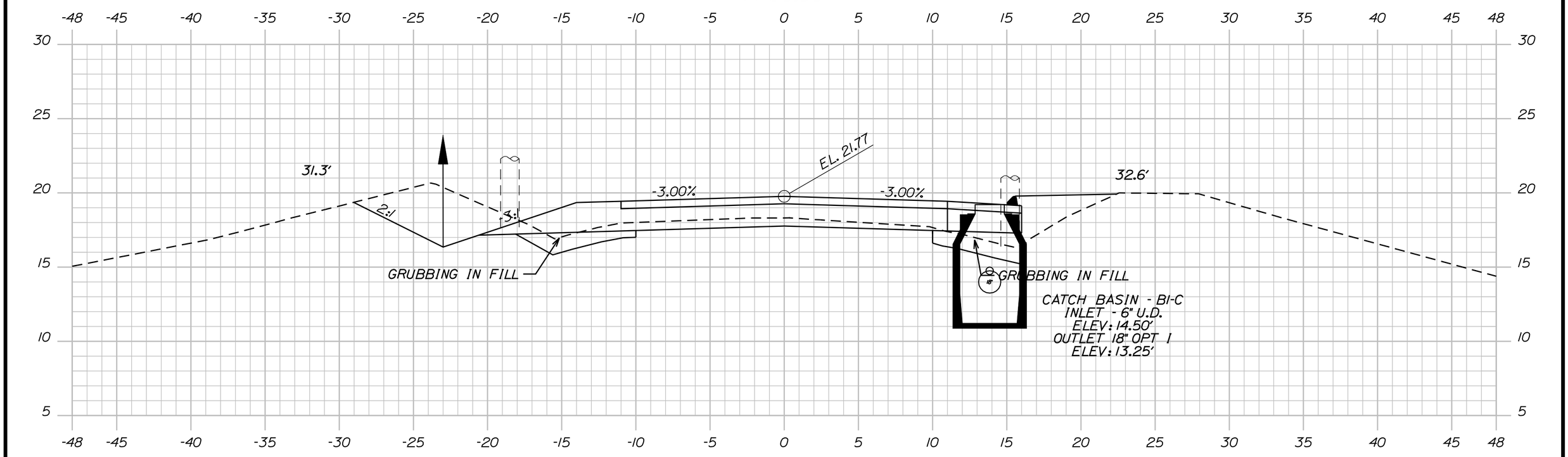


13+75.00

Sta. 13+75.00 to Sta. 15+50.00

SHEET NUMBER 11 OF 15

CROSS SECTIONS

PROJ. MANAGER	S. SMITH	BY	DATE
DESIGN-DETAILED	B. MOUSSEAU		
CHECKED-REVIEWED			
DESIGN2-DETAILED2	K.BRESKIN	T.WHITE	SEP 2012
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

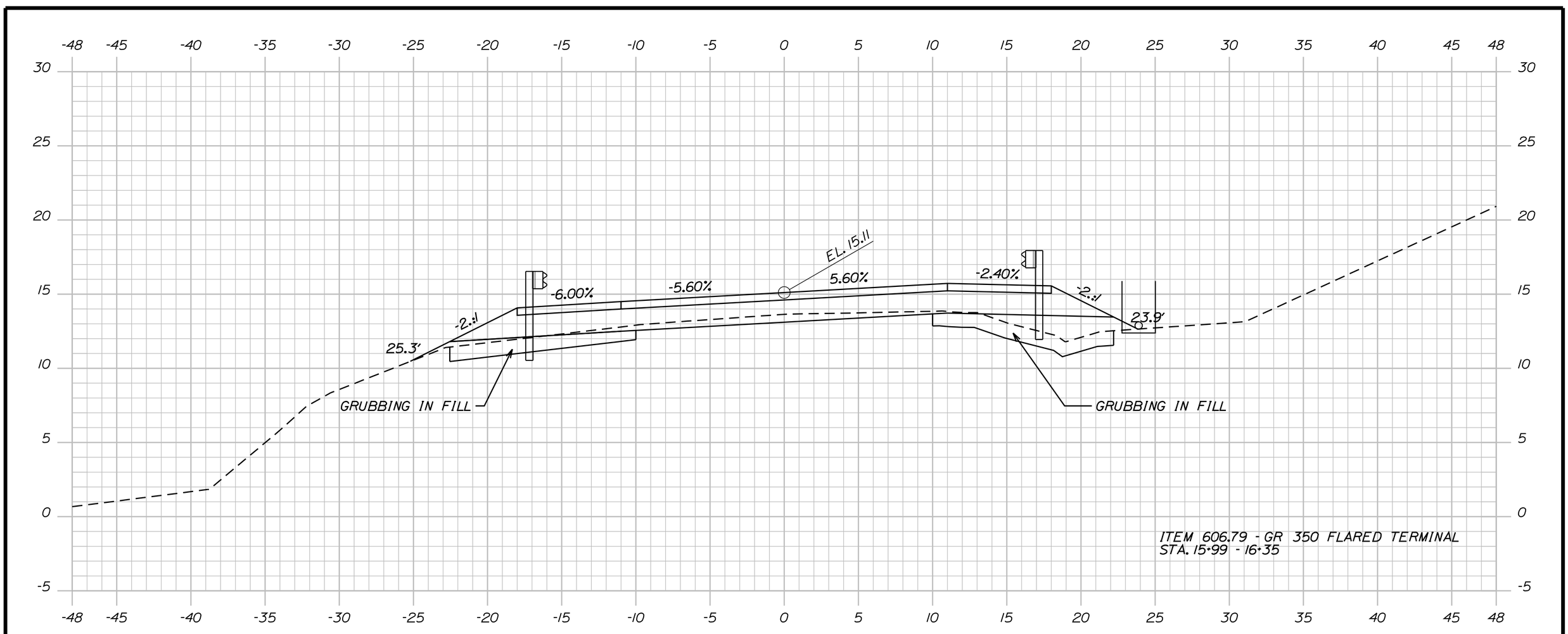
P.E. NUMBER

DATE

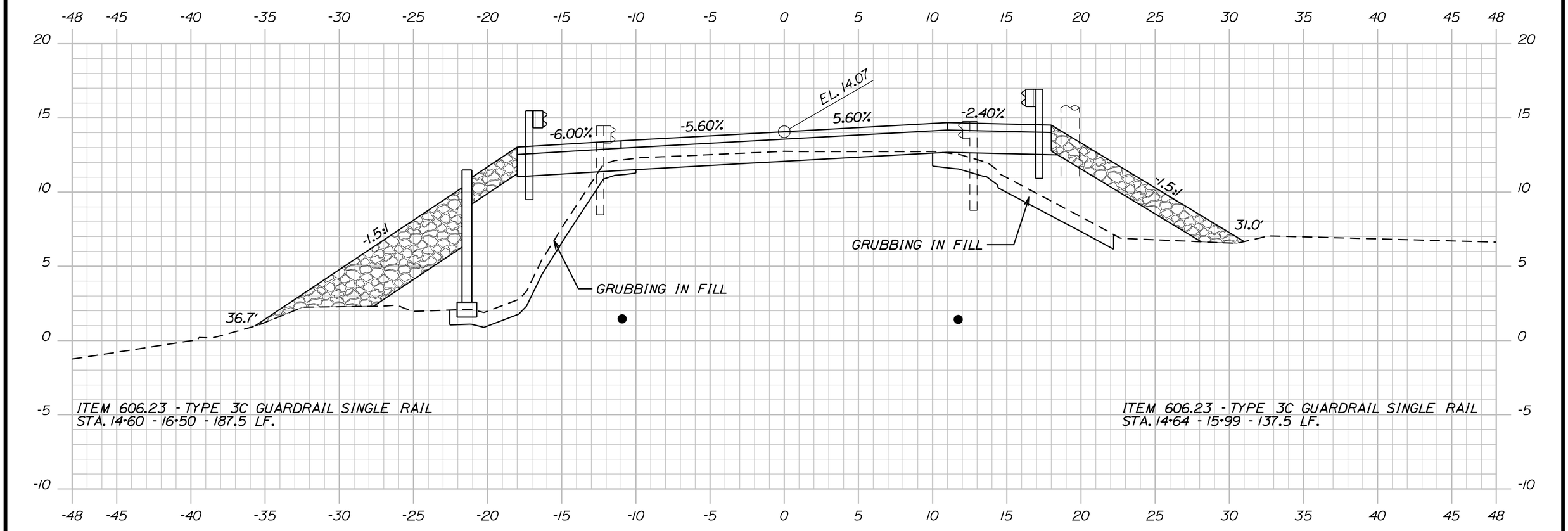
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

019144.00

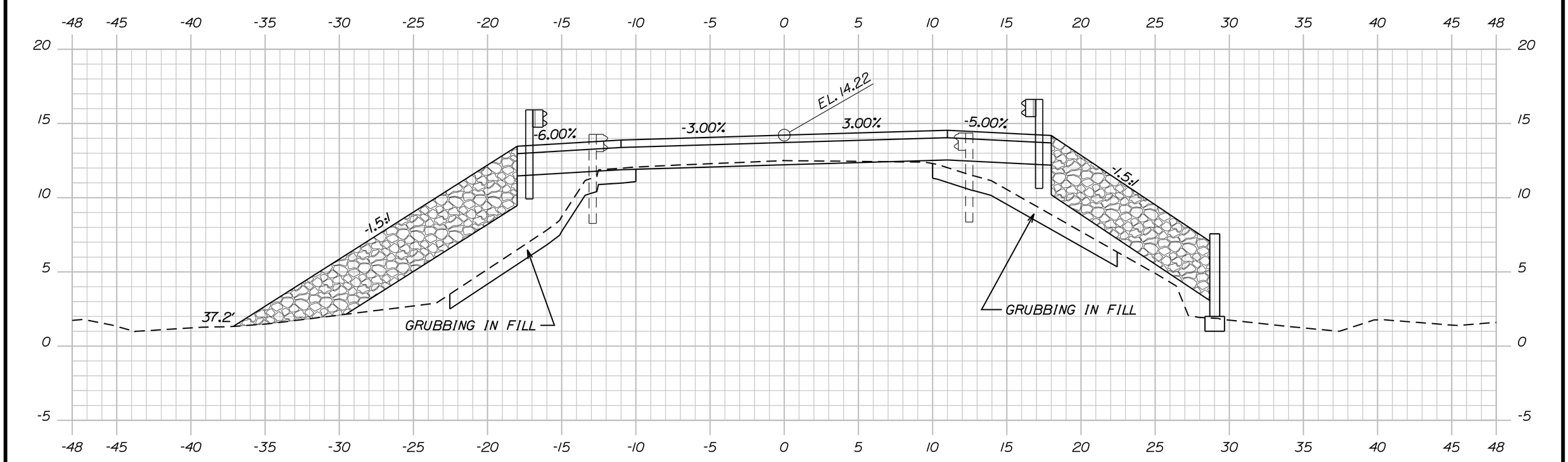
PIN
WIN 19144.00



16+00.00



15+50.00



15+00.00

Sta. 16+00.00 to Sta. 17+00.00

SHEET NUMBER 12 OF 15

CROSS SECTIONS

PROJ. MANAGER	S. SMITH	BY	DATE
DESIGN-DETAILED	B. MOUSSEAU		
CHECKED-REVIEWED			
DESIGN2-DETAILED2	K.BRESKIN	T.WHITE	SEP 2012
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

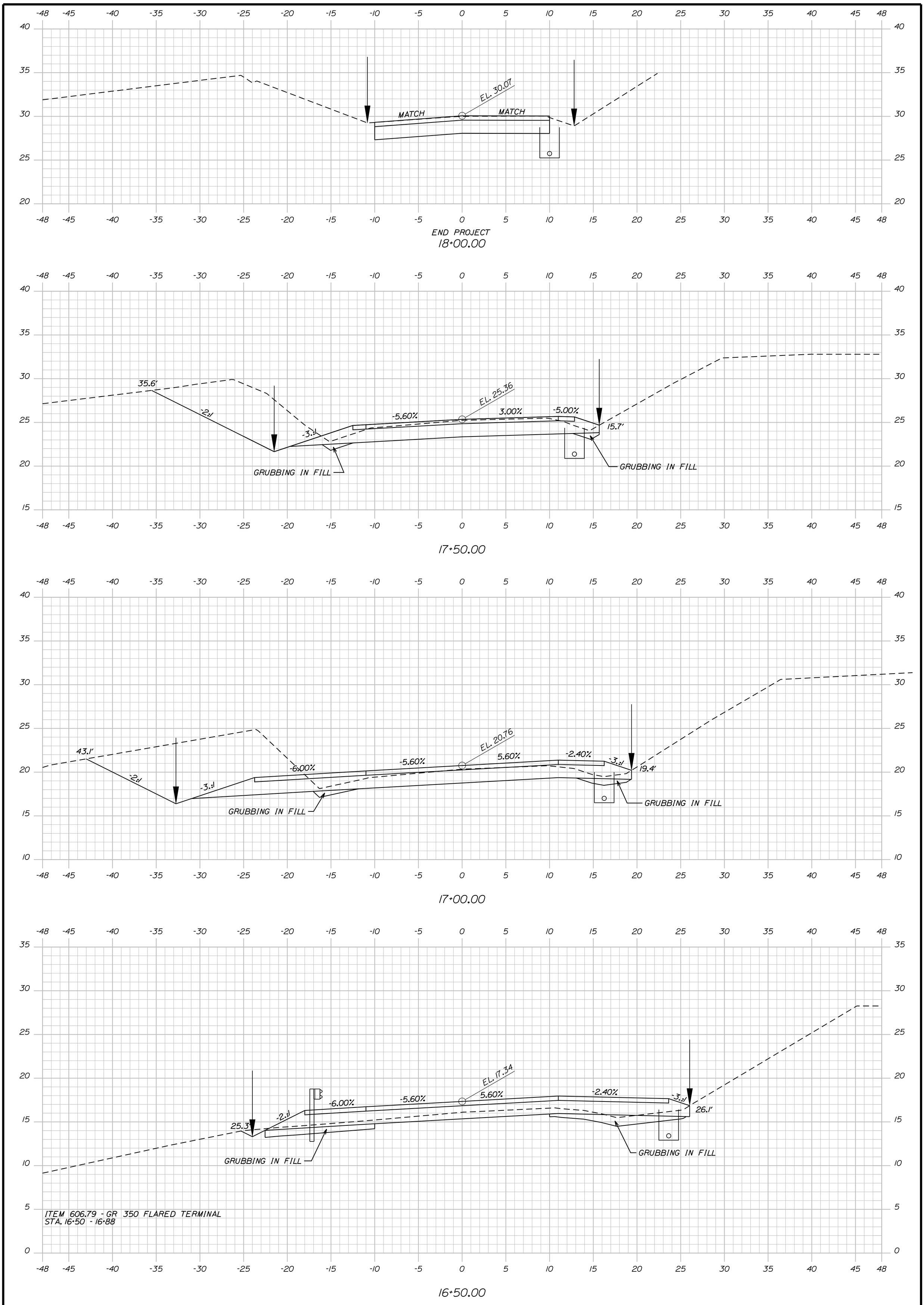
P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

019144.00

PIN
WIN 19144.00



Sta. 17+50.00 to Sta. 18+00.00

SHEET NUMBER 13 OF 15

CROSS SECTIONS

PROJ. MANAGER	S. SMITH	BY	DATE
DESIGN-DETAILED	B. MOUSSEAU		
CHECKED-REVIEWED			
DESIGN2-DETAILED2	K.BRESKIN	T.WHITE	SEP 2012
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

019144.00

PIN
WIN 19144.00

1 ROAD CLOSED 500 FT.

2 ROAD CLOSED 1000 FT.

3 ROAD CLOSED AHEAD

4 DETOUR AHEAD

5 128 ROAD CLOSED 2 MILES NORTH

6 DETOUR 128

7 DETOUR 128

8 DETOUR 128

9 DETOUR 128

10 DETOUR 128

11 END DETOUR 128

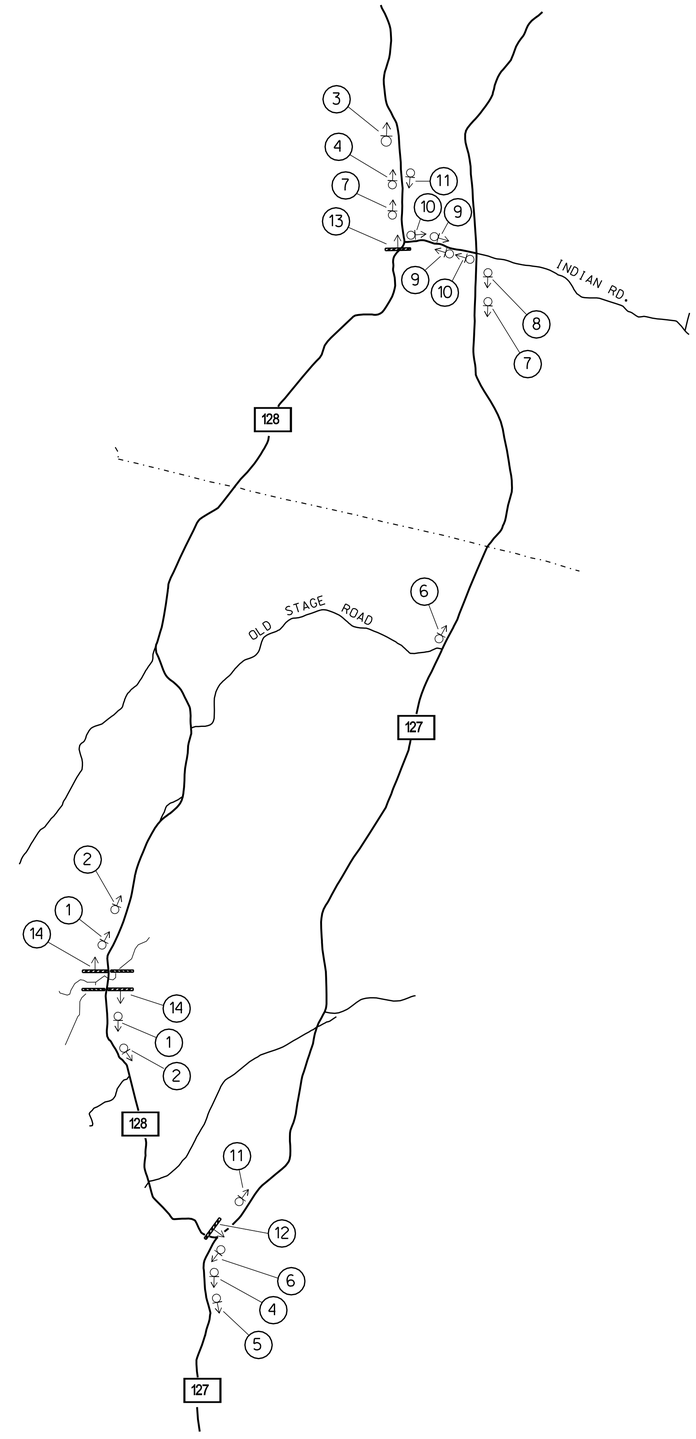
12 ROAD CLOSED 2 MILES AHEAD LOCAL TRAFFIC ONLY DETOUR

13 ROAD CLOSED 6 MILES AHEAD LOCAL TRAFFIC ONLY DETOUR

14 ROAD CLOSED

General Notes

1) Cover all conflicting route and directional signs.



NOT TO SCALE

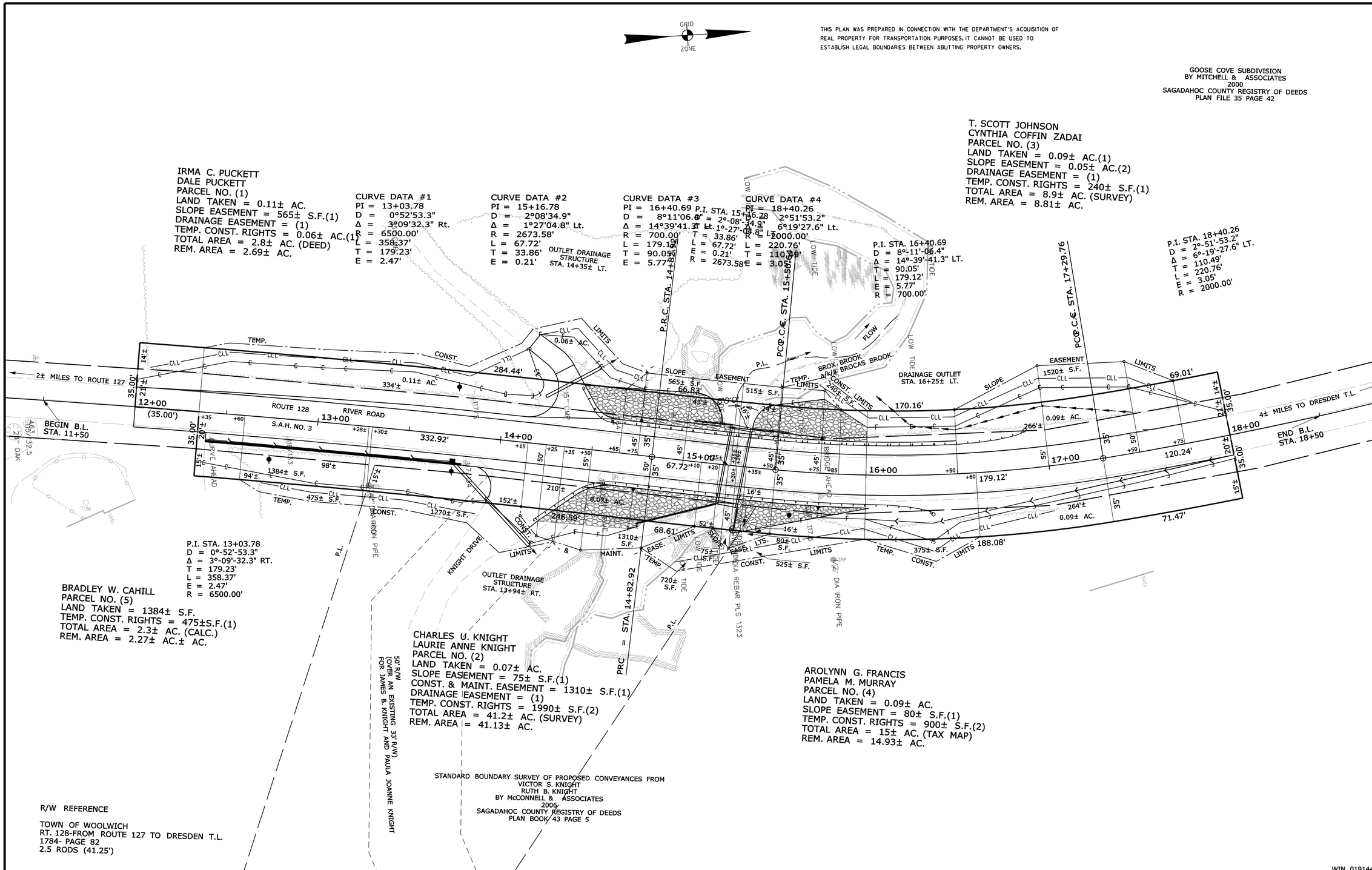
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WOOLWICH
ROUTE 128 - DETOUR PLAN

WIN - 19144.00

SHEET NUMBER
14
OF 15

Filename:
Username: D.M.Hanks
Date: October 2008



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

SYMBOLS

- ● IP or ● IPF (IRON PIPE or PIN FOUND)
- ☐ S.T. (SEPTIC TANK)
- ▣ (ROW MONUMENT)
- ⚓BM (TRAVERSE POINT)
- ○WELL (WELL)
- GROUNDING UNIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE
- LIMITS OF "ROW" RIGHT-OF-WAY PORTION (L.O.W.P.)
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE

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

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

WIN 019144.00

REVISIONS			
NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK		PAGE	COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	4/23/13	3492	190

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

STATE AID HIGHWAY NO. 3
ROUTE 128-RIVER ROAD
WOOLWICH SAGADAHOC COUNTY
STATE PROJECT NO. 19144.00

JANUARY 2013	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 12-129
SCALE 1" = 25'	SHEET 1 OF 1	

SHEET NUMBER
15
OF 15

Filename: ...\highway\msta\015_RWPLAN1.dgn Division: HIGHWAY Username: brian.mousseau Date:4/30/2013