STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN LEGEND

Town, County, State		Centerline-Existing	
Property Lines		Centerline-Proposed	10+00
R/W Lines-Existing		Travelway-Existing	
R/W Lines-Proposed		Travelway-Proposed	
Culvert-Existing		Railroad	
Culvert Proposed		Catch Basins	Existing ■ Proposed
Curbing	Existing / Proposed	Manholes	Existing ● Proposed
Type 1		Proposed Underdrain	
Type 3		Proposed Ditch	
Type 5		Existing Ditch	
Outline of Bodies of Water		Utlity Poles	Existing ♦ Proposed
Ledge		Fire Hydrants	Existing ◈ Proposed
Buildings		Existing Water Line	W
Trees	Conifer / Deciduous	Existing San. Sewer	
Tree Line		Existing San. Sewer Manhole	
Clearing Limit Line	CLL	Guardrail-Existing	
		Guardrail-Proposed	
		Guardrail-Cable, Other	

ST. GEORGE

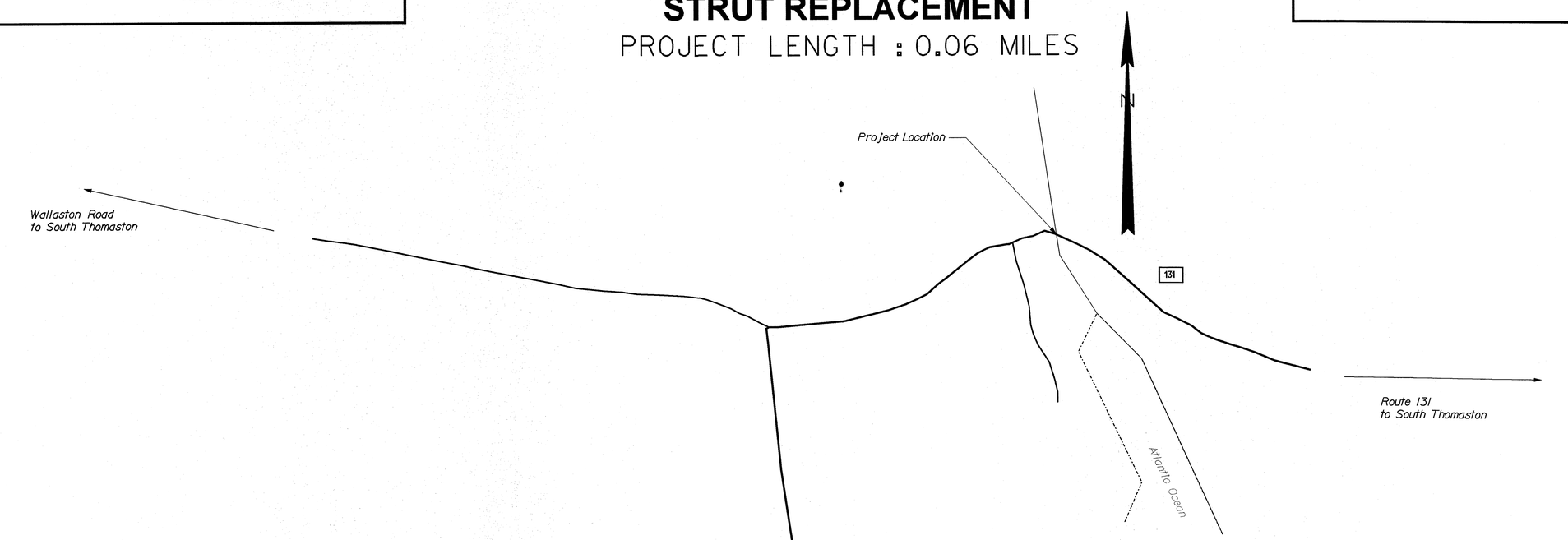
KNOX COUNTY

ROUTE 131 STRUT

STRUT REPLACEMENT

PROJECT LENGTH : 0.06 MILES

INDEX OF SHEETS



TRAFFIC DATA

Current (2013) AADT..... 2871
Design Speed (mph)..... 25
Functional Class:.....Major/Urb Collector

PROJECT LOCATION:	SAINT GEORGE, ROUTE 131
PROGRAM AREA:	CRITICAL INFRASTRUCTURE PROGRAM REGION 2
SCOPE OF WORK:	LARGE CULVERT REPLACEMENT

WIN 19267.00 019267.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED

	DATE
COMMISSIONER:	4/2/14
CHIEF ENGINEER:	4-1-14

STATE OF MAINE · JAMES O. ANDREW · 8580 · REGISTERED PROFESSIONAL ENGINEER

James O. Andrew
SIGNATURE 8580
P.E. NUMBER
MARCH 21 2014
DATE

PROJECT INFORMATION

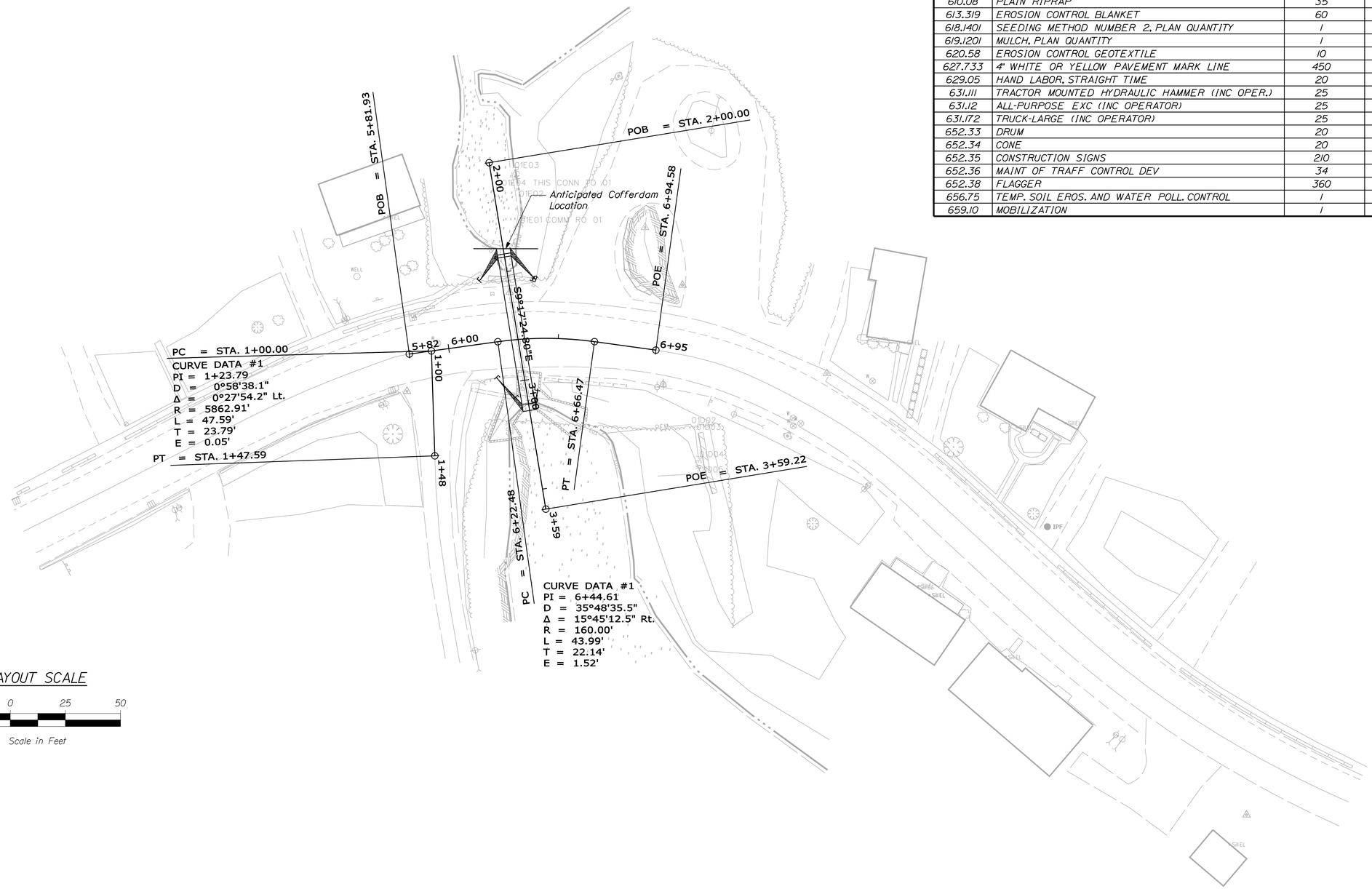
PROGRAM	
PROJECT MANAGER	
DESIGNER	
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

ST. GEORGE
ROUTE 131 STRUT

TITLE SHEET

SHEET NUMBER
1
OF 7

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
203.242	DIRTY BORROW	4	CY
203.25	GRANULAR BORROW	25	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	50	CY
403.208	HOT MIX ASPAHLT 12.5mm NOMINAL MAXIMUM SIZE	70	TN
409.15	BITUMINOUS TACK COAT, APPLIED	30	GAL
504.07	CONCRETE PIPE TIES (GROUP)	4	GRP
511.07	COFFERDAM: UPSTREAM	1	LS
511.07	COFFERDAM: DOWNSTREAM	1	LS
603.285	84" RCP, CLASS III	72	FT
606.366	GUARDRAIL, REMOVE AND RESET, TYPE 3C	50	FT
610.08	PLAIN RIPRAP	35	CY
613.319	EROSION CONTROL BLANKET	60	SY
618.1401	SEEDING METHOD NUMBER 2, PLAN QUANTITY	1	UN
619.1201	MULCH, PLAN QUANTITY	1	UN
620.58	EROSION CONTROL GEOTEXTILE	10	SY
627.733	4" WHITE OR YELLOW PAVEMENT MARK LINE	450	LF
629.05	HAND LABOR, STRAIGHT TIME	20	HR
631.111	TRACTOR MOUNTED HYDRAULIC HAMMER (INC OPER.)	25	HR
631.12	ALL-PURPOSE EXC (INC OPERATOR)	25	HR
631.172	TRUCK-LARGE (INC OPERATOR)	25	HR
652.33	DRUM	20	EA
652.34	CONE	20	EA
652.35	CONSTRUCTION SIGNS	210	SF
652.36	MAINT OF TRAFF CONTROL DEV	34	CD
652.38	FLAGGER	360	HR
656.75	TEMP. SOIL EROS. AND WATER POLL. CONTROL	1	LS
659.10	MOBILIZATION	1	LS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

019267.00

PIN 19267.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

		BY	DATE
PROJ. MANAGER	S. SMITH		
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN2-DETAILED2	K.BRESKIN	T.WHITE	JAN 2013
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

ST. GEORGE
ROUTE 131 STRUT

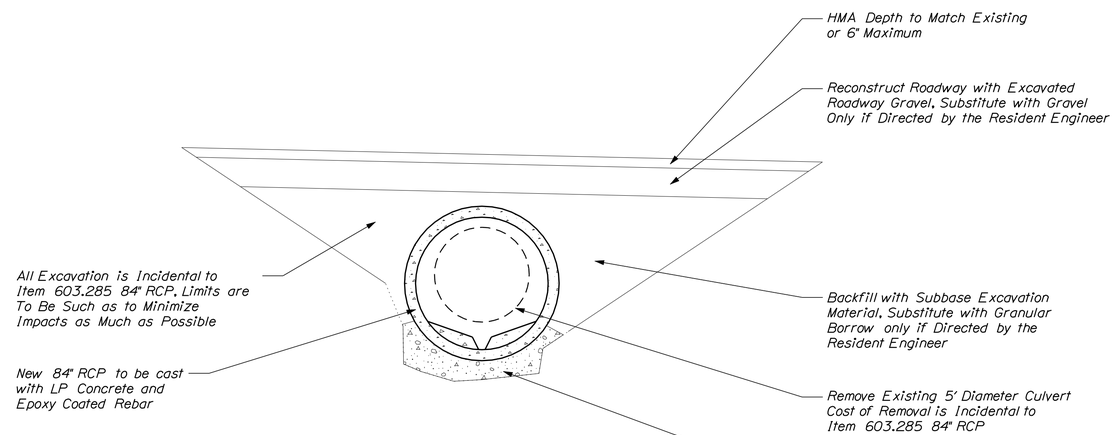
PLANS

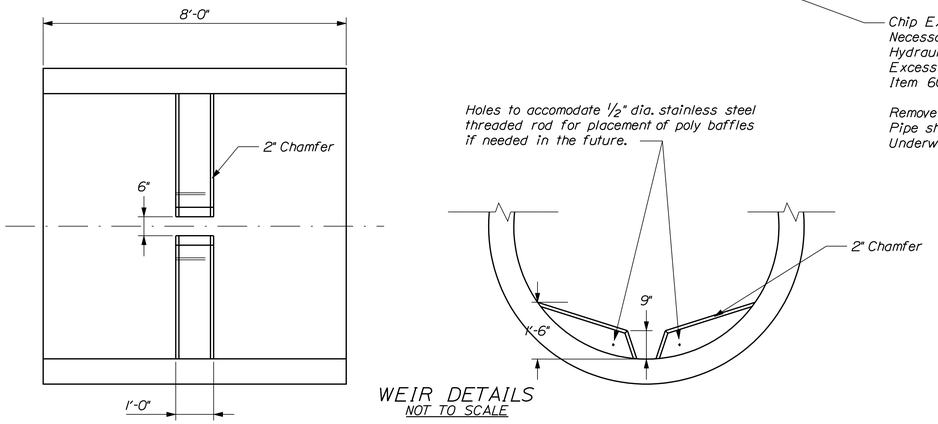
SHEET NUMBER

2

OF 7

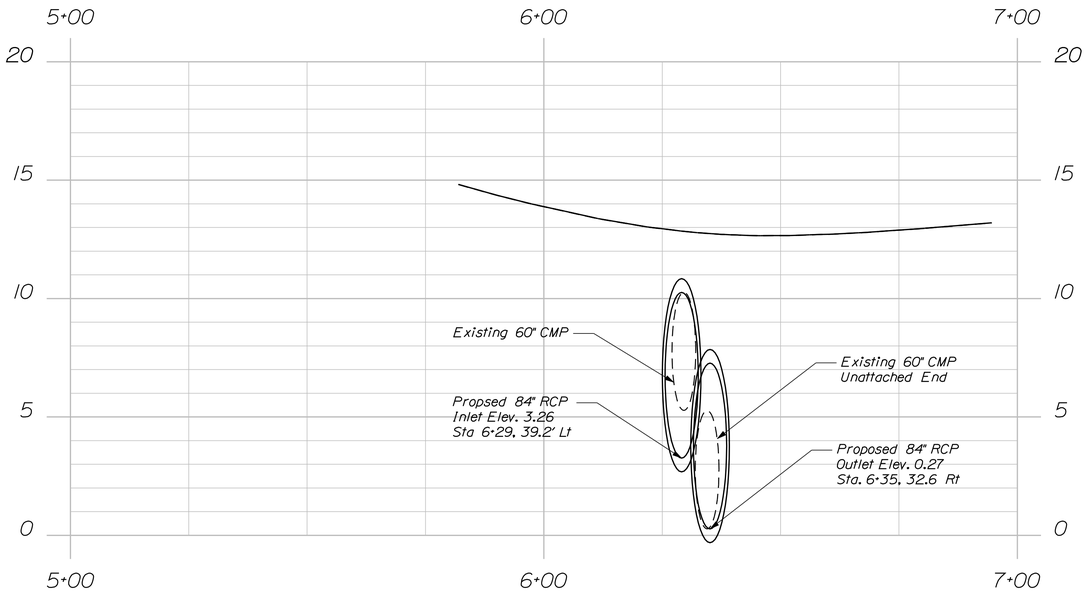
Filename: ...\highway\mst0\002_HDPlan1.dgn Division: HIGHWAY Username: randall.barrows Date:3/31/2014





WEIR DETAILS
NOT TO SCALE

Note: One set of weirs shall be placed in each section of pipe.



Construction Notes

Item 203.242 Dirty Borrow
Dirty Borrow has been estimated for all disturbed slope areas not receiving a riprap treatment. Actual placement shall be as designated by the Resident. Dirty borrow shall be placed to a nominal depth of 4 inches unless otherwise directed.

Item 203.25 Granular Borrow
For use only if the existing excavation material is unsuitable for backfill. Granular Borrow will only be measured for payment if its use is directed by the Resident.

Item 304.10 Aggregate Subbase Course - Gravel
For use only if the existing excavation material is unsuitable for gravel. Gravel will only be measured for payment if its use is directed by the Resident.

Item 403.208 HMA 12.5mm Nominal Maximum Size
Replace pavement to the depth that exists, not to exceed 6". It is anticipated that three 2" lifts will be required.

Item 409.15 Bituminous Tack Coat, Applied
Apply tack between all pavement layers.

Item 504.07 Concrete Pipe Ties
Pipe Ties are required on the last two joints at each end of the structure, at a minimum.

Item 603.285 84" RCP, Class III
The Reinforced Concrete Pipe shall be cast with LP Concrete and Epoxy Coated Rebar.
The following shall be incidental to the 603 item:
*Any necessary clearing of brush and/or trees at the culvert ends.
*All excavation, including any cutting and removing of pavement.
*Removal and proper disposal of the existing 60" CMP.
*If foundation material is required under the culvert, it shall meet the requirements for Granular Borrow- Underwater Backfill, and will be incidental to the pipe.
*Backfill and compaction utilizing the excavation material.
*Roadbase construction, utilizing the roadbase excavation material.
*Fine-grading of the final layer of material to prepare for paving.
*Removal of all excess debris created by the hydraulic hammer.

Item 613.319 Erosion Control Blanket
For use, if necessary, along the edge of pavement over the dirty borrow.

Item 618.1401 and Item 619.1201 Method 2 Seed and Mulch
All disturbed areas must be seeded and may be done by hand.

Item 627.733 4" White or Yellow Painted Pavement Marking Line
Replace the existing striping when surface pavement is complete.

Item 631.111 Tractor Mounted Hydraulic Hammer
Existing ledge will be broken as necessary to fit the 84" RCP using the hydraulic hammer. Removal of the debris created will be incidental to the culvert pipe item.

GENERAL NOTES

1. Crowns for both normal and superelevated sections for all courses of subbase and pavement shall be straight.
2. Stations referenced are approximate.
3. Any necessary cleaning of existing pavement prior to paving shall be incidental to the related paving items.
4. No existing drainage shall be abandoned, removed or plugged without prior approval of the Resident.
5. All Utility Facilities shall be adjusted by the respective Utilities unless otherwise noted.
6. All work shall be done in accordance with the latest revision of the Maine Department of Transportation's Best Management Practices for Erosion and Sediment Control.
7. All waste material not used on the project shall be disposed of in acceptable waste areas. Waste areas shall be reviewed by the Resident. Grading, seeding, and mulching of waste areas will be considered incidental to the contract.
8. 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.
9. 1/2" dia. stainless steel threaded rod shall be installed to plug the holes for the poly baffles. The Poly baffles will not be required to be supplied or installed upon pipe installation.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

019267.00

PIN
19267.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	S. SMITH	
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2	K.BRESKIN	JAN 2013
DESIGN3-DETAILED3	T.WHITE	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

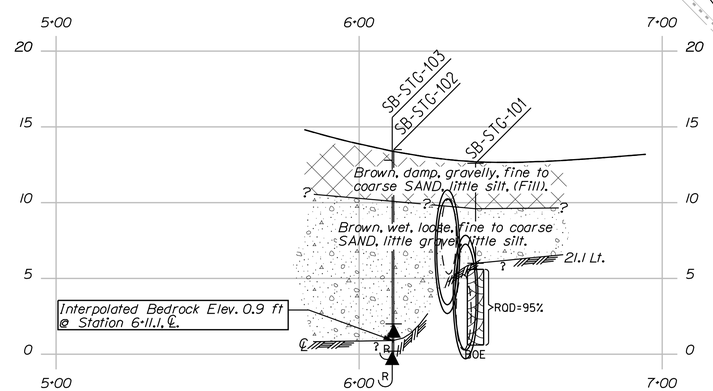
DATE

ST. GEORGE
ROUTE 131 STRUT

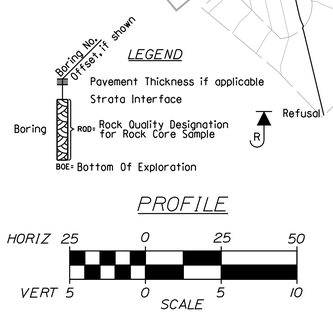
TYPICAL SECTIONS

SHEET NUMBER
3
OF 7

Filename: ...\highway\mst0\003_Typical.dgn Division: HIGHWAY Username: randall.barrows Date:3/31/2014



R1:Bedrock: White-salt and pepper, fine grained (1 to 3mm and coarses at bottom of the core 2 to 5 mm) GRANITE (Feldspar, Quartz and Biotite with accassory Garnet) with pink staining near a coarse grained layer in the middle of the core. The four breaks and sub-horizontal and irregular. There is also a sub-vertical open but not separated joint near the bottom of the core. One segment was 1" long, one about 5", one 13" and one 40" long.



Note: This generalized interpretive soil profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

019267.00

WIN 19267.00 HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	S. SMITH	
DESIGN-DETAILED		
CHECKED-REVIEWED	K.BRESKIN	JAN 2013
DESIGN2-DETAILED2	T.WHITE	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

ST. GEORGE
ROUTE 131 STRUT

GEOPLANS & INTERPRETIVE
SUBSURFACE PROFILE

SHEET NUMBER
4
OF 7

Filename: ...\mst0\004_Geoplan&lSP1.dgn Username: randall.borrows Division: HIGHWAY Date:3/31/2014

Username: randall.barrows Date:3/31/2014

Division: HIGHWAY

Filename: ...\mssto\005_Boring Logs1.dgn

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Route 131 Strut
Location: St. George, Maine

Boring No.: SB-STG-101
WIN: 19267.00

Driller:	MaineDOT	Elevation (ft.) 12.6	Auger ID/OD: 5" Solid Stem
Operator:	Enos/Giles	Datum: NAVD88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140lb/30"
Date Start/Finish:	1/23/2013-1/24/2013	Drilling Method: Cased Wash Boring	Core Barrel: NQ-2"
Boring Location:	6+38.4, 21.1 ft Lt.	Casing ID/OD: HW	Water Level*: 4.2 ft bgs.
Hammer Efficiency Factor: 0.756		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test. PP = Pocket Penetrometer
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
WOR/C = weight of rods or casing
WOTP = Weight of one person
S_u = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N=uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
$S_{u(LAB)}$ = Lab Vane Shear Strength (psf)
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in. Sheer Strength (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	9.60		Brown, damp, gravelly, fine to coarse SAND, little silt. (Fill).	
								3.00			
5	1D	24/10	4.50 - 6.50	WOH/WOH/2/15	2	3				Brown, wet, loose, fine to coarse SAND, little gravel, little silt.	
								6.00		Roller Coned ahead from 6.5-7.0 ft bgs.	
								5.60		Top of Bedrock at Elev. 6.0 ft.	
	R1	60/60	7.00 - 12.00	RQD = 95%			NQ-2	7.00		R1:White - salt and pepper fine grained (1 to 3 mm) and coarses at the bottom of the core. 2 to 5 mm) Granite (Feldspar, Quartz and Biotite with accessory Garnet) and pink staining near a coarse grained layer in the middle of the core. The four breaks are sub-horizontal and irregular. there is also a sub-vertical open but not separated joint near the bottom of the core. One segment was 1" long. one about 5". one was 13" and one was 40" long.	
10										R1:Core Times (minsec) 7.0-8.0 ft (3:25) 8.0-9.0 ft (2:40) 9.0-10.0 ft (2:30) 10.0-11.0 ft (2:30) 11.0-12.0 ft (2:15) 100% Recovery	
								0.60			
15								12.00		Bottom of Exploration at 12.00 feet below ground surface.	
20											
25											

Remarks:

Stratification lines represent approximate boundaries between soil typest transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1

Boring No.: SB-STG-101

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Route 131 Strut
Location: St. George, Maine

Boring No.: SB-STG-102
WIN: 19267.00

Driller:	MaineDOT	Elevation (ft.) 13.5	Auger ID/OD: 5" Solid Stem
Operator:	Enos/Giles	Datum: NAVD88	Sampler: N/A
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: N/A
Date Start/Finish:	1/23/2013-1/23/2013	Drilling Method: Power Auger Probe	Core Barrel: N/A
Boring Location:	6+11.4, 19.9 ft Lt.	Casing ID/OD: N/A	Water Level*: None Observed
Hammer Efficiency Factor:		Hammer Type: Automatic ☐ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test. PP = Pocket Penetrometer
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
WOR/C = weight of rods or casing
WOTP = Weight of one person
S_u = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N=uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
$S_{u(LAB)}$ = Lab Vane Shear Strength (psf)
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in. Sheer Strength (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA			Similar soils to SB-STG-101.	
5											
10								2.00		Bottom of Exploration at 11.50 feet below ground surface.	
								11.50		REFUSAL	
15											
20											
25											

Remarks:

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Page 1 of 1

Boring No.: SB-STG-102

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Route 131 Strut
Location: St. George, Maine

Boring No.: SB-STG-103
WIN: 19267.00

Driller:	MaineDOT	Elevation (ft.) 12.8	Auger ID/OD: 5" Solid Stem
Operator:	Enos/Giles	Datum: NAVD88	Sampler: N/A
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: N/A
Date Start/Finish:	1/23/2013-1/23/2013	Drilling Method: Power Auger Probe	Core Barrel: N/A
Boring Location:	6+10.9, 13.0 ft Rt.	Casing ID/OD: N/A	Water Level*: None Observed
Hammer Efficiency Factor:		Hammer Type: Automatic ☐ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test. PP = Pocket Penetrometer
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HSA = Hollow Stem Auger
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T_v = Pocket Torvane Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N=uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
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G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in. Sheer Strength (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA			Similar soils to SB-STG-101.	
5											
10								0.20		Bottom of Exploration at 12.60 feet below ground surface.	
								12.60		REFUSAL	
15											
20											
25											

Remarks:

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Page 1 of 1

Boring No.: SB-STG-103

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

019267.00

WIN 19267.00 HIGHWAY PLANS

PROJ. MANAGER	S. SMITH		SIGNATURE	DATE
DESIGN-DETAILED	----------	BY	----------	----------
CHECKED-REVIEWED	----------	----------	----------	----------
DESIGN2-DETAILED2	K.BRESKIN	T.WHITE	JAN 2013	
DESIGN3-DETAILED3	----------	----------	----------	----------
REVISIONS 1	----------	----------	P.E. NUMBER	DATE
REVISIONS 2	----------	----------	----------	----------
REVISIONS 3	----------	----------	----------	----------
REVISIONS 4	----------	----------	----------	----------
FIELD CHANGES	----------	----------	----------	----------

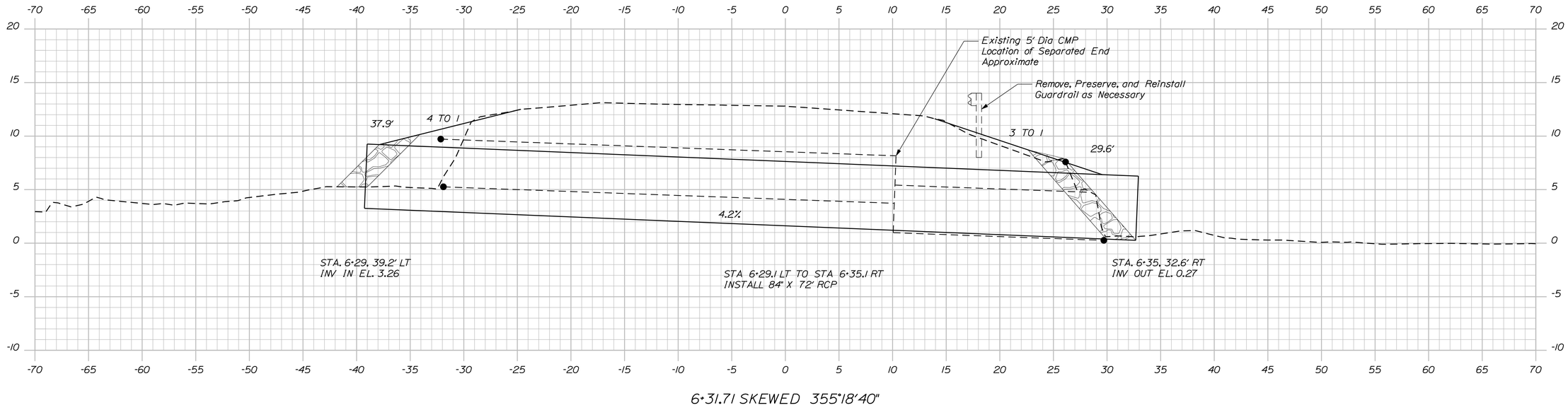
ST. GEORGE
ROUTE 131 STRUT

BORING LOGS

SHEET NUMBER

5

OF 7



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

019267.00

PIN
19267.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	S. SMITH		
DESIGN-DETAILED	-----	-----	-----
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	K.BRESKIN	T. WHITE	JAN 2013
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

ST. GEORGE
ROUTE 131 STRUT

CROSS SECTIONS

SHEET NUMBER

6

OF 7

Sta. 6+30.00 to Sta. 6+31.71

Filename: ...\msta\006_Xsect_6+30_002.dgn Division: HIGHWAY Username: randall.barrows Date:3/31/2014

JANE DERBYSHIRE
ITEM NO. (1)
DRAINAGE EASE. = 175± S.F. (1)
TEMP. CONST. RIGHTS = 530± S.F. (1)
TOTAL AREA = 0.80± AC. (CALC.)

TOWN OF ST. GEORGE
ITEM NO. (3)
DRAINAGE EASE. = 300± S.F. (1)
TEMP. CONST. RIGHTS = 990± S.F. (1)
TOTAL AREA = 0.50± AC. (TAX MAP + CALC.)

RIPLEY CREEK

GEOFFREY L. BLANDON
DAILA L. BLANDON

JOHN M. FALLA
LORRAINE G. FALLA

INLET DRAINAGE STRUCTURE
STA. 6+29± LT.

POB = STA. 2+00.00

POB = STA. 5+81.93

175± S.F.

CONSTRUCTION

Anticipated Cofferdam Location

300± S.F.

TEMPORARY 530± S.F.

DRAIN

EASEMENT

990± S.F.

LIMITS

50'

50'

P.I.

P.I.

P.I.

P.I.

POE = STA. 6+94.58

S 82°09'14.1" E
28.11'

WROUGHT PORTION OF

N 82°05'33.4" E
40.55'

+26±

+30±

+40

+45

+36±

43.99'

+55±

+15

+05±

PC = STA. 1+00.00
CURVE DATA #1
PI = 1+23.79
D = 0°58'38.1"
Δ = 0°27'54.2" Lt.
R = 5862.91'
L = 47.59'
T = 23.79'
E = 0.05'
PT = STA. 1+47.59

LIMITS OF WROUGHT PORTION

BEGIN B.L.
STA. 5+81.93

5+82

6+00

6+95

1+00

1+48 RIPLEY CREEK ROAD

END B.L.
STA. 6+94.58

TO ROUTE 73

TO WALLSTON ROAD
ROUTE 131
STATE HIGHWAY "194"

JANE BROWN

LIMITS
595± S.F.
TEMPORARY CONST.

PT = STA. 6+22.48

3+59

P.I.

RIPLEY CREEK

PC = STA. 6+66.47

930± S.F.

WROUGHT PORTION OF

LIMITS

POE = STA. 3+59.22

CURVE DATA #1
PI = 6+44.61
D = 35°48'35.5"
Δ = 15°45'12.5" Rt.
R = 160.00'
L = 43.99'
T = 22.14'
E = 1.52'

FLOW

OWNER UNKNOWN
ITEM NO. (2)
TEMP. CONST. RIGHTS = 595± S.F. (1)
TOTAL AREA = 0.34± AC. (CALC.)

LILLIUS GILCHREST GRACE INSTITUTE
ITEM NO. (4)
TEMP. CONST. RIGHTS = 930± S.F. (1)
TOTAL AREA = 1.7± AC. (CALC.)

SEE SAINT GEORGE TOWN RECORDS
RIPLEY CREEK ROAD
ACCEPTED 1891
2 RODS

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)

WIN 19267.00

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

SYMBOLS

- IP or ⊕ IPF (IRON PIPE or PIN FOUND)
- ST. (SEPTIC TANK)
- (ROW MONUMENT)
- ⊿BM (TRAVERSE POINT)
- WELL (WELL)
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- LIMITS OF WROUGHT PORTION (L.O.W.P.)
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	D.W.B.	
PROP. LINES	D.W.B.	
AREAS	D.W.B.	P.N.S.

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

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD					
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	11/4/13	4742	2

DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL
LAND SURVEYOR

STATE HIGHWAY "194"
ROUTE 131
SAINT GEORGE KNOX COUNTY
STATE PROJECT NO. 19267.00

SEPTEMBER 2013 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 7-158
SCALE 1" = 25' | SHEET 1 OF 1

SHEET NUMBER
7
OF 7