STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

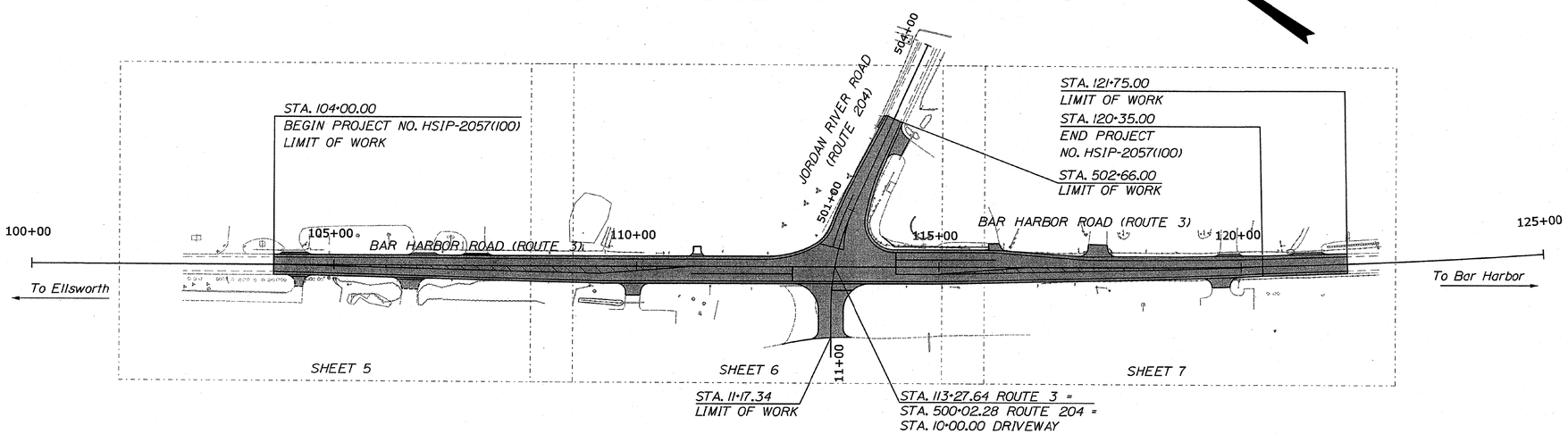
PLAN LEGEND

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
Centerline-Existing
Centerline-Proposed
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

TRENTON
HANCOCK COUNTY
ROUTE 3 & 204
HSIP-2057(100)
PROJECT LENGTH : 0.31 MILES
INTERSECTION IMPROVEMENTS

INDEX OF SHEETS

Description	Sheet No.
Title Sheet	1
Typical Sections	2
General Notes	3
Geotechnical Plan	4
Plans	5-7
Profiles	8-11
Signing & Striping Plans	12-14
Geometric & Curb Layout Plan	15
Signal Plan	16
Signal Notes	17
Cross - Sections	18-37
Right of Way Plans	38-40



TRAFFIC DATA

	ROUTE 3	ROUTE 204
Current (2014) AADT	12660	3230
Future (2026) AADT	14180	3620
DHV - % of AADT	14%	12%
Design Hour Volume	2012	420
% Heavy Trucks (AADT)	10%	12%
% Heavy Trucks (DHV)	4%	5%
Directional Distribution (DHV)	59%	75%
18 kip Equivalent P 2.0	556	175
18 kip Equivalent P 2.5	530	167
Design Speed (mph)	45 MPH	45 MPH
Functional Class:	MINOR ARTERIAL	MAJOR URBAN COLLECTOR

LAYOUT SCALE

100 0 100 200

Scale In Feet

PROJECT LOCATION:	Intersection of Route 3 and Route 204 in Trenton
PROGRAM AREA:	Multimodal Program
SCOPE OF WORK:	Traffic Safety Improvements Including New Traffic Signal

WIN 20571.00 HSIP-2057(100)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

	DATE
APPROVED	
COMMISSIONER:	12/30/14
CHIEF ENGINEER:	12-30-14

STATE OF MAINE DONALD G. ETTINGER JR. No. 9244 LICENSED PROFESSIONAL ENGINEER

SIGNATURE	
P.E. NUMBER	9244
DATE	12-19-14

PROJECT INFORMATION

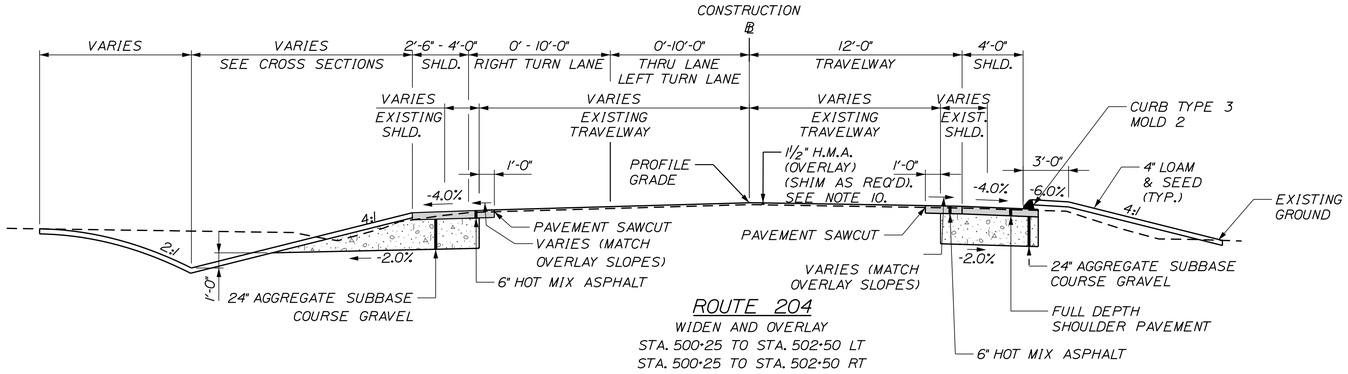
PROGRAM	MULTIMODAL
PROJECT MANAGER	B. KEEZER
DESIGNER	D. ETTINGER
CONSULTANT	GORRILL-PALMER
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

TRENTON
ROUTE 3 & 204

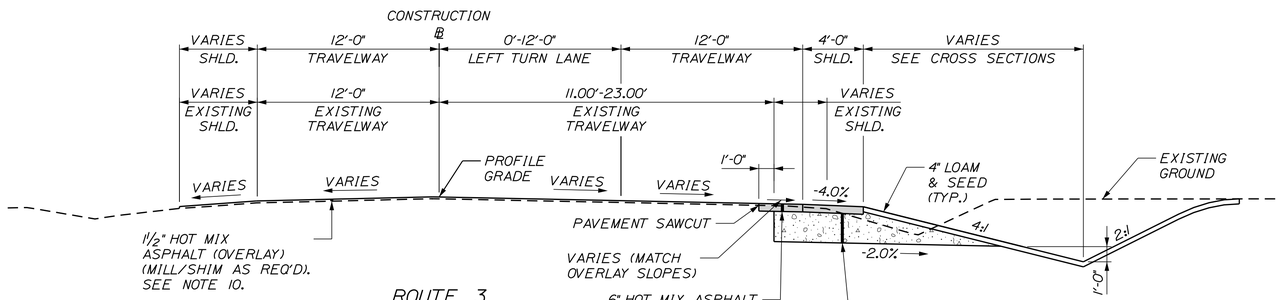
TITLE SHEET

SHEET NUMBER
1
OF 40

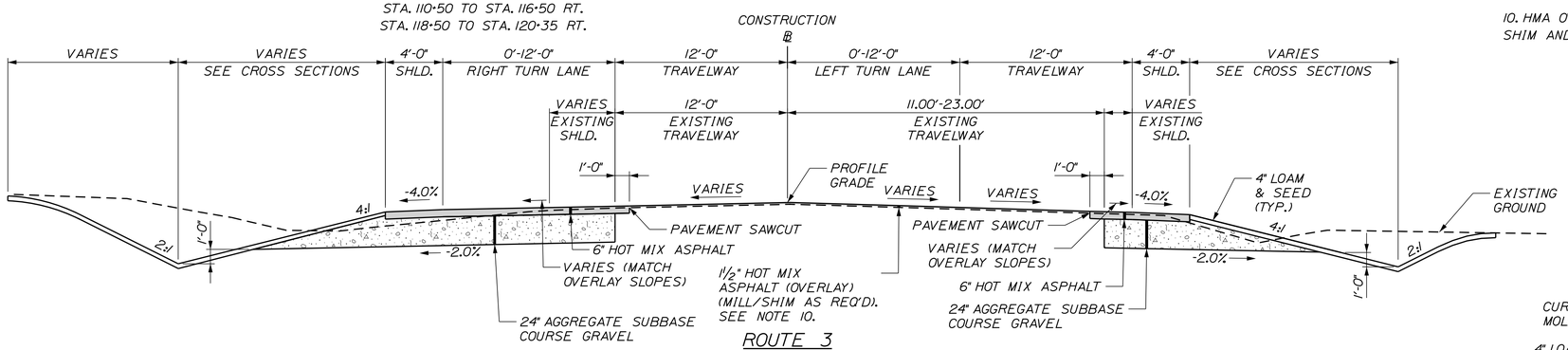
Filename: ...\00\Highway\001_Title.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



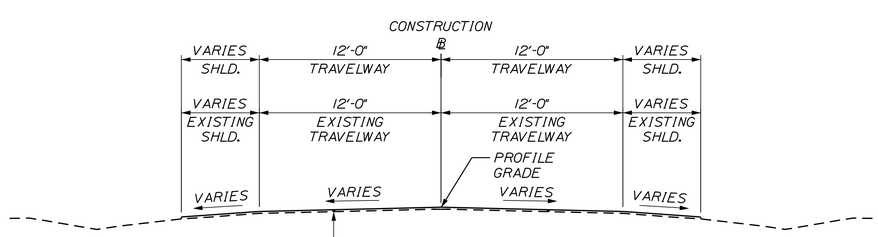
ROUTE 204
WIDEN AND OVERLAY
STA. 500+25 TO STA. 502+50 LT
STA. 500+25 TO STA. 502+50 RT



ROUTE 3
WIDEN AND OVERLAY
STA. 104+00 TO STA. 112+25 LT.
STA. 104+00 TO STA. 106+00 RT.
STA. 110+50 TO STA. 116+50 RT.
STA. 118+50 TO STA. 120+35 RT.



ROUTE 3
WIDEN AND OVERLAY
STA. 106+00 TO STA. 110+50 RT.
STA. 116+00 TO STA. 120+35 LT.
STA. 116+50 TO STA. 118+50 RT.



ROUTE 3
OVERLAY
STA. 120+35 TO STA. 121+75

NOTES:

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 GRAVEL QUANTITY CALCULATION IS BASED ON A 4" LOAM DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.

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

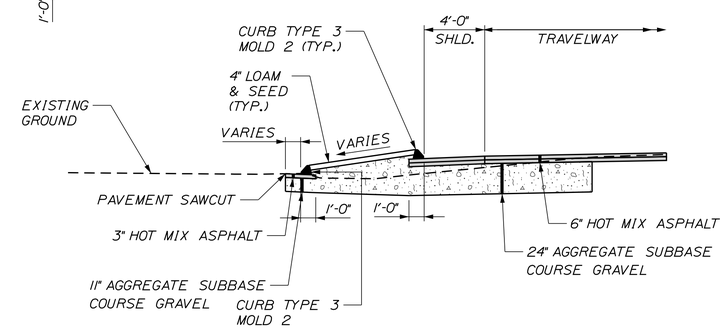
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.

7. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE GRAVEL WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.

8. FULL DEPTH PAVEMENT (6") SHALL BE PROVIDED IN SHOULDERS WITHIN LIMITS OF WIDENING:

9. THE CONTRACTOR SHALL NOTE THAT ROUTE 3 BETWEEN STATION 104+00 AND 111+00 RECEIVED A 1-1/4" PAVEMENT OVERLAY IN 2014. THE WORK LIKELY INCLUDED PAVEMENT MILLING AND SHIMMING NECESSARY FOR TRADITIONAL PAVEMENT PRESERVATION WORK. PLEASE NOTE THAT THE TOPOGRAPHIC FIELD SURVEY WAS COLLECTED PRIOR TO THE PAVEMENT OVERLAY AND THEREFORE THE OVERLAY IS NOT REFLECTIVE IN THE EXISTING PAVEMENT CONDITIONS SURVEY. CONTRACTOR SHALL PLAN WORK ACCORDINGLY.

10. HMA OVERLAY CROSS SLOPES SHALL BE WITHIN -1.5% TO -3.0%. SHIM AND MILL AS REQUIRED TO ACHIEVE CROSS SLOPE.



CURB DETAIL
STA. 114+00 TO STA. 116+00 LT

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

PROJ. MANAGER	B.KEEZER	BY	DATE
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	-----	12-19-14
DESIGN2-DETAILED2	-----	-----	-----
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

TRENTON
ROUTE 3 & 204

TYPICAL SECTIONS

SHEET NUMBER
2
OF 40

Filename: ...\00\Highway\002_Typical.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE NOTED IN SPECIAL PROVISION 104.

2. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS OTHERWISE NOTED.

3. THE LOCATION OF THE EXISTING UTILITIES AND DRAINAGE SHOWN ON THE PLANS AND CROSS SECTIONS WERE COMPILED FROM FIELD SURVEY AND OTHER SOURCES. LOCATIONS ARE APPROXIMATE AND NOT GUARANTEED TO BE ACCURATE NOR IS IT GUARANTEED THAT ALL UTILITIES ARE SHOWN. NO SEPARATE OR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO ANY VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS ENCOUNTERED.

4. THE INSTALLATION OF PROPOSED UTILITY POLES AS REQUIRED FOR THE PROJECT SHALL BE COMPLETED BY OTHERS. SEE SPECIAL PROVISION 104.

5. FOR EASEMENTS, CONSTRUCTION LIMITS, AND RIGHT-OF-WAY LINES, REFER TO RIGHT OF WAY PLANS.

6. CLEARING LIMITS SHALL BE 10' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.

7. 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.

8. STUMPS HAVE BEEN ESTIMATED TO BE REMOVED UNDER ITEM 201.24 REMOVE STUMP. HOWEVER, WHERE DIRECTED BY THE RESIDENT, ITEM 631.20 STUMP CHIPPER RENTAL MAY BE USED TO REMOVE STUMPS.

9. THE CONTRACTOR SHALL NOTE THAT ROUTE 3 BETWEEN STATION 104+00 AND 111+00 RECEIVED A 1-1/4" PAVEMENT OVERLAY IN 2014. THE WORK LIKELY INCLUDED PAVEMENT MILLING AND SHIMMING NECESSARY FOR TRADITIONAL PAVEMENT PRESERVATION WORK. PLEASE NOTE THAT THE TOPOGRAPHIC FIELD SURVEY WAS COLLECTED PRIOR TO THE PAVEMENT OVERLAY AND THEREFORE THE OVERLAY IS NOT REFLECTIVE IN THE EXISTING PAVEMENT CONDITIONS SURVEY. CONTRACTOR SHALL PLAN WORK ACCORDINGLY.

10. 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. SHOULDER EDGES SHALL BE GRADED AS NECESSARY WITHIN LIMITS OF OVERLAY. PAYMENT FOR LOAM, SEED AND MULCH SHALL BE PAID FOR UNDER THE RESPECTIVE PAY ITEMS.

11. THE PAVEMENT SAW CUT LINES ARE DEFINED ON THE TYPICAL SECTIONS. CONTRACTOR SHALL NOTE THE PAVEMENT SAW CUT LIMITS ARE PROVIDED FOR RECONSTRUCTION AREAS ONLY AND ARE NOT SHOWN FOR PROPOSED DRAINAGE WORK OR EXISTING DRAINAGE REMOVAL WORK IN THE PAVEMENT OVERLAY AREAS.

12. ANY NECESSARY FINE GRADING OR RECOMPACTION OF EXISTING GRAVEL SHALL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED INCIDENTAL TO ITEM 304.10.

13. PAVEMENT CUT LINES SHALL BE NEAT, CLEAN AND STRAIGHT AS DIRECTED BY THE RESIDENT. PAYMENT FOR CUTTING OF EXISTING PAVEMENT SHALL BE INCIDENTAL TO 403 ITEMS.

14. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAY" U.S.D.O.T. F.H.W.A. LATEST EDITION. PAVEMENT MARKING PAY ITEMS ARE LISTED ON THE QUANTITY SHEET.

15. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN APPROVED WASTE AREAS REVIEWED BY THE RESIDENT. GRADING, SEEDING AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.

16. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS OR IN THE CONSTRUCTION NOTES IS FOR ESTIMATING PURPOSES ONLY. THE ACTUAL TYPE AND LOCATION OF DITCH PROTECTION MAY BE ALTERED BY THE RESIDENT.

17. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW - UNDERWATER BACKFILL AND WILL PAID FOR AS GRANULAR BORROW.

18. ENTRANCES SHALL BE CONSTRUCTED WITH:

RESIDENTIAL PAVED:	2" HOT MIX ASPHALT - GRADING 9.5mm
	12" AGGREGATE SUBBASE COURSE - GRAVEL
COMMERCIAL PAVED:	3" HOT MIX ASPHALT - GRADING 9.5mm
	11" AGGREGATE SUBBASE COURSE - GRAVEL
UNPAVED:	14" AGGREGATE SUBBASE COURSE - GRAVEL

19. A 3' PAVED LIP SHALL BE PLACED AT ALL GRAVEL ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

20. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS.

21. CATCH BASIN AND RIM ELEVATIONS NOTED ON THE CROSS SECTIONS ARE THE TOP OF GRATE ELEVATIONS AT THE CENTER OF GRATE. CATCH BASIN OFFSET LOCATIONS ARE MEASURED TO THE CENTER OF THE GRATE.

22. EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER ITEM 631.32 CULVERT CLEANER (INCLUDING OPERATOR).

23. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.

24. REMOVAL OF EXISTING DRAINAGE PIPES, AS NOTED ON THE PLANS, SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.

25. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.

26. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTHLINED PIPES.

27. ALL UNDERDRAIN SHOWN ON THE CROSS SECTIONS WILL HAVE THE FLOW LINE SCALED FROM THE CROSS SECTIONS. ALL FLOW LINE ELEVATIONS ARE SUBJECT TO APPROVAL BY THE RESIDENT.

28. BACKING UP BITUMINOUS CURB IS INCIDENTAL TO THE CURB ITEMS. IF DIRECTED, LOAM OR DIRTY BORROW WILL BE PAID FOR SEPARATELY.

29. REMOVAL OF EXISTING CURBING SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20 - COMMON EXCAVATION.

30. LOAM HAS BEEN ESTIMATED FOR 100% OF THE DISTURBED SLOPE AREA. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS DIRECTED BY THE RESIDENT.

31. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL NON-GUARDRAIL SLOPES.

32. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTAION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL AND SEDIMENT CONTROL, FEBRUARY, 2008.

33. EXTENDED-USE EROSION CONTROL BLANKET, SEEDED GUTTERS, RIPRAP DOWNSPOUTS, AND OTHER GUTTERS LINED WITH STONE DITCH PROTECTION SHALL BE CONSTRUCTED AFTER PAVING AND SHOULDER WORK IS COMPLETED. WHERE IT IS APPARENT THAT RUNOFF WILL CAUSE CONTINUAL EROSION, PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.

34. 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.

35. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.

36. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.

37. REMOVAL OF EXISTING ROADSIDE SIGNS AND RELOCATION OF ROADSIDE SIGNS/POSTS AS NOTED ON THE SIGNING PLANS, SHALL BE CONSIDERED INCIDENTAL TO THE 645 PAY ITEMS.

38. ANY BOULDERS NOTED TO BE REMOVED AND/OR RESET SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20 - COMMON EXCAVATION.

39. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.

40. IN AREAS WHERE THE RESIDENT DIRECTS THE CONTRACTOR NOT TO EXCAVATE TO THE SUBGRADE LINE SHOWN ON THE PLANS, PAYMENT FOR REMOVING EXISTING PAVEMENT, GRUBBING, SHAPING, DITCHING, AND COMPACTING THE EXISTING SUBBASE AND LAYERS OF NEW SUBBASE 6 INCHES OR LESS THICK WILL BE MADE UNDER APPROPRIATE EQUIPMENT RENTAL ITEMS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

PIN
20571.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	B.KEEZER		
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	----	12-19-14
DESIGN2-DETAILED2	----	----	----
DESIGN3-DETAILED3	----	----	----
REVISIONS 1	----	----	----
REVISIONS 2	----	----	----
REVISIONS 3	----	----	----
REVISIONS 4	----	----	----
FIELD CHANGES	----	----	----

SIGNATURE

P.E. NUMBER

DATE

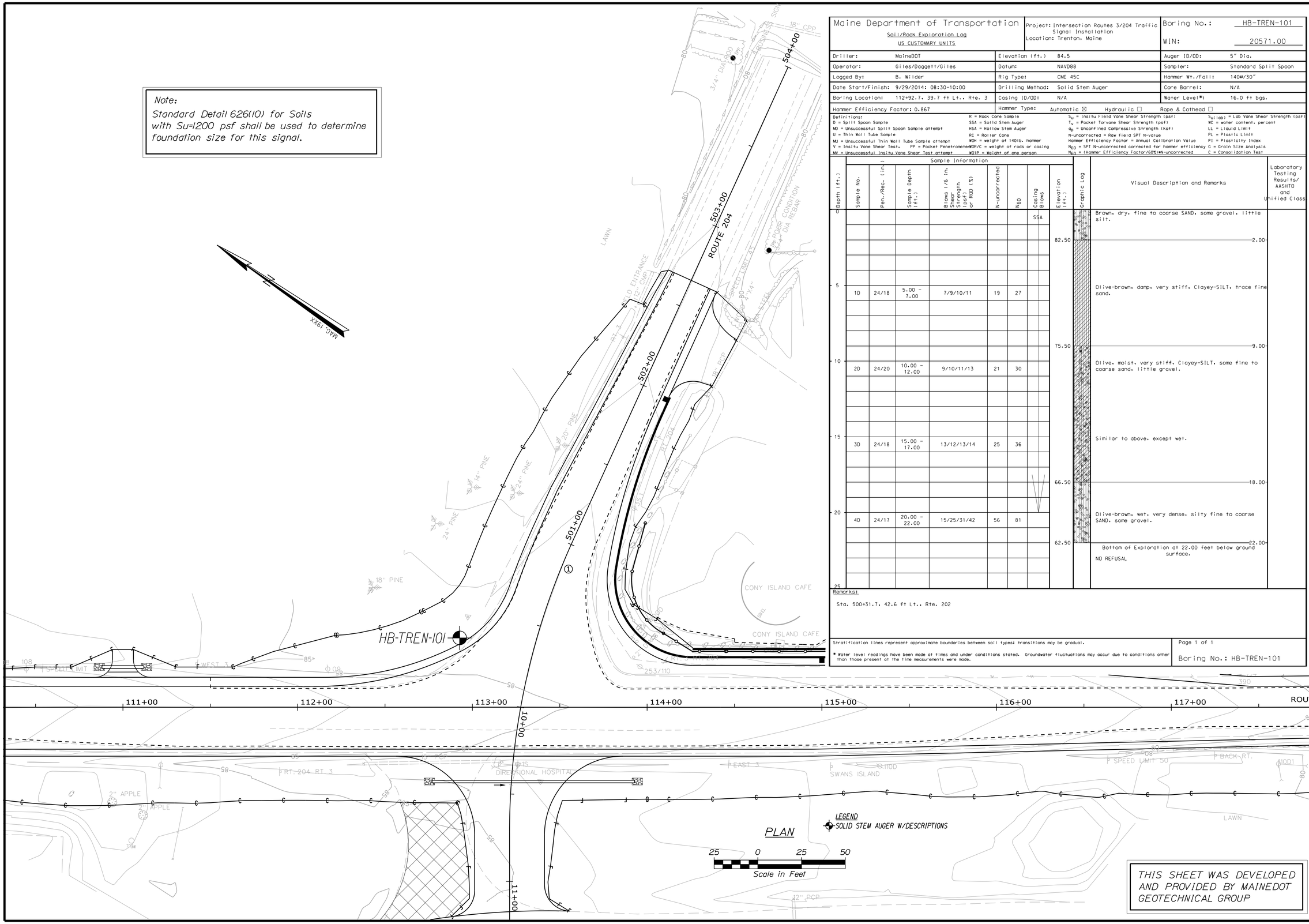
TRENTON
ROUTE 3 & 204

GENERAL NOTES

Filename: ...\Highway\003_GeneralNotes.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014

Filename: ...\004_GEOPLAN & BORING LOG1.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014

Note:
Standard Detail 626(10) for Soils with Su=1200 psf shall be used to determine foundation size for this signal.



THIS SHEET WAS DEVELOPED AND PROVIDED BY MAINEDOT GEOTECHNICAL GROUP

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Intersection Routes 3/204 Traffic Signal Installation
Location: Trenton, Maine

Boring No.: HB-TREN-101
WIN: 20571.00

Driller:	MaineDOT	Elevation (ft.)	84.5	Auger ID/OD:	5" Dia.
Operator:	Giles/Daggett/Giles	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/29/2014; 08:30-10:00	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	112+92.7, 39.7 ft Lt., Rte. 3	Casing ID/OD:	N/A	Water Level*:	16.0 ft bgs.
Hammer Efficiency Factor: 0.867		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
WO1P = 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. Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA		Brown, dry, fine to coarse SAND, some gravel, little silt.	
								82.50	2.00	
5	1D	24/18	5.00 - 7.00	7/9/10/11	19	27			Olive-brown, damp, very stiff, Clayey-SILT, trace fine sand.	
								75.50	9.00	
10	2D	24/20	10.00 - 12.00	9/10/11/13	21	30			Olive, moist, very stiff, Clayey-SILT, some fine to coarse sand, little gravel.	
15	3D	24/18	15.00 - 17.00	13/12/13/14	25	36			Similar to above, except wet.	
								66.50	18.00	
20	4D	24/17	20.00 - 22.00	15/25/31/42	56	81			Olive-brown, wet, very dense, silty fine to coarse SAND, some gravel.	
								62.50	22.00	
25									Bottom of Exploration at 22.00 feet below ground surface. NO REFUSAL	

Remarks:
Sta. 500+31.7, 42.6 ft Lt., Rte. 202

Stratification lines represent approximate boundaries between soil types; 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.: HB-TREN-101

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
HSIP-2057(100)
WIN 20571.00
HIGHWAY PLANS

PROJ. MANAGER	B.KEEZER	BY	DATE
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN2-DETAILED2	K.BRESKIN	T.WHITE	OCT 2014
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
P.E. NUMBER
DATE

TRENTON
ROUTE 3 & 204

GEOPLAN & BORING LOG

SHEET NUMBER
4
OF 40

ITEM NO. 201.11 - CLEARING

STA. 104+99 TO STA. 106+11, RT.
STA. 106+39 TO STA. 109+24, RT.

DRIVEWAYS & ENTRANCES

STATION	TYPE
104+30, LT.	PAVED LIP
104+42, RT.	GRAVEL
106+25, RT.	GRAVEL
106+48, LT.	PAVED LIP
107+35, LT.	PAVED

ITEM NO. 603.16 - 15" CULVERT PIPE OPTION I

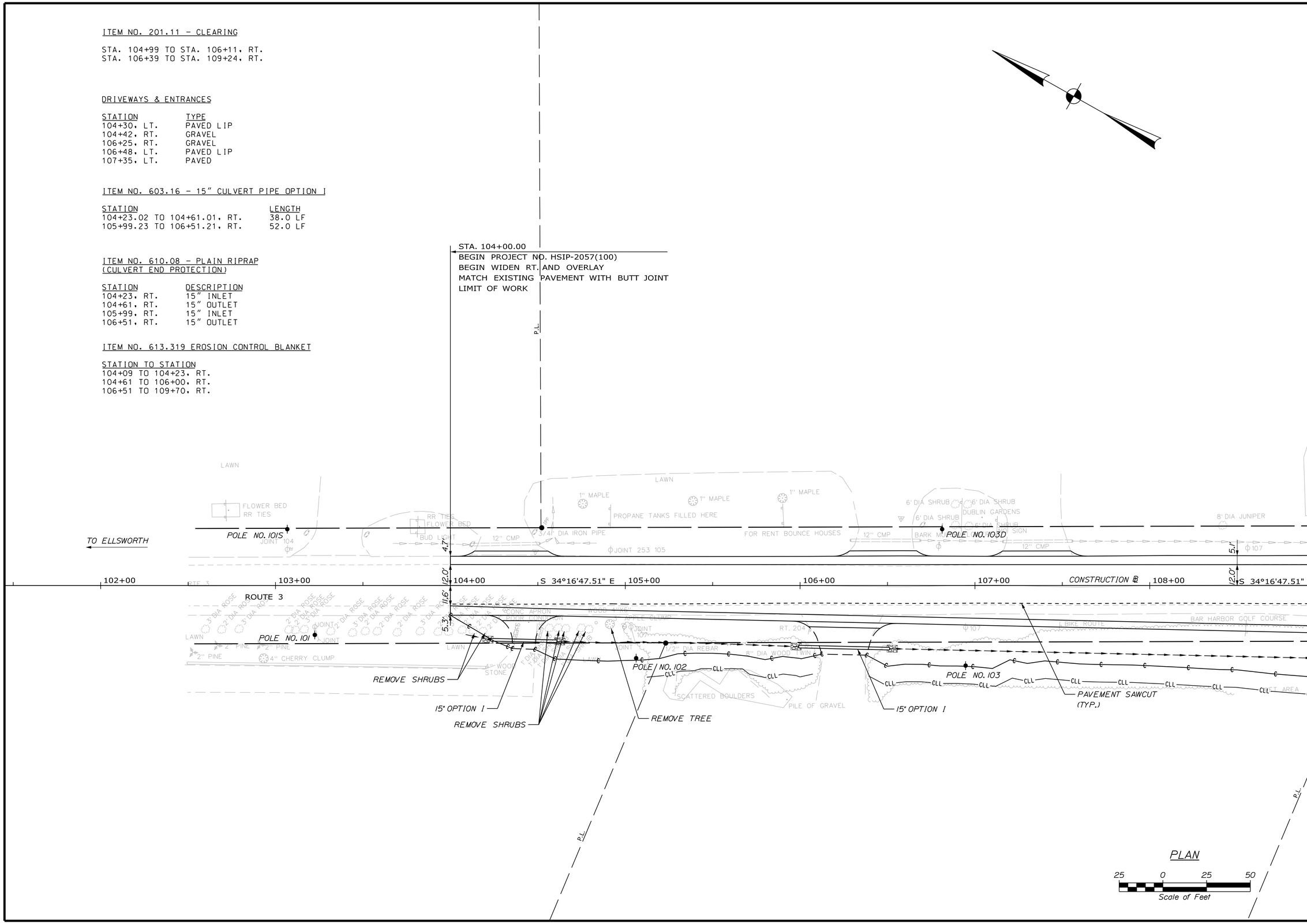
STATION	LENGTH
104+23.02 TO 104+61.01, RT.	38.0 LF
105+99.23 TO 106+51.21, RT.	52.0 LF

ITEM NO. 610.08 - PLAIN RIPRAP
(CULVERT END PROTECTION)

STATION	DESCRIPTION
104+23, RT.	15" INLET
104+61, RT.	15" OUTLET
105+99, RT.	15" INLET
106+51, RT.	15" OUTLET

ITEM NO. 613.319 EROSION CONTROL BLANKET

STATION TO STATION
104+09 TO 104+23, RT.
104+61 TO 106+00, RT.
106+51 TO 109+70, RT.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN
20571.00

HIGHWAY PLANS

PROJ. MANAGER	B.KEEZER	BY	DATE
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	----	12-19-14
DESIGN2-DETAILED2	----	----	----
DESIGN3-DETAILED3	----	----	----
REVISIONS 1	----		----
REVISIONS 2	----		----
REVISIONS 3	----		----
REVISIONS 4	----		----
FIELD CHANGES	----		----

SIGNATURE

P.E. NUMBER

DATE

TRENTON
ROUTE 3 & 204

PLANS

SHEET NUMBER
5
OF 40

Filename: ...\00\Highway\005_HDPlan01.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014

ITEM NO. 201.23 - REMOVE SINGLE TREE TOP ONLY

STATION	DESCRIPTION
501+13.62, 41.52' LT.	24" PINE
501+49.35, 29.19' LT.	20" PINE

ITEM NO. 201.24 - REMOVE STUMP

STATION	DESCRIPTION
501+13.62, 41.52' LT.	24" PINE
501+49.35, 29.19' LT.	20" PINE

DRIVEWAYS & ENTRANCES

STATION	TYPE
109+94, RT.	COMMERCIAL PAVED
111+00, LT.	UNPAVED
113+28, RT.	COMMERCIAL PAVED
502+31, RT.	COMMERCIAL PAVED

ITEM NO. 603.16 - 15" CULVERT PIPE OPTION I

STATION	LENGTH
109+70.12 TO 110+18.12, RT.	48.0 LF
110+88.00 TO 111+12.00, LT.	24.0 LF

ITEM NO. 603.179 - 18" CULVERT PIPE OPTION III

STATION	LENGTH
112+76.87 TO 113+92.87, RT.	116.0 LF

ITEM NO. 604.092 - CATCH BASIN TYPE B1-C

STATION
115+00.00, 26.88' LT.
501+98.00, 14.88' RT.(FLAT TOP)

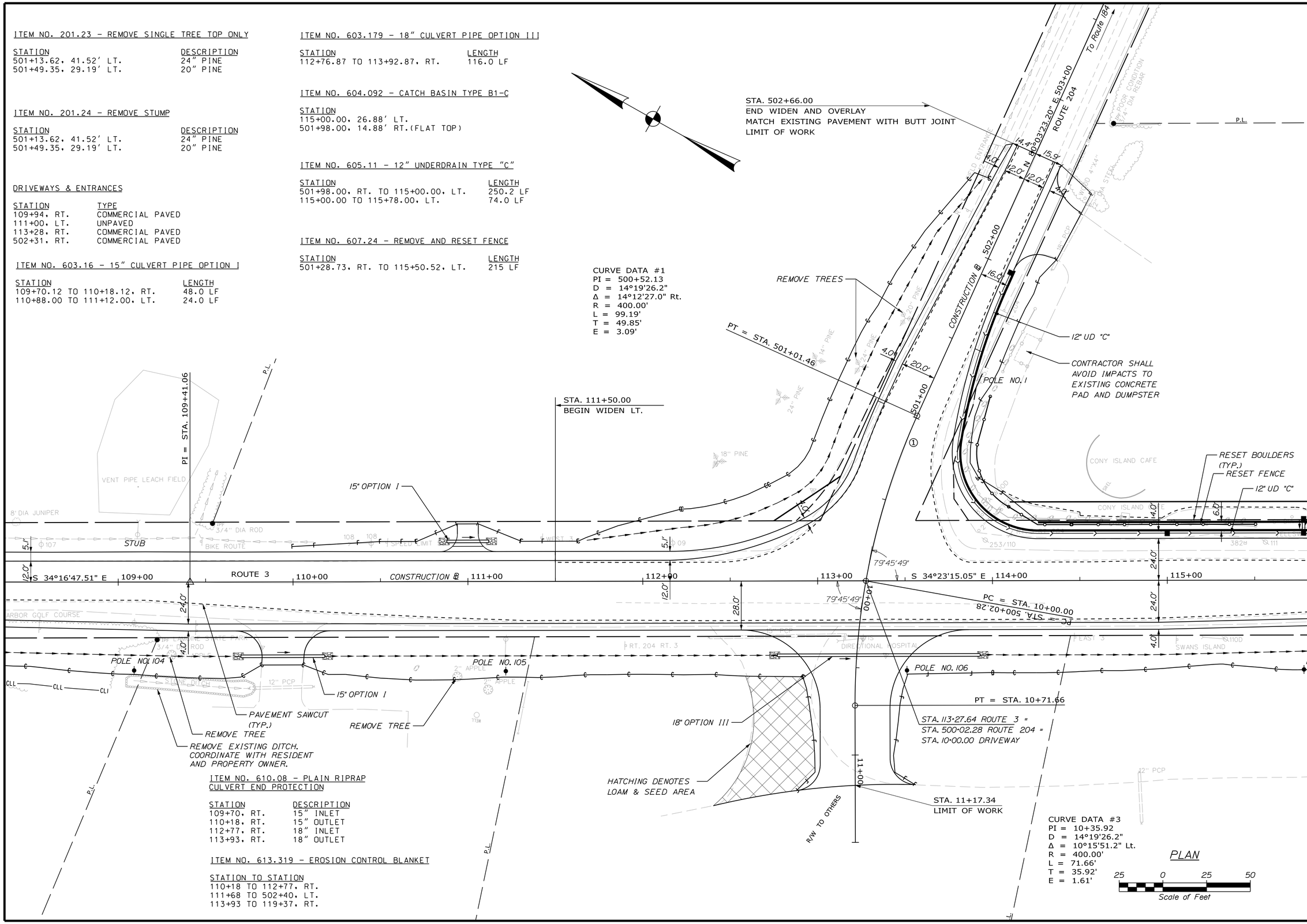
ITEM NO. 605.11 - 12" UNDERDRAIN TYPE "C"

STATION	LENGTH
501+98.00, RT. TO 115+00.00, LT.	250.2 LF
115+00.00 TO 115+78.00, LT.	74.0 LF

ITEM NO. 607.24 - REMOVE AND RESET FENCE

STATION	LENGTH
501+28.73, RT. TO 115+50.52, LT.	215 LF

CURVE DATA #1
PI = 500+52.13
D = 14°19'26.2"
Δ = 14°12'27.0" Rt.
R = 400.00'
L = 99.19'
T = 49.85'
E = 3.09'



ITEM NO. 610.08 - PLAIN RIPRAP
CULVERT END PROTECTION

STATION	DESCRIPTION
109+70, RT.	15" INLET
110+18, RT.	15" OUTLET
112+77, RT.	18" INLET
113+93, RT.	18" OUTLET

ITEM NO. 613.319 - EROSION CONTROL BLANKET

STATION TO STATION
110+18 TO 112+77, RT.
111+68 TO 502+40, LT.
113+93 TO 119+37, RT.

CURVE DATA #3
PI = 10+35.92
D = 14°19'26.2"
Δ = 10°15'51.2" Lt.
R = 400.00'
L = 71.66'
T = 35.92'
E = 1.61'

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

PROJ. MANAGER	B.KEEZER	BY	DATE
DESIGN-DETAILED	L.WEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	-----	12-19-14
DESIGN2-DETAILED2	-----	-----	-----
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS: 1	-----	-----	-----
REVISIONS: 2	-----	-----	-----
REVISIONS: 3	-----	-----	-----
REVISIONS: 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

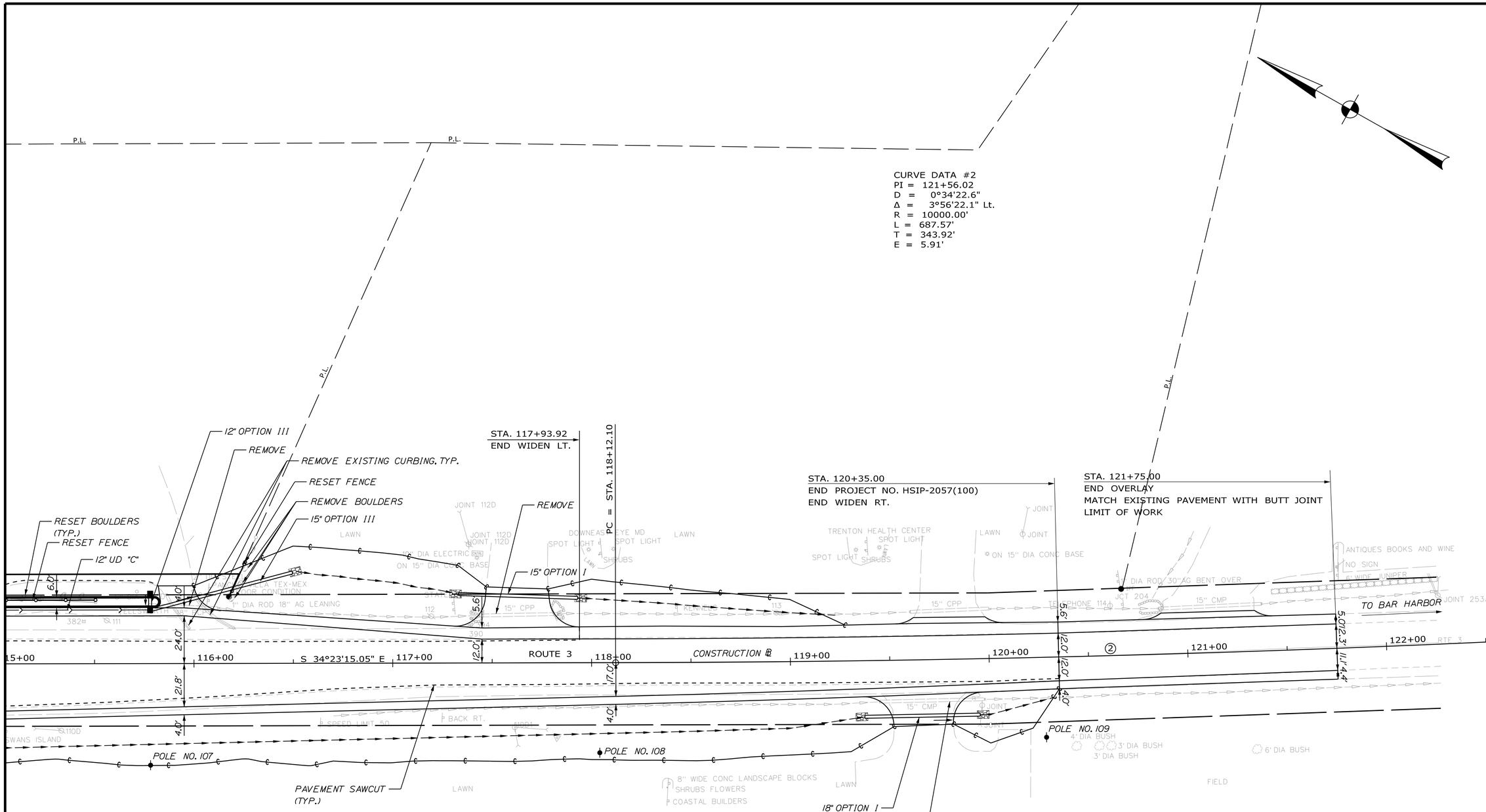
DATE

TRENTON
ROUTE 3 & 204

PLANS

SHEET NUMBER
6
OF 40

Filename: ...\00\Highway\006_HDPlan02.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



DRIVEWAYS & ENTRANCES

STATION	TYPE
115+92, LT.	COMMERCIAL PAVED
117+63, LT.	COMMERCIAL PAVED
119+67, RT.	COMMERCIAL PAVED
119+80, LT.	PAVED LIP
121+10, LT.	PAVED LIP

ITEM NO. 603.159 - 12" CULVERT PIPE OPTION III

STATION	LENGTH
115+78.00 TO 115+78.00, LT.	4.2 LF

ITEM NO. 603.16 - 15" CULVERT PIPE OPTION I

STATION	LENGTH
117+33.14 TO 117+93.10, LT.	60.0 LF

ITEM NO. 603.169 - 15" CULVERT PIPE OPTION III

STATION	LENGTH
115+78.00 TO 116+49.57, LT.	72.0 LF

ITEM NO.603.170 - 18" CULVERT PIPE OPTION I

STATION	LENGTH
119+37.11 TO 119+94.94, RT.	58.0 LF

ITEM NO. 604.092 - CATCH BASIN TYPE B1-C

STATION
115+78.00, 35.12' LT.
115+78.00, 26.88' LT.

ITEM NO. 607.24 REMOVE & RESET FENCE

STATION	LENGTH
116+19.12, LT. TO 116+25.80, LT.	16 LF

ITEM NO. 610.08 - PLAIN RIPRAP
CULVERT END PROTECTION

STATION	DESCRIPTION
116+50, LT.	15" OUTLET
117+33, LT.	15" INLET
117+93, LT.	15" OUTLET
119+37, RT.	18" INLET
119+95, RT.	18" OUTLET

ITEM NO. 613.319 - EROSION CONTROL BLANKET

STATION TO STATION
116+50 TO 117+33, LT.
117+93 TO 119+20, LT.
119+95 TO 120+32, RT.

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

PROJ. MANAGER	B.KEEZER	BY	DATE
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	-----	12-19-14
DESIGN2-DETAILED2	-----	-----	-----
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS: 1	-----		-----
REVISIONS: 2	-----		-----
REVISIONS: 3	-----		-----
REVISIONS: 4	-----		-----
FIELD CHANGES	-----		-----

SIGNATURE

P.E. NUMBER

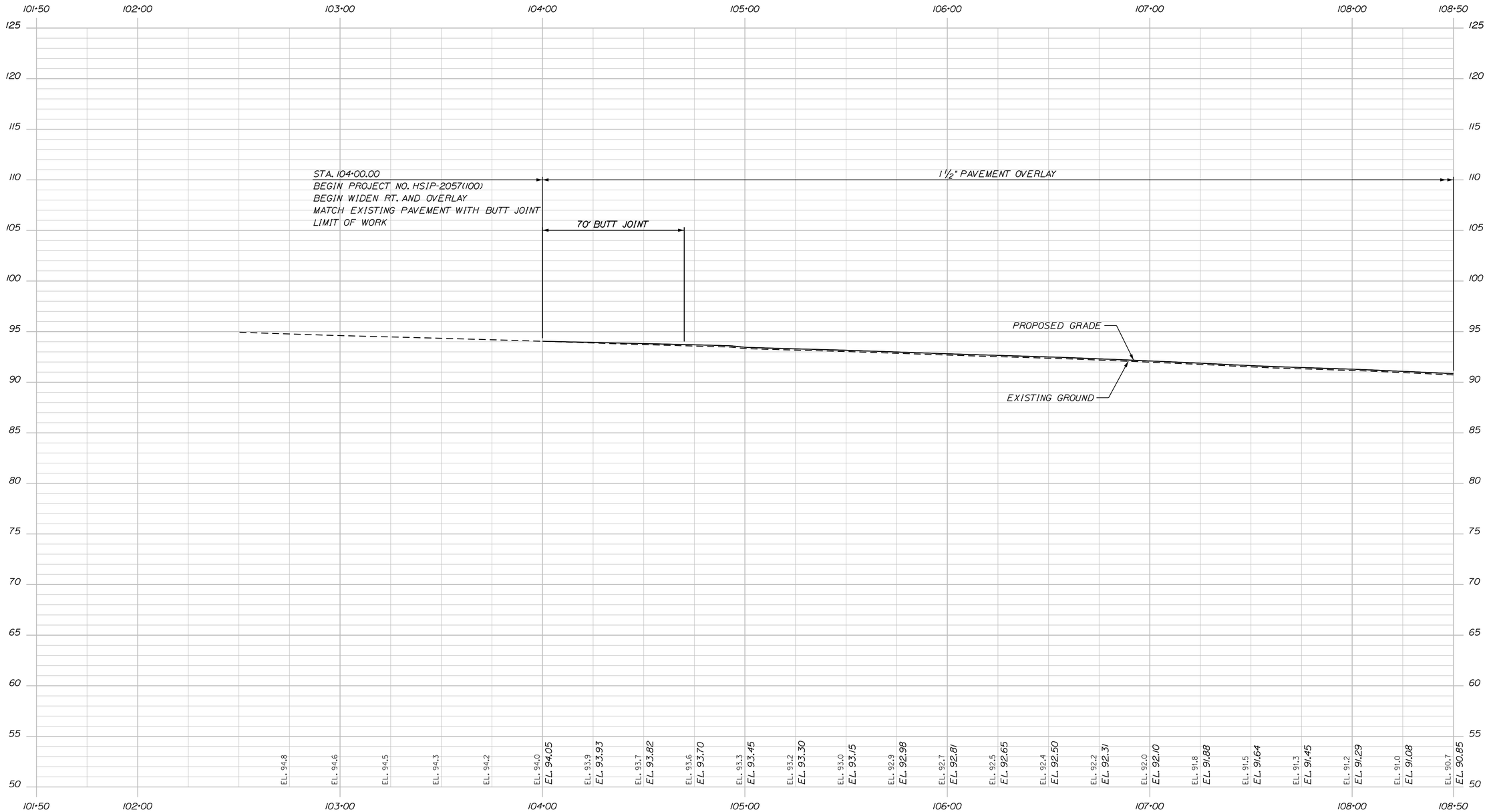
DATE

TRENTON
ROUTE 3 & 204

PLANS

SHEET NUMBER
7
OF 40

Filename: ...\00\Highway\007_HDPlan03.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



PROFILE - ROUTE 3

PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	B.KEEZER		
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	----	12-19-14
DESIGN2-DETAILED2	----	----	----
DESIGN3-DETAILED3	----	----	----
REVISIONS 1	----		----
REVISIONS 2	----		----
REVISIONS 3	----		----
REVISIONS 4	----		----
FIELD CHANGES	----		----

SIGNATURE

P.E. NUMBER

DATE

TRENTON
ROUTE 3 & 204

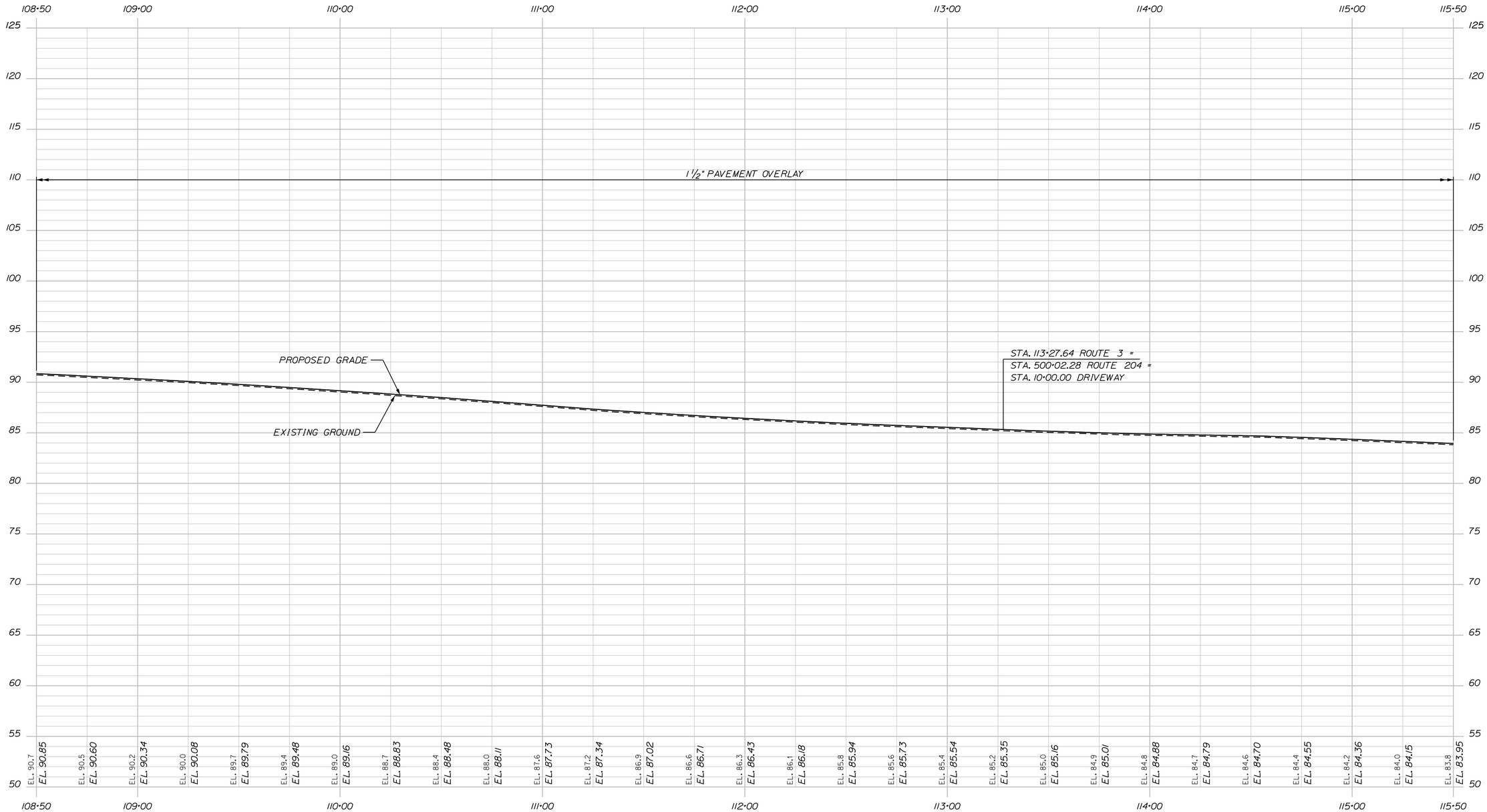
PROFILES

SHEET NUMBER

8

OF 40

Filename: ...\00\Highway\008_Profile01.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



PROFILE - ROUTE 3

PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

PROJ. MANAGER	B.KEEZER	BY	DATE	
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14	SIGNATURE
CHECKED-REVIEWED	D.ETTINGER	----	12-19-14	
DESIGN2-DETAILED2	----	----	----	P.E. NUMBER
DESIGN3-DETAILED3	----	----	----	
REVISIONS 1	----	----	----	
REVISIONS 2	----	----	----	DATE
REVISIONS 3	----	----	----	
REVISIONS 4	----	----	----	
FIELD CHANGES	----	----	----	

TRENTON
ROUTE 3 & 204

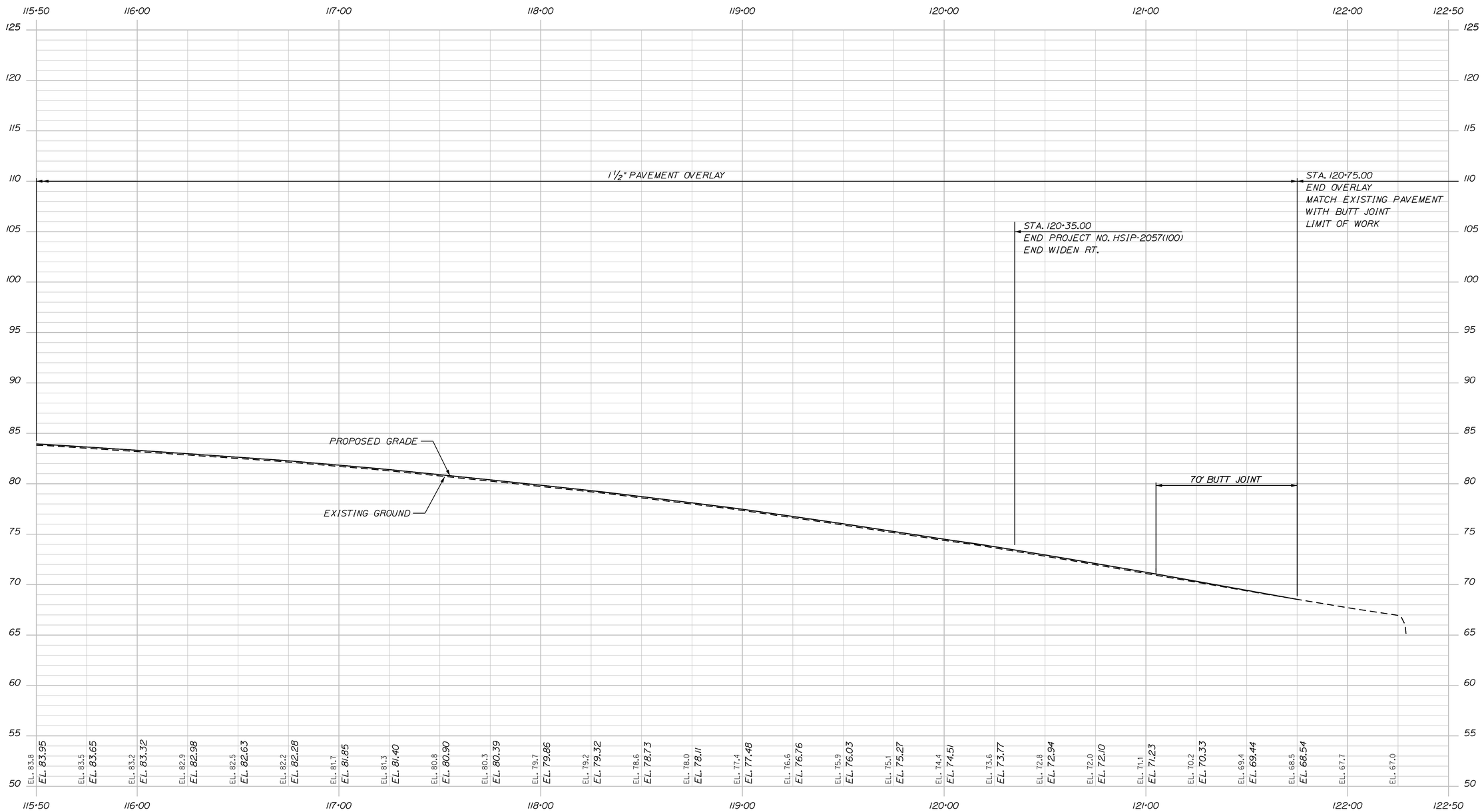
PROFILES

SHEET NUMBER

9

OF 40

Filename: ...\00\Highway\009_Profile02.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



PROFILE - ROUTE 3

PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

PROJ. MANAGER	B.KEEZER	BY	DATE
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	----	12-19-14
DESIGN2-DETAILED2	----	----	----
DESIGN3-DETAILED3	----	----	----
REVISIONS 1	----	----	----
REVISIONS 2	----	----	----
REVISIONS 3	----	----	----
REVISIONS 4	----	----	----
FIELD CHANGES	----	----	----

SIGNATURE

P.E. NUMBER

DATE

TRENTON
ROUTE 3 & 204

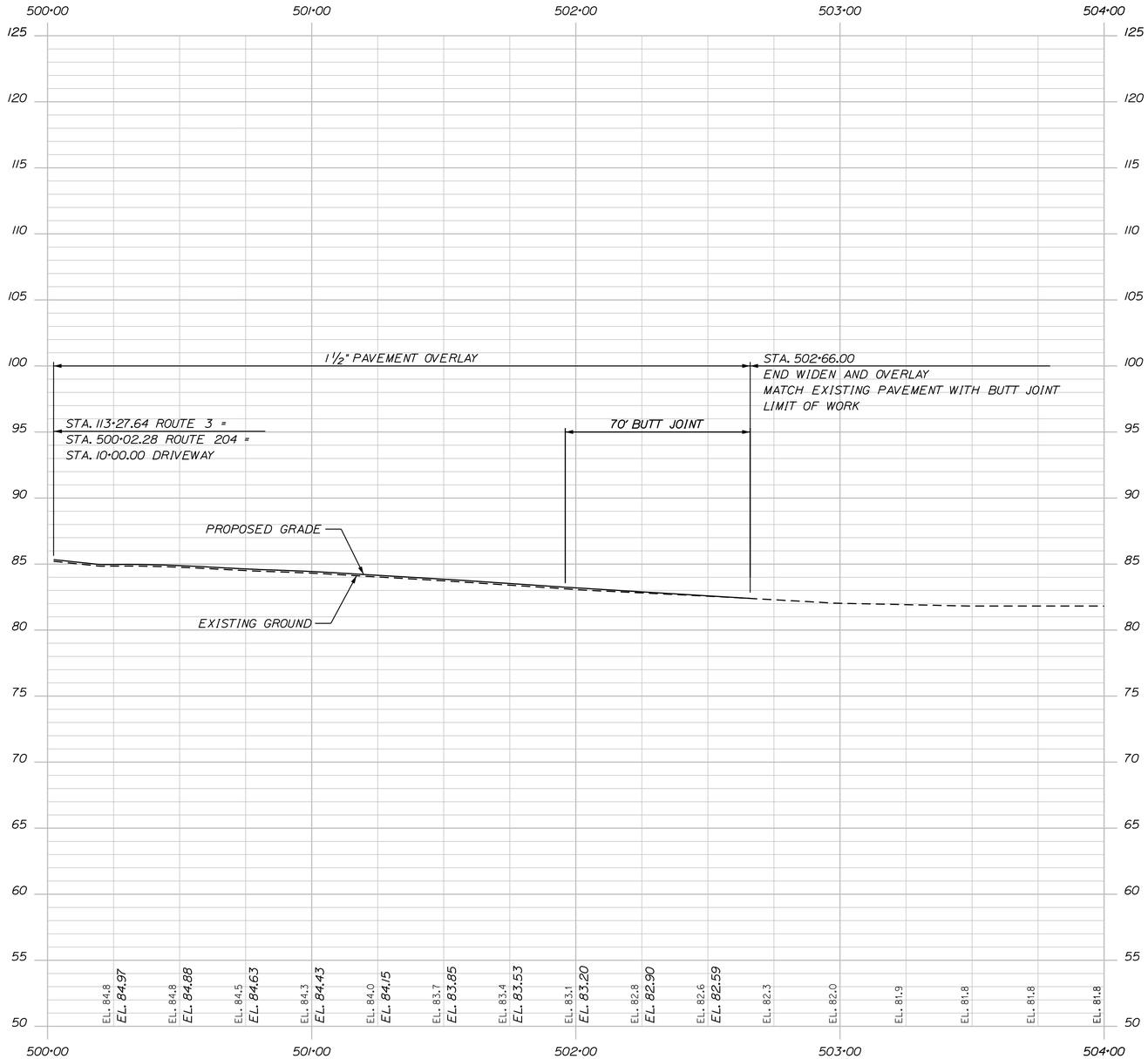
PROFILES

SHEET NUMBER

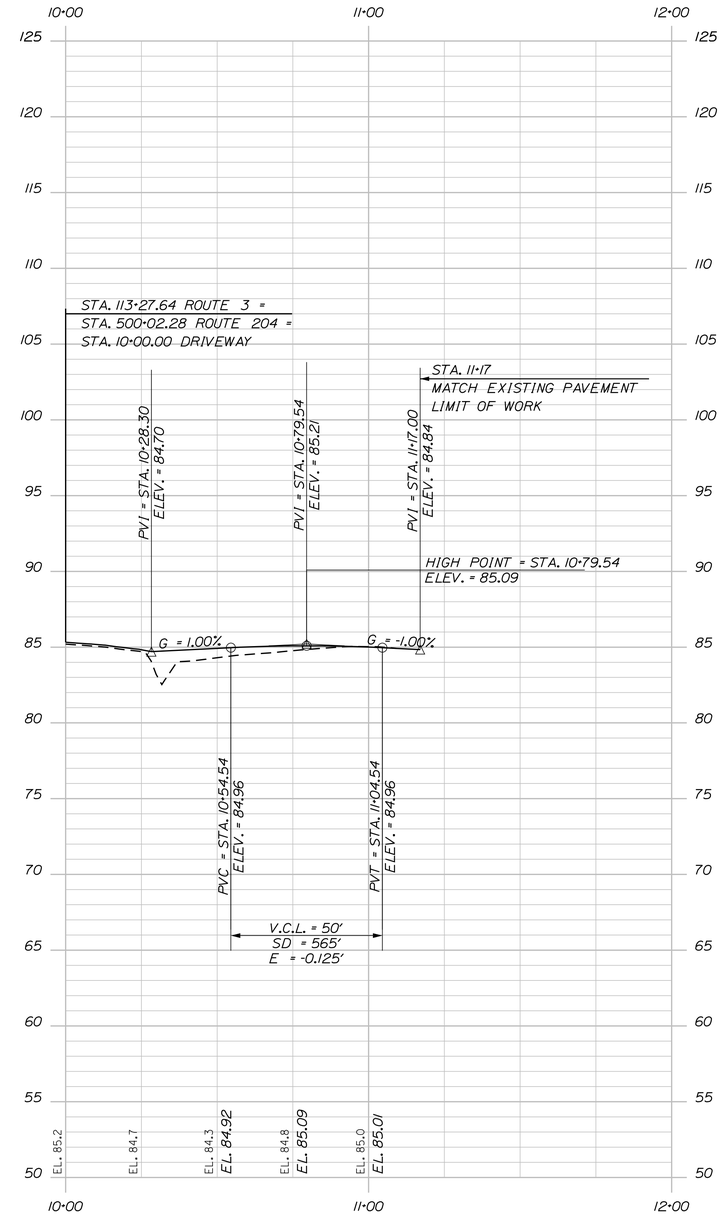
10

OF 40

Filename: ...\00\Highway\010_Profile03.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



PROFILE - ROUTE 204



PROFILE - DRIVEWAY

PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

PROJ. MANAGER	B.KEEZER	BY	DATE
DESIGN-DETAILED	L.MEEK	D.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	----	12-19-14
DESIGN2-DETAILED2	----	----	----
DESIGN3-DETAILED3	----	----	----
REVISIONS 1	----	----	----
REVISIONS 2	----	----	----
REVISIONS 3	----	----	----
REVISIONS 4	----	----	----
FIELD CHANGES	----	----	----

SIGNATURE

P.E. NUMBER

DATE

TRENTON
ROUTE 3 & 204

PROFILES

SHEET NUMBER

11

OF 40

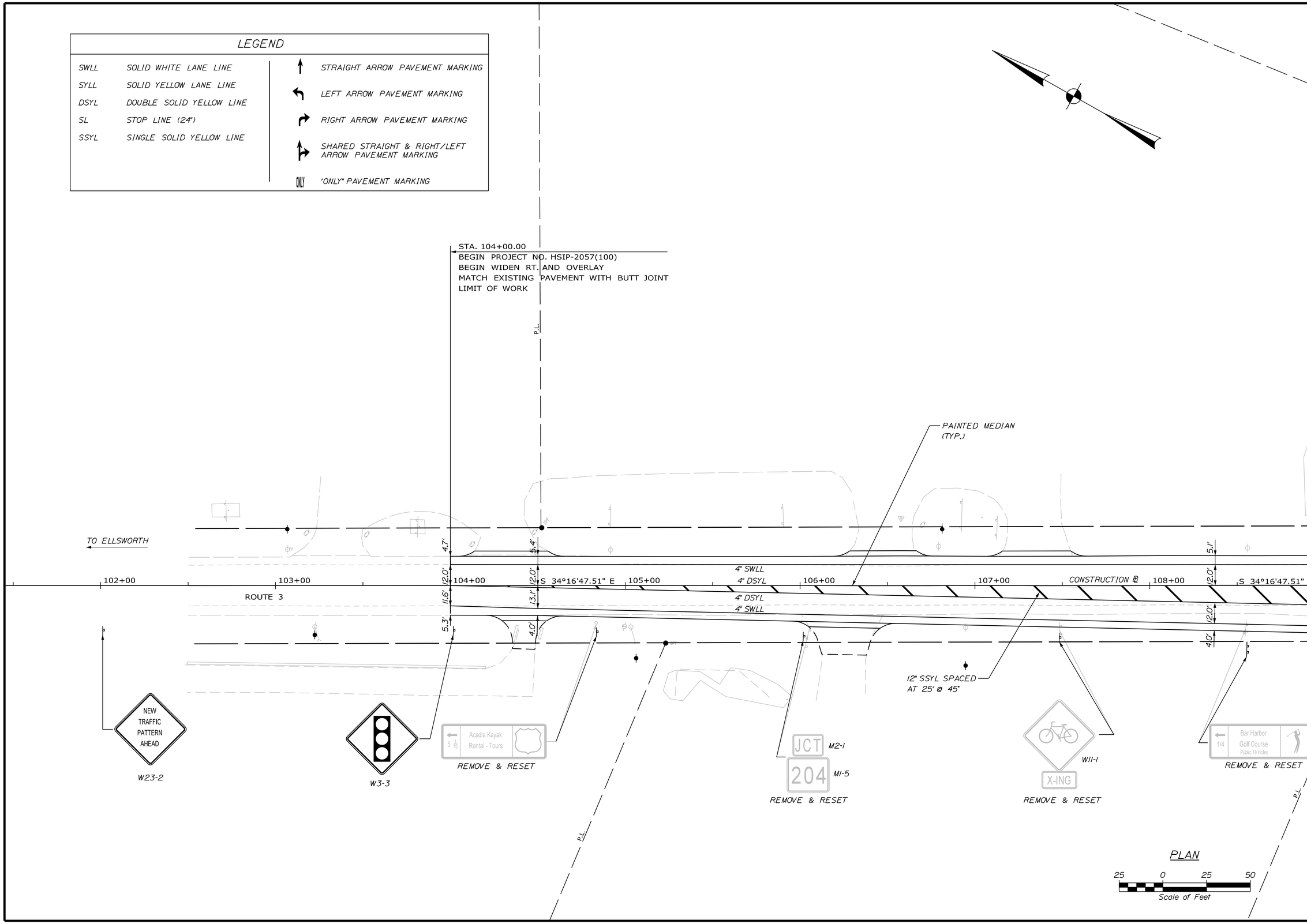
Filename: ...\00\Highway\011_Profile04.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014

Filename: ...\00\Highway\012_SSPlan01.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014

LEGEND

SWLL	SOLID WHITE LANE LINE
SYLL	SOLID YELLOW LANE LINE
DSYL	DOUBLE SOLID YELLOW LINE
SL	STOP LINE (24")
SSYL	SINGLE SOLID YELLOW LINE

- STRAIGHT ARROW PAVEMENT MARKING
- LEFT ARROW PAVEMENT MARKING
- RIGHT ARROW PAVEMENT MARKING
- SHARED STRAIGHT & RIGHT/LEFT ARROW PAVEMENT MARKING
- "ONLY" PAVEMENT MARKING



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

PROJ. MANAGER	B.KEEZER	BY	DATE
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	-----	12-19-14
DESIGN2-DETAILED2	-----	-----	-----
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

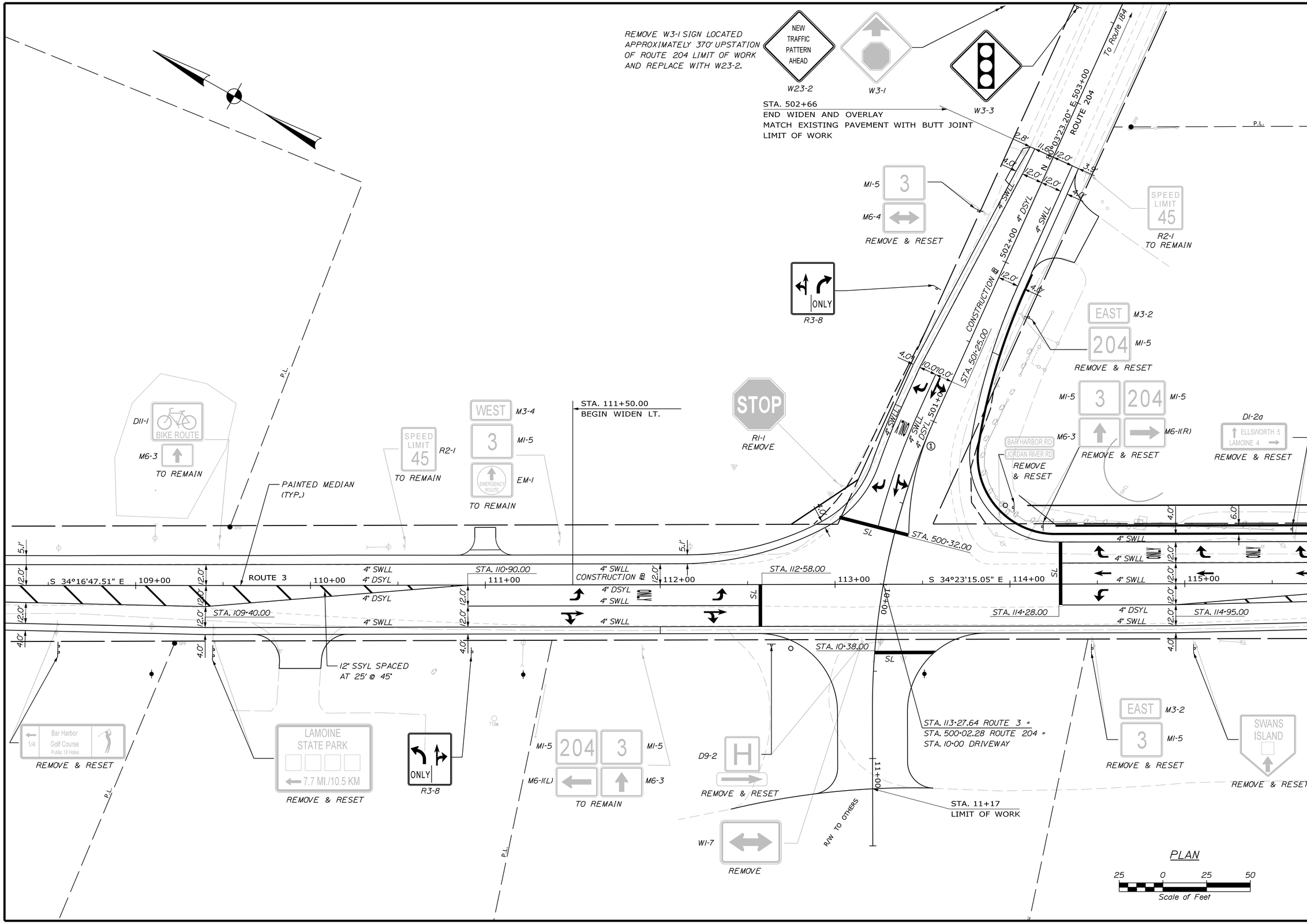
TRENTON
ROUTE 3 & 204

SIGNING & STRIPING PLAN

SHEET NUMBER

12

OF 40



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

PROJ. MANAGER	B.KEEZER	BY	DATE
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	-----	-----
DESIGN2-DETAILED2	-----	-----	-----
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

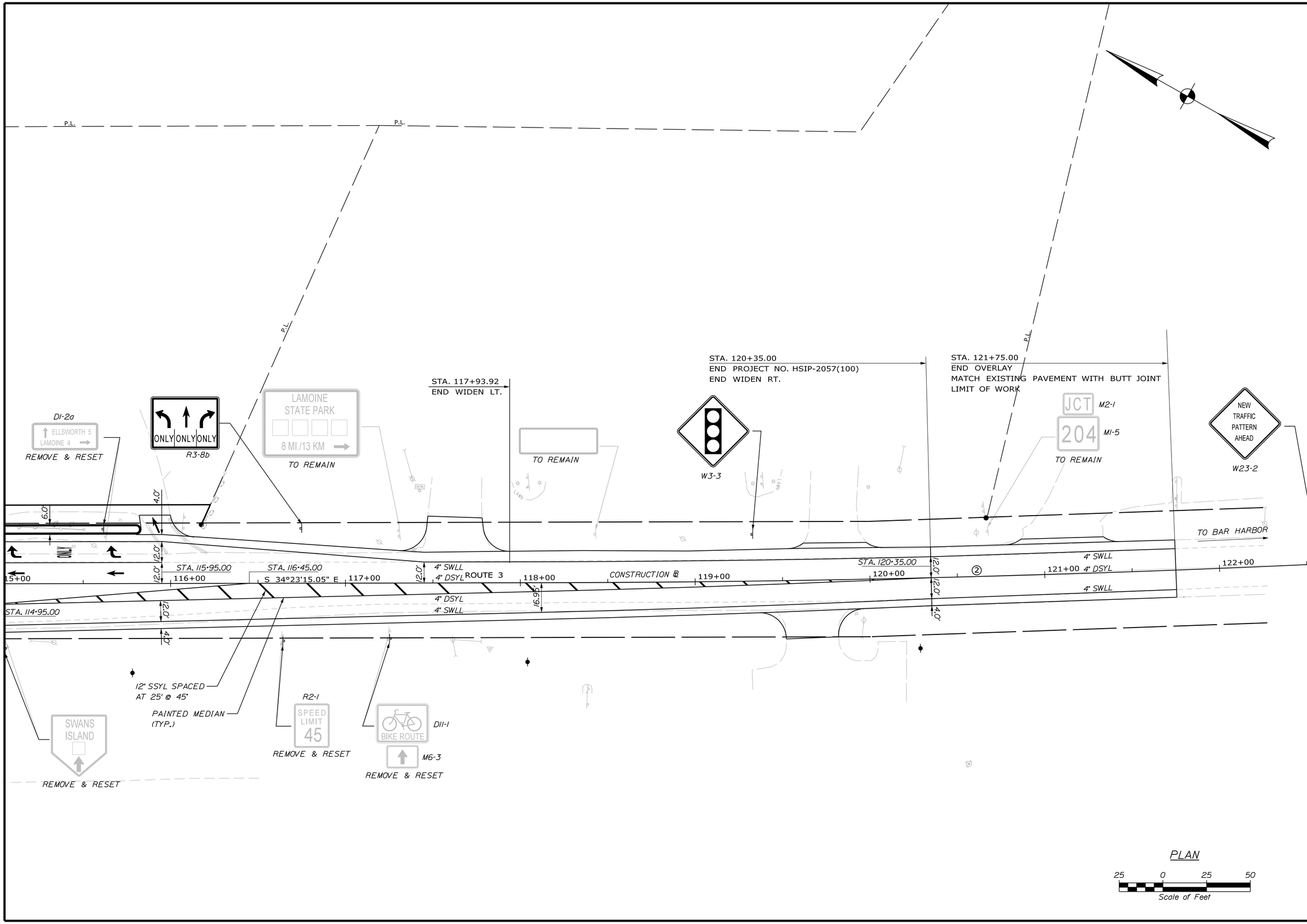
DATE

TRENTON
ROUTE 3 & 204

SIGNING & STRIPING PLAN

SHEET NUMBER
13
OF 40

Filename: ...\00\Highway\013_SSPlan02.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

PROJ. MANAGER	B.KEEZER	BY	DATE
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	----	12-19-14
DESIGN2-DETAILED2	----	----	----
DESIGN3-DETAILED3	----	----	----
REVISIONS 1	----	----	----
REVISIONS 2	----	----	----
REVISIONS 3	----	----	----
REVISIONS 4	----	----	----
FIELD CHANGES	----	----	----

SIGNATURE

P.E. NUMBER

DATE

TRENTON
ROUTE 3 & 204

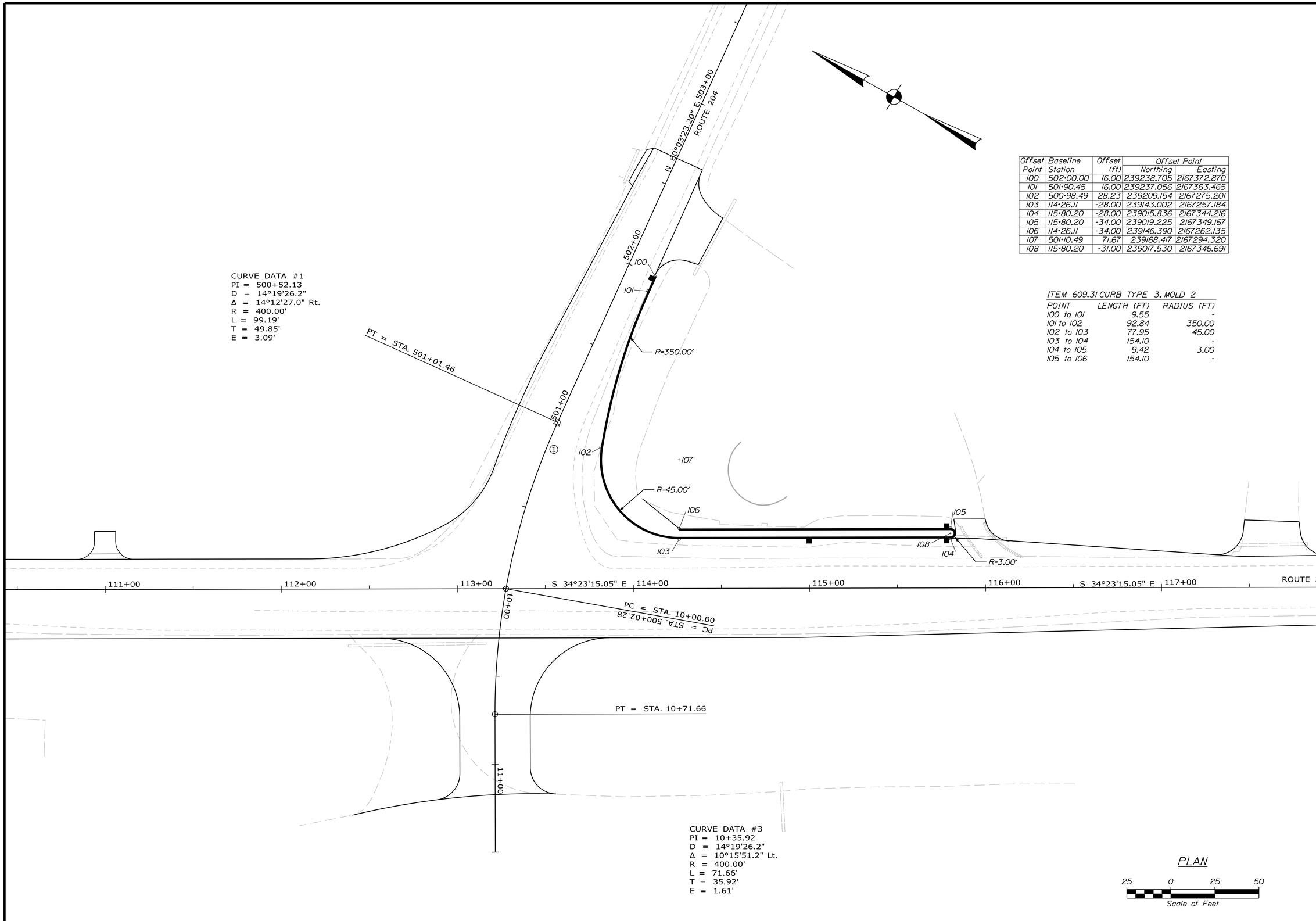
SIGNING & STRIPING PLAN

SHEET NUMBER

14

OF 40

Filename: ...\00\Highway\014_SSPlan03.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



Offset Point	Baseline Station	Offset (ft)	Offset Point Northing	Offset Point Easting
100	502+00.00	16.00	239238.705	2167372.870
101	501+90.45	16.00	239237.056	2167363.465
102	500+98.49	28.23	239209.154	2167275.201
103	114+26.11	-28.00	239143.002	2167257.184
104	115+80.20	-28.00	239015.836	2167344.216
105	115+80.20	-34.00	239019.225	2167349.167
106	114+26.11	-34.00	239146.390	2167262.135
107	501+10.49	71.67	239168.417	2167294.320
108	115+80.20	-31.00	239017.530	2167346.691

ITEM 609.31 CURB TYPE 3, MOLD 2

POINT	LENGTH (FT)	RADIUS (FT)
100 to 101	9.55	-
101 to 102	92.84	350.00
102 to 103	77.95	45.00
103 to 104	154.10	-
104 to 105	9.42	3.00
105 to 106	154.10	-

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	B.KEEZER		
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	------	12-19-14
DESIGN2-DETAILED2	------	------	------
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

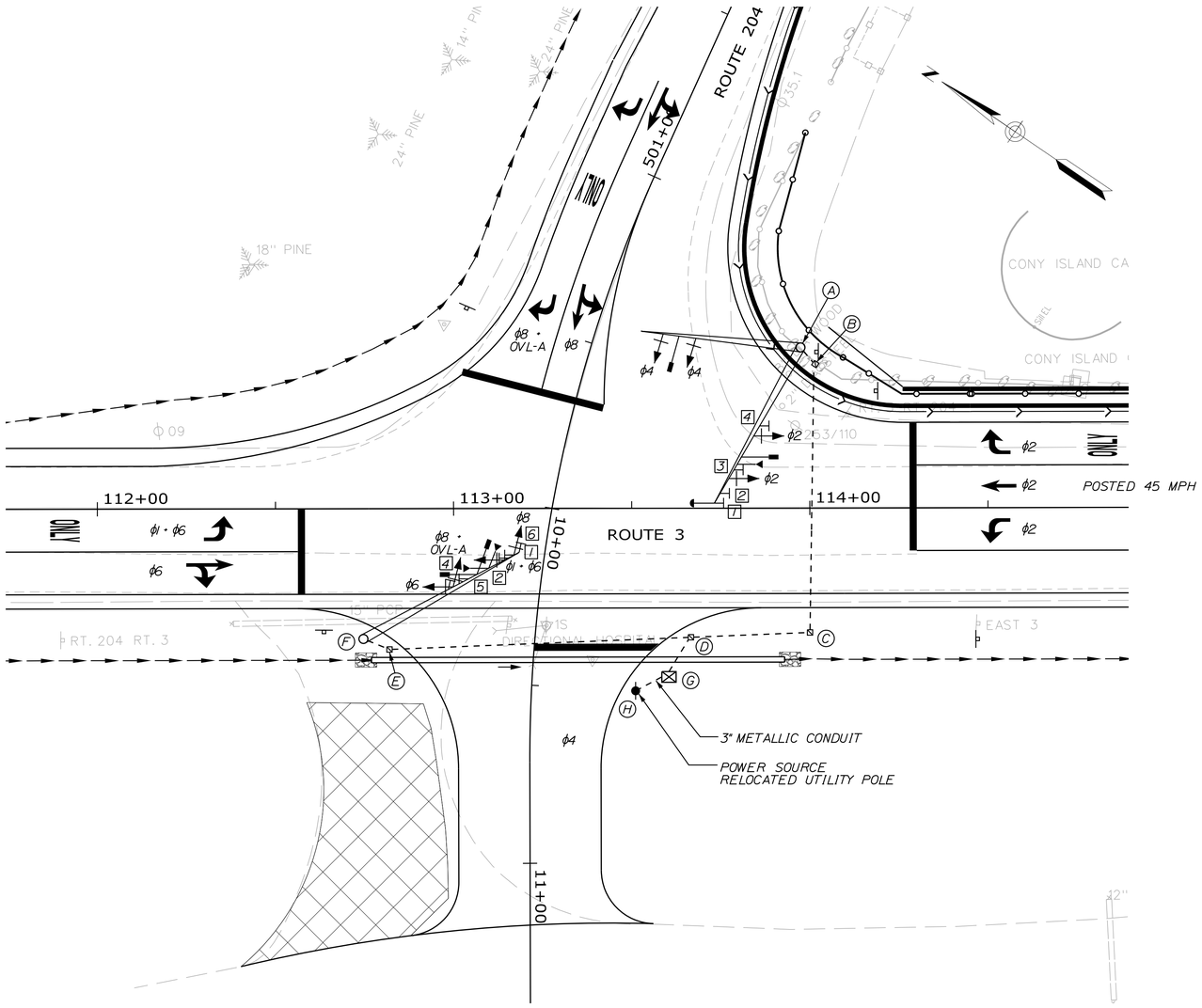
DATE

TRENTON
ROUTE 3 & 204

GEOMETRIC &
CURB LAYOUT PLAN

SHEET NUMBER
15
OF 40

Filename: ...\00\Highway\015_CurbPlan01.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014

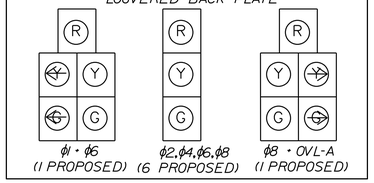


LEGEND

EXISTING		PROPOSED
	SIGNAL HEAD	
	VIDEO DETECTOR	
	EMERGENCY PREMPTION RECIEVER	
	PREMPTION CONFIRMATION STROBE	
	SIGNAL CONDUIT (3" PVC, SCH 80, UNLESS OTHERWISE NOTED)	
	CONTROLLER CABINET	
	SIGNAL POLE	
	MAST ARM WITH SIGNAL STANDARD	
	MOUNTED SIGN	
	JUNCTION BOX	
	FENCE	

PROPOSED SIGNAL HEADS

ALL LENSES 12" LED WITH 5" LOUVERED BACK PLATE



SIGNAL TIMING SCHEDULE - FREE PLAN

	1	2	3	4	5	6	7	8
MINIMUM INITIAL	6.0	6.0	-	6.0	-	6.0	-	6.0
VEHICLE EXTENSION	3.0	3.0	-	3.0	-	3.0	-	3.0
MAXIMUM 1	12	50	-	20	-	69.5	-	20
YELLOW	4.5	4.5	-	4.5	-	4.5	-	4.5
ALL RED	3.0	3.0	-	3.0	-	3.0	-	3.0
WALK / DON'T WALK	-	-	-	-	-	-	-	-
PEDESTRIAN CLEARANCE	-	-	-	-	-	-	-	-
FLASH	-	Y	-	R	-	Y	-	R
PHASE RECALL	-	SOFT	-	-	-	SOFT	-	-
MEMORY	-	-	-	-	-	-	-	-
DETECTOR MODE ADVANCE	-	PULSE	-	-	-	PULSE	-	-
DETECTOR MODE AT STOP BAR	PR	PR	-	PR	-	PR	-	PR
DETECTOR DELAY *	-	5 SEC	-	-	-	-	-	20 SEC

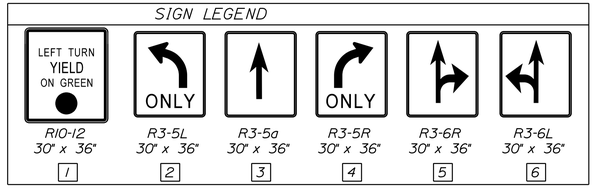
Y=YELLOW R=RED PR=PRESENCE

TIMING SHOWN IS FOR INITIAL INSTALLATION AND SHALL BE FIELD ADJUSTED UNDER THE DIRECTION OF MAINEDOT OR RESIDENT ONCE INSTALLED.

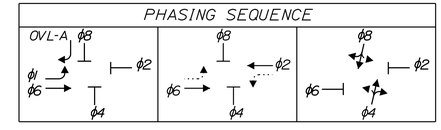
* RIGHT TURN LANES ONLY

OLA - PHASE 1 ONLY

SIGN LEGEND



PHASING SEQUENCE



EQUIPMENT SCHEDULE

DESIGNATION	ITEM	DESCRIPTION	LOCATION
A	PROPOSED 45' AND 50' MAST ARMS WITH MAST POLE AND FOUNDATION (CATEGORY 1)	SIGNAL HEADS, VIDEO DETECTION, OVERHEAD SIGNS, PREEMPTION RECEIVER AND CONFIRMATION STROBE, WAVETRONIX DETECTOR (ϕ2)	STA. 113+97.49, 45.10' LT
B, C, D, E	JUNCTION BOX	PRECAST CONCRETE	(B) STA. 114+01.61, 40.40' LT (C) STA. 114+00.00, 34.96' RT (D) STA. 113+66.57, 36.25' RT (E) STA. 112+81.95, 39.51' RT
F	PROPOSED 50' MAST ARM WITH MAST POLE AND FOUNDATION (CATEGORY 1)	SIGNAL HEADS, VIDEO DETECTION, OVERHEAD SIGNS, PREEMPTION RECEIVERS, WAVETRONIX DETECTOR (ϕ6)	STA. 112+74.64, 36.55' RT
G	NEW CONTROLLER CABINET/CONTROLLER	GROUND MOUNTED CONTROLLER CABINET WITH EXTENSION AND FOUNDATION CONTROLLER	STA. 113+60.37, 47.37' RT
H	RELOCATED UTILITY POLE	POWER SOURCE	STA. 113+51.02, 51.25' RT

PLAN

20 0 20 40

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	B.KEEZER	
DESIGN-DETAILED	L.MEEK	O.CHAPLIN 12-19-14
CHECKED-REVIEWED	D.ETTINGER	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

TRENTON
ROUTE 3 & 204

SIGNAL PLAN

SHEET NUMBER

16

OF 40

Filename: ...\00\Highway\016_Signal01.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014

GENERAL SIGNAL NOTES

1. ALL MATERIALS AND WORK SHALL CONFORM TO MAINE DOT STANDARD SPECIFICATIONS AND BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", U.S.D.O.T., F.H.W.A., LATEST EDITION.

2. IT IS THE INTENT OF THIS WORK TO HAVE A COMPLETE OPERATIONAL, TESTED AND ACCEPTED TRAFFIC SIGNAL UPON COMPLETION OF THIS CONTRACT.

3. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.

4. THE RESIDENT, TOWN AND MAINE DOT SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS IN PROGRESS OR COMPLETED AND SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM, IN ITS SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.

5. THE LOCATIONS OF MAST ARMS AND POLES INCLUDING THE MOUNTED TRAFFIC DEVICES AND SIGNS ARE APPROXIMATE. FINAL LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT, MAINE DOT OR TOWN REPRESENTATIVE.

6. THE PROPOSED TRAFFIC SIGNAL TIMING AND PHASING PLAN SHALL BE INPUT BY THE CONTRACTOR UNDER OBSERVATIONS BY THE RESIDENT OR MAINE DOT REPRESENTATIVE. THE CONTRACTOR SHALL PROVIDE 48 HOURS NOTICE TO THE RESIDENT.

7. CONTRACTOR IS RESPONSIBLE FOR FIELD ADJUSTING TIMING FOR EACH TIMING PLAN UNDER THE DIRECTION OF THE RESIDENT AND MAINE DOT REPRESENTATIVE.

8. TWO COPIES OF AS-BUILT PLANS, SIGNAL TIMING, AND CONTROLLER MANUALS SHALL BE LEFT IN THE CONTROLLER CABINET. ONE ELECTRONIC COPY OF EACH SHALL BE PROVIDED TO THE TOWN ENGINEER/PUBLIC WORKS DIRECTOR.

9. CONTRACTOR SHALL PROVIDE AND INSTALL ALL JUNCTION BOXES PER MAINE DOT STANDARDS AT A MINIMUM.

10. THE CONTRACTOR SHALL PREPARE A MATERIAL SCHEDULE BASED UPON THEIR PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.

11. UTILITIES THAT HAVE FACILITIES IN THE GENERAL PROJECT ARE LISTED IN SPECIAL PROVISION 104.

12. UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY AND THE CONTRACTOR IS RESPONSIBLE FOR FINDING EXACT LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL CONTACT DIG SAFE AT 1-888-DIG-SAFE AND APPROPRIATE AUTHORITIES PRIOR TO ANY SUBSURFACE ACTIVITIES.

13. THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE UTILITY COMPANIES WHEN MODIFYING THE EXISTING SERVICE CONNECTIONS AND WHEN INSTALLING EQUIPMENT ON THEIR POLES OR NEAR THEIR WIRES.

14. CONTRACTOR SHALL CONTACT AND COORDINATE WITH UTILITIES UPON AWARD OF THE CONTRACT. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES SO THAT THE TRAFFIC SIGNAL INSTALLATION IS DONE AFTER THE UTILITIES HAVE BEEN RELOCATED BY THE RESPECTIVE UTILITY COMPANIES.

15. THE CONTRACTOR IS RESPONSIBLE FOR THE RELOCATION AND/OR INSTALLATION OF POWER METERS IF REQUIRED AND ASSURING THE POWER METER LOCATION AND INSTALLATION CONFORMS TO THE LOCAL UTILITY REQUIREMENTS. THIS WORK WILL BE INCIDENTAL TO ITEM 643.80.

16. ALL CONDUIT CROSSING AREAS OF OVERLAY OR EXISTING PAVEMENT SHALL BE INSTALLED USING TRENCHLESS TECHNOLOGIES.

17. ALL NEW SIGNAL SECTIONS SHALL HAVE LED LENSES 12 INCHES IN DIAMETER, AND SHALL HAVE 5 INCH LOUVERED BACK PLATES WITH YELLOW REFLECTIVE STRIP AROUND BORDER OF BACK PLATES.

18. ALL SPLICES WILL BE MADE IN THE CABINETS OR POLES MEETING MAINE DOT SPECIFICATIONS.

19. THE BOTTOM OF THE HOUSING OF NEW SIGNAL FACES SHALL BE AT LEAST 16 FEET BUT NOT MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.

20. THE CONTRACTOR SHALL PROVIDE MAST ARM DESIGN IN ACCORDANCE WITH SECTION 643.023. MAST ARMS SHALL BE CATEGORY 1.

21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINAL STRUCTURAL DESIGN OF THE SIGNAL SUPPORT STRUCTURES AND THE CONNECTION OF THE SUPPORT STRUCTURES TO THEIR FOUNDATIONS. ALL DESIGNS SHALL BE PREPARED AND STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE. DESIGN COMPUTATIONS, INCLUDING DESIGN LOADS (OVERTURNING MOMENT, TORSION, SHEAR FORCE, AND AXIAL LOAD) AT THE TOP OF THE FOUNDATIONS, AND SHOP DRAWINGS SHALL BE SUBMITTED FOR APPROVAL BY THE DEPARTMENT. NO MATERIALS SHALL BE ORDERED OR FABRICATED UNTIL THE DESIGN HAS BEEN APPROVED.

22. FOUNDATIONS SHALL CONSIST OF CAST-IN-PLACE REINFORCED CONCRETE DRILLED SHAFTS; ONE NEW DRILLED SHAFT PER MAST ARM OR DUAL PURPOSE POLE AS SET FORTH IN SPECIAL PROVISION 643. FOUNDATION SIZES SHALL BE SELECTED BY THE CONTRACTOR BASED UPON ACTUAL COMPUTED BENDING MOMENTS AND TORSION IN ACCORDANCE WITH SPECIAL PROVISION 643. ACTUAL DESIGN LOADS AT THE TOP OF THE FOUNDATION THAT ARE PROVIDED BY THE CONTRACTOR AS PART OF THEIR STRUCTURAL SUBMITTAL WILL BE USED BY THE DEPARTMENT TO CHECK THE SPECIFIED SIZE OF THE DRILLED SHAFTS. DRILLED SHAFTS SHALL NOT BE PERMANENTLY CASED, EXCEPT FOR THE TOP 3 FEET; CONCRETE SHALL BE CAST DIRECTLY AGAINST THE SURROUNDING SOIL. PRECAST FOUNDATIONS WILL NOT BE ACCEPTED.

23. TEST BORINGS WERE DRILLED IN THE PROJECT AREA AND THE BORING LOGS ARE PROVIDED AS PART OF THE CONTRACT DOCUMENTS. THE ALLOWABLE FOUNDATION SIZES PROVIDED IN SPECIAL PROVISION 643 ARE BASED ON THE SUBSURFACE CONDITIONS OBSERVED IN THE PROJECT AREA AS INTERPRETED BY THE DEPARTMENT. IF SOIL OR GROUNDWATER CONDITIONS ARE SUSPECT (SUCH AS VERY SOFT GRAY SILT-CLAY, ORGANIC SOILS/PEAT, OR GROUNDWATER LESS THAN 5 FEET BELOW THE GROUND SURFACE) THE CONTRACTOR SHALL STOP WORK ON THAT FOUNDATION AND CONTACT THE RESIDENT ENGINEER.

24. ANY DAMAGE TO SLOPES OR PAVEMENT RESULTING FROM INSTALLATION OF MAST ARM OR DUAL PURPOSE POLES AND FOUNDATIONS SHALL BE REPAIRED BY THE CONTRACTOR AS DIRECTED BY THE RESIDENT. COSTS OF REPAIRS SHALL BE INCIDENTAL TO PAYMENT UNDER SECTION 643.

25. PAYMENT FOR MAST ARM OR DUAL PURPOSE POLES AND FOUNDATIONS FOR SIGNALS WILL BE IN ACCORDANCE WITH SECTION 643, AND WILL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT AND MATERIALS FOR THE ACCEPTED COMPLETE SIGNAL INSTALLATION INCLUDING, BUT NOT LIMITED TO, SIGNALS, SUPPORT STRUCTURES AND FOUNDATIONS, EXCAVATION, EXCAVATION STABILIZATION, BACKFILL, REPLACEMENT OF SUBBASE GRAVEL, REPLACEMENT OR REPAIR OF HIGHWAY AND SIDEWALK PAVEMENT, SLOPE REGRADING, AND PLACEMENT OF LOAM, SEED AND MULCH ON DISTURBED SLOPES. PAYMENT FOR CONSTRUCTION TRAFFIC CONTROL WILL BE MADE UNDER APPLICABLE PAY ITEMS OF SECTION 652.

26. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY STREET/SIDEWALK OCCUPANCY OR OPENING PERMITS.

27. SIGNAL EQUIPMENT:
    - SIGNAL HOUSINGS SHALL BE MCCAIN MODEL MTSTA OR MTSTP SERIES ONLY
    - LED MODULES FOR VEHICLE INDICATIONS SHALL BE GELCORE MODEL DR6 SERIES ONLY

28. TRAFFIC STRUCTURES:
    - MAST ARMS SHALL BE VALMONT SM16 OR CB16 SERIES ONLY
    - STRAIN POLES SHALL BE VALMONT SW56 SERIES ONLY.
    - PEDESTAL POLES SHALL BE ONE PIECE.

29. PROPOSED SIGNS ON SIGNAL MAST ARMS AND POLES SHALL BE INCIDENTAL TO ITEM 643.80.

30. FOUNDATION SHALL BE CONSTRUCTED PER MAINE DOT SPECIFICATIONS.

31. ALL SIGNAL HEADS SHALL BE MOUNTED TO MAST ARMS WITH ASTROBRACKETS.

32. ADVANCE DETECTION FOR ROUTE 3 APPROACHES SHALL BE WAVETRONIX SMART SENSOR ADVANCE WITH SAFE ARRIVAL TECHNOLOGY.

33. ALL CONFLICTING SIGNS AND PAVEMENT MARKINGS SHALL BE PERMANENTLY REMOVED.

VIDEO DETECTION

1. VIDEO DETECTION SYSTEM SHALL BE TRAFICON MODEL VIP3.1 & VIP3.2 SERIES ONLY AND VIDEO DETECTION CAMERAS SHALL BE TRAFICON APPROVED MODELS ONLY.

2. AT LOCATIONS WHERE VIDEO DETECTORS ARE INSTALLED ON TRAFFIC SIGNAL MAST ARMS, AN INITIAL SIX-FOOT VERTICAL PIPE EXTENSION SHALL BE INSTALLED ON THE MAST ARM WITH THE VIDEO DETECTOR MOUNTED ON THE TOP OF THE EXTENSION PIPE. THE RESIDENT RESERVES THE RIGHT TO DIRECT THE CONTRACTOR TO FIELD ADJUST THE HEIGHT, EITHER LOWER OR HIGHER, OF THE VERTICAL EXTENSION PIPES FOR LOCAL CONDITIONS IDENTIFIED DURING OR AFTER CONSTRUCTION. NO ADDITIONAL COSTS WILL BE ALLOWED FOR FIELD ADJUSTING THE PIPE EXTENSIONS OR REWIRING. THE COST OF POLE RISERS SHALL BE INCIDENTAL TO 643 PAY ITEMS.

EMERGENCY VEHICLE/PREEMPTION

1. ALL PREEMPTION EQUIPMENT SHALL BE COMPATIBLE WITH THE TOWNS' EXISTING EQUIPMENT. COORDINATE WORK WITH RESIDENT.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

PIN
20571.00

HIGHWAY PLANS

PROJ. MANAGER	B.KEEZER	BY	DATE
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	----	12-19-14
DESIGN2-DETAILED2	----	----	----
DESIGN3-DETAILED3	----	----	----
REVISIONS 1	----	----	----
REVISIONS 2	----	----	----
REVISIONS 3	----	----	----
REVISIONS 4	----	----	----
FIELD CHANGES	----	----	----

SIGNATURE

P.E. NUMBER

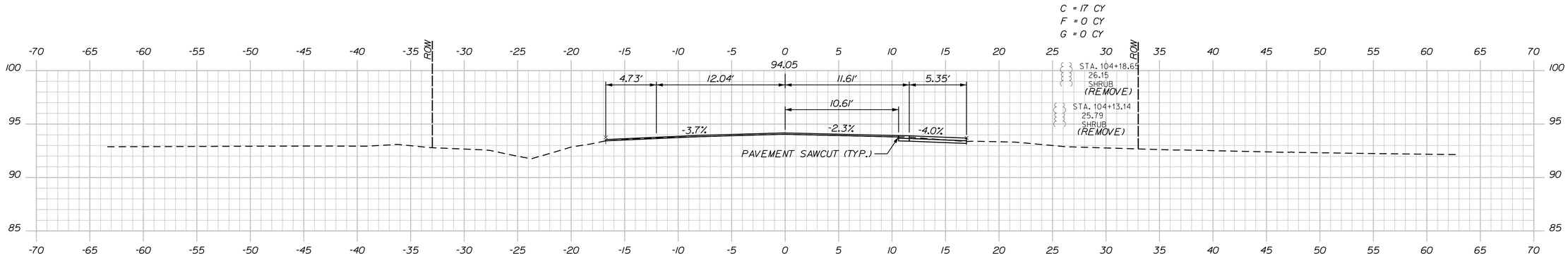
DATE

TRENTON
ROUTE 3 & 204

SIGNAL NOTES

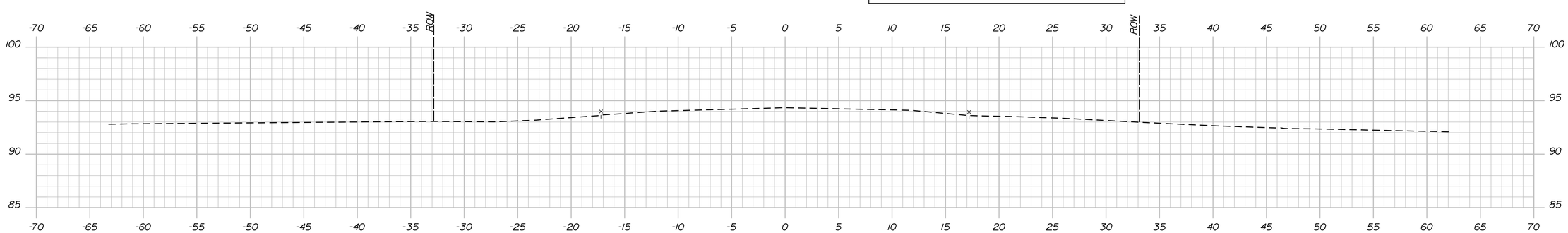
SHEET NUMBER
17
OF 40

Filename: ...\00\Highway\017_SignalNotes.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014

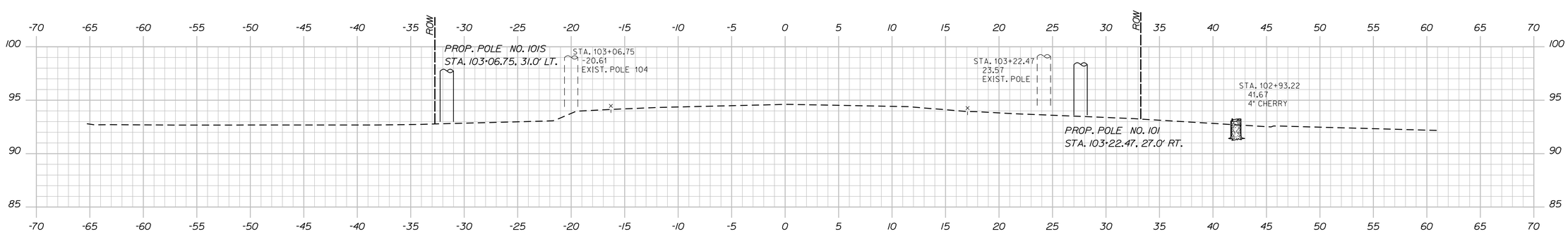


104+00.00

STA. 104+00
BEGIN PROJECT NO. HSIP-2057(100)
BEGIN WIDEN RT. AND OVERLAY
MATCH EXISTING PAVEMENT WITH BUTT JOINT
LIMIT OF WORK



103+50.00



103+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN
20571.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	B. KEEZER	
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	-----	12-19-14
DESIGN2-DETAILED2	-----	-----
DESIGN3-DETAILED3	-----	-----
REVISIONS 1	-----	-----
REVISIONS 2	-----	-----
REVISIONS 3	-----	-----
REVISIONS 4	-----	-----
FIELD CHANGES	-----	-----

SIGNATURE

P.E. NUMBER

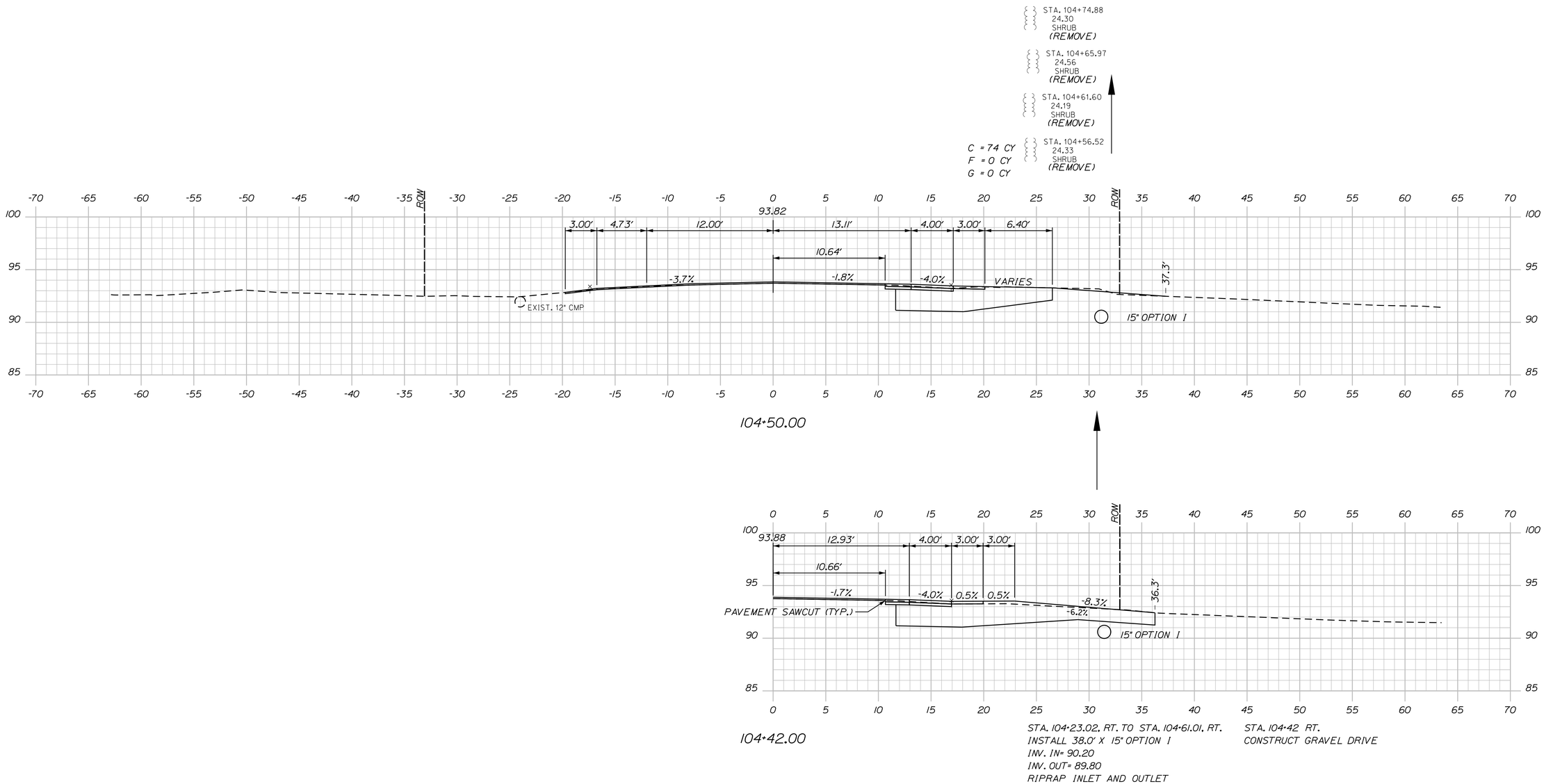
DATE

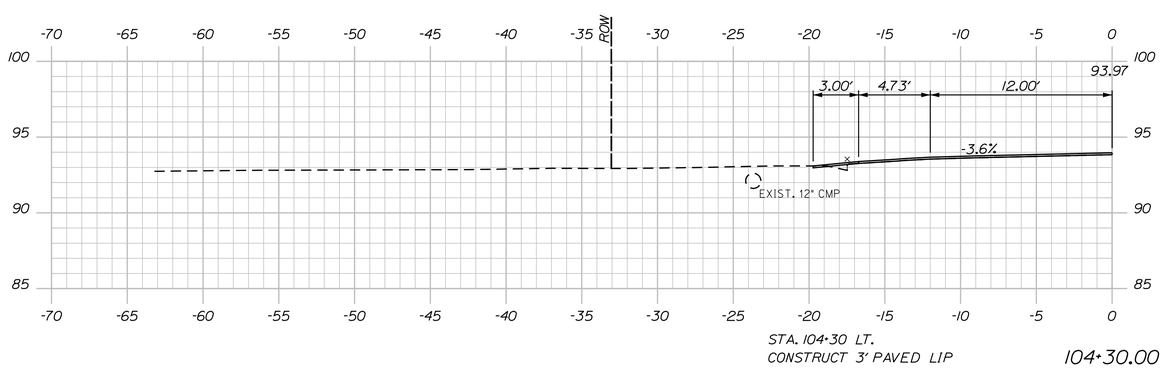
TRENTON
ROUTE 3 & 204

CROSS SECTIONS

SHEET NUMBER
18
OF 40

Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	B. KEEZER	
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	----	12-19-14
DESIGN2-DETAILED2	----	----	----
DESIGN3-DETAILED3	----	----	----
REVISIONS 1	----	----	----
REVISIONS 2	----	----	----
REVISIONS 3	----	----	----
REVISIONS 4	----	----	----
FIELD CHANGES	----	----	----

SIGNATURE

P.E. NUMBER

DATE

TRENTON
ROUTE 3 & 204

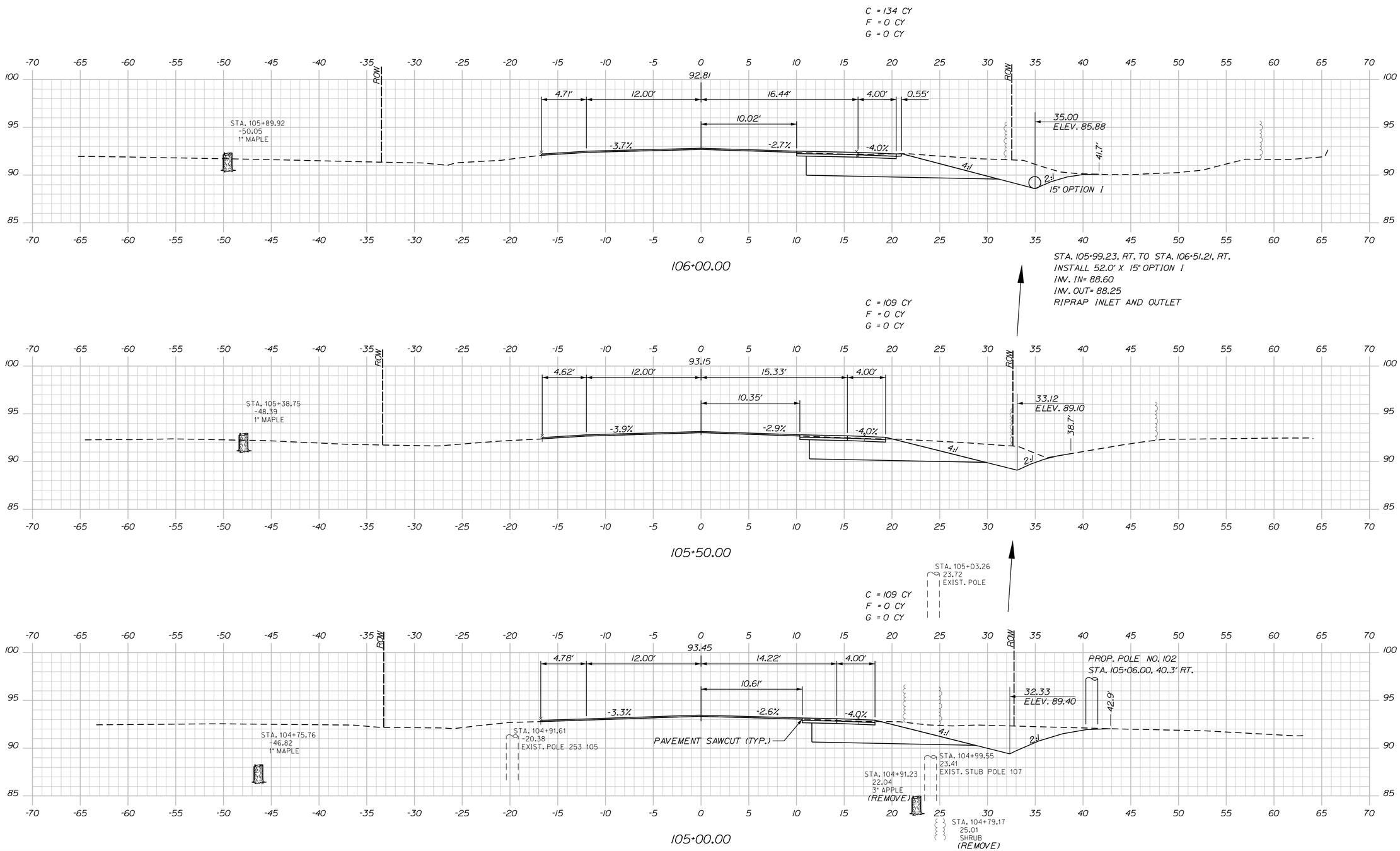
CROSS SECTIONS

SHEET NUMBER

19

OF 40

Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	-----	12-19-14
DESIGN2-DETAILED2	-----	-----	-----
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

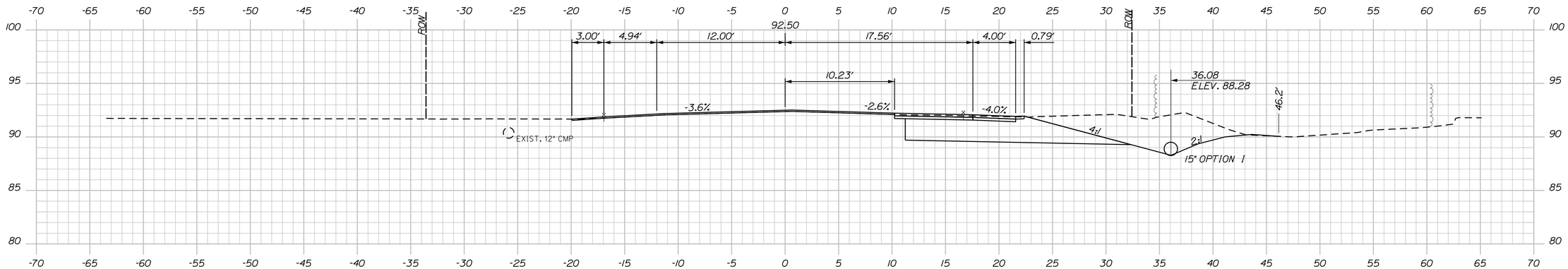
TRENTON
ROUTE 3 & 204

CROSS SECTIONS

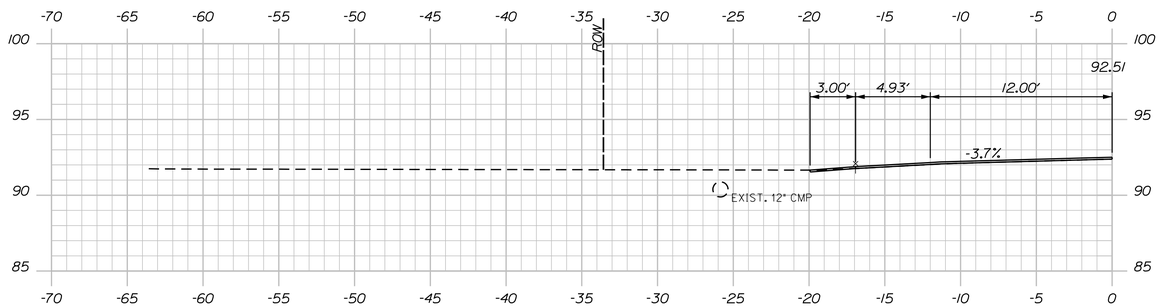
SHEET NUMBER
20
OF 40

Route 3 Sta. 105+00.00 to Sta. 106+00.00

C = 143 CY
F = 0 CY
G = 0 CY

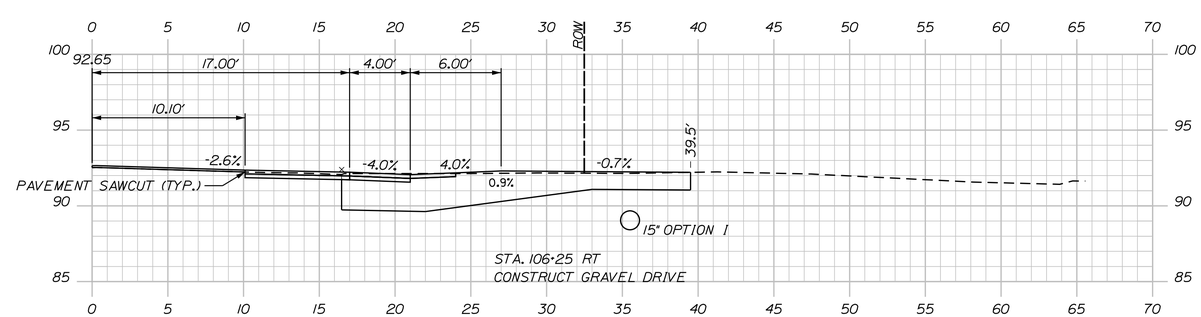


106+50.00



STA. 106+48 LT
CONSTRUCT 3' PAVED LIP

106+48.00



106+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	-----	12-19-14
DESIGN2-DETAILED2	-----	-----	-----
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

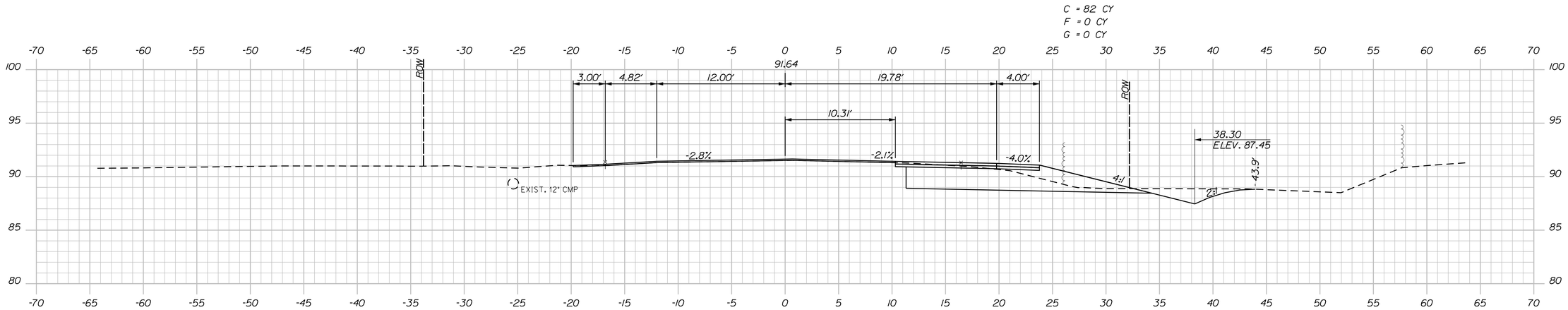
DATE

TRENTON
ROUTE 3 & 204

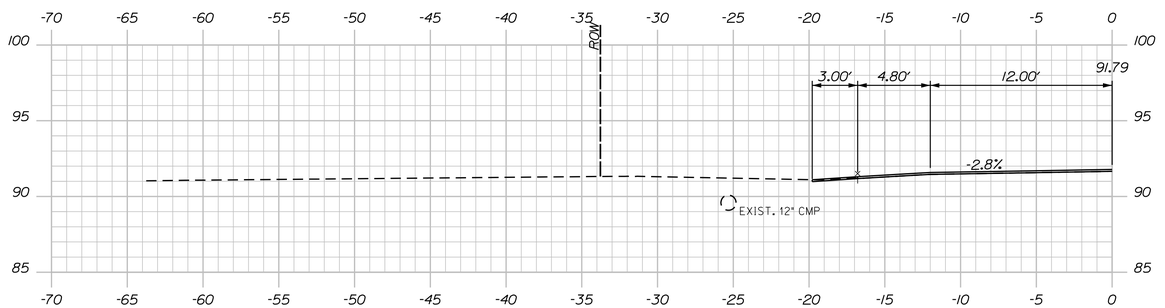
CROSS SECTIONS

SHEET NUMBER
21
OF 40

Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014

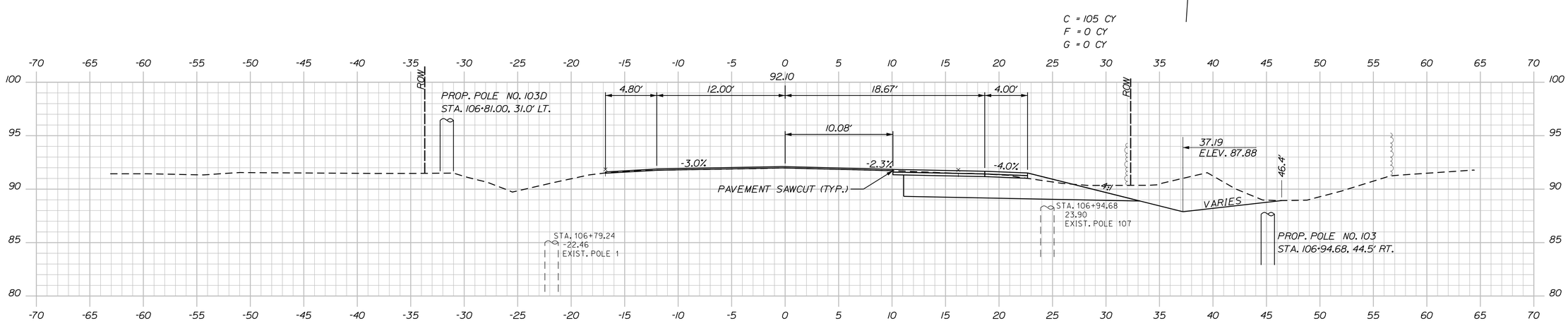


107+50.00



STA. 107+35 LT
CONSTRUCT 3' PAVED LIP

107+35.00



107+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN
20571.00

HIGHWAY PLANS

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	-----	12-19-14
DESIGN2-DETAILED2	-----	-----	-----
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----		-----
REVISIONS 2	-----		-----
REVISIONS 3	-----		-----
REVISIONS 4	-----		-----
FIELD CHANGES	-----		-----

SIGNATURE

P.E. NUMBER

DATE

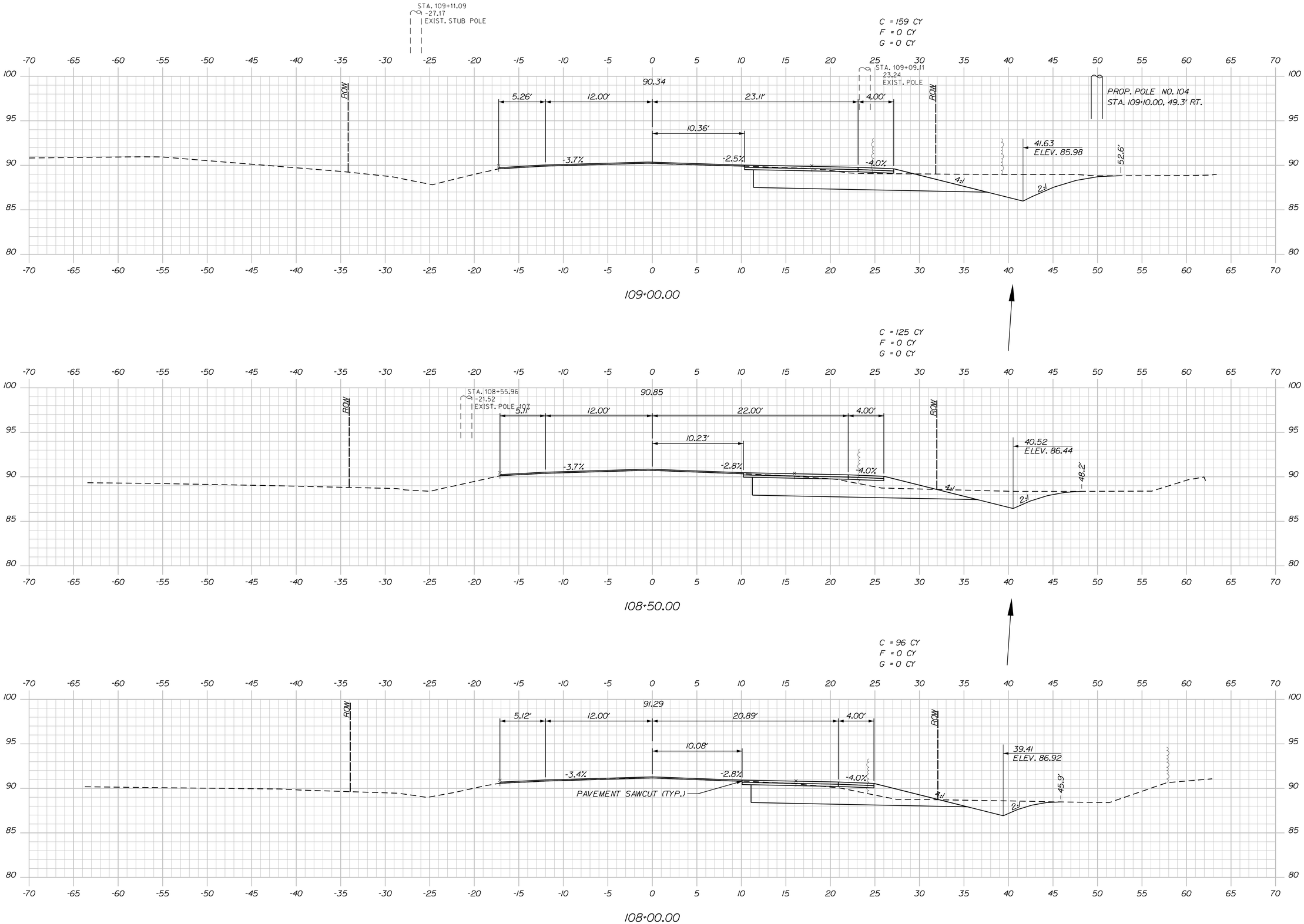
TRENTON
ROUTE 3 & 204

CROSS SECTIONS

SHEET NUMBER
22
OF 40

Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014

Route 3 Sta. 107+00.00 to Sta. 107+50.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	L. MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	----	12-19-14
DESIGN2-DETAILED2	----	----	----
DESIGN3-DETAILED3	----	----	----
REVISIONS 1	----	----	----
REVISIONS 2	----	----	----
REVISIONS 3	----	----	----
REVISIONS 4	----	----	----
FIELD CHANGES	----	----	----

SIGNATURE

P.E. NUMBER

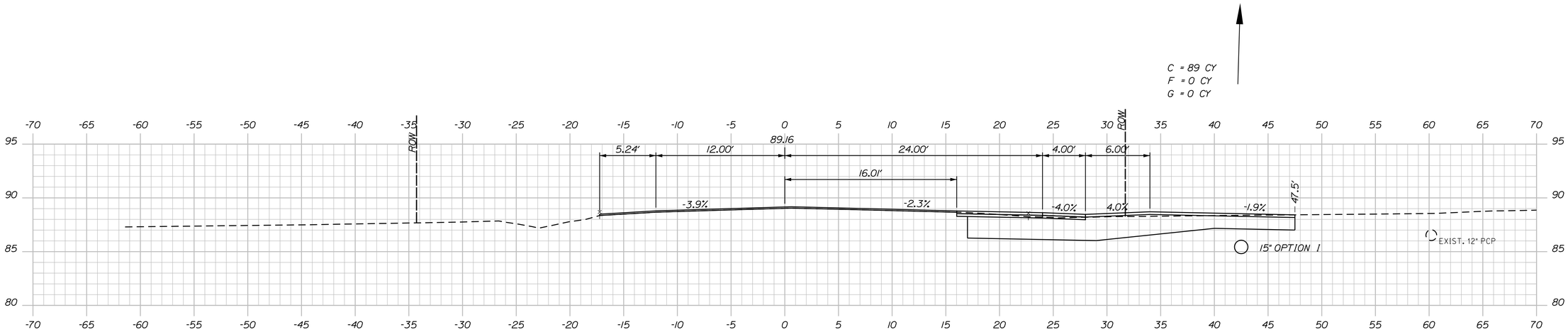
DATE

TRENTON
ROUTE 3 & 204

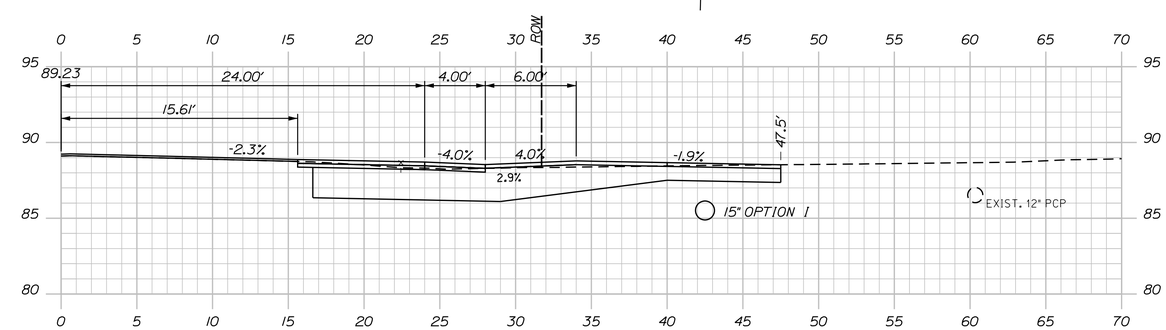
CROSS SECTIONS

SHEET NUMBER
23
OF 40

Date:12/19/2014 Username: lnewhouse Division: HIGHWAY Filename: ...\00\Highway\Xsect.dgn



110+00.00

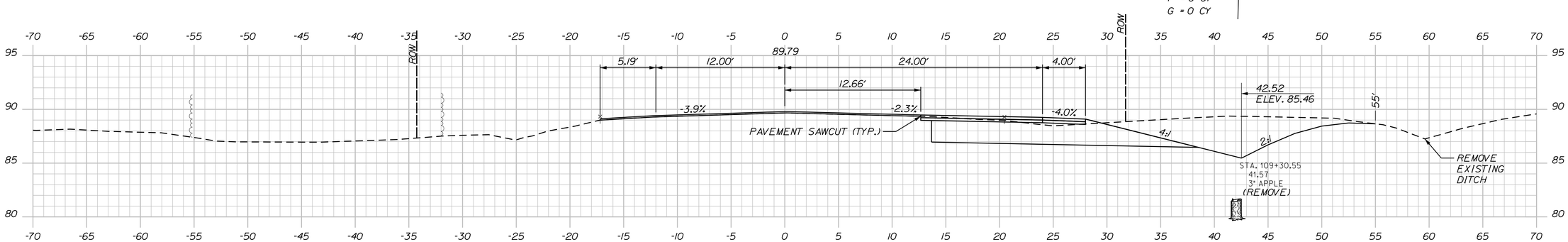


109+94.00

STA. 109+70.12. RT. TO STA. 110+18.12. RT.
INSTALL 48.0' X 15" OPTION 1
INV. IN= 85.20
INV. OUT= 84.55
RIPRAP INLET AND OUTLET

STA. 109+94 RT
CONSTRUCT COMMERCIAL PAVED DRIVE

C = 108 CY
F = 0 CY
G = 0 CY



109+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN
20571.00

HIGHWAY PLANS

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	-----	-----
DESIGN2-DETAILED2	-----	-----	-----
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----		
REVISIONS 2	-----		
REVISIONS 3	-----		
REVISIONS 4	-----		
FIELD CHANGES	-----		

SIGNATURE

P.E. NUMBER

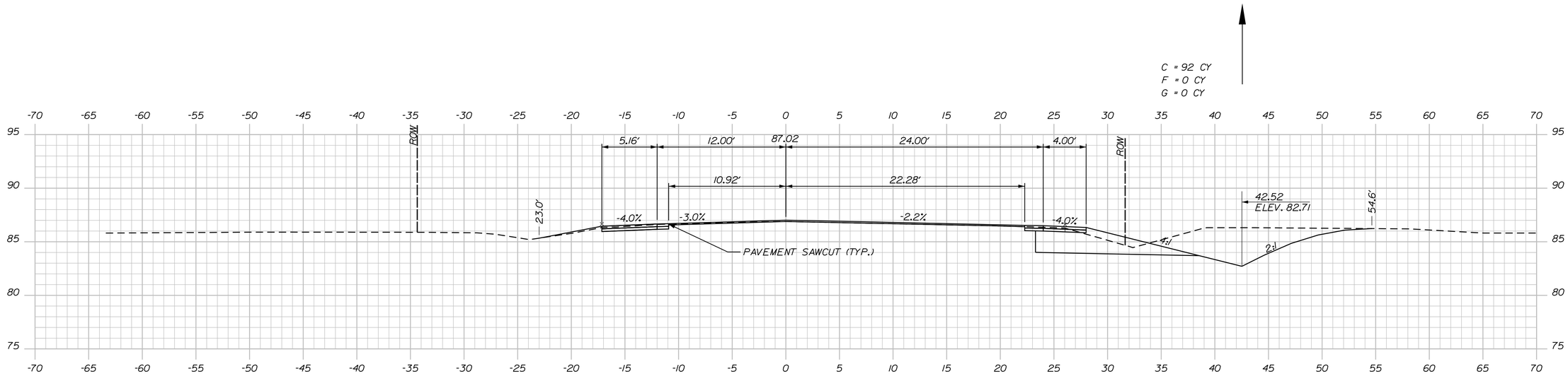
DATE

TRENTON
ROUTE 3 & 204

CROSS SECTIONS

SHEET NUMBER
24
OF 40

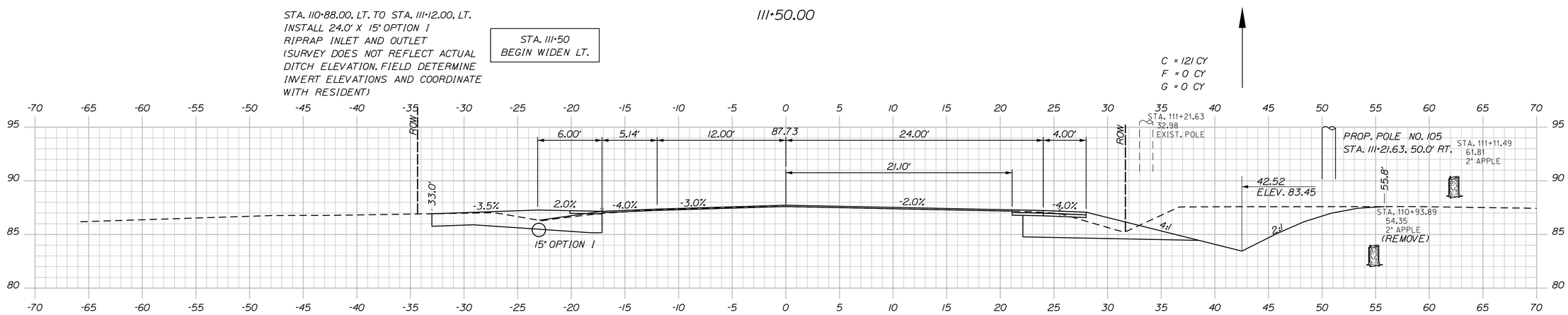
Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



STA. 110+88.00, LT. TO STA. 111+12.00, LT.
INSTALL 24.0' X 15" OPTION I
RIPRAP INLET AND OUTLET
(SURVEY DOES NOT REFLECT ACTUAL
DITCH ELEVATION. FIELD DETERMINE
INVERT ELEVATIONS AND COORDINATE
WITH RESIDENT)

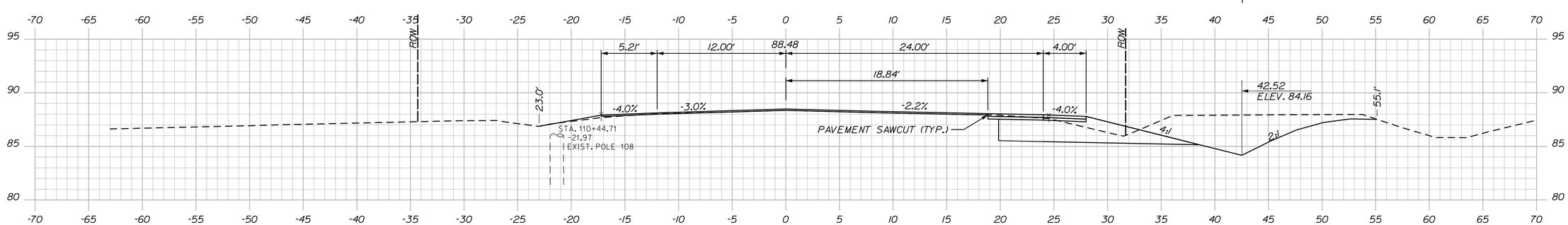
STA. 111+50
BEGIN WIDEN LT.

111+50.00



STA. 111+00 LT
CONSTRUCT UNPAVED DRIVE

111+00.00



110+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

	BY	DATE
B. KEEZER	O.CHAPLIN	12-19-14
L.MEEK	D.ETTINGER	12-19-14
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

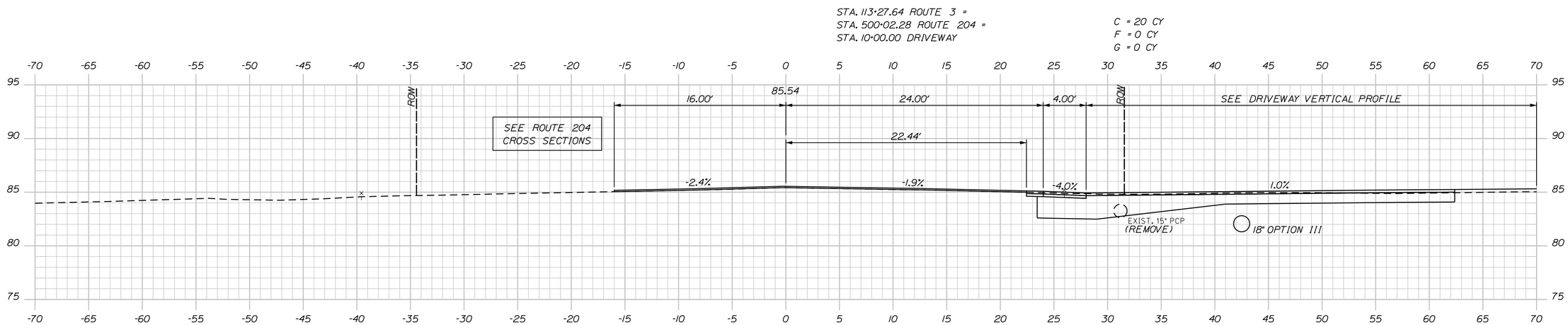
DATE

TRENTON
ROUTE 3 & 204

CROSS SECTIONS

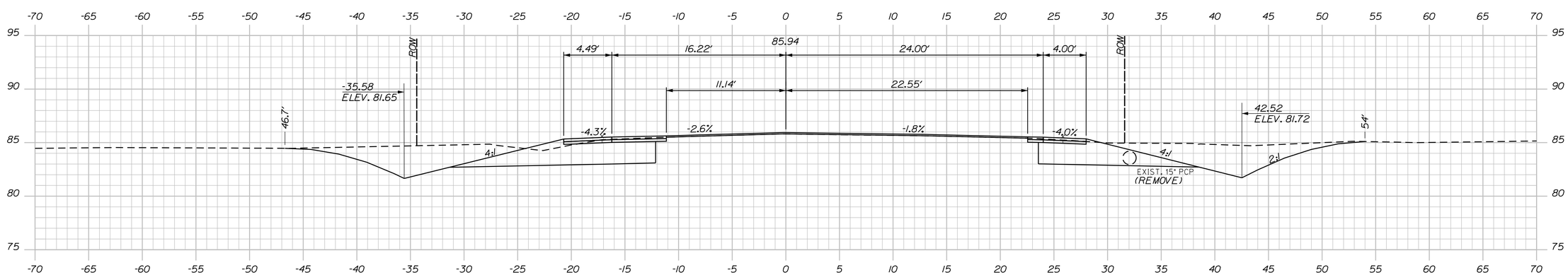
SHEET NUMBER
25
OF 40

Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014

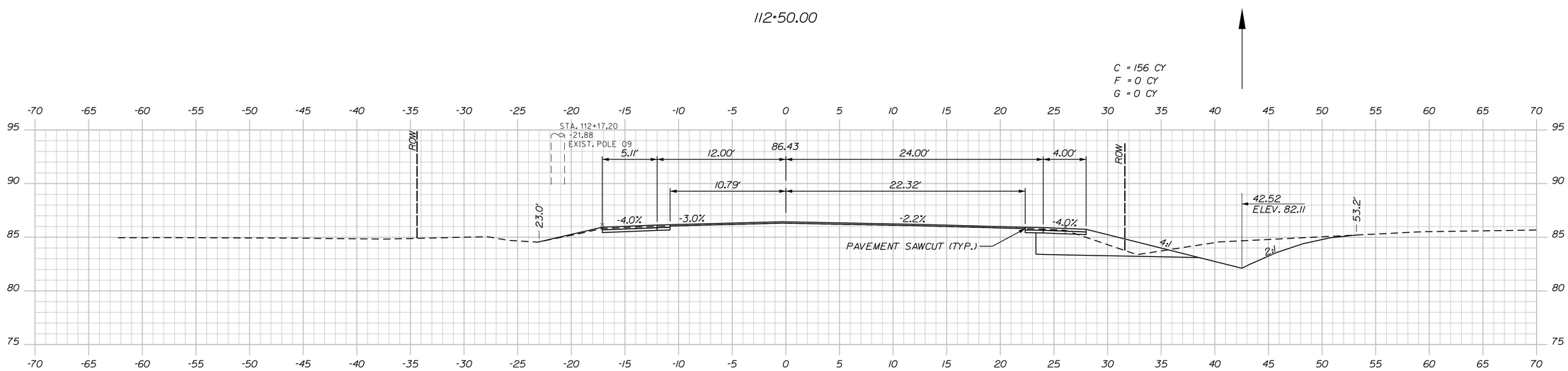


113+00.00

STA. 112+76.87, RT. TO STA. 113+92.87, RT.
INSTALL 116.0' X 18" OPTION III
INV. IN= 81.50
INV. OUT= 80.55
RIPRAP INLET AND OUTLET



112+50.00



112+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN
20571.00

HIGHWAY PLANS

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	L.MEEK	D.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	-----	12-19-14
DESIGN2-DETAILED2	-----	-----	-----
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

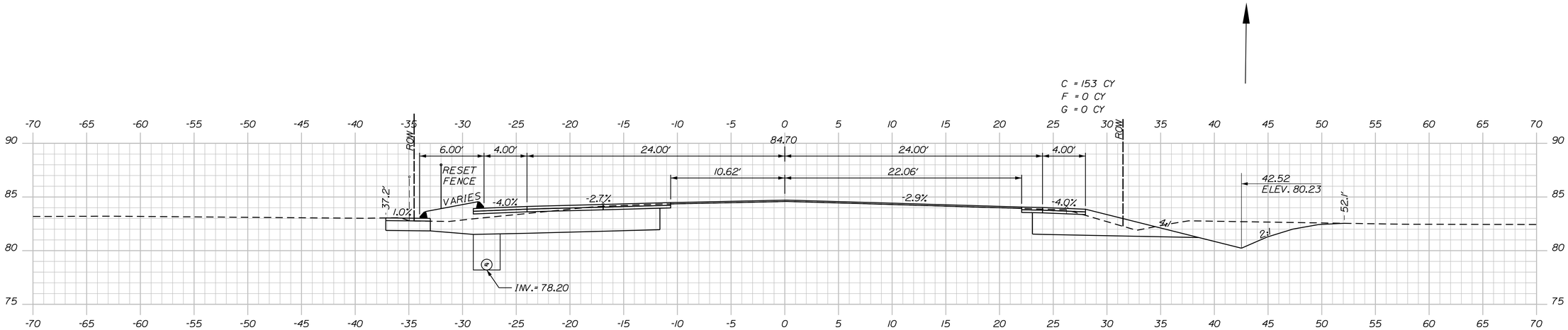
DATE

TRENTON
ROUTE 3 & 204

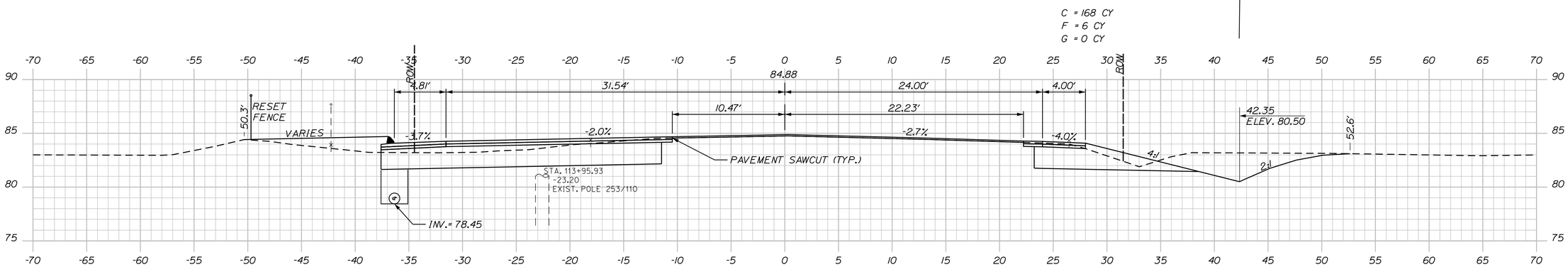
CROSS SECTIONS

SHEET NUMBER
26
OF 40

Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014

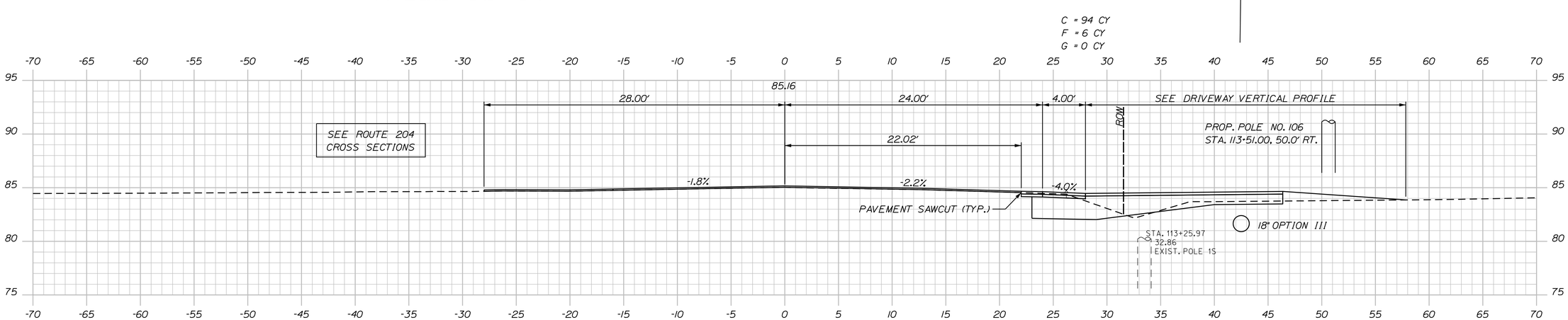


114+50.00



114+00.00

STA. 501+98.00, RT. (ROUTE 204 (B)) TO STA. 115+00.00, LT.
INSTALL 250.2' X 12" UD TYPE "C"



113+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	L. MEEK	D. CHAPLIN	12-19-14
CHECKED-REVIEWED	D. ETTINGER	-----	12-19-14
DESIGN2-DETAILED2	-----	-----	-----
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

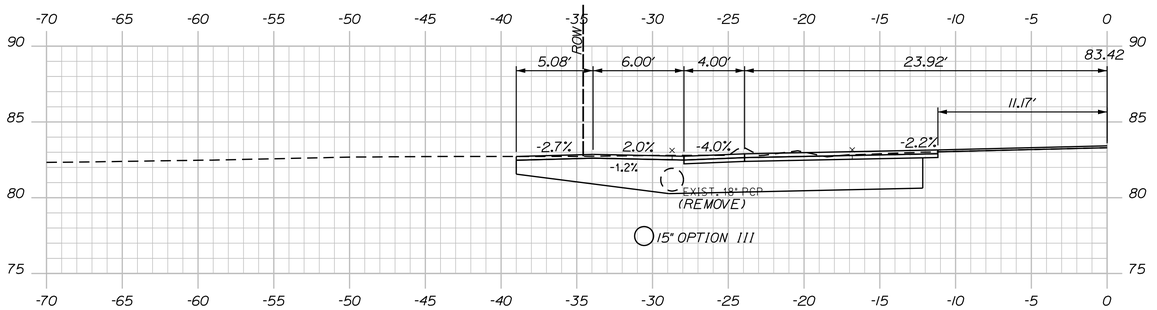
DATE

TRENTON
ROUTE 3 & 204

CROSS SECTIONS

SHEET NUMBER
27
OF 40

Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



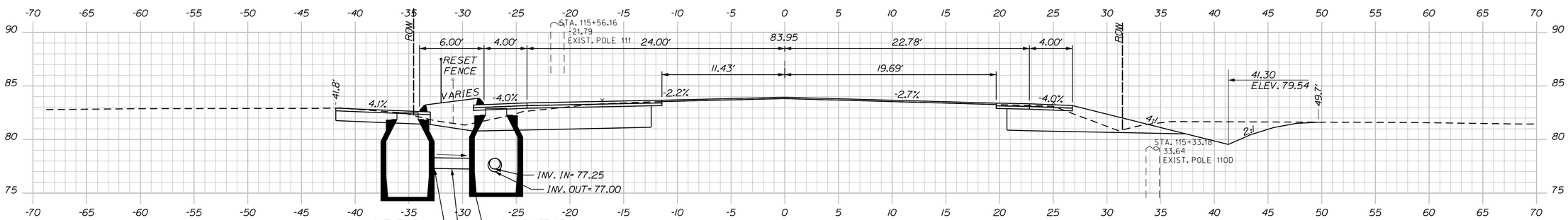
STA. 115+92 LT
CONSTRUCT COMMERCIAL PAVED DRIVE

STA. 115+78.00, LT. TO STA. 116+49.57, LT.
INSTALL 72.0' X 15" OPTION III
INV. OUT= 76.60
RIPRAP OUTLET

115+92.00

C = 157 CY
F = 0 CY
G = 0 CY

PROP. POLE NO. 107
STA. 115+78.00, 50.0' RT.



STA. 115+78.00, LT. TO STA. 115+78.00, LT.
INSTALL 4.2' X 12" OPTION III

STA. 115+78.00, 35.12' LT
INSTALL CB TYPE BI-C
RIM ELEV.= 82.50

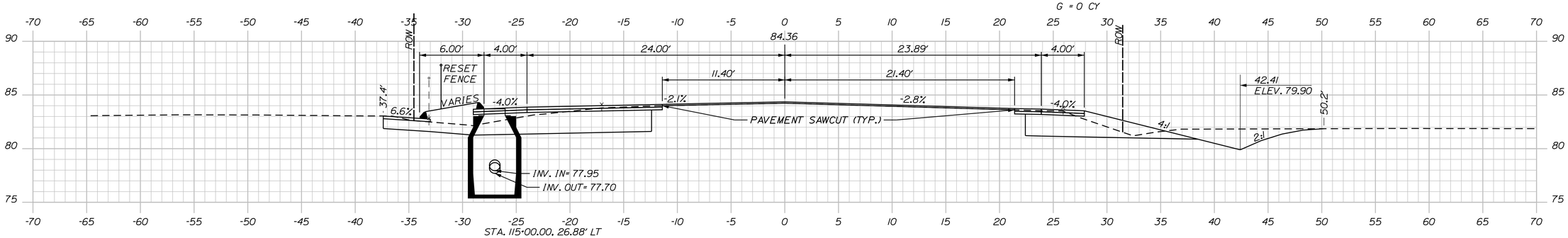
STA. 115+78.00, 26.88' LT
INSTALL CB TYPE BI-C
RIM ELEV.= 82.90

12" OPT III

STA. 115+00.00, LT. TO STA. 115+78.00, LT.
INSTALL 74.0' X 12" UD TYPE "C"

115+50.00

C = 146 CY
F = 0 CY
G = 0 CY



STA. 115+00.00, 26.88' LT
INSTALL CB TYPE BI-C
RIM ELEV.= 83.70

115+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN
20571.00

HIGHWAY PLANS

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	----	----
DESIGN2-DETAILED2	----	----	----
DESIGN3-DETAILED3	----	----	----
REVISIONS 1	----	----	----
REVISIONS 2	----	----	----
REVISIONS 3	----	----	----
REVISIONS 4	----	----	----
FIELD CHANGES	----	----	----

SIGNATURE

P.E. NUMBER

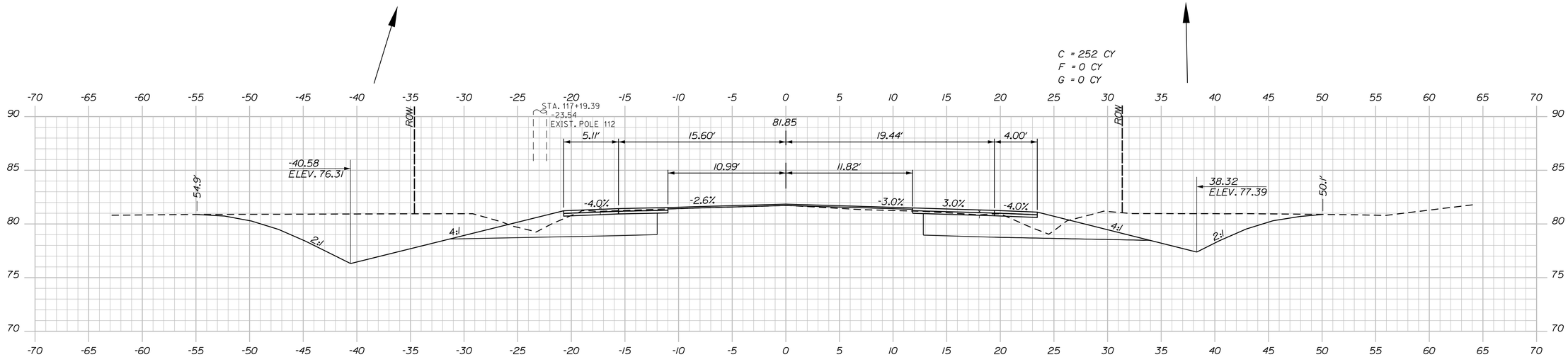
DATE

TRENTON
ROUTE 3 & 204

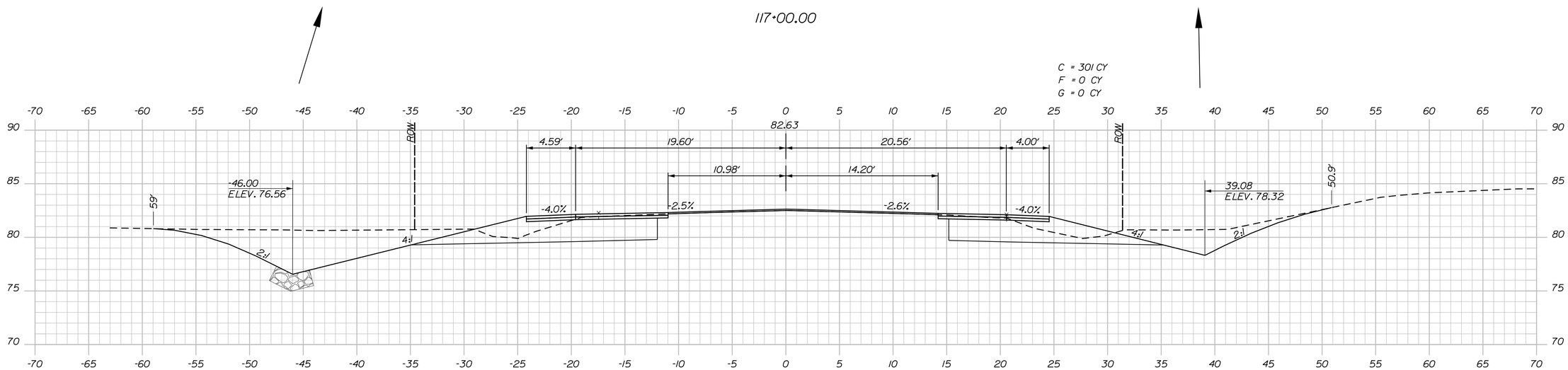
CROSS SECTIONS

SHEET NUMBER
28
OF 40

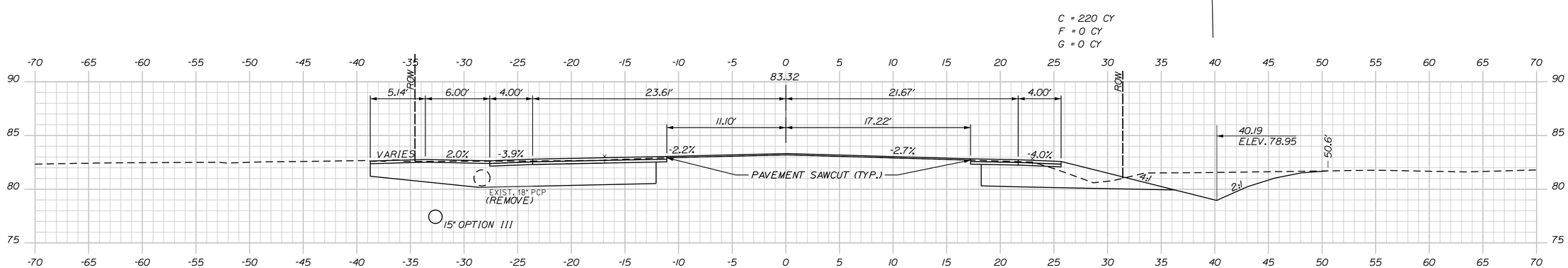
Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



117+00.00



116+50.00



116+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN
20571.00

HIGHWAY PLANS

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	L MEEK	D.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	----	12-19-14
DESIGN2-DETAILED2	----	----	----
DESIGN3-DETAILED3	----	----	----
REVISIONS 1	----	----	----
REVISIONS 2	----	----	----
REVISIONS 3	----	----	----
REVISIONS 4	----	----	----
FIELD CHANGES	----	----	----

SIGNATURE

P.E. NUMBER

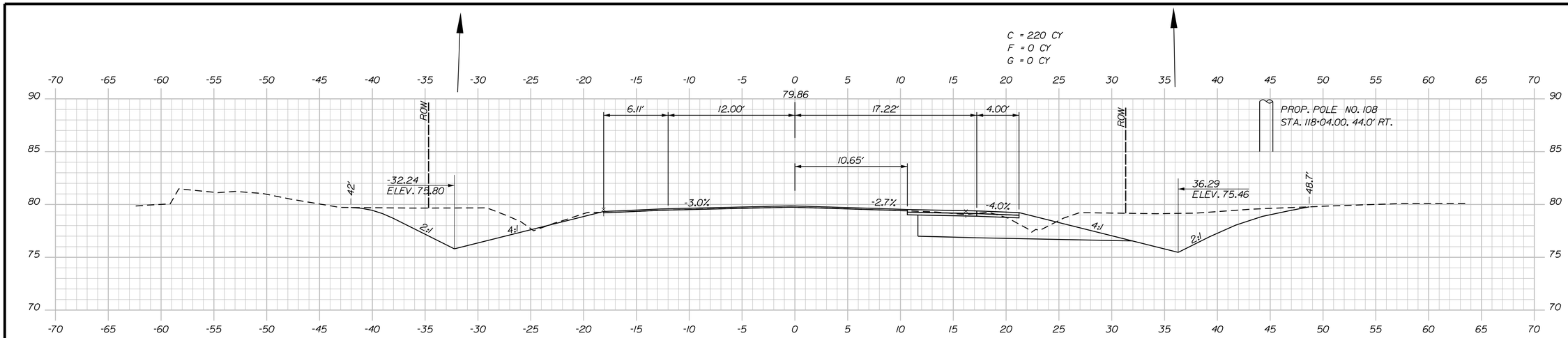
DATE

TRENTON
ROUTE 3 & 204

CROSS SECTIONS

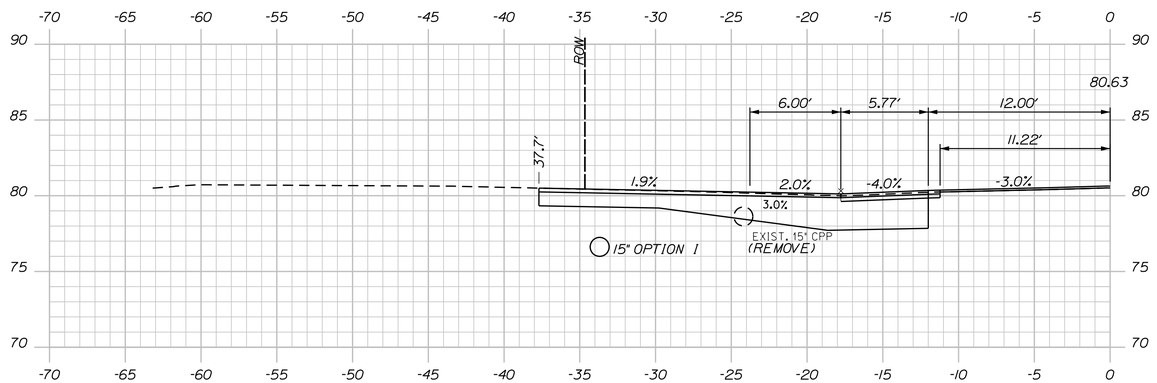
SHEET NUMBER
29
OF 40

Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



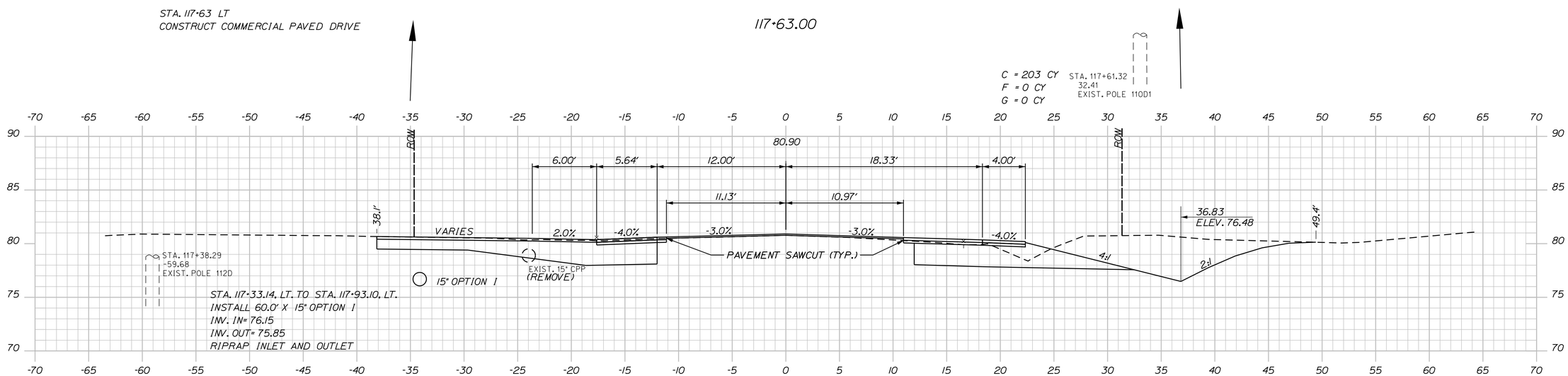
118+00.00

STA. 117+94
END WIDEN LT.



STA. 117+63 LT
CONSTRUCT COMMERCIAL PAVED DRIVE

117+63.00



117+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN
20571.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	B. KEEZER	
DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	-----	12-19-14
DESIGN2-DETAILED2	-----	-----	-----
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

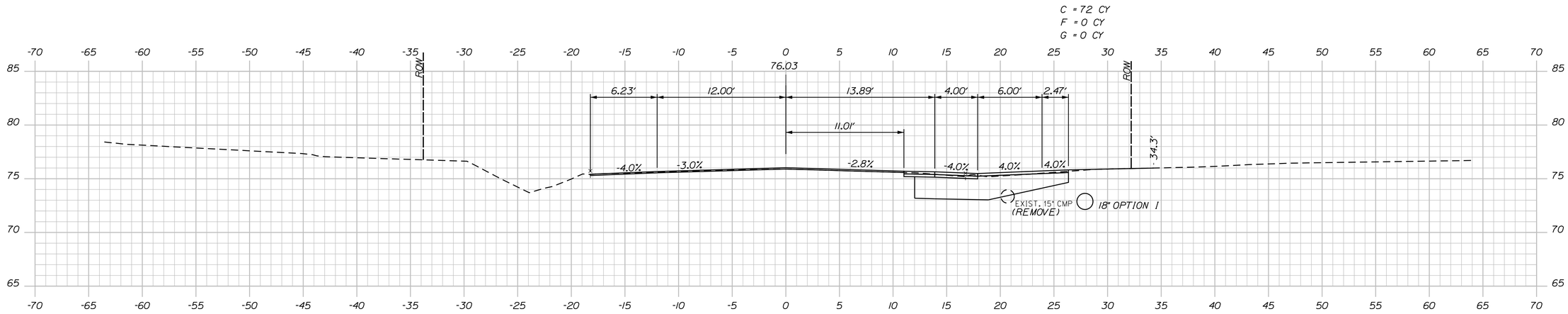
TRENTON
ROUTE 3 & 204

CROSS SECTIONS

SHEET NUMBER
30
OF 40

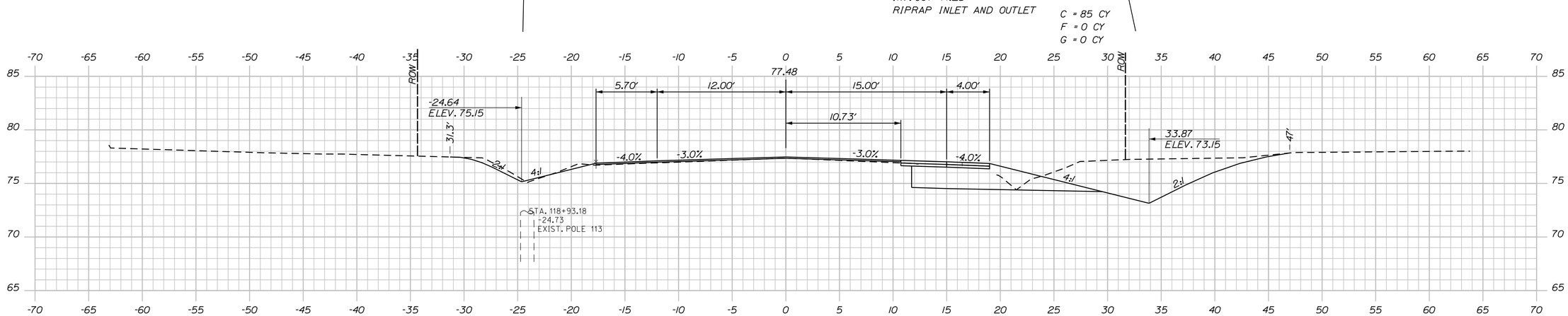
Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014

Route 3 Sta. 117+50.00 to Sta. 118+00.00

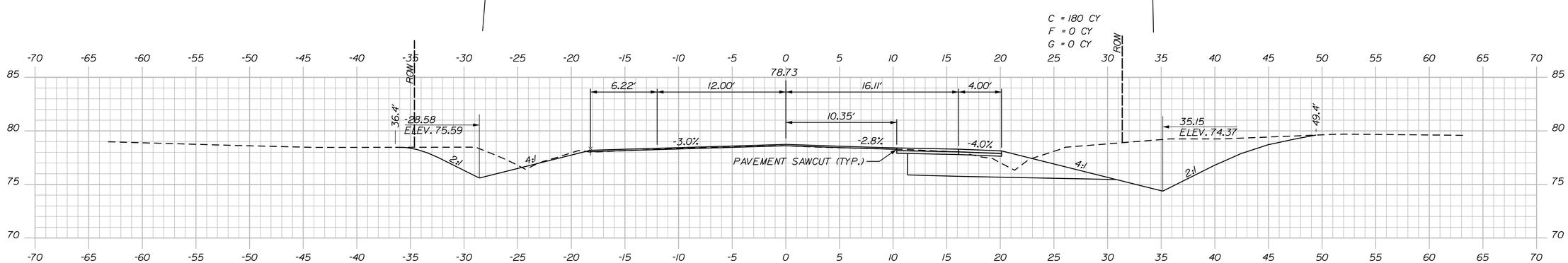


119+50.00

STA. 119+37.11, RT. TO STA. 119+94.94, RT.
INSTALL 58.0' X 18" OPTION I
INV. IN= 72.40
INV. OUT= 71.25
RIPRAP INLET AND OUTLET



119+00.00



118+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	L MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	-----	12-19-14
DESIGN2-DETAILED2	-----	-----	-----
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

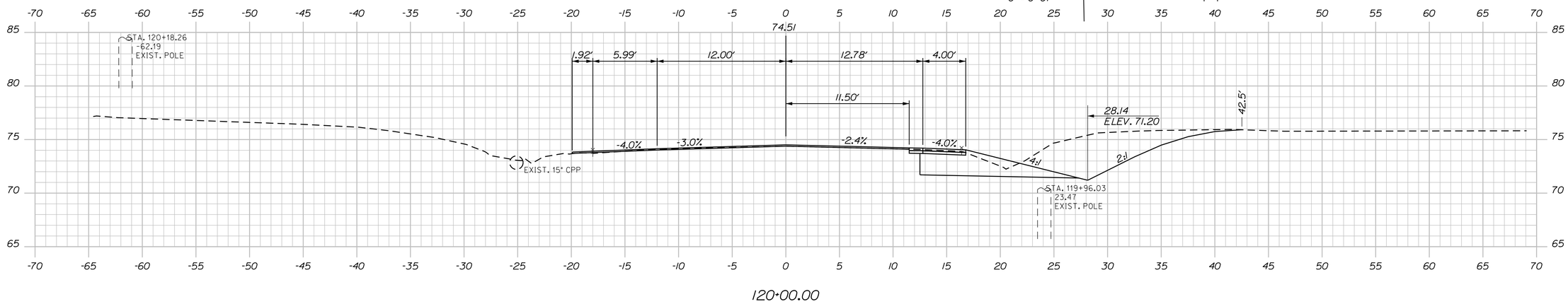
DATE

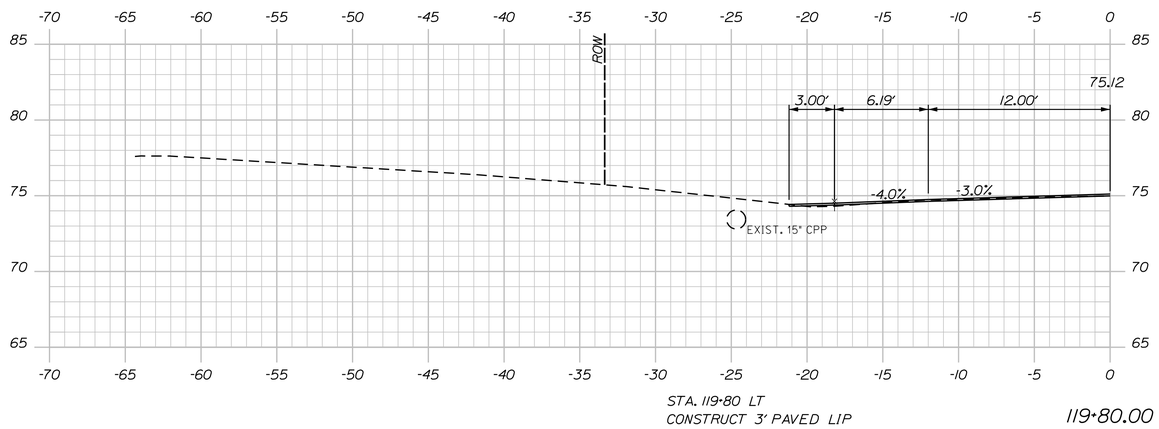
TRENTON
ROUTE 3 & 204

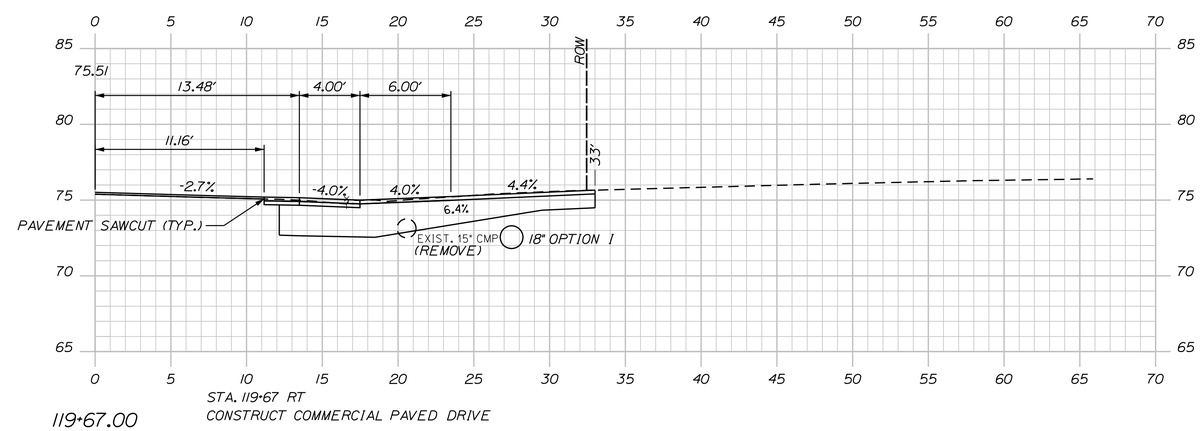
CROSS SECTIONS

SHEET NUMBER
31
OF 40

Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	L. MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	----	12-19-14
DESIGN2-DETAILED2	----	----	----
DESIGN3-DETAILED3	----		----
REVISIONS 1	----		----
REVISIONS 2	----		----
REVISIONS 3	----		----
REVISIONS 4	----		----
FIELD CHANGES	----		----

SIGNATURE

P.E. NUMBER

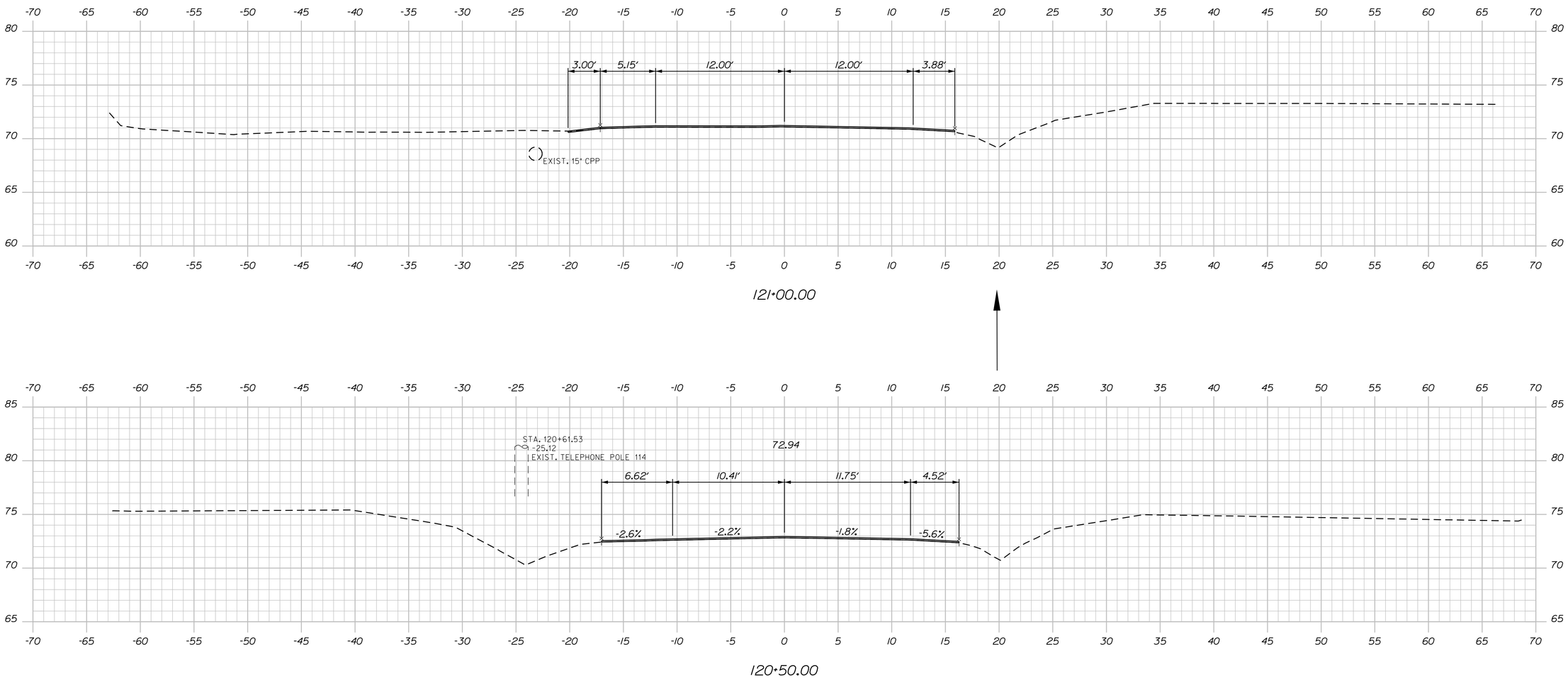
DATE

TRENTON
ROUTE 3 & 204

CROSS SECTIONS

SHEET NUMBER
32
OF 40

Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN
20571.00

HIGHWAY PLANS

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	L. MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	-----	12-19-14
DESIGN2-DETAILED2	----	-----	----
DESIGN3-DETAILED3	----	-----	----
REVISIONS 1	----		----
REVISIONS 2	----		----
REVISIONS 3	----		----
REVISIONS 4	----		----
FIELD CHANGES	----		----

SIGNATURE

P.E. NUMBER

DATE

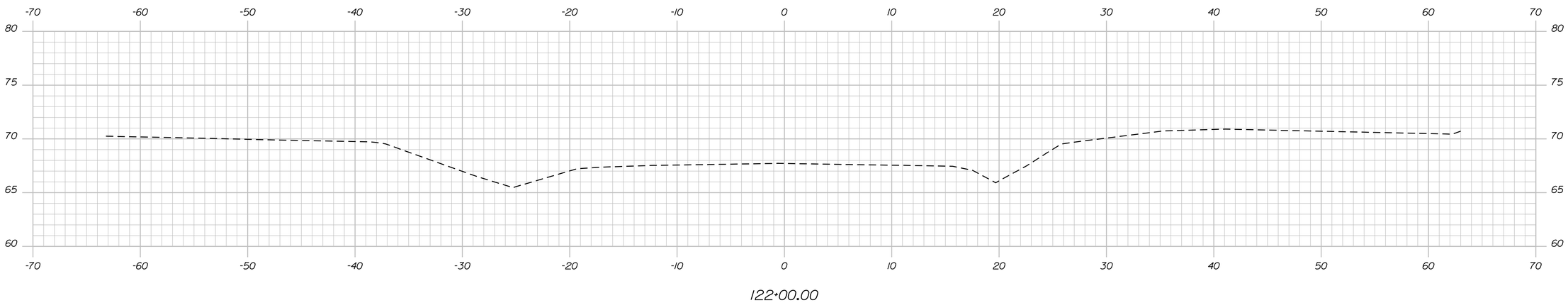
TRENTON
ROUTE 3 & 204

CROSS SECTIONS

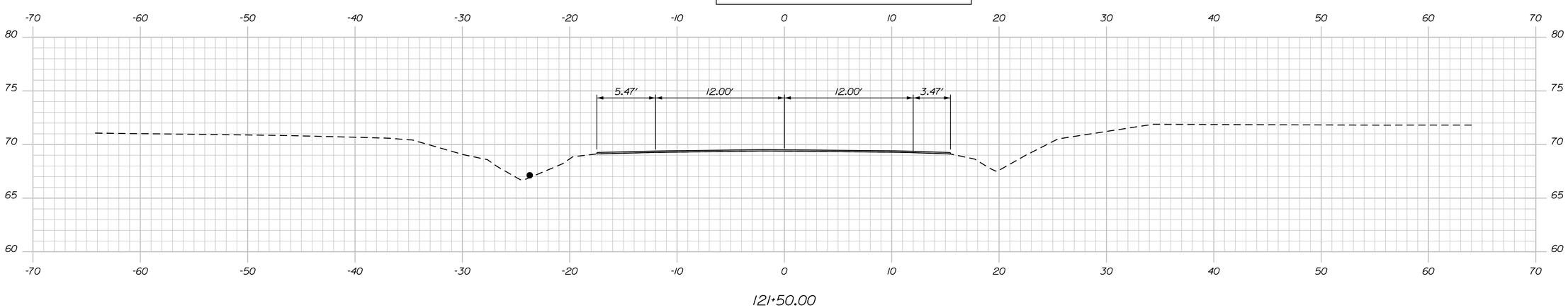
SHEET NUMBER
33
OF 40

Route 3 Sta. 120+50.00 to Sta. 121+00.00

Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



STA. 121+75.00
END OVERLAY
MATCH EXISTING PAVEMENT WITH BUTT JOINT
LIMIT OF WORK



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

PIN
20571.00

HIGHWAY PLANS

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	L. MEEK	O.CHAPLIN	12-19-14
CHECKED-REVIEWED	D.ETTINGER	----	12-19-14
DESIGN2-DETAILED2	----	----	----
DESIGN3-DETAILED3	----	----	----
REVISIONS 1	----		----
REVISIONS 2	----		----
REVISIONS 3	----		----
REVISIONS 4	----		----
FIELD CHANGES	----		----

SIGNATURE

P.E. NUMBER

DATE

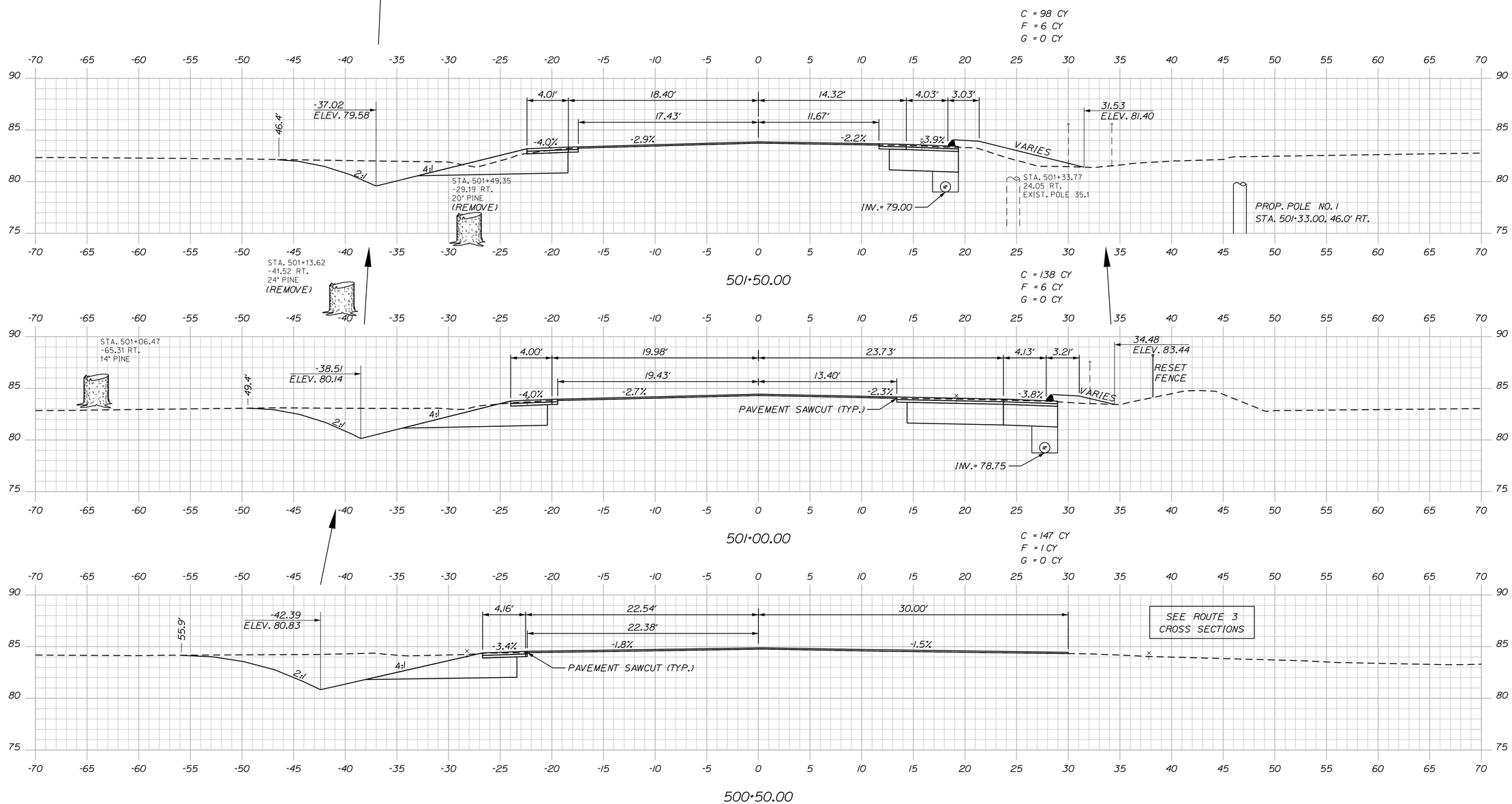
TRENTON
ROUTE 3 & 204

CROSS SECTIONS

SHEET NUMBER
34
OF 40

Sta. 121+50.00 to Sta. 122+00.00

Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN
20571.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	B. KEEZER		
DESIGN-DETAILED	L. MEEK	D. CHAPLIN	12-19-14
CHECKED-REVIEWED	D. ETTINGER	----	12-19-14
DESIGN2-DETAILED2	----	----	----
DESIGN3-DETAILED3	----	----	----
REVISIONS 1	----	----	----
REVISIONS 2	----	----	----
REVISIONS 3	----	----	----
REVISIONS 4	----	----	----
FIELD CHANGES	----	----	----

SIGNATURE

P.E. NUMBER

DATE

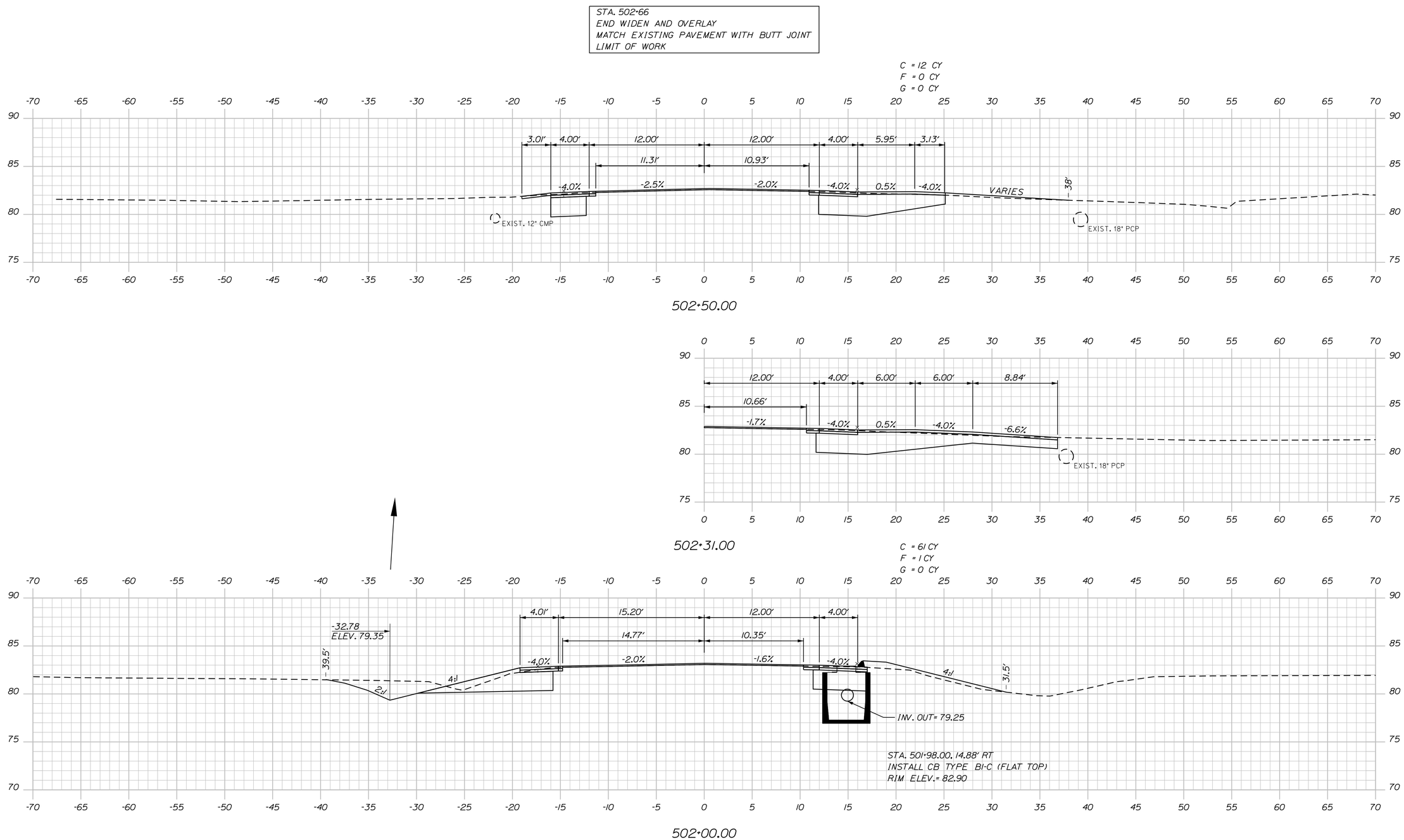
TRENTON
ROUTE 3 & 204

CROSS SECTIONS

SHEET NUMBER
35
OF 40

Route 204 Sta. 500+50.00 to Sta. 501+50.00

Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

PROJ. MANAGER	B. KEEZER	BY	DATE	
DESIGN-DETAILED	L. MEEK	D. CHAPLIN	12-19-14	
CHECKED-REVIEWED	D. ETTINGER	----	12-19-14	SIGNATURE
DESIGN2-DETAILED2	----	----	----	
DESIGN3-DETAILED3	----	----	----	P.E. NUMBER
REVISIONS 1	----	----	----	
REVISIONS 2	----	----	----	
REVISIONS 3	----	----	----	DATE
REVISIONS 4	----	----	----	
FIELD CHANGES	----	----	----	

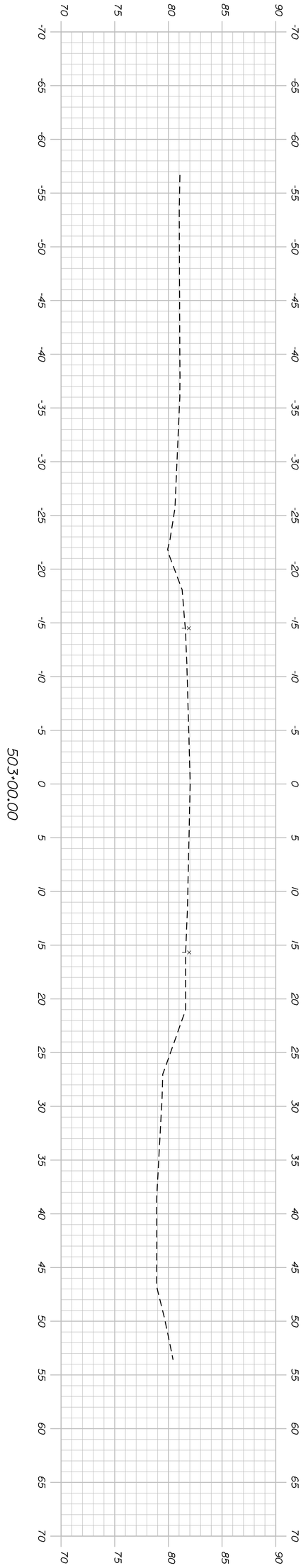
TRENTON
ROUTE 3 & 204

CROSS SECTIONS

SHEET NUMBER
36
OF 40

Route 204 Sta. 502+00.00 to Sta. 502+50.00

Filename: ...\00\Highway\Xsect.dgn Division: HIGHWAY Username: lnewhouse Date:12/19/2014



Route 204

Sta. 503+00.00

SHEET NUMBER 37 OF 40	TRENTON ROUTE 3 & 204	PROJ. MANAGER	B. KEEZER	BY	DATE
		DESIGN-DETAILED	L.MEEK	O.CHAPLIN	12-19-14
		CHECKED-REVIEWED	D.ETTINGER	------	12-19-14
		DESIGN2-DETAILED2	-----	-----	-----
		DESIGN3-DETAILED3	-----	-----	-----
		REVISIONS 1	-----		-----
		REVISIONS 2	-----		-----
		REVISIONS 3	-----		-----
		REVISIONS 4	-----		-----
		FIELD CHANGES	-----		-----
	CROSS SECTIONS				

SIGNATURE

P.E. NUMBER

DATE

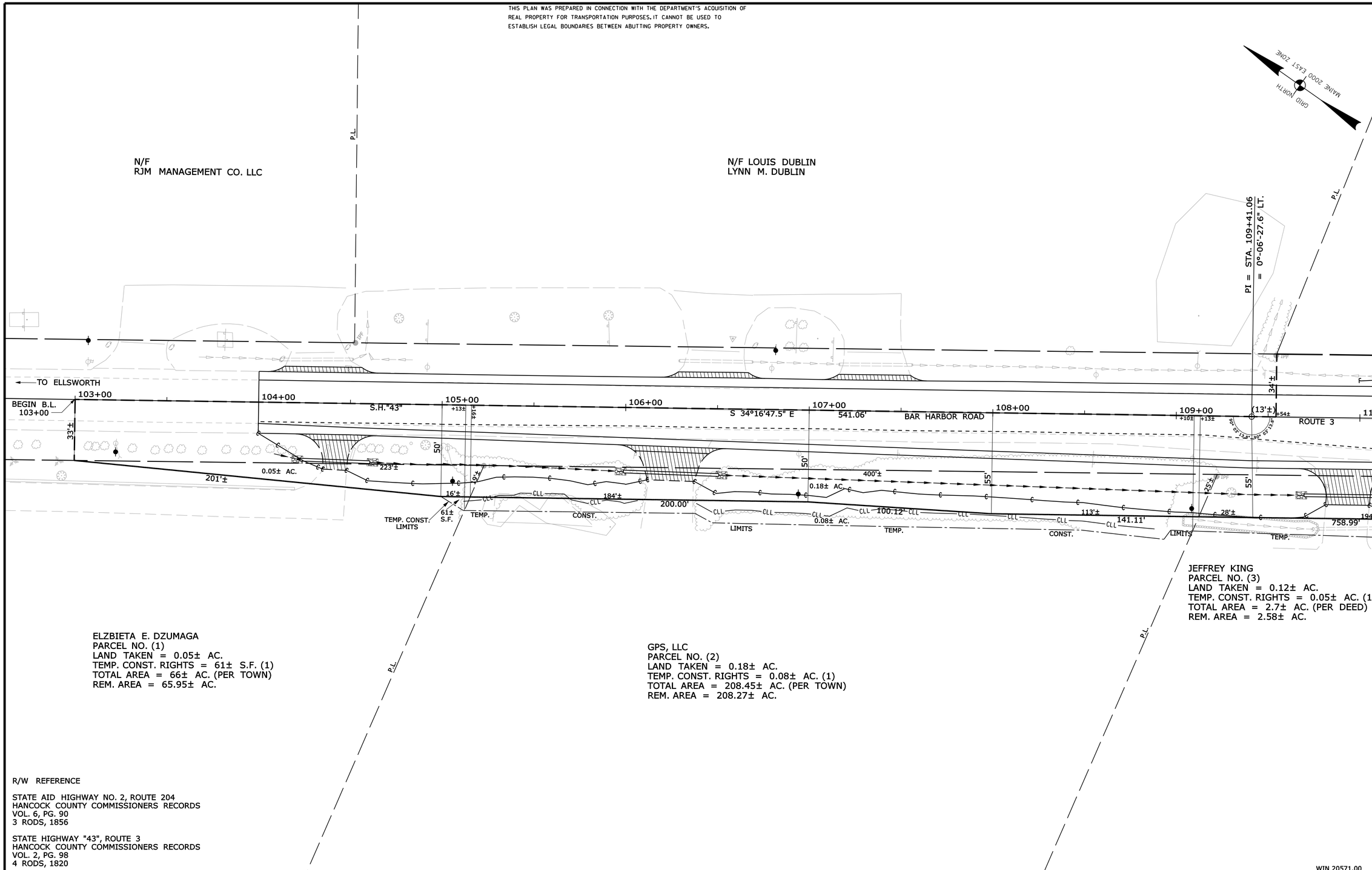
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2057(100)

WIN 20571.00

HIGHWAY PLANS

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.



R/W REFERENCE

STATE AID HIGHWAY NO. 2, ROUTE 204
HANCOCK COUNTY COMMISSIONERS RECORDS
VOL. 6, PG. 90
3 RODS, 1856

STATE HIGHWAY "43", ROUTE 3
HANCOCK COUNTY COMMISSIONERS RECORDS
VOL. 2, PG. 98
4 RODS, 1820

WIN 20571.00

SYMBOLS

- IP or ● IPF (IRON PIPE or PIN FOUND)
- ☐ S.T. (SEPTIC TANK)
- ⊡ (ROW MONUMENT)
- ⚠BM (TRAVERSE POINT)
- WELL (WELL)
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE PL
- LIMITS OF WROUGHT 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	BDM	
PROP. LINES	BDM	
AREAS	BDM	

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

REVISIONS			
NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

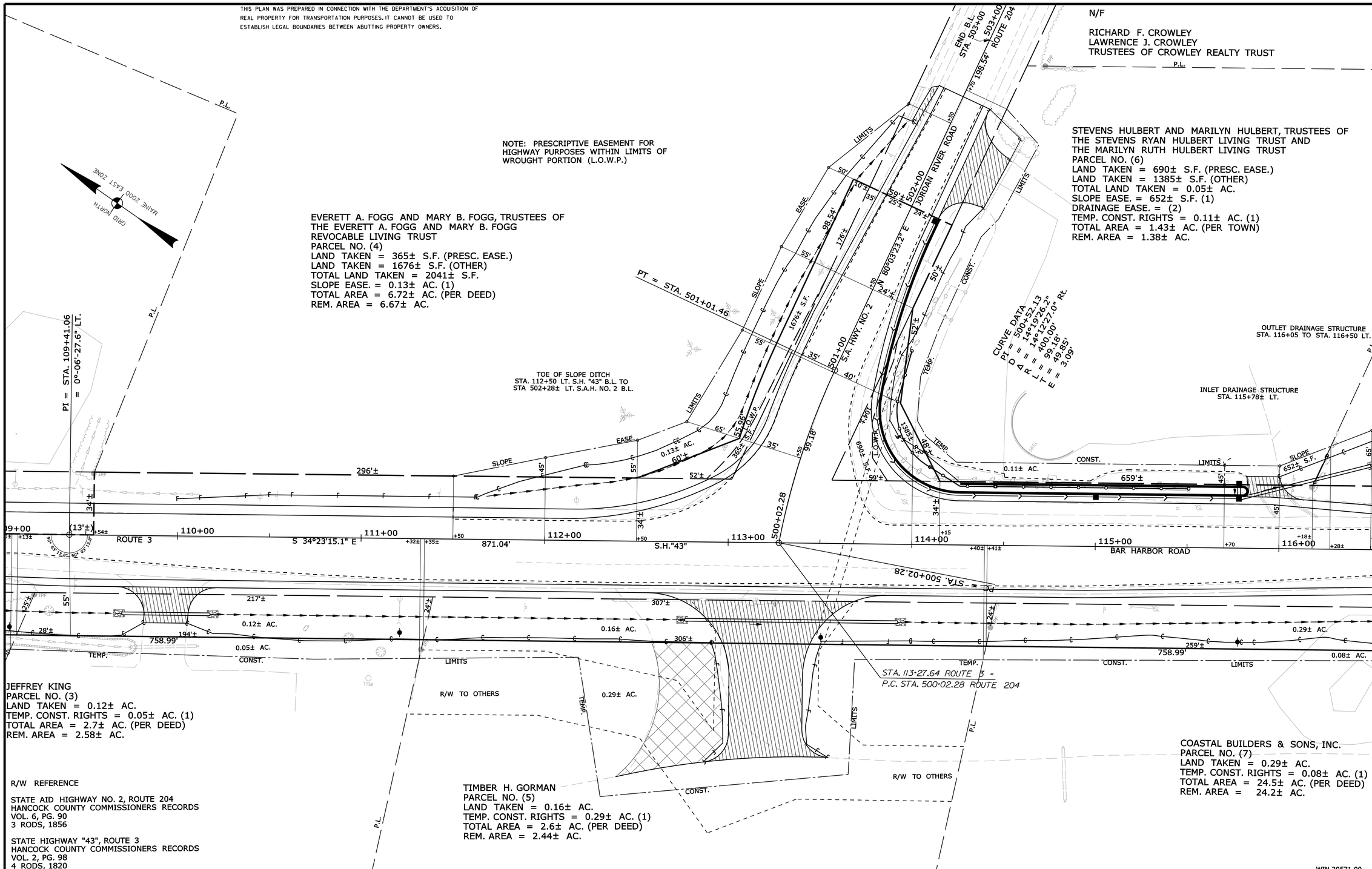
STATE HIGHWAY "43"
ROUTE 3 BAR HARBOR ROAD
TRENTON HANCOCK COUNTY
FEDERAL AID PROJECT NO. HSIP-2057(100)

OCTOBER 2014 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 5-299
SCALE 1" = 25' | SHEET 1 OF 3

SHEET NUMBER
38
OF 40

Filename: ...\00\row\msta\001_RWPLAN1.dgn Division: ROW Username: Betina.Martin Date:12/19/2014

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)
- ST. (SEPTIC TANK)
- (ROW MONUMENT)
- ⊕BM (TRAVERSE POINT)
- WELL
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE
- LIMITS OF WROUGHT 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	BDM	BDM
PROP. LINES	BDM	BDM
AREAS	BDM	BDM

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

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK NO.	GRANTOR	PAGE	COUNTY RECORD INSTRUMENT	DATE	BOOK	PAGE

DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER

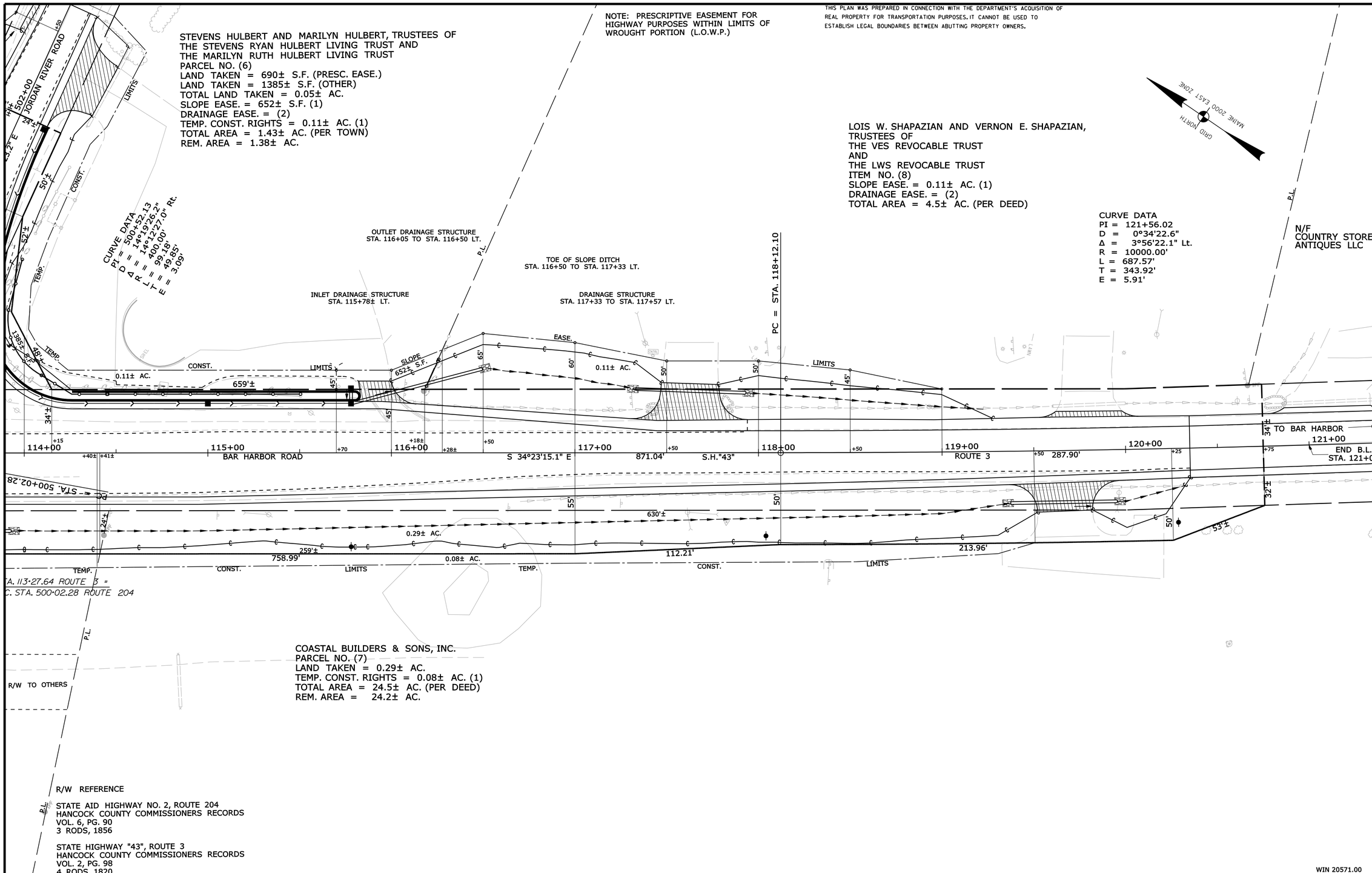
DATE

STATE HIGHWAY "43"
ROUTE 3 BAR HARBOR ROAD
TRENTON HANCOCK COUNTY
FEDERAL AID PROJECT NO. HSIP-2057(100)

OCTOBER 2014	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 5-299
SCALE 1" = 25'	SHEET 2 OF 3	

SHEET NUMBER
39
OF 40

Filename: ...\00\row\msta\002_RWPLAN2.dgn Division: ROW Username: Betina.Martin Date:12/19/2014



SYMBOLS

- IP or ● IP/F (IRON PIPE or PIN FOUND)
- ST. (SEPTIC TANK)
- (ROW MONUMENT)
- &BM (TRAVERSE POINT)
- (WELL)
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE
- P.L.
- LIMITS OF WROUGHT 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	BDM	
PROP. LINES	BDM	
AREAS	BDM	

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

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK		PAGE	COUNTY RECORD			
NO.	GRANTOR		INSTRUMENT	DATE	BOOK	PAGE

DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE HIGHWAY "43"
ROUTE 3 BAR HARBOR ROAD
TRENTON HANCOCK COUNTY
FEDERAL AID PROJECT NO. HSIP-2057(100)

OCTOBER 2014	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 5-299
SCALE 1" = 25'	SHEET 3 OF 3	

SHEET NUMBER
40
OF 40

Filename: ...\00\row\msta\003_RWPLAN3.dgn Division: ROW Username: Betina.Martin Date:12/19/2014