

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



EDDINGTON
PENOBSCOT COUNTY

ROUTE 9/178

STP-1725(900)X

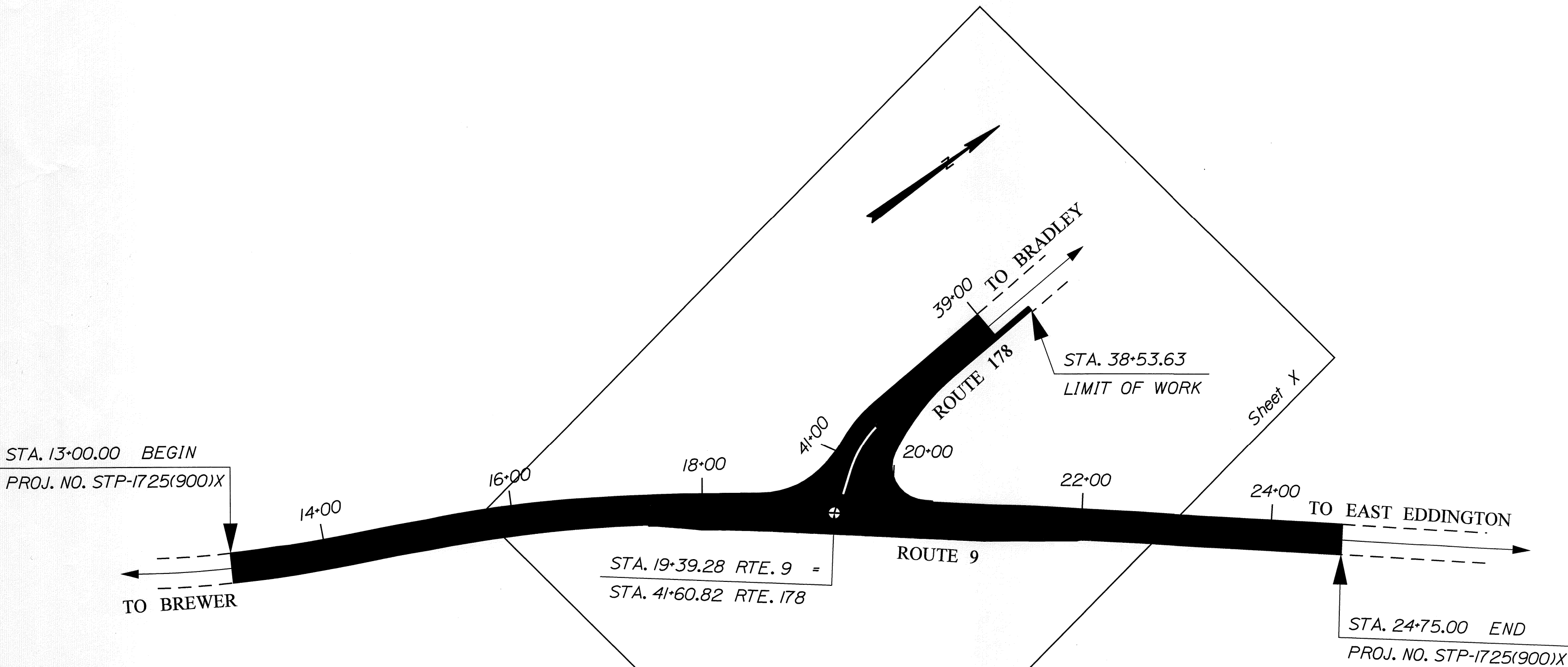
PROJECT LENGTH : 0.28 MILES

PLAN LEGEND

Town, County, State	Centerline-Existing	
Property Lines	Centerline-Proposed	
R/W Lines-Existing	Travelway-Existing	
R/W Lines-Proposed	Travelway-Proposed	
Culvert-Existing	Railroad	
Culvert Proposed	Catch Basins	Existing Proposed
Curbing	Manholes	Existing Proposed
Type 1	Proposed Underdrain	
Type 3	Proposed Ditch	
Type 5	Existing Ditch	
Outline of Bodies of Water	Utility Poles	Existing Proposed
Ledge	Fire Hydrants	Existing Proposed
Buildings	Existing Water Line	
Trees	Existing San. Sewer	
Tree Line	Existing San. Sewer Manhole	
Clearing Limit Line	Guardrail-Existing	
	Guardrail-Proposed	
	Guardrail-Cable, Other	

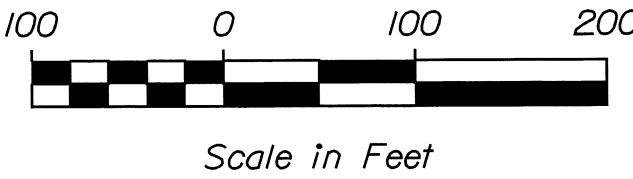
INDEX OF SHEETS

Description	Sheet No.
Title Sheet	1
Typical Sections	2
Estimated Quantities/Earthwork Summary	3
Drainage/Construction Notes	4
General Notes	5
Geotechnical Information Sheet	6
Geometric Sheet	7
Plan Sheet	8
Profile Sheet	9
Cross-Sections	10-23
Right of Way Map	24



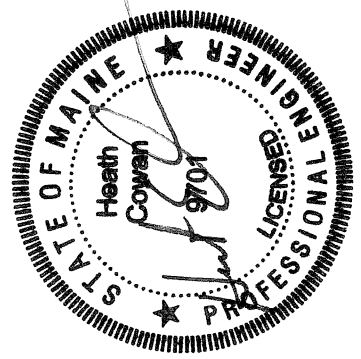
TRAFFIC DATA	RIVERSIDE DR.	MAIN RD.	MAIN RD.
	N/O MAIN RD.	NE/O RIVERSIDE DR.	NE/O CLEWLEYVILLE RD.
Current (2012) AADT	4120	5670	9090
Future (2032) AADT	5360	7370	11820
DHV - % of AADT	10%	9%	10%
Design Hour Volume	546	683	1185
% Heavy Trucks (AADT)	13%	10%	9%
% Heavy Trucks (DHV)	4%	7%	5%
Directional Distribution (DHV)	64%	60%	62%
18 kip Equivalent P 2.0	485	489	653
18 kip Equivalent P 2.5	462	465	622
Design Speed (mph)	35	40	40
Functional Class:	Major Collector	Principal Arterial	Principal Arterial

LAYOUT SCALE



PROJECT LOCATION:	INTERSECTION OF MAIN RD (ROUTE 9) AND RIVERSIDE DR (ROUTE 178)
PROGRAM AREA:	HIGHWAY PROGRAM
SCOPE OF WORK:	INTERSECTION REALIGNMENT, 1-1/4" OVERLAY WITH VARIABLE DEPTH SHIM.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER:		11/13/12
CHIEF ENGINEER:		11/13/12



SIGNATURE	P.E. NUMBER	DATE
	9701	11/14/12

PROJECT INFORMATION					
PROGRAM	HIGHWAY	PROJECT MANAGER	P. MACDONALD	DESIGNER	J. FRENCH E.I. 5262
CONSULTANT		PROJECT RESIDENT		CONTRACTOR	
PROJECT COMPLETION DATE					

EDDINGTON ROUTE 9\178	TITLE SHEET
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SHEET NUMBER
1
OF 24

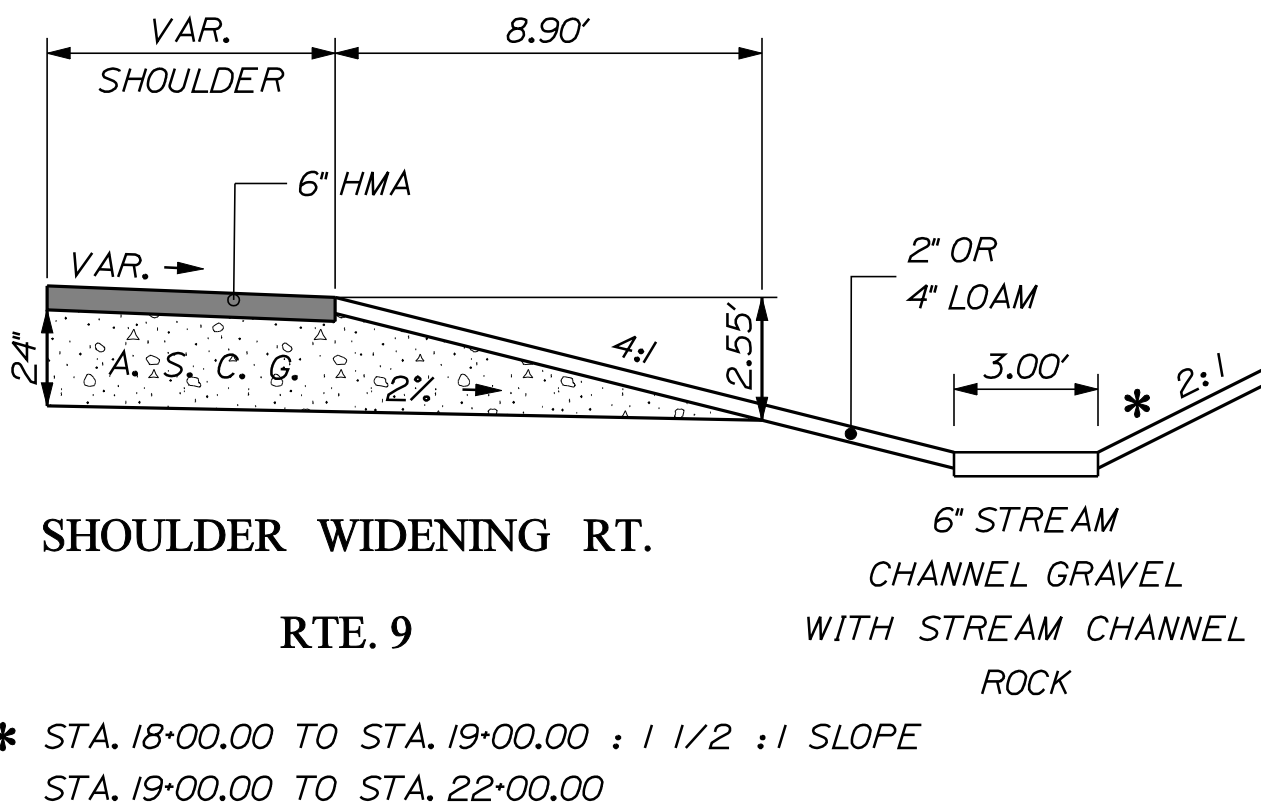
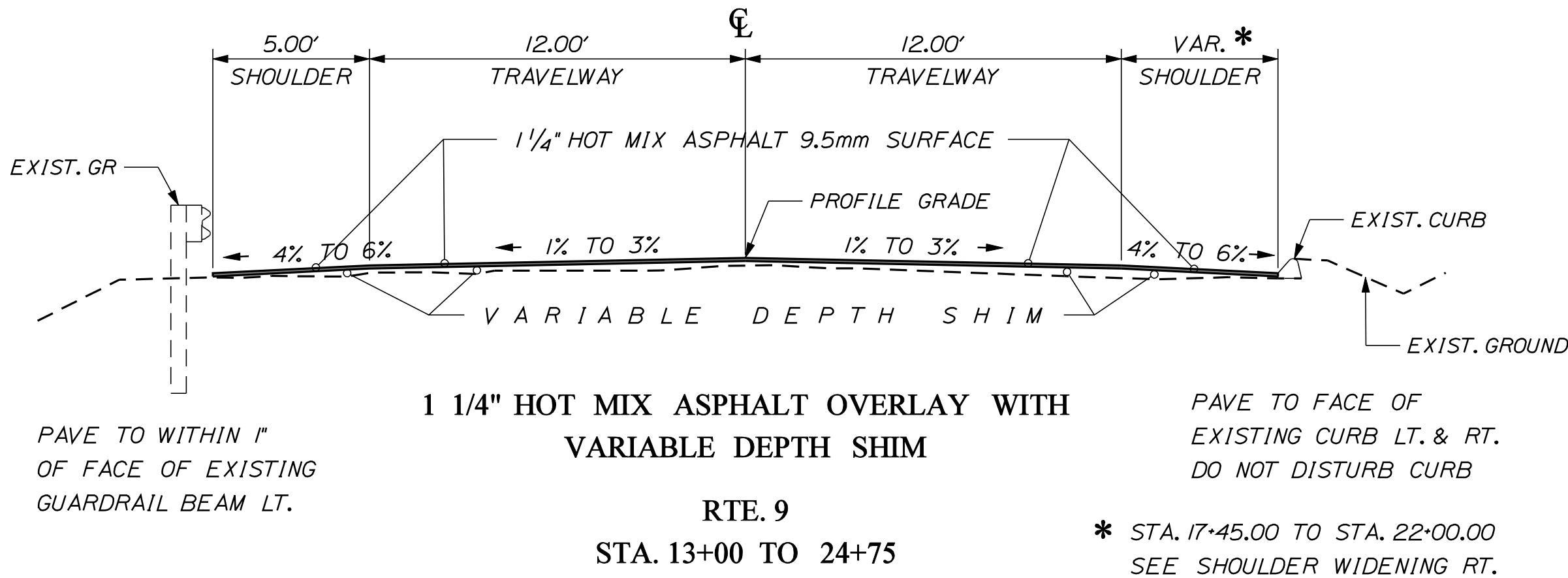
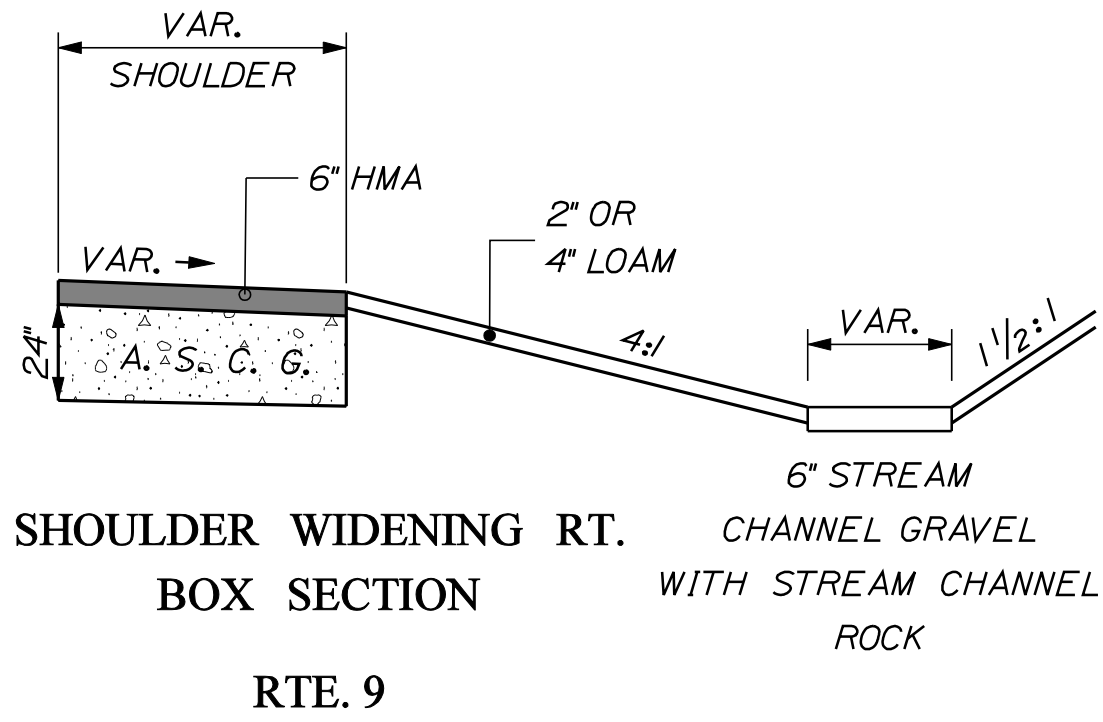
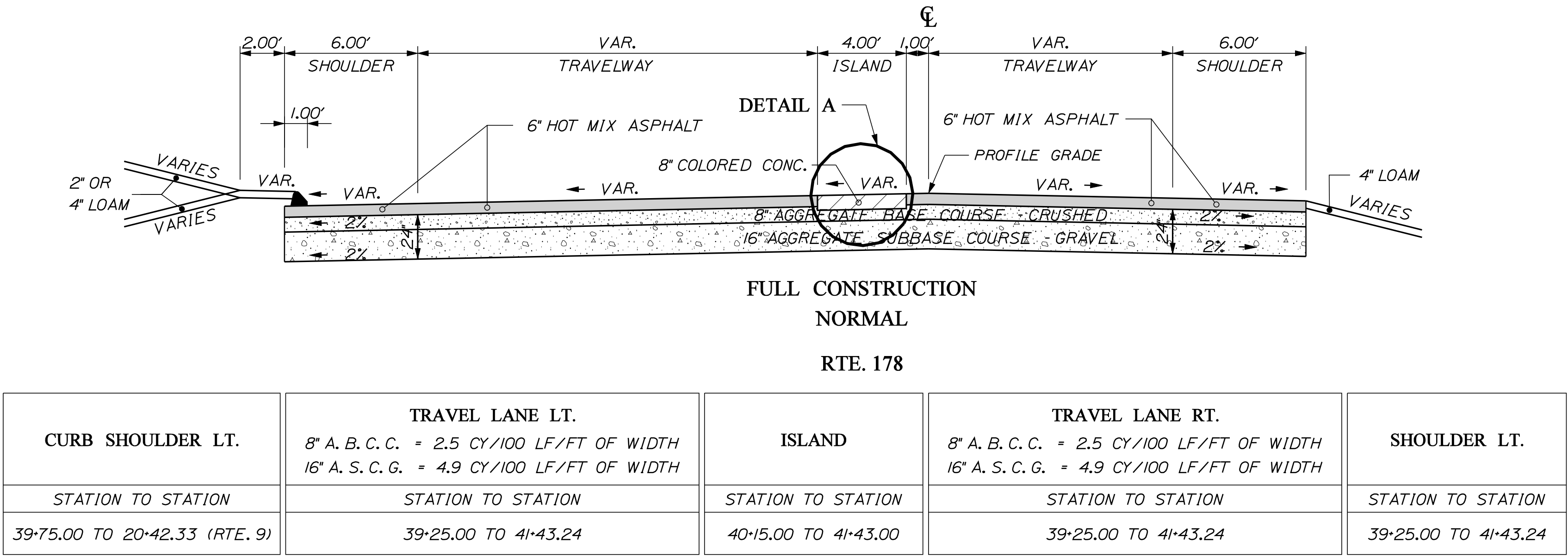
WIN 17259.00 STP-1725(900)X

Date:11/5/2012

Username: jonathan.french

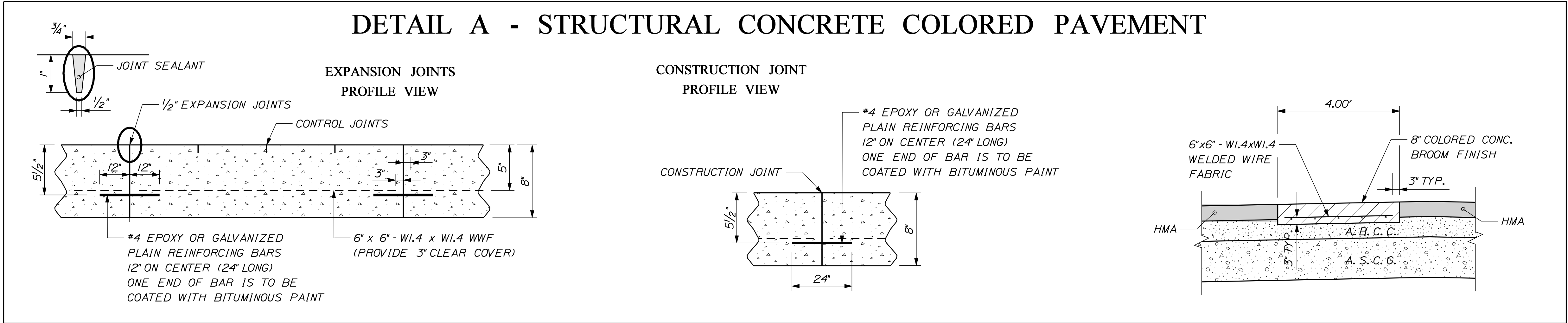
Division: HIGHWAY

Filename: ... \highway\msta\002_Typical.dgn



NOTE:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE 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 TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.



NOT TO SCALE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION					DATE
	SIGNATURE				
	P.E. NUMBER				
	DATE				
WIN 17259.00		HIGHWAY PLANS			

EDDINGTON INTERSECTION ROUTE 9/178	PROJ. MANAGER	P. MACDONALD	BY	DATE
	DESIGN-DETAILED	J. FRENCH	BT TRAN	
	CHECKED-REVISED			
	DESIGN2-DETAILED2			
	DESIGN3-DETAILED3			
TYPICAL SECTIONS	REVISIONS 1			
	REVISIONS 2			
	REVISIONS 3			
	REVISIONS 4			
	FIELD CHANGES			

SHEET NUMBER	2
OF 24	

CATCH BASIN	CULVERT PIPE								CATCH BASIN		UNDERDRAIN				ELBOWS, TEES, WYES AND INLET GRATE UNITS		REMARKS	
	CMP		OPTION I		OPTION III						TYPE B		TYPE C					DESCRIPTIONS
					SMOOTHLINED		CORRUGATED				TYPE B	OUTLET	SMOOTHLINED		CORRUGATED			
	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	B1-C	C1	LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH		
CATCH BASIN																		
STA. 40+70.56, 35' LT.								1										
ROADWAY CULVERT																		
CB LT. (RTE 178) TO STA. 20+29.30, 26.4' LT. (RTE 9)			15"	48'														
STA. 40+54.69, 30.4' RT. TO CB LT.					18"	67'	21"	67'										
FROM EXIST. PIPE (36"CMP) RT. TO STA. 18+42.34, 30.4' RT.	36"	10'														CONNNECT TO EXIST. PIPE		
STA. 21+00 RT.	48"	40'														DRIVE, EMBED PIPE 9"		
UNDERDRAIN																		
STA. 38+53.63, TO STA. 39+50, 12.1' LT.										96.5'								
STA. 39+50.00 TO CB LT.										115'								

DRIVES AND ENTRANCES

STA. 18+62.0	LT.	PAVED DR.
STA. 21+00.0	RT.	GRAVEL DR.
STA. 39+21.0	RT.	PAVED DR.
STA. 40+25.0	RT.	PAVED DR.
STA. 40+72.0	RT.	GRAVEL DR.

ITEM 202.15 REMOVING MANHOLE OR CATCH BASIN

STA. 40+70.7	LT.
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ITEM 604.182 CLEAN EXISTING CATCH BASIN & MANHOLE

STA. 13+33	RT.
STA. 14+60	RT.
STA. 15+82	RT.

ITEM 606.178 GUARDRAIL BEAM

LENGTH			
STA 13+00	TO STA 18+30	LT.	200 LF

ITEM 606.362 GUARDRAIL ADJUSTED

LENGTH			
STA 13+00	TO STA 18+30	LT.	550 LF

ITEM 606.367 REPLACE UNUSABLE EXISTING G.R. POSTS

STA 13+00	TO STA 18+30	LT.
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ITEM 609.31 CURB TYPE 3

LENGTH			
STA 38+53.6 (RTE. 178) LT. TO STA 20+42.3 (RTE. 9) LT.			290 LF

ITEM 610.08 PLAIN RIPRAP

INSTALL CULVERT END PROTECTION

STA. 18+39.81	RT.
STA. 40+56.96.	LT.

INSTALL RIPRAP PAD

STA. 18+45.42	LT.	9' X 17'
STA. 40+54.36.	RT.	9' X 6'

ITEM 613.40 TURF REINFORCEMENT MAT - (TRM)

STA 17+50 - STA 19+00	RT.
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1725(900)X
WIN 17259.00
HIGHWAY PLANS

EDDINGTON
INTERSECTION ROUTE 9\178
DRAINAGE\CONSTRUCTION NOTES

SHEET NUMBER
4
OF 24

DATE
BY
BT TRAN
P. MACDONALD
J. FRENCH
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGNS-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

SIGNATURE
P.E. NUMBER
DATE

GENERAL NOTES:

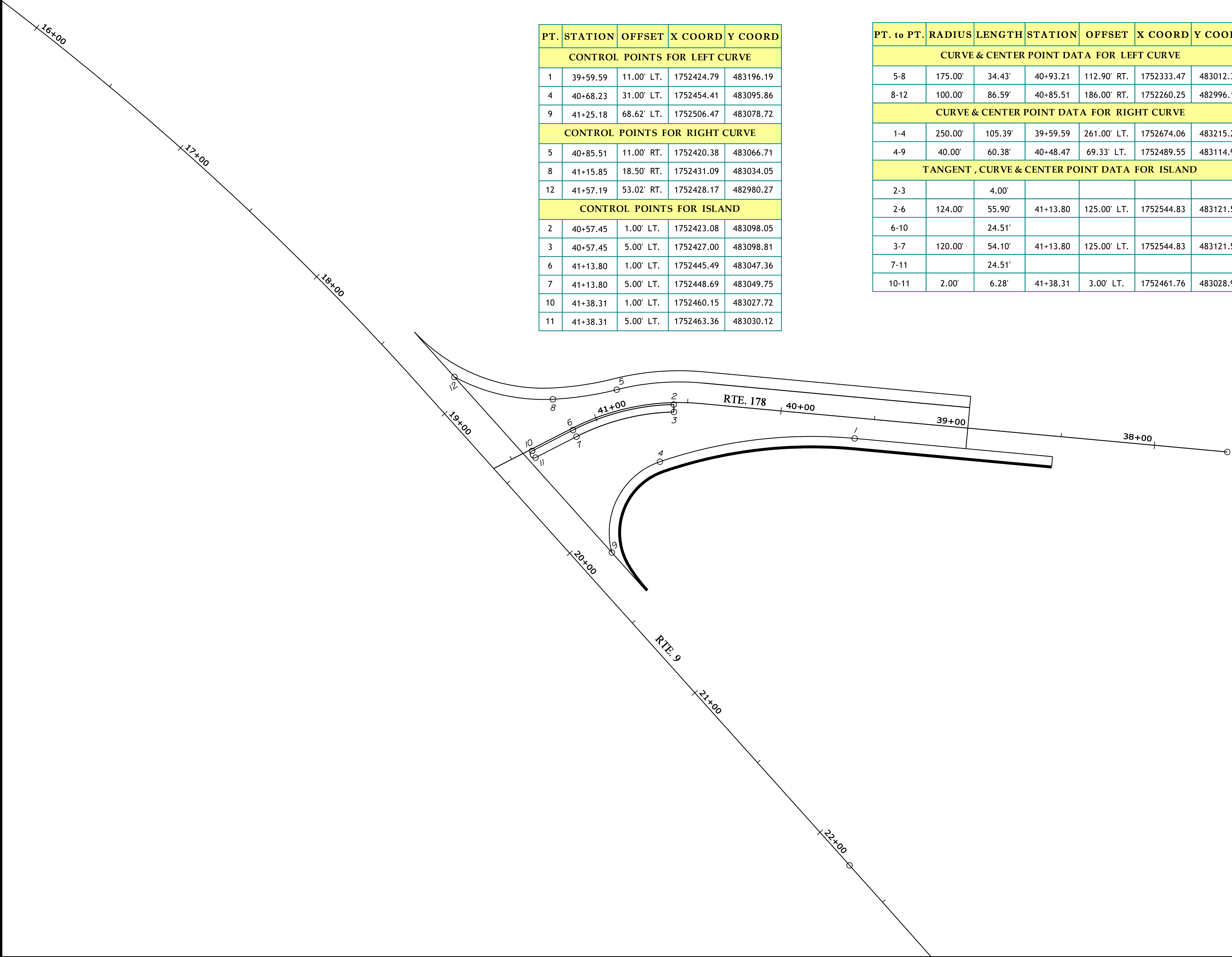
1. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RELATED UTILITIES UNLESS OTHERWISE NOTED.
2. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE BUTTED. PAYMENT SHALL BE MADE UNDER ITEM 202.203 PAVEMENT BUTT JOINT.
3. ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE.
4. 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.
5. WHERE DEEMED NECESSARY BY THE RESIDENT, UNSUITABLE EXCESS MATERIAL SHALL BE REMOVED FROM THE EDGES OF SHOULDERS AND PLACED IN DESIGNATED AREAS OR DISPOSED OF. PAYMENT WILL BE MADE UNDER THE APPROPRIATE CONTRACT ITEMS.
6. 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.
7. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE NON-GUARDRAIL FILL SLOPES UNLESS OTHERWISE NOTED ON THE PLANS.
8. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN WASTE AREAS APPROVED BY THE RESIDENT.
9. A 3' PAVED LIP SHALL BE PLACED AT ALL GRAVEL ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
10. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS.
11. PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 2" HOT MIX ASPHALT AND 12" AGGREGATE SUBBASE COURSE GRAVEL. GRAVEL ENTRANCES SHALL BE CONSTRUCTED WITH 14" OF AGGREGATE SUBBASE COURSE GRAVEL.
12. SHOULDER SHIM SHALL TAPER TO 0 INCHES PRIOR TO FACE OF EXISTING CURB AND GUARDRAIL.*
13. WHEN THE SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE SHOULDER PAVEMENT WILL HAVE SAME SLOPE AS TRAVELED WAY.
14. THE FOLLOWING SHALL BE INCIDENTAL TO THE 603 ITEM(S):
 - ANY CUTTING OF EXISTING CULVERTS AND OR CONNECTORS NECESSARY TO INSTALL NEW CULVERT REPLACEMENTS OR EXTENSIONS
 - ALL PIPE EXCAVATION INCLUDING ANY CUTTING AND REMOVAL OF PAVEMENT
 - FURNISHING, PLACING, GRADING, AND COMPACTING OF ANY NEW GRAVEL AND/OR FILL MATERIAL INCLUDING GRANULAR BORROW USED UNDER PIPES AND FOR TEMPORARY DETOURS TO MAINTAIN TRAFFIC DURING PIPE INSTALLATION (EXCAVATION IS ALSO INCIDENTAL).
 - GRANULAR BORROW UNDER THE PIPE SHALL MEET THE REQUIREMENTS FOR UNDERWATER BACKFILL
 - ALL WORK NECESSARY TO CONNECT TO EXISTING PIPES AND DRAINAGE STRUCTURES
15. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
16. ALL EXISTING GUARDRAIL TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR. REMOVAL AND DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.
17. CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO ITEM 606.
18. LOAM HAS BEEN ESTIMATED FOR DISTURBED AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
19. SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS WITH SEEDING METHOD 2 UTILIZED IN ALL OTHER AREAS UNLESS OTHERWISE NOTED.
20. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS AND 2 INCHES IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.
21. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK; IT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
22. THE CONTRACTOR IS RESPONSIBLE FOR THE CAREFUL SIDE STAKING OF EXISTING CENTERLINE AS PER STANDARD SPECIFICATION 105.6.2. SIDE STAKES SHALL BE PLACED SAFELY OUTSIDE OF THE CONSTRUCTION LIMITS AND THE EXISTING CENTERLINE GRADES SHALL BE TRANSFERRED TO THESE STAKES. THESE STAKES AND GRADES WILL BE USED TO LAYOUT CENTERLINE AND DETERMINE NEW CONSTRUCTION FINISH GRADES FROM DIFFERENTIAL ELEVATION SHEETS FURNISHED BY MAINE DOT. ALL LAYOUT, STAKES, AND GRADES WILL BE CHECKED AND MUST BE ACCEPTABLE TO THE RESIDENT.
23. 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.
24. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION AREAS.
25. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
26. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
27. STATIONS REFERENCED ARE APPROXIMATE.
28. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, FEBRUARY, 2008.
29. MAINE DOT WILL FINAL STRIPE THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR TRANSFERRING THE EXISTING STRIPING PATTERN TO THE SURFACE COURSE.
30. EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER THE APPROPRIATE PAY ITEMS.

OF 24	SHEET NUMBER	5	EDDINGTON INTERSECTION ROUTE 9\178	PROJ. MANAGER	P. MACDONALD	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-1725(900)X
				CHECKED-REVIEWED	J. FRENCH	J. FRENCH	SIGNATURE	
			DESIGN2-DETAILED2				P.E. NUMBER	
			DESIGN3-DETAILED3					
			REVISIONS 1					
GENERAL NOTES	REVISIONS 2				DATE			
	REVISIONS 3							
	REVISIONS 4							
	FIELD CHANGES							
WIN 17259.00 HIGHWAY PLANS								

Maine Department of Transportation										Project: Intersection Improvements Routes 9/18		Boring No.: HB-E0D-102	
Soil/Rock Exploration Log										Location: Eastington, Maine		WIN: 17259.00	
US CUSTOMARY UNITS													
Driller: MaineDOT				Elevation (ft.):				Auger ID/OD:		5" Dia.			
Operator: Giguere/Giles/Doggett				Datum				NAVD 88		Sampler: Off Flights			
Clogged By: B. Wilder				Rig Type:				CME 45C		Hammer Wt./Fall: N/A			
Date Expl./Finish: 10/26/10-10/26/10				Drilling Methods:				Solid Stem Auger		Core Barrels: N/A			
Boring Location: 14+90.0 10.0 ft E.				Casing ID/OD:				N/A		Water Level: None Observed			
Definitions MD = Drill Rods Sample MD = Unsuccessful Split Spoon Sample attempt H = Rock Core Sample P = Push Test Shear Test SA = Solid Stem Auger				Definitions T _u = Plastic Force Shear Strength (psf) T _u = Peak Force Shear Strength (psf) N _c = Confined Compressive Strength (psf) S _u = Lab Vane Shear Strength (psf) MD = weight of rods, BOC = weight of casing				Definitions W = water content, percent L ₁ = Liquid Limit P _L = Plastic Limit PI = Plasticity Index B = Grain Size Analysis C = Consolidation Test					
Sample Information										Visual Description and Remarks			
Depth (ft.)	Sample No.	Pen. Rec. (in)	Depth to Sample (ft.)	Shape / Size of Sample (in)	Test of RSD (%)	N-value	Plasticity Index	Elevation (ft.)	Graphic Log	Laboratory Results / AASHTO and Unified Class			
0	S2		0.80 - 4.10					-0.80		PAVEMENT: Brown sandy GRAVEL, trace silt.			
5	S4		4.10 - 13.30					-4.10		Grey-brown, damp, SAND, some silt, trace gravel.			
10										Bottom of Exploration at 13.30 feet below ground surface.			
15										REFUSAL			
20													
25													
Borehole													
Stratification lines represent approximate boundaries between soil types. Transitions may be gradual.										Page 1 of 1			
* 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.										Boring No.: HB-E0D-102			

Maine Department of Transportation				Project Intersection Improvements Routes 9/178 Location: Eadington, Maine		Boring No.: HB-E0D-104 WIN: 17259.00	
Drillert: MainDOT		Elevation (ft.):		Auger ID/OD:		5" Dia.	
Operator: Giguere/Giles/Daggett		Datum: NAVD 88		Sampler: Off Flights			
Logged By: B. Wilder		Rig Type: CMV 45C		Hammer Wt./Fall: N/A			
Date Started/Inch: 10/26/10 - 10/26/10		Grilling Method: Split Stem Auger		Core Barrel: N/A			
Boring Location: 1740S+ 10.0 ft Lt.		Casing ID/OD: N/A		Water Level: None Observed			
Definitions ND = unconsolidated Split Spoon Sample SS = Rock Core Sample W = Unsat. Shear Test SL = Soil of fine sand		Definitions Su = Plasticity Index T _v = Porewater Shear Strength (psi) T _p = Porewater Tension Strength (psi) S _c = Consolidation Compressive Strength (psi) S _u = Undrained Compression Strength (psi) W _L = Liquid Limit P _L = Plasticity Index C = Grain Size Analysis I _p = Clay Content Index		Definitions WC = Water Content Percent LL = Liquid Limit PL = Plastic Limit PI = Plasticity Index C = Grain Size Analysis I _p = Clay Content Index			
		Sample Information					
Coring Depth (ft.)	Spoon or No.	Pen. Rec. (in)	Depth (ft.)	Blade (in)	Strength (lb)	Remarks	Laboratory Testing Results/ASHTD and Unified Class
0						PAVEMENT.	
						Brown, fine to coarse SAND, some gravel, trace silt, WS3	
5						Gray-brown, damp, fine sandy SILT, WS4	
10							
15						Bottom of Exploration at 11.40 feet below ground surface, REFSAL.	
20							
25							
Remarks:							
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.						Page 1 of 1	
* 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.						Boring No.: HB-E0D-104	

State of Maine - Department of Transportation						
Rod Sounding Summary Sheet						
Town(s):	Eddington	Project Number: 17259.00				
Boring	Station (Feet)	Offset (Feet)	Refusal (Feet)	No Refusal (Feet)	Water (X) = Yes	Comments
Route 9						
	16+75	28.0 Rt.	5.7			
	17+10	29.0 Rt.	5.6			
Route 178						
	39+75	34.0 Lt.	3.1			
	40+25	34.0 Lt.	6.9			



PT.	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR LEFT CURVE				
1	39+59.59	11.00' LT.	1752424.79	483196.19
4	40+68.23	31.00' LT.	1752454.41	483095.86
9	41+25.18	68.62' LT.	1752506.47	483078.72
CONTROL POINTS FOR RIGHT CURVE				
5	40+85.51	11.00' RT.	1752420.38	483066.71
8	41+15.85	18.50' RT.	1752431.09	483034.05
12	41+57.19	53.02' RT.	1752428.17	482980.27
CONTROL POINTS FOR ISLAND				
2	40+57.45	1.00' LT.	1752423.08	483098.05
3	40+57.45	5.00' LT.	1752427.00	483098.81
6	41+13.80	1.00' LT.	1752445.49	483047.36
7	41+13.80	5.00' LT.	1752448.69	483049.75
10	41+38.31	1.00' LT.	1752460.15	483027.72
11	41+38.31	5.00' LT.	1752463.36	483030.12

PT. to PT.	RADIUS	LENGTH	STATION	OFFSET	X COORD	Y COORD
CURVE & CENTER POINT DATA FOR LEFT CURVE						
5-8	175.00'	34.43'	40+93.21	112.90' RT.	1752333.47	483012.37
8-12	100.00'	86.59'	40+85.51	186.00' RT.	1752260.25	482996.12
CURVE & CENTER POINT DATA FOR RIGHT CURVE						
1-4	250.00'	105.39'	39+59.59	261.00' LT.	1752674.06	483215.26
4-9	40.00'	60.38'	40+48.47	69.33' LT.	1752489.55	483114.97
TANGENT , CURVE & CENTER POINT DATA FOR ISLAND						
2-3		4.00'				
2-6	124.00'	55.90'	41+13.80	125.00' LT.	1752544.83	483121.57
6-10		24.51'				
3-7	120.00'	54.10'	41+13.80	125.00' LT.	1752544.83	483121.57
7-11		24.51'				
10-11	2.00'	6.28'	41+38.31	3.00' LT.	1752461.76	483028.92

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1725(900)X

WIN
17259.00

HIGHWAY PLANS

EDDINGTON
INTERSECTION ROUTE 9\178

GEOMETRIC PLAN

SHEET NUMBER

27

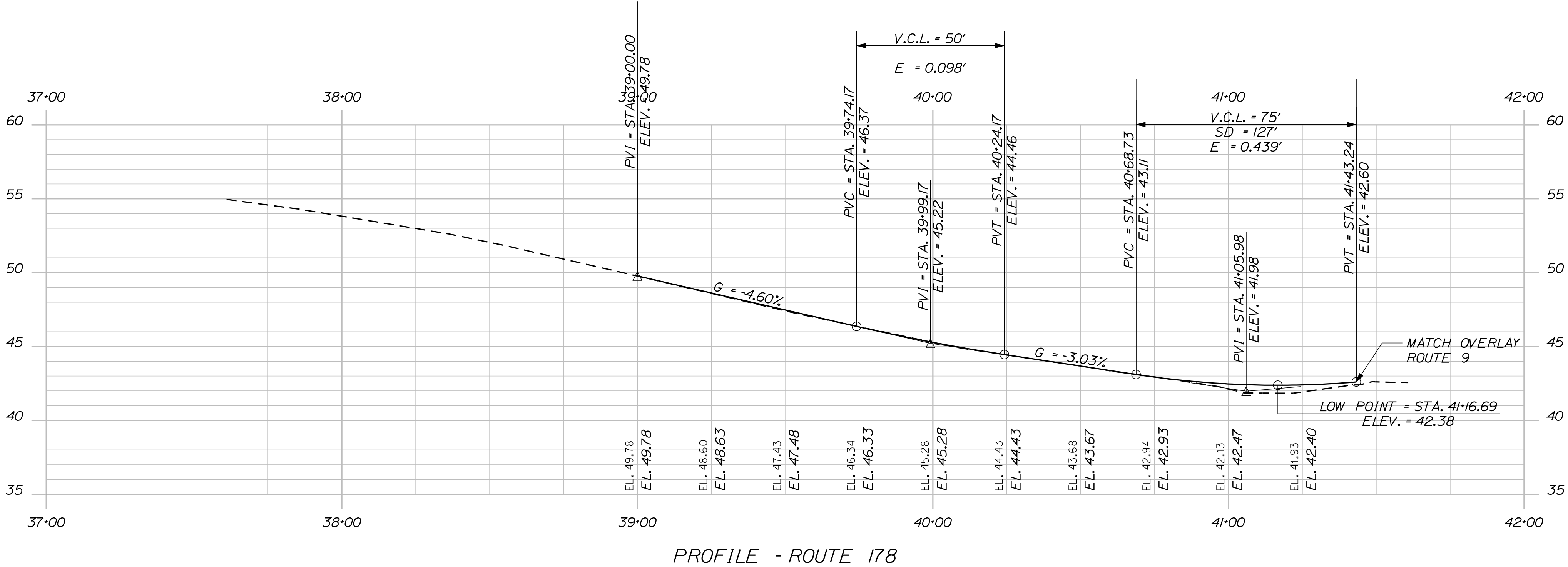
OF 24

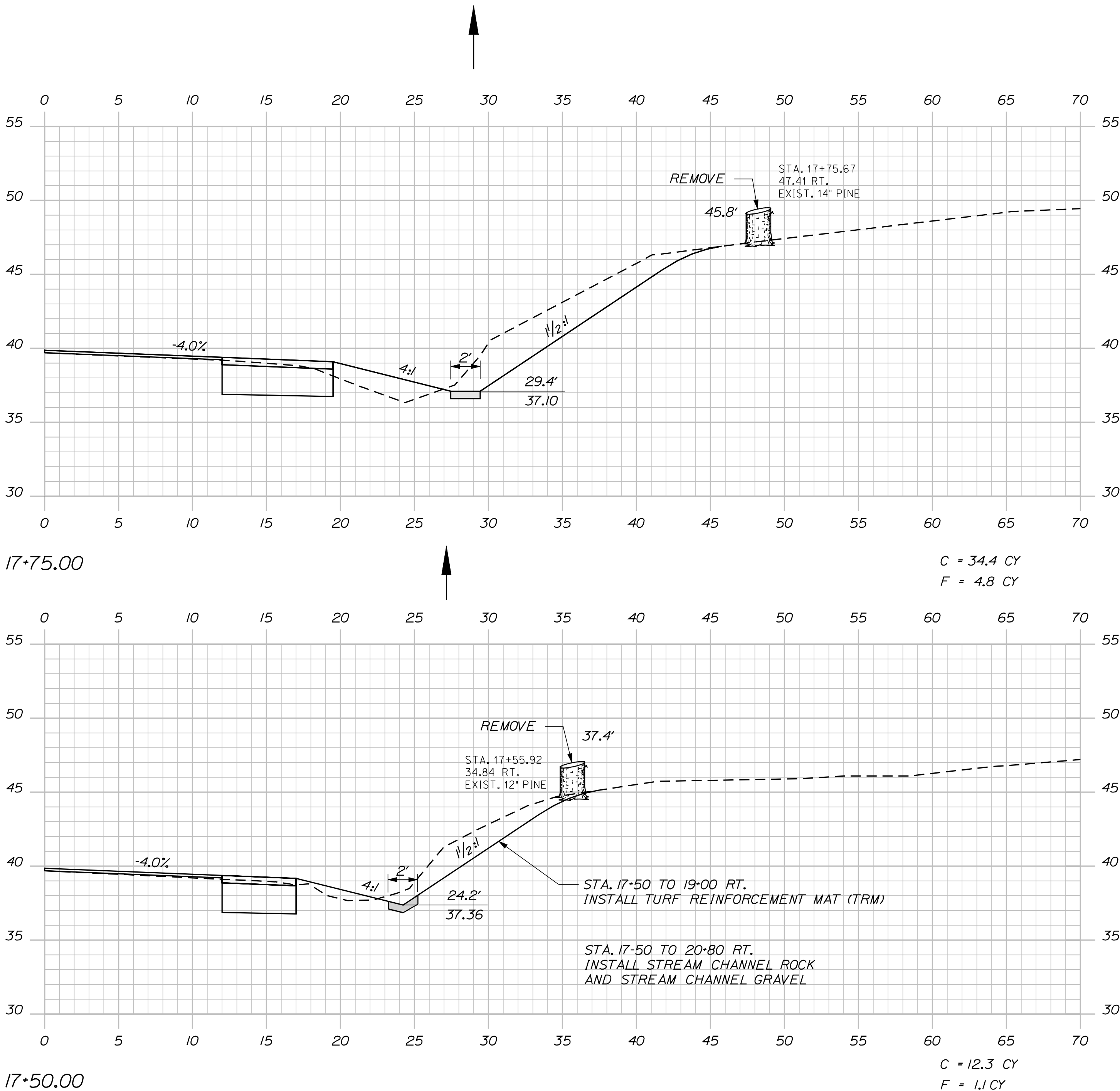
PROJ. MANAGER	P. MACDONALD	BY	DATE
CHECKED-REVIEWED	J. FRENCH	BT. TRAN	
DESIGN-DETAILED			
DESIGN-REVIEWED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE



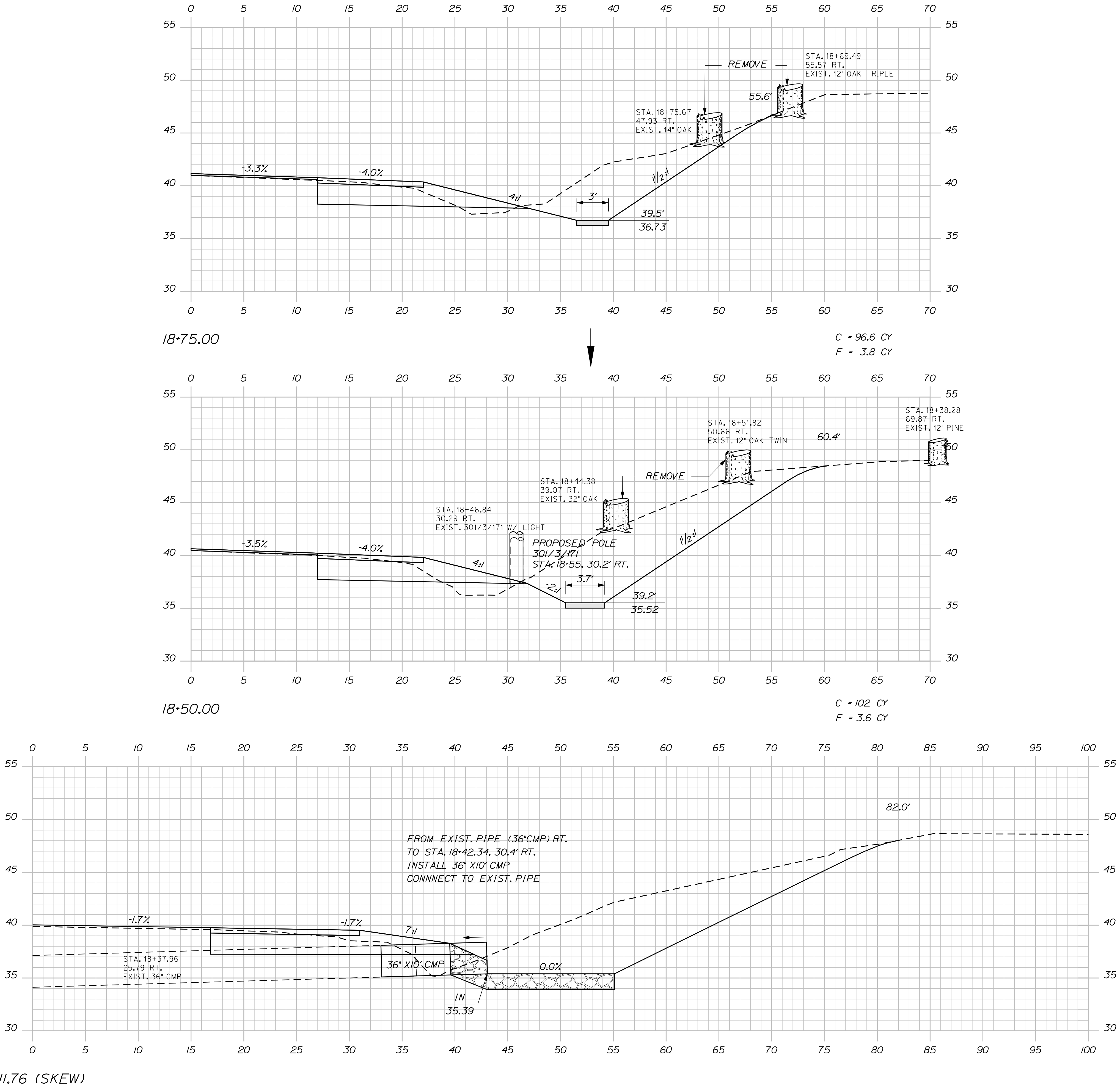


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1725(900)X
WIN 17259.00
HIGHWAY PLANS

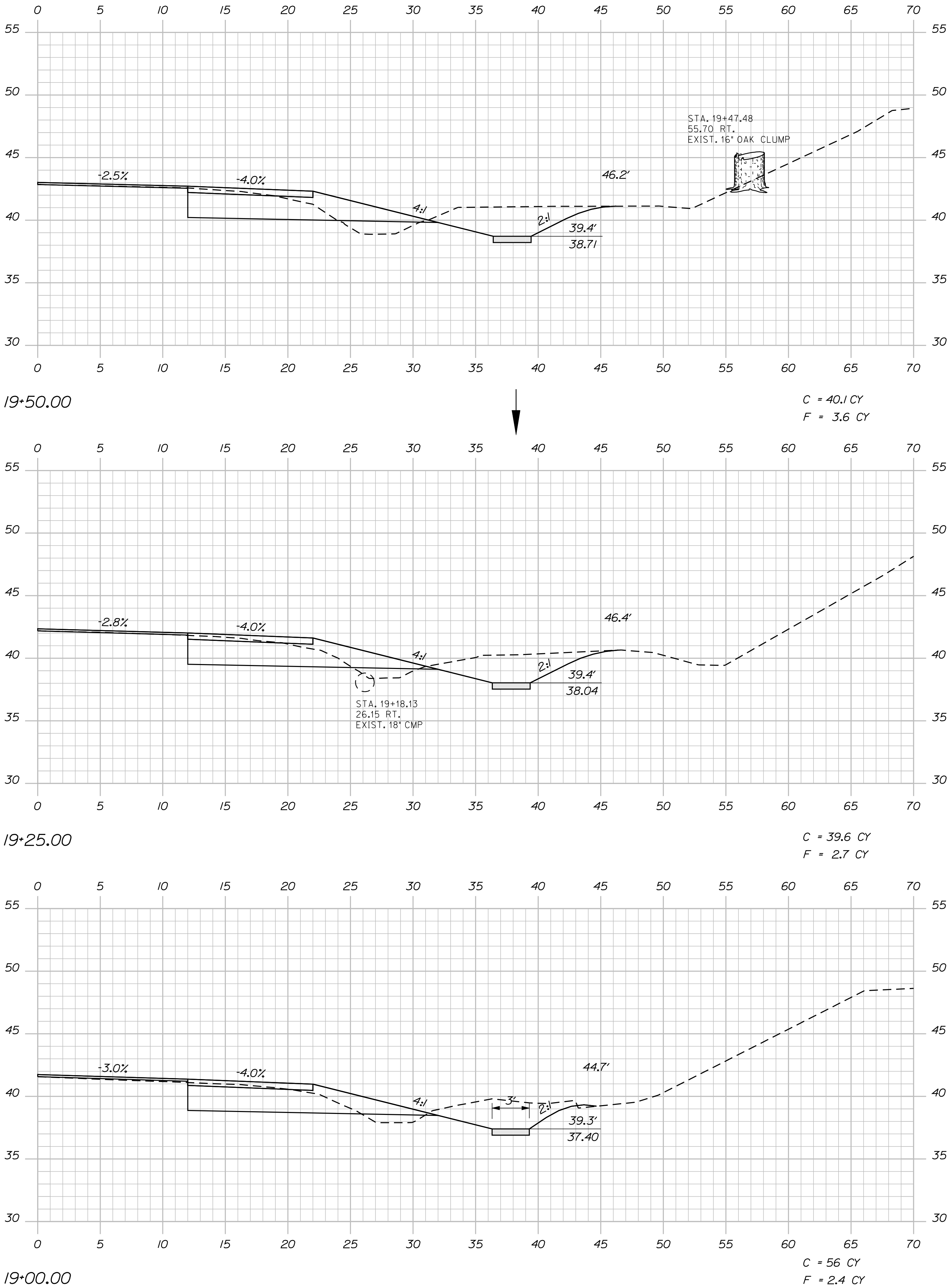
PROJ. MANAGER	CHECKED-REVIEWED	DESIGN-DETAILED	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
P. MACDONALD	J. FRENCH			BT	TRAN			
DESIGN-DETAILED								
REVISIONS 1								
REVISIONS 2								
REVISIONS 3								
REVISIONS 4								
FIELD CHANGES								

EDDINGTON INTERSECTION ROUTE 9\178
CROSS SECTIONS

SHEET NUMBER
10
OF 24



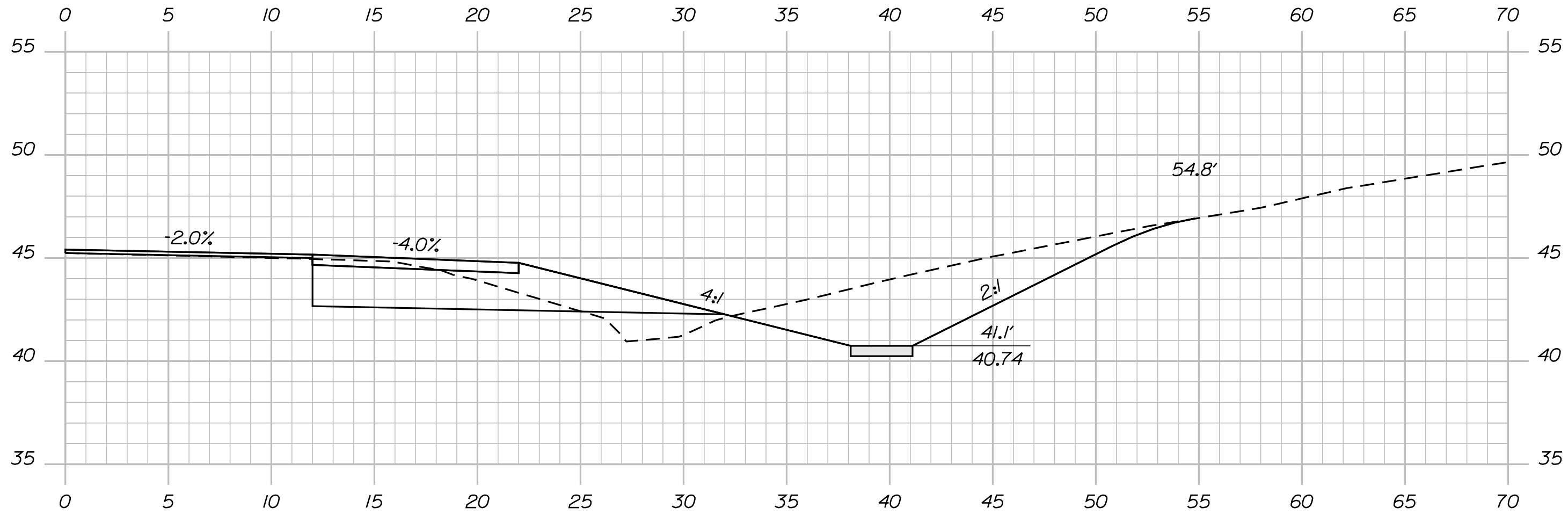
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-1725(900)X		WIN		17259.00		HIGHWAY PLANS	
EDDINGTON		INTERSECTION ROUTE 9\178		SHEET NUMBER		12		OF 24			
CROSS SECTIONS		SIGNATURE		P.E. NUMBER		DATE					
PROJ. MANAGER		BY		DATE							
P. MACDONALD		BT TRAN									
DESIGNED-DETAILED		J. FRENCH									
CHECKED-REVIEWED											
DESIGNED-DETAILED											
REVISIONS 1											
REVISIONS 2											
REVISIONS 3											
REVISIONS 4											
FIELD CHANGES											



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		SIGNATURE		DATE	
STP-1725(900)X		P.E. NUMBER		DATE	
WIN		17259.00		HIGHWAY PLANS	

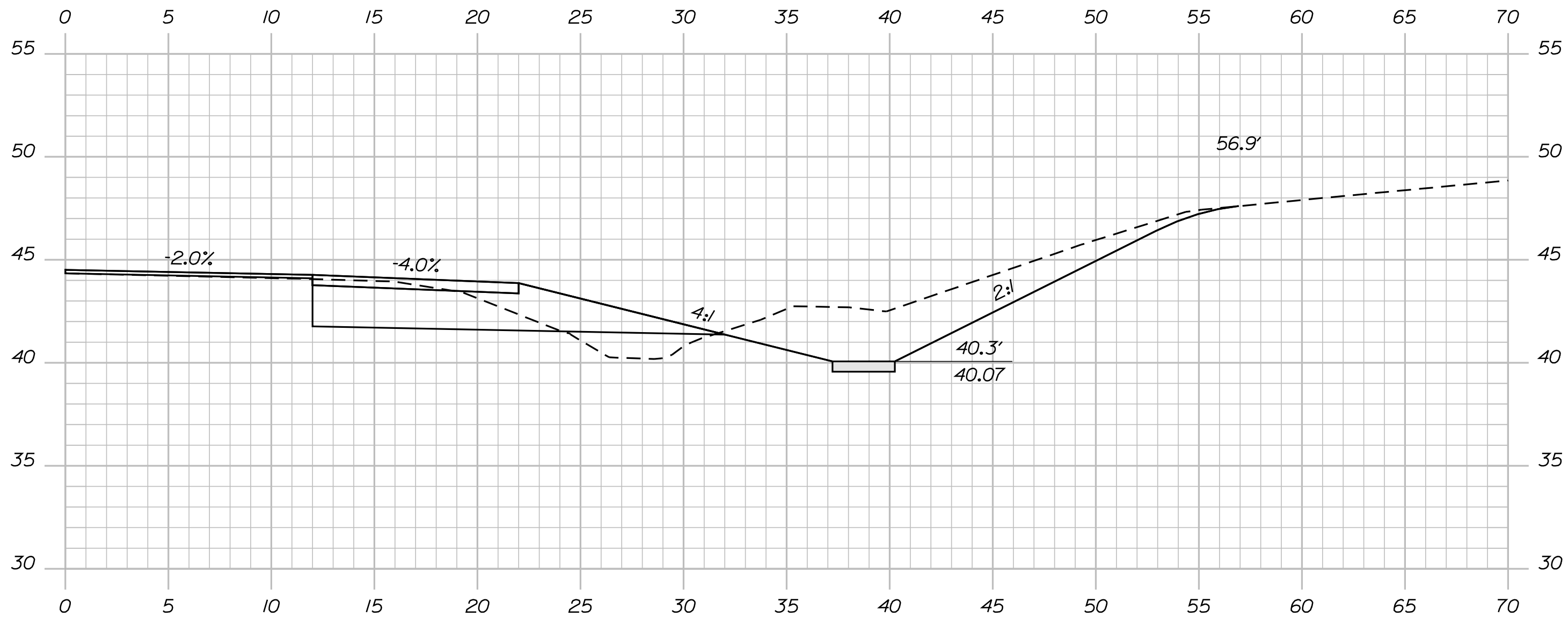
EDDINGTON INTERSECTION ROUTE 9\178		PROJ. MANAGER P. MACDONALD	BY BT TRAN	DATE
CROSS SECTIONS		DESIGN-DETAILED	J. FRENCH	
		CHECKED-REVIEWED		
		DESIGN-DETAILED		
		DESIGN-DETAILED		
		DESIGN-DETAILED		
FIELD CHANGES		REVISIONS 1		
		REVISIONS 2		
		REVISIONS 3		
		REVISIONS 4		
		FIELD CHANGES		

SHEET NUMBER	
13	
OF 24	



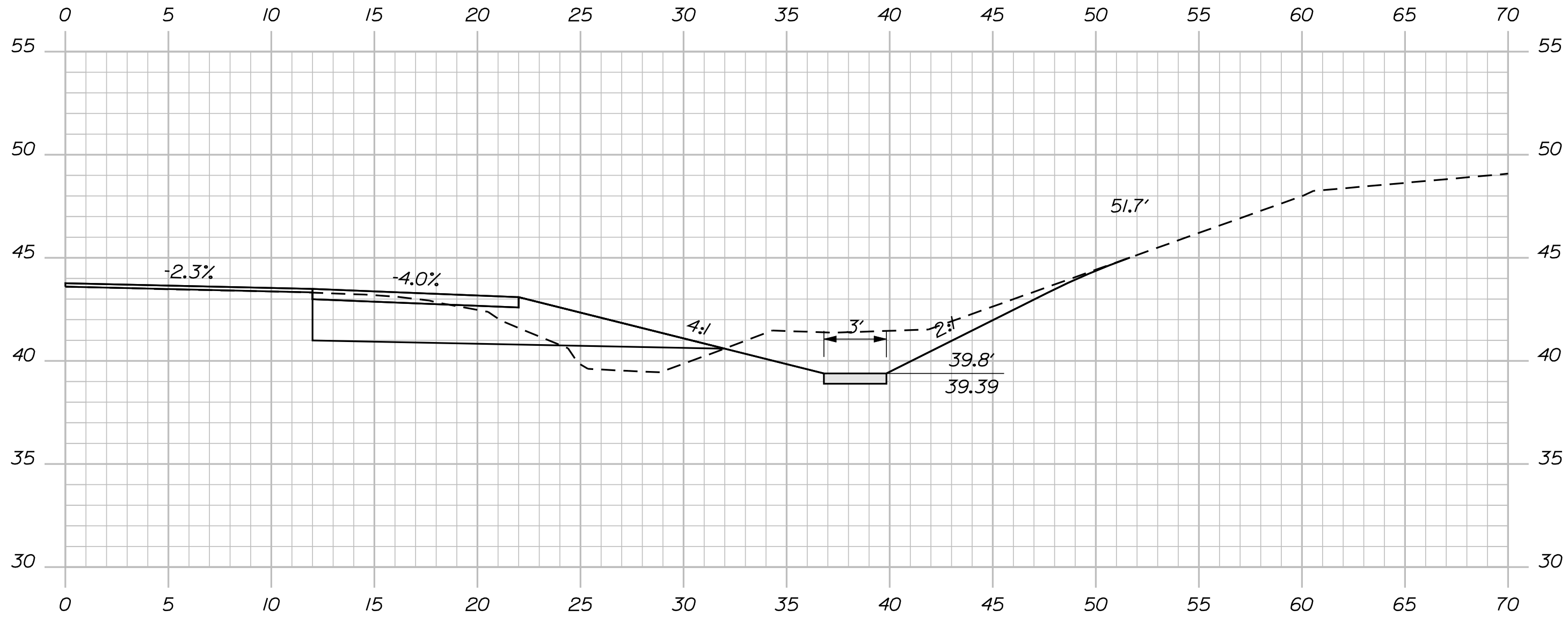
20+25.00

C = 54.7 CY
 F = 5.4 CY



20+00.00

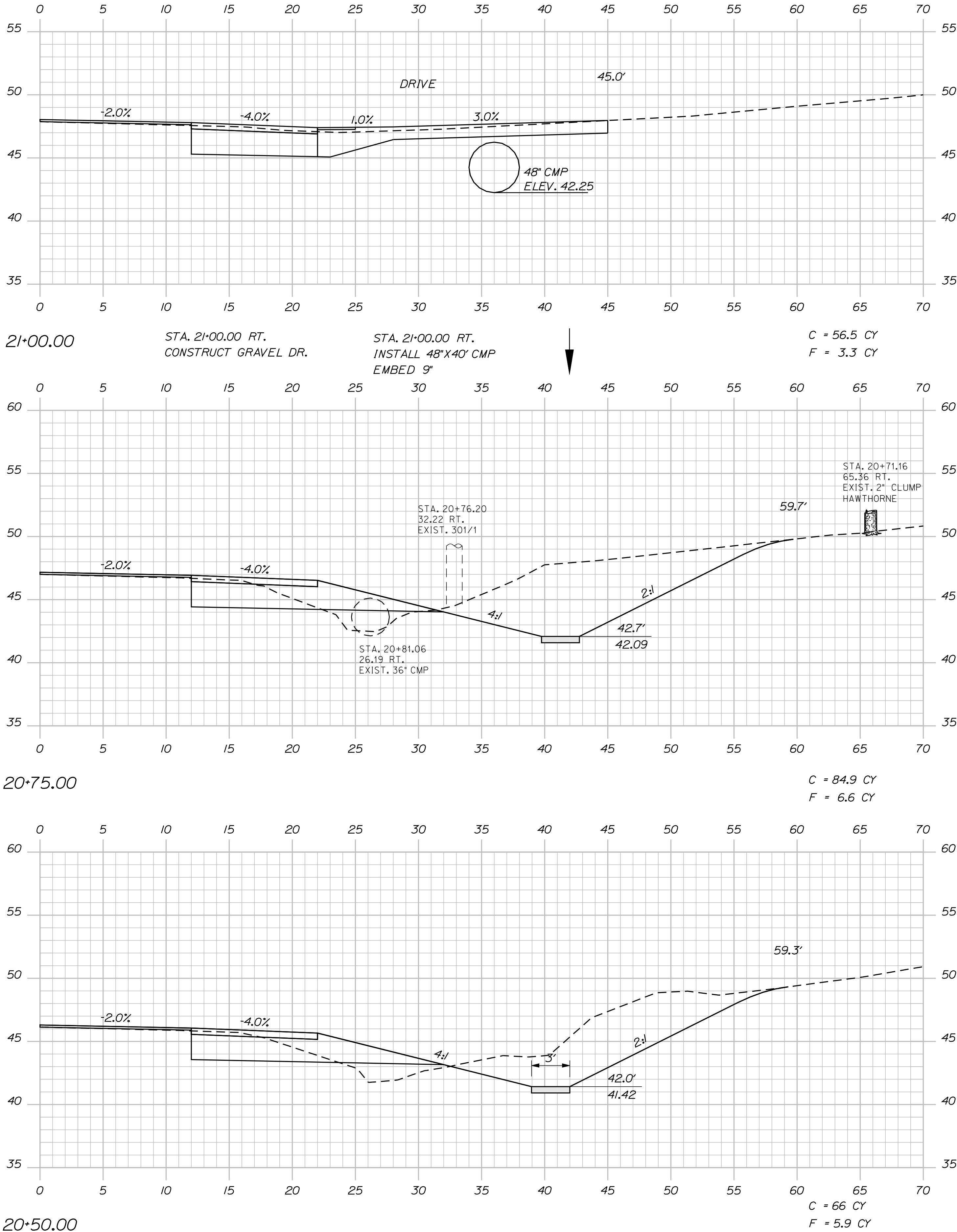
C = 46.3 CY
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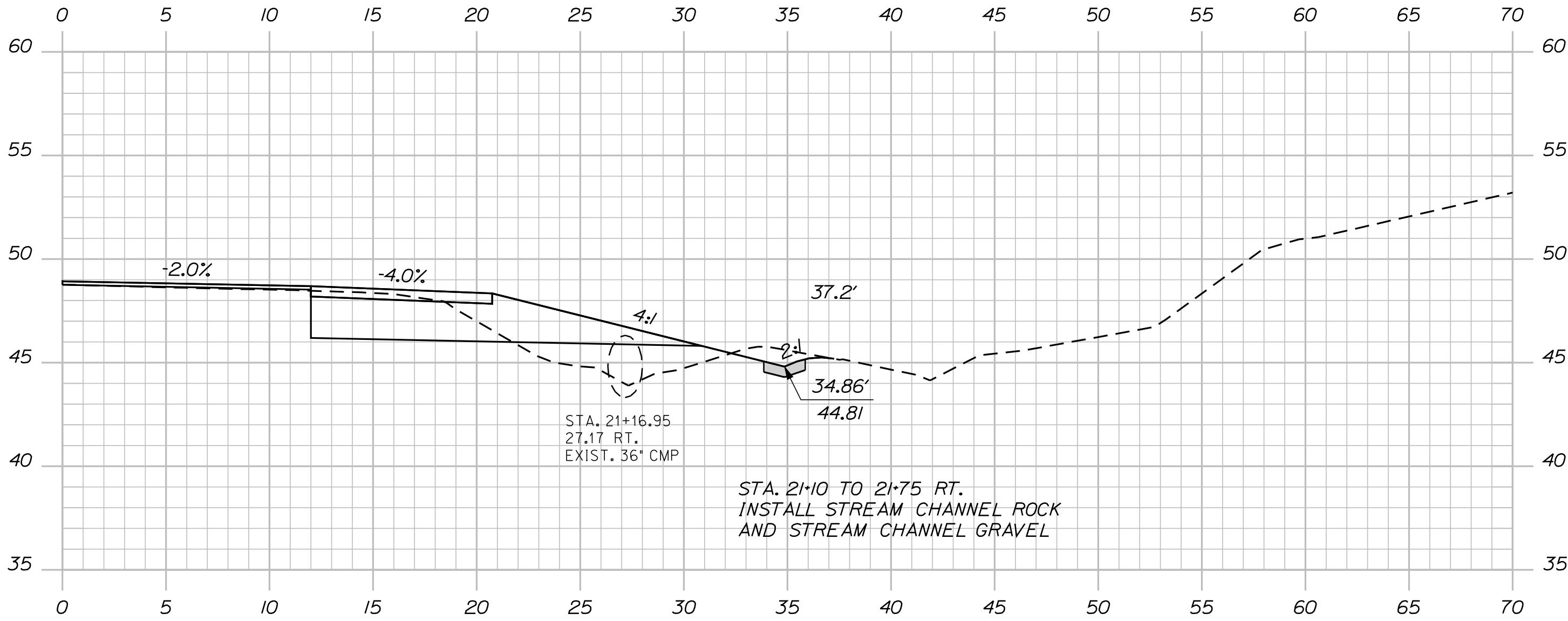
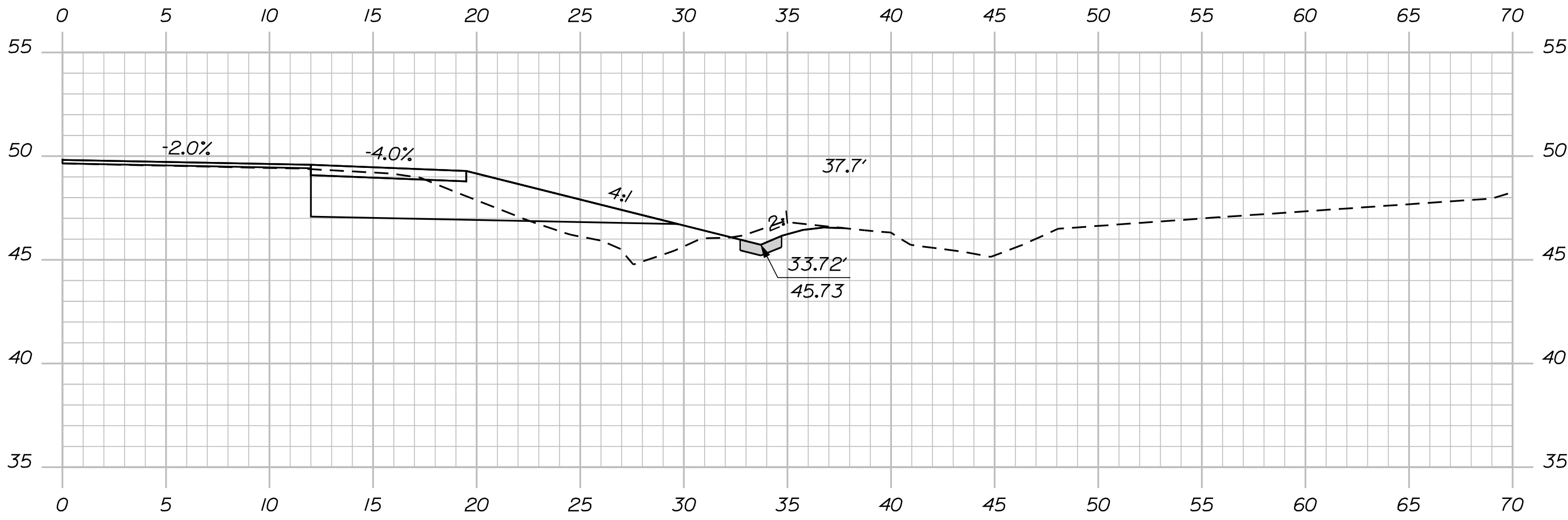
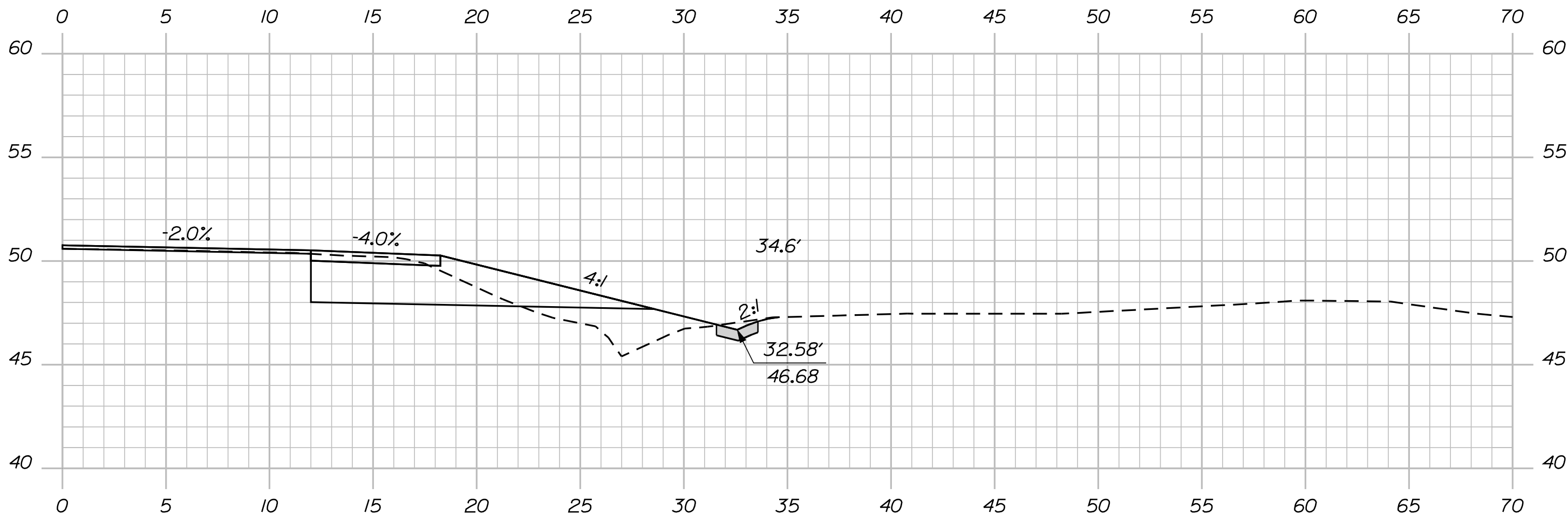
19+75.00

C = 39.3 CY
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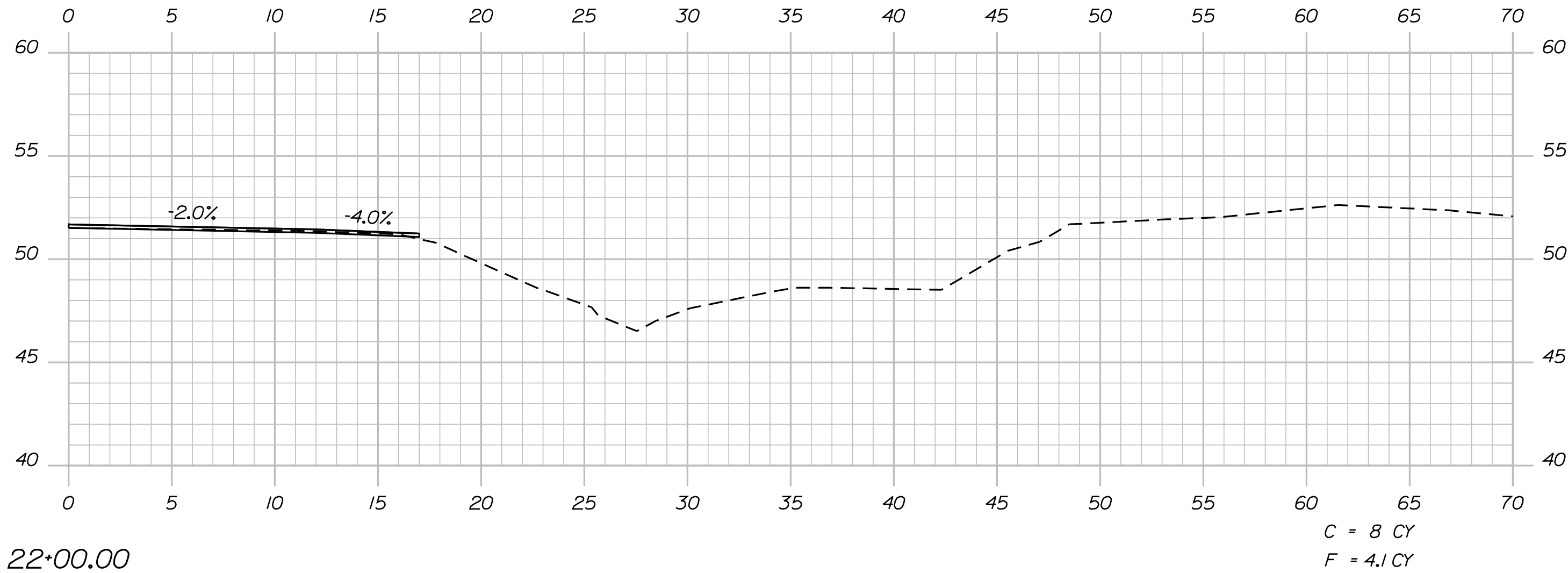
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-1725(900)X		WIN		17259.00		HIGHWAY PLANS	
EDDINGTON		INTERSECTION ROUTE 9\178		SHEET NUMBER		14		OF 24			
CROSS SECTIONS		SIGNATURE		P.E. NUMBER		DATE					
PROJ. MANAGER		BY		DATE							
P. MACDONALD		BT. TRAN									
DESIGN-DETAILED		J. FRENCH									
CHECKED-REVIEWED											
DESIGN-DETAILED											
REVISIONS 1											
REVISIONS 2											
REVISIONS 3											
REVISIONS 4											
FIELD CHANGES											



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-1725(900)X		WIN		17259.00		HIGHWAY PLANS	
EDDINGTON		INTERSECTION ROUTE 9\178		SHEET NUMBER		15		OF 24			
CROSS SECTIONS		SIGNATURE		P.E. NUMBER		DATE					
PROJ. MANAGER		BY		DATE							
P. MACDONALD		BT TRAN									
CHECKED-REVIEWED		DESIGN-DETAILED		DESIGN-REVIEWED		DESIGN-DETAILED		DESIGN-REVIEWED			
J. FRENCH											
REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		FIELD CHANGES			



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
EDDINGTON		STP-1725(900)X	
INTERSECTION ROUTE 9\178		WIN	
CROSS SECTIONS		17259.00	
SHEET NUMBER		HIGHWAY PLANS	
16		OF 24	



SHEET NUMBER

17

OF 24

EDDINGTON
INTERSECTION ROUTE 9\178

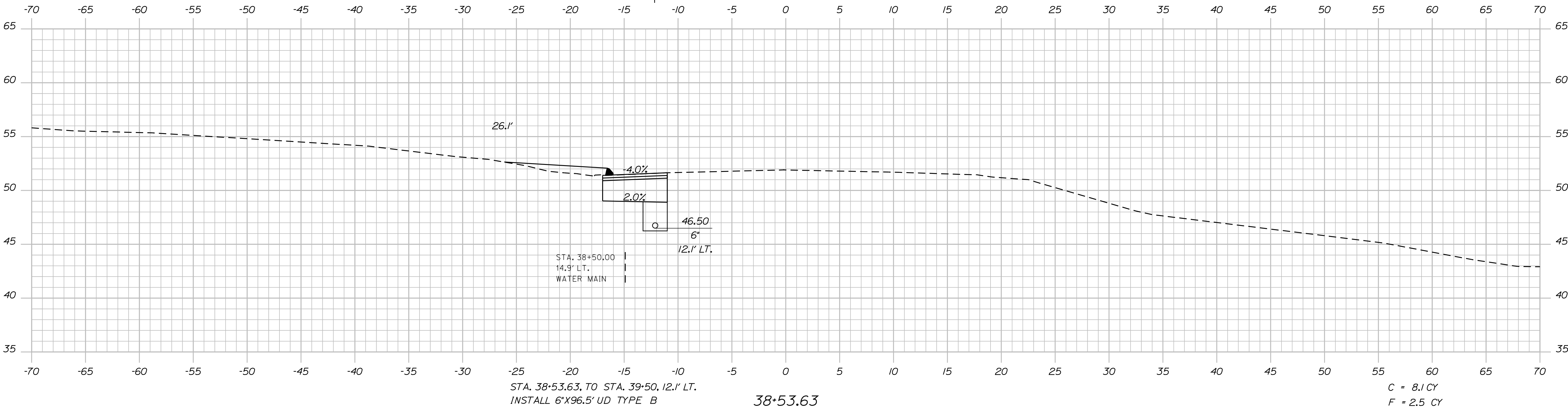
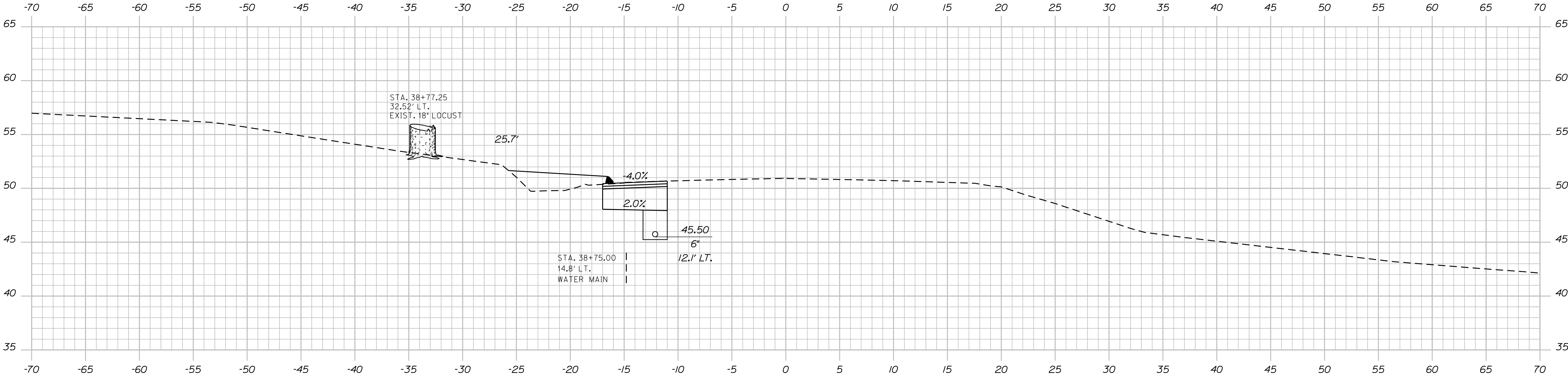
CROSS SECTIONS

PROJ. MANAGER	P. MACDONALD	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-1725(900)X WIN 17259.00 HIGHWAY PLANS
CHECKED-REVIEWED	J. FRENCH	BT. TRAN		
DESIGNS-DETAILED			SIGNATURE	
DESIGNS-DETAILED			P.E. NUMBER	
REVISIONS 1			DATE	
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

Date:11/5/2012

Username: jonathan.french

Filename: ... \018_Xsect_Route\78_38+53_001.dgn Division: HIGHWAY



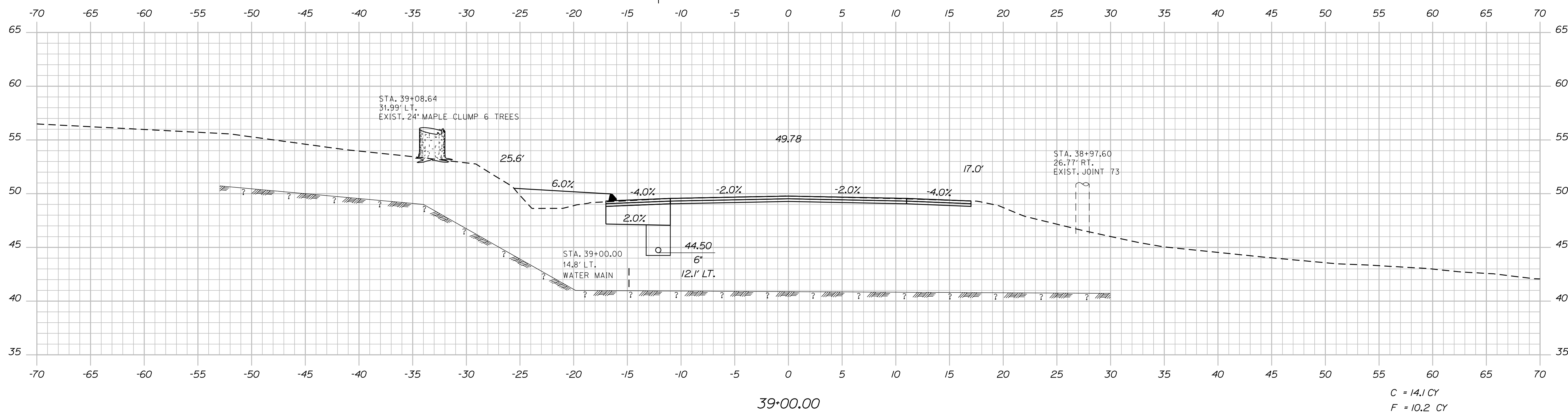
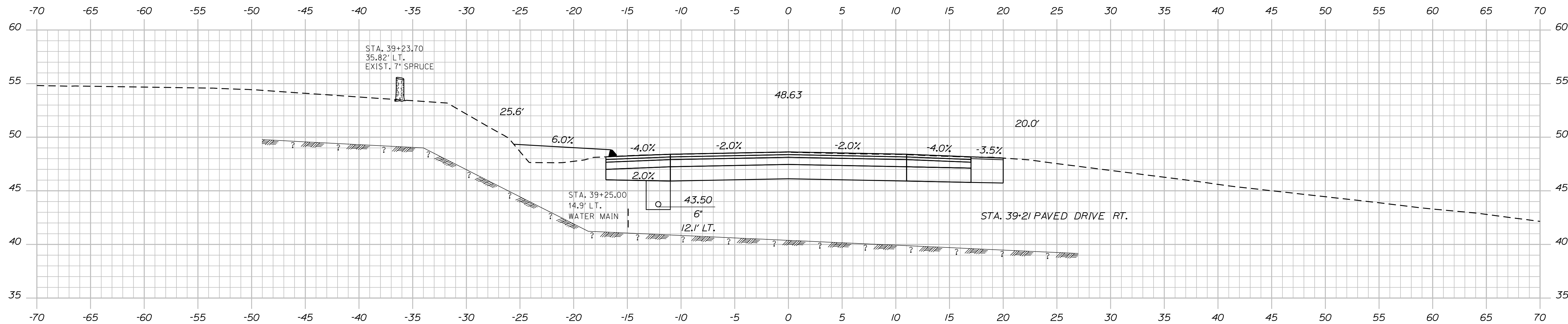
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1725(900)X
WIN 17259.00
HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
P. MACDONALD	BT TRAN	
CHECKED-REVIEWED		SIGNATURE
J. FRENCH		
DESIGNED-DETAILED		P.E. NUMBER
REVISIONS 1		DATE
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

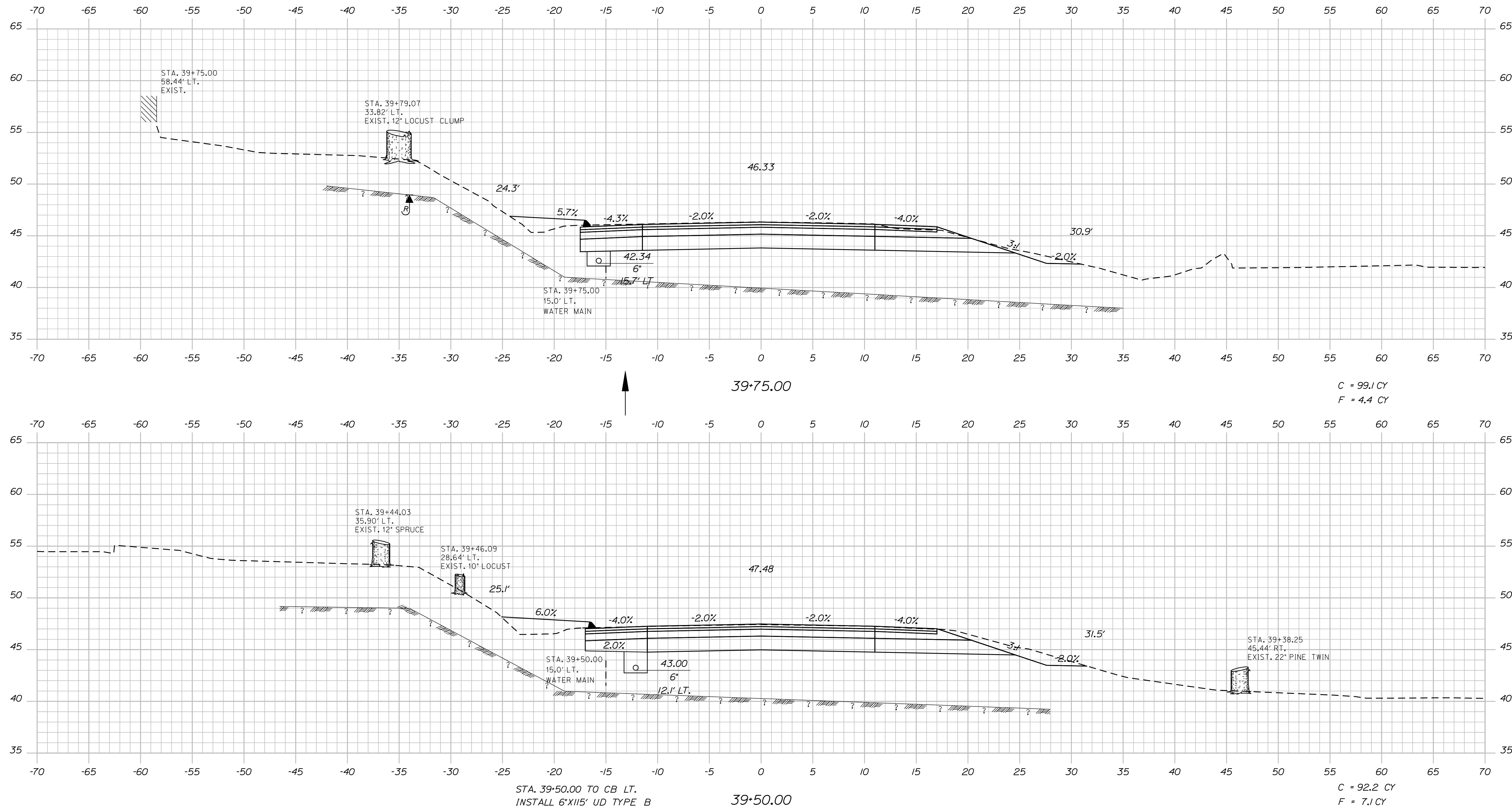
EDDINGTON
INTERSECTION ROUTE 9\178
CROSS SECTIONS

SHEET NUMBER
18
OF 24

Sta. 38+53.63 to Sta. 38+75.00



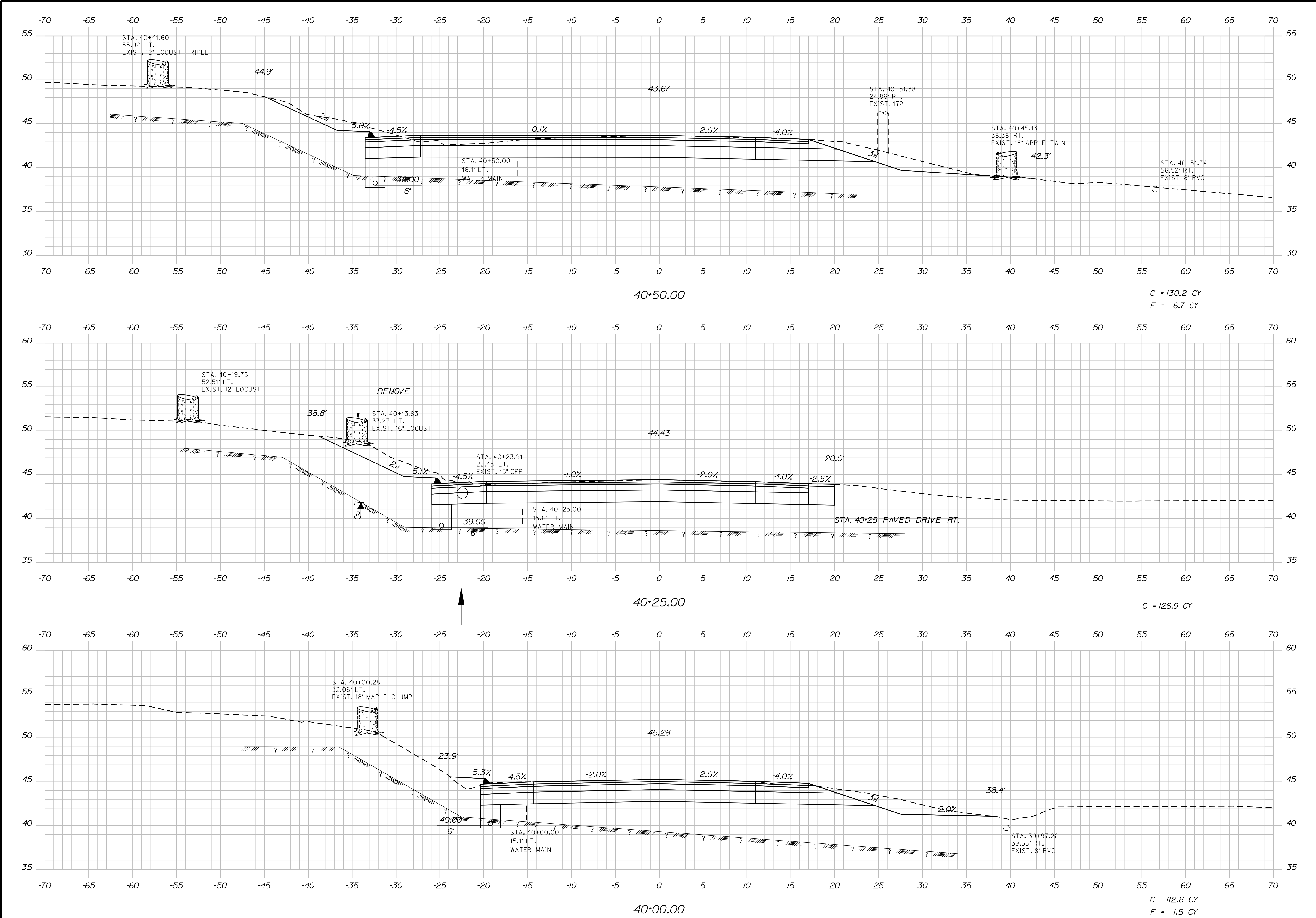
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CROSS SECTIONS				CHECKED-REVIEWED		J. FRENCH				SIGNATURE		STP-1725(900)X	
				DESIGN-DETAILED 02									
				CONSTRUCTION-DETAILED 03						P.E. NUMBER			
				REVISIONS 1									



Date:12/7/2012

Username: jonathan.french

Filename: ... \021_Xsect_Route178_40+00_00_004.dgn Division: HIGHWAY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1725(900)X

WIN
17259.00
HIGHWAY PLANS

PROJ. MANAGER
P. MACDONALD

CHECKED-REVIEWED
J. FRENCH

DESIGNED-DETAILED
J. FRENCH

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

DATE

BY
BT TRAN

SIGNATURE

P.E. NUMBER

DATE

EDDINGTON
INTERSECTION ROUTE 9\178

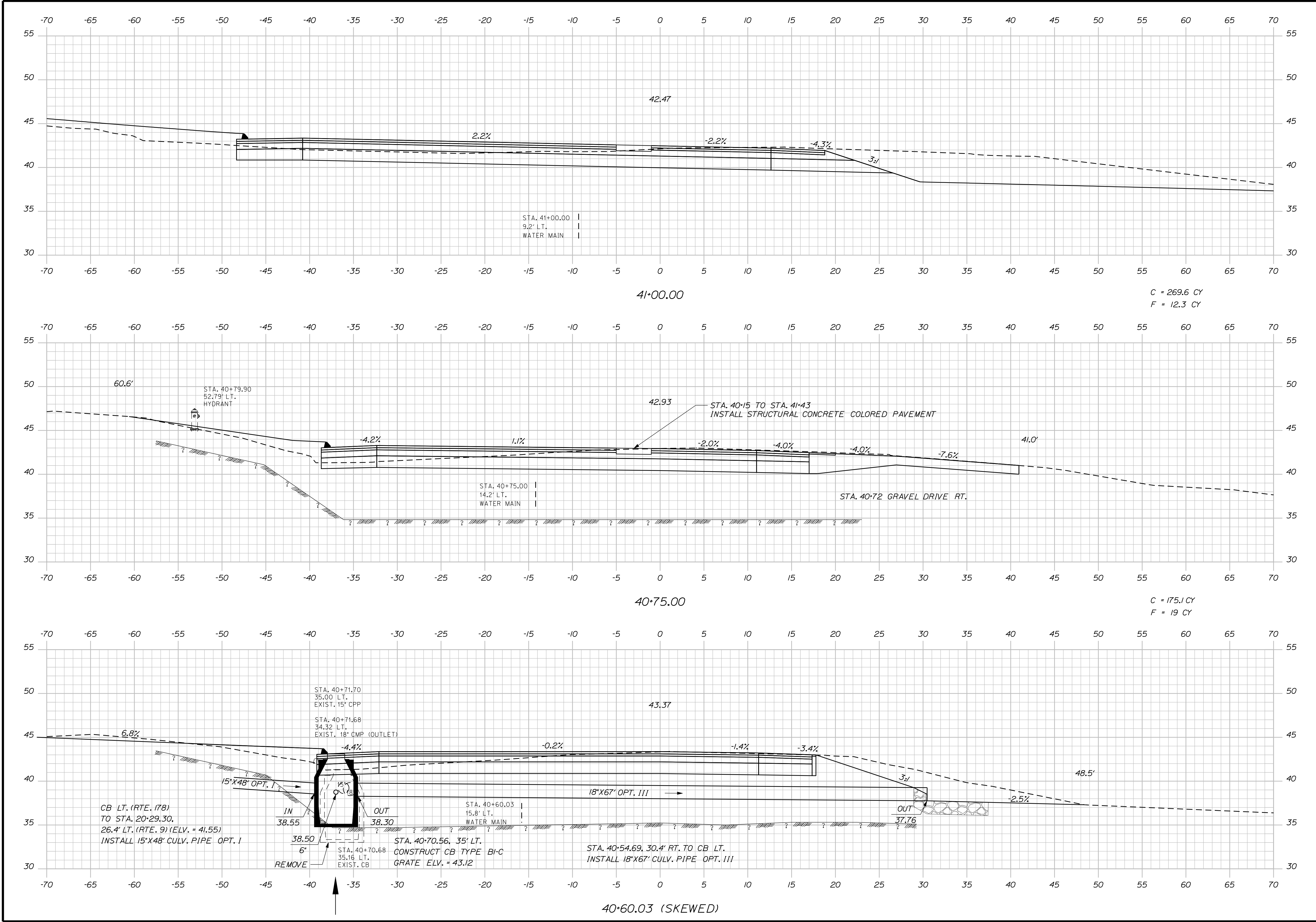
CROSS SECTIONS

SHEET NUMBER
21
OF 24

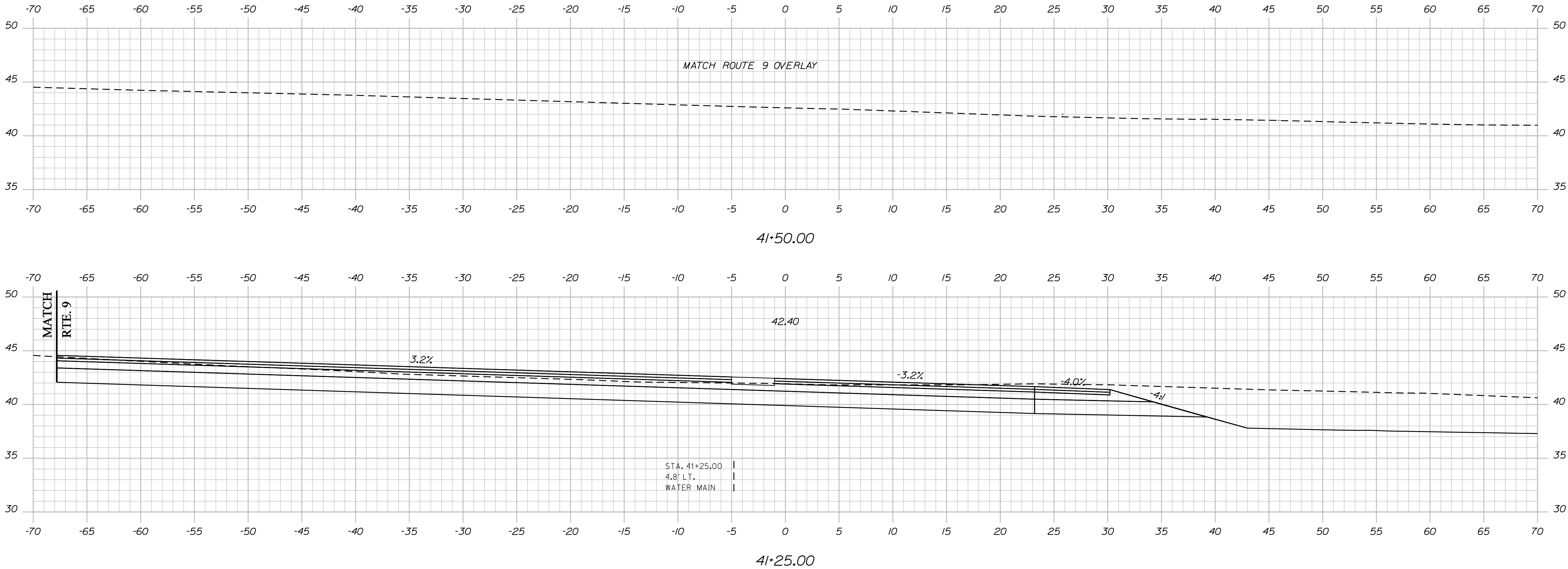
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Username: jonathan.french

Filename: ... \022_Xsect_Route178_40+60_005.dgn Division: HIGHWAY



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-1725(900)X		WIN		17259.00		HIGHWAY PLANS	
PROJECT		DATE		BY		P. MANAGER		CHECKED		DESIGNED	
INTERSECTION ROUTE 9\178		DATE		BT		P. MANAGER		REVIEWED		DESIGNED	
CROSS SECTIONS		DATE		TRAN		P. MANAGER		REVIEWED		DESIGNED	
SHEET NUMBER		DATE		SIGNATURE		P. MANAGER		REVISIONS		REVISIONS	
22		DATE		SIGNATURE		P. MANAGER		REVISIONS 1		REVISIONS 2	
OF 24		DATE		SIGNATURE		P. MANAGER		REVISIONS 3		REVISIONS 4	
		DATE		SIGNATURE		P. MANAGER		REVISIONS 5		REVISIONS 6	



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SIGNATURE	DATE
STP-1725(900)X		
WIN 17259.00 HIGHWAY PLANS		

PROJ. MANAGER	P. MACDONALD	BY	DATE
DESIGN-DETAILED	J. FRENCH	BT. TRAN	
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
DESIGNS-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

EDDINGTON INTERSECTION ROUTE 9\178	CROSS SECTIONS

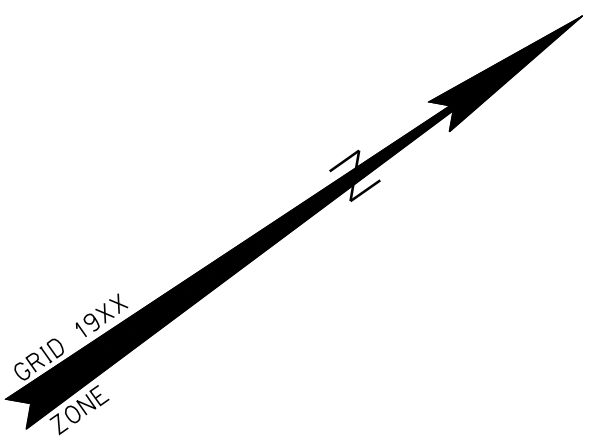
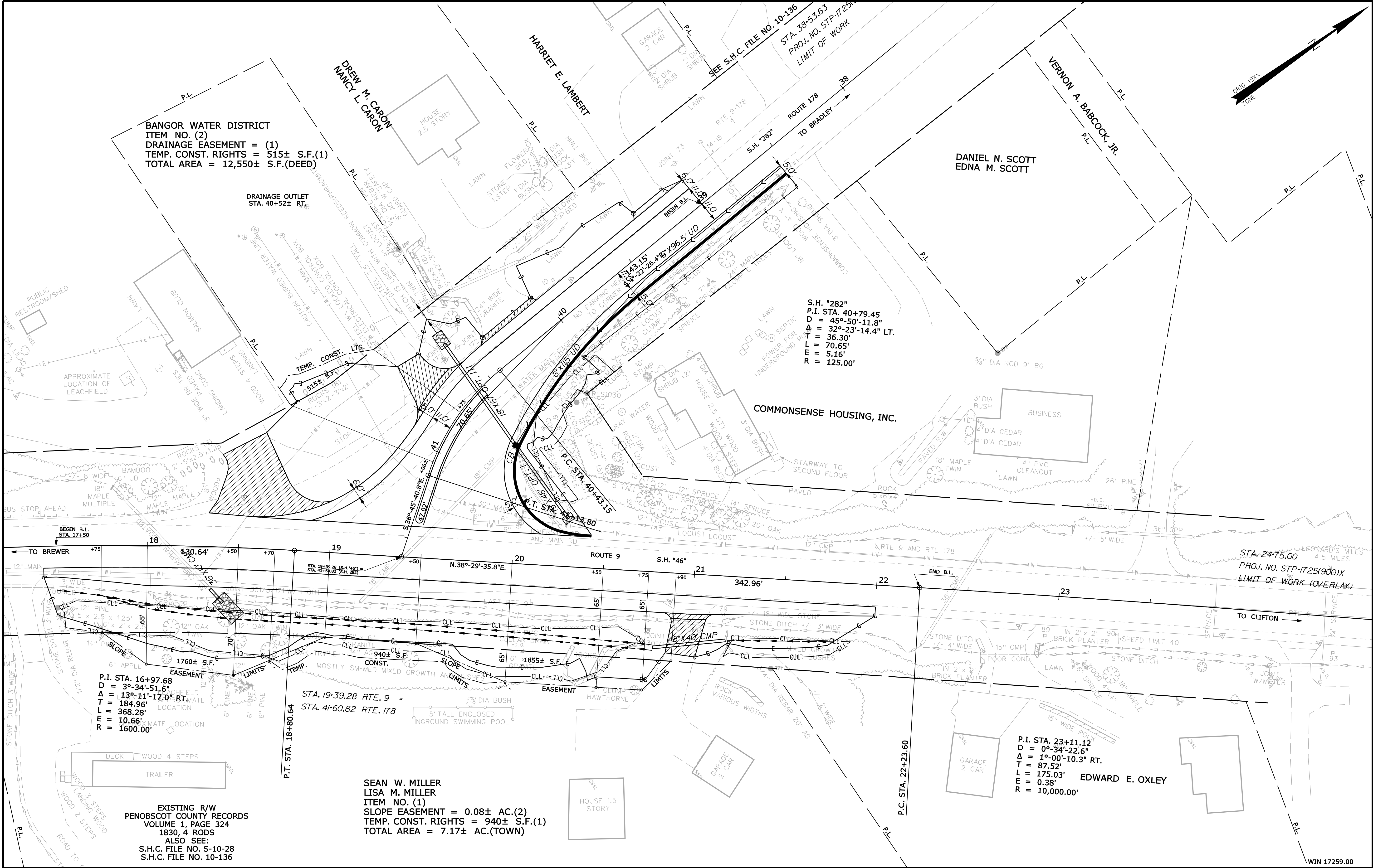
SHEET NUMBER
23
OF 24

Date:11/5/2012

Username: jonathan.french

Division: HIGHWAY

Filename: ... \00\ROW\MSTA001_RWP\PLAN1.dgn



SYMBOLS	
• IP or • PIP (IRON PIPE OR PIN FOUND)	○ WELL (WELL)
□ S.T. (SEPTIC TANK)	--- GRADING LIMIT LINE
△ S.T. (SEPTIC TANK)	--- CONSTRUCTION LIMIT LINE
△ S.T. (SEPTIC TANK)	--- PROPERTY LIMIT LINE
△ S.T. (SEPTIC TANK)	--- LIMITS OF VACUITY PORTION (LOW P.)
△ S.T. (SEPTIC TANK)	--- EXISTING RIGHT OF WAY
△ S.T. (SEPTIC TANK)	--- NEW RIGHT OF WAY
△ S.T. (SEPTIC TANK)	--- NEW ROW WITHIN EXIST. ROW
△ S.T. (SEPTIC TANK)	--- CONTROL OF ACCESS

TECH	
BASE MAP	B.D.M.
EXIST. R/W	B.D.M.
PROP. LINES	B.D.M.
AREAS	T.L.B.
	D.S.G.

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

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

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER

DATE

STATE HIGHWAYS "46" & "282"		
(ROUTES 9 & 178)		
EDDINGTON		PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-1725(900)X		
APRIL 2012	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 10-476
SCALE 1" = 25'	SHEET 1 OF 1	

SHEET NUMBER
24
OF 24