

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



STOCKTON SPRINGS

WALDO COUNTY

ROUTE 1

STATE PROJECT NO. 21831.00

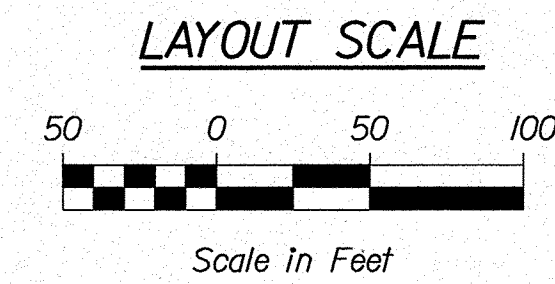
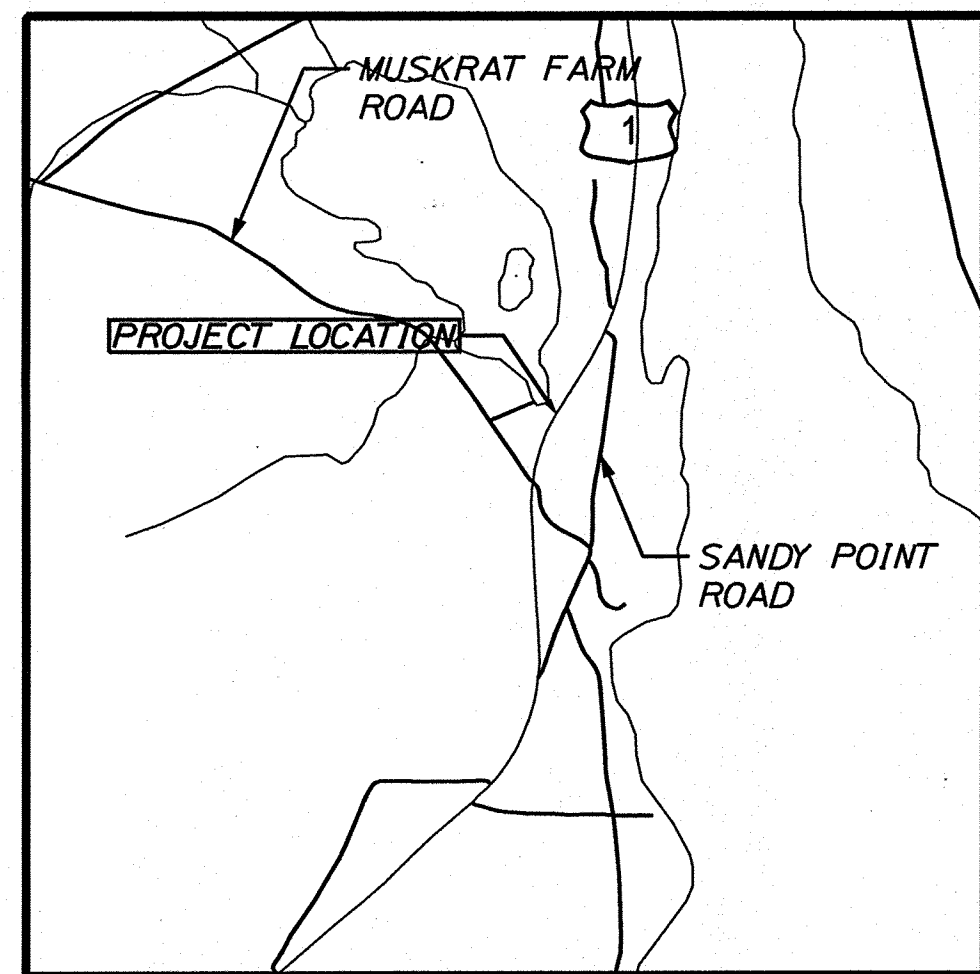
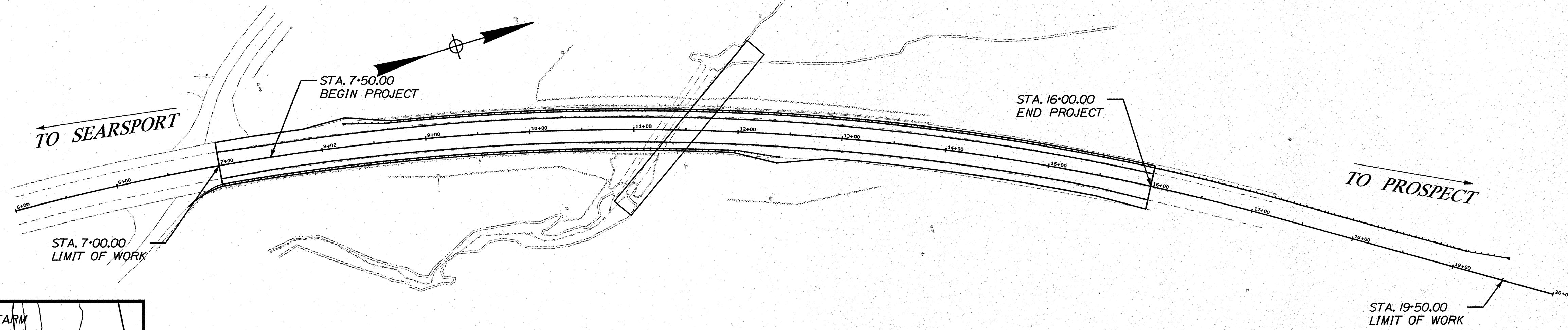
PROJECT LENGTH: 0.25 MILES

BRIDGE NUMBER: 5928

STOWER BROOK BRIDGE

| PLAN LEGEND | |
|-----------------------------|------------------------|
| Town, County, State | ----- |
| Property Lines | ----- |
| R/W Lines-Existing | ----- |
| R/W Lines-Proposed | ----- |
| Culvert-Existing | ----- |
| Culvert Proposed | ----- |
| Curbing Existing | ----- |
| Curbing Proposed | ----- |
| Type 1 | ----- |
| Type 3 | ----- |
| Type 5 | ----- |
| Outline of Bodies of Water | ----- |
| Exposed Bedrock | ----- |
| Buildings | ----- |
| Trees | Conifer Deciduous |
| Tree Line | ----- |
| Clearing Limit Line | ----- |
| 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 | ----- |
| Centerline-Existing | ----- |
| Centerline-Proposed | ----- |
| Travelway-Existing | ----- |
| Travelway-Proposed | ----- |
| Boring | HB-XXX-### |
| Pavement Core | PC-# |
| Test Pit | TP-XXX-### |
| Probe | P-#-#X |
| | #, # = Depth |
| | X = W (Weathered Rock) |
| | R (Refusal) |
| | NR (No Refusal) |

| INDEX OF SHEETS | |
|--------------------------------------|-----------|
| Description | Sheet No. |
| Title Sheet | 1 |
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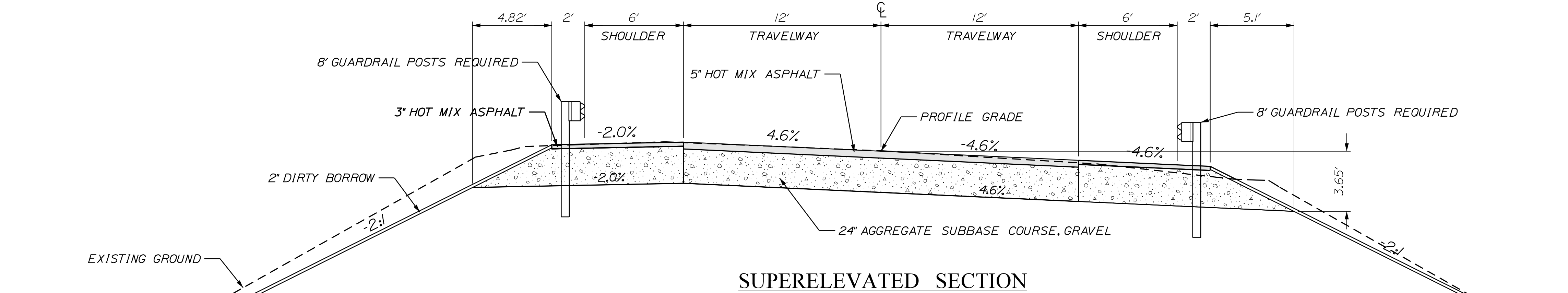
| TRAFFIC DATA | |
|--------------------------------|-----------------------|
| Current (2020) AADT | 6,180 |
| Future (2032) AADT | 6,550 |
| DHV - % of AADT | 10% |
| Design Hour Volume | 655 |
| % Heavy Trucks (AADT) | 10% |
| % Heavy Trucks (DHV) | 6% |
| Directional Distribution (DHV) | 58% |
| 18 kip Equivalent P 2.0 | 298 |
| 18 kip Equivalent P 2.5 | 284 |
| Design Speed (mph) | 55 |
| Functional Class: | Other Princ. Arterial |
| Corridor Priority: | 1 |

| | |
|--------------------------|---|
| PROJECT LOCATION: | APPROX. 0.08 MILES NORTH OF THE INTERSECTION WITH MUSKRAT FARM ROAD |
| PROGRAM AREA: | HIGHWAY PROGRAM |
| SCOPE OF WORK: | LARGE CULVERT REPLACEMENT |

| | | |
|--|-------------------------|------------------|
| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | APPROVED | DATE |
| COMMISSIONER: <i>[Signature]</i> | 3-26-2020 | 3-25-2020 |
| CHIEF ENGINEER: <i>[Signature]</i> | | |
| | | |
| SIGNATURE | P.E. NUMBER | DATE |
| <i>[Signature]</i> | 10415 | 3-19-2020 |
| PROJECT INFORMATION | PROGRAM | PROJECT MANAGER |
| HIGHWAY PROGRAM | ERNE MARTIN | NATASHA COLLINS |
| DESIGNER | CONSULTANT | PROJECT RESIDENT |
| NATASHA COLLINS | [Blank] | [Blank] |
| CONTRACTOR | PROJECT COMPLETION DATE | |
| [Blank] | [Blank] | |
| WIN 21831.00 State Project No. 21831.00 STOCKTON SPRINGS ROUTE 1 TITLE SHEET | | |
| SHEET NUMBER | | |
| 1 | | |
| OF 30 | | |

Filename: ...:\00\HIGHWAY\MS\1\A\001_1_title.dgn
 Division: HIGHWAY
 Username: natasha.m.collins
 Date: 3/19/2020

TYPICAL SECTIONS

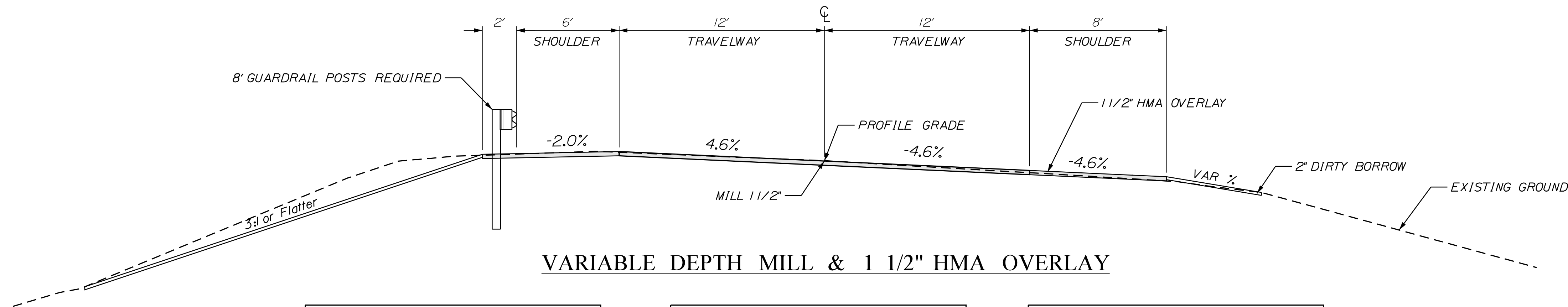


SUPERELEVATED SECTION

| |
|--|
| <p>RTE. 1&3 8' WIDE SHOULDER WITH GUARDRAIL A.S.C.G. = 87.30 C.Y./ 100'</p> |
| <p>STA. TO STA. 10+00.00 TO 12+50.00, LT</p> |

| |
|---|
| <p>RTE. 1&3 (2) 12' WIDE TRAVEL LANES A.S.C.G. = 185.19 C.Y./ 100'</p> |
| <p>STA. TO STA. 10+00.00 TO 12+50.00, RT & LT</p> |

| |
|--|
| <p>RTE. 1&3 8' WIDE SHOULDER WITH GUARDRAIL A.S.C.G. = 88.48 C.Y./ 100'</p> |
| <p>STA. TO STA. 10+00.00 TO 12+00.00, RT</p> |



VARIABLE DEPTH MILL & 1 1/2" HMA OVERLAY

| |
|--|
| <p>RTE. 1&3 8' WIDE SHOULDER WITH GUARDRAIL</p> |
| <p>STA. TO STA. 7+00.00 TO 10+00.00, RT 8+62.00 TO 10+00.00, LT 12+50.00 TO 16+00.00, LT</p> |

| |
|--|
| <p>RTE. 1&3 (2) 12' WIDE TRAVEL LANES</p> |
| <p>STA. TO STA. 7+00.00 TO 10+00.00, RT & LT 12+50.00 TO 16+00.00, RT & LT</p> |

| |
|--|
| <p>RTE. 1&3 8' WIDE SHOULDER</p> |
| <p>STA. TO STA. 12+50.00 TO 16+00.00, RT</p> |

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 2" LOAM OR DIRTY BORROW 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
21831.00
WIN
21831.00
HIGHWAY PLANS

| | | | |
|-----------------|------------|------------------|------------|
| PROJ. MANAGER | E. MARTIN | BY | DATE |
| DESIGN-DETAILED | N. COLLINS | CHECKED-REVIEWED | T. WHITE |
| DESIGN-DETAILED | K. MAGUIRE | DESIGN-DETAILED | APRIL 2020 |
| REVISIONS 1 | | SIGNATURE | |
| REVISIONS 2 | | P.E. NUMBER | |
| REVISIONS 3 | | DATE | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

STOCKTON SPRINGS
ROUTE 1
TYPICAL SECTIONS

SHEET NUMBER

2

OF 30

ESTIMATED QUANTITIES

| Item No. | Description | Unit | Quantity |
|----------|---|------|----------|
| 201.11 | Clearing | AC | 0.75 |
| 202.202 | Removing Pavement Surface | SY | 3,000.00 |
| 202.203 | Pavement Butt Joint | SY | 1,100.00 |
| 203.20 | Common Excavation | CY | 2,560.00 |
| 203.25 | Granular Borrow | CY | 700.00 |
| 203.33 | Special Fill | CY | 225.00 |
| 304.10 | Aggregate Subbase Course, Gravel | CY | 1,250.00 |
| 403.2081 | Hot Mix Asphalt, 12.5mm Polymer Modified | Ton | 430.00 |
| 403.213 | Hot Mix Asphalt, 12.5mm Base | Ton | 610.00 |
| 409.15 | Bituminous Tack Coat, Applied | Gal | 250.00 |
| 461.131 | Temporary Pavement | Ton | 3.00 |
| 508.13 | Sheet Waterproofing Membrane (375 SY) | LS | 1.00 |
| 511.07 | Coffer Dam (Upstream) | LS | 1.00 |
| 511.07 | Coffer Dam (Downstream) | LS | 1.00 |
| 515.20 | Protective Coating for Concrete Surfaces | SY | 300.00 |
| 534.7101 | Precast Concrete Box Culvert- State Supplied (770 CY) | LS | 1.00 |
| 606.1301 | 31" W-Beam GR, Mid-Way Splice, Single Faced | LF | 1,553.13 |
| 606.1305 | 31" W-Beam GR, Mid-Way Splice, Flared Terminal | EA | 3.00 |
| 606.353 | Reflectorized Flexible Guardrail Marker | EA | 6.00 |
| 609.31 | Bituminous Curb, Type 3 | LF | 260.00 |
| 610.08 | Plain Riprap | CY | 150.00 |
| 610.203 | Feature Rocks | EA | 30.00 |
| 610.21 | Stream Channel Rock | CY | 300.00 |
| 615.10 | Dirty Borrow | CY | 200.00 |
| 618.14 | Seeding Method #2 | Unit | 26.00 |
| 619.12 | Mulch | Unit | 26.00 |
| 620.58 | Erosion Control Geotextile | SY | 250.00 |
| 627.733 | 4" White or Yellow Painted Pavement Line | LF | 5,000.00 |
| 627.75 | White or Yellow Pavement & Curb Markings | SF | 200.00 |
| 627.76 | Temporary Pavement Marking Line, White or Yellow | LS | 1.00 |
| 627.77 | Removing Pavement Markings | SF | 250.00 |
| 629.05 | Hand Labor, Straight Time | HR | 10.00 |
| 631.12 | All Purpose Excavator (includes operator) | HR | 10.00 |
| 631.172 | Truck- Large (includes operator) | HR | 10.00 |
| 639.19 | Field Office, Type B | EA | 1.00 |
| 652.312 | Type III Barricades | EA | 10.00 |
| 652.33 | Drum | EA | 50.00 |
| 652.34 | Cone | EA | 100.00 |
| 652.35 | Construction Signs | SF | 1,000.00 |
| 652.361 | Maintenacne of Traffic Control Devices | CD | 60.00 |
| 652.38 | Flaggers | HR | 250.00 |
| 652.41 | Portable Changeable Message Signs | EA | 6.00 |
| 656.75 | Temporary Soil Erosion & Water Pollution Control | LS | 1.00 |
| 659.10 | Mobilization | LS | 1.00 |

| | |
|--|--|
| STOCKTON SPRINGS ROUTE 1 ESTIMATED QUANTITIES | STATE OF MAINE DEPARTMENT OF TRANSPORTATION 21831.00 WIN 21831.00 HIGHWAY PLANS |
| SHEET NUMBER 3 OF 30 | DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES |
| DATE APRIL 2020 | SIGNATURE P.E. NUMBER DATE |
| BY T. WHITE | E. MARTIN N. COLLINS K. MAGUIRE |

GENERAL & CONSTRUCTION NOTES

1. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE BUTTED. PAYMENT SHALL BE MADE UNDER ITEM 202.203 PAVEMENT BUTT JOINT.

2. THE CLEARING AND SELECTIVE CLEARING AND THINNING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING AND THINNING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.

3. PRIOR TO REMOVING ANY PAVEMENT OR PLACING ANY SHIM PAVEMENT, THE ROADWAY WILL BE INSPECTED FOR POSSIBLE SUBSURFACE BOULERS, WHICH WILL BE REMOVED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT RENTAL ITEMS. BACKFILL WILL BE PLACED TO SUBGRADE WITH MATERIAL CONSISTENT WITH THE SURROUNDING MATERIAL. AGGREGATE SUBBASE COURSE-GRAVEL WILL BE PLACED FROM THE SUBGRADE TO FINISH GRADE AND WILL BE PAID FOR UNDER THE APPROPRIATE ITEM.

4. 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.

5. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.

6. THE CONTRACTOR SHALL PLAN AND CONDUCT THEIR WORK ACCORDINGLY SO THAT UPON COMPLETION OF THE PROJECT THERE IS NO DROP-OFF FROM THE EDGE OF SHOULDER PAVEMENT.

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

8. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1 FOOT ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STAND SPECIFICATION 703.19.

9. EXISTING INSLOPES IN PROPOSED FILL AREAS SHALL BE BENCHED BY EXCAVATING STEPS OF SUFFICIENT WIDTH TO PERMIT PLACING AND COMPACTING THE FILL MATERIAL ALONG WITH THE MATERIAL REMOVED.

10. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING (OR MILLING) SHALL BE INCIDENTAL TO THE RELATED PAVING (MILLING) ITEMS. THIS INCLUDES KILLING AND REMOVAL OF ALL VEGETATIVE MATTER.

11. GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.

12. HOLES CREATED BY GUARDRAIL REMOVAL WILL BE FILLED AND COMPACTED WITH APPROVED MATERIALS AS DIRECTED BY THE RESIDENT. PAYMENT TO BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.

13. ALL EXISTING GUARDRAIL REMOVED AND NOT REUSED ON THE PROJECT WILL BECOME THE PROPERTY OF THE CONTRACTOR. REMOVAL AND DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.

14. TWO REFLECTORIZED FLEXIBLE GUARDRAIL MARKERS (ITEM 606.353) WILL BE INSTALLED AT EACH GUARDRAIL END.

15. CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO ITEM 606.

16. BACKING UP BITUMINOUS OR CONCRETE SLIPFORM CURB IS INCIDENTAL TO THE CURB ITEMS. IN AREAS WHERE NEW BITUMINOUS OR CONCRETE SLIPFORM CURB IS DESIGNATED TO REPLACE EXISTING, THE REMOVAL OF THE OLD BITUMINOUS OR CONCRETE SLIPFORM CURB SHALL BE INCIDENTAL TO THE NEW CURB. IF CALLED FOR ON THE PLANS OR DIRECTED BY THE RESIDENT, LOAM OR DIRTY BORROW WILL BE PAID FOR SEPERATELY.

17. DIRTY BORROW HAS BEEN ESTIMATED FOR ALL DISTURBED SLOPE AREAS OTHER THAN LAWN AREAS. ACTUAL PLACEMENT OF DIRTY BORROW SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.

18. 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 OTHER AREAS.

19. DIRTY BORROW SHALL BE PLACED TO A NOMINAL DEPTH OF 2 INCHES UNLESS OTHERWISE NOTED OR DIRECTED.

20. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

21. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISABLE TO THE TRAVELING PUBLIC. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

22. ANY DAMAGE TO THE INSLOPES CAUSED BY THE CONTRACTORS 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 CONTRACTORS EXPENSE.

23. THE PROJECT GEOTECHNICAL REPORT TITLED GEOTECHNICAL DESIGN REPORT FOR THE CONSTRUCTION OF STOWER BROOK BRIDGE, SOILS REPORT 2020-08, MARCH 23, 2020 CAN BE ACCESSED AT THE MAINE DOT WEBSITE <http://www.maine.gov/mdot/contractors/>.

24. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THE BID DOCUMENTS IS FOR THE USE OF THE BIDDERS. NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF THE ACTUAL SUBSURFACE CONDITIONS THROUGHOUT THE CONSTRUCTION SITE. MAINE DOT WILL NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR CONCLUSIONS DRAWN FROM THE GEOTECHNICAL INFORMATION. THE BORING LOGS PROVIDED IN THE BID DOCUMENTS (IF ANY) PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS. DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.

25. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.

26. NO SEPERATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER EQUIPMENT RENTAL ITEMS.

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

28. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE DEPARTMENT. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT DOCUMENTS.

| Item No. | 201.110 Clearing | | |
|---------------|------------------|--------|-----------|
| Start Station | End Station | Offset | Area (AC) |
| 9+32.71 | 10+74.10 | Rt | 0.12 |
| 10+08.14 | 13+80.43 | Lt | 0.49 |
| 10+35.23 | 12+41.25 | Rt | 0.13 |

| Item No. | 534.710 Precast Concrete Box Culvert | | | | |
|---------------|--------------------------------------|-------------|----------|-------|----|
| Start Station | Offset | End Station | Offset | | |
| 10+88.89 | 75.68 | Rt | 12+12.93 | 81.16 | Lt |

| Item No. | 606.1301 31" W-Beam GR, Mid-Way Splice, Single Faced | | | |
|---------------|--|--------|---------------|--|
| Start Station | End Station | Offset | # of Sections | |
| 7+00.00 | 12+01.38 | Rt | 39.75 | |
| 8+62.68 | 19+11.93 | Lt | 84.5 | |

| Item No. | 606.1304 31" W-Beam GR, Mid-Way Splice, Over 15' Radius | | |
|---------------|---|--------|--|
| Start Station | End Station | Offset | |
| 6+70.00 | 7+00.00 | Rt | |

| Item No. | 606.1305 31" W-Beam GR, Mid-Way Splice, Flared Terminal | |
|----------|---|--|
| Station | Offset | |
| 8+62.68 | Lt | |
| 12+01.38 | Rt | |
| 19+11.93 | Lt | |

| Item No. | 609.31 Bituminous Curb, Tpe 3 | | | |
|---------------|-------------------------------|-------------|--------|--|
| Begin Station | End Station | Length (ft) | Desc | |
| 51+37.00 | 62+79.00 | 185 | Radius | |
| 63+70.00 | 63+45.00 | 75 | Island | |

| Item No. | 610.08 Plain Riprap | |
|------------------------|---------------------|-----------|
| Area Description | | Area (ft) |
| Inlet- Apron | | 602.56 |
| Inlet- Around Culvert | | 434.12 |
| Outlet- Apron | | 434.05 |
| Outlet- Around Culvert | | 446.57 |

| Section | Plan View Area (ft ²) | Depth (ft) | Volume (yd ³) |
|---------|-----------------------------------|------------|---------------------------|
| Inlet | 119.3 | 2 | 8.84 |
| Outlet | 187.8 | 2 | 13.91 |

| | |
|---|---|
| STATE OF MAINE DEPARTMENT OF TRANSPORTATION 21831.00 WIN 21831.00 HIGHWAY PLANS | STOCKTON SPRINGS ROUTE 1 GENERAL & CONSTRUCTION NOTES |
| SHEET NUMBER 4 OF 30 | DATE: _____ BY: _____ E. MARTIN N. COLLINS T. WHITE APRIL 2020 SIGNATURE P.E. NUMBER DATE |

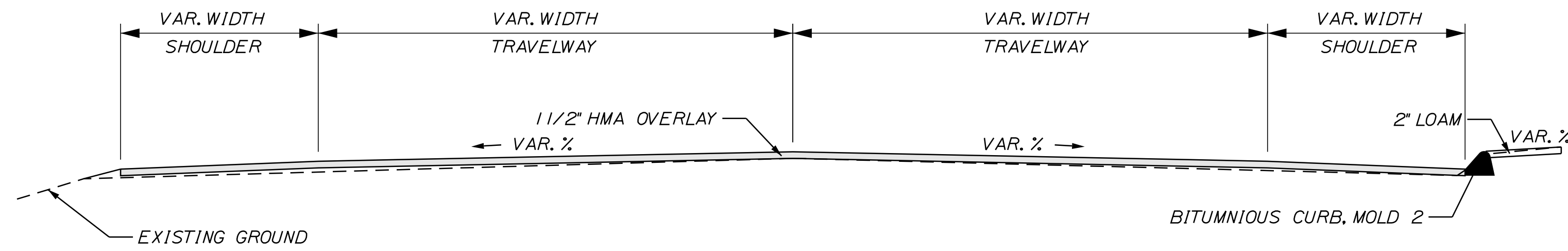
Date: 3/23/2020

Username: Notasha.M.Collins

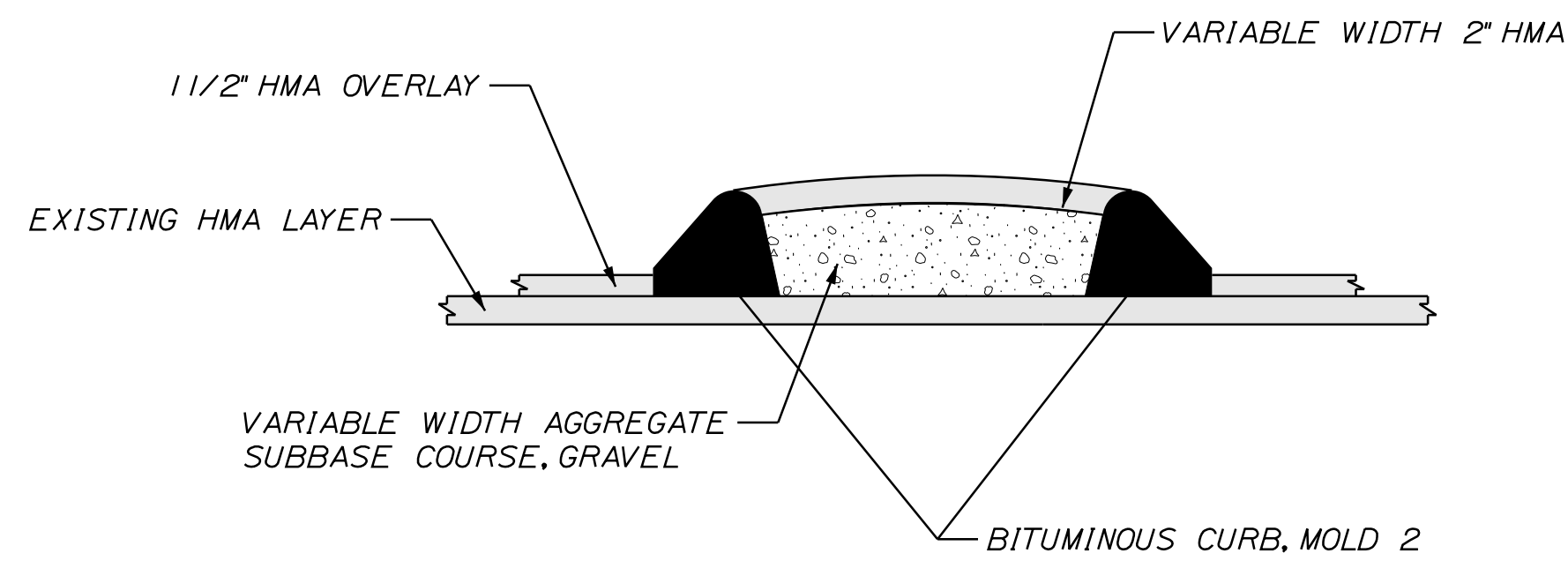
Division: HIGHWAY

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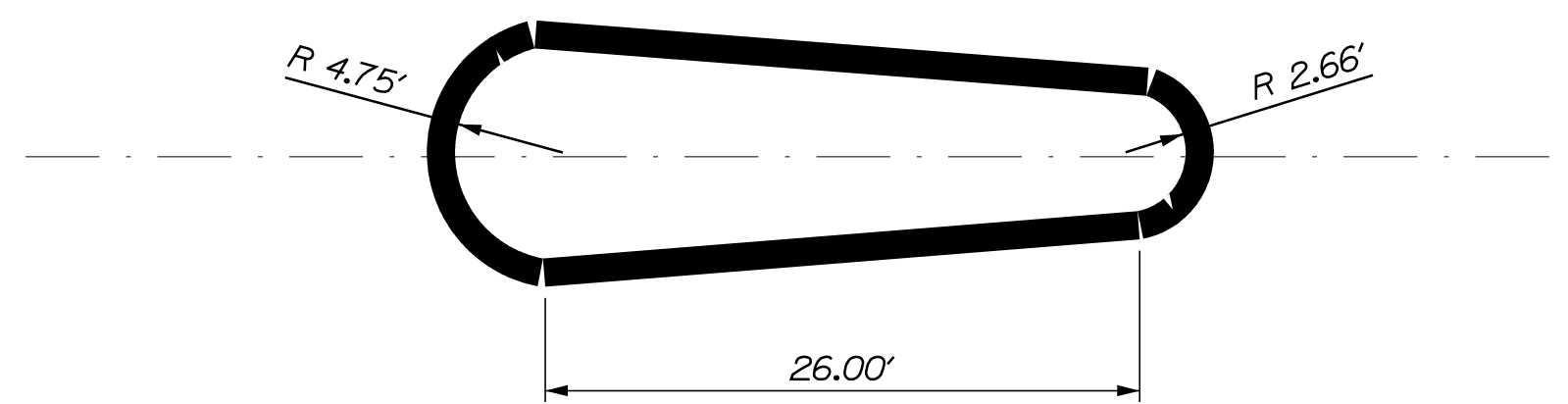
INTERSECTION WITH ROUTE 174 & ROUTE 1A



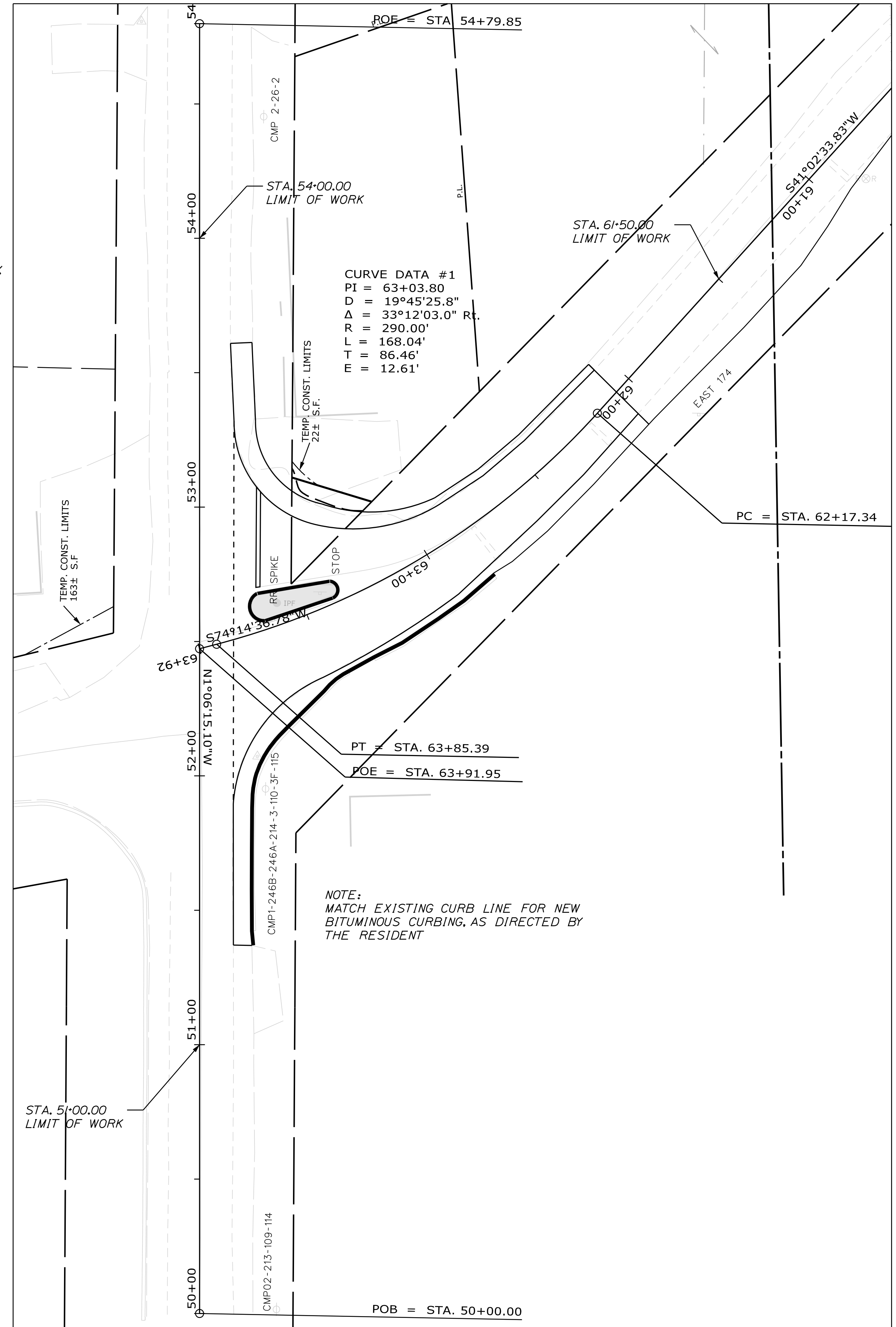
OVERLAY TYPICAL SECTION



BITUMINOUS ISLAND SECTION



BITUMINOUS ISLAND DETAIL



NOTE:
MATCH EXISTING CURB LINE FOR NEW BITUMINOUS CURBING, AS DIRECTED BY THE RESIDENT

Filename: ... \005_HDPlan_Inter 174 & 1A.dgn
 Division: HIGHWAY
 Username: Natasha.M.Collins
 Date: 3/23/2020

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 21831.00
 WIN
 21831.00
 HIGHWAY PLANS

| PROJ. MANAGER | DATE | BY | DATE |
|------------------|------------|----------|-------------|
| E. MARTIN | | | |
| CHECKED/REVIEWED | | | SIGNATURE |
| N. COLLINS | APRIL 2020 | T. WHITE | |
| DESIGNED/TAILED | | | P.E. NUMBER |
| K. MAGUIRE | | | |
| DESIGNED/TAILED | | | DATE |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

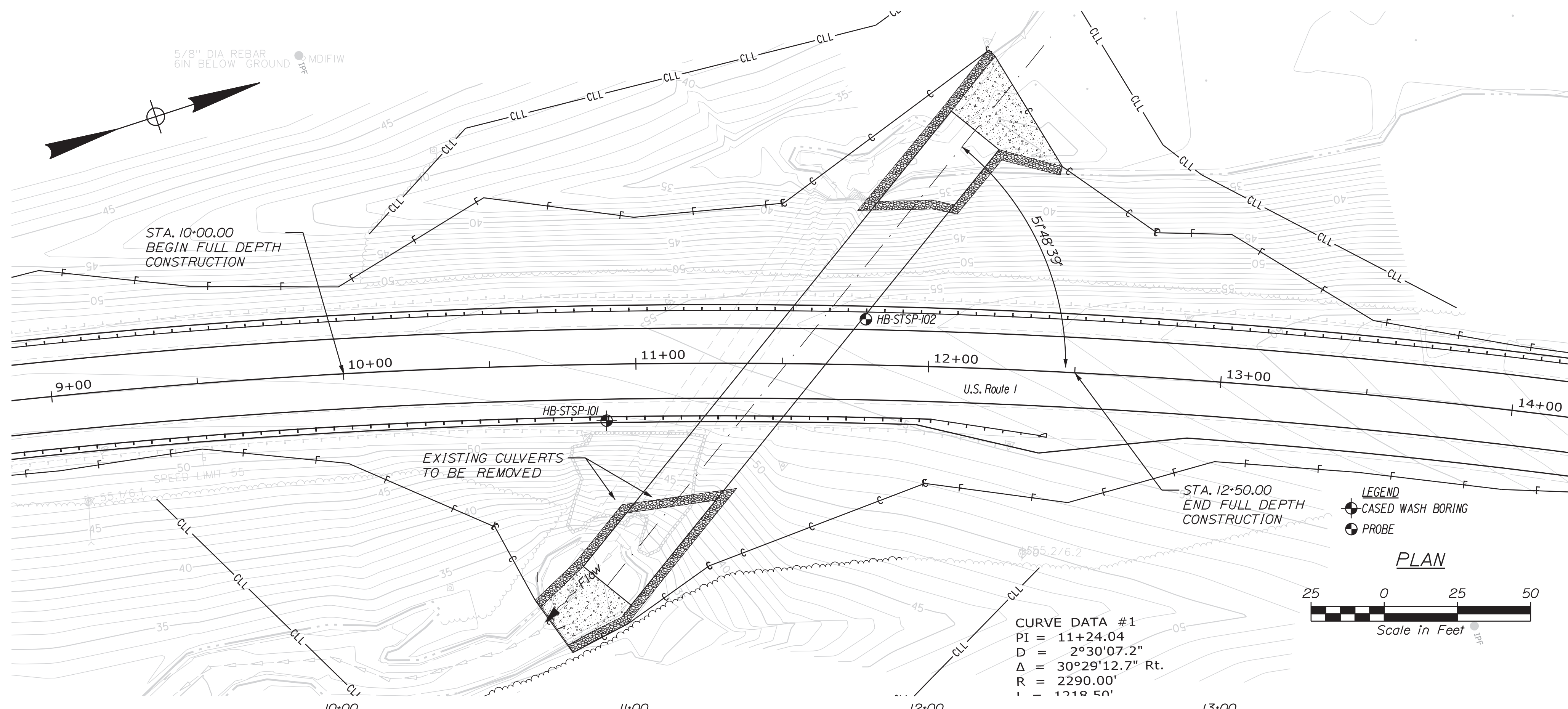
STOCKTON SPRINGS
 ROUTE 1
 SPECIAL DETAIL
 ROUTE 174 & 1A

SHEET NUMBER
5
 OF 30

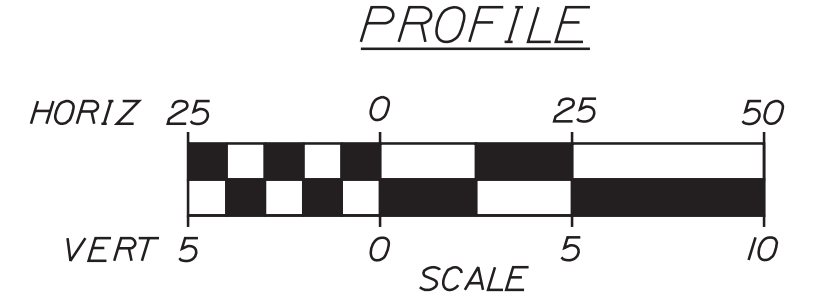
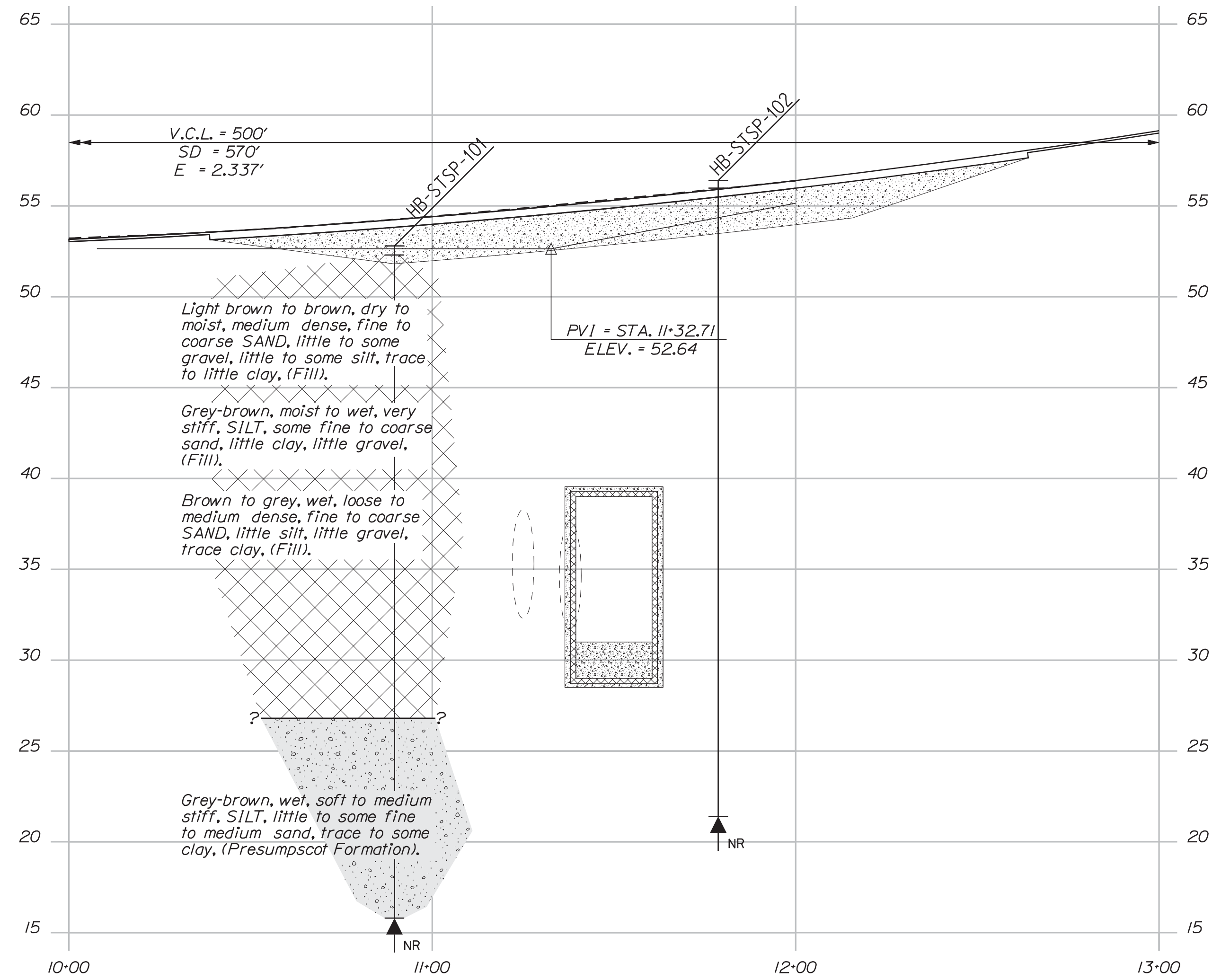
Date: 3/23/2020

Username: Cody A. Russell

Filename: ... \GEOTECH\MSTA\002_BLP&ISPl.dgn Division: GEOTECH



CURVE DATA #1
 PI = 11+24.04
 D = 2°30'07.2"
 Δ = 30°29'12.7" Rt.
 R = 2290.00'
 L = 1219.50'



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

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 021831.00
 WIN
 21831.00
 HIGHWAY PLANS



Cody A. Russell
 SIGNATURE
 15866
 P.E. NUMBER
 3/23/2020
 DATE

| PROJ. MANAGER | DATE | BY |
|------------------|----------|------------|
| DESIGN DETAILED | | |
| CHECKED/REVIEWED | | |
| DESIGN DETAILED | MAR 2020 | T. WHITE |
| DESIGN DETAILED | | C. RUSSELL |
| REVISIONS 1 | | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| REVISIONS 4 | | |
| FIELD CHANGES | | |

STOCKTON SPRINGS
 ROUTE 1
 BORING LOCATION PLAN &
 INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER
 6
 OF 30

| Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS | | Project: Large Culvert Replacement on U.S. Route 1 Location: Stockton Springs, Maine | | Boring No.: HB-STSP-101 | | | | |
|--|--|---|--------------------|--|---|---|--|---|
| Drillert: New England Boring | | Elevation (ft.): 52.8 | | Auger ID/OD: 2.25/5.875" | | | | |
| Operator: Schoefer/Titus | | Datum: NAVD88 | | Sampler: Standard Split Spoon | | | | |
| Logged By: Be Schonewald | | Rig Type: Mobile Drill B-53 (Track) | | Hammer Wt./Fall: 140#/30' | | | | |
| Date Start/Finish: 3/6/2017: 10:20-13:15 | | Drilling Method: Hollow Stem Auger | | Core Barrel: N/A | | | | |
| Boring Location: 10+89.6, 19.2 ft R1. | | Casing ID/OD: N/A | | Water Level*: 23.4 ft bgs, Caved at 23.2 ft bgs. | | | | |
| Hammer Efficiency Factor: 0.6 | | Hammer Type: Automatic <input type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input checked="" type="checkbox"/> | | | | | | |
| <small> Definitions: S_u = Peak/Remained Field Vane Unaligned Shear Strength (psf); P_u = Pocket Torque Shear Strength (psf); S_u = Peak/Remained Field Vane Unaligned Shear Strength (psf); P_u = Pocket Torque Shear Strength (psf); S = Split Spoon Sample; SSA = Solid Stem Auger; S_u = Peak/Remained Field Vane Unaligned Shear Strength (psf); P_u = Pocket Torque Shear Strength (psf); MD = Unsuccessful Split Spoon Sample Attempt; HSA = Hollow Stem Auger; S_u = Peak/Remained Field Vane Unaligned Shear Strength (psf); P_u = Pocket Torque Shear Strength (psf); U = Thin Wall Tube Sample; RC = Roller Core; S_u = Peak/Remained Field Vane Unaligned Shear Strength (psf); P_u = Pocket Torque Shear Strength (psf); MU = Unsuccessful Thin Wall Tube Sample Attempt; WH = Weight of 140lb. Hammer; N₆₀ = SPT Uncorrected; C_u = Consolidation Test; V = Field Vane Shear Test; PP = Pocket Penetrometer; WRC = Weight of Rods or Casing; N₆₀ = SPT Uncorrected Corrected for Hammer Efficiency; C = Consolidation Test; M = Unsuccessful Field Vane Shear Test Attempt; WRC = Weight of Rods or Casing; N₆₀ = Hammer Efficiency Factor (0.65) Uncorrected; C = Consolidation Test. </small> | | | | | | | | |
| Sample Information | | | | | | | | |
| Depth (ft.) | Sample No. | Pen./Rec. (in) | Sample Depth (ft.) | Blows / 6 in. Strength SPT ROD (%) | N ₆₀ / N ₆₀ (Corrected) | Visual Description and Remarks | Laboratory Testing Results / AASHTO Unified Class | |
| 0 | | | | | | 5" HML. | | |
| 10 | 24/3 | 1.00 - 3.00 | 8/14/15/19 | 29 | 29 | Light brown, dry, medium dense, fine to coarse SAND, some gravel, little silt, (Granular FILL). | Gr270165 A-1-0, SC-SM WC=0.1% | |
| 5 | 20 | 24/14 | 5.00 - 7.00 | 10/12/11/13 | 23 | 23 | Brown, damp to moist, medium dense, fine to coarse SAND, some silt, little clay, little gravel; some what layered; appears disturbed. (Common FILL). | Gr270166 A-4, SC-SM WC=10.0% |
| 10 | 30 | 24/12 | 10.00 - 12.00 | 8/6/11/9 | 17 | 17 | Grey-brown, moist to wet, very stiff, SILT, some fine to coarse sand, little clay, little gravel; some what layered; appears disturbed. (Common FILL). | Gr270167 A-4, CL WC=13.0% |
| 15 | 40 | 24/10 | 15.00 - 17.00 | 3/2/2/3 | 4 | 4 | Brown, wet, loose, fine to coarse SAND, little silt, little gravel, trace clay. (Common FILL). | Gr270168 A-2-4, SC-SM WC=12.0% |
| 20 | 50 | 24/10 | 20.00 - 22.00 | 10/7/6/5 | 13 | 13 | Grey-brown, wet, medium dense, fine to coarse SAND, little silt, little gravel, trace clay. (Common FILL). | Gr270169 A-2-4, SC-SM WC=12.0% |
| 25 | 60 | 24/15 | 25.00 - 27.00 | 2/3/4/4 | 7 | 7 | Grey with brown pockets, wet, loose, fine to coarse SAND, little silt, trace gravel, trace clay. Brown pockets contain organic silt and fibers; appears to be original ground. | Gr270170 A-2-4, SC-SM WC=27.4% |
| 30 | 70 | 24/18 | 30.00 - 32.00 | 3/2/4/5 | 6 | 6 | Grey-brown, wet, medium stiff, SILT, some fine to medium sand, trace clay, (Marine Sands and Silts, Stratified). | Gr270171 A-4, ML WC=23.1%, Non-Plastic |
| 35 | 80 | 24/24 | 35.00 - 37.00 | 1/2/2/1 | 4 | 4 | Grey-brown, wet, soft, SILT, some clay, little fine to medium sand, (Marine Sands and Silts, Stratified). | Gr270172 A-4, ML WC=23.3%, Non-Plastic |
| 37.0 | Bottom of Exploration at 37.0 feet below ground surface. NO REFUSAL. | | | | | | | |

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-STSP-101

| Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS | | Project: Large Culvert Replacement on U.S. Route 1 Location: Stockton Springs, Maine | | Boring No.: HB-STSP-102 | | | |
|--|------------|---|--------------------|-------------------------------------|---|---|---|
| Drillert: New England Boring | | Elevation (ft.): 56.4 | | Auger ID/OD: 4.5" OD | | | |
| Operator: Schoefer/Titus | | Datum: NAVD88 | | Sampler: N/A | | | |
| Logged By: Be Schonewald | | Rig Type: Mobile Drill B-53 (Track) | | Hammer Wt./Fall: 140#/30' | | | |
| Date Start/Finish: 3/6/2017: 10:20-13:15 | | Drilling Method: Auger Probe | | Core Barrel: N/A | | | |
| Boring Location: 11+78.7, 15.6 ft L1. | | Casing ID/OD: N/A | | Water Level*: Caved at 23.2 ft bgs. | | | |
| Hammer Efficiency Factor: 0.6 | | Hammer Type: Automatic <input type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input checked="" type="checkbox"/> | | | | | |
| <small> Definitions: S_u = Peak/Remained Field Vane Unaligned Shear Strength (psf); P_u = Pocket Torque Shear Strength (psf); S_u = Peak/Remained Field Vane Unaligned Shear Strength (psf); P_u = Pocket Torque Shear Strength (psf); S = Split Spoon Sample; SSA = Solid Stem Auger; S_u = Peak/Remained Field Vane Unaligned Shear Strength (psf); P_u = Pocket Torque Shear Strength (psf); MD = Unsuccessful Split Spoon Sample Attempt; HSA = Hollow Stem Auger; S_u = Peak/Remained Field Vane Unaligned Shear Strength (psf); P_u = Pocket Torque Shear Strength (psf); U = Thin Wall Tube Sample; RC = Roller Core; S_u = Peak/Remained Field Vane Unaligned Shear Strength (psf); P_u = Pocket Torque Shear Strength (psf); MU = Unsuccessful Thin Wall Tube Sample Attempt; WH = Weight of 140lb. Hammer; N₆₀ = SPT Uncorrected; C_u = Consolidation Test; V = Field Vane Shear Test; PP = Pocket Penetrometer; WRC = Weight of Rods or Casing; N₆₀ = SPT Uncorrected Corrected for Hammer Efficiency; C = Consolidation Test; M = Unsuccessful Field Vane Shear Test Attempt; WRC = Weight of Rods or Casing; N₆₀ = Hammer Efficiency Factor (0.65) Uncorrected; C = Consolidation Test. </small> | | | | | | | |
| Sample Information | | | | | | | |
| Depth (ft.) | Sample No. | Pen./Rec. (in) | Sample Depth (ft.) | Blows / 6 in. Strength SPT ROD (%) | N ₆₀ / N ₆₀ (Corrected) | Visual Description and Remarks | Laboratory Testing Results / AASHTO Unified Class |
| 0 | | | | | | 5" HML. | |
| 0.42 | | | | | | Auger cuttings from 0.42-10.0 ft bgs: Brown, moist, Gravelly, fine to coarse SAND, some silt, bony. | |
| 11.0 | | | | | | Difficult drilling at 8.5 ft bgs: gravel angular and fresh; possible boulder. Drop through at 11.0 ft bgs: nested. | |
| 18.0 | | | | | | Apparent stratum change at 18.0 ft bgs, based on drilling behavior. Softer; easier drilling. | |
| 21.0 | | | | | | Softer, easier drilling at 21.0 ft bgs; auger cuttings: fine to coarse SANDY SILT, some fine gravel. | |
| 28.0 | | | | | | Auger cuttings wet at approximately 28.0 ft bgs. | |
| 30.0 | | | | | | Auger cuttings 30.0-35.0 ft bgs: Grey-brown, wet, fine SANDY SILT, trace to little gravel, trace medium to coarse sand. | |
| 35.0 | | | | | | Bottom of Exploration at 35.0 feet below ground surface. NO REFUSAL. | |

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-STSP-102

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

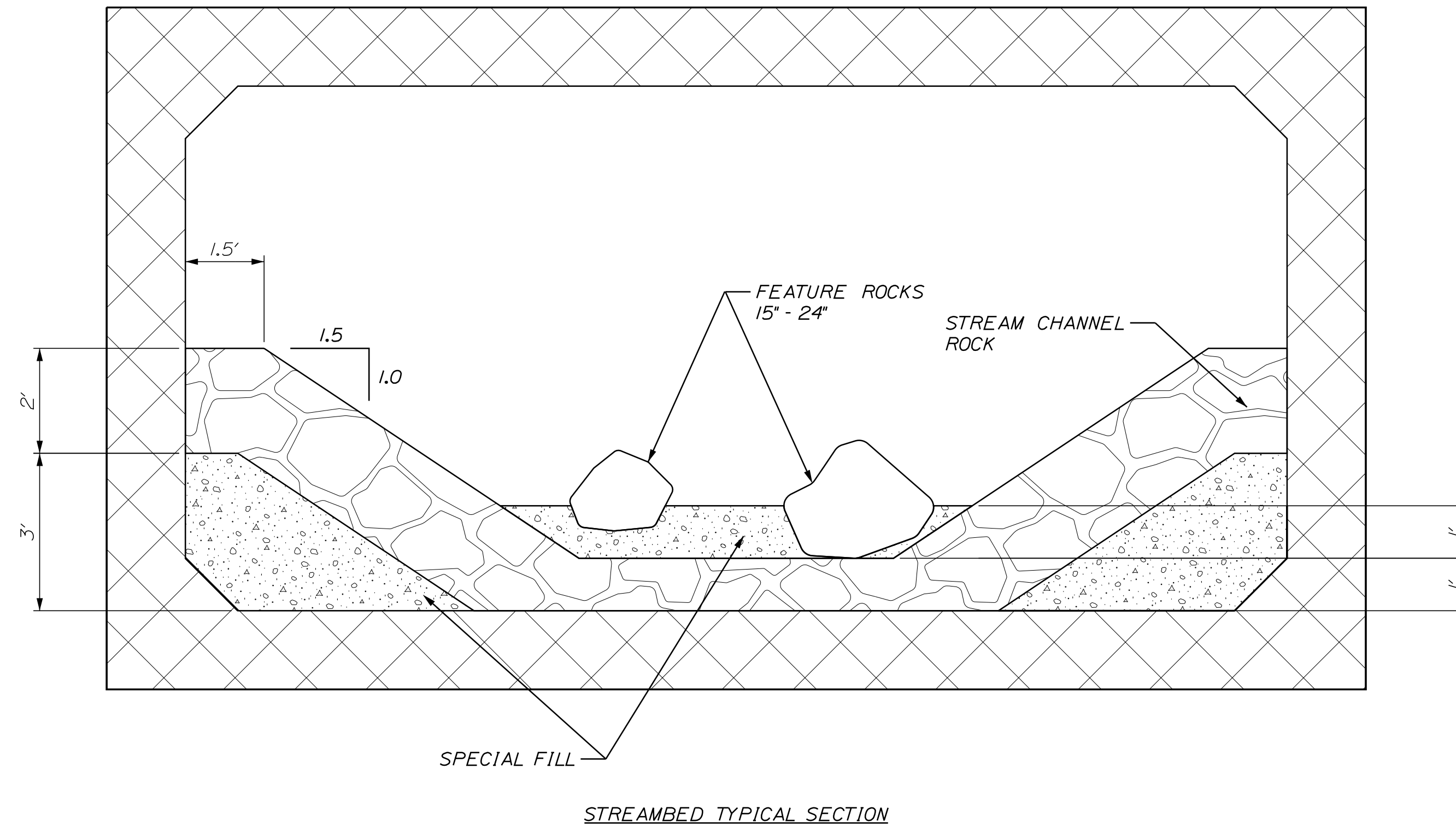
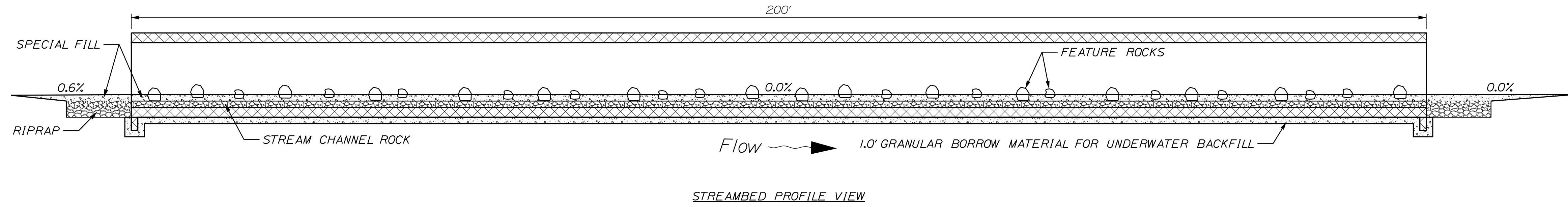
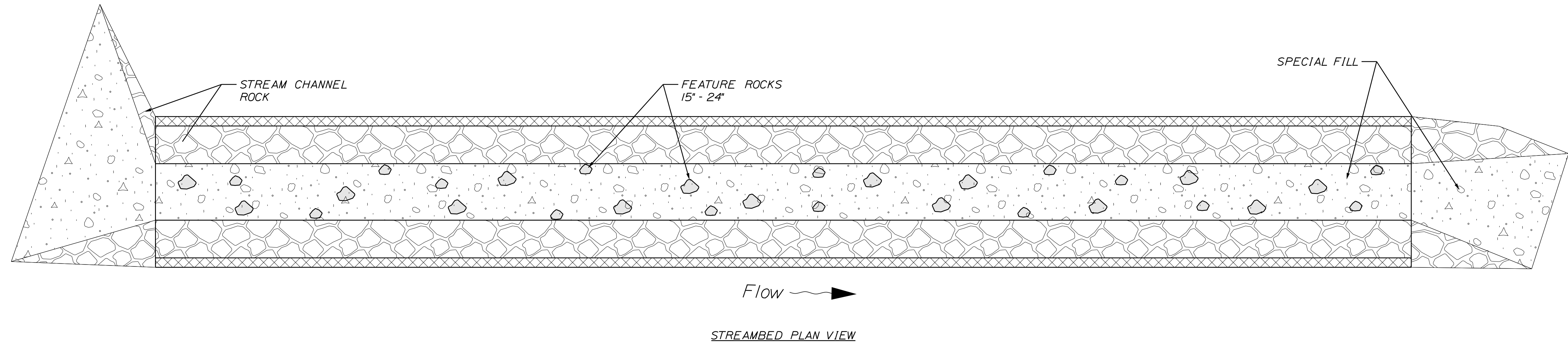
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HIGHWAY PLANS

Cody A. Russell
SIGNATURE
15866
P.E. NUMBER
3/23/2020
DATE

STOCKTON SPRINGS
ROUTE 1
BORING LOGS

SHEET NUMBER
7
OF 30

STREAMBED DETAILS



STREAM CONSTRUCTION NOTES:

1. SPECIAL FILL SHALL BE CONSTRUCTED IN ACCORDANCE WITH SPECIAL PROVISION 203 - SPECIAL FILL.
2. BANKS, AND FEATURE ROCKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SPECIAL PROVISION 610 - STREAM CHANNEL ROCK.
3. BANKS AND PLAIN RIPRAP APRONS SHALL BE WASHED IN WITH MATERIAL CONFORMING TO THE WASHING IN REQUIREMENTS OF SPECIAL PROVISION 610 - STREAM CHANNEL ROCK.
4. FEATURE ROCKS SHALL HAVE AN AVERAGE DIMENSION BETWEEN 15 AND 24 INCHES AND SHALL BE LOCATED RANDOMLY THROUGHOUT THE STRUCTURE. PLACE AN AVERAGE OF 3 FEATURE ROCKS PER 20 FEET OF CULVERT LENGTH OR AS DIRECTED
5. EMBED FEATURE ROCKS IN SPECIAL FILL A MINIMUM OF $\frac{1}{3}$ TO $\frac{1}{2}$ THE HEIGHT OF THE ROCK.

Filename: ... \MSTA\009_STREAMDETAIL.dgn
 Division: HIGHWAY
 Username: notasha.m.collins
 Date: 3/20/2020

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 21831.00
 WIN
 21831.00
 HIGHWAY PLANS

| PROJ. MANAGER | BY | DATE | SIGNATURE |
|------------------|------------|------------|-----------|
| E. MARTIN | N. COLLINS | APRIL 2020 | |
| CHECKED/REVIEWED | T. WHITE | | |
| DESIGN DETAILED | K. MAGUIRE | | |
| DESIGN DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

STOCKTON SPRINGS
 ROUTE 1
 STREAMBED DETAILS

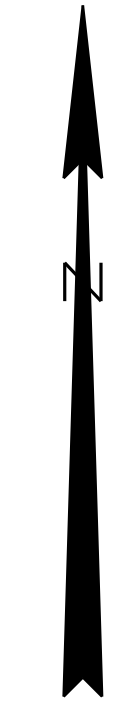
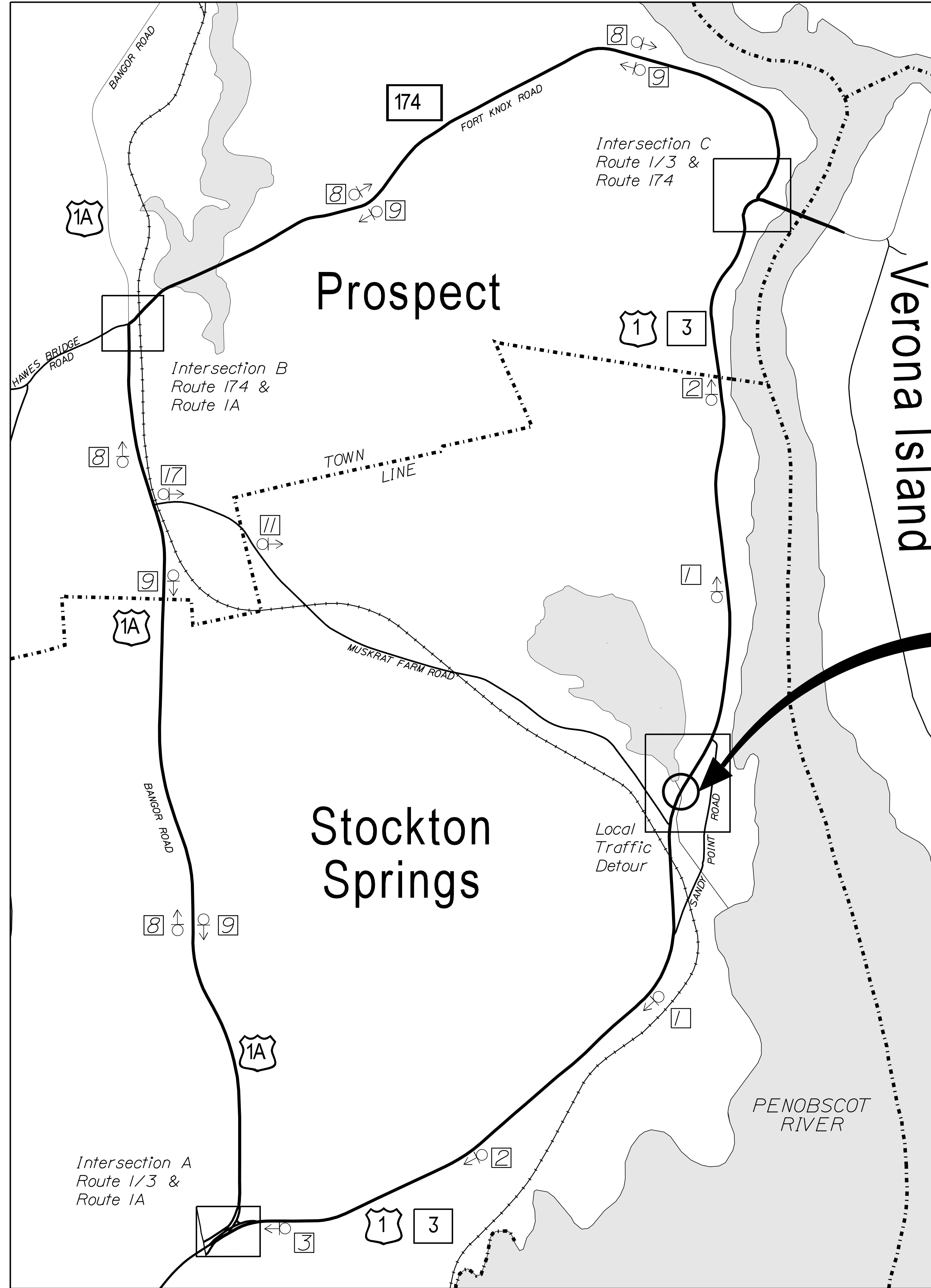
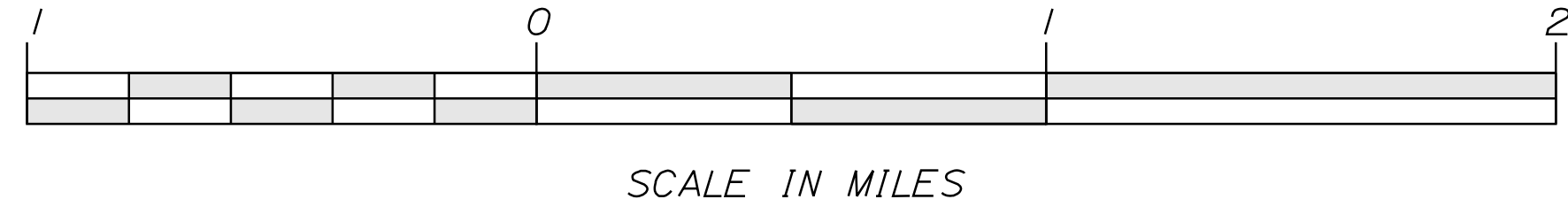
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9

OF 30

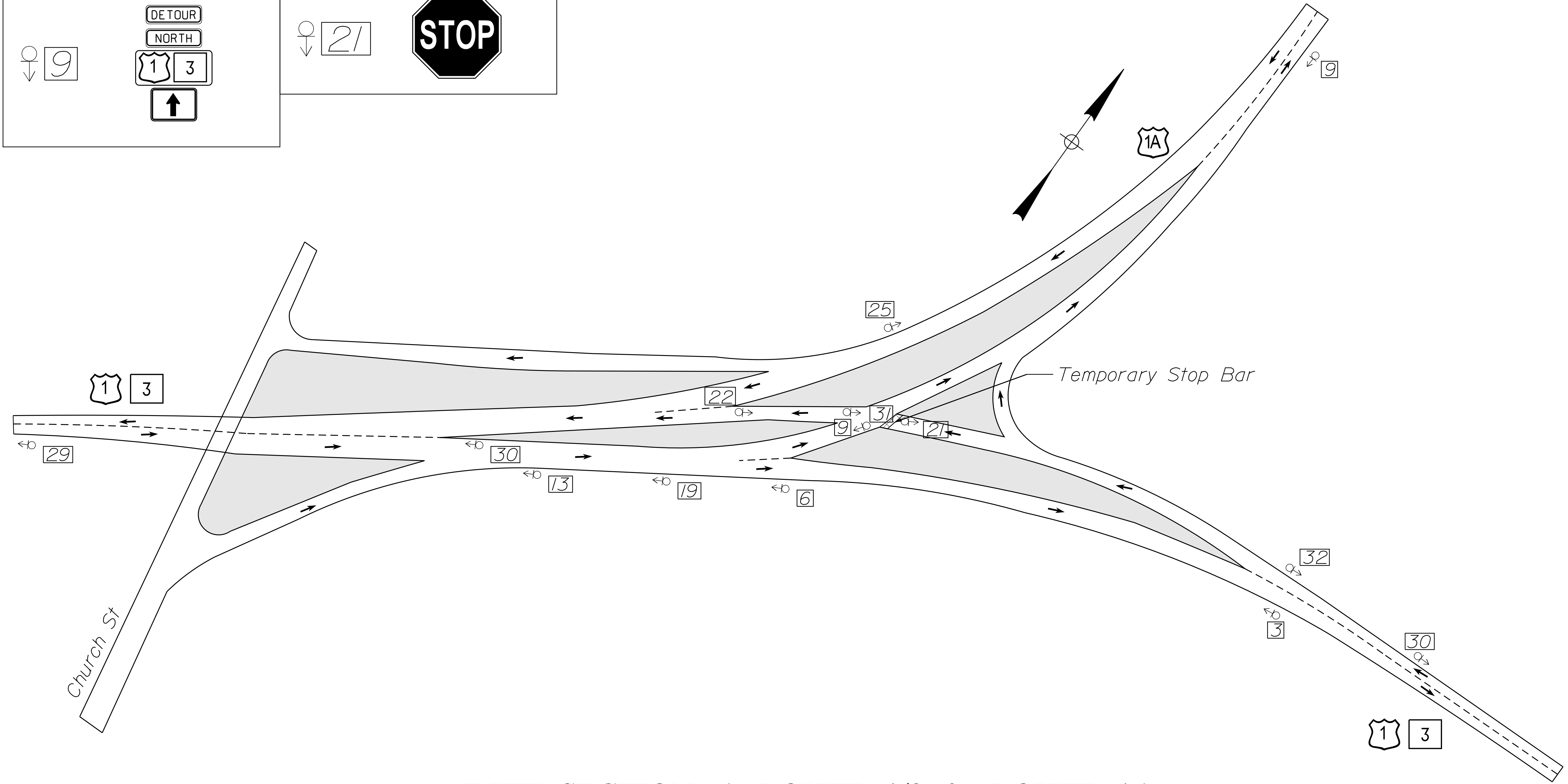
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| STATE OF MAINE | | DEPARTMENT OF TRANSPORTATION | |
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| HIGHWAY PLANS | | | |
| STOCKTON SPRINGS | | ROUTE 1 | |
| DETOUR PLAN | | | |
| PROJ. MANAGER | E. MARTIN | BY | |
| CHECKED/REVIEWED | N. COLLINS | DATE | |
| DESIGNED/TAILED | K. MAGUIRE | SIGNATURE | |
| DESIGNS/TAILED | T. WHITE | P.E. NUMBER | |
| REVISIONS 1 | | DATE | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |
| SHEET NUMBER | | 10 | |
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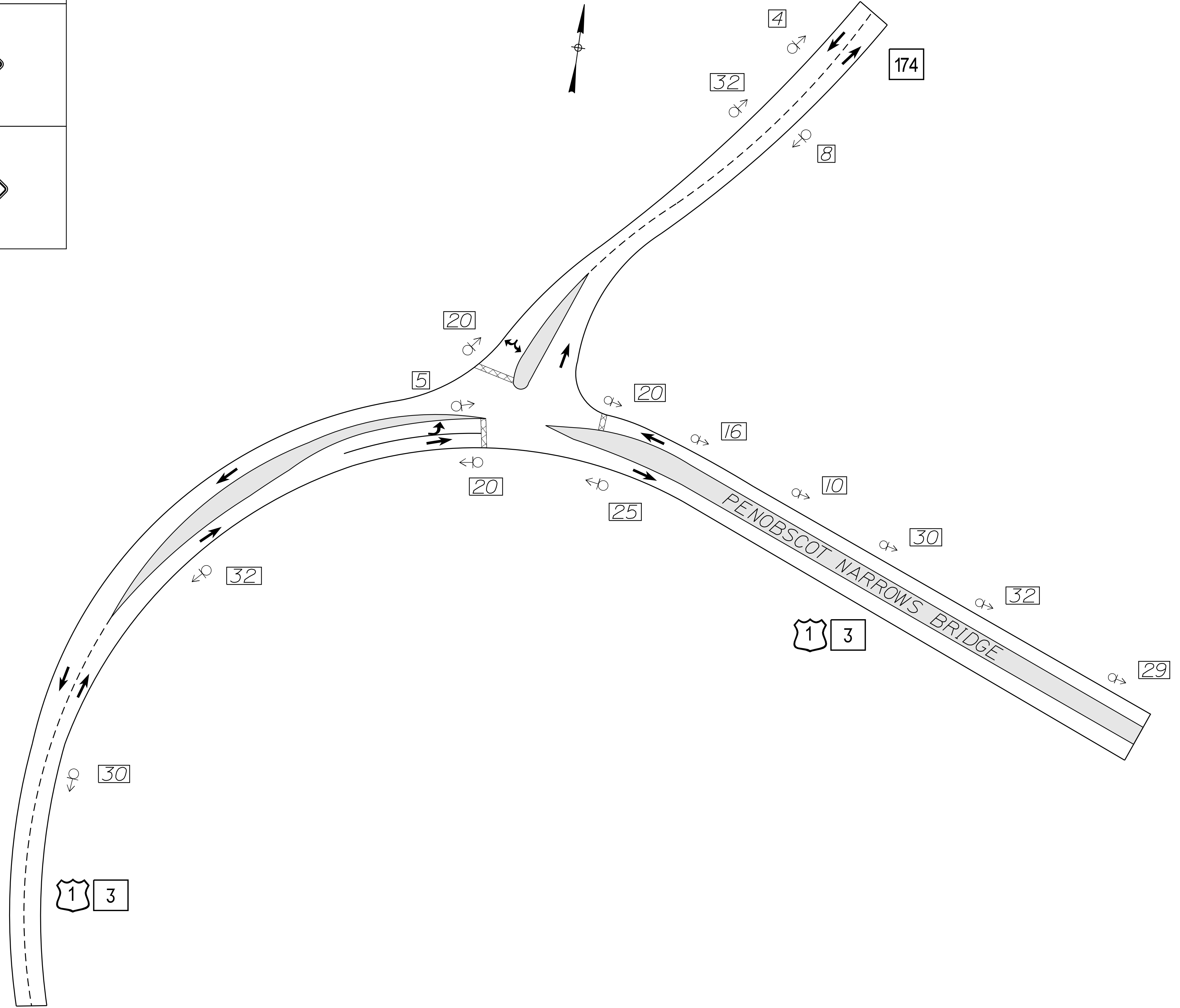


INTERSECTION A: ROUTE 1/3 & ROUTE 1A

| | | | |
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| STATE OF MAINE | | DEPARTMENT OF TRANSPORTATION | |
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| STOCKTON SPRINGS | | ROUTE 1 | |
| DETOUR PLAN | | INTERSECTION A: 1/3 & 1A | |
| SHEET NUMBER | | 11 | |
| OF 30 | | | |
| PROJ. MANAGER | E. MARTIN | BY | DATE |
| CHECKED/REVIEWED | N. COLLINS | | |
| DESIGN/DETAILED | K. MAGUIRE | T. WHITE | APRIL 2020 |
| DESIGN/DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |
| | | SIGNATURE | |
| | | P.E. NUMBER | |
| | | DATE | |

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|----|--|
| 4 | ROAD CLOSED 3.25 MILES AHEAD LOCAL TRAFFIC ONLY |
| 5 | ROAD CLOSED 3 MILES AHEAD LOCAL TRAFFIC ONLY TYPE III BARRICADE |
| 8 | DETOUR SOUTH 1 3 ↑ |
| 10 | DETOUR SOUTH 1 3 ↘ |
| 16 | DETOUR SOUTH 1 3 → |
| 20 | 3-WAY STOP |
| 25 | END DETOUR |

| | |
|----|------------------------------------|
| 29 | DETOUR AHEAD |
| 30 | NEW TRAFFIC PATTERN AHEAD |
| 32 | ↑ |



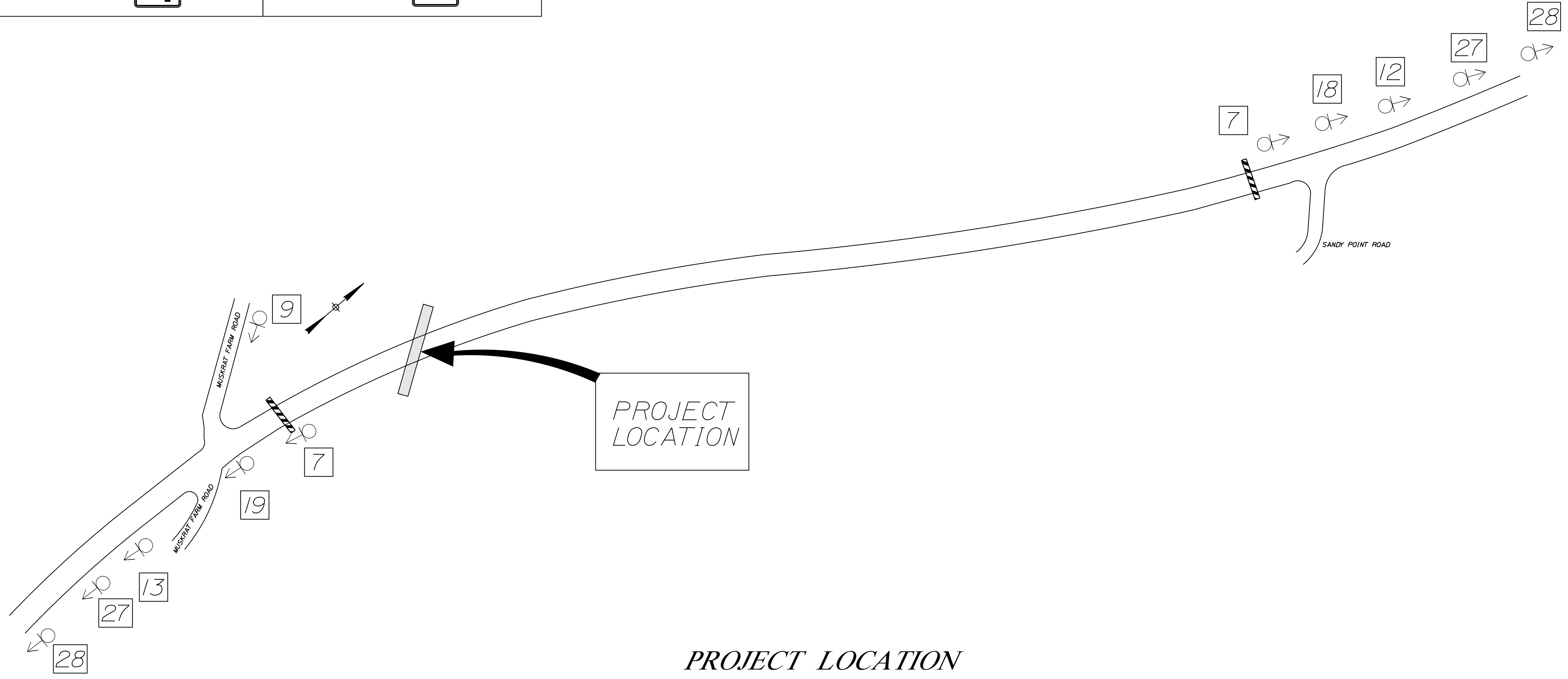
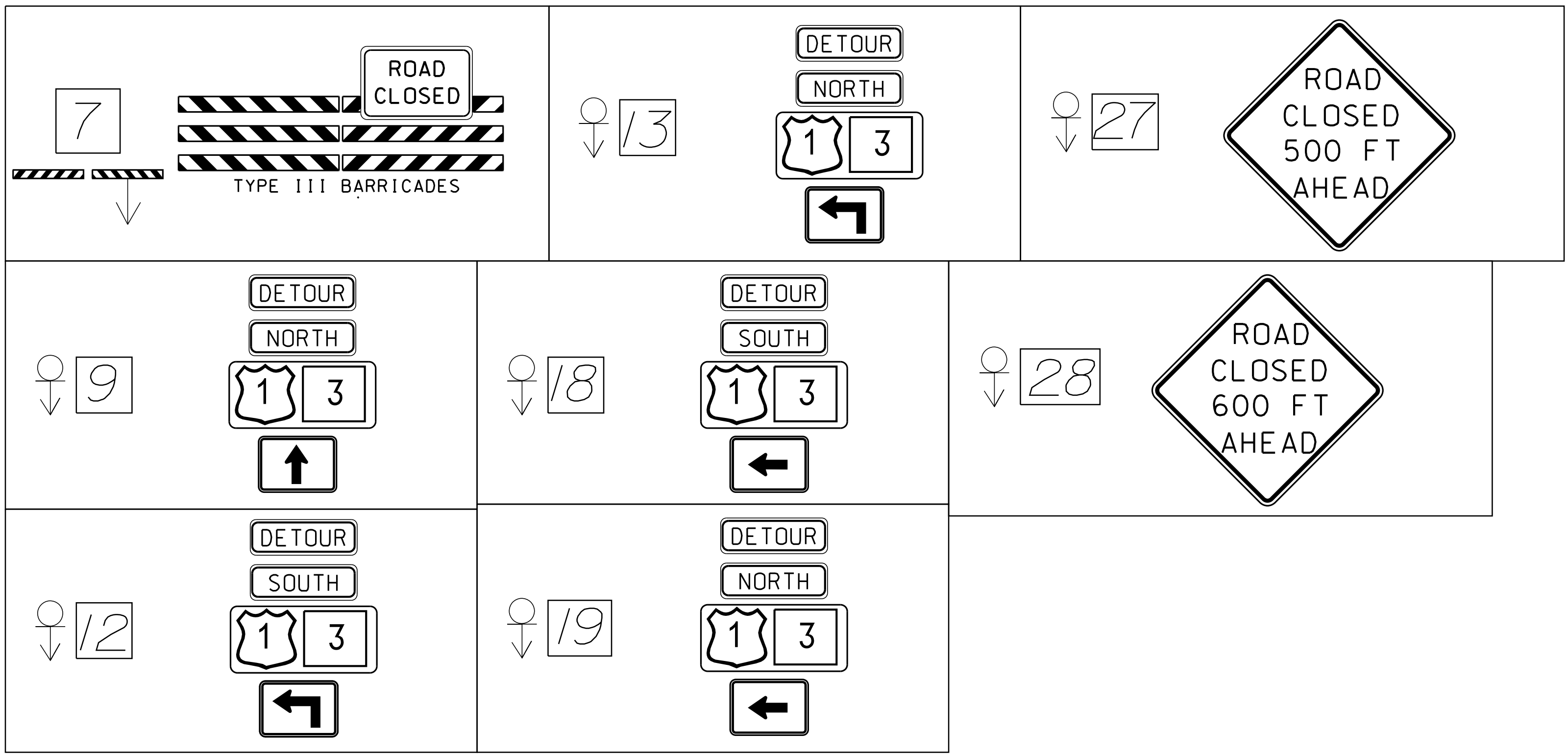
INTERSECTION C: ROUTE 1/3 & ROUTE 174

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
21831.00
WIN
21831.00
HIGHWAY PLANS

| PROJ. MANAGER | BY | DATE | SIGNATURE |
|------------------|------------|------------|-----------|
| E. MARTIN | N. COLLINS | | |
| CHECKED/REVIEWED | K. MAGUIRE | APRIL 2020 | |
| DESIGN/DETAILED | | | |
| DESIGN/DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

STOCKTON SPRINGS
ROUTE 1
DETOUR PLAN
INTERSECTION C: 174 & 1/3

SHEET NUMBER
13
OF 30



PROJECT LOCATION

| | | | |
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| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | | 21831.00 | |
| STOCKTON SPRINGS ROUTE 1 | | WIN 21831.00 | |
| DETOUR PLAN PROJECT LOCATION | | HIGHWAY PLANS | |
| PROJ. MANAGER | E. MARTIN | BY | DATE |
| DESIGN/DETAILED | N. COLLINS | CHECKED/REVIEWED | T. WHITE |
| DESIGN/DETAILED | K. MAGUIRE | DESIGN/DETAILED | APRIL 2020 |
| REVISIONS 1 | | SIGNATURE | |
| REVISIONS 2 | | P.E. NUMBER | |
| REVISIONS 3 | | DATE | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |
| SHEET NUMBER | | 14 | |
| | | OF 30 | |

DETOUR SIGN SUMMARY

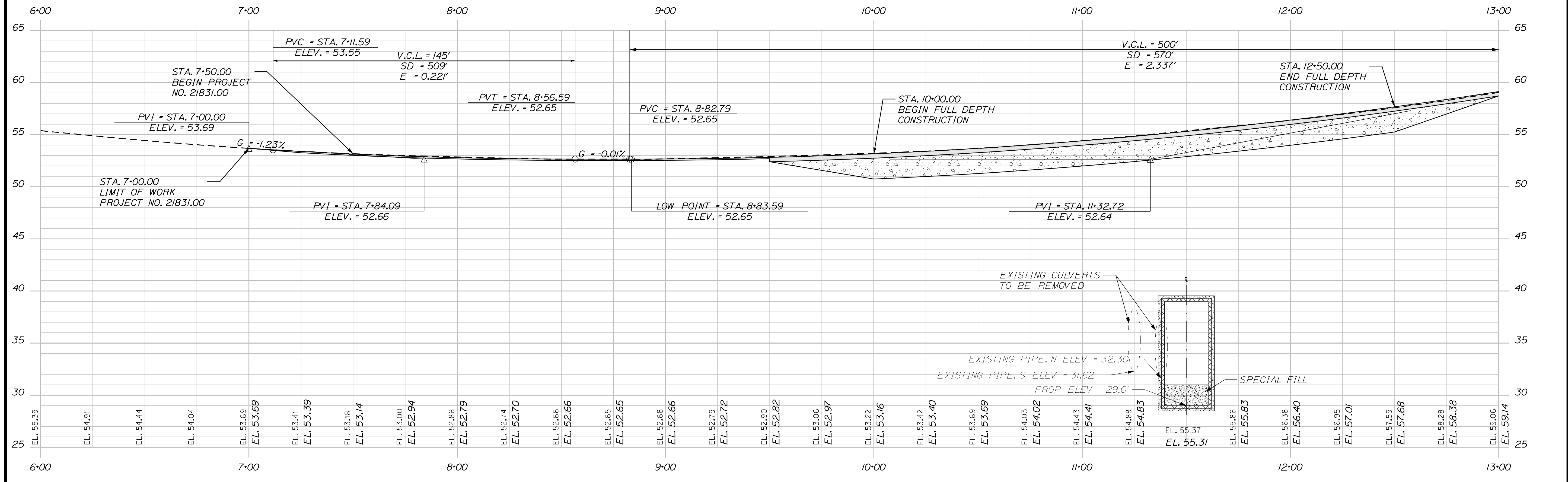
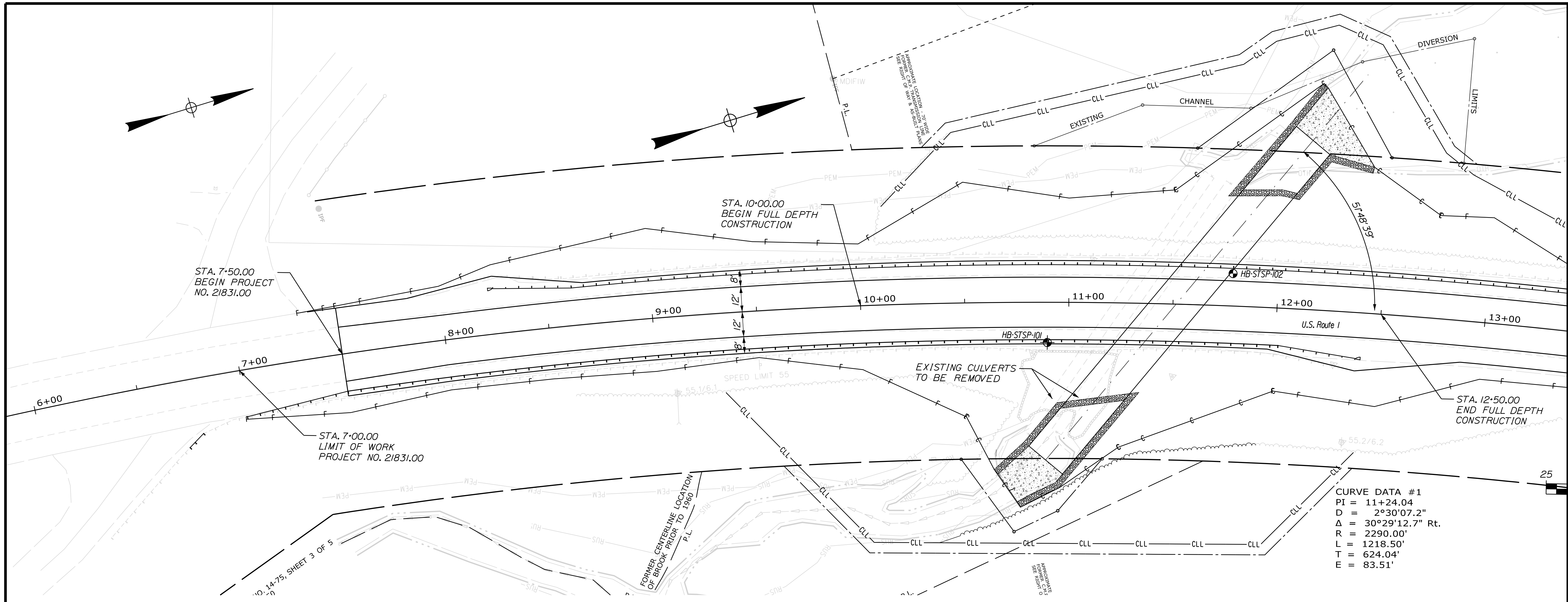
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| 4 | | 1 |
| 5 | | 1 |
| 6 | | 1 |
| 7 | | 2 |
| 8 | | 6 |

| Number | Sign | Quantity |
|--------|------|----------|
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| 10 | | 1 |
| 11 | | 2 |
| 12 | | 2 |
| 13 | | 2 |
| 14 | | 1 |
| 15 | | 1 |
| 16 | | 1 |

| Number | Sign | Quantity |
|--------|------|----------|
| 17 | | 2 |
| 18 | | 1 |
| 19 | | 2 |
| 20 | | 3 |
| 21 | | 2 |
| 22 | | 1 |
| 23 | | 3 |
| 24 | | 3 |

| Number | Sign | Quantity |
|--------|------|----------|
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| 26 | | 1 |
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| 33 | | 1 |

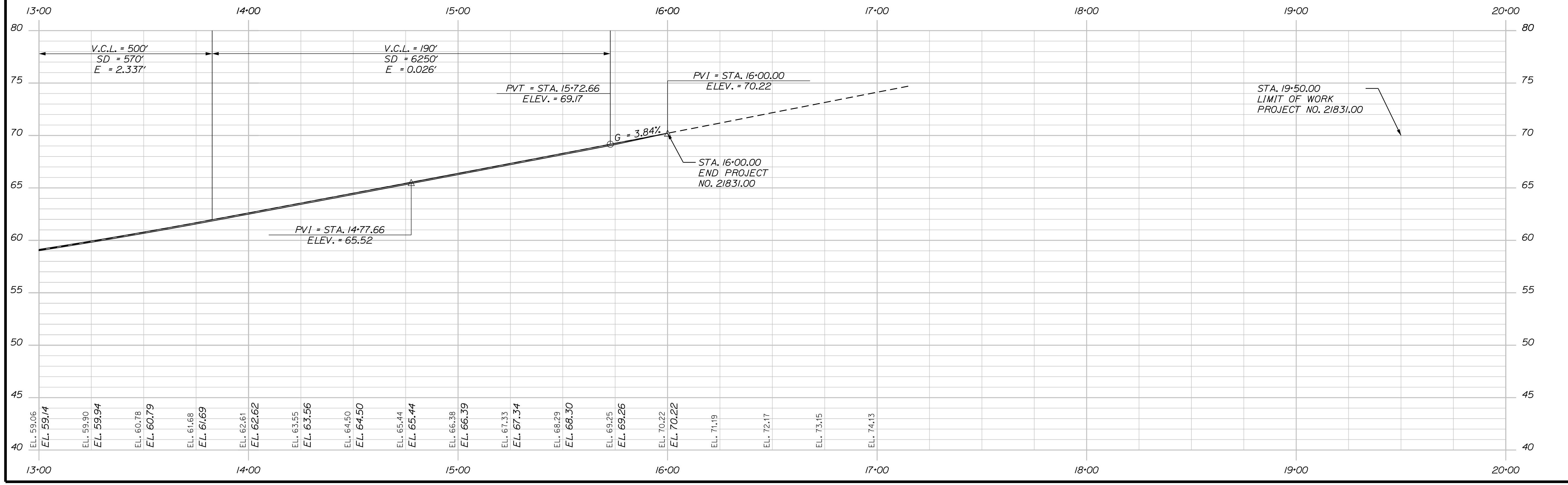
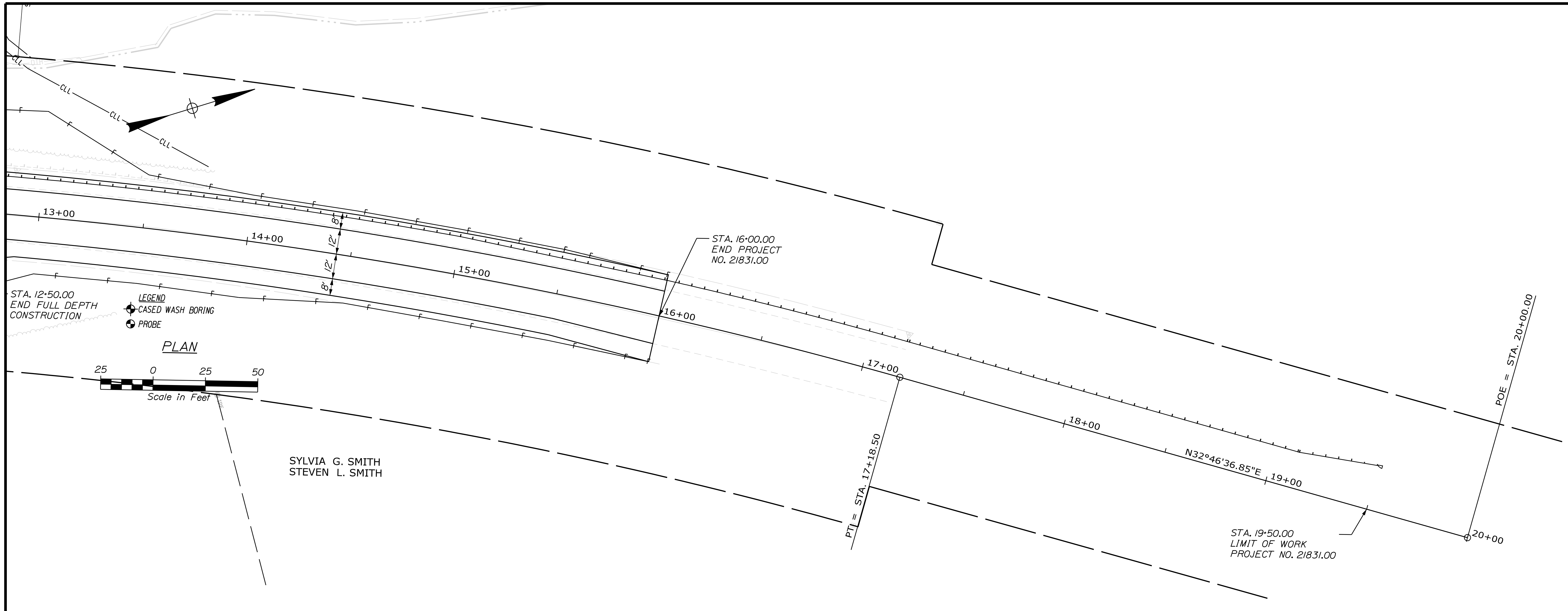
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| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | | 21831.00 |
| STOCKTON SPRINGS ROUTE 1 | | WIN 21831.00 |
| DETOUR PLAN SIGN SUMMARY | | HIGHWAY PLANS |
| PROJ. MANAGER E. MARTIN | BY T. WHITE | DATE APRIL 2020 |
| DESIGN-DETAILED N. COLLINS | CHECKED-REVIEWED K. MAGUIRE | SIGNATURE |
| DESIGN-DETAILED REVISIONS 1 | DESIGN-DETAILED REVISIONS 2 | P.E. NUMBER |
| DESIGN-DETAILED REVISIONS 3 | DESIGN-DETAILED REVISIONS 4 | DATE |
| FIELD CHANGES | | |
| SHEET NUMBER | | 15 |
| | | OF 30 |



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| STATE OF MAINE | | DEPARTMENT OF TRANSPORTATION | | 21831.00 | |
| STOCKTON SPRINGS | | ROUTE 1 | | WIN 21831.00 | |
| PLAN/PROFILE | | SHEET NUMBER | | HIGHWAY PLANS | |
| 16 | | OF 30 | | | |

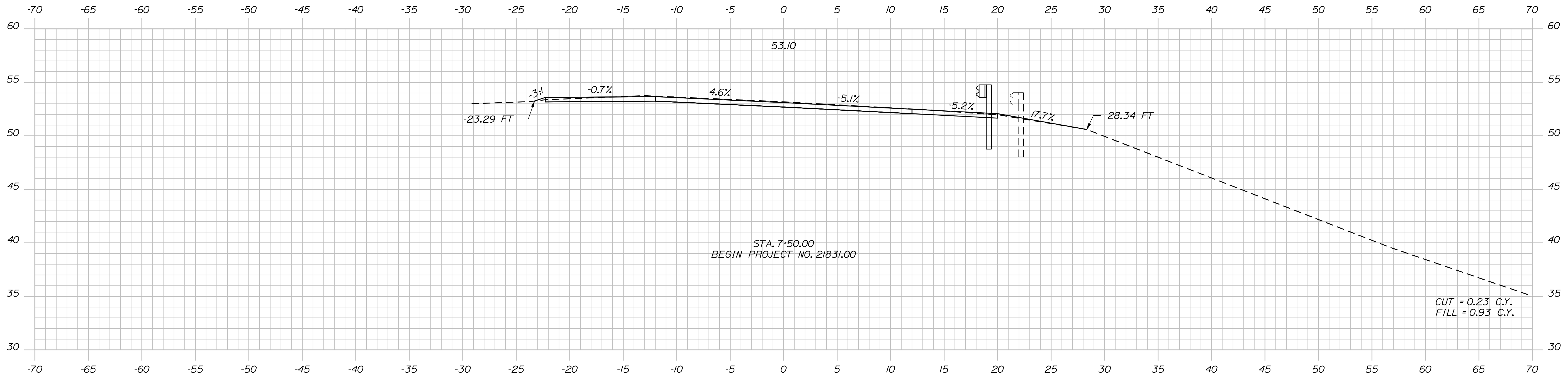
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|------------------|------------|------------|------|
| E. MARTIN | | | |
| DESIGN-DETAILED | N. COLLINS | | |
| CHECKED-REVIEWED | T. WHITE | APRIL 2020 | |
| DESIGN-DETAILED | K. MAGUIRE | | |
| DESIGN-DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
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| FIELD CHANGES | | | |

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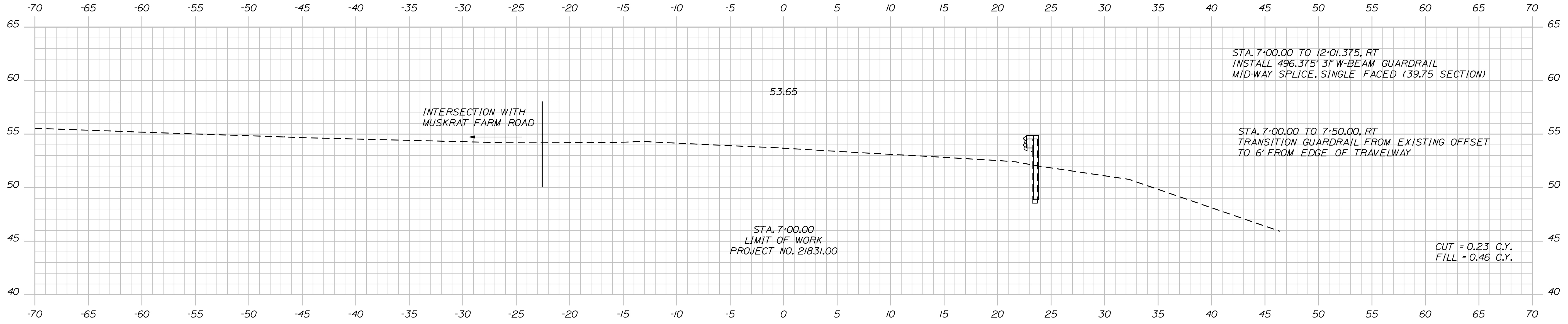


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| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | | 21831.00 |
| STOCKTON SPRINGS ROUTE 1 | | WIN 21831.00 |
| PLAN/PROFILE | | HIGHWAY PLANS |
| SHEET NUMBER | | |
| 17 | | |
| OF 30 | | |

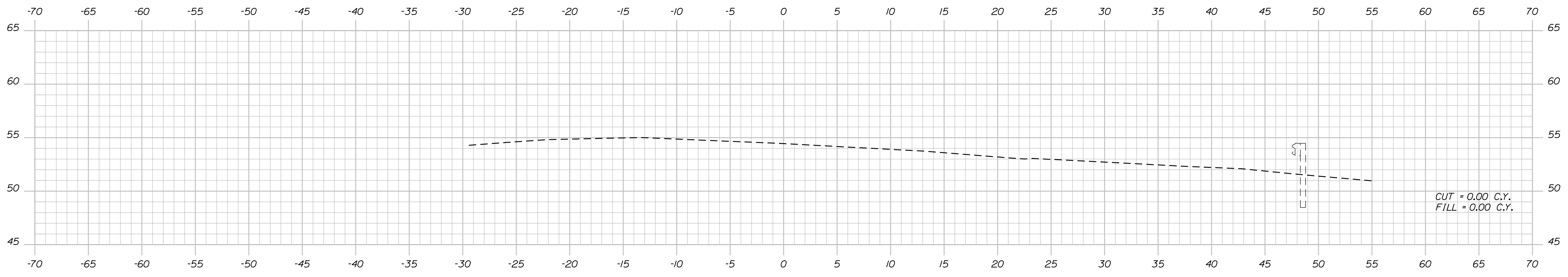
| PROJ. MANAGER | BY | DATE |
|------------------|------------|------------|
| E. MARTIN | N. COLLINS | |
| CHECKED/REVIEWED | T. WHITE | APRIL 2020 |
| DESIGN/REVIEWED | K. MAGUIRE | |
| DESIGN/DATE | | |
| REVISIONS 1 | | |
| REVISIONS 2 | | |
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| REVISIONS 4 | | |
| FIELD CHANGES | | |



7+50.00



7+00.00



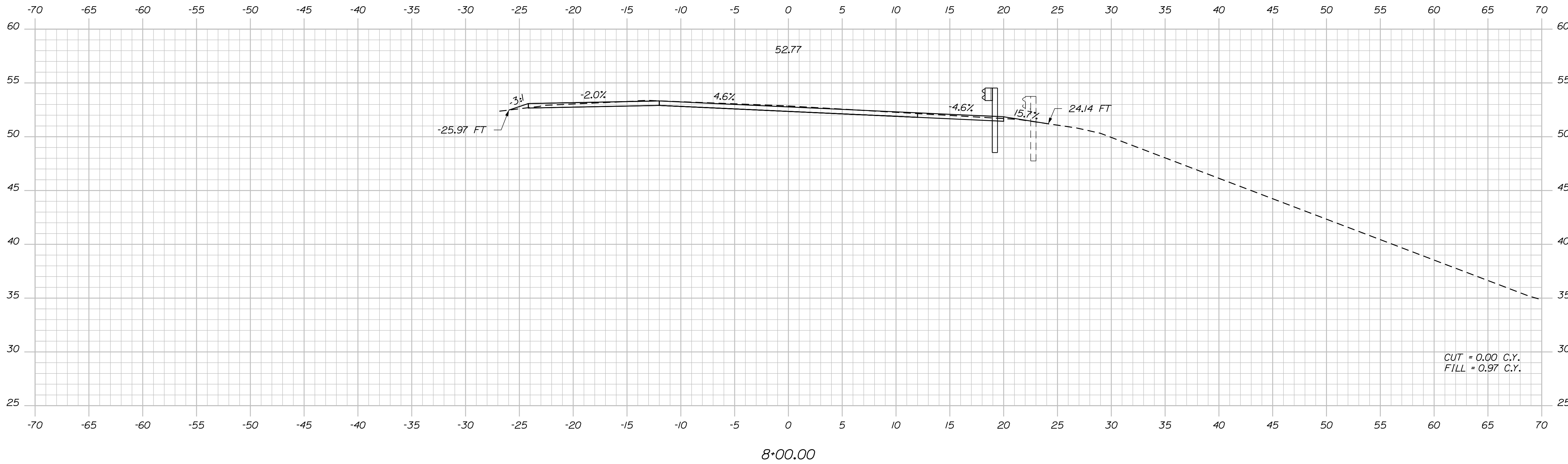
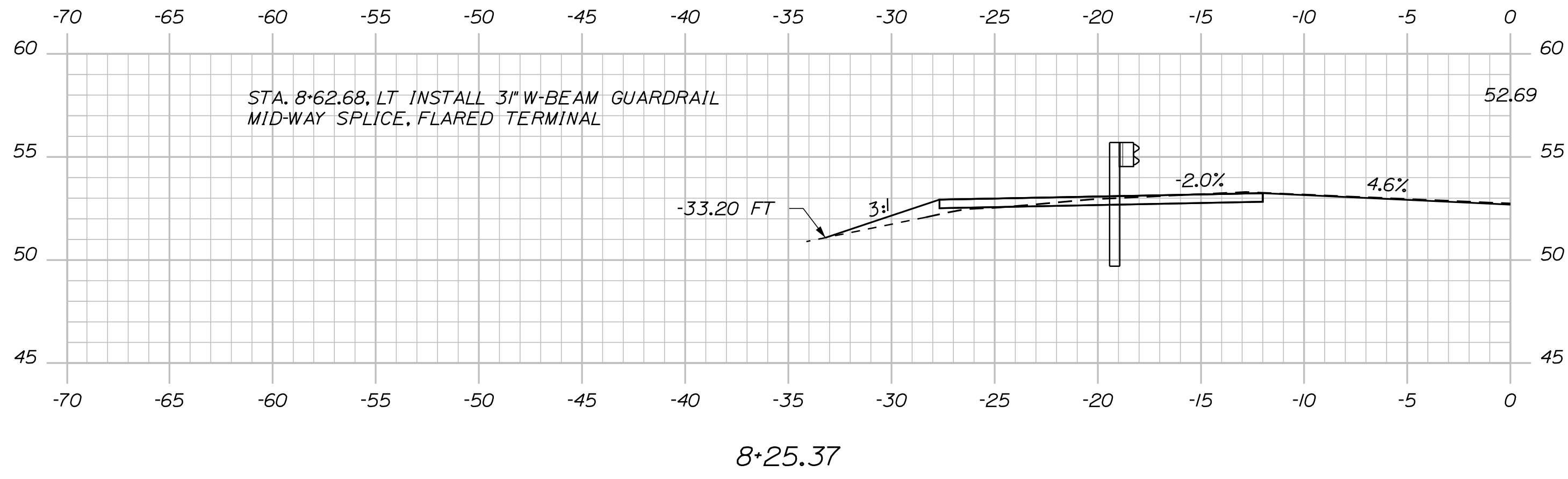
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
21831.00
WIN
WIN 21831.00
HIGHWAY PLANS

| PROJ. MANAGER | BY | DATE | SIGNATURE |
|------------------|----------|------|-----------|
| DESIGN-DETAILED | DESIGNER | DATE | |
| CHECKED-REVIEWED | CHECKER | DATE | |
| DESIGN-DETAILED | DESIGNER | DATE | |
| DESIGN-DETAILED | DESIGNER | DATE | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

STOCKTON SPRINGS
ROUTE 1
CROSS SECTIONS

SHEET NUMBER
18
OF 30



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

21831.00

WIN
WIN 21831.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

DATE

BY

PROJ. MANAGER

CHECKED

DESIGN

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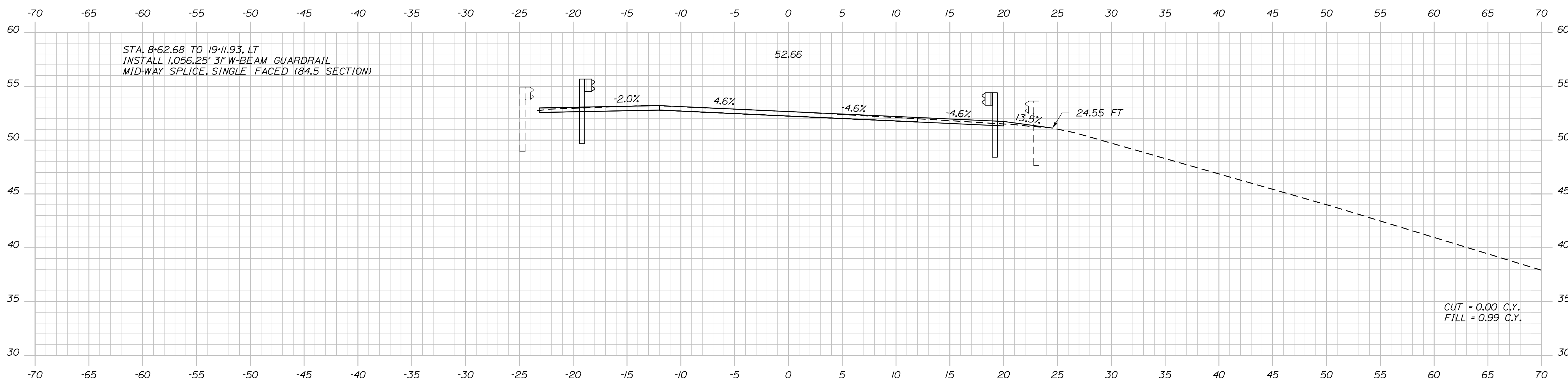
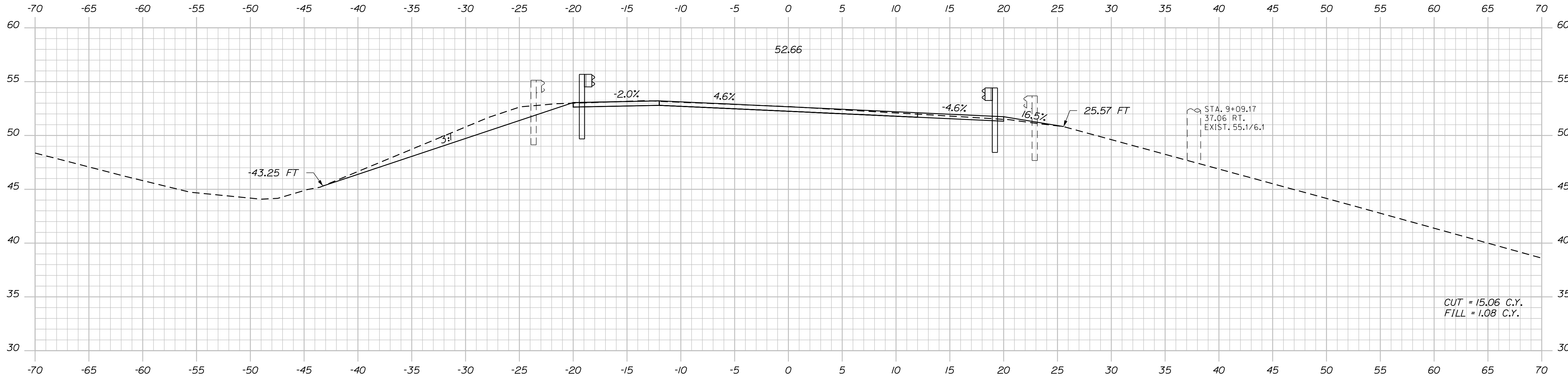
REVISIONS

STOCKTON SPRINGS
ROUTE 1
CROSS SECTIONS

SHEET NUMBER

19

OF 30

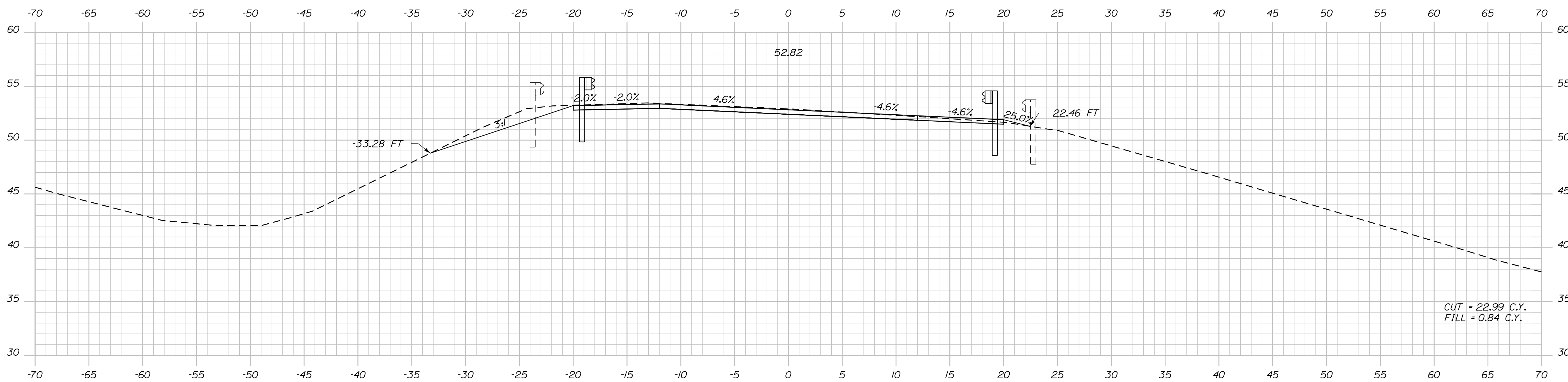
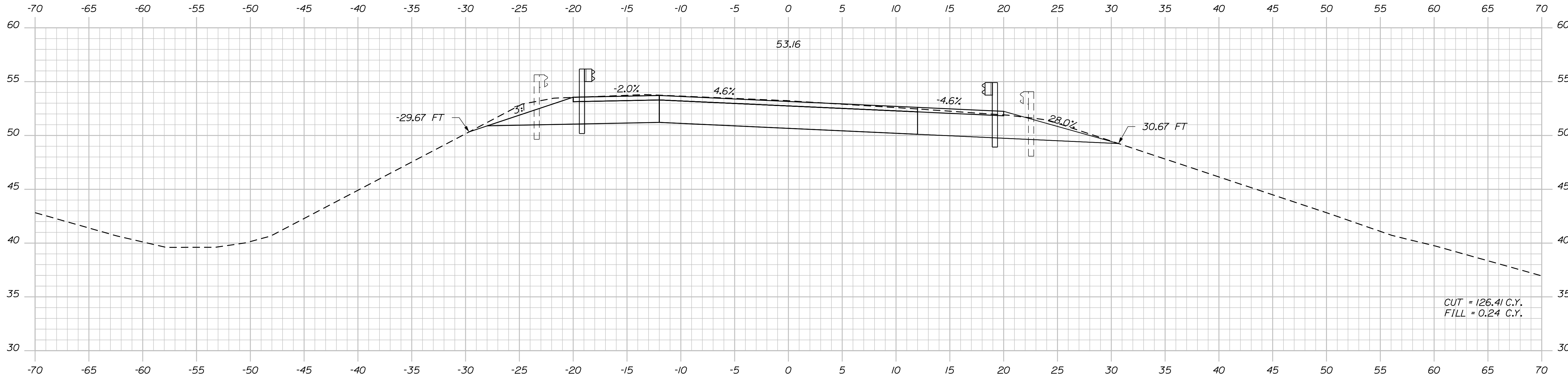


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CROSS SECTIONS

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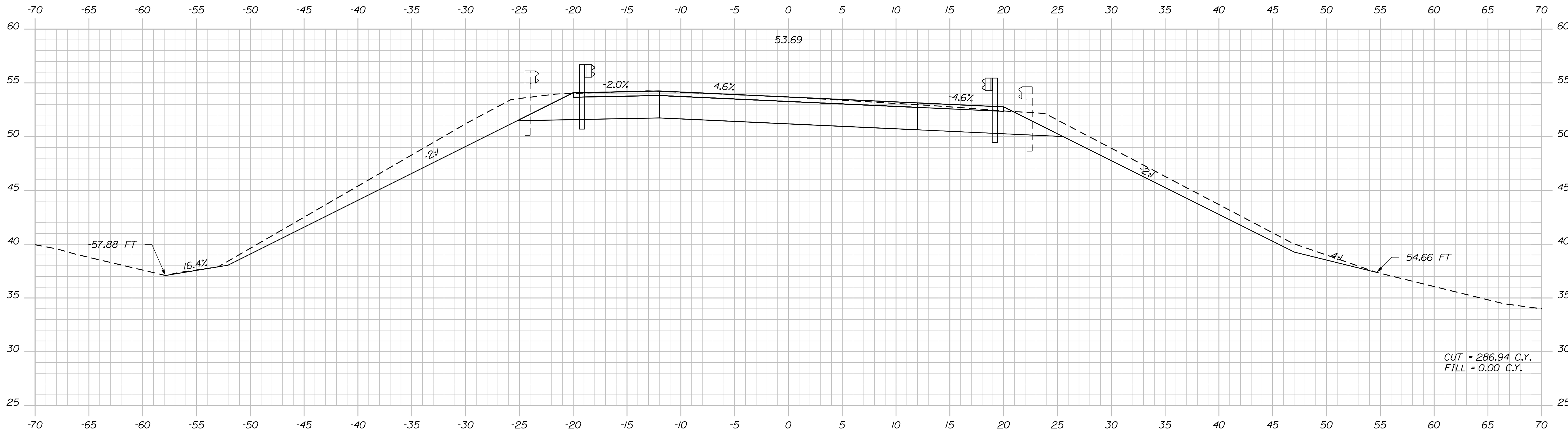
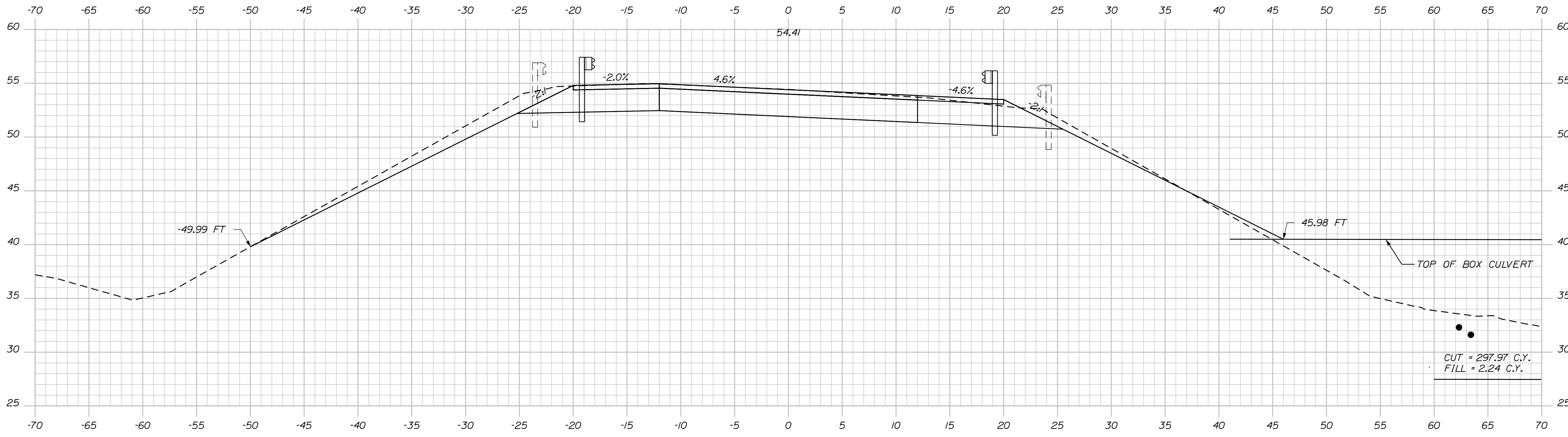
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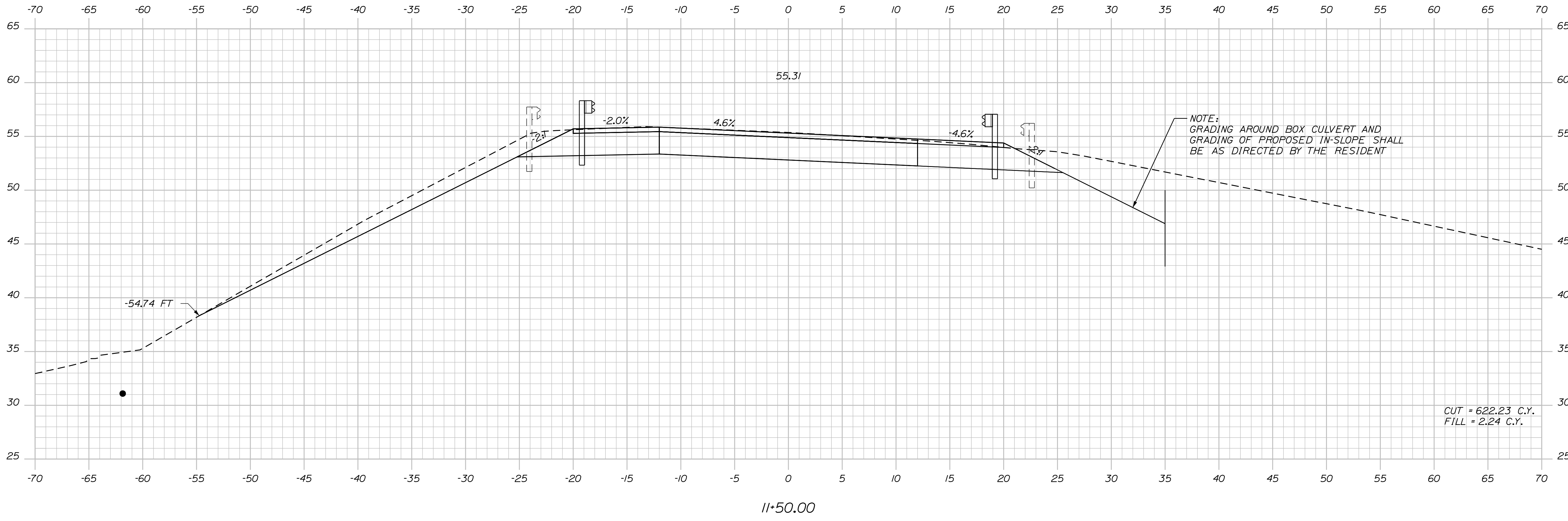
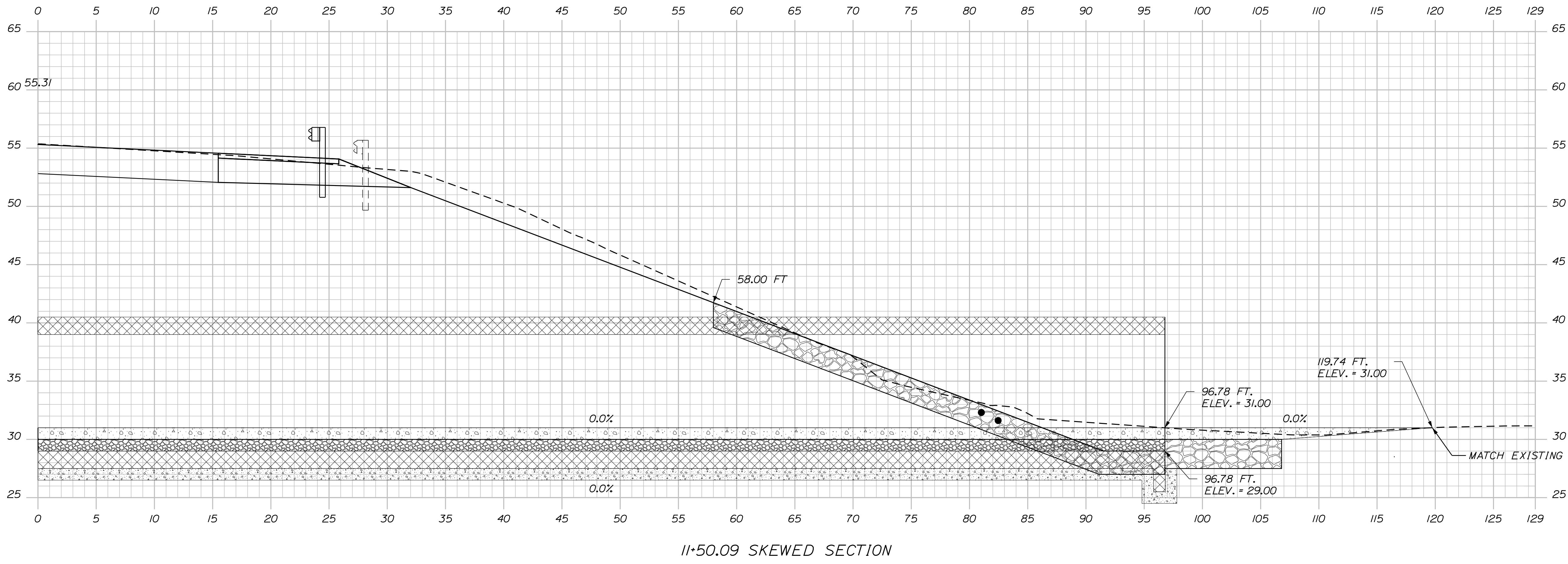
FIELD CHANGES

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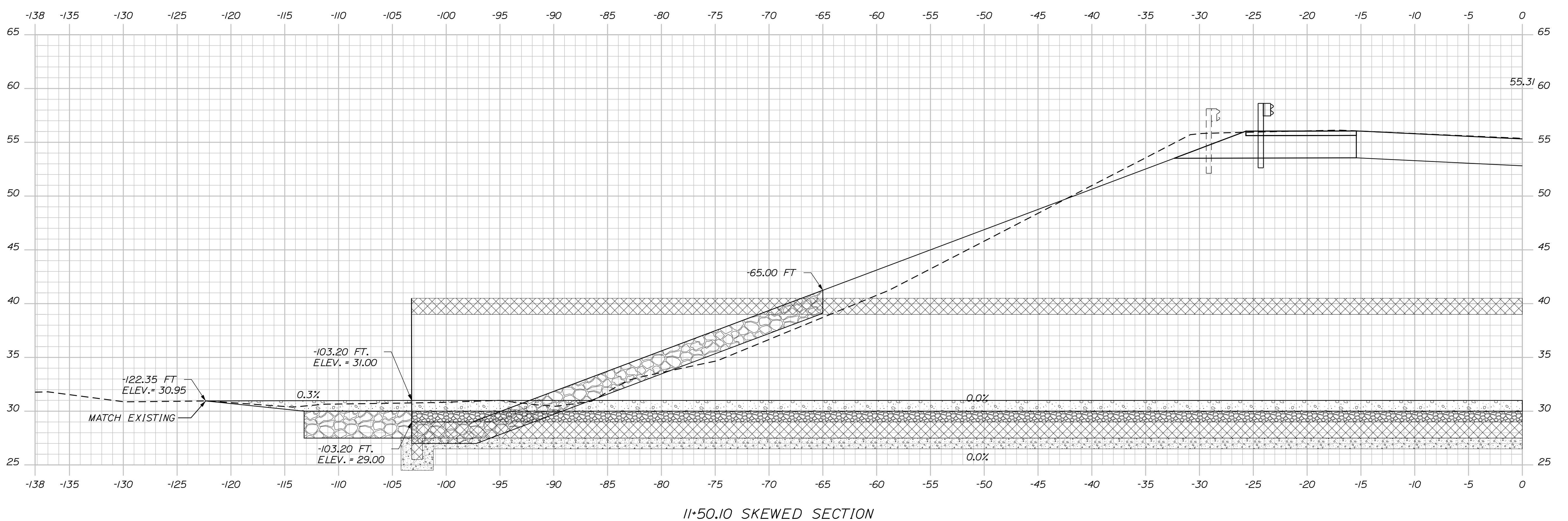
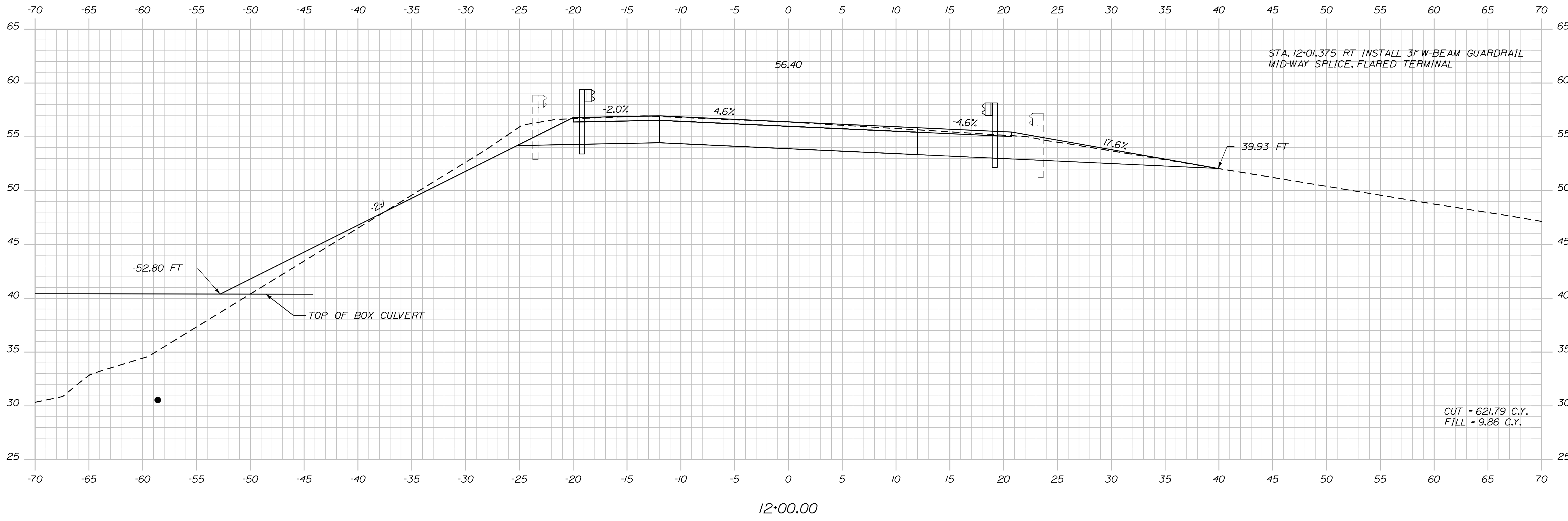
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CROSS SECTIONS



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Username: notastha.m.collins Date: 3/20/2020

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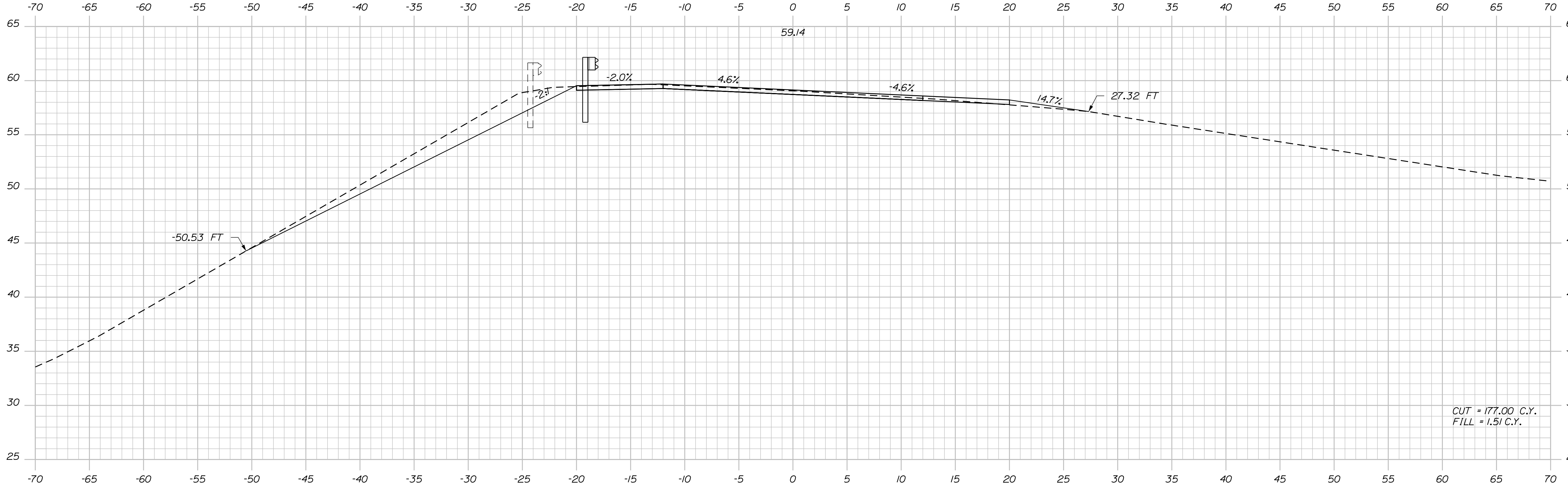
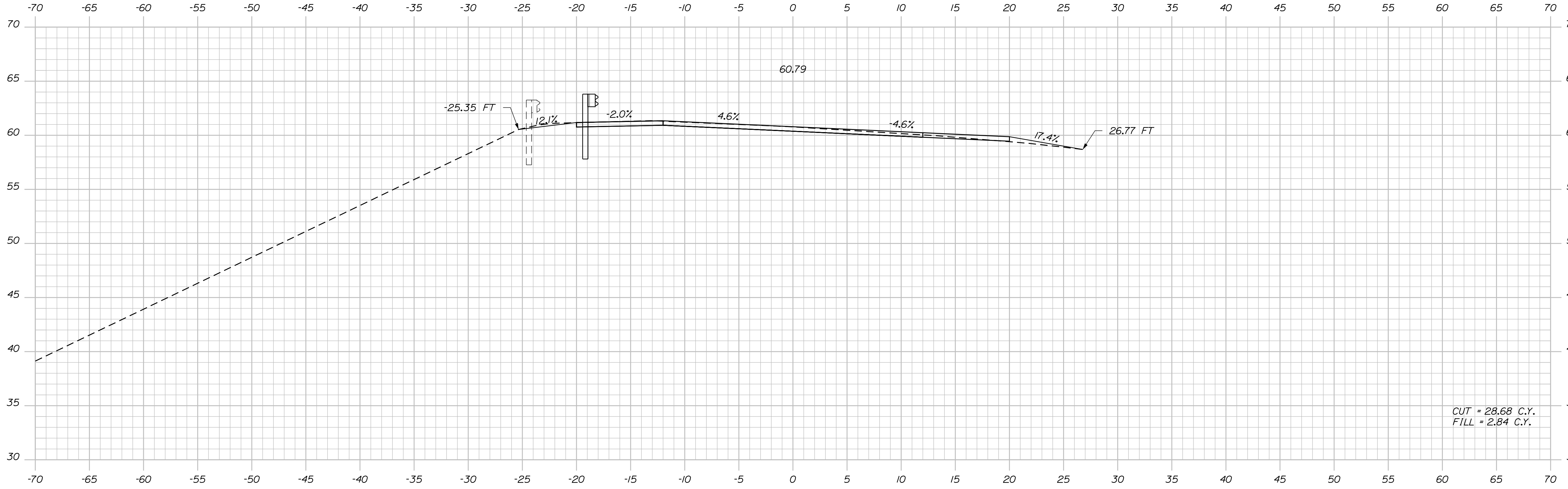


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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

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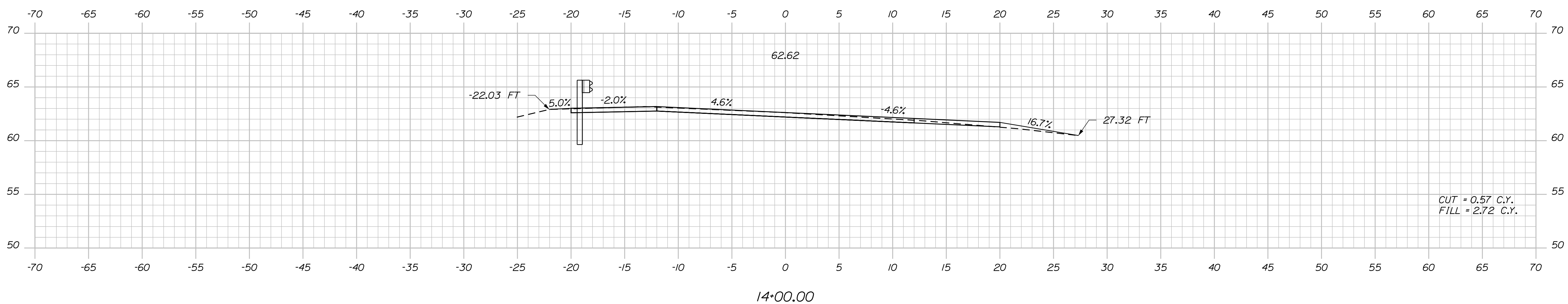
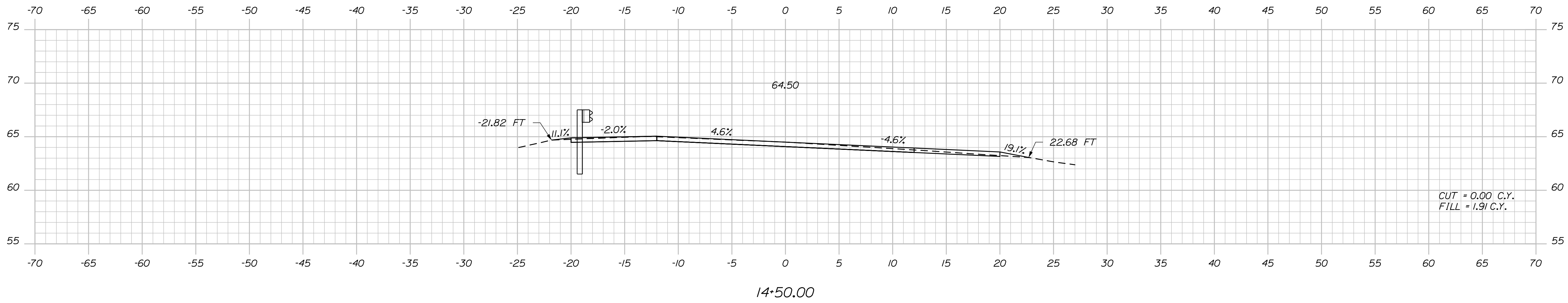
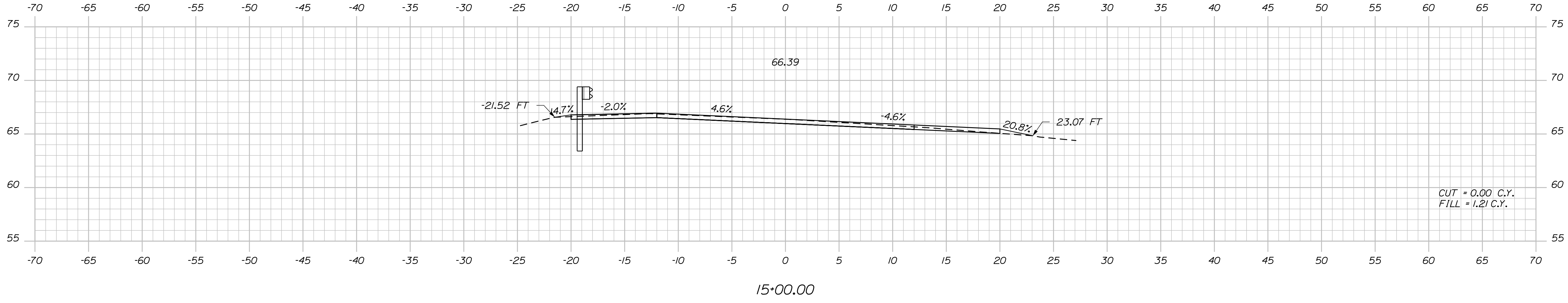
STOCKTON SPRINGS
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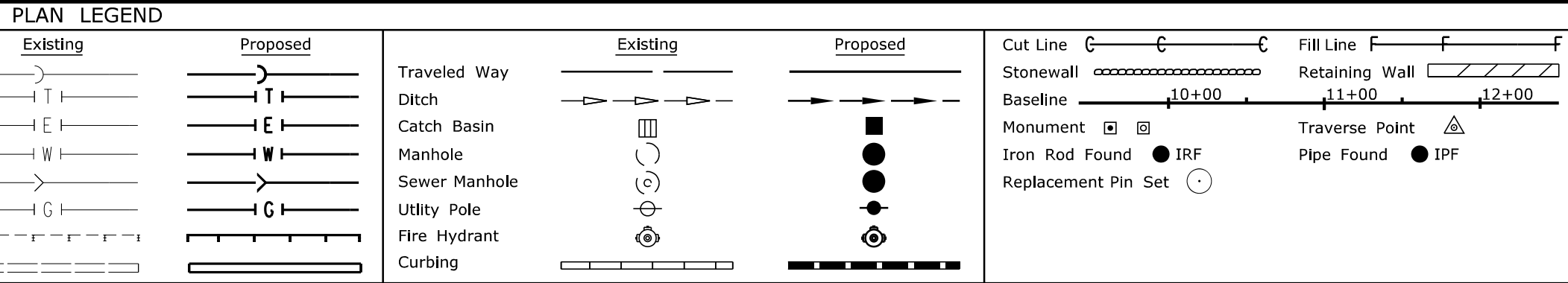
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Town, County, State _____
 Approx. Property Lines _____ P.L.
 Existing Right of Way _____
 Limits of Wrought Portion _____ L.O.W.P.
 Control Of Access _____ C.O.A.
 New Right of Way _____
 New Easement _____
 New Temporary Rights _____
 New R/W Within Existing R/W _____

New R/W Along Existing R/W _____
 Building _____
 Trees Conifer _____
 Tree Line _____
 Water Edge _____
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 Fence CHAIN LINK _____
 Sign _____
 Clearing Limit Line CLL _____
 Bush Line _____
 Rock/Boulder _____
 Barb Wire _____
 Well _____
 Flag Pole _____
 Stockade _____
 Mailbox _____

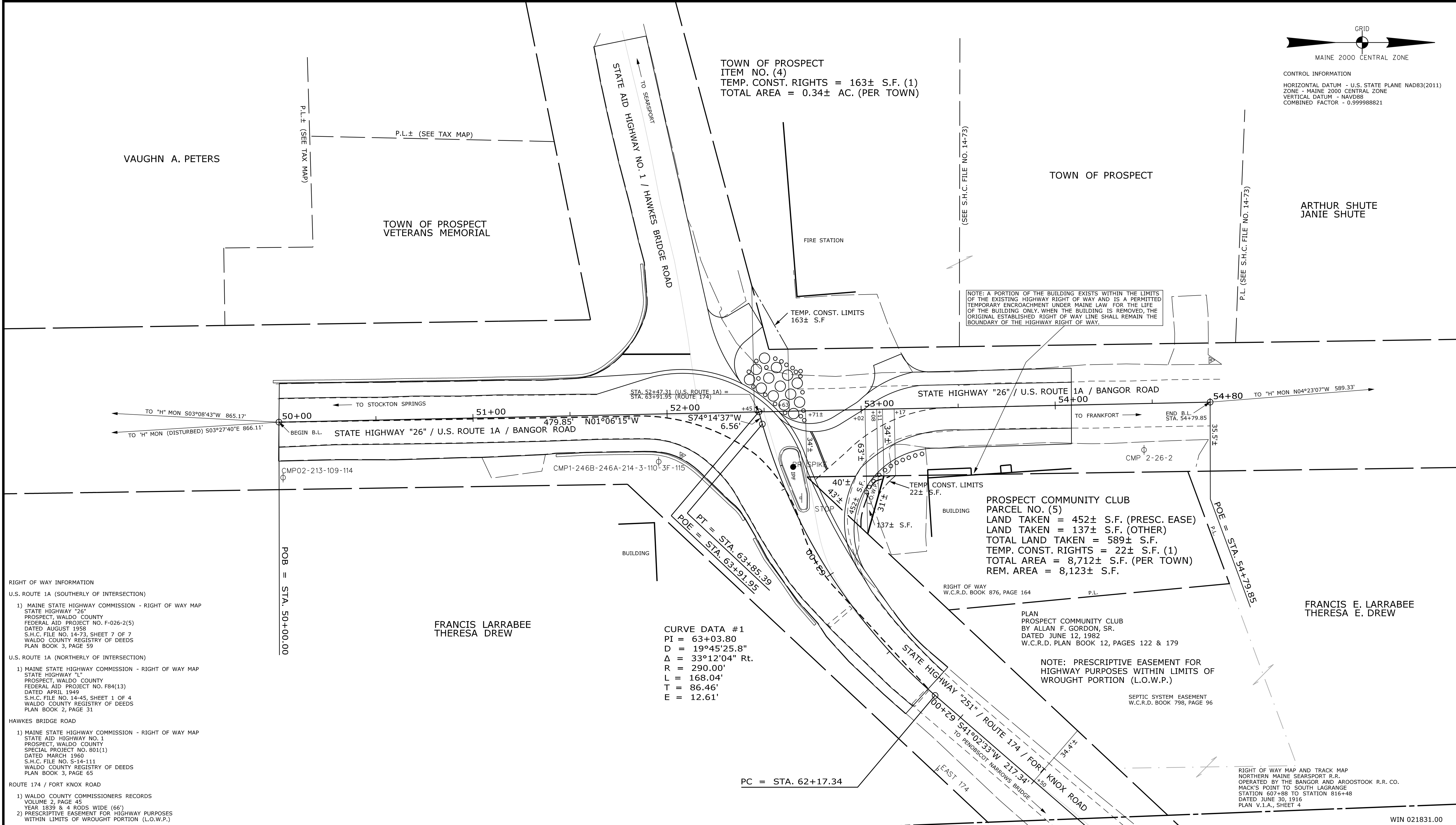


STATE OF MAINE
 REGISTRY OF DEEDS
 COUNTY _____
 RECEIVED _____
 at _____ h _____ m _____ M and recorded in
 Plan Book _____, Page _____
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THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ADJACENT PROPERTY OWNERS.

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 ZONE - MAINE 2000 CENTRAL ZONE
 VERTICAL DATUM - NAVD88
 COMBINED FACTOR - 0.999988821



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| STATE OF MAINE DEPARTMENT OF TRANSPORTATION 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460 PROSPECT RIGHT OF WAY MAP | TECH | CHECKED |
| | EXISTING CONDITION PLAN | G.L.L. |
| | FINAL RIGHT OF WAY AREAS | G.L.L. B.S. |

| NO. | DATE | REVISIONS | | BY | PLAN FILED IN PLAN BOOK | | | | PAGE COUNTY RECORD | | | | |
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BRUCE A. VAN NOTE
 COMMISSIONER
 JOYCE NOEL TAYLOR
 CHIEF ENGINEER
 DATE _____

STATE HIGHWAY "26" (U.S. ROUTE 1A)
 STATE HIGHWAY "251" (ROUTE 174)
 PROSPECT WALDO COUNTY
 STATE PROJECT NO. 21831.00

SEPTEMBER 2019 RIGHT-OF-WAY MAP
 SCALE 1" = 25' SHEET 2 OF 2

D.O.T. FILE NO. 14-216

SHEET NUMBER
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Filename: ... \00\ROW\MSTA030_RWPLAN2.dgn Division: HIGHWAY Username: notasha.m.colins Date: 3/17/2020