

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



FORT KENT AROOSTOOK W. MAIN ST./PLEASANT ST./MEADOW LN. FEDERAL PROJECT NO. 2286100 MAINE DOT WIN 22861.00 INTERSECTION : 0.07 MILES

PLAN LEGEND

Town, County, State	-----	Catch Basins	▣ Existing	■ Proposed
Property Lines	-----	Manholes	○ Existing	● Proposed
R/W Lines-Existing	-----	Proposed Underdrain	-----	
R/W Lines-Proposed	-----	Proposed Ditch	-----	
Culvert-Existing	-----	Existing Ditch	-----	
Culvert Proposed	-----	Utility Poles	◇ Existing	◆ Proposed
Curbing Existing	-----	Fire Hydrants	⊙ Existing	⊙ Proposed
Type 1	-----	Existing Water Line	-----	
Type 3	-----	Existing San. Sewer	-----	
Type 5	-----	Existing San. Sewer Manhole	⊙	
Outline of Bodies of Water	-----	Guardrail-Existing	-----	
Exposed Bedrock	-----	Guardrail-Proposed	-----	
Buildings	-----	Guardrail-Cable, Other	-----	
Trees	-----	Centerline-Existing	-----	
Conifer	-----	Centerline-Proposed	-----	
Deciduous	-----	Travelway-Existing	-----	
Tree Line	-----	Travelway-Proposed	-----	
Clearing Limit Line	-----			
Railroad	-----			
Boring	⊕ HB-XXX-###	Probe	⊙ P-#. #X	
Pavement Core	● PC-#	# = Depth		
Test Pit	⊠ TP-XXX-###	X = W (Weathered Rock)		
		R (Refusal)		
		NR (No Refusal)		

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>		1-18-24
CHIEF ENGINEER: <i>[Signature]</i>		1-16-2024

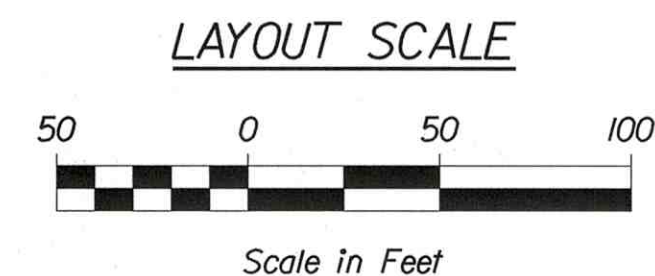
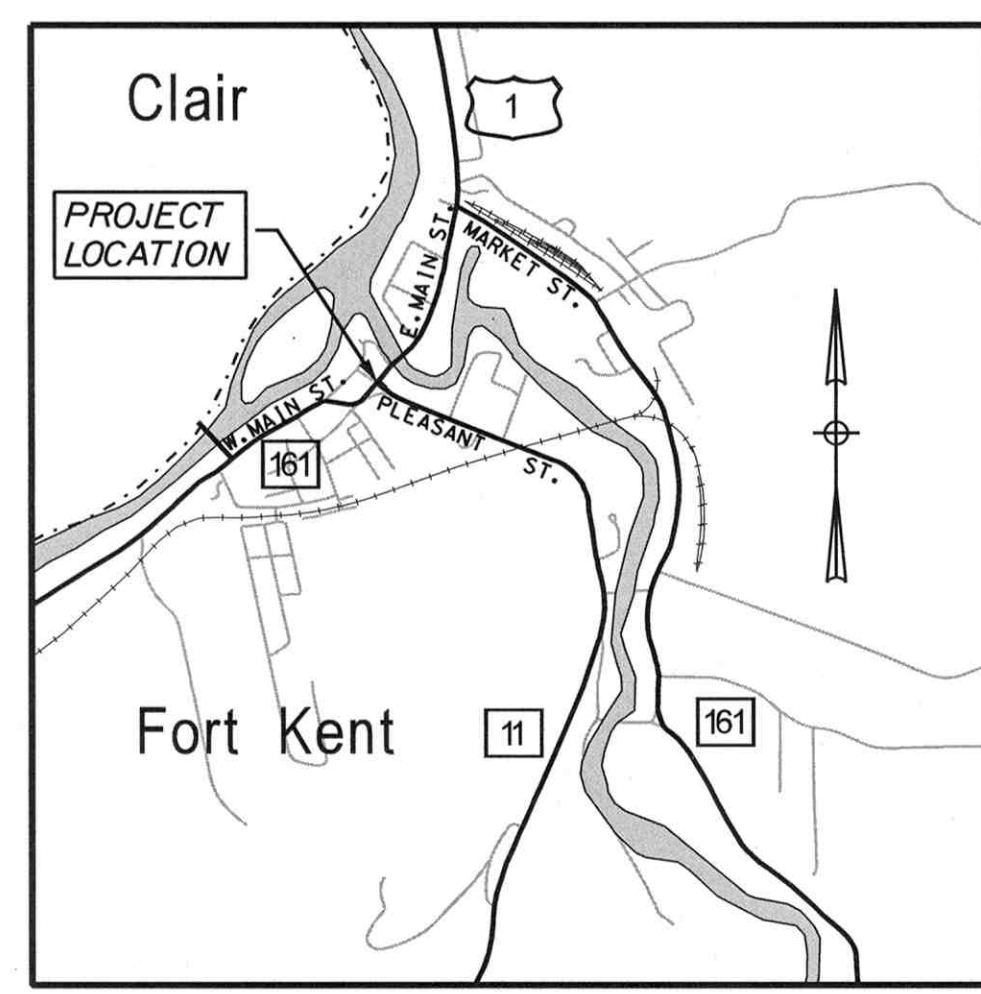
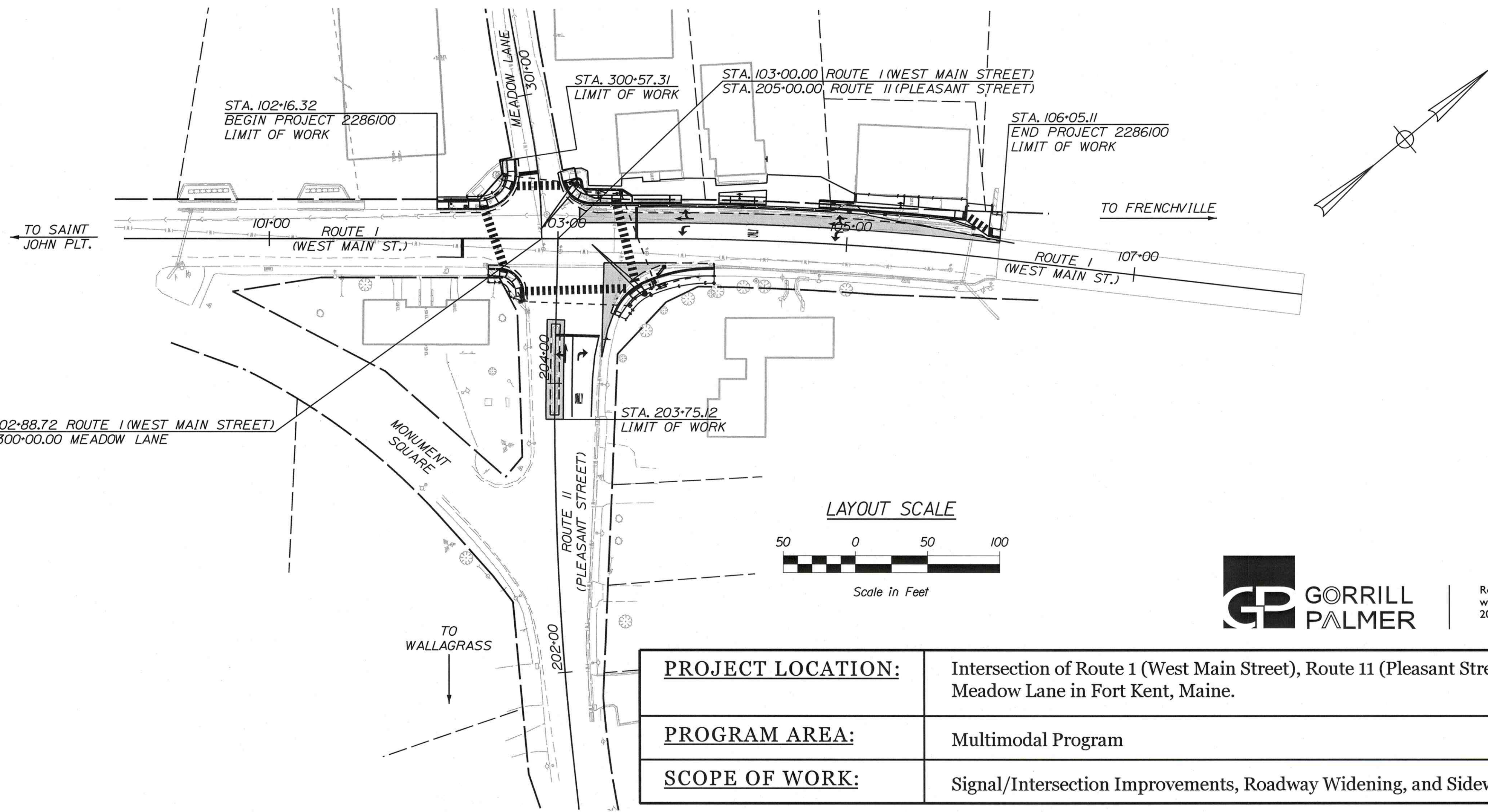


SIGNATURE: <i>[Signature]</i>	9244	DATE
P.E. NUMBER	01-09-2024	

PROGRAM	MULTIMODAL
PROJECT MANAGER	A. CORNEAU II
DESIGNER	D. ETTINGER
CONSULTANT	GORRILL PALMER
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

WIN 22861.00
FORT KENT
W. MAIN ST./PLEASANT ST.
/MEADOW LN.
TITLE SHEET

SHEET NUMBER
1
OF 15



Relationships. Responsiveness. Results.
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207.772.2515

PROJECT LOCATION:	Intersection of Route 1 (West Main Street), Route 11 (Pleasant Street) and Meadow Lane in Fort Kent, Maine.
PROGRAM AREA:	Multimodal Program
SCOPE OF WORK:	Signal/Intersection Improvements, Roadway Widening, and Sidewalk Ramp Reconstruction

Date: 1/8/2024

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ...\\00\Highway\001_TITL.dgn

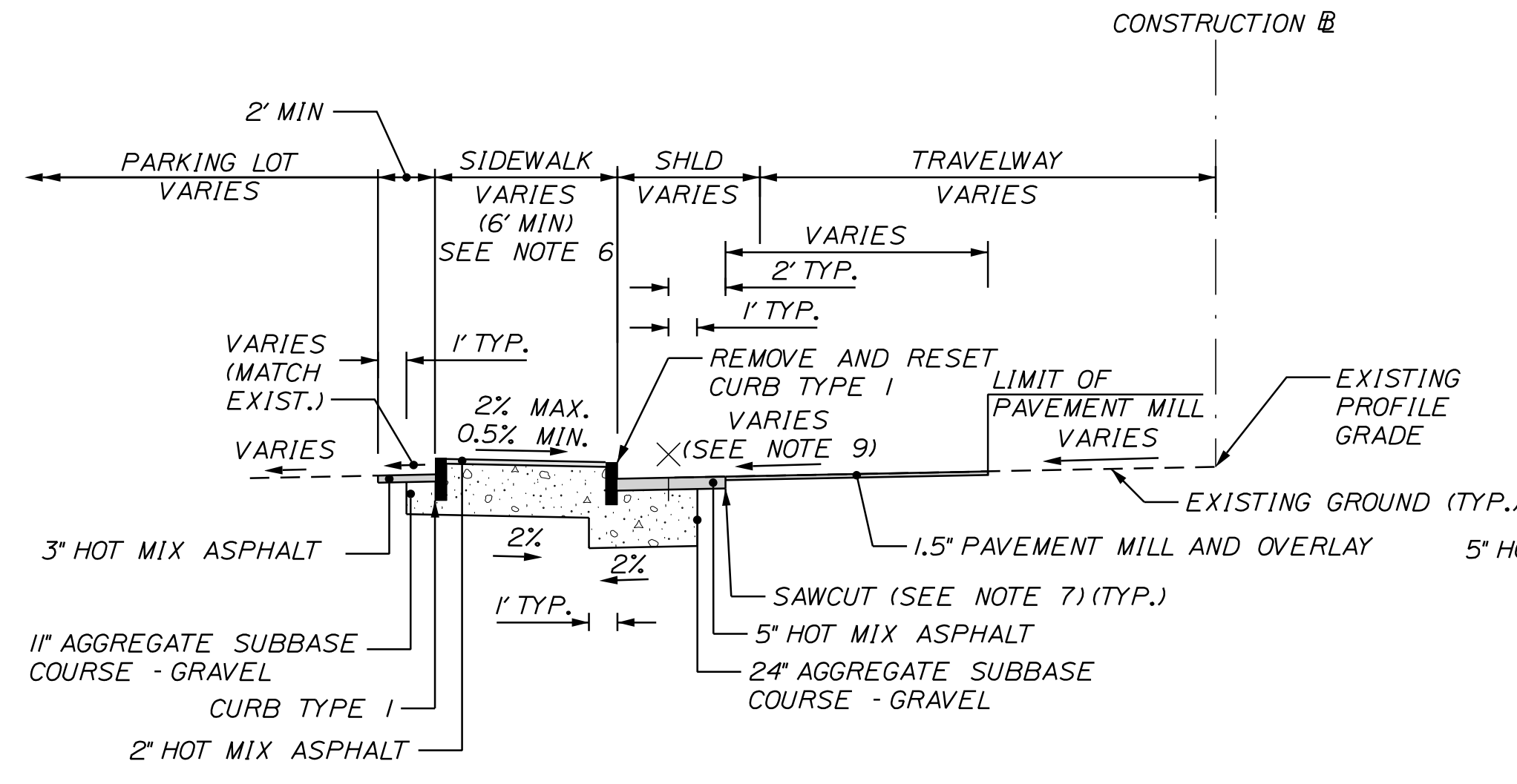
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Date: 1/8/2024

Username: Mike.Cundiff

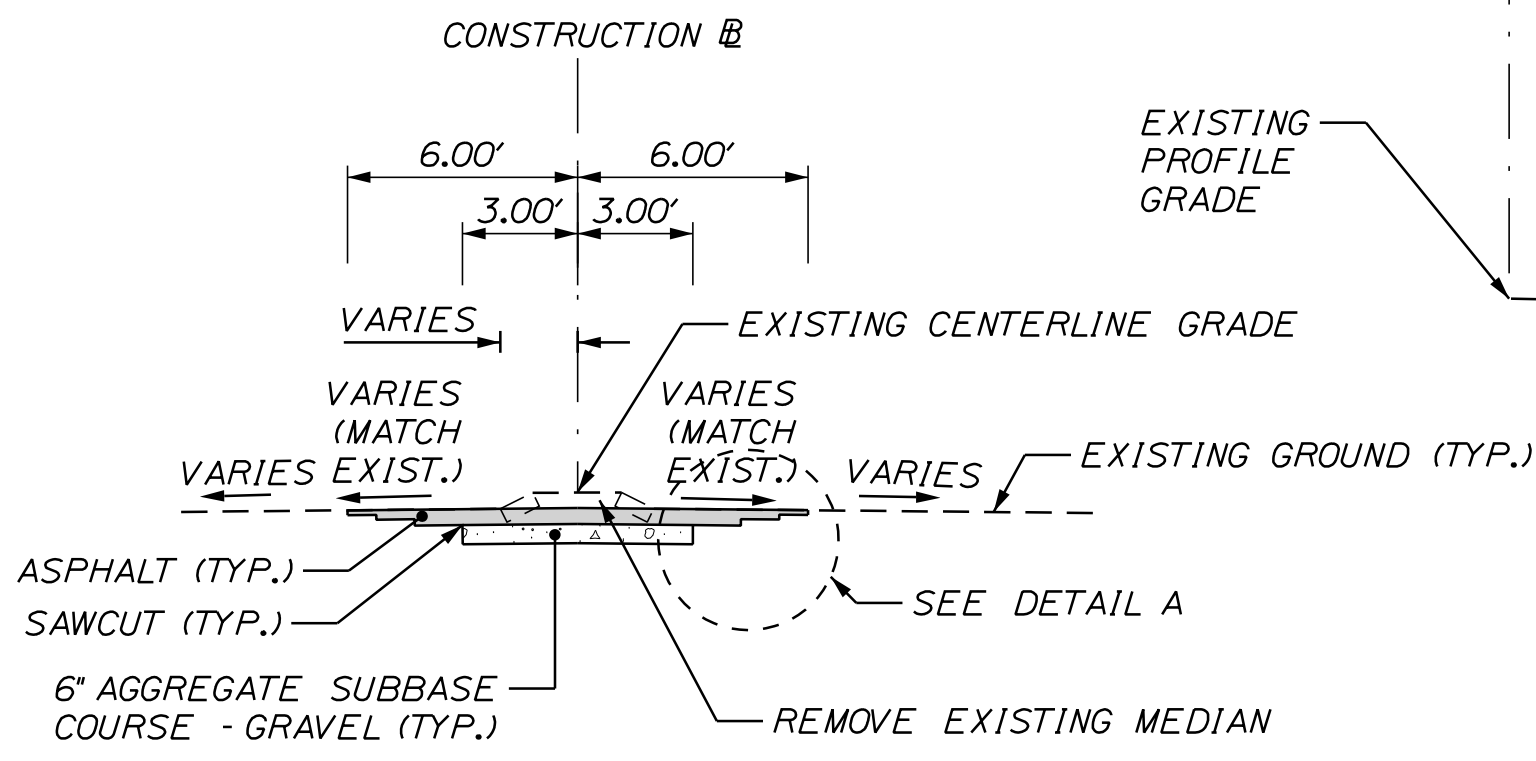
Division: HIGHWAY

Filename: ...003_TypicalSections.dgn



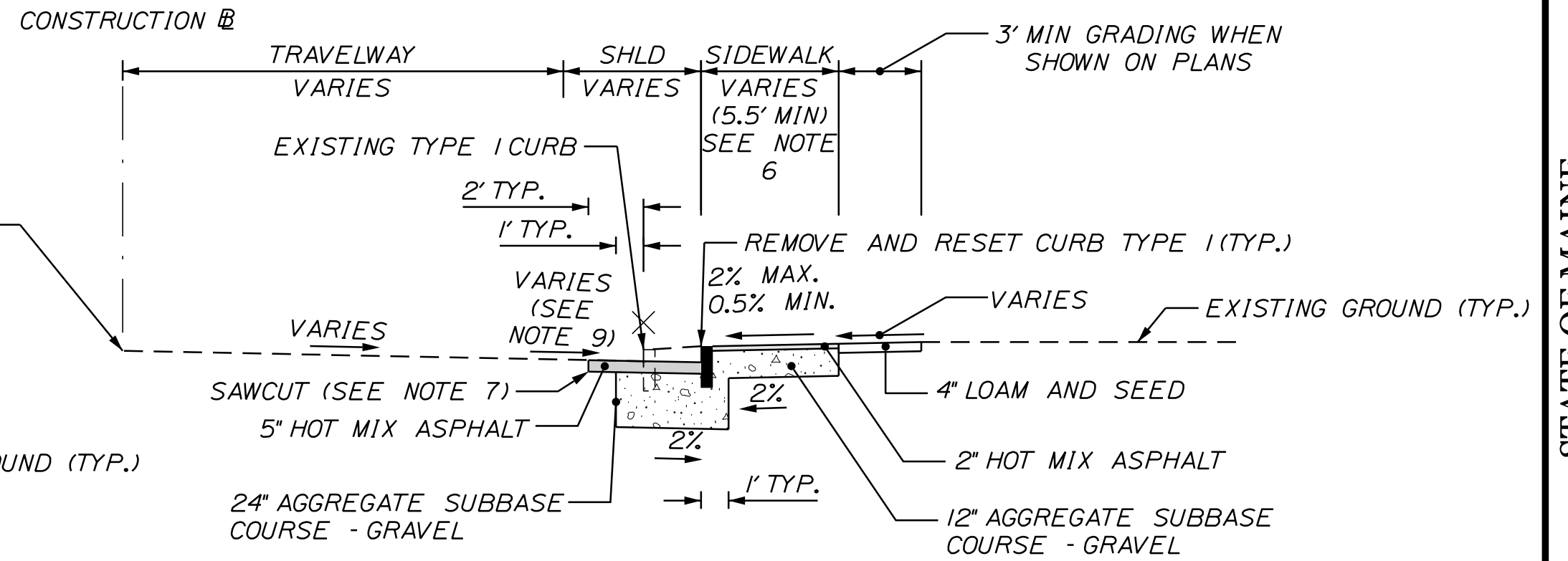
CURBING AND SIDEWALK DETAIL WITH BACKCURB

STA. 104+80 LT. TO STA. 105+10 LT.



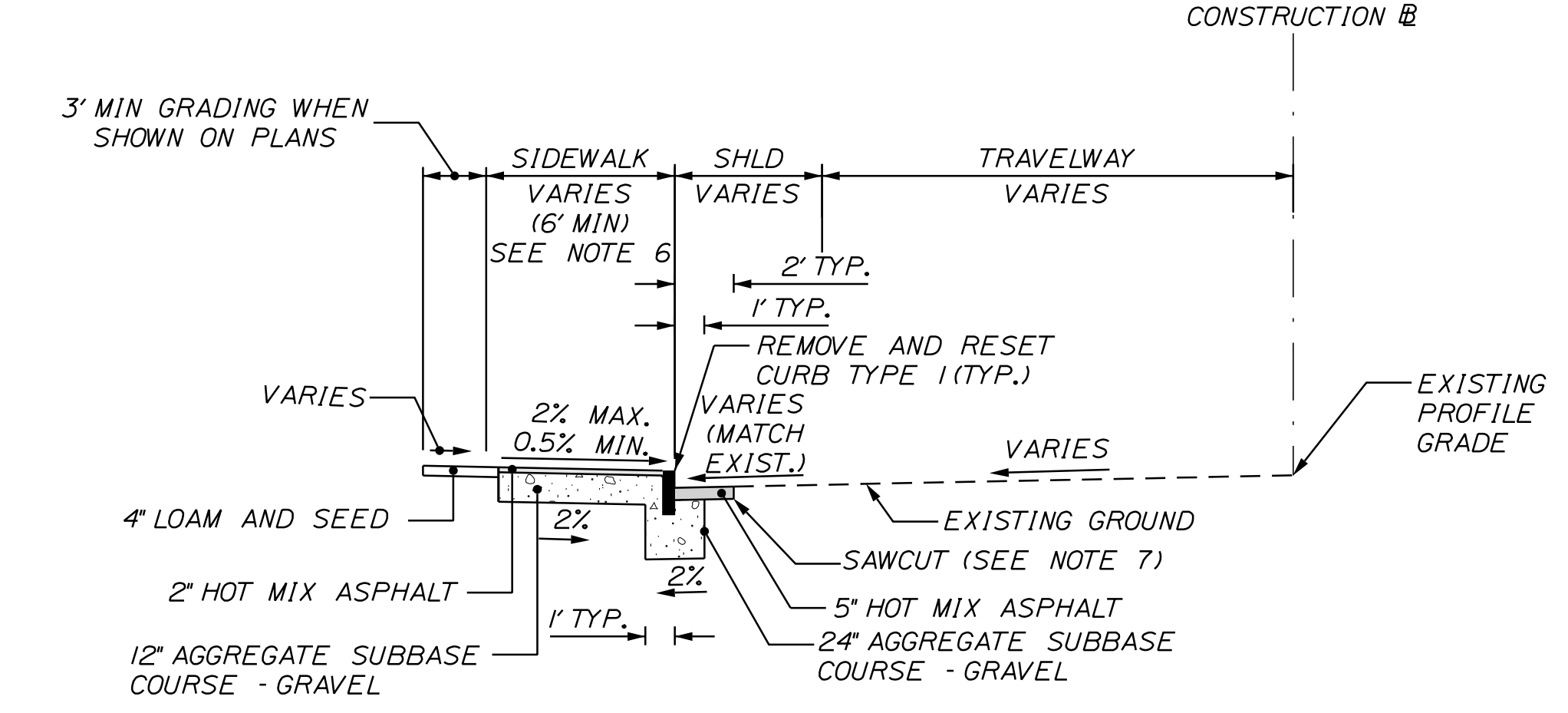
MEDIAN REMOVAL DETAIL

STA. 203+77 RT. TO STA. 204+42 RT.



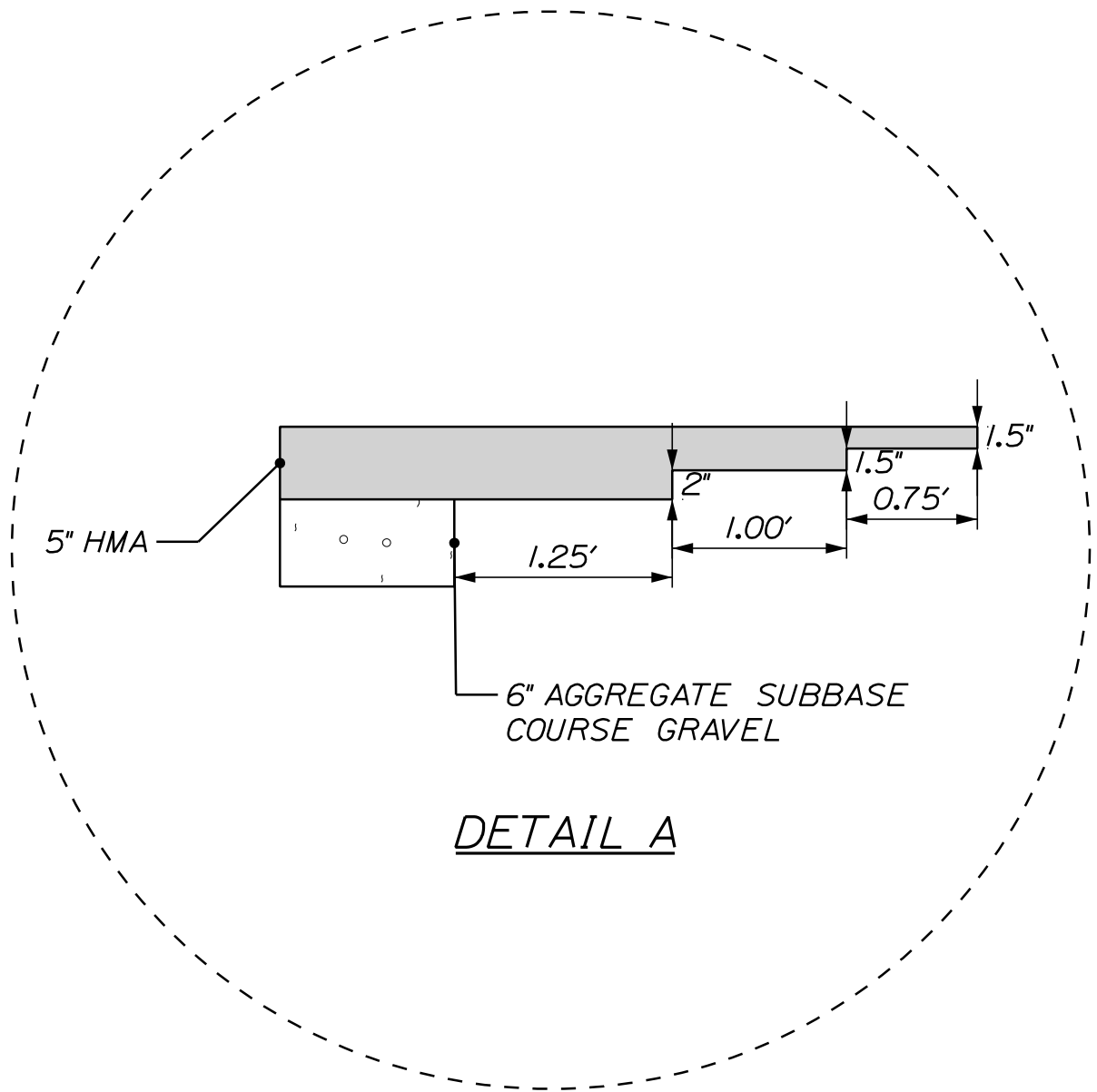
CURBING AND SIDEWALK DETAIL

STA. 102+52 RT. TO STA. 102+77 RT.
STA. 204+49 RT. TO STA. 104+09 RT.
STA. 300+25 RT. TO STA. 300+38 RT.

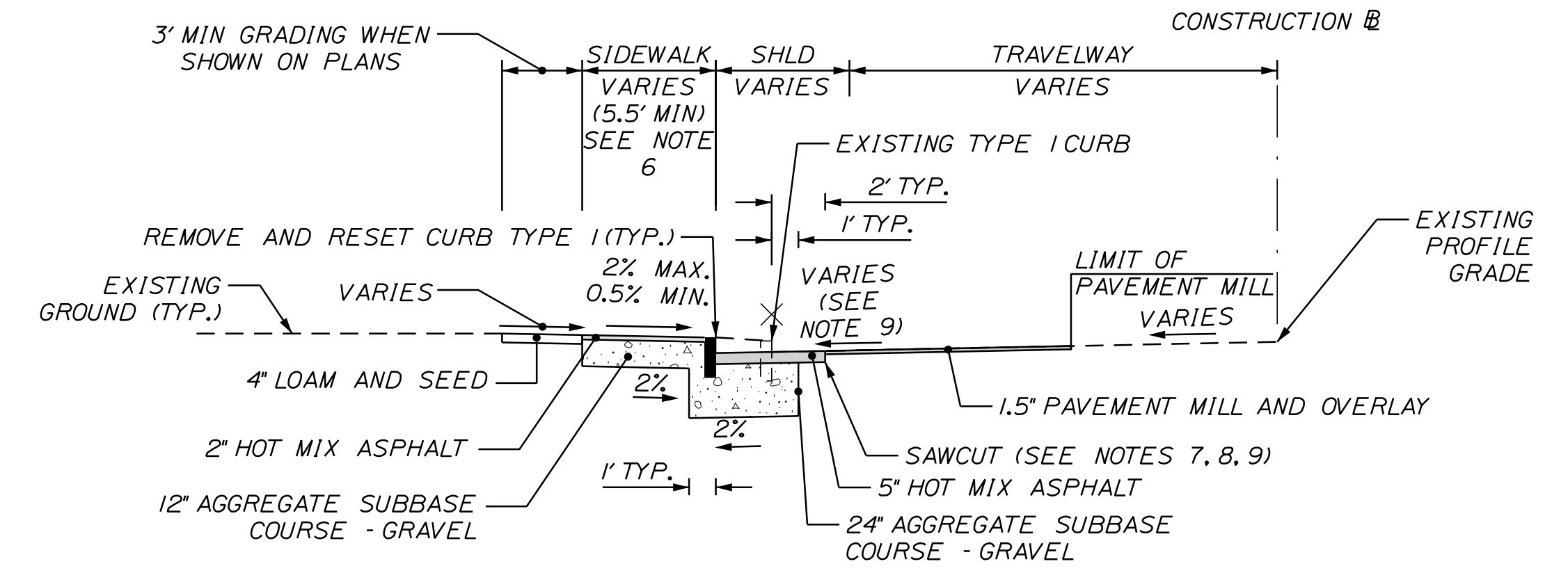


CURBING AND SIDEWALK DETAIL

STA. 102+37 LT. TO STA. 300+57 LT.



DETAIL A

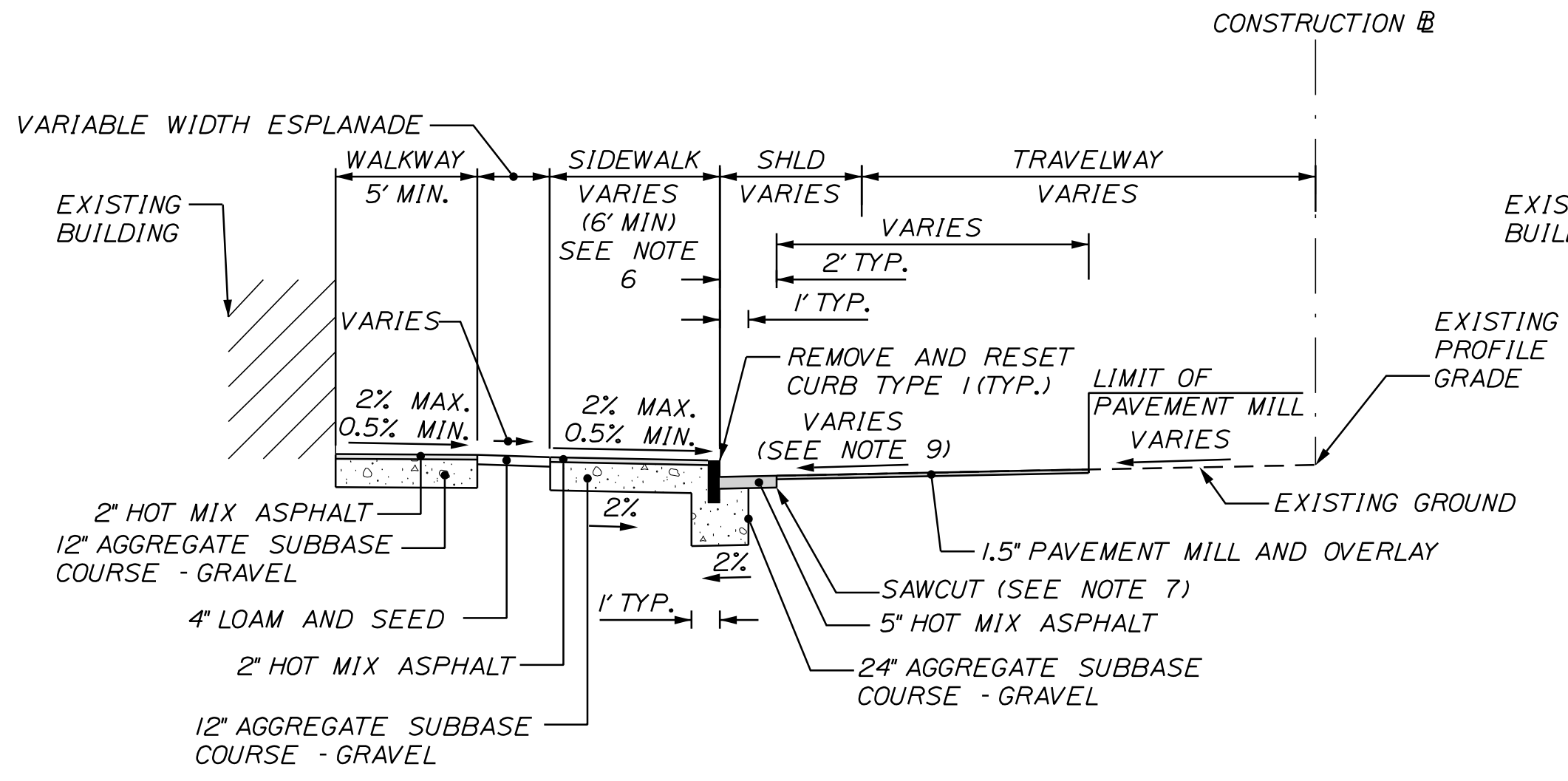


CURBING AND SIDEWALK DETAIL

STA. 105+04 LT. TO STA. 105+80 LT.

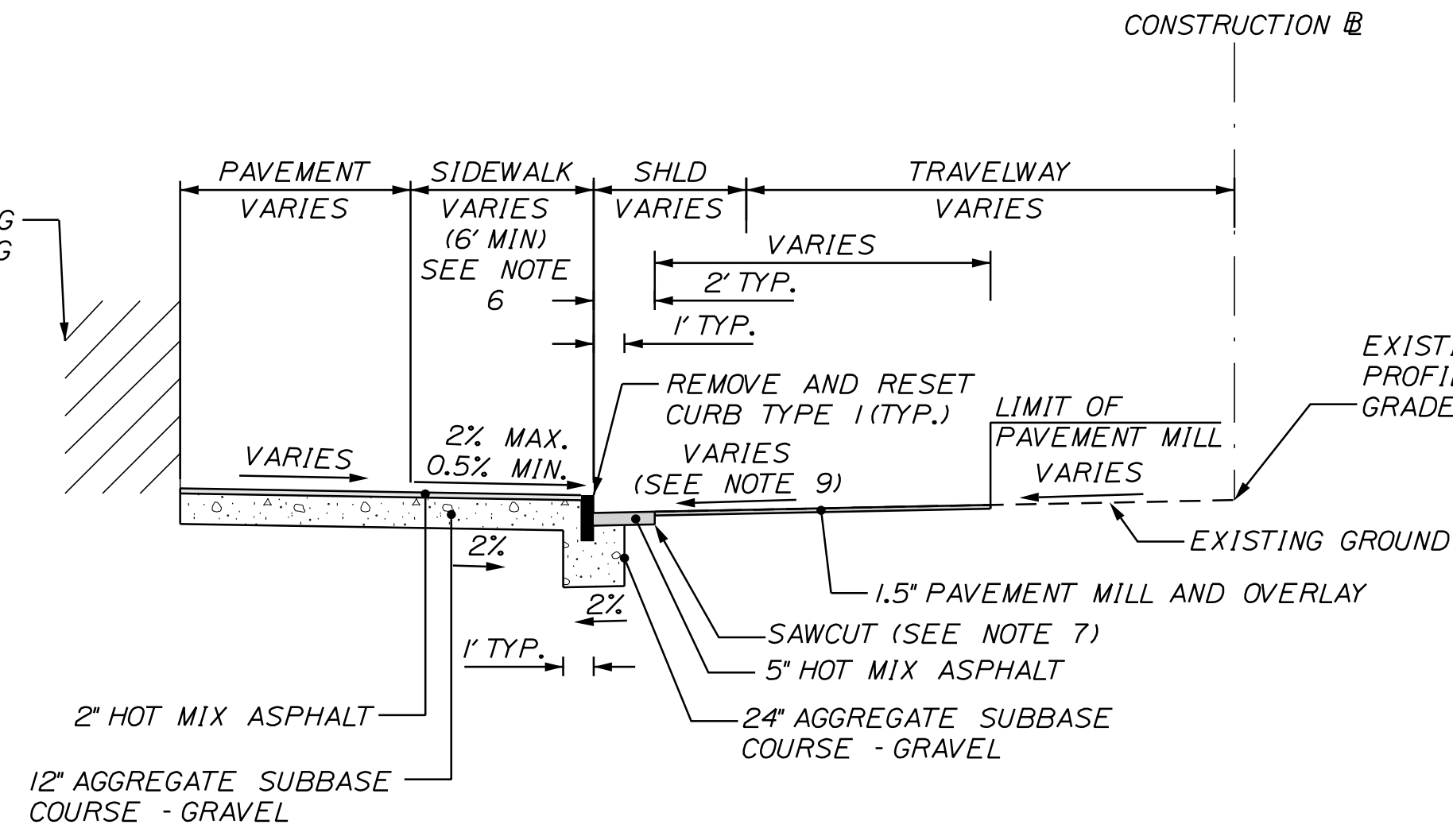
NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
3. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
4. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE GRAVEL WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.
5. FULL DEPTH PAVEMENT (5') SHALL BE PROVIDED IN SHOULDERS WITHIN LIMITS OF WORK UNLESS OTHERWISE NOTED.
6. PROPOSED SIDEWALK WIDTH TO MATCH EXISTING SIDEWALK WIDTH UNLESS OTHERWISE NOTED ON THESE DETAILS OR THE PLANS.
7. LOCATION OF SAWCUT SHALL TYPICALLY BE DEFINED AS THE MOST RESTRICTIVE CRITERIA NOTED BELOW, WHICH WILL RESULT IN THE SAWCUT BEING LOCATED NEAREST THE CONSTRUCTION BASELINE OR AS NOTED ON THE PLANS OR CROSS SECTIONS.
 - A. 24" INSIDE THE PROPOSED EDGE OF PAVEMENT OR FACE OF CURB.
 - B. 24" INSIDE THE EXISTING EDGE OF PAVEMENT OR FACE OF CURB.
8. LOCATION OF SAWCUT BETWEEN STA. 105+50 AND STA. 106+05 SHALL VARY TO MATCH LOCATION OF EXISTING SHOULDER BREAK. SEE CROSS SECTIONS.
9. MATCH CROSS SLOPES AS SHOWN ON THE CROSS SECTIONS.



CURBING AND SIDEWALK DETAIL WITH WALKWAY

STA. 104+11 LT. TO STA. 104+43 LT.



CURBING AND SIDEWALK DETAIL WITH WALKWAY

STA. 103+51 LT. TO STA. 103+85 LT.

NOT TO SCALE

SHLD = SHOULDER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2286100
WIN
22861.00

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
A. CORNEAU II	J. LANDRY	T. WARREN	D. DITINGER	-	-	-	-	-
DATE	01/24	01/24						
BY	T. WARREN							
SIGNATURE								
P.E. NUMBER								
DATE								

FORT KENT
W. MAIN ST./PLEASANT ST.
/MEADOW LN.
TYPICAL SECTIONS

SHEET NUMBER

3

OF 15



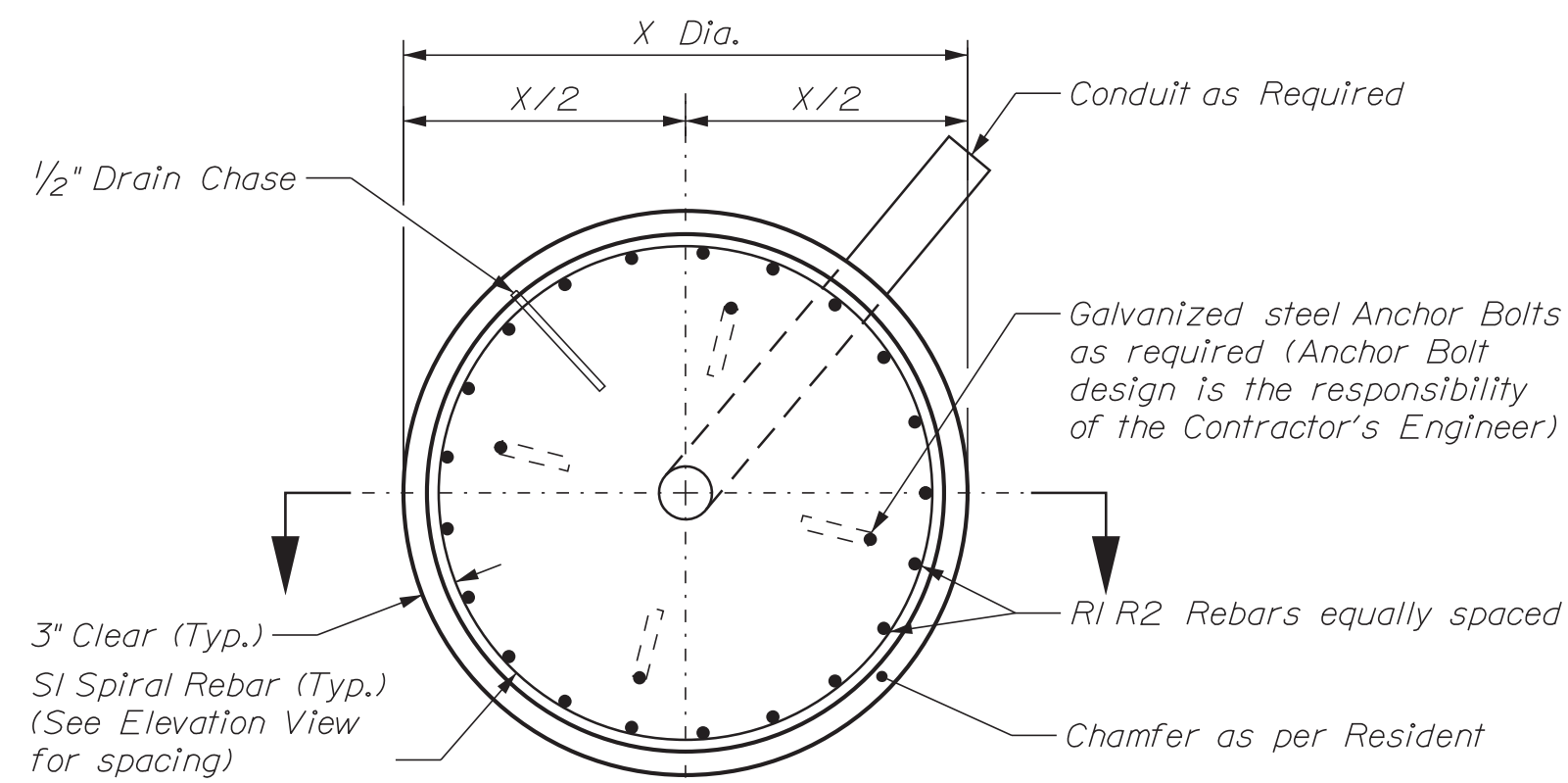
Relationships. Responsiveness. Results.
www.gorrillpalmer.com
207.772.2515

Date: 11/16/2020

Username: Terry.White

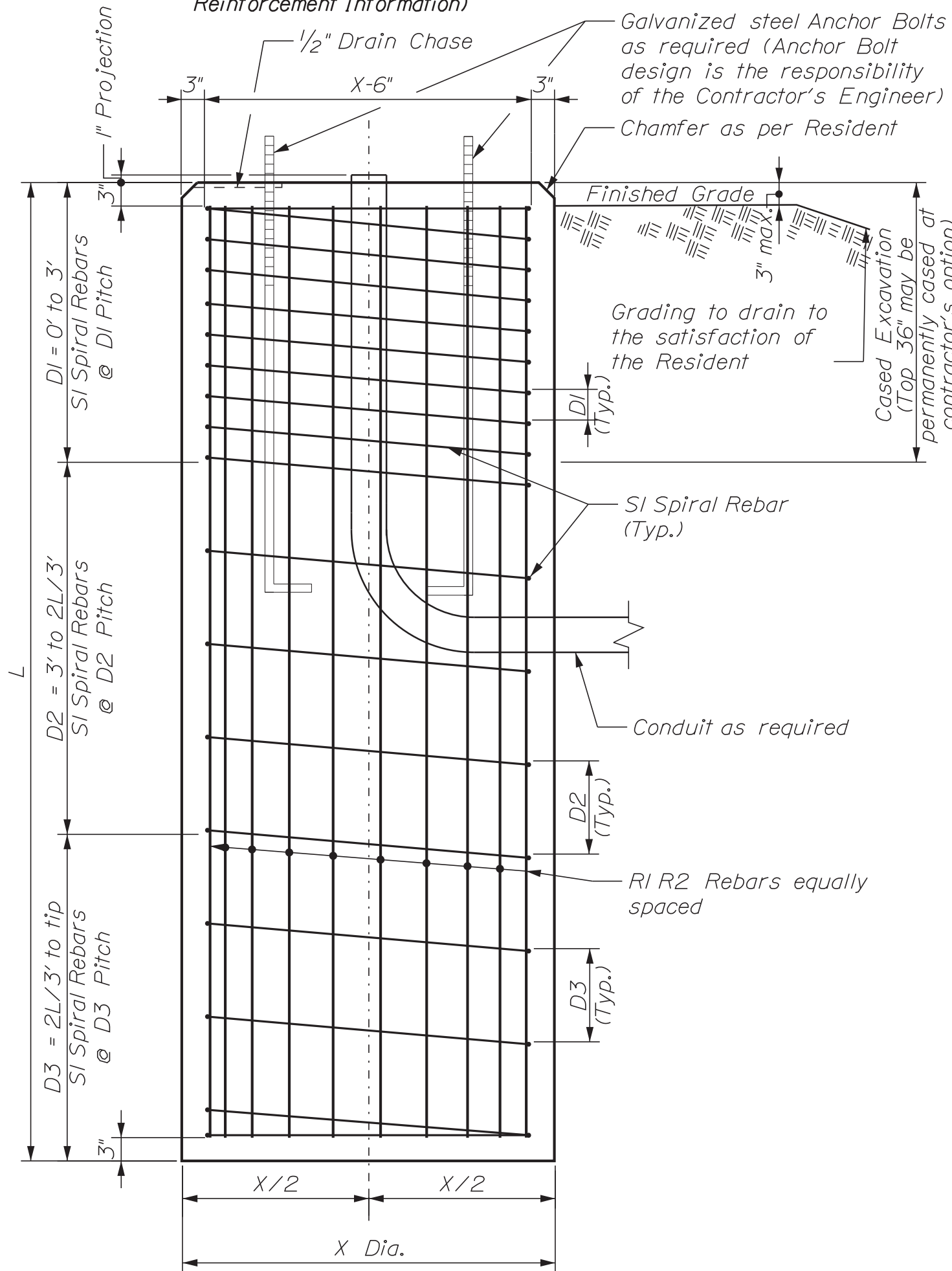
Division: GEOTECH

Filename: ... \MSTA004_MAF&BLP_WBL1.dgn



Drilled Shaft Plan View

Not to Scale (See Table for Drilled Shaft & Reinforcement Information)



Drilled Shaft Elevation View

Not to Scale (See Table for Drilled Shaft & Reinforcement Information)

MAST ARMS

(Station & Offset) 103+12.87, 37.72' Lt.
(Station & Offset) 103+60.10, 38.14' Rt.

NOTES:

- All reinforcing steel is to be grade 60 and conform to MaineDOT Standard Specification requirements along with any project specific Supplementals or Special Provisions.
- All rebar shall have 3" cover unless otherwise noted.
- Should there be a discrepancy between these Details and actual observed field conditions report it to the Resident immediately.
- Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.
- Concrete to be Class LP with $f'c = 5,000$ PSI.

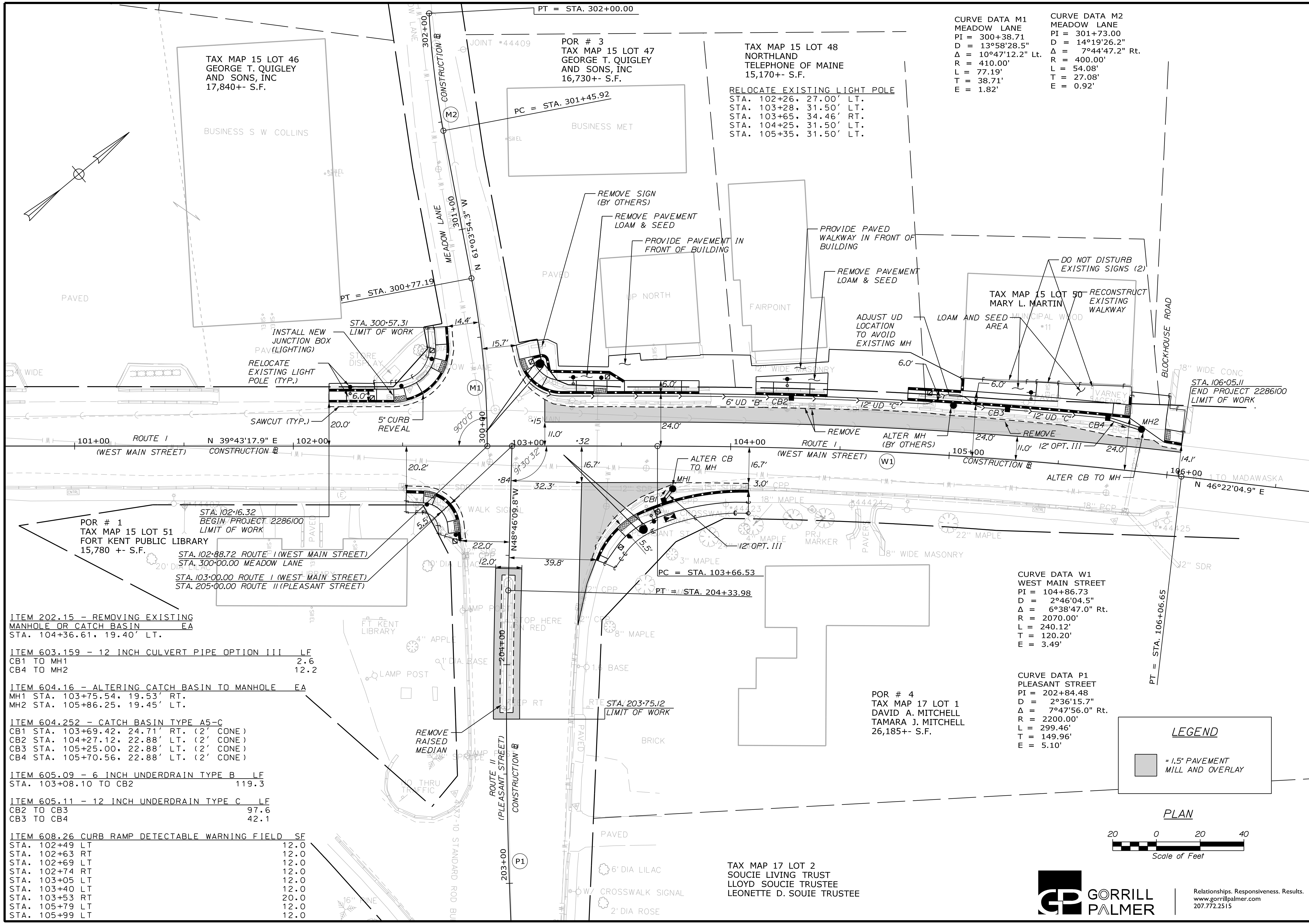
Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS				Project: Intersection Improvements Routes 1/11 Location: Fort Kent, Maine		Boring No.: HB-FKE-101																																																																																																																																																																																																																																																																							
Driller: MaineDOT	Elevation (ft.): 519.0	Auger ID/OD: 5" Dia.	WIN: 22861.00																																																																																																																																																																																																																																																																										
Operator: Doggett/Arron/Niles	Datum: NAVD89	Sampler: Standard Split Spoon																																																																																																																																																																																																																																																																											
Logged By: B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"																																																																																																																																																																																																																																																																											
Date Start/Finish: 9/19/2019: 12:00-13:00	Drilling Method: Solid Stem Auger	Core Barrel: N/A																																																																																																																																																																																																																																																																											
Boring Location: 103+08.1, 34.1 ft Lt.	Casing ID/OD: N/A	Water Level: N/A																																																																																																																																																																																																																																																																											
Hammer Efficiency Factor: 0.886	Hammer Type: Automatic Hydraulic	Rope & Cathead																																																																																																																																																																																																																																																																											
<p>Soil/Rock Sample Information</p> <table border="1"> <thead> <tr> <th>Depth (ft.)</th> <th>Sample No.</th> <th>Pen./Rec. (in)</th> <th>Sample Depth (ft.)</th> <th>Blows 1/6 in. (in)</th> <th>Blows 1/2 in. (in)</th> <th>Blows 1 in. (in)</th> <th>Blows 2 in. (in)</th> <th>Blows 4 in. (in)</th> <th>Blows 8 in. (in)</th> <th>Blows 16 in. (in)</th> <th>Blows 32 in. (in)</th> <th>Blows 64 in. (in)</th> <th>Blows 128 in. (in)</th> <th>Blows 256 in. (in)</th> <th>Blows 512 in. (in)</th> <th>Blows 1024 in. (in)</th> <th>Blows 2048 in. (in)</th> <th>Blows 4096 in. (in)</th> <th>Blows 8192 in. (in)</th> <th>Blows 16384 in. (in)</th> <th>Blows 32768 in. (in)</th> <th>Blows 65536 in. (in)</th> <th>Blows 131072 in. (in)</th> <th>Blows 262144 in. (in)</th> <th>Blows 524288 in. (in)</th> <th>Blows 1048576 in. (in)</th> <th>Blows 2097152 in. (in)</th> <th>Blows 4194304 in. (in)</th> <th>Blows 8388608 in. (in)</th> <th>Blows 16777216 in. (in)</th> <th>Blows 33554432 in. (in)</th> <th>Blows 67108864 in. (in)</th> <th>Blows 134217728 in. (in)</th> <th>Blows 268435456 in. (in)</th> <th>Blows 536870912 in. (in)</th> <th>Blows 1073741824 in. (in)</th> <th>Blows 2147483648 in. (in)</th> <th>Blows 4294967296 in. (in)</th> <th>Blows 8589934592 in. (in)</th> <th>Blows 17179869184 in. (in)</th> <th>Blows 34359738368 in. (in)</th> <th>Blows 68719476736 in. (in)</th> <th>Blows 137438953472 in. (in)</th> <th>Blows 274877906944 in. (in)</th> <th>Blows 549755813888 in. (in)</th> <th>Blows 1099511627776 in. (in)</th> <th>Blows 2199023255552 in. (in)</th> <th>Blows 4398046511104 in. (in)</th> <th>Blows 8796093022208 in. (in)</th> <th>Blows 17592186044416 in. (in)</th> <th>Blows 35184372088832 in. (in)</th> <th>Blows 70368744177664 in. (in)</th> <th>Blows 140737488355328 in. (in)</th> <th>Blows 281474976710656 in. (in)</th> <th>Blows 562949953421312 in. (in)</th> <th>Blows 1125899906842624 in. (in)</th> <th>Blows 2251799813685248 in. (in)</th> <th>Blows 4503599627370496 in. (in)</th> <th>Blows 9007199254740992 in. (in)</th> <th>Blows 18014398509481984 in. (in)</th> <th>Blows 36028797018963968 in. (in)</th> <th>Blows 72057594037927936 in. (in)</th> <th>Blows 144115188075855872 in. (in)</th> <th>Blows 288230376151711744 in. (in)</th> <th>Blows 576460752303423488 in. (in)</th> <th>Blows 1152921504606846976 in. (in)</th> <th>Blows 2305843009213693952 in. (in)</th> <th>Blows 4611686018427387904 in. (in)</th> <th>Blows 9223372036854775808 in. (in)</th> <th>Blows 18446744073709551616 in. (in)</th> <th>Blows 36893488147419103232 in. (in)</th> <th>Blows 73786976294838206464 in. (in)</th> <th>Blows 147573952589676412928 in. (in)</th> <th>Blows 295147905179352825856 in. (in)</th> <th>Blows 590295810358705651712 in. (in)</th> <th>Blows 1180591620717411303424 in. (in)</th> <th>Blows 2361183241434822606848 in. (in)</th> <th>Blows 4722366482869645213696 in. (in)</th> <th>Blows 9444732965739290427392 in. 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(in)</th> <th>Blows 5575186297684995688351406551340266566464 in. (in)</th> <th>Blows 11150372595369991376702813102680533132928 in. (in)</th> <th>Blows 223007451907399827534056262053610662576 in. (in)</th> <th>Blows 446014903814799655068112524107221325552 in. (in)</th> <th>Blows 8920298076295993101376248422144426111104 in. (in)</th> <th>Blows 1784059615259198620275449684428882222208 in. (in)</th> <th>Blows 3568119230518397240550899368857664444416 in. (in)</th> <th>Blows 7136238461036794481101799737775328888832 in. (in)</th> <th>Blows 142724769220735889622035987555505777776 in. (in)</th> <th>Blows 285449538441471779244071975111011555552 in. (in)</th> <th>Blows 5708990768829435584881439502220221111104 in. (in)</th> <th>Blows 1141798153765887116976879004440442222208 in. (in)</th> <th>Blows 2283596307531774235553758008880884444416 in. (in)</th> <th>Blows 4567192615063548471111516177776668888832 in. (in)</th> <th>Blows 91343852301270969422230323555533377776 in. (in)</th> <th>Blows 1826877046025419388444606571111111111104 in. (in)</th> <th>Blows 3653754092050838776889213142222222222208 in. (in)</th> <th>Blows 7307508184101677553778426284444444444416 in. (in)</th> <th>Blows 14615016368203355115556952568888888888832 in. (in)</th> <th>Blows 2923003273640671023111111111111111111104 in. (in)</th> <th>Blows 584600654728134204622222222222222222208 in. (in)</th> <th>Blows 1169201309456268409244444444444444444416 in. (in)</th> <th>Blows 2338402618912536818488888888888888888832 in. (in)</th> <th>Blows 467680523782507363697777777777777777776 in. (in)</th> <th>Blows 935361047565014727395555555555555555552 in. (in)</th> <th>Blows 18707220951300285447111111111111111111104 in. (in)</th> <th>Blows 3741444190260057089422222222222222222208 in. (in)</th> <th>Blows 7482888380520114178844444444444444444416 in. (in)</th> <th>Blows 14965776761040228377777777777777777776 in. (in)</th> <th>Blows 299315535220804567555555555555555555552 in. (in)</th> <th>Blows 5986310704416091351111111111111111111104 in. (in)</th> <th>Blows 1197262140832178222222222222222222222208 in. (in)</th> <th>Blows 2394524281624356444444444444444444444416 in. (in)</th> <th>Blows 4789048563248712888888888888888888888832 in. (in)</th> <th>Blows 95780971264974257777777777777777777776 in. (in)</th> <th>Blows 191561942539948515555555555555555555552 in. (in)</th> <th>Blows 3831238850798970311111111111111111111104 in. (in)</th> <th>Blows 766247770159794062222222222222222222208 in. (in)</th> <th>Blows 1532495440315588124444444444444444444416 in. (in)</th> <th>Blows 3064990880631176448888888888888888888832 in. (in)</th> <th>Blows 61299817612623528977777777777777777776 in. (in)</th> <th>Blows 122599632252471059555555555555555555552 in. (in)</th> <th>Blows 2451992645049421191111111111111111111104 in. (in)</th> <th>Blows 490398529009884238222222222222222222208 in. (in)</th> <th>Blows 980797058019768476444444444444444444416 in. (in)</th> <th>Blows 1961594116039376928888888888888888888832 in. (in)</th> <th>Blows 39231882320787538577777777777777777776 in. (in)</th> <th>Blows 78463764641575077155555555555555555552 in. (in)</th> <th>Blows 1569275292831501543111111111111111111104 in. (in)</th> <th>Blows 313855058566300308622222222222222222208 in. (in)</th> <th>Blows 6277101171326006172444444444444444444416 in. (in)</th> <th>Blows 1255420234265201234888888888888888888832 in. (in)</th> <th>Blows 25108404685304024697777777777777777776 in. (in)</th> <th>Blows 502168093706080493955555555555555555552 in. (in)</th> <th>Blows 10043361874121609879111111111111111111104 in. (in)</th> <th>Blows 2008672374824321975822222222222222222208 in. (in)</th> <th>Blows 4017344749648643951644444444444444444416 in. (in)</th> <th>Blows 8034689499297287903288888888888888888832 in. (in)</th> <th>Blows 160693789945745780657777777777777777776 in. (in)</th> <th>Blows 321387579891491561315555555555555555552 in. (in)</th> <th>Blows 6427751597829831226311111111111111111104 in. (in)</th> <th>Blows 1285550317659666253262222222222222222208 in. (in)</th> <th>Blows 2571100635319332506544444444444444444416 in. (in)</th> <th>Blows 5142201270638665013088888888888888888832 in. (in)</th> <th>Blows 10284402541277330026177777777777777776 in. (in)</th> <th>Blows 205688050825546600523555555555555555552 in. (in)</th> <th>Blows 4113761016510932010471111111111111111104 in. (in)</th> <th>Blows 8227522033021864020944444444444444444416 in. (in)</th> <th>Blows 1645504406604332841988888888888888888832 in. (in)</th> <th>Blows 32910088132086656839777777777777777776 in. (in)</th> <th>Blows 658201762641733136795555555555555555552 in. (in)</th> <th>Blows 1316403525283466273591111111111111111104 in. (in)</th> <th>Blows 263280705056693254718222222222222222208 in. (in)</th> <th>Blows 5265614101133865094364444444444444444416 in. (in)</th> <th>Blows 10531228202667330187288888888888888888832 in. (in)</th> <th>Blows 2106245640533466037457777777777777776 in. (in)</th> <th>Blows 421249128106693207491555555555555555552 in. (in)</th> <th>Blows 8424982562133864149831111111111111111104 in. (in)</th> <th>Blows 1684996524267772299662222222222222222208 in. (in)</th> <th>Blows 33699930485355445993244444444444444444416 in. (in)</th> <th>Blows 67399860970710891998488888888888888888832 in. (in)</th> <th>Blows 1347997219414178399697777777777777776 in. (in)</th> <th>Blows 269599443882835679939555555555555555552 in. (in)</th> <th>Blows 5391988877656713598791111111111111111104 in. (in)</th> <th>Blows 107839777553342271977822222222222222208 in. (in)</th> <th>Blows 21567955510668453955644444444444444444416 in. (in)</th> <th>Blows 43135911021336907911311111111111111111104 in. (in)</th> <th>Blows 862718220426738158226222222222222222208 in. (in)</th> <th>Blows 17254364408534763645244444444444444444416 in. (in)</th> <th>Blows 34508728817069527290488888888888888888832 in. (in)</th> <th>Blows 6901745763413905458097777777777777776 in. (in)</th> <th>Blows 138034915268278111761955555555555555552 in. (in)</th> <th>Blows 2760698305365562235239111111111111111104 in. (in)</th> <th>Blows 552139661073112447047822222222222222208 in. (in)</th> <th>Blows 110427922214622481481564444444444444444416 in. (in)</th> <th>Blows 220855844429244962963288888888888888888832 in. (in)</th> <th>Blows 4417116888584899259265777777777777776 in. (in)</th> <th>Blows 883423377716979951853155555555555555552 in. (in)</th> <th>Blows 17668465543395599037063111111111111111104 in. (in)</th> <th>Blows 3533693108679119807412622222222222222208 in. (in)</th> <th>Blows 70673862173582396148244444444444444444416 in. (in)</th> <th>Blows 141347724347164792296888888888888888888832 in. (in)</th> <th>Blows 282695448694329584593777777777777776 in. (in)</th> <th>Blows 565390897388659169118755555555555555552 in. (in)</th> <th>Blows 113078179477731833823564444444444444444416 in. (in)</th> <th>Blows 22615635895546367764713111111111111111104 in. (in)</th> <th>Blows 4523127179109273528942622222222222222208 in. (in)</th> <th>Blows 904625435821854705788488888888888888888832 in. (in)</th> <th>Blows 180925081644370941157777777777777776 in. (in)</th> <th>Blows 361850163288741882355555555555555555552 in. (in)</th> <th>Blows 7237003265774837647111111111111111111104 in. (in)</th> <th>Blows 1447400653549667291422222222222222222208 in. (in)</th> <th>Blows 28948013070993345828444444444444444444416 in. (in)</th> <th>Blows 578960261419866916456888888888888</th></tr></thead></table>								Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows 1/6 in. (in)	Blows 1/2 in. (in)	Blows 1 in. (in)	Blows 2 in. (in)	Blows 4 in. (in)	Blows 8 in. (in)	Blows 16 in. (in)	Blows 32 in. (in)	Blows 64 in. (in)	Blows 128 in. (in)	Blows 256 in. (in)	Blows 512 in. (in)	Blows 1024 in. (in)	Blows 2048 in. (in)	Blows 4096 in. (in)	Blows 8192 in. (in)	Blows 16384 in. (in)	Blows 32768 in. (in)	Blows 65536 in. (in)	Blows 131072 in. (in)	Blows 262144 in. (in)	Blows 524288 in. (in)	Blows 1048576 in. (in)	Blows 2097152 in. (in)	Blows 4194304 in. (in)	Blows 8388608 in. (in)	Blows 16777216 in. (in)	Blows 33554432 in. (in)	Blows 67108864 in. (in)	Blows 134217728 in. (in)	Blows 268435456 in. (in)	Blows 536870912 in. (in)	Blows 1073741824 in. (in)	Blows 2147483648 in. (in)	Blows 4294967296 in. (in)	Blows 8589934592 in. (in)	Blows 17179869184 in. (in)	Blows 34359738368 in. (in)	Blows 68719476736 in. (in)	Blows 137438953472 in. (in)	Blows 274877906944 in. (in)	Blows 549755813888 in. (in)	Blows 1099511627776 in. (in)	Blows 2199023255552 in. (in)	Blows 4398046511104 in. (in)	Blows 8796093022208 in. (in)	Blows 17592186044416 in. (in)	Blows 35184372088832 in. (in)	Blows 70368744177664 in. (in)	Blows 140737488355328 in. (in)	Blows 281474976710656 in. (in)	Blows 562949953421312 in. (in)	Blows 1125899906842624 in. (in)	Blows 2251799813685248 in. (in)	Blows 4503599627370496 in. (in)	Blows 9007199254740992 in. (in)	Blows 18014398509481984 in. (in)	Blows 36028797018963968 in. (in)	Blows 72057594037927936 in. (in)	Blows 144115188075855872 in. (in)	Blows 288230376151711744 in. (in)	Blows 576460752303423488 in. (in)	Blows 1152921504606846976 in. (in)	Blows 2305843009213693952 in. (in)	Blows 4611686018427387904 in. (in)	Blows 9223372036854775808 in. (in)	Blows 18446744073709551616 in. (in)	Blows 36893488147419103232 in. (in)	Blows 73786976294838206464 in. (in)	Blows 147573952589676412928 in. (in)	Blows 295147905179352825856 in. (in)	Blows 590295810358705651712 in. (in)	Blows 1180591620717411303424 in. (in)	Blows 2361183241434822606848 in. (in)	Blows 4722366482869645213696 in. (in)	Blows 9444732965739290427392 in. (in)	Blows 18889465931478580854784 in. (in)	Blows 37778931862957161709568 in. (in)	Blows 75557863725914323419136 in. (in)	Blows 151115727451828646838272 in. (in)	Blows 302231454903657293676544 in. (in)	Blows 604462909807314587353088 in. (in)	Blows 1208925819614629174706176 in. (in)	Blows 2417851639229258349412352 in. (in)	Blows 4835703278458516698824704 in. (in)	Blows 9671406556917033397649408 in. (in)	Blows 19342813113834066795298816 in. (in)	Blows 38685626227668133590597632 in. (in)	Blows 77371252455336267181195264 in. (in)	Blows 154742504910672534362390528 in. (in)	Blows 309485009821345068724781056 in. (in)	Blows 618970019642690137449562112 in. (in)	Blows 1237940039285380274899242224 in. (in)	Blows 2475880078570760549798484448 in. (in)	Blows 4951760157141521099596968896 in. (in)	Blows 9903520314283042199193937792 in. (in)	Blows 1980704062856608439838787584 in. (in)	Blows 3961408125713216879677575168 in. (in)	Blows 7922816251426433759355150336 in. (in)	Blows 15845632502852867518710300672 in. (in)	Blows 31691265005705735037420601344 in. (in)	Blows 63382530011411470074841202688 in. (in)	Blows 126765060022822940149682405376 in. (in)	Blows 253530120045645880299364810752 in. (in)	Blows 507060240091291760598729621504 in. (in)	Blows 1014120480182583521197459243008 in. (in)	Blows 2028240960365167042394918486016 in. (in)	Blows 4056481920730334084789836972032 in. (in)	Blows 8112963841460668169579793944064 in. (in)	Blows 16225927683221336391559588888128 in. (in)	Blows 32451855366442672783119177776256 in. (in)	Blows 64903710732885345566238355552512 in. (in)	Blows 1298074214657069111324767111100224 in. (in)	Blows 259614842931413822264934222200448 in. (in)	Blows 519229685862827644529868444400896 in. (in)	Blows 1038459371725655289059736888801792 in. (in)	Blows 2076918743451310578119473777603584 in. (in)	Blows 4153837486902621156238946555207168 in. (in)	Blows 8307674973805242312477893110414336 in. (in)	Blows 1661534994761048462495578222082872 in. (in)	Blows 3323069989522096924991156444165744 in. (in)	Blows 6646139979044193849982312888331488 in. (in)	Blows 1329227995808838769996462577662976 in. (in)	Blows 2658455991617677539992925155325952 in. (in)	Blows 53169119832353550799858503106519104 in. (in)	Blows 106338239664707101599717006213038208 in. (in)	Blows 212676479329414203199434012426074176 in. (in)	Blows 425352958658828406398868024852148352 in. (in)	Blows 850705917317656812797736049704296704 in. (in)	Blows 1701411834635313625595472099408593408 in. (in)	Blows 3402823669270627251191044198817086816 in. (in)	Blows 68056473385412545023820883976341733328 in. (in)	Blows 136112946770825090047641767952684666656 in. (in)	Blows 27222589354165018009528353590537333312 in. (in)	Blows 544451787083300360190567071810746666224 in. (in)	Blows 1088903573766600720381134143621493332448 in. (in)	Blows 217780714753320144076226828724278666496 in. (in)	Blows 435561429506640288152453657448573332992 in. (in)	Blows 871122859013280576304907314897066655872 in. (in)	Blows 17422457180265611526098146297941333111544 in. (in)	Blows 3484491436053122305219629259588266622288 in. (in)	Blows 696898287210624461043925851917653324576 in. (in)	Blows 1393796574421248922087851637835066649152 in. (in)	Blows 278759314884249784417570327567013328304 in. (in)	Blows 5575186297684995688351406551340266566464 in. (in)	Blows 11150372595369991376702813102680533132928 in. (in)	Blows 223007451907399827534056262053610662576 in. (in)	Blows 446014903814799655068112524107221325552 in. (in)	Blows 8920298076295993101376248422144426111104 in. (in)	Blows 1784059615259198620275449684428882222208 in. (in)	Blows 3568119230518397240550899368857664444416 in. (in)	Blows 7136238461036794481101799737775328888832 in. (in)	Blows 142724769220735889622035987555505777776 in. (in)	Blows 285449538441471779244071975111011555552 in. (in)	Blows 5708990768829435584881439502220221111104 in. (in)	Blows 1141798153765887116976879004440442222208 in. (in)	Blows 2283596307531774235553758008880884444416 in. (in)	Blows 4567192615063548471111516177776668888832 in. (in)	Blows 91343852301270969422230323555533377776 in. (in)	Blows 1826877046025419388444606571111111111104 in. (in)	Blows 3653754092050838776889213142222222222208 in. (in)	Blows 7307508184101677553778426284444444444416 in. (in)	Blows 14615016368203355115556952568888888888832 in. (in)	Blows 2923003273640671023111111111111111111104 in. (in)	Blows 584600654728134204622222222222222222208 in. (in)	Blows 1169201309456268409244444444444444444416 in. (in)	Blows 2338402618912536818488888888888888888832 in. (in)	Blows 467680523782507363697777777777777777776 in. (in)	Blows 935361047565014727395555555555555555552 in. (in)	Blows 18707220951300285447111111111111111111104 in. (in)	Blows 3741444190260057089422222222222222222208 in. (in)	Blows 7482888380520114178844444444444444444416 in. (in)	Blows 14965776761040228377777777777777777776 in. (in)	Blows 299315535220804567555555555555555555552 in. (in)	Blows 5986310704416091351111111111111111111104 in. (in)	Blows 1197262140832178222222222222222222222208 in. (in)	Blows 2394524281624356444444444444444444444416 in. (in)	Blows 4789048563248712888888888888888888888832 in. (in)	Blows 95780971264974257777777777777777777776 in. (in)	Blows 191561942539948515555555555555555555552 in. (in)	Blows 3831238850798970311111111111111111111104 in. (in)	Blows 766247770159794062222222222222222222208 in. (in)	Blows 1532495440315588124444444444444444444416 in. (in)	Blows 3064990880631176448888888888888888888832 in. (in)	Blows 61299817612623528977777777777777777776 in. (in)	Blows 122599632252471059555555555555555555552 in. (in)	Blows 2451992645049421191111111111111111111104 in. (in)	Blows 490398529009884238222222222222222222208 in. (in)	Blows 980797058019768476444444444444444444416 in. (in)	Blows 1961594116039376928888888888888888888832 in. (in)	Blows 39231882320787538577777777777777777776 in. (in)	Blows 78463764641575077155555555555555555552 in. (in)	Blows 1569275292831501543111111111111111111104 in. (in)	Blows 313855058566300308622222222222222222208 in. (in)	Blows 6277101171326006172444444444444444444416 in. (in)	Blows 1255420234265201234888888888888888888832 in. (in)	Blows 25108404685304024697777777777777777776 in. (in)	Blows 502168093706080493955555555555555555552 in. (in)	Blows 10043361874121609879111111111111111111104 in. (in)	Blows 2008672374824321975822222222222222222208 in. (in)	Blows 4017344749648643951644444444444444444416 in. (in)	Blows 8034689499297287903288888888888888888832 in. (in)	Blows 160693789945745780657777777777777777776 in. (in)	Blows 321387579891491561315555555555555555552 in. (in)	Blows 6427751597829831226311111111111111111104 in. (in)	Blows 1285550317659666253262222222222222222208 in. (in)	Blows 2571100635319332506544444444444444444416 in. (in)	Blows 5142201270638665013088888888888888888832 in. (in)	Blows 10284402541277330026177777777777777776 in. (in)	Blows 205688050825546600523555555555555555552 in. (in)	Blows 4113761016510932010471111111111111111104 in. (in)	Blows 8227522033021864020944444444444444444416 in. (in)	Blows 1645504406604332841988888888888888888832 in. (in)	Blows 32910088132086656839777777777777777776 in. (in)	Blows 658201762641733136795555555555555555552 in. (in)	Blows 1316403525283466273591111111111111111104 in. (in)	Blows 263280705056693254718222222222222222208 in. (in)	Blows 5265614101133865094364444444444444444416 in. (in)	Blows 10531228202667330187288888888888888888832 in. (in)	Blows 2106245640533466037457777777777777776 in. (in)	Blows 421249128106693207491555555555555555552 in. (in)	Blows 8424982562133864149831111111111111111104 in. (in)	Blows 1684996524267772299662222222222222222208 in. (in)	Blows 33699930485355445993244444444444444444416 in. (in)	Blows 67399860970710891998488888888888888888832 in. (in)	Blows 1347997219414178399697777777777777776 in. (in)	Blows 269599443882835679939555555555555555552 in. (in)	Blows 5391988877656713598791111111111111111104 in. (in)	Blows 107839777553342271977822222222222222208 in. (in)	Blows 21567955510668453955644444444444444444416 in. (in)	Blows 43135911021336907911311111111111111111104 in. (in)	Blows 862718220426738158226222222222222222208 in. (in)	Blows 17254364408534763645244444444444444444416 in. (in)	Blows 34508728817069527290488888888888888888832 in. (in)	Blows 6901745763413905458097777777777777776 in. (in)	Blows 138034915268278111761955555555555555552 in. (in)	Blows 2760698305365562235239111111111111111104 in. (in)	Blows 552139661073112447047822222222222222208 in. (in)	Blows 110427922214622481481564444444444444444416 in. (in)	Blows 220855844429244962963288888888888888888832 in. (in)	Blows 4417116888584899259265777777777777776 in. (in)	Blows 883423377716979951853155555555555555552 in. (in)	Blows 17668465543395599037063111111111111111104 in. (in)	Blows 3533693108679119807412622222222222222208 in. (in)	Blows 70673862173582396148244444444444444444416 in. (in)	Blows 141347724347164792296888888888888888888832 in. (in)	Blows 282695448694329584593777777777777776 in. (in)	Blows 565390897388659169118755555555555555552 in. (in)	Blows 113078179477731833823564444444444444444416 in. (in)	Blows 22615635895546367764713111111111111111104 in. (in)	Blows 4523127179109273528942622222222222222208 in. (in)	Blows 904625435821854705788488888888888888888832 in. (in)	Blows 180925081644370941157777777777777776 in. (in)	Blows 361850163288741882355555555555555555552 in. (in)	Blows 7237003265774837647111111111111111111104 in. (in)	Blows 1447400653549667291422222222222222222208 in. (in)	Blows 28948013070993345828444444444444444444416 in. (in)	Blows 578960261419866916456888888888888
Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows 1/6 in. (in)	Blows 1/2 in. (in)	Blows 1 in. (in)	Blows 2 in. (in)	Blows 4 in. (in)	Blows 8 in. (in)	Blows 16 in. (in)	Blows 32 in. (in)	Blows 64 in. (in)	Blows 128 in. (in)	Blows 256 in. (in)	Blows 512 in. (in)	Blows 1024 in. (in)	Blows 2048 in. (in)	Blows 4096 in. (in)	Blows 8192 in. (in)	Blows 16384 in. (in)	Blows 32768 in. (in)	Blows 65536 in. (in)	Blows 131072 in. (in)	Blows 262144 in. (in)	Blows 524288 in. (in)	Blows 1048576 in. (in)	Blows 2097152 in. (in)	Blows 4194304 in. (in)	Blows 8388608 in. (in)	Blows 16777216 in. (in)	Blows 33554432 in. (in)	Blows 67108864 in. (in)	Blows 134217728 in. (in)	Blows 268435456 in. (in)	Blows 536870912 in. (in)	Blows 1073741824 in. (in)	Blows 2147483648 in. (in)	Blows 4294967296 in. (in)	Blows 8589934592 in. (in)	Blows 17179869184 in. (in)	Blows 34359738368 in. (in)	Blows 68719476736 in. (in)	Blows 137438953472 in. (in)	Blows 274877906944 in. (in)	Blows 549755813888 in. (in)	Blows 1099511627776 in. (in)	Blows 2199023255552 in. (in)	Blows 4398046511104 in. (in)	Blows 8796093022208 in. (in)	Blows 17592186044416 in. (in)	Blows 35184372088832 in. (in)	Blows 70368744177664 in. (in)	Blows 140737488355328 in. (in)	Blows 281474976710656 in. (in)	Blows 562949953421312 in. (in)	Blows 1125899906842624 in. (in)	Blows 2251799813685248 in. (in)	Blows 4503599627370496 in. (in)	Blows 9007199254740992 in. (in)	Blows 18014398509481984 in. (in)	Blows 36028797018963968 in. (in)	Blows 72057594037927936 in. (in)	Blows 144115188075855872 in. (in)	Blows 288230376151711744 in. (in)	Blows 576460752303423488 in. (in)	Blows 1152921504606846976 in. (in)	Blows 2305843009213693952 in. (in)	Blows 4611686018427387904 in. (in)	Blows 9223372036854775808 in. (in)	Blows 18446744073709551616 in. (in)	Blows 36893488147419103232 in. (in)	Blows 73786976294838206464 in. (in)	Blows 147573952589676412928 in. (in)	Blows 295147905179352825856 in. (in)	Blows 590295810358705651712 in. (in)	Blows 1180591620717411303424 in. (in)	Blows 2361183241434822606848 in. (in)	Blows 4722366482869645213696 in. (in)	Blows 9444732965739290427392 in. (in)	Blows 18889465931478580854784 in. (in)	Blows 37778931862957161709568 in. (in)	Blows 75557863725914323419136 in. (in)	Blows 151115727451828646838272 in. (in)	Blows 302231454903657293676544 in. (in)	Blows 604462909807314587353088 in. (in)	Blows 1208925819614629174706176 in. (in)	Blows 2417851639229258349412352 in. (in)	Blows 4835703278458516698824704 in. (in)	Blows 9671406556917033397649408 in. (in)	Blows 19342813113834066795298816 in. (in)	Blows 38685626227668133590597632 in. (in)	Blows 77371252455336267181195264 in. (in)	Blows 154742504910672534362390528 in. (in)	Blows 309485009821345068724781056 in. (in)	Blows 618970019642690137449562112 in. (in)	Blows 1237940039285380274899242224 in. (in)	Blows 2475880078570760549798484448 in. (in)	Blows 4951760157141521099596968896 in. (in)	Blows 9903520314283042199193937792 in. (in)	Blows 1980704062856608439838787584 in. (in)	Blows 3961408125713216879677575168 in. (in)	Blows 7922816251426433759355150336 in. (in)	Blows 15845632502852867518710300672 in. (in)	Blows 31691265005705735037420601344 in. (in)	Blows 63382530011411470074841202688 in. (in)	Blows 126765060022822940149682405376 in. (in)	Blows 253530120045645880299364810752 in. (in)	Blows 507060240091291760598729621504 in. (in)	Blows 1014120480182583521197459243008 in. (in)	Blows 2028240960365167042394918486016 in. (in)	Blows 4056481920730334084789836972032 in. (in)	Blows 8112963841460668169579793944064 in. (in)	Blows 16225927683221336391559588888128 in. (in)	Blows 32451855366442672783119177776256 in. (in)	Blows 64903710732885345566238355552512 in. (in)	Blows 1298074214657069111324767111100224 in. (in)	Blows 259614842931413822264934222200448 in. (in)	Blows 519229685862827644529868444400896 in. (in)	Blows 1038459371725655289059736888801792 in. (in)	Blows 2076918743451310578119473777603584 in. (in)	Blows 4153837486902621156238946555207168 in. (in)	Blows 8307674973805242312477893110414336 in. (in)	Blows 1661534994761048462495578222082872 in. (in)	Blows 3323069989522096924991156444165744 in. (in)	Blows 6646139979044193849982312888331488 in. (in)	Blows 1329227995808838769996462577662976 in. (in)	Blows 2658455991617677539992925155325952 in. (in)	Blows 53169119832353550799858503106519104 in. (in)	Blows 106338239664707101599717006213038208 in. (in)	Blows 212676479329414203199434012426074176 in. (in)	Blows 425352958658828406398868024852148352 in. (in)	Blows 850705917317656812797736049704296704 in. (in)	Blows 1701411834635313625595472099408593408 in. (in)	Blows 3402823669270627251191044198817086816 in. (in)	Blows 68056473385412545023820883976341733328 in. (in)	Blows 136112946770825090047641767952684666656 in. (in)	Blows 27222589354165018009528353590537333312 in. (in)	Blows 544451787083300360190567071810746666224 in. (in)	Blows 1088903573766600720381134143621493332448 in. (in)	Blows 217780714753320144076226828724278666496 in. (in)	Blows 435561429506640288152453657448573332992 in. (in)	Blows 871122859013280576304907314897066655872 in. (in)	Blows 17422457180265611526098146297941333111544 in. (in)	Blows 3484491436053122305219629259588266622288 in. (in)	Blows 696898287210624461043925851917653324576 in. (in)	Blows 1393796574421248922087851637835066649152 in. (in)	Blows 278759314884249784417570327567013328304 in. (in)	Blows 5575186297684995688351406551340266566464 in. (in)	Blows 11150372595369991376702813102680533132928 in. (in)	Blows 223007451907399827534056262053610662576 in. (in)	Blows 446014903814799655068112524107221325552 in. (in)	Blows 8920298076295993101376248422144426111104 in. (in)	Blows 1784059615259198620275449684428882222208 in. (in)	Blows 3568119230518397240550899368857664444416 in. (in)	Blows 7136238461036794481101799737775328888832 in. (in)	Blows 142724769220735889622035987555505777776 in. (in)	Blows 285449538441471779244071975111011555552 in. (in)	Blows 5708990768829435584881439502220221111104 in. (in)	Blows 1141798153765887116976879004440442222208 in. (in)	Blows 2283596307531774235553758008880884444416 in. (in)	Blows 4567192615063548471111516177776668888832 in. (in)	Blows 91343852301270969422230323555533377776 in. (in)	Blows 1826877046025419388444606571111111111104 in. (in)	Blows 3653754092050838776889213142222222222208 in. (in)	Blows 7307508184101677553778426284444444444416 in. (in)	Blows 14615016368203355115556952568888888888832 in. (in)	Blows 2923003273640671023111111111111111111104 in. (in)	Blows 584600654728134204622222222222222222208 in. (in)	Blows 1169201309456268409244444444444444444416 in. (in)	Blows 2338402618912536818488888888888888888832 in. (in)	Blows 467680523782507363697777777777777777776 in. (in)	Blows 935361047565014727395555555555555555552 in. (in)	Blows 18707220951300285447111111111111111111104 in. (in)	Blows 3741444190260057089422222222222222222208 in. (in)	Blows 7482888380520114178844444444444444444416 in. (in)	Blows 14965776761040228377777777777777777776 in. (in)	Blows 299315535220804567555555555555555555552 in. (in)	Blows 5986310704416091351111111111111111111104 in. (in)	Blows 1197262140832178222222222222222222222208 in. (in)	Blows 2394524281624356444444444444444444444416 in. (in)	Blows 4789048563248712888888888888888888888832 in. (in)	Blows 95780971264974257777777777777777777776 in. (in)	Blows 191561942539948515555555555555555555552 in. (in)	Blows 3831238850798970311111111111111111111104 in. (in)	Blows 766247770159794062222222222222222222208 in. (in)	Blows 1532495440315588124444444444444444444416 in. (in)	Blows 3064990880631176448888888888888888888832 in. (in)	Blows 61299817612623528977777777777777777776 in. (in)	Blows 122599632252471059555555555555555555552 in. (in)	Blows 2451992645049421191111111111111111111104 in. (in)	Blows 490398529009884238222222222222222222208 in. (in)	Blows 980797058019768476444444444444444444416 in. (in)	Blows 1961594116039376928888888888888888888832 in. (in)	Blows 39231882320787538577777777777777777776 in. (in)	Blows 78463764641575077155555555555555555552 in. (in)	Blows 1569275292831501543111111111111111111104 in. (in)	Blows 313855058566300308622222222222222222208 in. (in)	Blows 6277101171326006172444444444444444444416 in. (in)	Blows 1255420234265201234888888888888888888832 in. (in)	Blows 25108404685304024697777777777777777776 in. (in)	Blows 502168093706080493955555555555555555552 in. (in)	Blows 10043361874121609879111111111111111111104 in. (in)	Blows 2008672374824321975822222222222222222208 in. (in)	Blows 4017344749648643951644444444444444444416 in. (in)	Blows 8034689499297287903288888888888888888832 in. (in)	Blows 160693789945745780657777777777777777776 in. (in)	Blows 321387579891491561315555555555555555552 in. (in)	Blows 6427751597829831226311111111111111111104 in. (in)	Blows 1285550317659666253262222222222222222208 in. (in)	Blows 2571100635319332506544444444444444444416 in. (in)	Blows 5142201270638665013088888888888888888832 in. (in)	Blows 10284402541277330026177777777777777776 in. (in)	Blows 205688050825546600523555555555555555552 in. (in)	Blows 4113761016510932010471111111111111111104 in. (in)	Blows 8227522033021864020944444444444444444416 in. (in)	Blows 1645504406604332841988888888888888888832 in. (in)	Blows 32910088132086656839777777777777777776 in. (in)	Blows 658201762641733136795555555555555555552 in. (in)	Blows 1316403525283466273591111111111111111104 in. (in)	Blows 263280705056693254718222222222222222208 in. (in)	Blows 5265614101133865094364444444444444444416 in. (in)	Blows 10531228202667330187288888888888888888832 in. (in)	Blows 2106245640533466037457777777777777776 in. (in)	Blows 421249128106693207491555555555555555552 in. (in)	Blows 8424982562133864149831111111111111111104 in. (in)	Blows 1684996524267772299662222222222222222208 in. (in)	Blows 33699930485355445993244444444444444444416 in. (in)	Blows 67399860970710891998488888888888888888832 in. (in)	Blows 1347997219414178399697777777777777776 in. (in)	Blows 269599443882835679939555555555555555552 in. (in)	Blows 5391988877656713598791111111111111111104 in. (in)	Blows 107839777553342271977822222222222222208 in. (in)	Blows 21567955510668453955644444444444444444416 in. (in)	Blows 43135911021336907911311111111111111111104 in. (in)	Blows 862718220426738158226222222222222222208 in. (in)	Blows 17254364408534763645244444444444444444416 in. (in)	Blows 34508728817069527290488888888888888888832 in. (in)	Blows 6901745763413905458097777777777777776 in. (in)	Blows 138034915268278111761955555555555555552 in. (in)	Blows 2760698305365562235239111111111111111104 in. (in)	Blows 552139661073112447047822222222222222208 in. (in)	Blows 110427922214622481481564444444444444444416 in. (in)	Blows 220855844429244962963288888888888888888832 in. (in)	Blows 4417116888584899259265777777777777776 in. (in)	Blows 883423377716979951853155555555555555552 in. (in)	Blows 17668465543395599037063111111111111111104 in. (in)	Blows 3533693108679119807412622222222222222208 in. (in)	Blows 70673862173582396148244444444444444444416 in. (in)	Blows 141347724347164792296888888888888888888832 in. (in)	Blows 282695448694329584593777777777777776 in. (in)	Blows 565390897388659169118755555555555555552 in. (in)	Blows 113078179477731833823564444444444444444416 in. (in)	Blows 22615635895546367764713111111111111111104 in. (in)	Blows 4523127179109273528942622222222222222208 in. (in)	Blows 904625435821854705788488888888888888888832 in. (in)	Blows 180925081644370941157777777777777776 in. (in)	Blows 361850163288741882355555555555555555552 in. (in)	Blows 7237003265774837647111111111111111111104 in. (in)	Blows 1447400653549667291422222222222222222208 in. (in)	Blows 28948013070993345828444444444444444444416 in. (in)	Blows 578960261419866916456888888888888								

Date: 1/8/2024

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ...\\005\Highway\005_HDPlan_001.dgn



CURVE DATA M1
MEADOW LANE
PI = 300+38.71
D = 13°58'28.5"
Δ = 10°47'12.2" Lt.
R = 410.00'
L = 77.19'
T = 38.71'
E = 1.82'

CURVE DATA M2
MEADOW LANE
PI = 301+73.00
D = 14°19'26.2"
Δ = 7°44'47.2" Rt.
R = 400.00'
L = 54.08'
T = 27.08'
E = 0.92'

TAX MAP 15 LOT 48
NORTHLAND
TELEPHONE OF MAINE
15,170+- S.F.

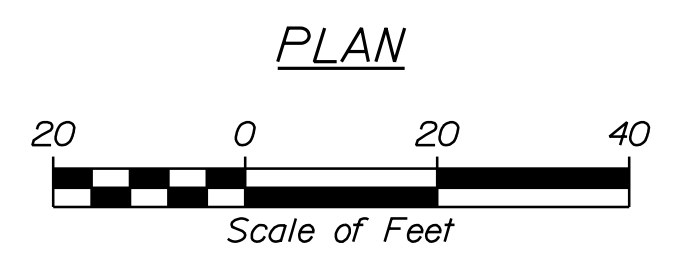
RELOCATE EXISTING LIGHT POLE
STA. 102+26, 27.00' LT.
STA. 103+28, 31.50' LT.
STA. 103+65, 34.46' RT.
STA. 104+25, 31.50' LT.
STA. 105+35, 31.50' LT.

CURVE DATA W1
WEST MAIN STREET
PI = 104+86.73
D = 2°46'04.5"
Δ = 6°38'47.0" Rt.
R = 2070.00'
L = 240.12'
T = 120.20'
E = 3.49'

CURVE DATA P1
PLEASANT STREET
PI = 202+84.48
D = 2°36'15.7"
Δ = 7°47'56.0" Rt.
R = 2200.00'
L = 299.46'
T = 149.96'
E = 5.10'

LEGEND

■ = 1.5" PAVEMENT MILL AND OVERLAY



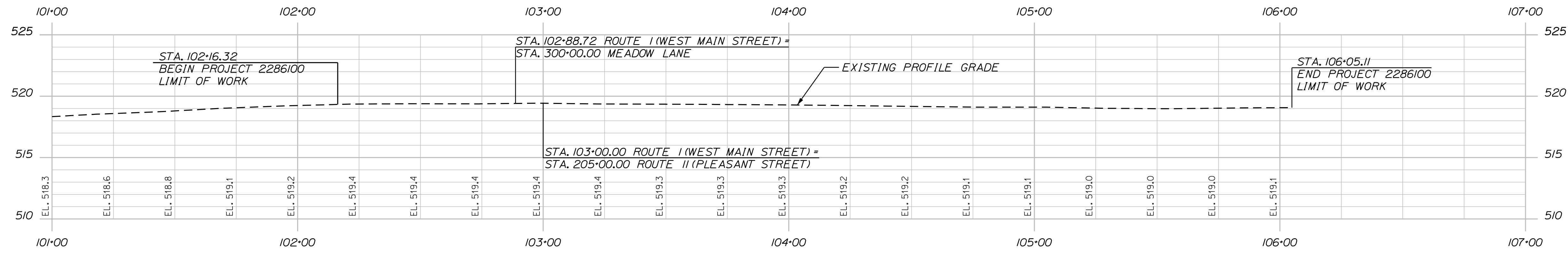
- ITEM 202.15 - REMOVING EXISTING MANHOLE OR CATCH BASIN EA
STA. 104+36.61, 19.40' LT.
- ITEM 603.159 - 12 INCH CULVERT PIPE OPTION III LF
CB1 TO MH1 2.6
CB4 TO MH2 12.2
- ITEM 604.16 - ALTERING CATCH BASIN TO MANHOLE EA
MH1 STA. 103+75.54, 19.53' RT.
MH2 STA. 105+86.25, 19.45' LT.
- ITEM 604.252 - CATCH BASIN TYPE A5-C
CB1 STA. 103+69.42, 24.71' RT. (2' CONE)
CB2 STA. 104+27.12, 22.88' LT. (2' CONE)
CB3 STA. 105+25.00, 22.88' LT. (2' CONE)
CB4 STA. 105+70.56, 22.88' LT. (2' CONE)
- ITEM 605.09 - 6 INCH UNDERDRAIN TYPE B LF
STA. 103+08.10 TO CB2 119.3
- ITEM 605.11 - 12 INCH UNDERDRAIN TYPE C LF
CB2 TO CB3 97.6
CB3 TO CB4 42.1
- ITEM 608.26 CURB RAMP DETECTABLE WARNING FIELD SF
STA. 102+49 LT 12.0
STA. 102+63 RT 12.0
STA. 102+69 LT 12.0
STA. 102+74 RT 12.0
STA. 103+05 LT 12.0
STA. 103+40 LT 12.0
STA. 103+53 RT 20.0
STA. 105+79 LT 12.0
STA. 105+99 LT 12.0

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2286100
WIN
22861.00

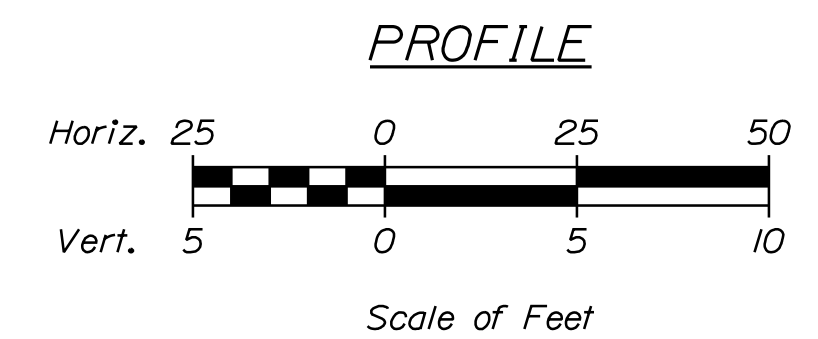
PROJECT: FORT KENT PLEASANT ST. / MEADOW LN.
GENERAL PLAN

PROJ. MANAGER	DATE	BY	REVISIONS	FIELD CHANGES
A. CORNEAU II	01/24	T. WARREN	1	
L. LANDRY	01/24	T. WARREN	2	
T. DIETINGER			3	
			4	

SHEET NUMBER
5
OF 15



ROUTE 1 PROFILE



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2286100
WIN
22861.00

PROJ. MANAGER	A. CORNEAU II	BY	T. WARREN	DATE	01/24
DESIGN-DETAILED	T. LANDRY	CHECKED-REVIEWED	T. DITTINGER	SIGNATURE	
DESIGN-DETAILED		DESIGN-DETAILED		P.E. NUMBER	
REVISIONS 1		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					

PROJ. MANAGER	A. CORNEAU II	BY	T. WARREN	DATE	01/24
DESIGN-DETAILED	T. LANDRY	CHECKED-REVIEWED	T. DITTINGER	SIGNATURE	
DESIGN-DETAILED		DESIGN-DETAILED		P.E. NUMBER	
REVISIONS 1		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					

FORT KENT
W. MAIN ST./PLEASANT ST.
/MEADOW LN.
PROFILE

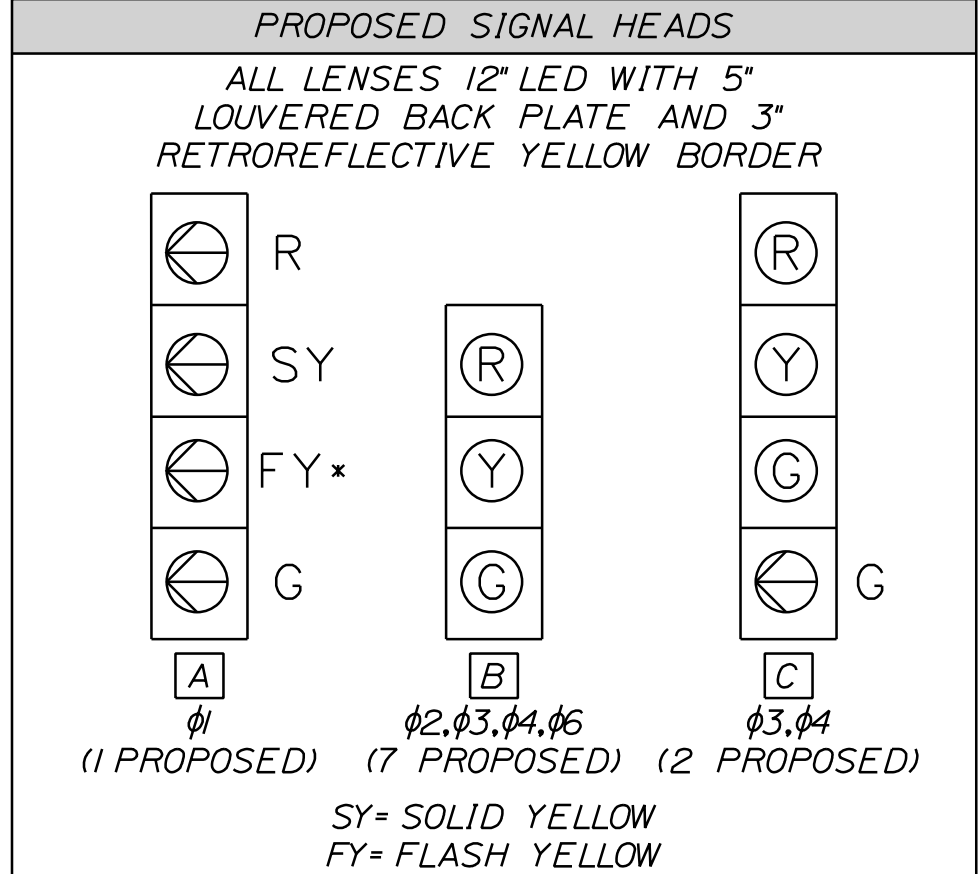
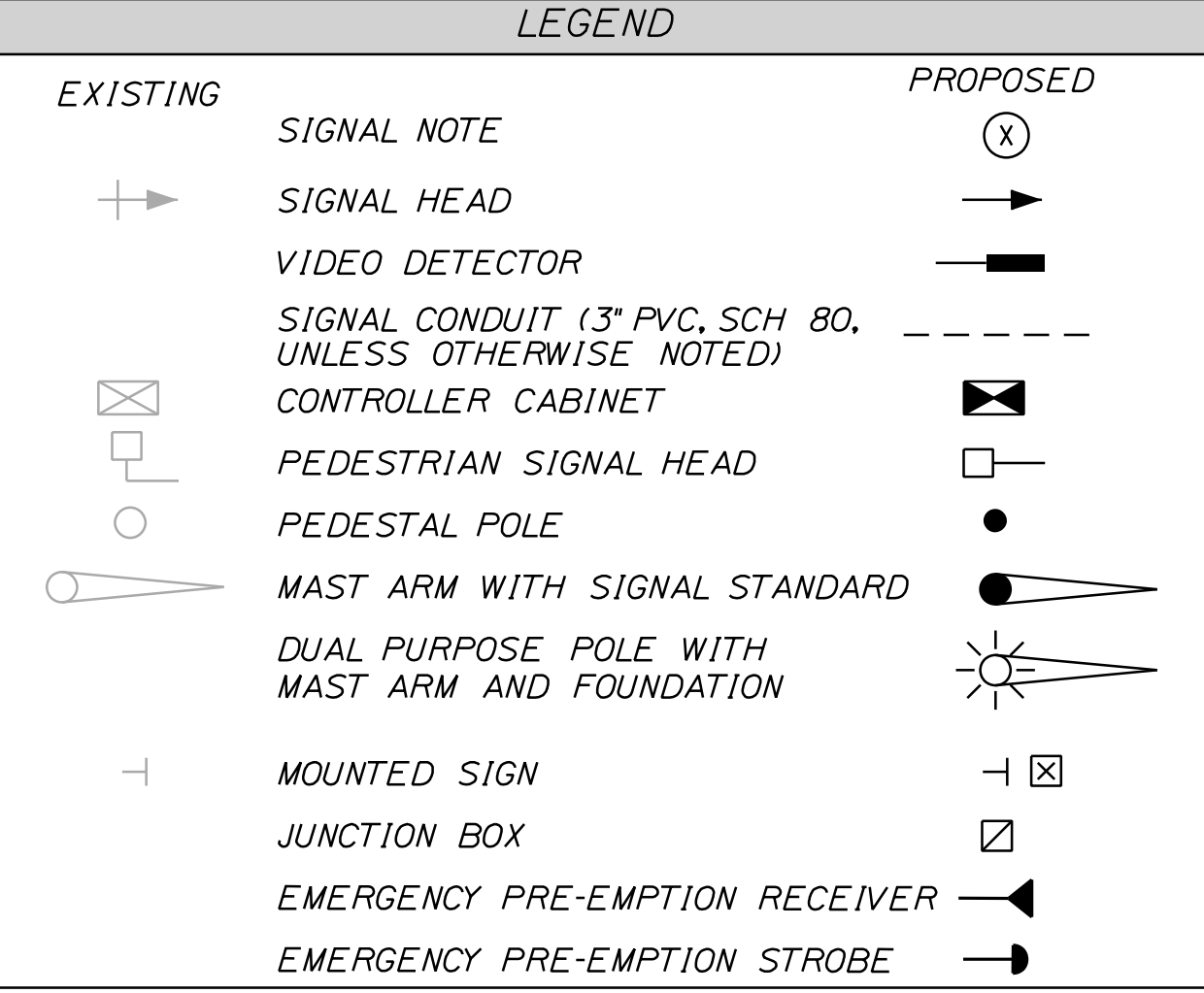
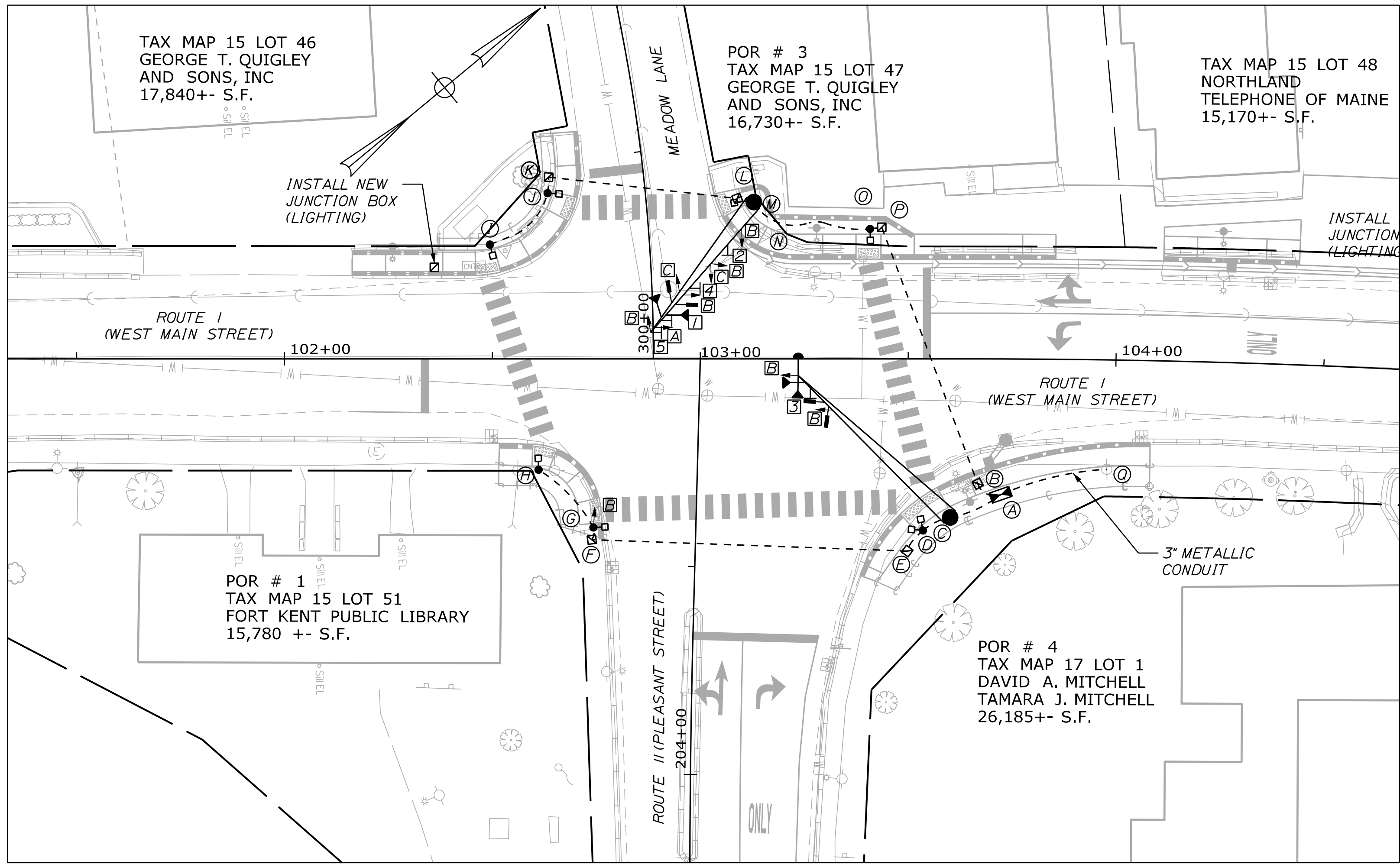
SHEET NUMBER

6

OF 15



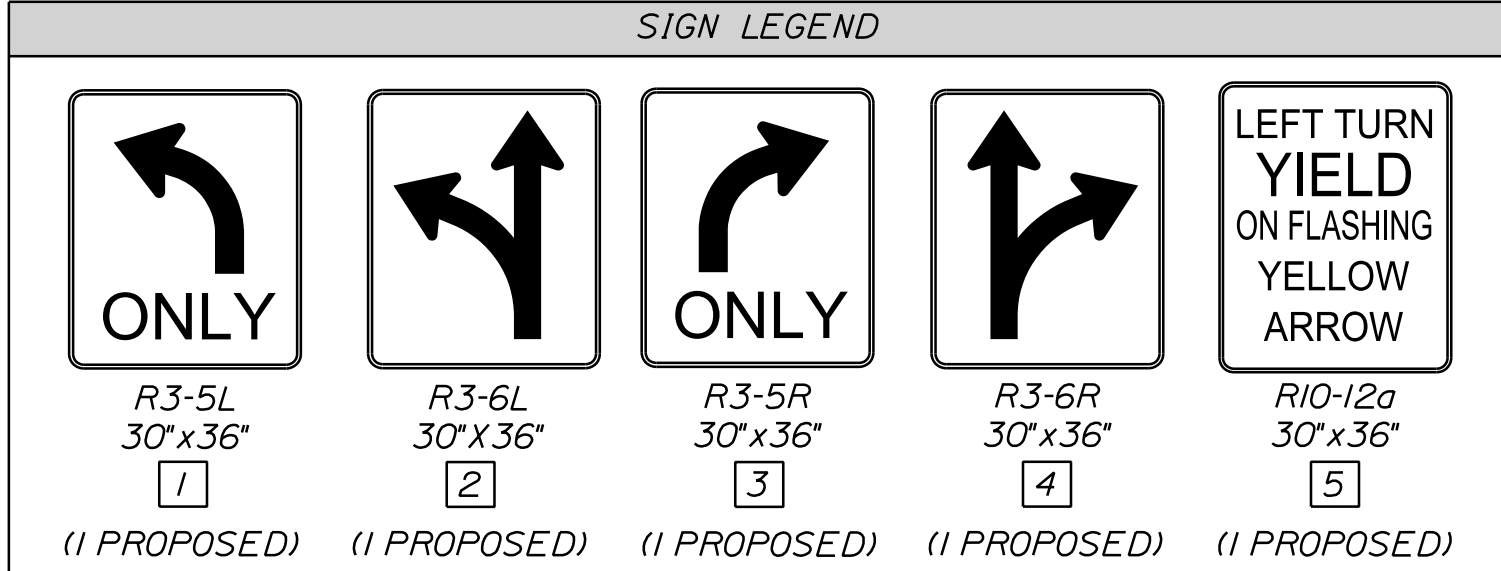
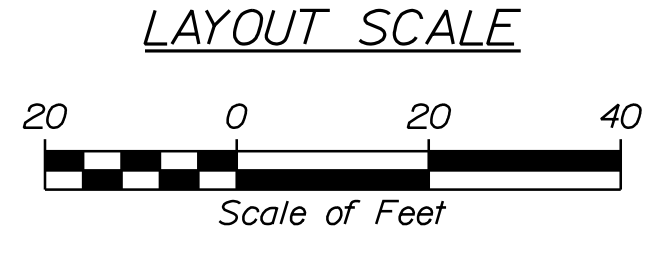
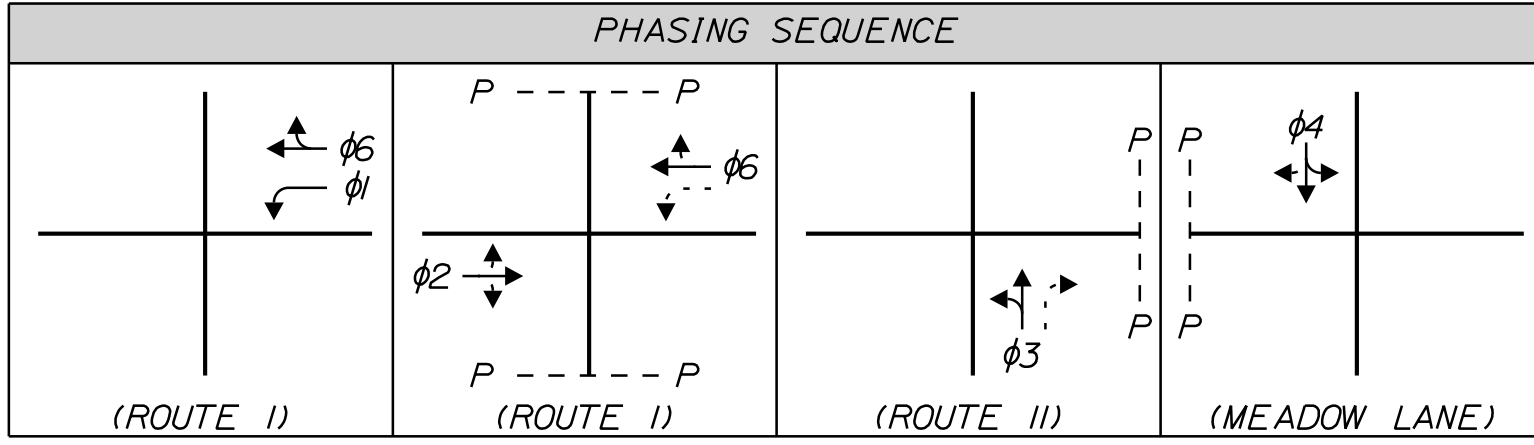
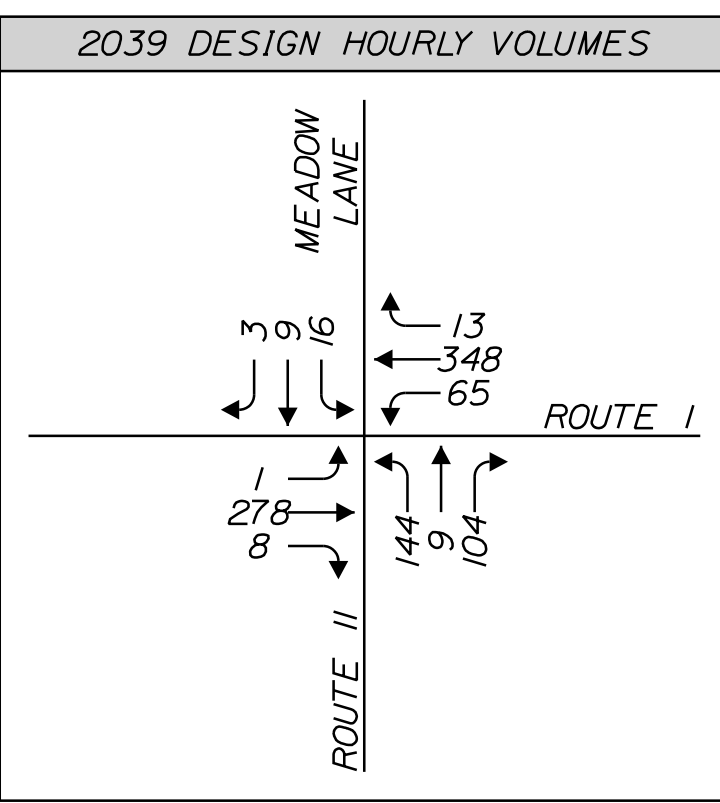
Relationships. Responsiveness. Results.
www.gorillpalmer.com
207.772.2515



*SHALL NOT BE DISPLAYED WHEN OPERATING IN THE PROTECTED ONLY PHASE

ALL NEW SIGNAL FACE DISPLAYS SHALL HAVE TUNNEL VISORS TO PROPERLY BLOCK THE VIEW OF THE SIGNAL DISPLAYS FROM OTHER INTERSECTION APPROACHES.

ALL NEW SIGNAL DISPLAYS SHALL BE INSTALLED IN A MANNER THAT DO NOT BLOCK LINE OF SIGHT OF OTHER SIGNAL DISPLAYS OR OVERHEAD SIGNING.

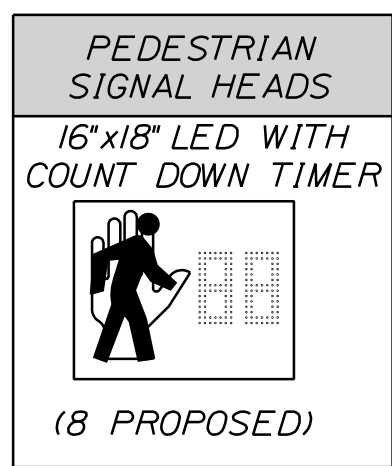


ALL OVERHEAD SIGNING SHALL BE INSTALLED IN A MANNER THAT DOES NOT BLOCK LINE OF SIGHT OF OTHER OVERHEAD SIGNING OR SIGNAL DISPLAYS.

SIGNAL TIMING SCHEDULE - FREE PLAN

	1	2	3	4	5	6	7	8
MINIMUM INITIAL	5	10	5	5	10			
VEHICLE EXTENSION	3	3	3	3	3			
MAXIMUM YELLOW	9	25	20	20	40			
ALL RED	3	3	3	3	3			
WALK / DON'T WALK		5	5	5	5			
PEDESTRIAN CLEARANCE *		22	18	15	10			
FLASH	R	Y	R	R	Y			
PHASE RECALL		SOFT			SOFT			
MEMORY								
DETECTOR	PR	PR	PR	PR	PR			

Y=YELLOW R=RED PR=PRESENCE
* ENABLE PEDESTRIAN CLEARANCE THRU YELLOW



EQUIPMENT SCHEDULE

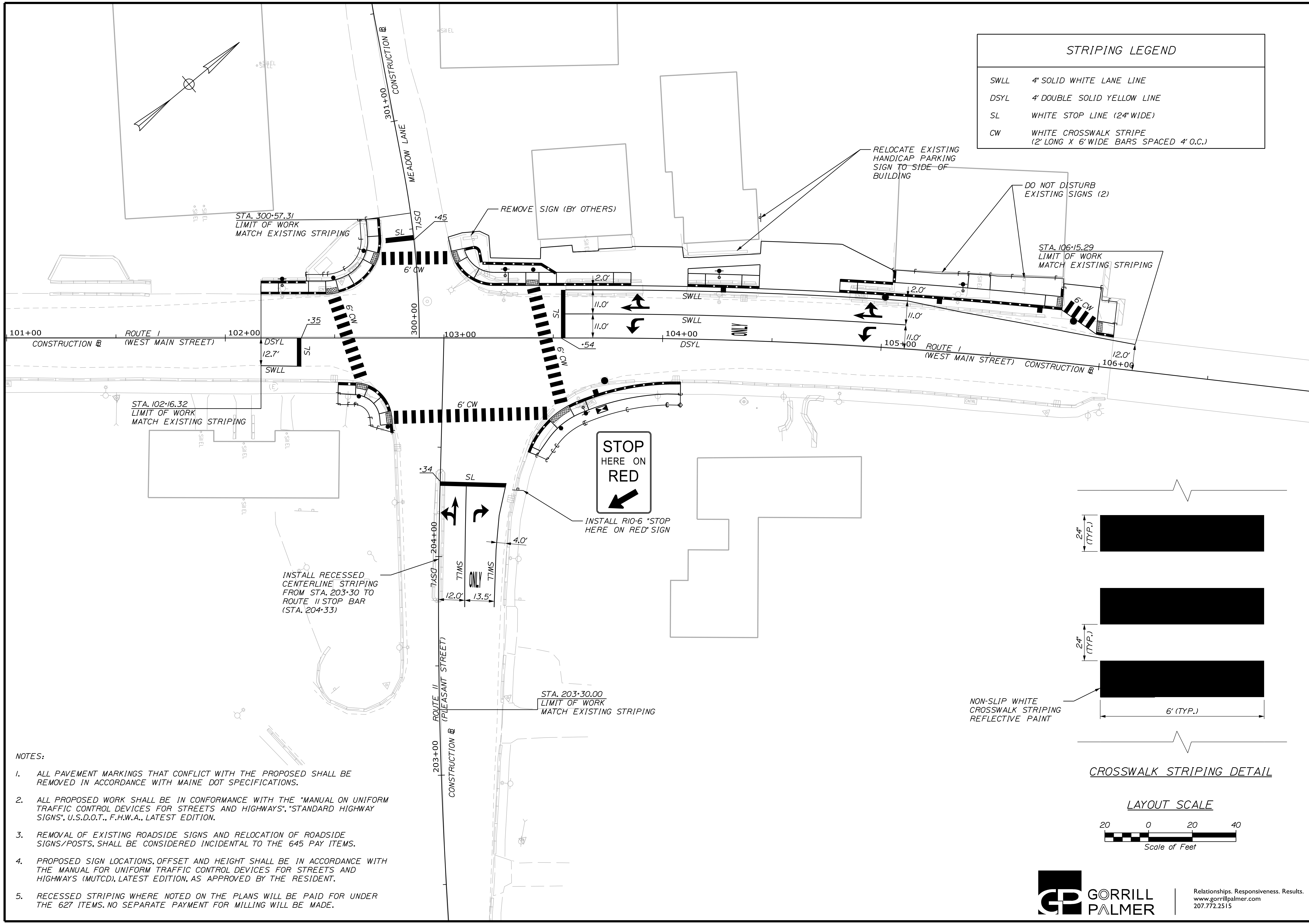
DESIGNATION	ITEM	DESCRIPTION	LOCATION *
A	NEW ATC CONTROLLER CABINET	INSTALL NEW ATC CONTROLLER AND ATCC CABINET ON NEW FOUNDATION.	STA. 103+72.32, 32.66 RT
B E F K L P	JUNCTION BOX	INSTALL PRECAST CONCRETE JUNCTION BOX.	STA. 103+66.73, 30.02 RT STA. 103+49.78, 46.23 RT STA. 102+73.92, 43.49 RT STA. 102+63.53, 43.73 LT STA. 103+08.88, 38.60 LT STA. 103+43.65, 31.66 LT
C	MAST POLE WITH 50' MAST ARM AND FOUNDATION	VIDEO DETECTION, EMERGENCY PREEMPTION, SIGNAL HEADS, OVERHEAD SIGNS ON NEW FOUNDATION. SEE SHEET 4 FOR FOUNDATION DESIGN INFORMATION.	STA. 103+60.10, 38.14 RT
D H I J O	PEDESTAL POLE	INSTALL NEW 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD, SIGN AND PUSH BUTTON ON NEW FOUNDATION. POLE D RECEIVES TWO PEDESTRIAN COUNTDOWN HEADS, SIGNS AND PUSH BUTTONS.	STA. 103+53.55, 41.27 RT STA. 102+61.10, 26.67 RT STA. 102+49.41, 27.51 LT STA. 102+63.28, 39.87 LT STA. 103+40.83, 31.27 LT
G	PEDESTAL/SIGNAL POLE	INSTALL NEW 12' PEDESTAL POLE, SIGNAL HEAD, PEDESTRIAN COUNTDOWN HEAD, SIGN AND PUSH BUTTON ON NEW FOUNDATION.	STA. 102+74.31, 40.55 RT
M	MAST POLE WITH 40' MAST ARM AND FOUNDATION	VIDEO DETECTION, EMERGENCY PREEMPTION, SIGNAL HEADS, OVERHEAD SIGNS, PEDESTRIAN COUNTDOWN HEAD, SIGN AND PUSH BUTTON ON NEW FOUNDATION. SEE SHEET 4 FOR FOUNDATION DESIGN INFORMATION.	STA. 103+12.87, 37.72 LT
N	EXISTING MAST ARM WITH POLE AND FOUNDATION	TO BE REMOVED.	STA. 103+15.66, 30.35 LT
O	EXISTING UTILITY POLE	POWER SOURCE FOR CONTROLLER.	STA. 103+98.18, 26.31 RT

* STATION AND OFFSET INFORMATION IS APPROXIMATE AND SHOWN TO CENTER OF POLE. EQUIPMENT TO BE ADJUSTED BY RESIDENT, MAINE DOT, OR TOWN AS DIRECTED.

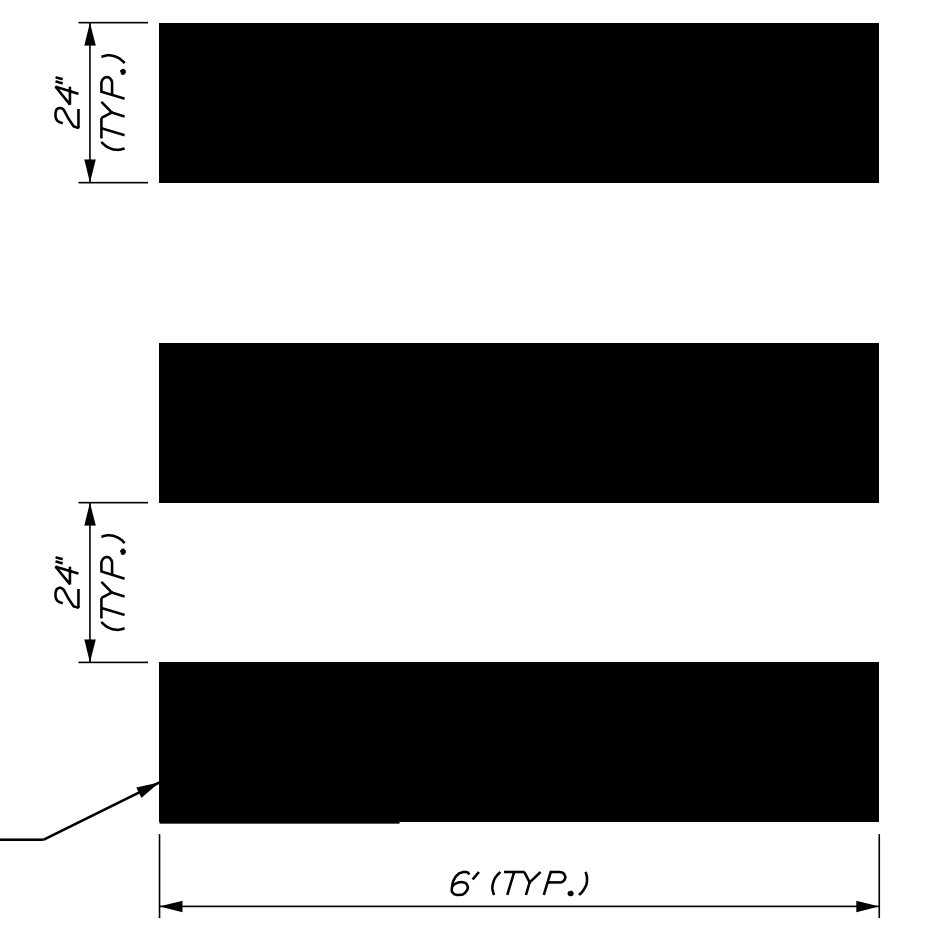


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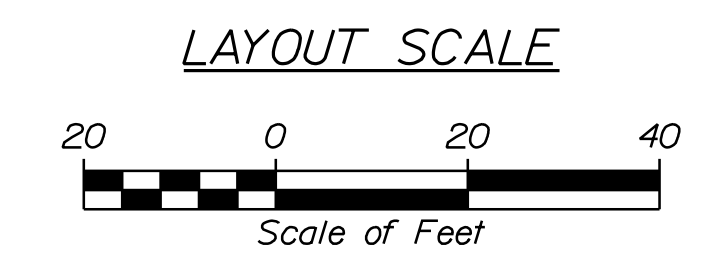
STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2286100 WIN 22861.00	FORT KENT W. MAIN ST./PLEASANT ST. /MEADOW LN.	SIGNAL PLAN
PROJ. MANAGER: A. GORNEAU II CHECKED: R. DUNTON DESIGNED: R. DUNTON REVISIONS: 1 REVISIONS: 2 REVISIONS: 3 REVISIONS: 4 FIELD CHANGES	DATE: 01/24 BY: T. WARREN SIGNATURE: _____ P.E. NUMBER: _____ DATE: _____	SHEET NUMBER 7 OF 15



STRIPING LEGEND	
SWLL	4" SOLID WHITE LANE LINE
DSYL	4" DOUBLE SOLID YELLOW LINE
SL	WHITE STOP LINE (24" WIDE)
CW	WHITE CROSSWALK STRIPE (2' LONG X 6' WIDE BARS SPACED 4' O.C.)

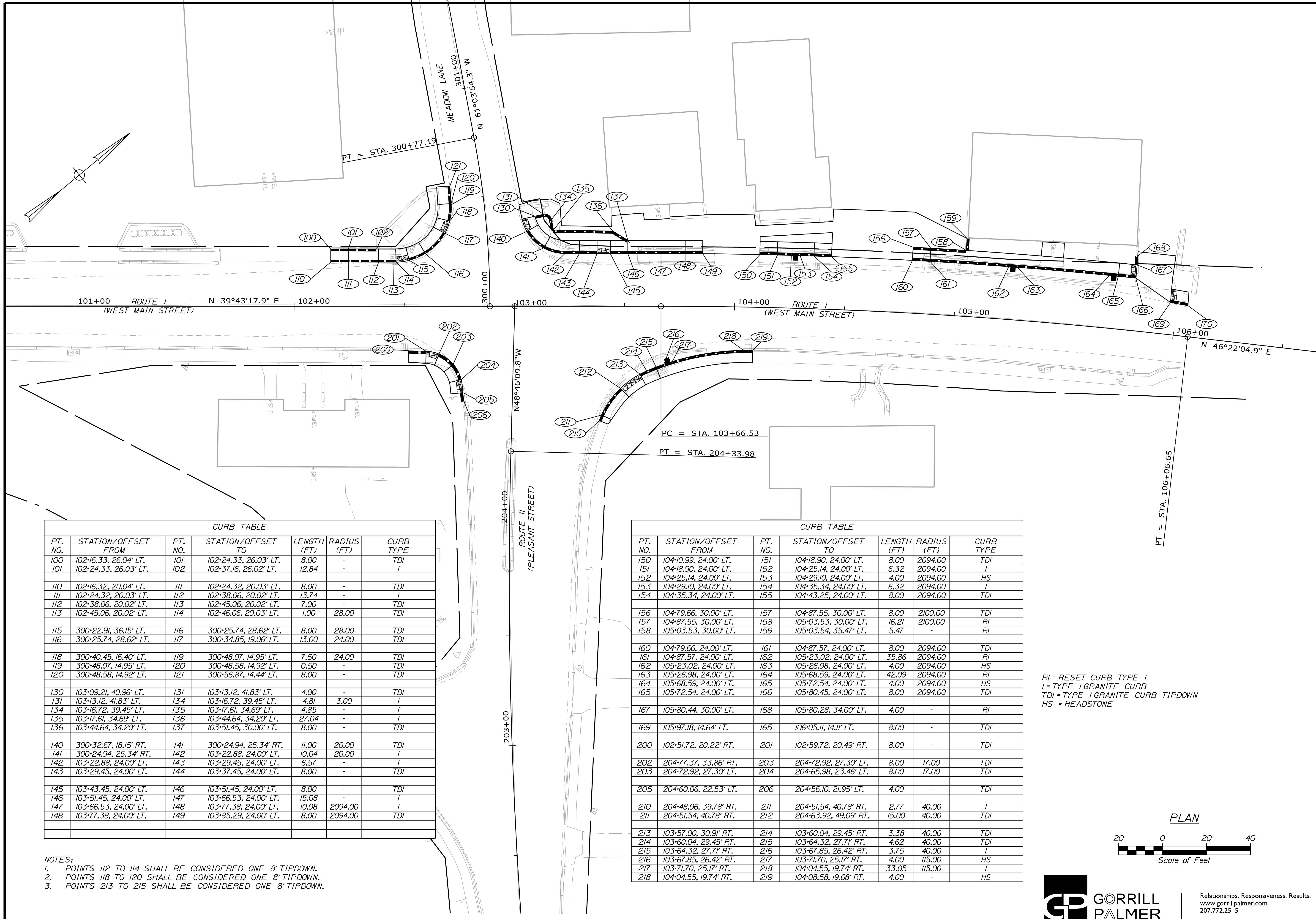


CROSSWALK STRIPING DETAIL



- NOTES:
- ALL PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED SHALL BE REMOVED IN ACCORDANCE WITH MAINE DOT SPECIFICATIONS.
 - ALL PROPOSED WORK SHALL BE IN CONFORMANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", "STANDARD HIGHWAY SIGNS", U.S.D.O.T., F.H.W.A., LATEST EDITION.
 - REMOVAL OF EXISTING ROADSIDE SIGNS AND RELOCATION OF ROADSIDE SIGNS/POSTS, SHALL BE CONSIDERED INCIDENTAL TO THE 645 PAY ITEMS.
 - PROPOSED SIGN LOCATIONS, OFFSET AND HEIGHT SHALL BE IN ACCORDANCE WITH THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD), LATEST EDITION, AS APPROVED BY THE RESIDENT.
 - RECESSED STRIPING WHERE NOTED ON THE PLANS WILL BE PAID FOR UNDER THE 627 ITEMS. NO SEPARATE PAYMENT FOR MILLING WILL BE MADE.

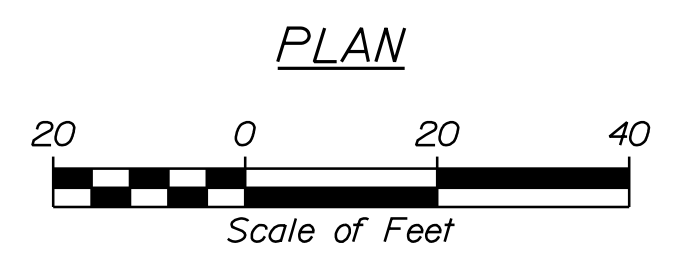
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2286100 WIN 22861.00	
PROJECT: FORT KENT ST./PLEASANT ST. /MEADOW LN.		SIGNATURE	
SHEET NUMBER		P.E. NUMBER	
9		DATE	
SIGNING AND STRIPING PLAN		FIELD CHANGES	
PROJ. MANAGER	A. CORNEAU II	DATE	01/24
DESIGN-DETAILED	R. DUNTON	BY	T. WARREN
CHECKED-REVIEWED	D. DITTINGER	DATE	01/24
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			



CURB TABLE						
PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
100	102+16.33, 26.04' LT.	101	102+24.33, 26.03' LT.	8.00	-	TDI
101	102+24.33, 26.03' LT.	102	102+37.16, 26.02' LT.	12.84	-	I
110	102+16.32, 20.04' LT.	111	102+24.32, 20.03' LT.	8.00	-	TDI
111	102+24.32, 20.03' LT.	112	102+38.06, 20.02' LT.	13.74	-	I
112	102+38.06, 20.02' LT.	113	102+45.06, 20.02' LT.	7.00	-	TDI
113	102+45.06, 20.02' LT.	114	102+46.06, 20.03' LT.	1.00	28.00	TDI
115	300+22.91, 36.15' LT.	116	300+25.74, 28.62' LT.	8.00	28.00	TDI
116	300+25.74, 28.62' LT.	117	300+34.85, 19.06' LT.	13.00	24.00	TDI
118	300+40.45, 16.40' LT.	119	300+48.07, 14.95' LT.	7.50	24.00	TDI
119	300+48.07, 14.95' LT.	120	300+48.58, 14.92' LT.	0.50	-	TDI
120	300+48.58, 14.92' LT.	121	300+56.87, 14.44' LT.	8.00	-	TDI
130	103+09.21, 40.96' LT.	131	103+13.12, 41.83' LT.	4.00	-	TDI
131	103+13.12, 41.83' LT.	134	103+16.72, 39.45' LT.	4.81	3.00	I
134	103+16.72, 39.45' LT.	135	103+17.61, 34.69' LT.	4.85	-	I
135	103+17.61, 34.69' LT.	136	103+44.64, 34.20' LT.	27.04	-	I
136	103+44.64, 34.20' LT.	137	103+51.45, 30.00' LT.	8.00	-	TDI
140	300+32.67, 18.15' RT.	141	300+24.94, 25.34' RT.	11.00	20.00	TDI
141	300+24.94, 25.34' RT.	142	103+22.88, 24.00' LT.	10.04	20.00	I
142	103+22.88, 24.00' LT.	143	103+29.45, 24.00' LT.	6.57	-	I
143	103+29.45, 24.00' LT.	144	103+37.45, 24.00' LT.	8.00	-	TDI
145	103+43.45, 24.00' LT.	146	103+51.45, 24.00' LT.	8.00	-	TDI
146	103+51.45, 24.00' LT.	147	103+66.53, 24.00' LT.	15.08	-	I
147	103+66.53, 24.00' LT.	148	103+77.38, 24.00' LT.	10.98	2094.00	I
148	103+77.38, 24.00' LT.	149	103+85.29, 24.00' LT.	8.00	2094.00	TDI

CURB TABLE						
PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
150	104+10.99, 24.00' LT.	151	104+18.90, 24.00' LT.	8.00	2094.00	TDI
151	104+18.90, 24.00' LT.	152	104+25.14, 24.00' LT.	6.32	2094.00	I
152	104+25.14, 24.00' LT.	153	104+29.10, 24.00' LT.	4.00	2094.00	HS
153	104+29.10, 24.00' LT.	154	104+35.34, 24.00' LT.	6.32	2094.00	I
154	104+35.34, 24.00' LT.	155	104+43.25, 24.00' LT.	8.00	2094.00	TDI
156	104+79.66, 30.00' LT.	157	104+87.55, 30.00' LT.	8.00	2100.00	TDI
157	104+87.55, 30.00' LT.	158	105+03.53, 30.00' LT.	16.21	2100.00	RI
158	105+03.53, 30.00' LT.	159	105+03.54, 35.47' LT.	5.47	-	RI
160	104+79.66, 24.00' LT.	161	104+87.57, 24.00' LT.	8.00	2094.00	TDI
161	104+87.57, 24.00' LT.	162	105+23.02, 24.00' LT.	35.86	2094.00	RI
162	105+23.02, 24.00' LT.	163	105+26.98, 24.00' LT.	4.00	2094.00	HS
163	105+26.98, 24.00' LT.	164	105+68.59, 24.00' LT.	42.09	2094.00	RI
164	105+68.59, 24.00' LT.	165	105+72.54, 24.00' LT.	4.00	2094.00	HS
165	105+72.54, 24.00' LT.	166	105+80.45, 24.00' LT.	8.00	2094.00	TDI
167	105+80.44, 30.00' LT.	168	105+80.28, 34.00' LT.	4.00	-	RI
169	105+97.18, 14.64' LT.	165	106+05.11, 14.11' LT.	8.00	-	TDI
200	102+51.72, 20.22' RT.	201	102+59.72, 20.49' RT.	8.00	-	TDI
202	204+77.37, 33.86' RT.	203	204+72.92, 27.30' LT.	8.00	17.00	TDI
203	204+72.92, 27.30' LT.	204	204+65.98, 23.46' LT.	8.00	17.00	TDI
205	204+60.06, 22.53' LT.	206	204+56.10, 21.95' LT.	4.00	-	TDI
210	204+48.96, 39.78' RT.	211	204+51.54, 40.78' RT.	2.77	40.00	I
211	204+51.54, 40.78' RT.	212	204+63.92, 49.09' RT.	15.00	40.00	TDI
213	103+57.00, 30.91' RT.	214	103+60.04, 29.45' RT.	3.38	40.00	TDI
214	103+60.04, 29.45' RT.	215	103+64.32, 27.71' RT.	4.62	40.00	TDI
215	103+64.32, 27.71' RT.	216	103+67.85, 26.42' RT.	3.75	40.00	I
216	103+67.85, 26.42' RT.	217	103+71.70, 25.17' RT.	4.00	115.00	HS
217	103+71.70, 25.17' RT.	218	104+04.55, 19.74' RT.	33.05	115.00	I
218	104+04.55, 19.74' RT.	219	104+08.58, 19.68' RT.	4.00	-	HS

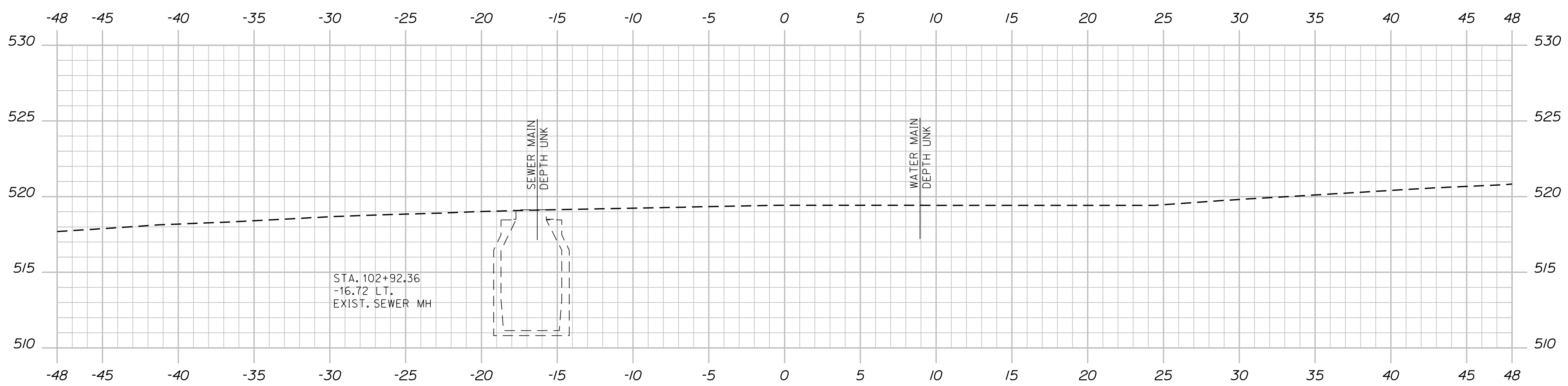
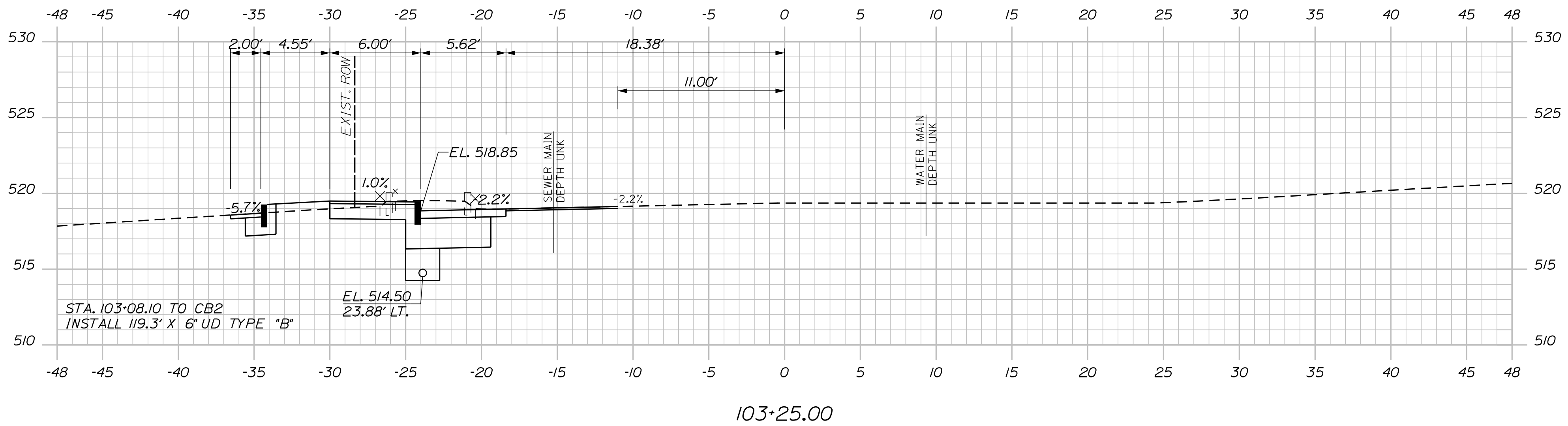
RI = RESET CURB TYPE I
 I = TYPE I GRANITE CURB
 TDI = TYPE I GRANITE CURB TIPDOWN
 HS = HEADSTONE



- NOTES:
- POINTS 112 TO 114 SHALL BE CONSIDERED ONE 8' TIPDOWN.
 - POINTS 118 TO 120 SHALL BE CONSIDERED ONE 8' TIPDOWN.
 - POINTS 213 TO 215 SHALL BE CONSIDERED ONE 8' TIPDOWN.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2286100		WIN		22861.00	
PROJECT TITLE		DATE		BY		DESIGN-DETAILED		SIGNATURE	
PROJECT LOCATION		01/24		T. WARREN		I. LANDRY		T. WARREN	
SHEET NUMBER		01/24		CHECKED-REVIEWED		DESIGN-DETAILED		P.E. NUMBER	
10		01/24		DESIGN-DETAILED		DESIGN-DETAILED		DATE	
OF 15		01/24		DESIGN-DETAILED		DESIGN-DETAILED		FIELD CHANGES	
GORRILL PALMER		Relationships. Responsiveness. Results.		www.gorrillpalmer.com		207.772.2515		22861.00	

STA. 103+27.63
-21.02 LT.
EXIST. LIGHT POLE
(RELOCATE)



STA. 102+88.72 ROUTE I (WEST MAIN STREET) =
STA. 300+00.00 MEADOW LANE

STA. 103+00.00 ROUTE I (WEST MAIN STREET) =
STA. 205+00.00 ROUTE II (PLEASANT STREET)

STA. 102+16.32
BEGIN PROJECT 2286100
LIMIT OF WORK

Sta. 103+00.00 to Sta. 103+25.00

OF 15
11
SHEET NUMBER

FORT KENT
W. MAIN ST./PLEASANT ST.
/MEADOW LN.

CROSS SECTIONS

PROJ. MANAGER	A. GORNEAU II	BY		DATE	
DESIGN-DETAILED	T. LANDRY	T. WARREN		01/24	
CHECKED-REVIEWED	D. ETTINGER	-		01/24	
DESIGN2-DETAILED2	-	-		-	
DESIGN3-DETAILED3	-	-		-	
REVISIONS 1	-	-		-	
REVISIONS 2	-	-		-	
REVISIONS 3	-	-		-	
REVISIONS 4	-	-		-	
FIELD CHANGES	-	-		-	

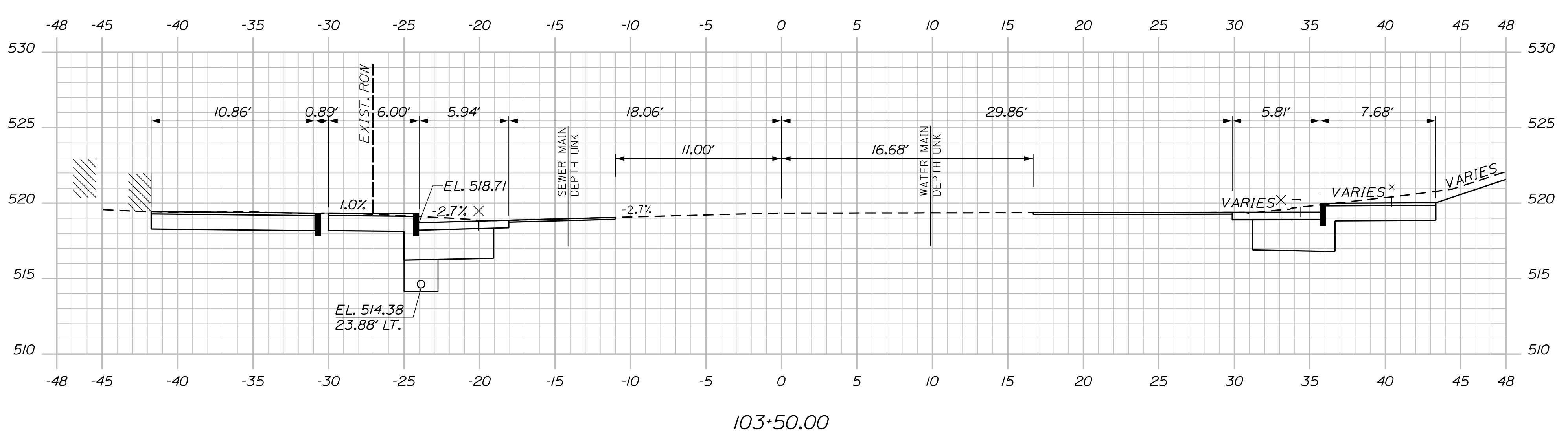
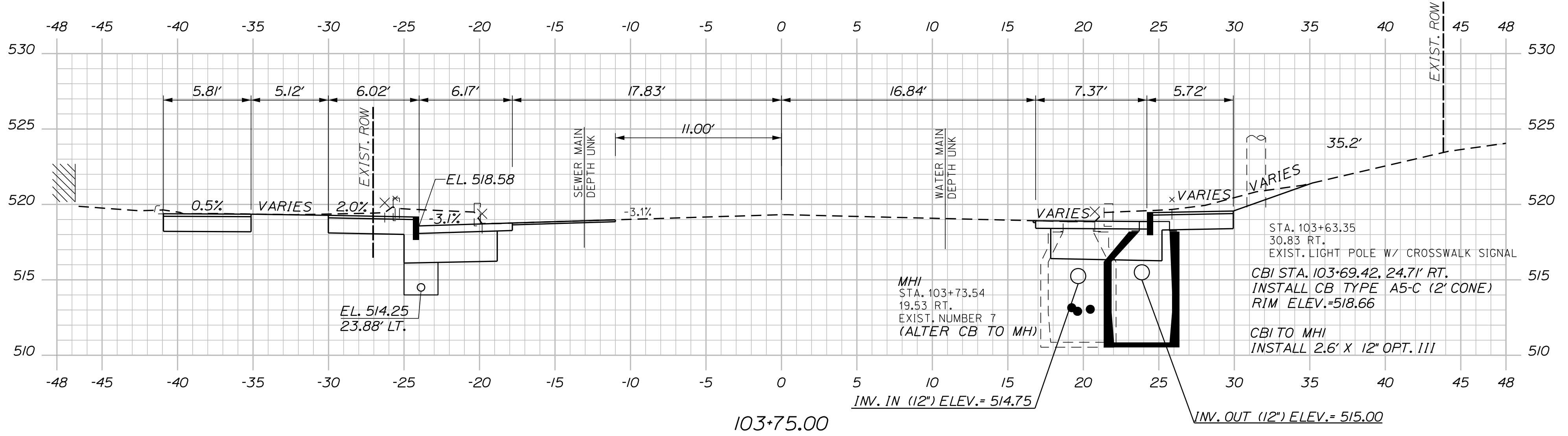
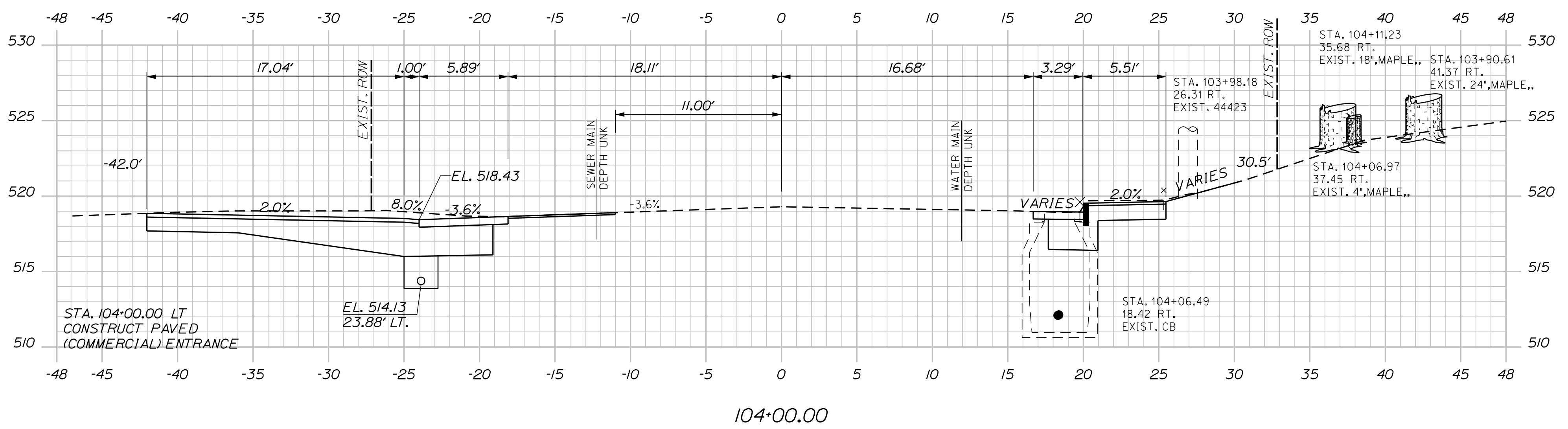
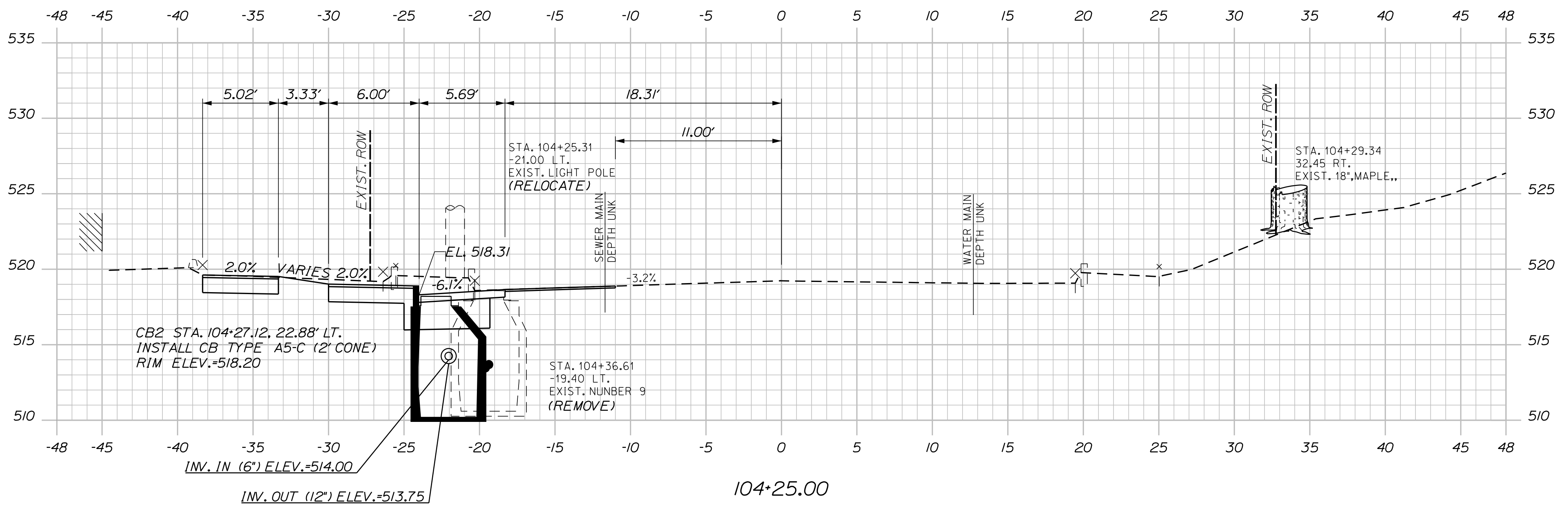
SIGNATURE _____
P.E. NUMBER _____
DATE _____

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2286100

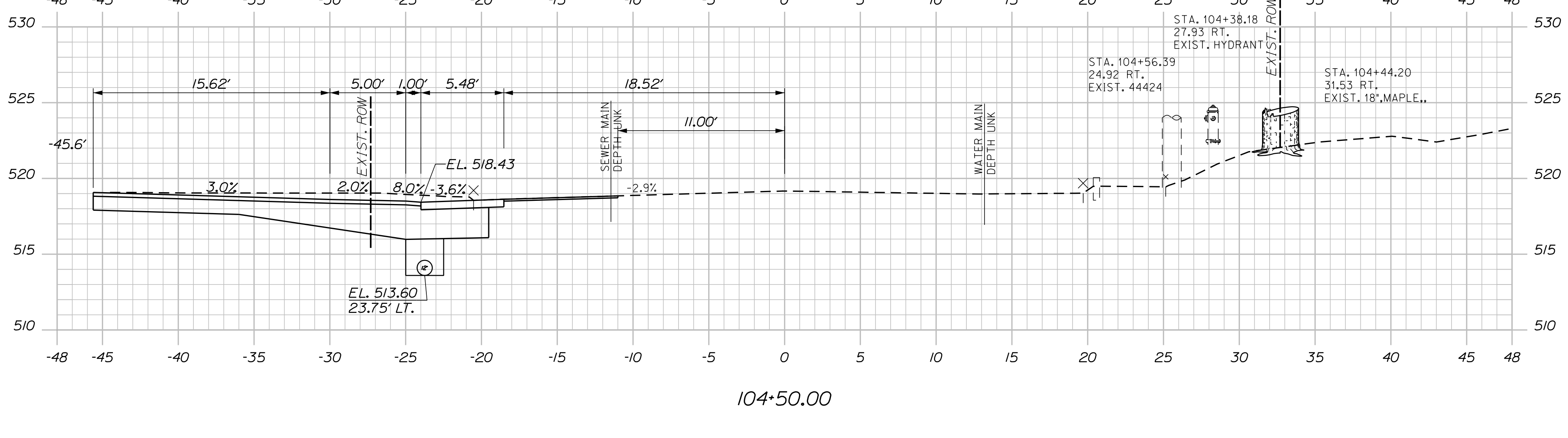
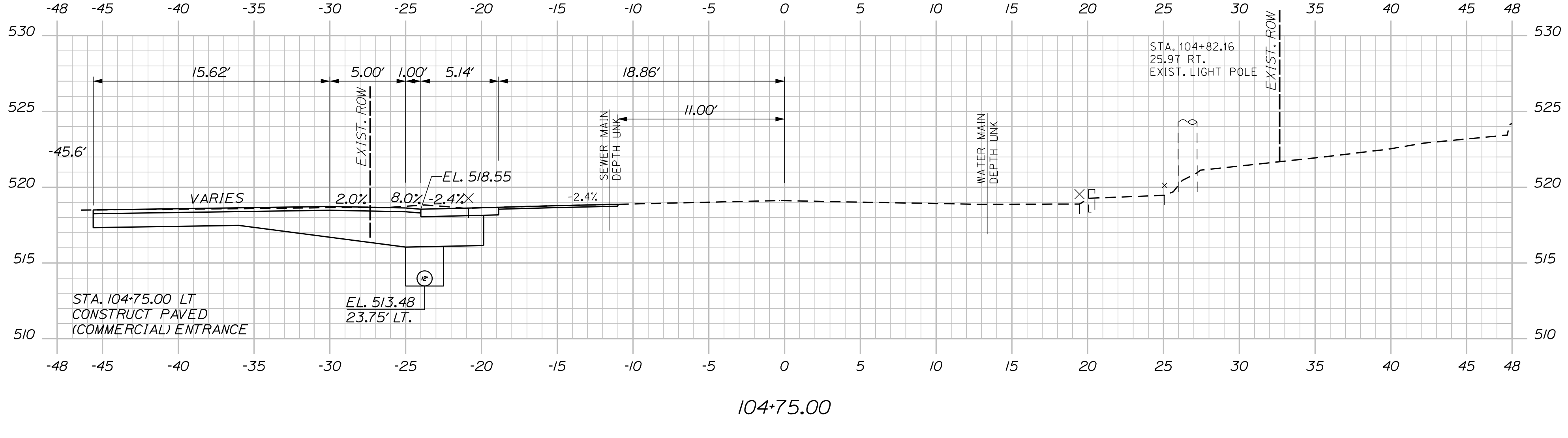
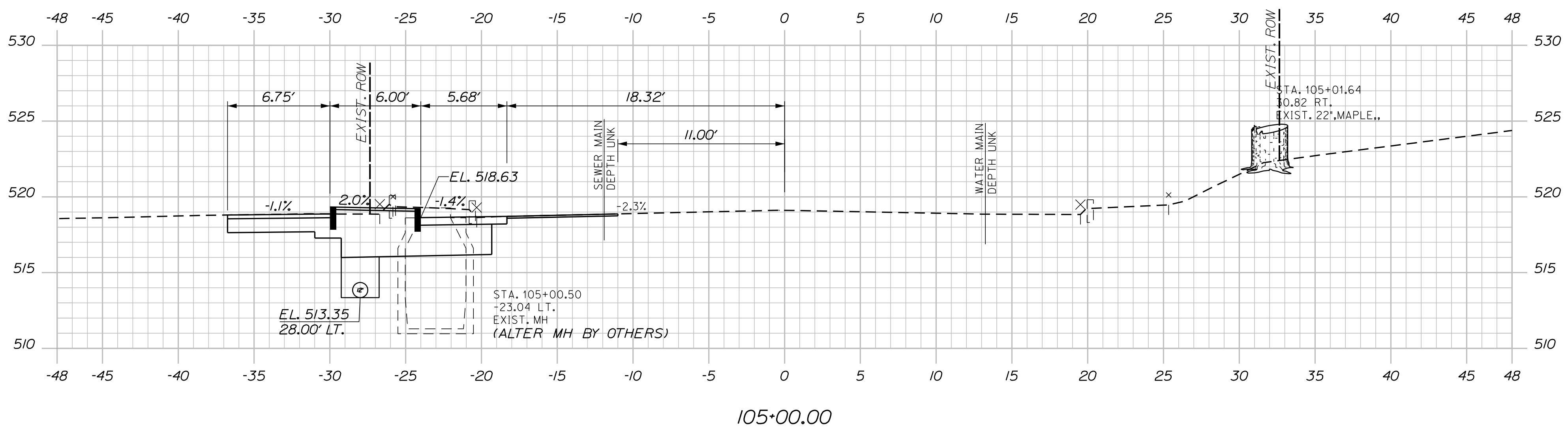
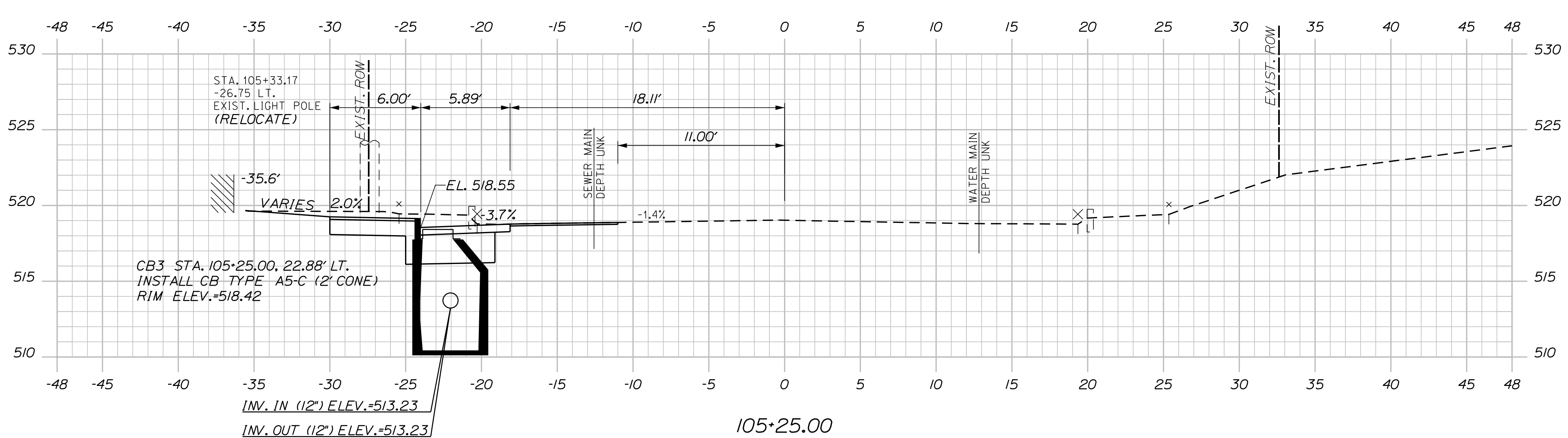
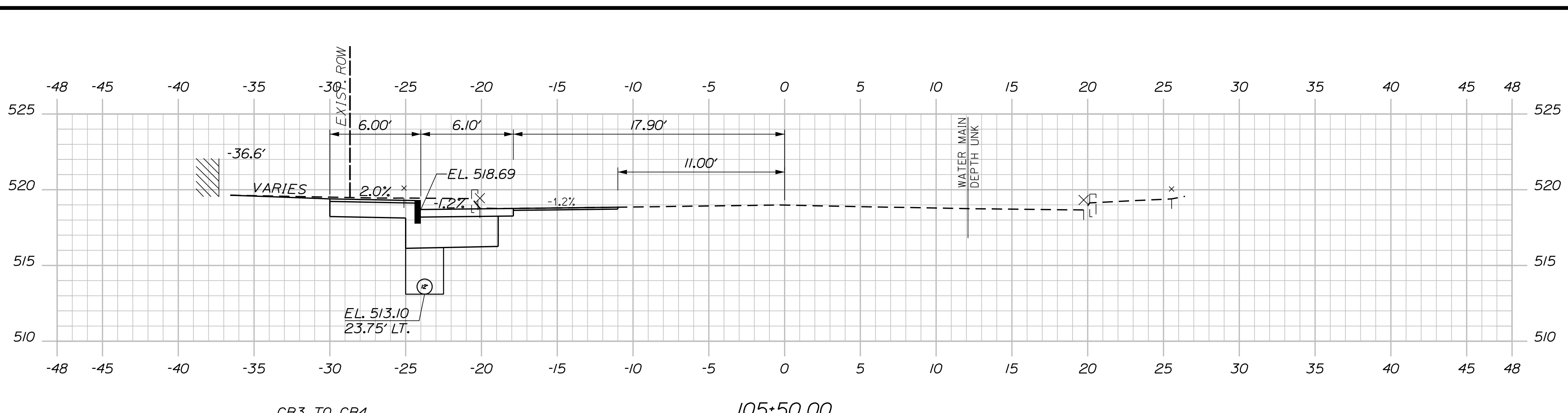
WIN
22861.00

CB2 TO CB3
INSTALL 97.5' X 12" UD TYPE "C"



Sta. 103+50.00 to Sta. 104+25.00

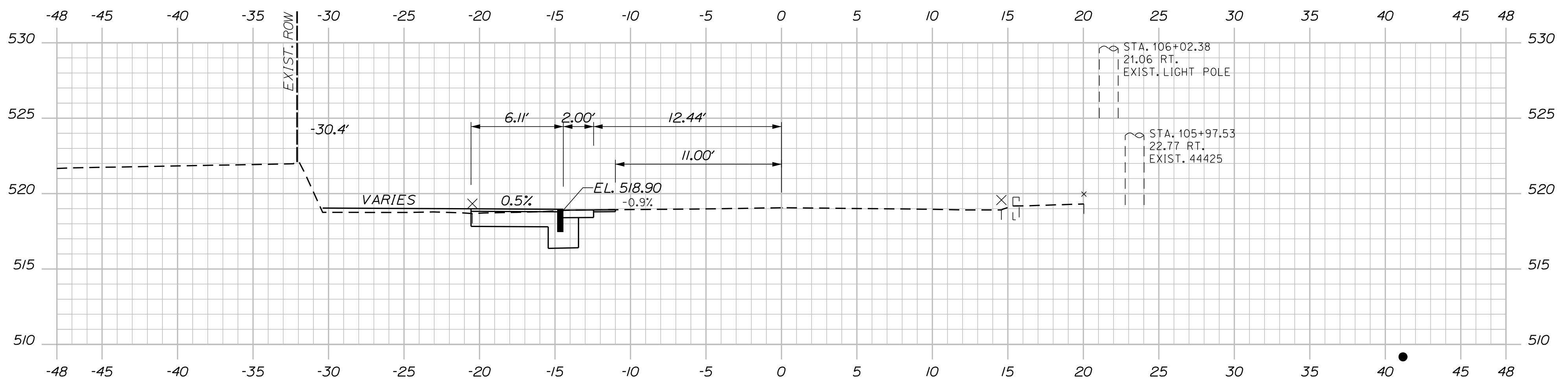
SHEET NUMBER 12 OF 15	FORT KENT W. MAIN ST./PLEASANT ST. /MEADOW LN.		PROJ. MANAGER A. GORNEAU II DESIGN-DETAILED T. LANDRY T. WARREN 01\24 CHECKED-REVIEWED D. ETTINGER - 01\24 DESIGN2-DETAILED2 - - DESIGN3-DETAILED3 - - REVISIONS 1 - - REVISIONS 2 - - REVISIONS 3 - - REVISIONS 4 - - FIELD CHANGES - -	BY DATE SIGNATURE P.E. NUMBER DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2286100 WIN 22861.00
	CROSS SECTIONS				



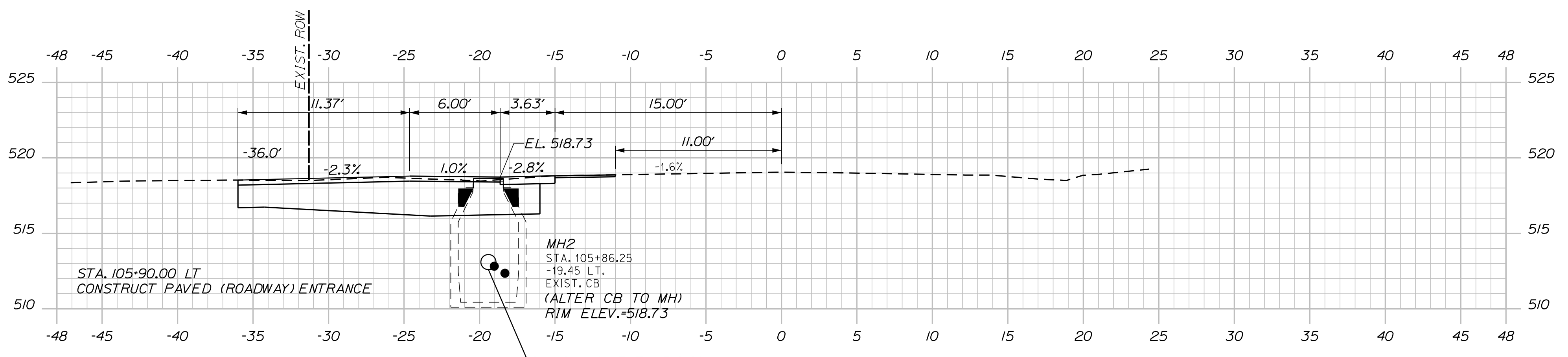
Sta. 104+50.00 to Sta. 105+50.00

<p>13</p> <p>SHEET NUMBER</p>	<p>FORT KENT</p> <p>W. MAIN ST./PLEASANT ST.</p> <p>/MEADOW LN.</p>		<p>PROJ. MANAGER A. GORNEAU II</p>	<p>BY T. WARREN</p>	<p>DATE 01/24</p>	<p>STATE OF MAINE</p> <p>DEPARTMENT OF TRANSPORTATION</p> <p>2286100</p> <p>WIN</p> <p>22861.00</p>
	<p>CROSS SECTIONS</p>		<p>DESIGN-DETAILED T. LANDRY</p>	<p>CHECKED-REVIEWED D. ETTINGER</p>	<p>DATE 01/24</p>	
			<p>DESIGN2-DETAILED2</p>	<p>DESIGN3-DETAILED3</p>	<p>SIGNATURE</p>	
			<p>REVISIONS 1</p>	<p>REVISIONS 2</p>	<p>P.E. NUMBER</p>	
			<p>REVISIONS 3</p>	<p>REVISIONS 4</p>	<p>DATE</p>	
<p>CROSS SECTIONS</p>		<p>FIELD CHANGES</p>	<p>DATE</p>	<p>DATE</p>	<p>DATE</p>	

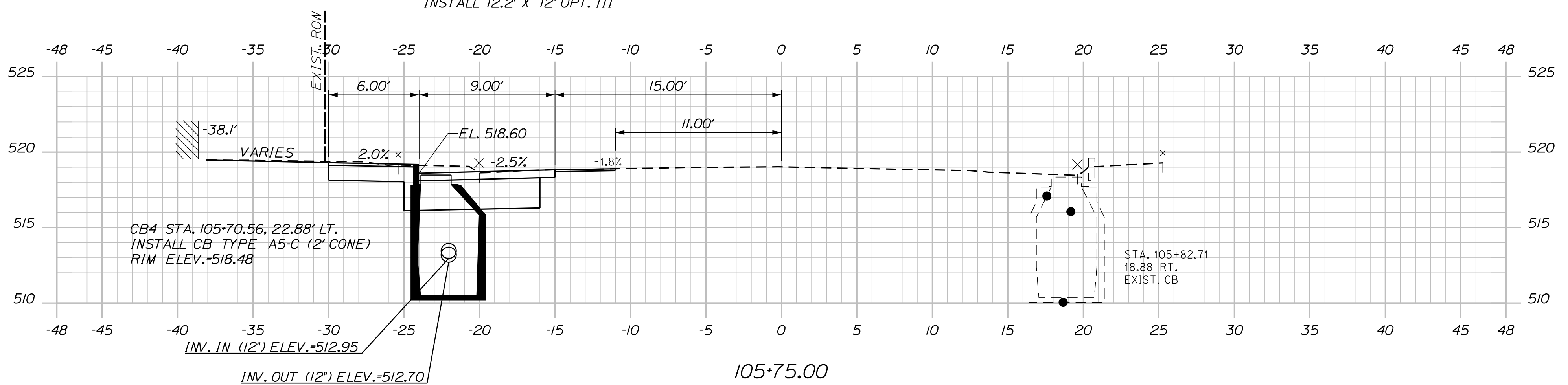
STA. 106+05.11
END PROJECT 2286100
LIMIT OF WORK



106+00.00



105+90.00



105+75.00

Sta. 105+75.00 to Sta. 106+00.00

SHEET NUMBER 14 OF 15	FORT KENT W. MAIN ST./PLEASANT ST. /MEADOW LN.	PROJ. MANAGER A. GORNEAU II DESIGN-DETAILED T. LANDRY CHECKED-REVIEWED D. ETTINGER DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	BY T. WARREN DATE 01\24 DATE 01\24 DATE DATE	SIGNATURE P.E. NUMBER DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2286100 WIN 22861.00
	CROSS SECTIONS				

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 _____

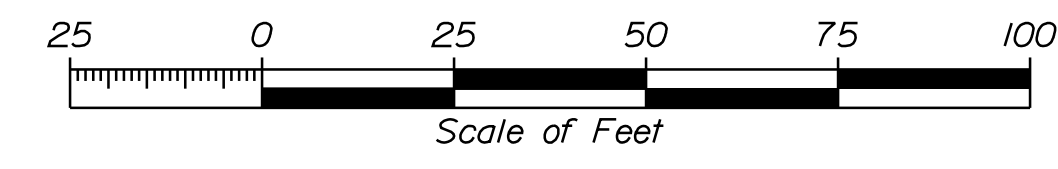
PLAN LEGEND

Sanitary Sewer	Existing	Proposed
Telephone Line	Existing	Proposed
Electric Line	Existing	Proposed
Water Line	Existing	Proposed
Underdrain Line	Existing	Proposed
Gas Line	Existing	Proposed
Guardrail	Existing	Proposed
Culvert	Existing	Proposed

Traveled Way	Existing	Proposed
Ditch	Existing	Proposed
Catch Basin	Existing	Proposed
Manhole	Existing	Proposed
Sewer Manhole	Existing	Proposed
Utility Pole	Existing	Proposed
Fire Hydrant	Existing	Proposed
Curbing	Existing	Proposed

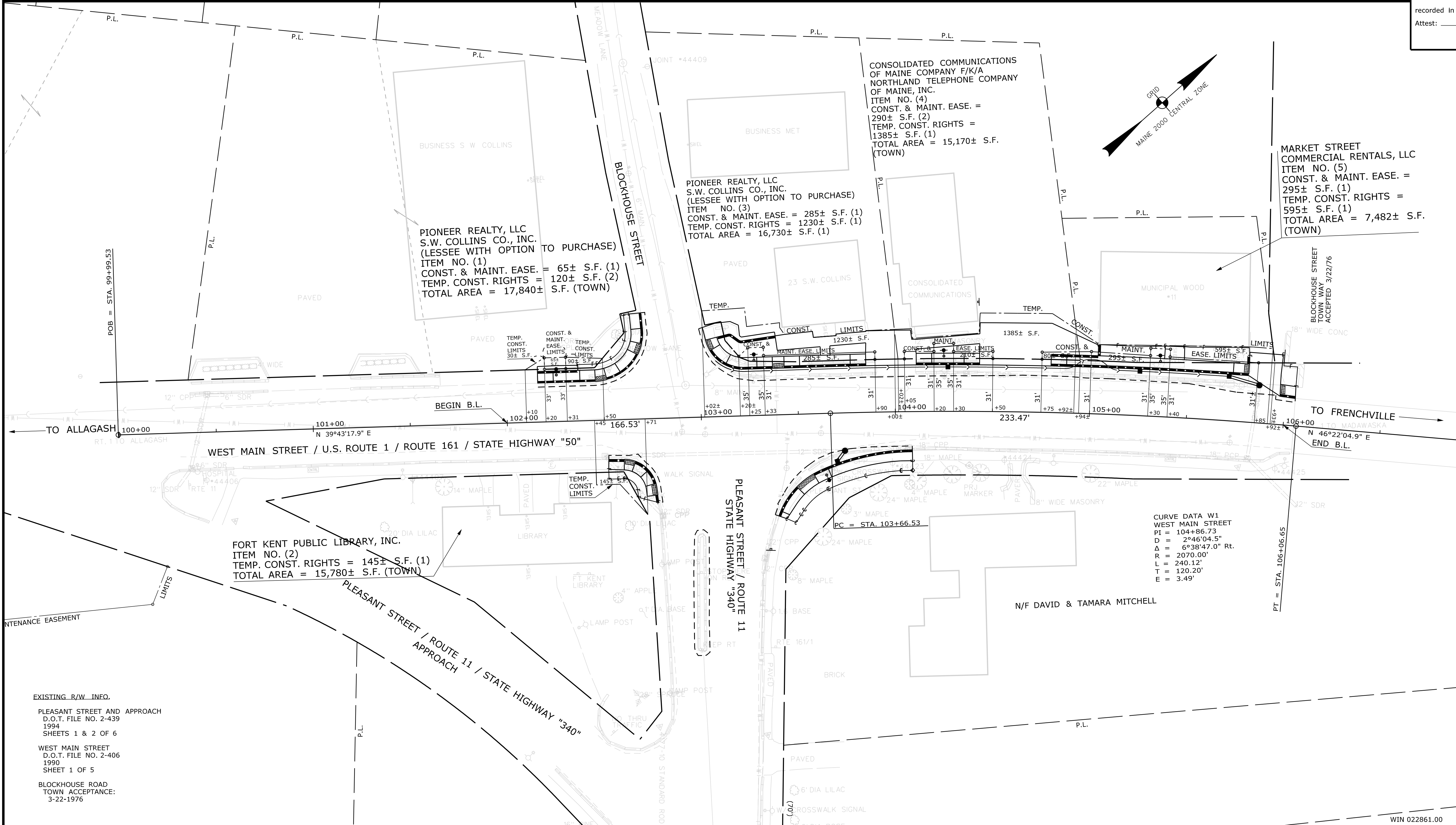
Cut Line	Existing	Proposed
Stonewall	Existing	Proposed
Baseline	Existing	Proposed
Monument	Existing	Proposed
Iron Rod Found	Existing	Proposed
Replacement Pin Set	Existing	Proposed
Fill Line	Existing	Proposed
Retaining Wall	Existing	Proposed
Traverse Point	Existing	Proposed
Pipe Found	Existing	Proposed

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.



STATE OF MAINE
 REGISTRY OF DEEDS

COUNTY _____
 RECEIVED _____,
 at _____ h _____ m _____ M and
 recorded in Plan Bk _____, Pg. _____
 Attest: _____
 REGISTER



Date: 1/21/2021

Username: TerriLBlair

Division: ROW

Filename: ... \000\ROW\MSTA001_RWP\PLAN1.dgn

EXISTING R/W INFO.

PLEASANT STREET AND APPROACH
 D.O.T. FILE NO. 2-439
 1994
 SHEETS 1 & 2 OF 6

WEST MAIN STREET
 D.O.T. FILE NO. 2-406
 1990
 SHEET 1 OF 5

BLOCKHOUSE ROAD
 TOWN ACCEPTANCE:
 3-22-1976

CURVE DATA W1
 WEST MAIN STREET
 PI = 104+86.73
 D = 2°46'04.5"
 Δ = 6°38'47.0" Rt.
 T = 2070.00'
 R = 240.12'
 E = 120.20'
 E = 3.49'

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

BRUCE A. VAN NOTE
 COMMISSIONER
 JOYCE NOEL TAYLOR
 CHIEF ENGINEER

DATE _____

STATE HIGHWAY "50"
 U.S. ROUTE 1 / ROUTE 161 / WEST MAIN STREET
 FORT KENT AROOSTOOK COUNTY
 FEDERAL AID PROJECT NO. 2286100

DECEMBER 2020
 SCALE 1" = 25'

RIGHT-OF-WAY MAP
 SHEET 1 OF 1

D.O.T. FILE NO. 2-618

STATE OF MAINE DEPARTMENT OF TRANSPORTATION 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460	STATE OF MAINE RIGHT OF WAY MAP	STATE OF MAINE RIGHT OF WAY MAP	STATE OF MAINE RIGHT OF WAY MAP
	FORT KENT	FORT KENT	FORT KENT
TECH	ITEM	CONDITION	PLANNING
CHECKED	EXISTING	FINAL	AREAS
B.S.	T.L.B.	T.L.B.	D.S.G.
D.S.G.	D.S.G.	D.S.G.	D.S.G.

SHEET NUMBER
15
 OF 15

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

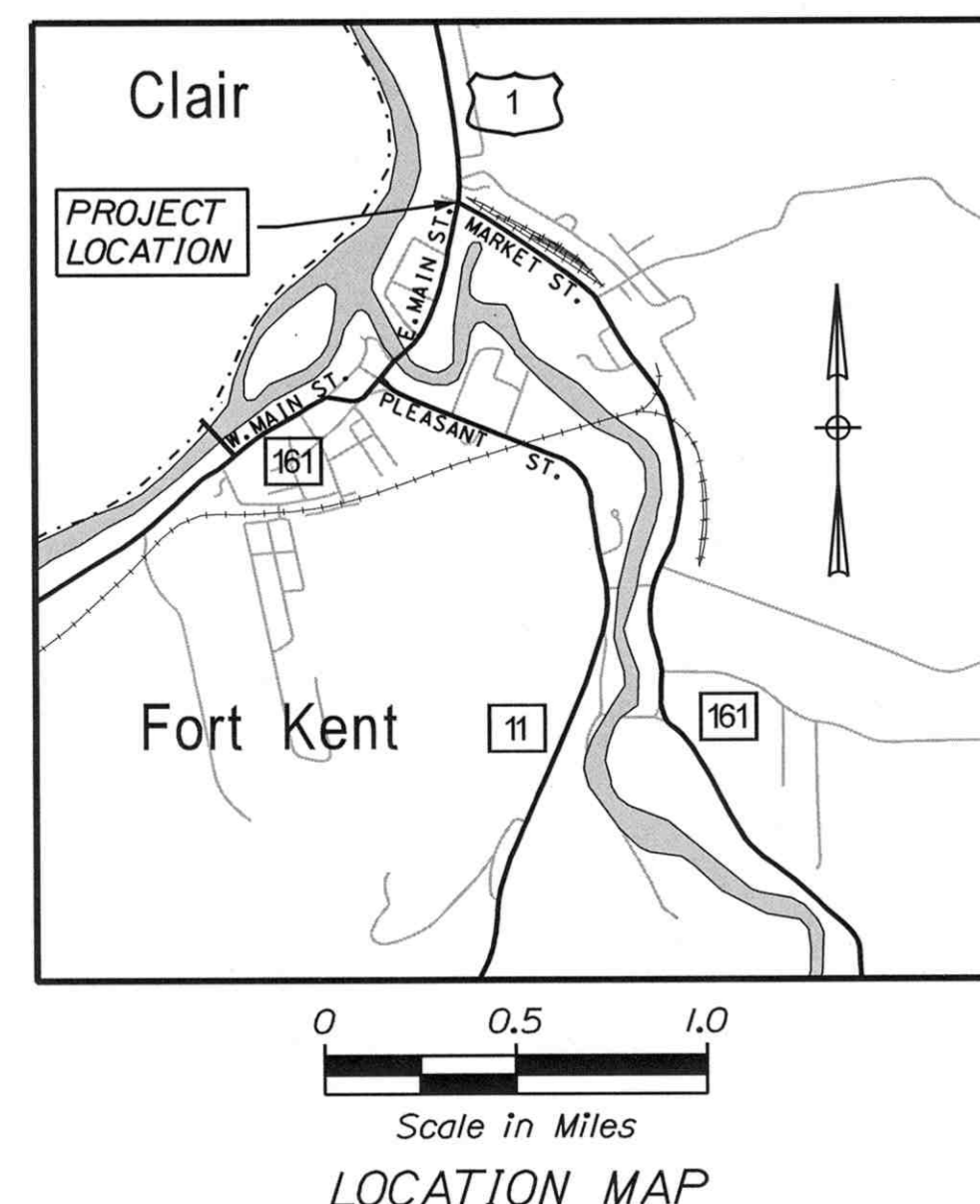
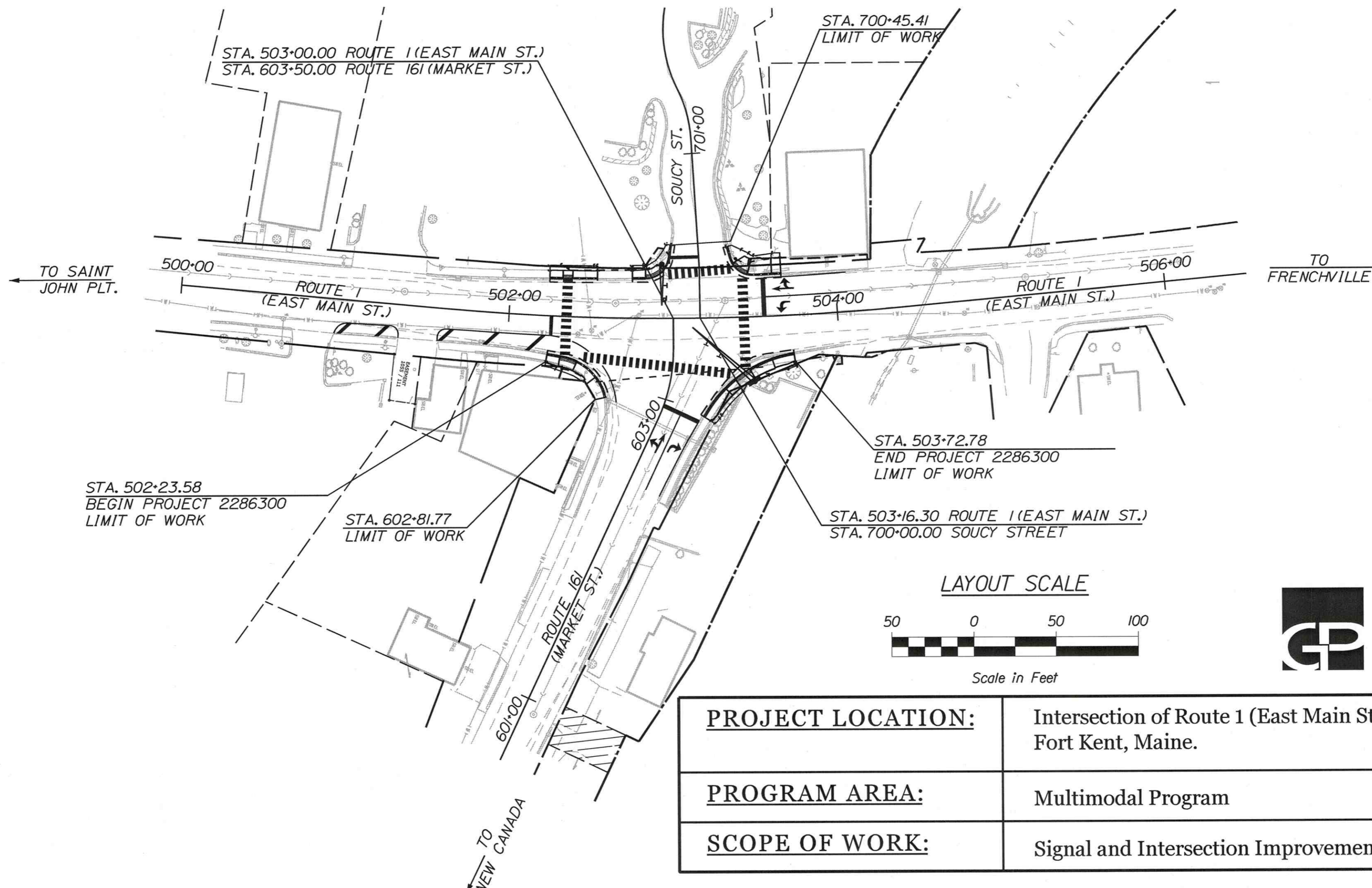


FORT KENT AROOSTOOK

E. MAIN ST./MARKET ST./SOUCY ST.
FEDERAL PROJECT NO. 2286300
MAINE DOT WIN 22863.00
INTERSECTION : 0.03 MILES

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	-----
Tree Line	-----
Clearing Limit Line	-----
Railroad	-----
Catch Basins	Existing [Symbol] Proposed [Symbol]
Manholes	Existing [Symbol] Proposed [Symbol]
Proposed Underdrain	-----
Proposed Ditch	-----
Existing Ditch	-----
Utility Poles	Existing [Symbol] Proposed [Symbol]
Fire Hydrants	Existing [Symbol] Proposed [Symbol]
Existing Water Line	-----
Existing San. Sewer	-----
Existing San. Sewer Manhole	[Symbol]
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
General Notes	2
Typical Sections	3
Mast Arm Foundation & Boring Location Plan	4
With Boring Logs	4
General Plan	5
Signal Plan	6
Signal Notes	7
Signing & Striping Plan	8
Curbing Plan	9
Right of Way Plan	10



PROJECT LOCATION:	Intersection of Route 1 (East Main Street), Market Street and Soucy Street in Fort Kent, Maine.
PROGRAM AREA:	Multimodal Program
SCOPE OF WORK:	Signal and Intersection Improvements with Sidewalk Ramp Reconstruction



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE																
COMMISSIONER: [Signature]	[Signature]	1-18-24																
CHIEF ENGINEER: [Signature]	[Signature]	1-16-2024																
SIGNATURE: [Signature]	P.E. NUMBER: 9244	DATE: 01-09-2024																
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">PROJECT INFORMATION</th> </tr> </thead> <tbody> <tr> <td>PROGRAM</td> <td>MULTIMODAL</td> </tr> <tr> <td>PROJECT MANAGER</td> <td>A. CORNEAU II</td> </tr> <tr> <td>DESIGNER</td> <td>D. ETINGER</td> </tr> <tr> <td>CONSULTANT</td> <td>GORRILL PALMER</td> </tr> <tr> <td>PROJECT RESIDENT</td> <td></td> </tr> <tr> <td>CONTRACTOR</td> <td></td> </tr> <tr> <td>PROJECT COMPLETION DATE</td> <td></td> </tr> </tbody> </table>			PROJECT INFORMATION		PROGRAM	MULTIMODAL	PROJECT MANAGER	A. CORNEAU II	DESIGNER	D. ETINGER	CONSULTANT	GORRILL PALMER	PROJECT RESIDENT		CONTRACTOR		PROJECT COMPLETION DATE	
PROJECT INFORMATION																		
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CONTRACTOR																		
PROJECT COMPLETION DATE																		
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">WIN 22863.00</td> <td style="width: 50%; text-align: center;">FORT KENT E. MAIN ST./MARKET ST. /SOUCY ST.</td> </tr> <tr> <td colspan="2" style="text-align: center;">TITLE SHEET</td> </tr> <tr> <td colspan="2" style="text-align: center;">SHEET NUMBER</td> </tr> <tr> <td colspan="2" style="text-align: center; font-size: 2em;">1</td> </tr> <tr> <td colspan="2" style="text-align: center;">OF 10</td> </tr> </table>			WIN 22863.00	FORT KENT E. MAIN ST./MARKET ST. /SOUCY ST.	TITLE SHEET		SHEET NUMBER		1		OF 10							
WIN 22863.00	FORT KENT E. MAIN ST./MARKET ST. /SOUCY ST.																	
TITLE SHEET																		
SHEET NUMBER																		
1																		
OF 10																		

Date: 1/8/2024
 Username: Mike.Cundiff
 Division: HIGHWAY
 File name: ... \00\Highway\001_TITLE.dgn
 U:\3396-Fort Kent Route 1 and 161\Z - CAD\00\Highway\001_TITLE.dgn

NOTES:

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE NOTED IN SPECIAL PROVISION 104.
2. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITY UNLESS OTHERWISE NOTED.
3. FOR EASEMENTS, CONSTRUCTION LIMITS, AND RIGHT-OF-WAY LINES, REFER TO RIGHT OF WAY PLANS.
4. ANY NECESSARY FINE GRADING OR RECOMPACTION OF EXISTING GRAVEL SHALL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED INCIDENTAL TO ITEM 304.10.
5. 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.
6. REMOVAL OF EXISTING CURBING SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20 - COMMON EXCAVATION.
7. PAVEMENT MARKINGS SHALL 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.
8. 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.
9. ALL PAVED WALKS TO BE CONSTRUCTED WITH 12 INCHES OF AGGREGATE SUBBASE COURSE - GRAVEL AND 2 INCHES HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
10. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING (OR MILLING) SHALL BE INCIDENTAL TO THE RELATED PAVING (OR MILLING) ITEMS. THIS INCLUDES KILLING AND REMOVAL OF VEGETATIVE MATTER.
11. CROSS SLOPES FOR SIDEWALK SECTIONS SHALL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
12. EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER THE APPROPRIATE PAY ITEMS.
13. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
14. EXISTING ABANDONED WATER MAINS BROKEN BY THE CONTRACTOR DURING CONSTRUCTION SHALL HAVE THE ENDS PLUGGED WITH BRICK AND MORTAR. COST FOR ALL LABOR AND MATERIAL WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO DIRECT PAYMENT WILL BE MADE.
15. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
16. 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.
17. 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.
18. REMOVAL OF EXISTING ROADSIDE SIGNS AND RELOCATION OF ROADSIDE SIGNS/POSTS AS NOTED ON THE SIGNING PLANS OR AS DIRECTED BY THE RESIDENT, SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
19. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISIBLE TO THE TRAVELING PUBLIC. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
20. ANY DAMAGE TO THE EXISTING PAVEMENT, CURB AND 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.
21. 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 CONCLUSION 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.
22. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.
23. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
24. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
25. STATIONS REFERENCED ARE APPROXIMATE.
26. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING PLANS IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE DEPARTMENT. PAYMENT SHALL BE MADE UNDER THE APPROPRIATE CONTRACT ITEMS.
27. REMOVE EXISTING SIGNAL FOUNDATIONS TO 2' BELOW PROPOSED GRADE. PAYMENT SHALL BE INCIDENTAL TO ITEM 203.20.
28. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE GRAVEL WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.
29. 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.
30. ALL WORK TO CONFORM TO CURRENT MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, STANDARD DETAILS, AND TOWN OF FORT KENT REQUIREMENTS.
31. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKINGS, IN ACCORDANCE WITH THE MAINE DOT STANDARD SPECIFICATIONS, LATEST EDITION. REMOVAL OF EXISTING STRIPING SHALL BE INCIDENTAL TO 627 ITEMS.
32. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL AND SEDIMENTATION CONTROL, FEBRUARY, 2008.
33. MULCH SHALL BE APPLIED IN AREAS SEEDED BY SEEDING METHOD NO. 1 AND SEEDING METHOD NO. 2.
34. ALL PEDESTRIAN RAMPS SHALL BE 6 FT. WIDE MINIMUM, UNLESS OTHERWISE NOTED ON THE PLANS.
35. DETECTABLE WARNING FIELDS SHALL BE INSTALLED AT EACH CURB RAMP ADJACENT TO A MARKED CROSSWALK. ACTUAL PLACEMENT SHALL BE AS REQUIRED BY THE DETAILS AND DIRECTED BY THE RESIDENT. PAYMENT FOR ITEM 608.26 SHALL INCLUDE ALL CONCRETE AND WORK REQUIRED BY THE DETAILS.
36. CONTRACTOR SHALL CONSTRUCT ALL SIDEWALKS, RAMPS AND LANDINGS TO BE ADA COMPLIANT IN ACCORDANCE WITH THE MAINE DOT'S LATEST STANDARD DETAILS AND RELATED NOTES. THESE STANDARD DETAILS AND NOTES APPLY TO ALL SIDEWALK TYPES (BITUMINOUS, CONCRETE, BRICK, ETC.). CONTRACTOR SHALL VERIFY THAT ALL GRADES AND SLOPES ARE ADA COMPLIANT PRIOR TO PLACEMENT OF THE SURFACE MATERIAL AND SHALL COORDINATE WITH THE RESIDENT AND MAINE DOT ON ANY NON-COMPLIANT LOCATIONS (PRIOR TO PLACEMENT OF SURFACE MATERIAL). CONTRACTOR SHALL ALSO VERIFY THAT ALL GRADES AND SLOPES ARE ADA COMPLIANT AFTER PLACEMENT OF THE SURFACE MATERIAL. FAILURE TO CONSTRUCT SIDEWALKS, RAMPS AND LANDINGS TO BE ADA COMPLIANT MAY RESULT IN REJECTION OF WORK BY THE RESIDENT AND/OR MAINE DOT. CONTRACTOR SHALL REBUILD ALL REJECTED WORK AREAS AT NO ADDITIONAL COST TO THE PROJECT. CONTRACTOR SHALL PLAN THE WORK ACCORDINGLY. IF THERE IS A CONDITION THAT DOES NOT ALLOW FOR FULL ADA COMPLIANCE, THEN THE CONTRACTOR SHOULD REQUEST THE RESIDENT FILL OUT AND SUBMIT FOR APPROVAL, A TECHNICAL INFEASIBILITY FORM TO DOCUMENT THE REASONS FOR NON-COMPLIANCE.
37. THE LOCATION OF THE EXISTING UTILITIES AND DRAINAGE SHOWN ON THE PLANS 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 PAYMENT 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.
38. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE SAWCUT AND VERTICAL.
39. ALL GRANITE CURBING THAT IS REMOVED AND STACKED AND NOT REUSED ON THE PROJECT SHALL BE TURNED OVER TO THE TOWN. PAYMENT FOR WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20 COMMON EXCAVATION.
40. THE SIZE AND TYPE OF MAST ARM FOUNDATIONS ARE SHOWN ON THE GEOTECHNICAL SHEETS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2286300
WIN
22863.00

DATE: 01/24/24
BY: T. WARREN
A. GORNEAU II
I. LANDRY
T. LINDRY
D. ETINGER
D. ETINGER
DESIGNS DETAILED
DESIGNS DETAILED
DESIGNS DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

DATE: 01/24/24
BY: T. WARREN
A. GORNEAU II
I. LANDRY
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DESIGNS DETAILED
DESIGNS DETAILED
DESIGNS DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

FORT KENT
E. MAIN ST./MARKET ST.
/SOUCY ST.
GENERAL NOTES

SHEET NUMBER
2
OF 10

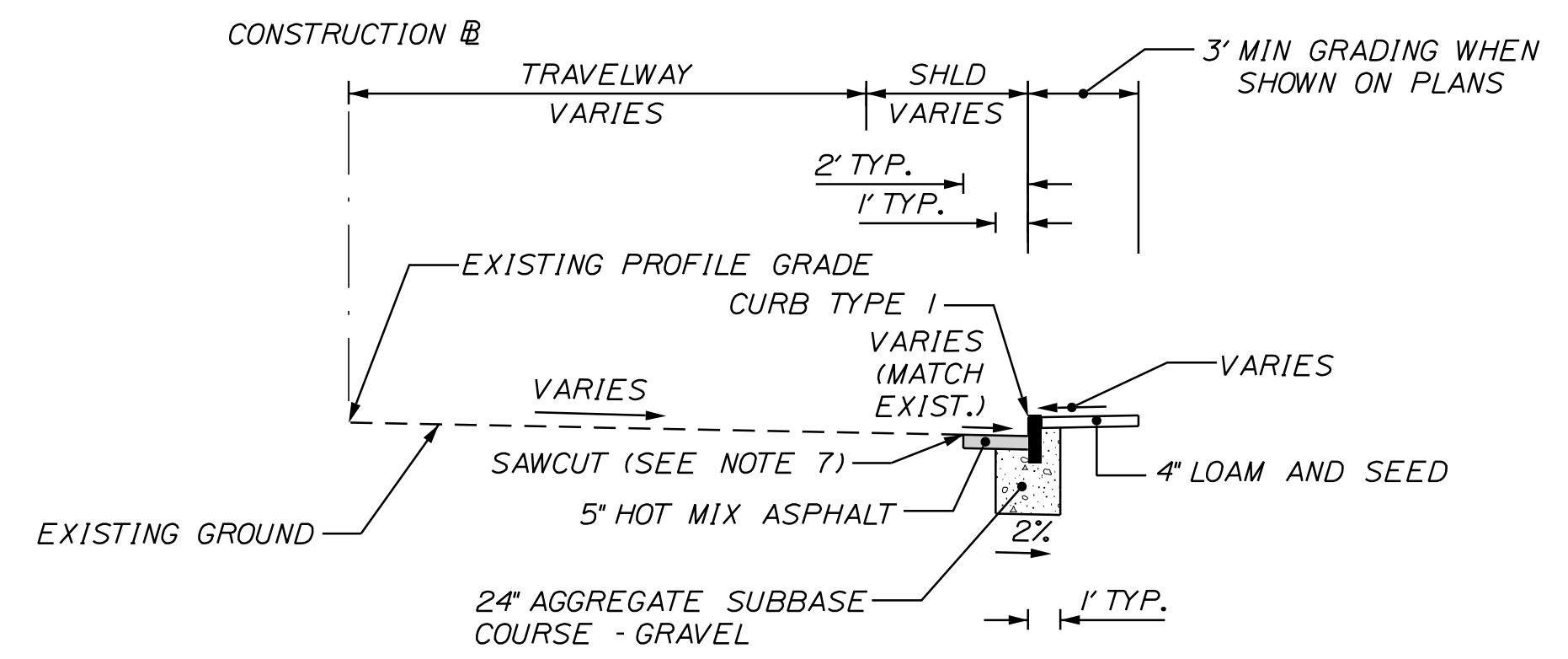


Date: 1/8/2024

Username: Mike.Cundiff

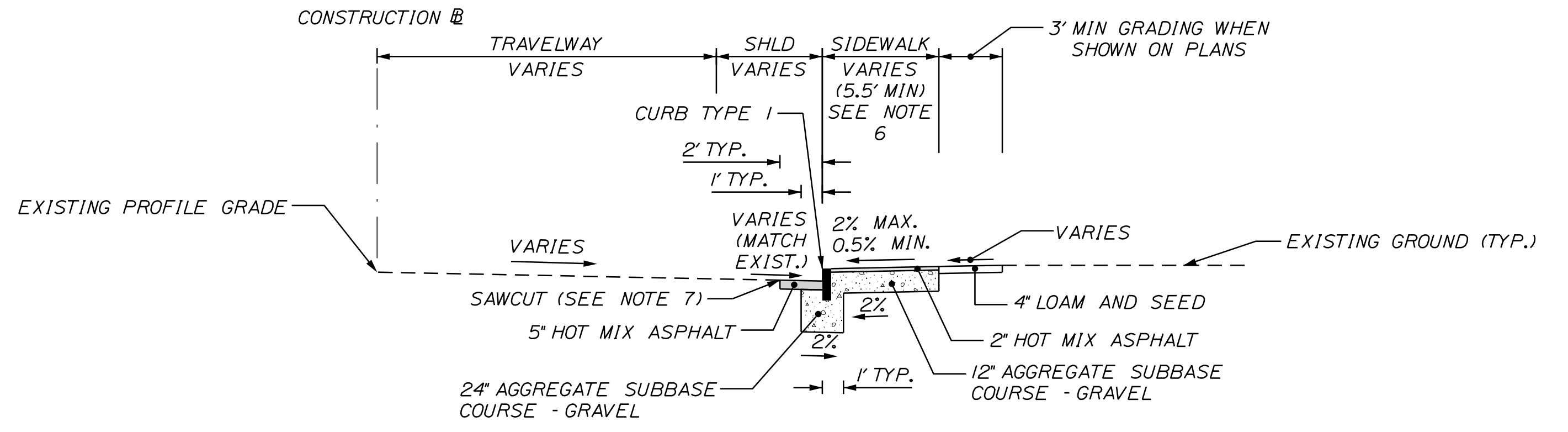
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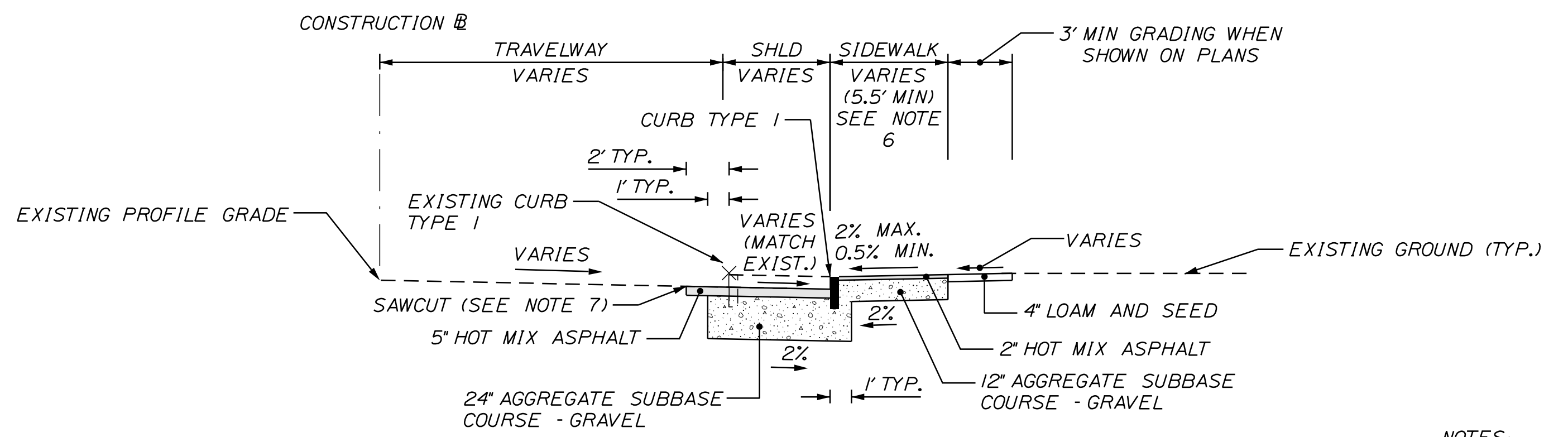
CURBING WITH GRADING DETAIL

STA. 700+30 LT. TO STA. 700+45 LT.
STA. 700+32 RT. TO STA. 700+43 RT.



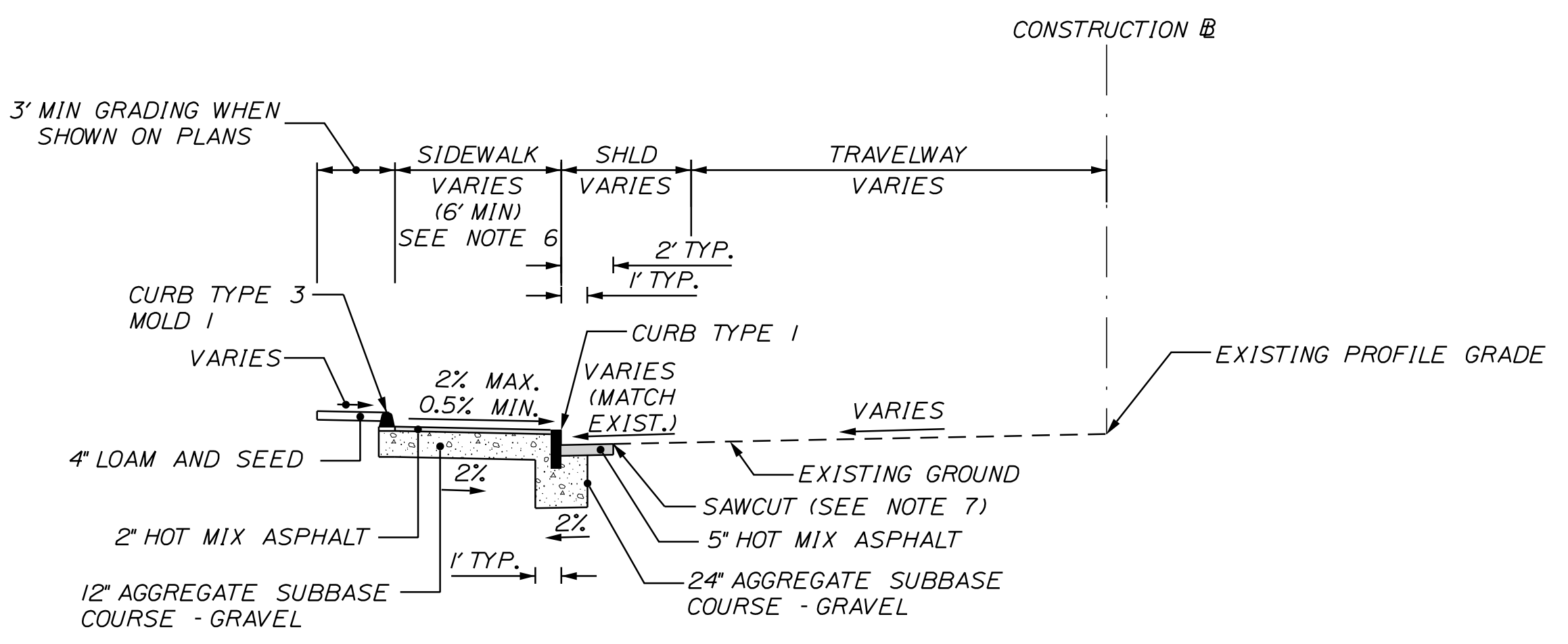
CURBING AND SIDEWALK DETAIL

STA. 502+24 LT. TO STA. 502+53 LT.
STA. 502+48 RT. TO STA. 502+59 RT.
STA. 502+75 LT. TO STA. 502+95 LT.
STA. 503+37 LT. TO STA. 503+67 LT.
STA. 503+59 RT. TO STA. 503+73 RT.



ROADWAY WIDENING DETAIL

STA. 602+98 RT. TO STA. 503+72 RT.



CURBING AND SIDEWALK DETAIL WITH BACKCURB

STA. 502+24 RT. TO STA. 502+48 RT.
STA. 602+98 RT. TO STA. 503+59 RT.

- NOTES:
1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
 2. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
 3. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
 4. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE GRAVEL WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.
 5. FULL DEPTH PAVEMENT (5') SHALL BE PROVIDED IN SHOULDERS WITHIN LIMITS OF WORK.
 6. PROPOSED SIDEWALK WIDTH TO MATCH EXISTING SIDEWALK WIDTH UNLESS OTHERWISE NOTED ON THESE DETAILS OR THE PLANS.
 7. LOCATION OF SAWCUT SHALL TYPICALLY BE DEFINED AS THE MOST RESTRICTIVE CRITERIA NOTED BELOW, WHICH WILL RESULT IN THE SAWCUT BEING LOCATED NEAREST THE CONSTRUCTION BASELINE OR AS NOTED ON THE PLANS.
 - A. 24" INSIDE THE PROPOSED EDGE OF PAVEMENT OR FACE OF CURB.
 - B. 24" INSIDE THE EXISTING EDGE OF PAVEMENT OR FACE OF CURB.

NOT TO SCALE

SHLD = SHOULDER



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www.gorrillpalmer.com
207.772.2515

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2286300
WIN
22863.00

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
A. GORNEAU II	T. LANDRY	T. WARREN	D. ETINGER	-	-	-	-	-
DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
	01/24	01/24						
BY	SIGNATURE	P.E. NUMBER	DATE					
T. WARREN								

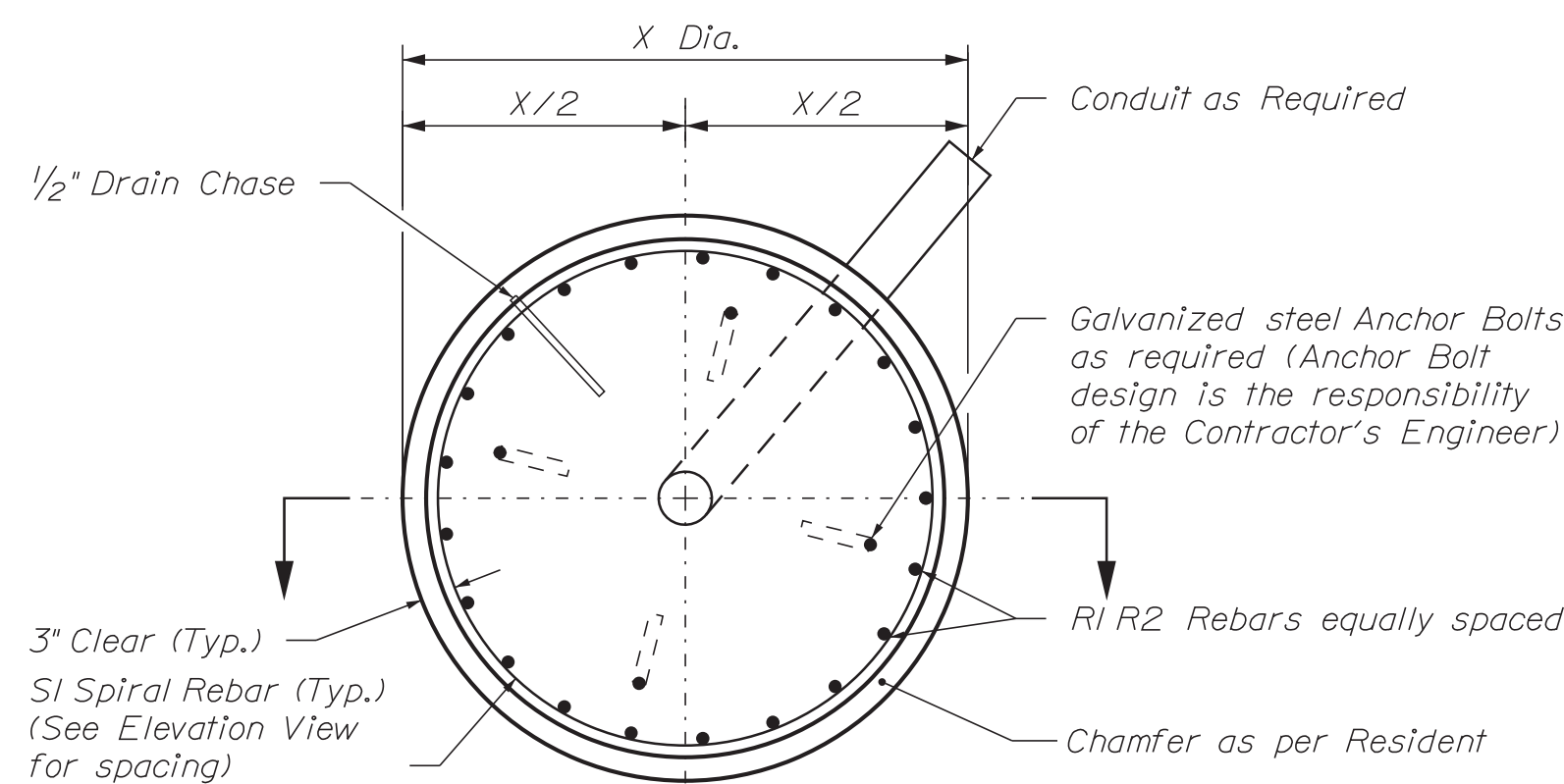
FORT KENT
E. MAIN ST./MARKET ST.
/SOUCY ST.

TYPICAL SECTIONS

SHEET NUMBER

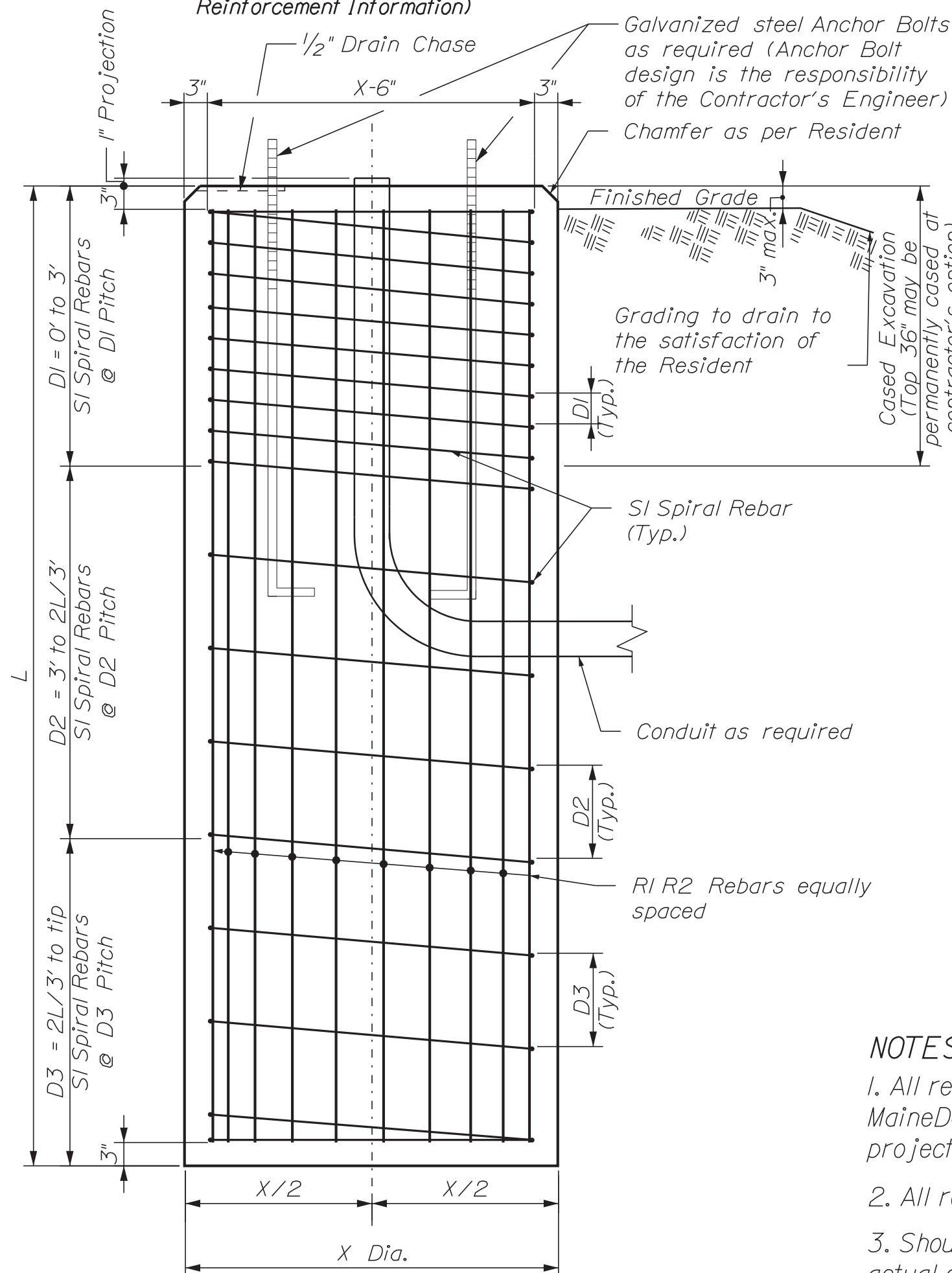
3

OF 10



Drilled Shaft Plan View

Not to Scale (See Table for Drilled Shaft & Reinforcement Information)



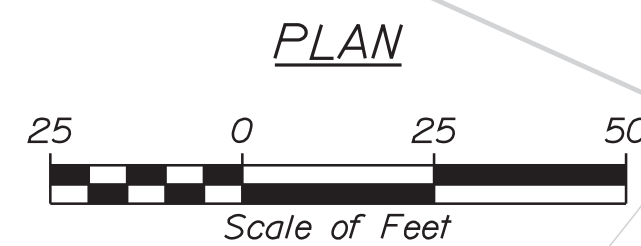
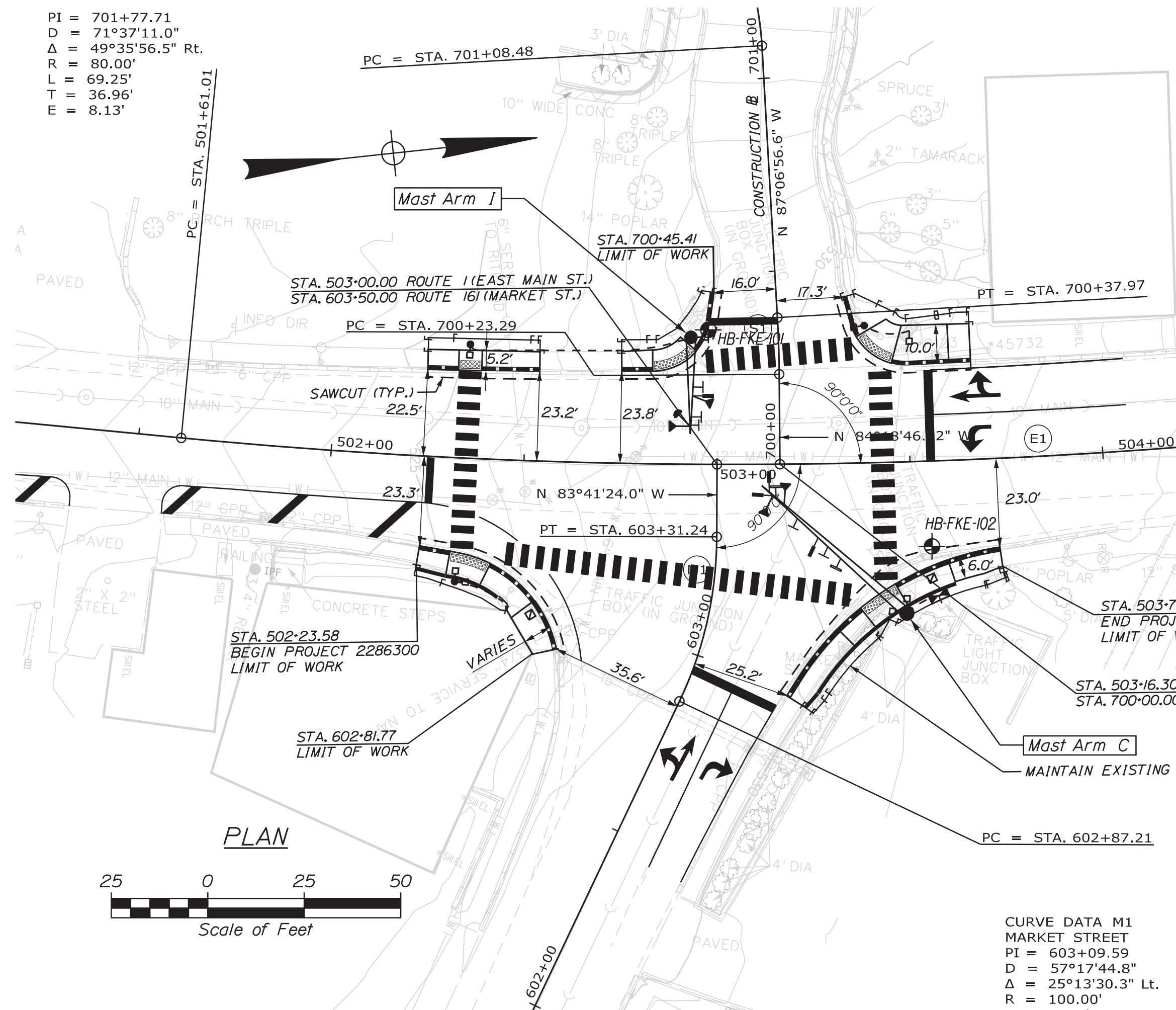
Drilled Shaft Elevation View

Not to Scale (See Table for Drilled Shaft & Reinforcement Information)

MAST ARMS C & I

(C) Sta. 503+48.05, 39.16' Rt.
(I) Sta. 502+93.02, 32.85' Lt.

PI = 701+77.71
D = 71°37'11.0"
Δ = 49°35'56.5" Rt.
R = 80.00'
L = 69.25'
T = 36.96'
E = 8.13'



CURVE DATA M1
MARKET STREET
PI = 603+09.59
D = 57°17'44.8"
Δ = 25°13'30.3" Lt.
R = 100.00'

NOTES:

1. All reinforcing steel is to be grade 60 and conform to MaineDOT Standard Specification requirements along with any project specific Supplementals or Special Provisions.
2. All rebar shall have 3" cover unless otherwise noted.
3. Should there be a discrepancy between these Details and actual observed field conditions report it to the Resident immediately.
4. Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.
5. Concrete to be Class LP with f'c = 5,000 PSI.

Designation	Mast Arm Station and Offset	Drilled Shaft Dimensions		Reinforcing Steel			Spiral Bar Spacing		
		X	L	R1	R2	S1	D1 (in)	D2 (in)	D3 (in)
		Diameter (feet)	Length (feet)	Longitudinal Rebars Quantity	Longitudinal Rebars Size	Spiral Rebars Size	0 to 3 ft	3 ft to 2L/3 ft	2L/3 ft to tip
C	503+48.05, 39.16' Right	4.0	15.0	21	#9	#5	4	4	12
I	502+93.02, 32.85' Left	3.5	10.0	18	#9	#5	4	4	12

Maine Department of Transportation Soil/Borehole Exploration Log US CUSTOMER UNITS		Project: Intersection Improvements Routes Locations Fort Kent, Maine		Boring No.: HB-FKE-101 WIN: 22863.00																													
Driller: MainDOT	Elevation (ft.): 529.0	Operator: Doggett/Arron/Nilles	Datum: NAVD88	Auger ID/OD: 5" Dia.	Sampler: Standard Split Spoon																												
Logged By: B. Wilder	Rig Type: CME 45C	Date Start/Finish: 9/19/2019; 10:00-11:30	Drilling Method: Solid Stem Auger	Core Barrel#: N/A	Water Level#: None Observed																												
Boring Location: 502+93.02, 34.6' Lt.	Casing ID/OD: N/A	Hammer Efficiency Factor: 0.866	Hammer Type: Automatic	Hammer ID/OD: N/A	Hammer Serial#: None Observed																												
<table border="1"> <thead> <tr> <th>Sample No.</th> <th>Pen./Reb. (ft.)</th> <th>Sample Depth (ft.)</th> <th>Time (min)</th> <th>Sampler</th> <th>Remarks</th> <th>Notes</th> </tr> </thead> <tbody> <tr> <td>10</td> <td>24/19</td> <td>1.00 - 3.00</td> <td>5/4/3/2</td> <td>7</td> <td>10</td> <td>554</td> </tr> <tr> <td>20</td> <td>24/18</td> <td>5.00 - 7.00</td> <td>8/13/15/22</td> <td>28</td> <td>40</td> <td>523.5</td> </tr> <tr> <td>30</td> <td>24/16</td> <td>10.00 - 12.00</td> <td>3/5/5/4</td> <td>10</td> <td>14</td> <td>519.6</td> </tr> </tbody> </table>						Sample No.	Pen./Reb. (ft.)	Sample Depth (ft.)	Time (min)	Sampler	Remarks	Notes	10	24/19	1.00 - 3.00	5/4/3/2	7	10	554	20	24/18	5.00 - 7.00	8/13/15/22	28	40	523.5	30	24/16	10.00 - 12.00	3/5/5/4	10	14	519.6
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20	24/18	5.00 - 7.00	8/13/15/22	28	40	523.5																											
30	24/16	10.00 - 12.00	3/5/5/4	10	14	519.6																											
<p>Visual Description and Remarks</p> <p>0-3' 11M.</p> <p>10 11.0-2.0 ft Bgs Brown, damp, loose, Gravelly fine to coarse SAND, little silt, little gravel.</p> <p>10A 12.0-3.0 ft Bgs Brown, moist, loose, Silty fine to coarse SAND, trace gravel.</p> <p>20 Brown, damp, medium dense, Gravelly fine to coarse SAND, some silt.</p> <p>30 Brown, wet, loose, Silty fine SAND, (all silt).</p> <p>Bottom of Exploration at 12.0 feet below ground surface. NO REFUSAL.</p>																																	
<p>Stratification lines represent approximate boundaries between soil types; transitions may be gradual.</p> <p>* 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.</p>																																	

Maine Department of Transportation Soil/Borehole Exploration Log US CUSTOMER UNITS		Project: Intersection Improvements Routes Locations Fort Kent, Maine		Boring No.: HB-FKE-102 WIN: 22863.00																													
Driller: MainDOT	Elevation (ft.): 531.6	Operator: Doggett/Arron/Nilles	Datum: NAVD88	Auger ID/OD: 5" Dia.	Sampler: Standard Split Spoon																												
Logged By: B. Wilder	Rig Type: CME 45C	Date Start/Finish: 9/19/2019; 09:00-10:00	Drilling Method: Solid Stem Auger	Core Barrel#: N/A	Water Level#: None Observed																												
Boring Location: 505+55, 22.1' Rt.	Casing ID/OD: N/A	Hammer Efficiency Factor: 0.866	Hammer Type: Automatic	Hammer ID/OD: N/A	Hammer Serial#: None Observed																												
<table border="1"> <thead> <tr> <th>Sample No.</th> <th>Pen./Reb. (ft.)</th> <th>Sample Depth (ft.)</th> <th>Time (min)</th> <th>Sampler</th> <th>Remarks</th> <th>Notes</th> </tr> </thead> <tbody> <tr> <td>10</td> <td>24/19</td> <td>1.50 - 3.50</td> <td>9/13/13/9</td> <td>26</td> <td>38</td> <td>531.0</td> </tr> <tr> <td>20</td> <td>24/18</td> <td>5.00 - 7.00</td> <td>2/5/10/14</td> <td>15</td> <td>22</td> <td>527.1</td> </tr> <tr> <td>30</td> <td>24/20</td> <td>10.00 - 12.00</td> <td>8/11/14/18</td> <td>25</td> <td>36</td> <td>522.4</td> </tr> </tbody> </table>						Sample No.	Pen./Reb. (ft.)	Sample Depth (ft.)	Time (min)	Sampler	Remarks	Notes	10	24/19	1.50 - 3.50	9/13/13/9	26	38	531.0	20	24/18	5.00 - 7.00	2/5/10/14	15	22	527.1	30	24/20	10.00 - 12.00	8/11/14/18	25	36	522.4
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30	24/20	10.00 - 12.00	8/11/14/18	25	36	522.4																											
<p>Visual Description and Remarks</p> <p>7' 11M.</p> <p>10 Brown, damp, medium dense, Gravelly fine to coarse SAND, little silt, little gravel.</p> <p>20 Brown, moist, medium dense, Silty fine to coarse SAND, little gravel.</p> <p>30 Light brown, wet, medium dense, Silty fine SAND.</p> <p>Bottom of Exploration at 12.0 feet below ground surface. NO REFUSAL.</p>																																	
<p>Stratification lines represent approximate boundaries between soil types; transitions may be gradual.</p> <p>* 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.</p>																																	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02286300

WIN 22863.00

HIGHWAY PLANS

STATE OF MAINE
Professional Engineer
Matthew Maguire
7120
12/19/2020

DATE OCT 2020
BY T. WHITE
PROJ. MANAGER K. MAGUIRE
CHECKED/REVIEWED
DESIGNED/DETAILED
REVISIONS

SIGNATURE
P.E. NUMBER 7120
DATE 12/19/2020

FIELD CHANGES

FORT KENT
ROUTES 1/161
MAST ARM FOUNDATIONS & BORING LOCATION PLAN WITH BORING LOGS

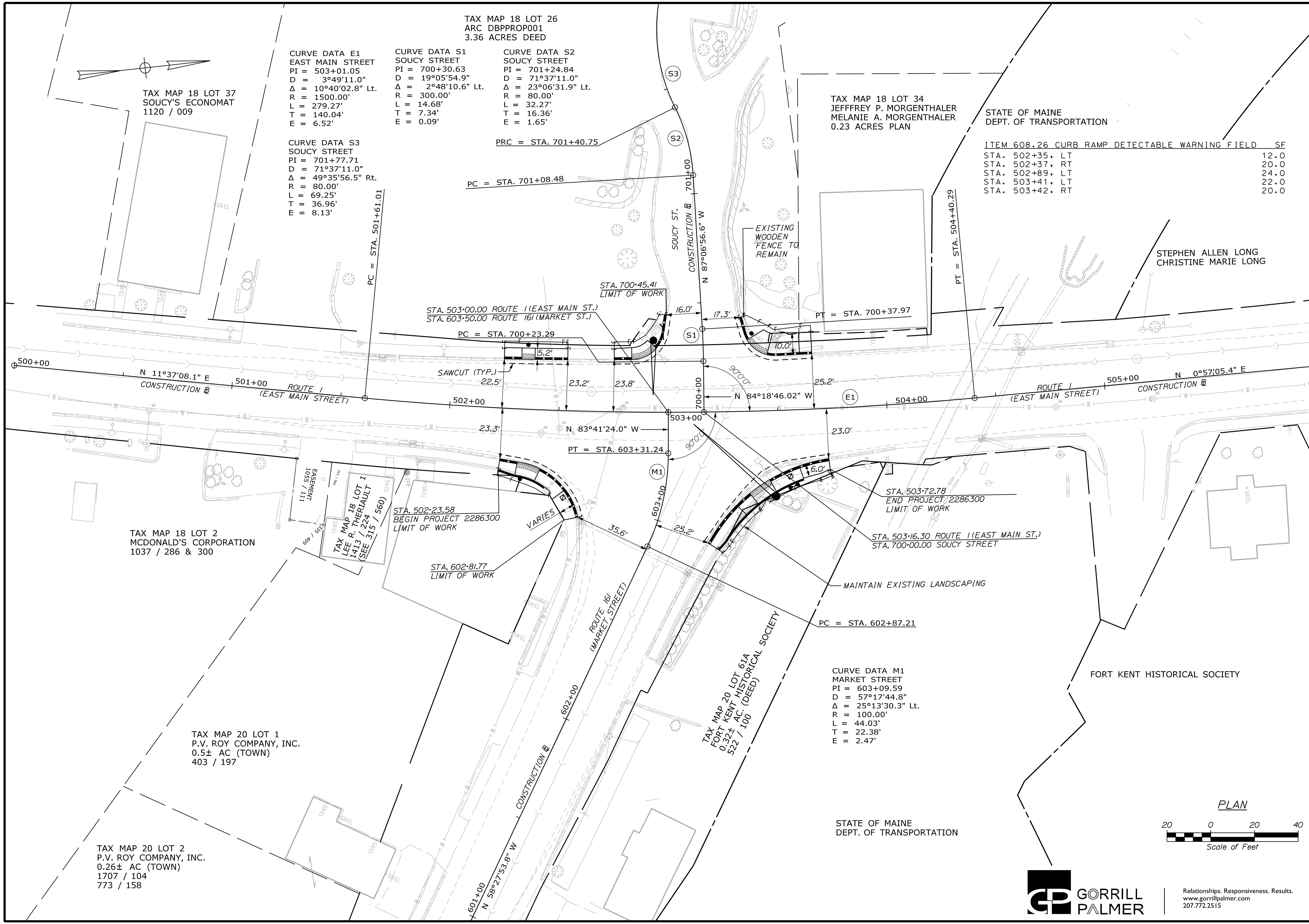
SHEET NUMBER
4
OF 10

Date: 1/8/2024

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ...\\005\Highway\005_HDPlan_001.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2286300
WIN
22863.00

DATE	BY	PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
01/24	T. WARREN	A. CORNEAU II	T. LANDRY	D. ETINGER							
01/24											

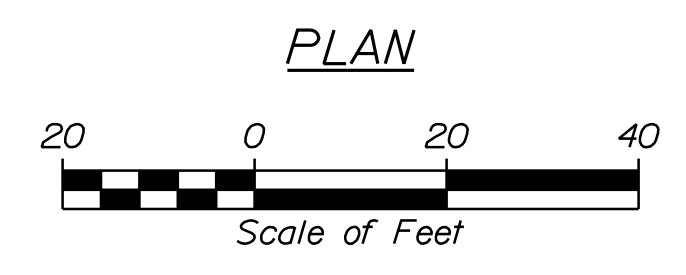
SIGNATURE	P.E. NUMBER	DATE

FORT KENT HISTORICAL SOCIETY
E. MAIN ST./MARKET ST./SOUCY ST.
GENERAL PLAN

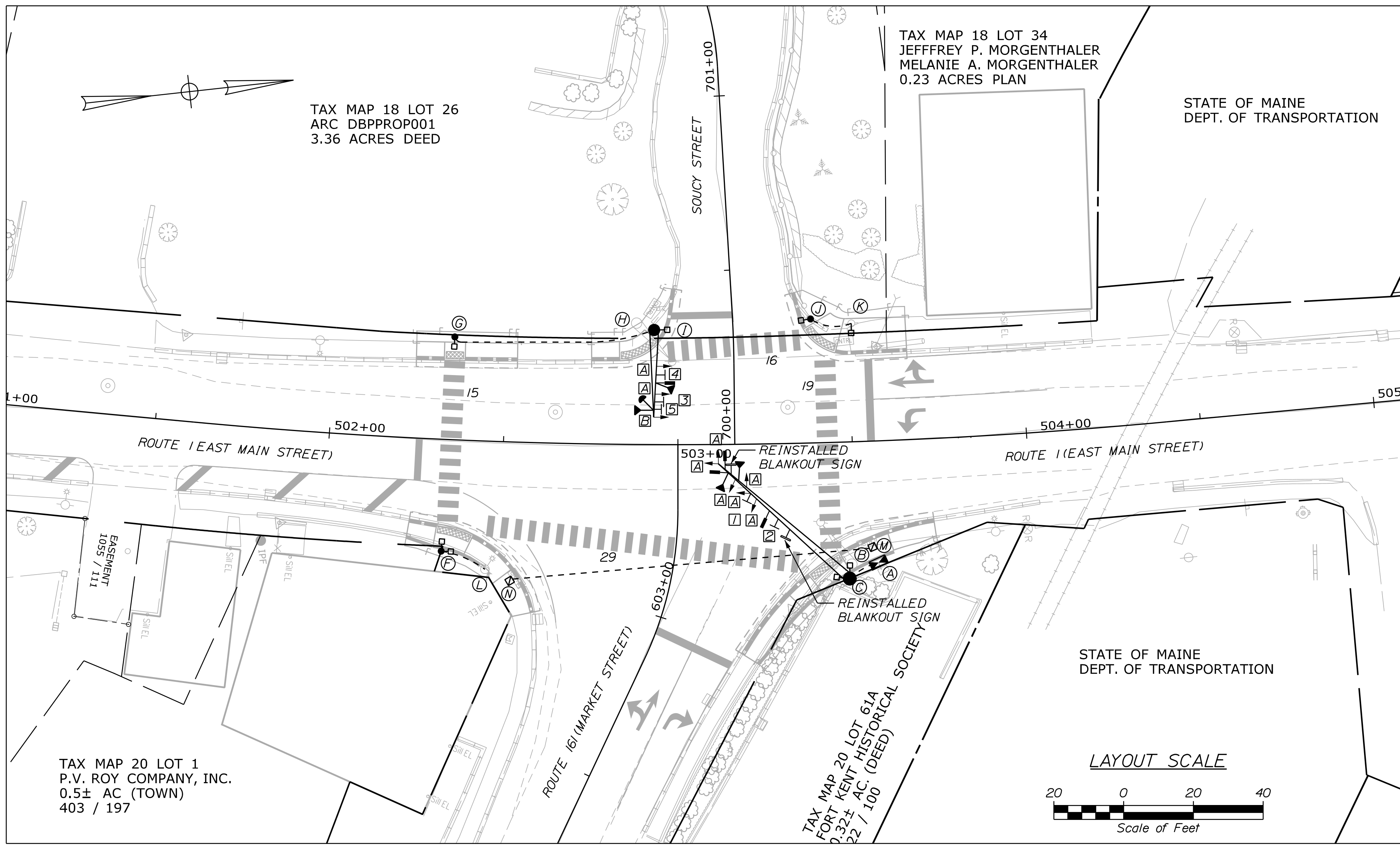
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OF 10

STATE OF MAINE
DEPT. OF TRANSPORTATION

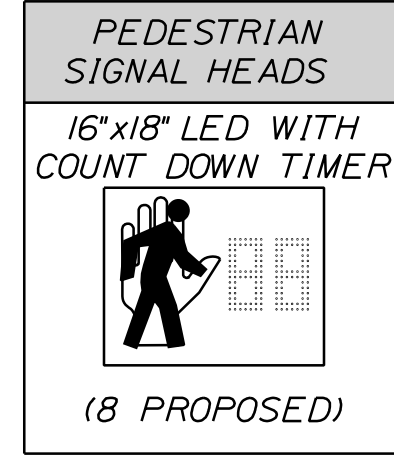
ITEM	DESCRIPTION	AMOUNT
608.26	CURB RAMP DETECTABLE WARNING FIELD	SF
	STA. 502+35, LT	12.0
	STA. 502+37, RT	20.0
	STA. 502+89, LT	24.0
	STA. 503+41, LT	22.0
	STA. 503+42, RT	20.0



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LEGEND		
EXISTING	SIGNAL NOTE	PROPOSED
	SIGNAL HEAD	
	VIDEO DETECTOR	
	SIGNAL CONDUIT (3" PVC, SCH 80, UNLESS OTHERWISE NOTED)	
	CONTROLLER CABINET	
	PEDESTRIAN SIGNAL HEAD	
	PEDESTAL POLE	
	MAST ARM WITH SIGNAL STANDARD	
	DUAL PURPOSE POLE WITH MAST ARM AND FOUNDATION	
	MOUNTED SIGN	
	LED BLANKOUT SIGN	
	JUNCTION BOX	
	EMERGENCY PRE-EMPTION RECEIVER	
	EMERGENCY PRE-EMPTION STROBE	

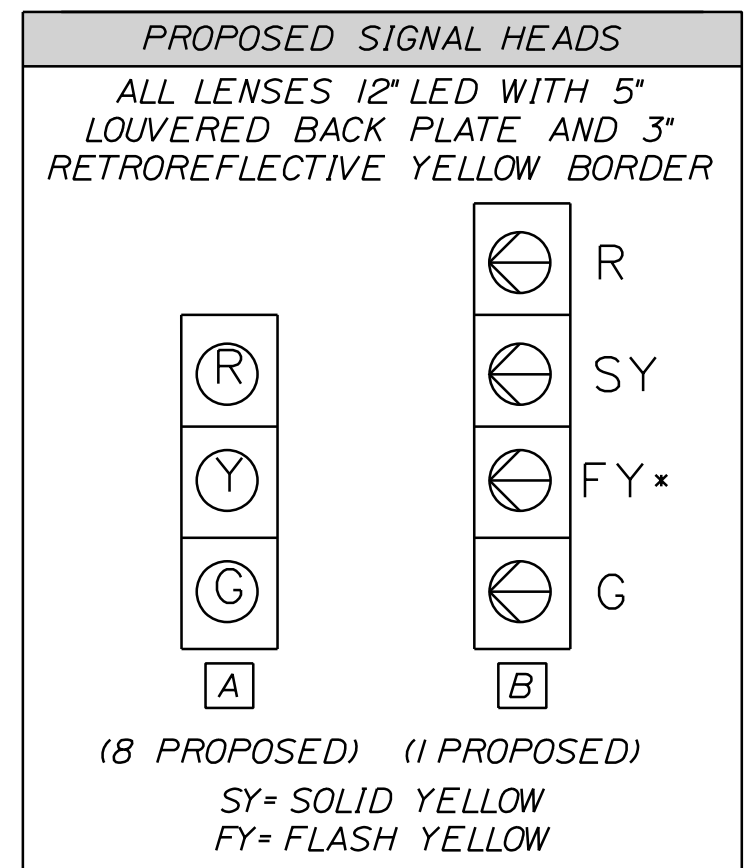


SIGN LEGEND				
R3-6L 30'x36"	R3-5R 30'x36"	R3-5L 30'x36"	R3-6R 30'x36"	R10-12a 30'x36"
[1]	[2]	[3]	[4]	[5]
(1 PROPOSED)	(1 PROPOSED)	(1 PROPOSED)	(1 PROPOSED)	(1 PROPOSED)

ALL OVERHEAD SIGNING SHALL BE INSTALLED IN A MANNER THAT DOES NOT BLOCK LINE OF SIGHT OF OTHER OVERHEAD SIGNING OR SIGNAL DISPLAYS.

- SIGNAL NOTES:**
- EXISTING SIGNAL TIMING AND PHASING TO BE MAINTAINED. TIMING AND PHASING SHALL BE TRANSFERRED FROM EXISTING CONTROLLER TO PROPOSED CONTROLLER.
 - CONTRACTOR TO REINSTALL TWO EXISTING BLANKOUT SIGNS. CONTRACTOR TO ENSURE SIGNS ARE OPERATIONAL.
 - EXISTING CONDUIT SHALL BE INSPECTED AND, IF IT MEETS APPLICABLE STANDARDS, IT CAN BE REUSED.
 - CONTRACTOR TO INSTALL VIDEO DETECTION AND EMERGENCY PREEMPTION.
 - DUE TO THE PROXIMITY OF THE EXISTING RAILROAD CROSSING, RAILROAD PREEMPTION EXISTS IN THE EXISTING CONDITION AND IS REQUIRED FOR THE PROPOSED SIGNAL SYSTEM. THE EXISTING RAILROAD PREEMPTION SYSTEM IS ACTIVATED 22 SECONDS BEFORE THE TRAIN CROSSING OF ROUTE 1. EXISTING BLANK OUT SIGNS ON TWO APPROACHES ARE ACTIVATED DURING THE RAILROAD PREEMPTION PERIOD. TRAIN SPEED LIMIT IS 10 MPH AT THIS CROSSING. CONTRACTOR SHALL MAINTAIN EXISTING RAILROAD PREEMPTION IN THE PROPOSED DESIGN. COORDINATE ALL RAILROAD PREEMPTION WORK WITH THE RAILROAD AND THE RESIDENT PRIOR TO MAKING ANY SIGNAL MODIFICATIONS. RAILROAD SHALL BE PRESENT DURING THE RAILROAD PREEMPTION WORK AND TESTING OF THE NEW SYSTEM SHALL BE COMPLETED WITH RESIDENT AND RAILROAD PRESENT.
 - CONTRACTOR SHALL PROVIDE THE FOLLOWING PEDESTRIAN TIMES AT A MINIMUM.
 - 5 SECONDS WALK TIME FOR ALL CROSSINGS
 - 15 SECONDS PED CLEAR TIME CROSSING SOUCY STREET
 - 29 SECONDS PED CLEAR TIME CROSSING ROUTE 16 (MARKET STREET)
 - 15 SECONDS PED CLEAR TIME CROSSING THE SOUTH LEG OF THE INTERSECTION
 - 19 SECONDS PED CLEAR TIME CROSSING THE NORTH LEG OF THE INTERSECTION

PER MUTCD, UPON TRANSITION INTO RR PREEMPTION, PED WALK AND CLEAR TIME SHALL BE OMITTED IF NOT ACTIVE AND TERMINATED IF ALREADY ACTIVE. IF TERMINATED THE COUNTDOWN PEDESTRIAN HEAD SHALL GO DARK IMMEDIATELY UPON ACTIVATION OF THE PREEMPTION TRANSITION.
 - ENABLE PEDESTRIAN CLEARANCE TIME THRU YELLOW.
 - CONTRACTOR SHALL ENSURE A MINIMUM OF 3 SECONDS YELLOW AND 3 SECONDS ALL RED TIME BETWEEN PHASES.
 - SINCE THIS SIGNAL SYSTEM HAS RAILROAD PREEMPTION, CONTRACTOR IS REQUIRED TO INCLUDE A BACKUP POWER SUPPLY (BATTERY) WITH THE NEW SIGNAL SYSTEM. COORDINATE WORK WITH RESIDENT.



*SHALL NOT BE DISPLAYED WHEN OPERATING IN THE PROTECTED ONLY PHASE

ALL NEW SIGNAL FACE DISPLAYS SHALL HAVE TUNNEL VISORS TO PROPERLY BLOCK THE VIEW OF THE SIGNAL DISPLAYS FROM OTHER INTERSECTION APPROACHES.

ALL NEW SIGNAL DISPLAYS SHALL BE INSTALLED IN A MANNER THAT DO NOT BLOCK LINE OF SIGHT OF OTHER SIGNAL DISPLAYS OR OVERHEAD SIGNING.

EQUIPMENT SCHEDULE			
DESIGNATION	ITEM	DESCRIPTION	LOCATION *
A	NEW ATC CONTROLLER CABINET	INSTALL NEW ATC CONTROLLER AND ATCC CABINET ON NEW FOUNDATION. USE SAME POWER SOURCE AS EXISTING CONTROLLER.	STA. 503+56.26, 34.84' RT
B H	EXISTING MAST ARM WITH POLE AND FOUNDATION	TO BE REMOVED.	STA. 503+48.78, 35.05' RT STA. 502+87.87, 34.80' LT
C	MAST POLE WITH 50' MAST ARM AND FOUNDATION	VIDEO DETECTION, EMERGENCY PREEMPTION, SIGNAL HEADS, REUSED LED BLANKOUT SIGNS, OVERHEAD SIGNS, PEDESTRIAN COUNTDOWN HEADS, SIGNS AND PUSH BUTTONS ON NEW FOUNDATION. SEE SHEET 4 FOR FOUNDATION DESIGN INFORMATION.	STA. 503+48.05, 39.16' RT
F G J	PEDESTAL POLE	INSTALL NEW 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD(S), SIGN(S) AND PUSH BUTTON(S) ON NEW FOUNDATION. POLE F TO GET TWO PEDESTRIAN COUNTDOWN HEADS, SIGNS AND PUSH BUTTONS.	STA. 502+33.53, 32.04' RT STA. 502+34.73, 29.48' LT STA. 503+38.94, 35.55' LT
I	MAST POLE WITH 25' MAST ARM AND FOUNDATION	VIDEO DETECTION, EMERGENCY PREEMPTION, SIGNAL HEADS, OVERHEAD SIGNS, PEDESTRIAN COUNTDOWN HEAD, SIGN AND PUSH BUTTON ON NEW FOUNDATION. SEE SHEET 4 FOR FOUNDATION DESIGN INFORMATION.	STA. 502+93.02, 32.85' LT
K	EXISTING LIGHT POLE	REMOVE EXISTING SIGNAL AND PEDESTRIAN COUNTDOWN HEAD. INSTALL NEW PEDESTRIAN COUNTDOWN HEAD, SIGN AND PUSH BUTTON.	STA. 503+50.87, 33.94' LT
L	EXISTING LIGHT POLE	REMOVE EXISTING PEDESTRIAN COUNTDOWN HEADS, SIGN AND PUSH BUTTON	STA. 502+45.98, 36.73 RT
M N	JUNCTION BOX	INSTALL NEW JUNCTION BOX	STA. 503+54.71, 30.36' RT STA. 502+53.01, 39.82' RT

* STATION AND OFFSET INFORMATION IS APPROXIMATE AND SHOWN TO CENTER OF POLE. EQUIPMENT TO BE ADJUSTED BY RESIDENT, MAINE DOT, OR TOWN AS DIRECTED.

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2286300
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PROJ. MANAGER	A. GORNEAU II	BY	DATE
DESIGN-DETAILED	R. DUNTON	T. WARREN	01/24
CHECKED-REVIEWED	R. DUNTON	D. ETINGER	01/24
DESIGNS DET AILED			
DESIGNS DET AILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE _____ P.E. NUMBER _____ DATE _____

FORT KENT ST./MARKET ST.
E. MAIN ST./MARKET ST.
/SOUCY ST.

SIGNAL PLAN

SHEET NUMBER
6
OF 10

Date: 1/10/2024

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ... \000\Highway\007_SignalNotes.dgn

SIGNAL NOTES

1. ALL MATERIALS AND WORK SHALL CONFORM TO THE TOWN OF FORT KENT AND 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. ALL SIGNAL AND SIGNAL RELATED EQUIPMENT SHALL MEET OR EXCEED MAINE DOT AND TOWN OF FORT KENT TRAFFIC SIGNAL STANDARDS.
3. IT IS THE INTENT OF THIS WORK TO HAVE A COMPLETE OPERATIONAL, TESTED AND ACCEPTED TRAFFIC SIGNAL UPON COMPLETION OF THIS CONTRACT.
4. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.
5. 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.
6. THE LOCATIONS OF SIGNAL EQUIPMENT 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.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY TRAFFIC SIGNALS AND ASSOCIATED WORK IF REQUIRED. CONTRACTOR SHALL REMOVE THE TEMPORARY TRAFFIC SIGNAL ONCE NEW SIGNAL IS OPERATIONAL. ALL COSTS ASSOCIATED WITH TEMPORARY SIGNALS SHALL BE INCIDENTAL TO THE 643 ITEMS.
8. THE PROPOSED TRAFFIC SIGNAL TIMING AND PHASING 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.
9. CONTRACTOR IS RESPONSIBLE FOR FIELD ADJUSTING TIMING FOR EACH TIMING PLAN UNDER THE DIRECTION OF THE RESIDENT AND MAINE DOT REPRESENTATIVE. TIMING SHALL BE ADJUSTED WITHIN TWO WEEKS OF INITIAL START UP.
10. TWO COPIES OF AS-BUILT PLANS, SIGNAL TIMING, WIRING DIAGRAMS, BOX PRINTS AND EQUIPMENT MANUALS SHALL BE LEFT IN THE CONTROLLER CABINET. ONE ELECTRONIC COPY OF EACH SHALL BE PROVIDED TO THE TOWN ENGINEER/PUBLIC WORKS DIRECTOR.
11. CONTRACTOR SHALL PROVIDE AND INSTALL ALL JUNCTION BOXES PER MAINE DOT STANDARDS AT A MINIMUM.
12. 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.
13. UTILITIES THAT HAVE FACILITIES IN THE GENERAL PROJECT ARE LISTED IN SPECIAL PROVISION 104.
14. 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.
15. 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.
16. 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.
17. ALL CONDUIT CROSSING AREAS OF EXISTING PAVEMENT SHALL BE INSTALLED USING TRENCHLESS TECHNOLOGIES, UNLESS OTHERWISE APPROVED.
18. ALL NEW SIGNAL SECTIONS SHALL HAVE LED LENSES 12 INCHES IN DIAMETER, AND SHALL HAVE 5 INCH LOUVERED BACK PLATES WITH 3" YELLOW RETROREFLECTIVE STRIP AROUND BORDER OF BACK PLATES.
19. ALL SPLICES WILL BE MADE IN THE CABINETS OR POLES MEETING MAINE DOT SPECIFICATIONS.

20. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY STREET/SIDEWALK OCCUPANCY OR OPENING PERMITS.
21. ALL CONFLICTING SIGNS AND PAVEMENT MARKINGS SHALL BE PERMANENTLY REMOVED IN ACCORDANCE WITH MAINE DOT STANDARD SPECIFICATIONS, LATEST EDITION.
22. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING RED-LINE AS-BUILT DRAWINGS OF THE FINAL WORK TO THE RESIDENT. THOSE DRAWINGS SHALL BE A CLEAN SET OF PLANS SHOWING ALL CHANGES, MODIFICATIONS, AND ELEVATIONS TO THE BID PLANS.
23. COUNTDOWN PEDESTRIAN HEADS SHALL HAVE AUDIBLE/TACTILE FEATURES AND SHALL BE INCIDENTAL TO ITEM 643.80. IF PUSH BUTTONS ARE LOCATED LESS THAN 10 FEET APART OR ON THE SAME POLE, EACH PUSH BUTTON SHALL PROVIDE THE FOLLOWING FEATURES: PUSH BUTTON LOCATOR TONE, TACTILE ARROW, SPEECH WALK MESSAGE FOR THE WALKING PERSON INDICATION, SPEECH PUSH BUTTON INFORMATION MESSAGE. IF FROM WHERE A PEDESTRIAN ENTERS THE CROSSWALK TO THE PEDESTRIAN HEAD ON THE OPPOSITE SIDE IS MORE THAN 100 FEET, THE NUMBERS SHALL BE AT LEAST 9 INCHES HIGH.
24. ALL PROPOSED PEDESTRIAN PUSH BUTTON LOCATIONS SHALL MEET THE AMERICANS WITH DISABILITIES ACT STANDARDS, LATEST EDITION.
25. ANY DAMAGE TO SLOPES, SIDEWALKS OR PAVEMENT RESULTING FROM INSTALLATION OF 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.
26. PROPOSED SIGNS ON SIGNAL MAST ARMS, POLES AND SPAN WIRES SHALL BE INCIDENTAL TO PAY ITEM 643.80.
27. PULL BOXES WILL BE TIER 22, RATED 22,000 LBS.
28. THE TRAFFIC SIGNAL SYSTEM WILL BE EQUIPPED WITH AN APPLIED INFORMATION FMU.
29. ALL SIGNAL CABLE SHALL BE IMSA RATED.
30. DETECTION EQUIPMENT SHALL BE CONNECTED TO THE FIELD MONITORING UNIT AND CELL MODEM WITH REMOTE MONITORING AND ADJUSTMENT CAPABILITY.
31. THE CELL MODEM IN THE ATC CABINET SHALL BE INTEGRATED INTO A CLOUD BASED MONITORING SYSTEM, SIERRA WIRELESS GX450 OR APPROVED EQUAL.

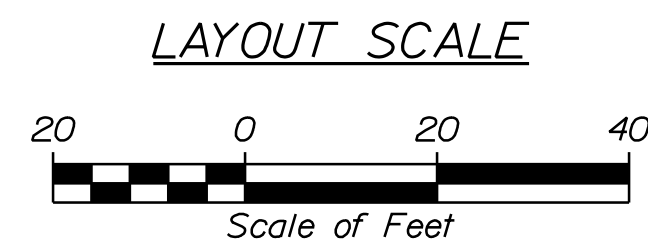
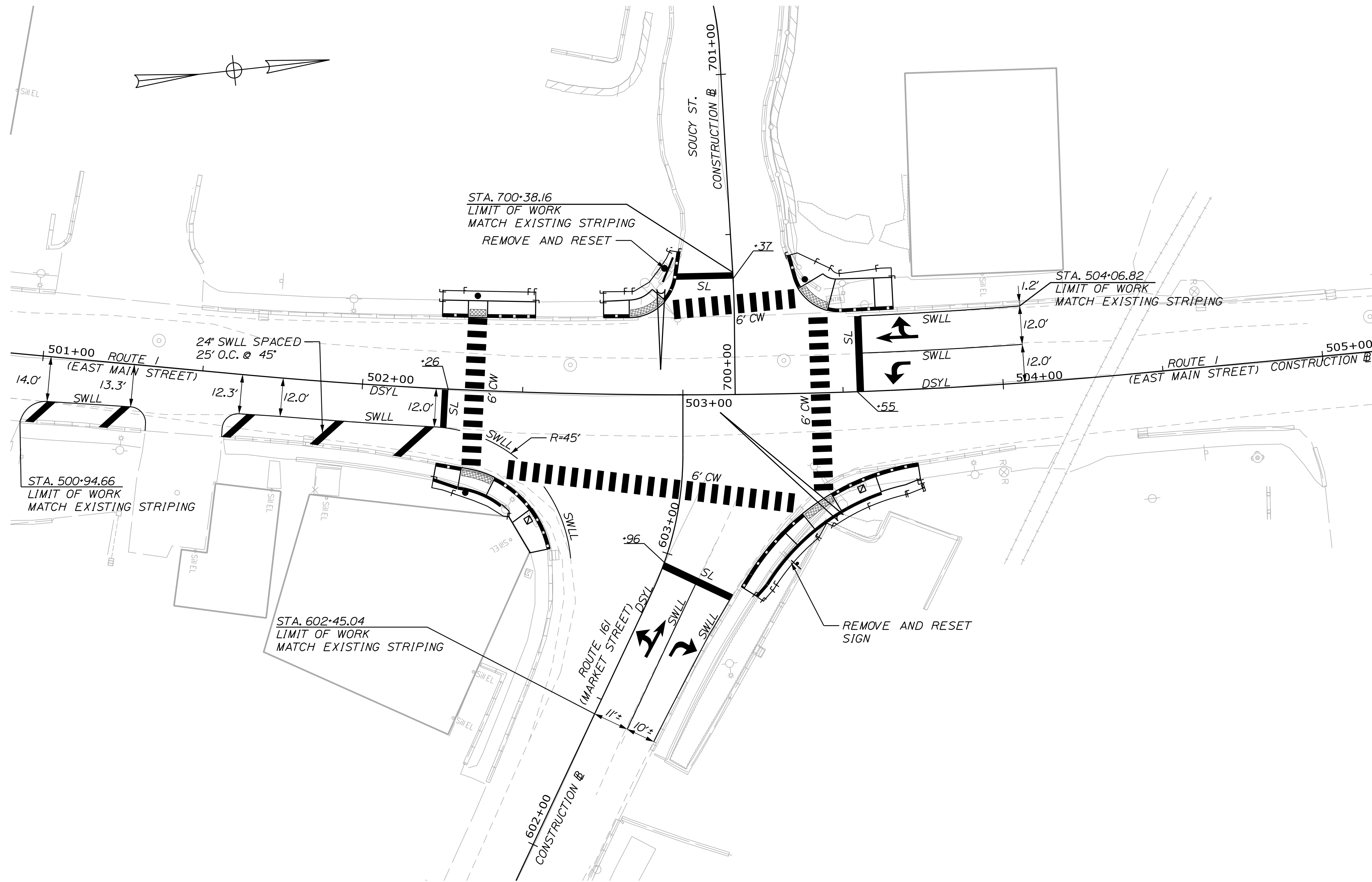
ADDITIONAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT INCLUDING CONTROLLER CABINET AND PEDESTAL POLES SHALL BE POWDER COAT BLACK IN COLOR. UPRIGHTS AND MAST ARMS SHALL BE GALVANIZED.
2. ALL SIGNAL HEADS SHALL BE HEAVY DUTY POLYCARBONATE.
3. ALL EXISTING SIGNAL EQUIPMENT THAT IS REMOVED SHALL BE RETURNED TO THE TOWN.
4. PAYMENT FOR REMOVAL OF EXISTING SIGNS SHALL BE INCIDENTAL TO OTHER 645 ITEMS.
5. SEE STANDARD SPECIFICATIONS AND STANDARD DETAILS, CURRENT EDITION FOR CONTROLLER EQUIPMENT REQUIREMENTS.
6. REMOVAL OF THE EXISTING SIGNAL SYSTEM SHALL BE INCIDENTAL TO PAY ITEM 643.80.
7. REMOVE EXISTING CONTROLLER CABINET FOUNDATIONS THAT ARE NOT BEING REUSED. RESURFACE TO MATCH SURROUNDING AREA. PAYMENT INCIDENTAL TO 643.80.
8. THE BOTTOM OF THE HOUSING OF NEW SIGNAL FACES SHALL BE AT LEAST 17 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY UNLESS OTHERWISE SPECIFIED.
9. THE CONTRACTOR IS DIRECTED TO STANDARD SPECIFICATION 718 FOR ADDITIONAL INFORMATION RELATED TO THE CONTROLLER AND CONTROLLER CABINET. STANDARD SPECIFICATION 718 EXPANDS UPON THE INFORMATION FOUND IN THESE NOTES. AS SUCH, THE MORE RESTRICTIVE LANGUAGE BETWEEN THESE NOTES AND STANDARD SPECIFICATION 718 SHALL GOVERN THE WORK TO BE PERFORMED UNDER THIS PROJECT.
10. THE SIGNAL SYSTEM MUST BE FULLY FUNCTIONAL AND FREE OF COMMUNICATIONS OR EQUIPMENT FAILURES FOR A PERIOD OF SEVEN (7) DAYS. IF PROBLEMS OCCUR, THEY SHALL BE RECTIFIED BY THE CONTRACTOR AND THE START UP PERIOD RESTARTED FOR ANOTHER SEVEN (7) DAYS.
11. UPON DEMONSTRATING A SUCCESSFUL 7 DAY START UP TEST, THE TOWN AND MAINE DOT SHALL EVALUATE THE OPERATION OF THE SYSTEM FOR A PERIOD OF 30 DAYS. SHOULD THE SYSTEM MALFUNCTION DURING THIS PERIOD THE CONTRACTOR SHALL MAKE ANY REPAIRS OR CORRECTIONS AND THE ACCEPTANCE TEST PERIOD WILL START OVER AGAIN. ACCEPTANCE TESTING MUST DEMONSTRATE TO THE TOWN AND MAINE DOT THAT ALL HARDWARE AND EQUIPMENT FUNCTION IN ACCORDANCE WITH THESE SPECIFICATIONS, REQUIREMENTS, THROUGH-PUTS AND FUNCTIONALITY.
12. THE CONTRACTOR SHALL WARRANTY ALL WORK AND EQUIPMENT FOR A PERIOD OF ONE YEAR AFTER INSTALLATION AND ACCEPTANCE.
13. ALL PRE-EMPTION EQUIPMENT SHALL BE THE SAME AS IS CURRENTLY USED BY THE TOWN UNLESS OTHERWISE APPROVED.
14. REMOVE EXISTING PEDESTAL POLE FOUNDATIONS NOT BEING REUSED AND EXISTING MAST ARM FOUNDATIONS TO A MINIMUM OF TWO FEET BELOW GRADE. FILL IN HOLE. RESURFACE TO MATCH SURROUNDING AREA. PAYMENT INCIDENTAL TO ITEM 643.80.
15. THE POWER SERVICE METER AND SEPARATE DISCONNECT ENCLOSURE SHOULD BE MOUNTED ON THE SIDE OF THE NEW ATC CABINET.
16. A SPARE CONDUIT SHOULD BE PROVIDED FROM THE SERVICE POLE TO THE CABINET FOR FUTURE USE.
17. THE SEPARATE DISCONNECT ENCLOSURE SHOULD HAVE TWO BREAKERS, ONE FOR THE SIGNALS AND ONE FOR LIGHTING.
18. LIGHTING CONTROLS CAN BE INSTALLED IN THE ATC CABINET AND WILL NOT REQUIRE A SEPARATE ENCLOSURE.
19. SEE SPECIAL PROVISION 626 FOR GROUND MOUNTED CABINET FOUNDATION SIZE AND REINFORCING REQUIREMENTS.
20. VIDEO DETECTION TYPE AND MATERIALS SHALL BE APPROVED BY DOT AND TOWN.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2286300 WIN 22863.00	
FORT KENT E. MAIN ST./MARKET ST. /SOUCY ST. SIGNAL NOTES	SHEET NUMBER <div style="font-size: 2em; font-weight: bold; margin: 10px 0;">7</div> OF 10



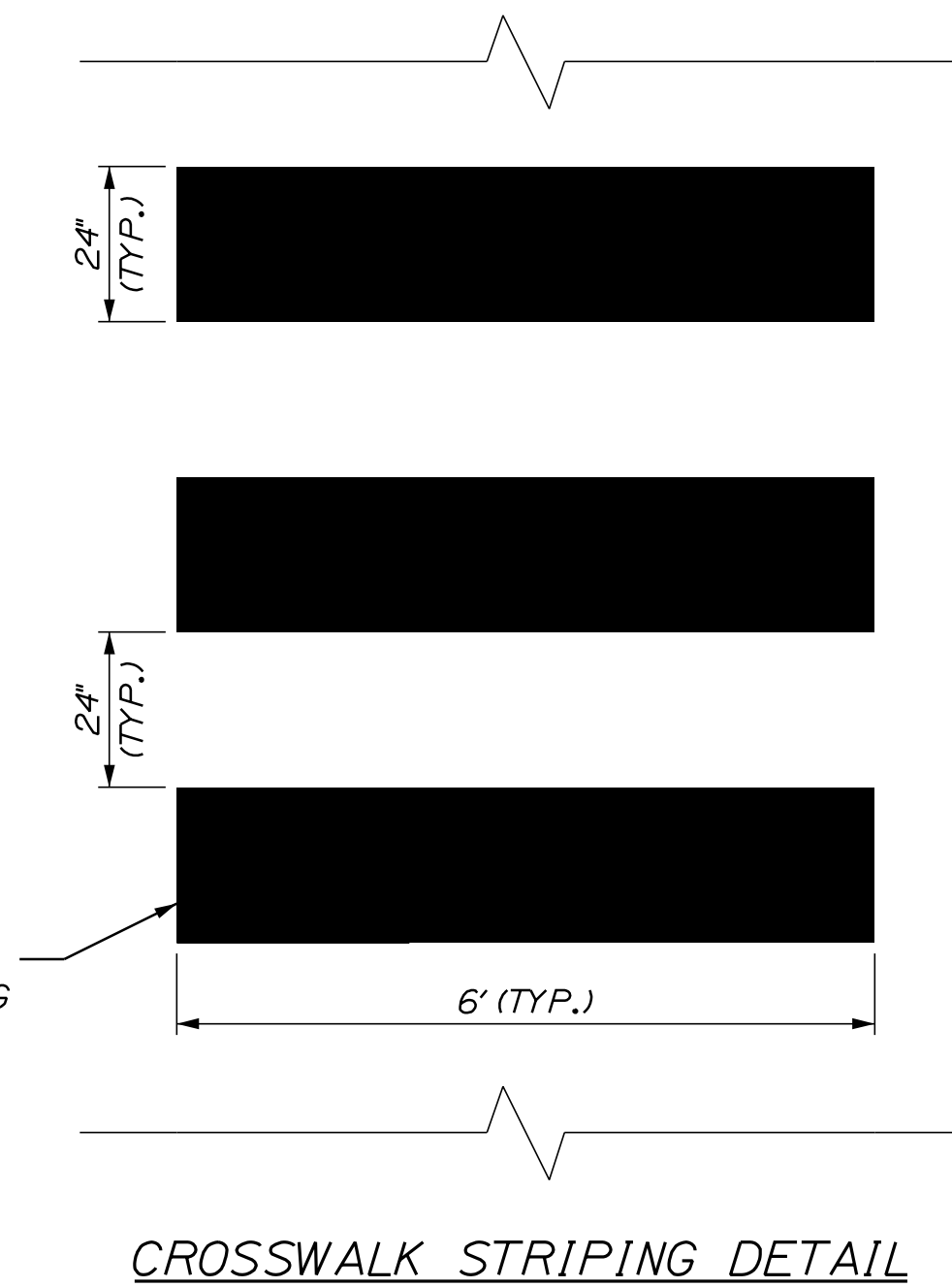
Relationships. Responsiveness. Results.
 www.gorrillpalmer.com
 207.772.2515



NOTES:

1. ALL PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED SHALL BE REMOVED IN ACCORDANCE WITH MAINE DOT SPECIFICATIONS.
2. ALL PROPOSED WORK SHALL BE IN CONFORMANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", "STANDARD HIGHWAY SIGNS", U.S.D.O.T., F.H.W.A., LATEST EDITION.
3. REMOVAL OF EXISTING ROADSIDE SIGNS AND RELOCATION OF ROADSIDE SIGNS/POSTS, SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PROPOSED SIGN LOCATIONS, OFFSET AND HEIGHT SHALL BE IN ACCORDANCE WITH THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD), LATEST EDITION, AS APPROVED BY THE RESIDENT.

STRIPING LEGEND	
SWLL	4" SOLID WHITE LANE LINE
DSYL	4" DOUBLE SOLID YELLOW LINE
SL	WHITE STOP LINE (24" WIDE)
CW	WHITE CROSSWALK STRIPE (2' LONG X 6' WIDE BARS SPACED 4' O.C.)



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2286300
WIN
22863.00

PROJ. MANAGER	A. CORNEAU II	DATE
DESIGN DETAILED	T. LANDRY	01/24
CHECKED/REVIEWED	D. ETINGER	01/24
DESIGN DETAILED		
DESIGN DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FORT KENT
E. MAIN ST./MARKET ST.
/SOUCY ST.
SIGNING & STRIPING PLAN

SHEET NUMBER
8
OF 10



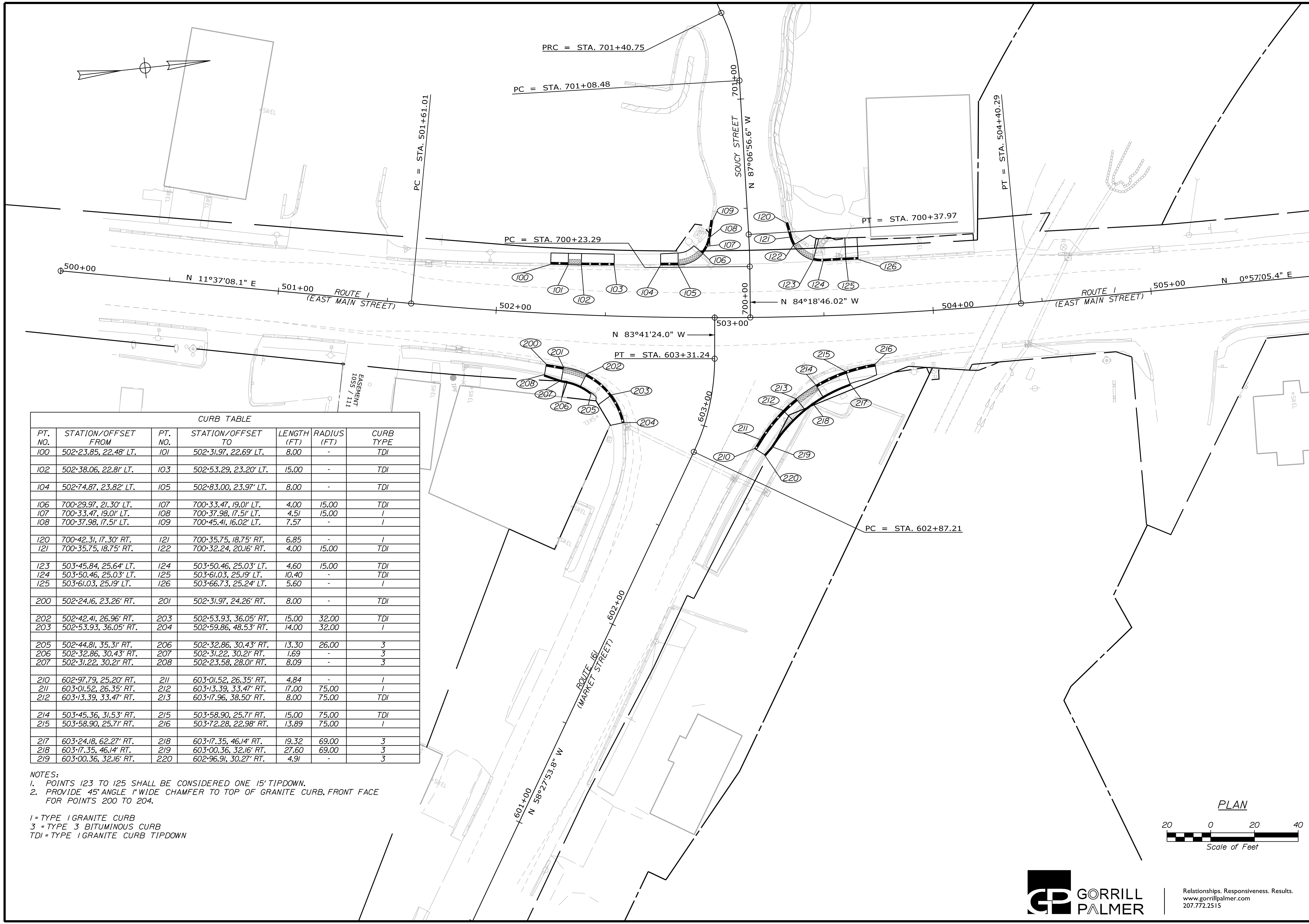
Relationships. Responsiveness. Results.
www.gorrillpalmer.com
207.772.2515

Date: 1/8/2024

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ...Highway\009_CurbPlan_001.dgn

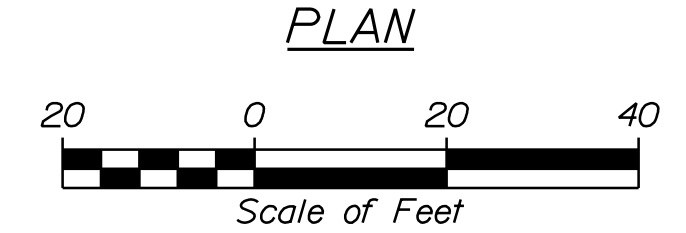


CURB TABLE

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
100	502-23.85, 22.48' LT.	101	502-31.97, 22.69' LT.	8.00	-	TDI
102	502-38.06, 22.81' LT.	103	502-53.29, 23.20' LT.	15.00	-	TDI
104	502-74.87, 23.82' LT.	105	502-83.00, 23.97' LT.	8.00	-	TDI
106	700-29.97, 21.30' LT.	107	700-33.47, 19.01' LT.	4.00	15.00	TDI
107	700-33.47, 19.01' LT.	108	700-37.98, 17.51' LT.	4.51	15.00	I
108	700-37.98, 17.51' LT.	109	700-45.41, 16.02' LT.	7.57	-	I
120	700-42.31, 17.30' RT.	121	700-35.75, 18.75' RT.	6.85	-	I
121	700-35.75, 18.75' RT.	122	700-32.24, 20.16' RT.	4.00	15.00	TDI
123	503-45.84, 25.64' LT.	124	503-50.46, 25.03' LT.	4.60	15.00	TDI
124	503-50.46, 25.03' LT.	125	503-61.03, 25.19' LT.	10.40	-	TDI
125	503-61.03, 25.19' LT.	126	503-66.73, 25.24' LT.	5.60	-	I
200	502-24.16, 23.26' RT.	201	502-31.97, 24.26' RT.	8.00	-	TDI
202	502-42.41, 26.96' RT.	203	502-53.93, 36.05' RT.	15.00	32.00	TDI
203	502-53.93, 36.05' RT.	204	502-59.86, 48.53' RT.	14.00	32.00	I
205	502-44.81, 35.31' RT.	206	502-32.86, 30.43' RT.	13.30	26.00	3
206	502-32.86, 30.43' RT.	207	502-31.22, 30.21' RT.	1.69	-	3
207	502-31.22, 30.21' RT.	208	502-23.58, 28.01' RT.	8.09	-	3
210	602-97.79, 25.20' RT.	211	603-01.52, 26.35' RT.	4.84	-	I
211	603-01.52, 26.35' RT.	212	603-13.39, 33.47' RT.	17.00	75.00	I
212	603-13.39, 33.47' RT.	213	603-17.96, 38.50' RT.	8.00	75.00	TDI
214	503-45.36, 31.53' RT.	215	503-58.90, 25.71' RT.	15.00	75.00	TDI
215	503-58.90, 25.71' RT.	216	503-72.28, 22.98' RT.	13.89	75.00	I
217	603-24.18, 62.27' RT.	218	603-17.35, 46.14' RT.	19.32	69.00	3
218	603-17.35, 46.14' RT.	219	603-00.36, 32.16' RT.	27.60	69.00	3
219	603-00.36, 32.16' RT.	220	602-96.91, 30.27' RT.	4.91	-	3

NOTES:
 1. POINTS 123 TO 125 SHALL BE CONSIDERED ONE 15' TIPDOWN.
 2. PROVIDE 45° ANGLE 1" WIDE CHAMFER TO TOP OF GRANITE CURB, FRONT FACE FOR POINTS 200 TO 204.

1 = TYPE 1 GRANITE CURB
 3 = TYPE 3 BITUMINOUS CURB
 TDI = TYPE 1 GRANITE CURB TIPDOWN



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STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 2286300
 WIN
 22863.00

PROJ. MANAGER	DATE	BY	DATE
A. CORNEAU II	01/24	T. WARREN	01/24
DESIGN-DETAILED		T. LANDRY	
CHECKED-REVIEWED		D. ETINGER	
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

FORT KENT
 E. MAIN ST./MARKET ST.
 /SOUCY ST.
 CURBING PLAN

SHEET NUMBER
 9
 OF 10

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 _____
 Ledge _____
 Fence CHAIN LINK _____
 Sign _____
 Clearing Limit Line _____
 Bush Line _____
 Rock/Boulder _____
 Barb Wire _____
 Well _____
 Flag Pole _____
 Stockade _____
 Mailbox _____

PLAN LEGEND

Existing Proposed

Sanitary Sewer _____
 Telephone Line _____
 Electric Line _____
 Water Line _____
 Underdrain Line _____
 Gas Line _____
 Guardrail _____
 Culvert _____

Traveled Way _____
 Ditch _____
 Catch Basin _____
 Manhole _____
 Sewer Manhole _____
 Utility Pole _____
 Fire Hydrant _____
 Curbing _____

Cut Line _____
 Stonewall _____
 Baseline _____
 Monument _____
 Iron Rod Found _____ IRF
 Replacement Pin Set _____

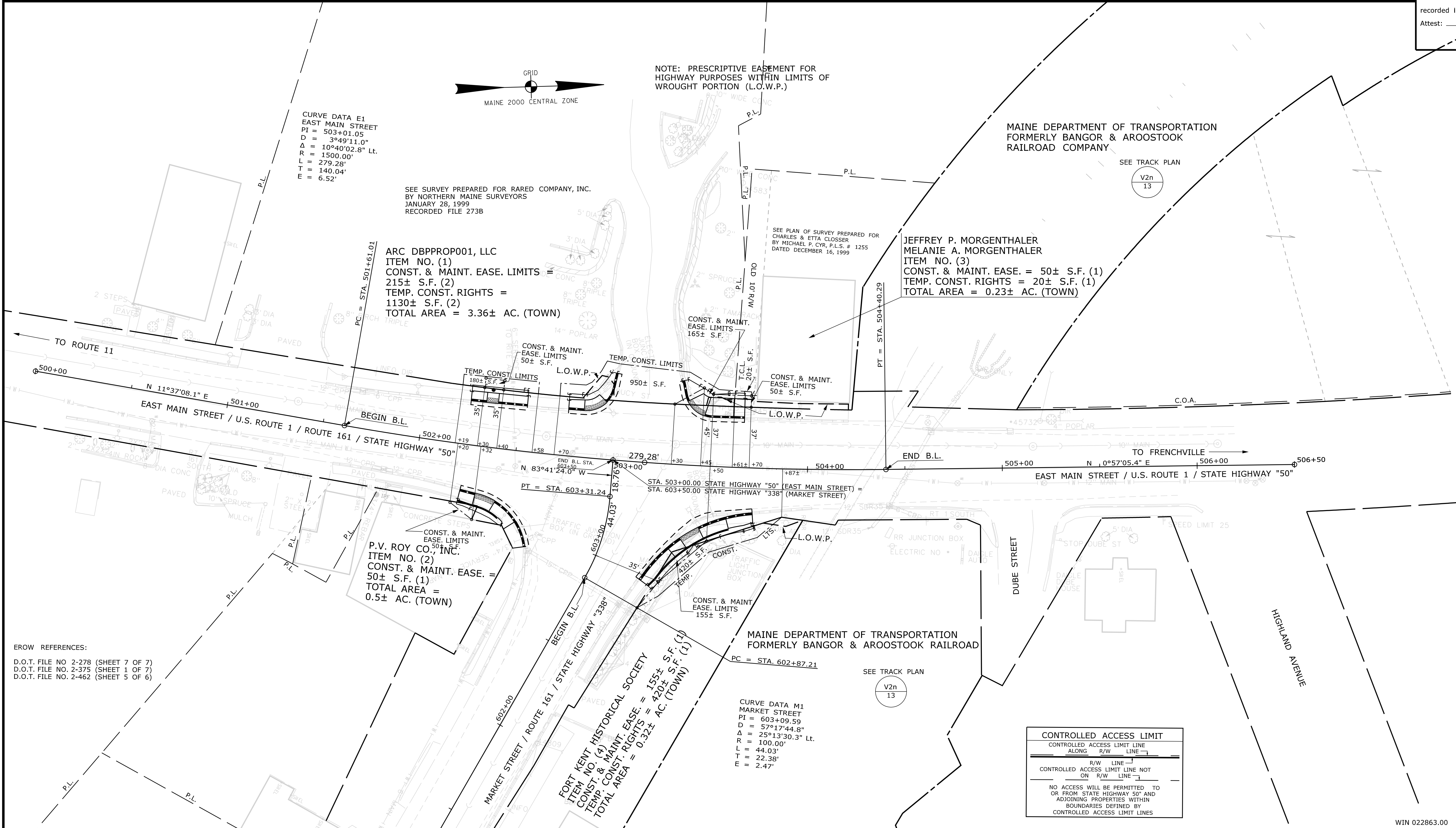
Fill Line _____
 Retaining Wall _____
 Traverse Point _____
 Pipe Found _____ IPF

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 ADJUTING PROPERTY OWNERS.

Scale of Feet
 0 25 50 75 100

STATE OF MAINE
 REGISTRY OF DEEDS

COUNTY _____
 RECEIVED _____
 at _____ h _____ m _____ M and
 recorded in Plan Bk _____, Pg. _____
 Attest: _____ REGISTER



EROW REFERENCES:
 D.O.T. FILE NO. 2-278 (SHEET 7 OF 7)
 D.O.T. FILE NO. 2-375 (SHEET 1 OF 7)
 D.O.T. FILE NO. 2-462 (SHEET 5 OF 6)

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	B.S.	
FINAL RIGHT OF WAY	T.L.B.	D.S.G.
AREAS	T.L.B.	D.S.G.

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
 FORT KENT
 RIGHT OF WAY MAP

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

BRUCE A. VAN NOTE
 COMMISSIONER
 JOYCE NOEL TAYLOR
 CHIEF ENGINEER

DATE _____

STATE HIGHWAYS "50" & "338"
 EAST MAIN STREET / U.S. ROUTE 1 & MARKET STREET / ROUTE 161
 FORT KENT AROOSTOOK COUNTY
 FEDERAL AID PROJECT NO. 2286300

DECEMBER 2020
 SCALE 1" = 25'

RIGHT-OF-WAY MAP
 SHEET 1 OF 1

D.O.T. FILE NO. 2-617

SHEET NUMBER
10
 OF 10

Date: 1/21/2021
 Username: Terri.L.Blair
 Division: ROW
 Filename: ... \00\ROW\MSTA001_RWPLAN1.dgn