STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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 / Proposed	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	Conifer ⊛ Deciduous	Centerline-Existing	
Tree Line		Centerline-Proposed	10+00
Clearing Limit Line		Travelway-Existing	
Railroad		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)

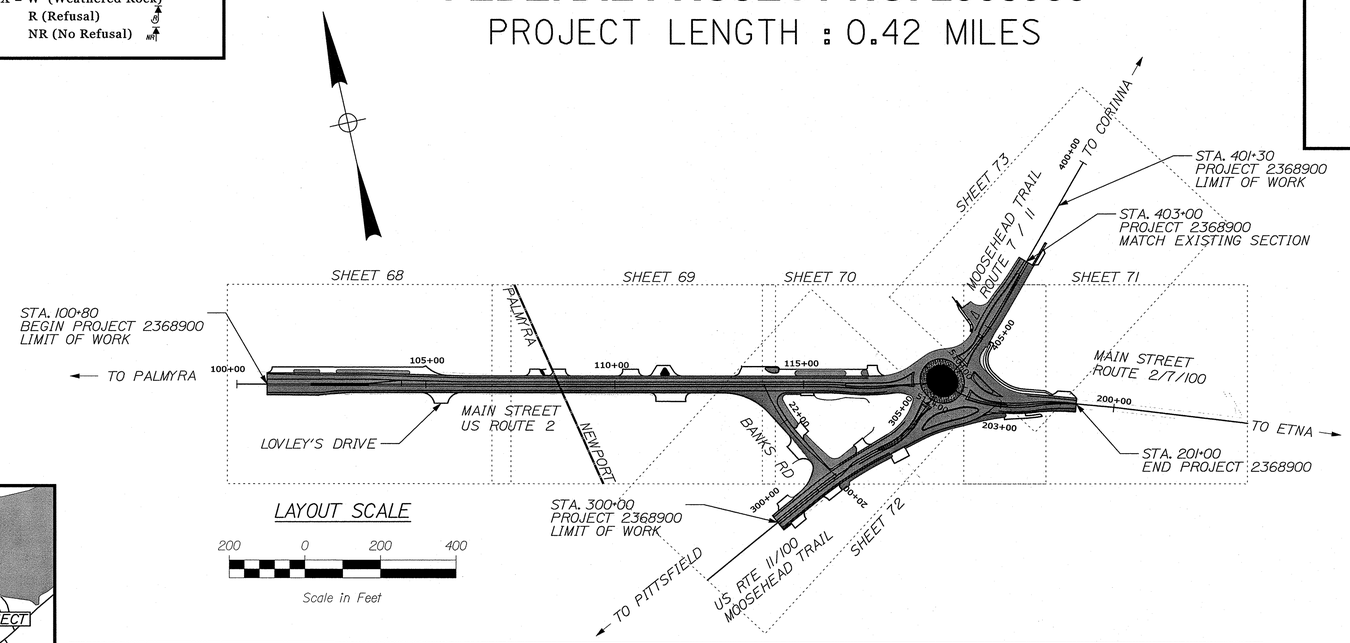
PALMYRA-NEWPORT

PENOBSCOT COUNTY

RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

FEDERAL PROJECT NO. 2368900

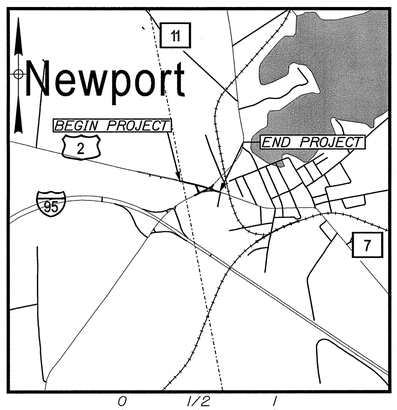
PROJECT LENGTH : 0.42 MILES



LAYOUT SCALE

200 0 200 400

Scale in Feet



0 1/2 1

Scale in Miles

LOCATION MAP

INDEX OF SHEETS

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TRAFFIC DATA

	HIGH VOLUME ROUNDABOUT	US 2 E/O LOVLEYS DR	US 2 W/O SR 7/11	US 2/SR 7/100 E/O SR 7/11	SR 11/100 SW/O US 2	SR 7/11 NE/O US2/SR7/100	BANKS RD (SEB) NW/O SR 11/100
Current (2025) AADT	9,590	10,280	6,760	7,710	11,160	12,900	2,210
Future (2045) AADT	10,550	11,310	7,440	8,480	12,280	14,190	2,430
DHV - % of AADT	11	9	11	11	9	9	7
Design Hour Volume	1,176	996	801	946	1,149	1,330	158
% Heavy Trucks (AADT)	5	8	4	4	6	5	12
% Heavy Trucks (DHV)	3	3	2	3	4	2	3
Directional Distribution (DHV)	100	54	51	56	55	59	100
18-kip Equivalent P 2.0	524	497	158	165	404	422	363
18-kip Equivalent P 2.5	499	473	150	157	385	402	346
Design Speed (mph)	15	35	35	25	35	35	25
Corridor Priority	N/A	1	1	3	1	2	2

PROJECT LOCATION:	INTERSECTION OF ROUTE 2, ROUTE 7, ROUTE 11 & ROUTE 100
PROGRAM AREA:	HIGHWAY PROGRAM
SCOPE OF WORK:	ROUNDABOUT CONSTRUCTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED

COMMISSIONER: [signature] DATE 1-27-25

CHIEF ENGINEER: [signature] DATE 1-27-2025

STATE OF MAINE DANA ELIZABETH PRIDE CLOUTIER PE 18669 LICENSED PROFESSIONAL ENGINEER

[signature] SIGNATURE 12/20/24 P.E. NUMBER 01/16/2025 DATE

PROJECT INFORMATION

PROGRAM	HIGHWAY
PROJECT MANAGER	LAURIE ROWE
DESIGNER	DANA CLOUTIER
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

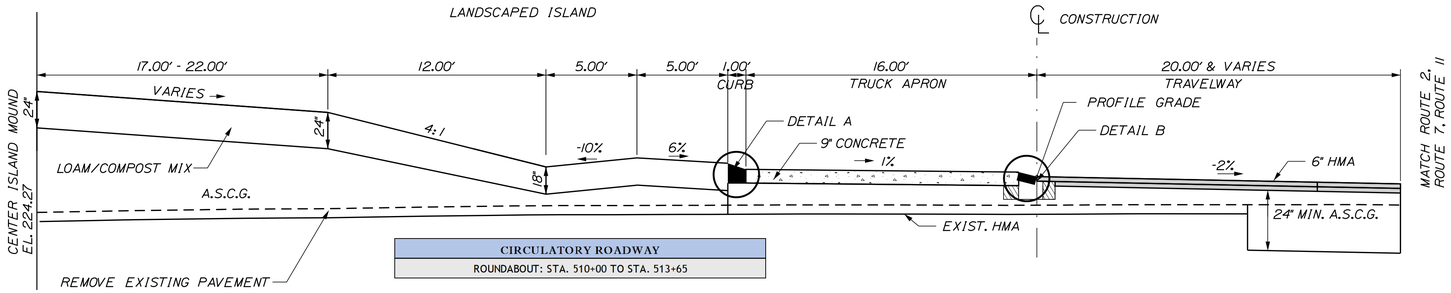
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

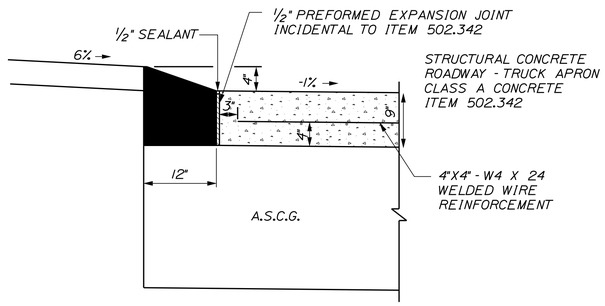
TITLE SHEET

SHEET NUMBER 1 OF 154

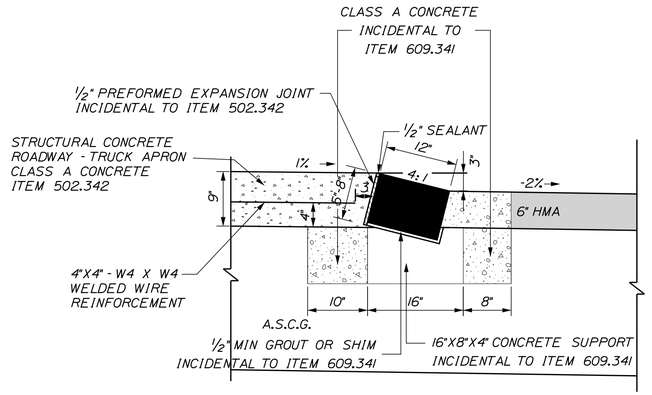
WIN 23689.00 Federal Project No. 2368900

Date:1/16/2025 Username: common Division: HIGHWAY Filename: ...\HIGHWAY\MSTA\001_Title_01.dgn





CONCRETE SLIPFORM CURB - MOLD 4
DETAIL A



TYPE 5 GRANITE CURB - TRUCK APRON
DETAIL B

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER	BY	DATE
CHECKED-REVIEWED			JAN 2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

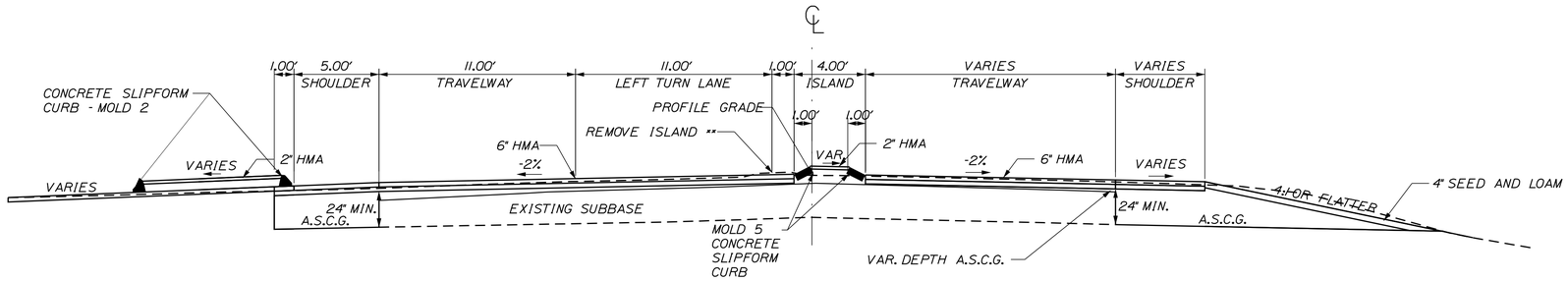
DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

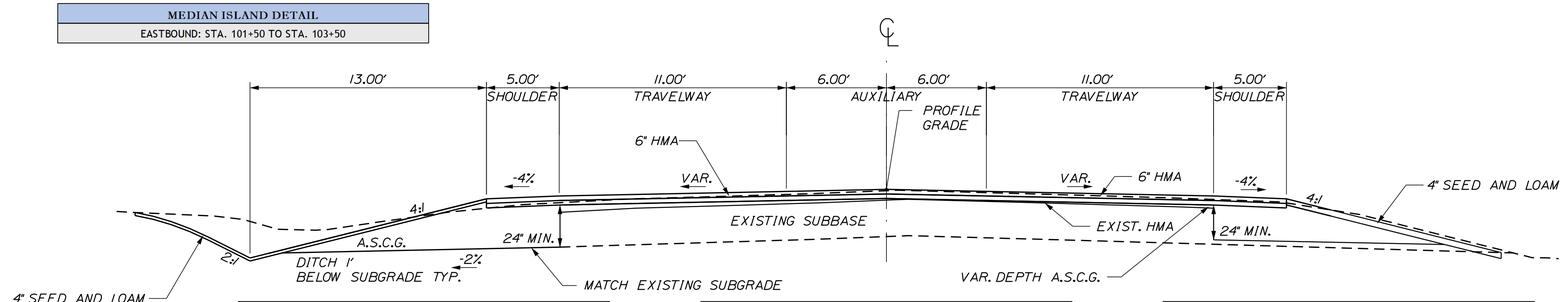
TYPICAL SECTIONS

SHEET NUMBER
2
OF 154

Filename: ...\MSTA\002_TypicalSections.dgn Division: HIGHWAY Username: common Date:1/23/2025



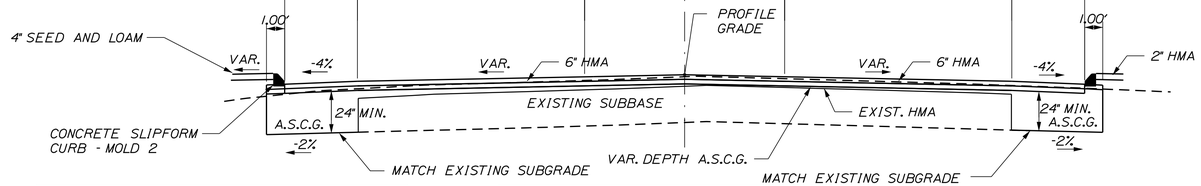
MEDIAN ISLAND DETAIL
EASTBOUND: STA. 101+50 TO STA. 103+50



SHOULDER: DITCH
EASTBOUND: STA. 108+25 TO STA. 112+00 LT

TRAVELWAY WITH AUXILIARY LANE
EASTBOUND: STA. 106+00 TO STA. 116+15
NORTHBOUND: STA. 300+00 TO STA. 303+25

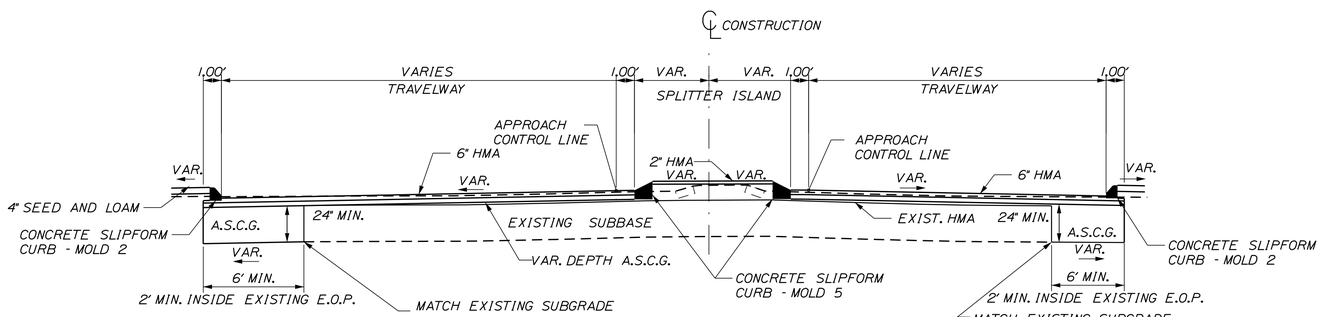
SHOULDER: 4:1 OR FLATTER SIDE SLOPE
EASTBOUND: STA. 106+00 TO STA. 108+75 RT
EASTBOUND: STA. 106+00 TO STA. 108+25 LT
EASTBOUND: STA. 112+00 TO STA. 113+15 LT
NORTHBOUND: STA. 300+00 TO STA. 301+90 RT



SHOULDER: CURBING W. SEED & LOAM
EASTBOUND: STA. 108+75 TO STA. 113+00 RT
EASTBOUND: STA. 115+00 TO STA. 117+85 RT
EASTBOUND: STA. 117+15 TO STA. 117+90 LT
NORTHBOUND: STA. 300+65 TO STA. 301+45 LT
NORTHBOUND: STA. 303+00 TO STA. 305+00 LT
SOUTHBOUND: STA. 403+00 TO STA. 404+65 RT
SOUTHBOUND: STA. 403+00 TO STA. 405+25 LT
SOUTHBOUND: STA. 405+35 TO STA. 406+10 LT

TRAVELWAY WITH AUXILIARY LANE
EASTBOUND: STA. 106+00 TO STA. 116+15
NORTHBOUND: STA. 300+00 TO STA. 303+25

SHOULDER: CURBED ISLAND
EASTBOUND: STA. 114+50 TO STA. 114+90 RT
EASTBOUND: STA. 114+75 TO STA. 116+15 LT
NORTHBOUND: STA. 302+00 TO STA. 303+00 LT
NORTHBOUND: STA. 301+90 TO STA. 303+55 RT



ROUNDABOUT APPROACH MEDIAN
EASTBOUND: STA. 116+15 TO STA. 117+90
NORTHBOUND: STA. 303+25 TO STA. 305+10
SOUTHBOUND: STA. 404+00 TO STA. 406+15

NOTE:

1. THE PAVEMENT, BASE, AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER'S PAVEMENT SHALL HAVE THE SAME CROSS SLOPE AS THE TRAVEL WAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. EXCEPT WHERE NOTED, THE GRAVEL QUANTITY CALCULATION IS BASED ON 4" LOAM. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.
5. THE ALGEBRAIC DIFFERENCE BETWEEN SHOULDER AND TRAVEL LANE CROSS SLOPE'S "ROLLOVER" SHALL NOT EXCEED 8%.
6. THE STATION SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
7. HMA = HOT MIX ASPHALT
   A.S.C.G. = AGGREGATE SUBBASE COURSE - GRAVEL
8. REMOVE EXISTING PAVEMENT AND REGRADE EXISTING SUBBASE GRAVEL AS NEEDED. PLACE A.S.C.G. TO DESIGN GRADE. IF REQUIRED SHIM IS LESS THAN 3 INCHES, UNTREATED AGGREGATE SURFACE COURSE GRAVEL MAY BE USED. GRADING OF EXISTING, AND FINE GRADING OF NEW GRAVEL WILL BE INCIDENTAL TO PAY ITEMS 304.10 AND 411.09.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

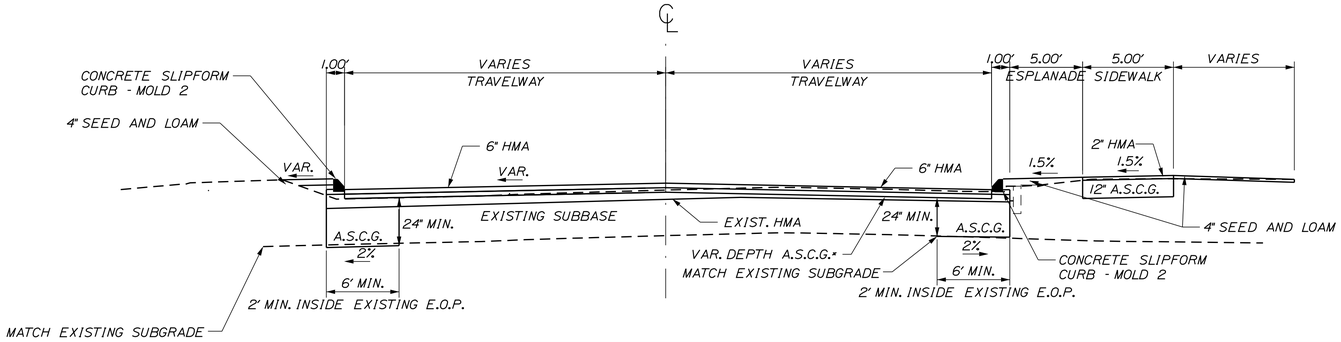
DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

TYPICAL SECTIONS

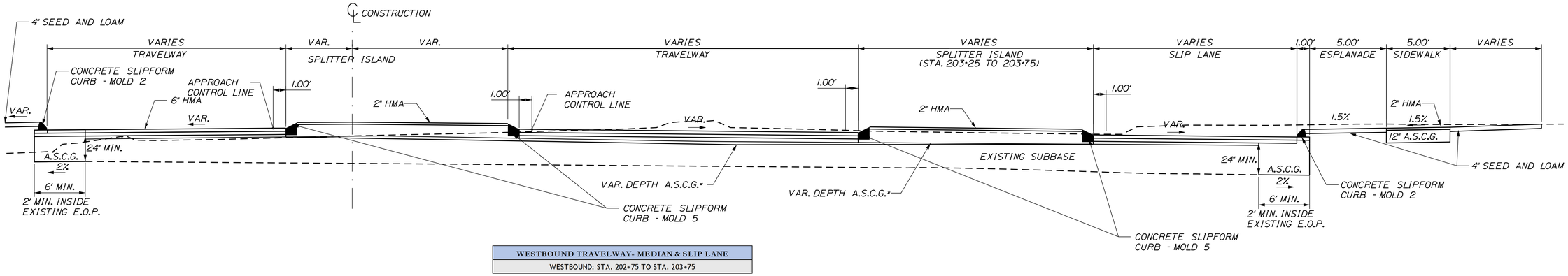
SHEET NUMBER
3
OF 154

Filename: ...\MSTA\003_Typical Sections.dgn Division: HIGHWAY Username: common Date:1/23/2025

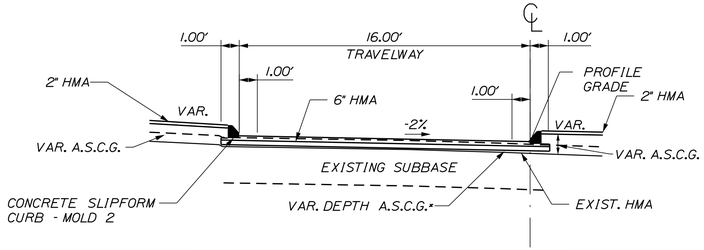


WESTBOUND TRAVELWAY - 2 LANE
WESTBOUND: STA. 200+00 TO 202+75

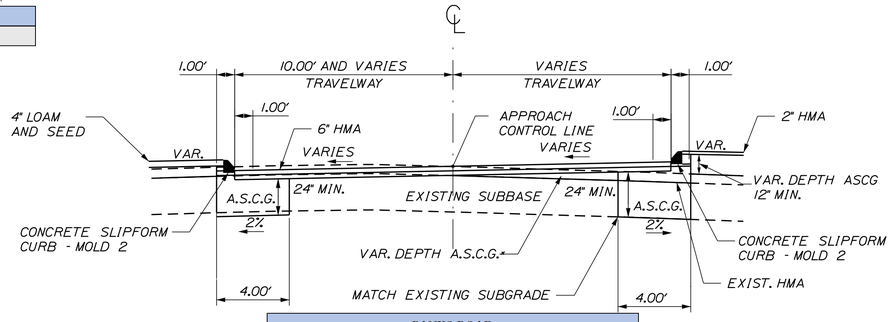
SIDEWALK
SOUTHBOUND: STA. 405+35 TO STA. 405+75 LT
WESTBOUND: STA. 200+80 TO STA. 203+75 RT



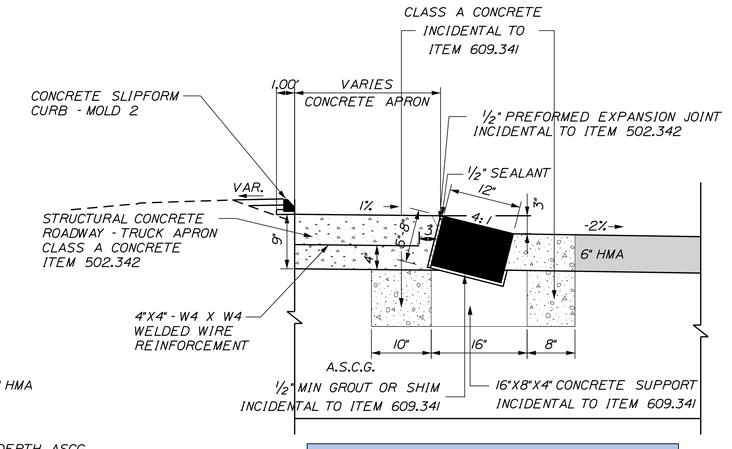
WESTBOUND TRAVELWAY- MEDIAN & SLIP LANE
WESTBOUND: STA. 202+75 TO STA. 203+75



SLIP LANE
SLIP LANE: STA. 50+00 TO STA. 52+45



BANKS ROAD
BANKS ROAD: STA. 20+50 TO STA. 22+75



TRUCK APRON
SOUTHBOUND: STA. 405+45 LT TO WESTBOUND: STA. 203+50 RT
WESTBOUND: STA. 203+00 TO SLIP LANE: STA. 52+30 RT

*REMOVE EXISTING PAVEMENT AND REGRADE EXISTING SUBBASE GRAVEL AS NEEDED. PLACE A.S.C.G. TO DESIGN GRADE. IF REQUIRED SHIM IS LESS THAN 3 INCHES, UNTREATED AGGREGATE SURFACE COURSE GRAVEL MAY BE USED. GRADING OF EXISTING, AND FINE GRADING OF NEW GRAVEL WILL BE INCIDENTAL TO PAY ITEMS 304.10 AND 411.09.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

TYPICAL SECTIONS

SHEET NUMBER
4
OF 154

Filename: ...\MSTA\004_Typical Sections.dgn Division: HIGHWAY Username: common Date:1/23/2025

Filename: ...\HIGHWAY\MSTA\005_Estimate.dgn Division: HIGHWAY Username: common Date:2/3/2025

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.15	REMOVING EXISTING MANHOLE OR CATCH BASIN	18	EA
203.20	COMMON EXCAVATION	6,005	CY
203.21	ROCK REMOVAL	3	CY
203.25	GRANULAR BORROW	100	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	7,920	CY
403.2081	HOT MIX ASPHALT 12.5mm (POLYMER MODIFIED)	1,390	TON
403.209	HOT MIX ASPHALT, 9.5mm (SW,DRIVES,INCIDENTALS)	890	TON
403.2131	12.5 MM POLYMER MODIFIED HMA BASE	4,150	TON
409.15	BITUMINOUS TACK COAT - APPLIED	1,510	GAL
411.09	UNTREATED AGGREGATE SURFACE COURSE	100	CY
502.342	STR CONCRETE ROADWAY TRUCK APRON	160	CY
603.159	12" OPT. III	167	LF
603.16	15" OPT I	219	LF
603.169	15" OPT. III	105	LF
603.170	18" OPT. I	144	LF
603.175	18" RCP	362	LF
603.179	18" OPT. III	130	LF
603.195	24" RCP	189	LF
603.199	24" OPT. III	100	LF
603.370	64 S X 43 R PIPE ARCH	88	LF
603.550	CONCRETE PIPE TIES	16	GP
604.161	ALTERING CATCH BASIN	2	EA
604.180	ADJUSTING MH OR CB TO GRADE	5	EA
604.248	CATCH BASIN TYPE F6	5	EA
604.249	CATCH BASIN TYPE F6-C	5	EA
604.262	CATCH BASIN TYPE B5-C	38	EA
604.2621	60" CATCH BASIN TYPE B5-C	3	EA
604.2622	72" CATCH BASIN TYPE B5-C	3	EA
605.09	6 INCH UNDERDRAIN TYPE B	2,011	LF
605.11	12 INCH UNDERDRAIN TYPE C	1,007	LF
605.12	15 INCH UNDERDRAIN TYPE C	297	LF
605.13	18 INCH UNDERDRAIN TYPE C	389	LF
605.15	24 INCH UNDERDRAIN TYPE C	395	LF
606.356	UNDERDRAIN DELINEATOR POST	4	EA
608.26	CURB RAMP DETECTABLE WARNING FIELD	40	SF
609.21	CONCRETE SLIPFORM CURB	8,225	LF
609.214	CONCRETE SLIPFORM CURB - 4' TERMINAL END	8	EA
609.218	CONCRETE SLIPFORM CURB - 8' TERMINAL END	5	EA
609.341	CURB TYPE 5 - TRUCK APRON	535	LF
610.08	PLAIN RIPRAP	25	CY
613.319	EROSION CONTROL BLANKET	135	SY
615.07	LOAM	600	CY
615.081	COMPOST BLANKET	385	CY
618.13	SEEDING METHOD NUMBER 1	47	UNIT
619.12	MULCH	47	UNIT
620.58	EROSION CONTROL GEOTEXTILE	80	SY
621.031	EVERGREEN TR (4'-5') GP A	3	EA
621.037	EVERGREEN TR (5'-6') GP A	3	EA
621.043	EVERGREEN TR (6'-8') GP A	3	EA
621.101	PLUG/ STARTER PLANT	750	EA
621.102	GROUNDCOVER PLUGS - PEAT POTS 2 1/2 IN.	700	EA
621.395	EVERGREENS (18"-24") GP A	60	EA

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
	CONTINUED		
621.5351	DECID SHRUBS (15"-18") GP A	72	EA
621.54	DECID SHRUBS (18"-24") GP A	72	EA
621.546	DECID SHRUBS (2'-3') GP A	24	EA
621.552	DECID SHRUBS (3'-4') GP A	12	EA
621.708	HERBACEOUS PERENNIALS - CONT. (3") GP A	900	EA
621.71	HERBACEOUS PERENNIALS GP A	200	EA
621.8	ESTABLISHMENT PERIOD	1	LS
626.11	PRECAST CONCRETE JUNCTION BOX	28	EA
626.21	METALLIC CONDUIT	50	LF
626.22	NON-METALLIC CONDUIT	1,360	LF
626.251	NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER RATING)	500	LF
626.35	CONTROLLER CABINET FOUNDATION	1	EA
626.421	24-INCH DIAMETER FOUNDATION	28	LF
626.43	30-INCH DIAMETER FOUNDATION	128	LF
626.501	SPREAD FOOTING FOUNDATION	14	CY
627.18	12" SOLID WHITE PAVEMENT MARKING	450	LF
627.733	4" WHITE OR YELLOW PAINT PVMT MARKING LINE	14,350	LF
627.75	WHITE OR YELLOW PAVEMENT AND CURB MARKING	1,100	SF
627.752	TEMP WHITE OR YELLOW PAVEMENT& CURB MARK	600	SF
627.77	REMOVING PAVEMENT MARKINGS	500	SF
627.780	TEMP. 4" PAINTED PVMT. MARK LINE, WHITE OR YELLOW	30,525	LF
627.94	PREFORMED THERMOPLASTIC PAVEMENT MARKING	200	SF
629.05	HAND LABOR	20	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	10	HR
631.17	TRUCK - LARGE (INCLUDING OPERATOR)	10	HR
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	10	HR
634.160	HIGHWAY LIGHTING	1	LS
634.21	CONVENTIONAL LIGHT STANDARD	21	EA
639.18	FIELD OFFICE TYPE A	1	EA
643.62	RECTANGULAR RAPID FLASHING BEACON	4	EA
643.72	TEMPORARY TRAFFIC SIGNAL: MOOSEHEAD TRL AT BANKS RD	1	LS
643.72	TEMPORARY TRAFFIC SIGNAL: MOOSEHEAD TRL AT HIGH ST	1	LS
645.103	DEMOUNT GUIDE SIGN	6	EA
645.106	DEMOUNT REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGN	72	EA
645.108	DEMOUNT POLE	34	EA
645.113	REINSTALL GUIDE SIGN	1	EA
645.118	REINSTALL POLE	1	EA
645.162	BREAKAWAY DEVICE MULTI POLE	8	EA
645.251	ROADSIDE GUIDE SIGNS, TYPE I	400	SF
645.289	STEEL H-BEAM POLES	2,750	LB
645.291	ROADSIDE GUIDE SIGNS, TYPE II	60	SF
645.292	REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGNS TYPE II	450	SF
652.330	DRUM	200	EA
652.340	CONE	200	EA
652.35	CONSTRUCTION SIGNS	1500	SF
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	400	CD
652.38	FLAGGER	10,000	HR
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	4	EA
656.75	TEMP. SOIL EROSION AND WATER POLLUTION CONTROL PLAN	1	LS
658.2	ACRYLIC LATEX COLOR FINISH, GREEN	3,275	SY
659.10	MOBILIZATION	1	LS

EARTHWORK SUMMARY

COMMON EXCAVATION FOR ESTIMATE		
COMMON EXCAVATION (FROM MODEL OR PLANS)	10,132.87 CY	
GRUBBING IN FILL	272.43 CY	
LOAM SALVAGE IN FILL	0 CY	
UNDERCUT	0 CY	
MUCK EXCAVATION	0 CY	
PEAT EXCAVATION	0 CY	
CULVERT INLET AND OUTLET DITCHES	0 CY	
PAVEMENT SALVAGE IN FILL	227.87 CY	
TOTAL COMMON EXCAVATION		10,633.17 CY
FILL FOR BORROW CALCULATIONS		
COMMON FILL (FROM MODEL OR PLANS)	965.64 CY	
GRUBBING IN FILL	272.43 CY	
LOAM SALVAGE IN FILL	0 CY	
UNDERCUT	0 CY	
MUCK EXCAVATION	0 CY	
PEAT EXCAVATION	0 CY	
PAVEMENT SALVAGE IN FILL	227.87 CY	
RECYCLED PAVEMENT REMOVAL IN FILL	0 CY	
TOTAL FILL		1,465.94 CY
ROCK EXCAVATION FOR ESTIMATE		
ROCK EXCAVATION (FROM CROSS SECTIONS)	0 CY	
ROCK EXCAVATION (BOULDERS)	3 CY	
TOTAL ROCK EXCAVATION		3 CY
AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS		
ALL DEDUCTIONS:		
GRUBBING IN CUT	0 CY	
GRUBBING IN FILL	272.43 CY	
LOAM SALVAGE IN CUT	0 CY	
LOAM SALVAGE IN FILL	0 CY	
UNDERCUT	0 CY	
MUCK EXCAVATION	0 CY	
PEAT EXCAVATION	0 CY	
PAVEMENT SALVAGE (CUT & FILL)	3,162.26 CY	
TOTAL DEDUCTIONS		3,434.69 CY
TOTAL AVAILABLE COMMON EXCAVATION (-) TOTAL DEDUCTIONS	7,198.48 CY	
TOTAL AVAILABLE STRUCTURAL EXCAVATION (UNDERDRAIN ONLY)	772.41 CY	
RIPRAP EXCAVATION	22.9 CY	
TOTAL AVAILABLE NON-ROCK EXCAVATION		7,993.79 CY
COMPUTATION OF WASTE STORAGE & WASTE MATERIAL		
TOTAL AVAILABLE WASTE STORAGE AREA (FROM CROSS SECTIONS)	0 CY	
GRUBBING IN CUT	0 CY	
GRUBBING IN FILL	272.43 CY	
UNDERCUT	0 CY	
MUCK EXCAVATION	0 CY	
PEAT EXCAVATION	0 CY	
TOTAL WASTE MATERIAL	272.43 CY	
TOTAL WASTE MATERIAL TO BE UTILIZED*		0 CY
TOTAL WASTE MATERIAL TO BE WASTED		272.43 CY
COMPUTATION FOR SURPLUS MATERIAL OR COMMON BORROW FOR ESTIMATE		
TOTAL AVAILABLE NON-ROCK EXCAVATION	7,993.79 x 0.90 =	7,194.41 CY
TOTAL AVAILABLE ROCK EXCAVATION	3 x 1.30 =	3.9 CY
TOTAL AVAILABLE STRUCTURAL ROCK EXCAVATION	0 x 1.30 =	0 CY
TOTAL WASTE MATERIAL TO BE UTILIZED	0 x 0.90 =	0 CY
TOTAL AVAILABLE EXCAVATION		7,198.31 CY
BORROW NEEDED = TOTAL FILL (-) TOTAL AVAILABLE EXCAVATION		0.00 CY
IF NO BORROW IS NEEDED, SURPLUS MATERIAL = AVAILABLE EXCAVATION (-) TOTAL FILL, (+) TOTAL WASTE MATERIAL TO BE WASTED		6,004.80 CY
SURPLUS MATERIAL		**6,005 CY**

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

ESTIMATED QUANTITIES

SHEET NUMBER

5

OF 154

STATION	CATCH BASIN				CULVERT PIPE									UNDERDRAIN			ELBOWS, TEES, WYES, AND INLET GRATE UNITS	REMARKS
					RCP			OPTION I		OPTION III		PIPE ARCH		6" TYPE B	TYPE C			
	B5-C	F6	F6-C	ALTER	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	LENGTH	SIZE	LENGTH	DESCRIPTIONS	
CATCH BASINS																		
CB#1, STA. 104+50.00, 25.2' LT	1																	
CB#2, STA. 110+95.00, 21.5' RT			1															
CB#3, STA. 112+00.00, 20.9' RT	1																	
CB#4, STA. 113+00.00, 21.3' RT	1																	FLAT TOP, 60" BASIN
CB#5, STA. 113+10.43, 38.4' LT	1																	
CB#6, STA. 114+32.90, 30.3' RT	1																	
CB#7, STA. 114+47.46, 31.1' RT	1																	FLAT TOP
CB#8, STA. 114+50.00, 21.0' RT	1																	FLAT TOP
CB#9, STA. 116+00.00, 20.6' RT			1															
CB#10, STA. 116+50.00, 20.4' RT			1															
CB#11, STA. 117+00.00, 20.4' RT	1																	FLAT TOP
CB#12, STA. 117+50.00, 18.6' RT	1																	FLAT TOP
CB#13, STA. 117+86.81, 29.9' RT	1																	
CB#14, STA. 511+81.75, 22.5' LT	1																	
CB#15, STA. 511+36.21, 21.4' LT	1																	
CB#16, STA. 511+12.13, 23.7' LT	1																	
CB#17, STA. 301+20.90, 33.4' LT	1																	FLAT TOP
CB#18, STA. 301+50.00, 42.3' LT	1																	FLAT TOP
CB#19, STA. 20+50.00, 1.9' RT	1																	FLAT TOP
CB#20, STA. 20+50.00, 26.1' RT	1																	FLAT TOP
CB#21, STA. 302+25.00, 20.8' LT	1																	
CB#22, STA. 303+25.00, 23.0' LT	1																	FLAT TOP
CB#23, STA. 304+05.00, 26.8' LT	1																	FLAT TOP
CB#24, STA. 304+35.36, 26.8' LT	1																	FLAT TOP
CB#25, STA. 304+50.00, 51.5' LT		1																
CB#26, STA. 304+55.00, 27.3' LT	1																	FLAT TOP
CB#27, STA. 304+50.00, 24.8' RT	1																	FLAT TOP
CB#28, STA. 303+45.00, 21.4' RT	1																	FLAT TOP
CB#29, STA. 50+88.00, 1.1' LT	1																	FLAT TOP, 60" BASIN
CB#30, STA. 51+34.24, 7.8' RT		1																
CB#31, STA. 51+34.24, 1.1' LT	1																	FLAT TOP
CB#32, STA. 52+00.00, 1.1' LT	1																	FLAT TOP
CB#33, STA. 203+75.00, 22.9' LT	1																	FLAT TOP, 60" BASIN
CB#34, STA. 510+45.18, 28.5' RT		1																
CB#35, STA. 203+25.48, 26.0' RT	1																	FLAT TOP
CB#36, STA. 203+25.00, 61.8' RT			1															
CB#37, STA. 203+15.00, 55.0' RT			1															
CB#38, STA. 203+00.00, 48.7' RT	1																	FLAT TOP
CB#39, STA. 202+25.00, 27.4' RT	1																	FLAT TOP
CB#40, STA. 203+00.00, 21.0' LT	1																	FLAT TOP, 72" BASIN
CB#41, STA. 202+25.00, 20.4' LT	1																	FLAT TOP, 72" BASIN
CB#42, STA. 117+25.00, 26.0' LT	1																	
CB#43, STA. 512+60.92, 38.4' LT		1																
CB#44, STA. 512+60.92, 30.4' LT	1																	
CB#45, STA. 405+90.4, 34.9' RT	1																	FLAT TOP, 72" BASIN
CB#46, STA. 405+90.34, 63.8' RT		1																
CB#47, STA. 405+50.00, 25.2' RT	1																	FLAT TOP
CB#48, STA. 404+60.51, 44.0' RT	1																	FLAT TOP
CB#49, STA. 403+75.00, 25.6' RT	1																	FLAT TOP
CB#50, STA. 405+92.89, 46.6' LT	1																	FLAT TOP
CB#51, STA. 405+50.00, 22.9' LT	1																	FLAT TOP
CB#52, STA. 404+50.00, 20.7' LT	1																	FLAT TOP
CB#53, STA. 403+75.00, 20.6' LT	1																	FLAT TOP
CB#54, STA. 402+41.52, 20.6' LT	1																	FLAT TOP
CB#A-1, STA. 101+65.46, 27.9' LT				1														
CB#A-2, STA. 113+63.89, 39.8' RT				1														
CROSS PIPES																		
CB#1, STA. 104+50.00, 25.2' LT TO STA. 105+25.00, 54.8' LT								15"	79'									
STA. 105+10.00, 50.0' RT TO STA. 105+75.00, 43.0' RT								15"	65'									
STA. 106+55.11, 41.4' LT TO STA. 106+78.00, 43.5' RT												64 S x 43 R	88'					
STA. 108+15.00, 34.0' LT TO STA. 107+40.00, 34.0' LT								15"	75'									
STA. 110+11.00, 34.0' LT TO STA. 110+75.00, 34.0 LT								18"	64'									
STA. 110+90.00, 34.0' LT TO STA. 111+70.00, 34.0' LT								18"	80'									
CB#4, STA. 113+00.00, 21.3' RT TO STA. 112+91.84, 54.3' RT					24"	30'	III											
CB#5, STA. 113+10.43, 38.4' LT TO CB#4, STA. 113+00.00, 21.3' RT					24"	57'	III											
CB#6, STA. 114+32.90, 30.3' RT TO CB#A-2, STA. 113+63.89, 39.8' RT										15"	70'							
STA. A-2, STA. 113+63.89, 39.8' RT TO STUB										15"								TBD BY RESIDENT
CB#7, STA. 114+47.46, 31.1' RT TO CB#6, STA. 114+32.90, 30.3' RT										12"	14'							

Filename: ...\HIGHWAY\MSTA\006_Drainage.dgn Division: HIGHWAY Username: common Date:1/23/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER	BY	
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3		DATE	JAN 2025
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PALMYRA-NEWPORT
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DRAINAGE SHEET

SHEET NUMBER

6

OF 154

STATION	CATCH BASIN				CULVERT PIPE										UNDERDRAIN			ELBOWS, TEES, WYES, AND INLET GRATE UNITS	REMARKS
					RCP			OPTION I		OPTION III		PIPE ARCH			6" TYPE B	TYPE C			
	B5-C	F6	F6-C	ALTER	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH		LENGTH	SIZE	LENGTH	DESCRIPTIONS	
CROSS PIPES (continued)																			
CB#8, STA. 114+50.00, 21.0' RT TO CB#7, STA. 114+47.46, 31.1' RT										12"	10'								
CB#39, STA. 202+25.00, 27.4' RT TO CB#41, STA. 202+25.00, 20.4' LT					18"	46'	III												
CB#41, STA. 202+25.00, 20.4' LT TO STA. 202+44.10, 81.2' LT					24"	62'	III												
CB#35, STA. 203+25.48, 26.0' RT TO CB#40, STA. 203+00.00, 21.0' LT					18"	50'	III												
CB#17, STA. 301+20.90, 33.4' LT TO CB#18, STA. 301+50.00, 42.3' LT										12"	30'								
CB#18, STA. 301+50.00, 42.3' LT TO CB#19, STA. 20+50.00, 8.9' RT										12"	40'								
CB#19, STA. 20+50.00, 2.5' RT TO CB#20, STA. 20+50.00, 26.1' RT										12"	24'								
CB#20, STA. 20+50.00, 26.1' RT TO CB#21, STA. 302+25.00, 20.8' LT										12"	33'								
CB#24, STA. 304+35.36, 26.8' LT TO CB#27, STA. 304+50.00, 24.8' RT					18"	50'	III												
CB#25, STA. 304+50.00, 51.5' LT TO CB#26, STA. 304+55.00, 27.3' LT										12"	22'								
CB#13, STA. 117+86.81, 29.9' RT TO CB#14, STA. 511+81.75, 22.5' LT					18"	34'	III												
CB#14, STA. 511+81.75, 22.5' LT TO CB#15, STA. 511+36.21, 21.4' LT					18"	60'	III												
CB#27, STA. 304+50.00, 24.8' RT TO CB#29, STA. 50+88.00, 1.1' LT					18"	18'	III												
CB#30, STA. 51+34.24, 7.8' RT TO CB#31, STA. 51+34.24, 1.1' LT										12"	8'								
CB#32, STA. 52+00.00, 1.1' LT TO CB#33, STA. 203+75.00, 22.9' LT					24"	38'	III												
CB#54, STA. 402+41.52, 20.6' LT TO STA. 401+43.07, 48.5' LT										24"	100'								
CB#49, STA. 403+75.00, 25.6' RT TO CB#53, STA. 403+75.00, 20.6' LT										18"	44'								
CB#47, STA. 405+50.00, 25.2' RT TO CB#48, STA. 404+60.51, 44.0' RT										18"	86'								
CB#46, STA. 405+90.34, 63.8' RT TO CB#45, STA. 405+90.34, 34.9' RT										15"	22'								
CB#34, STA. 510+45.18, 25.0' RT TO CB#35, STA. 203+25.48, 26.0' RT					18"	105'	III												
CB#43, STA. 512+60.92, 38.4' LT TO CB#44, STA. 512+60.92, 30.4' LT										15"	8'								
UNDERDRAIN																			
CB#A-1, STA. 101+65.46, 27.9' LT TO CB#1, STA. 104+50.00, 25.2' LT																12"	285'		
STA. 108+75.00, 20.9' RT TO CB#2, STA. 110+95.00, 21.5' RT															220'				
CB#2, STA. 110+95.00, 21.5' RT TO CB#3, STA. 112+00.00, 20.9' RT																12"	105'		
CB#3, STA. 112+00.00, 20.9' RT TO CB#4, STA. 113+00.00, 21.3' RT																12"	97'		
STA. 113+25.00, 20.9' LT TO CB#42, STA. 117+25.00, 26.0' LT															407'				
STA. 113+62.55, 39.2' RT TO CB#4, STA. 113+00.00, 21.3' RT															78'				
STA. 115+25.00, 20.9' RT TO CB#8, STA. 114+50.00, 21.0' RT															77'				
STA. 115+25.00, 20.9' RT TO CB#9, STA. 116+00.00, 20.9' RT															22'				
CB#9, 116+00.00, 20.6' RT TO CB#10, STA. 116+50.00, 20.4' RT																12"	50'		
CB#10, STA. 116+50.00, 20.4' RT TO CB#11, STA. 117+00.00, 20.4' RT																12"	50'		
CB#11, STA. 117+00.00, 20.4' RT TO CB#12, STA. 117+50.00, 18.6' RT																12"	50'		
CB#42, STA. 117+25.00, 26.0' LT TO CB#44, STA. 512+60.92, 30.4' LT																12"	69'		
CB#12, STA. 117+50.00, 18.6' RT TO CB#13, STA. 117+86.81, 29.9' RT																12"	38'		
STA. 201+00.00, 13.4' RT TO CB#39, STA. 202+25.00, 27.4' RT															130'				
STA. 201+00.00, 19.7' LT TO CB#41, STA. 202+25.00, 20.4' LT															120'				
CB#40, STA. 203+00.00, 21.0' LT TO CB#41, STA. 202+25.00, 20.4' LT																24"	75'		
CB#38, STA. 203+00.00, 48.7' RT TO CB#39, STA. 202+25.00, 27.4' RT																12"	68'		
CB#37, STA. 203+15.00, 55.0' RT TO CB#38, STA. 203+00.00, 48.7' RT																12"	13'		
CB#36, STA. 203+25.00, 61.8' RT TO CB#37, STA. 203+15.00, 55.0' RT																12"	9'		
CB#33, STA. 203+75.00, 22.9' LT TO CB#40, STA. 203+00.00, 21.0' LT																24"	77'		
STA. 203+75.00, 82.0' RT TO CB#36, STA. 203+25.00, 61.8' RT															40'				
STA. 21+50.00, 8.9' LT TO CB#18, STA. 301+50.00, 42.3' LT															108'				
STA. 21+50.00, 8.9' RT TO CB#6, STA. 114+32.90, 30.3' RT															120'				
STA. 21+50.00, 8.9' RT TO CB#19, STA. 20+50.00, 1.9' RT															98'				
STA. 21+50.00, 9.0' LT TO CB#A-2, STA. 113+63.89, 39.8' RT															150'				
STA. 301+50.00, 20.8' RT TO CB#28, STA. 303+45.00, 21.4' RT															194'				
CB#28, STA. 303+45.00, 21.4' RT TO CB#29, STA. 50+88.00, 1.1' LT																12"	106'		
CB#29, STA. 50+88.00, 1.1' LT TO CB#31, 51+34.24, 1.1' LT																24"	46'		
CB#31, STA. 51+34.24, 1.1' LT TO CB#32, 52+00.00, 1.1' LT																24"	64'		
STA. 301+96.00, 46.9' LT TO CB#21, STA. 302+25.00, 20.8' LT															45'				
CB#21, STA. 302+25.00, 20.8' LT TO CB#22, STA. 303+25.00, 23.0' LT																15"	102'		
CB#22, STA. 303+25.00, 23.0' LT TO CB#23, STA. 304+05.00, 26.8' LT																15"	72'		
CB#23, STA. 304+05.00, 26.8' LT TO CB#24, STA. 304+35.36, 26.8' LT																15"	23'		
CB#26, STA. 304+55.00, 27.3' LT TO CB#24, STA. 304+35.36, 26.8' LT																12"	15'		
STA. 305+01.21, 40.5' LT TO CB#26, STA. 304+55.00, 27.3' LT															50'				
STA. 305+20.49, 46.9' RT TO CB#27, STA. 304+50.00, 24.8' RT															76'				
STA. 403+00.00, 21.3' RT TO CB#49, STA. 403+75.00, 25.6' RT															75'				
CB#53, STA. 403+75.00, 20.6' LT TO CB#54, STA. 402+41.52, 20.6' LT																24"	131'		
CB#52, STA. 404+50.00, 20.7' LT TO CB#53, STA. 403+75.00, 20.6' LT																18"	74'		
CB#48, STA. 404+60.51, 44.0' RT TO CB#49, STA. 403+75.00, 25.6' RT																18"	87'		
CB#51, STA. 405+50.00, 22.9' LT TO CB#52, STA. 404+50.00, 20.7' LT																15"	100'		
CB#45, STA. 405+90.34, 34.9' RT TO CB#47, STA. 405+50.00, 25.2' RT																18"	36'		
CB#50, STA. 405+92.89, 46.6' LT TO CB#51, STA. 405+50.00, 22.9' LT																12"	52'		
CB#15, STA. 511+36.21, 21.4' LT TO CB#16, STA. 511+12.13, 23.8' LT																18"	30'		
CB#16, STA. 511+12.13, 23.8' LT TO CB#33, STA. 203+75.00, 22.9' LT																18"	30'		
CB#44, STA. 512+60.92, 30.4' LT TO CB#45, STA. 405+90.34, 34.9' RT																18"	130'		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

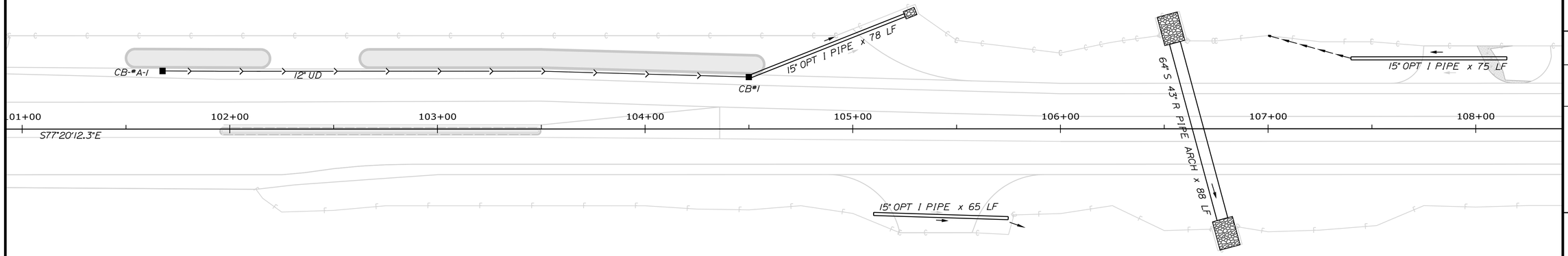
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

DRAINAGE SHEET

SHEET NUMBER
7
OF 154

Filename: ...\HIGHWAY\MSTA\007_Drainage.dgn Division: HIGHWAY Username: common Date:1/23/2025

CB #	GRATE ELEV.	CULVERT SIZE	CULVERT TYPE	ELEVATION	INLET/OUTLET	REMARKS
A-1	233.80		UD		INLET	EXISTING
		12"	UD	228.43	OUTLET	ALTER BASIN
1	227.39	12"	UD	221.61	INLET	
		15"	OPT. I	221.36	OUTLET	



Filename: ...\MSTA\008_DRAINAGE01.dgn Division: HIGHWAY Username: common Date:1/23/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	JAN 2025
DESIGN-DETAILED	D. CLOUTIER	
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
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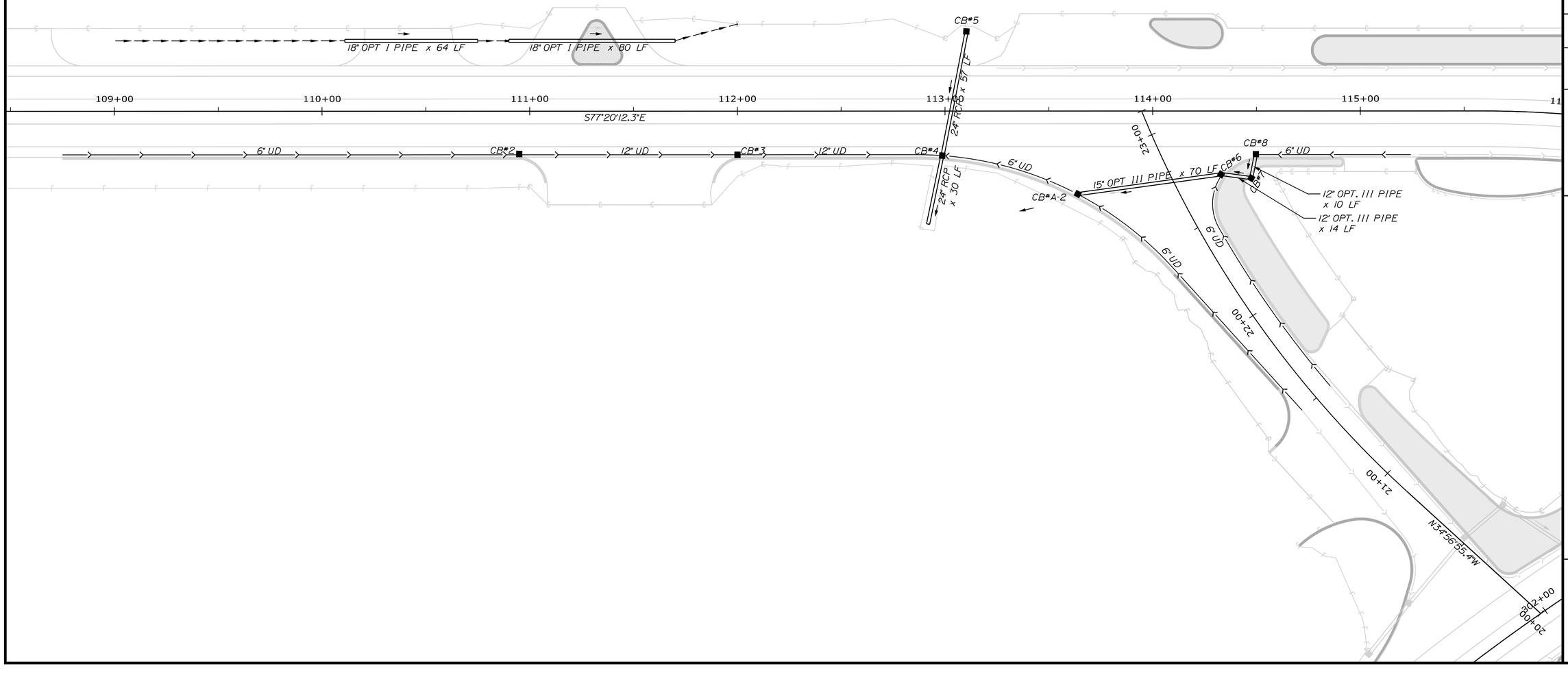
DRAINAGE PLANS

SHEET NUMBER

8

OF 154

CB #	GRATE ELEV.	CULVERT SIZE	CULVERT TYPE	ELEVATION	INLET/OUTLET	REMARKS
2	220.31	6"	UD	216.59	INLET	
		12"	UD	216.09	OUTLET	
3	220.20	12"	UD	215.25	INLET	
		12"	UD	215.00	OUTLET	
4	220.53	12"	UD	214.70	INLET	
		24"	RCP	213.69	INLET	FROM CB#5
		6'	UD	215.45	INLET	
		24'	RCP	213.45	OUTLET	TIE INTO EXISTING
5	219.62					
		24"	RCP	214.00	OUTLET	TIES INTO CB#4
A-2	221.27	6"	UD	215.61	INLET	
		15"	OPT. III	214.86	INLET	
		15"	OPT. III	214.61	OUTLET	TIE INTO EXISTING
6	221.47	6"	UD	216.61	INLET	
		12"	OPT. III	215.64	INLET	FROM CB#7
		12"	OPT. III	215.39	OUTLET	TIES INTO CB#A-2
7	220.55	12"	OPT. III	215.95	INLET	FROM CB#8
		12"	OPT. III	215.70	OUTLET	TIES INTO CB#6
8	220.99	6"	UD	216.50	INLET	
		12"	OPT. III	216.00	OUTLET	TIES INTO CB#7



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
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REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

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DRAINAGE PLANS

SHEET NUMBER

9

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Filename: ...\MSTA\009_DRAINAGE02.dgn Division: HIGHWAY Username: common Date:1/23/2025

CB #	GRATE ELEV.	CULVERT SIZE	CULVERT TYPE	ELEVATION	INLET/OUTLET	REMARKS
9	220.96	6"	UD	216.91	INLET	
		12"	UD	216.41	OUTLET	
10	220.73	12"	UD	216.18	INLET	
		12"	UD	215.93	OUTLET	
11	220.41	12"	UD	215.70	INLET	
		12'	UD	215.45	OUTLET	
12	220.18	12"	UD	215.20	INLET	
		12"	UD	214.95	OUTLET	
13	219.85	12"	UD	214.78	INLET	
		18"	RCP	214.28	OUTLET	
14	219.77	18"	RCP	214.11	INLET	
		18"	RCP	213.86	OUTLET	
15	219.40	18"	RCP	213.56	INLET	
		18"	UD	213.31	OUTLET	
16	219.02	18"	UD	213.18	INLET	
		18"	UD	212.93	OUTLET	TIES INTO CB#33

CB #	GRATE ELEV.	CULVERT SIZE	CULVERT TYPE	ELEVATION	INLET/OUTLET	REMARKS
36	217.28	6"	UD	213.75	INLET	
		12"	UD	213.25	OUTLET	
37	217.31	12"	UD	213.22	INLET	
		12"	UD	213.22	OUTLET	
38	217.39	12"	UD	213.18	INLET	
		12"	UD	213.18	OUTLET	
39	217.88	12"	UD	212.96	INLET	
		6"	UD	213.45	INLET	
		18"	RCP	212.21	OUTLET	TIES INTO CB#41

CB #	GRATE ELEV.	CULVERT SIZE	CULVERT TYPE	ELEVATION	INLET/OUTLET	REMARKS
17	221.67					
		12"	OPT. III	218.00	OUTLET	
18	221.12	6"	UD	217.95	INLET	
		12"	OPT. III	217.45	INLET	
		12"	OPT. III	217.20	OUTLET	
19	221.38	12"	OPT. III	216.99	INLET	
		6"	UD	217.59	INLET	
		12"	OPT. III	216.74	OUTLET	
20	221.33	12"	OPT. III	216.63	INLET	
		12"	OPT. III	216.38	OUTLET	
21	221.52	6"	UD	216.99	INLET	
		12"	OPT. III	216.21	INLET	
		15"	UD	215.96	OUTLET	
22	220.44	15"	UD	215.70	INLET	
		15"	UD	215.20	OUTLET	
23	218.95	15"	UD	214.95	INLET	
		15"	UD	214.70	OUTLET	
24	218.75	15"	UD	214.36	INLET	
		12"	UD	214.86	INLET	
		18"	RCP	214.11	OUTLET	
25	218.97					
		12"	OPT. III	215.11	OUTLET	
26	218.82	6"	UD	215.42	INLET	
		12"	OPT. III	214.92	INLET	
		12"	UD	214.92	OUTLET	TIES INTO CB#24
27	218.78	18"	RCP	213.96	INLET	FROM CB#24
		6"	UD	214.96	INLET	
		18"	RCP	213.71	OUTLET	TIES INTO CB#29

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

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HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

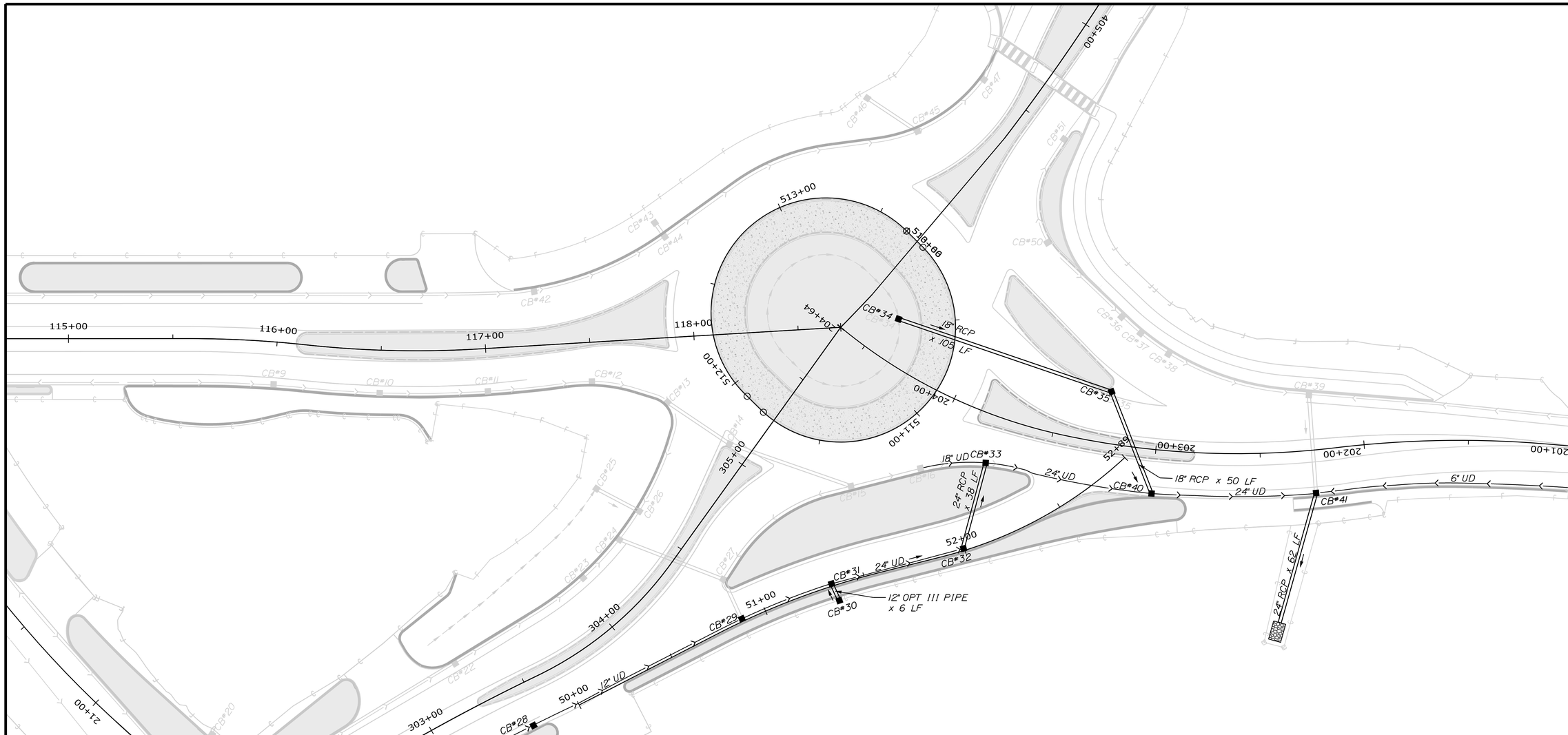
DRAINAGE PLANS

SHEET NUMBER

10

OF 154

Filename: ...\MSTA\010_DRAINAGE03.dgn Division: HIGHWAY Username: common Date:1/23/2025



CB #	GRATE ELEV.	CULVERT SIZE	CULVERT TYPE	ELEVATION	INLET/OUTLET	REMARKS
28	220.13	6"	UD	215.55	INLET	
		12"	UD	214.47	OUTLET	
29	218.36	18"	RCP	213.65	INLET	FROM CB#27
		12"	UD	214.14	INLET	
		24"	UD	213.15	OUTLET	TIES INTO CB#31
30	216.77					
		12"	OPT. III	213.56	OUTLET	
31	217.95	24"	UD	213.00	INLET	FROM CB#29
		12"	OPT. III	213.55	INLET	
		24"	UD	212.81	OUTLET	
32	217.75	24"	UD	212.62	INLET	
		24"	RCP	212.43	OUTLET	
33	218.46	18"	UD	212.81	INLET	FROM CB#16
		24"	RCP	212.31	INLET	
		24"	UD	212.05	OUTLET	TIES INTO CB#40
34	219.66					
		18"	RCP	214.89	OUTLET	F BASIN
35	217.90	18"	RCP	213.01	INLET	
		18"	RCP	212.76	OUTLET	TIES INTO CB#40

CB #	GRATE ELEV.	CULVERT SIZE	CULVERT TYPE	ELEVATION	INLET/OUTLET	REMARKS
40	217.81	24"	UD	211.83	INLET	FROM CB#33
		18"	RCP	212.59	INLET	FROM CB#35
		24"	UD	211.69	OUTLET	
41	217.97	18"	RCP	212.07	INLET	FROM CB#39
		6"	UD	213.07	INLET	
		24"	UD	211.47	INLET	
		24"	RCP	211.35	OUTLET	

STATE OF MAINE
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HIGHWAY PLANS

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	BY	DATE
PROJ. MANAGER	L. ROWE	
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DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

DRAINAGE PLANS

SHEET NUMBER

11

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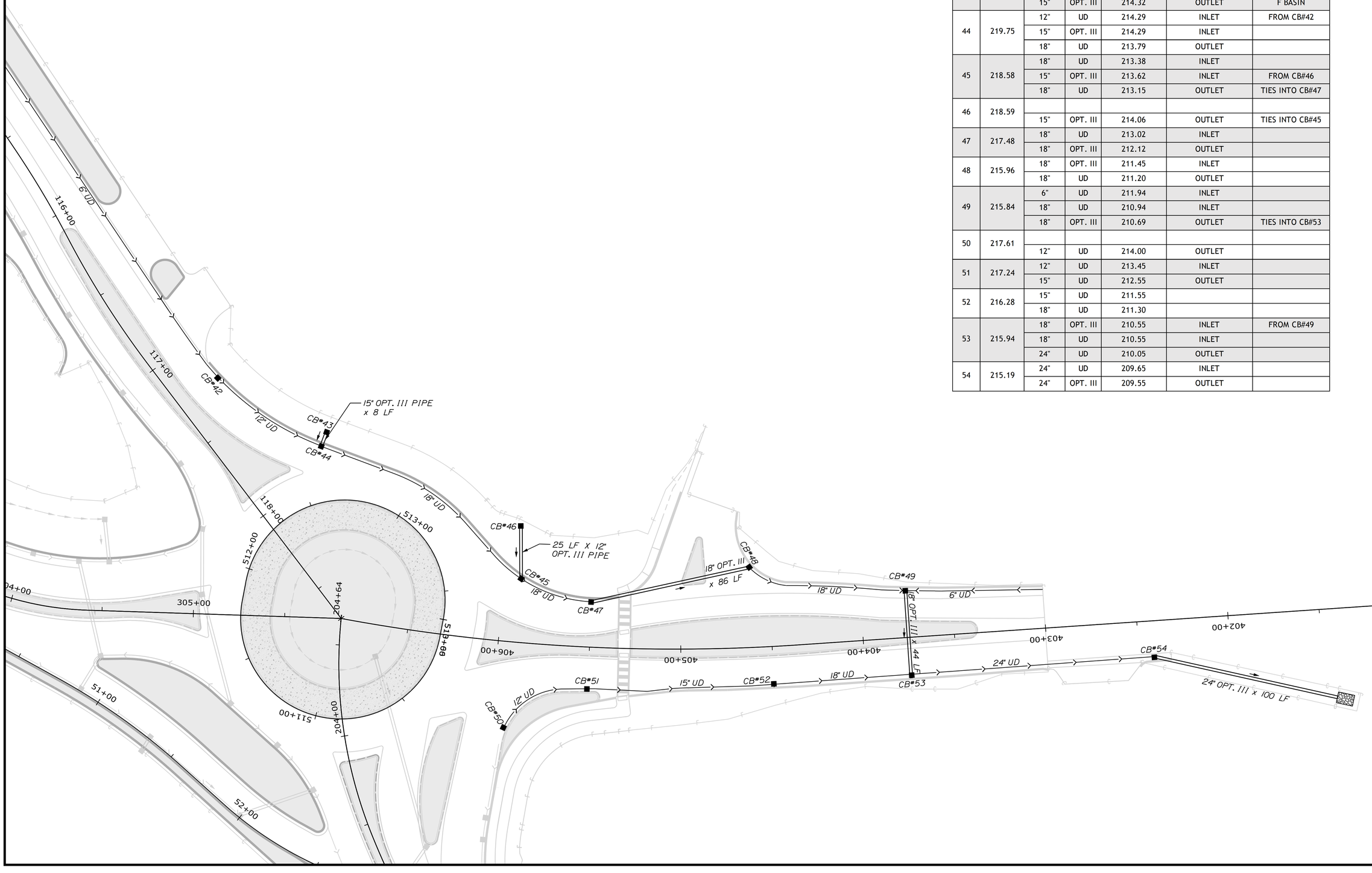
Filename: ...\MSTA\011_DRAINAGE03-2.dgn Division: HIGHWAY Username: common Date:1/23/2025

CB #	GRATE ELEV.	CULVERT SIZE	CULVERT TYPE	ELEVATION	INLET/OUTLET	REMARKS
42	220.15	6"	UD	215.00	INLET	
		12"	UD	214.50	OUTLET	TIES INTO CB#44
43	219.05					
		15"	OPT. III	214.32	OUTLET	F BASIN
44	219.75	12"	UD	214.29	INLET	FROM CB#42
		15"	OPT. III	214.29	INLET	
		18"	UD	213.79	OUTLET	
45	218.58	18"	UD	213.38	INLET	
		15"	OPT. III	213.62	INLET	FROM CB#46
		18"	UD	213.15	OUTLET	TIES INTO CB#47
46	218.59					
		15"	OPT. III	214.06	OUTLET	TIES INTO CB#45
47	217.48	18"	UD	213.02	INLET	
		18"	OPT. III	212.12	OUTLET	
48	215.96	18"	OPT. III	211.45	INLET	
		18"	UD	211.20	OUTLET	
49	215.84	6"	UD	211.94	INLET	
		18"	UD	210.94	INLET	
		18"	OPT. III	210.69	OUTLET	TIES INTO CB#53
50	217.61					
		12"	UD	214.00	OUTLET	
51	217.24	12"	UD	213.45	INLET	
		15"	UD	212.55	OUTLET	
52	216.28	15"	UD	211.55		
		18"	UD	211.30		
53	215.94	18"	OPT. III	210.55	INLET	FROM CB#49
		18"	UD	210.55	INLET	
		24"	UD	210.05	OUTLET	
54	215.19	24"	UD	209.65	INLET	
		24"	OPT. III	209.55	OUTLET	



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE	BY	DATE
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SIGNATURE

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DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

DRAINAGE PLANS

SHEET NUMBER
12
OF 154

Filename: ...\MSTA\012_DRAINAGE04.dgn Division: HIGHWAY Username: common Date:1/23/2025

Filename: ...\MSTA\013_GeneralNotes.dgn Division: HIGHWAY Username: common Date:1/23/2025

GENERAL NOTES

1. GRUBBING IN FILL AREAS HAS BEEN SHOWN ON THE CROSS SECTIONS AND THE QUANTITIES NOTED. THESE LIMITS ARE APPROXIMATE AND HAVE BEEN USED FOR ESTIMATING PURPOSES ONLY. ACTUAL GRUBBING LIMITS MAY VARY BASED ON FIELD CONDITIONS AS DIRECTED BY THE RESIDENT.

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

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

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

5. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE FILL SIDE SLOPES WITHOUT GUARDRAIL UNLESS OTHERWISE NOTED ON THE PLANS.

6. 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.

7. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1 FOOT ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATIONS ITEM 703.19, GRANULAR BORROW.

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

9. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 2 INCHES OF HOT MIX ASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.

10. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT AND 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.

11. GRAVEL ENTRANCES SHALL BE CONSTRUCTED WITH 14 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL OR 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL AND 3 INCHES OF UNTREATED AGGREGATE SURFACE COURSE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

12. A 3-FOOT PAVED LIP SHALL BE PLACED AT ALL UNPAVED ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

13. ALL PAVED WALKS SHALL BE CONSTRUCTED WITH 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL AND 2 INCHES OF HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

14. 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 ALL VEGETATIVE MATTER.

15. PRIOR TO SURFACE PAVING, EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER STANDARD SPECIFICATIONS ITEM 631.32, CULVERT CLEANER (INCLUDING OPERATOR).

16. EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER THE APPROPRIATE PAY ITEMS.

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

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

19. FLAT TOPS FOR CATCH BASINS ARE NOT ALLOWED UNLESS NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.

20. PLASTIC END CAPS SHALL BE PLACED ON THE INLET END OF ALL DEAD-END 6-INCH TYPE B UNDERDRAIN AND SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM.

21. ANY NECESSARY CUTTING OF EXISTING PIPES TO FIT IN AREAS OF PROPOSED CATCH BASINS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 604, MANHOLES, INLETS AND CATCH BASINS.

22. ANY NECESSARY CUTTING OF EXISTING CATCH BASINS TO ALLOW FOR PROPOSED PIPE CONNECTIONS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 603, PIPE CULVERTS AND STORM DRAINS OR STANDARD SPECIFICATIONS SECTION 605, UNDERDRAINS.

23. AS DIRECTED BY THE RESIDENT, ALL EXISTING UNDERDRAIN OUTLETS SHALL BE LOCATED, CLEANED OUT AND DITCHED AS REQUIRED OR REPLACED AS NECESSARY. PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.

24. A 3-FOOT BY 3-FOOT SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT EACH UNDERDRAIN OUTLET.

25. 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.

26. A DELINEATOR POST (STANDARD SPECIFICATIONS ITEM 606.356, UNDERDRAIN DELINEATOR POST) WILL BE INSTALLED AT EACH UNDERDRAIN OUTLET.

27. A DELINEATOR POST (STANDARD SPECIFICATIONS ITEM 606.356, UNDERDRAIN DELINEATOR POST) WILL BE INSTALLED AT EACH END OF EACH RUN OF BITUMINOUS CURB.

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

29. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.

30. 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.

31. 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.

32. ACRYLIC LATEX COLOR FINISH GREEN (STANDARD SPECIFICATIONS ITEM 658.20, ACRYLIC LATEX COLOR FINISH) SHALL BE PLACED ON ALL PAVED ISLANDS.

33. WHITE PAVEMENT/CURB MARKING (STANDARD SPECIFICATIONS ITEM 627.75, WHITE OR YELLOW PAVEMENT & CURB MARKING) SHALL BE APPLIED TO ALL ISLAND TAPERED ENDS.

34. ANY BASE PAVEMENT NOT SURFACED BEFORE WINTER WILL REQUIRE TEMPORARY PAVEMENT MARKINGS OF PAINT, BOTH YELLOW CENTERLINE AND WHITE EDGE LINES AND WILL BE CONSIDERED PART OF STANDARD SPECIFICATIONS ITEM 627.78, TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW.

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

36. 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.

37. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.

38. 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. MAINEDOT WILL NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR CONCLUSIONS DRAWN FROM THE GEOTECHNICAL INFORMATION. THE BORING LOGS PROVIDED IN THE BID DOCUMENTS (IF ANY) PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS. DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.

39. AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE SITES SUCH AS EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.

40. ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION, DRAINAGE AND MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL DRAINAGE STRUCTURES. ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED DRAINAGE ITEMS.

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

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

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

44. THE CONTRACTOR WILL PLACE APPROPRIATELY-MARKED STAKES AT THE FOLLOWING LOCATIONS ON THE PROJECT: STRIPING PATTERN CHANGES, CROSS-SLOPE CHANGES, AND EVERY 500 FEET FOR STATIONING. THE CONTRACTOR WILL PAINT EVERY FULL STATION (100 FEET) ON THE EXISTING ROADWAY AND WILL TRANSFER THE PAINTED STATIONING THROUGH ALL INTERMEDIATE LIFTS (NOT SURFACE). APPROPRIATELY-SIZED STRIPING PATTERN CHANGES WILL BE PAINTED ON SURFACE. STATIONING CONTROL MUST BE PLACED BEFORE WORK CAN COMMENCE. CROSS-SLOPE AND STRIPING CHANGE CONTROLS MUST BE PLACED BEFORE PAVING CAN COMMENCE.

45. ALL HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY STRUCTURES SHALL BE A 9.5 MM OR 12.5 MM MAINEDOT APPROVED MIX DESIGN. EXCLUDING WATER AND GAS GATE VALVES, THE CONTRACTOR SHALL SAW CUT THE EXISTING PAVEMENT FOR THE PATCH AT LEAST TWO FEET AWAY FROM THE NEAREST EDGE OF THE STRUCTURE. THE CONTRACTOR SHALL PLACE HMA IN LIFTS OF 2 INCHES OR LESS TO MATCH THE EXISTING PAVEMENT DEPTH OR A MAXIMUM OF 6 INCHES, AS DIRECTED BY THE RESIDENT, AND COMPACT THE HMA USING A MINIMUM OF A 150-POUND PLATE COMPACTOR. HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY STRUCTURES IS CONSIDERED INCIDENTAL TO THE RESPECTIVE PAY ITEM FOR ADJUST, ALTER, OR REBUILD UTILITY STRUCTURE.

STATE OF MAINE
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HIGHWAY PLANS

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PALMYRA-NEWPORT
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GENERAL NOTES

SHEET NUMBER
13
OF 154

Filename: ...\014_Construction Notes.dgn Division: HIGHWAY Username: common Date:1/23/2025

CONSTRUCTION NOTES

202.15 REMOVING EXISTING MANHOLE OR CATCH BASIN	
LOCATION	QUANTITY
STA. 105+14.82, 26.8' LT	1
STA. 113+98.87, 34.0' RT	1
STA. 117+12.67, 45.9' RT	1
STA. 304+47.98, 50.9' LT	1
STA. 304+67.75, 22.3' LT	1
STA. 304+94.23, 7.5' RT	1
STA. 404+50.12, 25.0' LT	1
STA. 404+62.32, 21.8' LT	1
STA. 404+63.46, 22.2' RT	1
STA. 406+83.22, 24.2' RT	1
STA. 202+04.71, 20.2' LT	1
STA. 203+04.13, 39.7' RT	1
STA. 203+27.03, 38.0' LT	1
STA. 203+51.94, 17.0' LT	1
STA. 203+40.43, 41.1' RT	1
STA. 203+56.88, 25.9' LT	1
STA. 20+47.96, 19.7' RT	1
STA. 20+59.85, 24.1' LT	1

604.161 ALTERING CATCH BASIN	
LOCATION	QUANTITY
CB#A-1, STA. 101+65.46, 27.9' LT	1
CB#A-2, STA. 113+63.89, 39.8' RT	1

604.18 ADJUSTING MH OR CB TO GRADE	
LOCATION	QUANTITY
STA. 102+70.37, 35.3' LT	1
STA. 105+19.33, 19.6' RT	1
STA. 110+23.03, 19.5' LT	1
STA. 113+58.65, 31.0' LT	1
STA. 406+42.52, 38.8' RT	1

608.26 CURB RAMP DETECTABLE WARNING FIELD		
LOCATION	LENGTH	WIDTH
STA. 405+31.20, 26.2' LT	5'	2'
STA. 405+30.84, 4.7' LT	5'	2'
STA. 405+30.84, 8.0' RT	5'	2'
STA. 405+31.52, 29.1' RT	5'	2'

609.21 CONCRETE SLIPFORM CURB
SEE GEOMETRIC SHEETS

609.214 CONCRETE SLIPFORM CURB - 4' TERMINAL END
SEE GEOMETRIC SHEETS

609.218 CONCRETE SLIPFORM CURB - 8' TERMINAL END
SEE GEOMETRIC SHEETS

610.08 PLAIN RIPRAP		
CROSS CULVERTS		
LOCATION	RIPRAP PAD INLET	RIPRAP PAD OUTLET	DEPTH
STA. 106+55.11, 41.4' LT TO STA. 106+78.00, 43.5' RT	14.1' x 10.0'	14.1' x 10.0'	1.5'
UNDERDRAIN OUTLETS		
LOCATION	RIPRAP PAD SIZE	DEPTH
STA. 105+24.31, 56.6' LT TO STA. 105+30.93, 55.1' LT	3' x 3'	1.5'
STA. 106+46.61, 53.8' LT TO STA. 106+59.94, 42.8' LT	10' x 14.1'	1.5'
STA. 106+73.17, 44.8' RT TO STA. 106+86.50, 55.9' RT	10' x 14.1'	1.5'
STA. 202+41.74, 82.1' LT TO STA. 202+48.71, 88.9' LT	9' x 6'	1.5'
STA. 401+33.59, 48.0' LT TO STA. 401+43.89, 51.3' LT	9' x 6'	1.5'

613.319 EROSION CONTROL BLANKET
LOCATION
STA. 107+00.00, 45.0' LT TO STA. 107+39.95, 34.0' LT
STA. 109+00.50, 34.0' LT TO STA. 110+11.00, 34.0' LT
STA. 110+75.00, 34.0' LT TO STA. 110+90.00, 34.0" LT
STA. 111+70.00, 34.0' LT TO STA. 112+00.00, 42.0' LT

DRIVES & ENTRANCES		
STATION	SIDE	TYPE
101+21.64	LT	COMMERCIAL PAVED
102+41.00	LT	COMMERCIAL PAVED
104+78.67	LT	COMMERCIAL PAVED
105+40.03	RT	COMMERCIAL PAVED
107+90.43	LT	COMMERCIAL PAVED
108+52.79	LT	COMMERCIAL PAVED
110+41.45	LT	COMMERCIAL PAVED
111+28.67	LT	COMMERCIAL PAVED
111+48.15	RT	COMMERCIAL PAVED
113+67.22	LT	COMMERCIAL PAVED
114+56.08	LT	COMMERCIAL PAVED
115+09.07	RT	COMMERCIAL PAVED
116+33.94	LT	COMMERCIAL PAVED
116+83.85	LT	COMMERCIAL PAVED
300+47.25	LT	COMMERCIAL PAVED
300+50.00	RT	COMMERCIAL PAVED
300+75.00	RT	COMMERCIAL PAVED
302+93.76	LT	COMMERCIAL PAVED
303+67.69	RT	COMMERCIAL PAVED
404+81.10	RT	COMMERCIAL PAVED
201+32.64	RT	COMMERCIAL PAVED
202+55.41	LT	COMMERCIAL PAVED
21+23.75	LT	COMMERCIAL PAVED
21+52.58	RT	COMMERCIAL PAVED

SUPERELEVATION TABLES

EASTBOUND					
LT SHDR	LT TW	LT AUX	STATION	RT TW	RT SHDR
MATCH	EXISTING		100+50.00	MATCH	EXISTING
-2.8%	-2.8%	-2.8%	100+75.00	-2.3%	-2.8%
-2.6%	-2.6%	-2.0%	101+00.00	-2.0%	-3.6%
-2.5%	-2.5%	-2.0%	101+25.00	-2.0%	-2.2%
-2.3%	-2.3%	-2.0%	101+50.00	-2.0%	-2.4%
-2.2%	-2.2%	-2.0%	101+75.00	-2.0%	-3.5%
-4.0%	-2.0%	-	102+00.00	-2.0%	-4.9%
-4.0%	-2.0%	-	102+25.00	-2.0%	-2.0%
			TO		
-4.0%	-2.0%	-	102+75.00	-2.0%	-2.0%
-4.0%	-2.0%	-	103+00.00	-2.0%	-4.0%
			TO		
-4.0%	-2.0%	-	113+00.00	-2.0%	-4.0%
-4.0%	-2.0%	-	113+25.00	-2.0%	-3.0%
-4.0%	-2.0%	-	113+50.00	-2.0%	-2.0%
-4.0%	-2.0%	-	113+75.00	-2.0%	-
-4.0%	-2.0%	-	114+00.00	-2.0%	-
-4.0%	-2.0%	-	114+25.00	-2.0%	-
-4.0%	-2.0%	-	114+50.00	-2.0%	-2.0%
-4.0%	-2.0%	-	114+75.00	-2.0%	-3.0%
-4.0%	-2.0%	-	115+00.00	-2.0%	-4.0%
			TO		
-4.0%	-2.0%	-	116+50.00	-2.0%	-4.0%
-4.0%	-2.0%	-	116+75.00	-2.0%	-3.0%
-1.9%	-1.9%	-	117+00.00	-2.0%	-2.0%
-1.5%	-1.5%	-	117+25.00	-1.4%	-1.4%
-1.1%	-1.1%	-	117+50.00	-0.7%	-0.7%
-0.3%	-0.3%	-	117+75.00	0.6%	0.6%

WESTBOUND					
LT SHDR	LT TW	STATION	RT TW	SLIP LANE	RT SHDR
MATCH	EXISTING	201+00.00	MATCH	-	EXISTING
-2.7%	-2.7%	201+25.00	-0.8%	-	-0.8%
-2.0%	-2.0%	201+50.00	-2.0%	-	-2.0%
		TO			
-2.0%	-2.0%	202+75.00	-2.0%	-	-2.0%
-2.0%	-2.0%	203+00.00	-1.7%	-1.7%	-1.7%
-1.5%	-1.5%	203+25.00	-1.5%	-1.5%	-1.5%
-0.9%	-0.9%	203+50.00	-1.3%	-1.3%	-1.3%
-0.8%	-0.8%	203+75.00	-1.0%	-1.0%	-1.0%

SOUTHBOUND				
LT SHDR	LT TW	STATION	RT TW	RT SHDR
MATCH	EXISTING	403+00.00	MATCH	EXISTING
-2.4%	-2.4%	403+25.00	-2.4%	-2.4
-2.0%	-2.0%	403+50.00	-2.0%	-2
		TO		
-2.0%	-2.0%	405+00.00	-2.0%	2.0%
-2.0%	-2.0%	405+25.00	-1.4%	-1.4%
-2.0%	-2.0%	405+50.00	-0.8%	-1.3%
-1.1%	-1.1%	405+75.00	-0.1%	-0.1%
-1.1%	-1.1%	406+00.00	0.7%	0.7%

SLIP LANE	
STATION	TW
50+50.00	2.0%
TO	
52+50.00	2.0%

NORTHBOUND					
LT SHDR	LT TW	LT AUX	STATION	RT TW	RT SHDR
MATCH	EXISTING	EXISTING	300+00.00	MATCH	EXISTING
-1.4%	-1.4%	1.3%	300+25.00	-4.1%	-4.1%
-1.3%	-1.3%	-1.1%	300+50.00	-3.4%	-3.4%
-1.2%	-1.2%	-1.0%	300+75.00	-2.7%	-2.7%
-1.1%	-1.1%	0.0%	301+00.00	-2.0%	-2.0%
-1.0%	-1.0%	-0.5%	301+25.00	-2.0%	-2.0%
-0.8%	-0.9%	-0.9%	301+50.00	-2.0%	-2.0%
-0.6%	-1.1%	-1.1%	301+75.00	-2.0%	-2.0%
-1.4%	-1.4%	-1.4%	302+00.00	-2.0%	-2.0%
-1.6%	-1.6%	-1.6%	302+25.00	-2.0%	-2.0%
-1.8%	-1.8%	-1.8%	302+50.00	-2.0%	-2.0%
-2.0%	-2.0%	-2.0%	302+75.00	-2.0%	-2.0%
-2.0%	-2.0%	-2.0%	303+00.00	-2.0%	-2.0%
			TO		
-2.0%	-2.0%	-	303+75.00	-2.0%	-2.0%
-2.0%	-2.0%	-	304+00.00	-1.9%	-1.9%
-1.7%	-1.7%	-	304+25.00	-1.7%	-1.7%
-1.3%	-1.3%	-	304+50.00	-1.4%	-1.4%
-0.6%	-0.6%	-	304+75.00	-1.0%	-1.0%
0.1%	0.1%	-	305+00.00	-0.8%	-0.8%

ROUNDABOUT		
LT TW	STATION	RT TW
2.0%	510+00.00	-2.0%
-2.6%	510+25.00	-2.0%
-3.7%	510+50.00	-2.0%
-6.2%	510+75.00	-2.0%
-4.1%	511+00.00	-2.0%
-2.5%	511+25.00	-2.0%
-1.2%	511+50.00	-2.0%
-3.1%	511+75.00	-2.0%
-2.5%	512+00.00	-2.0%
-5.4%	512+25.00	-2.0%
-4.2%	512+50.00	-2.0%
-2.0%	512+75.00	-2.0%
	TO	
-2.0%	513+65.58	-2.0%

BANKS ROAD		
LT TW	STATION	RT TW
-0.6%	20+50.00	0.6%
-1.4%	20+75.00	1.4%
-2.0%	21+00.00	2.0%
	TO	
-2.0%	22+00.00	2.0%
-0.9%	22+25.00	0.9%
-0.2%	22+50.00	0.2%

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

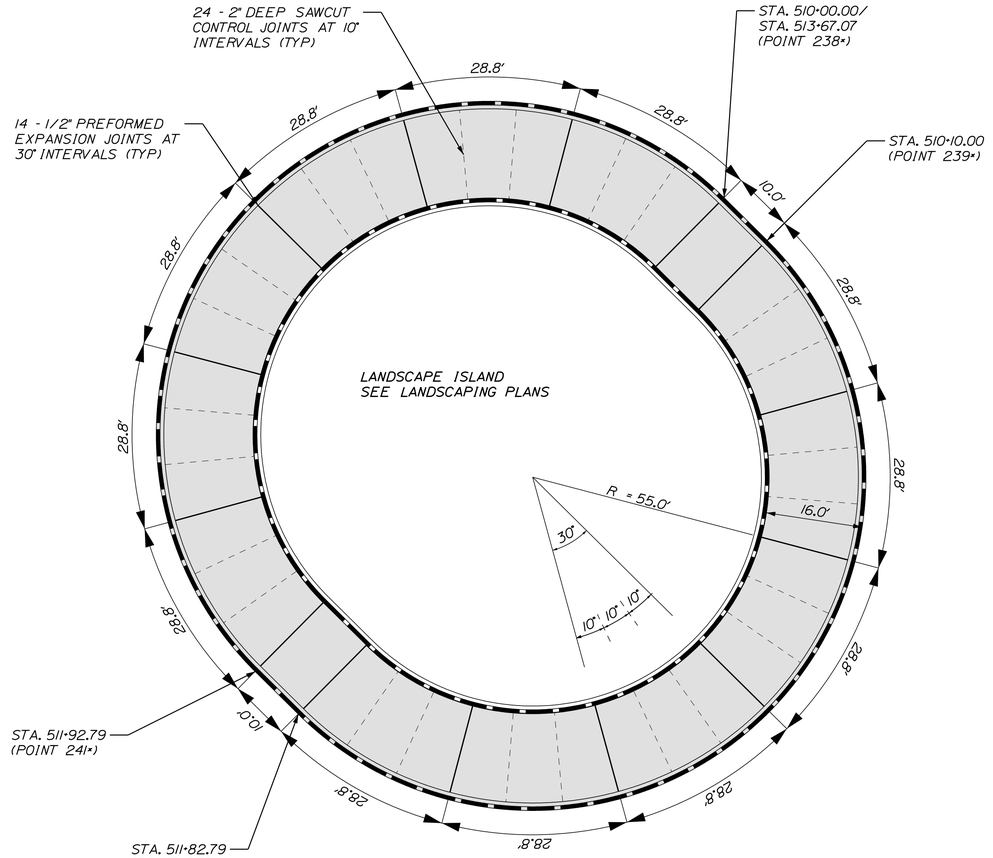
P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

CONSTRUCTION NOTES

SHEET NUMBER
14
OF 154



ROUNDABOUT TOP VIEW

NOTES:

1. THE DISTANCES MEASURED ARE FROM THE FACE OF CURB

2. THE 4"X4" W4XW4 WELDED WIRE REINFORCEMENT SHALL BE SUPPORTED ON CHAIRS. THE WELDED WIRE REINFORCEMENT & CHAIRS SHALL BE INCIDENTAL TO ITEM 502.342

3. TWO 16"X8"X14" SUPPORTS SHALL BE PLACE PER CURB SECTION TO SUPPORT CURBING DURING CONCRETE PLACEMENT. GROUT OR SHIM EACH SECTION OF CURB TO GRADE PRIOR TO PLACING CONCRETE. FULL GROUT BED MUST BE USED WHERE SHIMS ARE LESS THAN 2" HIGH. THIS SHALL BE INCIDENTAL TO ITEM 609.341

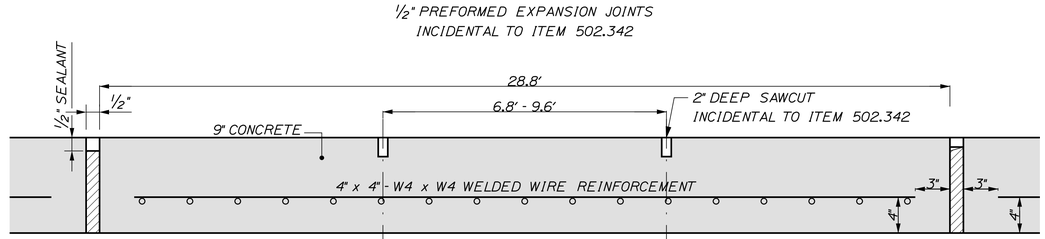
4. THE LP CONCRETE BED FOR SLOPE GRANITE CURB WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCIDENTAL TO ITEM 609.341

5. THE CONTRACTOR SHALL PLACE THE CONCRETE WITH CARE ASSURING THAT THE SUPPORTED CURB IS NOT DISTURBED DURING PLACEMENT

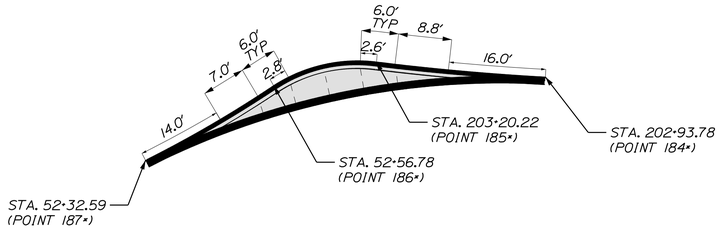
6. THE CONCRETE SHALL BE PLACE AND CONSOLIDATED IN SUCH A MANNER THAT NO VOIDS WILL BE PRESENT WHEN COMPLETE

7. THE CONTRACTOR SHALL PLACE CURB JOINTS TO COINCIDE WITH TRUCK APRON EXPANSION AND CONTROL JOINTS

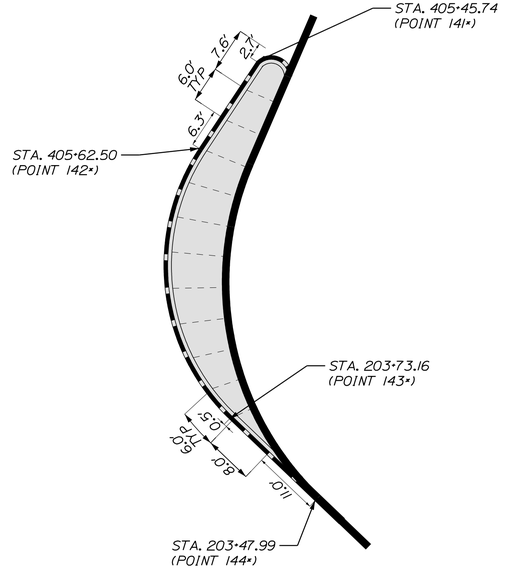
+REFER TO GEOMETRICS PLANS FOR MORE INFORMATION ON POINTS



ROUNDABOUT SIDE VIEW



EASTBOUND SLIP LANE



NORTHBOUND SLIP LANE

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER	JAN 2025	SIGNATURE
CHECKED-REVIEWED			
DESIGN2-DETAILED2			P.E. NUMBER
DESIGN3-DETAILED3			
REVISIONS 1			DATE
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

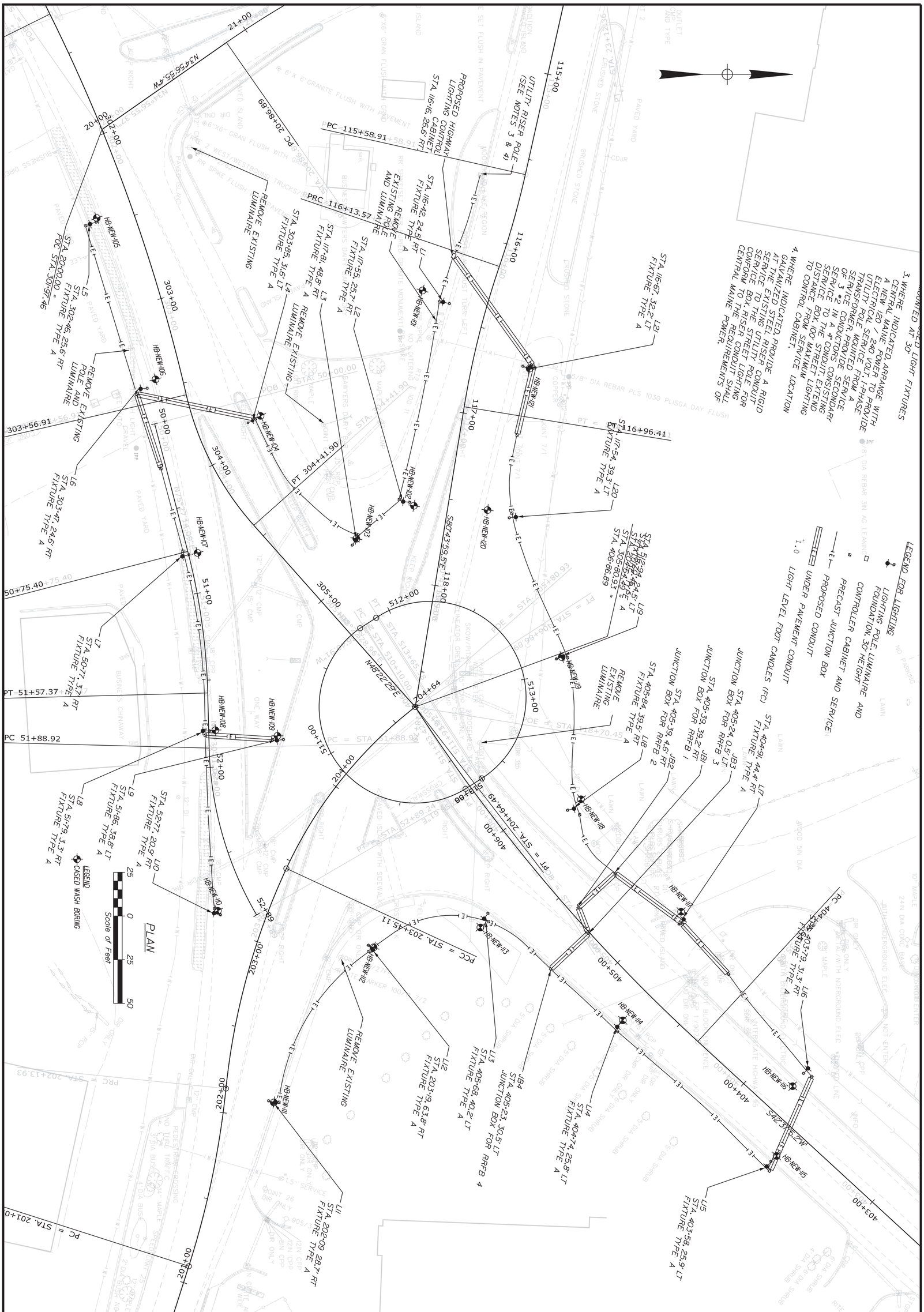
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

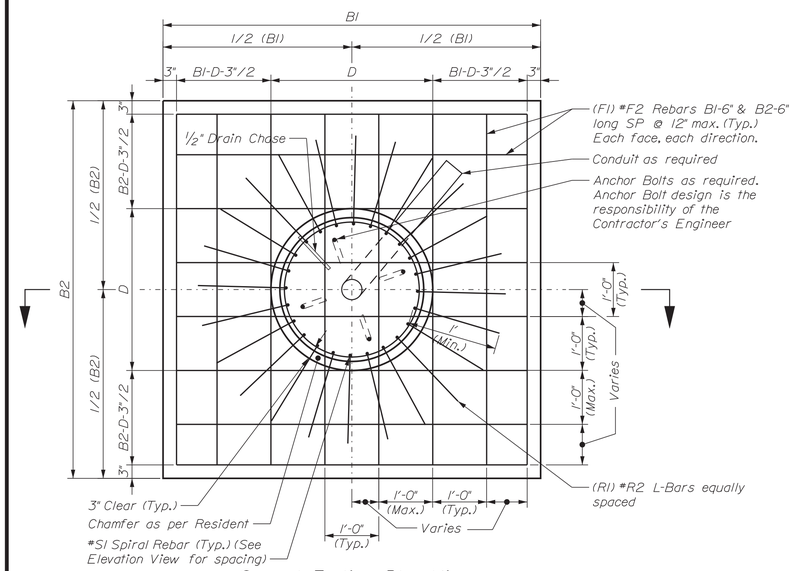
SPECIAL DETAILS
TRUCK APRONS

SHEET NUMBER
15
OF 154

Filename: ...\015_Highway_Apron Details.dgn Division: HIGHWAY Username: common Date:1/23/2025

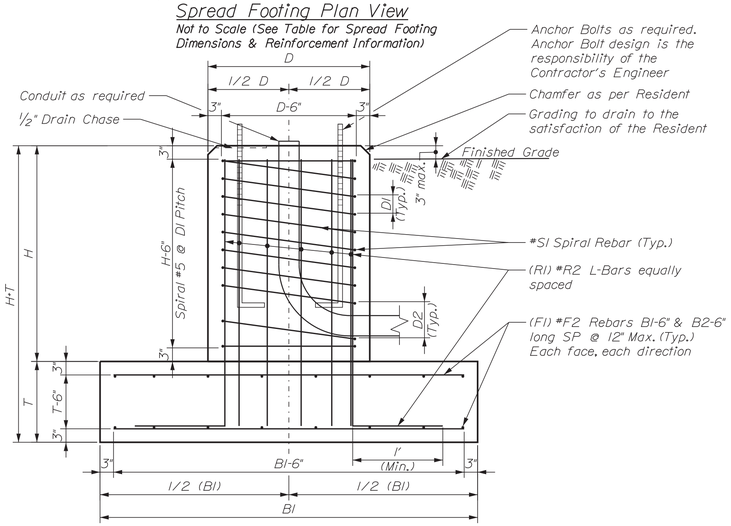
Filename: ...\00\GEOTECH\MSTA\016_BLP1.dgn Division: GEOTECH Username: Cody.A.Russell Date:12/30/2024


PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100
BORING LOCATION PLAN
PLAN
LEGEND
CASED WASH BORING
Scale of Feet
0
25
50
HB-NEW-01
HB-NEW-02
HB-NEW-03
HB-NEW-04
HB-NEW-05
HB-NEW-06
HB-NEW-07
HB-NEW-08
HB-NEW-09
HB-NEW-10
HB-NEW-11
HB-NEW-12
HB-NEW-13
HB-NEW-14
HB-NEW-15
HB-NEW-16
HB-NEW-17
HB-NEW-18
HB-NEW-19
HB-NEW-20
PROPOSED HIGHWAY LIGHTING CONTROL CABINET STA. 116+16, 26.6' RT
UTILITY RISER POLE SEE NOTES 3 & 4
REMOVE EXISTING LUMINAIRE
REMOVE EXISTING POLE AND LUMINAIRE
REMOVE EXISTING POLE AND LUMINAIRE
REMOVE EXISTING LUMINAIRE
REMOVE EXISTING POLE AND LUMINAIRE
REMOVE EXISTING LUMINAIRE
REMOVE EXISTING LUMINAIRE
REMOVE EXISTING



Spread Footing Plan View

Not to Scale (See Table for Spread Footing Dimensions & Reinforcement Information)



Spread Footing Elevation View

Not to Scale (See Table for Spread Footing Dimensions & Reinforcement Information)

LIGHT POLES: L1, L3, L4, L5, L6 & L7

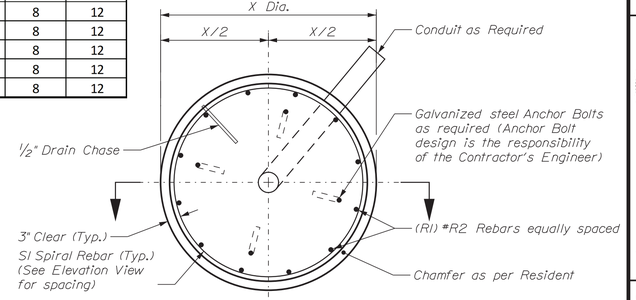
See Table below for Station & Offsets of Light Poles.

DRILLED SHAFT FOUNDATIONS

Pole No.	Station and Offset	Drilled Shaft Dimensions		Reinforcing Steel			Spiral Bar Spacing		
		X	L	R1	R2	R3	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
L2	117+55 RIGHT	2.5	8.5	12	#8	#5	4	8	12
L8	51+79 RIGHT	2.5	8.0	12	#8	#5	4	8	12
L9	51+86 LEFT	2.5	8.5	12	#8	#5	4	8	12
L10	52+77 RIGHT	2.5	8.5	12	#8	#5	4	8	12
L11	202+09 RIGHT	2.5	8.5	12	#8	#5	4	8	12
L12	203+19 RIGHT	2.5	8.5	12	#8	#5	4	8	12
L13	405+68 LEFT	2.5	8.5	12	#8	#5	4	8	12
L14	404+74 LEFT	2.5	8.5	12	#8	#5	4	8	12
L15	403+58 LEFT	2.5	8.5	12	#8	#5	4	8	12
L16	403+79 RIGHT	2.5	8.5	12	#8	#5	4	8	12
L17	404+91 RIGHT	2.5	8.5	12	#8	#5	4	8	12
L18	405+84 RIGHT	2.5	9.0	12	#8	#5	4	8	12
L19	512+94 LEFT	2.5	8.5	12	#8	#5	4	8	12
L20	117+54 LEFT	2.5	9.0	12	#8	#5	4	8	12
L21	116+67 LEFT	2.5	8.5	12	#8	#5	4	8	12

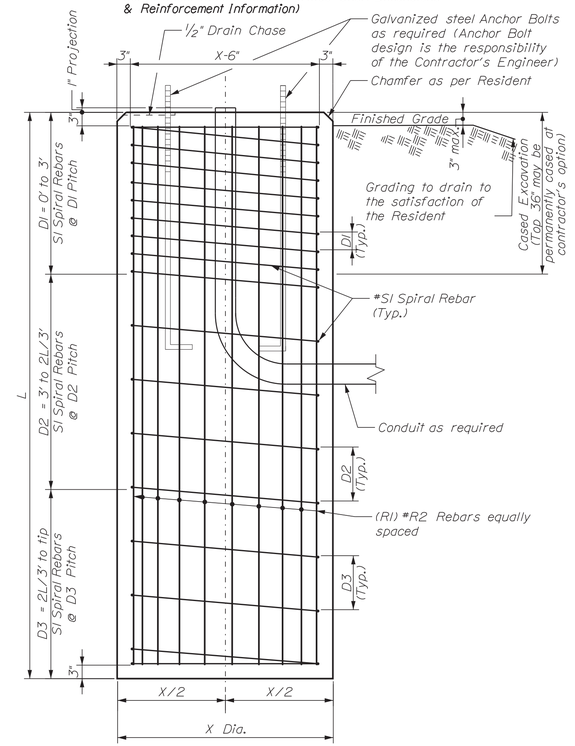
NOTES:

1. All reinforcing steel shall be grade 60 and conform to MaineDOT Standard Specification requirements along with any project specific Supplementals or Special Provisions.
2. For spread footing foundations, L-Bars shall have a Min. 1' Leg.
3. All rebar shall have 3" cover unless otherwise noted.
4. Should there be a discrepancy between these Details and actual observed field conditions report it to the Resident immediately.
5. Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.
6. Concrete to be Class LP with f'c = 5,000 PSI.
7. Bedrock removal will be necessary for the construction of the spread footing foundations. Bedrock removal shall be done in accordance with Standard Specification Section 203.042.
8. Foundation sizes are designed based on estimated loading conditions and are subject to change based on the design of the above-ground components and the actual loading conditions at the top of each foundation submitted by the Contractor in accordance with Standard Specification Section 626.034. Any increase in foundation size based on the submitted loading conditions shall be paid for at the unit price bid by the Contractor. Any reduction in foundation size shall be to the benefit of the Department at the unit price bid by the Contractor.



Drilled Shaft Plan View

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



Drilled Shaft Elevation View

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

LIGHT POLES: L2, L8 to L21

See Table above for Station & Offsets of Light Poles.

SPREAD FOOTING FOUNDATIONS

Pole No.	Station and Offset	Footing Dimensions			Shaft Dimensions		Reinforcing Steel - Footing			Reinforcing Steel - Shaft			Spiral Bar Spacing
		B1	B2	T	H1	D1	F1	F2	S2	R1	R2	S1	D1(in)
		Length (feet)	Length (feet)	Footing Height (feet)	Shaft Height (feet)	Shaft Diameter (feet)	Longitudinal Rebars Quantity	Longitudinal Rebars Size	Maximum Spacing (inches)	Longitudinal Rebars Quantity	Longitudinal Rebars Size	Spiral Rebars Size	0 to 3 ft
L1	116+42 RIGHT	5.0	5.0	2.0	1.5	2.5	24	#5	12	12	#8	#5	4
L3	117+81 RIGHT	5.0	5.0	2.0	3.0	2.5	24	#5	12	12	#8	#5	4
L4	303+85 LEFT	5.0	5.0	2.0	2.0	2.5	24	#5	12	12	#8	#5	4
L5	302+46 RIGHT	5.0	5.0	2.0	3.0	2.5	24	#5	12	12	#8	#5	4
L6	303+47 RIGHT	5.0	5.0	2.0	3.0	2.5	24	#5	12	12	#8	#5	4
L7	50+77 RIGHT	5.0	5.0	2.0	3.0	2.5	24	#5	12	12	#8	#5	4

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

STATE OF MAINE · Cody A. Russell · 15866 · REGISTERED PROFESSIONAL ENGINEER

Cody A. Russell

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	SEP 2023
CHECKED-REVIEWED		DEC 2024
DESIGN2-DETAILED2	C.RUSSELL	T.WHITE
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

Cody A. Russell — SIGNATURE
15866 — P.E. NUMBER
12/30/2024 — DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

LIGHT POLE FOUNDATIONS

SHEET NUMBER
17
OF 154

Filename: ...\MSTA\017_LPF SF&DS1.dgn Division: GEOTECH Username: Cody.A.Russell Date:12/30/2024

Usercname: Cody.A.Russell Date:12/30/2024

Filename: ...\MSTA\018_BORING LOGS1.dgn Division: GEOTECH

Maine Department of Transportation — Boring No.: HB-NEW-101

Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.):	222.2	Auger ID/OD:	5" Solid Stem
Operator:	Doggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/18/20241 14:30-15:30	Drilling Methods:	Cased Wash Boring	Core Barrel:	NQ-2"
Boring Location:	116+38.9, 37.9 ft Rt.	Casing ID/OD:	NW-3"	Water Level(*):	None Observed

Hammer Efficiency Factor: 0.962 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; R = Rock Core Sample; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); S_t = Peak/ Torvane Shear Strength (psf)
MD = Unsuccessful Split Spoon Sample Attempt; HSA = Hollow Stem Auger; $S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent
U = Thin Wall Tube Sample; RC = Roller Cone; S_n = Unconfined Compressive Strength (ksf); LL = Liquid Limit
WU = Unsuccessful Thin Wall Tube Sample Attempt; WOH = Weight of 140lb. Hammer; N-uncorrected = Raw Field SPT N-value; PL = Plastic Limit
V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; PI = Plasticity Index
WH = Unsuccessful Field Vane Shear Test Attempt; WOP = Weight of the Person; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; G = Grain Size Analysis; Hammer Efficiency Factor=N75/N-uncorrected; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6 in. (N-Value) Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							S/A	221.9		4" HMA. — 0.3	
	1D	18/18	1.00 - 2.50							Brown, damp, dense, fine to coarse SAND, some gravel, trace silt, rock fragments. (Fill).	
	R1	60/60	2.50 - 7.50	RQD = 0%			NQ-2	219.7		950 blows for 0.5 ft. — 2.5	
										Top of Bedrock at Elev. 219.7 ft. R1: Bedrock: Interbedded PELITE and SANDSTONE. [Waterville Formation]. Rock Quality = Very Poor R1: Core Times (min/sec) 2.5-5.5 ft (11:24) 5.5-4.5 ft (11:47) 4.5-5.5 ft (11:23) 5.5-6.5 ft (11:33) 6.5-7.5 ft (11:43) 100% Recovery	
								214.7		Bottom of Exploration at 7.5 feet below ground surface. — 7.5	
25											

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-NEW-101

Maine Department of Transportation — Boring No.: HB-NEW-102

Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.):	219.7	Auger ID/OD:	6" Dia.
Operator:	Doggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/18/20241 08:00-09:00	Drilling Methods:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	117+56.9, 19.3 ft Rt.	Casing ID/OD:	N/A	Water Level(*):	9.7 ft bgs.

Hammer Efficiency Factor: 0.962 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; R = Rock Core Sample; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); S_t = Peak/ Torvane Shear Strength (psf)
MD = Unsuccessful Split Spoon Sample Attempt; HSA = Hollow Stem Auger; $S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent
U = Thin Wall Tube Sample; RC = Roller Cone; S_n = Unconfined Compressive Strength (ksf); LL = Liquid Limit
WU = Unsuccessful Thin Wall Tube Sample Attempt; WOH = Weight of 140lb. Hammer; N-uncorrected = Raw Field SPT N-value; PL = Plastic Limit
V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; PI = Plasticity Index
WH = Unsuccessful Field Vane Shear Test Attempt; WOP = Weight of the Person; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; G = Grain Size Analysis; Hammer Efficiency Factor=N75/N-uncorrected; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6 in. (N-Value) Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							S/A	219.0		8" HMA. — 0.7	
	1D	24/14	1.00 - 3.00	14/16/14/12	30	48				Brown, damp, dense. Gravelly fine to coarse SAND, trace silt. (Fill).	
	2D	24/15	5.00 - 7.00	3/5/5/8	10	16		214.7		Olive brown, moist, medium dense. Silty fine to coarse SAND, trace gravel. — 6.0	
	MD	1.2/0	10.00 - 10.10	35(1.2")	---			209.6		Failed sample attempt. Similar to above on auger flight. — 10.1	
25										Bottom of Exploration at 10.1 feet below ground surface. REFUSAL, very solid.	

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-NEW-102

Maine Department of Transportation — Boring No.: HB-NEW-103

Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.):	219.0	Auger ID/OD:	5" Solid Stem
Operator:	Doggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/18/20241 09:15-10:30	Drilling Methods:	Cased Wash Boring	Core Barrel:	NQ-2"
Boring Location:	117+80.9, 48.7 ft Rt.	Casing ID/OD:	NW-3"	Water Level(*):	6.0 ft bgs.

Hammer Efficiency Factor: 0.962 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; R = Rock Core Sample; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); S_t = Peak/ Torvane Shear Strength (psf)
MD = Unsuccessful Split Spoon Sample Attempt; HSA = Hollow Stem Auger; $S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent
U = Thin Wall Tube Sample; RC = Roller Cone; S_n = Unconfined Compressive Strength (ksf); LL = Liquid Limit
WU = Unsuccessful Thin Wall Tube Sample Attempt; WOH = Weight of 140lb. Hammer; N-uncorrected = Raw Field SPT N-value; PL = Plastic Limit
V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; PI = Plasticity Index
WH = Unsuccessful Field Vane Shear Test Attempt; WOP = Weight of the Person; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; G = Grain Size Analysis; Hammer Efficiency Factor=N75/N-uncorrected; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6 in. (N-Value) Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							S/A	218.2		10" HMA. — 0.8	
	1D	24/16	2.00 - 4.00	12/10/10/820	20	32				Brown, damp, dense. Gravelly fine to coarse SAND, trace silt. (Fill).	
								215.0		— 4.0	
	2D	20.4/16	5.00 - 6.70	4/8/6/48(2.4")	14	22		213.5		Brown, moist, Silty fine to coarse SAND, trace gravel, petroleum odor. — 4.5	
	R1	60/57	6.80 - 11.80	RQD = 22%			NQ-2	212.2		Grey brown, moist, very stiff, fine to medium Sandy SILT, trace gravel, trace clay. — 6.8	
										Top of Bedrock at Elev. 212.2 ft. R1: Bedrock: Interbedded PELITE and SANDSTONE. [Waterville Formation]. Rock Quality = Very Poor R1: Core Times (min/sec) 6.8-7.8 ft (11:21) 7.8-8.8 ft (11:17) 8.8-9.8 ft (11:24) 9.8-10.8 ft (11:43) 10.8-11.8 ft (21:27) 95% Recovery	
								207.2		Bottom of Exploration at 11.8 feet below ground surface. — 11.8	
25											

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-NEW-103

Maine Department of Transportation — Boring No.: HB-NEW-104

Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.):	219.7	Auger ID/OD:	5" Solid Stem
Operator:	Doggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/18/20241 11:30-12:00	Drilling Methods:	Cased Wash Boring	Core Barrel:	NQ-2"
Boring Location:	303+84.4, 37.1 ft Lt.	Casing ID/OD:	NW-3"	Water Level(*):	None Observed

Hammer Efficiency Factor: 0.962 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; R = Rock Core Sample; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); S_t = Peak/ Torvane Shear Strength (psf)
MD = Unsuccessful Split Spoon Sample Attempt; HSA = Hollow Stem Auger; $S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent
U = Thin Wall Tube Sample; RC = Roller Cone; S_n = Unconfined Compressive Strength (ksf); LL = Liquid Limit
WU = Unsuccessful Thin Wall Tube Sample Attempt; WOH = Weight of 140lb. Hammer; N-uncorrected = Raw Field SPT N-value; PL = Plastic Limit
V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; PI = Plasticity Index
WH = Unsuccessful Field Vane Shear Test Attempt; WOP = Weight of the Person; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; G = Grain Size Analysis; Hammer Efficiency Factor=N75/N-uncorrected; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6 in. (N-Value) Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							S/A	219.0		8" HMA. — 0.7	
	1D	20.4/15	1.00 - 2.70	13/18/18/40(2.4")	36	58				Brown, damp, very dense. Gravelly fine to coarse SAND, trace silt. (Fill).	
								216.6		940 blows for 0.1 ft. — 3.1	
	R1	60/60	3.10 - 8.10	RQD = 33%			940 NQ-2			Top of Bedrock at Elev. 216.6 ft. R1: Bedrock: Interbedded PELITE and SANDSTONE. [Waterville Formation]. Rock Quality = Poor R1: Core Times (min/sec) 3.1-4.1 ft (11:41) 4.1-5.1 ft (11:08) 5.1-6.1 ft (11:36) 6.1-7.1 ft (11:22) 7.1-8.1 ft (11:28) 100% Recovery	
								211.6		Bottom of Exploration at 8.1 feet below ground surface. — 8.1	
25											

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-NEW-104

Maine Department of Transportation — Boring No.: HB-NEW-105

Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.):	221.1	Auger ID/OD:	5" Solid Stem
Operator:	Doggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/17/20241 09:30-10:45	Drilling Methods:	Cased Wash Boring	Core Barrel:	NQ-2"
Boring Location:	302+44.1, 20.8 ft Rt.	Casing ID/OD:	NW-3"	Water Level(*):	5.0 ft bgs.

Hammer Efficiency Factor: 0.962 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; R = Rock Core Sample; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); S_t = Peak/ Torvane Shear Strength (psf)
MD = Unsuccessful Split Spoon Sample Attempt; HSA = Hollow Stem Auger; $S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent
U = Thin Wall Tube Sample; RC = Roller Cone; S_n = Unconfined Compressive Strength (ksf); LL = Liquid Limit
WU = Unsuccessful Thin Wall Tube Sample Attempt; WOH = Weight of 140lb. Hammer; N-uncorrected = Raw Field SPT N-value; PL = Plastic Limit
V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; PI = Plasticity Index
WH = Unsuccessful Field Vane Shear Test Attempt; WOP = Weight of the Person; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; G = Grain Size Analysis; Hammer Efficiency Factor=N75/N-uncorrected; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6 in. (N-Value) Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							S/A	221.0		11.5" HMA, in sidewalk. — 0.1	
	1D	24/15	1.00 - 3.00	4/14/14/22	28	45				Brown, damp, dense, fine to coarse SAND, some gravel, little silt old pavement. (Fill).	
								216.6		— 4.5	
	2D R1	6/6 36/34	5.00 - 5.50 5.50 - 8.60	RQD = 0%	---		NQ-2	215.6 215.5		Brown, damp, dense, fine to coarse SAND, some silt. Some gravel. (Till), Weathered rock in tip of spoon. — 5.5 Roller caned ahead to 5.6 ft bgs. — 5.6	
										Top of Bedrock at Elev. 215.5 ft. R1: Bedrock: Interbedded PELITE and SANDSTONE. [Waterville Formation]. Rock Quality = Very Poor R1: Core Times (min/sec) 5.6-6.6 ft (11:15) 6.6-7.6 ft (11:36) 7.6-8.6 ft (11:40) Core Blocked 94% Recovery R2: Bedrock Similar to above. R2: Core Times (min/sec) 8.6-9.6 ft (12:48) 9.6-10.6 ft (13:09) 100% Recovery	
	R2	24/24	8.60 - 10.60	RQD = 0%						— 10.6	
								210.5		Bottom of Exploration at 10.6 feet below ground surface.	
25											

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-NEW-105

Maine Department of Transportation — Boring No.: HB-NEW-106

Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.):	219.5	Auger ID/OD:	5" Solid Stem
Operator:	Doggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/17/20241 10:45-12:00	Drilling Methods:	Cased Wash Boring	Core Barrel:	NQ-2"
Boring Location:	303+44.1, 15.0 ft Rt.	Casing ID/OD:	NW-3"	Water Level(*):	5.0 ft bgs.

Hammer Efficiency Factor: 0.962 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; R = Rock Core Sample; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); S_t = Peak/ Torvane Shear Strength (psf)
MD = Unsuccessful Split Spoon Sample Attempt; HSA = Hollow Stem Auger; $S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent
U = Thin Wall Tube Sample; RC = Roller Cone; S_n = Unconfined Compressive Strength (ksf); LL = Liquid Limit
WU = Unsuccessful Thin Wall Tube Sample Attempt; WOH = Weight of 140lb. Hammer; N-uncorrected = Raw Field SPT N-value; PL = Plastic Limit
V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; PI = Plasticity Index
WH = Unsuccessful Field Vane Shear Test Attempt; WOP = Weight of the Person; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; G = Grain Size Analysis; Hammer Efficiency Factor=N75/N-uncorrected; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6 in. (N-Value) Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							S/A	218.8		8" HMA. — 0.7	
	1D	24/15	1.00 - 3.00	7/16/27/27	43	69				Brown, damp, very dense, fine to coarse SAND, some gravel, little silt. (Fill).	
								216.0		Possible old Concrete structure. 3.5-5.5ft bgs. — 3.5	
										— 5.5	
	R1	60/60	6.30 - 11.30	RQD = 70%			950 NQ-2	214.0 213.2		950 blows for 0.3 ft. — 4.3 Top of Bedrock at Elev. 213.2 ft. R1: Bedrock: Interbedded PELITE and SANDSTONE. [Waterville Formation]. Rock Quality = Fair R1: Core Times (min/sec) 6.3-7.3 ft (11:36) 7.3-8.3 ft (11:41) 8.3-9.3 ft (11:33) 9.3-10.3 ft (11:36) 10.3-11.3 ft (11:44) 100% Recovery	
								208.2		Bottom of Exploration at 11.3 feet below ground surface. — 11.3	
25											

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-NEW-106

Maine Department of Transportation — Boring No.: HB-NEW-107

Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.):	218.3	Auger ID/OD:	5" Solid Stem
Operator:	Doggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/17/20241 12:15-13:30	Drilling Methods:	Cased Wash Boring	Core Barrel:	NQ-2"
Boring Location:	50+77.5, 5.2 ft Lt.	Casing ID/OD:	NW-3"	Water Level(*):	None Observed

Hammer Efficiency Factor: 0.962 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; R = Rock Core Sample; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); S_t = Peak/ Torvane Shear Strength (psf)
MD = Unsuccessful Split Spoon Sample Attempt; HSA = Hollow Stem Auger; $S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent
U = Thin Wall Tube Sample; RC = Roller Cone; S_n = Unconfined Compressive Strength (ksf); LL = Liquid Limit
WU = Unsuccessful Thin Wall Tube Sample Attempt; WOH = Weight of 140lb. Hammer; N-uncorrected = Raw Field SPT N-value; PL = Plastic Limit
V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; PI = Plasticity Index
WH = Unsuccessful Field Vane Shear Test Attempt; WOP = Weight of the Person; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; G = Grain Size Analysis; Hammer Efficiency Factor=N75/N-uncorrected; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6 in. (N-Value) Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							S/A	217.7		7" HMA. — 0.6	
	1D	24/14	1.00 - 3.00	7/18/24/25	42	67				Brown, damp, dense, fine to coarse SAND, some gravel, little silt. (Fill).	
								213.8		— 4.5	
	2D	24/19	5.00 - 7.00	45/50/47/0	97	156	38			Grey, damp, very dense, fine to coarse SAND, some gravel, little silt, with rock fragments.	
							64			— 6.4	
	R1	60/44	7.10 - 12.10	RQD = 0%			950 NQ-2	211.2		950 blows for 0.1 ft. — 7.1 Top of Bedrock at Elev. 211.2 ft. R1: Bedrock: Interbedded PELITE and SANDSTONE. [Waterville Formation]. Rock Quality = Very Poor R1: Core Times (min/sec) 7.1-8.1 ft (11:48) 8.1-9.1 ft (21:24) 9.1-10.1 ft (21:09) 10.1-11.1 ft (21:48) 11.1-12.1 ft (21:32) 73% Recovery	
								206.2		Bottom of Exploration at 12.1 feet below ground surface. — 12.1	
25											

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-NEW-107

Maine Department of Transportation — Boring No.: HB-NEW-108

Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.):	217.7	Auger ID/OD:	5" Dia.
Operator:	Doggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/17/2024 13:30-15:00	Drilling Methods:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	51+78.6, 3.9 ft Lt.	Casing ID/OD:	N/A	Water Level(*):	6.0 ft bgs.

Hammer Efficiency Factor: 0.962 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; R = Rock Core Sample; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); S_t = Peak/ Torvane Shear Strength (psf)
MD = Unsuccessful Split Spoon Sample Attempt; HSA = Hollow Stem Auger; $S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent
U = Thin Wall Tube Sample; RC = Roller Cone; S_n = Unconfined Compressive Strength (ksf); LL = Liquid Limit
WU = Unsuccessful Thin Wall Tube Sample Attempt; WOH = Weight of 140lb. Hammer; N-uncorrected = Raw Field SPT N-value; PL = Plastic Limit
V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; PI = Plasticity Index
WH = Unsuccessful Field Vane Shear Test Attempt; WOP = Weight of the Person; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; G = Grain Size Analysis; Hammer Efficiency Factor=N75/N-uncorrected; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6 in. (N-Value) Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							S/A	217.2		8.5" HMA. — 0.5	
	1D	24/18	1.00 - 3.00	10/21/28/23	49	79				Brown, damp, very dense, fine to coarse SAND, some gravel, little silt. (Fill).	
								212.2		— 5.0	
	2D	24/14	5.00 - 7.00	23/11/10/6	21	34				Brown, damp, very dense, fine to coarse SAND, some gravel, little silt. (Till). — 7.0	
								209.2		2D (5.5-7.0 ft bgs): Brown, wet, dense, fine to coarse SAND, some silt, little gravel. — 8.5	
	3D	24/18	10.00 - 12.00	10/12/18/496	30	48				Brown, wet, hard, fine to coarse Sandy SILT, little gravel. (Till).	
								205.7		Bottom of Exploration at 12.0 feet below ground surface. NO REFUSAL — 12.0	
25											

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-NEW-108

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900
WIN 023689.00
HIGHWAY PLANS

STATE OF MAINE — Cody A. Russell — 15866 — LICENSED PROFESSIONAL ENGINEER

Cody A. Russell
SIGNATURE
15866
P.E. NUMBER
12/30/2024
DATE

PROJ. MANAGER	R. MOULTON	
DESIGN-DETAILED	D. CLOUTIER	SEP 2023
CHECKED-REVIEWED		
DESIGN2-DETAILED2	C.RUSSELL	T.WHITE
DESIGN3-DETAILED3		DEC 2024
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

BORING LOGS

SHEET NUMBER
18
OF 154

Usernam: Cody.A.Russell Date:12/30/2024

Filename: ...\MSTA\019_BORING LOGS2.dgn Division: GEOTECH

Maine Department of Transportation — HB-NEW-109

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine
Boring No.: HB-NEW-109
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.): 218.5	Auger ID/OD: 5" Dia.
Operator:	Doggett/Andrie	Datum: NAVD88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	9/19/20241 09:00-10:00	Drilling Methods: Solid Stem Auger	Core Barrel: N/A
Boring Location:	51+83. 39.3 ft Lt.	Casing ID/OD: N/A	Water Level(*): 9.5 ft bgs.
Hammer Efficiency Factor: 0.962		Hammer Type: Automatic ☒ Hydraulic ☐	Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; R = Rock Core Sample; HSA = Hollow Stem Auger; U = Thin Wall Tube Sample; RC = Roller Cone; MW = Unsuccessful Thin Wall Tube Sample Attempt; MDH = Weight of 140lb. Hammer; V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; WH = Hammer Weight of the Person; q_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $q_{u\,(lab)}$ = Lab Vane Undrained Shear Strength (psf); q_c = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N-corrected = Hammer Efficiency Factor-N(60)-uncorrected; T_p = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6in. (N-Value) Strength (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0											
	10	24/12	1.00 - 3.00	8/10/14/16	24	38		218.4		1.5" HMA on traffic island. 0.1	
5							SS4			Brown, damp, dense, fine to coarse SAND, some gravel, little silt, (Fill).	
	20	24/10	5.00 - 7.00	28/21/11/19	32	51		213.0		7.5	
10										ZD (5.5-7.0 ft bgs.) Grey brown, very dense, Silty fine to coarse SAND, little gravel, trace silt.	
	30	24/14	10.00 - 12.00	5/6/6/9	12	19		211.0		7.5	
15										Brown, moist, very stiff, fine to coarse Sandy SILT, little gravel, (Till).	
								206.5		12.0	
20										Bottom of Exploration at 12.0 feet below ground surface. NO REFUSAL	
25											

Remarks:

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

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

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Boring No.: HB-NEW-109

Maine Department of Transportation — HB-NEW-110

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine
Boring No.: HB-NEW-110
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.): 217.2	Auger ID/OD: 5" Dia.
Operator:	Doggett/Andrie	Datum: NAVD88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	9/19/20241 07:30-09:00	Drilling Methods: Solid Stem Auger	Core Barrel: N/A
Boring Location:	52+77.2, 18.4 ft Rt.	Casing ID/OD: N/A	Water Level(*): 9.5 ft bgs.
Hammer Efficiency Factor: 0.962		Hammer Type: Automatic ☒ Hydraulic ☐	Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; R = Rock Core Sample; HSA = Hollow Stem Auger; U = Thin Wall Tube Sample; RC = Roller Cone; MW = Unsuccessful Thin Wall Tube Sample Attempt; MDH = Weight of 140lb. Hammer; V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; WH = Hammer Weight of the Person; q_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $q_{u\,(lab)}$ = Lab Vane Undrained Shear Strength (psf); q_c = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N-corrected = Hammer Efficiency Factor-N(60)-uncorrected; T_p = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6in. (N-Value) Strength (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0											
	10	24/15	1.00 - 3.00	10/21/21/23	42	67		216.5		8" HMA. 0.7	
5							SS4			Brown, damp, very dense, fine to coarse SAND, some gravel, little silt, (Fill).	
	20	24/8	5.00 - 7.00	2/2/4/9	6	10		213.2		4.0	
10										Brown, moist, stiff, fine to coarse Sandy SILT, little gravel.	
	30	24/17	10.00 - 12.00	47/48/15/28	63	101		209.2		Cobble from 8.0-8.4 ft bgs. 8.0	
15								208.8		8.4	
								205.2		Brown, wet, very dense, Silty fine to coarse SAND, little gravel, (Till). 12.0	
20										Bottom of Exploration at 12.0 feet below ground surface. NO REFUSAL	
25											

Remarks:

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

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

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Boring No.: HB-NEW-110

Maine Department of Transportation — HB-NEW-111

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine
Boring No.: HB-NEW-111
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.): 218.3	Auger ID/OD: 5" Dia.
Operator:	Doggett/Andrie	Datum: NAVD88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	9/30/20241 08:00-09:00	Drilling Methods: Solid Stem Auger	Core Barrel: N/A
Boring Location:	202+09. 28.1 ft Rt.	Casing ID/OD: N/A	Water Level(*): None Observed
Hammer Efficiency Factor: 0.962		Hammer Type: Automatic ☒ Hydraulic ☐	Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; R = Rock Core Sample; HSA = Hollow Stem Auger; U = Thin Wall Tube Sample; RC = Roller Cone; MW = Unsuccessful Thin Wall Tube Sample Attempt; MDH = Weight of 140lb. Hammer; V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; WH = Hammer Weight of the Person; q_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $q_{u\,(lab)}$ = Lab Vane Undrained Shear Strength (psf); q_c = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N-corrected = Hammer Efficiency Factor-N(60)-uncorrected; T_p = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6in. (N-Value) Strength (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0											
	10	24/15	1.50 - 3.50	8/11/10/9	21	34		217.3		12" HMA. 1.0	
5							SS4			Brown, damp, dense, Gravelly fine to coarse SAND, little silt, (Fill).	
	20	24/11	5.00 - 7.00	6/4/5/8	9	14		213.8		4.5	
10										Brown, moist, medium dense, Silty fine to coarse SAND, some gravel.	
	30	24/13	10.00 - 12.00	4/8/9/13	17	27		206.3		12.0	
15										Bottom of Exploration at 12.0 feet below ground surface. NO REFUSAL	
20											
25											

Remarks:

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

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

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Boring No.: HB-NEW-111

Maine Department of Transportation — HB-NEW-112

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine
Boring No.: HB-NEW-112
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.): 218.5	Auger ID/OD: 5" Dia.
Operator:	Doggett/Andrie	Datum: NAVD88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	9/30/20241 09:00-10:00	Drilling Methods: Solid Stem Auger	Core Barrel: N/A
Boring Location:	203+21.6, 63.5 ft Rt.	Casing ID/OD: N/A	Water Level(*): 9.0 ft bgs.
Hammer Efficiency Factor: 0.962		Hammer Type: Automatic ☒ Hydraulic ☐	Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; R = Rock Core Sample; HSA = Hollow Stem Auger; U = Thin Wall Tube Sample; RC = Roller Cone; MW = Unsuccessful Thin Wall Tube Sample Attempt; MDH = Weight of 140lb. Hammer; V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; WH = Hammer Weight of the Person; q_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $q_{u\,(lab)}$ = Lab Vane Undrained Shear Strength (psf); q_c = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N-corrected = Hammer Efficiency Factor-N(60)-uncorrected; T_p = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6in. (N-Value) Strength (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0											
	10	24/16	0.00 - 2.00	3/6/4/4	10	16	SS4	218.2		0.3 ft Topsoil. 0.3	
5										(1D) Brown, moist, medium dense, Silty fine to coarse SAND, little gravel, roots.	
	20	24/20	5.00 - 7.00	10/10/10/11	20	32				4.0	
10										Brown, moist, dense, Silty fine to coarse SAND, little gravel.	
	30	24/18	10.00 - 12.00	6/8/11/8	19	30		206.5		12.0	
15										Bottom of Exploration at 12.0 feet below ground surface. NO REFUSAL	
20											
25											

Remarks:

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

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

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Boring No.: HB-NEW-112

Maine Department of Transportation — HB-NEW-113

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine
Boring No.: HB-NEW-113
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.): 218.0	Auger ID/OD: 5" Dia.
Operator:	Doggett/Andrie	Datum: NAVD88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	9/30/20241 10:00-11:00	Drilling Methods: Solid Stem Auger	Core Barrel: N/A
Boring Location:	405+65.9, 45.0 ft Lt.	Casing ID/OD: N/A	Water Level(*): None Observed
Hammer Efficiency Factor: 0.962		Hammer Type: Automatic ☒ Hydraulic ☐	Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; R = Rock Core Sample; HSA = Hollow Stem Auger; U = Thin Wall Tube Sample; RC = Roller Cone; MW = Unsuccessful Thin Wall Tube Sample Attempt; MDH = Weight of 140lb. Hammer; V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; WH = Hammer Weight of the Person; q_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $q_{u\,(lab)}$ = Lab Vane Undrained Shear Strength (psf); q_c = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N-corrected = Hammer Efficiency Factor-N(60)-uncorrected; T_p = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6in. (N-Value) Strength (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0											
	10	24/16	0.00 - 2.00	7/8/9/14	17	27	SS4	217.7		0.3 ft Topsoil. 0.3	
5										(1D) Brown, damp, medium dense, Gravelly fine to coarse SAND, some silt, old pavement layer, (Fill).	
	20	24/19	5.00 - 7.00	7/8/7/8	15	24		214.0		4.0	
10										Brown, moist, medium dense, Silty fine to coarse SAND, some gravel, (Till).	
	30	24/20	10.00 - 12.00	13/19/21/43	40	64		206.0		12.0	
15										Bottom of Exploration at 12.0 feet below ground surface. NO REFUSAL	
20											
25											

Remarks:

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

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

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Boring No.: HB-NEW-113

Maine Department of Transportation — HB-NEW-114

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine
Boring No.: HB-NEW-114
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.): 216.3	Auger ID/OD: 5" Dia.
Operator:	Doggett/Andrie	Datum: NAVD88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	9/30/20241 11:00-11:30	Drilling Methods: Solid Stem Auger	Core Barrel: N/A
Boring Location:	404+74.7, 20.96 ft Lt.	Casing ID/OD: N/A	Water Level(*): None Observed
Hammer Efficiency Factor: 0.962		Hammer Type: Automatic ☒ Hydraulic ☐	Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; R = Rock Core Sample; HSA = Hollow Stem Auger; U = Thin Wall Tube Sample; RC = Roller Cone; MW = Unsuccessful Thin Wall Tube Sample Attempt; MDH = Weight of 140lb. Hammer; V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; WH = Hammer Weight of the Person; q_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $q_{u\,(lab)}$ = Lab Vane Undrained Shear Strength (psf); q_c = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N-corrected = Hammer Efficiency Factor-N(60)-uncorrected; T_p = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6in. (N-Value) Strength (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0											
	10	24/19	1.00 - 3.00	17/19/13/10	32	51	SS4	215.6		9" HMA. 0.8	
5										Brown, damp, very dense, Gravelly fine to coarse SAND, little silt, (Fill).	
	20	24/18	5.00 - 7.00	2/2/5/10	7	11		210.8		5.5	
10										2D (5.5-7.0 ft bgs.) Brown, moist, medium dense, Silty fine to coarse SAND, some gravel, (Till).	
	30	2.4/2.4	10.00 - 10.20	40(2.4")	---			206.1		Brown, moist, medium dense, Silty fine to coarse SAND, some gravel, (Till). 10.2	
15										Bottom of Exploration at 10.2 feet below ground surface. REFUSAL, good bounce on hammer.	
20											
25											

Remarks:

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

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

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Boring No.: HB-NEW-114

Maine Department of Transportation — HB-NEW-115

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine
Boring No.: HB-NEW-115
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.): 216.0	Auger ID/OD: 5" Dia.
Operator:	Doggett/Andrie	Datum: NAVD88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	9/30/20241 11:30-12:15	Drilling Methods: Solid Stem Auger	Core Barrel: N/A
Boring Location:	403+58.2, 17.7 ft Lt.	Casing ID/OD: N/A	Water Level(*): None Observed
Hammer Efficiency Factor: 0.962		Hammer Type: Automatic ☒ Hydraulic ☐	Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; R = Rock Core Sample; HSA = Hollow Stem Auger; U = Thin Wall Tube Sample; RC = Roller Cone; MW = Unsuccessful Thin Wall Tube Sample Attempt; MDH = Weight of 140lb. Hammer; V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; WH = Hammer Weight of the Person; q_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $q_{u\,(lab)}$ = Lab Vane Undrained Shear Strength (psf); q_c = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N-corrected = Hammer Efficiency Factor-N(60)-uncorrected; T_p = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6in. (N-Value) Strength (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0											
	10	24/17	1.00 - 3.00	8/15/15/11	30	48	SS4	215.4		7" HMA. 0.6	
5										Brown, damp, dense, fine to coarse SAND, some gravel, little silt, (Fill).	
	20	24/18	5.00 - 7.00	14/20/26/26	46	74		211.0		4.4	
10										Brown, moist, very dense, Silty fine to coarse SAND, some gravel, (Till).	
	30	24/19	10.00 - 12.00	13/20/27/32	47	75		204.0		12.0	
15										Bottom of Exploration at 12.0 feet below ground surface. NO REFUSAL	
20											
25											

Remarks:
CODY, BRUCE DID NOT HAVE A STRATA CHANGE DEPTH, SO I PUT IT AT 5 FT.

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

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

Page 1 of 1

Boring No.: HB-NEW-115

Maine Department of Transportation — HB-NEW-116

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine
Boring No.: HB-NEW-116
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.): 215.8	Auger ID/OD: 5" Dia.
Operator:	Doggett/Andrie	Datum: NAVD88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	9/30/20241 13:00-14:00	Drilling Methods: Solid Stem Auger	Core Barrel: N/A
Boring Location:	403+79.4, 17.9 ft Rt.	Casing ID/OD: N/A	Water Level(*): 10.5 ft bgs
Hammer Efficiency Factor: 0.962		Hammer Type: Automatic ☒ Hydraulic ☐	Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; R = Rock Core Sample; HSA = Hollow Stem Auger; U = Thin Wall Tube Sample; RC = Roller Cone; MW = Unsuccessful Thin Wall Tube Sample Attempt; MDH = Weight of 140lb. Hammer; V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; WH = Hammer Weight of the Person; q_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $q_{u\,(lab)}$ = Lab Vane Undrained Shear Strength (psf); q_c = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N-corrected = Hammer Efficiency Factor-N(60)-uncorrected; T_p = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6in. (N-Value) Strength (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0											
	10	24/15	1.00 - 3.00	13/21/20/13	41	66	SS4	215.4		4.5" HMA. 0.4	
5										Brown, damp, very dense, fine to coarse SAND, some gravel, little silt, (Fill).	
	20	24/19	5.00 - 7.00	18/23/36/22	59	95		211.8		4.0	
10										Brown, damp, very dense, Silty fine to coarse SAND, some gravel.	
	30	24/18	10.00 - 12.00	11/14/16/17	30	48		203.8		12.0	
15										Bottom of Exploration at 12.0 feet below ground surface. NO REFUSAL	
20											
25											

Remarks:

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

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

Page 1 of 1

Boring No.: HB-NEW-116

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900
WIN 023689.00
HIGHWAY PLANS

STATE OF MAINE — Cody A. Russell — 15866 — LICENSED PROFESSIONAL ENGINEER

Cody A. Russell	DATE	SEP 2023
SIGNATURE	BY	R. MOULTON
15866		D. CLOUTIER
P.E. NUMBER		T. WHITE
12/30/2024	DEC 2024	
DATE		
PROJ. MANAGER	DESIGN-DETAILED	C.RUSSELL
	CHECKED-REVIEWED	
	DESIGN2-DETAILED2	
	DESIGN3-DETAILED3	
	REVISIONS 1	
	REVISIONS 2	
	REVISIONS 3	
	REVISIONS 4	
	FIELD CHANGES	

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

BORING LOGS

SHEET NUMBER
19
OF 154

Filename: ...\MSTA\020_BORING LOGS3.dgn Division: GEOTECH Username: Cody.A.Russell Date:12/30/2024

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine

Boring No.: HB-NEW-117
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.): 217.7	Auger ID/OD: 5" Solid Stem
Operator:	Doggett/Andrie	Datum: NAVD88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	9/30/20241 14:00-15:00	Drilling Methods: Cased Wash Boring	Core Barrel: NQ-2"
Boring Location:	824+95.8, 46.5 ft Rt.	Casing ID/OD: NW-3"	Water Level*: 9.5 ft bgs.
Hammer Efficiency Factor: 0.962		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test. PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt. WOR/C = Weight of Rods or Casing. WOH = Weight of One Person.
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf). $S_{u\,(LAB)}$ = Lab Vane Undrained Shear Strength (psf). q_p = Unconfined Compressive Strength (ksf). N-uncorrected = Raw Field SPT N-value. Hammer Efficiency Factor = Rig Specific Annual Calibration Value. N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency. %$_{HE}$ = Hammer Efficiency Factor/60%=uncorrected.
T_v= Pocket Torvane Shear Strength (psf). WC = Water Content, percent. LL = Liquid Limit. PL = Plastic Limit. PI = Plasticity Index. G = Grain Size Analysis. C = Consolidation Test.

Depth (ft.)	Sample No.	Rec./Rec. (in.)	Sample Depth (ft.)	Blows /6 in. Sheer Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0											
	D1	24/15	0.50 - 2.50	6/9/6/6	15	24	5SA	217.5		3" HMA. 0.3	
										Brown, moist, medium dense, fine to coarse SAND, some gravel, little silt. (Fill).	
5	D2	24/20	5.00 - 7.00	6/6/7/8	13	21		213.7		4.0	
										Olive brown, moist, very stiff, fine to coarse Sandy SILT, trace gravel, trace clay.	
	R1	51.6/ 51.6	9.90 - 14.20							Roller coned ahead to 9.9 ft bgs. 950 blows for 0.2 ft.	
10								207.8		9.9	
										Boulder from 9.9-14.3 ft bgs. 100% Recovery	
								203.4		14.3	
15								203.2		Bottom of Exploration at 14.5 feet below ground surface. NO REFUSAL	
20											
25											

Remarks:

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

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

Page 1 of 1

Boring No.: HB-NEW-117

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine

Boring No.: HB-NEW-118
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.): 218.4	Auger ID/OD: 5" Dia.
Operator:	Doggett/Andrie	Datum: NAVD88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	9/16/20241 13:00-14:00	Drilling Methods: Solid Stem Auger	Core Barrel: N/A
Boring Location:	405+86.1, 45.9 ft Rt.	Casing ID/OD: N/A	Water Level*: 6.5 ft bgs
Hammer Efficiency Factor: 0.962		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test. PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt. WOR/C = Weight of Rods or Casing. WOH = Weight of One Person.
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf). $S_{u\,(LAB)}$ = Lab Vane Undrained Shear Strength (psf). q_p = Unconfined Compressive Strength (ksf). N-uncorrected = Raw Field SPT N-value. Hammer Efficiency Factor = Rig Specific Annual Calibration Value. %$_{HE}$ = Hammer Efficiency Factor/60%=uncorrected.
T_v= Pocket Torvane Shear Strength (psf). WC = Water Content, percent. LL = Liquid Limit. PL = Plastic Limit. PI = Plasticity Index. G = Grain Size Analysis. C = Consolidation Test.

Depth (ft.)	Sample No.	Rec./Rec. (in.)	Sample Depth (ft.)	Blows /6 in. Sheer Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0											
	D1	24/17	0.50 - 2.50	4/5/6/6	11	18	5SA	218.1		0.3" Topsoil. 0.3	
										Brown, dry, medium dense, fine to coarse SAND, some gravel, some silt. (Fill).	
5	D2	24/18	5.00 - 7.00	2/2/2/1	4	6		213.9		4.5	
										Brown, wet, loose, Silty fine to coarse SAND, little gravel.	
	D3	24/19	10.00 - 12.00	8/19/21/26	40	64		207.9		Brown, wet, loose, Silty fine to coarse SAND, little gravel. 10.5	
10								206.4		10' (10.5-12.0 ft bgs.) Brown, wet, hard, fine to coarse Sandy SILT, little gravel. (Till). 12.0	
										Bottom of Exploration at 12.0 feet below ground surface. NO REFUSAL	
15											
20											
25											

Remarks:

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

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

Page 1 of 1

Boring No.: HB-NEW-118

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine

Boring No.: HB-NEW-119
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.): 218.8	Auger ID/OD: 5" Solid Stem
Operator:	Doggett/Andrie	Datum: NAVD88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	9/16/2024-9/17/2024	Drilling Methods: Cased Wash Boring	Core Barrel: NQ-2"
Boring Location:	512+84.2, 23.9 ft Lt.	Casing ID/OD: NW-3"	Water Level*: 7.0 ft bgs.
Hammer Efficiency Factor: 0.962		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
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V = Field Vane Shear Test. PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt. WOR/C = Weight of Rods or Casing. WOH = Weight of One Person.
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf). $S_{u\,(LAB)}$ = Lab Vane Undrained Shear Strength (psf). q_p = Unconfined Compressive Strength (ksf). N-uncorrected = Raw Field SPT N-value. Hammer Efficiency Factor = Rig Specific Annual Calibration Value. %$_{HE}$ = Hammer Efficiency Factor/60%=uncorrected.
T_v= Pocket Torvane Shear Strength (psf). WC = Water Content, percent. LL = Liquid Limit. PL = Plastic Limit. PI = Plasticity Index. G = Grain Size Analysis. C = Consolidation Test.

Depth (ft.)	Sample No.	Rec./Rec. (in.)	Sample Depth (ft.)	Blows /6 in. Sheer Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0											
	D1	24/16	0.00 - 2.00	8/9/8/7	17	27	5SA	218.5		0.3' Topsoil. 0.3	
										1D 10.3-2.0 ft bgs.) Brown, dry, medium dense, Gravelly fine to coarse SAND, some silt. (Fill).	
5	D2	24/20	5.00 - 7.00	6/9/10/13	19	30		214.8		4.0	
										Olive brown, moist, medium dense, Silty fine to coarse SAND, some gravel.	
								209.4		9.0	
10	MD B1	1.2/0 60/16	10.00 - 10.10 10.10 - 15.10	25(1.2") 500 - 0%	---		950 NQ-2			Weathered Rock. 950 blows for 0.1 ft. Failed sample attempt. Bit Core Times (minsec) 10.1-11.1 ft (2:44); 11.1-12.1 ft (2:42); 12.1-13.1 ft (2:50); 13.1-14.1 ft (2:47); 14.1-15.1 ft (3:06); 23% Recovery	
										Weathered Rock	
15	D3	3.6/2.4	15.10 - 15.40					203.4		15.4 Bottom of Exploration at 15.4 feet below ground surface.	
20											
25											

Remarks:

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Page 1 of 1

Boring No.: HB-NEW-119

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine

Boring No.: HB-NEW-120
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.): 219.4	Auger ID/OD: 5" Dia.
Operator:	Doggett/Andrie	Datum: NAVD88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	9/18/20241 12:30-13:30	Drilling Methods: Solid Stem Auger	Core Barrel: N/A
Boring Location:	117+52.6, 22.7 ft Lt.	Casing ID/OD: N/A	Water Level*: 5.5 ft bgs
Hammer Efficiency Factor: 0.962		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
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U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test. PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt. WOR/C = Weight of Rods or Casing. WOH = Weight of One Person.
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf). $S_{u\,(LAB)}$ = Lab Vane Undrained Shear Strength (psf). q_p = Unconfined Compressive Strength (ksf). N-uncorrected = Raw Field SPT N-value. Hammer Efficiency Factor = Rig Specific Annual Calibration Value. %$_{HE}$ = Hammer Efficiency Factor/60%=uncorrected.
T_v= Pocket Torvane Shear Strength (psf). WC = Water Content, percent. LL = Liquid Limit. PL = Plastic Limit. PI = Plasticity Index. G = Grain Size Analysis. C = Consolidation Test.

Depth (ft.)	Sample No.	Rec./Rec. (in.)	Sample Depth (ft.)	Blows /6 in. Sheer Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0											
	D1	24/13	0.00 - 2.00	6/9/6/7	15	24	5SA	219.2		0.2' Topsoil. 0.2	
										1D 10.2-2.0 ft bgs.) Brown, dry, medium dense, fine to coarse SAND, some gravel, little silt. (Fill).	
5	D2	24/12	5.00 - 7.00	2/2/2/4	4	6		214.4		5.0	
										Olive brown, wet, loose, fine to coarse SAND, some silt, little gravel.	
								210.4		9.0	
10	D3	2.4/2	10.00 - 10.20	35(2.4")	---			209.2		Grey, moist, dense, Silty fine to coarse SAND, some gravel, rock it tip of spoon. 10.2	
										Bottom of Exploration at 10.2 feet below ground surface. REFUSAL, good bounce on hammer.	
15											
20											
25											

Remarks:

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Page 1 of 1

Boring No.: HB-NEW-120

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: U.S. Route 2 Roundabout Lighting
Location: Newport, Maine

Boring No.: HB-NEW-121
WIN: 23689.00

Driller:	MaineDOT	Elevation (ft.): 220.8	Auger ID/OD: 5" Dia.
Operator:	Doggett/Andrie	Datum: NAVD88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	9/18/20241 13:30-14:30	Drilling Methods: Solid Stem Auger	Core Barrel: N/A
Boring Location:	116+66.9, 32.6 ft Lt.	Casing ID/OD: N/A	Water Level*: 8.0 ft bgs
Hammer Efficiency Factor: 0.962		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test. PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt. WOR/C = Weight of Rods or Casing. WOH = Weight of One Person.
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf). $S_{u\,(LAB)}$ = Lab Vane Undrained Shear Strength (psf). q_p = Unconfined Compressive Strength (ksf). N-uncorrected = Raw Field SPT N-value. Hammer Efficiency Factor = Rig Specific Annual Calibration Value. %$_{HE}$ = Hammer Efficiency Factor/60%=uncorrected.
T_v= Pocket Torvane Shear Strength (psf). WC = Water Content, percent. LL = Liquid Limit. PL = Plastic Limit. PI = Plasticity Index. G = Grain Size Analysis. C = Consolidation Test.

Depth (ft.)	Sample No.	Rec./Rec. (in.)	Sample Depth (ft.)	Blows /6 in. Sheer Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0											
							5SA	220.6		3" HMA. 0.3	
	D1	24/12	1.00 - 3.00	6/7/5/11	12	19				Brown, damp, medium dense, fine to coarse SAND, some gravel, little silt. (Fill).	
5	D2	24/24	5.00 - 7.00	3/4/5/7	9	14		215.8		4.9	
										Olive brown, moist, stiff, fine to coarse Sandy SILT, little gravel.	
								210.4		Grey, moist, very stiff, fine to coarse Sandy SILT, some gravel, rock fragments. (Till). 10.4	
10	D3	15.6/14	10.00 - 11.30	10/45/90(3.6")	---			209.5		Weatheredlock from 10.4-11.3 ft bgs. 11.3	
										Bottom of Exploration at 11.3 feet below ground surface. REFUSAL, good bounce on hammer.	
15											
20											
25											

Remarks:

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

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Page 1 of 1

Boring No.: HB-NEW-121

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900
WIN 023689.00

HIGHWAY PLANS

STATE OF MAINE
Cody A Russell
15866
REGISTERED PROFESSIONAL ENGINEER

PROJ. MANAGER	R. MOULTON	BY	DATE
DESIGN-DETAILED	D. CLOUTIER	T. WHITE	DEC 2024
CHECKED-REVIEWED	C. RUSSELL		
DESIGN2-DETAILED2	C. RUSSELL		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Cody A Russell
SIGNATURE
15866
P.E. NUMBER
12/30/2024
DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

BORING LOGS

SHEET NUMBER
20
OF 154

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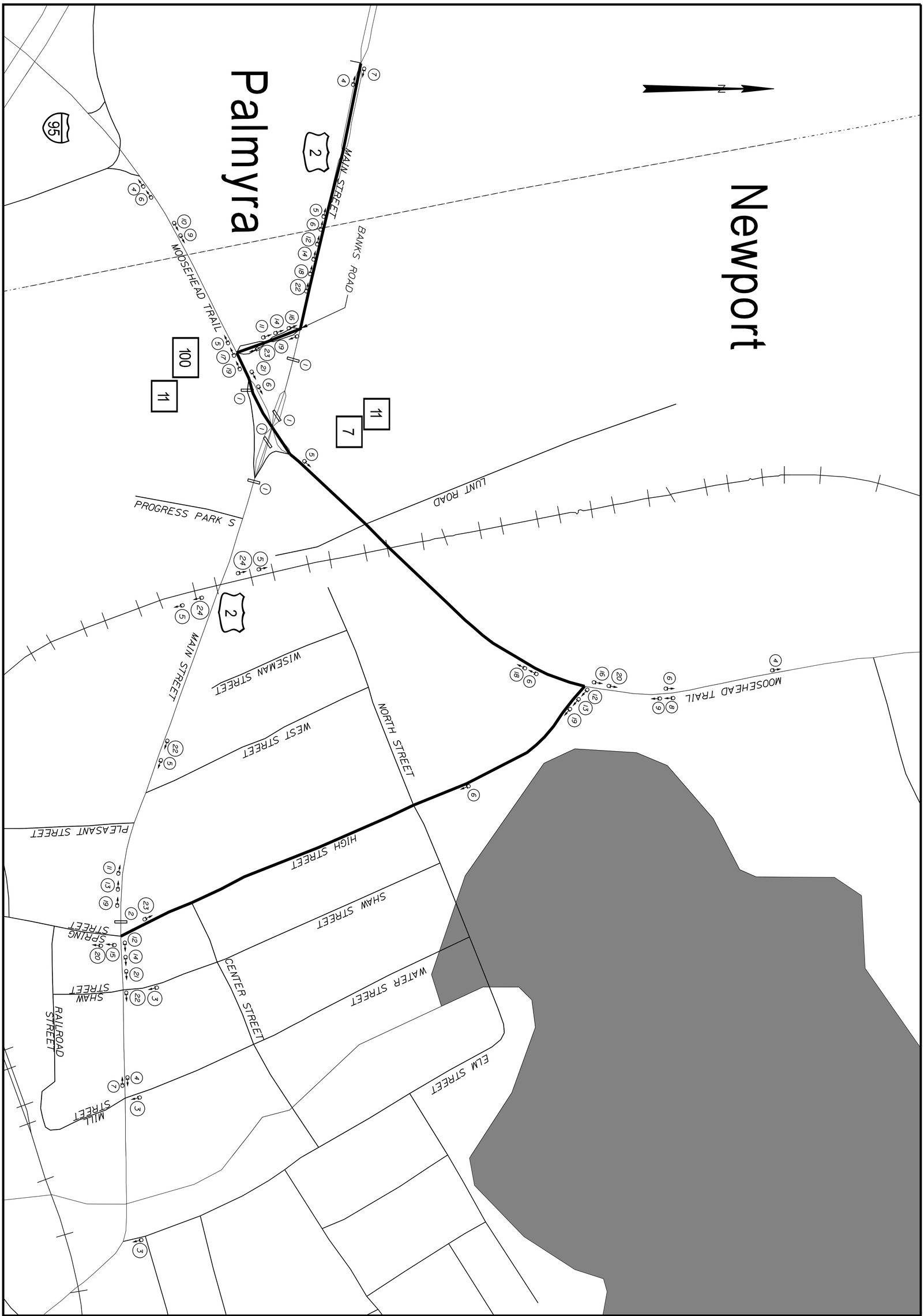

SHEET NUMBER	21
OF	154

PALMYRA-NEWPORT

RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

DETOUR PLANS

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
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

2368900

WIN
23689.00

HIGHWAY PLANS

DETOUR NOTES:
1. SPACING OF TEMPORARY TRAFFIC CONTROL SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD.

2. COVER ALL CONFLICTING ROUTE AND DIRECTIONAL SIGNS.

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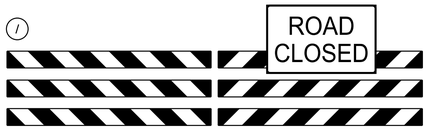

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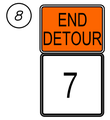

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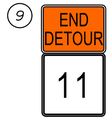

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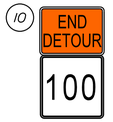

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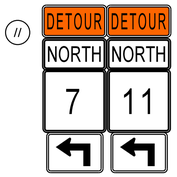

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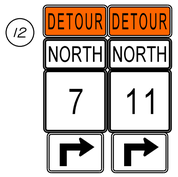

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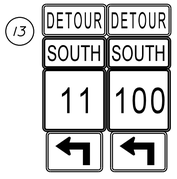

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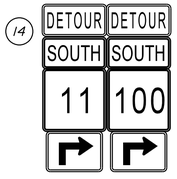

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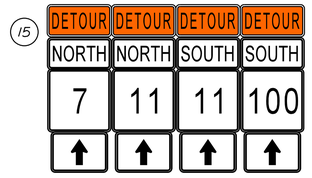

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23

24

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

DETOUR PLANS

SHEET NUMBER
22
OF 154

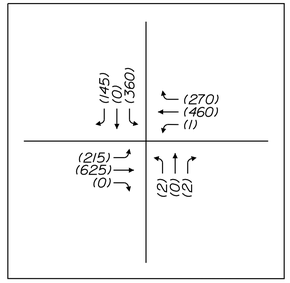
Filename: ...\022_Highway_Detour Plan 02.dgn Division: HIGHWAY Username: common Date:1/23/2025

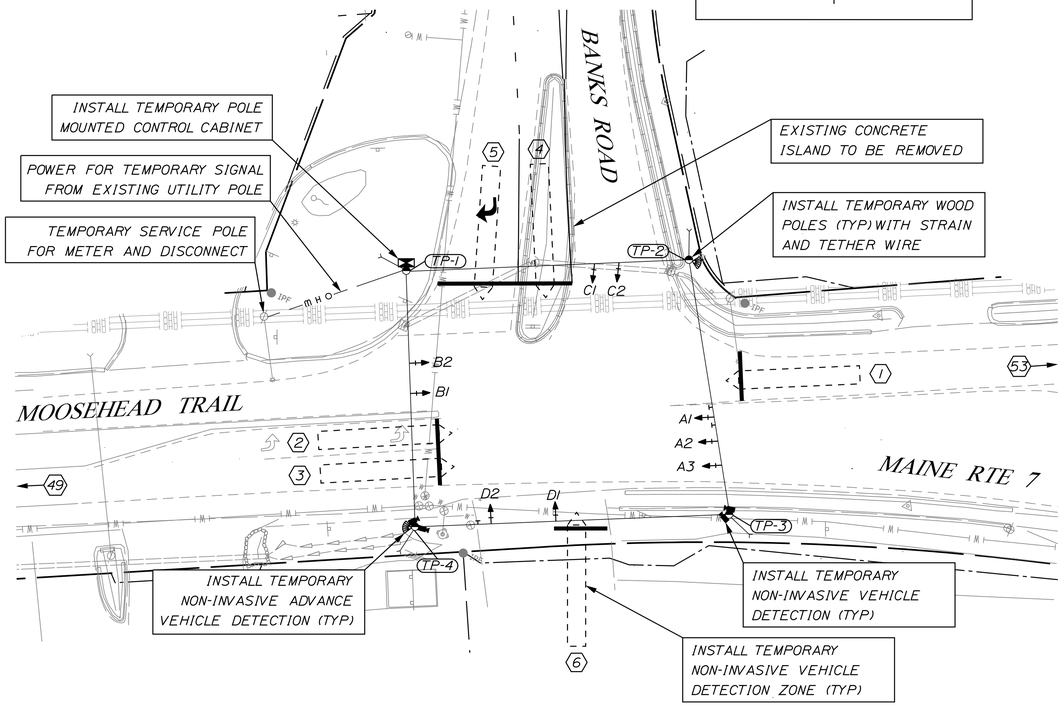
LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS 643.72	QUANTITY
FURNISH AND INSTALL NEMA POLE-MOUNTED "M" CABINET AND CONTROLLER COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING.	1
FURNISH AND INSTALL WOOD POLE WITH GUYS.	4
FURNISH AND INSTALL SPAN AND TETHER WIRE.	360
FURNISH AND INSTALL NEW SIGNAL CABLE.	1
FURNISH AND INSTALL POLE RISERS.	1
FURNISH AND INSTALL ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATE WITH 3-INCH RETROREFLECTIVITY MOUNTED ON SPAN AND TETHER WIRE.	6
FURNISH AND INSTALL ONE-WAY 4-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATE WITH 3-INCH RETROREFLECTIVITY MOUNTED ON SPAN AND TETHER WIRE.	3
FURNISH AND INSTALL NON-INVASIVE STOP BAR VEHICLE DETECTION SYSTEM FOR 4 APPROACHES, COMPLETE.	1
FURNISH AND INSTALL NON-INVASIVE ADVANCE VEHICLE DETECTION SYSTEM FOR 2 APPROACHES, COMPLETE.	1
FURNISH AND INSTALL SPAN WIRE MOUNTED SIGNS.	3
IMPLEMENT LOCAL SIGNAL TIMINGS.	-
REMOVE AND SALVAGE EXISTING SIGNAL EQUIPMENT: US ROUTE 2/MAIN ST. AT ROUTE 100/MOOSEHEAD TRL.	-

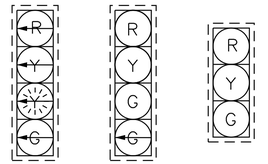
THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

2025 CONSTRUCTION DESIGN VOLUMES (PM)





PROPOSED INDICATIONS



NOTES:
1. ALL INDICATIONS SHALL BE 12" LIGHT EMITTING DIODES (LED'S) WITH 5" LOUVERED RETROREFLECTIVE BACKPLATES.
2. ALL TEMPORARY SIGNAL EQUIPMENT TO BE REMOVED AT THE END OF THE PROJECT. ANY NEW SIGNAL EQUIPMENT PROVIDED BY CONTRACTOR SHALL BE SALVAGED TO CONTRACTOR.
3. EXISTING SIGNS RELATED TO THE TEMPORARY SIGNAL SHALL BE SALVAGED BACK TO MAINEDOT AT THE END OF THE PROJECT.
4. THE CONTRACTOR SHALL SET TIMING OF THE TEMPORARY TRAFFIC SIGNAL PER TIMING DATA PROVIDED. SIGNAL TIMING ADJUSTMENTS SHALL BE INCIDENTAL TO THE TRAFFIC SIGNAL SYSTEM.

DETECTOR SCHEDULE

DETECTOR ZONE NO.	LOCATION	φ CALLED	φ EXT.	MODE A=ADVANCE B=STOPLINE	DELAY TIME	EXT. TIME
1	MOOSEHEAD TRL SB LEFT-THRU-RIGHT	6	6	B	-	-
2	MOOSEHEAD TRL NB LEFT	5	5	B	-	-
3	MOOSEHEAD TRL NB THRU-RIGHT	2	2	B	-	-
4	BANKS RD EB LEFT-THRU	4	4	B	-	-
5	BANKS RD EB RIGHT	4	4	B	5	-
6	DRIVEWAY WB LEFT-THRU-RIGHT	3	3	B	-	-
49	MOOSEHEAD TRL NB ADVANCE	2	2	A	-	-
53	MOOSEHEAD TRL SB ADVANCE	6	6	A	-	-

STRUCTURE LIST

STRUCTURE	DESCRIPTION	REMARKS
TP-1	50' CLASS IV WOOD POLE W/TEMPORARY POLE MOUNTED CONTROL CABINET	W/SCREW ANCHOR BACK TIES
TP-2	50' CLASS IV WOOD POLE	W/SCREW ANCHOR BACK TIES
TP-3	50' CLASS IV WOOD POLE	W/SCREW ANCHOR BACK TIES
TP-4	50' CLASS IV WOOD POLE	W/SCREW ANCHOR BACK TIES

CONSTRUCTION NOTES:
1. THE CONTRACTOR SHALL DE-ENERGIZE AND REMOVE THE EXISTING TRAFFIC SIGNAL SYSTEM FROM THE ADJACENT INTERSECTION OF US ROUTE 2/MAIN STREET AT ROUTE 100/MOOSEHEAD TRAIL.
2. THE REMOVAL OF THE EXISTING TRAFFIC SIGNAL SYSTEM SHALL OCCUR IMMEDIATELY FOLLOWING THE INSTALLATION OF THE TEMPORARY TRAFFIC SIGNALS AND INITIATION OF THE DETOUR PLAN IN COORDINATION WITH THE RESIDENT.
3. ALL SIGNAL EQUIPMENT SHALL BE SALVAGED TO THE CONTRACTOR.
4. THE REMOVAL OF TRAFFIC SIGNAL SYSTEM SHALL BE INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL.
5. REFER TO SPECIAL PROVISION 643 FOR ADDITIONAL REQUIREMENTS REGARDING THE REMOVAL OF THE TRAFFIC SIGNAL SYSTEM.

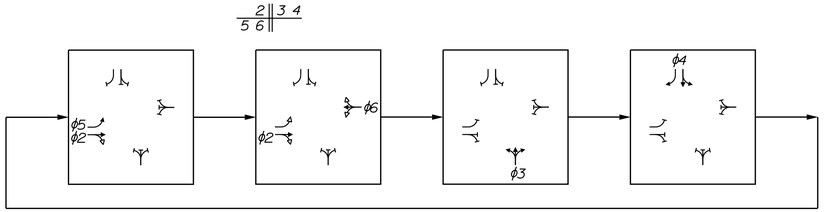
SIGNAL TIMING SCHEDULE

ITEM / PHASE	φ 1	φ 2	φ 3	φ 4	φ 5	φ 6	φ 7	φ 8
MOVEMENT	-	A	C	D	A (LT)	B	-	-
MINIMUM INITIAL	-	10	5	10	5	10	-	-
PASSAGE TIME	-	3.0	3.5	3.5	3.0	3.0	-	-
MAXIMUM 1	-	50	15	25	15	35	-	-
MAXIMUM 2	-	55	20	30	20	40	-	-
YELLOW	-	4.0	4.0	4.0	3.0	4.0	-	-
ALL RED	-	1.5	2.0	2.5	2.5	1.5	-	-
PED WALK	-	-	-	-	-	-	-	-
PED CLEAR	-	-	-	-	-	-	-	-
DYN MAX LIMIT	-	-	-	-	-	-	-	-
DYN MAX STEP	-	-	-	-	-	-	-	-
RECALL	-	S	O	O	O	S	-	-
DETECTOR	-	NL	NL	NL	NL	NL	-	-
PRE-EMPT PRIORITY	-	-	-	-	-	-	-	-
FLASH	-	Y	R	R	R	Y	-	-
DUAL ENTRY	-	ON	OFF	OFF	OFF	ON	-	-

NOTES: S = SOFT RECALL Y = YELLOW D = DARK
O = RECALL OFF R = RED
L = LOCKING DETECTOR MEMORY
NL = NON-LOCKING DETECTOR MEMORY

PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM



PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

TRAFFIC PLANS

MARK D. BUENNER No. 11481 LICENSED PROFESSIONAL ENGINEER STATE OF MAINE

	L. ROWE	DATE
DESIGN-DETAILED	COM	JAN 2025
CHECKED-REVIEWED	COM	JAN 2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROJ. MANAGER: JAR
BY: MDS

11481 P.E. NUMBER
01/08/2025 DATE
SIGNATURE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

TEMPORARY TRAFFIC SIGNAL PLAN

SHEET NUMBER
23
OF 154

Filename: 00X_Signal_01.dgn Division: HIGHWAY Username: cmonosterio Date:1/8/2025

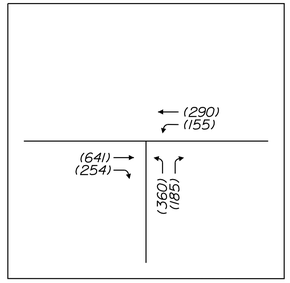
Usermame: cmonosterio Date:1/8/2025
Division: HIGHWAY
Filename: 00X_Signal_02.dgn

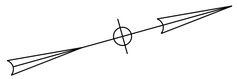
LIST OF WORK ITEMS

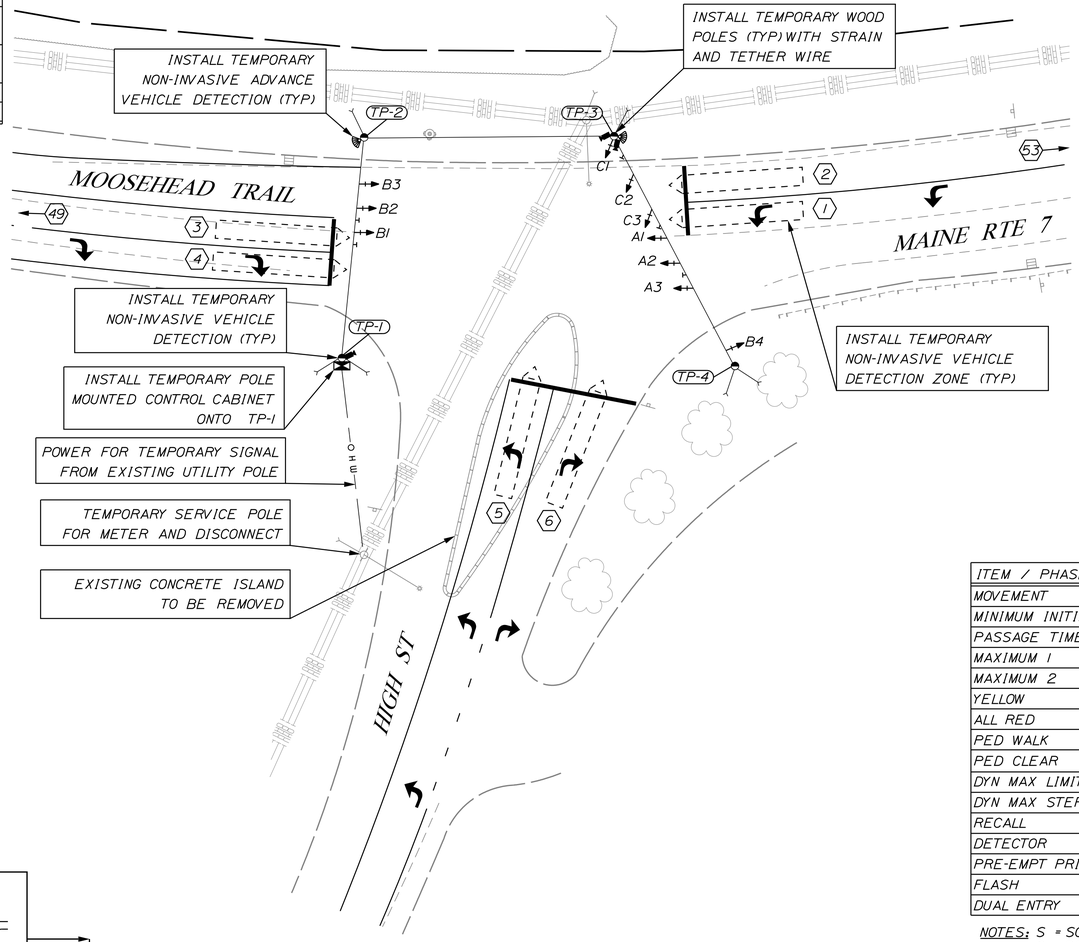
EQUIPMENT AND WORK ITEMS 643.72	QUANTITY
FURNISH AND INSTALL NEMA POLE-MOUNTED "M" CABINET AND CONTROLLER COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING.	1
FURNISH AND INSTALL WOOD POLE WITH GUYS.	4
FURNISH AND INSTALL SPAN AND TETHER WIRE.	235
FURNISH AND INSTALL NEW SIGNAL CABLE.	1
FURNISH AND INSTALL POLE RISERS.	1
FURNISH AND INSTALL ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATE WITH 3-INCH RETROREFLECTIVITY MOUNTED ON SPAN AND TETHER WIRE.	6
FURNISH AND INSTALL ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATE WITH 3-INCH RETROREFLECTIVITY MOUNTED ON WOOD POLE UPRIGHTS WITH BRACKET.	1
FURNISH AND INSTALL ONE-WAY 4-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATE WITH 3-INCH RETROREFLECTIVITY MOUNTED ON SPAN AND TETHER WIRE.	3
FURNISH AND INSTALL NON-INVASIVE STOP BAR VEHICLE DETECTION SYSTEM FOR 3 APPROACHES, COMPLETE.	1
FURNISH AND INSTALL NON-INVASIVE ADVANCE VEHICLE DETECTION SYSTEM FOR 2 APPROACHES, COMPLETE.	1
FURNISH AND INSTALL SPAN WIRE MOUNTED SIGNS.	5
IMPLEMENT LOCAL SIGNAL TIMINGS.	-

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

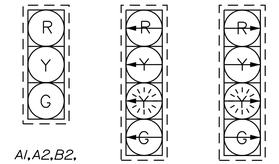
2025 CONSTRUCTION DESIGN VOLUMES (PM)







PROPOSED INDICATIONS



A1,A2,B2, B3,B4,C1,C2 | B1 | A3,C3

NOTES:
1. ALL INDICATIONS SHALL BE 12" LIGHT EMITTING DIODES (LED'S) WITH 5" LOUVERED RETROREFLECTIVE BACKPLATES.
2. ALL TEMPORARY SIGNAL EQUIPMENT TO BE REMOVED AT THE END OF THE PROJECT. ANY NEW SIGNAL EQUIPMENT PROVIDED BY CONTRACTOR SHALL BE SALVAGED TO CONTRACTOR.
3. EXISTING SIGNS RELATED TO THE TEMPORARY SIGNAL SHALL BE SALVAGED BACK TO MAINEDOT AT THE END OF THE PROJECT.
4. THE CONTRACTOR SHALL SET TIMING OF THE TEMPORARY TRAFFIC SIGNAL PER TIMING DATA PROVIDED. SIGNAL TIMING ADJUSTMENTS SHALL BE INCIDENTAL TO THE TRAFFIC SIGNAL SYSTEM.
5. ROW INFORMATION APPROXIMATED FROM MAINEDOT FEDERAL AID PROJECT NO: F-037-1(14) DATED AUGUST 1969 (DOT FILE NO 10-182).

DETECTOR SCHEDULE

DETECTOR ZONE NO.	LOCATION	φ CALLED	φ EXT.	MODE A=ADVANCE B=STOPLINE	DELAY TIME	EXT. TIME
1	MOOSEHEAD TRL SB LEFT	1	1	B	-	-
2	MOOSEHEAD TRL SB THRU	6	6	B	-	-
3	MOOSEHEAD TRL NB THRU	2	2	B	-	-
4	MOOSEHEAD TRL NB RIGHT	2	2	B	5	-
5	HIGH ST WB LEFT	8	8	B	-	-
6	HIGH ST WB RIGHT	8	8	B	5	-
49	MOOSEHEAD TRL NB ADVANCE	2	2	A	-	-
53	MOOSEHEAD TRL SB ADVANCE	6	6	A	-	-

STRUCTURE LIST

STRUCTURE	DESCRIPTION	REMARKS
TP-1	50' CLASS IV WOOD POLE W/TEMPORARY POLE MOUNTED CONTROL CABINET	W/SCREW ANCHOR BACK TIES
TP-2	50' CLASS IV WOOD POLE	W/SCREW ANCHOR BACK TIES
TP-3	50' CLASS IV WOOD POLE	W/SCREW ANCHOR BACK TIES
TP-4	50' CLASS IV WOOD POLE	W/SCREW ANCHOR BACK TIES

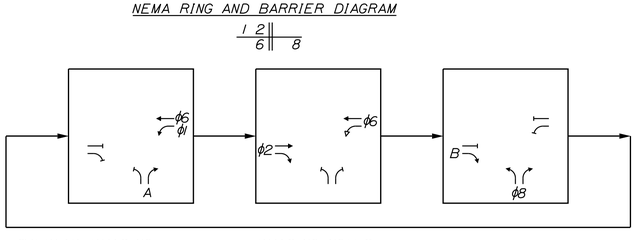
SIGNAL TIMING SCHEDULE

ITEM / PHASE	φ 1	φ 2	φ 3	φ 4	φ 5	φ 6	φ 7	φ 8
MOVEMENT	B (LT)	A	-	-	-	B	-	C
MINIMUM INITIAL	5	10	-	-	-	10	-	5
PASSAGE TIME	3.0	3.0	-	-	-	3.0	-	3.5
MAXIMUM 1	15	50	-	-	-	65	-	25
MAXIMUM 2	20	55	-	-	-	70	-	30
YELLOW	3.5	4.0	-	-	-	4.0	-	3.5
ALL RED	3.0	1.5	-	-	-	1.5	-	2.5
PED WALK	-	-	-	-	-	-	-	-
PED CLEAR	-	-	-	-	-	-	-	-
DYN MAX LIMIT	-	-	-	-	-	-	-	-
DYN MAX STEP	-	-	-	-	-	-	-	-
RECALL	0	S	-	-	-	S	-	0
DETECTOR	NL	NL	-	-	-	NL	-	NL
PRE-EMPT PRIORITY	-	-	-	-	-	-	-	-
FLASH	R	Y	-	-	-	Y	-	R
DUAL ENTRY	OFF	ON	-	-	-	ON	-	OFF

NOTES: S = SOFT RECALL Y = YELLOW D = DARK
0 = RECALL OFF R = RED
L = LOCKING DETECTOR MEMORY
NL = NON-LOCKING DETECTOR MEMORY

PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM



OVERLAP PHASING:
OVL A = 1 + 8
OVL B = 2 + 8

PHASING NOTES:
1. OVERLAP A AND B SHALL BE PROGRAMMED FOR FLASHING YELLOW ARROWS

PLAN

25 0 25 50
Scale of Feet

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

TRAFFIC PLANS

STATE OF MAINE MARK D. BUENNEN No. 11481 LICENSED PROFESSIONAL ENGINEER

Mark D. Buennen

11481 P.E. NUMBER
01/08/2025 DATE

	DATE	BY
SIGNATURE	JAN 2025	L. ROWE
DESIGN-DETAILED	JAN 2025	JAR
CHECKED-REVIEWED		MDS
DESIGN2-DETAILED2		CGM
DESIGN3-DETAILED3		CGM
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

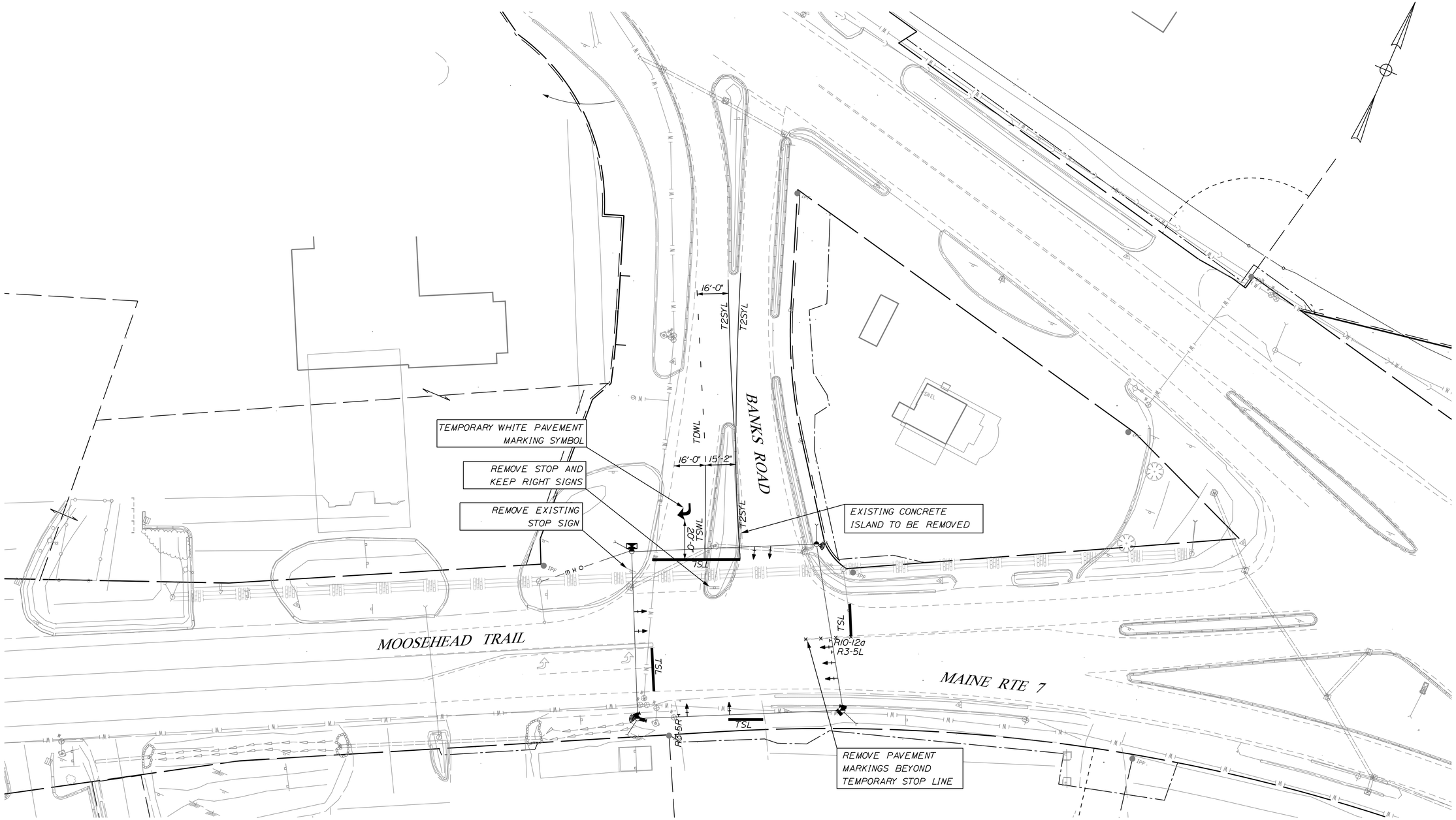
PROJ. MANAGER

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

TEMPORARY TRAFFIC SIGNAL PLAN

SHEET NUMBER
24
OF 154

Filename: 00X_TempSS_01.dgn Division: HIGHWAY Username: Date:1/8/2025



SIGNING AND PAVEMENT MARKING LEGEND

TSWL - TEMPORARY SINGLE WHITE SOLID LINE
TBYL - TEMPORARY SINGLE YELLOW BROKEN LINE (10' LINE 30' SPACE)
TSYL - TEMPORARY SINGLE YELLOW SOLID LINE
T2SYL - TEMPORARY DOUBLE YELLOW SOLID LINE
TSL - TEMPORARY SINGLE SOLID LINE - STOPLINE (24")
TDYL - TEMPORARY DOTTED YELLOW LINE
TDWL - TEMPORARY DOTTED WHITE LINE

PROPOSED TEMPORARY OVERHEAD MOUNTED SIGNS

R10-12a
30" x 36"
1 - Proposed

R3-5L
30" x 36"
1 - Proposed

R3-5R
30" x 36"
1 - Proposed

EXISTING POST MOUNTED SIGNS

R4-7
1 - REMOVED

R3-5L
2 - REMOVED

NOTES:
1. ERADICATE ALL EXISTING STRIPING IN CONFLICT WITH PROPOSED TEMPORARY PAVEMENT MARKING.
2. ERADICATE ALL LANE LINES EXTENDING BEYOND PROPOSED TEMPORARY STOP BARS.

PLAN
25 0 25 50
Scale of Feet

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

TRAFFIC PLANS

STATE OF MAINE MARK D. BUENNEN No. 11481 LICENSED PROFESSIONAL ENGINEER

Mark D. Buennen

SIGNATURE
11481
P.E. NUMBER
01/08/2025
DATE

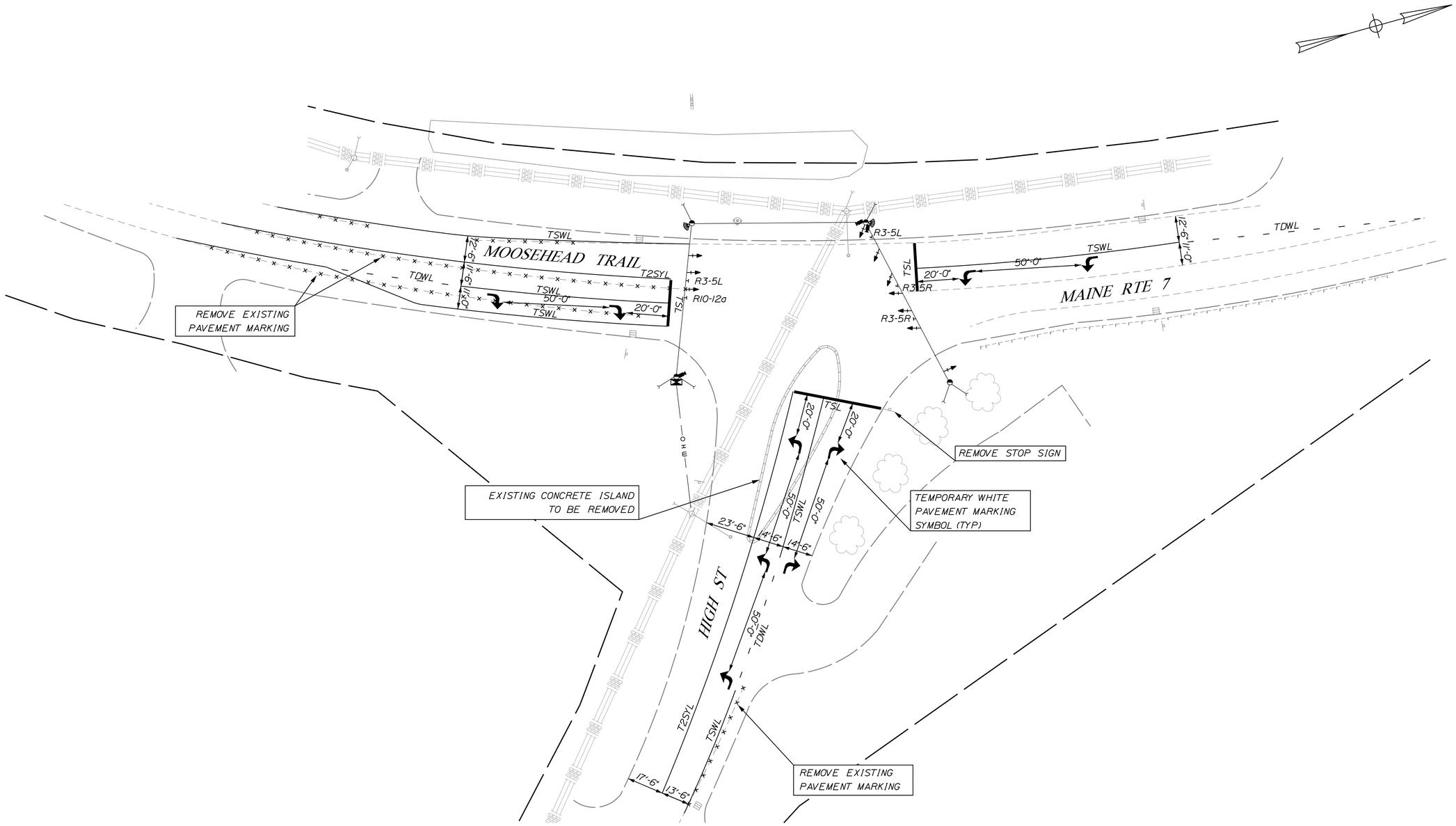
	L. ROWE	DATE
PROJ. MANAGER		
DESIGN-DETAILED	CGM	JAR JAN 2025
CHECKED-REVIEWED	CGM	MDS JAN 2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

TEMPORARY STRIPING PLAN

SHEET NUMBER
25
OF 154

Filename: 00X_TempSS_02.dgn Division: HIGHWAY Username: cmonosterio Date:1/8/2025



SIGNING AND PAVEMENT MARKING LEGEND

TSWL - TEMPORARY SINGLE WHITE SOLID LINE
TBYL - TEMPORARY SINGLE YELLOW BROKEN LINE (10' LINE 30' SPACE)
TSYL - TEMPORARY SINGLE YELLOW SOLID LINE
T2SYL - TEMPORARY DOUBLE YELLOW SOLID LINE
TSL - TEMPORARY SINGLE SOLID LINE - STOPLINE (24")
↰ ⇑ - TEMPORARY WHITE PAVEMENT MARKING SYMBOLS
TDYL - TEMPORARY DOTTED YELLOW LINE
TDWL - TEMPORARY DOTTED WHITE LINE

PROPOSED TEMPORARY OVERHEAD MOUNTED SIGNS

R10-12a
30" x 36"
1 - Proposed

R3-5L
30" x 36"
2 - Proposed

R3-5R
30" x 36"
2 - Proposed

EXISTING POST MOUNTED SIGNS

R3-5L
1 - REMOVED

NOTES:
1. ERADICATE ALL EXISTING STRIPING IN CONFLICT WITH PROPOSED TEMPORARY PAVEMENT MARKING.
2. ERADICATE ALL LANE LINES EXTENDING BEYOND PROPOSED TEMPORARY STOP BARS.

PLAN
25 0 25 50
Scale of Feet

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

TRAFFIC PLANS

STATE OF MAINE MARK D. BUENNEN No. 11481 LICENSED PROFESSIONAL ENGINEER

	BY	DATE
L. ROWE		
CGM	JAR	JAN 2025
CGM	MDS	JAN 2025

SIGNATURE
11481 P.E. NUMBER
01/08/2025 DATE

PROJ. MANAGER	L. ROWE
DESIGN-DETAILED	CGM
CHECKED-REVIEWED	CGM
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

TEMPORARY STRIPING PLAN

SHEET NUMBER
26
OF 154

Username:

Division:

Filename: 001_Lighting Notes.dgn

Date:1/2/2025

CONSTRUCTION NOTES - HIGHWAY LIGHTING

1. SCOPE OF WORK - INSTALL HIGHWAY LIGHTING AND RELATED WORK AS SHOWN OR NOTED IN THESE PLANS AND SPECIAL PROVISIONS. INSTALL NEW 240V POWER SERVICE, MULTI-CIRCUIT DEAD FRONT LIGHTING CONTROL CABINET AND SERVICE DISCONNECT ENCLOSURE FOR NEW LIGHTING. FURNISH AND INSTALL CONDUIT, FOUNDATIONS, CONVENTIONAL LIGHT STANDARDS, L.E.D. LUMINAIRES FOR CONVENTIONAL LIGHT STANDARDS, WIRING, AND RELATED HARDWARE.

2. ALL EXISTING HIGHWAY LIGHTING SHALL REMAIN ACTIVE UNTIL THE NEW LIGHTING INSTALLATIONS ARE APPROVED BY MAINEDOT TO BE ACTIVATED.

3. EXISTING LIGHT POLES AND LUMINAIRES NOTED FOR REMOVAL SHALL BE CAREFULLY REMOVED AFTER ACTIVATION OF THE NEW LIGHTING INSTALLATIONS UNLESS THE EXISTING LIGHT POLE IS WITHIN THE AREA OF CONSTRUCTION. REMOVED POLES AND LUMINAIRES SHALL BE DELIVERED TO AND CAREFULLY UNLOADED AT THE MAINE DOT PAINT WAREHOUSE LOCATED AT 121 LEIGHTON ROAD AUGUSTA, MAINE. PAYMENT FOR REMOVAL, TRANSPORT, DELIVERY AND UNLOADING OF POLES AND LUMINAIRES WILL BE INCIDENTAL TO ITEM 634.160.

4. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO APPLICABLE PROVISIONS OF THE CURRENT EDITIONS OF THE MAINE DEPARTMENT OF TRANSPORTATION (MDOT) STANDARD SPECIFICATIONS AND STANDARD DETAILS, NATIONAL ELECTRICAL CODE (N.E.C.) AND ANY REQUIREMENTS OF THE POWER COMPANY.

5. THE CONTRACTOR SHALL VISIT THE SITE PRIOR TO BIDDING TO ENSURE AWARENESS OF SITE CONDITIONS THAT COULD AFFECT THE BID.

6. THE CONTRACTOR SHALL FIELD VERIFY POLE LOCATIONS TO AVOID NATURAL AND BUILT SITE FEATURES THAT WOULD CONFLICT WITH PROPER INSTALLATION OF POLE FOUNDATIONS.

7. BASELINE STATIONS AND OFFSETS CITED ON THE PLANS FOR PROPOSED LIGHT POLE LOCATIONS ARE INTENDED TO INDICATE LONGITUDINAL SPACING OF NEW POLES ALONG THE HIGHWAY AND APPROXIMATE OFFSETS FROM BASELINES. THE CONTRACTOR SHALL STAKE THESE LOCATIONS IN THE FIELD BASED ON THE STATED STATIONS AND OFFSETS. THESE LOCATIONS SHALL BE ADJUSTED, SUBJECT TO APPROVAL OF THE PROJECT RESIDENT, IF NEEDED TO MEET REQUIRED SETBACKS NOTED ON THE LIGHTING TYPICAL SECTIONS OR TO AVOID CONLICTS WITH EXISTING ELECTRICAL CONDUIT OR OTHER ROADWAY FEATURES.

8. THE EXISTING 240 VOLT SERVICE AND MULTI-CIRCUIT CONTROL CABINET AND EXISTING METER ENCLOSURE LOCATED AT ABOUT STATION 118+44.8, 28.3' LT. WILL BE REMOVED FOR CONSTRUCTION OF THE NEW ROUNDABOUT. CONTRACTOR SHALL DETERMINE WHICH, IF ANY, LIGHTING LUMINAIRES BEYOND THE LIMITS OF THIS PROJECT ARE AFFECTED BY THE REMOVAL AND CONNECT THEM TO THE NEW ELECTRICAL SERVICE. TEMPORARY POWER OR LIGHTING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN LIGHTING DURING CONSTRUCTION.

9. NEW CIRCUIT 1 WILL SERVE 10 LIGHT POLES ON THE SOUTHERN AND WESTERN SIDES OF THE PROPOSED ROUNDABOUT CONNECTING ROUTE 2, ROUTE 11, AND ROUTE 7. NEW CIRCUIT 2 WILL SERVE 11 LIGHT POLES ON THE NORTHERN AND EASTERN SIDES OF THE PROPOSED ROUNDABOUT CONNECTING ROUTE 2, ROUTE 11, AND ROUTE 7. NEW CIRCUIT 3 WILL SERVE THE RAPID RECTANGULAR FLASHING BEACONS AT THE PEDESTRIAN CROSSWALK, NORTH OF THE PROPOSED ROUNDABOUT ACROSS ROUTE 7.

10. THE CONTRACTOR SHALL COORDINATE WITH CENTRAL MAINE POWER COMPANY AND MAINEDOT TO CONFIRM LOCATIONS AND MAKE ARRANGEMENTS FOR PROVIDING NEW ELECTRIC SERVICES.

11. INSTALL NEW 240V SERVICE AND MULTI-CIRCUIT LIGHTING CONTROL CABINET AT APPROXIMATE STATION 116+16.00, 26.60' RT AS SHOWN ON THESE PLANS AND IN THE STANDARD DETAILS. THE METER AND A METER DISCONNECT IN A SEPARATE ALUMINIUM NEMA 3R ENCLOSURE SHALL BE INSTALLED ON THE SIDE OF THE LIGHTING CONTROL CABINET. INSTALL METALLIC CONDUIT UNDER SERVICE METER TO THE POWER SOURCE AT THE NEW SECONDARY POLE MOUNTED TRANSFORMER SHOWN ON THE PLANS. THE LIGHTING CONTROL CABINET AND SERVICE DISCONNECT ENCLOSURE SHALL BE LOCKABLE. DISCONNECT ENCLOSURE AND OTHER ENCLOSURES FOR ELECTRICAL COMPONENTS SHALL BE DEAD FRONT AND MARKED WITH ARC FLASH HAZARD LABELS INDICATING HAZARD TYPE 1, 2, 3 OR 4 AND THE APPROPRIATE PPE REQUIRED. THE ELECTRICAL CONTRACTOR SHALL BE RESPONSIBLE FOR CALCULATING THE ARC FLASH HAZARD LEVEL FOR EACH ELECTRICAL ENCLOSURE.

12. NEW LIGHTING CIRCUITS ARE TO BE PHOTOCELL ACTIVATED BY A PHOTOCELL ON THE NEW LIGHTING CONTROL CABINET.

13. NEW LIGHTING FIXTURE VOLTAGE SHALL BE 240 VOLTS.

14. LIGHTING FIXTURES SHALL BE IES FULL CUTOFF LIGHT EMITTING DIODE (LED) FIXTURES WITH 4000K COLOR TEMPERATURE. IES DISTRIBUTION TYPE SHALL BE AS SPECIFIED ON THE PLANS. LED MODULES SHALL BE IP65 OR IP66 RATED.

15. ALL FIXTURES SHALL BE GASKETED AND HAVE SURGE PROTECTION AND A DOUBLE FUSE KIT. ALL FIXTURES SHALL BE GRAY. THE LIGHTING LAYOUT FOR LUMINAIRES ON CONVENTIONAL LIGHT STANDARDS WAS DONE USING AMERICAN ELECTRIC LIGHTING 'AUTOBAHN' SERIES ATBO LUMINAIRES, CATALOG NUMBERS:

ATBO P205 MVOLT R3 4K UMR-GALV NR AO, 21 LUMINAIRES ON 21 POLES

LED COLOR TEMPERATURE FOR FIXTURES INSTALLED SHALL BE 4000K. IF DIFFERENT FIXTURES ARE PROPOSED, THEY SHALL BE IES FULL CUTOFF LED LUMINAIRES WITH THE SAME DISTRIBUTION TYPES AS USED IN THE ORIGINAL DESIGN. THE CONTRACTOR MUST DEMONSTRATE THAT THE PROPOSED FIXTURES WILL REASONABLY EQUAL THE LIGHT LEVELS AND DISTRIBUTIONS SHOWN ON THE PLANS, IN THE OPINION OF MAINEDOT.

16. IF DIFFERENT FIXTURES ARE PROPOSED, THEY SHALL BE IES FULL CUTOFF WITH IES DISTRIBUTION TYPES AS SPECIFIED ON THE PROJECT PLANS. THE CONTRACTOR MUST DEMONSTRATE THE THE PROPOSED FIXTURES WILL REASONABLY EQUAL THE LIGHT LEVELS AND DISTRIBUTIONS SHOWN ON THE PLANS, IN THE OPINION OF MAINEDOT.

17. PROPOSED LUMINAIRES WILL BE 'AUTOBAHN' SERIES ATBO LUMINAIRES OR APPROVED EQUAL. NO ALTERNATIVE LUMINAIRE WILL BE CONSIDERED UNLESS THE MANUFACTURER AND MODELS ARE APPROVED IN ADVANCE BY MAINEDOT'S STATE TRAFFIC ENGINEER. PRE-APPROVED MANUFACTURERS AND FIXTURES FOR THIS PROJECT INCLUDE:
AMERICAN ELECTRIC 'AUTOBAHN' SERIES ATBO LUMINAIRES
CONTACT: MARK FOWLER
ACUITY BRANDS LIGHTING, INC.
(207) 582-5106
MARK.FOWLER@ACUITYBRANDS.COM

18. ALTERNATIVE LED LUMINAIRES MUST BE OF A MAKE AND MODEL PRE-APPROVED BY MAINEDOT'S STATE TRAFFIC ENGINEER AND CONSISTENT WITH THE MAINTENANCE INVENTORY OF LIGHTING HARDWARE OF THE DEPARTMENT UNLESS OTHERWISE APPROVED. EVALUATION BY MAINEDOT OF ALTERNATIVE LED LUMINAIRES THAT MAY BE PROPOSED BY THE CONTRACTOR FOR SUBSTITUTION WILL REQUIRE SUBMITTAL OF THE FOLLOWING, AT MINIMUM: IES LM-79-19 ABSOLUTE TESTING REPORT FOR THE PROPOSED ALTERNATIVE LUMINAIRE; IES LM-80-20 TESTING REPORT FOR LED CHIPS TO BE USED IN THE ALTERNATIVE LUMINAIRE, DOCUMENTING TESTING FOR A MINIMUM OF 8500 HOURS; IES TM-21-21 REPORT FOR PROJECTED LONG TERM LUMEN MAINTENANCE, INCLUDING INCREMENTAL LUMEN DEPRECIATION TABLE AT 25 DEGREES CELCIUS TO A MINIMUM OF 50,000 HOURS; IES PHOTOMETRIC FILE FROM THE MANUFACTURER FOR THE PROPOSED ALTERNATIVE LUMINAIRE; PHOTOMETRIC PLOT, OVERLAID ON THE LAYOUT OF THE LIGHTING ZONES. VALUES OF FACTORS USED FOR CALCULATION OF THE ASSUMED LIGHT LOSS FACTOR; SPECIFICATION DATA REGARDING OPTICS, CHROMATIC COLOR TEMPERATURE, DRIVER, SURGE PROTECTION, HOUSING, AND GASKETING.

19. CONVENTIONAL LIGHT STANDARDS SHALL BE GALVANIZED STEEL AND HAVE A MINIMUM OF FOUR ANCHOR BOLTS.

20. TIGHTENING OF ANCHOR BOLT NUTS ON POLES WITH BREAKAWAY BASES SHALL BE AS RECOMMENDED BY THE BREAKAWAY BASE MANUFACTURER. FOR POLES WITHOUT BREAKAWAY BASES, SNUG-TIGHT CONDITION OF ANCHOR BOLTS SHALL BE DEFINED AS BETWEEN 20 AND 30 PERCENT OF THE VERIFICATION TORQUE VALUE DETERMINED BY THE FORMULA IN FHWA PUBLICATION NHI 05-036. ADDITIONAL TIGHTENING BEYOND SNUG-TIGHT CONDITION SHALL BE DONE IN ACCORDANCE WITH SECTION 634.05 OF THE MAINEDOT STANDARD SPECIFICATIONS.

21. LIGHTING FIXTURES ON CONVENTIONAL LIGHT STANDARDS SHALL ATTACH TO POLES BY A MINIMAL LENGTH HORIZONTAL GALVANIZED STEEL PIPE TENON, 2-INCH NOMINAL DIAMETER. INSTALLATION ON BRACKET ARMS WILL NOT BE ALLOWED.

22. NEW POWER SERVICE CONDUIT REQUIRED BETWEEN THE POWER SOURCE AND THE METER SHALL BE RIGID METAL CONDUIT. OTHER NEW BURIED CONDUIT SHALL BE 2 INCH MINIMUM DIAMETER. REQUIREMENT OF LARGER CONDUIT SIZE SHALL BE DETERMINED BY THE CONTRACTOR IN ACCORDANCE WITH CONDUIT FILL REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE. ALL CONDUIT IN THE HIGHWAY RIGHT OF WAY SHALL BE SCHEDULE 80 UNLESS CONCRETE-ENCASED. IF SCHEDULE 40 PVC CONDUIT ENCASED IN CONCRETE IS USED, CONCRETE ENCASEMENT WILL BE INCIDENTAL TO PAYMENT FOR CONDUIT.

23. CONDUIT UNDER EXISTING PAVEMENT THAT OTHERWISE IS NOT SHOWN ON THE PLANS TO BE DISTURBED BY ROADWAY RECONSTRUCTION SHALL BE HYDRAULICALLY JACKED OR DIRECTIONAL BORED TO AT LEAST TEN FEET BEYOND THE EDGE OF PAVEMENT, WHERE POSSIBLE AS DETERMINED BY THE RIGHT OF WAY. CONDUIT INSTALLED UNDER PAVEMENT WILL BE PAID UNDER ITEM 626.251 FOR THE PAVEMENT WIDTH PLUS 20 FEET (OR DISTANCE DETERMINED BY RIGHT OF WAY). NO TRENCHING ACROSS EXISTING PAVED ROADWAY LANES OR SHOULDERS WILL BE ALLOWED. MINIMUM BURIAL DEPTH FOR ALL CONDUIT SHALL BE 36 INCHES.

24. BUSHINGS SHALL BE INSTALLED ON ALL CONDUIT TERMINATIONS.

25. PULL WIRE SHALL BE INSTALLED IN ALL NEW CONDUIT.

26. ALL EXPOSED RIGID CONDUIT FITTINGS AND HARDWARE SHALL BE GALVANIZED, EXCEPT NON-CONDUCTIVE BUSHINGS FOR CONNECTION OF RIGID METAL CONDUIT TO ALUMINUM CABINETS.

27. ALL SECONDARY WIRING FROM THE BRANCH CIRCUITS TO THE POLES SHALL BE NO. 8 STRANDED COPPER XHHW-2. WIRE SIZES NOTED ON THE PLANS ARE APPROXIMATE. FINAL WIRE SIZING SHALL BE PERFORMED BY THE CONTRACTOR IN CONFORMANCE WITH N.E.C. REQUIREMENTS BASED ON ELECTRICAL LOADS OF ACTUAL ELECTRICAL COMPONENTS TO BE INSTALLED.

28. THE WIRE IN CONDUITS SHALL BE CONTINUOUS WITH NO SPLICES BETWEEN POLES. JUNCTION BOXES SHOWN ON THE PLANS ARE SHOWN IN APPROXIMATE LOCATIONS AND ARE INTENDED FOR USE ONLY AS PULL BOXES FOR WIRE PULLING ACCESS UNLESS OTHERWISE NOTED. ACTUAL NUMBER AND LOCATIONS MAY VARY AND SHALL BE SUBJECT TO APPROVAL OF THE RESIDENT PRIOR TO INSTALLATION.

29. CAP AND/OR SEAL EXPOSED ENDS OF CONDUIT TO PREVENT INTRUSION OF MOISTURE OR RODENTS. PAYMENT FOR NON-METALLIC CONDUIT WILL BE MADE UNDER ITEM 626.22, EXCEPT CONDUIT JACKED OR DIRECTIONAL BORED UNDER EXISTING PAVEMENT AND EXTENDING TO 20 FEET (OR DISTANCE DETERMINED BY RIGHT OF WAY) BEYOND THE EDGE OF PAVEMENT WILL BE PAID UNDER ITEM 626.251.

30. ALL CONVENTIONAL LIGHT STANDARDS SHALL BE INSTALLED ON BREAKAWAY DEVICES WHICH SHALL CONFORM TO THE LATEST VERSION OF "AASHTO" STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS" AND NCHRP REPORT 350. THE BREAKAWAY DEVICE SHALL BE DESIGNED SO THAT THE ANCHOR BOLTS WILL NOT BEND WHEN A VEHICLE HITS THE POLE. A FRANGIBLE COUPLING SUCH AS TRANSPO POLE-SAFE 5000 SERIES (WITH A FEMALE ANCHOR), THE MANITOBA SAFETY BASE WITH REACTION PLATE, OR APPROVED EQUAL SHALL BE USED.

31. ALL LIGHT POLES SHALL BE BONDED TO THE GROUNDING CONDUCTOR.

32. METAL FRAMES AND CONDUCTIVE COVERS OF JUNCTION BOXES SHALL BE BONDED TO THE GROUNDING CONDUCTOR.

33. JUNCTION BOXES SHALL BE HEAVY DUTY TIER 22 RATED. POLYMER JUNCTION BOXES MEETING THAT REQUIREMENT WILL BE ACCEPTABLE. JUNCTION BOXES WITH DIMENSIONS LARGER THAN SHOWN IN THE STANDARD DETAILS MAY BE ALLOWED FOR EASE OF WIRE PULLING ACCESS.

34. ALL FOUNDATIONS FOR CONVENTIONAL LIGHT STANDARDS SHALL HAVE A GROUND ROD LOCATED IN OR ADJACENT TO THE FOUNDATION THAT IS BONDED TO THE GROUNDING CONDUCTOR. THE GROUND WIRE FOR THE GROUND ROD SHALL EXIT THROUGH A HALF-INCH DIAMETER CONDUIT IN THE FOUNDATION. PAYMENT FOR GROUND RODS AND GROUND WIRE CONDUIT IN FOUNDATIONS SHALL BE INCLUDED IN ITEM 634.160, HIGHWAY LIGHTING.

35. PAYMENT UNDER ITEM 634.210, CONVENTIONAL LIGHT STANDARD, WILL INCLUDE BUT NOT BE LIMITED TO NEW POLES, TRANSFORMER BASES, AND BREAKAWAY DEVICES.

36. PAYMENT UNDER ITEM 626.21, ITEM 626.251 AND ITEM 626.22 WILL INCLUDE BUSHINGS, FITTINGS, PULL WIRE, AND OTHER NECESSARY HARDWARE RELATED TO THE CONDUIT.

37. PAYMENT UNDER ITEM 634.160, HIGHWAY LIGHTING, WILL INCLUDE ALL MATERIALS, LABOR AND EQUIPMENT NECESSARY TO PROVIDE A FULLY FUNCTIONING HIGHWAY LIGHTING SYSTEM EXCEPT THOSE ITEMS TO BE PAID UNDER OTHER RELATED BID ITEMS IN THE CONTRACT.

38. CURING BOXES AND ALL REQUIRED CONCRETE TESTING LABOR, MATERIALS, AND EQUIPMENT WILL BE CONSIDERED INCIDENTAL TO PAYMENT UNDER SECTION 626 FOUNDATION ITEMS.

39. UPON COMPLETION OF THIS PROJECT, THE CONTRACTOR SHALL FURNISH TO MAINEDOT TWO SETS OF AS-BUILT PLANS FOR FUTURE REFERENCE AND SYSTEM MAINTENANCE.

40. WHERE INDICATED, PROVIDE NEW WEATHERPROOF ELECTRICAL SERVICE BOX WITH PANEL 'P1' INSIDE. PANEL SHALL BE RATED 120/240 VOLTS, 1-PHASE, 3-WIRE, 100-AMPERES. PROVIDE THE FOLLOWING BREAKERS FOR NEW STREET LIGHTING CIRCUITS:
- CKT #1 - 20A/2P
- CKT #2 - 20A/2P
- RRFB #1 - 15A/1P (TO BE CONFIRMED BY CONTRACTOR)

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02368900

WIN 023689.00

HIGHWAY PLANS

STATE OF MAINE
THOMAS J. LEGER
No. 18725
REGISTERED PROFESSIONAL ENGINEER

SIGNATURE

18725
P.E. NUMBER

01/02/2025
DATE

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	W. LAVALLEE	W. LAVALLEE	01\25
CHECKED-REVIEWED	T. LEGER	L. DRISCOLL	01\25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

NEWPORT
RTE 2\RTE 7\RTE 11

LIGHTING NOTES

SHEET NUMBER

27

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NOTE:

1. PROPOSED DRAINAGE SHOWN IN GRAYSCALE FOR CLARITY
2. ALL PROPOSED LIGHT FIXTURES MOUNTED AT 30'
3. WHERE INDICATED, ARRANGE WITH CENTRAL MAINE POWER TO PROVIDE A NEW 120 / 240 VOLT, 1-PHASE ELECTRICAL SERVICE FROM A UTILITY POLE MOUNTED SERVICE TRANSFORMER. PROVIDE SECONDARY SERVICE CONDUCTORS CONSISTING OF 3 #2 IN A 4" CONDUIT. EXTEND SERVICE TO THE STREET LIGHTING SERVICE BOX. 100' MAXIMUM DISTANCE FROM SERVICE LOCATION TO CONTROL CABINET.
4. WHERE INDICATED, PROVIDE A RIGID GALVANIZED STEEL RISER CONDUIT AT THE EXISTING UTILITY POLE FOR SERVICE TO THE STREET LIGHTING SERVICE BOX. RISER CONDUIT SHALL CONFORM TO THE REQUIREMENTS OF CENTRAL MAINE POWER.

LEGEND FOR LIGHTING

- LIGHTING POLE, LUMINAIRE AND FOUNDATION. 30' HEIGHT
- CONTROLLER CABINET AND SERVICE
- PRECAST JUNCTION BOX
- PROPOSED CONDUIT
- UNDER PAVEMENT CONDUIT
- 1.0 LIGHT LEVEL FOOT CANDLES (FC)

L6
STA. 403+79, 31.3' RT
FIXTURE TYPE A

L5
STA. 403+58, 25.9' LT
FIXTURE TYPE A

L7
STA. 404+91, 44.4' RT
FIXTURE TYPE A

JB3
STA. 405+24, 0.5' LT
JUNCTION BOX FOR RRFB 3

JB1
STA. 405+39, 39.2' RT
JUNCTION BOX FOR RRFB 1

JB2
STA. 405+39, 4.6' RT
JUNCTION BOX FOR RRFB 2

L8
STA. 405+84, 39.5' RT
FIXTURE TYPE A

L4
STA. 404+74, 25.8' LT
FIXTURE TYPE A

L9
STA. 512+94, 24.5' LT
FIXTURE TYPE A

REMOVE EXISTING LUMINAIRE

JB4
STA. 405+23, 30.5' LT
JUNCTION BOX FOR RRFB 4

L3
STA. 405+68, 40.2' LT
FIXTURE TYPE A

L21
STA. 116+67, 32.2' LT
FIXTURE TYPE A

L20
STA. 117+54, 39.3' LT
FIXTURE TYPE A

L12
STA. 203+19, 63.8' RT
FIXTURE TYPE A

L11
STA. 202+09 28.7' RT
FIXTURE TYPE A

REMOVE EXISTING POLE AND LUMINAIRE

REMOVE EXISTING LUMINAIRE

UTILITY RISER POLE (SEE NOTES 3 & 4)

PROPOSED HIGHWAY LIGHTING CONTROL CABINET
STA. 116+16, 26.6' RT.

L1
STA. 116+42, 24.5' RT
FIXTURE TYPE A

REMOVE EXISTING POLE AND LUMINAIRE

L2
STA. 117+55, 25.7' RT
FIXTURE TYPE A

L3
STA. 117+81, 48.8' RT
FIXTURE TYPE A

REMOVE EXISTING LUMINAIRE

L4
STA. 303+85, 31.6' LT
FIXTURE TYPE A

REMOVE EXISTING LUMINAIRE

L10
STA. 52+77, 20.9' RT
FIXTURE TYPE A

L9
STA. 51+86, 38.8' LT
FIXTURE TYPE A

L8
STA. 51+79, 3.3' RT
FIXTURE TYPE A

L7
STA. 50+77, 3.7' RT
FIXTURE TYPE A

L6
STA. 303+47, 24.6' RT
FIXTURE TYPE A

REMOVE EXISTING POLE AND LUMINAIRE

L5
STA. 302+46, 25.6' RT
FIXTURE TYPE A

PLAN

25 0 25 50
Scale of Feet

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02368900

WIN 023689.00

HIGHWAY PLANS

STATE OF MAINE · THOMAS J. LEGER · No. 18725 · REGISTERED PROFESSIONAL ENGINEER

SIGNATURE

P.E. NUMBER 18725

DATE 01/02/2025

PROJ. MANAGER	L. ROWE
DESIGN-DETAILED	W. LAVALLEE
CHECKED-REVIEWED	T. LEGER
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

DATE	BY
01\25	W. LAVALLEE
01\25	L. DRISCOLL

NEWPORT
RTE 2\RTE 7\RTE 11

LIGHTING PLAN 1

SHEET NUMBER
28
28 OF 154

Date:1/2/2025
Username:
Division:
Filename: 002_LightingPlan1.dgn

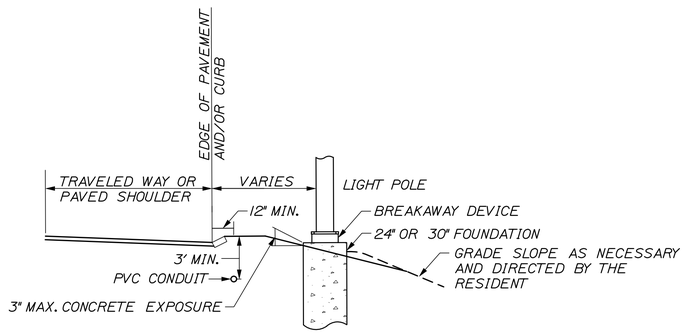
LUMINAIRE SCHEDULE									
SYMBOL	LABEL	QUANTITY	MANUFACTURER	CATALOG NUMBER	DESCRIPTION	NUMBER LAMPS	FILENAME	LUMENS PER LAMP	LIGHT LOSS FACTOR	WATTAGE
●☼	A	21	AMERICAN ELECTRIC LIGHTING	ATB0 P205 MVOLT R3 4K UMR-GALV NR A0	Autobahn Small P205 Package Roadway Type III 4000K	1	ATB0_P205_R3_4K.ies	14130	0.85	102

LIGHTING POLE LOCATIONS		
POLE NO.	STATION, OFFSET	LUMINAIRE HEIGHT
L1	116+42, 24.5' RT.	30'
L2	117+55, 25.7' RT.	30'
L3	117+81, 48.8' RT.	30'
L4	303+85, 31.6' LT.	30'
L5	302+46, 25.6' RT.	30'
L6	303+47, 24.6' RT.	30'
L7	50+77, 3.7' RT.	30'
L8	51+79, 3.3' RT.	30'
L9	51+86, 38.8' LT.	30'
L10	52+77, 20.9' RT.	30'
L11	202+09, 28.7' RT.	30'
L12	203+19, 63.8' RT.	30'
L13	405+68, 40.2' LT.	30'
L14	404+74, 25.8' LT.	30'
L15	403+58, 25.9' LT.	30'
L16	403+79, 31.3' RT.	30'
L17	404+91, 44.4' RT.	30'
L18	405+84, 39.5' RT.	30'
L19	5+12+94, 24.5' LT.	30'
L20	117+54, 39.3' LT.	30'
L21	116+67, 32.2' LT.	30'

CONDUIT AND WIRE SCHEDULE								
FROM	TO	CONDUIT LENGTH (ft)	APPLICATION	CONDUIT	CIRCUIT NO.	CIRCUITS	GROUND	NOTES
UTILITY RISER	LIGHTING CONTROLLER CABINET	50	SERVICE	4" RGS	-	3 - #2 AWG	1 - #8 AWG	
LIGHTING CONTROLLER CABINET	L1	30	LIGHTING CIRCUIT 1	2" PVC SCH. 80	LC-1	2 - #8 AWG	1 - #8 AWG	
L1	L2	115	LIGHTING CIRCUIT 1	2" PVC SCH. 80	LC-1	2 - #8 AWG	1 - #8 AWG	
L2	L3	30	LIGHTING CIRCUIT 1	2" PVC SCH. 80	LC-1	2 - #8 AWG	1 - #8 AWG	
L3	L4	90	LIGHTING CIRCUIT 1	2" PVC SCH. 80	LC-1	2 - #8 AWG	1 - #8 AWG	
L4	L6	70	LIGHTING CIRCUIT 1	2" PVC SCH. 80	LC-1	2 - #8 AWG	1 - #8 AWG	UNDER PAVEMENT CONDUIT (70')
L5	L6	100	LIGHTING CIRCUIT 1	2" PVC SCH. 80	LC-1	2 - #8 AWG	1 - #8 AWG	
L6	L7	95	LIGHTING CIRCUIT 1	2" PVC SCH. 80	LC-1	2 - #8 AWG	1 - #8 AWG	UNDER PAVEMENT CONDUIT (45')
L7	L8	105	LIGHTING CIRCUIT 1	2" PVC SCH. 80	LC-1	2 - #8 AWG	1 - #8 AWG	
L8	L9	40	LIGHTING CIRCUIT 1	2" PVC SCH. 80	LC-1	2 - #8 AWG	1 - #8 AWG	UNDER PAVEMENT CONDUIT (40')
L8	L10	100	LIGHTING CIRCUIT 1	2" PVC SCH. 80	LC-1	2 - #8 AWG	1 - #8 AWG	
LIGHTING CONTROLLER CABINET	L21	80	LIGHTING CIRCUIT 2	2" PVC SCH. 80	LC-2	2 - #8 AWG	1 - #8 AWG	UNDER PAVEMENT CONDUIT (80')
L21	L20	85	LIGHTING CIRCUIT 2	2" PVC SCH. 80	LC-2	2 - #8 AWG	1 - #8 AWG	UNDER PAVEMENT CONDUIT (40')
L20	L19	90	LIGHTING CIRCUIT 2	2" PVC SCH. 80	LC-2	2 - #8 AWG	1 - #8 AWG	
L19	L18	85	LIGHTING CIRCUIT 2	2" PVC SCH. 80	LC-2	2 - #8 AWG	1 - #8 AWG	
L18	L17	95	LIGHTING CIRCUIT 2	2" PVC SCH. 80	LC-2	2 - #8 AWG	1 - #8 AWG	UNDER PAVEMENT CONDUIT (50')
L17	L16	105	LIGHTING CIRCUIT 2	2" PVC SCH. 80	LC-2	2 - #8 AWG	1 - #8 AWG	UNDER PAVEMENT CONDUIT (40')
L16	L15	65	LIGHTING CIRCUIT 2	2" PVC SCH. 80	LC-2	2 - #8 AWG	1 - #8 AWG	UNDER PAVEMENT CONDUIT (60')
L15	L14	120	LIGHTING CIRCUIT 2	2" PVC SCH. 80	LC-2	2 - #8 AWG	1 - #8 AWG	
L14	L13	95	LIGHTING CIRCUIT 2	2" PVC SCH. 80	LC-2	2 - #8 AWG	1 - #8 AWG	
L13	L12	75	LIGHTING CIRCUIT 2	2" PVC SCH. 80	LC-2	2 - #8 AWG	1 - #8 AWG	
L12	L11	105	LIGHTING CIRCUIT 2	2" PVC SCH. 80	LC-2	2 - #8 AWG	1 - #8 AWG	
LIGHTING CONTROLLER CABINET	JB-1 (RRFB 1)	375	RRFB CIRCUIT	2" PVC SCH. 80	RRFB-1	2 - #8 AWG	1 - #8 AWG	POWER FOR RRFB 1, SHARES CONDUIT WITH LC-2
JB-1 (RRFB 1)	JB-2 (RRFB 2)	30	RRFB CIRCUIT	2" PVC SCH. 80	RRFB-1	2 - #8 AWG	1 - #8 AWG	POWER FOR RRFB 2, UNDER PAVEMENT CONDUIT (30')
JB-2 (RRFB 2)	JB-3 (RRFB 3)	15	RRFB CIRCUIT	2" PVC SCH. 80	RRFB-1	2 - #8 AWG	1 - #8 AWG	POWER FOR RRFB 3, UNDER PAVEMENT CONDUIT (15')
JB-3 (RRFB 3)	JB-4 (RRFB 4)	30	RRFB CIRCUIT	2" PVC SCH. 80	RRFB-1	2 - #8 AWG	1 - #8 AWG	POWER FOR RRFB 4, UNDER PAVEMENT CONDUIT (30')

CONDUIT NOTES:

1. STATION AND OFFSET REFERENCES IN CONDUIT TABLES ARE FROM MEDIAN BASELINE UNLESS NOTED.
2. JUNCTION BOX LOCATIONS SHOWN ON PLANS ARE APPROXIMATE. THEY ARE INTENDED TO BE USED AS WIRING PULL ACCESS BOXES. LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE PROJECT RESIDENT.
3. ALL CONDUIT LISTED IN TABLES IS INTENDED TO BE NON-METALLIC UNLESS OTHERWISE NOTED.
4. CIRCUIT FOR RRFB SHALL NOT TO BE CONNECTED TO PHOTOCELL CONTROL IN LIGHTING CONTROL CABINET.
5. ALL MEASUREMENTS ON THIS SHEET ARE APPROXIMATE.



TYPICAL SECTION - PLACEMENT OF POLES

STATISTICS						
DESCRIPTION	SYMBOL	AVG	MAX	MIN	MAX/MIN	AVG/MIN
HORIZONTAL ILLUMINANCE	+	2.12 fc	3.5 fc	0.7 fc	5.00:1	3.03:1
VERTICAL ILLUMINANCE (NB)	+	2.90 fc	3.0 fc	2.7 fc	1.11:1	1.07:1
VERTICAL ILLUMINANCE (SB)	+	2.73 fc	2.9 fc	2.5 fc	1.16:1	1.09:1

NOTE:
STATISTICS LISTED ARE FOR CONFLICT ANALYSIS AREAS SHOWN ON THE PHOTOMETRIC GRID ON THE LIGHTING PLANS. SUBSTITUTION OF FIXTURES OTHER THAN THOSE LISTED IN THE LIGHTING SCHEDULE MUST PRODUCE ILLUMINATION LEVELS AND DISTRIBUTIONS RESULTING IN COMPARABLE STATISTICS FOR THOSE ANALYSIS AREAS.

Username:
Division:
Filename: 003_Lighting Conduit Schedules.dgn
Date:1/2/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02368900

WIN
023689.00

HIGHWAY PLANS

STATE OF MAINE · THOMAS J. LEGER · No. 18725 · REGISTERED PROFESSIONAL ENGINEER

Thomas Leger
SIGNATURE
18725
P.E. NUMBER
01/02/2025
DATE

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	W. LAVALLEE	W. LAVALLEE	01\25
CHECKED-REVIEWED	T. LEGER	L. DRISCOLL	01\25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

NEWPORT
RTE 2\RTE 7\RTE 11

LIGHTING NOTES

SHEET NUMBER
29
29 OF 154

HNTB

Filename: 004_SigningPlan1.dgn Division: Username: Date:1/2/2025

LOVLEY PROPERTIES, LLC
PITA APARTMENTS, LLC

LOVLE

R4-7, OMI-1
STA 100+76, 2.3' LT

R4-21r
STA 102+15, 34.0' LT

RIGHT TURN ONLY

P.I.

TO PALMYRA

100+00 101+00 102+00

RETAIN

STOP

R4-7, OMI-1
STA 101+97, 1.0' RT

NOTE:
PROPOSED DRAINAGE SHOWN IN GRAYSCALE FOR CLARITY

PLAN

25 0 25 50
Scale of Feet

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02368900

WIN
023689.00

HIGHWAY PLANS

STATE OF MAINE
LORI Z. DRISCOLL
No. 8644
LICENSED PROFESSIONAL ENGINEER

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	P. BROWN	P. BROWN	01\25
CHECKED-REVIEWED	A. SWEET	L. DRISCOLL	01\25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

NEWPORT
RTE 2\RTE 7\RTE 11

SIGNING PLAN 1

SHEET NUMBER

30

30 OF 154

Filename: 005_SigningPlan2.dgn Division: Username: Date:1/2/2025

LOVLEY PROPERTIES, LLC

P.L.

LOVLEY PROPERTIES, LLC
PITA APARTMENTS, LLC

P.L.

R4-7, OMI-1
STA 103+48, 1.0' RT

REMOVE

Palmyra 4
Skowhegan 27
RETAIN

20085 8" PCP SEWER 214.80

103+00 104+00 105+00 106+00 107+00 108+00 109+00

OBDS - RETAIN

CENTER LANE ONLY

R3-9b
STA 104+40, 30.0' RT

LOVLEY'S MOTEL, INC.

R/W TO OTHERS

WATER LINE EASE. 30' WIDE

JCT 11 11 100
RETAIN

Penobscot COUNTY LINE TOWN LINE ENTERING Newport
RETAIN

LOVLEY'S MOTEL, INC.

P.L.

PLAN

25 0 25 50
Scale of Feet

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02368900

WIN
023689.00

HIGHWAY PLANS

STATE OF MAINE
LORI Z. DRISCOLL
No. 8644
LICENSED PROFESSIONAL ENGINEER

	SIGNATURE	P.E. NUMBER	DATE

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	P. BROWN	P. BROWN	01\25
CHECKED-REVIEWED	A. SWEET	L. DRISCOLL	01\25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

NEWPORT
RTE 2\RTE 7\RTE 11

SIGNING PLAN 2

SHEET NUMBER

31

31 OF 154

Filename: 006_SigningPlan3.dgn
Division:
Username:
Date:1/2/2025

GS #2 (SEE GUIDE SIGN DETAILS SHEET FOR DETAILS)

EAST 2 SOUTH NORTH 7 100
NORTH 7 11

R4-7a
STA 111+32, 41.4' LT

JOHN C. BAKER

LOVLEY PROPERTIES, LLC

DARLING'S

R4-2lr
STA 116+02, 36.0' LT

R4-7, OMI-l
STA 116+13, 0.9' LT

R3-9b
STA 116+00, 26.7' LT

RETAIN

REMOVE

RETAIN

30' WIDE WATER LINE EASE.

110+00 111+00 112+00 113+00 114+00 115+00 116+00

ROUTE 2
MAIN STREET

OBDS
(RETAIN)

IRVING OIL TERMINALS INC.
F/K/A COBALT PROPERTIES LLC
W2-6
STA 112+10, 26.5' RT

M4-5, MI-l(95), M6-IP
STA. 112+90, 26.5' RT.

DEMOUNT AND
REINSTALL GUIDE SIGN
STA. 112+90, 26.5' RT.

R5-la, W3-l
MOUNTED BACK TO BACK
STA 22+00, 18.4' LT

R6-IL
STA 21+63,
13.8' LT

23+00

22+00

21+00

REMOVE

COSTAIN FAMILY LLC
GS 2
STA 115+56, 29.0' RT

R5-la
STA 22+00,
14.0' RT

R3-l
STA 21+72,
14.0' RT

R6-IR
STA 21+05,
13.8' RT

BANKS ROAD

C.O.A.

PLAN
25 0 25 50
Scale of Feet

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
02368900
WIN 023689.00
HIGHWAY PLANS

STATE OF MAINE LORI Z. DRISCOLL No. 12644 LICENSED PROFESSIONAL ENGINEER

P.E. NUMBER
SIGNATURE
DATE

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	P. BROWN	01\25	P. BROWN
CHECKED-REVIEWED	A. SWEET	01\25	L. DRISCOLL
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

NEWPORT
RTE 2\RTE 7\RTE 11

SIGNING PLAN 3

SHEET NUMBER
32
32 OF 154

Username:
Division:
Date:1/2/2025
Filename: 007_SigningPlan4.dgn

R4-7, OMI-I
STA 403+42,
2.0' RT

R3-9b
STA 403+35, 25.5' LT

M4-5, MI-I(95), M6-3
STA 404+00, 41.0' RT

RI-I
POLE
MOUNTED

R4-7
STA 404+90,
54.8' RT

RI-I, R4-2Ir
STA 405+25, 41.9' RT

REMOVE

REMOVE

NOTE:

ALL OVERHEAD SIGNS AT ROUTE 7, ROUTE 100, ROUTE 2 INTERSECTION (SHOWN BELOW) ON SIGNAL SPAN WIRE FROM STATION 305+04, 44.7' RT. TO STATION 118+47, 24.9' LT. SHALL BE REMOVED. REMOVAL SHALL BE INCIDENTAL TO TRAFFIC SIGNAL SYSTEM REMOVAL.

X2

RI0-3eL
MOUNTED ABOVE PUSH BUTTON ON RECTANGULAR RAPID FLASHING BEACON ASSEMBLY

HANNAFORD BROS. CO., LLC

WII-2, WI6-7P
MOUNTED ON RECTANGULAR RAPID FLASHING BEACON ASSEMBLY
STA. 405+37, 31.2' RT

REMOVE

DS-1
STA 406+04, 7.7' LT

Dexter
Moosehead
Lake Region

RI-2, R6-5P
STA 406+04, 11.0' RT
ON POST
STA 405+88, 39.5' RT
LIGHT POLE
MOUNTED

MOOSEHEAD TRAIL
ROUTE 11

HAMMER DOWN EXPRESS INC.

WII-2, WI6-7P
MOUNTED ON RRFB ASSEMBLY
STA 405+26, 1.0' LT
STA 405+36, 5.1' RT

RI0-3eR
MOUNTED ABOVE
PUSH BUTTON ON
RRFB ASSEMBLY

RI0-3eL
MOUNTED ABOVE
PUSH BUTTON ON
RRFB ASSEMBLY

WII-2, WI6-7P
MOUNTED ON RECTANGULAR
RRFB ASSEMBLY
STA. 405+26, 28.5' LT

R6-IR, R6-4a
STA 513+32,
20.0' RT
STA 510+46,
20.0' RT

DS-2
STA 117+86, 21.5' LT

Skowhegan
Sugarloaf

RI-2, R6-5P
STA 117+84,
0.5' RT

513+00

406+00

HAMMER DOWN
EXPRESS, INC.

WI2-I
STA 203+29,
29.2' RT

REMOVE

RI-2
STA 203+58, 85.3' RT
STA 203+94, 60.4' RT

REMOVE

REMOVE

(REMOVE)
Skowhegan
Pittsfield

REMOVE

204+64

512+86

HAMMER DOWN EXPRESS INC.

R4-7, OMI-I
STA 202+86, 1.0' LT

W3-2
STA 201+81,
24.6' RT

W2-6
APPROX. STA
199+50, 27.0' RT

118+00

117+00

REMOVE

512+00

204+00

REMOVE

REMOVE

RETAIN

ROUTE 2
MAIN STREET

203+00

202+00

201+00

200+00

Pittsfield

REMOVE

RI-2, R6-5P
STA 117+80,
31.2' RT

DS-3
STA 304+98,
7.4' LT

R6-IR, R6-4a
STA 511+60, 20.0' RT
STA 511+99, 20.0' RT

305+00

511+00

REMOVE

REMOVE

R4-7, OMI-I
STA 303+32,
0.6' LT

52+00

304+00

51+00

KWONG ON YAU
WAI FUN CHAN
KWONG YUI YAU

ONE WAY

REMOVE

RI-2
STA 52+40, 20.0' LT
STA 52+48, 5.6' RT

RI-2, R6-5P
STA 203+82, 11.5' RT
STA 203+67, 40.8' RT

RETAIN

RETAIN

RETAIN

RETAIN

RETAIN

RETAIN

50+00

303+00

R4-2Ir
STA 50+27,
3.0' RT

WI2-I
STA 50+93.7,
20.0' LT

RI-2, R6-5P
STA 305+00, 4.6' RT
STA 304+96, 35.9' RT

DS-4
STA 203+81, 0.7' LT

Downtown
Newport

PLAN

25 0 25 50

Scale of Feet

GOODWIN O. GILMAN

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02368900

WIN
023689.00

HIGHWAY PLANS

STATE OF MAINE
LORI Z. DRISCOLL
No. 8644
PROFESSIONAL ENGINEER

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	P. BROWN	REVISIONS 1	
CHECKED-REVIEWED	A. SWEET	REVISIONS 2	
DESIGN2-DETAILED2		REVISIONS 3	
DESIGN3-DETAILED3		REVISIONS 4	
		FIELD CHANGES	

BY	DATE
P. BROWN	01\25
L. DRISCOLL	01\25

NEWPORT
RTE 2\RTE 7\RTE 11

SIGNING PLAN 4

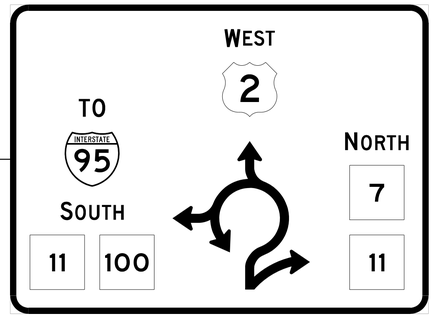
SHEET NUMBER

33

33 OF 154

Filename: 008_SigningPlan5.dgn Division: Username: Date:1/2/2025

GS #4 (SEE GUIDE SIGN DETAILS SHEET FOR DETAILS)



W2-6
APPROX. STA
199+50, 27.0' RT

COUNTY PLAZA HOLDINGS, LLC

RETAIN

RETAIN

REMOVE
TO JCT
INTERSTATE 95 11

ROUTE 2
MAIN STREET

200+
199+00
198+00
197+00
196+39

RETAIN

RETAIN

RETAIN

STOP

PLAN

25 0 25 50
Scale of Feet

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02368900

WIN
023689.00

HIGHWAY PLANS

STATE OF MAINE
LORI Z. DRISCOLL
No. 8644
LICENSED PROFESSIONAL ENGINEER

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	P. BROWN	01\25
CHECKED-REVIEWED	A. SWEET	01\25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

NEWPORT
RTE 2\RTE 7\RTE 11

SIGNING PLAN 5

SHEET NUMBER

34

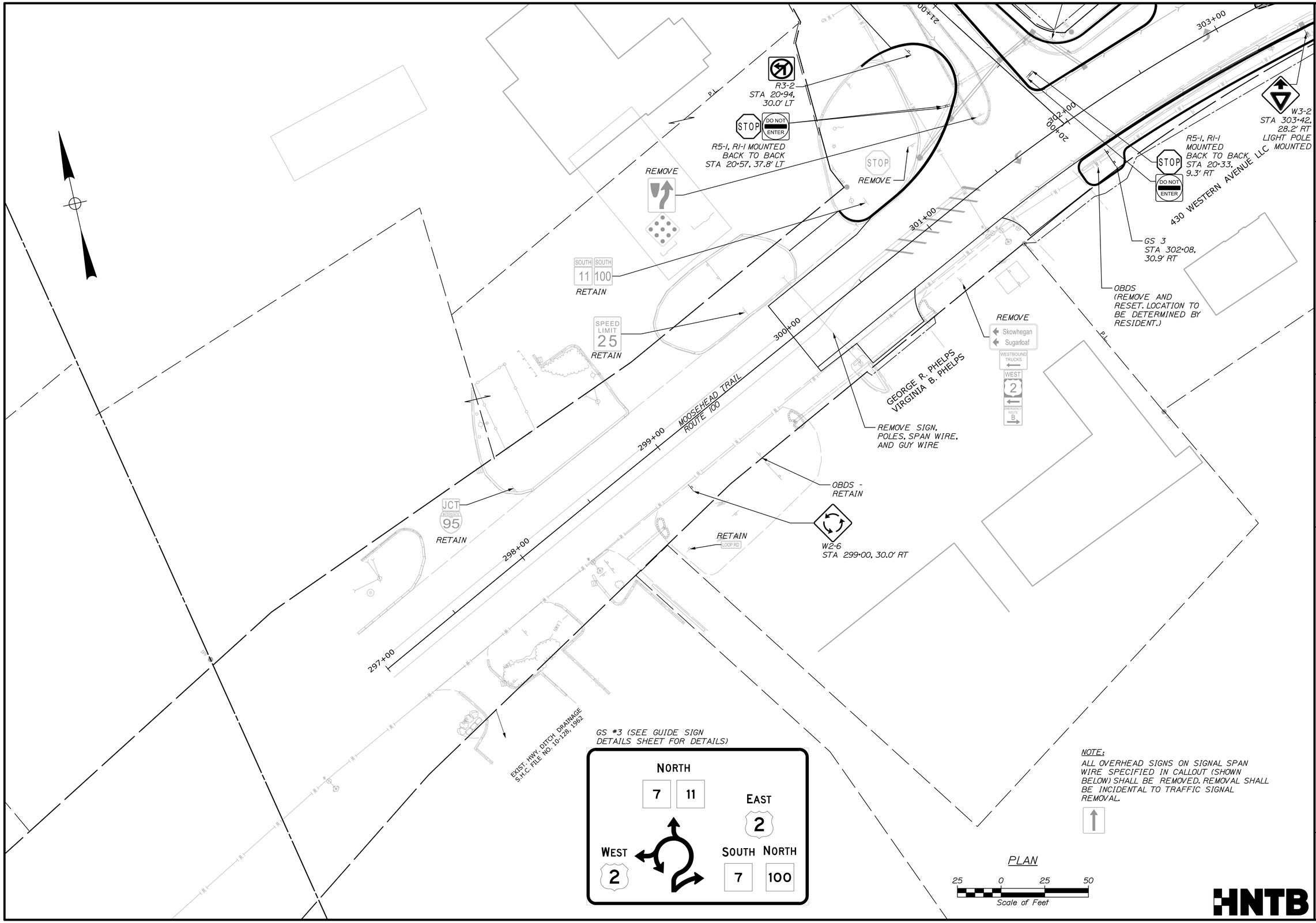
34 OF 154

Username:

Division:

Date:1/2/2025

Filename: 009_SigningPlan6.dgn



NOTE:
ALL OVERHEAD SIGNS ON SIGNAL SPAN WIRE SPECIFIED IN CALLOUT (SHOWN BELOW) SHALL BE REMOVED. REMOVAL SHALL BE INCIDENTAL TO TRAFFIC SIGNAL REMOVAL.

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02368900

WIN 023689.00

HIGHWAY PLANS

STATE OF MAINE · LORI Z. DRISCOLL · No. 8644 · LICENSED PROFESSIONAL ENGINEER

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	P. BROWN	P. BROWN	01\25
CHECKED-REVIEWED	A. SWEET	L. DRISCOLL	01\25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

NEWPORT
RTE 2\RTE 7\RTE 11

SIGNING PLAN 6

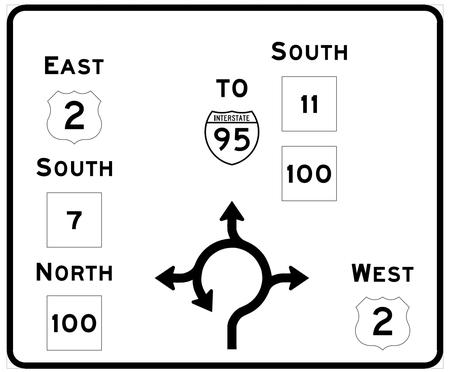
SHEET NUMBER

35

35 OF 154

Filename: 010_SigningPlan7.dgn Username: Division: Date:1/2/2025

GS #1 (SEE GUIDE SIGN DETAILS SHEET FOR DETAILS)



NOTE:
ALL OVERHEAD SIGNS ON SIGNAL SPAN WIRE SPECIFIED IN CALLOUT (SHOWN BELOW) SHALL BE REMOVED. REMOVAL SHALL BE INCIDENTAL TO TRAFFIC SIGNAL REMOVAL.

W2-6
APPROX. STA 400+00, 32.0' RT

OBDS - RETAIN

400+00

RETAIN
LUNT RD
STOP

N MAIN ST

KING RD
RETAIN

401+00

JUNCTION
2 100
RETAIN

OBDS
(REMOVE AND RESET. LOCATION TO BE DETERMINED BY RESIDENT.)

TRINITY HOLDINGS, LLC

EASE. LIMIT

EXIST. SLOPE

402+00

REMOVE SIGNS, POLES, SPAN WIRE, AND GUY WIRE

GS 1
STA 402+50, 37.5' RT

NORTH 7 NORTH 11
RETAIN

REMOVE

STOP
RETAIN

R4-7, OM1-1
STA 403+42, 2.0' RT

403+00

R3-9b
STA 403+35, 25.5' LT
CENTER LANE ONLY

PLAN

25 0 25 50
Scale of Feet

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02368900

WIN
023689.00

HIGHWAY PLANS

STATE OF MAINE
LORI Z. DRISCOLL
No. 8644
LICENSED PROFESSIONAL ENGINEER

	SIGNATURE	P.E. NUMBER	DATE

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	P. BROWN	BY	DATE
CHECKED-REVIEWED	A. SWEET	P. BROWN	01\25
DESIGN2-DETAILED2		L. DRISCOLL	01\25
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

NEWPORT
RTE 2\RTE 7\RTE 11

SIGNING PLAN 7

SHEET NUMBER
36

PROPOSED SIGN SUMMARY

ITEM NUMBER	IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	TEXT DIMENSIONS (INCHES) LETTER HEIGHT	TEXT DIMENSIONS (INCHES) VERTICAL SPACING	TEXT DIMENSIONS (INCHES) ARROW RTE. MKR.	NUMBER OF SIGNS REQUIRED	COLOR BACKGROUND	COLOR LEGEND BORDER	TOTAL AREA IN SQUARE FEET	POST
645.292	OMI-1	18"	18"		TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			7	COLORS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"		2.25 (15.75)	MOUNT UNDER R4-7
645.292	RI-1	30"	30"	STOP				1 3			6.25 (25.00)	MOUNT ON LIGHT POLE 4"X4" WOOD POST
645.292	RI-2	36"	36"	YIELD				4 8			4.50 (54.00)	U-CHANNEL 4"X6" WOOD POST
645.292	R3-1	24"	24"					1			7.50 (7.50)	4"X4" WOOD POST
645.292	R3-2	24"	24"					1			7.50 (7.50)	4"X4" WOOD POST
645.292	R3-9b	24"	36"	CENTER LANE ONLY				3			6.00 (18.00)	4"X4" WOOD POST
645.292	R4-7	24"	30"					7 1			5.00 (40.00)	4"X4" WOOD POST U-CHANNEL
645.292	R4-7a (RIGHT)	24"	30"	KEEP RIGHT				1			5.00 (5.00)	U-CHANNEL
645.292	R4-21 (RIGHT)	30"	36"	RIGHT TURN ONLY				1 3			7.50 (37.50)	MOUNT UNDER RI-1 4"X4" WOOD POST
645.292	R5-1	30"	30"	DO NOT ENTER				1 1			6.25 (12.50)	MOUNT ON LIGHT POLE MOUNT WITH RI-1
645.292	R5-1a	36"	24"	WRONG WAY				1 1			6.00 (12.00)	4"X4" WOOD POST MOUNT WITH W3-1
645.292	R6-1L	36"	12"	ONE WAY				1			3.00 (3.00)	U-CHANNEL
645.292	R6-1R	36"	12"	ONE WAY				1 4			3.00 (15.00)	U-CHANNEL MOUNT OVER R6-4a
645.292	M6-1P	21"	15"					1			2.19 (2.19)	MOUNT BELOW M4-5

PROPOSED SIGN SUMMARY

ITEM NUMBER	IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	TEXT DIMENSIONS (INCHES) LETTER HEIGHT	TEXT DIMENSIONS (INCHES) VERTICAL SPACING	TEXT DIMENSIONS (INCHES) ARROW RTE. MKR.	NUMBER OF SIGNS REQUIRED	COLOR BACKGROUND	COLOR LEGEND BORDER	TOTAL AREA IN SQUARE FEET	POST
645.292	R6-4a	48"	24"		TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			4	COLORS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"		8.00 (32.00)	4"X6" WOOD POST
645.292	R6-5P	30"	30"					8			6.25 (50.00)	MOUNT UNDER RI-2
643.62	RI0-3eL	9"	15"					2			0.94 (1.88)	MOUNT ON RRFB
643.62	RI0-3eR	9"	15"					2			0.94 (1.88)	MOUNT ON RRFB
645.292	W2-6	30"	30"					4			6.25 (25.00)	WOOD POST
645.292	W3-1	30"	30"					1			6.25 (6.25)	4"X4" WOOD POST
645.292	W3-2	30"	30"					2			6.25 (12.50)	MOUNT ON LIGHT POLE
643.62	WII-2	30"	30"					4			6.25 (25.00)	MOUNT ON RRFB
645.292	WI2-1	30"	30"					2			6.25 (12.50)	4"X4" WOOD POST
643.62	WI6-7PL	24"	12"					2			2.00 (4.00)	MOUNT ON RRFB
643.62	WI6-7PR	24"	12"					2			2.00 (4.00)	MOUNT ON RRFB
645.292	MI-1(95)	24"	24"	INTERSTATE 95				2			4.00 (8.00)	MOUNT BELOW M4-5
645.292	M6-3P	21"	15"					1			2.19 (2.19)	MOUNT BELOW M4-5
645.292	M4-5P	24"	12"	TO				2			2.00 (4.00)	4"X4" WOOD POST

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02368900

WIN 023689.00

HIGHWAY PLANS

STATE OF MAINE LORI Z. DRISCOLL No. 8604 LICENSED PROFESSIONAL ENGINEER

SIGNATURE | P.E. NUMBER | DATE

PROJ. MANAGER	L. ROWE
DESIGN-DETAILED	P. BROWN
CHECKED-REVIEWED	A. SWEET
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	

BY	DATE
P. BROWN	01\25
L. DRISCOLL	01\25

REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

NEWPORT
RTE 2\RTE 7\RTE 11

PROPOSED SIGN SUMMARY

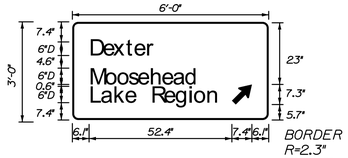
SHEET NUMBER
37
37 OF 154

Filename: 011_SignSummary1.dgn Username: Division: Date:1/2/2025

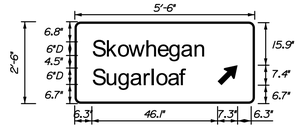
Filename: 012_SignSummary2.dgn Division: Username: Date:1/2/2025

GUIDE SIGN SUMMARY

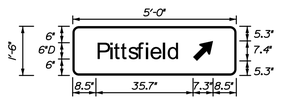
ITEM NUMBER	IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	NUMBER AND TYPE OF POSTS	POST SIZE	HEIGHT OF POST LEFT (FEET)	HEIGHT OF POST CENTER (FEET)	HEIGHT OF POST RIGHT (FEET)	FOUNDATION SIZE	BREAKAWAY DEVICE
645.251	GS-1	132"	114"	EAST 2 TO 95 SOUTH 11 100 SOUTH 7 NORTH 100 WEST 2	2 STEEL	W 8x18	18.5	N/A	18.5	2'-0" DIAMETER CONCRETE (PER STD DETAIL 645(06))	2 ON EACH POLE
645.251	GS-2	96"	138"	EAST 2 SOUTH 7 NORTH 100 NORTH 7 11	2 STEEL	W 8x18	19.5	N/A	19.5	2'-0" DIAMETER CONCRETE (PER STD DETAIL 645(06))	2 ON EACH POLE
645.251	GS-3	138"	108"	NORTH 7 11 EAST 2 WEST 2 SOUTH 7 NORTH 100	2 STEEL	W 8x18	16.5	N/A	16.5	2'-0" DIAMETER CONCRETE (PER STD DETAIL 645(06))	2 ON EACH POLE
645.251	GS-4	132"	102"	WEST 2 TO SOUTH 11 100 NORTH 7 11	2 STEEL	W 8x18	16.5	N/A	16.5	2'-0" DIAMETER CONCRETE (PER STD DETAIL 645(06))	2 ON EACH POLE



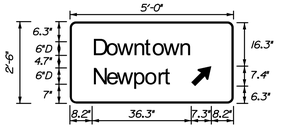
DIRECTIONAL SIGN #1
STA. 406+04, 7.7' LT
TYPE II SIGN



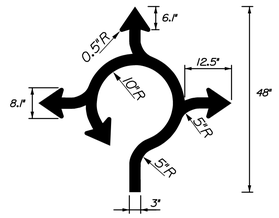
DIRECTIONAL SIGN #2
STA. 117+86, 21.5' LT
TYPE II SIGN



DIRECTIONAL SIGN #3
STA. 304+98, 7.4' LT
TYPE II SIGN



DIRECTIONAL SIGN #4
STA. 203+81, 0.7' LT
TYPE II SIGN



TYPICAL ROUNDABOUT ARROW DETAIL

DIRECTIONAL SIGN SUMMARY

ITEM NUMBER	IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	NUMBER AND TYPE OF POSTS	POST SIZE	HEIGHT OF POST LEFT (FEET)	HEIGHT OF POST RIGHT (FEET)
645.291	DS-1	72"	36"	Dexter Moosehead Lake Region	2 WOOD	4"x6"	11.5	11.5
645.291	DS-2	66"	30"	Skowhegan Sugarloaf	2 WOOD	4"x4"	10.5	10.5
645.291	DS-3	60"	18"	Pittsfield	2 WOOD	4"x4"	9.5	9.5
645.291	DS-4	60"	30"	Downtown Newport	2 WOOD	4"x4"	10.5	10.5

SIGN SUMMARY NOTES:

1. PROPOSED SIGN LOCATIONS ARE APPROXIMATE. THE FINAL LOCATION OF THE SIGNS SHALL BE FIELD LOCATED AND APPROVED BY THE RESIDENT.
2. SIGN ASSEMBLY POST AND FOUNDATION SIZING SHALL UTILIZE POST SIZING TABLE FROM STANDARD DETAIL 645(06). POSTS SHALL BE INSTALLED WITH A BREAKAWAY DEVICE.

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02368900

WIN 023689.00

HIGHWAY PLANS

STATE OF MAINE LORI Z. DRISCOLL No. 8264 REGISTERED PROFESSIONAL ENGINEER

SIGNATURE | P.E. NUMBER | DATE

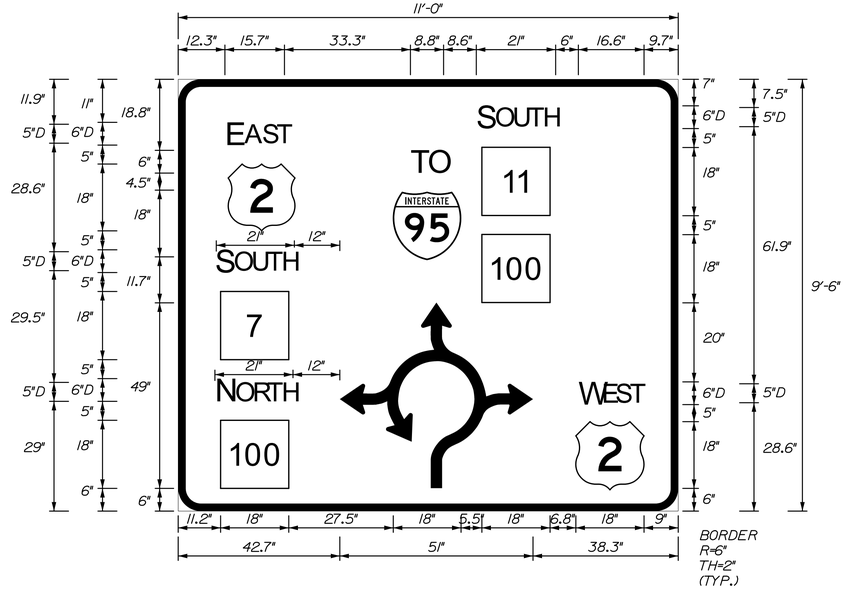
	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	P. BROWN	01\25
CHECKED-REVIEWED	A. SWEET	01\25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

NEWPORT
RTE 2\RTE 7\RTE 11

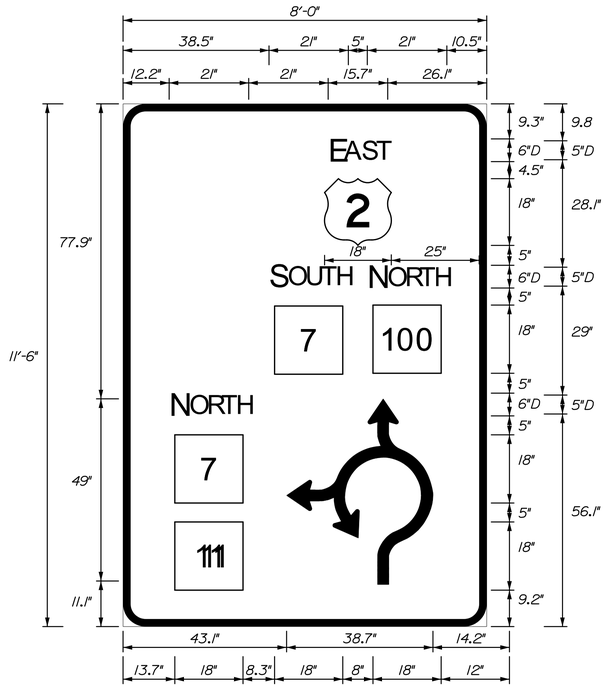
PROPOSED SIGN SUMMARY

SHEET NUMBER

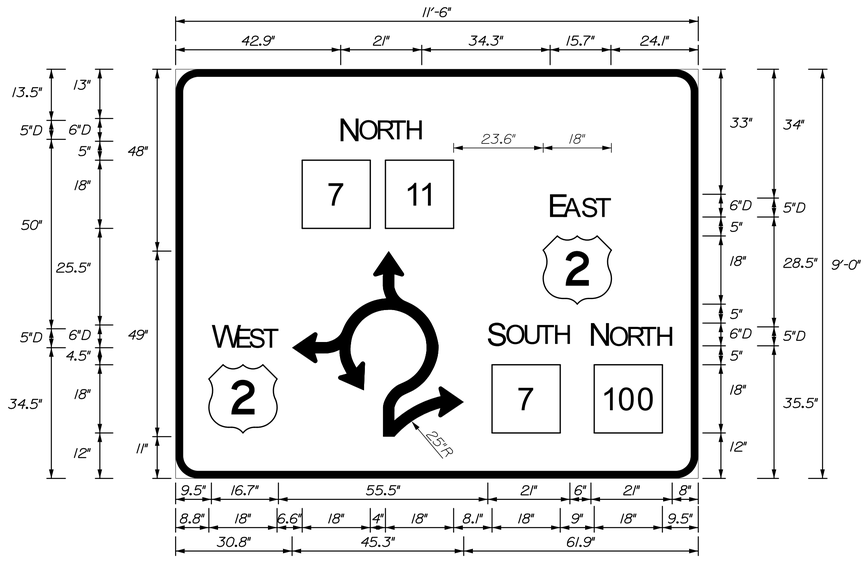
38



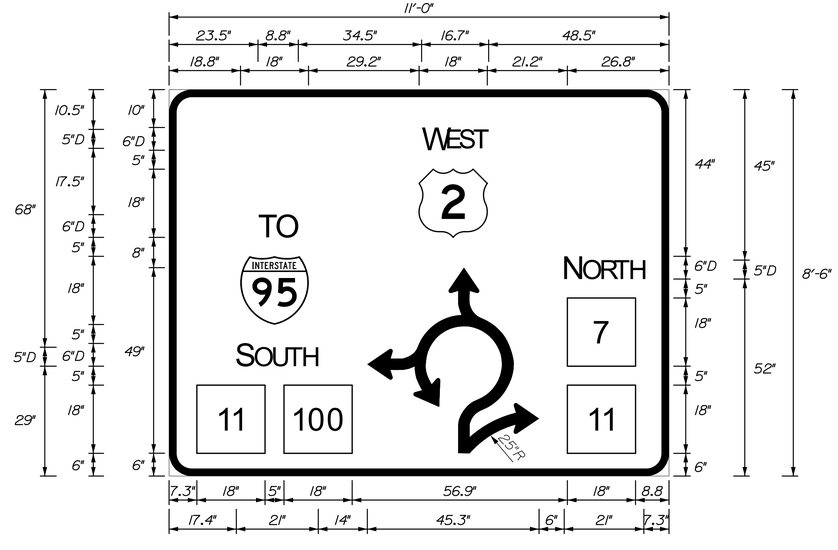
GUIDE SIGN #1
STA. 402+50, 37.5' RT
TYPE I SIGN



GUIDE SIGN #2
STA. 115+56, 29.0' RT
TYPE I SIGN



GUIDE SIGN #3
STA. 302+08, 30.9' RT
TYPE I SIGN



GUIDE SIGN #4
STA. 197+15, 29.5' RT
TYPE I SIGN

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02368900

WIN 023689.00

HIGHWAY PLANS

LORI Z. DRISCOLL
No. 8644
STATE OF MAINE
LICENSED PROFESSIONAL ENGINEER

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	P. BROWN	REVISIONS 1	
CHECKED-REVIEWED	A. SWEET	REVISIONS 2	
DESIGN2-DETAILED2		REVISIONS 3	
DESIGN3-DETAILED3		REVISIONS 4	
		FIELD CHANGES	

BY	DATE
P. BROWN	01\25
L. DRISCOLL	01\25

NEWPORT
RTE 2\RTE 7\RTE 11

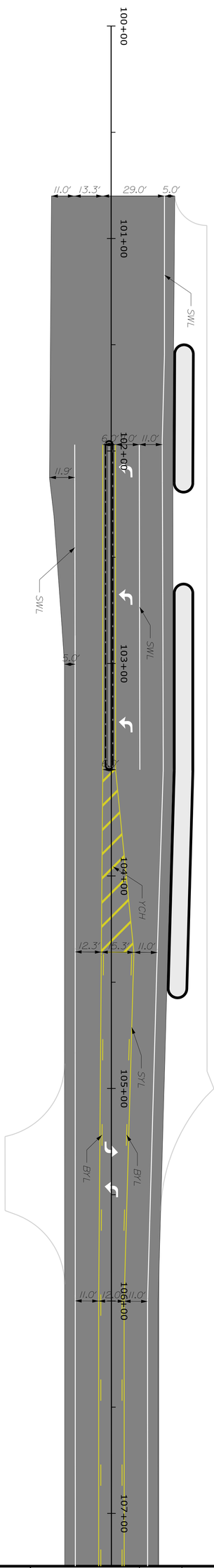
GUIDE SIGN DETAILS

SHEET NUMBER

39

39 OF 154

Filename: 013_SignSummary_Guide Sign.dgn Division: Username: Date:1/2/2025



LEGEND

SWL : SOLID WHITE LINE
BWL : BROKEN WHITE LINE
PBWL : PREMARK BROKEN WHITE LINE
BYL : BROKEN YELLOW LINE
YCH : CROSS HATCHING YELLOW

PALMYRA-NEWPORT

RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

STRIPING PLANS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

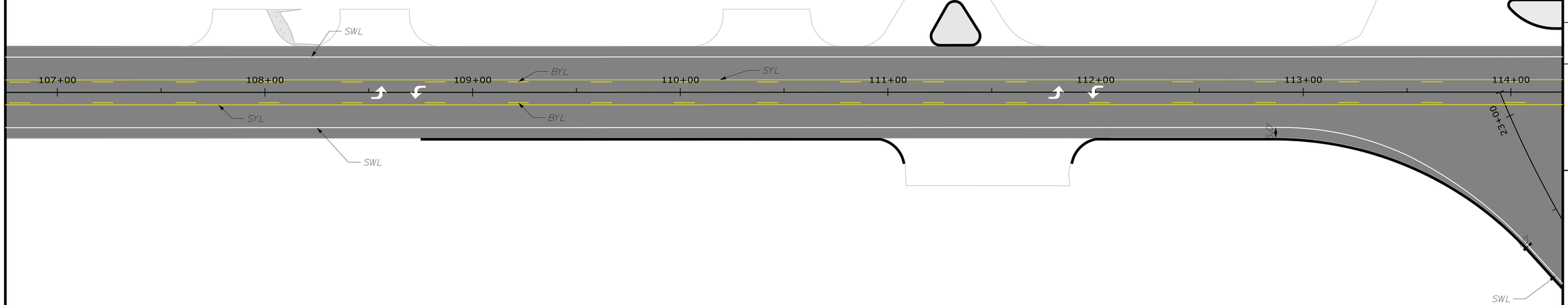
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00 HIGHWAY PLANS

SHEET NUMBER 40 OF 154

LEGEND
SWL : SOLID WHITE LINE
BWL : BROKEN WHITE LINE
PBWL : PREMARK BROKEN WHITE LINE
BYL : BROKEN YELLOW LINE
YCH : CROSS HATCHING YELLOW



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

STRIPING PLANS

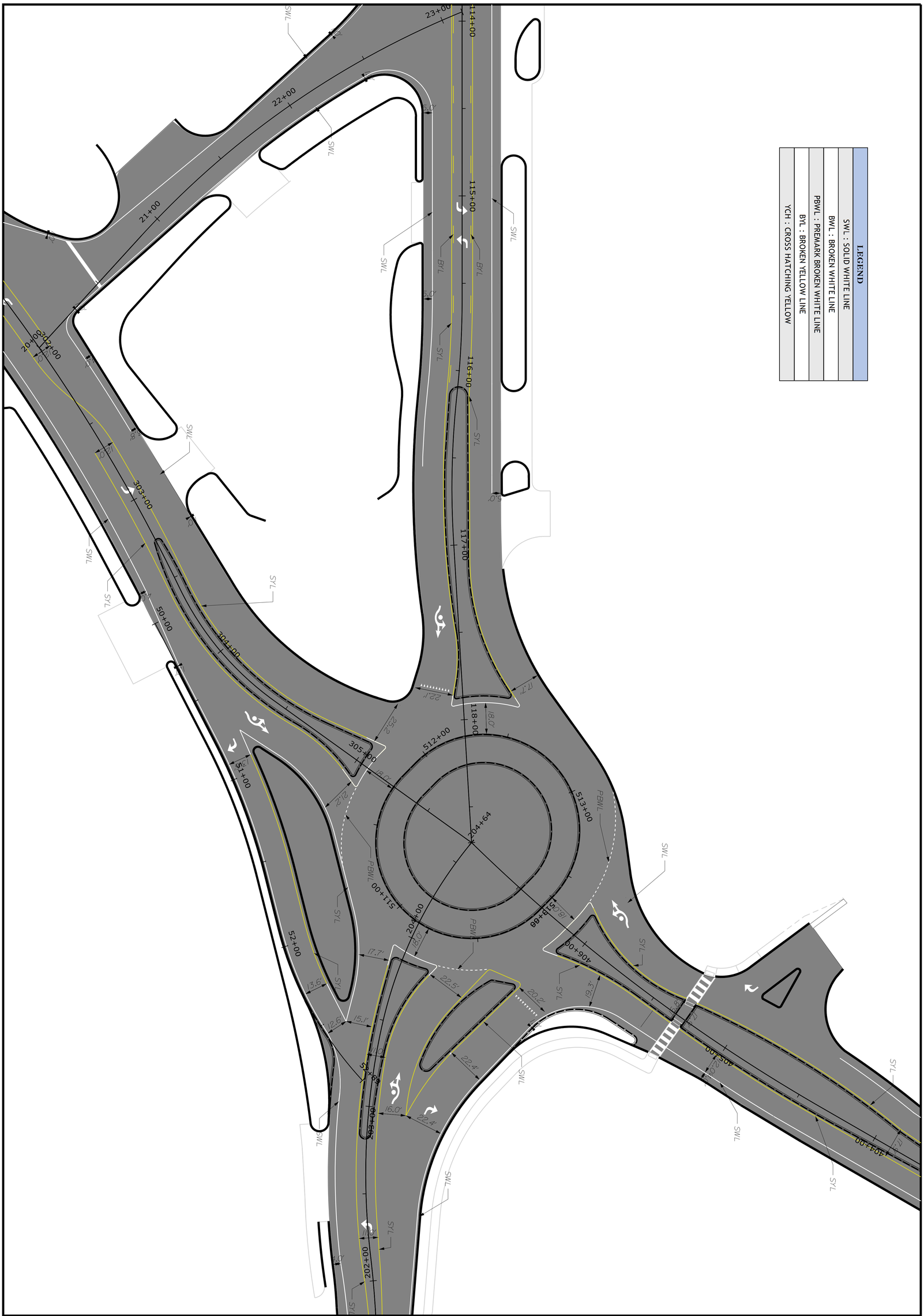
SHEET NUMBER

41

OF 154

Filename: ...\MSTA\041_Striping_02.dgn Division: HIGHWAY Username: common Date:1/23/2025

Filename: ...\MSTA\042_Striping_03.dgn Division: HIGHWAY Username: common Date:1/23/2025



PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SHEET NUMBER 42 OF 154

PALMYRA-NEWPORT

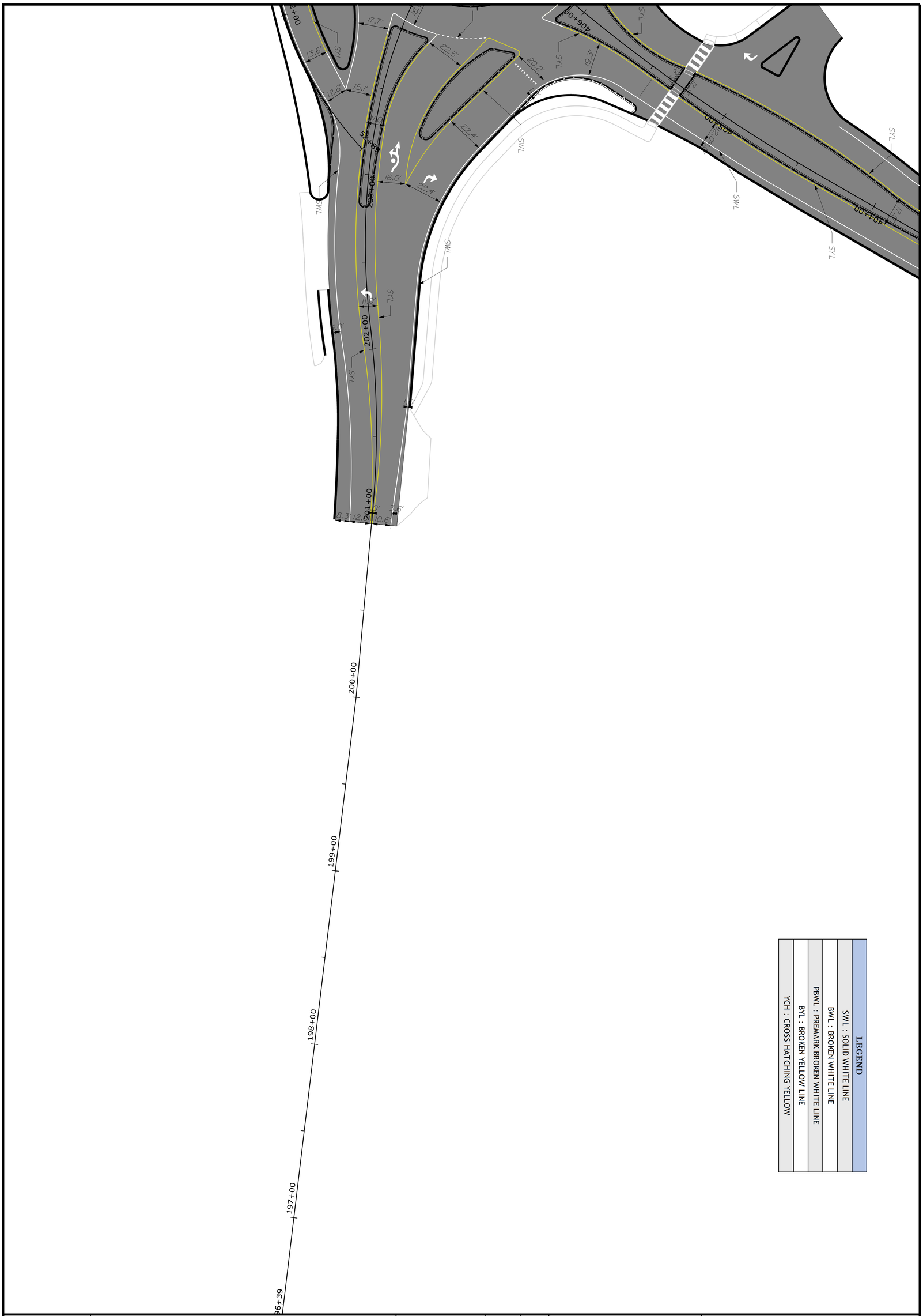
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

STRIPING PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00 HIGHWAY PLANS



LEGEND

- SWL : SOLID WHITE LINE
- BWL : BROKEN WHITE LINE
- PBWL : PREMARK BROKEN WHITE LINE
- BYL : BROKEN YELLOW LINE
- YCH : CROSS HATCHING YELLOW

SHEET NUMBER 43 OF 154

PALMYRA-NEWPORT

RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

STRIPING PLANS

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

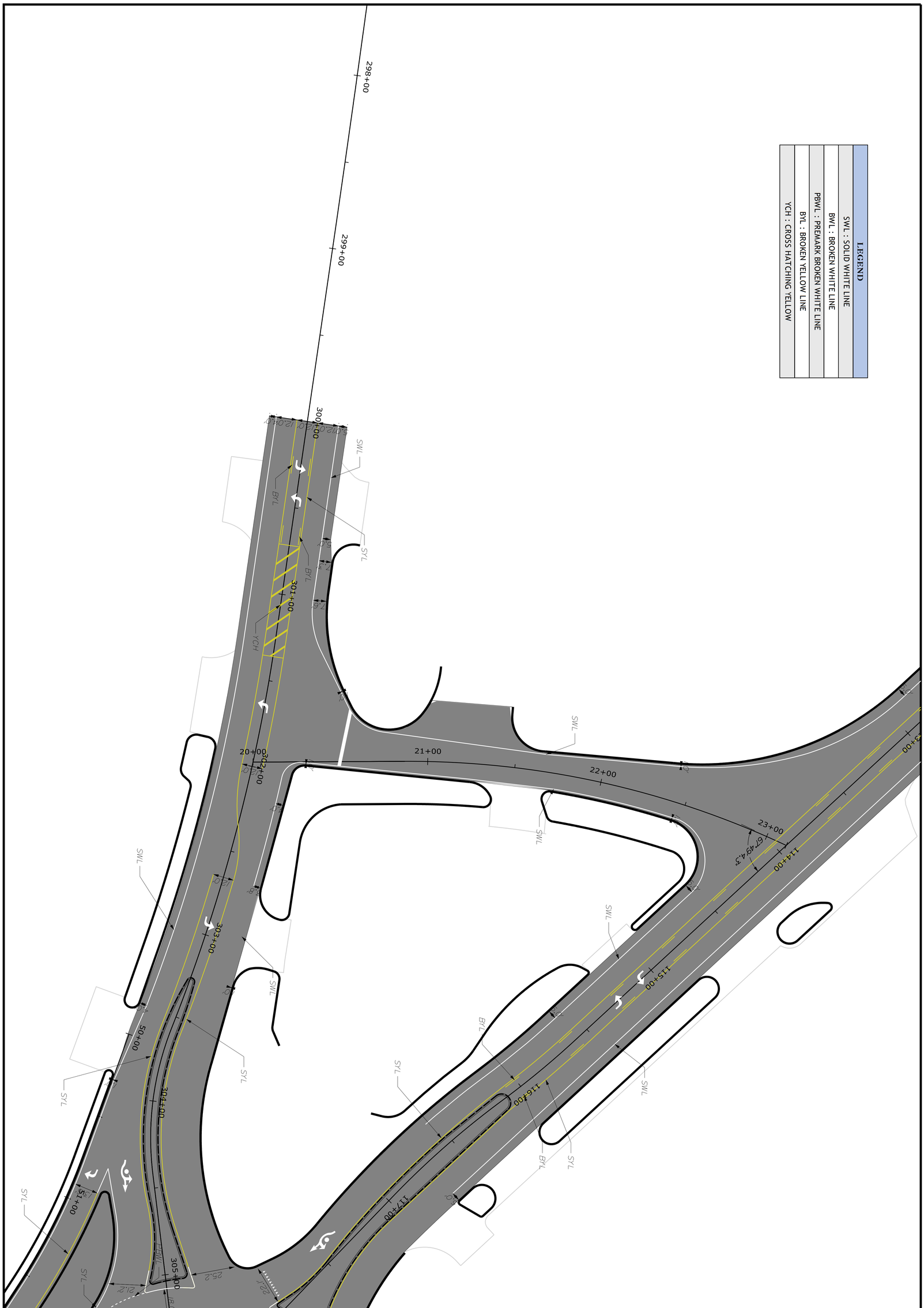
P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00 HIGHWAY PLANS



SHEET NUMBER 44 OF 154

PALMYRA-NEWPORT

RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

STRIPING PLANS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
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

2368900

WIN 23689.00 HIGHWAY PLANS

LEGEND
SWL : SOLID WHITE LINE
BWL : BROKEN WHITE LINE
PBWL : PREMARK BROKEN WHITE LINE
BYL : BROKEN YELLOW LINE
YCH : CROSS HATCHING YELLOW

Filename: ...\MSTA\045_Striping_06.dgn Division: HIGHWAY Username: common Date:1/23/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			SIGNATURE
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			P.E. NUMBER
REVISIONS 3			
REVISIONS 4			DATE
FIELD CHANGES			

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

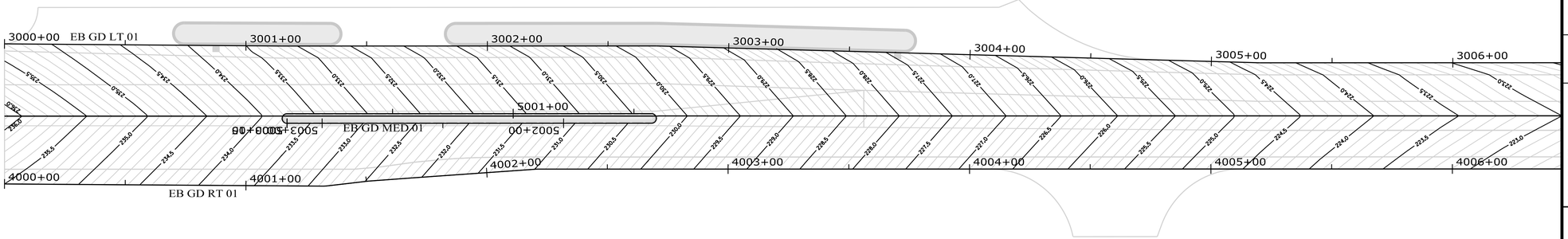
STRIPING PLANS

SHEET NUMBER

45

OF 154

LEGEND			
STATION	TO	STATION	ALIGNMENT
1000+00.00	-	1003+66.58	RB GD 01
2000+00.00	-	2002+65.04	RB GD 02
3000+00.00	-	3016+39.77	EB GD LT 01
4000+00.00	-	4017+08.87	EB GD RT 01
5000+00.00	-	5003+14.57	EB GD MED 01
6000+00.00	-	6004+09.10	EB GD MED 02
7000+00.00	-	7005+21.25	NB GD LT 01
8000+00.00	-	8003+90.29	NB GD RT 01
9000+00.00	-	9003+81.58	NB GD MED 01
10000+00.00	-	10002+76.83	NE SLIP GD RT 01
11000+00.00	-	11003+27.51	NE SLIP GD LT 01
12000+00.00	-	12001+93.01	WB GD LT 01
13000+00.00	-	13003+33.76	WB GD RT 01
14000+00.00	-	14002+36.63	WB GD MED 01
15000+00.00	-	15001+57.81	NB SLIP GD 01
16000+00.00	-	16000+18.61	SB GD LT 01
17000+00.00	-	17002+97.55	SB GD LT 02
18000+00.00	-	18001+94.35	SB GD RT 01
19000+00.00	-	19001+28.11	SB GD RT 02
20000+00.00	-	20004+03.25	SB GD MED 01
21000+00.00	-	21001+97.11	SB GD MED 02
22000+00.00	-	22001+91.80	EB RB SB GD 01
23000+00.00	-	23003+99.75	BANKS GD LT 01
24000+00.00	-	24002+58.98	BANKS GD RT 01



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

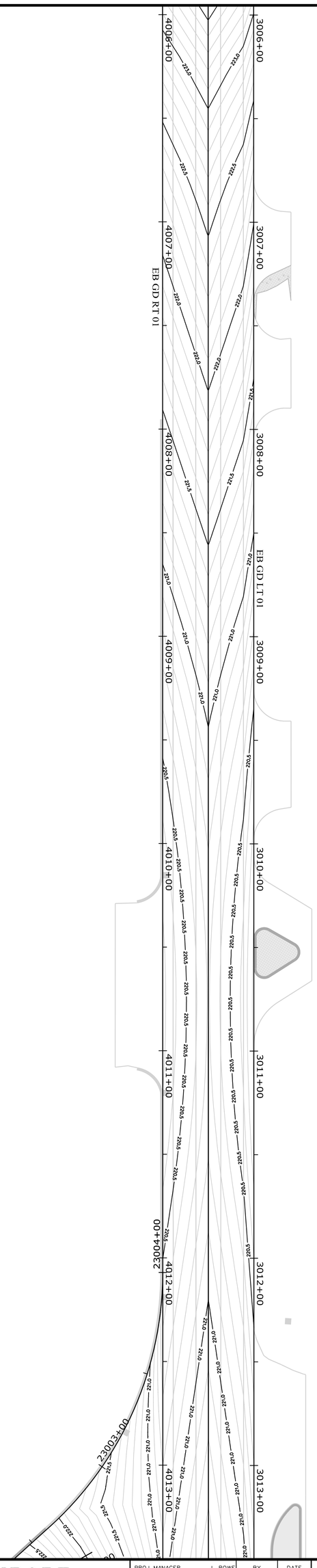
GRADING PLANS

SHEET NUMBER

46

OF 154

Filename: ...\HIGHWAY\MSTA\046_GRADINGG01.dgn Division: HIGHWAY Username: common Date:1/23/2025



PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GRADING PLANS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

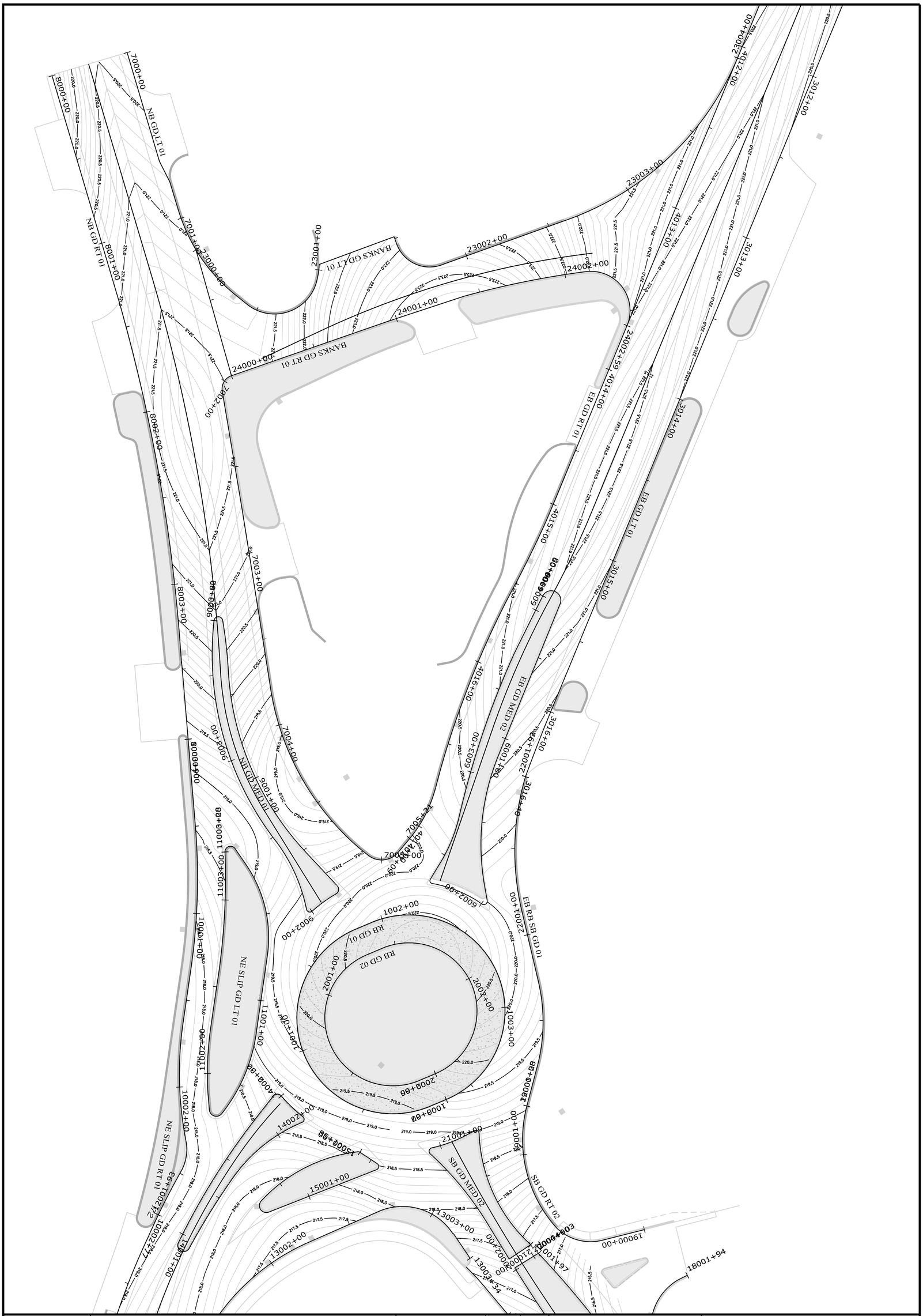
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

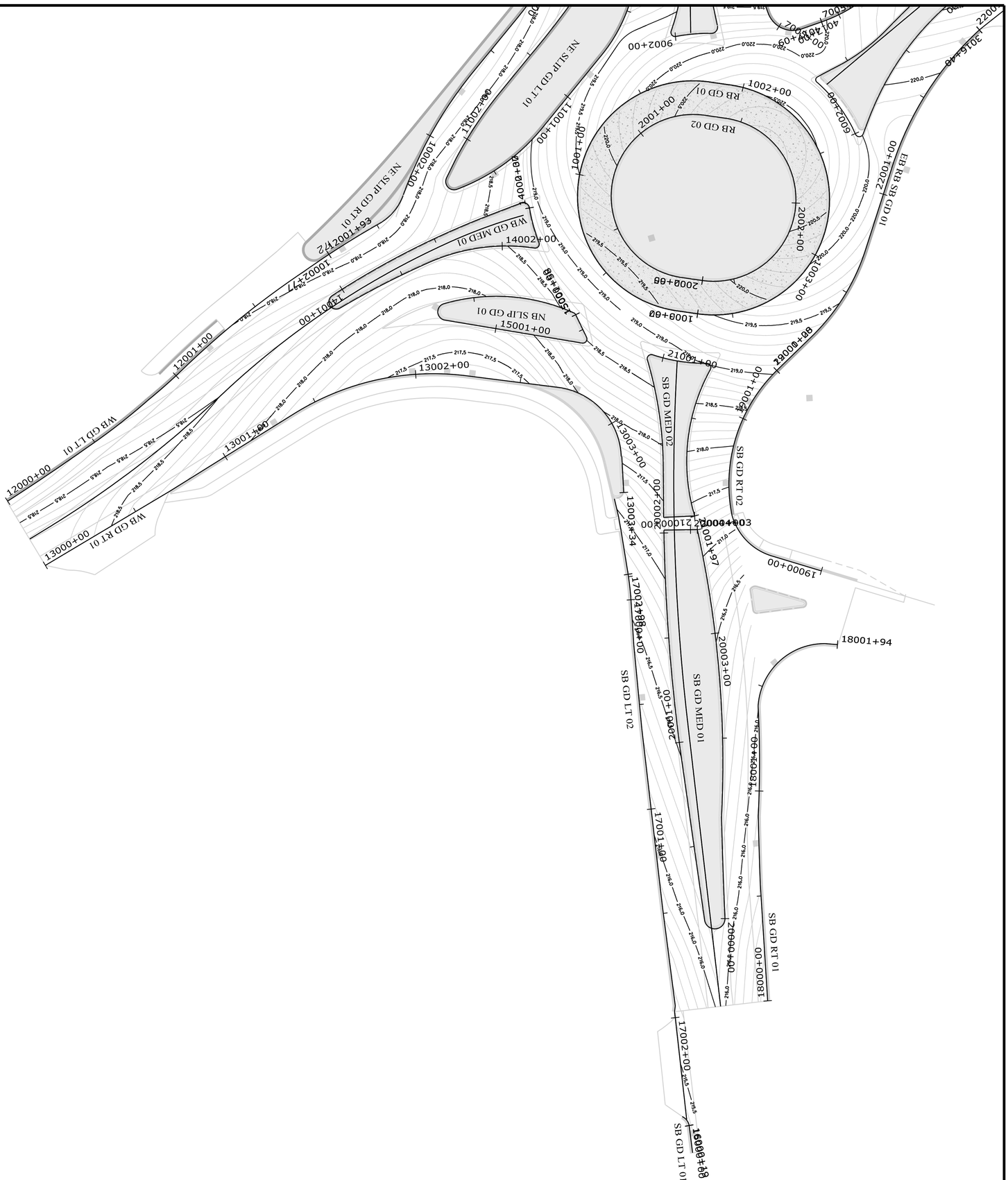
WIN
23689.00

HIGHWAY PLANS

SHEET NUMBER 47 OF 154



SHEET NUMBER 48 OF 154	PALMYRA-NEWPORT RTE 2 \ RTE 7 \ RTE 11 \ RTE 100 GRADING PLANS	PROJ. MANAGER L. ROWE / BY / DATE DESIGN-DETAILED D. CLOUTIER / JAN 2025 CHECKED-REVIEWED 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 2368900 WIN 23689.00 HIGHWAY PLANS


NE SLIP GD LT 01
NE SLIP GD RT 01
WB GD MED 01
WB GD LT 01
WB GD RT 01
NB SLIP GD 01
RB GD 01
RB GD 02
SB GD MED 02
SB GD RT 02
SB GD MED 01
SB GD LT 02
SB GD RT 01
SB GD LT 01
EB RB SB GD 01
11001+00
10002+00
10002+77
10001+00
12001+00
12000+00
13002+00
13001+00
13000+00
14002+00
14001+00
15001+00
15000+00
1008+68
2008+68
2002+00
2001+00
2001+00
2003+00
2002+00
2100+00
2100+00
13003+34
13003+00
2000+00
2000+00
2000+00
19000+00
18001+94
18000+00
17002+00
17001+00
16000+00
16000+00
9002+00
4002+00
4001+00
4000+00
6002+00
6001+00
22001+00
3016+40
2200

LEGEND			
STATION	TO	STATION	ALIGNMENT
1000+00.00	-	1003+66.58	RB GD 01
2000+00.00	-	2002+65.04	RB GD 02
3000+00.00	-	3016+39.77	EB GD LT 01
4000+00.00	-	4017+08.87	EB GD RT 01
5000+00.00	-	5003+14.57	EB GD MED 01
6000+00.00	-	6004+09.10	EB GD MED 02
7000+00.00	-	7005+21.25	NB GD LT 01
8000+00.00	-	8003+90.29	NB GD RT 01
9000+00.00	-	9003+81.58	NB GD MED 01
10000+00.00	-	10002+76.83	NE SLIP GD RT 01
11000+00.00	-	11003+27.51	NE SLIP GD LT 01
12000+00.00	-	12001+93.01	WB GD LT 01
13000+00.00	-	13003+33.76	WB GD RT 01
14000+00.00	-	14002+36.63	WB GD MED 01
15000+00.00	-	15001+57.81	NB SLIP GD 01
16000+00.00	-	16000+18.61	SB GD LT 01
17000+00.00	-	17002+97.55	SB GD LT 02
18000+00.00	-	18001+94.35	SB GD RT 01
19000+00.00	-	19001+28.11	SB GD RT 02
20000+00.00	-	20004+03.25	SB GD MED 01
21000+00.00	-	21001+97.11	SB GD MED 02
22000+00.00	-	22001+91.80	EB RB SB GD 01
23000+00.00	-	23003+99.75	BANKS GD LT 01
24000+00.00	-	24002+58.98	BANKS GD RT 01

ELEVATIONS FOR RB GD 01			
STATION	ELEVATION	STATION	ELEVATION
1000+00.00	219.41	1001+90.00	220.35
1000+10.00	219.32	1002+00.00	220.44
1000+20.00	219.25	1002+10.00	220.50
1000+30.00	219.20	1002+20.00	220.53
1000+40.00	219.17	1002+30.00	220.54
1000+50.00	219.17	1002+40.00	220.52
1000+60.00	219.19	1002+50.00	220.48
1000+70.00	219.24	1002+60.00	220.42
1000+80.00	219.31	1002+70.00	220.33
1000+90.00	219.41	1002+80.00	220.24
1001+00.00	219.50	1002+90.00	220.14
1001+10.00	219.59	1003+00.00	220.05
1001+20.00	219.69	1003+10.00	219.96
1001+30.00	219.78	1003+20.00	219.86
1001+40.00	219.88	1003+30.00	219.77
1001+50.00	219.97	1003+40.00	219.67
1001+60.00	220.07	1003+50.00	219.58
1001+70.00	220.16	1003+60.00	219.49
1001+80.00	220.26	1003+66.58	219.41

ALIGNMENT DATA FOR RB GD 01				
		STATION	X COORD	Y COORD
TANGENT				
POB		1000+00.00	487515.82	1598882.14
PC		1000+11.00	487506.55	1598888.07
BEARINGS	S 32°35'08" E			
L	10.9999'			
CURVE				
PC		1000+11.00	487507.40	1598887.54
CC			487477.74	1598841.22
PT		1001+84.42	487448.61	1598794.56
R	55.0'			
Δ	180°39'32" RT			
D	104°10'27"			
L	173.4202'			
T	-1.0'			
E	-1.0'			
TANGENT				
PT		1001+84.42	487448.61	1598794.56
PC		1001+92.92	487455.77	1598789.98
BEARINGS	N 32°36'41" W			
L	8.5'			
CURVE				
PC		1001+92.92	487455.77	1598789.98
CC			487486.16	1598835.82
PT		1003+66.58	487515.82	1598882.14
R	55.0'			
Δ	180°54'13" RT			
D	104°10'27"			
L	173.655'			
T	-1.0'			
E	-1.0'			

ELEVATIONS FOR RB GD 02			
STATION	ELEVATION	STATION	ELEVATION
2000+00.00	219.82	2001+40.00	220.76
2000+10.00	219.72	2001+50.00	220.86
2000+20.00	219.62	2001+60.00	220.93
2000+30.00	219.57	2001+70.00	220.94
2000+40.00	219.57	2001+80.00	220.90
2000+50.00	219.62	2001+90.00	220.81
2000+60.00	219.73	2002+00.00	220.68
2000+70.00	219.86	2002+10.00	220.55
2000+80.00	219.99	2002+20.00	220.42
2000+90.00	220.13	2002+30.00	220.29
2001+00.00	220.26	2002+40.00	220.16
2001+10.00	220.39	2002+50.00	220.02
2001+20.00	220.52	2002+60.00	219.89
2001+30.00	220.66	2002+65.04	219.82

ALIGNMENT DATA FOR RB GD 02				
		STATION	X COORD	Y COORD
TANGENT				
POB		2000+00.00	487507.20	1598868.67
PC		2000+10.00	487498.77	1598874.06
BEARINGS	S 32°37'59" E			
L	10.0'			
CURVE				
PC		2000+10.00	487498.77	1598874.06
CC			487477.74	1598841.22
PT		2001+33.16	487457.24	1598808.04
R	39.0011'			
Δ	180°55'35" RT			
D	146°54'30"			
L	123.156'			
T	-1.0'			
E	-1.0'			
TANGENT				
PT		2001+33.16	487457.24	1598808.04
PC		2001+41.66	487464.4	1598803.46
BEARINGS	N 32°36'23" W			
L	8.5'			
CURVE				
PC		2001+41.66	487464.40	1598803.46
CC			487486.16	1598835.83
PT		2002+65.04	487507.20	1598868.67
R	39.0014'			
Δ	181°15'56" RT			
D	146°54'25"			
L	123.388'			
T	-1.0'			
E	-1.0'			

Filename: ...\HIGHWAY\MSTA\050_GRADING05.dgn Division: HIGHWAY Username: common Date:1/23/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GRADING PLANS

SHEET NUMBER

50

OF 154

ELEVATIONS FOR EB GD LT 01

STATION	ELEVATION	STATION	ELEVATION
3000+00.00	235.23	3004+20.00	226.29
3000+10.00	235.15	3004+30.00	226.08
3000+20.00	234.99	3004+40.00	225.87
3000+30.00	234.82	3004+50.00	225.66
3000+40.00	234.64	3004+60.00	225.45
3000+50.00	234.47	3004+70.00	225.24
3000+60.00	234.29	3004+80.00	225.04
3000+70.00	234.11	3004+90.00	224.84
3000+80.00	233.92	3005+00.00	224.64
3000+90.00	233.72	3005+10.00	224.45
3001+00.00	233.51	3005+20.00	224.27
3001+10.00	233.27	3005+30.00	224.08
3001+20.00	233.03	3005+40.00	223.91
3001+30.00	232.80	3005+50.00	223.74
3001+40.00	232.58	3005+60.00	223.57
3001+50.00	232.35	3005+70.00	223.42
3001+60.00	232.12	3005+80.00	223.27
3001+70.00	231.89	3005+90.00	223.12
3001+80.00	231.67	3006+00.00	222.99
3001+90.00	231.44	3006+10.00	222.86
3002+00.00	231.21	3006+20.00	222.74
3002+10.00	230.99	3006+30.00	222.62
3002+20.00	230.76	3006+40.00	222.51
3002+30.00	230.53	3006+50.00	222.41
3002+40.00	230.30	3006+60.00	222.32
3002+50.00	230.08	3006+70.00	222.23
3002+60.00	229.85	3006+80.00	222.15
3002+70.00	229.62	3006+90.00	222.07
3002+80.00	229.40	3007+00.00	222.01
3002+90.00	229.18	3007+10.00	221.94
3003+00.00	228.95	3007+20.00	221.87
3003+10.00	228.73	3007+30.00	221.81
3003+20.00	228.51	3007+40.00	221.74
3003+30.00	228.28	3007+50.00	221.67
3003+40.00	228.06	3007+60.00	221.60
3003+50.00	227.84	3007+70.00	221.54
3003+60.00	227.61	3007+80.00	221.47
3003+70.00	227.39	3007+90.00	221.40
3003+80.00	227.17	3008+00.00	221.34
3003+90.00	226.95	3008+10.00	221.27
3004+00.00	226.73	3008+20.00	221.20
3004+10.00	226.51	3008+30.00	221.13

ELEVATIONS FOR EB GD LT 01 (cont.)

STATION	ELEVATION	STATION	ELEVATION
3008+40.00	221.07	3012+50.00	220.55
3008+50.00	221.00	3012+60.00	220.58
3008+60.00	220.93	3012+70.00	220.61
3008+70.00	220.87	3012+80.00	220.64
3008+80.00	220.80	3012+90.00	220.67
3008+90.00	220.74	3013+00.00	220.70
3009+00.00	220.68	3013+10.00	220.73
3009+10.00	220.62	3013+20.00	220.76
3009+20.00	220.57	3013+30.00	220.79
3009+30.00	220.52	3013+40.00	220.82
3009+40.00	220.48	3013+50.00	220.85
3009+50.00	220.43	3013+60.00	220.88
3009+60.00	220.39	3013+70.00	220.91
3009+70.00	220.36	3013+80.00	220.94
3009+80.00	220.32	3013+90.00	220.97
3009+90.00	220.29	3014+00.00	221.00
3010+00.00	220.27	3014+10.00	221.02
3010+10.00	220.24	3014+20.00	221.04
3010+20.00	220.22	3014+30.00	221.06
3010+30.00	220.21	3014+40.00	221.07
3010+40.00	220.19	3014+50.00	221.07
3010+50.00	220.18	3014+60.00	221.07
3010+60.00	220.18	3014+70.00	221.06
3010+70.00	220.17	3014+80.00	221.05
3010+80.00	220.17	3014+90.00	221.03
3010+90.00	220.17	3015+00.00	221.00
3011+00.00	220.18	3015+10.00	220.97
3011+10.00	220.19	3015+20.00	220.92
3011+20.00	220.20	3015+30.00	220.87
3011+30.00	220.22	3015+40.00	220.80
3011+40.00	220.23	3015+50.00	220.74
3011+50.00	220.26	3015+60.00	220.66
3011+60.00	220.28	3015+70.00	220.59
3011+70.00	220.31	3015+80.00	220.52
3011+80.00	220.34	3015+90.00	220.44
3011+90.00	220.37	3016+00.00	220.41
3012+00.00	220.40	3016+10.00	220.39
3012+10.00	220.43	3016+20.00	220.36
3012+20.00	220.46	3016+30.00	220.31
3012+30.00	220.49	3016+39.77	220.24
3012+40.00	220.52		

ALIGNMENT DATA FOR EB GD LT 01

		STATION	X COORD	Y COORD
TANGENT				
POB		3000+00.00	487894.12	1597100.23
PI		3001+15.00	487868.01	1597212.23
BEARINGS	S 76°52'42" E			
L	115.0037'			
TANGENT				
PI		3001+15.00	487868.01	1597212.23
PI		3002+70.11	487834.01	1597363.57
BEARINGS	S 77°20'12" E			
L	155.11'			
TANGENT				
PI		3002+70.11	487834.01	1597363.57
PI		3005+20.10	487772.39	1597605.84
BEARINGS	S 75°43'56" E			
L	249.988'			
TANGENT				
PI		3005+20.10	487772.39	1597605.84
PI		3014+79.01	487562.18	1598541.42
BEARINGS	S 77°20'12" E			
L	958.9053'			
TANGENT				
PI		3014+79.01	487562.18	1598541.42
PI		3014+79.15	487562.15	1598541.56
BEARINGS	S 77°19'45" E			
L	0.1405'			
TANGENT				
PI		3014+79.15	487562.15	1598541.56
PI		3014+84.11	487561.06	1598546.41
BEARINGS	S 77°20'01" E			
L	4.9646'			
TANGENT				
PI		3014+84.11	487561.06	1598546.41
PI		3014+84.12	487561.06	1598546.41
BEARINGS	S 77°19'53" E			
L	0.0029'			
TANGENT				
PI		3014+84.12	487561.06	1598546.41
PI		3014+95.81	487558.5	1598557.82
BEARINGS	S 77°19'32" E			
L	11.6934'			
TANGENT				
PI		3014+95.81	487558.5	1598557.82
PI		3015+02.71	487556.98	1598564.55
BEARINGS	S 77°18'57" E			
L	6.9045'			
TANGENT				
PI		3015+02.71	487556.98	1598564.55
PI		3015+21.99	487552.74	1598583.35
BEARINGS	S 77°18'09" E			
L	19.2725'			

ALIGNMENT DATA FOR EB GD LT 01 (cont.)

		STATION	X COORD	Y COORD
TANGENT				
PI		3015+21.99	487552.74	1598583.35
PI		3015+23.04	487552.51	1598584.38
BEARINGS	S 77°17'32" E			
L	1.0506'			
TANGENT				
PI		3015+23.04	487552.51	1598584.38
PI		3015+24.09	487552.28	1598585.4
BEARINGS	S 77°17'29" E			
L	1.0509'			
TANGENT				
PI		3015+24.09	487552.28	1598585.4
PI		3015+25.14	487552.05	1598586.43
BEARINGS	S 77°17'25" E			
L	1.0513'			
TANGENT				
PI		3015+25.14	487552.05	1598586.43
PI		3015+26.19	487551.82	1598587.46
BEARINGS	S 77°17'21" E			
L	1.0516'			
TANGENT				
PI		3015+26.19	487551.82	1598587.46
PI		3015+27.24	487551.59	1598588.48
BEARINGS	S 77°17'17" E			
L	1.052'			
TANGENT				
PI		3015+27.24	487551.59	1598588.48
PI		3015+28.29	487551.36	1598589.51
BEARINGS	S 77°17'14" E			
L	1.0524'			
TANGENT				
PI		3015+28.29	487551.36	1598589.51
PI		3015+28.38	487551.34	1598589.59
BEARINGS	S 77°17'12" E			
L	0.086'			
TANGENT				
PI		3015+28.38	487551.34	1598589.59
PI		3015+34.98	487549.88	1598596.03
BEARINGS	S 77°17'00" E			
L	6.6047'			
TANGENT				
PI		3015+34.98	487549.88	1598596.03
PI		3015+35.07	487549.87	1598596.12
BEARINGS	S 77°16'48" E			
L	0.0857'			
TANGENT				
PI		3015+35.07	487549.87	1598596.12
PI		3015+35.08	487549.86	1598596.13
BEARINGS	S 77°16'48" E			
L	0.0105'			

ALIGNMENT DATA FOR EB GD LT 01 (cont.)

		STATION	X COORD	Y COORD
TANGENT				
PI		3015+35.08	487549.86	1598596.13
PI		3015+36.27	487549.6	1598597.29
BEARINGS	S 77°16'45" E			
L	1.1911'			
TANGENT				
PI		3015+36.27	487549.6	1598597.29
PI		3015+36.89	487549.46	1598597.9
BEARINGS	S 77°24'07" E			
L	0.622			
TANGENT				
PI		3015+36.89	487549.46	1598597.9
PI		3015+47.16	487547.22	1598607.92
BEARINGS	S 77°23'42" E			
L	10.2692'			
TANGENT				
PI		3015+47.16	487547.22	1598607.92
PI		3015+50.11	487546.58	1598610.79
BEARINGS	S 77°23'12" E			
L	2.943'			
TANGENT				
PI		3015+50.11	487546.58	1598610.79
PI		3015+53.01	487545.95	1598613.63
BEARINGS	S 77°22'59" E			
L	2.9046'			
TANGENT				
PI		3015+53.01	487545.95	1598613.63
PI		3015+69.35	487542.37	1598629.57
BEARINGS	S 77°22'14" E			
L	16.3418'			
TANGENT				
PI		3015+69.35	487542.37	1598629.57
PI		3015+70.85	487542.05	1598631.03
BEARINGS	S 77°21'32" E			
L	1.4938'			
TANGENT				
PI		3015+70.85	487542.05	1598631.03
PI		3015+88.20	487538.25	1598647.96
BEARINGS	S 77°20'48" E			
L	17.3509'			
TANGENT				
PI		3015+88.20	487538.25	1598647.96
PC		3015+94.45	487536.88	1598654.06
BEARINGS	S 77°19'52" E			
L	6.2483'			
CURVE				
PC		3015+94.45	487538.26	1598647.92
PI		3016+17.11	487533.19	1598670.01
CC			488508.44	1598870.76
PT		3016+39.77	487529.13	1598692.31
R	995.4428'			
Δ	2°36'31" LT			
D	5°45'21"			
L	45.3192'			
T	22.6635'			
E	0.258'			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED	WED	
DESIGN2-DETAILED2	ED2	
DESIGN3-DETAILED3	ED3	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GRADING PLANS

SHEET NUMBER

51

OF 154

Filename: ...\HIGHWAY\MSTA\051_GRADING06.dgn Division: HIGHWAY Username: common Date:1/23/2025

ELEVATIONS FOR EB GD RT 01

STATION	ELEVATION	STATION	ELEVATION
4000+00.00	235.46	4004+30.00	226.14
4000+10.00	235.30	4004+40.00	225.92
4000+20.00	235.13	4004+50.00	225.70
4000+30.00	234.99	4004+60.00	225.49
4000+40.00	234.79	4004+70.00	225.28
4000+50.00	234.61	4004+80.00	225.07
4000+60.00	234.39	4004+90.00	224.87
4000+70.00	234.16	4005+00.00	224.66
4000+80.00	233.92	4005+10.00	224.46
4000+90.00	233.65	4005+20.00	224.27
4001+00.00	233.39	4005+30.00	224.09
4001+10.00	233.20	4005+40.00	223.91
4001+20.00	232.99	4005+50.00	223.74
4001+30.00	232.73	4005+60.00	223.58
4001+40.00	232.57	4005+70.00	223.42
4001+50.00	232.42	4005+80.00	223.27
4001+60.00	232.14	4005+90.00	223.13
4001+70.00	231.83	4006+00.00	222.99
4001+80.00	231.56	4006+10.00	222.86
4001+90.00	231.32	4006+20.00	222.74
4002+00.00	231.16	4006+30.00	222.62
4002+10.00	231.03	4006+40.00	222.52
4002+20.00	230.90	4006+50.00	222.41
4002+30.00	230.67	4006+60.00	222.32
4002+40.00	230.43	4006+70.00	222.23
4002+50.00	230.19	4006+80.00	222.15
4002+60.00	229.95	4006+90.00	222.08
4002+70.00	229.71	4007+00.00	222.01
4002+80.00	229.49	4007+10.00	221.94
4002+90.00	229.26	4007+20.00	221.87
4003+00.00	229.04	4007+30.00	221.81
4003+10.00	228.81	4007+40.00	221.74
4003+20.00	228.59	4007+50.00	221.67
4003+30.00	228.36	4007+60.00	221.61
4003+40.00	228.14	4007+70.00	221.54
4003+50.00	227.91	4007+80.00	221.47
4003+60.00	227.69	4007+90.00	221.40
4003+70.00	227.46	4008+00.00	221.34
4003+80.00	227.24	4008+10.00	221.27
4003+90.00	227.01	4008+20.00	221.20
4004+00.00	226.79	4008+30.00	221.14
4004+10.00	226.57	4008+40.00	221.07
4004+20.00	226.35	4008+50.00	221.00

ELEVATIONS FOR EB GD RT 01 (cont.)

STATION	ELEVATION	STATION	ELEVATION
4008+60.00	220.93	4012+90.00	220.77
4008+70.00	220.87	4013+00.00	220.80
4008+80.00	220.80	4013+10.00	220.83
4008+90.00	220.74	4013+20.00	220.86
4009+00.00	220.68	4013+30.00	220.89
4009+10.00	220.63	4013+40.00	220.92
4009+20.00	220.57	4013+50.00	220.95
4009+30.00	220.52	4013+60.00	220.98
4009+40.00	220.48	4013+70.00	221.01
4009+50.00	220.43	4013+80.00	221.02
4009+60.00	220.39	4013+90.00	221.03
4009+70.00	220.36	4014+00.00	221.04
4009+80.00	220.32	4014+10.00	221.04
4009+90.00	220.29	4014+20.00	221.04
4010+00.00	220.27	4014+30.00	221.06
4010+10.00	220.24	4014+40.00	221.07
4010+20.00	220.22	4014+50.00	221.07
4010+30.00	220.21	4014+60.00	221.07
4010+40.00	220.19	4014+70.00	221.06
4010+50.00	220.18	4014+80.00	221.05
4010+60.00	220.18	4014+90.00	221.06
4010+70.00	220.17	4015+00.00	221.02
4010+80.00	220.17	4015+10.00	221.02
4010+90.00	220.17	4015+20.00	220.95
4011+00.00	220.18	4015+30.00	220.93
4011+10.00	220.19	4015+40.00	220.80
4011+20.00	220.20	4015+50.00	220.84
4011+30.00	220.22	4015+60.00	220.80
4011+40.00	220.23	4015+70.00	220.63
4011+50.00	220.26	4015+80.00	220.58
4011+60.00	220.28	4015+90.00	220.57
4011+70.00	220.31	4016+00.00	220.55
4011+80.00	220.34	4016+10.00	220.60
4011+90.00	220.37	4016+20.00	220.53
4012+00.00	220.40	4016+30.00	220.48
4012+10.00	220.43	4016+40.00	220.42
4012+20.00	220.46	4016+50.00	220.32
4012+30.00	220.51	4016+60.00	220.21
4012+40.00	220.56	4016+70.00	220.22
4012+50.00	220.61	4016+80.00	220.25
4012+60.00	220.66	4016+90.00	220.19
4012+70.00	220.71	4017+00.00	220.07
4012+80.00	220.74	4017+08.87	219.97

ALIGNMENT DATA FOR EB GD RT 01

		STATION	X COORD	Y COORD
TANGENT				
POB		4000+00.00	487837.51	1597087.51
PC		4001+31.55	487807.76	1597215.66
BEARINGS	S 76°55'48" E			
L	131.5539'			
CURVE				
PC		4001+31.55	487807.76	1597215.66
PI		4001+32.78	487807.49	1597216.86
CC			487827.25	1597220.18
PT		4001+34.01	487807.36	1597218.08
R	20.0'			
Δ	7°02'37" LT			
D	286°28'44"			
L	2.4587'			
T	1.2309'			
E	0.0378'			
TANGENT				
PT		4001+34.01	487807.36	1597218.08
PC		4001+50.53	487805.62	1597234.5
BEARINGS	S 83°58'25" E			
L	16.5125'			
CURVE				
PC		4001+50.53	487805.62	1597234.5
PI		4001+50.96	487805.58	1597234.94
CC			487785.73	1597232.4
PT		4001+51.40	487805.51	1597235.37
R	20.0'			
Δ	2°29'57" RT			
D	286°28'44"			
L	0.8723'			
T	0.4362'			
E	0.0048'			
TANGENT				
PT		4001+51.40	487805.51	1597235.37
PC		4001+69.46	487802.84	1597253.23
BEARINGS	S 81°28'28" E			
L	18.0614'			
CURVE				
PC		4001+69.46	487802.84	1597253.23
PI		4001+69.48	487802.83	1597253.25
CC			487783.06	1597250.26
PT		4001+69.50	487802.83	1597253.27
R	20.0'			
Δ	0°06'20" RT			
D	286°28'44"			
L	0.0368'			
T	0.0184'			
E	0.0'			
TANGENT				
PT		4001+69.50	487802.83	1597253.27
PC		4002+19.96	487795.26	1597303.16
BEARINGS	S 81°22'09" E			
L	50.4618'			

ALIGNMENT DATA FOR EB GD RT 01 (cont.)

		STATION	X COORD	Y COORD
CURVE				
PC		4002+19.96	487795.26	1597303.16
PI		4002+20.66	487795.15	1597303.85
CC			487775.48	1597300.15
PT		4002+21.36	487795	1597304.54
R	20.0'			
Δ	4°01'56" RT			
D	286°28'44"			
L	1.4075'			
T	0.7041'			
E	0.0124'			
TANGENT				
PI		4002+21.36	487795	1597304.54
PI		4014+10.14	487534.39	1598464.4
BEARINGS	S 77°20'12" E			
L	1188.78'			
TANGENT				
PI		4014+10.14	487534.39	1598464.4
PI		4014+48.58	487525.97	1598501.9
BEARINGS	S 77°20'11" E			
L	38.438'			
TANGENT				
PI		4014+48.58	487525.97	1598501.9
PC		4014+81.61	487518.73	1598534.12
BEARINGS	S 77°20'13" E			
L	33.0228'			
CURVE				
PC		4014+81.61	487522.35	1598518.01
PI		4014+96.36	487519.19	1598532.42
CC			485944.65	1598171.99
PCC		4015+11.11	487515.76	1598546.77
R	1615.1993'			
Δ	1°02'48" RT			
D	3°32'50"			
L	29.5032'			
T	14.752'			
E	0.0674'			
CURVE				
PCC		4015+11.11	487515.76	1598546.77
PI		4015+29.57	487511.16	1598564.65
CC			486903.1	1598388.95
PRT		4015+48.02	487505.52	1598582.23
R	632.6647'			
Δ	3°20'34" RT			
D	9°03'23"			
L	36.9099'			
T	18.4602'			
E	0.2693'			

ALIGNMENT DATA FOR EB GD RT 01 (cont.)

		STATION	X COORD	Y COORD
CURVE				
PRC		4015+48.02	487505.52	1598582.23
PI		4015+85.73	487493.28	1598617.89
CC			487974.53	1598743.12
PCC		4016+23.29	487486.58	1598655
R	495.837'			
Δ	8°41'52" LT			
D	11°33'19"			
L	75.27'			
T	37.7074'			
E	1.4317'			
CURVE				
PCC		4016+23.29	487486.58	1598655
PI		4016+49.68	487481.58	1598680.92
CC			487949.76	1598744.31
PRT		4016+76.02	487479.51	1598707.23
R	471.7126'			
Δ	6°24'19" LT			
D	12°08'47"			
L	52.7339'			
T	26.3944'			
E	0.7379'			
CURVE				
PRC		4016+76.02	487479.52	1598707.35
PI		4016+82.37	487478.91	1598713.67
CC			487391.61	1598698.88
PCC		4016+88.69	487477.4	1598719.83
R	88.3148'			
Δ	8°13'04" RT			
D	64°52'36"			
L	12.6669'			
T	6.3443'			
E	0.2276'			
CURVE				
PCC		4016+88.69	487477.4	1598719.83
PI		4016+98.84	487474.87	1598729.66
CC			487404.77	1598701.12
PT		4017+08.87	487469.81	1598738.47
R	75.0'			
Δ	15°25'04" RT			
D	76°23'40"			
L	20.1817'			
T	10.1522'			
E	0.684'			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

		DATE	BY
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER	JAN 2025	
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GRADING PLANS

SHEET NUMBER
52
OF 154

Filename: ...\HIGHWAY\MSTA\052_GRADING07.dgn Division: HIGHWAY User Name: common Date:1/23/2025

Filename: ...\HIGHWAY\MSTA\053_GRADING08.dgn Division: HIGHWAY Username: common Date:1/23/2025

ELEVATIONS FOR EB GD MED 01

STATION	ELEVATION	STATION	ELEVATION
5000+00.00	235.46	5001+70.00	230.42
5000+10.00	235.30	5001+80.00	230.65
5000+20.00	235.13	5001+90.00	230.88
5000+30.00	234.99	5002+00.00	231.11
5000+40.00	234.79	5002+10.00	231.34
5000+50.00	234.61	5002+20.00	231.56
5000+60.00	234.39	5002+30.00	231.79
5000+70.00	234.16	5002+40.00	232.02
5000+80.00	233.92	5002+50.00	232.25
5000+90.00	233.65	5002+60.00	232.48
5001+00.00	233.39	5002+70.00	232.70
5001+10.00	233.20	5002+80.00	232.93
5001+20.00	232.99	5002+90.00	233.16
5001+30.00	232.73	5003+00.00	233.39
5001+40.00	232.57	5003+10.00	233.61
5001+50.00	232.42	5003+14.57	233.72
5001+60.00	232.14		

ALIGNMENT DATA FOR EB GD MED 01

		STATION	X COORD	Y COORD
CURVE				
PC		5000+00.00	487836.35	1597207.17
CC			487838.30	1597207.61
PT		5000+06.28	487840.25	1597208.04
R	2.0'			
Δ	180°00'00" RT			
D	2864°47'20"			
L	6.2832'			
T	-1.0			
E	-1.0'			
TANGENT				
PT		5000+06.28	487840.25	1597208.04
PC		5001+57.28	487807.15	1597355.37
BEARINGS	S 77°20'12" E			
L	151.0'			
CURVE				
PC		5001+57.28	487807.15	1597355.37
CC			487805.20	1597354.93
PT		5001+63.57	487803.25	1597354.49
R	2.0'			
Δ	180°00'00" RT			
D	2864°47'20"			
L	6.2832'			
T	-1.0'			
E	-1.0'			
TANGENT				
PT		5001+63.57	487803.25	1597354.49
POE		5003+14.57	487836.35	1597207.17
BEARINGS	N 77°20'12" W			
L	151.0'			

ELEVATIONS FOR EB GD MED 02

STATION	ELEVATION	STATION	ELEVATION
6000+00.00	221.34	6002+10.00	220.14
6000+10.00	221.55	6002+20.00	220.15
6000+20.00	221.28	6002+30.00	220.15
6000+30.00	221.21	6002+40.00	220.07
6000+40.00	221.14	6002+50.00	220.11
6000+50.00	221.07	6002+60.00	220.22
6000+60.00	221.00	6002+70.00	220.32
6000+70.00	220.93	6002+80.00	220.41
6000+80.00	220.85	6002+90.00	220.50
6000+90.00	220.78	6003+00.00	220.58
6001+00.00	220.71	6003+10.00	220.67
6001+10.00	220.63	6003+20.00	220.74
6001+20.00	220.54	6003+30.00	220.83
6001+30.00	220.44	6003+40.00	220.91
6001+40.00	220.33	6003+50.00	220.99
6001+50.00	220.22	6003+60.00	221.06
6001+60.00	220.11	6003+70.00	221.13
6001+70.00	220.00	6003+80.00	221.19
6001+80.00	219.90	6003+90.00	221.25
6001+90.00	219.90	6004+00.00	221.30
6002+00.00	220.11	6004+09.10	221.34

ALIGNMENT DATA FOR EB GD MED 02

		STATION	X COORD	Y COORD
CURVE				
PC		6000+00.00	487521.29	1598588.61
PI		6001+65.03	487572.55	1598431.74
CC			487526.52	1598590.32
PT		6000+16.92	487531.85	1598591.68
R	5.5016			
Δ	176°10'53" RT			
D	1041°26'10"			
L	16.9172			
T	165.0342			
E	159.6243			
TANGENT				
PT		6000+16.92	487531.85	1598591.68
PC		6001+10.37	487511.79	1598682.95
BEARINGS	S 77°36'11" E			
L	93.4567			
CURVE				
PC		6001+10.37	487511.79	1598682.95
PI		6001+49.43	487503.4	1598721.1
CC			487643.64	1598711.94
PT		6001+86.42	487516.68	1598757.84
R	135			
Δ	32°16'28" LT			
D	42°26'29"			
L	76.0448			
T	39.0607			
E	5.5373			
TANGENT				
PT		6001+86.42	487516.68	1598757.84
PC		6001+95.00	487519.6	1598765.91
BEARINGS	N 70°07'23" E			
L	8.5803			
CURVE				
PC		6001+95.00	487519.6	1598765.91
PI		6001+99.81	487521.24	1598770.43
CC			487517.72	1598766.59
PT		6001+99.71	487516.87	1598768.4
R	2.0'			
Δ	134°52'32" RT			
D	2864°47'20"			
L	4.708'			
T	4.8136'			
E	3.2126'			
TANGENT				
PT		6001+99.71	487516.87	1598768.4
PC		6002+03.24	487513.67	1598766.9
BEARINGS	S 24°59'53" W			
L	93.4567'			
CURVE				
PC		6002+03.24	487513.67	1598766.9
PI		6002+16.89	487501	1598761.85
CC			487486.16	1598835.83
PT		6002+30.23	487487.36	1598761.63
R	74.2114'			
Δ	20°50'02" LT			
D	77°12'22"			
L	26.9849'			
T	13.6431'			
E	1.2437'			

ALIGNMENT DATA FOR EB GD MED 02 (cont.)

		STATION	X COORD	Y COORD
TANGENT				
PT		6002+30.23	487487.36	1598761.63
PC		6002+30.79	487486.8	1598761.63
BEARINGS	S 0°15'26" E			
L	0.5587'			
CURVE				
PC		6002+30.79	487486.8	1598761.63
PI		6002+32.93	487484.66	1598761.64
CC			487486.79	1598760.13
PT		6002+33.67	487485.38	1598759.62
R	1.5'			
Δ	109°59'43" RT			
D	3819°43'07"			
L	2.8797'			
T	2.142'			
E	1.115'			
TANGENT				
PT		6002+33.67	487485.38	1598759.62
PI		6002+36.69	487486.4	1598756.78
BEARINGS	N 70°14'45" W			
L	3.0175'			
TANGENT				
PI		6002+36.69	487486.4	1598756.78
PC		6002+46.82	487490.14	1598747.37
BEARINGS	N 68°19'52" W			
L	10.131'			
CURVE				
PC		6002+46.82	487490.14	1598747.37
PI		6002+60.14	487494.74	1598734.87
CC			487404.74	1598715.93
PRC		6002+73.27	487495.57	1598721.57
R	90.9992'			
Δ	16°39'13" LT			
D	62°57'47"			
L	26.4497'			
T	13.3187'			
E	0.9695'			
CURVE				
PRC		6002+73.27	487495.57	1598721.57
PI		6003+22.94	487498.31	1598671.98
CC			487994.08	1598749.14
PT		6003+72.28	487510.77	1598623.9
R	499.2716'			
Δ	11°21'46" RT			
D	11°28'33"			
L	99.0136'			
T	49.6697'			
E	2.4646'			
TANGENT				
PT		6003+72.28	487510.77	1598623.9
POE		6004+09.10	487521.29	1598588.61
BEARINGS	N 73°23'46" W			
L	36.8246'			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

	BY	DATE
DESIGN-DETAILED	L. ROWE	JAN 2025
CHECKED-REVIEWED	D. CLOUTIER	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
PROJ. MANAGER		
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SIGNATURE

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PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GRADING PLANS

SHEET NUMBER

53

OF 154

Filename: ...\HIGHWAY\MSTA\054_GRADING09.dgn Division: HIGHWAY Username: common Date:1/23/2025

ELEVATIONS FOR NB GD LT 01

STATION	ELEVATION	STATION	ELEVATION
7000+00.00	220.25	7002+70.00	221.32
7000+10.00	220.32	7002+80.00	221.22
7000+20.00	220.39	7002+90.00	221.12
7000+30.00	220.46	7003+00.00	220.99
7000+40.00	220.54	7003+10.00	220.85
7000+50.00	220.62	7003+20.00	220.70
7000+60.00	220.70	7003+30.00	220.53
7000+70.00	220.77	7003+40.00	220.35
7000+80.00	220.82	7003+50.00	220.16
7000+90.00	220.88	7003+60.00	219.97
7001+00.00	220.95	7003+70.00	219.77
7001+10.00	221.00	7003+80.00	219.54
7001+20.00	221.05	7003+90.00	219.33
7001+30.00	221.12	7004+00.00	219.11
7001+40.00	221.19	7004+10.00	218.90
7001+50.00	221.27	7004+20.00	218.75
7001+60.00	221.33	7004+30.00	218.65
7001+70.00	221.40	7004+40.00	218.72
7001+80.00	221.45	7004+50.00	218.84
7001+90.00	221.47	7004+60.00	218.95
7002+00.00	221.47	7004+70.00	219.10
7002+10.00	221.55	7004+80.00	219.30
7002+20.00	221.56	7004+90.00	219.67
7002+30.00	221.55	7005+00.00	219.86
7002+40.00	221.52	7005+10.00	219.88
7002+50.00	221.47	7005+20.00	219.95
7002+60.00	221.41	7005+21.25	219.97

ALIGNMENT DATA FOR NB GD LT 01

		STATION	X COORD	Y COORD
TANGENT				
POB		7000+00.00	487233.84	1598322.53
PI		7000+65.00	487262.69	1598380.77
BEARINGS	N 63°38'50" E			
L	65.0'			
TANGENT				
PI		7000+65.00	487262.69	1598380.77
PI		7000+78.07	487270.48	1598391.26
BEARINGS	N 53°24'09" E			
L	13.069'			
TANGENT				
PI		7000+78.07	487270.48	1598391.26
PC		7000+95.21	487278.17	1598406.58
BEARINGS	N 63°19'57" E			
L	17.1396			
CURVE				
PC		7000+95.21	487278.17	1598406.58
PI		7001+07.70	487283.85	1598417.7
CC			487373.12	1598358.12
PT		7001+20.07	487291.94	1598427.21
R	106.6008'			
Δ	13°21'43" LT			
D	53°44'53"			
L	24.8605'			
T	12.4869'			
E				
TANGENT				
PT		7001+20.07	487291.94	1598427.21
PC		7001+94.86	487324.17	1598494.7
BEARINGS	N 64°28'34" E			
L	74.7861'			
CURVE				
PC		7001+94.86	487324.17	1598494.7
PI		7002+01.62	487318.25	1598497.97
CC			487328.04	1598501.7
PRC		7002+06.08	487320.49	1598504.35
R	8.0'			
Δ	80°24'12" LT			
D	716°11'50"			
L	11.2264'			
T	6.7609'			
E	2.4743'			
CURVE				
PRC		7002+06.08	487320.49	1598504.35
PI		7002+15.16	487323.5	1598512.91
CC			444088.32	1613696.84
PT		7002+24.23	487326.5	1598521.47
R	45823.9257'			
Δ	0°01'22" RT			
D	0°07'30"			
L	18.1509'			
T	9.0755'			
E	0.0009'			

ALIGNMENT DATA FOR NB GD LT 01 (cont.)

		STATION	X COORD	Y COORD
TANGENT				
PT		7002+24.23	487326.5	1598521.47
PI		7002+73.28	487342.75	1598567.76
BEARINGS	N 70°39'32" E			
L	49.0498'			
TANGENT				
PI		7002+73.28	487342.75	1598567.76
PI		7003+33.16	487362.08	1598624.43
BEARINGS	N 71°10'09" E			
L	59.8788'			
TANGENT				
PI		7003+33.16	487362.08	1598624.43
PC		7003+75.53	487375.75	1598664.53
BEARINGS	N 71°09'54" E			
L	42.3656'			
CURVE				
PC		7003+75.53	487375.75	1598664.53
PI		7004+32.46	487392.89	1598718.82
CC			487520.25	1598618.92
PT		7004+84.45	487441.54	1598748.4
R	151.5254'			
Δ	41°11'12" LT			
D	37°48'46"			
L	108.9228'			
T	56.9344'			
E	10.3433'			
TANGENT				
PT		7004+84.45	487441.54	1598748.4
PC		7004+91.70	487447.88	1598751.92
BEARINGS	N 29°03'28" E			
L	7.2507'			
CURVE				
PC		7004+91.70	487447.88	1598751.92
PI		7005+04.02	487458.65	1598757.91
CC			487453.95	1598740.99
PT		7005+11.16	487464.79	1598747.22
R	12.5'			
Δ	89°11'26" LT			
D	458°21'58"			
L	19.4583'			
T	12.3246'			
E	5.0541'			
TANGENT				
PT		7005+11.16	487464.79	1598747.22
POE		7005+21.25	487469.81	1598738.47
BEARINGS	N 60°07'54" W			
L	10.0917'			

ELEVATIONS FOR NB GD RT 01

STATION	ELEVATION	STATION	ELEVATION
8000+00.00	219.52	8002+10.00	221.44
8000+10.00	219.59	8002+20.00	221.44
8000+20.00	219.65	8002+30.00	221.43
8000+30.00	219.75	8002+40.00	221.40
8000+40.00	219.89	8002+50.00	221.35
8000+50.00	220.02	8002+60.00	221.28
8000+60.00	220.16	8002+70.00	221.20
8000+70.00	220.30	8002+80.00	221.10
8000+80.00	220.44	8002+90.00	220.98
8000+90.00	220.57	8003+00.00	220.84
8001+00.00	220.71	8003+10.00	220.68
8001+10.00	220.78	8003+20.00	220.50
8001+20.00	220.85	8003+30.00	220.32
8001+30.00	220.93	8003+40.00	220.14
8001+40.00	221.02	8003+50.00	219.99
8001+50.00	221.09	8003+60.00	219.82
8001+60.00	221.17	8003+70.00	219.66
8001+70.00	221.25	8003+80.00	219.49
8001+80.00	221.32	8003+90.00	219.32
8001+90.00	221.38	8003+90.29	219.32
8002+00.00	221.42		

ALIGNMENT DATA FOR NB GD RT 01

		STATION	X COORD	Y COORD
TANGENT				
POB		8000+00.00	487193.73	1598342.95
PC		8001+35.26	487253.72	1598464.18
BEARINGS	N 63°40'20" E			
L	135.2579'			
CURVE				
PC		8001+35.26	487253.72	1598464.18
PI		8001+84.44	487275.07	1598508.49
CC			486372.58	1598888.67
PT		8002+33.55	487291.86	1598554.72
R	978.06'			
Δ	5°45'28" RT			
D	5°51'29"			
L	98.289'			
T	49.1859'			
E	1.236'			
TANGENT				
PT		8002+33.55	487291.86	1598554.72
PC		8002+48.22	487296.77	1598568.54
BEARINGS	N 70°27'55" E			
L	14.6699'			
CURVE				
PC		8002+48.22	487296.77	1598568.54
PI		8002+96.91	487312.72	1598614.56
CC			486381.43	1598885.79
PCC		8003+45.53	487323.97	1598661.93
R	968.7604'			
Δ	5°45'19" RT			
D	5°54'52"			
L	97.3104'			
T	48.6961'			
E	1.2231'			
CURVE				
PCC		8003+45.53	487323.81	1598660.67
PI		8003+67.91	487329.5	1598682.31
CC			478907.22	1600875.9
PT		8003+90.29	487335.09	1598703.98
R	8703.2283'			
Δ	0°17'41" RT			
D	0°39'30"			
L	44.7621'			
T	22.3811'			
E	0.0288'			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	JAN 2025
DESIGN-DETAILED	D. CLOUTIER	
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GRADING PLANS

SHEET NUMBER

54

OF 154

ELEVATIONS FOR NB GD MED 01				
STATION	ELEVATION		STATION	ELEVATION
9000+00.00	220.86		9002+00.00	219.72
9000+10.00	220.77		9002+10.00	219.56
9000+20.00	220.58		9002+20.00	219.41
9000+30.00	220.40		9002+30.00	219.29
9000+40.00	220.22		9002+40.00	219.20
9000+50.00	220.03		9002+50.00	219.13
9000+60.00	219.85		9002+60.00	219.10
9000+70.00	219.66		9002+70.00	219.12
9000+80.00	219.48		9002+80.00	219.17
9000+90.00	219.32		9002+90.00	219.26
9001+00.00	219.20		9003+00.00	219.39
9001+10.00	219.12		9003+10.00	219.55
9001+20.00	219.10		9003+20.00	219.72
9001+30.00	219.11		9003+30.00	219.89
9001+40.00	219.16		9003+40.00	220.06
9001+50.00	219.24		9003+50.00	220.24
9001+60.00	219.37		9003+60.00	220.42
9001+70.00	219.54		9003+70.00	220.62
9001+80.00	219.76		9003+80.00	220.83
9001+90.00	219.75		9003+81.58	220.86

ALIGNMENT DATA FOR NB GD MED 01				
		STATION	X COORD	Y COORD
CURVE				
PC		9000+00.00	487338.15	1598634.55
PI		9000+17.67	487337.09	1598616.91
CC			487340.65	1598634.4
PCC		9000+07.15	487343.00	1598633.57
R	2.5'			
Δ	163°53'55" RT			
D	2291°49'52"			
L	7.1514'			
T	17.675'			
E	15.3509'			
CURVE				
PCC		9000+07.15	487343	1598633.57
PI		9000+21.55	487347.82	1598647.14
CC			487108.35	1598716.88
PRC		9000+35.92	487351.04	1598661.17
R	249.0'			
Δ	6°37'11" RT			
D	23°00'37"			
L	28.7684'			
T	14.4002'			
E	0.4161'			
CURVE				
PRC		9000+35.92	487351.03	1598661.12
PI		9000+96.34	487364.53	1598720.01
CC			487512.84	1598624.03
PT		9001+51.81	487412.72	1598756.45
R	166.0003'			
Δ	39°59'56" LT			
D	34°30'56"			
L	115.8867'			
T	60.4173'			
E	10.6529'			

ALIGNMENT DATA FOR NB GD MED 01 (cont.)				
		STATION	X COORD	Y COORD
TANGENT				
PT		9001+51.81	487412.82	1598756.52
PC		9001+77.47	487433.29	1598772
BEARINGS	N 37°05'40" E			
L	25.6628'			
CURVE				
PC		9001+77.47	487433.52	1598772.17
PI		9001+81.25	487436.54	1598774.46
CC			487431.71	1598774.57
PRC		9001+82.87	487433.63	1598776.87
R	3.0'			
Δ	103°11'50" RT			
D	1909°51'34"			
L	5.4034'			
T	3.7849'			
E	1.8296'			
CURVE				
PRC		9001+82.87	487433.63	1598776.87
PI		9001+91.36	487427.1	1598782.3
CC			487484.74	1598838.42
PRC		9001+99.78	487421.85	1598788.97
R	80.0'			
Δ	12°06'42" LT			
D	71°37'11"			
L	16.9109'			
T	8.4871'			
E	0.4489'			

ALIGNMENT DATA FOR NB GD MED 01 (cont.)				
		STATION	X COORD	Y COORD
CURVE				
PRC		9001+99.78	487421.85	1598788.97
PI		9002+03.30	487419.68	1598791.73
CC			487420.28	1598787.73
PRC		9002+04.00	487418.41	1598788.45
R	2.0'			
Δ	120°43'27" RT			
D	2864°47'20"			
L	4.2141'			
T	3.5152'			
E	2.0444'			
CURVE				
PRC		9002+04.00	487418.41	1598788.45
PI		9002+26.30	487410.38	1598767.65
CC			487328.81	1598823.04
PRC		9002+47.82	487394.01	1598752.51
R	96.05'			
Δ	26°08'32" LT			
D	59°39'07"			
L	43.8243'			
T	22.3004'			
E	2.5548'			
CURVE				
PRC		9002+47.82	487394.02	1598752.52
PI		9003+18.16	487342.38	1598704.77
CC			487512.83	1598624.04
PT		9003+81.58	487338.15	1598634.55
R	175'			
Δ	43°47'40" RT			
D	32°44'26"			
L	133.7628'			
T	70.3398'			
E	13.6072'			

ELEVATIONS FOR NE SLIP GD RT 01				
STATION	ELEVATION		STATION	ELEVATION
10000+00.00	219.29		10001+50.00	217.79
10000+10.00	219.12		10001+60.00	217.78
10000+20.00	218.96		10001+70.00	217.77
10000+30.00	218.80		10001+80.00	217.78
10000+40.00	218.66		10001+90.00	217.79
10000+50.00	218.53		10002+00.00	217.82
10000+60.00	218.41		10002+10.00	217.86
10000+70.00	218.30		10002+20.00	217.88
10000+80.00	218.20		10002+30.00	217.90
10000+90.00	218.11		10002+40.00	217.87
10001+00.00	218.03		10002+50.00	217.85
10001+10.00	217.96		10002+60.00	217.84
10001+20.00	217.90		10002+70.00	217.83
10001+30.00	217.85		10002+76.83	217.85
10001+40.00	217.82			

ALIGNMENT DATA FOR NE SLIP GD RT 01				
		STATION	X COORD	Y COORD
TANGENT				
POB		10000+00.00	487335.09	1598703.98
PC		10000+49.85	487347.61	1598752.23
BEARINGS	N 75°27'14" E			
L	49.8455'			
CURVE				
PC		10000+49.85	487347.61	1598752.23
PI		10000+91.01	487357.94	1598792.08
CC			486999.05	1598842.66
PT		10001+31.82	487359.02	1598833.23
R	360.0936'			
Δ	13°02'35" RT			
D	15°54'41"			
L	81.9733'			
T	41.1646'			
E	2.3453'			
TANGENT				
PT		10001+31.82	487359.02	1598833.23
PC		10001+63.37	487359.85	1598864.77
BEARINGS	N 88°30'01" E			
L	31.5525'			

ALIGNMENT DATA FOR NE SLIP GD RT 01 (cont.)				
		STATION	X COORD	Y COORD
CURVE				
PC		10001+63.37	487359.85	1598864.77
PI		10001+85.29	487360.42	1598886.68
CC			487559.78	1598859.53
PCC		10002+07.03	487365.73	1598907.94
R	200.0'			
Δ	12°30'26" LT			
D	28°38'52"			
L	43.6583'			
T	21.9162'			
E	1.1972'			
CURVE				
PCC		10002+07.03	487365.76	1598907.93
PI		10002+18.95	487368.66	1598919.5
CC			487569.83	1598856.7
PRC		10002+30.85	487372.86	1598930.66
R	210.4039'			
Δ	6°29'17" LT			
D	27°13'53"			
L	23.8253'			
T	11.9254'			
E	0.3377'			

ALIGNMENT DATA FOR NE SLIP GD RT 01 (cont.)				
		STATION	X COORD	Y COORD
CURVE				
PRC		10002+30.85	487372.98	1598931
PI		10002+40.15	487376.3	1598939.68
CC			487349.63	1598939.93
PRC		10002+48.65	487373.15	1598948.42
R	25.0014'			
Δ	40°46'25" RT			
D	229°10'14"			
L	17.7919'			
T	9.2914'			
E	1.6707'			
CURVE				
PRC		10002+48.65	487373.15	1598948.42
PI		10002+62.74	487368.4	1598961.69
CC			487772.35	1599091.22
PT		10002+76.83	487364.55	1598975.25
R	423.9679'			
Δ	3°48'30" LT			
D	13°30'51"			
L	28.1801'			
T	14.0952'			
E	0.2342'			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

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23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GRADING PLANS

SHEET NUMBER

55

OF 154

Filename: ...\HIGHWAY\MSTA\055_GRADING10.dgn Division: HIGHWAY Username: common Date:1/23/2025

ELEVATIONS FOR NE SLIP GD LT 01				
STATION	ELEVATION		STATION	ELEVATION
11000+00.00	218.67		11001+70.00	218.25
11000+10.00	218.82		11001+80.00	218.19
11000+20.00	218.91		11001+90.00	218.15
11000+30.00	219.02		11002+00.00	218.12
11000+40.00	219.14		11002+10.00	218.10
11000+50.00	219.28		11002+20.00	218.09
11000+60.00	219.43		11002+30.00	218.10
11000+70.00	219.48		11002+40.00	218.11
11000+80.00	219.46		11002+50.00	218.14
11000+90.00	219.41		11002+60.00	218.18
11001+00.00	219.32		11002+70.00	218.22
11001+10.00	219.20		11002+80.00	218.27
11001+20.00	219.04		11002+90.00	218.34
11001+30.00	218.83		11003+00.00	218.41
11001+40.00	218.57		11003+10.00	218.50
11001+50.00	218.50		11003+20.00	218.59
11001+60.00	218.38		11003+27.51	218.67

ALIGNMENT DATA FOR NE SLIP GD LT 01				
		STATION	X COORD	Y COORD
CURVE				
PC		11000+00.00	487366.86	1598764.04
PI		11000+13.14	487364.18	1598751.18
CC			487369.97	1598763.39
PT		11000+08.48	487372.44	1598761.39
R	3.1785'			
Δ	152°47'57" RT			
D	1802°35'13"			
L	8.4767'			
T	13.1381'			
E	10.3386'			
TANGENT				
PT		11000+08.48	487372.44	1598761.39
PC		11000+19.18	487379.92	1598769.05
BEARINGS	N 45°40'19" E			
L	10.7029'			
CURVE				
PC		11000+19.18	487379.92	1598769.05
PI		11000+48.03	487400.08	1598789.69
CC			487327.16	1598820.58
PT		11000+74.18	487400.88	1598818.53
R	73.75'			
Δ	42°43'59" RT			
D	77°41'21"			
L	55.005'			
T	28.8526'			
E	5.443'			

ALIGNMENT DATA FOR NE SLIP GD LT 01 (cont.)				
		STATION	X COORD	Y COORD
TANGENT				
PT		11000+74.18	487400.88	1598818.53
PC		11001+19.32	487402.14	1598863.64
BEARINGS	N 88°24'18" E			
L	45.1324'			
CURVE				
PC		11001+19.32	487402.14	1598863.64
PI		11001+45.02	487402.84	1598889.34
CC			487306.76	1598866.25
PCC		11001+69.54	487390.54	1598911.91
R	95.4184'			
Δ	30°09'22" RT			
D	60°02'49"			
L	50.2208'			
T	25.7066'			
E	3.4021'			
CURVE				
PCC		11001+69.54	487390.54	1598911.91
PI		11001+80.03	487385.74	1598921.24
CC			487386.98	1598910.08
PT		11001+79.19	487383.11	1598911.08
R	4.0'			
Δ	138°14'58" RT			
D	1432°23'40"			
L	9.6516'			
T	10.4885'			
E	7.2254'			

ALIGNMENT DATA FOR NE SLIP GD LT 01 (cont.)				
		STATION	X COORD	Y COORD
TANGENT				
PT		11001+79.19	487383.11	1598911.08
PC		11001+89.19	487380.61	1598901.4
BEARINGS	S 75°29'42" W			
L	10.0026'			
CURVE				
PC		11001+89.19	487380.61	1598901.4
PI		11002+07.96	487376.37	1598883.11
CC			487562.01	1598859.36
PT		11002+26.61	487375.86	1598864.35
R	186.2124'			
Δ	11°30'45" RT			
D	30°46'09"			
L	37.416'			
T	18.7712'			
E	0.9437'			
TANGENT				
PT		11002+26.61	487375.86	1598864.35
PC		11002+50.03	487375.23	1598840.93
BEARINGS	S 88°26'54" W			
L	23.4228'			
CURVE				
PC		11002+50.03	487375.23	1598840.93
PI		11002+88.90	487374.93	1598802.06
CC			486991.06	1598843.85
PT		11003+27.51	487366.86	1598764.04
R	384.1802'			
Δ	11°33'18" LT			
D	14°54'50"			
L	77.4796'			
T	38.8716'			
E	1.9615'			

ELEVATIONS FOR WB GD LT 01				
STATION	ELEVATION		STATION	ELEVATION
12000+00.00	218.11		12001+10.00	218.04
12000+10.00	218.13		12001+20.00	217.99
12000+20.00	218.15		12001+30.00	217.98
12000+30.00	218.17		12001+40.00	217.98
12000+40.00	218.21		12001+50.00	217.96
12000+50.00	218.23		12001+60.00	217.94
12000+60.00	218.21		12001+70.00	217.91
12000+70.00	218.18		12001+80.00	217.89
12000+80.00	218.15		12001+90.00	217.86
12000+90.00	218.12		12001+93.01	217.85
12001+00.00	218.09			

ALIGNMENT DATA FOR WB GD LT 01				
		STATION	X COORD	Y COORD
CURVE				
PC		12000+00.00	487325.48	1599163.94
PI		12000+22.93	487332.01	1599141.95
CC			486381.39	1598883.86
PCC		12000+45.85	487337.50	1599119.69
R	984.7646'			
Δ	2°40'05" LT			
D	5°49'06"			
L	45.8548'			
T	22.9316'			
E	0.267'			
CURVE				
PCC		12000+45.85	487337.5	1599119.69
PI		12000+64.11	487342.18	1599102.04
CC			487049.52	1599043.19
PCC		12000+82.32	487344.68	1599083.96
R	297.9681'			
Δ	7°00'42" LT			
D	19°13'44"			
L	36.4639'			
T	18.2548'			
E	0.5587'			
CURVE				
PCC		12000+82.32	487344.68	1599083.96
PI		12000+93.23	487346.58	1599073.21
CC			487085.51	1599038.18
PRC		12001+04.13	487347.58	1599062.35
R	263.1819'			
Δ	4°44'56" LT			
D	21°46'13"			
L	21.8137'			
T	10.9131'			
E	0.2262'			

ALIGNMENT DATA FOR WB GD LT 01 (cont.)				
		STATION	X COORD	Y COORD
CURVE				
PRC		12001+04.13	487347.58	1599062.35
PI		12001+18.07	487348.83	1599048.47
CC			487761.9	1599099.67
PCC		12001+32.00	487351.01	1599034.7
R	416.0'			
Δ	3°50'15" RT			
D				
L	27.8625'			
T	13.9365'			
E	0.2334'			
CURVE				
PCC		12001+32.00	487351.01	1599034.7
PI		12001+55.39	487354.66	1599011.6
CC			487761.95	1599099.68
PCC		12001+78.73	487360.88	1598989.04
R	416.0425'			
Δ	6°26'12" RT			
D	13°46'23"			
L	46.7383'			
T	23.3938'			
E	0.6572'			
CURVE				
PCC		12001+78.73	487360.88	1598989.04
PI		12001+85.87	487362.61	1598982.12
CC			487834.8	1599107.54
PT		12001+93.01	487364.55	1598975.25
R	488.5086'			
Δ	1°40'28" RT			
D	13°46'18"			
L	14.2775'			
T	7.1393'			
E	0.0522'			

STATE OF MAINE
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HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
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REVISIONS 1		
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REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GRADING PLANS

SHEET NUMBER
56
OF 154

Filename: ...\HIGHWAY\MSTA\056_GRADING11.dgn Division: HIGHWAY Username: common Date:1/23/2025

Filename: ...\HIGHWAY\MSTA\057_GRADING12.dgn Division: HIGHWAY Username: common Date:1/23/2025

ELEVATIONS FOR WB GD RT 01			
STATION	ELEVATION	STATION	ELEVATION
13000+00.00	218.93	13001+80.00	217.54
13000+10.00	218.72	13001+90.00	217.48
13000+20.00	218.65	13002+00.00	217.42
13000+30.00	218.57	13002+10.00	217.36
13000+40.00	218.46	13002+20.00	217.32
13000+50.00	218.35	13002+30.00	217.30
13000+60.00	218.29	13002+40.00	217.34
13000+70.00	218.24	13002+50.00	217.43
13000+80.00	218.19	13002+60.00	217.62
13000+90.00	218.14	13002+70.00	217.86
13001+00.00	218.09	13002+80.00	217.99
13001+10.00	218.03	13002+90.00	217.99
13001+20.00	217.96	13003+00.00	217.98
13001+30.00	217.90	13003+10.00	217.86
13001+40.00	217.84	13003+20.00	217.50
13001+50.00	217.77	13003+30.00	217.25
13001+60.00	217.70	13003+33.76	217.19
13001+70.00	217.62		

ALIGNMENT DATA FOR WB GD RT 01				
		STATION	X COORD	Y COORD
TANGENT				
POB		13000+00.00	487359	1599175.37
PI		13000+68.50	487380.68	1599110.38
BEARINGS	N 71°33'17" W			
L	68.505'			
TANGENT				
PI		13000+68.50	487380.68	1599110.38
PC		13001+38.75	487401.53	1599043.31
BEARINGS	N 72°43'43" W			
L	70.2433'			
CURVE				
PC		13001+38.75	487401.53	1599043.31
PI		13001+83.30	487414.76	1599000.77
CC			487520.9	1599080.42
PT		13002+24.33	487451.91	1598976.18
R	125.0'			
Δ	39°13'47" RT			
D	45°50'12"			
L	85.586'			
T	44.547'			
E	7.7006'			
TANGENT				
PT		13002+24.33	487451.91	1598976.18
PI		13002+48.34	487471.92	1598962.93
BEARINGS	N 33°29'56" W			
L	24.0016'			
TANGENT				
PI		13002+48.34	487471.92	1598962.93
PC		13002+67.58	487487.95	1598952.28
BEARINGS	N 33°37'08" W			
L	19.2442'			
CURVE				
PC		13002+67.58	487487.95	1598952.28
PI		13002+97.28	487512.42	1598935.45
CC			487507.41	1598980.58
PT		13003+16.56	487532.6	1598957.24
R	34.3465'			
Δ	81°42'14" RT			
D	166°49'00"			
L	48.9782'			
T	29.7015'			
E	11.0612'			
TANGENT				
PT		13003+16.56	487532.83	1598957.02
POE		13003+33.76	487544.74	1598969.44
BEARINGS	N 46°10'45" E			
L	17.2034'			

ELEVATIONS FOR WB GD MED 01			
STATION	ELEVATION	STATION	ELEVATION
14000+00.00	218.89	14001+30.00	218.22
14000+10.00	218.71	14001+40.00	218.19
14000+20.00	218.55	14001+50.00	218.17
14000+30.00	218.42	14001+60.00	218.17
14000+40.00	218.32	14001+70.00	218.21
14000+50.00	218.23	14001+80.00	218.27
14000+60.00	218.18	14001+90.00	218.36
14000+70.00	218.16	14002+00.00	218.47
14000+80.00	218.16	14002+10.00	218.60
14000+90.00	218.18	14002+20.00	218.76
14001+00.00	218.20	14002+30.00	218.90
14001+10.00	218.28	14002+36.63	218.89
14001+20.00	218.25		

ALIGNMENT DATA FOR WB GD MED 01				
		STATION	X COORD	Y COORD
CURVE				
PC		14000+00.00	487422.39	1598896.19
PI		14000+03.68	487419.56	1598893.83
CC			487420.46	1598898.49
PT		14000+05.32	487417.82	1598897.07
R	3.0'			
Δ	101°41'39" LT			
D	1909°51'34"			
L	5.3247'			
T	3.6845'			
E	1.7514'			
TANGENT				
PT		14000+05.32	487417.82	1598897.07
PC		14000+20.82	487410.48	1598910.72
BEARINGS	S 61°44'03" E			
L	15.4961'			
CURVE				
PC		14000+20.82	487410.48	1598910.72
PI		14000+63.37	487390.33	1598948.2
CC			487761.9	1599099.67
PCC		14001+05.61	487378.53	1598989.08
R	399.0'			
Δ	12°10'30" LT			
D	14°21'35"			
L	84.7852'			
T	42.5529'			
E	2.2627'			
CURVE				
PCC		14001+05.61	487378.53	1598989.08
PI		14002+60.78	487335.53	1599138.18
CC			487381.9	1598990.05
PRC		14001+16.44	487385.21	1598991.18
R	3.5'			
Δ	177°24'57" LT			
D	1637°01'20"			
L	10.8377'			
T	155.1752'			
E	151.7147'			
CURVE				
PRC		14001+16.44	487385.21	1598991.18
PI		14001+40.43	487392.89	1598968.46
CC			487765.1	1599119.57
PCC		14001+64.35	487403.22	1598946.81
R	401.0'			
Δ	6°50'43" RT			
D	14°17'18"			
L	47.9076'			
T	23.9823'			
E	0.7165'			

ALIGNMENT DATA FOR WB GD MED 01 (cont.)				
		STATION	X COORD	Y COORD
CURVE				
PCC		14001+64.35	487403.22	1598946.81
PI		14001+90.56	487414.52	1598923.16
CC			487485.35	1598986.02
PRC		14002+15.39	487436.66	1598909.14
R	91.0'			
Δ	32°08'16" RT			
D	62°57'45"			
L	51.0428'			
T	26.2123'			
E	3.7'			
CURVE				
PRC		14002+15.39	487436.66	1598909.14
PI		14002+18.85	487439.58	1598907.29
CC			487435.59	1598907.45
PRC		14002+19.58	487436.52	1598905.68
R	2.0'			
Δ	119°54'44" LT			
D	2864°47'20"			
L	4.1857'			
T	3.458'			
E	1.9947'			
CURVE				
PRC		14002+19.58	487436.52	1598905.68
PI		14002+28.14	487428.95	1598901.69
CC			487473.77	1598834.87
PI		14002+36.63	487422.39	1598896.19
R	80.0'			
Δ	12°12'53" RT			
D	71°37'11"			
L	17.0549'			
T	8.5599'			
E	0.4566'			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	L. ROWE	JAN 2025
CHECKED-REVIEWED	D. CLOUTIER	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GRADING PLANS

SHEET NUMBER

57

OF 154

ELEVATIONS FOR NB SLIP GD 01				
STATION	ELEVATION		STATION	ELEVATION
15000+00.00	218.62		15000+90.00	217.73
15000+10.00	218.46		15001+00.00	217.77
15000+20.00	218.31		15001+10.00	217.87
15000+30.00	218.16		15001+20.00	218.03
15000+40.00	218.04		15001+30.00	218.21
15000+50.00	217.95		15001+40.00	218.40
15000+60.00	217.89		15001+50.00	218.56
15000+70.00	217.90		15001+57.81	218.62
15000+80.00	217.74			

ALIGNMENT DATA FOR NB SLIP GD 01				
		STATION	X COORD	Y COORD
CURVE				
PC		15000+00.00	487472.20	1598920.31
PI		15000+00.70	487471.55	1598920.05
CC			487471.43	1598922.24
PT		15000+01.54	487470.70	1598920.31
R	2.1'			
Δ	37°07'32" LT			
D	2761°25'20"			
L	1.3444'			
T	0.6968'			
E	0.1139'			
CURVE				
PC		15000+01.54	487470.70	1598920.31
PI		15000+34.46	487439.15	1598929.75
CC			487496.39	1599006.12
PCC		15000+64.64	487421.24	1598957.37
R	89.5783'			
Δ	40°21'44" LT			
D	63°57'42"			
L	63.1038'			
T	32.9249'			
E	5.8592'			

ALIGNMENT DATA FOR NB SLIP GD 01 (cont.)				
		STATION	X COORD	Y COORD
CURVE				
PCC		15000+64.64	487421.24	1598957.37
PI		15000+81.70	487412.11	1598971.78
CC			487424.62	1598959.51
PT		15000+75.37	487426.69	1598962.93
R	4'			
Δ	153°36'36" LT			
D	1432°23'40"			
L	10.724'			
T	17.0608'			
E	13.5235'			
TANGENT				
PT		15000+75.37	487426.69	1598962.93
PC		15001+41.59	487483.30	1598928.58
BEARINGS	N 31°15'03" W			
L	66.2219'			
CURVE				
PC		15001+41.59	487483.30	1598928.58
PI		15001+45.45	487486.61	1598926.57
CC			487482.27	1598926.87
PT		15001+45.96	487483.06	1598925.03
R	2'			
Δ	40°21'44" LT			
D	63°57'42"			
L	4.3718'			
T	3.8619'			
E	2.3491'			
TANGENT				
PT		15001+45.96	487483.06	1598925.03
POE		15001+57.81	487472.20	1598920.31
BEARINGS	S 23°30'20" W			
L	11.8508'			

ELEVATIONS FOR SB GD LT 01			
STATION	ELEVATION	STATION	ELEVATION
16000+00.00	215.37	16000+18.61	215.37
16000+10.00	215.33		

ALIGNMENT DATA FOR SB GD LT 01				
		STATION	X COORD	Y COORD
TANGENT				
POB		16000+00.00	487764.96	1599177.21
PI		16000+13.04	487774.65	1599185.94
BEARINGS	N 42°00'05" E			
L	13.0414'			
CURVE				
PC		16000+13.04	487759.7	1599176.11
PI		16000+16.04	487762.6	1599175.37
CC			487761.21	1599182.04
PT		16000+18.61	487764.96	1599177.21
R	6.1157'			
Δ	52°10'38" RT			
D	936°52'00"			
L	5.5693'			
T	2.9945'			
E	0.6938'			

ELEVATIONS FOR SB GD RT 01			
STATION	ELEVATION	STATION	ELEVATION
18000+00.00	215.52	18001+10.00	215.93
18000+10.00	215.55	18001+20.00	215.95
18000+20.00	215.58	18001+30.00	215.97
18000+30.00	215.64	18001+40.00	216.01
18000+40.00	215.71	18001+50.00	215.99
18000+50.00	215.78	18001+60.00	215.91
18000+60.00	215.81	18001+70.00	215.78
18000+70.00	215.84	18001+80.00	215.81
18000+80.00	215.87	18001+90.00	217.37
18000+90.00	215.89	18001+94.35	218.03
18001+00.00	215.91		

ALIGNMENT DATA FOR SB GD RT 01				
		STATION	X COORD	Y COORD
TANGENT				
POB		18000+00.00	487754.5	1599107.92
PI		18000+55.55	487715.63	1599068.23
BEARINGS	S 45°35'43" W			
L	55.5532'			
CURVE				
PC		18000+55.55	487715.63	1599068.23
PI		18000+71.76	487704.59	1599056.37
CC			489069.22	1597807.99
PRC		18000+87.96	487693.75	1599044.32
R	1849.439'			
Δ	1°00'14" RT			
D	3°05'53"			
L	32.4079'			
T	16.2043'			
E	0.071'			
CURVE				
PRC		18000+87.96	487693.75	1599044.32
PI		18001+14.19	487677.61	1599023.65
CC			487280.98	1599366.76
PRC		18001+40.37	487659.48	1599004.7
R	523.7824'			
Δ	5°43'57" LT			
D	10°56'20"			
L	52.4049'			
T	26.2243'			
E	0.6561'			
CURVE				
PRC		18001+40.37	487659.48	1599004.7
PI		18001+70.32	487641.34	1598980.86
CC			487684.71	1598985.51
PT		18001+88.37	487664.13	1598961.41
R	31.6953'			
Δ	86°46'23" RT			
D	180°46'14"			
L	48.0017'			
T	29.9586'			
E	11.9179'			
TANGENT				
PT		18001+88.37	487664.13	1598961.41
POE		18001+94.35	487668.96	1598957.87
BEARINGS	N 36°11'59" W			
L	5.9856'			

ELEVATIONS FOR SB GD LT 02			
STATION	ELEVATION	STATION	ELEVATION
17000+00.00	216.58	17001+60.00	215.75
17000+10.00	216.49	17001+70.00	215.67
17000+20.00	216.42	17001+80.00	215.62
17000+30.00	216.37	17001+90.00	215.58
17000+40.00	216.33	17002+00.00	215.60
17000+50.00	216.28	17002+10.00	215.56
17000+60.00	216.24	17002+20.00	215.52
17000+70.00	216.19	17002+30.00	215.47
17000+80.00	216.15	17002+40.00	215.41
17000+90.00	216.10	17002+50.00	216.67
17001+00.00	216.06	17002+60.00	216.59
17001+10.00	216.01	17002+70.00	216.96
17001+20.00	215.97	17002+80.00	216.85
17001+30.00	215.92	17002+90.00	216.75
17001+40.00	215.88	17002+97.55	216.68
17001+50.00	215.82		

ALIGNMENT DATA FOR SB GD LT 02				
		STATION	X COORD	Y COORD
TANGENT				
POB		17000+00.00	487580.66	1599005.88
PI		17000+21.23	487595.5	1599021.06
BEARINGS	N 45°39'14" E			
L	21.2264'			
TANGENT				
PI		17000+21.23	487595.5	1599021.06
PI		17000+61.40	487624.53	1599048.84
BEARINGS	N 43°44'40" E			
L	40.1779'			
TANGENT				
PI		17000+61.40	487624.53	1599048.84
PI		17001+47.05	487687.55	1599106.83
BEARINGS	N 42°37'05" E			
L	85.6491'			
TANGENT				
PI		17001+47.05	487687.55	1599106.83
PI		17001+94.35	487722.78	1599138.41
BEARINGS	N 41°52'24" E			
L	47.3009'			
TANGENT				
PI		17001+94.35	487722.78	1599138.41
PI		17001+97.14	487724.31	1599140.73
BEARINGS	N 56°38'02" E			
L	2.786'			
TANGENT				
PI		17001+97.14	487724.31	1599140.73
PI		17002+48.82	487762.21	1599175.86
BEARINGS	N 42°49'10" E			
L	51.6764'			

ALIGNMENT DATA FOR SB GD LT 02 (cont.)				
		STATION	X COORD	Y COORD
CURVE				
PC		17002+48.82	487571.71	1598997.57
PI		17002+54.93	487576.39	1599001.51
CC			487491.27	1599093.25
PT		17002+61.04	487580.66	1599005.88
R	125.0'			
Δ	5°36'03" RT			
D	45°50'12"			
L	12.219'			
T	6.1144'			
E	0.1495'			
TANGENT				
PT		17002+61.04	487543.32	1598974.64
PI		17002+69.77	487550.38	1598979.77
BEARINGS	N 35°58'25" E			
L	8.7318'			
TANGENT				
PI		17002+69.77	487550.38	1598979.77
PI		17002+76.66	487555.72	1598984.13
BEARINGS	N 39°16'23" E			
L	6.8913'			
TANGENT				
PI		17002+76.66	487555.72	1598984.13
POE		17002+97.55	487571.71	1598997.57
BEARINGS	N 40°03'11" E			
L	20.8916'			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
DESIGN-DETAILED	L. ROWE	JAN 2025
CHECKED-REVIEWED	D. CLOUTIER	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
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FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GRADING PLANS

SHEET NUMBER

58

OF 154

Filename: ...\HIGHWAY\MSTA\058_GRADING13.dgn Division: HIGHWAY Username: common Date:1/23/2025

Filename: ...\HIGHWAY\MSTA\059_GRADING14.dgn Username: common Division: HIGHWAY Date:1/23/2025

ELEVATIONS FOR SB GD RT 02

STATION	ELEVATION	STATION	ELEVATION
19000+00.00	215.79	19000+70.00	217.45
19000+10.00	216.02	19000+80.00	217.74
19000+20.00	216.27	19000+90.00	218.03
19000+30.00	216.50	19001+00.00	218.34
19000+40.00	216.76	19001+10.00	218.66
19000+50.00	217.00	19001+20.00	218.99
19000+60.00	217.22	19001+28.11	219.06

ALIGNMENT DATA FOR SB GD RT 02

		STATION	X COORD	Y COORD
TANGENT				
POB		19000+00.00	487640.29	1598936.31
PI		19000+24.14	487618.22	1598946.11
BEARINGS	S 23°57'42" E			
L	24.1435'			
CURVE				
PC		19000+24.14	487618.22	1598946.11
PI		19000+35.81	487607.67	1598951.08
CC			487606.4	1598920.99
PCC		19000+46.23	487596.74	1598947.02
R	27.7678'			
Δ	45°33'46" RT			
D	206°20'20"			
L	22.0815'			

ALIGNMENT DATA FOR SB GD RT 02 (cont.)

		STATION	X COORD	Y COORD
CURVE				
PCC		19000+46.23	487596.79	1598947.04
PI		19000+49.71	487593.51	1598945.89
CC			487605.55	1598922.09
PCC		19000+53.15	487590.63	1598943.92
R	26.4447'			
Δ	15°00'13" RT			
D	216°39'44"			
L	6.9248'			
T	3.4823'			
E	0.2283'			
CURVE				
PCC		19000+53.15	487590.63	1598943.92
PI		19000+94.04	487558.44	1598918.71
CC			487637.21	1598884.44
PT		19001+28.11	487561.94	1598877.97
R	75.5548'			
Δ	56°50'39" RT			
D	75°50'00"			
L	74.9592'			
T	40.8899'			
E	10.3551'			

ELEVATIONS FOR SB GD MED 01

STATION	ELEVATION	STATION	ELEVATION
20000+00.00	216.10	20002+10.00	216.22
20000+10.00	216.21	20002+20.00	216.19
20000+20.00	216.21	20002+30.00	216.17
20000+30.00	216.25	20002+40.00	216.14
20000+40.00	216.29	20002+50.00	217.21
20000+50.00	216.33	20002+60.00	217.03
20000+60.00	216.37	20002+70.00	216.87
20000+70.00	216.41	20002+80.00	216.72
20000+80.00	216.45	20002+90.00	216.62
20000+90.00	216.49	20003+00.00	216.53
20001+00.00	216.53	20003+10.00	216.47
20001+10.00	216.57	20003+20.00	216.42
20001+20.00	216.62	20003+30.00	216.38
20001+30.00	216.66	20003+40.00	216.34
20001+40.00	216.71	20003+50.00	216.32
20001+50.00	216.76	20003+60.00	216.29
20001+60.00	216.83	20003+70.00	216.27
20001+70.00	216.92	20003+80.00	216.26
20001+80.00	217.02	20003+90.00	217.35
20001+90.00	217.14	20004+00.00	217.26
20002+00.00	217.27	20004+03.25	217.21

ELEVATIONS FOR SB GD MED 02

STATION	ELEVATION	STATION	ELEVATION
21000+00.00	217.34	21001+10.00	218.98
21000+10.00	217.48	21001+20.00	218.98
21000+20.00	217.46	21001+30.00	218.81
21000+30.00	217.62	21001+40.00	218.57
21000+40.00	217.82	21001+50.00	218.33
21000+50.00	218.02	21001+60.00	218.11
21000+60.00	218.21	21001+70.00	217.89
21000+70.00	218.38	21001+80.00	217.68
21000+80.00	218.54	21001+90.00	217.48
21000+90.00	218.67	21000+00.00	217.34
21001+00.00	218.83		

ALIGNMENT DATA FOR SB GD MED 01

		STATION	X COORD	Y COORD
CURVE				
PC		20000+00.00	487713.59	1599091.54
PI		20001+11.00	487786.05	1599175.63
CC			487709.90	1599094.73
PT		20000+14.19	487706.49	1599098.23
R	4.8827'			
Δ	174°57'46" RT			
D	1173°26'14"			
L	14.9103'			
T	111.0032'			
E	106.2279'			
TANGENT				
PT		20000+14.19	487706.49	1599098.23
PC		20000+98.29	487643.65	1599043.43
BEARINGS	S 41°05'11" W			
L	83.3761'			
CURVE				
PC		20000+98.29	487643.65	1599043.43
PI		20001+49.82	487605.21	1599009.10
CC			488245.81	1598369.14
PRC		20002+01.25	487570.92	1598970.63
R	904.0273'			
Δ	6°31'32" RT			
D	6°20'16"			
L	102.9613'			
T	51.5364'			
E	1.4678'			

ALIGNMENT DATA FOR SB GD MED 02

		STATION	X COORD	Y COORD
TANGENT				
POB		21000+00.00	487577.59	1598955.87
PI		21000+14.83	487566.83	1598966.07
BEARINGS	S 43°28'16" E			
L	14.8329'			
TANGENT				
PI		21000+14.83	487566.83	1598966.07
PC		21000+39.33	487550.7	1598947.63
BEARINGS	S 48°49'38" N			
L	24.5012'			
CURVE				
PC		21000+39.33	487550.7	1598947.63
PI		21000+65.10	487533.73	1598928.24
CC			487414.57	1599066.76
PRC		21000+90.52	487512.02	1598914.36
R	180.8916'			
Δ	16°12'43" LT			
D	31°40'27"			
L	51.1834'			
T	25.7638'			
E	1.8255'			
CURVE				
PRC		21000+90.52	487512.02	1598914.36
PI		21000+94.40	487508.78	1598912.23
CC			487513.12	1598912.69
PRC		21000+94.90	487512.4	1598910.83
R	2.0'			
Δ	125°26'24" RT			
D	2864°47'20"			
L	4.3787'			
T	3.8782'			
E	2.3636'			

ALIGNMENT DATA FOR SB GD MED 01 (cont.)

		STATION	X COORD	Y COORD
CURVE				
PRC		20002+01.25	487680.63	1599055.81
PI		20002+25.56	487696.91	1599073.86
CC			489309.67	1597585.94
PRC		20002+49.86	487713.59	1599091.54
R	2194.1522'			
Δ	1°16'10" LT			
D	2°36'41"			
L	48.6144'			
T	24.3082'			
E	0.1346'			
CURVE				
PC		20002+49.86	487582.75	1598959.93
PI		20003+19.00	487638.16	1599001.27
CC			487276.36	1599370.62
PT		20003+87.30	487680.64	1599055.81
R	512.3878'			
Δ	15°22'06" RT			
D	11°10'56"			
L	137.4377'			
T	69.1338'			
E	4.6429'			
TANGENT				
PT		20003+87.30	487570.83	1598970.53
POE		20004+03.25	487582.75	1598959.93
BEARINGS	N 41°40'20" W			
L	15.9488'			

ALIGNMENT DATA FOR SB GD MED 02 (cont.)

		STATION	X COORD	Y COORD
CURVE				
PRC		21000+94.90	487512.4	1598910.83
PI		21001+08.15	487524.65	1598905.77
CC			487482.07	1598837.28
PRC		21001+21.16	487534.61	1598897.02
R	79.5503'			
Δ	18°55'09" LT			
D	72°01'29"			
L	26.2675'			
T	13.2544'			
E	1.0966'			
CURVE				
PRC		21001+21.16	487534.61	1598897.02
PI		21001+24.46	487537.23	1598895.02
CC			487535.79	1598898.57
PRC		21001+25.21	487537.73	1598898.28
R	1.954'			
Δ	118°44'02" RT			
D				
L	4.0492'			
T	3.2997'			
E	1.8808'			
CURVE				
PRC		21001+25.21	487537.73	1598898.28
PI		21001+63.16	487545.65	1598935.38
CC			487626.72	1598879.27
PT		21001+97.11	487577.59	1598955.87
R	90.9976'			
Δ	45°16'09" LT			
D	2932°15'33"			
L	71.8968'			
T	37.9431'			
E	7.5937'			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

	BY	DATE
DESIGNED	L. ROWE	JAN 2025
DETAILED	D. CLOUTIER	
CHECKED		
REVIEWED		
PROJ. MANAGER		
DESIGN-DETAILED		
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PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GRADING PLANS

SHEET NUMBER
59
OF 154

Filename: ...\HIGHWAY\MSTA\060_GRADING15.dgn Division: HIGHWAY Username: common Date:1/23/2025

ELEVATIONS FOR EB RB SB GD 01				
STATION	ELEVATION		STATION	ELEVATION
22000+00.00	219.06		22001+10.00	219.79
22000+10.00	219.17		22001+20.00	219.72
22000+20.00	219.28		22001+30.00	219.72
22000+30.00	219.38		22001+40.00	219.79
22000+40.00	219.47		22001+50.00	219.88
22000+50.00	219.55		22001+60.00	219.96
22000+60.00	219.63		22001+70.00	220.05
22000+70.00	219.71		22001+80.00	220.13
22000+80.00	219.77		22001+90.00	220.22
22000+90.00	219.80		22001+91.80	220.24
22001+00.00	219.81			

ALIGNMENT DATA FOR EB RB SB GD 01				
		STATION	X COORD	Y COORD
TANGENT				
POB		22000+00.00	487561.94	1598877.97
PC		22000+23.38	487563.98	1598854.69
BEARINGS	N 84°59'23" W			
L	23.3751'			
CURVE				
PC		22000+23.38	487563.98	1598854.69
PI		22000+48.30	487566.16	1598829.85
CC			487464.36	1598845.95
PT		22000+72.24	487556.42	1598806.9
R	100.0'			
Δ	27°59'45" LT			
D	57°17'45"			
L	48.8619'			
T	24.9289'			
E	3.0604'			
TANGENT				
PT		22000+72.24	487556.42	1598806.9
PC		22001+14.22	487540.03	1598768.26
BEARINGS	S 67°00'52" W			
L	41.981'			
CURVE				
PC		22001+14.22	487540.03	1598768.26
PI		22001+53.90	487524.53	1598731.72
CC			487678.12	1598709.68
PT		22001+91.80	487529.13	1598692.31
R	150.0'			
Δ	29°38'09" RT			
D	38°11'50"			
L	77.5863'			
T	39.6818'			
E	5.1601'			

ELEVATIONS FOR BANKS GD LT 01			
STATION	ELEVATION	STATION	ELEVATION
23000+00.00	221.05	23002+10.00	223.16
23000+10.00	221.09	23002+20.00	223.00
23000+20.00	221.12	23002+30.00	222.85
23000+30.00	221.15	23002+40.00	222.67
23000+40.00	221.20	23002+50.00	222.47
23000+50.00	221.29	23002+60.00	222.21
23000+60.00	221.47	23002+70.00	221.93
23000+70.00	221.73	23002+80.00	219.32
23000+80.00	221.99	23002+90.00	219.09
23000+90.00	222.12	23003+00.00	218.96
23001+00.00	222.09	23003+10.00	218.84
23001+10.00	222.24	23003+20.00	217.98
23001+20.00	222.45	23003+30.00	218.08
23001+30.00	222.62	23003+40.00	218.18
23001+40.00	222.75	23003+50.00	218.29
23001+50.00	222.85	23003+60.00	218.45
23001+60.00	223.06	23003+70.00	218.68
23001+70.00	223.25	23003+80.00	219.10
23001+80.00	223.36	23003+90.00	219.86
23001+90.00	223.35	23003+99.75	220.42
23002+00.00	223.27		

ALIGNMENT DATA FOR BANKS GD LT 01 (cont.)				
		STATION	X COORD	Y COORD
TANGENT				
PT		23001+03.20	487362.9	1598423.36
PI		23001+48.90	487402.45	1598400.48
BEARINGS	N 30°03'03" W			
L	45.6966'			
TANGENT				
PI		23001+48.90	487402.45	1598400.48
PC		23001+53.24	487404.59	1598404.25
BEARINGS	N 60°28'19" W			
L	4.336'			
CURVE				
PC		23001+53.24	487404.59	1598404.25
PI		23001+74.62	487415.16	1598422.84
CC			487422.04	1598394.33
PT		23001+86.04	487433.04	1598411.12
R	20.0765'			
Δ	93°36'56" LT			
D	285°23'12"			
L	32.8031'			
T	21.3852'			
E	9.2559'			
TANGENT				
PT		23001+86.04	487433.04	1598411.12
PC		23002+59.51	487496.97	1598374.92
BEARINGS	N 29°31'32" W			
L	73.4729'			
CURVE				
PC		23002+59.51	487496.97	1598374.92
PI		23003+34.10	487562.32	1598338.95
CC			487416.78	1598229.22
PT		23003+99.75	487578.92	1598266.23
R	166.3132'			
Δ	48°18'43" LT			
D	34°27'02"			
L	140.2356'			
T	74.5905'			
E	15.9608'			

ALIGNMENT DATA FOR BANKS GD LT 01				
		STATION	X COORD	Y COORD
CURVE				
PC		23000+00.00	487291.94	1598427.21
PI		23000+17.41	487303.37	1598440.35
CC			487366.23	1598362.63
PT		23000+34.47	487318.6	1598448.78
R	98.4346'			
Δ	20°03'45" LT			
D	58°12'25"			
L	34.4677'			
T	17.4121'			
E	1.5282'			
TANGENT				
PT		23000+34.47	487318.6	1598448.78
PI		23000+34.70	487318.81	1598448.89
BEARINGS	N 28°50'47" E			
L	0.2291'			
TANGENT				
PI		23000+34.70	487318.81	1598448.89
PC		23000+42.98	487326.05	1598452.92
BEARINGS	29°06'44"			
L	8.2864'			
CURVE				
PC		23000+42.98	487325.59	1598452.67
PI		23000+83.67	487360.73	1598473.18
CC			487338.2	1598431.08
PCC		23000+93.98	487363.16	1598432.57
R	25.0032'			
Δ	116°51'10" LT			
D	229°09'13"			
L	50.9932'			
T	40.6841'			
E	22.7498'			
CURVE				
PCC		23000+93.98	487363.16	1598432.57
PI		23000+98.60	487363.46	1598427.96
CC			487313.46	1598429.4
PT		23001+03.20	487362.9	1598423.36
R	49.8052'			
Δ	10°36'51" LT			
D	115°02'23"			
L	9.2266'			
T	4.6265'			
E	0.2144'			

ELEVATIONS FOR BANKS GD RT 01			
STATION	ELEVATION	STATION	ELEVATION
24000+00.00	221.45	24001+40.00	223.76
24000+10.00	221.45	24001+50.00	223.70
24000+20.00	221.44	24001+60.00	223.58
24000+30.00	221.45	24001+70.00	223.42
24000+40.00	221.85	24001+80.00	223.17
24000+50.00	222.20	24001+90.00	222.87
24000+60.00	222.56	24002+00.00	222.54
24000+70.00	222.90	24002+10.00	222.17
24000+80.00	223.17	24002+20.00	221.79
24000+90.00	223.39	24002+30.00	221.47
24001+00.00	223.57	24002+40.00	218.72
24001+10.00	223.69	24002+50.00	219.28
24001+20.00	223.77	24002+58.98	221.01
24001+30.00	223.79		

ALIGNMENT DATA FOR BANKS GD LT 01				
		STATION	X COORD	Y COORD
TANGENT				
POB		24000+00.00	487324.17	1598494.7
PI		24000+94.24	487406.64	1598449.1
BEARINGS	N 28°56'26" W			
L	94.2389'			
TANGENT				
PI				
PC				
BEARINGS	N 27°59'51" W			
L	46.6227'			
CURVE				
PC		24001+40.86	487447.8	1598427.21
PI		24001+76.46	487479.98	1598411.99
CC			487660.72	1598877.4
PCC		24002+11.94	487514	1598401.5
R	498.0'			
Δ	8°10'39" RT			
D	11°30'19"			
L	71.0762'			
T	35.5986'			
E	1.2707'			

ALIGNMENT DATA FOR BANKS GD LT 01 (cont.)				
		STATION	X COORD	Y COORD
CURVE				
PCC		24002+11.94	487514	1598401.5
PI		24002+50.75	487551.09	1598390.07
CC			487520.63	1598423
PT		24002+58.98	487542.59	1598427.94
R	22.5'			
Δ	119°47'53" RT			
D	254°38'52"			
L	47.0445'			
T	38.8129'			
E	22.3631'			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GRADING PLANS

SHEET NUMBER

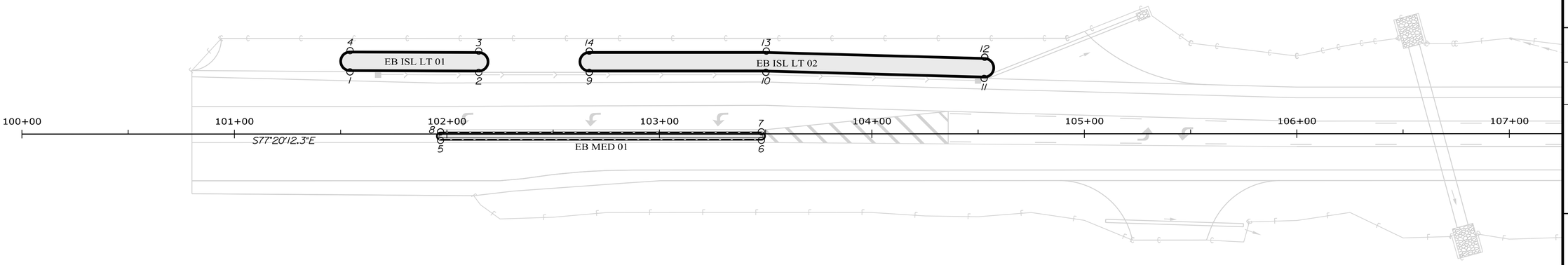
60

OF 154

PT.	STATION	OFFSET	NORTHING	EASTING
CONTROL POINTS FOR EB ISL LT 01				
1	101+54.37	29.24' LT.	487877.15	1597172.64
2	102+15.00	29.00' LT.	487863.62	1597231.74
3	102+15.00	39.00' LT.	487873.38	1597233.94
4	101+54.43	39.24' LT.	487886.89	1597174.89
CONTROL POINTS FOR EB MED 01				
5	101+97.00	3.00' RT.	487836.35	1597207.17
6	102+15.00	3.00' RT.	487803.25	1597354.49
7	103+48.00	1.00' LT.	487807.15	1597355.37
8	101+97.00	1.00' LT.	487840.25	1597208.04
CONTROL POINTS FOR EB ISL LT 02				
9	102+67.00	29.00' LT.	487852.22	1597282.48
10	103+50.11	29.00' LT.	487834.01	1597363.57
11	104+52.83	26.12' LT.	487808.68	1597463.16
12	104+53.11	36.12' LT.	487818.37	1597465.62
13	103+50.32	39.00' LT.	487843.72	1597365.96
14	102+67.00	39.00' LT.	487861.98	1597284.68

POINTS	RADIUS	LENGTH	STATION	OFFSET	X-COORD.	Y-COORD.
TANGENT, CURVE & CENTER POINT DATA FOR EB ISL LT 01						
1-2		60.63'				
2-3	5.00'	15.71'	102+20.00	34.00' LT.	487868.50	1597232.84
3-4		60.57'				
4-1	5.00'	15.71'	101+49.40	34.47' LT.	487882.02	1597173.77
TANGENT, CURVE & CENTER POINT DATA FOR EB MED 01						
5-6		151.00'				
6-7	2.00'	6.28'	103+50.00	1.00' RT.	487805.20	1597354.93
7-8		151.00'				
8-5	2.00'	6.28'	101+95.00	1.00' RT.	487838.30	1597207.61
TANGENT, CURVE & CENTER POINT DATA FOR EB ISL LT 02						
9-10		83.11'				
10-11		102.77'				
11-12	5.00'	15.71'	104+57.97	30.98' LT.	487813.53	1597464.40
12-13		102.83'				
13-14		83.32'	102+62.00	34.00' LT.	487857.10	1597283.58
14-9	5.00'	15.71'				

ITEM 609.21 MOLD 2	
CURB	POINTS
EB ISL LT 01	1 TO 4
EB ISL LT 02	9 TO 14
ITEM 609.21 MOLD 5	
CURB	POINTS
EB MED 01	5 TO 8



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GEOMETRIC PLANS

SHEET NUMBER

61

OF 154

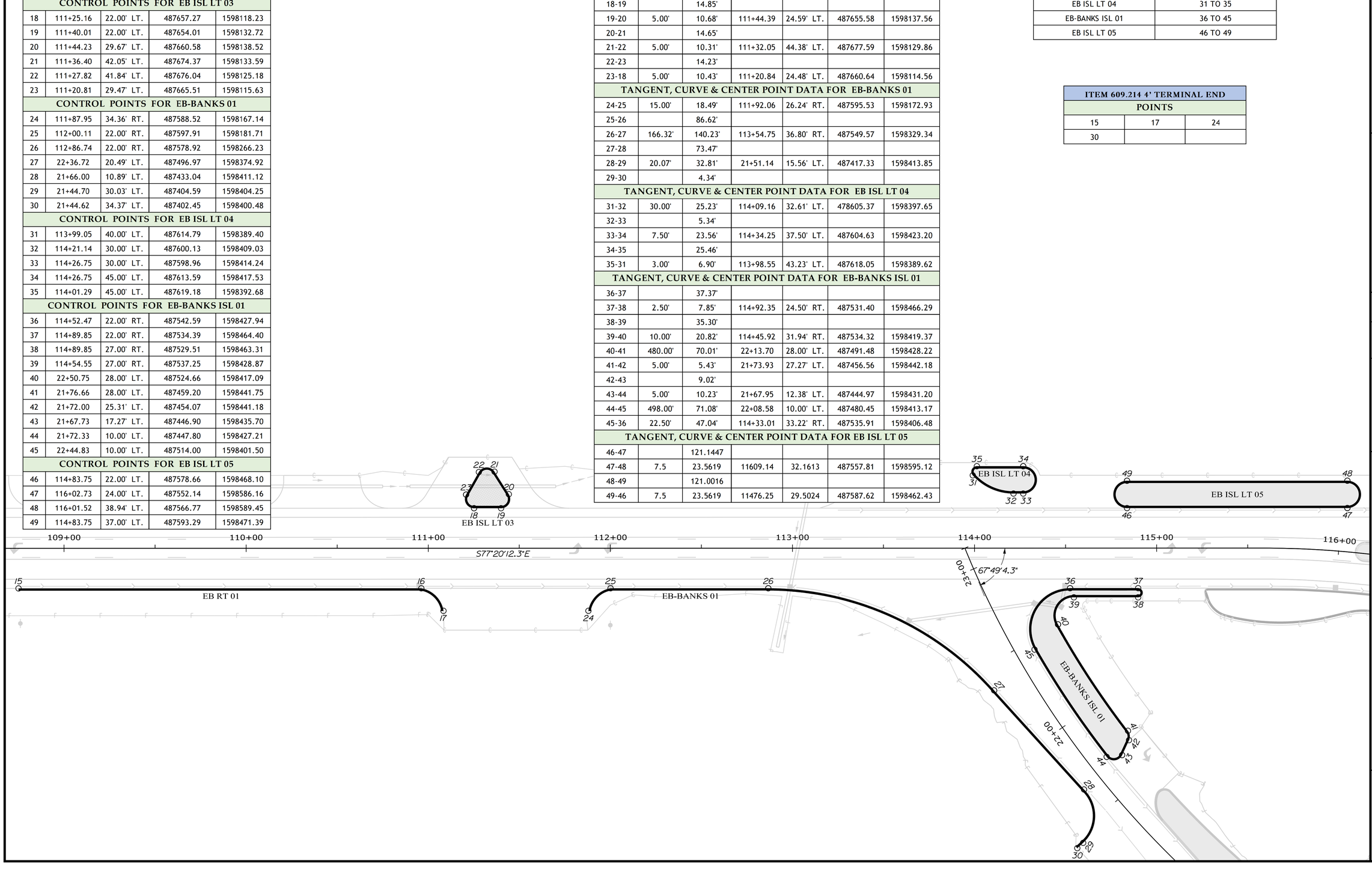
Filename: ...\MSTA\061_geometry01.dgn Division: HIGHWAY Username: common Date:1/23/2025

PT.	STATION	OFFSET	NORTHING	EASTING
CONTROL POINTS FOR EB RT 01				
15	108+75.00	22.00' RT.	487669.18	1597864.51
16	110+96.20	22.00' RT.	487620.69	1598080.32
17	111+08.36	34.36' RT.	487605.96	1598089.48
CONTROL POINTS FOR EB ISL LT 03				
18	111+25.16	22.00' LT.	487657.27	1598118.23
19	111+40.01	22.00' LT.	487654.01	1598132.72
20	111+44.23	29.67' LT.	487660.58	1598138.52
21	111+36.40	42.05' LT.	487674.37	1598133.59
22	111+27.82	41.84' LT.	487676.04	1598125.18
23	111+20.81	29.47' LT.	487665.51	1598115.63
CONTROL POINTS FOR EB-BANKS 01				
24	111+87.95	34.36' RT.	487588.52	1598167.14
25	112+00.11	22.00' RT.	487597.91	1598181.71
26	112+86.74	22.00' RT.	487578.92	1598266.23
27	22+36.72	20.49' LT.	487496.97	1598374.92
28	21+66.00	10.89' LT.	487433.04	1598411.12
29	21+44.70	30.03' LT.	487404.59	1598404.25
30	21+44.62	34.37' LT.	487402.45	1598400.48
CONTROL POINTS FOR EB ISL LT 04				
31	113+99.05	40.00' LT.	487614.79	1598389.40
32	114+21.14	30.00' LT.	487600.13	1598409.03
33	114+26.75	30.00' LT.	487598.96	1598414.24
34	114+26.75	45.00' LT.	487613.59	1598417.53
35	114+01.29	45.00' LT.	487619.18	1598392.68
CONTROL POINTS FOR EB-BANKS ISL 01				
36	114+52.47	22.00' RT.	487542.59	1598427.94
37	114+89.85	22.00' RT.	487534.39	1598464.40
38	114+89.85	27.00' RT.	487529.51	1598463.31
39	114+54.55	27.00' RT.	487537.25	1598428.87
40	22+50.75	28.00' LT.	487524.66	1598417.09
41	21+76.66	28.00' LT.	487459.20	1598441.75
42	21+72.00	25.31' LT.	487454.07	1598441.18
43	21+67.73	17.27' LT.	487446.90	1598435.70
44	21+72.33	10.00' LT.	487447.80	1598427.21
45	22+44.83	10.00' LT.	487514.00	1598401.50
CONTROL POINTS FOR EB ISL LT 05				
46	114+83.75	22.00' LT.	487578.66	1598468.10
47	116+02.73	24.00' LT.	487552.14	1598586.16
48	116+01.52	38.94' LT.	487566.77	1598589.45
49	114+83.75	37.00' LT.	487593.29	1598471.39

POINTS	RADIUS	LENGTH	STATION	OFFSET	X-COORD.	Y-COORD.
TANGENT, CURVE & CENTER POINT DATA FOR EB RT 01						
15-16		221.20'				
16-17	15.00'	18.49'	111+04.25	26.24' RT.	487614.78	1598087.25
TANGENT, CURVE & CENTER POINT DATA FOR EB ISL LT 03						
18-19		14.85'				
19-20	5.00'	10.68'	111+44.39	24.59' LT.	487655.58	1598137.56
20-21		14.65'				
21-22	5.00'	10.31'	111+32.05	44.38' LT.	487677.59	1598129.86
22-23		14.23'				
23-18	5.00'	10.43'	111+20.84	24.48' LT.	487660.64	1598114.56
TANGENT, CURVE & CENTER POINT DATA FOR EB-BANKS 01						
24-25	15.00'	18.49'	111+92.06	26.24' RT.	487595.53	1598172.93
25-26		86.62'				
26-27	166.32'	140.23'	113+54.75	36.80' RT.	487549.57	1598329.34
27-28		73.47'				
28-29	20.07'	32.81'	21+51.14	15.56' LT.	487417.33	1598413.85
29-30		4.34'				
TANGENT, CURVE & CENTER POINT DATA FOR EB ISL LT 04						
31-32	30.00'	25.23'	114+09.16	32.61' LT.	478605.37	1598397.65
32-33		5.34'				
33-34	7.50'	23.56'	114+34.25	37.50' LT.	487604.63	1598423.20
34-35		25.46'				
35-31	3.00'	6.90'	113+98.55	43.23' LT.	487618.05	1598389.62
TANGENT, CURVE & CENTER POINT DATA FOR EB-BANKS ISL 01						
36-37		37.37'				
37-38	2.50'	7.85'	114+92.35	24.50' RT.	487531.40	1598466.29
38-39		35.30'				
39-40	10.00'	20.82'	114+45.92	31.94' RT.	487534.32	1598419.37
40-41	480.00'	70.01'	22+13.70	28.00' LT.	487491.48	1598428.22
41-42	5.00'	5.43'	21+73.93	27.27' LT.	487456.56	1598442.18
42-43		9.02'				
43-44	5.00'	10.23'	21+67.95	12.38' LT.	487444.97	1598431.20
44-45	498.00'	71.08'	22+08.58	10.00' LT.	487480.45	1598413.17
45-36	22.50'	47.04'	114+33.01	33.22' RT.	487535.91	1598406.48
TANGENT, CURVE & CENTER POINT DATA FOR EB ISL LT 05						
46-47		121.1447				
47-48	7.5	23.5619	11609.14	32.1613	487557.81	1598595.12
48-49		121.0016				
49-46	7.5	23.5619	11476.25	29.5024	487587.62	1598462.43

ITEM 609.21 MOLD 2	
CURB	POINTS
EB RT 01	15 TO 17
EB ISL LT 03	18 TO 23
EB-BANKS 01	24 TO 30
EB ISL LT 04	31 TO 35
EB-BANKS ISL 01	36 TO 45
EB ISL LT 05	46 TO 49

ITEM 609.214 4' TERMINAL END		
POINTS		
15	17	24
30		



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GEOMETRIC PLANS

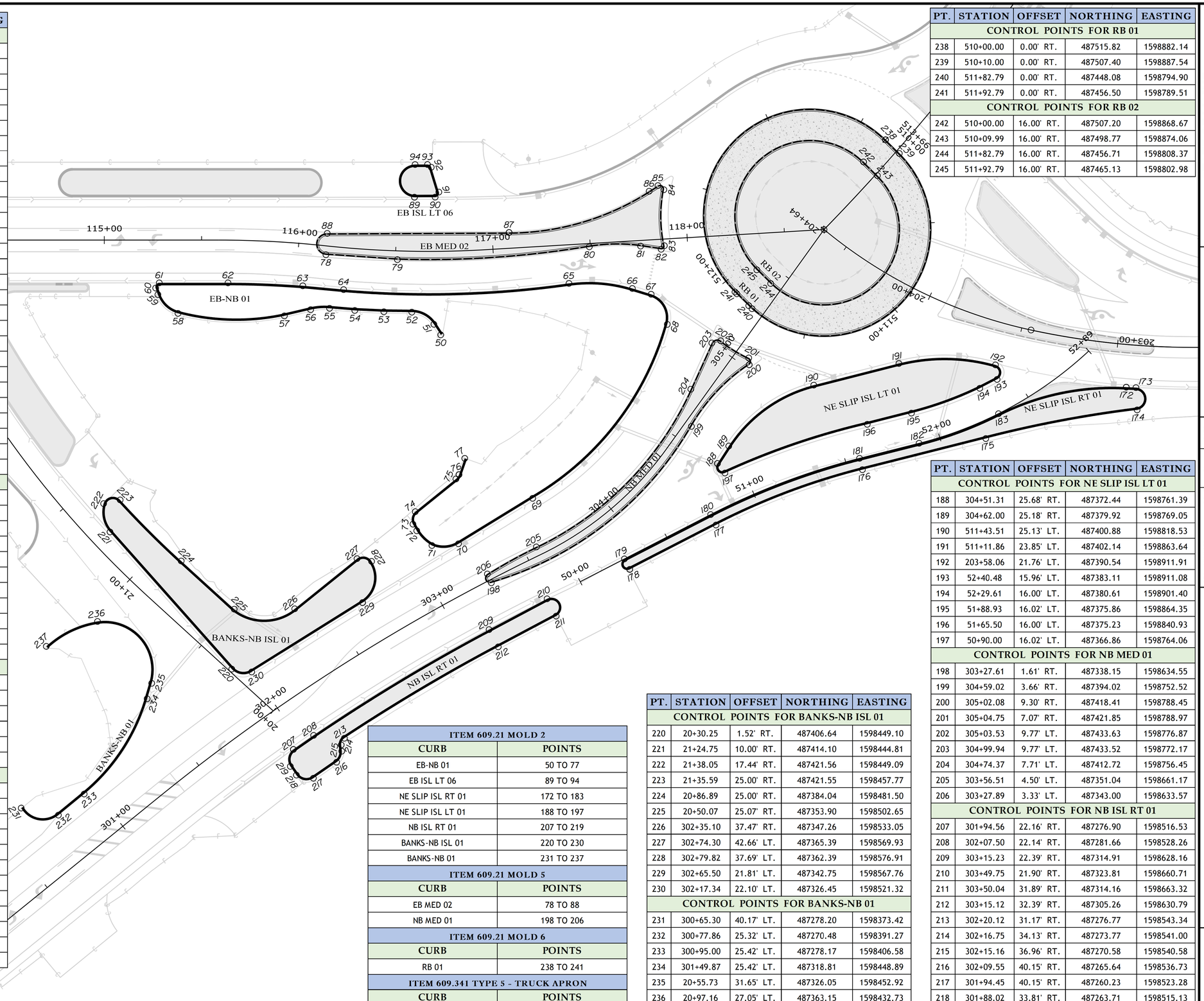
SHEET NUMBER

62

OF 154

Filename: ...\MSTA\062_geometry02.dgn Division: HIGHWAY Username: common Date:1/23/2025

PT.	STATION	OFFSET	NORTHING	EASTING
CONTROL POINTS FOR EB-NB 01				
50	116+72.65	42.92' RT.	487468.18	1598637.16
51	116+69.42	37.46' RT.	487474.25	1598634.90
52	116+58.79	31.29' RT.	487482.82	1598625.21
53	116+45.28	31.53' RT.	487486.16	1598611.23
54	116+31.23	31.72' RT.	487490.10	1598596.81
55	116+48.99	31.72' RT.	487494.02	1598584.40
56	116+09.49	33.42' RT.	487495.47	1598574.76
57	115+95.30	37.75' RT.	487495.33	1598560.89
58	115+37.89	37.67' RT.	487508.57	1598507.84
59	115+27.55	28.02' RT.	487520.25	1598499.87
60	115+26.41	24.66' RT.	487523.78	1598499.49
61	115+28.20	22.00' RT.	487525.98	1598501.82
62	115+63.80	21.98' RT.	487518.23	1598536.35
63	116+04.00	21.60' RT.	487508.31	1598573.50
64	116+25.00	21.50' RT.	487501.80	1598593.56
65	117+37.93	19.83' RT.	487479.51	1598707.23
66	117+70.32	24.37' RT.	487469.81	1598738.47
67	117+79.77	27.92' RT.	487464.79	1598747.22
68	304+94.34	36.99' LT.	487447.88	1598751.92
69	303+67.35	27.58' LT.	487375.85	1598664.80
70	303+22.00	23.97' LT.	487361.41	1598622.49
71	303+09.87	29.62' LT.	487363.55	1598608.98
72	303+06.75	40.00' LT.	487372.65	1598603.04
73	303+06.66	43.90' LT.	487376.38	1598601.88
74	303+10.58	48.95' LT.	487382.36	1598604.45
75	303+35.61	54.15' LT.	487394.19	1598628.52
76	303+37.89	55.42' LT.	487396.01	1598630.54
77	303+43.93	61.59' LT.	487403.54	1598635.26
CONTROL POINTS FOR EB MED 02				
78	116+14.50	4.52' RT.	487521.29	1598588.61
79	116+51.00	4.50' RT.	487510.77	1598623.90
80	117+49.50	1.67' RT.	487495.57	1598721.57
81	117+75.83	2.87' RT.	487490.14	1598747.37
82	117+86.29	5.12' RT.	487468.24	1598757.33
83	117+88.04	3.40' RT.	487487.65	1598759.33
84	117+89.48	25.34' LT.	487515.78	1598765.38
85	117+86.58	27.63' LT.	487518.51	1598762.89
86	117+81.89	25.01' LT.	487516.68	1598757.84
87	117+08.77	8.12' LT.	487511.79	1598682.95
88	116+14.00	6.46' LT.	487531.85	1598591.68
CONTROL POINTS FOR EB ISL LT 06				
89	116+59.19	27.79' LT.	487540.15	1598639.49
90	116+70.45	27.89' LT.	487537.87	1598649.87
91	116+72.49	30.46' LT.	487539.98	1598652.30
92	116+68.37	43.22' LT.	487553.25	1598651.28
93	116+66.27	44.64' LT.	487555.05	1598649.72
94	116+59.25	44.57' LT.	487556.45	1598643.49
CONTROL POINTS FOR NE SLIP ISL RT 01				
172	202+93.78	21.88' LT.	487364.63	1598974.97
173	202+79.97	21.50' LT.	487360.88	1598989.04
174	202+78.84	31.44' LT.	487350.98	1598987.58
175	52+21.49	8.76' RT.	487354.74	1598898.75
176	51+57.37	6.00' RT.	487353.03	1598833.38
177	50+75.40	6.00' RT.	487341.80	1598753.74
178	50+25.55	6.00' RT.	487329.28	1598705.48
179	50+25.55	0.00' RT.	487335.09	1598703.98
180	50+75.40	0.00' RT.	487347.61	1598752.23
181	51+57.37	0.00' RT.	487359.02	1598833.23
182	51+88.94	0.00' RT.	487359.85	1598864.77
183	52+32.59	0.00' RT.	487365.73	1598907.94



ITEM 609.21 MOLD 2	
CURB	POINTS
EB-NB 01	50 TO 77
EB ISL LT 06	89 TO 94
NE SLIP ISL RT 01	172 TO 183
NE SLIP ISL LT 01	188 TO 197
NB ISL RT 01	207 TO 219
BANKS-NB ISL 01	220 TO 230
BANKS-NB 01	231 TO 237
ITEM 609.21 MOLD 5	
CURB	POINTS
EB MED 02	78 TO 88
NB MED 01	198 TO 206
ITEM 609.21 MOLD 6	
CURB	POINTS
RB 01	238 TO 241
ITEM 609.341 TYPE 5 - TRUCK APRON	
CURB	POINTS
RB 02	241 TO 245

PT.	STATION	OFFSET	NORTHING	EASTING
CONTROL POINTS FOR BANKS-NB ISL 01				
220	20+30.25	1.52' RT.	487406.64	1598449.10
221	21+24.75	10.00' RT.	487414.10	1598444.81
222	21+38.05	17.44' RT.	487421.56	1598449.09
223	21+35.59	25.00' RT.	487421.55	1598457.77
224	20+86.89	25.00' RT.	487384.04	1598481.50
225	20+50.07	25.07' RT.	487353.90	1598502.65
226	302+35.10	37.47' RT.	487347.26	1598533.05
227	302+74.30	42.66' LT.	487365.39	1598569.93
228	302+79.82	37.69' LT.	487362.39	1598576.91
229	302+65.50	21.81' LT.	487342.75	1598567.76
230	302+17.34	22.10' LT.	487326.45	1598521.32
CONTROL POINTS FOR BANKS-NB 01				
231	300+65.30	40.17' LT.	487278.20	1598373.42
232	300+77.86	25.32' LT.	487270.48	1598391.27
233	300+95.00	25.42' LT.	487278.17	1598406.58
234	301+49.87	25.42' LT.	487318.81	1598448.89
235	20+55.73	31.65' LT.	487326.05	1598452.92
236	20+97.16	27.05' LT.	487363.15	1598432.73
237	21+06.45	54.55' LT.	487356.46	1598404.24

PT.	STATION	OFFSET	NORTHING	EASTING
CONTROL POINTS FOR RB 01				
238	510+00.00	0.00' RT.	487515.82	1598882.14
239	510+10.00	0.00' RT.	487507.40	1598887.54
240	511+82.79	0.00' RT.	487448.08	1598794.90
241	511+92.79	0.00' RT.	487456.50	1598789.51
CONTROL POINTS FOR RB 02				
242	510+00.00	16.00' RT.	487507.20	1598868.67
243	510+09.99	16.00' RT.	487498.77	1598874.06
244	511+82.79	16.00' RT.	487456.71	1598808.37
245	511+92.79	16.00' RT.	487465.13	1598802.98

PT.	STATION	OFFSET	NORTHING	EASTING
CONTROL POINTS FOR NE SLIP ISL LT 01				
188	304+51.31	25.68' RT.	487372.44	1598761.39
189	304+62.00	25.18' RT.	487379.92	1598769.05
190	511+43.51	25.13' LT.	487400.88	1598818.53
191	511+11.86	23.85' LT.	487402.14	1598863.64
192	203+58.06	21.76' LT.	487390.54	1598911.91
193	52+40.48	15.96' LT.	487383.11	1598911.08
194	52+29.61	16.00' LT.	487380.61	1598901.40
195	51+88.93	16.02' LT.	487375.86	1598864.35
196	51+65.50	16.00' LT.	487375.23	1598840.93
197	50+90.00	16.02' LT.	487366.86	1598764.06
CONTROL POINTS FOR NB MED 01				
198	303+27.61	1.61' RT.	487338.15	1598634.55
199	304+59.02	3.66' RT.	487394.02	1598752.52
200	305+02.08	9.30' RT.	487418.41	1598788.45
201	305+04.75	7.07' RT.	487421.85	1598788.97
202	305+03.53	9.77' LT.	487433.63	1598776.87
203	304+99.94	9.77' LT.	487433.52	1598772.17
204	304+74.37	7.71' LT.	487412.72	1598756.45
205	303+56.51	4.50' LT.	487351.04	1598661.17
206	303+27.89	3.33' LT.	487343.00	1598633.57
CONTROL POINTS FOR NB ISL RT 01				
207	301+94.56	22.16' RT.	487276.90	1598516.53
208	302+07.50	22.14' RT.	487281.66	1598528.26
209	303+15.23	22.39' RT.	487314.91	1598628.16
210	303+49.75	21.90' RT.	487323.81	1598660.71
211	303+50.04	31.89' RT.	487314.16	1598663.32
212	303+15.12	32.39' RT.	487305.26	1598630.79
213	302+20.12	31.17' RT.	487276.77	1598543.34
214	302+16.75	34.13' RT.	487273.77	1598541.00
215	302+15.16	36.96' RT.	487270.58	1598540.58
216	302+09.55	40.15' RT.	487265.64	1598536.73
217	301+94.45	40.15' RT.	487260.23	1598523.28
218	301+88.02	33.81' RT.	487263.71	1598515.13
219	301+88.09	28.36' RT.	487268.76	1598513.09

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

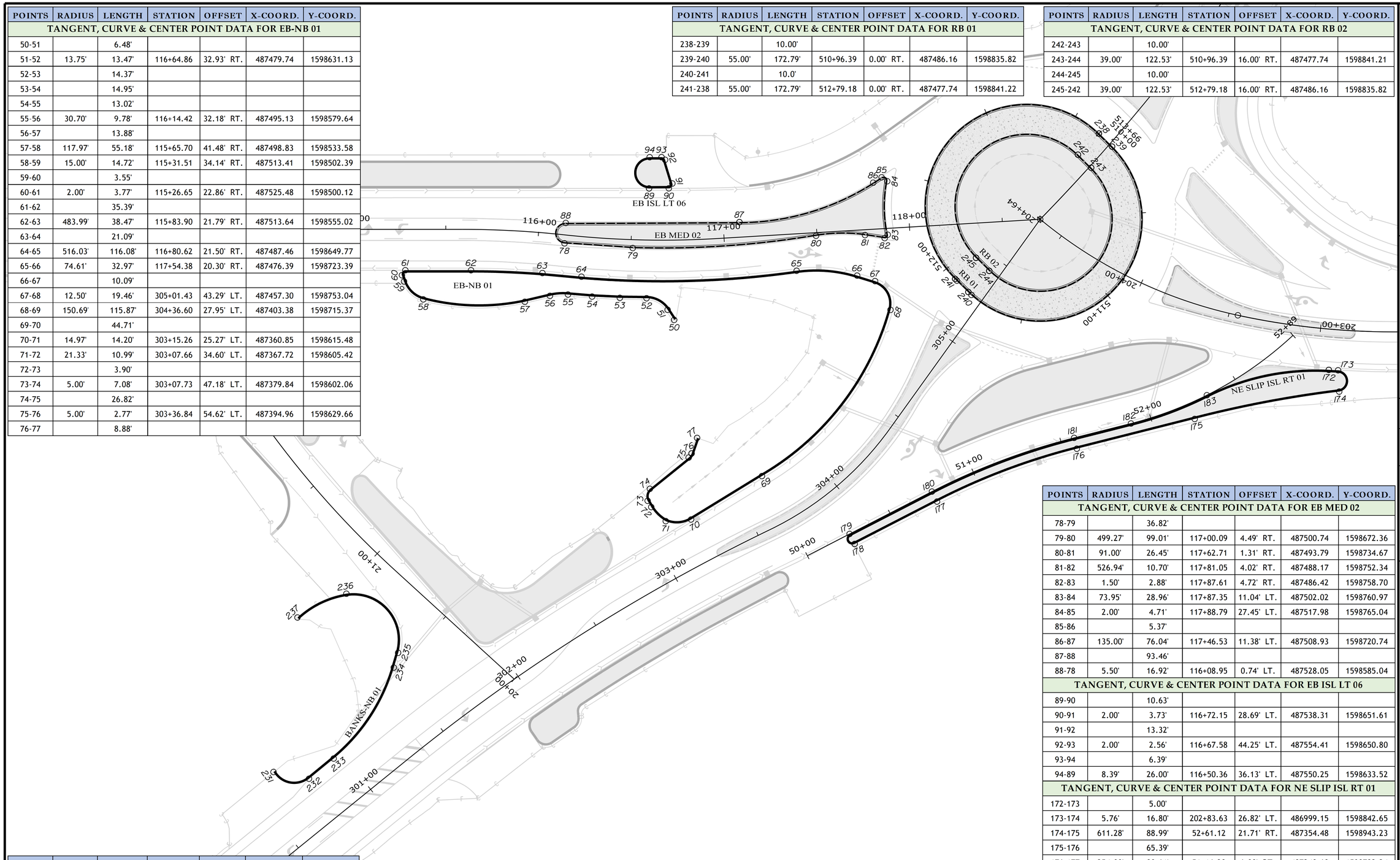
DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GEOMETRIC PLANS

SHEET NUMBER
63
OF 154

Filename: ...\MSTA\063_geometry03.dgn Division: HIGHWAY Username: common Date:1/23/2025



POINTS	RADIUS	LENGTH	STATION	OFFSET	X-COORD.	Y-COORD.
TANGENT, CURVE & CENTER POINT DATA FOR EB-NB 01						
50-51		6.48'				
51-52	13.75'	13.47'	116+64.86	32.93' RT.	487479.74	1598631.13
52-53		14.37'				
53-54		14.95'				
54-55		13.02'				
55-56	30.70'	9.78'	116+14.42	32.18' RT.	487495.13	1598579.64
56-57		13.88'				
57-58	117.97'	55.18'	115+65.70	41.48' RT.	487498.83	1598533.58
58-59	15.00'	14.72'	115+31.51	34.14' RT.	487513.41	1598502.39
59-60		3.55'				
60-61	2.00'	3.77'	115+26.65	22.86' RT.	487525.48	1598500.12
61-62		35.39'				
62-63	483.99'	38.47'	115+83.90	21.79' RT.	487513.64	1598555.02
63-64		21.09'				
64-65	516.03'	116.08'	116+80.62	21.50' RT.	487487.46	1598649.77
65-66	74.61'	32.97'	117+54.38	20.30' RT.	487476.39	1598723.39
66-67		10.09'				
67-68	12.50'	19.46'	305+01.43	43.29' LT.	487457.30	1598753.04
68-69	150.69'	115.87'	304+36.60	27.95' LT.	487403.38	1598715.37
69-70		44.71'				
70-71	14.97'	14.20'	303+15.26	25.27' LT.	487360.85	1598615.48
71-72	21.33'	10.99'	303+07.66	34.60' LT.	487367.72	1598605.42
72-73		3.90'				
73-74	5.00'	7.08'	303+07.73	47.18' LT.	487379.84	1598602.06
74-75		26.82'				
75-76	5.00'	2.77'	303+36.84	54.62' LT.	487394.96	1598629.66
76-77		8.88'				

POINTS	RADIUS	LENGTH	STATION	OFFSET	X-COORD.	Y-COORD.
TANGENT, CURVE & CENTER POINT DATA FOR RB 01						
238-239		10.00'				
239-240	55.00'	172.79'	510+96.39	0.00' RT.	487486.16	1598835.82
240-241		10.0'				
241-238	55.00'	172.79'	512+79.18	0.00' RT.	487477.74	1598841.22

POINTS	RADIUS	LENGTH	STATION	OFFSET	X-COORD.	Y-COORD.
TANGENT, CURVE & CENTER POINT DATA FOR RB 02						
242-243		10.00'				
243-244	39.00'	122.53'	510+96.39	16.00' RT.	487477.74	1598841.21
244-245		10.00'				
245-242	39.00'	122.53'	512+79.18	16.00' RT.	487486.16	1598835.82

POINTS	RADIUS	LENGTH	STATION	OFFSET	X-COORD.	Y-COORD.
TANGENT, CURVE & CENTER POINT DATA FOR EB MED 02						
78-79		36.82'				
79-80	499.27'	99.01'	117+00.09	4.49' RT.	487500.74	1598672.36
80-81	91.00'	26.45'	117+62.71	1.31' RT.	487493.79	1598734.67
81-82	526.94'	10.70'	117+81.05	4.02' RT.	487488.17	1598752.34
82-83	1.50'	2.88'	117+87.61	4.72' RT.	487486.42	1598758.70
83-84	73.95'	28.96'	117+87.35	11.04' LT.	487502.02	1598760.97
84-85	2.00'	4.71'	117+88.79	27.45' LT.	487517.98	1598765.04
85-86		5.37'				
86-87	135.00'	76.04'	117+46.53	11.38' LT.	487508.93	1598720.74
87-88		93.46'				
88-78	5.50'	16.92'	116+08.95	0.74' LT.	487528.05	1598585.04
TANGENT, CURVE & CENTER POINT DATA FOR EB ISL LT 06						
89-90		10.63'				
90-91	2.00'	3.73'	116+72.15	28.69' LT.	487538.31	1598651.61
91-92		13.32'				
92-93	2.00'	2.56'	116+67.58	44.25' LT.	487554.41	1598650.80
93-94		6.39'				
94-89	8.39'	26.00'	116+50.36	36.13' LT.	487550.25	1598633.52
TANGENT, CURVE & CENTER POINT DATA FOR NE SLIP ISL RT 01						
172-173		5.00'				
173-174	5.76'	16.80'	202+83.63	26.82' LT.	486999.15	1598842.65
174-175	611.28'	88.99'	52+61.12	21.71' RT.	487354.48	1598943.23
175-176		65.39'				
176-177	354.00'	80.61'	51+16.38	6.00' RT.	487349.68	1598793.24
177-178		49.85'				
178-179	3.00'	9.43'	50+22.55	3.00' RT.	487331.43	1598701.83
179-180		49.85'				
180-181	360.00'	81.97'	51+16.38	0.00' RT.	487355.62	1598792.40
181-182		31.55'				
182-183	200.00'	31.55'	52+10.76	0.00' RT.	487361.61	1598886.51
183-172	130.01'	68.10'	52+65.10	7.12' RT.	487369.58	1598941.52

POINTS	RADIUS	LENGTH	STATION	OFFSET	X-COORD.	Y-COORD.
TANGENT, CURVE & CENTER POINT DATA FOR BANKS-NB 01						
231-232	12.78'	22.10'	300+68.15	29.85' LT.	487270.22	1598380.56
232-233		17.14'				
233-234	100.09'	59.53'	301+24.29	30.04' LT.	487295.32	1598430.78
234-235		8.29'				
235-236	25.00'	50.31'	20+75.42	17.74' LT.	487350.16	1598453.04
236-237	50.00'	29.71'	21+03.83	40.03' LT.	487361.94	1598417.98

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER	JAN 2025	
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GEOMETRIC PLANS

SHEET NUMBER

64

OF 154

Filename: ...\MSTA\064_geometry03-2.dgn Division: HIGHWAY Username: common Date:1/23/2025

POINTS	RADIUS	LENGTH	STATION	OFFSET	X-COORD.	Y-COORD.
TANGENT, CURVE & CENTER POINT DATA FOR NE SLIP ISL LT 01						
188-189		10.70'				
189-190	73.75'	55.01'	304+89.08	28.98' RT.	487395.07	1598791.81
190-191		45.13'				
191-192	95.48'	50.22'	203+80.63	25.84' LT.	487399.53	1598888.54
192-193	4.00'	9.65'	203+54.63	24.32' LT.	487386.54	1598914.06
193-194		9.65'				
194-195	186.25'	10.00'	52+09.27	16.02' LT.	487377.30	1598882.99
195-196		37.42'				
196-197	384.19'	23.42'	51+28.08	16.01' LT.	487372.99	1598802.29
197-188	3.18'	8.50'	304+48.11	27.98' RT.	487368.60	1598760.52
TANGENT, CURVE & CENTER POINT DATA FOR NB MED 01						
198-199	175.00'	133.76'	303+93.45	4.50' RT.	487354.68	1598698.94
199-200	96.00'	43.80'	304+80.87	4.01' RT.	487408.28	1598769.09
200-201	2.00'	4.21'	305+04.06	8.96' RT.	487419.98	1598789.71
201-202	80.00'	16.91'	305+03.69	1.32' LT.	487427.42	1598782.61
202-203	3.00'	5.40'	305+02.47	12.15' LT.	487434.71	1598774.50
203-204		26.08'				
204-205	166.00'	155.83'	304+15.98	4.50' LT.	487373.49	1598714.24
205-206	249.00'	28.77'	303+42.19	4.23' LT.	487347.42	1598647.25
206-198	2.50'	7.15'	303+25.61	0.98' LT.	487340.15	1598631.95

POINTS	RADIUS	LENGTH	STATION	OFFSET	X-COORD.	Y-COORD.
TANGENT, CURVE & CENTER POINT DATA FOR NB ISL RT 01						
207-208		12.66'				
208-209	971.88'	105.34'	302+61.36	22.26' RT.	487299.64	1598577.76
209-210		33.76'				
210-211	5.00'	15.69'	303+55.02	26.74' RT.	487320.29	1598666.83
211-212		33.72'				
212-213	962.18'	92.02'	302+67.66	32.27' RT.	487292.06	1598586.72
213-214	3.77'	3.99'	302+18.16	32.71' RT.	487275.59	1598541.76
214-215		3.28'				
215-216	6.25'	6.56'	302+12.80	39.28' RT.	487267.59	1598539.32
216-217		14.50'				
217-218	6.26'	6.26'	301+89.86	38.27' RT.	487260.28	1598518.48
218-219		9.84'				
219-207	6.25'	9.82'	301+90.02	23.96' RT.	487273.54	1598513.12
TANGENT, CURVE & CENTER POINT DATA FOR BANKS-NB ISL 01						
220-221		94.24'				
221-222	15.00'	15.62'	21+32.37	12.04' RT.	487414.11	1598447.11
222-223	5.00'	10.52'	21+38.13	22.46' RT.	487419.08	1598453.43
223-224	483.00'	44.40'	21+10.24	25.00' RT.	487402.52	1598469.21
224-225		37.05'				
225-226	25.00'	33.59'	302+19.69	41.33' LT.	487345.27	1598516.69
226-227		41.10'				
227-228	5.00'	8.62'	302+78.15	41.49' LT.	487365.50	1598574.11
228-229	15.05'	24.50'	302+76.00	26.59' LT.	487350.63	1598576.51
229-230		49.12'				
230-220	20.06'	25.99'	302+05.68	26.60' LT.	487326.28	1598508.56

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1	BY	DATE
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		JAN 2025

SIGNATURE

P.E. NUMBER

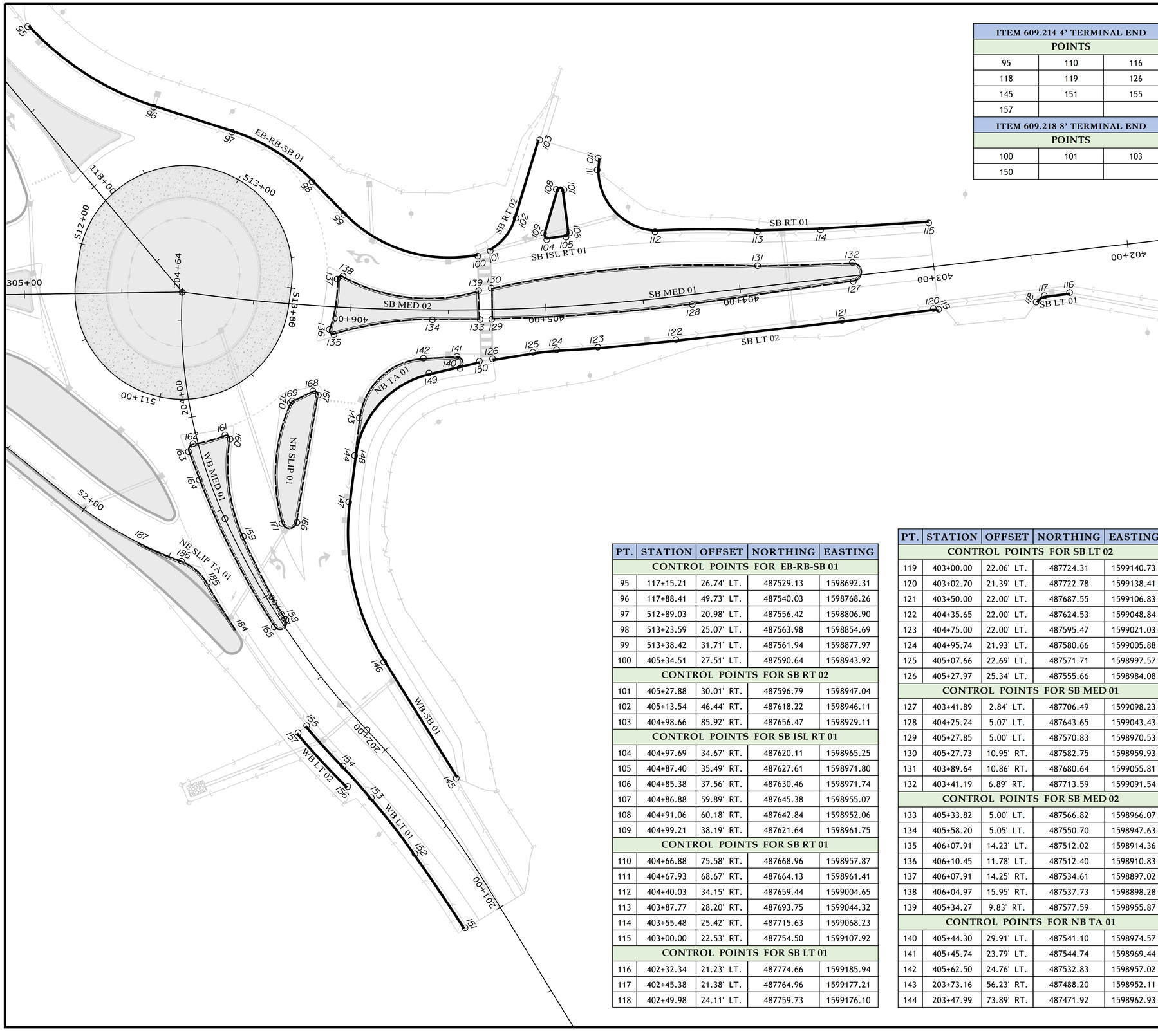
DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GEOMETRIC PLANS

SHEET NUMBER
65
OF 154

Filename: ...\MSTA\065_geometry03-3.dgn Division: HIGHWAY Username: common Date:1/23/2025



ITEM 609.214 4' TERMINAL END		
POINTS		
95	110	116
118	119	126
145	151	155
157		
ITEM 609.218 8' TERMINAL END		
POINTS		
100	101	103
150		

ITEM 609.21 MOLD 2	
CURB	POINTS
EB-RB-SB 01	95 TO 100
SB RT 02	101 TO 103
SB ISL RT 01	104 TO 109
SB RT 01	110 TO 115
SB LT 01	116 TO 118
SB LT 02	119 TO 126
WB-SB 01	145 TO 150
WB LT 01	151 TO 155
WB LT 02	156 TO 157
ITEM 609.21 MOLD 5	
CURB	POINTS
SB MED 01	127 TO 132
SB MED 02	133 TO 139
WB MED 01	158 TO 165
NB SLIP 01	166 TO 171
ITEM 609.341 TYPE 5 - TRUCK APRON	
CURB	POINTS
NB TA 01	140 TO 144
NE SLIP TA 01	184 TO 187

PT.	STATION	OFFSET	NORTHING	EASTING
CONTROL POINTS FOR WB-SB 01				
145	201+66.25	18.69' RT.	487380.68	1599110.38
146	202+34.99	29.75' RT.	487401.53	1599043.31
147	203+23.34	60.81' RT.	487451.91	1598976.18
148	203+47.99	73.89' RT.	487471.92	1598962.93
149	405+59.67	32.38' LT.	487528.89	1598964.16
150	405+34.54	26.39' LT.	487550.38	1598979.77
CONTROL POINTS FOR WB LT 01				
151	201+00.40	20.84' LT.	487325.48	1599163.94
152	201+47.88	21.51' LT.	487337.50	1599119.69
153	201+85.96	21.41' LT.	487344.68	1599083.96
154	202+08.75	21.44' LT.	487347.58	1599062.35
155	202+35.65	21.50' LT.	487351.01	1599034.70
CONTROL POINTS FOR WB LT 02				
156	201+98.81	26.79' LT.	487341.12	1599071.09
157	202+35.65	27.25' LT.	487345.33	1599033.80
CONTROL POINTS FOR WB MED 01				
158	202+84.42	2.50' RT.	487385.21	1598991.18
159	203+32.71	4.61' RT.	487403.22	1598946.81
160	203+83.81	16.49' RT.	487436.66	1598909.14
161	203+86.78	14.44' RT.	487436.52	1598905.68
162	203+86.61	2.59' LT.	487422.39	1598896.19
163	203+83.38	5.88' LT.	487417.82	1598897.07
164	203+68.24	4.89' LT.	487410.48	1598910.72
165	202+84.57	4.50' LT.	487378.53	1598989.08
CONTROL POINTS FOR NB SLIP 01				
166	203+26.58	32.47' RT.	487426.69	1598962.93
167	203+97.04	65.81' RT.	487483.30	1598928.58
168	204+00.65	63.48' RT.	487483.06	1598925.03
169	203+97.01	51.97' RT.	487472.20	1598920.31
170	203+96.08	50.87' RT.	487470.88	1598920.24
171	203+29.88	25.31' RT.	487421.24	1598957.37
CONTROL POINTS FOR NE SLIP TA 01				
184	202+93.78	21.88' LT.	487364.63	1598974.97
185	203+20.22	22.64' LT.	487373.17	1598948.36
186	52+56.78	0.00' RT.	487372.98	1598931.00
187	52+32.59	0.00' RT.	487368.08	1598916.53

PT.	STATION	OFFSET	NORTHING	EASTING
CONTROL POINTS FOR EB-RB-SB 01				
95	117+15.21	26.74' LT.	487529.13	1598692.31
96	117+88.41	49.73' LT.	487540.03	1598768.26
97	512+89.03	20.98' LT.	487556.42	1598806.90
98	513+23.59	25.07' LT.	487563.98	1598854.69
99	513+38.42	31.71' LT.	487561.94	1598877.97
100	405+34.51	27.51' LT.	487590.64	1598943.92
CONTROL POINTS FOR SB RT 02				
101	405+27.88	30.01' RT.	487596.79	1598947.04
102	405+13.54	46.44' RT.	487618.22	1598946.11
103	404+98.66	85.92' RT.	487656.47	1598929.11
CONTROL POINTS FOR SB ISL RT 01				
104	404+97.69	34.67' RT.	487620.11	1598965.25
105	404+87.40	35.49' RT.	487627.61	1598971.80
106	404+85.38	37.56' RT.	487630.46	1598971.74
107	404+86.88	59.89' RT.	487645.38	1598955.07
108	404+91.06	60.18' RT.	487642.84	1598952.06
109	404+99.21	38.19' RT.	487621.64	1598961.75
CONTROL POINTS FOR SB RT 01				
110	404+66.88	75.58' RT.	487668.96	1598957.87
111	404+67.93	68.67' RT.	487664.13	1598961.41
112	404+40.03	34.15' RT.	487659.44	1599004.65
113	403+87.77	28.20' RT.	487693.75	1599044.32
114	403+55.48	25.42' RT.	487715.63	1599068.23
115	403+00.00	22.53' RT.	487754.50	1599107.92
CONTROL POINTS FOR SB LT 01				
116	402+32.34	21.23' LT.	487774.66	1599185.94
117	402+45.38	21.38' LT.	487764.96	1599177.21
118	402+49.98	24.11' LT.	487759.73	1599176.10

PT.	STATION	OFFSET	NORTHING	EASTING
CONTROL POINTS FOR SB LT 02				
119	403+00.00	22.06' LT.	487724.31	1599140.73
120	403+02.70	21.39' LT.	487722.78	1599138.41
121	403+50.00	22.00' LT.	487687.55	1599106.83
122	404+35.65	22.00' LT.	487624.53	1599048.84
123	404+75.00	22.00' LT.	487595.47	1599021.03
124	404+95.74	21.93' LT.	487580.66	1599005.88
125	405+07.66	22.69' LT.	487571.71	1598997.57
126	405+27.97	25.34' LT.	487555.66	1598984.08
CONTROL POINTS FOR SB MED 01				
127	403+41.89	2.84' LT.	487706.49	1599098.23
128	404+25.24	5.07' LT.	487643.65	1599043.43
129	405+27.85	5.00' LT.	487570.83	1598970.53
130	405+27.73	10.95' RT.	487582.75	1598959.93
131	403+89.64	10.86' RT.	487680.64	1599055.81
132	403+41.19	6.89' RT.	487713.59	1599091.54
CONTROL POINTS FOR SB MED 02				
133	405+33.82	5.00' LT.	487566.82	1598966.07
134	405+58.20	5.05' LT.	487550.70	1598947.63
135	406+07.91	14.23' LT.	487512.02	1598914.36
136	406+10.45	11.78' LT.	487512.40	1598910.83
137	406+07.91	14.25' RT.	487534.61	1598897.02
138	406+04.97	15.95' RT.	487537.73	1598898.28
139	405+34.27	9.83' RT.	487577.59	1598955.87
CONTROL POINTS FOR NB TA 01				
140	405+44.30	29.91' LT.	487541.10	1598974.57
141	405+45.74	23.79' LT.	487544.74	1598969.44
142	405+62.50	24.76' LT.	487532.83	1598957.02
143	203+73.16	56.23' RT.	487488.20	1598952.11
144	203+47.99	73.89' RT.	487471.92	1598962.93

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER	BY	
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES		DATE	JAN 2025

SIGNATURE

P.E. NUMBER

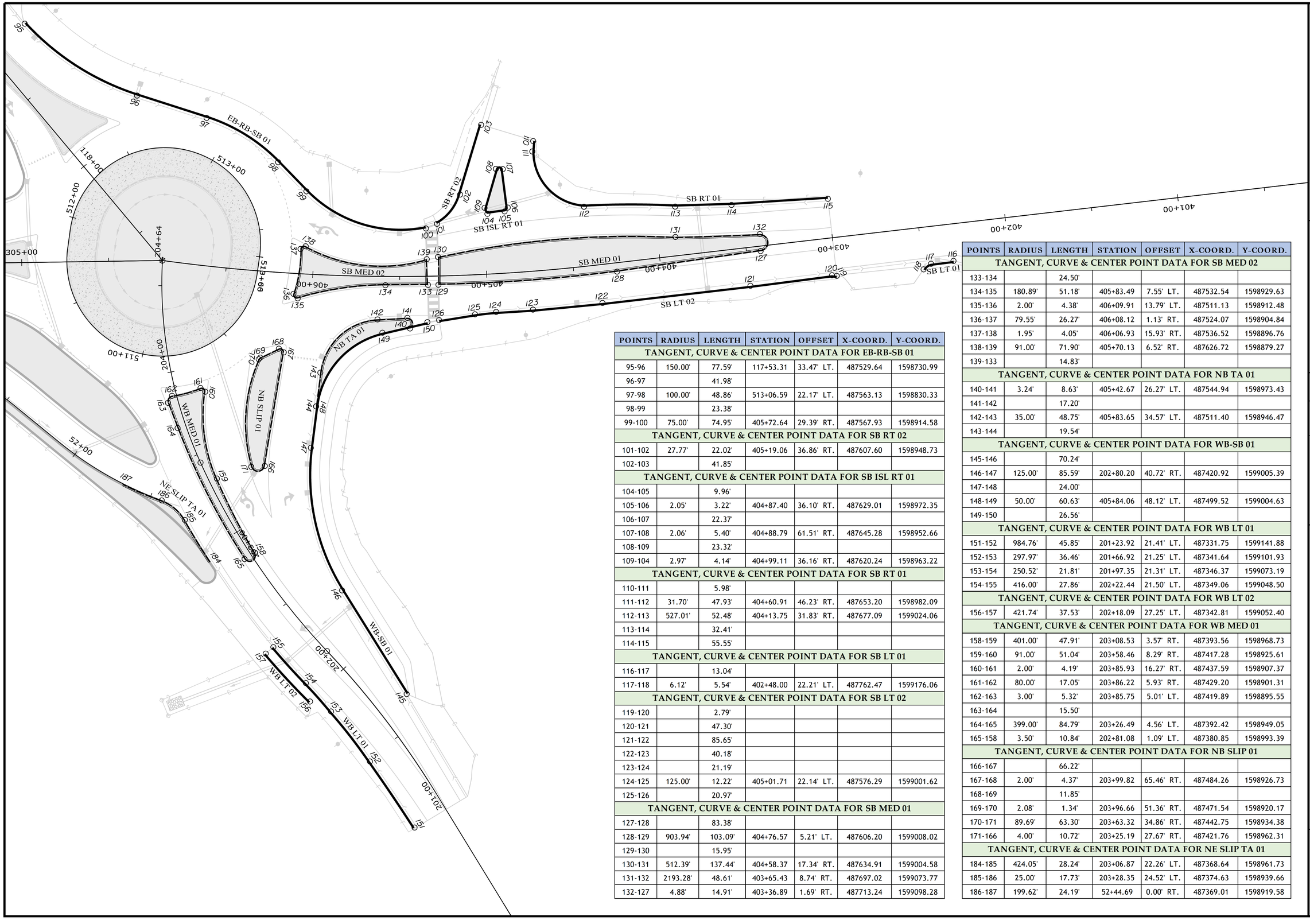
DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GEOMETRIC PLANS

SHEET NUMBER
66
OF 154

Filename: ...\MSTA\066_geometry04.dgn Division: HIGHWAY Username: common Date:1/23/2025



POINTS	RADIUS	LENGTH	STATION	OFFSET	X-COORD.	Y-COORD.
TANGENT, CURVE & CENTER POINT DATA FOR EB-RB-SB 01						
95-96	150.00'	77.59'	117+53.31	33.47' LT.	487529.64	1598730.99
96-97		41.98'				
97-98	100.00'	48.86'	513+06.59	22.17' LT.	487563.13	1598830.33
98-99		23.38'				
99-100	75.00'	74.95'	405+72.64	29.39' RT.	487567.93	1598914.58
TANGENT, CURVE & CENTER POINT DATA FOR SB RT 02						
101-102	27.77'	22.02'	405+19.06	36.86' RT.	487607.60	1598948.73
102-103		41.85'				
TANGENT, CURVE & CENTER POINT DATA FOR SB ISL RT 01						
104-105		9.96'				
105-106	2.05'	3.22'	404+87.40	36.10' RT.	487629.01	1598972.35
106-107		22.37'				
107-108	2.06'	5.40'	404+88.79	61.51' RT.	487645.28	1598952.66
108-109		23.32'				
109-104	2.97'	4.14'	404+99.11	36.16' RT.	487620.24	1598963.22
TANGENT, CURVE & CENTER POINT DATA FOR SB RT 01						
110-111		5.98'				
111-112	31.70'	47.93'	404+60.91	46.23' RT.	487653.20	1598982.09
112-113	527.01'	52.48'	404+13.75	31.83' RT.	487677.09	1599024.06
113-114		32.41'				
114-115		55.55'				
TANGENT, CURVE & CENTER POINT DATA FOR SB LT 01						
116-117		13.04'				
117-118	6.12'	5.54'	402+48.00	22.21' LT.	487762.47	1599176.06
TANGENT, CURVE & CENTER POINT DATA FOR SB LT 02						
119-120		2.79'				
120-121		47.30'				
121-122		85.65'				
122-123		40.18'				
123-124		21.19'				
124-125	125.00'	12.22'	405+01.71	22.14' LT.	487576.29	1599001.62
125-126		20.97'				
TANGENT, CURVE & CENTER POINT DATA FOR SB MED 01						
127-128		83.38'				
128-129	903.94'	103.09'	404+76.57	5.21' LT.	487606.20	1599008.02
129-130		15.95'				
130-131	512.39'	137.44'	404+58.37	17.34' RT.	487634.91	1599004.58
131-132	2193.28'	48.61'	403+65.43	8.74' RT.	487697.02	1599073.77
132-127	4.88'	14.91'	403+36.89	1.69' RT.	487713.24	1599098.28

POINTS	RADIUS	LENGTH	STATION	OFFSET	X-COORD.	Y-COORD.
TANGENT, CURVE & CENTER POINT DATA FOR SB MED 02						
133-134		24.50'				
134-135	180.89'	51.18'	405+83.49	7.55' LT.	487532.54	1598929.63
135-136	2.00'	4.38'	406+09.91	13.79' LT.	487511.13	1598912.48
136-137	79.55'	26.27'	406+08.12	1.13' RT.	487524.07	1598904.84
137-138	1.95'	4.05'	406+06.93	15.93' RT.	487536.52	1598896.76
138-139	91.00'	71.90'	405+70.13	6.52' RT.	487626.72	1598879.27
139-133		14.83'				
TANGENT, CURVE & CENTER POINT DATA FOR NB TA 01						
140-141	3.24'	8.63'	405+42.67	26.27' LT.	487544.94	1598973.43
141-142		17.20'				
142-143	35.00'	48.75'	405+83.65	34.57' LT.	487511.40	1598946.47
143-144		19.54'				
TANGENT, CURVE & CENTER POINT DATA FOR WB-SB 01						
145-146		70.24'				
146-147	125.00'	85.59'	202+80.20	40.72' RT.	487420.92	1599005.39
147-148		24.00'				
148-149	50.00'	60.63'	405+84.06	48.12' LT.	487499.52	1599004.63
149-150		26.56'				
TANGENT, CURVE & CENTER POINT DATA FOR WB LT 01						
151-152	984.76'	45.85'	201+23.92	21.41' LT.	487331.75	1599141.88
152-153	297.97'	36.46'	201+66.92	21.25' LT.	487341.64	1599101.93
153-154	250.52'	21.81'	201+97.35	21.31' LT.	487346.37	1599073.19
154-155	416.00'	27.86'	202+22.44	21.50' LT.	487349.06	1599048.50
TANGENT, CURVE & CENTER POINT DATA FOR WB LT 02						
156-157	421.74'	37.53'	202+18.09	27.25' LT.	487342.81	1599052.40
TANGENT, CURVE & CENTER POINT DATA FOR WB MED 01						
158-159	401.00'	47.91'	203+08.53	3.57' RT.	487393.56	1598968.73
159-160	91.00'	51.04'	203+58.46	8.29' RT.	487417.28	1598925.61
160-161	2.00'	4.19'	203+85.93	16.27' RT.	487437.59	1598907.37
161-162	80.00'	17.05'	203+86.22	5.93' RT.	487429.20	1598901.31
162-163	3.00'	5.32'	203+85.75	5.01' LT.	487419.89	1598895.55
163-164		15.50'				
164-165	399.00'	84.79'	203+26.49	4.56' LT.	487392.42	1598949.05
165-158	3.50'	10.84'	202+81.08	1.09' LT.	487380.85	1598993.39
TANGENT, CURVE & CENTER POINT DATA FOR NB SLIP 01						
166-167		66.22'				
167-168	2.00'	4.37'	203+99.82	65.46' RT.	487484.26	1598926.73
168-169		11.85'				
169-170	2.08'	1.34'	203+96.66	51.36' RT.	487471.54	1598920.17
170-171	89.69'	63.30'	203+63.32	34.86' RT.	487442.75	1598934.38
171-166	4.00'	10.72'	203+25.19	27.67' RT.	487421.76	1598962.31
TANGENT, CURVE & CENTER POINT DATA FOR NE SLIP TA 01						
184-185	424.05'	28.24'	203+06.87	22.26' LT.	487368.64	1598961.73
185-186	25.00'	17.73'	203+28.35	24.52' LT.	487374.63	1598939.66
186-187	199.62'	24.19'	52+44.69	0.00' RT.	487369.01	1598919.58

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GEOMETRIC PLANS

SHEET NUMBER
67
OF 154

Filename: ...\MSTA\067_geometry04-2.dgn Division: HIGHWAY Username: common Date:1/23/2025

Filename: ...\HIGHWAY\MSTA\068_HDPlan_01.dgn Division: HIGHWAY Username: common Date:1/23/2025

N

LOVLEY PROPERTIES, LLC
PITA APARTMENTS, LLC

LOVLEY PROPERTIES, LLC

LOVLEY PROPERTIES, LLC
PITA APARTMENTS, LLC

P.L.

STA. 100+80
BEGIN PROJ. NO 2368900
LIMIT OF WORK
MATCH EXISTING SECTION

TO PALMYRA

ALTER MH
WITH SHAPE 5
TOP AND GRATE

CB-#A-1

CB#1

100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00

REMOVE

LOVLEY'S MOTEL, INC.

R/W TO OTHERS

WATER LINE EASE.
30' WIDE

TO NEWPORT MOTORSPORTS

MAIN FIREWORKS STORE

WET AREA

DRIVE-THRU DIR ONLY

SHOULDER

DRAIN

LAWN

WOOD 4X6 N THREE BUSINESS SIGNS

WOOD 4X6 NO SIGNS

METAL WALMART

4" DIA METAL SET IN CONCRETE

10" MAPLE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

		DATE	
		BY	
PROJ. MANAGER	L. ROWE	DATE	JAN 2025
DESIGN-DETAILED	D. CLOUTIER		
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

PLANS

SHEET NUMBER

68

OF 154

Filename: ...\HIGHWAY\MSTA\069_HDPlan_02.dgn Division: HIGHWAY Username: common Date:1/23/2025

N

P.L.

REMOVE EXCESS PAVEMENT
LOAM AND SEED

JOHN C. BAKER

LOVLEY PROPERTIES, LLC.

DARLING'S

30' WIDE WATE

CB#5

LOAM AND SEED

107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00

MAIN STREET
US ROUTE 2

S77°20'12.3"E

60+62

67°49'4.3"

CB#2 CB#3 CB#4 CB#A-4

REMOVE REMOVE REMOVE

ADJUST CB TO GRADE

ADJUST CB TO GRADE

STA. 113+94.70 =
STA. 23+12.36

BANKS ROAD
CURVE DATA #1
PI = 22+01.51
D = 11°16'43.3"
R = 508.00'
T = 225.47'
L = 114.62'
E = 12.77'
25°25'47.4" Rt.

LOVLEY'S MOTEL, INC.

IRVING OIL TERMINALS INC.
F/K/A COBALT PROPERTIES LLC

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

PLANS

SHEET NUMBER

69

OF 154

Filename: ...\HIGHWAY\MSTA\070_HDPlan_03.dgn Division: HIGHWAY Username: common Date:1/23/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

HANNAFORD BROS. CO., LLC

COSTAIN FAMILY LLC

KWONG ON YAU
WAI FUN CHAN
KWONG YUI YAU

GOODWIN O. GILMAN

DARLING'S

HAMMER DOWN EXPRESS, INC.

MOOSEHEAD TRAIL
ROUTE 7/11

MAIN STREET
ROUTE 2/7/100

BANKS ROAD

HAMMER DOWN EXPRESS

EASTBOUND
CURVE DATA #2
PI = 116+55.09
D = 11°35'11.8"
Δ = 9°35'54.2" Lt.
R = 494.50'
L = 82.84'
T = 41.52'
E = 1.74'

EASTBOUND CURVE DATA #1
PI = 115+86.26
D = 11°20'44.5"
Δ = 6°12'06.9" Rt.
R = 505.00'
L = 54.66'
T = 27.36'
E = 0.74'

SOUTHBOUND
CURVE DATA #1
PI = 405+61.93
Δ = 5°43'46.5"
R = 1423'41.3" Rt.
L = 1000.00'
T = 251.24'
E = 126.28'
E = 7.94'

WESTBOUND
CURVE DATA #4
PI = 204+05.96
D = 22°55'05.9"
Δ = 27°21'33.5" Rt.
R = 250.00'
L = 119.38'
T = 60.85'
E = 7.30'

WESTBOUND
CURVE DATA #3
PI = 202+80.13
D = 14°31'25.1"
Δ = 19°03'07.4" Rt.
R = 394.50'
L = 131.18'
T = 66.20'
E = 5.52'

NORTHBOUND
CURVE DATA #3
PI = 304+00.30
D = 33°36'16.4"
Δ = 28°33'35.0" Lt.
R = 170.50'
L = 84.99'
T = 43.40'
E = 5.44'

BANKS ROAD
CURVE DATA #1
PI = 201+51.
D = 43.3"
Δ = 4" Rt.

STA. 118+70.45 =
STA. 204+64.49 =
STA. 305+80.93 =
STA. 406+86.89

STA. 20+00.00 =
POC STA. 301+97.46

PT 116+96.41

PC 115+58.91

PRC 116+13.57

PC 20+98.68

PT 51+57.37

PC 51+88.82

PC 50+75.40

PT 303+56.91

PI

P.L.

REMOVE

REMOVE CB

REMOVE ISLAND

REMOVE MH

SAWCUT PAVEMENT

GRADE TO DRAIN

EASTBOUND APPROACH

67°49'4.3"

S80°43'59.5"E

N46°22'23"E

N34°56'55.4"W

30' WIDE WATER LINE EASE.

CB#6 CB#7 CB#8 CB#9 CB#10 CB#11 CB#12 CB#13 CB#14 CB#15 CB#16 CB#17 CB#18 CB#19 CB#20 CB#21 CB#22 CB#23 CB#24 CB#25 CB#26 CB#27 CB#28 CB#29 CB#30 CB#31 CB#32 CB#33 CB#34 CB#35 CB#36 CB#37 CB#38 CB#39 CB#40 CB#41 CB#42 CB#43 CB#44 CB#45 CB#46 CB#47 CB#50 CB#51 CB#52 CB#53

114+00 115+00 116+00 117+00 118+00 513+00 512+00 511+00 510+00 509+00 508+00 507+00 506+00 505+00 504+00 503+00 502+00 501+00 50+00 51+00 52+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00 210+00 211+00 212+00 213+00 214+00 215+00 216+00 217+00 218+00 219+00 220+00 221+00 222+00 223+00 224+00 225+00 226+00 227+00 228+00 229+00 230+00 231+00 232+00 233+00 234+00 235+00 236+00 237+00 238+00 239+00 240+00 241+00 242+00 243+00 244+00 245+00 246+00 247+00 248+00 249+00 250+00 251+00 252+00 253+00 254+00 255+00 256+00 257+00 258+00 259+00 260+00 261+00 262+00 263+00 264+00 265+00 266+00 267+00 268+00 269+00 270+00 271+00 272+00 273+00 274+00 275+00 276+00 277+00 278+00 279+00 280+00 281+00 282+00 283+00 284+00 285+00 286+00 287+00 288+00 289+00 290+00 291+00 292+00 293+00 294+00 295+00 296+00 297+00 298+00 299+00 300+00 301+00 302+00 303+00 304+00 305+00 306+00 307+00 308+00 309+00 310+00 311+00 312+00 313+00 314+00 315+00 316+00 317+00 318+00 319+00 320+00 321+00 322+00 323+00 324+00 325+00 326+00 327+00 328+00 329+00 330+00 331+00 332+00 333+00 334+00 335+00 336+00 337+00 338+00 339+00 340+00 341+00 342+00 343+00 344+00 345+00 346+00 347+00 348+00 349+00 350+00 351+00 352+00 353+00 354+00 355+00 356+00 357+00 358+00 359+00 360+00 361+00 362+00 363+00 364+00 365+00 366+00 367+00 368+00 369+00 370+00 371+00 372+00 373+00 374+00 375+00 376+00 377+00 378+00 379+00 380+00 381+00 382+00 383+00 384+00 385+00 386+00 387+00 388+00 389+00 390+00 391+00 392+00 393+00 394+00 395+00 396+00 397+00 398+00 399+00 400+00 401+00 402+00 403+00 404+00 405+00 406+00 407+00 408+00 409+00 410+00 411+00 412+00 413+00 414+00 415+00 416+00 417+00 418+00 419+00 420+00 421+00 422+00 423+00 424+00 425+00 426+00 427+00 428+00 429+00 430+00 431+00 432+00 433+00 434+00 435+00 436+00 437+00 438+00 439+00 440+00 441+00 442+00 443+00 444+00 445+00 446+00 447+00 448+00 449+00 450+00 451+00 452+00 453+00 454+00 455+00 456+00 457+00 458+00 459+00 460+00 461+00 462+00 463+00 464+00 465+00 466+00 467+00 468+00 469+00 470+00 471+00 472+00 473+00 474+00 475+00 476+00 477+00 478+00 479+00 480+00 481+00 482+00 483+00 484+00 485+00 486+00 487+00 488+00 489+00 490+00 491+00 492+00 493+00 494+00 495+00 496+00 497+00 498+00 499+00 500+00 501+00 502+00 503+00 504+00 505+00 506+00 507+00 508+00 509+00 510+00 511+00 512+00 513+00

N

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

PLANS

PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

DATE	BY	
JAN 2025		SIGNATURE
		P.E. NUMBER
		DATE

SHEET NUMBER
70
OF 154

Filename: ...\HIGHWAY\MSTA\071_HDPlan_04.dgn Division: HIGHWAY Username: common Date:1/23/2025

HAMMER DOWN EXPRESS INC.

WESTBOUND
CURVE DATA #4
PI = 204+05.96'
D = 22°55'05.9"
Δ = 27°21'33.5" Rt.
R = 250.00'
L = 119.38'
T = 60.85'
E = 7.30'

WESTBOUND
CURVE DATA #3
PI = 202+80.13
D = 14°31'25.1"
Δ = 19°03'07.4" Rt.
R = 394.50'
L = 131.18'
T = 66.20'
E = 5.52'

HAMMER DOWN EXPRESS INC.

COUNTY PLAZA HOLDINGS, LLC

MOOSEHEAD TRAIL
ROUTE 7/11

MAIN STREET
ROUTE 2/7/100

STA. 201+00
END PROJ. NO. 2368900
MATCH EXISTING SECTION

N72°14'41.39"W
N72°14'41.4"W

STA. 197+00
PROJ. NO. 2368900
LIMIT OF WORK

N70°30'29.36"W

WESTBOUND
CURVE DATA #1
PI = 199+99.99
Δ = 1°44'12.0" Lt.

WESTBOUND
CURVE DATA #2
PI = 201+62.09
D = 11°27'33.0"
Δ = 11°55'26.7" Lt.
R = 500.00'
L = 104.06'
T = 52.22'
E = 2.72'

PC = STA. 201+09.88

PI = STA. 199+99.99

PC = STA. 196+38.76

PC 51+88.92

KWONG ON YAU
WAI FUN CHAN
KWONG YUI YAU

GOODWIN O. GILMAN

GOODWIN O. GILMAN

N487286.3516
E1599271.5015

N487194.1731
E1599061.4906

REMOVE CB
REMOVE
REMOVE MH
REMOVE CB

CB*33 CB*34 CB*35 CB*36 CB*37 CB*38 CB*39 CB*40 CB*41 CB*47 CB*48 CB*50 CB*51 CB*52 CB*53

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

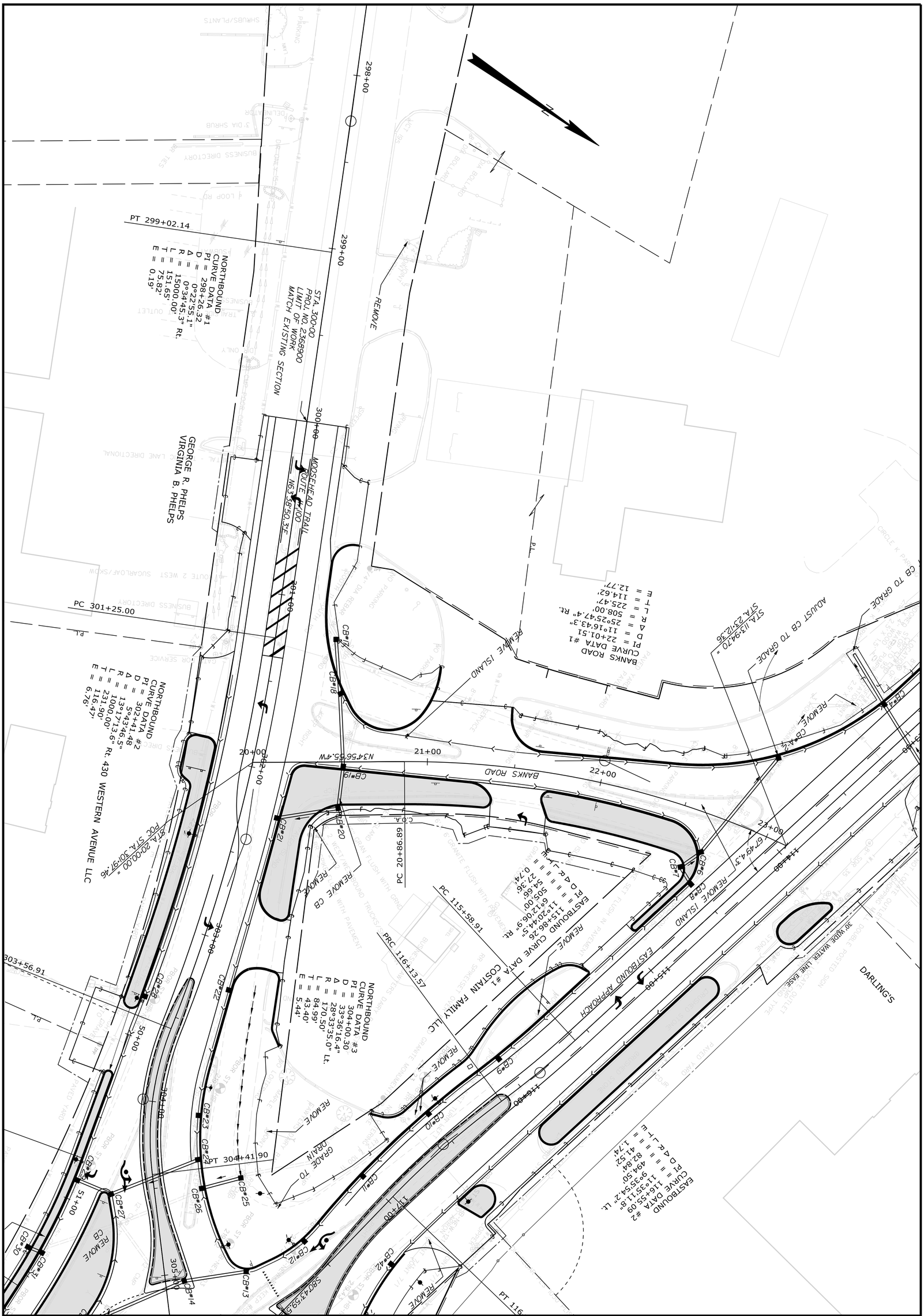
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

PLANS

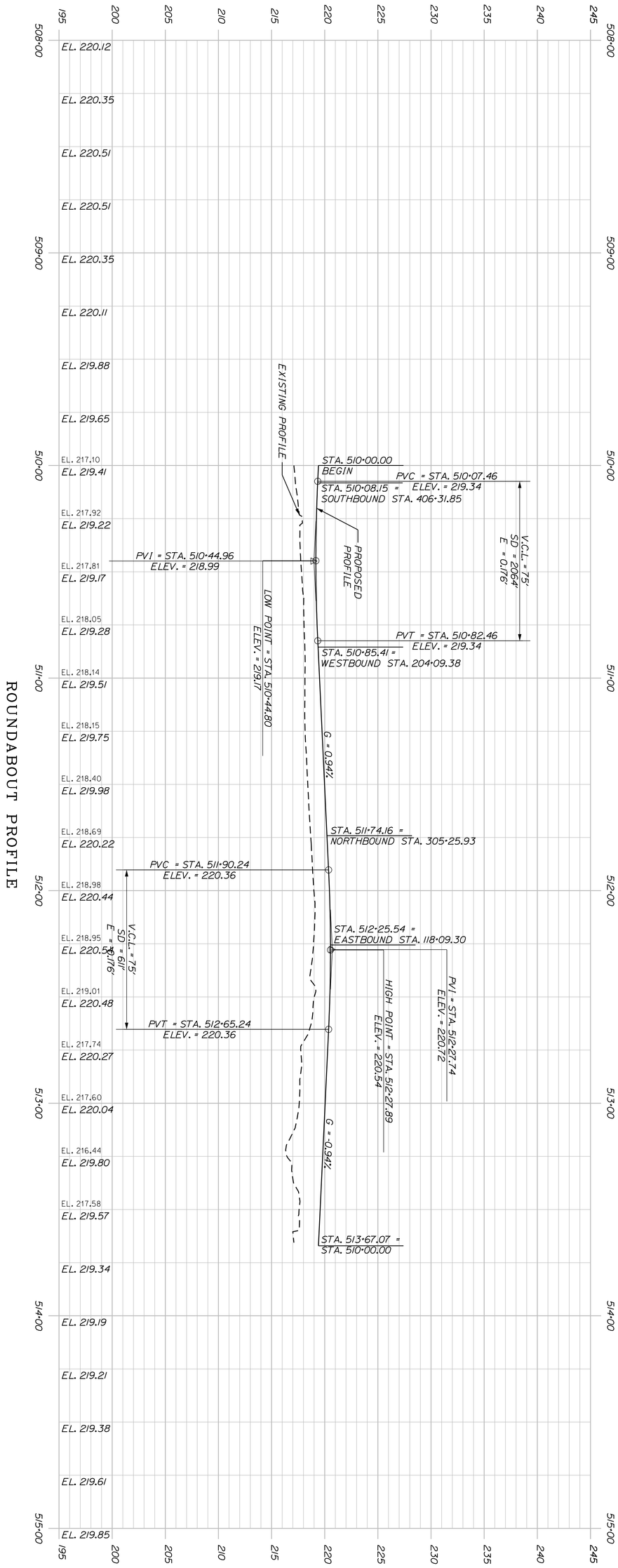
SHEET NUMBER

71

OF 154


298+00
299+00
PT 299+02.14
NORTHBOUND CURVE DATA #1
PI = 298+26.32
D = 0°22'55.1"
Δ = 0°34'45.3" Rt.
R = 15000.00'
L = 151.65'
T = 75.82'
E = 0.19'
STA. 300+00
PROJ. NO. 2368900
LIMIT OF WORK
MATCH EXISTING SECTION
REMOVE
300+00
MOOSEHEAD TRAIL
ROUTE 7/100
N63°38'50.3"E
GEORGE R. PHELPS
VIRGINIA B. PHELPS
PC 301+25.00
NORTHBOUND CURVE DATA #2
PI = 302+41.48
D = 5°42'46.5"
Δ = 13°17'13.6" Rt.
R = 1000.00'
L = 231.90'
T = 116.47'
E = 6.76'
301+00
20+00
21+00
22+00
23+00
N34°56'55.4"W
BANKS ROAD
BANKS ROAD CURVE DATA #1
PI = 22+01.51
D = 11°16'43.3"
Δ = 25°25'47.4" Rt.
R = 508.00'
L = 225.47'
T = 114.62'
E = 12.77'
REMOVE ISLAND
STA.1394+70 = STA.2312+36
ADJUST CB TO GRADE
CB TO GRADE
REMOVE
REMOVE CB
REMOVE CB
PC 20+86.89
PC 115+58.91
PRC 116+13.57
EASTBOUND CURVE DATA #1
PI = 119+96.25
D = 6°20'44.5"
Δ = 505.00'
R = 54.66'
L = 22.36'
T = 0.74'
E = 67.49'
REMOVE ISLAND
REMOVE
EASTBOUND APPROACH
115+88
116+50
117+00
303+56.91
303+88
304+00
304+41.90
305+00
NORTHBOUND CURVE DATA #3
PI = 304+00.30
D = 33°36'16.4"
Δ = 28°33'35.0" Lt.
R = 170.50'
L = 84.99'
T = 43.40'
E = 5.44'
COSTAIN FAMILY LLC
REMOVE
REMOVE
REMOVE
REMOVE
GRADE TO DRAIN
REMOVE GB
REMOVE
REMOVE
REMOVE
REMOVE

SHEET NUMBER 73 OF 154	PALMYRA-NEWPORT RTE 2 \ RTE 7 \ RTE 11 \ RTE 100 PLANS	PROJ. MANAGER L. ROWE BY DATE DESIGN-DETAILED D. CLOUTIER JAN 2025 CHECKED-REVIEWED 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 2368900 WIN 23689.00 HIGHWAY PLANS



ROUNDABOUT PROFILE

PROJ. MANAGER	L. ROWE	BY	DATE		
DESIGN-DETAILED	D. CLOUTIER		JAN 2025		
CHECKED-REVIEWED				SIGNATURE	
DESIGN2-DETAILED2					
DESIGN3-DETAILED3				P.E. NUMBER	
REVISIONS 1					
REVISIONS 2				DATE	
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

SHEET NUMBER 74 OF 154

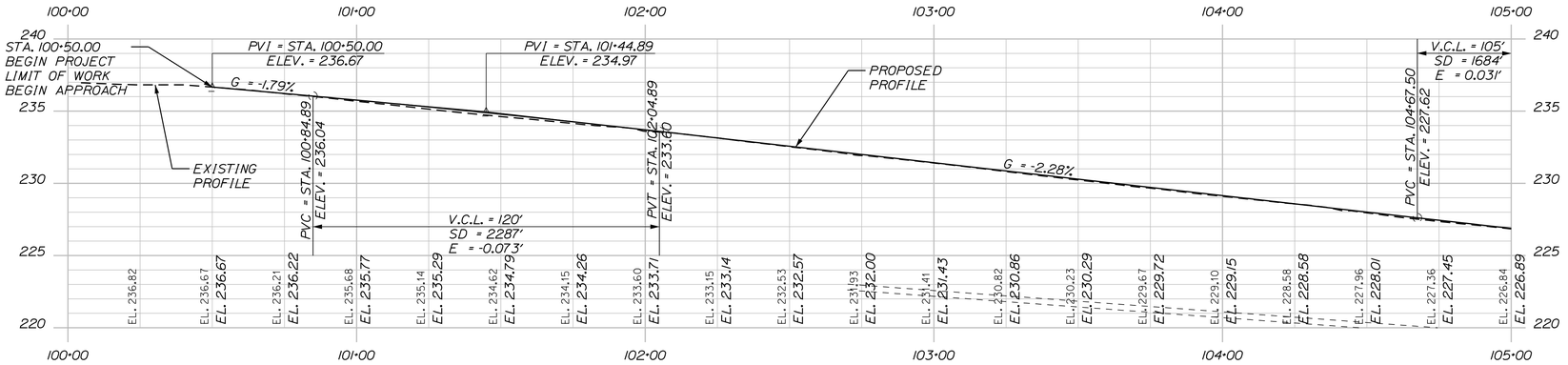
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

ROUNDABOUT PROFILE

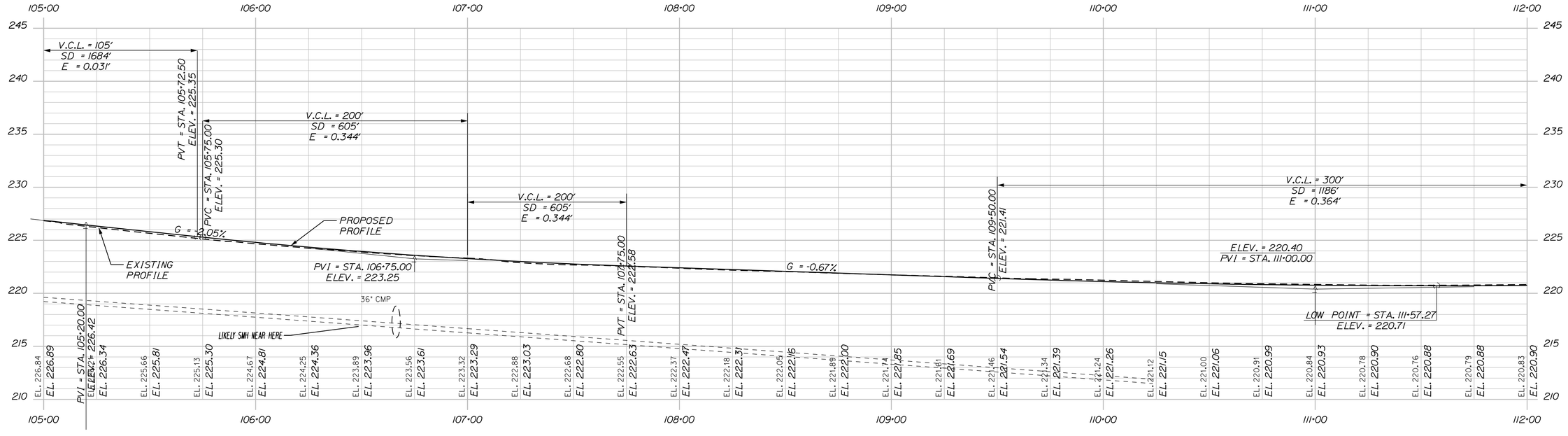
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

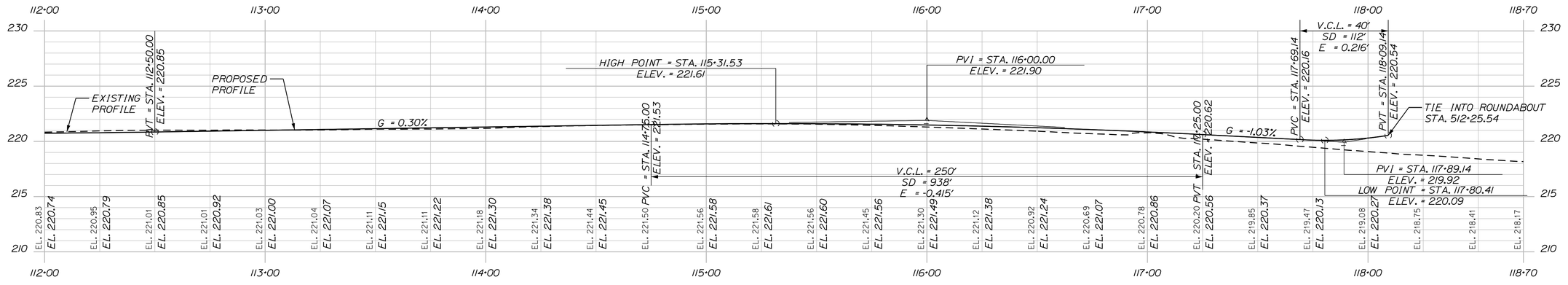
WIN 23689.00 HIGHWAY PLANS



EASTBOUND PROFILE



EASTBOUND PROFILE



EASTBOUND PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

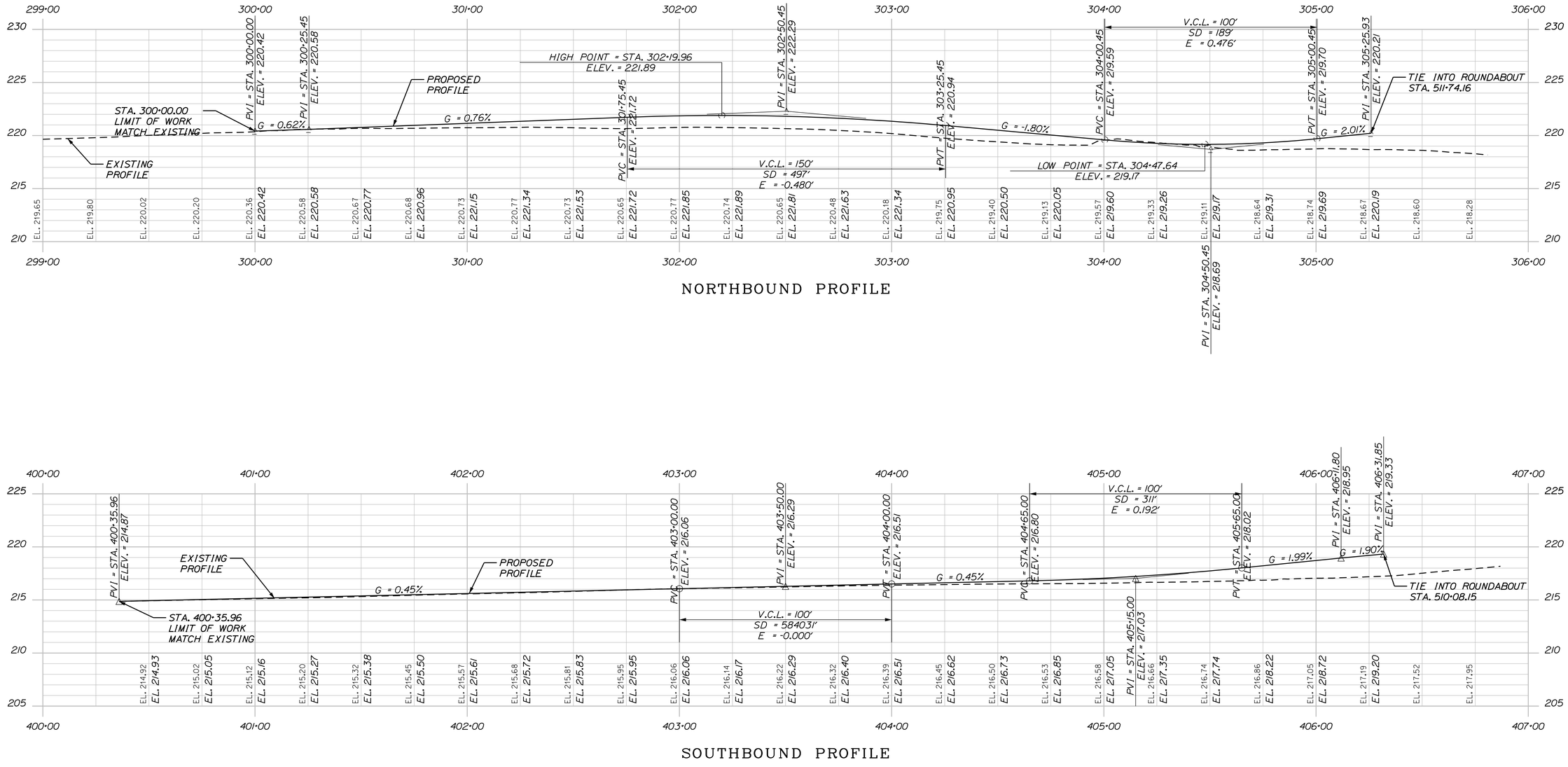
EASTBOUND PROFILE

SHEET NUMBER

75

OF 154

Filename: ...\MSTA\075_Profile_EB.dgn Division: HIGHWAY Username: common Date:1/23/2025



NORTHBOUND PROFILE

SOUTHBOUND PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

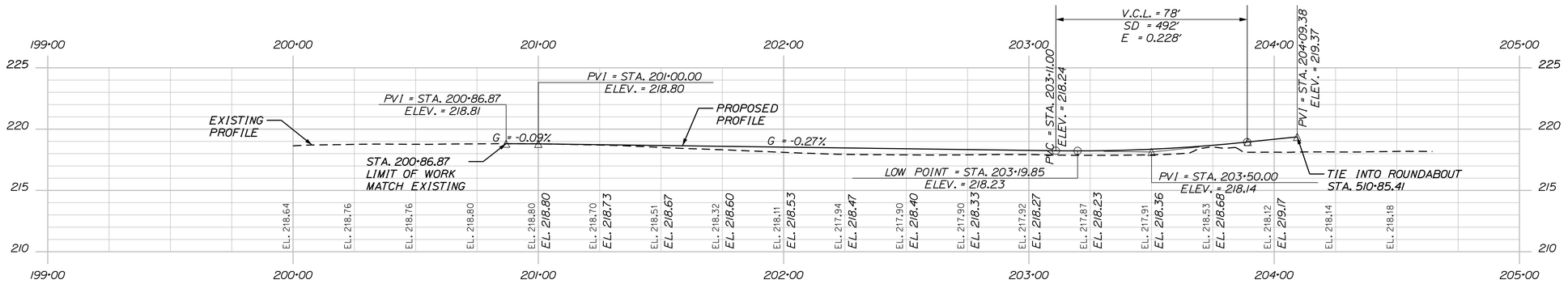
PROFILES - NB + SB

SHEET NUMBER

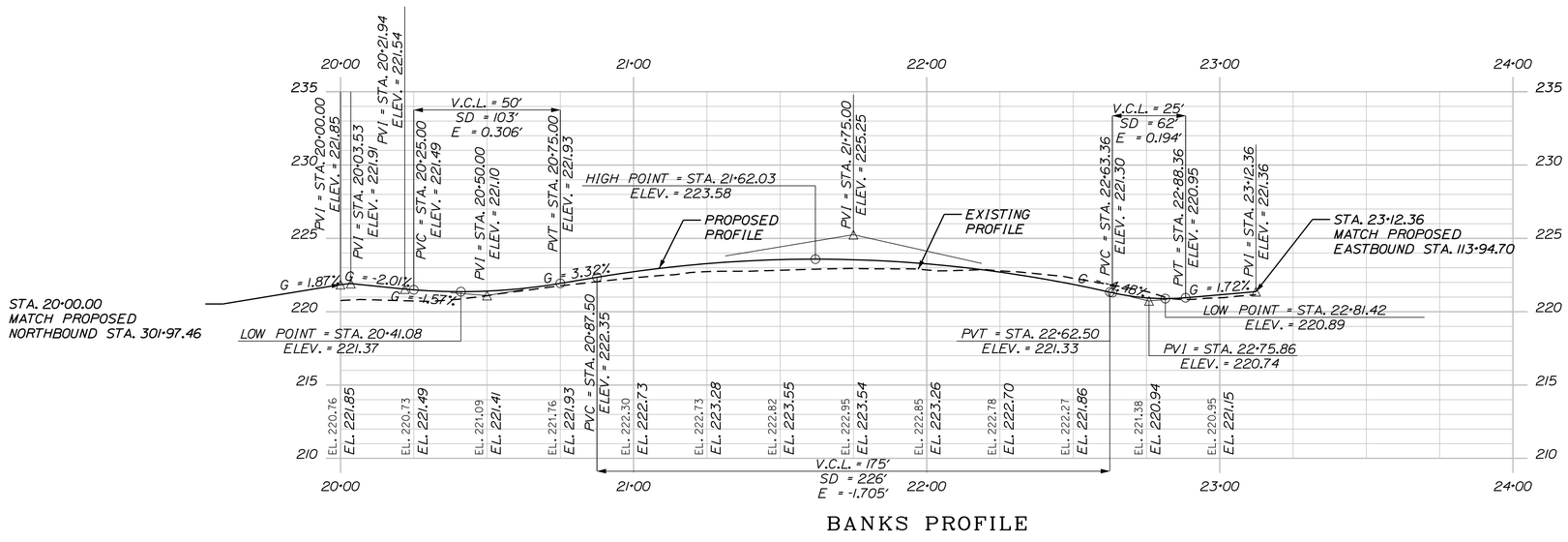
76

OF 154

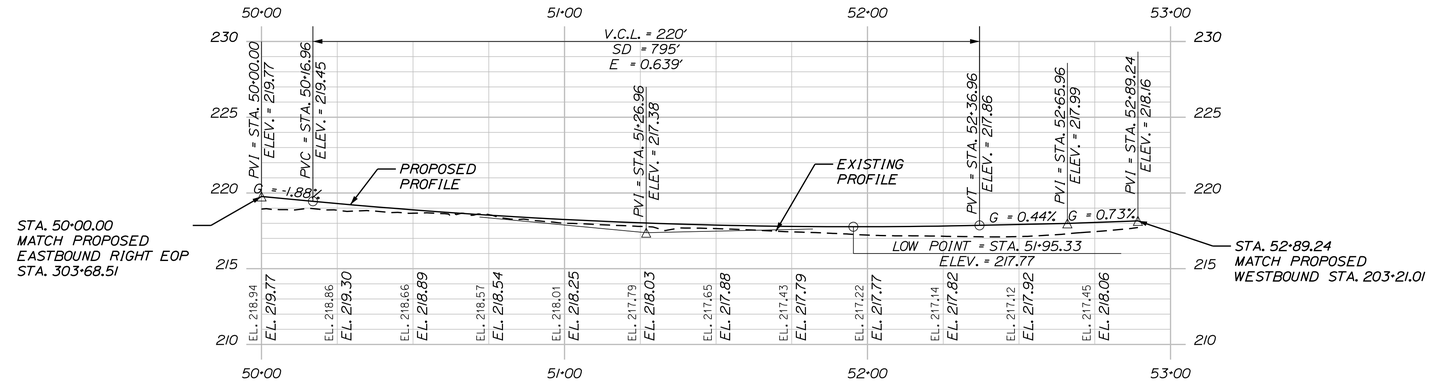
Filename: ...\MSTA\076_Profile_NB-SB.dgn Division: HIGHWAY Username: common Date:1/23/2025



WESTBOUND PROFILE



BANKS PROFILE



SOUTHEAST SLIPLANE PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER	JAN 2025	
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

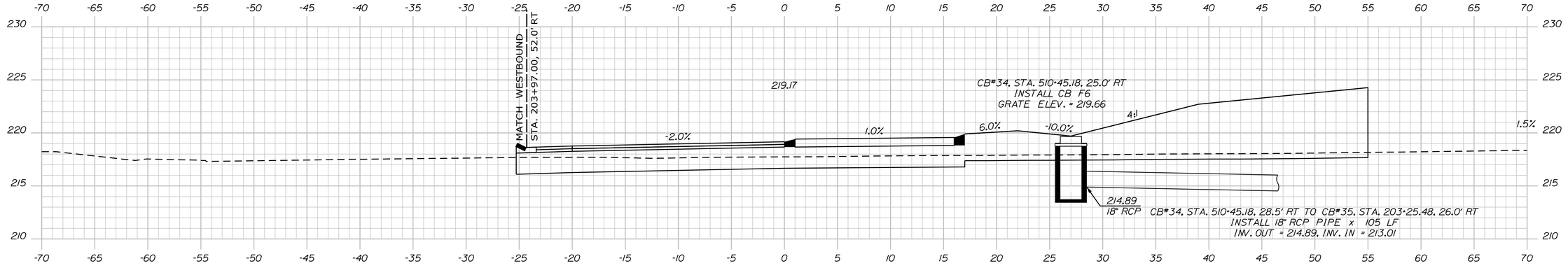
WB + BANKS RD + SE SLIP LANE
PROFILES

SHEET NUMBER

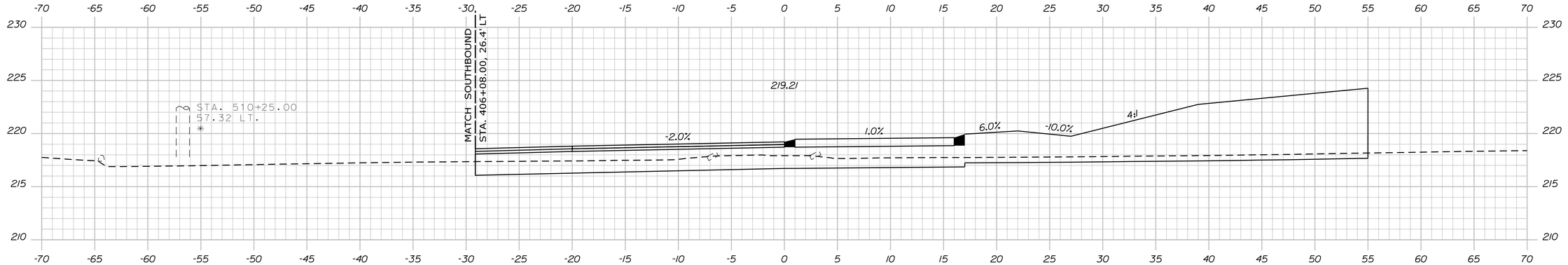
77

OF 154

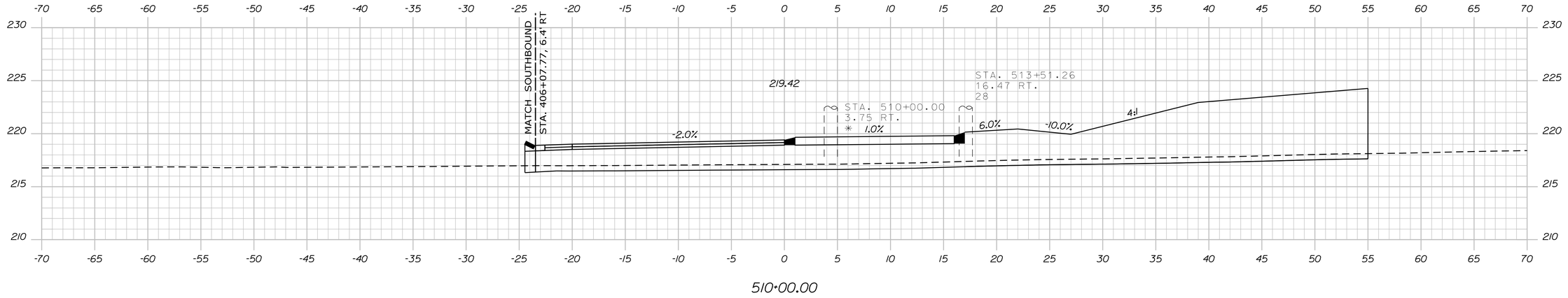
Filename: ...\077_Profile_WB+Banks+Slip.dgn Division: HIGHWAY Username: common Date:1/23/2025



510+45.18



510+25.00



510+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED	WED		
DESIGN2-DETAILED2	ED2		
DESIGN3-DETAILED3	ED3		
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

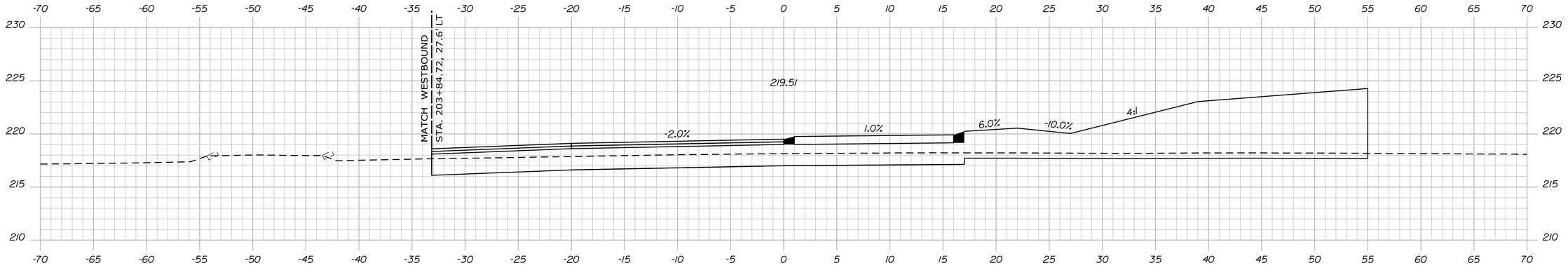
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

ROUNDABOUT CROSS SECTIONS

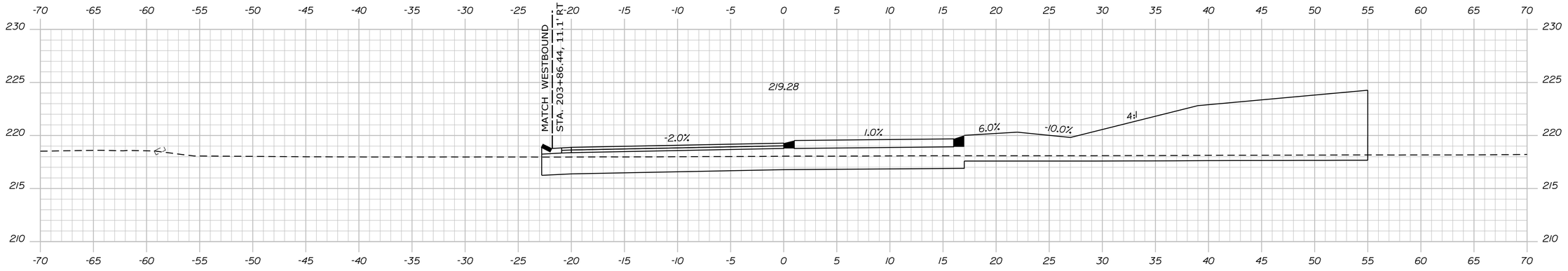
SHEET NUMBER
78
OF 154

Sta. 510+00.00 to Sta. 510+45.18

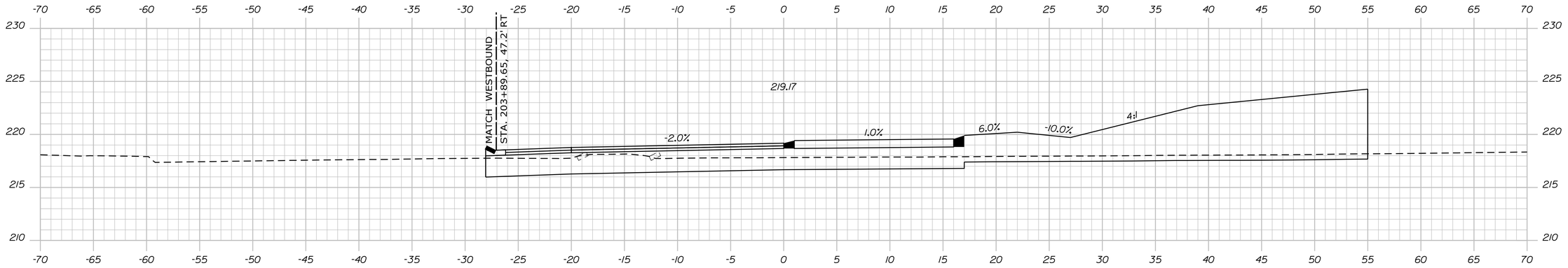
Filename: ...\MSTA\078_XSECT_510+00_001.dgn Division: HIGHWAY Username: common Date:1/23/2025



511+00.00



510+75.00



510+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER		
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

ROUNDABOUT CROSS SECTIONS

SHEET NUMBER
79
OF 154

Sta. 510+50.00 to Sta. 511+00.00

Filename: ...\MSTA\079_XSECT_510+50_002.dgn Division: HIGHWAY Username: common Date:1/23/2025

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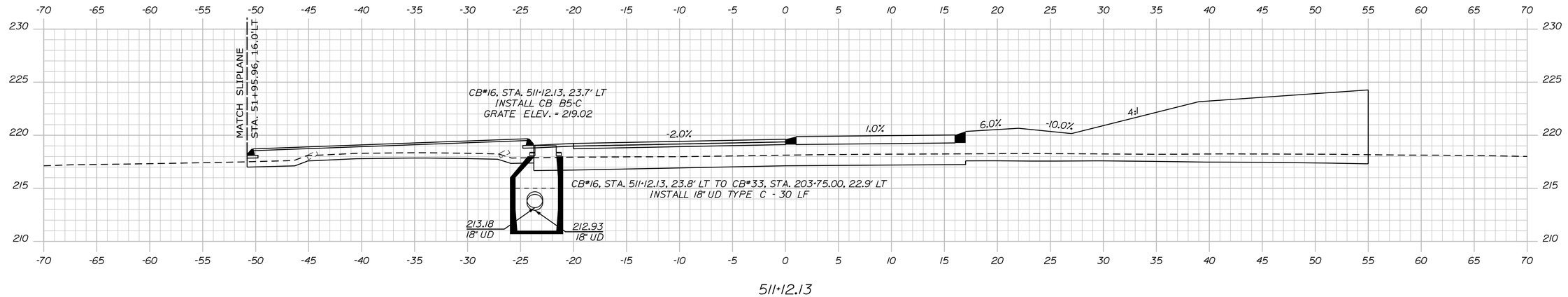


511+12.13

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			SIGNATURE
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			P.E. NUMBER
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			DATE
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00 HIGHWAY PLANS

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

ROUNDABOUT CROSS SECTIONS

SHEET NUMBER

80

OF 154

Sta. 511+12.13 to Sta. 511+12.13

Filename: ...\MSTA\081_XSECT_511+25_004.dgn Division: HIGHWAY Username: common Date:1/23/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	L. ROWE	BY
DESIGN-DETAILED	D. CLOUTIER	DATE
CHECKED-REVIEWED		JAN 2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		

FIELD CHANGES

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

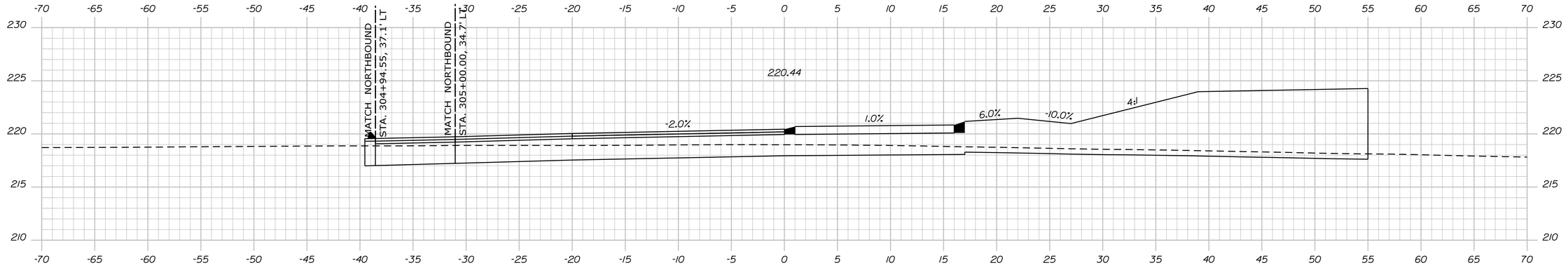
ROUNDABOUT CROSS SECTIONS

SHEET NUMBER

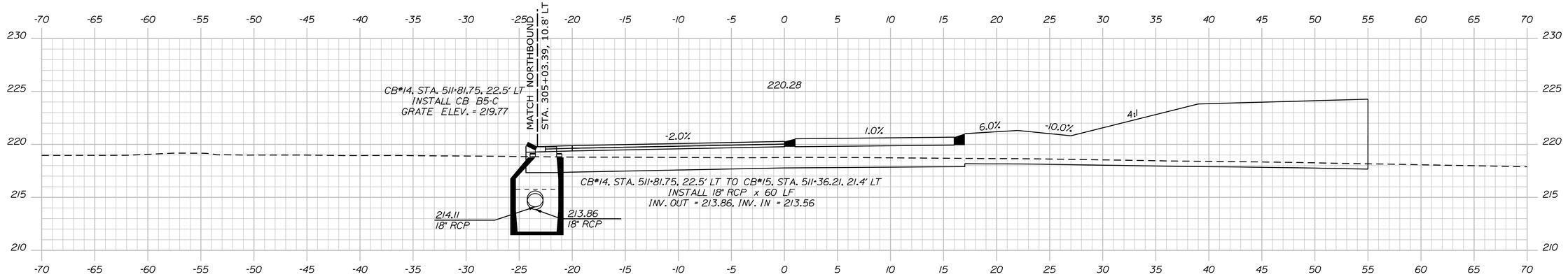
81

OF 154

Sta. 511+25.00 to Sta. 511+50.00



512+00.00



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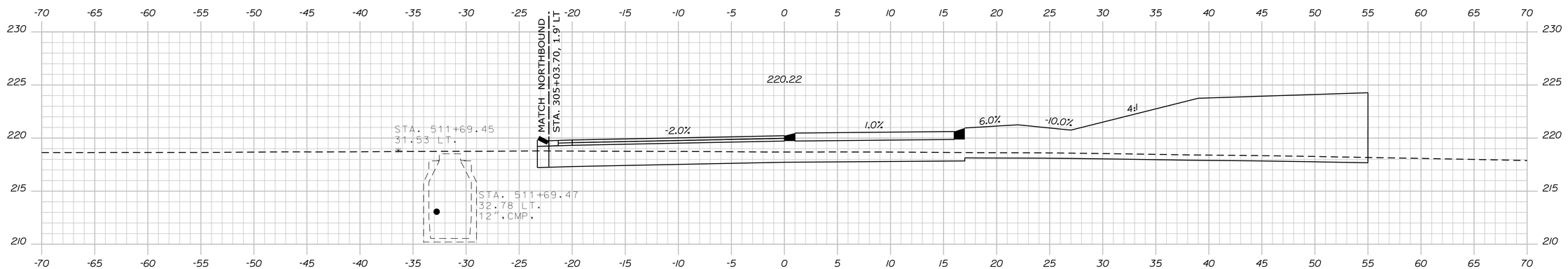


511+75.00

Sta. 511+75.00 to Sta. 512+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

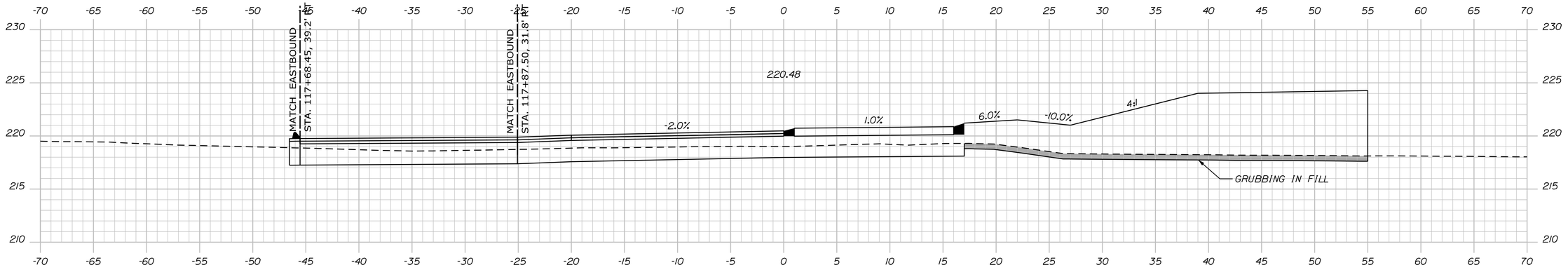
ROUNDABOUT CROSS SECTIONS

SHEET NUMBER

82

OF 154

Filename: ...\MSTA\082_XSECT_511+75_005.dgn Division: HIGHWAY Username: common Date:1/23/2025



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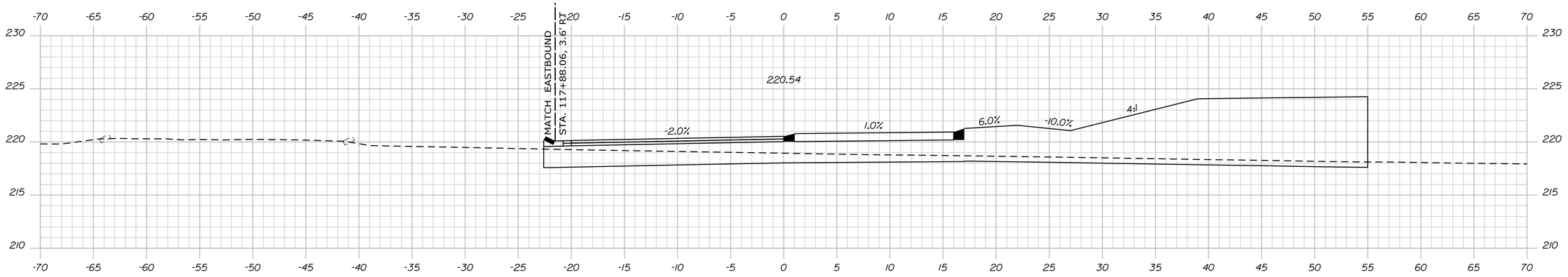

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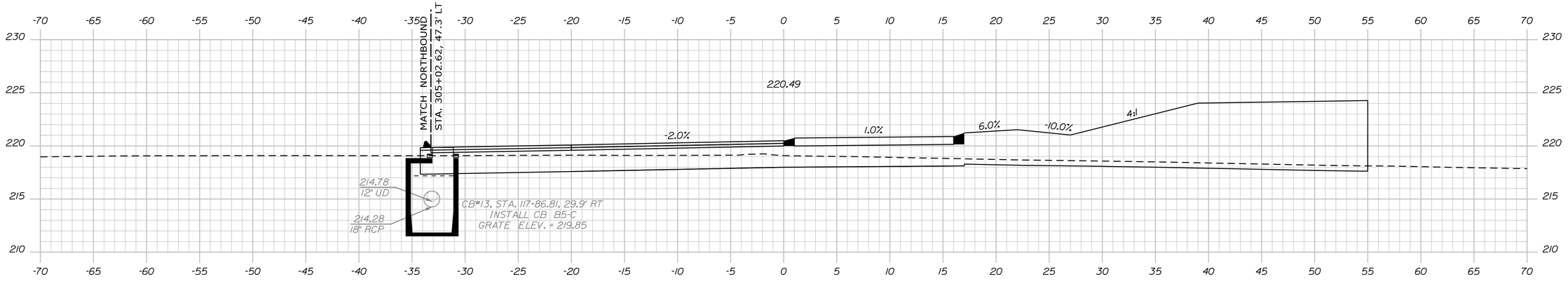


512+08.07

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

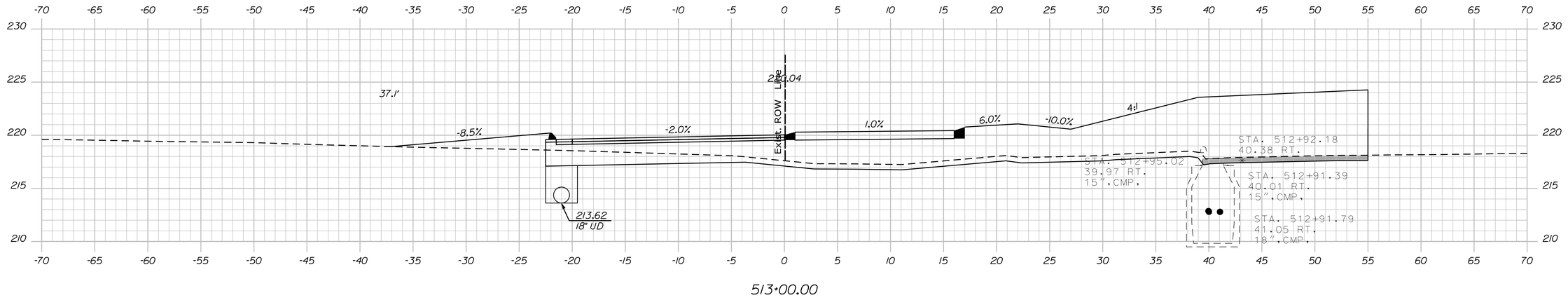
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

ROUNDABOUT CROSS SECTIONS

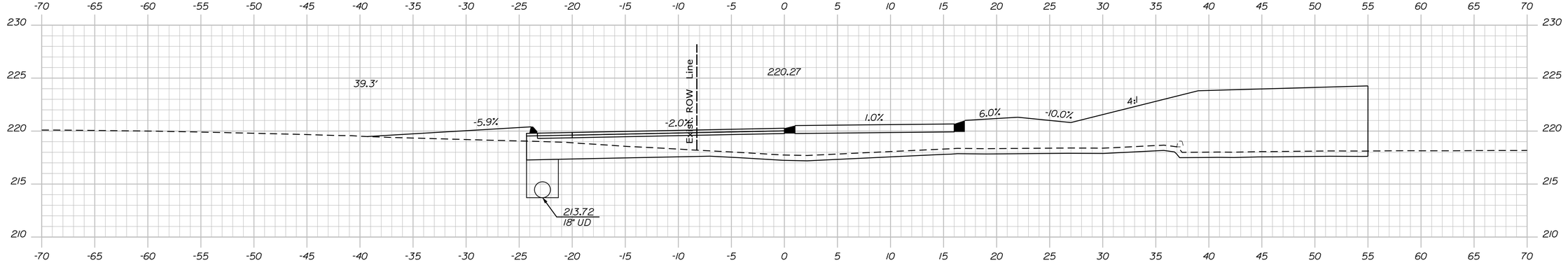
SHEET NUMBER
83
OF 154

Sta. 512+08.07 to Sta. 512+50.00

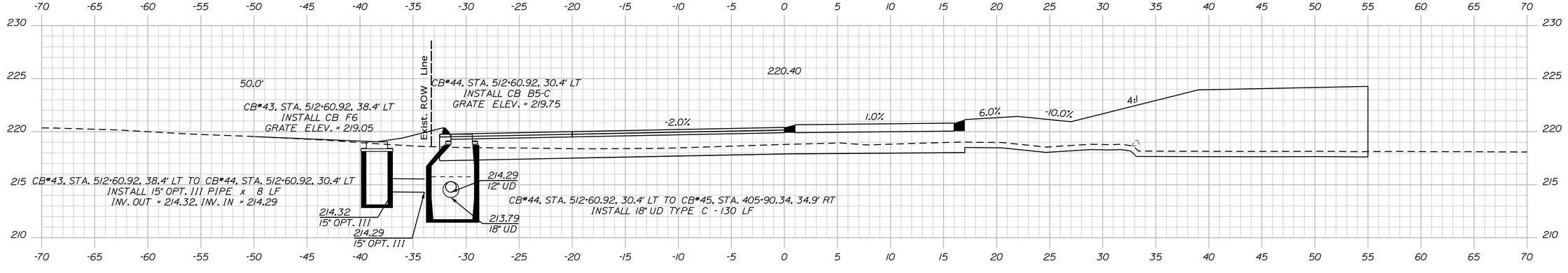
Filename: ...\MSTA\083_XSECT_512-08_006.dgn Division: HIGHWAY Username: common Date:1/23/2025



513+00.00



512+75.00



512+60.92

Sta. 512+60.92 to Sta. 513+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

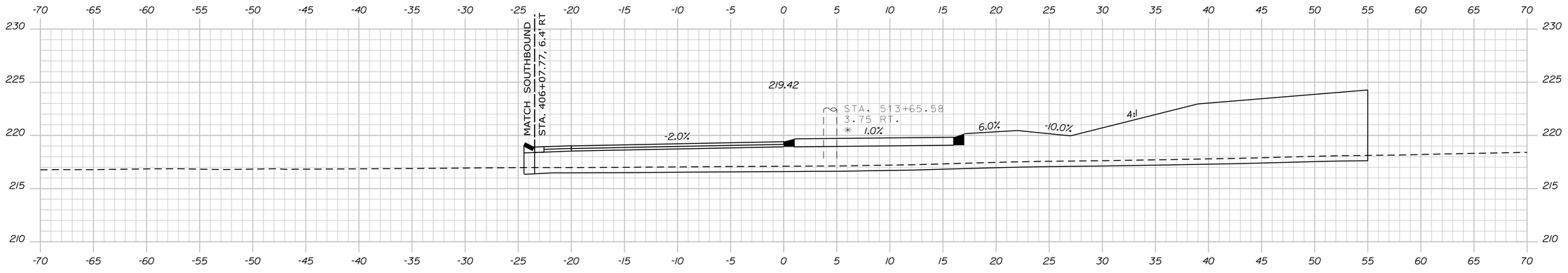
DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

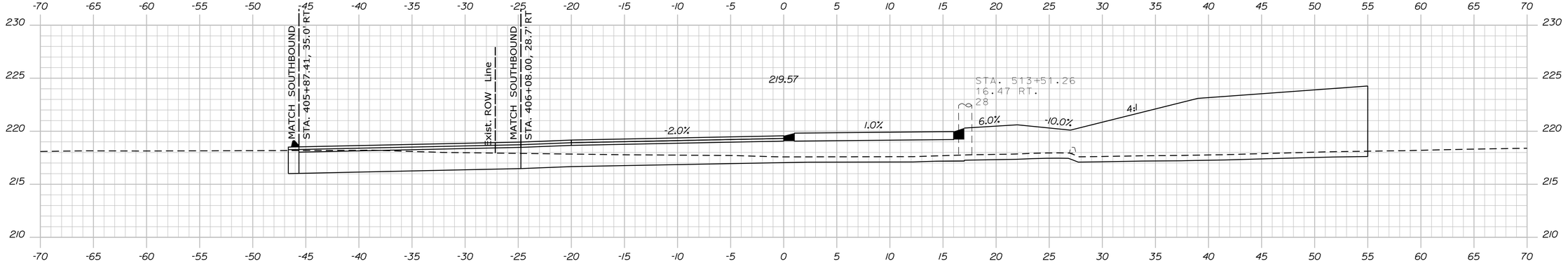
ROUNDABOUT CROSS SECTIONS

SHEET NUMBER
84
OF 154

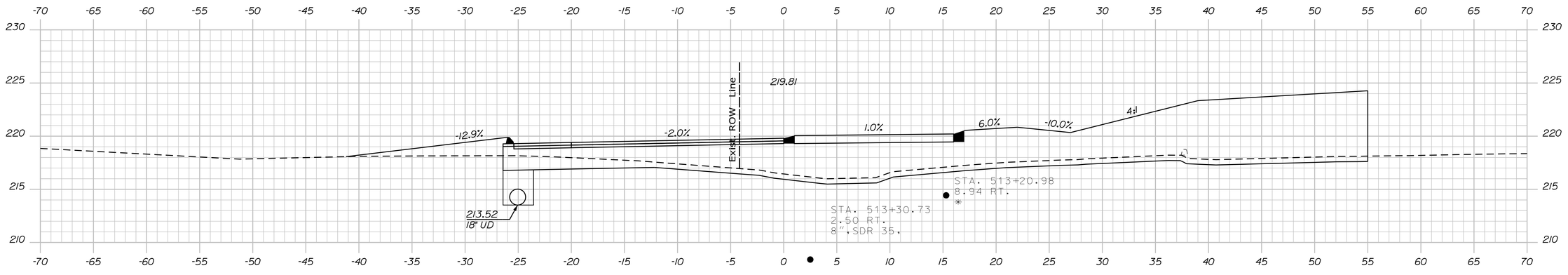
Filename: ...\MSTA\084_XSECT_512+60_007.dgn Division: HIGHWAY Username: common Date:1/23/2025



513+65.58



513+50.00



513+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BY | DATE

JAN 2025

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

ROUNDABOUT CROSS SECTIONS

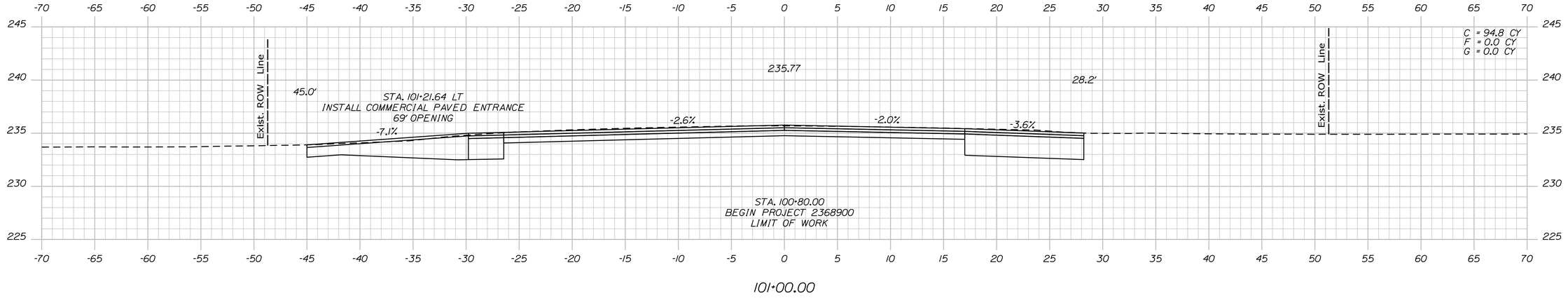
SHEET NUMBER

85

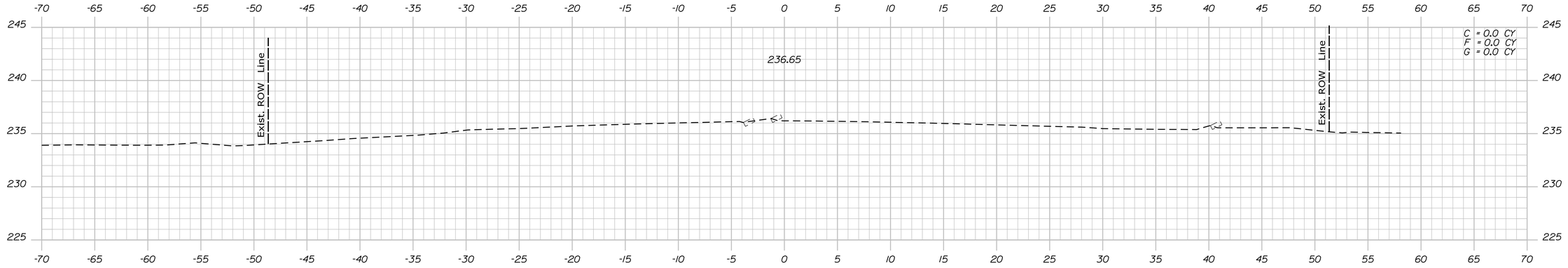
OF 154

Sta. 513+25.00 to Sta. 513+65.58

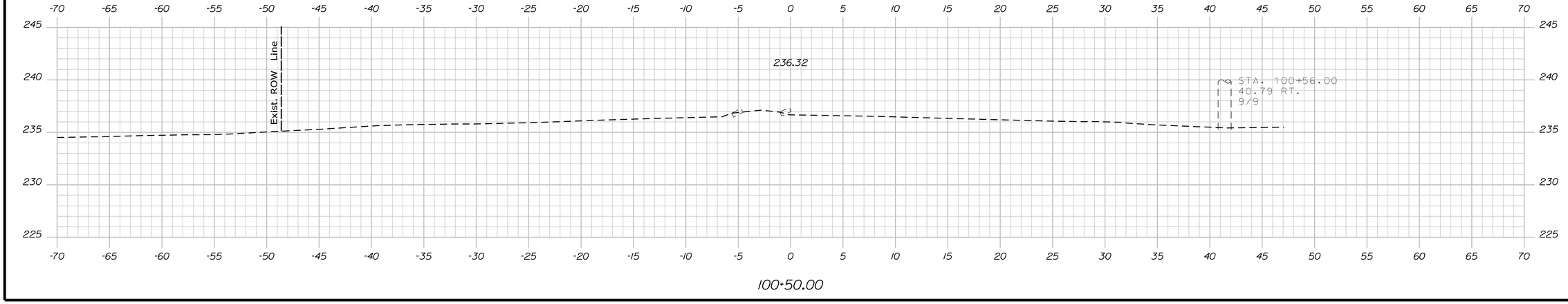
Filename: ...\MSTA\085_XSECT_513+25_008.dgn Division: HIGHWAY Username: common Date:1/23/2025



101+00.00



100+75.00



100+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

PROJ. MANAGER	L. ROWE	DATE	JAN 2025
DESIGN-DETAILED	D. CLOUTIER	BY	
CHECKED-REVIEWED	WED		
DESIGN2-DETAILED2	ED2		
DESIGN3-DETAILED3	ED3		
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

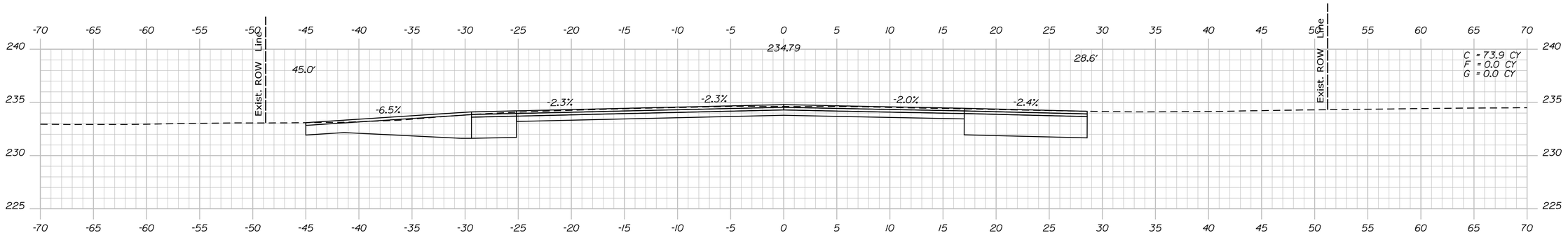
SHEET NUMBER

86

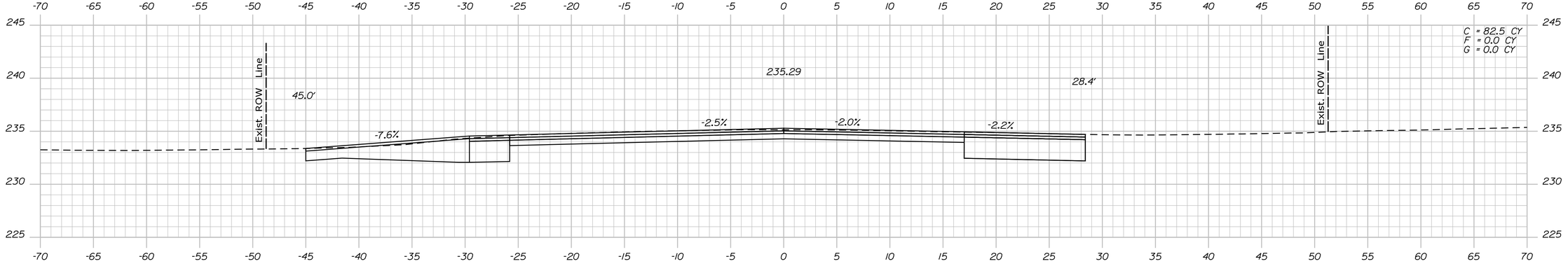
OF 154

Sta. 100+50.00 to Sta. 101+00.00

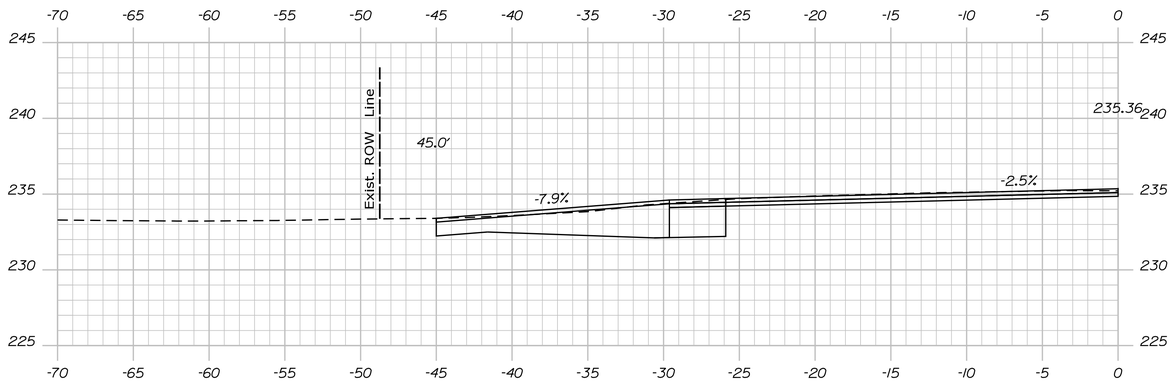
Filename: ...\MSTA\086_XSECT_100+50_001.dgn Division: HIGHWAY Username: common Date:1/23/2025



101+50.00



101+25.00



101+21.64

Sta. 101+21.64 to Sta. 101+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

SHEET NUMBER

87

OF 154

Filename: ...\MSTA\087_XSECT_101+21_002.dgn Division: HIGHWAY Username: common Date:1/23/2025

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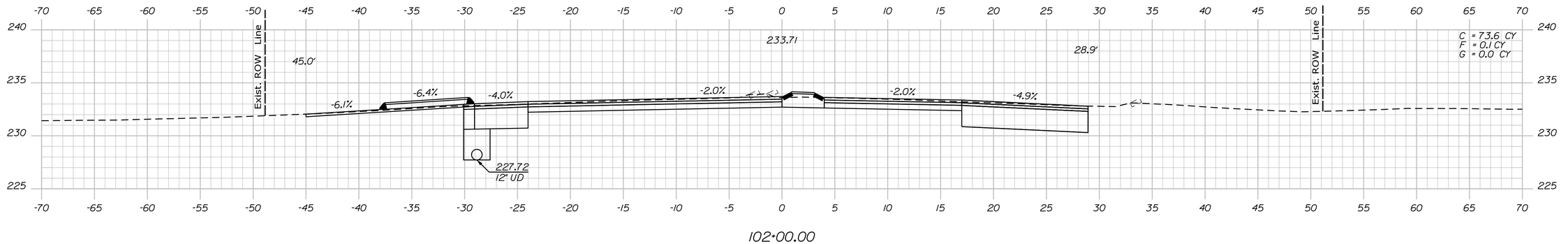
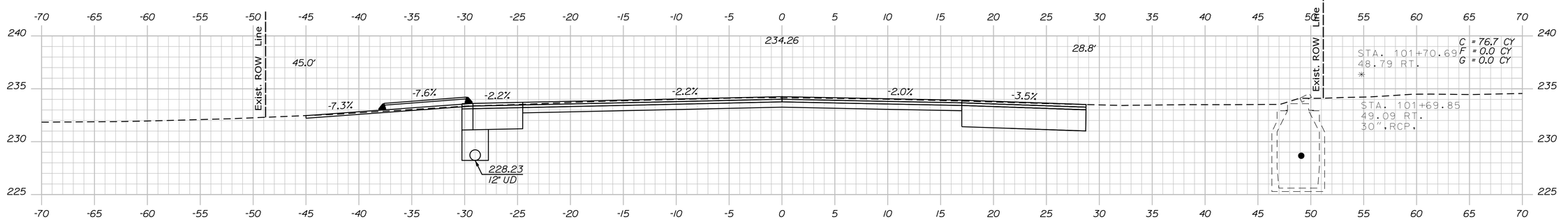
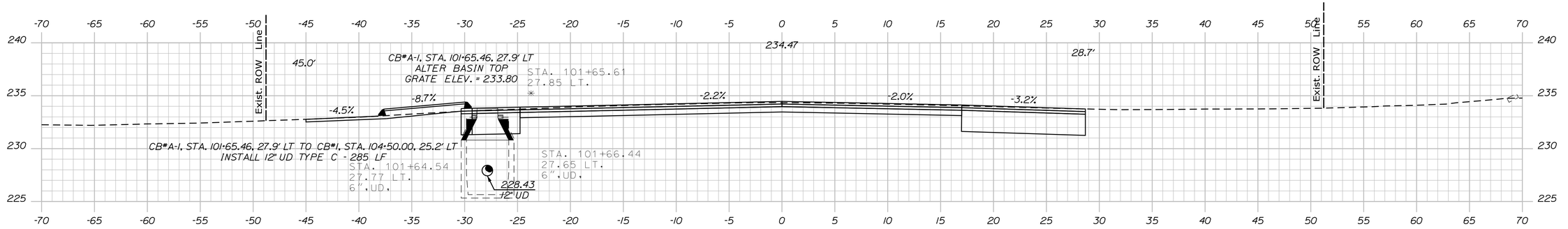


102+00.00



101+75.00



101+65.46

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

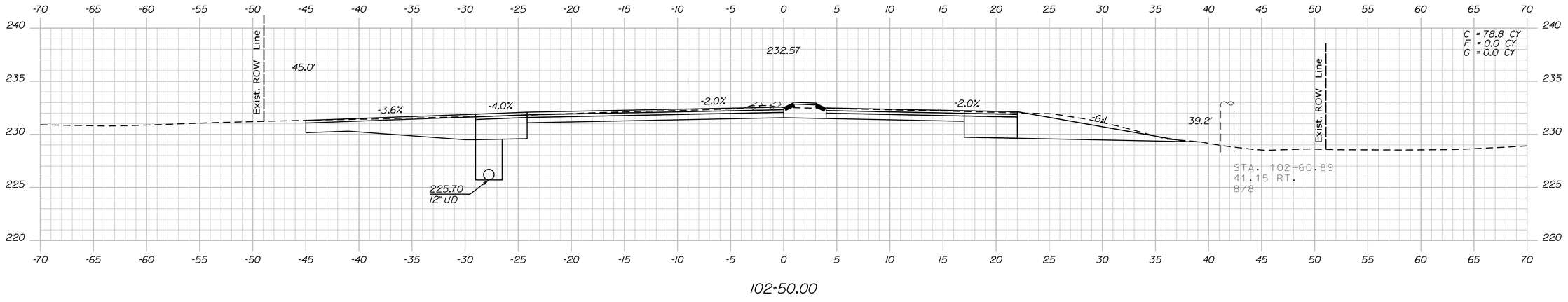
EASTBOUND CROSS SECTIONS

SHEET NUMBER

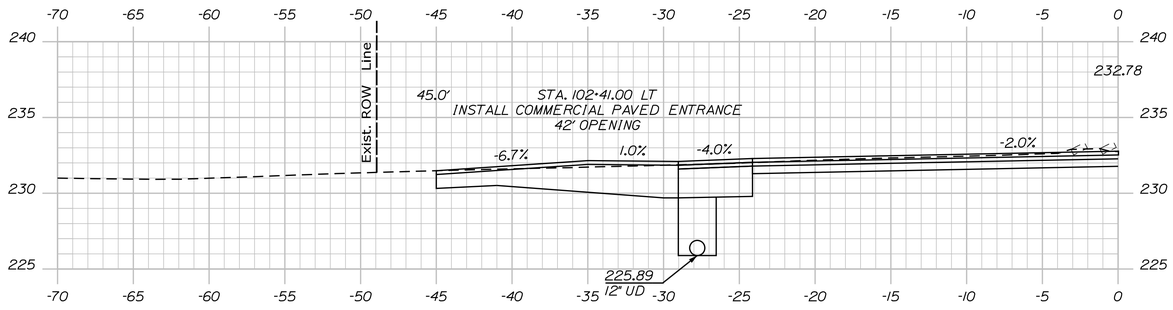
88

OF 154

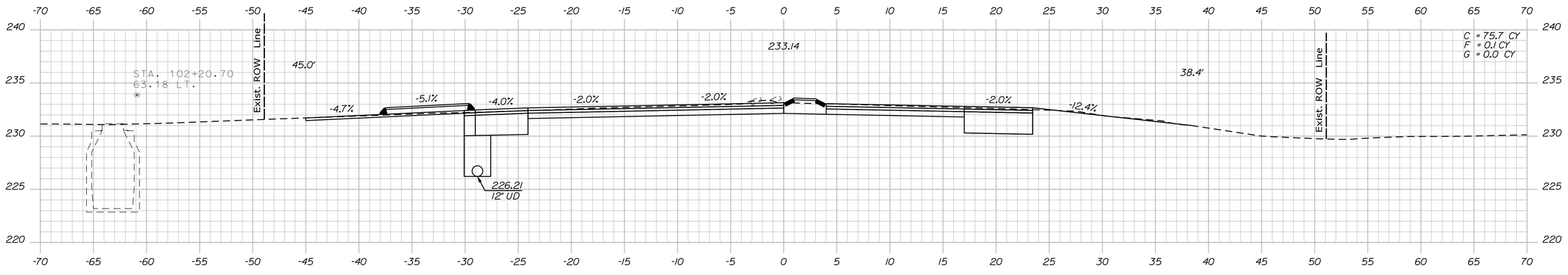
Sta. 101+65.46 to Sta. 102+00.00



102+50.00



102+41.00



102+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

PROJ. MANAGER	L. ROWE	BY
DESIGN-DETAILED	D. CLOUTIER	DATE
CHECKED-REVIEWED		JAN 2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

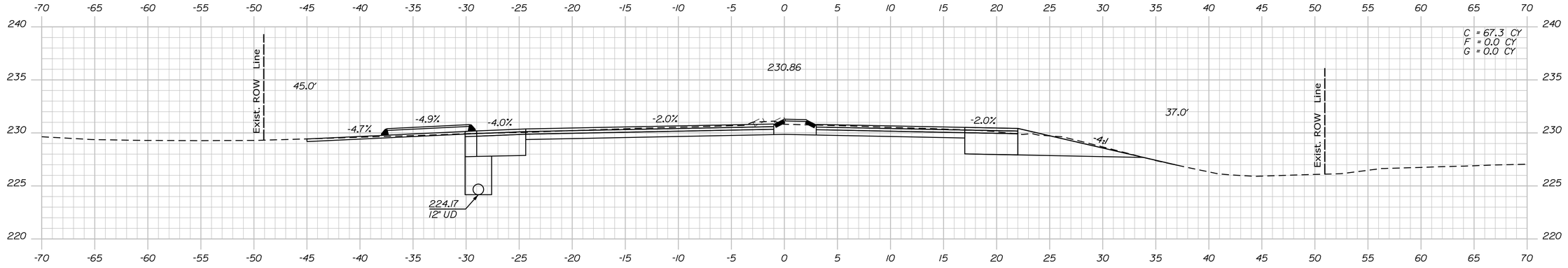
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

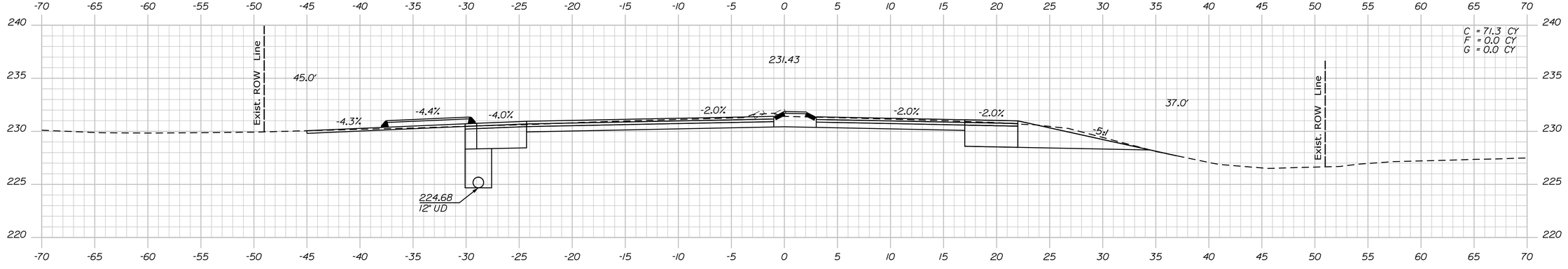
SHEET NUMBER
89
OF 154

Sta. 102+25.00 to Sta. 102+50.00

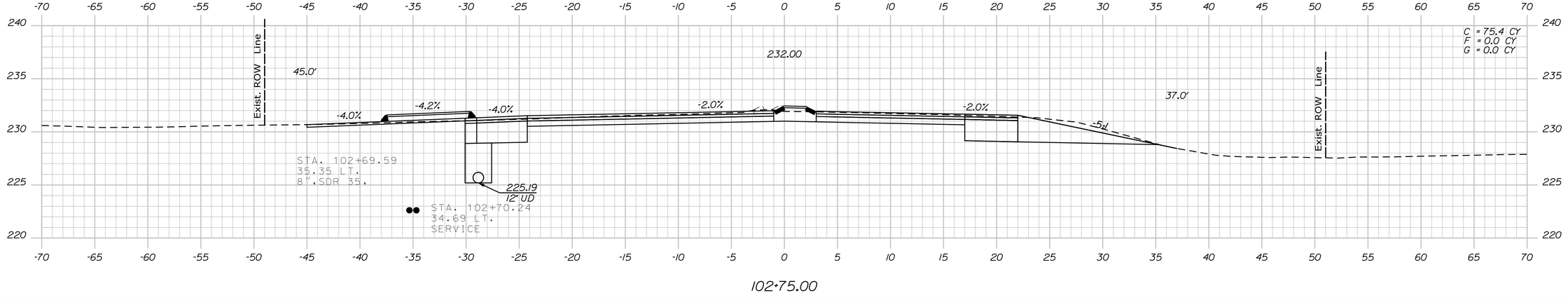
Filename: ...\MSTA\089_XSECT_102+25_004.dgn Division: HIGHWAY Username: common Date:1/23/2025



103+25.00



103+00.00



102+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED	WED	
DESIGN2-DETAILED2	ED2	
DESIGN3-DETAILED3	ED3	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

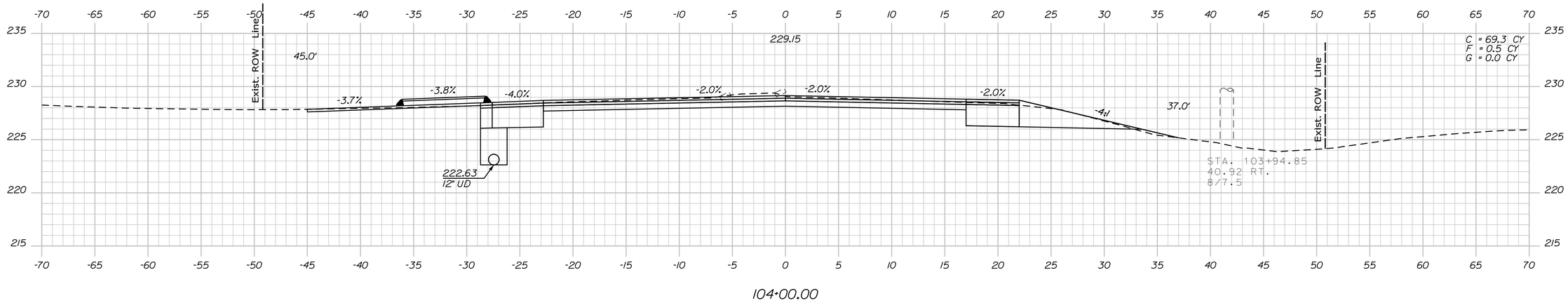
SHEET NUMBER

90

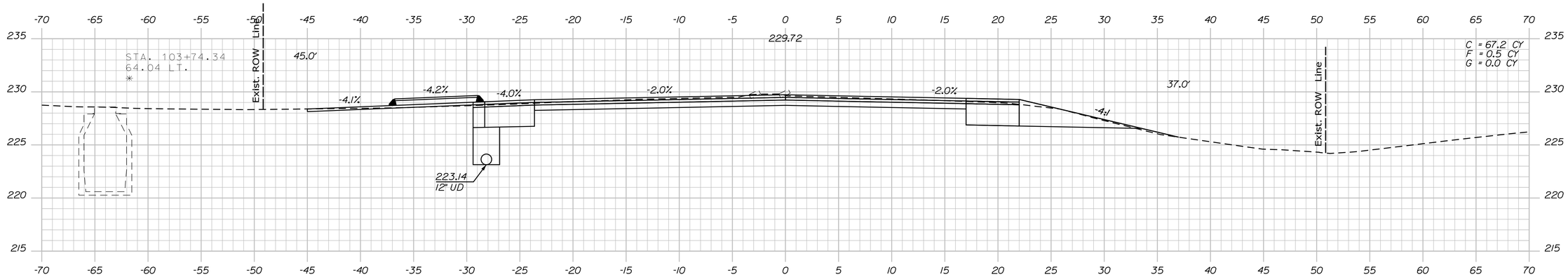
OF 154

Sta. 102+75.00 to Sta. 103+25.00

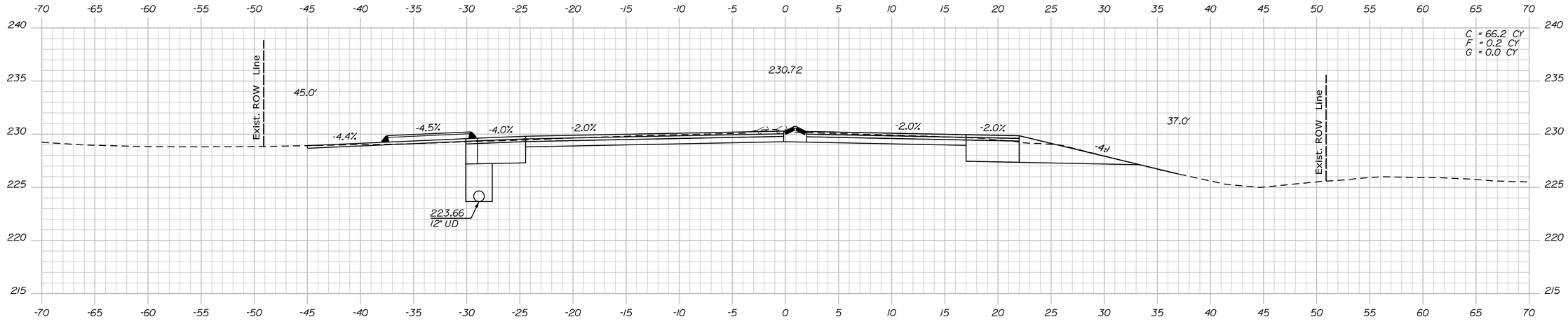
Filename: ...\MSTA\090_XSECT_102+75_005.dgn Division: HIGHWAY Username: common Date:1/23/2025



104+00.00



103+75.00



103+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

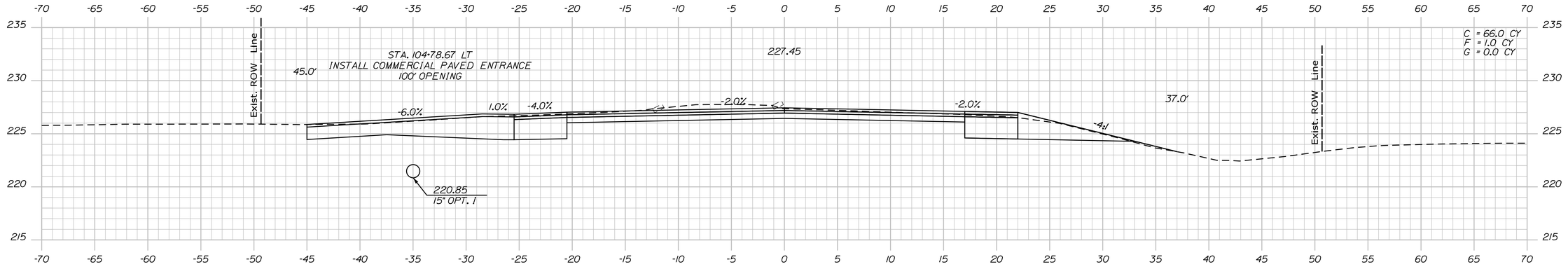
SHEET NUMBER

91

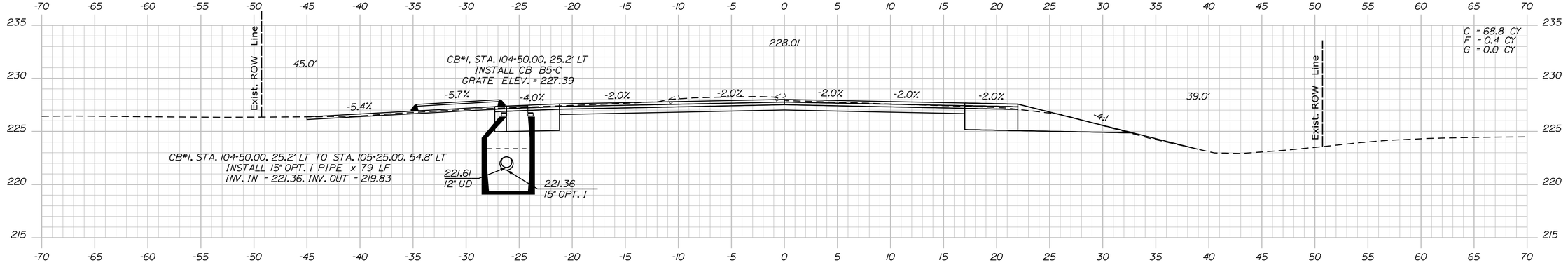
OF 154

Sta. 103+50.00 to Sta. 104+00.00

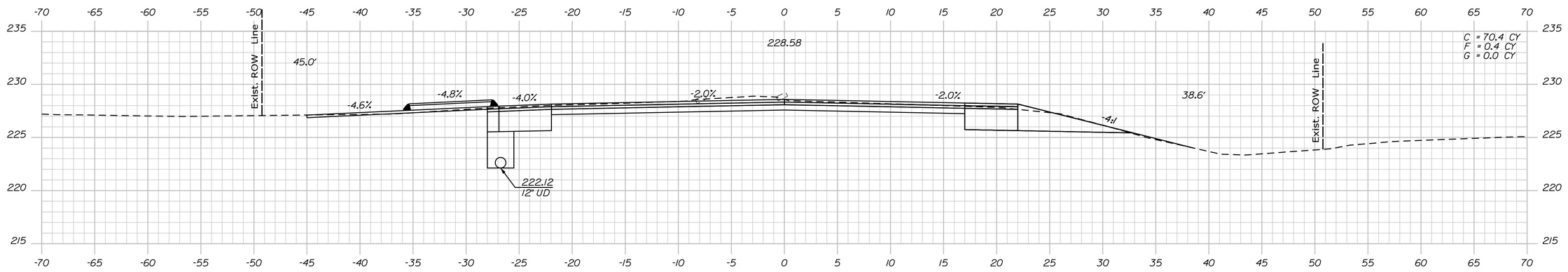
Filename: ...\MSTA\091_XSECT_103+50_006.dgn Division: HIGHWAY Username: common Date:1/23/2025



104+75.00



104+50.00



104+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

SHEET NUMBER

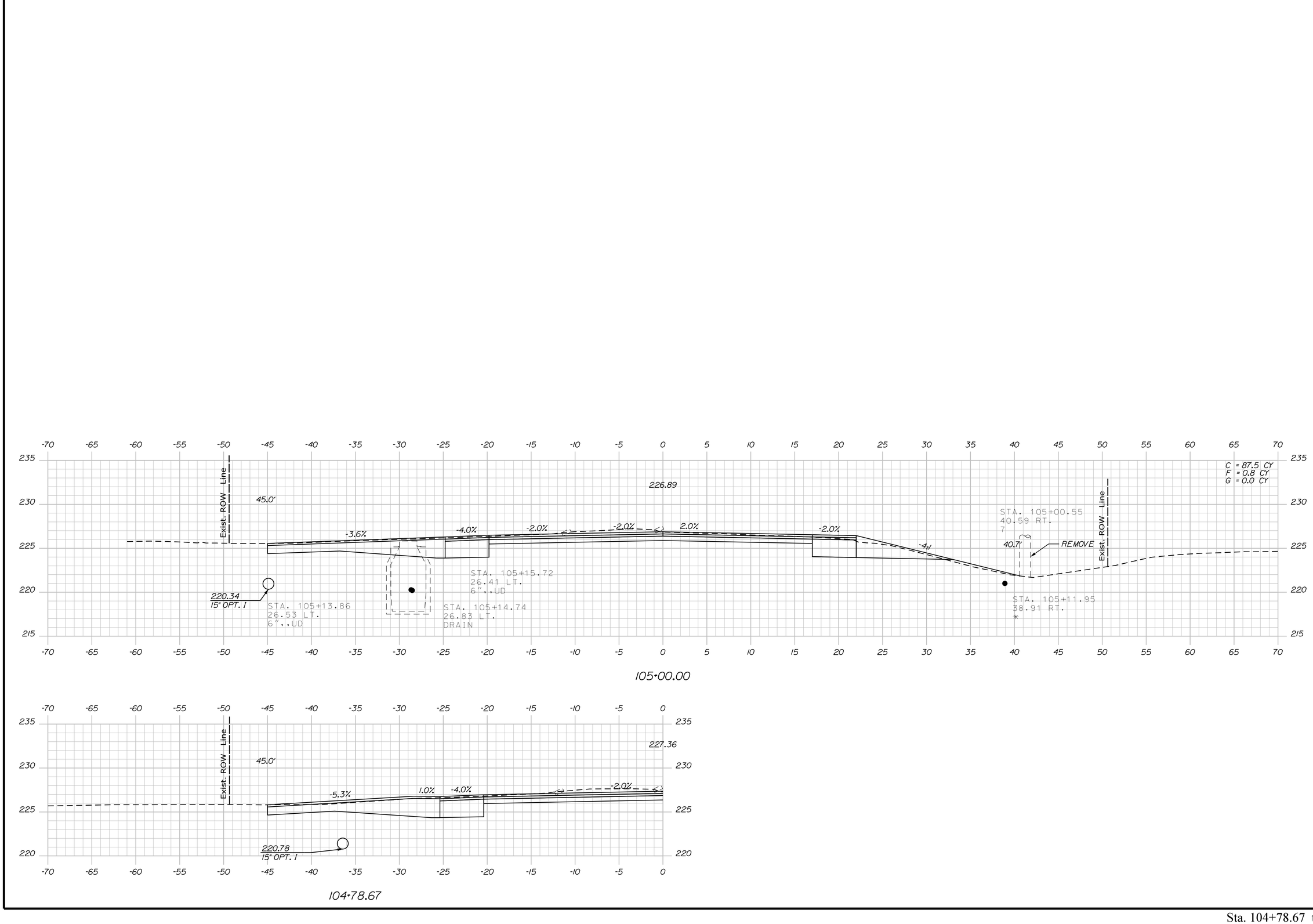
92

OF 154

Sta. 104+25.00 to Sta. 104+75.00

Filename: ...\MSTA\092_XSECT_104+25_007.dgn Username: common Division: HIGHWAY Date:1/23/2025

Filename: ...\MSTA\093_XSECT_104+78_008.dgn Division: HIGHWAY Username: common Date:1/23/2025



PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1	BY	DATE
REVISIONS 2		JAN 2025
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

SHEET NUMBER

93

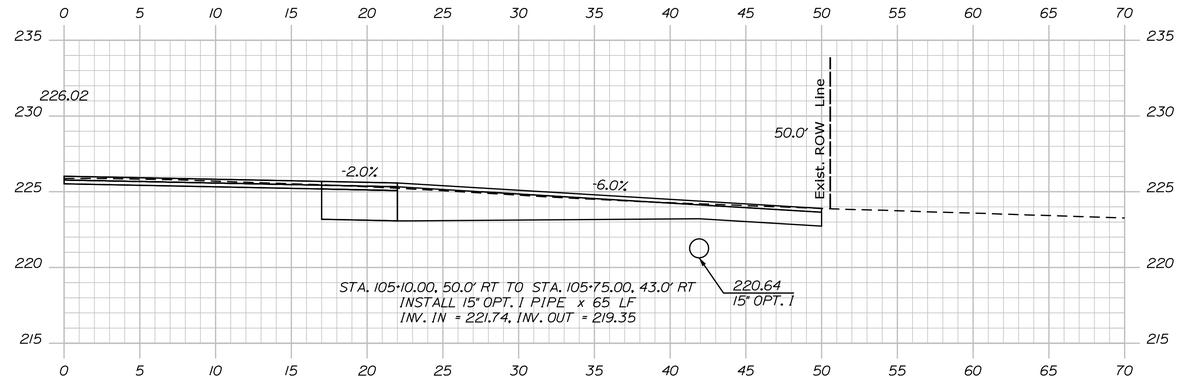
OF 154

SIGNATURE

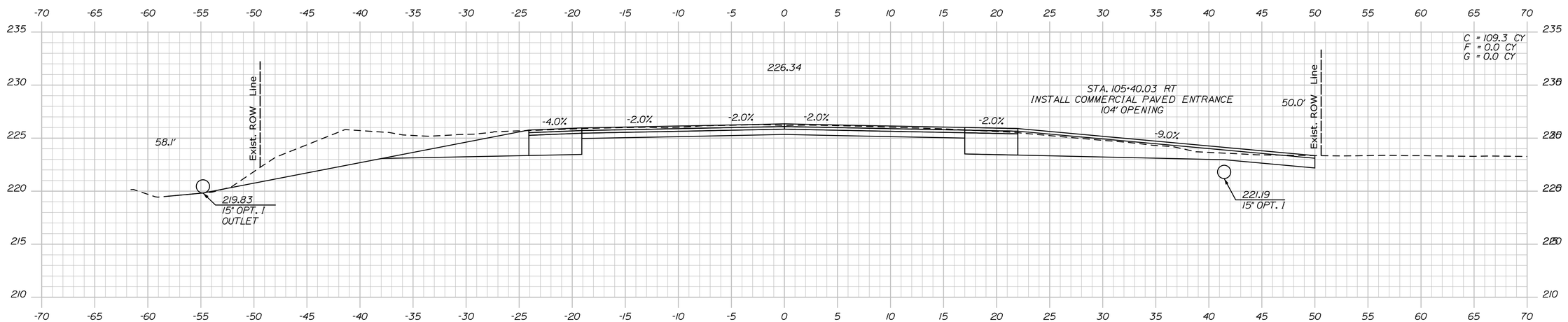
P.E. NUMBER

DATE

Sta. 104+78.67 to Sta. 105+00.00



105+40.03



105+25.00

Sta. 105+25.00 to Sta. 105+40.03

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

PROJ. MANAGER	L. ROWE	BY	
DESIGN-DETAILED	D. CLOUTIER	DATE	JAN 2025
CHECKED-REVIEWED		SIGNATURE	
DESIGN2-DETAILED2		P.E. NUMBER	
DESIGN3-DETAILED3		DATE	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

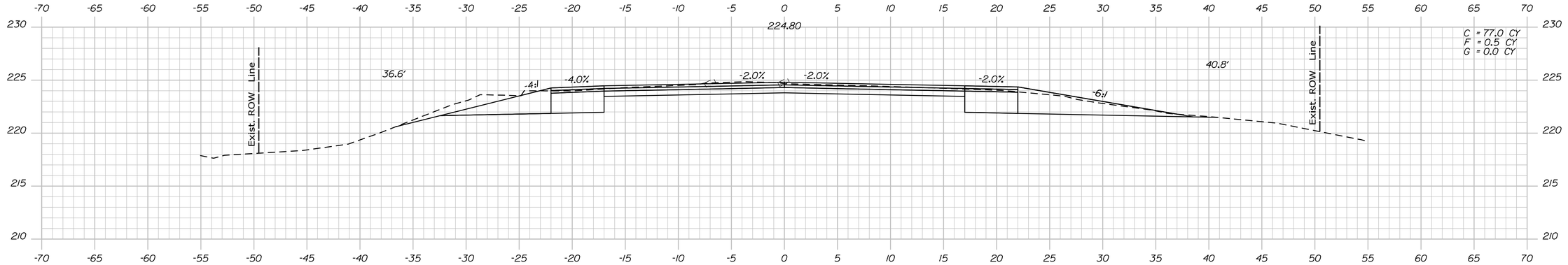
EASTBOUND CROSS SECTIONS

SHEET NUMBER

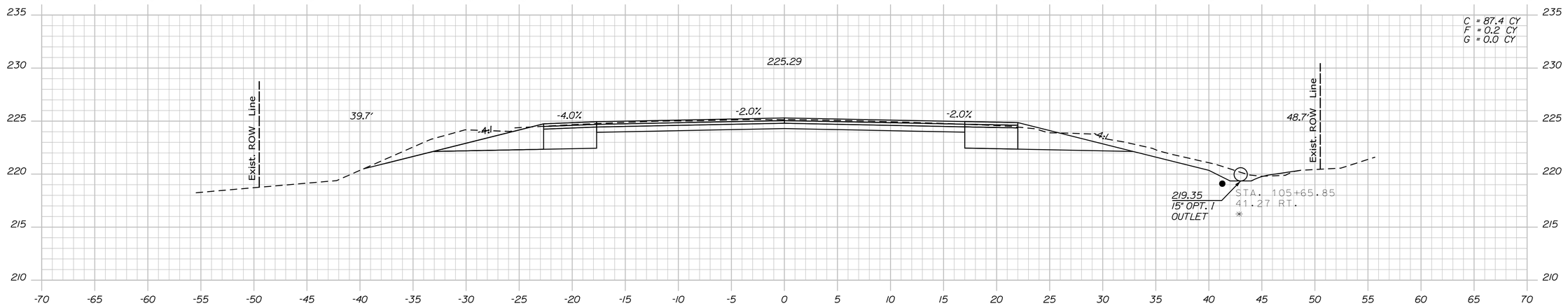
94

OF 154

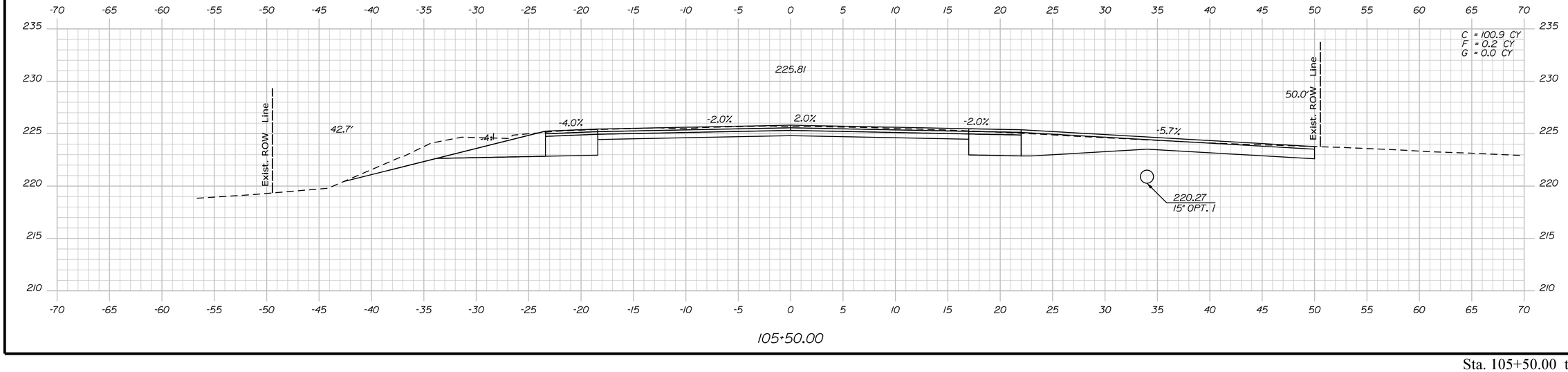
Filename: ...\MSTA\094_XSECT_105+25_009.dgn Username: common Division: HIGHWAY Date:1/23/2025



106+00.00



105+75.00



105+50.00

Sta. 105+50.00 to Sta. 106+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER	JAN 2025	
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

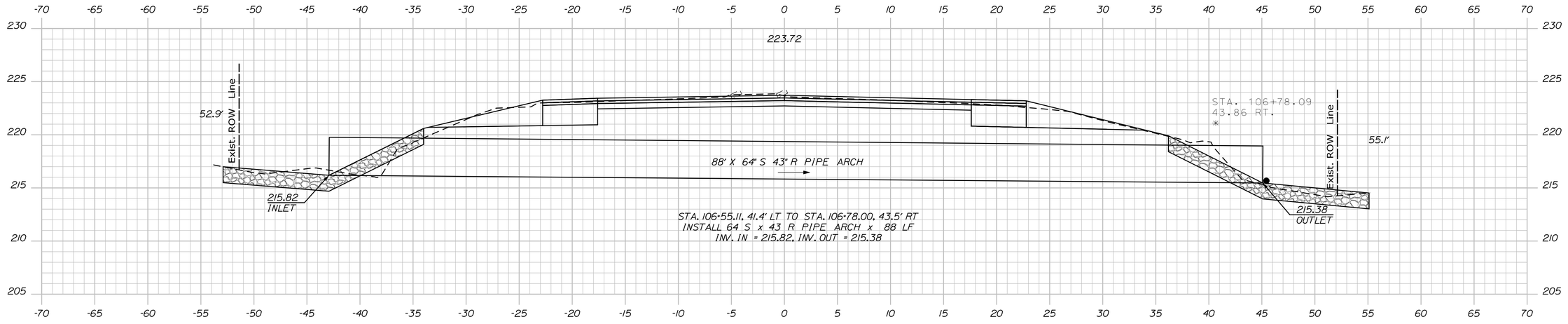
DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

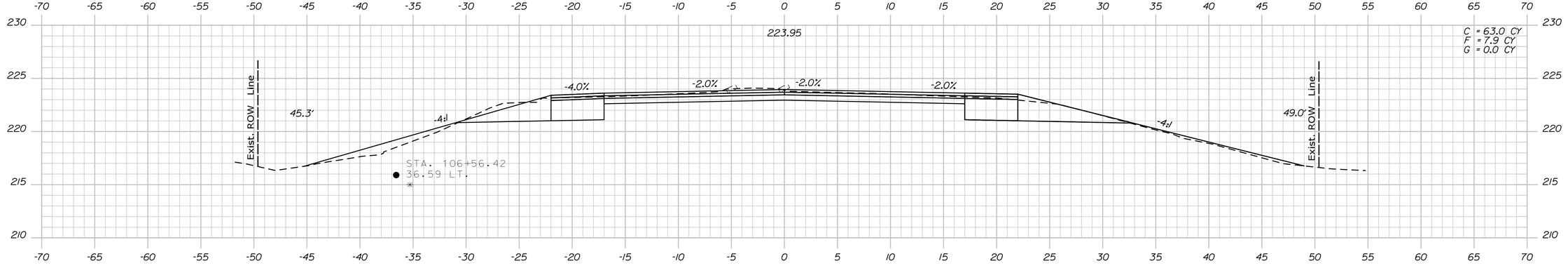
EASTBOUND CROSS SECTIONS

SHEET NUMBER
95
OF 154

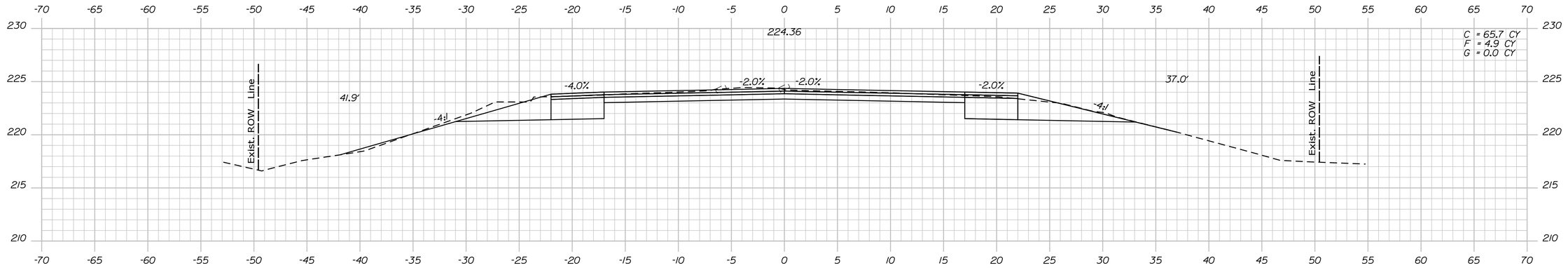
Filename: ...\MSTA\095_XSECT_105+50_010.dgn Division: HIGHWAY Username: common Date:1/23/2025



106+66.28 (SKEWED)



106+50.00



106+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER		
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

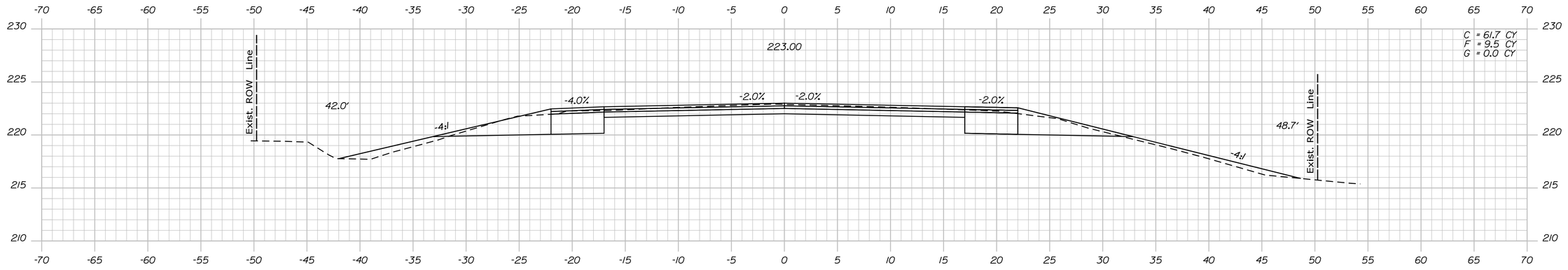
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

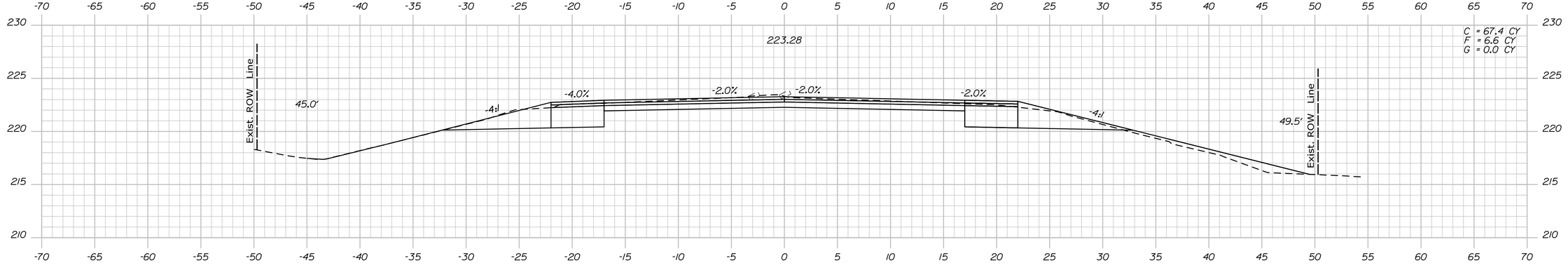
SHEET NUMBER
96
OF 154

Sta. 106+25.00 to Sta. 106+66.28

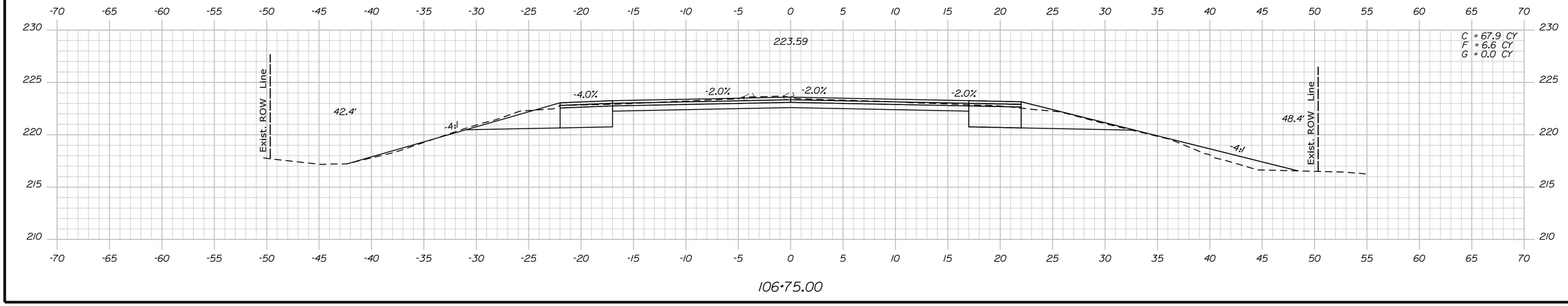
Filename: ...\MSTA\096_XSECT_106-25_011.dgn Division: HIGHWAY Username: common Date:1/23/2025



107+25.00



107+00.00



106+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
DESIGN-DETAILED	L. ROWE	JAN 2025
CHECKED-REVIEWED	D. CLOUTIER	
DESIGN2-DETAILED2	WED	ED2
DESIGN3-DETAILED3		ED3
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROJ. MANAGER

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

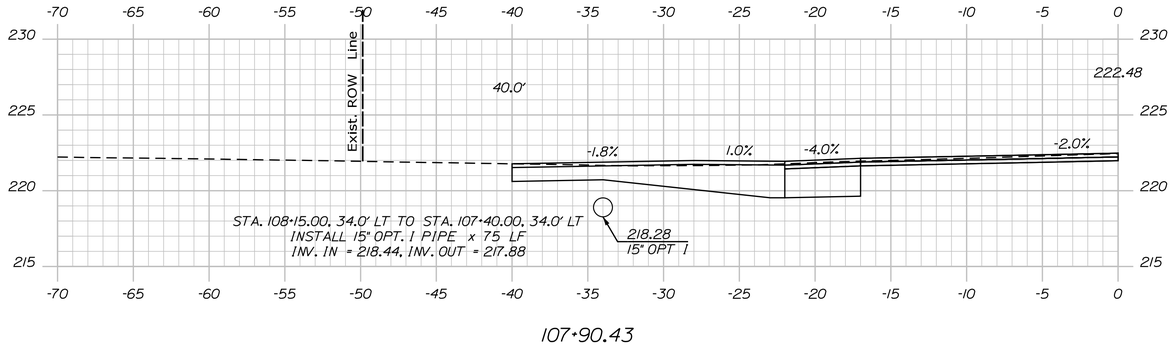
SHEET NUMBER

97

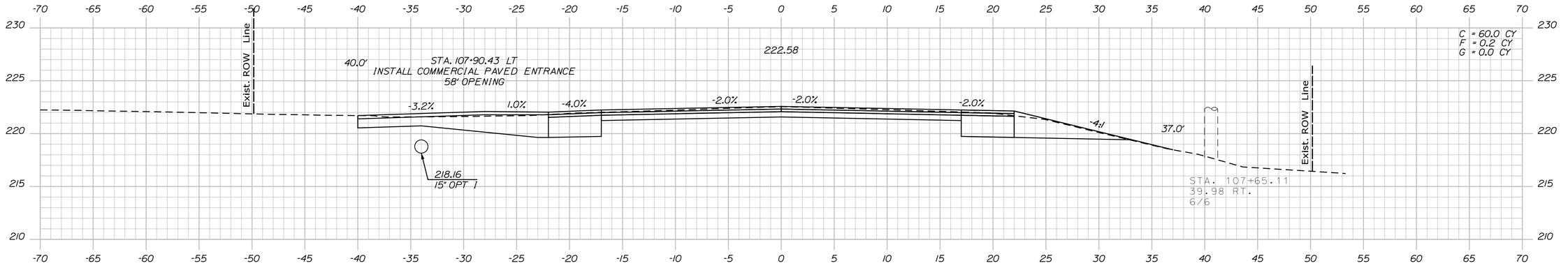
OF 154

Sta. 106+75.00 to Sta. 107+25.00

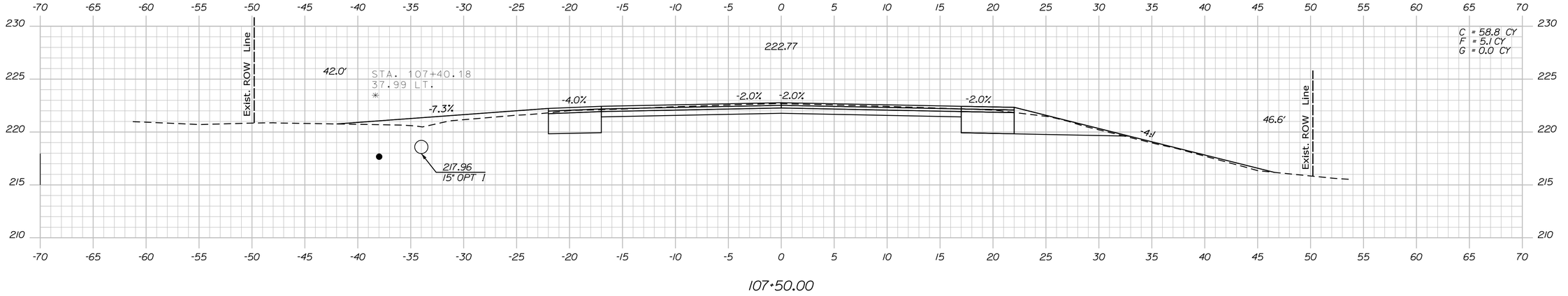
Filename: ...\MSTA\097_XSECT_106-75_012.dgn Division: HIGHWAY Username: common Date:1/23/2025



107+90.43



107+75.00



107+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

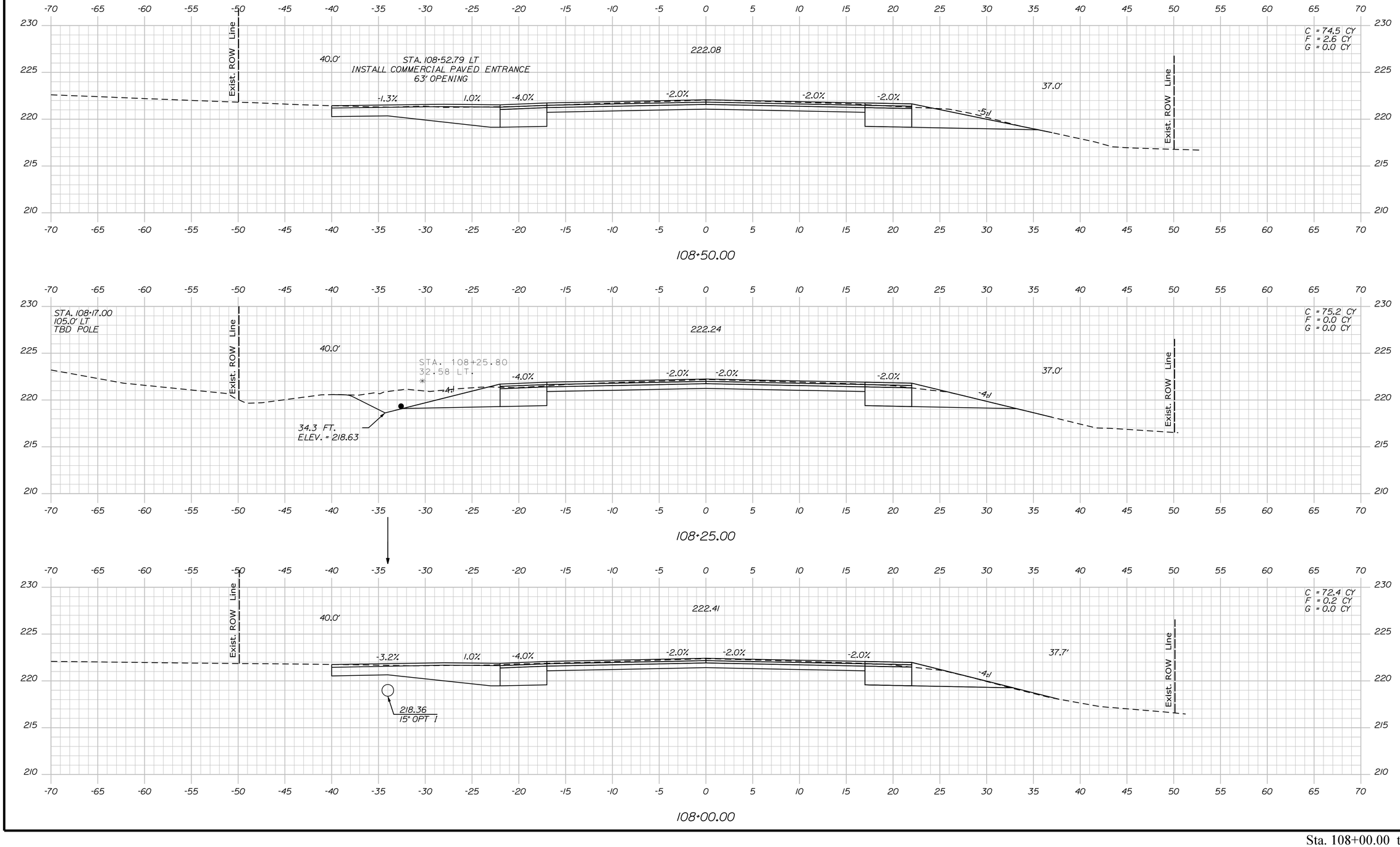
SHEET NUMBER

98

OF 154

Sta. 107+50.00 to Sta. 107+90.43

Filename: ...\MSTA\098_XSECT_107+50_013.dgn Division: HIGHWAY Username: common Date:1/23/2025



Sta. 108+00.00 to Sta. 108+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

P.E. NUMBER

DATE

SIGNATURE

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED	WED	
DESIGN2-DETAILED2	ED2	
DESIGN3-DETAILED3	ED3	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

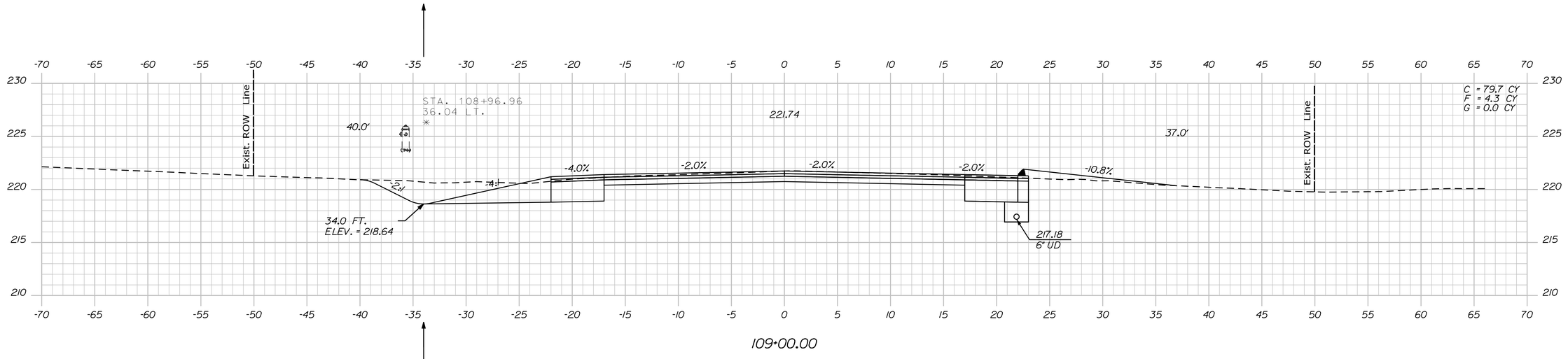
EASTBOUND CROSS SECTIONS

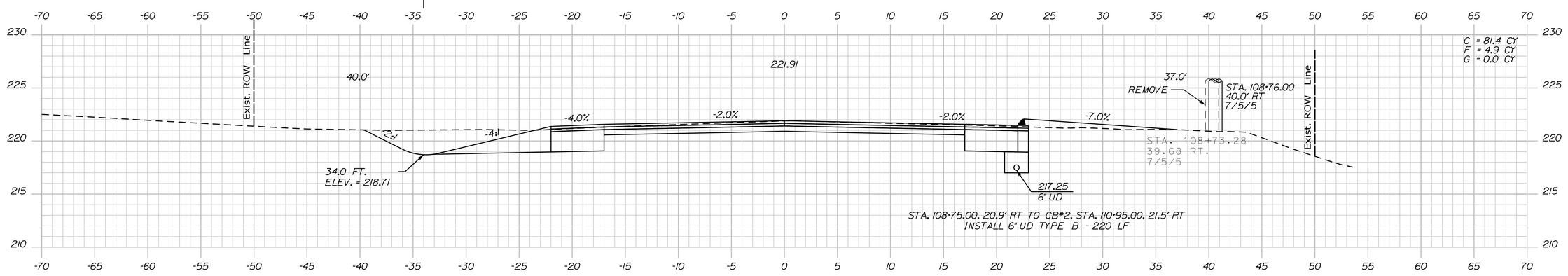
SHEET NUMBER

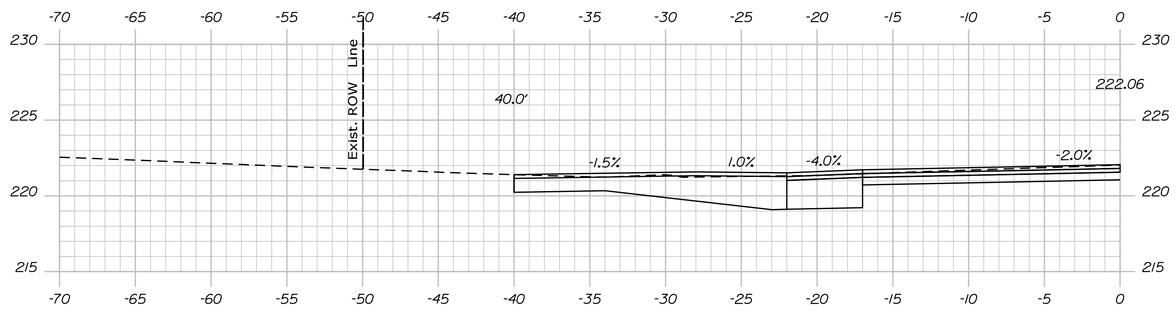
99

OF 154

Filename: ...\MSTA\099_XSECT_108+00_014.dgn Division: HIGHWAY Username: common Date:1/23/2025







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

SHEET NUMBER
100
OF 154

Sta. 108+52.79 to Sta. 109+00.00

Filename: ...\MSTA\100_XSECT_108+52_015.dgn Division: HIGHWAY Username: common Date:1/23/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

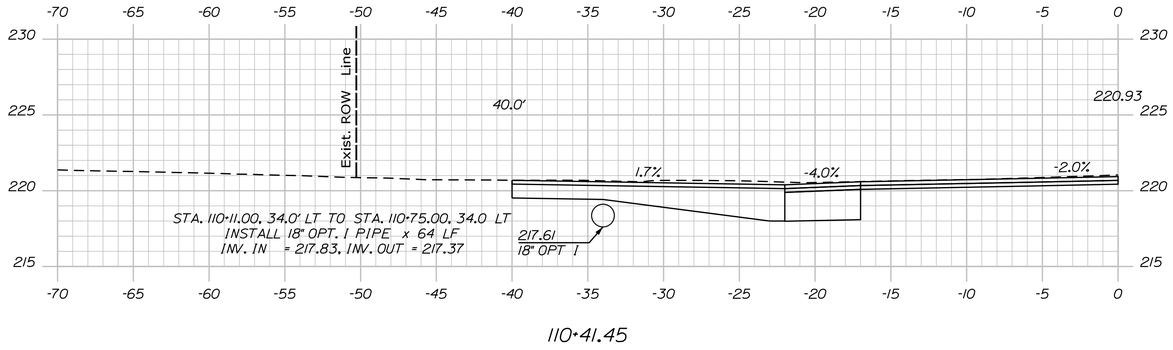
SHEET NUMBER

101

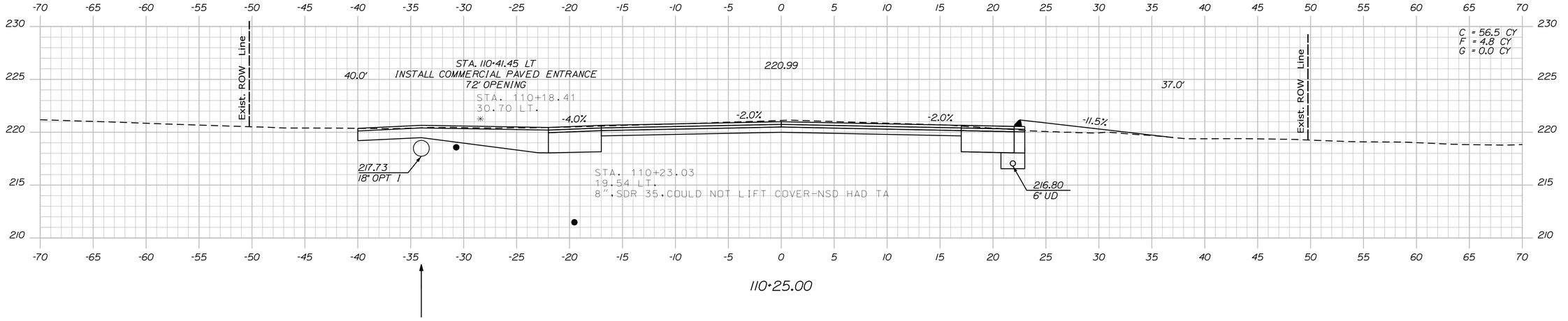
OF 154

Sta. 109+25.00 to Sta. 109+75.00

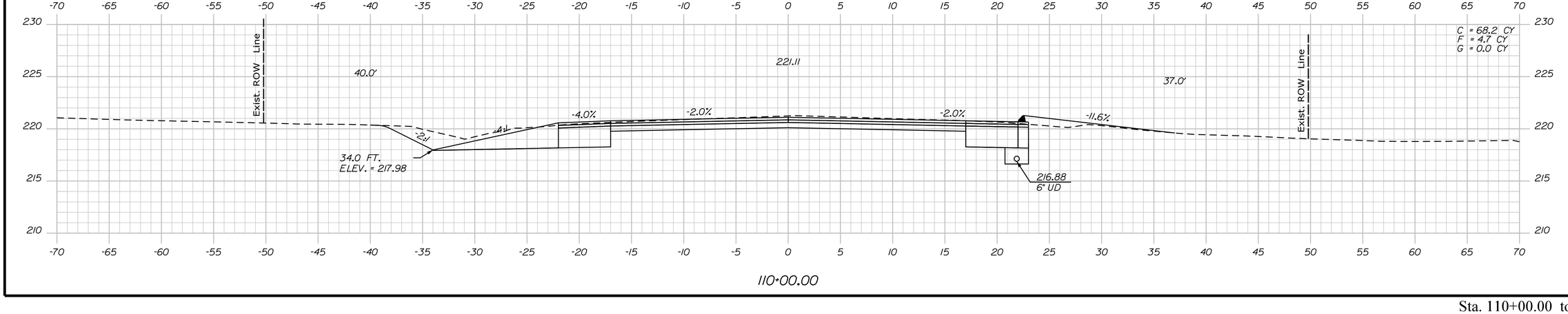
Filename: ...\MSTA\101_XSECT_109+25_016.dgn Division: HIGHWAY Username: common Date:1/23/2025



110+41.45



110+25.00



110+00.00

Sta. 110+00.00 to Sta. 110+41.45

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

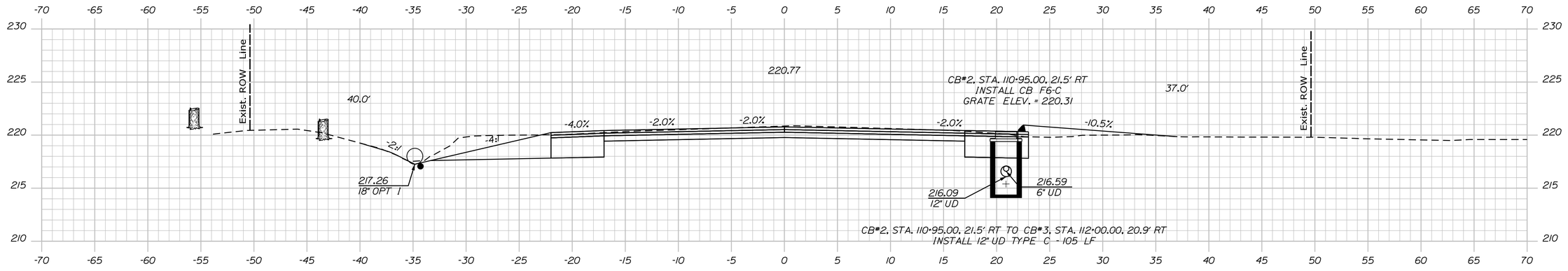
DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

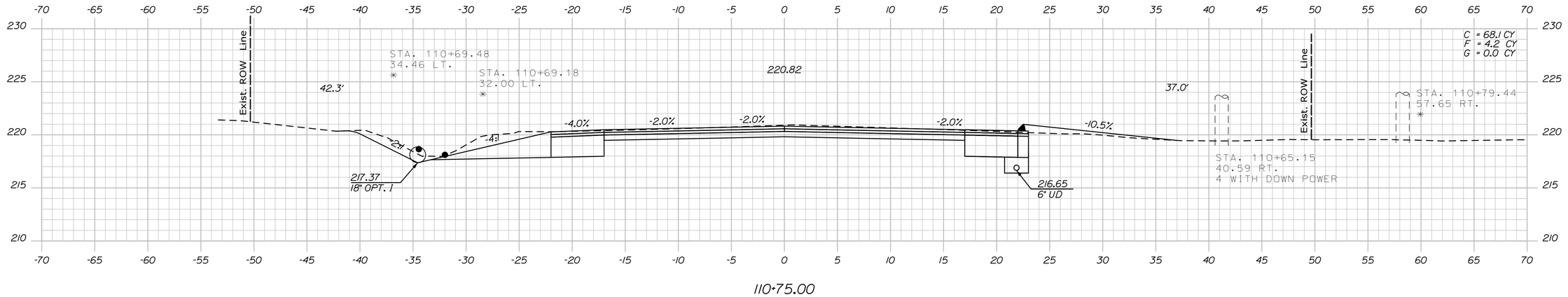
EASTBOUND CROSS SECTIONS

SHEET NUMBER
102
OF 154

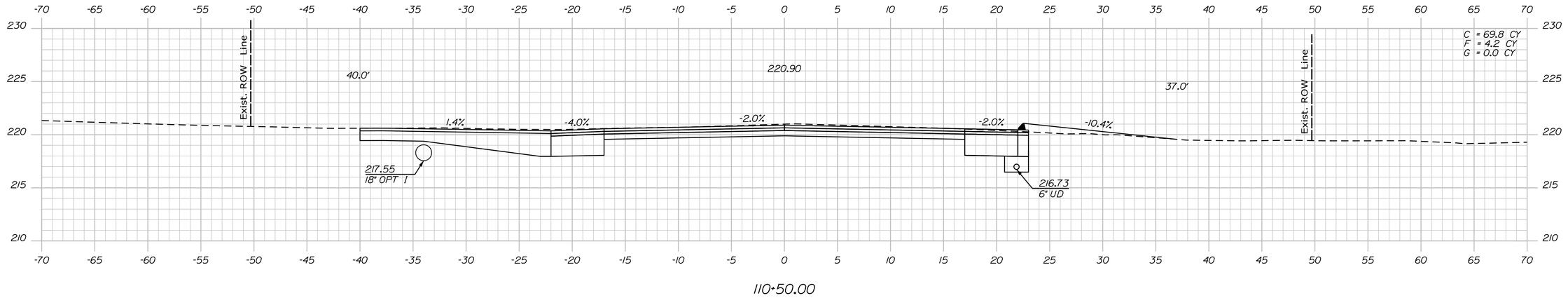
Filename: ...\MSTA\102_XSECT_110-00_017.dgn Division: HIGHWAY Username: common Date:1/23/2025



110+95.00



110+75.00



110+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

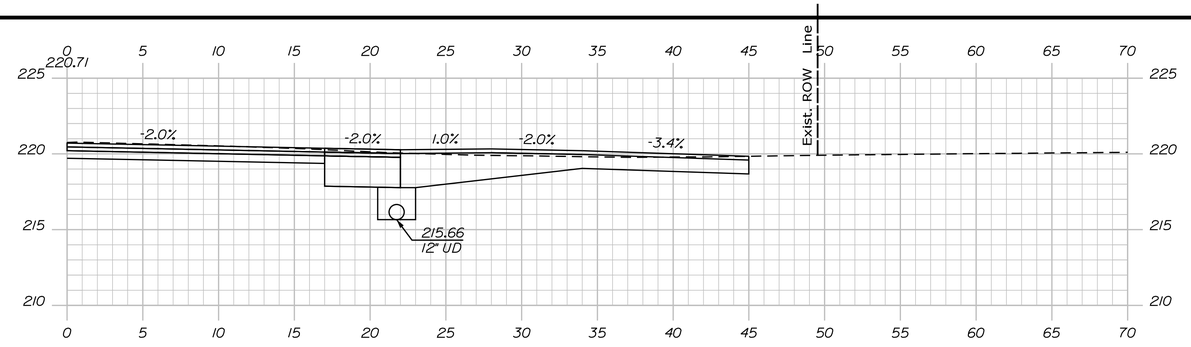
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

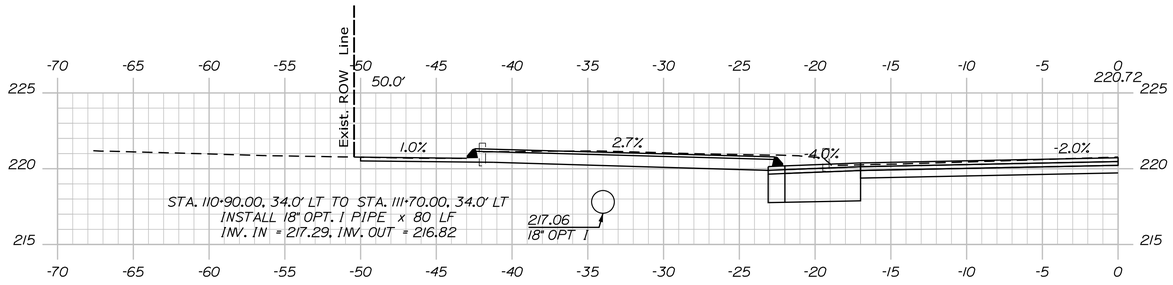
SHEET NUMBER
103
OF 154

Sta. 110+50.00 to Sta. 110+95.00

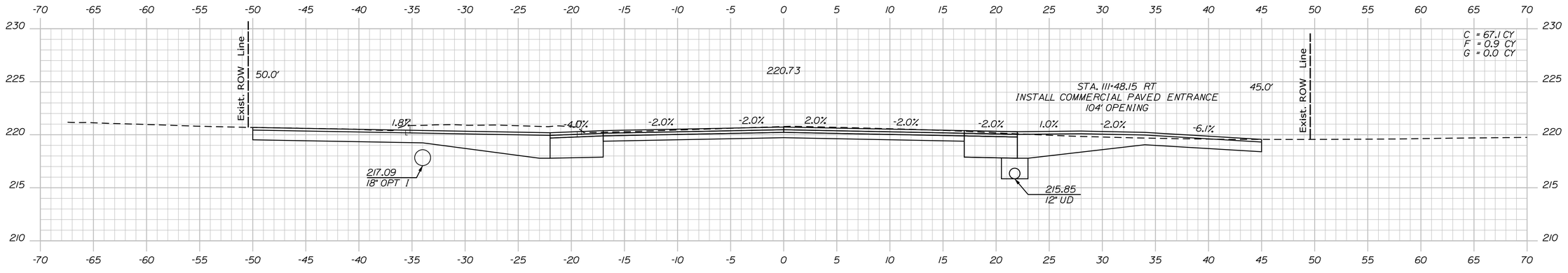
Filename: ...\MSTA\103_XSECT_110-50_018.dgn Division: HIGHWAY Username: common Date:1/23/2025



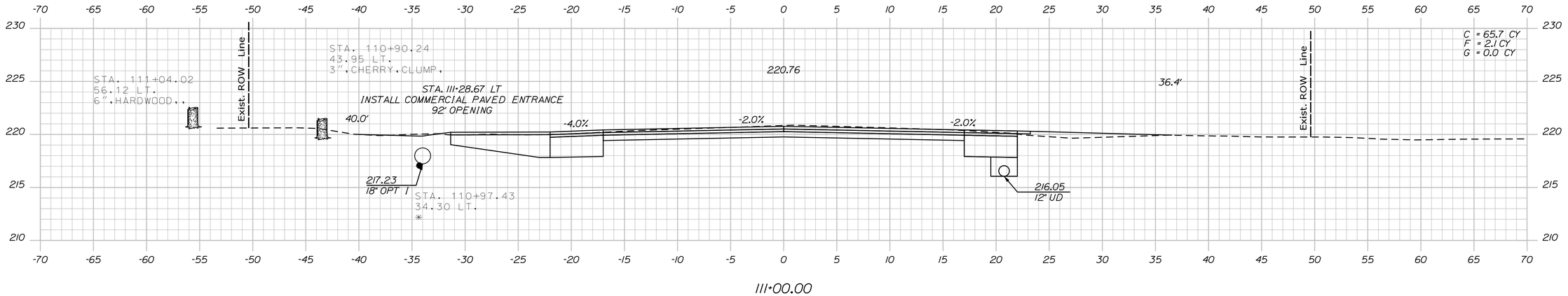
111+48.15



111+28.67



111+25.00



111+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER		
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

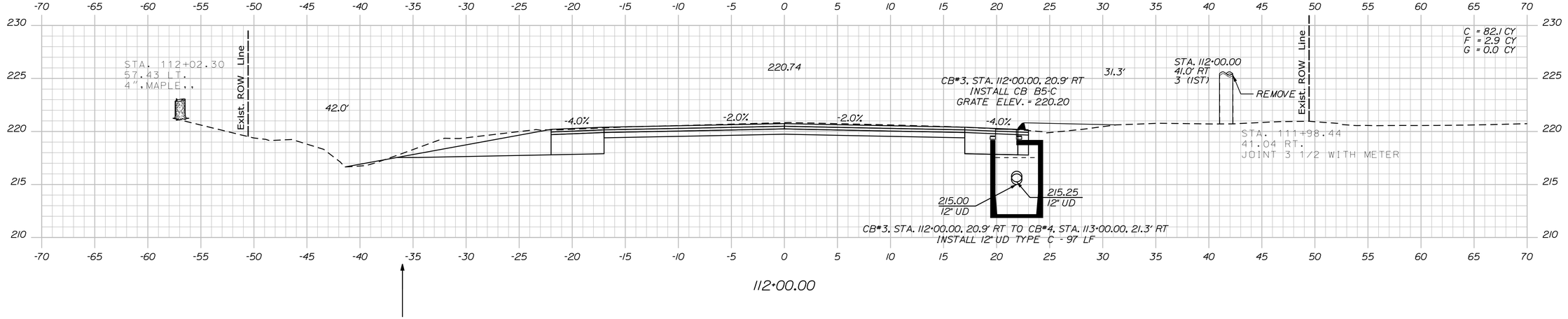
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

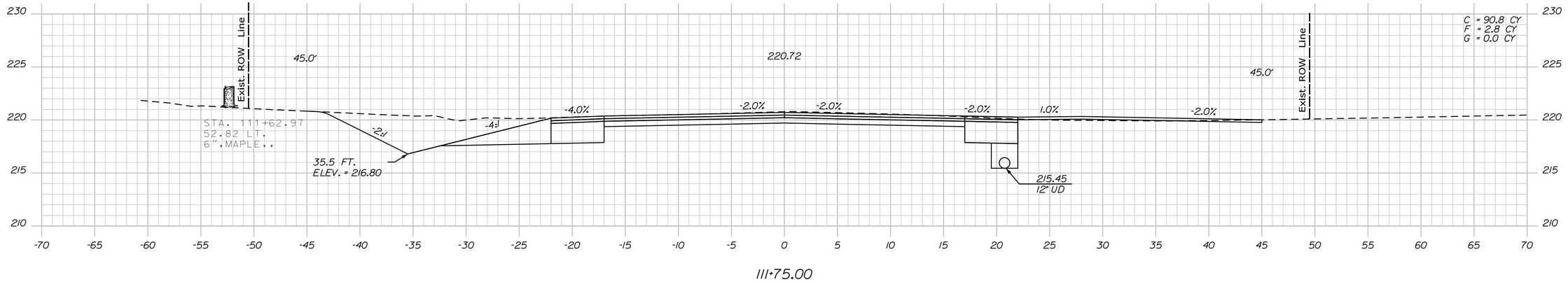
EASTBOUND CROSS SECTIONS

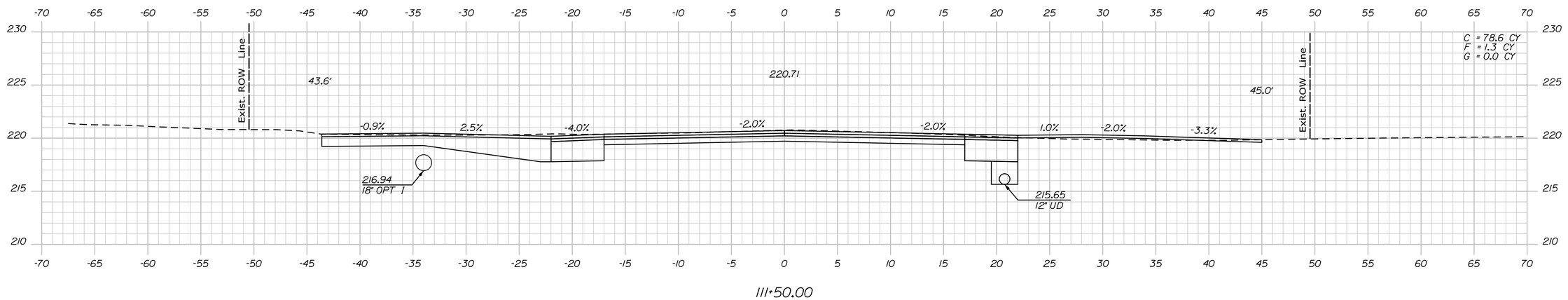
SHEET NUMBER
104
OF 154

Sta. 111+00.00 to Sta. 111+48.15

Filename: ...\MSTA\104_XSECT_111+00_019.dgn Division: HIGHWAY Username: common Date:1/23/2025







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

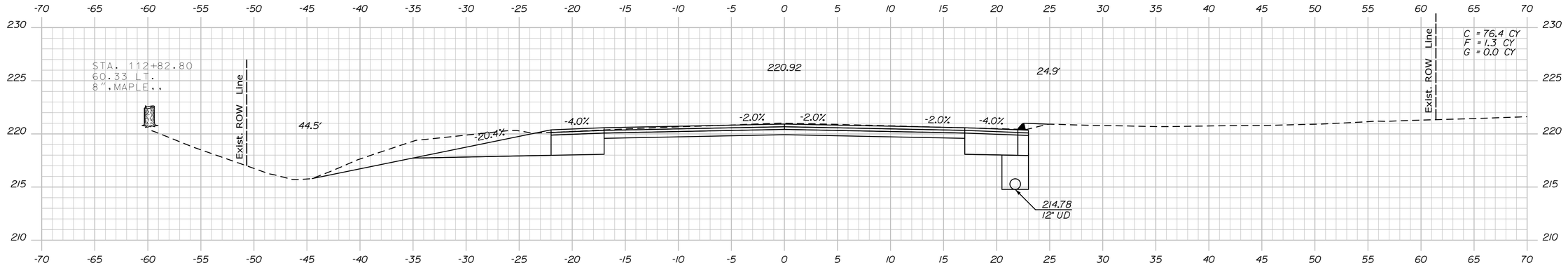
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

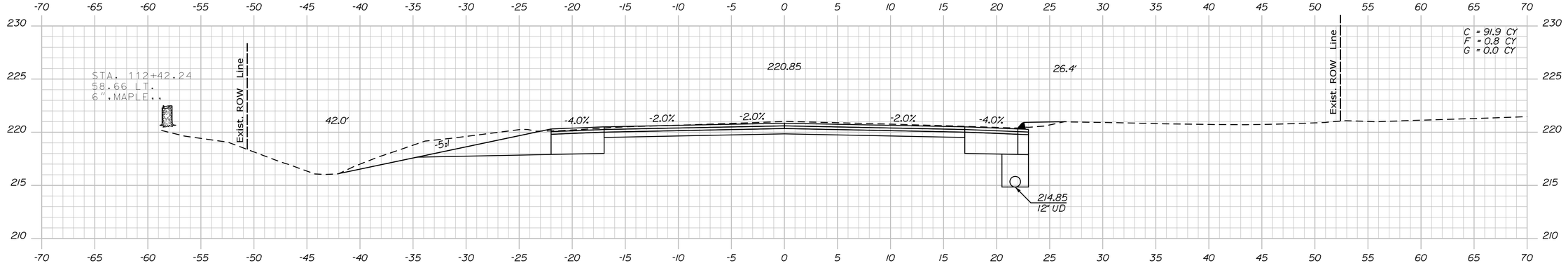
SHEET NUMBER
105
OF 154

Sta. 111+50.00 to Sta. 112+00.00

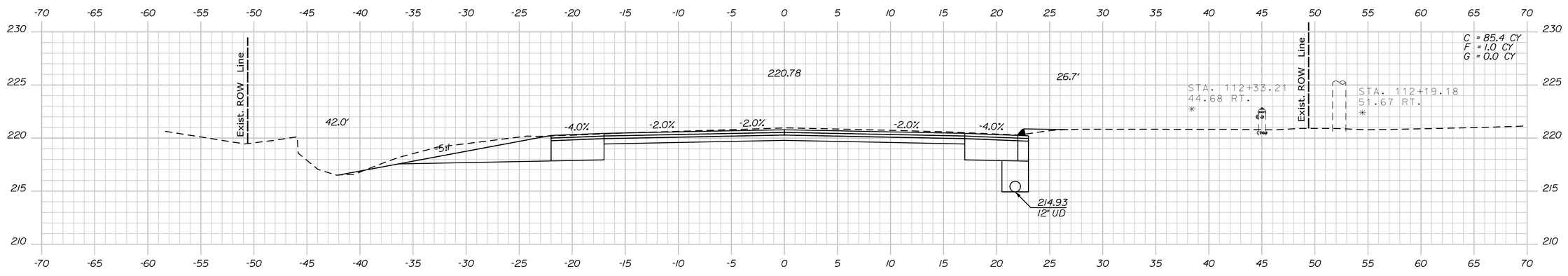
Filename: ...\MSTA\105_XSECT_111+50_020.dgn Division: HIGHWAY Username: common Date:1/23/2025



112+75.00



112+50.00



112+25.00

Sta. 112+25.00 to Sta. 112+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

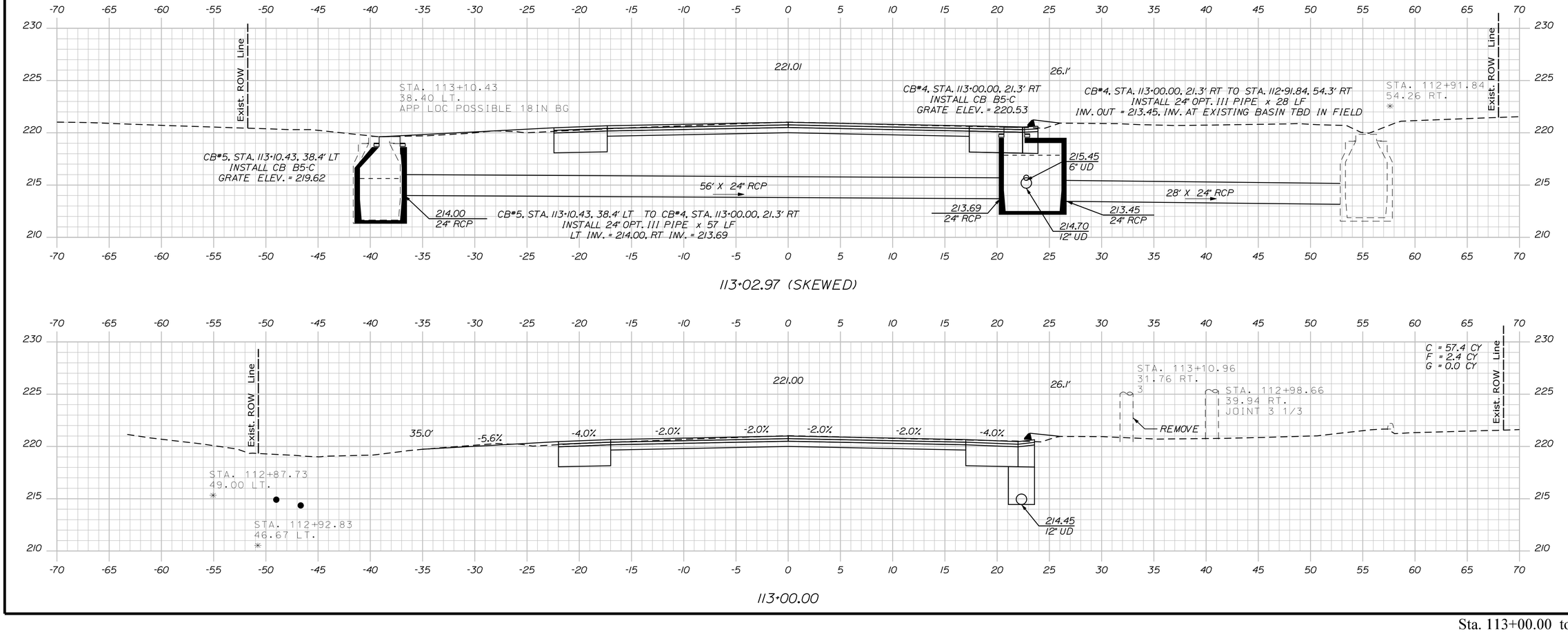
EASTBOUND CROSS SECTIONS

SHEET NUMBER

106

OF 154

Filename: ...\MSTA\106_XSECT_112+25_021.dgn Division: HIGHWAY Username: common Date:1/23/2025



Sta. 113+00.00 to Sta. 113+02.97

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

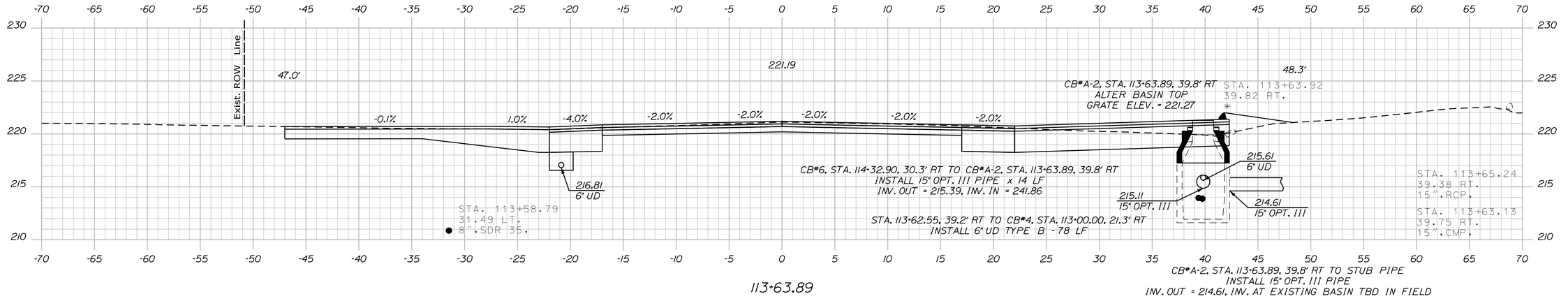
DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

SHEET NUMBER
107
OF 154

Filename: ...\MSTA\107_XSECT_113-00_022.dgn Division: HIGHWAY Username: common Date:1/23/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

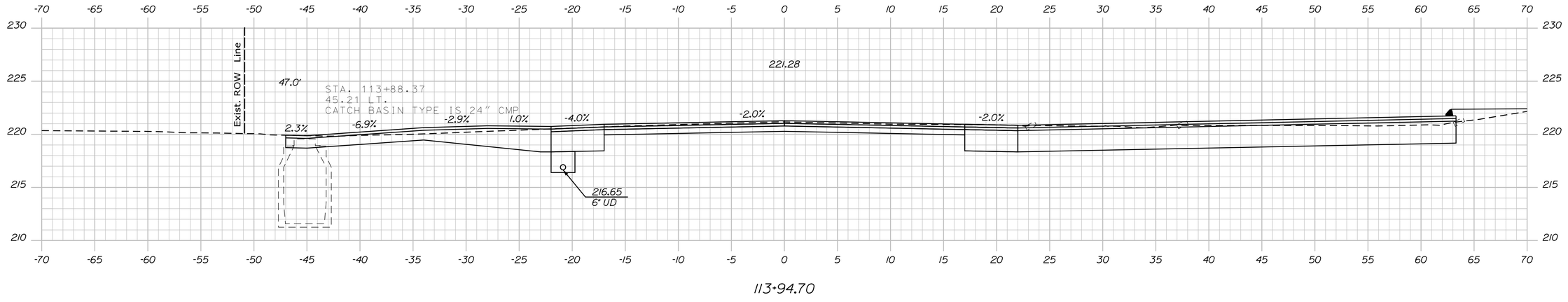
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

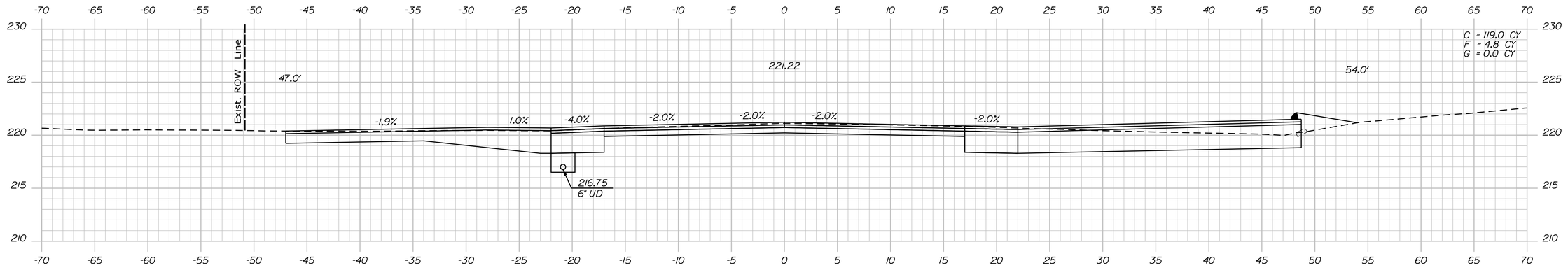
SHEET NUMBER
108
OF 154

Sta. 113+25.00 to Sta. 113+63.89

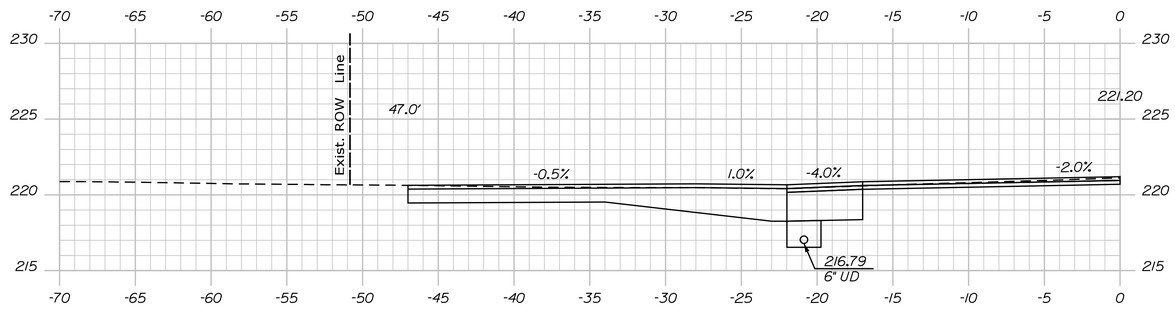
Filename: ...\MSTA\108_XSECT_113+25_023.dgn Division: HIGHWAY Username: common Date:1/23/2025



113+94.70



113+75.00



113+67.22

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

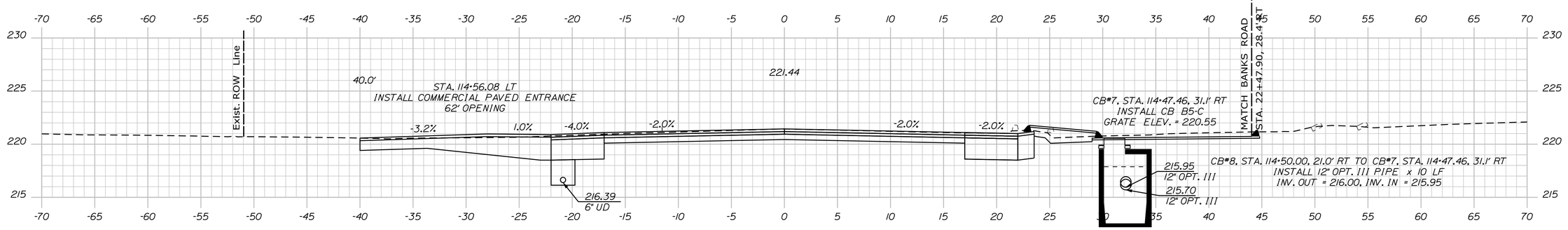
SHEET NUMBER

109

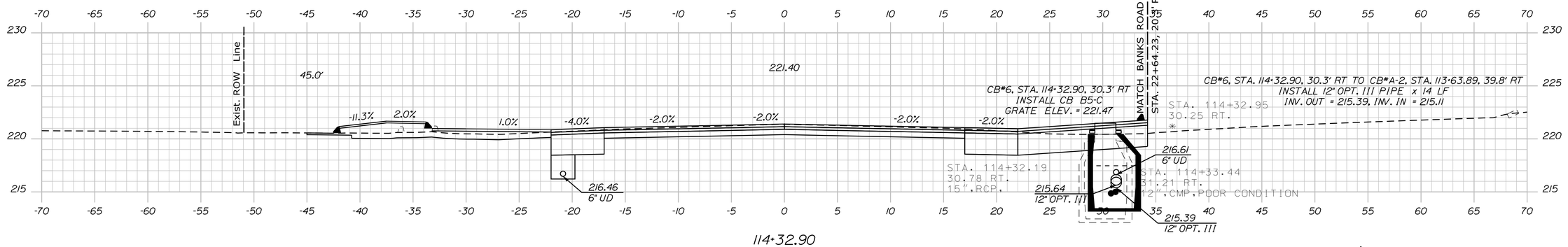
OF 154

Sta. 113+67.22 to Sta. 113+94.70

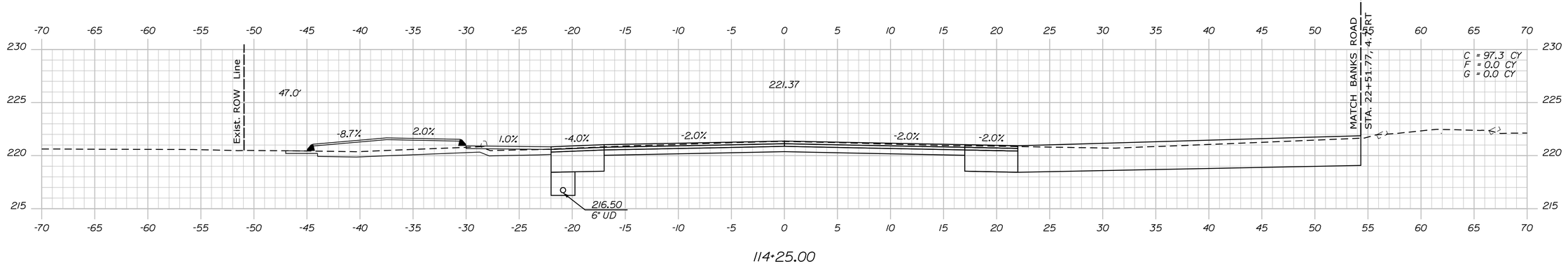
Filename: ...\MSTA\109_XSECT_113+67_024.dgn Division: HIGHWAY Username: common Date:1/23/2025



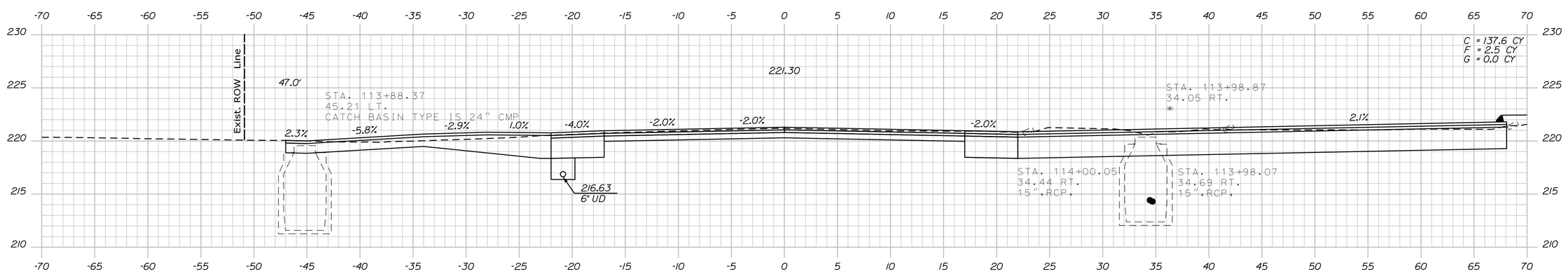
114+47.46



114+32.90



114+25.00



114+00.00

Sta. 114+00.00 to Sta. 114+47.46

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

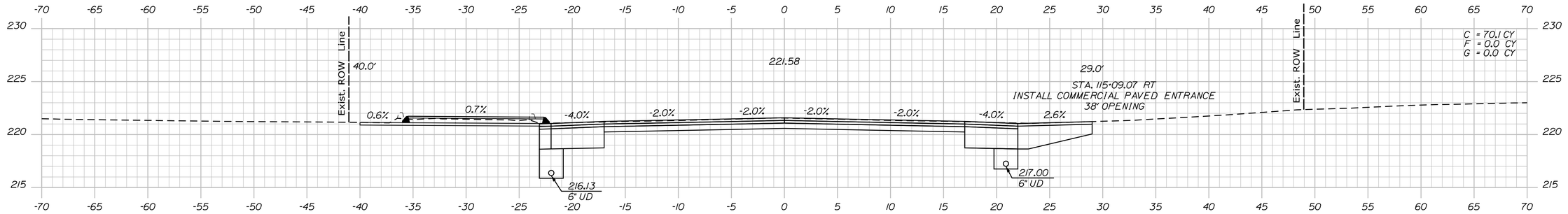
EASTBOUND CROSS SECTIONS

SHEET NUMBER

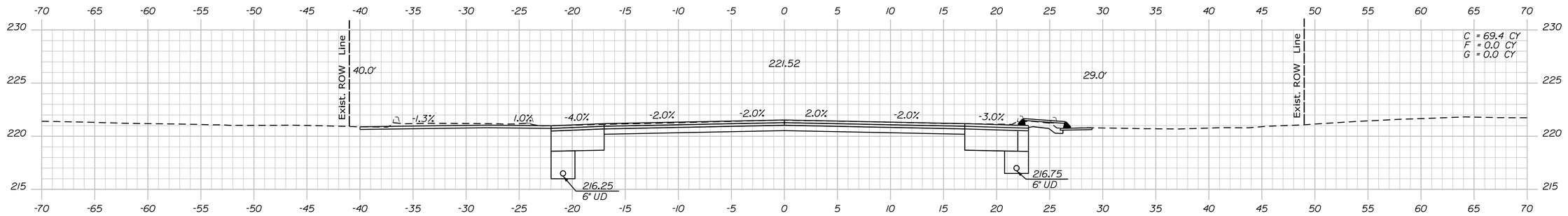
110

OF 154

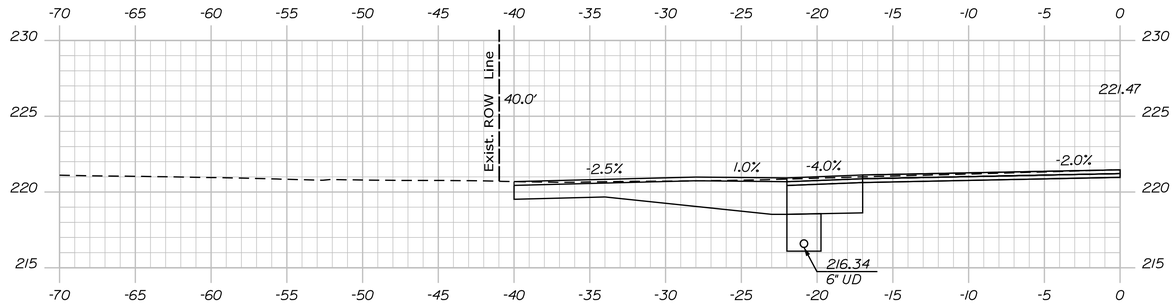
Filename: ...\MSTA\110_XSECT_114+00_025.dgn Username: common Division: HIGHWAY Date:1/23/2025



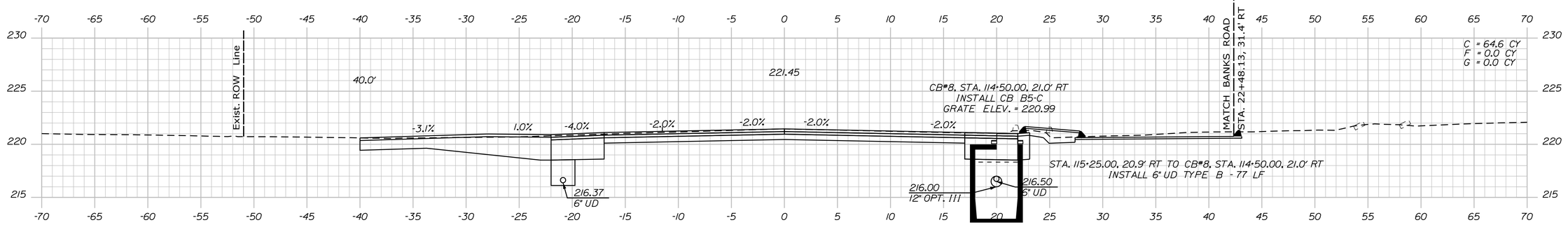
115+00.00



114+75.00



114+56.08



114+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER	JAN 2025	SIGNATURE
CHECKED-REVIEWED			
DESIGN2-DETAILED2			P.E. NUMBER
DESIGN3-DETAILED3			
REVISIONS 1			DATE
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

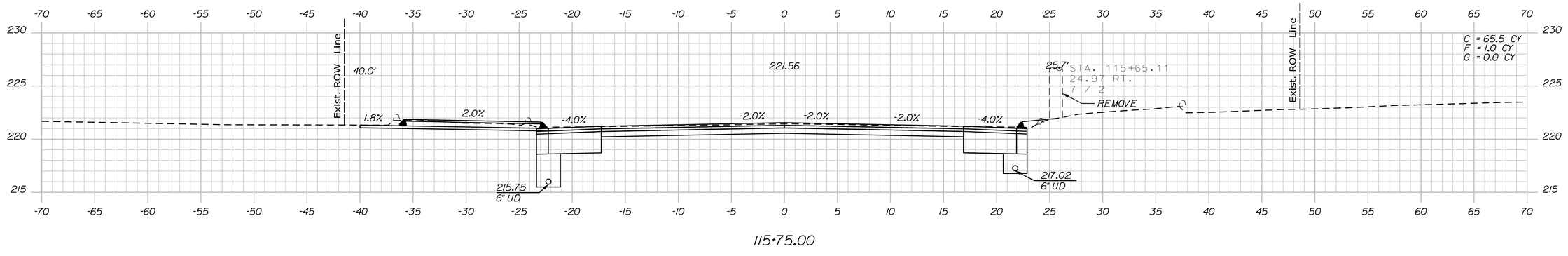
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

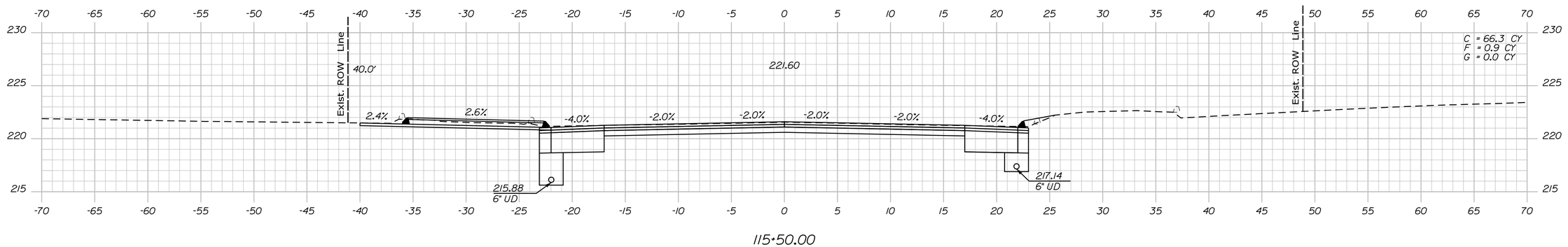
SHEET NUMBER
111
OF 154

Sta. 114+50.00 to Sta. 115+00.00

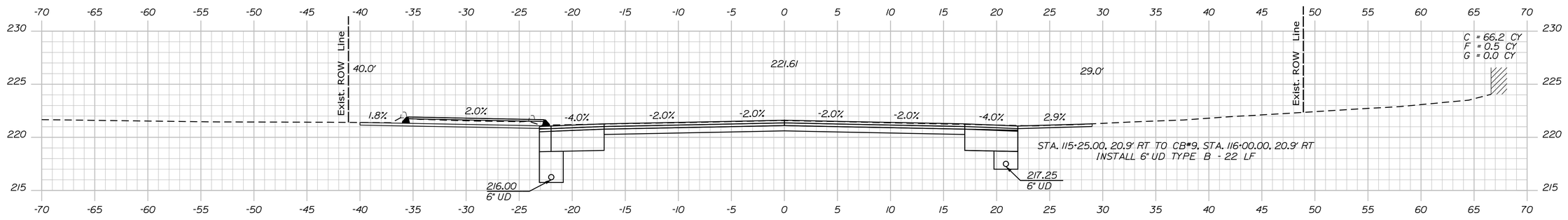
Filename: ...\MSTA\111_XSECT_114+50_026.dgn Division: HIGHWAY Username: common Date:1/23/2025



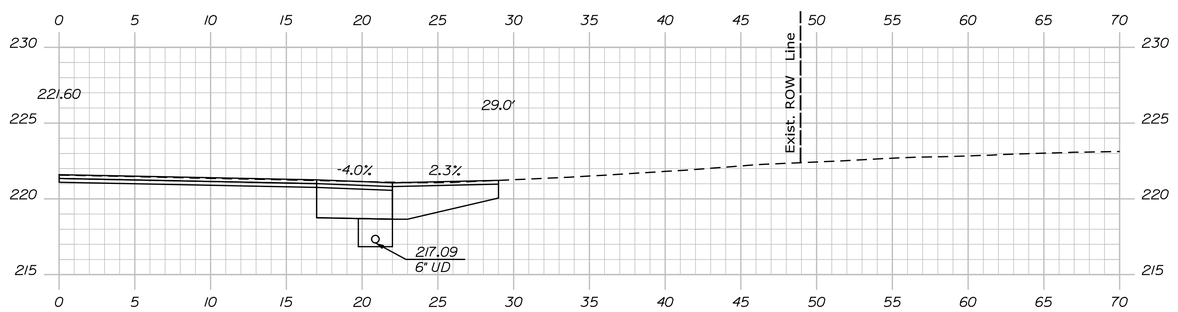
115+75.00



115+50.00



115+25.00



115+09.07

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

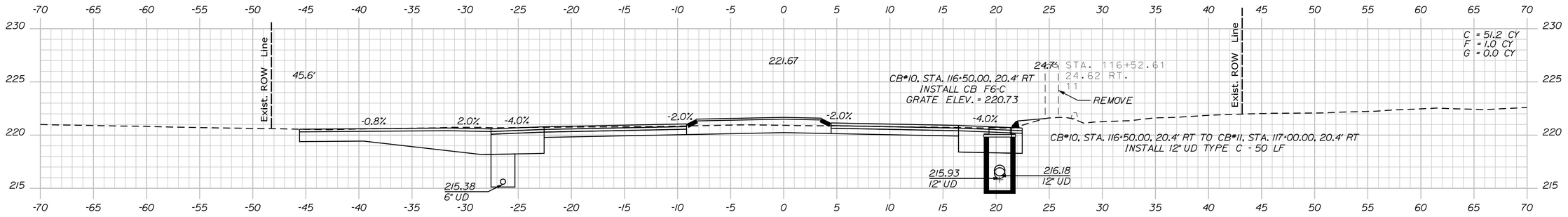
SHEET NUMBER

112

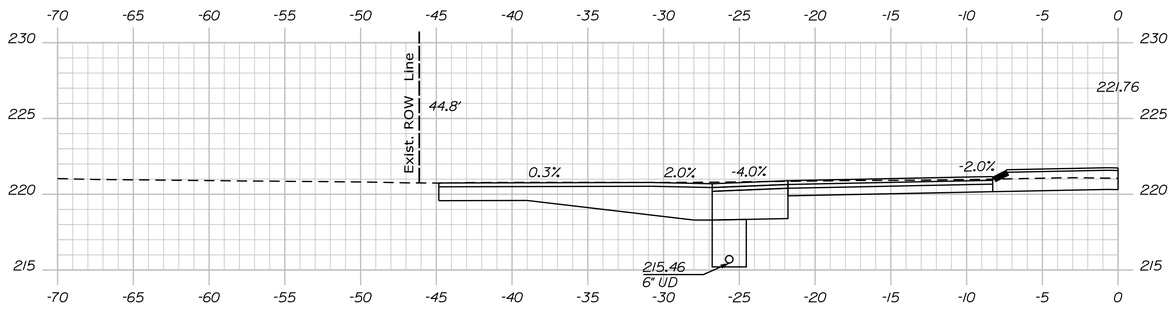
OF 154

Sta. 115+09.07 to Sta. 115+75.00

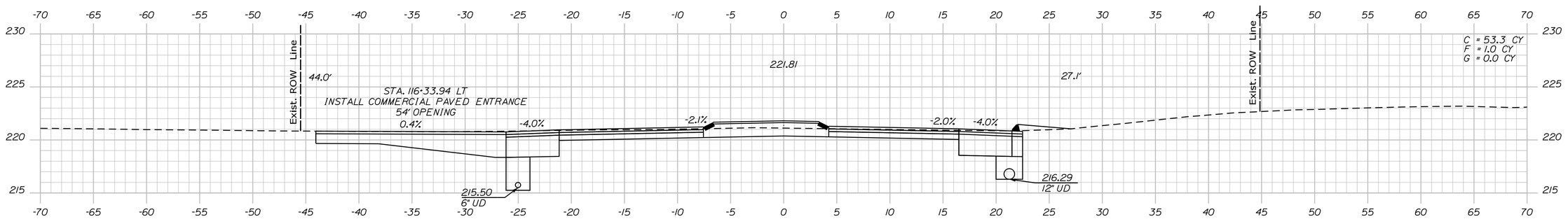
Filename: ...\MSTA\112_XSECT_115+09_027.dgn Division: HIGHWAY Username: common Date:1/23/2025



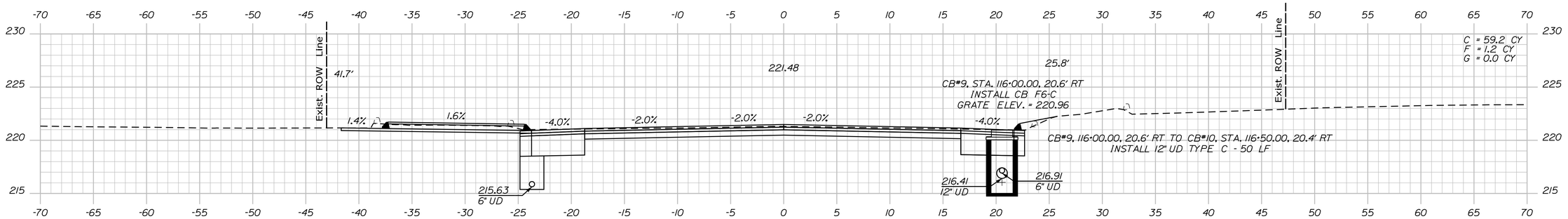
116+50.00



116+33.94



116+25.00



116+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1	1	
REVISIONS 2	2	
REVISIONS 3	3	
REVISIONS 4	4	
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

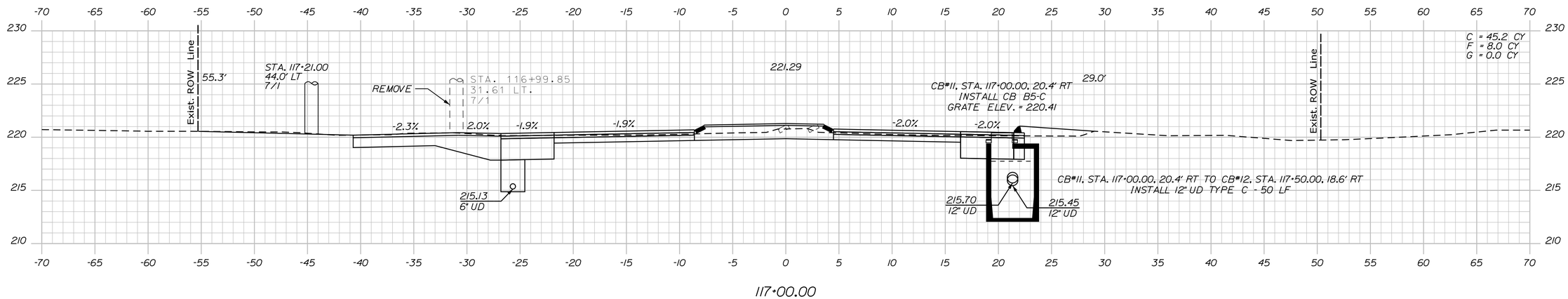
SHEET NUMBER

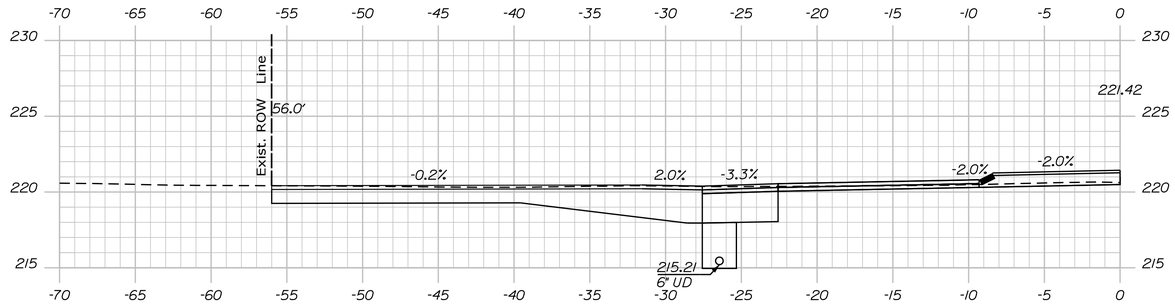
113

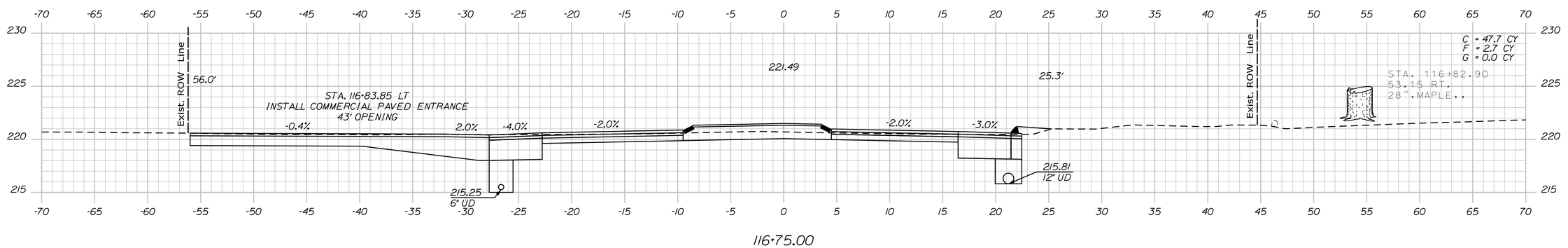
OF 154

Sta. 116+00.00 to Sta. 116+50.00

Filename: ...\MSTA\113_XSECT_116+00_028.dgn Division: HIGHWAY Username: common Date:1/23/2025







Filename: ...\MSTA\114_XSECT_116+75_029.dgn Division: HIGHWAY Username: common Date:1/23/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

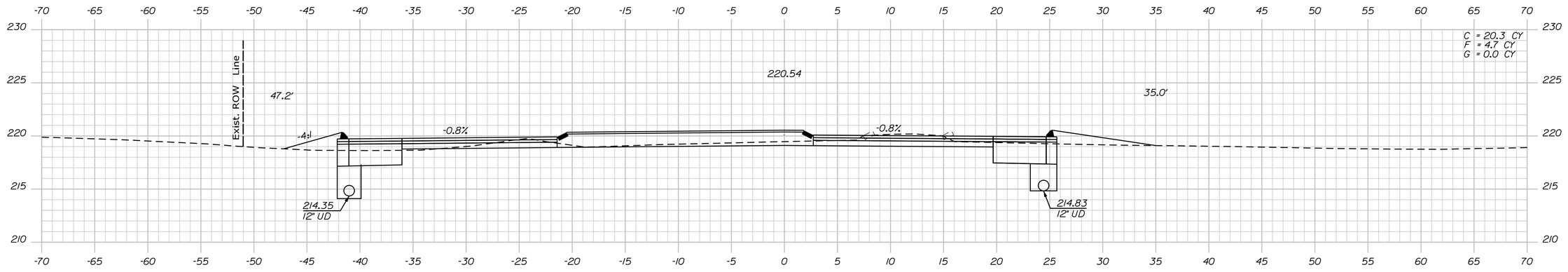
DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

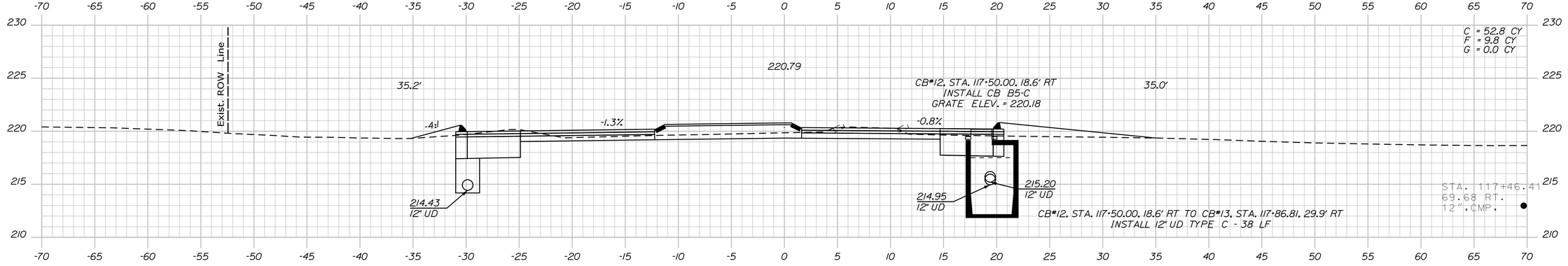
EASTBOUND CROSS SECTIONS

SHEET NUMBER
114
OF 154

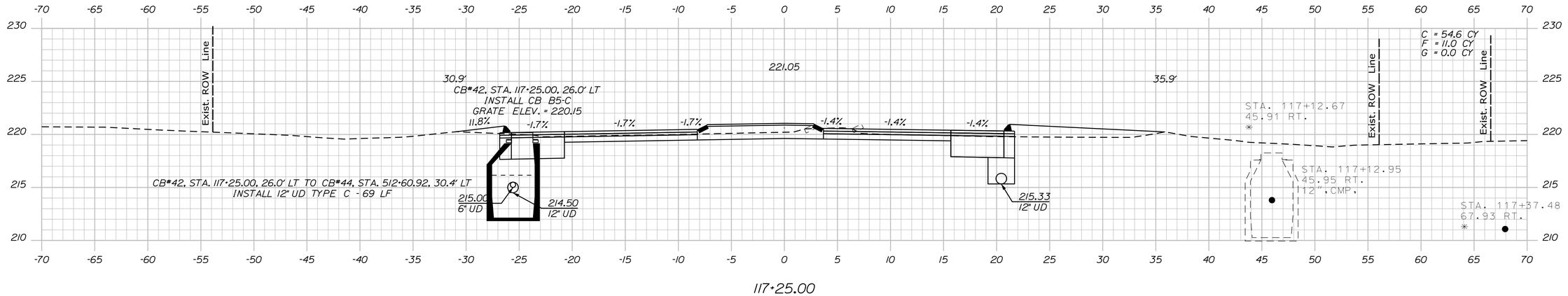
Sta. 116+75.00 to Sta. 117+00.00



117+75.00



117+50.00



117+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

PROJ. MANAGER		BY	DATE
DESIGN-DETAILED	L. ROWE		JAN 2025
CHECKED-REVIEWED	D. CLOUTIER		
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

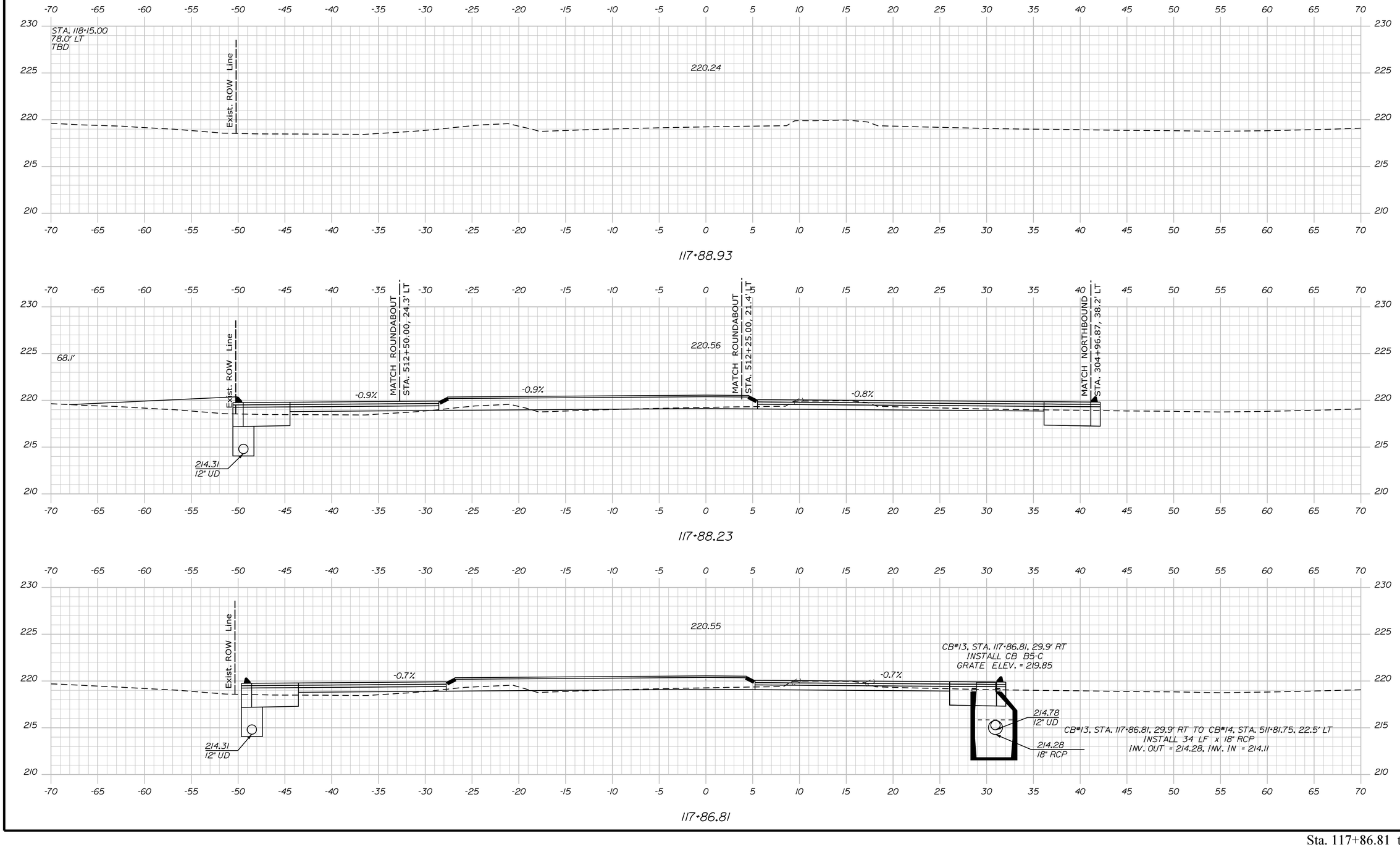
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

SHEET NUMBER
115
OF 154

Sta. 117+25.00 to Sta. 117+75.00

Filename: ...\MSTA\115_XSECT_117+25_030.dgn Division: HIGHWAY Username: common Date:1/23/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

EASTBOUND CROSS SECTIONS

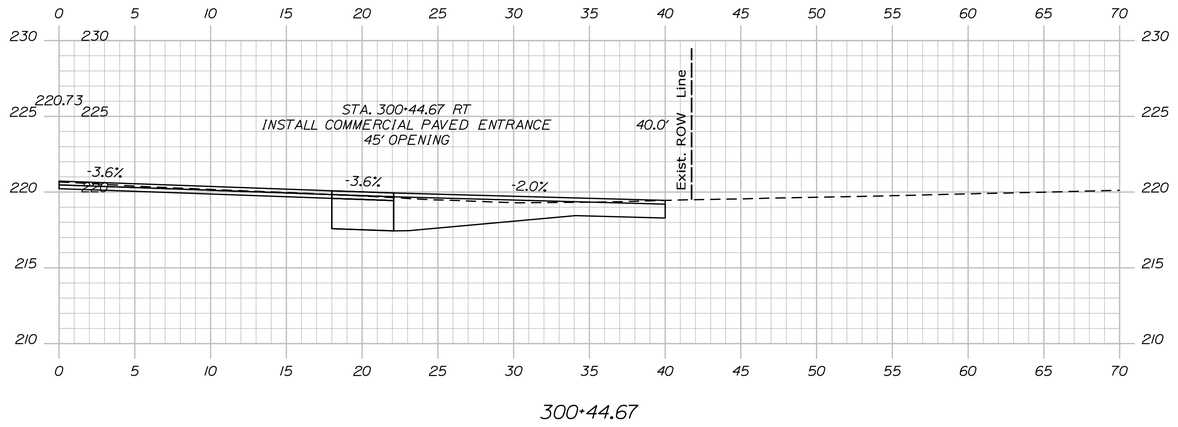
SHEET NUMBER

116

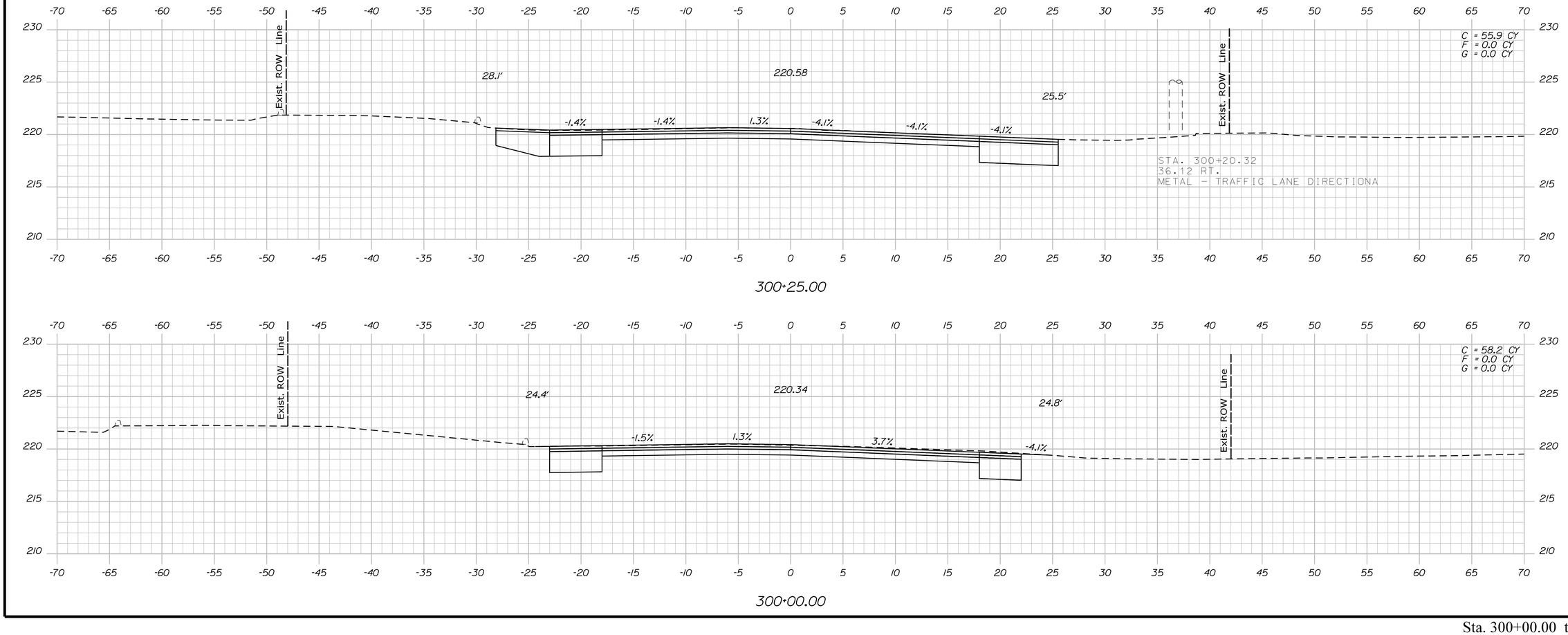
OF 154

Sta. 117+86.81 to Sta. 117+88.93

Filename: ...\MSTA\116_XSECT_117+86_031.dgn Division: HIGHWAY Username: common Date:1/23/2025



300+44.67



300+25.00

300+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

NORTHBOUND CROSS SECTIONS

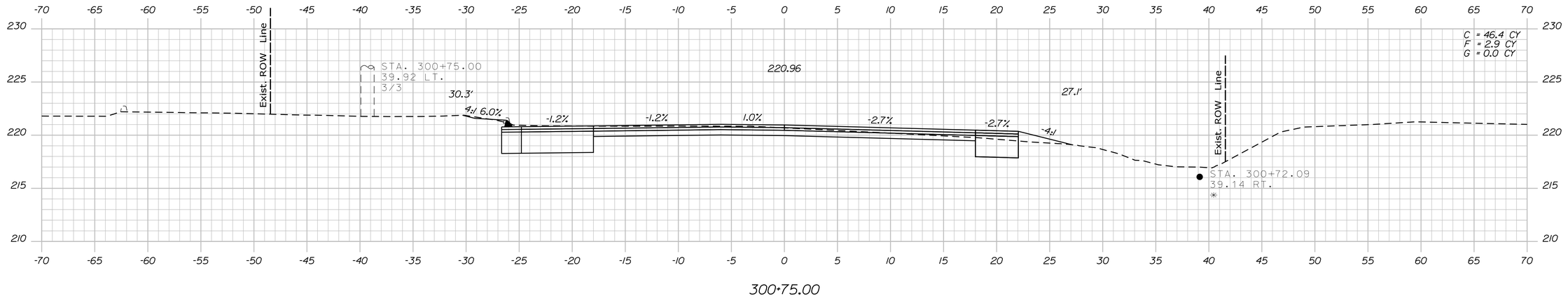
SHEET NUMBER

117

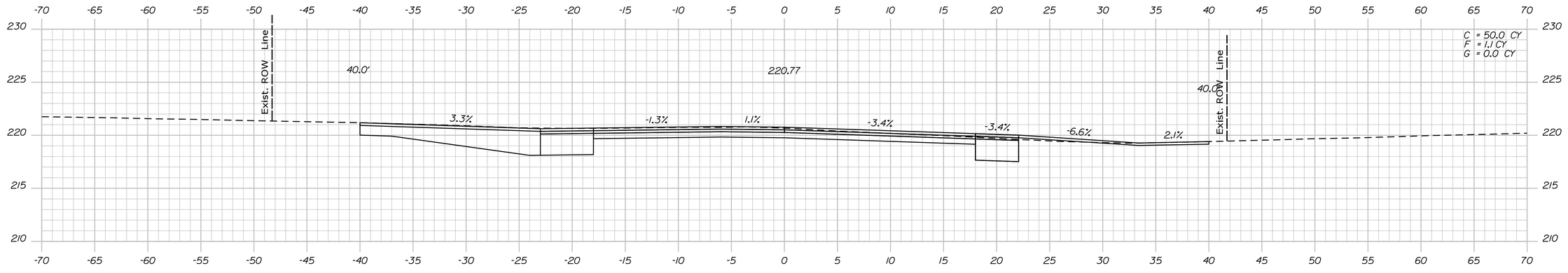
OF 154

Filename: ...\MSTA\117_XSECT_300+00_001.dgn Division: HIGHWAY Username: common Date:1/23/2025

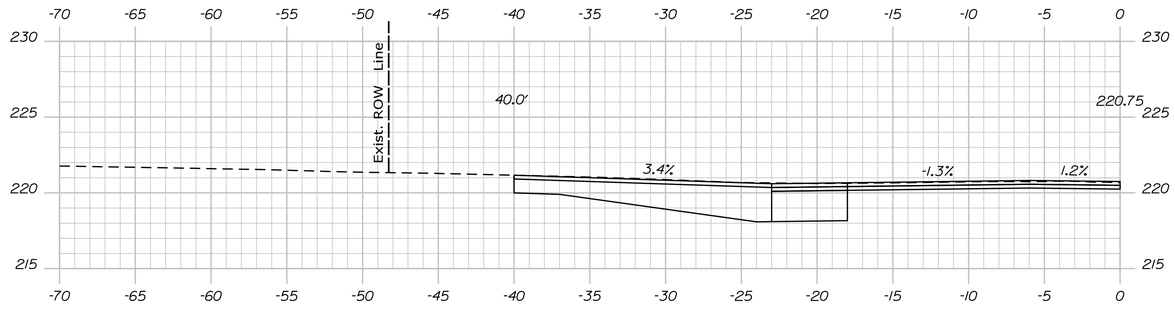
Sta. 300+00.00 to Sta. 300+44.67



300+75.00



300+50.00



300+47.25

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

NORTHBOUND CROSS SECTIONS

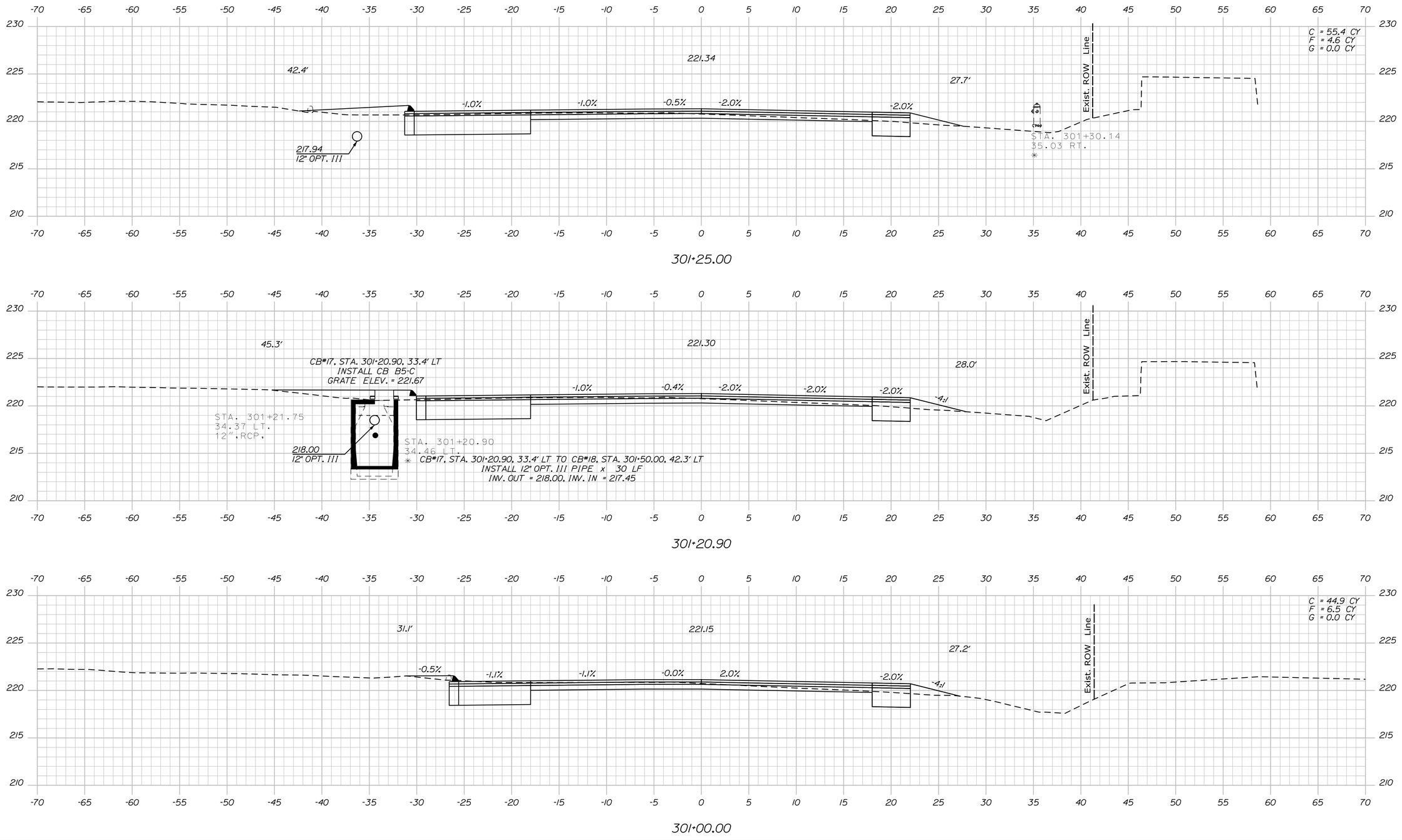
SHEET NUMBER

118

OF 154

Sta. 300+47.25 to Sta. 300+75.00

Filename: ...\MSTA\118_XSECT_300+47_002.dgn Division: HIGHWAY Username: common Date:1/23/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

NORTHBOUND CROSS SECTIONS

SHEET NUMBER

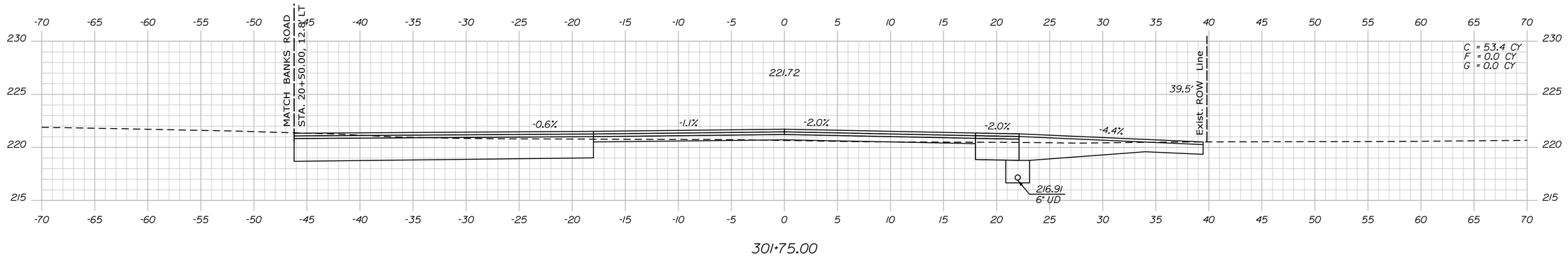
119

OF 154

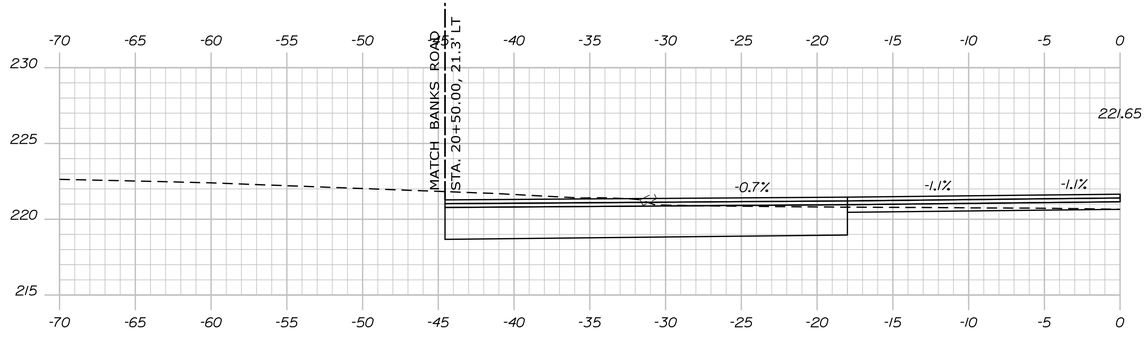
Sta. 301+00.00 to Sta. 301+25.00

Filename: ...\MSTA\119_XSECT_301+00_003.dgn Division: HIGHWAY Username: common Date:1/23/2025

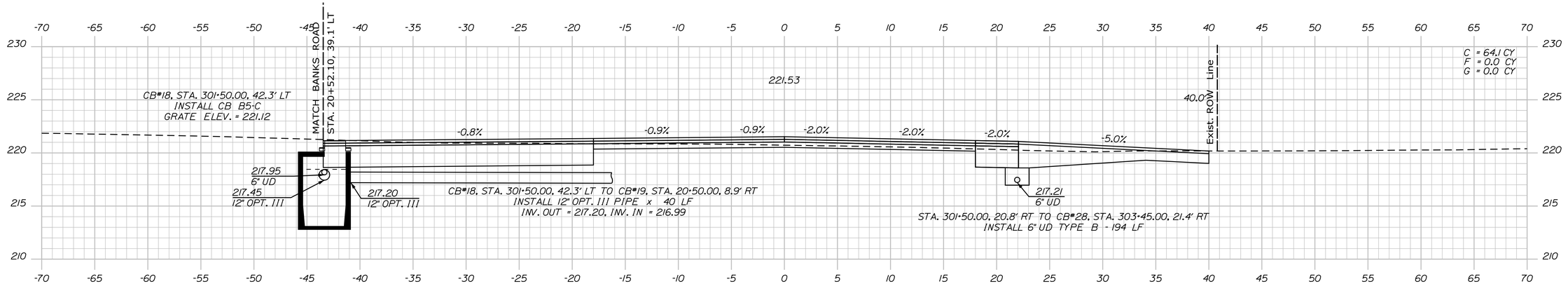
Filename: ...\MSTA\120_XSECT_301+50_004.dgn Username: common Division: HIGHWAY Date:1/23/2025



301+75.00



301+67.04



301+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

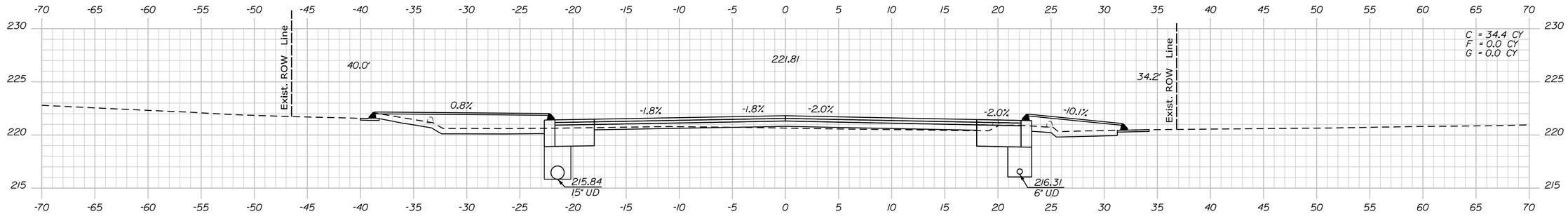
DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

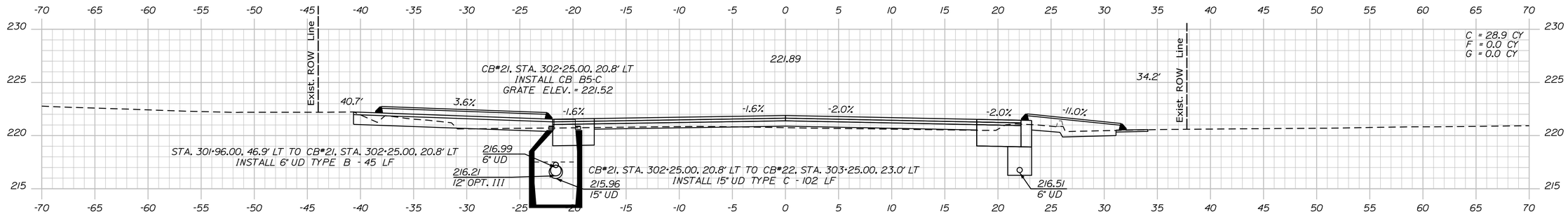
NORTHBOUND CROSS SECTIONS

SHEET NUMBER
120
OF 154

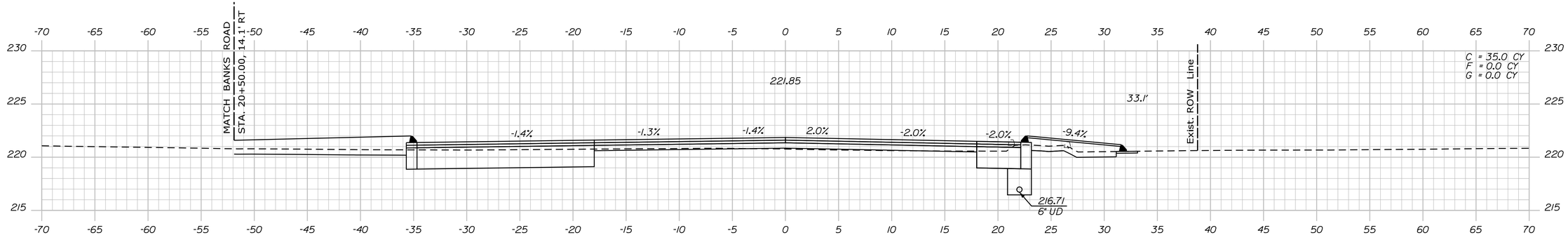
Sta. 301+50.00 to Sta. 301+75.00



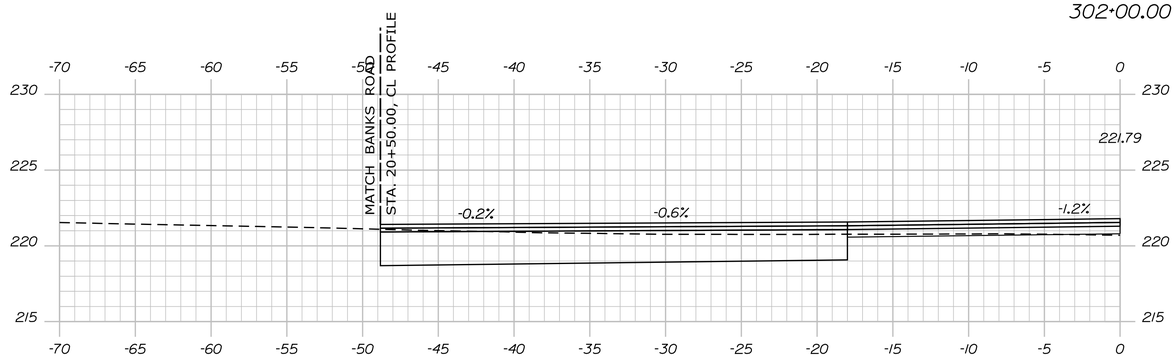
302+50.00



302+25.00



302+00.00



301+86.94

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		1
REVISIONS 2		2
REVISIONS 3		3
REVISIONS 4		4
FIELD CHANGES		5

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

NORTHBOUND CROSS SECTIONS

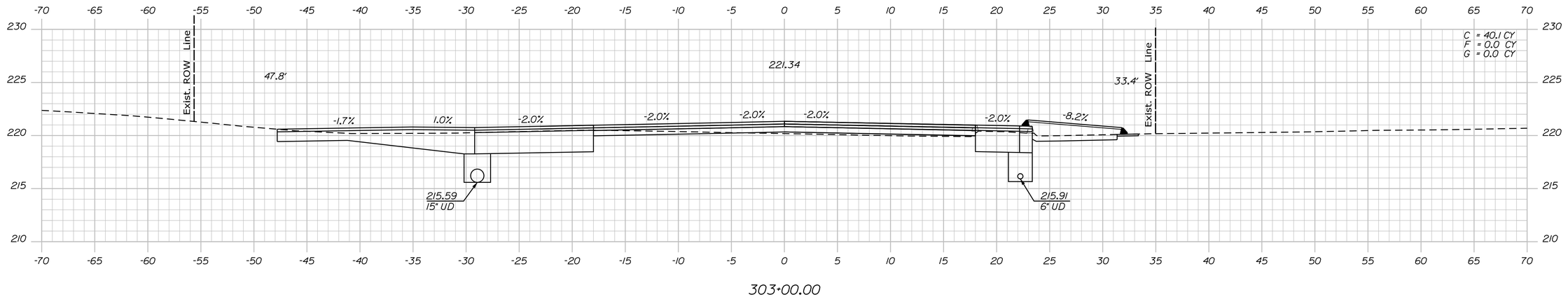
SHEET NUMBER

121

OF 154

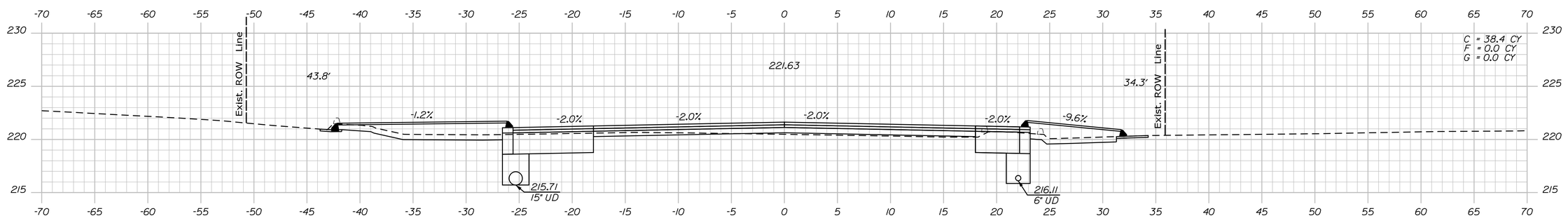
Sta. 301+86.94 to Sta. 302+50.00

Filename: ...\MSTA\121_XSECT_301+86_005.dgn Division: HIGHWAY Username: common Date:1/23/2025



303+00.00

302+93.76



302+75.00

Sta. 302+75.00 to Sta. 303+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER		
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			1
REVISIONS 2			2
REVISIONS 3			3
REVISIONS 4			4
FIELD CHANGES			

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

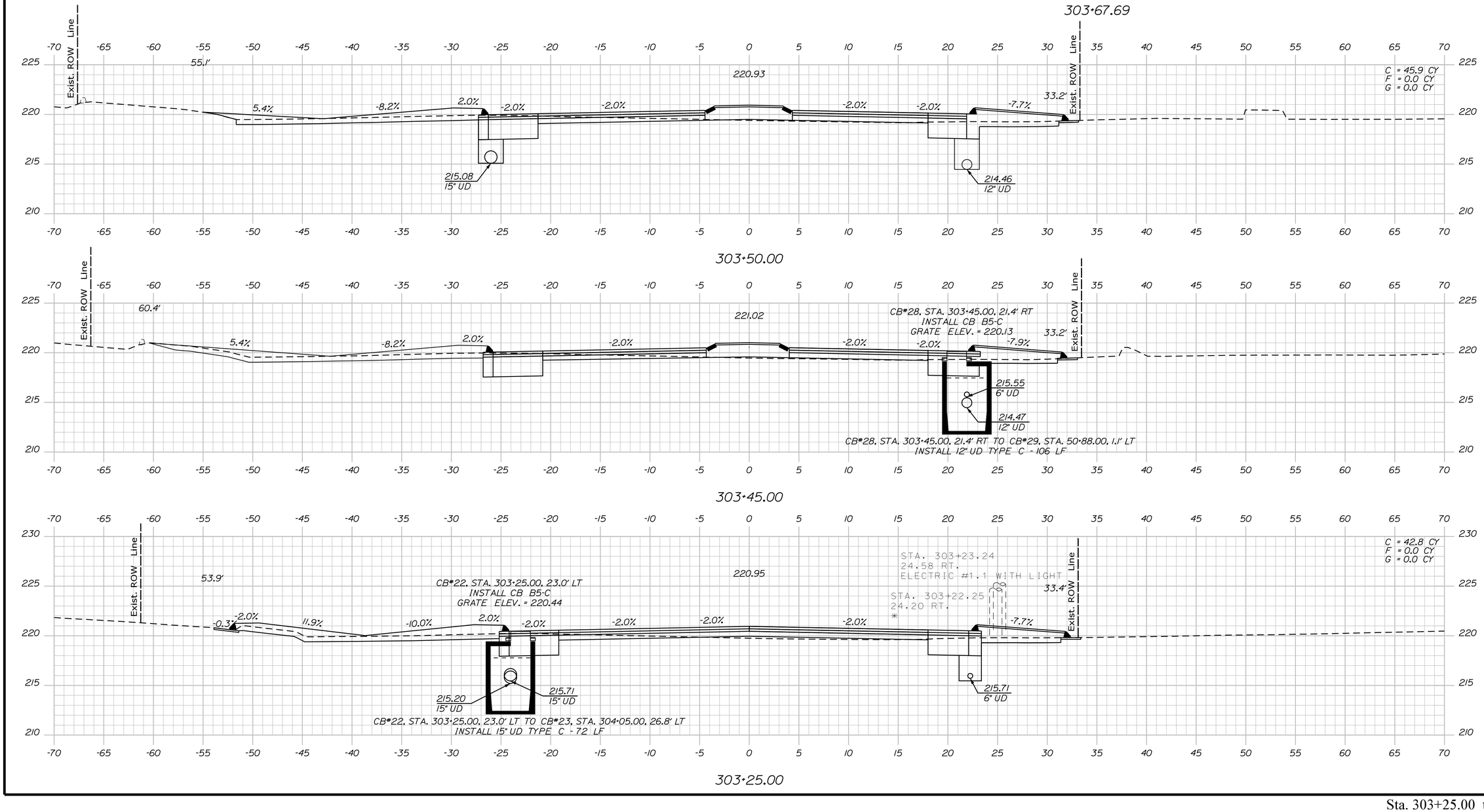
NORTHBOUND CROSS SECTIONS

SHEET NUMBER

122

OF 154

Filename: ...\MSTA\122_XSECT_302+75_006.dgn Division: HIGHWAY Username: common Date:1/23/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

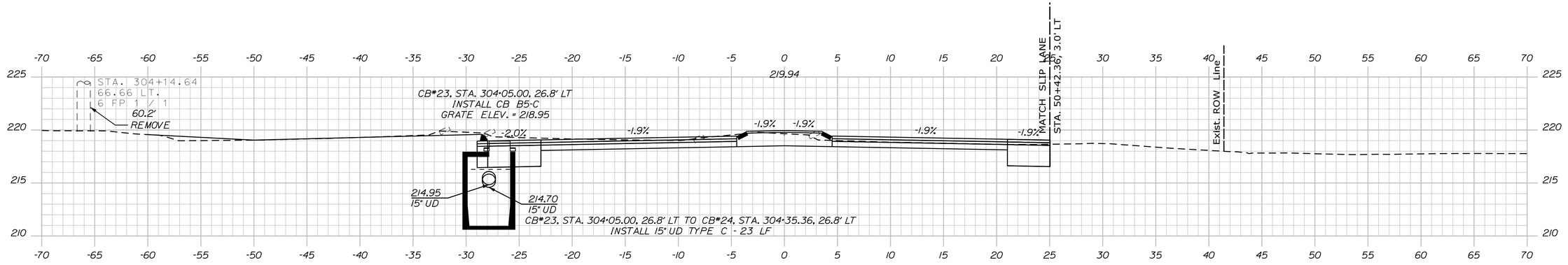
NORTHBOUND CROSS SECTIONS

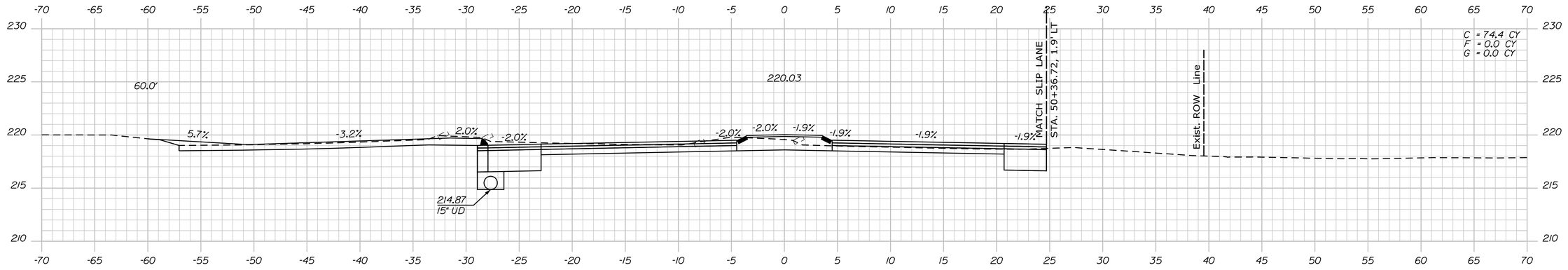
SHEET NUMBER
123
OF 154

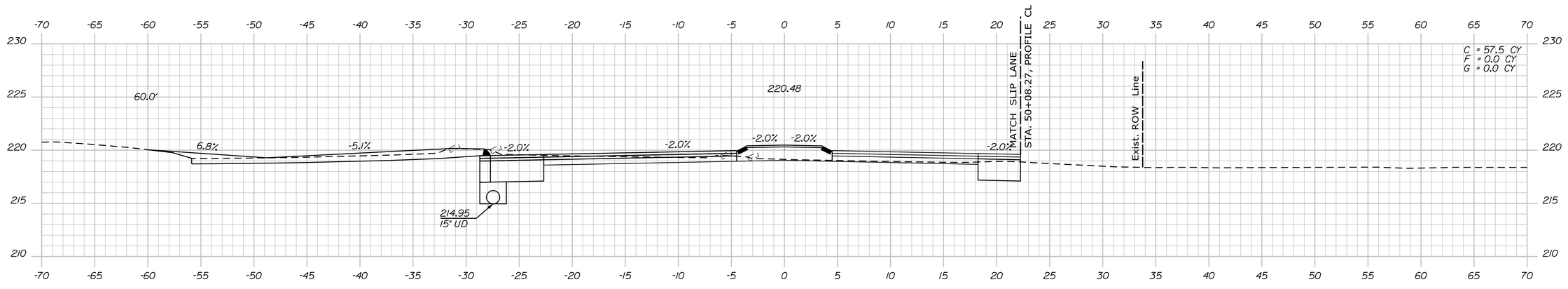
Sta. 303+25.00 to Sta. 303+67.69

Filename: ...\MSTA\123_XSECT_303+25_007.dgn Division: HIGHWAY Username: common Date:1/23/2025

Filename: ...\MSTA\124_XSECT_303+75_008.dgn Username: common
Division: HIGHWAY Date:1/23/2025







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

NORTHBOUND CROSS SECTIONS

SHEET NUMBER

124

OF 154

Sta. 303+75.00 to Sta. 304+05.00

Filename: ...\MSTA\125_XSECT_304+25_009.dgn Division: HIGHWAY Username: common Date:1/23/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER		
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1	1		
REVISIONS 2	2		
REVISIONS 3	3		
REVISIONS 4	4		
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

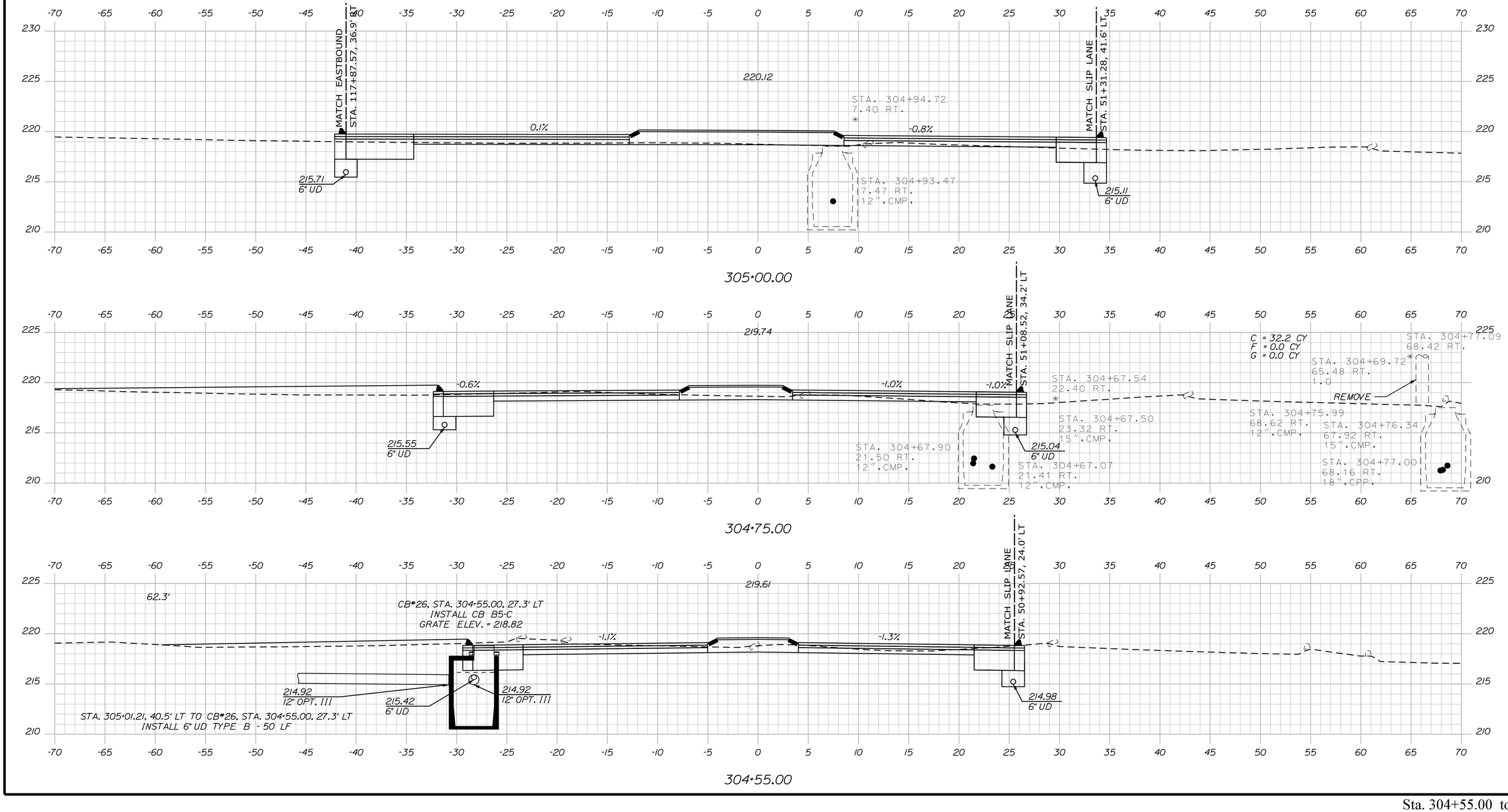
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

NORTHBOUND CROSS SECTIONS

SHEET NUMBER
125
OF 154

Sta. 304+25.00 to Sta. 304+50.00

Filename: ...\MSTA\126_XSECT_304+55_010.dgn Division: HIGHWAY Username: common Date:1/23/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER	BY	DATE
CHECKED-REVIEWED			JAN 2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

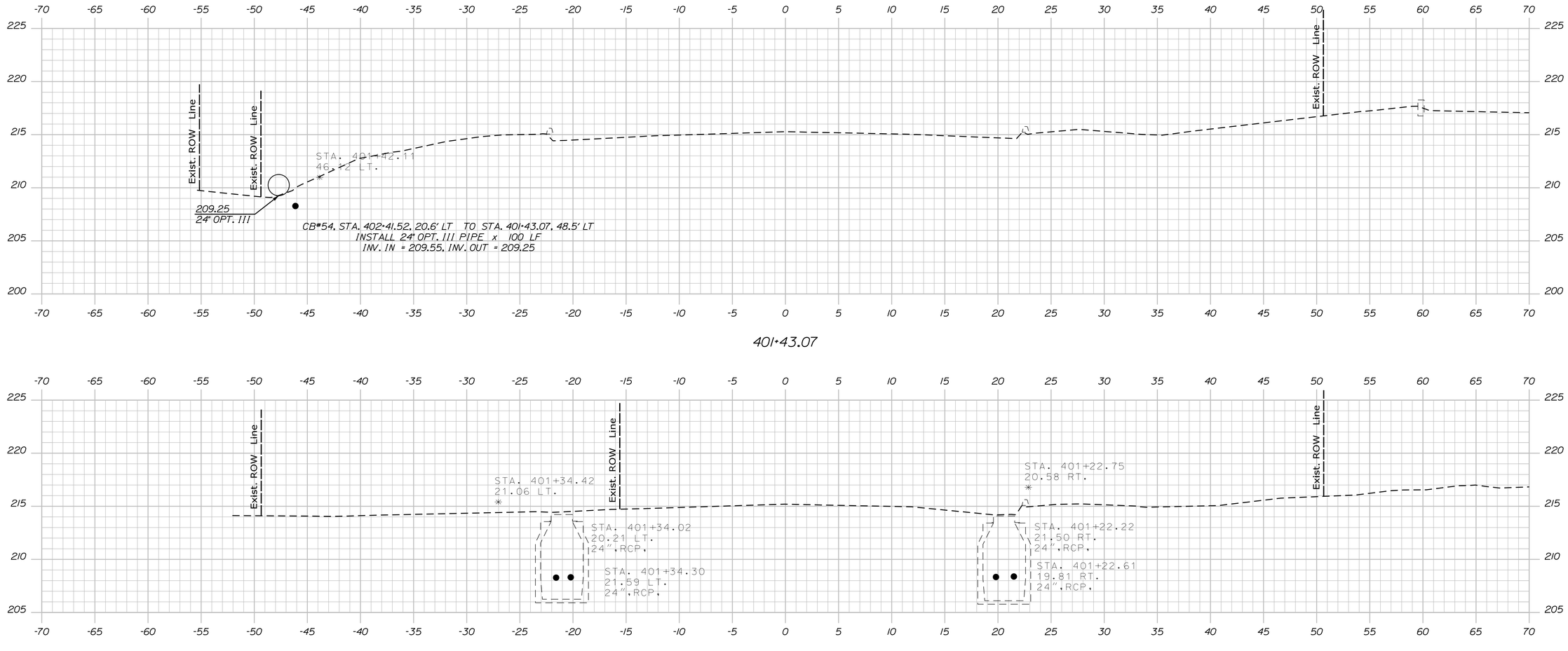
DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

NORTHBOUND CROSS SECTIONS

SHEET NUMBER
126
OF 154

Sta. 304+55.00 to Sta. 305+00.00



Filename: ...\MSTA\127_XSECT_401+00_001.dgn Division: HIGHWAY Username: common Date:1/23/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

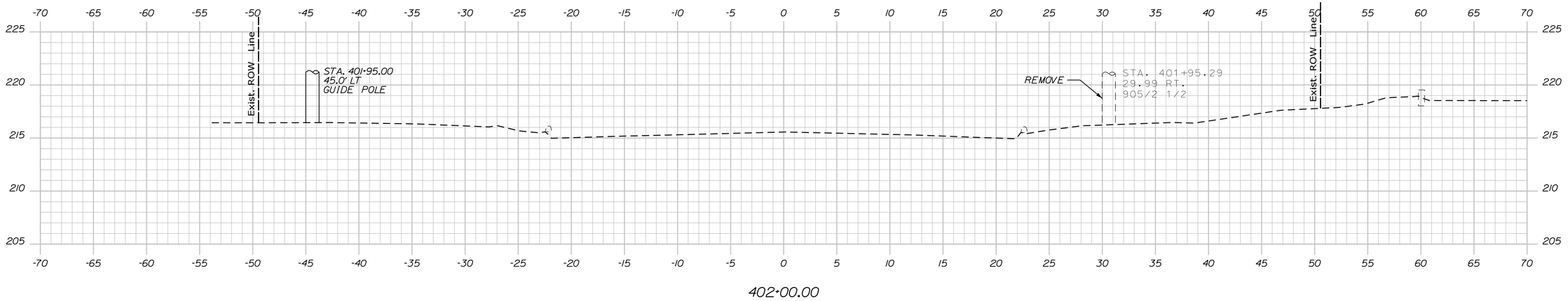
SOUTHBOUND CROSS SECTIONS

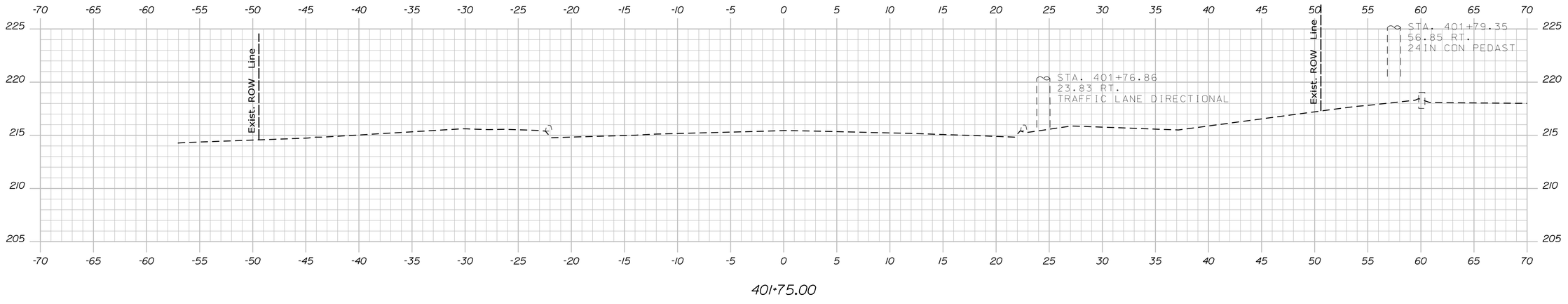
SHEET NUMBER

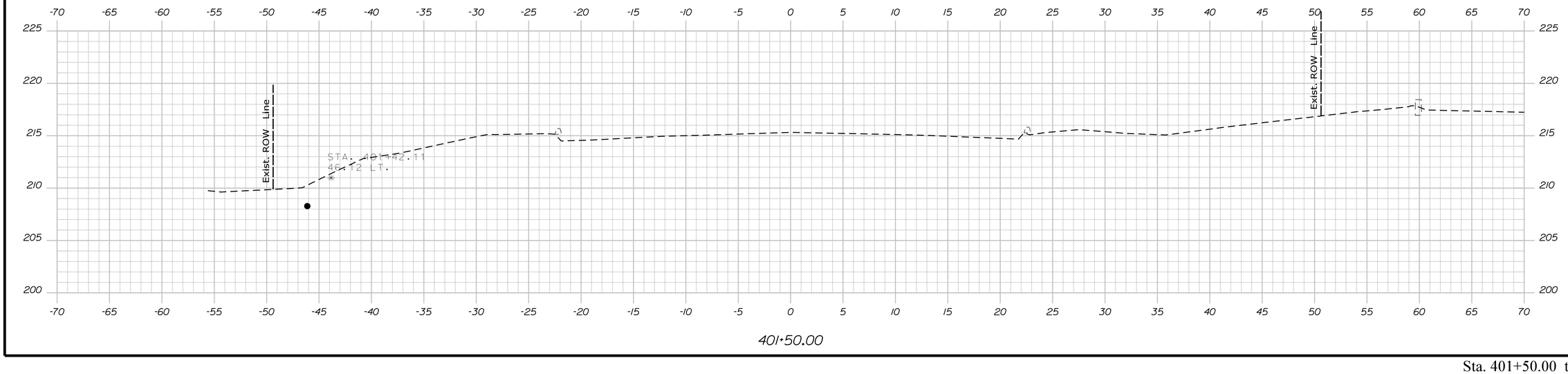
127

OF 154

Sta. 401+00.00 to Sta. 401+43.07







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER	JAN 2025	
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

SOUTHBOUND CROSS SECTIONS

SHEET NUMBER
128
OF 154

Sta. 401+50.00 to Sta. 402+00.00

Filename: ...\MSTA\128_XSECT_401+50_002.dgn Division: HIGHWAY Username: common Date:1/23/2025

Sta. 402+25.00 to Sta. 402+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

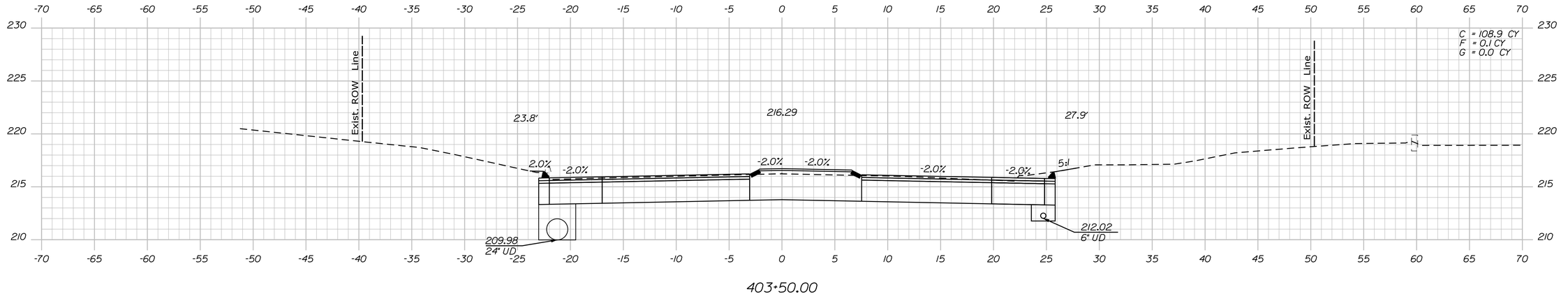
	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		1
REVISIONS 2		2
REVISIONS 3		3
REVISIONS 4		4
FIELD CHANGES		5

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

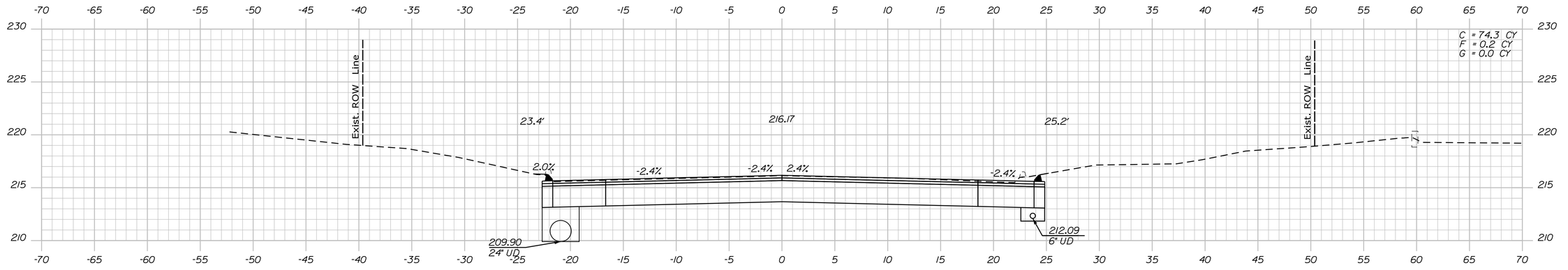
SOUTHBOUND CROSS SECTIONS

SHEET NUMBER
129
OF 154

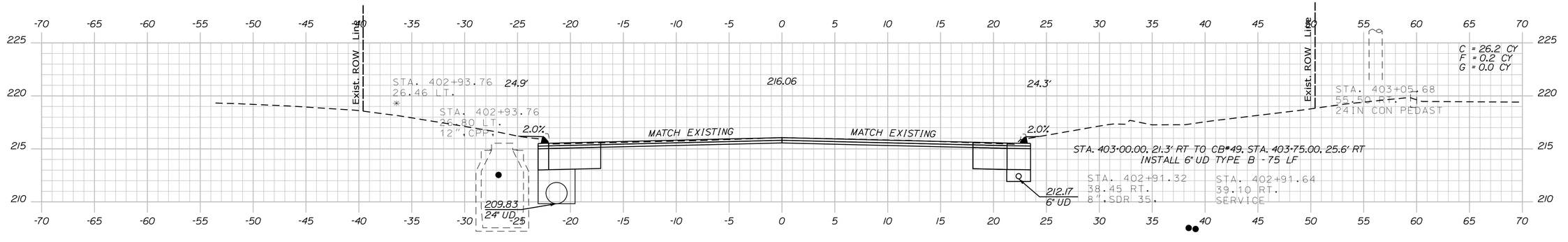
Filename: ...\MSTA\129_XSECT_402+25_003.dgn Division: HIGHWAY Username: common Date:1/23/2025



403+50.00



403+25.00



403+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

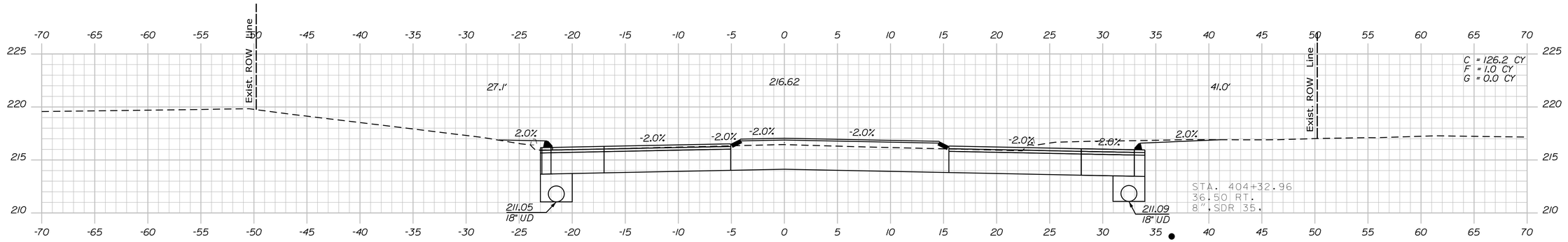
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

SOUTHBOUND CROSS SECTIONS

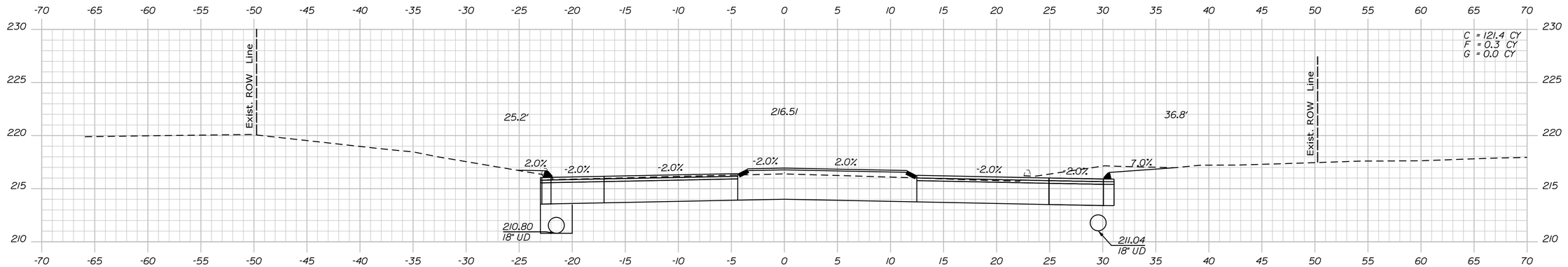
SHEET NUMBER
130
OF 154

Sta. 403+00.00 to Sta. 403+50.00

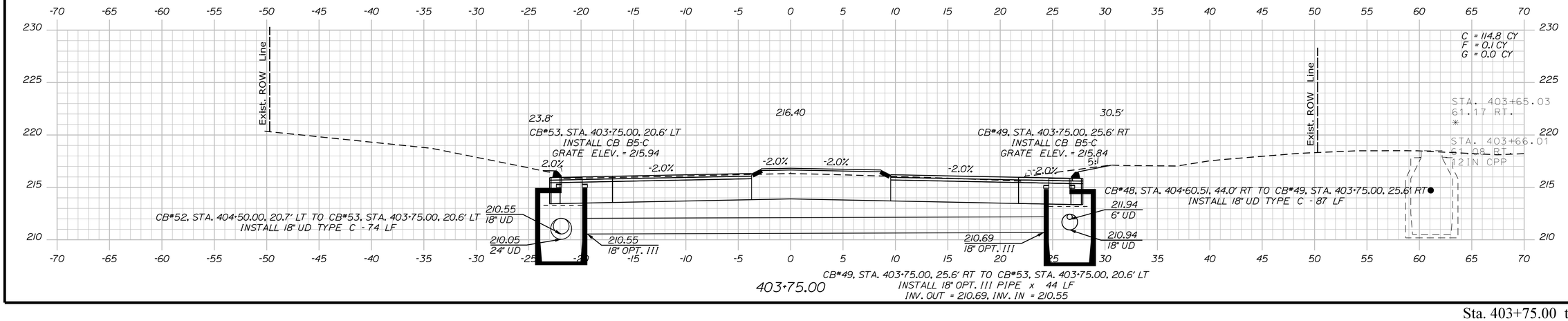
Filename: ...\MSTA\130_XSECT_403+00_004.dgn Division: HIGHWAY Username: common Date:1/23/2025



404+25.00



404+00.00



403+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	L. ROWE
DESIGN-DETAILED	D. CLOUTIER
CHECKED-REVIEWED	
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	

	BY	DATE
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		JAN 2025

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

SOUTHBOUND CROSS SECTIONS

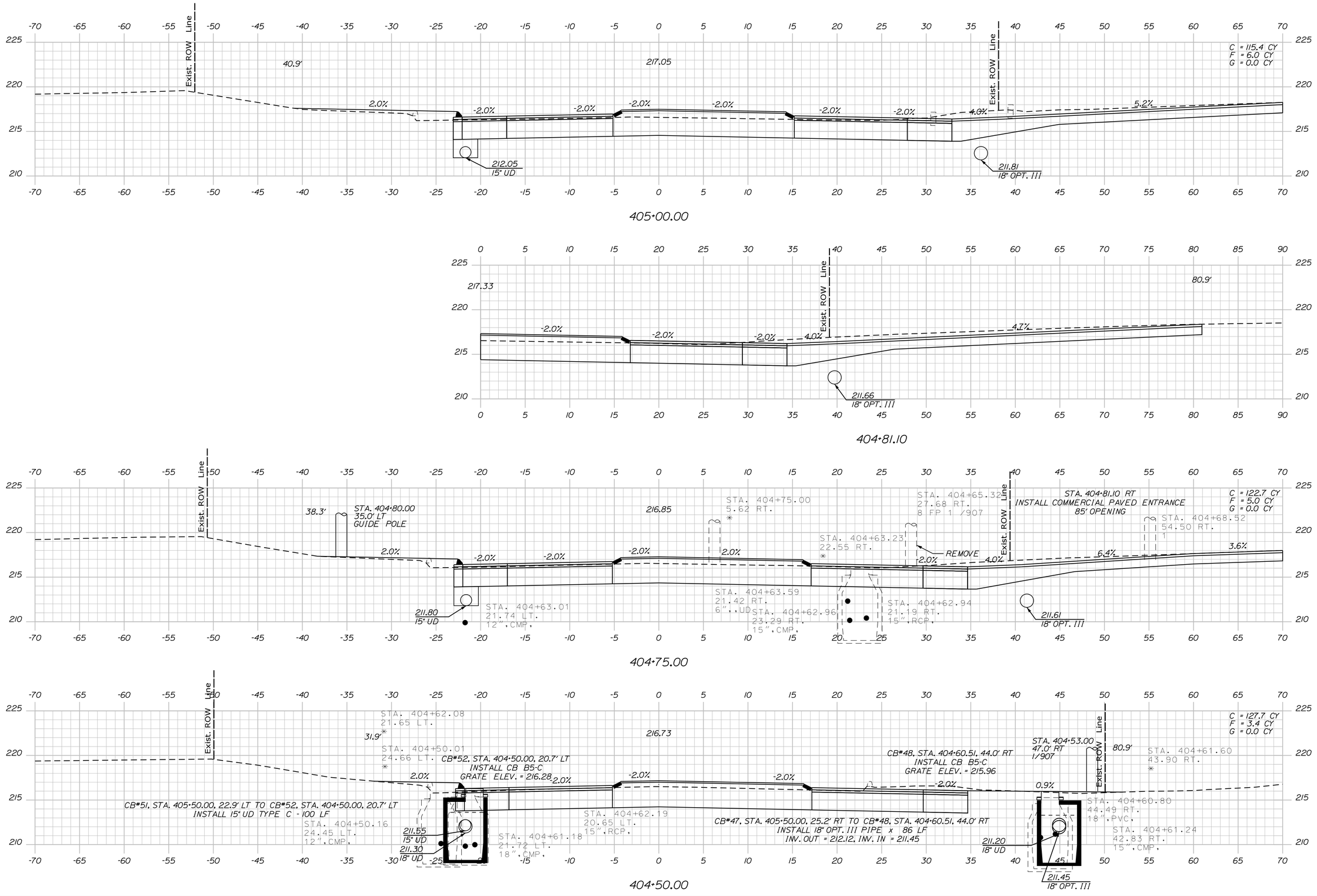
SHEET NUMBER

131

OF 154

Sta. 403+75.00 to Sta. 404+25.00

Filename: ...\MSTA\131_XSECT_403+75_005.dgn Division: HIGHWAY Username: common Date:1/23/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER	BY	DATE
CHECKED-REVIEWED			JAN 2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

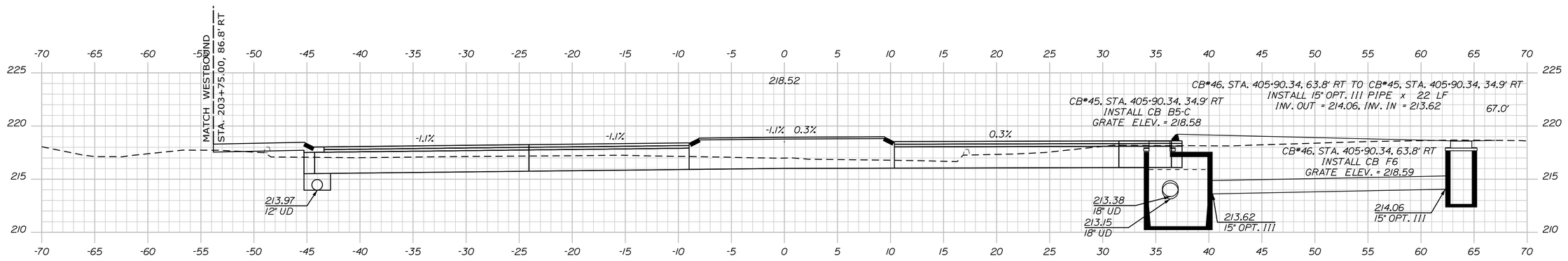
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

SOUTHBOUND CROSS SECTIONS

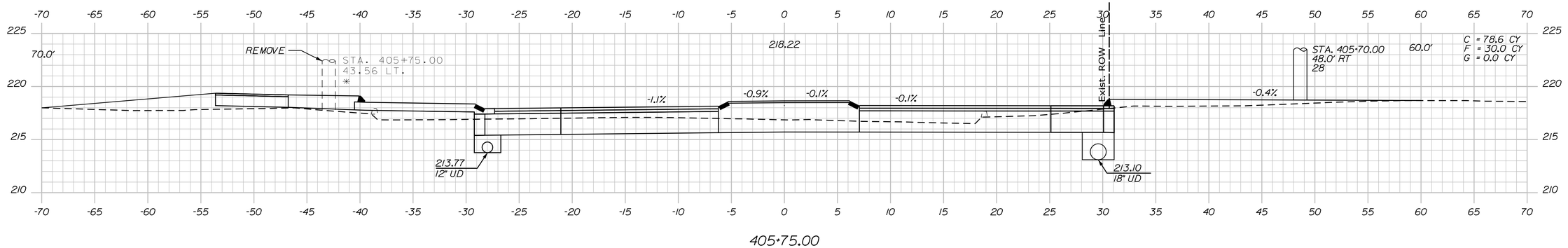
SHEET NUMBER
132
OF 154

Sta. 404+50.00 to Sta. 405+00.00

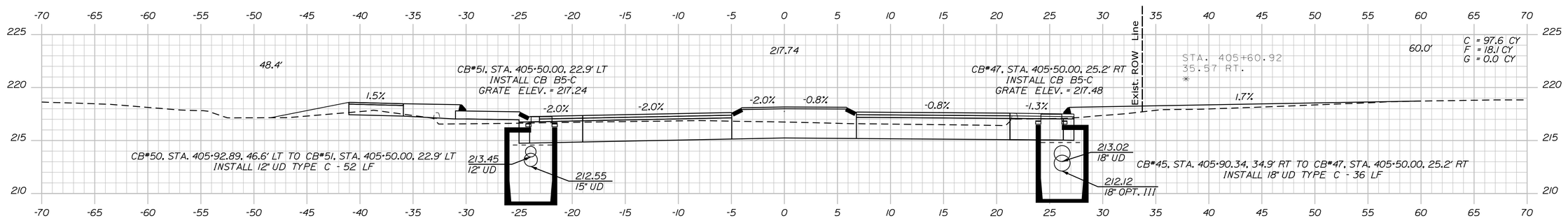
Filename: ...\MSTA\132_XSECT_404+50_006.dgn Division: HIGHWAY Username: common Date:1/23/2025



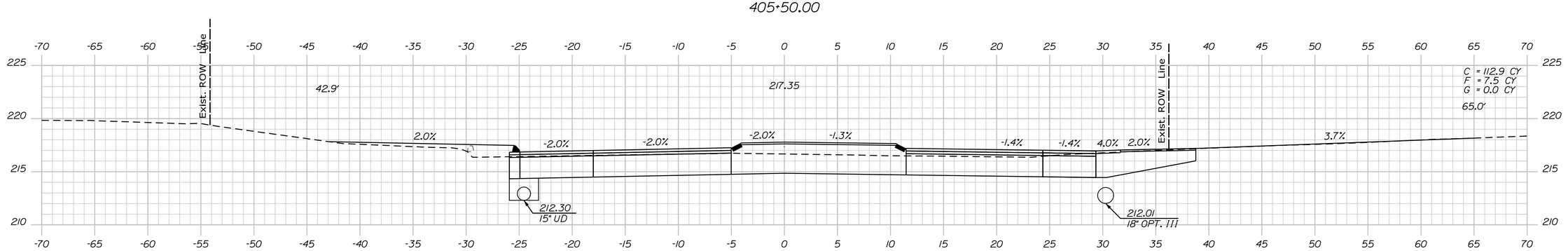
405+90.34



405+75.00



405+50.00



405+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER	BY	DATE
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

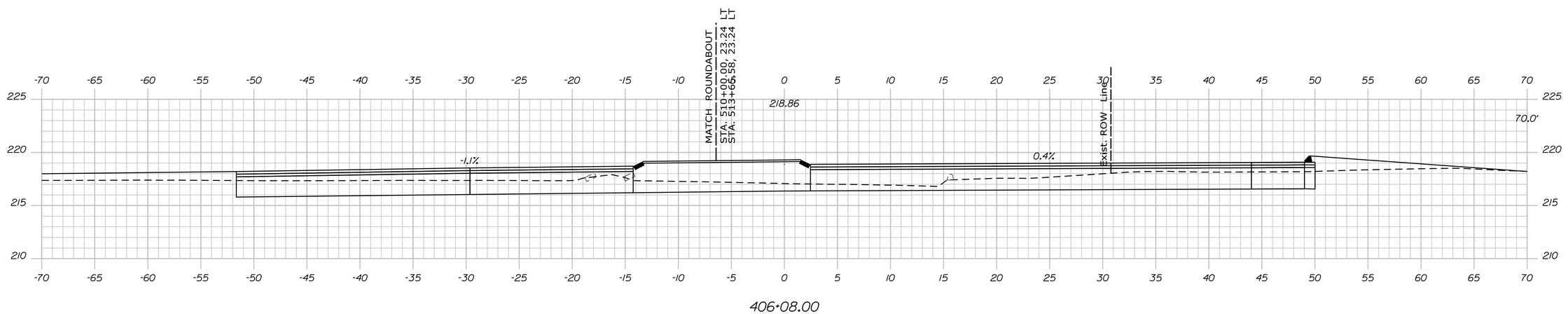
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

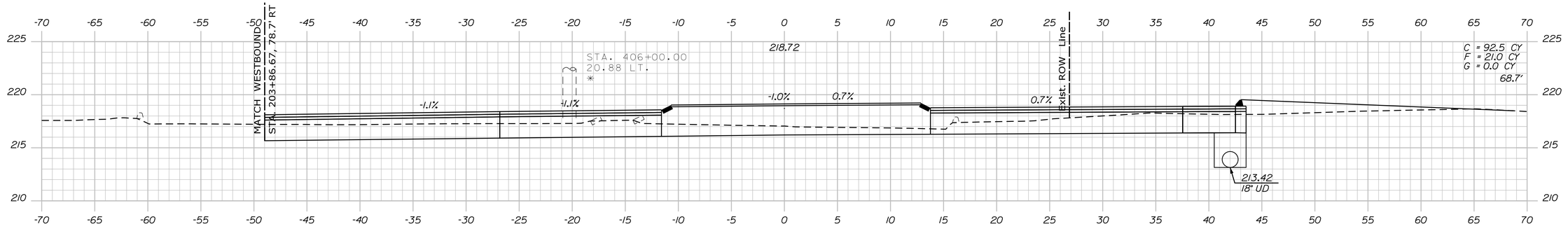
SOUTHBOUND CROSS SECTIONS

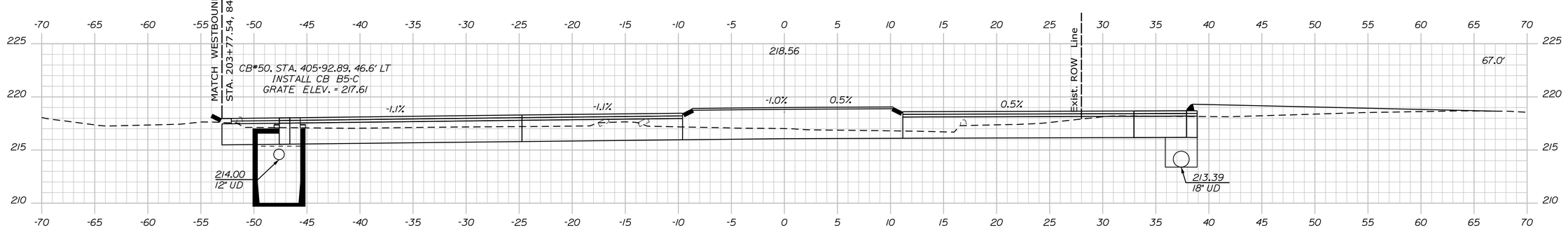
SHEET NUMBER
133
OF 154

Sta. 405+25.00 to Sta. 405+90.34

Filename: ...\MSTA\133_XSECT_405+25_007.dgn Division: HIGHWAY Username: common Date:1/23/2025







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

SOUTHBOUND CROSS SECTIONS

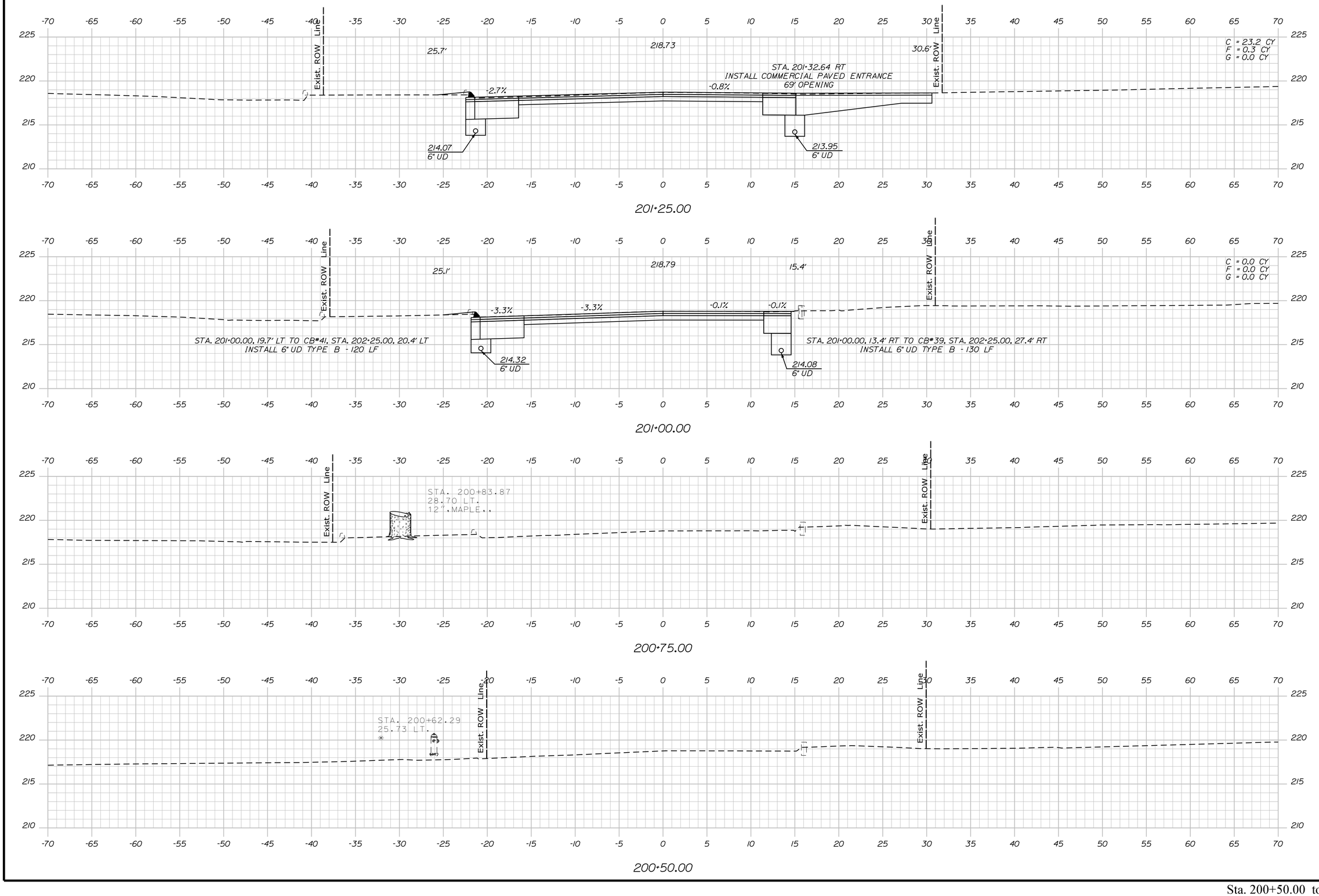
SHEET NUMBER

134

OF 154

Sta. 405+92.89 to Sta. 406+08.00

Filename: ...\MSTA\134_XSECT_405+92_008.dgn Division: HIGHWAY Username: common Date:1/23/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		1
REVISIONS 2		2
REVISIONS 3		3
REVISIONS 4		4
FIELD CHANGES		5

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

WESTBOUND CROSS SECTIONS

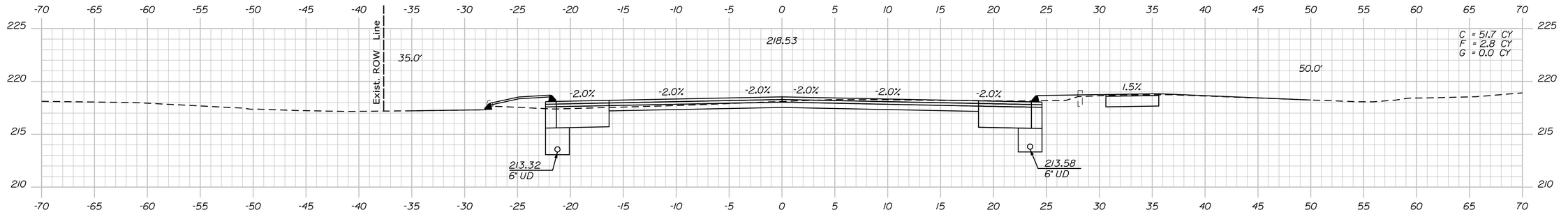
SHEET NUMBER

135

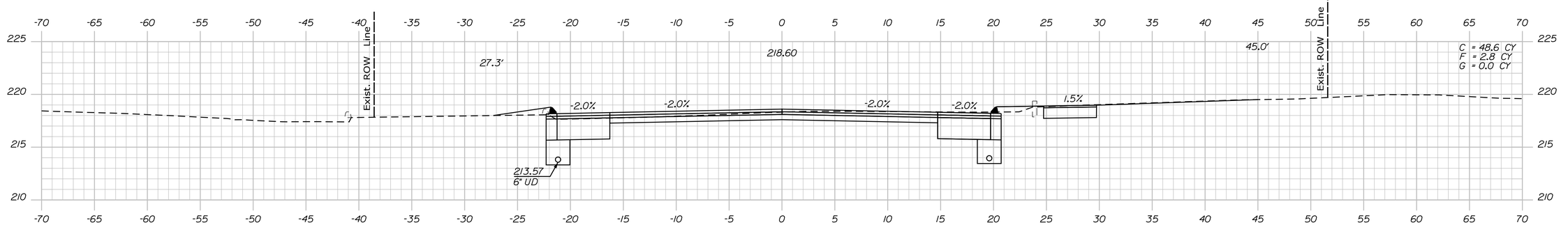
OF 154

Sta. 200+50.00 to Sta. 201+19.99

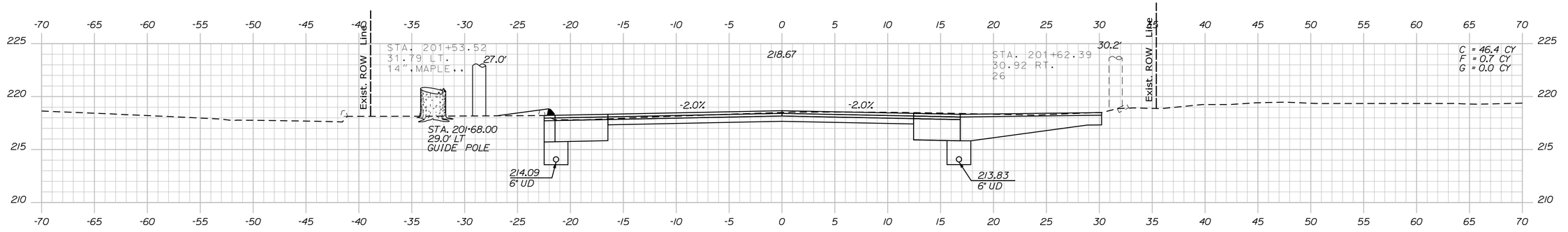
Filename: ...\MSTA\135_XSECT_200+50_001.dgn Division: HIGHWAY Username: common Date:1/23/2025



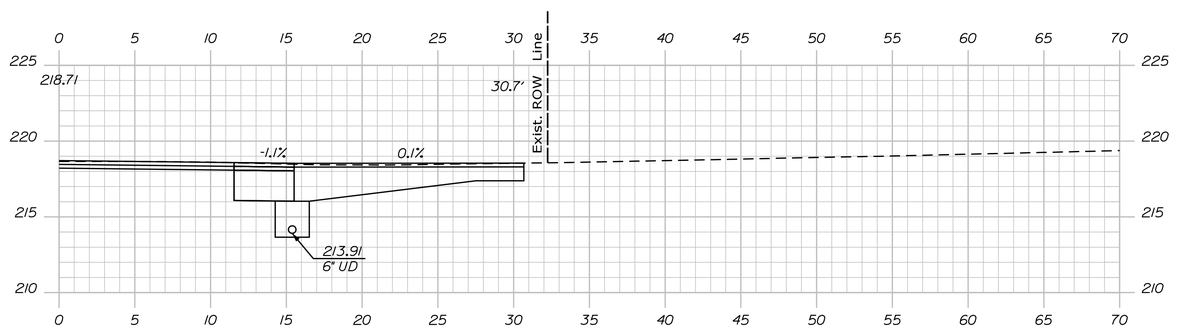
202+00.00



201+75.00



201+50.00



201+32.64

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1		1	
REVISIONS 2		2	
REVISIONS 3		3	
REVISIONS 4		4	
FIELD CHANGES		5	

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

WESTBOUND CROSS SECTIONS

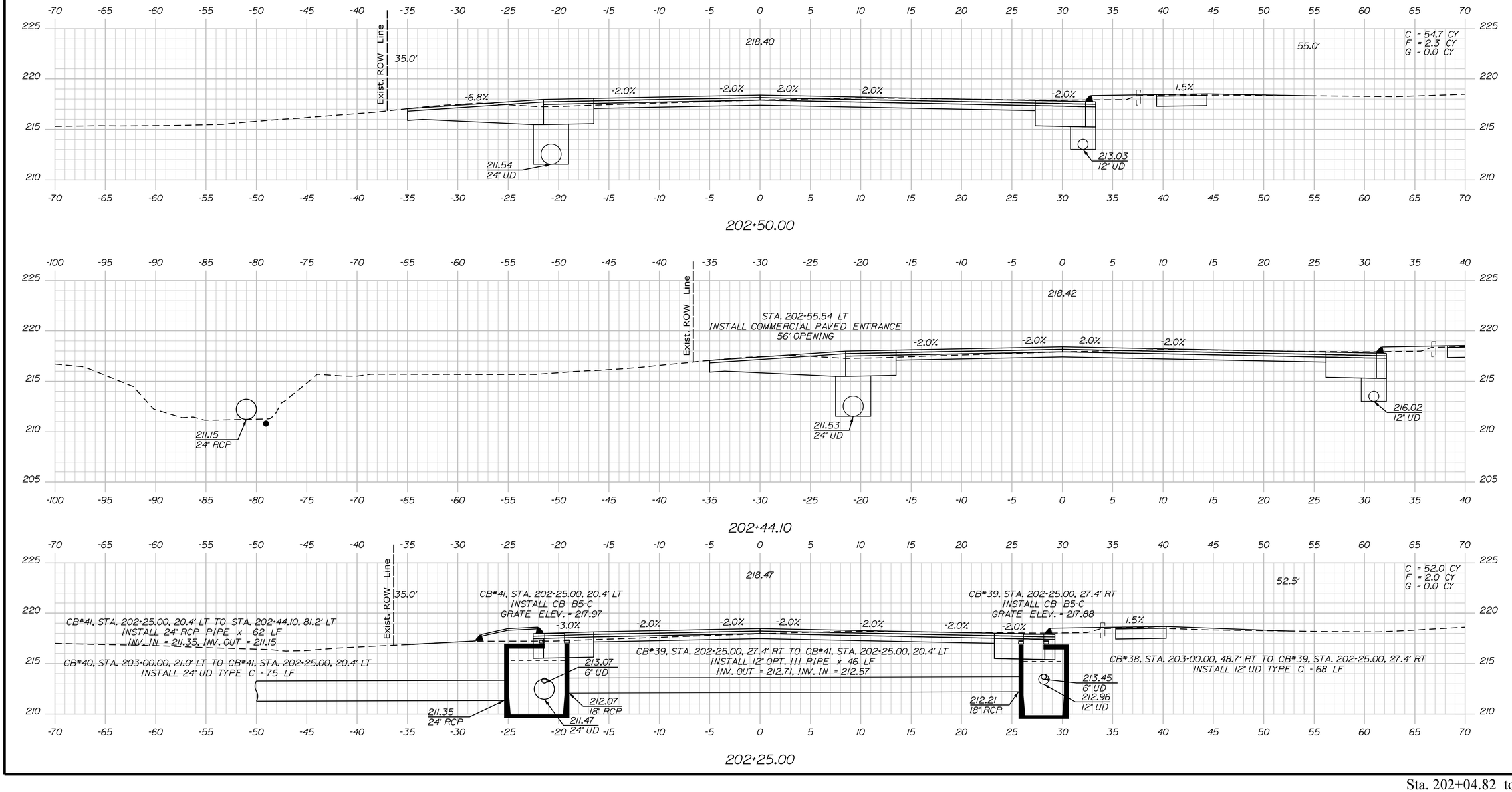
SHEET NUMBER

136

OF 154

Sta. 201+25.00 to Sta. 201+46.67

Filename: ...\MSTA\136_XSECT_201+25_002.dgn Division: HIGHWAY Username: common Date:1/23/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

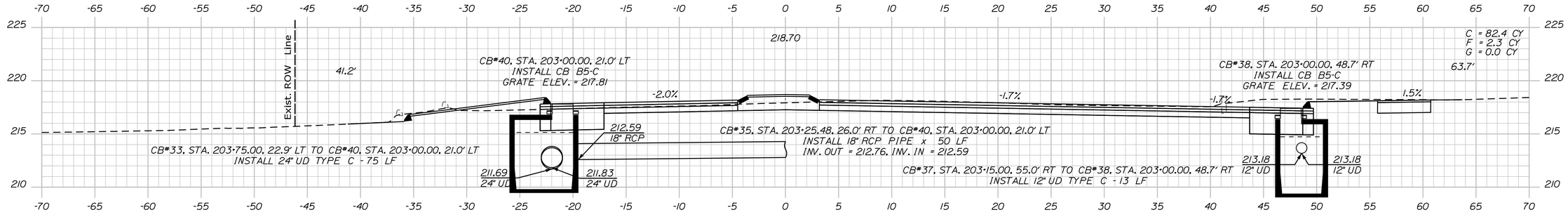
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

WESTBOUND CROSS SECTIONS

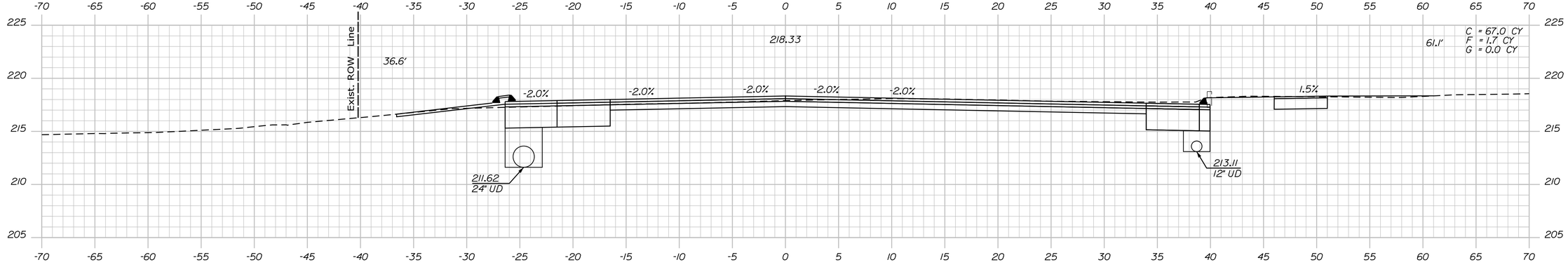
SHEET NUMBER
137
OF 154

Sta. 202+04.82 to Sta. 202+50.00

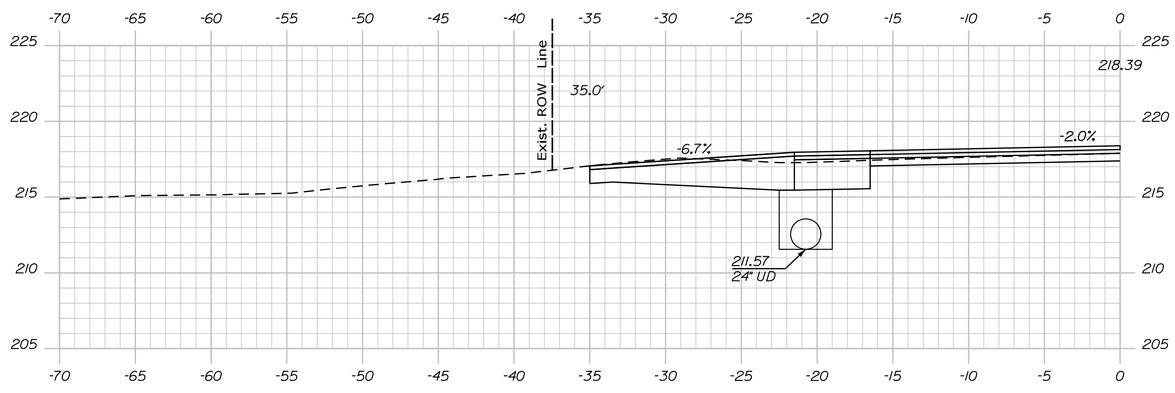
Filename: ...\MSTA\137_XSECT_202+04_003.dgn Division: HIGHWAY Username: common Date:1/23/2025



203+00.00



202+75.00



202+55.54

Sta. 202+55.30 to Sta. 202+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

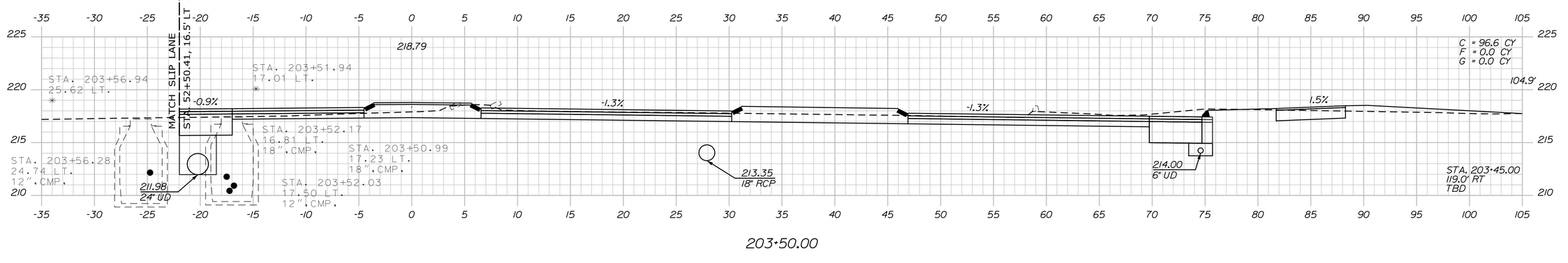
WESTBOUND CROSS SECTIONS

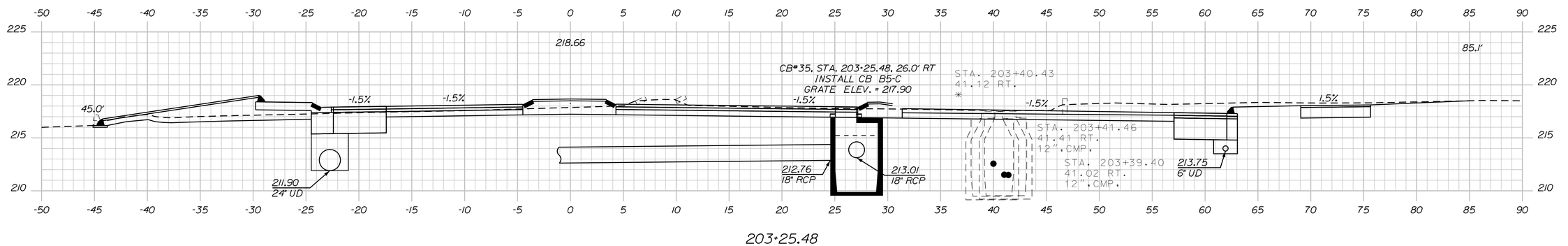
SHEET NUMBER

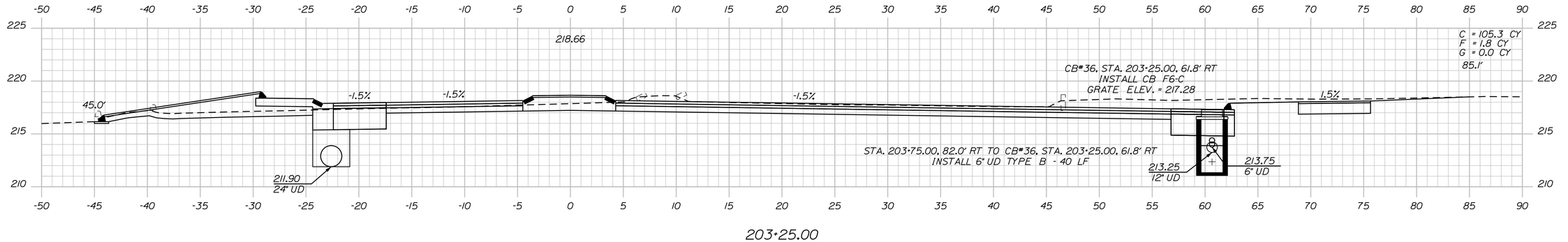
138

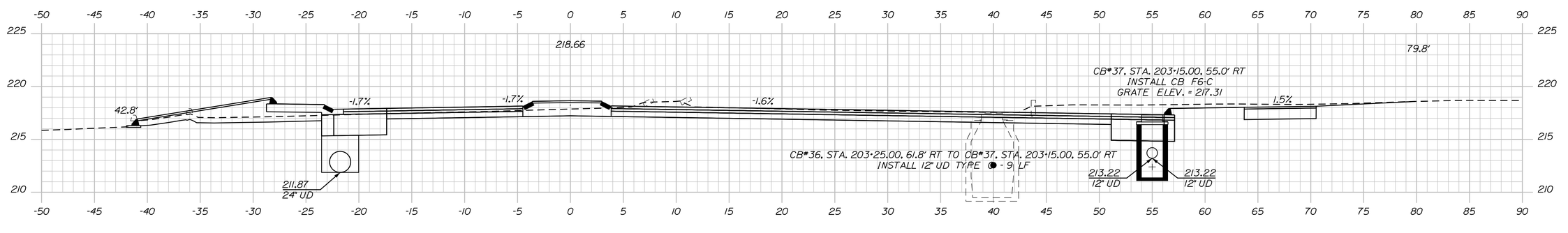
OF 154

Filename: ...\MSTA\138_XSECT_202+55_004.dgn Division: HIGHWAY Username: common Date:1/23/2025









STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

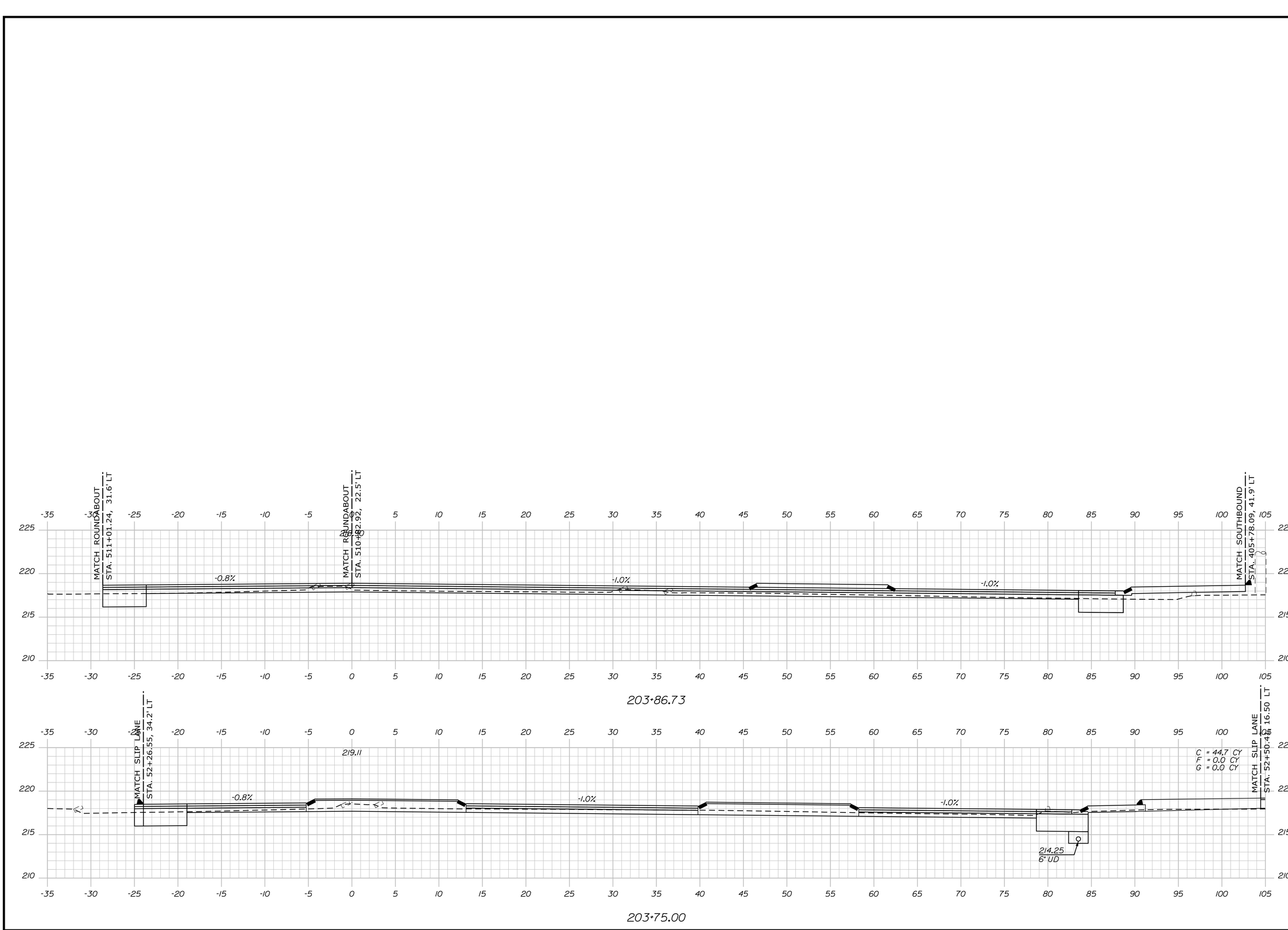
WESTBOUND CROSS SECTIONS

SHEET NUMBER
139
OF 154

Sta. 203+00.00 to Sta. 203+15.00

Filename: ...\MSTA\139_XSECT_203+00_005.dgn Division: HIGHWAY Username: common Date:1/23/2025

Filename: ...\MSTA\140_XSECT_203+75_006.dgn Division: HIGHWAY Username: common Date:1/23/2025



PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00
HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

WESTBOUND CROSS SECTIONS

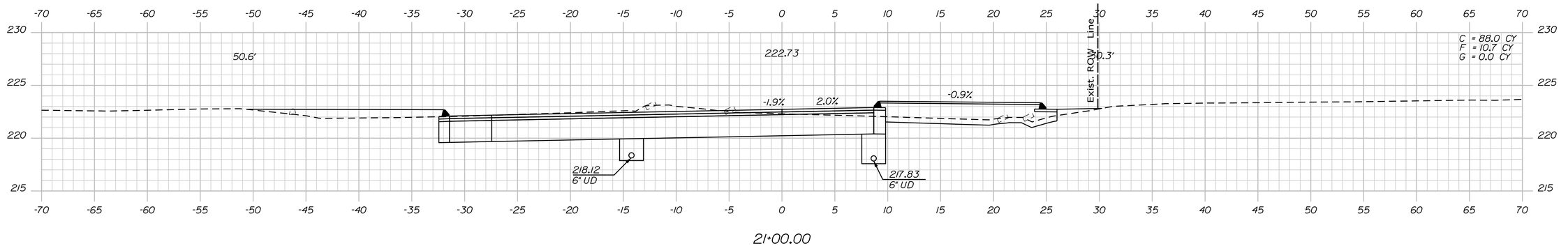
SHEET NUMBER

140

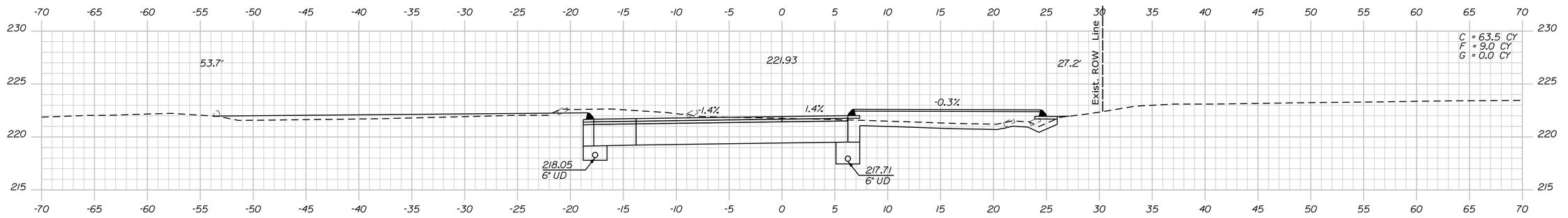
OF 154

Sta. 203+75.00 to Sta. 204+00.00

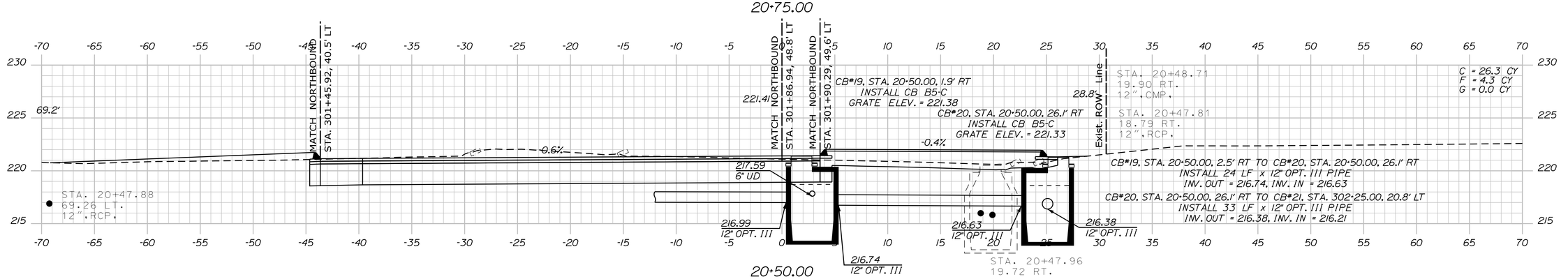
Filename: ...\MSTA\141_XSECT_20+50_001.dgn Division: HIGHWAY Username: common Date:1/23/2025



21+00.00



20+75.00



20+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

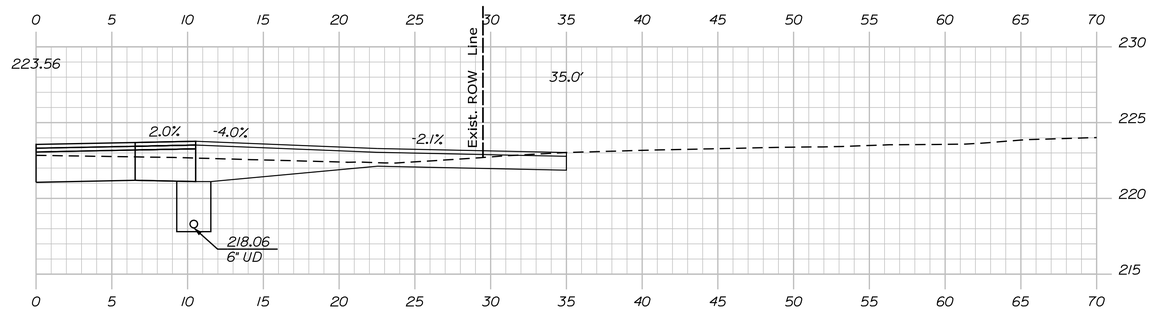
BANKS RD CROSS SECTIONS

SHEET NUMBER

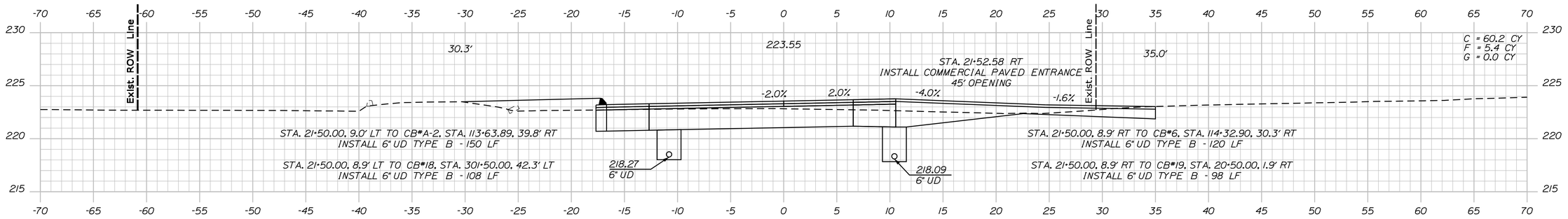
141

OF 154

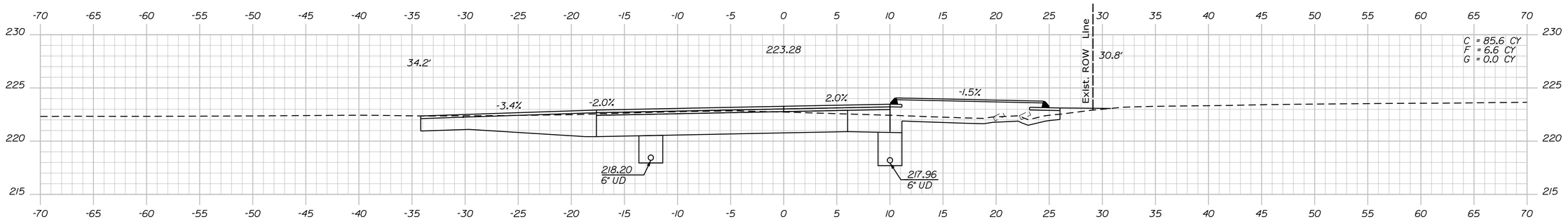
Sta. 20+50.00 to Sta. 21+00.00



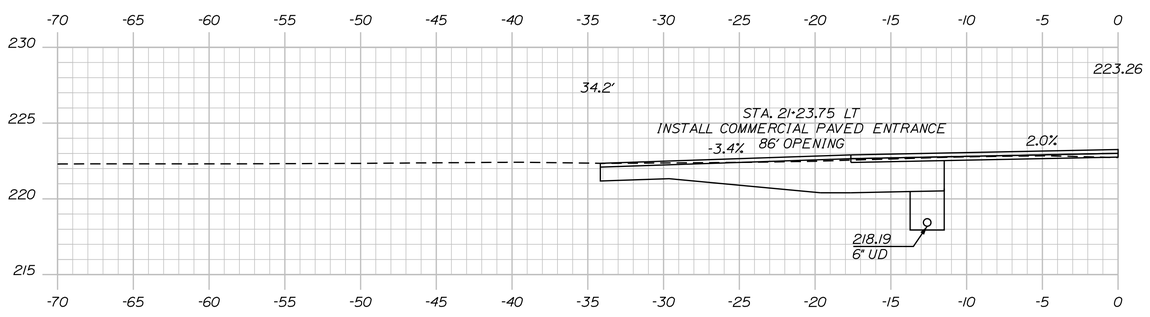
21+52.58



21+50.00



21+25.00



21+23.75

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

PROJ. MANAGER			
DESIGN-DETAILED	L. ROWE		
CHECKED-REVIEWED	D. CLOUTIER		
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

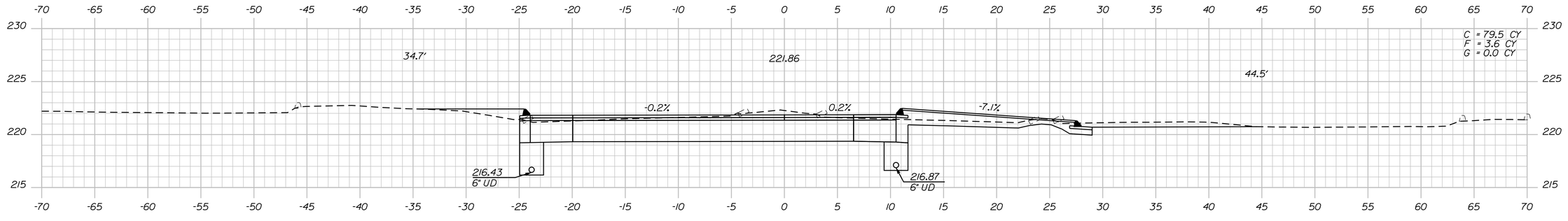
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

BANKS RD CROSS SECTIONS

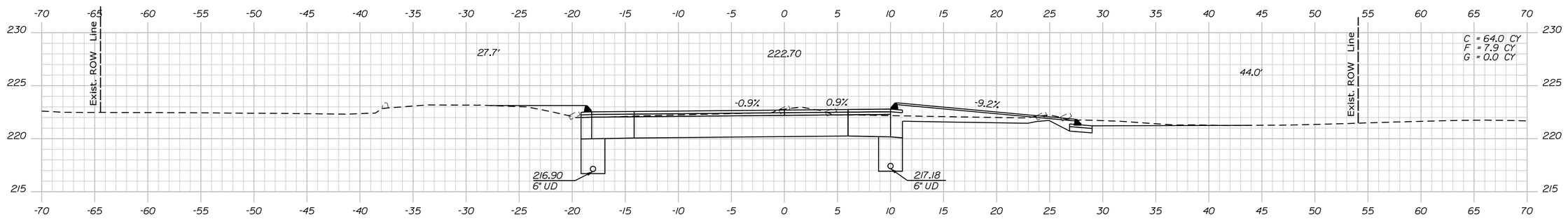
SHEET NUMBER
142
OF 154

Sta. 21+23.75 to Sta. 21+52.58

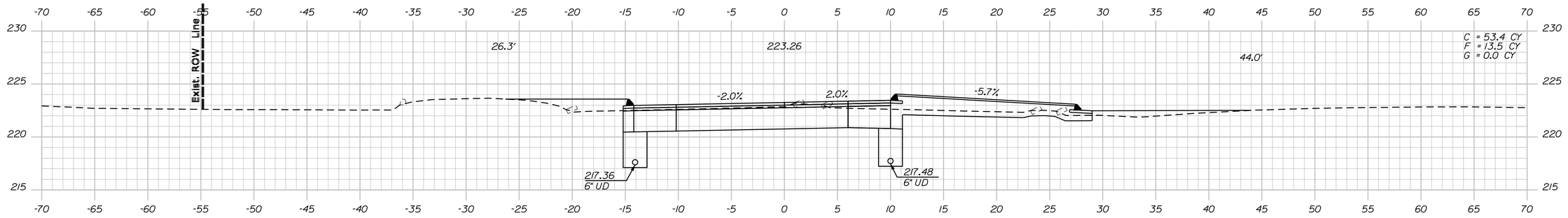
Filename: ...\MSTA\142_XSECT_21+23_002.dgn Division: HIGHWAY Username: common Date:1/23/2025



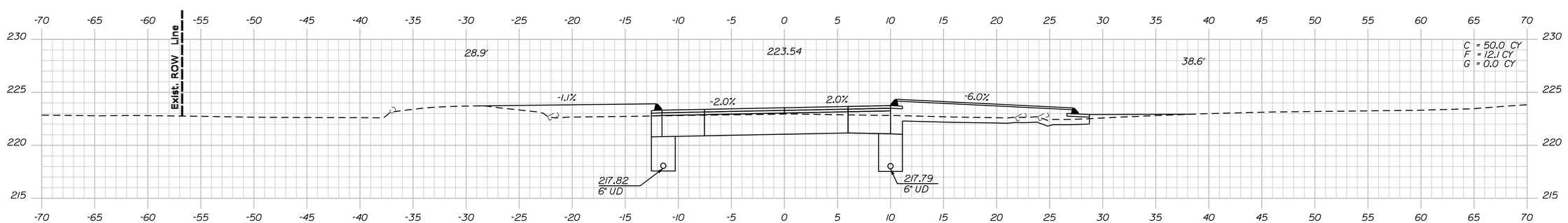
22+50.00



22+25.00



22+00.00



21+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER	JAN 2025	SIGNATURE
CHECKED-REVIEWED			
DESIGN2-DETAILED2			P.E. NUMBER
DESIGN3-DETAILED3			
REVISIONS 1			DATE
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

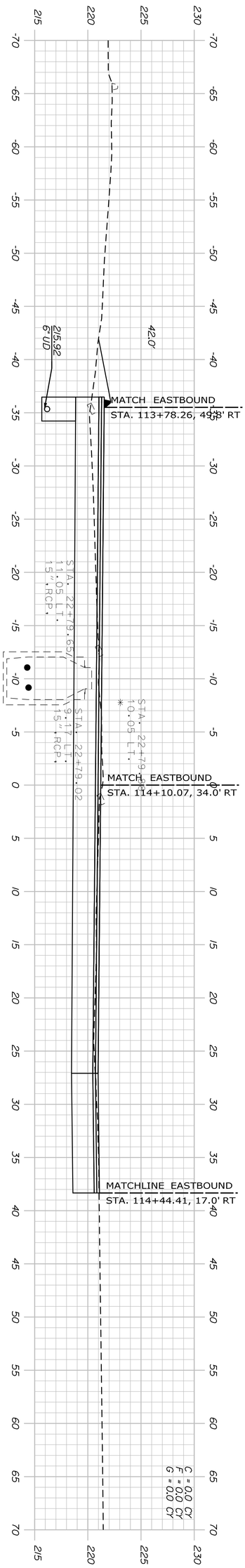
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

BANKS RD CROSS SECTIONS

SHEET NUMBER
143
OF 154

Sta. 21+75.00 to Sta. 22+50.00

Filename: ...\MSTA\143_XSECT_21+75_003.dgn Division: HIGHWAY Username: common Date:1/23/2025



22+75.00

Sta. 22+75.00 to Sta. 22+75.00

SHEET NUMBER 144 OF 154

PALMYRA-NEWPORT

RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

BANKS RD CROSS SECTIONS

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	D. CLOUTIER		JAN 2025
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

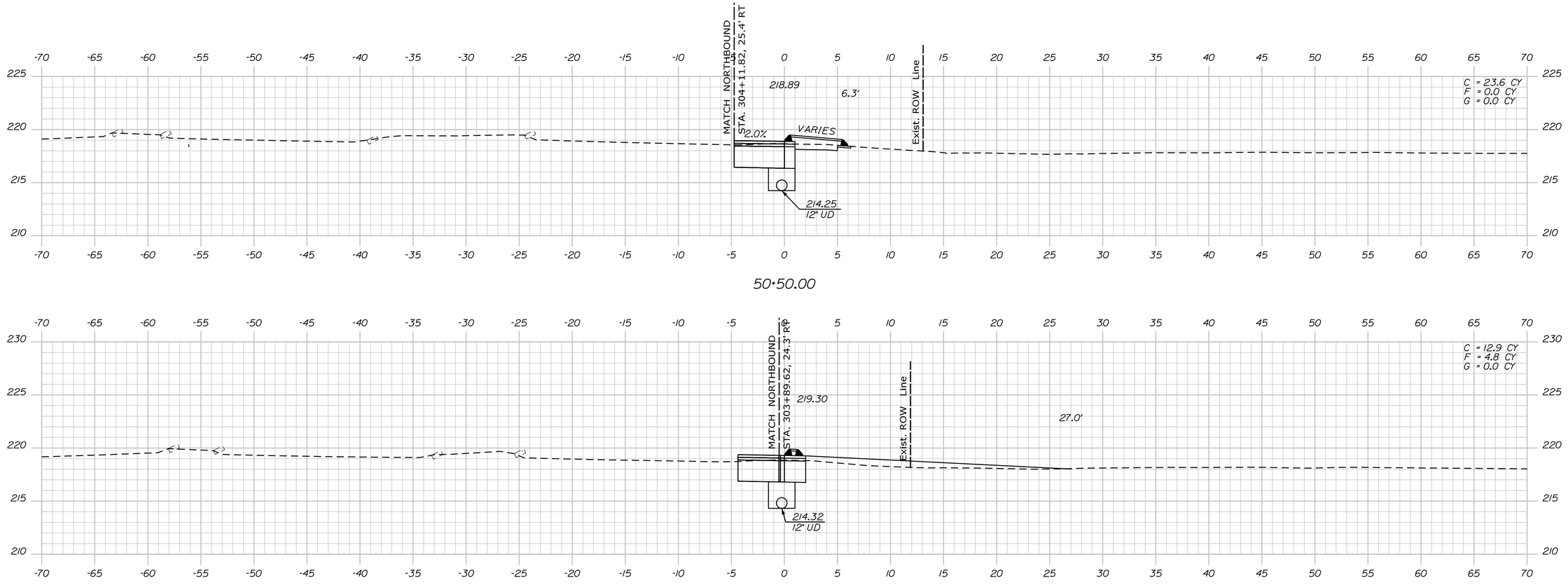
P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00 HIGHWAY PLANS



50+50.00

50+25.00

50+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	D. CLOUTIER	JAN 2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

SLIPLANE CROSS SECTIONS

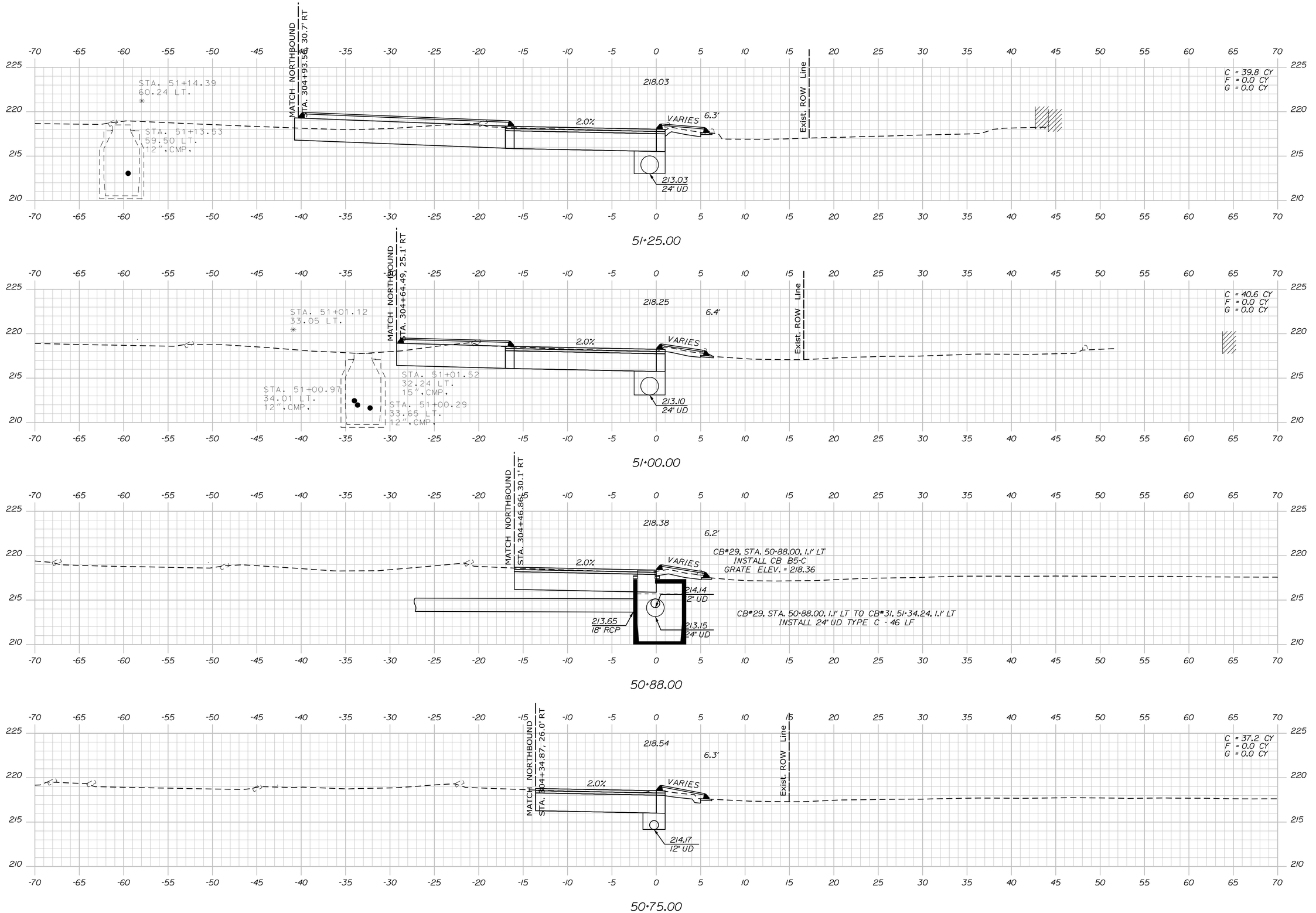
SHEET NUMBER

145

OF 154

Sta. 50+00.00 to Sta. 50+50.00

Filename: ...\MSTA\145_XSECT_50+00_001.dgn Division: HIGHWAY Username: common Date:1/23/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

PROJ. MANAGER			
DESIGN-DETAILED	L. ROWE	JAN 2025	SIGNATURE
CHECKED-REVIEWED	D. CLOUTIER		
DESIGN2-DETAILED2			P.E. NUMBER
DESIGN3-DETAILED3			
REVISIONS 1			DATE
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

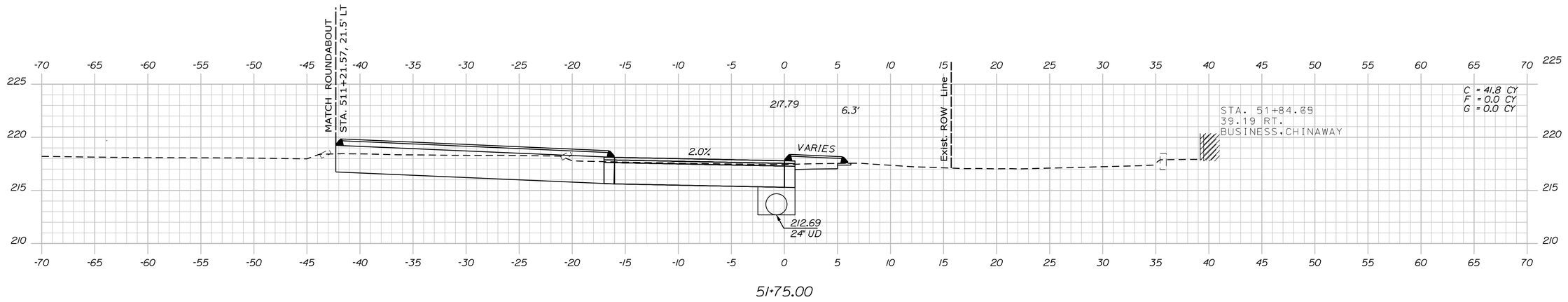
PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

SLIPLANE CROSS SECTIONS

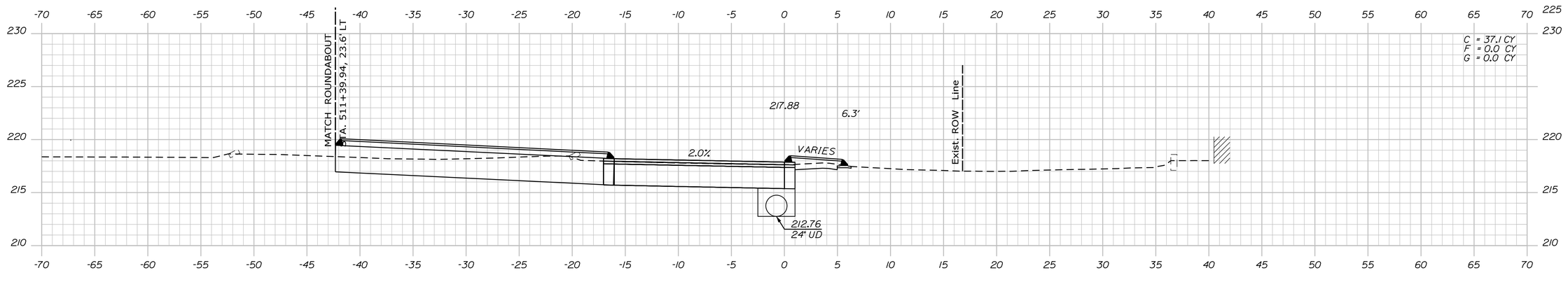
SHEET NUMBER
146
OF 154

Filename: ...\MSTA\146_XSECT_50+75_002.dgn Division: HIGHWAY Username: common Date:1/23/2025

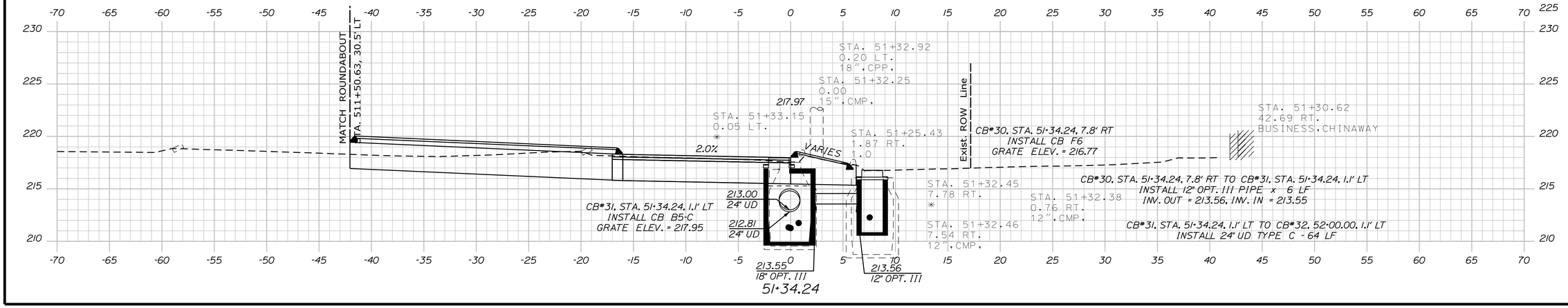
Sta. 50+75.00 to Sta. 51+25.00



51+75.00



51+50.00



51+34.24

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN
23689.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	L. ROWE	JAN 2025
CHECKED-REVIEWED	D. CLOUTIER	
DESIGN2-DETAILED2	WED	ED2
DESIGN3-DETAILED3		ED3
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

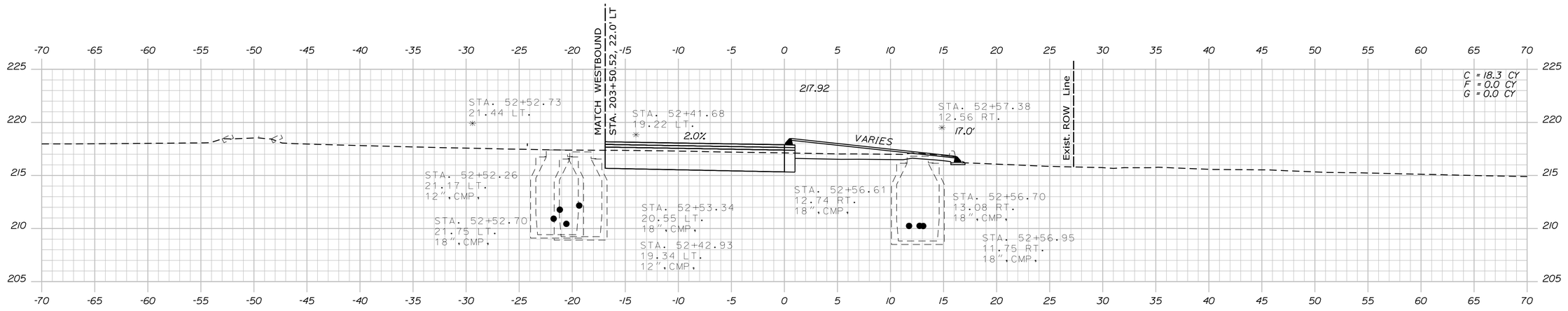
SLIPLANE CROSS SECTIONS

SHEET NUMBER
147
OF 154

Sta. 51+34.24 to Sta. 51+75.00

Filename: ...\MSTA\147_XSECT_51+34_003.dgn Division: HIGHWAY Username: common Date:1/23/2025

Filename: ...\MSTA\148_XSECT_52+00_004.dgn Division: HIGHWAY Username: common Date:1/23/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900

WIN 23689.00

HIGHWAY PLANS

	BY	DATE
DESIGN-DETAILED	L. ROWE	
CHECKED-REVIEWED	D. CLOUTIER	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		JAN 2025

PROJ. MANAGER

SIGNATURE

P.E. NUMBER

DATE

PALMYRA-NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

SLIPLANE CROSS SECTIONS

SHEET NUMBER

148

OF 154

Sta. 52+00.00 to Sta. 52+50.00

Filename: $file$ Division: $wkgroup$ Username: $user$ Date:$date$

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W	Sanitary Sewer	Traveled Way	Cut Line	Fill Line
Approx. Property Lines P.L.	Building / Clearing Limit Line	Telephone Line	Ditch	Stonewall / Retaining Wall	
Existing Right of Way	Trees Conifer / Deciduous	Electric Line	Catch Basin	Baseline 10+00 11+00 12+00	
Limits of Wrought Portion L.O.W.P.	Tree Line / Bush Line	Water Line	Manhole	Monument / Traverse Point	
Control Of Access C.O.A.	Water Edge	Underdrain Line	Sewer Manhole	Iron Rod Found ● IRF / Pipe Found ● IPF	
New Right of Way	Ledge / Rock/Boulder / Flag Pole	Gas Line	Utility Pole	Replacement Pin Set	
New Easement	Fence CHAIN LINK / BARB WIRE / STOCKADE	Guardrail	Fire Hydrant		
New Temporary Rights	Sign / Well / Mailbox	Culvert	Curbing		
New R/W Within Existing R/W					

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

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS
COUNTY _____
RECEIVED _____, _____
at _____h_____m_____M and
recorded in Plan Bk _____, Pg._____
Attest: _____
REGISTER

LOVLEY PROPERTIES, LLC
PITA APARTMENTS, LLC
PARCEL NO. (1)
DRAINAGE EASE. = 815± S.F. (2)
TEMP. CONST. RIGHTS = 203± S.F. (2)
TOTAL AREA = 38± AC. (TOWN)

LOVLEY PROPERTIES, LLC
PARCEL NO. (2)
TEMP. CONST. RIGHTS = 188± S.F. (1)
TOTAL AREA = 2.06± AC. (TOWN)

MAINE 2000 CENTRAL ZONE (1301)
COMBINED FACTOR: 0.99997152
GRID

LOVLEY PROPERTIES, LLC
PITA APARTMENTS, LLC
PARCEL NO. (1)
DRAINAGE EASE. = 815± S.F. (2)
TEMP. CONST. RIGHTS = 203± S.F. (2)
TOTAL AREA = 38± AC. (TOWN)

OUTLET DRAINAGE STRUCTURE
STA. 104+95 TO STA. 105+50 LT.

INLET DRAINAGE STRUCTURE
STA. 106+40 TO STA. 106+65 LT.

FIREWORKS STORE

S.H.C. FILE NO. 13-83

TO PALMYRA

BEGIN B.L.
STA. 100+50

S77°20'12.3"E
1,508.91'

100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00

S.H. "25" / U.S. ROUTE 2 / MAIN STREET

TO NEWPORT MOTORSPORTS

LOVELYS MOTEL

BURGER KING

30' WIDE ACCESS EASEMENT
S.C.R.D. BOOK 2698, PAGE 96 AMENDED IN BOOK 6098, PAGE 227
S.C.R.D. BOOK 2698, PAGE 101

EXISTING CULVERT EASE.
STA. 446+00
S.H.C. FILE NO. 13-83, SHEET 11, 1956

OUTLET DRAINAGE STRUCTURE
STA. 106+40 TO STA. 107+50 RT.

LOVLEY'S MOTEL, INC.
PARCEL NO. (3)
DRAINAGE EASE. = 639± S.F. (1)
TEMP. CONST. RIGHTS = 262± S.F. (1)
TOTAL AREA = 8.23± AC. (TOWN)

1999 AMENDMENT TO SUBDIVISION PLAN
SHOWING 1988 STATUS OF
LOVLEY'S MOTEL, INC. AND LOVLEY'S INVESTMENTS, INC.
BY SHYKA, SHEPPARD & GARSTER
DATED APRIL 15, 2000
S.C.R.D. PLAN FILE 2000, PAGE 49

EXISTING RIGHT OF WAY REFERENCES

MAINE STATE HIGHWAY COMMISSION
S.H.C. FILE NO. 13-83, JANUARY 1956

MAINE STATE HIGHWAY COMMISSION
S.H.C. FILE NO. 10-107, JANUARY 1956

MAINE STATE HIGHWAY COMMISSION
S.H.C. FILE NO. 10-128, JUNE 1962

MAINE STATE HIGHWAY COMMISSION
S.H.C. FILE NO. 10-182, AUGUST 1969

MAINE DEPARTMENT OF TRANSPORTATION
D.O.T. FILE NO. 10-322, AUGUST 1988

WIN 023689.00

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	C.D.P.	D.H.
FINAL RIGHT OF WAY	C.D.P.	D.G.
AREAS	C.D.P.	K.D.M.

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

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

BRUCE A. VAN NOTE
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE HIGHWAY "25"
U.S. ROUTE 2 / MAIN ST.
PALMYRA SOMERSET COUNTY
FEDERAL AID PROJECT NO. 2368900

OCTOBER 2024	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 13-412
SCALE 1" = 25'	SHEET 1 OF 6	

SHEET NUMBER
149
OF 154

PLAN LEGEND

Town, County, State		New R/W Along Existing R/W			Existing	Proposed	
Approx. Property Lines P.L.		Building	Clearing Limit Line	Sanitary Sewer			Traveled Way
Existing Right of Way		Trees Conifer	Deciduous	Telephone Line			Ditch
Limits of Wrought Portion L.O.W.P.		Tree Line	Bush Line	Electric Line			Catch Basin
Control Of Access C.O.A.		Water Edge		Water Line			Manhole
New Right of Way		Ledge	Rock/Boulder Flag Pole	Underdrain Line			Sewer Manhole
New Easement		Fence CHAIN LINK	BARB WIRE STOCKADE	Gas Line			Utility Pole
New Temporary Rights		Sign	Well WELL Mailbox	Guardrail			Fire Hydrant
New R/W Within Existing R/W				Culvert			Curbing

Cut Line	Fill Line		
Stonewall	Retaining Wall		
Baseline 10+00 11+00 12+00			
Monument	Traverse Point		
Iron Rod Found IRF	Pipe Found IPF		
Replacement Pin Set			

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

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h _____m _____M and
recorded in Plan Bk _____, Pg. _____
Attest: _____
REGISTER

NOTE: DECLARATION OF ENVIRONMENTAL COVENANT DATED JUNE 28, 2023 AND RECORDED IN P.C.R.D. IN BOOK 16879, PAGE 169 IN FAVOR OF AND ENFORCEABLE BY THE STATE OF MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION AND MANAGED BY A DEP APPROVED ENVIRONMENTAL MEDIA MANAGAMENT PLAN.

LAUNDROMAT
RESTAURANT
DRAGON SEA REST
SIGN
BANDO
TRIANGLE PLAZA MET AL CPP
CHERRY PLUMP
PIZZA HUT
TEMP. CONST. LIMIT
239± S.F.
PIZZA HUT
CULVERT REMOVED
8" IRON CAPPED END
8" SDR 35 COULD NOT LIFT COVER NSD HAD TAPE MEASURE DEPTH OF 5'
8" SDR 35
8" CAPPED END
30' WIDE WATER LINE EASEMENT
SHOPPING MALL DOUBLE POSTED SIGN
16± S.F.
CONST. LIMIT
POSSIBLE 18IN CMP
CB#5
CB#6
CB#2
CB#3
CB#4
CB#1
CB#7
CB#8
CB#9
CB#10
CB#11
CB#12
CB#13
CB#14
CB#15
CB#16
CB#17
CB#18
CB#19
CB#20
CB#21
CB#22
CB#23
CB#24
CB#25
CB#26
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CB#28
CB#29
CB#30
CB#31
CB#32
CB#33
CB#34
CB#35
CB#36
CB#37
CB#38
CB#39
CB#40
CB#41
CB#42
CB#43
CB#44
CB#45
CB#46

PLAN LEGEND

Town, County, State		New R/W Along Existing R/W		Sanitary Sewer		Traveled Way	
Approx. Property Lines P.L.		Building	Clearing Limit Line	Telephone Line		Ditch	
Existing Right of Way		Trees Conifer	Deciduous	Electric Line		Catch Basin	
Limits of Wrought Portion L.O.W.P.		Tree Line	Bush Line	Water Line		Manhole	
Control Of Access C.O.A.		Water Edge		Underdrain Line		Sewer Manhole	
New Right of Way		Ledge	Rock/Boulder Flag Pole	Gas Line		Utility Pole	
New Easement		Fence CHAIN LINK	BARB WIRE STOCKADE	Guardrail		Fire Hydrant	
New Temporary Rights		Sign	Well WELL Mailbox	Culvert		Curbing	
New R/W Within Existing R/W							

Existing	Proposed

Cut Line		Fill Line	
Stonewall		Retaining Wall	
Baseline	10+00	11+00	12+00
Monument		Traverse Point	
Iron Rod Found IRF		Pipe Found IPF	
Replacement Pin Set			

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

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h _____m _____M and
recorded in Plan Bk _____, Pg. _____
Attest: _____
REGISTER

NOTE: DECLARATION OF ENVIRONMENTAL COVENANT DATED JUNE 28, 2023 AND RECORDED IN P.C.R.D. IN BOOK 16879, PAGE 169 IN FAVOR OF AND ENFORCEABLE BY THE STATE OF MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION AND MANAGED BY A DEP APPROVED ENVIRONMENTAL MEDIA MANAGAMENT PLAN.

EXISTING RIGHT OF WAY REFERENCES

MAINE STATE HIGHWAY COMMISSION
S.H.C. FILE NO. 13-83, JANUARY 1956

MAINE STATE HIGHWAY COMMISSION
S.H.C. FILE NO. 10-107, JANUARY 1956

MAINE STATE HIGHWAY COMMISSION
S.H.C. FILE NO. 10-128, JUNE 1962

MAINE STATE HIGHWAY COMMISSION
S.H.C. FILE NO. 10-182, AUGUST 1969

MAINE DEPARTMENT OF TRANSPORTATION
D.O.T. FILE NO. 10-322, AUGUST 1988

AUTOMOBILE DEALERSHIP

DARLING'S
PARCEL NO. (7)
TEMP. CONST. RIGHTS = 930± S.F. (2)
TOTAL AREA =1.63± AC. (TOWN)
AMENDED SUBDIVISION PLAN OF TRIANGLE SUBDIVISION BY SALSBURY INC. DATED JUNE 13, 2023 P.C.R.D. PLAN FILE 2023, PAGE 61

CONTROLLED ACCESS LIMIT
CONTROLLED ACCESS LIMIT LINE
ALONG R/W LINE
R/W LINE
CONTROLLED ACCESS LIMIT LINE NOT ON R/W LINE
NO ACCESS WILL BE PERMITTED TO OR FROM STATE HIGHWAY "25" & "37" AND ADJOINING PROPERTIES WITHIN BOUNDARIES DEFINED BY CONTROLLED ACCESS LIMIT LINES

HANNAFORD BROS. CO., LLC
PARCEL NO. (9)
LAND TAKEN = 0.22± AC.
TEMP. CONST. RIGHTS = 0.07± AC. (2)
TOTAL AREA = 5.45± AC. (2) (TOWN)
REM. AREA = 5.23± AC.

SOUTHBOUND #1
CURVE DATA
PI = 405+61.93
D = 5°43'46.5"
Δ = 14°23'41.3"
R = 1000.00'
L = 251.24'
T = 126.28'
E = 7.81'

EASTBOUND CURVE DATA #2
PI = 116+55.09
D = 11°35'11.8"
Δ = 9°35'54.2" Lt.
R = 494.50'
L = 82.84'
T = 41.52'
E = 1.74'

STA. 118+70.45 =
STA. 204+64.49 =
STA. 305+80.93 =
STA. 406+86.89

PT 116+96.41
N487505.7644
E1598669.4458

MAINE DOT COMBINED FACTOR 0.99997752 (2011)
GRID
P.I.
FLUSH

50' R/W TO OTHERS

APPROX. LOC. 30' WIDE WATER LINE EASE.
NEWPORT WATER DISTRICT BOOK 7799, PAGE 203
APPROX. LOC. 30' WIDE WATER LINE EASE.
NEWPORT WATER DISTRICT BOOK 7833, PAGE 164
BEGIN EXISTING C.O.A. SEE S.H.C. NO. 10-182
N487565.6363 E1598652.2799
TEMP. CONST. LIMIT
S.H.C. FILE NO. 10-128, 1952
C.O.A. RELOCATED
WATER LINE EASE.
0.22± AC.
211±'
358'± (TOTAL)
111±'
173'± S.F.
808± S.F.
T.C.L.
55'±
82.84'
54.66'
1708.91'
S80°43'59.5"E
174.04'
219.43'
S.H. "25" / U.S. ROUTE 2 / MAIN STREET
S.H. "37" / ROUTE 11/100 / MOOSEHEAD TRAIL
S.H. "221" / MAIN ST.
KEEP RIGHT
MOOSEHEAD TRAIL
SKOWHEGAN ST.
DECLINATOR GREEN
TRAFFIC LIGHT WITH AMBER FLASHER
END B.L.
N487822.9729E
N487468.9999 E1598626.0866
N487513.9498 E1598424.8593
BEGIN EXISTING C.O.A.
EASTBOUND CURVE DATA #3
PI = 115+86.26
D = 11°20'44.5"
Δ = 6°12'06.9" Rt.
R = 505.00
L = 54.66'
T = 27.36'
E = 0.74'
PC 115+58.91
COSTAIN FAMILY LLC
PARCEL NO. (8)
TEMP. CONST. RIGHTS = 0.05± AC. (1)
TOTAL AREA = 0.48± AC. (TOWN)
NORTHBOUND CURVE DATA #3
PI = 304+00.30
D = 39°36'16.4"
Δ = 28°33'35.0" Lt.
R = 170.50'
L = 84.99'
T = 43.40'
E = 8.44'
PRC 116+13.57
N487525.8748 E1598589.1832
N487540.7019 E1598536.6017
N487399.7156 E1598475.9684
N487369.7196 E1598461.4083
N487318.1390 E1598693.1297
N487253.6023 E1598633.2254
PT 51+73.40 E1598652.2299
N487254.6028 E1598652.2299
N487254.6028 E1598633.2254
N487253.6023 E1598633.2254
N487253.6023

PLAN LEGEND

		Existing	Proposed
Town, County, State	New R/W Along Existing R/W	Sanitary Sewer	
Approx. Property Lines P.L.	Building / Clearing Limit Line	Telephone Line	
Existing Right of Way	Trees Conifer / Deciduous	Electric Line	
Limits of Wrought Portion L.O.W.P.	Tree Line / Bush Line	Water Line	
Control Of Access C.O.A.	Water Edge	Underdrain Line	
New Right of Way	Ledge / Rock/Boulder / Flag Pole	Gas Line	
New Easement	Fence CHAIN LINK / BARB WIRE / STOCKADE	Guardrail	
New Temporary Rights	Sign / Well / Mailbox	Culvert	
New R/W Within Existing R/W			

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

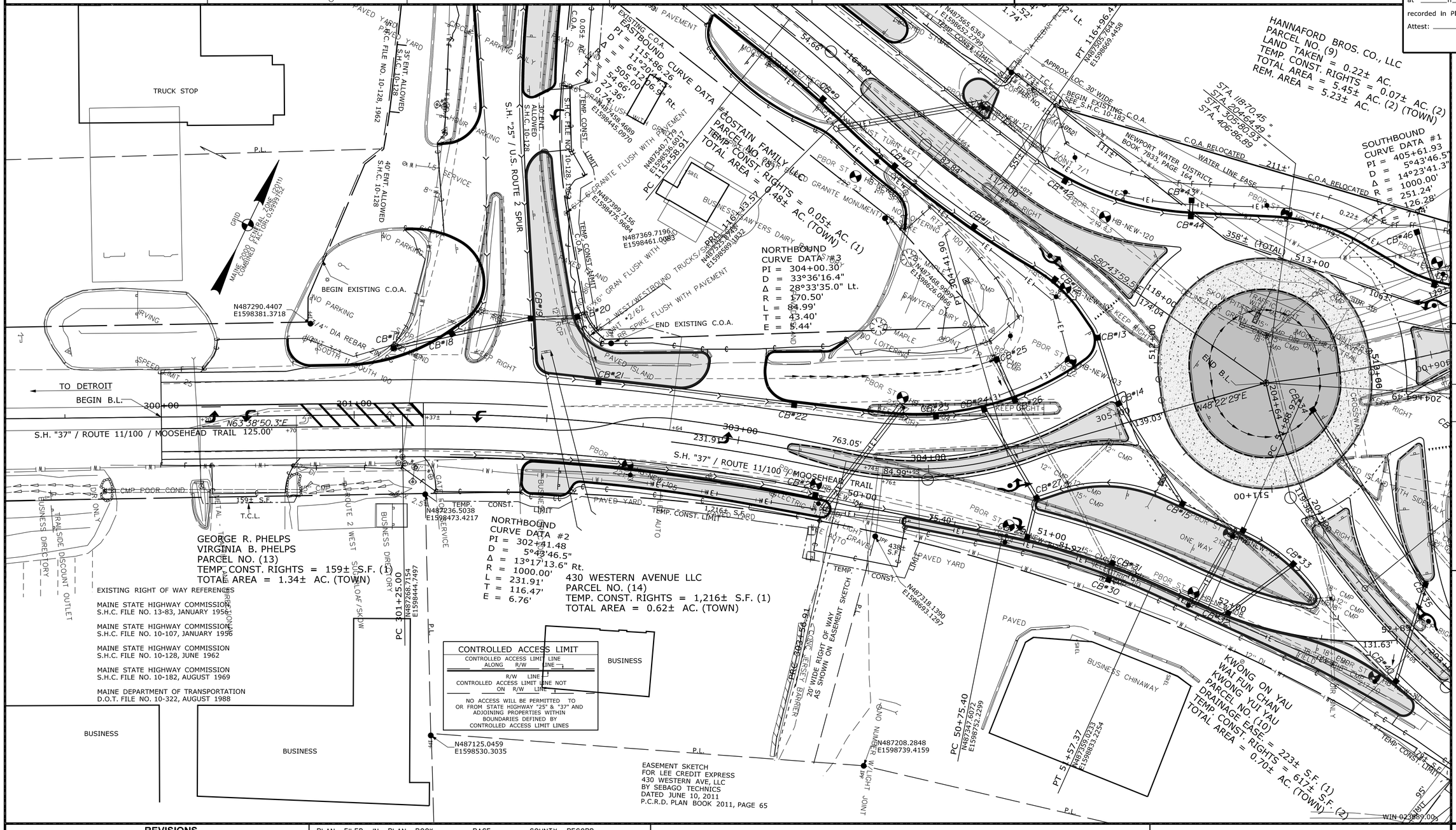
Cut Line / Fill Line
Stonewall / Retaining Wall
Baseline 10+00 11+00 12+00
Monument / Traverse Point
Iron Rod Found ● IRF / Pipe Found ● IPF
Replacement Pin Set ◎

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

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h _____m _____M and
recorded in Plan Bk _____, Pg. _____
Attest: _____
REGISTER


TRUCK STOP
P.L.
GRID
MAINE ZONE CENTRAL (2011)
COMBINED FACTOR: 0.99997142
N487290.4407
E1598381.3718
BEGIN EXISTING C.O.A.
NO PARKING
NO LOITERING
RV PARKING
SPEED LIMIT 25
TO DETROIT
BEGIN B.L.
300+00
301+00
303+00
304+00
305+00
S.H. "37" / ROUTE 11/100 / MOOSEHEAD TRAIL 125.00'
N63°38'50.3"E
763.05'
231.91'
84.99'
139.03'
S.H. "25" / U.S. ROUTE 2 SPUR
S.H. "25" / U.S. ROUTE 2 WEST
S.H.C. FILE NO. 10-128 1962
35' ENT. ALLOWED S.H.C. 10-128
40' ENT. ALLOWED S.H.C. 10-128
20' ENT. ALLOWED S.H.C. 10-128
EXISTING C.O.A.
EASTBOUND CURVE DATA #1
PI = 115+86.26
Δ = 6°12'04.4"
D = 11°20'46.5"
R = 505.00'
T = 27.36'
L = 54.66'
E = 0.74'
PC 115+58.91
PT 116+96.42
116+90
54.66'
0.05± AC. (1)
TEMP. CONST. LIMIT
GRANITE FLUSH WITH PAVEMENT
N487540.1779
E1598536.1917
N487399.7156
E1598475.9694
N487369.7196
E1598461.0083
N487245.9748
E1598391.1832
N487236.5038
E1598473.4217
N487268.7154
E1598441.7497
PC 301+25.00
P.L.
CB#18
CB#19
CB#20
CB#21
CB#22
CB#23
CB#24
CB#25
CB#26
CB#27
CB#28
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CB#31
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CB#34
CB#35
CB#36
CB#37
CB#38
CB#39
CB#40
CB#41
CB#42
CB#43
CB#44
CB#45
CB#46
HB-NEW-120
HB-NEW-121
HB-NEW-122
HB-NEW-123
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HB-NEW-155
HB-NEW-156
HB-NEW-157
HB-NEW-158
HB-NEW-159

Date: $date$
Username: $user$
Division: $wkgroup$
Filename: $file$

PLAN LEGEND

Town, County, State		New R/W Along Existing R/W		Sanitary Sewer		Traveled Way	
Approx. Property Lines	P.L.	Building	Clearing Limit Line	Telephone Line		Ditch	
Existing Right of Way		Trees Conifer	Deciduous	Electric Line		Catch Basin	
Limits of Wrought Portion	L.O.W.P.	Tree Line	Bush Line	Water Line		Manhole	
Control Of Access	C.O.A.	Water Edge		Underdrain Line		Sewer Manhole	
New Right of Way		Ledge	Rock/Boulder	Gas Line		Utility Pole	
New Easement		Fence CHAIN LINK	BARB WIRE	Guardrail		Fire Hydrant	
New Temporary Rights		Sign	Well	Culvert		Curbing	
New R/W Within Existing R/W			Mailbox				

Existing	Proposed

Existing	Proposed

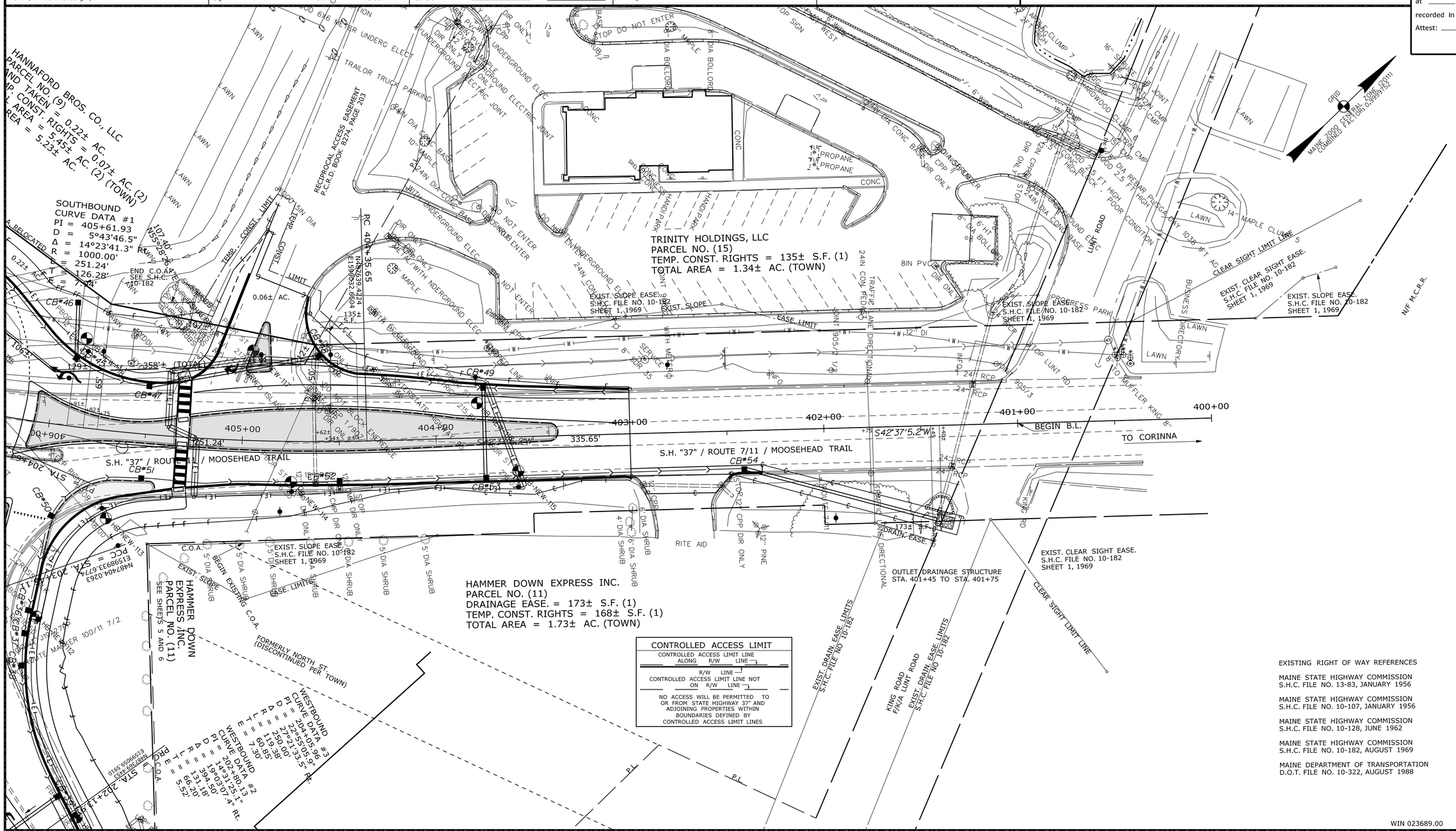
Cut Line	Fill Line
Stonewall	Retaining Wall
Baseline 10+00	11+00 12+00
Monument	Traverse Point
Iron Rod Found IRF	Pipe Found IPF
Replacement Pin Set	

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

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h _____m _____M and
recorded in Plan Bk _____, Pg. _____
Attest: _____
REGISTER



EXISTING RIGHT OF WAY REFERENCES

MAINE STATE HIGHWAY COMMISSION
S.H.C. FILE NO. 13-83, JANUARY 1956

MAINE STATE HIGHWAY COMMISSION
S.H.C. FILE NO. 10-107, JANUARY 1956

MAINE STATE HIGHWAY COMMISSION
S.H.C. FILE NO. 10-128, JUNE 1962

MAINE STATE HIGHWAY COMMISSION
S.H.C. FILE NO. 10-182, AUGUST 1969

MAINE DEPARTMENT OF TRANSPORTATION
D.O.T. FILE NO. 10-322, AUGUST 1988

WIN 023689.00

TECH CHECKED		
D.H.		
C.D.P.	D.G.	
C.D.P.	K.D.M.	
C.D.P.		

ITEM	
EXISTING CONDITION PLAN	
FINAL RIGHT OF WAY	
AREAS	

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

REVISIONS			
NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK ____ PAGE ____ COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

BRUCE A. VAN NOTE
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE HIGHWAY "37"
ROUTES 7 & 11 / MOOSEHEAD TRAIL
NEWPORT PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. 2368900

OCTOBER 2024	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 10-528
SCALE 1" = 25'	SHEET 5 OF 6	

SHEET NUMBER
153
OF 154

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W		Existing	Proposed		Existing	Proposed
Approx. Property Lines P.L.	Building	Clearing Limit Line	Sanitary Sewer		Traveled Way		
Existing Right of Way	Trees Conifer	Deciduous	Telephone Line		Ditch		
Limits of Wrought Portion L.O.W.P.	Tree Line	Bush Line	Electric Line		Catch Basin		
Control Of Access C.O.A.	Water Edge		Water Line		Manhole		
New Right of Way	Ledge	Rock/Boulder Flag Pole	Underdrain Line		Sewer Manhole		
New Easement	Fence CHAIN LINK	BARB WIRE STOCKADE	Gas Line		Utility Pole		
New Temporary Rights	Sign	Well Mailbox	Guardrail		Fire Hydrant		
New R/W Within Existing R/W			Culvert		Curbing		

Cut Line	Fill Line	
Stonewall	Retaining Wall	
Baseline 10+00	11+00	12+00
Monument	Traverse Point	
Iron Rod Found IRF	Pipe Found IPF	
Replacement Pin Set		

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

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h _____m _____M and
recorded in Plan Bk _____, Pg. _____
Attest: _____
REGISTER

FORMERLY NORTH ST. (DISCONTINUED PER TOWN)

WESTBOUND CURVE DATA #3
PI = 204+05.96
D = 22°55'05.9"
Δ = 27°21'33.5" Rt.
R = 250.00'
L = 119.38'
T = 60.85'
E = 7.30'

WESTBOUND CURVE DATA #2
PI = 202+80.13
D = 14°31'25.1"
Δ = 19°03'07.4" Rt.
R = 394.50'
L = 131.18'
T = 66.20'
E = 5.52'

HAMMER DOWN EXPRESS INC.
PARCEL NO. (11)
DRAINAGE EASE. = 173± S.F. (1)
TEMP. CONST. RIGHTS = 168± S.F. (1)
TOTAL AREA = 1.73± AC. (TOWN)

MAINE 2000 CENTRAL ZONE (1801)
COMBINED FACTOR 0.99991521
GRID

CURVE DATA #2
PI = 202+80.13
D = 14°31'25.1"
Δ = 19°03'07.4" Rt.
R = 394.50'
L = 131.18'
T = 66.20'
E = 5.52'

COUNTY PLAZA HOLDINGS, LLC
PARCEL NO. (16)
CONST. & MAINT. EASE. = 178± S.F. (1)
TOTAL AREA = 1.86± AC. (TOWN)

EXISTING DRAINAGE EASEMENT BOOK 15329, PAGE 303 10/22/2019

CONST. & MAINT. EASE. (SIGNAGE)
178± S.F.

P.L.

PROP. C.O.A. STA. 202+13.59

BEGIN EXISTING C.O.A.

5' TALL PROPANE STORAGE FENCE ENCLOSES PROPANE TANKS

DIRECTORY

ON 18" DIA CONC PEDESTAL

WATER NO VIS. PIPES

EXIT

ENTER

JOINT 24/16

JOINT 27/25

JOINT 27/26

12IN CPP

18IN CPP

DIR ONLY

T.C.L. 168± S.F.

CURB CUT AID WIDE

NO PARKING

PAVED

S.H. "221" / U.S. ROUTE 2 / ROUTES 7 & 100 / MAIN ST.

BEGIN B.L. STA. 196+50

196+39

197+00

198+00

199+00

200+00

201+00

202+00

109.89'

N72°14'41.4"W

349.99'

N70°30'29.4"W

TO NEWPORT

CROSSWALK

PEDESTRIAN CROSSING

SPEED LIMIT 25

12" MAPLE

27" OAK

2' DIA BUSH

NO THRU TRAFFIC

12" CMP

CB#41

12" DI

N487286.3516
E1599271.5015
1" OAK

PROGRESS PARK

NEWPORT FARMERS ARTISANS MARKET

LAWN

KEYBANK

3' DIA SHRUB

BARK MULCH

FOR PARCEL 15 SEE SHEET 5
FOR PARCELS 13 AND 14 SEE SHEET 4

APPROXIMATE 10' WIDE WATER LINE EASEMENT TO THE NEWPORT WATER DISTRICT P.C.R.D. BOOK 8555, PAGE 314

CURVE DATA #1
PI = 201+62.09
D = 11°27'33.0"
Δ = 11°55'26.7" Lt.
R = 500.00'
L = 104.05'
T = 52.22'
E = 2.72'

GOODWIN O. GILMAN
PARCEL NO. (12)
DRAINAGE EASE. = 1,336± S.F. (1)
TEMP. CONST. RIGHTS = 84± S.F. (1)
TOTAL AREA = 1.76± AC. (TOWN)

N487348.2166
E1599161.2680
PC = STA. 201+09.88

N487314.7078
E1599285.9193
PI = STA. 199+99.99

CURVE DATA #1
PI = 199+99.99
Δ = 1°44'12.0" Lt.

N487194.1731
E1599606.4506
POB = STA. 196+38.76

OUTLET DRAINAGE STRUCTURE STA. 202+20 TO STA. 202+55 LT.

WESTBOUND CURVE DATA #1
PI = 201+62.09
D = 11°27'33.0"
Δ = 11°55'26.7" Lt.
R = 500.00'
L = 104.06
T = 52.22'
E = 2.72'

EXISTING RIGHT OF WAY REFERENCES

MAINE STATE HIGHWAY COMMISSION
S.H.C. FILE NO. 13-83, JANUARY 1956

MAINE STATE HIGHWAY COMMISSION
S.H.C. FILE NO. 10-107, JANUARY 1956

MAINE STATE HIGHWAY COMMISSION
S.H.C. FILE NO. 10-128, JUNE 1962

MAINE STATE HIGHWAY COMMISSION
S.H.C. FILE NO. 10-182, AUGUST 1969

MAINE DEPARTMENT OF TRANSPORTATION
D.O.T. FILE NO. 10-322, AUGUST 1988

CONTROLLED ACCESS LIMIT
CONTROLLED ACCESS LIMIT LINE ALONG R/W LINE
CONTROLLED ACCESS LIMIT LINE NOT ON R/W LINE
NO ACCESS WILL BE PERMITTED TO OR FROM STATE HIGHWAY "221" AND ADJOINING PROPERTIES WITHIN BOUNDARIES DEFINED BY CONTROLLED ACCESS LIMIT LINES

WIN 023689.00

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	C.D.P.	D.H.
FINAL RIGHT OF WAY	C.D.P.	D.G.
AREAS	C.D.P.	K.D.M.

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

REVISIONS NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK ____ PAGE ____ COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

BRUCE A. VAN NOTE
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE HIGHWAY "221"
U.S. ROUTE 2 / ROUTES 7 & 100 / MAIN ST.
NEWPORT PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. 2368900

OCTOBER 2024	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 10-528
SCALE 1" = 25'	SHEET 6 OF 6	

SHEET NUMBER
154
OF 154

Filename: $file$ Division: $wkgroup$ Username: $user$ Date: $date$