

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



TURNER
ANDROSCOGGIN
ROUTE 4

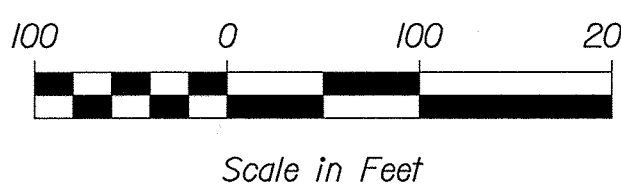
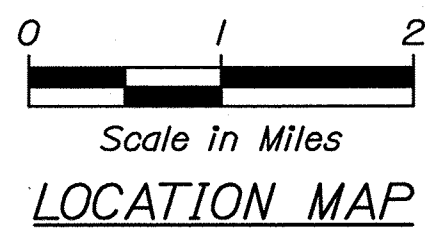
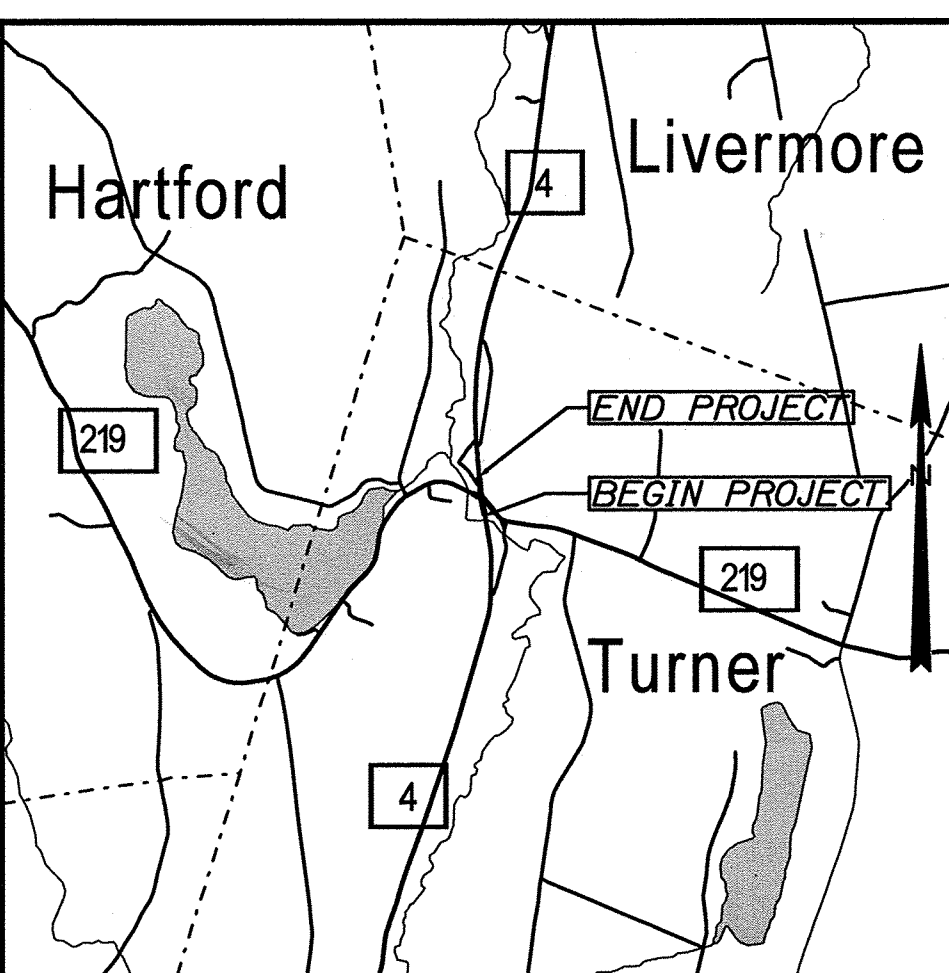
FEDERAL AID PROJECT NO. 2420100
PROJECT LENGTH: 0.25 MILES

PLAN LEGEND

Town, County, State	Catch Basins	Existing	Proposed
Property Lines	Manholes	Existing	Proposed
R/W Lines-Existing	Proposed Underdrain		
R/W Lines-Proposed	Proposed Ditch		
Culvert-Existing	Existing Ditch		
Culvert Proposed	Utility Poles	Existing	Proposed
Curbing	Fire Hydrants	Existing	Proposed
Type 1	Existing Water Line		
Type 3	Existing San. Sewer		
Type 5	Existing San. Sewer Manhole		
Outline of Bodies of Water	Guardrail-Existing		
Exposed Bedrock	Guardrail-Proposed		
Buildings	Guardrail-Cable, Other		
Trees	Centerline-Existing		
Tree Line	Centerline-Proposed		
Clearing Limit Line	Travelway-Existing		
Railroad	Travelway-Proposed		
Boring	Probe	P-#.X	
Pavement Core		PC-#	
Test Pit		TP-XXX-###	

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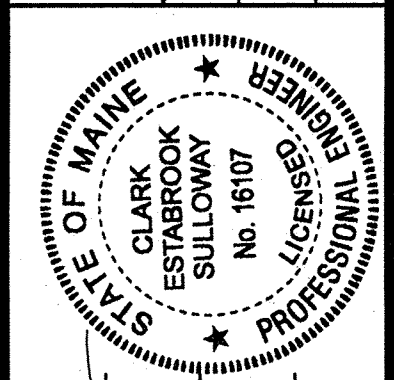
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TRAFFIC DATA	RTE. 4 BETWEEN RTE. 219	RTE. 219 SE/O RTE. 4	RTE. 219 W/O RTE. 4
Current (2024) AADT	11970	2320	1870
Future (2044) AADT	13170	2550	2060
DHV - % of AADT	10%	8%	10%
Design Hour Volume	1292	216	205
% Heavy Trucks (AADT)	12%	10%	7%
% Heavy Trucks (DHV)	5%	5%	3%
Directional Distribution (DHV)	67%	53%	52%
18-kip Equivalent P 2.0	1147	125	69
18-kip Equivalent P 2.5	1092	119	66
Design Speed (mph)	45	35	45
Corridor Priority	1	3	3

PROJECT LOCATION:	LOCATED AT THE INTERSECTION OF ROUTE 4, BEAR POND ROAD, AND HOWE'S CORNER ROAD
PROGRAM AREA:	HIGHWAY PROGRAM
SCOPE OF WORK:	SAFETY IMPROVEMENTS

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>		5-24-24
CHIEF ENGINEER: <i>[Signature]</i>		5-23-2024



SIGNATURE	P.E. NUMBER	DATE
<i>[Signature]</i>	16107	2-27-24

PROJECT INFORMATION	PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
HIGHWAY PROGRAM	RHODE MOUTON	CLARK SULLOWAY					

TURNER ROUTE 4 TITLE SHEET

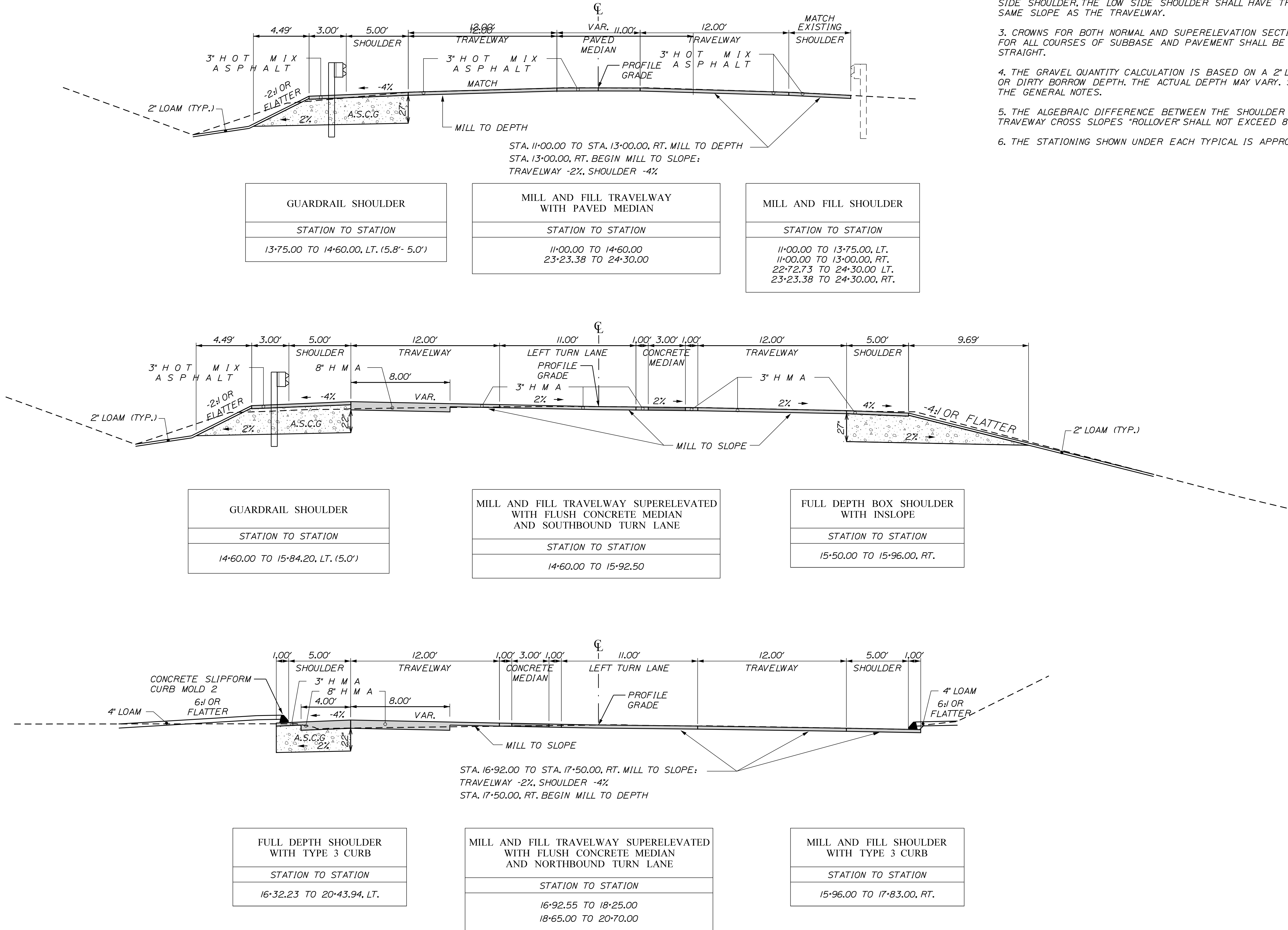
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WIN 24201.00 FEDERAL AID PROJECT NO. 2420100

ROUTE 4

NOTE:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE GRAVEL QUANTITY CALCULATION IS BASED ON A 2" LOAM OR DIRTY BORROW DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.
5. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVEWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.



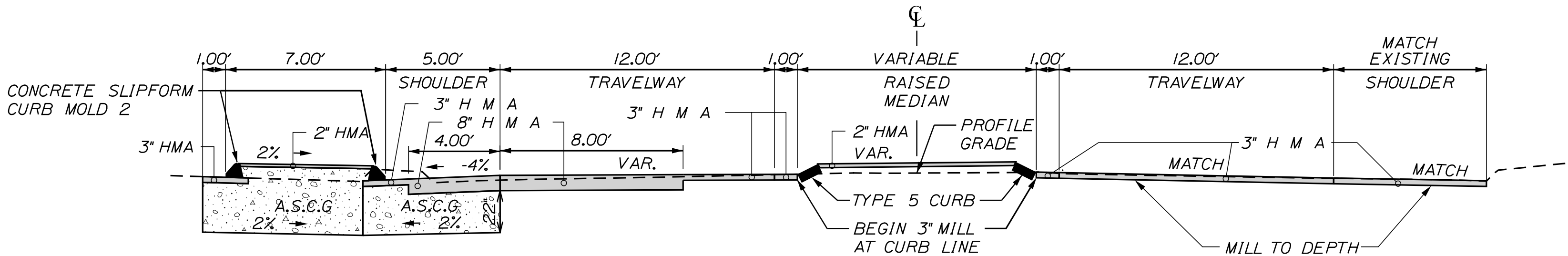
STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
2420100	
WIN	
24201.00	
HIGHWAY PLANS	

PROJ. MANAGER	R. MOUTON	BY	DATE
CHECKED-REVIEWED	C. SULLOWAY		
DESIGN-DETAILED			
DESIGN-REVIEWED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TURNER	
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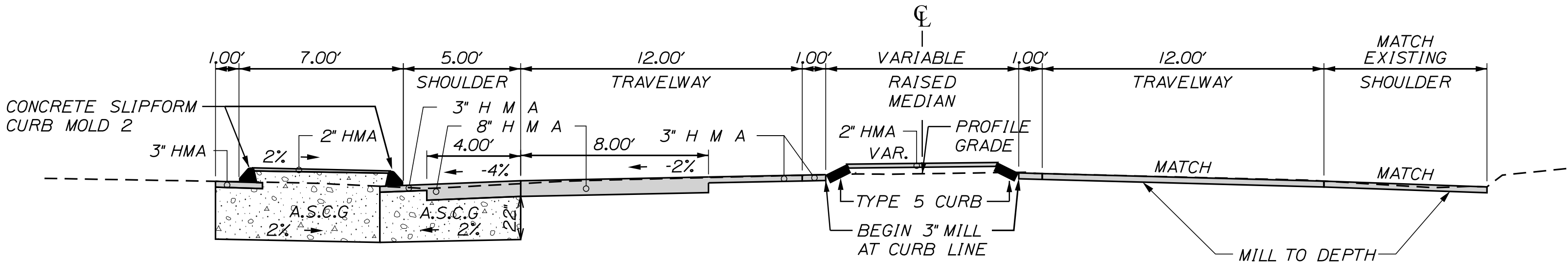
ROUTE 4 CONTINUED



FULL DEPTH SHOULDER WITH ISLAND AND ENTRANCE LIP
STATION TO STATION
21+40.00 TO 22+00.00

MILL AND FILL TRAVELWAY SUPERELEVATED WITH RAISED MEDIAN
STATION TO STATION
21+52.00 TO 22+00.00

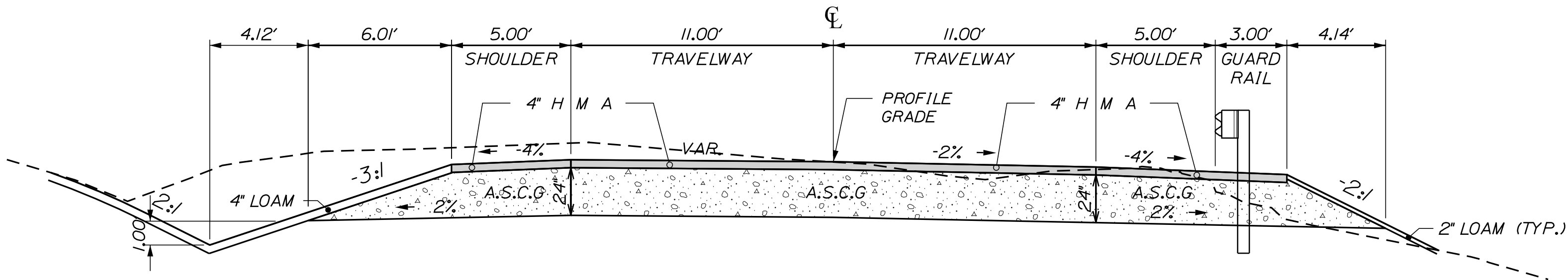
MILL AND FILL SHOULDER
STATION TO STATION
17+83.00 TO 22+00.00, RT.



FULL DEPTH SHOULDER WITH ISLAND AND ENTRANCE LIP
STATION TO STATION
22+00.00 TO 22+72.73

MILL AND FILL TRAVELWAY NORMAL WITH RAISED MEDIAN
STATION TO STATION
22+00.00 TO 23+23.38

ROUTE 219 (EAST AND WEST)



DITCH SHOULDER
STATION TO STATION
200+73.04 TO 201+31.00, LT. 202+74.50 TO 205+00.00, LT. 302+07.63 TO 302+50.00, RT. 302+25.54 TO 302+50.00, LT.

FULL CONSTRUCTION TRAVELWAY SUPERELEVATED
STATION TO STATION
202+37.98 TO 205+00.00 301+75.00 TO 302+50.00

GUARDRAIL SHOULDER
STATION TO STATION
200+50.00 TO 201+67.45, RT. 202+70.00 TO 204+65.03, RT.

NOTE:

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3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE GRAVEL QUANTITY CALCULATION IS BASED ON A 2" LOAM OR DIRTY BORROW DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.
5. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVEWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.

SUPERELEVATION, ROUTE 4				
LT SHOULDER	LT TW	STATION	RT TW	RT SHOULDER
MATCH	MATCH	11+00.00	MATCH	MATCH
-	-	-	-	-
-	-	12+50.00	MATCH	MATCH
-	-	13+00.00	-2.00%	-4.00%
MATCH	MATCH	14+00.00	-	-
-4.00%	-2.00%	14+25.00	-	-
-	-	-	-	-
-4.00%	2.00%	15+50.00	-	-
-	-	-	-	-
-	-	17+00.00	-2.00%	-4.00%
-	-	17+50.00	MATCH	MATCH
-	-	-	-	-
-4.00%	2.00%	20+75.00	-	-
-	-	-	-	-
-4.00%	-2.00%	22+00.00	-	-
-	-	-	-	-
-4.00%	-2.00%	23+90.00	-	-
MATCH	MATCH	24+30.00	MATCH	MATCH

SUPERELEVATION, ROUTE 219 (EAST)				
LT SHOULDER	LT TW	STATION	RT TW	RT SHOULDER
-4.00%	2.00%	201+00.00	-2.00%	-3.91%
-4.00%	2.00%	201+50.00	-2.00%	-4.00%
-4.00%	2.00%	202+00.00	-2.00%	-4.00%
-4.00%	2.00%	202+50.00	-2.00%	-4.00%
-4.00%	2.00%	202+75.00	-2.00%	-4.00%
-4.00%	0.80%	203+00.00	-2.00%	-4.00%
-4.00%	-1.70%	203+50.00	-2.00%	-4.00%
-4.20%	-4.20%	204+00.00	-2.00%	-4.00%
-6.70%	-6.70%	204+50.00	-2.00%	-4.00%
-9.10%	-9.10%	205+00.00	-2.00%	-4.00%
MATCH	MATCH	205+50.00	MATCH	MATCH

SUPERELEVATION, ROUTE 219 (WEST)				
LT SHOULDER	LT TW	STATION	RT TW	RT SHOULDER
-4.00%	0.00%	301+00.00	-0.60%	-4.00%
-4.00%	1.00%	301+50.00	-2.00%	-4.00%
-4.00%	1.00%	302+00.00	-2.00%	-4.00%
-4.00%	-1.00%	302+50.00	-2.00%	-4.00%
MATCH	MATCH	303+00.00	MATCH	MATCH

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2420100

WIN
24201.00

HIGHWAY PLANS

TURNER
ROUTE 4

TYPICAL SECTIONS

SHEET NUMBER

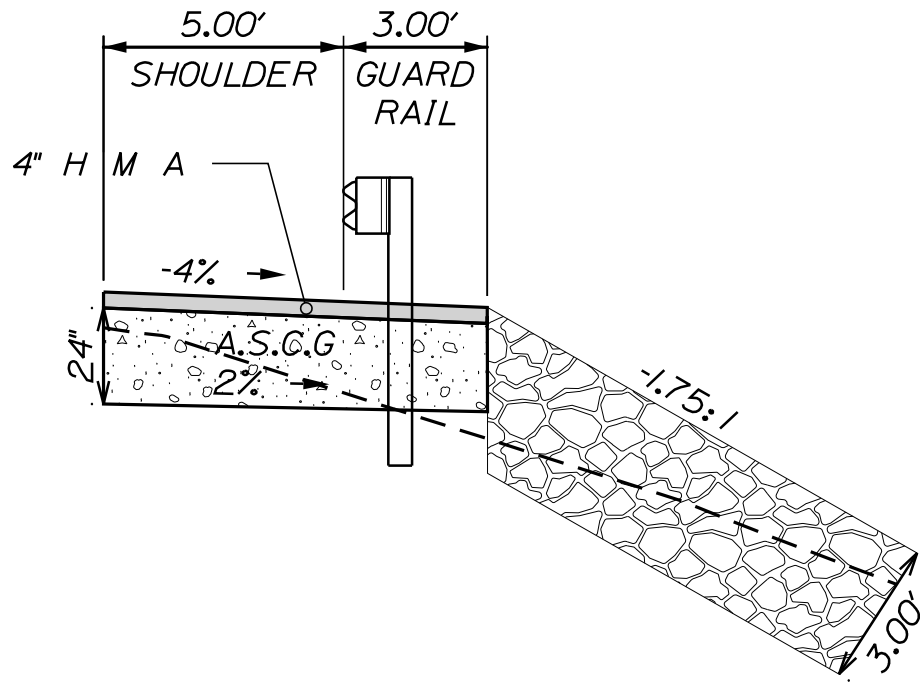
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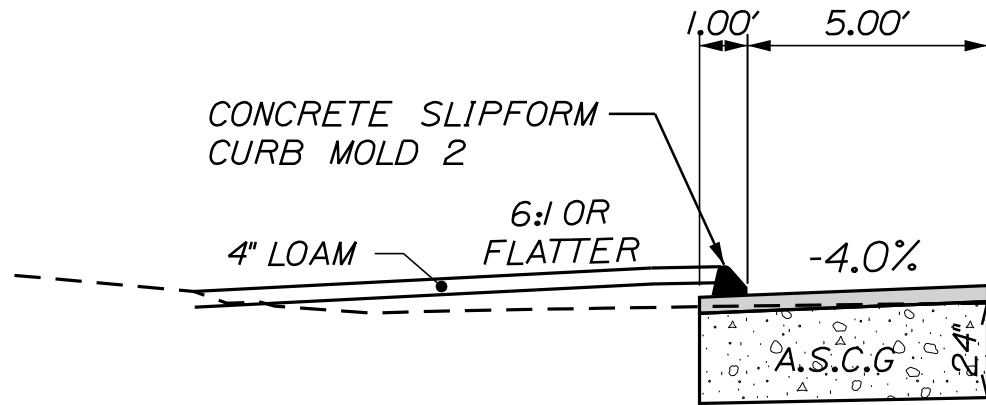
ROUTE 219 (EAST AND WEST) CONTINUED

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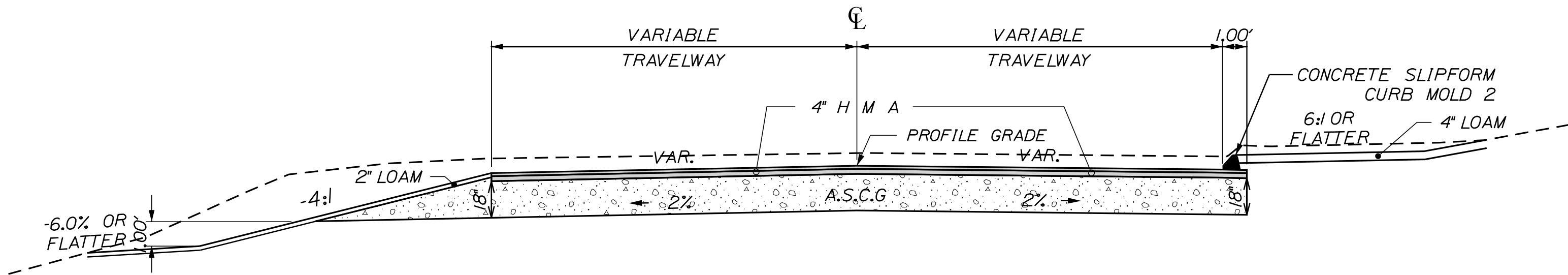


GUARDRAIL RIPRAP SHOULDER
STATION TO STATION
201+67.45, TO 202+70.00, RT.

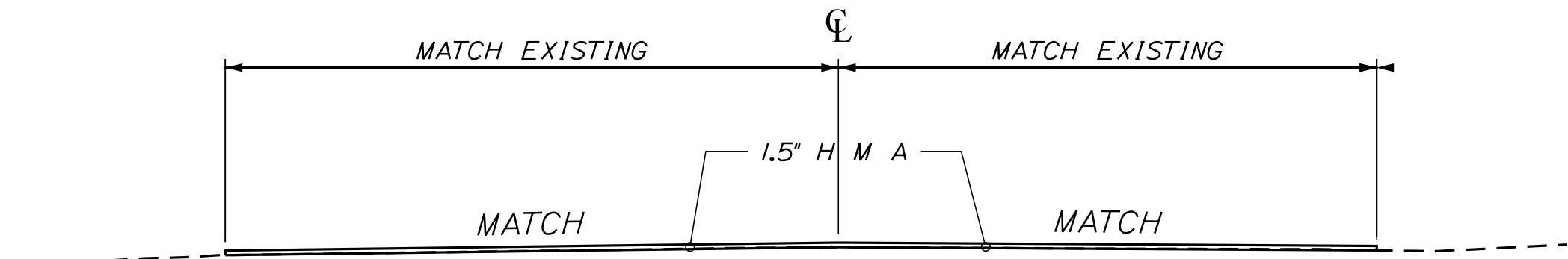


CURBED SHOULDER
STATION TO STATION
300+50.00 TO 301+80.62, RT. 300+50.00 TO 302+00.47, LT.

OLD ROUTE 219



FULL CONSTRUCTION TRAVELWAY
STATION TO STATION
400+16.54 TO 401+50.00 CUL DE SAC AREA TO FOLLOW SAME DEPTHS



1.5" OVERLAY
STATION TO STATION
401+50.00 TO 402+20.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2420100
WIN
24201.00
HIGHWAY PLANS

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	R. MOUTON	BY	DATE
DESIGN-DETAILED	DESIGN-DETAILED	DESIGN-DETAILED	DESIGN-DETAILED	DESIGN-DETAILED	DESIGN-DETAILED
REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	REVISIONS 5	REVISIONS 6
FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES
SIGNATURE	P.E. NUMBER	DATE			

TURNER ROUTE 4
TYPICAL SECTIONS

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ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.11	CLEARING	1	AC
201.23	REMOVING SINGLE TREE TOP ONLY	3	EA
201.24	REMOVING STUMP	4	EA
202.15	REMOVING MANHOLE OR CATCH BASIN	5	EA
202.202	REMOVING PAVEMENT SURFACE	6,200	SY
202.203	PAVEMENT BUTT JOINTS	30	SY
203.20	COMMON EXCAVATION	3,850	CY
203.24	COMMON BORROW	4,950	CY
304.10	AGGREGATE SUBBASE COURSE – GRAVEL	3,670	CY
403.2081	HOT MIX ASPHALT 12.5 MM SURFACE (POLYMER MODIFIED)	1,020	T
403.209	HOT MIX ASPHALT 9.5 MM (INCIDENTALS)	125	T
403.2131	HOT MIX ASPHALT 12.5 MM BASE (POLYMER MODIFIED)	1,425	T
409.15	BITUMINOUS TACK COAT–APPLIED	680	GAL
502.341	STRUCTURAL CONCRETE ROADWAY MEDIAN	16	CY
603.159	12 INCH CULVERT PIPE OPTION III	10	LF
603.16	15 INCH CULVERT PIPE OPTION I	44	LF
603.179	18 INCH CULVERT PIPE OPTION III	102	LF
603.195	24 INCH RCP CLASS III	104	LF
603.199	24 INCH CULVERT PIPE OPTION III	48	LF
604.092	CATCH BASIN TYPE B1–C	4.375	EA
604.16	ALTER CATCH BASIN TO MANHOLE	2	EA
604.18	ADJUST MANHOLE OR CB TO GRADE	8	EA
604.182	CLEAN EXISTING CATCH BASIN AND MANHOLE	3	EA
604.247	CATCH BASIN TYPE F5–C	1	EA
605.09	6 INCH UNDERDRAIN TYPE B	980	LF
605.13	18 INCH UNDERDRAIN TYPE C	420	LF
606.1301	31 INCH W BEAM GUARDRAIL – MID–WAY SPLICE	632	LF
606.1303	31 INCH W BEAM GUARDRAIL – MID–WAY SPLICE 15' RADIUS AND LESS	50	LF
606.1304	31 INCH W BEAM GUARDRAIL – MID–WAY SPLICE OVER 15' RADIUS	69	LF
606.265	TERM END–SGL RAIL–GALV STEEL	2	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	4	EA
606.356	UNDERDRAIN DELINEATOR POST	11	EA
606.47	SINGLE WOOD POST	4	EA
609.21	CONCRETE SLIPFORM CURB	1,170	LF
609.219	CONCRETE SLIPFORM CURB – TERMINAL END	85	LF
609.34	CURB TYPE 5	225	LF
609.35	CURB TYPE 5 – CIRCULAR	30	LF
610.08	PLAIN RIPRAP	630	CY
610.18	STONE DITCH PROTECTION	50	CY
613.319	EROSION CONTROL BLANKET	265	SY
615.07	LOAM	500	CY
618.13	SEEDING METHOD NUMBER 1	40	UN
618.14	SEEDING METHOD NUMBER 2	60	UN
619.12	MULCH	100	UN
620.58	EROSION CONTROL GEOTEXTILE	155	SY
626.11	PRECAST CONCRETE JUNCTION BOX	2	EA
626.21	METALLIC CONDUIT	50	LF
626.221	NON–METALLIC CONDUIT, CONCRETE ENCASED	1,250	LF
626.251	NON–MET UNDER PAVE COND (SCHED 80 PLUS)	340	LF
626.43	30" DIAMETER FOUNDATION	104	LF
627.733	4" WHITE OR YELLOW PAVEMENT MARKING LINE	7,600	LF
627.75	WHITE OR YELLOW PAVEMENT AND CURB MARKING	430	SF
627.78	TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	15,500	LF
629.05	HAND LABOR, STRAIGHT TIME	10	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	10	HR
631.172	TRUCK – LARGE (INLCUDING OPERATOR)	20	HR

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
631.18	CHAIN SAW RENTAL (INCLUDING OPERATOR)	10	HR
631.20	STUMP CHIPPER (INCLUDING OPERATOR)	10	HR
631.32	CULVERT CLEANER (INC OPERATOR)	10	HR
634.2041	LUMINAIRES	13	EA
634.210	CONVENTIONAL LIGHT STANDARD	13	EA
634.25	SERV POLE COMP W/ CABINET & CONTR	1	EA
634.315	#8 AWG COPPER WIRE	4,800	LF
634.3161	#12 AWG COPPER WIRING	1,400	LF
639.18	FIELD OFFICE TYPE A	1	EA
643.61	FLASHING BEACON MODIFICATION (REMOVE FLASHING BEACON)	1	LS
645.106	DEMOUNT REG., CONF. AND RTE. MARKER ASSEMBLY SIGNS	16	EA
645.116	REINSTALL REG., CONF. AND RTE. MARKER ASSEMBLY SIGNS	16	EA
645.291	ROADSIDE GUIDE SIGNS, TYPE II	90	SF
645.292	REG., WARN., CONF. AND RTE. SIGNS, TYPE II	205	SF
652.33	DRUM	50	EA
652.34	CONE	75	EA
652.35	CONSTRUCTION SIGNS	470	SF
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	250	CD
652.38	FLAGGER	10,000	HR
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	2	EA
656.75	TEMPORARY SOIL EROSION AND POLLUTION CONTROL	1	LS
658.20	ACRYLIC LATEX FINISH GREEN	170	SY
659.10	MOBILIZATION	1	LS

EARTHWORK SUMMARY			
COMMON EXCAVATION FOR ESTIMATE			
COMMON EXCAVATION (FROM MODEL OR PLANS)		3758.9	
GRUBBING IN FILL		41.3	
PAVEMENT SALVAGE IN FILL		0	
TOTAL COMMON EXCAVATION		3800.2	
FILL FOR BORROW CALCULATIONS			
COMMON FILL (FROM MODEL OR PLANS)		7847.2	
GRUBBING IN FILL		41.3	
PAVEMENT SALVAGE IN FILL		0	
TOTAL FILL		7888.5	
ROCK EXCAVATION FOR ESTIMATE			
ROCK EXCAVATION (FROM CROSS SECTIONS)		0	
ROCK EXCAVATION (BOULDERS)		0	
TOTAL ROCK EXCAVATION		0	
AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS			
ALL DEDUCTIONS:			
GRUBBING IN CUT		282.4	
GRUBBING IN FILL		41.3	
DREDGE		45	
PAVEMENT SALVAGE (CUT & FILL)		912.1	
TOTAL DEDUCTIONS		1280.8	
TOTAL AVAILABLE COMMON EXCAVATION (-) TOTAL DEDUCTIONS		2519.4	
TOTAL AVAILABLE STRUCTURAL EXCAVATION (UNDERDRAIN ONLY)		409.3	
RIPRAP EXCAVATION		0	
TOTAL AVAILABLE NON-ROCK EXCAVATION		2928.7	
COMPUTATION OF WASTE STORAGE & WASTE MATERIAL			
TOTAL AVAILABLE WASTE STORAGE AREA (FROM CROSS SECTIONS)		390.3	
GRUBBING IN CUT		282.4	
GRUBBING IN FILL		41.3	
DREDGE		45	
TOTAL WASTE MATERIAL		368.7	
TOTAL WASTE MATERIAL TO BE UTILIZED*		368.7	
TOTAL WASTE MATERIAL TO BE WASTED		0	
COMPUTATION FOR SURPLUS MATERIAL OR COMMON BORROW FOR ESTIMATE			
TOTAL AVAILABLE NON-ROCK EXCAVATION		2928.7 x 0.90 =	2635.83
TOTAL AVAILABLE ROCK EXCAVATION		0 x 1.30 =	0
TOTAL AVAILABLE STRUCTURAL ROCK EXCAVATION		0 x 1.30 =	0
TOTAL WASTE MATERIAL TO BE UTILIZED		368.7 x 0.90 =	331.83
TOTAL AVAILABLE EXCAVATION		2968	
BORROW NEEDED = TOTAL FILL (-) TOTAL AVAILABLE EXCAVATION		4921	
IF NO BORROW IS NEEDED, SURPLUS MATERIAL = AVAILABLE EXCAVATION (-) TOTAL FILL, (+)			
TOTAL WASTE MATERIAL TO BE WASTED		0	
SURPLUS MATERIAL		0 CY	
GRANULAR BORROW IN LOW WET AREAS		0	
GRANULAR BORROW TO MAINTAIN TRAFFIC		0	
BORROW NEEDED (-) REQUIRED GRANULAR BORROW WITHIN FILL		4921	
COMMON BORROW		4921 CY	

STATE OF MAINE DEPARTMENT OF TRANSPORTATION						2420100		WIN 24201.00		HIGHWAY PLANS	
TURNER ROUTE 4 ESTIMATED QUANTITIES		PROJ. MANAGER	R. WOULTON	BY	DATE	SIGNATURE		P.E. NUMBER		DATE	
		DESIGN-DETAILED	C. SULLOWAY								
		CHECKED-REVIEWED									
		DESIGN2-DETAILED2									
		DESIGN3-DETAILED3									
		REVISIONS 1									
		REVISIONS 2									
		REVISIONS 3									
REVISIONS 4				FIELD CHANGES							
SHEET NUMBER		5		OF 58							

1. CLEARING LIMITS SHALL BE 10 FEET BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.	35. CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 606, GUARDRAIL.
2. THE CLEARING AND SELECTIVE CLEARING AND THINNING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING AND THINNING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.	36. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY
3. STUMP REMOVAL HAS BEEN ESTIMATED UNDER STANDARD SPECIFICATIONS ITEM 201.24, REMOVE STUMP. HOWEVER, WHERE DIRECTED BY THE RESIDENT, STANDARD SPECIFICATIONS ITEM 631.20, STUMP CHIPPER RENTAL (INCLUDING OPERATOR) MAY BE USED TO REMOVE STUMPS.	37. 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.
4. 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.	38. 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
5. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.	39. ACRYLIC LATEX COLOR FINISH GREEN (STANDARD SPECIFICATIONS ITEM 658.20, ACRYLIC LATEX COLOR FINISH) SHALL BE PLACED ON ALL PAVED
6. 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.	40. WHITE PAVEMENT/CURB MARKING (STANDARD SPECIFICATIONS ITEM 627.75, WHITE OR YELLOW PAVEMENT & CURB MARKING) SHALL BE APPLIED TO ALL ISLAND TAPERED ENDS.
7. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE FILL SIDE SLOPES WITHOUT GUARDRAIL UNLESS OTHERWISE NOTED ON THE PLANS.	41. 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
8. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE RESIDENT. GRADING, SEEDING AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.	42. 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.
9. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS OR IN THE CONSTRUCTION NOTES IS FOR ESTIMATING PURPOSES ONLY. THE ACTUAL TYPE AND LOCATION OF DITCH PROTECTION MAY BE ALTERED BY THE RESIDENT.	43. 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.
10. 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	44. THE CONTRACTOR IS RESPONSIBLE FOR THE CAREFUL SIDE STAKING OF EXISTING CENTERLINE AS PER STANDARD SPECIFICATION SECTION 105.6.2, CONTRACTOR PROVIDED SERVICES. SIDE STAKES SHALL BE PLACED SAFELY OUTSIDE OF THE CONSTRUCTION LIMITS AND THE EXISTING CENTERLINE GRADES SHALL BE TRANSFERRED TO THESE STAKES. THESE STAKES AND GRADES WILL BE USED TO LAY OUT CENTERLINE AND DETERMINE NEW CONSTRUCTION FINISH GRADES FROM DIFFERENTIAL ELEVATION SHEETS FURNISHED BY MAINEDOT. ALL LAYOUT, STAKES, AND GRADES WILL BE
11. 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.	45. 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.
12. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 2 INCHES OF HOT MIX ASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE	46. PLANS OF PREVIOUSLY CONSTRUCTED PROJECTS ARE AVAILABLE ON REQUEST. THESE PROJECTS ARE: STP-1276(000)X
13. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT AND 11 INCHES OF AGGREGATE SUBBASE COURSE	47. THE PROJECT GEOTECHNICAL REPORT TITLED "GEOTECHNICAL DESIGN REPORT FOR INTERSECTION IMPROVEMENTS ON ROUTE 4", SOILS REPORT 2024-05, FEBRUARY 7, 2024, CAN BE ACCESSED AT THE MAINEDOT WEBSITE HTTP://WWW.MAINE.GOV/MDOT/CONTRACTORS/.
14. 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	48. 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.
15. A 3-FOOT PAVED LIP SHALL BE PLACED AT ALL UNPAVED ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.	49. 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
16. 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.	50. 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.
17. ALL EXISTING PAVED SHOULDERS AND WIDENINGS SHALL BE RESURFACED AS DIRECTED BY THE RESIDENT.	51. 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.
18. 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).	52. 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.
19. EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER THE APPROPRIATE PAY ITEMS.	53. 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.
20. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.	
21. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.	
22. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTH-LINED PIPES. FOR COMPARABLE CORRUGATED SIZES, SEE THE DRAINAGE TABULATION.	
23. FLAT TOPS FOR CATCH BASINS ARE NOT ALLOWED UNLESS NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.	
24. 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.	
25. 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.	
26. 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	
27. 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.	
28. A 3-FOOT BY 3-FOOT SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT EACH UNDERDRAIN OUTLET.	
29. 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.	
30. GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.	
31. ALL EXISTING GUARDRAIL REMOVED AND NOT REUSED ON THE PROJECT WILL BECOME THE PROPERTY OF THE CONTRACTOR. REMOVAL AND DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.	
32. TWO REFLECTORIZED FLEXIBLE GUARDRAIL MARKERS (STANDARD SPECIFICATIONS ITEM 606.353, REFLECTORIZED FLEXIBLE GUARDRAIL MARKER) WILL BE INSTALLED AT EACH GUARDRAIL END.	
33. A DELINEATOR POST (STANDARD SPECIFICATIONS ITEM 606.356, UNDERDRAIN DELINEATOR POST) WILL BE INSTALLED AT EACH UNDERDRAIN	
34. A DELINEATOR POST (STANDARD SPECIFICATIONS ITEM 606.356, UNDERDRAIN DELINEATOR POST) WILL BE INSTALLED AT EACH END OF EACH RUN OF BITUMINOUS CURB.	

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2420100		WIN	HIGHWAY PLANS
	WIN 24201.00			
TURNER ROUTE 4 GENERAL NOTES				
SHEET NUMBER				
7				
OF 58				

LEGEND
STA. 11+00 to 24+30 = RTE. 4
STA. 200+00 to 205+50 = ROUTE 219 EAST (HOWE'S CORNER RD.)
STA. 300+00.00 to 303+00 = ROUTE 219 WEST (BEAR POND RD.)
STA. 400+00 to 403+05.27 = OLD ROUTE 219

ITEM 201.11 - CLEARING

LOCATION

STA. 205+30.53, LT. TO STA. 15+73.68, RT.

STA. 302+36.73, LT. TO STA. 302+85.66, LT.

STA. 302+77.69, RT. TO STA. 303+46.27, RT.

DRIVES AND ENTRANCES

LOCATION	TYPE
STA. 16+12.00, LT.	PAVED DR.
STA. 18+00.00, RT.	PAVED BUTT JOINT
STA. 19+74.00, LT.	PAVED DR.
STA. 20+98.00, LT.	PAVED SIDE RD. (TRASK RD.)
STA. 21+12.00, RT.	PAVED BUTT JOINT
STA. 21+75.00, LT.	PAVED ENT.
STA. 22+50.00, RT.	PAVED BUTT JOINT
STA. 22+96.00, LT.	PAVED ENT.
STA. 23+41.00, RT.	PAVED BUTT JOINT
STA. 24+12.00, RT.	PAVED BUTT JOINT
STA. 202+50.00, LT.	PAVED DR.
STA. 203+86.00, LT.	PAVED SIDE RD. (LIBBY RD.)
STA. 204+70.00, LT.	GRAVEL DR.
STA. 205+00.00, RT.	GRAVEL ENT.
STA. 301+99.00, RT.	PAVED DR.
STA. 302+13.50, LT.	GRAVEL ENT.
STA. 400+50.00, RT.	PAVED DR.
STA. 402+60.00, RT.	PAVED BUTT JOINT
STA. 402+80.00, RT.	PAVED BUTT JOINT

ITEM 201.23 REMOVING SINGLE TREE - TOP ONLY

ITEM 201.24 REMOVING STUMP

LOCATION	TYPE
STA. 203+48.25, 39.06LT	12" FIR
STA. 203+60.91, 36.42 LT	18" STUMP
STA. 204+58.20, 39.64' LT.	60" MAPLE
STA. 301+58.13, 29.37' RT	28" ELM

ITEM 202.15 REMOVING MANHOLE OR CATCH BASIN

LOCATION	QUANTITY
STA. 22+02.70, 22.26' LT.	1
STA. 300+69.17, 19.17' LT.	1
STA. 301+25.36, 18.57' LT.	1
STA. 400+71.90, 26.07' RT.	1

ITEM 604.16 ALTER CATCH BASIN TO MANHOLE

LOCATION	QUANTITY
STA. 402+37.62, 1.80' LT.	1
STA. 402+51.38, 23.07' LT.	1

ITEM 604.18 ADMUST MANHOLE OR CB TO GRADE

LOCATION	QUANTITY
STA. 15+97.31, 24.35' RT.	1
STA. 17+81.03, 21.70' LT.	1
STA. 17+77.84, 23.53' RT.	1
STA. 20+29.26, 24.60' RT.	1
STA. 22+02.86, 23.01' RT.	1
STA. 24+27.39, 22.29' RT.	1
STA. 402+37.62, 1.80' LT.	1
STA. 402+51.38, 23.07' LT.	1

ITEM 606.1301 31 INCH W BEAM GUARDRAIL -

MID-WAY SPLICE SINGLE FACED

ITEM 606.1304 31 INCH W BEAM GUARDRAIL -

MID-WAY SPLICE OVER 15' RADIUS

LOCATION	BEAM	LENGTH	RADIUS
STA. 13+52.21, 23.1' RT. TO STA. 13+66.81, 27.7' RT.	4.0	50	
STA. 13+66.81, 27.7' RT. TO STA. 200+82.77, 26.4' RT	5.5	68.8	X
STA. 13+75.00, 23.9' LT. TO STA. 15+84.20, 25.0" LT.	16.5	206.25	
STA. 200+82.77, 26.4' RT. TO STA. 204+65.03, 16.0' RT.	30.0	375	

ITEM 606.1303 31 INCH W BEAM GUARDRAIL -

MID-WAY SPLICE 15 FT. RADIUS AND LESS

LOCATION	BEAM	LENGTH
STA. 15+84.20, 25.0' LT.	2	25 LF
STA. 204+65.03, 16.0' RT.	2	25 LF

ITEM 606.265 TERM END-SGL RAIL - GALVANIZED STEEL

LOCATION	QUANTITY
STA. 15+84.20, 25.0' LT	1
STA. 204+65.03, 16.0' R	1

ITEM 606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER

LOCATION	QUANTITY
STA. 15+84.20, 25.0' LT.	2
STA. 204+65.03, 16.0' RT.	2

ITEM 606.356 - UNDERDRAIN DELINEATOR POST

LOCATION	QUANTITY
STA. 15+00.00, LT.	1
STA. 15+96.00, RT.	1
STA. 16+32.23, LT.	1
STA. 20+95.94, LT.	1
STA. 21+25.61, LT.	1
STA. 22+72.23, LT.	1
STA. 202+37.23, LT.	1
STA. 301+80.62, RT.	1
STA. 302+00.50, LT.	1
STA. 302+92.54, LT.	1
STA. 302+93.00, RT.	1

ITEM 610.18 STONE DITCH PROTECTION

LOCATION

STA. 14+82.00, RT. TO STA. 16+11.00, RT.

STA. 200+79.00, LT. TO STA. 201+39.00 LT.

ITEM 613.319 EROSION CONTROL BLANKET

LOCATION

STA. 23+25.00, 47.5' LT. TO STA. 25+00.00, 47.5' LT.

CB#15, RT. TO STA. 601+35.03, 20.0' RT.

ITEM 610.08 - PLAIN RIPRAP

ITEM 620.58 EROSION CONTROL GEOTEXTILE

CULVERT END PROTECTION	RIPRAP PAD INLET	RIPRAP PAD OUTLET
STA. 15+96.33, RT.		7.5' X 8.5'
STA. 200+46.82, 48.5' LT.	5' X 5'	
STA. 201+01.19, 52.6' RT.		26' X 12'
STA. 204+54.00, 27.9' LT.	7' X 5'	
STA. 204+54.00, 32.1' RT.		33' X 7'
STA. 400+73.48, 33.6' LT.		2' X 5.5'

UNDERDRAIN OUTLETS	RIPRAP PAD
STA. 13+76.00, LT.	3' X 3'
STA. 63+00.00, RT.	3' X 3'
STA. 90+27.53, LT.	3' X 3'

RIPRAP DOWNSPOUTS	SIZE
STA. 302+09.00, RT.	5' X 2'
STA. 302+25.00, LT	7' X 2'

RIPRAP SLOPES	QUANTITY (CY)
STA. 202+70.00, LT TO STA. 201+67.45, LT.	630

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2420100

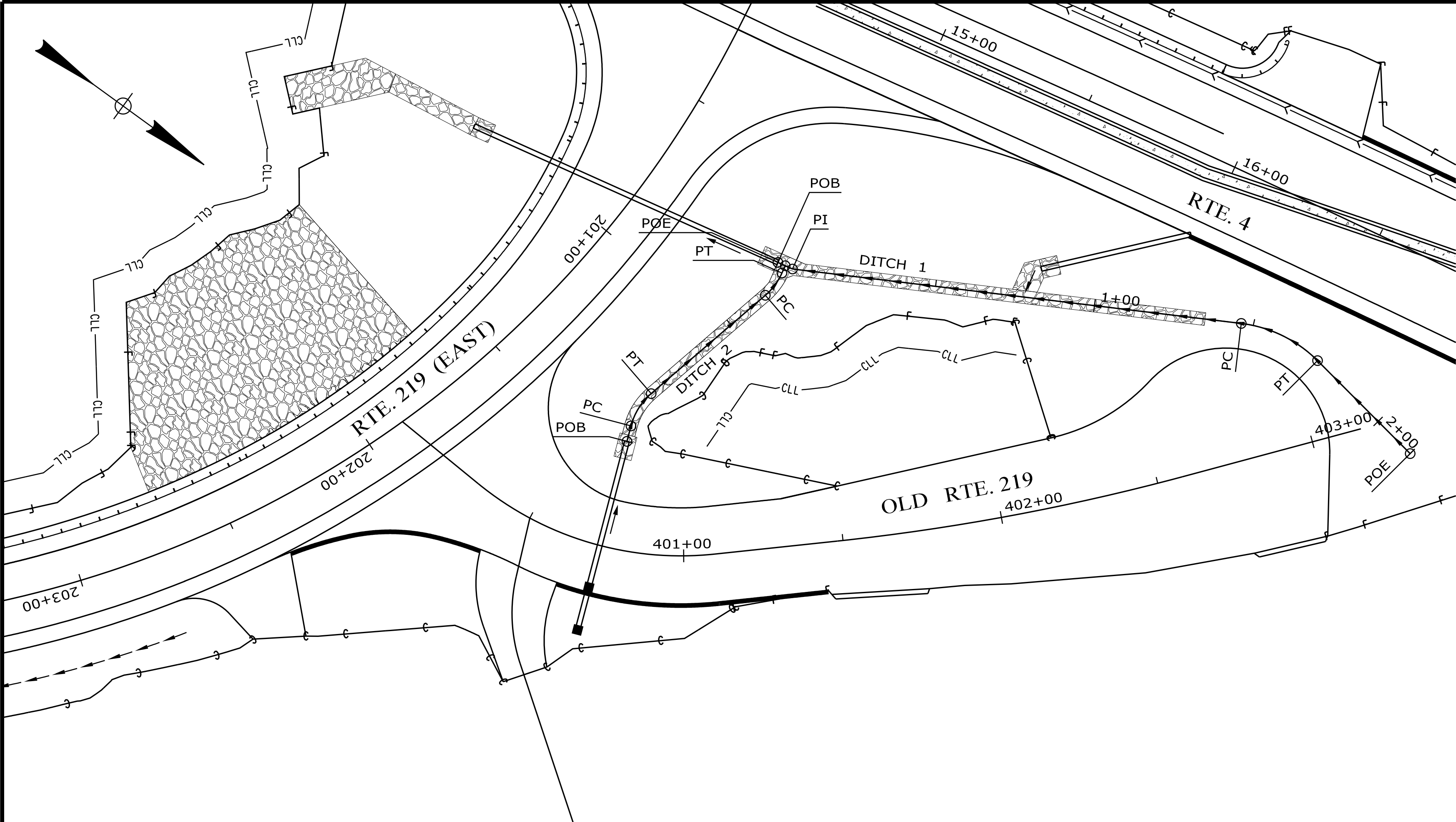
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WIN 24201.00

HIGHWAY PLANS

TURNER
ROUTE 4

CONSTRUCTION NOTES

SHEET NUMBER
8
OF 58



DITCH 1 GEOMETRY

TANGENT 1			
	STATION	NORTHING	EASTING
POB	0+00.00	550028.38	1015420.61
PI	0+05.00	550033.28	1015419.59
DIRECTION	N 11^48'35.88" W		

TANGENT 2			
	STATION	NORTHING	EASTING
PI	0+05.00	550033.28	1015419.59
PC	1+46.19	550156.67	1015350.95
DIRECTION	N 29^05'00.79" W		

RADIUS 1	
PI	1+60.21
DEGREE OF CURVATURE	141^28'16"
DELTA	38^11'31" Rt
RADIUS	40.50'
LENGTH	27.00'
TANGENT	14.02'
EXTERNAL	2.36'

TANGENT 3			
	STATION	NORTHING	EASTING
PT	1+73.19	550182.76	1015346.36
POE	2+14.19	550223.25	1015352.85
DIRECTION	N 9^06'30.46" E		

DITCH 2 GEOMETRY

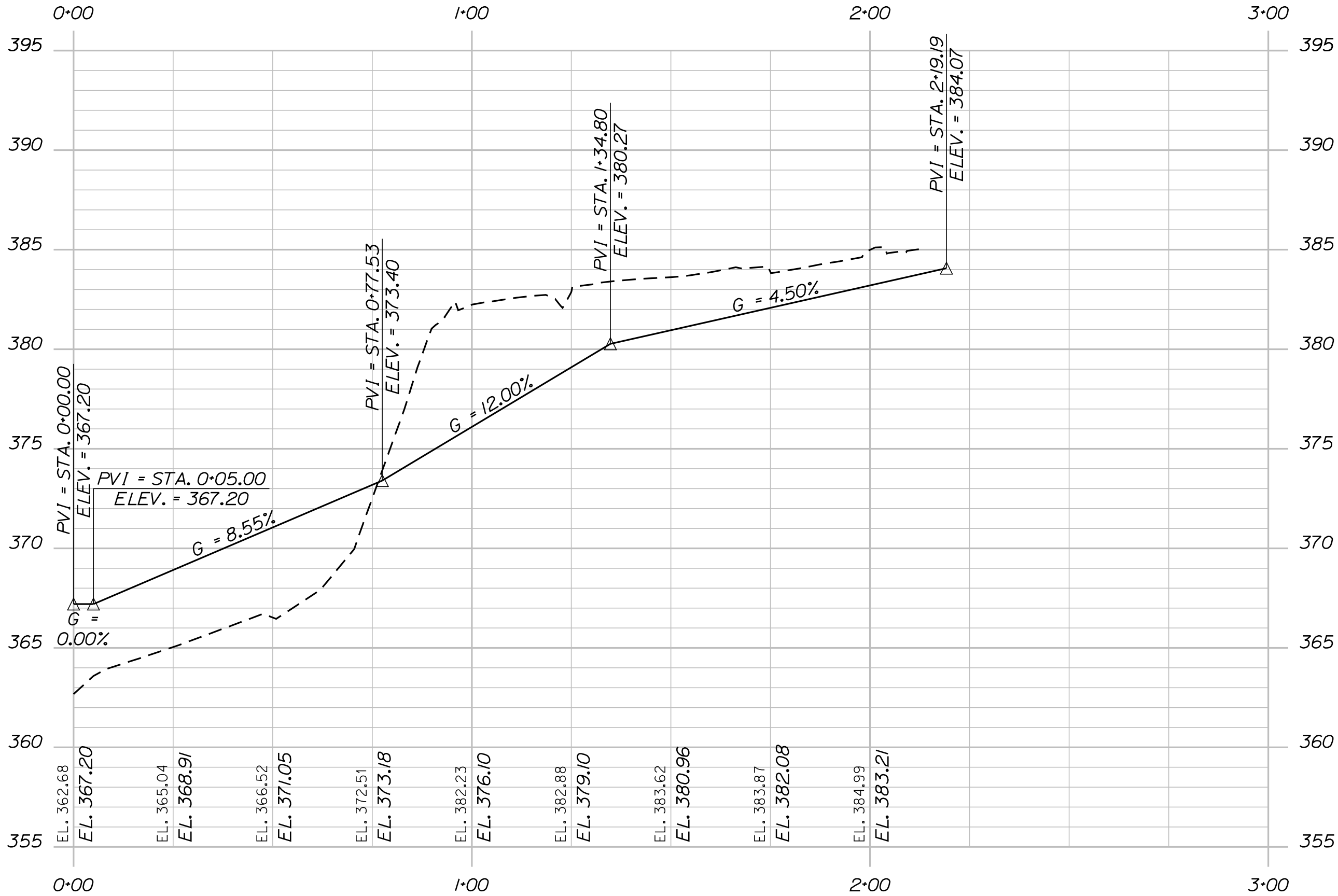
TANGENT 1			
	STATION	NORTHING	EASTING
POB	0+00.00	550023.09	1015493.55
PC	0+05.00	550021.28	1015488.89
DIRECTION	S 68^40'19" W		

RADIUS 1	
PI	1+60.21
DEGREE OF CURVATURE	141^28'16"
DELTA	38^11'31" Rt
RADIUS	40.50'
LENGTH	27.00'
TANGENT	14.02'
EXTERNAL	2.36'

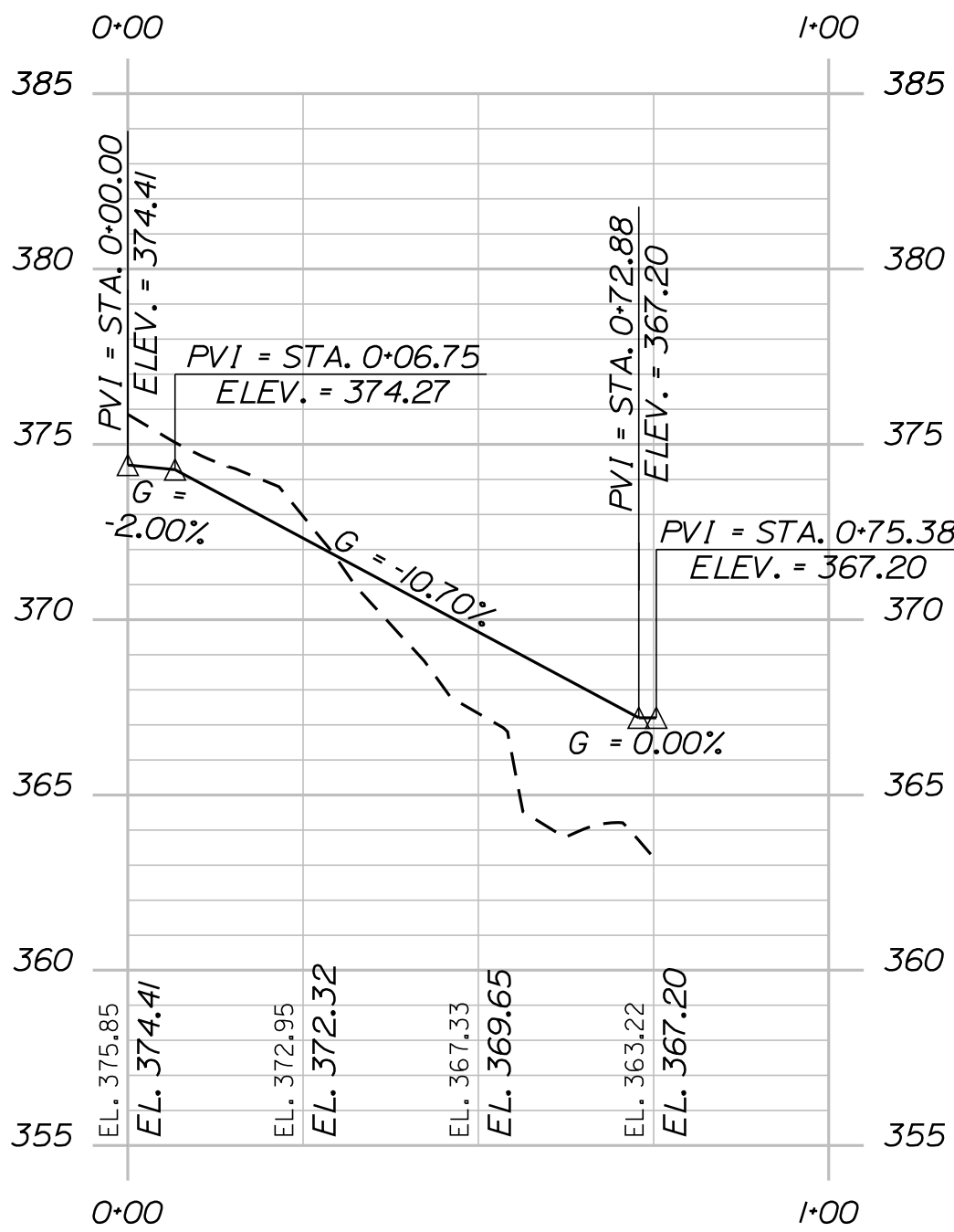
TANGENT 2			
	STATION	NORTHING	EASTING
PT	0+17.07	550020.44	1015477.03
PC	0+64.13	550031.23	1015431.22
DIRECTION	N 76^44'38" W		

RADIUS 2	
PI	0+68.58
DEGREE OF CURVATURE	286^28'44.00"
DELTA	25^03'58.20" Rt
RADIUS	20.00'
LENGTH	8.75'
TANGENT	4.45'
EXTERNAL	0.49'

TANGENT 3			
	STATION	NORTHING	EASTING
PT	0+72.88	550031.34	1015422.54
POE	0+75.38	550030.83	1015420.10
DIRECTION	S 78^11'24" W		



DITCH 1 PROFILE



DITCH 2 PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2420100

WIN
24201.00

HIGHWAY PLANS

TURNER
ROUTE 4

SPECIAL DITCH DETAIL

SHEET NUMBER

9

OF 58

PROJ. MANAGER
R. MOULTON

DESIGN-DETAILED
C. SULLOWAY

CHECKED-REVIEWED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

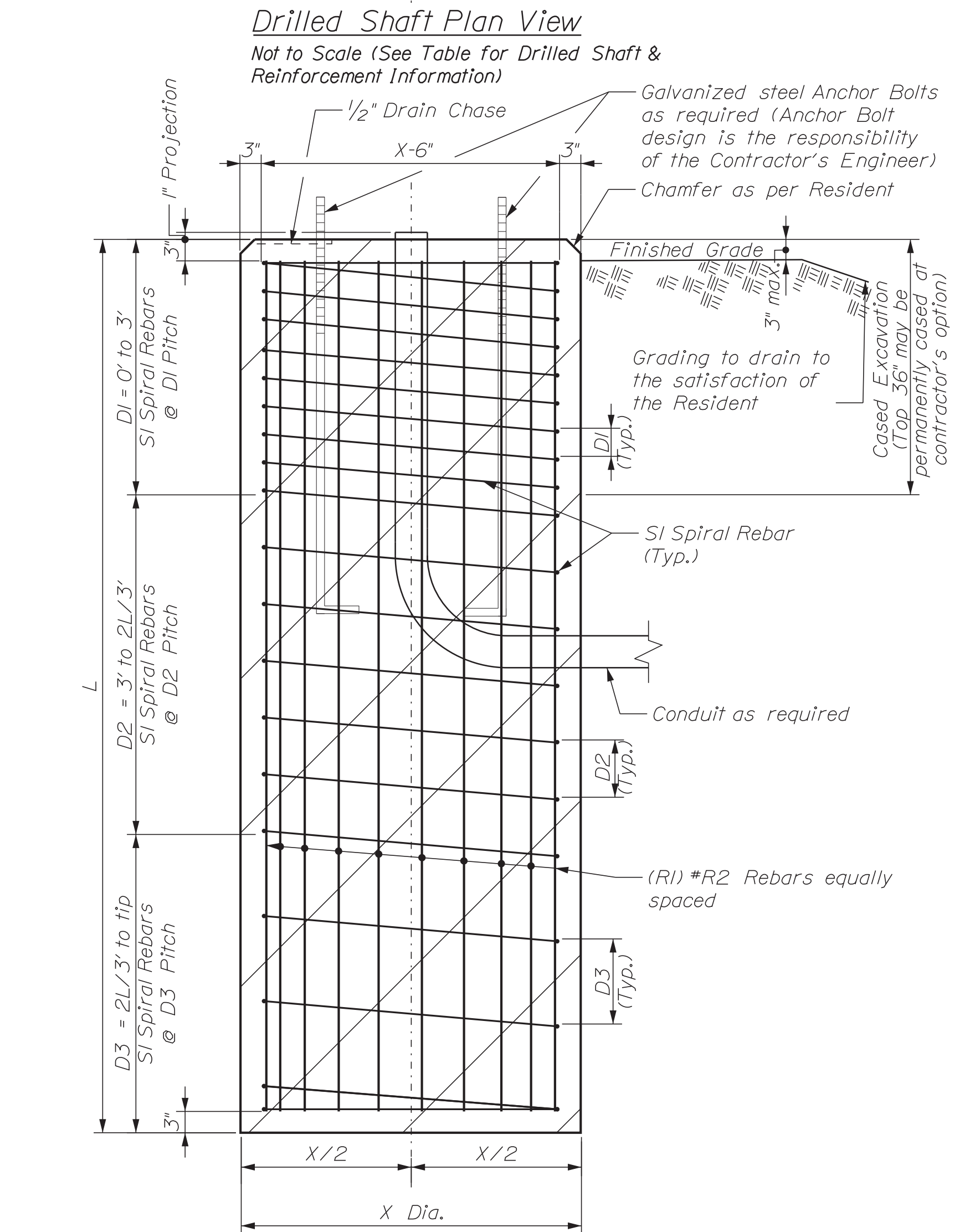
DATE

BY

SIGNATURE

P.E. NUMBER

DATE



LIGHT POLES
See Boring Location Plan for Boring
and Lighting Pole Locations.

Drilled Shaft Foundations								
	Drilled Shaft Dimensions		Reinforcing Steel			Spiral Bar Spacing		
	X	L	R1	R2	S1	D1 (in)	D2 (in)	D3 (in)
	Diameter (feet)	Length (feet)	Longitudinal Rebars Quantity	Longitudinal Rebars Size	Spiral Rebars Size	0 to 3 ft	3 ft to 2L/3 ft	2L/3 ft to tip
ALL 35 FOOT TALL LIGHT POLES	2.5	8.0	12	#8	#5	4	8	12

NOTES:

1. All reinforcing steel is to be grade 60 and conform to MaineDOT Standard Specification requirements along with any project specific Supplementals or Special Provisions.
2. All rebar shall have 3" cover unless otherwise noted.
3. Should there be a discrepancy between these Details and actual observed field conditions report it to the Resident immediately.
4. Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.
5. Concrete to be Class LP with $f'c = 5,000$ PSI.
6. 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.

[illegible]

Driller: S.W. Cole

Operator: Matt/Jay

Logged By: B. Wilder

Date Started/Finished: 2/9/2021 10:30-11:00

Boring Location: 300+85.9, 4.7 ft Lt.

Hammer Efficiency Factor: 0.91

Elevation (Ft.): 387.4

Date: NAVD88

Rig Type: Mobile B-H&L Truck

Drilling Method: Soil B Stem Auger

Casing ID/OD: N/A

Hammer Type: Automatic

Hydraulic ☐

Rope & Cathead ☐

Auger ID/OD: 5" Dia.

Sampler: Standard Split Spoon

Hammer Wt./Fall: 140#/30"

Core Barrel: N/A

Water Level: None Observed

NOTES:

Split Spoon Sample

Unsuccessful Split Spoon Sample Attempt

Split Well Tube Sample

Unsuccessful Split Well Tube Sample Attempt

Field Note (See Item #): PF = Pocket Penetration; MDC = Weight of Rope or Casing

Unsuccessful Field Note Sample Attempt

Legend:

B = Rock Core Sample

SS = Split Stem Auger

MS = Mobile Stem Auger

HC = Hammer Core

W = Weight of Hole, Hammer

PF = Pocket Penetration

MDC = Weight of Rope or Casing

NOT = Unsuccessful

Field Note Sample Attempt

Unsuccessful Field Note Sample Attempt

Sample Information

Depth (Ft.)	Sample No.	Pen./Rec. (In.)	Sample Depth (Ft.)	Core Length (Ft.)	Sample Weight (Lbs.)	Unconsolidated	Moist	Grain	Casing Depth (Ft.)	Grain Log	Visual Description and Remarks	Laboratory Testing Results/ASTM and Unified Class
0									SSA	387.1	4" HMA	-0.3
10	24/17	2.50 - 4.50		10/9/5/10	14	21				382.9	Cobble from 1.5-2.5 ft bgs. Brown, damp, medium dense, fine to coarse SAND, little gravel, little silt, little.	-4.5
20	24/18	5.00 - 7.00		8/6/6/5	12	18					Light brown, moist, medium dense, fine to coarse SAND, little gravel, little silt.	-12.0
30	24/16	10.00 - 12.00		2/3/5/3	6	9				375.4	Light brown, moist, loose, fine to coarse SAND, trace gravel, trace silt.	
35											Bottom of Exploration at 12.0 feet below ground surface. NO RESULTS.	

REMARKS:

Auto Hammer #0201021

Project: Intersection of Route 42/19

Location: Turner, Maine

Boring No.: HB-TUR-212

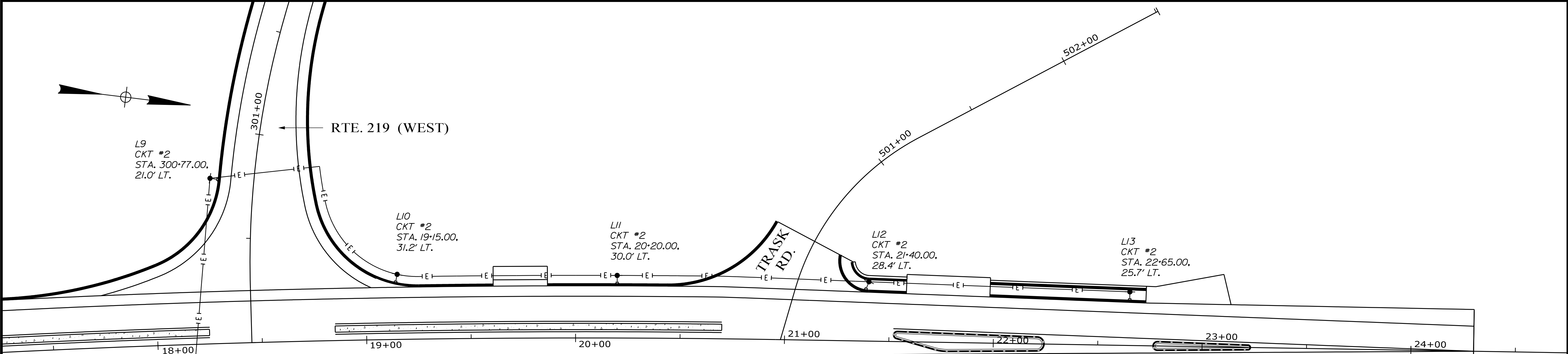
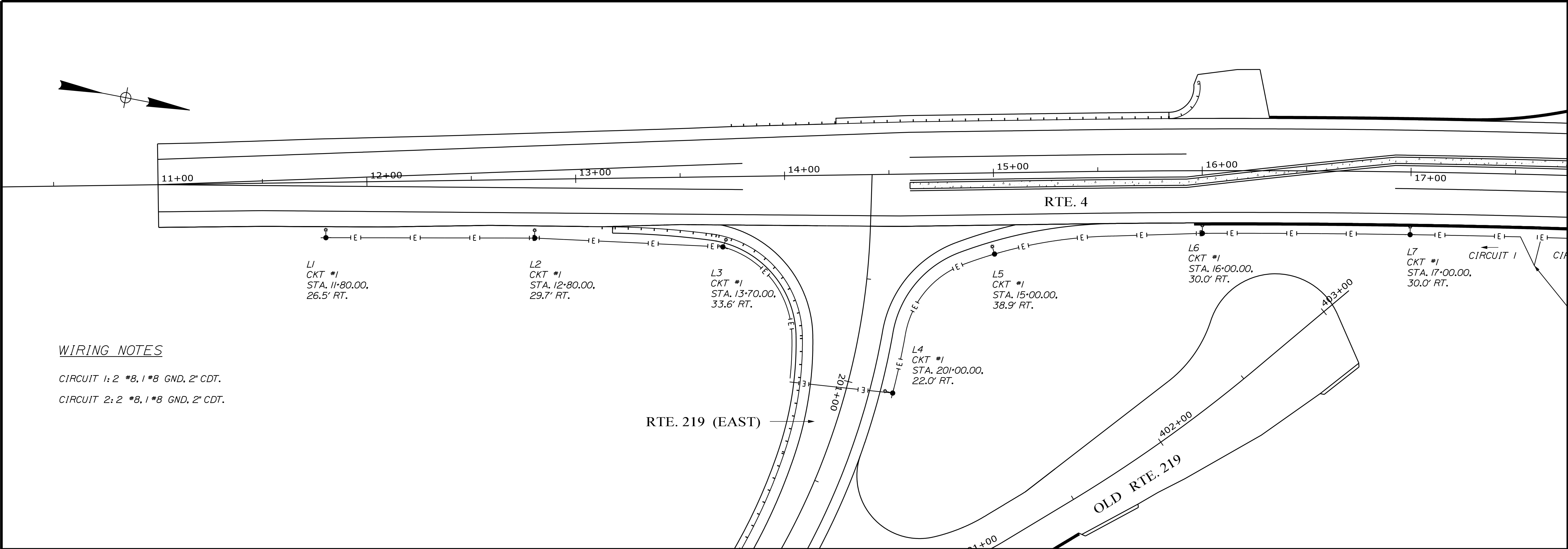
WIN: 24201.00

Stratification lines represent approximate boundaries for lithology 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-TUR-212



APPROXIMATE LOCATION OF ELECTRICAL SERVICE
BOX ADJACENT TO EXISTING FLASHING BEACON POLE.
SEE SHEET #15 FOR DETAILS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2420100

WIN
24201.00

HIGHWAY PLANS

TURNER
ROUTE 4

LIGHTING PLANS

SHEET NUMBER

14

OF 58

PROJ. MANAGER	R. MOUTON	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
CHECKED-DETAILED	C. SULLOWAY					
DESIGN-REVIEWED						
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

LIGHTING NOTES

1. THE SCOPE OF WORK IN GENERAL CONSISTS OF THE FOLLOWING: INSTALL HIGHWAY LIGHTING AS INDICATED ON DRAWINGS INSTALL ONE 120/240 VOLT ELECTRIC SERVICE, INCLUDING CONDUIT AND WIRE, JUNCTION BOXES, FOUNDATIONS, POLES AND LUMINAIRES.
2. THERE SHALL BE NO SPLICES OR JUNCTION BOXES BETWEEN POLES. NO PREWIRED CONDUIT SHALL BE USED.
3. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE CURRENT NATIONAL ELECTRICAL CODE, REQUIREMENTS OF THE UTILITY COMPANY AND MOST RECENT MAINE DEPT. OF TRANSPORTATION SPECIFICATIONS FOR MISCELLANEOUS CONSTRUCTION, SECTION 634- HIGHWAY LIGHTING AND STANDARD DETAILS FOR DIVISION 600 MISCELLANEOUS CONTRUCTION UNLESS NOTED OTHERWISE.
4. ALL LUMINAIRES SHALL BE IES FULL CUTOFF.
5. ALL LUMINAIRES SHALL BE TOP MOUNTED (NO BRACKET ARM) ON 35 FT POLES AT LOCATIONS SHOWN ON THE DRAWINGS.
6. THE LIGHTING SYSTEM WAS DESIGNED UTILIZING AMERICAN ELECTRIC ACUITY LUMINAIRES WITH CATALOG NUMBERS AS INDICATED ON THE DRAWINGS, WITH IES TYPE III DISTRIBUTION. IF A DIFFERENT LUMINAIRE IS PROPOSED, IT SHALL BE IES FULL CUTOFF TYPE III DISTRIBUTION AS INDICATED. THE CONTRACTOR MUST DEMONSTRATE THAT THE PROPOSED LUMINAIRES WILL MEET OR EXCEED LIGHT LEVELS PROVIDED BY THE SPECIFIED LUMINAIRES BY SUBMISSION OF THE PROPOSED MANUFACTURER’S PHOTOMETRIC FILES IN IES ELECTRONIC FORMAT FOR EVALUATION.
7. ALTERNATIVE LED LUMINAIRES MUST BE OF A MAKE AND MODEL PRE-APPROVED BY MAINEDOT’S TRAFFIC ENGINEERING SECTION 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 CELSIUS 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 LUMINAIRE LOCATIONS FOR THIS SPECIFIC PROJECT. SHOWING ILLUMINATION STATISTICS FOR EACH OF THE LIGHTING ZONES.

VALUES OF FACTORS USED FOR CALCULATION OF THE ASSUMED LIGHT LOSS FACTOR:
8. THE MINIMUM SIZE OF CONDUIT IS SHOWN ON THE DRAWINGS. ANY PROPOSED CHANGE IN SIZE IS TO BE APPROVED BY THE ENGINEER.
9. THE LENGTH OF CONDUIT IS FOR ESTIMATING PURPOSES; IT SHALL BE FIELD MEASURED BEFORE INSTALLATION.
10. ALL EXISTING INFORMATION WAS TAKEN FROM DRAWINGS AVAILABLE AT THE TIME OF DESIGN AND A BRIEF VISUAL SITE OBSERVATION. THE CONTRACTOR SHALL FIELD VERIFY FINAL POLE LOCATIONS TO AVOID SUB-SURFACE UTILITIES, NATURAL AND BUILT SITE FEATURES SUCH AS BUT NOT LIMITED TO SIDEWALKS, DRAINAGE STRUCTURES, GUARDRAILS, SWALES AND SUCH FEATURES THAT WOULD INTERFERE WITH THE INSTALLATION OF PROPER POLE FOUNDATIONS. THE CONTRACTOR SHALL VISIT THE SITE PRIOR TO BIDDING TO ENSURE THAT HE IS FULLY AWARE OF THE SITE CONDITIONS WHICH MAY AFFECT HIS MEANS AND METHODS OF CONSTRUCTION AND THUS HIS BID PRICE.
11. CONDUIT DEPTH WILL BE 36 INCHES THIS DEPTH WILL BE MEASURED FROM THE TOP OF THE CONDUIT.
12. NO ALUMINUM CONDUCTORS WILL BE PERMITTED; WIRE INSULATION WILL BE EITHER XHHW OR THWN
13. SERVICE EQUIPMENT WILL BE LABELED FOR 1. NOMINAL SYSTEM VOLTAGE, 2. ARC FLASH BOUNDRY, 3. AVAILABLE INCIDENT ENERGY AND CORRESPONDING WORKING DISTANCE. 4 MINIMUM ARC RATING OF CLOTHING
14. ALL SERVICE EQUIPMENT WILL BE DEAD FRONT. NO EXPOSED CONNECTIONS WILL BE PERMITTED.

15. THE BREAKAWAY DEVICES FOR LIGHT POLES SHALL CONFORM TO THE LATEST VERSION OF "AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS" AND BE "MASH" COMPLIANT. THE BREAKAWAY DEVICES SHALL BE DESIGNED SO THAT THE ANCHOR BOLTS DON'T BEND WHEN AN ERRANT VEHICLE HITS THE POLE. PROVIDE A MANITOBA SAFETY BASE WITH A REACTION PLATE, NO SUBSTITUTION WILL BE ALLOWED. PAYMENT FOR BREAKAWAY DEVICES FOR LIGHT POLES SHALL BE INCIDENTAL TO ITEM NO. 634.21 CONVENTIONAL LIGHT STANDARD. BREAKAWAY DEVICES SHALL BE INSTALLED ON ALL POLES NOT LOCATED BEHIND GUARD RAIL OR LESS THAN THREE FEET BEHIND GUARD RAIL.

16. 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 CONFLICTS WITH EXISTING ELECTRICAL CONDUIT OR OTHER ROADWAY FEATURES.

17. ALL LIGHT BASES SHALL HAVE A GROUND ROD, LOCATED IMMEDIATELY ADJACENT TO THE FOUNDATION, THAT IS BONDED TO THE POLE GROUNDING CONDUCTOR.

18. THE CONTRACTOR SHALL COORDINATE WITH CENTRAL MAINE POWER AND MDOT TO CONFIRM LOCATIONS AND MAKE ARRANGEMENTS FOR PROVIDING A 120/240V ELECTRIC SERVICE.

19. OPERATION OF LIGHTING CONTROL TO BE BY TWIST LOCK PHOTOCELL LOCATED AT THE CONTROL CABINET. A HAND OFF AUTO SWITCH WILL BE PROVIDED IN THE CABINET TO FACILITATE TESTING.

20. PROVIDE A 4-CIRCUIT CONTROL PANEL, 120/240 VOLT WITH 30 AMP CIRCUIT BREAKERS CONFIGURED AS INDICATED ON DRAWINGS. SEE MAINE DEPT. OF TRANSPORTATION STANDARD DETAIL 634 (03) "SCHEMATIC FOR STREET LIGHTING CONTROL CABINET MULTI CIRCUIT." FOR ADDITIONAL INFORMATION. INCLUDE THIS CONTROL PANEL IN PAY ITEM 634.25.

21. PROPOSED LOCATION (STA. 17+60, RT.) OF CMP POLE WITH TRANSFORMER FOR LIGHTING SERVICE, COORDINATE WITH MDOT AND CMP.

22. AT APPROXIMATELY STA. 17+60, RT. PROVIDE A CLASS 4 PRESSURE TREATED SOUTHERN PINE WOOD STUB POLE, SET POLE TO A DEPTH OF 6 FEET. COORDINATE EXACT POLE LOCATION WITH MDOT. MOUNT CMP METER SOCKET ON POLE AT A HEIGHT AS SPECIFIED BY CMP, AND MOUNT LIGHTING CONTROL CABINET ON POLE WITH TOP OF CABINET AT 6 FT. ABOVE GRADE.

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

24. 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.

25. NEW POWER SERVICE CONDUIT REQUIRED BETWEEN THE POWER SOURCE AND THE METER SHALL BE RIGID METAL CONDUIT OR CONCRETE INCASED. 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.

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

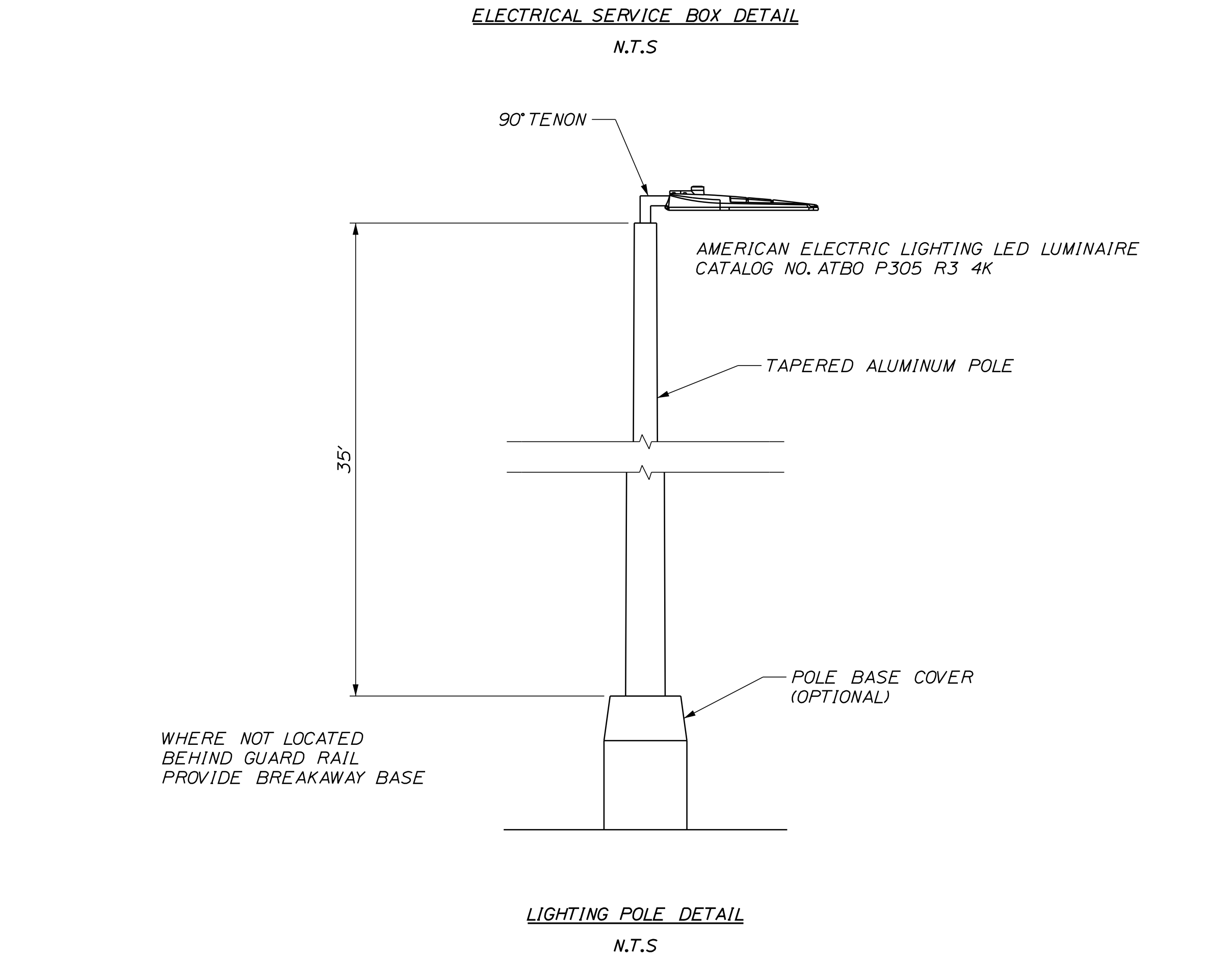
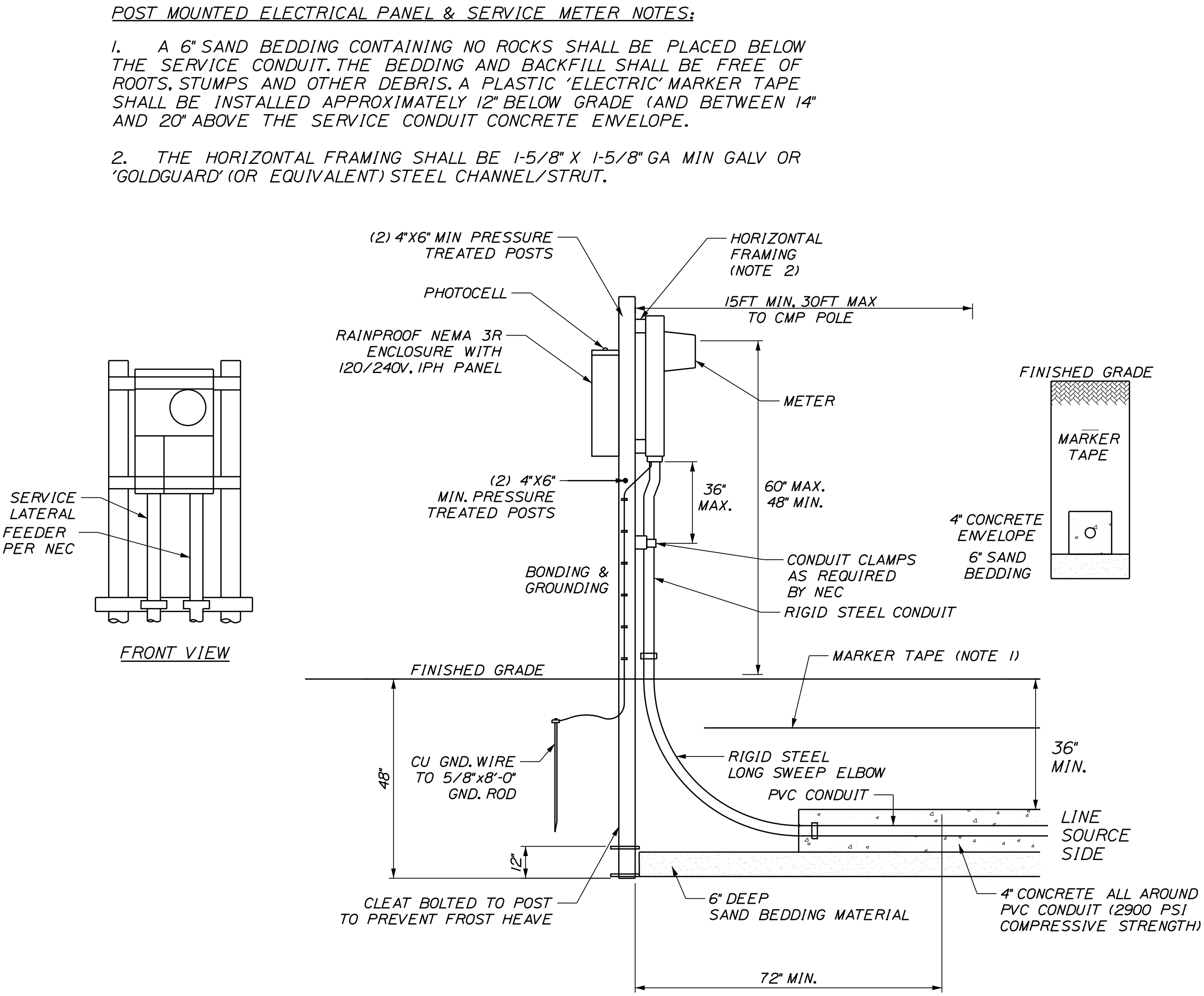
27. CAP AND/OR SEAL EXPOSED ENDS OF CONDUIT TO PREVENT INTRUSION OF MOISTURE OR RODENTS. PAYMENT FOR NON-METALLIC CONDUIT WILL BE MADE UNDER ITEM 626.22, EXCEPT CONDUIT JACKED OR DIRECTIONAL BORED UNDER EXISTING PAVEMENT AND EXTENDING TO 20 FEET BEYOND THE EDGE OF PAVEMENT WILL BE PAID UNDER ITEM 626.251.

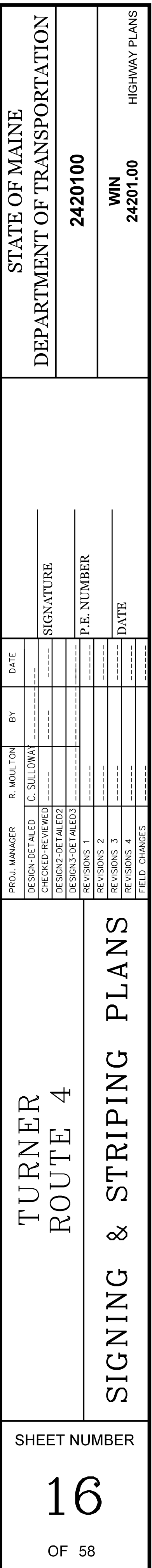
28. ALL FIXTURES SHALL BE GASKETED AND HAVE SURGE PROTECTION AND A DOUBLE FUSE KIT. ALL FIXTURES SHALL BE GRAY. THE LIGHTING LAYOUT FOR LUMINAIRES ON CONVENTIONAL LIGHT STANDARDS WAS DONE USING AMERICAN ELECTRIC LIGHTING ‘AUTOBAHN’ SERIES ATB0 LUMINAIRES, CATALOG NUMBER: ATB0 P305 R3 4K.

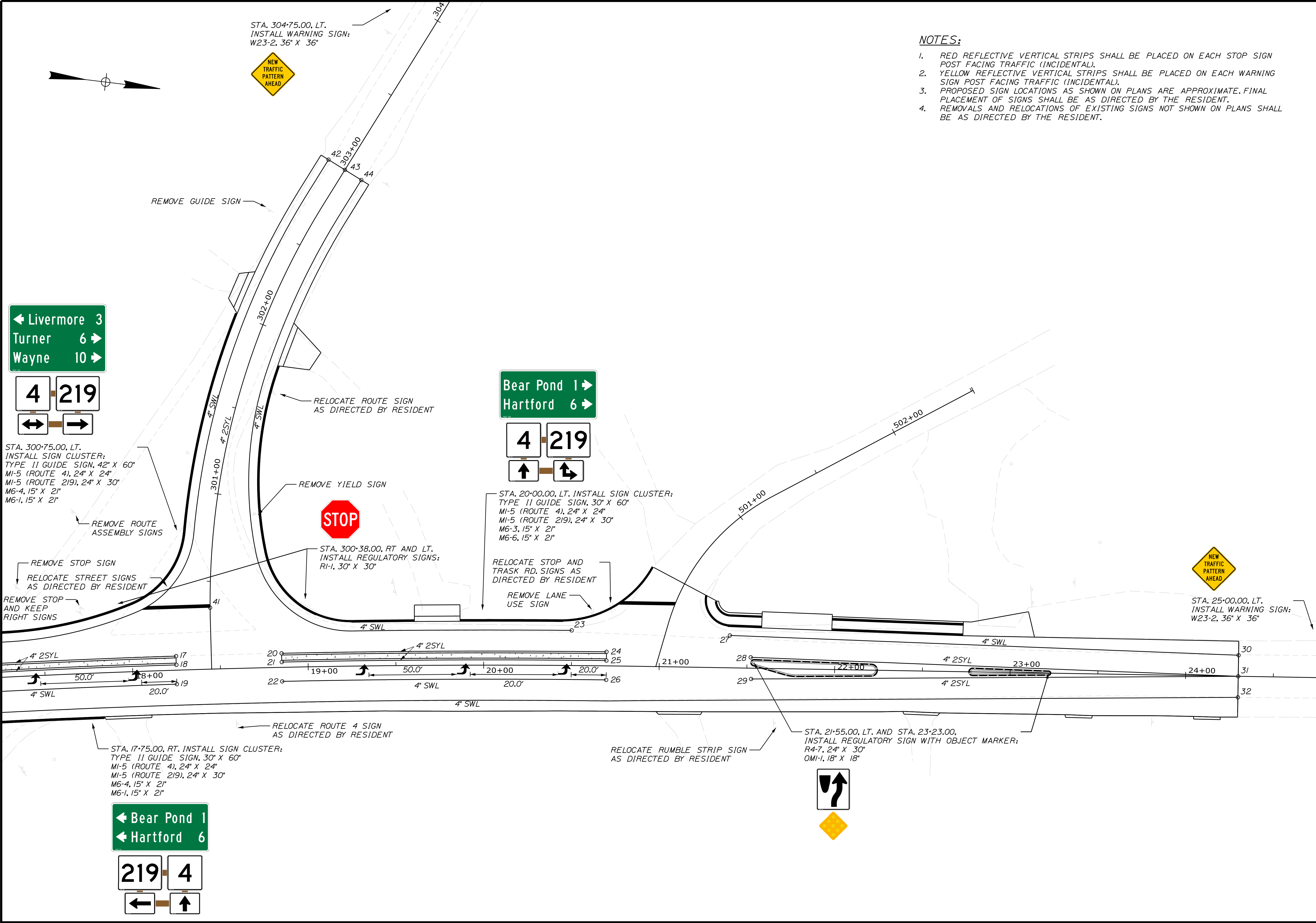
29. NO PROPOSED ALTERNATIVE LUMINAIRES WILL BE CONSIDERED UNLESS THE MANUFACTURER AND MODELS ARE APPROVED IN ADVANCE BY MAINEDOT’S TRAFFIC ENGINEERING SECTION. PRE-APPROVED MANUFACTURERS AND FIXTURES FOR THIS PROJECT INCLUDE:

HOLOPHANE HIGH MAST HMLD4 LUMINAIRES
AMERICAN ELECTRIC ‘AUTOBAHN’ SERIES ATB0 LUMINAIRES

CONTACT: MARK FOWLER
ACUITY BRANDS LIGHTING, INC.
(207) 582-5106
MARK.FOWLER@ACUITYBRANDS.COM







- NOTES:
- 1. RED REFLECTIVE VERTICAL STRIPS SHALL BE PLACED ON EACH STOP SIGN POST FACING TRAFFIC (INCIDENTAL).
 - 2. YELLOW REFLECTIVE VERTICAL STRIPS SHALL BE PLACED ON EACH WARNING SIGN POST FACING TRAFFIC (INCIDENTAL).
 - 3. PROPOSED SIGN LOCATIONS AS SHOWN ON PLANS ARE APPROXIMATE. FINAL PLACEMENT OF SIGNS SHALL BE AS DIRECTED BY THE RESIDENT.
 - 4. REMOVALS AND RELOCATIONS OF EXISTING SIGNS NOT SHOWN ON PLANS SHALL BE AS DIRECTED BY THE RESIDENT.

SHEET NUMBER		TURNER ROUTE 4		PROJ. MANAGER R. MOULTON		BY		DATE		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
17 OF 58		SIGNING & STRIPING PLANS		DESIGN-DETAILED CHECKED-REVIEWED		C. SULLOWAY				SIGNATURE	
				DESIGN2-DETAILED2							
				DESIGN3-DETAILED3						P.E. NUMBER	
				REVISIONS 1							
				REVISIONS 2							
				REVISIONS 3							
				REVISIONS 4						DATE	
				FIELD CHANGES						WIN 24201.00 HIGHWAY PLANS	

STRIPING SUMMARY

LEGEND					
SWL: SOLID WHITE LINE					
ZSYL: TWO SOLID YELLOW LINES					
DWL: DOTTED WHITE LINE					
3' LENGTH - 9' GAP					
YCH: CROSS HATCHING YELLOW					

POINT TO POINT	TYPE	POINT TO POINT	TYPE
1 - 42	4" SWL	21 - 25	4" SWL
2 - 6	4" ZSYL	22 - 26	4" SWL
2 - 7	4" ZSYL	23 - 44	4" SWL
2 - 6 - 7 - 2	4" YCH	27 - 30	4" SWL
3 - 40	4" SWL	28 - 31	4" ZSYL
8 - 11	4" SWL	29 - 31	4" ZSYL
9 - 17	4" ZSYL	32 - 34	4" SWL
10 - 18	4" ZSYL	33 - 35	4" ZSYL
11 - 14	4" DWL	36 - 39	4" ZSYL
13 - 16	4" DWL	37 - 38	4" SWL
16 - 19	4" SWL	41 - 43	4" ZSYL
20 - 24	4" ZSYL		

POINT	STATION	OFFSET	POINT	STATION	OFFSET
1	11+00.00	12.0' LT.	23	20+50.00	20.0' LT.
2	11+00.00	0.0'	24	20+69.90	8.0' LT.
3	11+00.00	12.0' RT.	25	20+69.90	3.0' LT.
4	13+02.18	16.6' RT.	26	20+69.90	8.0' RT.
5	13+69.45	23.1' RT.	27	21+40.00	18.4' LT.
6	14+00.00	6.7' LT.	28	21+52.07	6.2' LT.
7	14+00.00	6.7' RT.	29	21+52.50	6.2' RT.
8	14+60.00	8.0' LT.	30	24+30.00	12.0' lt.
9	14+60.00	3.0' RT.	31	24+30.00	0.0'
10	14+60.00	8.0' RT.	32	24+30.00	12.0' RT.
11	15+95.50	8.0' LT.	33	200+34.71	0.0'
12	15+92.50	3.0' RT.	34	201+31.21	11' LT.
13	15+92.50	8.0' RT.	35	201+45.00	0.0'
14	16+92.50	8.0' LT.	36	202+10.00	0.0'
15	16+92.50	3.0' LT.	37	202+36.51	11.0' LT.
16	16+92.50	8.0' RT.	38	205+50.00	11.0' LT.
17	18+25.00	8.0' LT.	39	205+50.00	0.0'
18	18+25.00	3.0' LT.	40	205+50.00	11.0' RT.
19	18+25.00	8.0' RT.	41	300+35.00	0.0'
20	18+85.00	8.0' LT.	42	303+00.00	11.0' LT.
21	18+85.00	3.0' LT.	43	303+00.00	0.0'
22	18+85.00	8.0' RT.	44	303+00.00	11.0' RT.

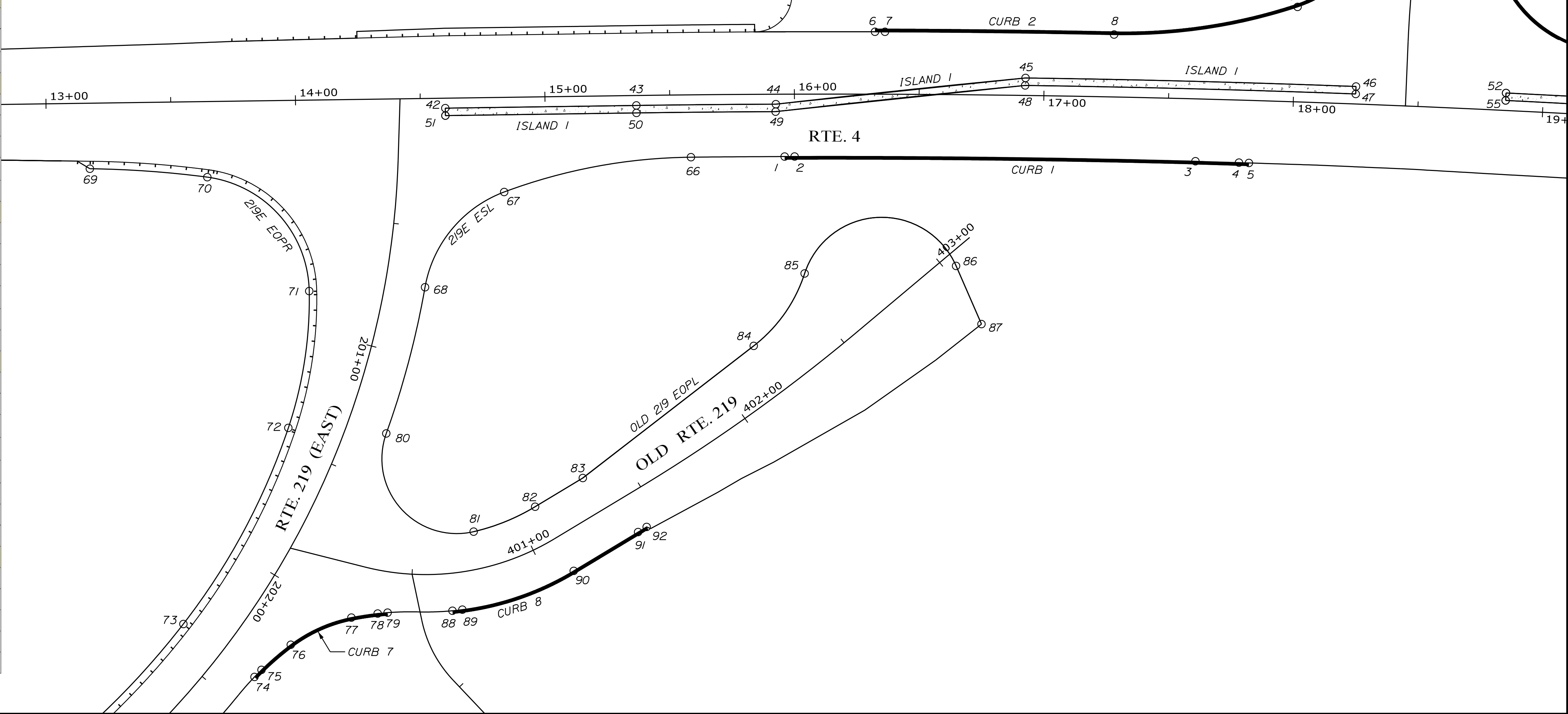
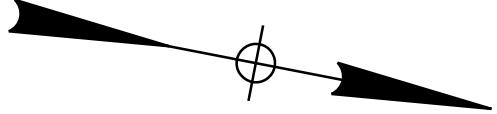
SHEET NUMBER 18	TURNER ROUTE 4 SIGNING & STRIPING PLANS	PROJ. MANAGER	R. MOULTON	BY	DATE
		DESIGN-DETAILED	C. SULLOWAY		
		CHECKED-REVIEWED			
		DESIGN2-DETAILED2			SIGNATURE
		DESIGN3-DETAILED3			P.E. NUMBER
		REVISONS 1			
		REVISONS 2			
		REVISONS 3			
		REVISONS 4			DATE
		FIELD CHANGES			
STATE OF MAINE DEPARTMENT OF TRANSPORTATION					
2420100					
WIN 24201.00		HIGHWAY PLANS			

PT.	STATION	OFFSET	NORTHING	EASTING
CONTROL POINTS FOR CURB 1				
1	15+96.00	25.00' RT.	550127.28	1015337.97
2	16+00.02	25.00' RT.	550131.20	1015337.20
3	17+61.42	25.00' RT.	550289.28	1015308.41
4	17+78.95	25.07' RT.	550306.50	1015305.62
5	17+82.97	25.07' RT.	550310.45	1015304.98
CONTROL POINTS FOR CURB 2				
6	16+32.23	25.00' RT.	550153.30	1015281.97
7	16+36.21	25.00' RT.	550157.23	1015281.22
8	17+27.64	25.00' RT.	550247.58	1015264.79
9	18+00.45	38.05' RT.	550317.66	1015239.87
10	300+76.95	16.00' RT.	550343.16	1015194.68
11	301+96.61	16.00' RT.	550356.42	1015071.68
12	302+00.00	16.00' RT.	550357.41	1015067.80
CONTROL POINTS FOR ISLAND 1				
42	14+60.00	4.00' RT.	549990.07	1015344.89
43	15+36.59	4.00' RT.	550065.03	1015329.21
44	15+92.55	4.00' RT.	550119.83	1015318.04
45	16+92.55	7.00' LT.	550216.06	1015288.63
46	18+24.90	7.00' LT.	550346.75	1015266.72
47	18+24.90	4.00' LT.	550347.21	1015269.69
48	16+92.55	4.00' LT.	550216.48	1015291.61
49	15+92.45	7.00' RT.	550120.30	1015321.01
50	15+36.59	7.00' RT.	550065.65	1015332.15
51	14+60.00	7.00' RT.	549990.67	1015347.83
CONTROL POINTS FOR 219E ESL				
66	15+58.28	25.00' LT.	550090.47	1015345.39
67	14+83.13	37.93' LT.	550019.64	1015373.37
68	200+73.05	16.00' LT.	549995.79	1015416.89
CONTROL POINTS FOR 219E EOPR				
69	13+17.22	26.26' RT.	549854.85	1015395.90
70	13+64.25	30.31' RT.	549901.72	1015390.24
71	200+83.50	29.31' RT.	549950.52	1015427.25
72	201+42.92	21.51' RT.	549952.76	1015482.66
73	202+37.98	19.00' RT.	549926.47	1015567.83
CONTROL POINTS FOR CURB 7				
74	202+37.33	16.51' LT.	549958.48	1015583.22
75	202+33.55	17.03' LT.	549960.71	1015579.89
76	202+20.63	20.11' LT.	549970.30	1015567.78
77	400+30.57	20.97' RT.	549992.07	1015552.47
78	400.8.96	17.21' RT.	550002.11	1015548.87
79	400+42.28	16.26' RT.	550005.95	1015547.75
CONTROL POINTS FOR OLD 219 EOPL				
80	201+31.01	16.00' LT.	549991.72	1015477.36
81	400+78.26	15.00' LT.	550033.61	1015509.31
82	401+09.67	15.00' LT.	550055.89	1015494.80
83	401+31.97	15.00' LT.	550072.45	1015479.86
84	402+20.31	21.41' LT.	550129.60	1015414.81
85	402+55.66	31.48' LT.	550144.09	1015382.43
86	403+04.18	5.25' LT.	550203.10	1015367.89
87	402+96.99	29.65' LT.	550217.55	1015388.82
CONTROL POINTS FOR CURB 8				
88	400+64.79	15.00' RT.	550031.31	1015542.05
89	400+68.27	15.00' RT.	550035.13	1015540.85
90	401+09.67	15.00' RT.	550075.99	1015517.08
91	401+39.78	15.00' RT.	550098.34	1015496.90
92	401+43.78	15.00' RT.	550101.31	1015494.22

ITEM 609.19 CONCRETE SLIPFORM CURB - TERMINAL END							
ITEM 609.21 CONCRETE SLIPFORM CURB							
PT. - PT.	RADIUS	LENGTH	STATION	OFFSET	NORTHING	EASTING	TERMINAL END
TANGENT, CURVE & CENTER POINT DATA FOR CURB 1							
1 - 2	5530.00'	4.00'	15+98.01	25.00' RT.	551201.14	1020762.71	x
2 - 3	5530.00'	160.68'	16+80.72	25.00' RT.	551201.14	1020762.71	
3 - 4		17.45'		RT.			
4 - 5		4.00'		RT.			x
TANGENT, CURVE & CENTER POINT DATA FOR CURB 2							
6 - 7	5580.00'	4.00'	16+34.22	5555.00' RT.	551201.14	1020762.71	x
7 - 8	5580.00'	91.84'	16+81.93	5555.00' RT.	551201.14	1020762.71	
8 - 9	220.00'	74.74'	17+27.64	245.00' LT.	550209.99	1015048.02	
9 - 10	50.00'	54.56'	300+76.95	66.00' LT.	550293.19	1015196.27	
10 - 11	446.00'	124.11'	301+36.78	430.00' LT.	550788.94	1015180.49	
11 - 12	446.00'	4.00'	301+98.54	430.00' LT.	550788.94	1015180.49	x
TANGENT, CURVE & CENTER POINT DATA FOR CURB 7							
74 - 75	120.00'	4.00'	202+46.48	136.00' RT.	5500+59.37	10156+48.19	x
75 - 76	120.00'	15.46'	202+46.48	136.00' RT.	5500+59.37	10156+48.19	
76 - 77	60.00'	26.84'	202+34.77	78.00' RT.	5500+14.84	10156+07.98	
77 - 78	120.00'	10.66'	400+52.78	135.00' LT.	5500+37.60	10156+63.49	
78 - 79	120.00'	4.00'	400+52.78	135.00' LT.	5500+37.60	10156+63.49	x
TANGENT, CURVE & CENTER POINT DATA FOR CURB 8							
88 - 89	115.00'	4.00'	400+66.53	100.00' RT.	5499+98.94	10154+31.70	x
89 - 90	115.00'	47.61'	400+88.97	100.00' RT.	5499+98.94	10154+31.70	
90 - 91		30.12'		RT.			
91 - 92		4.00'		RT.			x

PT. - PT.	RADIUS	LENGTH	STATION	OFFSET	X COORD	Y COORD
TANGENT, CURVE & CENTER POINT DATA FOR ISLAND 1						
42 - 43		76.58'		RT.		
43 - 44	5555.00'	55.92'	14+98.30	5555.00' RT.	5512+01.18	10207+62.93
44 - 45		100.63'		RT.		
45 - 46	5562.00'	132.51'	17+58.73	5555.00' RT.	5512+01.12	10207+62.61
46 - 47		3.00'		RT.		
47 - 48	5559.00'	132.55'	17+58.67	5555.00' RT.	5512+01.15	10207+62.81
48 - 49		100.58'		RT. TO LT.		
49 - 50	100.58'	55.78'	15+64.52	5555.00' RT.	5512+01.13	10207+62.71
50 - 51		76.59'		RT.		
51 - 42		3.00'		RT.		
TANGENT, CURVE & CENTER POINT DATA FOR 219E ESL						
66 - 67	220.00'	76.54'	15+58.28	245.00' RT.	5501+34.66	10155+60.91
67 - 68	50.00'	51.93'	200+73.85	66.00' LT.	5500+45.78	10154+15.99
TANGENT, CURVE & CENTER POINT DATA FOR 219E EOPR						
69 - 70	397.00'	47.23'	13+06.74	423.12' RT.	5499+25.82	10157+86.51
70 - 71	47.00'	63.85'	200+96.96	74.91' RT.	5499+04.57	10154+37.15
71 - 72	162.00'	55.73'	201+62.51	183.00' RT.	5497+92.16	10154+61.39
72 - 73	267.00'	89.56'	202+37.98	286.00' RT.	5496+88.07	10154+47.61
TANGENT, CURVE & CENTER POINT DATA FOR OLD 219 EOPL						
80 - 81	30.00'	64.30'	201+31.01	46.00' LT.	5500+21.37	10154+81.92
81 - 82	85.00'	26.70'	400+93.97	100.00' LT.	5499+98.94	10154+31.70
82 - 83		22.30'		LT.		
83 - 84		86.59'		LT.		
84 - 85	60.00'	36.01'	402+19.44	81.41' LT.	5500+84.52	10153+75.21
85 - 86	32.50'	78.55'	402+43.01	3.94' LT.	5501+76.35	10153+86.35
86 - 87		25.44'		RT.		

LEGEND
STA. 11+00 to 24+30 = RTE. 4
STA. 200+00.00 to 205+50.00 = RTE. 219E (HOWE'S CORNER RD.)
STA. 300+00.00 to 303+00.00 = RTE. 219W (BEAR POND RD.)
STA. 400+00.00 to 403+20.00 = OLD RTE. 219
STA. 500+00.00 to 500+50.00 = TRASK RD.
STA. 600+00.00 to 603+15.93 = DRIVEWAY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

TURNER
ROUTE 4

GEOMETRIC PLANS

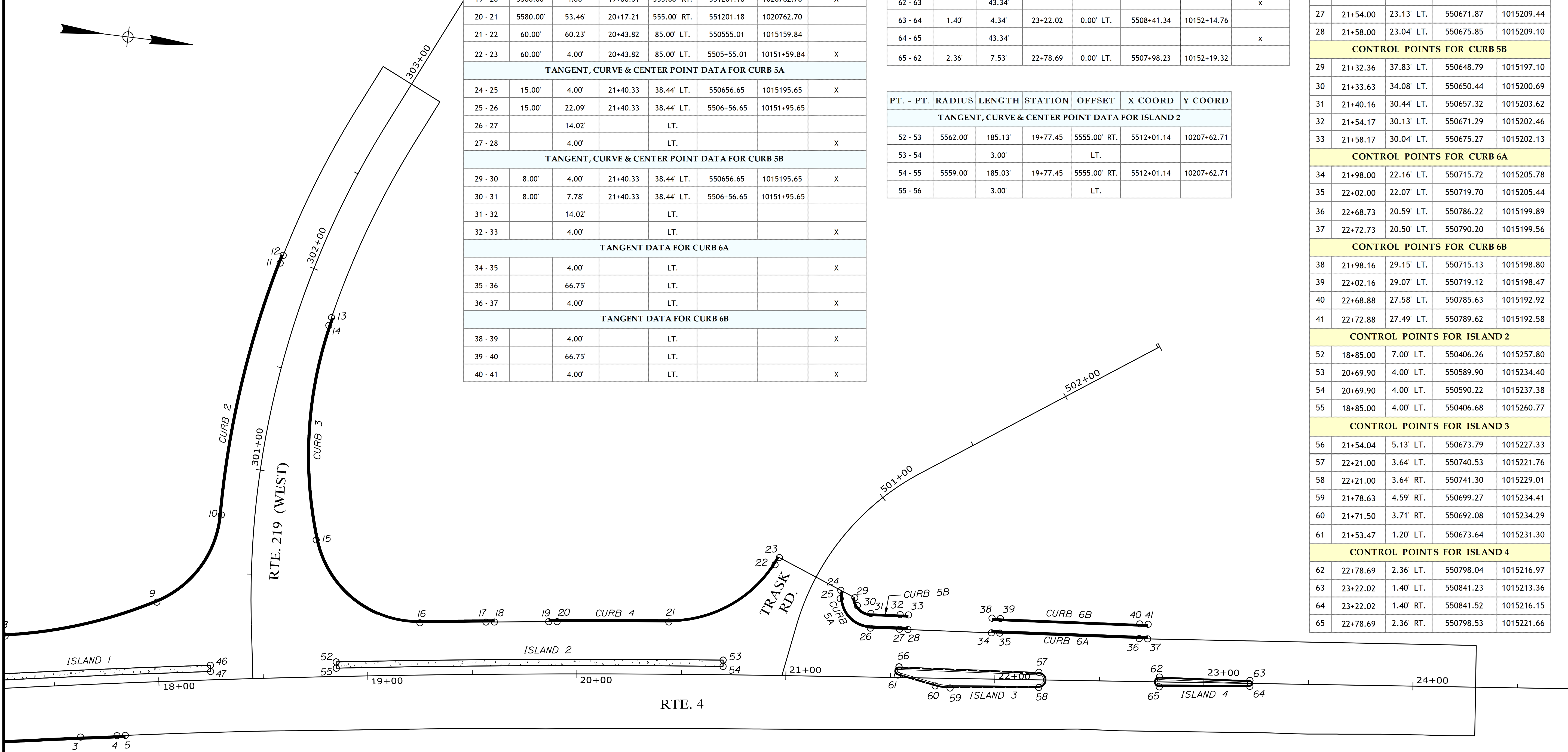
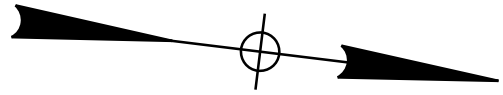
SHEET NUMBER

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OF 58

PROJ. MANAGER	BY	DATE
R. MOUTON		
DESIGN-DETAILED	C. SULLOWAY	
CHECKED-REVIEWED		
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		
SIGNATURE	P.E. NUMBER	DATE

LEGEND
STA. 11+00 to 24+30 = RTE. 4
STA. 200+00.00 to 205+50.00 = RTE. 219E (HOWE'S CORNER RD.)
STA. 300+00.00 to 303+00.00 = RTE. 219W (BEAR POND RD.)
STA. 400+00.00 to 403+20.00 = OLD RTE. 219
STA. 500+00.00 to 500+50.00 = TRASK RD.
STA. 600+00.00 to 603+15.93 = DRIVEWAY



ITEM 609.19 CONCRETE SLIPFORM CURB - TERMINAL END ITEM 609.21 CONCRETE SLIPFORM CURB							
PT. - PT.	RADIUS	LENGTH	STATION	OFFSET	NORTHING	EASTING	TERMINAL END
TANGENT, CURVE & CENTER POINT DATA FOR CURB 3							
13 - 14		4.00'		RT.			X
14 - 15	195.00'	104.05'	301+74.97	211.00' RT.	550574.14	1015137.81	
15 - 16	50.00'	68.84'	19+25.28	75.00' LT.	550436.96	1015184.81	
16 - 17	5580.00'	31.61'	19+41.01	5555.00' RT.	551201.14	1020762.71	
17 - 18	5580.00'	4.00'	19+58.74	5555.00' RT.	5512+01.14	10207+62.71	X
TANGENT, CURVE & CENTER POINT DATA FOR CURB 4							
19 - 20	5580.00'	4.00'	19+88.61	555.00' RT.	551201.18	1020762.70	X
20 - 21	5580.00'	53.46'	20+17.21	555.00' RT.	551201.18	1020762.70	
21 - 22	60.00'	60.23'	20+43.82	85.00' LT.	550555.01	1015159.84	
22 - 23	60.00'	4.00'	20+43.82	85.00' LT.	5505+55.01	10151+59.84	X
TANGENT, CURVE & CENTER POINT DATA FOR CURB 5A							
24 - 25	15.00'	4.00'	21+40.33	38.44' LT.	550656.65	1015195.65	X
25 - 26	15.00'	22.09'	21+40.33	38.44' LT.	5506+56.65	10151+95.65	
26 - 27		14.02'		LT.			
27 - 28		4.00'		LT.			X
TANGENT, CURVE & CENTER POINT DATA FOR CURB 5B							
29 - 30	8.00'	4.00'	21+40.33	38.44' LT.	550656.65	1015195.65	X
30 - 31	8.00'	7.78'	21+40.33	38.44' LT.	5506+56.65	10151+95.65	
31 - 32		14.02'		LT.			
32 - 33		4.00'		LT.			X
TANGENT DATA FOR CURB 6A							
34 - 35		4.00'		LT.			X
35 - 36		66.75'		LT.			
36 - 37		4.00'		LT.			X
TANGENT DATA FOR CURB 6B							
38 - 39		4.00'		LT.			X
39 - 40		66.75'		LT.			
40 - 41		4.00'		LT.			X

ITEM 609.34 CURB TYPE 5 ITEM 609.34 CURB TYPE 5 - CIRCULAR							
PT. - PT.	RADIUS	LENGTH	STATION	OFFSET	X COORD	Y COORD	CIRCULAR
TANGENT, CURVE & CENTER POINT DATA FOR ISLAND 3							
56 - 57		66.97'		LT.			
57 - 58	3.65'	11.29'	22+20.91	0.00' LT.	5507+40.83	10152+25.40	X
58 - 59		42.38'		RT.			
59 - 60	25.00'	7.21'	21+78.07	20.41' LT.	5506+96.08	10152+09.61	
60 - 61		18.68'					
61 - 56	2.00'	5.80'	21+54.00	3.13' LT.	5506+73.96	10152+29.33	X
TANGENT, CURVE & CENTER POINT DATA FOR ISLAND 4							
62 - 63		43.34'					x
63 - 64	1.40'	4.34'	23+22.02	0.00' LT.	5508+41.34	10152+14.76	
64 - 65		43.34'					x
65 - 62	2.36'	7.53'	22+78.69	0.00' LT.	5507+98.23	10152+19.32	

PT. - PT.	RADIUS	LENGTH	STATION	OFFSET	X COORD	Y COORD
TANGENT, CURVE & CENTER POINT DATA FOR ISLAND 2						
52 - 53	5562.00'	185.13'	19+77.45	5555.00' RT.	5512+01.14	10207+62.71
53 - 54		3.00'		LT.		
54 - 55	5559.00'	185.03'	19+77.45	5555.00' RT.	5512+01.14	10207+62.71
55 - 56		3.00'		LT.		

PT.	STATION	OFFSET	NORTHING	EASTING
CONTROL POINTS FOR CURB 4				
19	16+86.61	25.00' LT.	550504.83	1015226.32
20	19+90.60	25.00' LT.	550508.80	1015225.82
21	20+43.82	25.00' LT.	550561.88	1015219.45
22	20+93.95	53.00' LT.	550608.98	1015186.05
23	0+20.96	56.47' LT.	550610.61	1015182.40
CONTROL POINTS FOR CURB 5A				
24	21+25.61	41.29' LT.	550641.71	1015194.37
25	21+25.61	37.30' LT.	550641.90	1015198.36
26	21+40.00	23.44' LT.	550657.90	1015210.60
27	21+54.00	23.13' LT.	550671.87	1015209.44
28	21+58.00	23.04' LT.	550675.85	1015209.10
CONTROL POINTS FOR CURB 5B				
29	21+32.36	37.83' LT.	550648.79	1015197.10
30	21+33.63	34.08' LT.	550650.44	1015200.69
31	21+40.16	30.44' LT.	550657.32	1015203.62
32	21+54.17	30.13' LT.	550671.29	1015202.46
33	21+58.17	30.04' LT.	550675.27	1015202.13
CONTROL POINTS FOR CURB 6A				
34	21+98.00	22.16' LT.	550715.72	1015205.78
35	22+02.00	22.07' LT.	550719.70	1015205.44
36	22+68.73	20.59' LT.	550786.22	1015199.89
37	22+72.73	20.50' LT.	550790.20	1015199.56
CONTROL POINTS FOR CURB 6B				
38	21+98.16	29.15' LT.	550715.13	1015198.80
39	22+02.16	29.07' LT.	550719.12	1015198.47
40	22+68.88	27.58' LT.	550785.63	1015192.92
41	22+72.88	27.49' LT.	550789.62	1015192.58
CONTROL POINTS FOR ISLAND 2				
52	18+85.00	7.00' LT.	550406.26	1015257.80
53	20+69.90	4.00' LT.	550589.90	1015234.40
54	20+69.90	4.00' LT.	550590.22	1015237.38
55	18+85.00	4.00' LT.	550406.68	1015260.77
CONTROL POINTS FOR ISLAND 3				
56	21+54.04	5.13' LT.	550673.79	1015227.33
57	22+21.00	3.64' LT.	550740.53	1015221.76
58	22+21.00	3.64' RT.	550741.30	1015229.01
59	21+78.63	4.59' RT.	550699.27	1015234.41
60	21+71.50	3.71' RT.	550692.08	1015234.29
61	21+53.47	1.20' LT.	550673.64	1015231.30
CONTROL POINTS FOR ISLAND 4				
62	22+78.69	2.36' LT.	550798.04	1015216.97
63	23+22.02	1.40' LT.	550841.23	1015213.36
64	23+22.02	1.40' RT.	550841.52	1015216.15
65	22+78.69	2.36' RT.	550798.53	1015221.66

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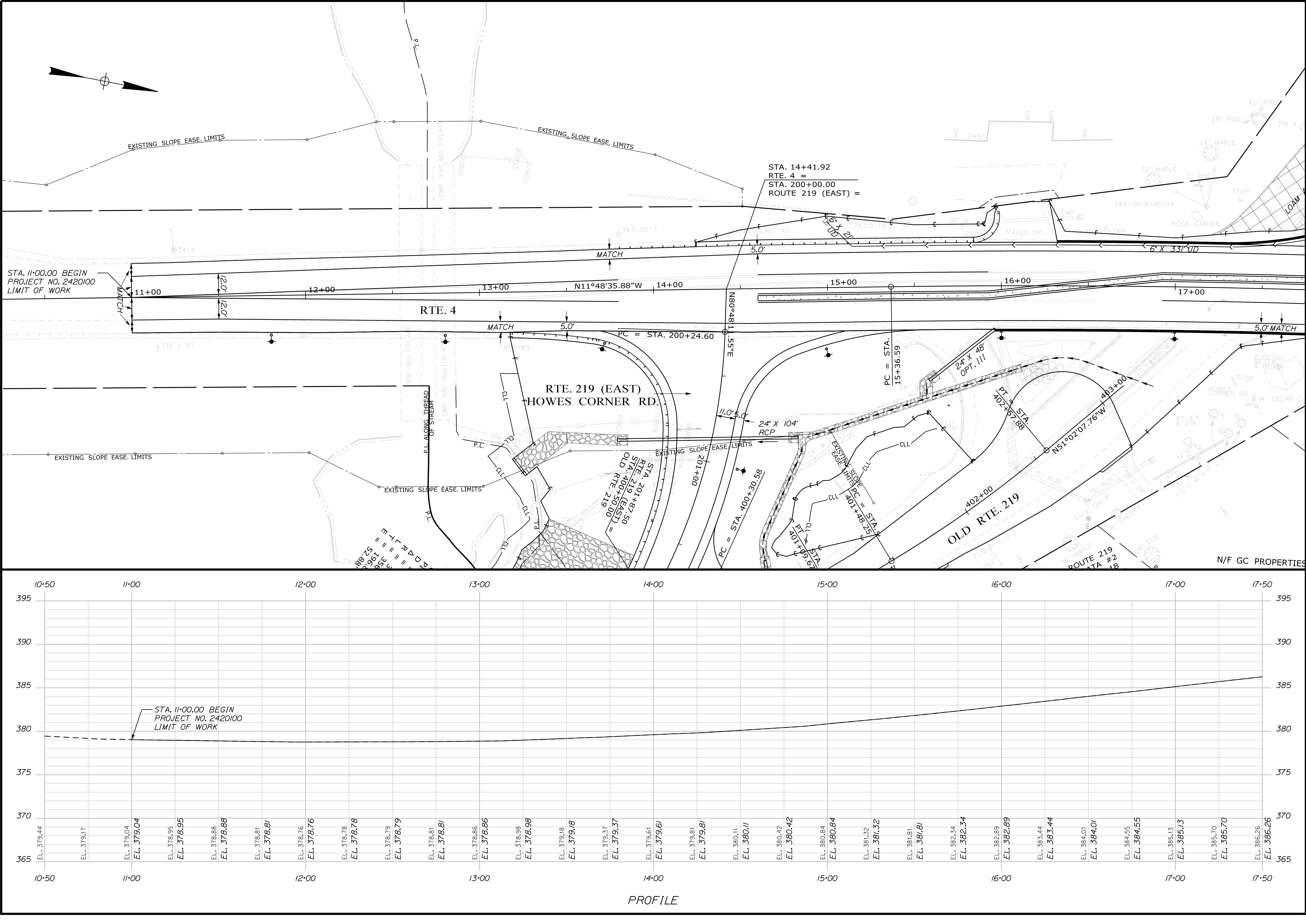
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HIGHWAY PLANS

TURNER
ROUTE 4

GEOMETRIC PLANS

SHEET NUMBER
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OF 58



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24201.00

HIGHWAY PLANS

TURNER
ROUTE 4

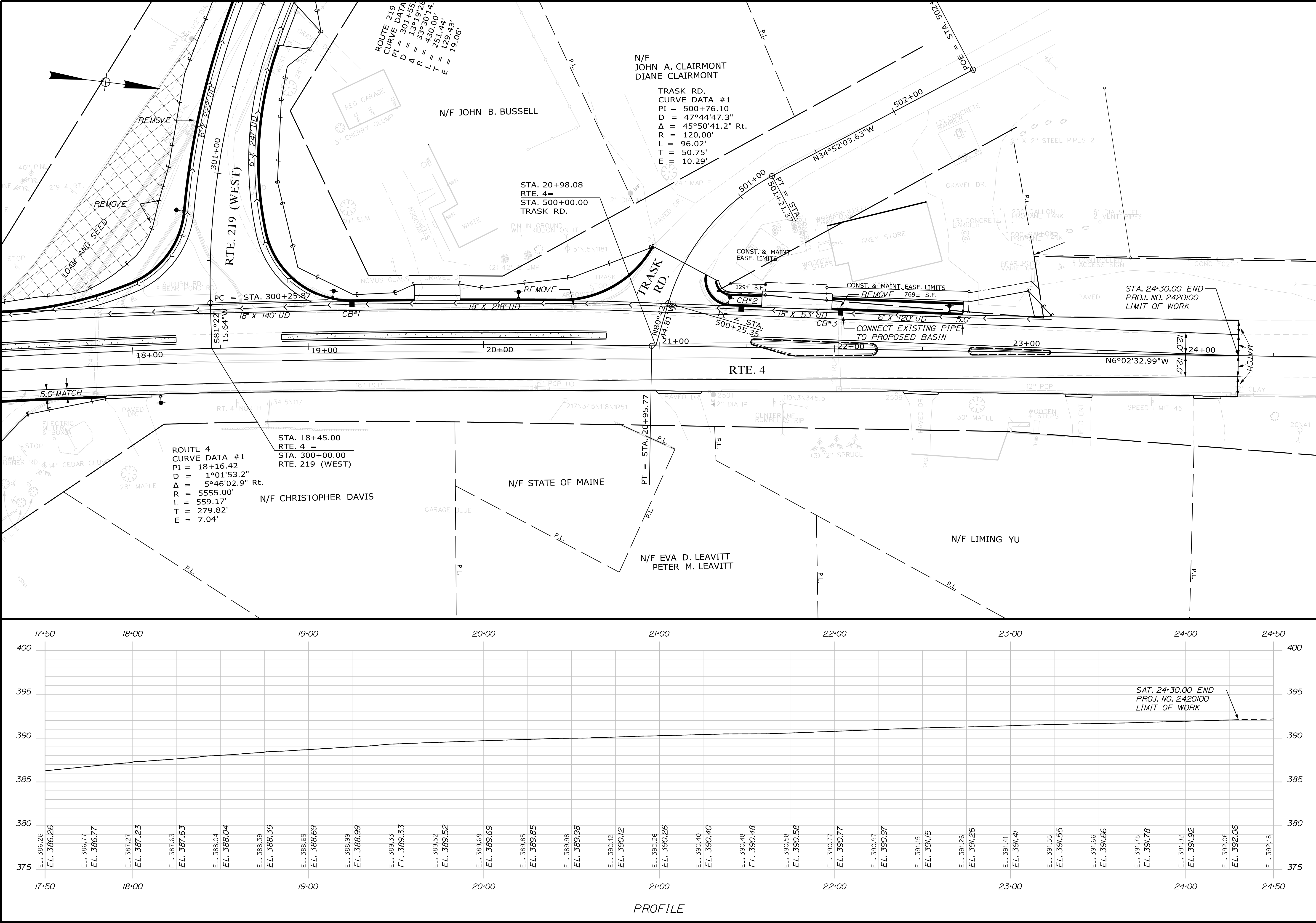
PLAN/PROFILE

SHEET NUMBER

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OF 58

PROJ. MANAGER	R. MOUTON	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
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CHECKED-REVIEWED						
DESIGNS-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2420100

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HIGHWAY PLANS

TURNER
ROUTE 4

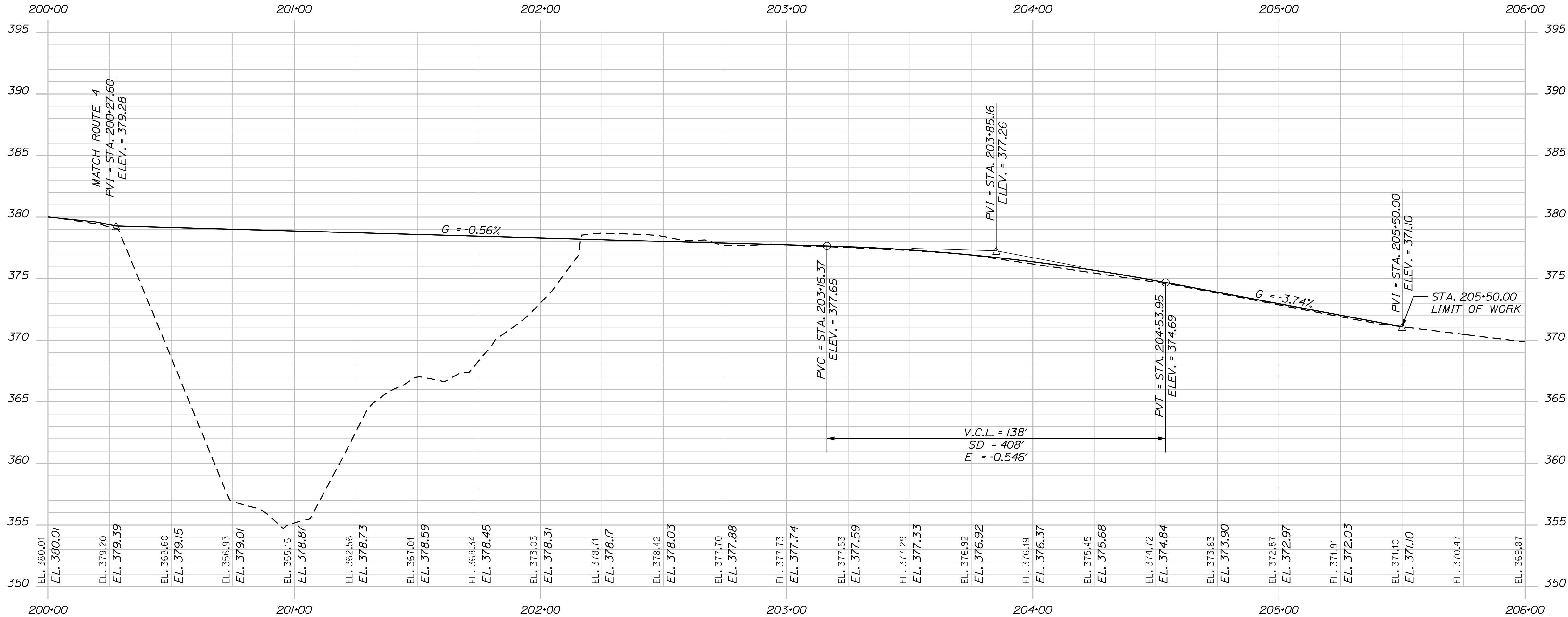
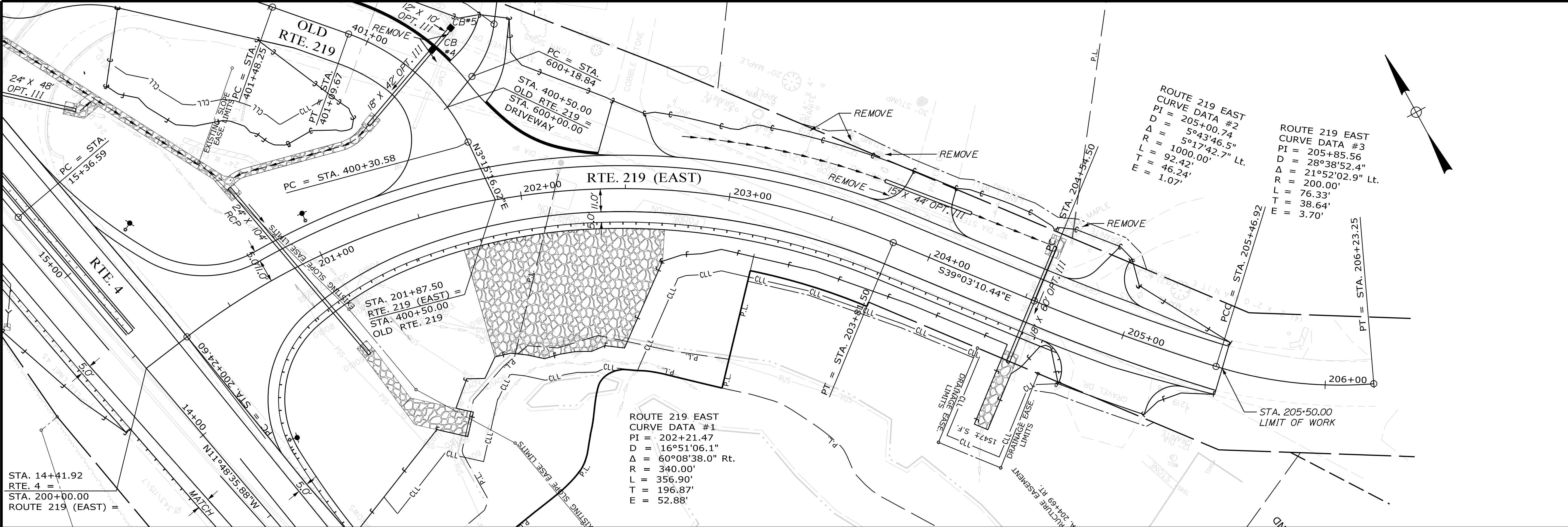
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SHEET NUMBER

22

OF 58

PROJ. MANAGER	R. MOUTON	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
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CHECKED-REVIEWED						
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						



PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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BRIDGE NO.
HIGHWAY PLANS

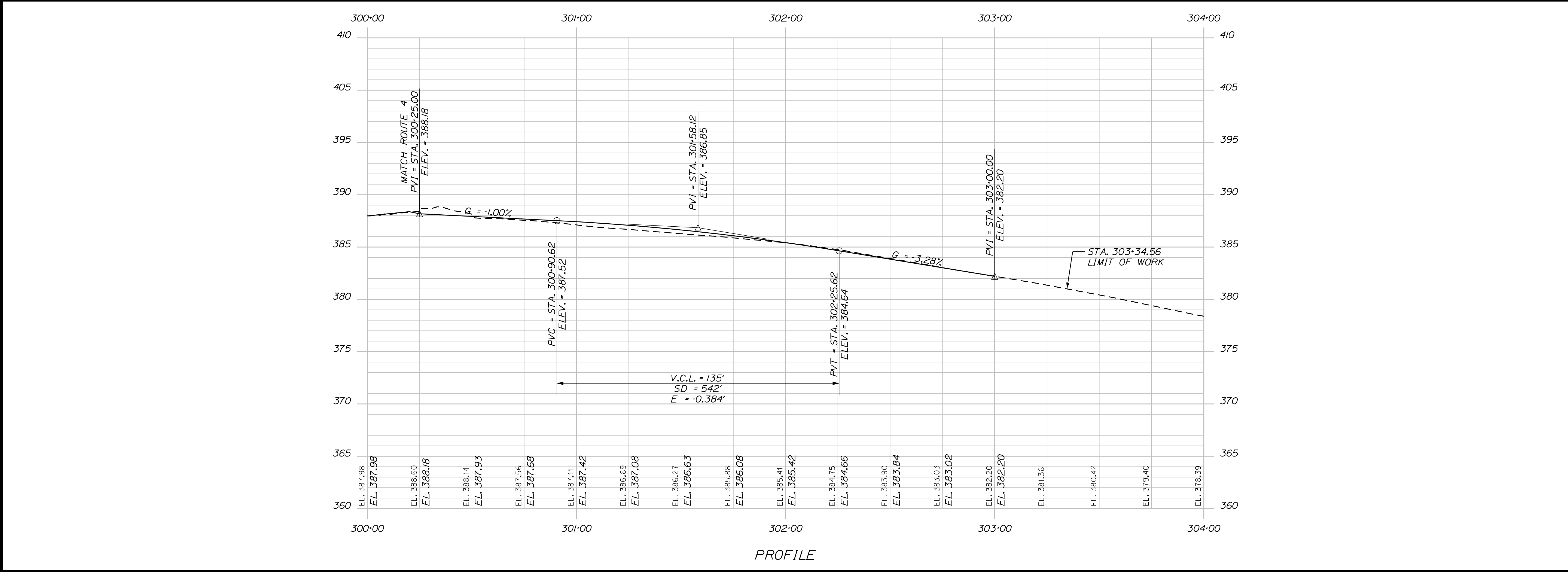
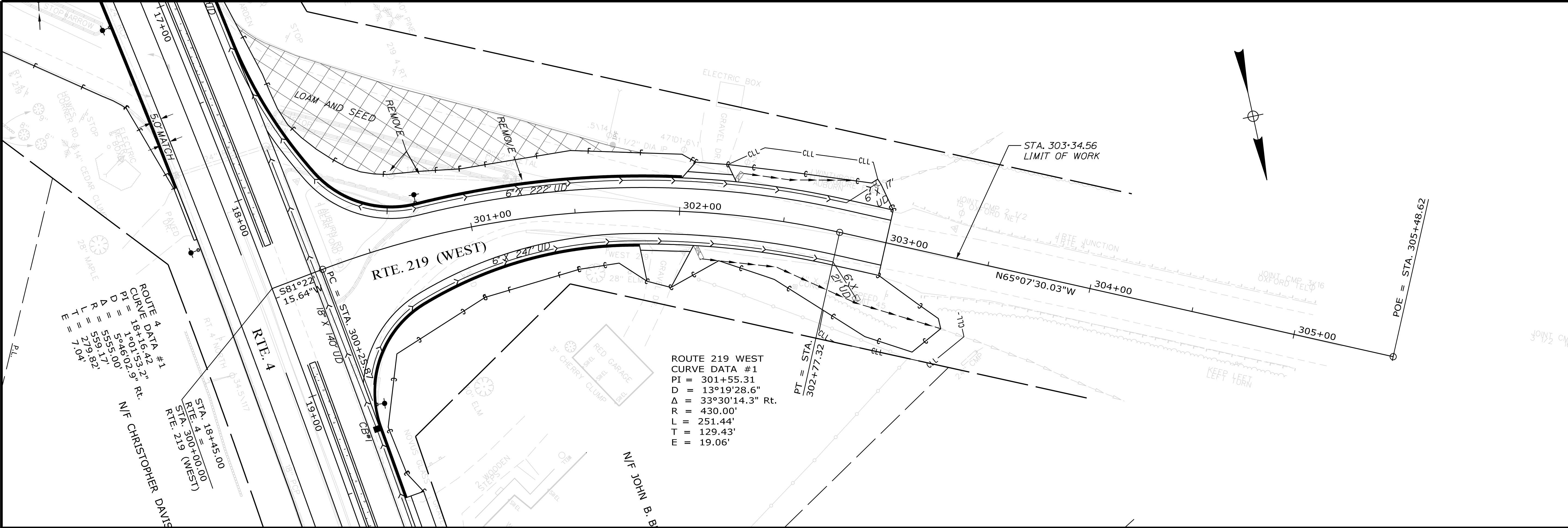
TURNER
TURNER ROUTE 219 (EAST) SCOGGIN

DESIGN-DETAILED
CHECKED-REVIEWED
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DESIGNS-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

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DATE

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HIGHWAY PLANS

TURNER
ROUTE 219 (WEST)

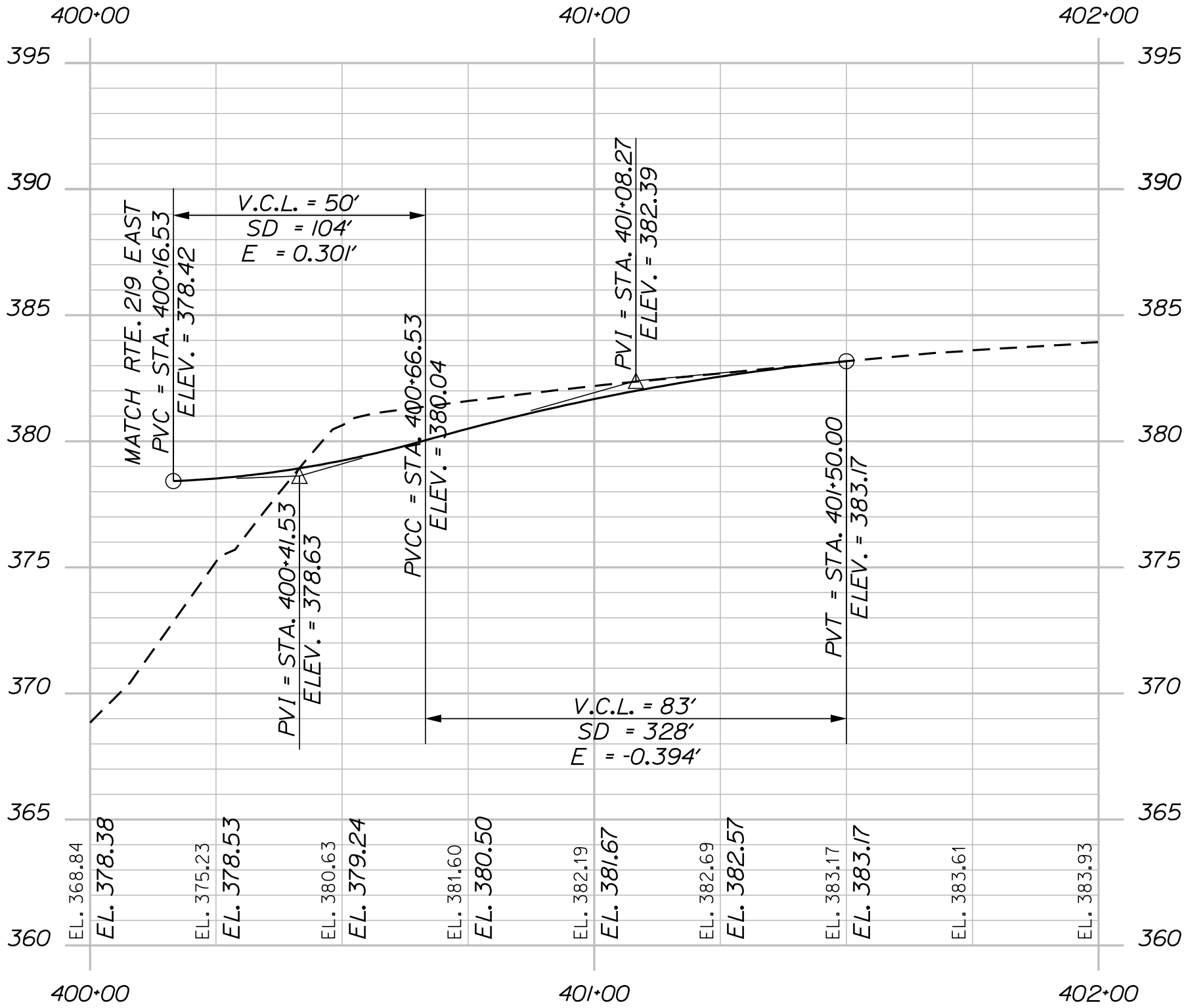
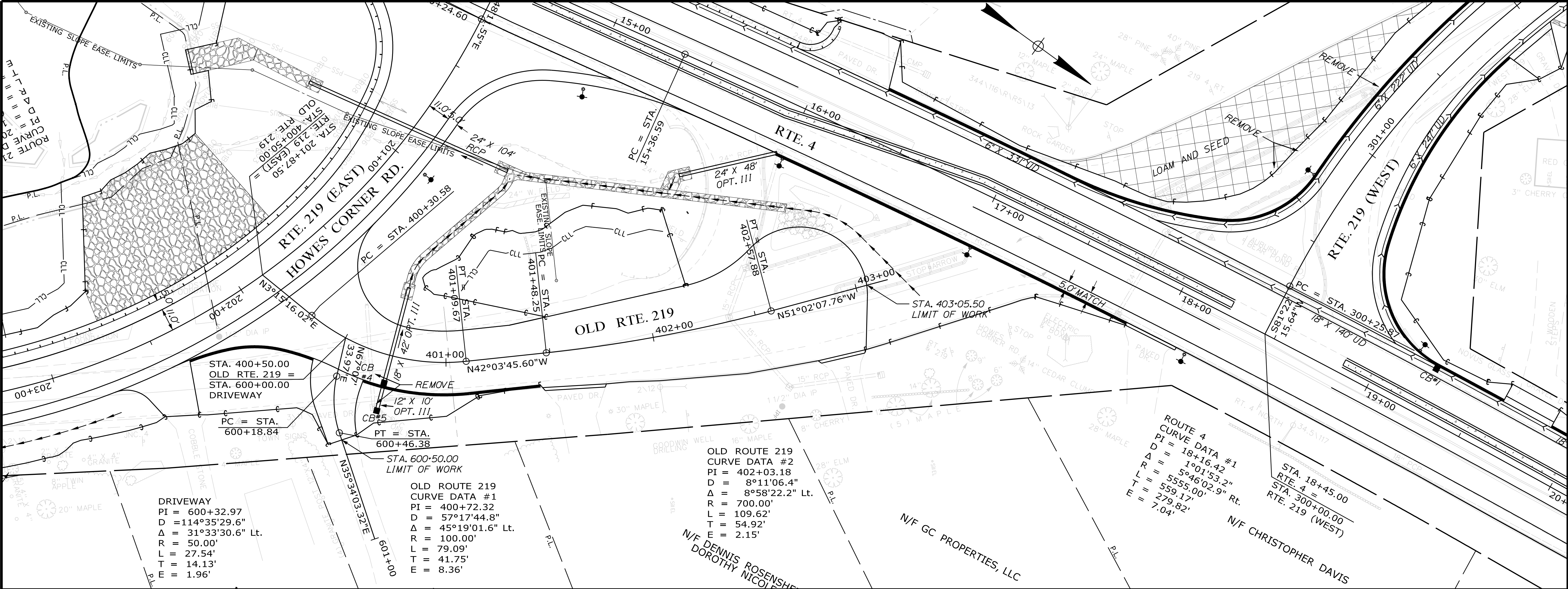
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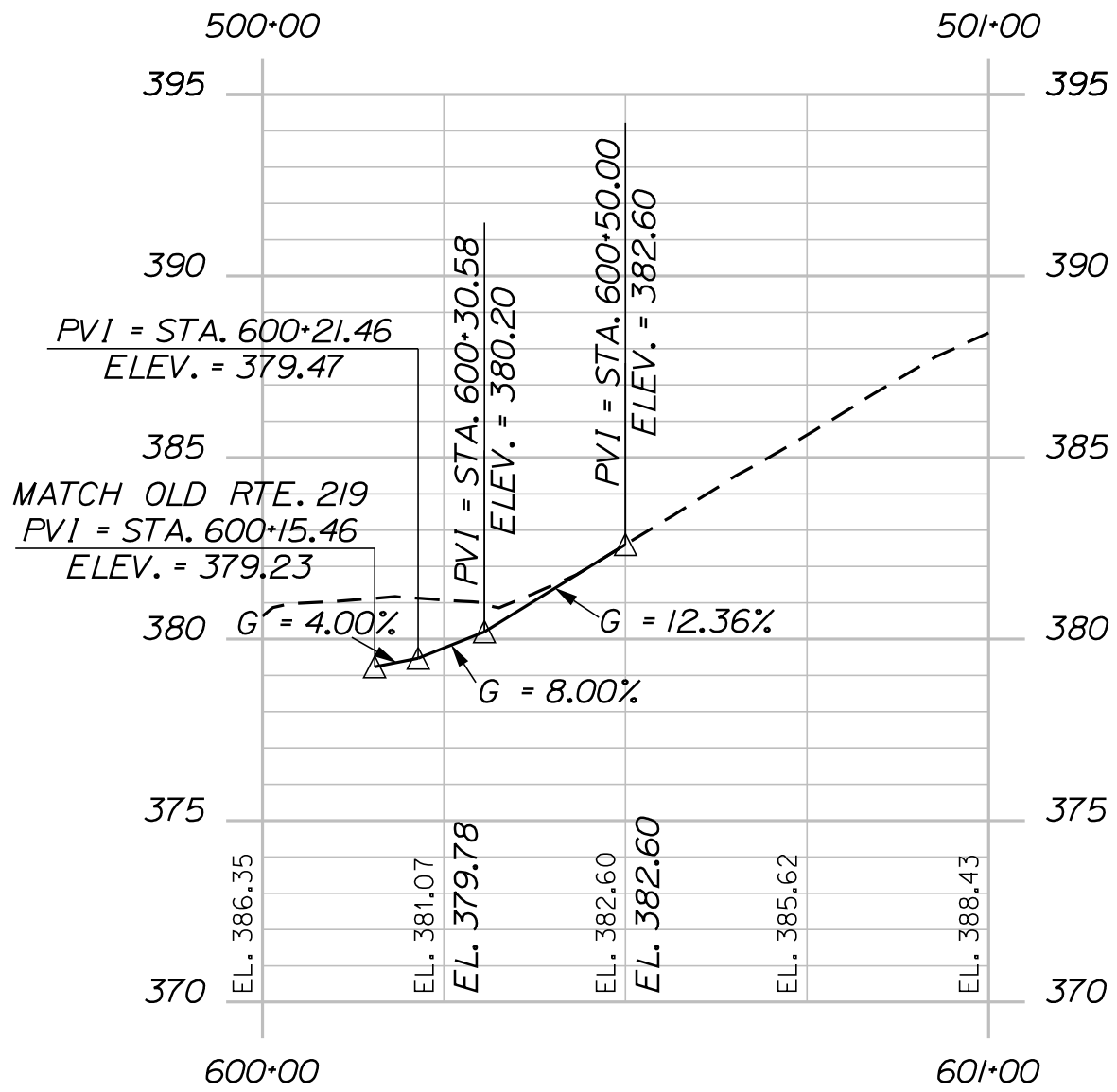
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OF 58

PROJ. MANAGER	R. MOUTON	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
CHECKED-DETAILED	C. SULLOWAY					
DESIGNED-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						



OLD ROUTE 219 PROFILE



DRIVEWAY STA. 400+50.00 PROFILE

STATE OF MAINE
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2420100

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HIGHWAY PLANS

PROJ. MANAGER
R. MOUTON

BY
C. SULLOWAY

DATE

DESIGN-DETAILED
CHECKED-REVIEWED

DESIGN-DETAILED
CHECKED-REVIEWED

DESIGN-DETAILED
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REVISIONS 1
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REVISIONS 4

FIELD CHANGES

SIGNATURE

P.E. NUMBER

DATE

TURNER
ROUTE 4

PLAN/PROFILE

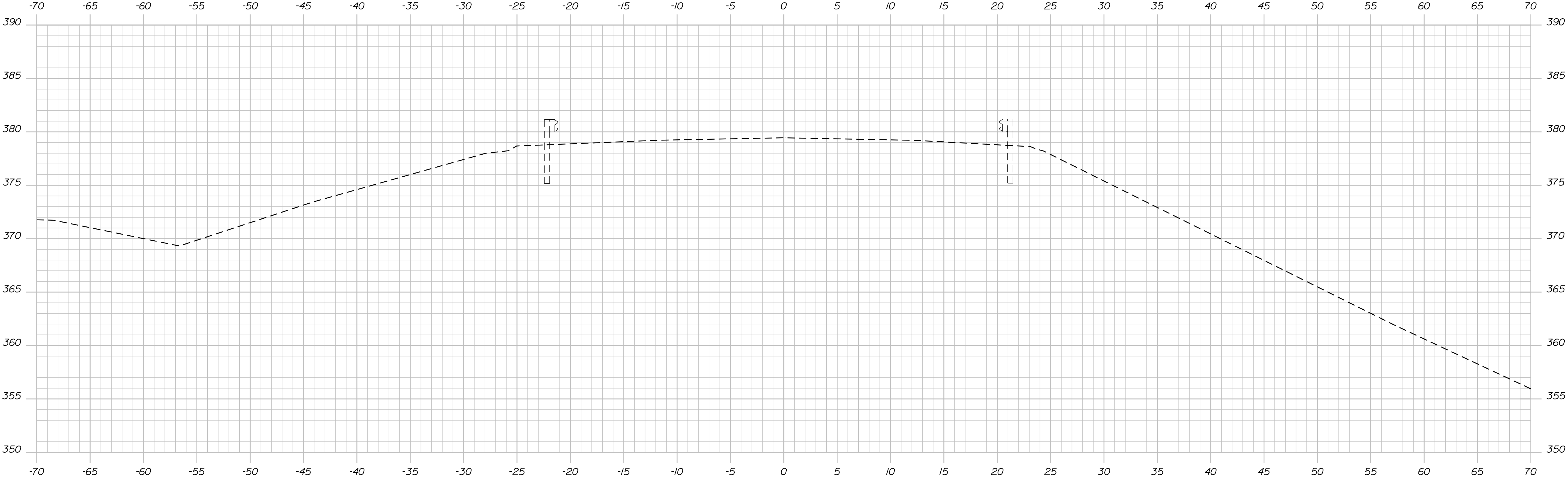
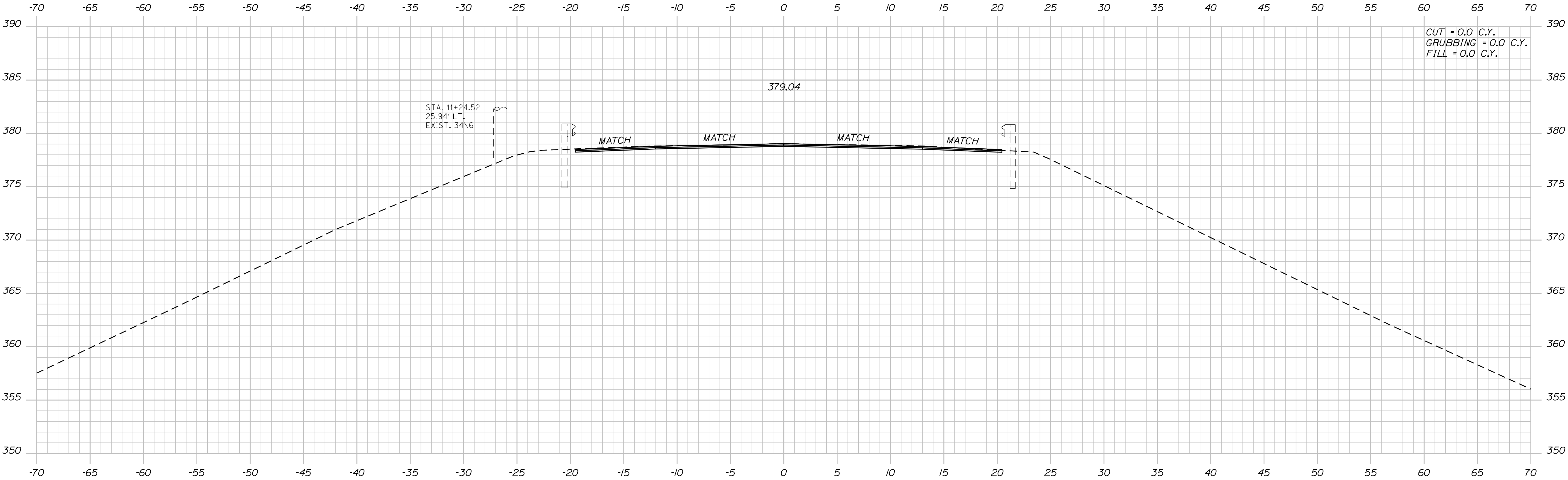
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OF 58

Date:2/26/2024

Username: common

Division: HIGHWAY

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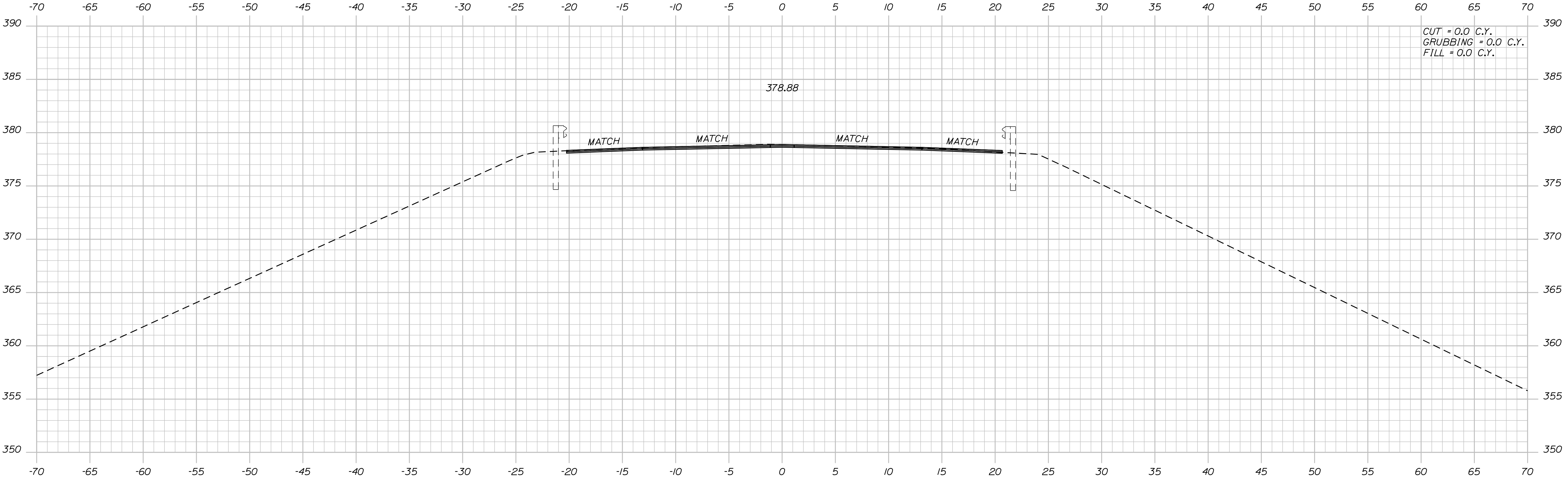
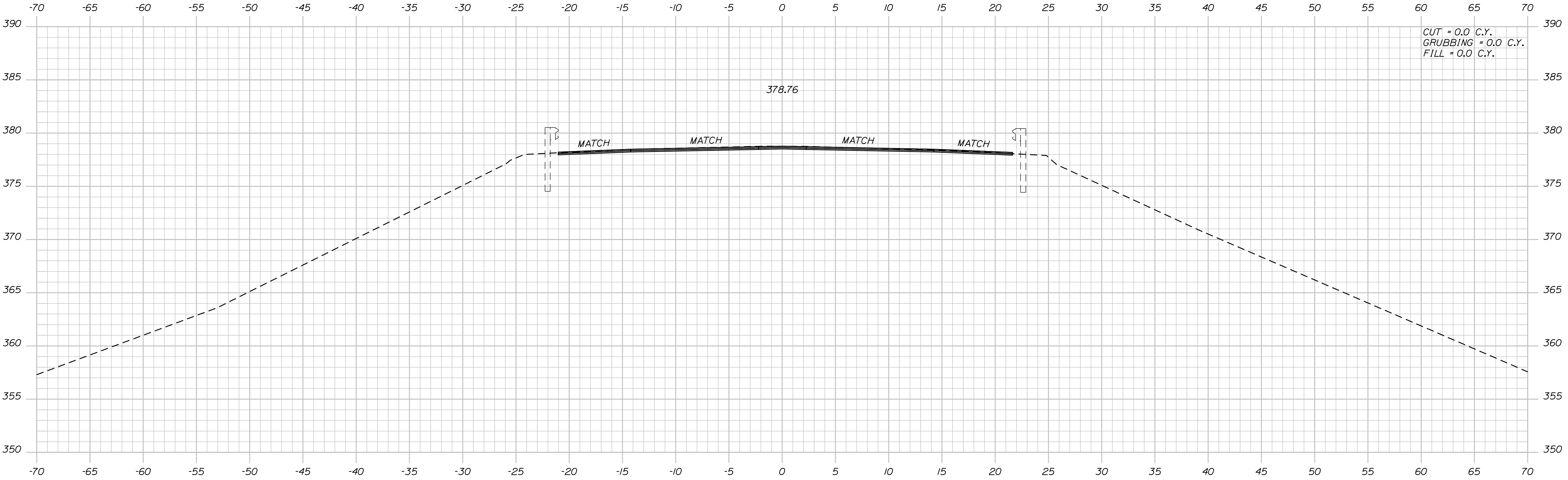


STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
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WIN	24201.00
HIGHWAY PLANS	

PROJ. MANAGER	R. MOUTON	BY	DATE
DESIGN-DETAILED	C. SULLOWAY		
CHECKED-REVIEWED			
DESIGN-DETAILED			SIGNATURE
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REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			DATE
FIELD CHANGES			

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ROUTE 4	
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2420100

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24201.00

HIGHWAY PLANS

TURNER
ROUTE 4

CROSS SECTIONS

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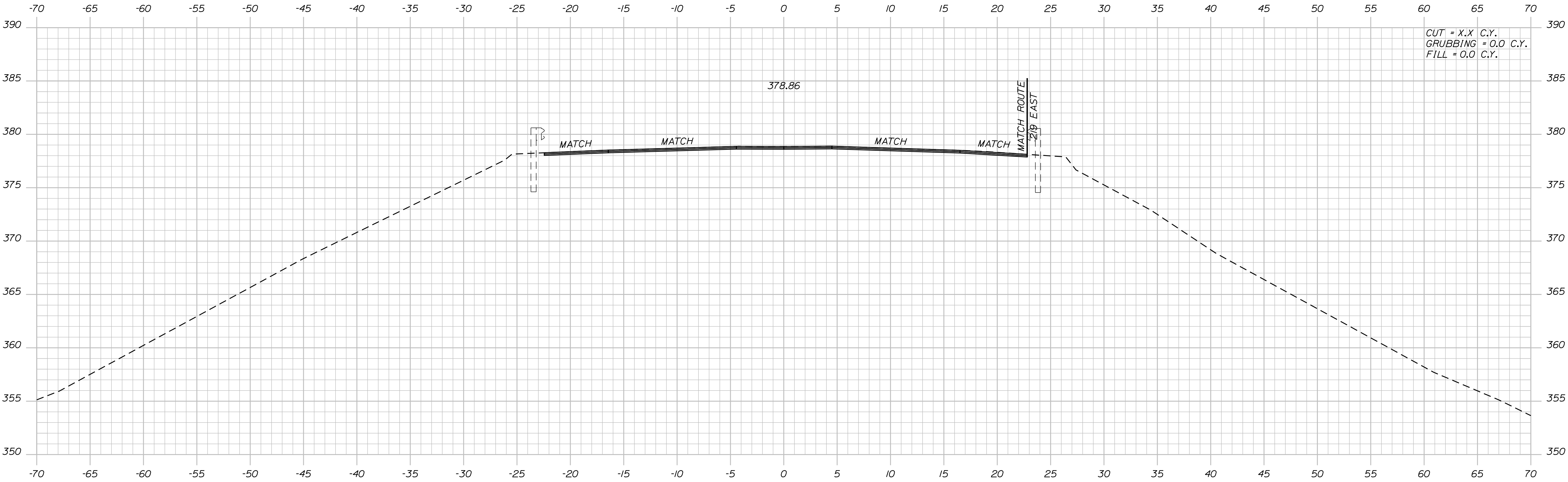
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CHECKED-REVIEWED	C. SULLOWAY			
DESIGN-DETAILED				P.E. NUMBER
REVISIONS 1				DATE
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REVISIONS 4				
FIELD CHANGES				

Date:2/26/2024

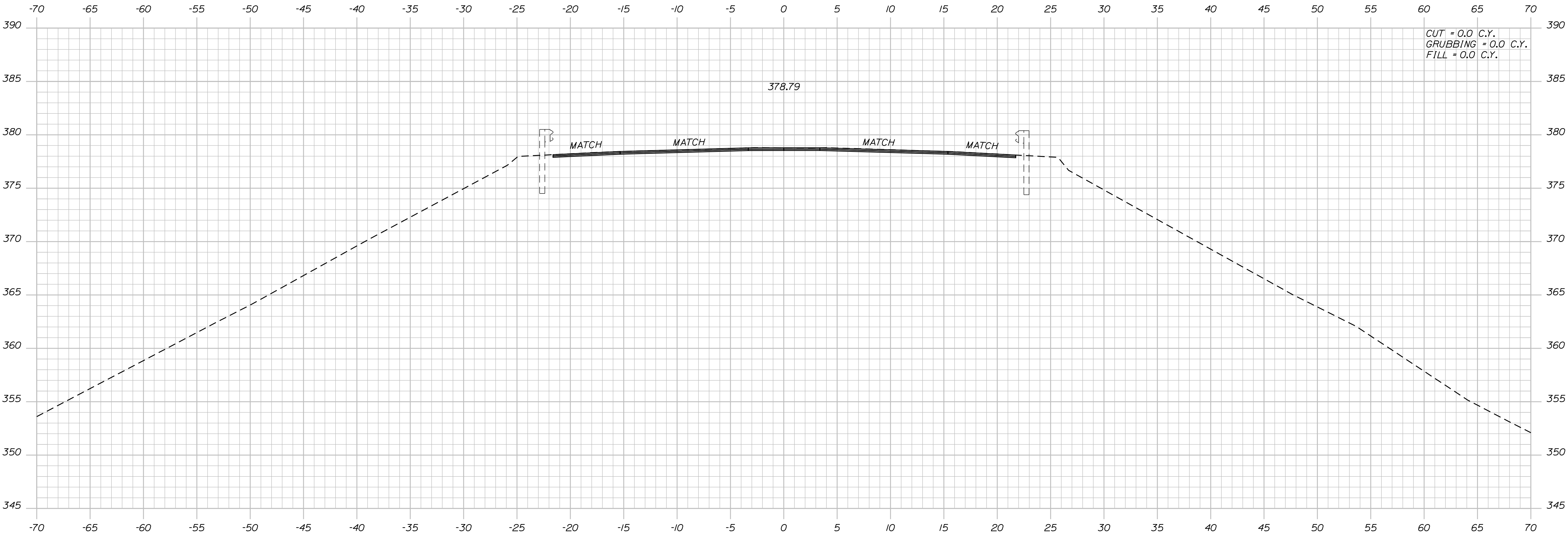
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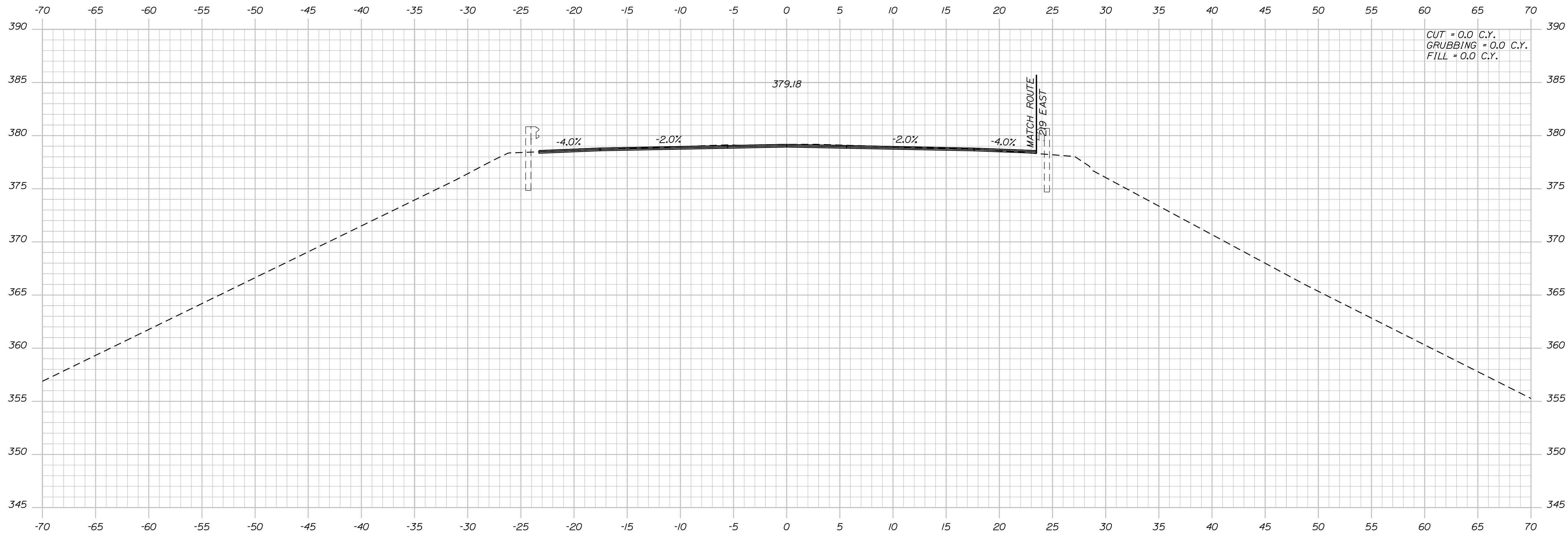


13+00.00



12+50.00

PROJ. MANAGER	R. MOUTON	BY	DATE
DESIGN-DETAILED	C. SULLOWAY		
CHECKED-REVIEWED			
DESIGN-DETAILED 02	SIGNATURE		
DESIGNS DETAIL 03			
REVISIONS 1	P.E. NUMBER		
REVISIONS 2			
REVISIONS 3	DATE		
REVISIONS 4			
FIELD CHANGES			



CUT	= 0.0	C.Y.		
GRUBBING	= 0.0	C.Y.		
FILL	= 0.0	C.Y.		

STA. 13+52.21, 23.1' RT. TO STA. 20+65.03, 16.0' RT. (ROUTE 219 EAST)
INSTALL 496.875 LF 31" W-BEAM GUARDRAIL -
MID-WAY SPLICE, SINGLE FACED

WIN
24201.00

DATE _____

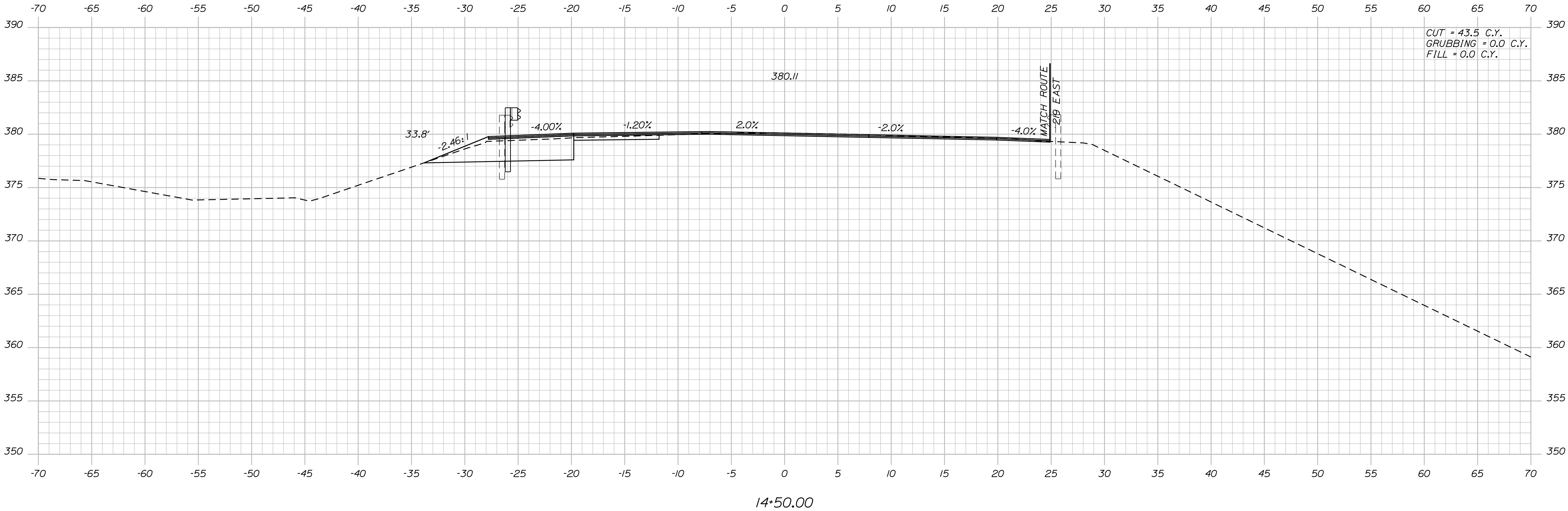
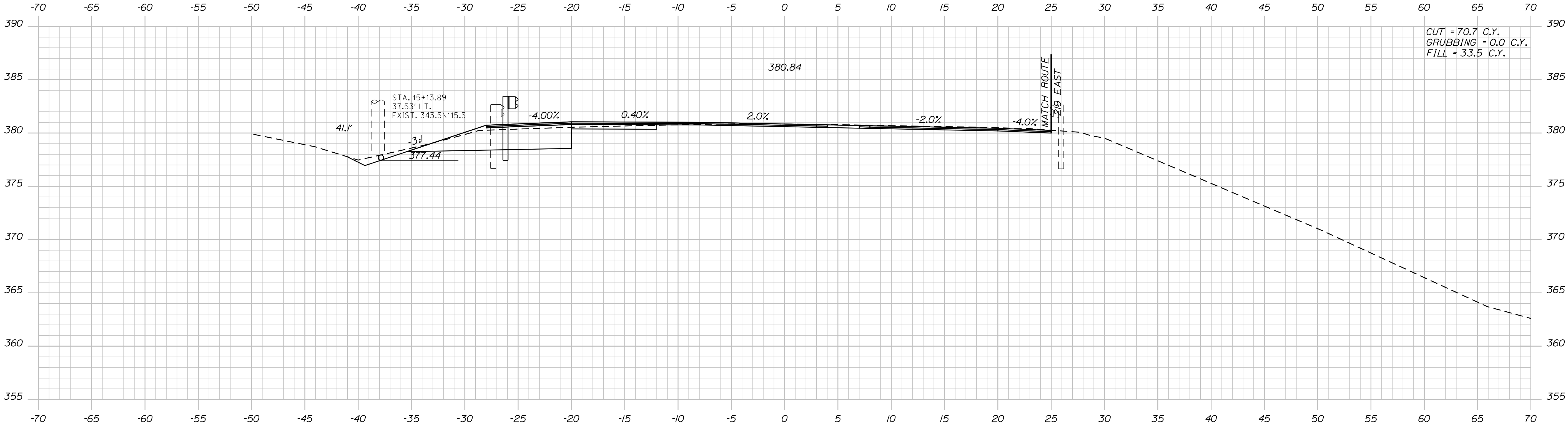
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REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

SHEET NUMBER

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2420100

WIN
24201.00

HIGHWAY PLANS

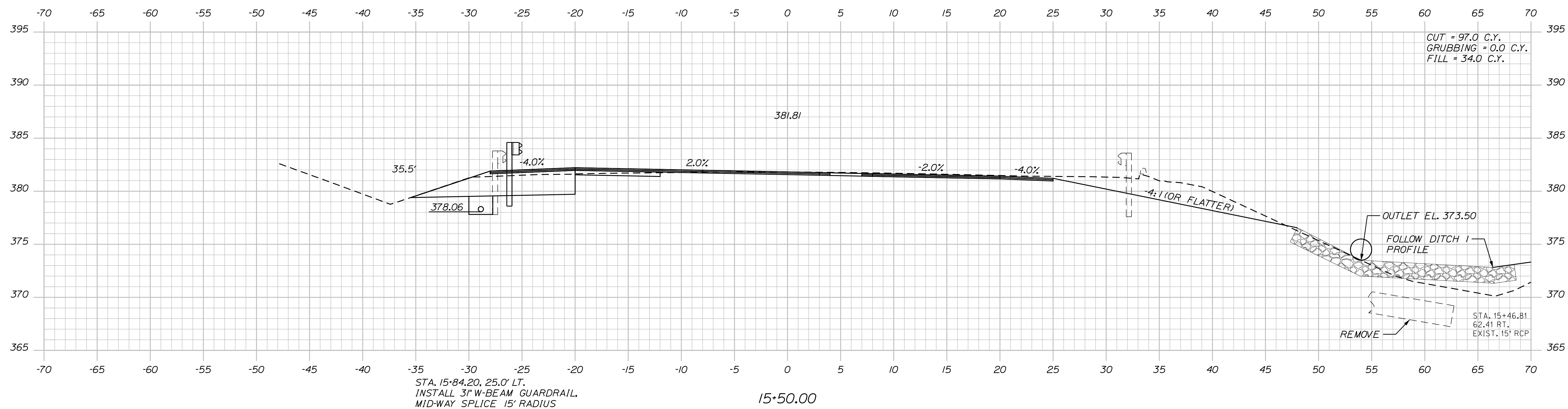
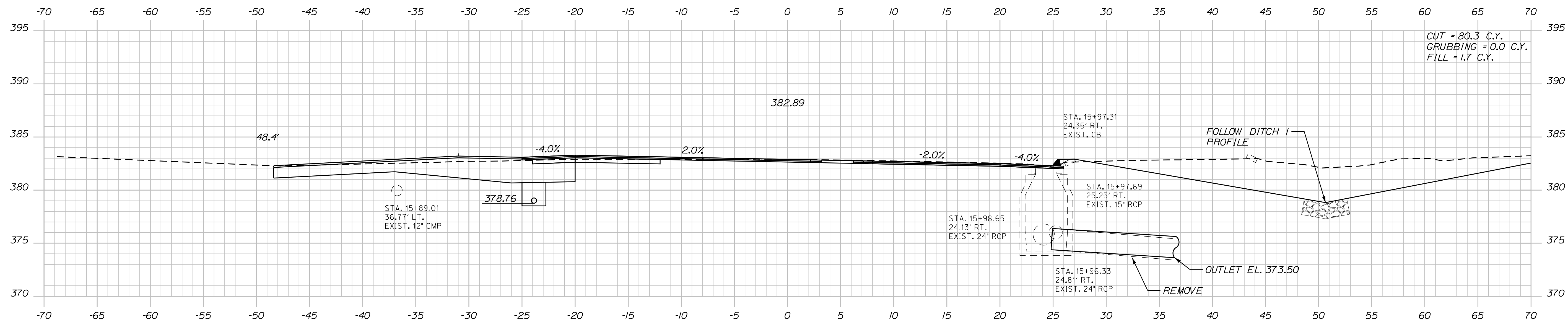
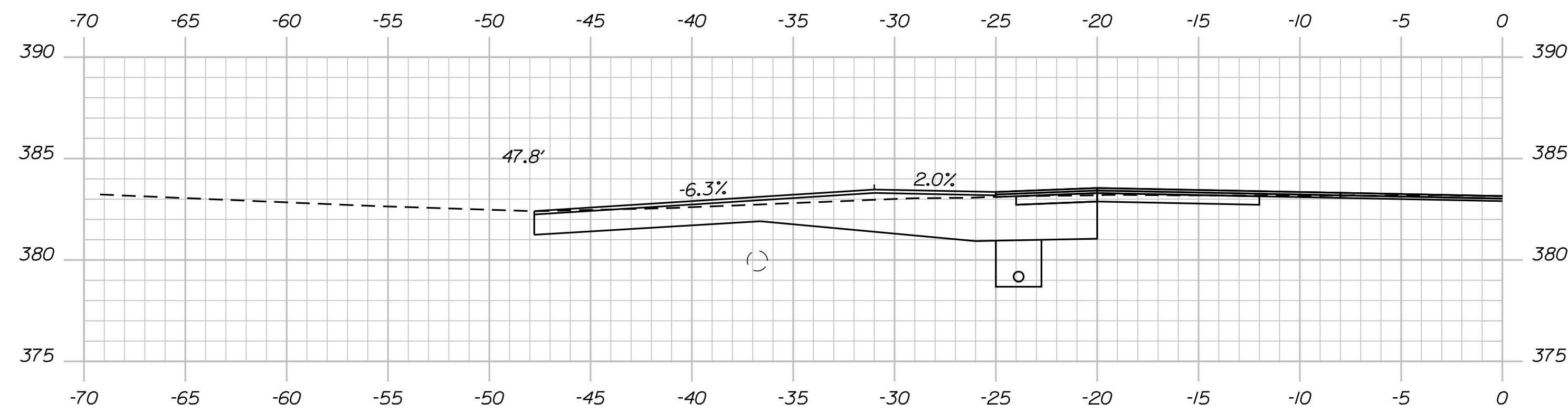
TURNER
ROUTE 4

CROSS SECTIONS

SHEET NUMBER

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2420100

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HIGHWAY PLANS

SIGNATURE

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R. MOUL
C. SULLIVAN

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PROJ.	DESIGN	CHECK
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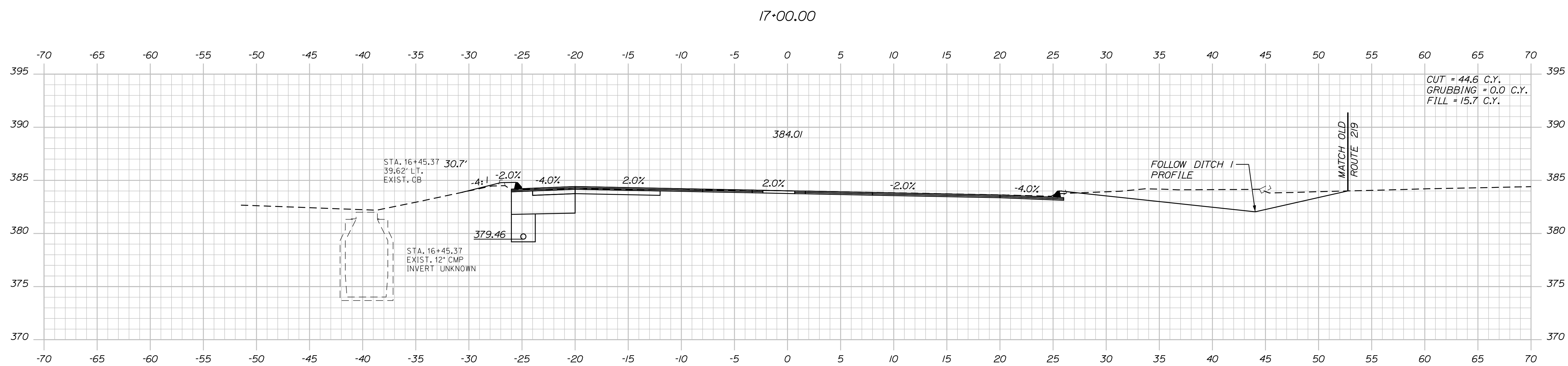
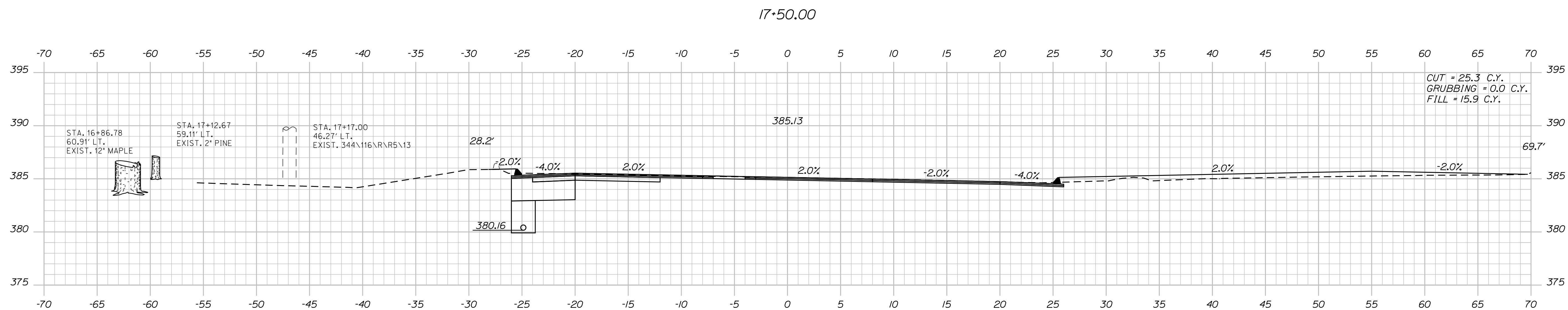
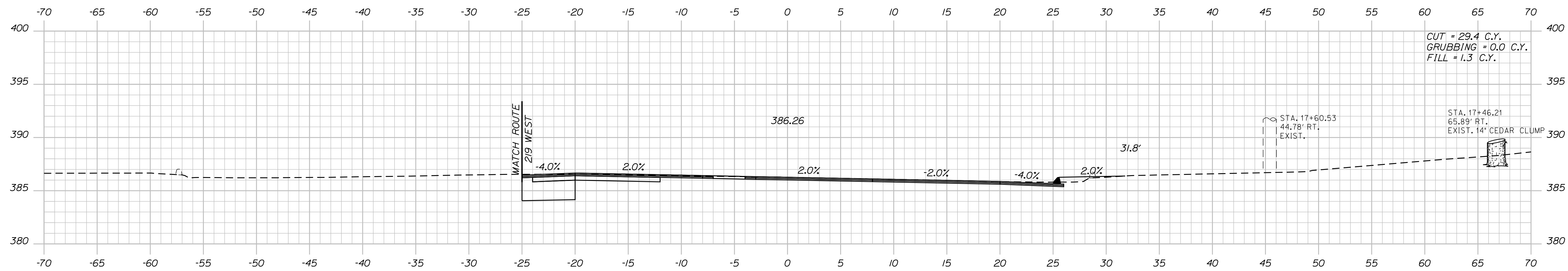
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JR

TL

Sta. 15+50.00 to Sta. 16+12.00



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
2420100	
WIN	24201.00
HIGHWAY PLANS	

PROJ. MANAGER	R. MOULTON	BY	DATE
DESIGN-DETAILED	C. SULLOWAY		
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
			SIGNATURE
			P.E. NUMBER
			DATE

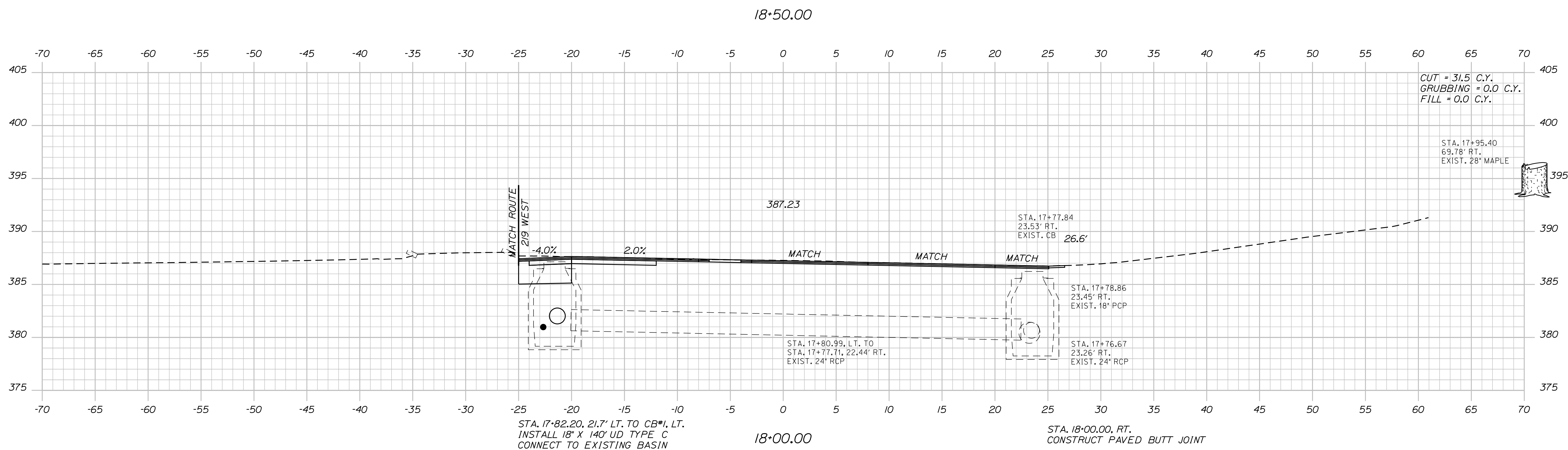
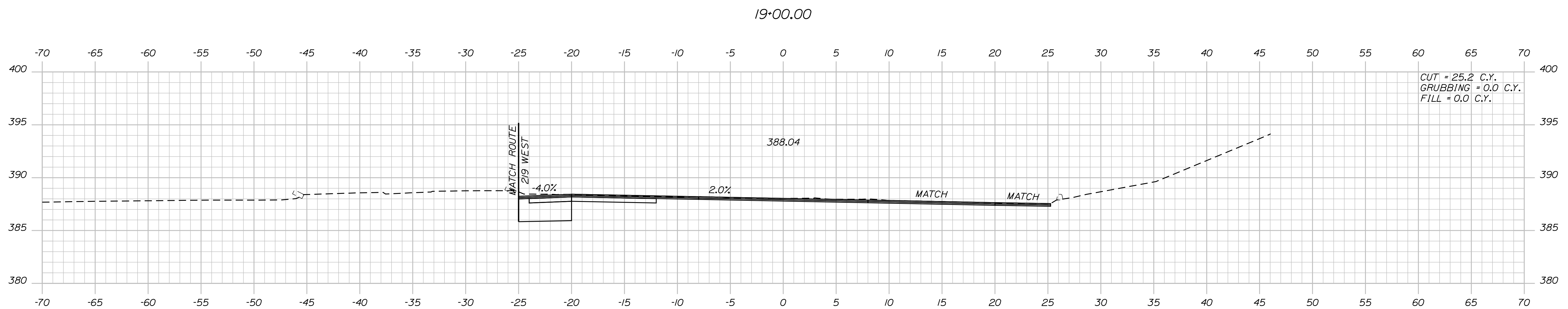
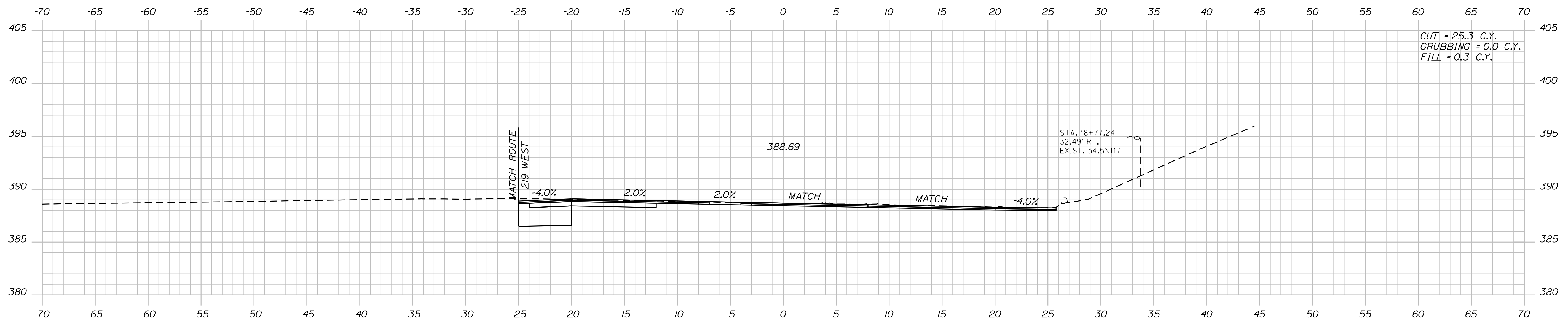
TURNER ROUTE 4	CROSS SECTIONS
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SHEET NUMBER

32

OF 58

Sta. 16+50.00 to Sta. 17+50.00



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
2420100	
WIN	HIGHWAY PLANS
24201.00	

PROJ. MANAGER	R. MOULTON	BY	DATE
DESIGN-DETAILED	C. SULLOWAY		
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1	10/20/2000 10:00 AM	10/20/2000 10:00 AM	10/20/2000 10:00 AM
REVISIONS 2	10/20/2000 10:00 AM	10/20/2000 10:00 AM	10/20/2000 10:00 AM
REVISIONS 3	10/20/2000 10:00 AM	10/20/2000 10:00 AM	10/20/2000 10:00 AM
REVISIONS 4	10/20/2000 10:00 AM	10/20/2000 10:00 AM	10/20/2000 10:00 AM
FIELD CHANGES	10/20/2000 10:00 AM	10/20/2000 10:00 AM	10/20/2000 10:00 AM
SIGNATURE			
P.E. NUMBER			
DATE			

TURNER ROUTE 4
CROSS SECTIONS

SHEET NUMBER

33

OF 58

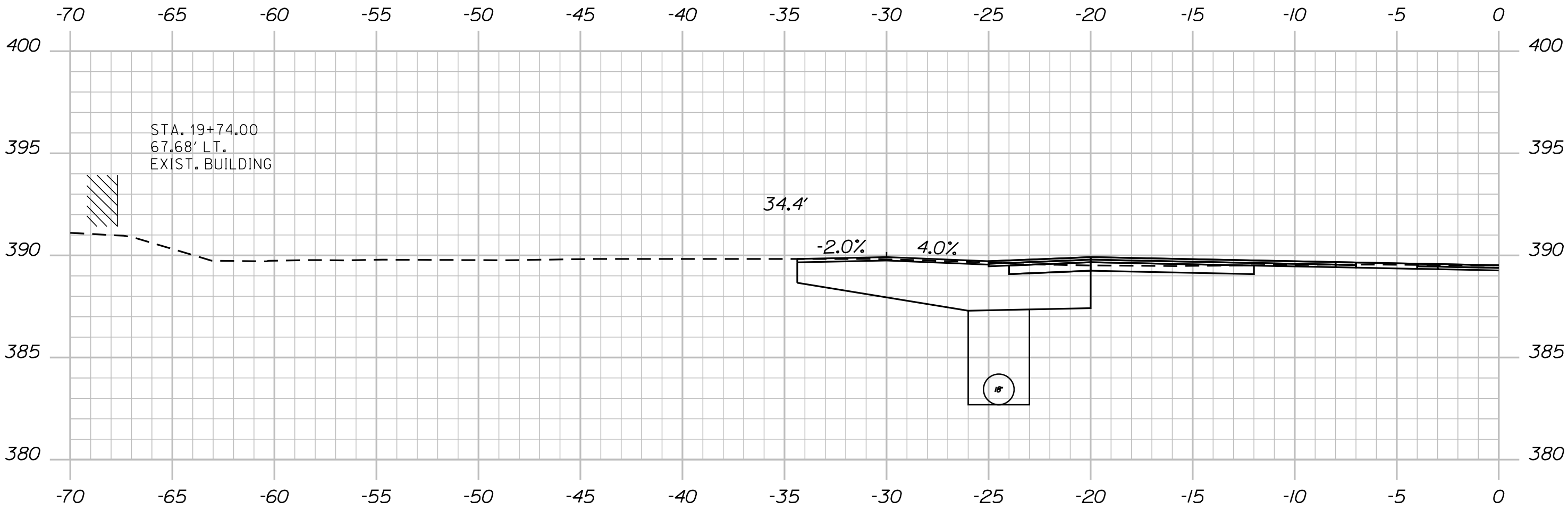
Sta. 18+00.00 to Sta. 19+00.00

Date:2/26/2024

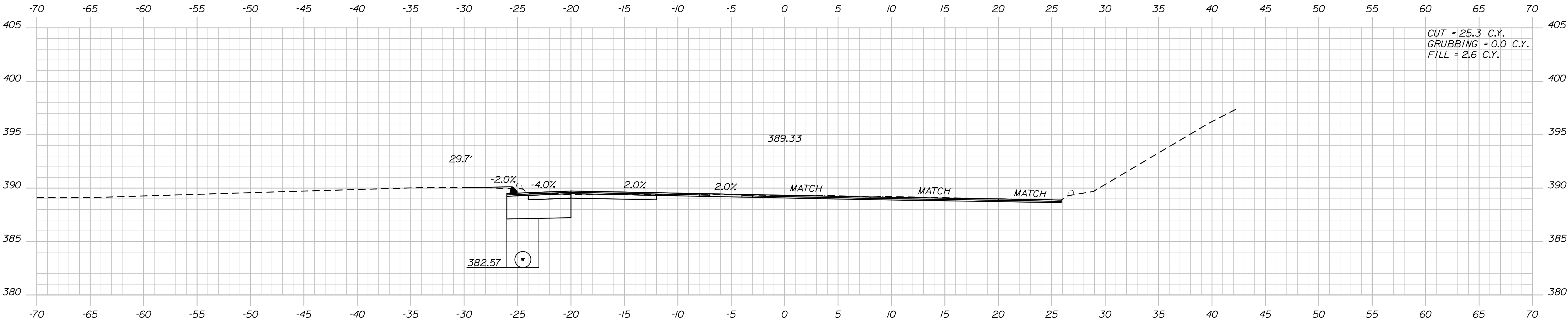
Username: common

Division: HIGHWAY

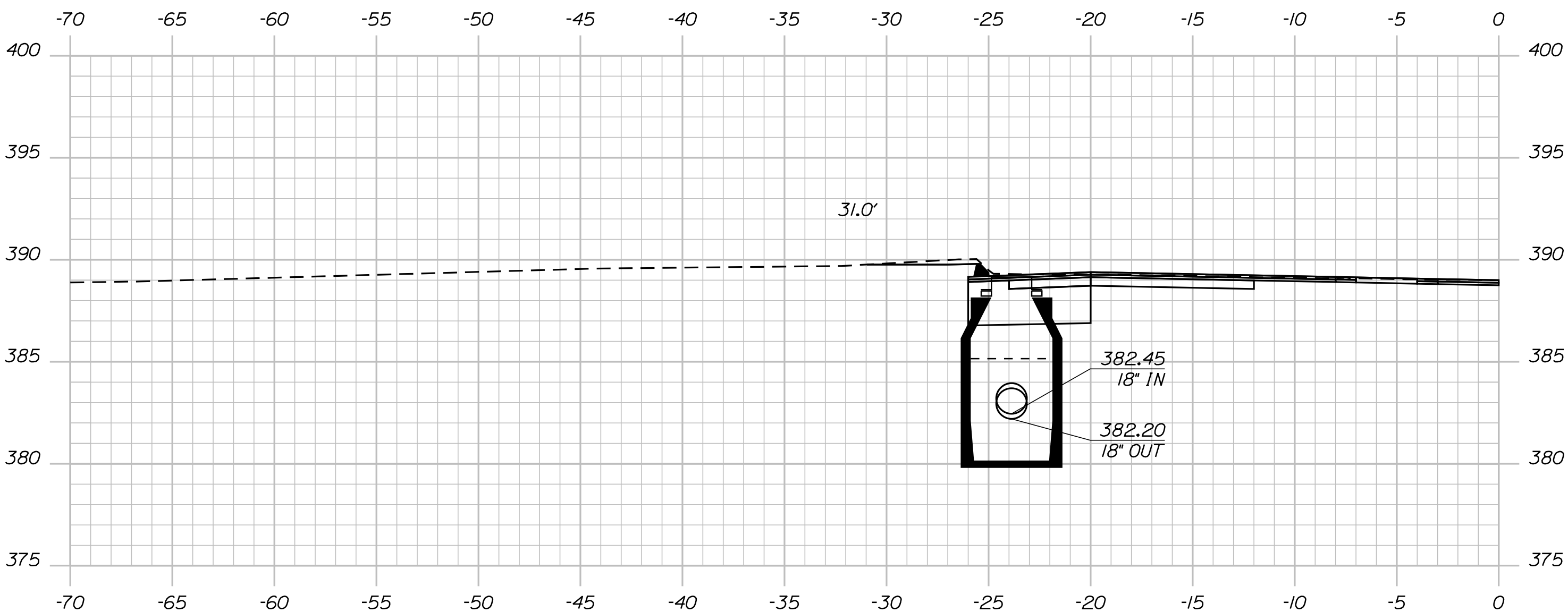
Filename: ... \MSTAO34_XSECT_19-25_009.dgn



STA. 19+74.00, LT.
CONSTRUCT PAVED DR.



19+50.00



CB*1, LT. TO CB*2, LT.
INSTALL 18" X 218" UD TYPE C

(CB*1) STA. 19+25.50, 23.9' LT.
INSTALL CB TYPE BI-C
GRATE ELEV. = 389.15

19+25.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2420100
WIN
24201.00
HIGHWAY PLANS

PROJ. MANAGER	DATE	BY	R. MOUTON	C. SULLOWAY	SIGNATURE
DESIGN-DETAILED					
CHECKED-REVIEWED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

TURNER
ROUTE 4
CROSS SECTIONS

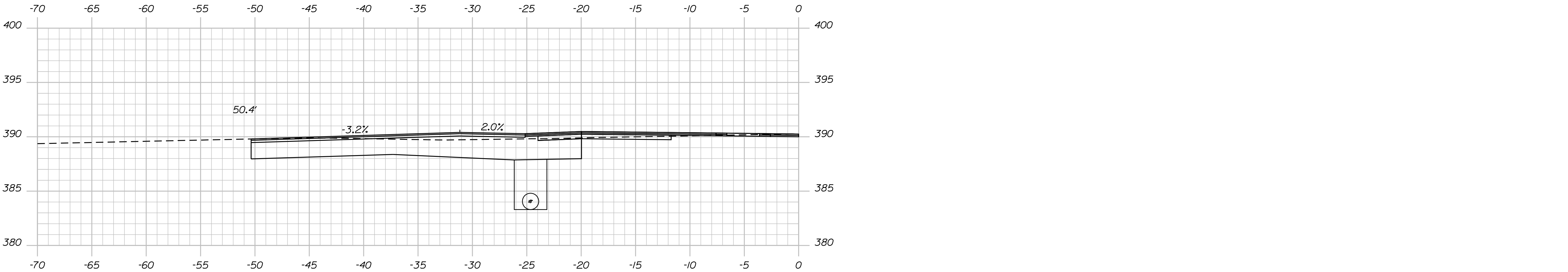
SHEET NUMBER
34
OF 58

Date:2/26/2024

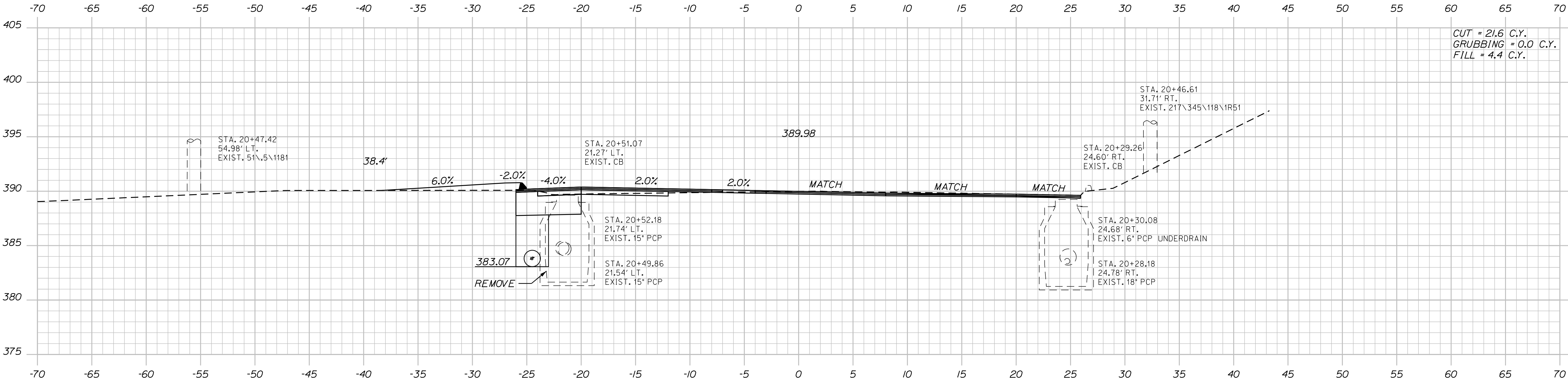
Username: common

Division: HIGHWAY

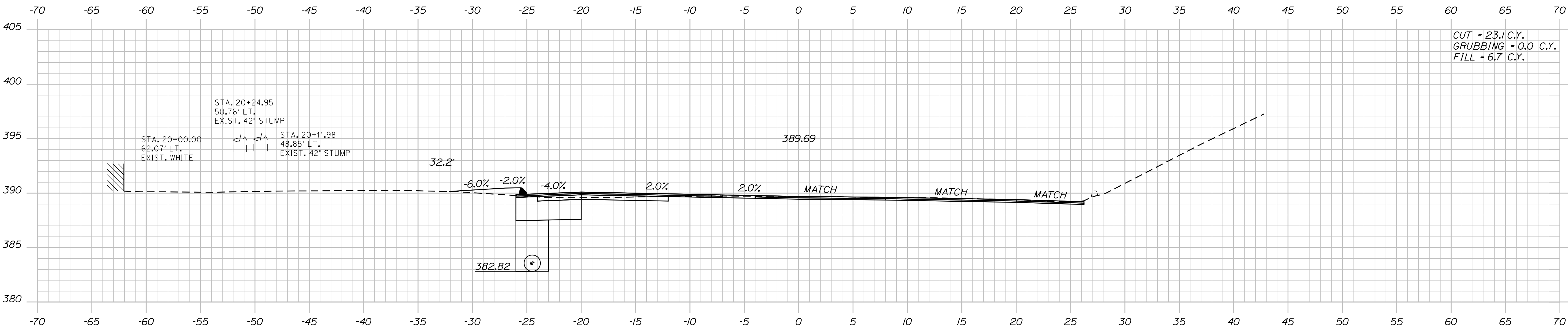
Filename: ... \MSTAO35_XSECT_20+00_010.dgn



STA. 28+98.00, LT.
CONSTRUCT SIDE ROAD
(TRASK ROAD)
20+98.00 (SKEWED)



20+50.00



20+00.00

PROJ. MANAGER	CHECKED-REVIEWED	DESIGN-DETAILED	DESIGN-REVIEWED	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
R. Moulton	C. Sullivan							

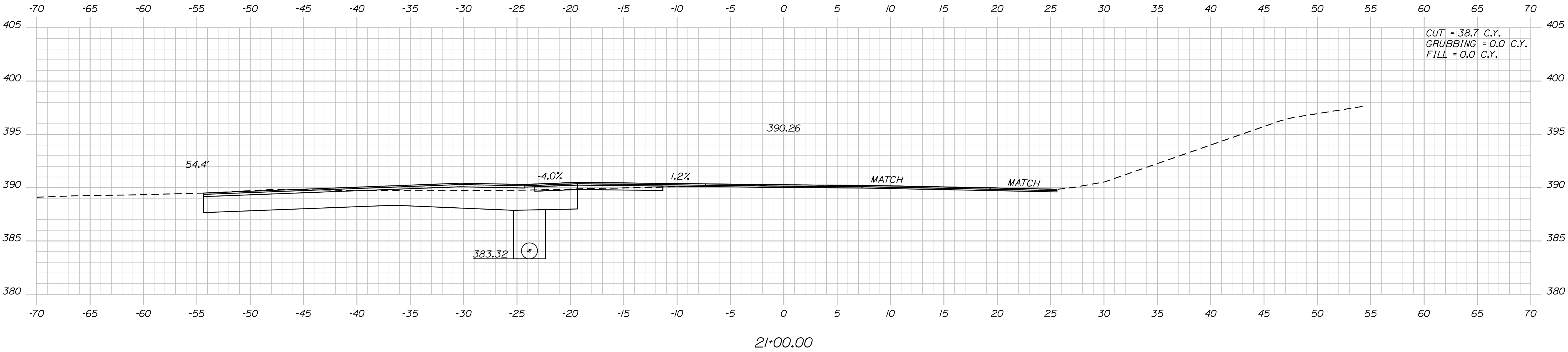
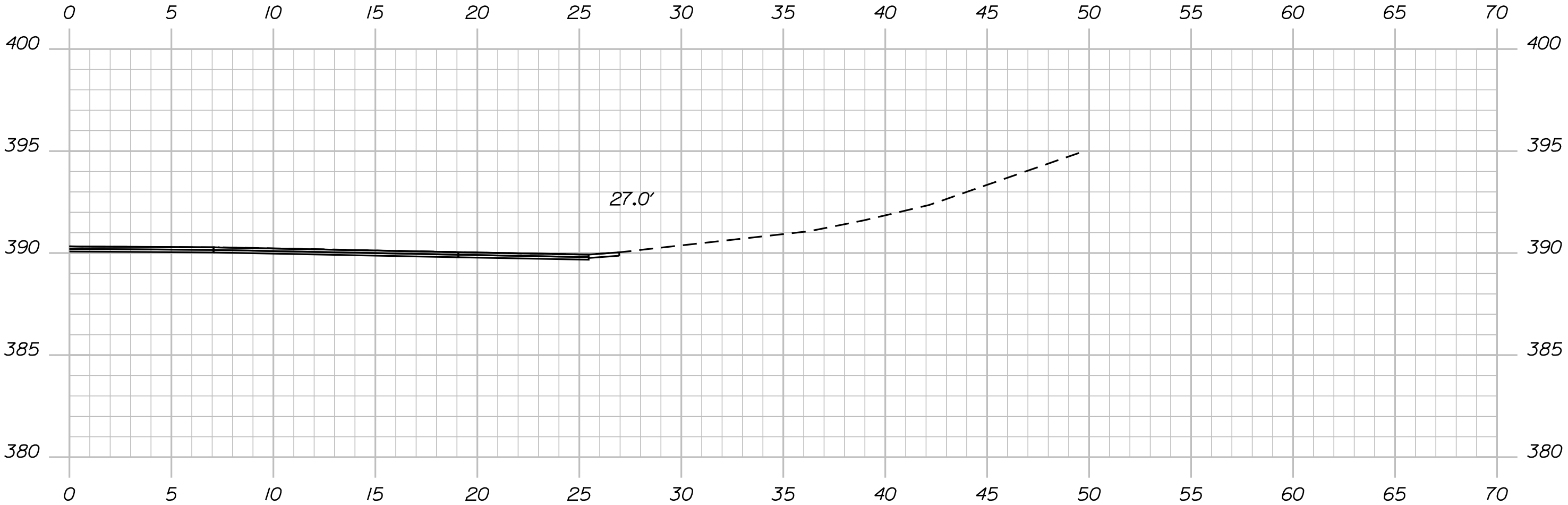
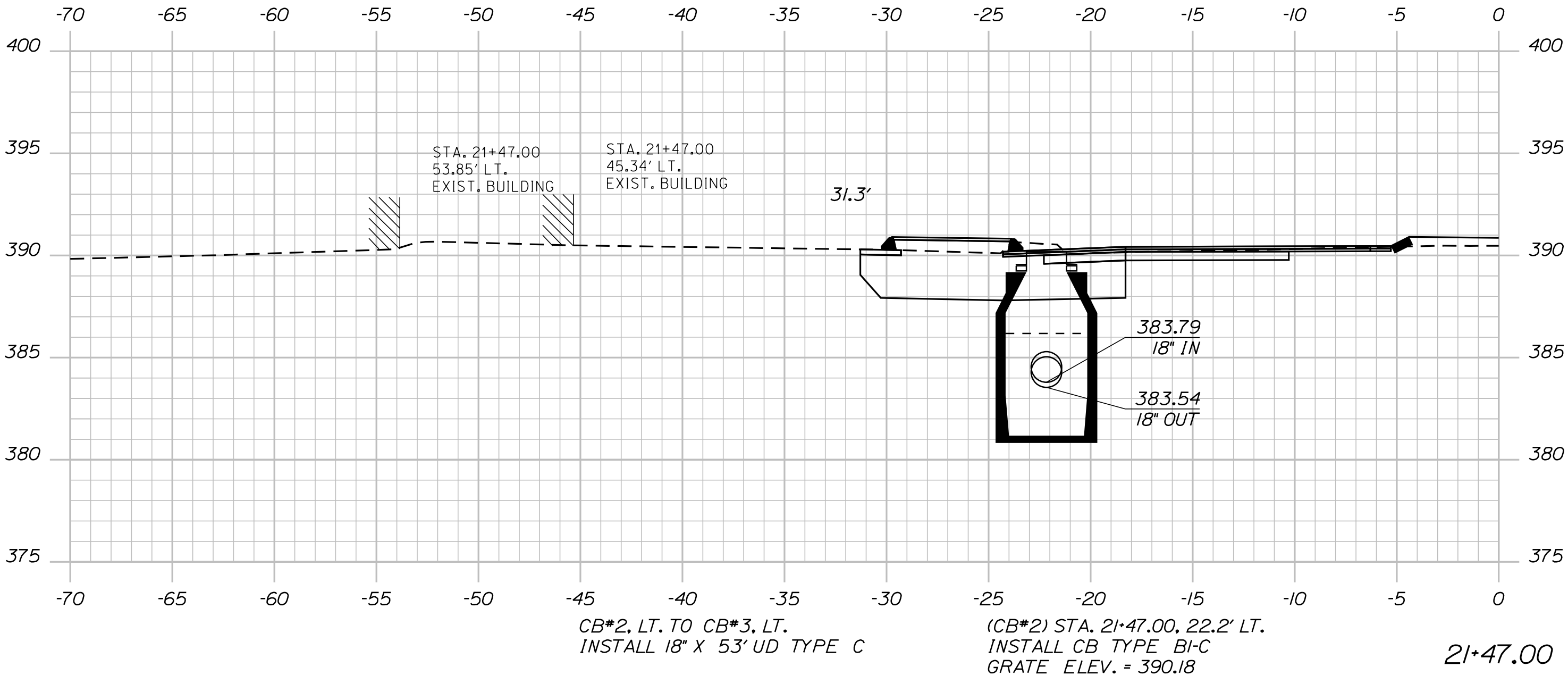
TURNER ROUTE 4	CROSS SECTIONS

Date:2/26/2024

Username: common

Division: HIGHWAY

Filename: ... \MSTAO36_XSECT_21+00_011.dgn



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
2420100	
WIN	24201.00
HIGHWAY PLANS	

PROJ. MANAGER	BY	DATE
CHECKED-DETAILED	R. MOULTON	
DESIGN-DETAILED	C. SULLOWAY	
DESIGNS DETAILLED		SIGNATURE
REVISIONS 1		P.E. NUMBER
REVISIONS 2		DATE
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

TURNER ROUTE 4	CROSS SECTIONS
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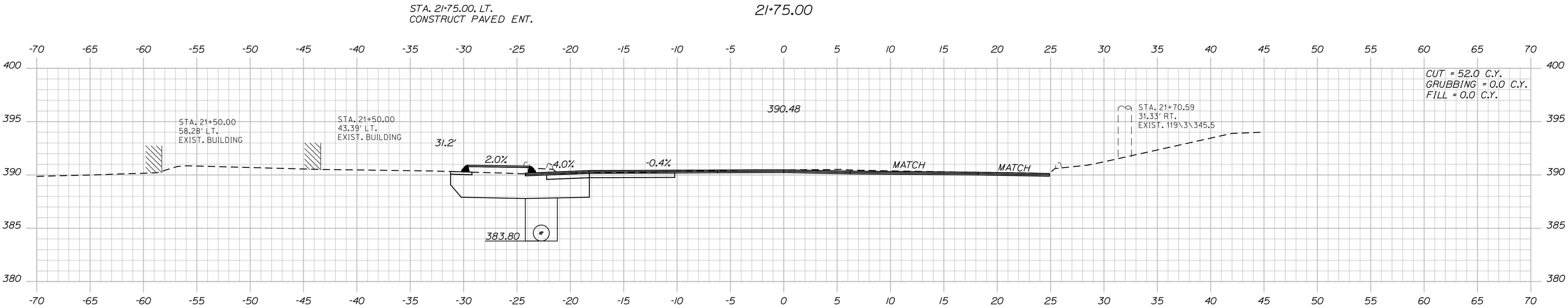
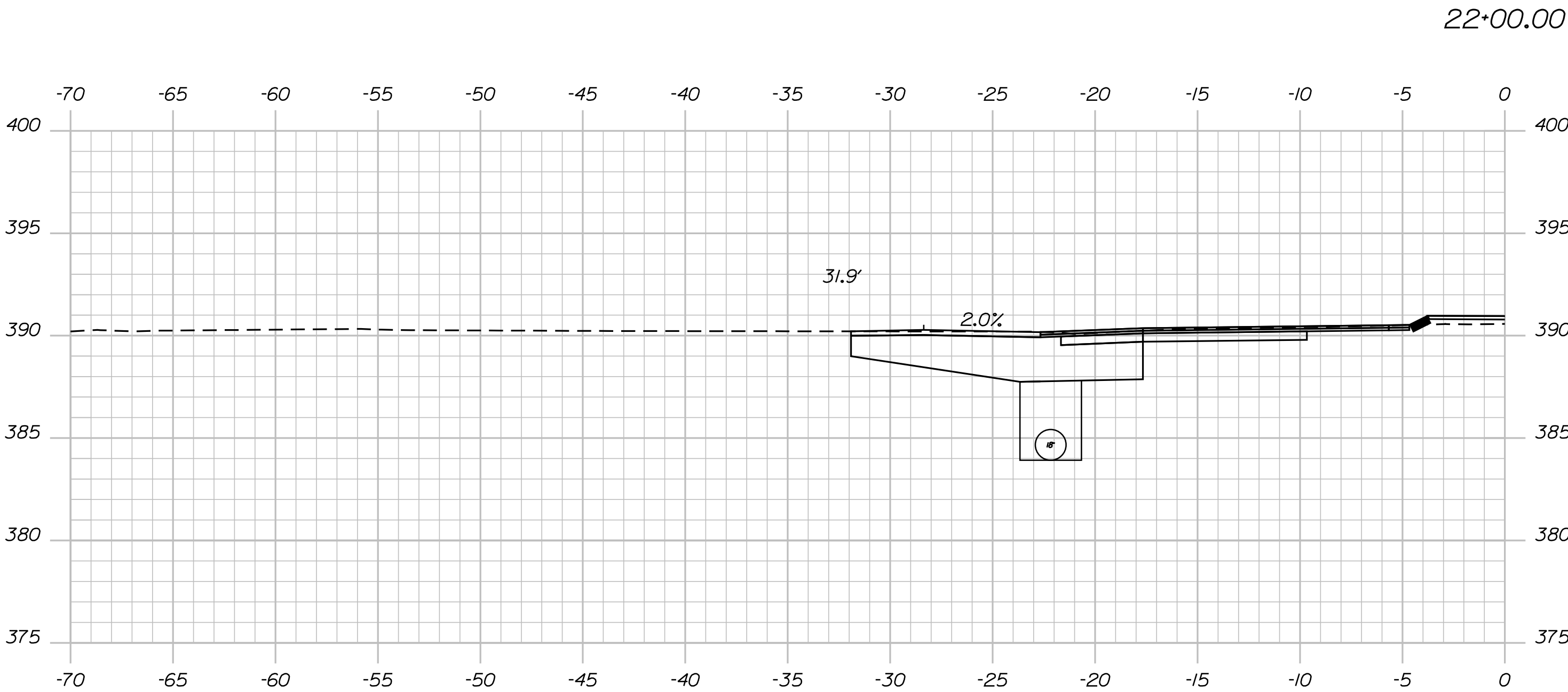
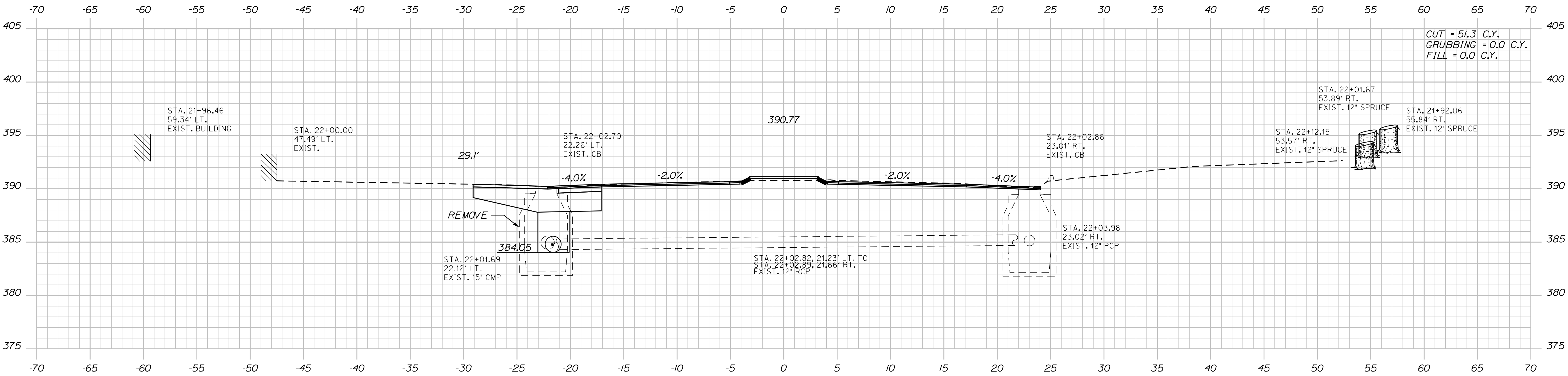
SHEET NUMBER
36
OF 58

Date:2/26/2024

Username: common

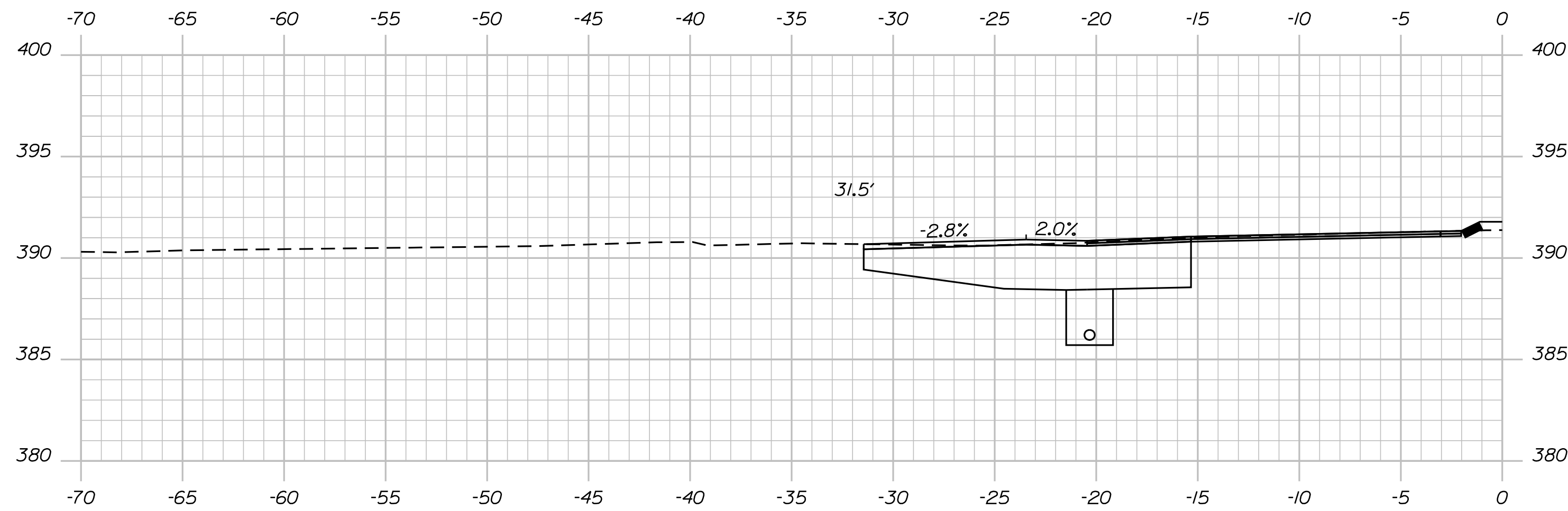
Division: HIGHWAY

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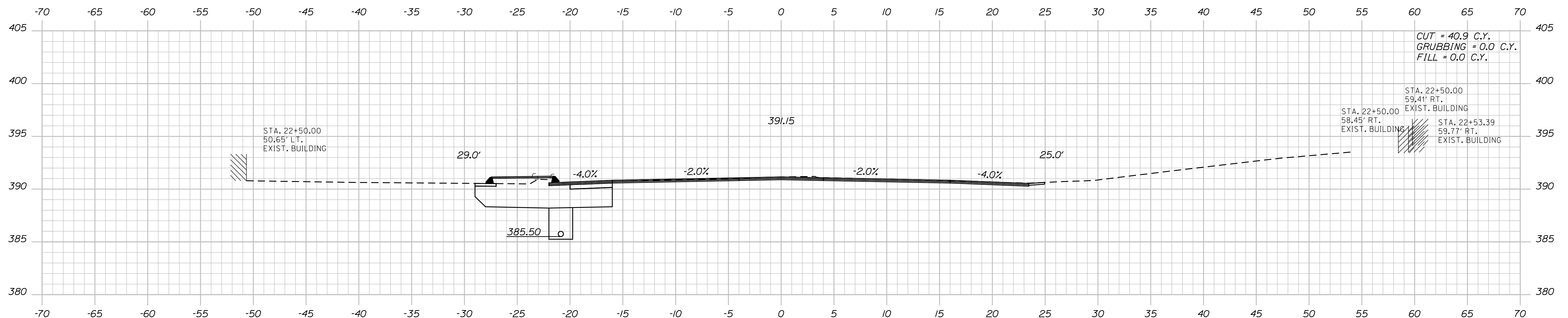
PROJ. MANAGER	R. MOUTON	BY	DATE
CHECKED-REVIEWED	C. SULLOWAY		
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TURNER
ROUTE 4
CROSS SECTIONS



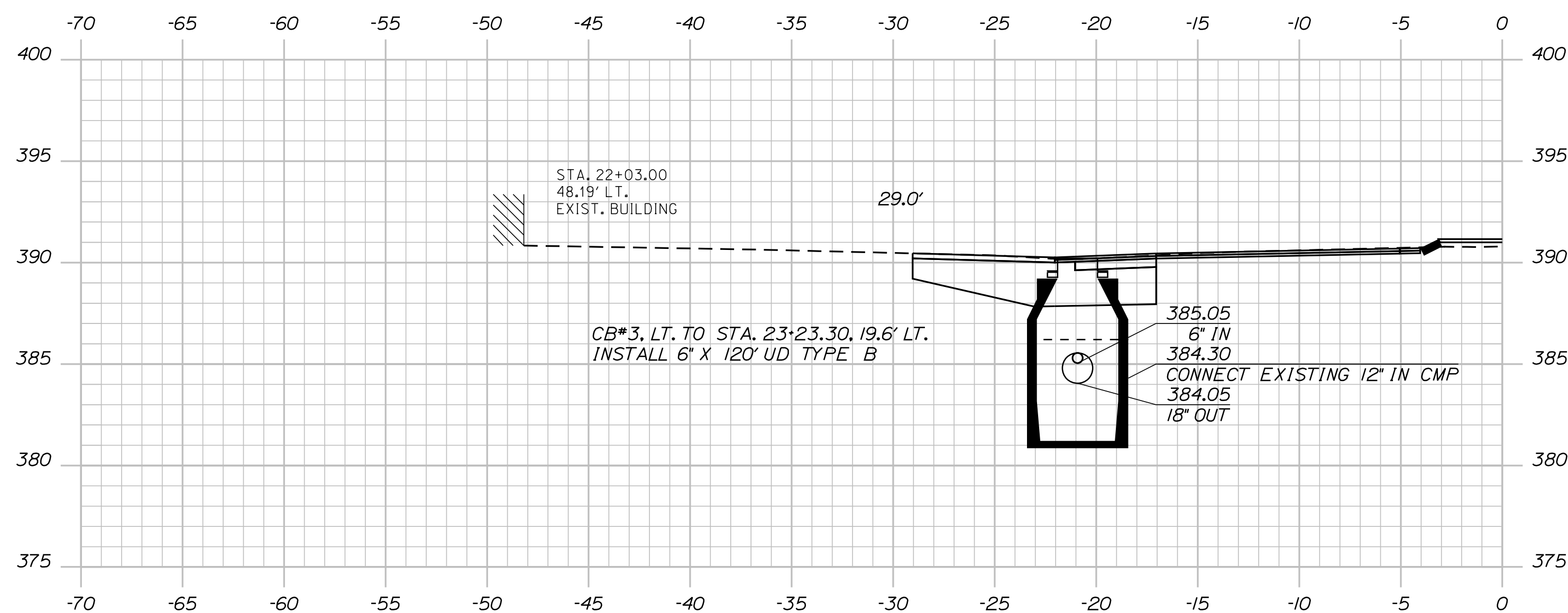
STA. 22+96.00, LT.
CONSTRUCT PAVED ENT.

22+96.00 (SKEWED)



22+50.00

STA. 22+50.00, RT.
CONSTRUCT PAVED BUTT JOINT



(CB#3) STA. 22+03.00, 20.9' LT.
INSTALL CB TYPE BI-C
GRATE ELEV. = 390.21

22+03.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2420100

24201.0

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE _____

[illegible]

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11

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	C. SULPH
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DETAILED
-REVIEWED
DETAILED:

112

ANGES

TURNER ROUTE 4

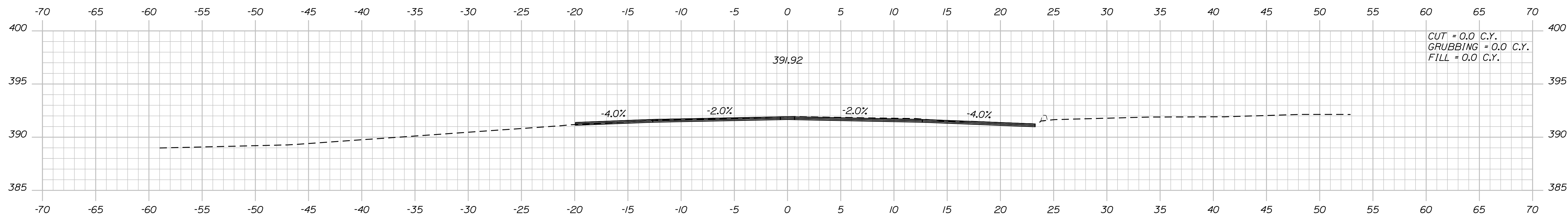
CROSS SECTIONS

HEET NUMBER

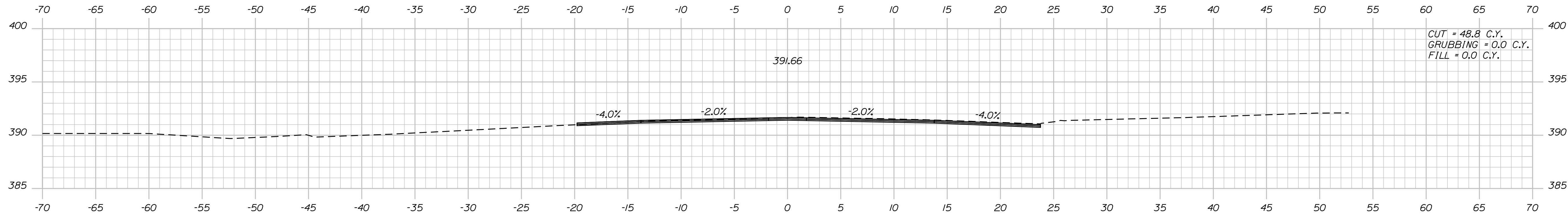
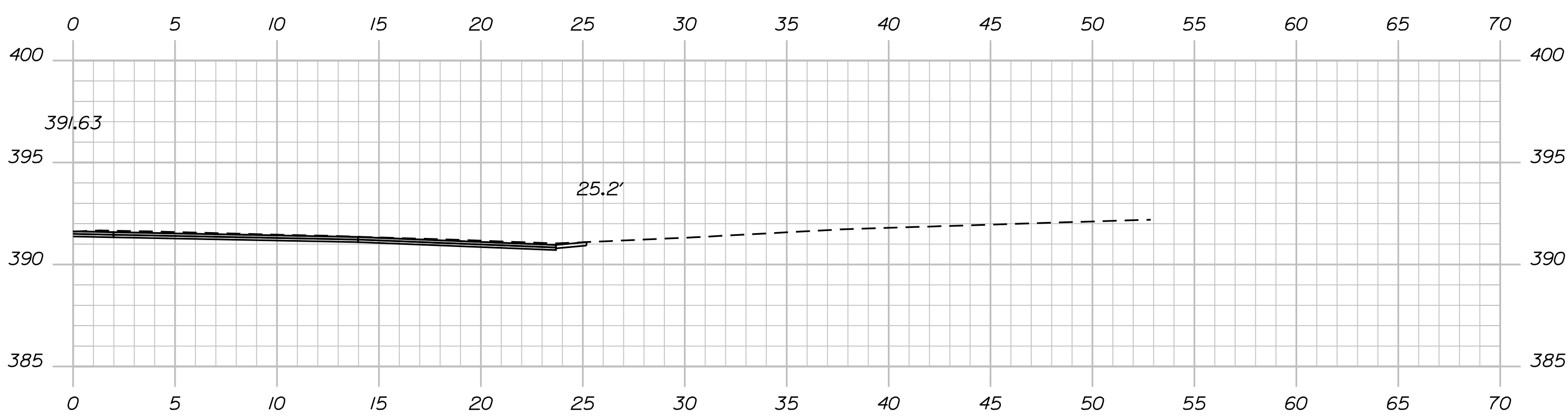
38

F 58

Sta. 22+03.00 to Sta. 22+96.00

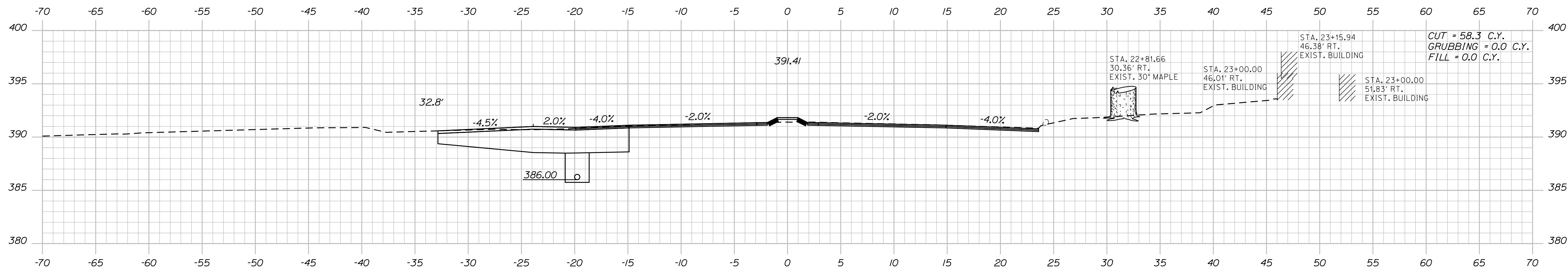


24*00.00

 $23+50.00$ 

23+41.00

STA. 23+41.00, RT.
CONSTRUCT PAVED DR. LIP



23+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2420100

WIN
24201.00

HIGHWAY PLANS

SIGNATURE _____

P.E. NUMBER

DATE _____

PROJ. MANAGER	R. MOULTON	BY	DATE
DESIGN-DETAILED	C. SULLOWAY		
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
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R. MOUL TON

C. SULLOWAY

DATE _____

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1

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CT

ATC

MAINTENANCE

CLAIMS

1

TURNER
ROUTE 4

CROSS SECTIONS

SHEET NUMBER

39

OF 58

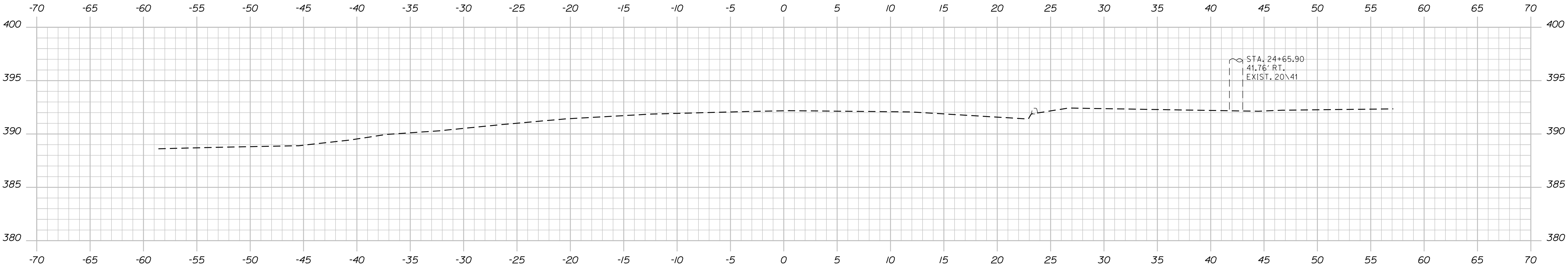
Sta. 23+00.00 to Sta. 24+00.00

Date: 2/26/2024

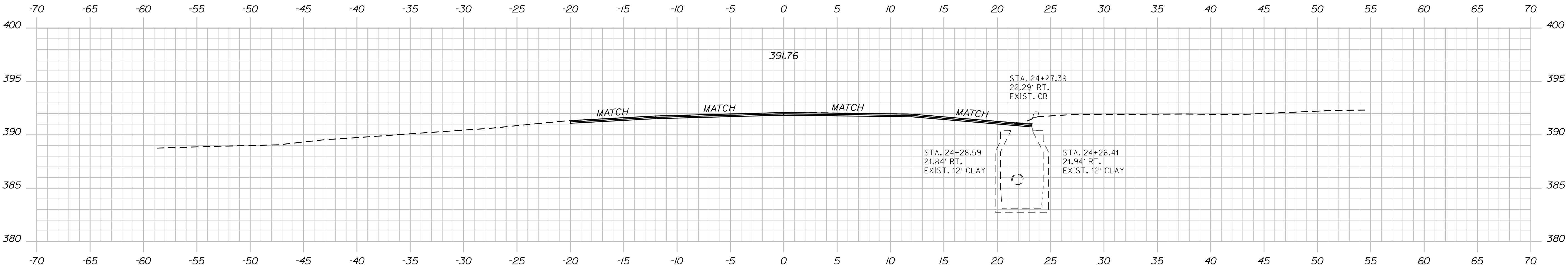
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Division: HIGHWAY

Filename: ... \MSTA\039_XSECT_23+00_013.dgn

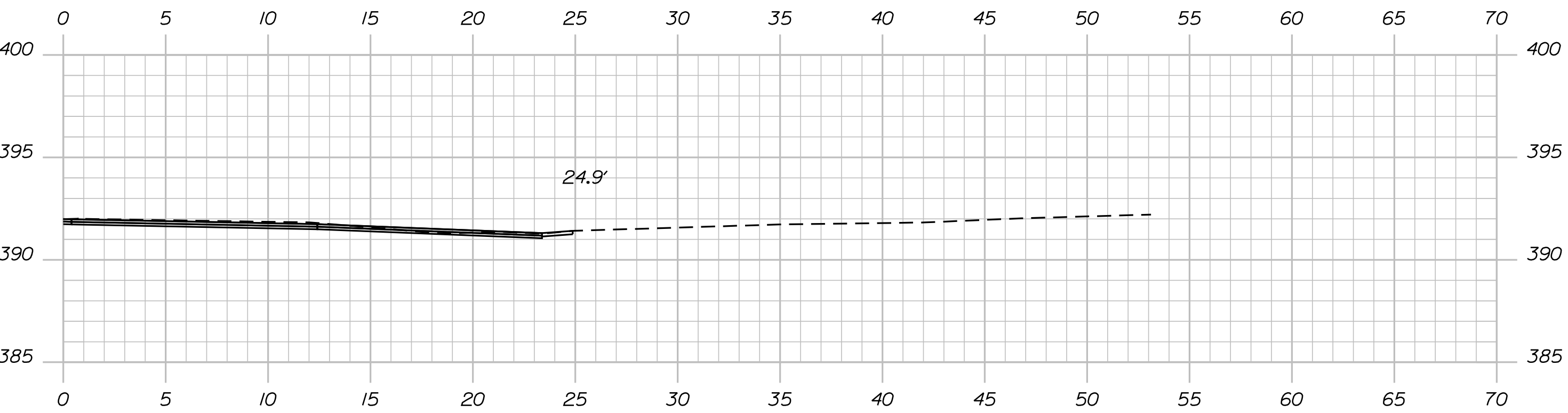


24+50.00



24+30.00

STA. 24+30.00 END
PROJ. NO. 2420100
LIMIT OF WORK



24+12.00

PROJ. MANAGER	BY	DATE
R. Moulton	C. Sullivan	
DESIGN-DETAILED	CHECKED-REVIEWED	SIGNATURE
DESIGN-DETAILED	CHECKED-REVIEWED	P.E. NUMBER
REVISIONS 1	REVISIONS 2	DATE
REVISIONS 3	REVISIONS 4	
FIELD CHANGES		

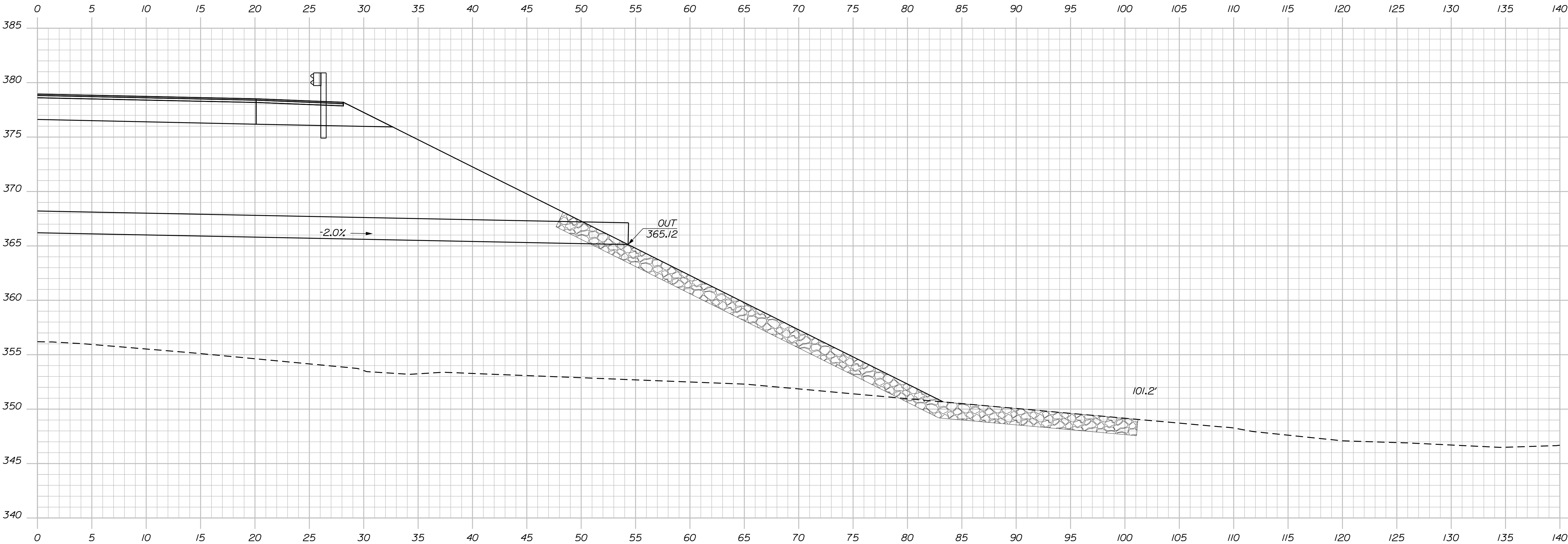
TURNER
ROUTE 4

CROSS SECTIONS

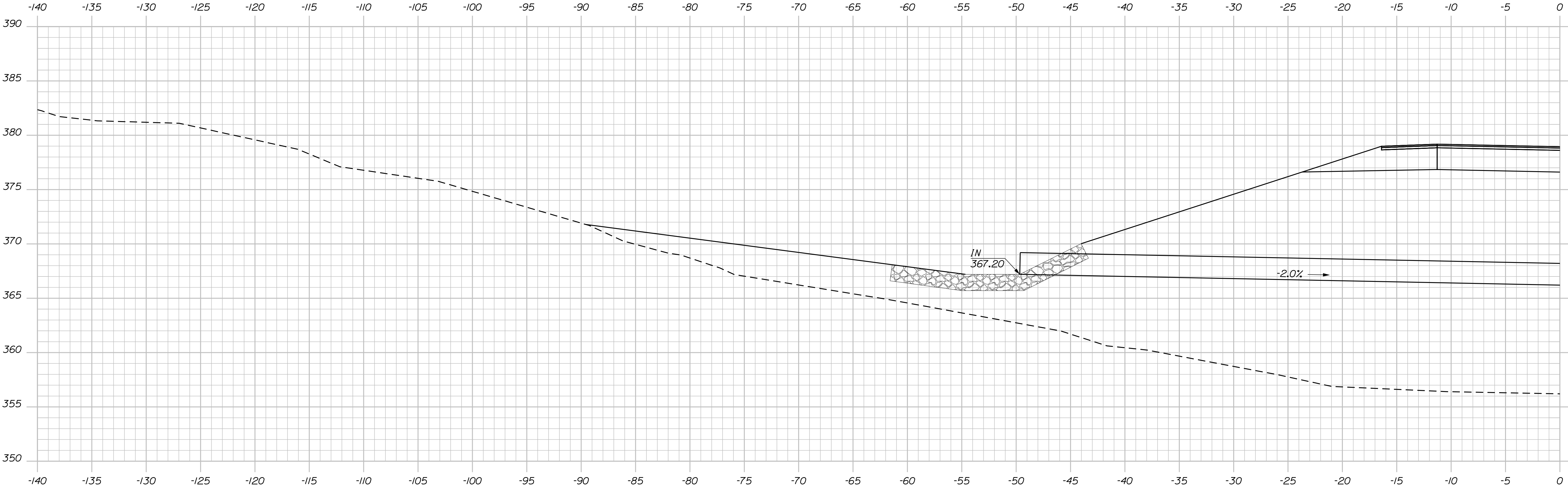
Date:2/26/2024

Username: common

Filename: ... \MSTAO41_XSECT_200+87_002.dgn Division: HIGHWAY



200+87.00, RT. (SKEWED)



200+87.00, LT (SKEWED)

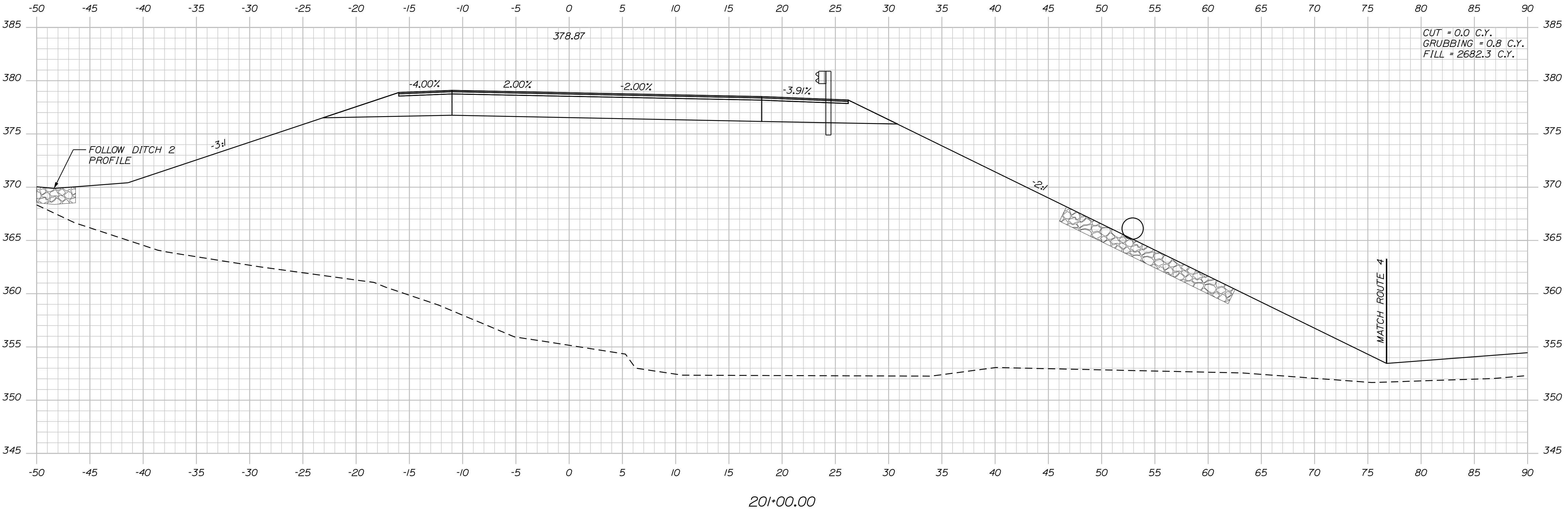
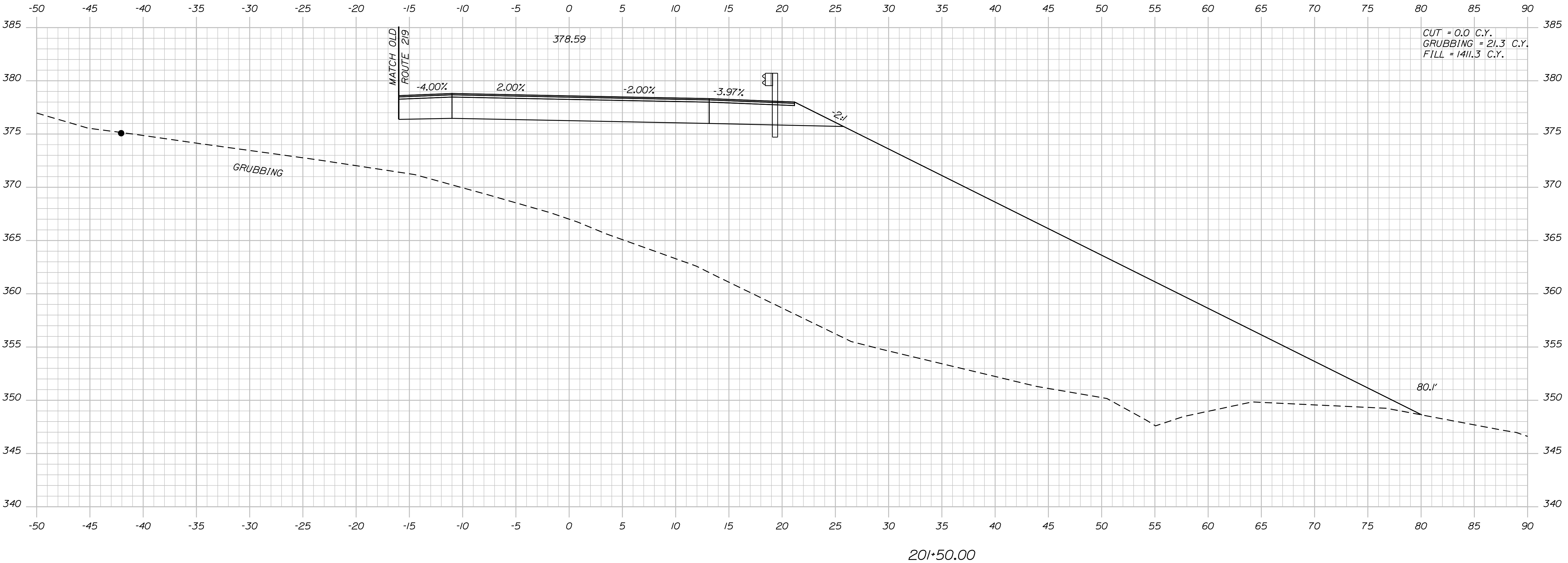
STA. 200+46.82, 48.5' LT.
TO STA. 201+01.19, 52.6' RT.
INSTALL 24" X 104" RCP CLASS III

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
2420100	
WIN	HIGHWAY PLANS
24201.00	

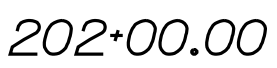
PROJ. MANAGER	R. MOUTON	BY	DATE	SIGNATURE
DESIGN-DETAILED	C. SULLOWAY			P.E. NUMBER
DESIGN-DETAILED				DATE
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

TURNER	
ROUTE 4	
CROSS SECTIONS	

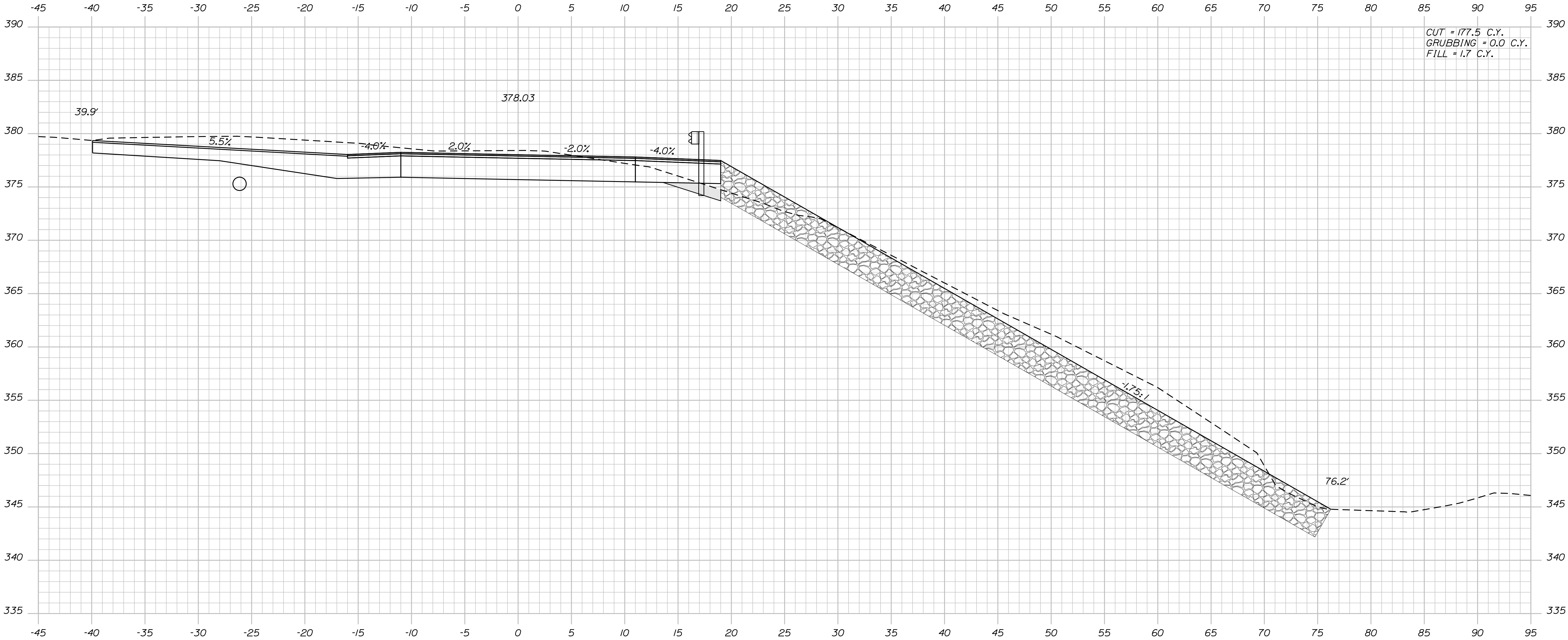
SHEET NUMBER	
41	
OF 58	



PROJ. MANAGER	R. MOUTON	BY	DATE
DESIGN-DETAILED	C. SULLOWAY		
CHECKED-REVIEWED			
DESIGN-DETAILED 02			SIGNATURE
DESIGNS-DETAIL 03			P.E. NUMBER
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			DATE
FIELD CHANGES			



TURNER ROUTE 219 (EAST) CROSS SECTIONS	SHEET NUMBER				STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
	43				2420100	
	OF 58				WIN 24201.00	
	HIGHWAY PLANS					
	PROJ. MANAGER		R. MOULTON	BY	DATE	
	DESIGN-DETAILED		C. SULLOWAY			
	CHECKED-REVIEWED				SIGNATURE	
	DESIGNS DETAIL DED				P.E. NUMBER	
	DESIGNS DETAIL DED				DATE	
	REVISIONS 1					
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						



STA. 202+50.00, LT.
CONSTRUCT PAVED DR.

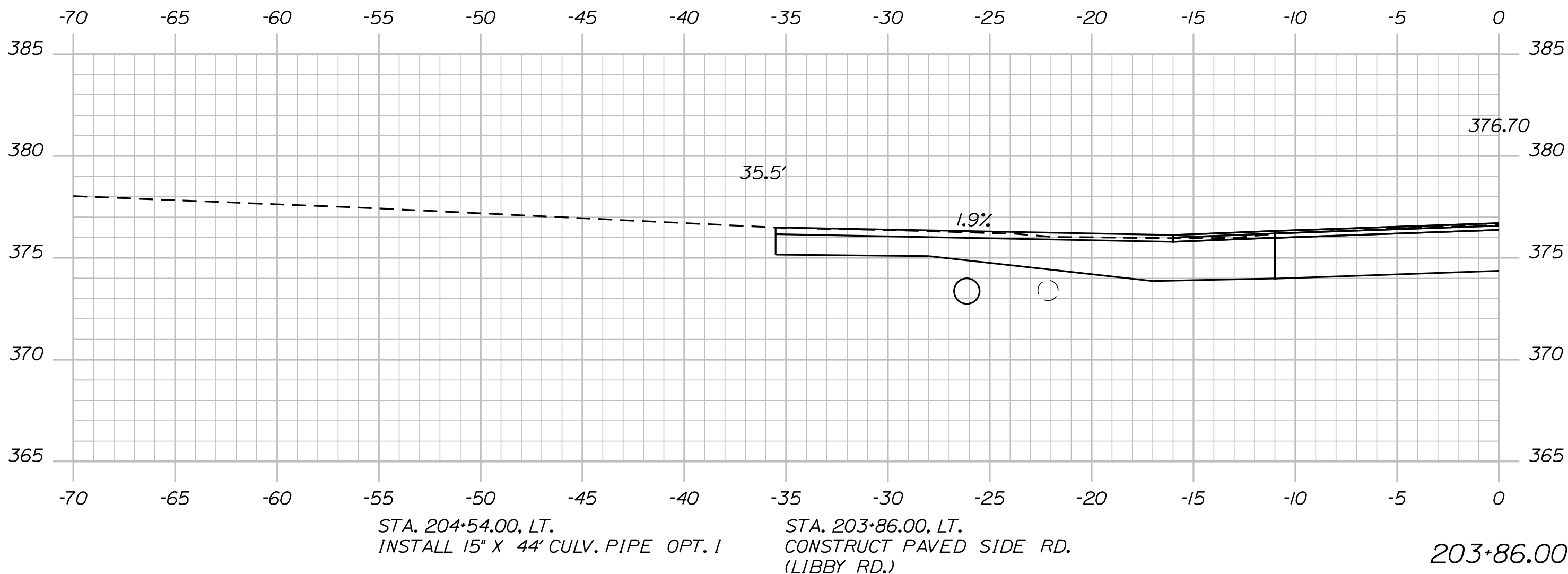
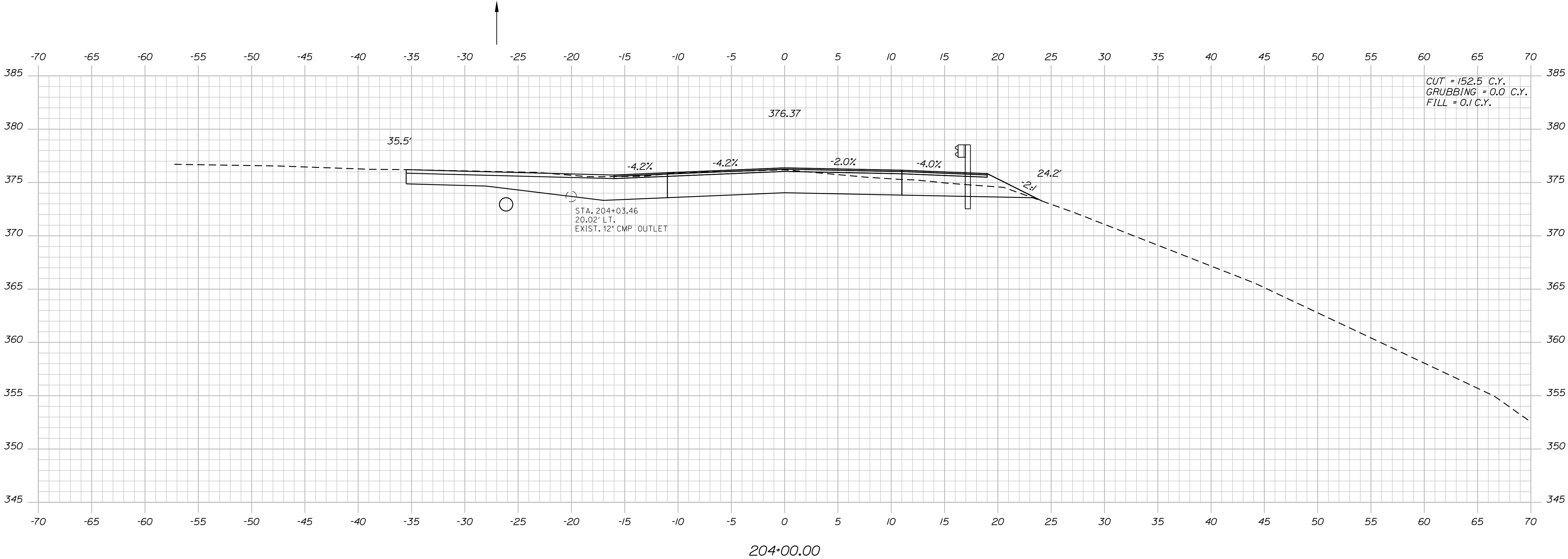
202+50.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
2420100
WIN 24201.00 HIGHWAY PLANS

PROJ. MANAGER	R. MOUTON	BY	DATE
CHECKED-REVIEWED	C. SULLOWAY		
DESIGN-DETAILED			SIGNATURE
DESIGN-DETAILED			P.E. NUMBER
REVISIONS 1			DATE
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TURNER ROUTE 219 (EAST)
CROSS SECTIONS

SHEET NUMBER
44
OF 58



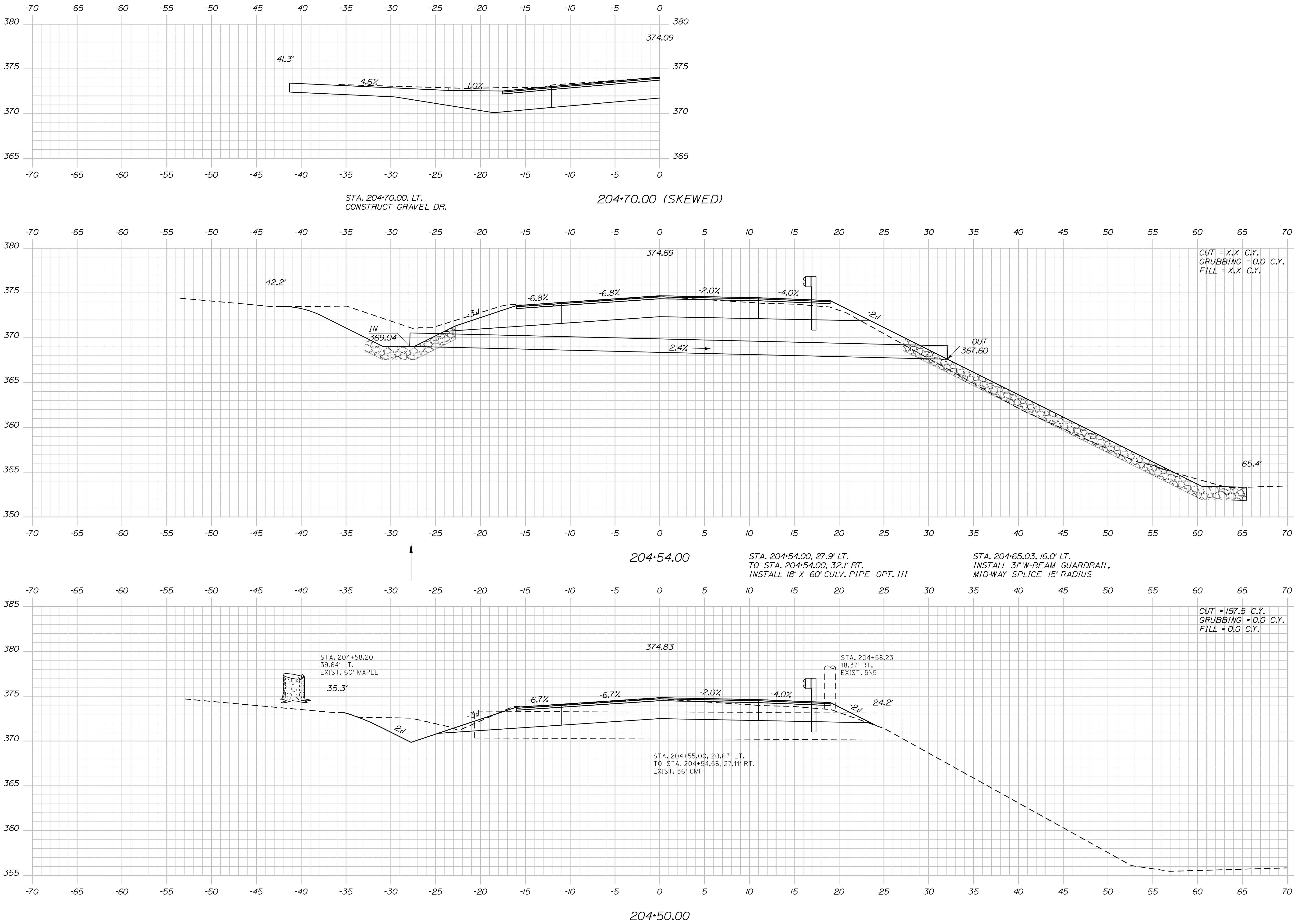
PROJ. MANAGER	CHECKED-REVIEWED	R. MOUTON	BY	DATE
DESIGNED-DETAILED	C. SULLOWAY			
DESIGNED-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

TURNER ROUTE 219 (EAST)	SIGNATURE
CROSS SECTIONS	P.E. NUMBER
	DATE

Date:2/26/2024

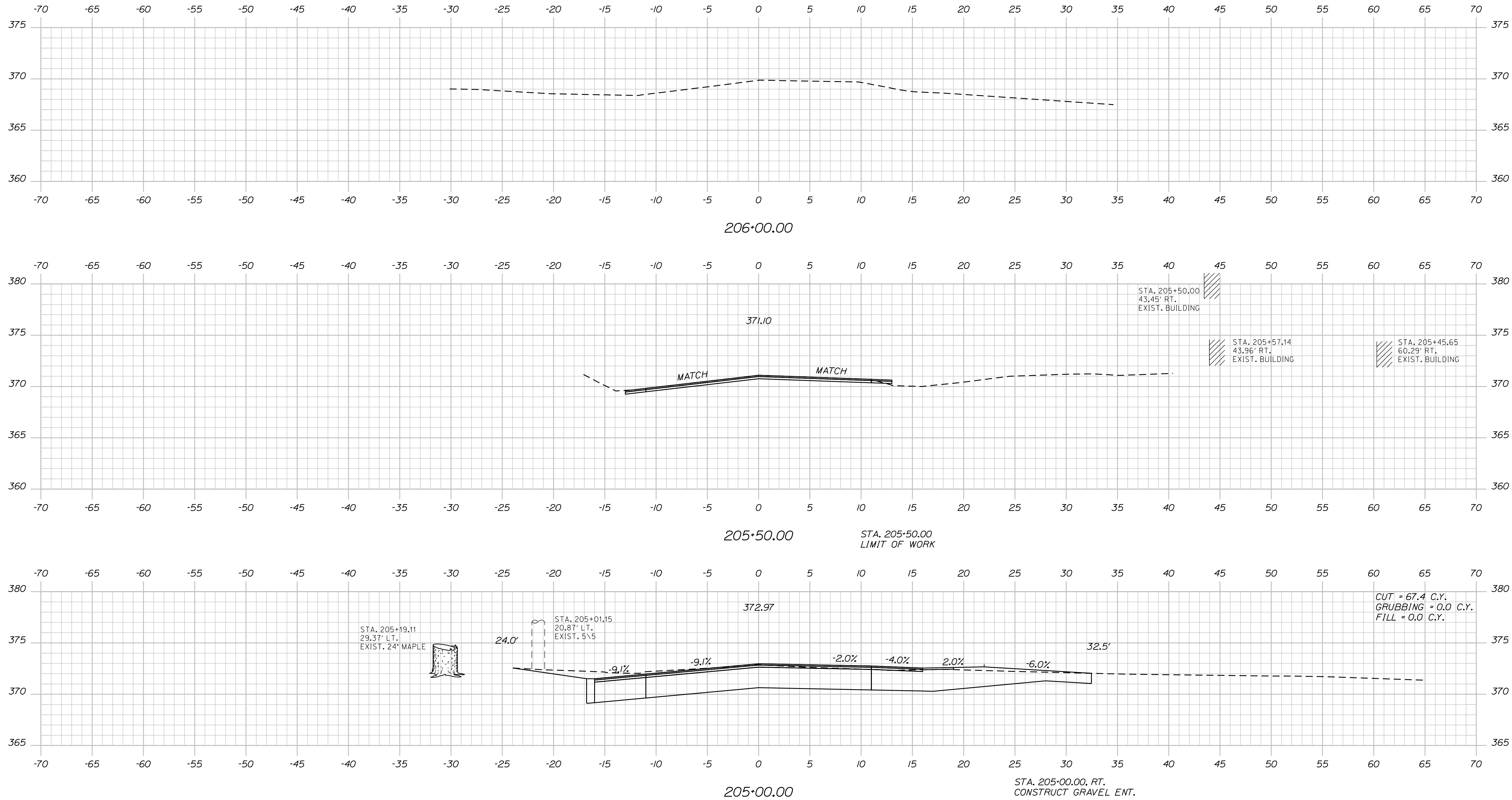
Username: common

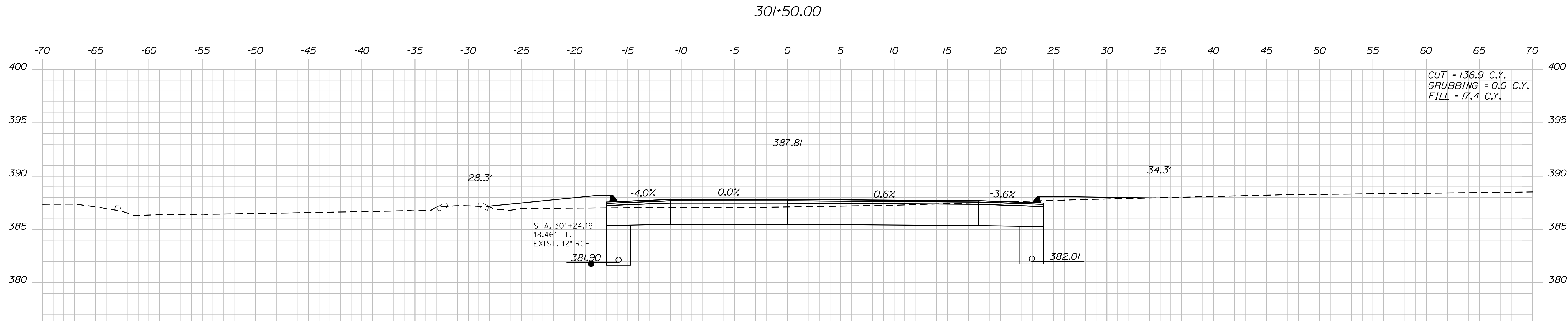
Filename: ... \MSTAD047_XSECT_204+50_006.dgn Division: HIGHWAY



PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	R. MOUTON	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
			C. SULLOWAY					
	DESIGNS DETAILLED							
	REVISIONS 1							
	REVISIONS 2							
	REVISIONS 3							
	REVISIONS 4							
	FIELD CHANGES							

TURNER
ROUTE 219 (EAST)
CROSS SECTIONS



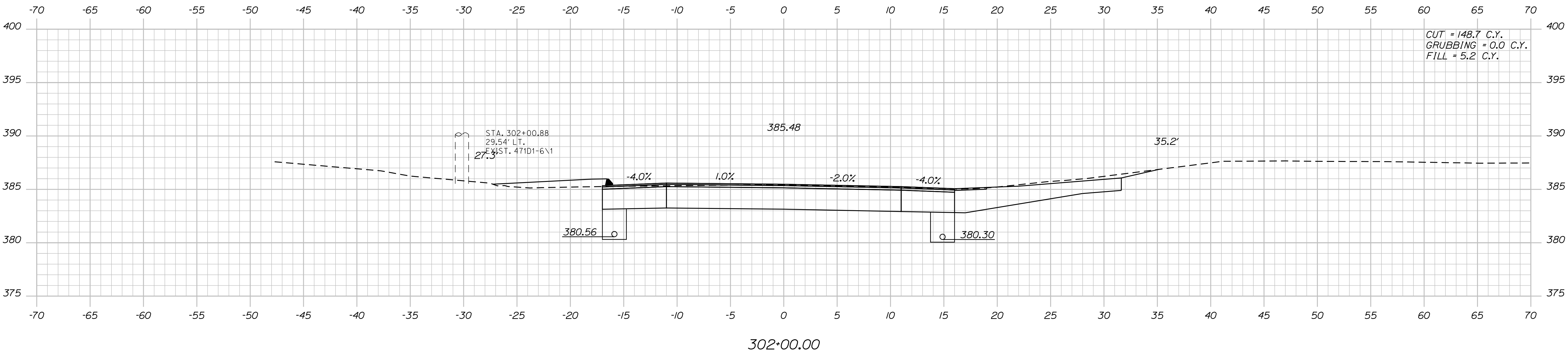
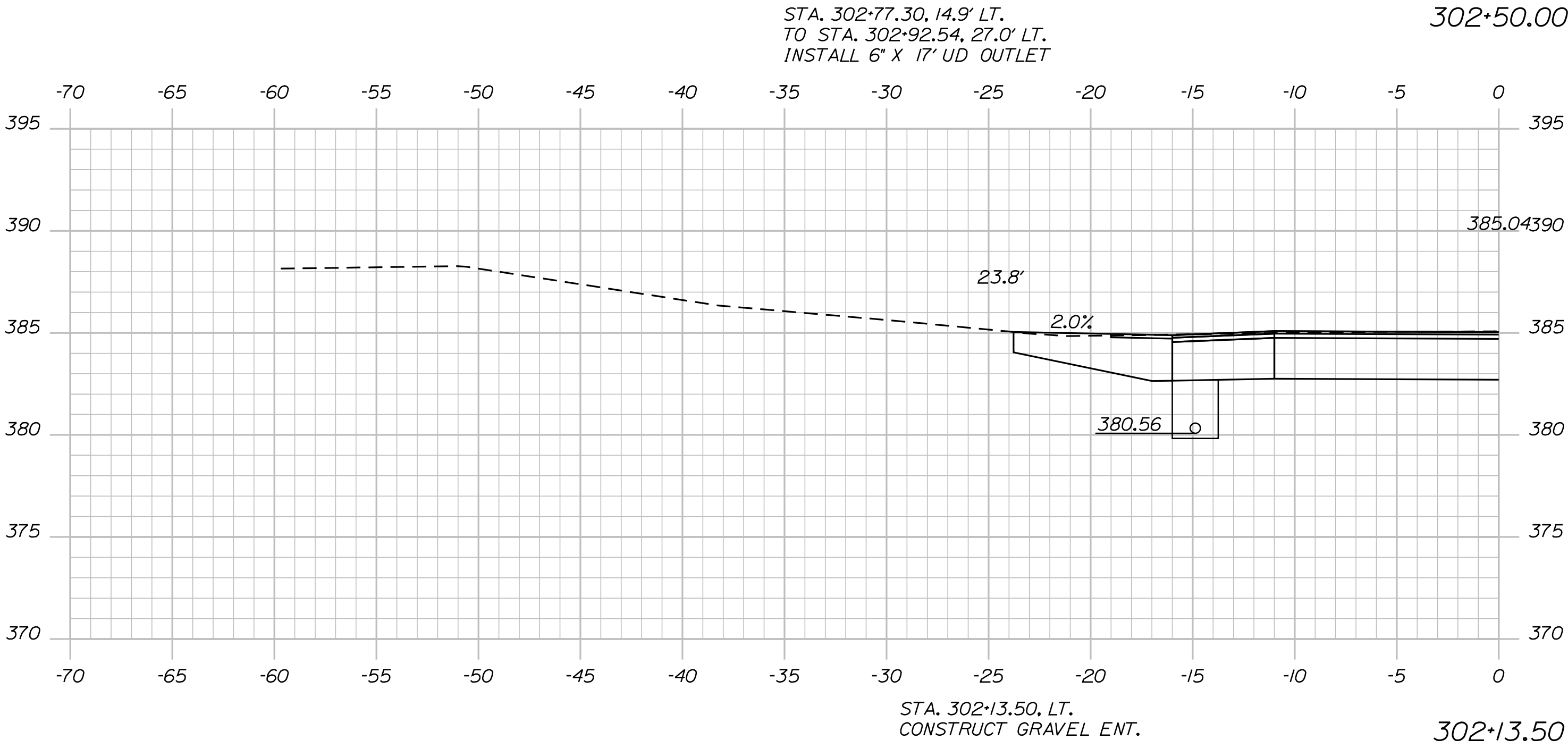
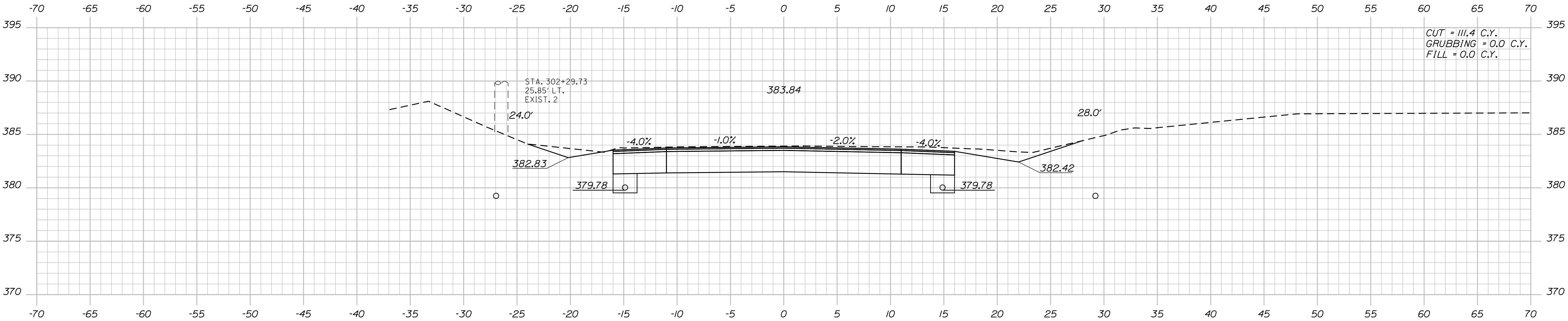


STA. 300+30.60, 55.3' RT.
TO STA. 302+77.30, 14.9' RT.
INSTALL 6" X 247' UD TYPE C

Date:2/26/2024

Username: Clark E. Sulloway

Filename: ... \MSTAD050_XSECT_302+00_002.dgn Division: HIGHWAY

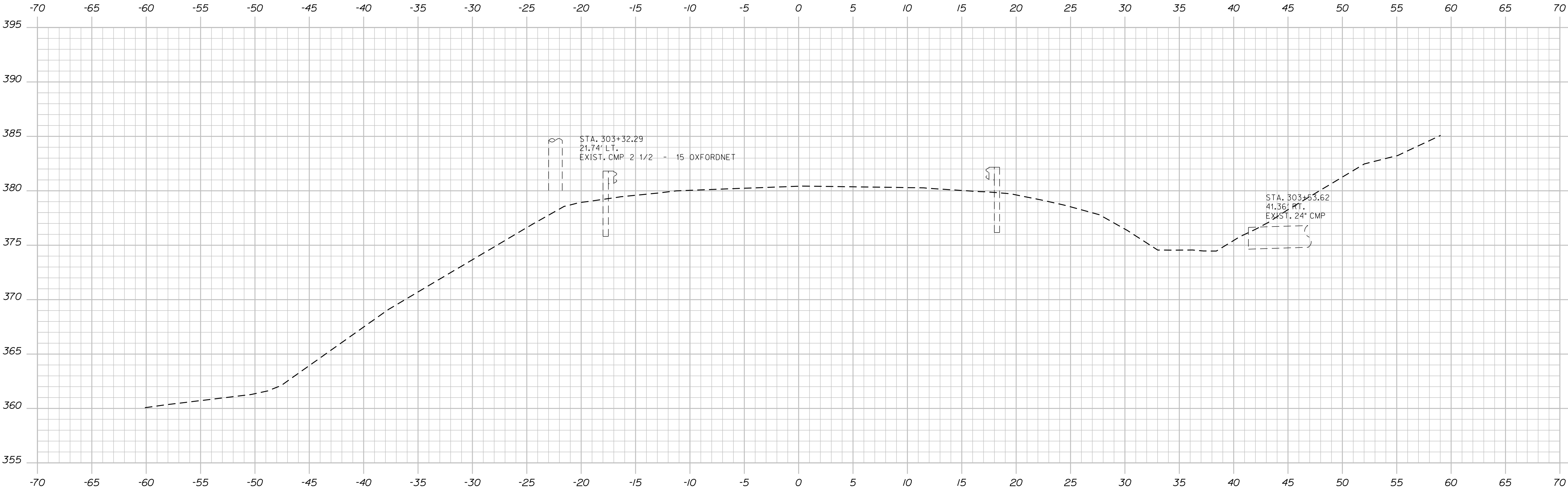


PROJ. MANAGER	R. MOUTON	BY	DATE
DESIGN-DETAILED	C. SULLOWAY		
CHECKED-REVIEWED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

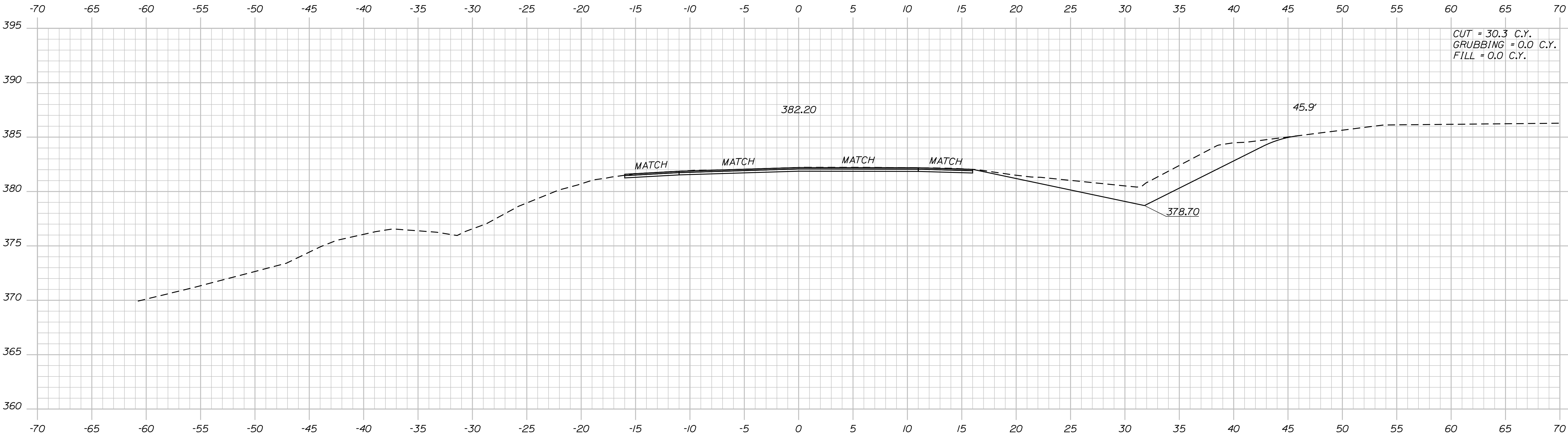
SIGNATURE

P.E. NUMBER

DATE



303+50.00
STA. 303+34.56
LIMIT OF WORK



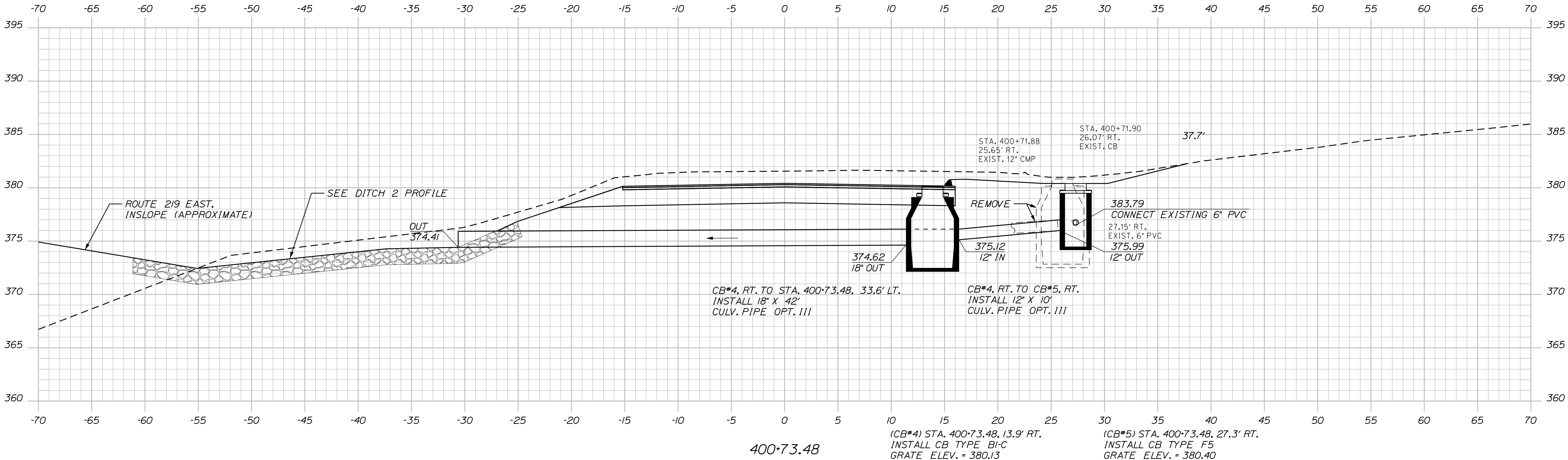
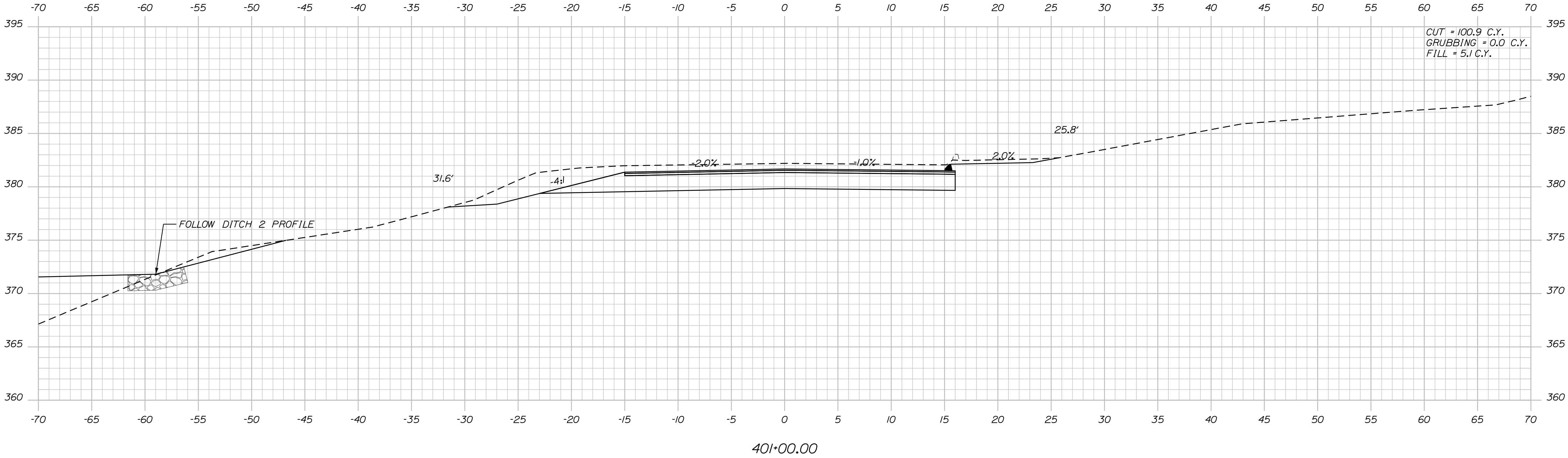
303+00.00

CHECKED-REVIEWED	DATE	BY	R. MOUTON
DESIGNED-DETAILED			C. SULLOWAY
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Date:2/26/2024

Username: common

Filename: ... \MSTAD52_XSECT_400+73_001.dgn Division: HIGHWAY



PROJ. MANAGER	CHECKED	DESIGNED	DESIGNED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
R. MOUTON	C. SULLOWAY							
DATE								
BY								
SIGNATURE								
P.E. NUMBER								
DATE								

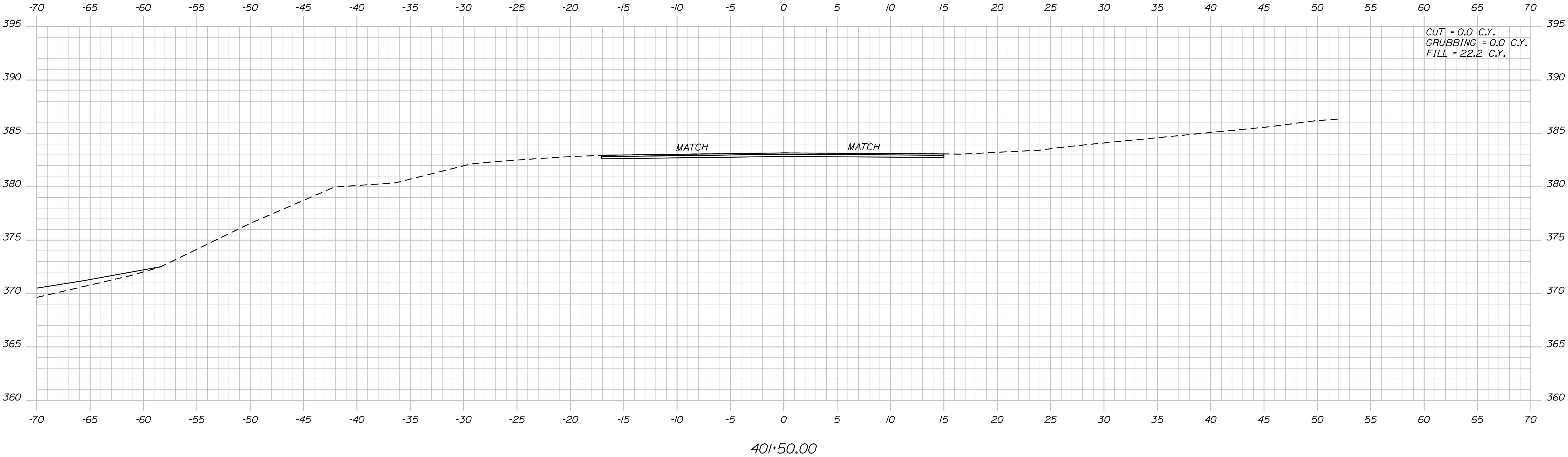
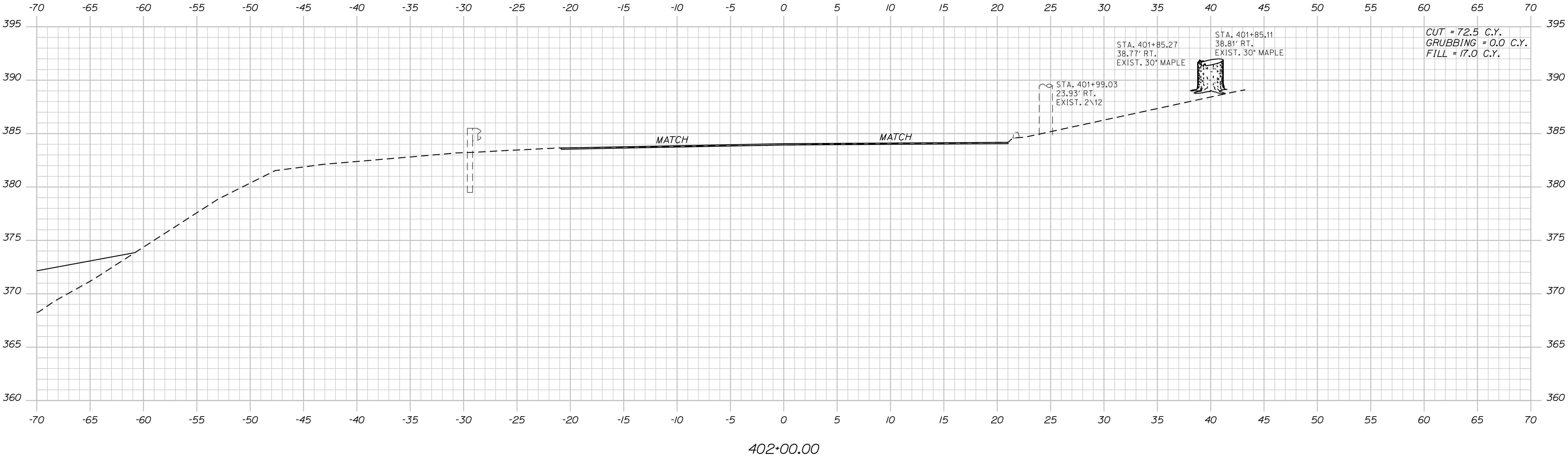
TURNER
ROUTE 4

CROSS SECTIONS

Date:2/26/2024

Username: common

Filename: ... \MSTAD053_XSECT_401+50_002.dgn Division: HIGHWAY

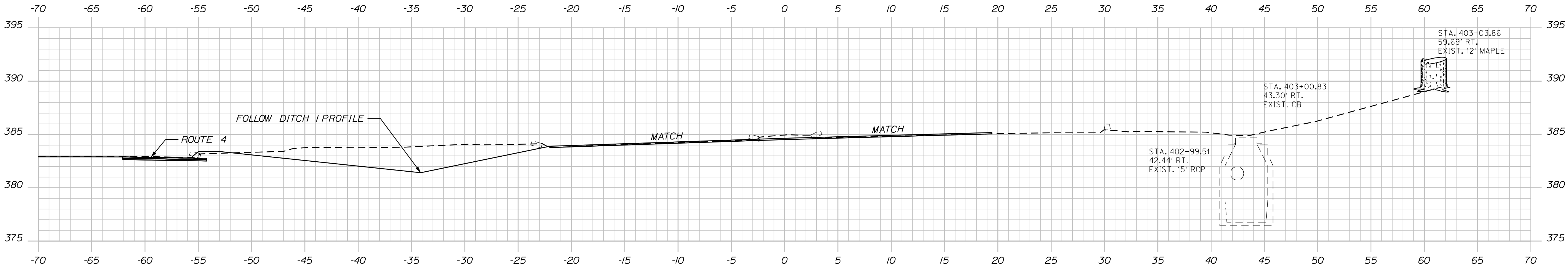


STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
	2420100	
	WIN	24201.00

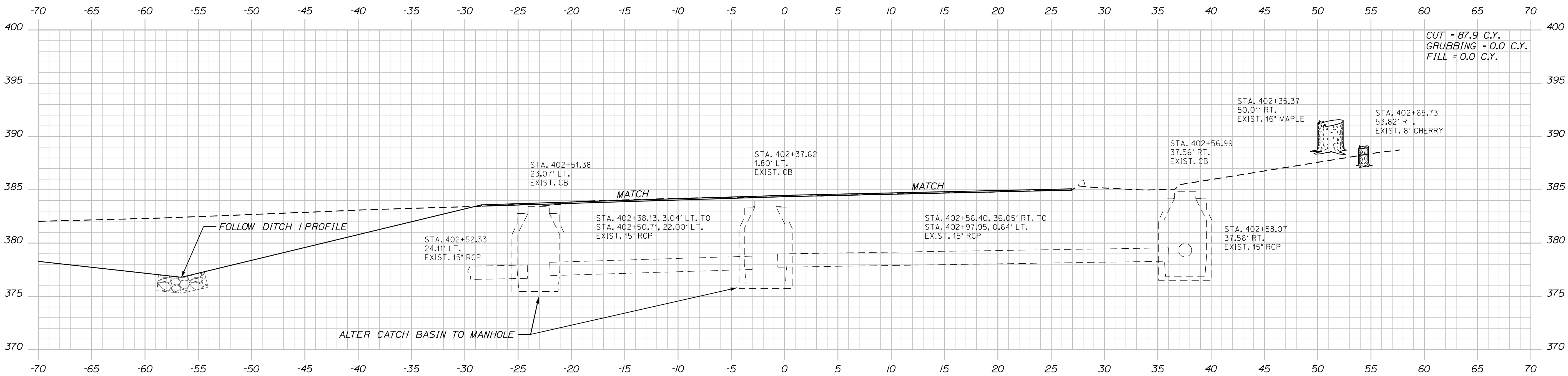
PROJ. MANAGER	R. MOULTON	BY	DATE	SIGNATURE
				P.E. NUMBER
CHECKED-REVIEWED	C. SULLOWAY			DATE
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

TURNER ROUTE 4	
CROSS SECTIONS	

SHEET NUMBER
53
OF 58



403+00.00



402+50.00

Sta. 402+50.00 to Sta. 403+00.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SIGNATURE	
	P.E. NUMBER	
	DATE	

PROJ. MANAGER	R. MOUTON	BY	DATE
CHECKED-DETAILED	C. SULLOWAY		
DESIGNED-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TURNER ROUTE 4	
CROSS SECTIONS	

SHEET NUMBER
54
OF 58

Town, County, State Approx. Property Lines Existing Right of Way Limits of Wrought Portion Control Of Access New Right of Way New Easement New Temporary Rights New R/W Within Existing R/W						New R/W Along Existing R/W Building Trees Tree Line Water Edge Ledge Fence Sign						PLAN LEGEND ExistingProposed Sanitary Sewer Telephone Line Electric Line Water Line Underdrain Line Gas Line Guardrail Culvert						Traveled Way Ditch Catch Basin Manhole Sewer Manhole Utility Pole Fire Hydrant Curbing						Cut Line Stonewall Baseline Monument Iron Rod Found Replacement Pin Set						Fill Line Retaining Wall Traverse Point Pipe Found						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.						STATE OF MAINE REGISTRY OF DEEDS COUNTY RECEIVED at h m M and recorded in Plan Bk ,Pg. Attest: REGISTER																	
N/F ERIC QUIMBY N/F SHIRLEY R. CUMMINGS DENNIS ROSENSHEIN DOROTHY NICOLE ROSE ROSENSHEIN PARCEL NO. (1) LAND TAKEN = (1) (EXISTING EASE, HIGHWAY) LAND TAKEN = 0.67± AC. (PER TAX MAP) (ENTIRE LOT) ESTATE OF JOANNE GRACE F/K/A JOANNE ELDRIDGE PARCEL NO. (2) LAND TAKEN = (1) (EXISTING EASE, HIGHWAY) LAND TAKEN = 0.22± AC. (PER TAX MAP) (ENTIRE LOT) OWNER UNKNOWN PARCEL NO. (8) LAND TAKEN = 0.12± AC. (CALC.) (ENTIRE LOT) ROUTE 219 EAST CURVE DATA #1 PI = 202+21.47 D = 16°51'06.1" Δ = 60°08'38.0" Rt. R = 340.00' L = 356.90' T = 196.87' E = 52.88' RIGHT OF WAY REFERENCES S.H.C. FILE NO. 1-22, JANUARY 1937 S.H.C. FILE NO. 5-1-68, NOVEMBER 1950 S.H.C. FILE NO. 1-92, SHEETS 1 & 2, FEBRUARY 1970 D.O.T. FILE NO. 1-134, AUGUST 1980 D.O.T. FILE NO. 1-193, SHEET 9, DECEMBER 1989 HOWES CORNER ROAD OXFORD COUNTY COMMISSIONERS RECORDS VOL. 2 PAGE 128 1836, 4 RODS WIDE TRASK ROAD OXFORD COUNTY COMMISSIONERS RECORDS VOL. 1 PAGE 261 1821, 4 RODS WIDE NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)																														REVISIONS NO. DATE DESCRIPTION BY			PLAN FILED IN PLAN BOOK NO. GRANTOR			PAGE INSTRUMENT			COUNTY DATE			RECORD BOOK			PAGE			BRUCE A. VAN NOTE COMMISSIONER JOYCE NOEL TAYLOR CHIEF ENGINEER DATE			STATE HIGHWAYS "21" & "13" ROUTES 4 & 219 AUBURN ROAD TURNER ANDROSCOGGIN COUNTY FEDERAL AID PROJECT NO. 2420100						SHEET NUMBER 55 OF 58		

[illegible]

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.

Scale of Feet

GRID NORTH

US STATE PLANE NAD83 (2011)
MAINE 2000 WEST ZONE
NAVD 88
COMBINED FACTOR 0.99996687

PLAN LEGEND

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

REVISIONS

NO. DATE DESCRIPTION BY

BRUCE A. VAN NOTE

COMMISSIONER

JOYCE NOEL TAYLOR

CHIEF ENGINEER

DATE

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

STATE OF MAINE
REGISTER OF DEEDS

COUNTY

RECEIVED

at h m M and

recorded in Plan Bk Pg.

Attest: REGISTER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP

WIN 024201.00

57

OF 58

STATE HIGHWAYS "21" & "13"
ROUTES 4 & 219 AUBURN ROAD
TURNER ANDROSCOGGIN COUNTY
FEDERAL AID PROJECT NO. 2420100

MAY 2023
SCALE 1" = 25'

RIGHT-OF-WAY MAP
SHEET 3 OF 4

D.O.T. FILE NO. 1-355

SHEET NUMBER

Date: 2/12/2024

Username: Perry, Silverman

Division: ROW

Filename: ... \00\ROW\MSTA\004_RWPLAN\4.dgn

