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)

DREW PLANTATION

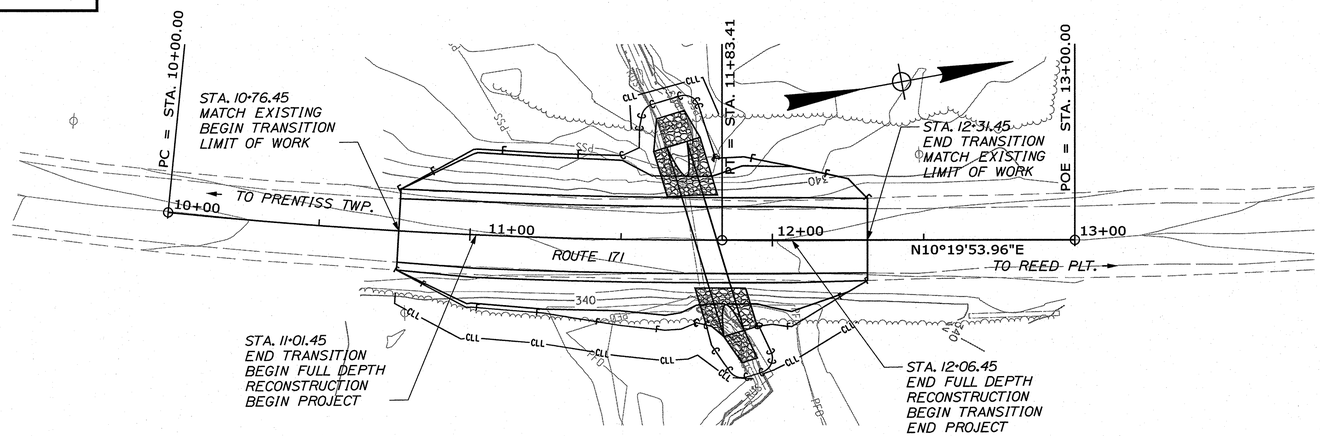
PENOBSCOT COUNTY

ROUTE 171

PROJECT NO. 25521.00

PROJECT LENGTH: 0.03 MILES

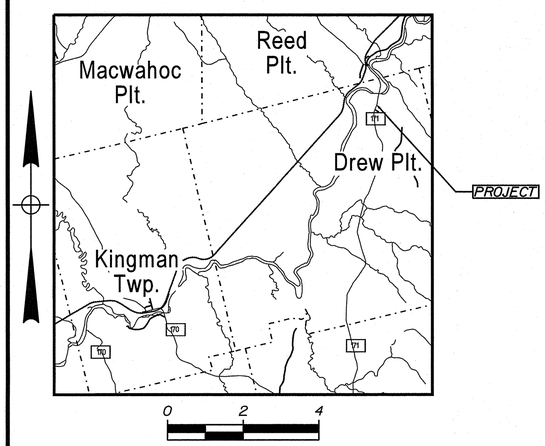
INDEX OF SHEETS



LAYOUT SCALE

25 0 25 50

Scale in Feet



LOCATION MAP

TRAFFIC DATA

Current (2026) AADT	70
Future (2046) AADT	80
DHV - % of AADT	16%
Design Hour Volume	13
% Heavy Trucks (AADT)	17%
% Heavy Trucks (DHV)	23%
Directional Distribution (DHV)	64%
18-kip Equivalent P 2.0	5
18-kip Equivalent P 2.5	5
Design Speed (mph)	45
Corridor Priority	4

PROJECT LOCATION:	DREW PLT, ROUTE 171, LOCATED APPROXIMATELY 0.1 MILES NORTHERLY OF CEMETERY ROAD INTERSECTION. LAT. LONG.: 45°37'35.65"N, 68°4'15.69"W
PROGRAM AREA:	REGIONAL PROGRAM
SCOPE OF WORK:	LARGE CULVERT REPLACEMENT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED

COMMISSIONER: Edward Finch — DATE 2-26-26

CHIEF ENGINEER: [signature] — DATE 2-25-26

STATE OF MAINE OWEN G. KRAUSS No. 13434 REGISTERED PROFESSIONAL ENGINEER

[signature] SIGNATURE
13434 P.E. NUMBER
February 9, 2026 DATE

PROJECT INFORMATION

PROGRAM	REGIONAL
PROJECT MANAGER	ROGER SOUCY
DESIGNER	OWEN KRAUSS
CONSULTANT	HOYLE TANNER
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

DREW PLANTATION
ROUTE 171

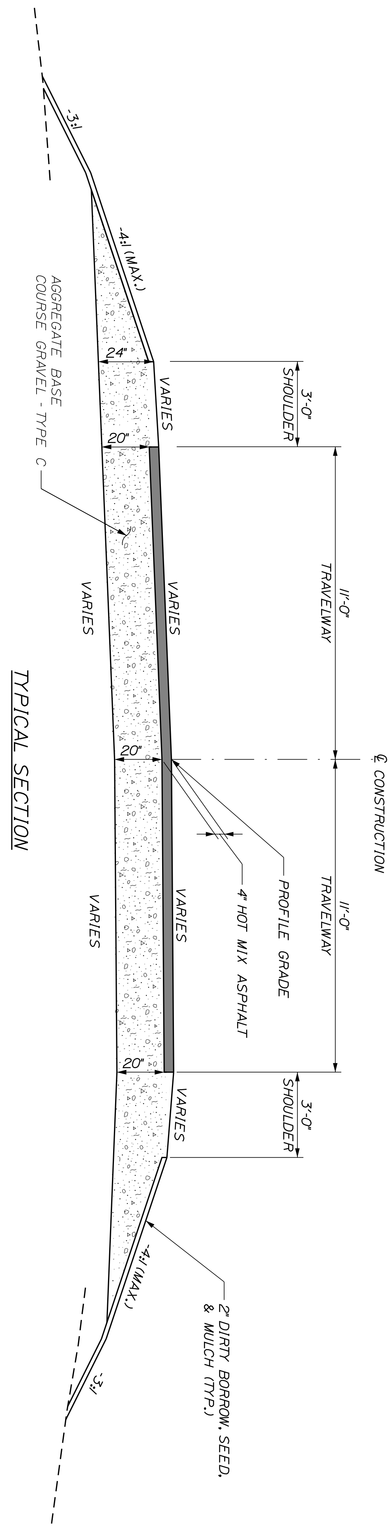
TITLE SHEET

PROJECT NO. 25521.00

WIN 25521.00

SHEET NUMBER 1 OF 13

Filename: ...\00\HIGHWAY\MSTA\001_Title.dgn Division: BRIDGE Username: Date:2/9/2026



TYPICAL SECTION

NOT TO SCALE

SHEET NUMBER 2 OF 13

DREW PLANTATION
ROUTE 171

TYPICAL SECTIONS

PROJ. MANAGER	R. SOUCY	BY	DATE
DESIGN-DETAILED	O. KRAUSS	S. ALLARD	1\2026
CHECKED-REVIEWED	M. MURPHY	O. KRAUSS	2\2026
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

25521.00

WIN
25521.00

HIGHWAY PLANS

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
203.20	COMMON EXCAVATION	350	CY
203.24	COMMON BORROW	30	CY
203.25	GRANULAR BORROW	85	CY
203.33	SPECIAL FILL	40	CY
304.16	AGGREGATE BASE COURSE - TYPE C	340	CY
403.208	HOT MIX ASPHALT 12.5 MM HMA SURFACE	40	T
403.213	HOT MIX ASPHALT 12.5 MM BASE	60	T
409.15	BITUMINOUS TACK COAT - APPLIED	15	G
511.07	COFFERDAMN: UPSTREAM	1	LS
511.07	COFFERDAMN: DOWNSTREAM	1	LS
603.281	84" POLYMER COATED STEEL PIPE (10 GAUGE)	65	LF
610.08	PLAIN RIPRAP	35	CY
610.212	STREAMBED ROCK FEATURES	10	CY
610.213	VOID FILLED RIPRAP	15	CY
613.319	EROSION CONTROL BLANKET	90	SY
615.10	DIRTY BORROW	30	CY
618.14	SEEDING METHOD NUMBER 2	4	UN
619.12	MULCH	4	UN
620.58	EROSION CONTROL GEOTEXTILE	80	SY
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	390	LF
629.05	HAND LABOR, STRAIGHT TIME	10	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	10	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	10	HR
639.20	FIELD OFFICE TYPE C	1	EA
643.72	TEMPORARY TRAFFIC SIGNAL	1	LS
652.312	TYPE III BARRICADE	2	EA
652.33	DRUM	50	EA
652.34	CONE	50	EA
652.35	CONSTRUCTION SIGNS	640	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES (30 LS/CD)	1	LS
652.38	FLAGGER	40	HR
652.61	STAGED CONSTRUCTION AND TRAFFIC CONTROL	1	LS
656.75	TEMPORARY SOIL EROSION & WATER POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS

GENERAL CONSTRUCTION NOTES

1. Pavement thicknesses shown on the typical sections are intended to be nominal.

2. 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.

3. All clearing shall be considered incidental to the Contract and no separate payment will be made. The actual lines for clearing shall be established in the field by the Contractor as indicated on the Plans and approved by the Resident.

4. Removal of the existing culvert is considered to be incidental to the contract items.

5. Where deemed necessary by the Resident, unsuitable excess material shall be removed from the edges of shoulders and placed in designated areas or disposed of. Payment will be made under the appropriate Contract items.

6. All inslope and ditches in cut areas shall be graded as shown on the typicals or flatter, or as directed by the Resident.

7. 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.

8. The Contractor shall place suitable existing or other material acceptable to the Resident on all pavement edges to allow a drop off no greater than the surface pavement thickness. The material shall be graded to match the existing inslope or as directed by the Resident before surface is placed. The Contractor will be paid under appropriate equipment rental items. Borrow is not authorized until all acceptable waste material has been utilized. Seed and Mulch will be paid for at the contract unit price.

9. 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.

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 Borrow.

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.

12. 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.

13. When superelevation exceeds the slope of the low-side shoulder, the low-side shoulder will have same slope as the travelway.

14. Cross slopes for normal and superelevated sections will be straight unless otherwise directed by the Department.

15. The algebraic difference between travelway and shoulder cross slope shall not exceed 8 percent.

16. Inlets and outlets of all culverts shall be riprapped unless otherwise noted on the Plans or directed by the Resident.

17. Dirty borrow has been estimated for all disturbed slope areas other than lawn areas. Actual placement of the dirty borrow shall be as noted on the Plans or designated by the Resident.

18. Unless otherwise noted Seeding Method No. 1 shall be utilized on all lawns and developed areas; Seeding Method No. 2 shall be utilized on all other areas.

19. Dirty borrow shall be placed to a nominal depth of 2 inches unless otherwise noted or directed.

20. 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.

21. 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.

22. The Project geotechnical report titled "Geotechnical Design Report for the Replacement of Large Culvert #137691", Soils Report 2026-02, January 22, 2026 can be accessed at the MaineDOT website https://www.maine.gov/dot/doing-business/bid-opportunities/ .

23. 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.

24. Areas on the project requiring fill will come from suitable sites such as excavation, ditch and inslope or equipment rental areas.

25. 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.

26. "Undetermined locations" shall be determined by the Resident.

27. 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.

28. 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.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

25521.00

WIN
25521.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. SOUCY		
DESIGN-DETAILED	O. KRAUSS	S. ALLARD	1\2026
CHECKED-REVIEWED	M. MURPHY	O. KRAUSS	2\2026
DESIGN2-DETAILED2	-------	-------	------
DESIGN3-DETAILED3	-------	-------	------
REVISIONS 1	-------	-------	------
REVISIONS 2	-------	-------	------
REVISIONS 3	-------	-------	------
REVISIONS 4	-------	-------	------
FIELD CHANGES	-------	-------	------

SIGNATURE

P.E. NUMBER

DATE

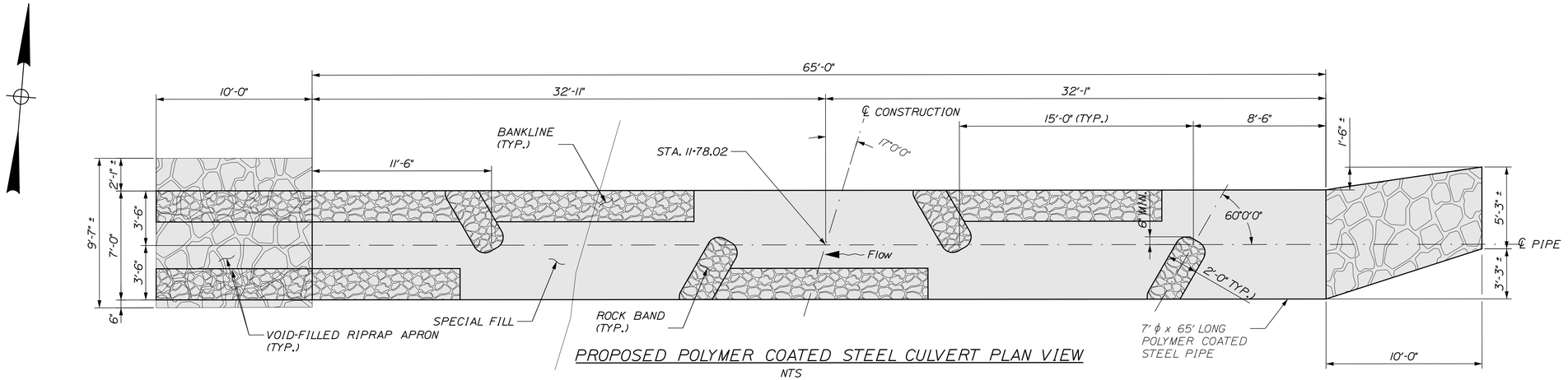
DREW PLANTATION
ROUTE 171

ESTIMATED QUANTITIES AND GENERAL NOTES

SHEET NUMBER

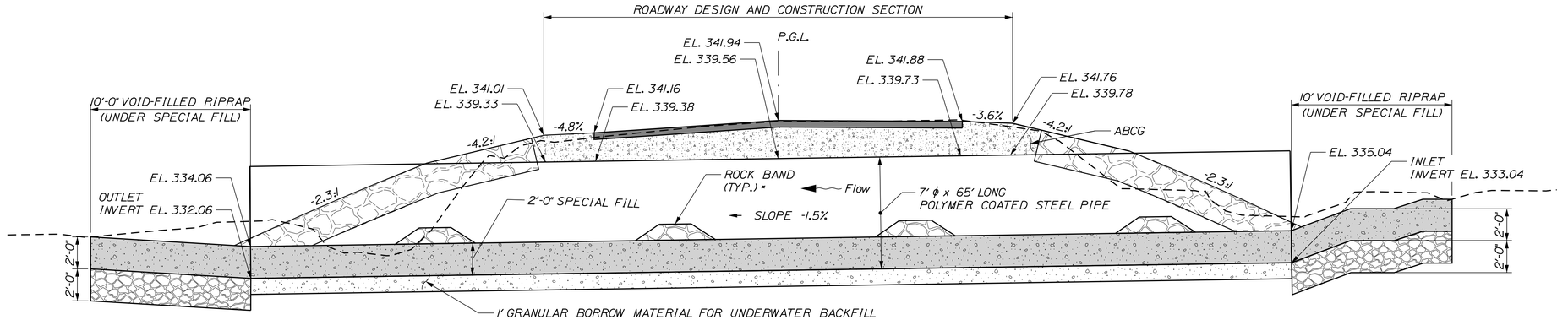
3

OF 13



PROPOSED POLYMER COATED STEEL CULVERT PLAN VIEW

NTS



PROPOSED POLYMER COATED STEEL CULVERT TRANSVERSE SECTION

NTS

STEEL PIPE CULVERT STRUCTURE NOTES

1. THE POLYMER COATED STEEL PIPE SHALL BE BEDDED ON A 1-FOOT LAYER OF COMPACTED GRANULAR BORROW MATERIAL MEETING THE REQUIREMENTS FOR UNDERWATER BACKFILL.

2. COFFERDAMS ARE TO BE PLACED AT BOTH THE UPSTREAM AND DOWNSTREAM ENDS OF THE CULVERT TO ALLOW CONSTRUCTION OF THE CULVERT IN THE DRY.

3. RIPRAP PLACED ADJACENT TO THE PIPE SHALL BE CAREFULLY PLACED SO AS NOT TO DAMAGE THE PIPE AND SO THAT THE FINISHED SLOPE WILL MATCH THE ENDS OF THE PIPE. ANY EXTRA LABOR, MATERIAL OR EQUIPMENT USED WILL BE CONSIDERED INCIDENTAL TO ITEM 610.08, PLAIN RIPRAP. ANY DAMAGE DONE TO THE STRUCTURE DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AS DETERMINED BY THE RESIDENT AT THE CONTRACTOR'S EXPENSE.

4. THE STEEL THICKNESS OF THE PIPE SHALL BE DETERMINED BASED ON THE REQUIREMENTS OF STANDARD SPECIFICATION 603.

5. CONSTRUCTION, HANDLING, AND ASSEMBLY OF THE POLYMER COATED STEEL PIPE SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION 603 AND THE MANUFACTURERS SPECIFICATIONS AS APPLICABLE.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

25521.00

WIN 25521.00

HIGHWAY PLANS

PROJ. MANAGER	R. SOUCY	
DESIGN-DETAILED	O. KRAUSS	S. ALLARD 1\2026
CHECKED-REVIEWED	M. MURPHY	O. KRAUSS 2\2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BY DATE

SIGNATURE

P.E. NUMBER

DATE

DREW PLANTATION
ROUTE 171

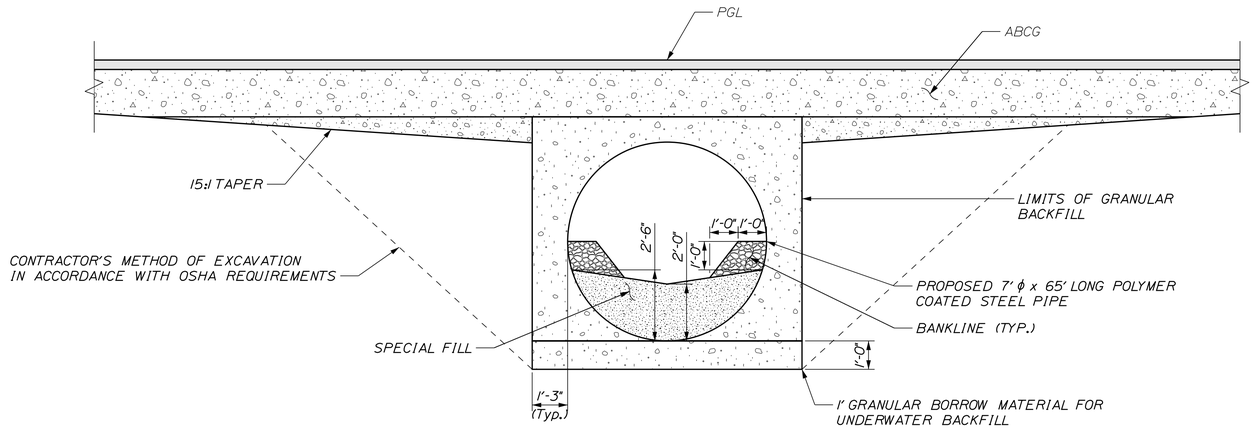
SPECIAL DETAILS 1 OF 2

SHEET NUMBER

4

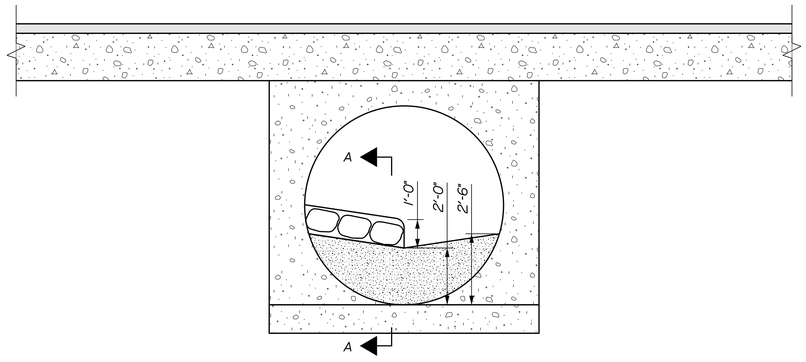
OF 13

Filename: ...\MSTA\004_Special Details.dgn Division: BRIDGE Username: Date:2/6/2026



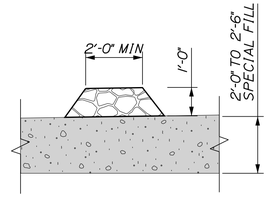
TYPICAL SECTION

NTS



TYPICAL SECTION
AT ROCKBAND
(TBD)

NTS



SECTION A-A

NTS

STREAMBED CONSTRUCTION NOTES

1. LAYOUT AND CONFIGURATION FOR SPECIAL FILL AND ROCKBANDS SHALL BE APPROVED BY THE RESIDENT AND MAINEDOT ENVIRONMENTAL STAFF.

2. THE STREAMBED SHALL BE CONSTRUCTED IN ACCORDANCE WITH SPECIAL PROVISION 203 - SPECIAL FILL.

3. ROCKBANDS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SPECIAL PROVISION 610 - STREAM CHANNEL ROCK.

4. THE ROCKBANDS SHALL BE SKEWED AND POINTED UPSTREAM.

5. THE ROCKBANDS SHALL BE CONSTRUCTED DIRECTLY ON THE SPECIAL FILL.

6. VOIDS IN STREAMBED MATERIAL AND ROCKBANDS SHALL BE FILLED AND SEALED SO THAT WATER REMAINS ON THE SURFACE OF THE CHANNEL AND DOES NOT PIPE THROUGH THE STONE. REFER TO SPECIAL PROVISIONS 203 AND 610.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

25521.00

WIN
25521.00

HIGHWAY PLANS

PROJ. MANAGER	R. SOUCY		
DESIGN-DETAILED	O. KRAUSS	S. ALLARD	1\2026
CHECKED-REVIEWED	O. KRAUSS	M. MURPHY	2\2026
DESIGN2-DETAILED2	-------	-------	-------
DESIGN3-DETAILED3	-------	-------	-------
REVISIONS 1	-------	-------	-------
REVISIONS 2	-------	-------	-------
REVISIONS 3	-------	-------	-------
REVISIONS 4	-------	-------	-------
FIELD CHANGES	-------	-------	-------

SIGNATURE

P.E. NUMBER

DATE

DREW PLANTATION
ROUTE 171

SPECIAL DETAILS 2 OF 2

SHEET NUMBER

5

OF 13

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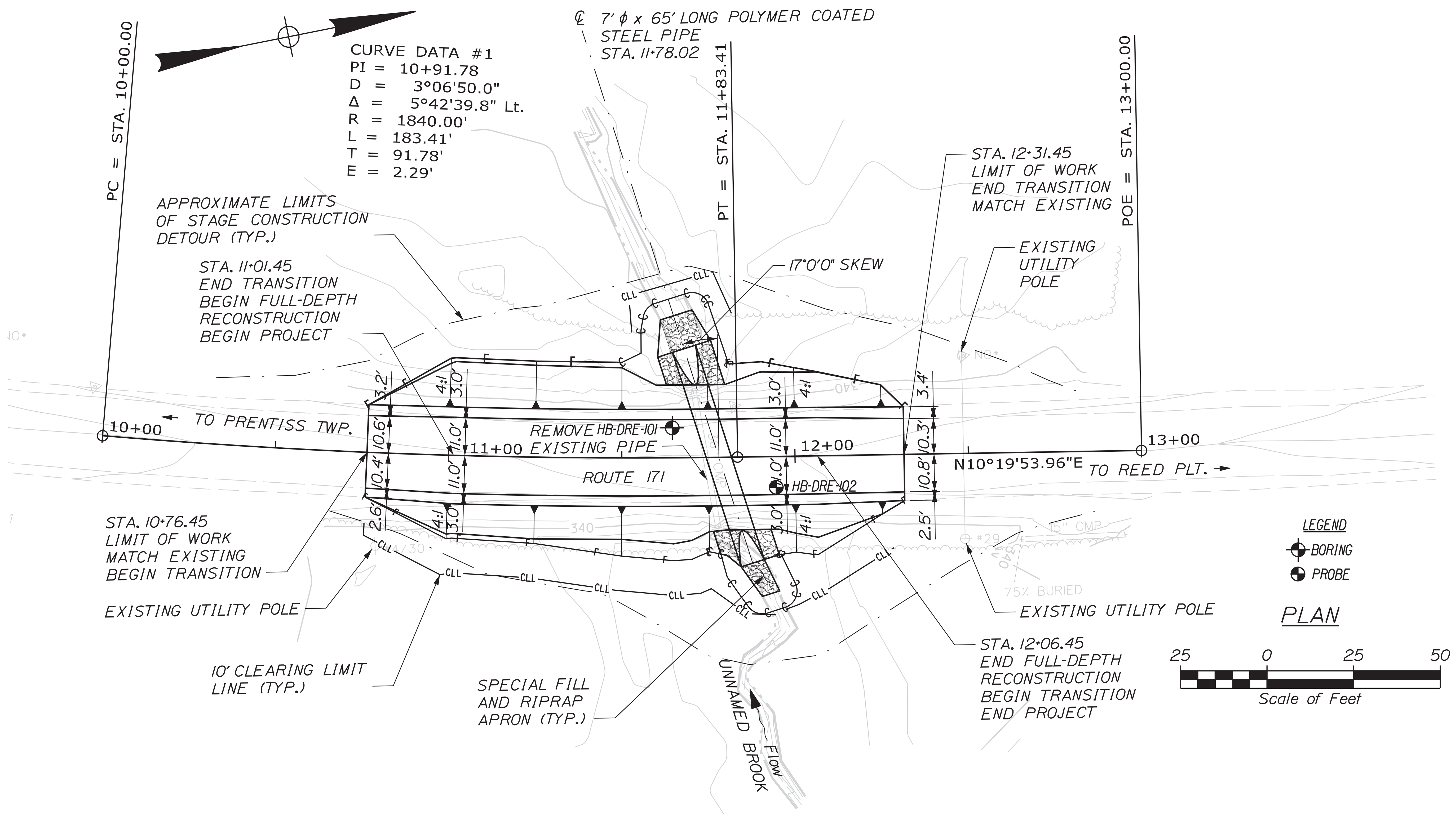

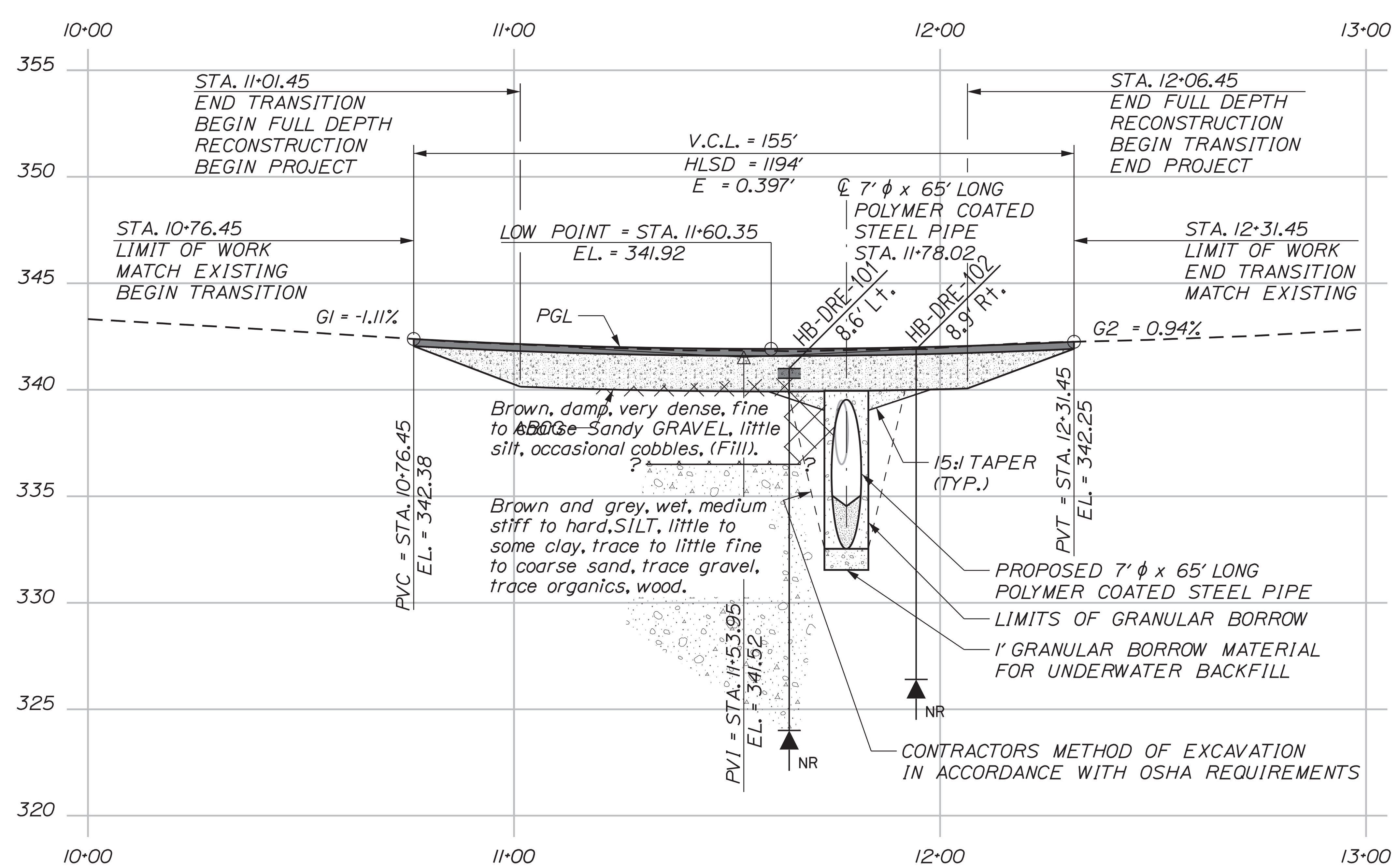

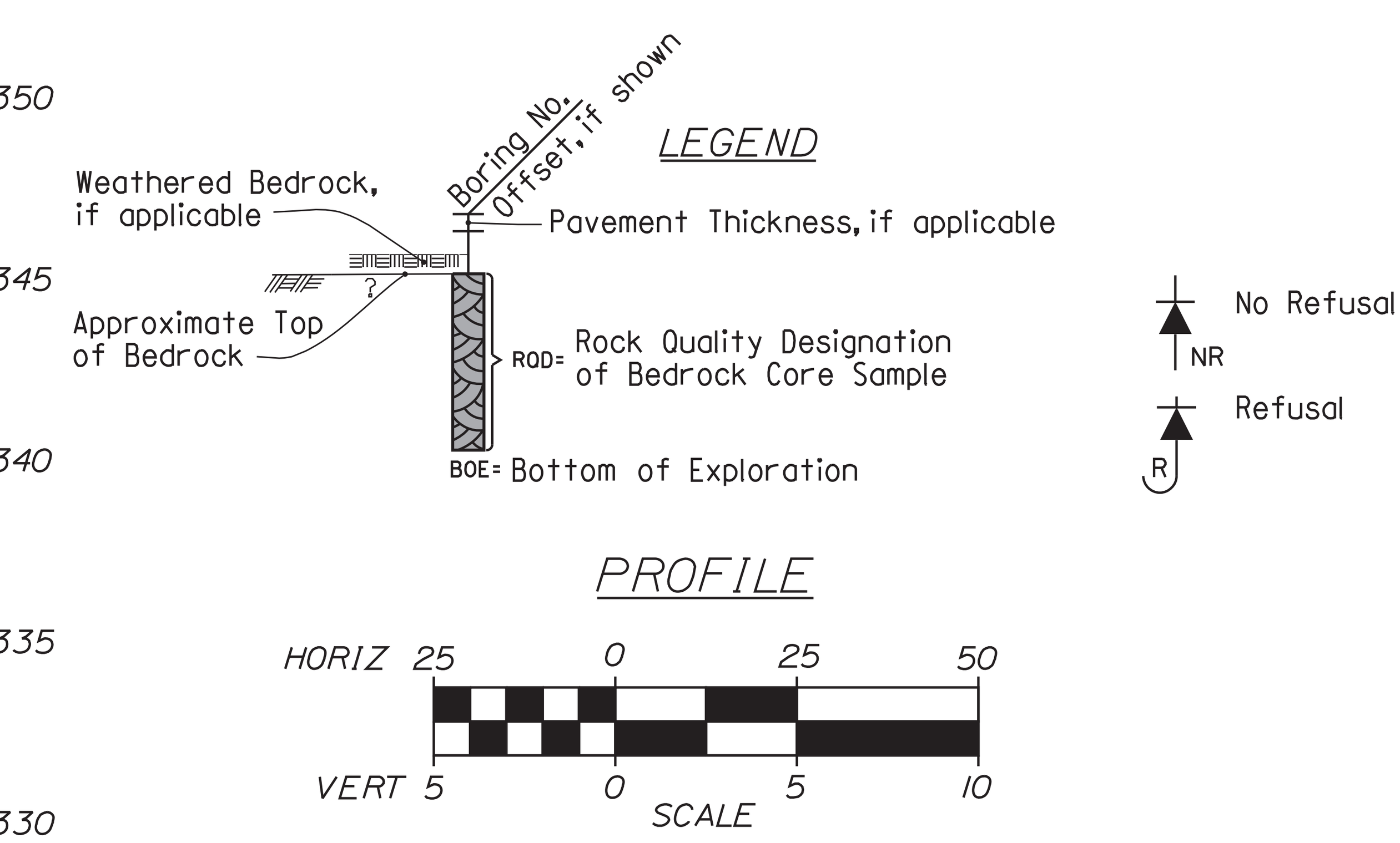

Note: This generalized interpretive soil profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil and bedrock transitions may vary and are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

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Route 171 Large Culvert Replacement
Location: Drew Plt.

Boring No.: HB-DRE-101
WIN: 25521.00

Driller:	MaineDOT	Elevation (ft.)	341.0	Auger ID/OD:	5" Dia.
Operator:	Daggett/Jay	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	7/28/2021; 09:30-10:30	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	11+64.6, 8.6 ft Lt.	Casing ID/OD:	N/A	Water Level*:	9.6 ft bgs.
Hammer Efficiency Factor: 0.89		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WO1P = Weight of One Person
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
N_{60} = (Hammer Efficiency Factor/60%)*N-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.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in. Shear 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							SSA	340.5		5.5" HMA. 0.5	
	1D	24/17	1.50 - 3.50	10/10/33/33	43	64				Brown, damp, very dense, fine to coarse Sandy GRAVEL, little silt, occasional cobbles, (Fill).	G#340981 A-1-a, SW-SM WC=3.1%
5	2D	24/19	5.00 - 7.00	2/2/3/2	5	7		336.5		4.5 Brown, wet, medium stiff, SILT, little clay, trace fine to coarse sand, trace gravel, trace organics, with wood.	G#340982 A-4, CL WC=58.1%
								333.5		7.5	
10	3D	24/20	10.00 - 12.00	3/8/9/9	17	25				Grey, wet, very stiff, SILT, some clay, little fine to coarse sand, trace gravel.	G#340983 A-4, CL WC=19.8%
15	4D	24/18	15.00 - 17.00	8/11/11/15	22	33				Grey, wet, hard, SILT, some clay, trace fine to medium sand.	G#340984 A-4, CL WC=24.3%
								324.0		17.0 Bottom of Exploration at 17.0 feet below ground surface. NO REFUSAL	
20											
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; 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-DRE-101

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Route 171 Large Culvert Replacement
Location: Drew Plt.

Boring No.: HB-DRE-102
WIN: 25521.00

Drilling Contractor:	MaineDOT	Elevation (ft.)	341.9	Auger ID/OD:	5" Dia.
Operator:	Daggett/Jay	Datum:	NAVD88	Sampler:	N/A
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	7/28/2021; 09:30-10:30	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	11+94.4, 8.9 ft Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed

Definitions:
D = Split Spoon Sample
S = Sample off Auger Flights
B = Bucket Sample off Auger Flights
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MV = Unsuccessful Field Vane Shear Test Attempt
V = Field Vane Shear Test, PP= Pocket Penetrometer
MU = Unsuccessful Thin Wall Tube Sample Attempt
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SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WO1P = Weight of 1 Person
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-value = Raw Field SPT N-value
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.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in. Shear Strength (psf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0						SSA			Probe, no material samples taken.	
5										
10										
15							326.4		15.5 Bottom of Exploration at 15.5 feet below ground surface. NO REFUSAL	
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; 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-DRE-102

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
25521.00

HIGHWAY PLANS
WIN
25521.00

STATE OF MAINE
Cody A. Russell
15866
LICENSED
PROFESSIONAL ENGINEER

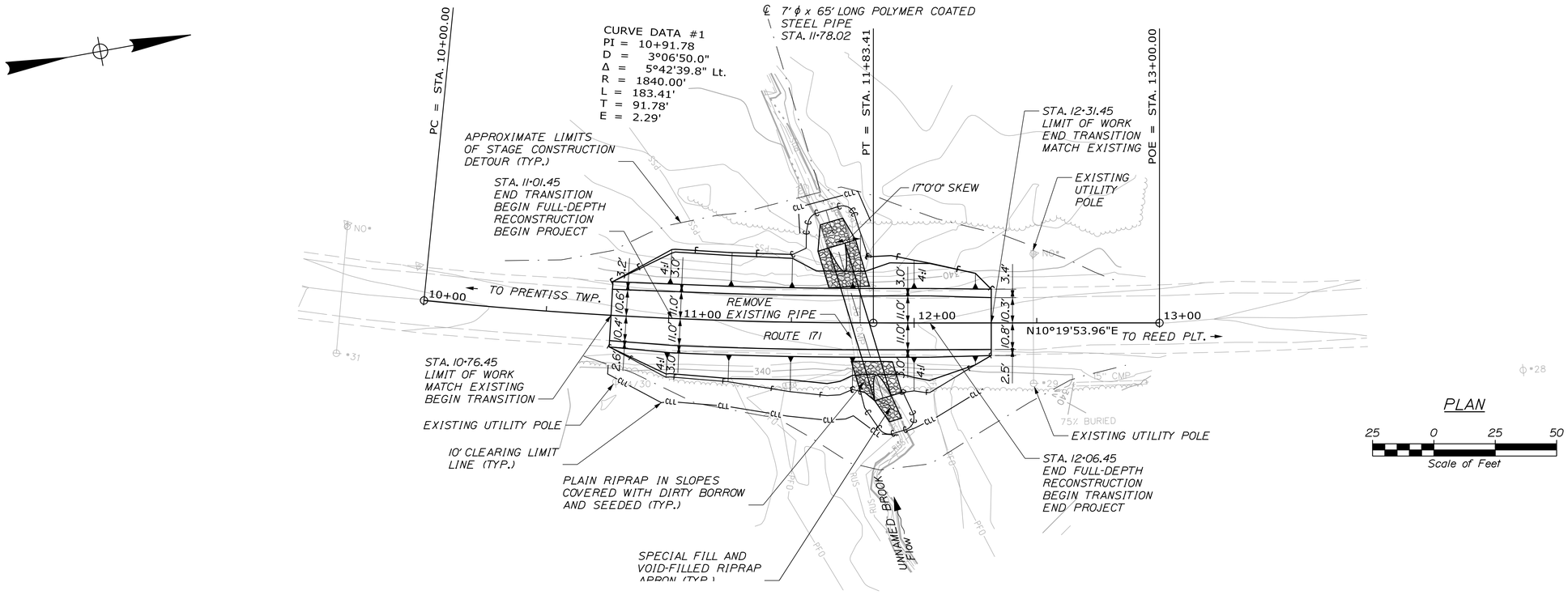
SIGNATURE
15866
P.E. NUMBER
2/5/2026
DATE

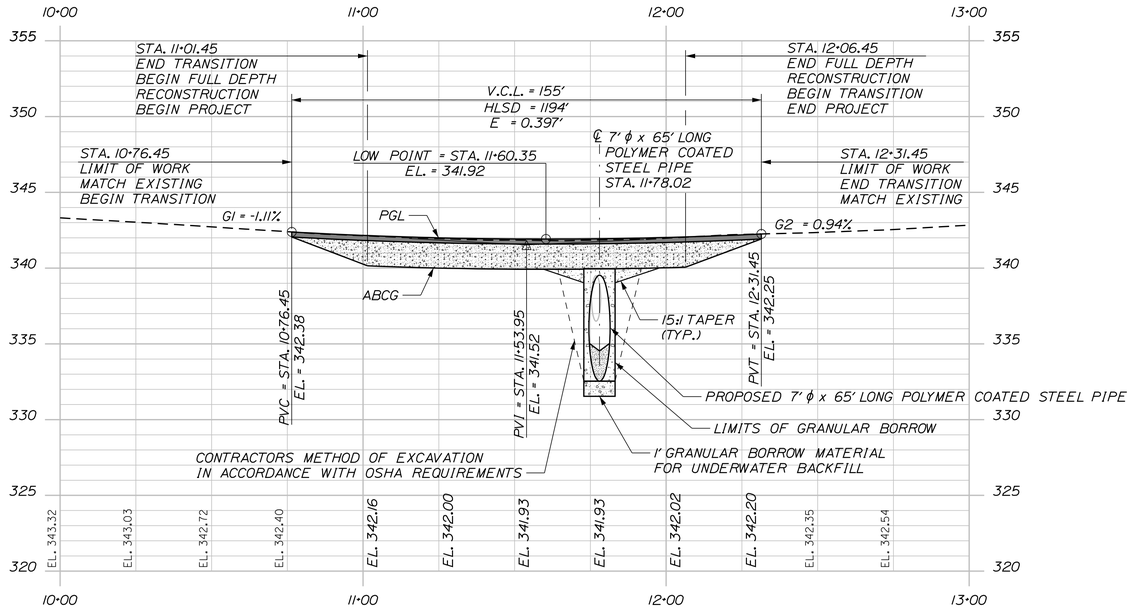
	BY	DATE
PROJ. MANAGER	R. SOUCY	
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2	YT LEE	T.WHITE	JAN 2026
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

DREW PLANTATION
ROUTE 171

BORING LOCATION PLAN & INTERPRETIVE SUBSURFACE PROFILE WITH BORING LOGS

SHEET NUMBER
6
OF 13





PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

25521.00

WIN 25521.00

HIGHWAY PLANS

PROJ. MANAGER	R. SOUCY		
DESIGN-DETAILED	O. KRAUSS	S. ALLARD	1\2026
CHECKED-REVIEWED	O. KRAUSS	M. MURPHY	2\2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

DREW PLANTATION
ROUTE 171

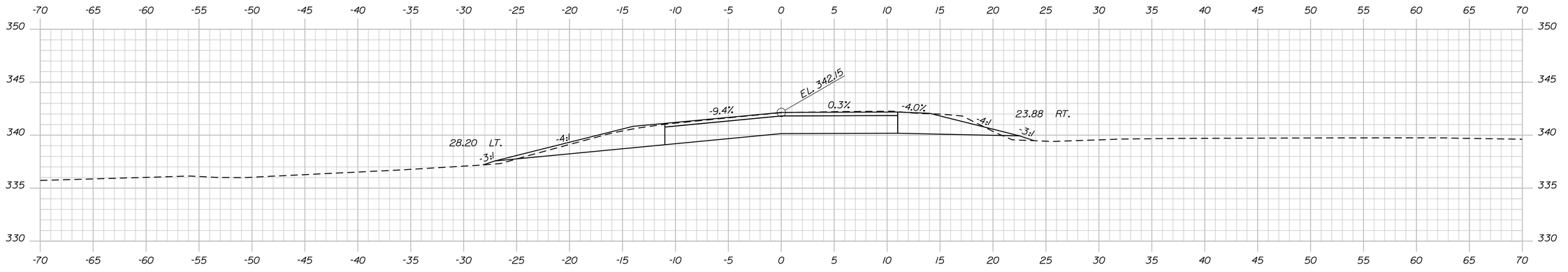
PLAN & PROFILE

SHEET NUMBER

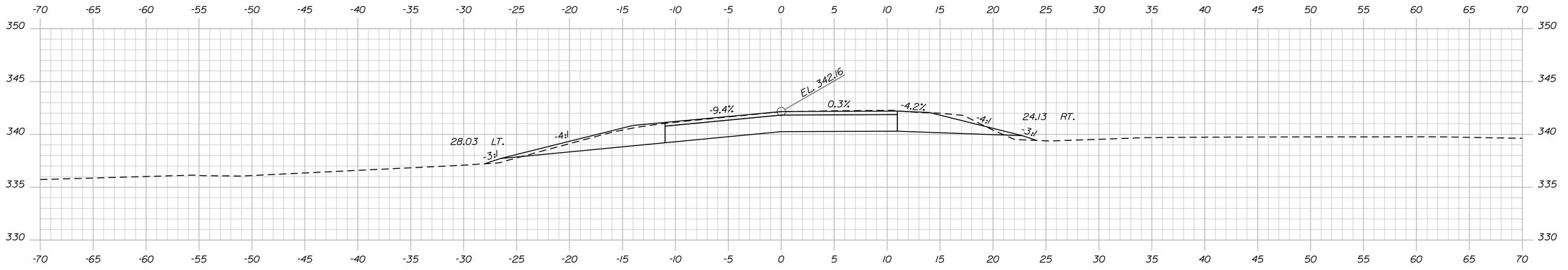
7

OF 13

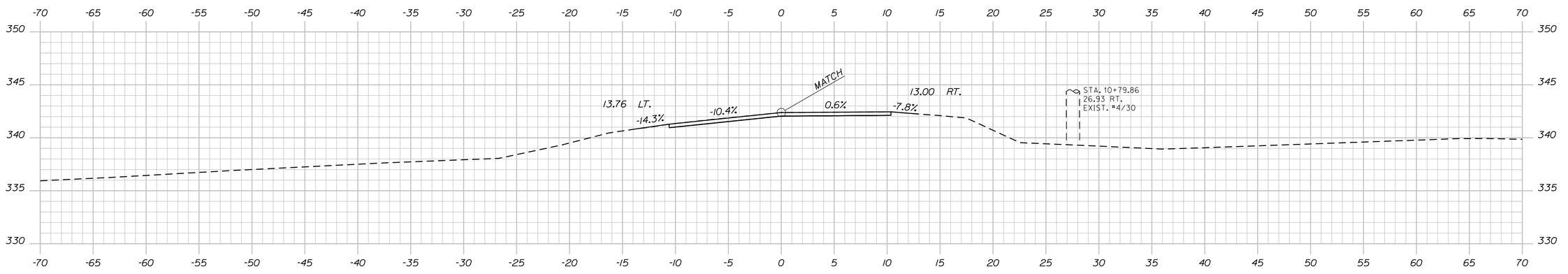
Filename: ...\HIGHWAY\MSTA\007_HDPlan1.dgn Division: BRIDGE Username: Date:2/6/2026



11+01.45
END TRANSITION
BEGIN FULL DEPTH RECONSTRUCTION
BEGIN PROJECT



11+00.00



10+76.45
LIMIT OF WORK
MATCH EXISTING
BEGIN TRANSITION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

25521.00

WIN
25521.00

		DATE
PROJ. MANAGER	R. SOUCY	
DESIGN-DETAILED	O. KRAUSS	1\2026
CHECKED-REVIEWED	M. MURPHY	2\2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BY
S. ALLARD
O. KRAUSS

SIGNATURE

P.E. NUMBER

DATE

DREW PLANTATION
ROUTE 171

CROSS SECTIONS

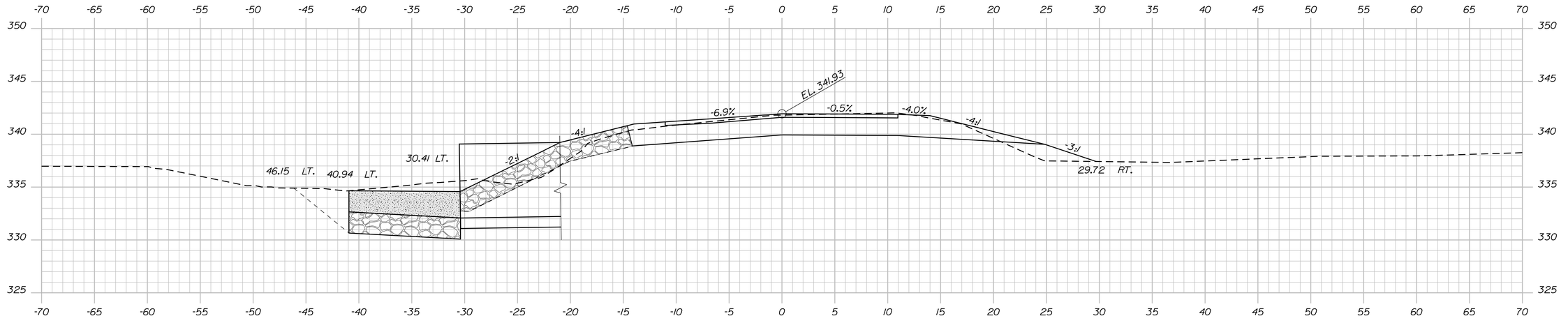
SHEET NUMBER

8

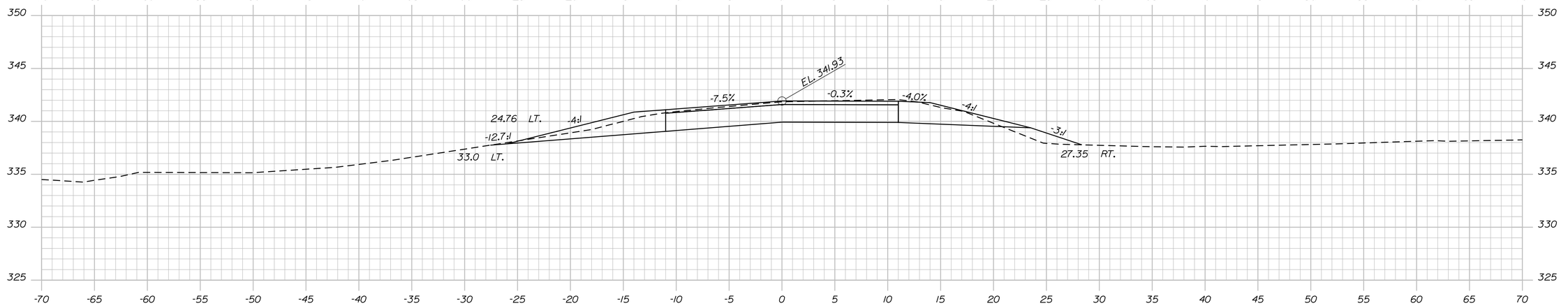
OF 13

Sta. 10+76.45 to Sta. 11+01.45

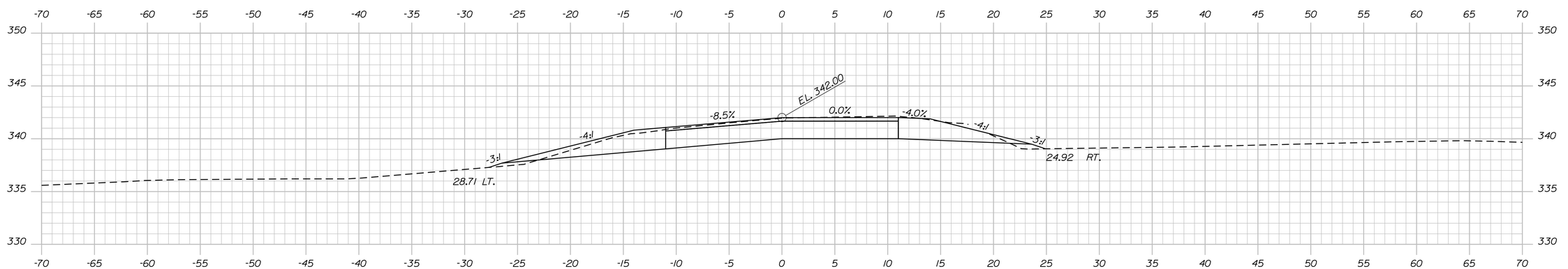
Filename: ...\MSTA\008_XSECT_10+76_001.dgn Division: BRIDGE Username: Date:2/6/2026



11+64.83 (NEAR CORNER OF CULVERT)



11+50.00



11+25.00

Sta. 11+25.00 to Sta. 11+64.83

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

25521.00

WIN
25521.00

PROJ. MANAGER	R. SOUCY		
DESIGN-DETAILED	O. KRAUSS	S. ALLARD	1\2026
CHECKED-REVIEWED	M. MURPHY	O. KRAUSS	2\2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

DREW PLANTATION
ROUTE 171

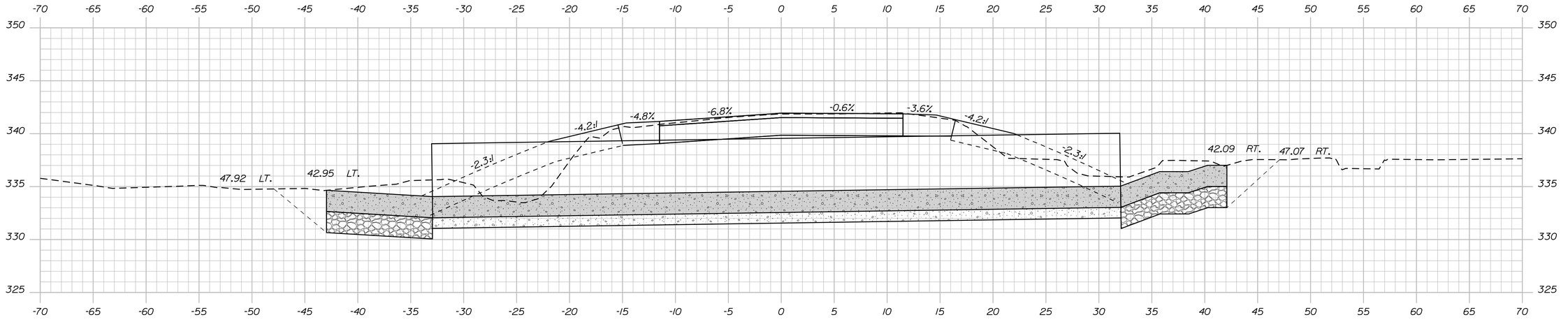
CROSS SECTIONS

SHEET NUMBER

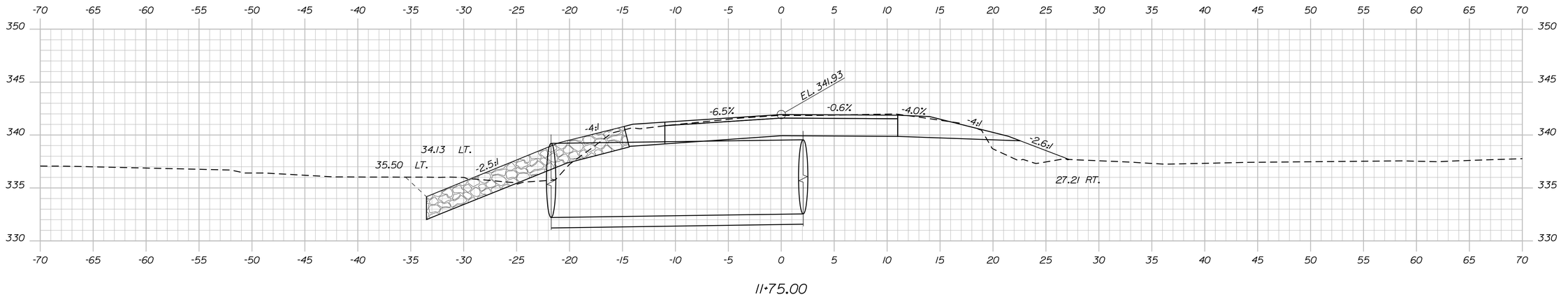
9

OF 13

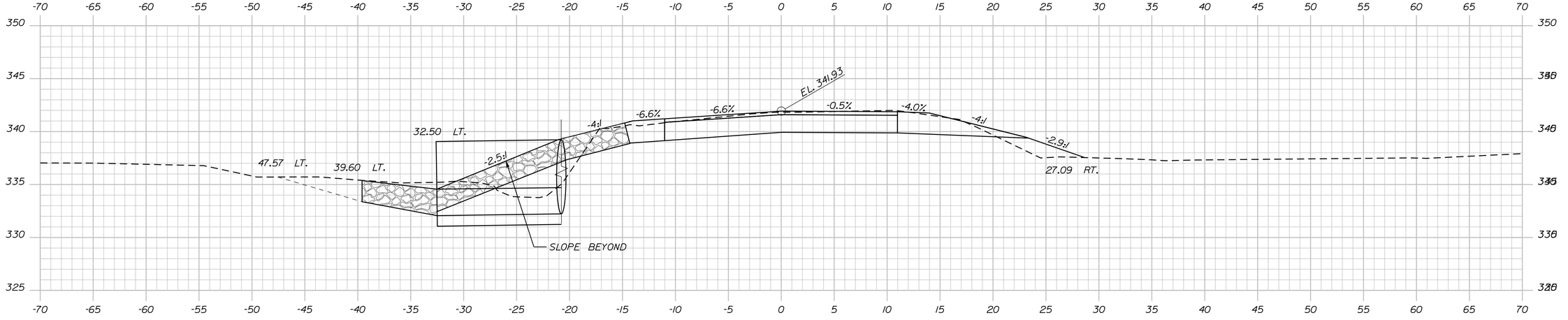
Filename: ...\MSTA\009_XSECT_11+25_002.dgn Username: Division: BRIDGE Date:2/6/2026



11+78.02 (SKEWED SECTION ALONG CULVERT)



11+75.00



11+71.63 (FAR CORNER OF CULVERT)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

25521.00

WIN
25521.00

	BY	DATE
PROJ. MANAGER	R. SOUCY	
DESIGN-DETAILED	S. ALLARD	1\2026
CHECKED-REVIEWED	O. KRAUSS	2\2026
DESIGN2-DETAILED2	O. KRAUSS	
DESIGN3-DETAILED3	M. MURPHY	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

DREW PLANTATION
ROUTE 171

CROSS SECTIONS

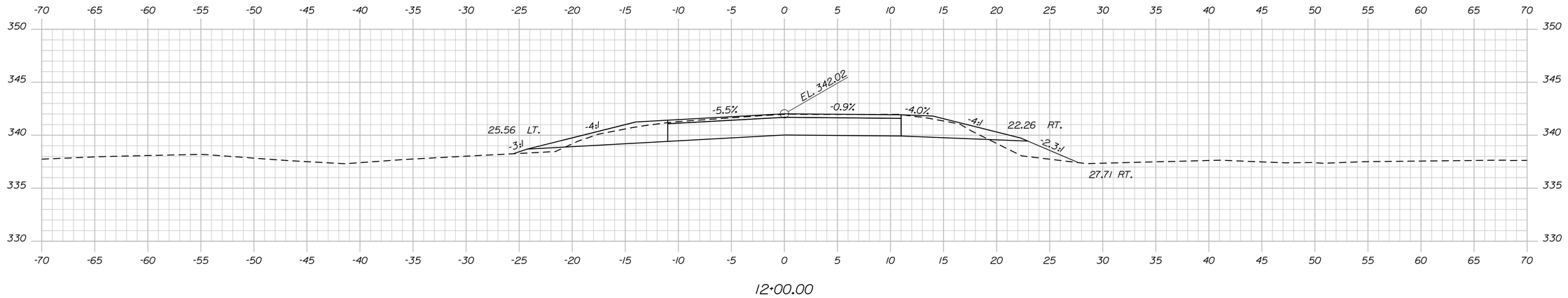
SHEET NUMBER

10

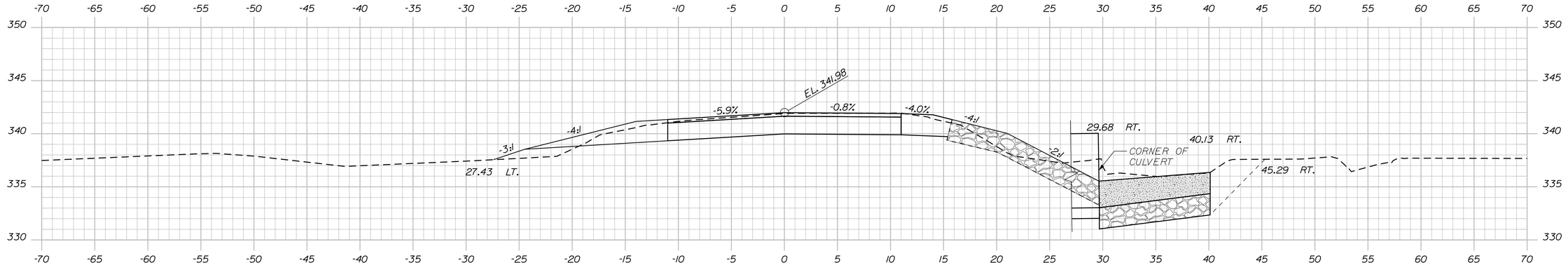
OF 13

Sta. 11+71.63 to Sta. 11+78.02

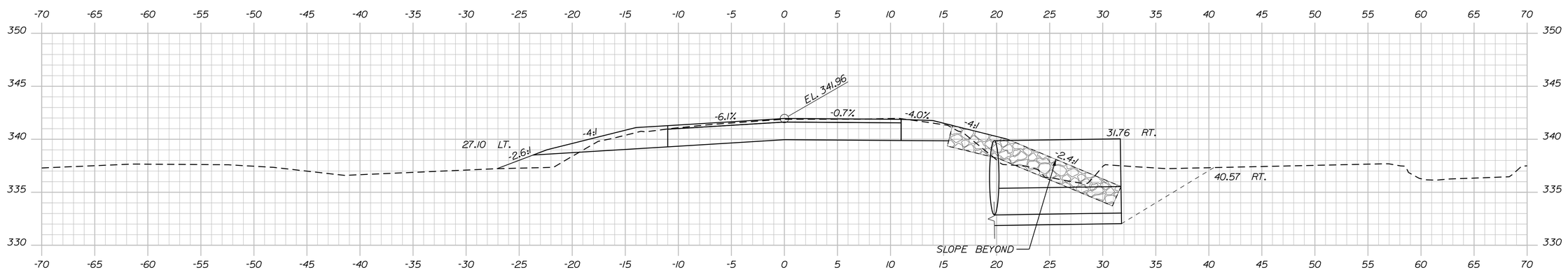
Filename: ...\MSTA\010_XSECT_11+71_003.dgn Division: BRIDGE Username: Date:2/6/2026



12+00.00



11+90.66 (NEAR CORNER OF CULVERT)



11+83.95 (FAR CORNER OF CULVERT)

Sta. 11+83.95 to Sta. 12+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

25521.00

WIN
25521.00

		BY	DATE
PROJ. MANAGER	R. SOUCY		
DESIGN-DETAILED	O. KRAUSS	S. ALLARD	1\2026
CHECKED-REVIEWED	M. MURPHY	O. KRAUSS	2\2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

DREW PLANTATION
ROUTE 171

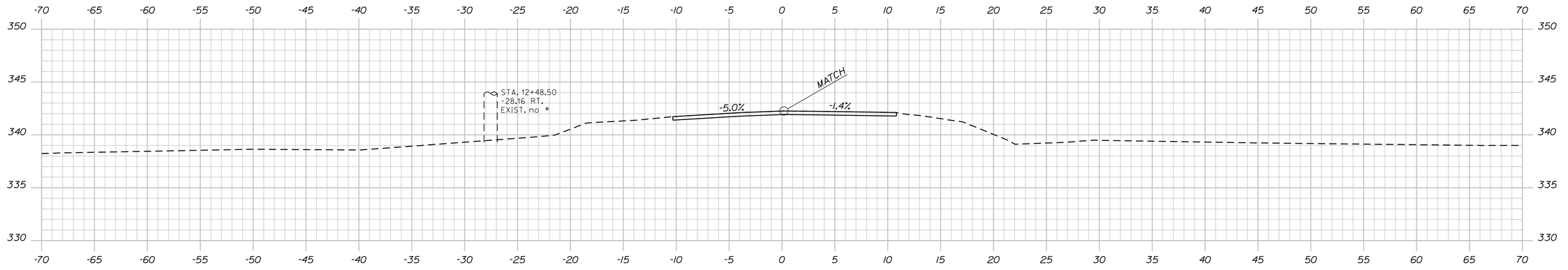
CROSS SECTIONS

SHEET NUMBER

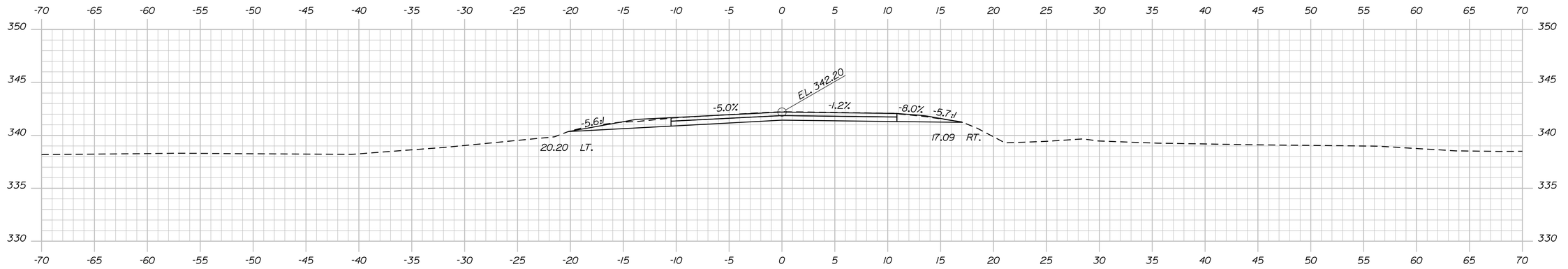
11

OF 13

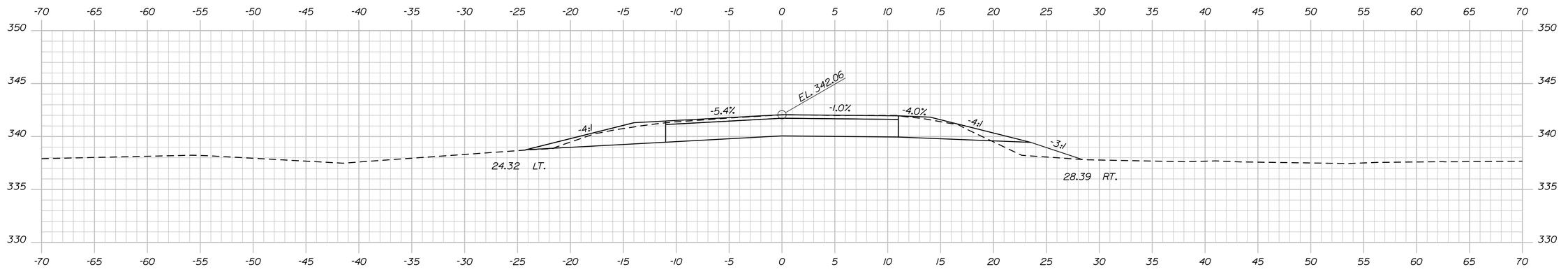
Filename: ...\MSTA\011_XSECT_11+83_004.dgn Username: Division: BRIDGE Date:2/6/2026



12+31.45
LIMIT OF WORK
END TRANSITION
MATCH EXISTING



12+25.00



12+06.45
END FULL DEPTH RECONSTRUCTION
BEGIN TRANISTION
ENG PROJECT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

25521.00

WIN
25521.00

PROJ. MANAGER	R. SOUCY		
DESIGN-DETAILED	O. KRAUSS	S. ALLARD	1\2026
CHECKED-REVIEWED	M. MURPHY	O. KRAUSS	2\2026
DESIGN2-DETAILED2	-------	-------	------
DESIGN3-DETAILED3	-------	-------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

DREW PLANTATION
ROUTE 171

CROSS SECTIONS

SHEET NUMBER

12

OF 13

Sta. 12+06.45 to Sta. 12+31.45

Filename: ...\MSTA\012_XSECT_12+06_005.dgn Division: BRIDGE Username: Date:2/6/2026

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 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

GRID NORTH
ZONE: MAINE 2000 EAST
U.S. STATE PLANE (NAD1983(2011))
VERTICAL DATUM: NAVD88
COMBINED F'ACTOR: 0.9999703

ARNOLD H. LUNDQUIST, JR.
ERIC B. LUNDQUIST
PARCEL NO. (3)
DRAINAGE EASE. = 608± S.F. (1)
TOTAL AREA = 70± AC. (DEED)

EMMA EISENMAN
PARCEL NO. (1)
DRAINAGE EASE. = 160± S.F. (1)
TEMP. CONST. RIGHTS = 155± S.F. (1)
TOTAL AREA = 5± AC. (DEED)

CURVE DATA #1
PI = 10+91.78
D = 3°06'50.0"
Δ = 5°42'39.8" Lt.
R = 1840.00'
L = 183.41'
T = 91.78'
E = 2.29'

PC = STA. 10+00.00 N=653667.13 E=2246391.80
PT = STA. 11+83.41 N=653845.62 E=2246433.62
POE = STA. 13+00.00 N=653960.33 E=2246454.54

N/F PENOBSCOT COUNTY
UNORGANIZED TERRITORY

P.L. P.L. P.L. P.L. P.L. P.L.

APPROX. COFFER DAM LOCATION
OUTLET DRAINAGE STRUCTURE STA. 11+50 TO STA. 11+85 LT.
OUTLET DRAINAGE STRUCTURE STA. 11+50 TO STA. 11+70 LT.
FLOW
EASEMENT
608± S.F.
160± S.F.
TEMP. CONST. LIMITS
155± S.F.
DRAINAGE EASE. LIMITS
60
55
N=653641.90 E=2246355.56
N=653667.66 E=2246377.51
N=653847.46 E=2246419.05
N=653915.05 E=2246417.68
END B.L. N=653911.14 E=2246445.57
BEGIN B.L. N=653715.36 E=2246404.96
10+00 11+00 12+00 13+00
133.41' 66.59' N10°19'54.0"E
TO PRENTISS
STATE AID HIGHWAY NO. 1 / ROUTE 171 / CENTER STREET
1400' TO MATTAWAMKEAG RIVER
STATE AID HIGHWAY NO. 1 / ROUTE 171 / CENTER STREET
•31 •4/30 •29 •28
15" CMP
75% BURIED
292± S.F.
663± S.F.
INLET DRAINAGE STRUCTURE STA. 11+75 TO STA. 12+20 RT.
APPROX. COFFER DAM LOCATION

STEAD TIMBERLANDS, LLC
PARCEL NO. (2)
DRAINAGE EASE. = 663± S.F. (1)
TEMP. CONST. RIGHTS = 292± S.F. (1)
TOTAL AREA = 373± AC. (VAST AREA)

RIGHT OF WAY REFERENCE

PENOBSCOT COUNTY COMMISSIONERS RECORDS
VOL. 6 PG. 458
1859
4 RODS (66 FEET)

WIN 025521.00

TECH	CHECKED
SAN	DH
SAN	PS
SAN	PS

ITEM	PLAN
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
DREW TOWNSHIP
RIGHT OF WAY MAP

REVISIONS			
NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	12-01-25	17711	77

DALE F. DOUGHTY
ACTING COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

STATE AID HIGHWAY NO. 1
ROUTE 171 / CENTER STREET
DREW TOWNSHIP PENOBSCOT COUNTY
STATE PROJECT NO. 25521.00

JUNE 2025 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 10-538
SCALE 1" = 25' | SHEET 01 OF 01

SHEET NUMBER
13
OF 13

Date:$date$ Username: $user$ Division: $wkgroup$ Filename: $file$