

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



WARREN
KNOX COUNTY
ROUTE 235 & OLD AUGUSTA ROAD
FEDERAL PROJECT NO. 2703400
INTERSECTION IMPROVEMENTS

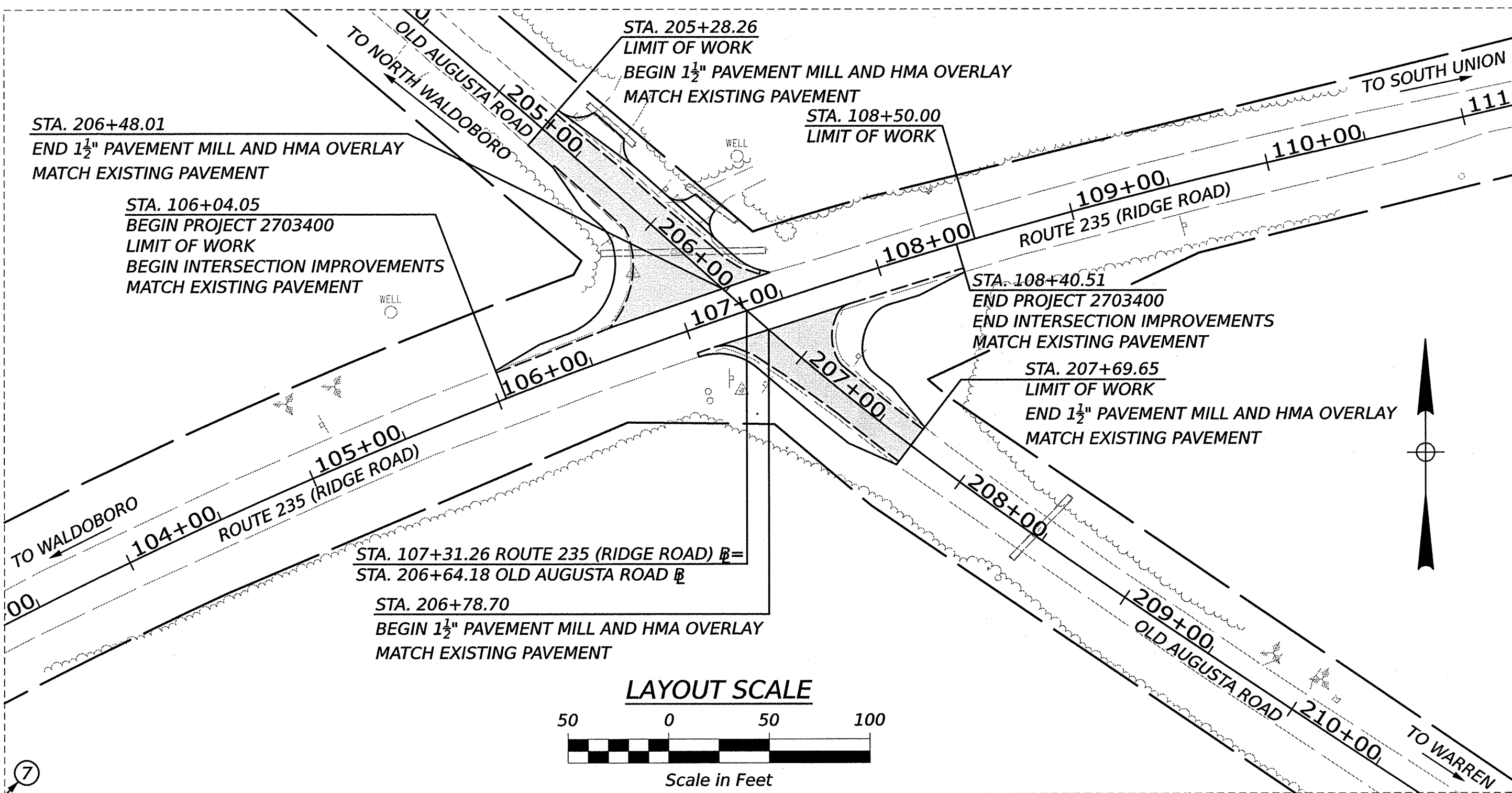
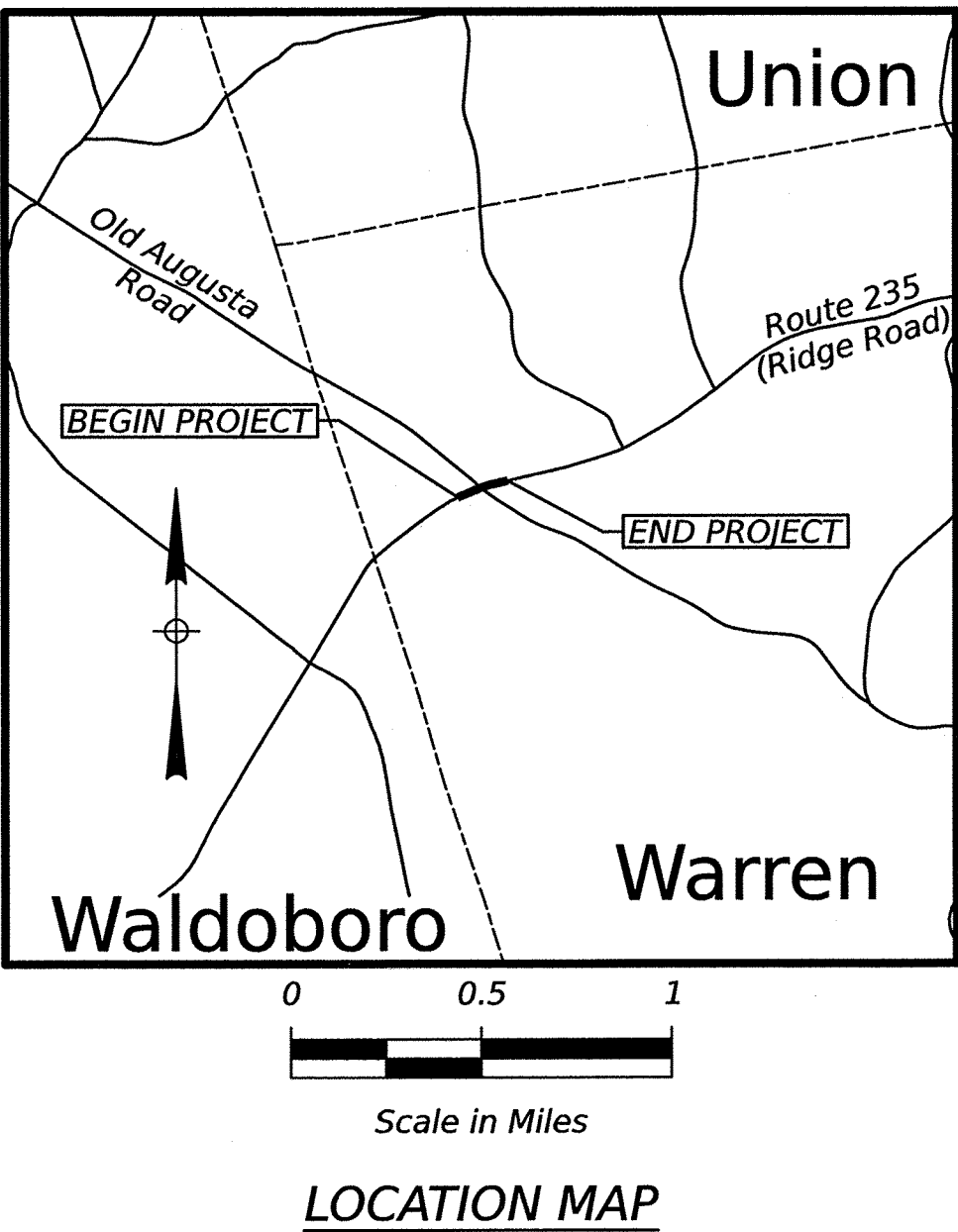
PLAN LEGEND

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	-----	Centerline-Existing	-----	
Trees	Conifer: ----- Deciduous: -----	Centerline-Proposed	-----	
Tree Line	-----	Travelway-Existing	-----	
Clearing Limit Line	CLL-----	Travelway-Proposed	-----	
Railroad	-----			
Boring	⊙	Probe	⊙	P-#.#X
Pavement Core	●	#.# = Depth		
Test Pit	⊙	X = W (Weathered Rock)		
	TP-XXX-###	R (Refusal)		
		NR (No Refusal)		

INDEX OF SHEETS

Description	Sheet No.
Title Sheet	1
Typical Sections & Details Sheet	2
General Notes	3
Construction Notes & Earthwork Summary	4
Flashing Beacon Plan	5
Advanced Signage Plan	6
General Plan	7
Profiles Sheet	8
Striping Plans	9
Cross Sections	10-16
Right of Way Plans	17

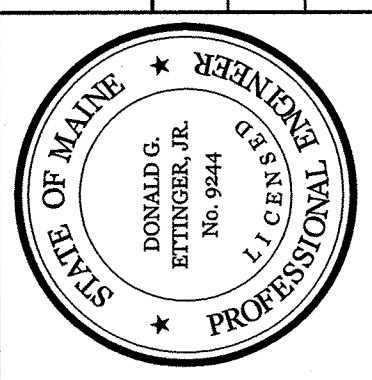
PROJECT LOCATION:	This project is located at the intersection of Route 235 (Ridge Road) and Old Augusta Road in Warren, Maine.
PROGRAM AREA:	Multimodal
SCOPE OF WORK:	Intersection Improvements



THE CONTRACTOR SHALL PERFORM ALL WORK WITHIN THE STATE OF MAINE PROPERTY LIMITS OR PUBLIC RIGHT-OF-WAY (TOWN ROADS). ADDITIONAL RIGHT-OF-WAY HAS NOT BEEN ACQUIRED TO WORK ON PRIVATE PROPERTY.

TRAFFIC DATA	Route 235 (Ridge Road)	Old Augusta Road	Route 235 (Ridge Road)	Old Augusta Road
	NE/O Old Augusta Road	NW/O Route 235 (Ridge Road)	SW/O Old Augusta Road	SE/O Route 235 (Ridge Road)
Current (2025) AADT	1810	860	1960	970
Future (2045) AADT	1990	950	2160	1070
DHV - % of AADT	9%	15%	11%	9%
Design Hour Volume	187	140	242	101
% Heavy Trucks (AADT)	5%	6%	6%	3%
% Heavy Trucks (DHV)	4%	7%	6%	5%
Directional Distribution (DHV)	61%	71%	71%	54%
18-kip Equivalent P 2.0	46	24	59	16
18-kip Equivalent P 2.5	43	23	56	16
Design Speed (mph)	45 MPH	40 MPH	45 MPH	40 MPH
Functional Class	Minor Collector	Local	Minor Collector	Local
Corridor Priority	4	5	4	5

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
		7/11/26
COMMISSIONER	DEPUTY CHIEF ENGINEER	6/30/2026



SIGNATURE	P.E. NUMBER	DATE
9244	06-25-2026	

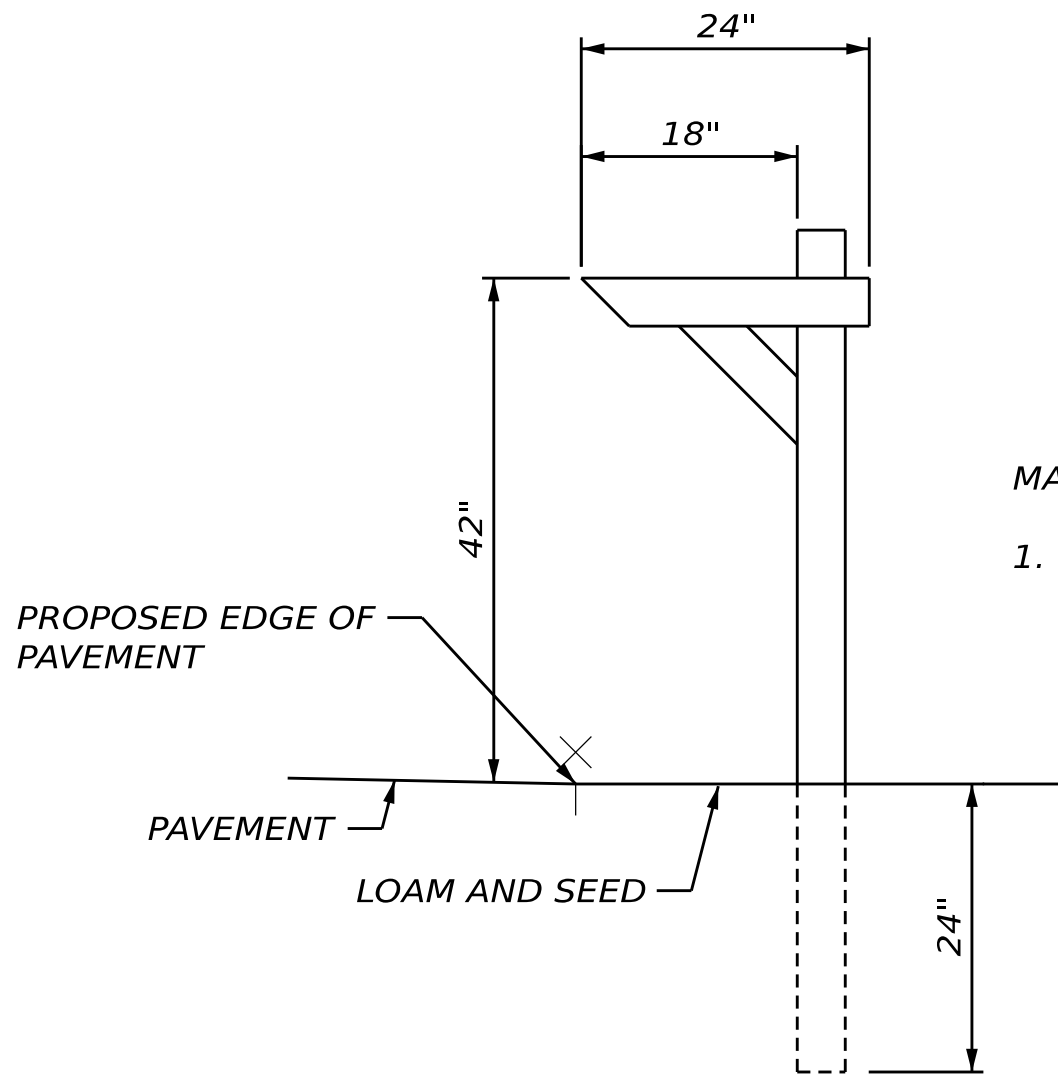
PROJECT INFORMATION	PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
MULTIMODAL	D. LORING	J. WINCHENBACH	LIB, INC.				

WARREN ROUTE 235 & OLD AUGUSTA ROAD	TITLE SHEET
--	-------------

SHEET NUMBER
1
OF 17

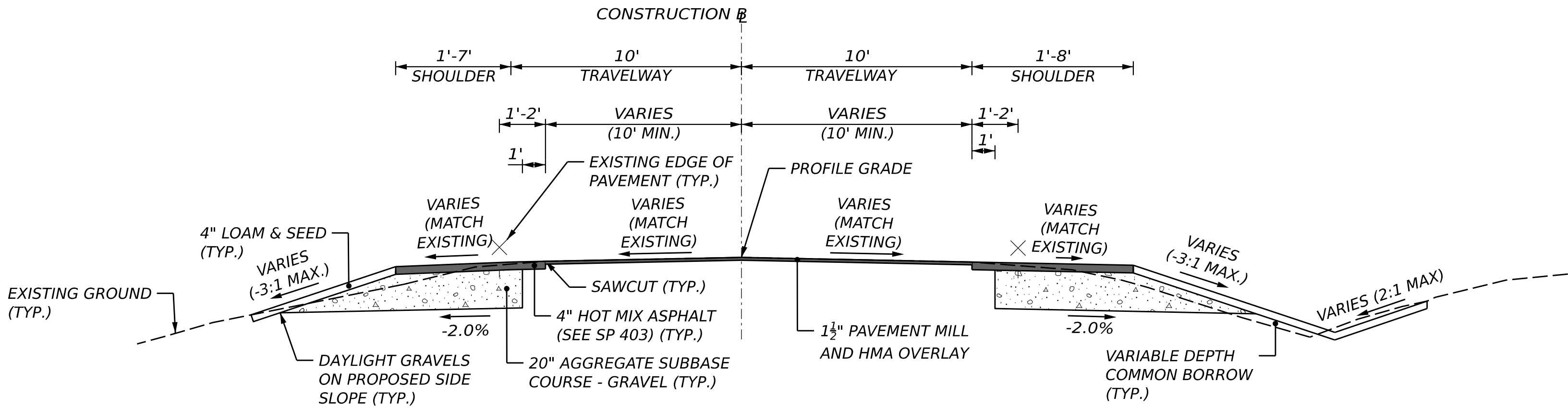


MIN: MINIMUM
MAX: MAXIMUM
SHLD: SHOULDER
TYP: TYPICAL
SP: SPECIAL PROVISION



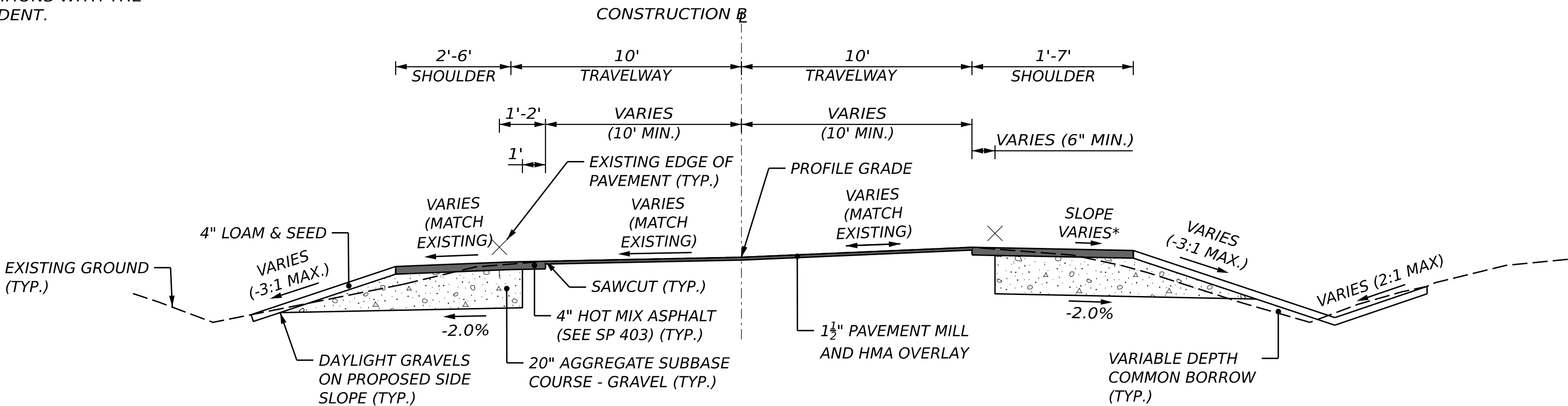
MAILBOX DETAIL

MAILBOX DETAIL NOTES:
1. COORDINATE MAILBOX LOCATIONS WITH THE RESIDENT.



OLD AUGUSTA ROAD
PAVEMENT MILL AND OVERLAY WITH SHOULDER WIDENING
TYPICAL SECTION

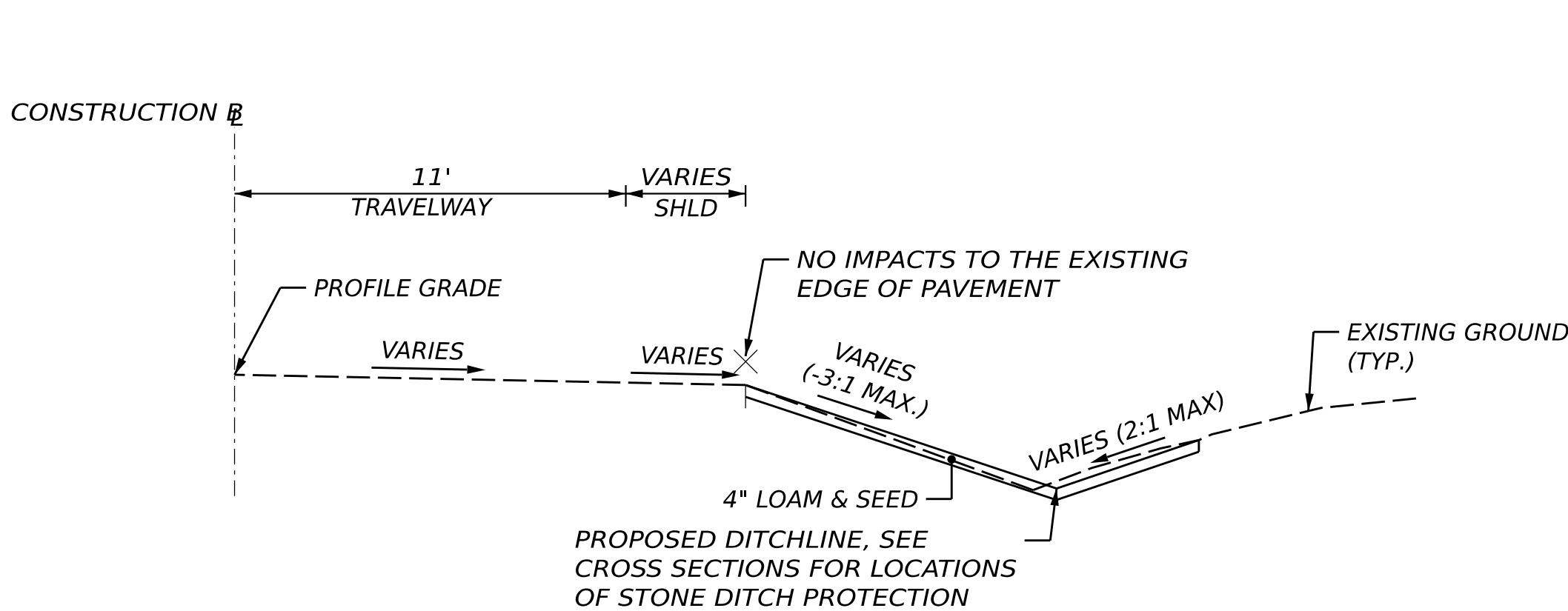
STA. 206+79 TO STA. 207+70



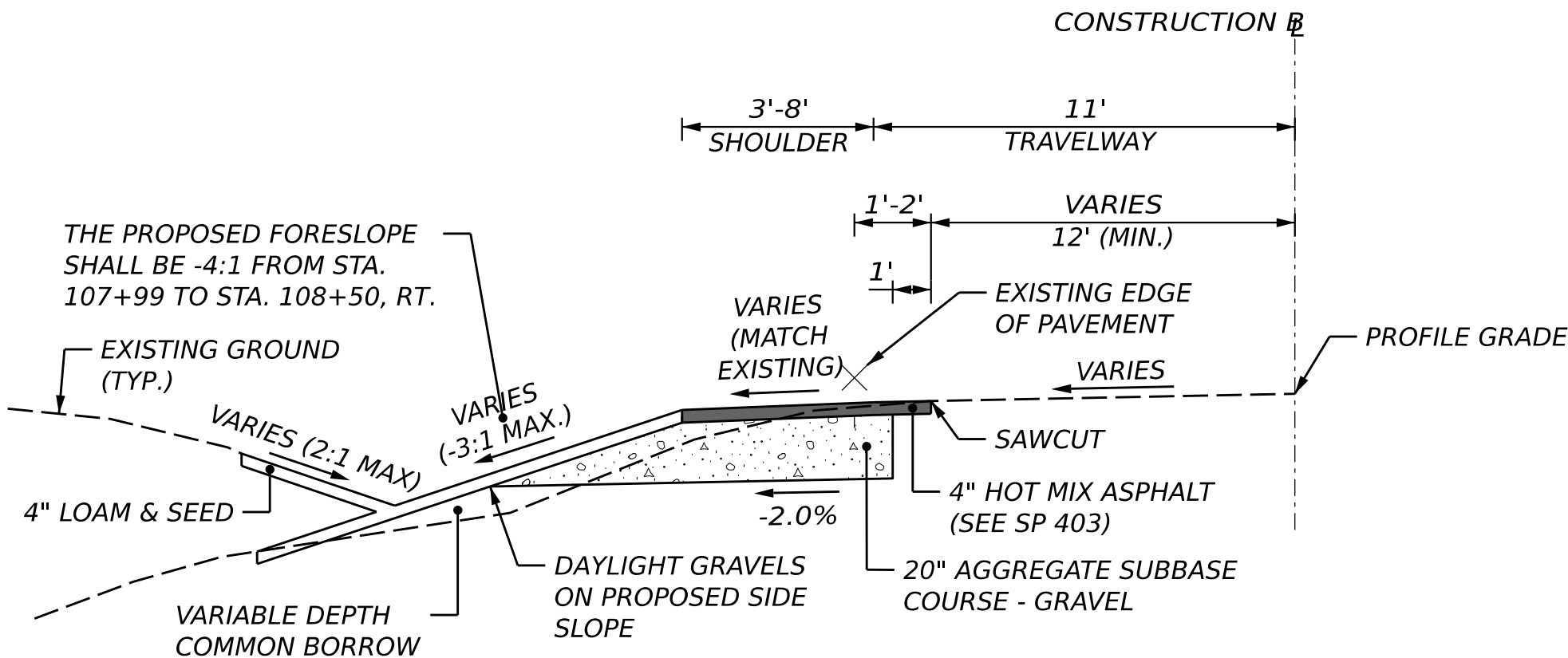
OLD AUGUSTA ROAD
PAVEMENT MILL AND OVERLAY WITH SHOULDER WIDENING
HIGH SIDE SHOULDER BREAK
TYPICAL SECTION

STA. 205+28 TO STA. 206+48

* WHEN OLD AUGUSTA ROAD IS IN NORMAL CROWN THE PROPOSED SHOULDER GRADE SHALL MATCH THE ROADWAY CROSS SLOPE. AS OLD AUGUSTA ROAD APPROACHES ROUTE 235 AND BECOMES SUPERELEVATED (TO MATCH THE ROUTE 235 PROFILE), THE SHOULDER WILL BREAK AWAY AT 2%.



ROUTE 235
PROPOSED DITCH
DETAIL

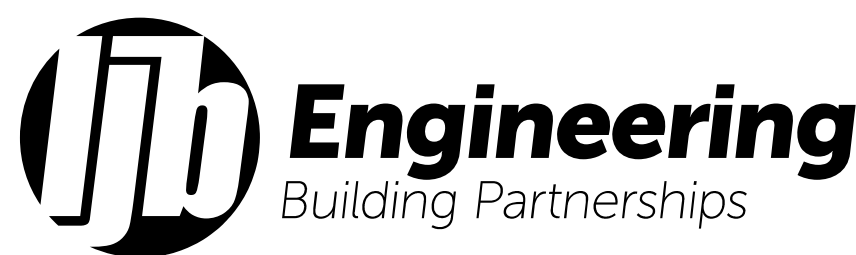


ROUTE 235
SHOULDER WIDENING
TYPICAL SECTION

STA. 106+04 TO STA. 106+66, LT.
STA. 107+99 TO STA. 108+50, RT.

NOTES:

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 STATIONING UNDER EACH TYPICAL IS APPROXIMATE.
5. BACK SLOPE ROUNDING SHALL BE ACCORDING TO MAINE DOT STANDARD DETAIL 203(03).
6. SAWCUT LOCATIONS SHALL BE 2' INSIDE THE PROPOSED/EXISTING EDGE OF PAVEMENT, WHICHEVER IS CLOSEST TO THE CONSTRUCTION CENTERLINE, UNLESS OTHERWISE SPECIFIED ON THE PLANS. COORDINATE WORK WITH RESIDENT.



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2703400	WIN 027034.00
--	---------	------------------

PROJ. MANAGER	D. LORING	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	T. WARREN	M. CLINIFF	06/26			
CHECKED-REVIEWED	L. WINTERBACH	D. ETINGER	06/26			
DESIGN-DETAILED02						
DESIGN-DETAILED03						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

WARREN ROUTE 235 & OLD AUGUSTA ROAD TYPICAL SECTIONS & DETAILS SHEET	
---	--

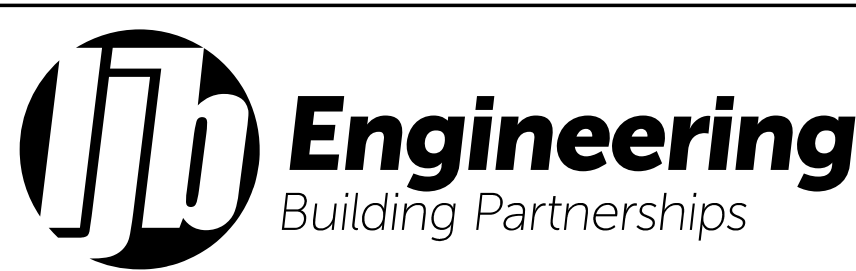
SHEET NUMBER 2 OF 17

GENERAL NOTES:

1. THE LOCATION OF THE EXISTING UTILITIES AND DRAINAGE SHOWN ON THE PLANS WERE COMPILED FROM FIELD SURVEY. LOCATIONS ARE APPROXIMATE AND NOT GUARANTEED TO BE ACCURATE, NOR IS IT GUARANTEED THAT ALL UTILITIES ARE SHOWN. NO SEPARATE OR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO ANY VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS ENCOUNTERED.
2. 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.
3. ANY NECESSARY FINE GRADING OR RECOMPACTION OF EXISTING GRAVEL SHALL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED INCIDENTAL TO ITEM 304.10.
4. PAVEMENT CUT LINES SHALL BE NEAT, CLEAN AND STRAIGHT AS DIRECTED BY THE RESIDENT. PAYMENT FOR CUTTING OF EXISTING PAVEMENT SHALL BE INCIDENTAL TO 403 ITEMS.
5. LOAM HAS BEEN ESTIMATED FOR 100% OF THE DISTURBED SLOPE AREA. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS DIRECTED BY THE RESIDENT.
6. LOAM SHALL BE TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS AND 2 INCHES IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.
7. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON THIS PROJECT.
8. MULCH SHALL BE APPLIED IN AREAS SEEDED BY SEEDING METHOD NO. 1.
9. ALL DITCH ELEVATIONS SHOWN ON THE CROSS SECTIONS ARE FOR THE FINISH DITCH FLOW LINE.
10. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.
11. IN AREAS WHERE THE RESIDENT DIRECTS THE CONTRACTOR NOT TO EXCAVATE TO THE SUBGRADE LINE SHOWN ON THE PLANS, PAYMENT FOR REMOVING EXISTING PAVEMENT, GRUBBING, SHAPING, DITCHING, AND COMPACTING THE EXISTING SUBBASE AND LAYERS OF NEW SUBBASE 6 INCHES OR LESS THICK WILL BE MADE UNDER APPROPRIATE EQUIPMENT RENTAL ITEMS.
12. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION AREAS.
13. 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.
14. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS.
15. EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER ITEM 631.32 CULVERT CLEANER (INCLUDING OPERATORS).
16. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.

17. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, LATEST EDITION.
18. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE SAWCUT AND VERTICAL.
19. ALL WORK TO CONFORM TO CURRENT MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND STANDARD DETAILS, AND TOWN OF WARREN REQUIREMENTS.
20. ALL PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED SHALL BE REMOVED IN ACCORDANCE WITH MAINE DOT SPECIFICTAIONS.
21. SIGNS FOR ITEM 645.292 SHALL BE CONSTRUCTED OF SHEET ALUMINUM.
22. ALL SIGNS MARKED AS "TEMPORARY" ON THE SIGNING PLANS SHALL BE REMOVED BY MAINEDOT ONE YEAR AFTER THEY ARE INSTALLED.
23. ALL PROPOSED WORK SHALL BE IN CONFORMANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", "STANDARD HIGHWAY SIGNS", U.S.D.O.T., F.H.W.A., LATEST EDITION.
24. PROPOSED SAWCUT AND BOX GRAVEL LOCATIONS ARE SUBJECT TO CHANGE AT THE DIRECTION OF THE RESIDENT.
25. DRIVEWAY FILL SLOPES SHALL BE THE SAME AS THE NON-GUARDRAIL FILL SLOPES UNLESS OTHERWISE NOTED ON THE PLANS.
26. 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.
27. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 2" HOT MIX ASPHALT AND 12" AGGREGATE SUBBASE COURSE GRAVEL.
28. GRAVEL ENTRANCES SHALL BE CONSTRUCTED WITH 14" AGGREGATE SUBBASE COURSE GRAVEL OR 11" AGGREGATE SUBBASE COURSE GRAVEL AND 3" UNTREATED AGGREGATE SURFACE COURSE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
29. A 3' PAVED LIP SHALL BE PLACED AT ALL UNPAVED ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR BY THE RESIDENT.
30. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
31. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. PAYMENT FOR THIS WORK WILL BE MADE UNDER THE APPROPRIATE RENTAL ITEMS.

32. THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY OPERATIONS ARE CONDUCTED THAT COULD POTENTIALLY CONFLICT WITH AERIAL UTILITIES.
33. ANY RELOCATIONS OR ADJUSTMENTS OF EXISTING UTILITY FACILITIES WILL BE MADE BY THE RESPECTIVE UTILITIES IN COORDINATION WITH THE WORK OF THE CONTRACTOR.
34. UTILITIES THAT HAVE FACILITIES ARE NOTED IN SPECIAL PROVISION 104.
35. ALL EXISTING DRIVEWAY ACCESS SHALL BE MAINTAINED AT ALL TIMES.
36. THE CONTRACTOR SHALL PROVIDE THE RESIDENT AND MAINEDOT WITH A SCHEDULE OF WORK FOR CONSTRUCTING THE TRAFFIC IMPROVEMENTS AT LEAST TWO WEEKS PRIOR TO THE COMMENCEMENT OF WORK.
37. ANY DAMAGE TO EXISTING CONDITIONS (SLOPES, CURB, PAVEMENT, ETC.) CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
38. 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.
39. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
40. STATIONS REFERENCED ARE APPROXIMATE.
41. 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.
42. NEW OVERHEAD ILLUMINATION PROPOSED ON THE PLANS SHALL BE IN ACCORDANCE WITH SECTION 634 OF THE STANDARD SPECIFICATIONS. PAYMENT FOR NEW OVERHEAD ILLUMINATION SHALL BE INCIDENTAL TO 643 ITEMS.
43. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.
44. 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.
45. PROPOSED SPAN WIRE WOOD POLES SHALL BE CLASS 3.



WARREN

ROUTE 235 & OLD AUGUSTA ROAD

GENERAL NOTES

SHEET NUMBER

3
OF 17

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

2703400

WIN
027034.00

PROJ. MANAGER	D. LORING	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	T. WARREN	M. CLUNIFF	06/26			
CHECKED-REVIEWED	L. WINCHEBAUGH	D. ETINGER	06/26			
DESIGN-DETAILED01						
DESIGN-DETAILED03						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

DRIVEWAYS AND ENTRANCES		
STATION	DESCRIPTION	OPENING
STA. 205+50, LT.	RESIDENTIAL PAVED ENTRANCE	20 FT.
STA. 206+12, LT.	RESIDENTIAL GRAVEL ENTRANCE	13 FT.

CLEARING
STA. 106+48, LT. TO STA. 205+43, RT.

ITEM 610.08 - PLAIN RIPRAP		
STATION	CY	DESCRIPTION
205+91, RT.	2	CULVERT INLET END PROTECTION
206+51, LT.	4	CULVERT OUTLET END PROTECTION

ITEM 610.18 - STONE DITCH PROTECTION CY
STA. 106+75, RT. TO STA. 206+83, RT. 11

ITEM 613.319 - EROSION CONTROL BLANKET		
STATION	SY	DESCRIPTION
STA. 106+13, LT. TO STA. 205+91, RT.	47	
STA. 108+00, RT. TO STA. 108+50, RT.	34	
STA. 205+49, RT. TO STA. 205+91, RT.	28	
STA. 206+83, RT. TO STA. 207+70, RT.	59	

EARTHWORK SUMMARY

COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (FROM MODEL OR PLANS)	309
GRUBBING IN FILL	11

TOTAL COMMON EXCAVATION 320

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM MODEL OR PLANS)	10
GRUBBING IN FILL	11
PAVEMENT SALVAGE IN FILL	0

TOTAL FILL 21

ROCK EXCAVATION FOR ESTIMATE

ROCK EXCAVATION (ASSUMED)	10
---------------------------	----

TOTAL ROCK EXCAVATION 10

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

ALL DEDUCTIONS:	
GRUBBING IN CUT	97
GRUBBING IN FILL	11
PAVEMENT SALVAGE (CUT & FILL)	16

TOTAL DEDUCTIONS 124

TOTAL AVAILABLE COMMON EXCAVATION (-) TOTAL DEDUCTIONS	196
RIPRAP & STONE DITCH EXCAVATION	16

TOTAL AVAILABLE NON-ROCK EXCAVATION 212

COMPUTATION OF WASTE STORAGE & WASTE MATERIAL

TOTAL AVAILABLE WASTE STORAGE AREA (FROM CROSS SECTIONS)	0
GRUBBING IN CUT	97
GRUBBING IN FILL	11
TOTAL WASTE MATERIAL	108

TOTAL WASTE MATERIAL TO BE UTILIZED* 0

TOTAL WASTE MATERIAL TO BE WASTED 108

COMPUTATION FOR SURPLUS MATERIAL OR COMMON BORROW FOR ESTIMATE

TOTAL AVAILABLE NON-ROCK EXCAVATION	212 x 0.90	=	190.8
TOTAL AVAILABLE ROCK EXCAVATION	10 x 1.30	=	13
TOTAL AVAILABLE STRUCTURAL ROCK EXCAVATION	0 x 1.30	=	0
TOTAL WASTE MATERIAL TO BE UTILIZED	0 x 0.90	=	0

TOTAL AVAILABLE EXCAVATION 204

BORROW NEEDED = TOTAL FILL (-) TOTAL AVAILABLE EXCAVATION 0

IF NO BORROW IS NEEDED, SURPLUS MATERIAL = AVAILABLE EXCAVATION (-) TOTAL FILL, (+) TOTAL WASTE MATERIAL TO BE WASTED 291

SURPLUS MATERIAL 291 CY

COMMON BORROW 0 CY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2703400
WIN
027034.00

WARREN
ROUTE 235 & OLD AUGUSTA ROAD

CONSTRUCTION NOTES &
EARTHWORK SUMMARY

SHEET NUMBER

4
OF 17

PROJ. MANAGER

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGN-DETAILED2

DESIGN-DETAILED3

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

D. LORING

T. WARREN

L. WINTERBACH

BY

M. CUNIFF

DATE

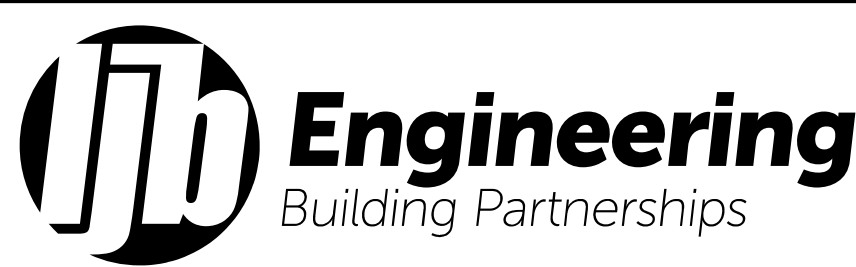
06/26

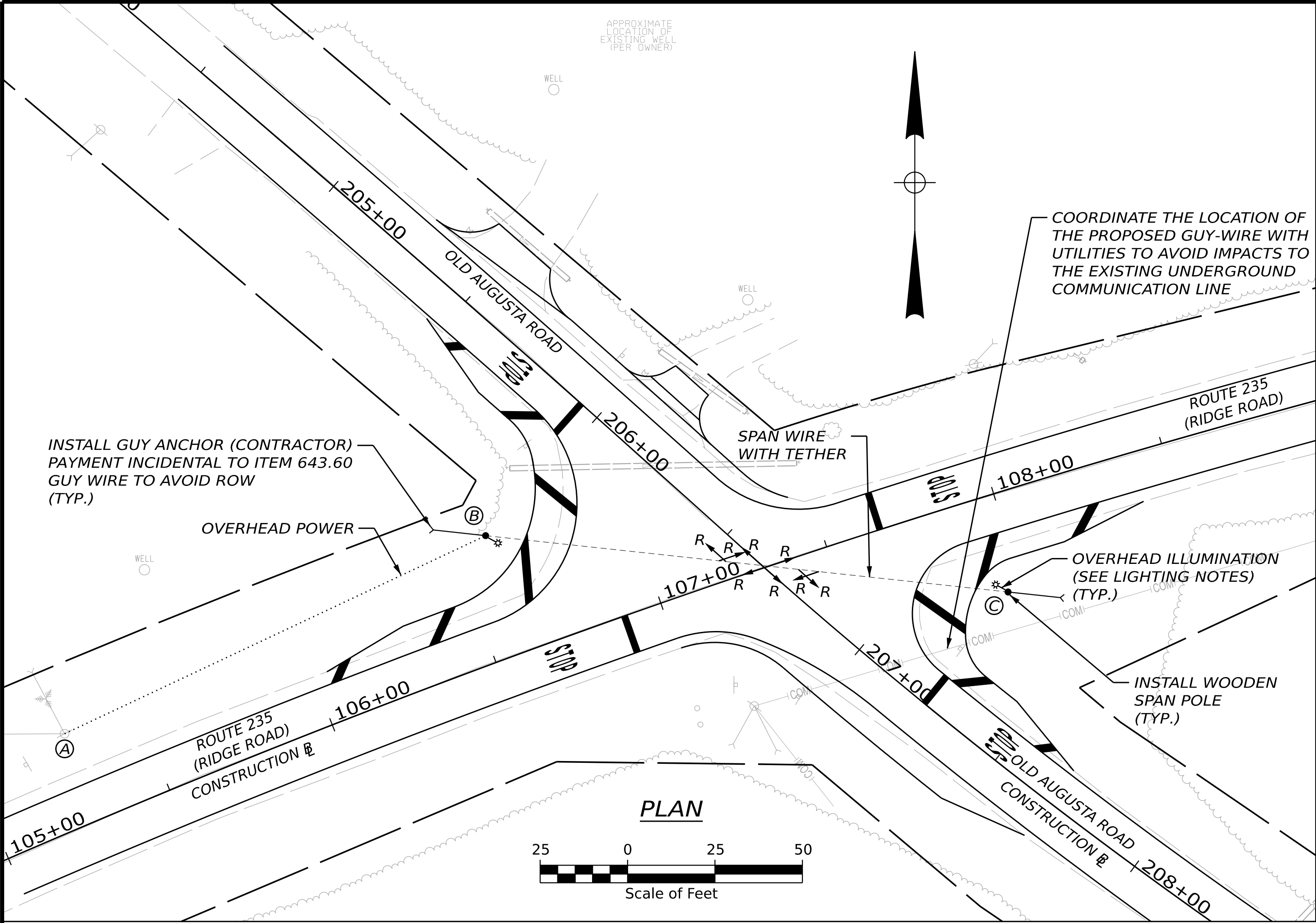
06/26

SIGNATURE

P.E. NUMBER

DATE





EQUIPMENT SCHEDULE		
DESIGNATION	ITEM	LOCATION
Ⓐ	POWER SOURCE EXISTING UTILITY POLE	STA. 105+28.62, 26.45' LT.
Ⓑ	PROPOSED SPAN WIRE CLASS 3 WOOD POLE WITH OVERHEAD ILLUMINATION AND GUY ANCHOR	STA. 106+59.67, 35.00' LT.
Ⓒ	PROPOSED SPAN WIRE CLASS 3 WOOD POLE WITH OVERHEAD ILLUMINATION AND GUY ANCHOR	STA. 107+95.65, 28.00' RT.

FLASHING BEACON NOTES:

- THE CONTRACTOR SHALL MEET ALL UTILITY REQUIREMENTS FOR THE SERVICE CONNECTION.
- ALL SPLICES SHALL BE MADE IN CABINETS OR POLES MEETING MAINEDOT SPECIFICATIONS.
- ALL MATERIALS AND WORK COMPLETED UNDER THIS CONTRACT SHALL CONFORM TO THE MAINEDOT STANDARD SPECIFICATIONS. SUPPLEMENTAL SPECIFICATIONS AND STANDARD DETAILS AND THE FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (LATEST EDITION).
- UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY AND THE CONTRACTOR IS RESPONSIBLE FOR FINDING EXACT LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL CONTACT DIG SAFE AT 1-888-DIG-SAFE.
- CONTRACTOR SHALL CONTACT AND COORDINATE WITH UTILITIES UPON AWARD OF THE CONTRACT. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES SO THAT THE FLASHING BEACON INSTALLATION IS DONE AFTER THE UTILITIES HAVE BEEN RELOCATED BY THE RESPECTIVE UTILITY COMPANIES, IF NECESSARY.
- IT IS THE INTENT OF THIS WORK TO HAVE A COMPLETE OPERATIONAL, TESTED AND ACCEPTED FLASHING BEACON SYSTEM UPON COMPLETION OF THIS CONTRACT.
- ALL WIRING SHALL BE NEATLY BUNDLED AND CLEARLY IDENTIFIED WITH PERMANENT, LEGIBLE, WEATHER PROOF TAGS THAT ARE SECURELY ATTACHED TO EACH CABLE.
- SPAN WIRE TENSION SHALL BE ADJUSTED AS NECESSARY TO MEET MINIMUM AND MAXIMUM ALLOWABLE VERTICAL CLEARANCE OF BEACON ASSEMBLIES OVER THE ROADWAY AND TO ASSURE THAT VISIBILITY OF BEACON DISPLAYS IS NOT OBSCURED BY THE UTILITIES.

LIGHTING NOTES:

- PROPOSED LUMINAIRE AND MOUNTING ARM SHALL BE CONSIDERED INCIDENTAL TO ITEM 643.60 - FLASHING BEACON AT: ROUTE 235/OLD AUGUSTA ROAD INTERSECTION.
- PROPOSED LUMINAIRE SHALL BE MOUNTED TO THE WOOD SIGNAL POLE AS SHOWN ON THE PLANS.
- PROPOSED OVERHEAD ILLUMINATION SHALL HAVE TYPE 3 DISTRIBUTION.

PROPOSED POLE SIZING INFORMATION		
1	ELEVATION AT FACE OF WOOD POLE B	159.57
2	ELEVATION AT FACE OF WOOD POLE C	152.66
3	ELEVATION AT CENTERLINE OF INTERSECTION	159.33
4	ELEVATION AT EDGE OF PAVEMENT (HIGH POINT ALONG TETHER)	161.94
5	HORIZONTAL DISTANCE BETWEEN POLE B AND C	150'
	REQUIRED HEIGHT OF SPAN WIRE ATTACHMENT PER MAINE DOT STANDARD DETAIL 643(02)	29' 0"
6	PROPOSED SPAN WIRE ELEVATION	190.94
	APPROXIMATE HEIGHT OF POLE B*	34'
	APPROXIMATE HEIGHT OF POLE C*	40'

*POLE HEIGHTS ARE MEASURED FROM THE EXISTING GROUND TO 2' ABOVE THE PROPOSED SPAN WIRE ELEVATION

WOOD POLE SIZING NOTES:

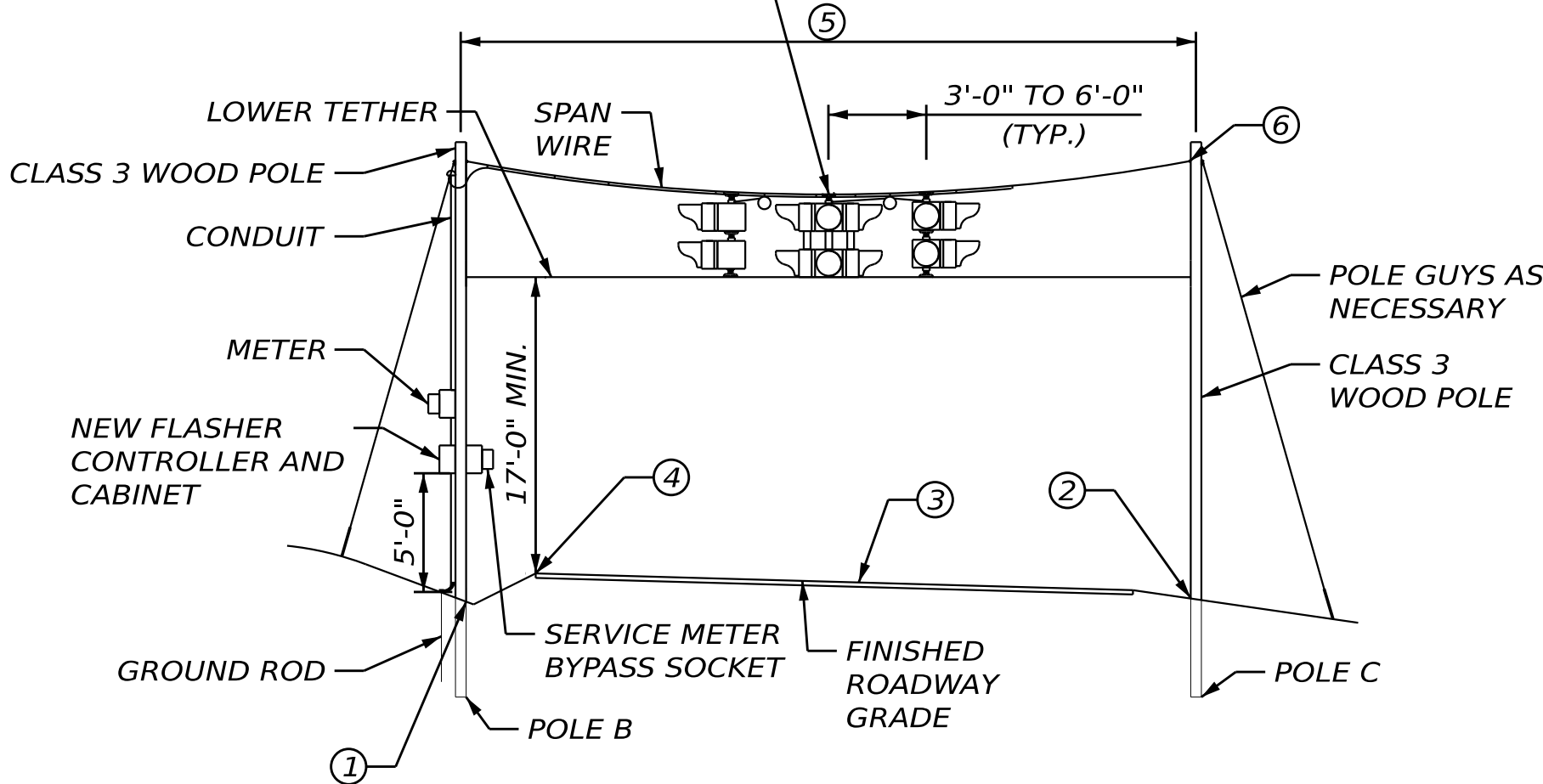
- INFORMATION PRESENTED IN THIS TABLE IS FOR ESTIMATING PURPOSES ONLY. THE CONTRACTOR MAY NEED TO ADJUST PROPOSED ELEVATIONS TO AVOID EXISTING OVERHEAD AERIAL UTILITIES.
- POLES SHALL BE CLASS 3 WOOD POLES.

CONTRACTOR NOTES:

- PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED ON BOTH ROUTE 235 APPROACHES AT LEAST 14 DAYS BEFORE NEW SIGNS ARE UNCOVERED AND SHALL REMAIN IN PLACE FOR AT LEAST 14 DAYS AFTER THE TRAFFIC PATTERN CHANGE.
- PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES SHALL BE:

BEFORE CHANGE NEW TRAFFIC PATTERN STARTING XX	AFTER CHANGE NEW TRAFFIC PATTERN STOP AHEAD
--	--
- ALL-WAY STOP IMPLEMENTATION PLAN (IN ORDER):
 - THE FLASHING BEACON SHALL BE INSTALLED AND TESTED. ALL SIGNAL HEADS SHALL REMAIN COVERED.
 - THE PROPOSED SIGNAGE ON OLD AUGUSTA ROAD SHALL BE INSTALLED. THE CONTRACTOR SHALL LEAVE THE ALL-WAY SUPPLEMENTAL SIGNS COVERED. EXISTING SIGNAGE DESIGNATED FOR REMOVAL SHALL BE REMOVED.
 - THE PROPOSED SIGNAGE ON ROUTE 235 (RIDGE ROAD) SHALL BE INSTALLED AND COVERED. EXISTING SIGNAGE DESIGNATED FOR REMOVAL SHALL BE REMOVED.
 - ON THE DAY THE BEACON IS TO BE ACTIVATED, FLAGGERS SHALL BE USED TO DIRECT VEHICLES THROUGH THE INTERSECTION WHILE STOP BARS AND STOP PAVEMENT MARKINGS ARE STRIPED. ONCE THE INTERSECTION PAVEMENT MARKINGS HAVE DRIED, AND WHILE THE FLAGGERS ARE STILL CONTROLLING TRAFFIC, THE BEACON HEADS AND SIGNAGE SHALL BE UNCOVERED FOR ALL APPROACHES. FLAGGERS SHALL REMAIN IN CONTROL OF THE INTERSECTION UNTIL ALL COVERS ARE REMOVED AND ALL BEACONS AND FLASHING SIGNAGE ARE ACTIVE.

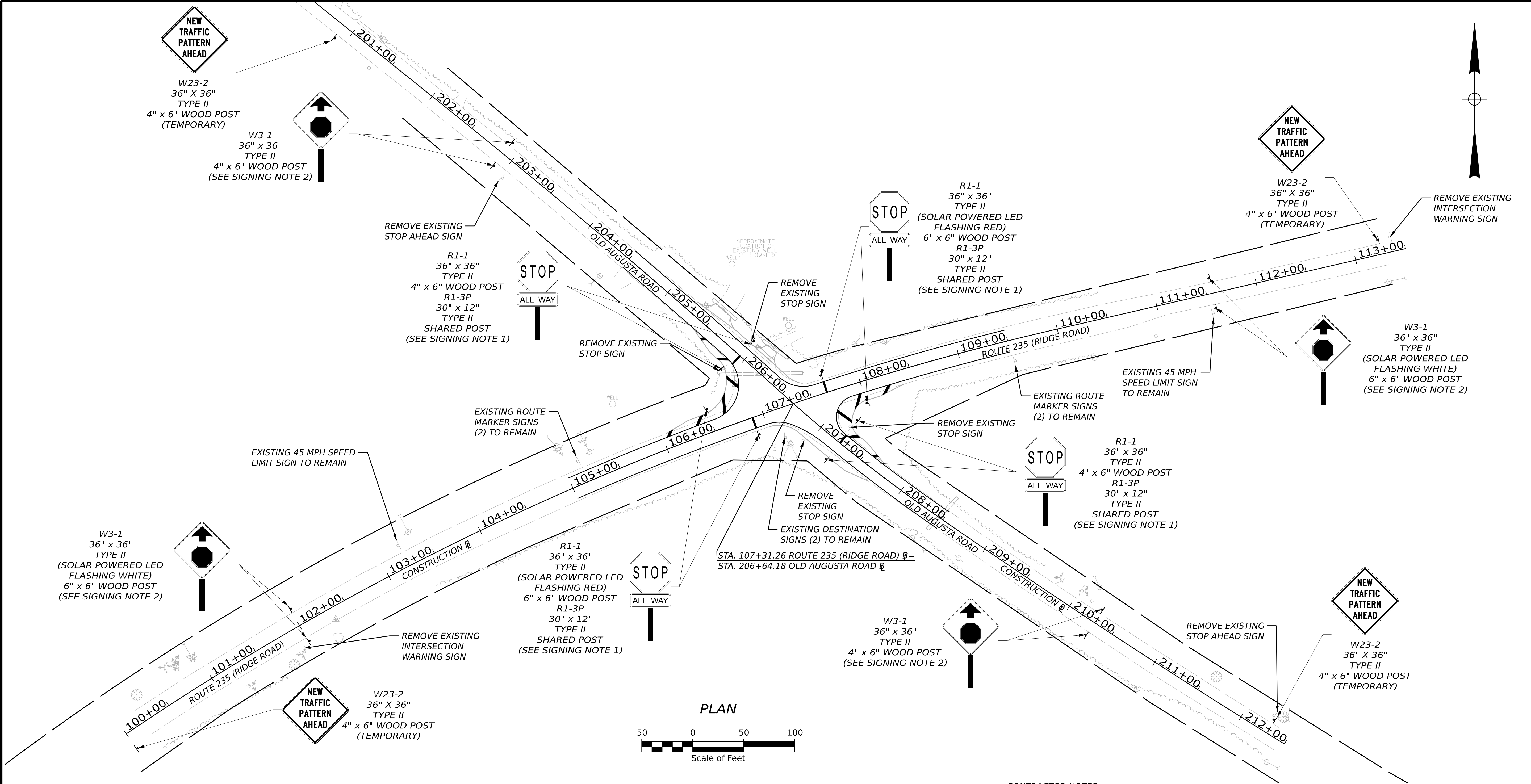
FLASHING 12 INCH RED LED VEHICULAR HEADS, UNLESS NOTED OTHERWISE. PLACE HEADS AS NEEDED ON SPAN WIRE. TOP BEACONS SHALL FLASH SIMULTANEOUSLY ON EACH APPROACH. BOTTOM RED BEACONS SHALL FLASH SIMULTANEOUSLY ON EACH APPROACH. TOP AND BOTTOM BEACONS SHALL FLASH ALTERNATELY FROM EACH OTHER (TYP.).



FLASHING BEACON INSTALLATION
NOT TO SCALE

BEACON SCHEDULE
DISTANCES MEASURED FROM SPAN POLE B
67'± SINGLE RED (ROUTE 235 SB)
69'± SINGLE RED (OAR EB)
80'± SINGLE RED (ALL DIRECTION)
90'± SINGLE RED (OAR WB)
96'± SINGLE RED (ROUTE 235 NB)

DISTANCES ARE APPROXIMATE. ADJUST IN FIELD FOR OPTIMUM VISIBILITY TO APPROACHING TRAFFIC



SIGNING NOTES:

1. A RED RETROREFLECTIVE VERTICAL STRIP SHALL BE PLACED ON EACH STOP SIGN POST FACING TRAFFIC. THE RED RETROREFLECTIVE VERTICAL STRIP SHALL NOT BE PAID FOR SEPARATELY BUT BE CONSIDERED AS INCIDENTAL TO ITEM 645.561, 36" STOP SIGN - SOLAR POWERED, OR ITEM 645.292 (AS APPLICABLE).
2. A YELLOW RETROREFLECTIVE VERTICAL STRIP SHALL BE PLACED ON EACH STOP AHEAD SIGN POST FACING TRAFFIC. THE YELLOW RETROREFLECTIVE VERTICAL STRIP SHALL NOT BE PAID FOR SEPARATELY BUT BE CONSIDERED AS INCIDENTAL TO ITEM 645.513, ADVANCED SOLAR POWERED FLASHING WARNING SIGN (STOP AHEAD SIGN) OR ITEM 645.292 (AS APPLICABLE).
3. ALL MATERIALS AND WORK COMPLETED UNDER THIS CONTRACT SHALL CONFORM TO THE MAINEDOT STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND STANDARD DETAILS AND THE FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
4. ALL SIGNS MARKED AS "TEMPORARY" ON THESE PLANS SHALL BE REMOVED BY THE MAINE DEPARTMENT OF TRANSPORTATION ONE YEAR AFTER THE FLASHING BEACON IS ACTIVATED.

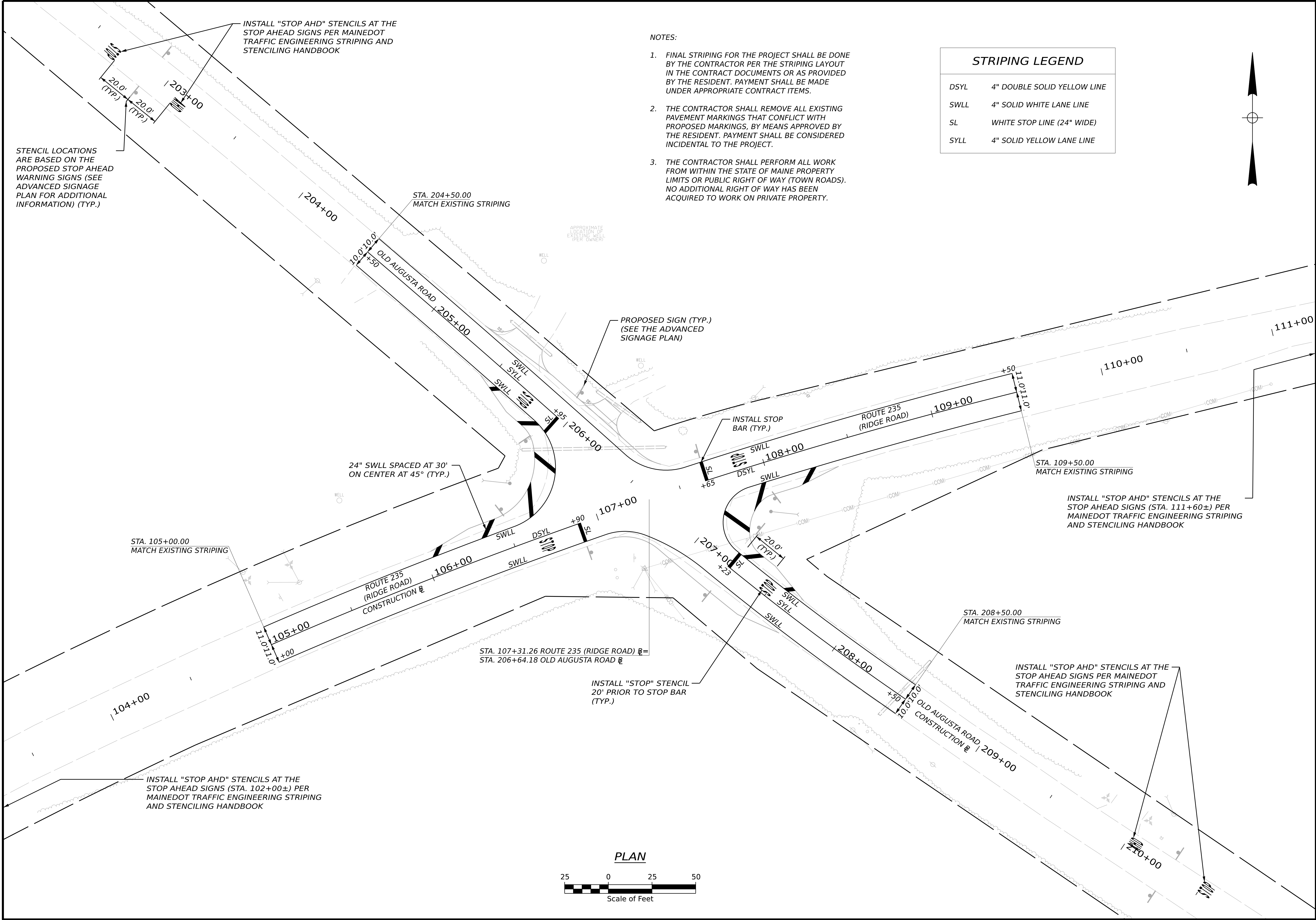
5. REMOVAL OF EXISTING SIGNS AND POSTS WILL BE PAID UNDER ITEM 645.110, THIS ITEM SHALL ALSO INCLUDE DISPOSAL OF SIGN MATERIALS NOT IDENTIFIED FOR REUSE AND DELIVERY OF PRIVATE SIGNS (AND ALL RELATED PROPERTY FEATURES) TO ABUTTING PROPERTY OWNERS. WHERE MULTIPLE SIGNS ARE MOUNTED TO THE SAME POLE(S)/POST(S), THE ENTIRE SIGN ASSEMBLY WILL BE MEASURED AS A SINGLE UNIT.
6. SIGNS FOR ITEM 645.292 SHALL BE CONSTRUCTED OF SHEET ALUMINUM.
7. PROPOSED SIGN LOCATIONS ARE APPROXIMATE. THE FINAL LOCATION AND DISPOSITION OF PROPOSED AND EXISTING SIGNAGE SHALL BE AS DIRECTED BY RESIDENT OR REGIONAL TRAFFIC ENGINEER.
8. THE CONTRACTOR SHALL PERFORM ALL WORK FROM WITHIN THE STATE OF MAINE PROPERTY LIMITS OR PUBLIC RIGHT OF WAY (TOWN ROADS). NO ADDITIONAL RIGHT OF WAY HAS BEEN ACQUIRED TO WORK ON PRIVATE PROPERTY.

CONTRACTOR NOTES:

1. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED ON BOTH ROUTE 235 APPROACHES AT LEAST 14 DAYS BEFORE NEW SIGNS ARE UNCOVERED AND SHALL REMAIN IN PLACE FOR AT LEAST 14 DAYS AFTER THE TRAFFIC PATTERN CHANGE.
2. PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES SHALL BE:

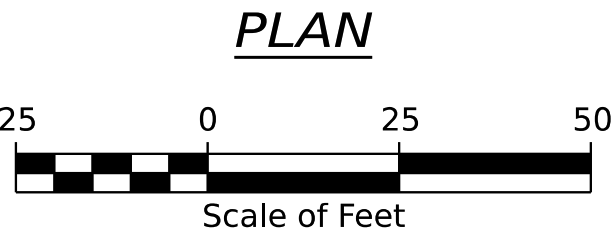
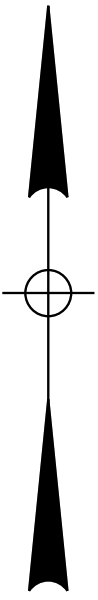
BEFORE CHANGE	AFTER CHANGE
NEW TRAFFIC PATTERN	NEW TRAFFIC PATTERN
STARTING XX	STOP AHEAD
3. ALL-WAY STOP IMPLEMENTATION PLAN (IN ORDER):
 - A) THE FLASHING BEACON SHALL BE INSTALLED AND TESTED. ALL SIGNAL HEADS SHALL REMAIN COVERED.
 - B) THE PROPOSED SIGNAGE ON OLD AUGUSTA ROAD SHALL BE INSTALLED. THE CONTRACTOR SHALL LEAVE THE ALL-WAY SUPPLEMENTAL SIGNS COVERED. EXISTING SIGNAGE DESIGNATED FOR REMOVAL SHALL BE REMOVED.
 - C) THE PROPOSED SIGNAGE ON ROUTE 235 (RIDGE ROAD) SHALL BE INSTALLED AND COVERED. EXISTING SIGNAGE DESIGNATED FOR REMOVAL SHALL BE REMOVED.
 - D) ON THE DAY THE BEACON IS TO BE ACTIVATED, FLAGGERS SHALL BE USED TO DIRECT VEHICLES THROUGH THE INTERSECTION WHILE STOP BARS AND STOP PAVEMENT MARKINGS ARE STRIPED. ONCE THE INTERSECTION PAVEMENT MARKINGS HAVE DRIED, AND WHILE THE FLAGGERS ARE STILL CONTROLLING TRAFFIC, THE BEACON HEADS AND SIGNAGE SHALL BE UNCOVERED FOR ALL APPROACHES. FLAGGERS SHALL REMAIN IN CONTROL OF THE INTERSECTION UNTIL ALL COVERS ARE REMOVED AND ALL BEACONS AND FLASHING SIGNAGE ARE ACTIVE.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2703400		WIN	
	SIGNATURE		P.E. NUMBER	
	DATE		DATE	
WARREN ROUTE 235 & OLD AUGUSTA ROAD	PROJ. MANAGER	D. LORING	DATE	
	DESIGN-DETAILED	T. WARREN	BY	M. CUNDIFF
	CHECKED-REVIEWED	L. WINTERBACH	DATE	06/26
	DESIGN-DETAILED02			
	DESIGN-DETAILED03			
ADVANCED SIGNAGE PLAN	REVISIONS 1			
	REVISIONS 2			
	REVISIONS 3			
	REVISIONS 4			
	FIELD CHANGES			
SHEET NUMBER		6		
		OF 17		

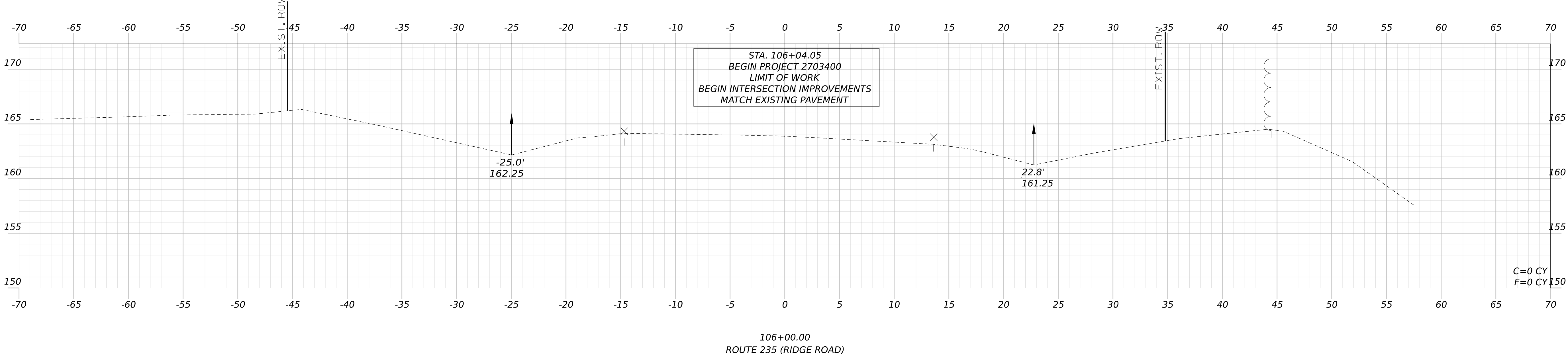
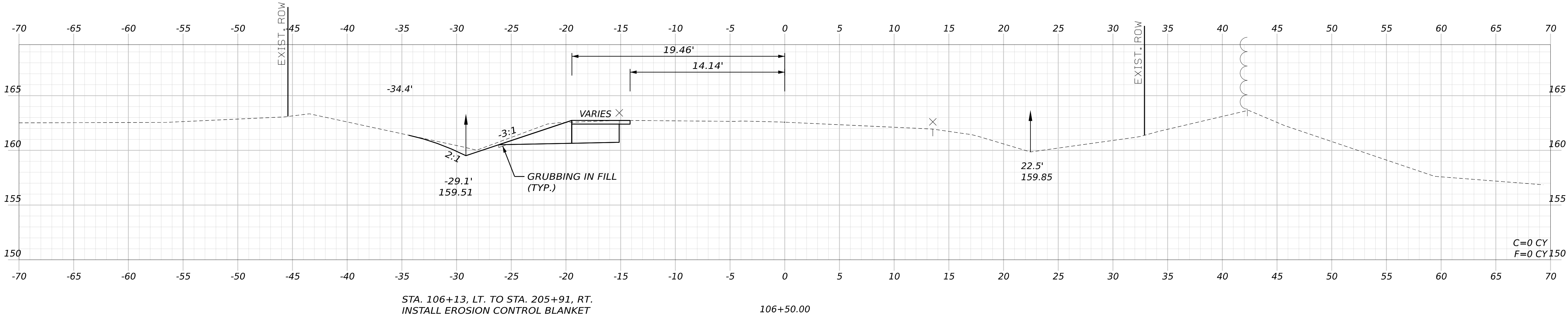
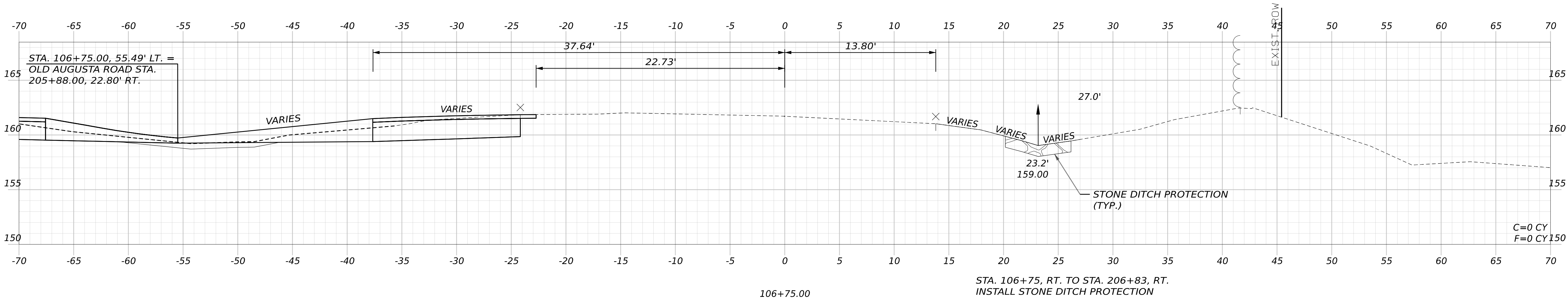


- NOTES:
1. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE RESIDENT. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.
 2. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKINGS, BY MEANS APPROVED BY THE RESIDENT. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
 3. THE CONTRACTOR SHALL PERFORM ALL WORK FROM WITHIN THE STATE OF MAINE PROPERTY LIMITS OR PUBLIC RIGHT OF WAY (TOWN ROADS). NO ADDITIONAL RIGHT OF WAY HAS BEEN ACQUIRED TO WORK ON PRIVATE PROPERTY.

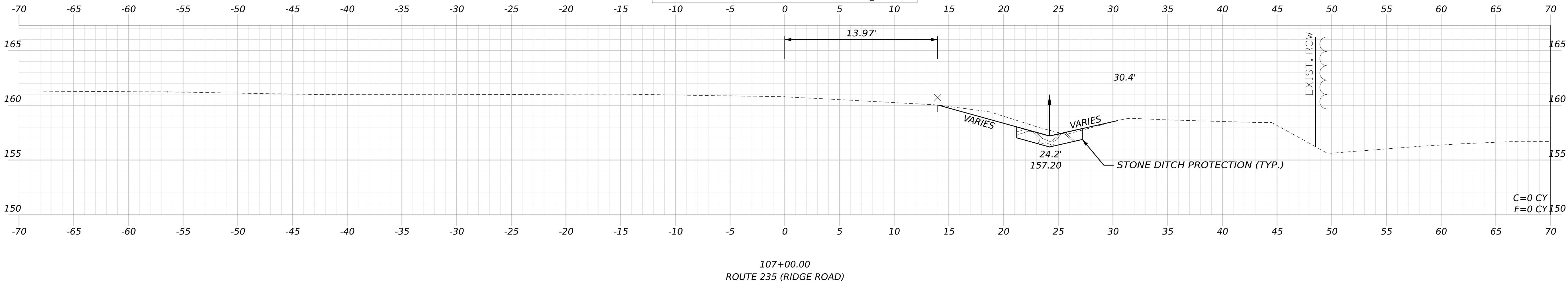
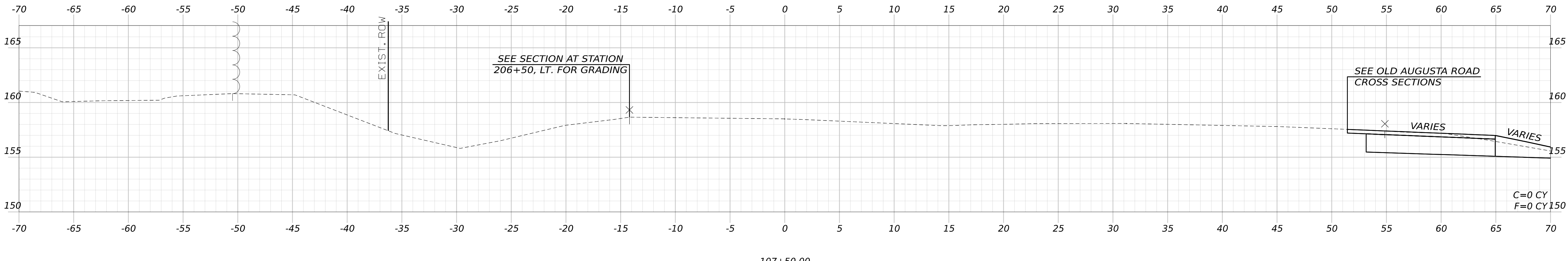
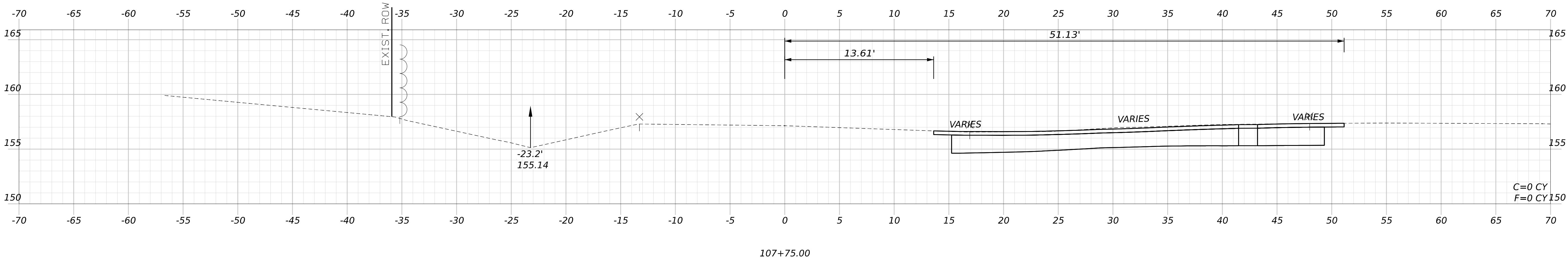
STRIPING LEGEND	
DSYL	4" DOUBLE SOLID YELLOW LINE
SWLL	4" SOLID WHITE LANE LINE
SL	WHITE STOP LINE (24" WIDE)
SYLL	4" SOLID YELLOW LANE LINE



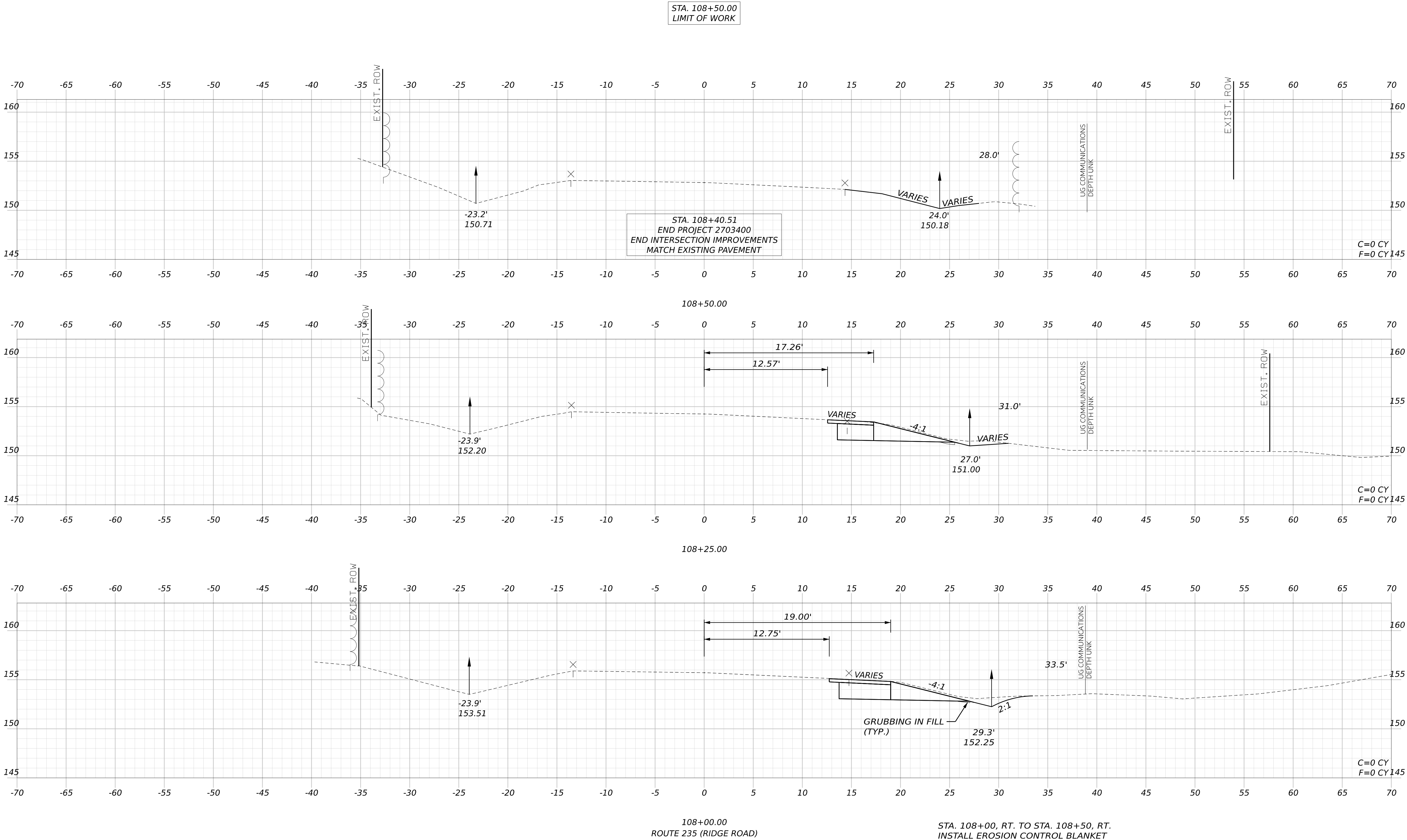
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2703400		WIN 027034.00	
WARREN ROUTE 235 & OLD AUGUSTA ROAD		SIGNATURE		DATE	
				DATE	
				DATE	
				DATE	
				DATE	
STRIPING PLANS		SHEET NUMBER		9 OF 17	



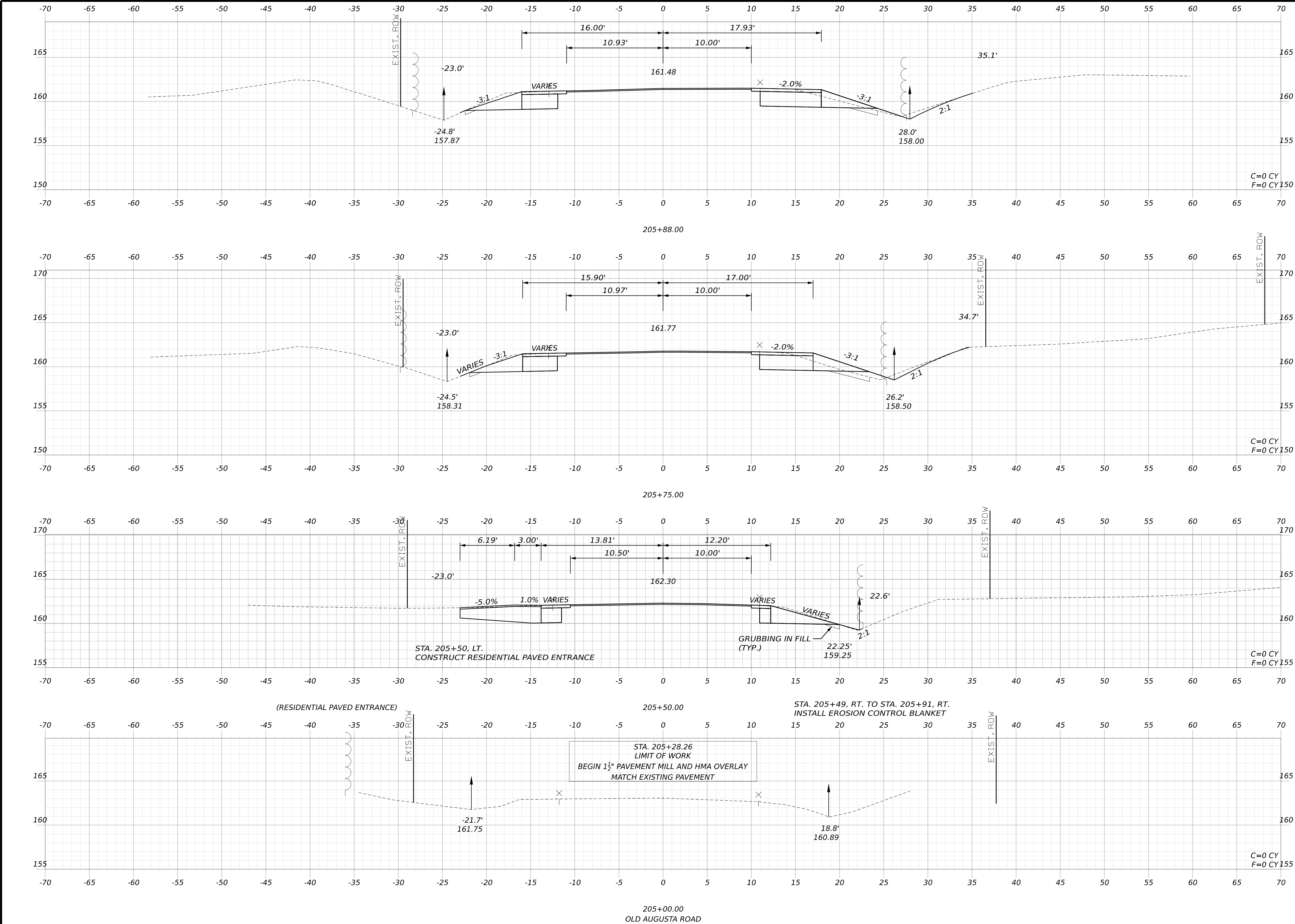
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2703400		WIN		027034.00	
WARREN		ROUTE 235 & OLD AUGUSTA ROAD		CROSS SECTIONS		SHEET NUMBER		10	
DATE		SIGNATURE		P.E. NUMBER		DATE		OF 17	
PROJECT MANAGER		DESIGN-REVIEWED		DESIGN-DETAILED		REVISIONS 1		REVISIONS 2	
D. LORING		T. WARREN		L. WINTERBACH		REVISIONS 3		REVISIONS 4	
BY		DATE		DATE		DATE		DATE	
M. CUNDIFF		06/26		06/26		06/26		06/26	
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES	

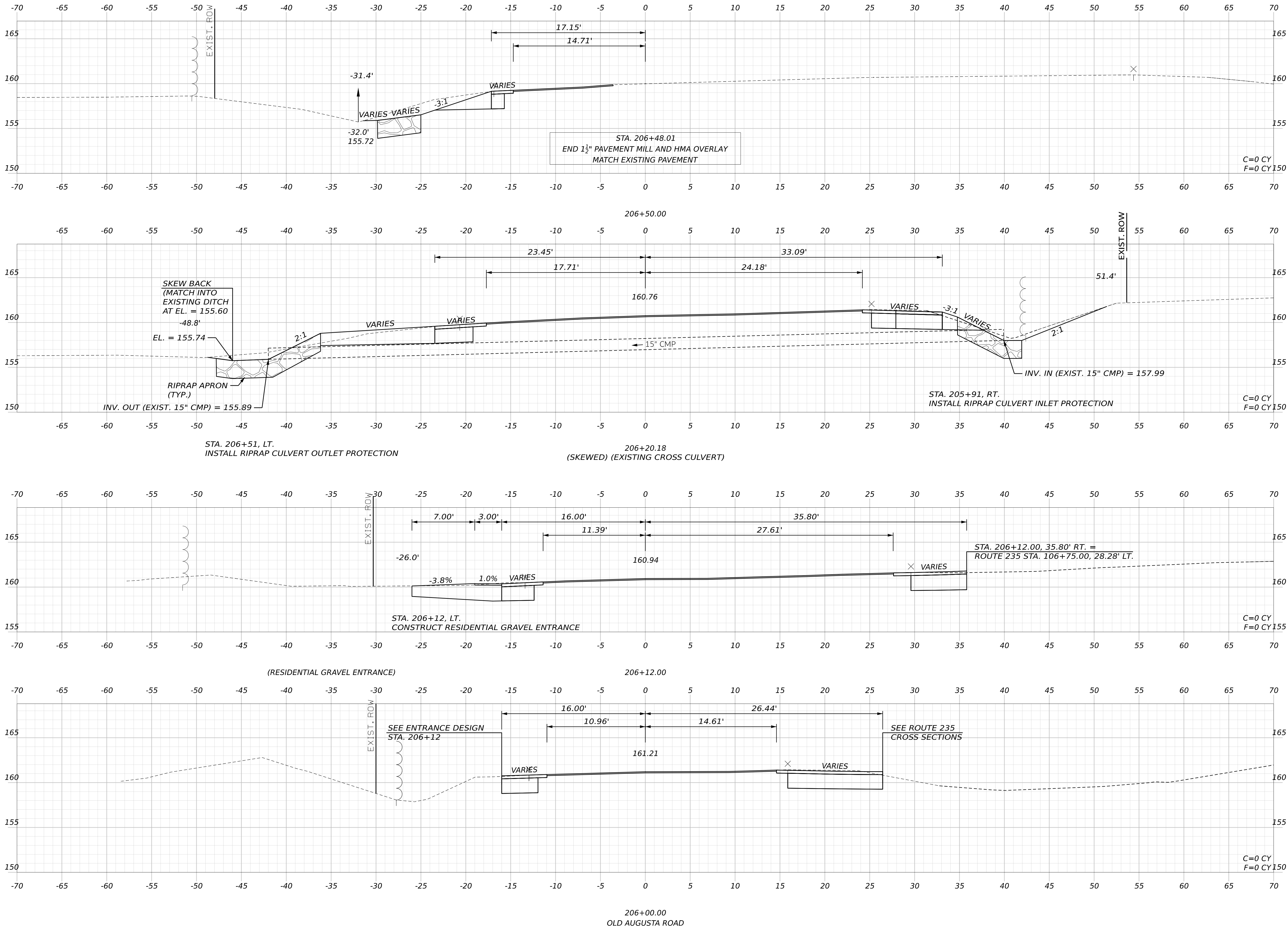


STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2703400		WIN	
	2703400		027034.00	
	2703400		027034.00	
WARREN ROUTE 235 & OLD AUGUSTA ROAD	PROJ. MANAGER	D. LORING	BY	DATE
	CHECKED-REVIEWED	T. WARREN	M. CUNDIFF	06/26
	DESIGNED-DETAILED	L. WINTERBACH	D. ETINGER	06/26
	DESIGNED-DETAILED			
	DESIGNED-DETAILED			
CROSS SECTIONS	REVISIONS 1			
	REVISIONS 2			
	REVISIONS 3			
	REVISIONS 4			
	FIELD CHANGES			
SHEET NUMBER		11		
		OF 17		

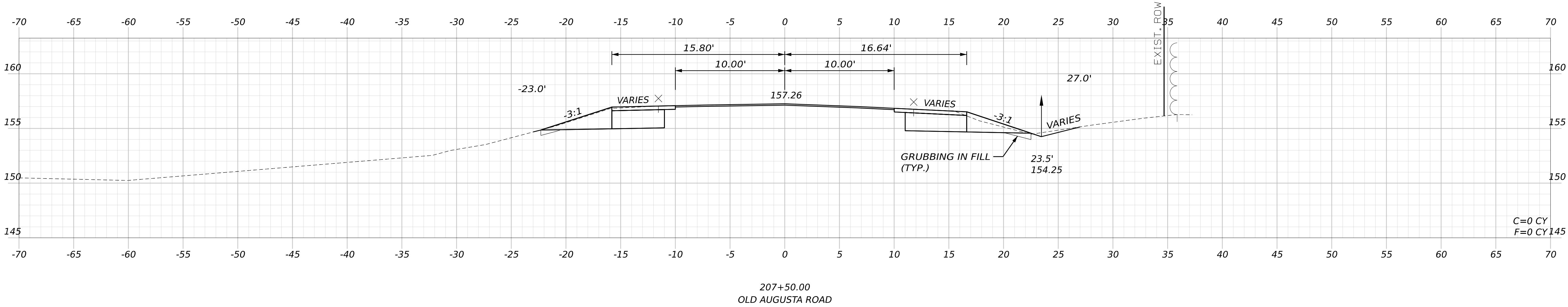
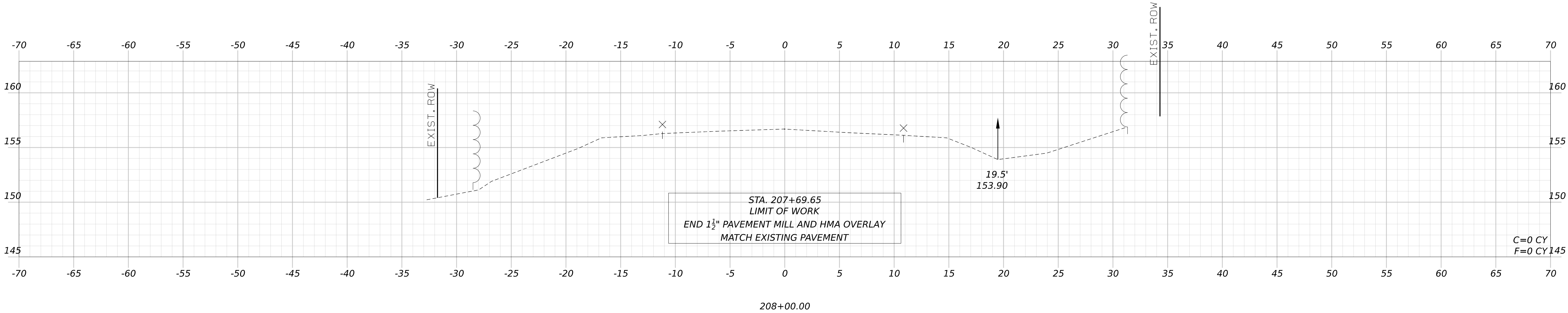


WARREN		STATE OF MAINE	
ROUTE 235 & OLD AUGUSTA ROAD		DEPARTMENT OF TRANSPORTATION	
CROSS SECTIONS		2703400	
SHEET NUMBER		WIN	
12		027034.00	
OF 17			
		SIGNATURE	
		P.E. NUMBER	
		DATE	





STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2703400		WIN		027034.00	
WARREN		ROUTE 235 & OLD AUGUSTA ROAD		CROSS SECTIONS		SHEET NUMBER		14	
OF 17		DATE		P.E. NUMBER		SIGNATURE		DATE	
FIELD CHANGES		REVISIONS 4		REVISIONS 3		REVISIONS 2		REVISIONS 1	
DESIGN-DETAILED3		DESIGN-DETAILED2		DESIGN-DETAILED1		CHECKED-REVIEWED		PROJ. MANAGER	
D. LORING		T. WARREN		M. CLUNIFF		BY		DATE	
06/26		06/26		06/26		06/26		06/26	



WARREN ROUTE 235 & OLD AUGUSTA ROAD		STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
		2703400			
CROSS SECTIONS		PROJ. MANAGER	D. LORING	BY	DATE
		CHECKED-DETAILED	T. WARREN	M. CLUNDIFF	06/26
		DESIGN2-DETAILED2	J. WINGENBACH-D. ETTINGER		06/26
		DESIGN3-DETAILED3			
		REVISIONS 1			
		REVISIONS 2			
		REVISIONS 3			
		REVISIONS 4			
		FIELD CHANGES			
SHEET NUMBER		SIGNATURE			
16		P.E. NUMBER			
OF 17		DATE			
		WIN 027034.00			

Filename: C:\Users\isabella.zuffoletti\State of Maine\MaineDOT Work - 27034_00\ROW\Right-of-Way_Plan.dgn