

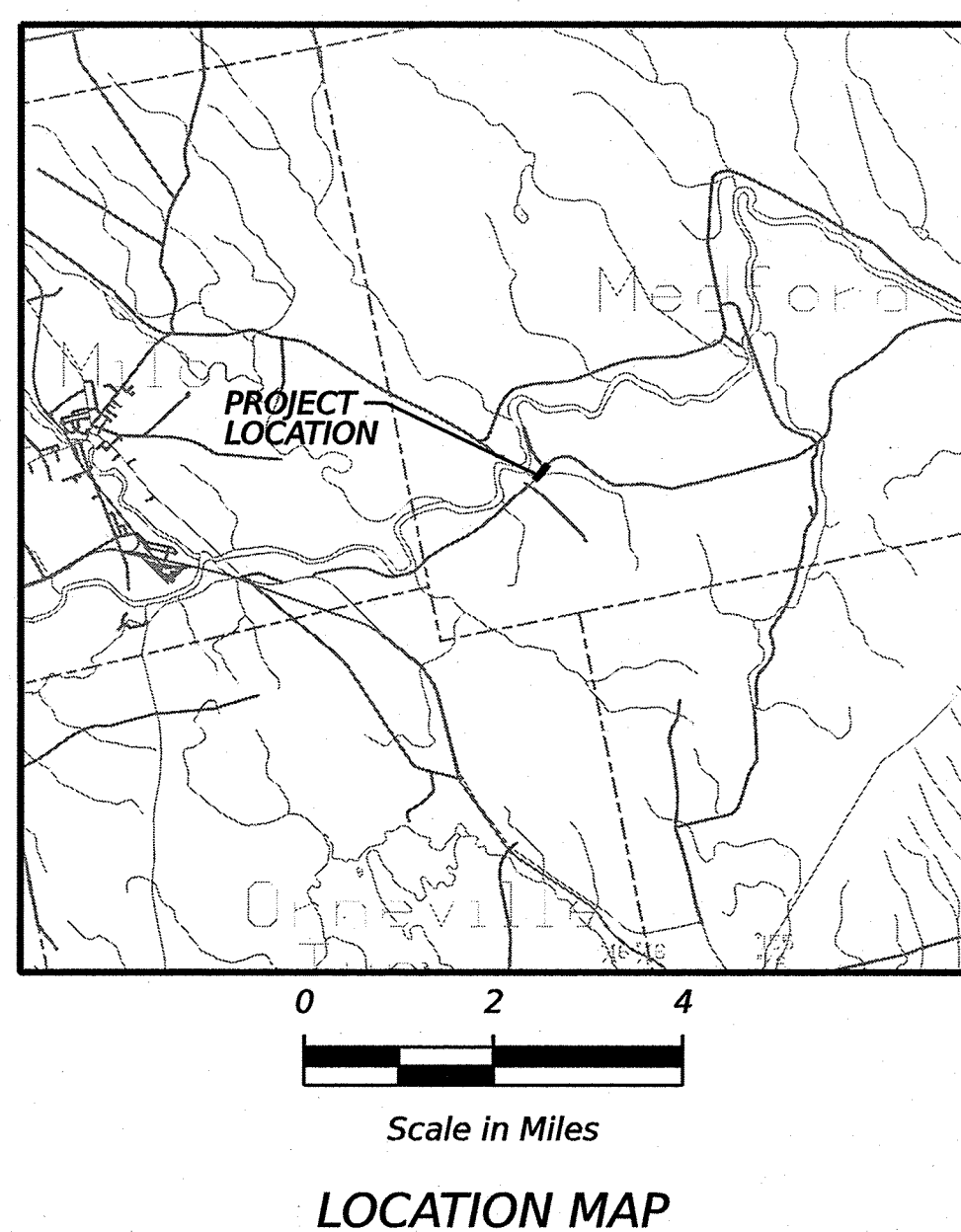
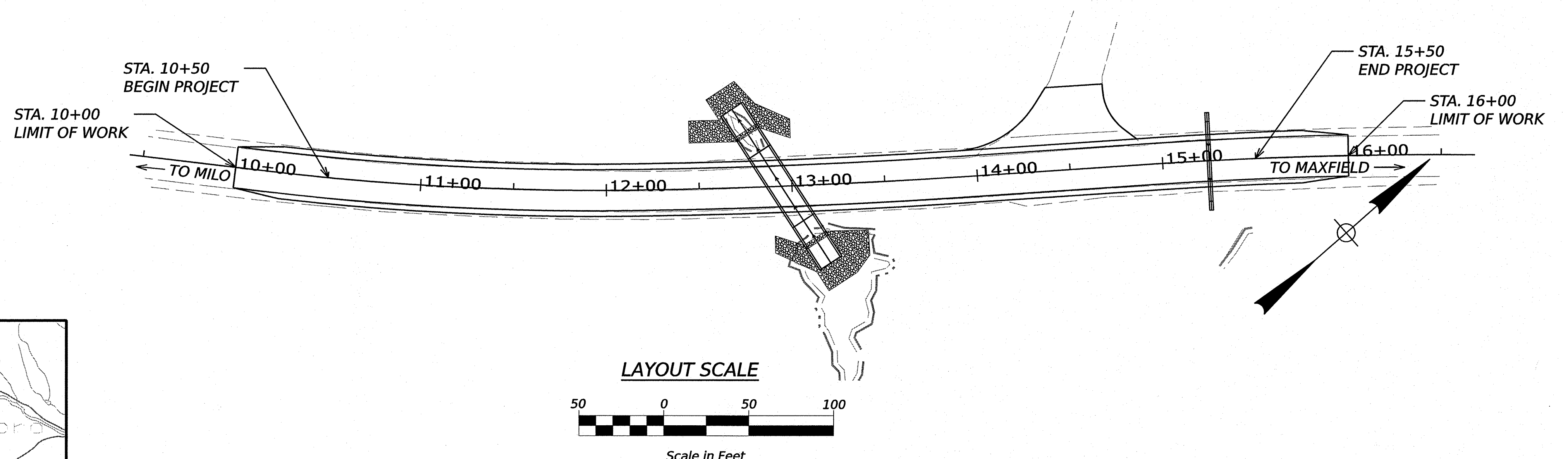
STATE OF MAINE DEPARTMENT OF TRANSPORTATION



MEDFORD PISCATAQUIS COUNTY PADDY HILL ROAD STATE PROJECT NO. 27222.00 PROJECT LENGTH: 0.11 MILES BRIDGE NO. 6789 BRIDGE NAME: PADDY HILL ROAD BRIDGE

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

INDEX OF SHEETS	
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TRAFFIC DATA	
Current (2026) AADT	280
Future (2046) AADT	310
DHV - % of AADT	11
Design Hour Volume	34
% Heavy Trucks (AADT)	13
% Heavy Trucks (DHV)	7
Directional Distribution (DHV)	50%
18-kip Equivalent P 2.0	6
18-kip Equivalent P 2.5	6
Design Speed (mph)	45
Corridor Priority	4

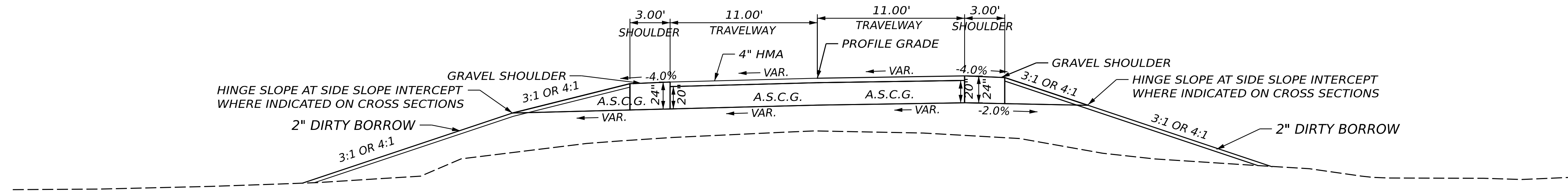
PROJECT LOCATION:	LOCATED 0.03 OF A MILE SOUTH OF HATHORN ROAD.
PROGRAM AREA:	HIGHWAY PROGRAM
SCOPE OF WORK:	LARGE CULVERT REPLACEMENT

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>	5-6-26	5-6-26
CHIEF ENGINEER: <i>[Signature]</i>		
SIGNATURE	P.E. NUMBER	DATE
<i>[Signature]</i>	M. MIHAU	5/17/2026
PROGRAM	PROJECT MANAGER	DESIGNER
HIGHWAY PROGRAM	L. ROWE	M. MIHAU
CONSULTANT	PROJECT RESIDENT	CONTRACTOR
M. MIHAU		
PROJECT COMPLETION DATE		
MEDFORD PADDY HILL ROAD TITLE SHEET		
SHEET NUMBER		
1		
OF 18		

WIN 27222.00

Date: 4/27/2026
Username: matthewmihau

TYPICAL SECTIONS



STA. 10+00.00 to STA. 16+00.00

SUPERELEVATION		
LT TW	STATION	RT TW
MATCH	10+00.00	MATCH
-2.9%	10+50.00	-2.3%
-2.8%	11+00.00	0.3%
-2.7%	11+50.00	1.6%
-2.6%	11+75.00	2.6%
-	TO	-
-2.6%	14+00.00	2.6%
-3.0%	14+50.00	1.0%
-3.3%	15+00.00	-0.7%
-3.7%	15+50.00	-2.4%
MATCH	16+00.00	MATCH

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 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 TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.

NOT TO SCALE

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	M. MIHAU		
CHECKED-REVIEWED			
DESIGN-DETAILED02			
DESIGN-DETAILED03			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

MEDFORD
PADDY HILL ROAD
TYPICAL SECTIONS

SHEET NUMBER
2
OF 18

GENERAL NOTES

1. PAVEMENT THICKNESSES SHOWN ON THE TYPICAL SECTIONS ARE INTENDED TO BE NOMINAL.
2. TRIM ALL TREE BRANCHES TO 20 FEET ABOVE THE PAVEMENT AND 8 FEET ABOVE SIDEWALKS. A TREE SPECIALIST SHALL BE SUBCONTRACTED FOR THIS WORK AND PAYMENT WILL BE MADE BY INVOICE PLUS 5%. ANY TREE BRANCHES DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION WILL BE TRIMMED AT THE CONTRACTOR'S EXPENSE.
3. 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.
4. 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.
5. 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.
6. PRIOR TO REMOVING ANY PAVEMENT OR PLACING ANY SHIM PAVEMENT, THE ROADWAY WILL BE INSPECTED FOR POSSIBLE SUBSURFACE BOULDERS, WHICH WILL BE REMOVED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT RENTAL ITEMS. BACKFILL WILL BE PLACED TO SUBGRADE WITH MATERIAL CONSISTENT WITH THE SURROUNDING MATERIAL. AGGREGATE SUBBASE COURSE GRAVEL WILL BE PLACED FROM SUBGRADE TO FINISH GRADE AND WILL BE PAID UNDER THE APPROPRIATE ITEM.
7. 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.
8. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER. OR AS DIRECTED BY THE RESIDENT.
9. 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.
10. 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.
11. 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.
12. 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.
13. 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 203.25, GRANULAR BORROW.
14. 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.
15. GRAVEL ENTRANCES SHALL BE CONSTRUCTED WITH 14 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL OR 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL AND 3 INCHES OF UNTREATED AGGREGATE SURFACE COURSE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
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.
17. CROSS SLOPES FOR NORMAL AND SUPERELEVATED SECTIONS WILL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
18. THE ALGEBRAIC DIFFERENCE BETWEEN TRAVELWAY AND SHOULDER CROSS SLOPE SHALL NOT EXCEED 8 PERCENT.
19. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
20. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
21. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTH-LINED PIPES. FOR COMPARABLE CORRUGATED SIZES, SEE THE DRAINAGE TABULATION.
22. 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.
23. 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.
24. 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.
25. DIRTY BORROW SHALL BE PLACED TO A NOMINAL DEPTH OF 2 INCHES UNLESS OTHERWISE NOTED OR DIRECTED.
26. 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.
27. 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.
28. THE PROJECT GEOTECHNICAL REPORT TITLED XXXXX, SOILS REPORT 20XX-XX, DATE CAN BE ACCESSED AT THE MAINEDOT WEBSITE [HTTP://WWW.MAINE.GOV/DOT/DOING-BUSINESS/BID-OPPORTUNITIES/](http://www.maine.gov/dot/doing-business/bid-opportunities/).
29. 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.
30. AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE SITES SUCH AS EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.
31. ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION, DRAINAGE AND MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL DRAINAGE STRUCTURES. ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED DRAINAGE ITEMS.
32. 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.
33. 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.
34. 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.
35. ALL HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY STRUCTURES SHALL BE A 9.5 MM OR 12.5 MM MAINEDOT APPROVED MIX DESIGN. EXCLUDING WATER AND GAS GATE VALVES, THE CONTRACTOR SHALL SAW CUT THE EXISTING PAVEMENT FOR THE PATCH AT LEAST TWO FEET AWAY FROM THE NEAREST EDGE OF THE STRUCTURE. THE CONTRACTOR SHALL PLACE HMA IN LIFTS OF 2 INCHES OR LESS TO MATCH THE EXISTING PAVEMENT DEPTH OR A MAXIMUM OF 6 INCHES, AS DIRECTED BY THE RESIDENT, AND COMPACT THE HMA USING A MINIMUM OF A 150-POUND PLATE COMPACTOR. HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY STRUCTURES IS CONSIDERED INCIDENTAL TO THE RESPECTIVE PAY ITEM FOR ADJUST, ALTER, OR REBUILD UTILITY STRUCTURE.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

272200

WIN
027222.00

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE	
DESIGNED-DETAILED	M. MIHAU						
CHECKED-REVIEWED							
DESIGNED-DETAILED02							
DESIGNED-DETAILED03							
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4							
FIELD CHANGES							

MEDFORD
PADDY HILL ROAD
GENERAL NOTES

SHEET NUMBER
4
OF 18

LARGE CULVERT INFORMATION				
ELEV	STATION		ELEV	STATION
265.20	STA 12+69.07, 41.5' LT			
		TO		
			265.20	STA 13+18.90, 41.7' RT

DRIVES & ENTRANCES	
LOCATION	TYPE
14+44.00 LT	GRAVEL ENTRANCE

ITEM 201.24 REMOVING STUMP	
LOCATION	QUANTITY
STA 10+37.39, 18.4' LT.	1

ITEM 603.199 24 INCH CULVERT PIPE OPTION III	
LOCATION	LENGTH
STA 15+25.00, 25.7' LT. TO STA 15+25.00, 26.5' RT.	52 LF

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2722200
WIN 027222.00
HIGHWAY PLANS

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN-DETAILED02
DESIGN-DETAILED03
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

L. ROWE
M. MIHAU

BY

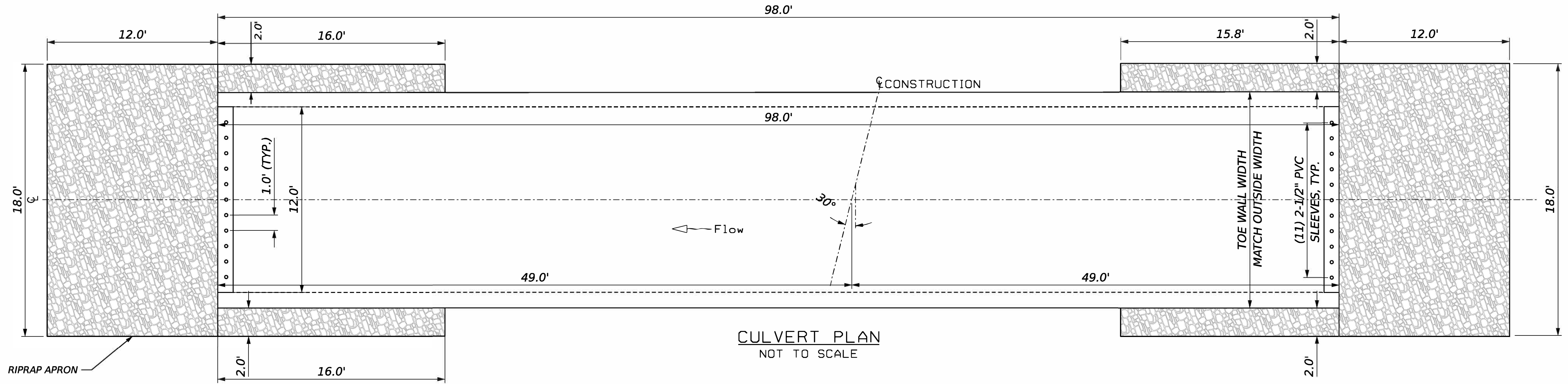
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SIGNATURE
P.E. NUMBER
DATE

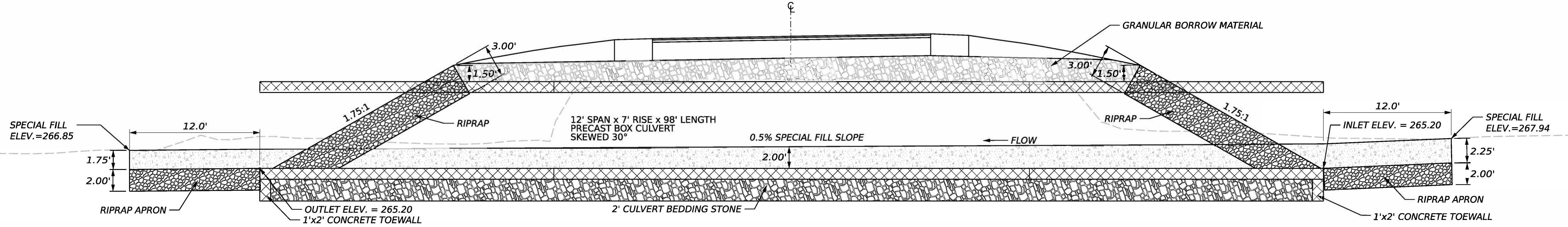
MEDFORD
PADDY HILL ROAD
CONSTRUCTION NOTES

SHEET NUMBER
5
OF 18

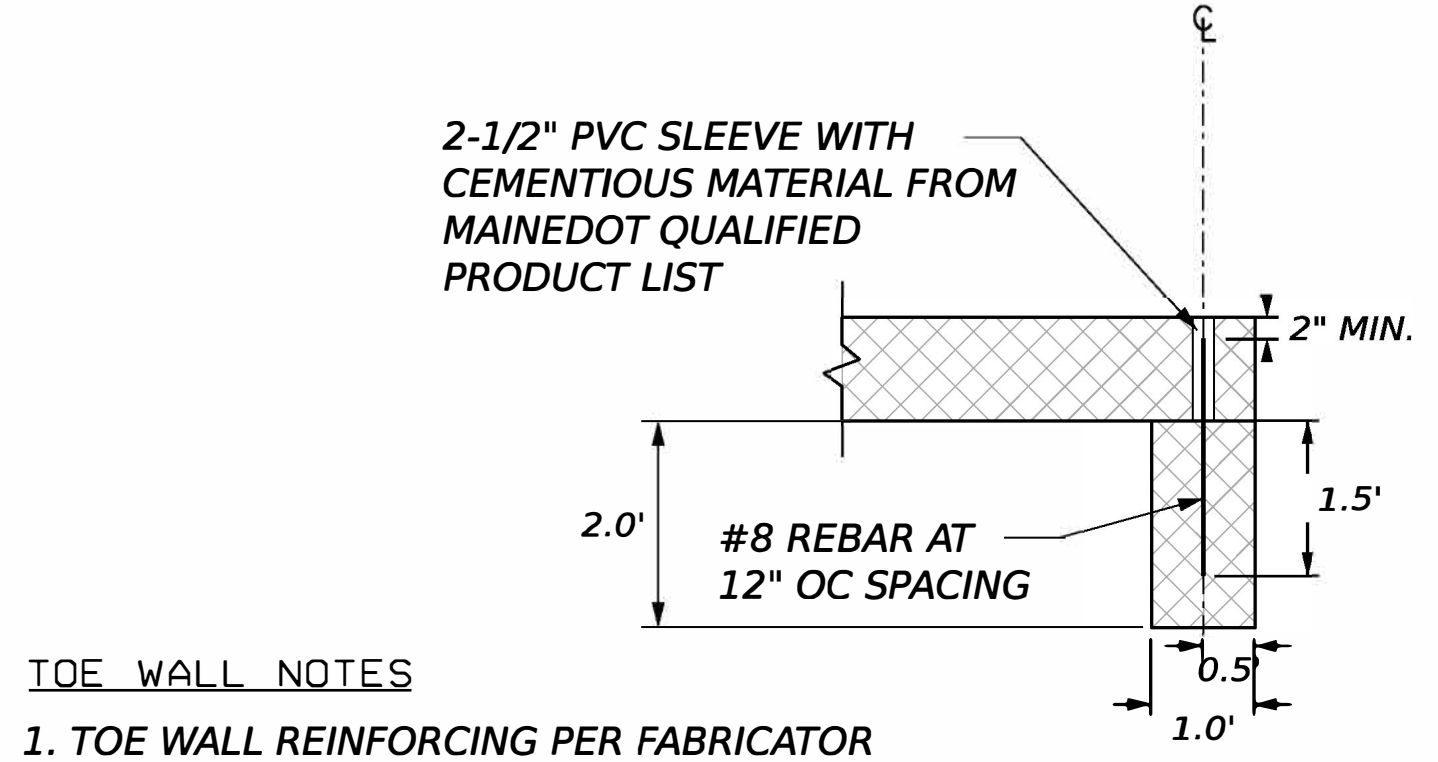
12' SPAN x 7' RISE x 98' LONG
PRECAST CONCRETE BOX CULVERT



CULVERT PLAN
NOT TO SCALE



LONGITUDINAL PRECAST CONCRETE BOX CULVERT SECTION
NOT TO SCALE

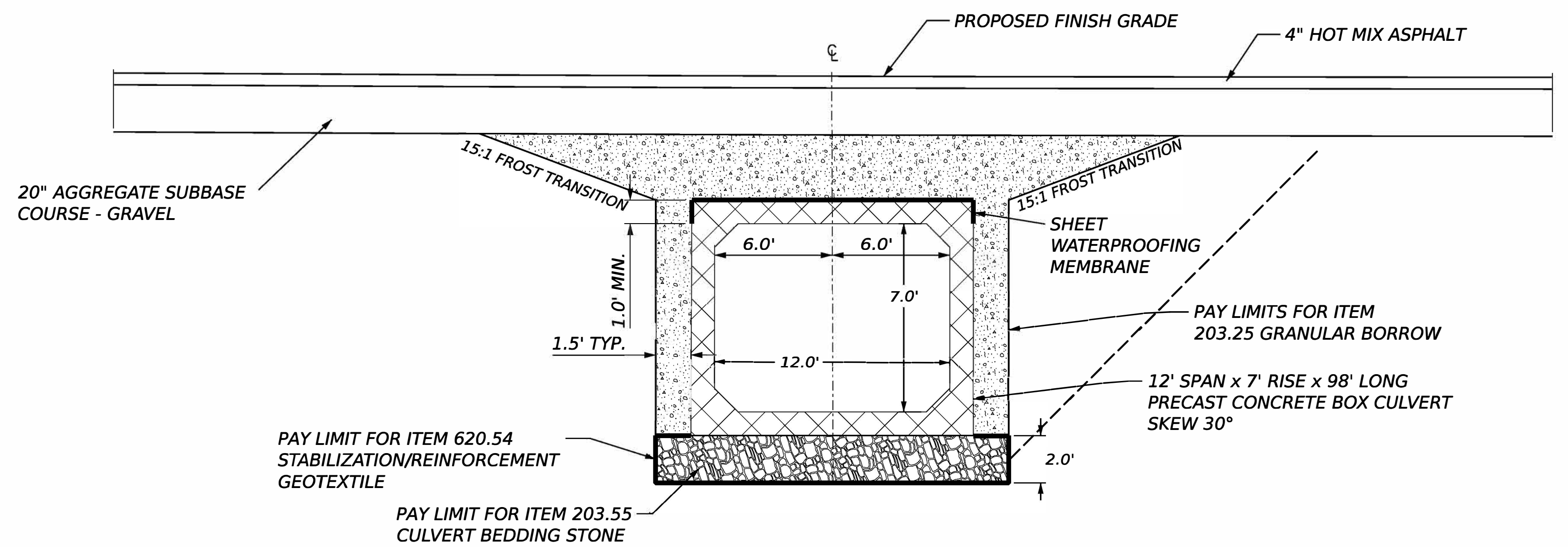


TOE WALL NOTES
1. TOE WALL REINFORCING PER FABRICATOR

PRECAST CONCRETE TOE WALL DETAIL
NOT TO SCALE

CULVERT NOTES

1. A "CLAMSHELL" CONCRETE BOX CULVERT MAY BE USED. IF "CLAMSHELL" BOX CULVERT IS USED, SEAM SHALL BE AT LEAST 5 FEET FROM THE EXTERIOR BOTTOM.
2. INSTALL STANDARD MEMBRANE WATERPROOFING OVER THE TOP AND TO AT LEAST 12 INCHES DOWN THE EXTERIOR SIDES OF PRECAST UNITS.
3. CONSTRUCTION, HANDLING AND ASSEMBLY OF THE PRECAST UNITS SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS APPLICABLE.
4. THE PRECAST UNIT SHALL BE DESIGNED TO CARRY LOADINGS WITH A MINIMUM FILL COVER OF 18" OVER THE TOP OF THE UNITS.
5. THE PRECAST CULVERT BOX CULVERT SHALL BE BEDDED ON A 2-FOOT LAYER OF CULVERT BEDDING STONE MATERIAL FOR UNDERWATER BACKFILL.



TYPICAL CULVERT SECTION
NOT TO SCALE

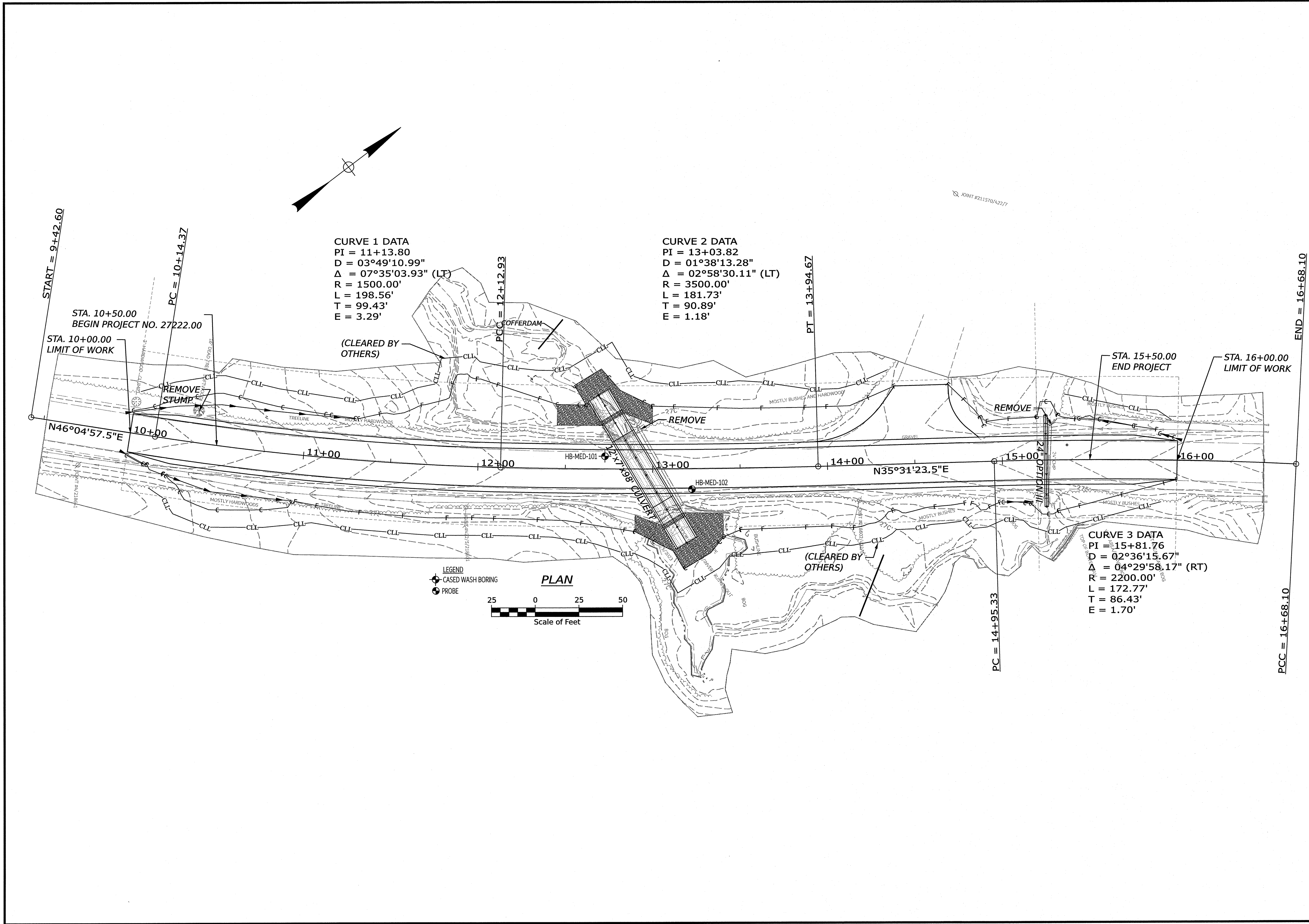
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
272200
WIN
027222.00
HIGHWAY PLANS

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED02	DESIGN-DETAILED03	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES

MEDFORD
PADDY HILL ROAD
SPECIAL DETAILS

SHEET NUMBER
6
OF 18

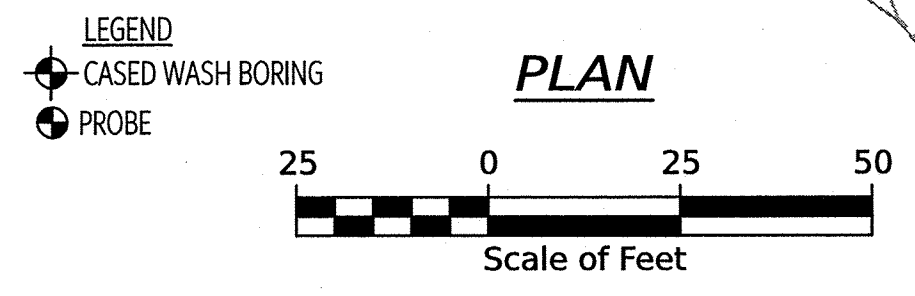
Date: 5/16/2026
Username: matthew.mihaiu



CURVE 1 DATA
 PI = 11+13.80
 D = 03°49'10.99"
 Δ = 07°35'03.93" (LT)
 R = 1500.00'
 L = 198.56'
 T = 99.43'
 E = 3.29'

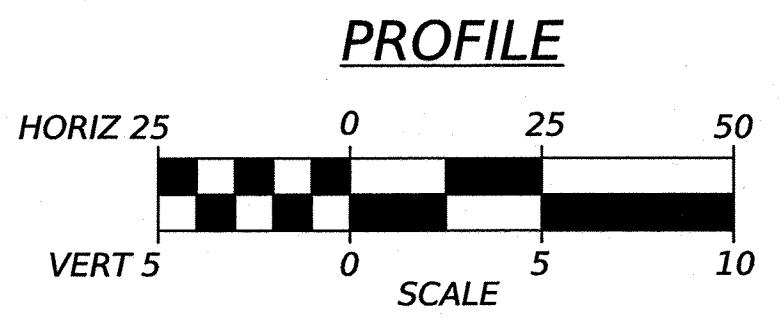
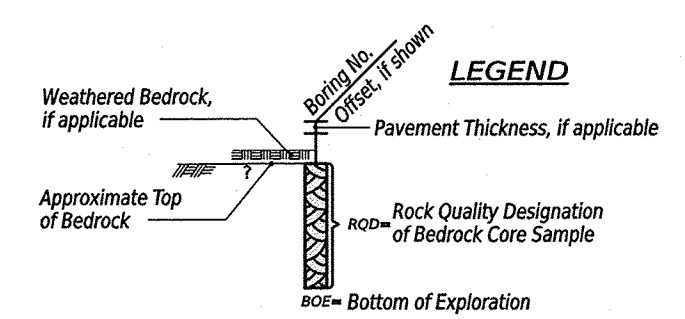
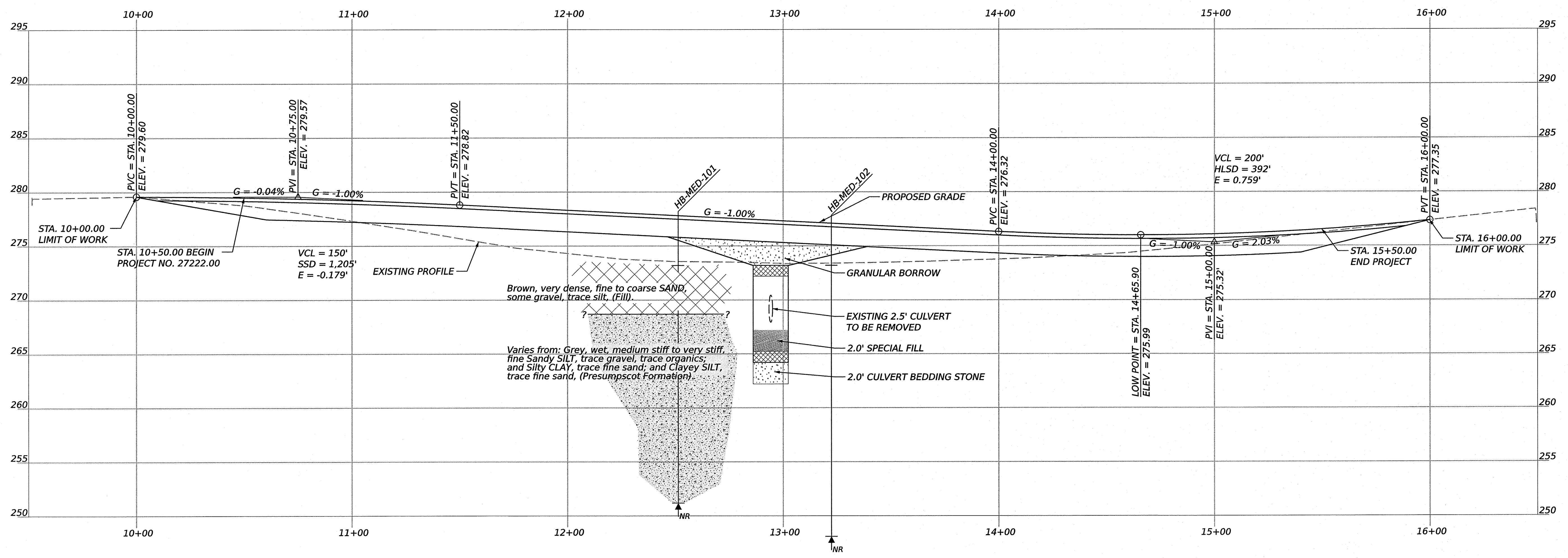
CURVE 2 DATA
 PI = 13+03.82
 D = 01°38'13.28"
 Δ = 02°58'30.11" (LT)
 R = 3500.00'
 L = 181.73'
 T = 90.89'
 E = 1.18'

CURVE 3 DATA
 PI = 15+81.76
 D = 02°36'15.67"
 Δ = 04°29'58.17" (RT)
 R = 2200.00'
 L = 172.77'
 T = 86.43'
 E = 1.70'



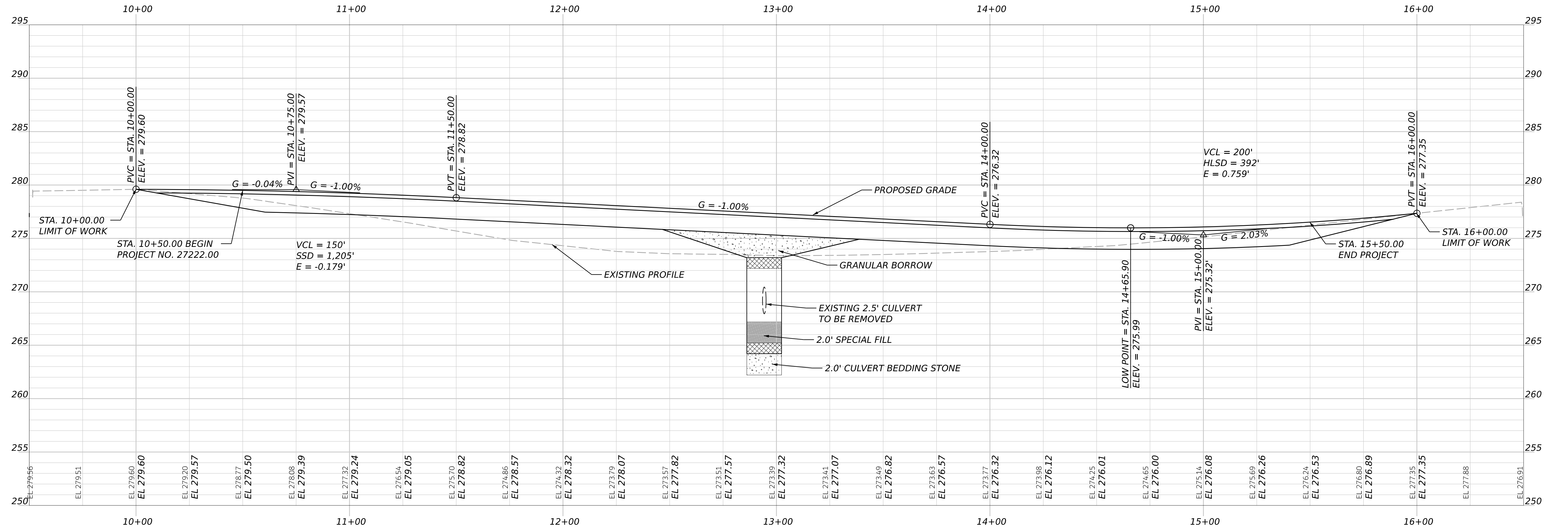
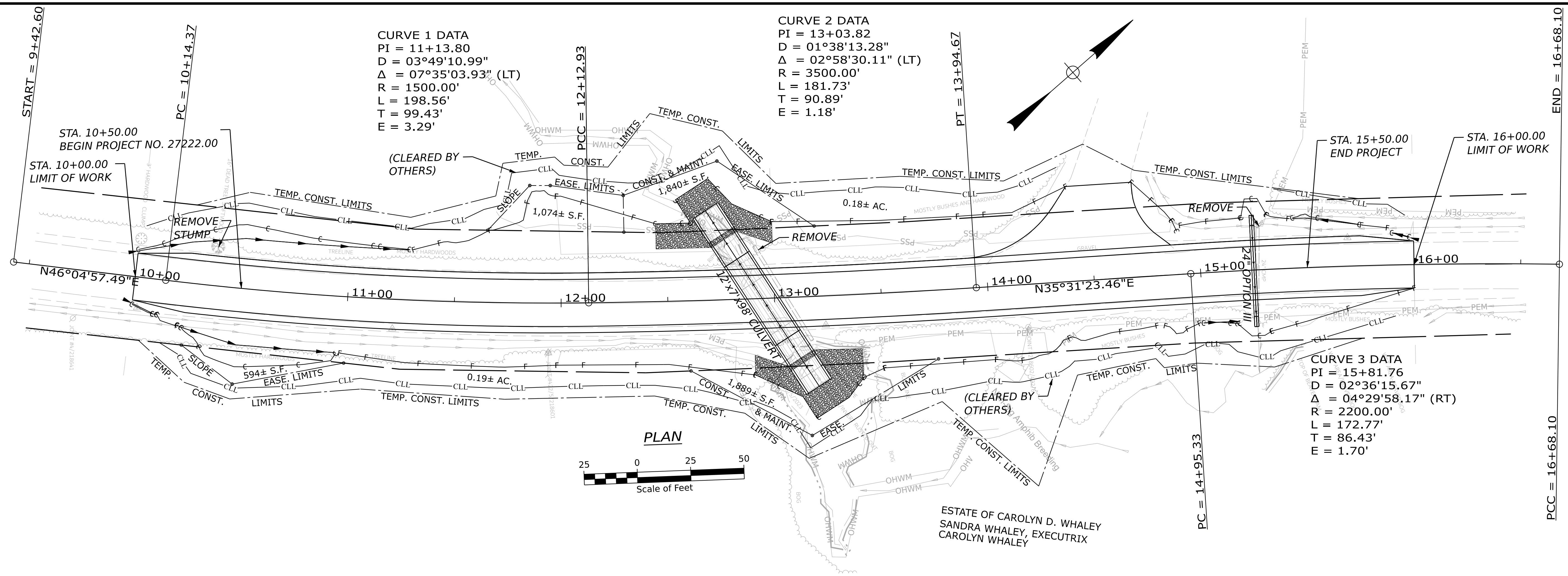
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2722200	WIN 27222.00	HIGHWAY PLANS
		SIGNATURE 17725	P.E. NUMBER 5/14/26	DATE
PROJ. MANAGER	LAURIE ROYCE	BY	DATE	
DESIGN-DETAILED				
CHECKED-REVIEWED				
DESIGN-DETAILED02	YT LEE	1/WHITE	APR 2026	
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				
MEDFORD PADDY HILL ROAD BORING LOCATION PLAN				
SHEET NUMBER				
8				
OF 18				

	SIGNATURE	DATE
	17225	5/6/26
LAURIE ROWE	BY	DATE
PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	BY	DATE
CHECKED-REVIEWED	BY	DATE
DESIGN-DETAILED2	BY	DATE
DESIGN-DETAILED3	BY	DATE
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		



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 transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

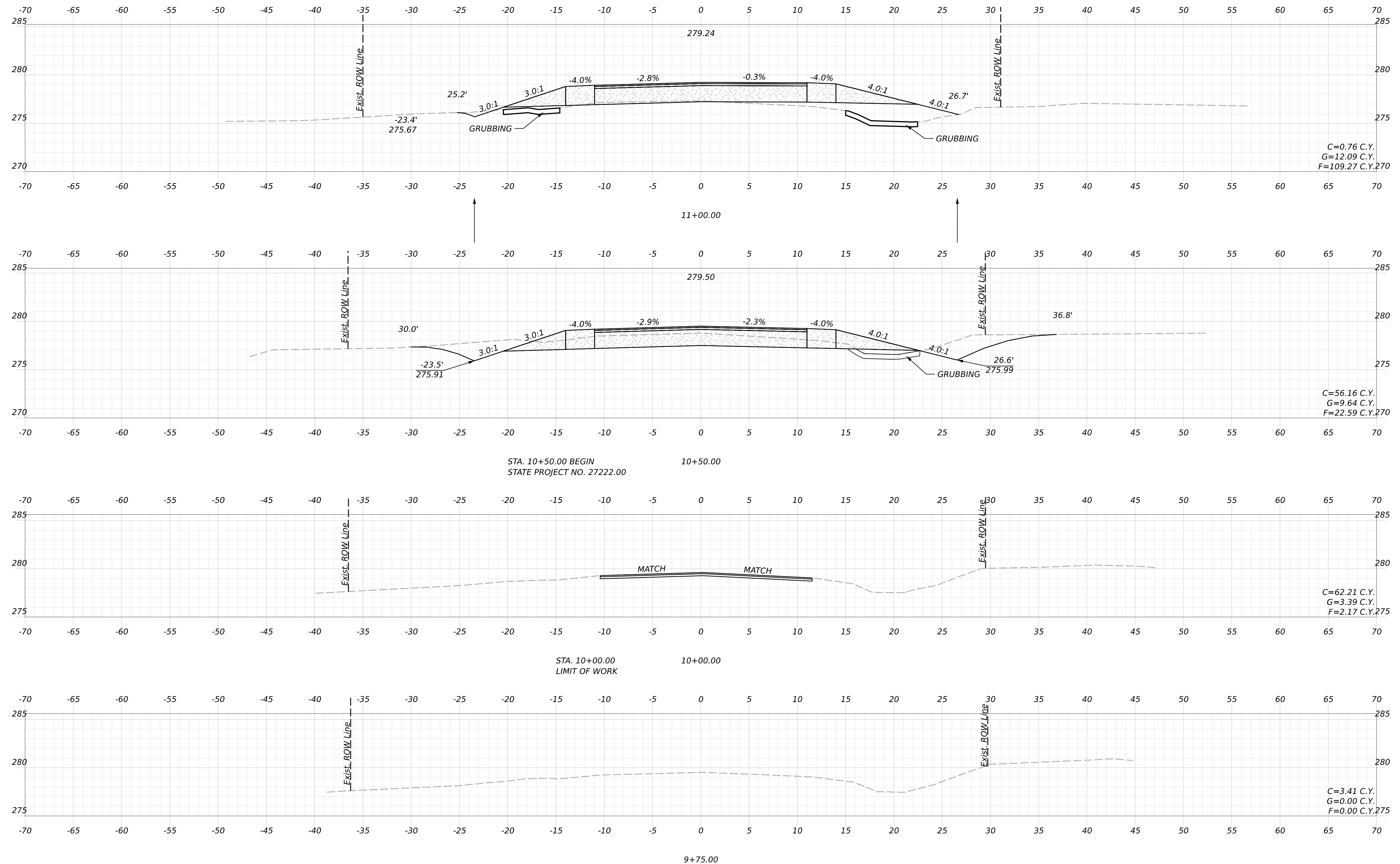
MEDFORD
PATTY HILL ROAD
INTERPRETIVE SUBSURFACE PROFILE



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
2722200		WIN 027222.00 HIGHWAY PLANS	
PROJ. MANAGER	BY	DATE	
DESIGN-DETAILED	L. ROWE		
CHECKED-REVIEWED	M. MIHAU		
DESIGN-DETAILED02		SIGNATURE	
DESIGN-DETAILED03		P.E. NUMBER	
REVISIONS 1		DATE	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
MEDFORD PADDY HILL ROAD			
PLAN / PROFILE			
SHEET NUMBER			
11			
OF 18			

Date: 5/16/2026

Username: matthewmihau



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2722200

HIGHWAY PLANS

WIN

027222.00

DATE

BY

L. ROWE

M. MIHAU

PROJ. MANAGER

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGN-DETAILED02

DESIGN-DETAILED03

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

SIGNATURE

P.E. NUMBER

DATE

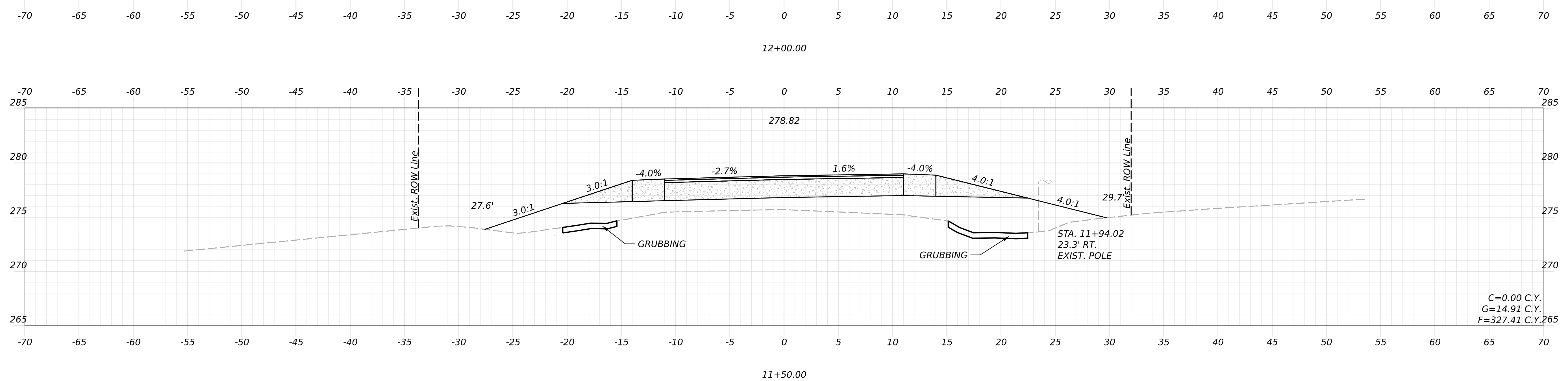
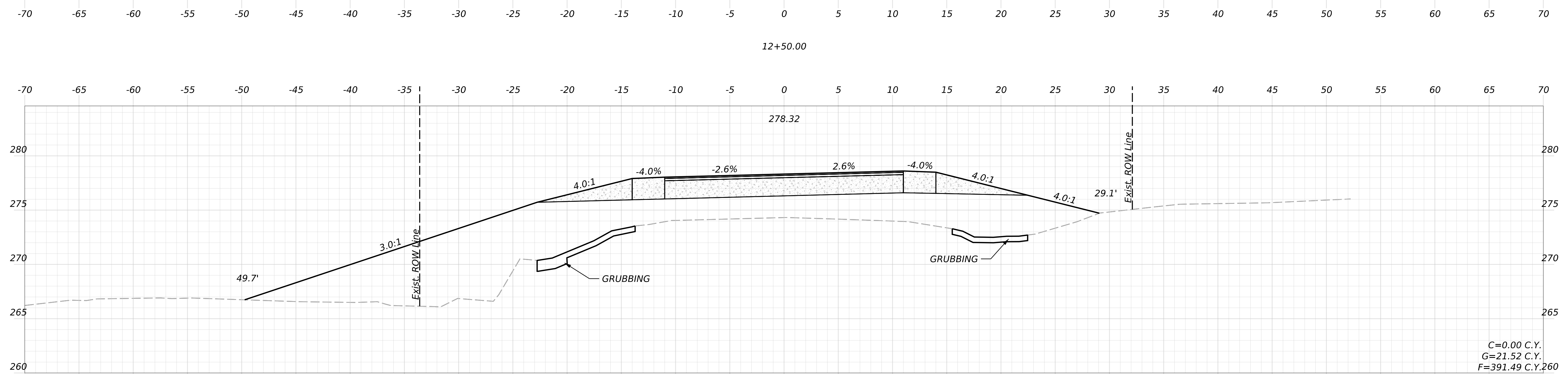
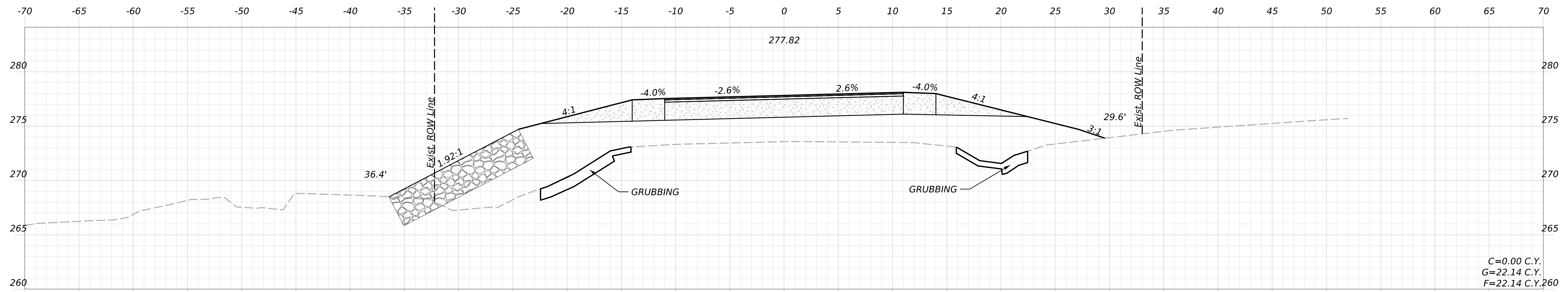
MEDFORD
PADDY HILL ROAD

CROSS - SECTIONS

SHEET NUMBER

12

OF 18

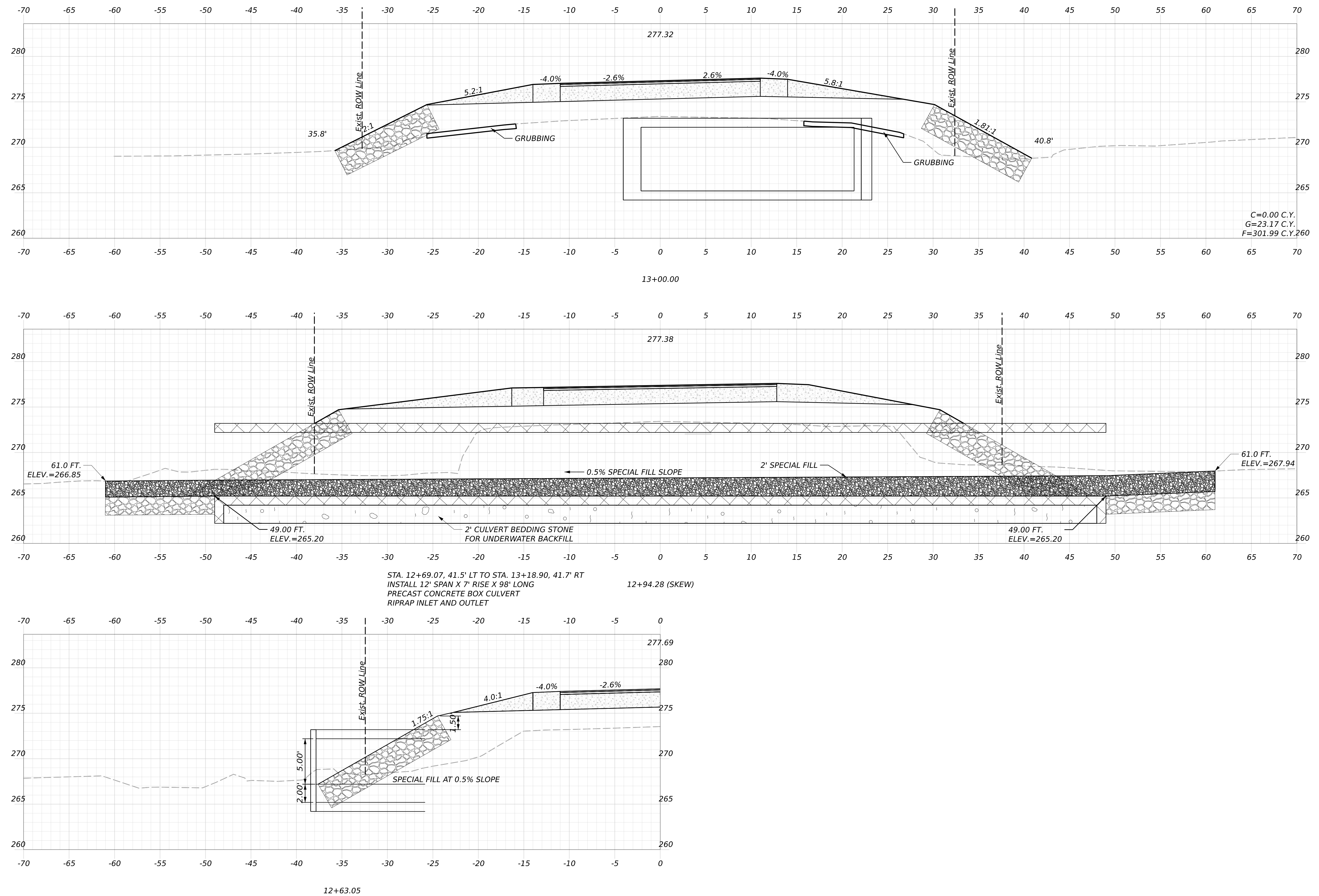


PROJ. MANAGER	DATE	BY	L. ROWE	SIGNATURE
M. MIHAU				

CHECKED-REVIEWED	P.E. NUMBER	DATE
DESIGN-REVIEWED		
DESIGN-REVIEWED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

**MEDFORD
PADDY HILL ROAD
CROSS - SECTIONS**

Username: matthewmihau Date: 5/16/2026



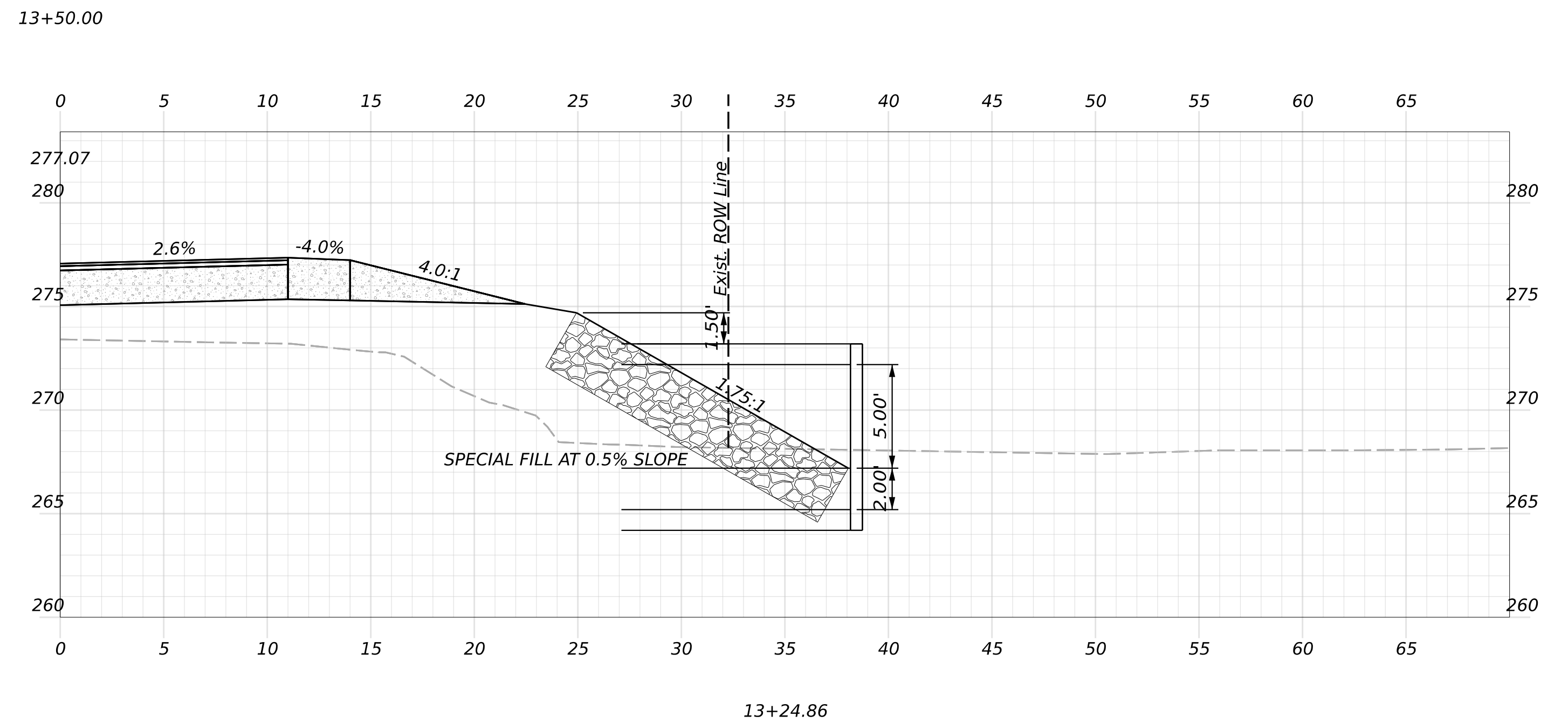
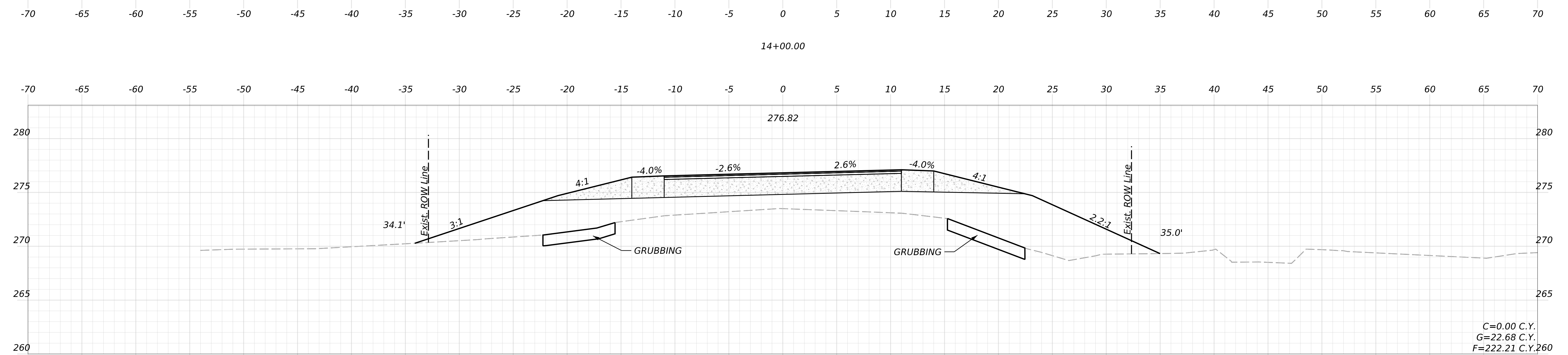
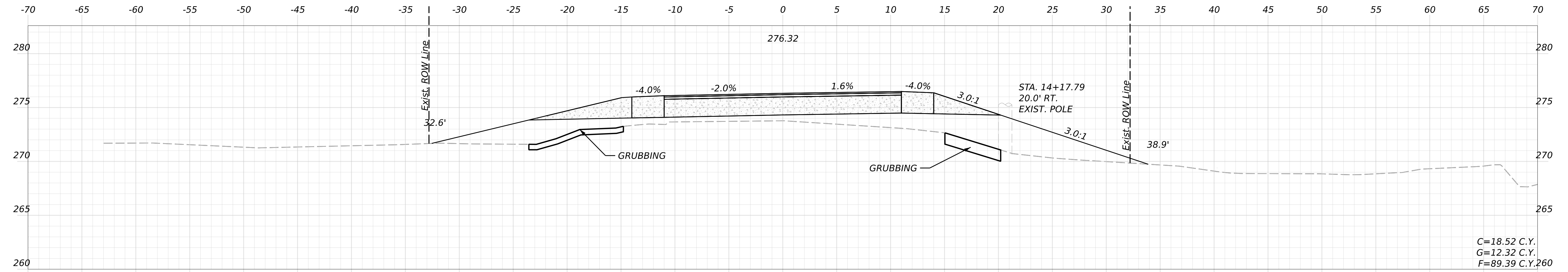
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 272200
 WIN
 027222.00
 HIGHWAY PLANS

PROJ. MANAGER	DATE	BY	L. ROWE	SIGNATURE	P.E. NUMBER	DATE
CHECKED-REVIEWED			M. MIHAU			
DESIGN-REVIEWED						
DESIGN-REVIEWED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

MEDFORD
 PADDY HILL ROAD
 CROSS - SECTIONS

SHEET NUMBER
 14
 OF 18

Username: matthewmihau Date: 5/16/2026



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2722200
WIN 027222.00
HIGHWAY PLANS

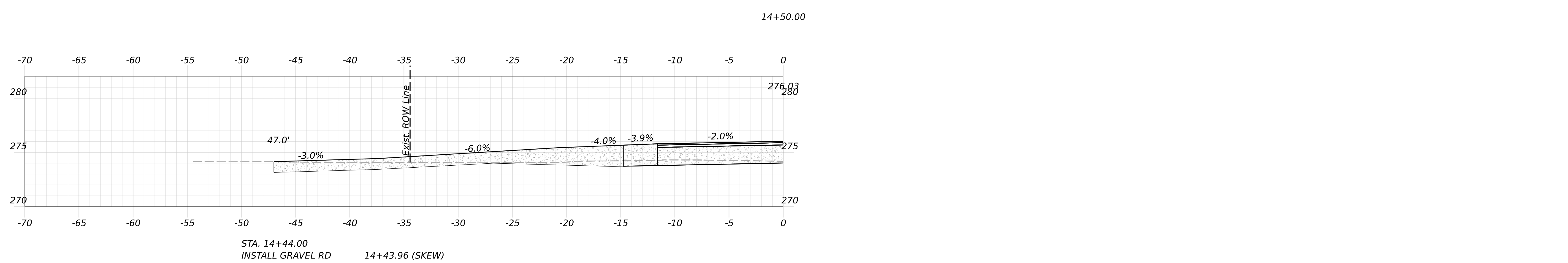
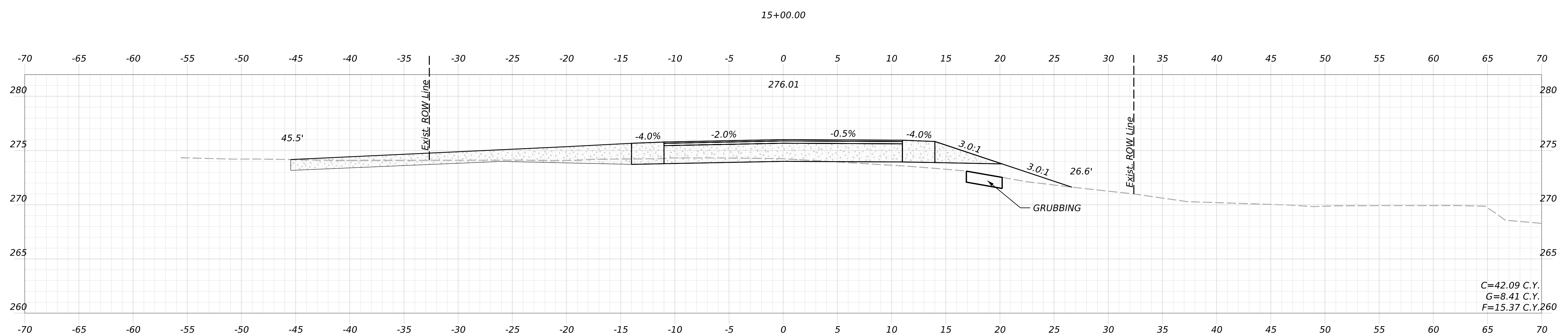
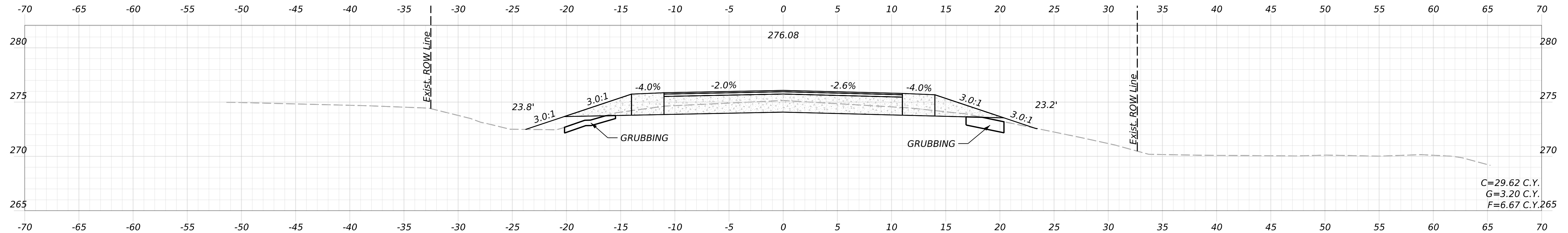
PROJ. MANAGER	L. ROWE	BY	DATE
CHECKED-REVIEWED	M. MIHAU		
DESIGN-DETAILED			
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

MEDFORD
PADDY HILL ROAD
CROSS - SECTIONS

SHEET NUMBER
15
OF 18

Date: 5/16/2026

Username: matthewmihau



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
272200
WIN 027222.00
HIGHWAY PLANS

PROJ. MANAGER	DATE	SIGNATURE
M. MIHAU		
		P.E. NUMBER
		DATE

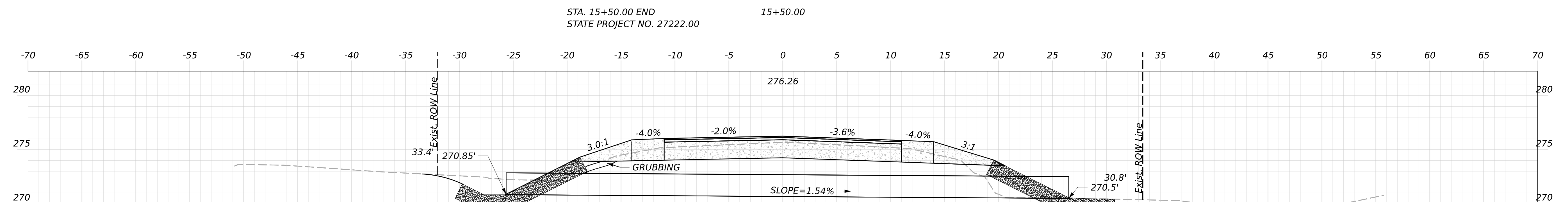
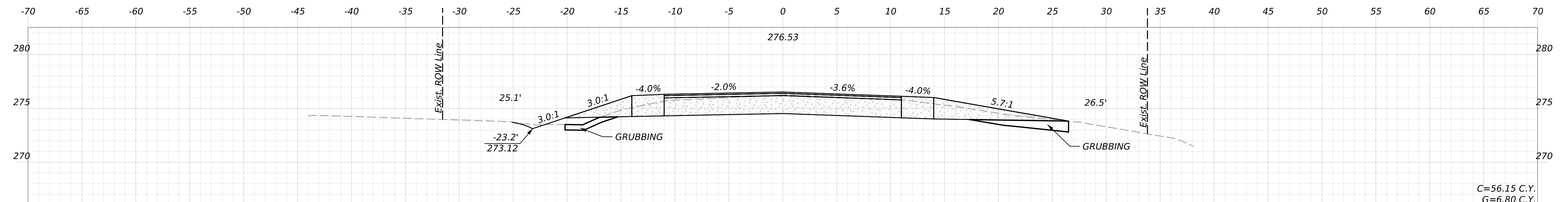
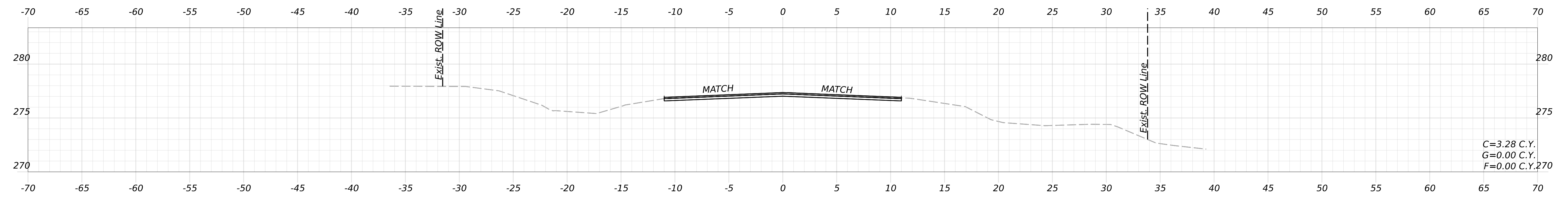
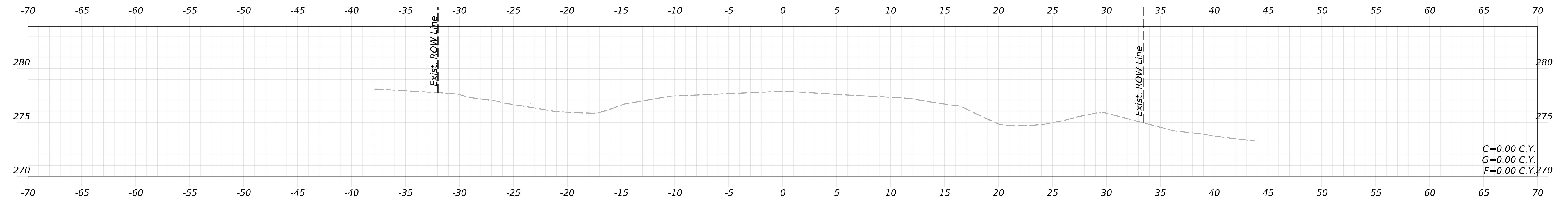
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**MEDFORD
PADDY HILL ROAD**

CROSS - SECTIONS

SHEET NUMBER
16
OF 18

Username: matthewmihau Date: 5/16/2026



STA. 15+25.00, 25.7' LT.
TO STA. 15+25.00, 26.5' RT.
INSTALL 52 LF CULV. PIPE OPT. III

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
272200
WIN
027222.00
HIGHWAY PLANS

PROJ. MANAGER	DATE	SIGNATURE
M. MIHAU		

BY	DATE	P.E. NUMBER	DATE

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

MEDFORD
PADDY HILL ROAD
CROSS - SECTIONS

SHEET NUMBER
17
OF 18

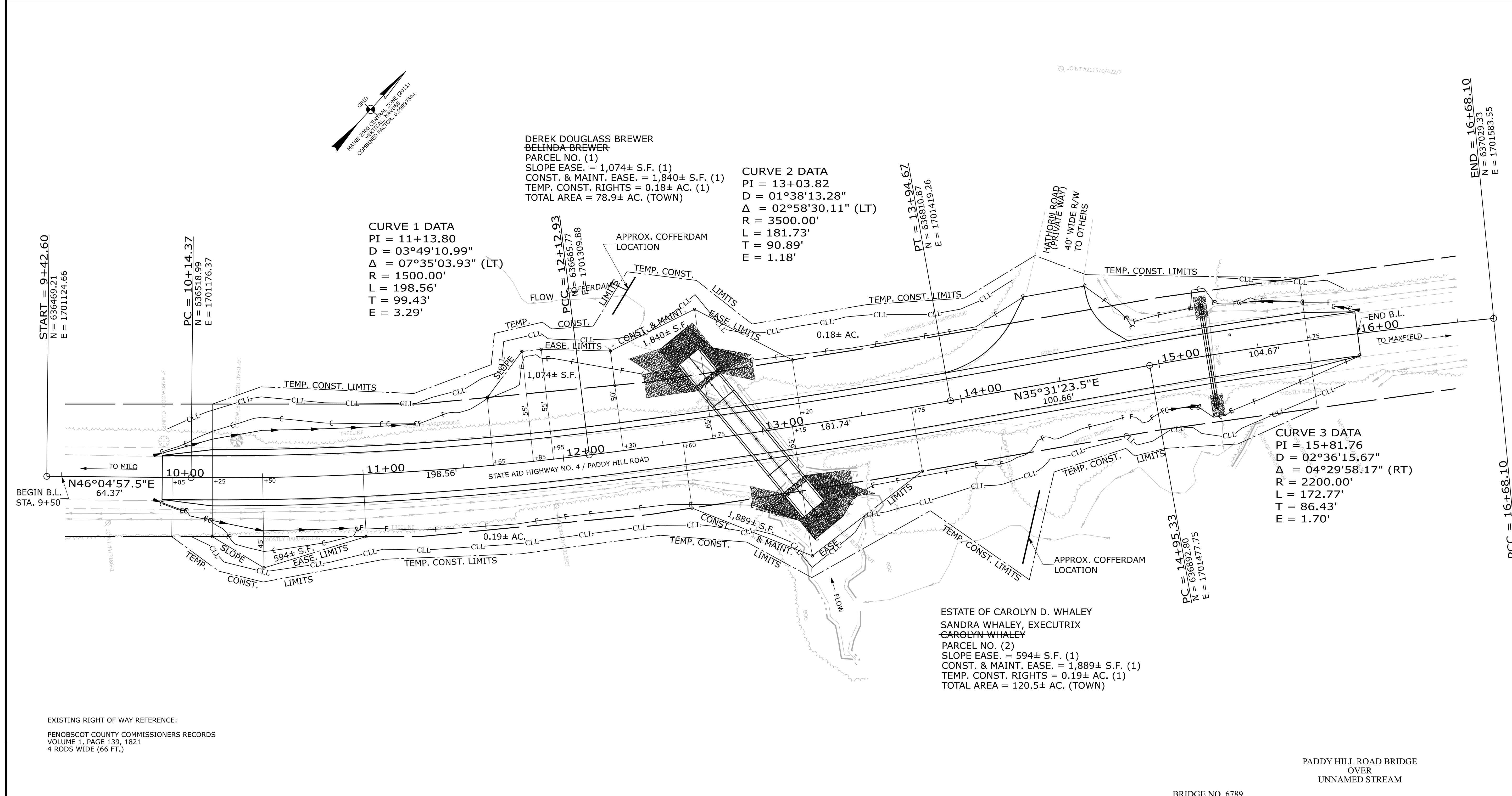
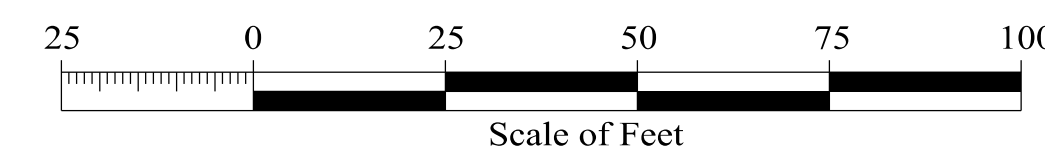
Filename: C:\Users\carlton.d.peabody\State of Maine\MaineDOT Work - WIN\27222.00\POW\Right-of-Way\dgn Division: 80 Username: Jennifer Hartman Date: May 2024

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W	Existing	Proposed	Existing	Proposed	Cut Line	Fill Line
Approx. Property Lines	Building	Sanitary Sewer	SA	Traveled Way		Stonewall	Retaining Wall
Existing Right of Way	Clearing Limit Line - CLL	Com. Line UG	UG COMM	Ditch		Baseline	
Limits of Wrought Portion	Trees Conifer	Electric Line	UG POW	Catch Basin		Monument	Traverse Point
Control Of Access	Deciduous	Water Line	WL	Manhole		Iron Rod Set - IRS	Pipe Found - IPF
New Right of Way	Tree Line	Underdrain Line		Sewer Manhole			
New Easement	Bush Line	Gas Line	GAS	Utility Pole			
New Temporary Rights	Water Edge	Guardrail		Fire Hydrant			
	Ledge	Culvert		Curbing			
	Fence						
	Sign						

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ADJUTING PROPERTY OWNERS.

STATE OF MAINE
REGISTRY OF DEEDS
COUNTY OF _____
RECEIVED _____, 20____
AT _____ HRS. _____ MINS. _____ M.
AND RECORDED IN _____
PLAN BOOK (OR FILE NO.) _____, PAGE _____
ATTEST: _____
REGISTER



EXISTING RIGHT OF WAY REFERENCE:
PENOBSCOT COUNTY COMMISSIONERS RECORDS
VOLUME 1, PAGE 139, 1821
4 RODS WIDE (66 FT.)

CHECKED	JLH	CDP/GLL	P.N.S.	S.N.
TECH	JLH	C.D.P.	C.D.P.	
ITEM	EXISTING CONDITION PLAN	FINAL RIGHT OF WAY	AREAS	

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

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

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

STATE AID HIGHWAY NO. 4
PADDY HILL ROAD
MEDFORD PISCATAQUIS COUNTY
WORK IDENTIFICATION NO. (W.I.N.) 027222.00
Date: OCTOBER 2025
SCALE 1"= 25'
RIGHT-OF-WAY MAP
SHEET 1 OF 1
D.O.T FILE NO. 11-156

SHEET NUMBER
18
OF 18