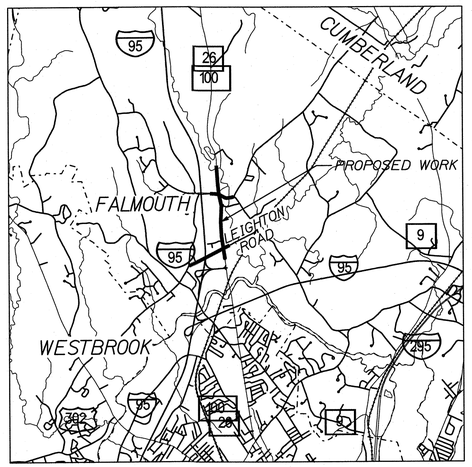
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FALMOUTH
CUMBERLAND COUNTY
ROUTE 100/26
STATE WIN 21784.00 & 21722.00
PROJECT LENGTH: 1.51 MILES
HIGHWAY RECONSTRUCTION / BRIDGE REHABILITATION



LOCATION MAP

2 0 1 2
Scale in Miles

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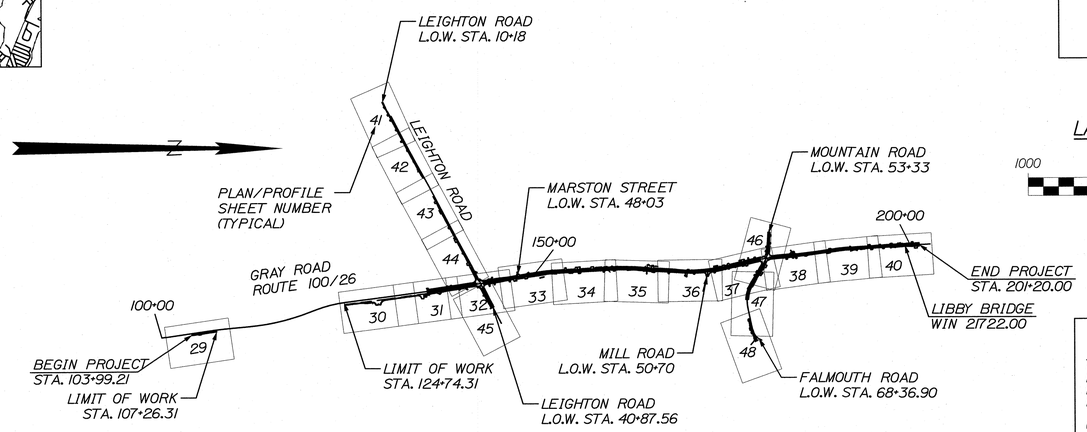


LAYOUT SCALE

1000 0 1000 2000
Scale in Feet

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
Ledge
Buildings
Trees — Conifer — Deciduous
Tree Line
Clearing Limit Line — CLL
Subsurface Boring
Proposed Test Pit — TP
Centerline-Existing
Centerline-Proposed — 10+00
Travelway-Existing
Travelway-Proposed
Railroad
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
Proposed San. Sewer Manhole
Existing San. Sewer
Proposed Natural Gas — G
Guardrail-Existing
Guardrail-Proposed
Guardrail-Cable, Other

TRAFFIC DATA

	RTE 100/26 SOUTH OF LEIGHTON RD	RTE 100/26 LEIGHTON RD TO FALMOUTH RD	RTE 100/26 NORTH OF FALMOUTH RD	MOUNTAIN RD	FALMOUTH RD	LEIGHTON RD WEST OF RTE 100/26	LEIGHTON RD EAST OF RTE 100/26
Current (2018) AADT	12,940	10,320	7700	3450	4640	4100	3930
Future (2038) AADT	15,530	12,380	9240	4140	5570	4920	4720
DHV - % of AADT	11%	11%	11%	12%	11%	13%	12%
Design Hour Volume	1739	1377	1039	493	597	653	549
% Heavy Trucks (AADT)	3%	4%	5%	3%	5%	3%	4%
% Heavy Trucks (DHV)	1%	1%	1%	2%	3%	1%	1%
Directional Distribution (DHV)	71%	73%	74%	73%	55%	57%	52%
18 kip Equivalent P 2.0	187	160	152	43	98	43	64
18 kip Equivalent P 2.5	178	152	145	41	93	41	61
Design Speed (mph)	35	35	35	35	35	30	35
Functional Class:	MINOR URBAN ARTERIAL	MINOR URBAN ARTERIAL	MINOR URBAN ARTERIAL	URBAN LOCAL ROAD	MAJOR URBAN COLLECTOR	MAJOR URBAN COLLECTOR	MAJOR URBAN COLLECTOR
Corridor Priority:	3	3	3	6	4	5	5

PROGRAM AREA: MULTIMODAL-LPA / BRIDGE
SCOPE OF WORK: HIGHWAY RECONSTRUCTION WITH LANDSCAPING, PUBLIC SANITARY SEWER, WATER, TRAFFIC SIGNALS, AND BRIDGE REHABILITATION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STATE OF MAINE — MARK J. DEBOWSKI — No. 10940 — LICENSED PROFESSIONAL ENGINEER

SIGNATURE
P.E. NUMBER 10940
DATE 10/23/2018

PROJECT INFORMATION

PROGRAM	MULTIMODAL LAP
PROJECT MANAGER	BRIAN KEEZER
DESIGNER	MARK DEBOWSKI
CONSULTANT	STANTEC
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

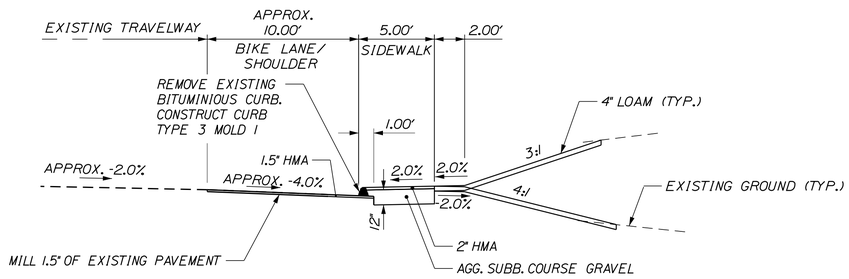
WIN 21784.00 & 21722.00

FALMOUTH
ROUTE 100/26

TITLE SHEET

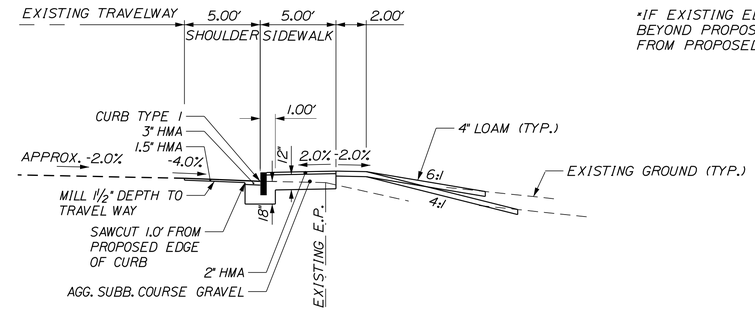
SHEET NUMBER
1
OF 276

Filename: ...\00\HIGHWAY\MSTA\001_Title.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



AGGREGATE SUBBASE COURSE GRAVEL
SIDEWALK 15.5 CY/100 LF
STATION TO STATION
103+99 TO 107+28 RT

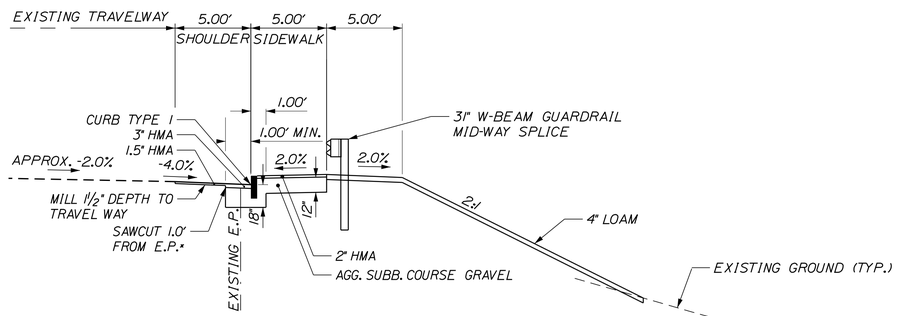
US ROUTE 100
TYPICAL SECTION



*IF EXISTING EDGE OF PAVEMENT EXTENDS BEYOND PROPOSED CURB LINE, SAW CUT 1' FROM PROPOSED CURB LINE.

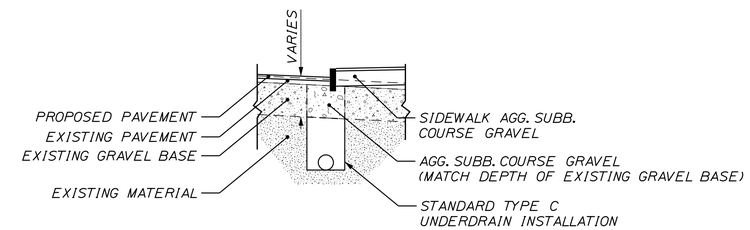
AGGREGATE SUBBASE COURSE GRAVEL
SIDEWALK 15.5 CY/100 LF
STATION TO STATION
133+60 TO 134+59 RT

US ROUTE 100
TYPICAL SECTION

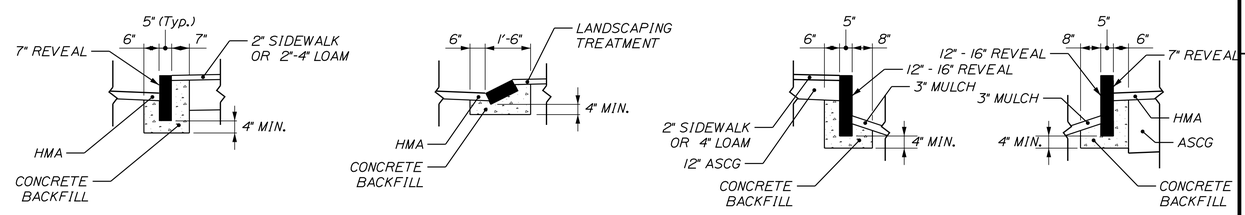


AGGREGATE SUBBASE COURSE GRAVEL
SIDEWALK 15.5 CY/100 LF
STATION TO STATION
124+74 TO 126+74 RT
129+00 TO 133+60 RT

US ROUTE 100
TYPICAL SECTION



TRENCH REPAIR DETAIL



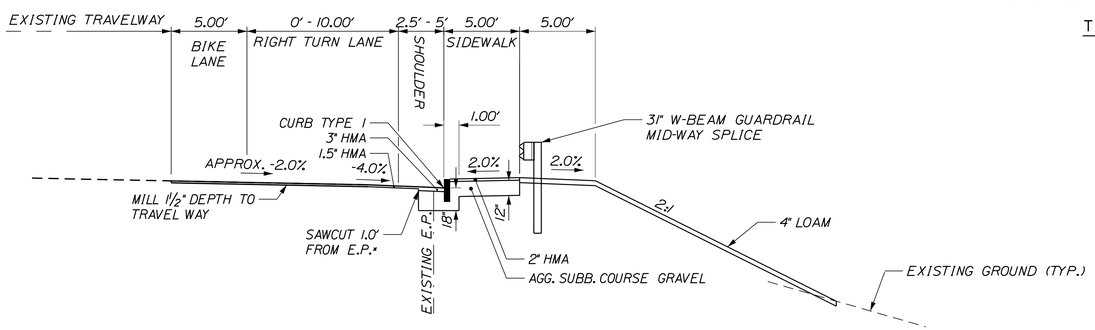
TYPE 1 CURB

TYPE 5 CURB

24" SPECIAL CURB
SIDEWALK SIDE

24" SPECIAL CURB
ROAD SIDE

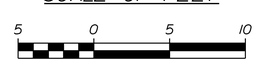
GRANITE CURB DETAILS



AGGREGATE SUBBASE COURSE GRAVEL
SIDEWALK 15.5 CY/100 LF
STATION TO STATION
126+74 TO 129+00 RT

US ROUTE 100
TYPICAL SECTION

SCALE OF FEET



NOTES:

1. THE PAVEMENT, BASE, AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS 4%, THE LOW SIDE SHOULDER'S PAVEMENT SHALL HAVE THE SAME CROSS SLOPE AS THE TRAVEL WAY.
3. WHEN TRAVEL WAY CROSS SLOPE IS 4% OR LESS THE ALGEBRAIC DIFFERENCE BETWEEN SHOULDER AND TRAVEL LANE CROSS SLOPES "ROLL-OVER" SHALL NOT EXCEED 6%. WHEN TRAVEL WAY CROSS SLOPE IS BETWEEN 4% AND 6% THE ALGEBRAIC DIFFERENCE BETWEEN SHOULDER AND TRAVEL LANE CROSS SLOPES "ROLL-OVER" SHALL NOT EXCEED 8%.
4. THE STATIONING IN THE TYPICAL SECTION TABLES IS APPROXIMATE.
5. HMA = HOT MIX ASPHALT
   ASCG = AGGREGATE SUBBASE COURSE GRAVEL
   PG = PROFILE GRADE
   ℄ = CONSTRUCTION CENTER LINE
6. 3:1 BACKSLOPE USED IN LAWN AREAS INSTEAD OF 2:1.
7. BACKSLOPE ROUNDING ACCORDING TO MAINEDOT STANDARD DETAIL 203(03).

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	----	----	----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	----	----	$revdate1$
REVISIONS 2	----	----	$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchanges$		$fielddate$

SIGNATURE

P.E. NUMBER

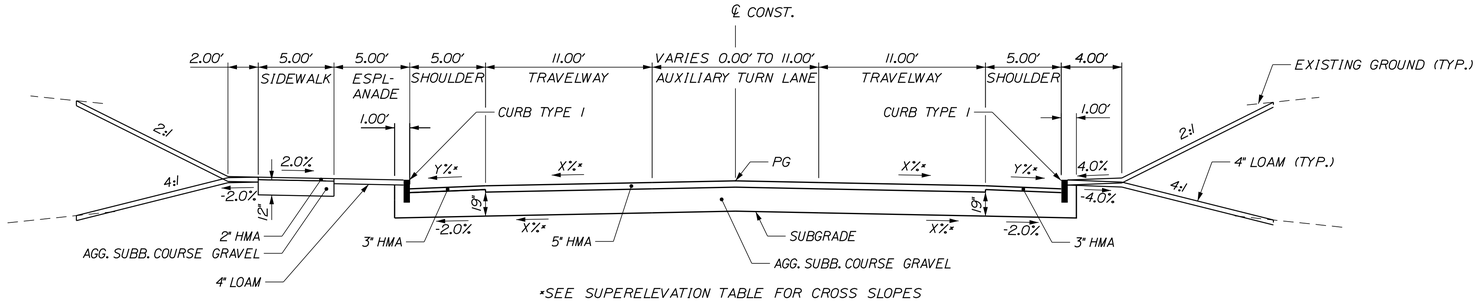
DATE

FALMOUTH
ROUTE 100\26

TYPICAL SECTIONS

SHEET NUMBER
2
OF 269

Filename: ...\MSTA\002_Typical Sections.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

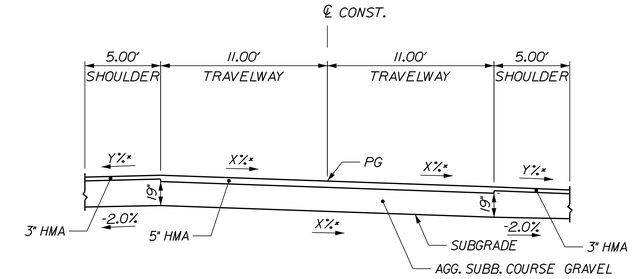


*SEE SUPERELEVATION TABLE FOR CROSS SLOPES

AGGREGATE SUBBASE COURSE GRAVEL		
LEFT SHOULDER 61.22 CY/100 LF	2 - 11 FT. TRAVEL LANES 122.23 CY/100 LF	RIGHT SHOULDER 61.22 CY/100 LF
STATION TO STATION		STATION TO STATION
144+00 TO 146+50 LT		144+00 TO 146+50 RT

US ROUTE 100
AUXILIARY LANE
TYPICAL SECTION

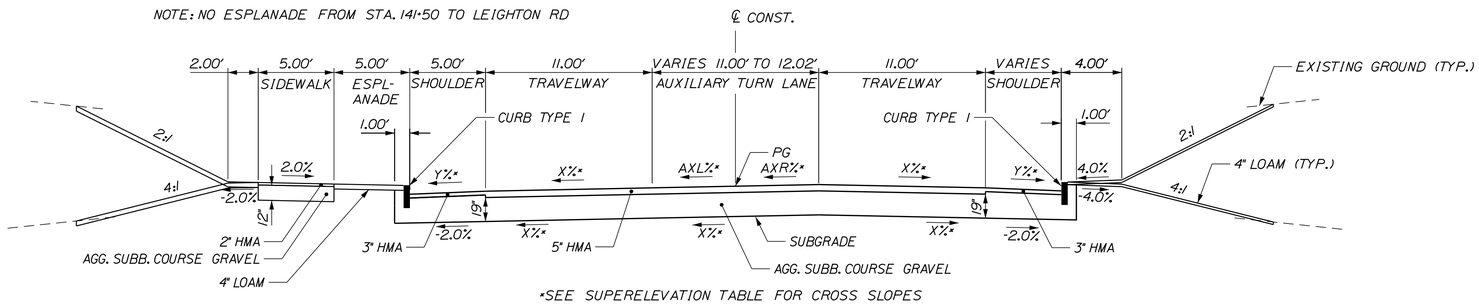
*IF EXISTING EDGE OF PAVEMENT EXTENDS BEYOND PROPOSED CURB LINE, SAW CUT 1′ FROM PROPOSED CURB LINE.



*SEE SUPERELEVATION TABLE FOR CROSS SLOPES

US ROUTE 100
SUPERELEVATED
TYPICAL SECTION

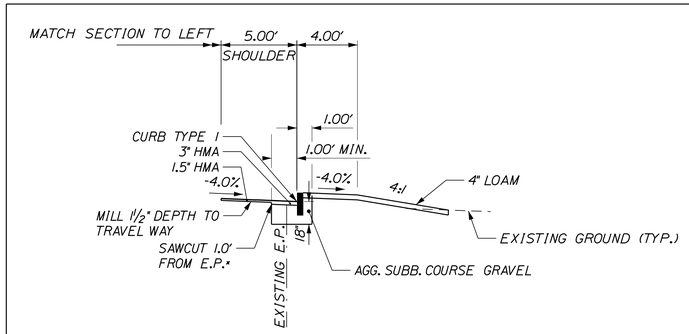
NOTE: NO ESPLANADE FROM STA. 141+50 TO LEIGHTON RD



*SEE SUPERELEVATION TABLE FOR CROSS SLOPES

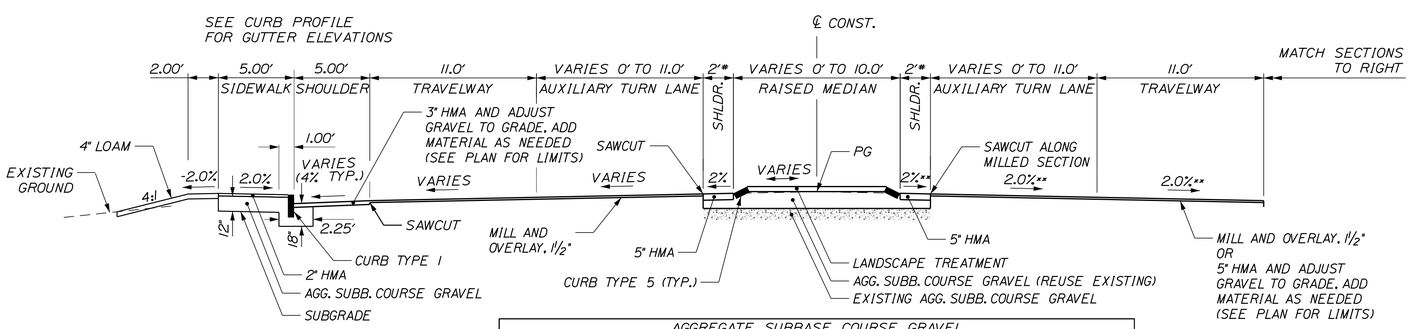
AGGREGATE SUBBASE COURSE GRAVEL		
LEFT SHOULDER 61.22 CY/100 LF	2 - 11 FT. TRAVEL LANES 122.23 CY/100 LF	RIGHT SHOULDER 61.22 CY/100 LF
STATION TO STATION		STATION TO STATION
141+50 TO 144+00 LT		141+50 TO 144+00 RT

US ROUTE 100
AUXILIARY LANE
TYPICAL SECTION



AGGREGATE SUBBASE COURSE GRAVEL
SIDEWALK VARIES CY/100 LF
STATION TO STATION
141+40 TO 141+50 RT

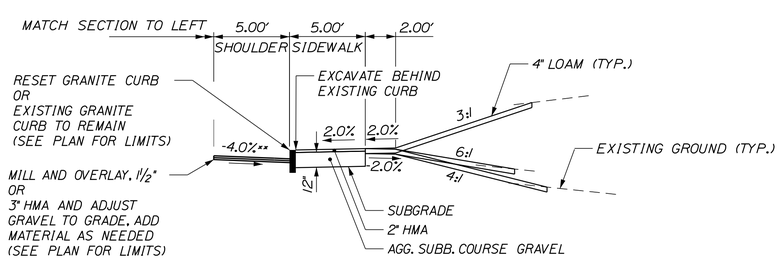
US ROUTE 100
TYPICAL SECTION



AGGREGATE SUBBASE COURSE GRAVEL
RAISED MEDIAN VARIES CY/100 LF

*THE 2′ SHOULDER IS PRESENT WHERE THE RAISED MEDIAN IS PRESENT
**CROSS SLOPE VARIES ALONG MILLED AND OVERLAYED SECTIONS

US ROUTE 100
AUXILIARY LANES AND RAISED MEDIAN
TYPICAL SECTION
STA. 135+70 TO 141+50



AGGREGATE SUBBASE COURSE GRAVEL
SIDEWALK 16.97 CY/100 LF
STATION TO STATION
135+64 TO 140+97 RT

US ROUTE 100
TYPICAL SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$design-detailed$	$detailer$	$prodate$
CHECKED-REVIEWED	----	----	----
DESIGN2-DETAILED2	$design2-detailed2$	$detailer2$	$prodate2$
DESIGN3-DETAILED3	$design3-detailed3$	$detailer3$	$prodate3$
REVISIONS 1	----	----	$revdate1$
REVISIONS 2	----	----	$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchanges$		$fielddate$

SIGNATURE

P.E. NUMBER

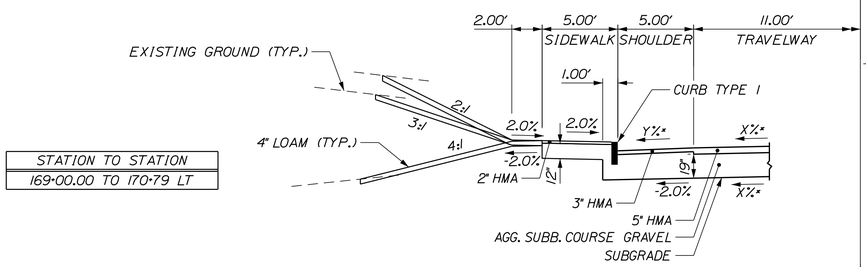
DATE

FALMOUTH
ROUTE 100\26

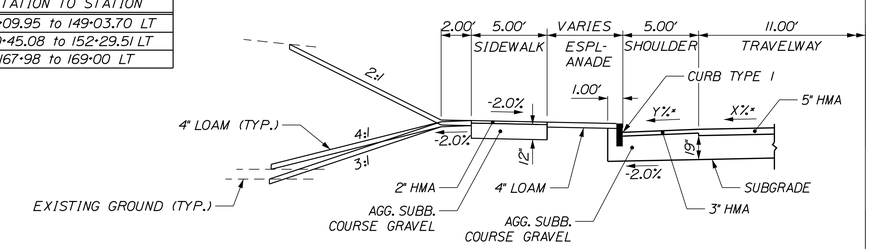
TYPICAL SECTIONS

SHEET NUMBER
3
OF 269

Filename: ...\MSTA\003_Typical Sections.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

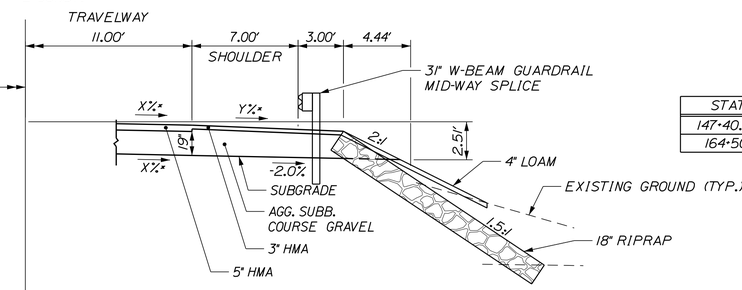


STATION TO STATION
169+00.00 TO 170+79 LT

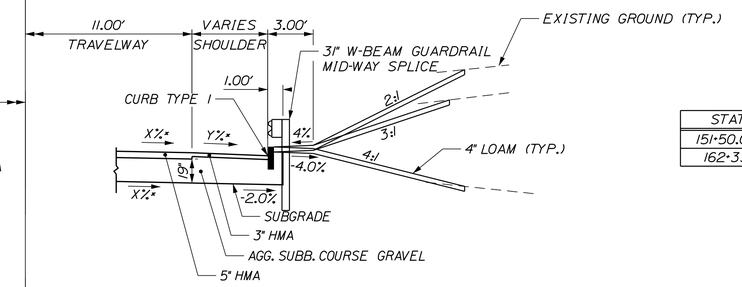


STATION TO STATION
148+09.95 to 149+03.70 LT
150+45.08 to 152+29.51 LT
167+98 to 169+00 LT

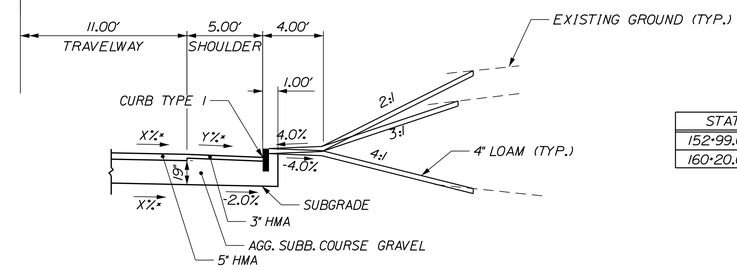
℄ CONST.



STATION TO STATION
147+40.10 to 152+40.75 RT
164+50 to 165+63.68 RT

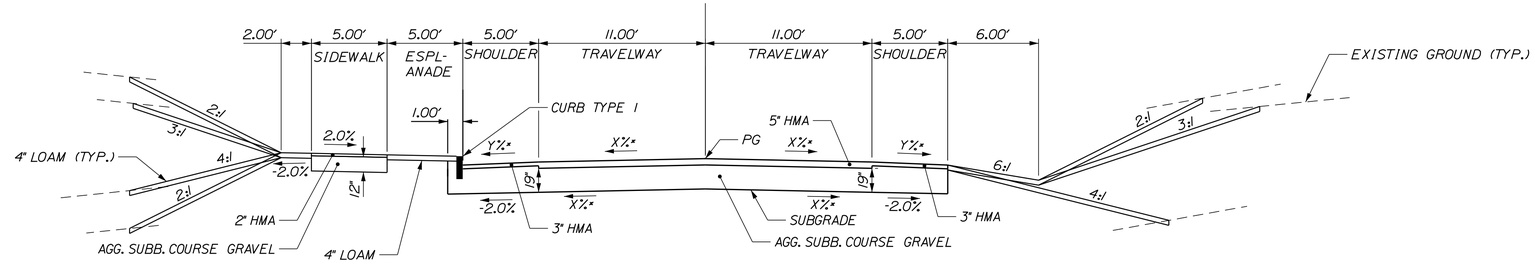


STATION TO STATION
151+50.00 to 152+99.00 RT
162+33.65 to 164+50 RT



STATION TO STATION
152+99.00 to 155+22.08 RT
160+20.00 to 162+33.65 RT

℄ CONST.



AGGREGATE SUBBASE COURSE GRAVEL		
SHOULDER W/SIDEWALK	2 - 11 FT. TRAVEL LANES 122.23 CY/100 LF	OPEN
STATION TO STATION		STATION TO STATION
146+50.00 to 148+09.95 LT		146+50.00 to 147+40.10 RT
149+03.70 to 150+45.08 LT		152+40.75 to 152+99.00 RT
152+29.51 to 167+98.00 LT		155+22.08 to 160+20.00 RT

*SEE SUPERELEVATION TABLE FOR CROSS SLOPES

US ROUTE 100
TYPICAL SECTION

SCALE OF FEET

5 0 5 10

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HIGHWAY PLANS

WIN 21784.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	-----	-----	$revdate1$
REVISIONS 2	-----	-----	$revdate2$
REVISIONS 3	$revision3$	-----	$revdate3$
REVISIONS 4	$revision4$	-----	$revdate4$
FIELD CHANGES	$fieldchange$	-----	$fielddate$

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100\26

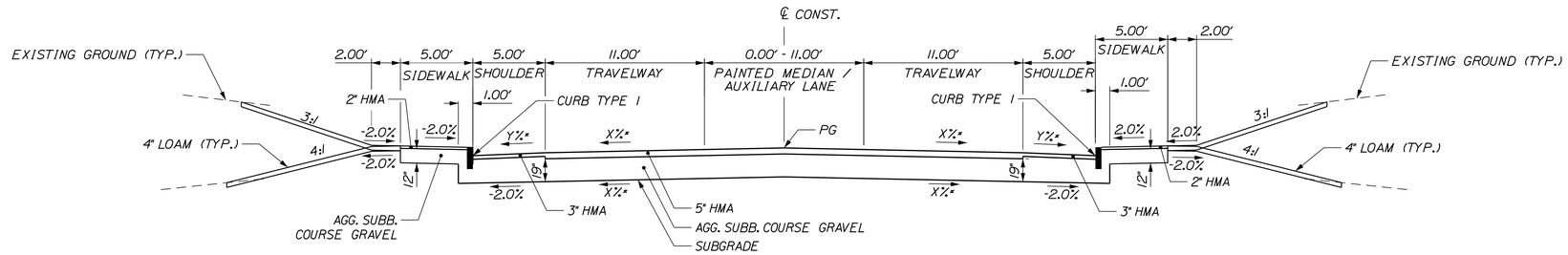
TYPICAL SECTIONS

SHEET NUMBER

4

OF 269

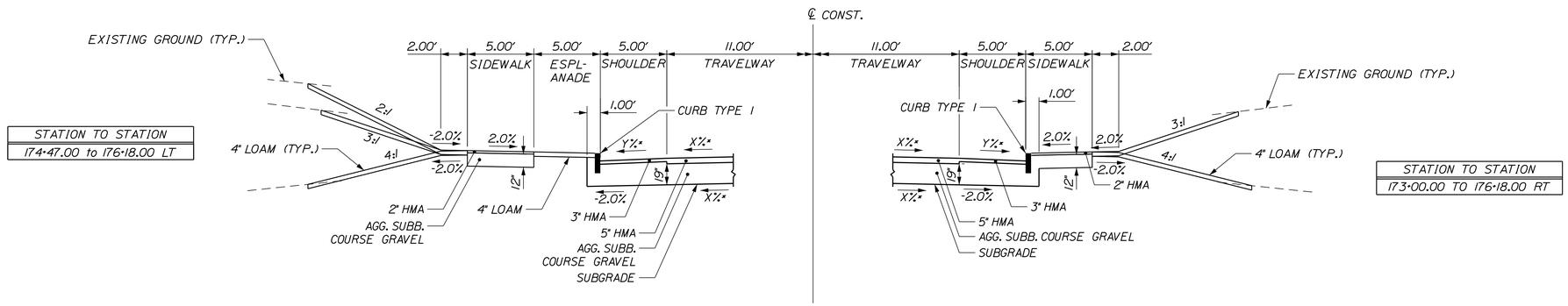
Filename: ...\MSTA\004_Typical Sections.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

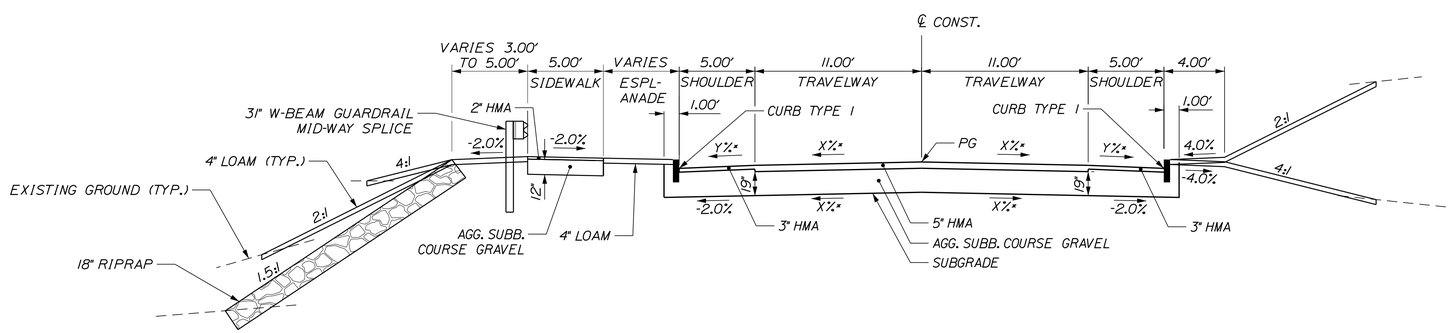


AGGREGATE SUBBASE COURSE GRAVEL		
LEFT SHOULDER 37.70 CY/100 LF	3 - 11 FT. TRAVEL LANES 193.52 CY/100 LF	RIGHT SHOULDER 37.70 CY/100 LF
STATION TO STATION		STATION TO STATION
176+18.00 to 180+23 LT		176+18.00 to 180+23.00 RT

*SEE SUPERELEVATION TABLE FOR CROSS SLOPES

US ROUTE 100
TYPICAL SECTION





AGGREGATE SUBBASE COURSE GRAVEL		
SIDEWALK W/GUARDRAIL	2 - 11 FT. TRAVEL LANES 122.23 CY/100 LF	SHOULDER W/CURB
STATION TO STATION		STATION TO STATION
170+79.00 to 174+47.00 LT		165+63.68 to 173+00.00 RT

*SEE SUPERELEVATION TABLE FOR CROSS SLOPES

US ROUTE 100
TYPICAL SECTION

SCALE OF FEET

5 0 5 10

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	----	----	----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	----	----	$revdate1$
REVISIONS 2	----	----	$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchanges$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100\26

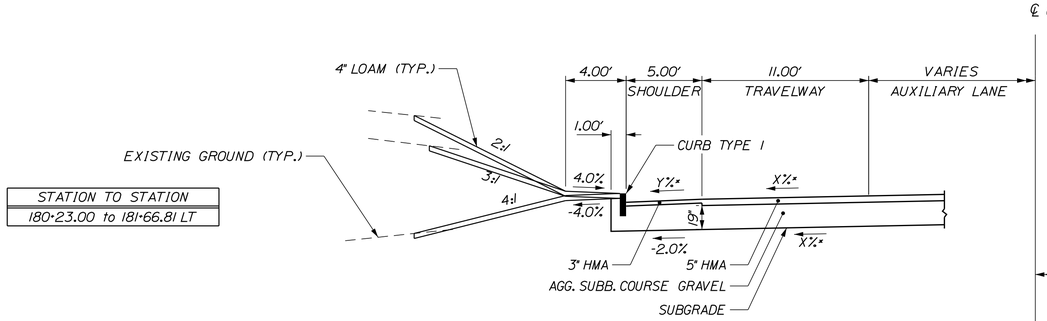
TYPICAL SECTIONS

SHEET NUMBER

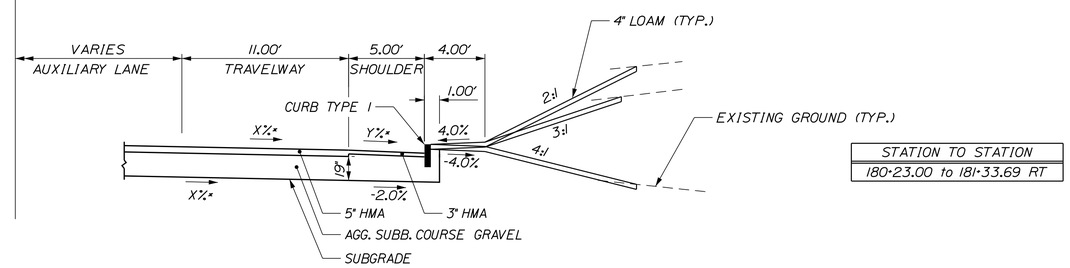
5

OF 269

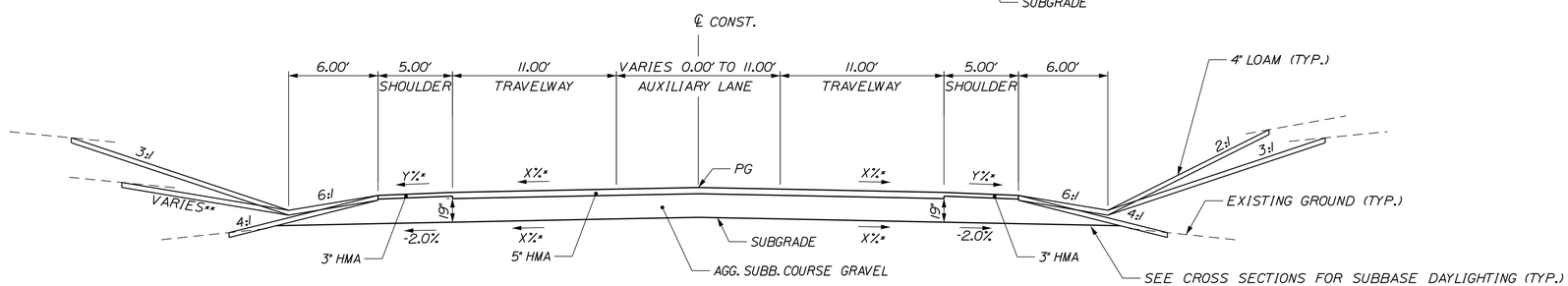
Filename: ...\MSTA\005_Typical Sections.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



STATION TO STATION
180+23.00 to 181+66.81 LT



STATION TO STATION
180+23.00 to 181+33.69 RT



AGGREGATE SUBBASE COURSE GRAVEL		
LEFT SHOULDER 61.22 CY/100 LF	2 - 11 FT. TRAVEL LANES 122.23 CY/100 LF	RIGHT SHOULDER 61.22 CY/100 LF
STATION TO STATION		STATION TO STATION
181+66.81 to 185+30.00 LT		181+33.69 to 184+65.00 RT

*SEE SUPERELEVATION TABLE FOR CROSS SLOPES
**SEE CROSS-SECTIONS FOR BACKSLOPES

US ROUTE 100
TYPICAL SECTION

SCALE OF FEET

5 0 5 10

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	-----		$revdate1$
REVISIONS 2	-----		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fieldate$

SIGNATURE
P.E. NUMBER
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

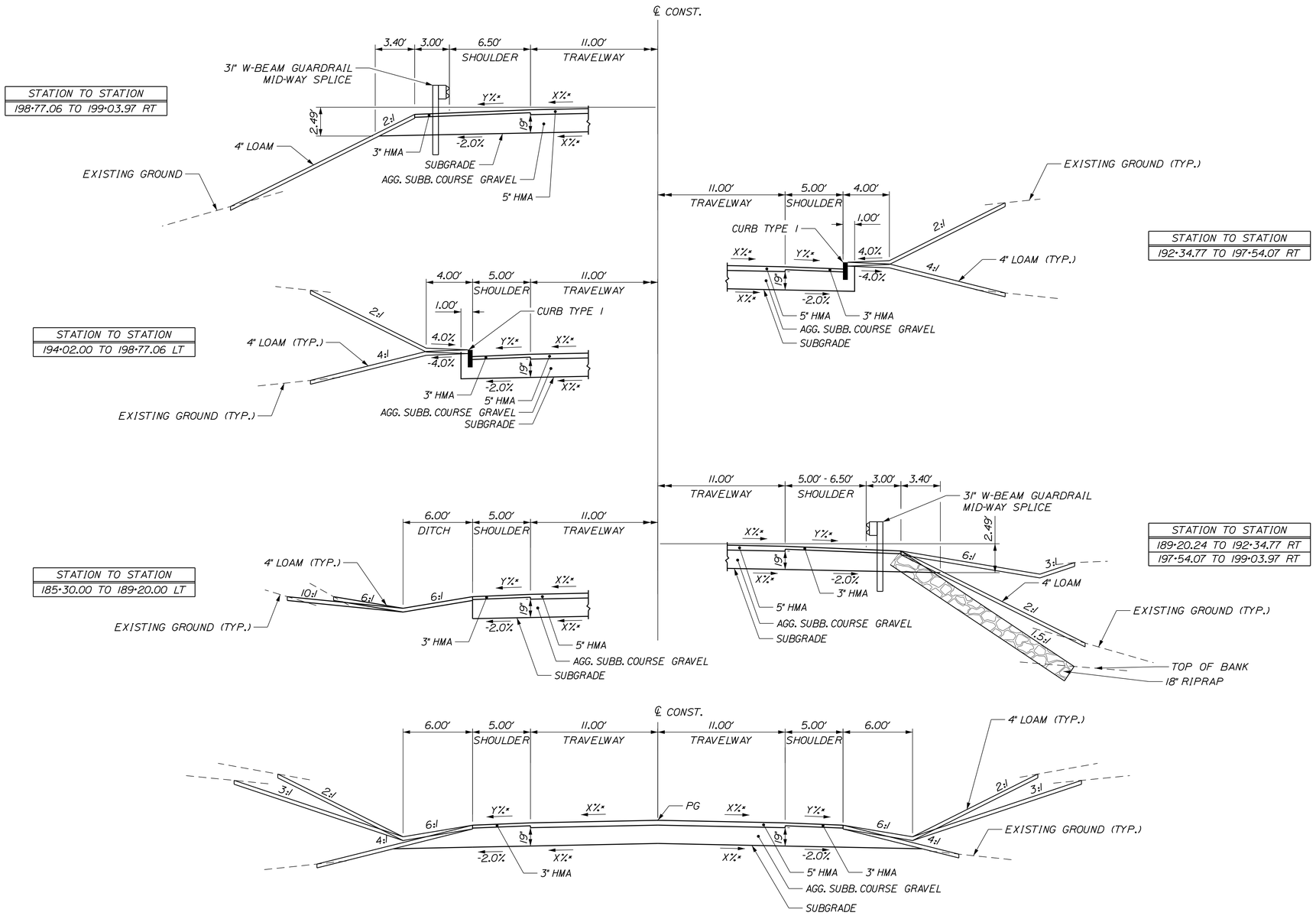
HIGHWAY PLANS

FALMOUTH
ROUTE 100\26

TYPICAL SECTIONS

SHEET NUMBER
6
OF 269

Filename: ...\MSTA\006_Typical Sections.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



AGGREGATE SUBBASE COURSE GRAVEL		
SHOULDER	2 - 11 FT. TRAVEL LANES 122.23 CY/100 LF	SHOULDER
STATION TO STATION		STATION TO STATION
189+20.00 TO 194+02.00 LT		185+30.00 to 189+20.24 RT

* SEE SUPERELEVATION TABLE FOR CROSS SLOPES

US ROUTE 100
CURBED AND GUARDRAIL TYPICAL SECTION

SCALE OF FEET

5 0 5 10

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

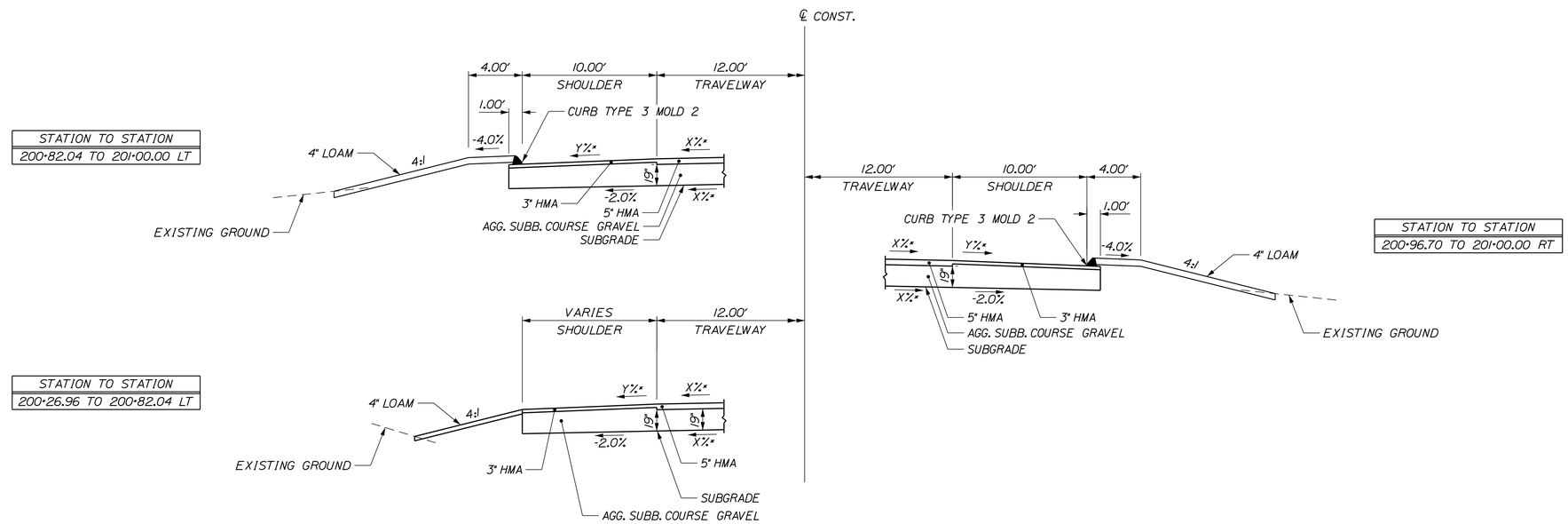
PROJ. MANAGER	$PROJMANAGER$	BY	DATE	
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$	SIGNATURE
CHECKED-REVIEWED	-----	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$	
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$	P.E. NUMBER
REVISIONS 1	-----	-----	$revdate1$	
REVISIONS 2	-----	-----	$revdate2$	
REVISIONS 3	$revision3$		$revdate3$	DATE
REVISIONS 4	$revision4$		$revdate4$	
FIELD CHANGES	$fieldchanges$		$fielddate$	

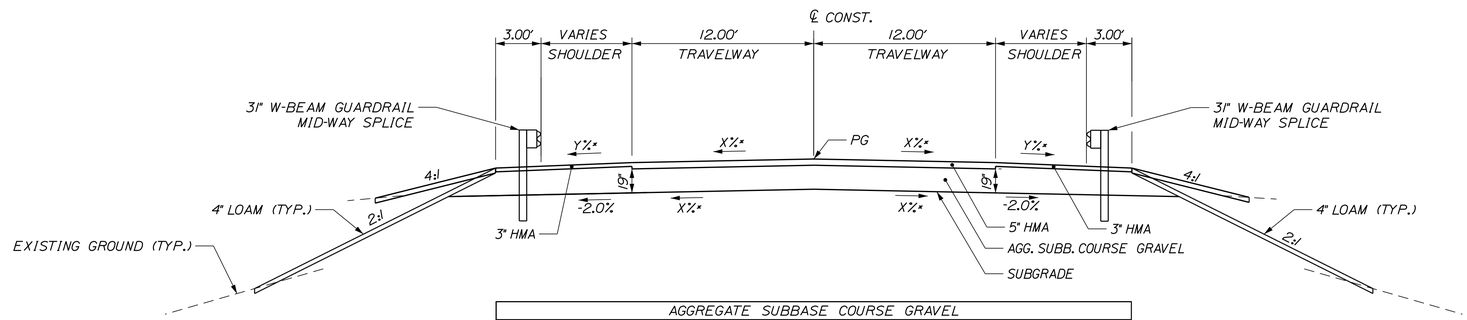
FALMOUTH
ROUTE 100\26

TYPICAL SECTIONS

SHEET NUMBER
7
OF 269

Filename: ...\MSTA\007_Typical Sections.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

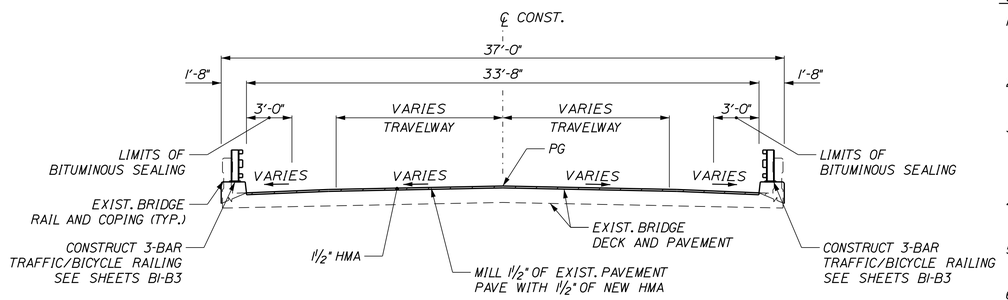




AGGREGATE SUBBASE COURSE GRAVEL		
SHOULDER	2 - 11 FT. TRAVEL LANES 122.23 CY/100 LF	SHOULDER
STATION TO STATION		STATION TO STATION
199+53.42 TO 200+26.96 LT		199+53.42 to 200+96.70 RT

* SEE SUPERELEVATION TABLE FOR CROSS SLOPES

US ROUTE 100
CURBED AND GUARDRAIL TYPICAL SECTION



US ROUTE 100
LIBBY BRIDGE TYPICAL SECTION
WIN 021722.00
199+03.97 TO 199+53.42

SCALE OF FEET

5 0 5 10

WIN 021722.00 NOTES

1. REMOVE 1 1/2" OF BITUMINOUS WEARING SURFACE STARTING AT STATION 199+03.97 TO 199+53.42. ROAD WIDTH VARIES ON APPROACHES. NEW PAVEMENT MUST MATCH EXISTING WIDTH OF ROAD.
2. APPLY BITUMINOUS TACK COAT TO MILLED PAVEMENT PRIOR TO PAVING WEARING SURFACE APPROACHES.
3. PAVE 1 1/2" OF ITEM 403.208 12.5 MM HMA OVER THE AREA OF WEARING SURFACE AND APPROACHES THAT WERE MILLED. BUTT JOINTS ON APPROACHES WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 202.202 PAVEMENT REMOVAL ITEM.
4. APPLY ITEM 612.06 BITUMINOUS SEALING - BLACK, AND EXTEND OUT 3' FROM CURB.
5. THE CONTRACTOR WILL BE REQUIRED TO PAINT TEMPORARY STRIPING THE DAY AFTER PAVING.
6. THE CONTRACTOR WILL PLACE A DOUBLE STRIPE OF 4" YELLOW PAINTED PAVEMENT MARKING LINE ON CENTERLINE OF BRIDGE AND 4" WHITE PAINTED PAVEMENT MARKING LINE ON EDGES OF TRAVEL LANES ON BOTH SIDES OF BRIDGE.
7. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE ALL TRAFFIC CONTROL DEVICES, FLAGGERS, SIGNS, CONES AND THE MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00 HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	------	------	$revdate1$
REVISIONS 2	------	------	$revdate2$
REVISIONS 3	$revision3$	$revdate3$	$revdate3$
REVISIONS 4	$revision4$	$revdate4$	$revdate4$
FIELD CHANGES	$fieldchange$	$fieldate$	$fieldate$

SIGNATURE
P.E. NUMBER
DATE

FALMOUTH
ROUTE 100\26

TYPICAL SECTIONS

SHEET NUMBER
8
OF 269

Filename: ...\MSTA\008_Typical Sections.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

US ROUTE 100 - SUPERELEVATION TABLE

LT. SHLDR	TRAVELWAY	AUX LANE LT.	STATION	AUX LANE RT.	TRAVELWAY	RT. SHLDR
-5.0 (EX.)	-3.6 (EX.)	-3.2 (EX.)	141+50	2.9 (EX.)	-4.2 (EX.)	-5.0 (EX.)
-4.0	-2.0	-2.0	142+00	2.0	-2.0	-4.0
−0.43	0.14	0.14	142+50	0.14	-2.0	−2.57
1.0	1.0	1.0	142+70	1.0	-2.0	−2.0
			TO			
1.0	1.0	1.0	143+00	1.0	-2.0	−2.0
−2.57	-1.14	-1.14	143+50	-1.14	-2.0	−3.43
-4.0	-2.0	-2.0	143+70	-2.0	-2.0	−4.0
			TO			
-4.0	-2.0	-2.0	146+50	-2.0	-2.0	−4.0

US ROUTE 100 - SUPERELEVATION TABLE

LT. SHOULDER	TRAVELWAY	STATION	TRAVELWAY	RT. SHOULDER
-4.0	-2.0	146+50	-2.0	-4.0
		TO		
-4.0	-2.0	149+50	-2.0	-4.0
-4.0	-0.6	150+00	-2.0	-4.0
−4.0	0.8	150+50	-2.0	−4.0
−4.0	2.0	150+92.86	-2.0	−4.0
-3.8	2.2	151+00	-2.2	−4.0
		TO		
-3.8	2.2	152+50	-2.2	−4.0
-4.0	2.0	152+59.52	-2.0	−4.0
-4.0	1.15	153+00	-2.0	−4.0
-4.0	0.1	153+50	-2.0	−4.0
-4.0	-0.95	154+00	-2.0	-4.0
−4.0	-2.0	154+50	-2.0	−4.0
		TO		
−4.0	−2.0	159+00	-2.0	−4.0
−4.0	-0.88	159+50	-2.0	−4.0
−4.0	0.25	160+00	-2.0	-4.0
−4.0	1.38	160+50	-2.0	−4.0
−4.0	2.0	160+77.78	-2.0	−4.0
-3.5	2.5	161+00	-2.5	−4.0
		TO		
-3.5	2.5	163+00	-2.5	−4.0
-4.0	2.0	163+22.22	-2.0	-4.0
−4.0	1.38	163+50	-2.0	−4.0
−4.0	0.25	164+00	-2.0	-4.0
−4.0	-0.88	164+50	-2.0	-4.0
−4.0	-2.0	165+00	-2.0	−4.0
		TO		
−4.0	-2.0	168+50	-2.0	−4.0
−4.0	-2.0	169+00	-0.7	−4.0
−4.0	-2.0	169+50	0.6	−4.0
-4.0	-2.0	170+00	1.9	-4.0
-4.0	-2.0	170+03.85	2.0	-4.0
−4.0	-3.2	170+50	3.2	-2.8
		TO		
−4.0	-3.2	174+50	3.2	-2.8
−4.0	-2.61	175+00	2.61	−3.4
−4.0	-2.02	175+50	2.02	−4.0
−4.0	-2.00	175+51.69	2.00	−4.0
−4.0	-1.43	176+00	1.43	−4.0
−4.0	-0.84	176+50	0.84	-4.0
−4.0	-0.25	177+00	0.25	-4.0
−4.0	0.00	177+21.19	0.00	-4.0
−4.0	0.34	177+50	-0.34	-4.0
−4.0	0.93	178+00	-0.93	-4.0
−4.0	1.52	178+50	-1.52	-4.0
−4.0	2.00	178+90.68	-2.00	-4.0
-3.9	2.11	179+00	-2.11	-4.0
-3.3	2.70	179+50	-2.70	−4.0
-0.3	2.7	180+00	-2.7	-2.7
2.7	2.7	180+50	-2.7	-2.7

US ROUTE 100 - SUPERELEVATION TABLE

LT. SHOULDER	TRAVELWAY	STATION	TRAVELWAY	RT. SHOULDER
		TO		
2.7	2.7	181+50	-2.7	-2.7
-0.7	2.7	182+00	-2.7	-4.0
−4.0	2.0	182+44.68	-2.0	−4.0
−4.0	1.92	182+50	-2.0	−4.0
−4.0	1.13	183+00	-2.0	−4.0
−4.0	0.35	183+50	-2.0	−4.0
-4.0	-0.43	184+00	-2.0	−4.0
-4.0	-1.22	184+50	-2.0	−4.0
−4.0	-2.0	185+00	-2.0	−4.0
		TO		
-4.0	-2.0	201+00	-2.0	-4.0

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CARRELL		
DESIGN-DETAILED	M. DEBOWSKI		
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100\26

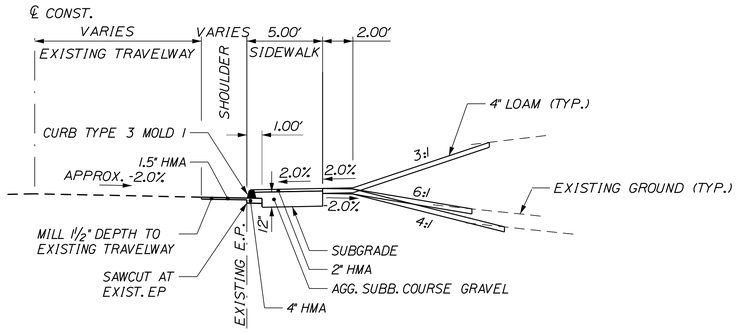
TYPICAL SECTIONS

SHEET NUMBER

9

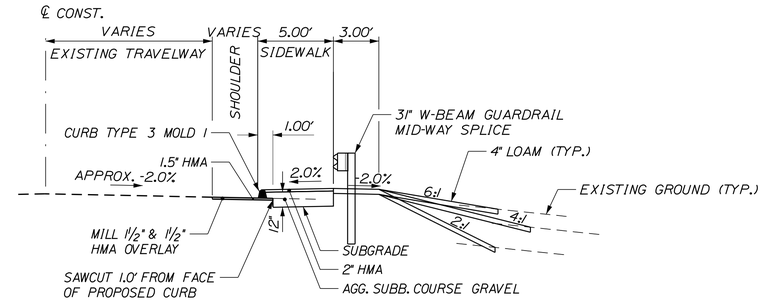
OF 269

Filename: ...\MSTA\009_Typical_Sections.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



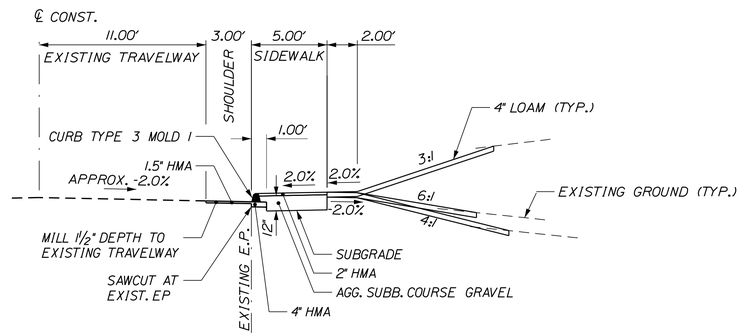
STATION TO STATION
10+19.28 TO 11+07.39 RT

LEIGHTON ROAD
TYPICAL SECTION



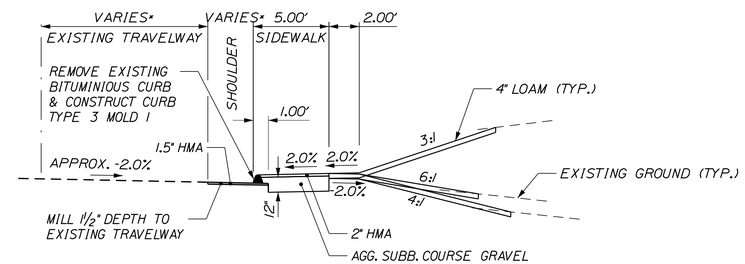
STATION TO STATION
24+30.00 TO 24+97.93 RT

LEIGHTON ROAD
TYPICAL SECTION



STATION TO STATION
11+07.39 TO 20+45.01 RT

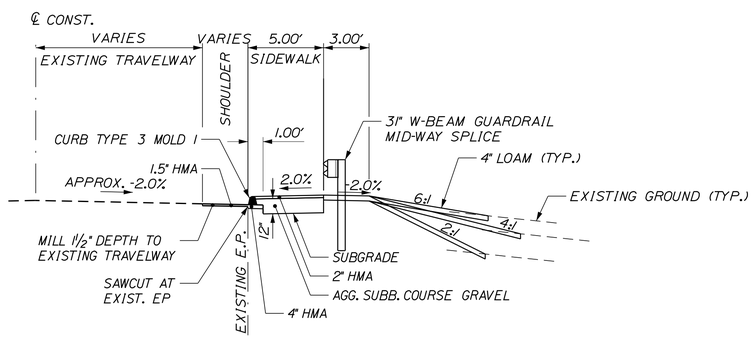
LEIGHTON ROAD
TYPICAL SECTION



*THE TRAVELWAY AND SHOULDER WIDTHS VARY TO MATCH THE EXISTING CONDITIONS. THE PROPOSED CURB LOCATION IS TO BE IN THE VICNITY OF THE EXISTING BITUMINOUS CURB. SEE PLAN SHEETS AND CROSS SECTIONS FOR TRAVELWAY AND SHOULDER WIDTHS.

STATION TO STATION
24+97.93 TO 33+33.00 RT

LEIGHTON ROAD
TYPICAL SECTION



STATION TO STATION
20+45.01 TO 21+53.54 RT

LEIGHTON ROAD
TYPICAL SECTION

NOTE:

1. SHOULDER CROSS-SLOPE VARIES. IN LOCATIONS WHERE 3" HMA IS TO BE PLACED, MATCH EXISTING SHOULDER CROSS-SLOPE.
2. LEIGHTON ROAD IS NORMAL CROWN WITHIN THE PROJECT LIMITS.
3. ROADWAY MILLING TO INCLUDE REMOVAL OF EXISTING PAINTED WHITE LINE.

SCALE OF FEET

5 0 5 10

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	$PROJMANAGER$		
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	-----		$revdate1$
REVISIONS 2	-----		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

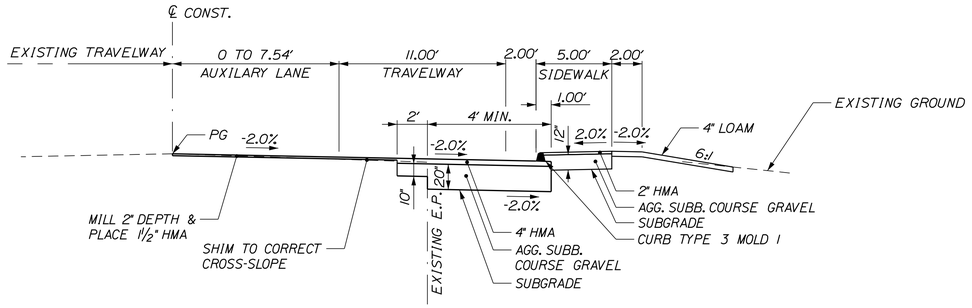
DATE

FALMOUTH
ROUTE 100\26

TYPICAL SECTIONS

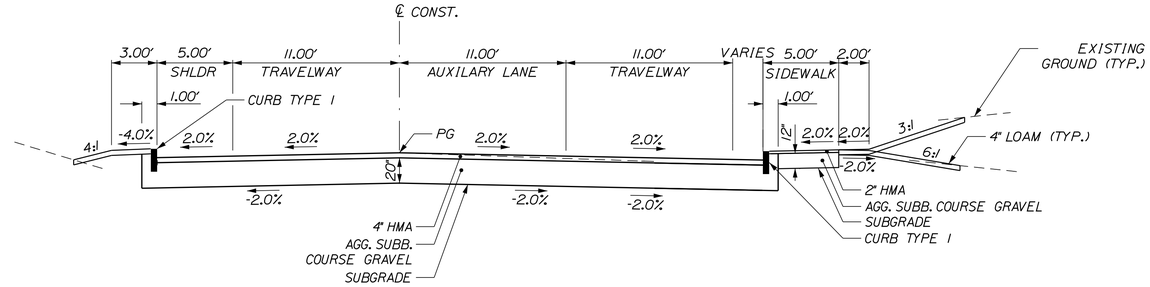
SHEET NUMBER
10
OF 269

Filename: ...\MSTA\010_Typical Sections.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



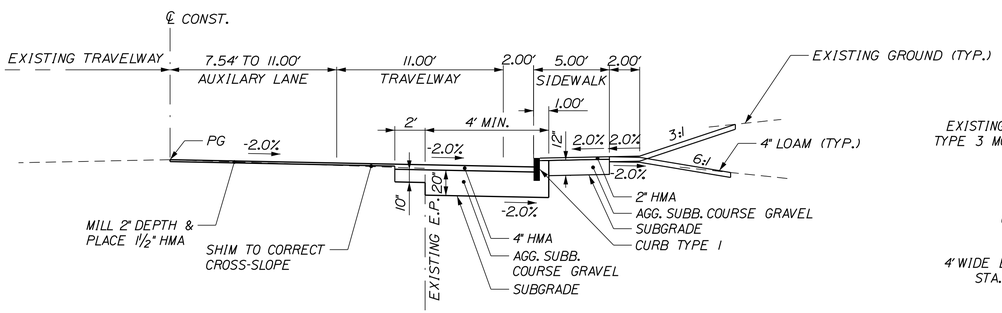
STATION TO STATION
33+33.00 TO 34+46.14

LEIGHTON ROAD
TYPICAL SECTION



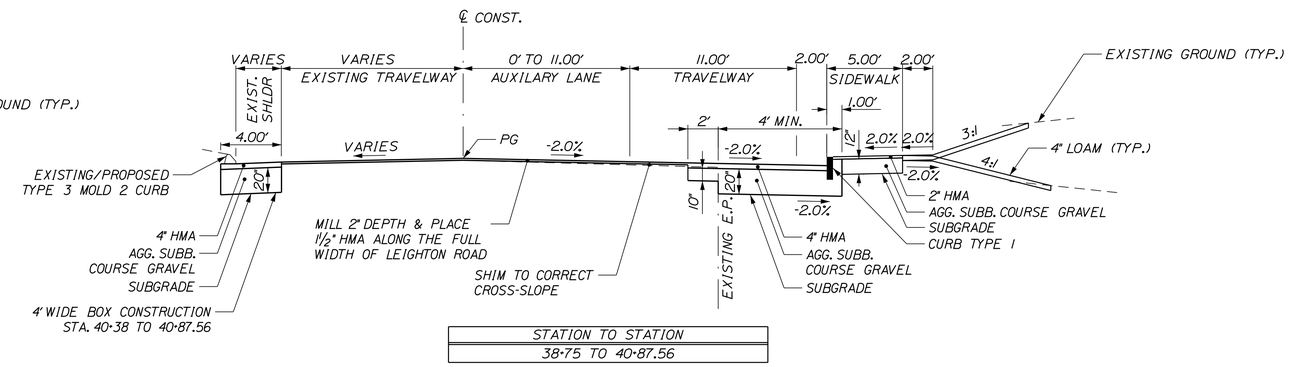
STATION TO STATION
ROUTE 100 TO 38+75

LEIGHTON ROAD
TYPICAL SECTION



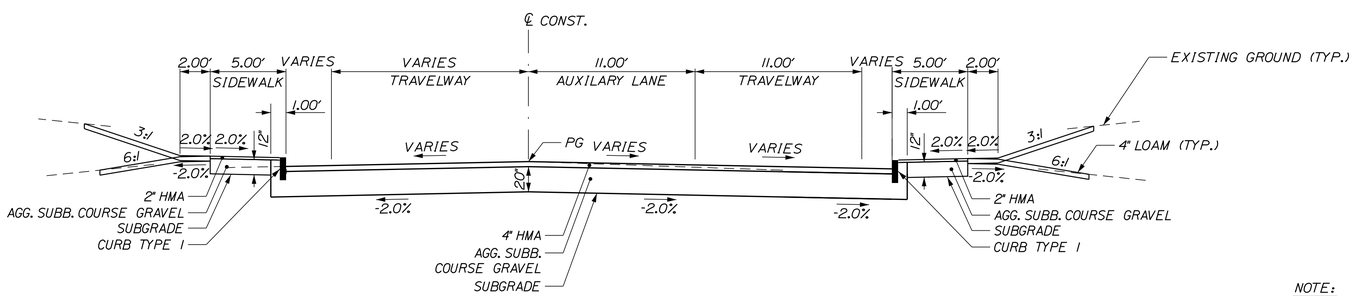
STATION TO STATION
34+46.14 TO 36+75

LEIGHTON ROAD
TYPICAL SECTION



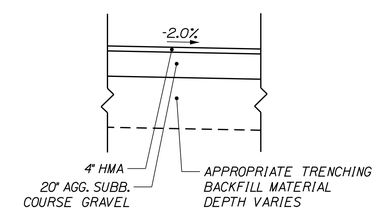
STATION TO STATION
38+75 TO 40+87.56

LEIGHTON ROAD
TYPICAL SECTION



STATION TO STATION
36+75 TO ROUTE 100

LEIGHTON ROAD
TYPICAL SECTION



LEIGHTON ROAD
TRENCHING REPAIR DETAIL

NOTE:

1. SHOULDER CROSS-SLOPE VARIES. IN LOCATIONS WHERE 3" HMA IS TO BE PLACED, MATCH EXISTING SHOULDER CROSS-SLOPE.
2. LEIGHTON ROAD IS NORMAL CROWN WITHIN THE PROJECT LIMITS.

SCALE OF FEET

5 0 5 10

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	-----	-----	$revdate1$
REVISIONS 2	-----	-----	$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchanges$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100\26

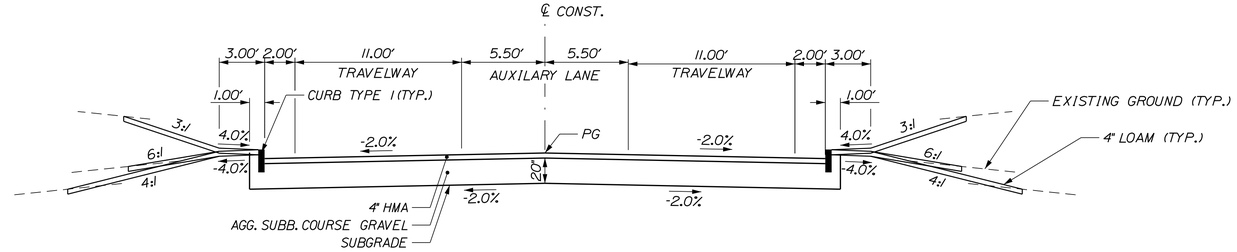
TYPICAL SECTIONS

SHEET NUMBER

11

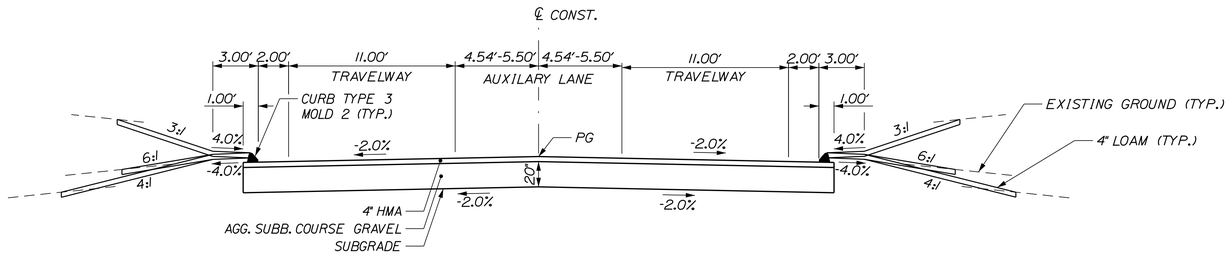
OF 269

Filename: ...\MSTA\011_Typical Sections.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



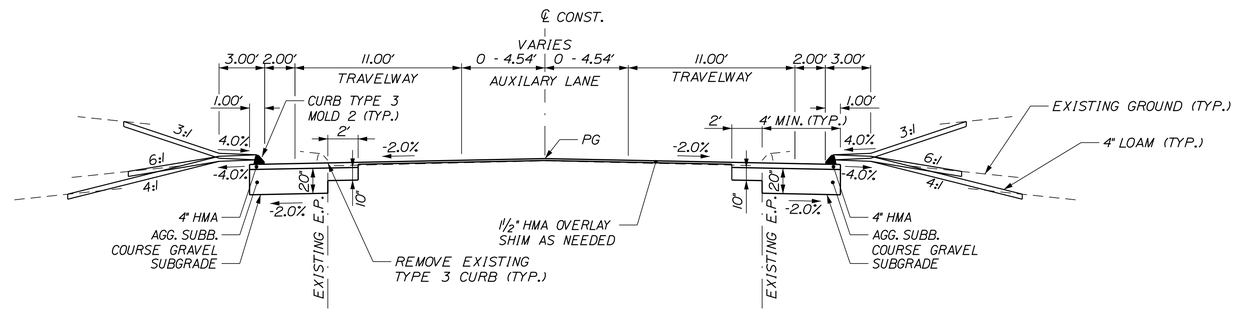
AGGREGATE SUBBASE COURSE GRAVEL
3 - 11 FT. LANES & 2 - 2 FT. SHLDR. 312.85 CY/100 LF STATION TO STATION
55+82.14 TO ROUTE 100

MOUNTAIN ROAD
TYPICAL SECTION



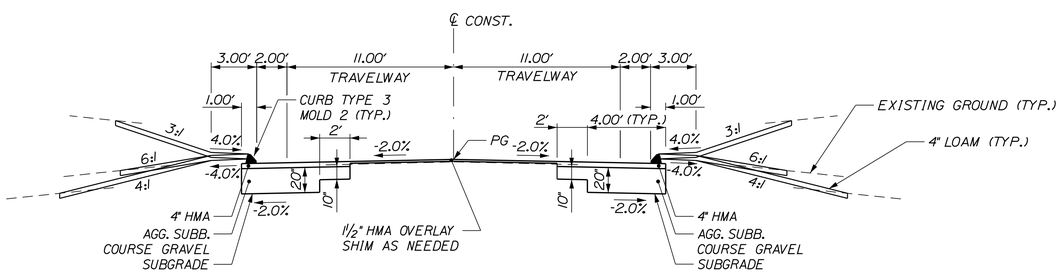
AGGREGATE SUBBASE COURSE GRAVEL
3 - 11 FT. LANES & 2 - 2 FT. SHLDR. 312.85 CY/100 LF STATION TO STATION
55+50.00 TO 55+82.14

MOUNTAIN ROAD
TYPICAL SECTION



STATION TO STATION
54+55 TO 55+50

MOUNTAIN ROAD
TYPICAL SECTION



STATION TO STATION
53+50 TO 54+55

MOUNTAIN ROAD
TYPICAL SECTION

NOTE:

IN LOCATIONS OF BOX WIDENING, BEGIN BOX WIDENING AT EXISTING EDGE OF PAVEMENT IF BOX WIDTH EXCEEDS 4'. OTHERWISE BEGIN BOX WIDENING 3' FROM PROPOSED CURB LINE.

SCALE OF FEET

5 0 5 10

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	$PROJMANAGER$		
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	-----	-----	$revdate1$
REVISIONS 2	$revision2$	-----	$revdate2$
REVISIONS 3	$revision3$	-----	$revdate3$
REVISIONS 4	$revision4$	-----	$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100\26

TYPICAL SECTIONS

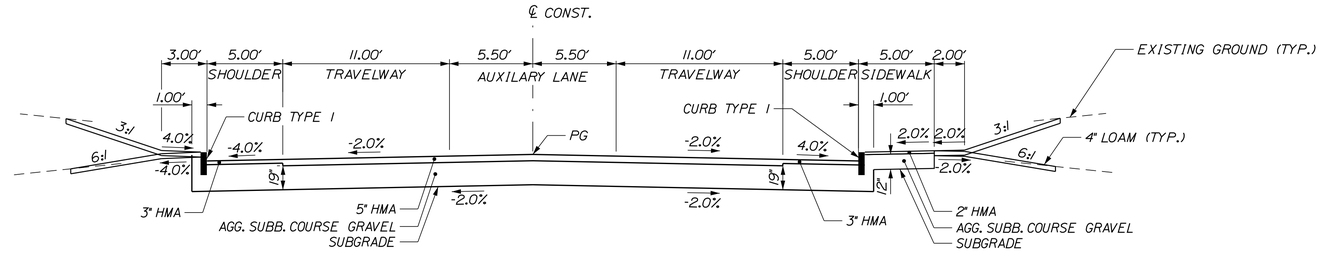
SHEET NUMBER

12

OF 269

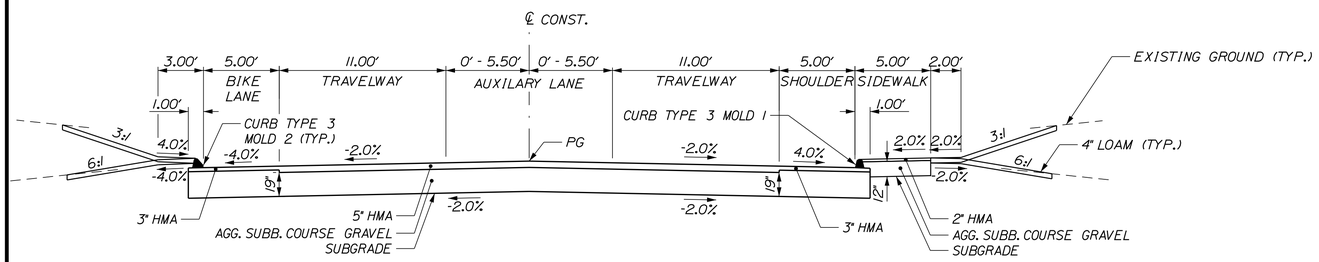
Filename: ...\MSTA\012_Typical Sections.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

FALMOUTH ROAD - SUPERELEVATION TABLE				
LT. SHOULDER	TRAVELWAY	STATION	TRAVELWAY	RT. SHOULDER
-4.0	-2.0	ROUTE 100	-2.0	-4.0
		TO		
-4.0	-2.0	59+75	-2.0	-4.0
-4.0	-2.0	60+00	-1.2	-4.0
-4.0	-2.0	60+50	0.4	-4.0
-4.0	-2.0	61+00	2.0	-4.0
-4.0	-2.0	61+50	3.0	2.0



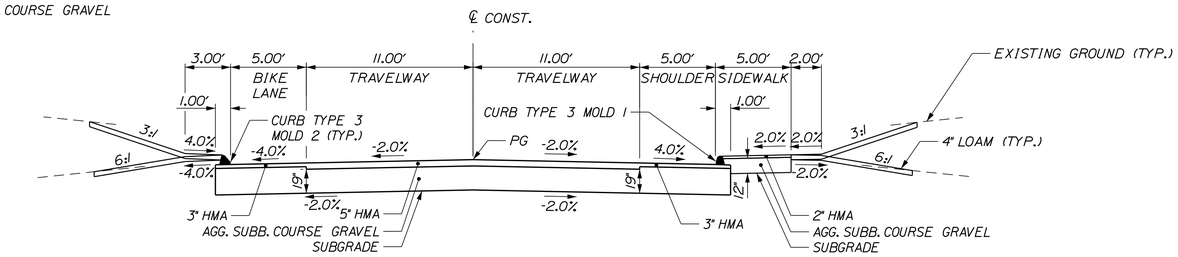
STATION TO STATION
ROUTE 100 TO 57+90.72

FALMOUTH ROAD WITH AUXILARY LANE
TYPICAL SECTION



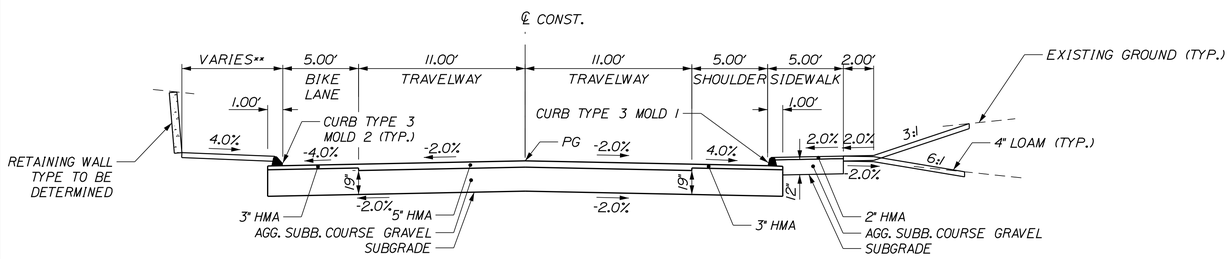
STATION TO STATION
57+90.72 TO 59+55.00

FALMOUTH ROAD WITH AUXILARY LANE
TYPICAL SECTION



STATION TO STATION
59+55.00 TO 59+75.00

FALMOUTH ROAD
TYPICAL SECTION



* SEE SUPERELEVATION TABLE FOR CROSS SLOPES

** LOCATION OF RETAINING WALL IS DEFINED BY THE SIGHTLINE FOR THE HORIZONTAL CURVE.

STATION TO STATION
59+75.00 TO 61+00.00

FALMOUTH ROAD WITH RETAINING WALL
TYPICAL SECTION

SCALE OF FEET

5 0 5 10

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
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REVISIONS 1	-----	-----	$revdate1$
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REVISIONS 3	$revision3$	$revdate3$	$revdate3$
REVISIONS 4	$revision4$	$revdate4$	$revdate4$
FIELD CHANGES	$fieldchanges$	$fielddate$	$fielddate$

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100\26

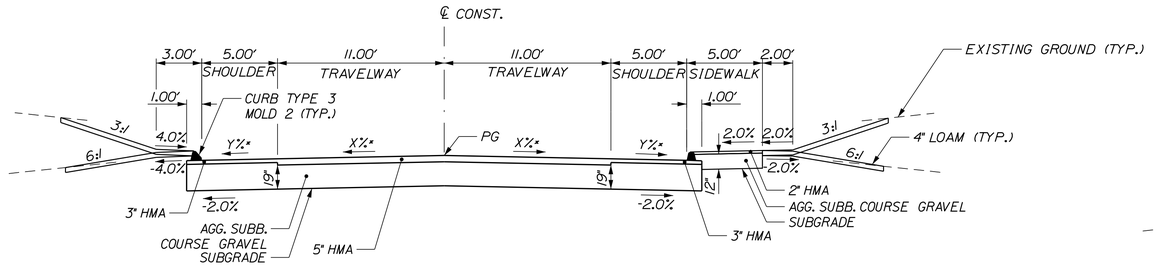
TYPICAL SECTIONS

SHEET NUMBER

13

OF 269

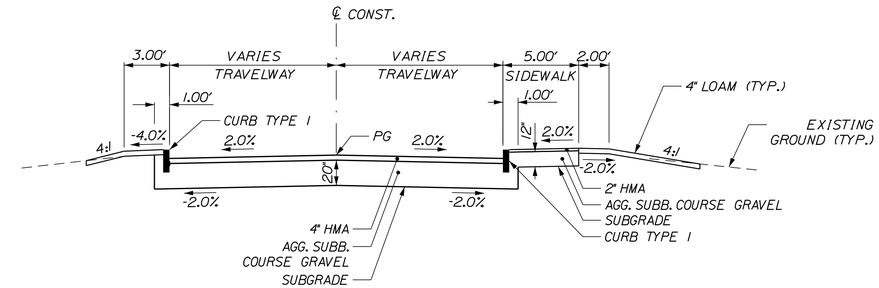
Filename: ...\MSTA\013_Typical Sections.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



* SEE SUPERELEVATION TABLE FOR CROSS SLOPES

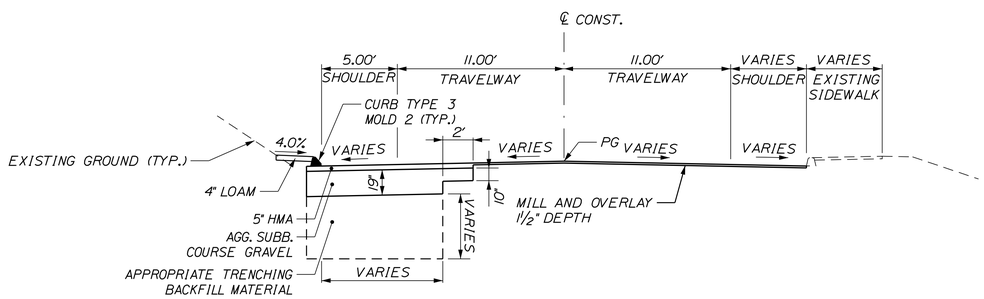
STATION TO STATION
61+00.00 TO 61+50.00

FALMOUTH ROAD
TYPICAL SECTION



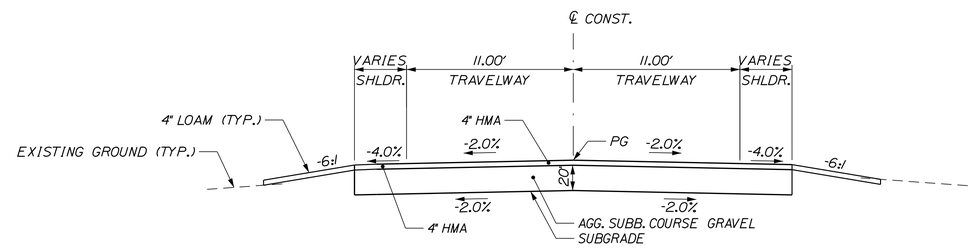
STATION TO STATION
ROUTE 100 TO 50+70

MILL ROAD
TYPICAL SECTION



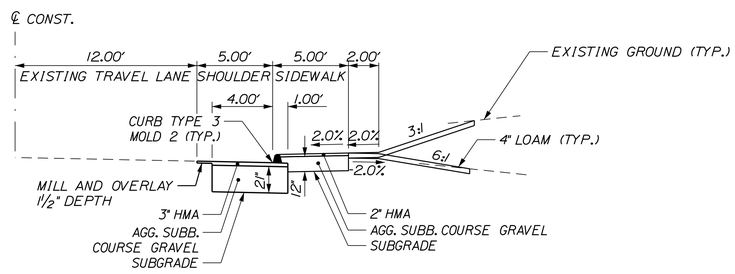
STATION TO STATION
61+50.00 TO 62+84.33

FALMOUTH ROAD TRENCHING REPAIR
TYPICAL SECTION



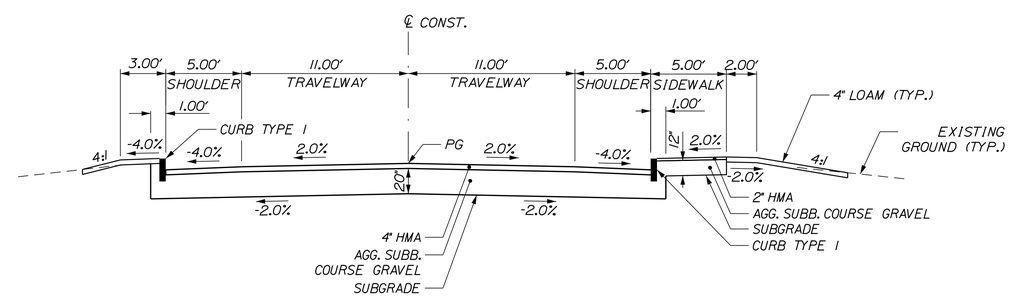
STATION TO STATION
48+03 TO ROUTE 100

MARSTON STREET
TYPICAL SECTION



STATION TO STATION
65+47+53 TO 67+92.05

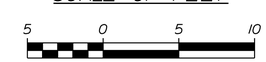
FALMOUTH ROAD BOX WIDENING
TYPICAL SECTION



STATION TO STATION
ROUTE 100 TO 50+70

HOTHEM ACCESS ROAD
TYPICAL SECTION

SCALE OF FEET



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HIGHWAY PLANS

WIN 21784.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
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REVISIONS 3	$revision3$	$revdate3$	$revdate3$
REVISIONS 4	$revision4$	$revdate4$	$revdate4$
FIELD CHANGES	$fieldchange$	$fieldchdate$	$fieldchdate$

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100\26

TYPICAL SECTIONS

SHEET NUMBER

14

OF 269

Filename: ...\MSTA\014_Typical Sections.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.11	CLEARING	2	AC
201.23	REMOVING SINGLE TREE TOP ONLY	69	EA
201.24	REMOVING STUMP	69	EA
202.12	REMOVE EXISTING STRUCTURAL CONCRETE	10	CY
202.15	REMOVING MANHOLE OR CATCH BASIN	17	EA
202.202	REMOVING PAVEMENT SURFACE	6,730	SY
203.20	COMMON EXCAVATION	25,000	CY
203.21	ROCK EXCAVATION	500	CY
203.25	GRANULAR BORROW	3,300	CY
203.33	SPECIAL FILL	180	CY
206.061	STRUCTURAL EARTH EXCAVATION - DR & MINOR ST BEL GD	50	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	21,500	CY
403.208	HOT MIX ASPHALT 12.5 MM HMA SURFACE	3,180	TON
403.209	HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	1,210	TON
403.211	HOT MX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (SHIMMING)	90	TON
403.213	HOT MIX ASPHALT 12.5 MM BASE	4,950	TON
409.15	BITUMINOUS TACK COAT - APPLIED	1,900	GAL
411.09	UNTREATED AGGREGATE SURFACE COURSE	100	CY
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS	10	CY
502.56	CONCRETE FILL	8	CY
507.0821	STEEL BRIDGE RAILING, 3 BAR	100	LF
508.13	SHEET WATERPROOFING MEMBRANE	1	LS
511.07	COFFERDAM: STA. 184+60 - UPSTREAM	1	LS
511.07	COFFERDAM: STA. 184+60 - DOWNSTREAM	1	LS
514.06	CURING BOX FOR CONCRETE CYLINDERS	1	EA
515.20	PROTECTIVE COATING FOR CONCRETE SURFACES	50	SY
518.60	REPAIR OF VERTICAL SURFACES < 8 INCHES	40	SF
518.70	REPAIR OF OVERHEAD SURFACES < 8 INCHES	40	SF
526.301	TEMPORARY CONCRETE BARRIER TYPE 1	280	LF
526.305	TEMPORARY CONCRETE BARRIER, BRACED TYPE 1	50	LF
526.34	PERMANENT CONCRETE TRANSITION BARRIER	4	EA
527.34	WORKZONE TRAFFIC CUSHION	4	UN
534.71	PRECAST CONCRETE BOX CULVERT: STA. 184+60	1	LS
603.155	12" RCP CLASS III	328	LF
603.159	12" CULVERT PIPE OPTION III	241	LF
603.16	15" CULVERT PIPE OPTION I	46	LF
603.175	18" RCP CLASS III	659	LF
603.179	18" CULVERT PIPE OPTION III	85	LF
603.195	24" RCP CLASS III	116	LF
603.199	24" CULVERT PIPE OPTION III	28	LF
603.205	30" RCP CLASS III	104	LF
603.275	72" RCP CLASS III	184	LF
603.279	72" CULVERT PIPE OPTION III	56	LF
603.55	CONCRETE PIPE TIES	38	GROUP
604.072	CATCH BASIN TYPE A1-C	23	EA
604.092	CATCH BASIN TYPE B1-C	16	EA
604.16	ALTERING CATCH BASIN TO MANHOLE	1	EA
604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	25	EA
604.182	CLEANING EXISTING CATCH BASIN AND MANHOLE	16	EA
604.246	CATCH BASIN TYPE F5	1	EA
604.252	CATCH BASIN TYPE A5-C	7	EA
605.09	6 INCH UNDERDRAIN TYPE B	8,100	LF
605.10	6 INCH UNDERDRAIN OUTLET	250	LF
605.11	12 INCH UNDERDRAIN TYPE C	670	LF
605.12	15 INCH UNDERDRAIN TYPE C	250	LF
605.13	18 INCH UNDERDRAIN TYPE C	2,000	LF
606.1301	31" W-BEAM GUARDRAIL - MID-WAY SPLICE (STEEL POST, 8" OFFSET BLOCKS, SINGLE FACED)	2,350	LF
606.1303	31" W-BEAM GUARDRAIL - MID-WAY SPLICE (STEEL POST, 8" OFFSET BLOCKS, 15' R OR LESS)	225	LF
606.1304	31" W-BEAM GUARDRAIL - MID-WAY SPLICE (STEEL POST, 8" OFFSET BLOCKS, OVER 15' RAD)	153	LF
606.1305	31" W-BEAM GUARDRAIL - MID-WAY SPLICE FLARED TERMINAL (31" HEIGHT)	3	EA
606.1307	BRIDGE TRANSITION (ASYMMETRICAL) - TYPE 1	6	EA
606.1308	BURIED-IN-SLOPE GUARDRAIL END, MID-WAY SPLICE	2	EA
606.265	TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	12	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	66	EA
606.356	UNDERDRAIN DELINEATOR POST	18	EA
606.521	MAILBOX AND POST	95	EA
606.81	TANGENT GUARDRAIL TERMINAL - ENERGY ABSORBING	5	EA
608.26	CURB RAMP DETECTABLE WARNING FIELD	315	SF
609.11	VERTICAL CURB TYPE 1	7,200	LF
609.111	SPECIAL GRANITE CURB - 24"	300	LF
609.12	VERTICAL CURB TYPE 1 - CIRCULAR	720	LF
609.234	TERMINAL CURB TYPE 1 - 4 FOOT	74	EA
609.2341	TERMINAL CURB TYPE 1 - 4 FOOT CIRCULAR	12	EA
609.238	TERMINAL CURB TYPE 1 - 8 FOOT	38	EA
609.2381	TERMINAL CURB TYPE 1 - 8 FOOT CIRCULAR	10	EA
609.31	CURB TYPE 3	3,476	LF
609.34	CURB TYPE 5	900	LF
609.35	CURB TYPE 5 - CIRCULAR	20	LF
609.38	RESET CURB TYPE 1	480	LF

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
609.40	RESET CURB TYPE 5	20	LF
610.08	PLAIN RIPRAP	710	CY
610.18	STONE DITCH PROTECTION	50	CY
612.06	BITUMINOUS SEALING - BLACK	20	SY
613.319	EROSION CONTROL BLANKET	6,600	SY
615.07	LOAM	2,300	CY
615.086	LOAM/COMPOST MIX	250	CY
618.13	SEEDING METHOD NUMBER 1	110	UN
618.14	SEEDING METHOD NUMBER 2	80	UN
619.1201	MULCH	200	UN
619.1301	BARK MULCH	35	CY
620.54	STABILIZATION / REINFORCEMENT GEOTEXTILE	200	SY
620.56	DRAINAGE GEOTEXTILE	600	SY
620.58	EROSION CONTROL GEOTEXTILE	1,600	SY
621.129	SM DECID TREE (6'-8') MULTI STEM CLUMP GP B	9	EA
621.145	SM DECID TREE (2" - 2.5" CAL) GP B	10	EA
621.28	LG DECID TREE (2.5" - 3" CAL) GP B	46	EA
621.541	DECID SHRUBS (18" - 24") GP B	74	EA
621.711	HERBACEOUS PERENNIALS GP B	512	EA
624.05	TREE PROTECTION	35	EA
625.01	WATER LINE SYSTEM - TEMPORARY	1	LS
626.11	PRECAST CONCRETE JUNCTION BOX	13	EA
626.21	METALLIC CONDUIT	30	LF
626.22	NON-METALLIC CONDUIT	6,290	LF
626.31	18" DIAMETER FOUNDATION	8	EA
626.32	24" FOUNDATION	59	EA
626.332	30-INCH DIAMETER, GRATER THAN 8-FEET LONG, AND ALL 36-INCH AND 42-INCH DIAMETER FOUNDATIONS	22	CY
626.333	48-INCH DIAMETER, 54-INCH DIAMETER, 60-INCH DIAMETER FOUNDATION	12	CY
626.35	CONTROLLER CABINET FOUNDATION	3	EA
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	77,000	LF
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	3,400	SF
627.77	REMOVING PAVEMENT MARKINGS	1,300	SF
627.78	TEMP. PAVEMENT MARKING LINE, WHITE OR YELLOW	33,000	LF
629.05	HAND LABOR	200	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	200	HR
631.172	TRUCK-LARGE (INCLUDING OPERATOR)	200	HR
631.18	CHAIN SAW RENTAL (INCLUDING OPERATOR)	20	HR
631.20	STUMP CHIPPER (INCLUDING OPERATOR)	20	HR
631.22	FRONT END LOADER (INCLUDING OPERATOR)	30	HR
631.32	CULVERT CLEANER (INCLUDING OPERATORS)	50	HR
634.16	HIGHWAY LIGHTING	1	LS
634.70	ORNAMENTAL LIGHTING	59	EA
639.18	FIELD OFFICE TYPE A	1	EA
643.62	RECTANGULAR RAPID FLASHING BEACON	4	EA
643.80	TRAFFIC SIGNALS AT ROUTE 100 AT LEIGHTON ROAD	1	LS
643.80	TRAFFIC SIGNALS AT ROUTE 100 FALMOUTH ROAD	1	LS
643.83	VIDEO DETECTION SYSTEM	2	LS
643.86	TRAFFIC SIGNAL LOOP DETECTOR	16	EA
643.91	MAST ARM POLE - 30' MAST ARM	2	EA
643.91	MAST ARM POLE - 35' MAST ARM	2	EA
643.91	MAST ARM POLE - 40' MAST ARM	1	EA
643.91	MAST ARM POLE - 50' MAST ARM	1	EA
643.92	PEDESTAL POLE	4	EA
645.103	DEMOUNT GUIDE SIGN	4	EA
645.106	DEMOUNT REG., WAR., CONFIRM, & RTE MARKER ASSBLY. SIGN	31	EA
645.113	REINSTALL GUIDE SIGN	4	EA
645.116	REINSTALL REG., WAR., CONFIRM, & RTE. MARKER ASSBLY. SIGN	11	EA
645.291	ROADSIDE GUIDE SIGNS TYPE II	13	SF
645.292	REG., WARN., CONF. AND RTE MRKR ASSLY SIGNS TYPE II	417	SF
652.33	DRUM	200	EA
652.34	CONE	300	EA
652.35	CONSTRUCTION SIGNS	1,000	SF
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	370	CD
652.38	FLAGGER	13,000	HR
652.381	TRAFFIC OFFICER	1,300	HR
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	6	EA
653.22	2" EXTRUDED POLYSTYRENE INSULTATION	250	EA
656.75	TEMP SOIL EROSION AND WATER POLLUTION CONTROL	1	LS

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
659.10	MOBILIZATION	1	LS
661.01	ESPLANADE BIOFILTER	203	SF
662.01	PRECAST CURBLINE 90 DEGREE TURN PRETREATMENT UNIT	8	EA
663.01	DOMED PVC OVERFLOW RISER WITH FILTER INSERT	8	EA
673.10	WET CAST SMALL LANDSCAPE BLOCK WALL	727	SF
723.10	GRANITE COBBLE SURFACE	150	SY
801.031	1.25" HDPE-CTS LPFM LOT SERVICE ASSEMBLY	8	EA
801.0312	2" PVC LPFM CURB STOP / GATE VALVE	2	EA
801.04	LPFM WRAP AROUND PIPE INSULATION AT CULVERTS	25	LF
801.132	2" HDPE-CTS LPFM PIPE	1,250	LF
801.1321	2" X 2" X 2" HDPE-CTS LPFM TEE	2	EA
801.1322	1.25" HDPE-CTS LPFM PIPE	140	LF
801.1323	2" X 2" X 1.25" HDPE-CTS LPFM TEE	8	EA
801.141	4" PVC SANITARY SEWER	75	LF
801.16	6" PVC GRAVITY SEWER PIPE	300	LF
801.161	6" PVC SEWER SERVICE CHIMNEY	2	EA
801.17	8" PVC SEWER MAIN PIPE - SDR35	930	LF
801.172	8" PVC GRAVITY SEWER MAIN PIPE - SDR35 - OVER 10 FT DEPTH	330	LF
801.175	10" PVC GRAVITY SEWER MAIN PIPE - SDR35	310	LF
803.01	TEST PIT	23	EA
803.1722	5 FT DIA. CONCRETE LPFM SEWER MANHOLE CLEANOUT WITH FITTINGS	2	EA
803.173	4 FOOT DIAMETER CONCRETE SEWER MANHOLE	11	EA
812.164	REBUILDING SEWER MANHOLE	3	EA
822.3605	12" CL 52 DI PIPE PUSH ON JOINT PIPE	950	LF
822.3606	12" DR 11 HDPE PIPE	240	LF
823.31	12" GATE VALVE	3	EA
823.3101	12" GATE VALVE CUT-IN & 12" CUT-IN OFFSET WATER MAIN	18	EA
823.325	8" CUT-IN OFFSET FIRE SERVICE	1	EA
823.331	6" CUT-IN OFFSET FIRE SERVICE	1	EA
823.341	AIR RELEASE VALVE -1"	7	EA
823.421	6" PVC GRAVITY SEWER SERVICE WYE	7	EA
824.30	FIRE HYDRANT ASSEMBLY	2	EA
824.31	REMOVE FIRE HYDRANT	2	EA
824.32	RELOCATE HYDRANT	7	EA
825.334	1-IN COPPER SERVICE - LONG SIDE	27	EA
825.335	1-IN COPPER SERVICE - SHORT SIDE	22	EA
825.57	RECONNECT 1" COPPER SERVICE	3	EA
825.571	RETIRE 1" WATER SERVICE	1	EA
827.32	CONCRETE EXCAVATION	8	CY
827.331	TRENCH INSULATION	155	SY
832.07	OWNER'S TESTING ALLOWANCE	1	LS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	M. DEBOWSKI	S. BABALIS	
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100/26

ESTIMATED QUANTITIES

SHEET NUMBER
15
OF 269

Filename: ...\MSTA\015_Quantities.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

STATION	CULVERT PIPE											CATCH BASIN/ MANHOLE					PIPE ARCH				UNDERDRAIN						ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
	RCP			TYPE D TRIPLE WALL POLYPROPYLENE CULVERT PIPE (PPP)		OPTION I		OPTION III													TYPE B		TYPE C						
								SMOOTHLINED		CORRUGATED											TYPE B	OUTLET	SMOOTHLINED		CORRUGATED			DESCRIPTIONS	
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	B1-C	MH	A5-C	F	SPAN	RISE	LENGTH	GAGE OR WALL THICKNESS	LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH			
ROADWAY CULVERTS																													
(NOT INCLUDING CONC. BOX CULVERT)																													
STA. 128+37, 44.8' RT (CB#1) TO STA. 128+37, 69.8' RT	12"	24'																											
STA. 130+06, 33.3' RT (CB#2) TO STA. 130+06, 58.3' RT	12"	24'																											
STA. 132+50, 31.7' RT (CB#3) TO STA. 130+06, 33.3' RT (CB#2)								12"	241'	12"	241'																		
STA. 135+97, 18.7' LT (CB#3C) TO STA. 135+92, 40.6' LT	12"	20'																											*CONNECTS INTO EXISTING CB*
STA. 139+32, 39.6' LT TO STA. 139+33, 22.1' LT (CB#3D)	18"	16'																											
STA. 139+33, 22.1' LT (CB#3D) TO STA. 139+21, 21.8' RT	18"	43'																											*CONNECTS INTO EXISTING CB*
STA. 147+10, 22.0' RT (CB#7) TO STA. 147+83, 29.7' RT	18"	72'																											
STA. 147+52, 17.0' LT (CB#6) TO STA. 47+85, 12.7' RT								18"	55'	18"	55'																		*CONNECTS INTO EXISTING CB*
STA. 148+38, 44.6' LT TO STA. 148+25, 50.6' RT	72"	96'																											
STA. 150+00, 14.9' LT (CB#9) TO STA. 150+00, 16.3' RT (CB#10)	18"	30'																											
STA. 150+00, 16.3' RT (CB#10) TO STA. 150+00, 33.8' RT	18"	16'																											
STA. 151+57, 58.4' LT TO STA. 151+33, 42.8' RT	30"	104'																											
STA. 151+70, 14.9' LT (CB#11) TO STA. 151+56, 16.4' RT (CB#12)	18"	33'																											
STA. 151+56, 16.4' RT (CB#12) TO STA. 151+36, 43.7' RT	18"	32'																											
STA. 159+00, 30.0' RT TO STA. 159+46, 32.0' RT						15"	46'																						
STA. 160+00, 44.2' LT TO STA. 160+03, 14.9' LT (CB#13)								24"	28'	24"	28'																		
STA. 160+03, 14.9' LT (CB#13) TO STA. 160+09, 38.8' RT	24"	52'																											
STA. 164+94, 47.0' LT TO STA. 164+94, 41.0' RT	72"	88'																											*EMBEDDED 24"*
STA. 165+37, 14.9' LT (CB#15) TO STA. 165+27, 46.5' LT								18"	30'	18"	30'																		
STA. 165+37, 16.4' (CB#16) TO STA. 166+00, 42.8' RT	12"	44'																											
STA. 166+07, 20.4' RT (CB#18) TO STA. 165+37, 16.4' RT (CB#16)	12"	67'																											
STA. 166+34, 50.0' LT TO STA. 164+94, 50.0' LT								72"	56'	72"	56'																		*EMBEDDED 24"*
STA. 169+75, 14.9' RT (CB#20) TO STA. 169+75, 14.9' RT (CB#19)	18"	28																											
STA. 173+28, 19.4' RT (CB#22) TO STA. 173+28, 14.9' LT (CB#21)	12"	31'																											
STA. 176+20, 15.0' RT (CB#24) TO STA. 176+20, 15.0' LT (CB#23)	18"	27'																											
STA. 189+29, 30.6' LT TO STA. 189+40, 32.5' RT	18"	64'																											
STA. 192+08, 30.0' LT TO STA. 192+06, 34.0' RT	24"	64'																											
STA. 200+88, 20.5' LT (CB#27) TO STA. 199+64, 35.3' LT	18"	124'																											
STA. 201+03, 20.5' RT (CB#28) TO STA. 200.88, 20.5' LT (CB#27)	18"	41'																											
STA. 35+72, 13.8' LT (CB#33) TO STA. 35+71, 22.5' RT (CB#34)	18"	33'																											
STA. 36+65, 33.2' RT (CB#4) TO STA. 143+29, 20.4' LT (CB#5)	18"	100'																											
STA. 40+44, 18.7' RT (CB#34) TO STA. 40+44, 13.4' LT (CB#33)	12"	29'																											
STA. 55+71, 16.9' RT (CB#35) TO STA. 55+82, 17.0' LT (CB#36)	12"	33'																											
STA. 59+20, 16.6' RT (CB#38) TO STA. 59+20, 16.6' LT (CB#37)	12"	30'																											
STA. 61+00, 14.9' RT (CB#40) TO STA. 61+00, 14.9' LT (CB#39)	12"	26'																											
CATCH BASINS / MANHOLES																													
CB#1, STA. 128+37, 44.8' RT												I																	
CB#2 STA. 130+06, 33.3' RT												I																	
CB#3 STA. 132+50, 31.7' RT												I																	
CB#3A STA. 136+04, 32.7' RT												I																	
CB#3B STA. 137+47, 27.9' RT												I																	
CB#3C STA. 135+97, 18.7' LT												I																	
CB#3D STA. 139+33, 22.1' LT												I																	
CB#4, STA.36+65, 33.2' RT												I																	
CB#5 STA. 143+29, 20.4' LT												I																	
CB#6 STA. 147+52, 17.0' LT												I																	*5' DIA. - ESP. BIOFILTER CONNECTION*
CB#7 STA. 147+10, 22.0' RT																I													
CB#8 STA. 149+60, 14.9' LT															I														*2' CONE - ESP. BIOFILTER CONNECTION*
CB#9 STA. 150+00, 14.9' LT															I														*2' CONE - ESP. BIOFILTER CONNECTION*
CB#10 STA. 150+00, 16.3' RT													I																
CB#11 STA. 151+70, 14.9' LT															I														*2' CONE - ESP. BIOFILTER CONNECTION*
CB#12 STA. 151+56, 16.4' RT												I																	
CB#13 STA. 160+03, 14.9' LT												I																	*5' DIA. FLAT TOP - ESP. BIOFILTER CONN.*
CB#15 STA. 165+37, 14.9' LT															I														*2' CONE - 5' DIA. - ESP. BIOFILTER CONN.*
CB#16 STA. 165+37, 16.4' RT													I																
CB#17 STA. 166+00, 14.9' LT															I														*2' CONE - ESP. BIOFILTER CONNECTION*
CB#18 STA. 166+06, 18.9' RT												I																	
CB#19 STA. 169+75, 14.9' LT															I														*2' CONE*
CB#20 STA. 169+75, 16.0' RT												I																	
CB#21 STA. 173+28, 14.9' LT												I																	
CB#22 STA. 173+28, 19.4' RT												I																	
CB#23 STA. 176+20, 14.9' LT												I																	
CB#24 STA. 176+20, 14.9' RT												I																	
CB#25 STA. 56+38, 17.2' RT												I																	
CB#26 STA. 181+00, 34.0' RT												I																	
CB#27 STA. 200+88, 20.5' LT													I																
CB#28 STA. 201+03, 20.5' RT													I																
CB#29 STA. 17+65, 12.5' RT													I																
CB#30 STA. 21+08, 11.9' RT													I																
CB#31 STA. 35+72, 13.8' LT													I																
CB#32 STA. 35+71, 22.5' RT												I																	
CB#33 STA. 40+44, 13.4' LT													I																
CB#34 STA. 40+44, 18.7' RT												I																	
CB#35 STA. 55+71, 16.9' RT													I																
CB#36 STA. 55+82, 17.0' LT													I																
CB#37 STA. 59+20, 16.2' LT													I																

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	#PROJMANAGER#	BY	DATE
DESIGN-DETAILED	M. DEBOWSKI	S. BABALIS	
CHECKED-REVIEWED	-------	-------	-------
DESIGN2-DETAILED2	-------	-------	-------
DESIGN3-DETAILED3	-------	-------	-------
REVISIONS 1	-------	-------	-------
REVISIONS 2	-------	-------	-------
REVISIONS 3	-------	-------	-------
REVISIONS 4	-------	-------	-------
FIELD CHANGES	-------	-------	-------

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100/26

DRAINAGE NOTES

SHEET NUMBER
16
OF 269

Filename: ...\MSTA\016_Drainage Notes_1.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

STATION	CULVERT PIPE											CATCH BASIN/ MANHOLE					PIPE ARCH				UNDERDRAIN						ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
	RCP			TYPE D TRIPLE WALL POLYPROPYLENE CULVERT PIPE (PPP)		OPTION I		OPTION III													TYPE B		TYPE C					
								SMOOTHLINED		CORRUGATED										GAGE OR WALL THICKNESS	TYPE B	OUTLET	SMOOTHLINED		CORRUGATED		DESCRIPTIONS	
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	B1-C	MH	E	F	SPAN	RISE	LENGTH		LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH		
CATCH BASINS / MANHOLES																												
CB#38 STA. 59+20, 16.2' RT													I															
CB#39 STA. 61+00, 14.9' LT													I															
CB#40 STA. 61+00, 14.9' RT													I															
CB#41 STA. 62+00, 14.9' LT													I															
UNDERDRAIN																												
STA. 139+30, LT TO STA. 135+97, LT (CB#3C)																					331'							
STA. 136+04, RT (CB#3A) TO STA. 137+47, RT (CB#3B)																							12"	140'				
STA. 137+47, RT (CB#3B) TO STA. 139+21, RT																							12"	170'				*CONNECTS INTO EXIST CB*
STA. 36+68, RT TO STA. 139+33.2, LT (CB#3D)																					307'							
STA. 143+29, LT (CB#5) TO STA. 147+52, LT (CB#6)																							18"	420'				
STA. 149+60, LT (CB#8) TO STA. 150+00, LT (CB#9)																							12"	37'				
STA. 151+35, LT TO STA. 150+00, LT (CB#9)																					134'							
STA. 155+35, LT TO STA. 151+70, LT (CB#11)																					366'							
STA. 155+35, RT TO STA. 151+56, RT (CB#12)																					377'							
STA. 155+40, LT TO STA. 160+03, LT (CB#13)																					462'							
STA. 155+40, RT TO STA. 159+80, RT																					440'							
STA. 159+80, RT TO STA. 160+06, RT																						37'						*45 DEGREE ELBOW*
STA. 160+10, LT TO STA. 164+45, LT																					437'							
STA. 164+45, LT TO STA. 164+73, LT																						40'						*45 DEGREE ELBOW*
STA. 160+20, RT TO STA. 164+42, RT																					422'							
STA. 164+42, RT TO STA. 164+53, RT																						16'						*45 DEGREE ELBOW*
STA. 166+00, LT (CB#17) TO STA. 165+37, LT (CB#15)																							18"	67'				
STA. 169+75, LT (CB#19) TO STA. 166+00, LT (CB#17)																							18"	373'				
STA. 172+50, RT TO STA. 169+75, RT (CB#20)																					276'							
STA. 173+28, LT (CB#21) TO STA. 169+75, LT (CB#19)																							18"	347'				
STA. 176+20, LT (CB#23) TO STA. 174+28, LT (CB#21)																							18"	287'				
STA. 180+00, LT TO STA. 176+20, LT (CB#23)																					379'							
STA. 180+00, RT TO STA STA. 176+20, RT (CB#24)																					380'							
STA. 181+50, LT TO STA. 184+00, LT																					250'							
STA. 184+00, LT TO STA. 184+23, LT																						32'						*45 DEGREE ELBOW*
STA. 184+85, LT TO STA. 189+10, LT																					424'							
STA. 189+10, LT TO STA. 189+27, LT																						23'						*45 DEGREE ELBOW*
STA. 185+00, RT TO STA. 189+20, RT																					420'							
STA. 189+20,RT TO STA. 189+38, RT																						26'						*45 DEGREE ELBOW*
STA. 189+50, LT TO STA. 191+90, LT																					241'							
STA. 191+90, LT TO STA. 192+05, LT																						22'						*45 DEGREE ELBOW*
STA. 197+33, RT TO STA. 192+32, RT																					501'							
STA. 192+32, RT TO STA. 192+09, RT																						24'						*45 DEGREE ELBOW*
STA. 198+86, LT TO STA. 192+25, LT																					651'							
STA. 192+25, LT TO STA. 192+10, LT																						22'						*45' DEGREE ELBOW*
STA. 33+55, RT TO STA. 35+71, RT (CB#34)																					214'							
STA. 35+71, RT (CB#32) TO STA. 36+66, RT (CB#4)																							18"	92'				
STA. 37+47, RT TO STA. 40+44, RT (CB#34)																					306'							
STA. 37+74, LT TO STA. 39+42, LT																					180'							*CONNECT INTO EXISTING CB*
STA. 40+44, LT (CB#33) TO STA. 40+77, LT																							12"	31'				*CONNECT INTO EXISTING CB*
STA. 53+35, LT TO STA. 55+82, LT (CB#36)																							15"	247'				*START AT EXISTING CB*
STA. 53+50, RT TO STA. 55+71, RT (CB#35)																					219'							
STA. 56+38, RT (CB#25) TO STA. 55+71, RT (CB#35)																							12"	64'				
STA. 57+02, LT (CB#26) TO STA. 59+20, LT (CB#37)																							12"	222'				
STA. 57+74, RT TO STA. 59+20, RT (CB#38)																					143'							
STA. 59+20, LT (CB#37) TO STA. 61+00, LT (CB#39)																							18"	176'				
STA. 59+26, RT TO STA. 61+00, RT (CB#40)																					174'							
STA. 61+00, LT (CB#39) TO STA. 62+00, LT (CB#41)																							18"	93'				
STA. 62+00, LT (CB#41) TO STA. 62+80, LT																							18"	74'				*CONNECT INTO EXISTING CB*

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	M. DEBOWSKI	S. BABALIS	-----
CHECKED-REVIEWED	-------	-----	-----
DESIGN2-DETAILED2	-------	-------	-----
DESIGN3-DETAILED3	-------	-------	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100/26

DRAINAGE NOTES

SHEET NUMBER

17

OF 269

Filename: ...\MSTA\017_Drainage Notes_2.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

GENERAL NOTES:

1.A TEMPORARY RAMP SHALL BE CONSTRUCTED WITH HMA AT THE ENDS OF THE ROADWAY SECTION PAVED OR MILLED EACH DAY. THE USES OF MILLINGS OR RAP WILL NOT BE ALLOWED, BUT COLD PATCH MAY BE TEMPORARILY UTILIZED UNTIL HMA PLANTS ARE OPEN FOR THE SEASON. FOR ALL ROADWAYS WITH SPEED LIMITS LESS THAN 50 MPH, TEMPORARY RAMPS SHALL BE CONSTRUCTED AT A LENGTH OF FOUR FEET PER INCH OF TRANSITION DEPTH. MATERIALS, PLACEMENT, MAINTENANCE, AND REMOVAL SHALL BE INCIDENTAL TO CONTRACT ITEMS.

2.CLEARING LIMITS SHALL BE 5' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.

3. NO TREE CUTTING SHALL OCCUR BETWEEN JUNE 1 AND JULY 31 OF ANY YEAR, TO THE MAXIMUM EXTENT PRACTICABLE. ALL TREE CUTTING SHALL OCCUR BETWEEN OCTOBER 16 AND APRIL 19 OF ANY YEAR.

4.STUMPS HAVE BEEN ESTIMATED TO BE REMOVED UNDER ITEM 201.24 REMOVE STUMP. HOWEVER, WHERE DIRECTED BY THE RESIDENT, ITEM 631.20 STUMP CHIPPER (INCLUDING OPERATOR) MAY BE USED TO REMOVE STUMPS.

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. ESTIMATED GRUBBING DEPTHS ARE 6 INCHES IN FIELD AREAS ADN 12 INCHES IN WOODED AREAS.

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

7.DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE NON-GUARDRAIL FILL SLOPES UNLESS OTHERWISE NOTED ON THE PLANS.

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.

9.IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATION 703.19 AND WILL PAID FOR AS GRANULAR BORROW.

10.GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1' ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATION 703.19.

11.EXISTING INSLOPES STEEPER THAN 2:1 IN PROPOSED FILL AREAS SHALL BE BENCHED AS DIRECTED BY THE RESIDENT.

12.RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 2" HOT MIX ASPHALT AND 12" AGGREGATE SUBBASE COURSE GRAVEL.

13.COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 3" HOT MIX ASPHALT AND 11" AGGREGATE SUBBASE COURSE GRAVEL.

14.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.
UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

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

16.ALL PAVED WALKS TO BE CONSTRUCTED WITH 12" AGGREGATE SUBBASE COURSE-GRAVEL AND 2" HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

17.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.

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

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

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. DRIVEWAY CULVERTS DO NOT REQUIRE RIPRAP UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.

22.THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTHLINED 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 USED ON ALL DEAD-END 6-INCH TYPE B UNDERDRAIN AND SHALL BE CONSIDERED INCIDENTAL.

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 ITEM 604.

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 ITEM 603 OR 605.

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 FT. X 3 FT. SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT UNDERDRAIN OUTLETS.

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 SHALL BE REMOVED AND BECOME THE PROPERTY OF THE CONTRACTOR. REMOVAL AND DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.

32. TWO REFLECTORIZED FLEXIBLE G.R. MARKERS (ITEM 606.353) WILL BE INSTALLED AT EACH GUARDRAIL END.

33. A DELINEATOR POST (ITEM 606.356) WILL BE INSTALLED AT EACH UNDERDRAIN OUTLET.

34. A DELINEATOR POST (ITEM 606.356) WILL BE INSTALLED AT EACH END OF A RUN OF BITUMINOUS CURB.

35. CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO ITEM 606.

36. ALL CATCH BASINS TYPE A PLACED ON CIRCULAR CURB TYPE 1 SHALL HAVE THE CURB INLET CUT THE SAME RADIUS AS ADJACENT CIRCULAR CURB. PAYMENT SHALL BE INCIDENTAL TO ITEM 604.

37. IN AREAS WHERE CURB TYPE 1 WILL BE RESET, THE EXISTING CURB SUITABLE FOR USE AS TERMINAL ENDS SHALL BE CUT IF NECESSARY AND UTILIZED AS SUCH AND PAID FOR UNDER ITEM 609.38 (RESET CURB TYPE 1). REQUIRED CUTTING WILL BE PAID UNDER FORCE ACCOUNT PROCEDURES.

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

39. 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.

40. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN ALL AREAS.

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 ITEM 627.78.

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 MADE UNDER THE APPROPRIATE RENTAL ITEMS.

43. 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.

44. PLANS OF PREVIOUSLY CONSTRUCTED PROJECTS ARE AVAILABLE ON REQUEST. THESE PROJECTS ARE: 52-9(2), 61-NR-4-9, PIN 8490.20

45. A COPY OF THE GEOTECHNICAL REPORT FOR THIS PROJECT IS AVAILABLE AT HTTP://WWW.MAINE.GOV/MDOT/CONTRACTORS/. ALL COMPUTATION METHODS AND QUANTITIES USED FOR THE ENGINEER'S ESTIMATE FOR PLAN QUANTITY ITEMS ONLY ARE AVAILABLE BY CONTACTING PROJECT MANAGER MARK DEBOWSKI AT 603-250-6449.

46. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION AREAS.

47. 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.

48. 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.

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

50. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.

51. THE EXISTING CONCRETE PAVEMENT UNDER THE EXISTING BITUMINOUS PAVEMENT SHALL BE REMOVED IN AREAS OF PAVEMENT RECONSTRUCTION, AND REMOVAL IS INCIDENTAL TO THE CONTRACT. REMOVAL OF MISCELLANEOUS ITEMS AS IDENTIFIED IN THE PLAN SET OR AS DIRECTED BY THE RESIDENT INCLUDING BUSHES, ROCKS, ROCK WALLS, MISCELLANEOUS CONCRETE, AND PERSONAL PROPERTY ITEMS. IS INCIDENTAL TO THE CONTRACT.

52. SHOULDERS ARE TO BE WIDENED AT GUARDRAIL ENDS AS SHOWN IN DOT STANDARD DETAIL 606(09).

53. PAVEMENT CUT LINES SHALL BE NEAT, CLEAN, AND STRAIGHT AS DIRECTED BY THE RESIDENT. PAYMENT FOR CUTTING EXISTING PAVEMENT IS INCIDENTAL TO THE CONTRACT.

54. GEOTECHNICAL INFORMATION FURNISHED OR REFERENCED IN THIS PLAN SET IS FOR THE BIDDER'S ANDCONTRACTOR'S USE. NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BEREPRESENTATIVE OF ACTUAL SUBSURFACE CONDITIONS AT THE TIME OF CONSTRUCTION. THE DEPARTMENT SHALL NOT BE RESPONSIBLE FOR THE BIDDER'S AND CONTRACTOR'S INTERPRETATIONS OF OR CONCLUSIONS DRAWN FROM THE GEOTECHNICAL INFORMATION. THE BORING LOGS CONTAINED IN THE PLAN SET PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS. DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.

55. THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION (MDEP) HAS REPORTED SPILLS AND RELEASES INVOLVING PETROLEUM PRODUCTS ADJACENT TO THE PROJECT. IN PARTICULAR, THE VICINITY OF THE IRVING STATION AT ROUGHLY STATION 138+00 TO ROUGHLY STATION 140+00 RIGHT OF CENTER. BASED ON THE SCOPE OF WORK PRESENTED, AVAILABLE DATA SUGGESTS THAT THIS CONTAMINATION MAY ONLY BE ADJACENT TO THE IMMEDIATE AREAS OF ANY EXCAVATION PROPOSED BY THE TOWN OF FALMOUTH. HOWEVER, IN LIGHT OF MDEP'S FINDINGS, THE CONTRACTOR SHALL EMPLOY APPROPRIATE HEALTH AND SAFETY MEASURES TO PROTECT ITS WORKERS AGAINST HAZARDS ASSOCIATED WITH WORKING NEAR PETROLEUM-IMPACTED SOILS. FURTHERMORE, THE CONTRACTOR SHALL REMAIN ALERT FOR ANY ADDITIONAL EVIDENCE OF CONTAMINATION. IF THE CONTRACTOR ENCOUNTERS EVIDENCE OF SOIL OR GROUNDWATER CONTAMINATION ALONG THE PROJECT, THE CONTRACTOR SHALL SECURE THE EXCAVATION, STOP WORK IN THE CONTAMINATED AREA, AND IMMEDIATELY NOTIFY THE RESIDENT OR TOWN OF FALMOUTH ENGINEER. THE RESIDENT OR TOWN OF FALMOUTH ENGINEER SHALL CONTACT THE MDEP AT 800-482-0777. WORK MAY ONLY CONTINUE WITH AUTHORIZATION FROM THE RESIDENT OR TOWN OF FALMOUTH ENGINEER.

56. FOLLOW DOT STANDARD DETAIL 801(10) FOR CROSS SLOPE TRANSITION AT BRIDGES.

57. THE REMOVAL OF EXISTING CULVERTS AND HEADWALLS, BACKFILLING, AND COMPACTION IS INCIDENTAL TO THE CONTRACT.

58. GRANULAR BORROW USED TO MAINTAIN TRAFFIC SHALL BE INCIDENTAL TO THE CONTRACT.

59. EROSION CONTROL MIX SHALL BE USED IN PLACE OF MULCH ON 2:1 BACK SLOPES.

PRECAST CONCRETE BOX CULVERT NOTES:

60. CONSTRUCT THE 10' RIPRAP APRON AT THE INLET AND OUTLET AS INDICATED ON THE PLANS. COVER RIPRAP WITH SPECIAL FILL. SPECIAL FILL DEPTH SHALL MATCH DEPTH INSIDE OF CULVERT AND SHALL EXTEND UP SIDE SLOPES TO RIPRAP LIMITS OR AS DETERMINED BY THE RESIDENT.

61. THE CONTRACTOR SHALL CONSTRUCT AND INSTALL THE BOX CULVERTS IN THE DRY. COFFERDAMS MAY BE REQUIRED TO DIVERT FLOW AWAY FROM THE NEW CULVERT LOCATIONS DURING CONSTRUCTION.

62. THE PRECAST UNITS SHALL BE DESIGNED TO CARRY CONSTRUCTION LOADINGS WITH A MINIMUM FILL COVER OF 18 INCHES OVER THE TOP OF THE UNITS.

63. THE CONSTRUCTION, HANDLING, AND ASSEMBLY OF THE PRECAST UNITS SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 534, PRECAST STRUCTURAL CONCRETE, AND WITH THE MANUFACTURER'S SPECIFICATIONS AS APPLICABLE.

64. INSTALL STANDARD MEMBRANE WATERPROOFING OVER THE TOP AND TO 12 INCHES DOWN THE EXTERIOR SIDES OF THE PRECAST UNITS.

65. THE CONCRETE BOX CULVERT WILL BE CONSTRUCTED IN STAGES. FABRICATION AND INSTALLATION SHALL ACCOMMODATE STAGED CONSTRUCTION.

66. CONCRETE FOR HEADWALL AND TOE-WALLS, WHETHER PRECAST OR CAST-IN-PLACE, SHALL BE CONSIDERED INCIDENTAL TO ITEM NO. 534.71, PRECAST BOX CULVERT.

67. ANY ORGANIC MATERIAL ENCOUNTERED IN THE EXCAVATION FOR THE PROPOSED STRUCTURES MUST BE REMOVED IN ITS ENTIRETY AND REPLACED WITH COMPACTED GRANULAR BORROW FOR UNDERWATER BACKFILL.

68. A CLAMSHELL PRECAST BOX CULVERT SHALL BE USED.

69. THE PRECAST CONCRETE BOX CULVERT SHALL BE BEDDED ON A 1-FOOT LAYER OF COMPACTED GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL.

70. THE PRECAST BOX CULVERT SHALL BE LINED WITH 2 FEET OF SPECIAL FILL IN ACCORDANCE WITH SPECIAL PROVISION 203.

71. VOIDS IN RIPRAP APRONS HALL BE INFILLED WITH SPEICAL FILL WATERED-IN AND TAMPED.

72. TEMPORARY CONSTRUCTION SUPPORT DESIGN IS THE RESPONSIBILITY OF THE CONRACTOR.

WIN 21722.00, LIBBY BRIDGE #2457 (STA. 199+04 TO 199+53) NOTES:

73. THE EXISTING BRIDGE PLANS INCLUDED IN THE BID BOOK ARE REPRODUCTIONS OF THE ORIGINAL DRAWINGS AS PREPARED FOR THE CONSTRUCTION OF THE BRIDGE. IT IS VERY UNLIKELY THAT THE PLANS WILL SHOW ANY CONSTRUCTION FIELD CHANGES OR ANY ALTERATIONS WHICH MAY HAVE BEEN MADE TO THE BRIDGE DURING ITS LIFE SPAN. NO ASSURANCE IS GIVEN THAT THE INFORMATION ON THE PLANS REPRESENTS ACTUAL EXISTING STRUCTURES AND CONDITIONS AT THE TIME OF CONSTRUCTION.

74. THE DEPARTMENT SHALL NOT BE RESPONSIBLE FOR THE BIDDER'S AND THE CONTRACTOR'S INTERPRETATIONS OF OR ESTIMATES OR CONCLUSIONS DRAWN FROM EXISTING PLANS.
BEFORE SUBMITTING A BID, THE BIDDER IS RESPONSIBLE FOR EXAMINING THE SITE AND OTHER INVESTIGATIONS THAT MAKE THE BIDDER FULLY AWARE OF THE CONDITIONS THAT WOULD BE ENCOUNTERED IN PERFORMING THE WORK.

75. A COPY OF THE EXISTING BRIDGE PLAN INCLUDED IN THE BID BOOK IS ALSO AVAILABLE ON THE DEPARTMENT'S WEBSITE AT: HTTP://WWW.MAINE.GOV/MDOT/CONTRACTORS/

76. REPAIR OF THE DETERIORATED AREAS ON THE T-BEAMS WILL BE MADE UNDER ITEMS 518.60 REPAIR OF VERTICAL SURFACES < 8 INCHES (SF) AND
518.70 REPAIR OF OVERHEAD SURFACES < 8 INCHES (SF) AS SHOWN ON THE PLANS.
THE REQUIREMENTS OF THESE SPECIFICATIONS AND/OR AS DIRECTED BY THE RESIDENT.

77. REINFORCING STEEL TO REMAIN SHALL BE CLEANED IN ACCORDANCE WITH STANDARD SPECIFICATION 518.04 PRIOR TO PLACING NEW CONCRETE. IN THE CASE REINFORCING STEEL NEEDS TO BE REPLACED IT SHALL MATCH THE EXACT DIMENSIONS OF THE EXISTING REBAR.

78. THE CONTRACTOR SHALL MILL 1.5"+/- OF THE EXISTING PAVEMENT AS PER THE CONSTRUCTION NOTES. LENGTHS AND WIDTHS MAY BE ADJUSTED SLIGHTLY BY THE DEPARTMENT TO FIT FIELD CONDITIONS. EXTREME CARE SHALL BE TAKEN TO AVOID DAMAGING THE MEMBRANE WATERPROOFING AND EXISTING BITUMINOUS PAVEMENT TO REMAIN.

79. THE CONTRACTOR SHALL FURNISH AND APPLY TACK, FURNISH, HAUL AND PLACE HOT MIX ASPHALT, APPLY TWO COATS OF EMULSIFIED BITUMINOUS SEALER AS SPECIFIED IN THE CONSTRUCTION NOTES. ANY EXCESS MATERIAL SHALL BE REMOVED BY THE CONTRACTOR.

80. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF ALL CONSTRUCTION DEBRIS

81. ALL PRODUCTS AND MATERIALS ON THIS PROJECT MUST BE USED IN ACCORDANCE TO MANUFACTURER SPECIFICATIONS AS WELL AS ALL FEDERAL, STATE AND LOCAL REGULATIONS CONCERNING USE, STORAGE AND DISPOSAL.

82. WORK SHALL CONFORM TO THE STATE OF MAINE, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS, NOVEMBER 2014 EDITION, SPECIAL PROVISIONS AND THIS CONTRACT.

83. ALL EXCESS PAVEMENT AND MILLINGS SHALL BECOME THE PROPERTY OF THE CONTRACTOR. ALL EXISTING MATERIALS NOT REUSED ON THE PROJECT AND WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL LAWS. WASTE MAY BE PLACED IN WASTE AREAS MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 203.06.

84. FINAL PAVEMENT MARKINGS SHALL BE PAINTED WITH TWO SEPARATE COATS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	PROJMANAGER	BY	DATE
DESIGN-DETAILED	M. DEBOWSKI	S. BABALIS	
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100/26

GENERAL NOTES

SHEET NUMBER
18
OF 269

Filename: ...\MSTA\018_GeneralNotes_1.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

STATE ROUTE 100 DRIVEWAYS AND ENTRANCES

LOCATION		SURFACE	TYPE	OPENING
STA. 105+00	RT	Paved	Residential	26 FT.
STA. 129+12	RT	Paved	Commercial	167 FT.
STA. 135+23	RT	Paved	Commercial	189 FT.
STA. 137+35	RT	Paved	Commercial	64 FT.
STA. 138+31	LT	Paved	Commercial	35 FT.
STA. 139+05	LT	Paved	Commercial	39 FT.
STA. 139+59	RT	Paved	Commercial	24 FT.
STA. 141+36	RT	Paved	Commercial	33 FT.
STA. 143+95	RT	Paved	Residential	26 FT.
STA. 143+98	LT	Paved	Residential	16 FT.
STA. 144+00	LT	Paved	Residential	31 FT.
STA. 144+65	RT	Paved	Residential	26 FT.
STA. 146+68	RT	Paved	Residential	26 FT.
STA. 147+32	RT	Paved	Residential	26 FT.
STA. 148+90	RT	Paved	Residential	54 FT.
STA. 149+19	LT	Paved	Residential	26 FT.
STA. 152+50	LT	Paved	Commercial	32 FT.
STA. 154+20	LT	Paved	Commercial	32 FT.
STA. 154+83	RT	Paved	Commercial	70 FT.
STA. 155+50	LT	Paved	Commercial	26 FT.
STA. 155+90	LT	Paved	Commercial	26 FT.
STA. 156+00	RT	Gravel	Commercial	56 FT.
STA. 157+70	LT	Paved	Commercial	42 FT.
STA. 159+50	LT	Paved	Commercial	42 FT.
STA. 159+21	RT	Gravel	Woods Ent.	46 FT.
STA. 160+34	LT	Paved	Residential	26 FT.
STA. 160+67	RT	Gravel	Residential	26 FT.
STA. 160+94	LT	Paved	Residential	26 FT.
STA. 165+66	LT	Paved	Commercial	35 FT.
STA. 165+79	RT	Paved	Commercial	39 FT.
STA. 167+81	RT	Paved	Residential	26 FT.
STA. 170+19	RT	Paved	Commercial	26 FT.
STA. 170+39	LT	Paved	Residential	26 FT.
STA. 171+17	RT	Paved	Residential	26 FT.
STA. 173+85	RT	Paved	Residential	26 FT.
STA. 174+81	RT	Paved	Residential	26 FT.
STA. 175+29	RT	Gravel	Field Entrance	16 FT.
STA. 175+59	LT	Paved	Commercial	56 FT.
STA. 175+77	RT	Paved	Residential	26 FT.
STA. 176+69	RT	Paved	Residential	26 FT.
STA. 177+69	RT	Paved	Residential	26 FT.
STA. 177+69	LT	Paved	Commercial	30 FT.
STA. 178+18	RT	Paved	Commercial	30 FT.
STA. 178+55	LT	Paved	Commercial	26 FT.
STA. 179+50	LT	Gravel	Commercial	26 FT.
STA. 183+60	RT	Paved	Residential	50 FT.
STA. 184+50	RT	Gravel	Residential	43 FT.
STA. 184+63	LT	Paved	Residential	44 FT.
STA. 186+12	RT	Paved	Commercial	50 FT.
STA. 189+00	RT	Paved	Commercial	59 FT.
STA. 189+50	LT	Paved	Residential	42 FT.
STA. 193+00	RT	Paved	Residential	26 FT.
STA. 193+50	RT	Paved	Residential	26 FT.
STA. 193+87	RT	Paved	Residential	26 FT.
STA. 194+50	LT	Paved	Commercial	35 FT.
STA. 195+00	RT	Paved	Residential	35 FT.
STA. 196+00	LT	Gravel	Residential	26 FT.
STA. 196+50	RT	Paved	Residential	26 FT.
STA. 197+50	RT	Paved	Residential	26 FT.
STA. 197+50	LT	Paved	Commercial	35 FT.
STA. 198+50	LT	Paved	Commercial	26 FT.
STA. 200+34	LT	Gravel	Field Entrance	33 FT.
STA. 200+76	RT	Paved	Residential	38 FT.
STA. 10+91	RT	Paved	Residential	32 FT.
STA. 12+02	RT	Paved	Residential	26 FT.
STA. 12+79	RT	Paved	Residential	26 FT.
STA. 14+28	RT	Paved	Residential	20 FT.
STA. 15+97	RT	Paved	Residential	26 FT.
STA. 17+36	RT	Paved	Residential	26 FT.
STA. 19+00	RT	Paved	Residential	26 FT.
STA. 20+25	RT	Paved	Residential	26 FT.
STA. 25+12	RT	Paved	Commercial	26 FT.
STA. 26+50	RT	Paved	Commercial	26 FT.
STA. 28+90	RT	Paved	Residential	26 FT.
STA. 30+82	RT	Paved	Commercial	36 FT.
STA. 32+71	RT	Paved	Residential	20 FT.
STA. 34+35	RT	Paved	Commercial	38 FT.
STA. 53+74	LT	Paved	Residential	26 FT.
STA. 54+75	LT	Gravel	Residential	26 FT.
STA. 55+31	RT	Paved	Residential	26 FT.
STA. 55+87	RT	Paved	Residential	26 FT.
STA. 57+75	LT	Paved	Commercial	25 FT.
STA. 58+24	LT	Paved	Residential	26 FT.
STA. 58+80	LT	Paved	Residential	25 FT.
STA. 58+95	RT	Gravel	Residential	26 FT.
STA. 59+00	LT	Paved	Residential	24 FT.
STA. 59+36	RT	Paved	Residential	26 FT.
STA. 61+42	RT	Paved	Residential	26 FT.
STA. 65+61	RT	Paved	Residential	26 FT.
STA. 66+40	RT	Paved	Residential	26 FT.
STA. 66+77	RT	Paved	Residential	26 FT.
STA. 67+27	RT	Paved	Residential	26 FT.

CLEARING - ITEM #201.11

STATION	TO	STATION		STATION	TO	STATION	
148+18	TO	148+62	LT	106+21	TO	106+95	RT
150+83	TO	152+10	LT	126+93	TO	128+30	RT
162+09	TO	164+22	LT	129+52	TO	129+76	RT
167+20	TO	169+07	LT	130+04	TO	130+30	RT
171+18	TO	173+42	LT	132+06	TO	133+42	RT
184+05	TO	184+56	LT	147+71	TO	148+48	RT
188+53	TO	189+37	LT	156+63	TO	157+59	RT
189+96	TO	190+72	LT	162+55	TO	163+94	RT
191+12	TO	192+63	LT	164+15	TO	164+81	RT
198+76	TO	199+04	LT	168+18	TO	169+15	RT
199+60	TO	200+04	LT	184+60	TO	184+86	RT
58+10	TO	58+15	LT	185+05	TO	185+46	RT
60+33	TO	61+56	LT	186+75	TO	187+68	RT
				16+50	TO	16+98	RT
				19+35	TO	19+59	RT
				39+50	TO	40+03	RT
				55+40	TO	55+65	RT
				59+30	TO	59+35	RT

REMOVING MANHOLE OR CATCH BASIN - ITEM #202.15

STATION	OFFSET
STA. 136+47	42.0' RT
STA. 137+35	32.0' RT
STA. 142+64	21.0' LT
STA. 143+03	23.0' LT
STA. 143+17	22.0' LT
STA. 147+44	19.0' LT
STA. 173+97	18.0' RT
STA. 175+70	17.0' RT
STA. 177+48	20.0' RT
STA. 179+04	28.0' RT
STA. 192+07	16.0' LT
STA. 17+61	16.0' RT
STA. 21+08	22.0' RT
STA. 35+72	14.0' LT
STA. 35+92	12.0' RT
STA. 55+76	14.0' RT
STA. 55+83	14.0' LT

REMOVING PAVEMENT SURFACE - ITEM #202.202

STATION	TO	STATION
STA. 103+99	TO	STA. 107+28
STA. 124+73	TO	STA. 135+70
STA. 135+70	TO	STA. 141+50
STA. 10+49	TO	STA. 21+52
STA. 24+30	TO	STA. 33+33
STA. 33+33	TO	STA. 36+73
STA. 38+75	TO	STA. 40+88
STA. 53+34	TO	STA. 55+50
STA. 61+50	TO	STA. 62+85
STA. 65+48	TO	STA. 67+95

REMOVING SINGLE TREE TOP ONLY - ITEM #201.23
REMOVING STUMP - ITEM #201.24

STATION	OFFSET	QUANTITY
STA. 145+70	28' RT	1 EA
STA. 145+78	30' RT	1 EA
STA. 146+04	25' RT	1 EA
STA. 146+29	27' RT	1 EA
STA. 149+49	27' LT	1 EA
STA. 149+65	36' LT	1 EA
STA. 149+75	32' LT	1 EA
STA. 149+80	30' LT	1 EA
STA. 149+91	33' LT	1 EA
STA. 149+96	36' LT	1 EA
STA. 156+58	29' RT	1 EA
STA. 158+90	39' RT	1 EA
STA. 159+02	34' RT	1 EA
STA. 161+24	35' RT	1 EA
STA. 161+49	37' RT	1 EA
STA. 161+78	39' RT	1 EA
STA. 161+87	24' LT	1 EA
STA. 165+25	36' RT	1 EA
STA. 166+23	45' LT	1 EA
STA. 169+04	30' LT	1 EA
STA. 173+12	54' RT	1 EA
STA. 173+22	34' RT	1 EA
STA. 173+46	36' RT	1 EA
STA. 174+03	32' RT	1 EA
STA. 174+30	35' RT	1 EA
STA. 174+35	49' LT	1 EA
STA. 174+63	20' RT	1 EA
STA. 175+17	30' RT	1 EA
STA. 175+60	29' RT	1 EA
STA. 175+96	29' RT	1 EA
STA. 176+05	42' LT	1 EA
STA. 176+07	28' LT	1 EA
STA. 176+18	29' RT	1 EA
STA. 176+39	29' RT	1 EA
STA. 176+56	30' LT	1 EA
STA. 176+58	28' RT	1 EA
STA. 176+76	30' LT	1 EA
STA. 176+90	31' LT	1 EA
STA. 177+06	30' LT	1 EA
STA. 177+10	29' RT	1 EA
STA. 177+17	28' LT	1 EA
STA. 178+84	32' LT	1 EA
STA. 180+45	32' LT	1 EA
STA. 180+79	33' LT	1 EA
STA. 183+99	22' RT	1 EA
STA. 184+09	22' RT	1 EA
STA. 184+17	21' RT	1 EA
STA. 184+25	21' RT	1 EA
STA. 184+34	21' RT	1 EA
STA. 197+30	31' RT	1 EA
STA. 197+96	31' RT	1 EA
STA. 198+22	31' RT	1 EA
STA. 198+40	31' RT	1 EA
STA. 199+76	30' RT	1 EA
STA. 200+06	29' RT	1 EA
STA. 201+24	34' RT	1 EA
STA. 18+83	28' RT	1 EA
STA. 19+54	25' RT	1 EA
STA. 54+51	19' LT	1 EA
STA. 55+03	21' LT	1 EA
STA. 55+32	21' LT	1 EA
STA. 55+62	25' LT	1 EA
STA. 58+08	27' LT	1 EA
STA. 59+41	36' RT	1 EA

STA. 149+25	TO	STA. 151+50	RT
STA. 151+00	TO	STA. 152+00	LT
STA. 163+25	TO	STA. 165+50	LT
STA. 164+25	TO	STA. 165+25	RT
STA. 165+75	TO	STA. 166+50	LT
STA. 171+25	TO	STA. 173+00	LT
STA. 182+50	TO	STA. 183+50	RT
STA. 189+25	TO	STA. 190+00	RT

HOT MIX ASPHALT SIDEWALK - ITEM #403.209
DOES NOT TAKE INTO ACCOUNT BREAKS FOR DRIVES

STATION		TO	STATION	
103+99	RT	TO	107+26	RT
124+74	RT	TO	140+97	RT
135+70	LT	TO	24+30	RT
10+18	RT	TO	21+52	RT
37+44	RT	TO	40+72	RT
65+41	RT	TO	67+92	RT
142+88	LT	TO	180+23	LT
172+92	RT	TO	61+31	RT

COFFERDAM (LUMP SUM) - ITEM #511.07

LOCATION	
STA. 184+32	UPSTREAM
STA. 184+92	DOWNSTREAM

CONCRETE PIPE TIES - ITEM #603.55

LOCATION OF PIPE END REQUIRING TIES		QUANTITY	
STA. 128+37	69.8' RT	2	GROUPS
STA. 130+06	58.3' RT	2	GROUPS
STA. 139+32	39.6' LT	2	GROUPS
STA. 147+83	29.7' RT	2	GROUPS
STA. 148+25	50.6' RT	2	GROUPS
STA. 148+38	44.6' LT	2	GROUPS
STA. 150+00	33.8' RT	2	GROUPS
STA. 151+33	42.8' RT	2	GROUPS
STA. 151+36	43.7' RT	2	GROUPS
STA. 151+57	58.4' LT	2	GROUPS
STA. 160+09	38.8' RT	2	GROUPS
STA. 164+94	47.0' LT	2	GROUPS
STA. 164+94	41.0' RT	2	GROUPS
STA. 164+99	42.8' RT	2	GROUPS
STA. 189+29	30.6' LT	2	GROUPS
STA. 189+40	32.5' RT	2	GROUPS
STA. 192+07	34.0' RT	2	GROUPS
STA. 192+08	30.0' LT	2	GROUPS
STA. 199+64	35.3' LT	2	GROUPS

MAILBOX AND POST - ITEM #606.521

STATION	OFFSET
STA. 107+09	20' RT
STA. 107+10	20' RT
STA. 107+12	20' RT
STA. 144+19	23' RT
STA. 144+47	23' RT
STA. 146+52	17' RT
STA. 147+16	17' RT
STA. 149+30	22' RT
STA. 154+12	17' RT
STA. 160+29	17' RT
STA. 160+31	17' RT
STA. 160+33	17' RT
STA. 166+15	21' RT
STA. 166+17	21' RT
STA. 167+69	17' RT
STA. 170+45	17' RT
STA. 170+47	17' RT
STA. 171+39	19' RT
STA. 173+45	23' RT
STA. 174+36	23' RT
STA. 174+54	23' RT
STA. 174+56	23' RT
STA. 174+58	23' RT
STA. 175+54	23' RT
STA. 176+95	23' RT
STA. 177+93	23' RT
STA. 177+95	23' RT
STA. 177+97	23' RT
STA. 177+99	23' RT
STA. 178+01	23' RT
STA. 178+03	23' RT
STA. 179+16	23' RT
STA. 179+18	23' RT
STA. 179+20	23' RT
STA. 179+22	23' RT
STA. 184+83	19' LT
STA. 189+20	17' LT
STA. 189+24	17' LT
STA. 189+26	17' LT
STA. 194+32	17' LT
STA. 194+34	17' LT
STA. 194+88	17' LT
STA. 194+90	17' LT
STA. 195+82	17' LT
STA. 195+84	17' LT
STA. 197+98	17' LT
STA. 198+00	17' LT

MAILBOX AND POST - ITEM #606.521

STATION	OFFSET
STA. 11+18	15' RT
STA. 12+22	15' RT
STA. 12+24	15' RT
STA. 12+58	15' RT
STA. 13+64	15' RT
STA. 14+46	15' RT
STA. 14+48	15' RT
STA. 15+64	15' RT
STA. 16+73	15' RT
STA. 17+13	15' RT
STA. 18+32	15' RT
STA. 18+76	15' RT
STA. 20+00	15' RT
STA. 25+34	12' RT
STA. 25+36	12' RT
STA. 25+38	12' RT
STA. 25+40	12' RT
STA. 25+42	12' RT
STA. 25+74	14' RT
STA. 26+21	15' RT
STA. 27+98	14' RT
STA. 28+00	14' RT
STA. 28+59	15' RT
STA. 29+12	14' RT
STA. 30+32	14' RT
STA. 31+26	14' RT
STA. 32+87	16' RT
STA. 33+51	16' RT
STA. 33+95	18' RT
STA. 35+57	25' RT
STA. 39+25	25' RT
STA. 40+08	23' RT
STA. 40+10	23' RT
STA. 53+57	14' LT
STA. 54+58	14' LT
STA. 54+60	14' LT
STA. 56+03	20' RT
STA. 56+17	19' LT
STA. 58+00	23' LT
STA. 58+02	23' LT
STA. 58+58	22' LT
STA. 58+60	22' LT
STA. 58+62	22' LT
STA. 59+24	19' RT
STA. 59+26	19' RT
STA. 61+25	17' RT
STA. 66+08	18' RT
STA. 66+95	18' RT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	#PROJMANAGER#	BY	DATE
DESIGN-DETAILED	M. DEBOWSKI	S. BABALIS	------
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	------	------	------
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100/26

CONSTRUCTION NOTES

SHEET NUMBER
19
OF 269

Filename: ...\019_Construction Notes_1.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

ALTERING CATCH BASIN TO MANHOLE - ITEM #604.16

STATION	OFFSET	QUANTITY
STA. 40+78	14.0' RT	1 EA

ADJUSTING MANHOLE OR CATCH BASIN TO GRADE - ITEM #604.18

STATION	OFFSET	QUANTITY
STA. 104+70	18.0' RT	1 EA
STA. 107+16	17.7' RT	1 EA
STA. 124+99	28.8' RT	1 EA
STA. 139+20	21.8' RT	1 EA
STA. 150+54	21.5' LT	1 EA
STA. 173+05	16.5' RT	1 EA
STA. 176+00	15.5' RT	1 EA
STA. 178+66	25.0' RT	1 EA
STA. 10+58	16.0' RT	1 EA
STA. 12+52	13.4' RT	1 EA
STA. 14+16	13.2' RT	1 EA
STA. 15+81	13.6' RT	1 EA
STA. 19+88	13.0' RT	1 EA
STA. 27+11	13.6' RT	1 EA
STA. 30+15	12.0' RT	1 EA
STA. 32+91	13.6' RT	1 EA
STA. 39+42	14.1' LT	1 EA
STA. 40+78	14.1' LT	1 EA
STA. 53+34	11.4' LT	1 EA
STA. 55+54	3.6' LT	1 EA
STA. 56+07	5.4' LT	1 EA
STA. 57+50	1.0' RT	1 EA
STA. 59+70	4.2' LT	1 EA
STA. 61+12	4.2' LT	1 EA
STA. 62+55	2.8' LT	1 EA

CLEANING EXISTING CATCH BASIN AND MANHOLE - ITEM #604.182

STATION	OFFSET	QUANTITY
STA. 104+70	18.0' RT	1 EA
STA. 107+16	17.7' RT	1 EA
STA. 124+99	28.8' RT	1 EA
STA. 139+20	21.8' RT	1 EA
STA. 10+58	16.0' RT	1 EA
STA. 12+52	13.4' RT	1 EA
STA. 14+16	13.2' RT	1 EA
STA. 15+81	13.6' RT	1 EA
STA. 19+88	13.0' RT	1 EA
STA. 27+11	13.6' RT	1 EA
STA. 30+15	12.0' RT	1 EA
STA. 32+91	13.6' RT	1 EA
STA. 39+42	14.1' LT	1 EA
STA. 40+78	14.1' LT	1 EA
STA. 40+78	14.1' RT	1 EA
STA. 53+34	11.4' LT	1 EA

31 INCH W-BEAM GUADRRAIL, MID-WAY SPLICE SINGLE FACED - ITEM #606.1301
GR LENGTHS ARE MULTIPLES OF 12'-6" (12.5')
LENGTHS FOR GR ENDS AND BRIDGE TRANSITIONS ARE NOT INCLUDED IN THIS ITEM

STATION		TO	STATION		LENGTH
STA. 124+95	RT	TO	STA. 128+37	RT	350.0 LF
STA. 130+05	RT	TO	STA. 133+45	RT	350.0 LF
STA. 147+63	RT	TO	STA. 148+63	RT	112.5 LF
STA. 148+33	LT	TO	STA. 148+93	LT	62.5 LF
STA. 149+07	LT	TO	STA. 149+17	LT	12.5 LF
STA. 149+17	RT	TO	STA. 152+99	RT	187.5 LF
STA. 162+34	RT	TO	STA. 165+25	RT	300.0 LF
STA. 170+93	LT	TO	STA. 173+70	LT	275.0 LF
STA. 189+35	RT	TO	STA. 191+96	RT	262.5 LF
STA. 198+37	RT	TO	STA. 198+87	RT	50.0 LF
STA. 199+70	LT	TO	STA. 200+08	LT	37.5 LF
STA. 199+71	RT	TO	STA. 200+21	RT	50.0 LF
STA. 20+60	RT	TO	STA. 21+35	RT	75.0 LF
STA. 24+48	RT	TO	STA. 24+73	RT	25.0 LF

31 INCH W-BEAM GUADRRAIL, MID-WAY SPLICE, 15' RADIUS AND LESS - ITEM #606.1303

STATION		TO	STATION		RADIUS	LENGTH
STA. 124+72	RT	TO	STA. 124+88	RT	15.0'	25.0 LF
STA. 147+48	RT	TO	STA. 147+63	RT	15.0'	25.0 LF
STA. 148+63	RT	TO	STA. 148+78	RT	15.0'	25.0 LF
STA. 149+02	RT	TO	STA. 149+17	RT	15.0'	25.0 LF
STA. 173+70	LT	TO	STA. 173+86	LT	15.0'	26.0 LF
STA. 189+20	RT	TO	STA. 189+35	RT	15.0'	25.0 LF
STA. 198+71	LT	TO	STA. 198+86	LT	15.0'	25.0 LF
STA. 200+08	LT	TO	STA. 200+22	LT	15.0'	25.0 LF
STA. 20+45	RT	TO	STA. 20+60	RT	15.0'	25.0 LF

31" W-BEAM, GUARDRAIL, MID-WAY SPLICED, OVER 15' RADIUS - ITEM #606.1304

STATION		TO	STATION		RADIUS	LENGTH
STA. 128+38	RT	TO	STA. 128+73	RT	35.0'	53.0 LF
STA. 129+42	RT	TO	STA. 130+05	RT	45',65',75'	85.0 LF
STA. 148+93	LT	TO	STA. 149+07	LT	25.0'	15.0 LF

31" W-BEAM GUARDRAIL, MID-WAY SPLICED, FLARED TERMINAL - ITEM #606.1305

STATION		TO	STATION		QUANTITY
STA. 165+25	RT	TO	STA. 165+62	RT	1 EA
STA. 191+96	RT	TO	STA. 192+33	RT	1 EA
STA. 198+00	RT	TO	STA. 198+37	RT	1 EA

BRIDGE TRANSITION ASYMMETRICAL - TYPE I - ITEM #606.1307

STATION		TO	STATION		QUANTITY
STA. 21+35	RT	TO	STA. 21+53	RT	1 EA
STA. 24+29	RT	TO	STA. 24+47	RT	1 EA
STA. 198+87	RT	TO	STA. 199+07	RT	1 EA
STA. 198+86	LT	TO	STA. 199+06	LT	1 EA
STA. 199+51	RT	TO	STA. 199+71	RT	1 EA
STA. 199+50	LT	TO	STA. 199+70	LT	1 EA

BURIED-IN-SLOPE GUARDRAIL END, MID-WAY SPLICE - ITEM #606.1308

STATION		QUANTITY
STA. 152+99	RT	1 EA
STA. 162+34	RT	1 EA

TERMINAL END - SINGLE RAIL - GALVANIZED STEEL - ITEM #606.265

STATION		QUANTITY
STA. 124+72	RT	1 EA
STA. 128+73	RT	1 EA
STA. 129+42	RT	1 EA
STA. 147+48	RT	1 EA
STA. 148+63	RT	1 EA
STA. 149+17	LT	1 EA
STA. 149+02	RT	1 EA
STA. 189+20	RT	1 EA
STA. 198+77	LT	1 EA
STA. 200+28	LT	1 EA
STA. 20+45	RT	1 EA
STA. 24+98	RT	1 EA

TANGENT GUARDRAIL TERMINAL - ENERGY ABSORBING - ITEM #606.8100

STATION		TO	STATION		QUANTITY
STA. 133+45	RT	TO	STA. 133+58	RT	1 EA
STA. 148+20	LT	TO	STA. 148+33	LT	1 EA
STA. 170+80	LT	TO	STA. 170+93	LT	1 EA
STA. 200+21	RT	TO	STA. 200+34	RT	1 EA
STA. 24+73	RT	TO	STA. 24+86	RT	1 EA

CURB RAMP DETECTABLE WARNING FIELD - ITEM #608.26

STATION	OFFSET
STA. 128+76	81.0' RT
STA. 129+04	81.7' RT
STA. 129+10	82.0' RT
STA. 129+39	82.2' RT
STA. 134+58	40.6' RT
STA. 135+20	42.0' RT
STA. 135+26	42.2' RT
STA. 135+72	45.5' RT
STA. 135+84	25.0' LT
STA. 135+87	11.4' RT
STA. 135+88	38.7' LT
STA. 142+20	41.8' LT
STA. 142+40	30.7' RT
STA. 142+92	44.0' LT
STA. 147+58	23.8' LT
STA. 148+15	23.5' LT
STA. 173+50	18.0' RT
STA. 173+50	18.0' LT
STA. 180+19	32.7' RT
STA. 180+20	23.4' LT
STA. 40+61	21.5' RT
STA. 50+68	15.5' LT
STA. 67+89	31.6' RT
STA. 68+34	31.2' RT

CURBING TYPE 3 MOLD 1 - ITEM #609.31

STATION		TO	STATION		LENGTH
104+00	19.0' RT	TO	104+89	19.0' RT	89.0 LF
105+15	19.0' RT	TO	107+20	19.0' RT	205.0 LF
10+19	17.7' RT	TO	10+79	15.6' RT	60.0 LF
11+10	14.0' RT	TO	11+89	14.0' RT	79.0 LF
12+15	14.0' RT	TO	12+66	14.0' RT	51.0 LF
12+92	14.0' RT	TO	14+18	14.0' RT	126.0 LF
14+38	14.0' RT	TO	15+83	14.0' RT	145.0 LF
16+09	14.0' RT	TO	17+23	14.0' RT	114.0 LF
17+49	14.0' RT	TO	18+88	14.0' RT	140.0 LF
19+14	14.0' RT	TO	20+12	14.0' RT	99.0 LF
20+38	14.0' RT	TO	21+52	11.0' RT	114.0 LF
24+30	11.0' RT	TO	24+99	11.0' RT	69.0 LF
25+25	11.5' RT	TO	26+34	14.0' RT	109.0 LF
26+60	14.0' RT	TO	28+77	13.2' RT	217.0 LF
29+03	13.0' RT	TO	30+64	13.0' RT	162.0 LF
31+00	13.0' RT	TO	32+61	14.5' RT	161.0 LF
32+81	13.0' RT	TO	34+08	18.0' RT	128.0 LF

STATION		TO	STATION		LENGTH
200+83	22.0' LT	TO	201+20	22.0' LT	37.0 LF
200+97	22.0' RT	TO	201+20	22.0' RT	24.0 LF
38+74	15.5' LT	TO	39+45	15.0' LT	71.0 LF
40+39	15.0' LT	TO	40+80	15.0' LT	42.0 LF
53+50	13.0' LT	TO	53+61	13.0' LT	11.0 LF
53+50	13.0' RT	TO	55+16	15.9' RT	166.0 LF
53+87	13.0' LT	TO	54+63	13.4' LT	77.0 LF
54+89	14.6' LT	TO	55+82	18.5' LT	95.0 LF
55+42	17.2' RT	TO	55+74	18.5' RT	32.0 LF
57+92	21.5' LT	TO	58+06	21.5' LT	15.0 LF
57+91	21.5' RT	TO	58+82	19.5' RT	91.0 LF
58+32	21.5' LT	TO	58+64	20.4' LT	33.0 LF
59+08	18.3' RT	TO	59+32	17.1' RT	24.0 LF
59+13	18.0' LT	TO	62+85	17.9' LT	364.0 LF
59+58	16.0' RT	TO	61+31	16.0' RT	175.0 LF
65+74	17.0' RT	TO	66+28	17.0' RT	55.0 LF
66+53	17.0' RT	TO	66+65	17.0' RT	12.0 LF
66+90	17.0' RT	TO	67+15	17.0' RT	26.0 LF
67+40	17.0' RT	TO	67+89	28.0' RT	58.0 LF

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	M. DEBOWSKI	
CHECKED-REVIEWED	S. BABALIS	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100/26

CONSTRUCTION NOTES

SHEET NUMBER
20
OF 269

Filename: ...\020_Construction Notes_2.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

PLAIN RIPRAP (INLET/OUTLET PROT.) - ITEM #610.08

LOCATION	
STA. 139+32	LT
STA. 148+27	RT
STA. 151+37	RT
STA. 151+55	LT
STA. 160+00	LT
STA. 160+09	RT
STA. 164+94	RT
STA. 164+94	LT
STA. 165+30	LT
STA. 165+94	LT
STA. 184+31	LT
STA. 184+87	RT
STA. 189+30	LT
STA. 189+39	RT
STA. 192+06	RT
STA. 192+08	LT
STA. 199+64	LT

PLAIN RIPRAP (DOWN SPOUT) - ITEM #610.08

LOCATION	
STA. 128+37	RT
STA. 130+06	RT
STA. 146+87	RT
STA. 147+83	RT
STA. 150+00	RT
STA. 164+47	RT
STA. 181+36	RT
STA. 181+68	LT
STA. 184+25	LT
STA. 192+30	RT
STA. 193+98	LT

PLAIN RIPRAP (18" DEPTH) - ITEM #610.08

LOCATION	
STA. 148+50	LT
STA. 150+20	RT
STA. 172+00	LT
STA. 190+74	RT

PLAIN RIPRAP (UNDERDRAIN OUT PROT.) - ITEM #610.08

LOCATION	
STA. 164+73	LT

EROSION CONTROL BLANKET - ITEM #613.319
(2:1 SLOPES WITH A SLOPE HEIGHT OF >15' BUT <30')

STATION	TO	STATION	
STA. 124+72	TO	STA. 128+78	RT
STA. 129+75	TO	STA. 133+00	RT
STA. 142+93	TO	STA. 143+88	LT
STA. 144+02	TO	STA. 144+61	RT
STA. 144+36	TO	STA. 147+32	LT
STA. 146+75	TO	STA. 147+26	RT
STA. 148+00	TO	STA. 148+63	RT
STA. 149+35	TO	STA. 150+00	LT
STA. 151+00	TO	STA. 151+50	RT
STA. 152+00	TO	STA. 153+00	RT
STA. 161+00	TO	STA. 162+00	RT
STA. 161+10	TO	STA. 165+57	LT
STA. 163+00	TO	STA. 165+50	RT
STA. 166+00	TO	STA. 170+25	LT
STA. 168+98	TO	STA. 170+05	RT
STA. 198+60	TO	STA. 199+00	LT

EROSION CONTROL BLANKET - ITEM #613.319
(2% - 5% DITCH SLOPES)

STATION	TO	STATION	
STA. 151+60	TO	STA. 151+89	RT
STA. 156+56	TO	STA. 159+00	RT
STA. 181+40	TO	STA. 181+84	RT
STA. 181+75	TO	STA. 184+23	LT
STA. 184+91	TO	STA. 189+21	LT
STA. 185+35	TO	STA. 185+95	RT
STA. 186+35	TO	STA. 187+06	RT
STA. 189+40	TO	STA. 189+65	RT
STA. 189+64	TO	STA. 190+24	LT
STA. 191+85	TO	STA. 192+00	RT
STA. 197+60	TO	STA. 199+00	RT

SEEDING METHOD NUMBER 1 - ITEM #618.13

STATION	TO	STATION		STATION	TO	STATION	
135+84	TO	138+39	LT	103+99	TO	104+89	RT
138+49	TO	138+84	LT	105+15	TO	107+29	RT
138+94	TO	142+26	LT	135+52	TO	135+83	RT
35+61	TO	35+79	LT	135+91	TO	137+16	RT
37+89	TO	39+45	LT	137+37	TO	139+85	RT
40+39	TO	40+80	LT	140+08	TO	141+03	RT
142+93	TO	143+84	LT	141+40	TO	142+36	RT
144+30	TO	147+56	LT	10+18	TO	10+81	RT
148+14	TO	149+01	LT	11+08	TO	11+95	RT
149+26	TO	152+28	LT	12+09	TO	12+73	RT
152+51	TO	154+11	LT	12+85	TO	14+22	RT
154+26	TO	155+50	LT	14+34	TO	15+88	RT
155+70	TO	155+78	LT	15+98	TO	17+29	RT
156+04	TO	157+57	LT	17+42	TO	18+92	RT
157+90	TO	158+29	LT	19+10	TO	20+12	RT
158+71	TO	160+29	LT	20+38	TO	20+53	RT
160+39	TO	160+84	LT	24+30	TO	25+01	RT
161+10	TO	162+74	LT	25+21	TO	26+34	RT
161+10	TO	165+52	LT	26+60	TO	28+82	RT
165+84	TO	168+99	LT	28+95	TO	30+40	RT
169+00	TO	170+27	LT	30+49	TO	30+65	RT
170+49	TO	175+68	LT	31+00	TO	32+66	RT
175+93	TO	177+64	LT	32+76	TO	34+13	RT
177+94	TO	178+54	LT	34+37	TO	36+45	RT
178+64	TO	179+39	LT	37+47	TO	38+89	RT
179+52	TO	180+83	LT	38+95	TO	40+86	RT
53+50	TO	53+67	LT	143+21	TO	143+92	RT
53+82	TO	54+71	LT	144+02	TO	144+61	RT
54+81	TO	56+17	LT	144+70	TO	146+64	RT
57+10	TO	57+59	LT	152+10	TO	154+67	RT
57+91	TO	58+11	LT	155+06	TO	155+87	RT
57+24	TO	58+66	LT	160+74	TO	162+30	RT
59+13	TO	62+84	LT	164+94	TO	165+66	RT
181+52	TO	181+78	LT	165+95	TO	167+79	RT
193+90	TO	194+44	LT	169+20	TO	170+06	RT
194+76	TO	195+93	LT	170+25	TO	171+12	RT
196+09	TO	197+37	LT	171+25	TO	172+70	RT
197+63	TO	198+36	LT	172+92	TO	173+79	RT
200+40	TO	201+20	LT	173+91	TO	174+76	RT
				174+89	TO	175+26	RT
				175+32	TO	175+74	RT
				175+82	TO	176+62	RT
				176+76	TO	177+59	RT
				177+83	TO	178+07	RT
				178+30	TO	180+19	RT
				53+50	TO	55+19	RT
				55+30	TO	55+78	RT
				55+95	TO	56+41	RT
				57+57	TO	58+82	RT
				59+08	TO	59+46	RT
				59+56	TO	61+38	RT
				180+97	TO	183+51	RT
				183+71	TO	184+39	RT
				186+25	TO	188+91	RT
				192+33	TO	192+98	RT
				193+03	TO	193+42	RT
				193+61	TO	193+76	RT
				193+99	TO	194+71	RT
				195+05	TO	196+37	RT
				196+56	TO	197+39	RT
				197+53	TO	199+11	RT
				199+53	TO	200+59	RT
				200+80	TO	201+21	RT

SEEDING METHOD NUMBER 2 - ITEM #618.14

STATION	TO	STATION		STATION	TO	STATION	
142+85	TO	143+88	LT	124+70	TO	128+77	RT
144+36	TO	147+87	LT	129+41	TO	134+84	RT
148+02	TO	149+32	LT	146+75	TO	147+26	RT
149+25	TO	152+32	LT	147+52	TO	149+38	RT
162+74	TO	165+57	LT	150+68	TO	152+10	RT
165+76	TO	169+00	LT	156+13	TO	159+14	RT
181+72	TO	184+58	LT	159+20	TO	160+50	RT
184+69	TO	189+39	LT	162+30	TO	164+94	RT
189+53	TO	193+95	LT	167+91	TO	169+20	RT
198+60	TO	199+03	LT	184+51	TO	184+87	RT
199+53	TO	200+24	LT	184+94	TO	186+03	RT
				189+17	TO	190+00	RT
				191+50	TO	192+34	RT

24 INCH FOUNDATION - ITEM #626.32
ORNAMENTAL LIGHTING - ITEM #634.70

STATION	OFFSET		QUANTITY
STA. 129+45	83.0'	RT	1 EA
STA. 130+20	42.5'	RT	1 EA
STA. 131+05	42.5'	RT	1 EA
STA. 131+90	42.5'	RT	1 EA
STA. 132+75	42.5'	RT	1 EA
STA. 133+60	42.5'	RT	1 EA
STA. 134+45	42.5'	RT	1 EA
STA. 135+90	32.0'	LT	1 EA
STA. 136+00	40.0'	RT	1 EA
STA. 136+85	38.0'	RT	1 EA
STA. 137+90	32.4'	RT	1 EA
STA. 138+75	30.0'	RT	1 EA
STA. 139+60	30.0'	RT	1 EA
STA. 140+45	30.0'	RT	1 EA
STA. 141+30	41.0'	RT	1 EA
STA. 142+15	41.0'	RT	1 EA
STA. 143+75	32.5'	LT	1 EA
STA. 145+45	32.0'	LT	1 EA
STA. 146+30	28.0'	LT	1 EA
STA. 147+15	27.0'	LT	1 EA
STA. 148+50	29.0'	LT	1 EA
STA. 149+35	27.0'	LT	1 EA
STA. 150+20	27.0'	LT	1 EA
STA. 151+05	27.0'	LT	1 EA
STA. 151+90	28.0'	LT	1 EA
STA. 152+75	28.0'	LT	1 EA
STA. 153+60	28.0'	LT	1 EA
STA. 154+45	28.0'	LT	1 EA
STA. 155+30	28.0'	LT	1 EA
STA. 156+52	28.0'	LT	1 EA
STA. 157+37	28.0'	LT	1 EA
STA. 158+22	28.0'	LT	1 EA
STA. 159+07	28.0'	LT	1 EA
STA. 159+92	28.0'	LT	1 EA
STA. 160+80	28.0'	LT	1 EA
STA. 161+65	27.0'	LT	1 EA
STA. 162+50	27.0'	LT	1 EA
STA. 163+35	27.0'	LT	1 EA
STA. 164+20	27.0'	LT	1 EA
STA. 165+05	27.0'	LT	1 EA
STA. 165+89.5	27.0'	LT	1 EA
STA. 166+74	27.0'	LT	1 EA
STA. 167+58.5	27.0'	LT	1 EA
STA. 168+43	27.0'	LT	1 EA
STA. 169+27.5	22.0'	LT	1 EA
STA. 170+12	22.0'	LT	1 EA
STA. 170+96.5	22.0'	LT	1 EA
STA. 171+81	29.0'	LT	1 EA
STA. 172+65.5	29.0'	LT	1 EA
STA. 173+50	29.0'	LT	1 EA
STA. 173+50	22.0'	RT	1 EA
STA. 175+19	27.0'	LT	1 EA
STA. 176+23	27.5'	LT	1 EA
STA. 177+12.5	27.5'	LT	1 EA
STA. 178+02	27.5'	LT	1 EA
STA. 178+81.5	27.5'	LT	1 EA
STA. 179+61	27.5'	LT	1 EA
STA. 180+15.5	35.5'	RT	1 EA
STA. 180+20	27.5'	LT	1 EA

PEDESTIRAN RAMPS (TIP-DOWNS)

LOCATION	
STA. 124+89	RT
STA. 128+73	RT
STA. 129+43	RT
STA. 134+46	RT
STA. 135+80	RT
STA. 135+81	LT
STA. 136+00	RT
STA. 136+00	LT
STA. 136+65	RT
STA. 137+45	RT
STA. 138+06	LT
STA. 138+57	LT
STA. 138+76	LT
STA. 139+31	LT
STA. 139+54	RT
STA. 140+11	RT
STA. 140+85	RT
STA. 142+08	LT
STA. 142+40	RT
STA. 147+47	LT
STA. 148+22	LT
STA. 170+17	LT
STA. 170+59	LT
STA. 173+40	RT
STA. 173+50	LT
STA. 173+61	RT
STA. 173+64	RT
STA. 174+05	RT
STA. 174+61	RT
STA. 175+03	RT
STA. 175+13	RT
STA. 175+45	RT
STA. 175+57	RT
STA. 175+99	RT
STA. 176+48	RT
STA. 176+90	RT
STA. 177+50	RT
STA. 177+56	LT
STA. 177+92	RT
STA. 177+96	RT
STA. 178+02	LT
STA. 178+38	LT
STA. 178+42	RT
STA. 178+80	LT
STA. 179+19	LT
STA. 179+60	LT
STA. 180+08	RT
STA. 180+09	LT
STA. 34+54	RT
STA. 36+65	RT
STA. 37+02	LT
STA. 40+46	RT
STA. 50+58	LT
STA. 57+51	RT
STA. 67+81	RT

EARTHWORK SUMMARY

ALL QUANTITIES ARE IN CUBIC YARDS

COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (FROM CROSS SECTIONS)	22,412	
EARTH FROM DRIVES, OLD ROAD, ETC.	2,049	
GRUBBING IN FILL	499	
TOTAL COMMON EXCAVATION (for estimate)		24,960

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM CROSS SECTIONS)	6,520	
GRUBBING IN FILL	499	
TOTAL FILL		7,019

ROCK EXCAVATION FOR ESTIMATE

ROCK EXCAVATION (FROM CROSS SECTIONS)	500	
TOTAL ROCK EXCAVATION		500

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

(1) TOTAL COMMON EXCAVATION		24,960
DEDUCTIONS:		
GRUBBING IN CUT	2,493	
GRUBBING IN FILL	499	
PAVEMENT SALVAGE (CUT & FILL)	9,650	
(2) TOTAL DEDUCTIONS		12,642
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)		12,318
TOTAL AVAILABLE STRUCT. EXCAVATIONS (U.D.)		4,100
RIPRAP EXCAVATION		200
TOTAL AVAILABLE NON-ROCK EXCAVATION		16,618

COMPUTATION OF WASTE STORAGE & WASTE MATERIAL

TOTAL AVAIL. WASTE STORAGE AREA (FROM CROSS SECTIONS)		0
GRUBBING IN CUT	2,493	
GRUBBING IN FILL	499	
TOTAL WASTE MATERIAL TO BE UTILIZED (LOWER OF TOTAL AVAILABLE WASTE STORAGE AREA OR TOTAL WASTE MATERIAL)		0
TOTAL WASTE MATERIAL TO BE WASTED (TOTAL WASTE MATERIAL MINUS TOTAL WASTE MATERIAL TO BE UTILIZED)		2,992

COMPUTATION OF GRANULAR BORROW FOR ESTIMATE

GRANULAR BORROW IN LOW WET AREAS	579		
GRANULAR BORROW TO MAINTAIN TRAFFIC	2,000		
GRANULAR BORROW FOR UNDER CULVERTS	393		
GRANULAR BORROW FOR WATER MAINS	250		
GRANULAR BORROW =	3,223	x 1.00=	3,223

COMPUTATION FOR COMMON BORROW FOR ESTIMATE

(3)TOTAL FILL			7,019
TOTAL AVAIL. NON-ROCK EXCAV.	16,618	x 0.90 =	14,956
TOTAL AVAIL. ROCK EXCAV.	500	x 1.30 =	650
(4)TOTAL AVAILABLE EXCAVATION		=	15,606
BORROW NEEDED = TOTAL FILL MINUS TOTAL AVAILABLE EXCAVATION			0
SURPLUS MATERIAL = AVAILABLE EXCAVATION MINUS TOTAL FILL, PLUS TOTAL WASTE MATERIAL TO BE WASTED			11,579

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	M. DEBOWSKI	S. BABALIS	
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100/26

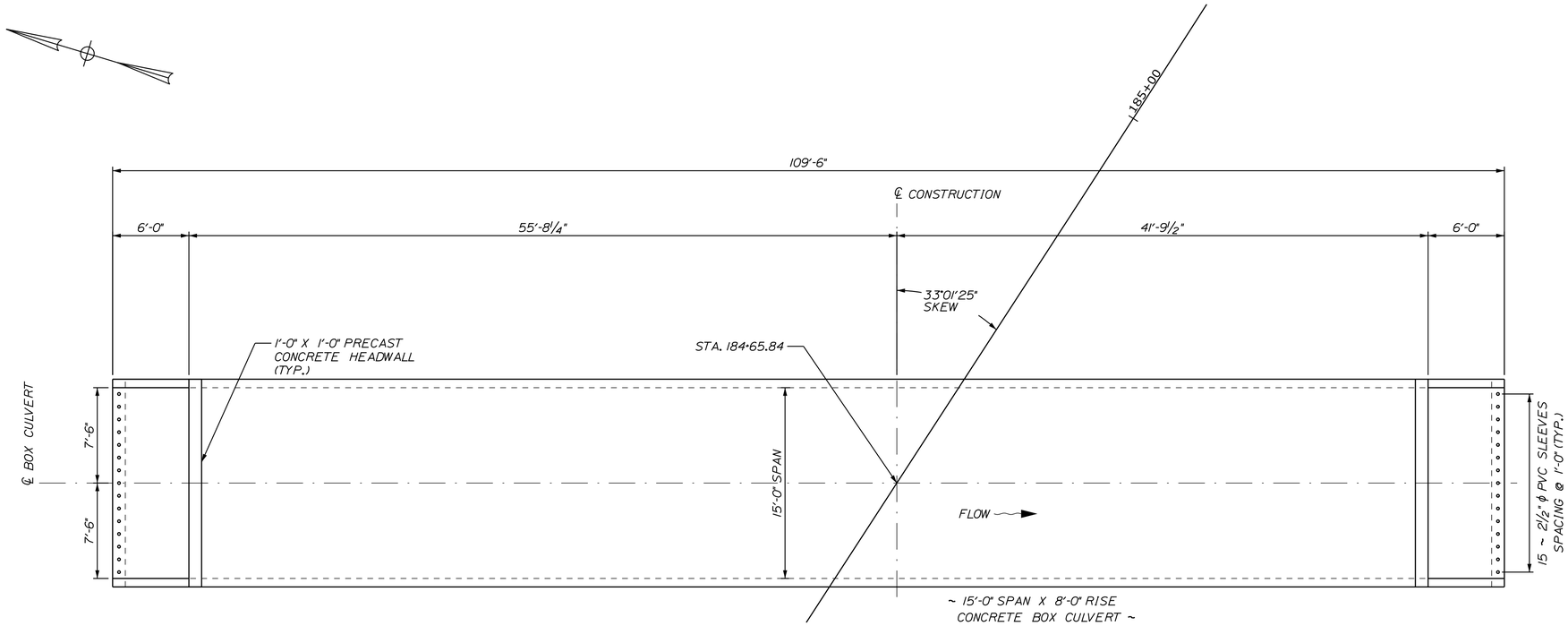
CONSTRUCTION NOTES

SHEET NUMBER

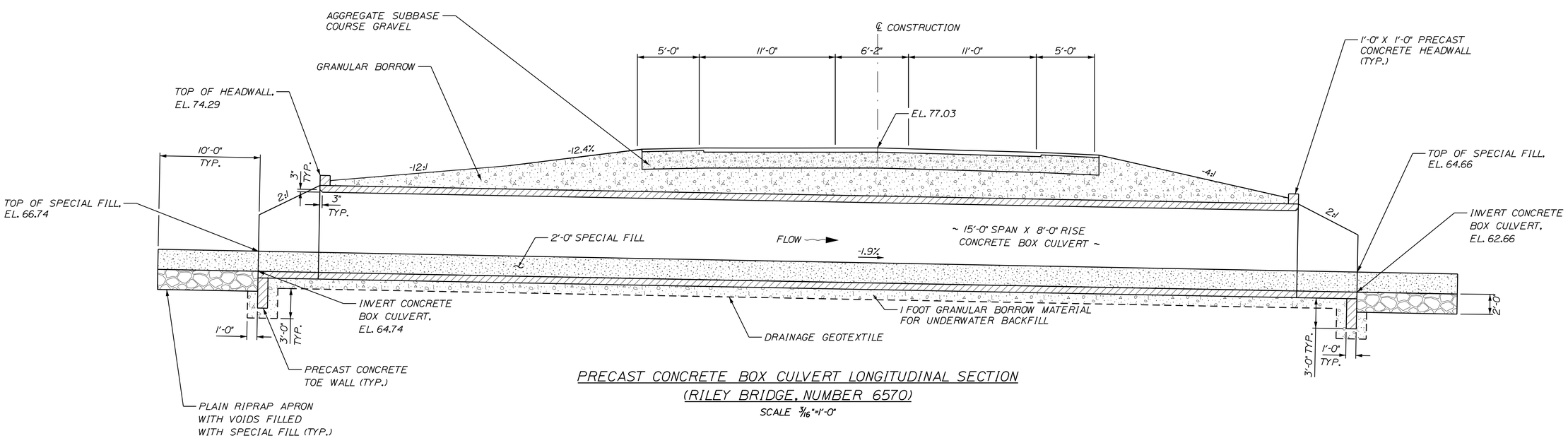
21

OF 269

Filename: ...\021_Construction Notes_3.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



PRECAST CONCRETE BOX CULVERT PLAN
(RILEY BRIDGE, NUMBER 6570)
SCALE 3/16"=1'-0"



PRECAST CONCRETE BOX CULVERT LONGITUDINAL SECTION
(RILEY BRIDGE, NUMBER 6570)
SCALE 3/16"=1'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00 HIGHWAY PLANS

PROJ. MANAGER $PROJMANAGER$	BY	DATE
DESIGN-DETAILED $designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED -----	-----	-----
DESIGN2-DETAILED2 $designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3 $designer3$	$detailer3$	$projdate3$
REVISIONS 1 -----	-----	$revdate1$
REVISIONS 2 -----	-----	$revdate2$
REVISIONS 3 $revision3$		$revdate3$
REVISIONS 4 $revision4$		$revdate4$
FIELD CHANGES $fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

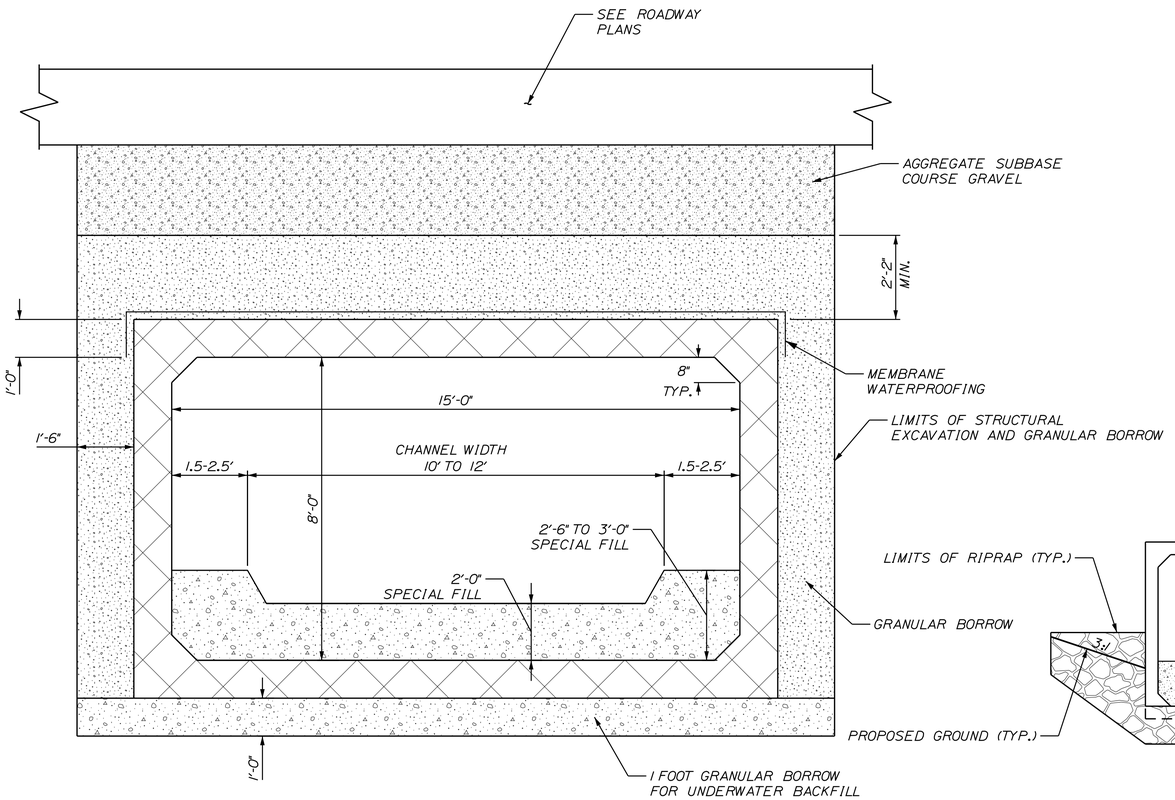
DATE

FALMOUTH
ROUTE 100/26

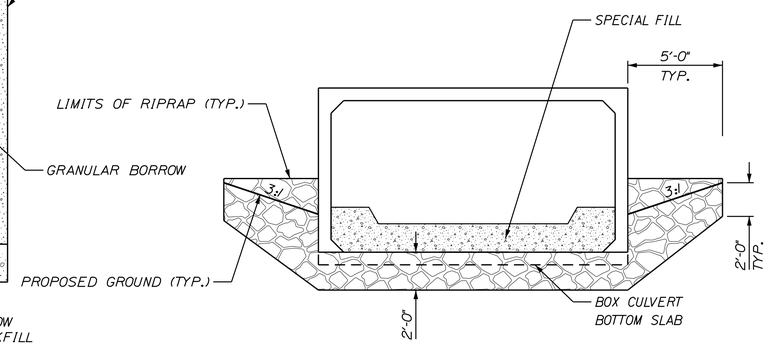
PRECAST CONCRETE BOX CULVERT DETAILS

SHEET NUMBER
22
OF 269

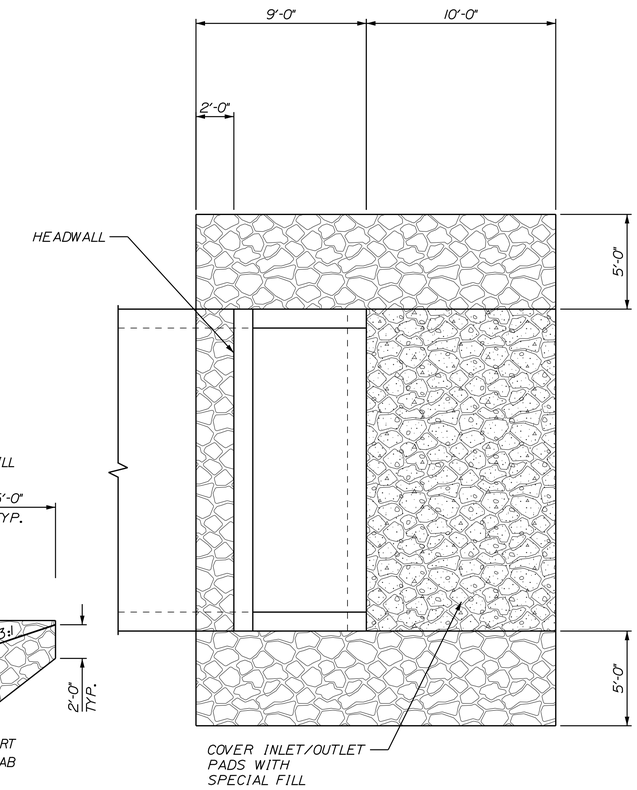
Filename: ...\022_Box Culvert Details Sta 184_1.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



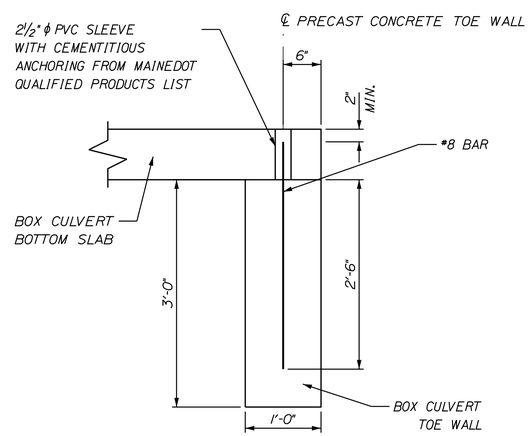
BOX CULVERT SECTION
SCALE: 1/2" = 1'-0"



BOX CULVERT END ELEVATION
SCALE: 1/4" = 1'-0"

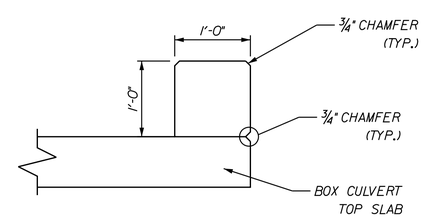


RIPRAP LAYOUT
SCALE: 1/4" = 1'-0"



NOTE: TOE WALL REINFORCING PER FABRICATOR

PRECAST CONCRETE TOE WALL DETAIL
SCALE: 1" = 1'-0"



NOTE: HEADWALL REINFORCING PER FABRICATOR

PRECAST CONCRETE HEADWALL DETAIL
SCALE: 1" = 1'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER $PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$detailer1$	$projdate1$
CHECKED-REVIEWED	----	----
DESIGN2-DETAILED2	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$detailer3$	$projdate3$
REVISIONS 1	----	$revdate1$
REVISIONS 2	----	$revdate2$
REVISIONS 3	$revision3$	$revdate3$
REVISIONS 4	$revision4$	$revdate4$
FIELD CHANGES	$fieldchange$	$fielddate$

SIGNATURE

P.E. NUMBER

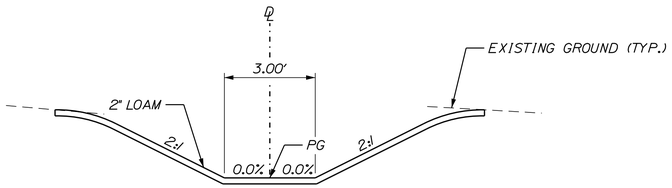
DATE

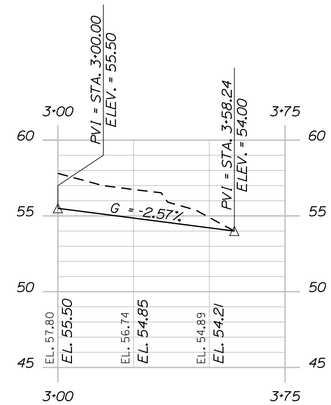
FALMOUTH
ROUTE 100\26

PRECAST CONCRETE BOX CULVERT DETAILS

SHEET NUMBER
23
OF 269

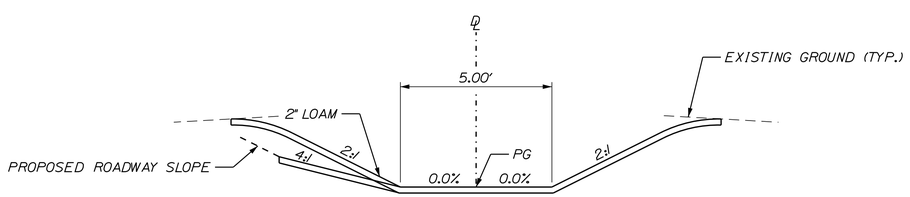
Filename: ...\023_Box Culvert Details Sta 184_2.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

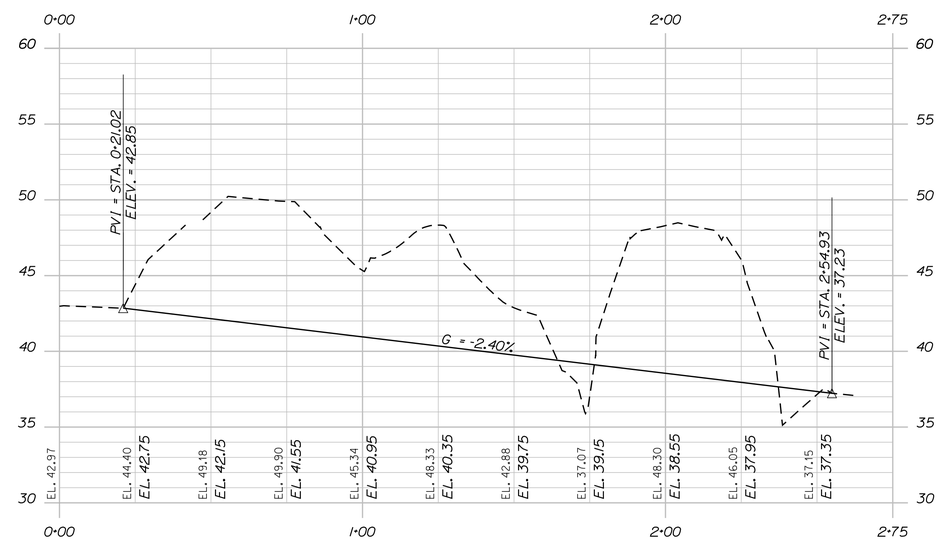




PROFILE

ENGINEERED STREAM #1
STA. 150+68 TO STA. 151+27





PROFILE

ENGINEERED STREAM #2
STA. 164+94 TO STA. 166+13

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00 HIGHWAY PLANS

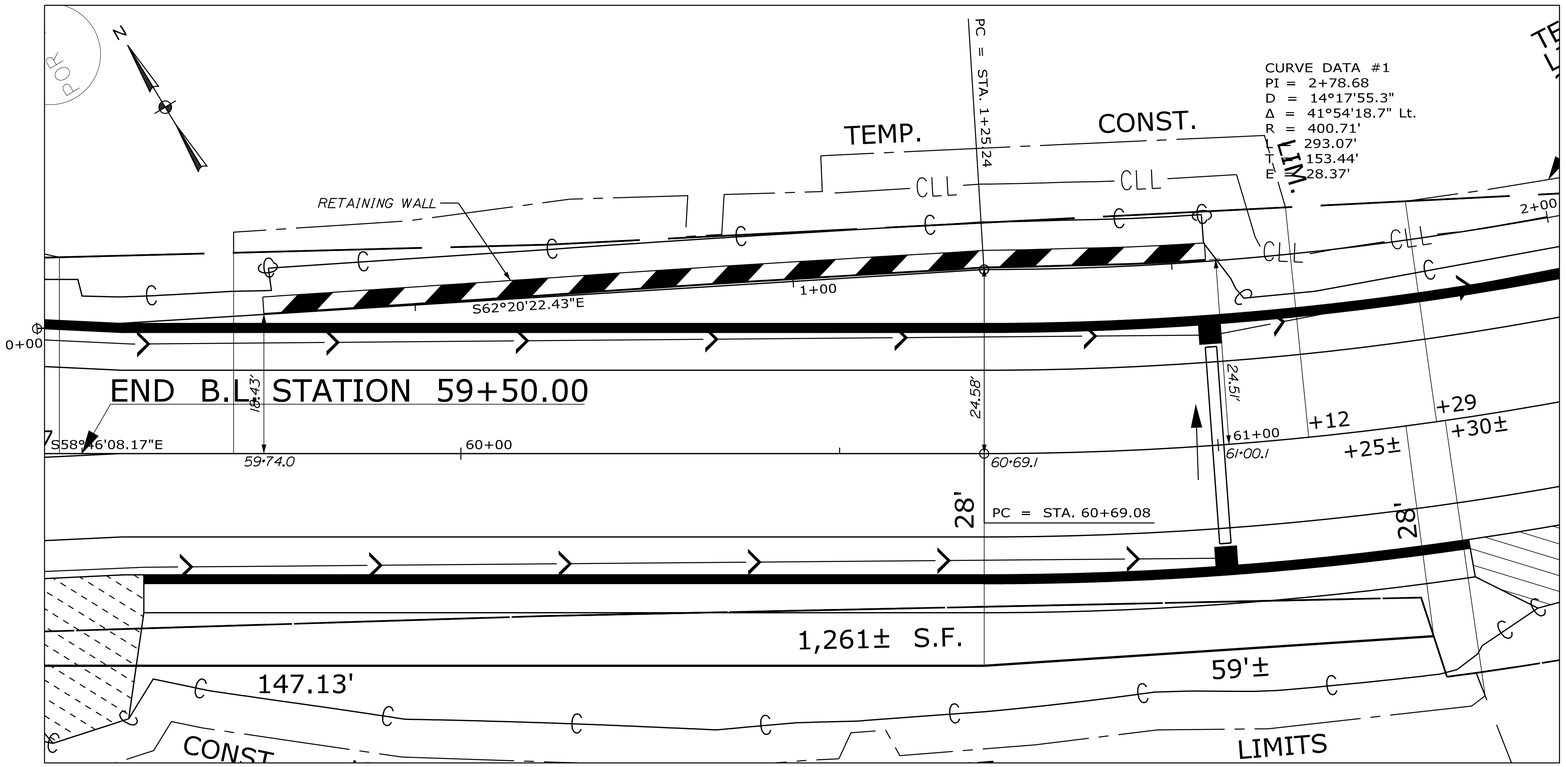
PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	-----	-----	SIGNATURE
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	-----		$revdate1$ P.E. NUMBER
REVISIONS 2	-----		$revdate2$
REVISIONS 3	$revision3$		$revdate3$ DATE
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

FALMOUTH
ROUTE 100\26

ENGINEERED STREAM

SHEET NUMBER
24
OF 269

Filename: ...\024_Engineered Streams.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

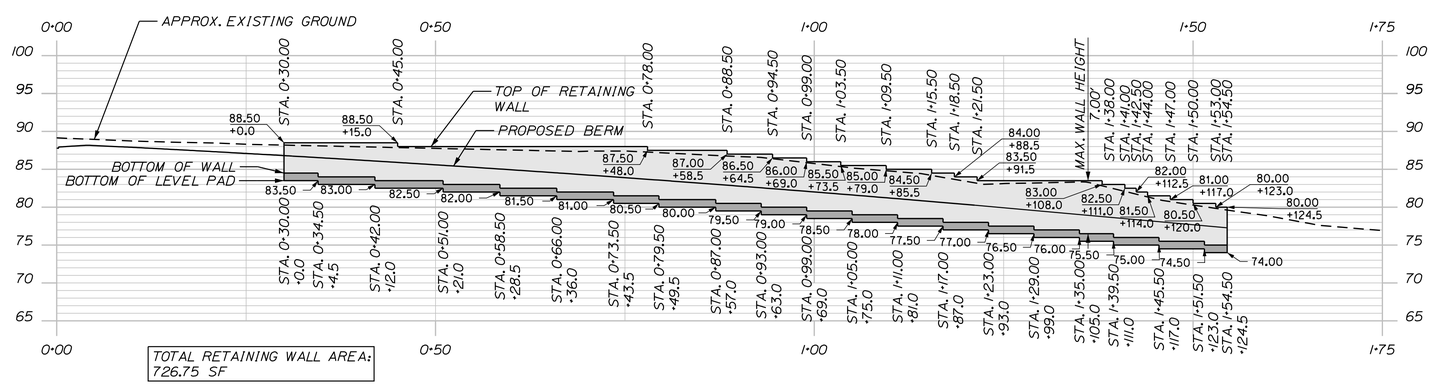


HIGHWAY PLAN

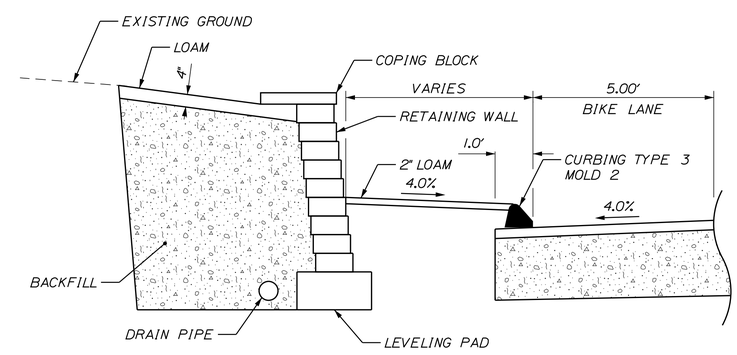
SCALE OF FEET

PLAN 12.5 0 12.5 25 PROFILE HORIZONTAL

12.5 0 12.5 25 PROFILE VERTICAL



RETAINING WALL ELEVATION



TYPICAL SECTION

NOT TO SCALE

RETAINING WALL NOTES

1. THE CONTRACTOR SHALL PROVIDE THE RETAINING WALL DESIGN. REQUIRED DESIGN SHALL BE STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE AND THE DESIGN AND SHOP DRAWINGS SHALL BE SUBMITTED TO THE RESIDENT FOR REVIEW. PLANS DETAILS ARE SHOWN FOR ESTIMATING PURPOSES ONLY

2. DRAINAGE SHALL BE INCLUDED IN THE DESIGN OF THE WALL. WALL DRAINAGE SHALL BE CONSIDERED INCIDENTAL TO WALL ITEM.

3. A MINIMUM EMBEDMENT DEPTH OF 2 FEET. MEASURED TO THE TOP OF THE LEVELING PAD WILL BE REQUIRED.

4. END AND STANDARD COPING NOT SHOWN ON PLAN AND ELEVATION VIEWS.

5. PROPOSED ELEVATIONS ARE ASSUMED BASED ON BLOCK DIMENSIONS OF 18"W X 6"H. ACTUAL ELEVATIONS MAY VARY DEPENDING UPON ACTUAL DIMENSIONS.

6. COMMON EXCAVATION INCLUDED IN THE ESTIMATE QUANTITIES IS FOR NECESSARY EXCAVATION OF THE BERM. EXCAVATION REQUIRED BEHIND AND BELOW THE PROPOSED WALL WILL BE CONSIDERED INCIDENTAL TO THE WALL ITEM.

7. ANY DAMAGE TO THE STRUCTURE CAUSED BY THE CONTRACTOR'S WORK OR EQUIPMENT SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT AT THE CONTRACTOR'S EXPENSE.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00 HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$detailer1$	$projdate1$
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	$designer2$	$detailer2$	$projdate2$
DESIGN3-DETAILED3	$designer3$	$detailer3$	$projdate3$
REVISIONS 1	-----		$revdate1$
REVISIONS 2	-----		$revdate2$
REVISIONS 3	$revision3$		$revdate3$
REVISIONS 4	$revision4$		$revdate4$
FIELD CHANGES	$fieldchange$		$fielddate$

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100\26

RETAINING WALL

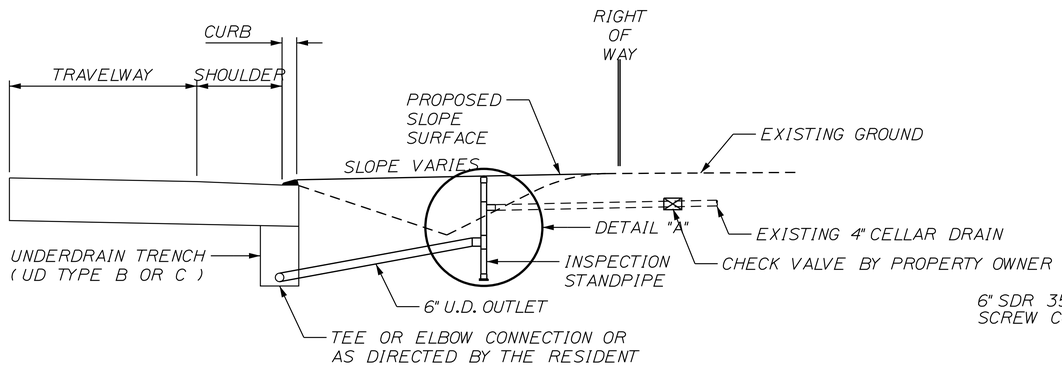
SHEET NUMBER

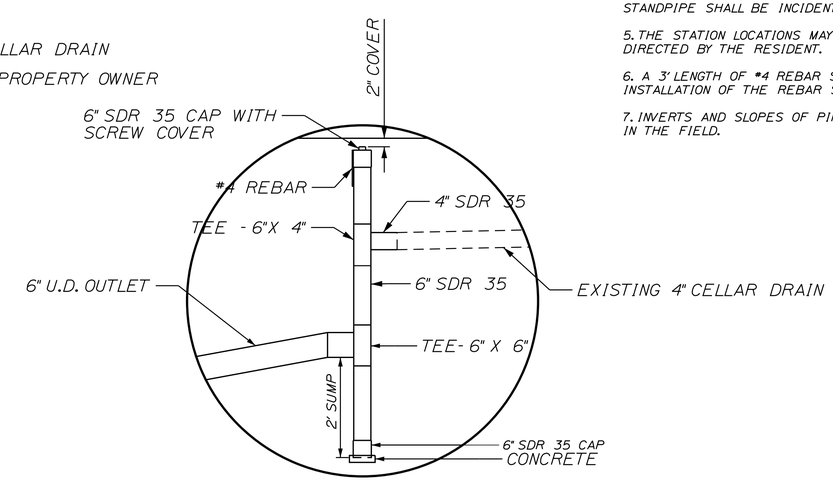
25

OF 269

Filename: ...\MSTA\025_Retaining Wall.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

CELLAR DRAIN CONNECTION DETAIL: UNDERDRAIN SECTION





DETAIL "A"
INSPECTION STANDPIPE

UNDERDRAIN SECTION NOTES:

1. PAYMENT FOR 6" CONNECTION FROM THE INSPECTION STANDPIPE TO THE PROPOSED UNDERDRAIN SYSTEM SHALL BE A 6" UNDERDRAIN OUTLET. ITEM NO. 605.10. OR AS DIRECTED BY THE RESIDENT.

2. INSPECTION STANDPIPE SHALL HAVE A SOLID COVER AND BE INSTALLED WITHIN THE STATE'S RIGHT OF WAY.

3. A CHECK VALVE TO PREVENT BACK FLOW TO PROPERTY MAY BE INSTALLED. CHECK VALVE SHOULD BE INSTALLED AT THE UPSTREAM SIDE OF THE CATCH BASIN AND OUTSIDE OF THE STATE'S RIGHT OF WAY. INSTALLATION OF CHECK VALVE SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER.

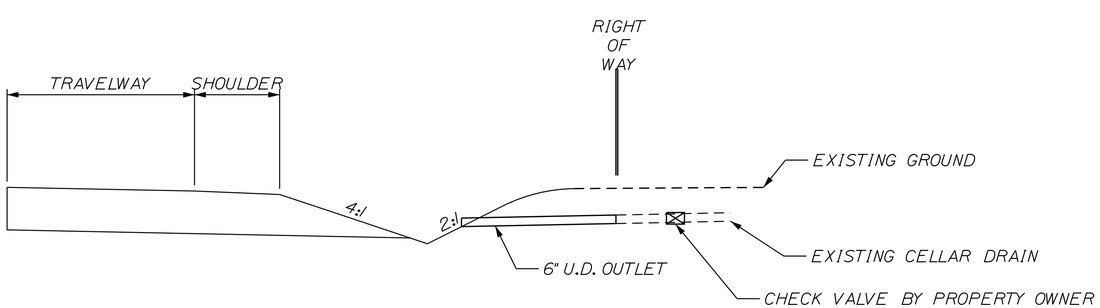
4. PAYMENT FOR CONNECTION OF THE EXISTING CELLAR DRAIN TO THE INSPECTION STANDPIPE SHALL BE INCIDENTAL TO ITEM NO. 801.141 OR 801.16.

5. THE STATION LOCATIONS MAY BE CHANGED TO FIT FIELD CONDITIONS. AS DIRECTED BY THE RESIDENT.

6. A 3' LENGTH OF #4 REBAR SHALL BE PLACED ADJACENT TO STANDPIPE AND FLUSH WITH CAP. INSTALLATION OF THE REBAR SHALL BE INCIDENTAL TO ITEM NO. 801.141 OR 801.16.

7. INVERTS AND SLOPES OF PIPES SHALL BE INSTALLED AS DIRECTED BY THE RESIDENT IN THE FIELD.

CELLAR DRAIN CONNECTION DETAIL: DITCH SECTION



DITCH SECTION NOTES:

1. A CHECK VALVE TO PREVENT BACK FLOW TO PROPERTY MAY BE INSTALLED. CHECK VALVE SHOULD BE INSTALLED AT THE UPSTREAM SIDE OF THE CATCH BASIN AND OUTSIDE OF THE STATE'S RIGHT OF WAY. INSTALLATION OF OPTIONAL CHECK VALVE SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER.

2. PAYMENT FOR CONNECTION FROM EXISTING CELLAR DRAIN TO DRAINAGE DITCH SHALL BE 6" UNDERDRAIN OUTLET PIPE. ITEM NO. 605.10. OR AS DIRECTED BY THE RESIDENT.

3. THE STATION LOCATIONS MAY BE CHANGED TO FIT FIELD CONDITIONS. AS DIRECTED BY THE RESIDENT.

4. INVERTS AND SLOPES OF PIPES SHALL BE INSTALLED AS DIRECTED BY THE RESIDENT IN THE FIELD

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CARRELL		
DESIGN-DETAILED	M. DEBOWSKI	S. BABALIS	
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	-----	-----	-----
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

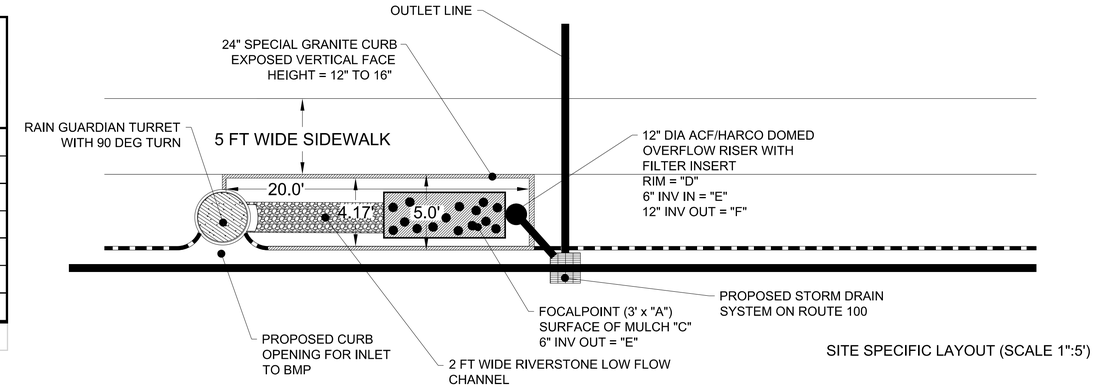
FALMOUTH
ROUTE 100/26

CELLAR DRAIN DETAILS

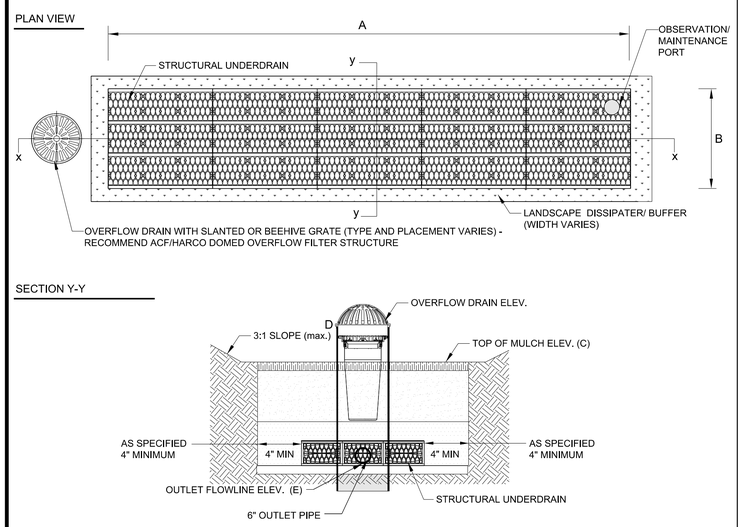
SHEET NUMBER
26
OF @TOTALSHEE

Filename: ...\026_Cellar Drain Detail.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

System Number	Location (Station)	Focal Point Bed Area (sf)	Focal Point Length "A" (ft)	Focal Point Width "B" (ft)	Surface of Mulch Elevation "C" (ft)	Rim of Overflow Riser Elevation "D" (ft)	6" Invert Elevation out of Focal Point "E" (ft)	12" Invert Elevation out of Overflow Riser "F" (ft)
1	147+25 Left	36	12	3	69.6	70.1	66.6	66.1
2	149+50 Left	20	6.67	3	63.7	64.2	60.7	60.2
3	150+10 Left	20	6.67	3	63.7	64.2	60.7	60.2
4	151+80 Left	20	6.67	3	66.7	67.2	63.7	63.2
5	159+95 Left	28	9.33	3	67.3	67.8	64.3	63.8
6	165+30 Left	24	8	3	47.6	48.1	44.6	44.1
7	166+10 Left	27	9	3	48.3	48.8	45.3	44.8

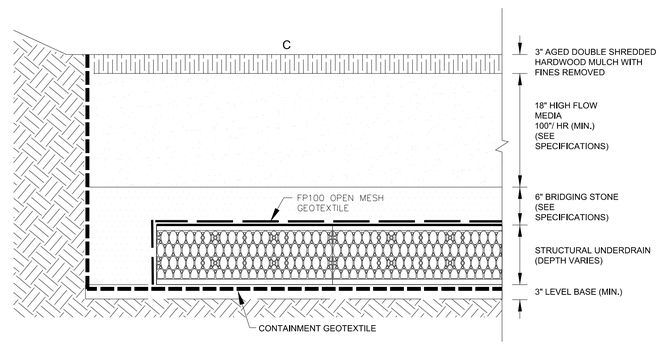


SITE SPECIFIC LAYOUT (SCALE 1":5')



1

FOCALPOINT CONSTRUCTION GUIDE



FOCALPOINT HP PERFORMANCE SPECIFICATION:

HIGH PERFORMANCE MEDIA

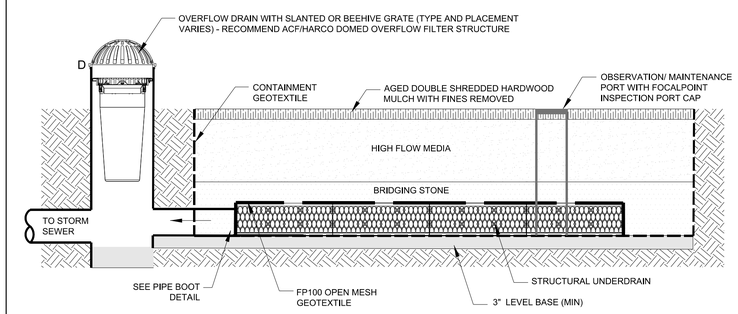
HIGH PERFORMANCE MEDIA MUST MEET A MINIMUM OF 100" PER HOUR INFILTRATION RATE.

HIGH PERFORMANCE STRUCTURAL UNDERDRAIN

MUST HAVE A MINIMUM OF 19 SQUARE INCHES OF ORIFICE OPENING PER SQUARE FOOT.
MUST MEET H20 LOADING REQUIREMENTS.
MUST BE MODULAR IN NATURE AND ASSEMBLED ON SITE.
MUST HAVE MINIMUM 90% INTERIOR VOID SPACE.

2

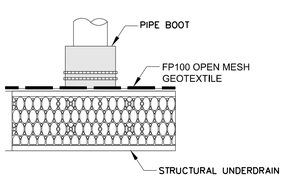
FOCALPOINT DETAILED CROSS SECTION



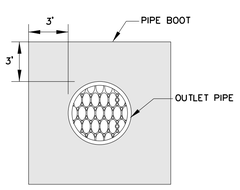
3

FOCALPOINT SECTION X-X

OBSERVATION/ MAINTENANCE PORT CONNECTION

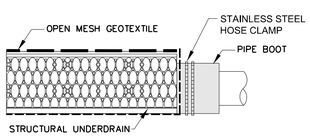


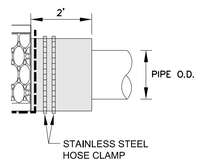
PIPE BOOT DETAIL



FRONT VIEW

OUTLET/ INLET PIPE CONNECTION





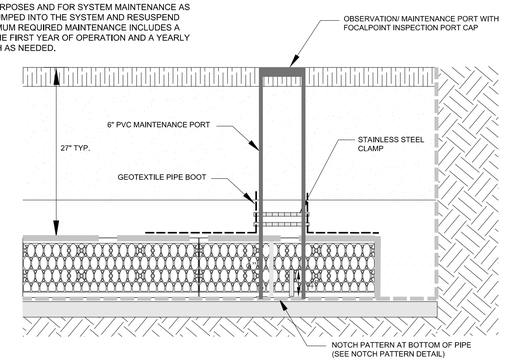
SIDE VIEW

4

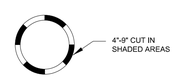
FOCALPOINT PIPE CONNECTION DETAIL

OBSERVATION/ MAINTENANCE PORT

PORT USED FOR INSPECTION PURPOSES AND FOR SYSTEM MAINTENANCE AS REQUIRED. WATER SHALL BE PUMPED INTO THE SYSTEM AND RESUSPEND ACCUMULATED SEDIMENT. MINIMUM REQUIRED MAINTENANCE INCLUDES A QUARTERLY INSPECTION FOR THE FIRST YEAR OF OPERATION AND A YEARLY INSPECTION THEREAFTER FLUSH AS NEEDED.



PIPE NOTCH PATTERN DETAIL

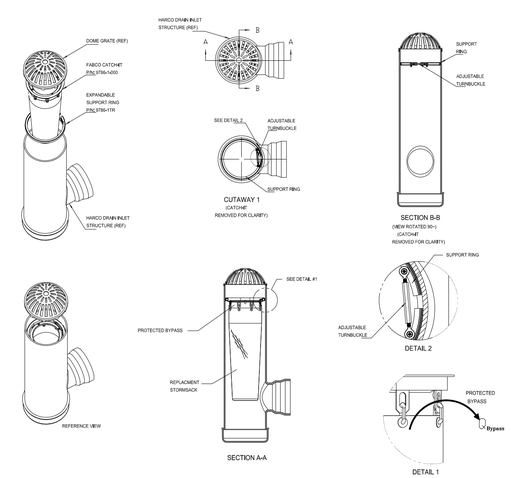


5

FOCALPOINT OBSERVATION PORT DETAIL

NOTES:
1. STORMSACK WEIGHT (EMPTY): 12 LB MAX
2. MATERIAL:
A) SHROUD: HIGH DENSITY POLYETHYLENE (TYPICAL WALL THICKNESS .125")
B) SUPPORT HUB: CRS, POWDER COATED
C) STORMSACK: WOVEN POLYPROPYLENE GEOTEXTILE (GEOTEX 117F)
D) HARDWARE: ALUMINUM POP-RIVETS
3. RECOMMENDED MINIMUM VAULT DEPTH: 24IN BELOW CARTRIDGE
4. TYPICAL INSTALLATION: RAISE STORM GRATE, PUSH CATCHAT SHROUD DOWN ON FRAME SUPPORT LEDGE UNTIL LOCKING-CLIPS CLICK IN PLACE. LOWER STORM GRATE.
5. USE ONLY WITH FABCO REPLACEABLE STORMSACK.

STRUCTURE DIAMETER (INCHES)	DEBRIS CAPACITY (CF)	FILTERED FLOWRATE (CFS)	BYPASS FLOWRATE (CFS)	TOTAL SYSTEM FLOWRATE (CFS)
12	0.77	2.2	1.2	3.4
18	1.65	2.5	1.0	3.5
24	3.80	4.9	2.4	7.3
30	6.20	4.9	2.4	7.3



6

ACF/HARCO DOMED OVERFLOW FILTER RISER

REV 3/18/16

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
21784.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER #PROJMANAGER#		
DESIGN-DETAILED	M. DEBOWSKI	
CHECKED-REVIEWED	S. BABALIS	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

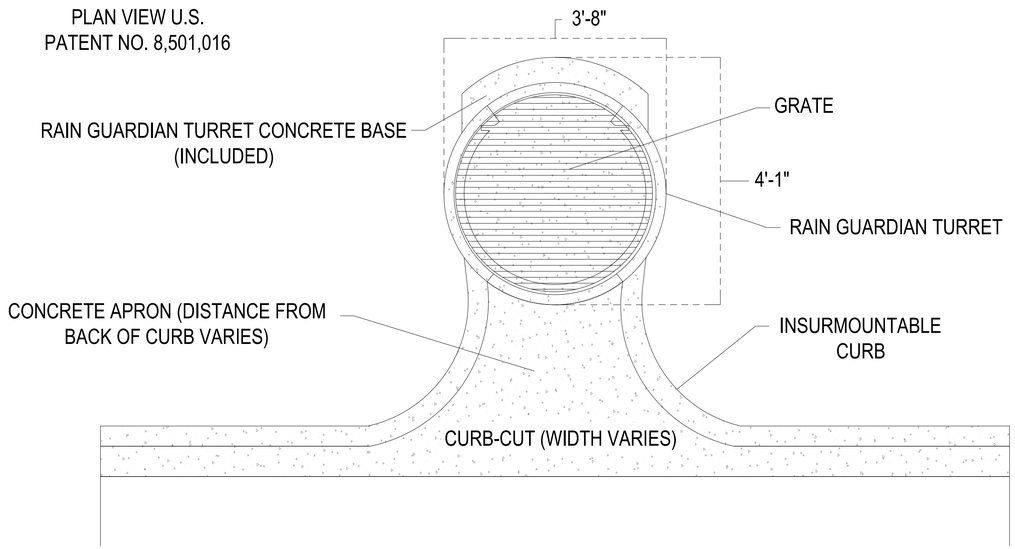
FALMOUTH
ROUTE 100/26

STORM WATER TREATMENT DETAILS

SHEET NUMBER
27
OF 269

Filename: ...\MSTA\027_Storm_Details_1.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

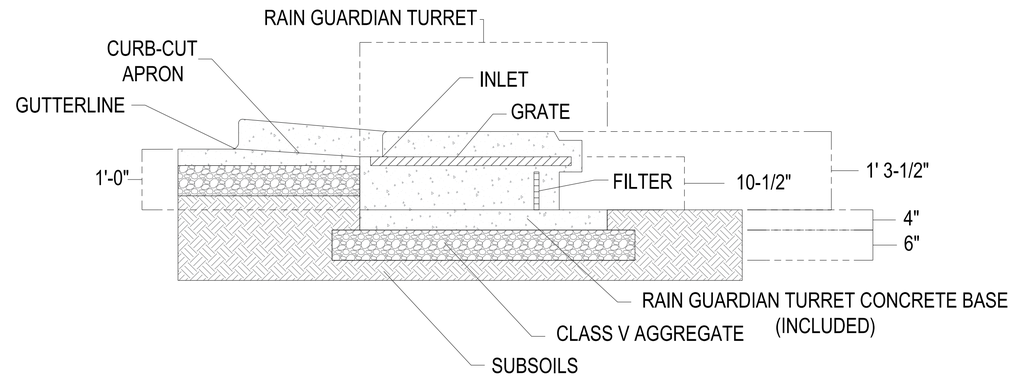
PLAN VIEW U.S.
PATENT NO. 8,501,016



1

RAIN GUARDIAN TURRET - PLAN

CROSS-SECTION VIEW
U.S. PATENT NO.
8,501,016



2

RAIN GUARDIAN TURRET - SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
21784.00

HIGHWAY PLANS

PROJ. MANAGER	#PROJMANAGER#	BY	DATE
DESIGN-DETAILED	M. DEBOWSKI	S. BABALIS	
CHECKED-REVIEWED	-------	-------	-------
DESIGN2-DETAILED2	-------	-------	-------
DESIGN3-DETAILED3	-------	-------	-------
REVISIONS 1	-------	-------	-------
REVISIONS 2	-------	-------	-------
REVISIONS 3	-------	-------	-------
REVISIONS 4	-------	-------	-------
FIELD CHANGES	-------	-------	-------

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100/26

STORM WATER TREATMENT
DETAILS

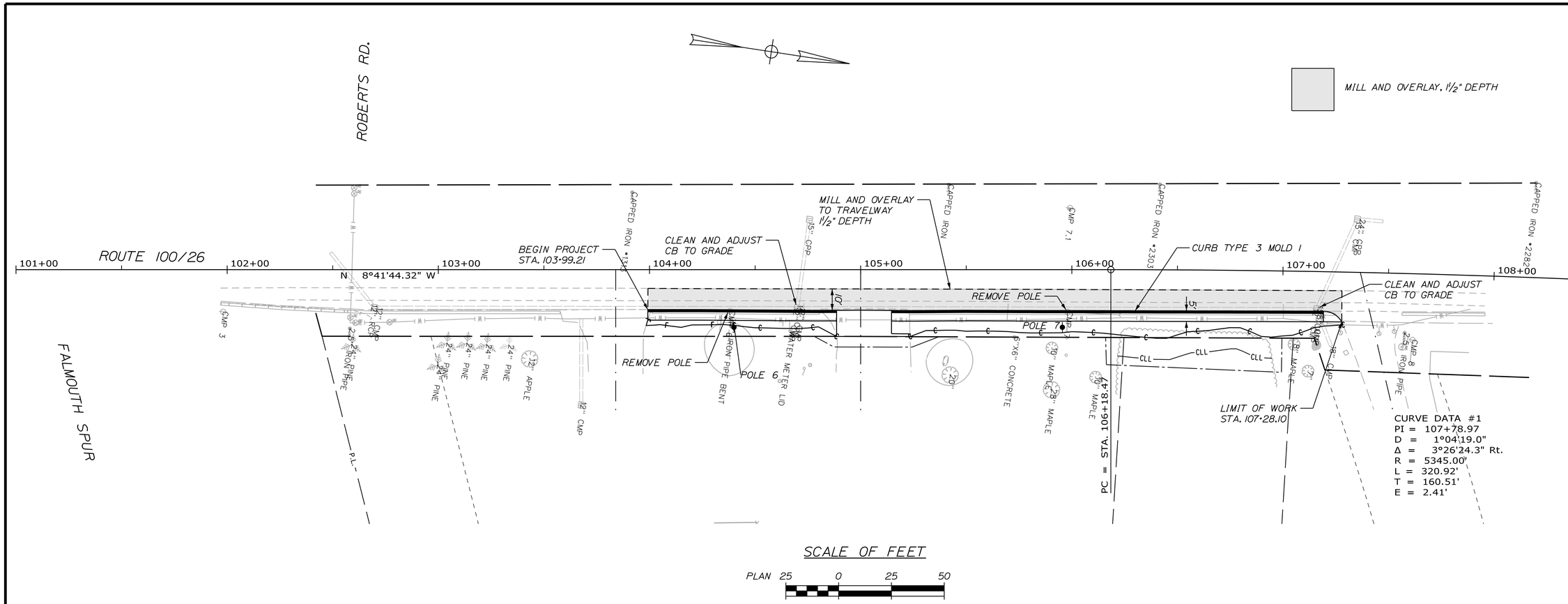
SHEET NUMBER

28

OF 269

Filename: ...\MSTA\028_Storm_Details_2.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018

REV 3/18/16



SCALE OF FEET

PLAN 25 0 25 50

NO PROFILE SHOWN BECAUSE ONLY SIDEWALK IS PROPOSED.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$DESIGNER1$	$DETAILER1$	$PROJDATE1$
CHECKED-REVIEWED	$CHECKED1$	$CHECKER$	$CHECKDATE$
DESIGN2-DETAILED2	$DESIGNER2$	$DETAILER2$	$PROJDATE2$
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REVISIONS 1	$REVISION1$	$REVDATE1$	P.E. NUMBER
REVISIONS 2	$REVISION2$	$REVDATE2$	
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REVISIONS 4	$REVISION4$	$REVDATE4$	DATE
FIELD CHANGES	$FIELDCHANGES$	$FIELDDATE$	

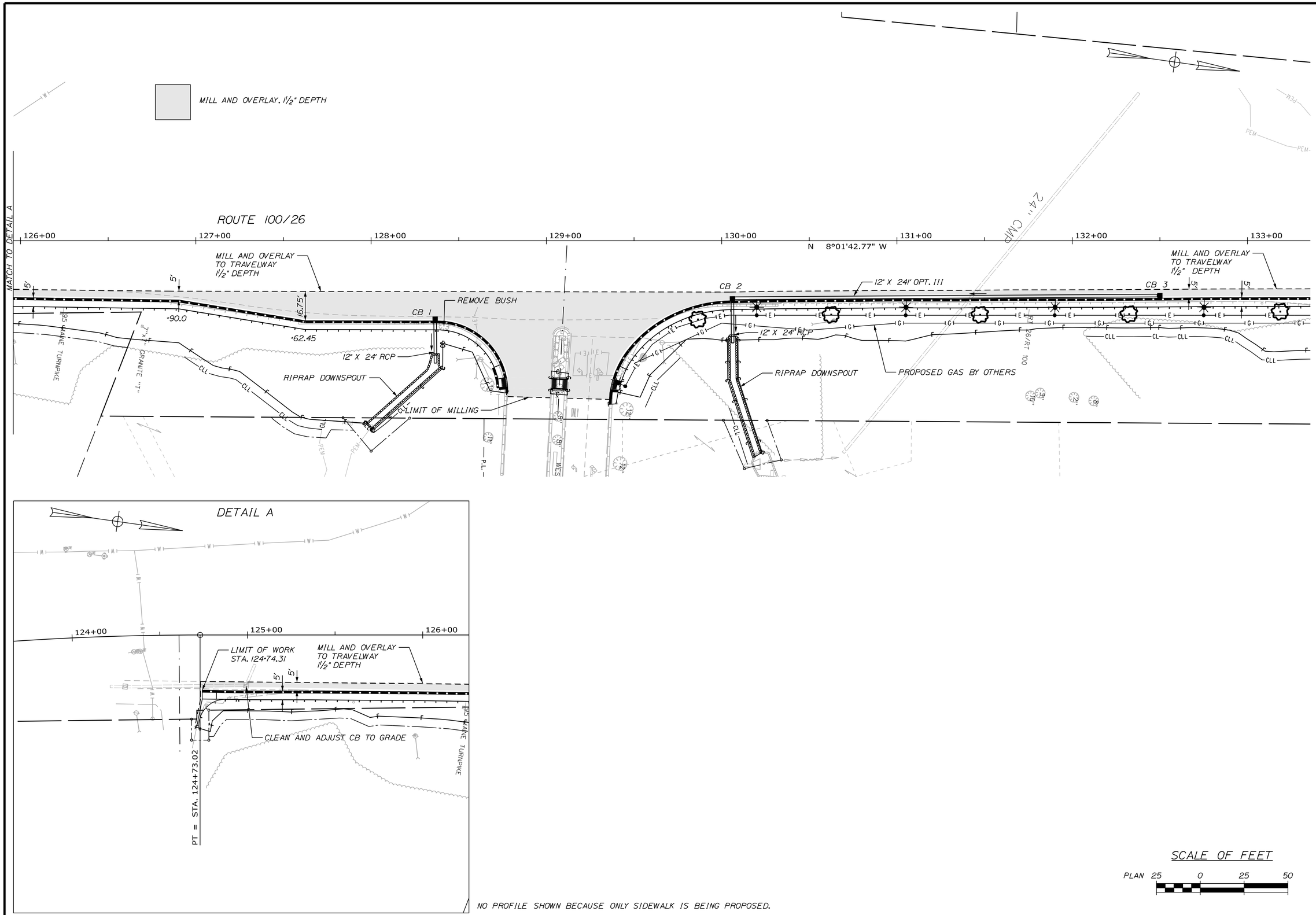
SIGNATURE

FALMOUTH
ROUTE 100\26

PLANS

SHEET NUMBER
29
OF 269

Filename: ...\HIGHWAY\MSTA\029_HDPlan1.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



NO PROFILE SHOWN BECAUSE ONLY SIDEWALK IS BEING PROPOSED.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER $PROJMANAGER$	BY	DATE
DESIGN-DETAILED $DESIGNERI$	$DETAILER$	$PROJDATE$
CHECKED-REVIEWED $CHECKED1$	$CHECKED2$	$CHECKDATE$
DESIGN2-DETAILED2 $DESIGNER2$	$DETAILER2$	$PROJDATE2$
DESIGN3-DETAILED3 $DESIGNER3$	$DETAILER3$	$PROJDATE3$
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REVISIONS 2 $REVISION2$		$REVDATE2$
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FIELD CHANGES $FIELDCHANGES$		$FIELDDATE$

SIGNATURE

P.E. NUMBER

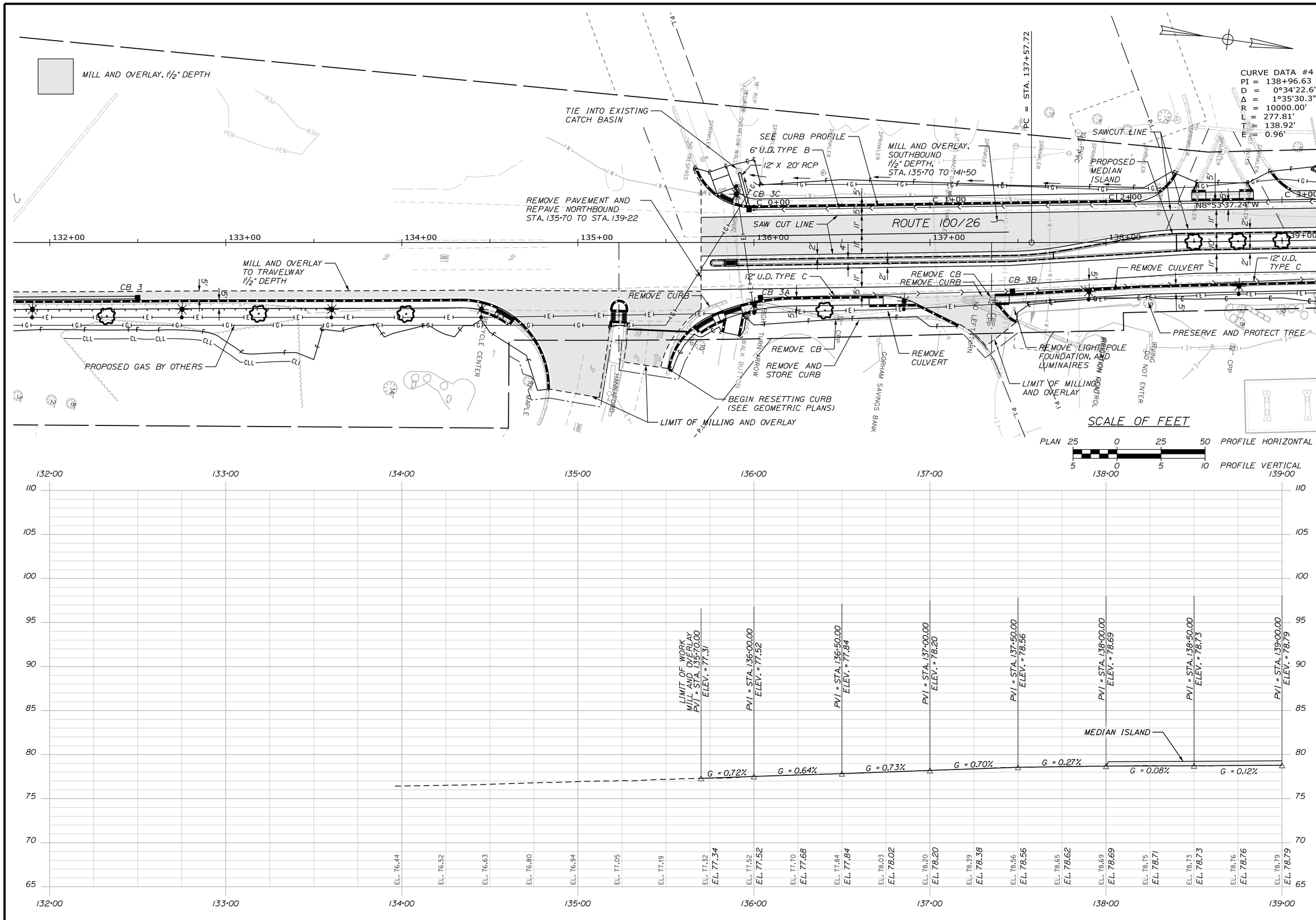
DATE

FALMOUTH
ROUTE 100\26

PLANS

SHEET NUMBER
30
OF 269

Filename: ...\HIGHWAY\MSTA\030_HDPlan2.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
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DESIGN3-DETAILED3	$DESIGNER3$	$DETAILER3$	$PROJDATE3$
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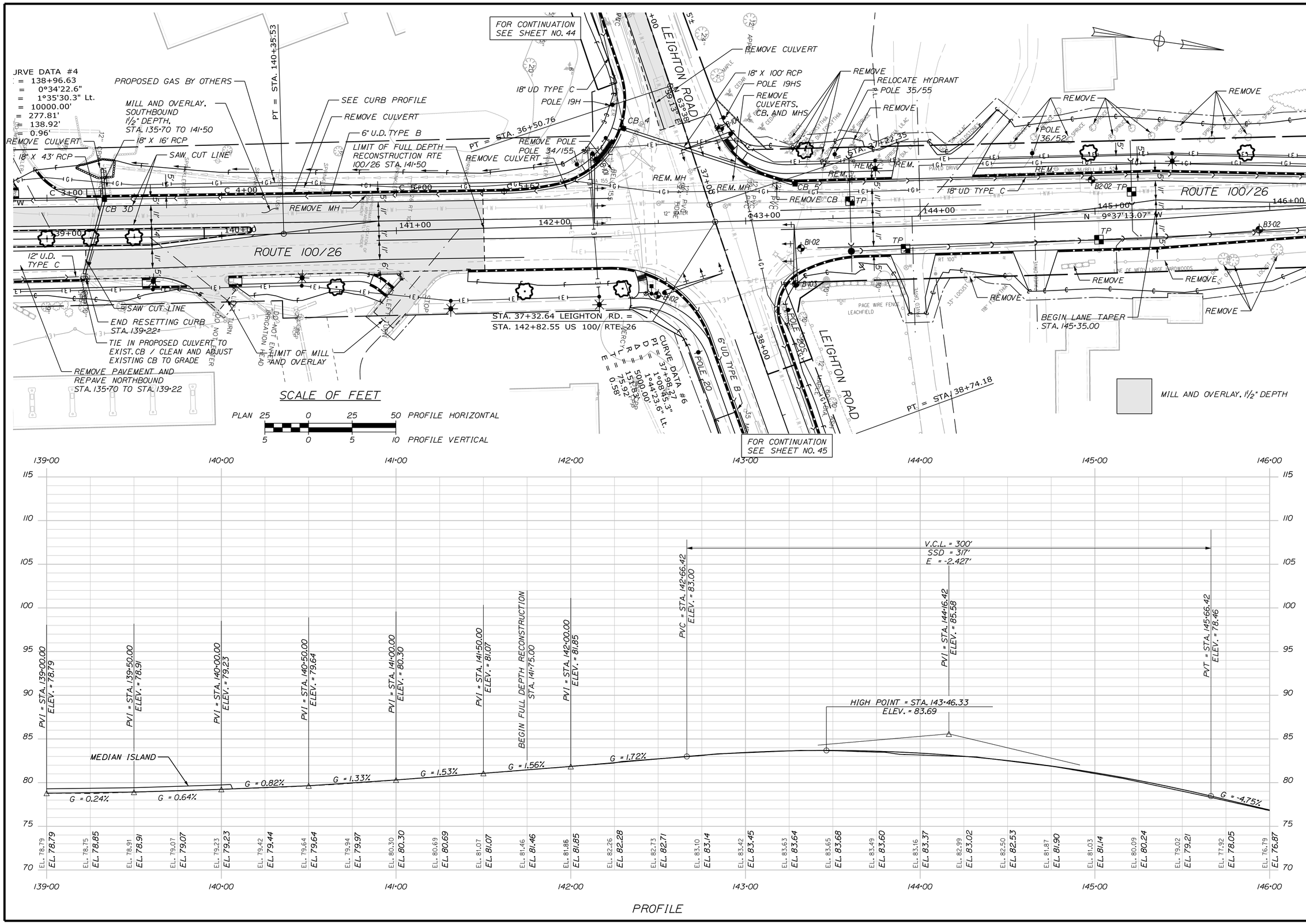
FIELD CHANGES	$FIELDCHANGES$	$FIELDDATE$	DATE

FALMOUTH
ROUTE 100\26

PLANS

SHEET NUMBER
31
OF 269

Filename: ...\HIGHWAY\MSTA\031_HDPlan3.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HIGHWAY PLANS

WIN 21784.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$DESIGNER1$	$DETAILER1$	$PROJDATE1$
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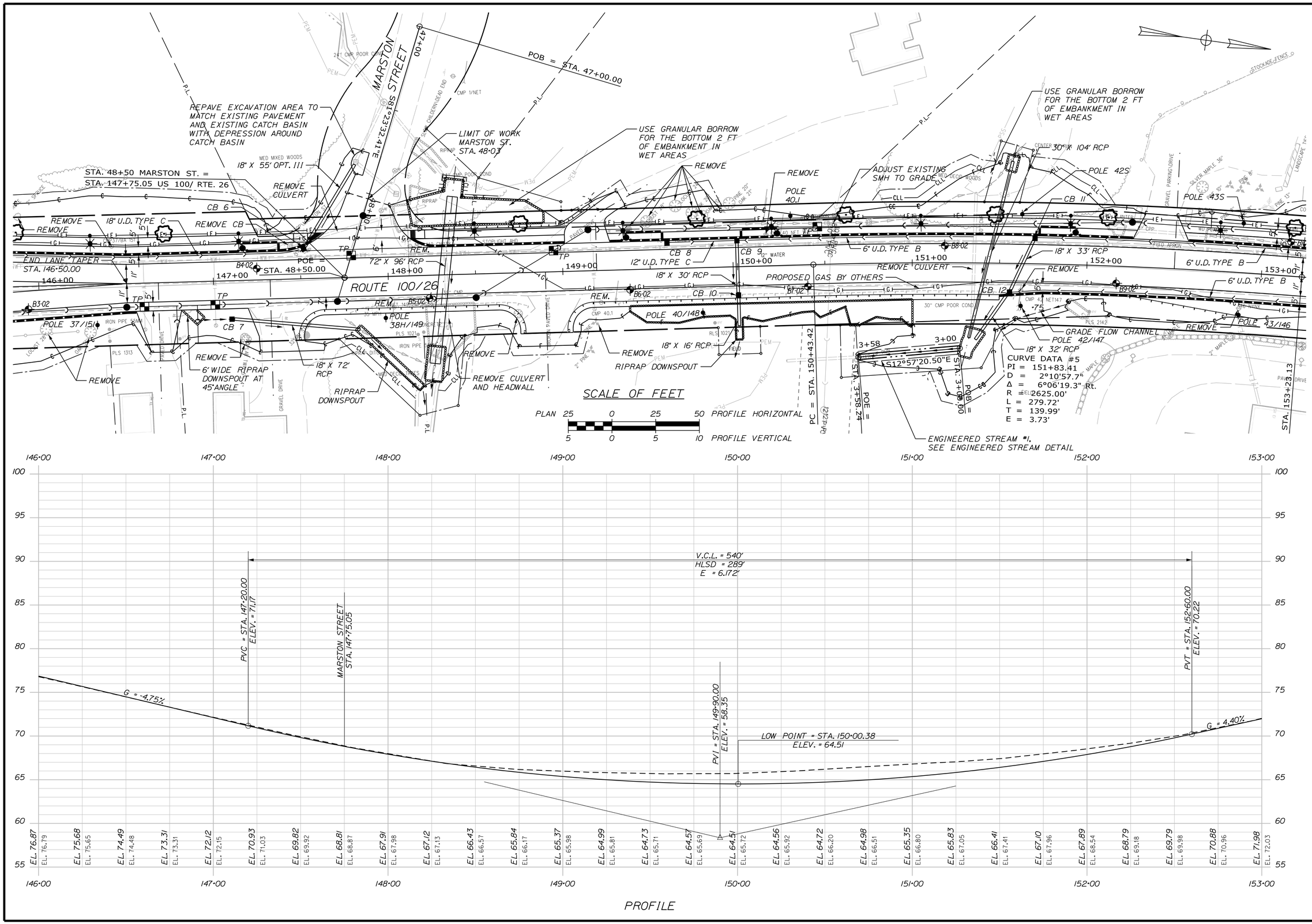
FALMOUTH
ROUTE 100\26

PLANS

SHEET NUMBER
32
OF 269

Filename: ...\HIGHWAY\MSTA\032_HDPlan4.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$DESIGNERI$	$DETAILER$	$PROJDATE$
CHECKED-REVIEWED	$CHECKERI$	$CHECKER2$	$CHECKDATE$
DESIGN2-DETAILED2	$DESIGNER2$	$DETAILER2$	$PROJDATE2$
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REVISIONS 1	$REVISION1$	$REVIDATE1$	P.E. NUMBER
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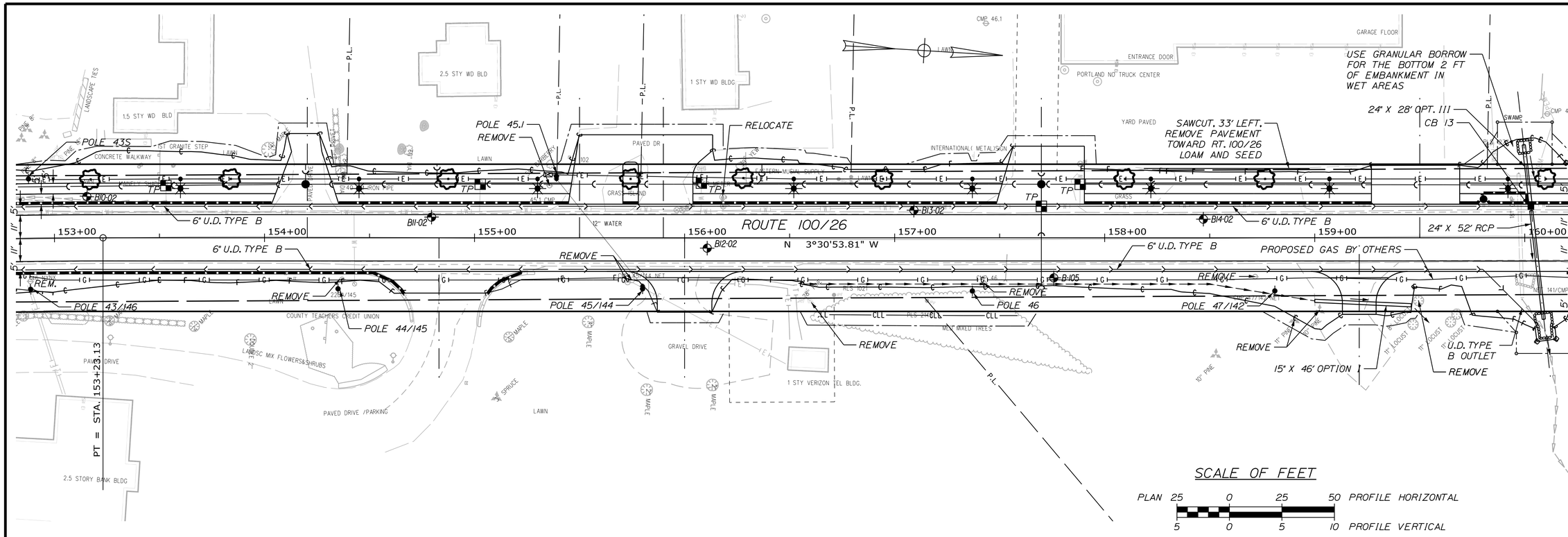
FIELD CHANGES	$FIELDCHANGES$	$FIELDDATE$	DATE

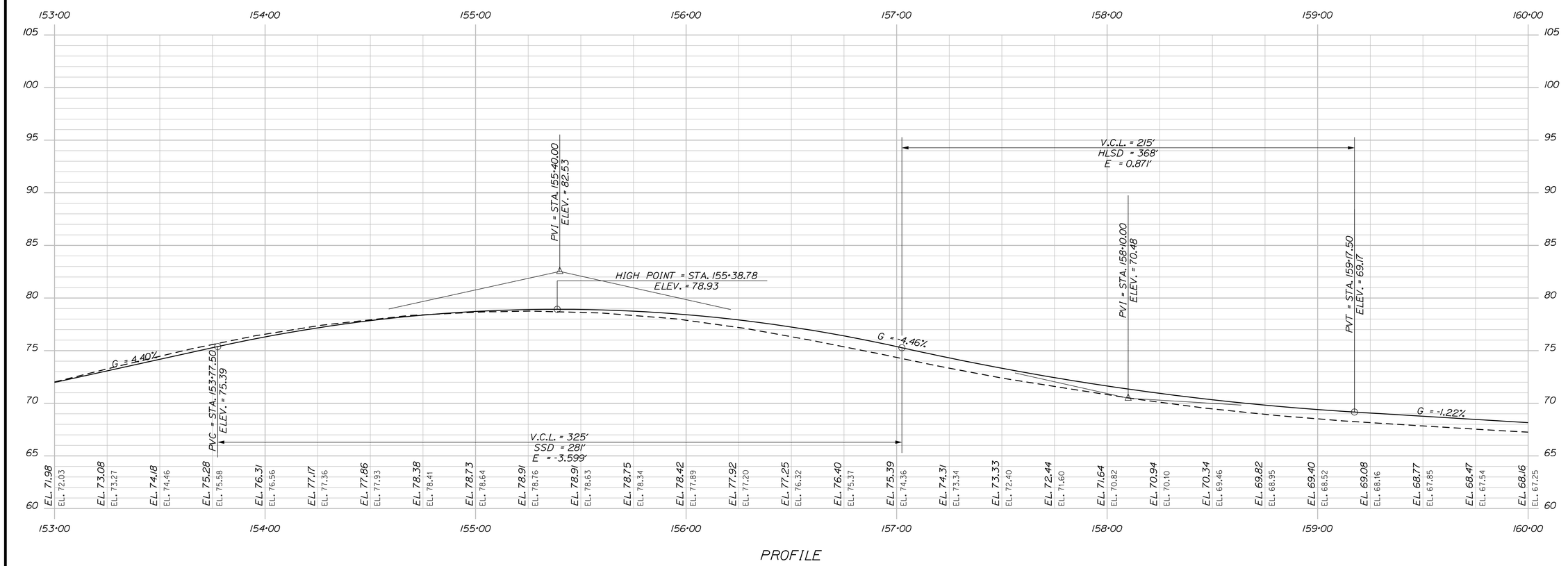
FALMOUTH
ROUTE 100\26

PLANS

SHEET NUMBER
33
OF 269

Filename: ...\HIGHWAY\MSTA\033_HDPlan5.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$DESIGNER1$	$DETAILER1$	$PROJDATE1$
CHECKED-REVIEWED	$CHECKED1$	$CHECKER2$	$CHECKDATE2$
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REVISIONS 2	$REVISION2$		$REVDATE2$
REVISIONS 3	$REVISION3$		$REVDATE3$
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FIELD CHANGES	$FIELDCHANGES$		$FIELDDATE$

SIGNATURE

P.E. NUMBER

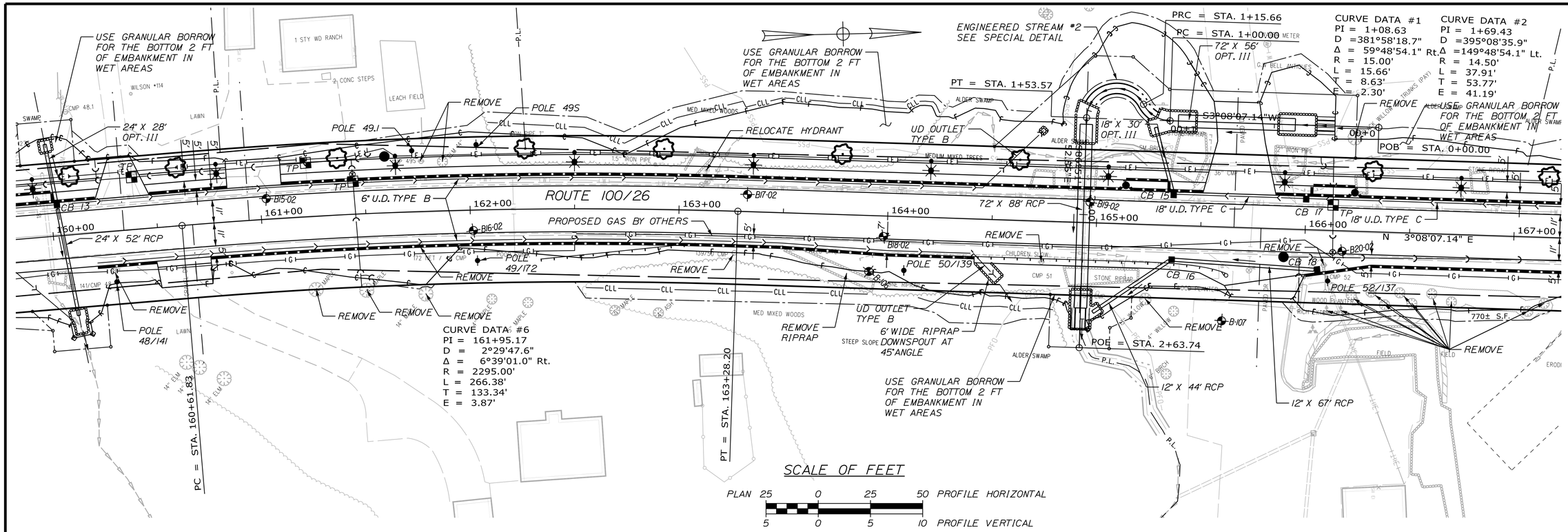
DATE

FALMOUTH
ROUTE 100\26

PLANS

SHEET NUMBER
34
OF 269

Filename: ...\HIGHWAY\MSTA\034_HDPlan6.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



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D = 381°58'18.7"
Δ = 59°48'54.1" Rt.
R = 15.00'
L = 15.66'
T = 8.63'
E = 2.30'

CURVE DATA #2
PI = 1+69.43
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Δ = 149°48'54.1" Lt.
R = 14.50'
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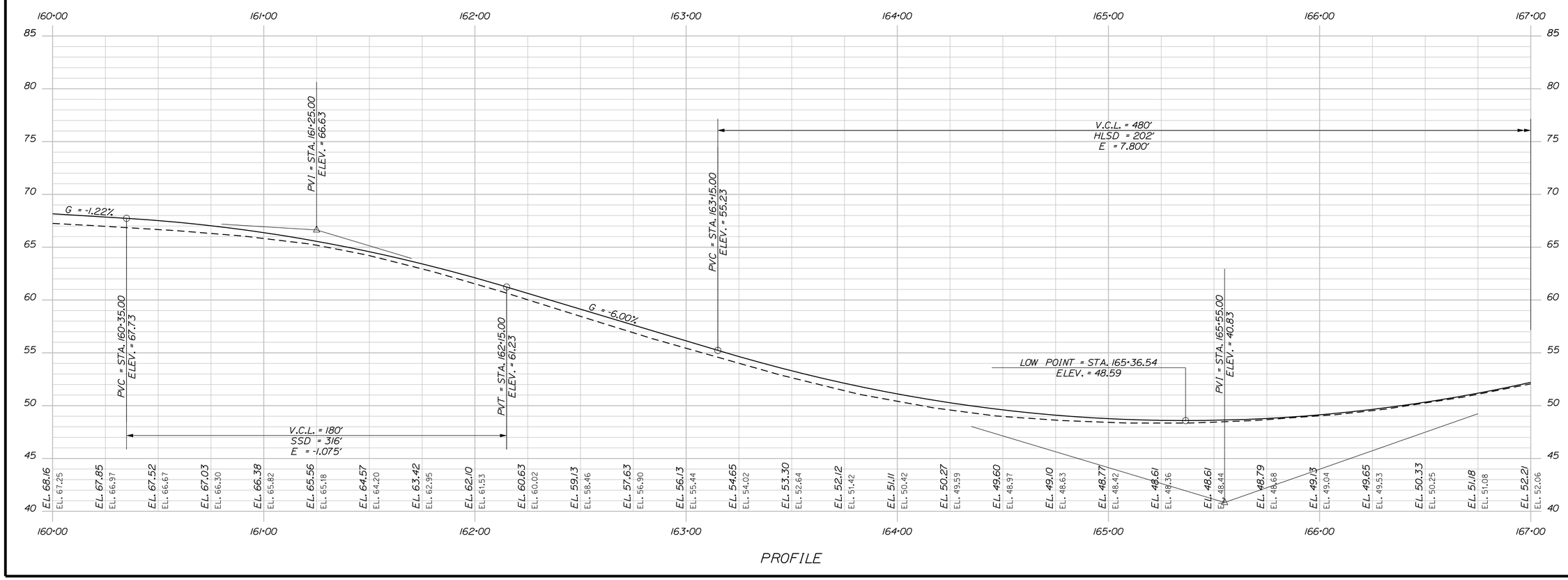

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$DESIGNER1$	$DETAILER1$	$PROJDATE1$
CHECKED-REVIEWED	$CHECKED1$	$CHECKER2$	$CHECKDATE$
DESIGN2-DETAILED2	$DESIGNER2$	$DETAILER2$	$PROJDATE2$
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REVISIONS: 1	$REVISION1$	$REVIDATE1$	P.E. NUMBER
REVISIONS: 2	$REVISION2$	$REVIDATE2$	
REVISIONS: 3	$REVISION3$	$REVIDATE3$	
REVISIONS: 4	$REVISION4$	$REVIDATE4$	DATE
FIELD CHANGES	$FIELDCHANGES$	$FIELDDATE$	

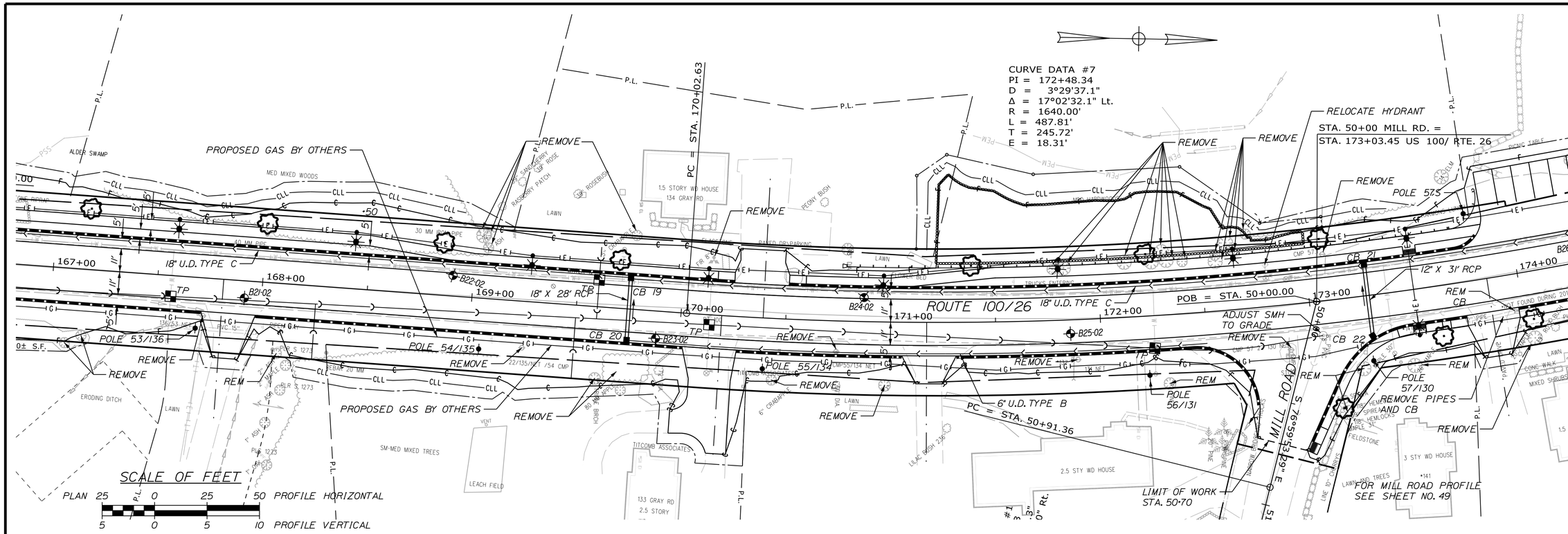
SIGNATURE

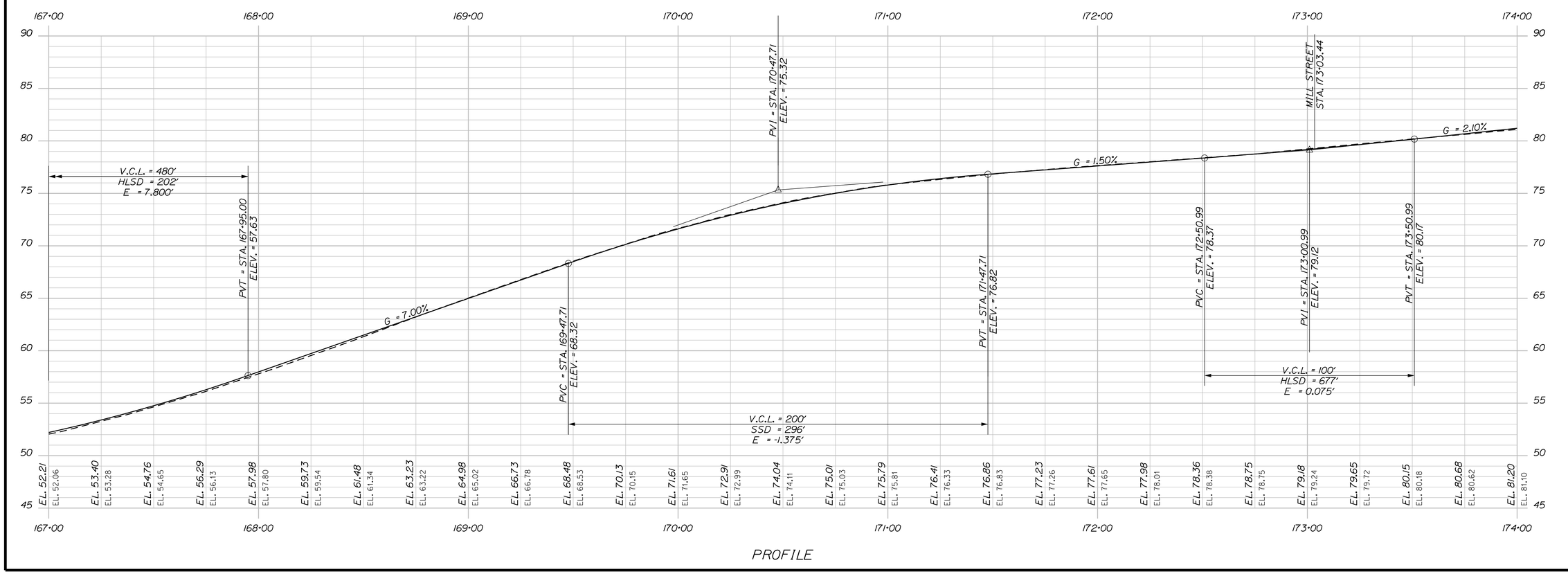
FALMOUTH
ROUTE 100\26

PLANS

SHEET NUMBER
35
OF 269

Filename: ...\HIGHWAY\MSTA\035_HDPlan7.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$DESIGNER1$	$DETAILER1$	$PROJDATE1$
CHECKED-REVIEWED	$CHECKED1$	$CHECKER1$	$CHECKDATE1$
DESIGN2-DETAILED2	$DESIGNER2$	$DETAILER2$	$PROJDATE2$
DESIGN3-DETAILED3	$DESIGNER3$	$DETAILER3$	$PROJDATE3$
REVISIONS 1	$REVISION1$		$REVDATE1$
REVISIONS 2	$REVISION2$		$REVDATE2$
REVISIONS 3	$REVISION3$		$REVDATE3$
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FIELD CHANGES	$FIELDCHANGES$		$FIELDDATE$

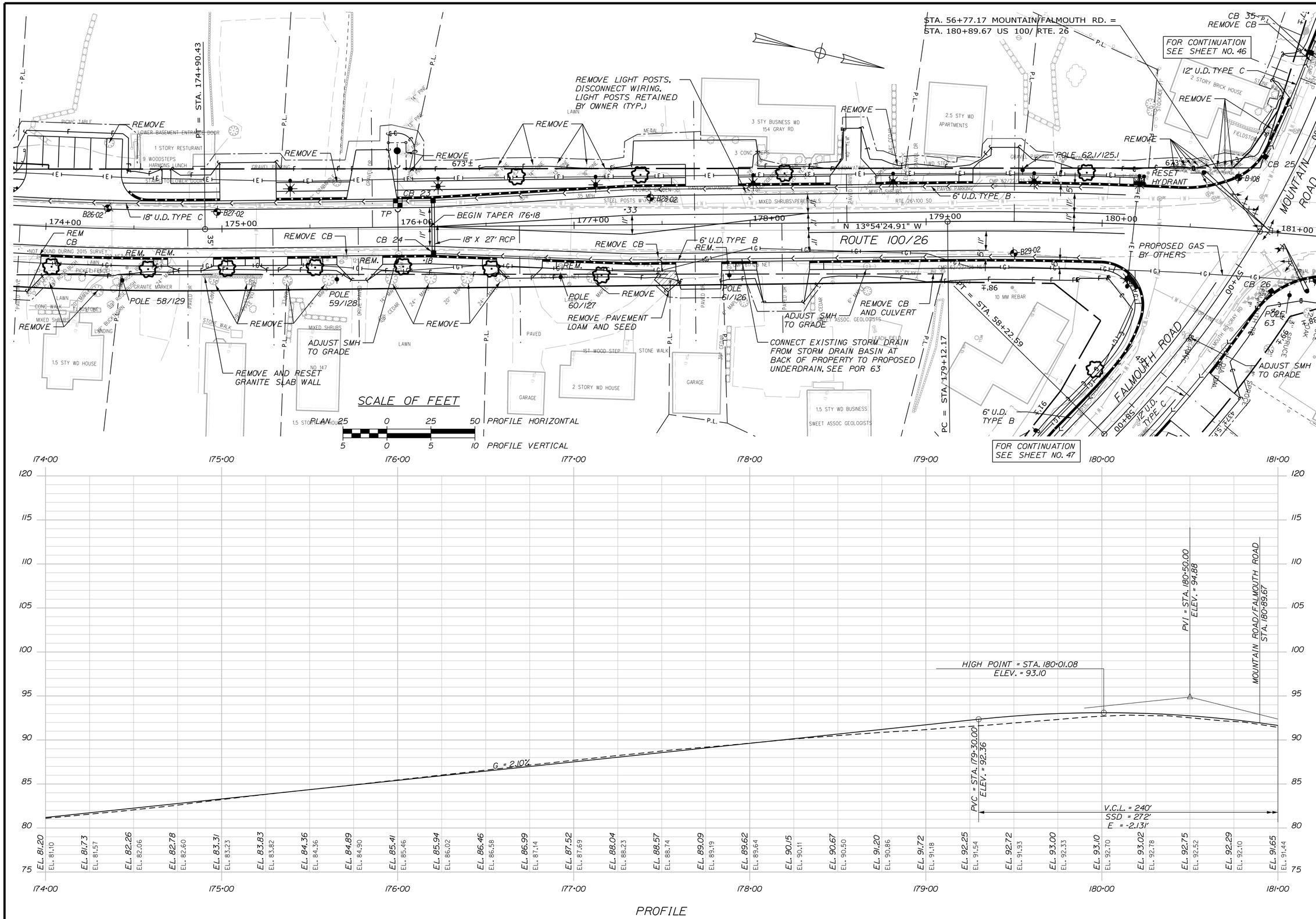
SIGNATURE
P.E. NUMBER
DATE

FALMOUTH
ROUTE 100\26

PLANS

SHEET NUMBER
36
OF 269

Filename: ...\HIGHWAY\MSTA\036_HDPlan8.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HIGHWAY PLANS

WIN 21784.00

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$DESIGNER1$	$DETAILER1$	$PROJDATE1$
CHECKED-REVIEWED	$CHECKED1$	$CHECKED2$	$CHECKDATE$
DESIGN2-DETAILED2	$DESIGNER2$	$DETAILER2$	$PROJDATE2$
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REVISIONS 2	$REVISION2$	$REVDATE2$	
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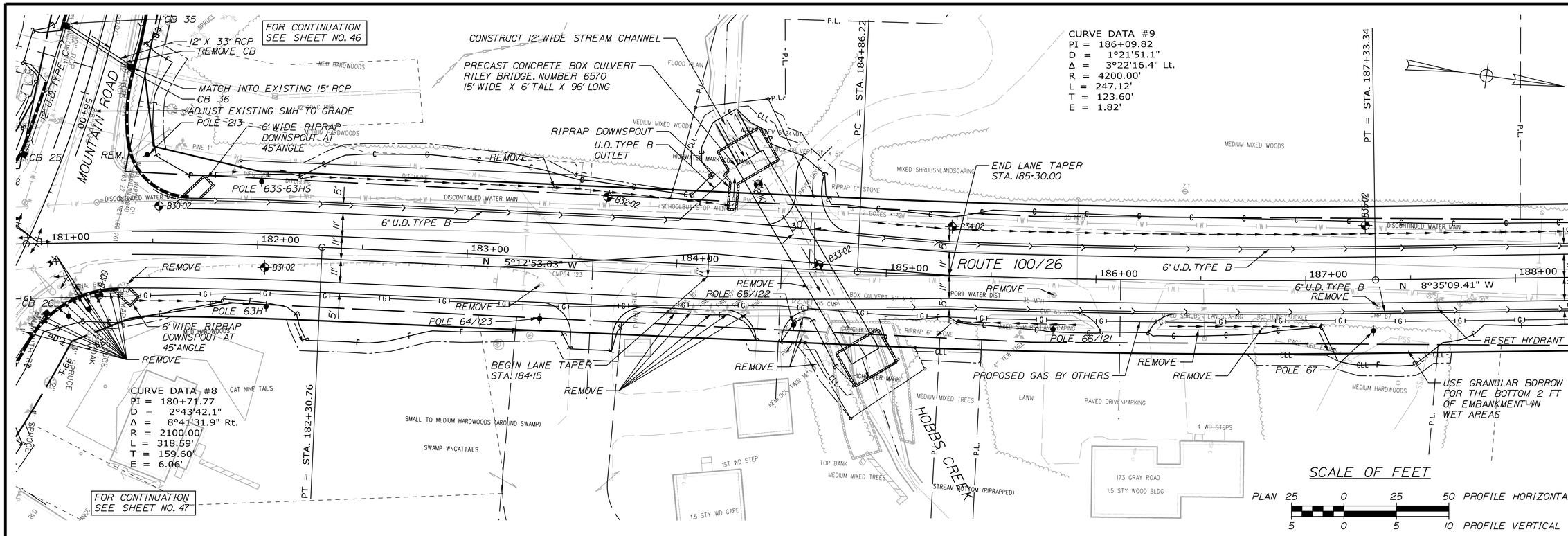
FALMOUTH
ROUTE 100\26

PLANS

SHEET NUMBER
37
OF 269

Filename: ...\HIGHWAY\MSTA\037_HDPlan9.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$DESIGNER1$	$DETAILER1$	$PROJDATE1$
CHECKED-REVIEWED	$CHECKED1$	$CHECKER2$	$CHECKDATE2$
DESIGN2-DETAILED2	$DESIGNER2$	$DETAILER2$	$PROJDATE2$
DESIGN3-DETAILED3	$DESIGNER3$	$DETAILER3$	$PROJDATE3$
REVISIONS 1	$REVISION1$	$REVISER1$	$REVDATE1$
REVISIONS 2	$REVISION2$	$REVISER2$	$REVDATE2$
REVISIONS 3	$REVISION3$	$REVISER3$	$REVDATE3$
REVISIONS 4	$REVISION4$	$REVISER4$	$REVDATE4$
FIELD CHANGES	$FIELDCHANGES$		$FIELDDATE$

P.E. NUMBER

SIGNATURE

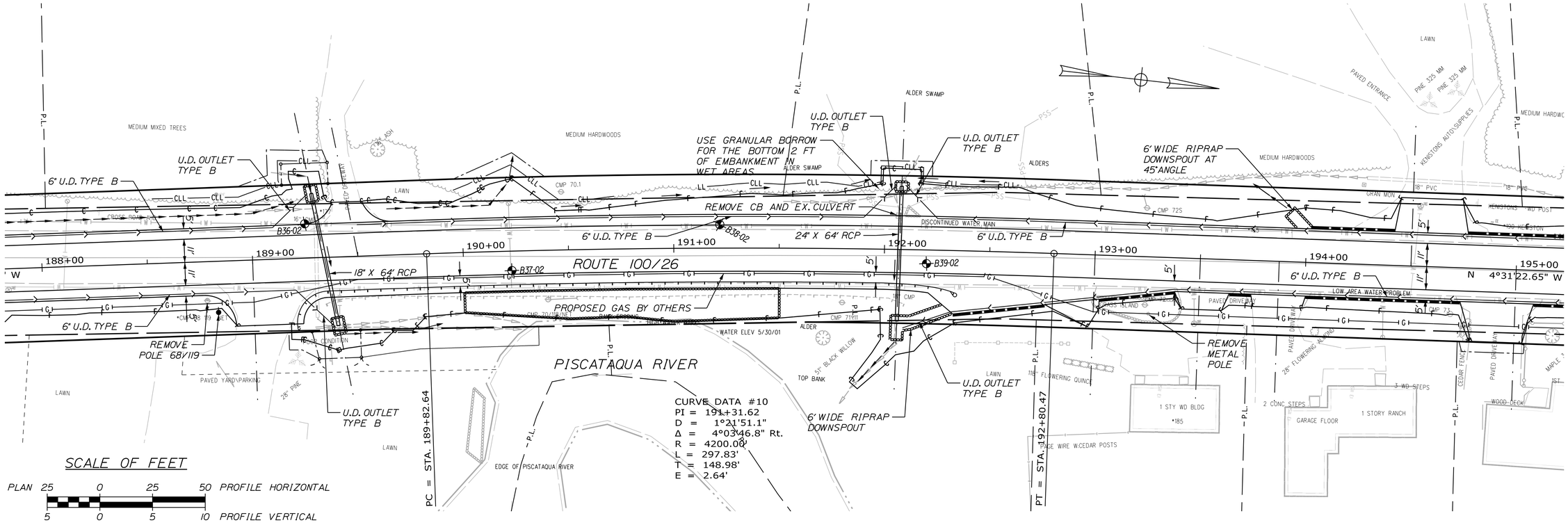
DATE

FALMOUTH
ROUTE 100\26

PLANS

SHEET NUMBER
38
OF 269

Filename: ...\HIGHWAY\MSTA\038_HDPlan10.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$DESIGNER1$	$DETAILER1$	$PROJDATE1$
CHECKED-REVIEWED	$CHECKED1$	$CHECKER2$	$CKDATE2$
DESIGN2-DETAILED2	$DESIGNER2$	$DETAILER2$	$PROJDATE2$
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REVISIONS 1	$REVISION1$		$REVDATE1$
REVISIONS 2	$REVISION2$		$REVDATE2$
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FIELD CHANGES	$FIELDCHANGES$		$FIELDDATE$

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100\26

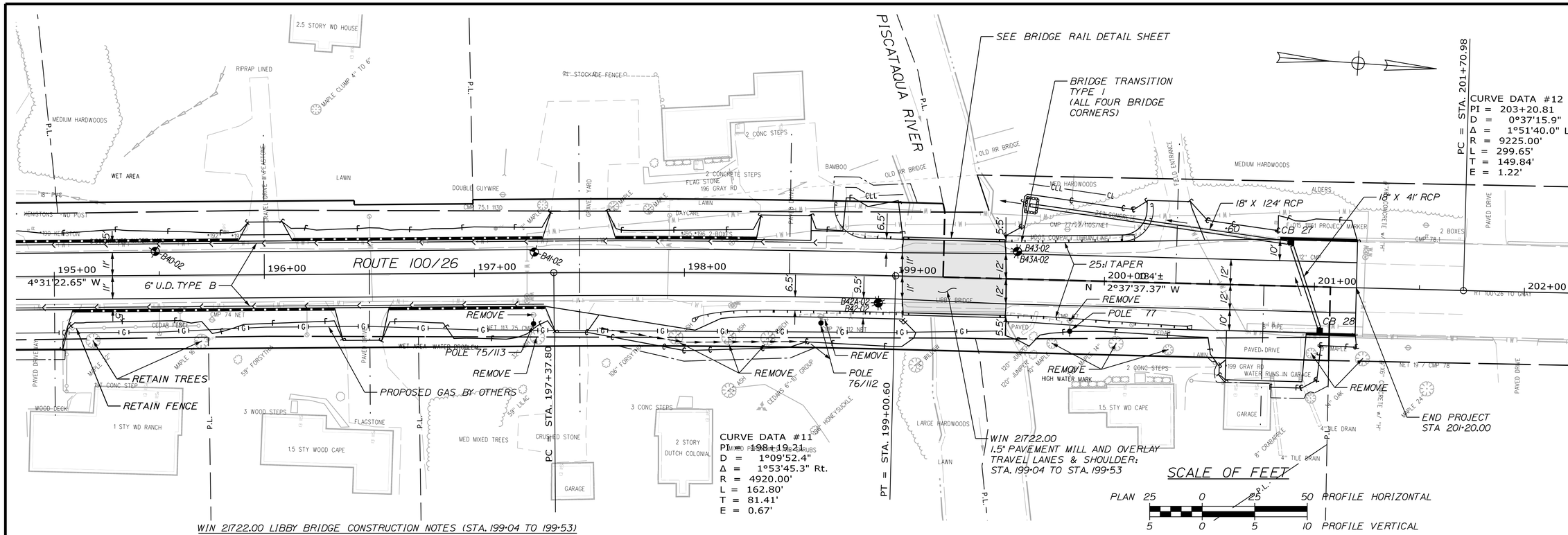
PLANS

SHEET NUMBER

39

OF 269

Filename: ...\HIGHWAY\MSTA\039_HDPlan11.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



WIN 21722.00 LIBBY BRIDGE CONSTRUCTION NOTES (STA. 199+04 TO 199+53)

ITEM 202.202 REMOVING PAVEMENT SURFACE
1. THE CONTRACTOR SHALL MILL 1.5" +/- NOMINAL DEPTH ON TRAVEL LANES & SHOULDER: STA. 199+04 TO STA. 199+53
2. THE CONTRACTOR PLACE TOMS ON CENTERLINE AT THE END OF EACH WORK DAY; THIS IS INCIDENTAL TO THE CONTRACT.

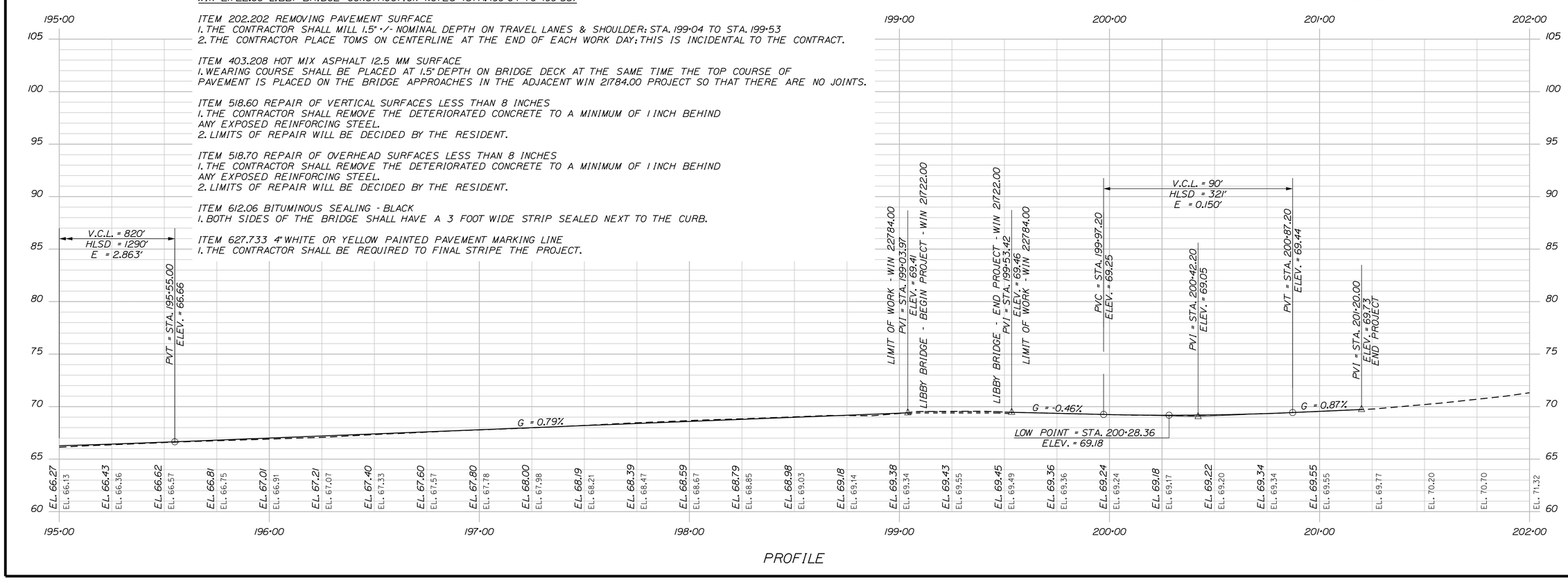
ITEM 403.208 HOT MIX ASPHALT 12.5 MM SURFACE
1. WEARING COURSE SHALL BE PLACED AT 1.5" DEPTH ON BRIDGE DECK AT THE SAME TIME THE TOP COURSE OF PAVEMENT IS PLACED ON THE BRIDGE APPROACHES IN THE ADJACENT WIN 21784.00 PROJECT SO THAT THERE ARE NO JOINTS.

ITEM 518.60 REPAIR OF VERTICAL SURFACES LESS THAN 8 INCHES
1. THE CONTRACTOR SHALL REMOVE THE DETERIORATED CONCRETE TO A MINIMUM OF 1 INCH BEHIND ANY EXPOSED REINFORCING STEEL.
2. LIMITS OF REPAIR WILL BE DECIDED BY THE RESIDENT.

ITEM 518.70 REPAIR OF OVERHEAD SURFACES LESS THAN 8 INCHES
1. THE CONTRACTOR SHALL REMOVE THE DETERIORATED CONCRETE TO A MINIMUM OF 1 INCH BEHIND ANY EXPOSED REINFORCING STEEL.
2. LIMITS OF REPAIR WILL BE DECIDED BY THE RESIDENT.

ITEM 612.06 BITUMINOUS SEALING - BLACK
1. BOTH SIDES OF THE BRIDGE SHALL HAVE A 3 FOOT WIDE STRIP SEALED NEXT TO THE CURB.

ITEM 627.733 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE
1. THE CONTRACTOR SHALL BE REQUIRED TO FINAL STRIPE THE PROJECT.



PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$DESIGNER1$	$DETAILER1$	$PROJDATE1$
CHECKED-REVIEWED	$CHECKED1$	$CHECKER1$	$CHECKDATE1$
DESIGN2-DETAILED2	$DESIGNER2$	$DETAILER2$	$PROJDATE2$
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REVISIONS 1	$REVISION1$		$REVDATE1$
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REVISIONS 3	$REVISION3$		$REVDATE3$
REVISIONS 4	$REVISION4$		$REVDATE4$
FIELD CHANGES	$FIELDCHANGES$		$FIELDDATE$

SIGNATURE
P.E. NUMBER
DATE

FALMOUTH
ROUTE 100\26

PLANS

SHEET NUMBER
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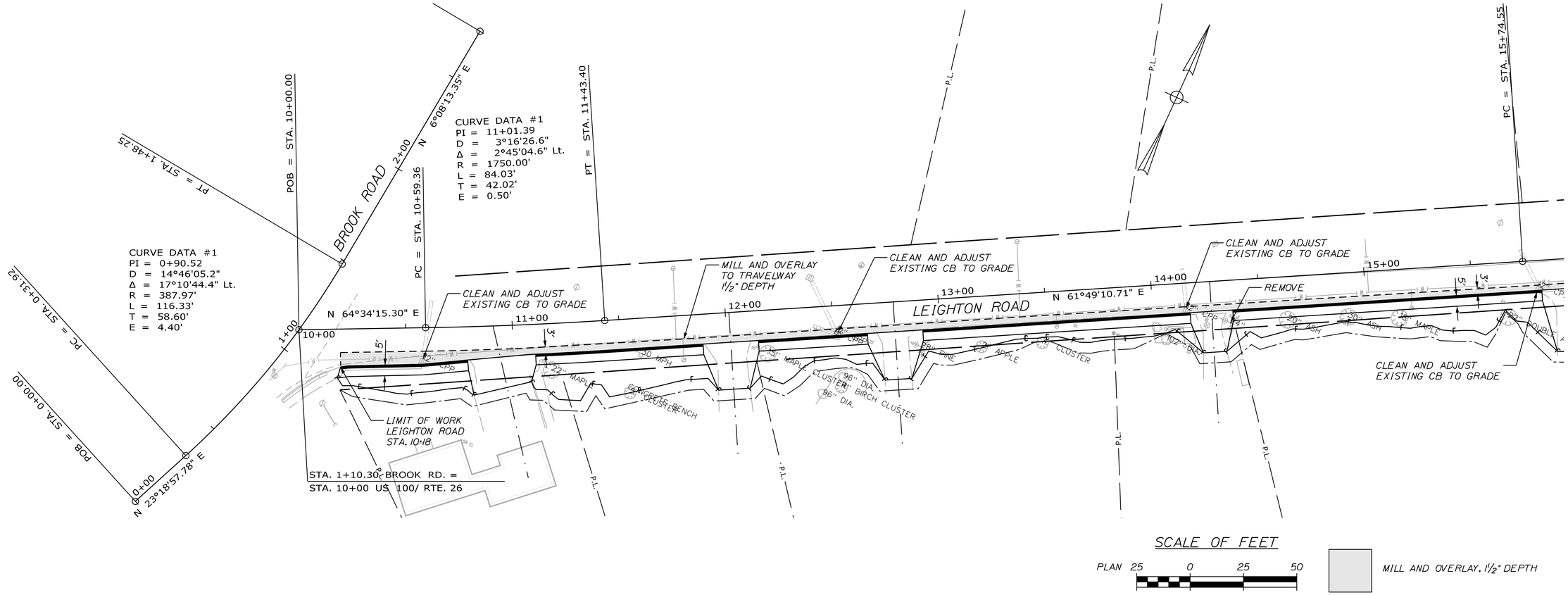
OF 269

Filename: ...\HIGHWAY\MSTA\040_HDPlan12.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
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FIELD CHANGES	$FIELDCHANGES$		$FIELDDATE$

SIGNATURE

P.E. NUMBER

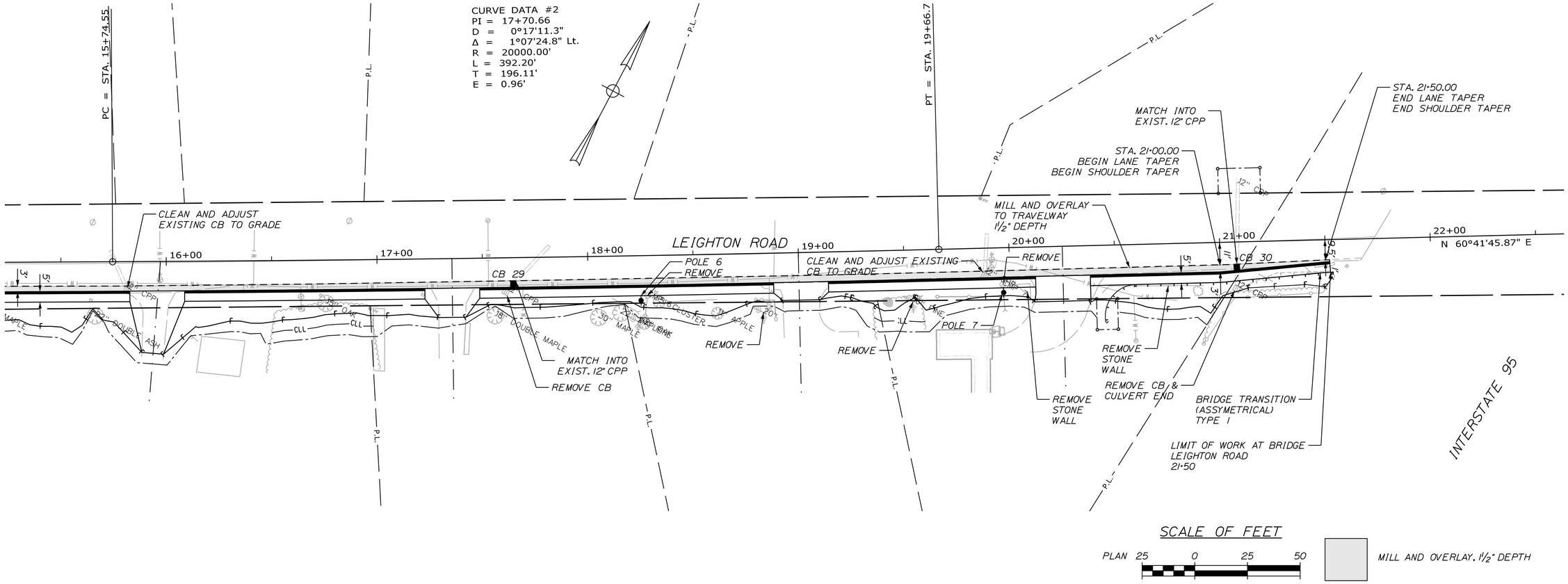
DATE

FALMOUTH
ROUTE 100\26

PLANS

SHEET NUMBER
41
OF 269

Filename: ...\HIGHWAY\MSTA\041_HDPlan13.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
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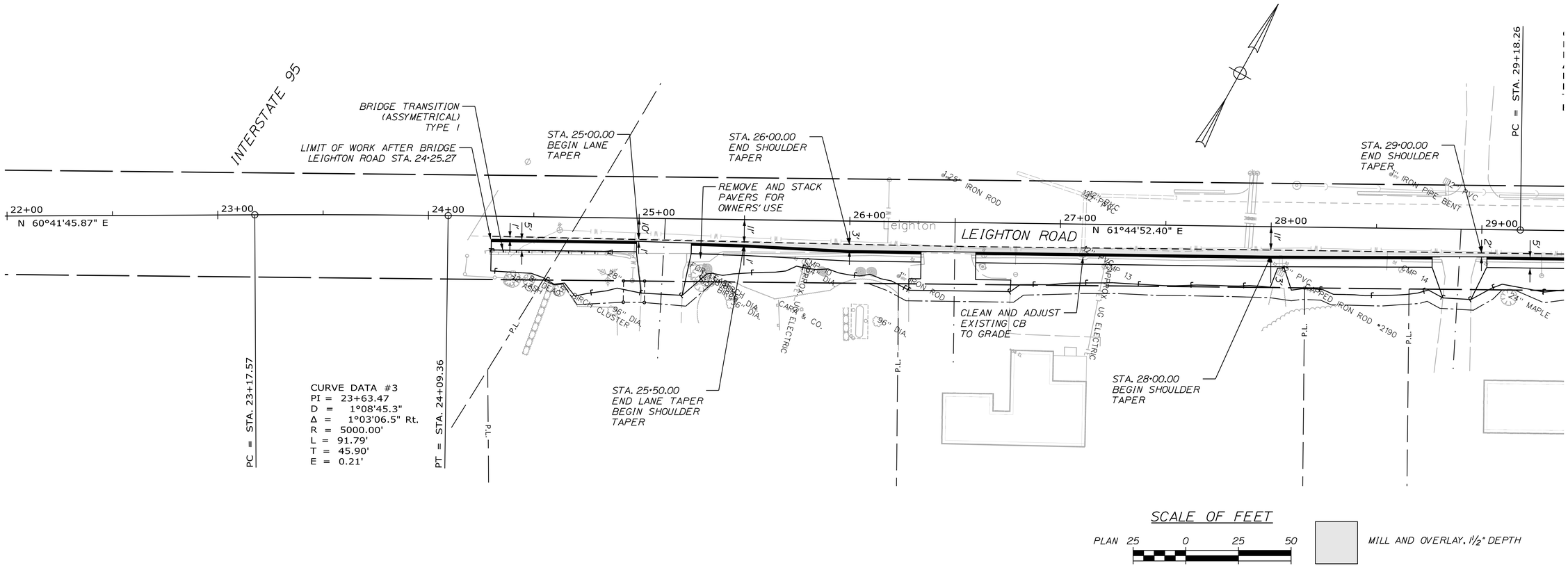
SIGNATURE

FALMOUTH
ROUTE 100\26

PLANS

SHEET NUMBER
42
OF 269

Filename: ...\HIGHWAY\MSTA\042_HDPlan14.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
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FIELD CHANGES	$FIELDCHANGES$		$FIELDDATE$

SIGNATURE

P.E. NUMBER

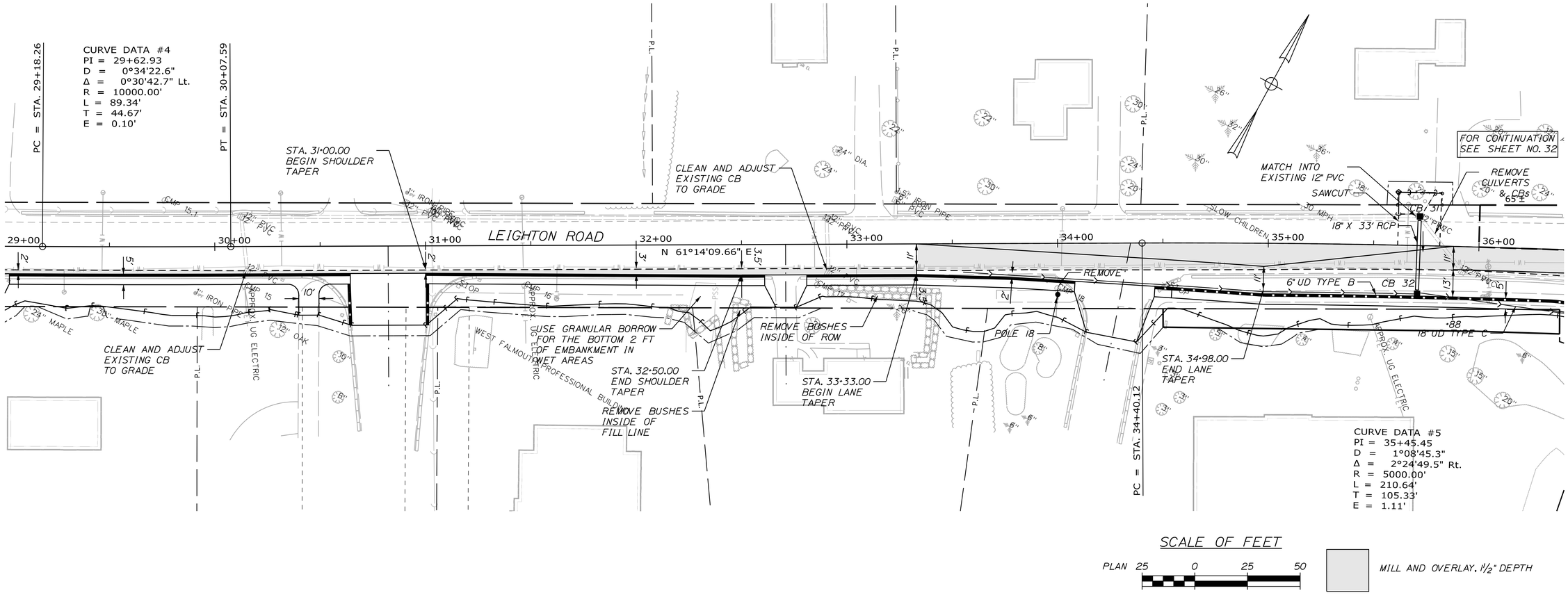
DATE

FALMOUTH
ROUTE 100\26

PLANS

SHEET NUMBER
43
OF 269

Filename: ...\HIGHWAY\MSTA\043_HDPlan15.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
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SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100\26

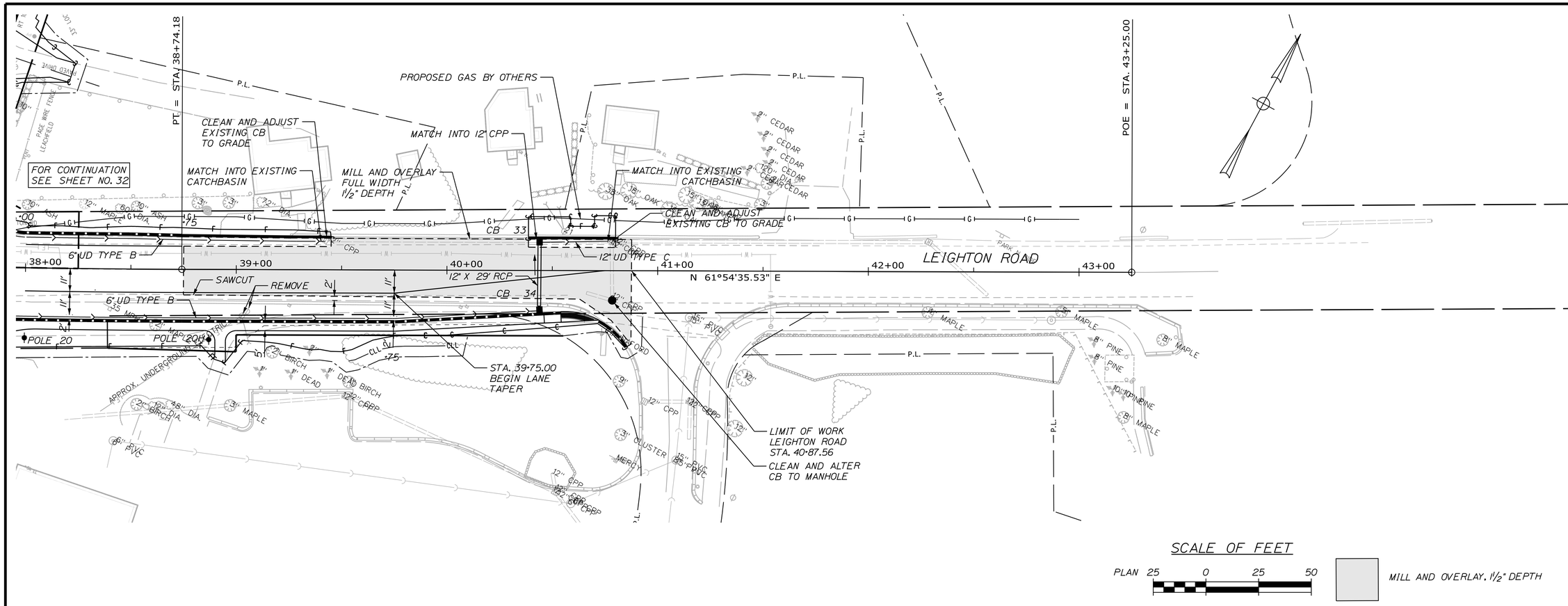
PLANS

SHEET NUMBER

44

OF 269

Filename: ...\HIGHWAY\MSTA\044_HDPlan16.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
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SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100\26

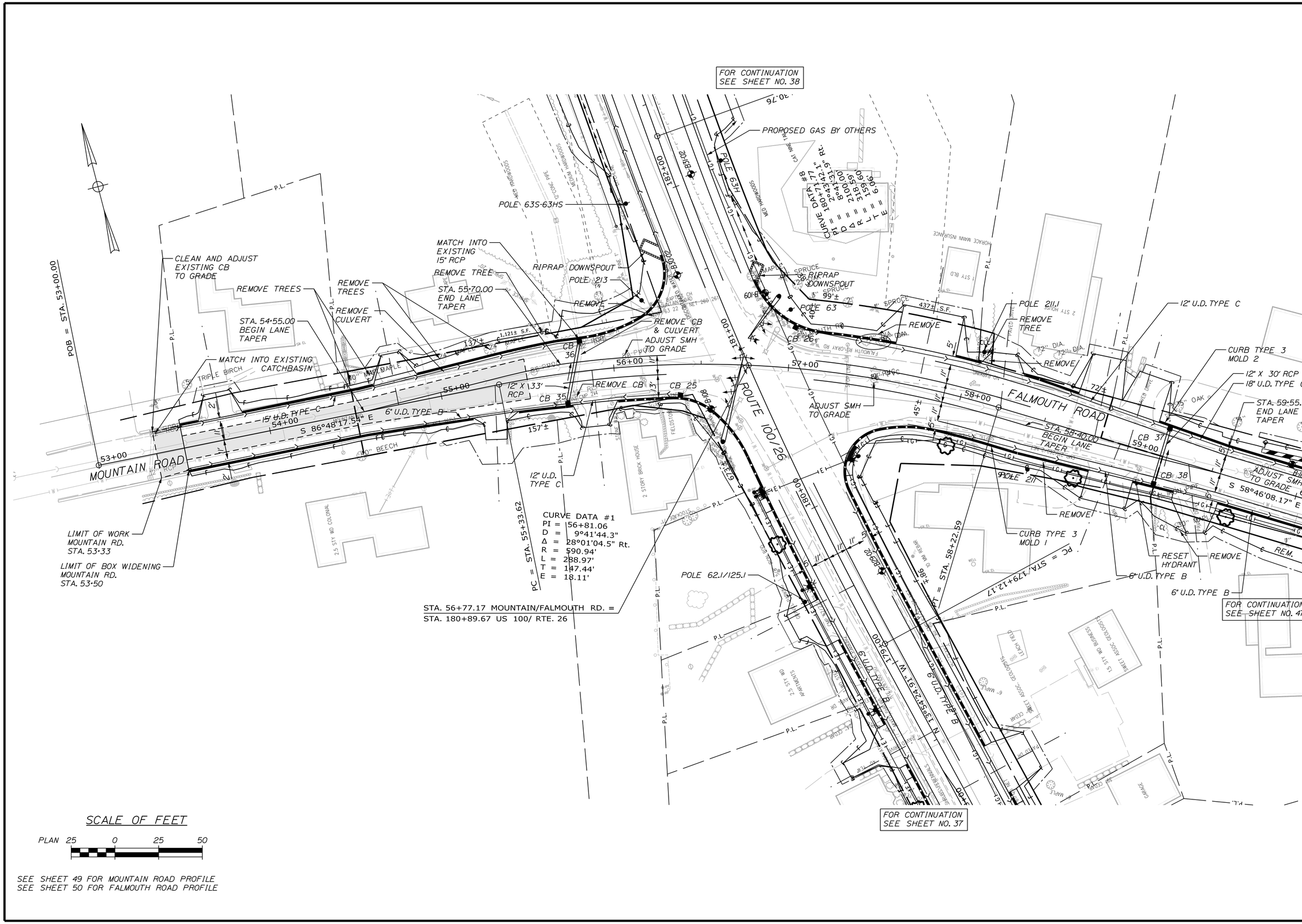
PLANS

SHEET NUMBER

45

OF 269

Filename: ...\HIGHWAY\MSTA\045_HDPlan17.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



SCALE OF FEET

PLAN 25 0 25 50

SEE SHEET 49 FOR MOUNTAIN ROAD PROFILE
SEE SHEET 50 FOR FALMOUTH ROAD PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	$DESIGNER1$	$PROJDATE1$
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FIELD CHANGES	$FIELDCHANGES$	$FIELDDATE$

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100\26

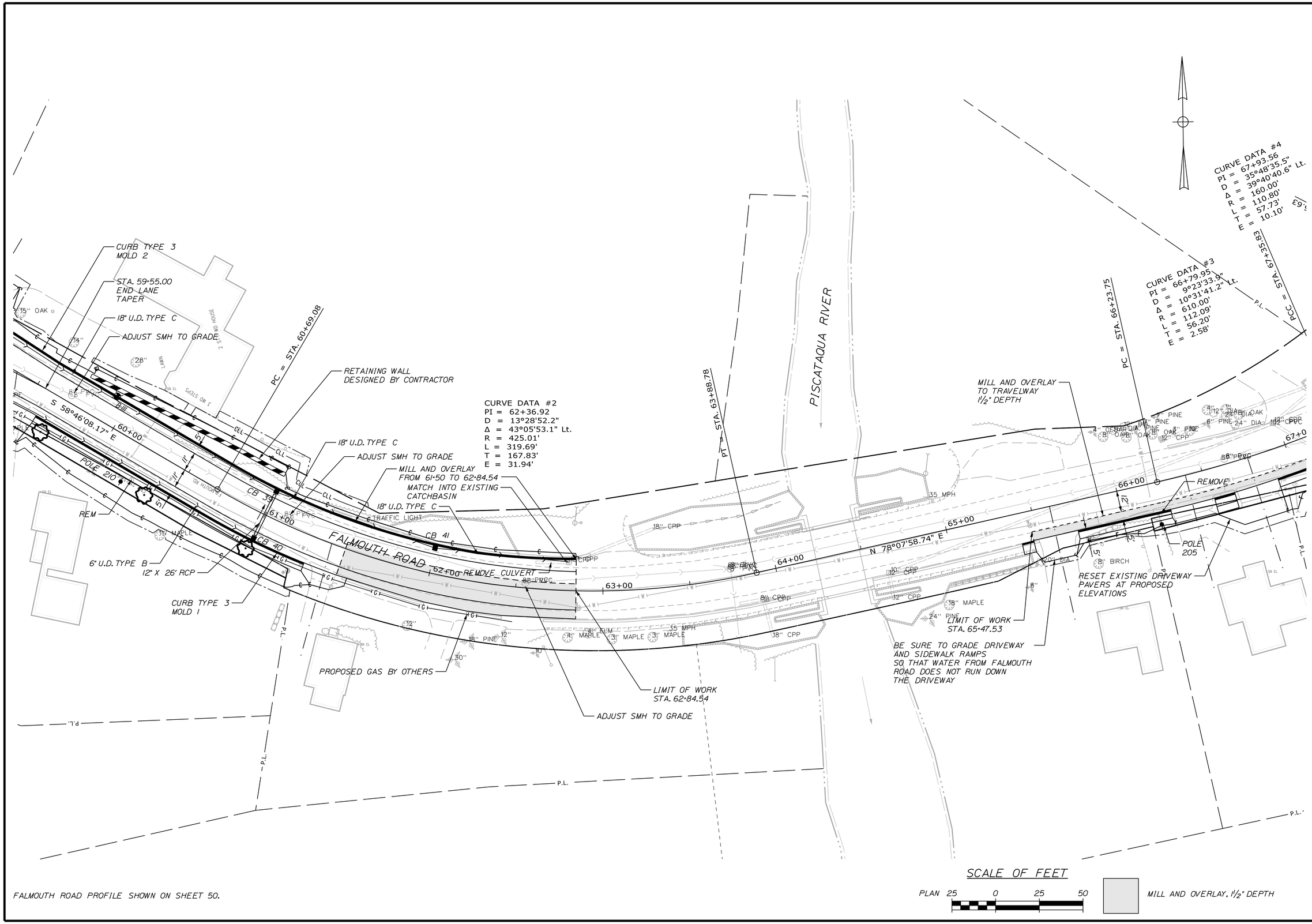
PLANS

SHEET NUMBER

46

OF 269

Filename: ...\HIGHWAY\MSTA\046_HDPlan18.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



FALMOUTH ROAD PROFILE SHOWN ON SHEET 50.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
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SIGNATURE

P.E. NUMBER

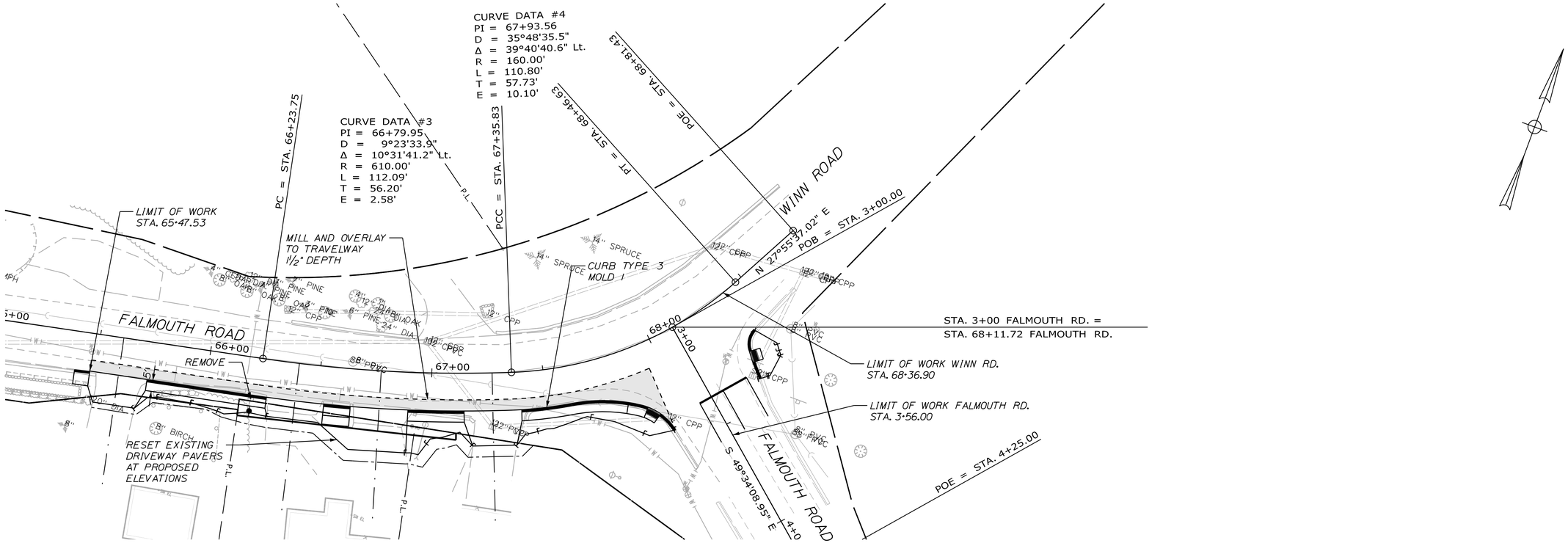
DATE

FALMOUTH
ROUTE 100\26

PLANS

SHEET NUMBER
47
OF 269

Filename: ...\HIGHWAY\MSTA\047_HDPlan19.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



FALMOUTH ROAD PROFILE SHOWN ON SHEET 50.

SCALE OF FEET

PLAN 25 0 25 50

MILL AND OVERLAY, 1½" DEPTH

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$DESIGNER1$	$DETAILER1$	$PROJDATE1$
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SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100\26

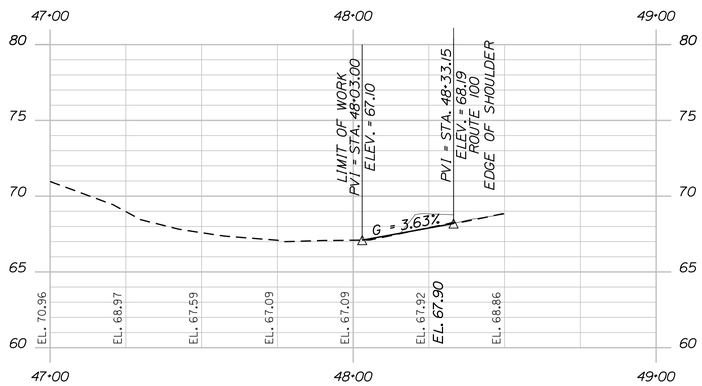
PLANS

SHEET NUMBER

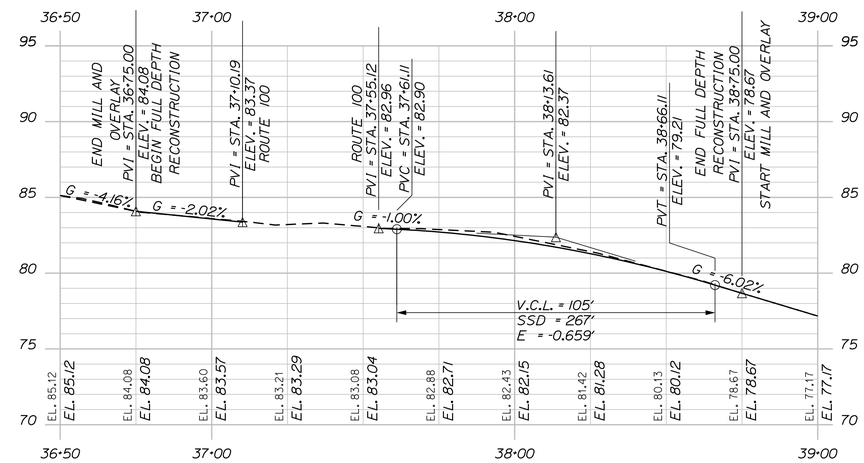
48

OF 269

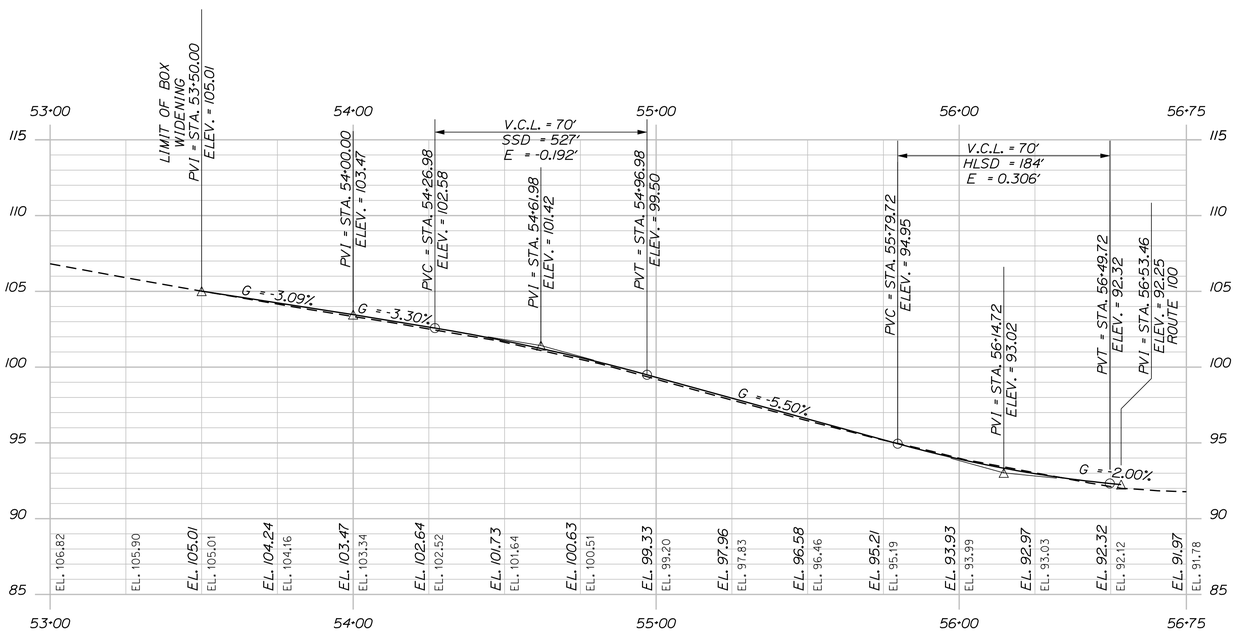
Filename: ...\HIGHWAY\MSTA\048_HDPlan20.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



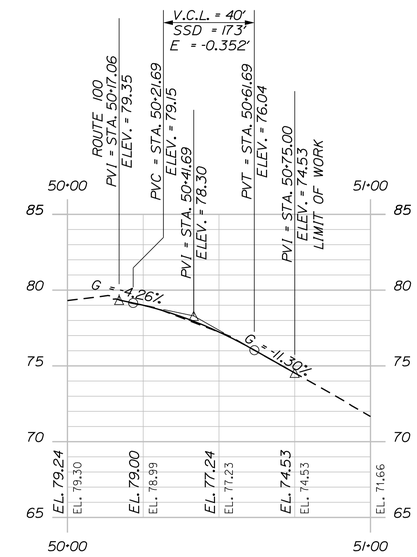
MARSTON STREET PROFILE



LEIGHTON ROAD PROFILE



MOUNTAIN ROAD PROFILE



MILL ROAD PROFILE

SCALE OF FEET

25 0 25 50 PROFILE HORIZONTAL

5 0 5 10 PROFILE VERTICAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER4	BY	DATE
DESIGN-DETAILED	$DESIGNER1$	$DETAILER1$	$PROJDATE1$
CHECKED-REVIEWED	$CHECKED1$	$CHECKER1$	$CHECKDATE1$
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FIELD CHANGES	$FIELDCHANGES		$FIELDDATE1$

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100\26

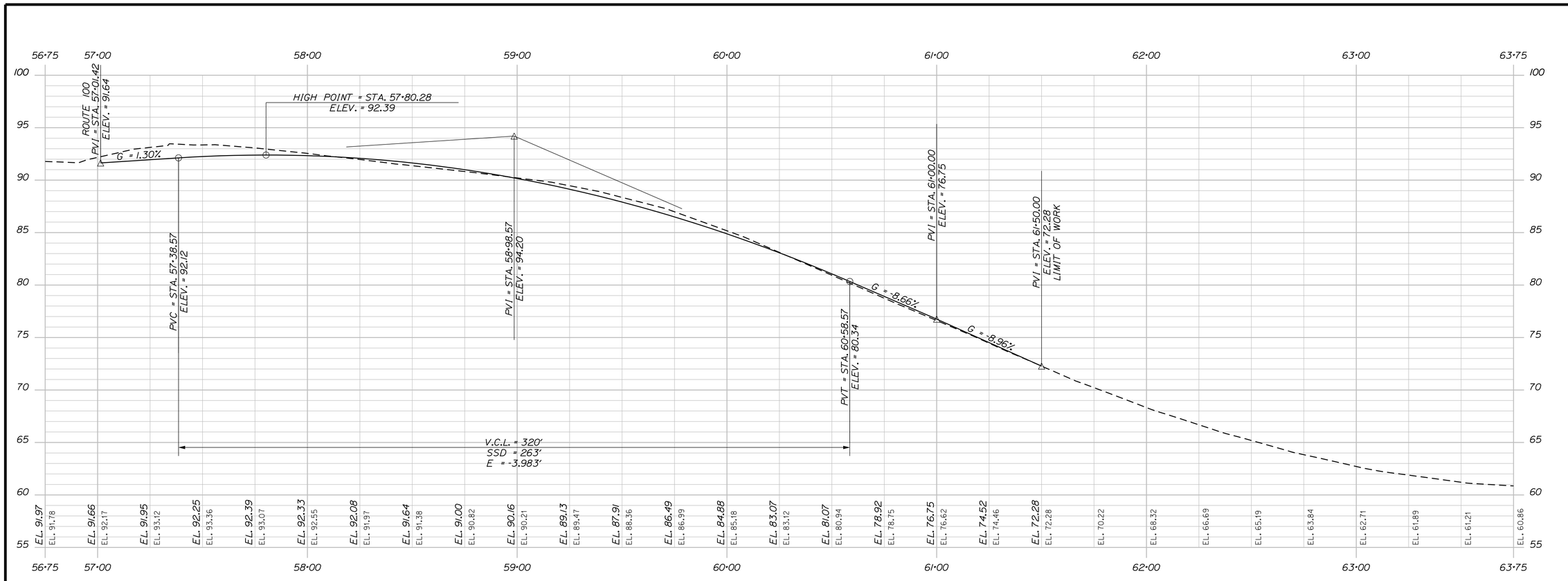
PROFILES

SHEET NUMBER

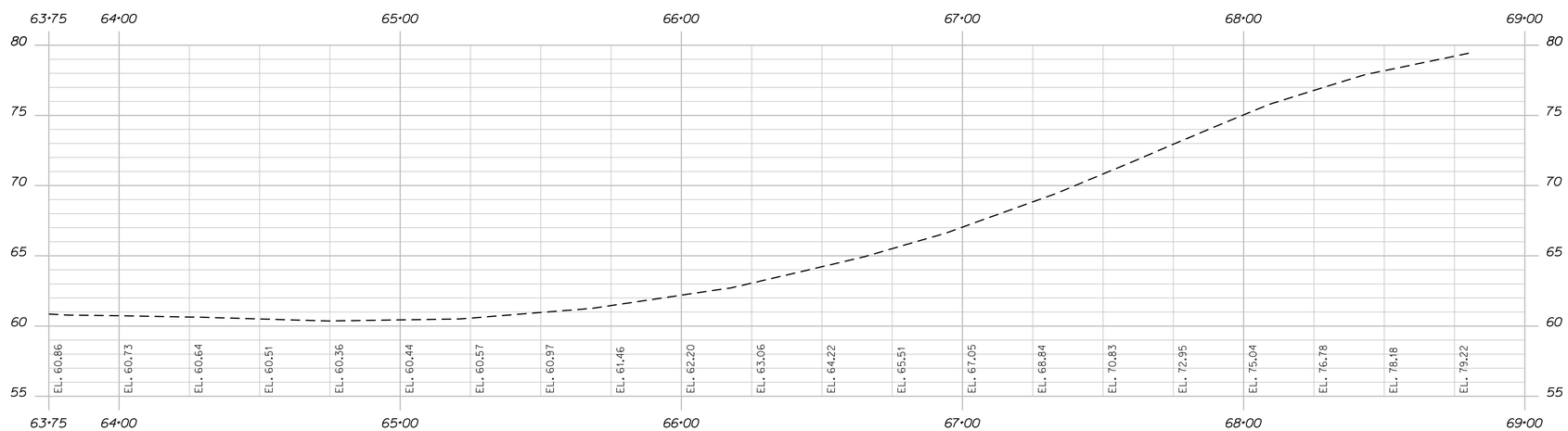
49

OF 269

Filename: ...\HIGHWAY\MSTA\049_Profile01.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



FALMOUTH ROAD PROFILE



FALMOUTH ROAD PROFILE
INFORMATIONAL PURPOSES ONLY

SCALE OF FEET

25 0 25 50 PROFILE HORIZONTAL

5 0 5 10 PROFILE VERTICAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
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FIELD CHANGES	$FIELDCHANGES$	$FIELDDATE$	

SIGNATURE

FALMOUTH
ROUTE 100\26

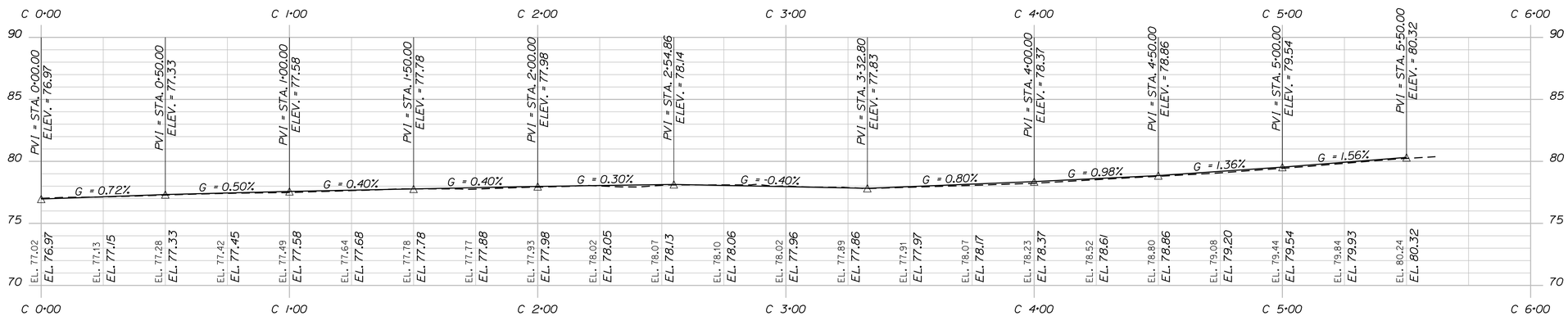
PROFILES

SHEET NUMBER

50

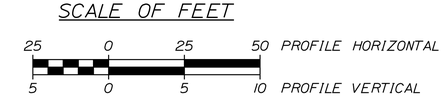
OF 269

Filename: ...\HIGHWAY\MSTA\050_Profile02.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



CURB PROFILE

SCALE OF FEET



PROJ. MANAGER	$PROJMANAGER$	BY	DATE
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DESIGN3-DETAILED3	$DESIGNER3$	$DETAILER3$	$PROJDATE3$
REVISIONS 1	$REVISION1$	$REVDATE1$	P.E. NUMBER
REVISIONS 2	$REVISION2$	$REVDATE2$	
REVISIONS 3	$REVISION3$	$REVDATE3$	
REVISIONS 4	$REVISION4$	$REVDATE4$	DATE
FIELD CHANGES	$FIELDCHANGES$	$FIELDDATE$	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

FALMOUTH
ROUTE 100\26

PROFILES

SHEET NUMBER
51
OF 269

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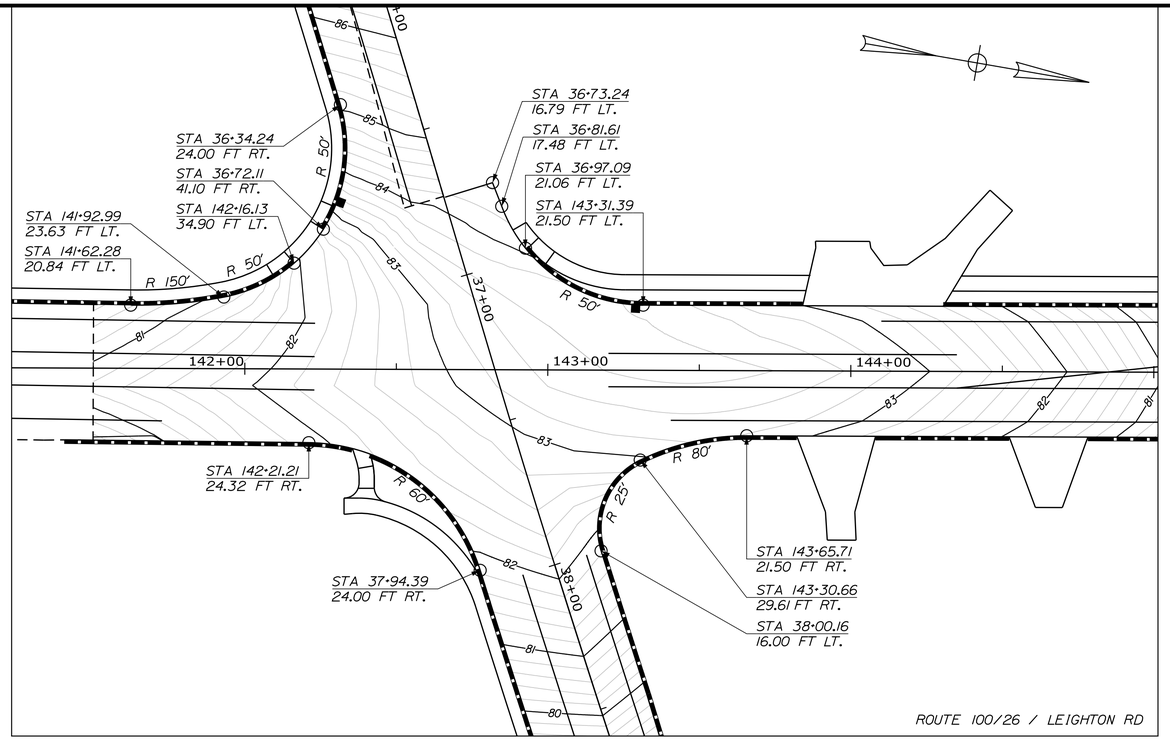
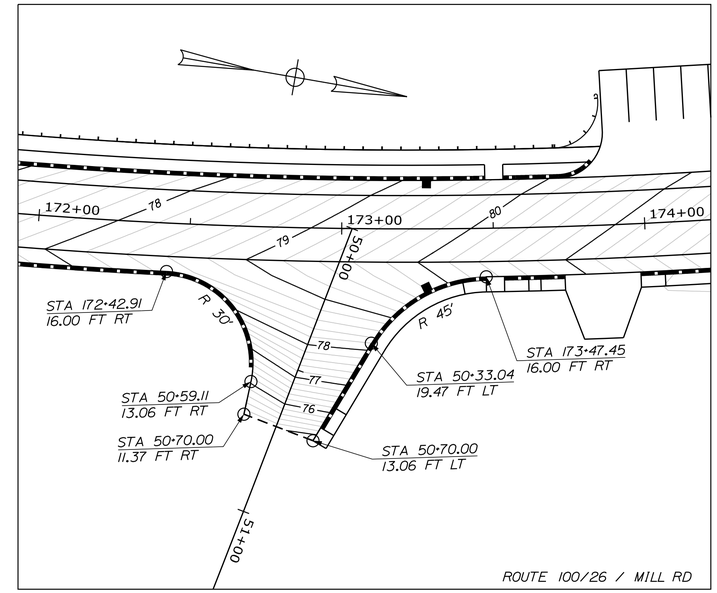
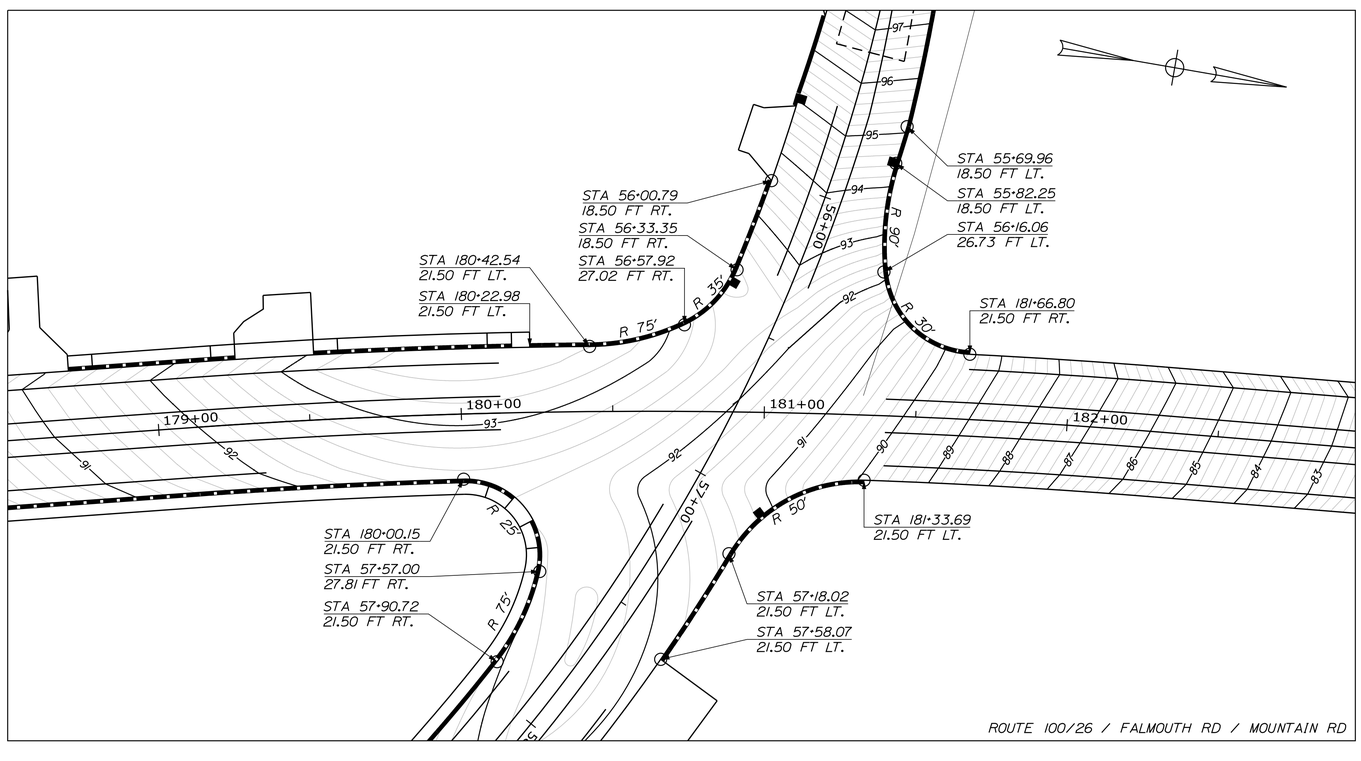






SCALE OF FEET

25 0 25 50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER4	BY	DATE
DESIGN-DETAILED	$DESIGNER1$	$DETAILER1$	$PROJDATE1$
CHECKED-REVIEWED	$CHECKED1$	$CHECKER2$	$CHECKDATE2$
DESIGN2-DETAILED2	$DESIGNER2$	$DETAILER2$	$PROJDATE2$
DESIGN3-DETAILED3	$DESIGNER3$	$DETAILER3$	$PROJDATE3$
REVISIONS 1	$REVISION1$		$REVDATE1$
REVISIONS 2	$REVISION2$		$REVDATE2$
REVISIONS 3	$REVISION3$		$REVDATE3$
REVISIONS 4	$REVISION4$		$REVDATE4$
FIELD CHANGES	$FIELDCHANGES$		$FIELDDATE$

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100\26

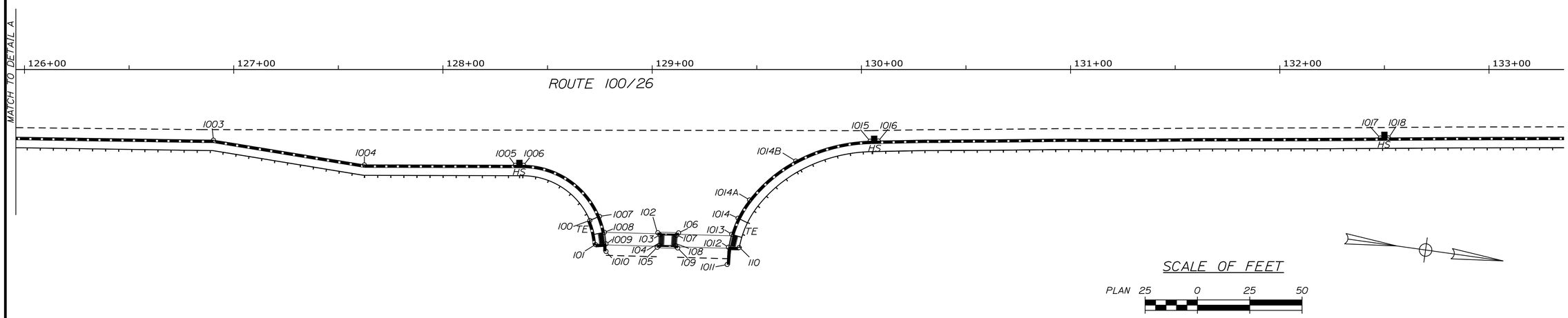
INTERSECTION GRADING

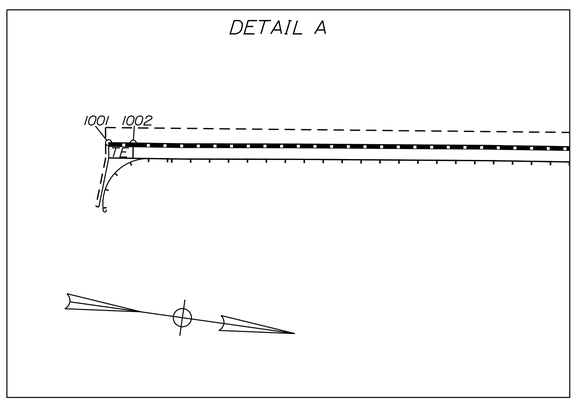
SHEET NUMBER

52

OF 269

Filename: ...\052_Intersection Grading.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018





CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
1001	124+74.23	31.53'	1005121.74'	327380.96'
1002	124+82.34	31.65'	1005120.73'	327389.01'
1003	126+90.30	33.79'	1005093.81'	327595.24'
1004	127+62.45	45.62'	1005095.44'	327668.33'
1005	128+34.55	45.79'	1005085.53'	327739.74'
1006	128+38.55	45.80'	1005084.99'	327743.71'
1007	128+74.83	70.25'	1005104.13'	327783.05'
1008	128+77.18	77.86'	1005111.34'	327786.43'
1009	128+77.90	83.38'	1005116.70'	327787.92'
1010	128+77.95	86.99'	1005120.27'	327788.48'
1011	129+35.86	93.26'	1005118.39'	327846.69'
1012	129+36.48	85.01'	1005110.13'	327846.16'
1013	129+38.05	78.80'	1005103.77'	327846.84'
1014	129+41.06	71.12'	1005095.74'	327848.75'
1014A	129+46.52	62.39'	1005086.33'	327852.94'
1014B	129+68.61	43.76'	1005064.81'	327872.21'
1015	130+04.15	34.28'	1005050.45'	327906.08'
1016	130+08.15	34.21'	1005049.82'	327910.03'
1017	132+48.00	32.75'	1005014.88'	328147.32'
1018	132+52.00	32.73'	1005014.30'	328151.28'

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
100	128+70.21	72.18	1005106.69	327778.75
101	128+72.91	83.71	1005117.73	327783.03
102	129+02.71	78.06	1005107.97	327811.75
103	129+03.68	79.1	1005108.86	327812.85
104	129+03.45	84.09	1005113.84	327813.32
105	129+02.42	85.02	1005114.90	327812.43
106	129+12.63	78.13	1005106.66	327821.57
107	129+11.61	79.32	1005107.97	327820.74
108	129+11.24	84.31	1005112.97	327821.06
109	129+12.21	85.38	1005113.89	327822.17
110	129+41.57	85.15	1005109.56	327851.21

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
1002 TO 1003	--	207.7'
1003 TO 1004	--	73.1'
1004 TO 1005	--	72.1'
101 TO 1009	--	5.0'
1011 TO 1012	--	8.3'
1012 TO 110	--	5.1'
1016 TO 1017	--	239.9'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
100 TO 101	35'	11.9'
1009 TO 1010	40'	3.6'

ITEM 609.38 - RESET CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
1006 TO 1007	40'	46.8'
1014 TO 1014A	50'	10.3'
1014A TO 1014B	70'	29.1'
1014B TO 1015	80'	37.9'

ITEM 609.238 - TERMINAL CURB TYPE 1 - 8 FOOT		
PT. TO PT.	RADIUS	QUANTITY
1001 TO 1002	--	1 EA

ITEM 609.2381 - TERMINAL CURB TYPE 1 - 8 FOOT CIRCULAR		
PT. TO PT.	RADIUS	QUANTITY
1007 TO 1008	40'	1 EA
1013 TO 1014	50'	1 EA

ITEM 609.35 - CURB TYPE 5 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
102 TO 103	1'	1.6'
106 TO 107	1'	1.6'
104 TO 105	1'	1.6'
108 TO 109	1'	1.6'

ITEM 609.34 - CURB TYPE 5		
PT. TO PT.	RADIUS	LENGTH
103 to 107	--	7.9'
104 TO 108	--	7.8'

TYPE 1 CURB INLET STONES (HS) (INCIDENTAL TO ITEM 609.11)		
PT. TO PT.	STATION	
1005 TO 1006	128+36.6	RT
1015 TO 1016	130+06.1	RT
1017 TO 1018	132+50.0	RT
2073 TO 2074	135+97.3	LT
2094 TO 2095	139+33.2	LT
1031 TO 1032	136+04.0	RT
1042 TO 1043	137+47.0	RT
2103 TO 2104	143+29.0	LT
2117 TO 2118	147+51.5	LT
2132 TO 2133	149+60.0	LT
2134 TO 2135	150+00.0	LT
1073 TO 1074	151+55.94	RT
2141 TO 2142	151+70.0	LT
2176 TO 2177	160+03.0	LT
2191 TO 2192	165+36.5	LT
2197 TO 2198	166+00.0	LT
1092 TO 1093	166+06.5	RT
2204 TO 2205	169+75.0	LT
1099 TO 1100	169+75.0	RT
2210A TO 2210B	173+28.0	LT
1109A TO 1109B	173+28.0	RT
2268 TO 2269	176+20.0	LT
1132 TO 1133	176+20	RT
209 TO 210	35+71.2	RT
212 TO 213	36+64.5	RT
217 TO 218	40+43.9	RT
234 TO 235	56+37.8	RT
413 TO 414	180+99.8	RT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$DESIGNERD$	$DETALER$	$PROJDATE$
CHECKED-REVIEWED	$CHECKED$	$CHECKER$	$CHECKDATE$
DESIGN2-DETAILED2	$DESIGNER2$	$DETALER2$	$PROJDATE2$
DESIGN3-DETAILED3	$DESIGNER3$	$DETALER3$	$PROJDATE3$
REVISIONS 1	$REVISION$		$REVDATE$
REVISIONS 2	$REVISION2$		$REVDATE2$
REVISIONS 3	$REVISION3$		$REVDATE3$
REVISIONS 4	$REVISION4$		$REVDATE4$
FIELD CHANGES	$FIELDCHANGES$		$FIELDDATE$

SIGNATURE

P.E. NUMBER

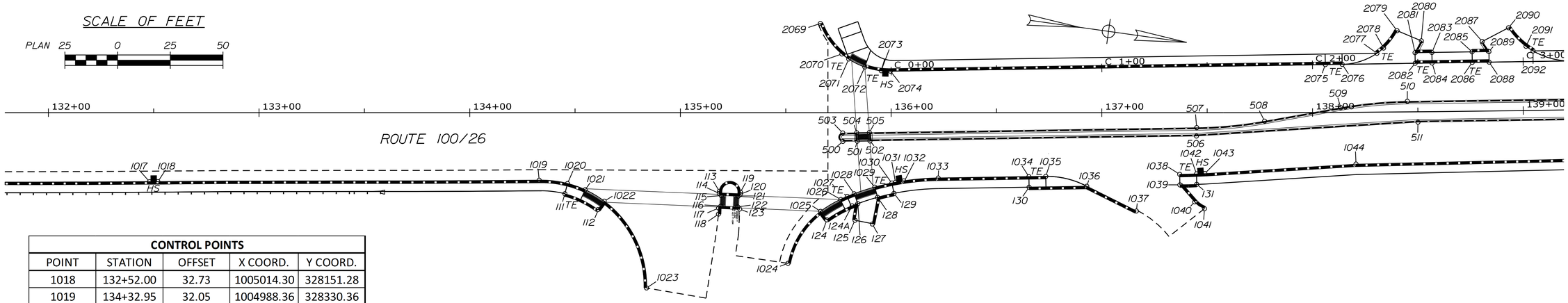
DATE

FALMOUTH
ROUTE 100\26

GEOMETRIC CURB
LAYOUT PLAN

SHEET NUMBER
53
OF 269

Filename: ...\HIGHWAY\MSTA\053_GEO_Plan1.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
1018	132+52.00	32.73	1005014.30	328151.28
1019	134+32.95	32.05	1004988.36	328330.36
1020	134+46.40	33.63	1004988.04	328343.90
1021	134+54.77	36.6	1004989.81	328352.60
1022	134+63.84	41.99	1004993.88	328362.34
1023	134+83.90	83.22	1005031.90	328387.96
1024	135+51.06	71.52	1005010.94	328452.83
1025	135+66.52	46.83	1004984.34	328464.69
1026	135+76.16	41.21	1004977.42	328473.45
1027	135+79.18	39.76	1004975.56	328476.23
1028	135+82.46	38.49	1004973.85	328479.30
1029	135+92.24	35.33	1004969.35	328488.55
1030	136+00.36	33.39	1004966.30	328496.32
1031	136+02.04	33.04	1004965.72	328497.94
1032	136+05.99	32.37	1004964.51	328501.75
1033	136+22.34	31.02	1004960.88	328517.75
1034	136+65.40	30.36	1004954.21	328560.30
1035	136+73.40	30.24	1004952.98	328568.20
1036	136+92.85	34.93	1004954.90	328588.11
1037	137+16.41	46.68	1004963.25	328613.09
1038	137+36.97	29.27	1004943.14	328631.01
1039	137+37.04	34.27	1004948.08	328631.79
1040	137+44.10	42.32	1004955.07	328639.90
1041	137+48.70	45.57	1004957.65	328644.91
1042	137+44.9	29.03	1004941.79	328638.90
1043	137+48.90	28.86	1004941.07	328642.77
1044	138+20.48	24.57	1004926.60	328713.17
1045	139+21.06	23.38	1004910.22	328812.66

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
500	135+77.10	13.61	1004949.97	328470.52
501	135+83.93	13.51	1004948.91	328477.27
502	135+89.94	13.42	1004947.98	328483.21
503	135+77.04	9.61	1004946.01	328469.91
504	135+83.65	9.51	1004944.99	328476.44
505	135+89.66	9.42	1004944.06	328482.38
506	137+44.91	11.08	1004924.02	328636.34
507	137+45.02	7.08	1004920.04	328635.89
508	137+77.24	4.02	1004912.49	328667.37
509	138+13.40	-2.26	1004901.09	328702.26
510	138+45.02	-5.05	1004893.69	328733.12
511	138+50.00	4.92	1004902.81	328739.52

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
2069	135+66.40	-42.35	1004896.05	328452.11
2070	135+76.66	-27.90	1004908.92	328464.29
2071	135+79.87	-25.51	1004910.84	328467.80
2072	135+87.51	-21.71	1004913.53	328475.90
2073	135+95.29	-19.94	1004914.20	328483.85
2074	135+99.67	-19.73	1004913.80	328488.21
2075	138+06.17	-22.73	1004881.88	328692.15
2076	138+14.19	-22.81	1004880.65	328700.06
2077	138+30.77	-27.95	1004873.14	328715.67
2078	138+33.94	-30.40	1004870.25	328718.43
2079	138+40.46	-38.61	1004861.18	328723.64
2080	138+51.95	-33.69	1004864.35	328735.70
2081	138+48.91	-28.08	1004870.35	328733.54
2082	138+48.94	-23.08	1004875.29	328734.31
2083	138+56.93	-28.12	1004869.11	328741.44
2084	138+56.96	-23.12	1004874.05	328742.21
2085	138+76.07	-28.20	1004866.16	328760.29
2086	138+76.08	-23.20	1004871.10	328761.06
2087	138+80.97	-33.07	1004860.61	328764.39
2088	138+84.10	-23.22	1004869.86	328768.97
2089	138+84.09	-28.22	1004864.92	328768.19
2090	138+93.55	-39.42	1004852.42	328775.81
2091	139+01.77	-30.50	1004859.97	328785.27
2092	139+05.08	-28.25	1004861.69	328788.88

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
111	134+45.15	38.47'	1004993.01'	328343.34'
112	134+60.85	46.00'	1004998.27'	328359.93'
113	135+18.47	37.30'	1004981.60'	328415.78'
114	135+18.43	38.29'	1004982.60'	328415.88'
115	135+19.39	39.33'	1004983.50'	328416.97'
116	135+19.17	44.33'	1004988.47'	328417.46'
117	135+18.13	45.29'	1004989.56'	328416.56'
118	135+18.08	48.07'	1004992.33'	328416.89'
119	135+28.46	37.71'	1004980.62'	328425.73'
120	135+28.42	38.71'	1004981.62'	328425.83'
121	135+27.38	39.67'	1004982.71'	328424.93'
122	135+27.17	44.67'	1004987.69'	328425.42'
123	135+28.12	45.72'	1004988.60'	328426.51'
124	135+69.50	50.85'	1004987.90'	328468.20'
124A	135+81.48	44.22'	1004979.66'	328479.14'
125	135+82.85	51.06'	1004986.24'	328481.45'
126	135+84.19	43.17'	1004978.25'	328481.68'
127	135+91.08	52.86'	1004986.87'	328489.85'
128	135+93.57	40.15'	1004973.94'	328490.54'
129	136+01.35	38.29'	1004971.01'	328497.98'
130	136+65.48	35.36'	1004959.15'	328561.07'
131	137+45.04	33.99'	1004946.69'	328639.67'

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
1018 TO 1019	--	180.9'
112 TO 1022	--	5.0'
113 TO 114	--	1.0'
117 TO 118	--	2.9'
115 TO 121	--	8.0'
116 TO 122	--	8.0'
119 TO 120	--	1.0'
1025 TO 124	--	5.0'
124A TO 126	--	2.9'
125 TO 126	--	8.0'
127 TO 128	--	12.9'
128 TO 129	115'	8.0'
130 TO 1036	--	27.4'
1036 TO 1037	--	26.3'
1039 TO 1040	--	10.7'
1039 TO 131	--	8.0'
2074 TO 2075	--	206.4'
2081 TO 2083	--	8.0'
2084 TO 2086	--	19.1'
2085 TO 2089	--	8.0'

ITEM 609.38 - RESET CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
1024 TO 1025	40'	29.8'
1030 TO 1031	120'	1.7'
1032 TO 1033	120'	16.4'
1033 TO 1034	--	43.1'
1043 TO 1044	--	71.9'
1044 TO 1045	--	100.8'
2069 TO 2070	35'	17.9'
2078 TO 2079	30'	10.5'
2090 TO 2091	35'	12.2'

ITEM 609.40 - RESET CURB TYPE 5		
PT. TO PT.	RADIUS	LENGTH
2080 TO 2081	--	6.4
2087 TO 2089	--	5.8

ITEM 609.34 - CURB TYPE 5		
PT. TO PT.	RADIUS	LENGTH
500 TO 501	--	6.8'
501 TO 504	--	4.0'
503 TO 504	--	6.6'
502 TO 505	--	4.0'
502 TO 506	--	155.0'
505 TO 507	--	155.4'
506 TO 511	--	105.3'
507 TO 508	202'	32.4'
508 TO 509	--	36.7'
509 TO 510	198'	31.8'

ITEM 609.35 - CURB TYPE 5 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
500 TO 503	2'	6.3'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
1019 TO 1020	50'	13.6'
111 TO 112	45'	17.5'
1022 TO 1023	50'	47.6'
113 TO 119	5'	15.7'
114 TO 115	1'	1.6'
116 TO 117	1'	1.6'
120 TO 121	1'	1.6'
122 TO 123	1'	1.6'
124 TO 124A	55'	13.7'
1040 TO 1041	12'	5.7'

ITEM 609.2341 - TERMINAL CURB TYPE 1 - 4 FOOT CIRCULAR		
PT. TO PT.	RADIUS	QUANTITY
2070 TO 2071	40'	1 EA
2077 TO 2078	30'	1 EA
2091 TO 2092	35'	1 EA

ITEM 609.238 - TERMINAL CURB TYPE 1 - 8 FOOT		
PT. TO PT.	RADIUS	QUANTITY
1029 TO 1030	120'	1 EA
1034 TO 1035	--	1 EA
1038 TO 1042	--	1 EA
2075 TO 2076	--	1 EA
2082 TO 2084	--	1 EA
2086 TO 2088	--	1 EA

ITEM 609.2381 - TERMINAL CURB TYPE 1 - 8 FOOT CIRCULAR		
PT. TO PT.	RADIUS	QUANTITY
1020 TO 1021	50'	1 EA
2072 TO 2073	35'	1 EA

ITEM 609.234 - TERMINAL CURB TYPE 1 - 4 FOOT		
PT. TO PT.	RADIUS	QUANTITY
1026 TO 1027	120'	1 EA
1027 TO 1028	120'	1 EA

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	$PROJMANAGER	$PROJDATE3
DESIGN-DETAILED	$DESIGNER1	$DETAILER1
CHECKED-REVIEWED	$CHECKED1	$CHECKED2
DESIGN2-DETAILED2	$DESIGNER2	$DETAILER2
DESIGN3-DETAILED3	$DESIGNER3	$DETAILER3
REVISIONS 1	$REVISION1	$REVDATE1
REVISIONS 2	$REVISION2	$REVDATE2
REVISIONS 3	$REVISION3	$REVDATE3
REVISIONS 4	$REVISION4	$REVDATE4
FIELD CHANGES	$FIELDCHANGES	$FIELDDATE1

SIGNATURE

P.E. NUMBER

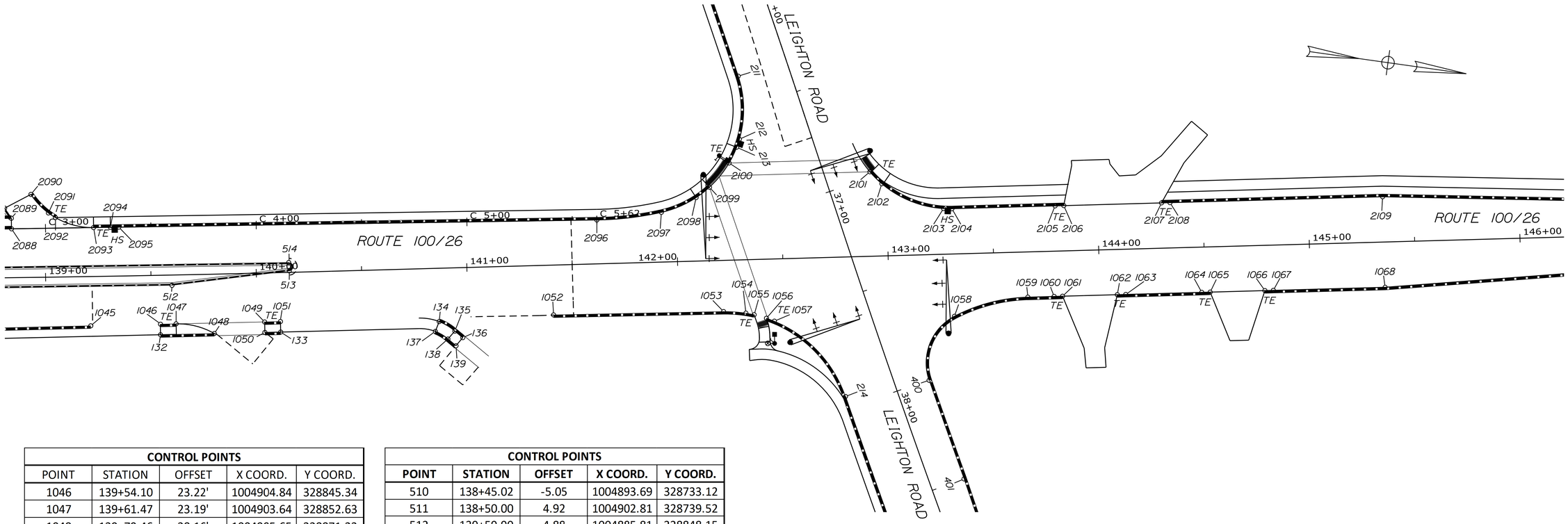
DATE

FALMOUTH
ROUTE 100\26

CURB GEOMETRY
LAYOUT PLANS

SHEET NUMBER
54
OF 269

Filename: ...\HIGHWAY\MSTA\054_GEO_Plan2.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
1046	139+54.10	23.22'	1004904.84	328845.34
1047	139+61.47	23.19'	1004903.64	328852.63
1048	139+79.46	28.16'	1004905.65	328871.23
1049	140+03.41	23.25'	1004896.90	328894.12
1050	140+03.42	28.23'	1004901.81	328894.94
1051	140+10.90	23.23'	1004895.64	328901.52
1052	141+40.51	23.66'	1004874.43	329029.44
1053	142+21.21	24.32'	1004861.59	329109.12
1054	142+31.77	25.35'	1004860.84	329119.70
1055	142+35.68	26.22'	1004861.04	329123.70
1056	142+41.47	28.03'	1004861.86	329129.72
1057	142+45.18	29.53'	1004862.72	329133.62
1058	143+30.66	29.61'	1004848.51	329217.92
1059	143+65.76	21.50'	1004834.65	329251.17
1060	143+78.23	21.50'	1004832.57	329263.46
1061	143+82.23	21.50'	1004831.90	329267.40
1062	144+08.23	21.50'	1004827.56	329293.03
1063	144+12.23	21.50'	1004826.89	329296.98
1064	144+48.31	21.50'	1004820.86	329332.55
1065	144+52.31	21.50'	1004820.19	329336.50
1066	144+78.31	21.50'	1004815.84	329362.13
1067	144+82.31	21.50'	1004815.17	329366.07
1068	145+35.38	21.50'	1004806.31	329418.40
1069	146+50.38	16.00'	1004781.66	329530.87

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
132	139+54.01	28.22'	1004909.80	328846.04
133	140+10.90	28.23'	1004900.57	328902.34
134	140+86.15	25.32'	1004885.15	328976.12
135	140+93.46	30.04'	1004888.58	328984.12
136	140+97.12	33.25'	1004891.13	328988.27
137	140+84.21	29.93'	1004890.02	328974.98
138	140+90.07	33.70'	1004892.76	328981.39
139	140+93.82	37.00'	1004895.38	328985.64

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
510	138+45.02	-5.05	1004893.69	328733.12
511	138+50.00	4.92	1004902.81	328739.52
512	139+59.90	4.88	1004885.81	328848.15
513	140+15.71	-0.69	1004871.25	328902.32
514	140+15.54	-4.68	1004867.34	328901.50

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
2093	139+23.16	-23.24'	1004863.84'	328807.46'
2094	139+31.17	-23.23'	1004862.60'	328815.37'
2095	139+35.18	-23.22'	1004861.98'	328819.32'
2096	141+62.28	-20.84'	1004826.91'	329043.47'
2097	141+92.99	-23.63'	1004819.03'	329073.29'
2098	142+09.69	-30.17'	1004809.79'	329088.65'
2099	142+16.16	-34.87'	1004804.07'	329094.24'
2100	142+25.75	-46.14'	1004791.36'	329101.82'
2101	142+92.47	-40.11'	1004786.16'	329168.61'
2102	142+97.98	-34.30'	1004790.96'	329175.01'
2103	143+26.91	-21.70'	1004798.55'	329205.65'
2104	143+30.91	-21.50'	1004798.08'	329209.62'
2105	143+79.89	-21.50'	1004789.90'	329257.91'
2106	143+84.00	-21.50'	1004789.21'	329261.96'
2107	144+30.41	-21.50'	1004781.45'	329307.72'
2108	144+34.41	-21.50'	1004780.78'	329311.67'
2109	145+35.38	-21.50'	1004763.91'	329411.22'
2110	146+50.00	-16.00'	1004750.18'	329525.14'

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
132 TO 1048	--	25.5'
1050 TO 133	--	8.0'
135 TO 136	--	4.9'
138 TO 139	--	5.0'
1052 TO 1053	--	80.7'
1058 TO 1059	80'	37.8'
1059 TO 1060	--	12.5'
1063 TO 1064	--	36.1'
1067 TO 1068	--	53.1'
1068 TO 1069	--	115.1'
2104 TO 205	--	49.0'
2108 TO 2109	--	101.0'
2109 TO 2110	--	114.7'
2095 TO 2096	--	226.9'
2096 TO 2097	150'	30.9'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
134 TO 135	25'	8.1'
137 TO 138	20'	7.0'
1053 TO 1054	60'	10.6'
2102 TO 2103	50'	36.6'
2097 TO 2098	50'	18.0'

ITEM 609.238 - TERMINAL CURB TYPE 1 - 8 FOOT		
PT. TO PT.	RADIUS	QUANTITY
1046 TO 1047	--	1 EA
1049 TO 1051	--	1 EA
2093 TO 2094	--	1 EA

ITEM 609.2381 - TERMINAL CURB TYPE 1 - 8 FOOT CIRCULAR		
PT. TO PT.	RADIUS	QUANTITY
2101 TO 2102	50'	1 EA
2098 TO 2099	50'	1 EA

ITEM 609.234 - TERMINAL CURB TYPE 1 - 4 FOOT		
PT. TO PT.	RADIUS	QUANTITY
1060 TO 1061	--	1 EA
1062 TO 1063	--	1 EA
1064 TO 1065	--	1 EA
1066 TO 1067	--	1 EA
2105 TO 2106	--	1 EA
2107 TO 2108	--	1 EA

ITEM 609.2341 - TERMINAL CURB TYPE 1 - 4 FOOT CIRCULAR		
PT. TO PT.	RADIUS	QUANTITY
1054 TO 1055	60'	1 EA
1056 TO 1057	60'	1 EA

ITEM 609.34 - CURB TYPE 5		
PT. TO PT.	RADIUS	LENGTH
510 TO 514	--	170.4'
511 TO 512	--	110.0'
512 TO 513	--	56.1'

ITEM 609.35 - CURB TYPE 5 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
513 TO 514	2'	6.1'

STATE OF MAINE
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HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$DESIGNERI$	$DETALER$	$PROJDATE$
CHECKED-REVIEWED	$CHECKDI$	$CHECKDER$	$CHECKDATE$
DESIGN2-DETAILED2	$DESIGNER2$	$DETALER2$	$PROJDATE2$
DESIGN3-DETAILED3	$DESIGNER3$	$DETALER3$	$PROJDATE3$
REVISIONS 1	$REVISION1$		$REVDATE1$
REVISIONS 2	$REVISION2$		$REVDATE2$
REVISIONS 3	$REVISION3$		$REVDATE3$
REVISIONS 4	$REVISION4$		$REVDATE4$
FIELD CHANGES	$FIELDCHANGES$		$FIELDDATE$

SIGNATURE

P.E. NUMBER

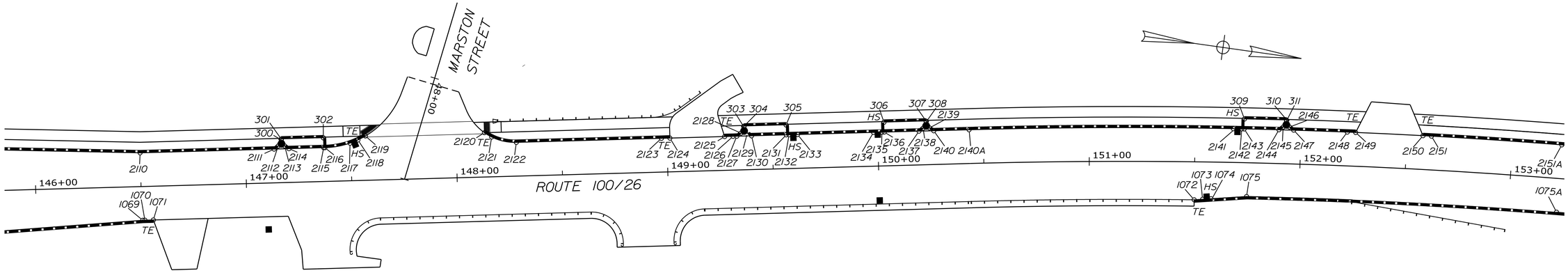
DATE

FALMOUTH
ROUTE 100\26

CURB GEOMETRY
LAYOUT PLAN

SHEET NUMBER
55
OF 269

Filename: ...\HIGHWAY\MSTA\055_GEO_Plan3.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
1069	146+50.38	16.00	1004781.66	329530.87
1070	146+51.39	16.00	1004781.48	329531.86
1071	146+55.39	16.00	1004780.83	329535.80
1072	151+50.00	18.00	1004702.39	330023.40
1073	151+54.02	17.70	1004701.58	330027.32
1074	151+58.03	17.39	1004700.78	330031.24
1075	151+75.00	16.00	1004697.37	330047.81
1075A	153+23.13	16.00	1004684.20	330194.43

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
300	147+17.13	-20.24	1004734.78	329590.62
301	147+17.11	-20.67	1004734.36	329590.53
302	147+37.11	-20.67	1004731.02	329610.24
303	149+36.72	-20.24	1004698.08	329807.12
304	149+36.69	-20.67	1004697.67	329807.02
305	149+56.69	-20.67	1004694.32	329826.74
306	150+03.15	-20.67	1004686.56	329872.55
307	150+23.15	-20.67	1004683.22	329892.27
308	150+23.15	-20.24	1004683.64	329892.34
309	151+73.16	-20.66	1004661.17	330041.65
310	151+93.00	-20.68	1004658.87	330061.52
311	151+92.98	-20.25	1004659.30	330061.55

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
2110	146+50.00	-16.00	1004750.18'	329525.14'
2111	147+13.61	-16.00	1004739.55'	329587.85'
2112	147+15.61	-17.44	1004737.79'	329589.58'
2113	147+18.64	-17.35	1004737.37'	329592.59'
2114	147+20.61	-16.00	1004738.38'	329594.76'
2115	147+37.11	-16.00	1004735.62'	329611.02'
2116	147+37.69	-16.00	1004735.52'	329611.59'
2117	147+49.68	-17.79	1004731.76'	329623.12'
2118	147+53.46	-19.24	1004729.69'	329626.61'
2119	147+57.05	-21.00	1004727.36'	329629.85'
2120	148+13.56	-21.00	1004717.92'	329685.56'
2121	148+16.93	-18.86	1004719.46'	329689.25'
2122	148+28.56	-16.00	1004720.34'	329701.18'
2123	148+97.43	-16.00	1004708.83'	329769.09'
2124	149+01.43	-16.00	1004708.16'	329773.03'
2125	149+27.43	-16.00	1004703.82'	329798.67'
2126	149+31.43	-16.00	1004703.15'	329802.61'
2127	149+33.19	-16.00	1004702.85'	329804.35'
2128	149+35.18	-17.40	1004701.14'	329806.07'
2129	149+38.22	-17.35	1004700.68'	329809.08'
2130	149+40.19	-16.00	1004701.68'	329811.25'
2131	149+56.69	-16.00	1004698.92'	329827.52'
2132	149+58.00	-16.00	1004698.71'	329828.81'
2133	149+62.00	-16.00	1004698.04'	329832.75'
2134	149+98.06	-16.00	1004692.01'	329868.31'
2135	150+02.06	-16.00	1004691.34'	329872.25'
2136	150+03.15	-16.00	1004691.16'	329873.33'
2137	150+19.65	-16.00	1004688.40'	329889.59'
2138	150+21.63	-17.35	1004686.74'	329891.32'
2139	150+24.67	-17.40	1004686.18'	329894.31'
2140	150+26.66	-16.00	1004687.23'	329896.50'
2140A	150+43.42	-16.00	1004684.43'	329913.02'
2141	151+68.02	-16.00	1004666.42'	330037.08'
2142	151+72.00	-16.00	1004665.94'	330041.05'
2143	151+73.14	-16.00	1004665.81'	330042.19'
2144	151+89.54	-16.00	1004663.91'	330058.58'
2145	151+91.50	-17.36	1004662.34'	330060.39'
2146	151+94.52	-17.42	1004661.94'	330063.40'
2147	151+96.50	-16.00	1004663.10'	330065.54'
2148	152+21.81	-16.00	1004660.47'	330090.86'
2149	152+25.73	-16.00	1004660.08'	330094.79'
2150	152+57.54	-16.00	1004657.13'	330126.65'
2151	152+61.51	-16.00	1004656.79'	330130.64'
2151A	153+23.13	-16.00	1004652.26'	330192.47'

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
1069 TO 1070	--	1.0'
1074 TO 1075	--	16.9'
1075 TO 1075A	2609'	147.2'
2110 TO 2111	--	63.6'
2115 TO 2116	--	0.6'
2122 TO 2123	--	68.9'
2126 TO 2127	--	1.8'
2131 TO 2132	--	1.3'
2133 TO 2134	--	36.1'
2135 TO 2136	--	1.1'
2140 TO 2140A	--	16.8'
2140A TO 2141	2641'	125.4'
2142 TO 2143	2641'	1.2'
2147 TO 2148	2641'	25.5'
2151 TO 2151A	2641'	62.0'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
2111 TO 2112	2'	2.7'
2113 TO 2114	2'	2.7'
2116 TO 2117	40'	12.2'
2121 TO 2122	25'	12.1'
2127 TO 2128	2'	2.7'
2129 TO 2130	2'	2.7'
2137 TO 2138	2'	2.7'
2139 TO 2140	2'	2.7'
2144 TO 2145	2'	2.7'
2146 TO 2147	2'	2.7'

ITEM 609.234 - TERMINAL CURB TYPE 1 - 4 FOOT		
PT. TO PT.	RADIUS	QUANTITY
1070 TO 1071	--	1 EA
1072 TO 1073	--	1 EA
2123 TO 2124	--	1 EA
2125 TO 2126	--	1 EA
2148 TO 2149	--	1 EA
2150 TO 2151	--	1 EA

ITEM 609.2341 - TERMINAL CURB TYPE 1 - 4 FOOT CIRCULAR		
PT. TO PT.	RADIUS	QUANTITY
2118 TO 2119	40'	1 EA
2120 TO 2121	40'	1 EA

ITEM 609.111 - SPECIAL GRANITE CURB - 24"		
PT. TO PT.	RADIUS	LENGTH
2114 TO 2115	--	16.5'
300 TO 301	--	0.4'
301 TO 302	--	20.0'
302 TO 2115	--	4.7'
2130 TO 2131	--	16.5'
303 TO 304	--	0.4'
304 TO 305	--	20.0'
305 TO 2131	--	4.7'
2136 TO 2137	--	16.5'
2136 TO 306	--	4.7'
306 TO 307	--	20.0'
307 TO 308	--	0.4'
2143 TO 2144	2641'	16.5'
2143 TO 309	--	4.7'
309 TO 310	--	20.0'
310 TO 311	--	4.7'

SCALE OF FEET

PLAN 25 0 25 50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

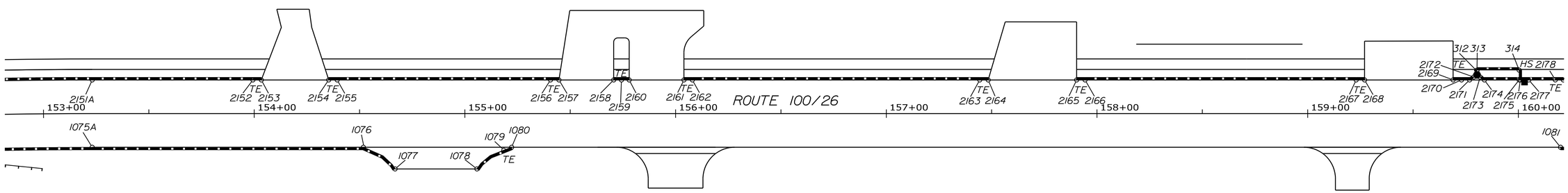
PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$DESIGNER1$	$DETAILER1$	$PROJDATE1$
CHECKED-REVIEWED	$CHECKED1$	$CHECKER2$	$CHECKDATE$
DESIGN2-DETAILED2	$DESIGNER2$	$DETAILER2$	$PROJDATE2$
DESIGN3-DETAILED3	$DESIGNER3$	$DETAILER3$	$PROJDATE3$
REVISIONS 1	$REVISION1$	$REVDATE1$	P.E. NUMBER
REVISIONS 2	$REVISION2$	$REVDATE2$	
REVISIONS 3	$REVISION3$	$REVDATE3$	
REVISIONS 4	$REVISION4$	$REVDATE4$	SIGNATURE
FIELD CHANGES	$FIELDCHANGES$	$FIELDDATE$	DATE

FALMOUTH
ROUTE 100\26

CURB GEOMETRY
LAYOUT PLAN

SHEET NUMBER
56
OF 269

Filename: ...\HIGHWAY\MSTA\056_GEO_Plan4.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



SCALE OF FEET

PLAN 25 0 25 50

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
1075A	153+23.13	16.00	1004684.20	330194.43
1076	154+51.80	16.00	1004676.31	330322.86
1077	154+66.87	26.30	1004685.67	330338.53
1078	155+05.71	26.30	1004683.29	330377.29
1079	155+18.46	17.46	1004673.68	330389.48
1080	155+22.18	16.00	1004672.00	330393.10

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
312	159+80.34	-20.23	1004607.74	330848.18
313	159+80.34	-20.67	1004607.31	330848.15
314	160+00.34	-20.67	1004606.08	330868.12

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
2151A	153+23.13	-16.00	1004652.26	330192.47
2152	153+99.38	-16.00	1004647.58	330268.57
2153	154+03.38	-16.00	1004647.34	330272.56
2154	154+35.38	-16.00	1004645.38	330304.50
2155	154+39.38	-16.00	1004645.13	330308.49
2156	155+40.64	-16.00	1004638.92	330409.56
2157	155+44.64	-16.00	1004638.68	330413.55
2158	155+70.64	-16.00	1004637.08	330439.50
2159	155+74.30	-16.00	1004636.86	330443.16
2160	155+77.97	-16.00	1004636.64	330446.82
2161	156+03.97	-16.00	1004635.04	330472.77
2162	156+07.97	-16.00	1004634.80	330476.76
2163	157+44.35	-16.00	1004626.43	330612.89
2164	157+48.35	-16.00	1004626.19	330616.89
2165	157+90.35	-16.00	1004623.61	330658.81
2166	157+94.35	-16.00	1004623.37	330662.80
2167	159+23.00	-16.00	1004615.48	330791.21
2168	159+27.00	-16.00	1004615.24	330795.20
2169	159+69.00	-16.00	1004612.66	330837.12
2170	159+73.00	-16.00	1004612.42	330841.11
2171	159+76.84	-16.00	1004612.18	330844.95
2172	159+78.83	-17.40	1004610.67	330846.84
2173	159+81.87	-17.35	1004610.53	330849.89
2174	159+83.84	-16.00	1004611.75	330851.93
2175	160+00.34	-16.00	1004610.74	330868.40
2176	160+00.92	-16.00	1004610.70	330868.98
2177	160+04.93	-16.00	1004610.46	330872.98
2178	160+17.52	-16.00	1004609.69	330885.55

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
1075A TO 1076	--	128.7
2151A TO 2152	--	76.2'
2155 TO 2156	--	101.3'
2162 TO 2163	--	136.4'
2166 TO 2167	--	128.6'
2170 TO 2171	--	3.8'
2175 TO 2176	--	0.6'
2177 TO 2178	--	12.6'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
2171 TO 2172	2'	2.7'
2173 TO 2174	2'	2.7'

ITEM 609.111 - SPECIAL GRANITE CURB - 24"		
PT. TO PT.	RADIUS	LENGTH
2174 TO 2175	--	16.5'
312 TO 313	--	0.4'
313 TO 314	--	20.0'
314 TO 2175	--	4.7'

ITEM 609.38 - RESET CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
1076 TO 1077	23'	18.8'
1078 TO 1079	20'	16.0'

ITEM 609.234 - TERMINAL CURB TYPE 1 - 4 FOOT		
PT. TO PT.	RADIUS	QUANTITY
1079 TO 1080	--	1 EA
2152 TO 2153	--	1 EA
2154 TO 2155	--	1 EA
2156 TO 2157	--	1 EA
2158 TO 2159	--	1 EA
2159 TO 2160	--	1 EA
2161 TO 2162	--	1 EA
2163 TO 2164	--	1 EA
2165 TO 2166	--	1 EA
2167 TO 2168	--	1 EA
2169 TO 2170	--	1 EA

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	$PROJMANAGER4		
DESIGN-DETAILED	$DESIGNER1$	$DETAILER1$	$PROJDATE1$
CHECKED-REVIEWED	$CHECKED1$	$CHECKER1$	$CHECKDATE1$
DESIGN2-DETAILED2	$DESIGNER2$	$DETAILER2$	$PROJDATE2$
DESIGN3-DETAILED3	$DESIGNER3$	$DETAILER3$	$PROJDATE3$
REVISIONS 1	$REVISION1$		$REVDATE1$
REVISIONS 2	$REVISION2$		$REVDATE2$
REVISIONS 3	$REVISION3$		$REVDATE3$
REVISIONS 4	$REVISION4$		$REVDATE4$
FIELD CHANGES	$FIELDCHANGES$		$FIELDDATE1$

SIGNATURE

P.E. NUMBER

DATE

FALMOUTH
ROUTE 100\26

CURB GEOMETRY
LAYOUT PLAN

SHEET NUMBER

57

OF 269

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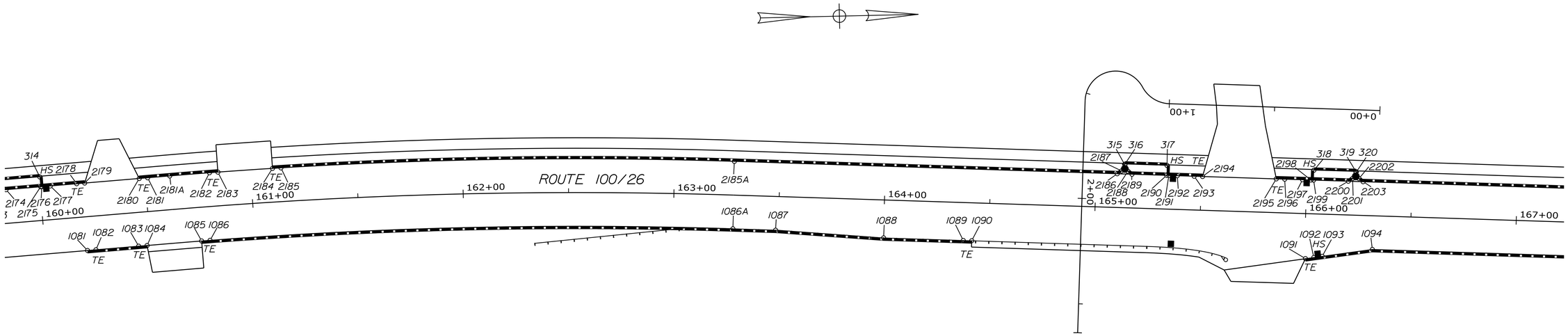

SCALE OF FEET

PLAN 25 0 25 50

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
1081	160+20.00	16.00	1004641.47	330889.99
1082	160+24.00	16.00	1004641.23	330893.98
1083	160+44.35	16.00	1004639.98	330914.29
1084	160+48.35	16.00	1004639.74	330918.28
1085	160+74.44	16.00	1004638.18	330944.24
1086	160+78.47	16.00	1004637.96	330948.23
1086A	163+28.52	16.00	1004638.05	331196.41
1087	163+48.80	16.00	1004639.16	331216.66
1088	164+00.16	18.00	1004643.97	331267.84
1089	164+37.99	18.00	1004646.04	331305.61
1090	164+41.99	18.00	1004646.26	331309.61
1091	166+00.59	21.37	1004658.29	331467.78
1092	166+04.53	20.70	1004657.84	331471.76
1093	166+08.51	20.02	1004657.38	331475.77
1094	166+32.17	16.00	1004654.66	331499.62

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
315	165+13.51	-20.24	1004611.98	331383.12
316	165+13.51	-20.67	1004611.56	331383.14
317	165+33.51	-20.67	1004612.65	331403.11
318	166+03.24	-20.67	1004616.47	331472.73
319	166+23.24	-20.67	1004617.56	331492.70
320	166+23.24	-20.24	1004617.99	331492.68

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
2178	160+17.52	-16.00	1004609.69	330885.55
2179	160+21.30	-16.00	1004609.45	330889.32
2180	160+47.30	-16.00	1004607.86	330915.28
2181	160+51.30	-16.00	1004607.62	330919.27
2181A	160+61.83	-16.00	1004606.97	330929.77
2182	160+80.61	-16.00	1004605.89	330948.66
2183	160+84.58	-16.00	1004605.68	330952.65
2184	161+10.40	-16.00	1004604.49	330978.62
2185	161+14.38	-16.00	1004604.33	330982.62
2185A	163+28.20	-16.00	1004606.08	331197.85
2186	165+10.01	-16.00	1004616.03	331379.39
2187	165+12.00	-17.40	1004614.73	331381.45
2188	165+15.04	-17.35	1004614.95	331384.48
2189	165+17.01	-16.00	1004616.41	331386.38
2190	165+33.51	-16.00	1004617.31	331402.85
2191	165+34.52	-16.00	1004617.37	331403.86
2192	165+38.52	-16.00	1004617.59	331407.85
2193	165+46.53	-16.00	1004618.02	331415.85
2194	165+50.53	-16.00	1004618.24	331419.84
2195	165+85.53	-16.00	1004620.16	331454.79
2196	165+89.53	-16.00	1004620.37	331458.78
2197	165+98.00	-16.00	1004620.84	331467.25
2198	166+02.00	-16.00	1004621.06	331471.24
2199	166+03.24	-16.00	1004621.12	331472.48
2200	166+19.74	-16.00	1004622.03	331488.95
2201	166+21.71	-17.35	1004620.78	331490.99
2202	166+24.75	-17.40	1004620.90	331494.03
2203	166+26.75	-16.00	1004622.41	331495.95

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
1082 to 1083	--	20.4
1086 to 1086A	2279'	248.3'
1086A TO 1087	--	20.3'
1087 TO 1088	--	51.4'
1088 TO 1089	--	37.8'
1093 TO 1094	--	24.0'
2181 TO 2181A	--	10.5'
2181A TO 2182	2311'	18.9'
2185 TO 2185A	2312'	215.3'
2185A TO 2186	--	181.8'
2190 TO 2191	--	1.0'
2192 TO 2193	--	8.0'
2196 TO 2197	--	8.5'
2198 TO 2199	--	1.2'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
2186 TO 2187	2'	2.7'
2188 TO 2189	2'	2.7'
2200 TO 2201	2'	2.7'
2202 TO 2203	2'	2.7'

ITEM 609.234 - TERMINAL CURB TYPE 1 - 4 FOOT		
PT. TO PT.	RADIUS	QUANTITY
1081 to 1082	--	1 EA
1083 to 1084	--	1 EA
1085 to 1086	--	1 EA
1089 TO 1090	--	1 EA
1091 TO 1092	--	1 EA
2178 TO 2179	--	1 EA
2180 TO 2181	--	1 EA
2182 TO 2183	--	1 EA
2184 TO 2185	--	1 EA
2193 TO 2194	--	1 EA
2195 TO 2196	--	1 EA

ITEM 609.111 - SPECIAL GRANITE CURB - 24"		
PT. TO PT.	RADIUS	LENGTH
315 TO 316	--	0.4'
316 TO 317	--	20.0'
2189 TO 2190	--	16.5'
317 TO 2190	--	4.7'
2199 TO 2200	--	16.5'
2199 TO 318	--	4.7'
318 TO 319	--	20.0'
319 TO 320	--	0.4'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00 HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	$PROJMANAGER$		
DESIGN-DETAILED	$DESIGNER1$	$DETAILER1$	$PROJDATE1$
CHECKED-REVIEWED	$CHECKED1$	$CHECKED2$	$CHECKDATE$
DESIGN2-DETAILED2	$DESIGNER2$	$DETAILER2$	$PROJDATE2$
DESIGN3-DETAILED3	$DESIGNER3$	$DETAILER3$	$PROJDATE3$
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REVISIONS 2	$REVISION2$		$REVDATE2$
REVISIONS 3	$REVISION3$		$REVDATE3$
REVISIONS 4	$REVISION4$		$REVDATE4$
FIELD CHANGES	$FIELDCHANGES$		$FIELDDATE$

SIGNATURE

P.E. NUMBER

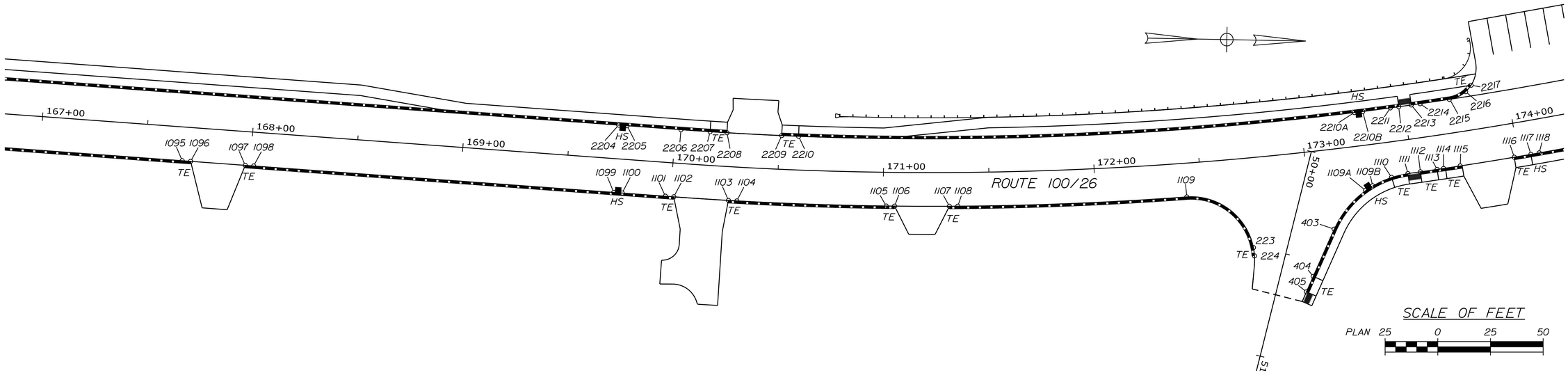
DATE

FALMOUTH
ROUTE 100\26

CURB GEOMETRY
LAYOUT PLANS

SHEET NUMBER
58
OF 269

Filename: ...\HIGHWAY\MSTA\058_GEO_Plan6.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
1094	166+32.17	16.00	1004654.66	331499.62
1095	167+67.61	16.00	1004662.07	331634.85
1096	167+71.61	16.00	1004662.29	331638.85
1097	167+97.61	16.00	1004663.71	331664.81
1098	168+01.61	16.00	1004663.93	331668.80
1099	169+72.99	16.00	1004673.30	331839.93
1100	169+76.99	16.00	1004673.52	331843.92
1101	169+97.55	16.00	1004674.64	331864.44
1102	170+01.55	16.00	1004674.86	331868.44
1103	170+27.31	16.00	1004676.10	331894.41
1104	170+31.27	16.00	1004676.25	331898.41
1105	171+01.49	16.00	1004677.37	331969.30
1106	171+05.45	16.00	1004677.35	331973.30
1107	171+31.20	16.00	1004676.94	331999.29
1108	171+35.16	16.00	1004676.84	332003.29
1109	172+42.91	16.00	1004670.43	332111.89
1109A	173+26.71	21.29	1004665.75	332196.66
1109B	173+30.26	19.54	1004663.51	332199.97
1110	173+39.57	16.73	1004659.34	332208.86
1111	173+47.45	16.00	1004657.41	332216.62
1112	173+53.39	16.00	1004656.47	332222.54
1113	173+61.31	16.00	1004655.18	332230.44
1114	173+64.35	16.00	1004654.68	332233.46
1115	173+72.27	16.00	1004653.34	332241.35
1116	173+98.02	16.00	1004648.72	332266.94
1117	174+05.94	16.00	1004647.22	332274.80
1118	174+09.90	16.00	1004646.46	332278.72

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
2203	166+26.75	-16.00	1004622.41	331495.95
2204	169+72.99	-16.00	1004641.35	331841.68
2205	169+76.99	-16.00	1004641.57	331845.67
2206	170+02.63	-16.00	1004642.97	331871.26
2207	170+16.64	-16.00	1004643.67	331885.12
2208	170+24.74	-16.00	1004644.02	331893.14
2209	170+51.00	-16.00	1004644.88	331919.12
2210	170+59.10	-16.00	1004645.07	331927.15
2210A	173+25.99	-16.00	1004628.95	332190.65
2210B	173+30.03	-16.00	1004628.38	332194.61
2211	173+43.41	-16.00	1004626.41	332207.71
2212	173+47.45	-16.00	1004625.80	332211.66
2213	173+53.51	-16.00	1004624.86	332217.59
2214	173+57.78	-16.00	1004624.18	332221.77
2215	173+71.95	-16.00	1004621.86	332235.60
2216	173+80.23	-18.41	1004618.07	332243.26
2217	173+83.31	-21.00	1004614.99	332245.80

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
223	50+50.84	15.61	1004693.86	332143.94
224	50+54.54	14.14	1004697.79	332144.53

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
403	50+33.04	-19.47	1004684.40	332182.12
404	50+57.19	-15.28	1004706.99	332172.60
405	50+65.07	-13.91	1004714.37	332169.50

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
1094 TO 1095	--	135.4
1098 TO 1099	--	171.4'
1100 TO 1101	--	20.6'
1104 TO 1105	1656'	70.9'
1108 TO 1109	1656'	108.8'
1113 TO 1114	1656'	3.1'
403 TO 404	--	24.5'
2203 TO 2204	--	346.2'
2205 TO 2206	--	25.6'
2206 TO 2207	1624'	13.9'
2210 TO 2210A	1624'	264.3'
2210B TO 2211	1624'	13.1'
2214 TO 2215	1624'	14.0'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
1109 TO 223	30'	43.4'
403 TO 1109A	45'	23.9'
1109B TO 1110	45'	9.8'
2215 TO 2216	15'	8.7'

ITEM 609.238 - TERMINAL CURB TYPE 1 - 8 FOOT		
PT. TO PT.	RADIUS	QUANTITY
404 TO 405	--	1 EA
1112 TO 1113	1656'	1 EA
1114 TO 1115	1656'	1 EA
1116 TO 1117	1656'	1 EA
2207 TO 2208	1624'	1 EA
2209 TO 2210	1624'	1 EA

ITEM 609.2381 - TERMINAL CURB TYPE 1 - 8 FOOT CIRCULAR		
PT. TO PT.	RADIUS	QUANTITY
1110 TO 1111	45'	1 EA

ITEM 609.234 - TERMINAL CURB TYPE 1 - 4 FOOT		
PT. TO PT.	RADIUS	QUANTITY
1095 TO 1096	--	1 EA
1097 TO 1098	--	1 EA
1101 TO 1102	--	1 EA
1103 TO 1104	--	1 EA
1105 TO 1106	--	1 EA
1107 TO 1108	--	1 EA
2211 TO 2212	--	1 EA
2213 TO 2214	--	1 EA

ITEM 609.2341 - TERMINAL CURB TYPE 1 - 4 FOOT CIRCULAR		
PT. TO PT.	RADIUS	QUANTITY
223 TO 224	30'	1 EA
2216 TO 2217	15'	1 EA

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

HIGHWAY PLANS

PROJ. MANAGER	$PROJMANAGER4	BY	DATE
DESIGN-DETAILED	$DESIGNER1$	$DETAILER1$	PROJDATE1$
CHECKED-REVIEWED	$CHECKER1$	$CHECKER2$	CHECKDATE2$
DESIGN2-DETAILED2	$DESIGNER2$	$DETAILER2$	PROJDATE2$
DESIGN3-DETAILED3	$DESIGNER3$	$DETAILER3$	PROJDATE3$
REVISIONS: 1	$REVISION1$		REVDATE1$
REVISIONS: 2	$REVISION2$		REVDATE2$
REVISIONS: 3	$REVISION3$		REVDATE3$
REVISIONS: 4	$REVISION4$		REVDATE4$
FIELD CHANGES	$FIELDCHANGES$		FIELDDATE1$

SIGNATURE

P.E. NUMBER

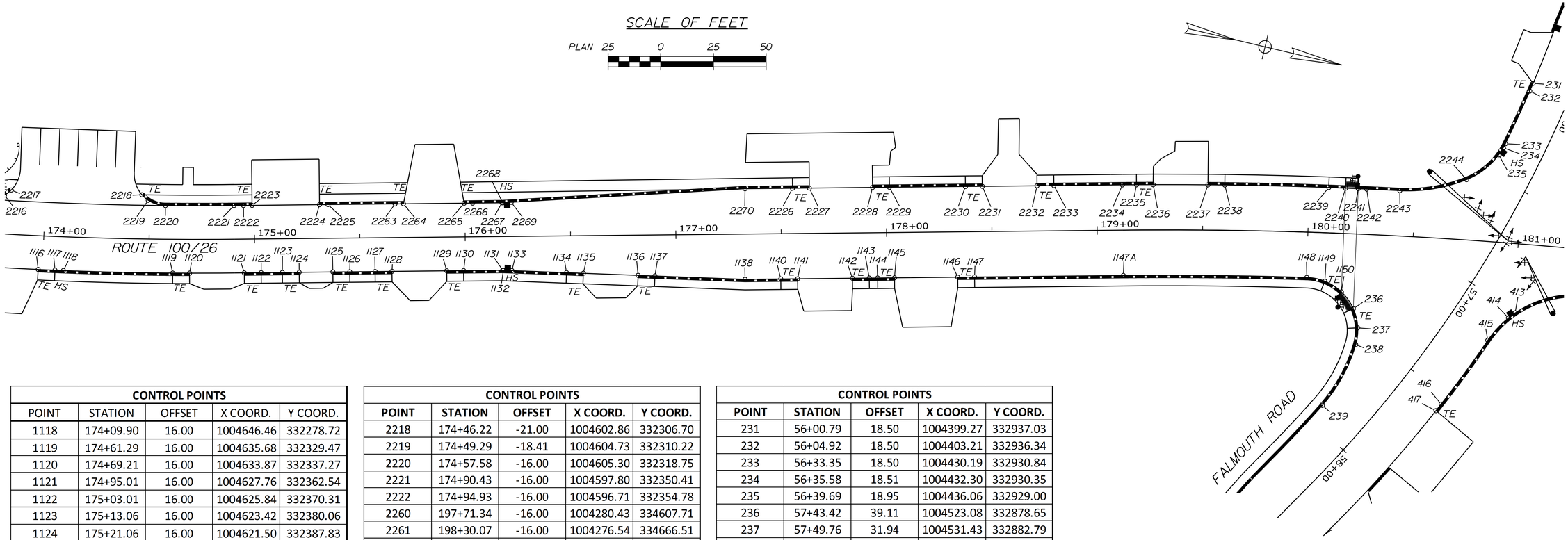
DATE

FALMOUTH
ROUTE 100\26

CURB GEOMETRY
LAYOUT PLANS

SHEET NUMBER
59
OF 269

Filename: ...\HIGHWAY\MSTA\059_GEO_Plan7.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
1118	174+09.90	16.00	1004646.46	332278.72
1119	174+61.29	16.00	1004635.68	332329.47
1120	174+69.21	16.00	1004633.87	332337.27
1121	174+95.01	16.00	1004627.76	332362.54
1122	175+03.01	16.00	1004625.84	332370.31
1123	175+13.06	16.00	1004623.42	332380.06
1124	175+21.06	16.00	1004621.50	332387.83
1125	175+37.06	16.00	1004617.65	332403.36
1126	175+45.06	16.00	1004615.73	332411.12
1127	175+57.09	16.00	1004612.84	332422.81
1128	175+65.09	16.00	1004610.91	332430.57
1129	175+91.09	16.00	1004604.66	332455.81
1130	175+99.09	16.00	1004602.74	332463.58
1131	176+17.62	16.00	1004598.29	332481.56
1132	176+18.01	16.02	1004598.21	332481.94
1133	176+22.00	16.21	1004597.44	332485.87
1134	176+47.91	17.45	1004592.42	332511.31
1135	176+55.90	17.83	1004590.87	332519.16
1136	176+81.87	19.07	1004585.83	332544.67
1137	176+89.86	19.46	1004584.28	332552.52
1138	177+32.62	21.50	1004575.99	332594.51
1140	177+49.58	21.50	1004571.91	332610.97
1141	177+57.58	21.50	1004569.99	332618.74
1142	177+83.58	21.50	1004563.74	332643.98
1143	177+91.58	21.50	1004561.82	332651.74
1144	177+95.55	21.50	1004560.86	332655.60
1145	178+03.55	21.50	1004558.94	332663.36
1146	178+33.55	21.50	1004551.73	332692.48
1147	178+41.55	21.50	1004549.81	332700.25
1147A	179+12.17	21.50	1004532.83	332768.80
1148	180+00.15	21.50	1004513.68	332853.74
1149	180+08.86	23.01	1004513.46	332862.48
1150	180+16.98	27.75	1004516.56	332871.27

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
2218	174+46.22	-21.00	1004602.86	332306.70
2219	174+49.29	-18.41	1004604.73	332310.22
2220	174+57.58	-16.00	1004605.30	332318.75
2221	174+90.43	-16.00	1004597.80	332350.41
2222	174+94.93	-16.00	1004596.71	332354.78
2260	197+71.34	-16.00	1004280.43	334607.71
2261	198+30.07	-16.00	1004276.54	334666.51
2262	198+34.05	-16.00	1004276.30	334670.50
2263	175+66.86	-16.00	1004579.43	332424.60
2264	175+70.86	-16.00	1004578.47	332428.48
2265	175+99.69	-16.00	1004571.54	332456.46
2266	176+03.69	-16.00	1004570.58	332460.34
2267	176+17.62	-16.00	1004567.23	332473.87
2223	174+99.03	-16.00	1004595.73	332358.75
2224	175+31.03	-16.00	1004588.04	332389.82
2225	175+35.03	-16.00	1004587.08	332393.70
2226	177+55.58	-21.50	1004528.73	332606.46
2227	177+63.58	-21.50	1004526.81	332614.23
2228	177+93.58	-21.50	1004519.60	332643.35
2229	178+01.58	-21.50	1004517.67	332651.11
2230	178+37.65	-21.50	1004509.01	332686.13
2231	178+45.65	-21.50	1004507.08	332693.89
2232	178+71.65	-21.50	1004500.83	332719.13
2233	178+79.65	-21.50	1004498.91	332726.89
2234	179+12.17	-21.50	1004491.09	332758.47
2235	179+18.79	-21.50	1004489.50	332764.96
2236	179+26.62	-21.50	1004487.63	332772.65
2237	179+52.36	-21.50	1004481.71	332797.97
2238	179+60.27	-21.50	1004479.96	332805.76
2239	180+09.13	-21.50	1004469.75	332854.06
2240	180+17.05	-21.50	1004468.21	332861.90
2241	180+22.98	-21.50	1004467.07	332867.79
2242	180+26.94	-21.50	1004466.32	332871.72
2243	180+42.54	-21.50	1004463.43	332887.21
2244	180+73.49	-28.61	1004451.03	332916.83

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
231	56+00.79	18.50	1004399.27	332937.03
232	56+04.92	18.50	1004403.21	332936.34
233	56+33.35	18.50	1004430.19	332930.84
234	56+35.58	18.51	1004432.30	332930.35
235	56+39.69	18.95	1004436.06	332929.00
236	57+43.42	39.11	1004523.08	332878.65
237	57+49.76	31.94	1004531.43	332882.79
238	57+57.00	27.81	1004539.40	332883.69
239	57+90.72	21.50	1004571.13	332874.91

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
414	57+04.26	-23.72	1004510.35	332951.27
415	57+18.04	-21.50	1004522.98	332944.19
416	57+54.21	-21.50	1004557.51	332929.64
417	57+58.07	-21.50	1004561.15	332927.96

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
1118 TO 1119	1656'	51.9'
1122 TO 1123	--	10.1'
1126 TO 1127	--	12.0'
1130 TO 1131	--	18.5'
1131 TO 1132	--	0.4'
1133 TO 1134	--	25.9'
1137 TO 1138	--	42.8'
1138 TO 1140	--	17.0'
1143 TO 1144	--	4.0'
1147 TO 1147A	--	70.6'
1147A TO 1148	2079'	87.1'
415 TO 416	612'	37.5'
2220 TO 2221	1624'	32.5'
2221 TO 2222	--	4.6'
2225 TO 2263	--	31.8'
2266 TO 2267	--	13.9'
2267 TO 2268	--	0.4'
2269 TO 2270	--	111.2'
2270 TO 2226	--	22.5'
2229 TO 2230	--	36.1'
2233 TO 2234	--	32.5'
2234 TO 2235	2036'	6.6'
2238 TO 2239	2122'	49.4'
2242 TO 2243	2122'	15.8'
232 TO 233	--	27.5'

SEE SHEET 61 FOR ADDITIONAL CURBING NOTES

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 21784.00

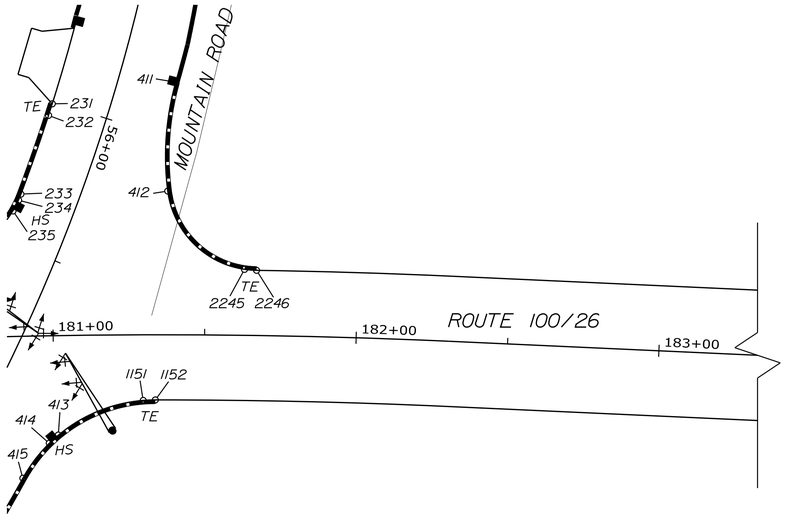
HIGHWAY PLANS

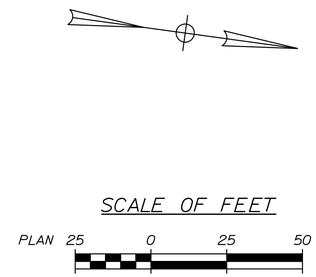
PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$DESIGNER1$	$DETAILER1$	$PROJDATE1$
CHECKED-REVIEWED	$CHECKED1$	$CHECKED2$	$CHECKDATE$
DESIGN2-DETAILED2	$DESIGNER2$	$DETAILER2$	$PROJDATE2$
DESIGN3-DETAILED3	$DESIGNER3$	$DETAILER3$	$PROJDATE3$
REVISIONS 1	$REVISION1$	$REVDATE1$	P.E. NUMBER
REVISIONS 2	$REVISION2$	$REVDATE2$	
REVISIONS 3	$REVISION3$	$REVDATE3$	
REVISIONS 4	$REVISION4$	$REVDATE4$	DATE
FIELD CHANGES	$FIELDCHANGES$	$FIELDDATE$	SIGNATURE

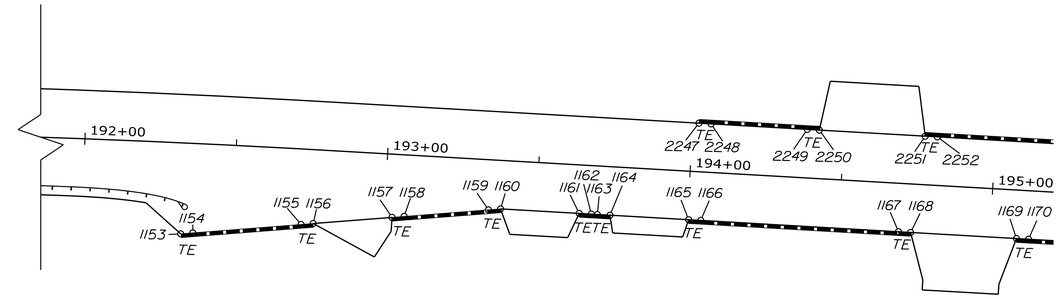
FALMOUTH
ROUTE 100\26
CURB GEOMETRY
LAYOUT PLANS

SHEET NUMBER
60
OF 269

Filename: ...\HIGHWAY\MSTA\060_GEO_Plan8.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018







CURBING NOTES FOR SHEET ####

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
1148 TO 1149	25'	8.8'
237 TO 238	25'	8.1
238 TO 239	75'	33.2'
414 TO 415	50'	14.5'
2219 TO 2220	15'	8.7'
2243 TO 2244	75'	32.4'
2244 TO 235	35'	19.5'
233 TO 234	35'	2.2'

ITEM 609.238 - TERMINAL CURB TYPE 1 - 8 FOOT		
PT. TO PT.	RADIUS	QUANTITY
1119 TO 1120	1662'	1 EA
1121 TO 1122	--	1 EA
1123 TO 1124	--	1 EA
1125 TO 1126	--	1 EA
1127 TO 1128	--	1 EA
1129 TO 1130	--	1 EA
1134 TO 1135	--	1 EA
1136 TO 1137	--	1 EA
1140 TO 1141	--	1 EA
1142 TO 1143	--	1 EA
1144 TO 1145	--	1 EA
1146 TO 1147	--	1 EA
2222 TO 2223	--	1 EA
2226 TO 2227	--	1 EA
2228 TO 2229	--	1 EA
2230 TO 2231	--	1 EA
2232 TO 2233	--	1 EA
2235 TO 2236	2036'	1 EA
2237 TO 2238	2036'	1 EA
2239 TO 2240	2122'	1 EA

ITEM 609.2381 - TERMINAL CURB TYPE 1 - 8 FOOT CIRCULAR		
PT. TO PT.	RADIUS	QUANTITY
1149 TO 1150	25'	1 EA
236 TO 237	25'	1 EA

ITEM 609.234 - TERMINAL CURB TYPE 1 - 4 FOOT		
PT. TO PT.	RADIUS	QUANTITY
416 TO 417	612'	1 EA
2222 TO 2223	--	1 EA
2224 TO 2225	--	1 EA
2263 TO 2264	--	1 EA
2265 TO 2266	--	1 EA
2241 TO 2242	2122'	1 EA
231 TO 232	--	1 EA

ITEM 609.2341 - TERMINAL CURB TYPE 1 - 4 FOOT CIRCULAR		
PT. TO PT.	RADIUS	QUANTITY
2218 TO 2219	15'	1 EA

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
1151	181+29.65	21.66	1004492.16	332980.06
1152	181+33.69	21.50	1004491.45	332984.00
1153	192+33.00	30.00	1004368.88	334074.92
1154	192+37.00	29.50	1004368.03	334078.83
1155	192+72.78	24.89	1004360.41	334113.86
1156	192+76.76	24.36	1004359.56	334117.77
1157	193+02.64	20.84	1004354.01	334143.27
1158	193+06.61	20.30	1004353.16	334147.18
1159	193+34.28	16.54	1004347.23	334174.46
1160	193+38.24	16.00	1004346.38	334178.37
1161	193+64.24	16.00	1004344.33	334204.29
1162	193+68.24	16.00	1004344.02	334208.28
1163	193+70.24	16.00	1004343.86	334210.27
1164	193+74.42	16.00	1004343.53	334214.44
1165	194+00.42	16.00	1004341.48	334240.36
1166	194+04.42	16.00	1004341.16	334244.35
1167	194+69.78	16.00	1004336.01	334309.50
1168	194+73.78	16.00	1004335.69	334313.49
1169	195+08.78	16.00	1004332.93	334348.38
1170	195+12.78	16.00	1004332.62	334352.37

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
2245	181+62.86	-21.77	1004444.76	333007.30
2246	181+66.80	-21.50	1004444.54	333011.30
2247	194+02.00	-16.00	1004309.45	334239.41
2248	194+06.00	-16.00	1004309.14	334243.40
2249	194+37.79	-16.00	1004306.63	334275.09
2250	194+41.79	-16.00	1004306.32	334279.07
2251	194+76.79	-16.00	1004303.56	334313.97
2252	194+80.79	-16.00	1004303.24	334317.95

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
411	55+82.25	-18.50	1004386.63	332976.43
412	56+16.06	-26.73	1004422.61	332978.71
413	57+00.66	-25.12	1004507.29	332953.84

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
1154 TO 1155	--	35.8'
1158 TO 1159	--	27.9'
1162 TO 1163	--	2.0'
1166 TO 1167	--	65.4'
2248 TO 2249	--	31.8'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
413 TO 1151	35'	30.7'
411 TO 412	90'	36.3
412 TO 2245	30'	38.8'

ITEM 609.234 - TERMINAL CURB TYPE 1 - 4 FOOT		
PT. TO PT.	RADIUS	QUANTITY
1151 TO 1152	--	1 EA
1153 TO 1154	--	1 EA
1155 TO 1156	--	1 EA
1157 TO 1158	--	1 EA
1159 TO 1160	--	1 EA
1161 TO 1162	--	1 EA
1163 TO 1164	--	1 EA
1165 TO 1166	--	1 EA
1167 TO 1168	--	1 EA
1169 TO 1170	--	1 EA
2247 TO 2248	--	1 EA
2249 TO 2250	--	1 EA
2251 TO 2252	--	1 EA

ITEM 609.2341 - TERMINAL CURB TYPE 1 - 4 FOOT CIRCULAR		
PT. TO PT.	RADIUS	QUANTITY
2245 TO 2246	30'	1 EA

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		BY	DATE
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CHECKED-REVIEWED	$CHECKED1$	$CHECKED2$	$CHECKDATE$
DESIGN2-DETAILED2	$DESIGNER2$	$DETAILER2$	$PROJDATE2$
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REVISIONS 1	$REVISION1$		$REVDATE1$
REVISIONS 2	$REVISION2$		$REVDATE2$
REVISIONS 3	$REVISION3$		$REVDATE3$
REVISIONS 4	$REVISION4$		$REVDATE4$
FIELD CHANGES	$FIELDCHANGES$		$FIELDDATE$

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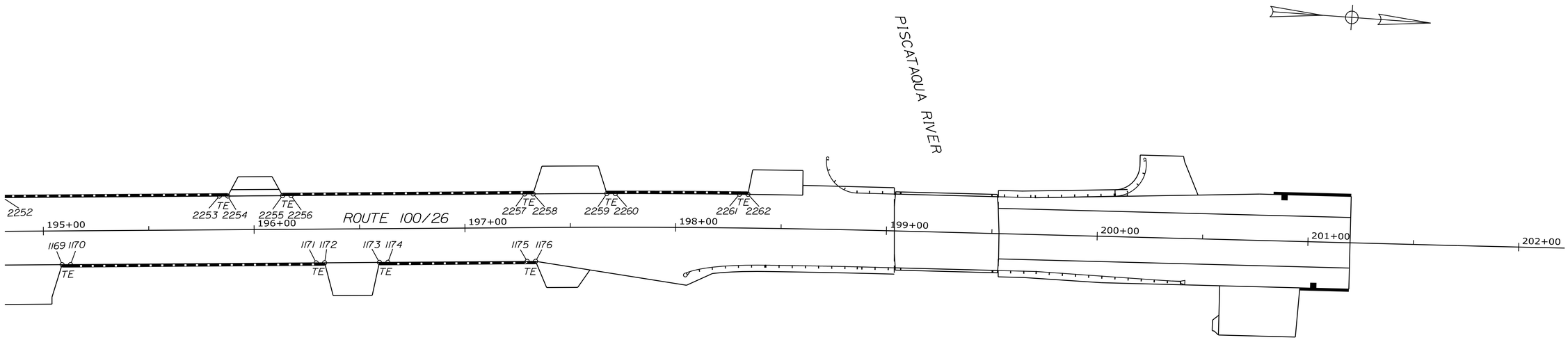
FALMOUTH
ROUTE 100\26

CURB GEOMETRY
LAYOUT PLANS

SHEET NUMBER
61
OF 269

Filename: ...\HIGHWAY\MSTA\061_GEO_Plan9.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



SCALE OF FEET

PLAN 25 0 25 50

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
1170	195+12.78	16.00	1004332.62	334352.37
1171	196+29.32	16.00	1004323.43	334468.55
1172	196+33.32	16.00	1004323.11	334472.54
1173	196+59.32	16.00	1004321.06	334498.45
1174	196+63.32	16.00	1004320.75	334502.44
1175	197+29.41	16.00	1004315.53	334568.33
1176	197+33.41	16.00	1004315.22	334572.31

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
2252	194+80.79	-16.00	1004303.24	334317.95
2253	195+83.60	-16.00	1004295.13	334420.44
2254	195+87.60	-16.00	1004294.82	334424.43
2255	196+13.60	-16.00	1004292.77	334450.35
2256	196+17.60	-16.00	1004292.45	334454.33
2257	197+28.45	-16.00	1004283.71	334564.84
2258	197+32.45	-16.00	1004283.39	334568.83
2259	197+67.35	-16.00	1004280.72	334603.72
2260	197+71.34	-16.00	1004280.43	334607.71
2261	198+30.07	-16.00	1004276.54	334666.51
2262	198+34.05	-16.00	1004276.30	334670.50

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
1170 TO 1171	--	116.5'
1174 TO 1175	--	66.1'
2252 TO 2253	--	102.8'
2256 TO 2257	--	110.9'
2260 TO 2261	--	58.9'

ITEM 609.234 - TERMINAL CURB TYPE 1 - 4 FOOT		
PT. TO PT.	RADIUS	QUANTITY
1171 TO 1172	--	1 EA
1173 TO 1174	--	1 EA
1175 TO 1176	--	1 EA
2253 TO 2254	--	1 EA
2255 TO 2256	--	1 EA
2257 TO 2258	--	1 EA
2259 TO 2260	--	1 EA
2261 TO 2262	--	1 EA

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		BY	DATE
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CHECKED-REVIEWED	$CHECKED1$	$CHECKER1$	$CHECKDATE1$
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DESIGN3-DETAILED3	$DESIGNER3$	$DETAILER3$	$PROJDATE3$
REVISIONS 1	$REVISION1$		$REVDATE1$
REVISIONS 2	$REVISION2$		$REVDATE2$
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FIELD CHANGES	$FIELDCHANGES		$FIELDDATE1$

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FALMOUTH
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CURB GEOMETRY
LAYOUT PLAN

SHEET NUMBER

62

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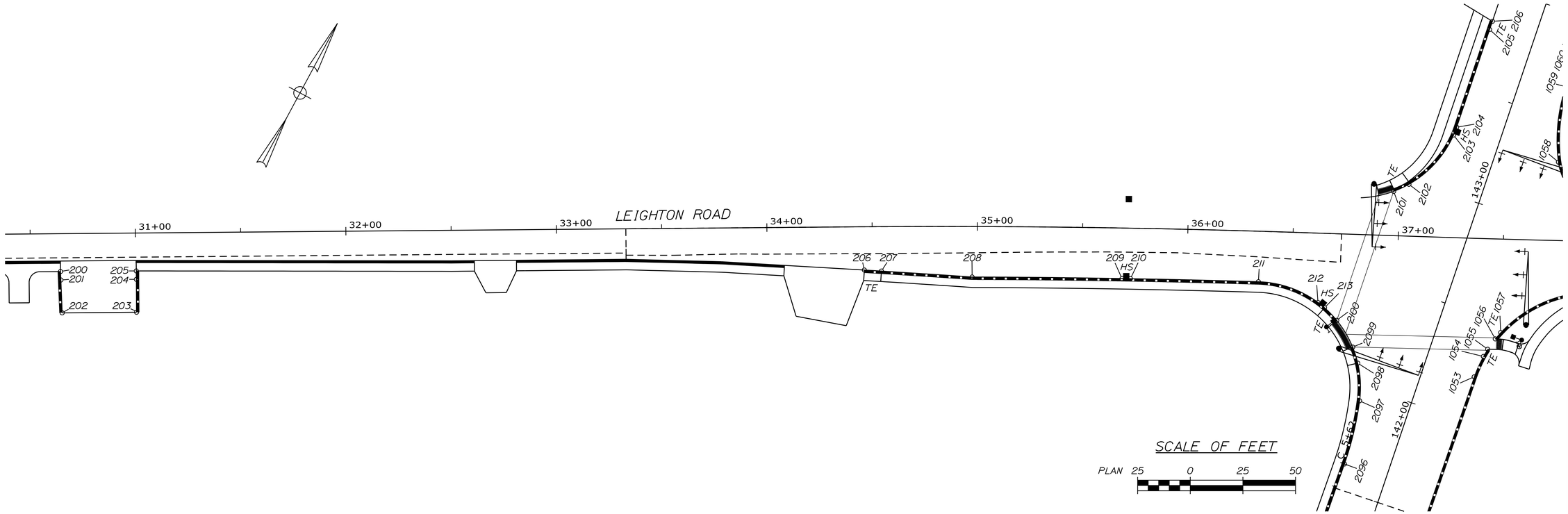
Filename: ...\MSTA\062_GEO_Plan10.dgn Division: HIGHWAY Username: mdebowski Date:10/23/2018



CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
200	30+64.27	18.00	1004246.45	328835.10
201	30+64.40	22.00	1004248.49	328831.65
202	30+64.91	37.63	1004256.46	328818.20
203	31+00.23	37.63	1004287.42	328835.19
204	31+00.27	22.00	1004279.93	328848.91
205	31+00.27	18.00	1004278.01	328852.42
206	34+46.14	20.57	1004582.42	329016.59
207	34+54.28	21.11	1004589.79	329019.99
208	34+97.57	24.00	1004629.08	329037.92
209	35+69.11	24.00	1004692.13	329071.01
210	35+73.13	24.00	1004695.68	329072.84
211	36+34.24	24.00	1004749.92	329100.35
212	36+62.94	32.91	1004779.51	329105.09
213	36+66.13	35.32	1004783.44	329104.35

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
2100	142+25.75	-46.14	1004791.36	329101.82

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
201 TO 202	--	15.6'
203 TO 204	--	15.6'
207 TO 208	4989'	43.2'
208 TO 209	4976'	71.2'
210 TO 211	4976'	60.8'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
211 TO 212	50'	30.4'

ITEM 609.238 - TERMINAL CURB TYPE 1 - 8 FOOT		
PT. TO PT.	RADIUS	QUANTITY
206 TO 207	4989'	1 EA

ITEM 609.2381 - TERMINAL CURB TYPE 1 - 8 FOOT CIRCULAR		
PT. TO PT.	RADIUS	QUANTITY
213 TO 2100	50'	1 EA

ITEM 609.234 - TERMINAL CURB TYPE 1 - 4 FOOT		
PT. TO PT.	RADIUS	QUANTITY
200 TO 201	--	1 EA
204 TO 205	--	1 EA

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PROJ. MANAGER	$PROJMANAGER$	BY	DATE
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DESIGN3-DETAILED3	$DESIGNER3$	$DETAILER3$	$PROJDATE3$
REVISIONS 1	$REVISION1$	$REVDATE1$	P.E. NUMBER
REVISIONS 2	$REVISION2$	$REVDATE2$	
REVISIONS 3	$REVISION3$	$REVDATE3$	
REVISIONS 4	$REVISION4$	$REVDATE4$	DATE
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CURB GEOMETRY
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SHEET NUMBER
63
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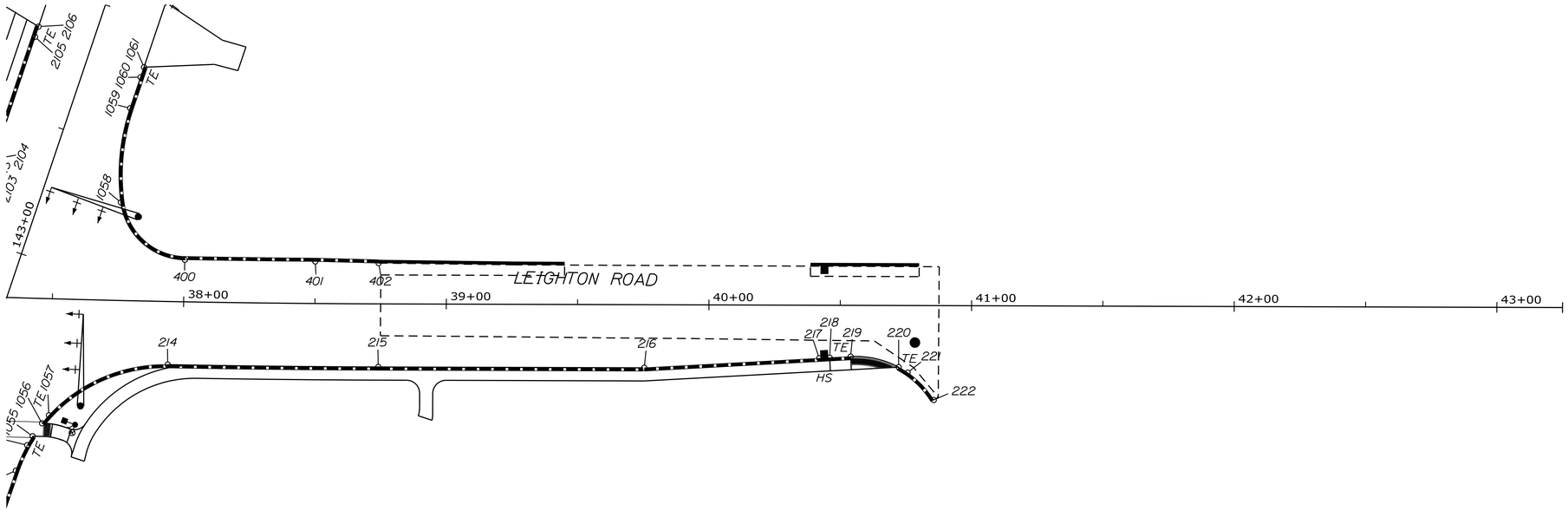

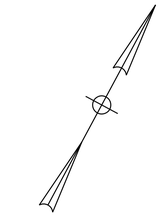

SCALE OF FEET

PLAN 25 0 25 50

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
214	37+94.39	24.00	1004893.43	329172.04
215	38+74.18	24.00	1004964.46	329209.23
216	39+75.44	24.00	1005053.79	329256.91
217	40+42.04	20.18	1005110.74	329291.64
218	40+46.04	19.95	1005114.16	329293.72
219	40+54.02	19.49	1005120.99	329297.88
220	40+72.31	23.46	1005138.99	329303.00
221	40+75.74	25.52	1005142.98	329302.79
222	40+85.72	35.91	1005156.68	329298.32

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
400	38+00.16	-16.00	1004880.27	329210.26
401	38+50.00	-16.00	1004924.33	329233.22
402	38+74.18	-15.50	1004945.86	329244.08

CONTROL POINTS				
POINT	STATION	OFFSET	X COORD.	Y COORD.
1057	142+45.18	29.53	1004862.72	329133.62
1058	143+30.66	29.61	1004848.51	329217.92

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
214 TO 215	5024'	80.2'
215 TO 216	--	100.8'
216 TO 217	--	70.7'
400 TO 401	4984'	49.7'
401 TO 402	--	24.1'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
1057 TO 214	60'	50.7'
1058 TO 400	25'	35.6'

ITEM 609.238 - TERMINAL CURB TYPE 1 - 8 FOOT		
PT. TO PT.	RADIUS	QUANTITY
218 TO 219	--	1 EA

ITEM 609.2341 - TERMINAL CURB TYPE 1 - 4 FOOT CIRCULAR		
PT. TO PT.	RADIUS	QUANTITY
220 TO 221	35'	1 EA

ITEM 609.38 - RESET CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
221 TO 222	35'	14.5'

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HIGHWAY PLANS

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REVISIONS 4	$REVISION4$		$REVDATE4$
FIELD CHANGES	$FIELDCHANGES$		$FIELDDATE1$

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CURB GEOMETRY
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