STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TMSI

PLAN LEGEND

Town, County, State	Centerline-Existing
Property Lines	Centerline-Proposed
R/W Lines-Existing	Travelway-Existing
R/W Lines-Proposed	Travelway-Proposed
Culvert-Existing	Railroad
Culvert Proposed	Catch Basins: Existing, Proposed
Curbing: Existing / Proposed	Manholes: Existing, Proposed
Type 1	Proposed Underdrain
Type 3	Proposed Ditch
Type 5	Existing Ditch
Outline of Bodies of Water	Utlity Poles: Existing, Proposed
Ledge	Fire Hydrants: Existing, Proposed
Buildings	Existing Water Line
Trees: Conifer, Deciduous	Existing San. Sewer
Tree Line	Existing San. Sewer Manhole
Clearing Limit Line	Guardrail-Existing
	Guardrail-Proposed
	Guardrail-Cable, Other

OLD TOWN
PENOBSCOT
STILLWATER AVE.
STP-1479(400)X
PROJECT LENGTH: 1.053 MILES
HIGHWAY RECONSTRUCTION

INDEX OF SHEETS

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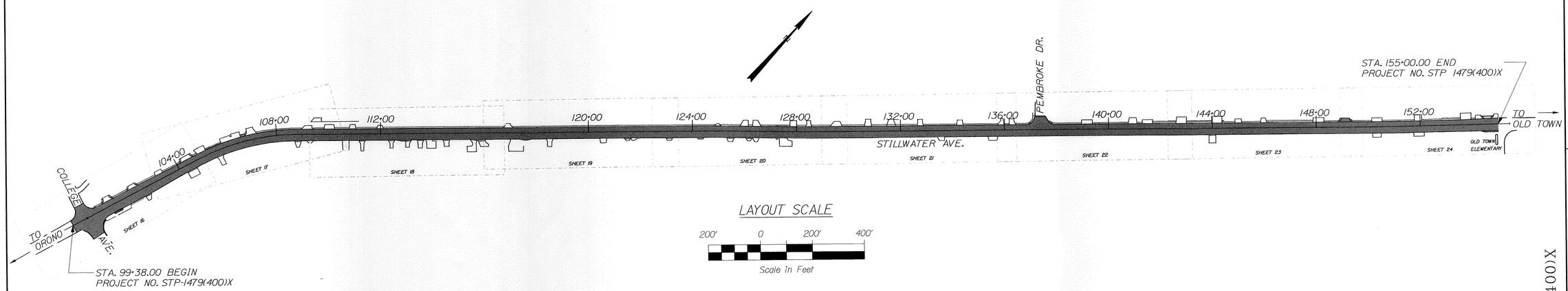


LAYOUT SCALE

200' 0 200' 400'

Scale in Feet

TRAFFIC DATA

	STILLWATER AVE. NE/O PEMBROKE	STILLWATER AVE. N/O COLLEGE AVE
PRINCIPAL ARTERIAL		
Latest AADT (Year)	19410(2009)	19850(2009)
Current (2012) AADT	19410	19850
Future (2022) AADT	21350	21840
Future (2032) AADT	23290	23820
DHV - % of AADT	9%	9%
Design Hour Volume	2123	2144
% Heavy Trucks (AADT)	3%	3%
% Heavy Trucks (DHV)	2%	2%
Directional Distribution (DHV)	59%	59%
18 kip Equivalent P 2.0	410	409
18 kip Equivalent P 2.5	391	389
Design Speed (mph)	35	25

PROJECT LOCATION:	BEGINNING AT THE INTERSECTION WITH COLLEGE AVE. IN THE CITY OF OLD TOWN AND EXTENDING NORTHEASTERLY 1.053 MILES.
PROGRAM AREA:	BANGOR AREA COMPREHENSIVE TRANSPORTATION SYSTEM (BACTS)
SCOPE OF WORK:	HIGHWAY RECONSTRUCTION. WIDENING WITH DRAINAGE AND SAFETY IMPROVEMENTS.

WIN 14794.00 STP-1479(400)X

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED
COMMISSIONER: DATE 3/1/13
CHIEF ENGINEER: 3/25/13

STATE OF MAINE ALBERT L. GODFREY No. 4226 LICENSED PROFESSIONAL ENGINEER

SIGNATURE 4226
P.E. NUMBER
1/14/2013
DATE

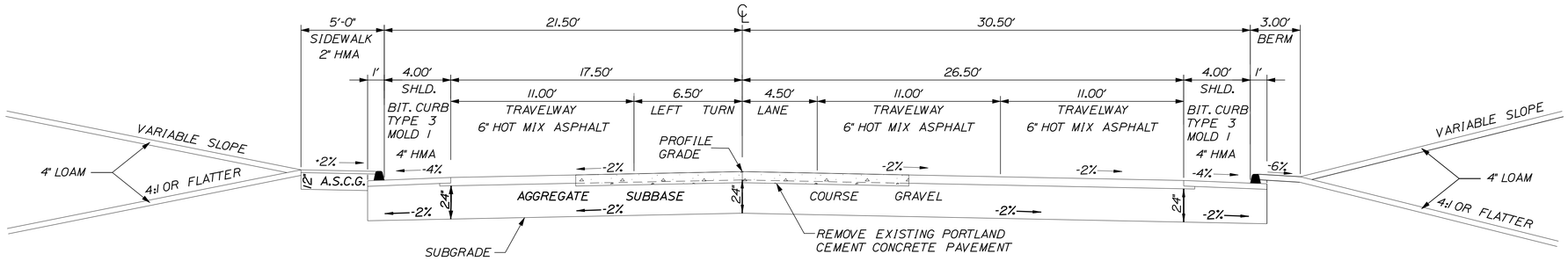
PROJECT INFORMATION

PROGRAM	HIGHWAY
PROJECT MANAGER	PAUL MACDONALD
DESIGNER	M. MORIN / A. GODFREY
CONSULTANT	TERRA MAGNA SERVICES, INC.
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

OLD TOWN
STILLWATER AVE.
TITLE SHEET

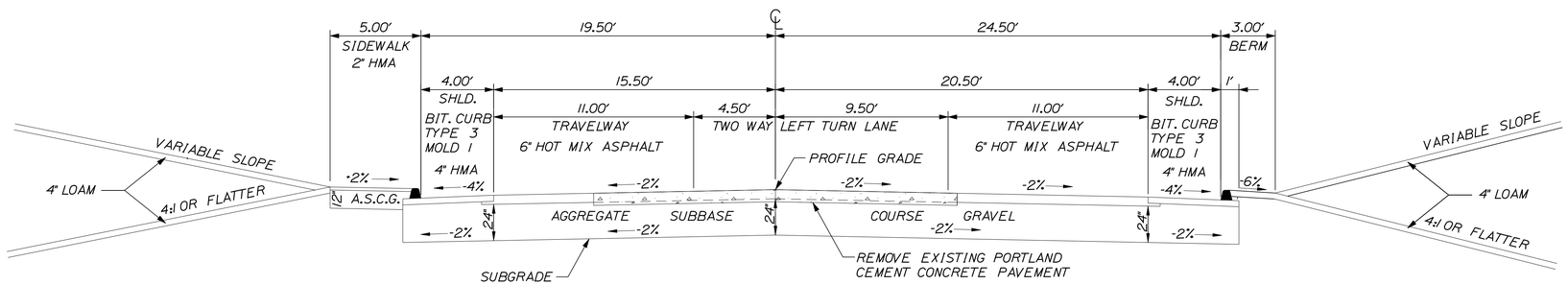
SHEET NUMBER
1
OF 103

Filename: ...\00\HIGHWAY\MSTA\001_Title.dgn Division: HIGHWAY Username: morin Date:2/19/2013



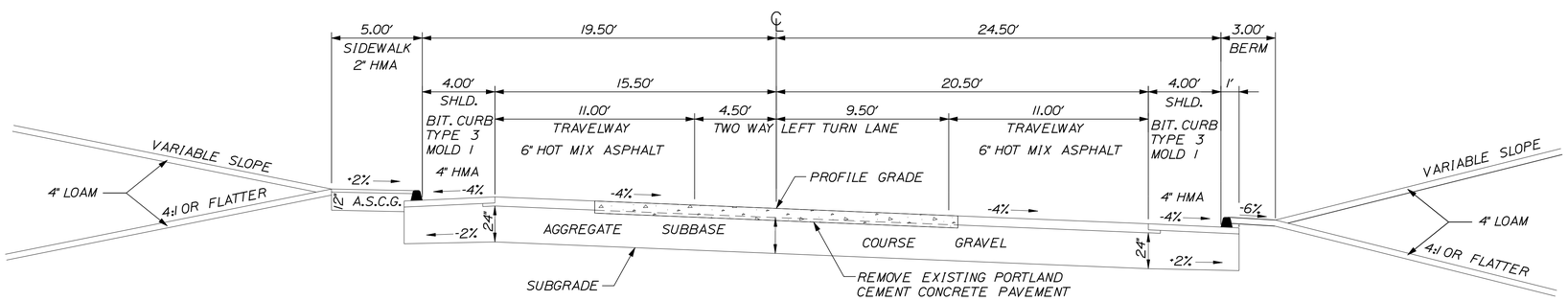
FULL CONSTRUCTION - NORMAL

AGGREGATE SUBBASE COURSE GRAVEL			
5' PAVED SIDEWALK 15.50 CY/100 LF	4' SHOULDER LT. 38.78 CY/100 LF	44' ROADWAY 325.93 CY/100 LF	4' SHOULDER RT. 38.78 CY/100 LF
STA. 100+50 TO STA. 155+00	STA. 100+50 TO STA. 104+00	STA. 100+50 TO STA. 102+50	STA. 100+81 TO STA. 104+00



FULL CONSTRUCTION - NORMAL

AGGREGATE SUBBASE COURSE GRAVEL			
5' PAVED SIDEWALK 15.50 CY/100 LF	4' SHOULDER LT. 38.78 CY/100 LF	36' ROADWAY 266.67 CY/100 LF	4' SHOULDER RT. 38.78 CY/100 LF
STA. 100+50 TO STA. 155+00	STA. 109+50 TO STA. 153+50	STA. 109+50 TO STA. 153+50	STA. 109+50 TO STA. 153+50



FULL CONSTRUCTION - SUPERELEVATED *

AGGREGATE SUBBASE COURSE GRAVEL			
5' PAVED SIDEWALK 15.50 CY/100 LF	4' SHOULDER LT. 38.78 CY/100 LF	36' ROADWAY 266.67 CY/100 LF	4' SHOULDER RT. 38.78 CY/100 LF
STA. 100+50 TO STA. 155+00	STA. 104+00 TO STA. 109+50	STA. 104+00 TO STA. 109+50	STA. 104+00 TO STA. 109+50

* NOTE: SEE SUPERELEVATION TABLE ON SHEET NO. 3 FOR PAVEMENT CROSS SLOPES.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

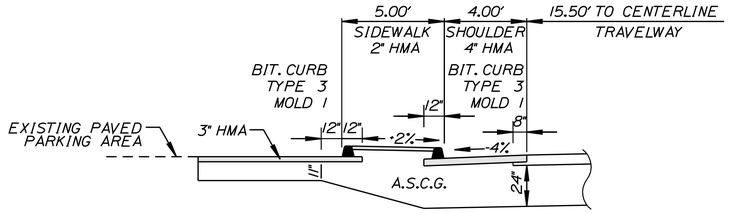
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

TYPICAL SECTIONS

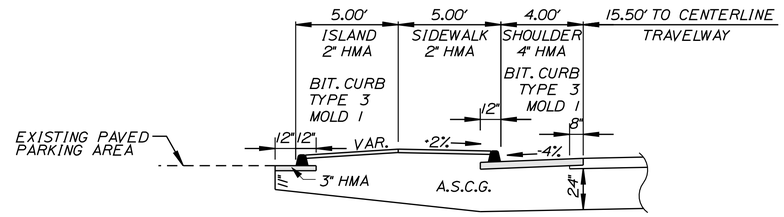
SHEET NUMBER
2
OF 103

Filename: ...\MSTA\002_Typical_001.dgn Division: HIGHWAY Username: morin Date:2/22/2013



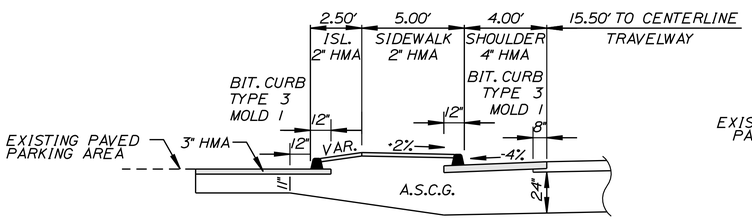
5' PAVED SIDEWALK

STA. 105+23 TO STA. 106+32 LT.



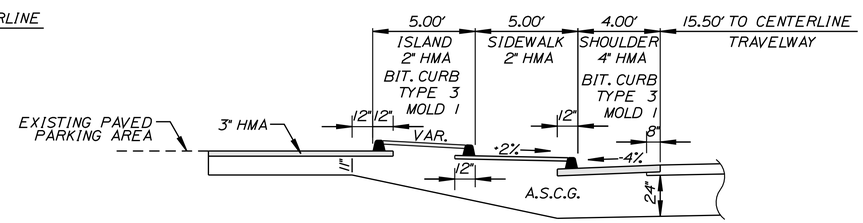
5' SIDEWALK w/ 5' ISLAND

STA. 141+70 TO STA. 144+43 LT.
STA. 146+11 TO STA. 147+88 LT.
STA. 152+83 TO STA. 153+55 LT.



5' SIDEWALK w/ 2.5' ISLAND

STA. 106+63 TO STA. 106+77 LT.



5' SIDEWALK w/ 5' RAISED ISLAND

STA. 154+36 TO STA. 154+82 LT.

NOTE:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.

2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.

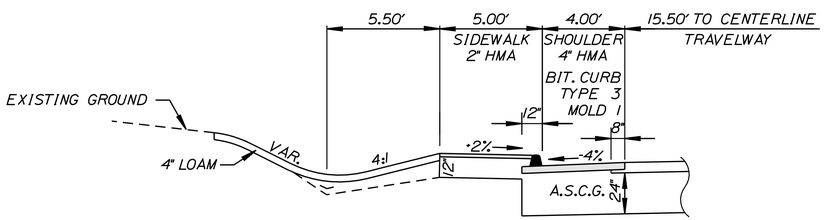
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATED SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.

4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPE "ROLLOVER" SHALL NOT EXCEED 8%.

5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.

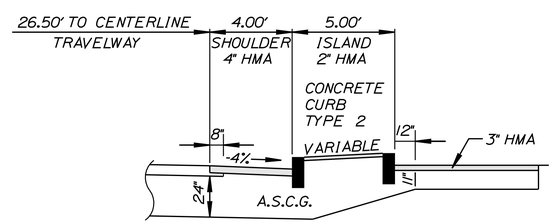
SUPERELEVATION TABLE

LEFT	STATION	RIGHT
	START	
-2.0%	103+50	-2.0%
-0.5%	104+00	-2.5%
+1.0%	104+50	-3.0%
+2.5%	105+00	-3.5%
+4.0%	105+50	-4.0%
	TO	
+4.0%	108+00	-4.0%
+2.5%	108+50	-3.5%
+1.0%	109+00	-3.0%
-0.5%	109+50	-2.5%
-2.0%	110+00	-2.0%
	END	



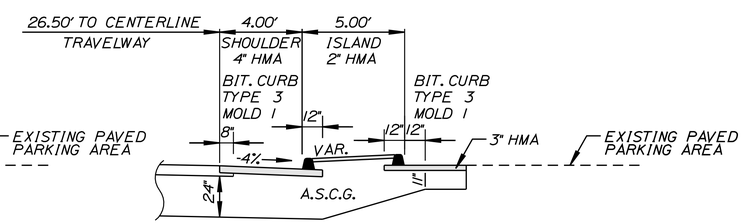
VARIABLE DITCH

STA. 113+86 TO STA. 115+60 LT.



5' ISLAND

STA. 101+05 TO STA. 101+36 RT.



5' BITUMINOUS ISLAND

STA. 101+79 TO STA. 102+28 RT.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

PROJ. MANAGER	JIM FERGUSON	BY	DATE
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

TYPICAL SECTIONS

SHEET NUMBER
3
OF 103

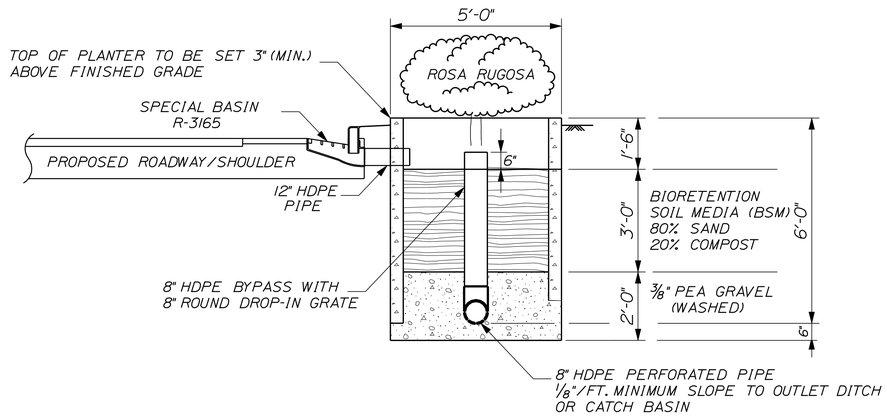
Filename: ...\MSTA\003_Typical_002.dgn Division: HIGHWAY Username: morin Date:2/22/2013

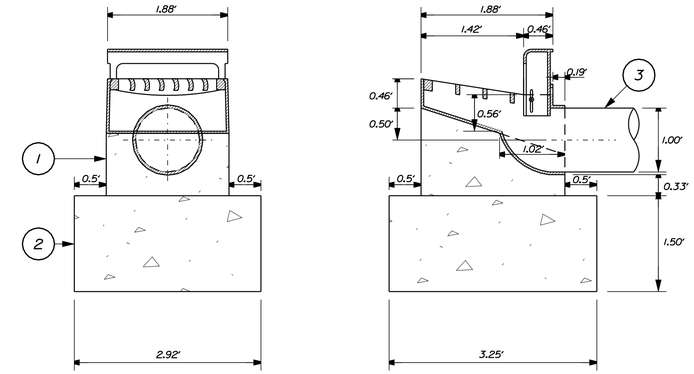
STORMWATER PLANTER DETAILS

4' X 6' I.D. CONCRETE VAULT

NOTE:

1. ALL CONNECTED PIPES TO BE INCIDENTAL TO THE STORMWATER PLANTER ITEM.





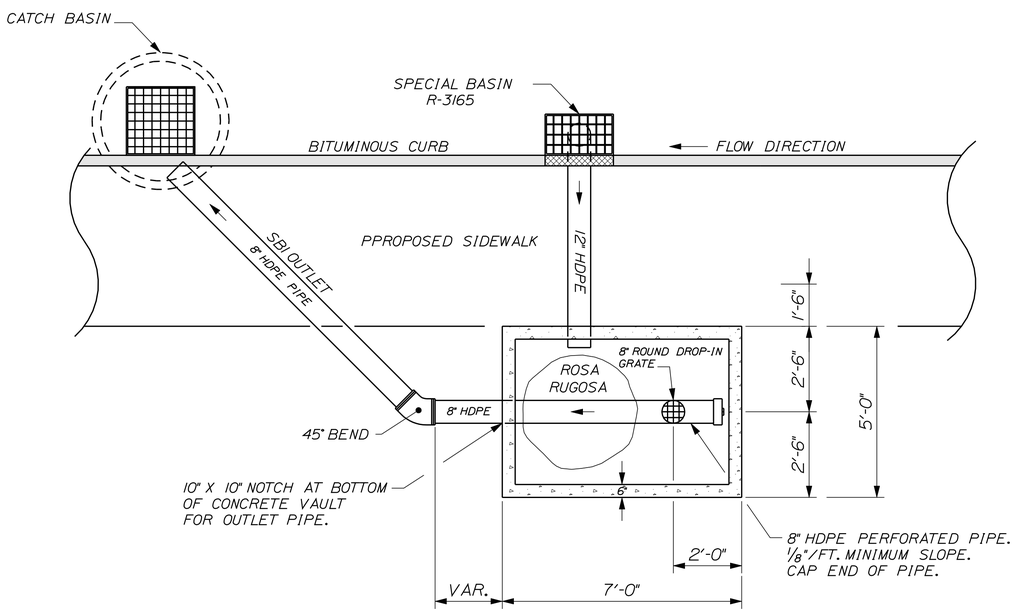
SPECIAL BASIN R-3165

NOTES:

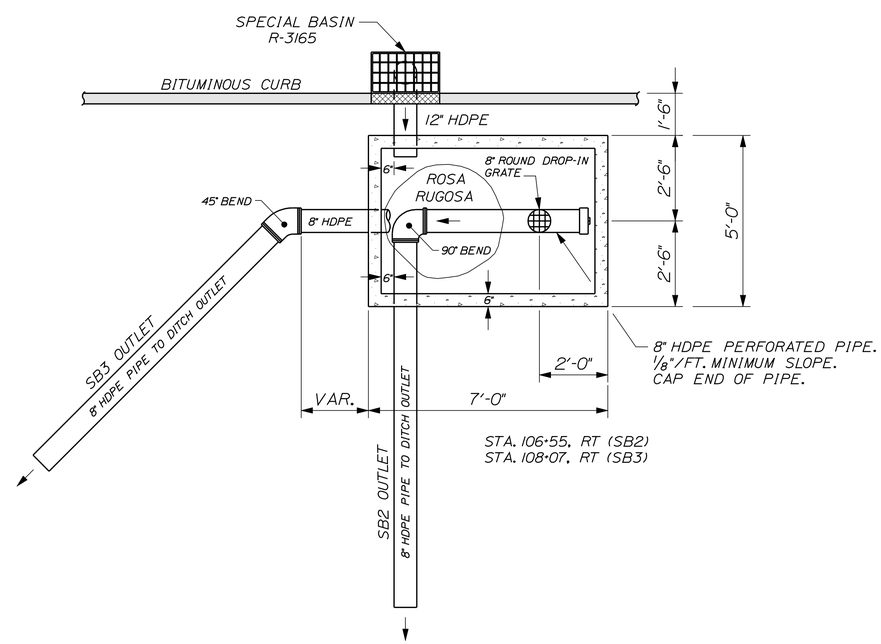
1. PRE-CAST BASE. CARE SHALL BE TAKEN TO ELIMINATE ALL AIR VOIDS BETWEEN CONCRETE AND FRAME.

2. CAST-IN-PLACE FOOTINGS. EXTEND APPROXIMATELY 6 INCHES BEYOND THE PRE-CAST BASE ON ALL SIDES. EXACT DIMENSIONS AS CONDITIONS ALLOW.

3. 12" HDPE OUTLET PIPE (INCIDENTAL)



STA. 103+85, LT (SB1)



STA. 106+55, RT (SB2)
STA. 108+07, RT (SB3)

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

PROJ. MANAGER PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

STORMWATER PLANTER

SHEET NUMBER
4
OF 103

Filename: ...\004_StormwaterPlanterDetails.dgn Division: HIGHWAY Username: morin Date:2/22/2013

ESTIMATED QUANTITIES - HIGHWAY			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.23	REMOVING SINGLE TREE TOP ONLY	6	EACH
201.24	REMOVING STUMP	12	EACH
202.11	REMOVING PORTLAND CEMENT CONCRETE PAVEMENT	12,120	SY
202.15	REMOVING MANHOLE OR CATCH BASIN	9	EACH
202.202	REMOVE PAVEMENT SURFACE	1,220	SY
202.203	PAVEMENT BUTT JOINT	40	SY
203.20	COMMON EXCAVATION	23,000	CY
203.25	GRANULAR BORROW	50	CY
206.061	STRUCT EARTH EXC-DRAIN & MINOR STRUCT-BELOW GRADE	50	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	23,000	CY
403.208	HOT MIX ASPHALT, 12.5mm SURFACE	2,500	TON
403.209	HOT MIX ASPHALT, 9.5mm (SW,DRIVES,INCIDENTALS)	900	TON
403.213	HOT MIX ASPHALT, 12.5mm BASE	6,500	TON
409.15	BITUMINOUS TACK COAT - APPLIED	1,500	GAL
603.155	12" REINFORCED CONCRETE PIPE CLASS III	44	LF
603.159	12" CULVERT PIPE OPTION III	240	LF
603.17	18" CULVERT PIPE OPTION I	40	LF
603.175	18" REINFORCED CONCRETE PIPE CLASS III	48	LF
603.179	18" CULVERT PIPE OPTION III	360	LF
603.195	24" REINFORCED CONCRETE PIPE CLASS III	88	LF
603.199	24" CULVERT PIPE OPTION III	24	LF
603.209	30" CULVERT PIPE OPTION III	30	LF
603.215	36" REINFORCED CONCRETE PIPE CLASS III	80	LF
603.219	36" CULVERT PIPE OPTION III	6	LF
603.235	48" REINFORCED CONCRETE PIPE CLASS III	108	LF
604.092	CATCH BASIN TYPE BI-C	33	EACH
604.096	60" CATCH BASIN TYPE BI-C	1	EACH
604.098	84" CATCH BASIN TYPE BI-C	2	EACH
604.15	MANHOLE	2	EACH
604.16	ALTER CATCH BASIN TO MANHOLE	2	EACH
604.18	ADJUST MANHOLE OR CATCH BASIN TO GRADE	1	EACH
604.2403	SPECIAL BASIN	3	EACH
604.2406	STORMWATER PLANTER	3	EACH
604.242	CATCH BASIN TYPE F3	10	EACH
604.244	CATCH BASIN TYPE F4	1	EACH
604.246	CATCH BASIN TYPE F5	2	EACH
604.262	CATCH BASIN TYPE B5-C	8	EACH
605.09	6" UNDERDRAIN, TYPE 'B'	4,020	LF
605.10	6" UNDERDRAIN OUTLET	110	LF
605.11	12" UNDERDRAIN TYPE 'C'	2,820	LF
605.12	15" UNDERDRAIN TYPE 'C'	1,450	LF
605.13	18" UNDERDRAIN TYPE 'C'	810	LF
605.15	24" UNDERDRAIN TYPE 'C'	540	LF
605.17	30" UNDERDRAIN TYPE 'C'	240	LF
606.356	UNDERDRAIN DELINEATOR POST	5	EACH
606.47	SINGLE WOOD POST	26	EACH
606.51	MULTIPLE MAILBOX SUPPORT	7	EACH
608.081	REINFORCED CONCRETE DRIVEWAYS	13	SY
608.26	CURB RAMP DETECTABLE WARNING FIELD	56	SF
609.19	VERTICAL CURB TYPE 2	62	LF
609.20	VERTICAL CURB TYPE 2, CIRCULAR	16	LF
609.31	CURB TYPE 3	9,250	LF
610.08	PLAIN RIPRAP	100	CY
613.319	EROSION CONTROL BLANKET	110	SY
613.40	TURF REINFORCEMENT MAT	300	SY
615.07	LOAM	1,200	CY
618.1301	SEEDING METHOD NUMBER 1	80	UNIT
618.1401	SEEDING METHOD NUMBER 2, PLAN QUANTITY	40	UNIT
619.1201	MULCH	120	UNIT
620.58	EROSION CONTROL GEOTEXTILE	200	SY
621.54	DECIDUOUS SHRUBS (18" - 24") GROUP A	12	EACH
621.80	ESTABLISHMENT PERIOD	1	LS
627.733	4" WHITE OR YELLOW PAINT PVMT MARKING LINE	21,000	LF
627.75	WHITE OR YELLOW PAVEMENT AND CURB MARKING	3,000	SF
627.76	TEMP. PVMT. MARK LINE, WHITE OR YELLOW	1	LS
629.05	HAND LABOR	20	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	10	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	10	HR
631.18	CHAIN SAW RENTAL (INCLUDING OPERATOR)	10	HR
631.20	STUMP CHIPPER (INCLUDING OPERATOR)	10	HR
631.22	FRONT END LOADER (INCLUDING OPERATOR)	10	HR
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	10	HR
639.18	FIELD OFFICE TYPE A	1	EACH
643.86	TRAFFIC SIGNAL LOOP DETECTORS	10	EACH

ESTIMATED QUANTITIES - HIGHWAY			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
645.106	DEMOUNT REG. WRN. CON. & RTE SIGN	10	EACH
645.116	REINSTALL REG., WRN., CON., & RTE. SIGN	10	EACH
652.33	DRUM	100	EACH
652.34	CONE	100	EACH
652.35	CONSTRUCTION SIGNS	500	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1	LS
652.38	FLAGGER	6,000	HR
652.381	TRAFFIC OFFICERS	20	HR
652.41	PORTABLE - CHANGEABLE MESSAGE SIGN	2	EACH
656.75	TEMP. SOIL EROSION AND WATER POLLUTION CONTROL PLAN	1	LS
658.20	ACRYLIC LATEX FINISH, GREEN	300	SY
659.10	MOBILIZATION	1	LS
801.141	4" PVC SAN. SEWER	15	LF
801.16	6" SAN. SEWER	15	LF

SUMMARY OF EARTHWORK AND BORROW

COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (FROM CROSS SECTIONS) ..... 20,843 CY
GRUBBING IN FILL ..... 47 CY
TOTAL COMMON EXCAVATION ..... 20,890 CY

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM CROSS SECTIONS) ..... 3,075 CY
GRUBBING IN FILL ..... 47 CY
TOTAL FILL ..... 3,122 CY

ROCK EXCAVATION FOR ESTIMATE

ROCK EXCAVATION ..... 0 CY
TOTAL ROCK EXCAVATION ..... 0 CY

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

(1) TOTAL COMMON EXCAVATION ..... 20,843 CY
DEDUCTIONS:
GRUBBING IN CUT ..... 4,200 CY
GRUBBING IN FILL ..... 47 CY
PAVEMENT SALVAGE REMOVAL ..... 2,785 CY
(2) TOTAL DEDUCTIONS ..... 7,032 CY
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2) ..... 13,811 CY
TOTAL AVAIL. STRUCT. EXCAV. (UNDERDRAIN ONLY) ..... 2,750 CY
TOTAL AVAILABLE NON-ROCK EXCAV. ..... 16,561 CY

COMPUTATION OF COMMON BORROW FOR ESTIMATE

(3) TOTAL FILL ..... 3,075 CY
TOTAL AVAILABLE NON-ROCK EXCAV. 16,561 CY X 0.85 = 14,077 CY
TOTAL AVAILABLE ROCK EXCAV. ..... 0 CY
(4) TOTAL AVAILABLE EXCAVATION ..... 14,077 CY
BORROW NEEDED = TOTAL FILL MINUS TOTAL AVAIL. EXCAV. ..... 0 CY

COMPUTATION OF WASTE STORAGE AND WASTE MATERIAL

TOTAL AVAILABLE WASTE STORAGE AREA ..... 0 CY
GRUBBING IN CUT ..... 4,200 CY
GRUBBING IN FILL ..... 47 CY
TOTAL WASTE MATERIAL TO BE UTILISED ..... 0 CY
TOTAL WASTE MATERIAL ..... 4,247 CY
IF NO BORROW IS NEEDED, SURPLUS MATERIAL = AVAILABLE EXCAVATION(4) MINUS TOTAL FILL (3) PLUS TOTAL WASTE MATERIAL

TOTAL SURPLUS MATERIAL = ... 15,249 CY

NOTES:
EXISTING PORTLAND CEMENT CONCRETE PAVEMENT HAS BEEN DEDUCTED FROM THE COMMON EXCAVATION QUANTITIES.

REMOVAL AND DISPOSAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE PAID FOR UNDER ITEM NO. 202.11

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

PROJ. MANAGER/PAUL MACDONALD	BY	DATE
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE 4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

ESTIMATED QUANTITIES AND EARTHWORK SUMMARY

SHEET NUMBER
5
OF 103

Filename: ...\005_Estimate and Earthwork Summary.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/25/2013

CONSTRUCTION NOTES

CURB TYPE 3 - MOLD 1 LEFT		
LOCATION	LENGTH	RADIUS
100+24.18, 30.95' LT TO 100+50.00, 21.50' LT	22.1 LF	40'
100+50.00, 21.5' LT TO 100+71.70, 21.5' LT	21.7 LF	
100+71.70, 21.5' LT TO 100+86.70, 36.5' LT	17.6 LF	15'
100+86.70, 36.5' LT TO 100+86.67, 40.18' LT	3.7 LF	
100+84.05, 41.38' LT TO 100+86.67, 40.18' LT	2.8 LF	1.5'
101+11.87, 39.60' LT TO 101+13.86, 41.05, LT	2.8 LF	1.5'
101+11.87, 36.5' LT TO 101+11.87, 39.6' LT	3.1 LF	
101+11.87, 36.5' LT TO 101+26.86, 21.5' LT	17.6 LF	15'
101+26.86, 21.5' LT TO 101+80.46, 21.5' LT	53.6 LF	
101+80.46, 21.5' LT TO 101+95.43, 35.0' LT	15.8 LF	15'
102+19.46, 35.0' LT TO 102+34.39, 21.5' LT	16.0 LF	15'
102+34.39, 21.5' LT TO 104+08.48, 19.5' LT	143.8 LF	
104+08.48, 19.5' LT TO 104+23.75, 35.0' LT	18.2 LF	15'
104+59.75, 35.0' LT TO 104+74.88, 19.5' LT	17.2 LF	15'
104+74.88, 19.5' LT TO 106+74.87, 19.5' LT	136.1 LF	
106+74.87, 19.5' LT TO 106+89.64, 32.77' LT	15.6 LF	15'
105+22.82, 23.25' LT TO 106+78.35, 26.27' LT	103.0 LF	
107+25.08, 19.5' LT TO 136+84.04, 19.5' LT	2,458.9 LF	
136+84.04, 19.5' LT TO 137+10.58, 35.51' LT	26.2 LF	30'
137+10.58, 35.51' LT TO 137+18.29, 52.79' LT	18.8 LF	
137+58.39, 50.0' LT TO 137+68.16, 33.92' LT	18.8 LF	
137+68.16, 33.92' LT TO 137+93.75, 19.5' LT	24.9 LF	30'
137+93.75, 19.5' LT TO 148+81.68, 19.5' LT	796.4 LF	
141+70.10, 28.25' LT TO 144+43.25, 28.25' LT	194.3 LF	
146+07.57, 28.15' LT TO 147+87.83, 28.15' LT	180.3 LF	
148+81.68, 19.5' LT TO 148+96.14, 34.5' LT	15.6 LF	15'
149+27.93, 34.5' LT TO 149+42.43, 19.5' LT	16.0 LF	15'
149+42.43, 19.5' LT TO 153+50.00, 19.5' LT	345.0 LF	
153+50.00, 19.5' LT TO 154+69.38, 22.16' LT	37.0 LF	
152+83.35, 27.95' LT TO 153+55.23, 28.27' LT	71.9 LF	
154+33.54, 35.8' LT TO 154+48.92, 21.71' LT	17.0 LF	15'
154+69.38, 22.16' LT TO 154+83.99, 37.76' LT	17.2 LF	15'
154+40.92, 30.12' LT TO 154+48.74, 26.71' LT	9.3 LF	10'
154+48.74, 26.71' LT TO 154+69.26, 27.16' LT	20.5 LF	
154+69.26, 27.16' LT TO 154+76.85, 30.93' LT	8.7 LF	10'
154+36.48, 30.16' LT TO 154+81.31, 30.06' LT	45.9' LF	

CURB TYPE 3 - MOLD 1 RIGHT		
LOCATION	LENGTH	RADIUS
101+69.40, 45.0' RT TO 101+69.00, 40.5' RT	4.5 LF	
101+69.00, 40.5' RT TO 101+78.99, 30.5' RT	15.7 LF	10'
101+72.78, 34.34' RT TO 102+27.96, 34.25' RT	56.2 LF	
101+78.99, 30.5' LT TO 102+37.00, 30.5' RT	58.0' LF	
102+62.99, 30.0' RT TO 104+00.00, 24.5' RT	137.1 LF	
104+00.00, 24.5' RT TO 112+60.69, 24.5' RT	678.0 LF	
112+60.69, 24.5' RT TO 112+83.72, 28.5' RT	23.4 LF	
112+83.72, 28.5' RT TO 112+86.72, 28.5' RT	3.0 LF	
112+86.72, 28.5' RT TO 112+93.75, 27.58' RT	7.1 LF	
113+19.56, 24.5' RT TO 117+01.64, 24.5' RT	248.0 LF	
117+43.64, 26.45' RT TO 117+56.00, 28.49' RT	12.6 LF	
117+56.00, 28.5' RT TO 117+59.00, 28.5' RT	3.0 LF	
117+59.00, 28.5' RT TO 117+82.50, 24.5' RT	23.8 LF	
117+82.50, 24.5' RT TO 153+49.22, 24.5' RT	3,100.5 LF	
127+65.50, 29.5' RT TO 127+83.50, 29.5' RT	18.0 LF	
153+49.22, 24.5' RT TO 154+33.93, 25.13' RT	84.7 LF	
154+33.93, 25.13' RT TO 154+49.25, 30.05' RT	15.9 LF	

VERTICAL CURB - TYPE 2	
LOCATION	LENGTH
101+05.00, 30.5' RT TO 101+35.68, 30.5' RT	30.68 LF
101+05.00, 35.5' RT TO 101+35.68, 35.5' RT	30.68 LF

VERTICAL CURB - TYPE 2, CIRCULAR		
LOCATION	LENGTH	RADIUS
101+05.00, 35.5' RT TO 101+05.00, 30.5' RT	7.85 LF	2.50'
101+35.68, 30.5' RT TO 101+35.68, 35.5' RT	7.85 LF	2.50'

CLEARING	
LOCATION	AREA
STA. 106+43 TO STA. 107+17, RT	1,263 SF
STA. 108+31 TO STA. 108+72, RT	478 SF
STA. 113+16 TO STA. 114+14, LT	1,218 SF
STA. 116+24 TO STA. 116+69, RT	861 SF
STA. 123+67 TO STA. 124+18, RT	565 SF
STA. 124+74 TO STA. 124+90, LT	164 SF
STA. 128+54 TO STA. 133+18, RT	8,343 SF
STA. 129+07 TO STA. 129+41, LT	348 SF
STA. 136+66 TO STA. 143+43, RT	9,106 SF
STA. 144+41 TO STA. 145+00, RT	619 SF
STA. 145+46 TO STA. 145+75, RT	158 SF
STA. 147+60.6 TO STA. 147+94.4, RT	690 SF
STA. 148+52.6 TO STA. 149+03.7, RT	311 SF
STA. 150+90.1 TO STA. 151+28.7, RT	650 SF
NOTE: CLEARING SHALL BE INCIDENTAL	

REMOVING SINGLE TREE/STUMP			
STATION	OFFSET	TREE	STUMP
109+69.6	29.8' RT	-----	12"
109+71.9	29.7' RT	-----	12"
117+54.2	37.6' RT	12" APPLE CLUMP	12"
118+12.7	27.6' RT	20" PINE	20"
121+16.4	31.7' RT	20" PINE	20"
139+97.3	32.2' RT	-----	20"
141+19.6	28.2' RT	-----	20"
141+41.3	28.2' RT	-----	20"
141+72.5	25.3' RT	-----	24"
144+52.6	31.4' RT	12" PINE	12"
145+86.3	30.2' RT	12" SPRUCE	12"
146+28.0	33.0' RT	12" SPRUCE	12"

CURB RAMP DETECTABLE WARNING FIELD	
LOCATION	AREA
99+62, RT	8 SF
100+60, RT	8 SF
100+45, LT	8 SF
127+25, LT	8 SF
127+25, RT	8 SF
136+98, LT	8 SF
137+80, LT	8 SF

DRIVEWAYS AND ENTRANCES		
LOCATION	DESCRIPTION	CURB OPENING
100+81.5 RT.	PAVED ENTRANCE	40.0'
100+99.3 LT.	PAVED ENTRANCE	55.0'
101+53.6 RT.	PAVED ENTRANCE	40.0
102+07.4 LT.	PAVED ENTRANCE	54.0
102+50.0 RT.	GRAVEL ENTRANCE	26.0'
103+21.5 LT.	PAVED ENTRANCE	30.4'
104+41.9 LT.	PAVED ENTRANCE	66.4'
104+44.9 RT.	GRAVEL ENTRANCE	40.0'
105+02.3 LT.	PAVED ENTRANCE	37.0'
105+66.2 RT.	PAVED DRIVE	26.0'
106+49.4 LT.	PAVED ENTRANCE	32.0'
107+02.7 LT.	PAVED ENTRANCE	52.0'
108+82.6 RT.	GRAVEL DRIVE	26.0'
109+28.9 RT.	PAVED DRIVE	26.0'
110+11.2 LT.	PAVED ENTRANCE	42.0'
110+65.4 RT.	PAVED DRIVE	26.0'
110+92.5 LT.	PAVED DRIVE	26.0'
111+28.7 RT.	GRAVEL DRIVE	26.0'
111+98.5 LT.	PAVED DRIVE	26.0'
112+43.1 RT.	GRAVEL DRIVE	26.0'
113+03.5 RT.	GRAVEL DRIVE	26.0'
113+52.6 RT.	GRAVEL DRIVE	26.0'
113+86.1 RT.	PAVED DRIVE	26.0'
114+52.0 RT.	GRAVEL DRIVE	26.0'
115+60.5 RT.	PAVED DRIVE	26.0'
115+86.8 RT.	GRAVEL DRIVE	26.0'
116+89.2 LT.	GRAVEL ENTRANCE	49.9'
117+22.4 RT.	PAVED DRIVE	42.0'
118+51.3 RT.	PAVED DRIVE	26.0'
120+57.1 RT	PAVED DRIVE	26.0'
121+51.6 RT.	GRAVEL DRIVE	26.0'
121+72.6 RT.	PAVED DRIVE	26.0'
123+11.3 RT.	GRAVEL DRIVE	26.0'
124+30.3 RT.	GRAVEL DRIVE	26.0'
124+97.4 LT.	GRAVEL DRIVE	26.0'
125+47.1 RT.	GRAVEL DRIVE	44.0'
125+99.3 LT.	PAVED ENTRANCE	26.0'
126+17.8 RT.	GRAVEL DRIVE	30.8'
126+46.0 RT.	PAVED DRIVE	26.0'
126+48 LT.	PAVED ENTRANCE	32.4'
127+49.6 RT.	PAVED ENTRANCE	32.0'
127+88.7 LT.	GRAVEL ENTRANCE	26.0'
128+47.4 LT.	PAVED ENTRANCE	26.0'
129+53.2 LT.	PAVED ENTRANCE	46.2'
130+75.7 LT.	PAVED DRIVE	28.0'
131+64.5 LT.	GRAVEL DRIVE	35.0'
132+76.2 LT.	PAVED DRIVE	26.0'
133+57.6 RT.	PAVED DRIVE	27.8'
134+28.8 LT.	PAVED DRIVE	26.0'
135+55.5 RT.	PAVED ENTRANCE	37.0'
135+90.8 LT.	GRAVEL DRIVE	26.0'
136+28.6 LT.	PAVED DRIVE	26.0'
139+17.8 LT.	PAVED DRIVE	41.6'
140+93.8 LT.	PAVED ENTRANCE	34.2'
141+50.0 LT.	PAVED ENTRANCE	40.0'
142+79.9 LT.	PAVED ENTRANCE	40.2'
144+00.0 RT.	GRAVEL ENTRANCE	26.0'
145+00.0 LT.	PAVED ENTRANCE	26.0'
145+96.3 LT.	GRAVEL ENTRANCE	25.5'
148+09.1 LT.	PAVED ENTRANCE	42.0'
149+11.7 LT.	PAVED ENTRANCE	61.8'
150+33.2 LT.	PAVED ENTRANCE	39.4'
150+33.9 RT.	PAVED ENTRANCE	32.5
151+91.0 LT	PAVED ENTRANCE	28.0'
151+96.0 RT.	PAVED ENTRANCE	40.0'
153+75.2 LT	PAVED ENTRANCE	41.0'
154+30.8 LT	PAVED ENTRANCE	36.1'
154+92.0 LT.	PAVED ENTRANCE	30.6'
154+95.3 RT.	PAVED ENTRANCE	65.9'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

PROJ. MANAGER/PAUL MACDONALD	BY	DATE
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE 4226

P.E. NUMBER

2/21/13

DATE

OLD TOWN
STILLWATER AVE.

CONSTRUCTION NOTES

SHEET NUMBER

6

OF 103

Filename: ...\006_Construction Notes_001.dgn Division: HIGHWAY Username: morin Date:2/22/2013

CONSTRUCTION NOTES

REMOVE PORTLAND CEMENT CONCRETE PAVEMENT	
LOCATION	AREA
STA. 100+ 50 TO STA. 155+00	12,000 S.F. ±

PAYMENT FOR REMOVAL OF THE CONCRETE PAVEMENT SHALL BE MADE UNDER ITEM 202.11. THE QUANTITY OF CONCRETE PAVEMENT TO BE REMOVED HAS BEEN DEDUCTED FROM THE TOTAL COMMON EXCAVATION VOLUME.

REMOVE PAVEMENT SURFACE	
LOCATION	AREA
STA. 99+38 TO STA. 100+50	1,220 S.F. ±

GRIND 1 1/2" OF EXISTING PAVEMENT AT THE INTERSECTION OF STILLWATER AND COLLEGE AVE. PAYMENT SHALL BE MADE UNDER ITEM 202.202. SEE PLANVIEW FOR PAVEMENT REMOVAL LIMITS.

PAVEMENT BUTT JOINTS
CONSTRUCT A 5 FT. WIDE OVERLAPPING PAVEMENT BUTT JOINT AT THE END OF THE PROJECT (STA. 155+00) AND AT PEMBROKE DR.

PLAIN RIPRAP	
DITCH INLET/OUTLET	
LOCATION	AREA
108+50, RT	84 SF
108+50, LT	106 SF
108+67 TO 109+06, LT	270 SF
118+91, LT	40 SF
145+83, LT	40 SF
146+53, LT	40 SF
147+84, RT	150 SF
150+62, LT	110 SF

TURF REINFORCEMENT MAT	
DOWNSPOUT	
PROVIDE A CURB BREAK AND CONSTRUCT A DOWNSPOUT. DEPRESS PROPOSED GUTTER GRADES 1" IN THESE AREAS.	
LOCATION	AREA
106+45 TO 107+00, RT	90 SY
107+68, RT	43 SY
111+95 TO 112+85, RT	96 SY
145+00, RT	18 SY
147+30, RT	24 SY
149+00, RT	9 SY

SINGLE WOOD POST	
STATION	OFFSET
109+59.0	27' RT
110+50.0	27' RT
110+77.0	27' LT
111+44.0	27' RT
111+61.0	27' LT
114+02.0	27' RT
114+68.0	27' RT
115+44.0	27' RT
116+04.0	27' RT
118+35.0	27' RT
120+41.0	27' RT
121+37.0	27' RT
121+90.0	27' RT
123+26.0	27' RT
124+94.0	27' RT
126+31.0	27' RT
130+93.0	27' LT
132+97.0	27' LT
134+14.0	27' LT
138+93.0	27' LT
139+54.0	27' LT
141+12.0	27' LT
145+80.0	27' LT
147+77.0	27' LT
148+79.0	27' LT
150+01.0	27' LT

MULTIPLE MAILBOX SUPPORT		
STATION	OFFSET	NO. OF BOXES
113+34.0	27' RT	2
116+95.0	27' RT	2
124+12.0	27' RT	2
125+19.0	27' RT	7
136+44.0	27' LT	2
145+18.0	27' LT	2
154+01.0	27' LT	2

UNDERDRAIN DELINEATOR POST		
STATION	OFFSET	DESCRIPTION.
106+54	51' RT	6" UD OUTLET
106+81	50' RT	STORMWATER PLANTER OUTLET
107+79	50' RT	STORMWATER PLANTER OUTLET
147+75	42' RT	6" UD OUTLET
147+87	48' RT	6" UD OUTLET

TRAFFIC LOOP DETECTORS	
LOCATION	QUANTITY
COLLEGE AVENUE, RT	2
COLLEGE AVENUE, LT	2
STILLWATER AVENUE, 99+50±	2
STILLWATER AVENUE, 100+50±	2
STILLWATER AVENUE, 154+50±	2

DEMOUNT REG., WARN., CONF., RTE. SIGNS	
LOCATION	DESCRIPTION.
102+40.4, LT	INFO (TO 2A, 195.UMO)
103+54.8, RT	EAST RT 2A
108+27.6, RT	SPEED LIMIT (25mph)
127+38.5, LT	SPEED LIMIT (25mph)
127+83.8, RT	SPEED LIMIT (35mph)
129+40.1, LT	STOP
129+37.8, RT	SLOW- CHILDREN PLAYING
137+06.6, LT	STOP W/ STREET NAME
151+17.8, RT	SPEED LIMIT (15mph)
151+41.4, LT	END SCHOOL ZONE

REINSTALL REG., WARN., CONF., RTE. SIGNS	
LOCATION	DESCRIPTION.
102+40.4, 29.0' LT	INFO (TO 2A, 195.UMO)
103+55.0, 34.0' RT	EAST RT 2A
108+00.0, 32.5' RT	SPEED LIMIT (25mph)
127+38.5, 27.5' LT	SPEED LIMIT (25mph)
128+00.0, 32.5' RT	SPEED LIMIT (35mph)
129+38.0, 34.3' LT	STOP
129+38.0, 32.5' RT	SLOW CHILDREN PLAYING
137+05.5, 43.2' LT	STOP W/ STREET NAME
151+18.0, 32.5' RT	SPEED LIMIT (15mph)
151+42.0, 27.5 LT	END SCHOOL ZONE

SPECIAL DITCHES
STA. 106+45 TO STA. 108+50 RT.± CONSTRUCT OUTLET DITCH. SEE PLANS AND CROSS SECTIONS FOR ADDITIONAL DETAILS. FLOWLINE AND TOP OF BERM ELEVATIONS.
STA. 112+85 RT.± DITCHOUT TO LEVEL SPREADER.
STA. 131+53, 50' RT. TO STA. 131+51, 68' RT.± CONSTRUCT OUTLET SWALE DITCH.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER/PAUL MACDONALD		
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FIELD CHANGES		

SIGNATURE 4226

P.E. NUMBER

2/21/13
DATE

OLD TOWN
STILLWATER AVE.

CONSTRUCTION NOTES

SHEET NUMBER
7
OF 103

Filename: ...\007_Construction Notes_002.dgn Division: HIGHWAY Username: morin Date:2/22/2013

GENERAL NOTES

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS:
   - BANGOR GAS COMPANY
   - BANGOR HYDRO-ELECTRIC COMPANY
   - ECOGAS LLC
   - MAINE FIBER COMPANY
   - NORTHERN NEW ENGLAND TELEPHONE OPERATIONS LLC (FAIRPOINT)
   - OLD TOWN SEWER DISTRICT
   - OLD TOWN WATER DISTRICT
   - TIME WARNER CABLE

2. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS OTHERWISE NOTED.

3. GRIND TRANSITION TAPERS AT CATCH BASINS UNDER ITEM 202.203 PAVEMENT BUTT JOINTS, AS DIRECTED BY THE RESIDENT.

4. ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. CLEARING LIMITS SHALL BE 10' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.

5. STUMPS HAVE BEEN ESTIMATED TO BE REMOVED UNDER ITEM 201.24 REMOVING STUMP. HOWEVER, WHERE DIRECTED BY THE RESIDENT, ITEM 631.20 STUMP CHIPPER RENTAL, MAY BE USED TO REMOVE STUMPS.

6. 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 9 INCHES IN FIELD AREAS AND 15 INCHES IN WOODED AREAS.

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 WASTE AREAS APPROVED BY THE RESIDENT.

9. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW - UNDERWATER BACKFILL 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 UNDERWATER BACKFILL.

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

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

13. UNPAVED 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.

14. CRUSHED STONE ENTRANCES SHALL BE CONSTRUCTED WITH 12" AGGREGATE SUBBASE COURSE GRAVEL AND 2" CRUSHED STONE SURFACE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

15. GRASSED ENTRANCES SHALL BE CONSTRUCTED WITH 12" AGGREGATE SUBBASE COURSE GRAVEL AND 2" LOAM, SEED & MULCH UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

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

17. 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.

18. PLACE 12 INCHES GRAVEL AND 2 INCHES HOT MIX ASPHALT AROUND CATCH BASINS IN GRASSED AREAS (3' OUTSIDE OF FRAME) AND PAINT WITH ACRYLIC LATEX COLOR FINISH - GREEN. PAYMENT SHALL BE UNDER THE APPLICABLE CONTRACT ITEMS.

19. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS.

20. WHEN SUPER ELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE SHOULDER PAVEMENT WILL HAVE SAME SLOPE AS TRAVELED WAY.

21. EXISTING CULVERTS AND CATCH BASINS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER ITEM 631.32 CULVERT CLEANER (INCLUDING OPERATOR).

22. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.

23. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.

24. ALL PROPOSED OPTION III CULVERT PIPE AND TYPE C UNDERDRAIN PIPE SHALL BE SMOOTHLINED ONLY.

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. ALL CONNECTIONS FOR UNDERDRAIN (U.D.) TO ROADWAY CULVERTS WILL BE INCIDENTAL TO U.D. PIPE ITEMS.

29. A 3 FT. X 3 FT. SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT U.D. OUTLETS.

30. 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.

31. A DELINEATOR POST (ITEM NO. 606.356) WILL BE INSTALLED AT EACH UNDERDRAIN OUTLET.

32. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS AND 2 INCHES IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.

33. 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 NON-GUARDRAIL SLOPES.

34. ACRYLIC LATEX COLOR FINISH GREEN (ITEM 658.20) SHALL BE PLACED ON ALL PAVED ISLANDS.

35. 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 627.76

36. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK; IT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

37. 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.

38. A COPY OF THE SOILS REPORT FOR THIS PROJECT IS AVAILABLE BY CONTACTING THE PROJECT MANAGER, PAUL MACDONALD, AT 207-624-3330.

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

40. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.

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

42. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, FEBRUARY, 2008.

43. ALL SEWER, WATER AND GAS UTILITY DETAILS ON THE HIGHWAY PLANS AND CROSS SECTIONS IS INFORMATIONAL ONLY. REFER TO UTILITY PLANS FOR SPECIFIC DETAILS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

GENERAL NOTES

SHEET NUMBER
8
OF 103

Filename: ...\MSTA\008_General Notes.dgn Division: HIGHWAY Username: morin Date:2/22/2013

STATION	CULVERT PIPE											CATCH BASIN					PIPE ARCH			UNDERDRAIN						REMARKS
	RCP			CMP		OPTION I		OPTION III												TYPE B		TYPE C				
								SMOOTHLINED		CORRUGATED										TYPE B	OUTLET	SMOOTHLINED		CORRUGATED		
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	MH	B1-C	B5-C	F	R-3165				LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH	
CATCH BASINS AND MANHOLES																										
STA. 102+35.0, 20.29' LT. (CBI)													1													
STA. 103+00.00, 19.62' LT. (MHI)												1														
STA. 103+00.00, 39.6' LT. (CBIA)															F3											REGRADE INLET DITCH TO 70' LT
STA. 103+59.8, 18.54' LT. (MH2)												1														
STA. 103+59.8, 35.0' LT. (CB2B)															F5											
STA. 103+59.8, 24.90' RT. (CB2)														1												
STA. 103+85.0 LT. (SBI)																1										
STA. 104+05.00, 18.29' LT. (CB2A)													1 1/8													
STA. 105+50.0, 18.29' LT. (CB3)													1 1/4													
STA. 106+55.00, 23.3' RT. (SB2)																1										
STA. 107+68.0, 18.29' LT. (CBCI)													1													
STA. 108+07.00, 23.3' RT. (SB3)																1										
STA. 110+29.24, 18.29' LT. (CB5A)													1 3/8													
STA. 112+61.63, 18.29' LT. (CB5)													1													
STA. 112+61.63, 31.3' LT. (CB3F)															F5											
STA. 112+85.23 27.29' RT. (CB6)														1 1/4												
STA. 114+75.0, 18.29' LT. (CB7)													1													
STA. 115+73.5, 27.29' RT. (CB8)														1 1/8												
STA. 117+39.22, 18.29' LT. (CB9)													1 1/8													
STA. 117+57.50, 27.29' RT. (CBIO)														1 1/4												
STA. 118+91.0, 40.0' LT. (CB4F)															F3											
STA. 118+91.16, 18.29' LT. (CBII)													1 1/8													
STA. 119+50.0, 23.29' RT. (CBIIA)														1												
STA. 120+40.00, 18.29' LT. (CBIIB)													1													
STA. 120+40.0, 36.0' LT. (CB5F)															F3											
STA. 121+63.30, 23.29' RT. (CBI2)														1												
STA. 126+23.00, 18.29' LT. (CBI4)													1													
STA. 126+30.5, 23.29' RT. (CBI3)													1													
STA. 127+65.00, 18.29' LT. (CBI5A)													1													
STA. 127+65.00, 40.00' LT. (CB6F)															F4											
STA. 129+20.00, 18.29' LT. (CBI5B)													1													FLAT TOP
STA. 129+20.0, 23.29' RT. (CBI4B)													1													5' DIAMETER, FLAT TOP
STA. 130+40.00, 23.29' RT. (CBI4C)													1													
STA. 131+10.00, 18.29' LT. (CBI5C)													1													FLAT TOP
STA. 131+10.00, 38.0' LT. (CB7F)															F3											
STA. 131+65.00, 23.20 RT. (CBI6C)													1													7' DIAMETER, FLAT TOP
STA. 131+92.50, 18.29' LT. (CBI7)													1													
STA. 133+75.2, 23.29' RT. (CBI8)													1													
STA. 135+00.0, 41.0' LT. (CB8F)															F3											
STA. 135+00.00, 18.29' LT. (CBI9)													1													FLAT TOP
STA. 136+00, 37.4' LT. (CB9F)															F3											
STA. 136+64.7, 23.29' RT. (CB20)													1													
STA. 136+82.5, 18.29' LT. (CB21)													1													
STA. 137+79.9, 18.29' LT. (CB22)													1													
STA. 139+00.0, 23.29' RT. (CB24)													1													
STA. 140+00.0, 18.29' LT. (CB23)													1													
STA. 141+25.0, 23.29' RT. (CB24B)													1 1/8													
STA. 144+53.0, 36.0' LT. (CBIOF)															F3											
STA. 144+81.8, 18.29' LT. (CB25)													1													FLAT TOP
STA. 145+83.0, 34.0' LT. (CBIIF)															F3											CONNECT TO PROP. 12" UD
STA. 146+50.00, 18.29' LT. (CB26)													1													FLAT TOP
STA. 146+53.0, 35.0' LT. (CBI2F)															F3											
STA. 147+62.5, 18.29' LT. (CB26B)													1													
STA. 148+20.2, 18.29' LT. (CB27)													1													7' DIAMETER, FLAT TOP
STA. 148+24.0, 26.2' LT																										ALTER EXISTING CB TO MH
STA.148+76.0, 27.7' LT.																										ADJUST EXISTING CB TO GRADE
STA. 150+62.0, 18.29' LT. (CB28)													1													
STA. 150+62.0, 37.0' LT. (CBI3F)															F3											
STA. 152+20.5, 23.29' RT. (CB30)														1												
STA. 152+23.8, 18.29' LT. (CB29)													1													FLAT TOP
STA. 153+95.1, 23.9' LT.																										ALTER EXISTING CB TO MH
STA. 154+04.0, 19.50' LT. (CB31)													1													

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	PAUL MACDONALD		
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG	ALG	2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE 4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

DRAINAGE

SHEET NUMBER
9
OF 103

Filename: ...\MSTA\009_Drainage_1.dgn Division: HIGHWAY Username: morin Date:2/22/2013

STATION	CULVERT PIPE											CATCH BASIN AND MANHOLE					PIPE ARCH			UNDERDRAIN						REMARKS
	RCP			CMP		OPTION I		OPTION III												TYPE B		TYPE C				
								SMOOTHLINED		CORRUGATED										TYPE B	OUTLET	SMOOTHLINED		CORRUGATED		
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	MH	B1-C	B5-C	F	R-3165				LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH	
UNDERDRAIN																										
STA. 101+00.0 RT. TO STA. 103+57.8 RT.																				258'						
STA. 102+37.0 LT. TO STA. 102+98.0, 20.5' LT.																						12"	62'			
STA. 103+02.0 LT. TO STA. 103+58.0 LT.																						15"	56'			
STA. 103+61.8 LT. TO STA. 104+03.0 LT.																						15"	42'			
STA. 103+64.0 RT. TO STA. 106+25.0 RT.																				261'						
STA. 104+07.0 LT. TO STA. 105+48.0 LT.																						15"	141'			
STA. 105+52.0 LT. TO STA. 107+66.0 LT.																						18"	214'			
STA.106+25.0 RT. TO STA. 106+54.0 RT.																					38'					OUTLET PIPE
STA. 107+70.0 LT. TO STA. 108+51.5 LT.																						18"	82'			TIES INTO PROPOSED 48" RCP
STA. 108+54.0 RT. TO STA. 110+50.0 RT.																				196'						TIES INTO PROPOSED 48" RCP
STA. 108+55.5 LT. TO STA. 110+27.2 LT.																						18"	172'			TIES INTO PROPOSED 48" RCP
STA. 110+31.2 LT. TO STA. 112+59.6 LT.																						18"	229'			
STA. 110+50.0 RT. TO STA. 112+83.2 RT.																				234'						
STA. 112+63.6 LT. TO STA. 114+73.0 LT.																						15"	210'			
STA. 112+87.2 RT. TO STA. 115+71.4 RT.																						12"	285'			
STA. 114+77.0 LT. TO STA. 117+37.2 LT.																						15"	261'			
STA. 115+75.4 RT. TO STA. 117+55.5 RT.																						12"	181'			
STA. 117+41.2 LT. TO STA. 118+89.2 LT.																						12"	150'			
STA. 117+59.5 RT. TO STA. 119+48.0 RT.																						12"	189'			
STA. 118+93.2 LT. TO STA. 120+38.0 LT.																						12"	145'			
STA. 119+52.0 RT. TO STA. 121+61.3 RT.																						12"	210'			
STA. 120+42.0 LT. TO STA. 123+50.0 LT.																				308'						
STA. 121+65.3 RT. TO STA. 123+50.0, RT.																				185'						
STA. 123+50.0 LT. TO STA. 126+21.0 LT.																				271'						
STA. 123+50.0 RT. TO STA. 126+28.5 RT.																				279'						
STA. 126+25.0 LT TO STA. 127+63.0 LT																						12"	138'			
STA. 126+32.5 RT. TO STA. 129+17.0 RT.																						12"	285'			
STA. 127+67.0 LT TO STA. 129+18.0, LT.																						12"	152'			
STA. 129+22.0 RT. TO STA. 130+38.0 RT.																						30"	116'			
STA. 129+22.0 LT TO STA. 131+08.0, LT.																						12"	186'			
STA. 130+42.0 RT TO STA. 131+61.5, RT.																						30"	120'			
STA. 131+15.0 LT TO STA. 131+90.5, LT.																				76'						
STA. 131+68.5 RT TO STA. 133+73.0, RT.																						15"	205'			
STA. 131+94.5 LT TO STA. 134+98.0, LT.																						24"	304'			
STA. 133+77.2 RT. TO STA. 136+62.7 RT.																						15"	286'			
STA. 135+02.0 LT TO STA. 136+80.5 LT.																						24"	179'			
STA. 136+66.7 RT. TO STA. 138+98.0 RT.																						12"	232'			
STA. 137+81.0 LT. TO STA. 139+98.0 LT.																						12"	217'			
STA. 139+02.0 RT. TO STA. 141+23.0 RT.																						12"	221'			
STA. 140+02.0 LT. TO STA. 143+50.0 LT.																				348'						
STA. 141+27.0 RT. TO STA. 145+00.0 RT.																				373'						
STA. 143+50.0 LT. TO STA. 144+79.8 LT.																				130'						
STA. 144+83.8 LT. TO STA. 146+48.0 LT.																						12"	164'			
STA. 145+00.0 RT. TO STA. 147+54.9 RT.																				255'						
STA. 146+52.0 LT. TO STA. 147+60.5 LT.																						18"	109'			
STA. 147+64.5 LT. TO STA. 148+17.2 LT.																						24"	53'			
STA. 147+54.9 RT. TO STA. 147+74.2 RT.																					28'					45° ELBOW / OUTLET PIPE
STA. 147+87.0 RT. TO STA. 148+11.0 RT.																					35'					45° ELBOW / OUTLET PIPE
STA. 148+11.0 RT. TO STA. 151+50.0 RT.																				339'						
STA. 148+23.2 LT. TO STA. 150+56.0 LT.																						15"	233'			
STA. 150+64.0 LT. TO STA. 152+21.8 LT.																				158'						
STA. 151+50.0 RT. TO STA. 152+18.5 RT.																				68'						
STA. 152+22.5 RT. TO STA. 155+00.0 RT.																				278'						
STORMWATER PLANTERS																										
STA. 103+85.0, 28.0' LT.																										1 EACH
STA. 106+55.0, 29.7' RT.																										1 EACH
STA. 108+15.0, 29.7' RT.																										1 EACH

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER/PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE 4226

P.E. NUMBER

2/21/13
DATE

OLD TOWN
STILLWATER AVE.

DRAINAGE

SHEET NUMBER
10
OF 103

Filename: ...\MSTA\010_Drainage_2.dgn Division: HIGHWAY Username: morin Date:2/22/2013

STATION	CULVERT PIPE											CATCH BASIN AND MANHOLE					PIPE ARCH			UNDERDRAIN						REMARKS
	RCP			CMP		OPTION I		OPTION III												TYPE B		TYPE C				
								SMOOTHLINED		CORRUGATED										TYPE B	OUTLET	SMOOTHLINED		CORRUGATED		
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	MH	B1-C	B5-C	F	R-3165				LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH	
CULVERTS																										
STA. 102+31.0, 25.6' LT. TO STA. 102+33.7, 22.7' LT.								12"	4'																	CONNECT TO EXIST. PIPE INCID. TO ITEM 603.159
STA. 103+00.00, 22.5' LT. TO STA. 103+00.0, 38.6' LT.								12"	17'																	
STA. 103+59.8, 40'.0 LT. TO STA. 103+59.8, 36.0' LT.								12"	4'																	CONNECT TO EXIST. PIPE INCID. TO ITEM 603.159
STA. 103+59.8, 34.0' LT. TO STA. 103+59.8, 21.7' LT.								12"	13'																	REMOVE EXISTING CPP.
STA. 103+59.8, 23.6' RT. TO STA. 103+59.8, 17.2' LT.	12"	41'	III																							
STA. 108+54.0, 48.0' LT. TO STA. 108+52.0, 54.0' RT.	48"	102'	III																							
STA. 112+63.6, 20.3' LT. TO STA. 112+61.6, 30.3' LT.								12"	10'																	
STA. 112+85.2, 29.3' RT. TO STA. 112+85.2, 153.3' RT.								18"	124'																	UNDERDRAIN OUTLET PIPE.
STA. 118+91.0, 39.0' LT. TO STA. 118+91.0, 20.3' LT.								12"	19'																	
STA. 120+40.00, 20.3' LT. TO STA. 120+40.0, 35.0' LT.								12"	15'																	
STA. 127+65.0 , 39.0' LT. TO STA. 127+65.0, 20.3' LT.								12"	19'																	
STA. 129+20.0 16.3' LT. TO STA. 129+20.0, 20.3' RT.	24"	38'	III																							
STA. 129+20.0, 20.3' LT. TO STA. 129+33.0, 36.0' LT.								24"	20'																	
STA. 129+35.0, 38.0' LT. TO STA. 129+75.0, 38.0' LT.						18"	40'																			
STA. 131+10.0, 37.0' LT. TO STA. 131+10.0, 20.5' LT.								12"	17'																	
STA. 131+52.0, 52.0' RT. TO STA. 131+63.7, 26.2' RT.								30"	30'																	UNDERDRAIN OUTLET PIPE.
STA. 131+67.0, 21.3' RT. TO STA. 131+91.4, 16.3' LT.	24"	46'	III																							
STA. 135+00.0, 20.3' LT. TO STA. 135+00.0, 40.0' LT.								12"	20'																	
STA. 136+00.0, 19.5' LT. TO STA. 136+00.0, 36.4' LT.								12"	18'																	CONNECT TO PROP. 24" UD INCIDENTAL TO ITEM 603.159
STA. 136+82.5, 20.3' LT. TO STA. 137+01.9, 57.6' LT.								18"	44'																	
STA. 136+84.5, 18.4' LT. TO STA. 137+77.9, 18.4' LT.								18"	94'																	
STA. 137+62.1, 47.6' LT. TO STA. 137+79.9, 20.3' LT.								18"	36'																	
STA. 144+53.0, 35.0' TO STA. 144+79.8, 18.3' LT.								12"	30'																	
STA. 145+83.0, 19.5' LT. TO STA. 145+83.0, 33.0' LT.								12"	14'																	CONNECT TO PROP. TYPE F CB INCID. TO ITEM 603.159
STA. 146+50.0, 20.0' LT. TO STA. 146+53.0, 34.0' LT.								12"	14'																	
STA. 147+83.5, 43.5' RT. TO STA. 148+20.2, 13.0' LT.	36"	72'	III																							
STA. 148+21.5, 20.7' LT. TO STA. 148+23.3, 24.3' LT.								36"	4'																	CONNECT TO EXIST. CB INCIDENTAL TO ITEM 603.219
STA. 150+62.0, 20.5' LT TO STA. 150+62.0, 36.0' LT								12"	16'																	
STA. 152+20.5, 21.3' RT TO STA. 152+23.8, 16.3' LT	18"	40'	III																							
STA. 152+19.8, 34.2' RT. TO STA. 152+20.5, 25.3' RT.								18"	8'																	CONNECT TO EXIST. CB INCIDENTAL TO ITEM 603.179
STA. 152+25.0, 20.0' LT. TO STA. 152+63.0, 39.0' LT.								18"	44'																	
STA. 153+95.8, 23.0' LT TO STA. 154+04.1, 19.50' LT								12"	8'																	CONNECT TO EXIST. UD INCIDENTAL TO ITEM 603.159

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER/PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3		
REVISIONS 1	JLE	
REVISIONS 2	MSM	
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE 4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

DRAINAGE

SHEET NUMBER
11
OF 103

Filename: ...\MSTA\011_Drainage_3.dgn Division: HIGHWAY Username: morin Date:2/22/2013

Filename: ...\MSTA\012_Boring Logs1.dgn Division: HIGHWAY Username: morin Date:2/22/2013

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine
Boring No.: HB-OT-101
WIN: 14794.00

Driller:	MaineDOT	Elevation (ft.)	
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88
Logged By:	B. Wilder	Rig Type:	CME 45C
Date Start/Finish:	5/11/09-5/11/09	Drilling Method:	Solid Stem Auger
Boring Location:	104+00, 8.0 Lt.	Casing ID/OD:	N/A
Hammer Efficiency Factor:		Hammer Type:	Automatic ☐ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Dia.	Sampler:	Off Flights
Hammer Wt./Fall:	N/A	Core Barrel:	N/A
Water Level*:	None Observed		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test, PP = Pocket Penetrometer; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); S_r = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{ul(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	-0.50		PAVEMENT. 0.50	
								-1.10		Brown, dry, gravelly fine to medium SAND, trace silt. 1.10	
										Bottom of Exploration at 1.10 feet below ground surface.	
										REFUSAL (Boulder ?)	
5											
10											
15											
20											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-OT-101

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine
Boring No.: HB-OT-102
WIN: 14794.00

Driller:	MaineDOT	Elevation (ft.)	
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88
Logged By:	B. Wilder	Rig Type:	CME 45C
Date Start/Finish:	5/11/09-5/11/09	Drilling Method:	Solid Stem Auger
Boring Location:	107+50, 11.0 Lt.	Casing ID/OD:	N/A
Hammer Efficiency Factor:		Hammer Type:	Automatic ☐ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Dia.	Sampler:	Off Flights
Hammer Wt./Fall:	N/A	Core Barrel:	N/A
Water Level*:	None Observed		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test, PP = Pocket Penetrometer; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); S_r = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{ul(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	S1		0.60 - 3.50				SSA	-0.60		PAVEMENT. 0.60	
										Brown, damp, fine to coarse SAND, some gravel, little silt.	GM207248 A-1-b, SM WC=3.3%
								-3.50		Bottom of Exploration at 3.50 feet below ground surface. 3.50	
										REFUSAL	
5											
10											
15											
20											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-OT-102

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine
Boring No.: HB-OT-103
WIN: 14794.00

Driller:	MaineDOT	Elevation (ft.)	
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88
Logged By:	B. Wilder	Rig Type:	CME 45C
Date Start/Finish:	5/11/09-5/11/09	Drilling Method:	Solid Stem Auger
Boring Location:	107+50, 25.0 Lt.	Casing ID/OD:	N/A
Hammer Efficiency Factor:		Hammer Type:	Automatic ☐ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Dia.	Sampler:	Off Flights
Hammer Wt./Fall:	N/A	Core Barrel:	N/A
Water Level*:	None Observed		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test, PP = Pocket Penetrometer; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); S_r = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{ul(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	-0.40		Winter SAND.	
										Brown, damp, fine to coarse SAND, some gravel, trace silt. BS1	
										Bottom of Exploration at 5.00 feet below ground surface. 5.00	
										NO REFUSAL	
5											
10											
15											
20											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-OT-103

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine
Boring No.: HB-OT-104
WIN: 14794.00

Driller:	MaineDOT	Elevation (ft.)	
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88
Logged By:	B. Wilder	Rig Type:	CME 45C
Date Start/Finish:	5/11/09-5/11/09	Drilling Method:	Solid Stem Auger
Boring Location:	112+50, 1.0 Rt.	Casing ID/OD:	N/A
Hammer Efficiency Factor:		Hammer Type:	Automatic ☐ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Dia.	Sampler:	Off Flights
Hammer Wt./Fall:	N/A	Core Barrel:	N/A
Water Level*:	None Observed		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test, PP = Pocket Penetrometer; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); S_r = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{ul(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	PC-1		0.00 - 0.40				SSA	-0.40		PAVEMENT, core taken. 0.40	
								-0.70		Layer of GRAVEL. 0.70	
	S2		1.20 - 2.40					-1.20		CONCRETE. 2.20	GM207249 A-1-b, SM WC=7.4%
	S3		2.40 - 5.00					-2.40		Brown, moist, fine to coarse SAND, little silt, little gravel. 2.40	GM207250 A-4, SM WC=12.0%
										Grey, damp, sandy SILT, little gravel.	
5								-5.00		Bottom of Exploration at 5.00 feet below ground surface. 5.00	
										NO REFUSAL	
10											
15											
20											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-OT-104

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine
Boring No.: HB-OT-105
WIN: 14794.00

Driller:	MaineDOT	Elevation (ft.)	
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88
Logged By:	B. Wilder	Rig Type:	CME 45C
Date Start/Finish:	5/11/09-5/11/09	Drilling Method:	Solid Stem Auger
Boring Location:	112+50, 15.0 Rt.	Casing ID/OD:	N/A
Hammer Efficiency Factor:		Hammer Type:	Automatic ☐ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Dia.	Sampler:	Off Flights
Hammer Wt./Fall:	N/A	Core Barrel:	N/A
Water Level*:	None Observed		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test, PP = Pocket Penetrometer; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); S_r = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{ul(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	-0.30		PAVEMENT. 0.30	
										Brown, moist, gravelly fine to coarse SAND, trace silt. BS2	
								-5.00		Bottom of Exploration at 5.00 feet below ground surface. 5.00	
										NO REFUSAL	
5											
10											
15											
20											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-OT-105

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine
Boring No.: HB-OT-106
WIN: 14794.00

Driller:	MaineDOT	Elevation (ft.)	
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88
Logged By:	B. Wilder	Rig Type:	CME 45C
Date Start/Finish:	5/11/09-5/11/09	Drilling Method:	Solid Stem Auger
Boring Location:	117+50, 7.5 Lt.	Casing ID/OD:	N/A
Hammer Efficiency Factor:		Hammer Type:	Automatic ☐ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Dia.	Sampler:	Off Flights
Hammer Wt./Fall:	N/A	Core Barrel:	N/A
Water Level*:	None Observed		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test, PP = Pocket Penetrometer; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); S_r = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{ul(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	-0.50		PAVEMENT. 0.50	
								-0.70		Layer of GRAVEL. 0.70	
								-1.20		CONCRETE. 1.20	
										Brown, moist, gravelly fine to coarse SAND, trace silt. BS2	
	S4		3.80 - 5.00					-3.80		Brown, moist, SILT, some sand, little gravel. 3.80	GM207196 A-4, ML WC=13.0%
								-5.00		Bottom of Exploration at 5.00 feet below ground surface. 5.00	
										NO REFUSAL	
5											
10											
15											
20											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-OT-106

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine
Boring No.: HB-OT-107
WIN: 14794.00

Driller:	MaineDOT	Elevation (ft.)	
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88
Logged By:	B. Wilder	Rig Type:	CME 45C
Date Start/Finish:	5/11/09-5/11/09	Drilling Method:	Solid Stem Auger
Boring Location:	117+50, 16.0 Lt.	Casing ID/OD:	N/A
Hammer Efficiency Factor:		Hammer Type:	Automatic ☐ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Dia.	Sampler:	Off Flights
Hammer Wt./Fall:	N/A	Core Barrel:	N/A
Water Level*:	None Observed		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test, PP = Pocket Penetrometer; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); S_r = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{ul(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	S5		0.10 - 3.50				SSA	-0.10		PAVEMENT. 0.10	
										Brown, wet, gravelly fine to coarse SAND, little silt.	
								-3.50		Brown, moist, silty, fine to medium SAND, trace fine gravel. BS4 3.50	
								-5.00		Bottom of Exploration at 5.00 feet below ground surface. 5.00	
										NO REFUSAL	
5											
10											
15											
20											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-OT-107

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine
Boring No.: HB-OT-108
WIN: 14794.00

Driller:	MaineDOT	Elevation (ft.)	
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88
Logged By:	B. Wilder	Rig Type:	CME 45C
Date Start/Finish:	5/11/09-5/11/09	Drilling Method:	Solid Stem Auger
Boring Location:	122+50, 7.0 Lt.	Casing ID/OD:	N/A
Hammer Efficiency Factor:		Hammer Type:	Automatic ☐ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Dia.	Sampler:	Off Flights
Hammer Wt./Fall:	N/A	Core Barrel:	N/A
Water Level*:	None Observed		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test, PP = Pocket Penetrometer; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); S_r = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{ul(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	-0.40		PAVEMENT. 0.40	
								-0.70		Layer of Brown GRAVEL. 0.70	
								-1.10		CONCRETE. 1.10	
								-2.20		Brown, moist, gravelly fine to coarse SAND, trace silt. BS2 2.20	
										Brown, wet, gravelly fine to coarse SAND, little silt. BS3	
5								-5.00		Bottom of Exploration at 5.00 feet below ground surface. 5.00	
										NO REFUSAL	
10											
15											
20											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-OT-108

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	T. WHITE	OCT 2012
CHECKED-REVIEWED	K. GROSS	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

OLD TOWN
STILLWATER AVE./ROUTE 2A

BORING LOGS

SHEET NUMBER
12
OF 103

Filename: ...\MSTA\013_Boring Logs2.dgn Division: HIGHWAY Username: morin Date:2/22/2013

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine
Boring No.: HB-OT-109
WIN: 14794.00

Driller:	MaineDOT	Elevation (ft.)	
Auger ID/OD:	5" Dia.		
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88
Sampler:	Off Flights		
Logged By:	B. Wilder	Rig Type:	CME 45C
Hammer Wt./Fall:	N/A		
Date Start/Finish:	5/11/09-5/11/09	Drilling Method:	Solid Stem Auger
Core Barrel:	N/A		
Boring Location:	122+50, 16.0 Lt.	Casing ID/OD:	N/A
Water Level*:	None Observed		
Hammer Efficiency Factor:		Hammer Type:	Automatic ☐ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{u(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	-0.10	PAVEMENT. 0.10	
								-1.00	Brown, moist, silty fine to medium SAND, trace fine gravel. BS4 1.00	
									Brown, wet, gravelly fine to coarse SAND, little silt. BS5 5.00	
5								-5.00	Bottom of Exploration at 5.00 feet below ground surface.	
10									NO REFUSAL	
15										
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-OT-109

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine
Boring No.: HB-OT-110
WIN: 14794.00

Driller:	MaineDOT	Elevation (ft.)	
Auger ID/OD:	5" Dia.		
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88
Sampler:	Off Flights		
Logged By:	B. Wilder	Rig Type:	CME 45C
Hammer Wt./Fall:	N/A		
Date Start/Finish:	5/11/09-5/11/09	Drilling Method:	Solid Stem Auger
Core Barrel:	N/A		
Boring Location:	121+50, 2.0 Rt.	Casing ID/OD:	N/A
Water Level*:	None Observed		
Hammer Efficiency Factor:		Hammer Type:	Automatic ☐ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{u(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	-0.40	PAVEMENT. 0.40	
								-0.70	Layer of Brown GRAVEL. 0.70	
								-1.10	CONCRETE. 1.10	
	S6		2.10 - 5.00					-2.10	Brown, moist, silty fine to medium SAND, trace fine gravel. BS4 2.10	
									Dark grey, wet, SAND, some gravel, some silt. 5.00	G#207197 A-1-b; SM WC=39.5%
5								-5.00	Bottom of Exploration at 5.00 feet below ground surface.	
10									NO REFUSAL	
15										
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-OT-110

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine
Boring No.: HB-OT-111
WIN: 14794.00

Driller:	MaineDOT	Elevation (ft.)	
Auger ID/OD:	5" Dia.		
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88
Sampler:	Off Flights		
Logged By:	B. Wilder	Rig Type:	CME 45C
Hammer Wt./Fall:	N/A		
Date Start/Finish:	5/11/09-5/11/09	Drilling Method:	Solid Stem Auger
Core Barrel:	N/A		
Boring Location:	121+50, 15.0 Rt.	Casing ID/OD:	N/A
Water Level*:	None Observed		
Hammer Efficiency Factor:		Hammer Type:	Automatic ☐ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{u(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	-0.20	PAVEMENT. 0.20	
									Brown, moist, silty fine to medium SAND, trace fine gravel. BS4 3.00	
									Dark grey, wet, SILT, trace fine sand. BS6 5.00	
5								-5.00	Bottom of Exploration at 5.00 feet below ground surface.	
10									NO REFUSAL	
15										
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-OT-111

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine
Boring No.: HB-OT-112
WIN: 14794.00

Driller:	MaineDOT	Elevation (ft.)	
Auger ID/OD:	5" Dia.		
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88
Sampler:	Off Flights		
Logged By:	B. Wilder	Rig Type:	CME 45C
Hammer Wt./Fall:	N/A		
Date Start/Finish:	5/11/09-5/11/09	Drilling Method:	Solid Stem Auger
Core Barrel:	N/A		
Boring Location:	132+00, 7.0 Lt.	Casing ID/OD:	N/A
Water Level*:	None Observed		
Hammer Efficiency Factor:		Hammer Type:	Automatic ☐ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{u(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	-0.40	PAVEMENT. 0.40	
								-0.70	Layer of GRAVEL. 0.70	
								-1.10	CONCRETE. 1.10	
	S7		2.70 - 5.00					-2.70	Brown, moist, silty fine to medium SAND, trace fine gravel. BS4 2.70	
									Olive-grey, moist, SILT, trace fine sand. 5.00	
5								-5.00	Bottom of Exploration at 5.00 feet below ground surface.	
10									NO REFUSAL	
15										
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-OT-112

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine
Boring No.: HB-OT-113
WIN: 14794.00

Driller:	MaineDOT	Elevation (ft.)	
Auger ID/OD:	5" Dia.		
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88
Sampler:	Off Flights		
Logged By:	B. Wilder	Rig Type:	CME 45C
Hammer Wt./Fall:	N/A		
Date Start/Finish:	5/11/09-5/11/09	Drilling Method:	Solid Stem Auger
Core Barrel:	N/A		
Boring Location:	132+00, 16.0 Lt.	Casing ID/OD:	N/A
Water Level*:	None Observed		
Hammer Efficiency Factor:		Hammer Type:	Automatic ☐ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{u(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	-0.10	PAVEMENT. 0.10	
									Brown, moist, silty fine to medium SAND, trace fine gravel. BS4	
								-2.60	Dark grey, wet, SILT, trace fine sand. BS6 2.60	
5								-5.00	Bottom of Exploration at 5.00 feet below ground surface.	
10									NO REFUSAL	
15										
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-OT-113

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine
Boring No.: HB-OT-114
WIN: 14794.00

Driller:	MaineDOT	Elevation (ft.)	
Auger ID/OD:	5" Dia.		
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88
Sampler:	Off Flights		
Logged By:	B. Wilder	Rig Type:	CME 45C
Hammer Wt./Fall:	N/A		
Date Start/Finish:	5/11/09-5/11/09	Drilling Method:	Solid Stem Auger
Core Barrel:	N/A		
Boring Location:	137+50, 2.0 Rt.	Casing ID/OD:	N/A
Water Level*:	None Observed		
Hammer Efficiency Factor:		Hammer Type:	Automatic ☐ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{u(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	-0.40	PAVEMENT. 0.40	
								-0.70	Layer of GRAVEL. 0.70	
								-1.20	CONCRETE. 1.20	
	S8		1.20 - 2.80					-2.80	Brown, damp, fine to coarse SAND, some silt, little gravel. 2.80	G#207198 A-1-b; SM WC=6.5%
									Olive-grey, moist, SILT, trace fine sand. BS7 5.00	
5								-5.00	Bottom of Exploration at 5.00 feet below ground surface.	
10									NO REFUSAL	
15										
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-OT-114

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine
Boring No.: HB-OT-115
WIN: 14794.00

Driller:	MaineDOT	Elevation (ft.)	
Auger ID/OD:	5" Dia.		
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88
Sampler:	Off Flights		
Logged By:	B. Wilder	Rig Type:	CME 45C
Hammer Wt./Fall:	N/A		
Date Start/Finish:	5/11/09-5/11/09	Drilling Method:	Solid Stem Auger
Core Barrel:	N/A		
Boring Location:	137+50, 16.5 Rt.	Casing ID/OD:	N/A
Water Level*:	None Observed		
Hammer Efficiency Factor:		Hammer Type:	Automatic ☐ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{u(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	-0.30	PAVEMENT. 0.30	
									Brown, damp, fine to coarse SAND, some gravel, trace silt. BS8	
								-3.30	Olive-grey, moist, SILT, trace fine sand. BS7 5.00	
5								-5.00	Bottom of Exploration at 5.00 feet below ground surface.	
10									NO REFUSAL	
15										
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-OT-115

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine
Boring No.: HB-OT-116
WIN: 14794.00

Driller:	MaineDOT	Elevation (ft.)	
Auger ID/OD:	5" Dia.		
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88
Sampler:	Off Flights		
Logged By:	B. Wilder	Rig Type:	CME 45C
Hammer Wt./Fall:	N/A		
Date Start/Finish:	5/11/09-5/11/09	Drilling Method:	Solid Stem Auger
Core Barrel:	N/A		
Boring Location:	142+00, 7.0 Lt.	Casing ID/OD:	N/A
Water Level*:	None Observed		
Hammer Efficiency Factor:		Hammer Type:	Automatic ☐ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{u(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	-0.40	PAVEMENT. 0.40	
								-0.70	Layer of GRAVEL. 0.70	
								-1.10	CONCRETE. 1.10	
									Brown, damp, fine to coarse SAND, some gravel, trace silt. BS8	
5								-5.00	Bottom of Exploration at 5.00 feet below ground surface.	
10									NO REFUSAL	
15										
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

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Page 1 of 1 — Boring No.: HB-OT-116

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	T. WHITE	OCT 2012
CHECKED-REVIEWED	K. GROSS	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

OLD TOWN
STILLWATER AVE./ROUTE 2A

BORING LOGS

SHEET NUMBER
13
OF 103

Filename: ...\MSTA\014_Boring Logs3.dgn Division: HIGHWAY Username: morin Date:2/22/2013

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine

Boring No.: HB-OT-117
WIN: 14794.00

Driller: MaineDOT	Elevation (ft.)	Auger ID/OD:	5" Dia.
Operator: E. Giguere/C. Giles	Datum: NAVD 88	Sampler:	Off Flights
Logged By: B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish: 5/11/09-5/11/09	Drilling Method: Solid Stem Auger	Core Barrel:	N/A
Boring Location: 142+00. 16.0 Lt.	Casing ID/OD: N/A	Water Level*:	None Observed

Hammer Efficiency Factor: Hammer Type: Automatic ☐ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
MDH = weight of 140lb. hammer
MOC = weight of rods or casing
MOP = Weight of one person
S_v = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Uncorrected Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
$S_{v(lab)}$ = Lab Vane Shear Strength (psf)
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in. Shear Strength (psf) or RQD (%))	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	-0.20	PAVEMENT. 0.20	
								-1.70	Brown, damp, fine to coarse SAND, some gravel, trace silt, BS8 1.70	
									Olive-grey, moist, SILT, trace fine sand, BS7	
5								-5.00	Bottom of Exploration at 5.00 feet below ground surface. 5.00	
									NO REFUSAL	
10										
15										
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

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Page 1 of 1
Boring No.: HB-OT-117

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine

Boring No.: HB-OT-118
WIN: 14794.00

Driller: MaineDOT	Elevation (ft.)	Auger ID/OD:	5" Dia.
Operator: E. Giguere/C. Giles	Datum: NAVD 88	Sampler:	Off Flights
Logged By: B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish: 5/11/09-5/11/09	Drilling Method: Solid Stem Auger	Core Barrel:	N/A
Boring Location: 147+00. 3.0 Rt.	Casing ID/OD: N/A	Water Level*:	None Observed

Hammer Efficiency Factor: Hammer Type: Automatic ☐ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
MDH = weight of 140lb. hammer
MOC = weight of rods or casing
MOP = Weight of one person
S_v = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Uncorrected Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
$S_{v(lab)}$ = Lab Vane Shear Strength (psf)
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in. Shear Strength (psf) or RQD (%))	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	-0.40	PAVEMENT. 0.40	
								-0.70	Layer of GRAVEL. 0.70	
								-1.10	CONCRETE. 1.10	
								-2.40	Brown, damp, fine to coarse SAND, some gravel, trace silt, BS8 2.40	
									Olive-grey, moist, SILT, trace fine sand, BS7	
5								-5.00	Bottom of Exploration at 5.00 feet below ground surface. 5.00	
									NO REFUSAL	
10										
15										
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

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Page 1 of 1
Boring No.: HB-OT-118

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine

Boring No.: HB-OT-119
WIN: 14794.00

Driller: MaineDOT	Elevation (ft.)	Auger ID/OD:	5" Dia.
Operator: E. Giguere/C. Giles	Datum: NAVD 88	Sampler:	Off Flights
Logged By: B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish: 5/11/09-5/11/09	Drilling Method: Solid Stem Auger	Core Barrel:	N/A
Boring Location: 147+00. 16.0 Rt.	Casing ID/OD: N/A	Water Level*:	None Observed

Hammer Efficiency Factor: Hammer Type: Automatic ☐ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
MDH = weight of 140lb. hammer
MOC = weight of rods or casing
MOP = Weight of one person
S_v = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Uncorrected Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
$S_{v(lab)}$ = Lab Vane Shear Strength (psf)
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in. Shear Strength (psf) or RQD (%))	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	-0.20	PAVEMENT. 0.20	
								-1.80	Brown, damp, fine to coarse SAND, some gravel, trace silt, BS8 1.80	
									Olive-grey, moist, SILT, trace fine sand, BS7	
5								-5.00	Bottom of Exploration at 5.00 feet below ground surface. 5.00	
									NO REFUSAL	
10										
15										
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-OT-119

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

Project: Stillwater Avenue/US Route 2A
Location: Old Town, Maine

Boring No.: HB-OT-120
WIN: 14794.00

Driller: MaineDOT	Elevation (ft.)	Auger ID/OD:	5" Dia.
Operator: E. Giguere/C. Giles	Datum: NAVD 88	Sampler:	Off Flights
Logged By: B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish: 5/11/09-5/11/09	Drilling Method: Solid Stem Auger	Core Barrel:	N/A
Boring Location: 151+50. 8.0 Lt.	Casing ID/OD: N/A	Water Level*:	None Observed

Hammer Efficiency Factor: Hammer Type: Automatic ☐ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
MDH = weight of 140lb. hammer
MOC = weight of rods or casing
MOP = Weight of one person
S_v = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Uncorrected Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
$S_{v(lab)}$ = Lab Vane Shear Strength (psf)
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in. Shear Strength (psf) or RQD (%))	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	-0.40	PAVEMENT. 0.40	
								-0.70	Layer of GRAVEL. 0.70	
								-1.10	CONCRETE. 1.10	
	S9		1.10 - 2.90						Brown, damp, fine to coarse SAND, some silt, little gravel.	CM207199 A-2-4, SM WC=7.4%
								-2.90	Grey, wet, silty SAND, trace gravel. 2.90	
	S10		2.90 - 5.00							CM207200 A-4, SM WC=20.3%
5								-5.00	Bottom of Exploration at 5.00 feet below ground surface. 5.00	
									NO REFUSAL	
10										
15										
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-OT-120

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	K.GROSS	T.WHITE	OCT 2012
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

OLD TOWN
STILLWATER AVE./ROUTE 2A

BORING LOGS

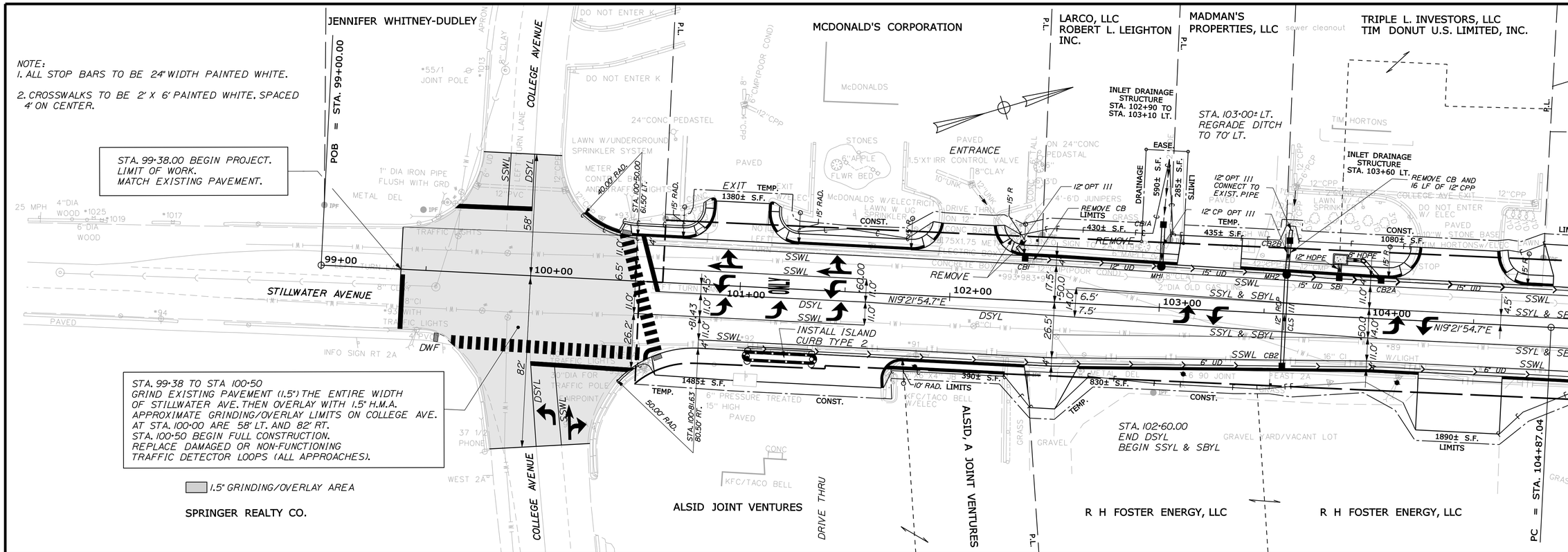
SHEET NUMBER
14
OF 103

NOTE:
1. ALL STOP BARS TO BE 24" WIDTH PAINTED WHITE.
2. CROSSWALKS TO BE 2' X 6' PAINTED WHITE. SPACED 4' ON CENTER.

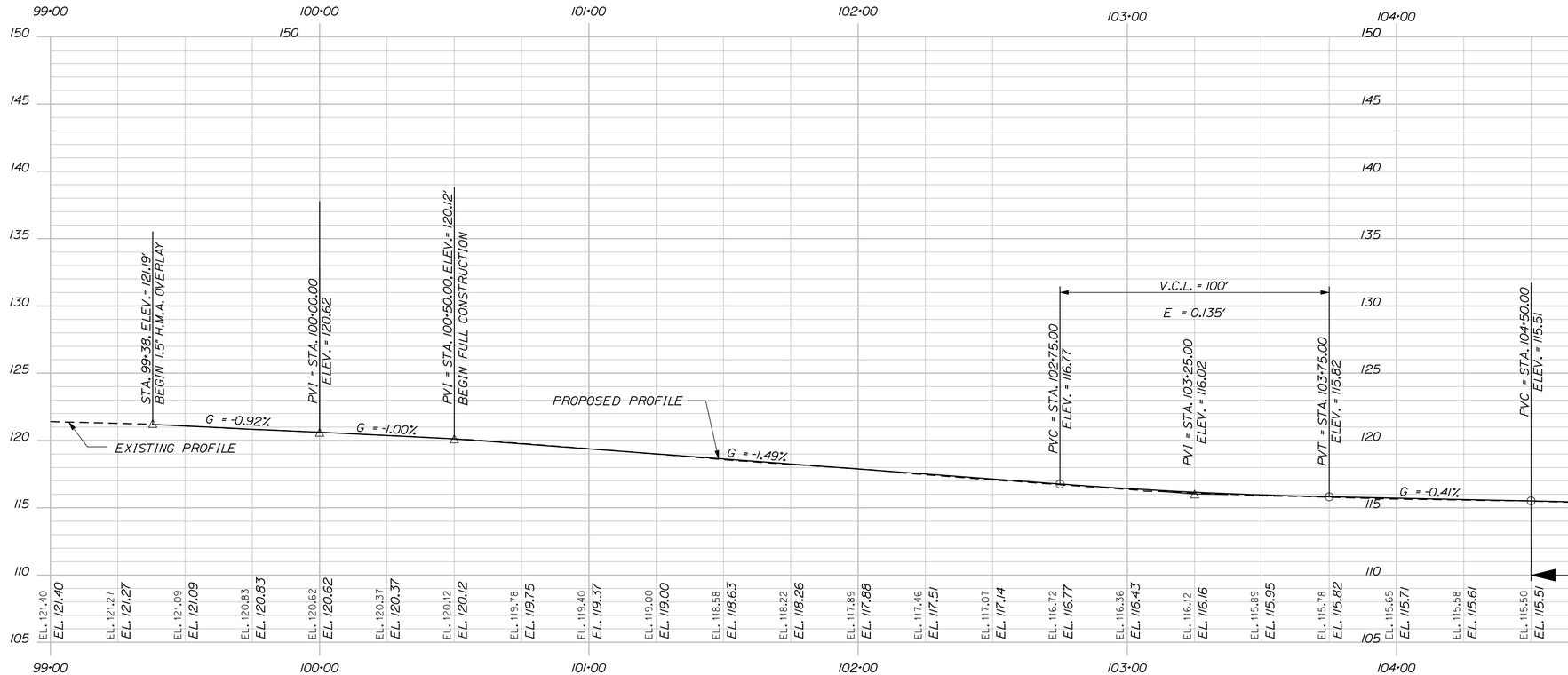
STA. 99+38.00 BEGIN PROJECT.
LIMIT OF WORK.
MATCH EXISTING PAVEMENT.

STA. 99+38 TO STA 100+50
GRIND EXISTING PAVEMENT (1.5") THE ENTIRE WIDTH OF STILLWATER AVE. THEN OVERLAY WITH 1.5" H.M.A.
APPROXIMATE GRINDING/OVERLAY LIMITS ON COLLEGE AVE. AT STA. 100+00 ARE 58' LT. AND 82' RT.
STA. 100+50 BEGIN FULL CONSTRUCTION.
REPLACE DAMAGED OR NON-FUNCTIONING TRAFFIC DETECTOR LOOPS (ALL APPROACHES).

1.5" GRINDING/OVERLAY AREA



SSWL = 4" SINGLE SOLID WHITE LINE
DSYL = 4" DOUBLE SOLID YELLOW LINE
SSYL = 4" SINGLE SOLID YELLOW LINE
SBYL = 4" SINGLE BROKEN YELLOW LINE



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/2013
CHECKED-REVIEWED	ALG	2/21/2013
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE
4226
P.E. NUMBER
2/21/2013
DATE

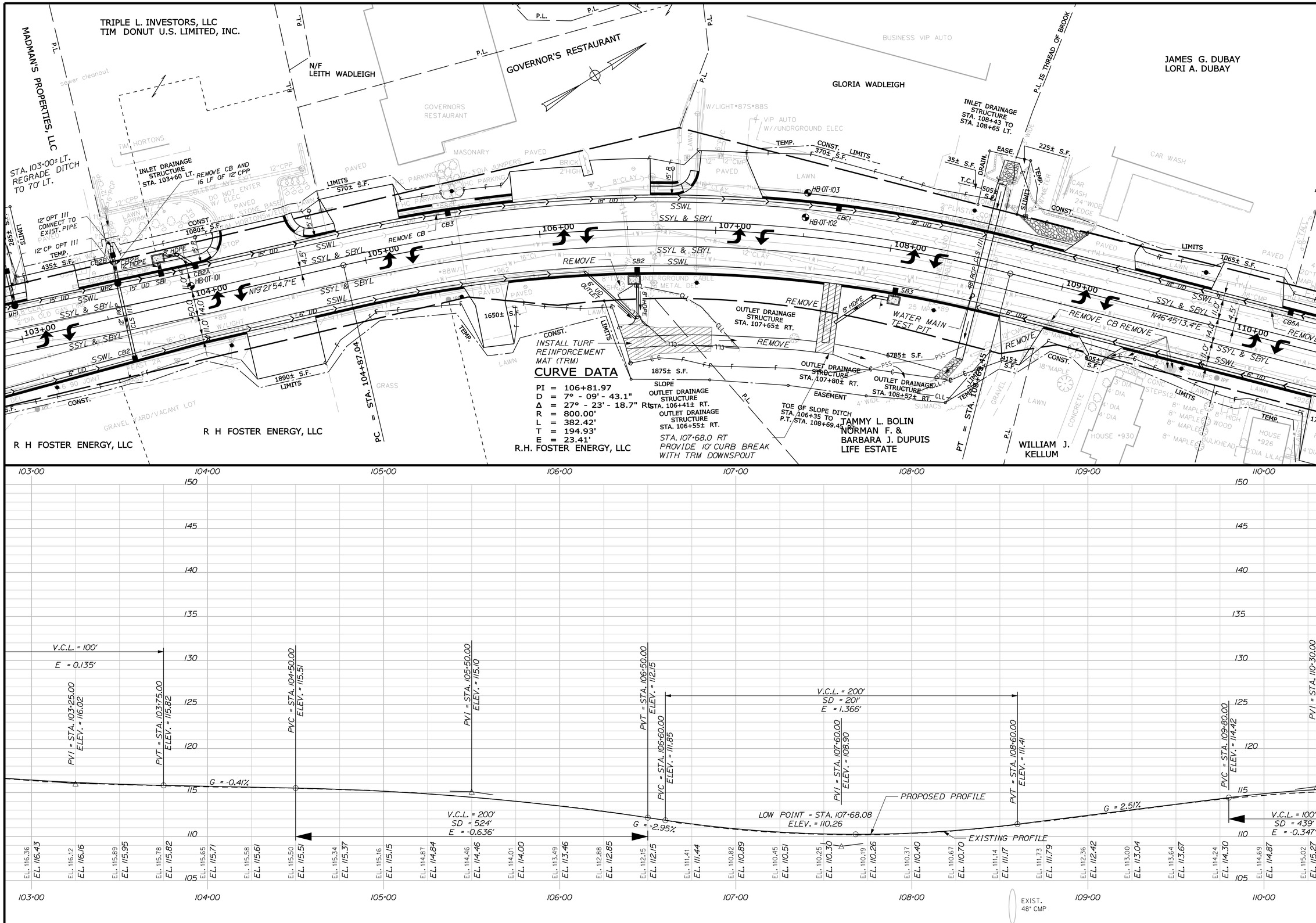
OLD TOWN STILLWATER AVE.

PLANS

SHEET NUMBER
15
OF 103

STA. 100+50 TO STA. 104+00

Filename: ...\HIGHWAY\MSTA\015_HDPlan1.dgn Division: HIGHWAY Username: morin Date:2/22/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE
4226

P.E. NUMBER
2/21/13

DATE

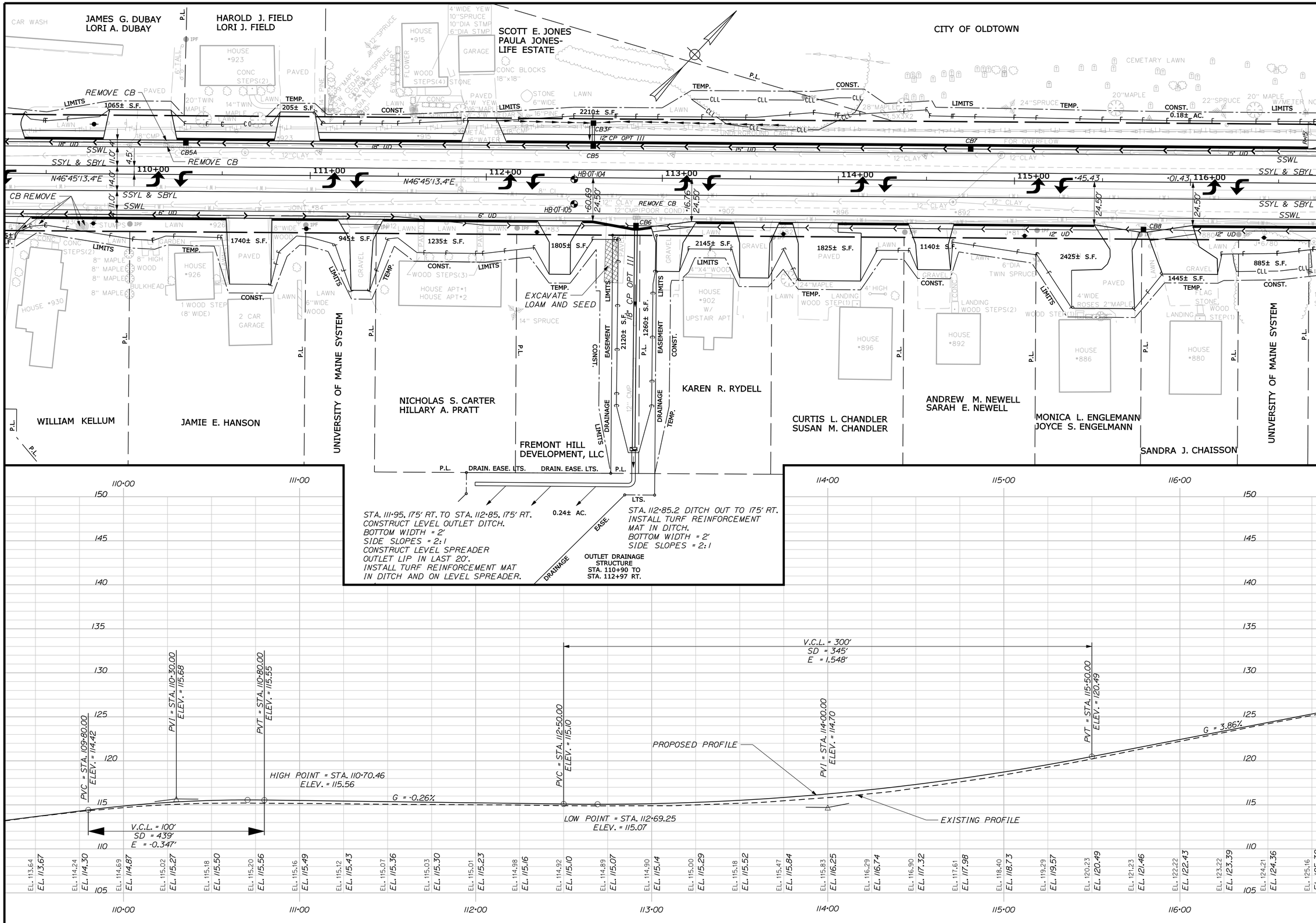
OLD TOWN STILLWATER AVE.

PLANS

SHEET NUMBER
16
OF 103

STA. 104+00 TO STA. 110+00

Filename: ...\HIGHWAY\MSTA\016_HDPlan2.dgn Division: HIGHWAY Username: morin Date:2/22/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE 4226

P.E. NUMBER

2/21/13

DATE

OLD TOWN STILLWATER AVE.

PLANS

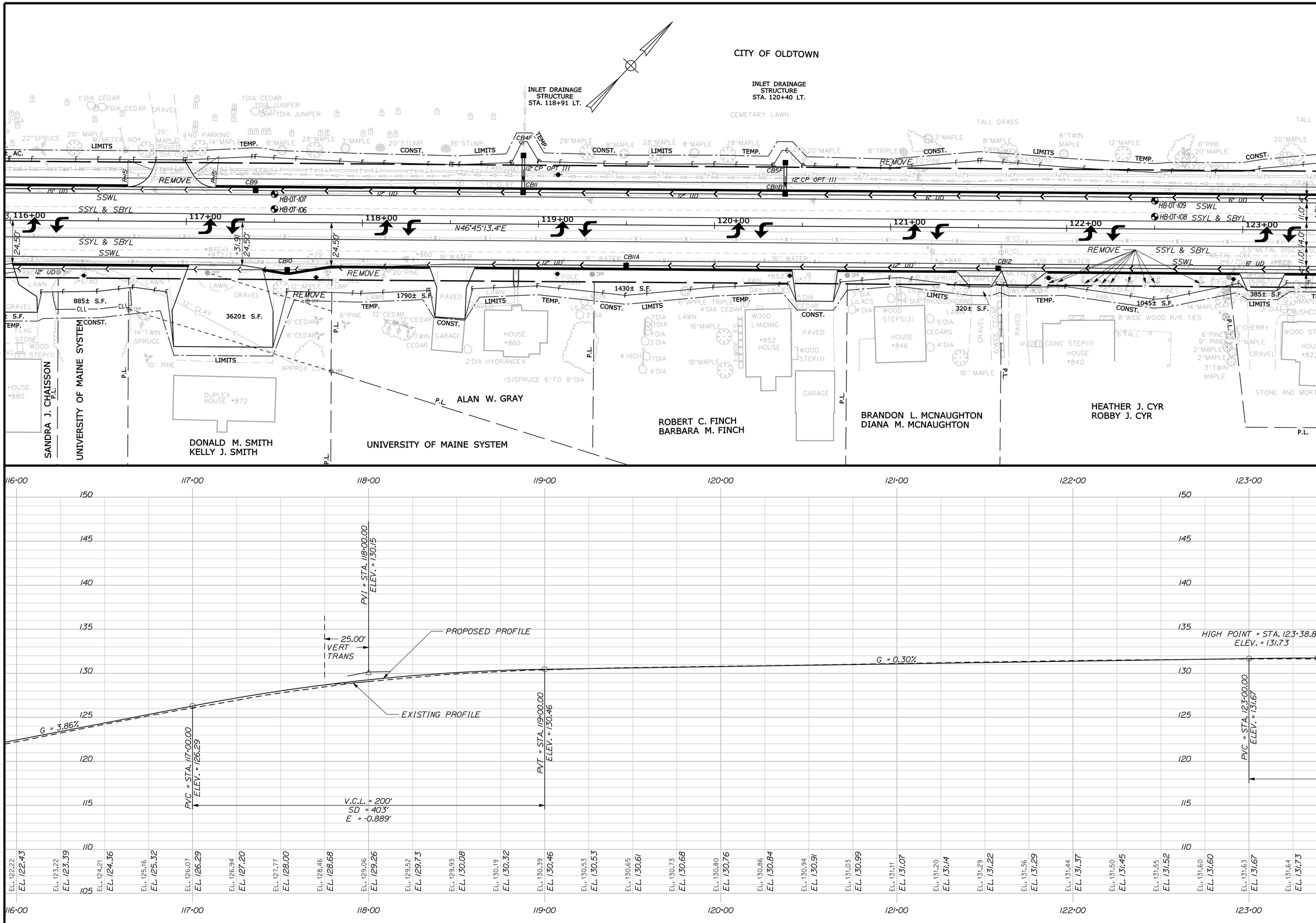
SHEET NUMBER

17

OF 103

STA. 110+00 TO STA. 116+50

Date:2/22/2013 Username: morin Division: HIGHWAY Filename: ...\HIGHWAY\MSTA\017_HDPlan3.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE 4226

P.E. NUMBER

2/21/13

DATE

OLD TOWN
STILLWATER AVE.

PLANS

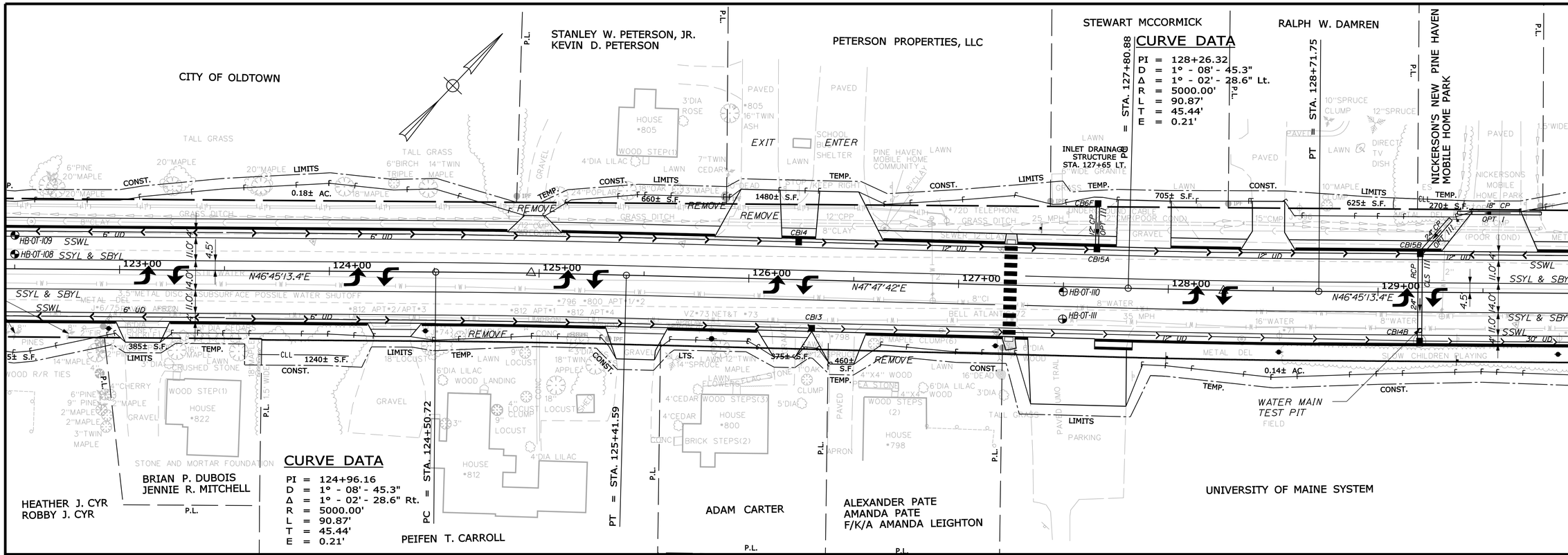
SHEET NUMBER

18

OF 103

STA. 116+50 TO STA. 123+00

Filename: ...\HIGHWAY\MSTA\018_HDPlan4.dgn Division: HIGHWAY Username: morin Date:2/22/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

SIGNATURE 4226

P.E. NUMBER 2/21/13

DATE

	BY	DATE
PROJ. MANAGER: PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

OLD TOWN
STILLWATER AVE.

PLANS

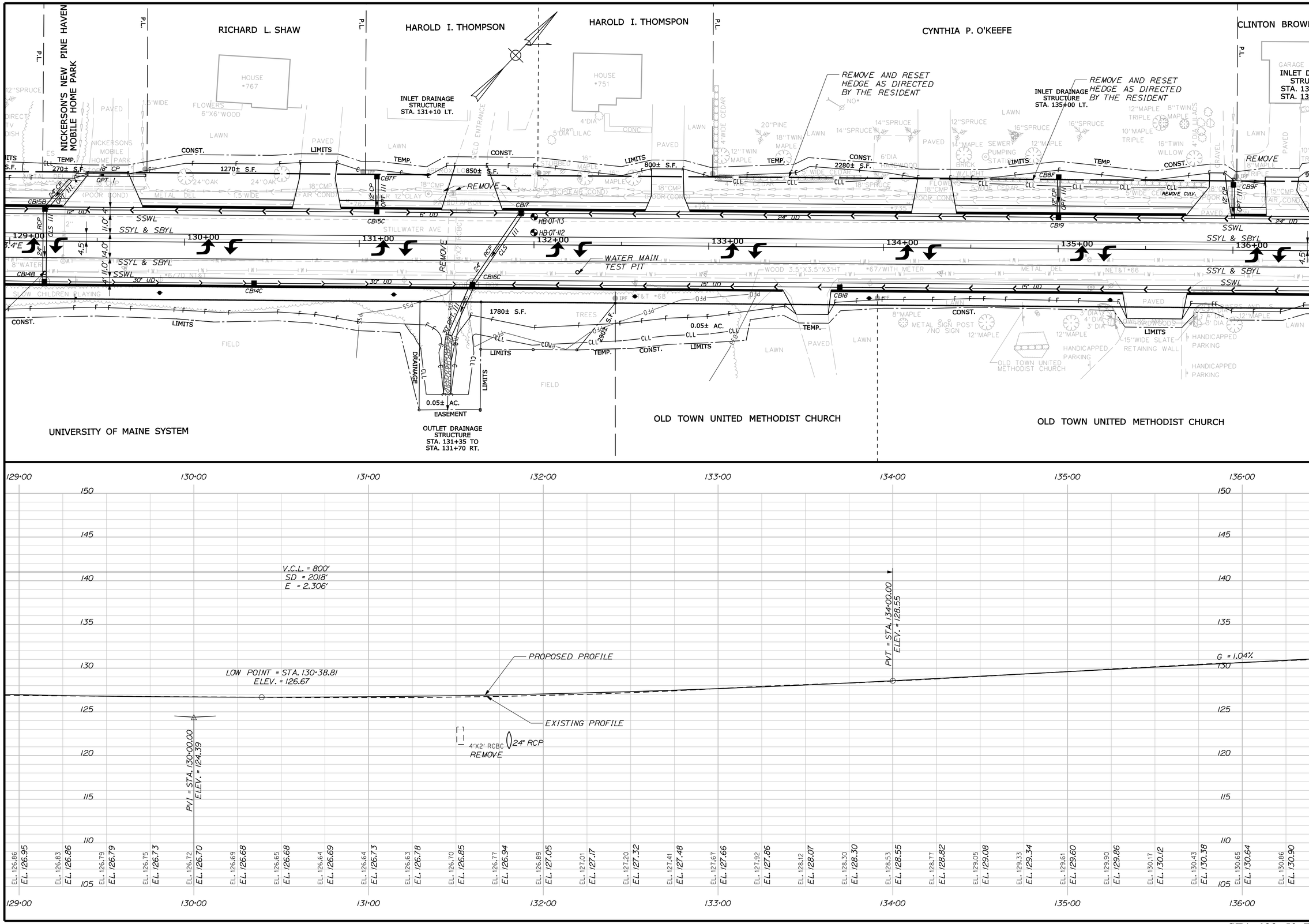
SHEET NUMBER

19

OF 103

STA. 123+00 TO STA. 129+50

Filename: ...\HIGHWAY\MSTA\019_HDPlan5.dgn Division: HIGHWAY Username: morin Date:2/22/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

SIGNATURE 4226

P.E. NUMBER 2/21/13

DATE

		BY	DATE
PROJ. MANAGER: PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OLD TOWN
STILLWATER AVE.

PLANS

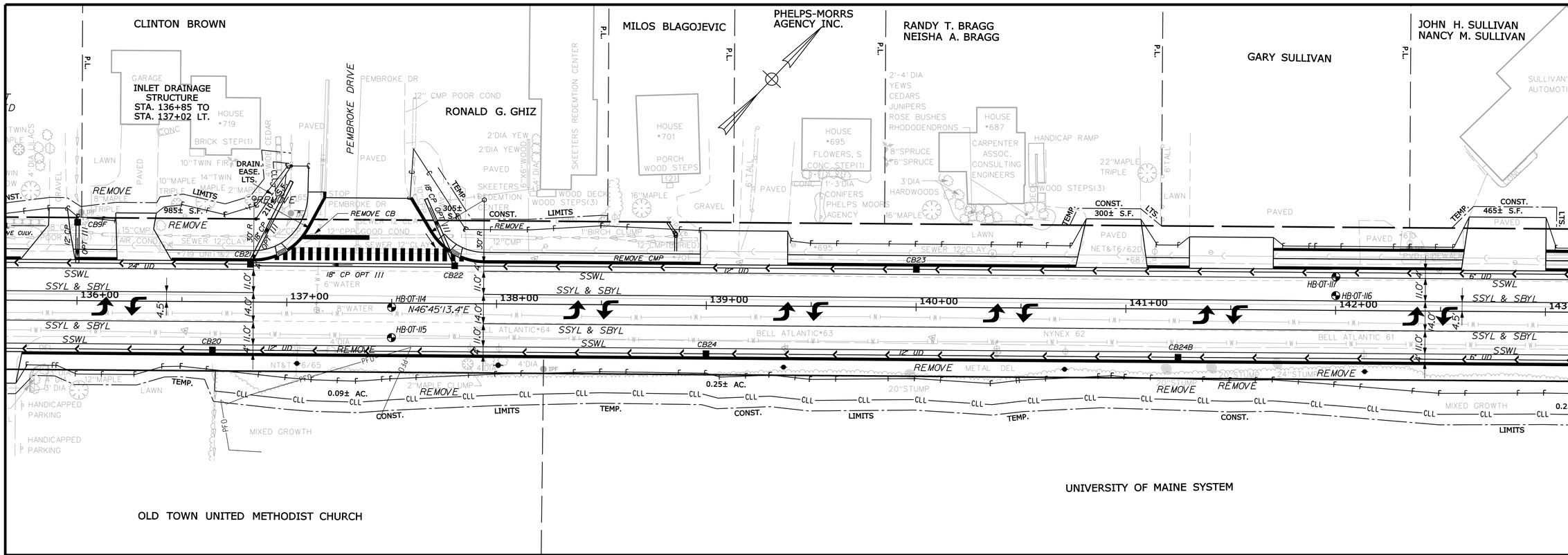
SHEET NUMBER

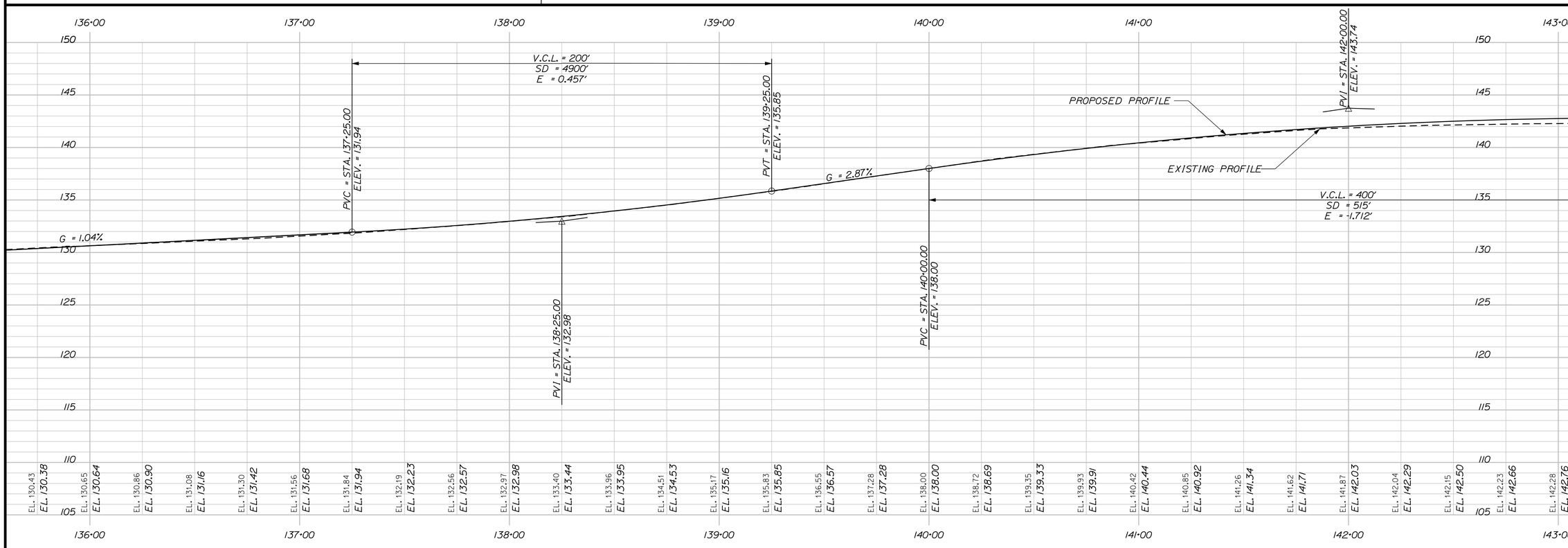
20

OF 103

STA. 129+50 TO STA. 136+00

Filename: ...\HIGHWAY\MSTA\020_HDPlan6.dgn Division: HIGHWAY Username: morin Date:2/22/2013





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	JLE	
REVISIONS 1	MSM	
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE 4226

P.E. NUMBER

2/21/13

DATE

OLD TOWN STILLWATER AVE.

PLANS

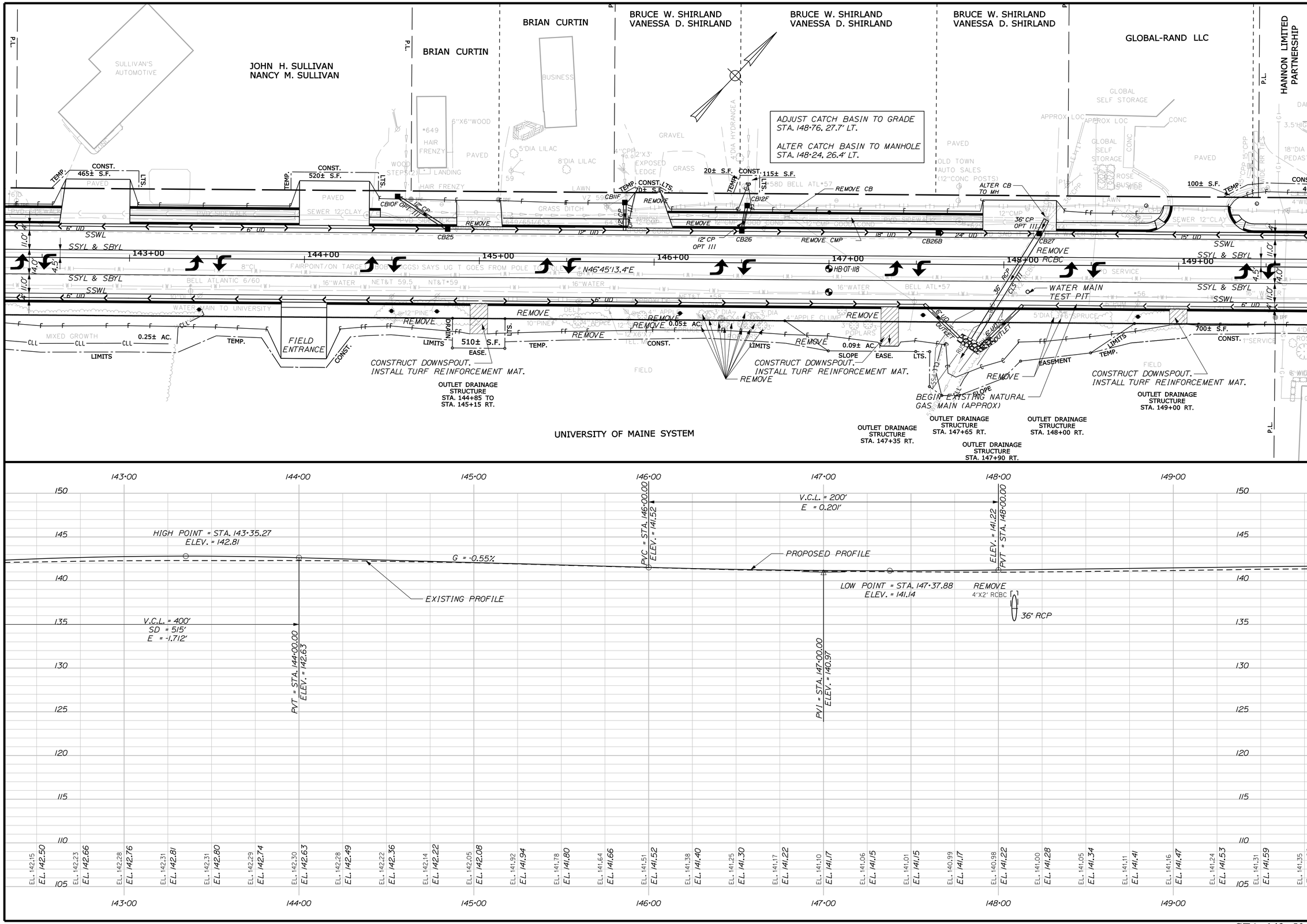
SHEET NUMBER

21

OF 103

STA. 136+00 TO STA. 142+50

Filename: ...\HIGHWAY\MSTA\021_HDPlan7.dgn Division: HIGHWAY Username: morin Date:2/22/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

SIGNATURE	4226	
P.E. NUMBER		
DATE	2/21/13	

		BY	DATE
PROJ. MANAGER	PAUL MACDONALD		
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	RCL	ALG	2/21/13
DESIGN2-DETAILED2	ALG	JLE	
DESIGN3-DETAILED3	JLE	MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OLD TOWN STILLWATER AVE.

PLANS

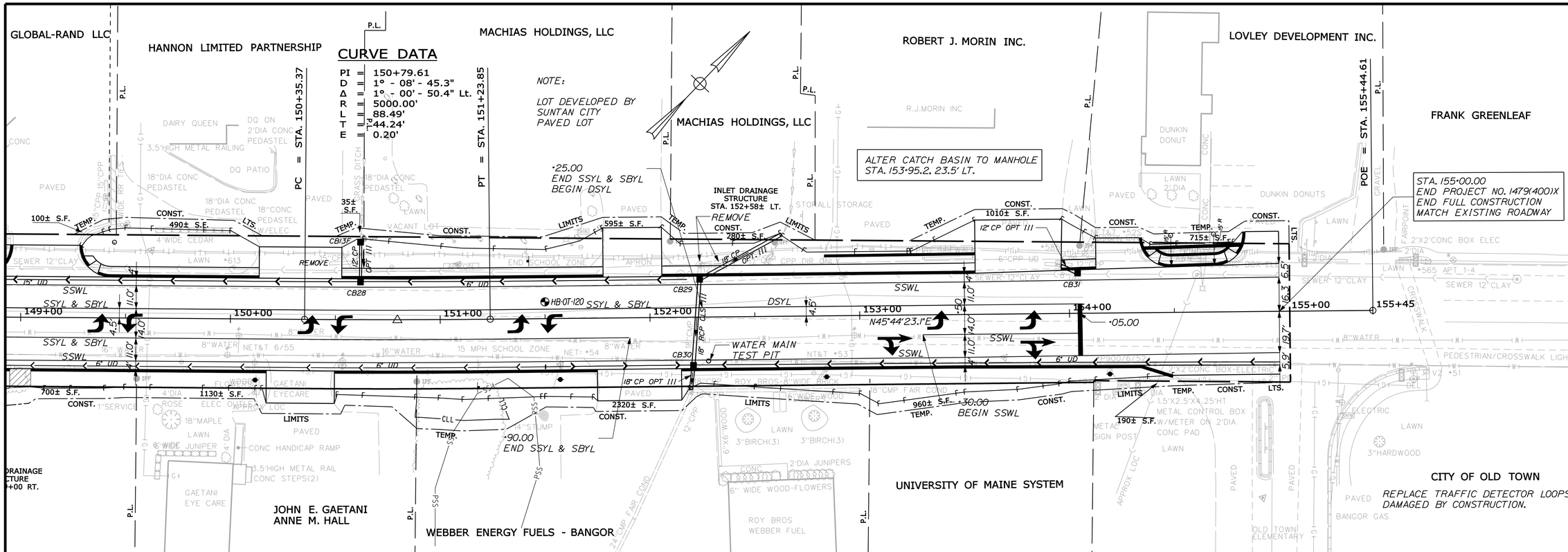
SHEET NUMBER

22

OF 103

STA. 142+50 TO STA. 149+00

Filename: ...\HIGHWAY\MSTA\022_HDPlan8.dgn Division: HIGHWAY Username: morin Date:2/22/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

SIGNATURE 4226

P.E. NUMBER 2/21/13

DATE

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

OLD TOWN
STILLWATER AVE.

PLANS

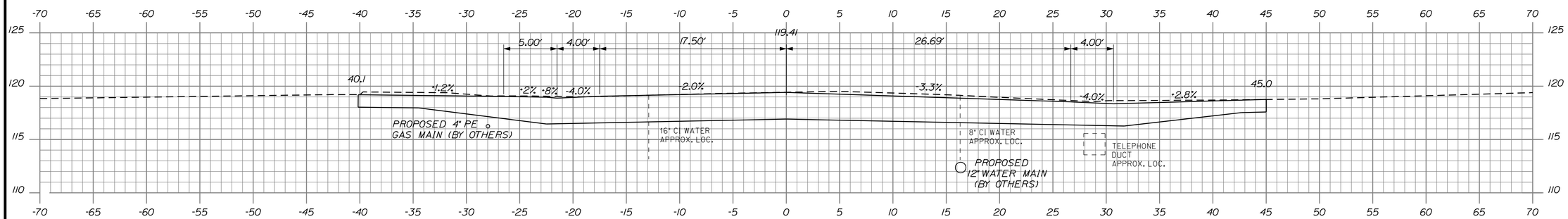
SHEET NUMBER

23

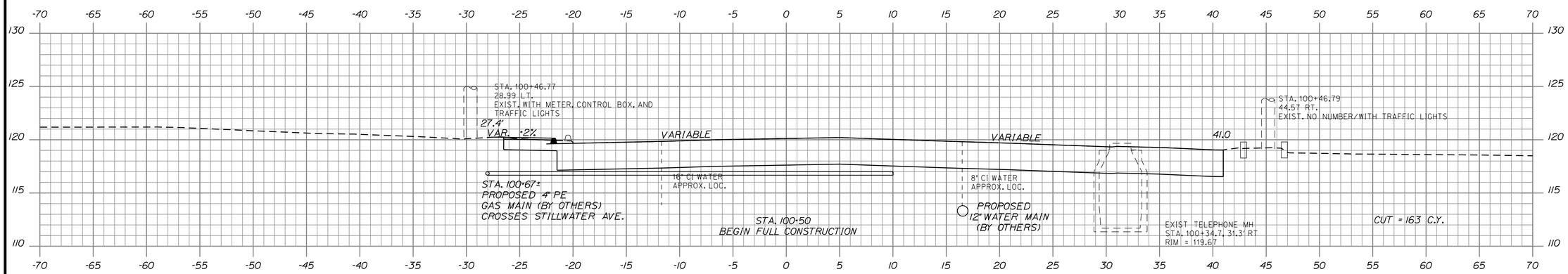
OF 103

STA. 149+00 TO STA. 155+00

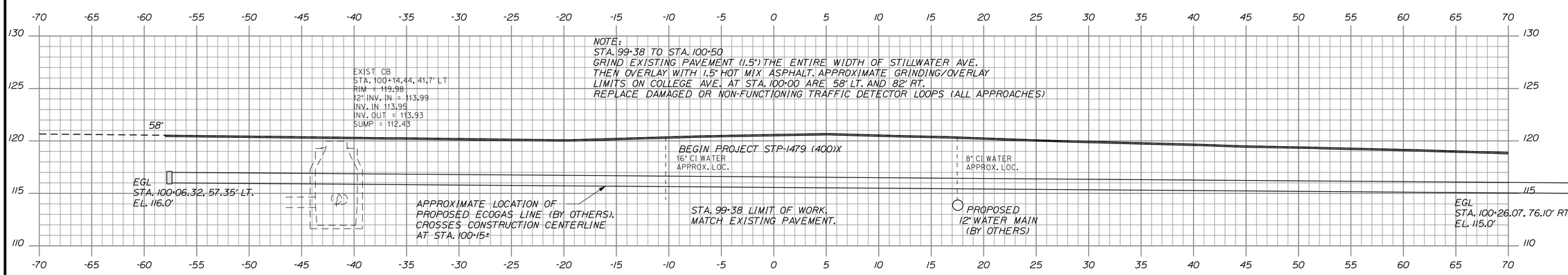
Filename: ...\HIGHWAY\MSTA\023_HDPlan9.dgn Division: HIGHWAY Username: morin Date:2/22/2013



100+97.60



100+50.00



100+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	PAUL MACDONALD		
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	RCL		
DESIGN2-DETAILED2	ALG		
DESIGN3-DETAILED3	JLE	JLE	2/21/13
REVISIONS 1		WSM	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

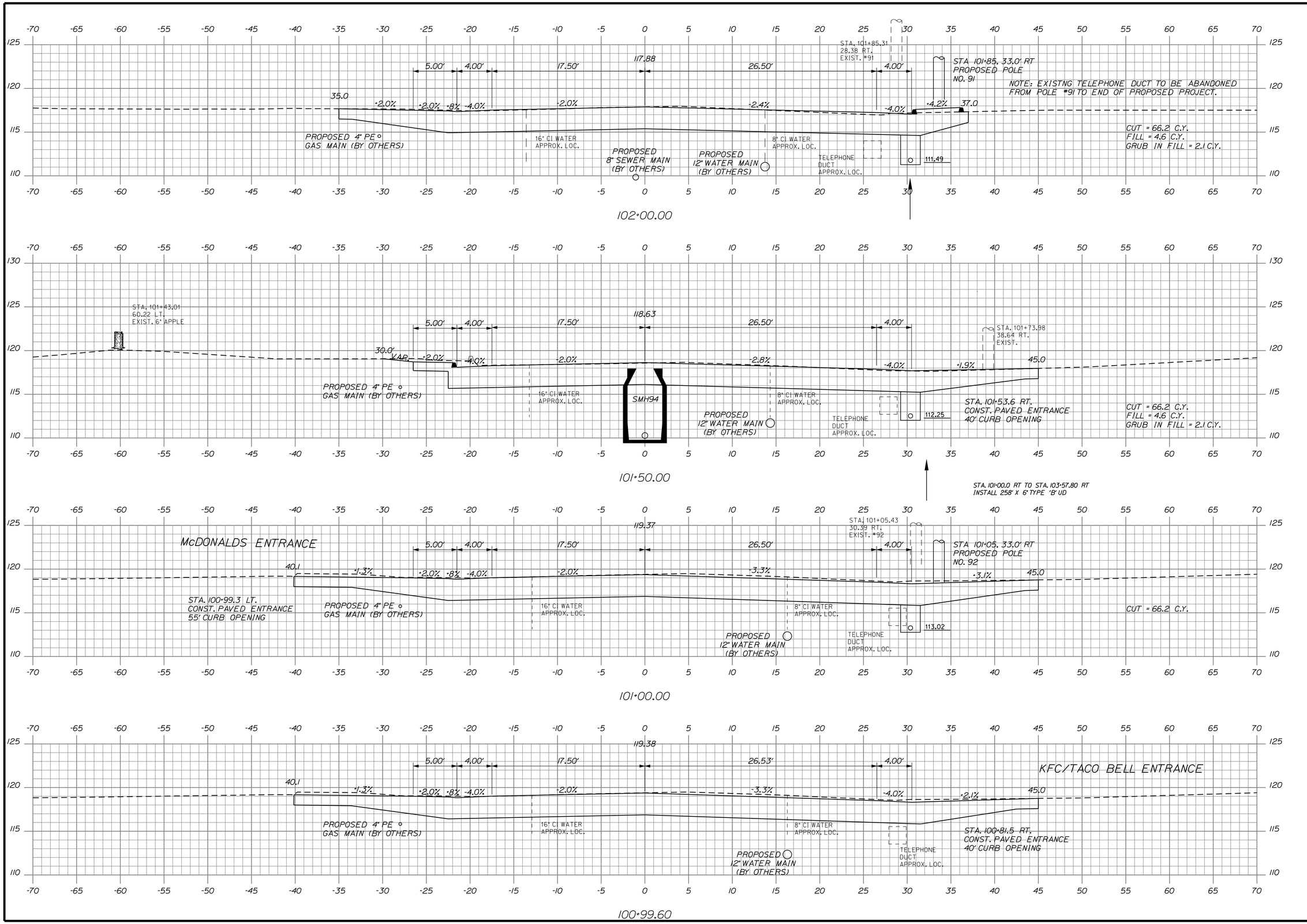
SIGNATURE 4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

100+00.00 CROSS SECTIONS 100+97.60

SHEET NUMBER
24
OF 103

Filename: ...\HIGHWAY\MSTA\024_Xsect_01.dgn Division: HIGHWAY Username: morin Date:2/22/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

PROJ. MANAGER: PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

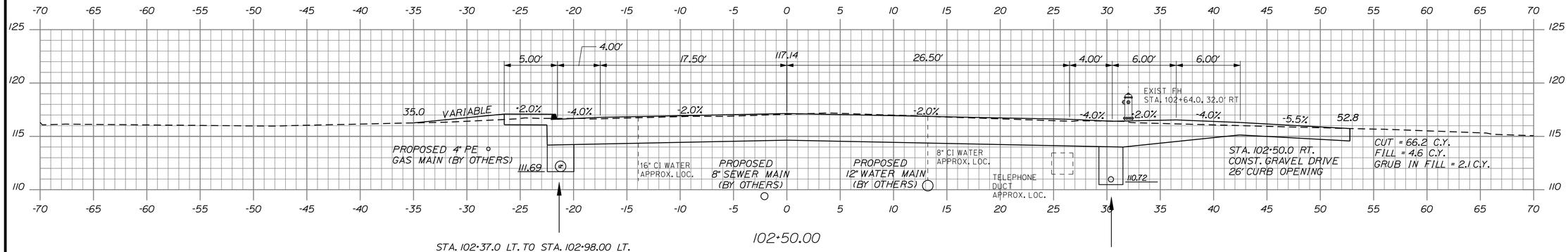
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

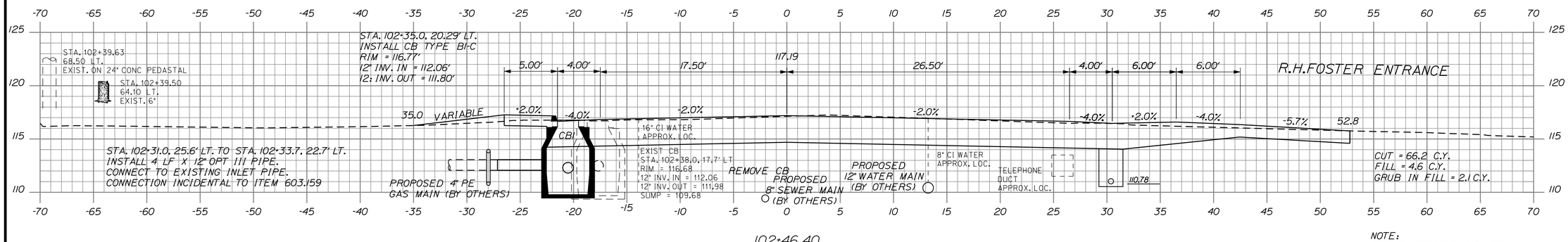
100+99.60 CROSS SECTIONS 102+00.00

SHEET NUMBER
25
OF 103

Filename: ...\HIGHWAY\MSTA\025_Xsect_02.dgn Division: HIGHWAY Username: morin Date:2/22/2013

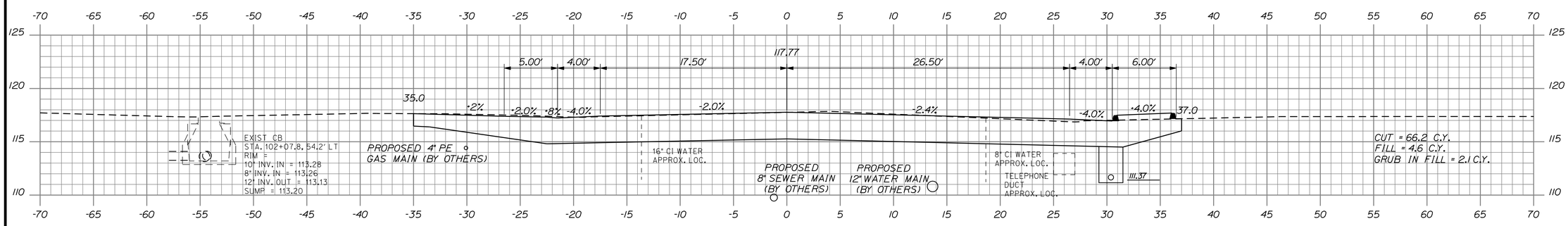


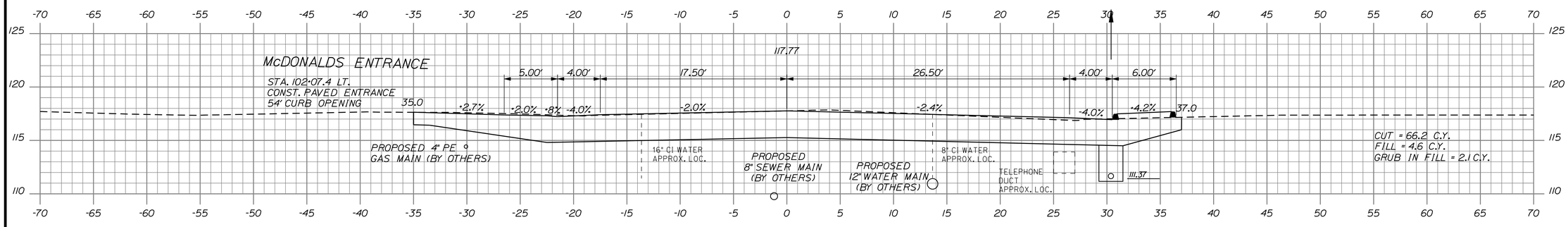
STA. 102+37.0 LT. TO STA. 102+98.00 LT.
INSTALL 62 LF X 12" UD TYPE 'C'.



STA. 102+31.0, 25.6' LT. TO STA. 102+33.7, 22.7' LT.
INSTALL 4 LF X 12" OPT III PIPE.
CONNECT TO EXISTING INLET PIPE.
CONNECTION INCIDENTAL TO ITEM 603.159

NOTE:
FILL QUANTITIES INCLUDE
LOAM AREAS.





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER-PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

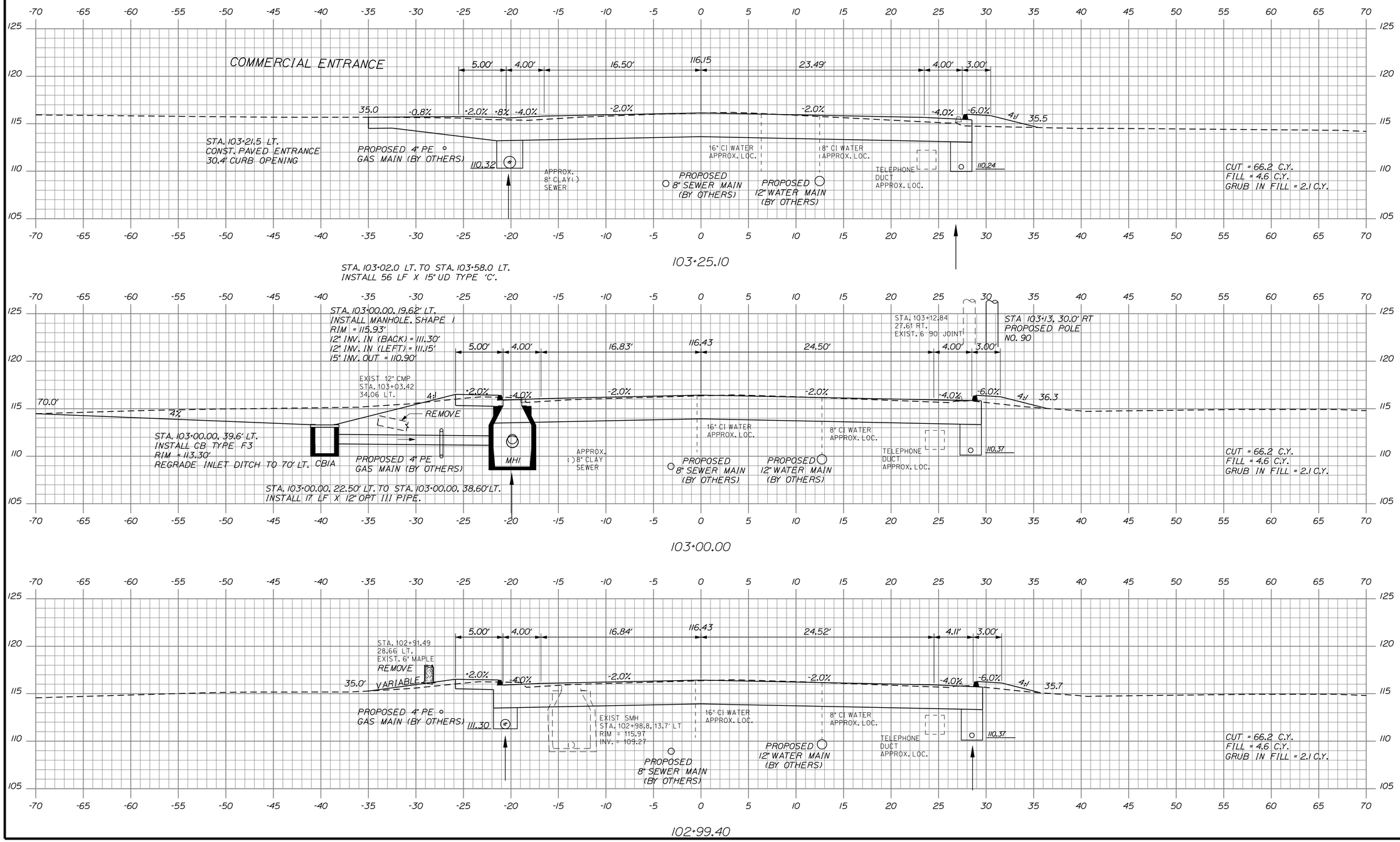
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

102+07.40 CROSS SECTIONS 102+50.00

SHEET NUMBER
26
OF 103

Filename: ...\HIGHWAY\MSTA\026_Xsect_03.dgn Division: HIGHWAY Username: morin Date:2/22/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

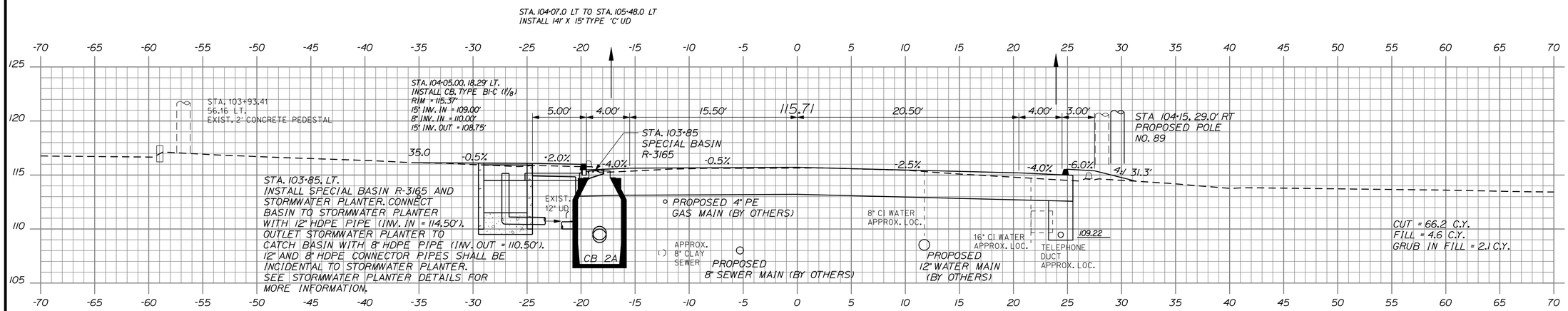
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

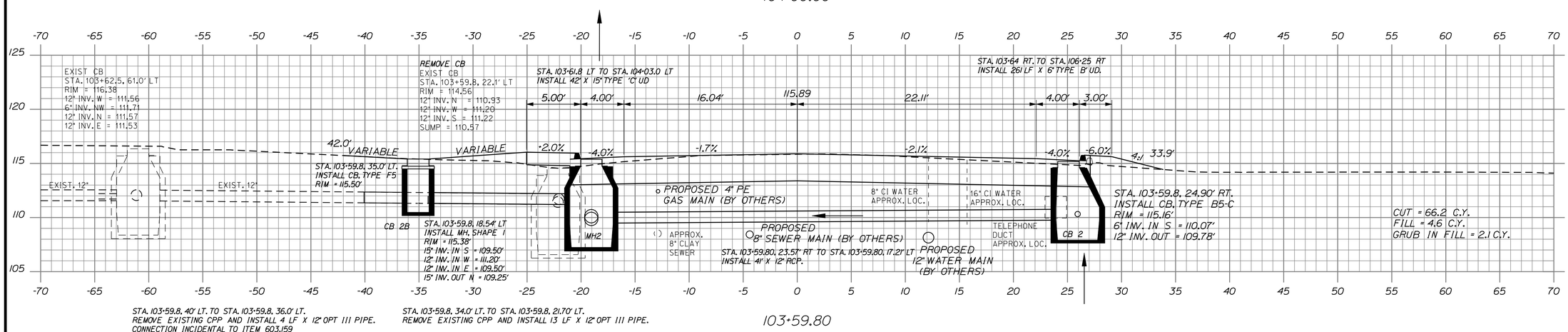
OLD TOWN
STILLWATER AVE.

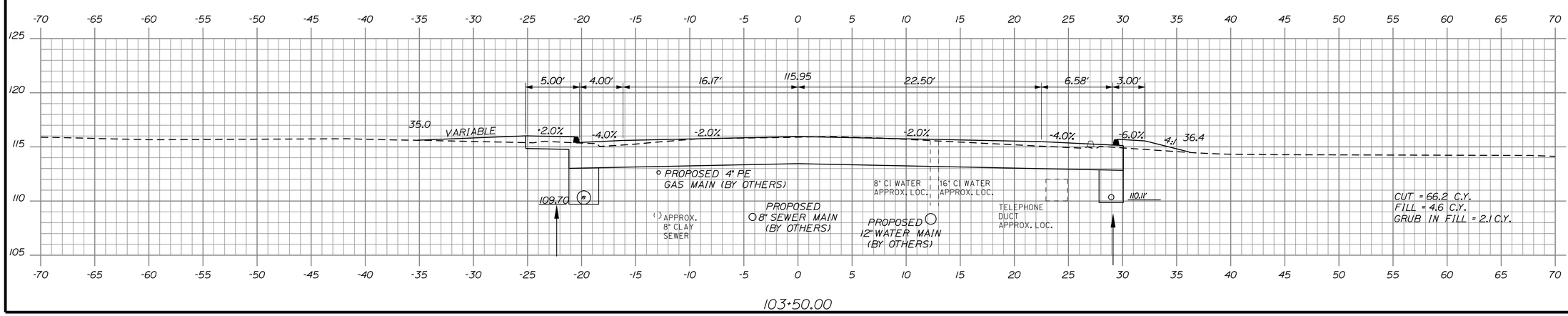
CROSS SECTIONS 103+25.10
102+99.40

SHEET NUMBER
27
OF 103

Filename: ...\HIGHWAY\MSTA\027_Xsect_04.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

SIGNATURE	4226	
P.E. NUMBER		
DATE	2/21/13	

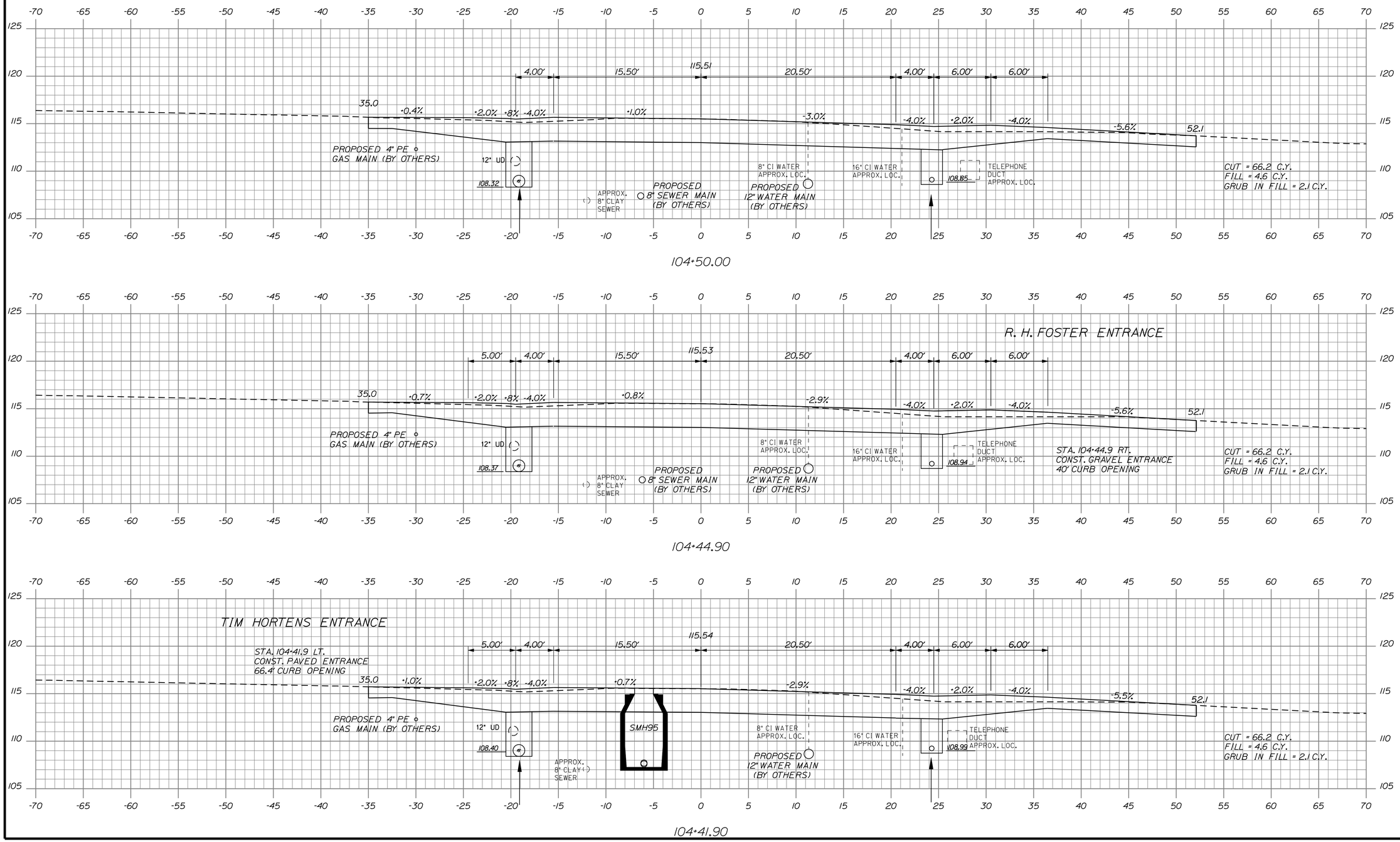
PROJ. MANAGER-PAUL MACDONALD	BY	DATE
DESIGN-DETAILED RCL	RCL	2/21/13
CHECKED-REVIEWED ALG		2/21/13
DESIGN2-DETAILED2 JLE	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

OLD TOWN
STILLWATER AVE.

103+50.00 CROSS SECTIONS 104+00.00

SHEET NUMBER
28
OF 103

Filename: ...\HIGHWAY\MSTA\028_Xsect_L05.dgn Division: HIGHWAY Username: morin Date:2/22/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE 4226

P.E. NUMBER 2/21/13

DATE

OLD TOWN
STILLWATER AVE.

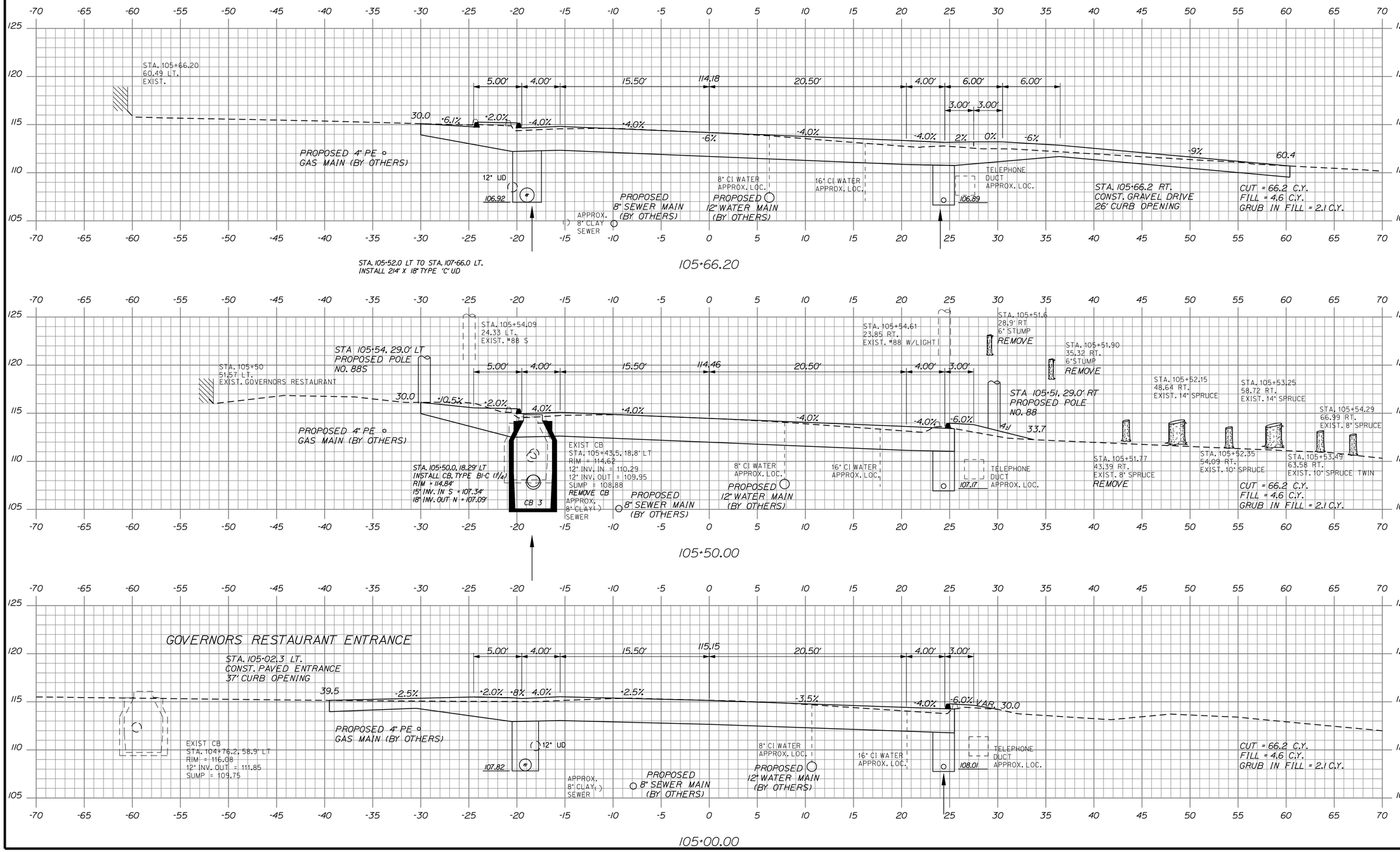
104+41.90 CROSS SECTIONS 104+50.00

SHEET NUMBER

29

OF 103

Filename: ...\HIGHWAY\MSTA\029_Xsect_06.dgn Division: HIGHWAY Username: morin Date:2/22/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD	RCL	2/21/13
DESIGN-DETAILED RCL		2/21/13
CHECKED-REVIEWED ALG	JLE	
DESIGN2-DETAILED2 JLE	MSM	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE 4226

P.E. NUMBER

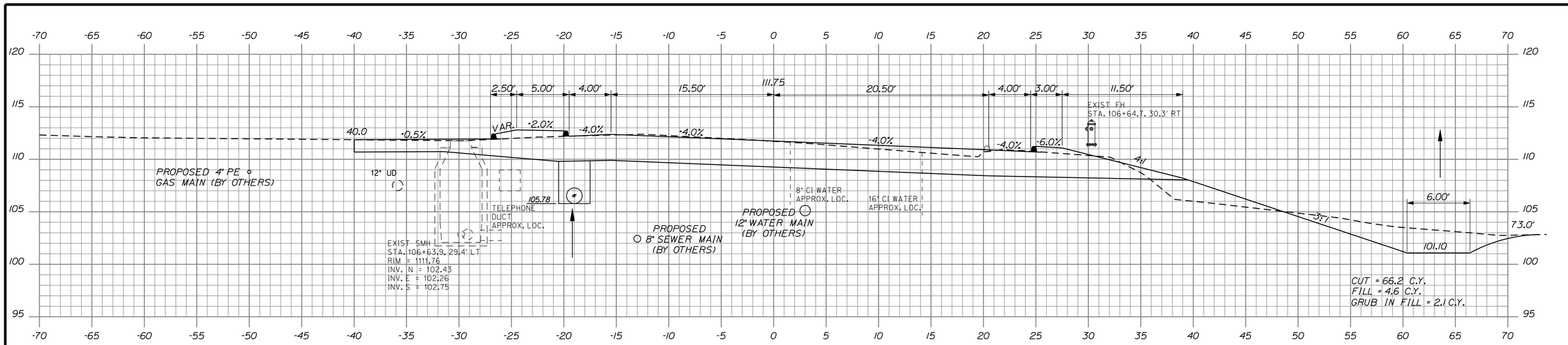
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

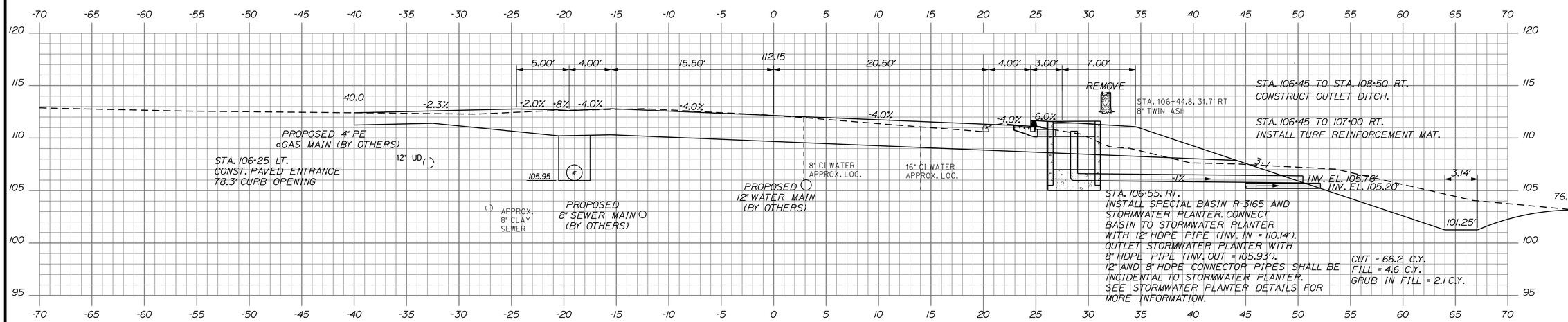
105+00.00 CROSS SECTIONS 105+66.20

SHEET NUMBER
30
OF 103

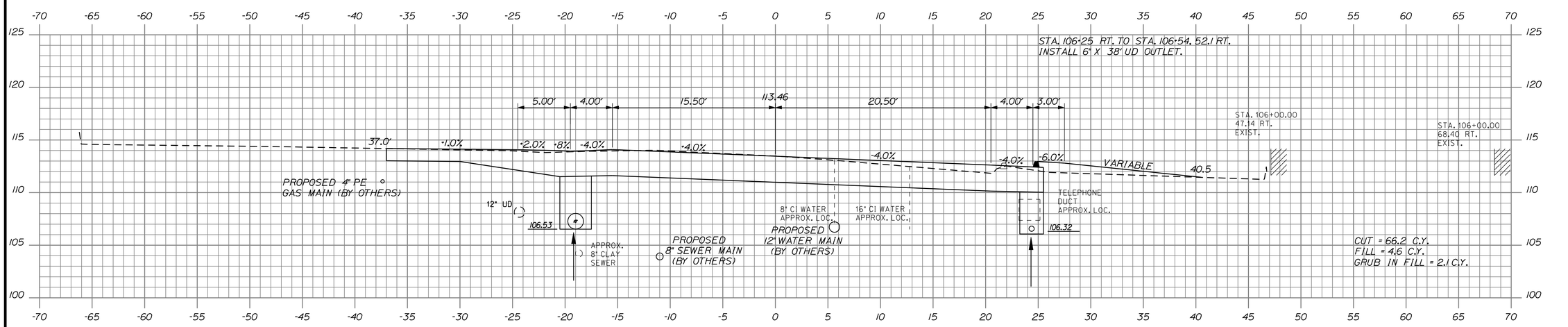
Filename: ...\HIGHWAY\MSTA\030_Xsect_L07.dgn Division: HIGHWAY Username: morin Date:2/22/2013



106+63.70



106+50.00



106+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

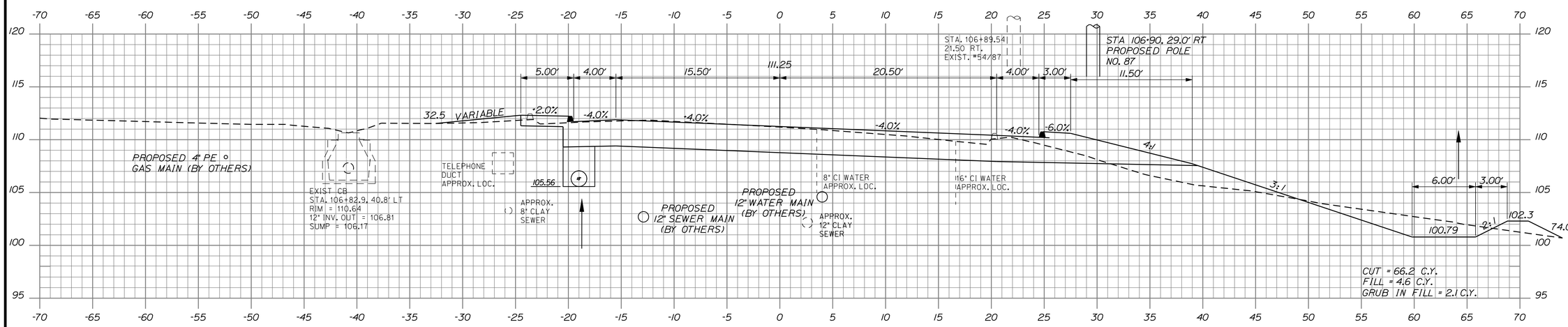
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

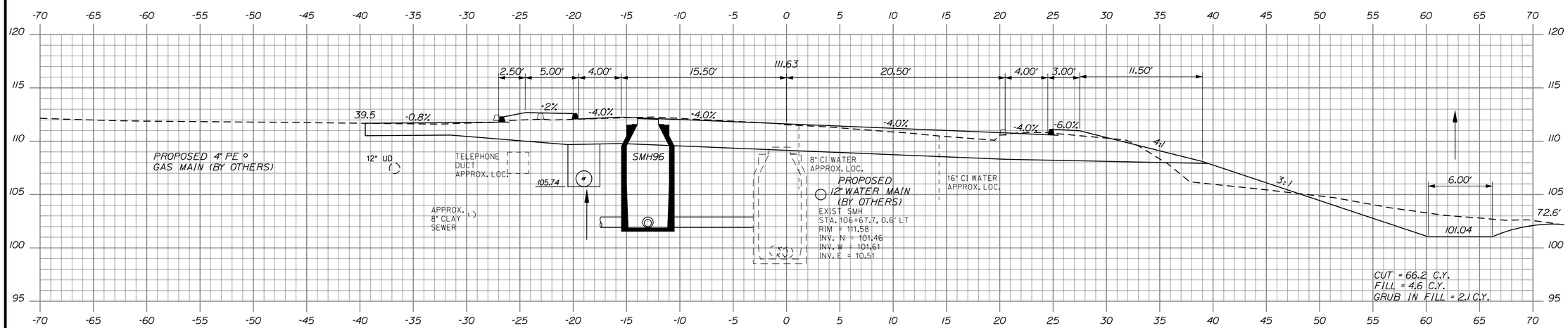
106+00.00 CROSS SECTIONS 106+63.70

SHEET NUMBER
31
OF 103

Filename: ...\HIGHWAY\MSTA\031_Xsect_08.dgn Division: HIGHWAY Username: morin Date:2/22/2013



106+82.90



106+67.70

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	PAUL MACDONALD		
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

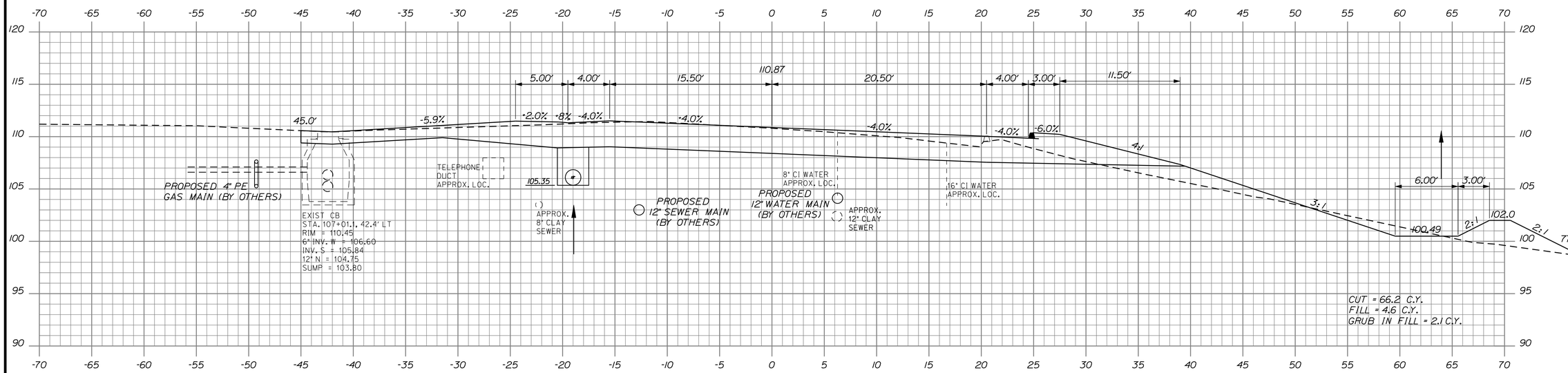
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

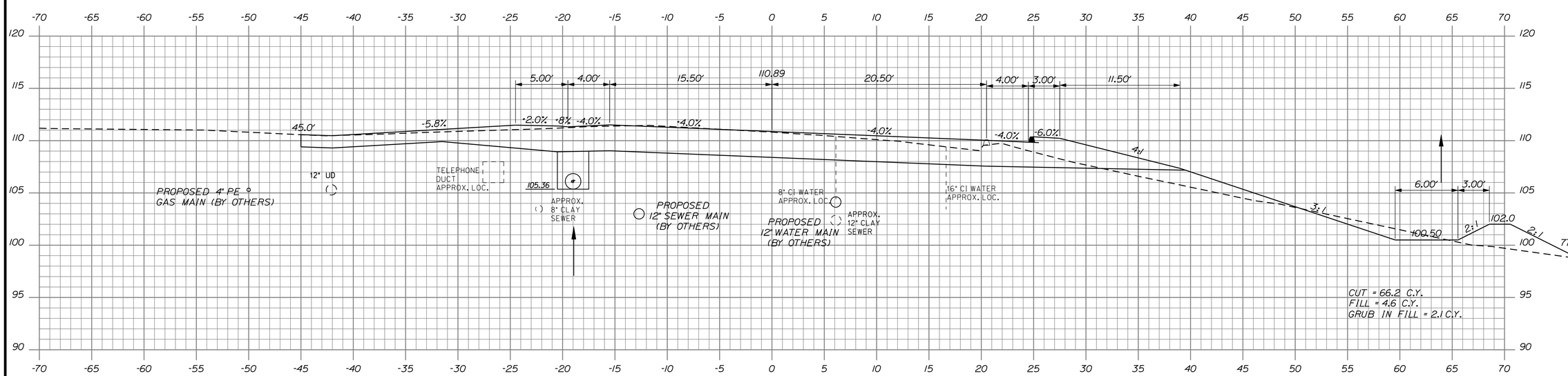
106+67.70 CROSS SECTIONS 106+82.90

SHEET NUMBER
32
OF 103

Filename: ...\HIGHWAY\MSTA\032_Xsect_09.dgn Division: HIGHWAY Username: morin Date:2/22/2013



107+01.10



107+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

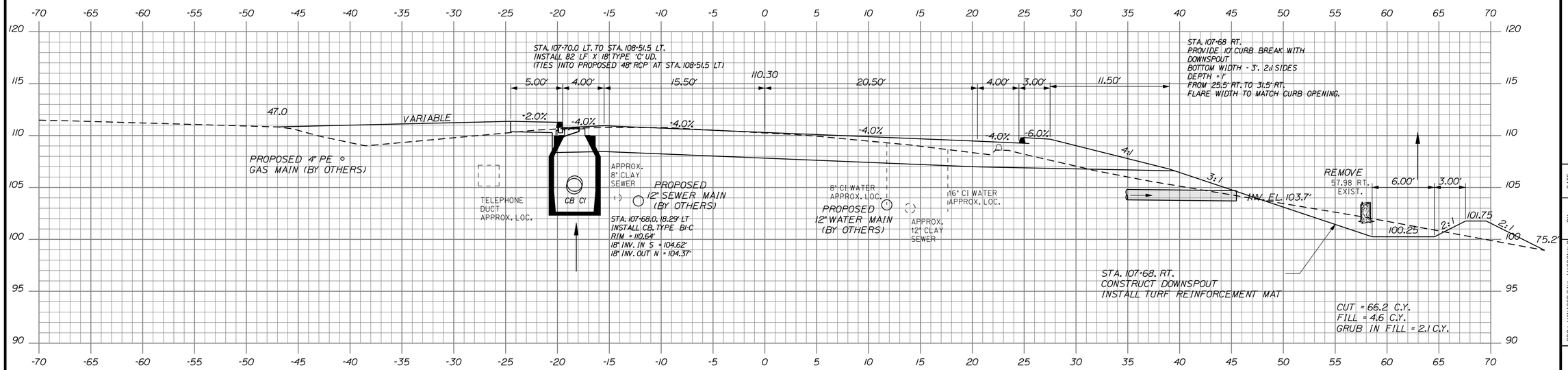
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

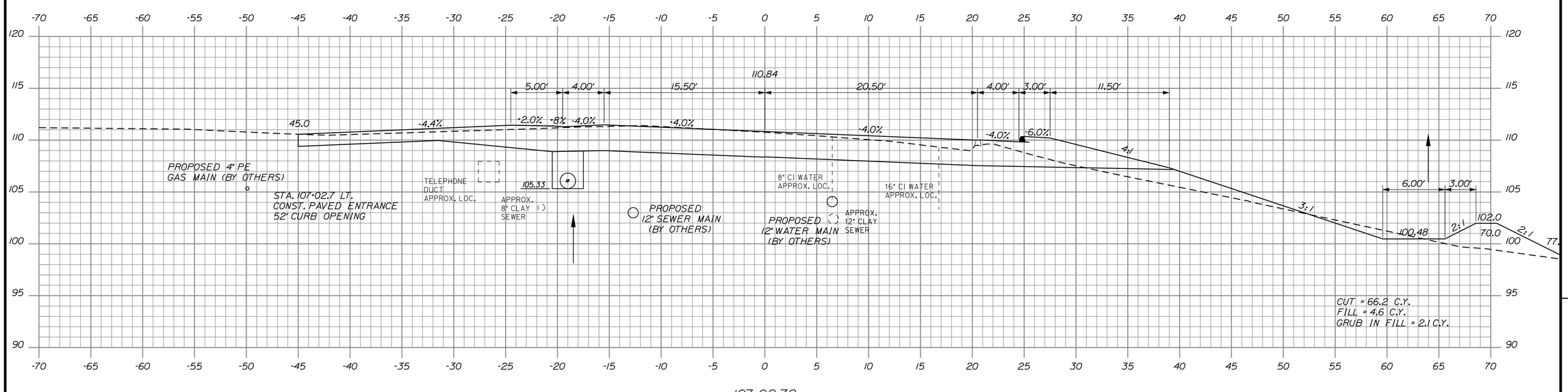
OLD TOWN
STILLWATER AVE.

107+00.00 CROSS SECTIONS 107+01.10

SHEET NUMBER
33
OF 103

Filename: ...\HIGHWAY\MSTA\033_Xsect_10.dgn Division: HIGHWAY Username: morin Date:2/22/2013





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	RCL	2/21/13
DESIGN2-DETAILED2	ALG	
DESIGN3-DETAILED3	JLE	
REVISIONS 1	JLE	
REVISIONS 2	MSM	
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

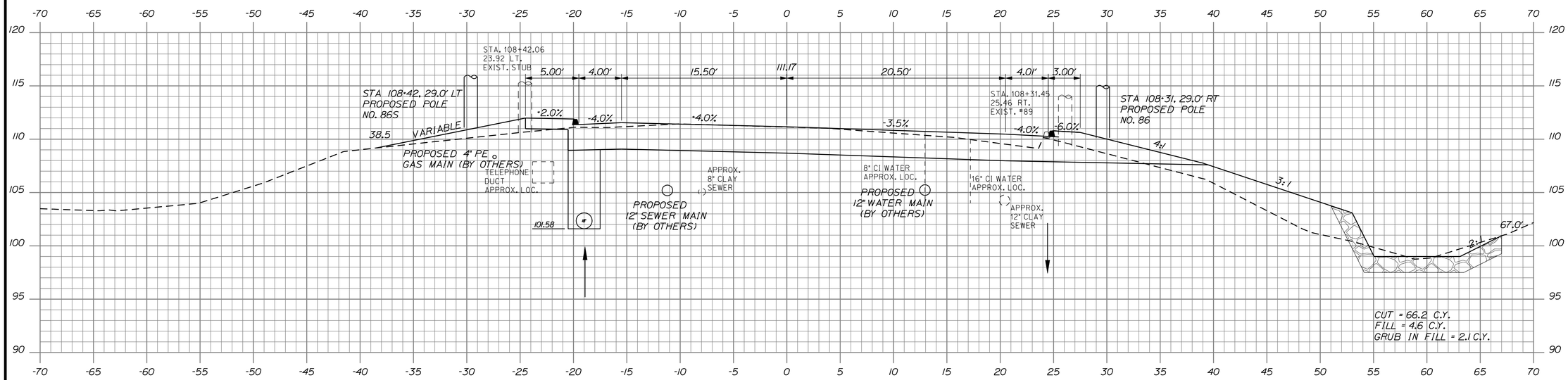
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

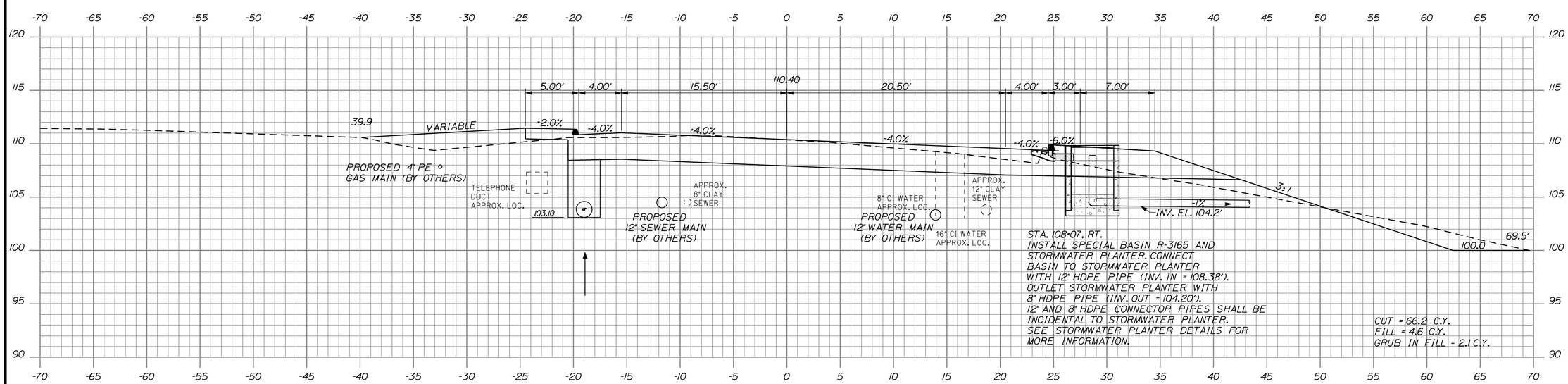
107+02.70 CROSS SECTIONS 107+50.00

SHEET NUMBER
34
OF 103

Filename: ...\HIGHWAY\MSTA\034_Xsect_11.dgn Division: HIGHWAY Username: morin Date:2/22/2013



108+50.00



108+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER-PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

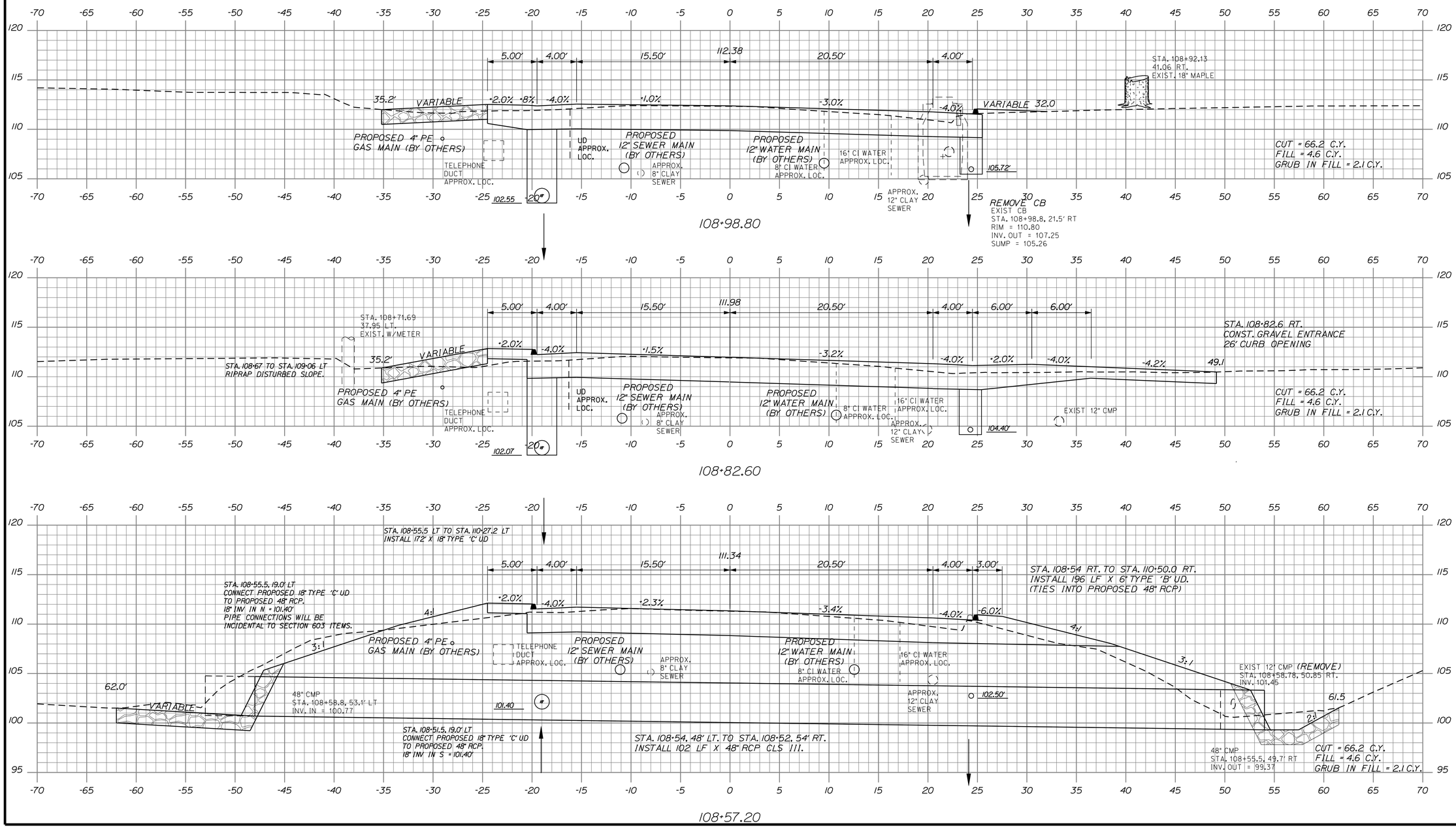
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

108+00.00 CROSS SECTIONS 108+50.00

SHEET NUMBER
35
OF 103

Filename: ...\HIGHWAY\MSTA\035_Xsect_12.dgn Division: HIGHWAY Username: morin Date:2/22/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

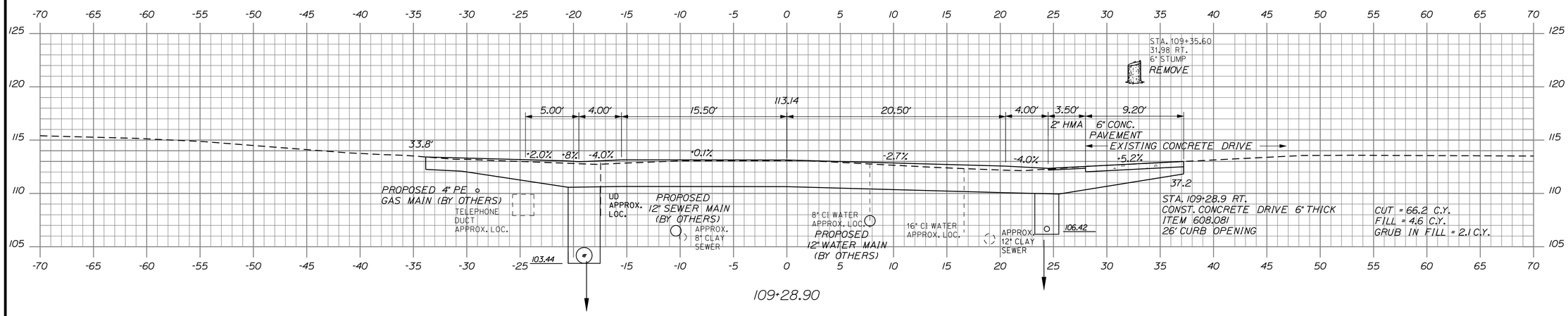
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

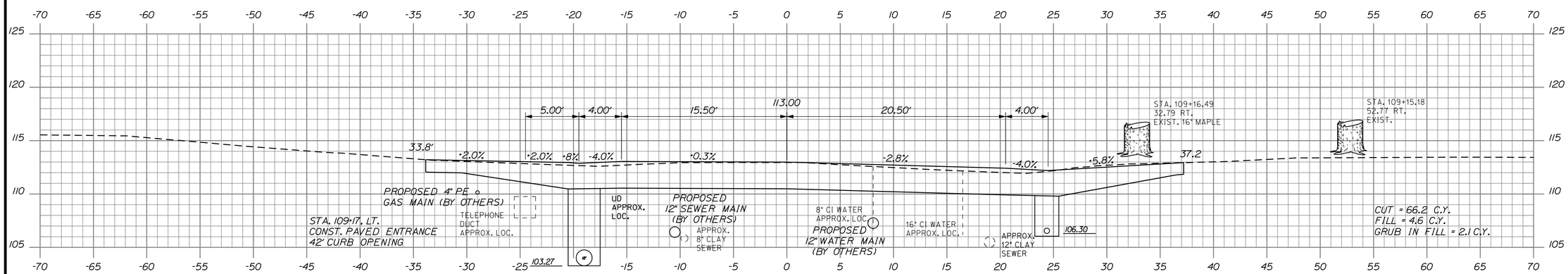
OLD TOWN
STILLWATER AVE.

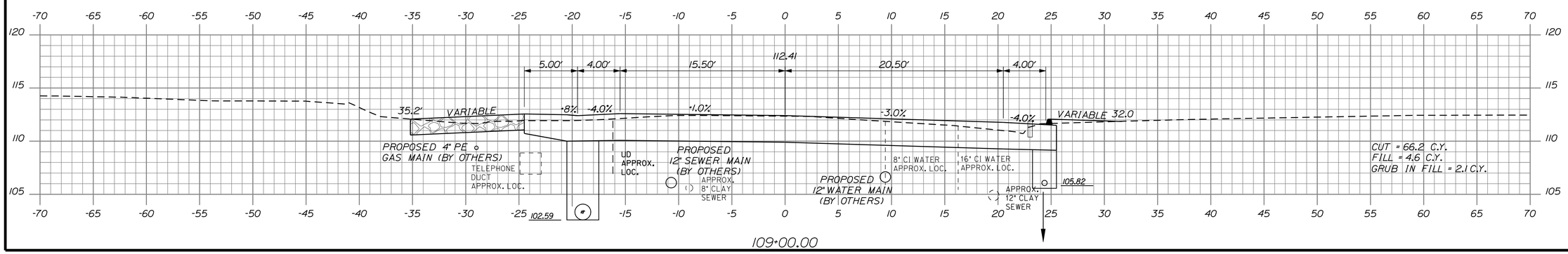
108+57.20 CROSS SECTIONS 108+98.80

SHEET NUMBER
36
OF 103

Filename: ...\HIGHWAY\MSTA\036_Xsect_13.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

PROJ. MANAGER/PAUL MACDONALD	BY	DATE
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

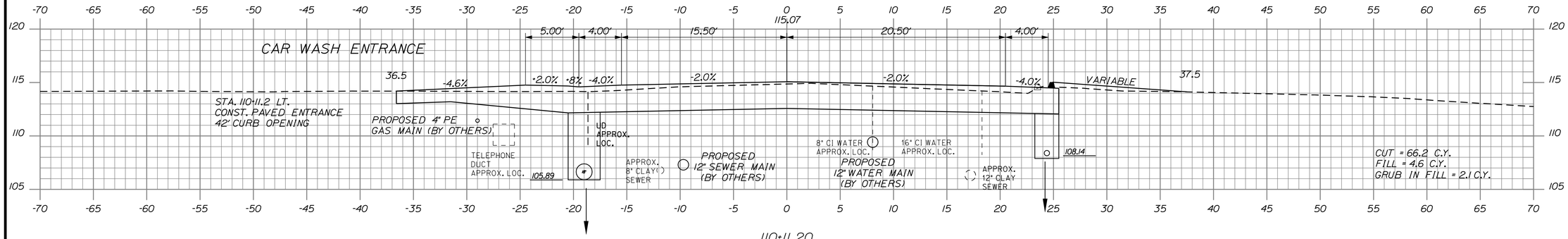
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

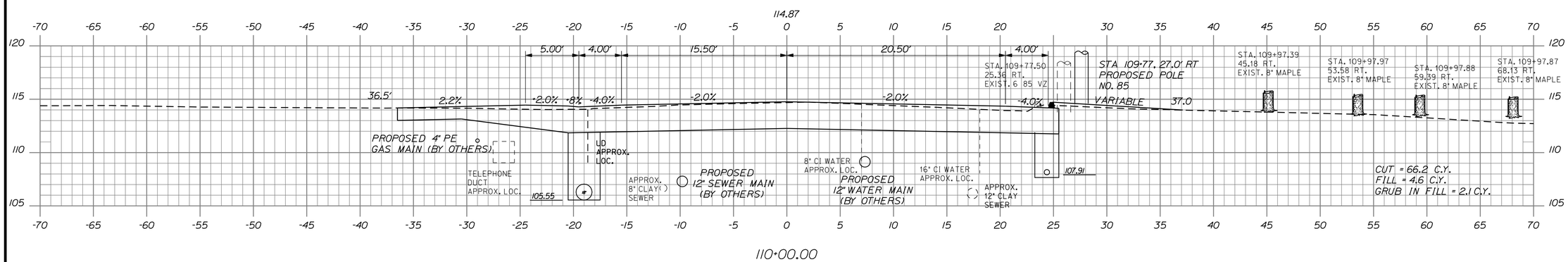
OLD TOWN
STILLWATER AVE.

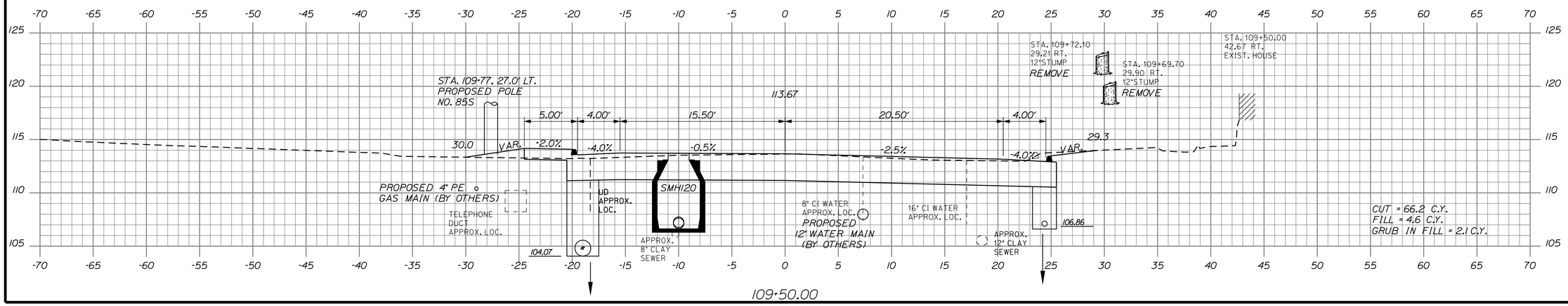
109+00.00 CROSS SECTIONS 109+28.90

SHEET NUMBER
37
OF 103

Date:2/22/2013 Username: morin Division: HIGHWAY Filename: ...\HIGHWAY\MSTA\037_Xsect_14.dgn







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	RCL	2/21/13
DESIGN2-DETAILED2	ALG	
DESIGN3-DETAILED3	JLE	
REVISIONS 1	JLE	
REVISIONS 2	MSM	
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

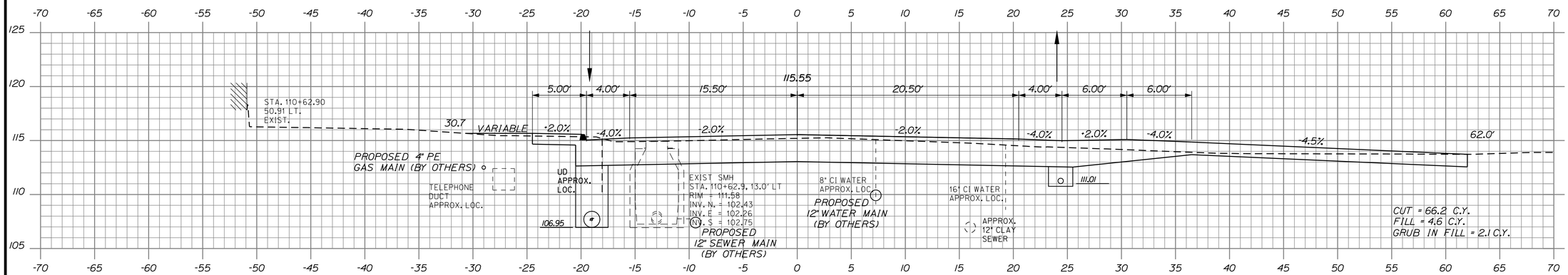
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

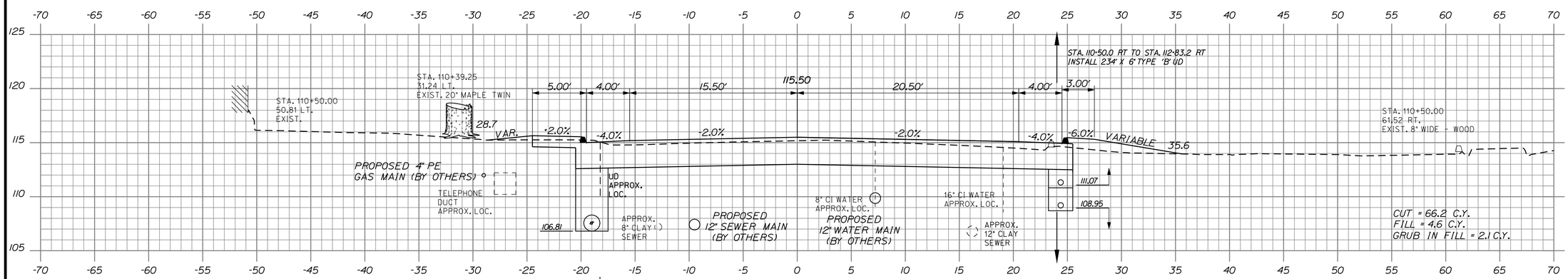
109+50.00 CROSS SECTIONS 110+11.20

SHEET NUMBER
38
OF 103

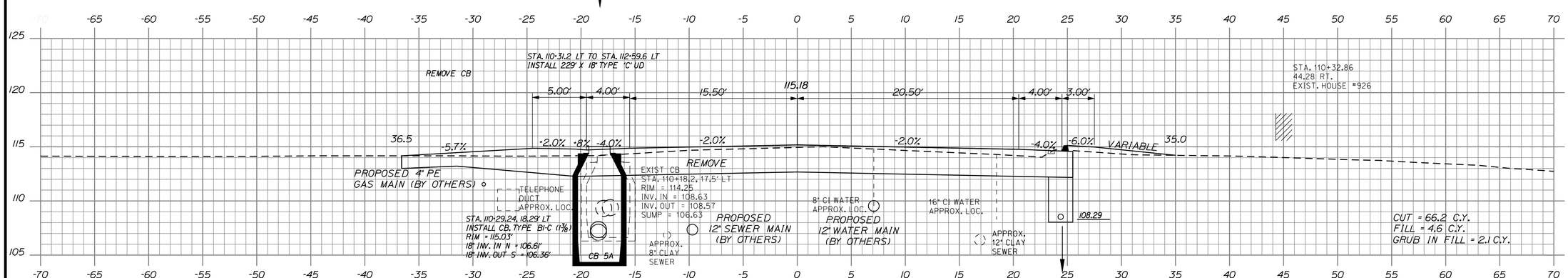
Date:2/22/2013 Username: morin Division: HIGHWAY Filename: ...\HIGHWAY\MSTA\038_Xsect_15.dgn



110+62.90



110+50.00



110+18.20

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

PROJ. MANAGER-PAUL MACDONALD	BY	DATE
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

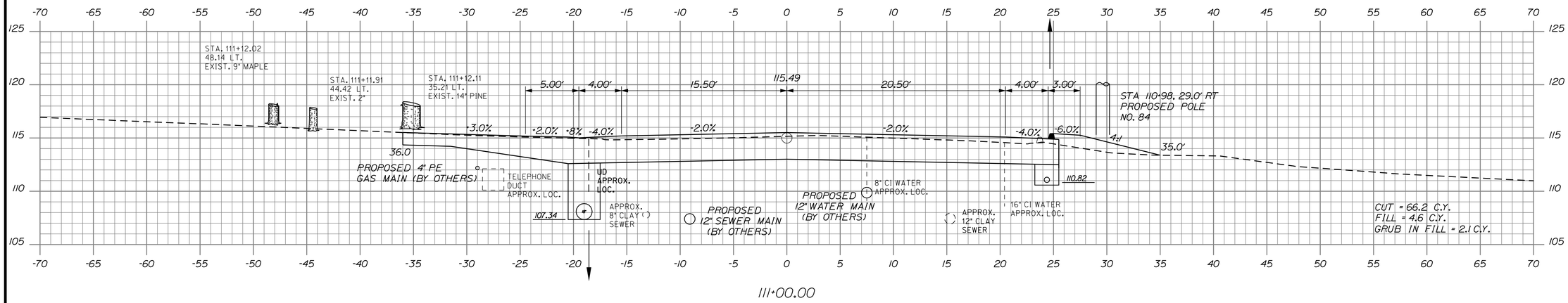
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

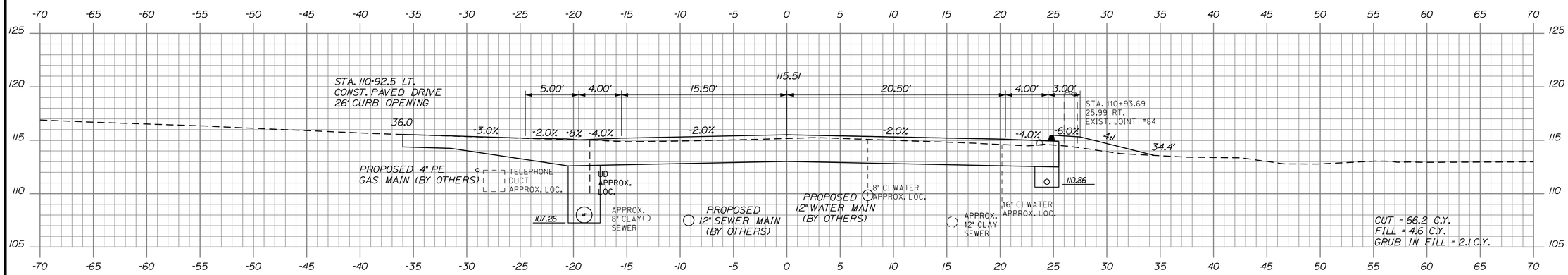
110+62.90
110+18.20
CROSS SECTIONS

SHEET NUMBER
39
OF 103

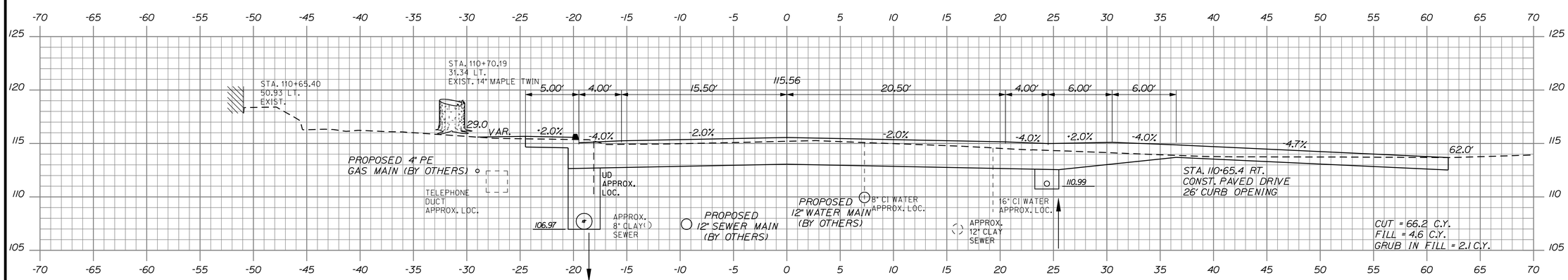
Filename: ...\HIGHWAY\MSTA\039_Xsect_16.dgn Division: HIGHWAY Username: morin Date:2/22/2013



111+00.00



110+92.50



110+65.40

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

SIGNATURE	4226	
P.E. NUMBER		
DATE	2/21/13	

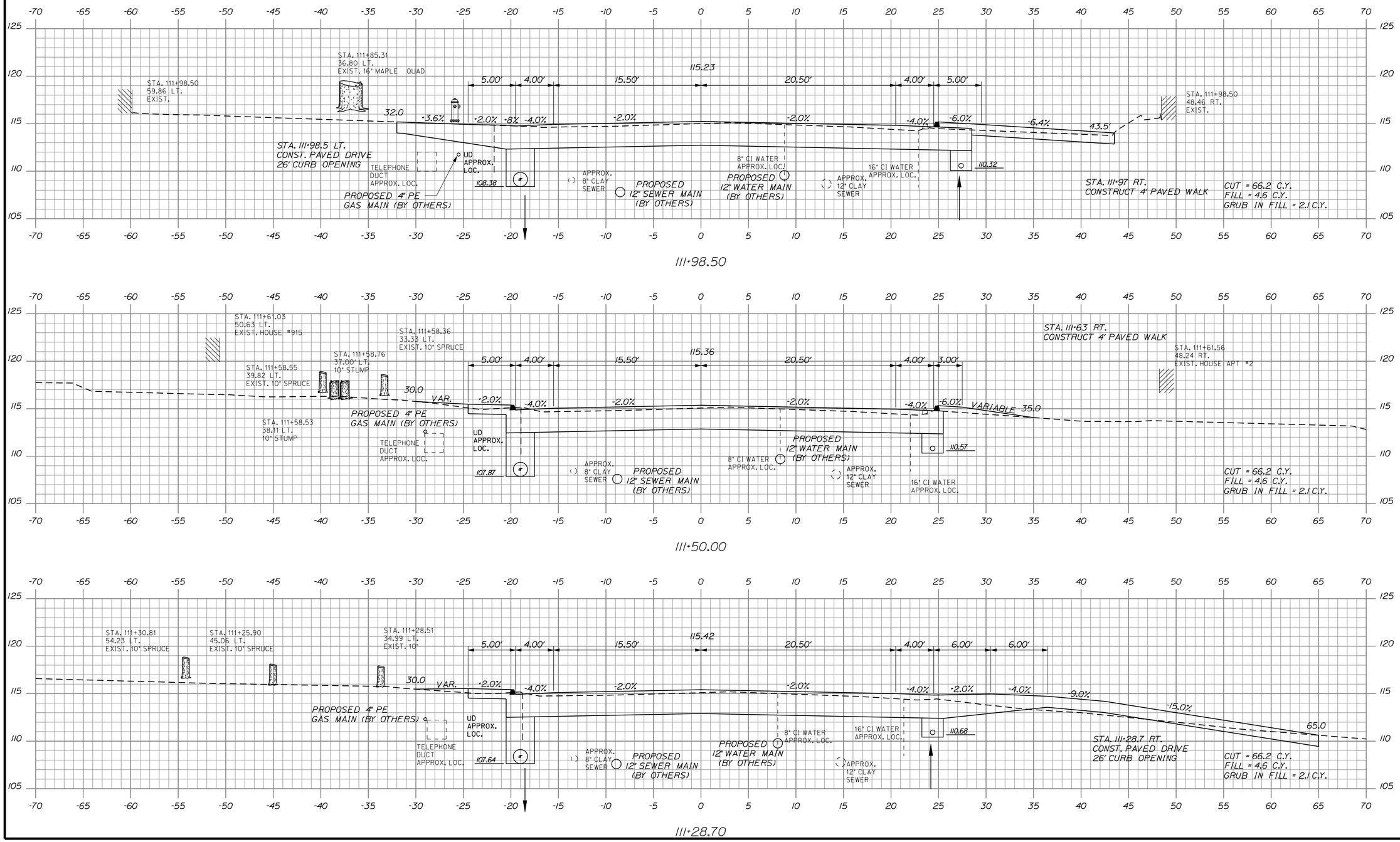
PROJ. MANAGER-PAUL MACDONALD	BY	DATE
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

OLD TOWN
STILLWATER AVE.

110+65.40 CROSS SECTIONS 111+00.00

SHEET NUMBER
40
OF 103

Filename: ...\HIGHWAY\MSTA\040_Xsect_17.dgn Division: HIGHWAY Username: morin Date:2/22/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER: PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

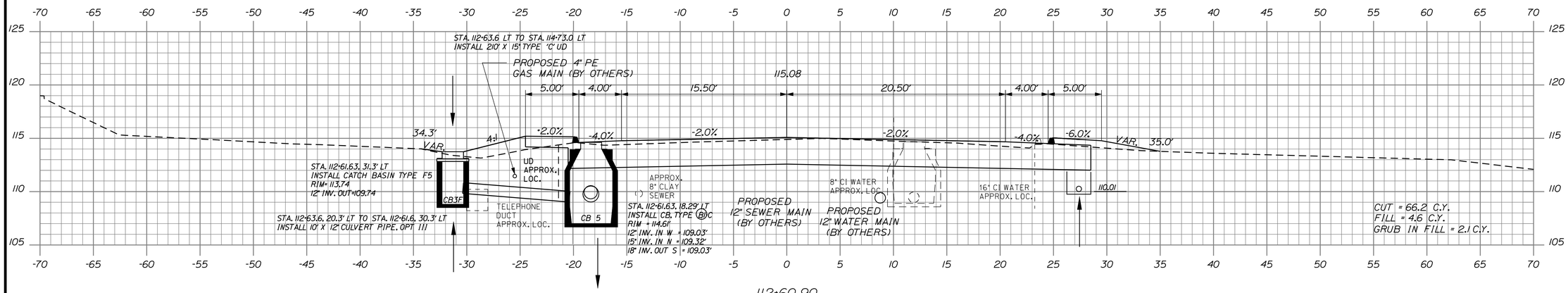
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

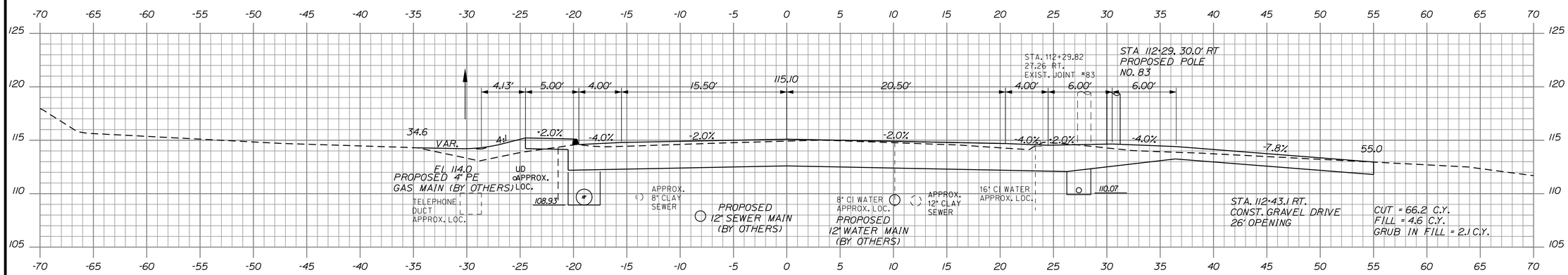
111+28.70 CROSS SECTIONS 111+98.50

SHEET NUMBER
41
OF 103

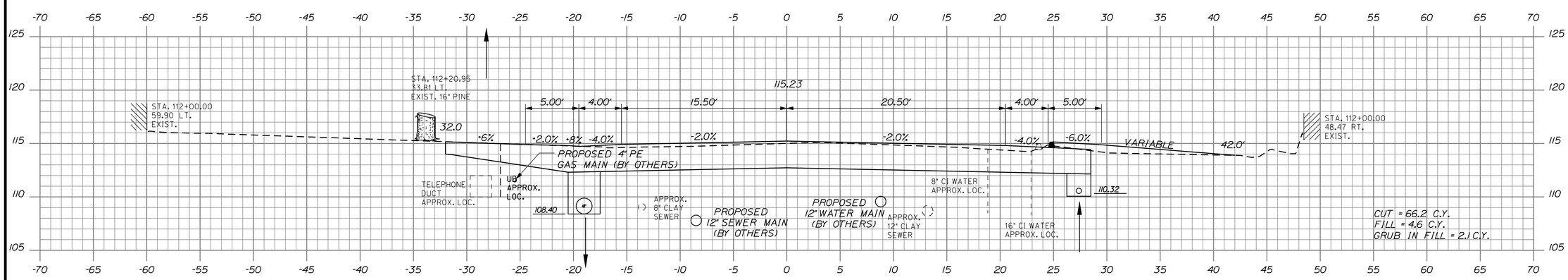
Filename: ...\HIGHWAY\MSTA\041_Xsect_18.dgn Division: HIGHWAY Username: morin Date:2/22/2013



112+60.90



112+50.00



112+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

PROJ. MANAGER-PAUL MACDONALD	BY	DATE
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

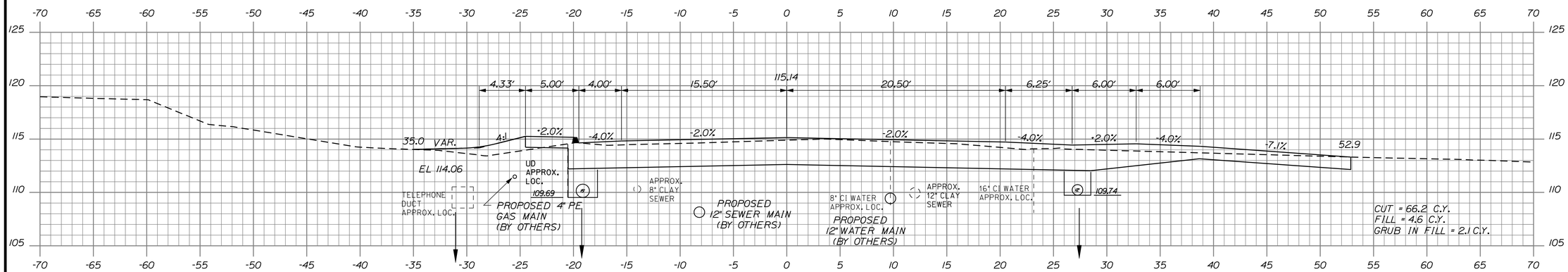
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

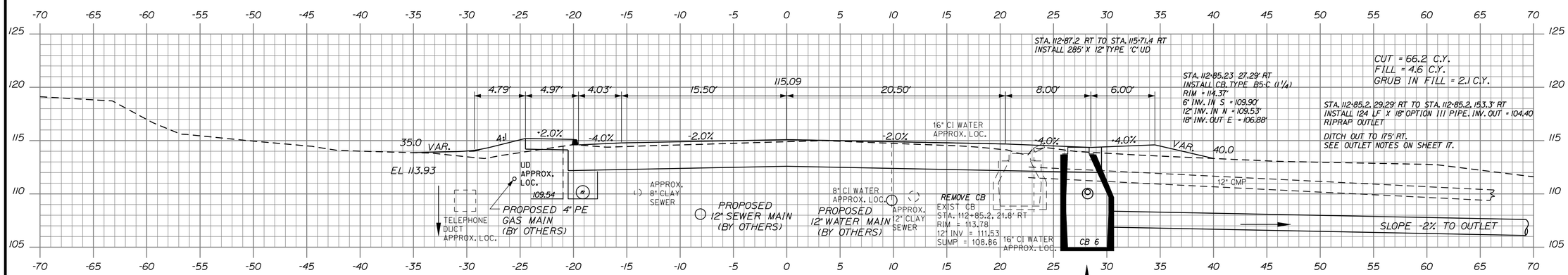
112+00.00 CROSS SECTIONS 112+60.90

SHEET NUMBER
42
OF 103

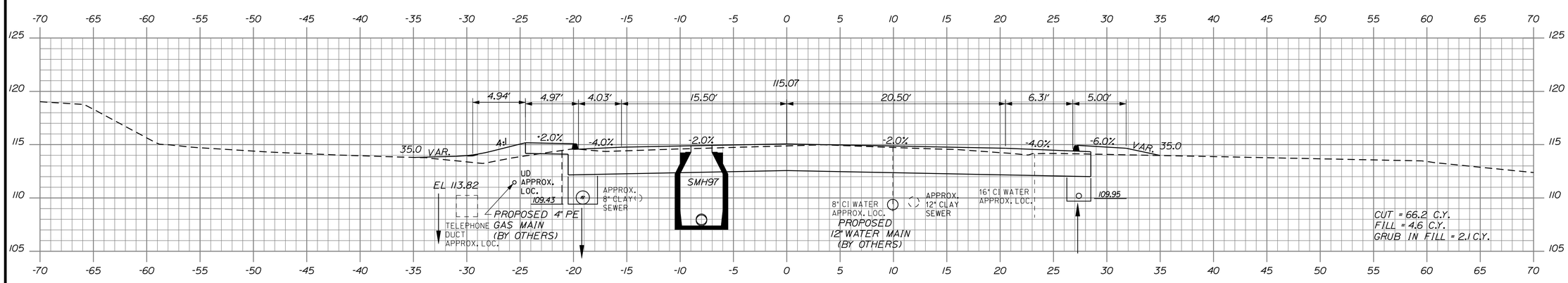
Filename: ...\HIGHWAY\MSTA\042_Xsect_19.dgn Division: HIGHWAY Username: morin Date:2/22/2013



113+00.00



112+85.20



112+74.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER-PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE 4226

P.E. NUMBER

2/21/13

DATE

OLD TOWN
STILLWATER AVE.

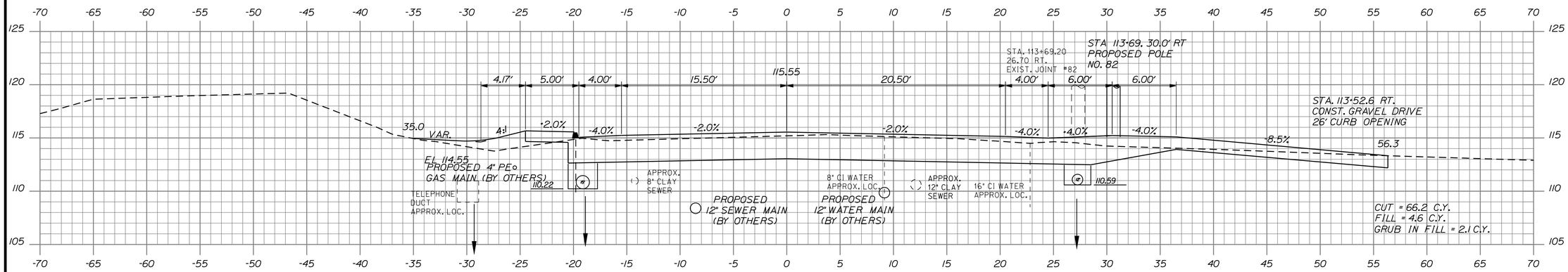
112+74.00 CROSS SECTIONS 113+00.00

SHEET NUMBER

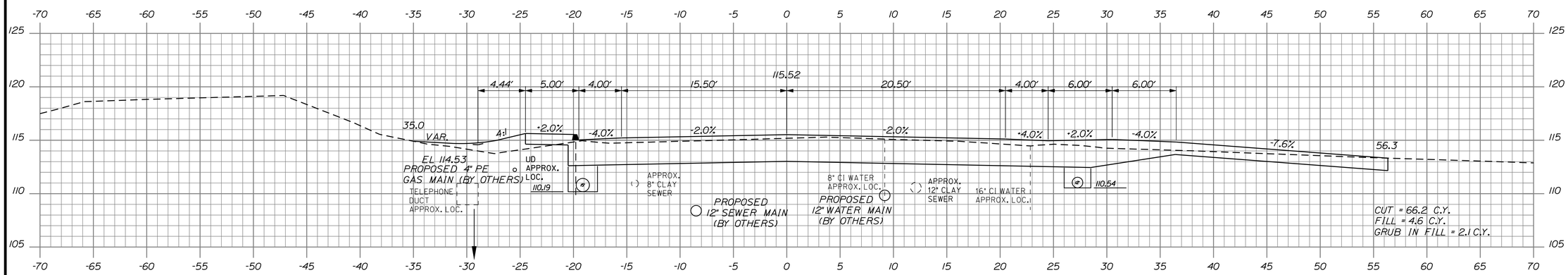
43

OF 103

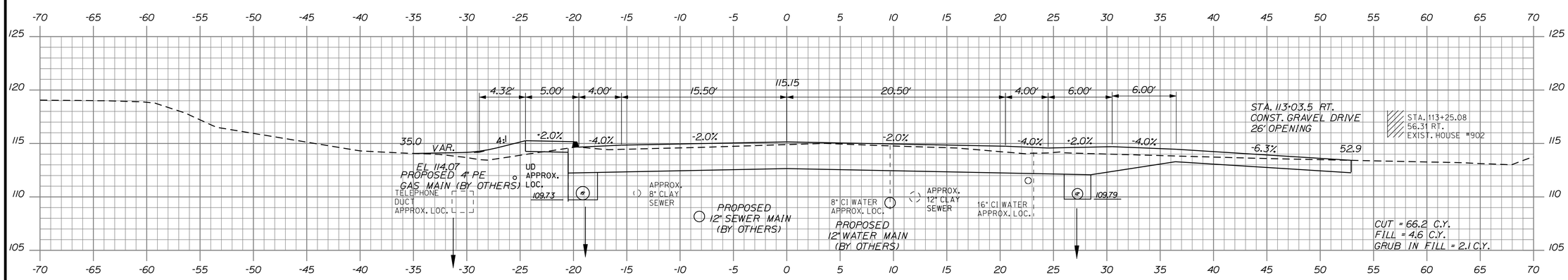
Filename: ...\HIGHWAY\MSTA\043_Xsect_20.dgn Division: HIGHWAY Username: morin Date:2/22/2013



113+52.60



113+50.00



113+03.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER-PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

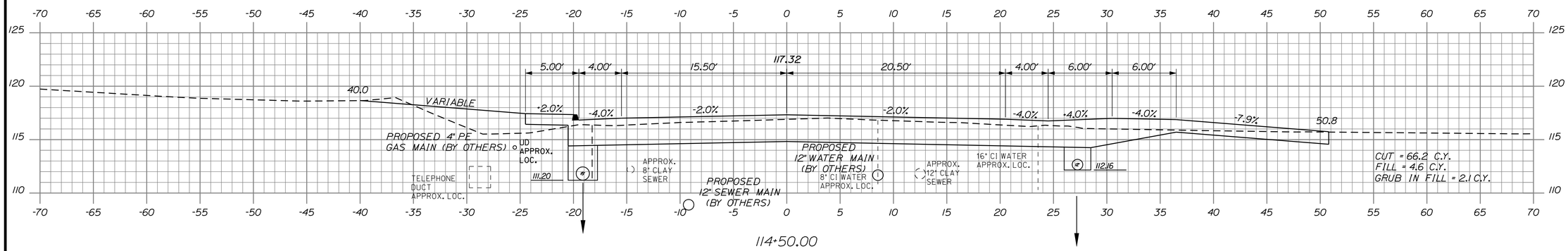
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

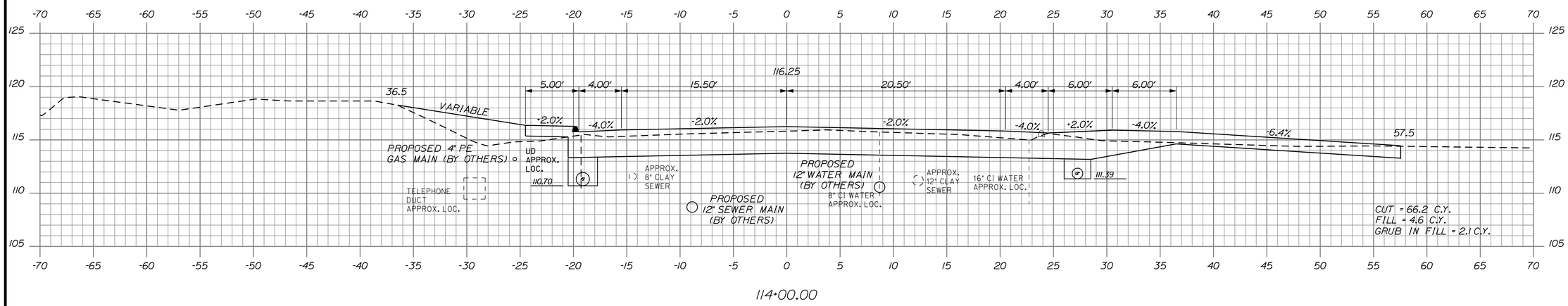
OLD TOWN
STILLWATER AVE.

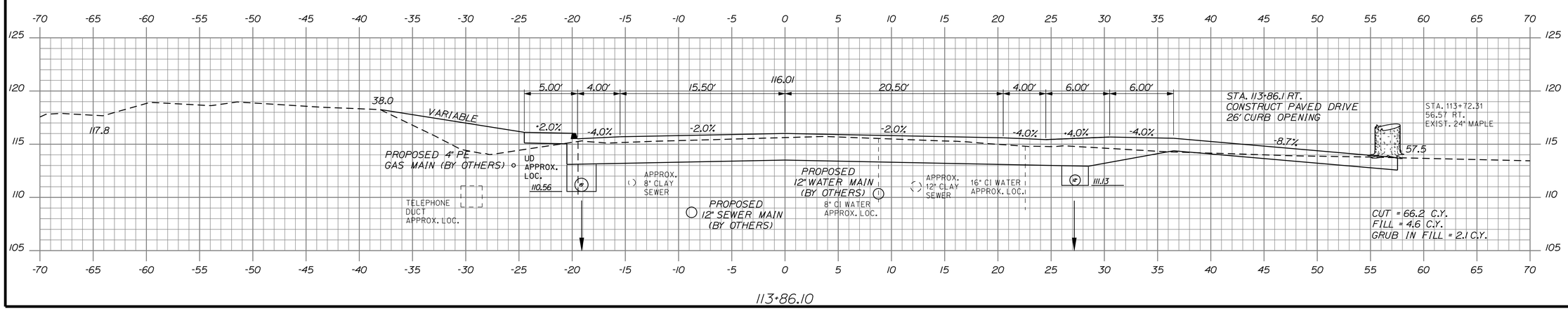
113+52.60
113+03.50
CROSS SECTIONS

SHEET NUMBER
44
OF 103

Filename: ...\HIGHWAY\MSTA\044_Xsect_21.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

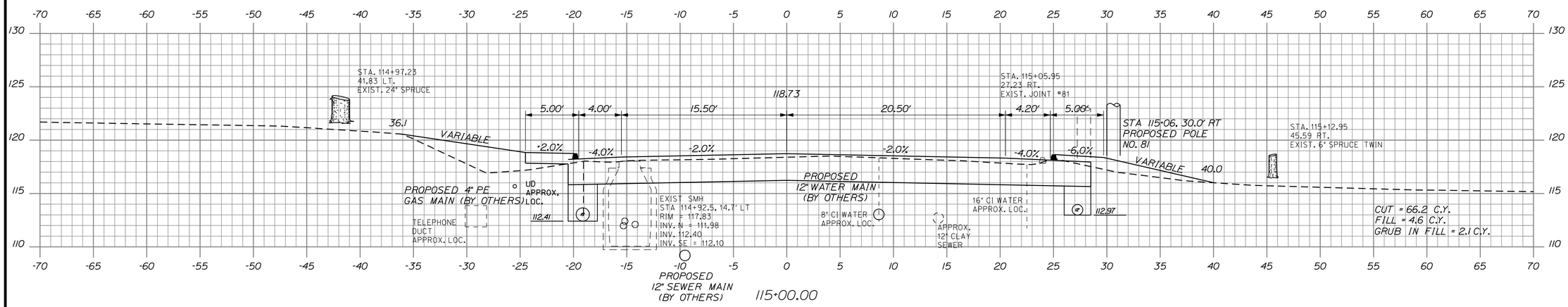
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

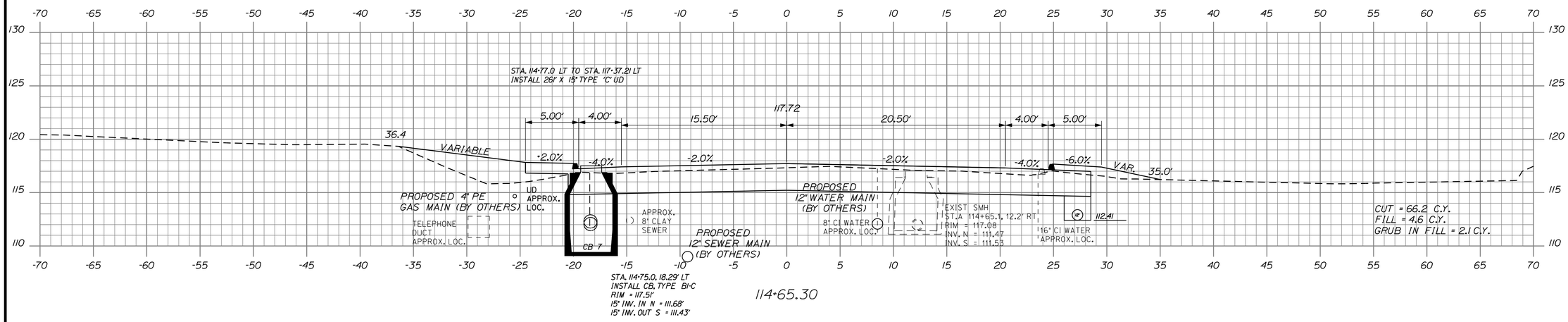
OLD TOWN
STILLWATER AVE.

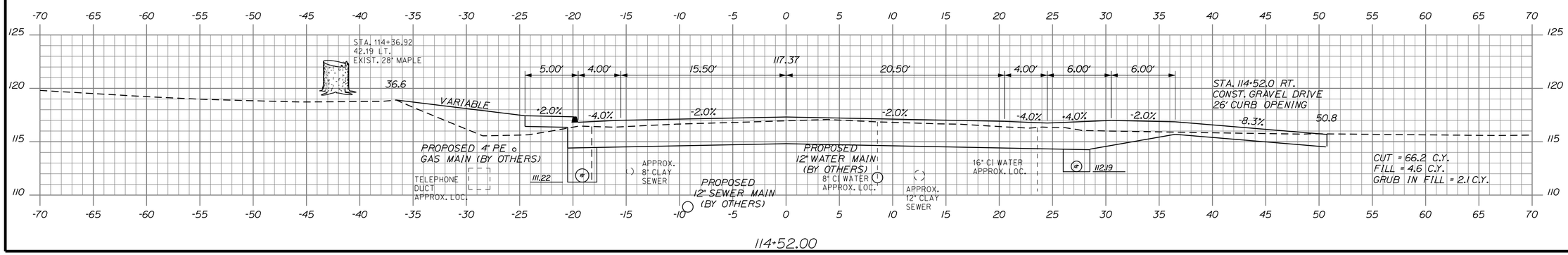
113+86.10 CROSS SECTIONS 114+50.00

SHEET NUMBER
45
OF 103

Filename: ...\HIGHWAY\MSTA\045_Xsect_22.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER/PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

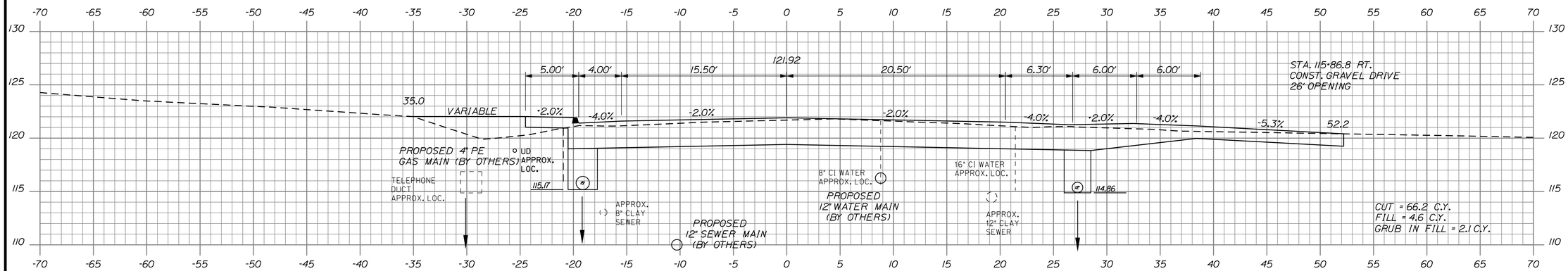
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

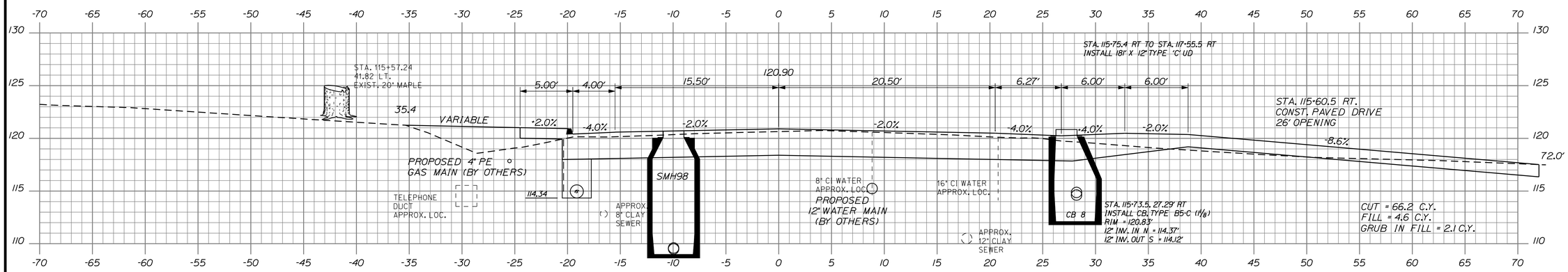
114+52.00 CROSS SECTIONS 115+00.00

SHEET NUMBER
46
OF 103

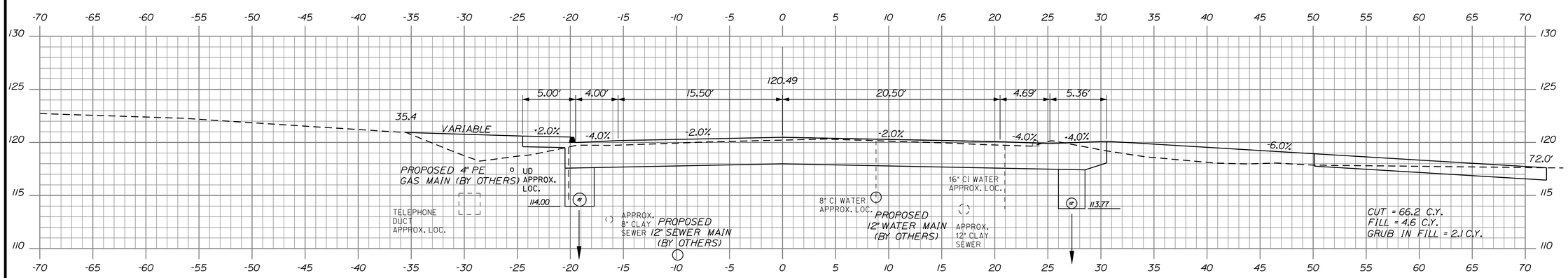
Date:2/22/2013 Username: morin Division: HIGHWAY Filename: ...\HIGHWAY\MSTA\046_Xsect_23.dgn



115+86.80



115+60.50



115+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	PAUL MACDONALD		
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

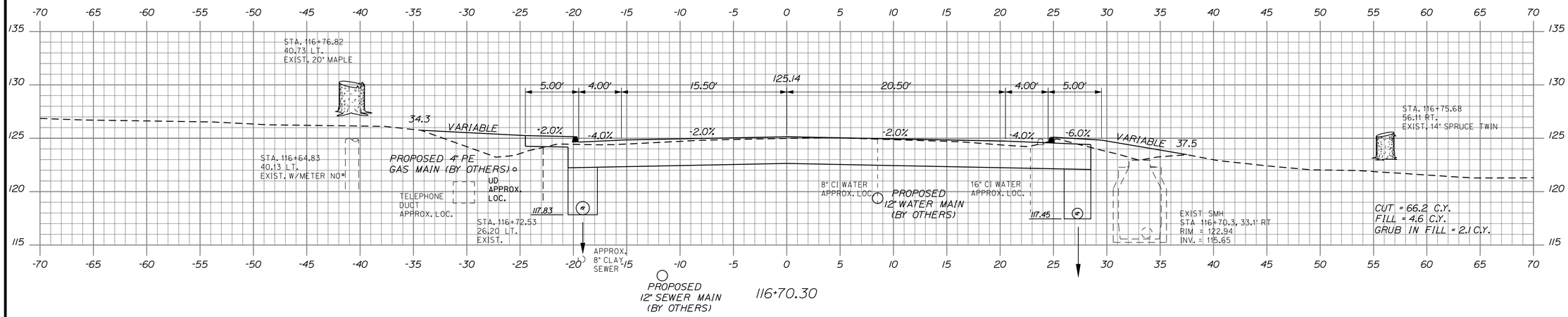
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

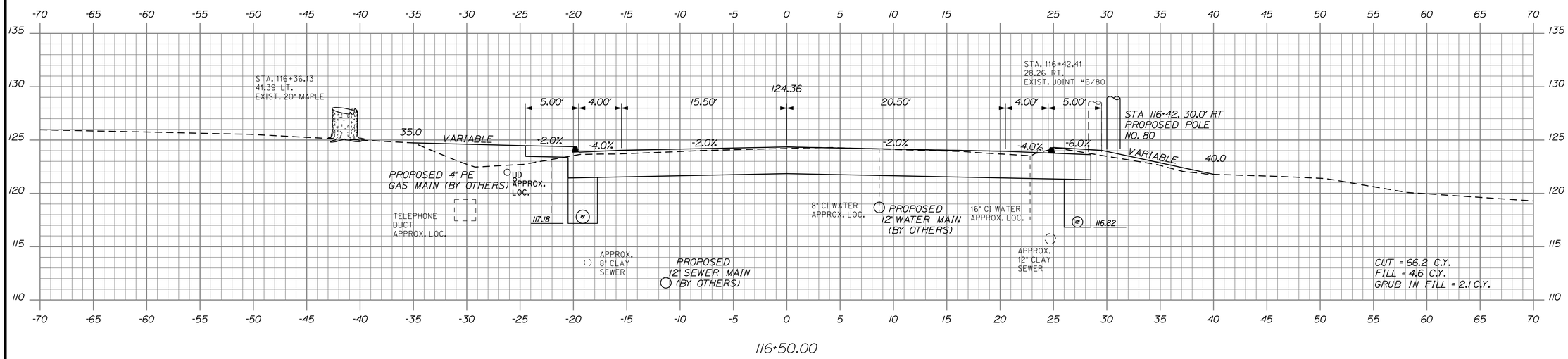
OLD TOWN
STILLWATER AVE.

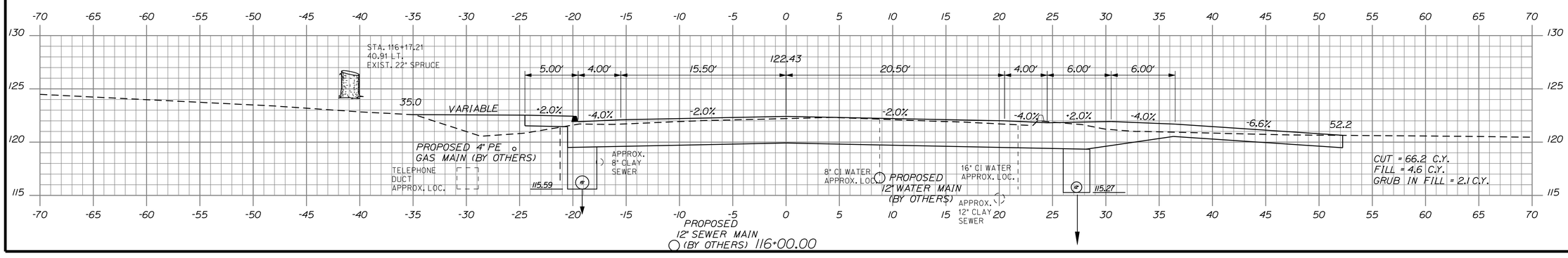
115+86.80
115+50.00
CROSS SECTIONS

SHEET NUMBER
47
OF 103

Filename: ...\HIGHWAY\MSTA\047_Xsect_24.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

SIGNATURE	4226	
P.E. NUMBER		
DATE	2/21/13	

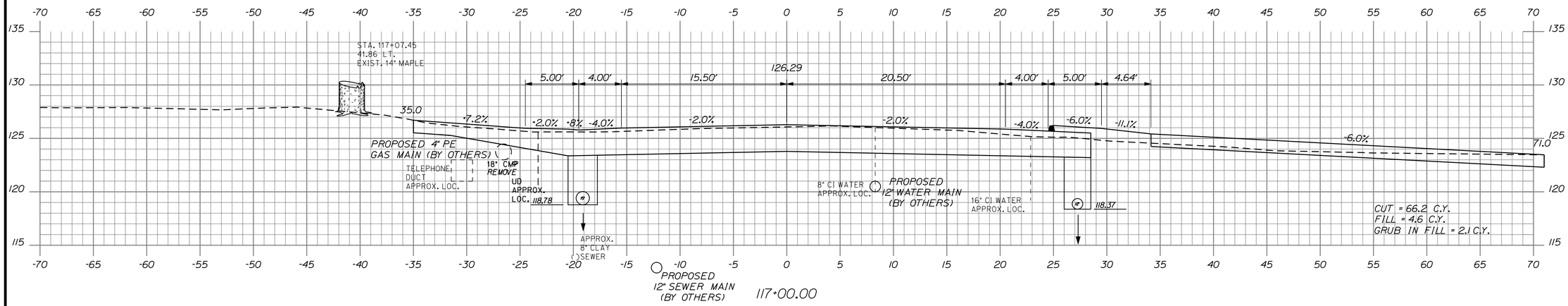
PROJ. MANAGER-PAUL MACDONALD	BY	DATE
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

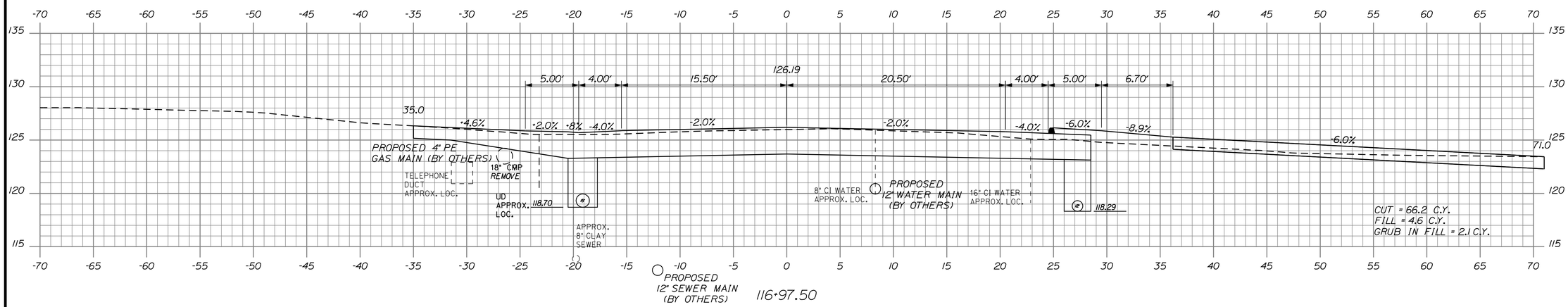
OLD TOWN
STILLWATER AVE.

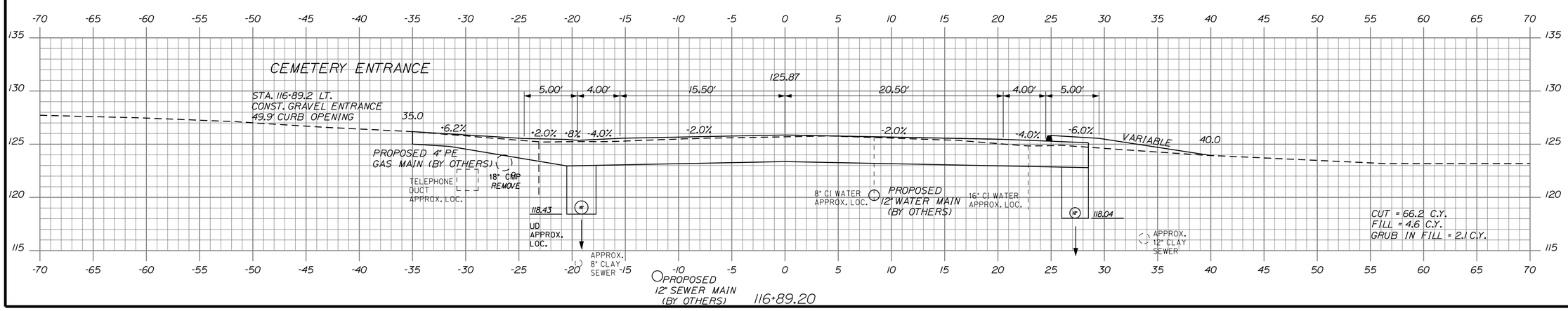
116+00.00 CROSS SECTIONS 116+70.30

SHEET NUMBER
48
OF 103

Filename: ...\HIGHWAY\MSTA\048_Xsect_25.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

SIGNATURE		
4226		
P.E. NUMBER		
2/21/13		
DATE		

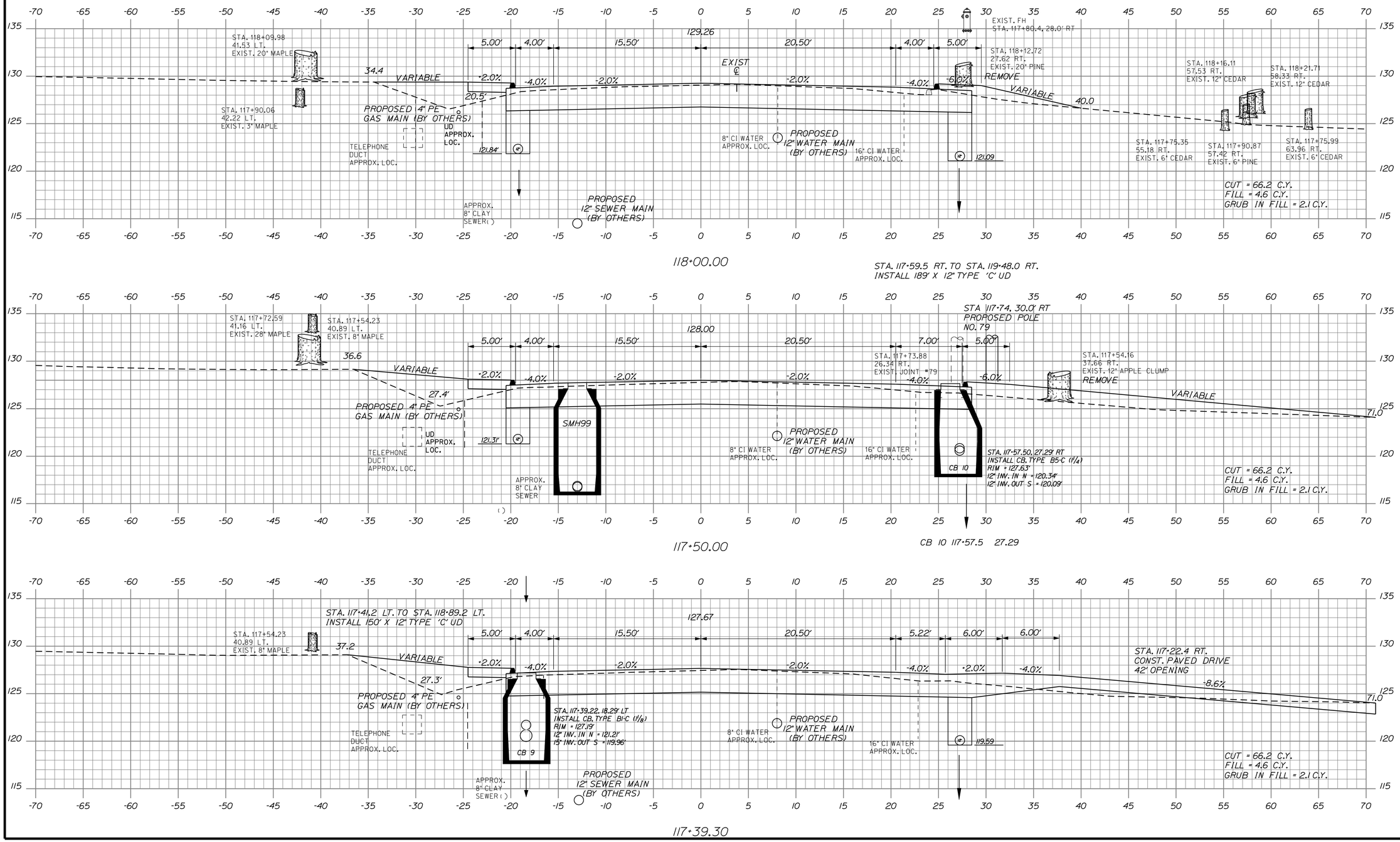
PROJ. MANAGER-PAUL MACDONALD	BY	DATE
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

OLD TOWN
STILLWATER AVE.

116+89.20 CROSS SECTIONS 117+00.00

SHEET NUMBER
49
OF 103

Filename: ...\HIGHWAY\MSTA\049_Xsect_26.dgn Division: HIGHWAY Username: morin Date:2/22/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

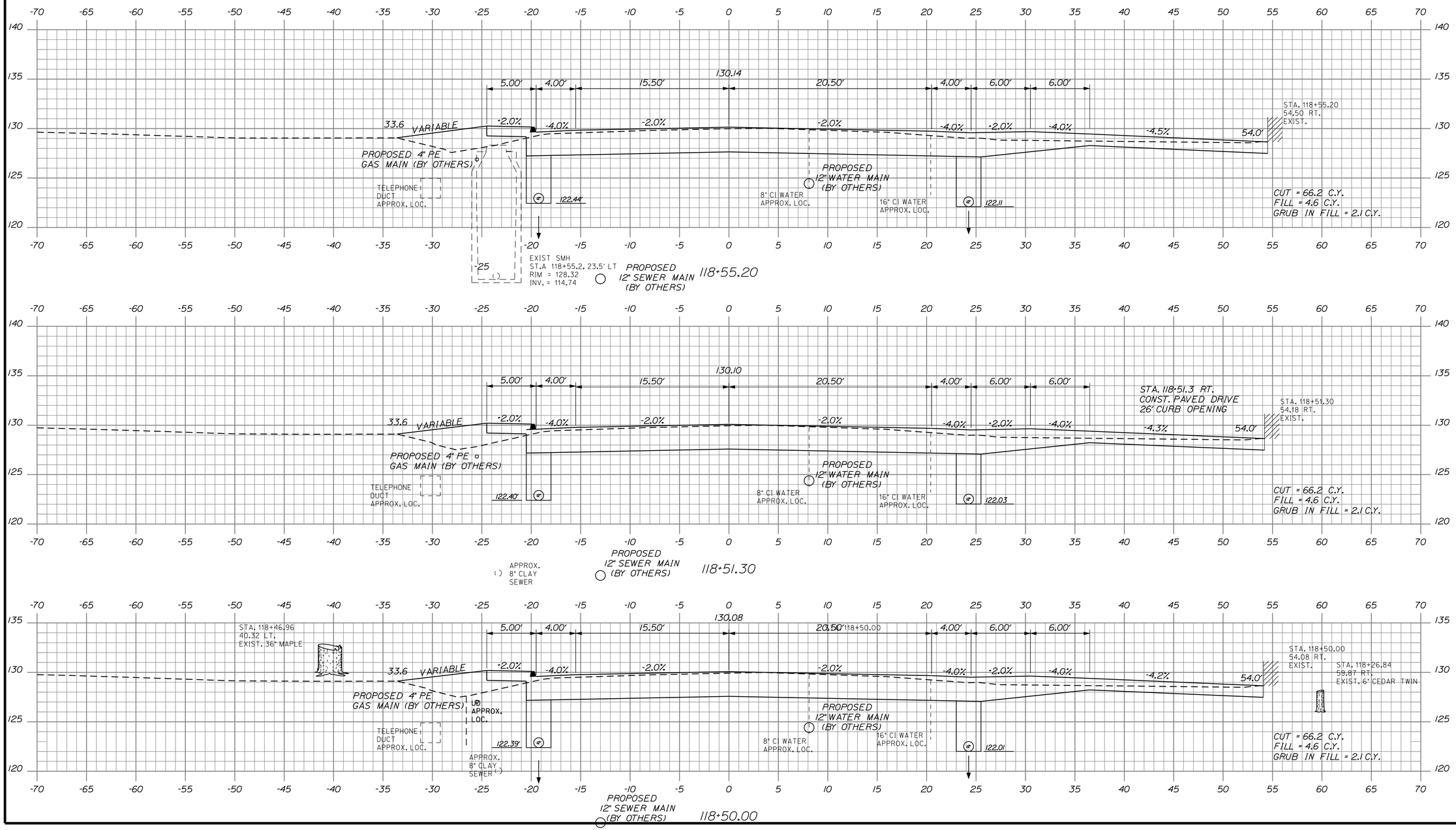
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

117+39.30 CROSS SECTIONS 118+00.00

SHEET NUMBER
50
OF 103

Filename: ...\HIGHWAY\MSTA\050_Xsect_27.dgn Division: HIGHWAY Username: morin Date:2/22/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	PAUL MACDONALD		
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

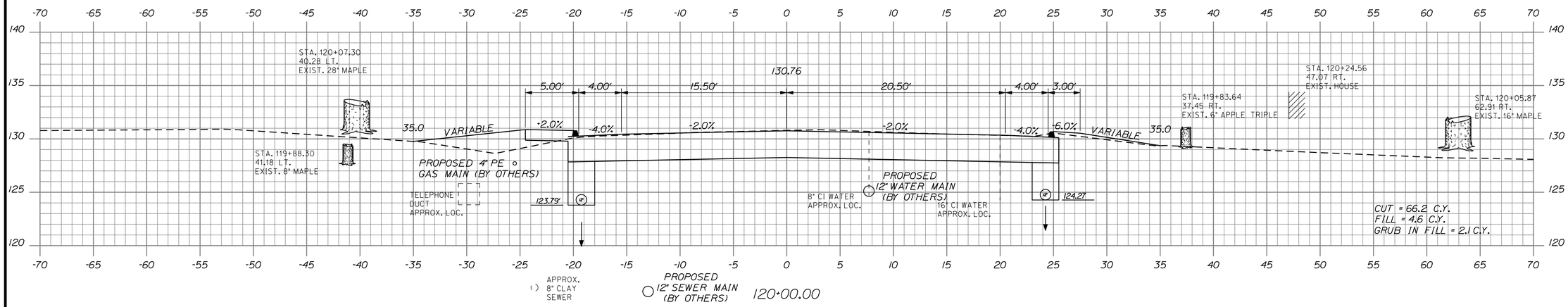
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

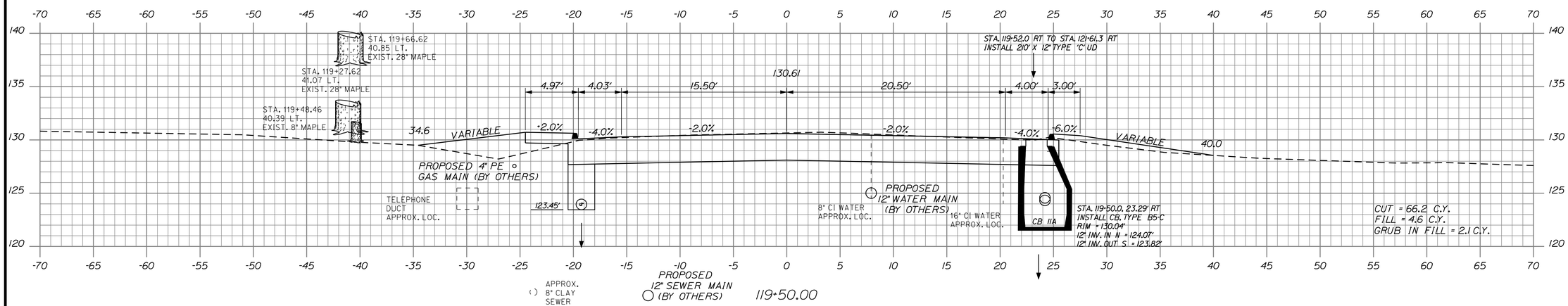
OLD TOWN
STILLWATER AVE.

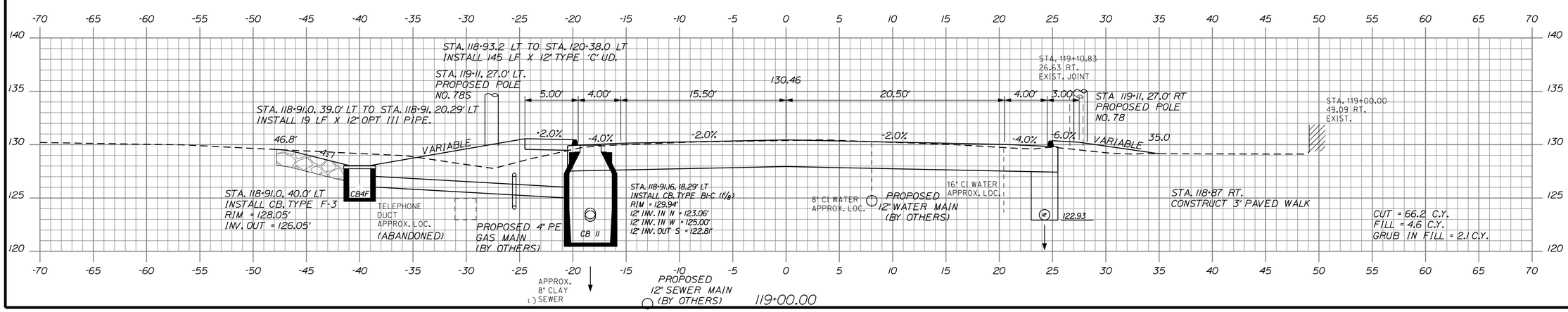
118+50.00 CROSS SECTIONS 118+55.20

SHEET NUMBER
51
OF 103

Filename: ...\HIGHWAY\MSTA\051_Xsect_28.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

SIGNATURE 4226
P.E. NUMBER
2/21/13
DATE

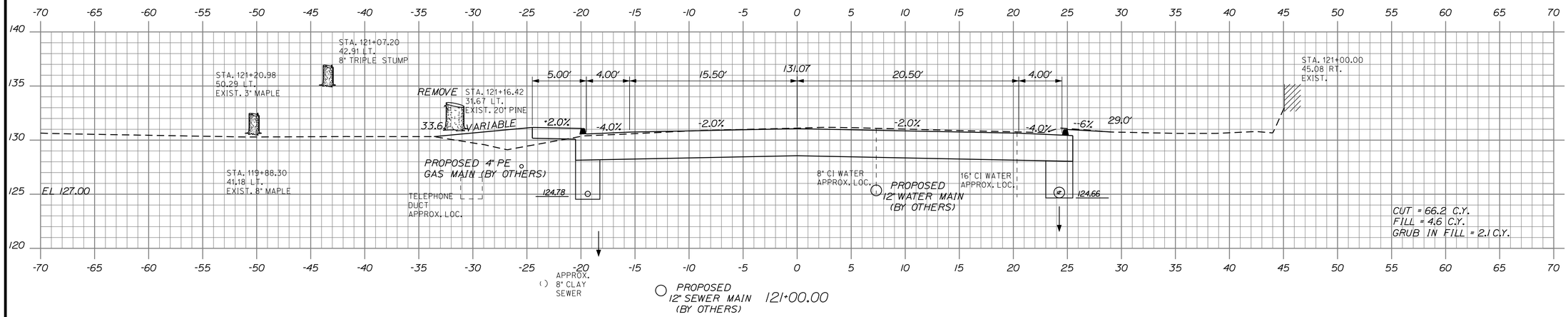
		BY	DATE
PROJ. MANAGER	PAUL MACDONALD		
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

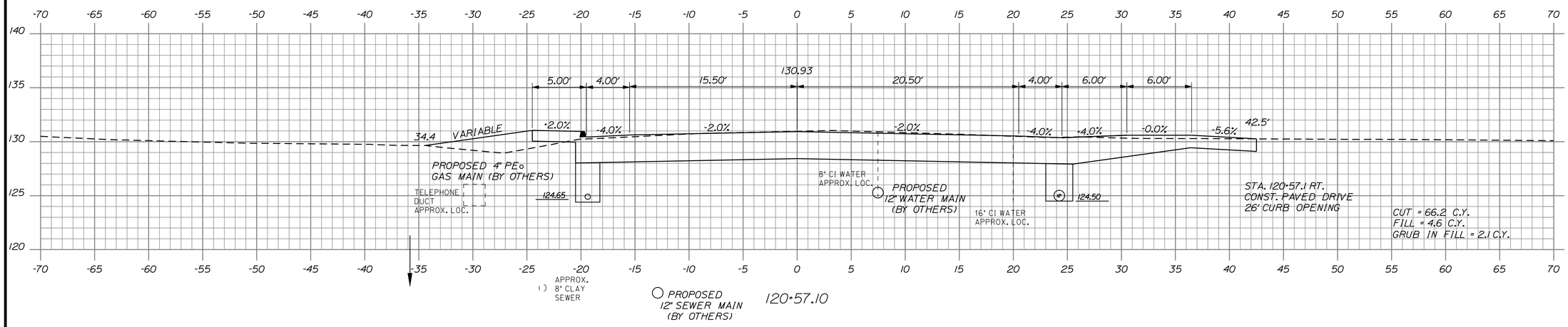
OLD TOWN
STILLWATER AVE.

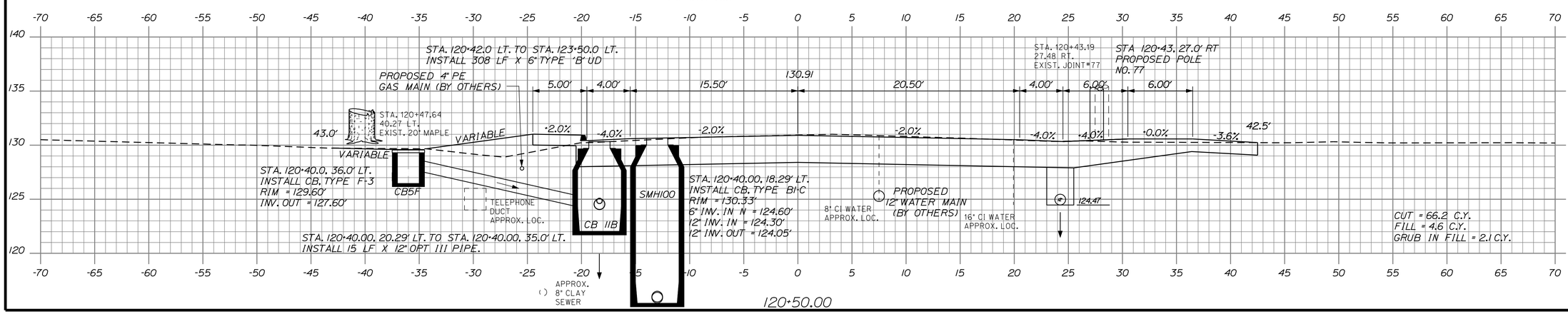
119+00.00 CROSS SECTIONS 120+00.00

SHEET NUMBER
52
OF 103

Filename: ...\HIGHWAY\MSTA\052_Xsect_29.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

PROJ. MANAGER-PAUL MACDONALD	BY		DATE
DESIGN-DETAILED	RCL	REVISIONS 1	2/21/13
CHECKED-REVIEWED	ALG	REVISIONS 2	2/21/13
DESIGN2-DETAILED2	JLE	REVISIONS 3	
DESIGN3-DETAILED3	MSM	REVISIONS 4	
		FIELD CHANGES	

SIGNATURE

4226
P.E. NUMBER

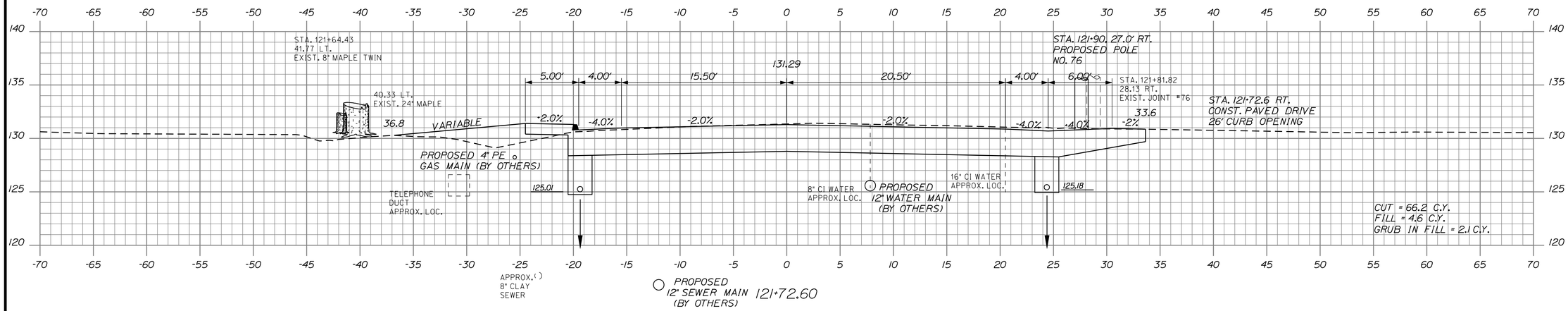
2/21/13
DATE

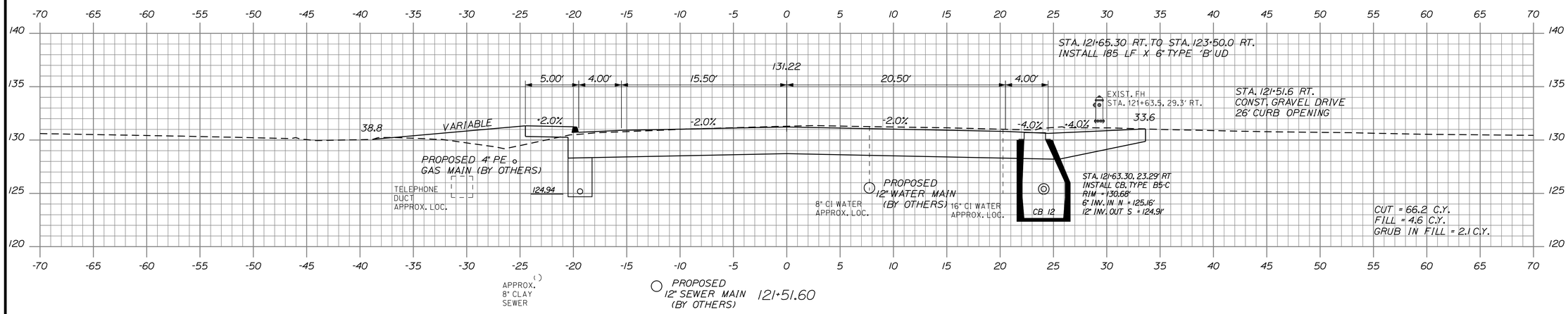
OLD TOWN
STILLWATER AVE.

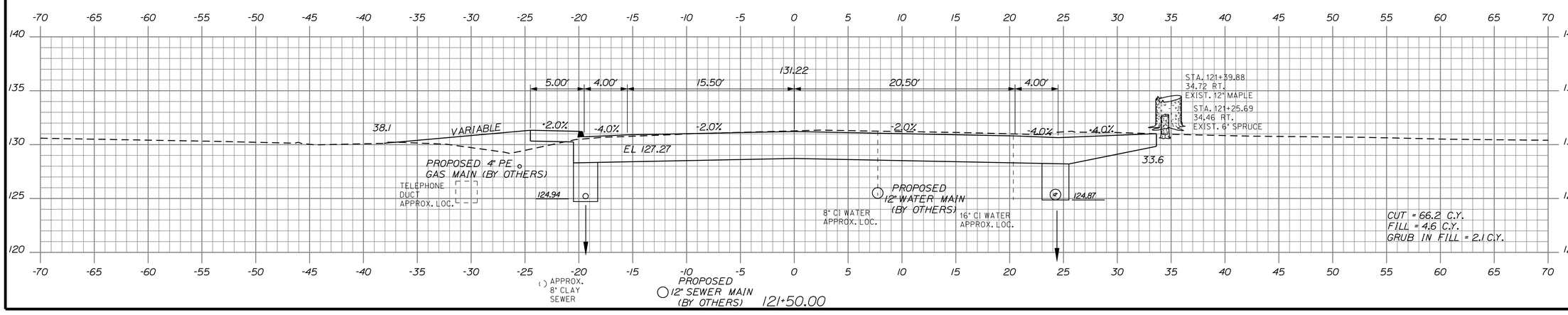
120+50.00 CROSS SECTIONS 121+00.00

SHEET NUMBER
53
OF 103

Filename: ...\HIGHWAY\MSTA\053_Xsect_30.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

PROJ. MANAGER-PAUL MACDONALD	BY	DATE
DESIGN-DETAILED RCL	RCL	2/21/13
CHECKED-REVIEWED ALG		2/21/13
DESIGN2-DETAILED2 JLE	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

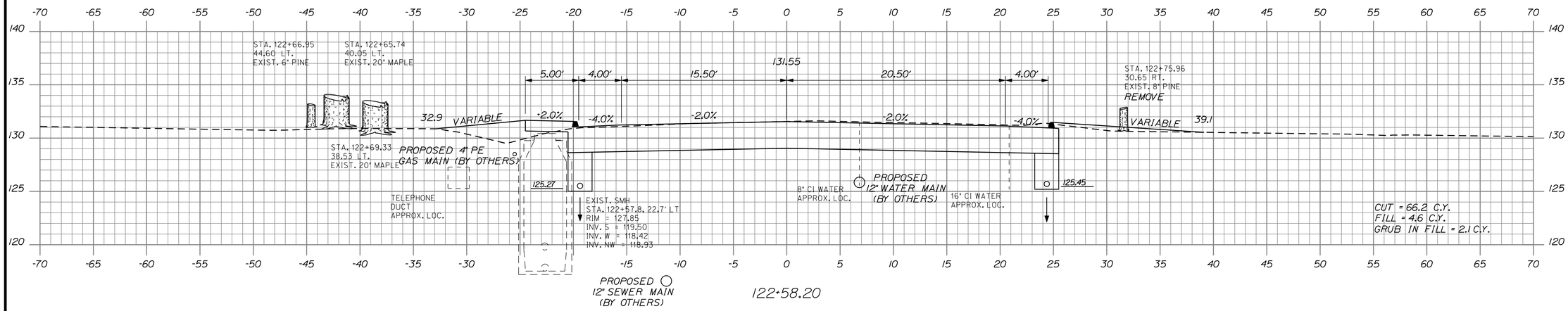
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

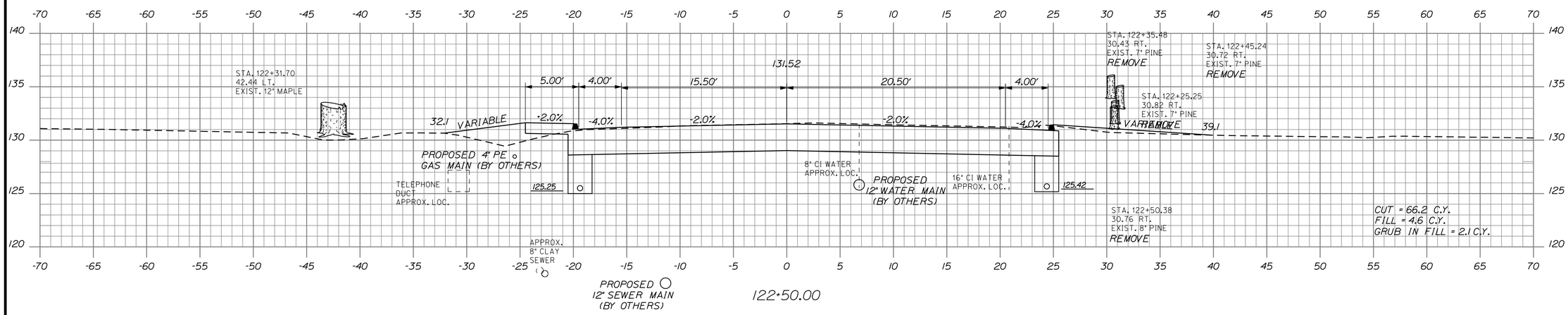
OLD TOWN
STILLWATER AVE.

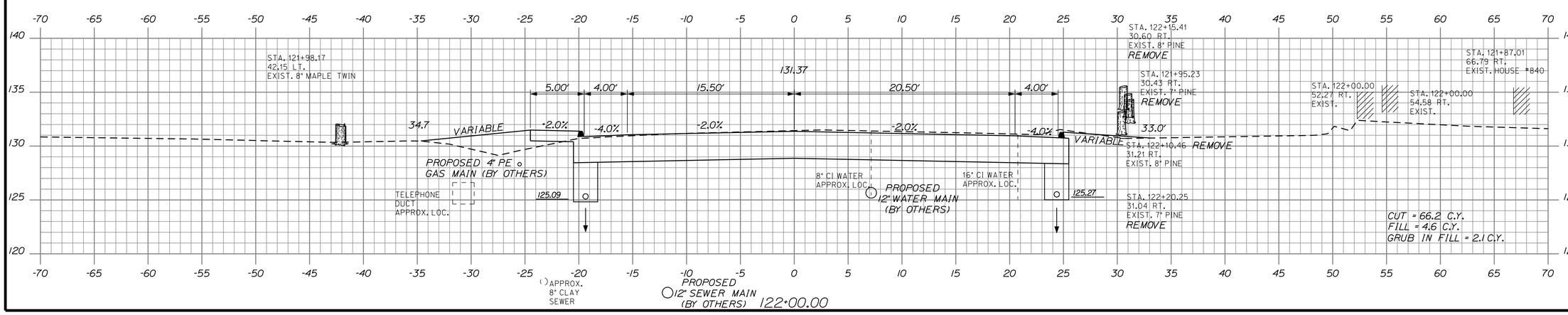
121+50.00 CROSS SECTIONS 121+72.60

SHEET NUMBER
54
OF 103

Filename: ...\HIGHWAY\MSTA\054_Xsect_31.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	PAUL MACDONALD		
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

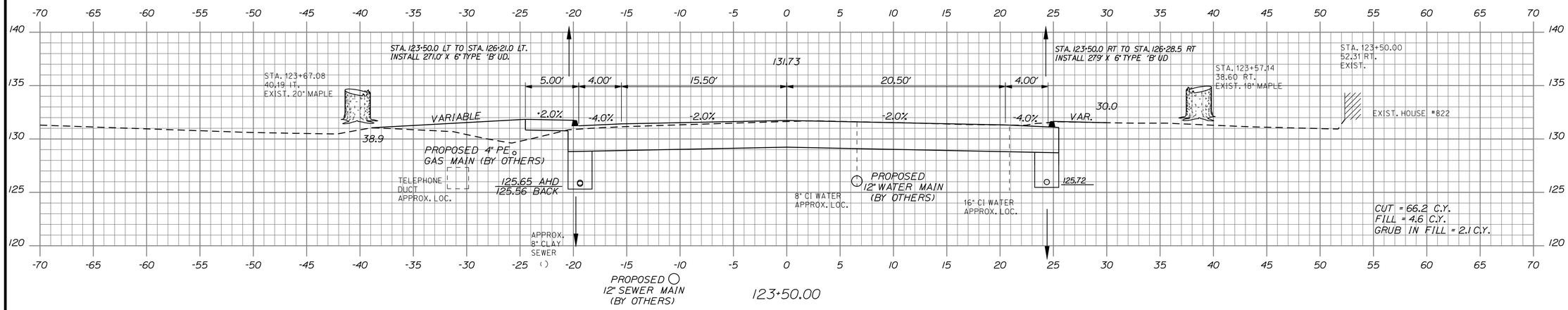
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

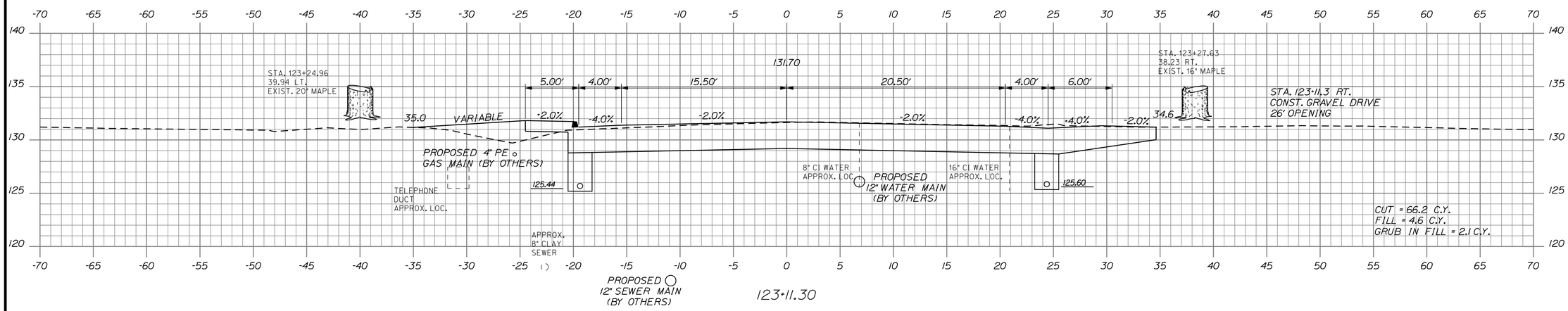
OLD TOWN
STILLWATER AVE.

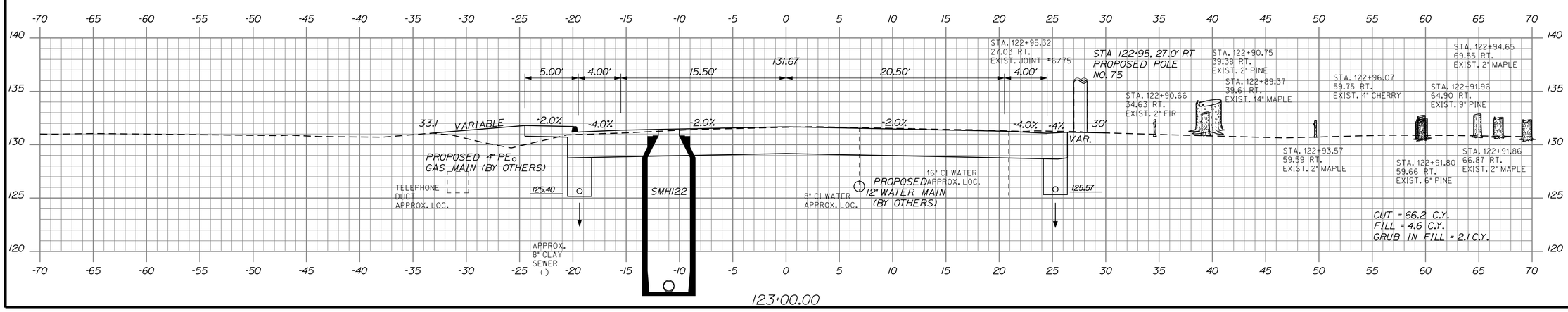
122+00.00 CROSS SECTIONS 122+58.20

SHEET NUMBER
55
OF 103

Filename: ...\HIGHWAY\MSTA\055_Xsect_32.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER-PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

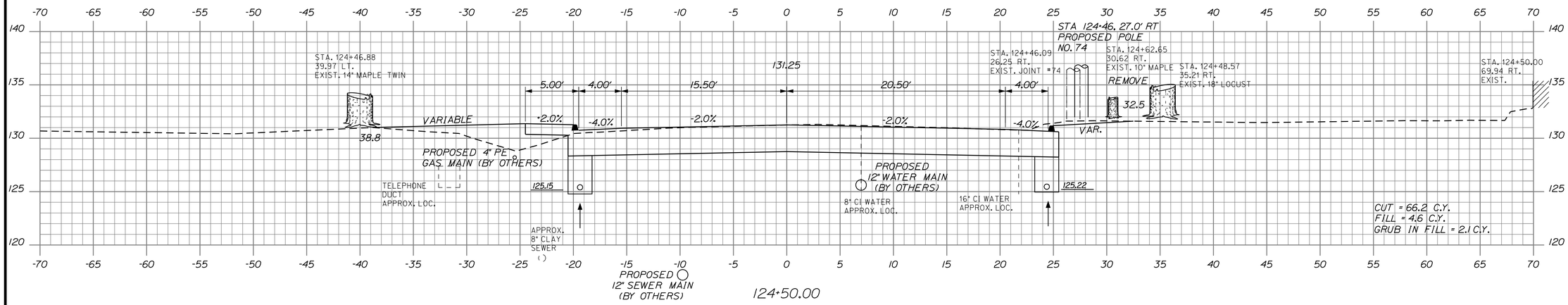
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

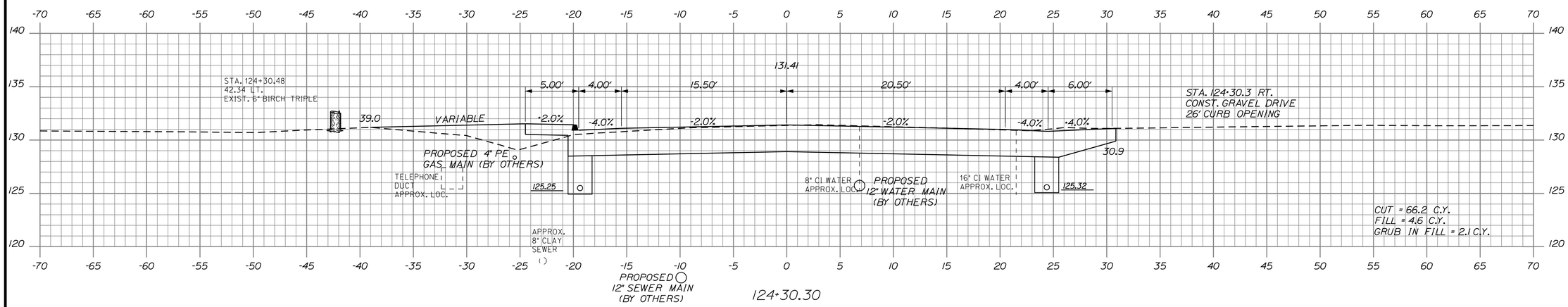
OLD TOWN
STILLWATER AVE.

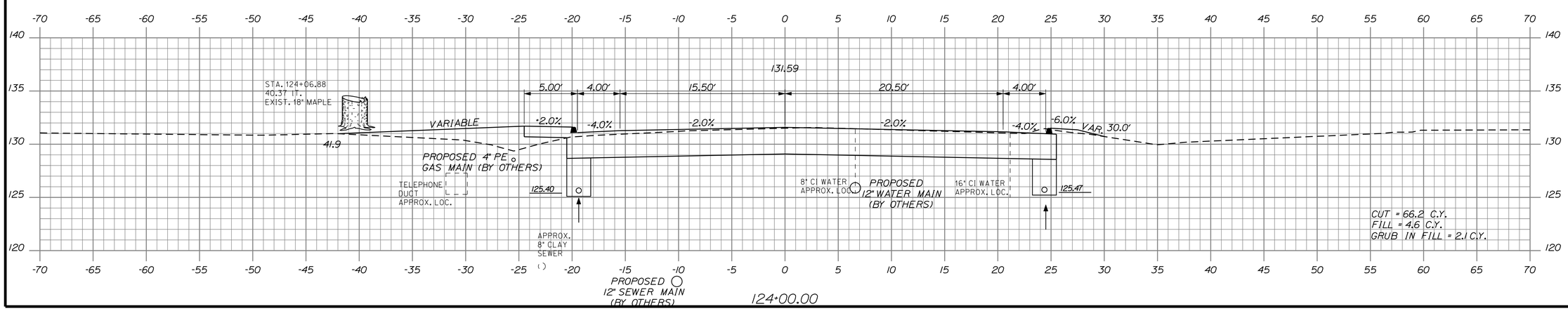
123+00.00 CROSS SECTIONS 123+50.00

SHEET NUMBER
56
OF 103

Filename: ...\HIGHWAY\MSTA\056_Xsect_33.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

PROJ. MANAGER-PAUL MACDONALD		BY	DATE
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE 4226

P.E. NUMBER

2/21/13

DATE

OLD TOWN
STILLWATER AVE.

124+00.00 CROSS SECTIONS 124+50.00

SHEET NUMBER

57

OF 103

Filename: ...\HIGHWAY\MSTA\057_Xsect_34.dgn Division: HIGHWAY Username: morin Date:2/22/2013

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

PROJ. MANAGER-PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

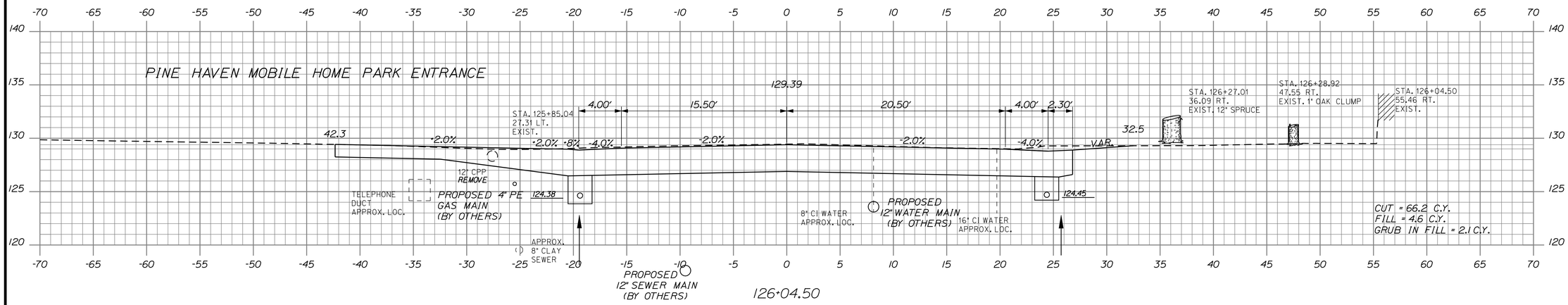
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

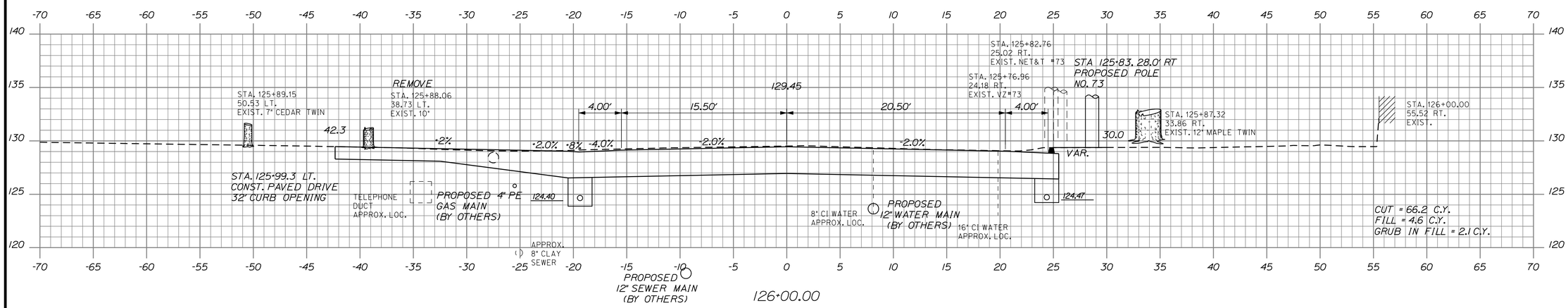
OLD TOWN
STILLWATER AVE.

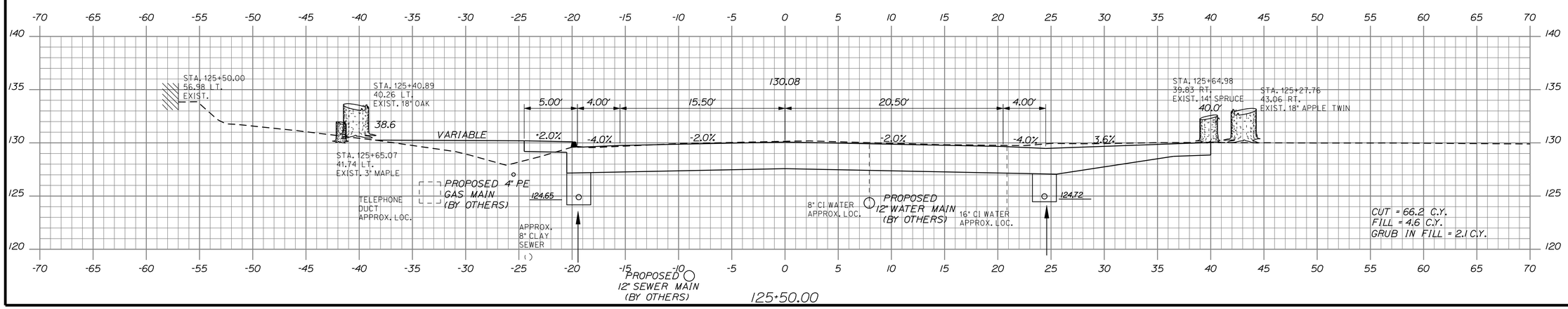
124+97.40 CROSS SECTIONS 125+47.10

SHEET NUMBER
58
OF 103

Filename: ...\HIGHWAY\MSTA\058_Xsect_35.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

PROJ. MANAGER-PAUL MACDONALD	BY		DATE
DESIGN-DETAILED	RCL		2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

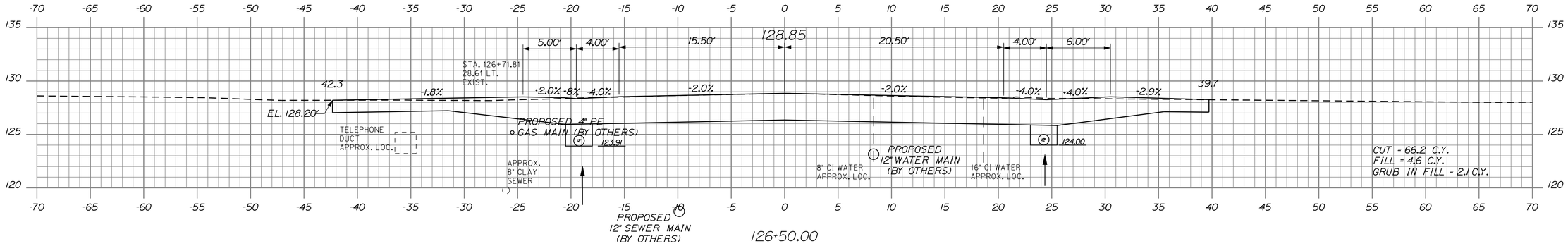
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

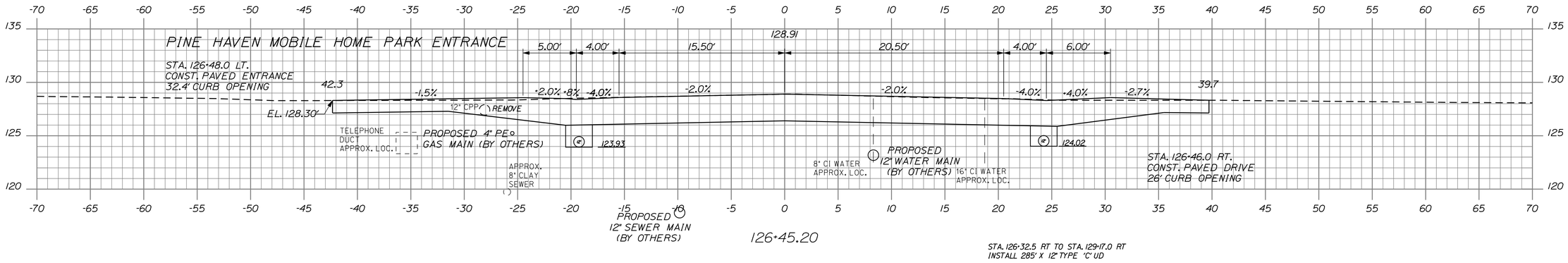
OLD TOWN
STILLWATER AVE.

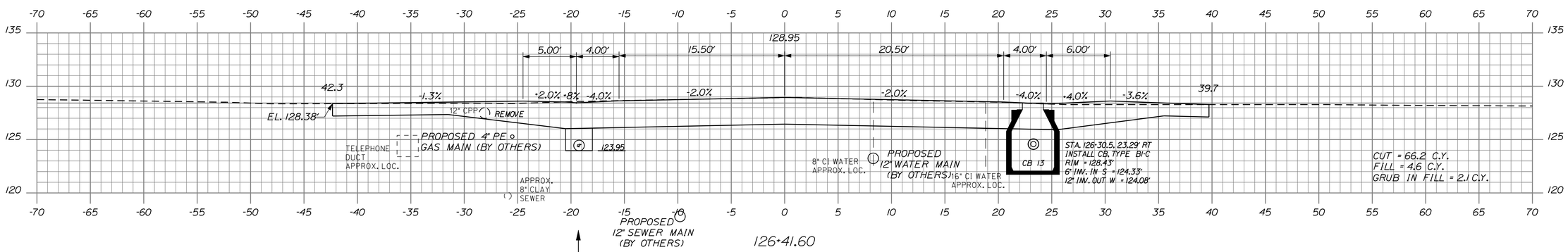
125+50.00 CROSS SECTIONS 126+04.50

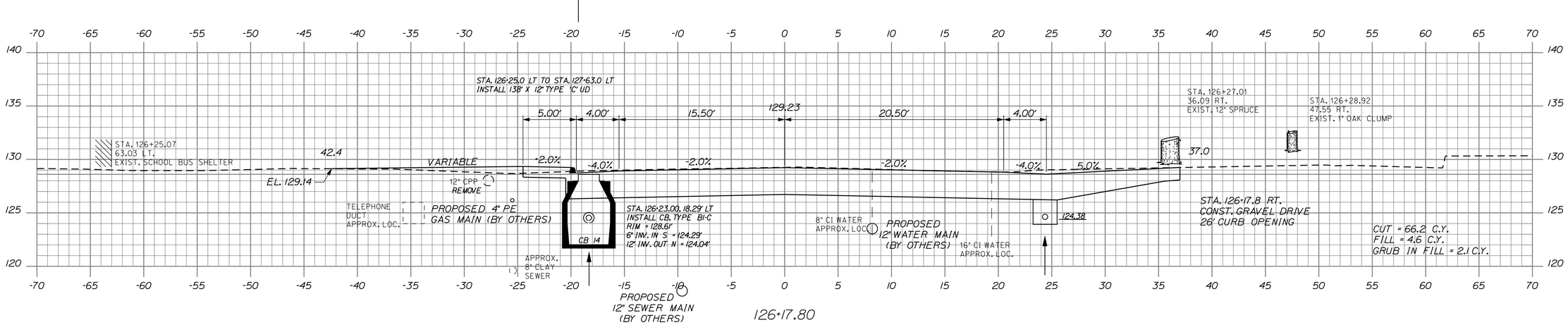
SHEET NUMBER
59
OF 103

Filename: ...\HIGHWAY\MSTA\059_Xsect_36.dgn Division: HIGHWAY Username: morin Date:2/22/2013









STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER/PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

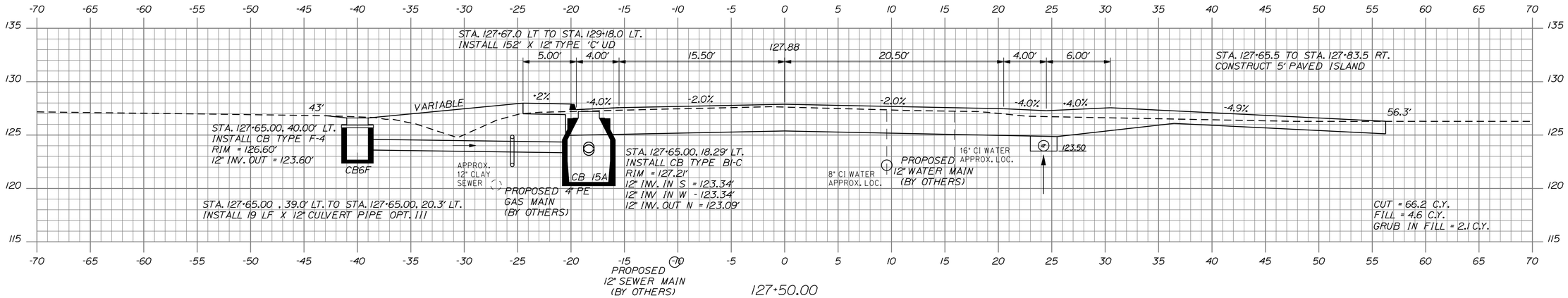
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

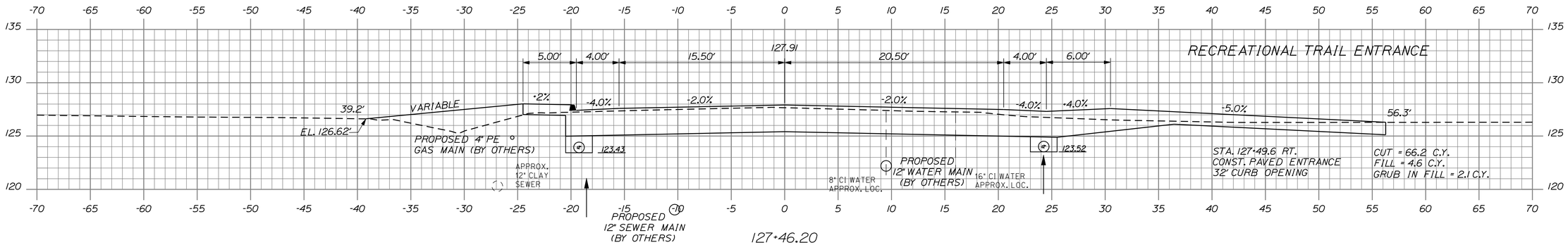
OLD TOWN
STILLWATER AVE.

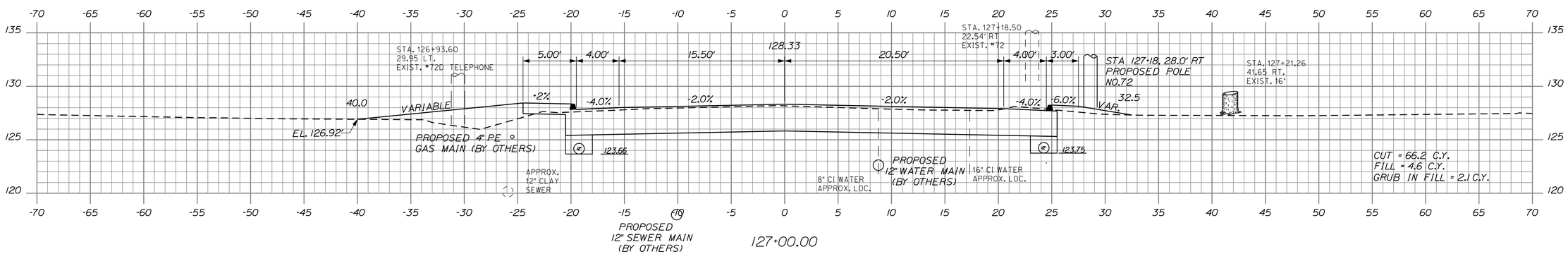
126+17.80 CROSS SECTIONS 126+50.00

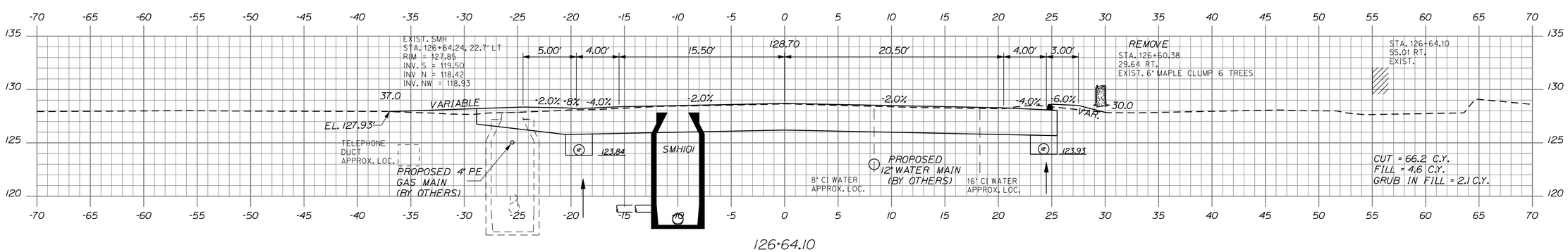
SHEET NUMBER
60
OF 103

Filename: ...\HIGHWAY\MSTA\060_Xsect_37.dgn Division: HIGHWAY Username: morin Date:2/22/2013









STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

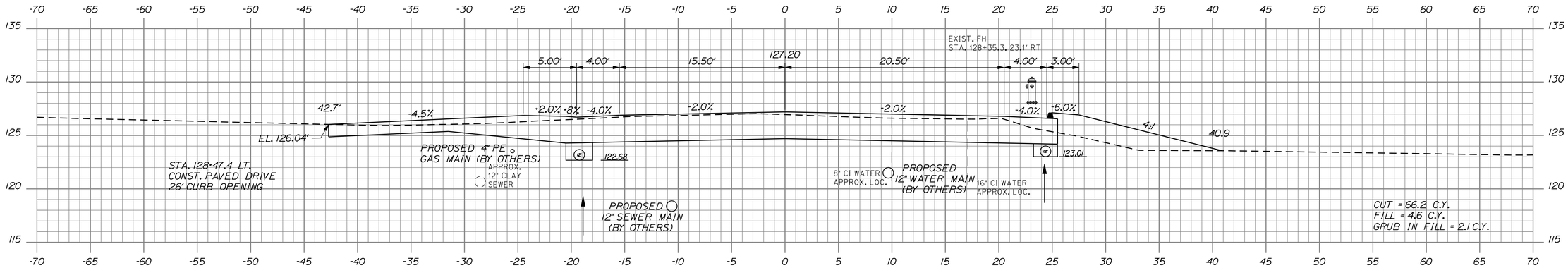
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

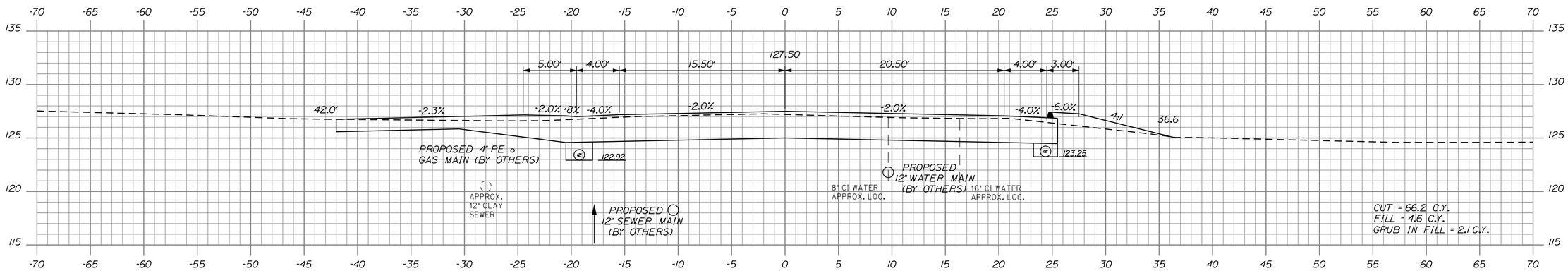
126+64.10 CROSS SECTIONS 127+50.00

SHEET NUMBER
61
OF 103

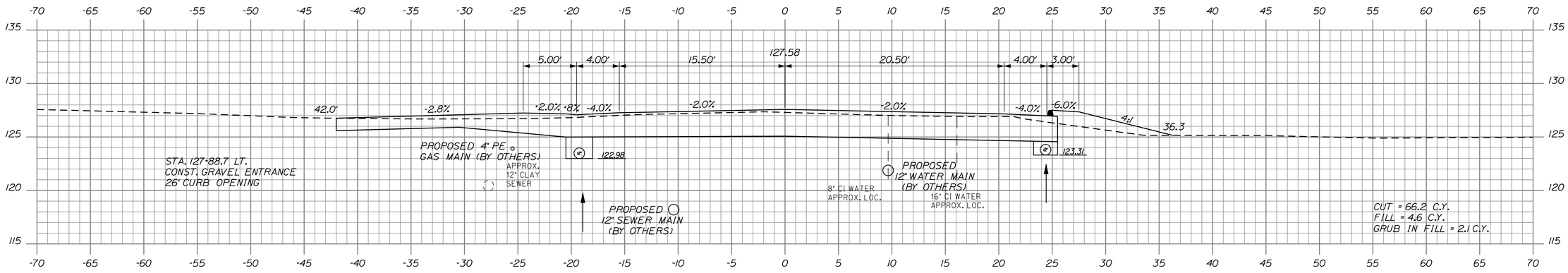
Filename: ...\HIGHWAY\MSTA\061_Xsect_38.dgn Division: HIGHWAY Username: morin Date:2/22/2013



128+47.40



128+00.00



127+88.70

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER-PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	RCL		2/21/13
DESIGN2-DETAILED2	ALG	JLE	
DESIGN3-DETAILED3	JLE	MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

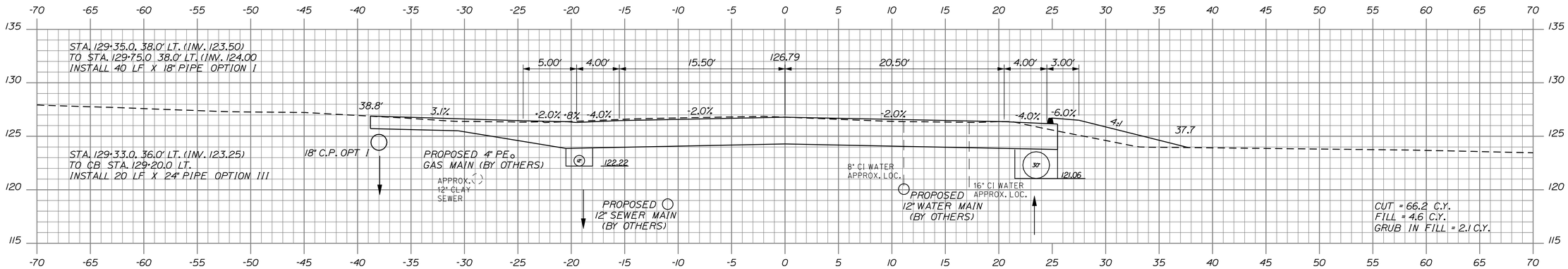
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

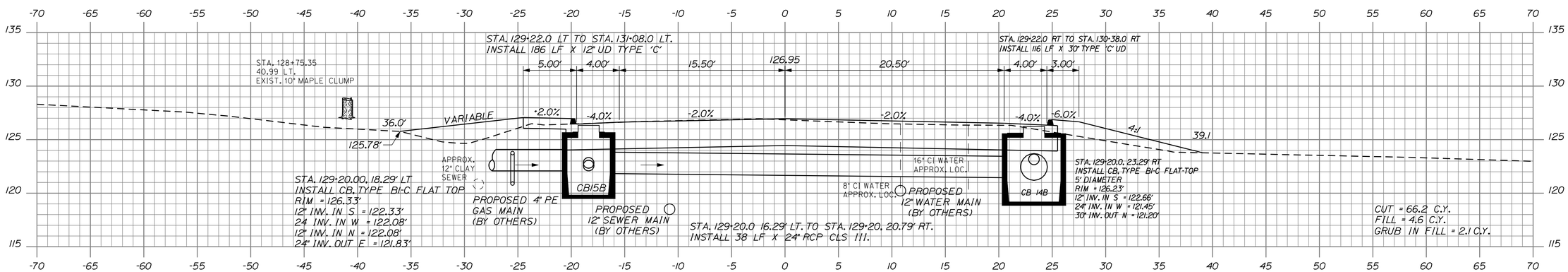
127+88.70 CROSS SECTIONS 128+47.40

SHEET NUMBER
62
OF 103

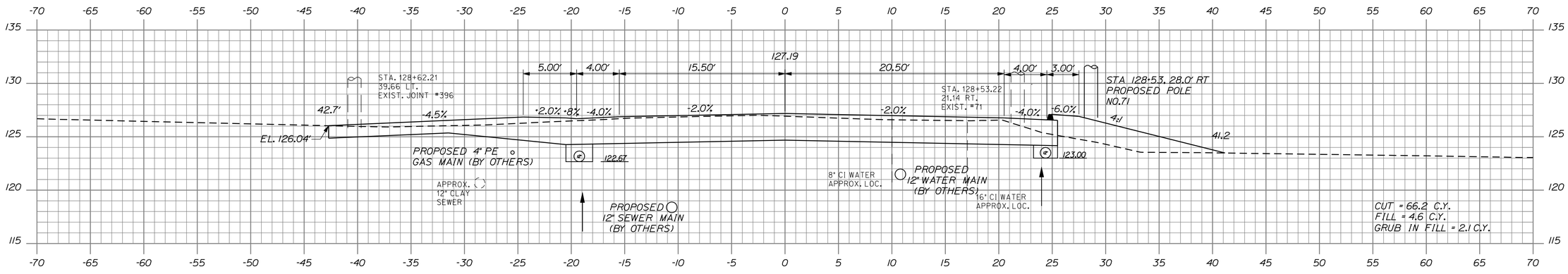
Filename: ...\HIGHWAY\MSTA\062_Xsect_39.dgn Division: HIGHWAY Username: morin Date:2/22/2013



129+50.00



129+00.00



128+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

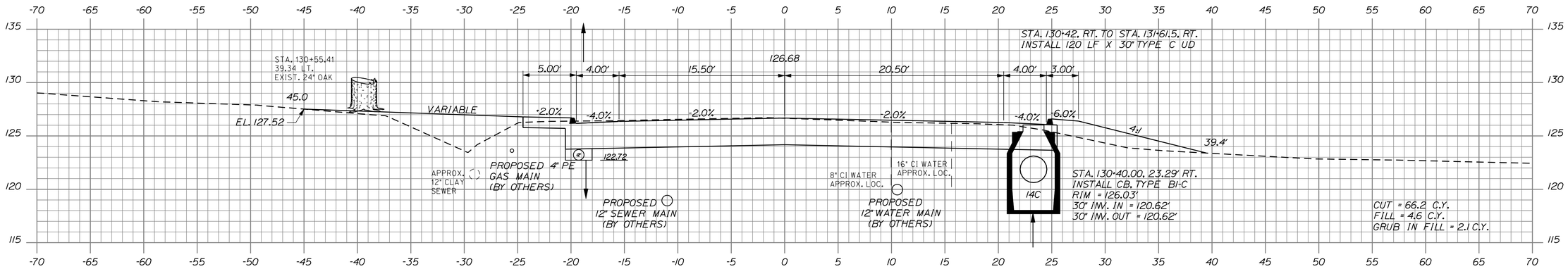
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

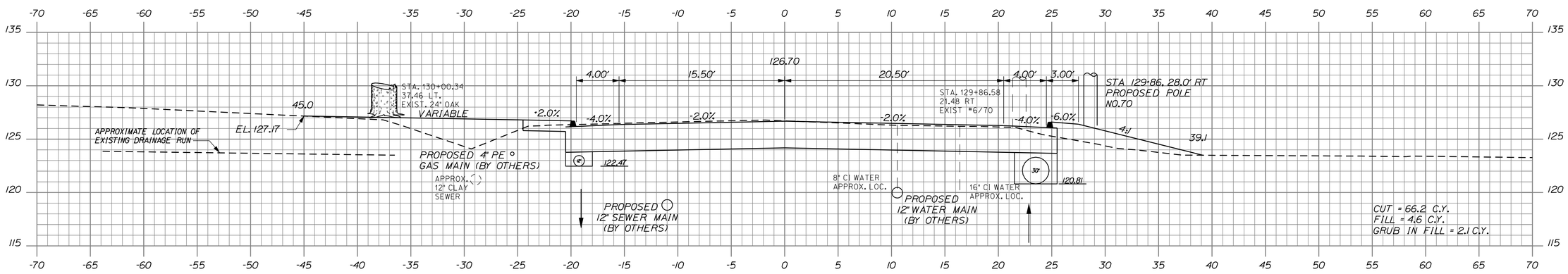
128+50.00 CROSS SECTIONS 129+50.00

SHEET NUMBER
63
OF 103

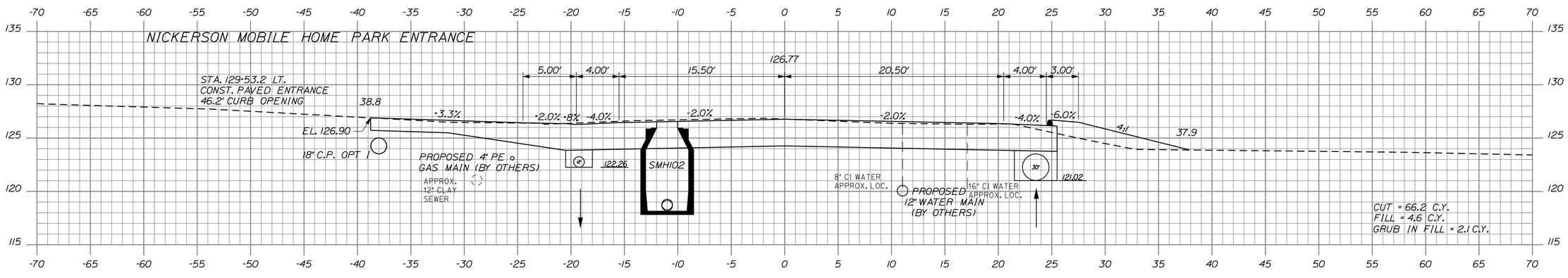
Filename: ...\HIGHWAY\MSTA\063_Xsect_40.dgn Division: HIGHWAY Username: morin Date:2/22/2013



130+50.00



130+00.00



129+57.40

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER-PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

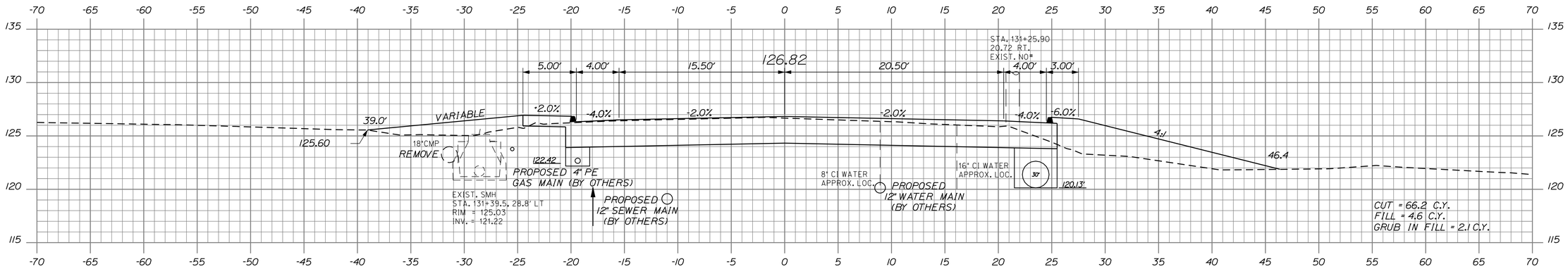
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

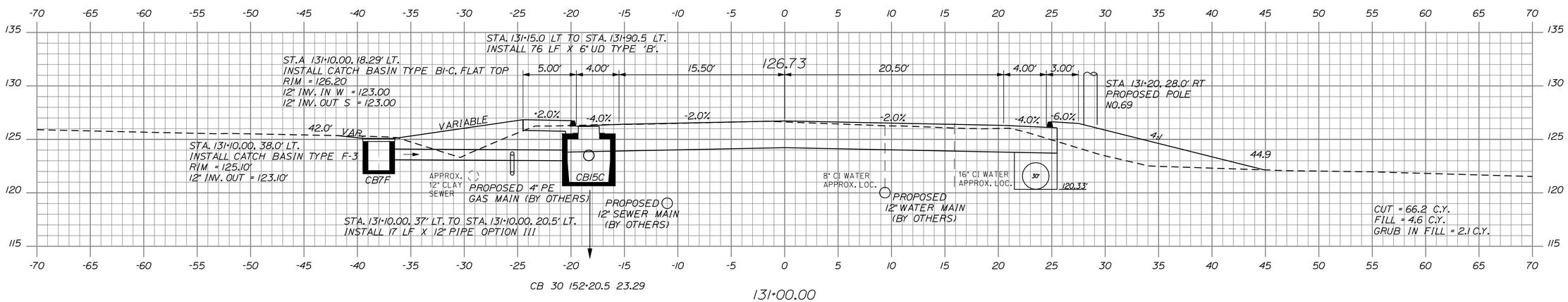
129+57.40 CROSS SECTIONS 130+50.00

SHEET NUMBER
64
OF 103

Filename: ...\HIGHWAY\MSTA\064_Xsect_41.dgn Division: HIGHWAY Username: morin Date:2/22/2013

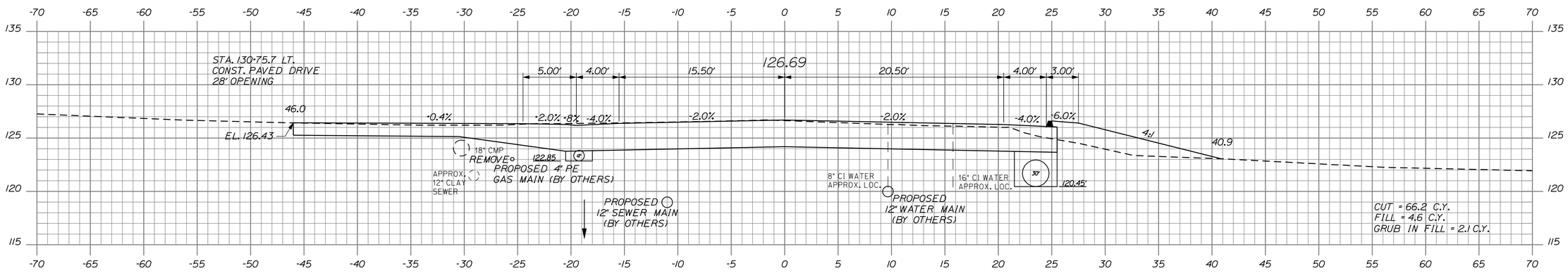


131+39.30



CB 30 152+20.5 23.29

131+00.00



130+75.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER-PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

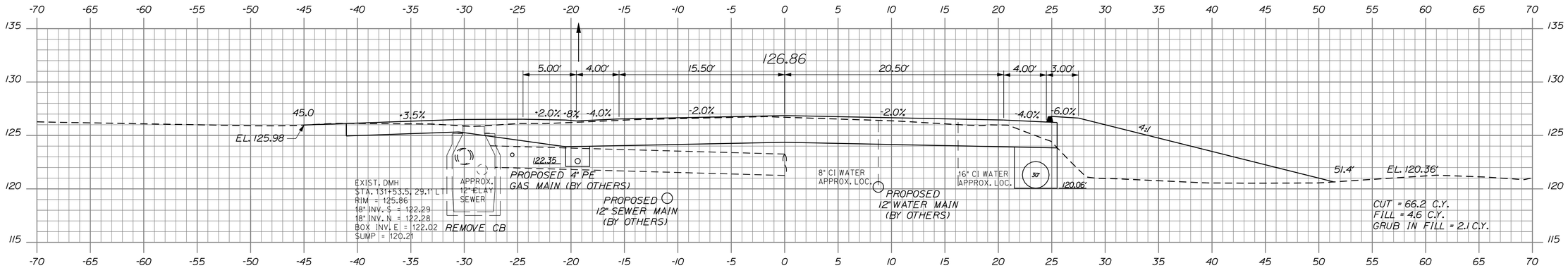
SIGNATURE 4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

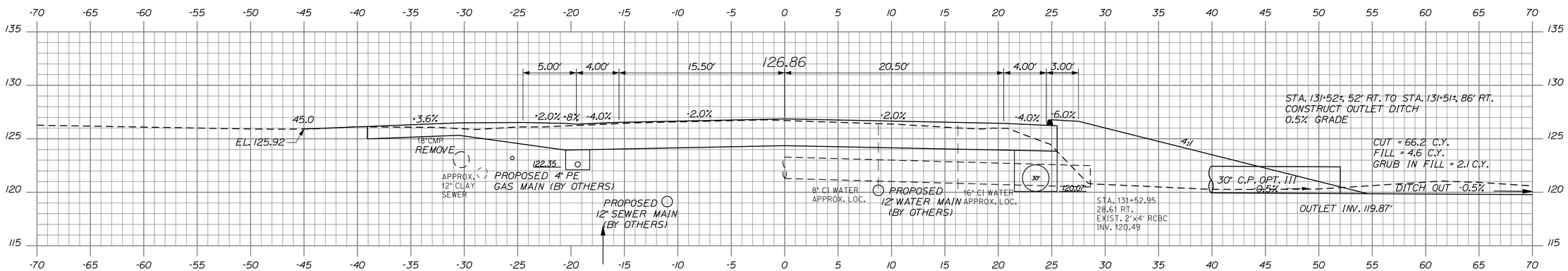
CROSS SECTIONS 131+39.30 130+75.50

SHEET NUMBER
65
OF 103

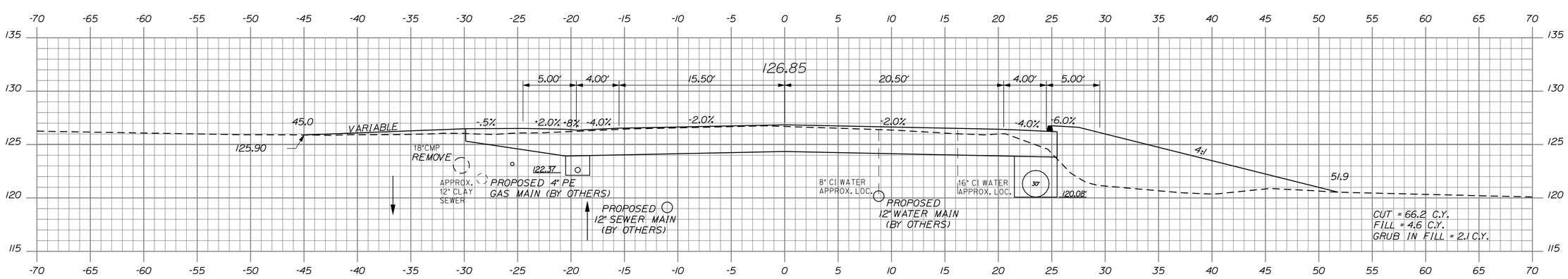
Filename: ...\HIGHWAY\MSTA\065_Xsect_42.dgn Division: HIGHWAY Username: morin Date:2/22/2013



131+53.40



131+52.80



131+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	PAUL MACDONALD		
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	AJG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE 4226

P.E. NUMBER

2/21/13

DATE

OLD TOWN
STILLWATER AVE.

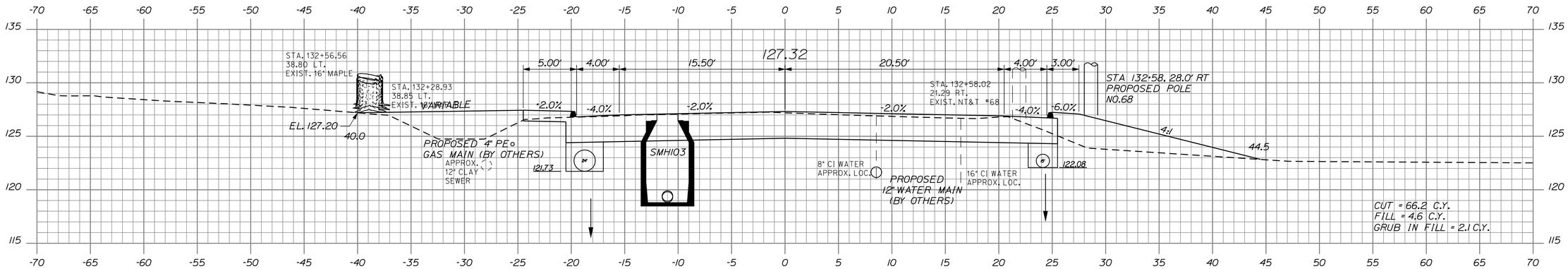
131+50.00 CROSS SECTIONS 131+53.40

SHEET NUMBER

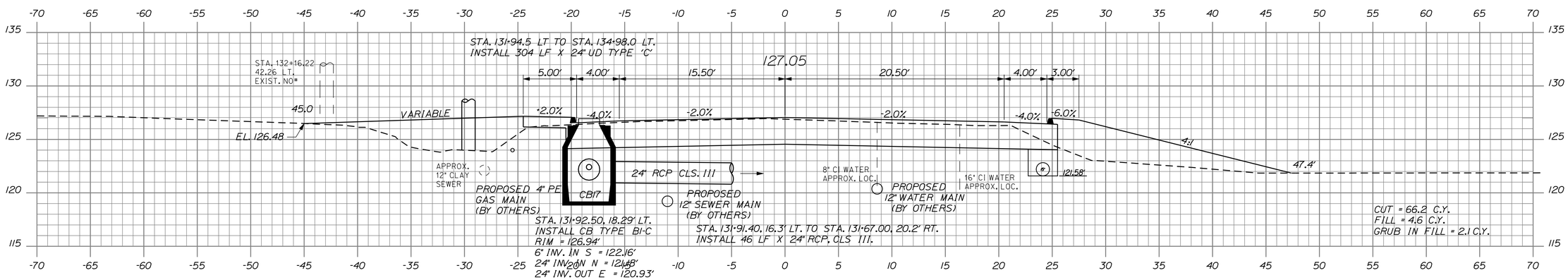
66

OF 103

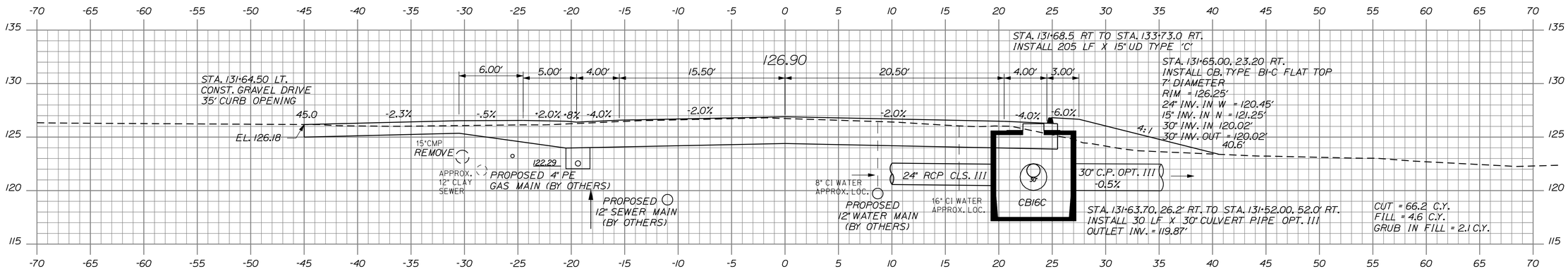
Filename: ...\HIGHWAY\MSTA\066_Xsect_43.dgn Division: HIGHWAY Username: morin Date:2/22/2013



132+50.00



132+00.00



131+64.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

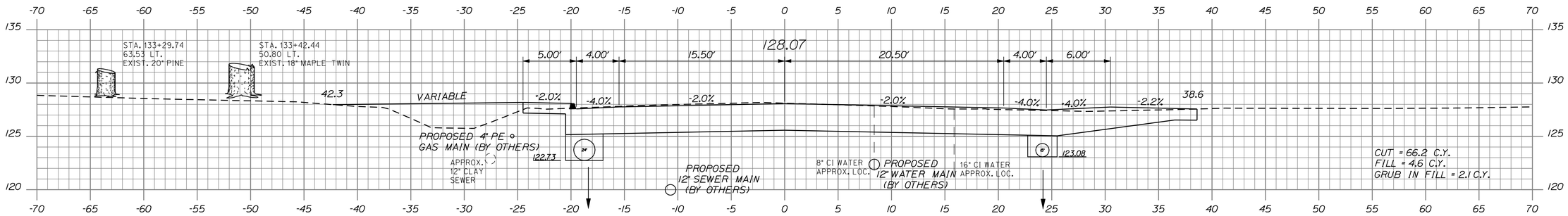
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

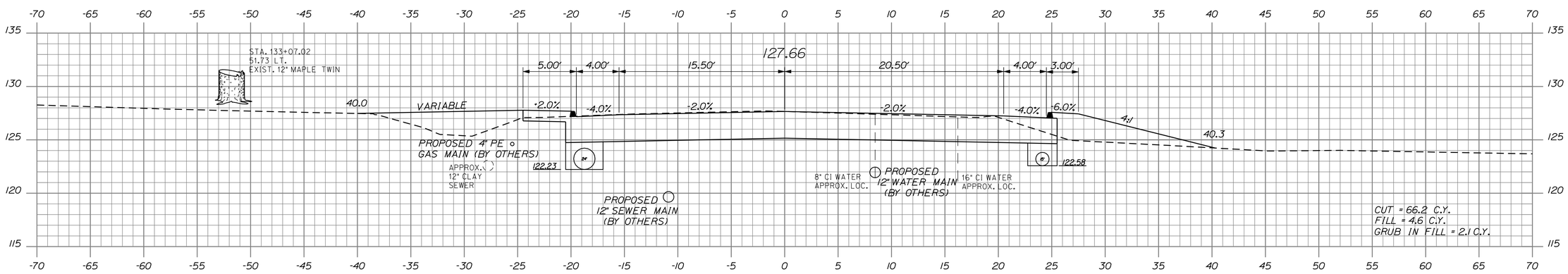
131+64.50 CROSS SECTIONS 132+50.00

SHEET NUMBER
67
OF 103

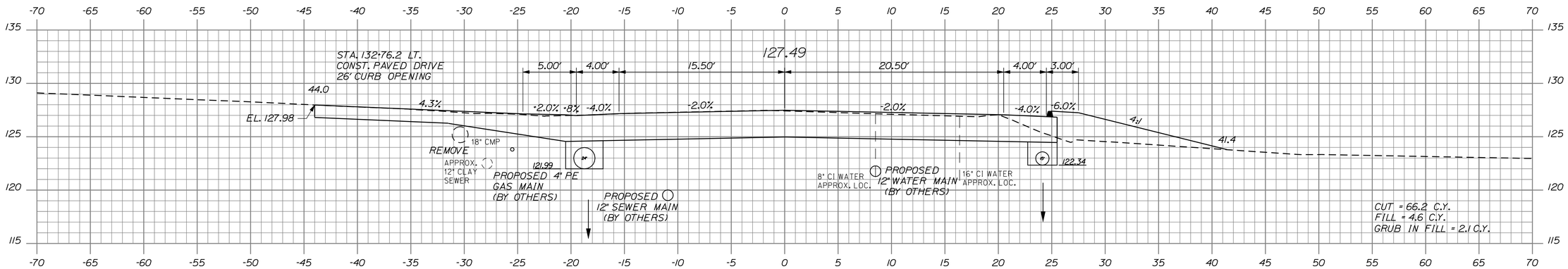
Filename: ...\HIGHWAY\MSTA\067_Xsect_44.dgn Division: HIGHWAY Username: morin Date:2/22/2013



133+50.00



133+00.00



132+76.20

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

PROJ. MANAGER-PAUL MACDONALD		BY	DATE
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	RCL	ALG	2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3	JLE	MGM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

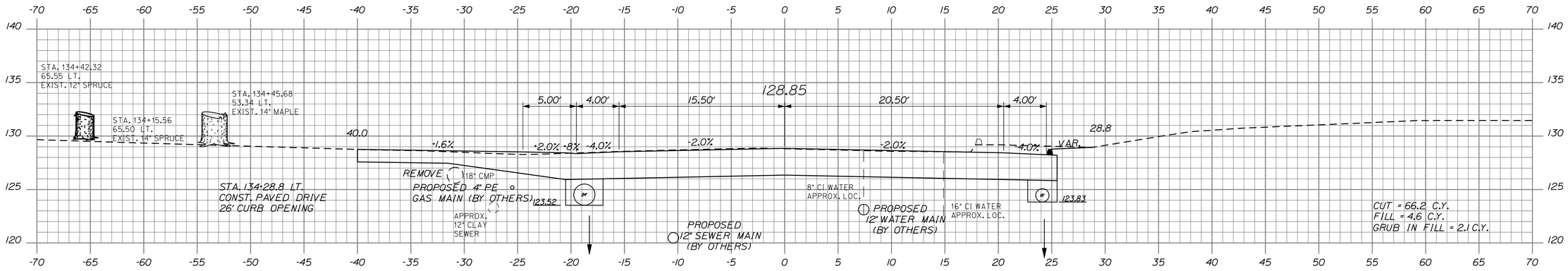
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

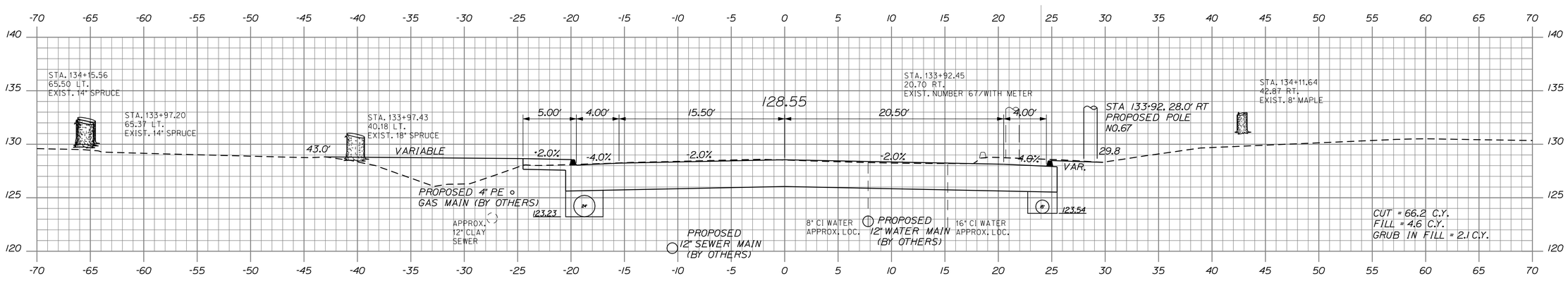
132+76.20 CROSS SECTIONS 133+50.00

SHEET NUMBER
68
OF 103

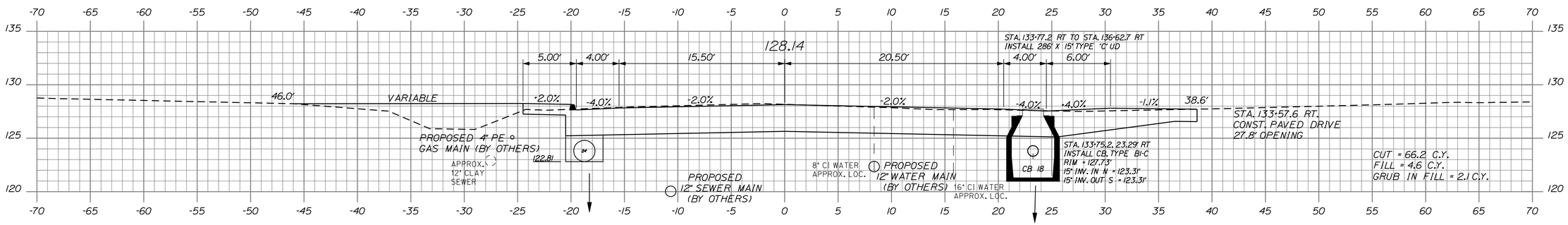
Filename: ...\HIGHWAY\MSTA\068_Xsect_45.dgn Division: HIGHWAY Username: morin Date:2/22/2013



134+28.80



134+00.00



133+57.60

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER/PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

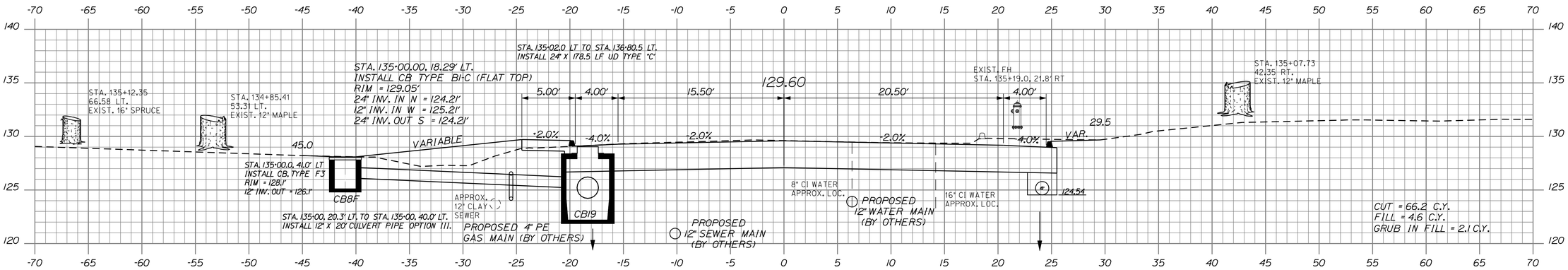
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

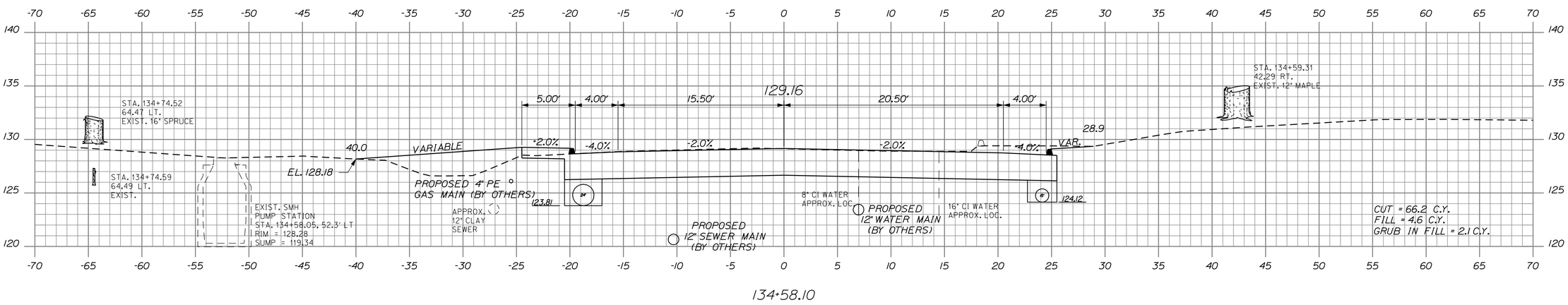
OLD TOWN
STILLWATER AVE.

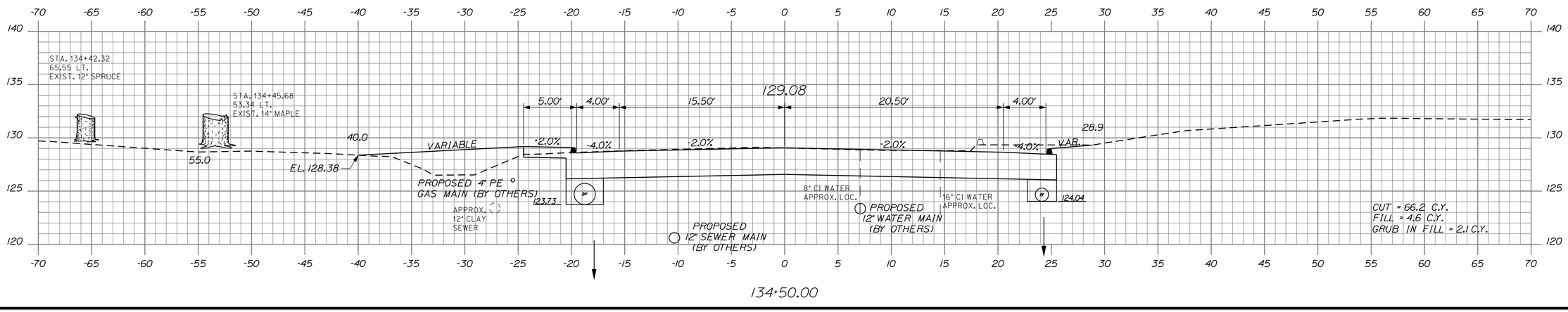
133+57.60 CROSS SECTIONS 134+28.80

SHEET NUMBER
69
OF 103

Filename: ...\HIGHWAY\MSTA\069_Xsect_46.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

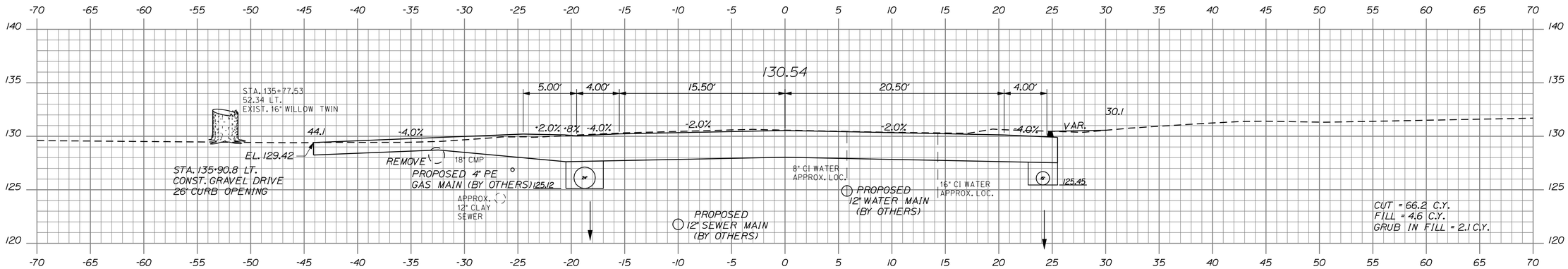
SIGNATURE 4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

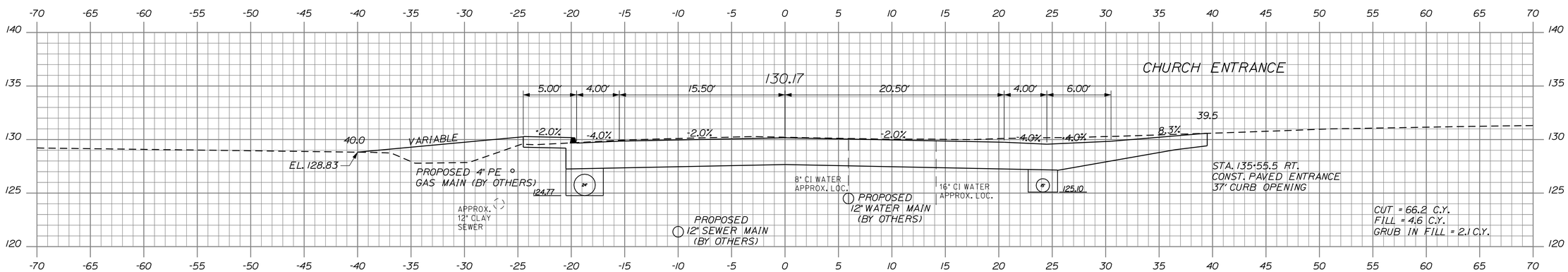
134+50.00 CROSS SECTIONS 135+00.00

SHEET NUMBER
70
OF 103

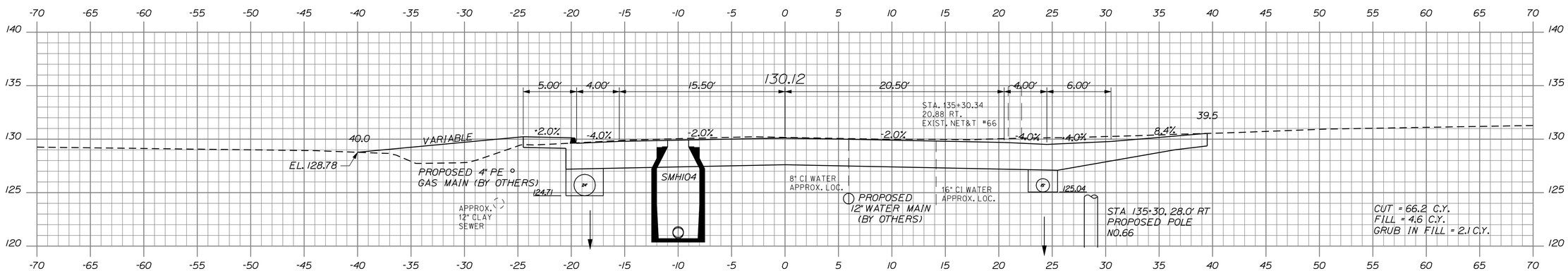
Filename: ...\HIGHWAY\MSTA\070_Xsect_47.dgn Division: HIGHWAY Username: morin Date:2/22/2013



135+90.80



135+55.50



135+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

PROJ. MANAGER-PAUL MACDONALD		BY	DATE
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	RCL	ALG	2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3	JLE	MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

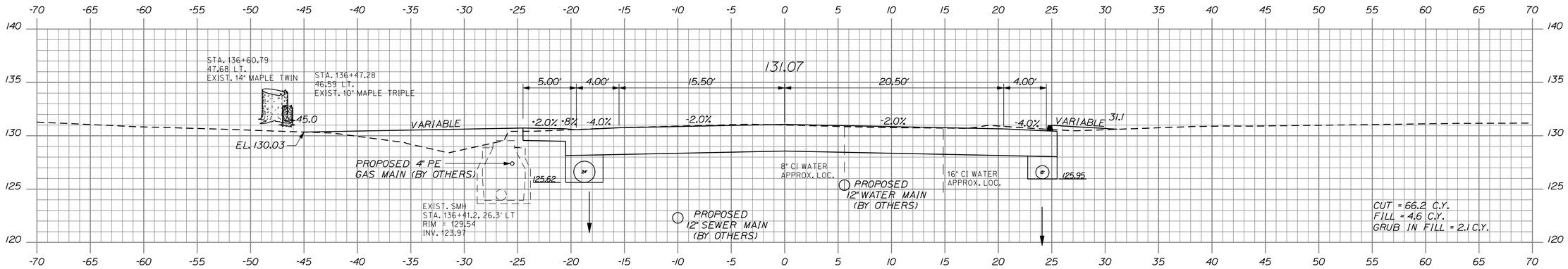
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

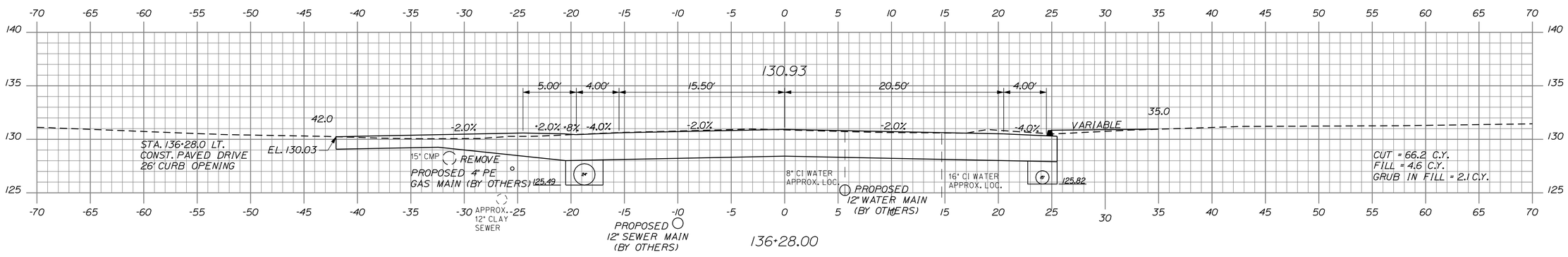
OLD TOWN
STILLWATER AVE.

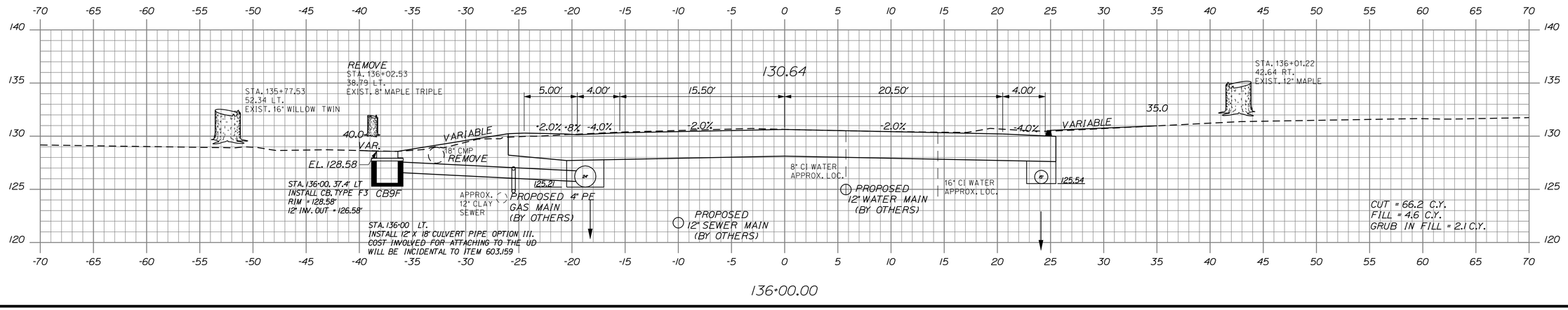
135+50.00 CROSS SECTIONS 135+90.80

SHEET NUMBER
71
OF 103

Filename: ...\HIGHWAY\MSTA\071_Xsect_48.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

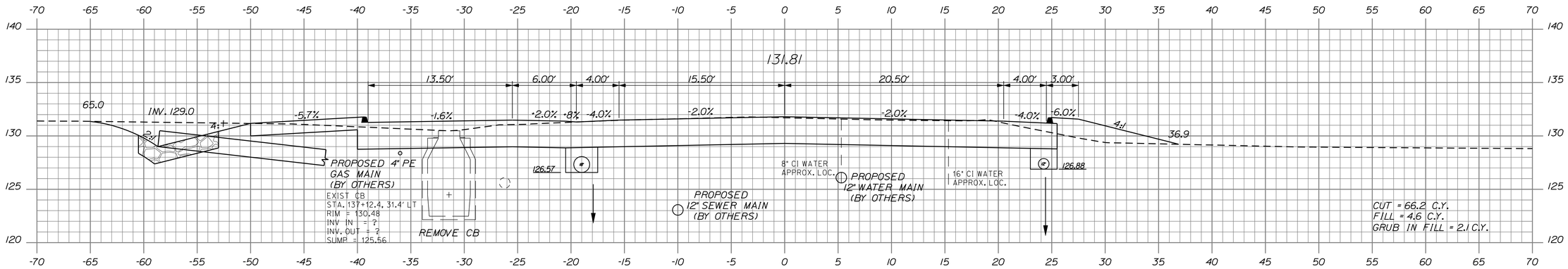
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

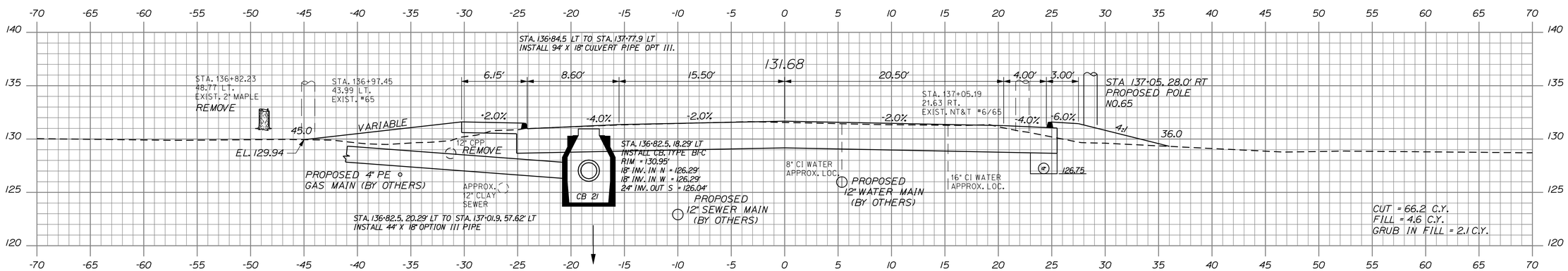
136+00.00 CROSS SECTIONS 136+41.20

SHEET NUMBER
72
OF 103

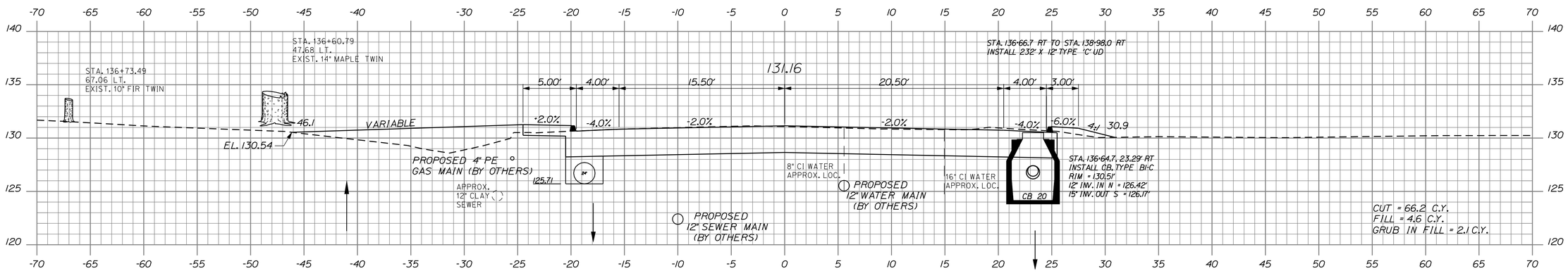
Filename: ...\HIGHWAY\MSTA\072_Xsect_49.dgn Division: HIGHWAY Username: morin Date:2/22/2013



137+12.40



137+00.00



136+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER-PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE 4226

P.E. NUMBER

2/21/13

DATE

OLD TOWN
STILLWATER AVE.

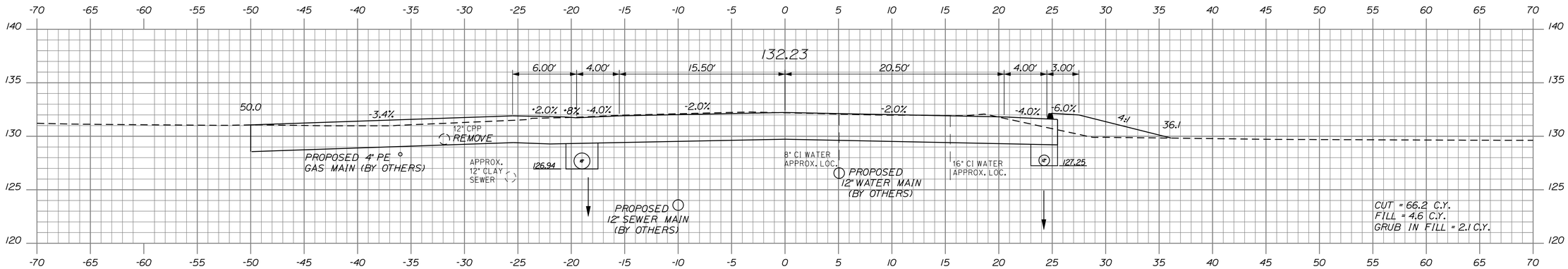
136+50.00 CROSS SECTIONS 137+12.40

SHEET NUMBER

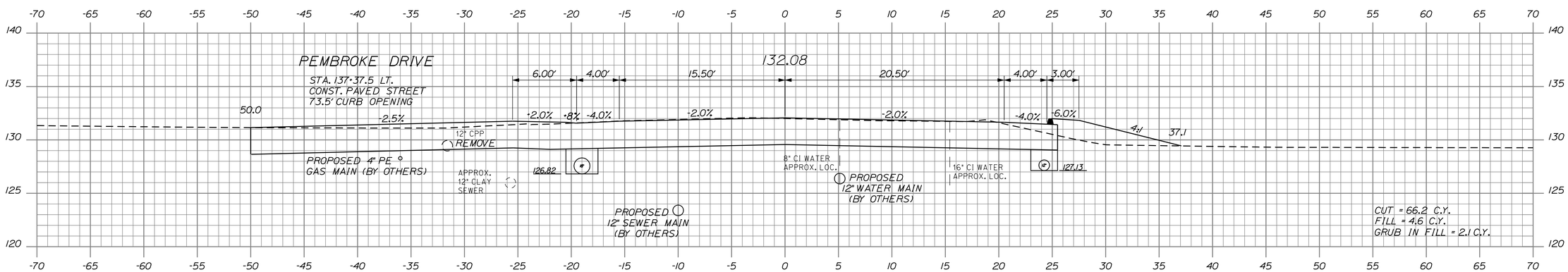
73

OF 103

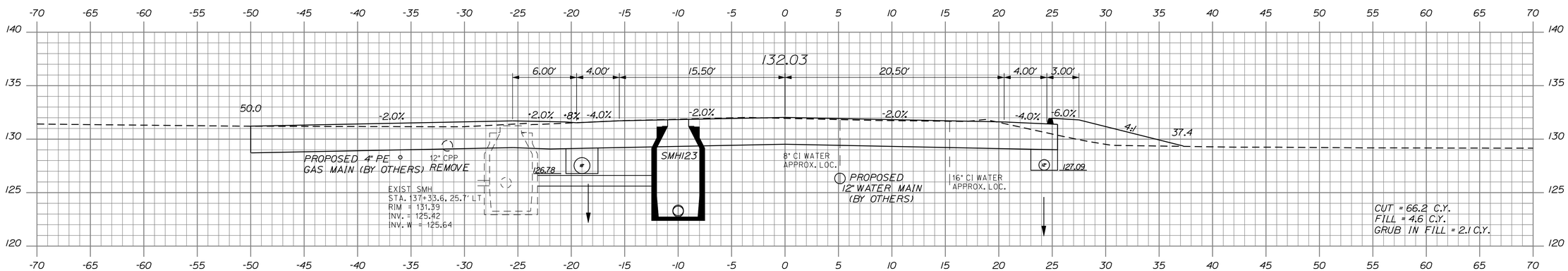
Filename: ...\HIGHWAY\MSTA\073_Xsect_50.dgn Division: HIGHWAY Username: morin Date:2/22/2013



137+50.00



137+37.50



137+33.60

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

PROJ. MANAGER-PAUL MACDONALD		BY	DATE
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG	----	2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

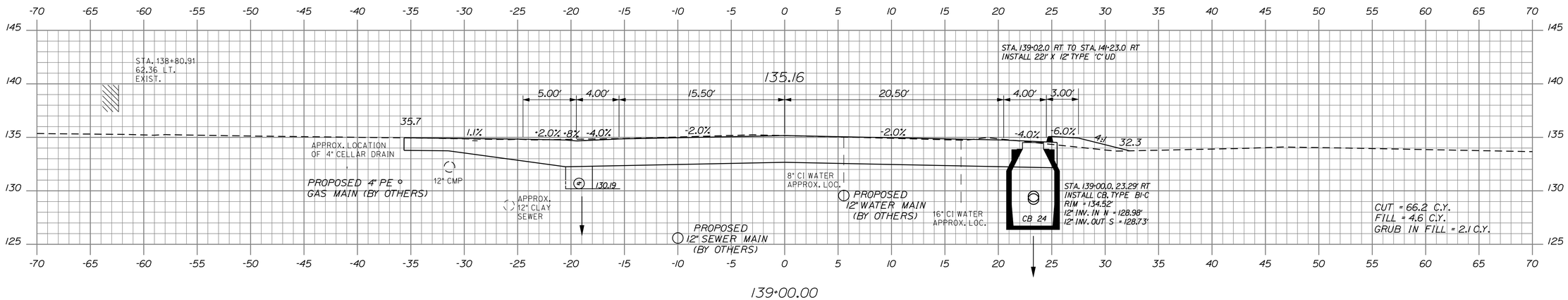
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

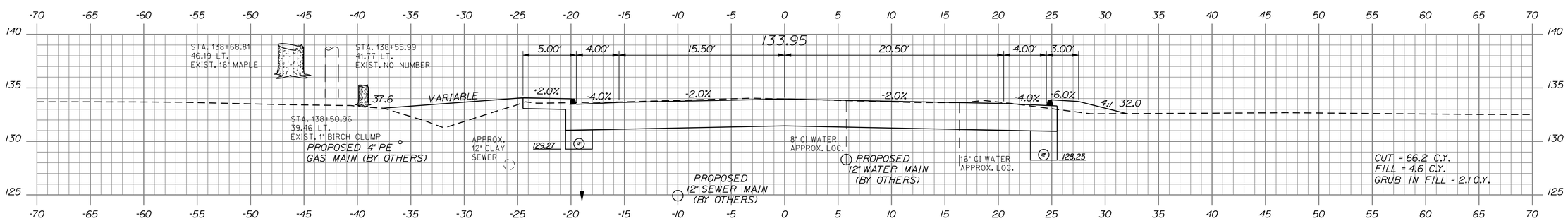
OLD TOWN
STILLWATER AVE.

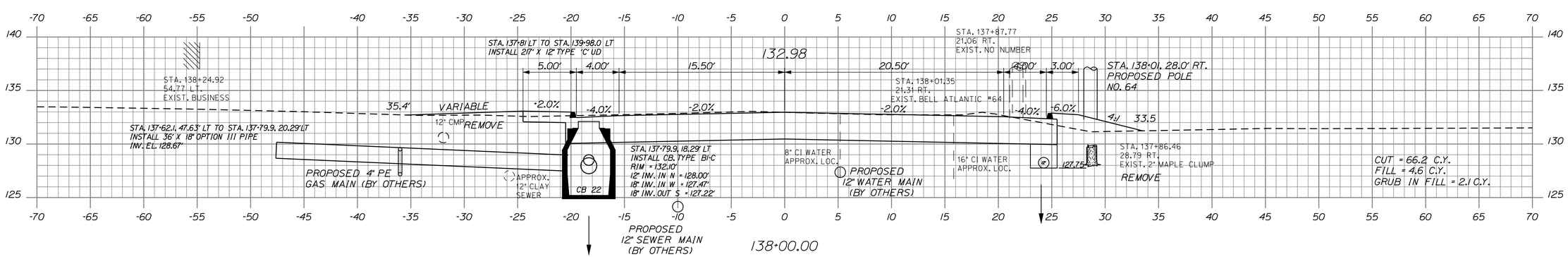
137+33.60 CROSS SECTIONS 137+50.00

SHEET NUMBER
74
OF 103

Filename: ...\HIGHWAY\MSTA\074_Xsect_51.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

PROJ. MANAGER-PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG	ALG	2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

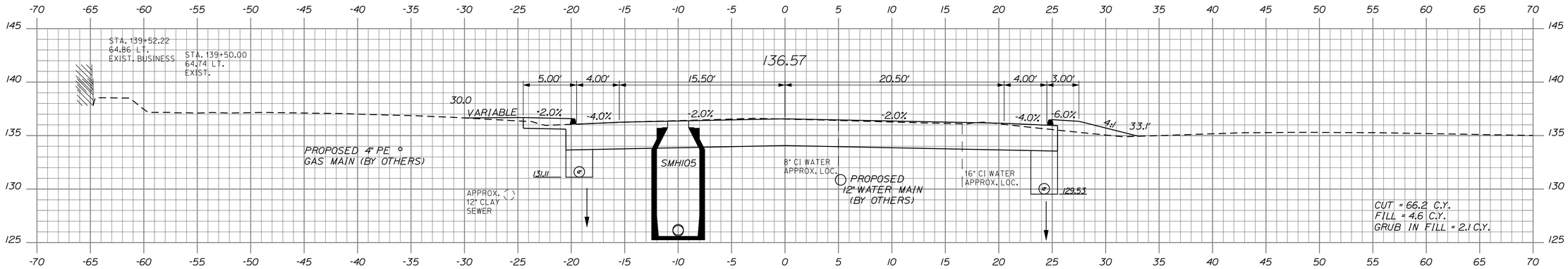
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

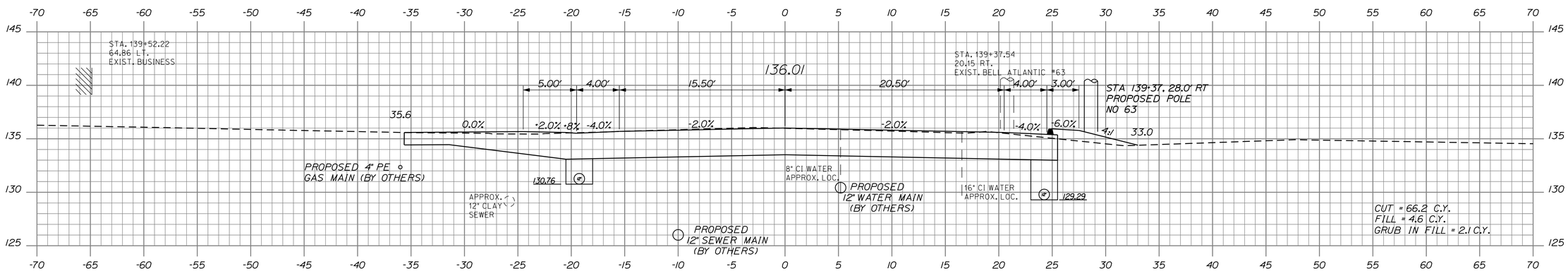
138+00.00 CROSS SECTIONS 139+00.00

SHEET NUMBER
75
OF 103

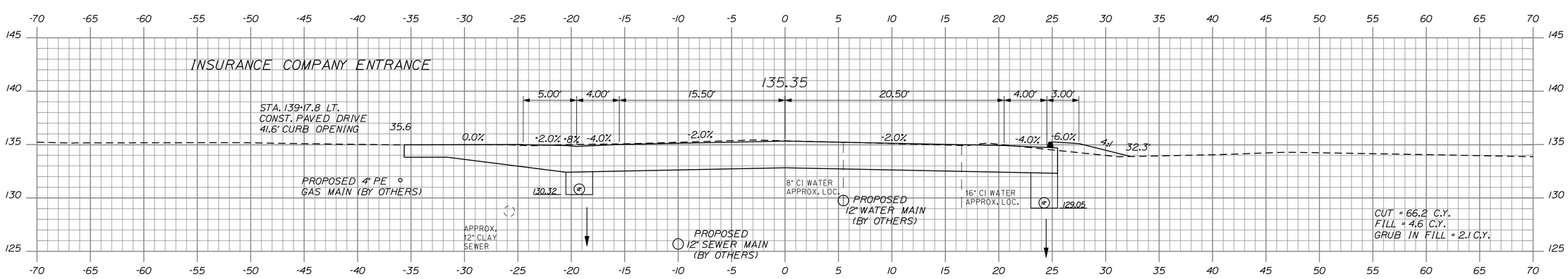
Filename: ...\HIGHWAY\MSTA\075_Xsect_52.dgn Division: HIGHWAY Username: morin Date:2/22/2013



139+50.00



139+30.70



139+07.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

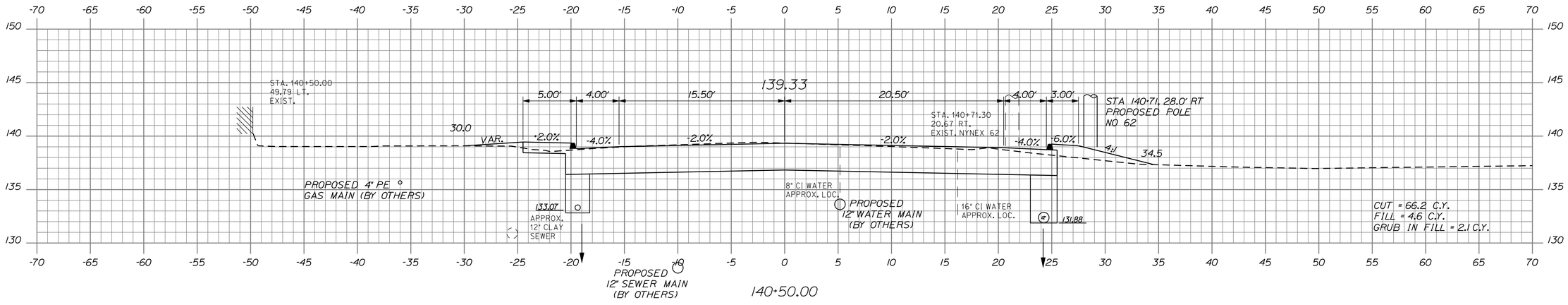
		BY	DATE
PROJ. MANAGER/PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	AJG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

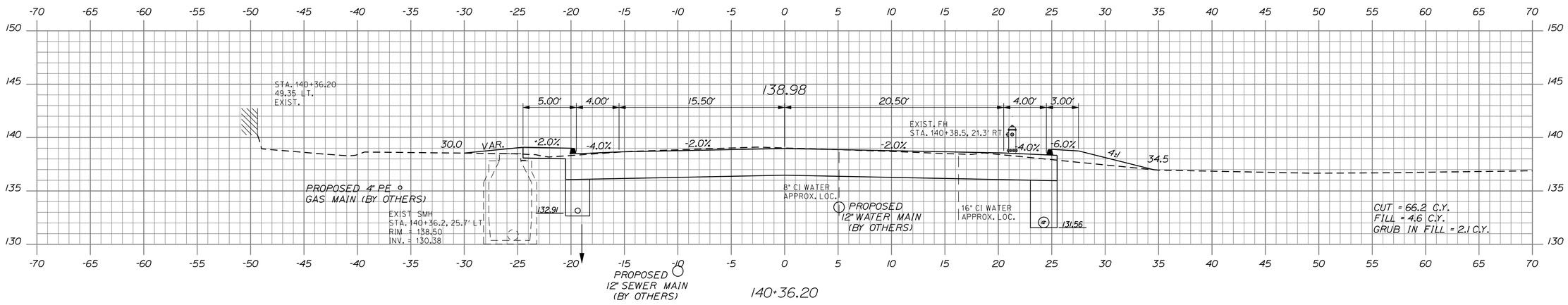
OLD TOWN
STILLWATER AVE.

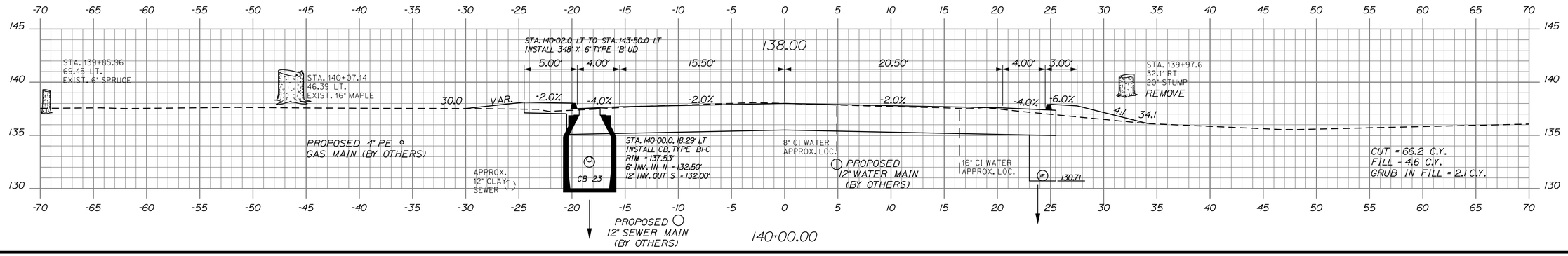
139+07.00 CROSS SECTIONS 139+50.00

SHEET NUMBER
76
OF 103

Date:2/22/2013
Username: morin
Division: HIGHWAY
Filename: ...\HIGHWAY\MSTA\076_Xsect_53.dgn







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE 4226

P.E. NUMBER

2/21/13

DATE

OLD TOWN
STILLWATER AVE.

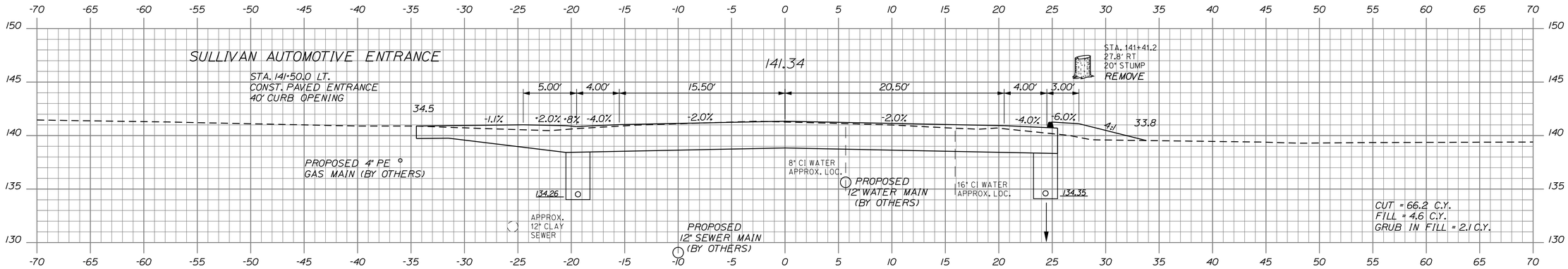
140+00.00 CROSS SECTIONS 140+50.00

SHEET NUMBER

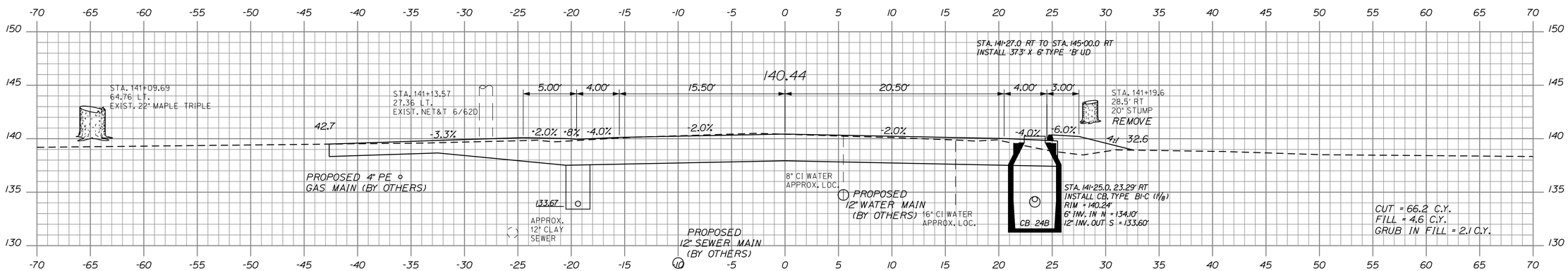
77

OF 103

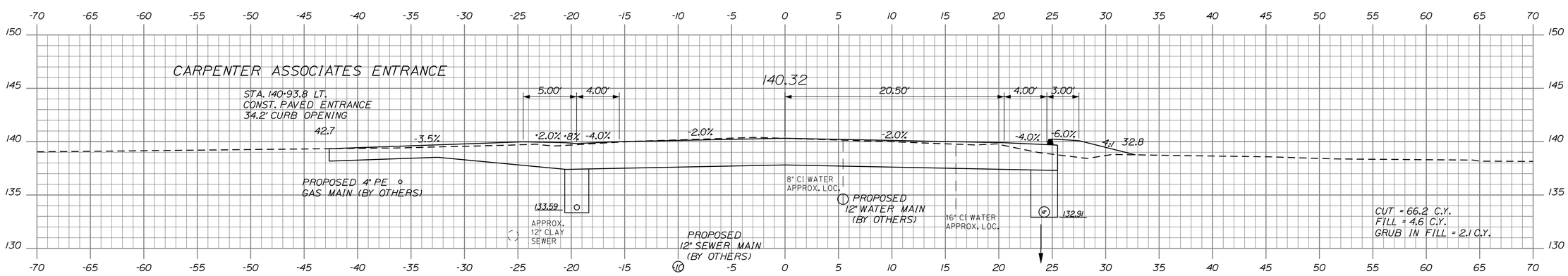
Filename: ...\HIGHWAY\MSTA\077_Xsect_54.dgn Division: HIGHWAY Username: morin Date:2/22/2013



141+50.00



141+00.00



140+93.80

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

SIGNATURE	4226		
P.E. NUMBER			
DATE	2/21/13		

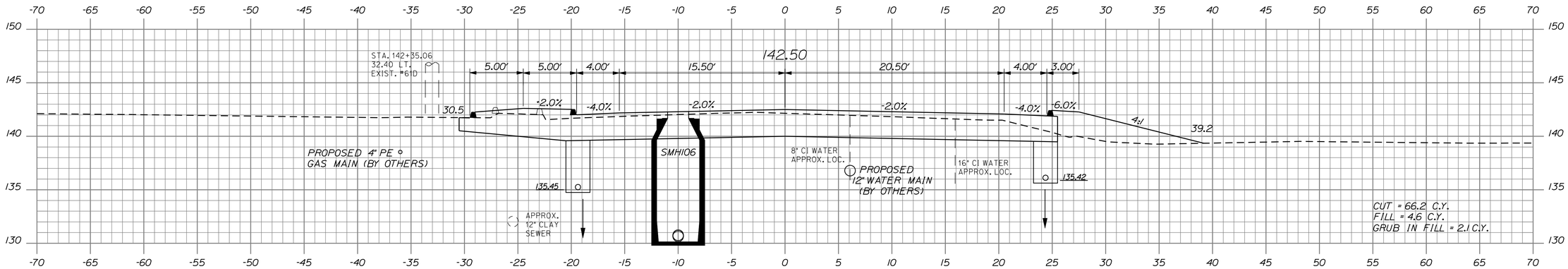
		BY	DATE
PROJ. MANAGER	PAUL MACDONALD		
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	AJG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OLD TOWN
STILLWATER AVE.

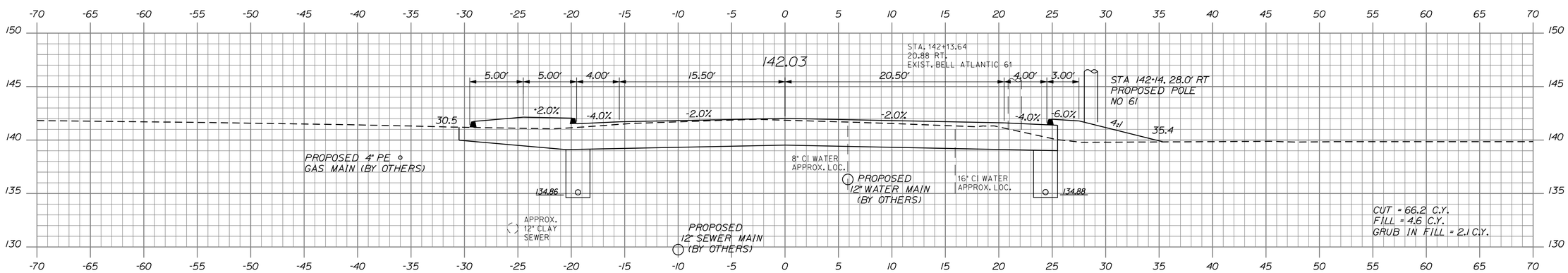
140+93.80 CROSS SECTIONS 141+50.00

SHEET NUMBER
78
OF 103

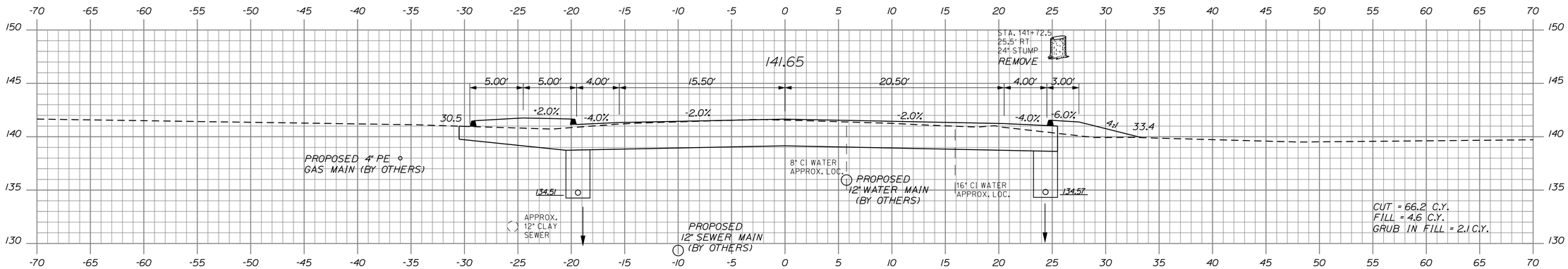
Filename: ...\HIGHWAY\MSTA\078_Xsect_55.dgn Division: HIGHWAY Username: morin Date:2/22/2013



142+50.00



142+00.00



141+70.60

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER-PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MGM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

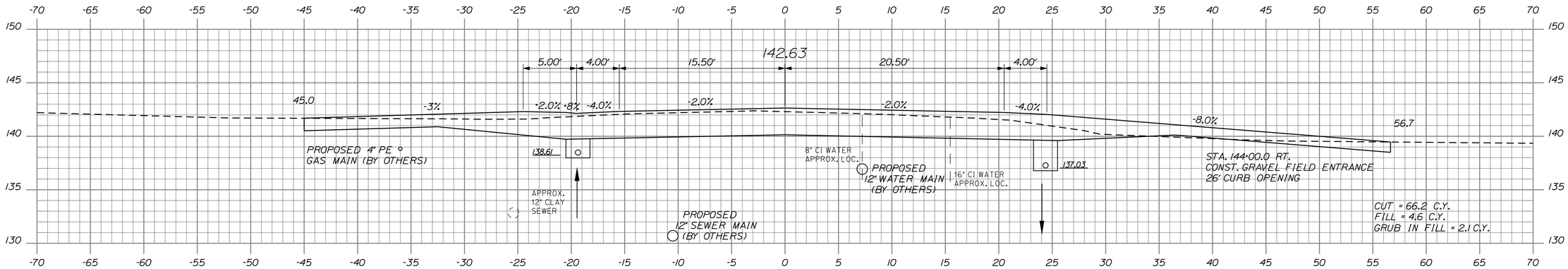
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

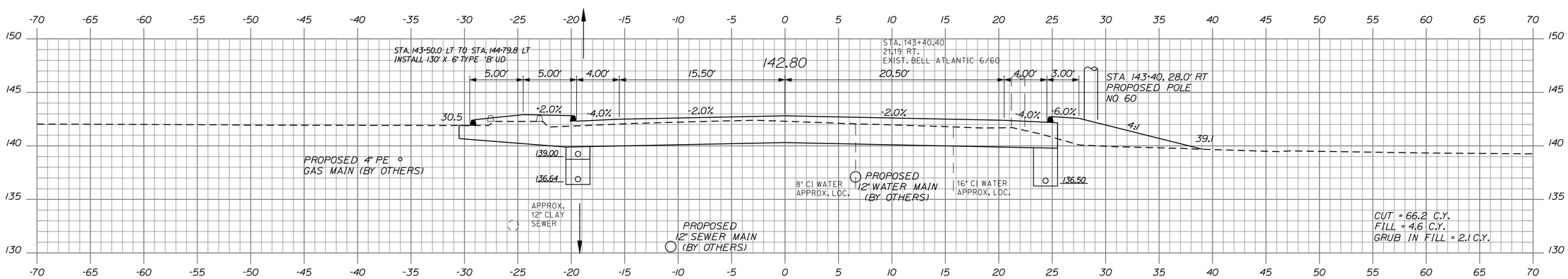
141+70.60 CROSS SECTIONS 142+50.00

SHEET NUMBER
79
OF 103

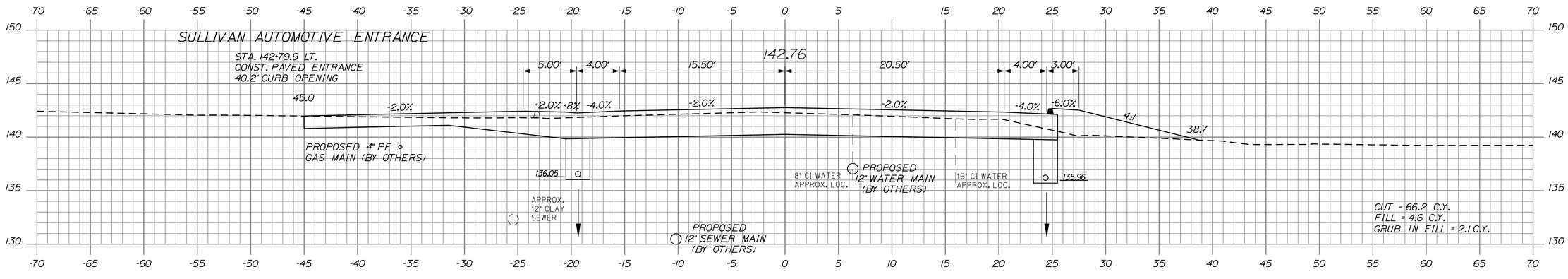
Filename: ...\HIGHWAY\MSTA\079_Xsect_56.dgn Division: HIGHWAY Username: morin Date:2/22/2013



144+00.00



143+50.00



143+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER-PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

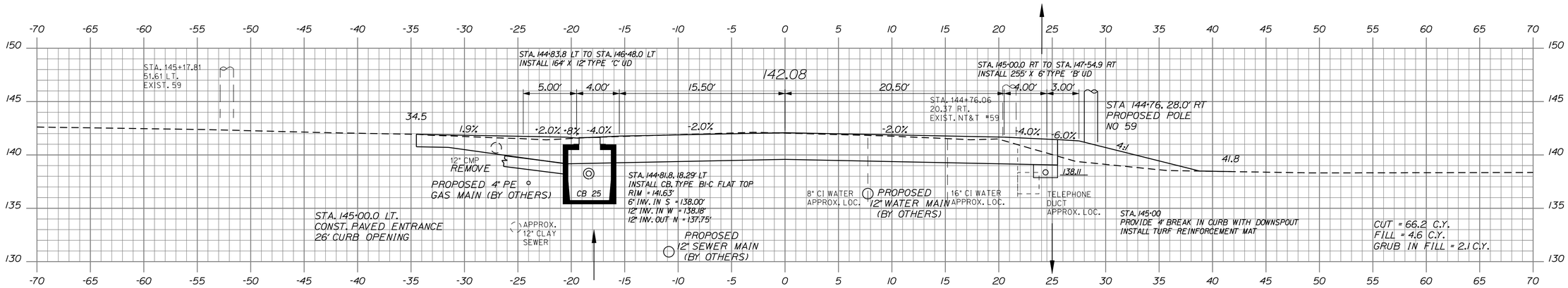
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

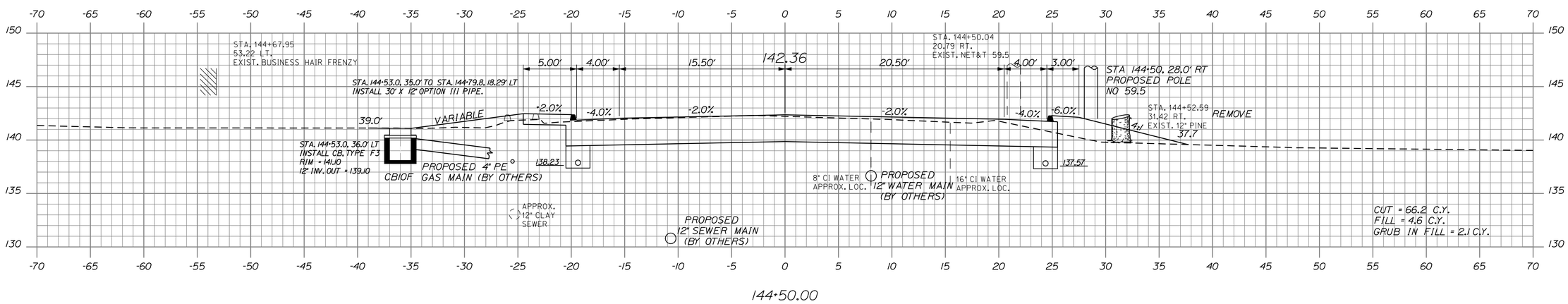
OLD TOWN
STILLWATER AVE.

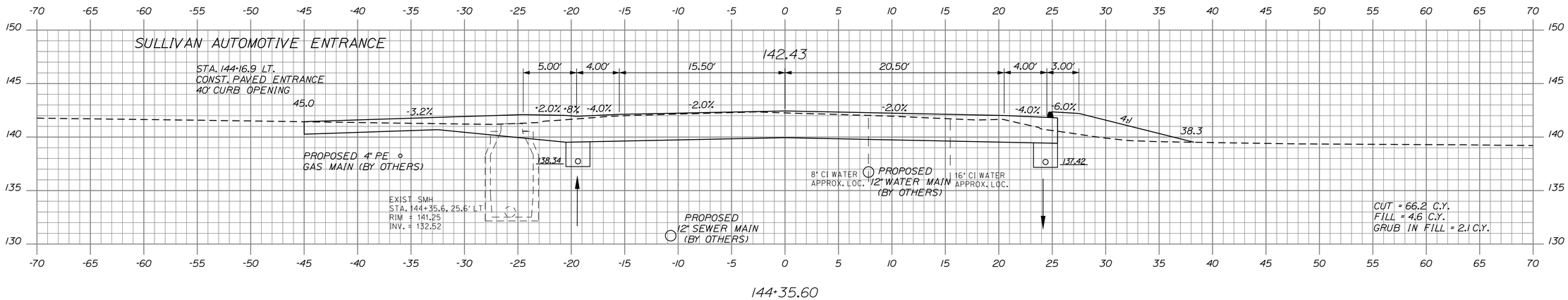
143+00.00 CROSS SECTIONS 144+00.00

SHEET NUMBER
80
OF 103

Filename: ...\HIGHWAY\MSTA\080_Xsect_57.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3		
REVISIONS 1	JLE	
REVISIONS 2	MSM	
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

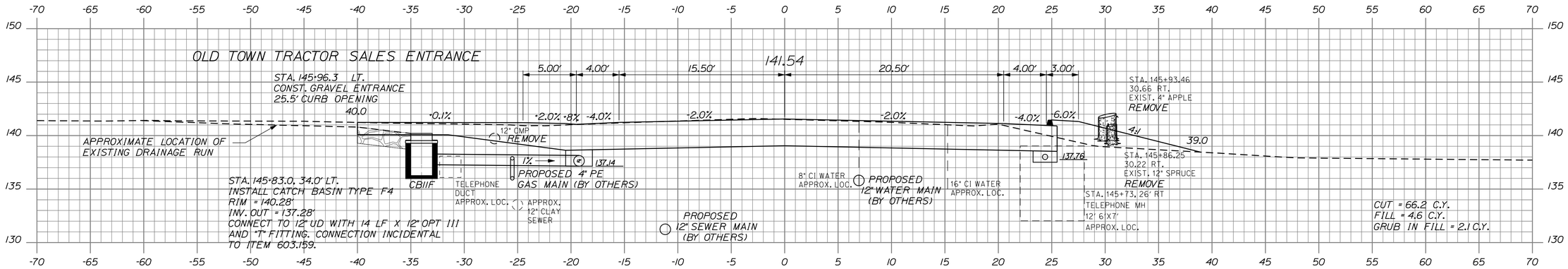
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

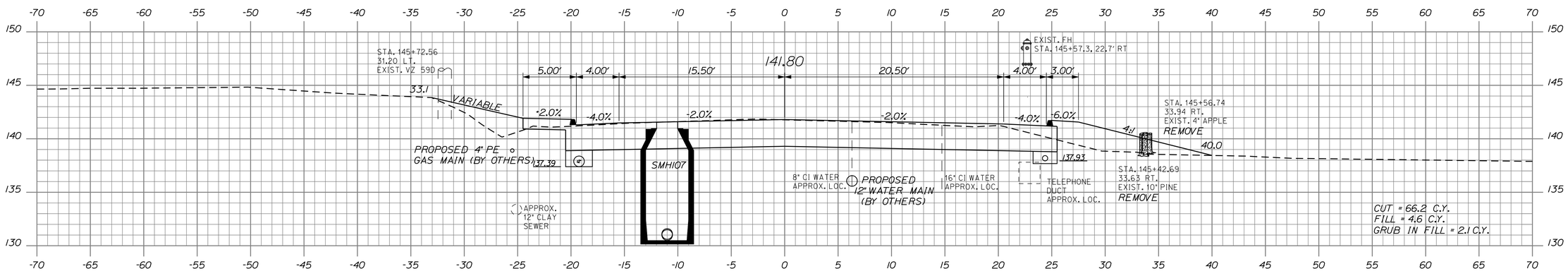
144+35.60 CROSS SECTIONS 145+00

SHEET NUMBER
81
OF 103

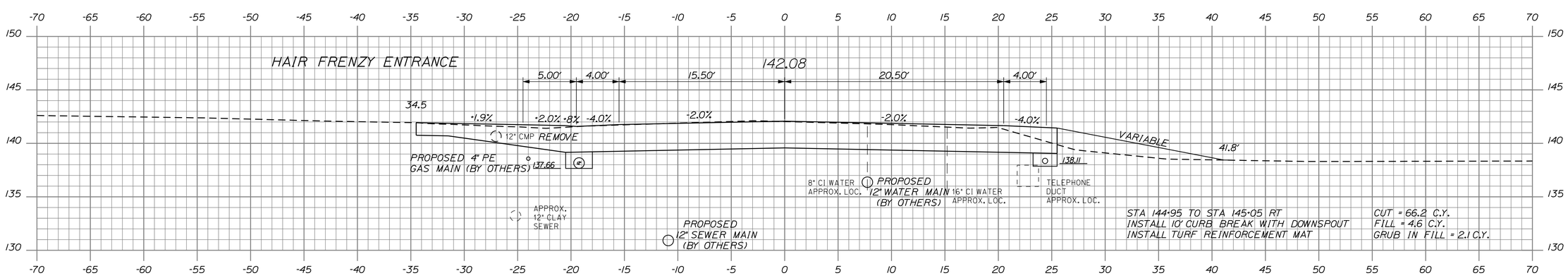
Filename: ...\HIGHWAY\MSTA\081_Xsect_58.dgn Division: HIGHWAY Username: morin Date:2/22/2013



145+96.30



145+50.00



145+00.20

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

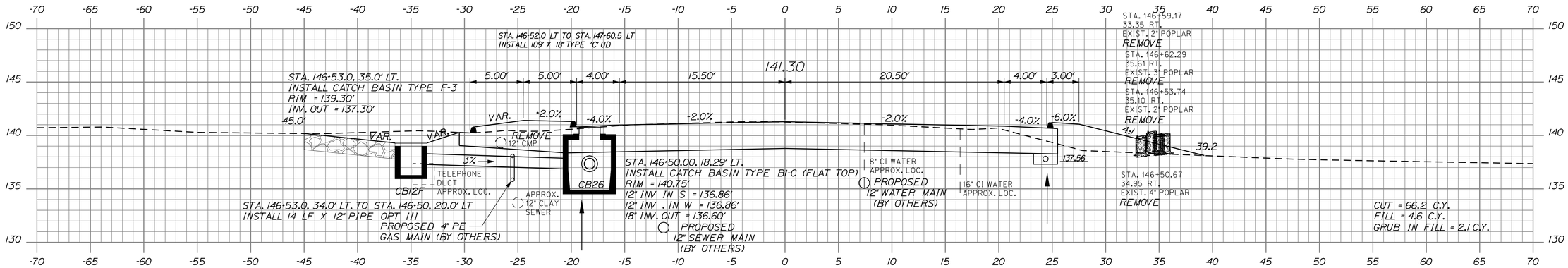
		BY	DATE
PROJ. MANAGER: PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	AJG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

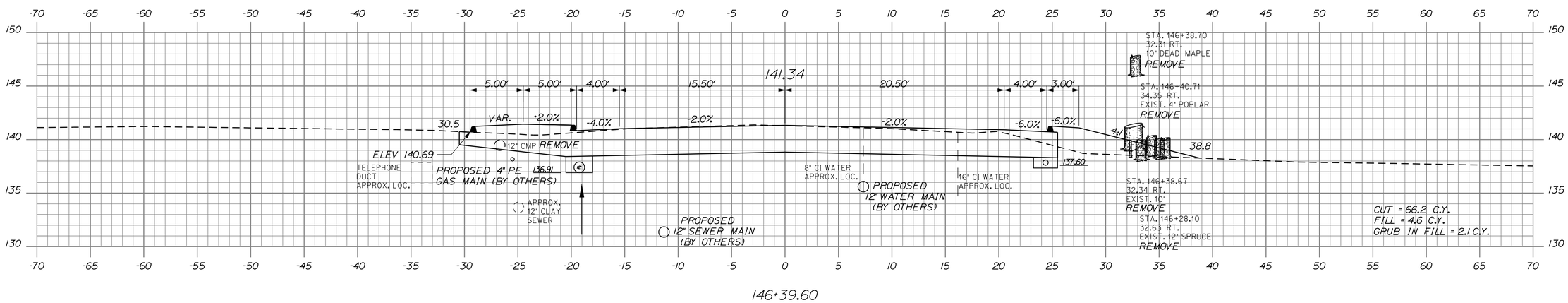
OLD TOWN
STILLWATER AVE.

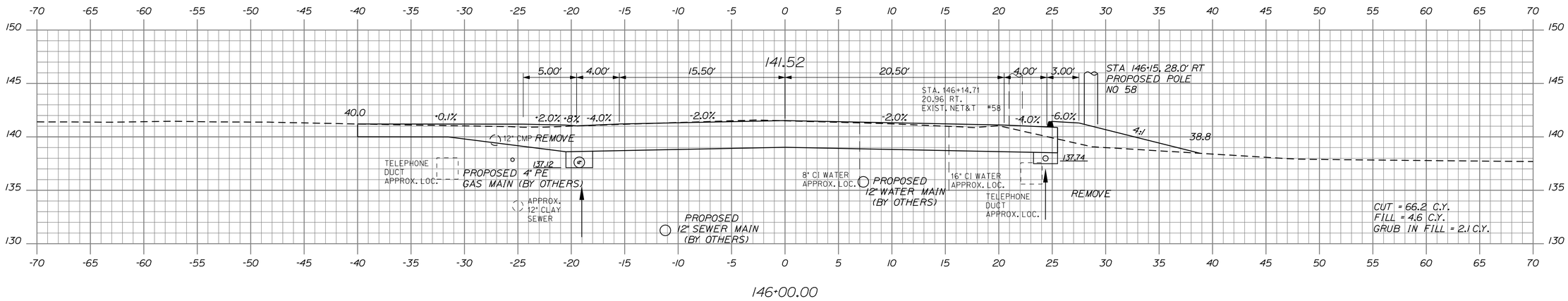
CROSS SECTIONS 145+96.30
145+00.20

SHEET NUMBER
82
OF 103

Date:2/22/2013
Username: morin
Division: HIGHWAY
Filename: ...\HIGHWAY\MSTA\082_Xsect_59.dgn







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	JLE	
REVISIONS 1	MSM	
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

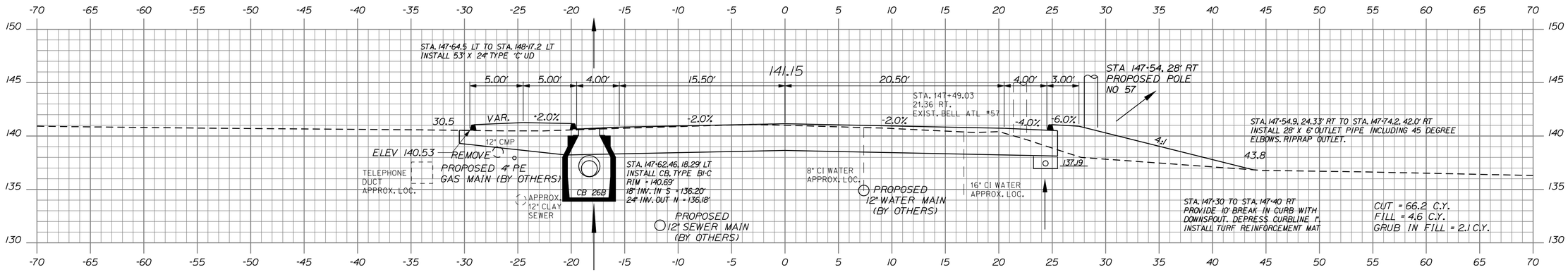
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

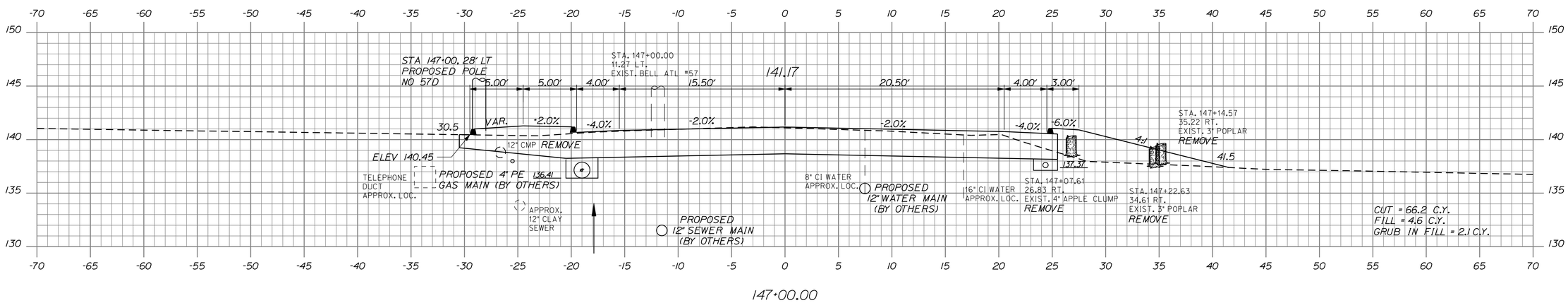
OLD TOWN
STILLWATER AVE.

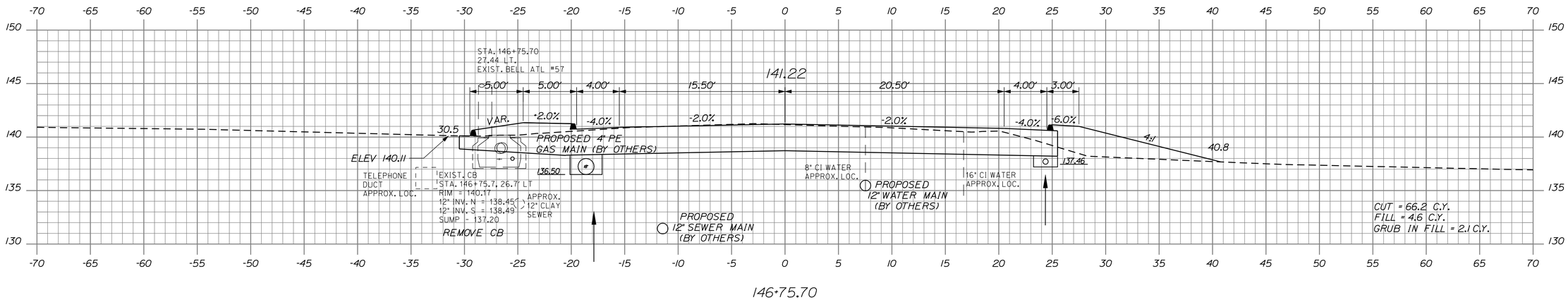
146+00.00 CROSS SECTIONS 146+50.00

SHEET NUMBER
83
OF 103

Filename: ...\HIGHWAY\MSTA\083_Xsect_60.dgn Division: HIGHWAY Username: morin Date:2/22/2013







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

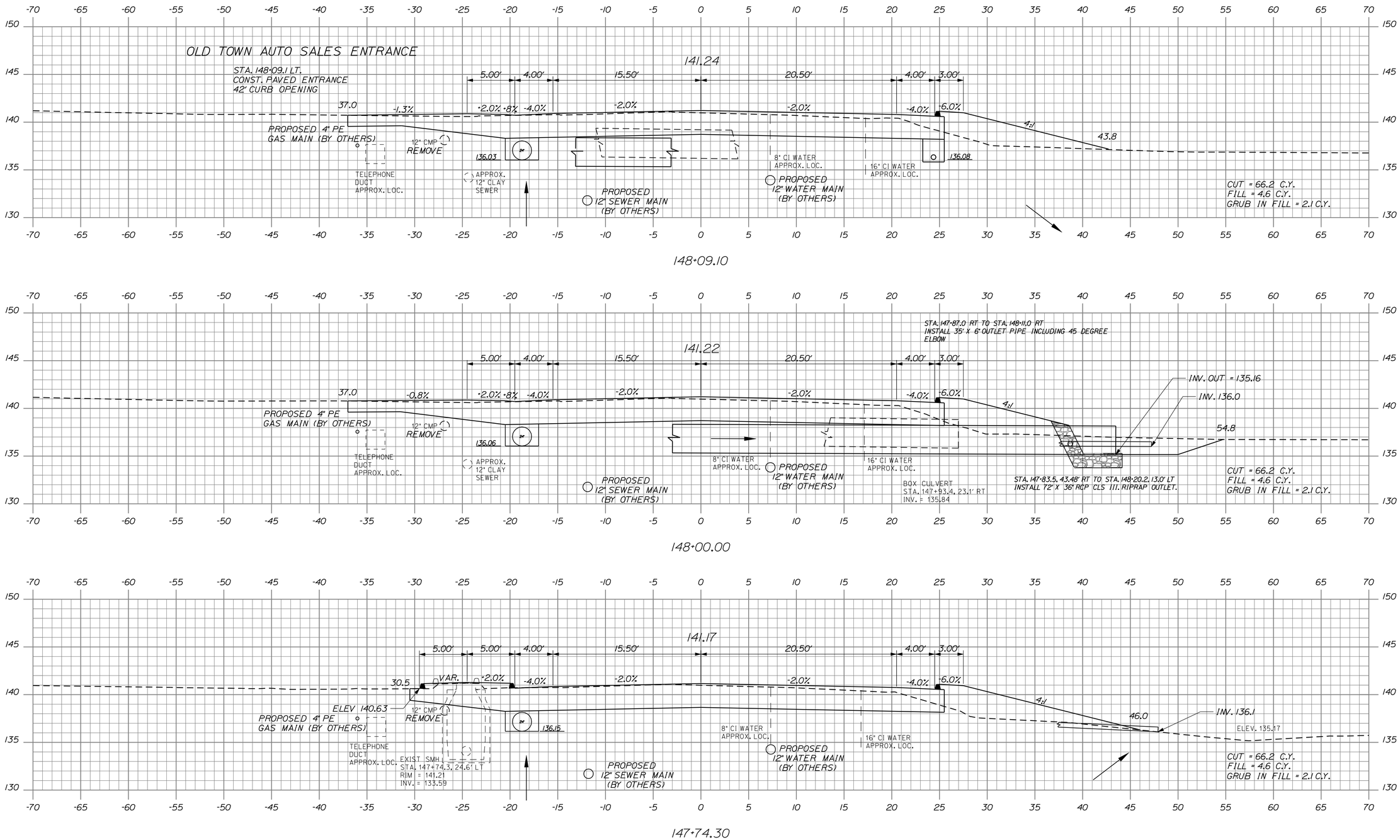
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

146+75.70 CROSS SECTIONS 147+50.00

SHEET NUMBER
84
OF 103

Filename: ...\HIGHWAY\MSTA\084_Xsect_61.dgn Division: HIGHWAY Username: morin Date:2/22/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER: PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE 4226

P.E. NUMBER 2/21/13

DATE

OLD TOWN
STILLWATER AVE.

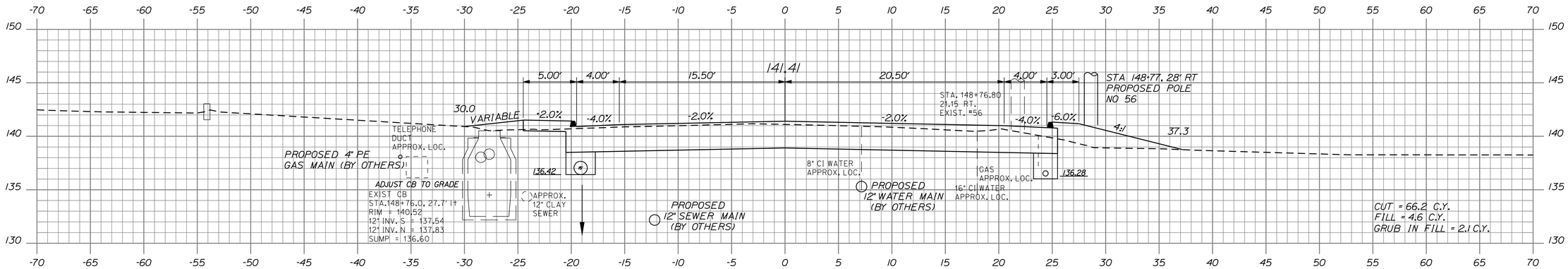
147+74.30 CROSS SECTIONS 148+09.10

SHEET NUMBER

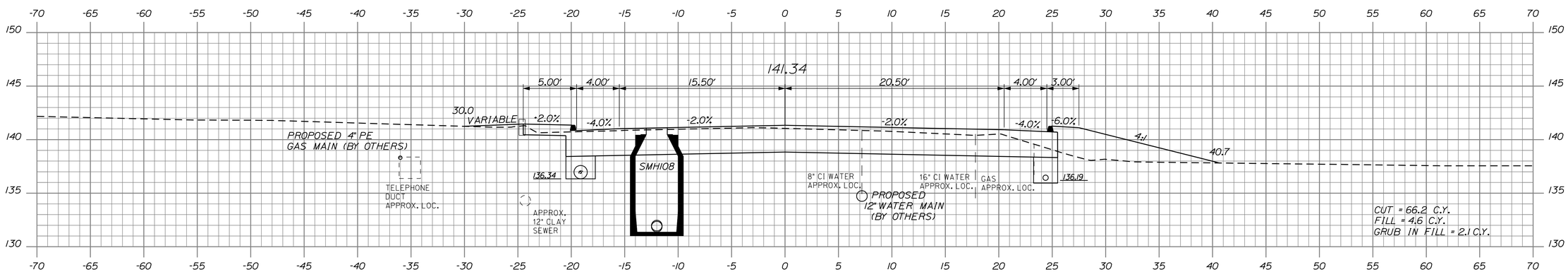
85

OF 103

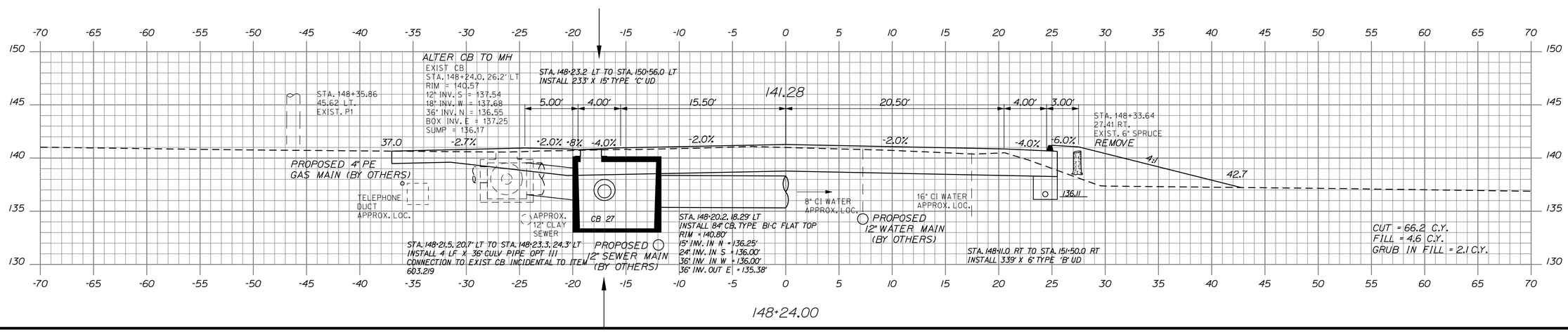
Filename: ...\HIGHWAY\MSTA\085_Xsect_62.dgn Division: HIGHWAY Username: morin Date:2/22/2013



148+76.00



148+50.00



148+24.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	JLE	
REVISIONS 1	MSM	
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

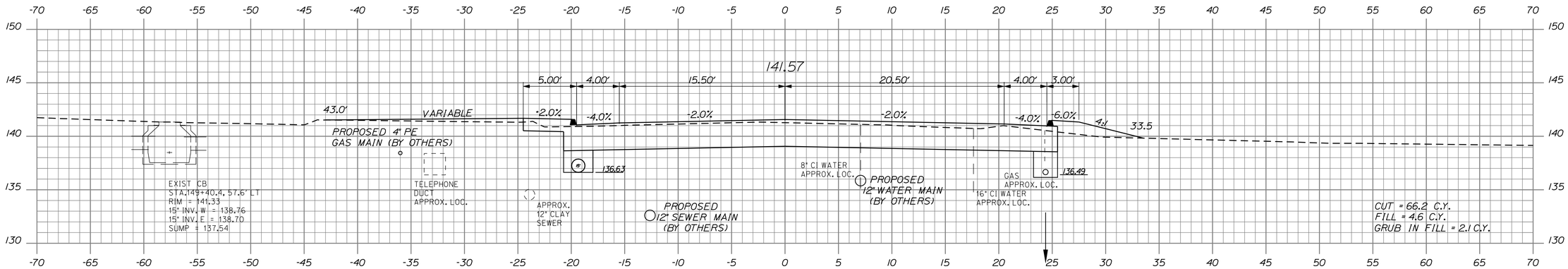
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

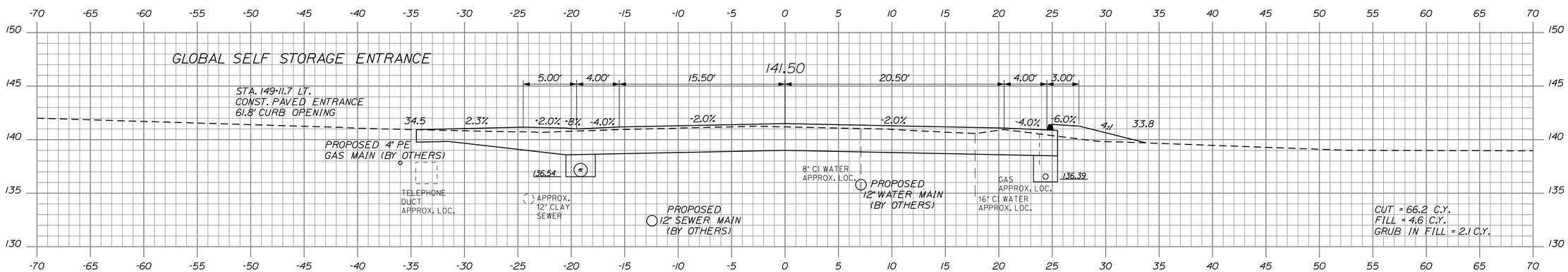
148+24.00 CROSS SECTIONS 148+76.00

SHEET NUMBER
86
OF 103

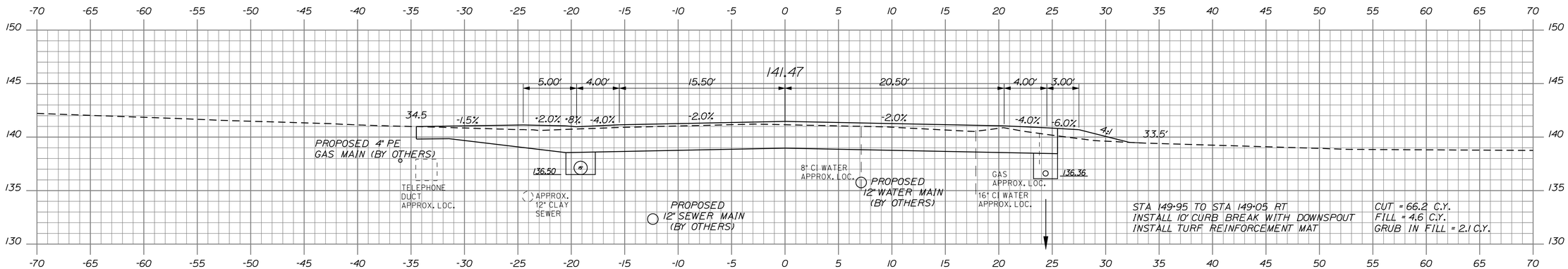
Filename: ...\HIGHWAY\MSTA\086_Xsect_63.dgn Division: HIGHWAY Username: morin Date:2/22/2013



149+40.40



149+11.70



149+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	PAUL MACDONALD		
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	RCL	ALG	2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3	JLE	MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

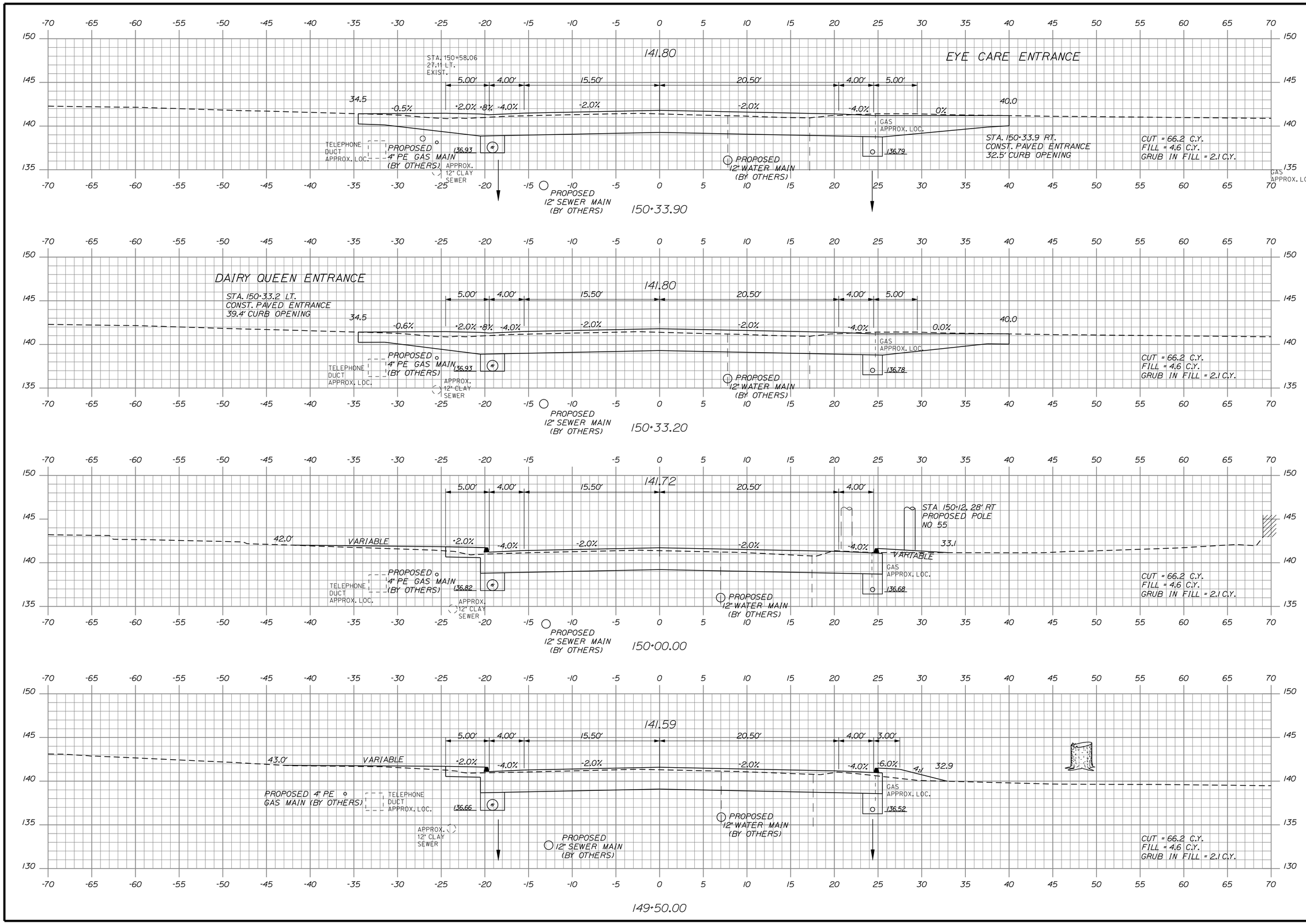
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

149+00.00 CROSS SECTIONS 149+40.40

SHEET NUMBER
87
OF 103

Filename: ...\HIGHWAY\MSTA\087_Xsect_64.dgn Division: HIGHWAY Username: morin Date:2/22/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

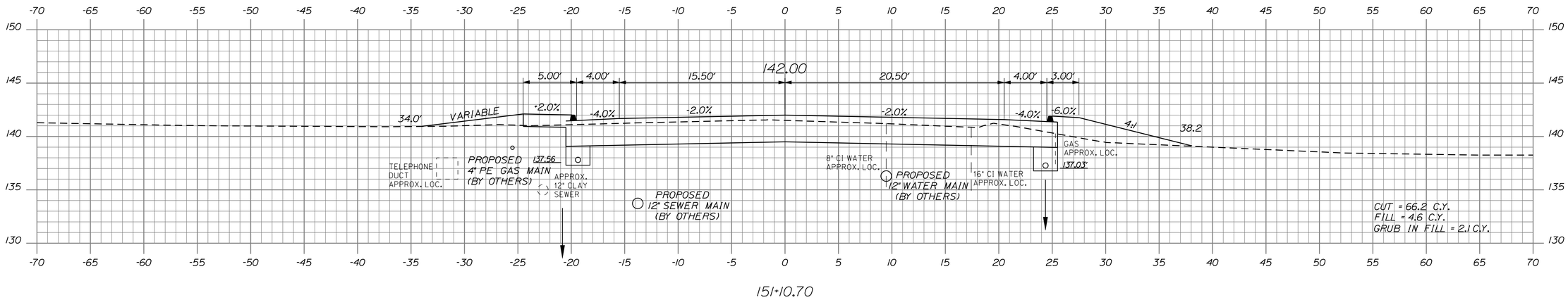
	BY	DATE
PROJ. MANAGER: PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	RCL	2/21/13
DESIGN2-DETAILED2	ALG	
DESIGN3-DETAILED3	JLE	
REVISIONS 1	JLE	
REVISIONS 2	MSM	
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

OLD TOWN
STILLWATER AVE.

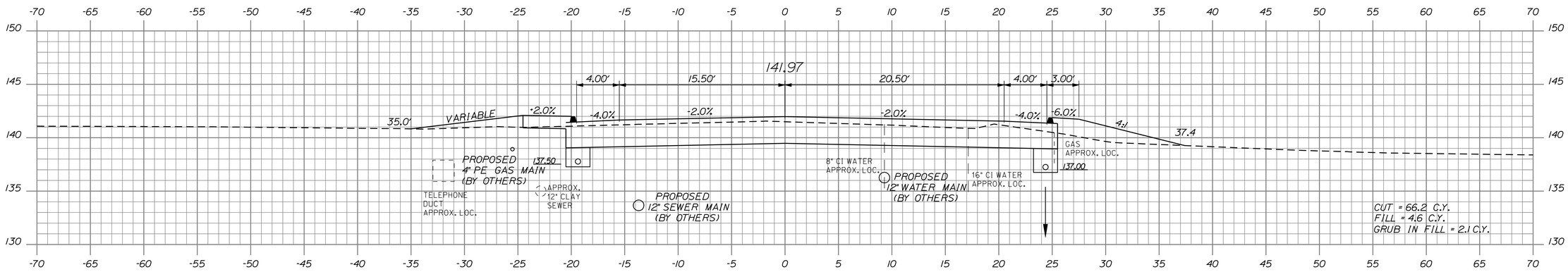
149+50.00 CROSS SECTIONS 150+33.90

SHEET NUMBER
88
OF 103

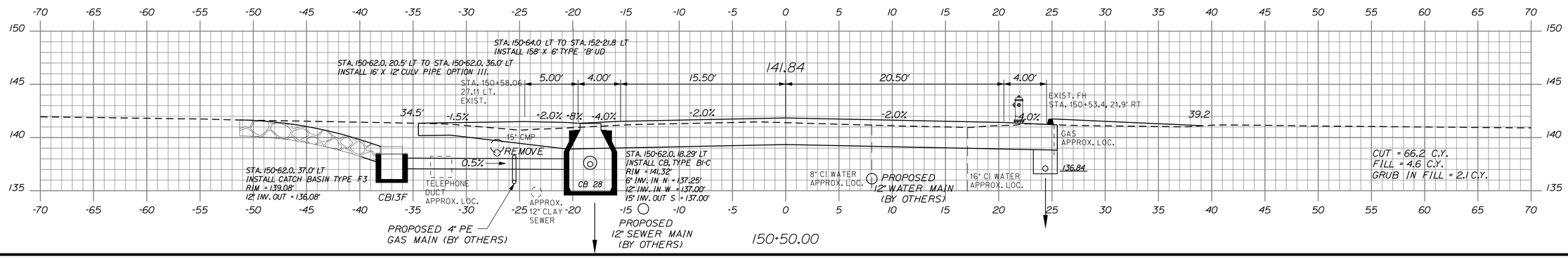
Filename: ...\HIGHWAY\MSTA\088_Xsect_65.dgn Division: HIGHWAY Username: morin Date:2/22/2013



151+10.70



151+00.00



150+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

PROJ. MANAGER/PAUL MACDONALD	BY	DATE
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE 4226

P.E. NUMBER

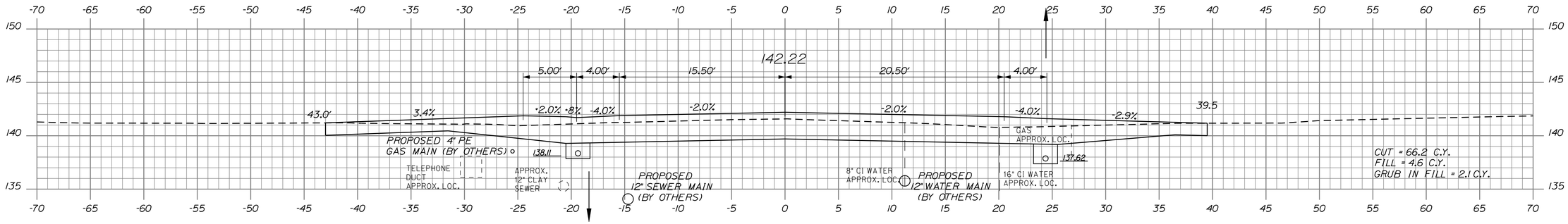
DATE 2/21/13

OLD TOWN
STILLWATER AVE.

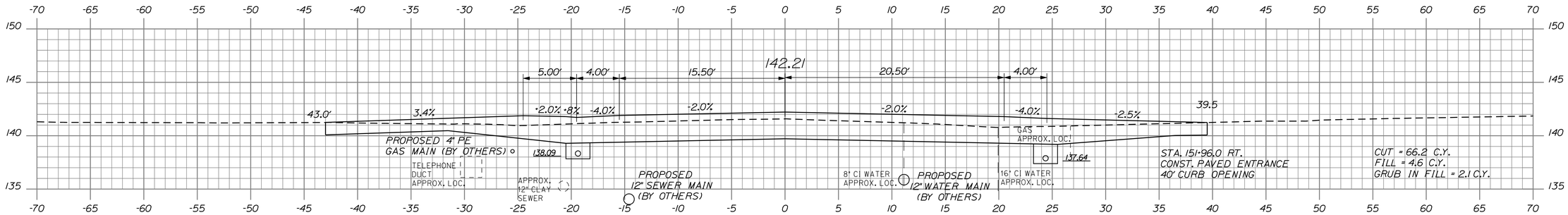
150+50.00 CROSS SECTIONS 151+10.70

SHEET NUMBER
89
OF 103

Filename: ...\HIGHWAY\MSTA\089_Xsect_66.dgn Division: HIGHWAY Username: morin Date:2/22/2013



152+00.00



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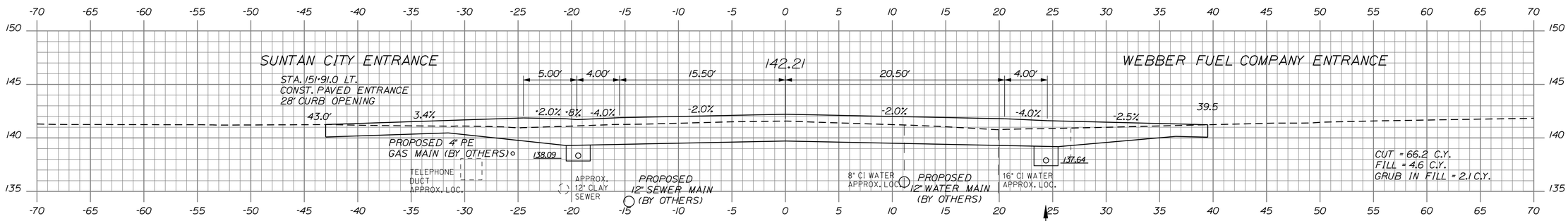
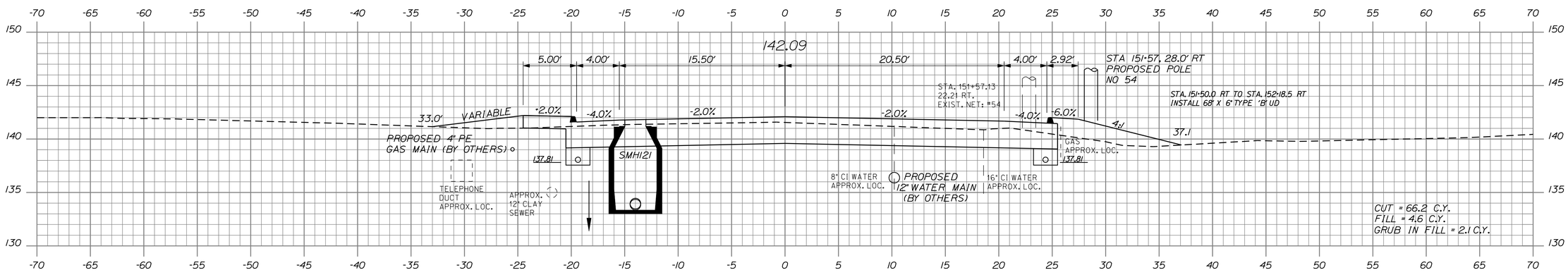


151+95.40



151+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	RCL	2/21/13
DESIGN2-DETAILED2	ALG	
DESIGN3-DETAILED3	JLE	JLE
REVISIONS 1	MSM	
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

4226
P.E. NUMBER

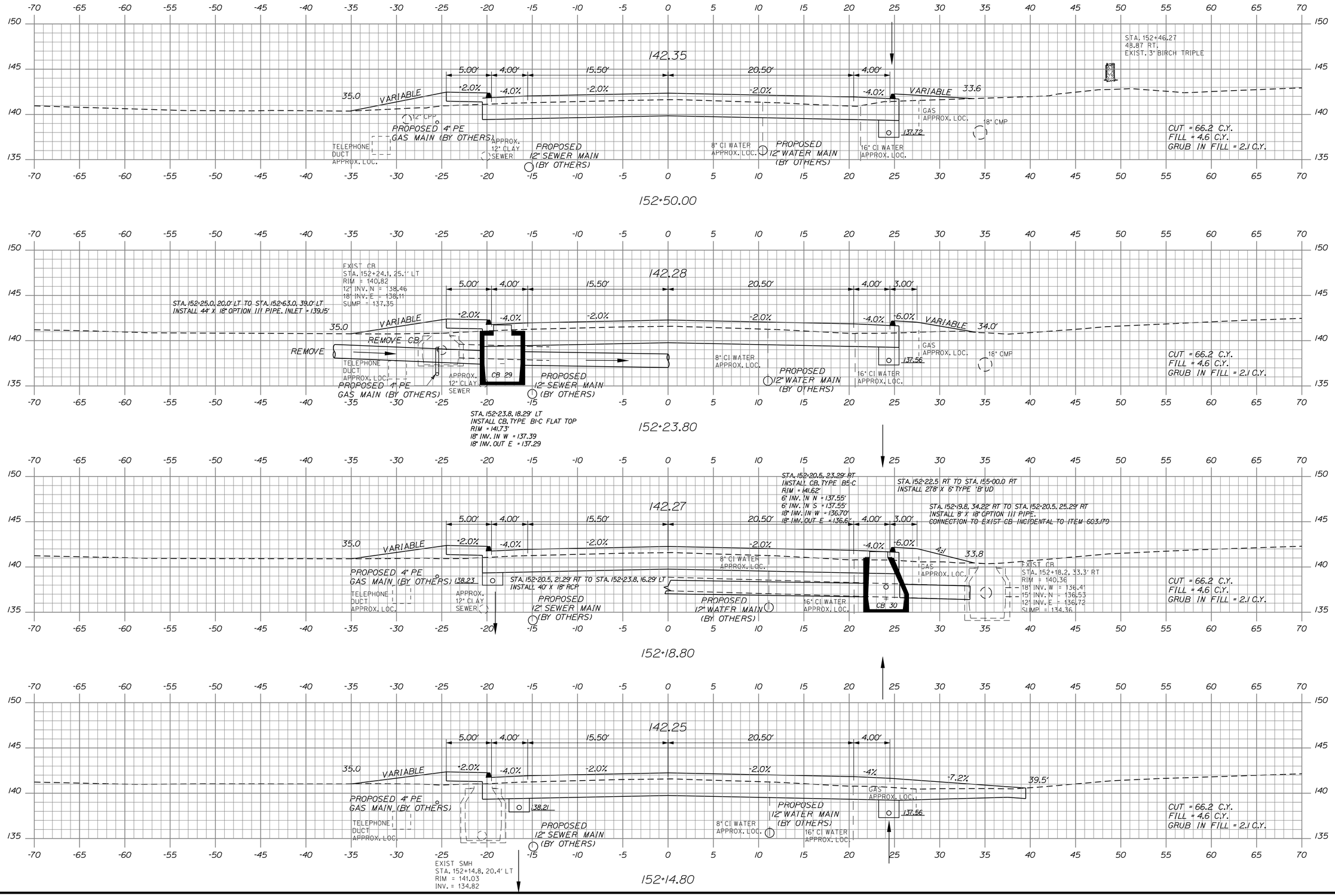
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

151+50.00 CROSS SECTIONS 152+00.00

SHEET NUMBER
90
OF 103

Filename: ...\HIGHWAY\MSTA\090_Xsect_67.dgn Division: HIGHWAY Username: morin Date:2/22/2013



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER-PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE 4226

P.E. NUMBER

2/21/13

DATE

OLD TOWN
STILLWATER AVE.

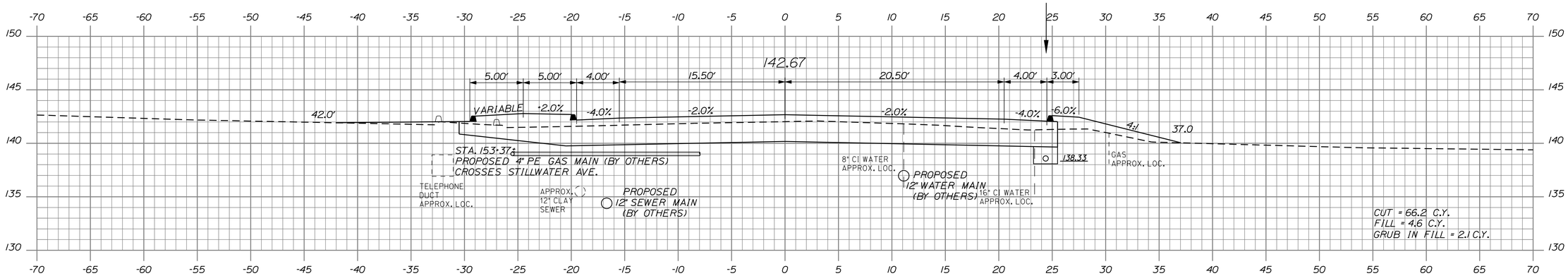
152+50.00
152+14.80 CROSS SECTIONS

SHEET NUMBER

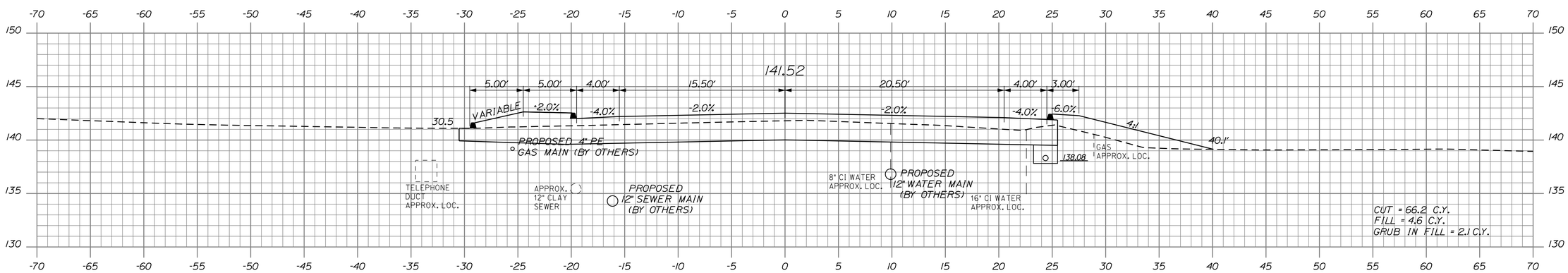
91

OF 103

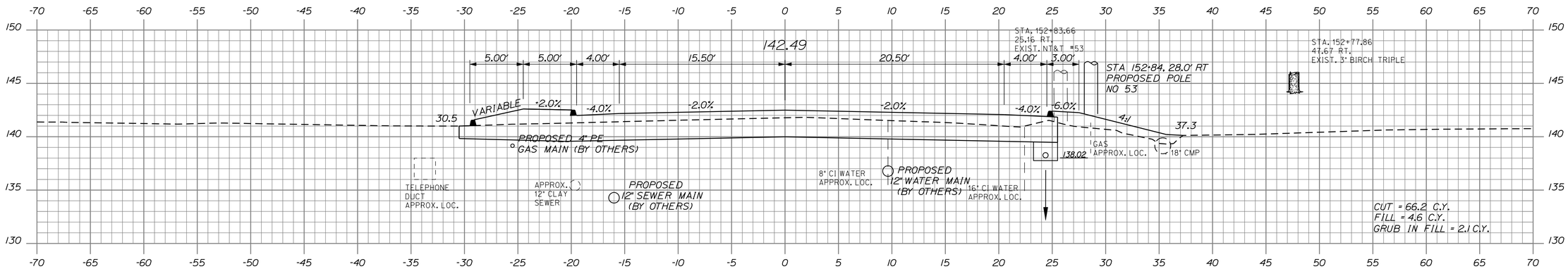
Filename: ...\HIGHWAY\MSTA\091_Xsect_68.dgn Division: HIGHWAY Username: roy Date:2/22/2013



153+50.00



153+08.30



153+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

PROJ. MANAGER-PAUL MACDONALD	BY	DATE
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	RCL	2/21/13
DESIGN2-DETAILED2	ALG	
DESIGN3-DETAILED3	JLE	
REVISIONS 1	JLE	
REVISIONS 2	MSM	
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

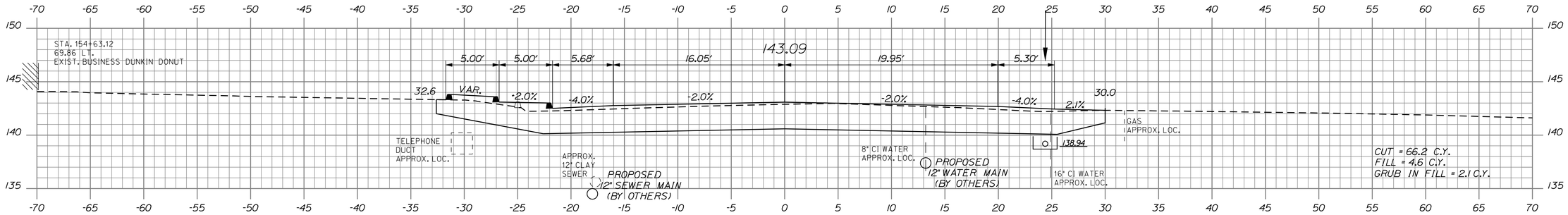
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

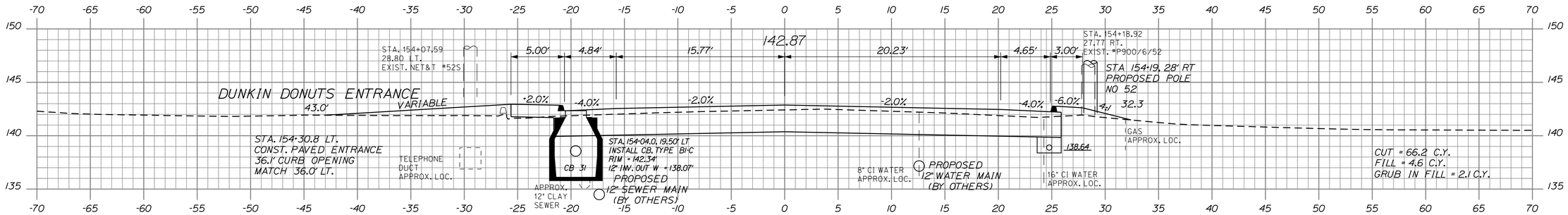
153+00.00 CROSS SECTIONS 153+50.00

SHEET NUMBER
92
OF 103

Filename: ...\HIGHWAY\MSTA\092_Xsect_69.dgn Division: HIGHWAY Username: morin Date:2/22/2013



154+50.00



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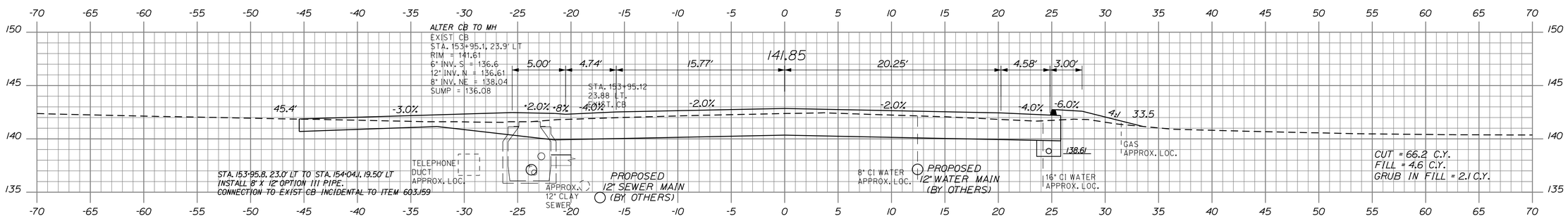

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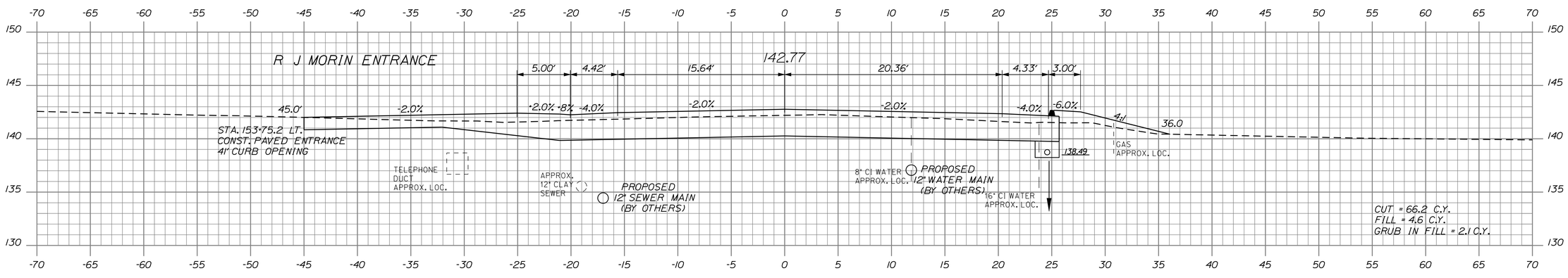


153+75.20

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN 14794.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER-PAUL MACDONALD			
DESIGN-DETAILED	RCL	RCL	2/21/13
CHECKED-REVIEWED	ALG		2/21/13
DESIGN2-DETAILED2	JLE	JLE	
DESIGN3-DETAILED3		MSM	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE 4226

P.E. NUMBER

2/21/13

DATE

OLD TOWN
STILLWATER AVE.

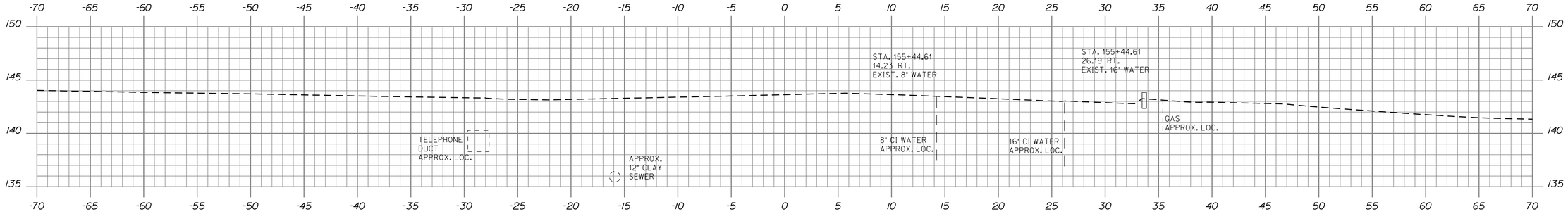
153+75.20 CROSS SECTIONS 154+50.00

SHEET NUMBER

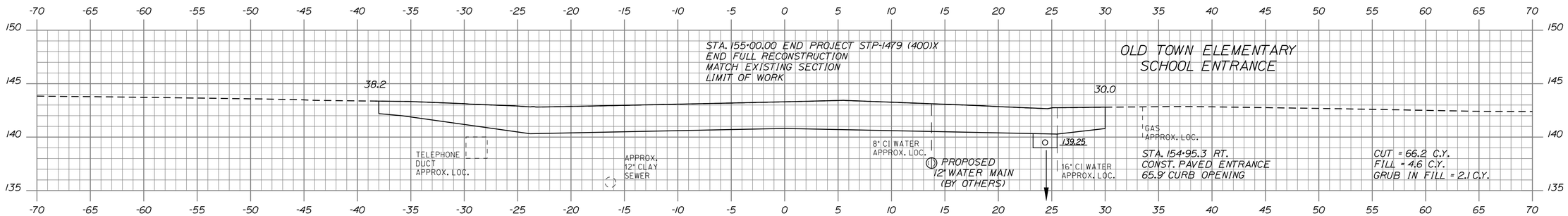
93

OF 103

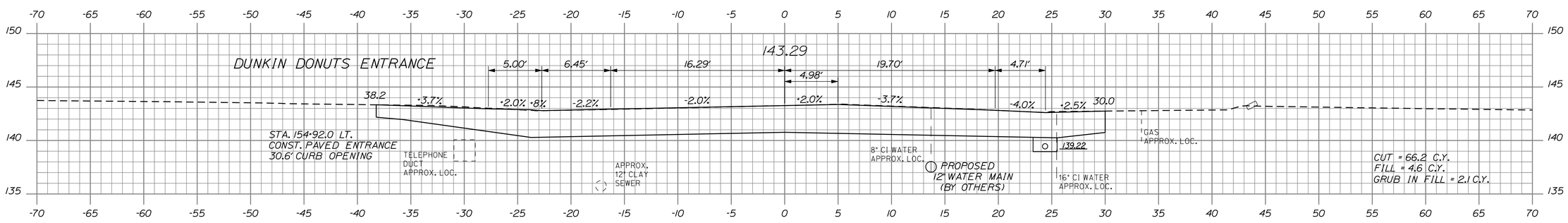
Filename: ...\HIGHWAY\MSTA\093_Xsect_70.dgn Division: HIGHWAY Username: morin Date:2/22/2013



155+44.61



155+00.00



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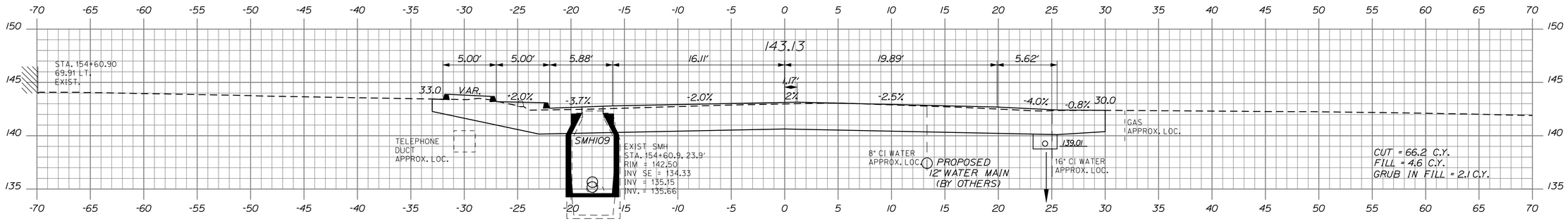


154+60.90

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1479(400)X

WIN
14794.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER: PAUL MACDONALD		
DESIGN-DETAILED	RCL	2/21/13
CHECKED-REVIEWED	ALG	2/21/13
DESIGN2-DETAILED2	JLE	
DESIGN3-DETAILED3	MSM	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

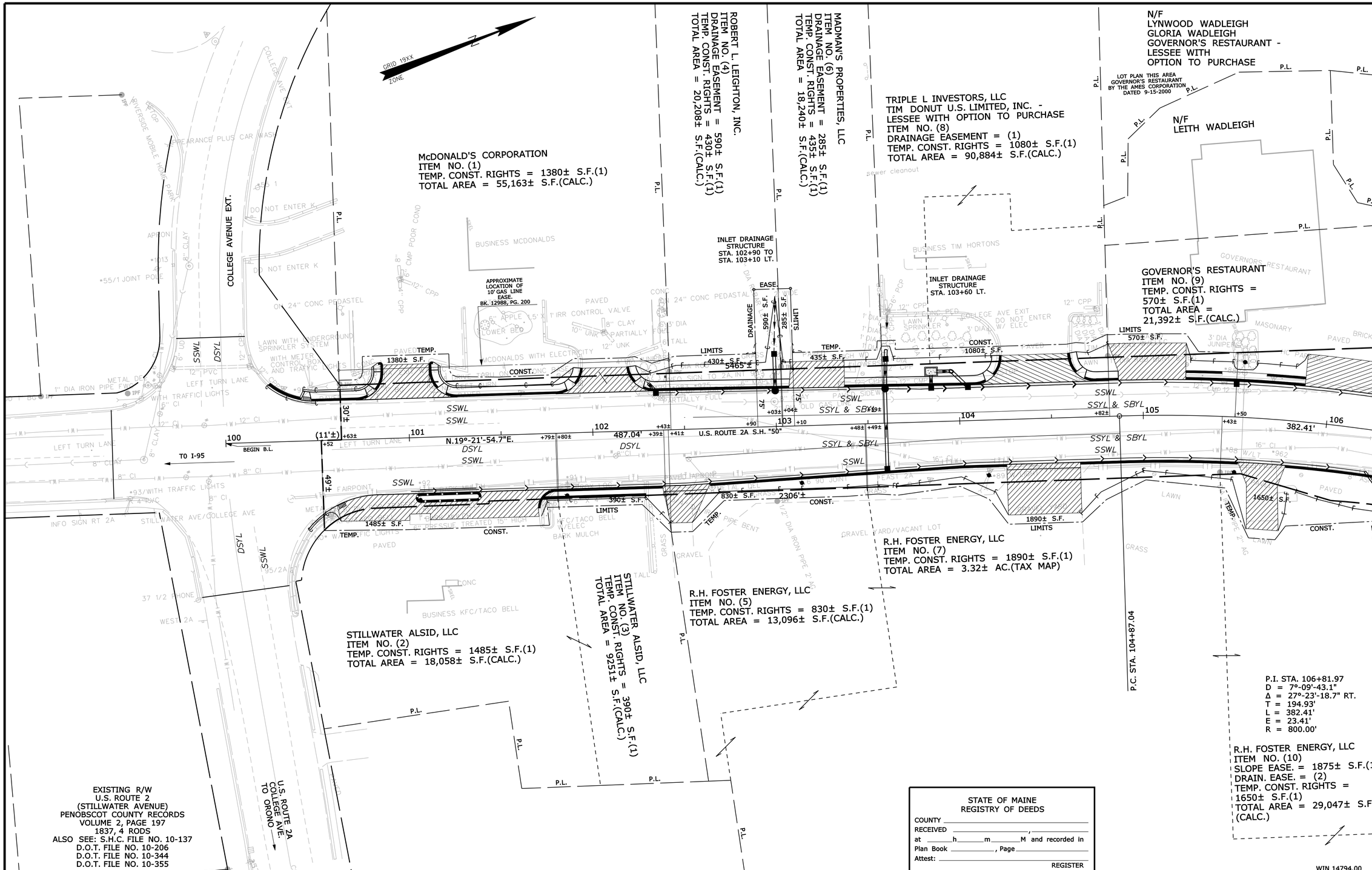
SIGNATURE
4226
P.E. NUMBER
2/21/13
DATE

OLD TOWN
STILLWATER AVE.

154+60.90 CROSS SECTIONS 155+44.61

SHEET NUMBER
94
OF 103

Filename: ...\HIGHWAY\MSTA\094_Xsect_71.dgn Division: HIGHWAY Username: morin Date:2/22/2013



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

SYMBOLS

- (WELL) WELL
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE - P.L.
- LIMITS OF WRO RIGHT OF WAY PORTION (L.O.W.P.)
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS
- IP or IPF (IRON PIPE or PIN FOUND)
- ST. (SEPTIC TANK)
- (ROW MONUMENT)
- BM (TRAVERSE POINT)
- WL WATER LINE
- GL GAS LINE
- EL ELECTRIC LINE
- TL TELEPHONE LINE
- SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	K.J.C.	
PROP. LINES	T.L.B.	
AREAS	T.L.B.	D.S.G.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016
OLD TOWN
RIGHT OF WAY MAP

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	12/14/12	ADDED APPROX. LOCATION OF GAS LINE EASE. TO ITEM NO. (1)	T.L.B.

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	12/11/12	13033	78
		SUPP. COND.	1/22/13	13071	339

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

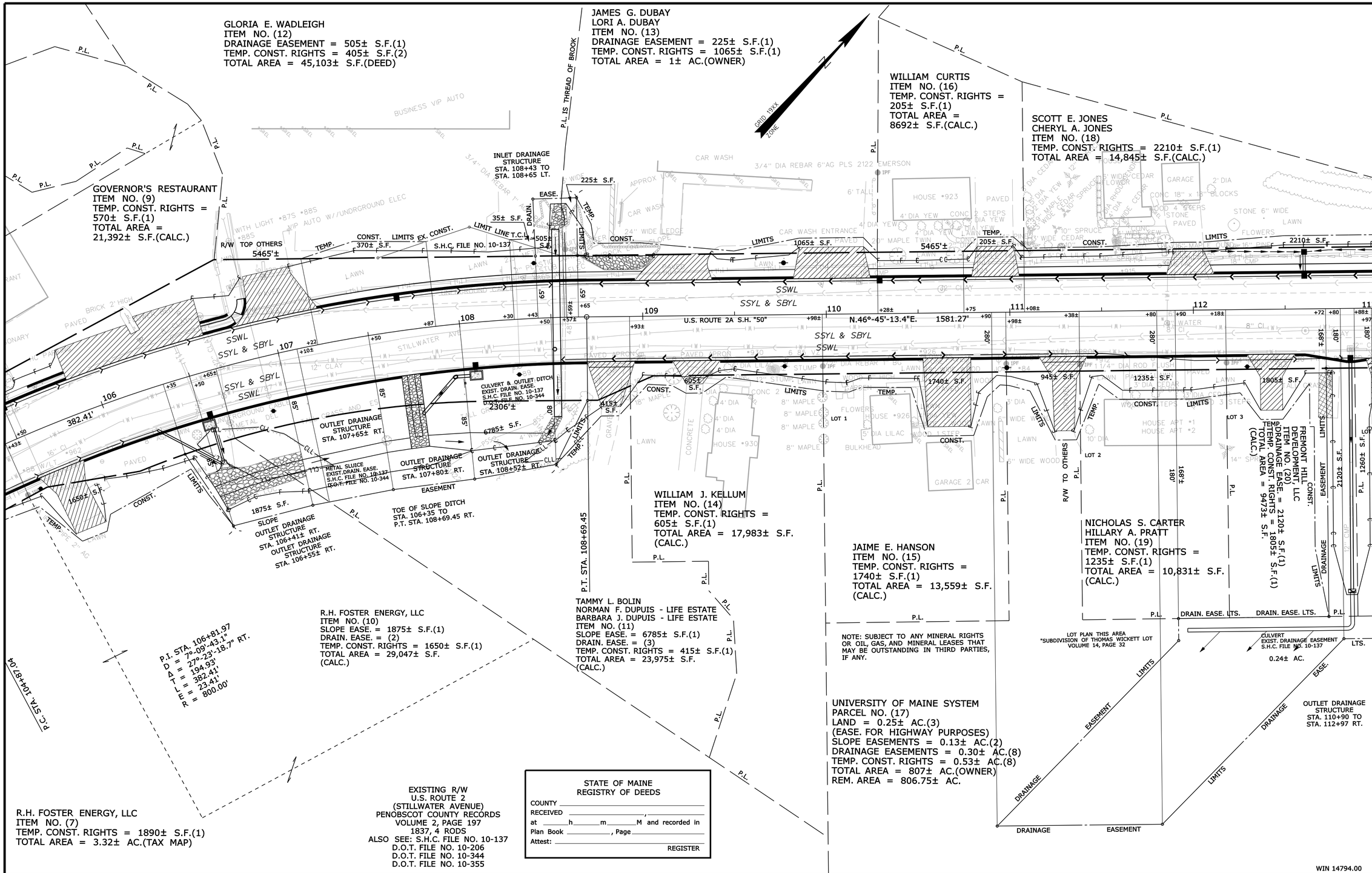
STATE OF MAINE
PETER A. BELANGER 1341
PROFESSIONAL LAND SURVEYOR

STATE HIGHWAY "50"
U.S. ROUTE 2A STILLWATER AVENUE
OLD TOWN PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-1479(400)X

JANUARY 2012 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 10-471
SCALE 1" = 25' | SHEET 1 OF 9

SHEET NUMBER
95
OF 103

Filename: ...\00\row\msto\001_RWPLAN1.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/19/2013



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

SYMBOLS

- (WELL) WELL
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE - P.L.
- LIMITS OF "RIGHT OF WAY" PORTION (L.O.W.P.)
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS
- IP or IPF (IRON PIPE or PIN FOUND)
- S.T. (SEPTIC TANK)
- (ROW MONUMENT)
- &BM (TRAVERSE POINT)
- W WATER LINE
- G GAS LINE
- E ELECTRIC LINE
- T TELEPHONE LINE
- SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	K.J.C.	
PROP. LINES	T.L.B.	
AREAS	T.L.B.	D.S.G.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016
OLD TOWN
RIGHT OF WAY MAP

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	12/14/12	ADDED NAME ON ITEM NO. (18)	T.L.B.

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	12/11/12	13033	78
		SUPP. COND.	1/22/13	13071	339

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

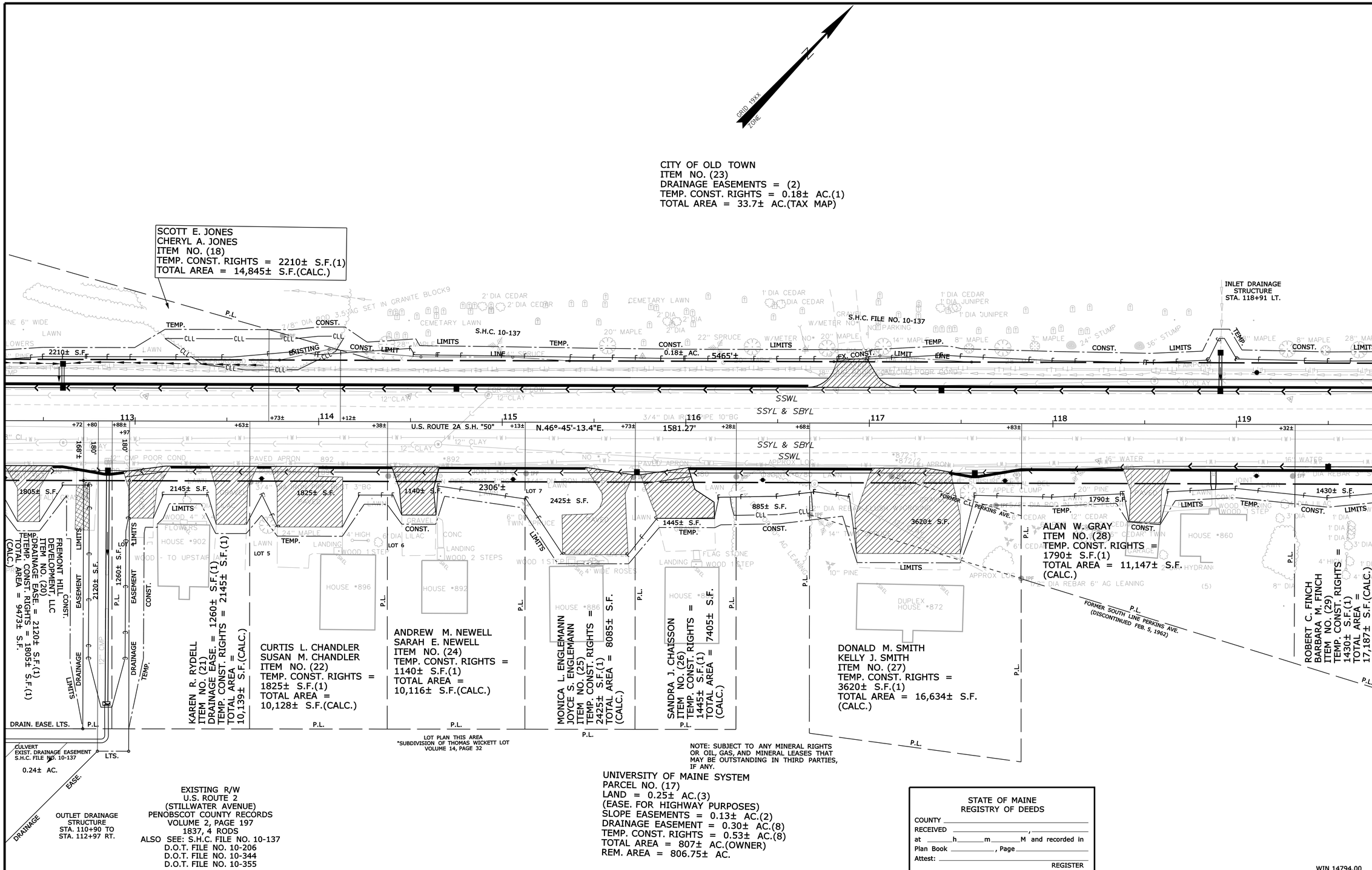
STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

STATE HIGHWAY "50"
U.S. ROUTE 2A STILLWATER AVENUE
OLD TOWN PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-1479(400)X

JANUARY 2012 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 10-471
SCALE 1" = 25' | SHEET 2 OF 9

SHEET NUMBER
96
OF 103

Filename: ...\00\row\msta\002_RWPLAN2.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/19/2013



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

SYMBOLS

- WELL
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE
- LIMITS OF TRANS. RIGHT OF WAY PORTION (L.O.T.W.P.)
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS
- IP or IPF (IRON PIPE or PIN FOUND)
- S.T. (SEPTIC TANK)
- (ROW MONUMENT)
- BM (TRAVERSE POINT)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	K.J.C.	
PROP. LINES	T.L.B.	
AREAS	T.L.B.	D.S.G.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016

OLD TOWN
RIGHT OF WAY MAP

Filename: ...\00\row\msta\003_RWPLAN3.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/19/2013

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	12/14/12	ADDED NAME ON ITEM NO. (18)	T.L.B.

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	12/11/12	13033	78
		SUPP. COND.	1/22/13	13071	339

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

STATE OF MAINE
PETER A. BELANGER 1341
PROFESSIONAL LAND SURVEYOR

STATE HIGHWAY "50"
U.S. ROUTE 2A STILLWATER AVENUE
OLD TOWN PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-1479(400)X

JANUARY 2012 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 10-471
SCALE 1" = 25' | SHEET 3 OF 9

SHEET NUMBER
97
OF 103

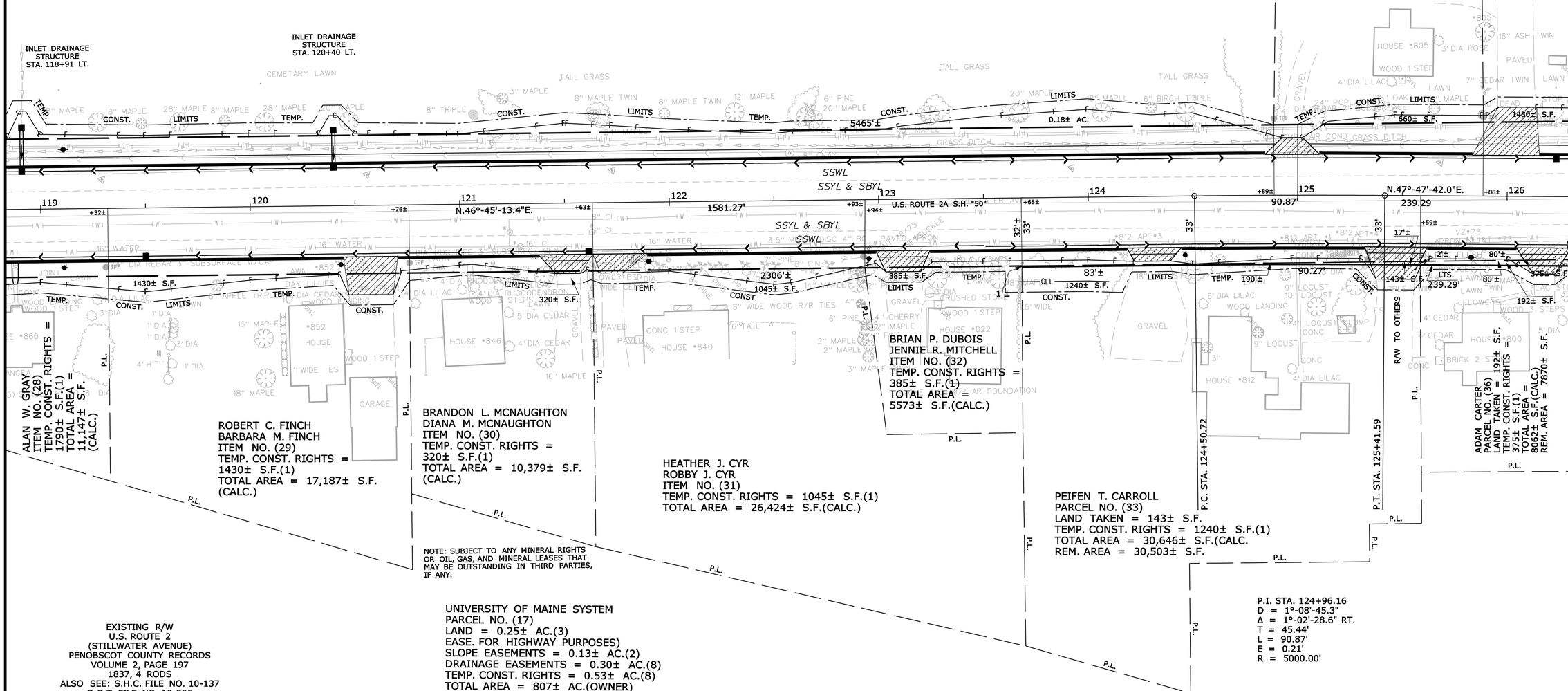
STATE OF MAINE
REGISTRY OF DEEDS
COUNTY _____
RECEIVED _____, _____
at _____h_____m_____M and recorded in
Plan Book _____, Page _____
Attest: _____
REGISTER

GRID 19XX ZONE

CITY OF OLD TOWN
ITEM NO. (23)
DRAINAGE EASEMENTS = (2)
TEMP. CONST. RIGHTS = 0.18± AC.(1)
TOTAL AREA = 33.7± AC.(TAX MAP)

PARCEL NO. (34)
(OMITTED)

STANLEY W. PETERSON, JR.
KEVIN D. PETERSON
ITEM NO. (35)
TEMP. CONST. RIGHTS =
660± S.F.(1)
TOTAL AREA =
23,328± S.F.(CALC.)



NOTE: SUBJECT TO ANY MINERAL RIGHTS OR OIL, GAS, AND MINERAL LEASES THAT MAY BE OUTSTANDING IN THIRD PARTIES, IF ANY.

UNIVERSITY OF MAINE SYSTEM
PARCEL NO. (17)
LAND = 0.25± AC.(3)
EASE. FOR HIGHWAY PURPOSES)
SLOPE EASEMENTS = 0.13± AC.(2)
DRAINAGE EASEMENTS = 0.30± AC.(8)
TEMP. CONST. RIGHTS = 0.53± AC.(8)
TOTAL AREA = 807± AC.(OWNER)
REM. AREA = 806.75± AC.

EXISTING R/W
U.S. ROUTE 2
(STILLWATER AVENUE)
PENOBSCOT COUNTY RECORDS
VOLUME 2, PAGE 197
1837, 4 RODS
ALSO SEE: S.H.C. FILE NO. 10-137
D.O.T. FILE NO. 10-206
D.O.T. FILE NO. 10-344
D.O.T. FILE NO. 10-355

P.I. STA. 124+96.16
D = 1°-08'-45.3"
Δ = 1°-02'-28.6" RT.
T = 45.44'
L = 90.87'
E = 0.21'
R = 5000.00'

WIN 14794.00

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

SYMBOLS
WELL (WELL)
GRADING LIMIT LINE
CONSTRUCTION LIMIT LINE
PROPERTY LINE P.L.
LIMITS OF "RIGHT" PORTION (L.O.W.P.)
EXISTING RIGHT OF WAY
NEW RIGHT OF WAY
NEW ROW WITHIN EXIST. ROW
CONTROL OF ACCESS
IP or IPF (IRON PIPE or PIN FOUND)
ST. (SEPTIC TANK)
(ROW MONUMENT)
&BM (TRAVERSE POINT)
WATER LINE
GAS LINE
ELECTRIC LINE
TELEPHONE LINE
SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	K.J.C.	
PROP. LINES	T.L.B.	
AREAS	T.L.B.	D.S.G.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016
OLD TOWN
RIGHT OF WAY MAP

Filename: ...\00\row\msto\004_RWPLAN4.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/19/2013

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	12/11/12	13033	78
		SUPP. COND.	1/22/13	13071	339

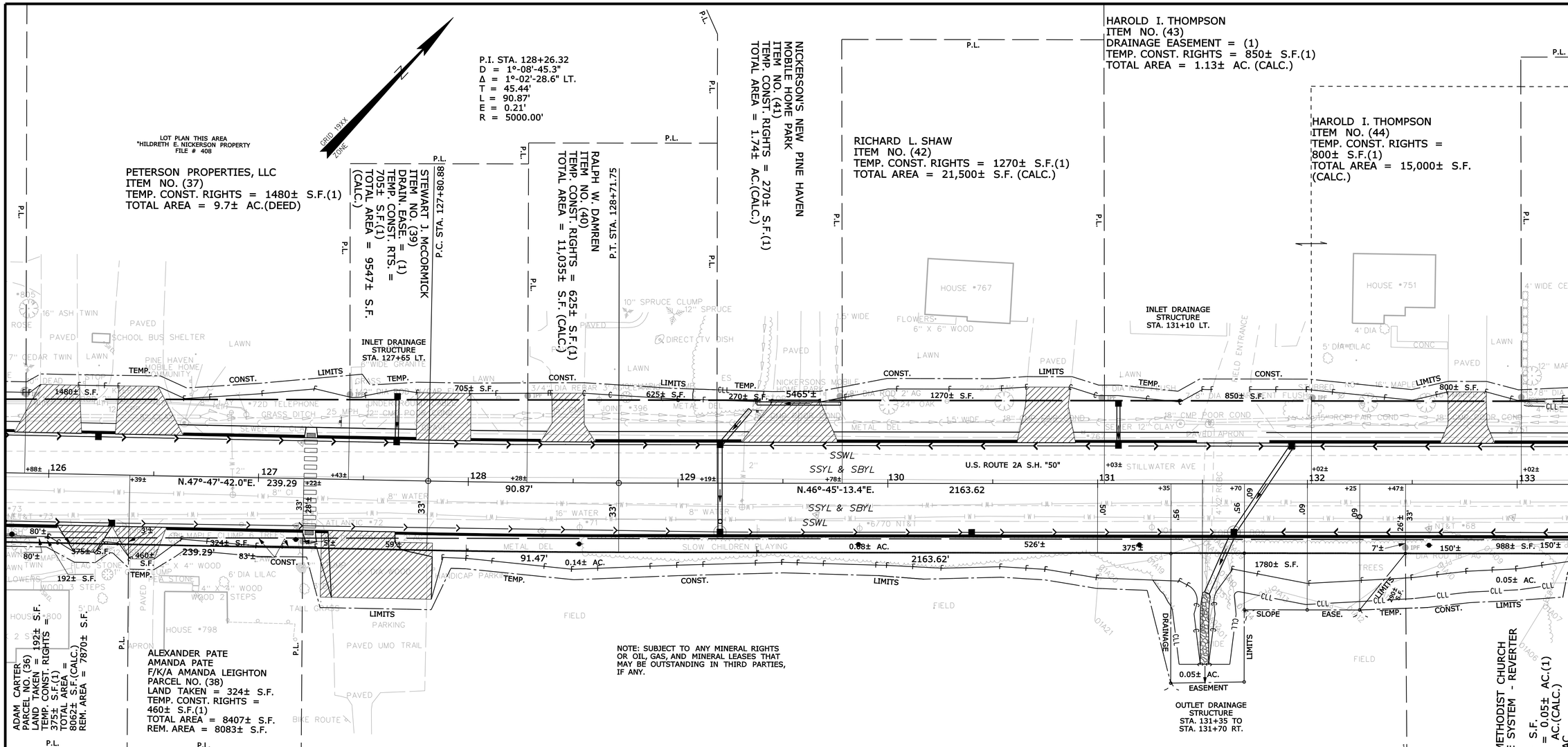
DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

STATE OF MAINE
PETER A. BELANGER 1341
PROFESSIONAL LAND SURVEYOR

STATE HIGHWAY "50"
U.S. ROUTE 2A STILLWATER AVENUE
OLD TOWN PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-1479(400)X

JANUARY 2012 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 10-471
SCALE 1" = 25' | SHEET 4 OF 9

SHEET NUMBER
98
OF 103



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

SYMBOLS

- (WELL) WELL
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE
- PL LIMITS OF "PROJECT" PORTION (L.O.W.P.)
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS
- IP or IPF (IRON PIPE or PIN FOUND)
- S.T. (SEPTIC TANK)
- (ROW MONUMENT)
- &BM (TRAVERSE POINT)
- WL WATER LINE
- GL GAS LINE
- EL ELECTRIC LINE
- TL TELEPHONE LINE
- SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	K.J.C.	
PROP. LINES	T.L.B.	
AREAS	T.L.B.	D.S.G.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016

OLD TOWN
RIGHT OF WAY MAP

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD					
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	12/11/12	13033	78
		SUPP. COND.	1/22/13	13071	339

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

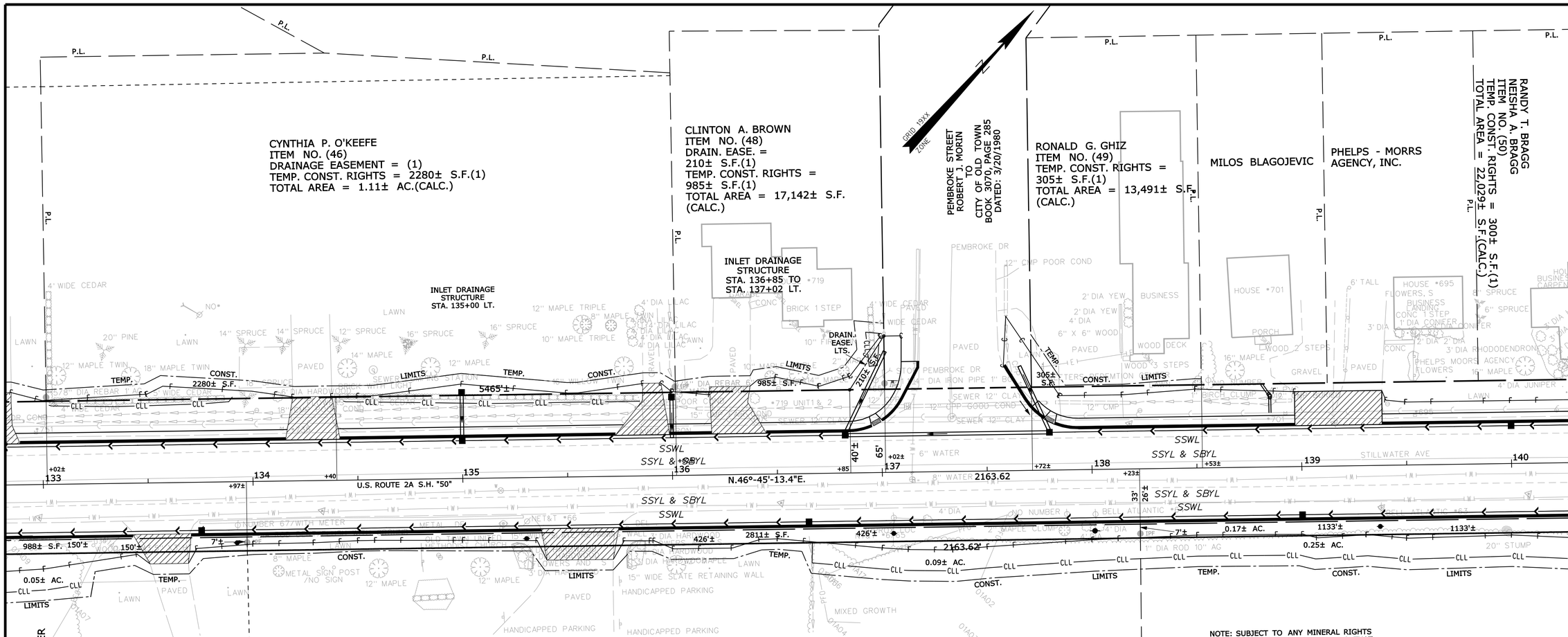
STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

STATE HIGHWAY "50"
U.S. ROUTE 2A STILLWATER AVENUE
OLD TOWN PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-1479(400)X

JANUARY 2012 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 10-471
SCALE 1" = 25' | SHEET 5 OF 9

SHEET NUMBER
99
OF 103

Filename: ...\00\row\mnsta\005_RWPLAN5.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/19/2013



OLD TOWN UNITED METHODIST CHURCH
UNIVERSITY OF MAINE SYSTEM - REVERTER
PARCEL NO. (45)
LAND TAKEN = 988± S.F.
TEMP. CONST. RIGHTS = 0.05± AC.(1)
TOTAL AREA = 1.46± AC.(CALC.)
REM. AREA = 1.44± AC.

NOTE: SUBJECT TO ANY MINERAL RIGHTS OR OIL, GAS, AND MINERAL LEASES THAT MAY BE OUTSTANDING IN THIRD PARTIES, IF ANY.

NOTE: SUBJECT TO ANY MINERAL RIGHTS OR OIL, GAS, AND MINERAL LEASES THAT MAY BE OUTSTANDING IN THIRD PARTIES, IF ANY.

NOTE: SUBJECT TO ANY MINERAL RIGHTS OR OIL, GAS, AND MINERAL LEASES THAT MAY BE OUTSTANDING IN THIRD PARTIES, IF ANY.

NOTE: SUBJECT TO ANY MINERAL RIGHTS OR OIL, GAS, AND MINERAL LEASES THAT MAY BE OUTSTANDING IN THIRD PARTIES, IF ANY.

OLD TOWN UNITED METHODIST CHURCH
UNIVERSITY OF MAINE SYSTEM - REVERTER
PARCEL NO. (47)
LAND TAKEN = 0.06± AC.
TEMP. CONST. RIGHTS = 0.09± AC.(1)
TOTAL AREA = 4.84± AC.
REM. AREA = 4.78± AC.

EXISTING R/W
U.S. ROUTE 2
(STILLWATER AVENUE)
PENOBSCOT COUNTY RECORDS
VOLUME 2, PAGE 197
1837, 4 RODS
ALSO SEE: S.H.C. FILE NO. 10-137
D.O.T. FILE NO. 10-206
D.O.T. FILE NO. 10-344
D.O.T. FILE NO. 10-355

STATE OF MAINE
REGISTRY OF DEEDS
COUNTY _____
RECEIVED _____, _____
at ____h_____m_____M and recorded in
Plan Book _____, Page _____
Attest: _____
REGISTER

UNIVERSITY OF MAINE SYSTEM
PARCEL NO. (17)
LAND = 0.25± AC.(3)
EASE. FOR HIGHWAY PURPOSES)
SLOPE EASEMENTS = 0.13± AC.(2)
DRAINAGE EASEMENTS = 0.30± AC.(8)
TEMP. CONST. RIGHTS = 0.53± AC.(8)
TOTAL AREA = 807± AC.(OWNER)
REM. AREA = 806.75± AC.

WIN 14794.00

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

SYMBOLS

- (WELL) WELL
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE P.L.
- LIMITS OF "RIGHT PORTION (L.O.W.P.)
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS
- ● IP or ⊕ IPF (IRON PIPE or PIN FOUND)
- ☐ S.T. (SEPTIC TANK)
- ▣ (ROW MONUMENT)
- &BM (TRAVERSE POINT)
- W WATER LINE
- G GAS LINE
- E ELECTRIC LINE
- T TELEPHONE LINE
- SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	K.J.C.	
PROP. LINES	T.L.B.	
AREAS	T.L.B.	D.S.G.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016
OLD TOWN
RIGHT OF WAY MAP

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	12/11/12	13033	78
		SUPP. COND.	1/22/13	13071	339

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

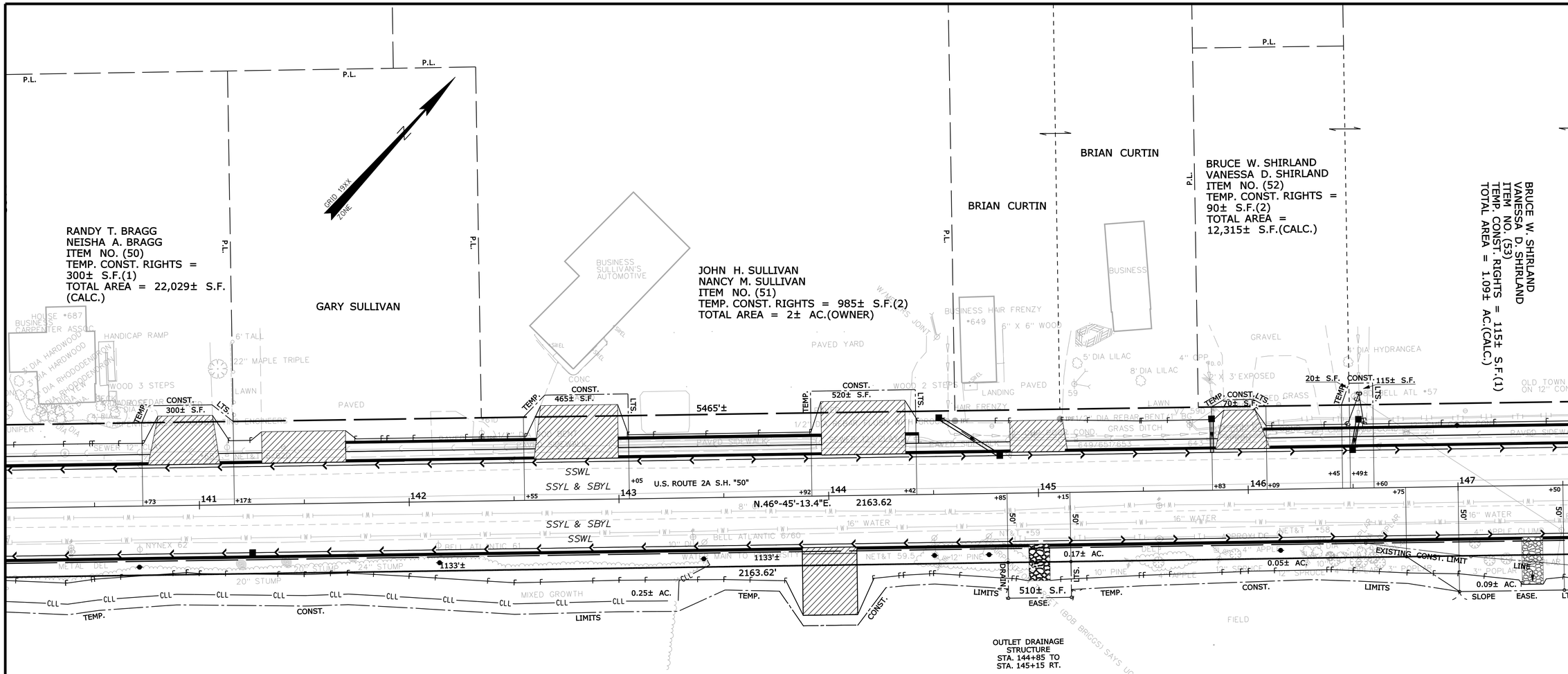
STATE OF MAINE
PETER A. BELANGER 1341
PROFESSIONAL LAND SURVEYOR

STATE HIGHWAY "50"
U.S. ROUTE 2A STILLWATER AVENUE
OLD TOWN PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-1479(400)X

JANUARY 2012 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 10-471
SCALE 1" = 25' | SHEET 6 OF 9

SHEET NUMBER
100
OF 103

Filename: ...\00\row\msto\006_RWPLAN6.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/19/2013



EXISTING R/W
U.S. ROUTE 2
(STILLWATER AVENUE)
PENOBSCOT COUNTY RECORDS
VOLUME 2, PAGE 197
1837, 4 RODS
ALSO SEE: S.H.C. FILE NO. 10-137
D.O.T. FILE NO. 10-206
D.O.T. FILE NO. 10-344
D.O.T. FILE NO. 10-355

UNIVERSITY OF MAINE SYSTEM
PARCEL NO. (17)
LAND = 0.25± AC.(3)
EASE. FOR HIGHWAY PURPOSES)
SLOPE EASEMENTS = 0.13± AC.(2)
DRAINAGE EASEMENTS = 0.30± AC.(8)
TEMP. CONST. RIGHTS = 0.53± AC.(8)
TOTAL AREA = 807± AC.(OWNER)
REM. AREA = 806.75± AC.

STATE OF MAINE
REGISTRY OF DEEDS
COUNTY _____
RECEIVED _____, _____
at _____h_____m_____M and recorded in
Plan Book _____, Page _____
Attest: _____
REGISTER

WIN 14794.00

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

SYMBOLS
WELL
GRADING LIMIT LINE
CONSTRUCTION LIMIT LINE
PROPERTY LINE
LIMITS OF "RIGHT" PORTION (L.O.W.P.)
EXISTING RIGHT OF WAY
NEW RIGHT OF WAY
NEW ROW WITHIN EXIST. ROW
CONTROL OF ACCESS
IP or IPF (IRON PIPE or PIN FOUND)
S.T. (SEPTIC TANK)
(ROW MONUMENT)
&BM (TRAVERSE POINT)
WATER LINE
GAS LINE
ELECTRIC LINE
TELEPHONE LINE
SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	K.J.C.	
PROP. LINES	T.L.B.	
AREAS	T.L.B.	D.S.G.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016
OLD TOWN
RIGHT OF WAY MAP

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	12/11/12	13033	78
		SUPP. COND.	1/22/13	13071	339

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

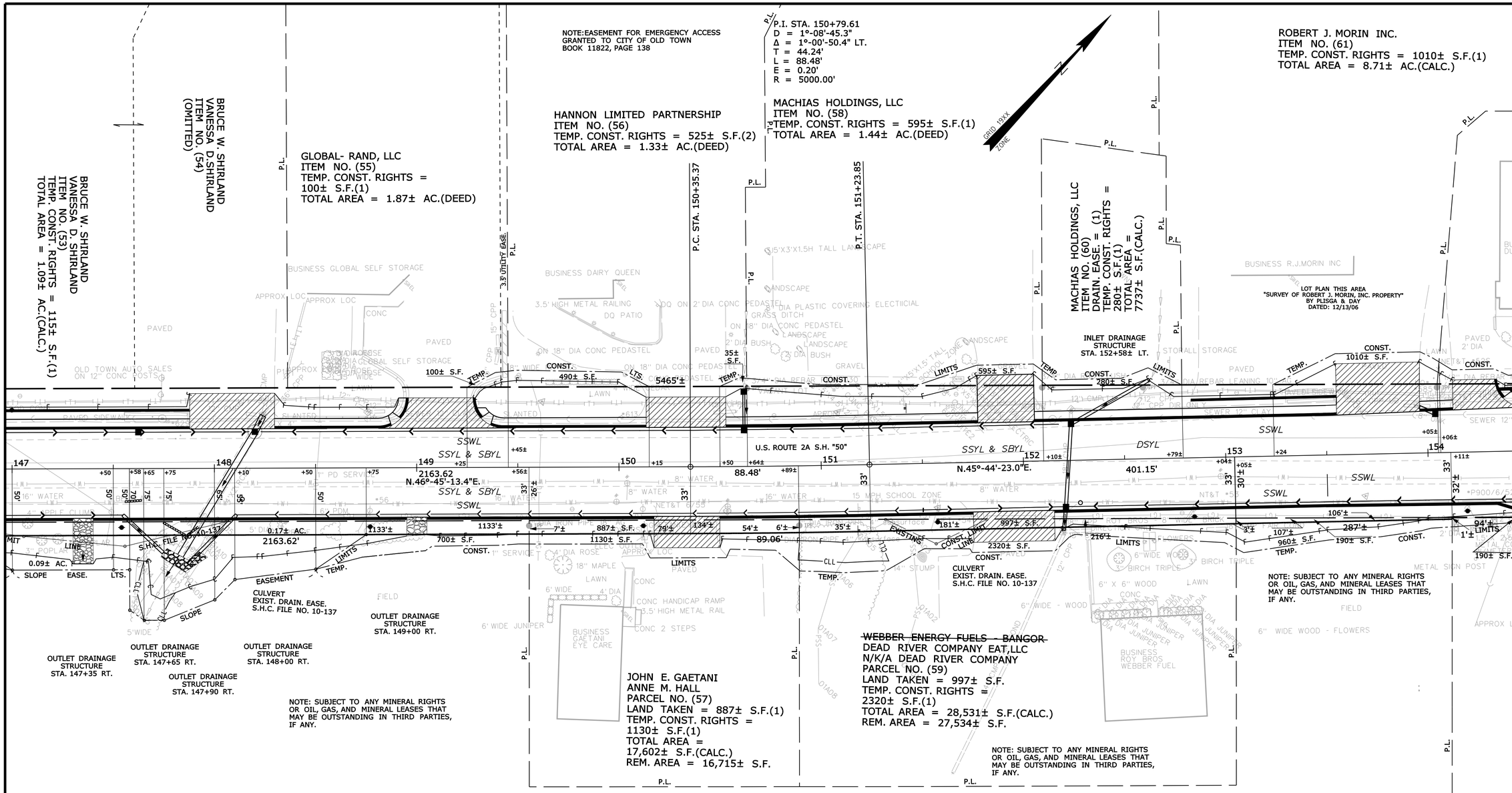
STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

STATE HIGHWAY "50"
U.S. ROUTE 2A STILLWATER AVENUE
OLD TOWN PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-1479(400)X

JANUARY 2012	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 10-471
SCALE 1" = 25'	SHEET 7 OF 9	

SHEET NUMBER
101
OF 103

Filename: ...\00\row\msta\007_RWPLAN7.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/19/2013



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

SYMBOLS

- (WELL) WELL
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE - P.L.
- LIMITS OF "RIGHT PORTION (L.O.W.P.)
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS
- IP or ⊕ IP/P (IRON PIPE or PIN FOUND)
- S.T. (SEPTIC TANK)
- (ROW MONUMENT)
- &BM (TRAVERSE POINT)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	K.J.C.	
PROP. LINES	T.L.B.	
AREAS	T.L.B.	D.S.G.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016
OLD TOWN
RIGHT OF WAY MAP

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	12/14/12	CHANGED NAME ON PCL. NO. (59)	T.L.B.

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	12/11/12	13033	78
		SUPP. COND.	1/22/13	13071	339

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

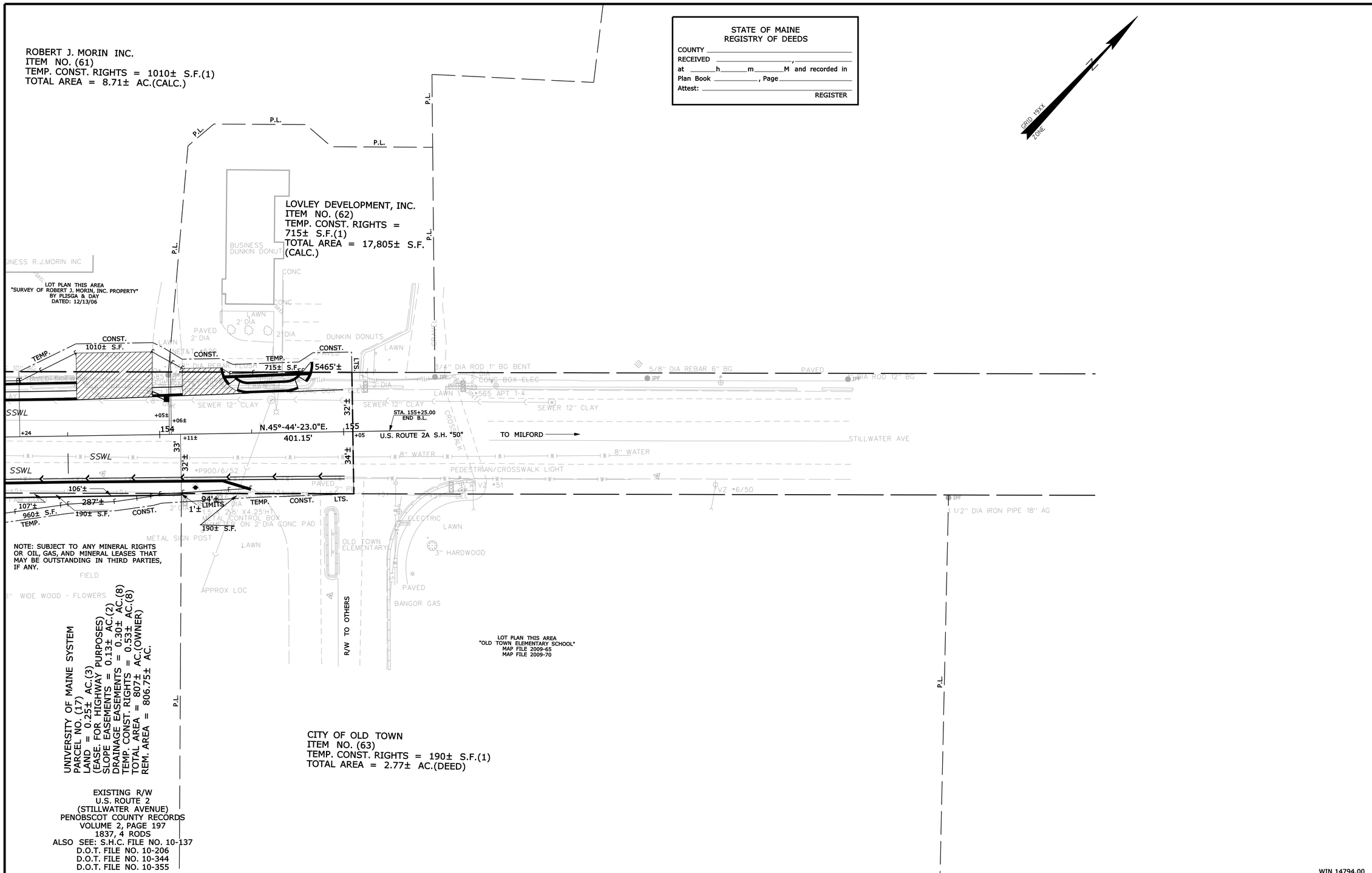
STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

STATE HIGHWAY "50"
U.S. ROUTE 2A STILLWATER AVENUE
OLD TOWN PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-1479(400)X

JANUARY 2012 | RIGHT-OF-WAY MAP | SCALE 1" = 25' | SHEET 8 OF 9 | D.O.T. FILE NO. 10-471

SHEET NUMBER
102
OF 103

Filename: ...\00\row\msto\008_RWPLAN8.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/19/2013



STATE OF MAINE
REGISTRY OF DEEDS
COUNTY _____
RECEIVED _____, _____
at ____h____m____M and recorded in
Plan Book _____, Page _____
Attest: _____
REGISTER

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

SYMBOLS
- IP or IPF (IRON PIPE or PIN FOUND)
- ST. (SEPTIC TANK)
- (ROW MONUMENT)
- BM (TRAVERSE POINT)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- WELL (WELL)
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE
- PL
- LIMITS OF WROUGHT PORTION (L.O.W.P.)
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	K.J.C.	
PROP. LINES	T.L.B.	
AREAS	T.L.B.	D.S.G.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016
OLD TOWN
RIGHT OF WAY MAP

WIN 14794.00

REVISIONS			
NO.	DATE	DESCRIPTION	BY

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DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

STATE OF MAINE PETER A. BELANGER 1341 PROFESSIONAL LAND SURVEYOR

STATE HIGHWAY "50"
U.S. ROUTE 2A STILLWATER AVENUE
OLD TOWN PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-1479(400)X

JANUARY 2012 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 10-471
SCALE 1" = 25' | SHEET 9 OF 9

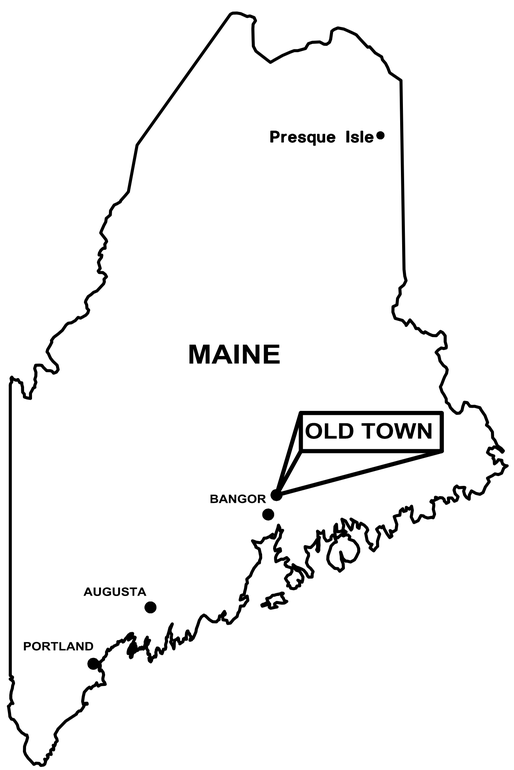
SHEET NUMBER
103
OF 103

Filename: ...\00\row\msta\009_RWPLAN9.dgn Division: HIGHWAY Username: Rhobe.Moulton Date:2/19/2013

BID SET No. _____

CITY OF OLD TOWN, MAINE
STILLWATER AVENUE
SEWER REHABILITATION
PROJECT

CONTRACT DRAWINGS
JANUARY 2013



DRAWING INDEX

DRAWING	TITLE
–	COVER SHEET
C–1	GENERAL NOTES, LEGEND, AND ABBREVIATIONS
C–2	STILLWATER AVENUE PLAN AND PROFILE STA 101+50 TO 108+61
C–3	STILLWATER AVENUE PLAN AND PROFILE STA 108+61 TO 120+50
C–4	STILLWATER AVENUE PLAN AND PROFILE STA 120+65 TO 132+50
C–5	STILLWATER AVENUE PLAN AND PROFILE STA 132+50 TO 144+40
C–6	STILLWATER AVENUE PLAN AND PROFILE STA 144+40 TO 155+13
C–7	DETAILS I
C–8	DETAILS II

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FOR REVIEW JANUARY 2012

FOR BIDDING _____

WP PROJECT No. 12127B

GENERAL NOTES

1. SEWER IMPROVEMENTS ARE SLATED TO BE CONSTRUCTED IN CONJUNCTION WITH THE STILLWATER AVENUE IMPROVEMENTS PROJECT BY THE MAINE DEPARTMENT OF TRANSPORTATION.

2. THE CONTRACTOR IS REFERRED TO THE SPECIFICATIONS REGARDING COORDINATION WITH OTHERS, INCLUDING RESPONSIBILITIES AND RELATED COSTS.

3. BELOW GRADE UTILITY INFORMATION IS BASED ON INFORMATION PROVIDED BY MDOT. LOCATIONS AND DEPTHS OF PUBLIC UTILITIES SHOWN IS ONLY APPROXIMATE AND MAY NOT BE COMPLETE. PRIVATE UNDERGROUND UTILITIES SUCH AS, BUT NOT LIMITED TO, SEWER LINES, WATER LINES AND BURIED ELECTRICAL SERVICE ENTRANCES ARE NOT SHOWN. THE CONTRACTOR SHALL ASCERTAIN THE LOCATION AND SIZE OF EXISTING UTILITIES IN THE FIELD WITH THE RESPECTIVE UTILITY REPRESENTATIVE PRIOR TO COMMENCING WORK. ADDITIONAL TEST PITS, BEYOND THOSE SHOWN, MAY BE REQUIRED. UTILITY CONTACTS ARE AS FOLLOWS:

   ELECTRIC:
   BANGOR HYDRO ELECTRIC COMPANY
   33 STATE STREET
   BANGOR, MAINE 04401
   TEL. (207) 945–5621

   TELEPHONE:
   FAIR POINT COMMUNICATIONS
   1–866–984–2001

   WATER
   OLD TOWN WATER DISTRICT
   104 CENTER STREET
   OLD TOWN, MAINE 04468
   TEL. (207) 827–2145

   SEWER
   WATER POLLUTION CONTROL FACILITY
   FRANK KEARNEY
   265 MAIN STREET
   OLD TOWN, MAINE 04468
   TEL. (207) 827–3964

   DIG SAFE:
   TEL: 1–888–344–7233

   GAS
   BANGOR GAS COMPANY
   21 MAIN STREET
   BANGOR, MAINE 04402
   TEL. (207) 941–9595

4. ALL EXISTING UTILITIES INCLUDING BUT NOT LIMITED TO, STORM DRAIN, SEWER AND WATER LINES ENCOUNTERED DURING CONSTRUCTION ARE TO REMAIN IN SERVICE UNLESS OTHERWISE NOTED ON THE DRAWINGS. ANY EXISTING UTILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

5. THE CONTRACTOR **WILL** ENCOUNTER ASBESTOS CEMENT PIPE DURING PROSECUTION OF THE WORK. CONTRACTOR SHALL CONFORM TO ALL APPLICABLE PROVISIONS OF OSHA AND ALL OTHER FEDERAL, STATE AND LOCAL REGULATIONS WHEN HANDLING AND/OR DISPOSING OF ASBESTOS CEMENT PRODUCTS. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR HANDLING AND/OR DISPOSAL OF ASBESTOS CEMENT PIPE. THE CITY HAS REPORTED THAT THE SECTION OF EXISTING SEWER FROM APPROXIMATELY STATION 106+60 TO STATION 114+90 IS AC PIPE. CONTRACTOR TO CONFIRM WITH THE CITY, AND RECORD ITS LOCATION ON THE RECORD DRAWINGS PRIOR TO ABANDONING WITH FLOWABLE FILL. SEE SPECIFICATION SECTION 02050.

6. ALL STRUCTURES AND PIPELINES LOCATED ADJACENT TO THE TRENCH EXCAVATION SHALL BE PROTECTED AND FIRMLY SUPPORTED BY THE CONTRACTOR UNTIL THE TRENCH IS BACKFILLED. INJURY TO ANY SUCH STRUCTURES CAUSED BY, OR RESULTING FROM, THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. ALL UTILITIES REQUIRING REPAIR, RELOCATION OR ADJUSTMENT AS A RESULT OF THE PROJECT SHALL BE COORDINATED THROUGH THE RESPECTIVE UTILITY.

7. IN THOSE INSTANCES WHERE POWER OR TELEPHONE POLE SUPPORT IS REQUIRED, THE CONTRACTOR SHALL PROVIDE A MINIMUM 48–HOUR NOTIFICATION TO BANGOR HYDRO ELECTRIC COMPANY OR FAIR POINT COMMUNICATIONS, RESPECTIVELY. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR TEMPORARY BRACING OF UTILITIES.

8. CONTRACTOR SHALL INSTALL AND MAINTAIN TRAFFIC CONTROL SIGNS IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), MDOT AND OLD TOWN POLICE REQUIREMENTS.

9. THE OWNER WILL BE RESPONSIBLE FOR OBTAINING ALL PERMITS LISTED IN THE SPECIFICATIONS. ALL OTHER PERMITS SHALL BE BY THE CONTRACTOR. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO BE FAMILIAR WITH THE APPLICABLE PROVISIONS OF EACH PERMIT AS THEY APPLY TO THE WORK PRIOR TO BIDDING AND ABIDE BY THOSE PROVISIONS DURING CONSTRUCTION. COPIES OF ALL OBTAINED PERMITS ARE AVAILABLE FOR REVIEW AT THE OLD TOWN PUBLIC WORKS DEPARTMENT.

10. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY RIGHTS OF WAY AND EASEMENTS. THE CONTRACTOR SHALL VERIFY THAT THE NECESSARY EASEMENTS HAVE BEEN SECURED BY THE OWNER. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO BE FAMILIAR WITH THE APPLICABLE PROVISIONS OF EACH EASEMENT AS THEY APPLY TO THE WORK PRIOR TO BIDDING AND ABIDE BY THOSE PROVISIONS DURING CONSTRUCTION. COPIES OF ALL RIGHTS–OF–WAY AND EASEMENTS ARE AVAILABLE FOR REVIEW AT THE OLD TOWN PUBLIC WORKS DEPARTMENT.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LAYOUT OF ALL PROPOSED LINES AND GRADES AS SHOWN ON THE DRAWINGS. THE LAYOUT PLAN SHALL BE REVIEWED BY THE ENGINEER PRIOR TO CONSTRUCTION.

12. THE MDOT SHALL PROVIDE THE NECESSARY HORIZONTAL AND VERTICAL CONTROL POINTS FOR THE CONTRACTOR FOR WORK OUTSIDE THE STREET RIGHT–OF–WAY AND CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THIS INFORMATION THROUGHOUT CONSTRUCTION. ALL ELEVATIONS REFER TO THE NATIONAL GEODETIC VERTICAL DATUM. ORIENTATION IS GRID NORTH MAINE STATE PLANE COORDINATE SYSTEM. THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY ALL ELEVATION REFERENCE INFORMATION PRIOR TO USE IN CONSTRUCTION.

13. CONTRACTOR SHALL CONTROL DUST WITH APPROPRIATE DUST CONTROL MEASURES AS DEFINED BY MDOT. CONTRACTOR SHALL NOT TRACK OR SPILL EARTH AND DEBRIS ON PUBLIC STREETS OUTSIDE THE PROJECT AREA. STREETS OPENED TO THE PUBLIC SHALL BE KEPT SWEPT AND FREE OF DEBRIS.

14. ALL ROAD SURFACES SHALL PITCH 1/4 INCH PER FOOT MINIMUM FROM CENTERLINE TO GUTTER UNLESS OTHERWISE NOTED.

15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESETTING ALL EXISTING PROPERTY MONUMENTATION THAT IS DISTURBED BY HIS OPERATIONS AT NO EXPENSE TO THE OWNER. THIS WORK IS TO BE DONE BY A LAND SURVEYOR REGISTERED IN THE STATE OF MAINE.

16. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE REGULATIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA).

17. THE CONTRACTOR SHALL NOT HAVE ANY RIGHT OF PROPERTY IN ANY SUITABLE MATERIALS TAKEN FROM ANY EXCAVATION. SUITABLE EXCAVATED MATERIAL MAY BE INCORPORATED IN THE PROJECT, WITH EXCESS MATERIAL DISPOSED OF AT A LOCATION APPROVED BY THE ENGINEER. THESE PROVISIONS SHALL IN NO WAY RELIEVE THE CONTRACTOR OF HIS OBLIGATIONS TO PROPERLY DISPOSE OF AND REPLACE ANY MATERIAL DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING. THE CONTRACTOR SHALL DISPOSE OF UNSUITABLE AND EXCESS MATERIAL IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE CONTRACT DOCUMENTS.

18. THE CONTRACTOR IS TO TAKE SPECIAL CARE NOT TO DAMAGE TREES WITHIN THE CONSTRUCTION AREA UNLESS THEY ARE NOTED TO BE REMOVED.

19. EXISTING SEWER MANHOLES NOT TO REMAIN IN SERVICE SHALL BE REMOVED OR ABANDONED BY THE CONTRACTOR.

20. AREAS DISTURBED BY THE CONTRACTOR SHALL BE RESTORED TO AT LEAST THEIR ORIGINAL CONDITION, AND TO THE SATISFACTION OF THE OWNER AND ENGINEER AT NO ADDITIONAL EXPENSE TO THE OWNER. THIS MAY INCLUDE BUT IS NOT LIMITED TO, CURBS, SIDEWALKS, MAILBOXES, SIGNS, LIGHT POLES, DRIVEWAYS, LAWNS, WALKWAYS, RETAINING WALLS, ALL LANDSCAPING, FLOWER BEDS, TREES, SHRUBS, STEPS, PATIOS, FENCING, ETC.

GENERAL NOTES CON'T

21. PROVIDE 2" RIGID INSULATION OVER SEWER MAIN AND ALL SERVICES WHEN COVER IS LESS THAN 5 FEET AND WHERE THERE IS LESS THAN 4 FEET OF SEPARATION FROM STORM DRAINAGE LINE (HORIZONTAL AND VERTICAL). ADDITIONAL INSULATION TO BE INSTALLED AS DIRECTED BY THE ENGINEER.

22. MINOR ADJUSTMENTS TO THE ALIGNMENT OF PROPOSED UTILITIES SHALL BE ALLOWED TO ACCOMMODATE EXISTING UTILITIES WHERE APPROPRIATE AS APPROVED BY THE ENGINEER.

23. ALL AREAS THAT ARE EXCAVATED, FILLED OR OTHERWISE DISTURBED AND NOT PAVED BY THE CONTRACTOR SHALL BE LOAMED AND SEEDED UNLESS OTHERWISE NOTED. THE TOP 4 INCHES OF SOIL SHALL BE LOAM.

24. ALL LOAM AND SEED ON PUBLIC OR PRIVATE PROPERTY SHALL BE CONSIDERED INCIDENTAL TO SEWER MAIN LINE OR SEWER/STORM DRAIN SERVICES INSTALLED.

25. ALL LOAM AND SEED PROJECT AREAS ASSOCIATED WITH THE SEWER UTILITY CONSTRUCTION (MAIN LINE PIPE AND SERVICES – BOTH SEWER AND STORM DRAIN) MUST HAVE A CLOSE STAND OF GRASS WITH NO WEEDS PRESENT AND NO BARE SPOTS GREATER THAN THREE INCHES (3") IN DIAMETER OVER GREATER THAN FIVE PERCENT (5%) OF THE OVERALL SEEDED AREA. THE CONTRACTOR SHALL GUARANTEE LOAM AND SEEDING WORK AFTER ACCEPTANCE BY THE ENGINEER COVERING RE–SEEDING OF GRASS AREAS THAT DO NOT SURVIVE THROUGH 1 GROWING SEASON AFTER THE DATE OF ACCEPTANCE AT NO COST TO OWNER.

26. CONTRACTOR SHALL RESET OR REBUILD ANY ITEMS DAMAGED OR DISTURBED DURING CONSTRUCTION INCLUDING BUT NOT LIMITED TO WALKWAYS, STEPS, STONE WALLS, FENCING, EDGING, MAILBOXES, AND PLANTERS TO AT LEAST THEIR ORIGINAL CONDITION, TO THE SATISFACTION OF THE OWNER AND ENGINEER. WORK SHALL BE CONSIDERED INCIDENTAL.

27. EXISTING SIGNS THAT ARE IMPACTED BY THIS PROJECT SHALL BE RESET IN ACCORDANCE WITH THE MUTCD.

28. THE INVERTS INDICATED ON THE PLAN AND PROFILE SHEETS ARE BASED ON THE INSIDE FACE OF THE MANHOLE

29. STATIONS AND OFFSETS INDICATED ON THE PLAN AND PROFILE SHEETS ARE TO THE CENTER OF THE SEWER MANHOLE COVER.

30. FLOWS FROM DEWATERING EFFORTS SHALL NOT BE DISCHARGED TO SANITARY SEWERS.

31. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LAYOUT OF ALL PROPOSED WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND RECORDING THE LAYOUT INFORMATION THROUGHOUT THE COURSE OF CONSTRUCTION. REPORT ANY LAYOUT DISCREPANCIES IMMEDIATELY TO THE ENGINEER. CONTROL POINTS ARE PROVIDED BY MDOT.

32. ALL TEST PITS SHALL BE EXCAVATED PRIOR TO CONSTRUCTION LAYOUT AT THE APPROXIMATE LOCATIONS NOTED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. ACTUAL LOCATIONS OF SUBSURFACE UTILITIES SHALL BE REPORTED TO THE ENGINEER, MINOR ADJUSTMENTS TO THE ALIGNMENTS OF PROPOSED LINES SHALL BE MADE TO ACCOMMODATE EXISTING UTILITIES

33. ALL STORM DRAINAGE INLETS AND DITCHES SHALL BE PROTECTED TO PREVENT ENTRY OR SEDIMENT FROM RUN OFF WATERS DURING CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL & DISPOSAL OF ALL COLLECTED SEDIMENT AND THAT WHICH COLLECTS IN THE STORM DRAIN SYSTEM.

34. CONTRACTOR SHALL PROTECT PLANTINGS WHICH ARE TO REMAIN. DAMAGED PLANTINGS SHALL BE REPLACED IN KIND AT NO ADDITIONAL EXPENSE TO THE OWNER AND TO THE SATISFACTION OF THE ENGINEER AND/OR OWNER.

35. NEW PENETRATIONS THROUGH EXISTING MANHOLE WALLS SHALL BE BY CORING MACHINE AND "LINK SEAL" TYPE SEALS, UNLESS OTHERWISE INDICATED. OPENINGS TO BE COMPATIBLE WITH REQUIRED PIPING AND STANDARD LINK SEAL SIZES.

36. MANHOLES ARE 4 FEET IN DIAMETER UNLESS OTHERWISE NOTED. THE TOP OF THE MANHOLE FRAMES SHALL BE SET FLUSH WITH FINISH GRADE, UNLESS OTHERWISE NOTED ON THE DRAWINGS.

37. WHERE NEW PIPING IS TO BE CONNECTED TO EXISTING PIPING, THE CONTRACTOR SHALL FURNISH AND INSTALL ALL ADAPTERS, FITTINGS, AND ADDITIONAL PIPE AS REQUIRED TO COMPLETE THE CONNECTION. CONTRACTOR SHALL VERIFY LOCATION, ELEVATIONS, ORIENTATION, AND MATERIAL OF CONSTRUCTION.

38. WHERE PIPING INTO EXISTING MANHOLE IS ABANDONED. PIPE PENETRATIONS SHALL BE PLUGGED WITH BRICK AND MORTAR AND SHALL BE WATER TIGHT.

39. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF ALL DEMOLITION MATERIALS IN ACCORDANCE WITH SECTION 02050.

40. AFTER INSTALLATION, ALL SEWER, OR WATER PIPE RELOCATED AS A RESULT OF SEWER INSTALLATION, SHALL BE TESTED FOR TIGHTNESS IN ACCORDANCE WITH SPECIFICATION SECTION 02755 OR BY WATER DISTRICT DIRECTION. ALL LEAKS SHALL BE CORRECTED AND RETESTED UNTIL TEST IS SATISFACTORILY COMPLETED.

41. LOCATION AND LIMITS OF ALL ONSITE WORK & STORAGE AREAS SHALL BE REVIEWED/ COORDINATED WITH AND ACCEPTABLE TO THE OWNER AND THE ENGINEER.

42. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING BY–PASS PUMPING FOR WASTEWATER FLOWS DURING THE CONSTRUCTION OF THE NEW SEWER LINES AT NO ADDITIONAL COST TO THE OWNER.

43. SEWER SERVICE CONNECTIONS ARE SHOWN FOR ESTIMATING PURPOSES ONLY. THE ACTUAL NUMBER, LENGTH AND LOCATION SHALL BE AS FIELD DETERMINED AT THE TIME OF CONSTRUCTION. ALL NEW SERVICES (SEWER AND STORM DRAIN) WILL BE 6–INCH DIAMETER FROM MAIN TO THE RIGHT–OF–WAY AND WILL BE 4–INCH DIAMETER FROM THE RIGHT–OF–WAY TO 5' FROM HOUSE FOUNDATION UNLESS OTHERWISE NOTED ON THE DRAWINGS. STORM DRAIN AND SEWER SERVICES ARE SHOWN SIDE BY SIDE ON THE PLANS FOR EASE OF VIEWING. CO–TRENCHING WILL BE ALLOWED FOR STORM DRAIN AND SEWER SERVICES.

44. ALL CATCH BASINS, MANHOLES, VALVE PITS, VALVE BOXES AND OTHER BURIED FACILITIES WITH SURFACE ACCESS SHALL BE ADJUSTED TO MATCH FINAL GRADES, UNLESS OTHERWISE NOTED.

45. WHERE EXISTING PAVEMENT IS REMOVED AND REPLACED, MATCH EXISTING GRADES TO THE EXTENT POSSIBLE. COORDINATE FINE GRADING WITH THE ENGINEER.

46. IN THE EVENT THAT DISCREPANCIES OR CONFLICTS BETWEEN MAINEDOT SPECIFICATIONS, SPECIAL PROVISIONS, AND PLANS OCCUR WITH THE WATER/SEWER UTILITIES SPECIFICATIONS, SPECIAL PROVISIONS AND PLANS, MAINEDOT OR MORE RESTRICTIVE SHALL PREVAIL.

47. ALL MANHOLES ARE TO BE WRAPPED WITH FROST BARRIER PER SPECIFICATION 02601.

48. REFER TO THE MDOT SPECIFICATIONS FOR ADDITIONAL UTILITY CONTRACT INFORMATION. THE CONTRACTOR SHALL CONFIRM THE LOCATION AND SIZE OF EXISTING WATER AND OTHER UTILITIES IN THE FIELD WITH THE RESPECTIVE UTILITY COMPANY REPRESENTATIVE.

49. REFER TO THE MAINE DEPARTMENT OF TRANSPORTATION REQUIREMENTS CONTAINED IN THE MDOT PROJECT MANUAL FOR MAINTAINING TRAFFIC FLOW SECTION 652.

50. EXISTING AND PROPOSED STORM DRAINS SHOWN FOR REFERENCE ONLY, REFER TO MDOT ROADWAY PLANS FOR FURTHER INFORMATION.

51. EXISTING AND PROPOSED WATER MAIN SHOWN FOR REFERENCE ONLY, REFER TO SEWALL, OLD TOWN WATER DISTRICT WATER MAIN REPLACEMENT DRAWINGS FOR FURTHER INFORMATION.

52. ALL ITEMS IDENTIFIED BY THE CITY AS SALVAGEABLE DURING THE NORMAL SCOPE OF WORK SHALL BE LAYED ASIDE IN AN AREA WHERE THE OLD TOWN POLLUTION CONTROL FACILITY CREW CAN LOAD AND REMOVE AS NEEDED. THE CITY WILL NOT APPROVE EXTRA EXPENSE FOR SALVAGE EFFORTS.

ABBREVIATIONS

&	AND
@	AT
ADD	ADDITION
ALT	ALTERNATE
AL, ALUM	ALUMINUM
APPROX	APPROXIMATE
AUX	AUXILIARY
BEL	BELOW
BIT	BITUMINOUS
BL	BASELINE
BM	BENCHMARK
B/	BOTTOM OF
BOT	BOTTOM
BVCS	BEGINNING VERTICAL CURVE STATION
BVCE	BEGINNING VERTICAL CURVE ELEVATION
℄	CENTER LINE
CATV	CABLE TELEVISION
CB	CATCH BASIN
CI	CAST IRON
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
CONC	CONCRETE
CTR	CENTER
CW	CITY WATER
DEPT	DEPARTMENT
DIA, ø	DIAMETER
DI	DUCTILE IRON
DIM	DIMENSION
DMH	DRAIN MANHOLE
DR	DRAIN
DWG	DRAWING
EA	EACH
EL, ELEV	ELEVATION
EQUIP	EQUIPMENT
EMH	ELECTRICAL MANHOLE
EQ	EQUAL
EVCS	ENDING VERTICAL CURVE STATION
EVCE	ENDING VERTICAL CURVE ELEVATIONS
EXIST	EXISTING
EXT	EXTERIOR
FD	FIELD DETERMINE
FIN	FINISH
FLR	FLOOR
FM	FORCE MAIN
FT	FEET, FOOT
GALV	GALVANIZED
HDPE	HIGH DENSITY POLYETHYLENE
HOR, HORIZ	HORIZONTAL
HP	HIGH POINT
HYD	HYDRANT
ID	INSIDE DIAMETER
IN	INCH
INSUL	INSULATION
IPIPE	IRON PIPE
INT	INTERIOR
INV	INVERT
L	LENGTH
LB, #	POUND
LP	LOW POINT
LT	LEFT
MAX	MAXIMUM
MB	MAILBOX
MFR	MANUFACTURER
MH	MANHOLE
MIN	MINIMUM
MISC	MISCELLANEOUS
MON	MONUMENT
N	NORTH
NIC	NOT IN CONTRACT
NO, #	NUMBER
NOM	NOMINAL
NTS	NOT TO SCALE
OC	ON CENTER
OD	OUTSIDE DIAMETER
OHE	OVERHEAD ELECTRIC
OH, O/H	OVERHEAD
PE	POLYETHYLENE
PL	PROPERTY LINE
PVC	POLYVINYL CHLORIDE
PVI	POINT OF VERTICAL INTERSECTION
R, RAD	RADIUS
RCP	REINFORCED CONCRETE PIPE
RD	ROAD, ROOF DRAIN
REINF	REINFORCEMENT
REQ'D	REQUIRED
REV	REVISION
R/W, ROW	RIGHT OF WAY
RT	RIGHT
S	SEWER, SOUTH, SLOPE
SD	STORM DRAIN
SHT	SHEET
SIM	SIMILAR
SMH	SEWER MANHOLE
SQ	SQUARE
SS	SANITARY SEWER, STAINLESS STEEL
ST	STREET
STA	STATION
STL	STEEL
SYM	SYMMETRICAL
SYS	SYSTEM
T	TOP OR TREAD
TAN	TANGENT
TYP	TYPICAL
UD	UNDERDRAIN
VC	VERTICAL CURVE
VERT	VERTICAL
VC	VERTICAL CURVE
VCP	VITRIFIED CLAY PIPE
W	WEST

LEGEND

EXISTING		PROPOSED
	PROPERTY/ROW LINE	
	EASEMENT LINE	
	CENTERLINE	
	EDGE OF PAVEMENT	
	CURBING	
	EDGE OF GRAVEL	
122	CONTOUR	
	BUILDING	
	STONEWALL	
	TREELINE	
	CHAIN LINK FENCE	
	STOCKADE FENCE	
	BARB WIRE FENCE	
	RETAINING WALL	
	GUARDRAIL	
12"S	SEWER	12"S
8"FM	SEWER FORCE MAIN	
6"G	GAS	
8"W	WATER	
15"SD	STORM DRAIN	
	SEWER/STORM DRAIN SERVICES	
6"UD	UNDERDRAIN	
12" CMP	CULVERT	
UGE	UNDERGROUND ELECTRIC	
UGT	UNDERGROUND TELEPHONE	
OHE	OVERHEAD ELECTRIC	
	IRON PIPE/REBAR	
	MONUMENT	
	SURVEY CONTROL POINT	
x124.6	SPOT ELEVATION	x132.5
SMH	SEWER MANHOLE	
DMH	DRAINAGE MANHOLE	
CB CB	CATCH BASIN	
EMH	ELECTRIC MANHOLE	
TMH	TELEPHONE MANHOLE	
	SHUTOFF VALVE	
	WATER SERVICE SHUTOFF	
	HYDRANT	
	UTILITY POLE	
	UTILITY POLE W/ GUY	
	UTILITY POLE W/ LIGHT	
	LIGHT POLE	
	CONIFEROUS TREE	
	DECIDUOUS TREE	
	SHRUB	
	EDGE OF WATER	
	STREAM	
	EDGE OF WETLANDS	
	WETLANDS	
	DRAINAGE FLOW	
	DRAINAGE SWALE	
	PAVEMENT MARKINGS	
MB	MAILBOX	
	SIGN	
	TEMPORARY BENCH MARK	
TP–2	TEST PIT	
B–3	TEST BORING	
P–4	TEST PROBE	
	LIMIT OF WORK	
	SILT FENCE	
	RIPRAP	
	RAILROAD	
	ROCK OUTCROP	
	CONSTRUCTION EASEMENT	

NOTE:
REFERENCE MDOT DRAWINGS FOR ADDITIONAL LEGEND SYMBOLS

NO	SUBMISSIONS/REVISIONS	APP'D	DATE
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1			
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3			
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DATE 01/13
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PROJECT NO. 12127B
SCALE

STATE OF MAINE — ROBERT R. STEEN — No. 11039 — LICENSED PROFESSIONAL ENGINEER

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TOWN OF OLD TOWN, ME
STILLWATER AVENUE
SEWER REHABILITATION
PROJECT

GENERAL NOTES, LEGEND, AND ABBREVIATIONS

DRAWING
C–1

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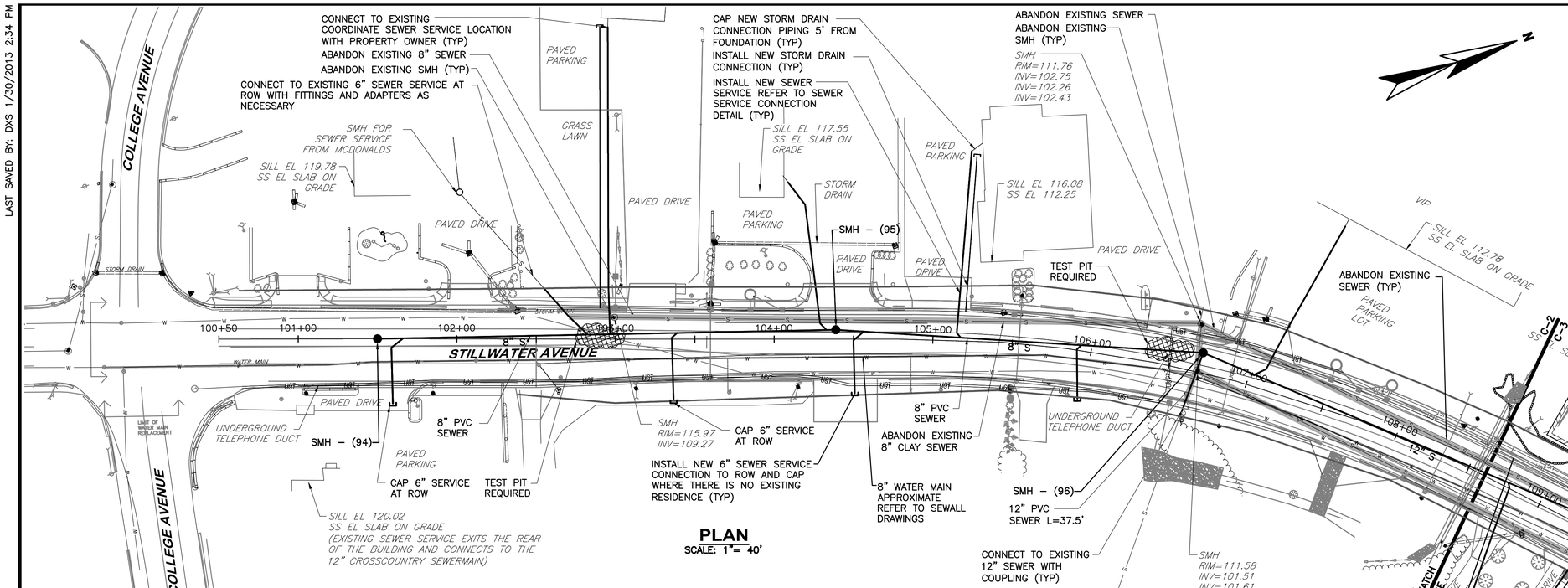
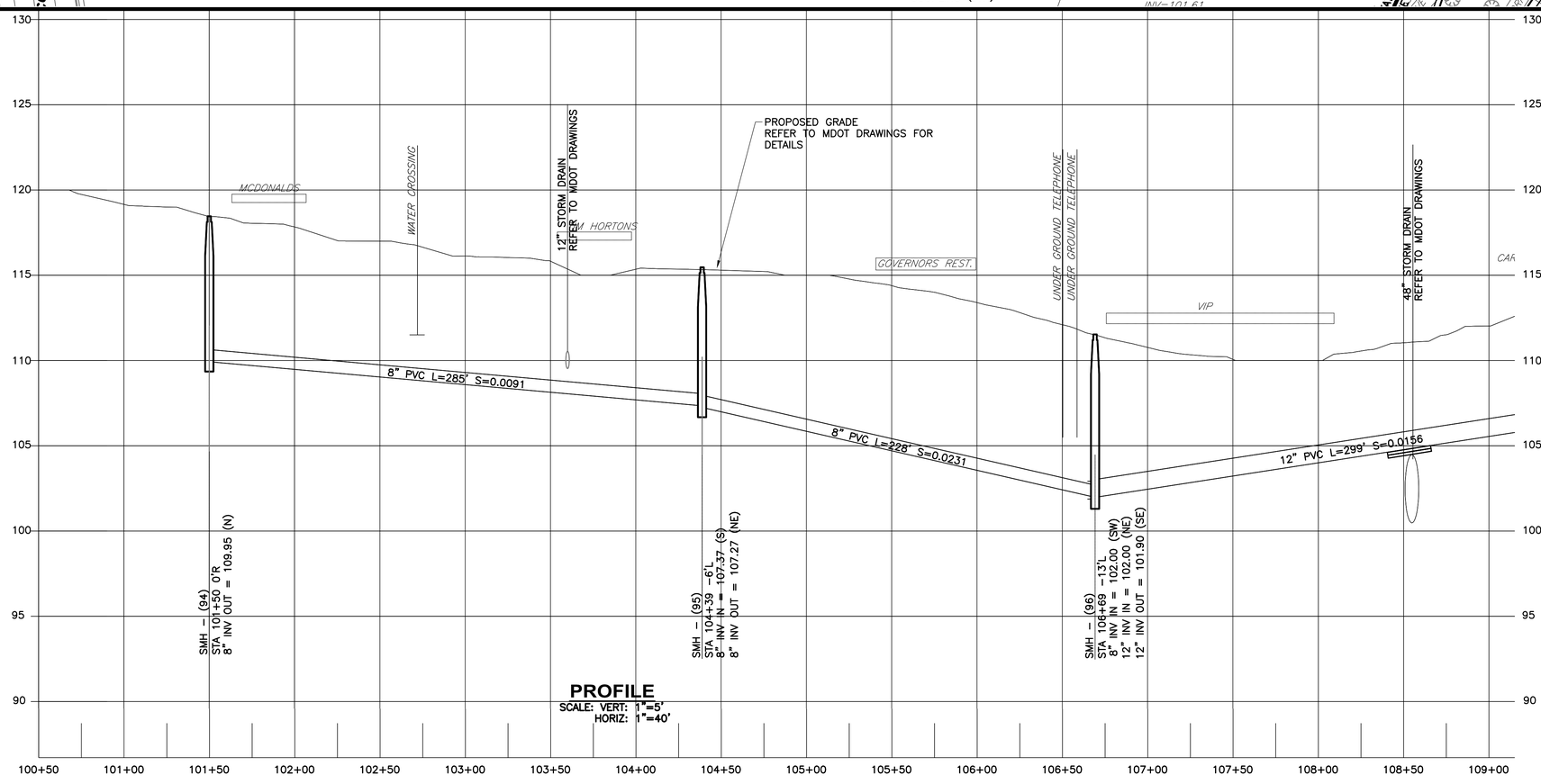
G:\DWGS\ME\OLD TOWN\12127B–STILLWATER AVE\12127C–FD\12127C–FD\CIV\C–1.DWG | C–1 | 1:1 | ---- | 1/30/2013 2:58:36 PM | DXS



PLAN
SCALE: 1" = 40'

NOTES:

1. SERVICE CONNECTIONS SHOWN ARE APPROXIMATE. CONTRACTOR TO COORDINATE LOCATION AND DEPTH WITH HOME OWNER AND CITY PRIOR TO INSTALLING SERVICE CONNECTION ON THE MAIN.
2. ALL HOMES WITH BASEMENT FOUNDATIONS REQUIRE A STORM DRAIN SERVICE CONNECTION. BUILDINGS WITH SLAB FOUNDATIONS DO NOT REQUIRE STORM DRAIN SERVICE CONNECTIONS.
3. CONTRACTOR TO NOTE SOME SEWER SERVICES MAY BE AC PIPE, IF SO THE PIPE IS TO BE LOCATED ASIDE IN THE TRENCH AND FILLED WITH FLOWABLE FILL, RECORD ITS LOCATION AND MATERIAL ON THE RECORD DRAWINGS.



PROFILE
SCALE: VERT: 1"=5'
HORIZ: 1"=40'

NO	SUBMISSIONS/REVISIONS	APP'D	DATE
0	ISSUED FOR BID	PCA	01/13
1			
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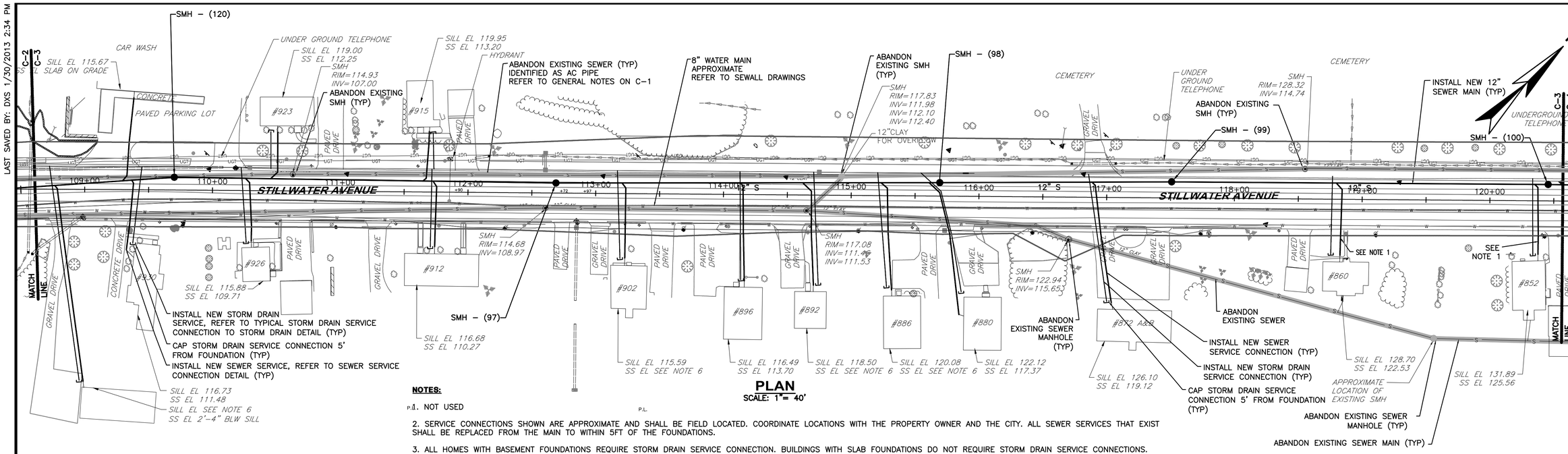
TOWN OF OLD TOWN, ME
STILLWATER AVENUE
SEWER REHABILITATION
PROJECT

STILLWATER AVENUE PLAN AND PROFILE
STA 101+50 TO 108+61

DRAWING
C–2



PLAN

SCALE: 1" = 40'

NOTES:

1. NOT USED

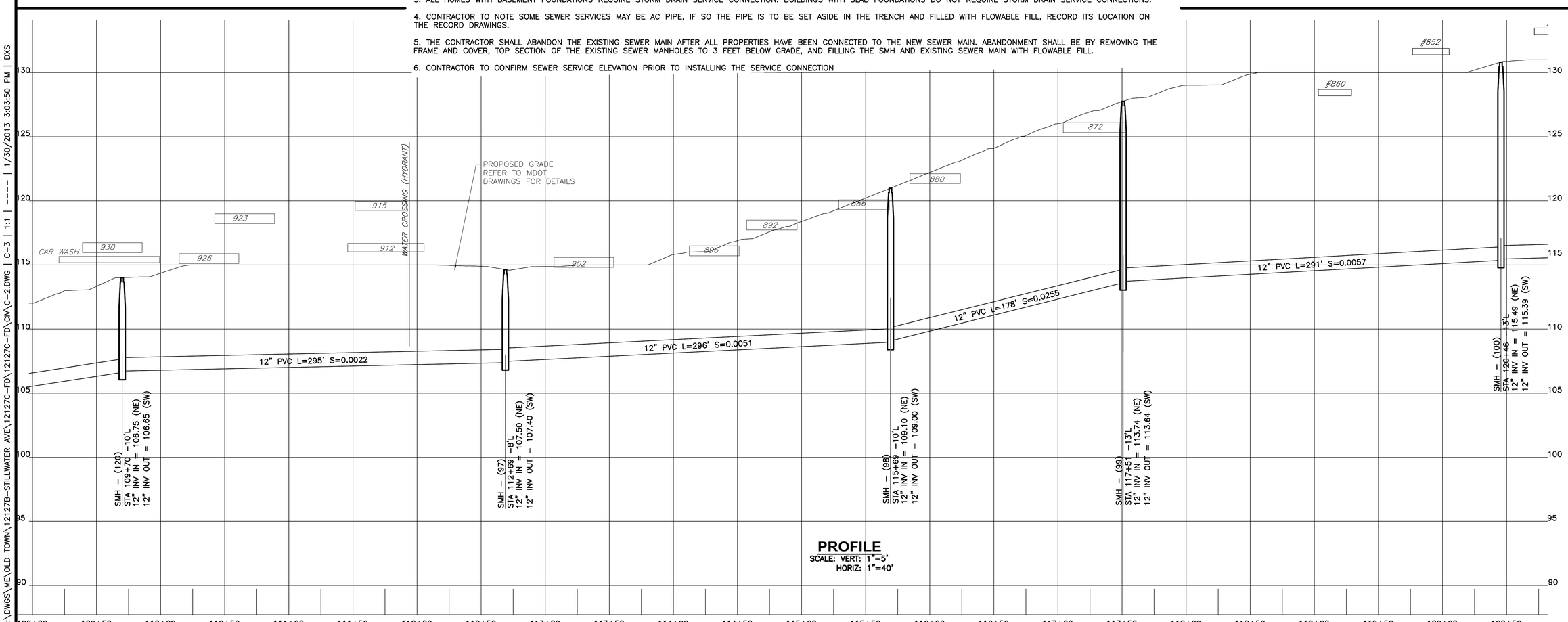
2. SERVICE CONNECTIONS SHOWN ARE APPROXIMATE AND SHALL BE FIELD LOCATED. COORDINATE LOCATIONS WITH THE PROPERTY OWNER AND THE CITY. ALL SEWER SERVICES THAT EXIST SHALL BE REPLACED FROM THE MAIN TO WITHIN 5FT OF THE FOUNDATIONS.

3. ALL HOMES WITH BASEMENT FOUNDATIONS REQUIRE STORM DRAIN SERVICE CONNECTION. BUILDINGS WITH SLAB FOUNDATIONS DO NOT REQUIRE STORM DRAIN SERVICE CONNECTIONS.

4. CONTRACTOR TO NOTE SOME SEWER SERVICES MAY BE AC PIPE, IF SO THE PIPE IS TO BE SET ASIDE IN THE TRENCH AND FILLED WITH FLOWABLE FILL, RECORD ITS LOCATION ON THE RECORD DRAWINGS.

5. THE CONTRACTOR SHALL ABANDON THE EXISTING SEWER MAIN AFTER ALL PROPERTIES HAVE BEEN CONNECTED TO THE NEW SEWER MAIN. ABANDONMENT SHALL BE BY REMOVING THE FRAME AND COVER, TOP SECTION OF THE EXISTING SEWER MANHOLES TO 3 FEET BELOW GRADE, AND FILLING THE SMH AND EXISTING SEWER MAIN WITH FLOWABLE FILL.

6. CONTRACTOR TO CONFIRM SEWER SERVICE ELEVATION PRIOR TO INSTALLING THE SERVICE CONNECTION



PROFILE

SCALE: VERT: 1"=5'
HORIZ: 1"=40'

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STATE OF MAINE
PROJECT VI
STEPH
No. 10108
LICENSED
PROFESSIONAL ENGINEER

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TOWN OF OLD TOWN, ME
STILLWATER AVENUE
SEWER REHABILITATION
PROJECT

STILLWATER AVENUE PLAN AND PROFILE
STA 108+61 TO 120+50

DRAWING
C–3

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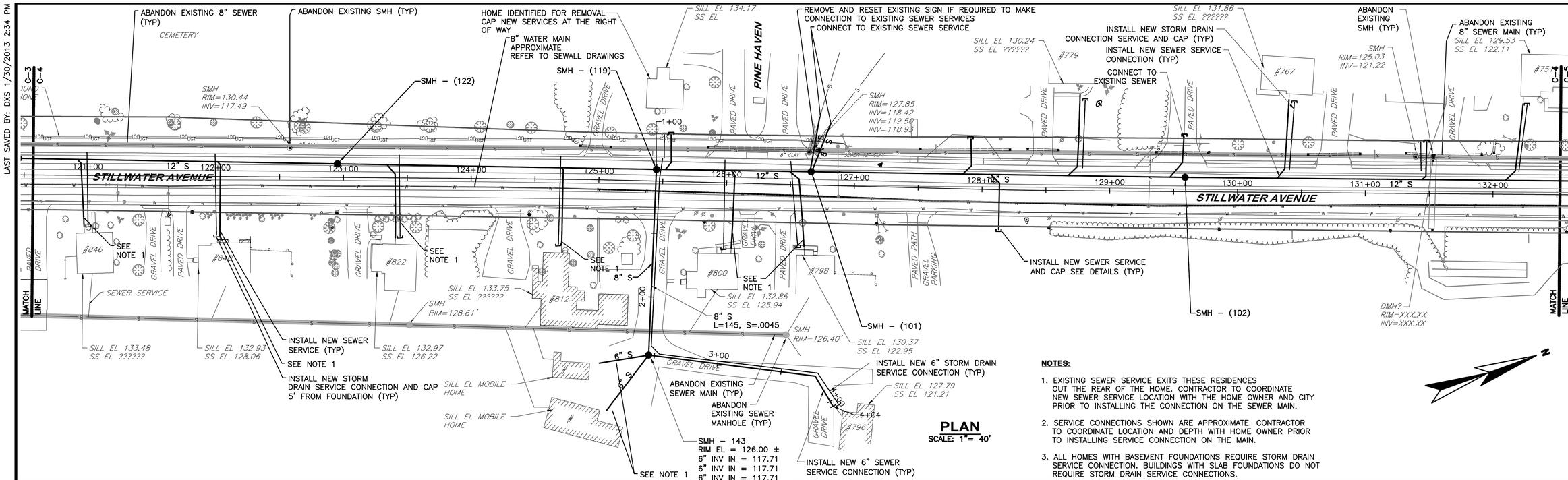
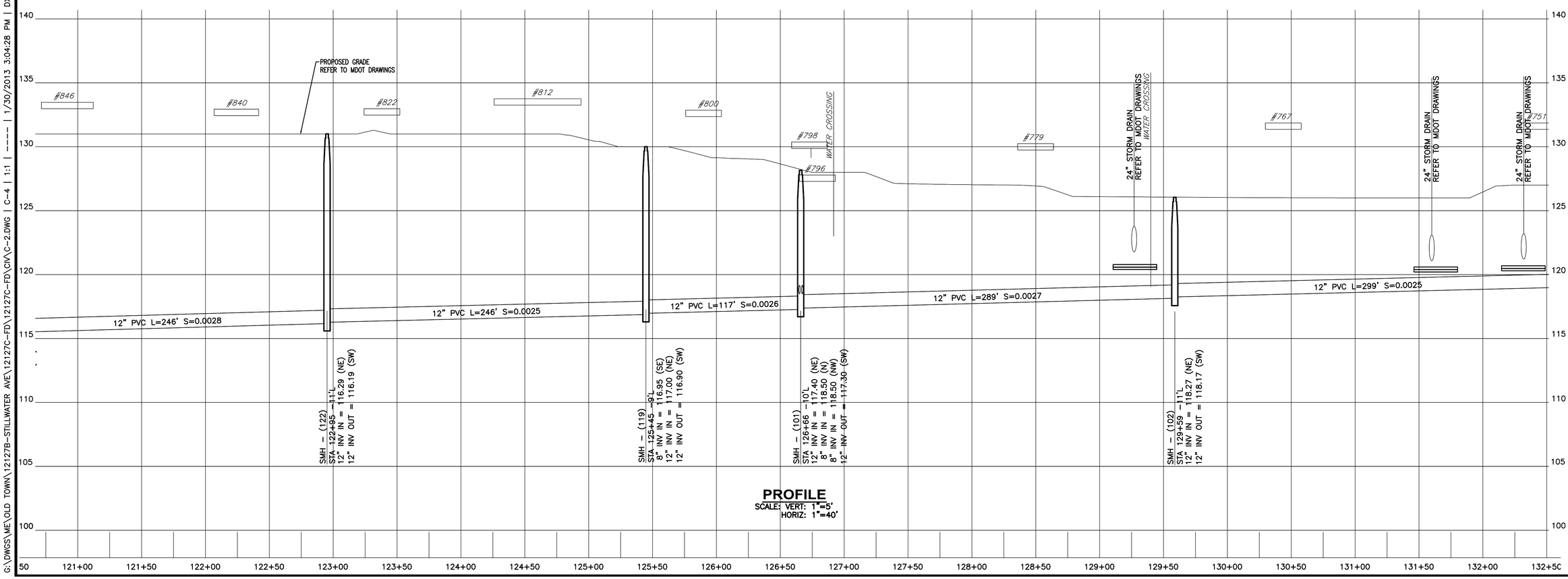
G:\DWGS\ME\OLD TOWN\12127B-STILLWATER AVE\12127C-FD\12127C-FD\CIV\C-2.DWG | C-3 | 1:1 | ---- | 1/30/2013 3:03:50 PM | DXS



PLAN
SCALE: 1"= 40'

NOTES:

1. EXISTING SEWER SERVICE EXITS THESE RESIDENCES OUT THE REAR OF THE HOME. CONTRACTOR TO COORDINATE NEW SEWER SERVICE LOCATION WITH THE HOME OWNER AND CITY PRIOR TO INSTALLING THE CONNECTION ON THE SEWER MAIN.
2. SERVICE CONNECTIONS SHOWN ARE APPROXIMATE. CONTRACTOR TO COORDINATE LOCATION AND DEPTH WITH HOME OWNER PRIOR TO INSTALLING SERVICE CONNECTION ON THE MAIN.
3. ALL HOMES WITH BASEMENT FOUNDATIONS REQUIRE STORM DRAIN SERVICE CONNECTION. BUILDINGS WITH SLAB FOUNDATIONS DO NOT REQUIRE STORM DRAIN SERVICE CONNECTIONS.



PROFILE
SCALE: VERT: 1"=5'
HORIZ: 1"=40'

NO.	SUBMISSIONS/REVISIONS	APP'D	DATE
1	ISSUED FOR BID	PCA	01/13
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BOOK NO.
PROJECT NO. 12127B
SCALE

STATE OF MAINE PROJECT VR STEPH No. 10000 LICENSED PROFESSIONAL ENGINEER 01/25/2013

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TOWN OF OLD TOWN, ME
STILLWATER AVENUE
SEWER REHABILITATION
PROJECT

STILLWATER AVENUE PLAN AND PROFILE
STA 120+65 TO 132+50

DRAWING
C-4

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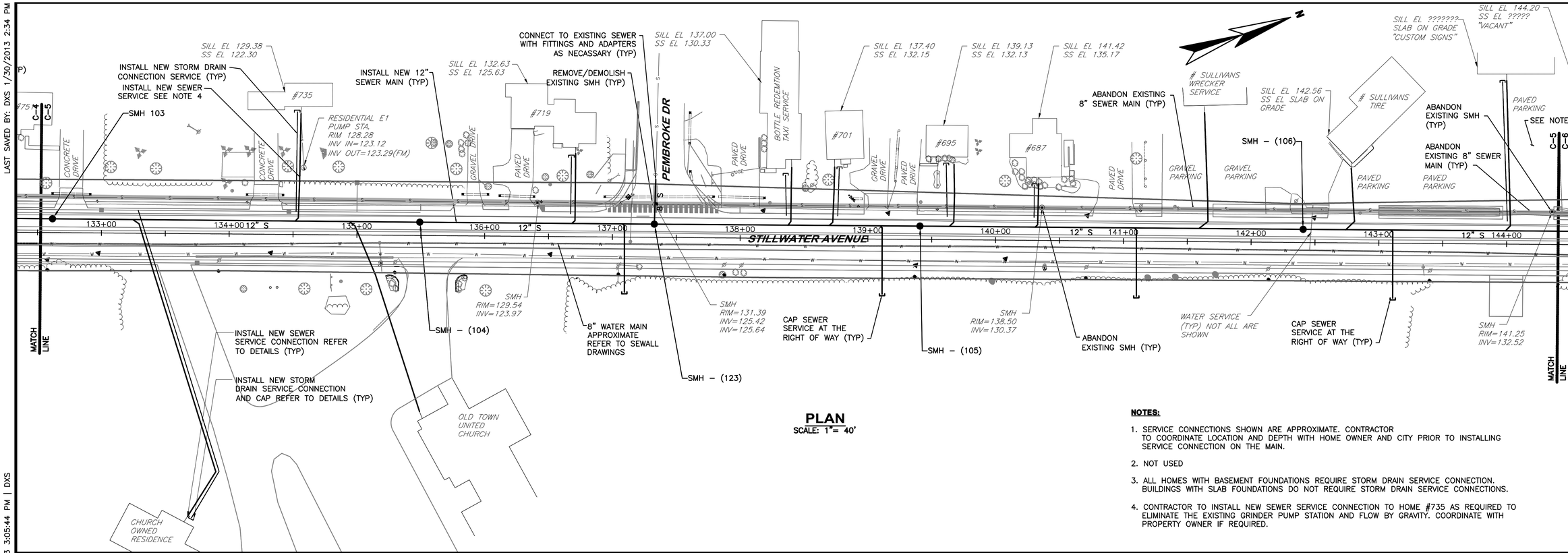
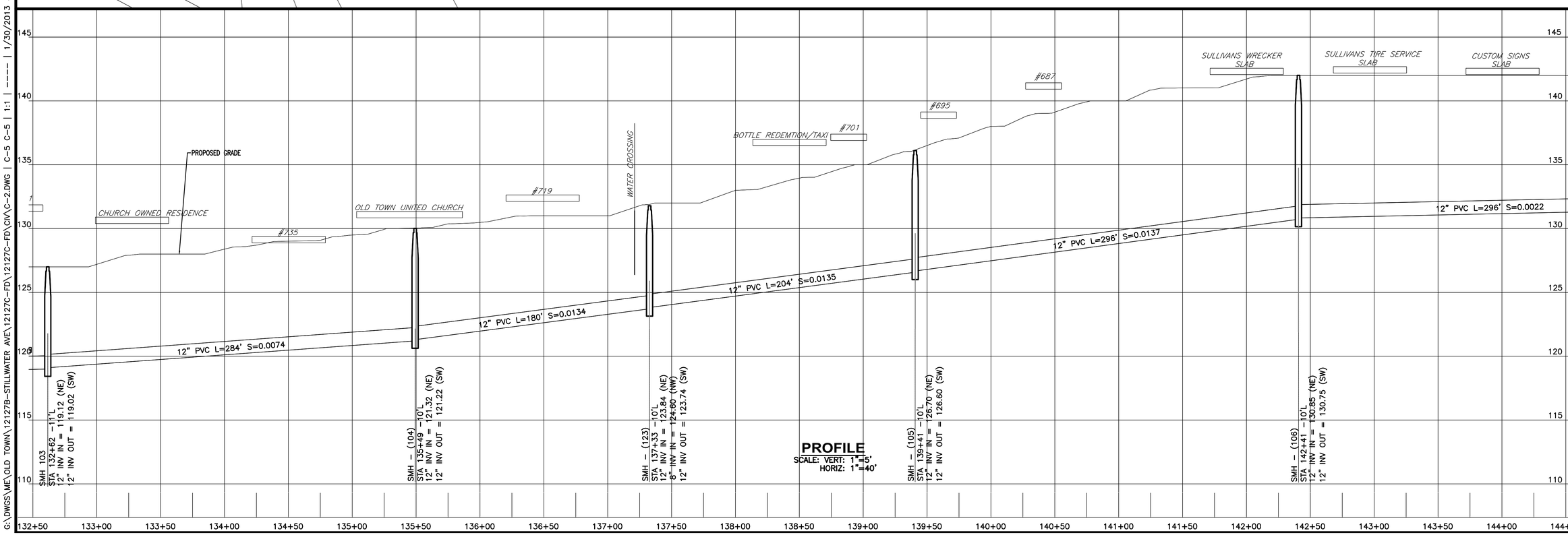


PLAN

SCALE: 1"= 40'

NOTES:

1. SERVICE CONNECTIONS SHOWN ARE APPROXIMATE. CONTRACTOR TO COORDINATE LOCATION AND DEPTH WITH HOME OWNER AND CITY PRIOR TO INSTALLING SERVICE CONNECTION ON THE MAIN.
2. NOT USED
3. ALL HOMES WITH BASEMENT FOUNDATIONS REQUIRE STORM DRAIN SERVICE CONNECTION. BUILDINGS WITH SLAB FOUNDATIONS DO NOT REQUIRE STORM DRAIN SERVICE CONNECTIONS.
4. CONTRACTOR TO INSTALL NEW SEWER SERVICE CONNECTION TO HOME #735 AS REQUIRED TO ELIMINATE THE EXISTING GRINDER PUMP STATION AND FLOW BY GRAVITY. COORDINATE WITH PROPERTY OWNER IF REQUIRED.



PROFILE

SCALE: VERT: 1"=5'
HORIZ: 1"=40'

NO	SUBMISSIONS/REVISIONS	APP'D	DATE
1	ISSUED FOR BID	PCA	01/13
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CHECKED BY: RRS
DATE 01/13
APPROVED BY: PCA
DATE 01/13
BOOK NO.
PROJECT NO. 12127B
SCALE

STATE OF MAINE
PROJECT NO. 12127B
STEPHEN M. PICCIOTTO
No. 7106
01/25/13
LICENSED
PROFESSIONAL ENGINEER

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TOWN OF OLD TOWN, ME
STILLWATER AVENUE
SEWER REHABILITATION
PROJECT

STILLWATER AVENUE PLAN AND PROFILE
STA 132+50 TO 144+40

DRAWING
C–5

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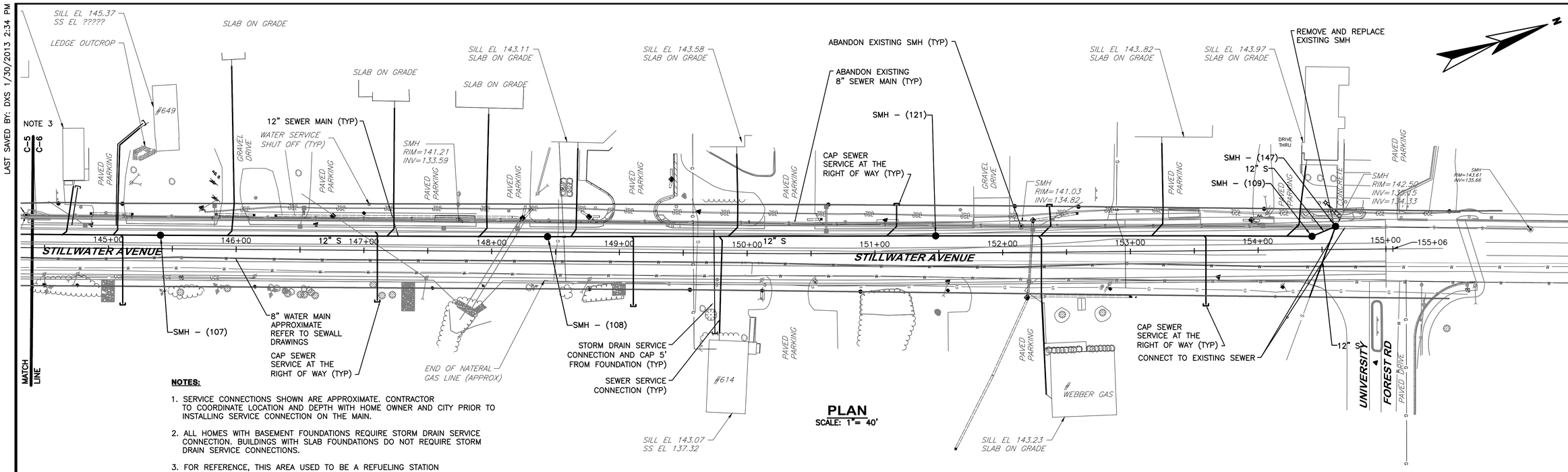
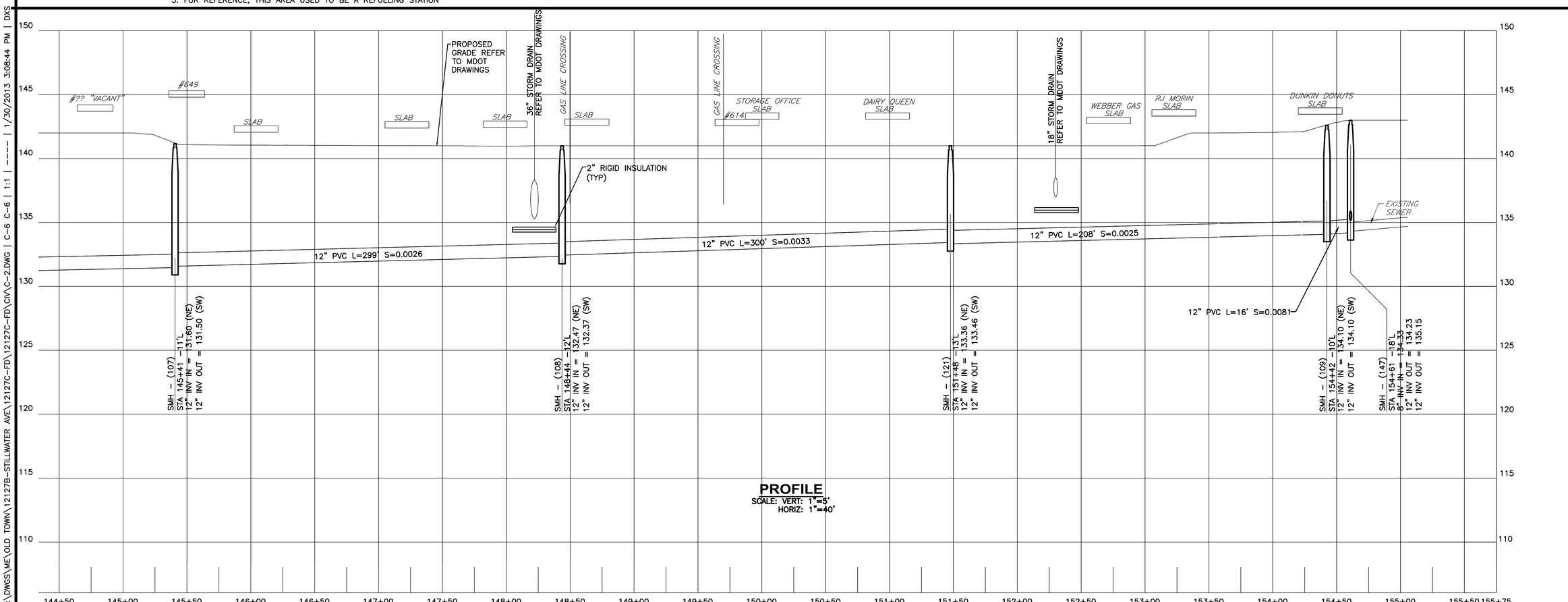


NOTES:

1. SERVICE CONNECTIONS SHOWN ARE APPROXIMATE. CONTRACTOR TO COORDINATE LOCATION AND DEPTH WITH HOME OWNER AND CITY PRIOR TO INSTALLING SERVICE CONNECTION ON THE MAIN.
2. ALL HOMES WITH BASEMENT FOUNDATIONS REQUIRE STORM DRAIN SERVICE CONNECTION. BUILDINGS WITH SLAB FOUNDATIONS DO NOT REQUIRE STORM DRAIN SERVICE CONNECTIONS.
3. FOR REFERENCE, THIS AREA USED TO BE A REFUELING STATION

PLAN
SCALE: 1"= 40'



PROFILE
SCALE: VERT: 1"=5'
HORIZ: 1"=40'

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BOOK NO.
PROJECT NO. 12127B
SCALE

STATE OF MAINE PROJECT VI STEPHEN M. YOUNG No. 10000 LICENSED PROFESSIONAL ENGINEER 01/30/13

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TOWN OF OLD TOWN, ME
STILLWATER AVENUE
SEWER REHABILITATION
PROJECT

STILLWATER AVENUE PLAN AND PROFILE
STA 144+40 TO 155+13

DRAWING
C–6

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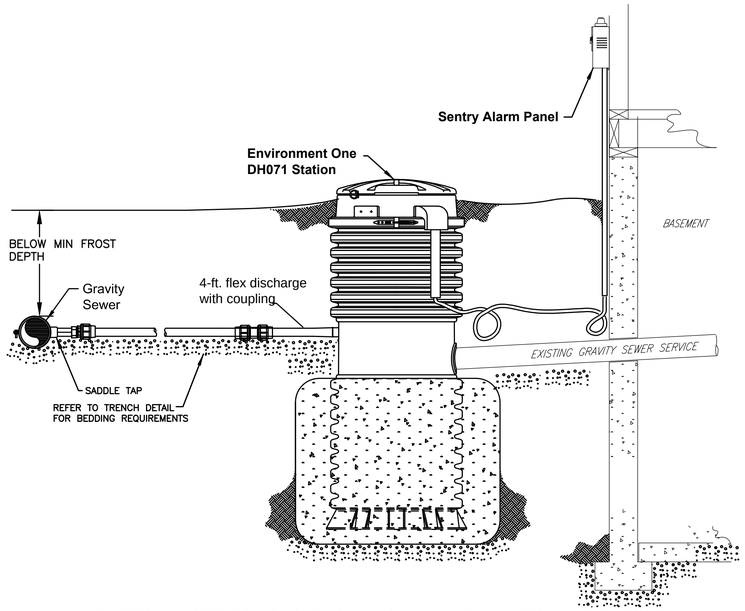
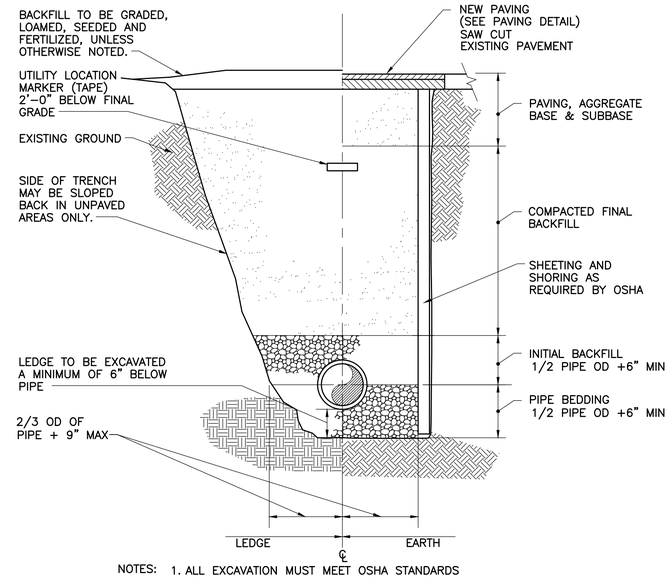


TYPICAL GRINDER PUMP AND LATERAL INSTALLATION DISCHARGE TO GRAVITY

NTS
(IF REQUIRED)

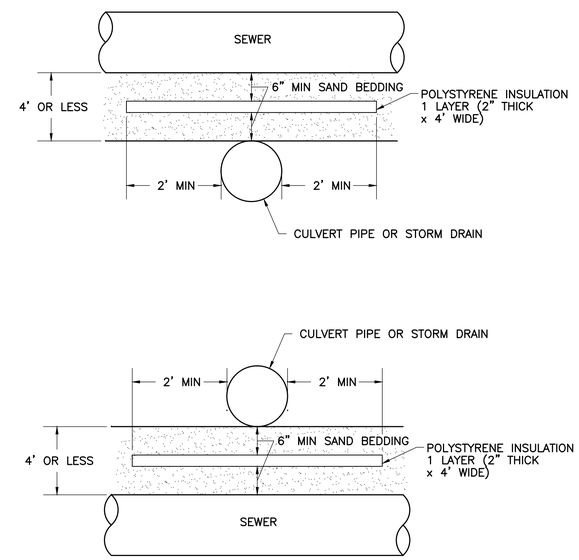
NOTE: THIS DETAIL WILL ONLY BE USED IF CONFLICTS AND/OR ELEVATIONS MAKE GRAVITY SEWER SERVICES IMPOSSIBLE



NOTES:
1. ALL EXCAVATION MUST MEET OSHA STANDARDS
2. INSTALL 3 FOOT LONG IMPERVIOUS MATERIAL DAM IN BEDDING/INITIAL BACKFILL MATERIAL EVERY 100' TO PREVENT TRENCH GROUND WATER FROM BEING CHANNELED ALONG BEDDING/INITIAL BACKFILL.
3. SEE SPECIFICATIONS FOR BEDDING AND BACKFILL REQUIREMENTS.

TYPICAL TRENCH DETAIL

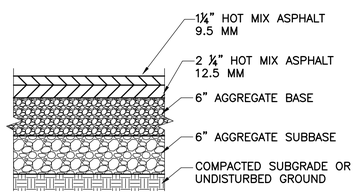
NTS



NOTE: INSULATION TO BE USED WHERE PIPE SEPARATION IS 4' OR LESS.

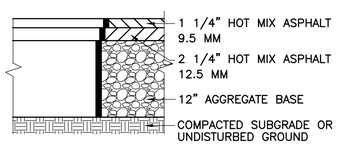
STORM DRAIN CROSSING DETAIL

NTS



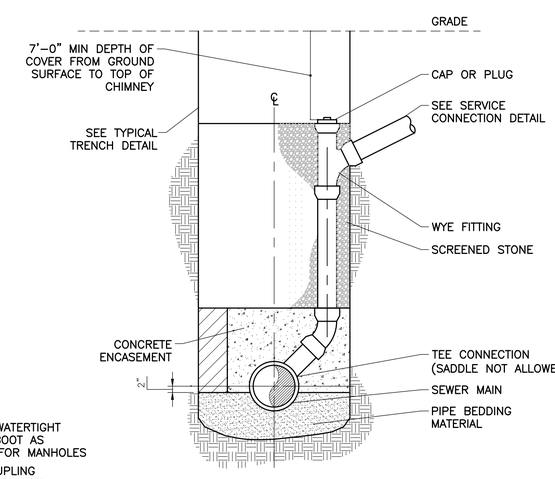
DRIVEWAY PAVEMENT

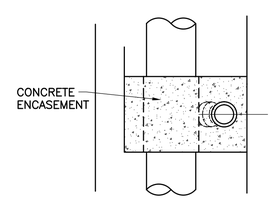
NTS



DRIVEWAY/PARKING LOT PAVEMENT

NTS



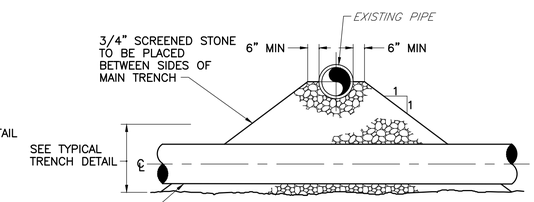


SECTION

NOTES:
1. MIN CHIMNEY HEIGHT SHALL BE 3.0 V.F.
2. SEE TYPICAL TRENCH DETAIL AND SPECIFICATIONS FOR BEDDING AND BACKFILL REQUIREMENTS.
3. CHIMNEY CONSTRUCTION SHALL BE USED WHENEVER A SERVICE CONNECTION ENTERS THE SEWER 30' OR LESS FROM VERTICAL.

SEWER CHIMNEY

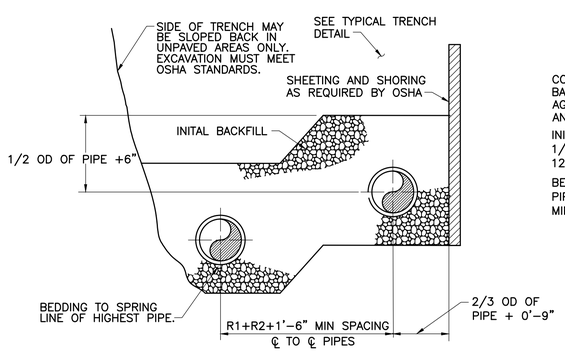
NTS



NOTE:
JOINTS ON EACH PIPE TO BE AS FAR FROM INTERSECTION AS POSSIBLE

PIPE CROSSING DETAIL

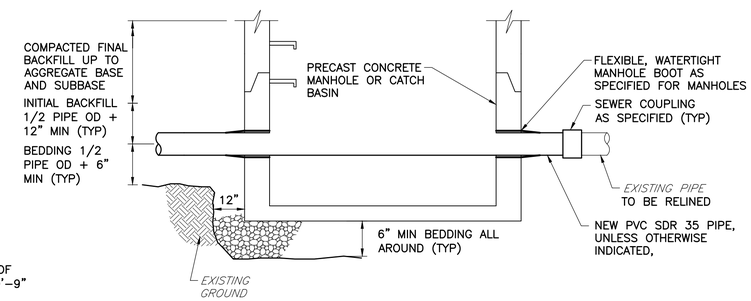
NTS



NOTES:
1. THIS SECTION IS SHOWN FOR TWO PIPES. IT IS TO BE USED FOR ANY NUMBER OF PIPES.
2. SEE SPECIFICATIONS FOR BEDDING AND BACKFILL MATERIALS AND COMPACTED BACKFILL REQUIREMENTS.
3. PIPE SPACING SHOWN IS TYPICAL UNLESS OTHERWISE INDICATED.

MULTIPLE PIPE TRENCH SECTION

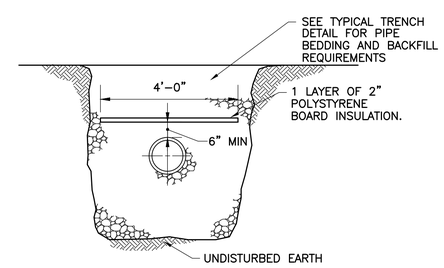
NTS



NOTES:
1. ALL EXCAVATION MUST MEET OSHA STANDARDS.
2. SEE SPECIFICATIONS FOR BEDDING AND BACKFILL REQUIREMENTS.
3. ADDITIONAL PIPE EXTENSIONS AND APPURTENANCES MAY BE REQUIRED TO ACCOMMODATE OTHER PIPELINES AND/ OR SERVICES ENTERING MANHOLES.

TYPICAL SEWER MANHOLE REPLACEMENT INSTALLATION

NTS



NOTE: TRENCH PIPE INSULATION TO BE USED WHERE DEPTH OF COVER IS LESS THAN 5 FT OR AS DIRECTED BY THE ENGINEER.

TRENCH PIPE INSULATION DETAIL

NTS

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APPROVED BY PCA
DATE 01/13
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PROJECT NO. 12127B
SCALE

STATE OF MAINE PROJECT NO. 12127B STEPHEN R. MCCOLL LICENSED PROFESSIONAL ENGINEER

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TOWN OF OLD TOWN, ME
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SEWER REHABILITATION
PROJECT

DETAILS I

DRAWING
C-7

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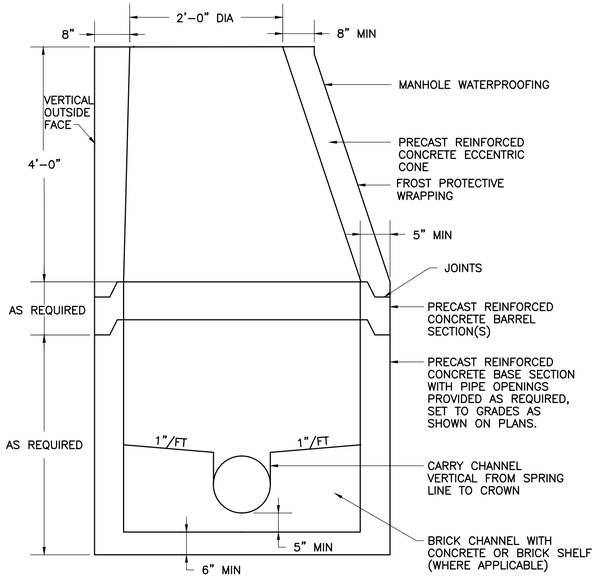
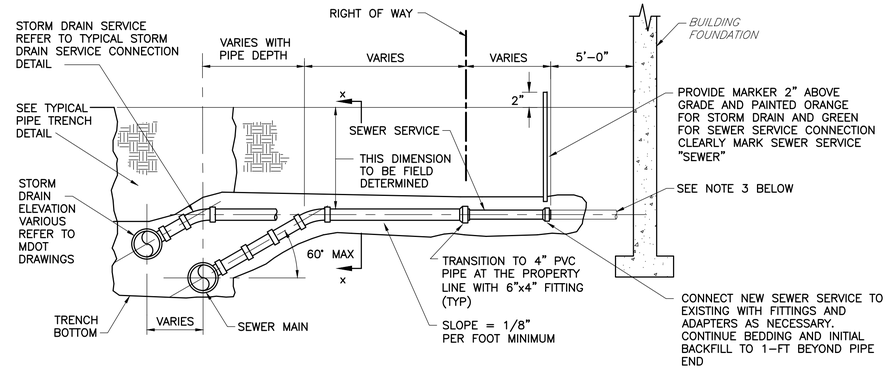


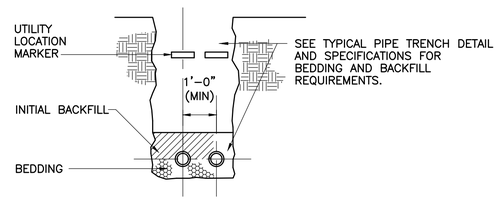
NOTES:

1. MANHOLE CHANNELS REQUIRING CHANGE IN ALIGNMENT ARE TO BE BUILT ON A SMOOTH RADIUS. IF SIDE PIPES ENTER CHANNEL, SHAPE TO RECEIVE ADDED SIDE FLOW.
2. USE FLAT SLAB TOP MANHOLE WHEN THE DIFFERENCE BETWEEN INVERT AND RIM IS LESS THAN 6'-0" AND WHEN MANHOLE DIAMETER IS GREATER THAN 4'-0".

TYPICAL 4-FT SEWER MANHOLE

NTS





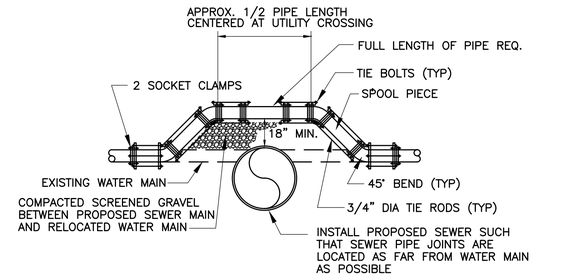
SECTION X-X

NOTES:

1. ALL SEWER SERVICES SHALL BE INSTALLED TO 5' OUTSIDE THE FOUNDATION AND CONNECT TO EXISTING SERVICE. SERVICES THAT EXIT THE REAR OF THE HOME IN PHASE II SHALL BE COORDINATED WITH THE CITY AND HOME OWNER.
2. STORM DRAIN AND SEWER SERVICE CONNECTIONS SHALL BE INSTALLED IN THE SAME TRENCH WHEREVER POSSIBLE.
3. CONTRACTOR TO NOTE THE ELEVATIONS OF THE EXISTING SEWER SERVICE DIFFER FROM HOUSE TO HOUSE. EXISTING SEWERS ENTER THROUGH FOUNDATION WALL OR BENEATH/THRU FOUNDATION SLAB. WHERE POSSIBLE, STORM DRAIN SERVICE ELEVATIONS SHALL MATCH EXISTING SEWER SERVICE ELEVATIONS, COORDINATE WITH PROPERTY OWNER, CITY AND ENGINEER.
4. REFER TO TYPICAL STORM DRAIN SERVICE CONNECTION DETAIL FOR FURTHER INFORMATION REGARDING STORM DRAIN SERVICE INSTALLATION

SEWER SERVICE CONNECTION DETAIL

NTS

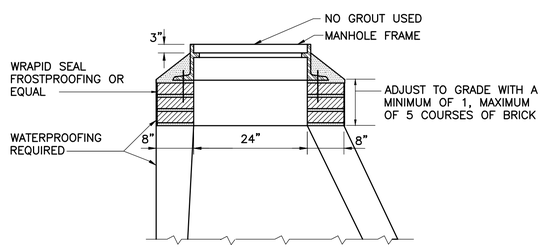


NOTES:

1. WATER MAIN MATERIALS TO BE CLASS 52 DUCTILE IRON. JOINT RESTRAINT TO BE BY MECHANICAL JOINT WITH RETAINER GLANDS, OR WITH TIE BOLTS AS SHOWN.
2. TIE RODS, TIE BOLTS, SOCKET CLAMPS AND BRIDLES SHALL BE COATED WITH A BITUMINOUS PAINT AFTER ASSEMBLY OR IF NECESSARY PRIOR TO ASSEMBLY.
3. TIE RODS: 10" DIA WATER MAIN OR LARGER – 4 REQUIRED.
   8" DIA WATER MAIN OR SMALLER – 2 REQUIRED.
4. EXISTING WATER MAINS TO BE RELOCATED OVER NEW SEWERS WHEREVER SUFFICIENT GROUND COVER EXISTS (5' MINIMUM COVER).
4. WATER MAIN RELOCATION SHALL BE MADE WITH A FULL LENGTH OF PIPE

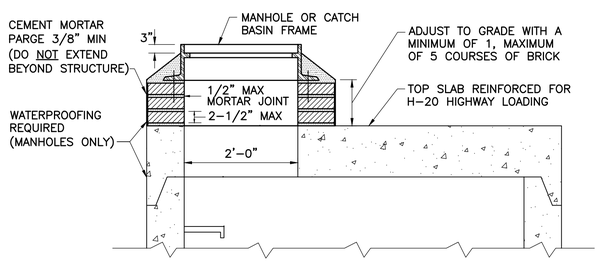
WATER MAIN RELOCATION DETAIL

NTS



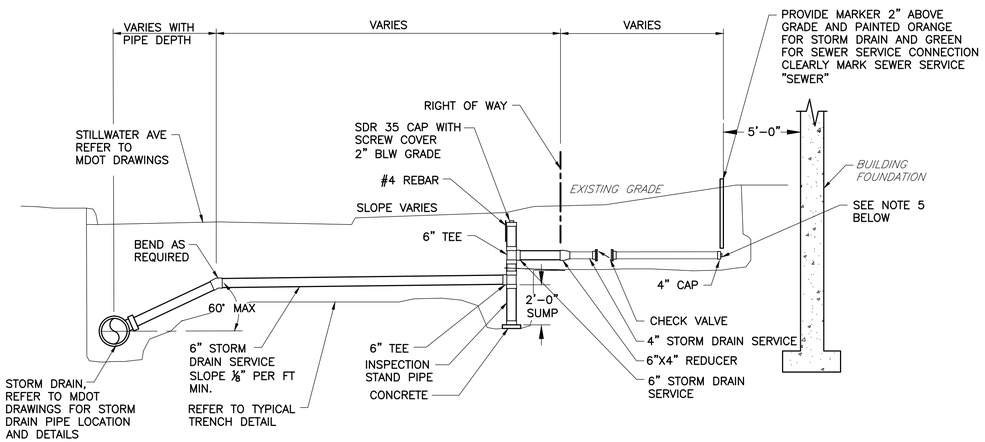
MANHOLE FRAME INSTALLATION

NTS



FLAT TOP MANHOLE FRAME INSTALLATION

NTS

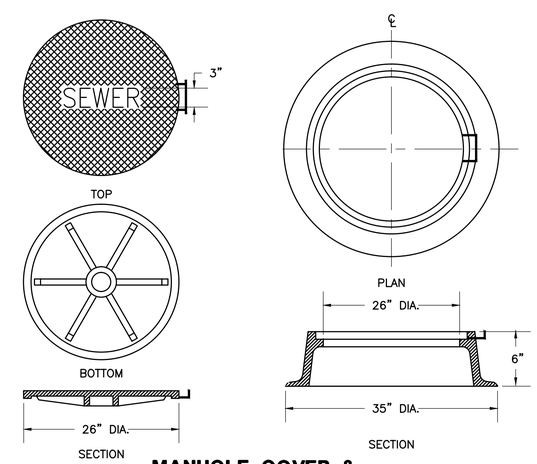


TYPICAL STORM DRAIN SERVICE CONNECTION TO STORM DRAIN DETAIL

NTS

NOTES:

1. INSPECTION STANDPIPE SHALL HAVE A SOLID COVER AND BE INSTALLED WITHIN THE STATE'S RIGHT OF WAY.
2. A 3' LENGTH OF #4 REBAR SHALL BE PLACED ADJACENT TO THE STANDPIPE AND FLUSH WITH THE CAP. INSTALLATION OF THE REBAR SHALL BE INCIDENTAL TO ITEM NO. 801.141 OR 801.16
3. ALL STORM DRAIN SERVICES SHALL BE INSTALLED TO 5' OUTSIDE THE FOUNDATION AND CAPPED OR PLUGGED. FINAL SERVICE CONNECTIONS SHALL BE MADE BY A LICENSED PLUMBER AND IS NOT INCLUDED IN THIS CONTRACT.
4. STORM DRAIN AND SEWER SERVICE CONNECTIONS SHALL BE INSTALLED IN THE SAME TRENCH WHEREVER POSSIBLE.
5. CONTRACTOR TO NOTE THE ELEVATIONS OF THE EXISTING SERVICES DIFFER FROM HOUSE TO HOUSE. EXISTING STORM DRAINS MAY EXIT THROUGH FOUNDATION WALL VIA A SUMP PUMP OR BENEATH/THRU FOUNDATION SLAB BY GRAVITY COMBINED WITH THE SEWER SERVICE. WHERE POSSIBLE THE NEW STORM DRAIN SERVICE ELEVATIONS SHALL MATCH EXISTING SEWER SERVICE ELEVATIONS, COORDINATE WITH PROPERTY OWNER, CITY AND ENGINEER.



MANHOLE COVER & FRAME INSTALLATION

NTS

NO	SUBMISSIONS/REVISIONS	APP'D	DATE
1	ISSUED FOR BID	PCA	01/13
2			
3			
4			
5			

DRAWN BY DXS
CHECKED BY RRS
DATE 01/13
APPROVED BY PCA
DATE 01/13
BOOK NO.
PROJECT NO. 12127B
SCALE

STATE OF MAINE PROJECT VI STEPH No. XXXX LICENSED PROFESSIONAL ENGINEER

WRIGHT-PIERCE
Engineering a Better Environment
Offices Throughout New England
888.621.8156 | www.wright-pierce.com

TOWN OF OLD TOWN, ME
STILLWATER AVENUE
SEWER REHABILITATION
PROJECT

DETAILS II

DRAWING
C-8

LAST SAVED BY: DXS 1/30/2013 2:51 PM

G:\DWGS\ME\OLD TOWN\12127B-STILLWATER AVE\12127C-FD\12127C-FD\CIV\DETAILS1.DWG | DETAILS II | 1:1 | ---- | 1/30/2013 3:09:53 PM | DXS

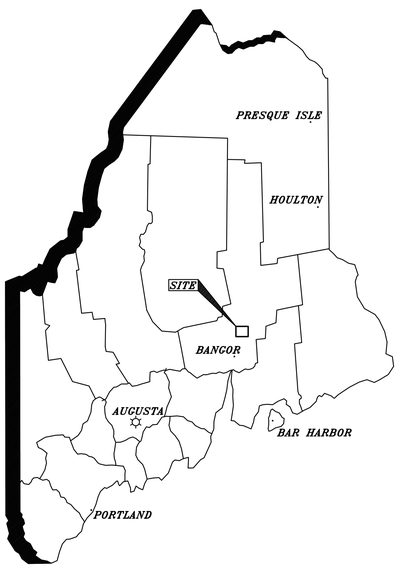
CONSTRUCTION SET

OLD TOWN WATER DISTRICT

STILLWATER AVENUE
WATER MAIN REPLACEMENT
OLD TOWN, MAINE

78710E

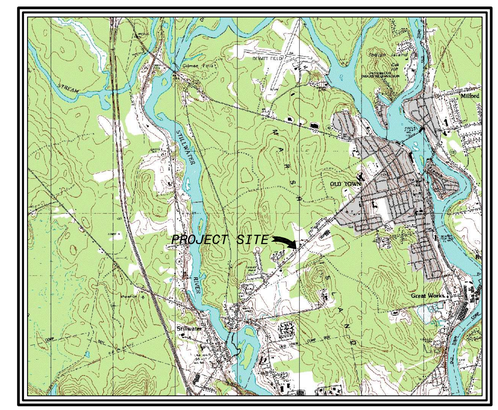
10/30/2012



LOCUS MAP

INDEX

SHEET NO.	DESCRIPTION
	COVER
C-1	SITE PLAN STA 99+22+21+/- TO STA 106+00
C-2	SITE PLAN STA 106+00 TO STA 112+50
C-3	SITE PLAN STA 112+50 TO STA 118+00
C-4	SITE PLAN STA 118+00 TO STA 125+00
C-5	SITE PLAN STA 125+00 TO STA 132+25
C-6	SITE PLAN STA 132+25 TO STA 138+25
C-7	SITE PLAN STA 138+25 TO STA 145+50
C-8	SITE PLAN STA 145+50 TO STA 152+50
C-9	SITE PLAN STA 152+50 TO STA 155+00
C-10	DETAILS

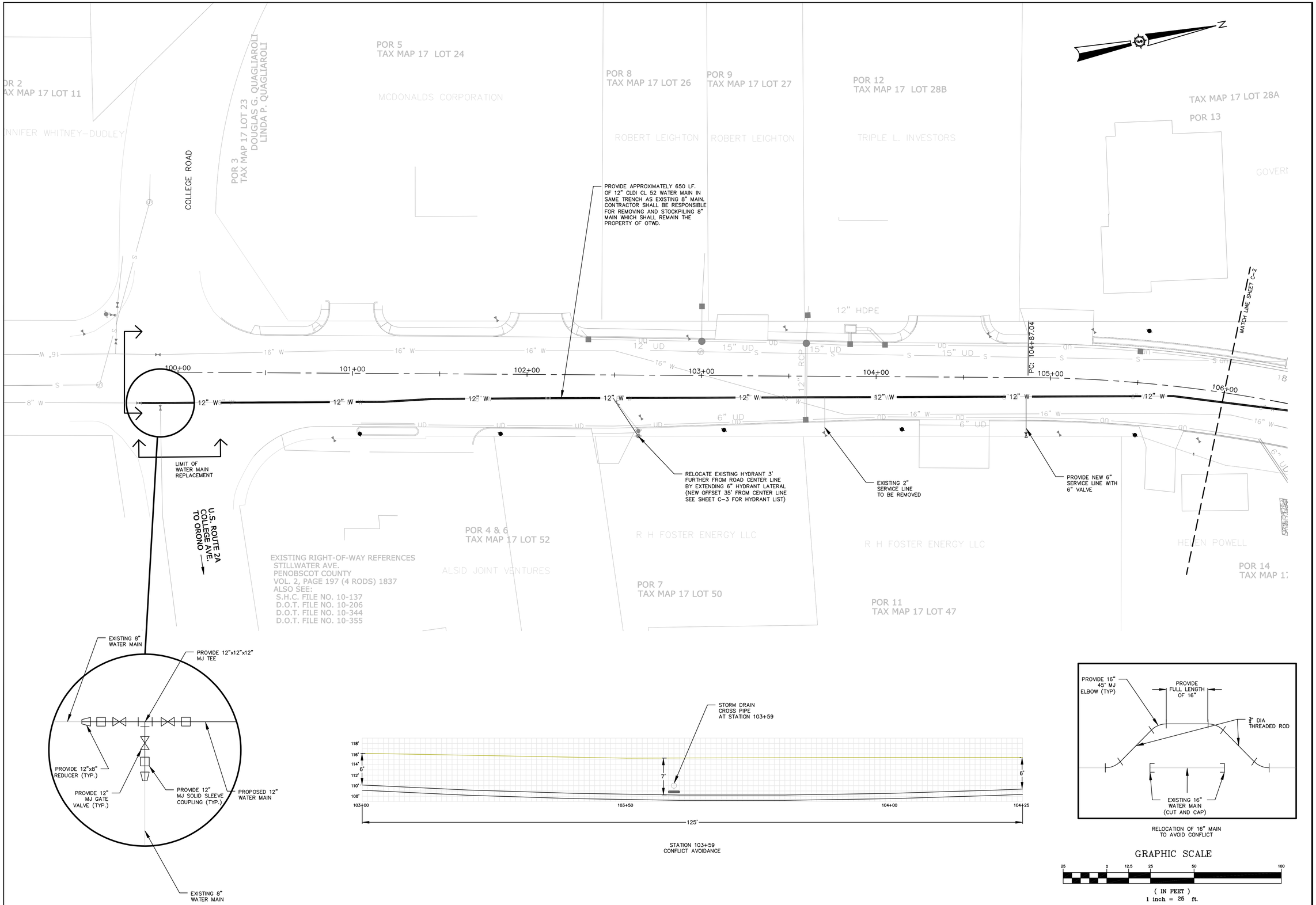


VICINITY MAP

DESIGN TEAM:

SEWALL
JAMES W. SEWALL COMPANY /Since 1880
SEWALL.COM 800 648 4202

SEAL
STATE OF MAINE
MICHAEL S. RILEY
No. 7388
LICENSED PROFESSIONAL ENGINEER



Rev. #	Dwg. By	Description	Date

Designed By: MR
Drawn By: FHM
Date: 10/30/2012
Scale: 1"=25'
Approved
Checked

OLD TOWN WATER DISTRICT
WATER MAIN REPLACEMENT

Project Location: OLD TOWN, MAINE

Drawing Description: **SITE PLAN, STILLWATER AVENUE STA. 99+22.21 +/- TO 106+00**

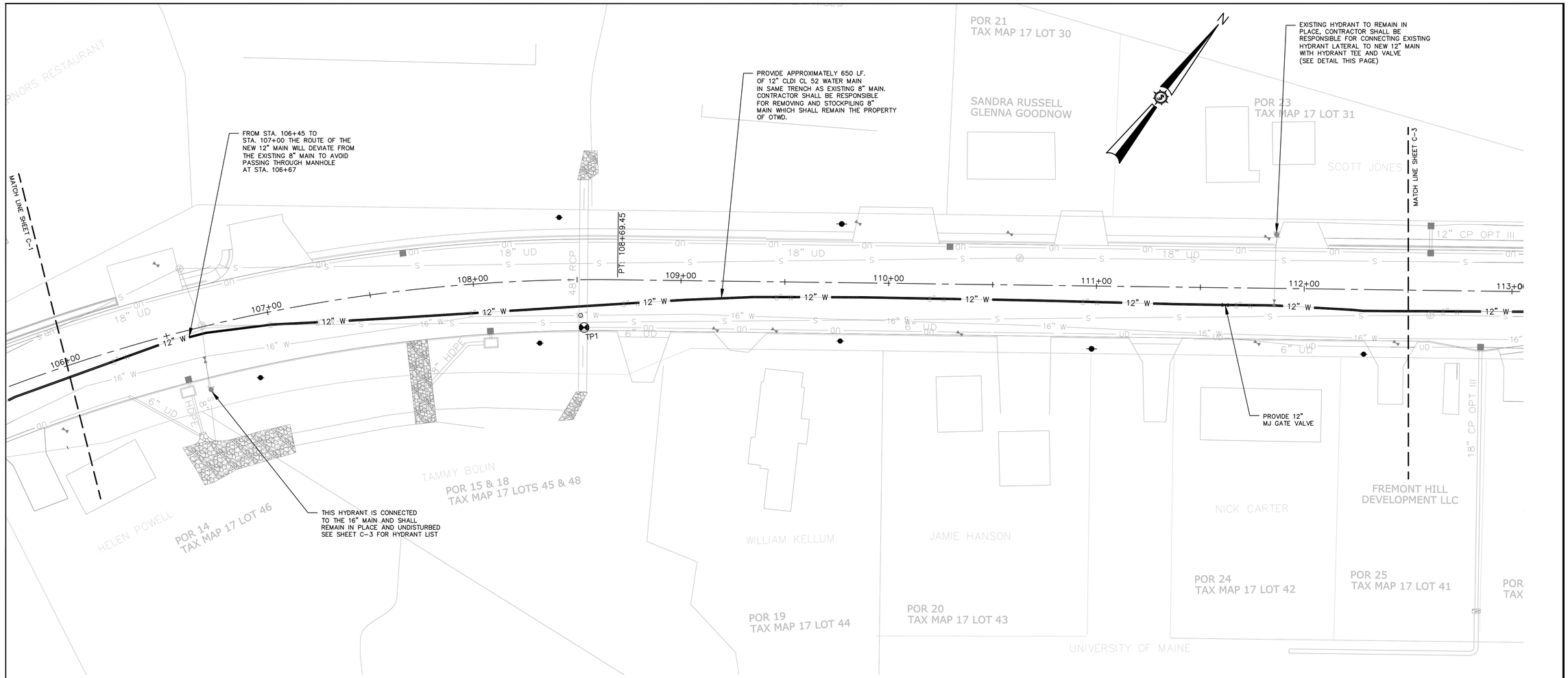
STATE OF MAINE
MICHAEL S. RILEY
No. 7388
LICENSED PROFESSIONAL ENGINEER

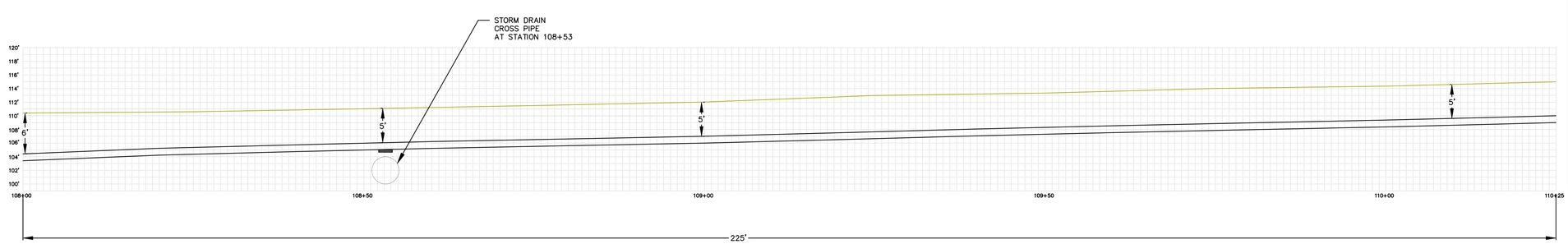
Project No. 78710E

Engineer: SEWALL
AN INTEGRATED TEAM OF GEOSPATIAL ENGINEERING, SURVEYING AND NATURAL RESOURCE CONSULTANTS
JAMES W. SEWALL COMPANY / Since 1880
SEWALL.COM
800 648 4202

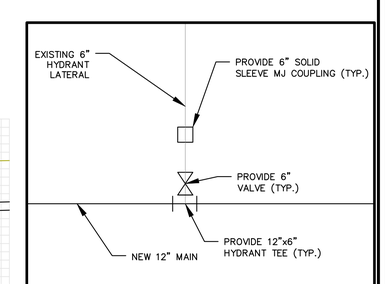
Phase: CONSTRUCTION

Sheet No. C-1





STATION 108+53
CONFLICT AVOIDANCE



TYPICAL CONNECTION TO EXISTING HYDRANT FROM NEW 12" MAIN

GRAPHIC SCALE

25 0 12.5 25 50 100

(IN FEET)
1 inch = 25 ft.

Rev. #	Dwg. By	Description	Date

Designed By: MR
Drawn By: FHM
Date: 10/30/2012
Scale: 1"=25'
Approved
Checked

OLD TOWN WATER DISTRICT
WATER MAIN REPLACEMENT

Project Location
OLD TOWN, MAINE

Drawing Description
SITE PLAN, STILLWATER AVENUE
STA. 106+00 TO 112+50

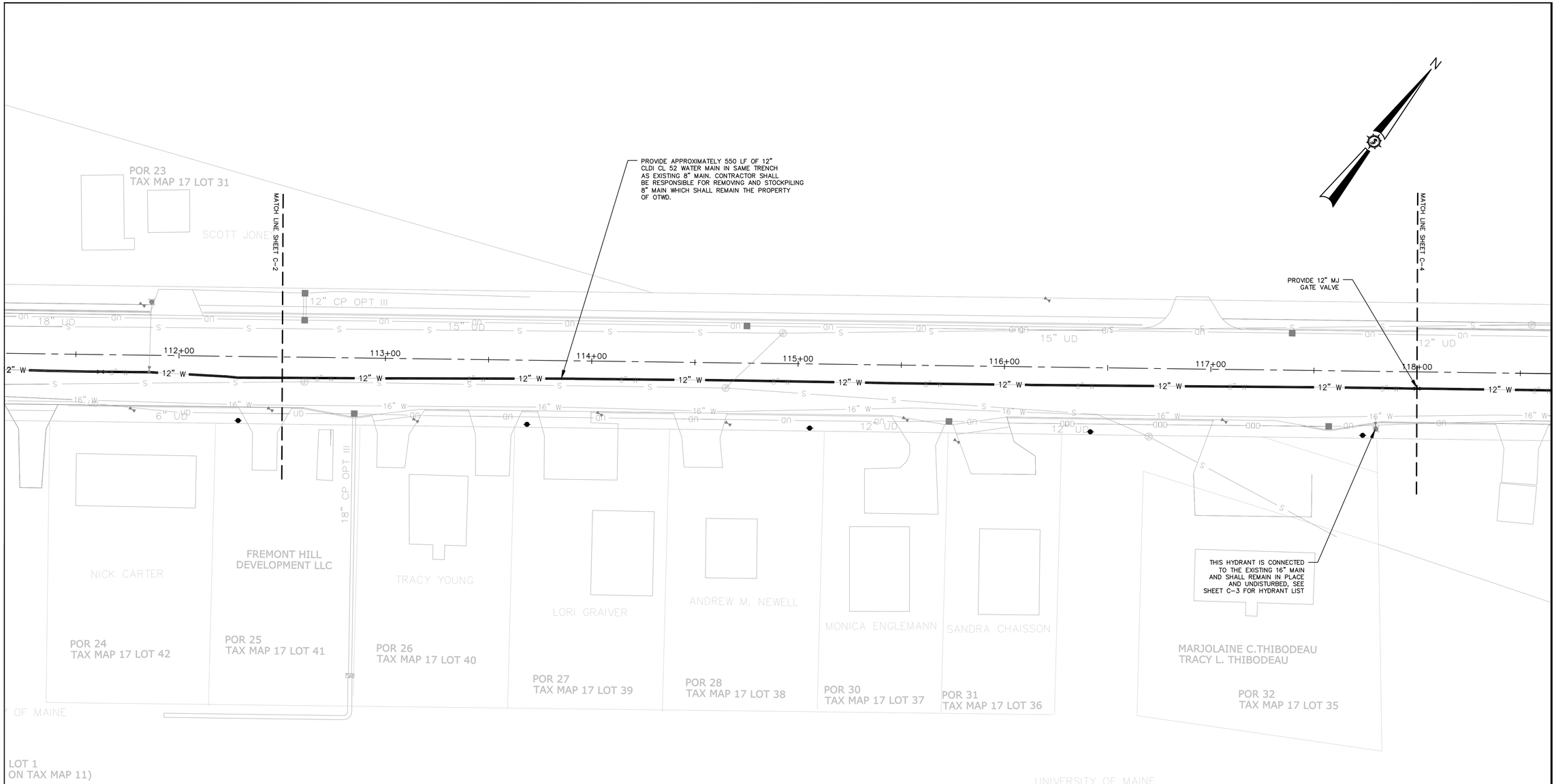
STATE OF MAINE
MICHAEL S. RILEY
No. 7388
LICENSED PROFESSIONAL ENGINEER

Project No. **78710E**

Engineer
SEWALL
AN INTEGRATED TEAM OF GEOSPATIAL ENGINEERING, SURVEYING AND NATURAL RESOURCE CONSULTANTS
JAMES W. SEWALL COMPANY / Since 1880
800 648 4202
SEWALL.COM

Phase
CONSTRUCTION

Sheet No.
C-2



EXISTING HYDRANT LIST		
STATION	CONNECTED TO	ACTION
102+60	8"	RELOCATE HYDRANT 3' FURTHER FROM ROAD CENTER LINE
106+65	16"	NONE
111+85	8"	CONNECT TO NEW 12"
117+80	16"	NONE
121+95	8"	CONNECT TO NEW 12"
128+35	16"	RELOCATE HYDRANT 5' FURTHER FROM ROAD CENTER LINE
135+20	8"	CONNECT TO NEW 12" AND RELOCATE 6' FURTHER FROM ROAD CENTER LINE
140+40	16"	RELOCATE HYDRANT 7' FURTHER FROM ROAD CENTER LINE
145+55	8"	CONNECT TO NEW 12" AND RELOCATE 6' FURTHER FROM ROAD CENTER LINE
150+55	16"	RELOCATE HYDRANT 6' FURTHER FROM ROAD CENTER LINE

GRAPHIC SCALE

25 0 12.5 25 50 100

(IN FEET)
1 inch = 25 ft.

Rev. #	Dwg. By	Description	Date

Designed By: MR
Drawn By: FHM
Date: 10/30/2012
Scale: 1"=25'
Approved
Checked

OLD TOWN WATER DISTRICT
WATER MAIN REPLACEMENT

Project Location: OLD TOWN, MAINE

Drawing Description: **SITE PLAN STA. 112+50 TO 118+00**

STATE OF MAINE
MICHAEL S. RILEY
No. 7388
LICENSED PROFESSIONAL ENGINEER

Project No. 78710E

Engineer: SEWALL
AN INTEGRATED TEAM OF GEOSPATIAL ENGINEERING, SURVEYING AND NATURAL RESOURCE CONSULTANTS
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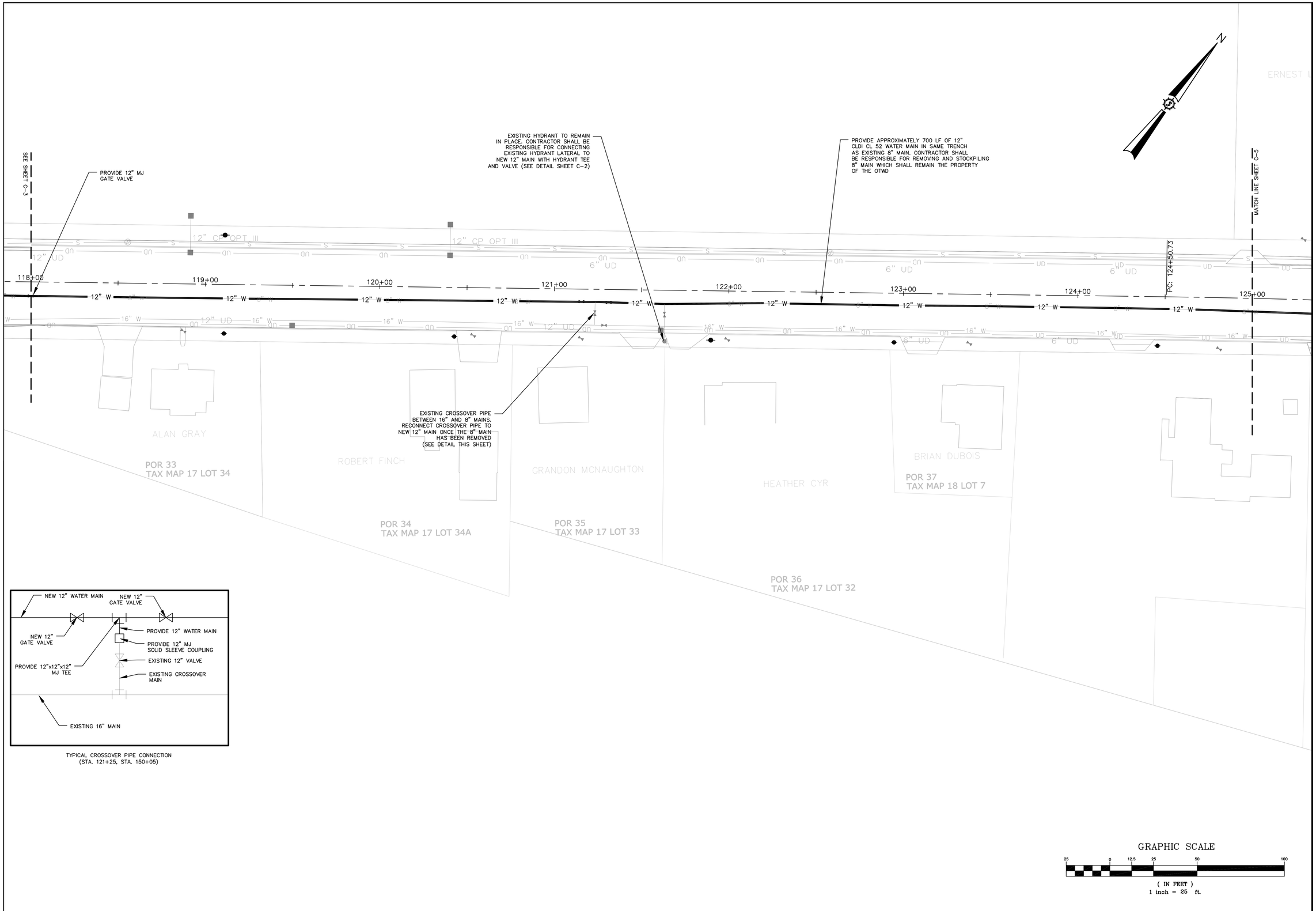
Phase: CONSTRUCTION

Sheet No. C-3



TYPICAL CROSSOVER PIPE CONNECTION
(STA. 121+25, STA. 150+05)

Rev. #	Dwg. By	Description	Date

Designed By: MR
Drawn By: FHM
Date: 10/30/2012
Scale: 1"=25'
Approved
Checked

OLD TOWN WATER DISTRICT
WATER MAIN REPLACEMENT

Project Location
OLD TOWN, MAINE

Drawing Description
SITE PLAN, STILLWATER AVENUE
STA. 118+00 TO 125+00

STATE OF MAINE
MICHAEL S. RILEY
No. 7388
LICENSED PROFESSIONAL ENGINEER

Project No. **78710E**

Engineer
SEWALL
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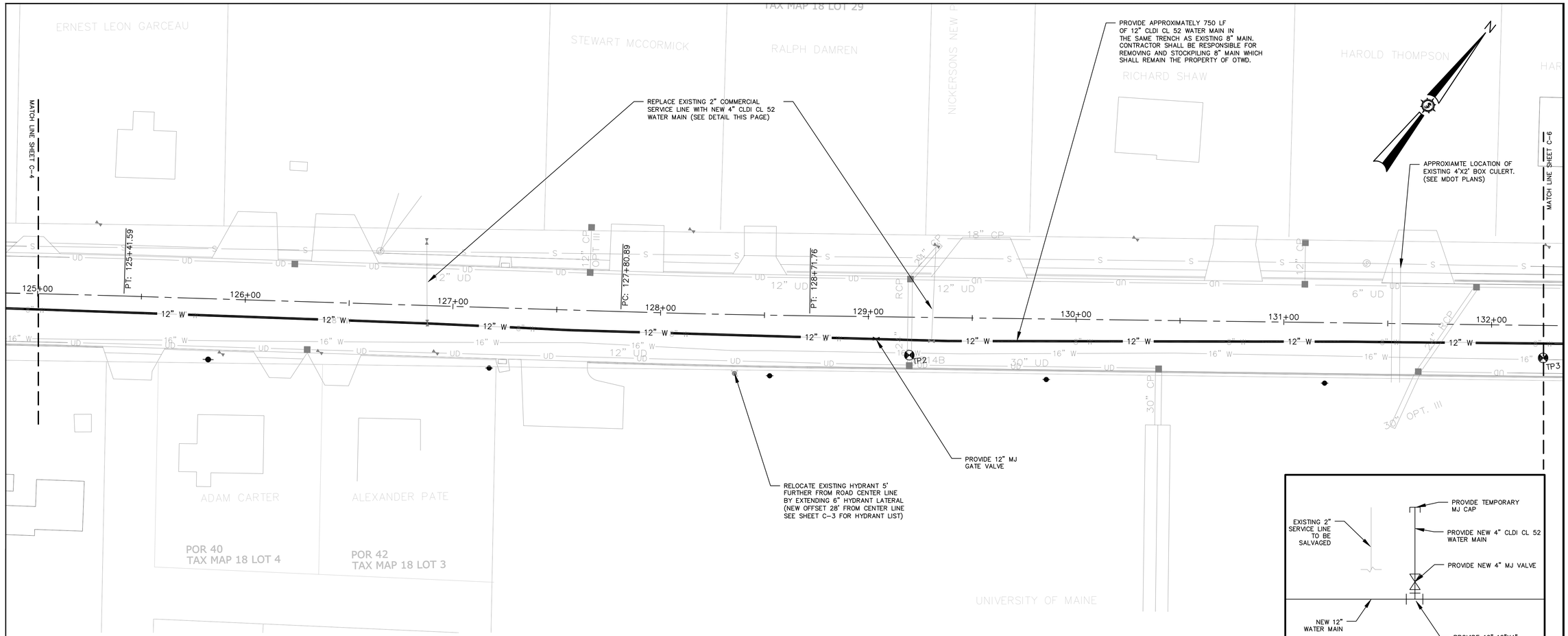
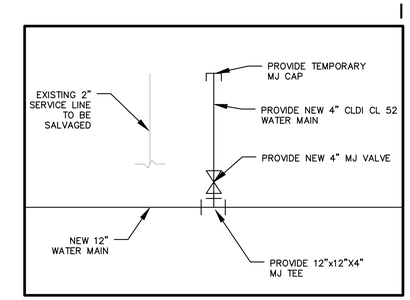
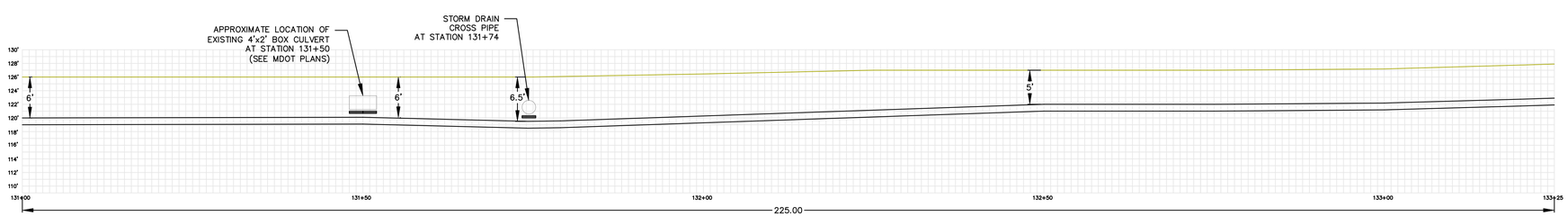
Phase
CONSTRUCTION

Sheet No.
C-4





NEW COMMERCIAL SERVICE CONNECTION



GRAPHIC SCALE

25 0 12.5 25 50 100

(IN FEET)
1 inch = 25 ft.

Rev. #	Dwg. By	Description	Date

Designed By: MR
Drawn By: FHM
Date: 10/30/2012
Scale: 1"=25'
Approved
Checked

OLD TOWN WATER DISTRICT
WATER MAIN REPLACEMENT

Project Location: OLD TOWN, MAINE

Drawing Description: **SITE PLAN, STILLWATER AVENUE STA. 125+00 TO 132+25**

STATE OF MAINE MICHAEL S. RILEY No. 7388 LICENSED PROFESSIONAL ENGINEER

Project No. 78710E

Engineer: SEWALL
AN INTEGRATED TEAM OF GEOSPATIAL ENGINEERING, SURVEYING AND NATURAL RESOURCE CONSULTANTS
JAMES W. SEWALL COMPANY / Since 1880
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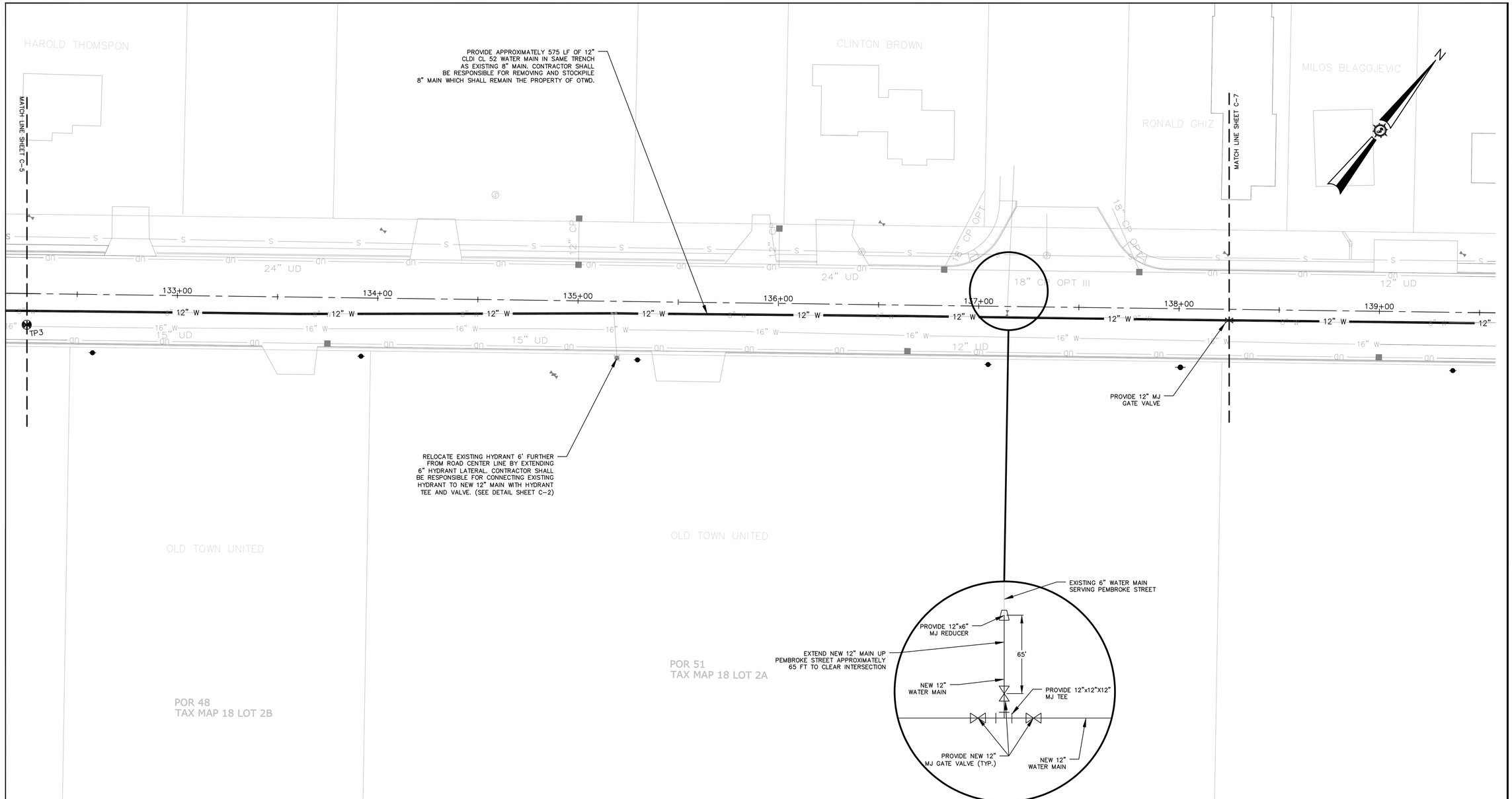
Phase: CONSTRUCTION

Sheet No. C-5



EXISTING HYDRANT LIST		
STATION	CONNECTED TO	ACTION
102+60	8"	RELOCATE HYDRANT 3' FURTHER FROM ROAD CENTER LINE
106+65	16"	NONE
111+85	8"	CONNECT TO NEW 12"
117+80	16"	NONE
121+95	8"	CONNECT TO NEW 12"
128+35	16"	RELOCATE HYDRANT 5' FURTHER FROM ROAD CENTER LINE
135+20	8"	CONNECT TO NEW 12" AND RELOCATE 6' FURTHER FROM ROAD CENTER LINE
140+40	16"	RELOCATE HYDRANT 7' FURTHER FROM ROAD CENTER LINE
145+55	8"	CONNECT TO NEW 12" AND RELOCATE 6' FURTHER FROM ROAD CENTER LINE
150+55	16"	RELOCATE HYDRANT 6' FURTHER FROM ROAD CENTER LINE

GRAPHIC SCALE

25 0 12.5 25 50 100

(IN FEET)
1 inch = 25 ft.

Rev. #	Dwg. By	Description	Date

Designed By: MR
Drawn By: FRM
Date: 10/30/2012
Scale: 1"=25'
Approved
Checked

OLD TOWN WATER DISTRICT
WATER MAIN REPLACEMENT

Project Location: OLD TOWN, MAINE

Drawing Description
SITE PLAN, STILLWATER AVENUE
STA. 132+25 TO 138+25

STILWALCOVD

STATE OF MAINE MICHAEL S. MILEY No. 7388 LICENSED PROFESSIONAL ENGINEER

Project No. **78710E**

Engineer

SEWALL
AN INTEGRATED TEAM OF GEOSPATIAL, ENGINEERING, SURVEYING AND NATURAL RESOURCE CONSULTANTS
JAMES W. SEWALL COMPANY *Since 1880*
SEWALL.COM 866-466-8202

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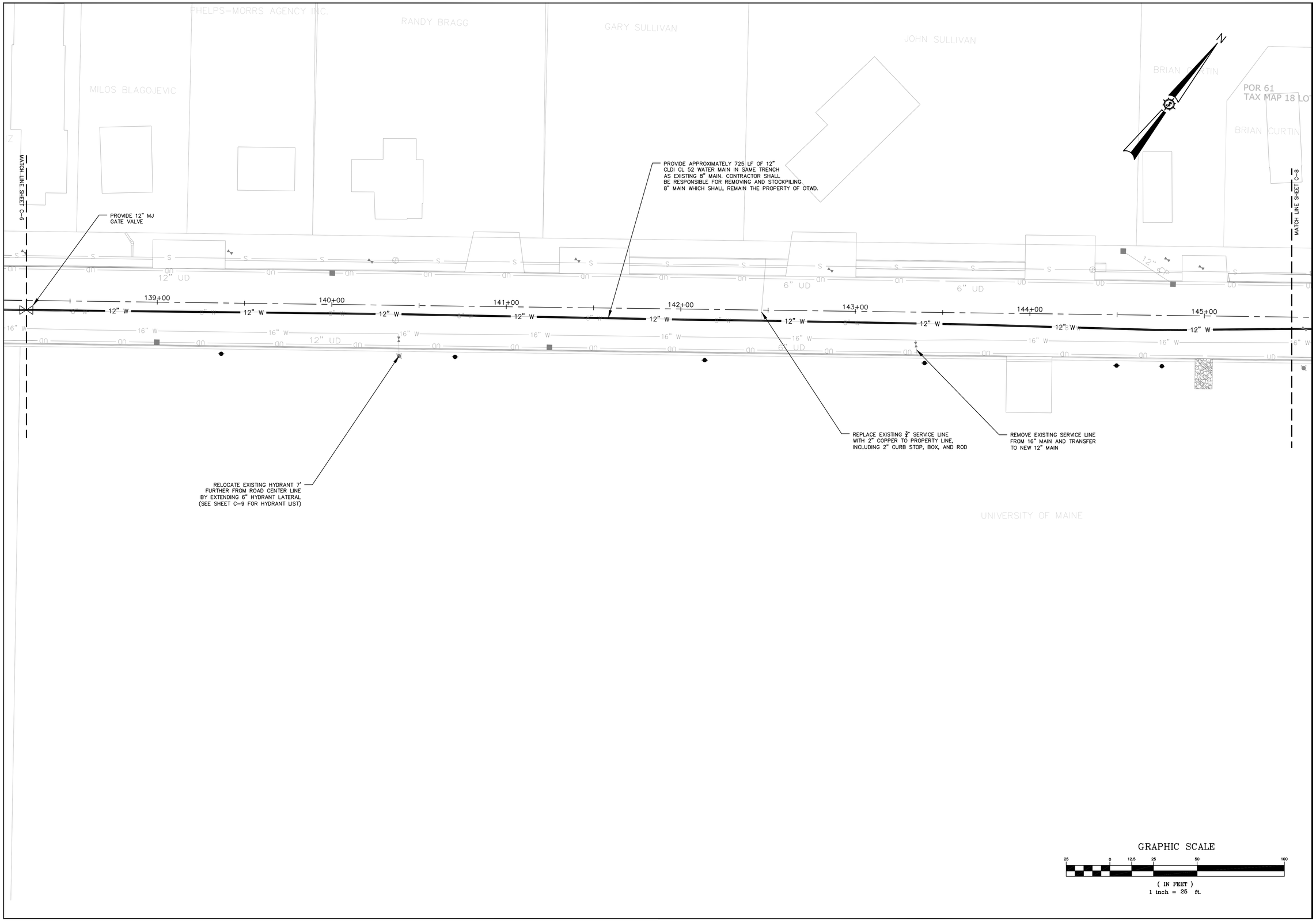
Sheet No. C-6



Rev. #	Dwg. By	Description	Date

Designed By: MR
Drawn By: FHM
Date: 10/30/2012
Scale: 1"=25'
Approved
Checked

OLD TOWN WATER DISTRICT
WATER MAIN REPLACEMENT

Project Location
OLD TOWN, MAINE

Drawing Description
SITE PLAN, STILLWATER AVENUE
STA. 138+25 TO 145+50

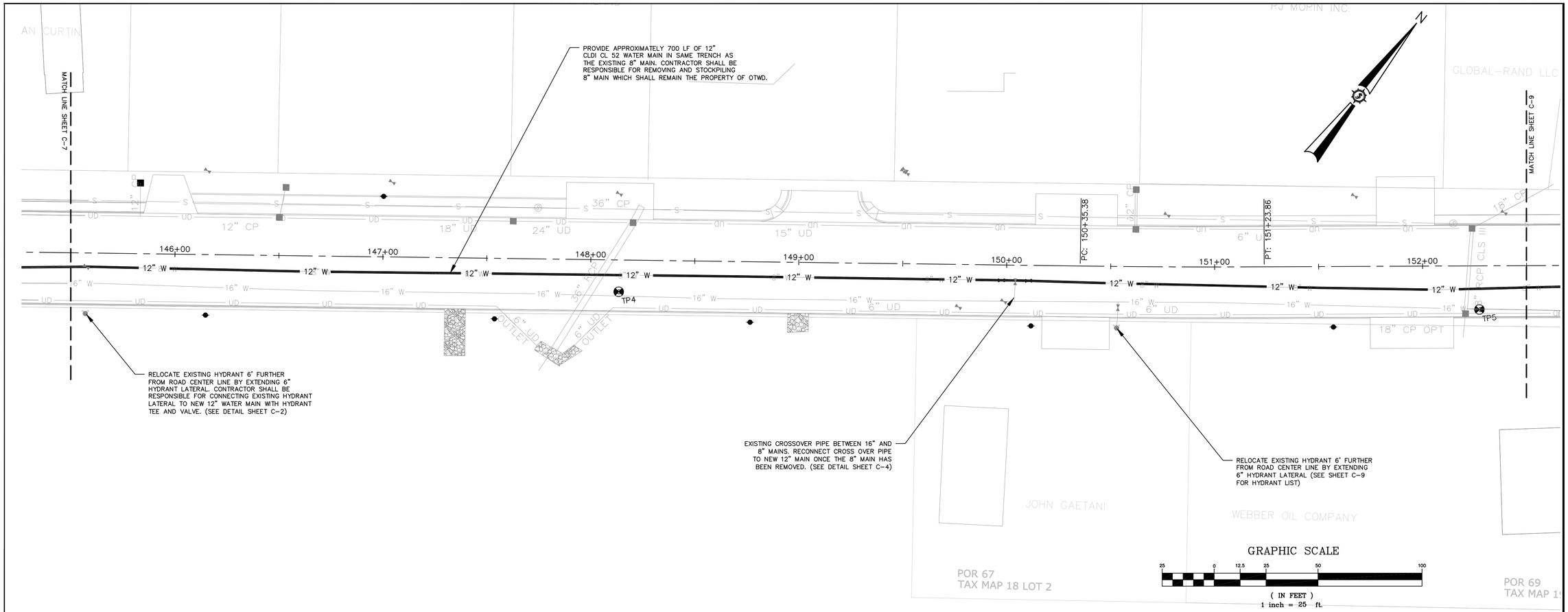
STATE OF MAINE
MICHAEL S. RILEY
No. 7388
LICENSED PROFESSIONAL ENGINEER

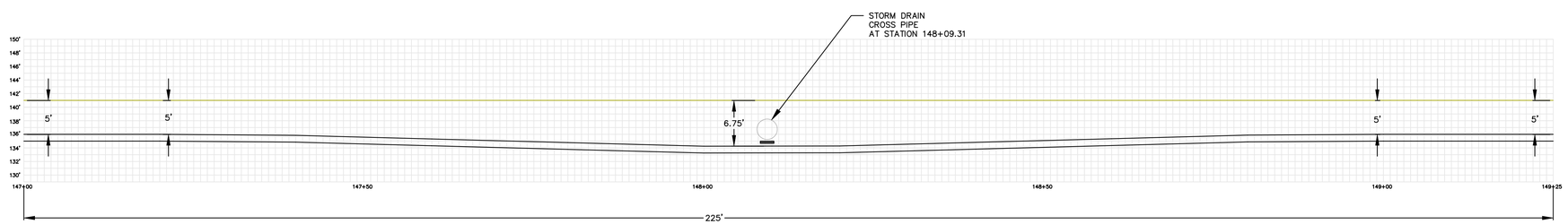
Project No. **78710E**

Engineer
SEWALL
AN INTEGRATED TEAM OF GEOSPATIAL ENGINEERING, SURVEYING AND NATURAL RESOURCE CONSULTANTS
JAMES W. SEWALL COMPANY /Since 1880
SEWALL.COM 800 648 4202

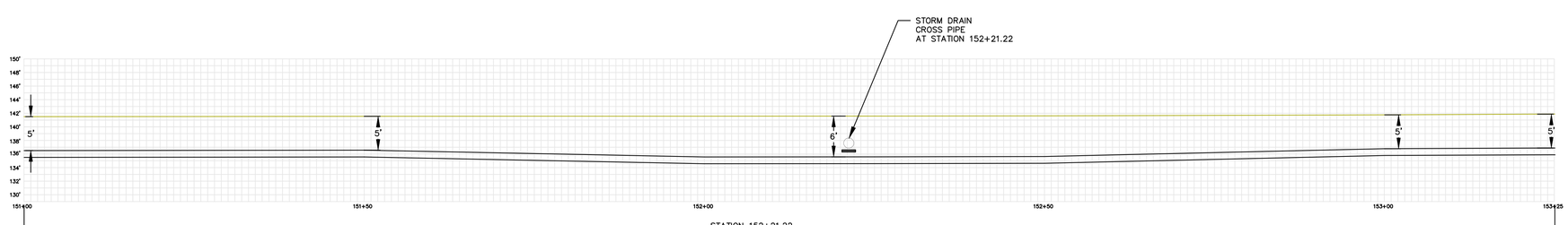
Phase
CONSTRUCTION

Sheet No.
C-7





STATION 148+09.31
CONFLICT AVOIDANCE



STATION 152+21.22
CONFLICT AVOIDANCE

Rev. #	Dwg. By	Description	Date

Designed By: MR
Drawn By: FHM
Date: 10/30/2012
Scale: 1"=25'
Checked
Approved

OLD TOWN WATER DISTRICT
WATER MAIN REPLACEMENT

Project Location: OLD TOWN, MAINE

Drawing Description: **SITE PLAN, STILLWATER AVENUE STA. 145+50 TO 152+50**

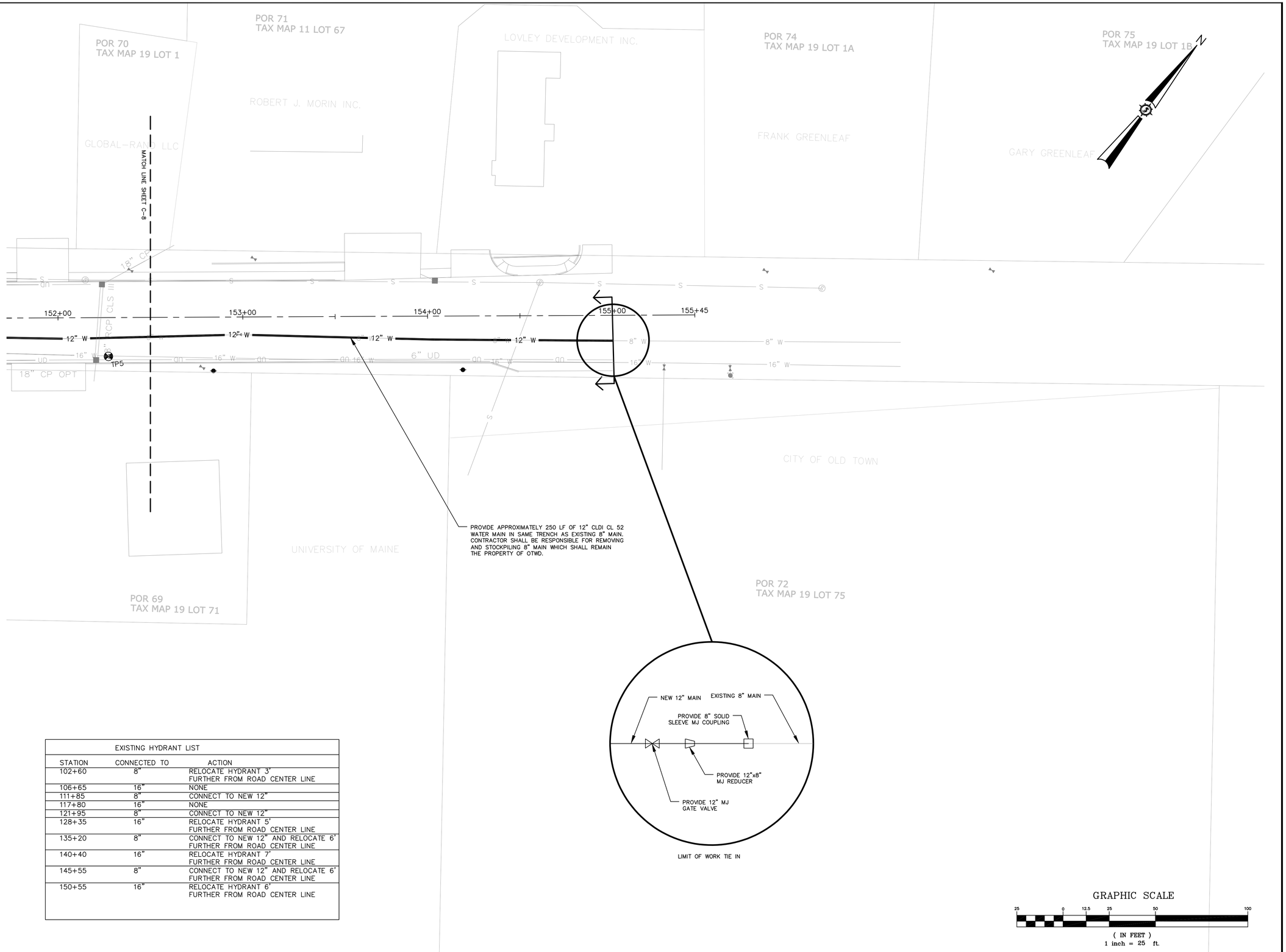
STATE OF MAINE
MICHAEL S. RILEY
No. 7388
LICENSED PROFESSIONAL ENGINEER

Project No. 78710E

Engineer: SEWALL
AN INTEGRATED TEAM OF GEOSPATIAL, ENGINEERING, SURVEYING AND NATURAL RESOURCE CONSULTANTS
JAMES W. SEWALL COMPANY / Since 1880
SEWALL.COM 800 648 4202

Phase: CONSTRUCTION

Sheet No. C-8



EXISTING HYDRANT LIST

STATION	CONNECTED TO	ACTION
102+60	8"	RELOCATE HYDRANT 3' FURTHER FROM ROAD CENTER LINE
106+65	16"	NONE
111+85	8"	CONNECT TO NEW 12"
117+80	16"	NONE
121+95	8"	CONNECT TO NEW 12"
128+35	16"	RELOCATE HYDRANT 5' FURTHER FROM ROAD CENTER LINE
135+20	8"	CONNECT TO NEW 12" AND RELOCATE 6' FURTHER FROM ROAD CENTER LINE
140+40	16"	RELOCATE HYDRANT 7' FURTHER FROM ROAD CENTER LINE
145+55	8"	CONNECT TO NEW 12" AND RELOCATE 6' FURTHER FROM ROAD CENTER LINE
150+55	16"	RELOCATE HYDRANT 6' FURTHER FROM ROAD CENTER LINE

Rev. #	Dwg. By	Description	Date

Designed By: MR
Drawn By: FHM
Date: 10/30/2012
Scale: 1"=25'
Checked
Approved

OLD TOWN WATER DISTRICT
WATER MAIN REPLACEMENT

Project Location
OLD TOWN, MAINE

Drawing Description
SITE PLAN, STILLWATER AVENUE
STA. 152+50 TO 155+00

STATE OF MAINE
MICHAEL S. RILEY
No. 7388
LICENSED PROFESSIONAL ENGINEER

Project No. **78710E**

Engineer
SEWALL
AN INTEGRATED TEAM OF GEOSPATIAL, ENGINEERING, SURVEYING AND NATURAL RESOURCE CONSULTANTS
JAMES W. SEWALL COMPANY /Since 1880
SEWALL.COM 800 648 4202

Phase
CONSTRUCTION

Sheet No.
C-9

GENERAL NOTES:

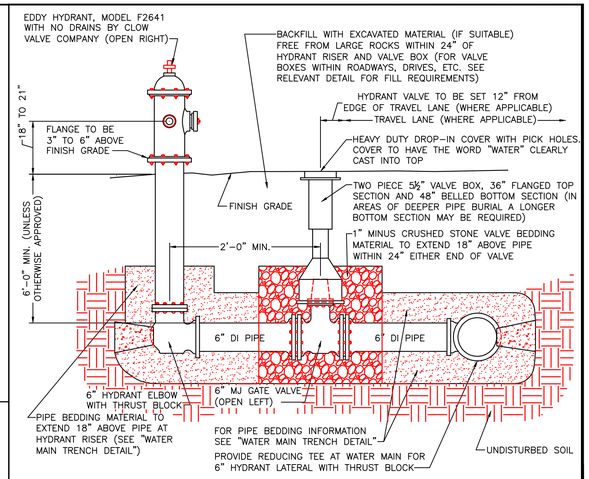
1. MDOT RIGHT-OF-WAY INFORMATION SHOWN ON PLANS IS APPROXIMATE AND FIELD ADJUSTMENTS TO CURB STOP AND HYDRANT LOCATIONS MAY BE REQUIRED. ANY ADJUSTMENTS TO CURB STOP AND HYDRANT LOCATIONS SHALL BE INCIDENTAL TO WORK AND NO SEPARATE PAYMENT WILL BE MADE.

2. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE AND IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATIONS OF SAID UTILITIES.

3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY AND MAINTAIN UTILITIES DURING CONSTRUCTION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE ALL AFFECTED UTILITY COMPANIES WITH A 72 HOUR NOTICE PRIOR TO ANY WORK BEING DONE NEAR A UTILITY. THE CONTRACTOR MUST ALSO COMPLY WITH 23 MRSA §3360-A, ENTITLED "PROTECTION OF UNDERGROUND FACILITIES," MAINE'S "DIG SAFE" STATUTE.

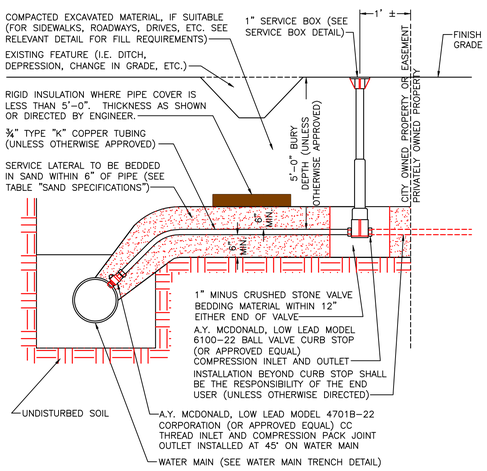
CONSTRUCTION NOTES:

1. IT IS THE INTENT OF THIS PROJECT TO REMOVE THE EXISTING 8" CAST IRON WATER MAIN AND REPLACE IT WITH A NEW 12" CONCRETE LINED, DUCTILE IRON (CLDI) WATER MAIN IN THE SAME TRENCH.
2. ALL SALVAGED PIPE, VALVES, AND APPURTENANCES SHALL REMAIN THE PROPERTY OF THE OLD TOWN WATER DISTRICT (OTWD). CONTRACTOR SHALL BE RESPOSIBLE FOR STOCKPILING SALVAGED PIPE, VALVES, ETC. AT A LOCATION TO BE SELECTED BY OTWD.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING UNINTERRUPTED WATER SERVICE TO ALL OTWD CUSTOMERS. THIS MAY REQUIRE TEMPORARY WATER SERVICE TO SOME BUSINESSES AND RESIDENTS.
4. ALL BRASS ON THE PROJECT SHALL HAVE AL LEAD CONTENT OF LESS THAN 0.25% AND BE DESIGNATED "LOW LEAD".
5. CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ALL SERVICE LINES FROM THE MAIN TO THE PROPERTY LINE, UP TO AND INCLUDING THE CURB STOP.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATING ANY SERVICE LINES CONNECTED TO THE EXISTING 16" MAIN TO THE NEW 12" MAIN.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR WORKING WITH MDOT STAFF TO MAINTAIN TRAFFIC FLOW THROUGH THE WORK ZONE. DUE TO THE HEAVY AMOUNT OF TRAFFIC ON STILLWATER.
8. DEPTH OF COVER OF NEW 12" WATER MAIN SHALL BE 6' UNLESS OTHERWISE NOTED.
9. CONTRACTOR SHALL INCREASE DEPTH OF BURY ON NEW 12" MAIN STARTING AT STATION 103+00 TO AVOID A CONFLICT WITH A STORM DRAIN PIPE AT STATION 103+59. WATER MAIN MUST REACH A COVER DEPTH OF 7' BY THE TIME IT REACHES THIS STATION, AND RETURN TO 6' COVER BY STATION 104+25, (SEE CROSS SECTION SHEET C-1)
10. CONTRACTOR SHALL INCREASE DEPTH OF BURY ON NEW 12" WATER MAIN TO 7' STARTING AT STATION 107+50 AND ENDING AT STATION 110+00 TO AVOID CONFLICTS WITH SEWER SERVICES.
11. CONTRACTOR SHALL DECREASE THE DEPTH OF BURY TO 5' STARTING AT STATION 110+10 AND CONTINUING TO THE END OF PHASE I, STATION 118+00 TO AVOID CONFLICT WITH SEWER SERVICES.



HYDRANT LATERAL DETAIL

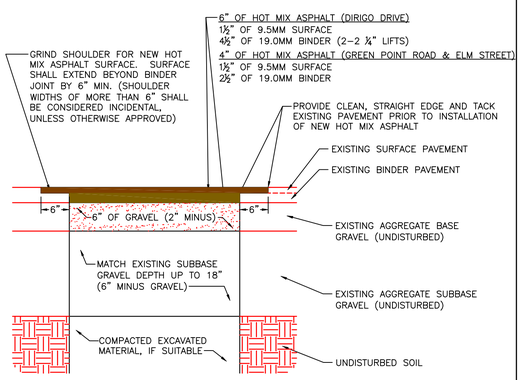
NOT TO SCALE



NOTES:
1. WATER MAIN SERVICE TAPS TO BE A MINIMUM OF 24" APART, UNLESS OTHERWISE APPROVED.
2. 1" OF INSULATION IS EQUAL TO 1' OF COVER.

WATER MAIN SERVICE LATERAL DETAIL

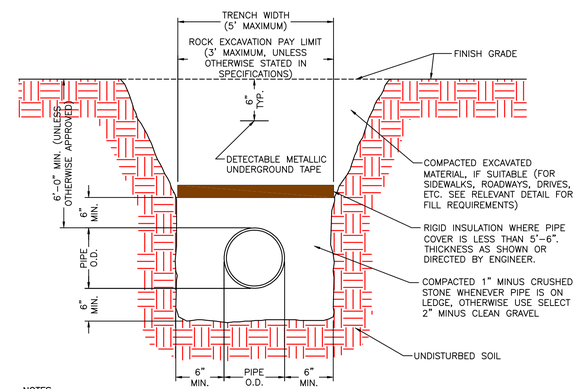
NOT TO SCALE



NOTES:
1. NO MORE THAN 2½" THICK LIFTS OF HOT MIX ASPHALT SHALL BE PLACED IN ONE PASS.
2. BACKFILL AND COMPACT IN 12" THICK MAXIMUM LIFTS.

MINOR ROAD TRENCH REPAIR DETAIL

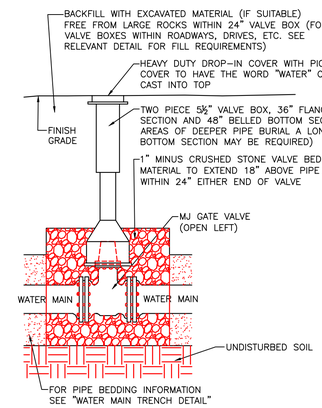
NOT TO SCALE



NOTES:
1. MAINTAIN UNIFORM TRENCH WIDTH TO 6" MINIMUM OVER PIPE.
2. SEE PAVEMENT DETAILS FOR PAVING REQUIREMENTS IN ROAD WORK AREAS.
3. PROVIDE 4" LOAM, SEED, AND MULCH FOR TRENCHES IN NON-GRAVELED AND NON-PAVED AREAS.
4. 1" OF INSULATION IS EQUAL TO 1' OF COVER.

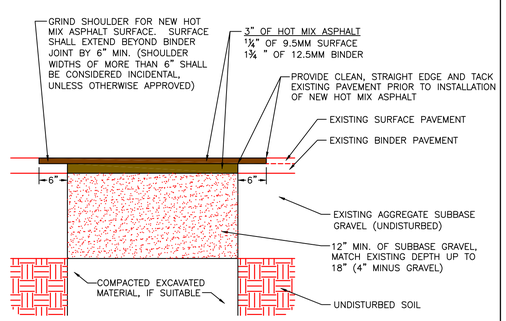
WATER MAIN TRENCH DETAIL

NOT TO SCALE



WATER MAIN VALVE AND VALVE BOX DETAIL

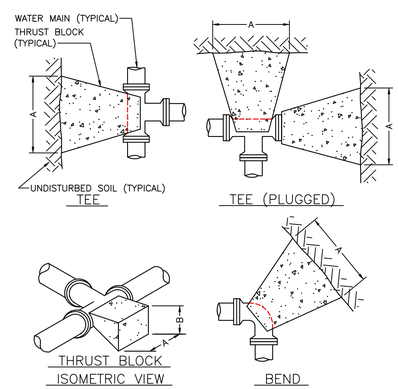
NOT TO SCALE



NOTES:
1. NO MORE THAN 2½" THICK LIFTS OF HOT MIX ASPHALT SHALL BE PLACED IN ONCE PASS.
2. BACKFILL AND COMPACT IN 12" THICK MAXIMUM LIFTS.

PAVED DRIVEWAY/PARKING LOT TRENCH REPAIR DETAIL

NOT TO SCALE



THRUST BLOCK SIZE CHART
(FITTINGS UP TO 10")

SOIL TYPE	TEES		BENDS	
	A	B	A	B
SOFT CLAY	48"	24"	48"	24"
SAND	24"	24"	24"	24"
GRAVEL	24"	18"	24"	18"

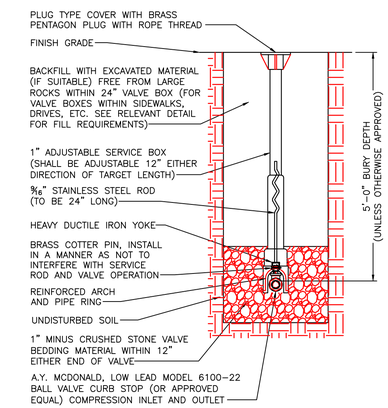
THRUST BLOCK SIZE CHART
(FITTINGS 12" TO 16")

SOIL TYPE	TEES		BENDS	
	A	B	A	B
SOFT CLAY	60"	36"	72"	36"
SAND	36"	30"	48"	30"
GRAVEL	30"	24"	40"	24"

NOTES:
1. CONCRETE FOR ALL THRUST BLOCKS TO BE MINIMUM 3,000 PSI AFTER 28 DAYS, TYPE I CEMENT, ¾" STONE.
2. WHERE POSSIBLE, CONSTRUCT THRUST BLOCKS AGAINST UNDISTURBED SOIL. WHERE NOT POSSIBLE, PLACE 90% STANDARD PROCTOR DENSITY, COMPACTED FILL BETWEEN THE THRUST BLOCK AND THE UNDISTURBED SOIL.
3. WRAP FITTINGS WITH POLYETHYLENE PRIOR TO CONSTRUCTING THRUST BLOCKS. NO JOINTS SHALL BE COVERED WITH CONCRETE.
4. THRUST BLOCK DIMENSIONS ARE BASED ON A MAXIMUM WATER MAIN PRESSURE OF 150 PSI.

THRUST BLOCK DETAIL

NOT TO SCALE



NOTES:
1. SERVICE BOX SHALL ACCOMMODATE UP TO 1" SERVICES.
2. SERVICE BOX TO BE INSTALLED IN SUCH A MANNER AS TO ENSURE IT WILL BE FREE FROM OBSTRUCTIONS AND DEBRIS AND THAT NO MATERIAL WILL INTERFERE WITH VALVE OPERATION.

WATER MAIN SERVICE CURB STOP DETAIL

NOT TO SCALE

Rev. #	Orig. By	Description	Date

Designed By: MR
Drawn By: FRM
Date: 10/30/2012
Scale: NTS
Checked
Approved

OLD TOWN WATER DISTRICT WATER MAIN REPLACEMENT

Project Location: OLD TOWN, MAINE

Drawing Description: **STILLWATER AVENUE DETAILS**

STATE OF MAINE — MICHAEL S. MALEY — No. 7308 — LICENSED PROFESSIONAL ENGINEER

Project No. 78710E

Engineer: SEWALL — AN INTEGRATED TEAM OF GEOSPATIAL ENGINEERING, SURVEYING AND NATURAL RESOURCE CONSULTANTS — JAMES W. SEWALL COMPANY / Since 1880 — SEWALL.COM — 800 446 4202

Phase: CONSTRUCTION

Sheet No. C-10