STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN LEGEND

Town, County, State
Property Lines
R/W Lines-Existing
R/W Lines-Proposed
Culvert-Existing
Culvert Proposed
Curbing — Existing — Proposed
Type 1
Type 3
Type 5
Outline of Bodies of Water
Ledge
Buildings
Trees — Conifer — Deciduous
Tree Line
Clearing Limit Line — CLL
Centerline-Existing
Centerline-Proposed — 10+00
Travelway-Existing
Travelway-Proposed
Railroad
Catch Basins — Existing — Proposed
Manholes — Existing — Proposed
Proposed Underdrain
Proposed Ditch
Existing Ditch
Utility Poles — Existing — Proposed
Fire Hydrants — Existing — Proposed
Existing Water Line — W
Existing San. Sewer
Existing San. Sewer Manhole
Guardrail-Existing
Guardrail-Proposed
Guardrail-Cable, Other

EASTPORT
WASHINGTON COUNTY
COUNTY ROAD
FEDERAL AID PROJECT NO. AC-STP-1919(400)X
PROJECT LENGTH: 0.88 MILES

INDEX OF SHEETS

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Boring Logs	13 - 17
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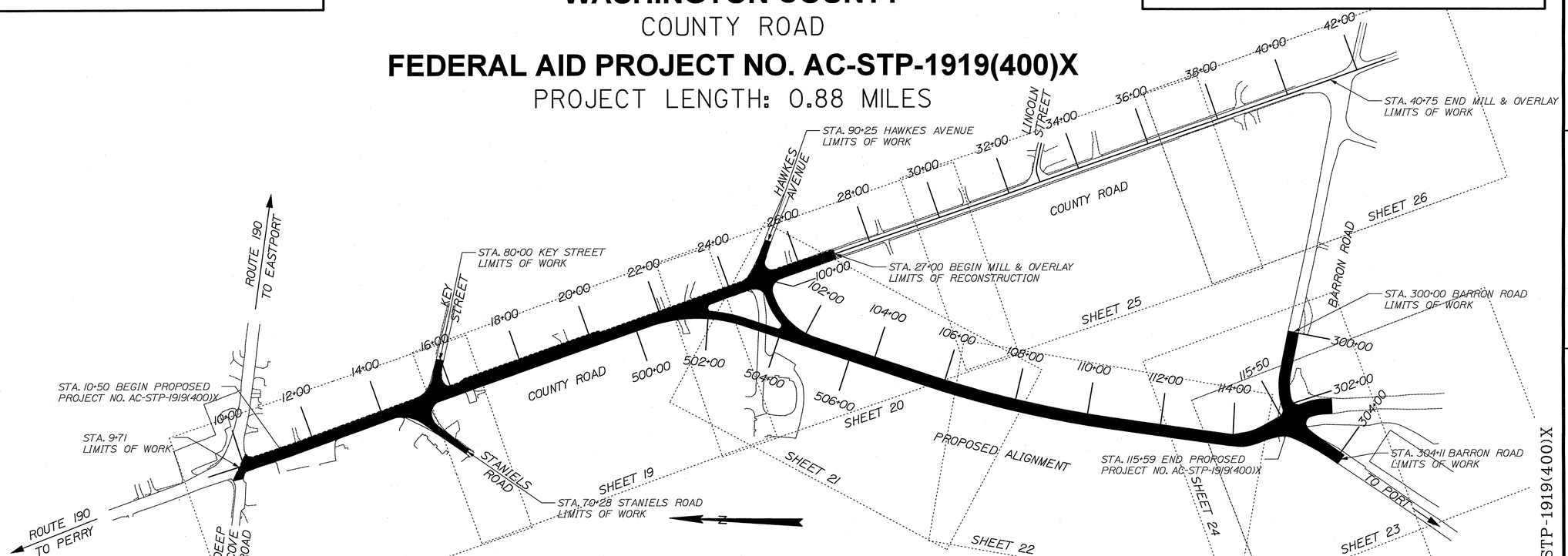
Geometric Layout	27 - 29
Cross - Sections	30 - 76
Signage Sheets	77 - 82
Right of Way Map	83 -88



TRAFFIC DATA

Current (2014) AADT	1400
Future (2026) AADT	1570
DHV - % of AADT	13%
Design Hour Volume	200
% Heavy Trucks (AADT)	23%
% Heavy Trucks (DHV)	23%
Directional Distribution (DHV)	60%
18 kip Equivalent P 2.0	745
18 kip Equivalent P 2.5	709
Design Speed (mph)	25
Functional Class:	Major Collector

LAYOUT SCALE

75 0 75 150

Scale in Feet

PROJECT LOCATION:	Reconstruct beginning at the intersection of Route 190 and ext south on County Rd for 0.33 miles to Hawkes Ave. Then New Construct for 0.29 miles south to a point on the Barron Rd. Mill and Overlay on County Rd from Hawkes Ave ext south 0.26 miles to Barron Rd.
PROGRAM AREA:	Highway Program
SCOPE OF WORK:	Reconstruction, New Construction and Pavement Milling w/ HMA Overlay

WIN 19194.00 AC-STP-1919(400)X

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED — DATE
COMMISSIONER: 6/30/15
CHIEF ENGINEER: 6-29-15

STATE OF MAINE — SHAWN R. DAVIS — No. 12272 — LICENSED PROFESSIONAL ENGINEER

SIGNATURE 12272
P.E. NUMBER
6/26/15
DATE

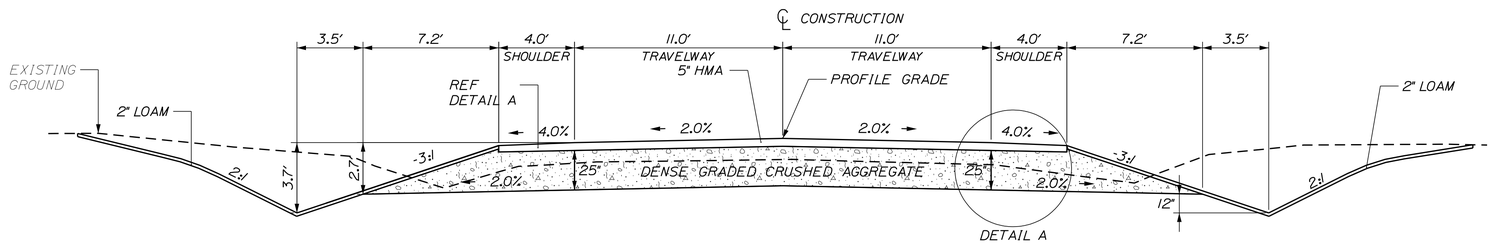
PROJECT INFORMATION	
PROGRAM	HIGHWAY
PROJECT MANAGER	R. CLEWLEY
DESIGNER	R. CHESTER
CONSULTANT	M. THOMAS
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

EASTPORT
COUNTY ROAD

TITLE SHEET

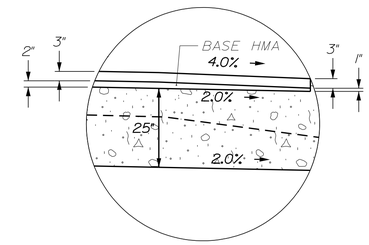
SHEET NUMBER
1
OF 88

Filename: ...\00\HIGHWAY\MSTA\001_Title.dgn Division: HIGHWAY Username: robert.chester Date:6/26/2015



DENSE GRADED CRUSHED AGGREGATE		
LEFT SHOULDER 60.67 CY/100 LF	22 FT. TRAVEL LANES 169.74 CY/100 LF	RIGHT SHOULDER 60.67 CY/100 LF
STATION TO STATION	STATION TO STATION	STATION TO STATION
11+48 TO 15+91 LT	10+00 TO 26+50	12+90 TO 14+50 RT
25+66 TO 26+00 LT		17+70 TO 26+00 RT

RECONSTRUCTION NORMAL



DETAIL A

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.

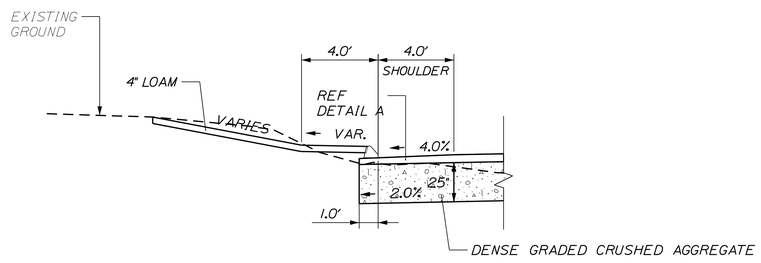
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.

4. THE GRAVEL QUANTITY CALCULATION IS BASED ON A 2" LOAM OR DIRTY BORROW DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.

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

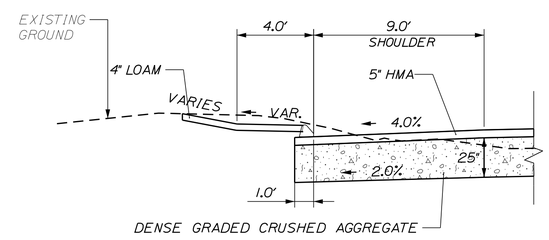
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.

7. SHOULDER FINE GRADE TO MATCH TRAVEL WAY CROSS SLOPE FOR 4 FOOT SHOULDERS



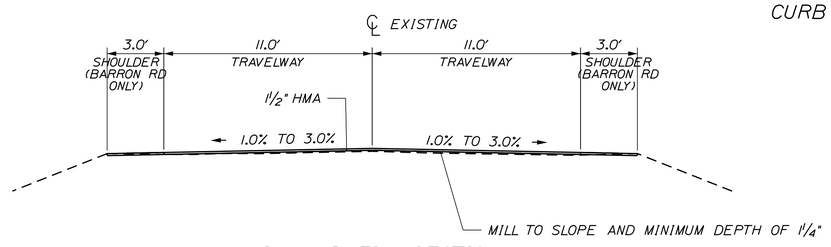
DENSE GRADED CRUSHED AGGREGATE
SHOULDER 59.05 CY/100 LF
STATION TO STATION
10+20 TO 11+48 LT
15+91 TO 16+39 LT
20+25 TO 25+66 LT
10+00 TO 10+83 RT
14+50 TO 17+70 RT

CURB TYPE 3 MOLD 2



AGGREGATE SUBBASE COURSE GRAVEL
SHOULDER 76.54 CY/100 LF
STATION TO STATION
16+39 TO 20+25 LT

ON-STREET PARKING w/ CURB TYPE 3 MOLD 2



MILL AND FILL SECTION

STATION 27+00 TO 40+75 COUNTY ROAD
STATION 300+00 TO 304+11 BARRON ROAD

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

TYPICAL SECTIONS

SHEET NUMBER
2
OF 88

Filename: ...\HIGHWAY\MSTA\002_Typical.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

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 SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.

4. THE GRAVEL QUANTITY CALCULATION IS BASED ON A 2" LOAM OR DIRTY BORROW DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.

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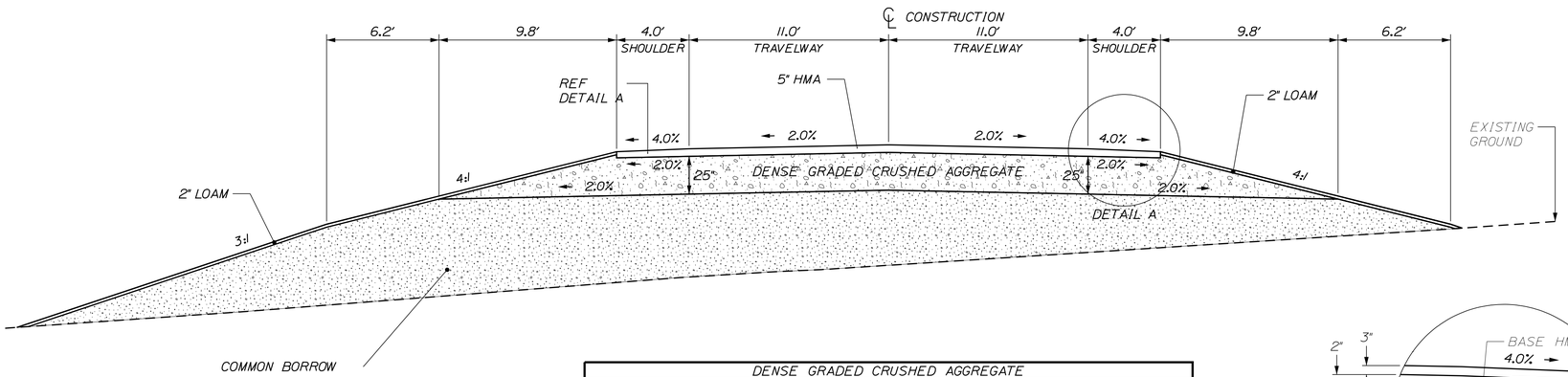
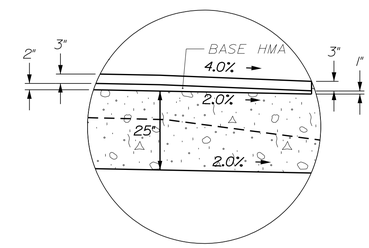
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.

7. SHOULDER FINE GRADE TO MATCH TRAVEL WAY CROSS SLOPE FOR 4 FOOT SHOULDERS

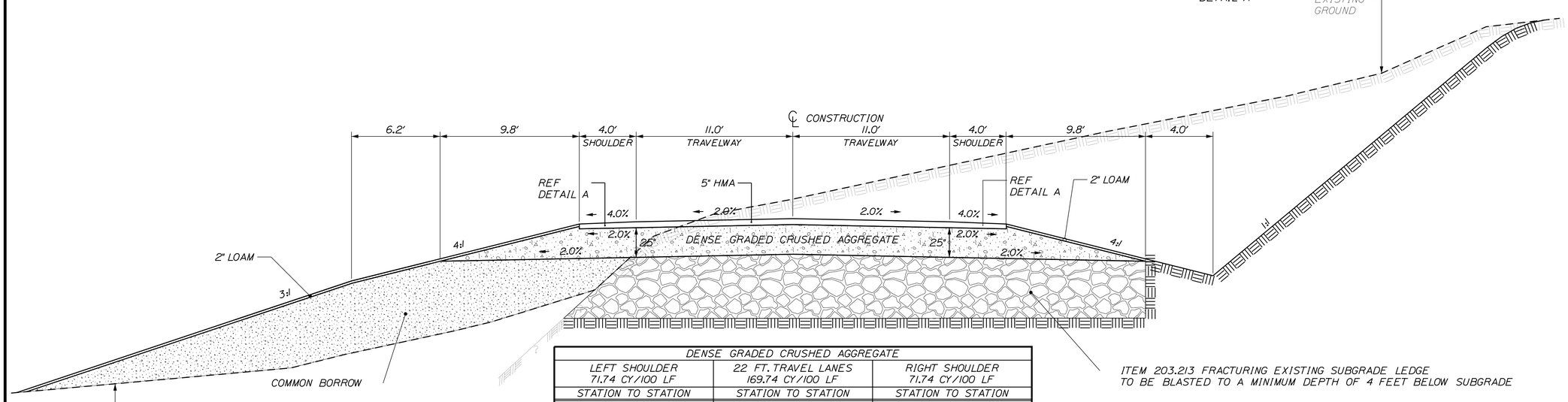


DENSE GRADED CRUSHED AGGREGATE		
LEFT SHOULDER 71.74 CY/100 LF	22 FT. TRAVEL LANES 169.74 CY/100 LF	RIGHT SHOULDER 71.74 CY/100 LF
STATION TO STATION	STATION TO STATION	STATION TO STATION
102+50 TO 106+50 LT	102+50 TO 106+50	102+50 TO 106+50 RT
108+56 TO 113+25	108+56 TO 114+00	108+56 TO 114+00 RT

FULL CONSTRUCTION - NORMAL

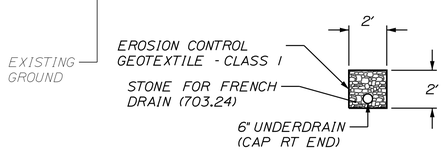


DETAIL A



DENSE GRADED CRUSHED AGGREGATE		
LEFT SHOULDER 71.74 CY/100 LF	22 FT. TRAVEL LANES 169.74 CY/100 LF	RIGHT SHOULDER 71.74 CY/100 LF
STATION TO STATION	STATION TO STATION	STATION TO STATION
106+50 TO 109+00 LT	106+50 TO 109+00	106+50 TO 109+00 RT

FULL CONSTRUCTION - LEDGE CUT



FRENCH DRAIN
(TO DRAIN SHATTERED ROCK BELOW SUBGRADE)
106+10 LT TO 106+35 RT
108+75 RT TO 109+00 LT

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

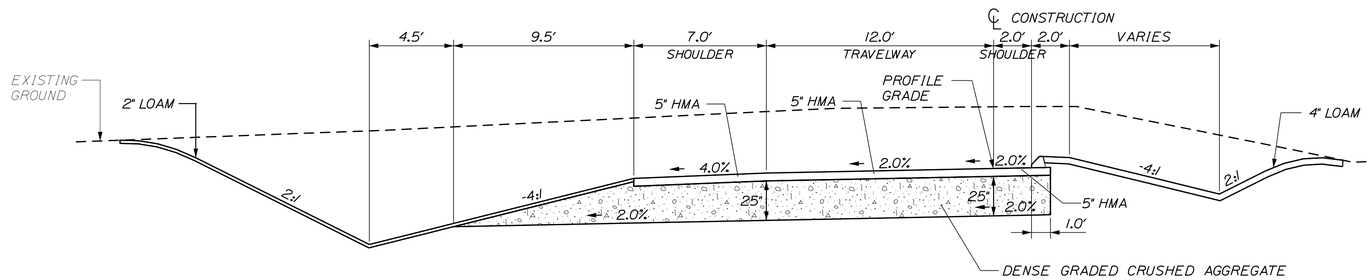
DATE

EASTPORT
COUNTY ROAD

TYPICAL SECTIONS

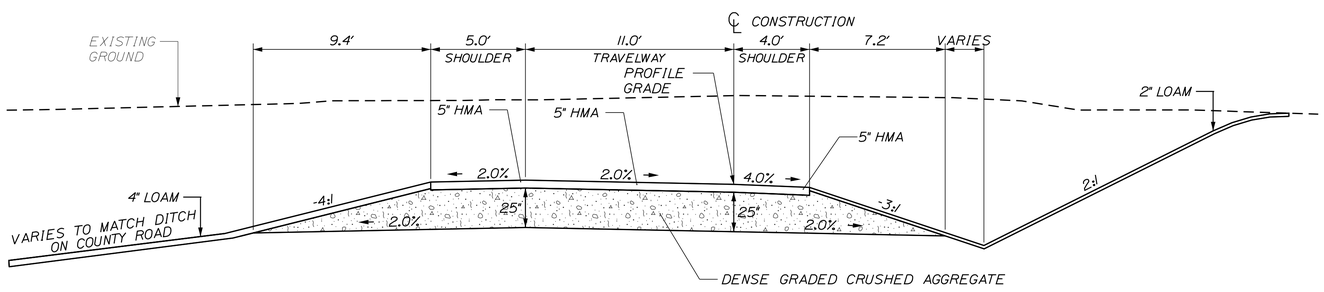
SHEET NUMBER
3
OF 88

Filename: ...\HIGHWAY\MSTA\003_Typical.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



DENSE GRADED CRUSHED AGGREGATE		
LEFT SHOULDER 90.78 CY/100 LF	12 FT. TRAVEL LANE 92.59 CY/100 LF	RIGHT SHOULDER 11.87 CY/50 LF
STATION TO STATION	STATION TO STATION	STATION TO STATION
100+40 TO 101+75 LT	100+40 TO 101+75	100+90 TO 101+75 RT

FULL CONSTRUCTION - EXIT LANE



DENSE GRADED CRUSHED AGGREGATE		
LEFT SHOULDER 76.03 CY/100 LF	11 FT. TRAVEL LANE 84.88 CY/100 LF	RIGHT SHOULDER 60.05 CY/100 LF
STATION TO STATION	STATION TO STATION	STATION TO STATION
502+00 TO 504+33 LT	501+26 TO 506+00	500+00 TO 506+00 RT

FULL CONSTRUCTION - ENTRY LANE

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 SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.

4. THE GRAVEL QUANTITY CALCULATION IS BASED ON A 2" LOAM OR DIRTY BORROW DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.

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

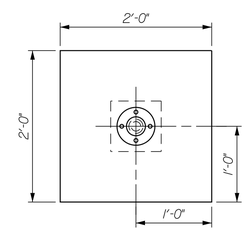
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.

7. TWO (2) SETTLEMENT PLATFORMS AND ASSOCIATED HARDWARE AS SHOWN ON THE PLANS AND DETAILS HEREIN SHALL BE PROVIDED BY THE CONTRACTOR. THE SETTLEMENT PLATFORMS AND ASSOCIATED HARDWARE ARE CONSIDERED INCIDENTAL TO ITEM 203.20.

8. SETTLEMENT PLATFORMS SHALL BE INSTALLED AT THE LOCATIONS SHOWN AS DIRECTED BY THE RESIDENT. THE PLATFORMS WILL BEAR DIRECTLY ON THE EXPOSED FILL SUBGRADE SURFACE AFTER GRUBBING IS COMPLETED AT THE ELEVATIONS PROVIDED. THE PLATFORMS SHALL BE LEVELED AS NECESSARY IN ORDER TO PLUMB THE PIPE UPRIGHTS. EMBANKMENT FILL MATERIAL SHALL BE PLACED BY HAND OVER THE PLYWOOD PLATFORMS AS DIRECTED BY THE RESIDENT TO STABILIZE THE PLATFORMS AFTER LEVELING PRIOR TO FILL PLACEMENT WITH EARTHWORK EQUIPMENT.

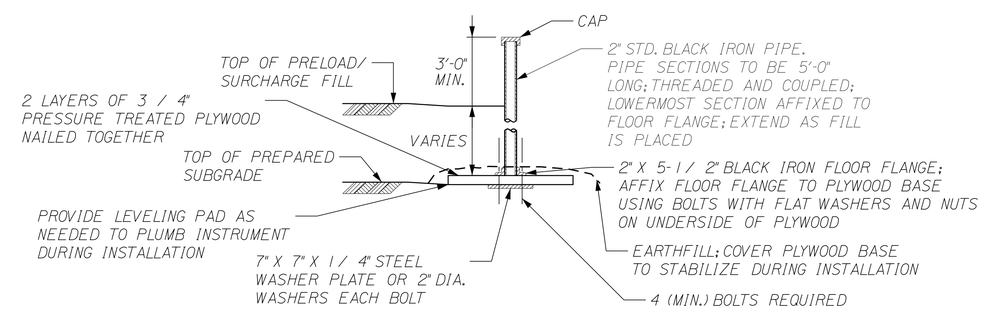
9. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE PROTECTION OF THE SETTLEMENT PLATFORMS AND ALL ASSOCIATED HARDWARE INCLUDING PIPE UPRIGHTS FROM DAMAGE DURING FILL PLACEMENT OPERATIONS AND ANY OTHER RELATED CONSTRUCTION ACTIVITIES IN THE AREA. AFTER INSTALLATION THE SETTLEMENT PLATFORMS SHALL NOT BE MOVED OR DISTURBED IN ANY WAY UNLESS DIRECTED BY THE RESIDENT. IF THE SETTLEMENT PLATFORMS ARE DISTURBED OR DAMAGED BY THE CONTRACTOR OR ANY OF HIS/HER SUBCONTRACTORS THEY SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. REPLACEMENT OF THE SETTLEMENT PLATFORMS INCLUDES EXCAVATION TO FILL SUBGRADE, REMOVAL OF THE DAMAGED PLATFORM, INSTALLATION OF A NEW PLATFORM, AND PLACEMENT OF FILL MATERIAL BACK TO THE GRADE PRESENT WHEN THE DISTURBANCE AND/OR DAMAGE OCCURRED.

10. THE SETTLEMENT PLATFORMS WILL BE MONITORED BY MAINEDOT PERSONNEL ON A REGULAR BASIS DURING AND AFTER FILL PLACEMENT OPERATIONS. THE MONITORING SCHEDULE WILL BE DETERMINED BY THE RESIDENT. THE CONTRACTOR SHALL PROVIDE ACCESS TO SETTLEMENT PLATFORM PIPE UPRIGHTS AS NECESSARY IN ORDER FOR MAINEDOT PERSONNEL TO COMPLETE MONITORING ACTIVITIES. IN GENERAL, MONITORING ACTIVITIES WILL INCLUDE ELEVATION MEASUREMENTS OF PIPE UPRIGHTS AND SURROUNDING FILL SURFACES WITH TRADITIONAL SURVEY LEVELING EQUIPMENT.



PLAN VIEW

NOT TO SCALE



SECTION VIEW

NOT TO SCALE

TYPICAL SETTLEMENT PLATFORM DETAILS

STATION AT ℄
105+50, EL 88.49'
111+00, EL 81.05'

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T. WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

TYPICAL SECTIONS

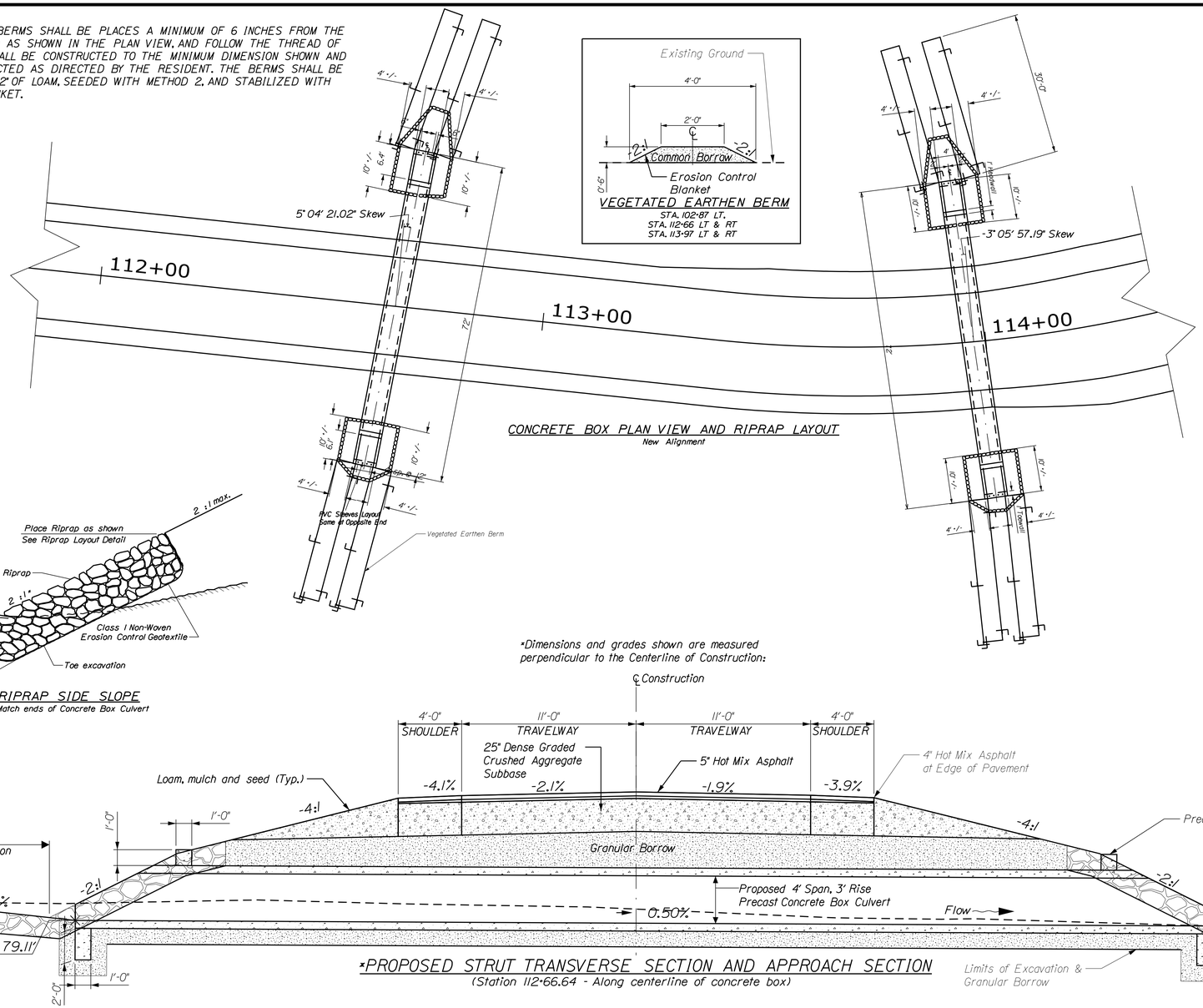
SHEET NUMBER

4

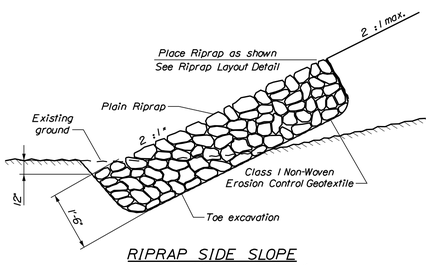
OF 88

Filename: ...\HIGHWAY\MSTA\004_Typical.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

VEGETATED EARTHEN BERMS SHALL BE PLACES A MINIMUM OF 6 INCHES FROM THE EDGE OF THE STREAM AS SHOWN IN THE PLAN VIEW. AND FOLLOW THE THREAD OF THE STREAM. THEY SHALL BE CONSTRUCTED TO THE MINIMUM DIMENSION SHOWN AND SMOOTHED AND COMPACTED AS DIRECTED BY THE RESIDENT. THE BERMS SHALL BE TOP DRESSED WITH 1"-2" OF LOAM. SEEDED WITH METHOD 2. AND STABILIZED WITH EROSION CONTROL BLANKET.

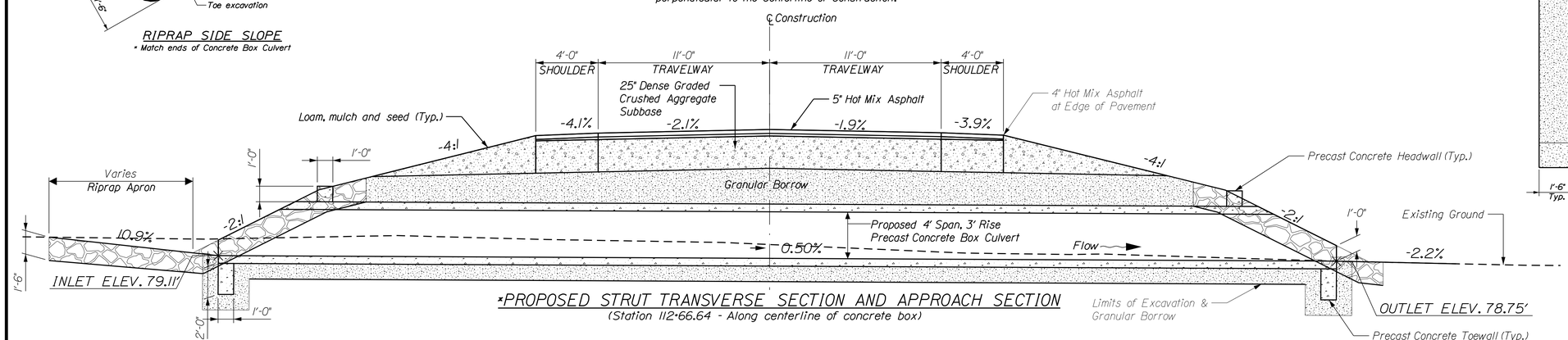


CONCRETE BOX PLAN VIEW AND RIPRAP LAYOUT
New Alignment

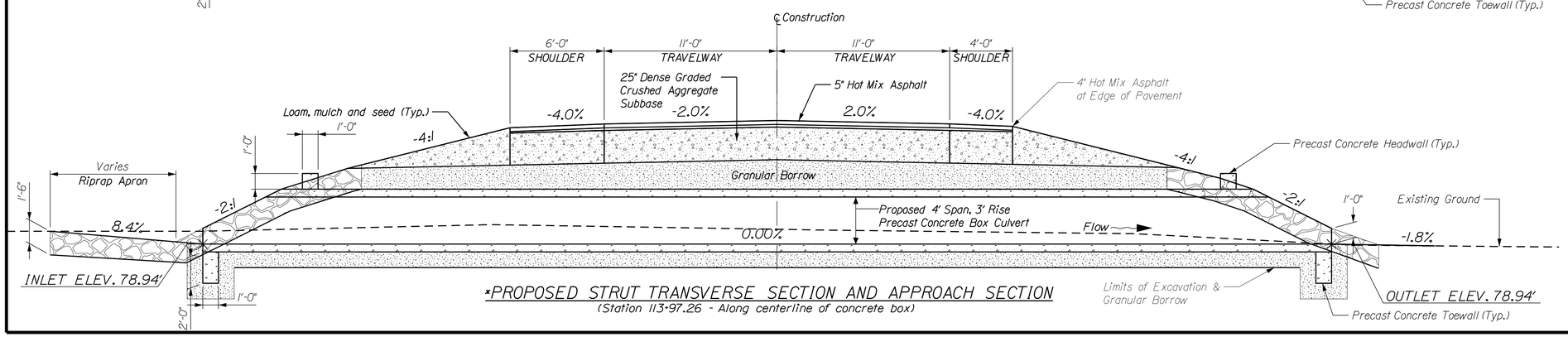


RIPRAP SIDE SLOPE
* Match ends of Concrete Box Culvert

*Dimensions and grades shown are measured perpendicular to the Centerline of Construction.



*PROPOSED STRUT TRANSVERSE SECTION AND APPROACH SECTION
(Station 112+66.64 - Along centerline of concrete box)



*PROPOSED STRUT TRANSVERSE SECTION AND APPROACH SECTION
(Station 113+97.26 - Along centerline of concrete box)

PRECAST CONCRETE BOX NOTES:

1. THE HANDLING AND ASSEMBLY OF THE PRECAST UNITS SHALL BE IN ACCORDANCE WITH SPECIAL PROVISIONS SECTION 534 - PRECAST STRUCTURAL CONCRETE. AND WITH THE MANUFACTURER'S SPECIFICATIONS AS APPLICABLE.

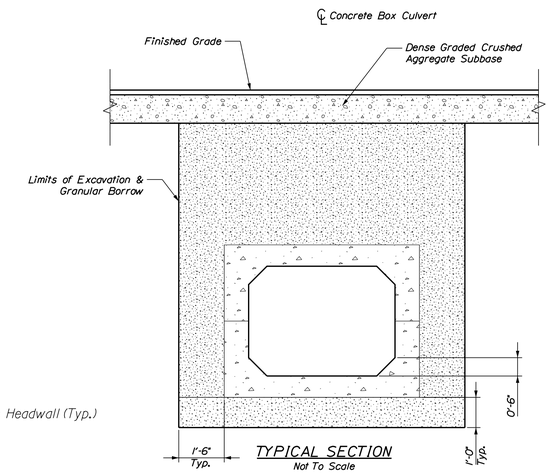
2. INSTALL STANDARD MEMBRANE WATERPROOFING OVER THE TOP AND TO 12 INCHES DOWN THE EXTERIOR SIDES OF THE PRECAST UNITS.

3. CRUSHED STONE FILL IS TO BE USED AS BEDDING MATERIAL FOR THE PROPOSED STRUCTURE. 1' DEPTH OF MATERIAL IS TO BE PLACED UNDERNEATH THE FULL LENGTH OF THE STRUCTURE AND UNDERNEATH THE TOEWALLS AT BOTH ENDS.

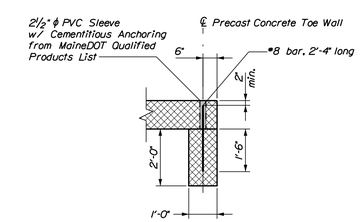
4. COFFERDAMS ARE TO BE PLACED AT BOTH THE DOWNSTREAM AND UPSTREAM ENDS OF THE PRECAST STRUCTURE TO ALLOW WATER TO BE PUMPED AND REMOVED DURING CONSTRUCTION OF THE BOX CULVERT.

5. RIPRAP WILL BE USED TO INSLOPE AROUND THE PIPE ENDS AT BOTH THE INLET AND OUTLET.

6. GRANULAR BORROW FOR THE PRECAST BOX BEDDING AND BACKFILL WITHIN THE LIMITS OF EXCAVATION SHALL MEET THE REQUIREMENTS OF SPECIAL PROVISION 534 AND BE COMPACTED TO NO LESS THAN 92% OF AASHTO T-180. ALL BACKFILL MATERIAL REQUIRED FOR THE RECONSTRUCTION OF ROADWAY EMBANKMENT REMOVED TO ALLOW INSTALLATION OF THE PRECAST BOX AND OUTSIDE THE LIMITS OF EXCAVATION SHALL MEET THE REQUIREMENTS OF SECTION 203.12 - CONSTRUCTION OF EARTH EMBANKMENT WITH MOISTURE AND DENSITY CONTROL. EXCEPT THAT THE MINIMUM REQUIRED COMPACTION SHALL BE 92% OF AASHTO T-180. METHOD C OR D.



TYPICAL SECTION
Not To Scale



PRECAST CONCRETE TOEWALL DETAIL

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

PIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	M.KIRKMANN	T. WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

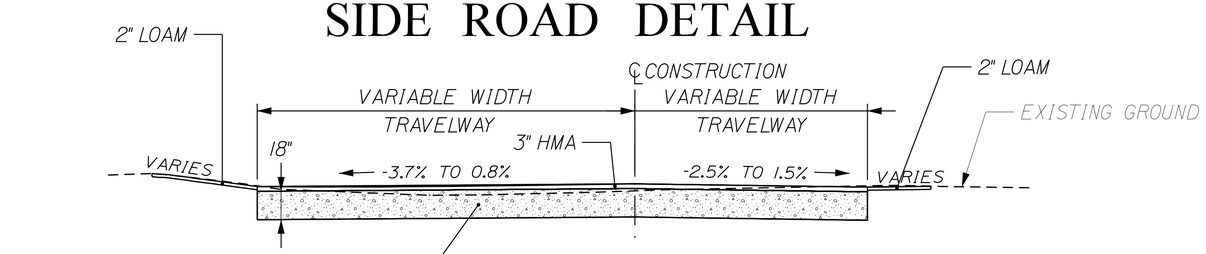
EASTPORT
COUNTY ROAD

TYPICAL SECTIONS

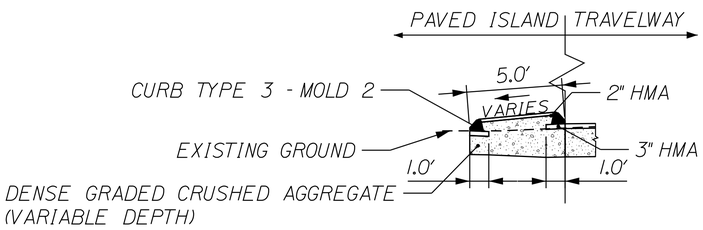
SHEET NUMBER
5
OF 88

Filename: ...\005_Typical_Precast Concrete Box.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

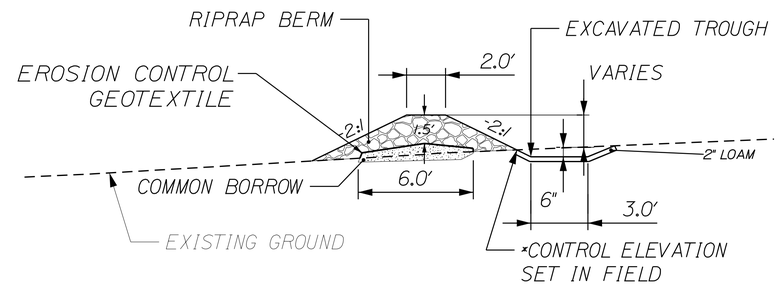
SIDE ROAD DETAIL



RECONSTRUCTION NORMAL
STANIELS ROAD
KEY STREET
HAWKES AVENUE



PAVED ISLAND w/ CURB TYPE 3 - MOLD 2
STANIELS ROAD - STATION 71+71 LT TO 72+04 LT



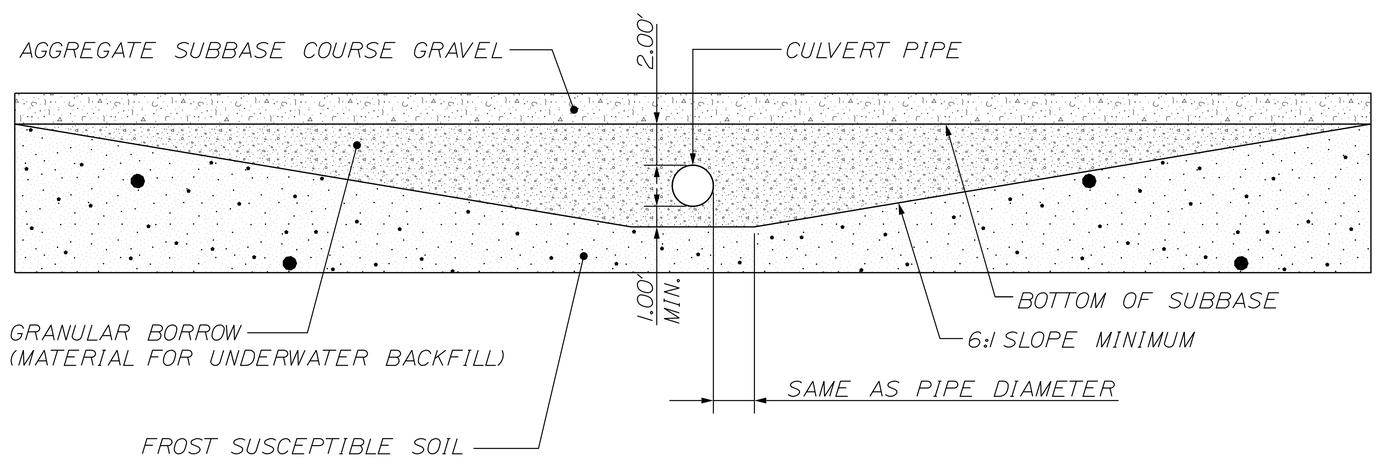
STONE BERM LEVEL LIP SPREADER

NEW ALIGNMENT - APPROX. STATIONS 103+60 RT AND 109+80 RT
(ACTUAL PLACEMENT TO BE DETERMINED IN THE FIELD).

SEE SP 610 - STONE BERM LEVEL LIP SPREADER
FOR DETAILS ON MATERIAL USAGE AND CONSTRUCTION
OF LEVEL LIP SPREADERS.

*PRIOR TO CONSTRUCTION OF ANY ONSITE DRAINAGE FEATURES, THE CONTRACTOR SHALL STAKE OUT THE LEVEL LIP SPREADERS FOR REVIEW BY MAINEDOT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT WHEN STAKE OUT IS COMPLETE, AND PROVIDE GROUND SURVEYED ELEVATIONS OF THE LEVEL LIP SPREADER LOCATIONS. MAINEDOT WILL CONDUCT A SITE WALK WITHIN 48 HOURS TO CONFIRM LOCATION AND ORIENTATION TO VERIFY DESIGN INTENT.

CROSS CULVERT IN FROST SUSCEPTIBLE SOILS



FROST SUSCEPTIBLE CROSS CULVERTS

STATION 13+06.00 RT TO 13+09.90 LT
STATION 13+09.50 RT TO 13+13.40 LT
STATION 100+40.50 LT TO 100+31.50 RT
STATION 102+87.80 LT TO 102+61.30 RT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

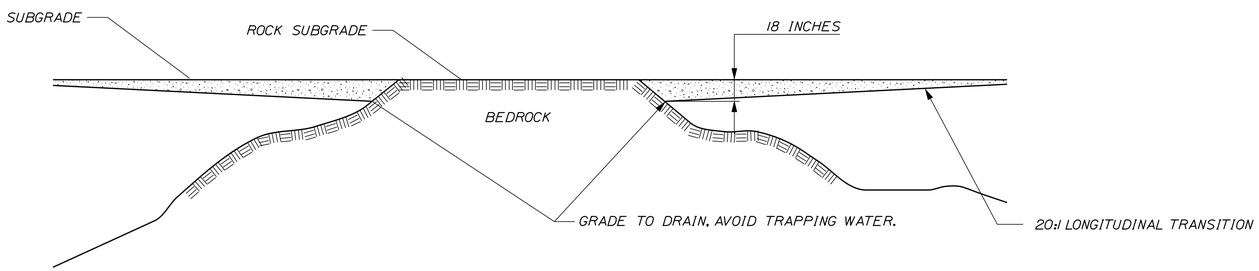
EASTPORT
COUNTY ROAD

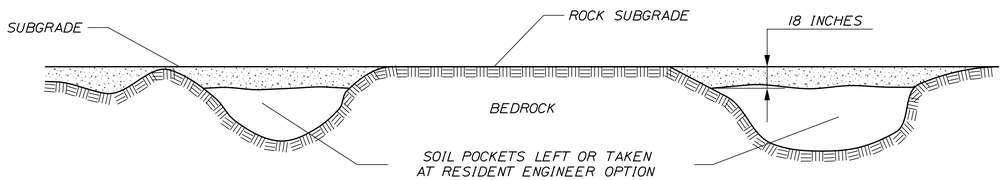
CROSS CULVERT IN FROST

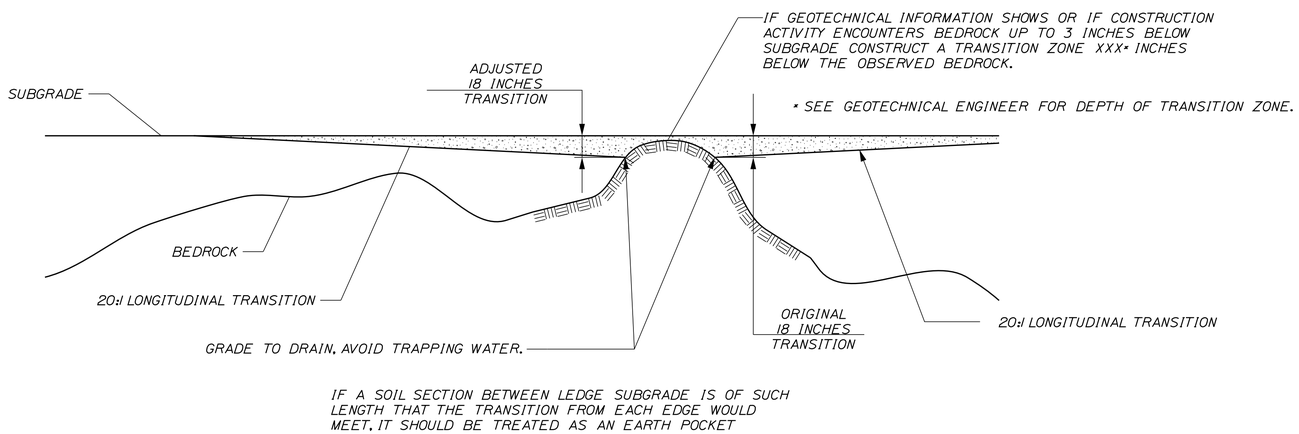
SHEET NUMBER
6
OF 88

Filename: ...\006_Culvert-Frost_Details.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

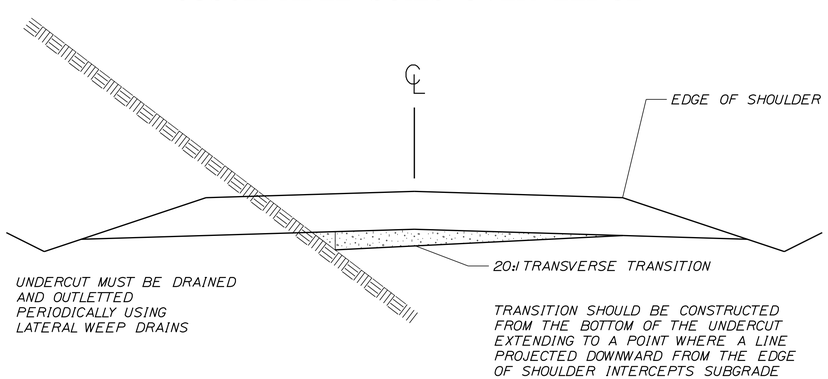
PROFILE OF UNDERCUT OF FROST SUSCEPTIBLE SOILS OVER LEDGE







TRANSVERSE UNDERCUT OF FROST SUSCEPTIBLE SOILS OVER LEDGE



NOTES:

1. TRANSITION ZONES TO BE CONSTRUCTED USING BLASTED LEDGE MATERIAL AND SHALL BE CONSIDERED INCIDENTAL TO THE ROCK EXCAVATION ITEM.
2. FOR POTENTIAL BEDROCK LOCATIONS, REFER TO THE BORING LOG SHEETS AND CROSS SECTIONS. ACTUAL BEDROCK LOCATIONS WILL VARY.
3. REFER TO MAINEDOT SOILS REPORT 2015-01 FOR ADDITIONAL TRANSITION ZONE DETAILS.
4. APPROXIMATE ANTICIPATED AREAS OF LEDGE TRANSITIONS ARE LISTED BELOW:

   106+55 TO 106+75
   108+80 TO 109+00

   ADDITIONAL AREAS OF LEDGE MAY BE ENCOUNTERED AND THE NEED FOR UNDERCUT SHOULD BE VERIFIED BY THE RESIDENT

SOLID BEDROCK

FROST SUSCEPTIBLE SOIL TO BE UNDERCUT AND REPLACED WITH NON FROST SUSCEPTIBLE MATERIAL

FROST SUSCEPTIBLE SOIL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
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DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

UNDERCUT OF FROST SUSCEPTIBLE SOILS OVER LEDGE

SHEET NUMBER

7

OF 88

Filename: ...\MSTA\007_LedgeCut-Frost.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.2300	REMOVING SINGLE TREE TOP ONLY	2.00	EA
201.2400	REMOVING STUMP	3.00	EA
202.2020	REMOVING PAVEMENT SURFACE	4340.00	SY
203.2000	COMMON EXCAVATION	15850.00	CY
203.2100	ROCK EXCAVATION	2790.00	CY
203.2130	DRILLING AND BLASTING OF SOLID ROCK SUBGRADE	1590.00	SY
203.2500	GRANULAR BORROW	930.00	CY
304.1300	DENSE GRADED CRUSHED AGGREGATE SUBBASE	11690.00	CY
403.2080	HOT MIX ASPHALT 12.5 mm HMA SURFACE	1490.00	T
403.2090	HOT MIX ASPHALT 9.5 mm (INCIDENTALS)	210.00	T
403.2130	HOT MIX ASPHALT 12.5 mm BASE	2380.00	T
409.1500	BITUMINOUS TACK COAT - APPLIED	1020.00	G
411.1000	UNTREAT AGGR SURF CRS, TR MEAS	20.00	CY
508.1300	MEMBRANE WATERPROOFING	112.00	SY
512.0810	FRENCH DRAINS	150.00	LF
534.7100	PRECAST CONCRETE BOX CULVERT	2.00	LS
603.0500	6" PVC PIPE	102.00	LF
603.1590	12" CULV PIPE OPTION III	12.00	LF
603.1600	15" CULV PIPE OPTION I	132.00	LF
603.1690	15" CULV PIPE OPTION III	130.00	LF
603.1750	18" RCP CLASS III	232.00	LF
603.1790	18" CULV PIPE OPTION III	346.00	LF
603.5500	CONCRETE PIPE TIES	26.00	GP
603.7800	18" INLET GRATE UNIT	1.00	EA
604.2600	CATCH BASIN TYPE B5	2.00	EA
604.0920	CATCH BASIN TYPE B1-C	7.00	EA
604.1640	REBUILDING CATCH BASIN	1.00	EA
604.2440	CATCH BASIN TYPE F4	3.00	EA
605.0900	6" UNDERDRAIN TYPE B	666.00	LF
605.1000	6" UNDERDRAIN OUTLET	80.00	LF
605.1100	12" UNDERDRAIN TYPE C	108.00	LF
605.1200	15" UNDERDRAIN TYPE C	310.00	LF
605.1300	18" UNDERDRAIN TYPE C	247.00	LF
606.3530	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	14.00	EA
607.2500	REM & RESET CHAIN LINK FENCE	200.00	LF
609.3100	CURB TYPE 3	1470.00	LF
610.0800	PLAIN RIPRAP	380.00	CY
613.3190	EROSION CONTROL BLANKET	2800.00	SY
615.0700	LOAM	1220.00	CY
618.1300	SEEDING METHOD NUMBER 1	40.00	UN
618.1400	SEEDING METHOD NUMBER 2	130.00	UN
619.1200	MULCH	170.00	UN
620.5400	STABILIZATION GEOTEXTILE	2400.00	SY
620.5800	EROSION CONTROL GEOTEXTILE	850.00	SY
625.0860	2" COPPER TUBING	50.00	LF
627.7800	TEMP 4" PAINT PVMT MARK LINE W OR Y	10970.00	LF
629.0500	HAND LABOR, STRAIGHT TIME	30.00	HR
631.1200	ALL-PURPOSE EXC (INC OPERATOR)	60.00	HR
631.1720	TRUCK-LARGE (INC OPERATOR)	120.00	HR
631.3200	CULVERT CLEANER (INC OPERATOR)	5.00	HR
639.1800	FIELD OFFICE TYPE A	1.00	EA
645.2920	REG,WARN,CONF,RT SIGNS TYPE II	148.55	SF
652.3300	DRUM	30.00	EA
652.3400	CONE	90.00	EA
652.3500	CONSTRUCTION SIGNS	638.00	SF
652.3600	MAINTENANCE OF TRAFFIC CONTROL DEVICES	140.00	CD
652.3800	FLAGGER	3030.00	HR

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
653.2200	2" POLY PLASTIC INSULATION	10.00	SY
812.1620	ADJUSTING SEWER MANHOLE TO GRADE	12.00	EA
656.7500	TEMP SOIL EROSION & WATER POLLUTION CTRL	1	LS
659.1000	MOBILIZATION	1	LS

EARTHWORKS SUMMARY

COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (FROM CROSS SECTIONS)	11,882	
EARTH FROM DRIVES, OLD ROAD, ETC.	862	
GRUBBING IN FILL	2,188	
UNDERCUT	749	
MUCK EXCAVATION	85	
CULVERT INLET AND OUTLET DITCHES	84	
TOTAL COMMON EXCAVATION (for estimate)		15,850

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM CROSS SECTIONS)	9,946	
FILL FOR DRIVES	33	
GRUBBING IN FILL	2,188	
UNDERCUT	749	
MUCK EXCAVATION	85	
PAVEMENT SALVAGE IN FILL	31	
TOTAL FILL		13,032

ROCK EXCAVATION FOR ESTIMATE

ROCK EXCAVATION (FROM CROSS SECTIONS)	2,790	
TOTAL ROCK EXCAVATION		2,790

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

(1) TOTAL COMMON EXCAVATION		15,850
DEDUCTIONS:		
GRUBBING IN CUT	2,292	
GRUBBING IN FILL	2,188	
UNDERCUT	749	
MUCK EXCAVATION	85	
PAVEMENT SALVAGE (CUT & FILL)	770	
(2) TOTAL DEDUCTIONS		6,084
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)		9,767
TOTAL AVAILABLE STRUCT. EXCAVATIONS (USUALLY UNDERDRAIN ONLY)		337
RIPRAP EXCAVATION		370
TOTAL AVAILABLE NON-ROCK EXCAVATION		10,474

COMPUTATION OF WASTE STORAGE & WASTE MATERIAL

TOTAL AVAIL. WASTE STORAGE AREA (FROM CROSS SECTIONS)		2,393
GRUBBING IN CUT	2,292	
GRUBBING IN FILL	2,188	
UNDERCUT	749	
MUCK EXCAVATION	85	
TOTAL WASTE MATERIAL TO BE UTILIZED (LOWER OF TOTAL AVAILABLE WASTE STORAGE AREA OR TOTAL WASTE MATERIAL)		2,393
TOTAL WASTE MATERIAL TO BE WASTED (TOTAL WASTE MATERIAL MINUS TOTAL WASTE MATERIAL TO BE UTILIZED)		2,923

COMPUTATION OF GRANULAR BORROW FOR ESTIMATE

GRANULAR BORROW TO REPLACE MUCK	85	
GRANULAR BORROW FOR UNDERCUTTING	749	
GRANULAR BORROW =	834 x 1.00=	834

COMPUTATION FOR COMMON BORROW FOR ESTIMATE

(3)TOTAL FILL			13,032
TOTAL AVAIL. NON-ROCK EXCAV.	10,474 x 0.90 =	9,427	
TOTAL AVAIL. ROCK EXCAV.	2,790 x 1.30 =	3,627	
TOTAL WASTE MATERIAL TO BE UTILIZED	2,393 x 0.90 =	2,154	
(4)TOTAL AVAILABLE EXCAVATION		=	15,207
BORROW NEEDED = TOTAL FILL MINUS TOTAL AVAILABLE EXCAVATION			-2,175
IF NO BORROW IS NEEDED, SURPLUS MATERIAL = AVAILABLE EXCAVATION MINUS TOTAL FILL, PLUS TOTAL WASTE MATERIAL TO BE WASTED			5,098
SURPLUS MATERIAL =	**5098 yd3**		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

PIN 19194.00

HIGHWAY PLANS

		SIGNATURE	DATE
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REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

P.E. NUMBER

EASTPORT
COUNTY ROAD

ESTIMATED QUANTITIES

SHEET NUMBER

8

OF 88

Filename: ...\008_Estimate_Earthwork Summary.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

STATION	CULVERT PIPE											CATCH BASIN					PIPE ARCH				MH	UNDERDRAIN						ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
	RCP			CMP		OPTION I		OPTION III														TYPE B		TYPE C						
								SMOOTHLINED		CORRUGATED										GAGE OR WALL THICKNESS		TYPE B	OUTLET	SMOOTHLINED		CORRUGATED		DESCRIPTIONS	
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	B1-C	B5-C	E	F	SPAN	RISE	LENGTH			LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH		
CATCH BASINS																													
11+47.20, 22.3 L (CB#1)																1													F4
15+46.00, 16.7 R (CB#2)													1																
15+94.00, 16.8 L (CB#3)													1																
15+92.40, 27.8 L (CB#3A)																1													F4
16+40.30, 18.9 L (CB#4)													1																
17+51.50, 17.1 R (CB#5)														1														MANHOLE TOP	
19+13.00, 18.9 L (CB#6)													1																
20+23.90, 18.9 L (CB#7)													1																
20+14.60, 28.5 L (CB#7A)																1													F4
24+33.30, 13.9 L (CB#8)													1																
25+17.80, 19.1 L (CB#9)													1																
25+60.00, 20.0 L (CB#9A)														1															
ROADWAY CULVERTS																													
13+06.00, 28.3 RT TO 13+09.90, 27.5 LT	18	56	III																										WATER CROSSING
13+09.50, 28.6 RT TO 13+13.40, 27.3 LT	18	56	III																										
14+34.40, 26.3 RT TO CB#2, 16.7 RT								18	112																				WATER & SEWER CROSSING
15+18.20, 26.9 LT TO CB#3, 16.6 RT								18	76																				
CB#3A, 26.8 LT TO CB#3, 18.0 LT								18	10																				
CB#5, 16.6 RT TO 17+70.80, 25.0 RT								18	20																			INLET GRATE UNIT	
CB#7A, 27.6 LT TO CB#7, 19.8 LT								12	12																				
CB#8, 13.8 LT TO CB#9, 19.0 LT								15	82																				
CB#9A, 29.1 LT TO 25+61.00, 20.3 LT								15	48																				
100+40.50, 31.0 LT TO 100+31.50, 24.3 RT	18	56	III																										
102+87.80, 31.6 LT TO 102+61.30, 26.7 RT	18	64	III																										
112+63.40, 36.4 RT TO 112+69.80, 35.4 LT																	48	36	72										BOX CULVERT
113+99.00, 35.3 RT TO 113+95.00, 36.6 LT																	48	36	72										BOX CULVERT
UNDERDRAIN																													
10+50.00, 14.9 RT TO 12+50.00, 14.9 RT																						6	200						
12+50.00, 14.9 RT TO 12+88.00, 28.5 RT																						6	40						OUTLET PIPE
CB#2, 16.7 RT TO CB#5, 17.7 RT																								18	203				
CB#3, 16.6 LT TO CB#4, 18.9 LT																								18	44				
CB#4, 18.9 LT TO CB#6, 18.9 LT																								15	270				
CB#6, 18.9 LT TO CB#7, 18.9 LT																								12	108				
CB#7, 18.9 LT TO 22+49.5, 14.9 LT																						6	224						
23+00.00, 14.9 LT TO CB#8, 13.5 LT																						6	132						
CB#9, 19.1 LT TO CB#9A, 20.0 LT																								15	40				
DRIVEWAY CULVERTS																													
CB#1, 22.3 LT TO 11+78.20, 23.8 LT						15	30																						CONNECT TO F-BASIN
501+01.40, 15.2 RT TO 501+55.50, 14.5 RT						15	52																						
504+55.30, 14.0 RT TO 505+05, 17.3 RT						15	50																						
301+01.00, 68.7 LT TO 302+78.70, 34.4 LT								18	128																				

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

PIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY	B. LUCAS	JUN 2015
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REVISIONS 1	-----	-----	-----
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REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

DRAINAGE SHEET

SHEET NUMBER

9

OF 88

Filename: ...\HIGHWAY\MSTA\009_Drainage.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

GENERAL NOTES

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS:
   EMERA MAINE
   FAIRPOINT COMMUNICATIONS
   TIME WARNER CABLE
   CITY OF EASTPORT (SEWER)
   PASSAMAQUODDY WATER DISTRICT

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

3. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE BUTTED.

4. CONSTRUCT SAW CUT JOINTS AT ALL PAVED DRIVES AND ENTRANCES.

5. A TEMPORARY RAMP SHALL BE CONSTRUCTED WITH HMA AT THE ENDS OF THE ROADWAY SECTION PAVED OR MILLED EACH DAY. THE USES OF MILLINGS OR RAP WILL NOT ALLOWED, BUT COLD PATCH MAY BE TEMPORARILY UTILIZED UNTIL HMA PLANTS ARE OPEN FOR THE SEASON.

6. TEMPORARY RAMPS SHALL BE CONSTRUCTED WITH ONE FOOT OF LENGTH FOR EVERY 1/4" OF TRANSITION DEPTH ON THE LEADING AND THE TRAILING END. MATERIALS, PLACEMENT, MAINTENANCE, AND REMOVAL SHALL BE INCIDENTAL TO CONTRACT ITEMS. (NOTE: FOR ALL OTHER ROADWAYS WITH SPEED LIMITS LESS THAN 50 MPH)

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

8. ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AS INDICATED ON THE PLANS AND APPROVED BY THE RESIDENT.

9. THE CLEARING AND SELECTIVE CLEARING AND THINNING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING AND THINNING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.

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

11. 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.

12. PRIOR TO REMOVING ANY PAVEMENT OR PLACING ANY SHIM PAVEMENT, THE ROADWAY WILL BE INSPECTED FOR POSSIBLE SUBSURFACE BOULDERS, WHICH WILL BE REMOVED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT RENTAL ITEMS. BACKFILL WILL BE PLACED TO SUBGRADE WITH MATERIAL CONSISTENT WITH THE SURROUNDING MATERIAL. DENSE GRADED CRUSHED AGGREGATE SUBBASE COURSE WILL BE PLACED AND COMPACTED FROM SUB-GRADE TO FINISH GRAVEL GRADE. ANY MATERIAL AND EQUIPMENT USED TO BACKFILL HOLES AFTER REMOVAL OF BOULDERS WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT ITEMS.

13. WHERE DEEMED NECESSARY BY THE RESIDENT, UNSUITABLE EXCESS MATERIAL SHALL BE REMOVED FROM THE EDGES OF SHOULDERS AND PLACED IN DESIGNATED AREAS OR DISPOSED OF. PAYMENT WILL BE MADE UNDER THE APPROPRIATE EQUIPMENT RENTAL ITEMS.

14. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.

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

16. THE CONTRACTOR SHALL PLACE SUITABLE EXISTING OR OTHER MATERIAL ACCEPTABLE TO THE RESIDENT ON ALL PAVEMENT EDGES TO ALLOW A DROP OFF NO GREATER THAN THE SURFACE PAVEMENT THICKNESS. THE MATERIAL SHALL BE GRADED TO MATCH EXISTING IN-SLOPE OR AS DIRECTED BY THE RESIDENT BEFORE SURFACE IS PLACED. THE CONTRACTOR WILL BE PAID UNDER APPROPRIATE EQUIPMENT RENTAL ITEMS. BORROW IS NOT AUTHORIZED UNTIL ALL ACCEPTABLE WASTE MATERIAL HAS BEEN UTILIZED. SEED AND MULCH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE.

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

18. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE RESIDENT. GRADING, SEEDING AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.

19. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS OR IN THE CONSTRUCTION NOTES IS FOR ESTIMATING PURPOSES ONLY. THE ACTUAL TYPE AND LOCATION OF DITCH PROTECTION MAY BE ALTERED BY THE RESIDENT.

20. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW - UNDERWATER BACKFILL AND WILL PAID FOR AS GRANULAR BORROW.

21. 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.

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

23. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 2" HOT MIX ASPHALT AND 12" DENSE GRADED CRUSHED AGGREGATE SUBBASE COURSE.

24. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 3" HOT MIX ASPHALT AND 11" DENSE GRADED CRUSHED AGGREGATE SUBBASE COURSE.

25. UNPAVED ENTRANCES SHALL BE CONSTRUCTED WITH 14" DENSE GRADED CRUSHED AGGREGATE SUBBASE COURSE OR 11" DENSE GRADED CRUSHED AGGREGATE SUBBASE COURSE AND 3" UNTREATED AGGREGATE SURFACE COURSE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

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

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

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

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

30. PLACE 12" DENSE GRADED CRUSHED AGGREGATE SUBBASE COURSE AND 2" HOT MIX ASPHALT AROUND CATCH BASINS IN GRASSED AREAS (3' OUTSIDE OF FRAME). PAYMENT SHALL BE UNDER THE APPLICABLE CONTRACT ITEMS.

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

32. ALL EXISTING PAVED SHOULDERS AND WIDENINGS TO BE RESURFACED AS DIRECTED BY THE RESIDENT.

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

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

35. GRANULAR BORROW USED UNDER PIPES SHALL MEET THE REQUIREMENTS FOR UNDERWATER BACKFILL

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

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

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

39. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTHLINED PIPES.

40. A1-C AND B1-C CATCH BASINS SHALL BE SHAPE 1 WITH HAUNCHED CONE, AS PER STANDARD DETAIL 604(02), UNLESS OTHERWISE NOTED ON THE PLANS.

41. PLASTIC END CAPS SHALL BE USED ON ALL DEAD-END 6-INCH TYPE B UNDERDRAIN.

42. 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.

43. 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.

44. 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.

45. ALL UNDERDRAIN SHOWN ON THE CROSS SECTIONS WILL HAVE THE FLOW LINE SCALED FROM THE CROSS SECTIONS. ALL FLOW LINE ELEVATIONS ARE SUBJECT TO APPROVAL BY THE RESIDENT.

46. ALL CONNECTIONS FOR UNDERDRAIN TO ROADWAY CULVERTS WILL BE INCIDENTAL TO UNDERDRAIN PIPE ITEMS.

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

48. 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.

49. A REFLECTORIZED FLEXIBLE GUARDRAIL MARKER (ITEM 606.353) WILL BE INSTALLED AT EACH UNDERDRAIN OUTLET.

50. A REFLECTORIZED FLEXIBLE GUARDRAIL MARKER (ITEM 606.353) WILL BE INSTALLED AT THE END OF EACH SECTION OF BITUMINOUS CURB.

51. BACKING UP BITUMINOUS CURB IS INCIDENTAL TO THE CURB ITEMS. IF DIRECTED, LOAM OR DIRTY BORROW WILL BE PAID FOR SEPARATELY. IN AREAS WHERE NEW BITUMINOUS CURB IS DESIGNATED TO REPLACE EXISTING, THE REMOVAL OF THE OLD BITUMINOUS CURB SHALL BE INCIDENTAL TO THE NEW CURB.

52. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.

53. 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. SEEDING METHOD NO. 3 SHALL BE UTILIZED ON ALL GUARDRAIL FILL SLOPES. ON LONG NON-GUARDRAIL BACKSLOPES, SEEDING METHOD NO. 3 MAY BE USED INSTEAD OF METHOD NO. 2 IF NOTED OR DIRECTED BY THE RESIDENT.

54. 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.

55. ANY BASE PAVEMENT NOT SURFACED BEFORE WINTER WILL REQUIRE TEMPORARY PAVEMENT MARKINGS OF PAINT, BOTH YELLOW CENTERLINE AND WHITE EDGE LINES AND WILL BE CONSIDERED PART OF ITEM 627.78

56. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. PAYMENT FOR THIS WORK WILL BE MADE UNDER THE APPROPRIATE RENTAL ITEMS.

57. THE CONTRACTOR IS RESPONSIBLE FOR THE CAREFUL SIDE STAKING OF EXISTING CENTERLINE AS PER STANDARD SPECIFICATION 105.6.2. SIDE STAKES SHALL BE PLACED SAFELY OUTSIDE OF THE CONSTRUCTION LIMITS AND THE EXISTING CENTERLINE GRADES SHALL BE TRANSFERRED TO THESE STAKES. THESE STAKES AND GRADES WILL BE USED TO LAYOUT CENTERLINE AND DETERMINE NEW CONSTRUCTION FINISH GRADES FROM DIFFERENTIAL ELEVATION SHEETS FURNISHED BY MAINEDOT. ALL LAYOUT, STAKES, AND GRADES WILL BE CHECKED AND MUST BE ACCEPTABLE TO THE RESIDENT.

58. 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.

59. PLANS OF PREVIOUSLY CONSTRUCTED WATER MAIN REPLACEMENT PROJECT ARE AVAILABLE ON REQUEST. THIS PROJECT IS: 80-08-COUNTY

60. A COPY OF THE SOILS REPORT FOR THIS PROJECT IS AVAILABLE AT HTTP://WWW.MAINE.GOV/MDOT/CONTRACTORS/. ALL COMPUTATION METHODS AND QUANTITIES USED FOR THE ENGINEER'S ESTIMATE FOR PLAN QUANTITY ITEMS ONLY ARE AVAILABLE BY CONTACTING REGION 4 PROJECT MANAGER ROB CLEWLEY AT 207-557-5377.

61. THE FILL QUANTITY SHOWN ON THE CROSS SECTIONS INCLUDES THE WASTE STORAGE.

62. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.

63. ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION, DRAINAGE AND MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL DRAINAGE STRUCTURES. ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED DRAINAGE ITEMS.

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

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

66. STATIONS REFERENCED ARE APPROXIMATE.

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

68. A MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION (MDEP) DATA BASE REVIEW INDICATED THAT THE NORTHWEST CORNER OF THE INTERSECTION OF COUNTY ROAD AND STANIELS ROAD IS UNDER A RESTRICTIVE ENVIRONMENTAL COVENANT. THIS LOT WAS FORMERLY OWNED BY BASF AND IS NOW OWNED BY THE EASTPORT PORT AUTHORITY AND IS NOW A YOUTH CENTER. THE AREA IS ROUGHLY BETWEEN MAINEDOT STATION 70+00 TO ROUGHLY MAINEDOT STATION 72+24 LEFT OF CENTER AND ROUGHLY MAINEDOT STATION 14+25 TO ROUGHLY MAINEDOT STATION 15+00 RIGHT OF CENTER. HOWEVER, THE SCOPE OF WORK FOR THIS PROJECT SUGGESTS PETROLEUM OR HAZARDOUS WASTE SHOULD NOT BE ENCOUNTERED. HOWEVER, THE CONTRACTOR SHALL EMPLOY APPROPRIATE HEALTH AND SAFETY MEASURES TO PROTECT ITS WORKERS AGAINST HAZARDS ASSOCIATED WITH WORKING NEAR PETROLEUM-IMPACTED SOILS. FURTHERMORE, THE CONTRACTOR SHALL REMAIN ALERT FOR ANY ADDITIONALLY EVIDENCE OF CONTAMINATION. THE MDEP HAS GIVEN PERMISSION FOR THE LOT TO BE EXCAVATED TO THE DEPTH STATED IN THE PLANS. IF THE CONTRACTOR ENCOUNTERS GROUNDWATER, THE CONTRACTOR SHALL SECURE THE EXCAVATION, STOP WORK AND IMMEDIATELY NOTIFY THE RESIDENT. THE RESIDENT SHALL CONTACT THE HYDROGEOLOGIST IN MAINE DEPARTMENT OF TRANSPORTATION'S OFFICE OF SAFETY AND COMPLIANCE (MAINEDOT'S -OSC) AT 207-624-3004 AND MS. PAMELA DAVIS GREEN OF THE MDEP AT 800-482-7880. WORK MAY ONLY CONTINUE WITH AUTHORIZATION FROM THE RESIDENT.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE	
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015	SIGNATURE
CHECKED-REVIEWED	-----	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015	P.E. NUMBER
DESIGN3-DETAILED3	-----	-----	-----	-----
REVISIONS 1	-----	-----	-----	-----
REVISIONS 2	-----	-----	-----	-----
REVISIONS 3	-----	-----	-----	DATE
REVISIONS 4	-----	-----	-----	-----
FIELD CHANGES	-----	-----	-----	-----

EASTPORT
COUNTY ROAD

GENERAL NOTES

SHEET NUMBER
10
OF 88

Filename: ...\MSTA\010_GeneralNotes.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

CONSTRUCTION NOTES

201.11 CLEARING

Note: Since measured clearing area is less then 0.5 acres then clearing is incidental to the contract as per design guide, page 14-6

201.23 REMOVING SINGLE TREE TOP ONLY

Station	Side	Description	
17+54	Rt.	12"	Poplar
22+10	Rt.	14"	Poplar

201.24 REMOVING STUMP

Station	Side	Description	
17+30	Rt.	16"	Existing Stump
17+54	Rt.	12"	Poplar
22+10	Rt.	14"	Poplar

202.202 REMOVING PAVEMENT SURFACE

Main Line **County Road**

Station	Station	Side	Length (ft)	Width (ft)
27+00	40+75	Lt.	1375	10
27+00	40+75	Rt.	1375	10

Side Road **Barron Road**

Station	Station	Side	Length (ft)	Width (ft)
300+00	304+11	Lt.	411	14
300+00	304+11	Rt.	411	14

403.209 HOT MIX ASPHALT, 9.5 MM
(sidewalks, drives, islands, and incidentals)

Drives (2")

Station	Side	Description
11+47	Lt.	Catch basin
11+60	Lt.	Gravel Drive
71+90	Lt.	Island Sta 71+70 to 72+04
71+00	Rt.	Gravel Drive
15+92	Lt.	Catch basin
16+45	Rt.	Paved Drive
19+31	Lt.	Gravel Drive
20+14	Lt.	Catch basin
22+12	Lt.	Gravel Drive
22+85	Lt.	Paved Drive
25+60	Lt.	Catch basin
25+77	Lt.	Gravel Drive
501+27	Rt.	Gravel Drive
Overlay Section		
28+37	Lt.	Gravel Drive
28+42	Rt.	Gravel Drive
30+81	Lt.	Paved Drive
34+58	Lt.	Gravel Drive
37+87	Lt.	Gravel Drive
38+57	Rt.	Gravel Drive
38+66	Lt.	Gravel Drive
39+00	Rt.	Gravel Drive

Entrances (3")

Station	Side	Description
11+25	Rt.	Fire House
12+10	Rt.	Fire House
71+00	Lt.	Youth Center
504+77	Rt.	Sewer Plant
302+36	Lt.	Stacker Road
303+50	Lt.	Port Warehouse

411.10 UNTREATED AGGR SURFACE CRS, TRUCK MEASURE

Note: This item will be used to grade entrance & as directed by the Resident.

512.081 FRENCH DRAINS

Station	Station
106+10	106+35
108+75	109+00

Note: For drainage of shatter blasted ledge. Actual locations to be determined in the field.

603.05 6" PVC PIPE

Station	Offset	Station	Offset	Comments
100+47	32.1 L	101+21	36.5 R	Connect to existing perimeter drain

Note: Actual locations to be determined in the field.

604.164 REBUILDING CATCH BASIN

Station	Side	Comments
15+62	Lt	Manhole converted for storm drainage

Note: Clay pipe entering and exiting basin to be replaced as needed.

603.55 CONCRETE PIPE TIES

Station	Station	Comments
13+06	13+10	Each joint for 18" RCP
13+10	13+13	Each joint for 18" RCP
100+32	100+41	Each joint for 18" RCP
102+61	102+88	Each joint for 18" RCP

606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER

Station	Side	Comments
10+20	Lt.	Curb
11+47	Lt.	Curb
15+81	Lt.	Curb
24+43	Lt.	Curb
25+15	Lt.	Curb
25+65	Lt.	Curb
26+08	Lt.	UD Outlet
10+00	Rt.	Curb
10+82	Rt.	Curb
12+88	Rt.	UD Outlet
14+50	Rt.	Curb
14+92	Rt.	Curb
15+29	Rt.	Curb
17+70	Rt.	Curb
100+90	Rt.	Curb
101+68	Rt.	Curb

607.25 REM & RESET CHAIN LINK FENCE

Station	Station	Side
503+27	505+27	Rt

609.31 CURB TYPE 3

Station	Station	Side
10+20	11+48	Lt.
15+90	19+20	Lt.
19+46	22+00	Lt.
22+25	22+73	Lt.
23+00	24+44	Lt.
25+15	25+66	Lt.
9+97	10+83	Rt.
14+48	14+92	Rt.
14+50	14+95	Rt.
15+28	16+31	Rt.
16+57	17+70	Rt.
100+90	101+69	Rt.

610.08 PLAIN RIPRAP

Station	Side	Comments
11+76	Lt.	pipe outlet
12+75	Rt.	pipe outlet
13+06	Rt.	pipe outlet
13+10	Lt.	pipe inlet
17+71	Rt.	pipe inlet
26+00	Lt.	pipe outlet
71+97	Lt.	pipe outlet
80+79	Rt.	pipe outlet
100+32	Rt.	pipe inlet
100+41	Lt.	pipe outlet
102+60	Rt.	pipe inlet
102+86	Lt.	pipe outlet
104+50	Rt.	stone berm level lip spreader
109+50	Rt.	stone berm level lip spreader
112+64	Rt.	precast box outlet
112+69	Lt.	precast box inlet
113+99	Rt.	precast box outlet
113+96	Lt.	precast box inlet
301+00	Lt.	pipe outlet
302+63	Lt.	pipe inlet

613.319 TEMPORARY EROSION CONTROL BLANKET

Note: To be placed at ditch bottoms, for trough of level lip spreader, over earthen berms and as directed by the Resident.

620.54 STABILIZATION GEOTEXTILE

Note: To be used to top shatter blasted ledge section and in areas where soils are deemed structurally unstable by the Resident or Geotechnical Engineer.

620.58 EROSION CONTROL GEOTEXTILE

Note: To be used under riprap and areas determined by the Resident.

625.086 2" COPPER TUBING

Note: To be used to relocate water line going to sewer plant as needed. Location to be determined in the field.

629.05 HAND LABOR, STRAIGHT TIME

Note: To be used for ditching along County Road from Station 27+00 to 40+75 Lt and Rt and as determined by the Resident.

631.12 ALL PURPOSE EXC (INC. OPERATOR)

Note: To be used for ditching along County Road from Station 27+00 to 40+75 Lt and Rt and as determined by the Resident.

Filename: ...\00\HIGHWAY\MSTA\01_Notes1.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AC-STP-1919(400)X
PIN 19194.00
HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE
P.E. NUMBER
DATE

EASTPORT
COUNTY ROAD

CONSTRUCTION NOTES

CONSTRUCTION NOTES

631.172 LARGE TRUCK(INC. OPERATOR)

Note: To be used for ditching along County Road from Station 27+00 to 40+75 Lt and Rt and as determined by the Resident.

631.32 CULVERT CLEANER (INC. OPERATOR)

Note: To be used for culverts along County Road from Station 27+00 to 40+75 Lt and Rt as determined by the Resident.

645.292 REGULATORY, WARNING, CONFIRMATION, & ROUTE ASSEMBLY SIGN, TYPE II

MUTCD Designation	Description	Width (ft)	Height (ft)	Station	Side	Comment
R1-1	STOP	3	3	10+33	Lt.	
R2-1	25 MPH	2	2.5	10+50	Rt.	
M1-5	190	2	2	11+38	Rt.	Same Post
M6-6	↑→	1.75	1.25	11+38	Rt.	
W3-1	STOP AHEAD	2.5	2.5	12+79	Lt.	
M2-1	JCT	1.75	1.25	13+83	Lt.	Same Post
M1-5	190	2	2	13+83	Lt.	
D1-1	CARGO TERMINAL (w/ arrow)	4	2	21+00	Rt.	
w12-1	DOUBLE ARROW	2.5	2.5	23+27	Rt.	In Gore Area
R2-1	25 MPH	2	2.5	23+63	Lt.	
R2-1	25 MPH	2	2.5	503+00	Rt.	
R5-1	DO NOT ENTER	2.5	2.5	503+75	Lt.	Opposing Traffic
R6-1	ONE WAY	3	1	503+75	Lt.	Parallel Direction
R5-1	DO NOT ENTER	2.5	2.5	503+75	Rt.	Opposing Traffic
R6-1	ONE WAY	3	1	503+75	Rt.	Parallel Direction
R5-1	DO NOT ENTER	2.5	2.5	100+25	Rt.	Opposing Traffic
R6-1	ONE WAY	3	1	100+25	Rt.	Parallel Direction
R5-1	DO NOT ENTER	2.5	2.5	100+25	Lt.	Opposing Traffic
R1-1	STOP	3	3	100+25	Lt.	
M4-5	TO	2	1	101+00	Lt.	
M1-5	190	2	2	101+00	Lt.	Same Post
M6-1	←	1.75	1.25	101+00	Lt.	
R4-7	KEEP RIGHT	2	2.5	101+60	Rt.	Same Post
OM1-1	OBJECT MARKER	1.5	1.5	101+60	Rt.	
W3-1	STOP AHEAD	2.5	2.5	104+00	Lt.	
W3-2	YIELD AHEAD	2.5	2.5	111+50	Rt.	
R2-1	25 MPH	2	2.5	112+50	Lt.	
R1-2	YIELD	3 x 3 x 3		115+33	Rt.	Triangle
R1-1	STOP	3	3	302+00	Lt.	Stacker Entrance
R1-1	STOP	3	3	302+11	Rt.	

653.22 2" POLY PLASTIC INSULATION

To be used in areas where the underground utilities have less than 4 feet of cover at ditches and/or under cross culverts.

812.162 ADJUSTING SEWER MANHOLE TO GRADE

Station	Offset (ft)	Side
9+97.00	13.1	Lt
12+15.00	1.2	Lt
15+25.50	2.5	Lt
15+97.00	9.3	Lt
18+97.00	6.8	Lt
22+03.00	5.1	Lt
24+52.00	7.0	Lt
24+62.00	9.3	Lt
38+56.50	4.4	Lt
71+08.00	3.9	Rt
71+83.00	35.2	Rt
80+61.00	5.2	Lt

Filename: ...\00\HIGHWAY\MSTA\012_Notes2.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

PIN 19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

CONSTRUCTION NOTES

SHEET NUMBER

12

OF 88

Filename: ...\MSTA\013_BORING LOGS1.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

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

Project: A 0.62 mile portion of County Road
Location: Eastport, Maine
Boring No.: HB-EAST-101
WIN: 19194.00

Driller:	MaineDOT	Elevation (ft.)	
Operator:	Enos/Giles/Doggett	Datum:	NAVD 88
Logged By:	B. Wilder	Rig Type:	CME 45C
Date Start/Finish:	9/26/12-9/26/12	Drilling Method:	Solid Stem Auger
Boring Location:	16+00, 4.5 ft Rt.	Casing ID/OD:	N/A
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 S = Sample off Auger Flight
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
R = Rock Core Sample
V = Insitu Vane Shear Test
SSA = Solid Stem Auger
S_u = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
$S_{u(lab)}$ = Lab Vane Shear Strength (psf)
WOH = weight of 140lb. hammer
WOR = weight of rods WOC = weight of casing
WC = water content, percent I = Similar or Equal too
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	Nvalue	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	-0.46		5.5" PAVEMENT. 0.46	
	S1		0.46 - 1.60						Brown, moist, fine to coarse SAND, some gravel, little silt. 1.60	GM267757 A-1-b, SM WC=4.8%
	S2		1.60 - 4.00						Brown, damp, SILT, some fine sand. 4.00	GM267758 A-4, ML WC=15.2% LL=31 PL=18 PI=5
5									Bottom of Exploration at 4.00 feet below ground surface. NO REFUSAL	
10										
15										
20										
25										

Remarks:
Offsets are from the Existing Roadway CL.

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-EAST-101

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

Project: A 0.62 mile portion of County Road
Location: Eastport, Maine
Boring No.: HB-EAST-102
WIN: 19194.00

Driller:	MaineDOT	Elevation (ft.)	
Operator:	Enos/Giles/Doggett	Datum:	NAVD 88
Logged By:	B. Wilder	Rig Type:	CME 45C
Date Start/Finish:	9/26/12-9/26/12	Drilling Method:	Solid Stem Auger
Boring Location:	20+00, 5.0 ft Rt.	Casing ID/OD:	N/A
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 S = Sample off Auger Flight
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
R = Rock Core Sample
V = Insitu Vane Shear Test
SSA = Solid Stem Auger
S_u = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
$S_{u(lab)}$ = Lab Vane Shear Strength (psf)
WOH = weight of 140lb. hammer
WOR = weight of rods WOC = weight of casing
WC = water content, percent I = Similar or Equal too
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	Nvalue	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	-0.42		5" PAVEMENT. 0.42	
	S3		0.42 - 1.90						Brown, moist, fine to coarse SAND, some gravel, little silt. 1.90	GM267759 A-1-b, SM WC=3.5%
	S4		1.90 - 4.00						Grey, wet, fine to medium SAND, some silt. 4.00	GM267760 A-4, SM WC=15.9%
5									Bottom of Exploration at 4.00 feet below ground surface. NO REFUSAL	
10										
15										
20										
25										

Remarks:
Offsets are from the Existing Roadway CL.

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-EAST-102

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

Project: A 0.62 mile portion of County Road
Location: Eastport, Maine
Boring No.: HB-EAST-103
WIN: 19194.00

Driller:	MaineDOT	Elevation (ft.)	
Operator:	Enos/Giles/Doggett	Datum:	NAVD 88
Logged By:	B. Wilder	Rig Type:	CME 45C
Date Start/Finish:	9/26/12-9/26/12	Drilling Method:	Solid Stem Auger
Boring Location:	26+00, 4.5 ft Lt.	Casing ID/OD:	N/A
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 S = Sample off Auger Flight
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
R = Rock Core Sample
V = Insitu Vane Shear Test
SSA = Solid Stem Auger
S_u = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
$S_{u(lab)}$ = Lab Vane Shear Strength (psf)
WOH = weight of 140lb. hammer
WOR = weight of rods WOC = weight of casing
WC = water content, percent I = Similar or Equal too
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	Nvalue	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	-0.42		5" PAVEMENT. 0.42	
	S5		0.42 - 1.10						Brown, moist, fine to coarse SAND, some silt, little gravel. 1.10	GM267761 A-4, SM WC=10.0%
	S6		1.10 - 4.00						Olive, moist, clayey-SILT, trace fine sand. 4.00	GM267762 A-6, CL WC=21.9% LL=38 PL=22 PI=16
5									Bottom of Exploration at 4.00 feet below ground surface. NO REFUSAL	
10										
15										
20										
25										

Remarks:
Offsets are from the Existing Roadway CL.

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-EAST-103

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

Project: A 0.62 mile portion of County Road
Location: Eastport, Maine
Boring No.: HB-EAST-104
WIN: 19194.00

Driller:	MaineDOT	Elevation (ft.)	
Operator:	Enos/Giles/Doggett	Datum:	NAVD 88
Logged By:	B. Wilder	Rig Type:	CME 45C
Date Start/Finish:	9/26/12-9/26/12	Drilling Method:	Solid Stem Auger
Boring Location:	30+00, 4.5 ft Lt.	Casing ID/OD:	N/A
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 S = Sample off Auger Flight
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
R = Rock Core Sample
V = Insitu Vane Shear Test
SSA = Solid Stem Auger
S_u = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
$S_{u(lab)}$ = Lab Vane Shear Strength (psf)
WOH = weight of 140lb. hammer
WOR = weight of rods WOC = weight of casing
WC = water content, percent I = Similar or Equal too
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	Nvalue	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	-0.42		5" PAVEMENT. 0.42	
	S7		0.42 - 1.70						Brown, moist, gravelly, fine to coarse SAND, little silt. 1.70	GM267763 A-1-b, GM-GW WC=5.0%
	S8		1.70 - 4.00						Light brown, moist, SILT, some clay, trace fine sand. 4.00	GM267764 A-6, CL WC=21.5%
5									Bottom of Exploration at 4.00 feet below ground surface. NO REFUSAL	
10										
15										
20										
25										

Remarks:
Offsets are from the Existing Roadway CL.

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-EAST-104

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

Project: A 0.62 mile portion of County Road
Location: Eastport, Maine
Boring No.: HB-EAST-105
WIN: 19194.00

Driller:	MaineDOT	Elevation (ft.)	
Operator:	Enos/Giles/Doggett	Datum:	NAVD 88
Logged By:	B. Wilder	Rig Type:	CME 45C
Date Start/Finish:	9/26/12-9/26/12	Drilling Method:	Solid Stem Auger
Boring Location:	34+00, 4.5 ft Rt.	Casing ID/OD:	N/A
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 S = Sample off Auger Flight
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
R = Rock Core Sample
V = Insitu Vane Shear Test
SSA = Solid Stem Auger
S_u = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
$S_{u(lab)}$ = Lab Vane Shear Strength (psf)
WOH = weight of 140lb. hammer
WOR = weight of rods WOC = weight of casing
WC = water content, percent I = Similar or Equal too
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	Nvalue	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	-0.42		5" PAVEMENT. 0.42	
							-1.30		Brown, moist, gravelly, fine to coarse SAND, little silt. @ST 1.30	
									Light brown, moist, SILT, some clay, trace fine sand. @S8	
							-4.00		Bottom of Exploration at 4.00 feet below ground surface. NO REFUSAL 4.00	
5										
10										
15										
20										
25										

Remarks:
Offsets are from the Existing Roadway CL.

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-EAST-105

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

Project: A 0.62 mile portion of County Road
Location: Eastport, Maine
Boring No.: HB-EAST-106
WIN: 19194.00

Driller:	MaineDOT	Elevation (ft.)	
Operator:	Enos/Giles/Doggett	Datum:	NAVD 88
Logged By:	B. Wilder	Rig Type:	CME 45C
Date Start/Finish:	9/26/12-9/26/12	Drilling Method:	Solid Stem Auger
Boring Location:	40+00, 3.0 ft Lt.	Casing ID/OD:	N/A
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 S = Sample off Auger Flight
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
R = Rock Core Sample
V = Insitu Vane Shear Test
SSA = Solid Stem Auger
S_u = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
$S_{u(lab)}$ = Lab Vane Shear Strength (psf)
WOH = weight of 140lb. hammer
WOR = weight of rods WOC = weight of casing
WC = water content, percent I = Similar or Equal too
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	Nvalue	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	-0.46		5.5" PAVEMENT. 0.46	
							-1.50		Brown, moist, gravelly, fine to coarse SAND, little silt. @ST 1.50	
									Brown, fine to medium SAND, clean, possable trench.	
							-3.00		Bottom of Exploration at 3.00 feet below ground surface. NO REFUSAL, stopped boring. 3.00	
5										
10										
15										
20										
25										

Remarks:
Offsets are from the Existing Roadway CL.

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-EAST-106

State of Maine - Department of Transportation
Pavement Core Summary Sheet

Town(s): Eastport **Work Number: 19194.00**

Station (Feet)	Offset (Feet)	Pavement Depth (Inches)	Unbound Pavement	PC-Number	Saved Core	Comments / Date 9/26/2012
20+00	1.0 Lt.	4.0		1	yes	
20+00	9.0 Lt.	4.5		2	yes	
30+00	1.0 Lt.	6.5		3	yes	
30+00	9.0 Lt.	7.0		4	yes	
40+00	1.0 Rt.	6.5		5	yes	
40+00	9.0 Rt.	6.75		6	yes	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER		BY	DATE
DESIGN-DETAILED	S. DAVIS		
CHECKED-REVIEWED			
DESIGN2-DETAILED2	S.HAYDEN	T.WHITE	MAR 2015
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

BORING LOGS

SHEET NUMBER
13
OF 88

Filename: ...\MSTA\014_BORING LOGS2.dgn   Division: HIGHWAY   Username: robert.chester   Date:6/29/2015

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

Boring No.: HB-EAST-201

Project: County Road Access Road	Location: Eastport, Maine	Boring No.: HB-EAST-201	WIN: 19194.00
Driller: Northern Test Boring	Elevation (ft.)	Auger ID/OD: 4.25"-6.25"	
Operator: Mike/Adam	Datum: NAVD88	Sampler: Standard Split Spoon	
Logged By: B. Wilder	Rig Type: Diedrich D-50 Track	Hammer Wt./Fall: 140#/30"	
Date Start/Finish: 11/4/2014-11/4/2014	Drilling Method: Hollow Stem Auger	Core Barrel: N/A	
Boring Location: 101+00, 25.0 ft Lt.	Casing ID/OD: N/A	Water Level*: 9.0 ft bgs.	
Hammer Efficiency Factor: 0.801	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
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							HSA	-0.33	4" TOPSOIL, (Sod, grass). 0.33	
5	1D	24/20	5.00 - 7.00	5/5/6/6	11	15			Olive-brown, wet, stiff, clayey SILT, little fine sand.	
								-9.00	9.00	
10	2D	24/20	10.00 - 12.00	2/3/2/3	5	7			Olive-grey, wet, medium stiff, clayey SILT, little fine sand.	
15	3D	24/19	15.00 - 17.00	2/2/5/5	7	9		-15.50	Brown, wet, loose, silty fine to medium SAND. 15.50	
								-17.00	17.00 Bottom of Exploration at 17.00 feet below ground surface. NO REFUSAL	
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.
Page 1 of 1   Boring No.: HB-EAST-201

Boring No.: HB-EAST-202

Project: County Road Access Road	Location: Eastport, Maine	Boring No.: HB-EAST-202	WIN: 19194.00
Driller: Northern Test Boring	Elevation (ft.)	Auger ID/OD: 4.25"-6.25"	
Operator: Mike/Adam	Datum: NAVD88	Sampler: Standard Split Spoon	
Logged By: B. Wilder	Rig Type: Diedrich D-50 Track	Hammer Wt./Fall: 140#/30"	
Date Start/Finish: 11/4/2014-11/4/2014	Drilling Method: Hollow Stem Auger	Core Barrel: N/A	
Boring Location: 101+50, CL	Casing ID/OD: N/A	Water Level*: None Observed	
Hammer Efficiency Factor: 0.801	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; 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							HSA	-0.42	5" TOPSOIL, (Sod, grass). 0.42	
5	1D	24/16	5.00 - 7.00	2/3/5/5	8	11			Olive-brown, moist, medium stiff, silty CLAY, trace sand.	G#263451 A-6, CL WC=24.0 LL=36 PL=22 PI=14
								-8.00	8.00	
10	2D	24/20	10.00 - 12.00	2/2/2/3	4	5			Olive-grey, wet, soft, silty CLAY, trace gravel, trace sand.	G#263452 A-6, CL WC=24.6 LL=34 PL=19 PI=15
15	3D	24/22	15.00 - 17.00	2/2/2/3	4	5			Similar to above.	
								-17.00	17.00 Bottom of Exploration at 17.00 feet below ground surface. NO REFUSAL	
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.
Page 1 of 1   Boring No.: HB-EAST-202

Boring No.: HB-EAST-203

Project: County Road Access Road	Location: Eastport, Maine	Boring No.: HB-EAST-203	WIN: 19194.00
Driller: Northern Test Boring	Elevation (ft.)	Auger ID/OD: 4.25"-6.25"	
Operator: Mike/Adam	Datum: NAVD88	Sampler: Standard Split Spoon	
Logged By: B. Wilder	Rig Type: Diedrich D-50 Track	Hammer Wt./Fall: 140#/30"	
Date Start/Finish: 11/4/2014-11/4/2014	Drilling Method: Hollow Stem Auger	Core Barrel: N/A	
Boring Location: 103+00, CL	Casing ID/OD: N/A	Water Level*: 0.9 ft bgs.	
Hammer Efficiency Factor: 0.801	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; 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							HSA	-0.42	5" TOPSOIL, (Sod, grass). 0.42	
	S1		1.00 - 3.00						Brown, wet, fine to coarse SAND, little silt, trace gravel.	G#263453 A-1-b, SM WC=14.9%
								-4.00	4.00	
5	1D	24/18	5.00 - 7.00	4/4/4/6	8	11			Brown, wet, loose, SILT, some sand, trace gravel.	G#263454 A-6, CL WC=21.7% LL=29 PL=17 PI=12
								-7.00	7.00 Bottom of Exploration at 7.00 feet below ground surface. 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-EAST-203

Boring No.: HB-EAST-204

Project: County Road Access Road	Location: Eastport, Maine	Boring No.: HB-EAST-204	WIN: 19194.00
Driller: Northern Test Boring	Elevation (ft.)	Auger ID/OD: 4.25"-6.25"	
Operator: Mike/Adam	Datum: NAVD88	Sampler: Standard Split Spoon	
Logged By: B. Wilder	Rig Type: Diedrich D-50 Track	Hammer Wt./Fall: 140#/30"	
Date Start/Finish: 11/4/2014-11/4/2014	Drilling Method: Hollow Stem Auger	Core Barrel: N/A	
Boring Location: 104+50, 15.0 ft Lt.	Casing ID/OD: N/A	Water Level*: 1.0 ft bgs.	
Hammer Efficiency Factor: 0.801	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; 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							HSA	-0.42	5" TOPSOIL, (Sod, grass). 0.42	
	S1		1.00 - 3.00						Brown, wet, fine to coarse SAND, little gravel, trace silt.	G#263455 A-1-b, SW-SM WC=16.8%
								-3.00	3.00	
5	1D	24/18	5.00 - 7.00	2/4/5/6	9	12			Brown, wet, stiff, silty CLAY, trace sand.	G#263456 A-6, CL WC=23.2% LL=33 PL=22 PI=11
								-8.50	8.50	
10	2D V1	24/22	10.00 - 12.00 10.29 - 10.40	1/2/2/2 Su=3301/629 psf	4	5			Grey, wet, soft, silty CLAY, trace sand. 16x32 mm vane raw torque readings: V1: 24.0/4.0 in-lbs	G#263457 A-6, CL WC=26.3% LL=32 PL=18 PI=14
15	3D V2	24/24	15.00 - 17.00 15.63 - 16.00	2/2/3/3 Su=C1964 psf	5	7			Similar to above. 55x110 mm vane raw torque readings: V2: +44 ft-lbs, failed attempt.	G#263458 A-4, CL WC=24.9% LL=29 PL=20 PI=9
								-17.00	17.00 Bottom of Exploration at 17.00 feet below ground surface. NO REFUSAL	
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.
Page 1 of 1   Boring No.: HB-EAST-204

Boring No.: HB-EAST-205

Project: County Road Access Road	Location: Eastport, Maine	Boring No.: HB-EAST-205	WIN: 19194.00
Driller: Northern Test Boring	Elevation (ft.)	Auger ID/OD: 4.25"-6.25"	
Operator: Mike/Adam	Datum: NAVD88	Sampler: Standard Split Spoon	
Logged By: B. Wilder	Rig Type: Diedrich D-50 Track	Hammer Wt./Fall: 140#/30"	
Date Start/Finish: 11/4/2014-11/4/2014	Drilling Method: Hollow Stem Auger	Core Barrel: N/A	
Boring Location: 104+50, 30.0 ft Lt.	Casing ID/OD: N/A	Water Level*: 1.8 ft bgs.	
Hammer Efficiency Factor: 0.801	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; 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							HSA	-0.42	5" TOPSOIL, (Sod, grass). 0.42 Brown, wet, fine to coarse SAND, little gravel, trace silt. ≅HB-EAST-104	
								-2.60	2.60	
5	1D	24/10	5.00 - 7.00	3/5/5/5	10	13			Brown, wet, stiff, silty CLAY, trace sand.	G#263459 A-6, CL WC=22.8 LL=35 PL=22 PI=13
								-7.00	7.00 Bottom of Exploration at 7.00 feet below ground surface. 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-EAST-205

Boring No.: HB-EAST-206

Project: County Road Access Road	Location: Eastport, Maine	Boring No.: HB-EAST-206	WIN: 19194.00
Driller: Northern Test Boring	Elevation (ft.)	Auger ID/OD: 4.25"-6.25"	
Operator: Mike/Adam	Datum: NAVD88	Sampler: Standard Split Spoon	
Logged By: B. Wilder	Rig Type: Diedrich D-50 Track	Hammer Wt./Fall: 140#/30"	
Date Start/Finish: 11/4/2014-11/4/2014	Drilling Method: Hollow Stem Auger	Core Barrel: N/A	
Boring Location: 104+50, 15.0 ft Rt.	Casing ID/OD: N/A	Water Level*: 1.2 ft bgs.	
Hammer Efficiency Factor: 0.801	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; 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							HSA	-0.33	4" TOPSOIL, (Sod, grass). 0.33 Brown, wet, fine to coarse SAND, little gravel, trace silt. ≅HB-EAST-104	
								-4.20	4.20	
5	1D	24/18	5.00 - 7.00	3/4/6/6	10	13			Brown, wet, stiff, clayey SILT, some fine sand.	
								-9.00	9.00	
10	2D V1	24/20	10.00 - 12.00	2/3/3/3 Su=C4715 psf	6	8			Grey, wet, loose, clayey SILT, little sand. 16x32 mm vane raw torque readings: V1: +30.0 in-lbs	G#263460 A-4, CL-ML WC=19.2% LL=24 PL=17 PI=7
								-12.00	12.00 Bottom of Exploration at 12.00 feet below ground surface. 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-EAST-206

Boring No.: HB-EAST-207

Project: County Road Access Road	Location: Eastport, Maine	Boring No.: HB-EAST-207	WIN: 19194.00
Driller: Northern Test Boring	Elevation (ft.)	Auger ID/OD: 4.25"-6.25"	
Operator: Mike/Adam	Datum: NAVD88	Sampler: Standard Split Spoon	
Logged By: B. Wilder	Rig Type: Diedrich D-50 Track	Hammer Wt./Fall: 140#/30"	
Date Start/Finish: 11/4/2014-11/4/2014	Drilling Method: Hollow Stem Auger	Core Barrel: N/A	
Boring Location: 105+50, 15.0 ft Rt.	Casing ID/OD: N/A	Water Level*: 1.8 ft bgs.	
Hammer Efficiency Factor: 0.801	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; 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							HSA	-0.42	5" TOPSOIL, (Sod, grass). 0.42	
	S1		1.00 - 4.00						Brown, wet, fine to coarse SAND, little gravel, trace silt.	
								-4.60	4.60	
5	1D	24/22	5.00 - 7.00	4/5/7/8	12	16			Brown, wet, stiff, clayey SILT, little fine sand.	
10	2D	24/20	10.00 - 12.00	3/4/3/4	7	9			Similar to above, except medium stiff.	
								-12.00	12.00 Bottom of Exploration at 12.00 feet below ground surface. 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-EAST-207

Boring No.: HB-EAST-208

Project: County Road Access Road	Location: Eastport, Maine	Boring No.: HB-EAST-208	WIN: 19194.00
Driller: Northern Test Boring	Elevation (ft.)	Auger ID/OD: 4.25"-6.25"	
Operator: Mike/Adam	Datum: NAVD88	Sampler: Standard Split Spoon	
Logged By: B. Wilder	Rig Type: Diedrich D-50 Track	Hammer Wt./Fall: 140#/30"	
Date Start/Finish: 11/4/2014-11/4/2014	Drilling Method: Hollow Stem Auger	Core Barrel: N/A	
Boring Location: 105+50, CL	Casing ID/OD: N/A	Water Level*: 2.0 ft bgs.	
Hammer Efficiency Factor: 0.801	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; 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							HSA	-0.42	5" TOPSOIL, (Sod, grass). 0.42	
			1.00 - 3.00						Brown, wet, fine to coarse SAND, little gravel, trace silt.	
								-3.50	3.50	
5	1D	24/22	5.00 - 7.00	4/6/7/7	13	17			Brown, wet, stiff, clayey SILT, trace sand, trace gravel.	G#263461 A-4, CL WC=21.7% LL=30 PL=21 PI=9
10	2D V1	24/24	10.00 - 12.00 10.29 - 10.40	3/3/3/4 Su=C4715 pdk	6	8		-10.60	16x32 mm vane raw torque readings: V1: +30.0 in-lbs, failed attempt 10.60 Grey, wet, medium stiff, clayey SILT, trace sand.	G#263462 A-4, CL WC=21.4% LL=27 PL=17 PI=10
15	3D V2	24/23	15.00 - 17.00 15.29 - 15.40	2/3/4/4 Su=C4715 psf	7	9		-15.50	16x32 mm vane raw torque readings: V2: +30.0 in-lbs, failed attempt. 15.50 Grey, wet, medium stiff, SILT, some clay, some sand.	G#263463 A-4, ML WC=22.8% Non-PLastic
								-17.00	17.00 Bottom of Exploration at 17.00 feet below ground surface. NO REFUSAL	
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.
Page 1 of 1   Boring No.: HB-EAST-208

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	S. DAVIS	
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2	S.HAYDEN	T.WHITE MAR 2015
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

EASTPORT COUNTY ROAD

BORING LOGS

Filename: ...\MSTA\015_BORING LOGS3.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

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

Project: County Road Access Road
Location: Eastport, Maine
WIN: 19194.00

Boring No.: HB-EAST-209

Driller:	Northern Test Boring	Elevation (ft.)	
Operator:	Mike/Adam	Datum:	NAVD88
Logged By:	B. Wilder	Rig Type:	Diedrich D-50 Track
Date Start/Finish:	11/4/2014-11/4/2014	Drilling Method:	Hollow Stem Auger
Boring Location:	105+50, 30.0 ft Lt.	Casing ID/OD:	N/A
Hammer Efficiency Factor: 0.801		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	4.25"-6.25"	Sampler:	Standard Split Spoon
Hammer Wt./Fall:	140#/30"	Core Barrel:	N/A
Water Level*:	1.8 ft bgs.		

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							HSA	-0.42	5" TOPSOIL: (Sod: grass).	
									Brown, wet, fine to coarse SAND, little gravel, trace silt.	
								-3.20		
5	10	24/18	5.00 - 7.00	3/4/6/6	10	13			Brown, wet, stiff, clayey SILT, trace sand.	GM263464 A-4, CL WC=21.3% LL=29 PL=19 PI=10
10	20	24/24	10.00 - 12.00	3/3/2/3	5	7		-10.60	Grey, wet, medium stiff, clayey SILT, trace sand.	GM263465 A-4, CL WC=24.2% LL=29 PL=19 PI=10
15	30/NV	24/24	15.00 - 17.00	2/2/2/3	4	5		-15.30	Failed 55x110 mm vane failed vane attempt, would not push.	GM263466 A-4, CL WC=21.5% LL=29 PL=17 PI=12
									Grey, wet, soft, clayey SILT, little sand.	
								-17.00	Bottom of Exploration at 17.00 feet below ground surface.	
20									NO REFUSAL	
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-EAST-209

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

Project: County Road Access Road
Location: Eastport, Maine
WIN: 19194.00

Boring No.: HB-EAST-210

Driller:	Northern Test Boring	Elevation (ft.)	
Operator:	Mike/Adam	Datum:	NAVD88
Logged By:	B. Wilder	Rig Type:	Diedrich D-50 Track
Date Start/Finish:	11/4/2014-11/4/2014	Drilling Method:	Hollow Stem Auger
Boring Location:	105+50, 15.0 ft Lt.	Casing ID/OD:	N/A
Hammer Efficiency Factor: 0.801		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	4.25"-6.25"	Sampler:	Standard Split Spoon
Hammer Wt./Fall:	140#/30"	Core Barrel:	N/A
Water Level*:	1.8 ft bgs.		

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							HSA	-0.42	5" TOPSOIL: (Sod: grass).	
									Brown, wet, fine to coarse SAND, little gravel, trace silt.	
								-5.00		
5	10	24/20	5.00 - 7.00	5/7/7/9	14	19			Brown, wet, stiff, clayey SILT, some fine sand.	
10	20	24/16	10.00 - 12.00	5/4/5/4	9	12			Brown, wet, stiff, SILT, some clay, little gravel, trace sand.	GM263467 A-4, CL WC=20.1% LL=29 PL=18 PI=11
								-14.00		
15	30	24/17	15.00 - 17.00	2/2/1/2	3	4			Grey, wet, soft, clayey SILT, little sand.	GM263468 A-4, CL WC=23.8% LL=26 PL=17 PI=9
								-18.50		
20	40	24/18	20.00 - 22.00	3/3/4/5	7	9			Brown, wet, loose, silty SAND.	GM263469 A-4, SM WC=25.4%
								-22.00	Bottom of Exploration at 22.00 feet below ground surface.	
									NO REFUSAL	
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-EAST-210

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

Project: County Road Access Road
Location: Eastport, Maine
WIN: 19194.00

Boring No.: HB-EAST-211

Driller:	Northern Test Boring	Elevation (ft.)	
Operator:	Mike/Adam	Datum:	NAVD88
Logged By:	B. Wilder	Rig Type:	Diedrich D-50 Track
Date Start/Finish:	11/4/2014-11/4/2014	Drilling Method:	Hollow Stem Auger
Boring Location:	105+50, 30.0 ft Lt.	Casing ID/OD:	N/A
Hammer Efficiency Factor: 0.801		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	4.25"-6.25"	Sampler:	Standard Split Spoon
Hammer Wt./Fall:	140#/30"	Core Barrel:	N/A
Water Level*:	1.8 ft bgs.		

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	S1		1.00 - 3.00				HSA	-0.33	4" TOPSOIL: (Sod: grass).	
									Brown, wet, clayey SILT, little fine sand.	
								-3.00		
5	10	24/20	5.00 - 7.00	5/7/7/7	14	19			Brown, moist, stiff, clayey SILT, little fine sand.	
								-8.50		
10	20	24/24	10.00 - 12.00	2/2/2/2	4	5			Grey, wet, soft, clayey SILT, little fine sand.	
15	30	24/22	15.00 - 17.00	3/2/2/2	4	5		-15.50	Grey, wet, soft, clayey SILT, some fine sand.	
								-17.00	Bottom of Exploration at 17.00 feet below ground surface.	
									NO REFUSAL	
20										
25										

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-EAST-211

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

Project: County Road Access Road
Location: Eastport, Maine
WIN: 19194.00

Boring No.: HB-EAST-212

Driller:	Northern Test Boring	Elevation (ft.)	
Operator:	Mike/Adam	Datum:	NAVD88
Logged By:	B. Wilder	Rig Type:	Diedrich D-50 Track
Date Start/Finish:	11/4/2014-11/4/2014	Drilling Method:	Hollow Stem Auger
Boring Location:	105+50, 15.0 ft Lt.	Casing ID/OD:	N/A
Hammer Efficiency Factor: 0.801		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	4.25"-6.25"	Sampler:	Standard Split Spoon
Hammer Wt./Fall:	140#/30"	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; 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							HSA	-0.42	5" TOPSOIL: (Sod: grass).	
									Brown, wet, clayey SILT, little fine sand.	
								-5.00		
5	10	24/20	5.00 - 7.00	3/5/6/7	11	15			Brown, moist, stiff, clayey SILT, trace sand.	GM263470 A-6, CL WC=20.9% LL=33 PL=19 PI=14
								-8.50		
10	20	24/24	10.00 - 12.00	3/4/5/5	9	12			Olive-brown, wet, stiff, clayey SILT, trace sand.	GM263471 A-6, CL WC=20.7% LL=36 PL=22 PI=14
15	30	24/16	15.00 - 17.00	5/7/19/20	26	35				
								-16.00	Brown, wet, medium dense silty SAND, little gravel (Till).	GM263472 A-4, SM WC=14.6%
20	40	22.8/18	20.00 - 21.90	12/18/16/50(4.8)	34	45			Similar to above, except dense.	
								-21.90	Bottom of Exploration at 21.90 feet below ground surface.	
									REFUSAL	
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-EAST-212

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

Project: County Road Access Road
Location: Eastport, Maine
WIN: 19194.00

Boring No.: HB-EAST-235

Driller:	Northern Test Boring	Elevation (ft.)	
Operator:	Mike/Adam	Datum:	NAVD88
Logged By:	B. Wilder	Rig Type:	Diedrich D-50 Track
Date Start/Finish:	11/5/2014-11/5/2014	Drilling Method:	Hollow Stem Auger
Boring Location:	110+25, 30.0 ft Lt.	Casing ID/OD:	N/A
Hammer Efficiency Factor: 0.801		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	4.25"-6.25"	Sampler:	Standard Split Spoon
Hammer Wt./Fall:	140#/30"	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; 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	S1		0.42 - 2.00				HSA	-0.42	5" TOPSOIL: (Sod: grass).	
									Brown, wet, silty fine to coarse SAND, some gravel.	
								-2.00		
5	10	24/20	5.00 - 7.00	5/6/7/9	13	17			Brown, moist, stiff, clayey SILT, trace fine sand.	
								-9.00		
10	20	24/24	10.00 - 12.00	3/3/4/4	7	9			Grey-brown, moist, medium stiff, clayey SILT, little fine sand.	
								-12.00	Bottom of Exploration at 12.00 feet below ground surface.	
									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-EAST-235

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

Project: County Road Access Road
Location: Eastport, Maine
WIN: 19194.00

Boring No.: HB-EAST-236

Driller:	Northern Test Boring	Elevation (ft.)	
Operator:	Mike/Adam	Datum:	NAVD88
Logged By:	B. Wilder	Rig Type:	Diedrich D-50 Track
Date Start/Finish:	11/6/2014-11/6/2014	Drilling Method:	Hollow Stem Auger
Boring Location:	111+00, 30.0 ft Lt.	Casing ID/OD:	N/A
Hammer Efficiency Factor: 0.801		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	4.25"-6.25"	Sampler:	Standard Split Spoon
Hammer Wt./Fall:	140#/30"	Core Barrel:	N/A
Water Level*:	2.2 ft bgs.		

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	S1		0.42 - 2.00				HSA	-0.42	5" TOPSOIL: (Sod: grass).	
									Brown, wet, SAND, some silt, some gravel.	GM263473 A-1-b, SM WC=16.2%
								-2.00		
5	10	24/20	5.00 - 7.00	6/6/7/8	13	17			Brown, wet, stiff, SILT, some clay, some sand.	GM263474 A-4, CL WC=20.5% LL=26 PL=15 PI=9
								-8.50		
10	20	24/20	10.00 - 12.00	3/3/4/5	7	9			Brown, wet, medium stiff, sandy SILT.	GM263475 A-4, ML WC=26.7% Non-Plastic
								-12.00	Bottom of Exploration at 12.00 feet below ground surface.	
									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-EAST-236

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

Project: County Road Access Road
Location: Eastport, Maine
WIN: 19194.00

Boring No.: HB-EAST-237

Driller:	Northern Test Boring	Elevation (ft.)	
Operator:	Mike/Adam	Datum:	NAVD88
Logged By:	B. Wilder	Rig Type:	Diedrich D-50 Track
Date Start/Finish:	11/6/2014-11/6/2014	Drilling Method:	Hollow Stem Auger
Boring Location:	111+00, 8.0 ft Lt.	Casing ID/OD:	N/A
Hammer Efficiency Factor: 0.801		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	4.25"-6.25"	Sampler:	Standard Split Spoon
Hammer Wt./Fall:	140#/30"	Core Barrel:	N/A
Water Level*:	1.9 ft bgs.		

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	S1		1.50 - 2.80				HSA	-0.42	5" TOPSOIL: (Sod: grass).	
									Brown, wet, silty fine to coarse SAND, some gravel.	
								-2.80		
5	10	24/22	5.00 - 7.00	5/7/7/9	14	19			Olive-brown, moist, stiff, clayey SILT, trace sand.	GM263351 A-6, CL WC=21.5% LL=33 PL=20 PI=13
								-10.50		
10	20	24/20	10.00 - 12.00	2/3/3/4	6	8			Brown, wet, medium stiff, sandy SILT, some clay.	GM263352 A-4, ML WC=26.2% Non-Plastic
15	30	24/24	15.00 - 17.00	2/2/2/3	4	5		-15.50	Grey, wet, soft, SILT, some sand, trace gravel.	GM263353 A-4, CL WC=24.1% Non-Plastic
20	40	24/19	20.00 - 22.00	3/5/14/11	19	25		-21.00	Brown, wet, medium dense, fine to coarse SAND, some gravel, some silt.	GM263354 A-1-b, SM WC=8.1%
								-23.90	Bottom of Exploration at 23.90 feet below ground surface.	
									REFUSAL	
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-EAST-237

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

Project: County Road Access Road
Location: Eastport, Maine
WIN: 19194.00

Boring No.: HB-EAST-238

Driller:	Northern Test Boring	Elevation (ft.)	
Operator:	Mike/Adam	Datum:	NAVD88
Logged By:	B. Wilder	Rig Type:	Diedrich D-50 Track
Date Start/Finish:	11/6/2014-11/6/2014	Drilling Method:	Hollow Stem Auger
Boring Location:	113+00, 30.0 ft Rt.	Casing ID/OD:	N/A
Hammer Efficiency Factor: 0.801		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	4.25"-6.25"	Sampler:	Standard Split Spoon
Hammer Wt./Fall:	140#/30"	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; 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	S1		0.42 - 1.50				HSA	-0.42	5" TOPSOIL: (Sod: grass).	
									Brown, wet, silty fine to coarse SAND, little gravel.	
								-1.50		
5	10	24/18	5.00 - 7.00	5/7/7/12	14	19			Brown, wet, medium dense, silty fine to medium SAND, trace clay.	GM263355 A-4, CL WC=19.7% LL=26 PL=18 PI=8
								-7.00	Bottom of Exploration at 7.00 feet below ground surface.	
									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-EAST-238

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	S. DAVIS	
CHECKED-REVIEWED		
DESIGN2-DETAILED2	S.HAYDEN	MAR 2015
DESIGN3-DETAILED3	T.WHITE	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

BORING LOGS

SHEET NUMBER
15
OF 88

Filename: ...\MSTA\016_BORING LOGS4.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

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

Project: County Road Access Road | Location: Eastport, Maine | Boring No.: HB-EAST-239 | WIN: 19194.00

Driller: Northern Test Boring	Elevation (ft.)	Auger ID/OD:	4.25"-6.25"
Operator: Mike/Adam	Datum: NAVD88	Sampler:	Standard Split Spoon
Logged By: B. Wilder	Rig Type: Diedrich D-50 Track	Hammer Wt./Fall:	140#/30"
Date Start/Finish: 11/6/2014-11/6/2014	Drilling Method: Hollow Stem Auger	Core Barrel:	N/A
Boring Location: 113+00, 15.0 ft Rt.	Casing ID/OD: N/A	Water Level*:	None Observed
Hammer Efficiency Factor: 0.801	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; 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; $S_{u(lab)}$ = 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							HSA	-0.33	4" TOPSOIL. (Sod, grass).	
								-2.00	Brown, wet, silty fine to coarse SAND, little gravel. (Fill) — 0.33	
5	1D	24/19	5.00 - 7.00	3/4/5/8	9	12			Brown, wet, loose, silty fine to medium SAND. — 2.00	GM263356 A-4, CL WC=25.0%
10	2D	21.6/16	10.00 - 11.80	3/3/11/30(3.6")	14	19		-11.00	Grey, wet, medium dense, silty fine to medium SAND, little gravel, trace clay. — 11.00	
								-11.80	Bottom of Exploration at 11.80 feet below ground surface. — 11.80	
20									REFUSAL	

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-EAST-239

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

Project: County Road Access Road | Location: Eastport, Maine | Boring No.: HB-EAST-240 | WIN: 19194.00

Driller: Northern Test Boring	Elevation (ft.)	Auger ID/OD:	4.25"-6.25"
Operator: Mike/Adam	Datum: NAVD88	Sampler:	Standard Split Spoon
Logged By: B. Wilder	Rig Type: Diedrich D-50 Track	Hammer Wt./Fall:	140#/30"
Date Start/Finish: 11/6/2014-11/6/2014	Drilling Method: Hollow Stem Auger	Core Barrel:	N/A
Boring Location: 113+00, CL	Casing ID/OD: N/A	Water Level*:	1.6 ft bgs.
Hammer Efficiency Factor: 0.801	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; 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; $S_{u(lab)}$ = 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							HSA	-0.33	4" TOPSOIL. (Sod, grass).	
								-2.00	Brown, wet, silty fine to coarse SAND, little gravel. — 0.33	
5	1D	24/19	5.00 - 7.00	3/4/6/7	10	13			Brown, wet, stiff, SILT, some clay, little sand. — 2.00	GM263357 A-4, CL-ML WC=13.4% LL=24 PL=17 PI=7
								-8.50		
10	2D	24/20	10.00 - 12.00	3/3/3/3	6	8			Grey, wet, medium stiff, SILT, some clay, little gravel. — 8.50	GM263358 A-4, CL-ML WC=13.4% LL=22 PL=15 PI=7
								-12.20	Bottom of Exploration at 12.20 feet below ground surface. — 12.20	
20									REFUSAL	

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-EAST-240

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

Project: County Road Access Road | Location: Eastport, Maine | Boring No.: HB-EAST-241 | WIN: 19194.00

Driller: Northern Test Boring	Elevation (ft.)	Auger ID/OD:	4.25"-6.25"
Operator: Mike/Adam	Datum: NAVD88	Sampler:	Standard Split Spoon
Logged By: B. Wilder	Rig Type: Diedrich D-50 Track	Hammer Wt./Fall:	140#/30"
Date Start/Finish: 11/6/2014-11/6/2014	Drilling Method: Hollow Stem Auger	Core Barrel:	N/A
Boring Location: 113+00, 15.0 ft Lt.	Casing ID/OD: N/A	Water Level*:	1.1 ft bgs.
Hammer Efficiency Factor: 0.801	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; 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; $S_{u(lab)}$ = 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							HSA	-0.33	4" TOPSOIL. (Sod, grass).	
								-2.20	Brown, wet, silty fine to coarse SAND, little gravel. — 0.33	
5	1D	24/20	5.00 - 7.00	4/4/4/4	8	11			Brown, wet, medium stiff, SILT, some sand. — 2.20	GM263359 A-4, CL WC=24.2% Non-Plastic
								-8.00		
10	2D	24/20	10.00 - 12.00	2/3/3/3	6	8			Grey, wet, medium stiff, SILT, some sand, trace gravel. — 8.00	GM263360 A-4, CL WC=25.1% Non-Plastic
								-14.00		
15	3D	19.2/15	15.00 - 16.60	11/15/15/20(1.2)	30	40			Grey, wet, dense, SAND, some gravel, some silt (Till). — 14.00	GM263361 A-2-4, SM WC=16.9%
								-16.60	Bottom of Exploration at 16.60 feet below ground surface. — 16.60	
20									REFUSAL	

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-EAST-241

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

Project: County Road Access Road | Location: Eastport, Maine | Boring No.: HB-EAST-243 | WIN: 19194.00

Driller: Northern Test Boring	Elevation (ft.)	Auger ID/OD:	4.25"-6.25"
Operator: Mike/Adam	Datum: NAVD88	Sampler:	Standard Split Spoon
Logged By: B. Wilder	Rig Type: Diedrich D-50 Track	Hammer Wt./Fall:	140#/30"
Date Start/Finish: 11/6/2014-11/6/2014	Drilling Method: Hollow Stem Auger	Core Barrel:	N/A
Boring Location: 115+00, 15.0 ft Rt.	Casing ID/OD: N/A	Water Level*:	None Observed
Hammer Efficiency Factor: 0.801	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; 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; $S_{u(lab)}$ = 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							HSA	-0.33	4" TOPSOIL. (Sod, grass).	
								-3.00	Brown, wet, silty fine to coarse SAND, some gravel. (Fill) (Rock Fill Rubble). — 0.33	
5	1D	24/17	5.00 - 7.00	11/17/20/15	37	49			Brown, moist, dense, silty fine to coarse SAND, some gravel. — 3.00	
								-8.30	Bottom of Exploration at 8.30 feet below ground surface. — 8.30	
10									REFUSAL	

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-EAST-243

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

Project: County Road Access Road | Location: Eastport, Maine | Boring No.: HB-EAST-244 | WIN: 19194.00

Driller: Northern Test Boring	Elevation (ft.)	Auger ID/OD:	4.25"-6.25"
Operator: Mike/Adam	Datum: NAVD88	Sampler:	Standard Split Spoon
Logged By: B. Wilder	Rig Type: Diedrich D-50 Track	Hammer Wt./Fall:	140#/30"
Date Start/Finish: 11/6/2014-11/6/2014	Drilling Method: Hollow Stem Auger	Core Barrel:	N/A
Boring Location: 115+00, CL	Casing ID/OD: N/A	Water Level*:	None Observed
Hammer Efficiency Factor: 0.801	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; 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; $S_{u(lab)}$ = 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							HSA	-0.42	5" TOPSOIL. (Sod, grass).	
									0.42	
5	1D	24/18	5.00 - 7.00	7/7/15/18	22	29			Brown, moist, medium dense, silty fine to coarse SAND, little gravel.	GM263362 A-4, SM WC=11.6%
								-7.90	Bottom of Exploration at 7.90 feet below ground surface. — 7.90	
20									REFUSAL	

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-EAST-244

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

Project: County Road Access Road | Location: Eastport, Maine | Boring No.: HB-EAST-245 | WIN: 19194.00

Driller: Northern Test Boring	Elevation (ft.)	Auger ID/OD:	4.25"-6.25"
Operator: Mike/Adam	Datum: NAVD88	Sampler:	Standard Split Spoon
Logged By: B. Wilder	Rig Type: Diedrich D-50 Track	Hammer Wt./Fall:	140#/30"
Date Start/Finish: 11/6/2014-11/6/2014	Drilling Method: Hollow Stem Auger	Core Barrel:	N/A
Boring Location: 115+00, 15.0 ft Lt.	Casing ID/OD: N/A	Water Level*:	None Observed
Hammer Efficiency Factor: 0.801	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; 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; $S_{u(lab)}$ = 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							HSA		Brown, moist, fine to coarse sandy GRAVEL. (Fill).	
								-3.50	3.50	
5	1D	7.2/7.2	5.00 - 5.60	9/30(1.2")	---				Brown, moist, dense, silty fine to coarse SAND, some gravel. (Till).	
								-5.60	Bottom of Exploration at 5.60 feet below ground surface. — 5.60	
20									REFUSAL	

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-EAST-245

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

Project: County Road Access Road | Location: Eastport, Maine | Boring No.: HB-EAST-246 | WIN: 19194.00

Driller: Northern Test Boring	Elevation (ft.)	Auger ID/OD:	4.25"-6.25"
Operator: Mike/Adam	Datum: NAVD88	Sampler:	Standard Split Spoon
Logged By: B. Wilder	Rig Type: Diedrich D-50 Track	Hammer Wt./Fall:	140#/30"
Date Start/Finish: 11/6/2014-11/6/2014	Drilling Method: Hollow Stem Auger	Core Barrel:	N/A
Boring Location: 116+80, 30.0 ft Rt.	Casing ID/OD: N/A	Water Level*:	None Observed
Hammer Efficiency Factor: 0.801	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; 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; $S_{u(lab)}$ = 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							HSA		Ledge Stock Pile. (Rubble-Fill).	
	S1		4.00 - 10.00					-4.00	4.00	
5									Brown, wet, silty SAND, little gravel.	GM263363 A-4, SM WC=14.6%
								-10.00	Bottom of Exploration at 10.00 feet below ground surface. — 10.00	
20									NO REFUSAL	

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-EAST-246

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

Project: County Road Access Road | Location: Eastport, Maine | Boring No.: HB-EAST-247 | WIN: 19194.00

Driller: Northern Test Boring	Elevation (ft.)	Auger ID/OD:	4.25"-6.25"
Operator: Mike/Adam	Datum: NAVD88	Sampler:	Standard Split Spoon
Logged By: B. Wilder	Rig Type: Diedrich D-50 Track	Hammer Wt./Fall:	140#/30"
Date Start/Finish: 11/7/2014-11/7/2014	Drilling Method: Hollow Stem Auger	Core Barrel:	N/A
Boring Location: 117+00, 5.0 ft Rt.	Casing ID/OD: N/A	Water Level*:	None Observed
Hammer Efficiency Factor: 0.801	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; 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; $S_{u(lab)}$ = 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	S1		0.00 - 2.80				HSA		Brown, damp, fine to coarse SAND, some gravel, little silt. (Fill).	GM263364 A-1-b, SW-SM WC=6.1%
								-2.80	2.80	
5									Brown, wet, silty fine to coarse SAND, little gravel.	
								-10.00	Bottom of Exploration at 10.00 feet below ground surface. — 10.00	
20									NO REFUSAL	

Remarks:

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

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Page 1 of 1 — Boring No.: HB-EAST-247

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER		BY	DATE
	DESIGN-DETAILED	S. DAVIS	
	CHECKED-REVIEWED		
	DESIGN2-DETAILED2	S.HAYDEN	MAR 2015
	DESIGN3-DETAILED3	T.WHITE	
	REVISIONS 1		
	REVISIONS 2		
	REVISIONS 3		
	REVISIONS 4		
	FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

BORING LOGS

SHEET NUMBER
16
OF 88

Filename: ...\MSTA\017_BORING LOGS5.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

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

Project: County Road Access Road
Location: Eastport, Maine

Boring No.: HB-EAST-248
WIN: 19194.00

Driller:	Northern Test Boring	Elevation (ft.)	
Operator:	Mike/Adam	Datum:	NAVD88
Logged By:	B. Wilder	Rig Type:	Diedrich D-50 Track
Date Start/Finish:	11/7/2014-11/7/2014	Drilling Methods:	Hollow Stem Auger
Boring Location:	117+00, 30.0 ft Lt.	Casing ID/OD:	N/A
Hammer Efficiency Factor: 0.801		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	4.25"-6.25"	Sampler:	Standard Split Spoon
Hammer Wt./Falls:	140#/30"	Core Barrel:	N/A
Water Level*:	None Observed		

Definitions:
S = 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)
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								0.25	3" PAVEMENT.	
	S1		0.25 - 2.00				HSA		Brown, gravelly fine to coarse SAND, some gravel, little silt.	G#263365 A-1-a, SM WC=2.1%
								-2.50		
	S2		3.00 - 10.00						Brown, wet, silty fine to coarse SAND, trace gravel.	G#263366 A-4, SM WC=12.8%
5										
10								-10.00	Bottom of Exploration at 10.00 feet below ground surface. 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-EAST-248

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

Project: County Road Access Road
Location: Eastport, Maine

Boring No.: HB-EAST-249
WIN: 19194.00

Driller:	Northern Test Boring	Elevation (ft.)	
Operator:	Mike/Adam	Datum:	NAVD88
Logged By:	B. Wilder	Rig Type:	Diedrich D-50 Track
Date Start/Finish:	11/7/2014-11/7/2014	Drilling Methods:	Hollow Stem Auger
Boring Location:	119+00, 30.0 ft Rt.	Casing ID/OD:	N/A
Hammer Efficiency Factor: 0.801		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	4.25"-6.25"	Sampler:	Standard Split Spoon
Hammer Wt./Falls:	140#/30"	Core Barrel:	N/A
Water Level*:	None Observed		

Definitions:
S = 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)
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							HSA		Brown, damp, fine to coarse SAND, some gravel, trace silt, (fill).	
								-2.00		
									Brown, moist, fine sandy SILT, trace organics.	
								-3.60		
									Brown, wet, silty fine to coarse SAND, little gravel.	
5										
10								-10.00	Bottom of Exploration at 10.00 feet below ground surface. 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-EAST-249

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

Project: County Road Access Road
Location: Eastport, Maine

Boring No.: HB-EAST-250
WIN: 19194.00

Driller:	Northern Test Boring	Elevation (ft.)	
Operator:	Mike/Adam	Datum:	NAVD88
Logged By:	B. Wilder	Rig Type:	Diedrich D-50 Track
Date Start/Finish:	11/7/2014-11/7/2014	Drilling Methods:	Hollow Stem Auger
Boring Location:	119+00, 3.0 ft Lt.	Casing ID/OD:	N/A
Hammer Efficiency Factor: 0.801		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	4.25"-6.25"	Sampler:	Standard Split Spoon
Hammer Wt./Falls:	140#/30"	Core Barrel:	N/A
Water Level*:	None Observed		

Definitions:
S = 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)
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							HSA	-0.42	5" PAVEMENT.	
									Brown, gravelly fine to coarse SAND, trace silt.	
								-2.00		
	S1		2.00 - 7.20						Brown, damp, sandy SILT, trace gravel.	G#263367 A-4, ML WC=14.9%
5										
								-7.20		
	S2		7.20 - 10.00						Brown, moist, silty fine to coarse SAND, some gravel.	
10								-10.00	Bottom of Exploration at 10.00 feet below ground surface. 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-EAST-250

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

Project: County Road Access Road
Location: Eastport, Maine

Boring No.: HB-EAST-251
WIN: 19194.00

Driller:	Northern Test Boring	Elevation (ft.)	
Operator:	Mike/Adam	Datum:	NAVD88
Logged By:	B. Wilder	Rig Type:	Diedrich D-50 Track
Date Start/Finish:	11/7/2014-11/7/2014	Drilling Methods:	Hollow Stem Auger
Boring Location:	119+00, 16.5 ft Lt.	Casing ID/OD:	N/A
Hammer Efficiency Factor: 0.801		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	4.25"-6.25"	Sampler:	Standard Split Spoon
Hammer Wt./Falls:	140#/30"	Core Barrel:	N/A
Water Level*:	None Observed		

Definitions:
S = 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)
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	S1		0.42 - 3.00				HSA	-0.42	5" PAVEMENT.	
									Brown, damp, fine to coarse SAND, some gravel, little silt.	
								-3.00		
									Brown, damp, fine to coarse SAND, some gravel, little silt.	
5								-5.50		
									Bottom of Exploration at 5.50 feet below ground surface. NO REFUSAL, stopped at 5.5 ft bgs, styrofoam came up in auger.	
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-EAST-251

State of Maine - Department of Transportation
Power Auger Probe Summary Sheet

Town(s): Eastport **Work Number: 19194.00**

Station (Feet)	Offset (Feet)	Weathered Rock (Feet)	Refusal (Feet)	No Refusal (Feet)	Water Depth (Ft.)	Comments / Date 11/4/2014
101+00	CL					under wires
101+00	15.0 Lt.					close to sewer lines
106+50	15.0 Rt.		1.2			HB-EAST-213
106+50	17.0 Rt.					outcrop
106+50	30.0 Rt.		3.0			HB-EAST-214
107+00	15.0 Lt.		1.3			HB-EAST-215
107+00	15.0 Rt.	2.2	2.8			HB-EAST-216
107+00	30.0 Rt.		2.9			HB-EAST-217
107+00	45.0 Rt.					ledge outcrop
107+00	60.0 Rt.	3.0	3.4			HB-EAST-219
107+50	45.0 Rt.		3.2			HB-EAST-220
107+50	30.0 Rt.	3.4	4.4			HB-EAST-221
107+50	15.0 Rt.	2.4	2.6			HB-EAST-222
107+50	CL	1.5	1.7			HB-EAST-223
107+50	15.0 Lt.	2.0	2.4			HB-EAST-224
108+00	45.0 Rt.		2.5			HB-EAST-225
108+00	30.0 Rt.	2.7			1.1	HB-EAST-226
108+00	15.0 Rt.		1.2			HB-EAST-227
108+00	CL	1.3	1.6			HB-EAST-228
108+00	15.0 Lt.	1.3	1.7			HB-EAST-229
108+50	30.0 Rt.	2.0	2.2			HB-EAST-230
108+50	15.0 Rt.					outcrop
108+50	CL		1.6			HB-EAST-232
108+50	15.0 Lt.	2.4	3.1			HB-EAST-233
109+00	15.0 Rt.		2.7			HB-EAST-234
113+00	30.0 Lt.					12" standing water
117+00	CL					sewer line
119+00	2.0 Rt.					sewer line
119+00	12.5 Lt.					water line
						HB-EAST 229, Brown
						wet, clayey-SILT, some
						fine sand.
						S1 (0.4-1.3 ft)
HB-EAST-218, HB-EAST-231 and HB-EAST-242 boring numbers not used.						

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	S. DAVIS	BY	DATE
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN2-DETAILED2	S.HAYDEN	T.WHITE	MAR 2015
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

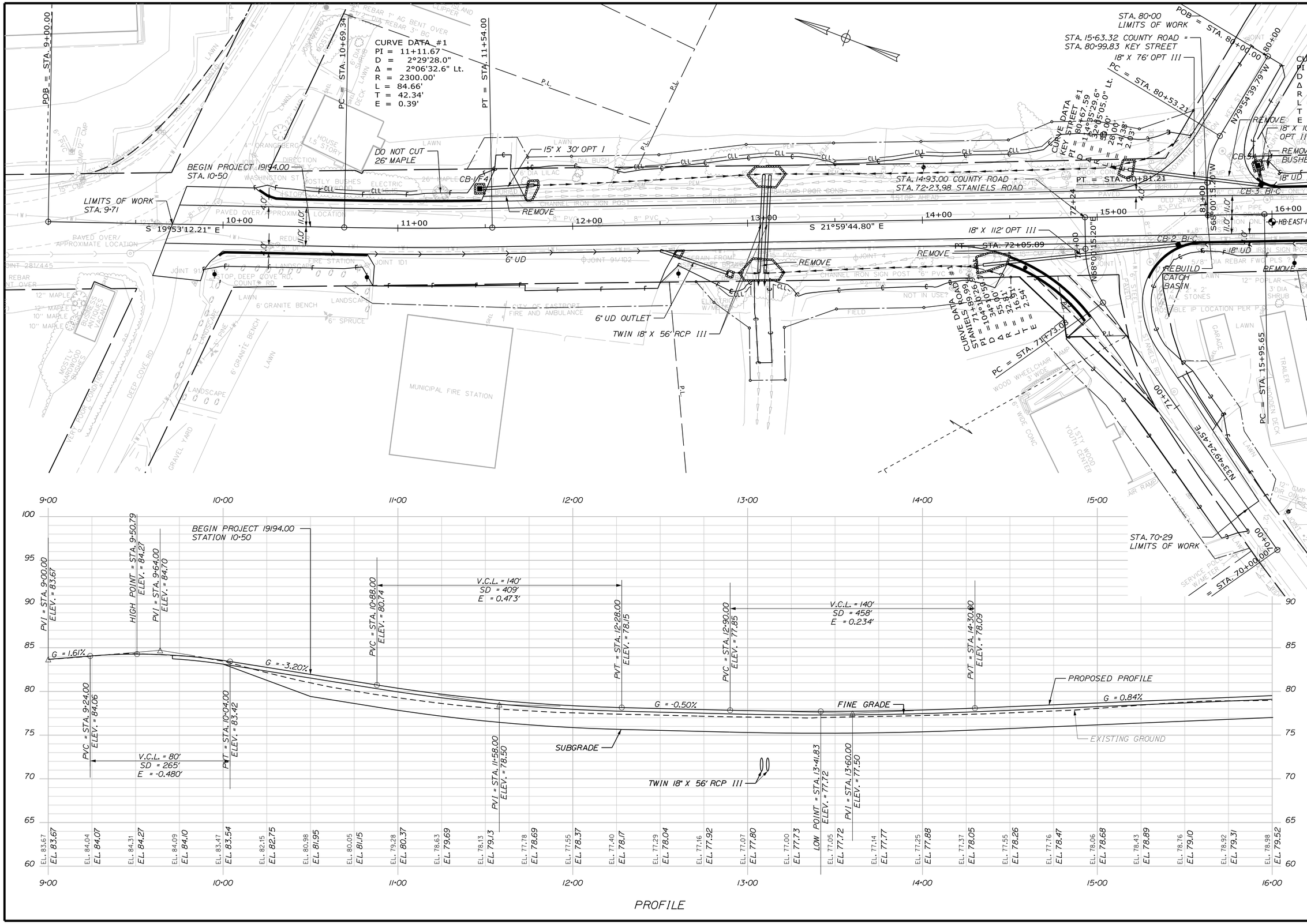
P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

BORING LOGS

SHEET NUMBER
17
OF 88



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

			DATE
PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

PLANS

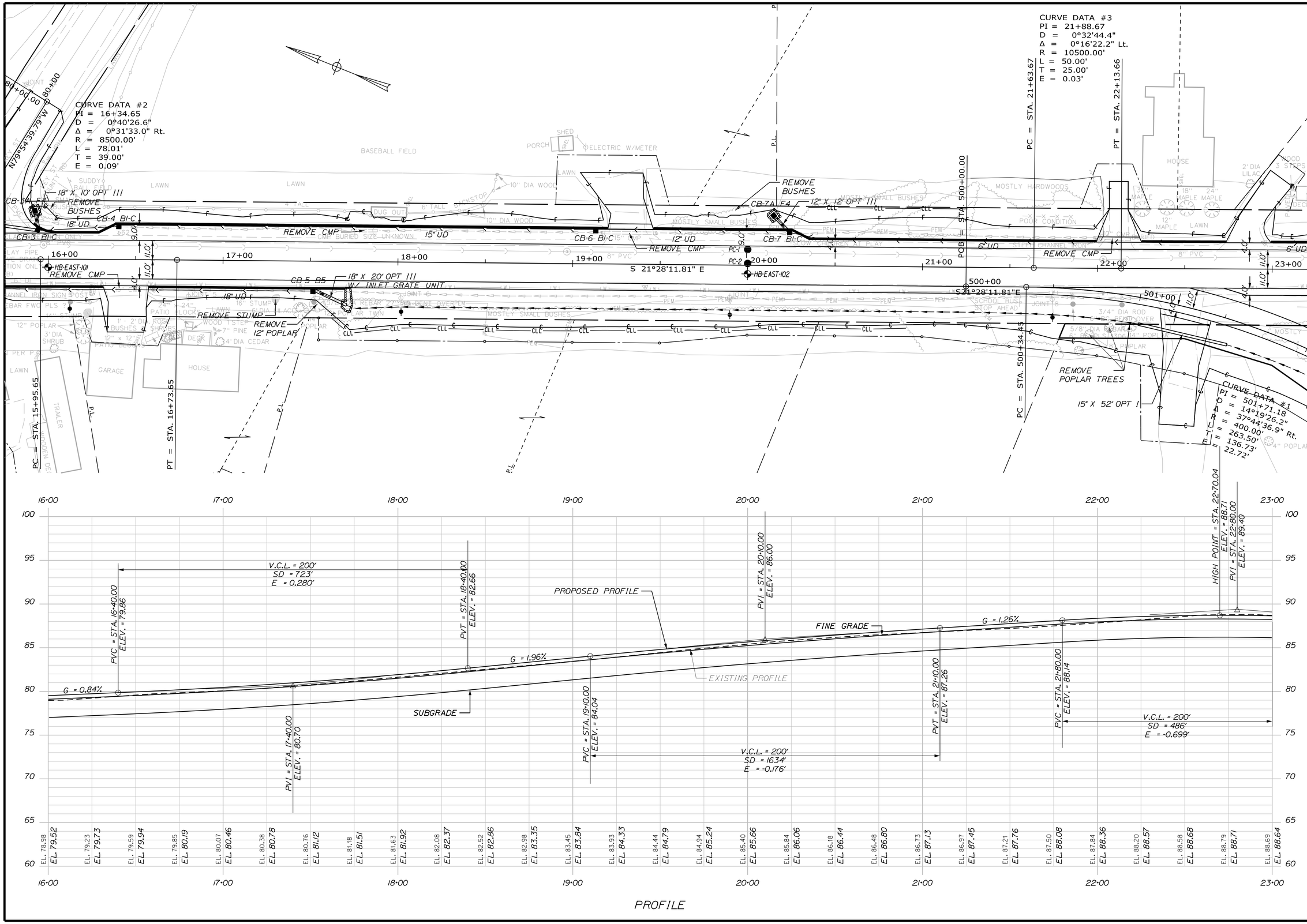
SHEET NUMBER

18

OF 88

STA. 9+00.00 TO STA. 16+00.00

Filename: ...\HIGHWAY\MSTA\018_HDPLAN1.DGN Division: HIGHWAY Username: robert.chester Date:6/29/2015



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT COUNTY ROAD

PLANS

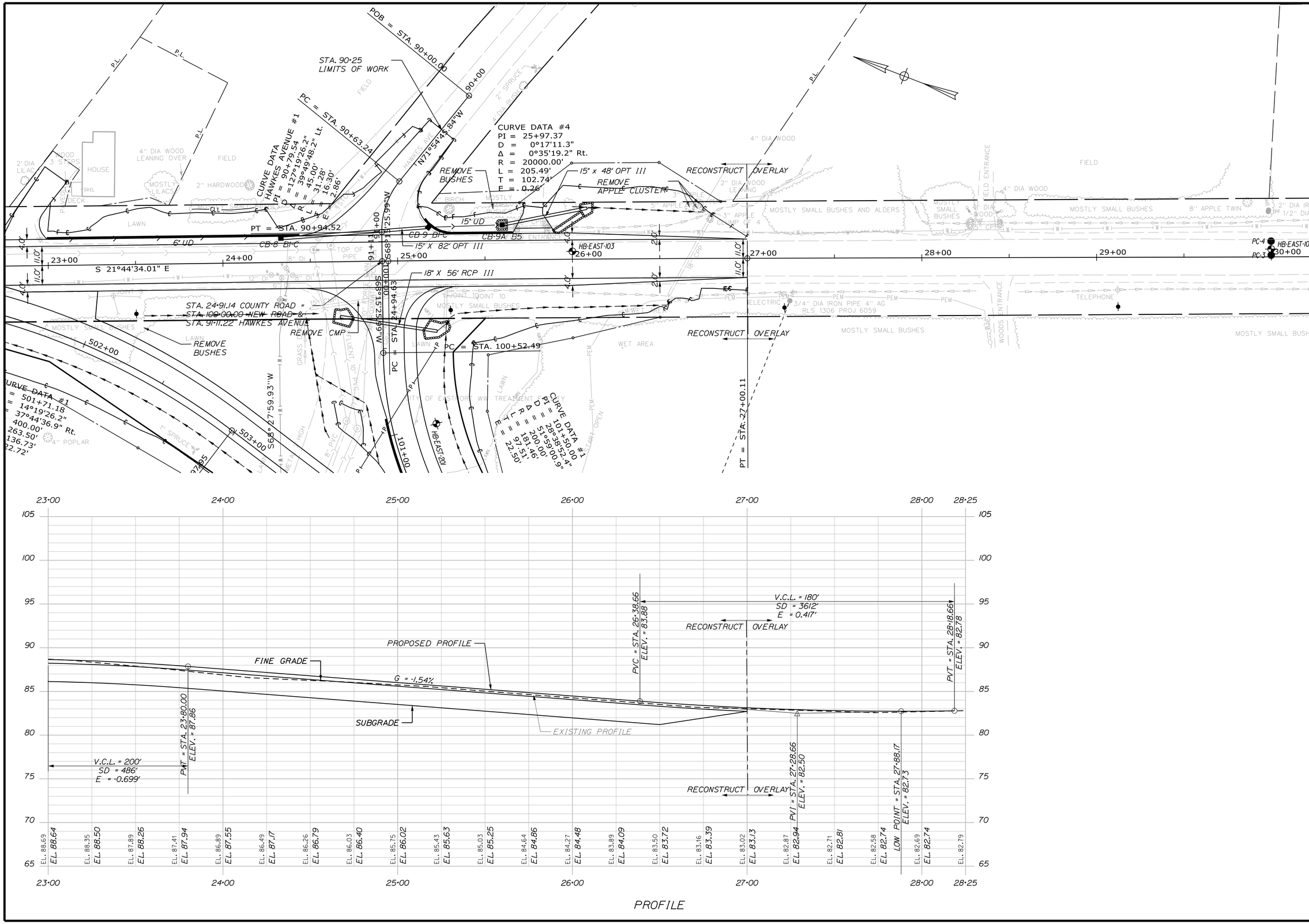
SHEET NUMBER

19

OF 88

STA. 16+00.00 TO STA. 23+00.00

Filename: ...\HIGHWAY\MSTA\019_HDPLAN2.DGN Division: HIGHWAY Username: robert.chester Date:6/29/2015



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

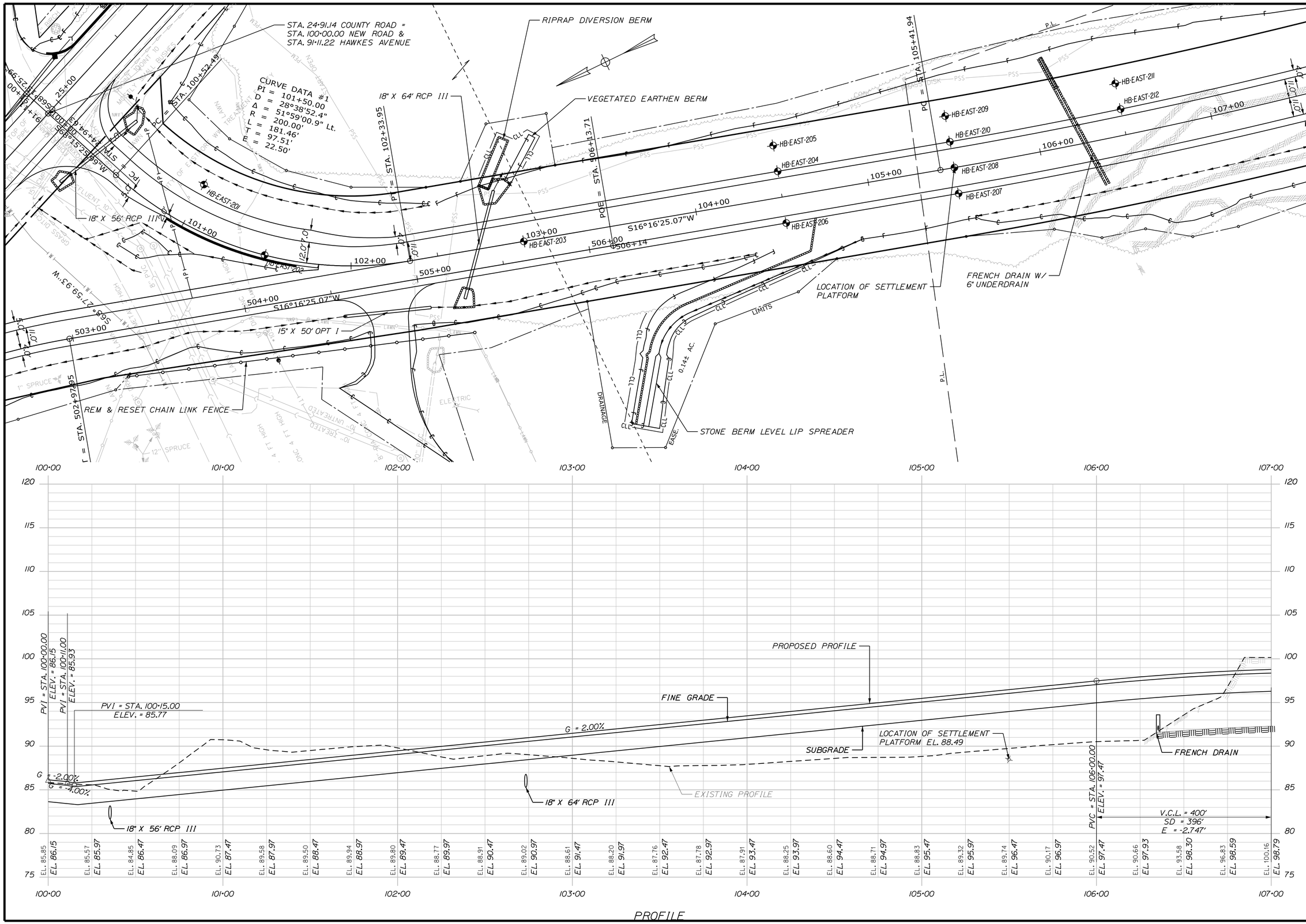
EASTPORT
COUNTY ROAD

PLANS

SHEET NUMBER
20
OF 88

STA. 23+00.00 TO STA. 30+00.00

Filename: ...\HIGHWAY\MSTA\020_HDPLAN3.DGN Division: HIGHWAY Username: robert.chester Date:6/29/2015



STA. 100+00.00 TO STA. 107+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

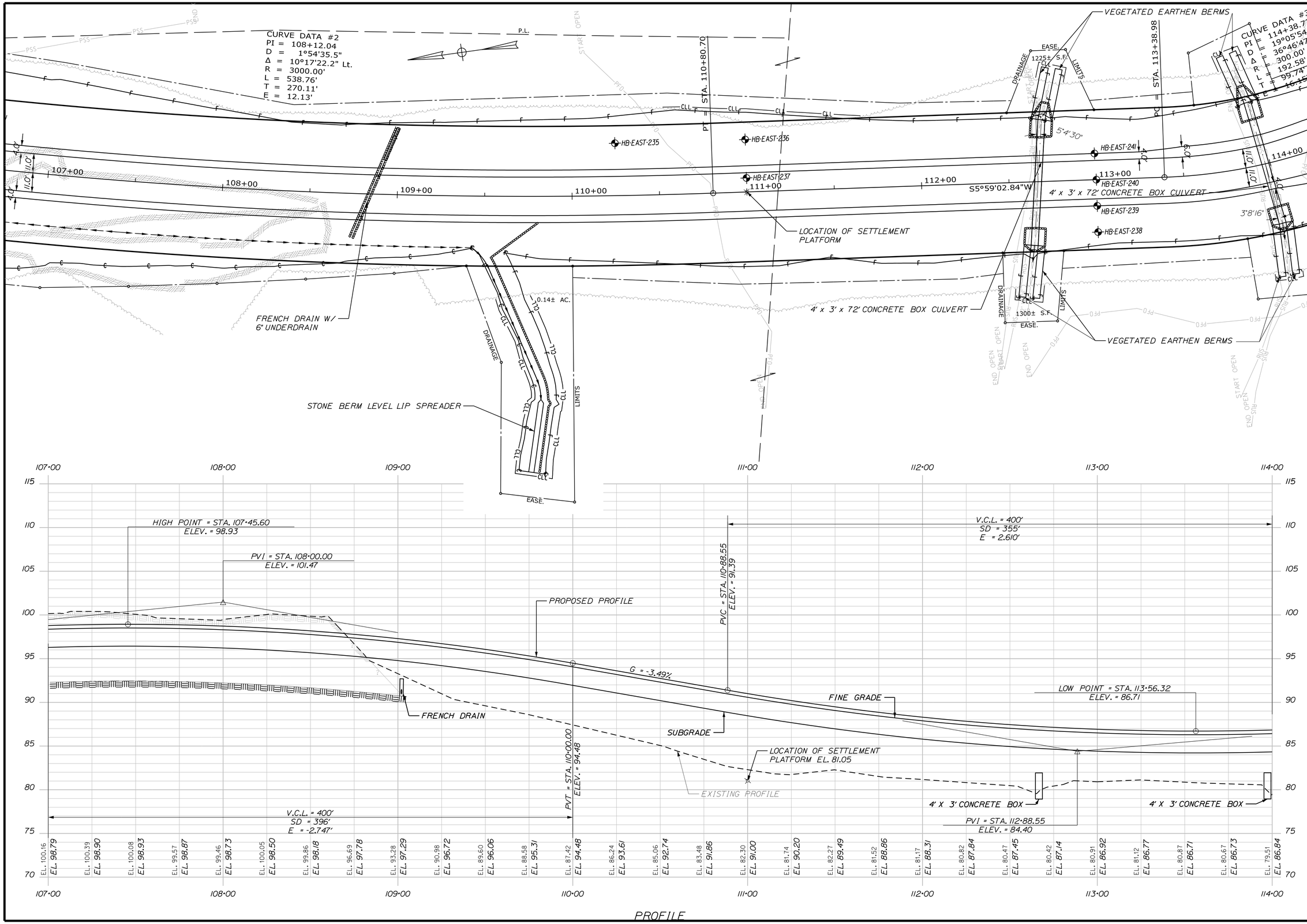
DATE

EASTPORT
COUNTY ROAD

PLANS

SHEET NUMBER
21
OF 88

Filename: ...\HIGHWAY\MSTA\021_hdplan4.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

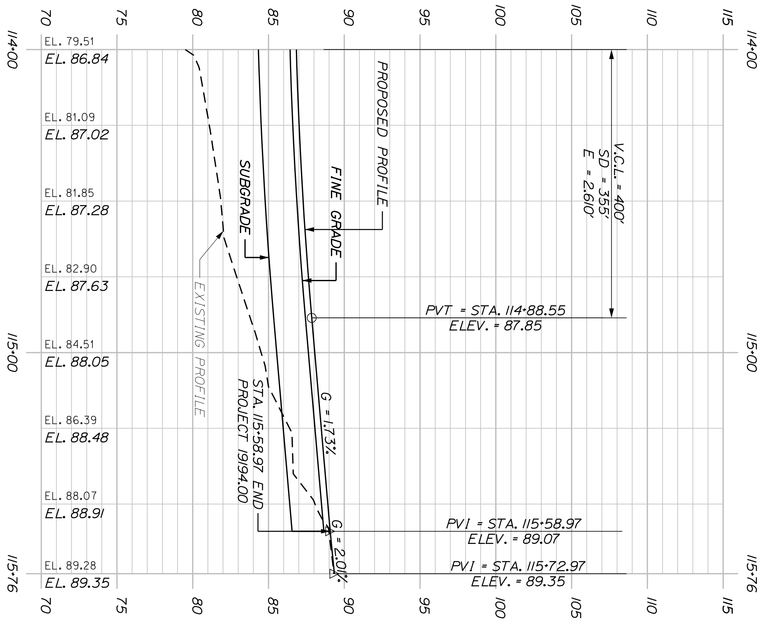
PLANS

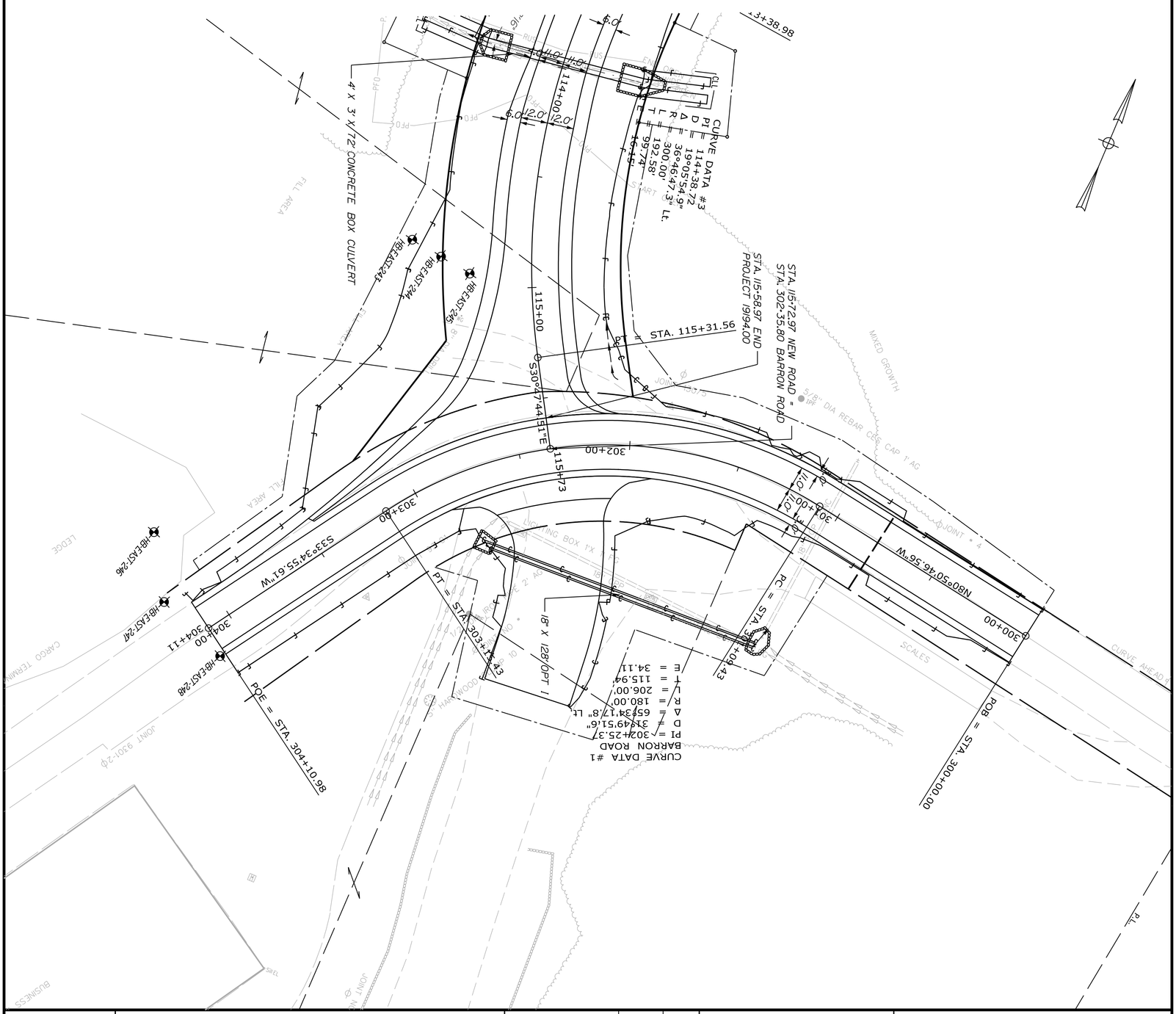
SHEET NUMBER
22
OF 88

STA. 107+00.00 TO STA. 114+00.00

Filename: ...\HIGHWAY\MSTA\022_hdplan5.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

PROFILE





PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	_____	_____	_____
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	_____	_____	_____
REVISIONS 1	_____		_____
REVISIONS 2	_____		_____
REVISIONS 3	_____		_____
REVISIONS 4	_____		_____
FIELD CHANGES	_____		_____

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

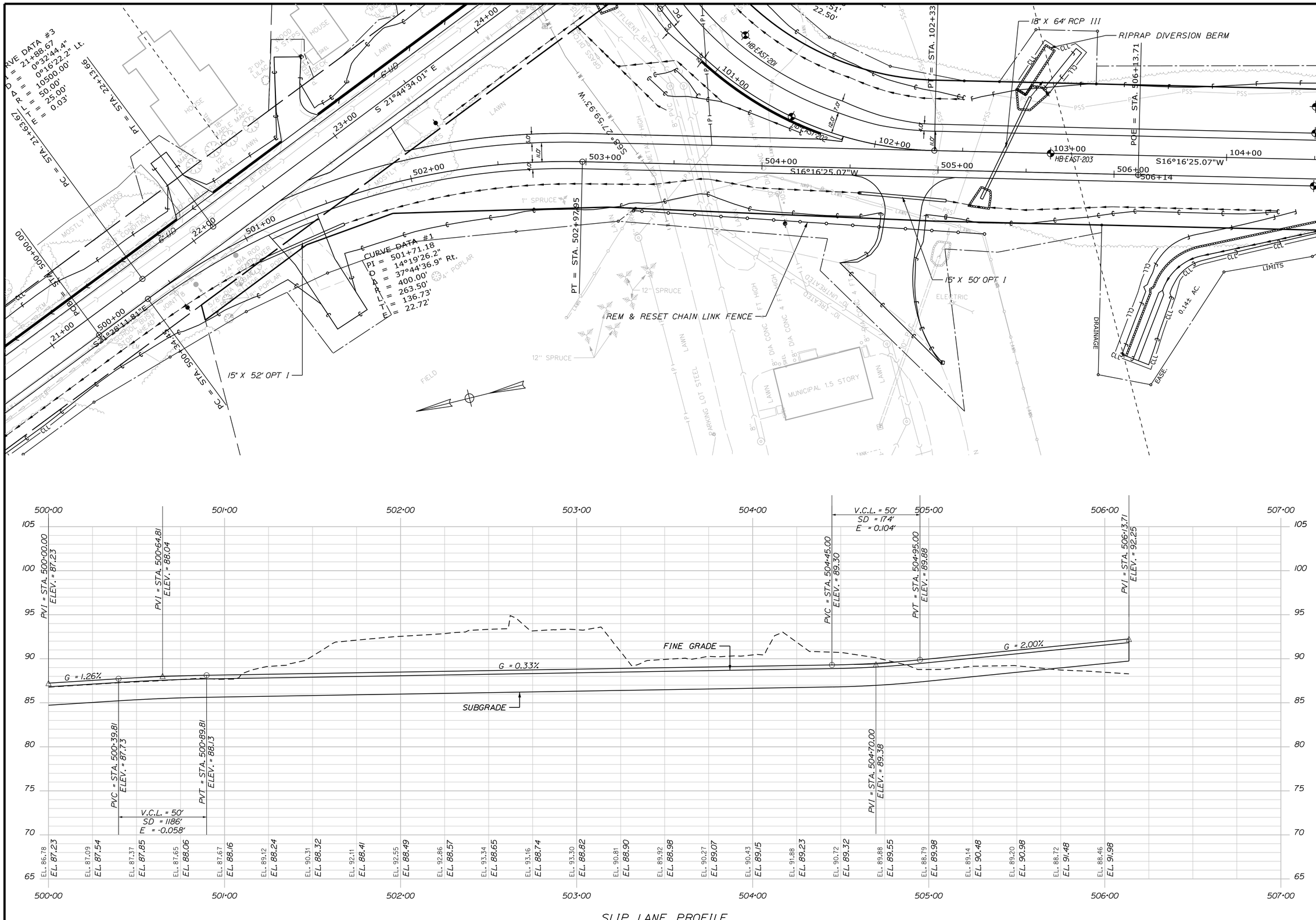
PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE	
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN. 2015	
CHECKED-REVIEWED	------	------	------	SIGNATURE
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN. 2015	
DESIGN3-DETAILED3	------	------	------	P.E. NUMBER
REVISIONS 1	------	------	------	
REVISIONS 2	------	------	------	
REVISIONS 3	------	------	------	DATE
REVISIONS 4	------	------	------	
FIELD CHANGES	------	------	------	

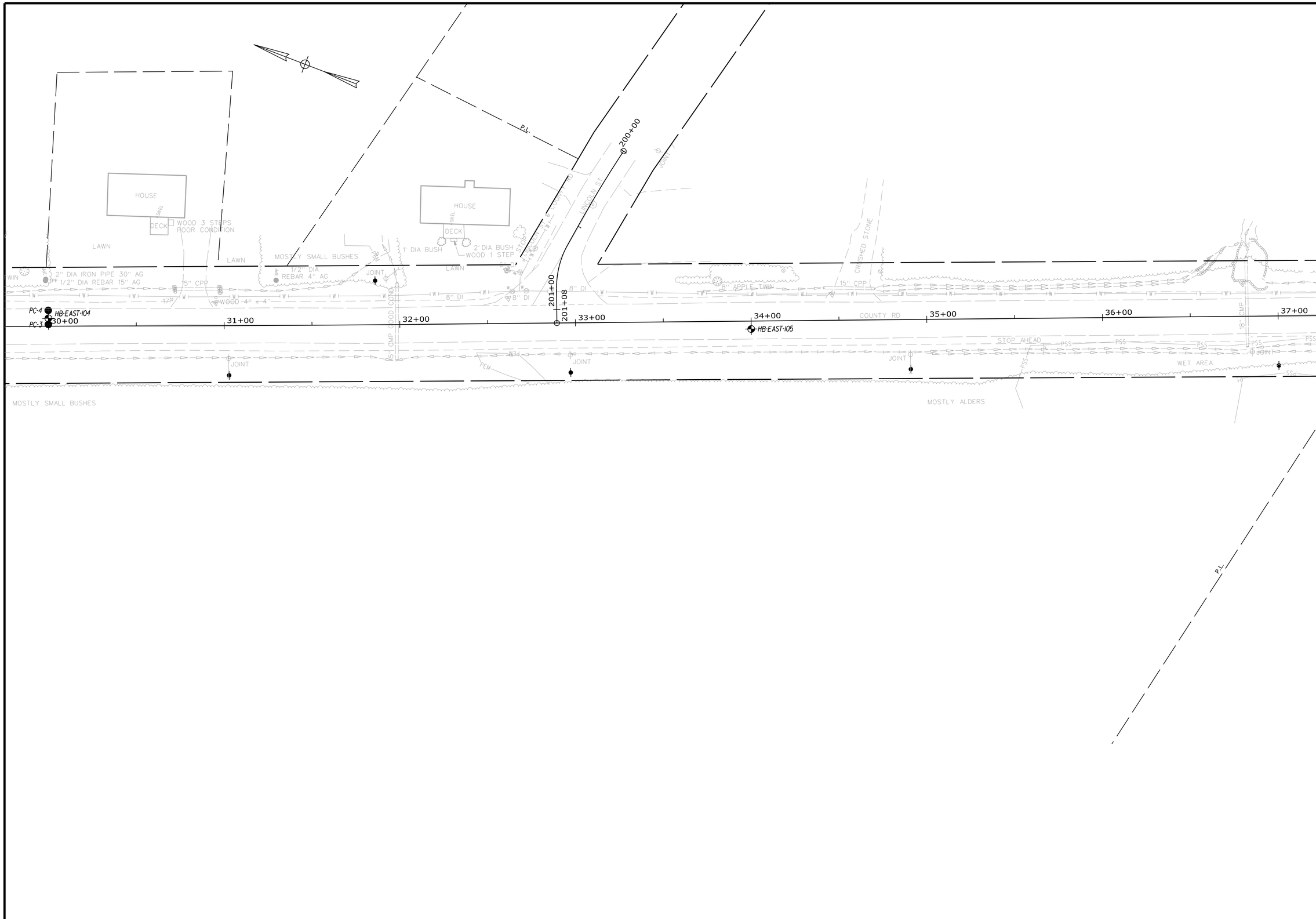
EASTPORT
COUNTY ROAD

PLANS

SHEET NUMBER
24
OF 88

STA. 300+00.00 TO STA. 304+10.98

Filename: ...\HIGHWAY\MSTA\024_hdplan7.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

PLANS

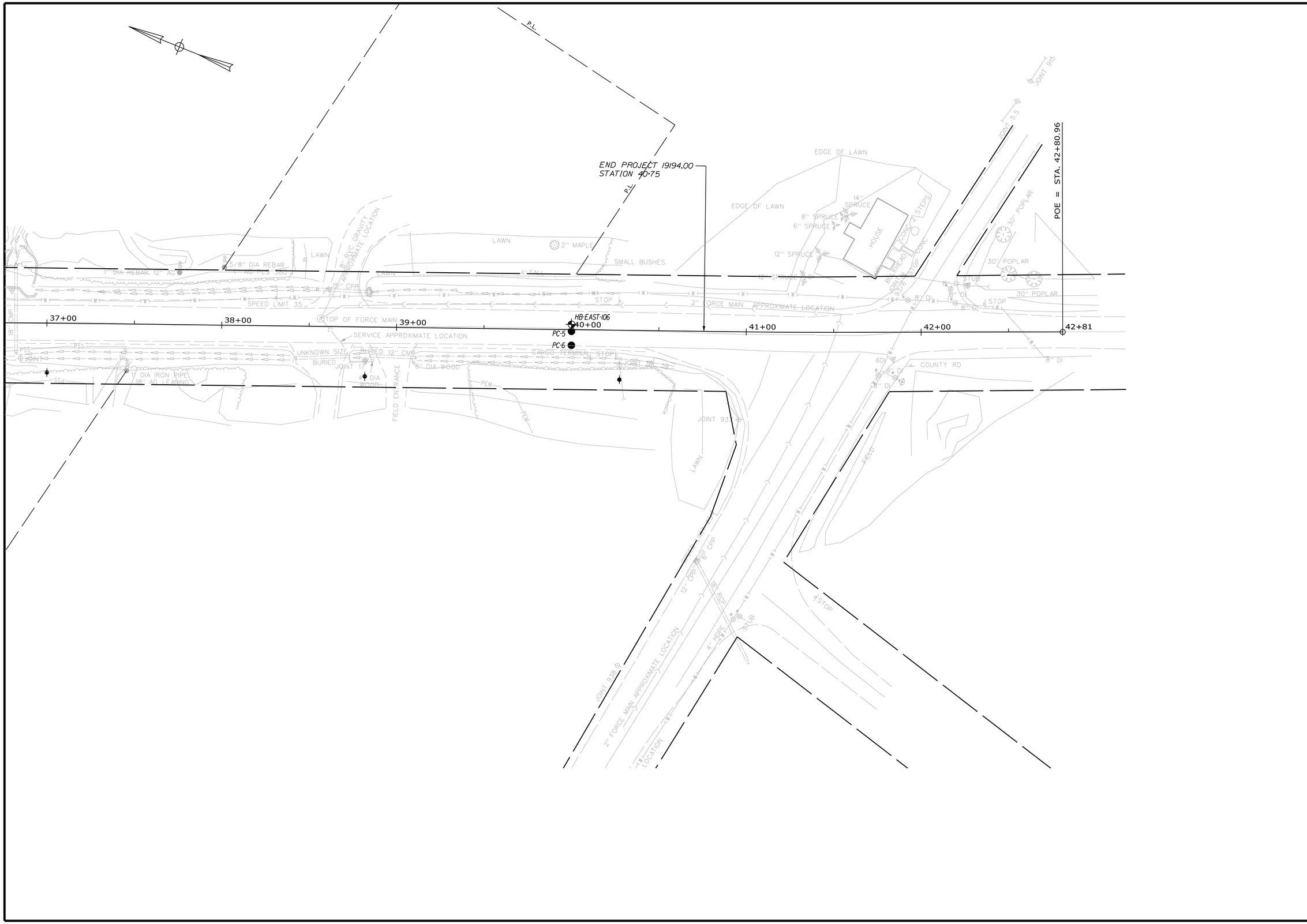
SHEET NUMBER

25

OF 88

STA. 30+00.00 TO STA. 37+00.00

Filename: ...\HIGHWAY\MSTA\025_HDPLAN8.DGN Division: HIGHWAY Username: robert.chester Date:6/29/2015



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

PLANS

SHEET NUMBER

26

OF 88

STA. 37+00.00 TO STA. 42+80.96

Filename: ...\HIGHWAY\MSTA\026_HDPLAN9.DGN Division: HIGHWAY Username: robert.chester Date:6/29/2015

STATIONS & OFFSETS TO STANIELS ROAD NORTH QUADRANT FROM COUNTY ROAD

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P1	14+14.36	15.00	Rt.	392077.04	2524138.25
P2	14+97.09	58.82	Rt.	391983.92	2524128.61

STATIONS & OFFSETS TO STANIELS ROAD NORTH QUADRANT FROM STANIELS ROAD

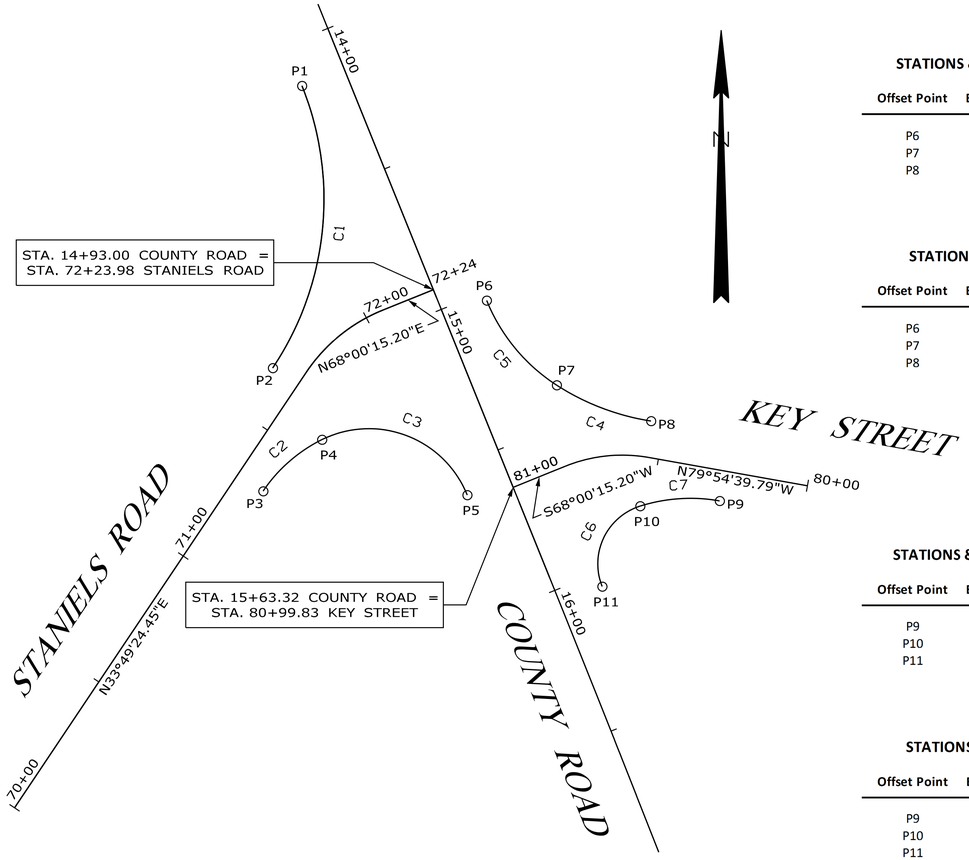
Offset Point	Baseline Station	Offset	Side	Northing	Easting
P1	72+08.98	78.64	Lt.	392077.04	2524138.25
P2	71+67.99	10.00	Lt.	391983.92	2524128.61

STATIONS & OFFSETS TO STANIELS ROAD SOUTH QUADRANT FROM COUNTY ROAD

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P3	15+33.60	76.98	Rt.	391943.27	2524125.45
P4	15+25.10	52.60	Rt.	391960.28	2524144.87
P5	15+60.00	15.00	Rt.	391942.00	2524192.80

STATIONS & OFFSETS TO STANIELS ROAD SOUTH QUADRANT FROM STANIELS ROAD

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P3	71+32.46	10.00	Rt.	391943.27	2524125.45
P4	71+57.40	16.67	Rt.	391960.28	2524144.87
P5	71+68.89	66.66	Rt.	391942.00	2524192.80



STATIONS & OFFSETS TO KEY STREET NORTH QUADRANT FROM COUNTY ROAD

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P6	15+02.88	15.00	Lt.	392006.20	2524199.22
P7	15+37.44	25.95	Lt.	391978.26	2524222.32
P8	15+60.07	50.38	Lt.	391966.42	2524253.44

STATIONS & OFFSETS TO KEY STREET NORTH QUADRANT FROM KEY STREET

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P6	80+84.83	60.44	Rt.	392006.20	2524199.22
P7	80+76.39	26.24	Rt.	391978.26	2524222.32
P8	80+54.32	12.00	Rt.	391966.42	2524253.44

STATIONS & OFFSETS FOR KEY STREET SOUTH QUADRANT FROM COUNTY ROAD

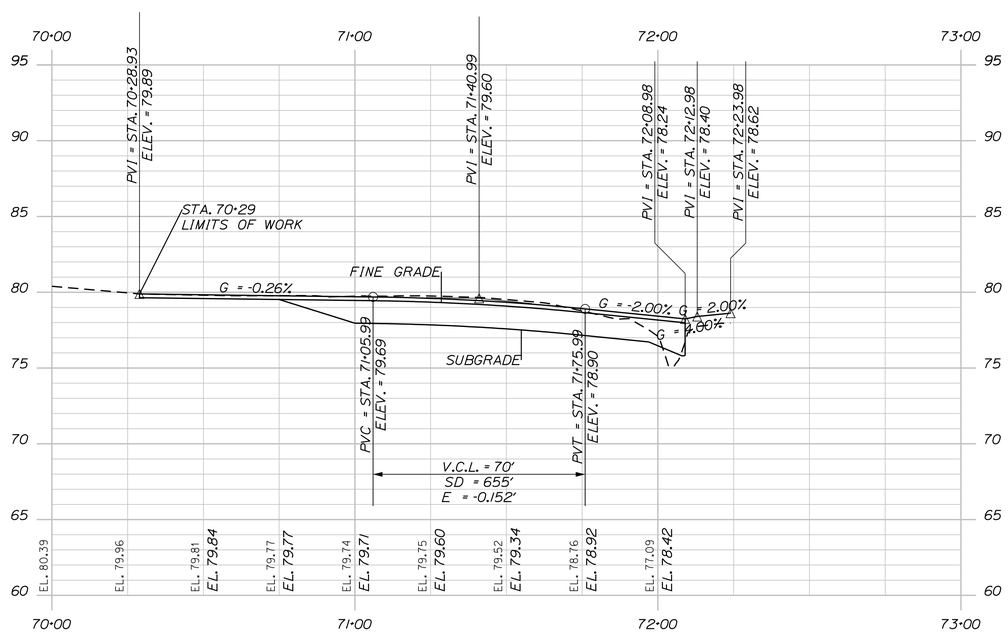
Offset Point	Baseline Station	Offset	Side	Northing	Easting
P9	15+92.99	61.51	Lt.	391940.06	2524276.10
P10	15+84.76	36.54	Lt.	391938.35	2524249.86
P11	16+04.66	15.00	Lt.	391911.81	2524237.35

STATIONS & OFFSETS FOR KEY STREET SOUTH QUADRANT FROM KEY STREET

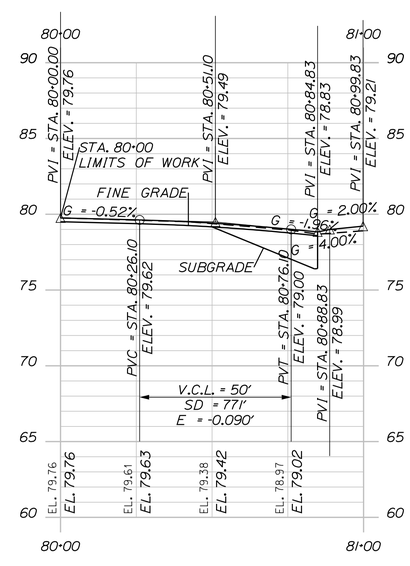
Offset Point	Baseline Station	Offset	Side	Northing	Easting
P9	80+27.67	10.00	Lt.	391940.06	2524276.10
P10	80+53.20	16.29	Lt.	391938.35	2524249.86
P11	80+84.83	41.36	Lt.	391911.81	2524237.35

CURVE DATA FOR STANIELS ROAD & KEY STREET INTERSECTIONS

Name	Radius	Arc Length	Chord Length	Tangent Length	Middle Ordinate	External Distance	Chord Direction
C1	100	97.42	93.62	52.97	11.63	13.16	S 5°54'50" W
C2	50	26.12	25.82	13.36	1.70	1.75	N 48°47'12" E
C3	35	57.58	51.30	37.70	11.19	16.44	S 69°07'23" E
C4	80	33.54	33.30	17.02	1.75	1.79	N 69°10'35" W
C5	60	36.83	36.25	19.02	2.80	2.94	N 39°34'49" W
C6	20	32.94	29.34	21.58	6.41	9.43	N 25°14'48" E
C7	55	26.55	26.30	13.54	1.59	1.64	N 86°15'31" E



STANIELS ROAD PROFILE



KEY STREET PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

GEOMETRIC LAYOUT

SHEET NUMBER
27
OF 88

Filename: ...\027_Geometry_Eastport_001.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

STATIONS & OFFSETS TO NEW ROAD NORTH QUADRANT FROM COUNTY ROAD

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P12	24+46.15	15.00	Rt.	391118.10	2524518.90
P13	24+86.15	54.59	Rt.	391066.29	2524496.94

STATIONS & OFFSETS TO NEW ROAD NORTH QUADRANT FROM NEW ROAD

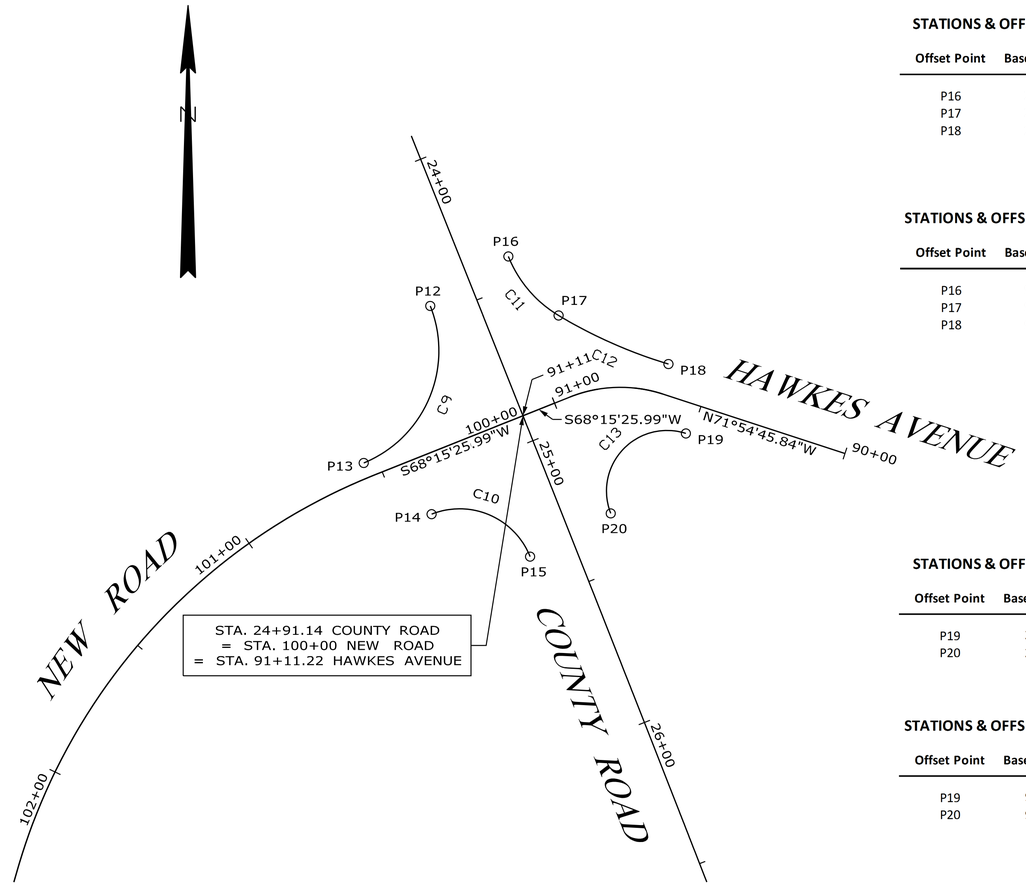
Offset Point	Baseline Station	Offset	Side	Northing	Easting
P12	100+15.00	44.99	Rt.	391118.10	2524518.90
P13	100+54.54	5.00	Rt.	391066.29	2524496.94

STATIONS & OFFSETS TO NEW ROAD SOUTH QUADRANT FROM COUNTY ROAD

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P14	25+10.17	40.04	Rt.	391049.39	2524519.34
P15	25+35.22	15.00	Rt.	391035.39	2524551.84

STATIONS & OFFSETS TO NEW ROAD SOUTH QUADRANT FROM NEW ROAD

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P14	100+40.04	19.00	Lt.	391049.39	2524519.34
P15	100+15.04	44.05	Lt.	391035.39	2524551.84



STATIONS & OFFSETS TO HAWKES AVENUE NORTH QUADRANT FROM COUNTY ROAD

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P16	24+40.52	15.00	Lt.	391134.44	2524544.68
P17	24+64.76	23.18	Lt.	391114.96	2524561.25
P18	24+93.08	50.92	Lt.	391098.93	2524597.51

STATIONS & OFFSETS TO HAWKES AVENUE NORTH QUADRANT FROM HAWKES AVENUE

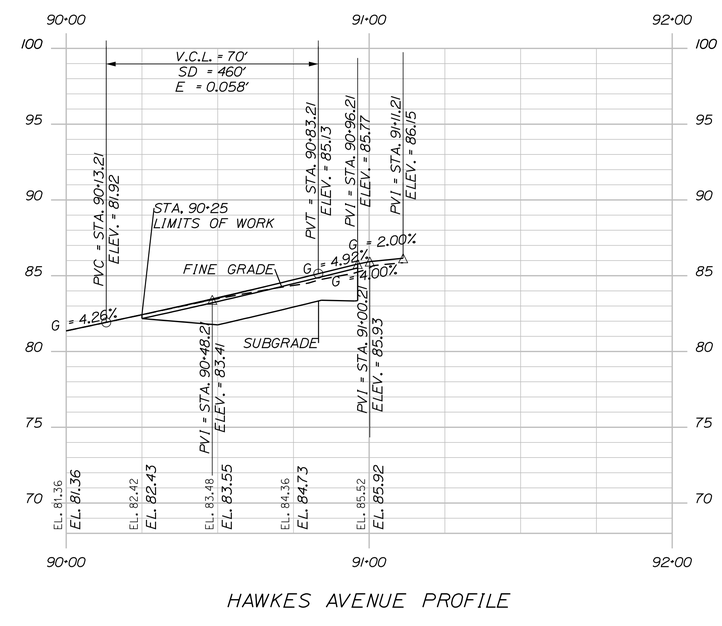
Offset Point	Baseline Station	Offset	Side	Northing	Easting
P16	90+96.22	50.61	Rt.	391134.44	2524544.68
P17	90+90.45	26.67	Rt.	391114.96	2524561.25
P18	90+64.30	10.00	Rt.	391098.93	2524597.51

STATIONS & OFFSETS TO HAWKES AVENUE SOUTH QUADRANT FROM COUNTY ROAD

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P19	25+16.43	47.79	Lt.	391076.03	2524603.26
P20	25+31.78	15.00	Lt.	391049.64	2524578.46

STATIONS & OFFSETS TO HAWKES AVENUE SOUTH QUADRANT FROM HAWKES AVENUE

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P19	90+51.96	10.00	Lt.	391076.03	2524603.26
P20	90+96.25	40.67	Lt.	391049.64	2524578.46



HAWKES AVENUE PROFILE

CURVE DATA FOR NEW ROAD & HAWKES AVENUE INTERSECTION

Name	Radius	Arc Length	Chord Length	Tangent Length	Middle Ordinate	External Distance	Chord Direction
C9	40	62.42	56.28	39.59	11.57	16.28	S 22°57'49" W
C10	25	39.32	35.39	25.05	7.34	10.39	S 66°41'05" E
C11	40	26.03	25.58	13.50	2.10	2.22	N 40°23'15" W
C12	160	39.75	39.64	19.98	1.23	1.24	N 66°08'57" W
C13	20	45.28	36.21	42.62	11.50	27.08	N 43°13'32" E

STATE OF MAINE
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AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY			
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015	DATE
CHECKED-REVIEWED	-----	-----	-----	SIGNATURE
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015	-----
DESIGN3-DETAILED3	-----	-----	-----	P.E. NUMBER
REVISIONS 1	-----	-----	-----	-----
REVISIONS 2	-----	-----	-----	-----
REVISIONS 3	-----	-----	-----	DATE
REVISIONS 4	-----	-----	-----	-----
FIELD CHANGES	-----	-----	-----	-----

EASTPORT
COUNTY ROAD

GEOMETRIC LAYOUT

SHEET NUMBER
28
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Filename: ...\028_Geometry_Eastport_002.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

STATIONS & OFFSETS TO BARRON ROAD WEST QUADRANT EDGE OF TRAVEL WAY FROM NEW ROAD

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P21	114+71.98	12.00	Rt.	389717.26	2524169.87
P22	115+29.17	27.02	Rt.	389655.80	2524181.89
P23	115+50.65	46.30	Rt.	389627.29	2524176.42
P24	116+02.04	134.87	Rt.	389537.05	2524127.09

STATIONS & OFFSETS TO BARRON ROAD WEST QUADRANT EDGE OF TRAVEL WAY FROM BARRON ROAD

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P21	302+39.22	103.04	Rt.	389717.26	2524169.87
P22	302+57.21	45.74	Rt.	389655.80	2524181.89
P23	302+76.16	27.74	Rt.	389627.29	2524176.42
P24	303+72.93	14.00	Rt.	389537.05	2524127.09

STATIONS & OFFSETS TO BARRON ROAD WEST QUADRANT EDGE OF SHOULDER FROM NEW ROAD

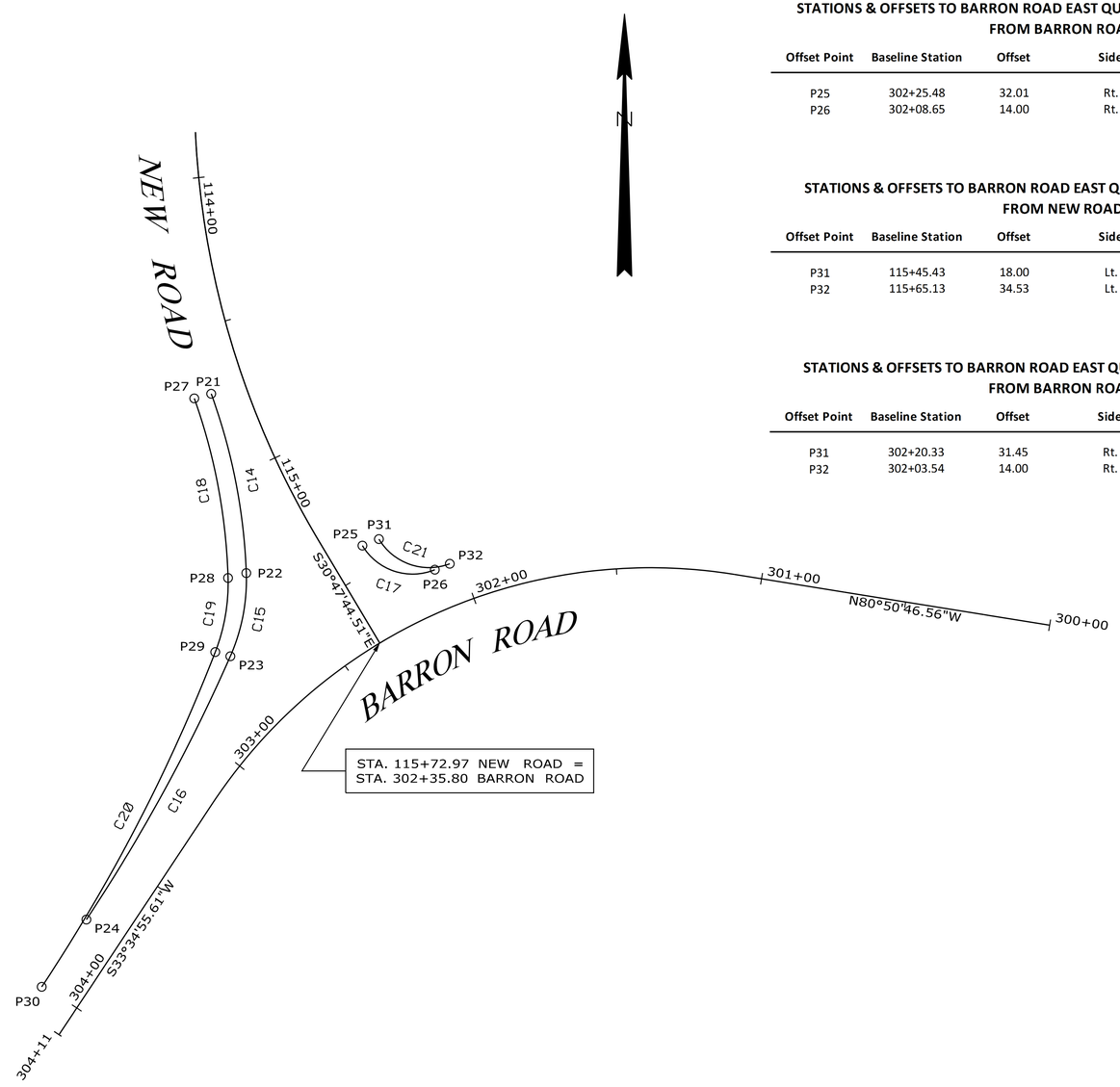
Offset Point	Baseline Station	Offset	Side	Northing	Easting
P27	114+71.57	18.00	Rt.	389715.67	2524164.06
P28	115+27.63	33.26	Rt.	389654.12	2524175.64
P29	115+46.76	49.99	Rt.	389628.74	2524171.26
P30	116+14.87	159.83	Rt.	389513.99	2524111.78

STATIONS & OFFSETS TO BARRON ROAD WEST QUADRANT EDGE OF SHOULDER FROM BARRON ROAD

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P27	302+42.85	104.84	Rt.	389715.67	2524164.06
P28	302+61.92	48.33	Rt.	389654.12	2524175.64
P29	302+78.46	32.39	Rt.	389628.74	2524171.26
P30	304+00.61	14.00	Rt.	389513.99	2524111.78

CURVE DATA FOR NEW ROAD & BARRON ROAD INTERSECTION

Name	Radius	Arc Length	Chord Length	Tangent Length	Middle Ordinate	External Distance	Chord Direction
C14	200	62.88	62.62	31.70	2.47	2.50	S 11°04'02" E
C15	65	29.28	29.03	14.89	1.64	1.68	S 10°50'39" W
C16	600	102.97	102.84	51.61	2.21	2.22	S 28°39'57" W
C17	20	28.50	26.15	17.27	4.86	6.43	N 71°36'43" W
C18	200	62.89	62.63	31.71	2.47	2.50	S 10°38'52" E
C19	65	25.93	25.76	13.14	1.29	1.31	S 9°47'18" W
C20	600	129.50	129.25	65.00	3.49	3.51	S 27°23'57" W
C21	20	27.93	25.71	16.78	4.68	6.11	N 70°47'54" W



STATIONS & OFFSETS TO BARRON ROAD EAST QUADRANT EDGE OF TRAVEL WAY FROM NEW ROAD

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P25	115+44.46	12.00	Lt.	389665.21	2524221.69
P26	115+64.25	29.09	Lt.	389656.97	2524246.50

STATIONS & OFFSETS TO BARRON ROAD EAST QUADRANT EDGE OF TRAVEL WAY FROM BARRON ROAD

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P25	302+25.48	32.01	Rt.	389665.21	2524221.69
P26	302+08.65	14.00	Rt.	389656.97	2524246.50

STATIONS & OFFSETS TO BARRON ROAD EAST QUADRANT EDGE OF SHOULDER FROM NEW ROAD

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P31	115+45.43	18.00	Lt.	389667.45	2524227.34
P32	115+65.13	34.53	Lt.	389659.00	2524251.62

STATIONS & OFFSETS TO BARRON ROAD EAST QUADRANT EDGE OF SHOULDER FROM BARRON ROAD

Offset Point	Baseline Station	Offset	Side	Northing	Easting
P31	302+20.33	31.45	Rt.	389667.45	2524227.34
P32	302+03.54	14.00	Rt.	389659.00	2524251.62

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY			
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015	
CHECKED-REVIEWED	-----	-----	-----	
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015	
DESIGN3-DETAILED3	------	------	------	
REVISIONS 1	------	------	------	
REVISIONS 2	------	------	------	
REVISIONS 3	------	------	------	
REVISIONS 4	------	------	------	
FIELD CHANGES	------	------	------	

SIGNATURE

P.E. NUMBER

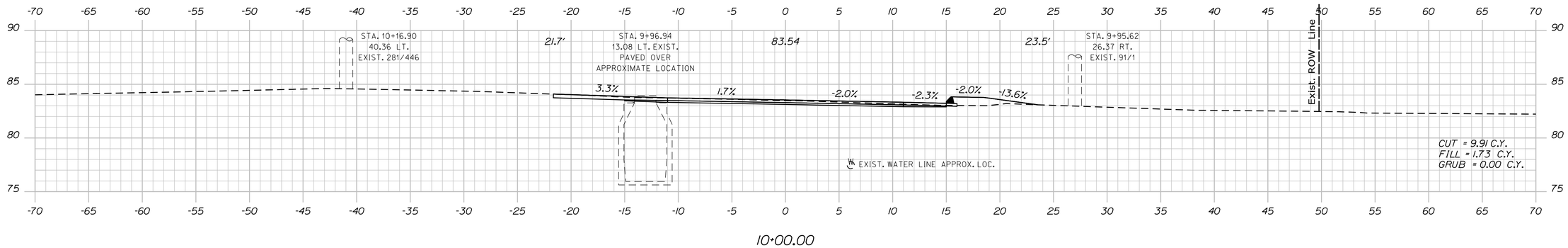
DATE

EASTPORT
COUNTY ROAD

GEOMETRIC LAYOUT

SHEET NUMBER
29
OF 88

Filename: ...\029_Geometry_Eastport_003.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



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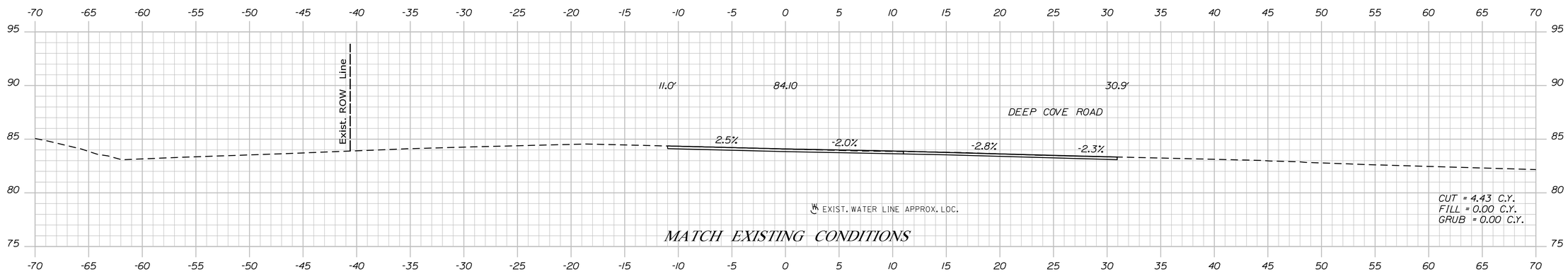
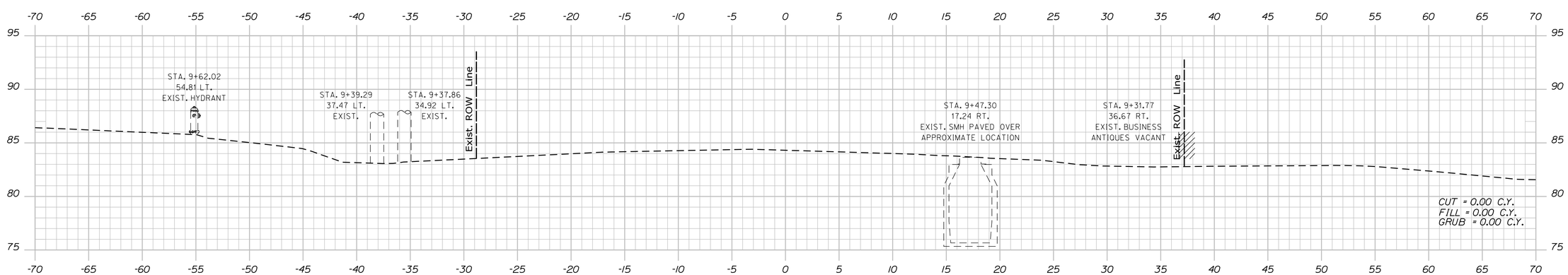


9+75.00



9+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
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DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
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FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

CROSS SECTIONS

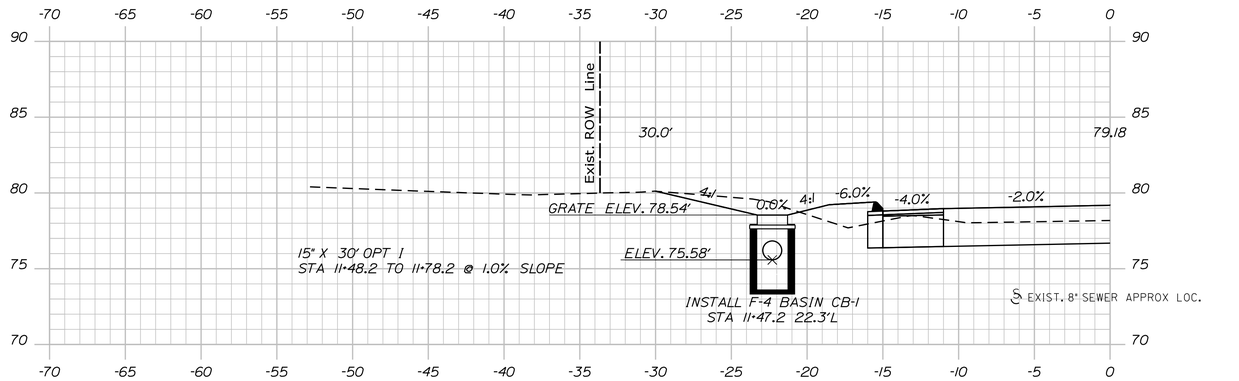
SHEET NUMBER

30

OF 88

Filename: ...\MSTA\030_XSECT_9+50_001.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

Sta. 9+50.00 to Sta. 10+00.00



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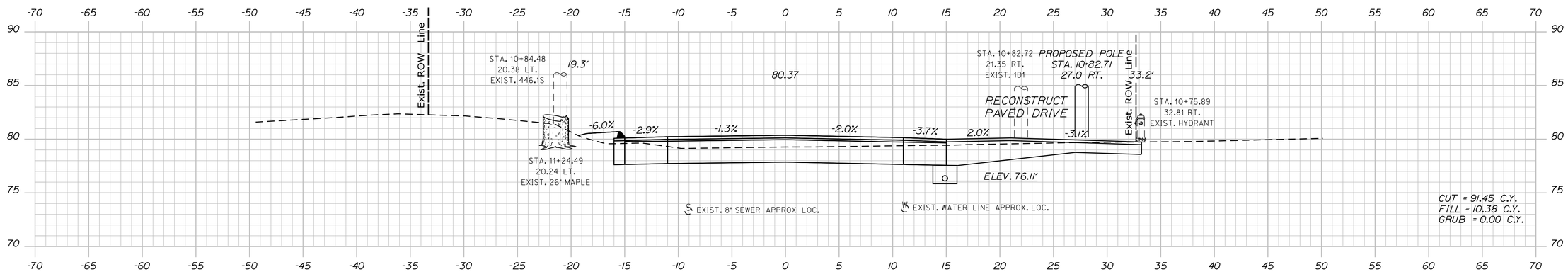
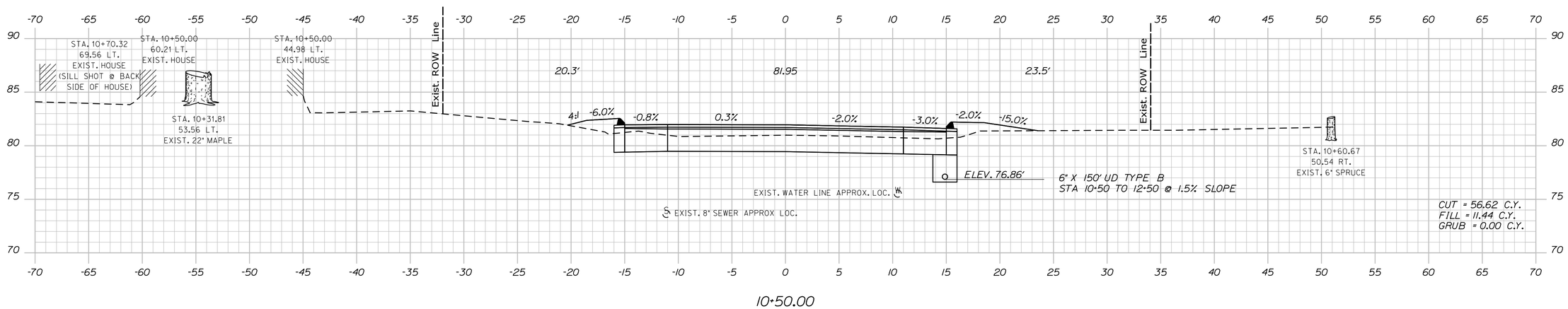


11+00.00



10+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
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REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

CROSS SECTIONS

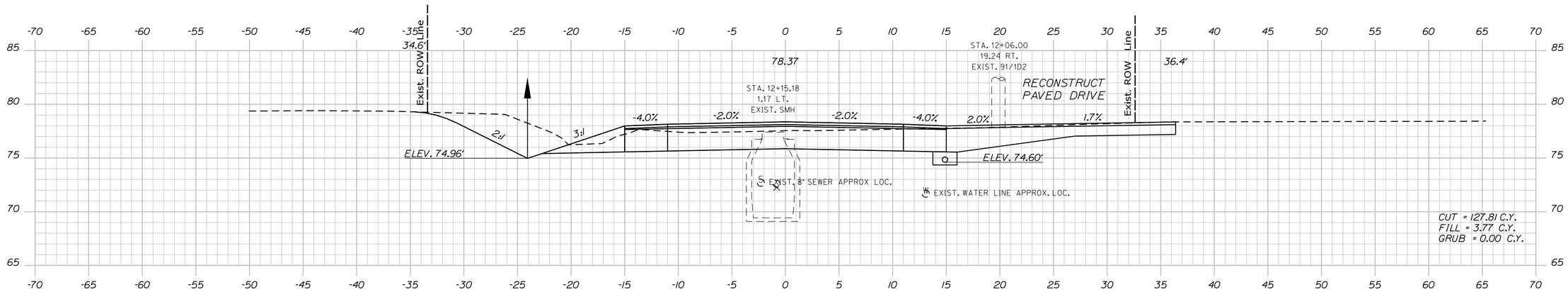
SHEET NUMBER

31

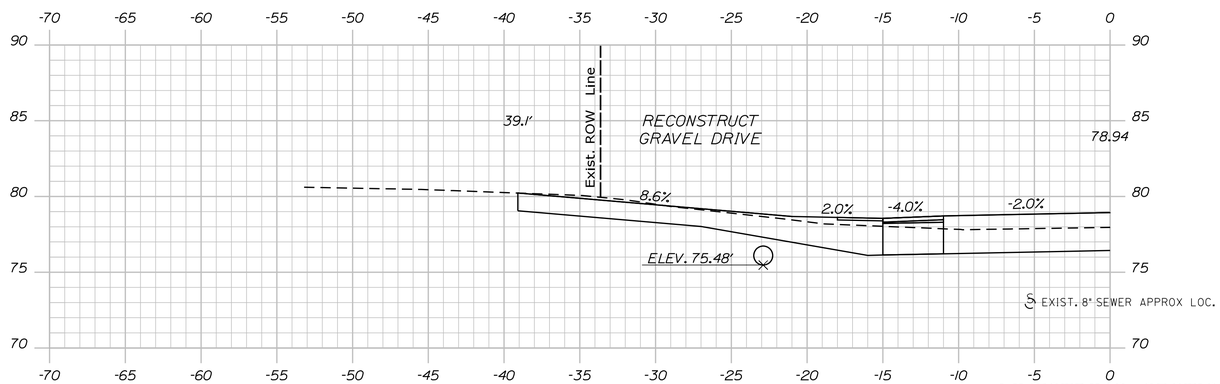
OF 88

Filename: ...\MSTA\031_XSECT_10+50_002.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

Sta. 10+50.00 to Sta. 11+47.15



12+00.00



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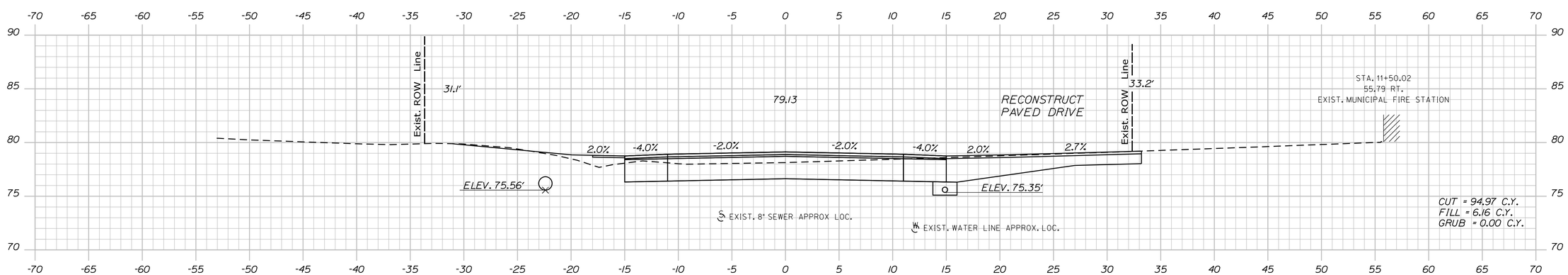

11+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
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REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

CROSS SECTIONS

SHEET NUMBER

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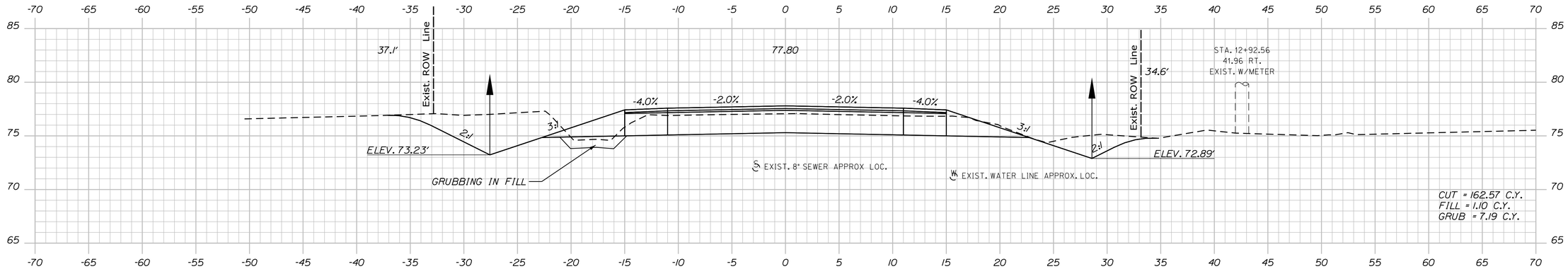
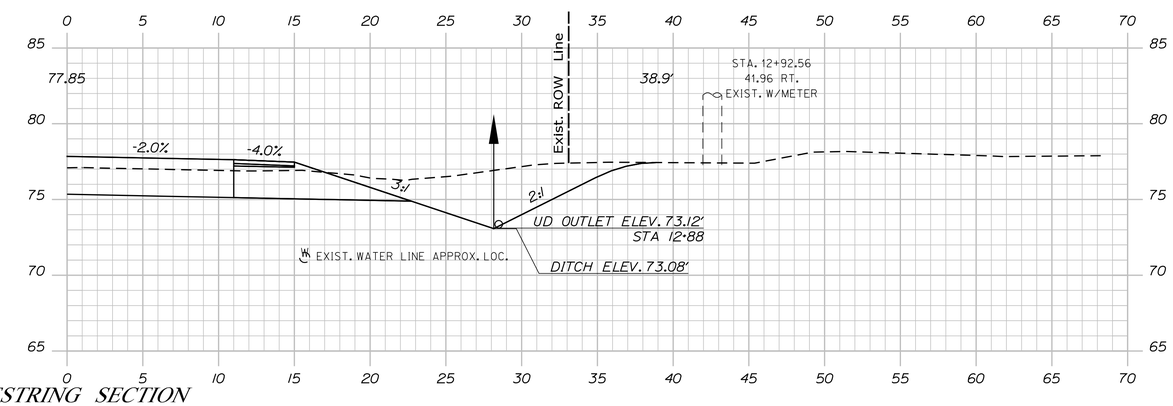
Filename: ...\MSTA\032_XSECT_11+50_003.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

Sta. 11+50.00 to Sta. 12+00.00



13+00.00



LINESTRING SECTION
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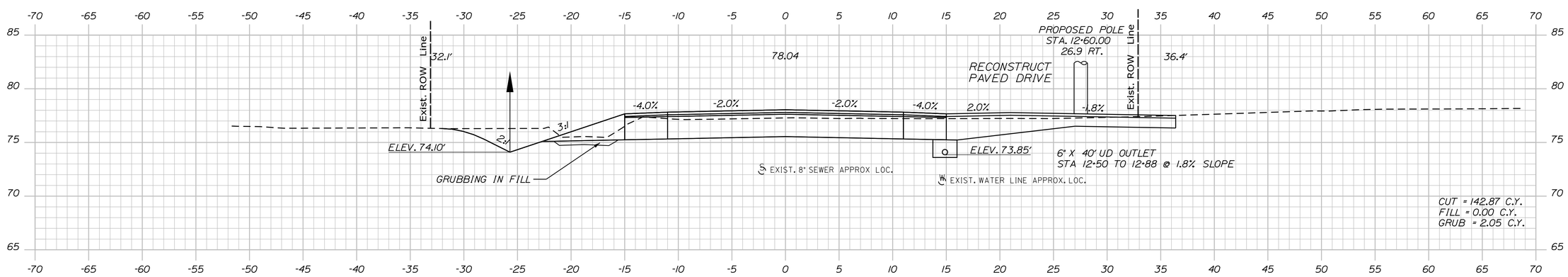

12+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
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DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
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REVISIONS 1	-----	-----	-----
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REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

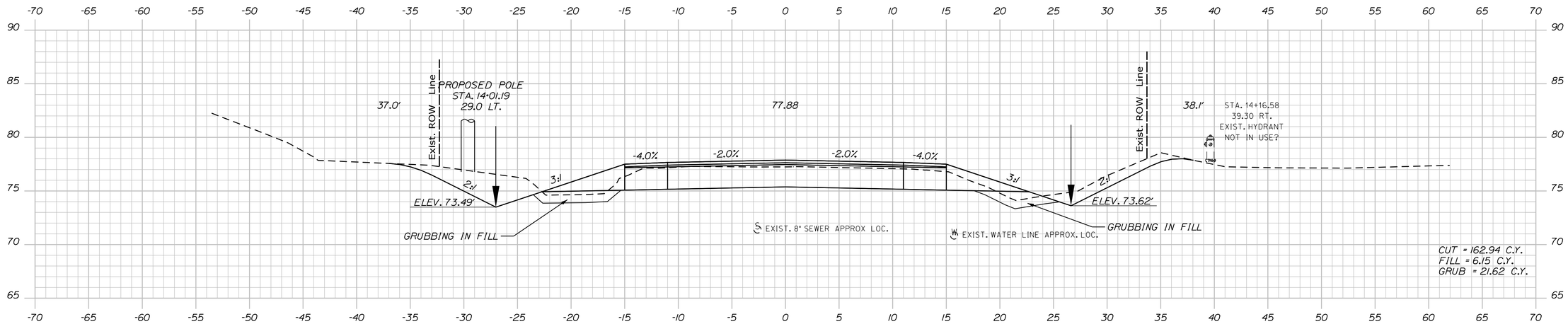
EASTPORT
COUNTY ROAD

CROSS SECTIONS

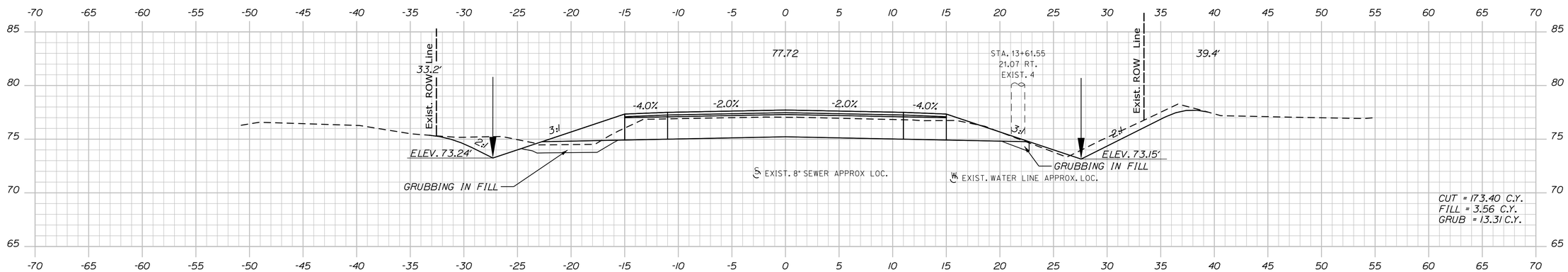
SHEET NUMBER
33
OF 88

Filename: ...\MSTA\033_XSECT_12+50_004.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

Sta. 12+50.00 to Sta. 13+00.00



14+00.00



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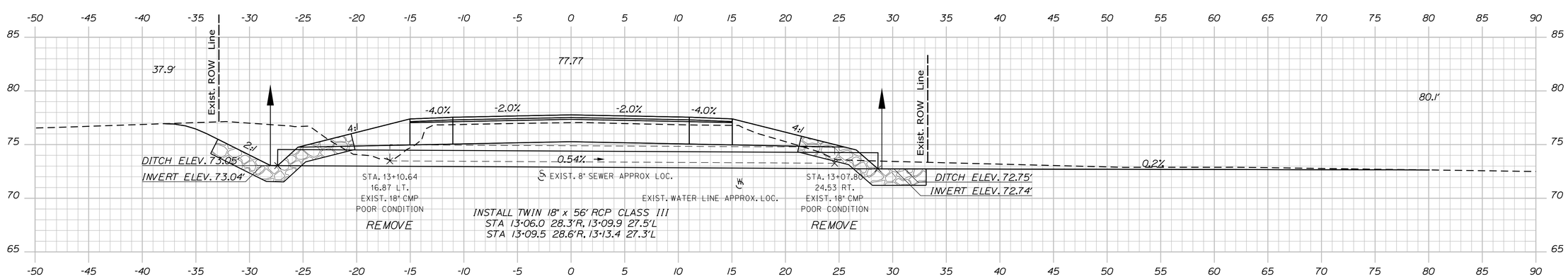

LINESTRING SECTION
13+09.49

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T. WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
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REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

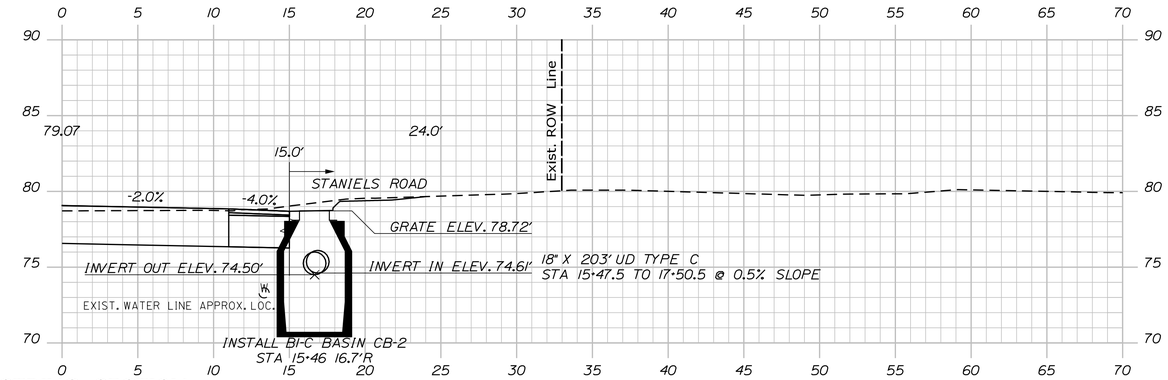
EASTPORT
COUNTY ROAD

CROSS SECTIONS

SHEET NUMBER
34
OF 88

Filename: ...\MSTA\034_XSECT_13+09_005.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

Sta. 13+09.49 to Sta. 14+00.00



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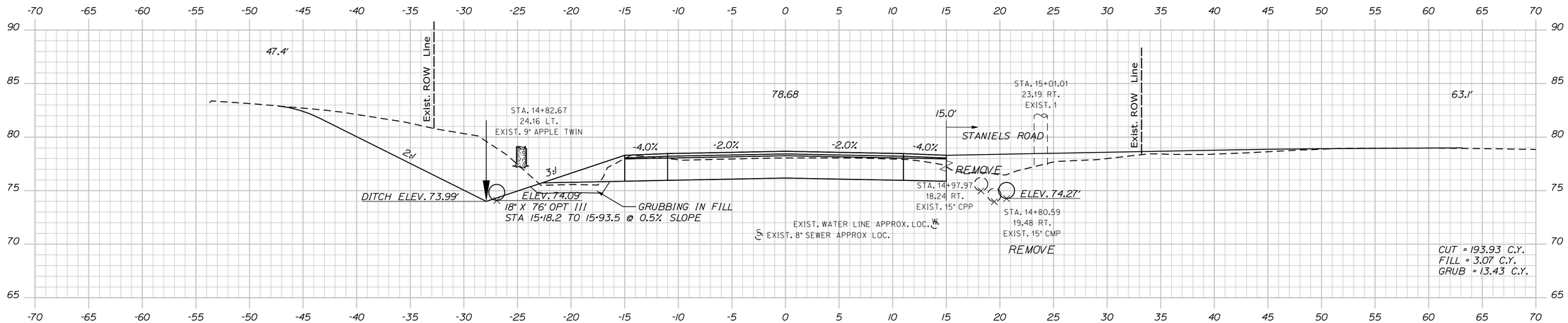

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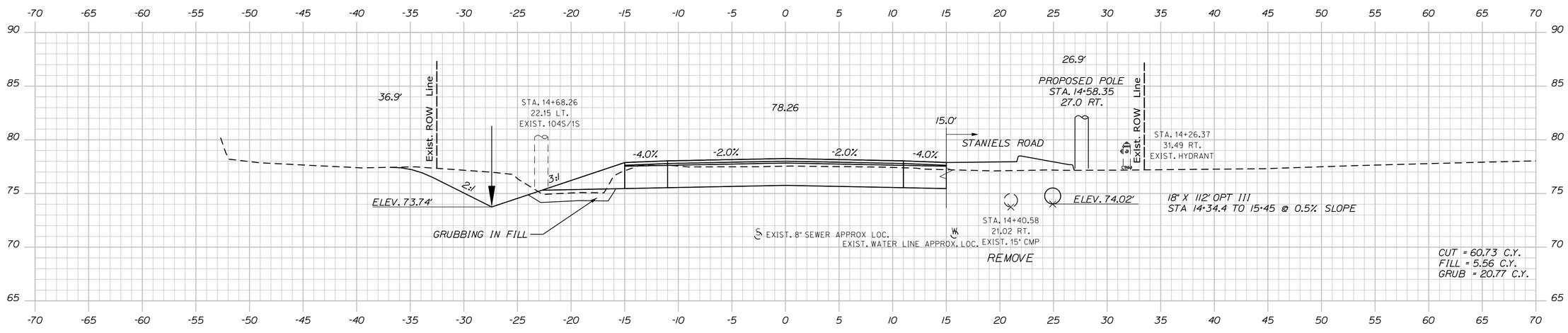

14+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
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DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
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REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

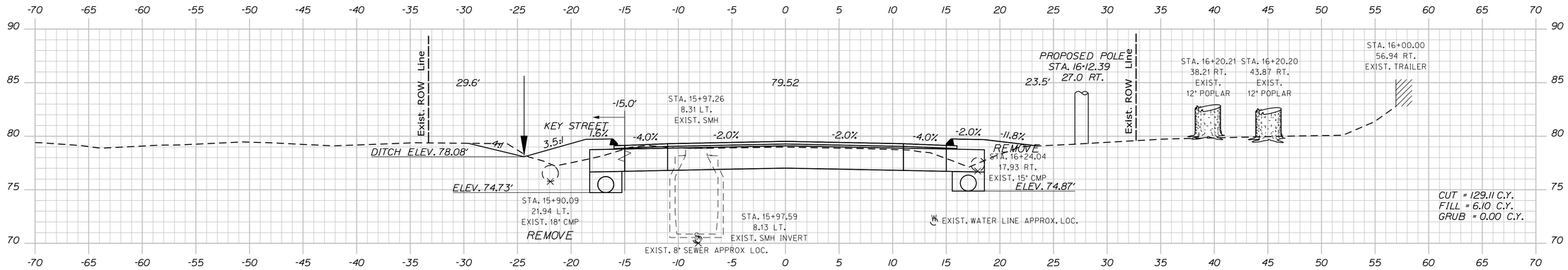
EASTPORT
COUNTY ROAD

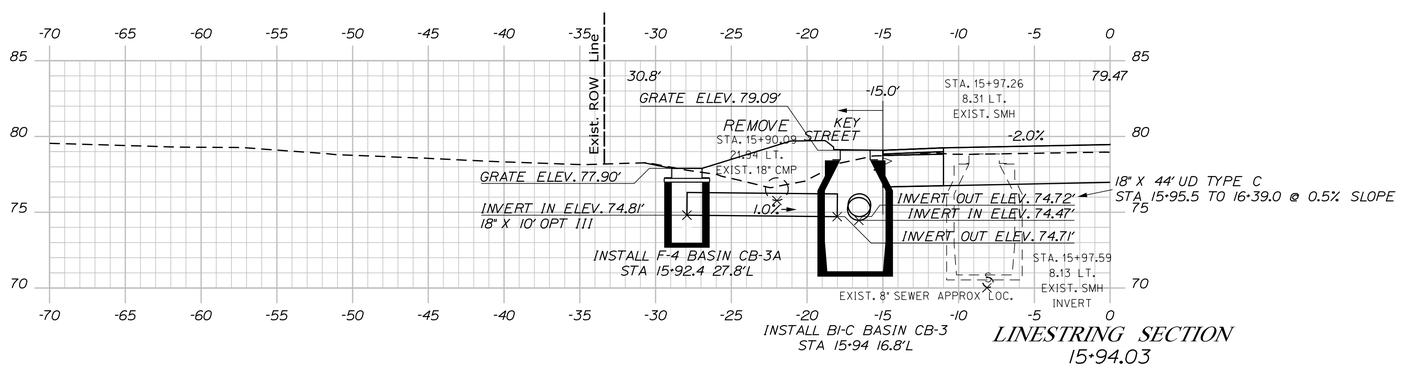
CROSS SECTIONS

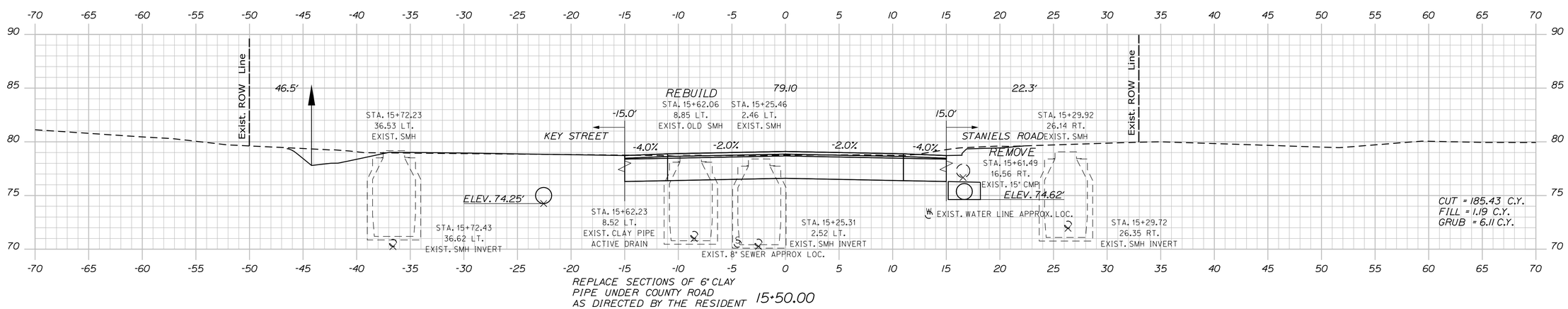
SHEET NUMBER
35
OF 88

Filename: ...\MSTA\035_XSECT_14+50_006.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

Sta. 14+50.00 to Sta. 15+46.13







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
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DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

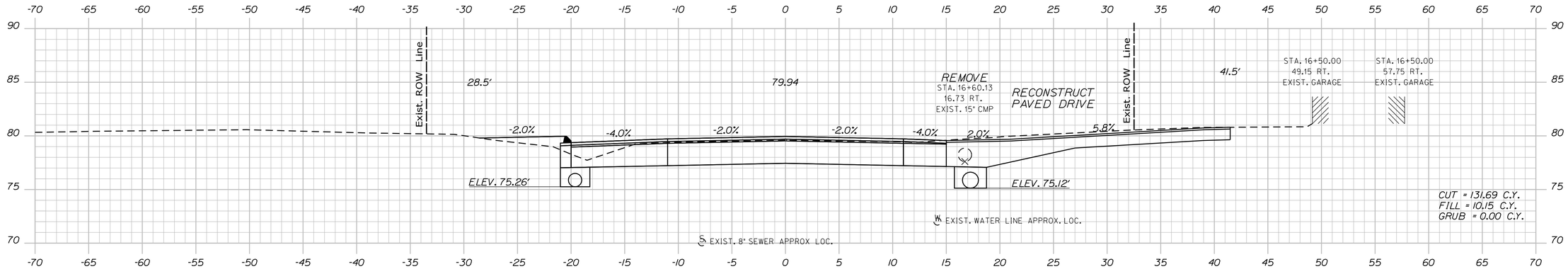
EASTPORT
COUNTY ROAD

CROSS SECTIONS

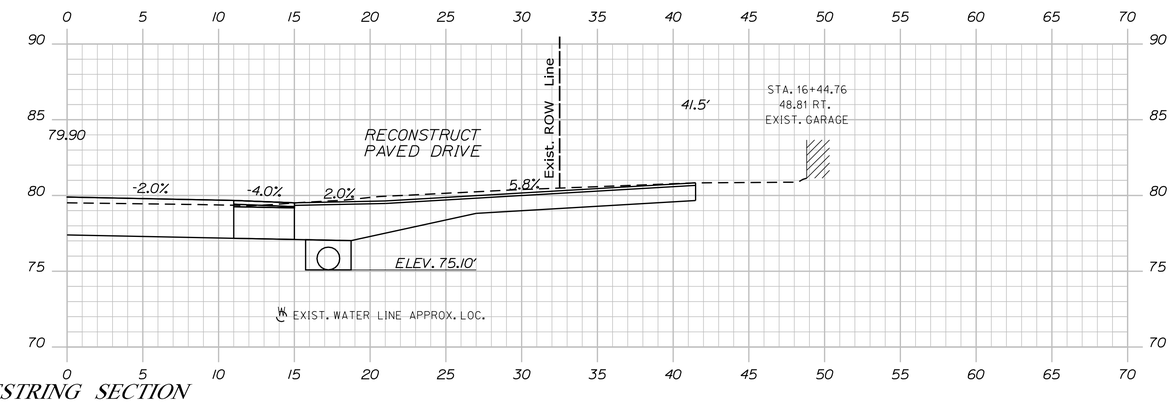
SHEET NUMBER
36
OF 88

Filename: ...\MSTA\036_XSECT_15+50_007.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

Sta. 15+50.00 to Sta. 16+00.00



16+50.00



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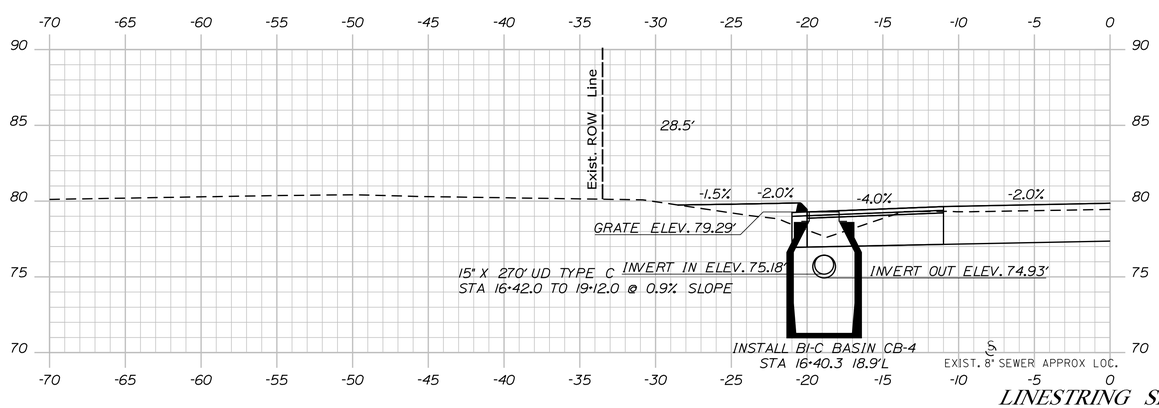

LINESTRING SECTION
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Filename: ...\MSTA\037_XSECT_16+40_008.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
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DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
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REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

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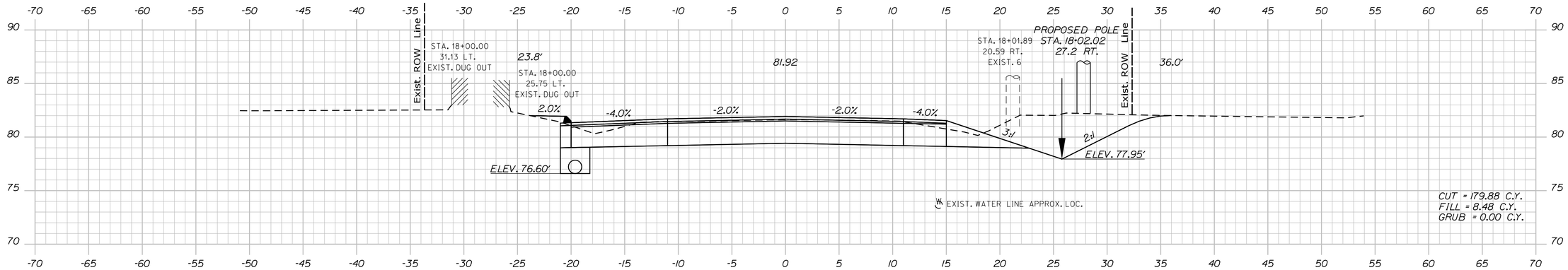
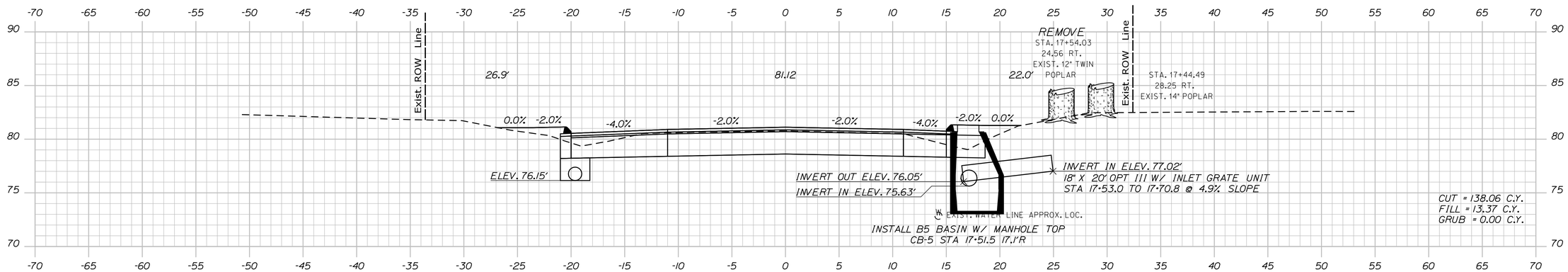
OF 88

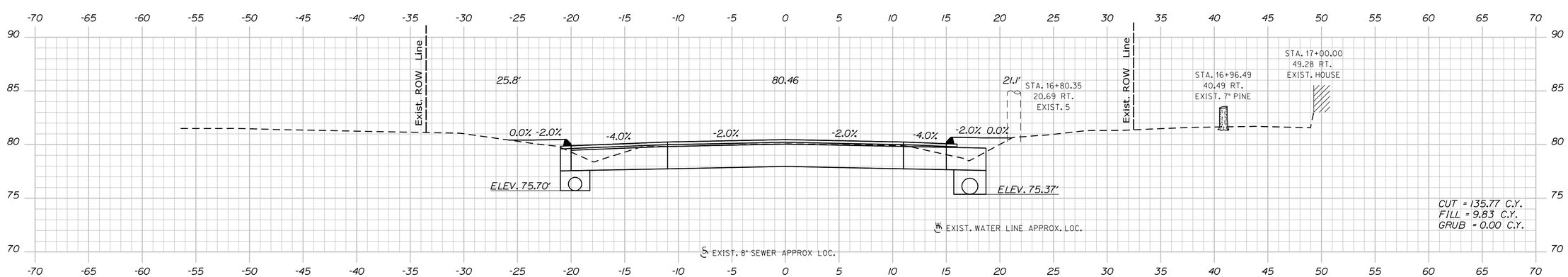
Sta. 16+40.25 to Sta. 16+50.00



18+00.00



17+50.00



17+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

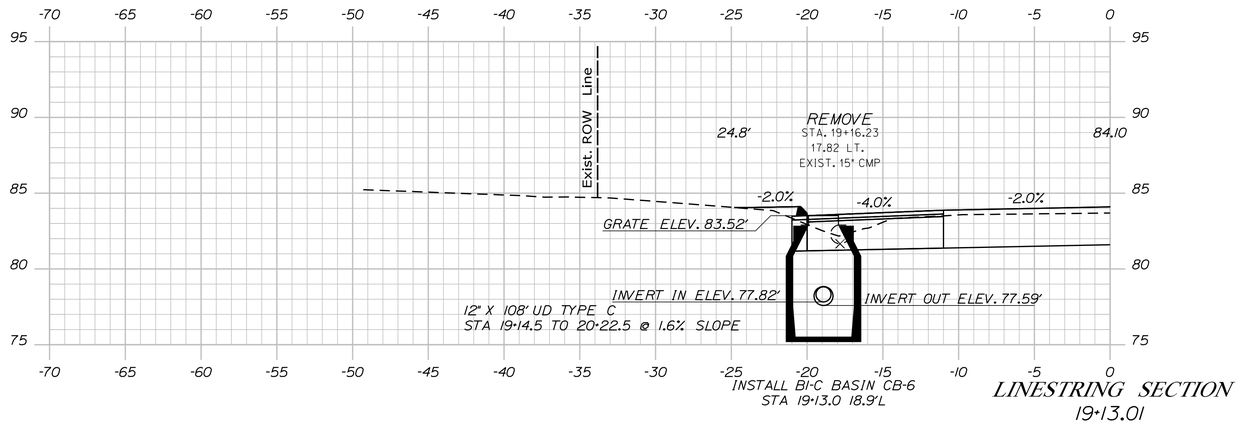
EASTPORT
COUNTY ROAD

CROSS SECTIONS

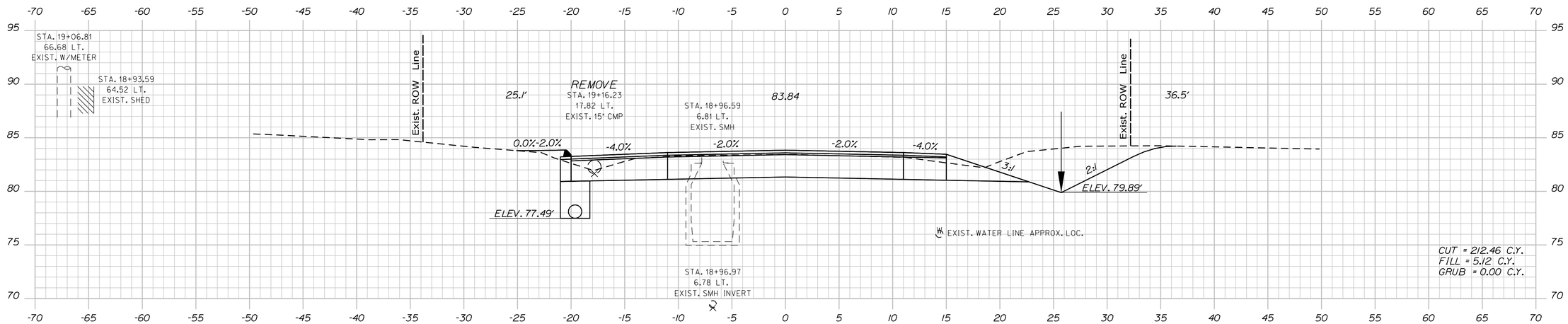
SHEET NUMBER
38
OF 88

Filename: ...\MSTA\038_XSECT_17+00_009.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

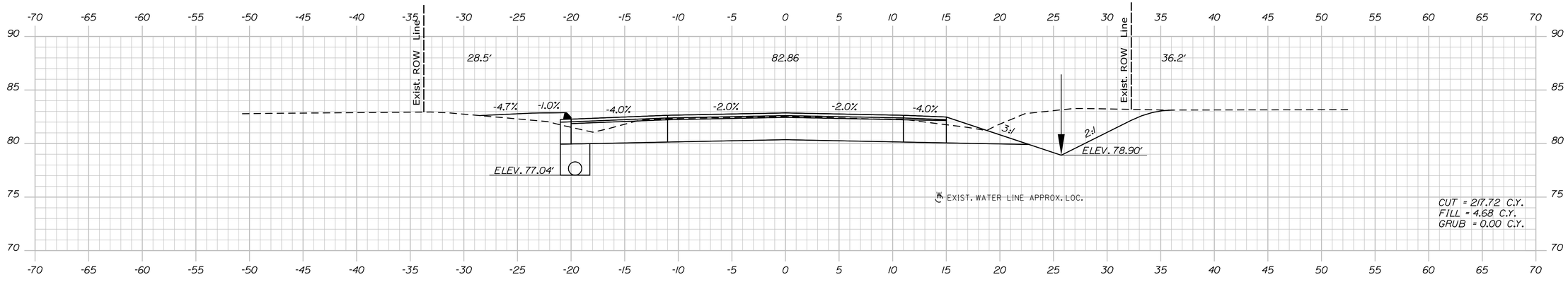
Sta. 17+00.00 to Sta. 18+00.00



LINESTRING SECTION
19+13.01



19+00.00



18+50.00

Sta. 18+50.00 to Sta. 19+13.01

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

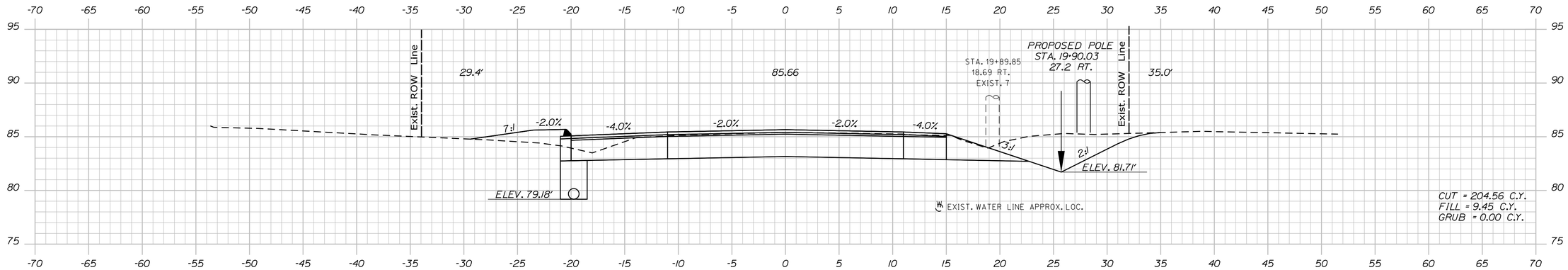
DATE

EASTPORT
COUNTY ROAD

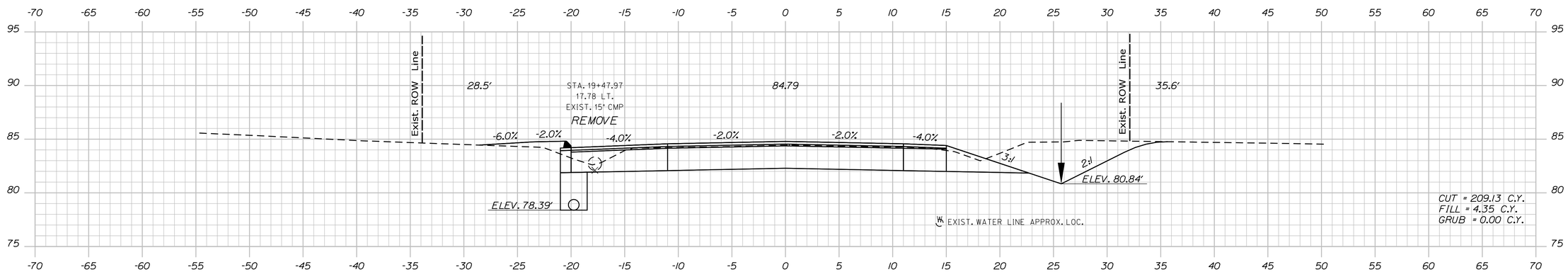
CROSS SECTIONS

SHEET NUMBER
39
OF 88

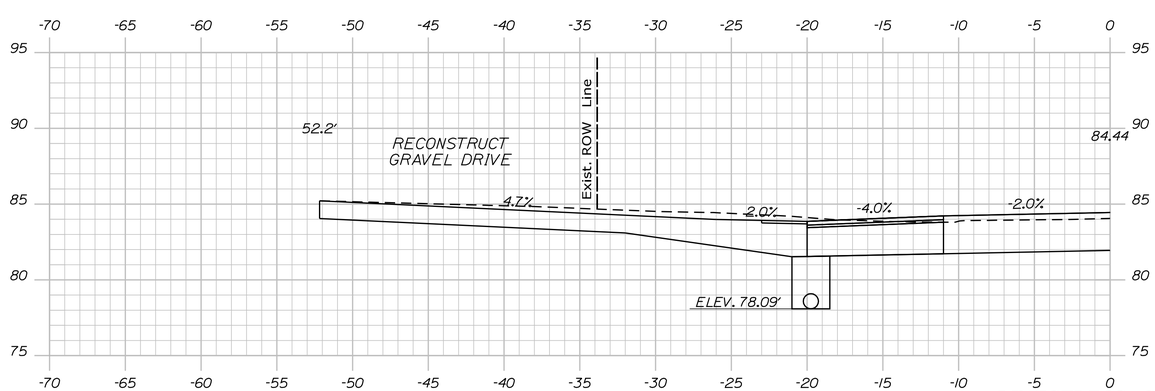
Filename: ...\MSTA\039_XSECT_18+50_010.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



20+00.00



19+50.00



LINESTRING SECTION
19+31.04

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

CROSS SECTIONS

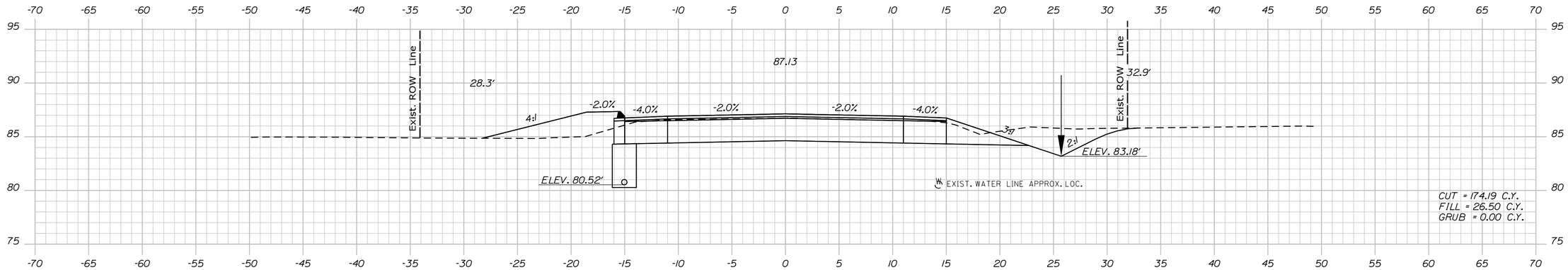
SHEET NUMBER

40

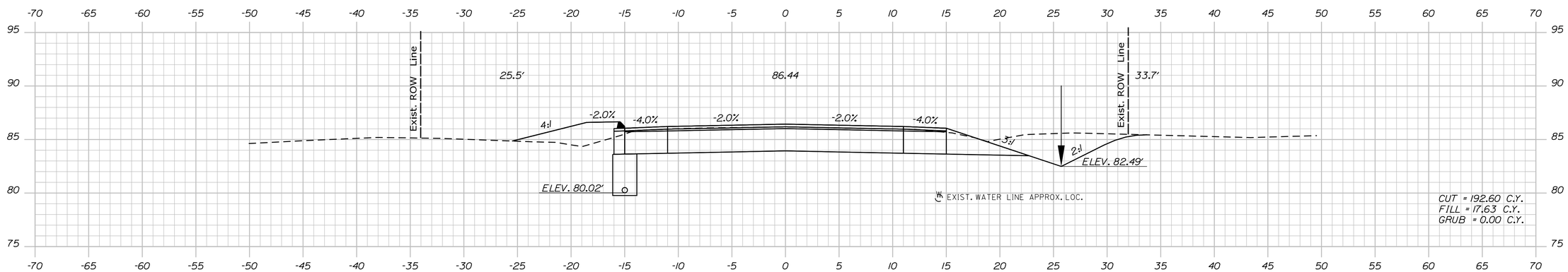
OF 88

Filename: ...\MSTA\040_XSECT_19+31_011.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

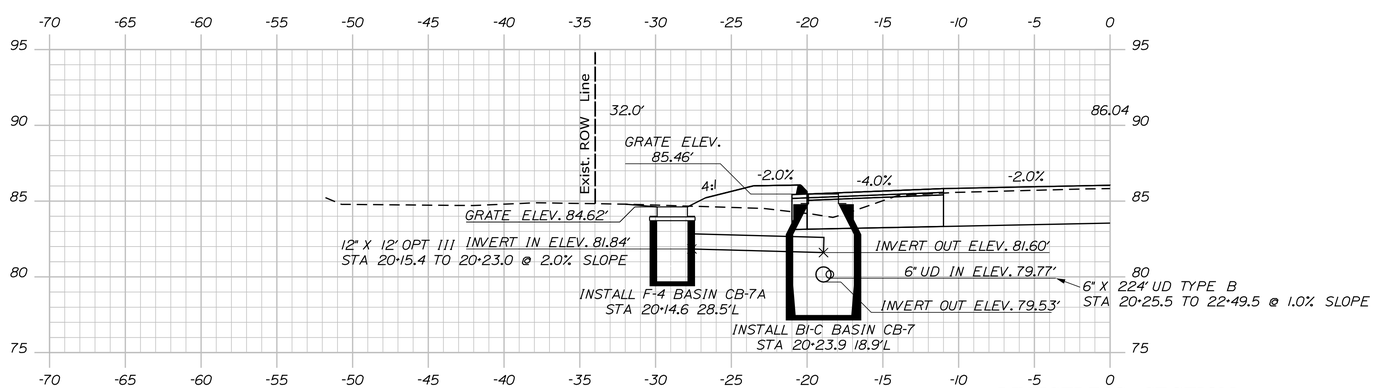
Sta. 19+31.04 to Sta. 20+00.00



21+00.00



20+50.00



LINESTRING SECTION
20+23.92

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

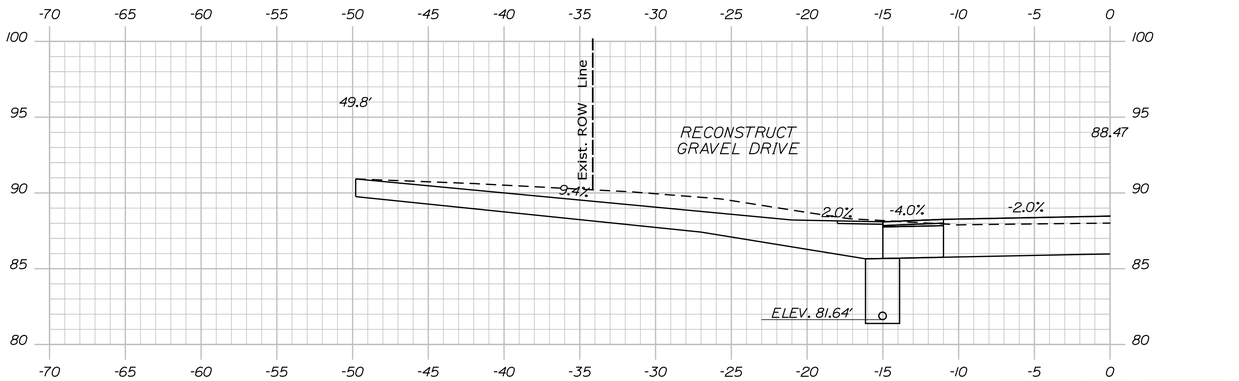
EASTPORT
COUNTY ROAD

CROSS SECTIONS

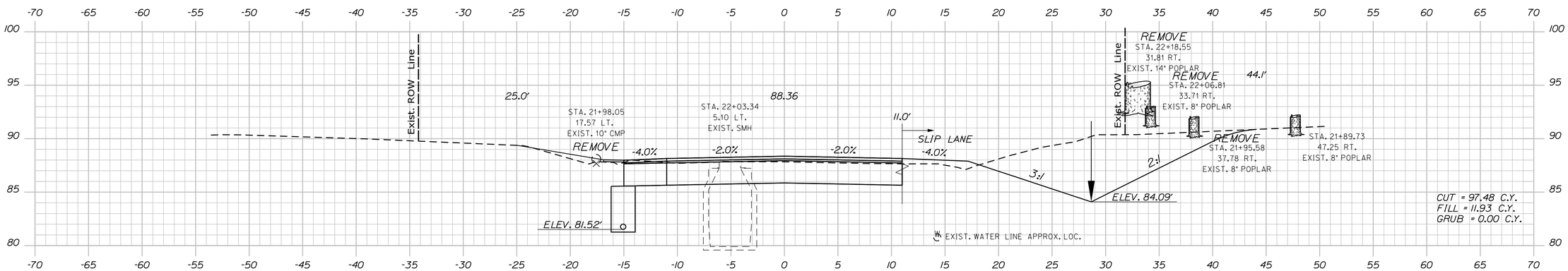
SHEET NUMBER
41
OF 88

Filename: ...\MSTA\041_XSECT_20+23_012.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

Sta. 20+23.92 to Sta. 21+00.00

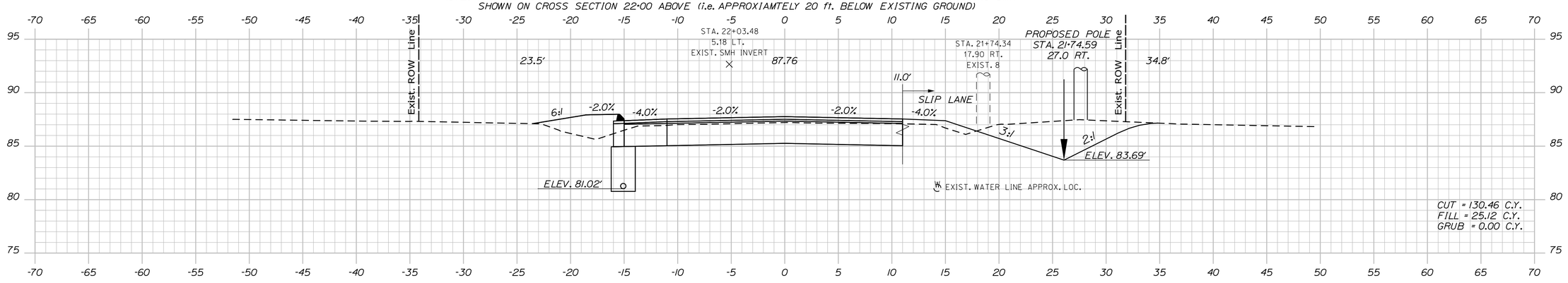


LINESTRING SECTION
22+12.34



22+00.00

NOTE: THE SMH INVERT BELOW IS SHOWN AT THE CORRECT ELEVATION IN RELATION TO THE EXISTING SMH SHOWN ON CROSS SECTION 22+00 ABOVE (i.e. APPROXIAMTELY 20 ft. BELOW EXISTING GROUND)



21+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T. WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

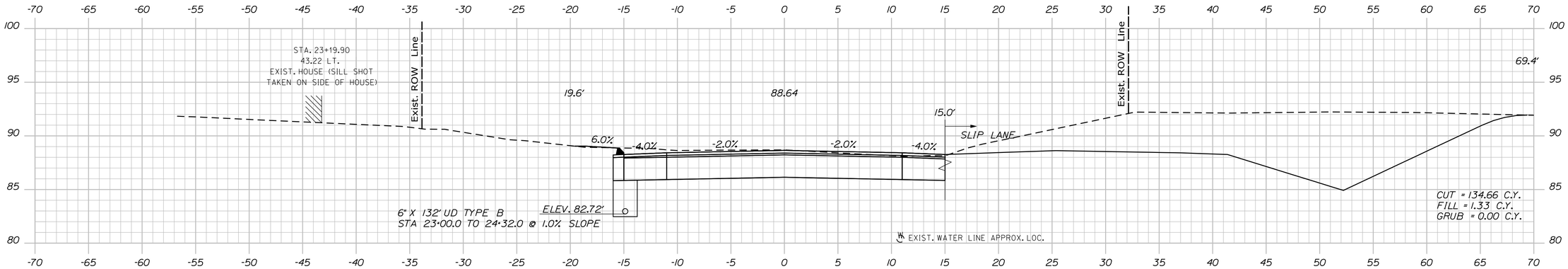
EASTPORT
COUNTY ROAD

CROSS SECTIONS

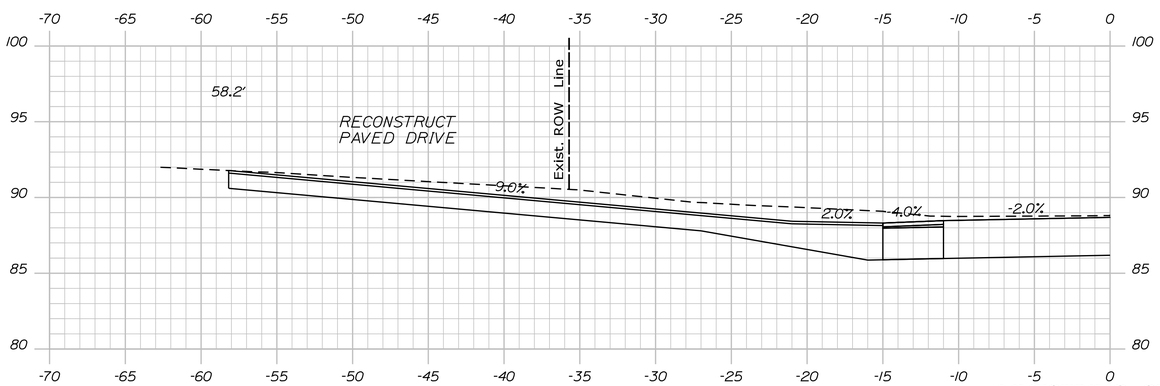
SHEET NUMBER
42
OF 88

Filename: ...\MSTA\042_XSECT_21+50_013.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

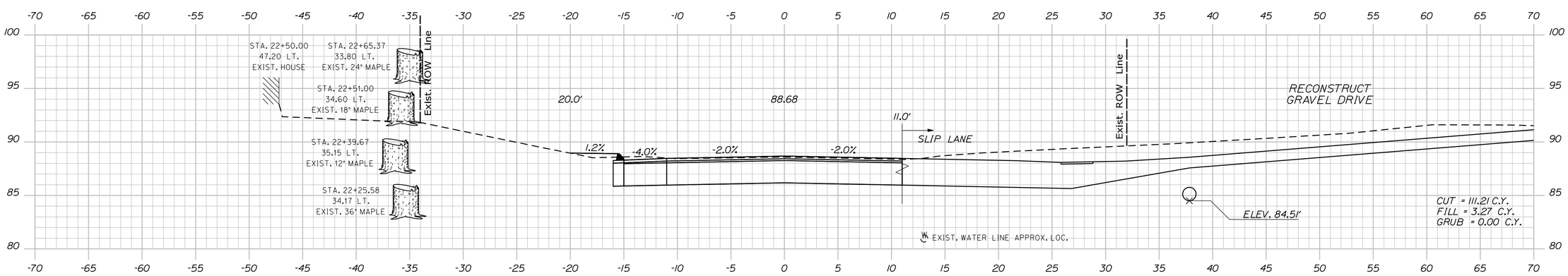
Sta. 21+50.00 to Sta. 22+12.34



23+00.00



LINESTRING SECTION
22+84.96



22+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

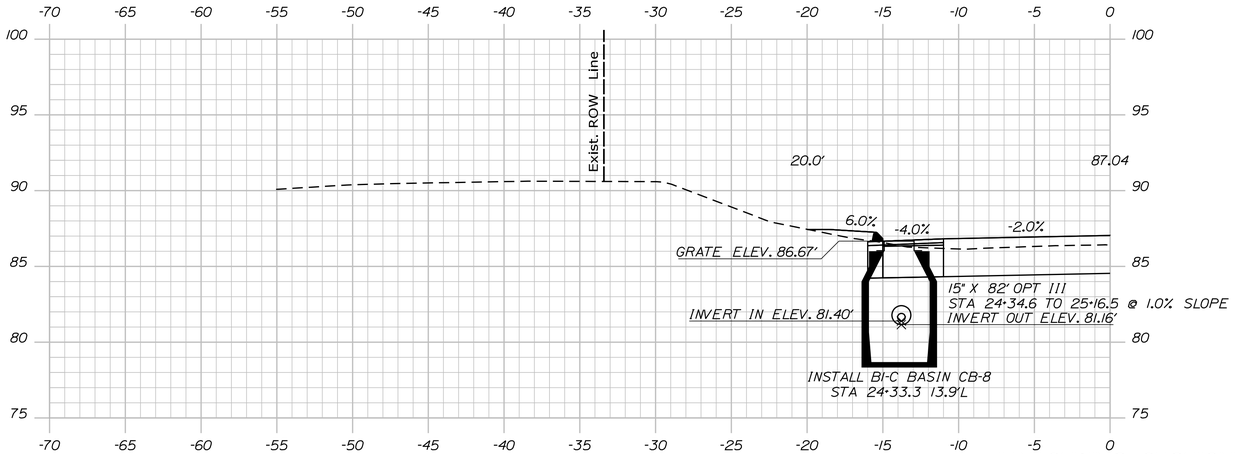
EASTPORT
COUNTY ROAD

CROSS SECTIONS

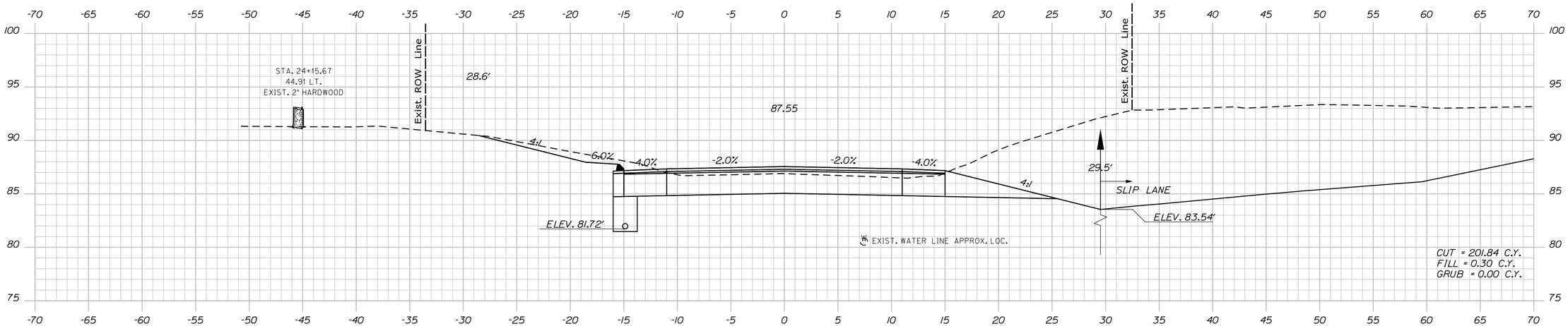
SHEET NUMBER
43
OF 88

Filename: ...\MSTA\043_XSECT_22+50_014.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

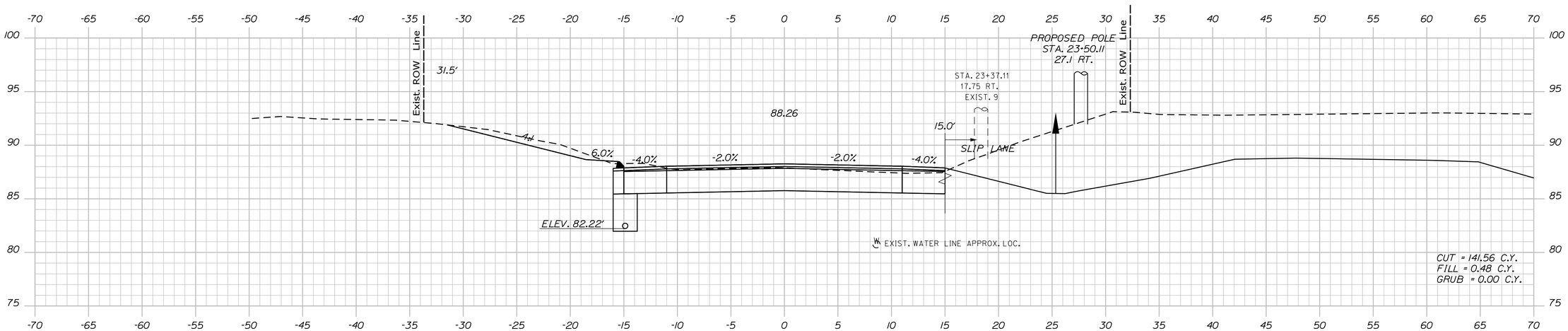
Sta. 22+50.00 to Sta. 23+00.00



LINESTRING SECTION
24+33.31



24+00.00



23+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T. WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

CROSS SECTIONS

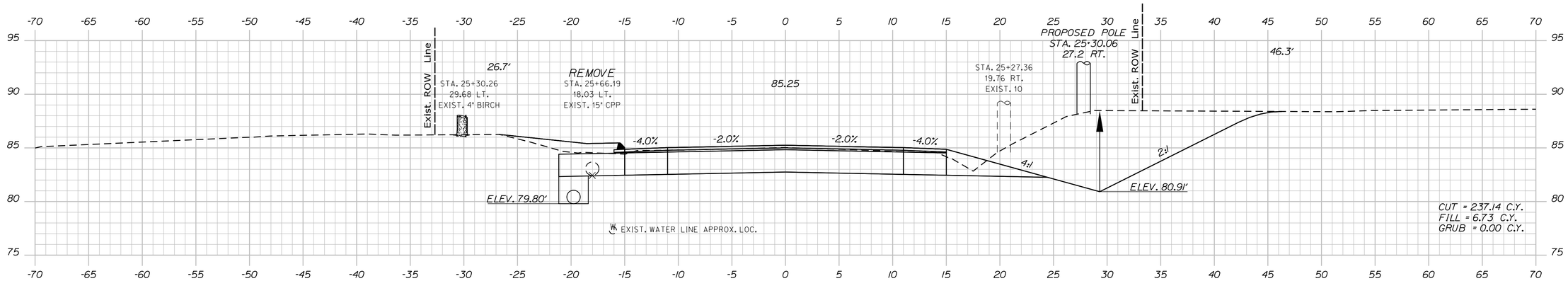
SHEET NUMBER

44

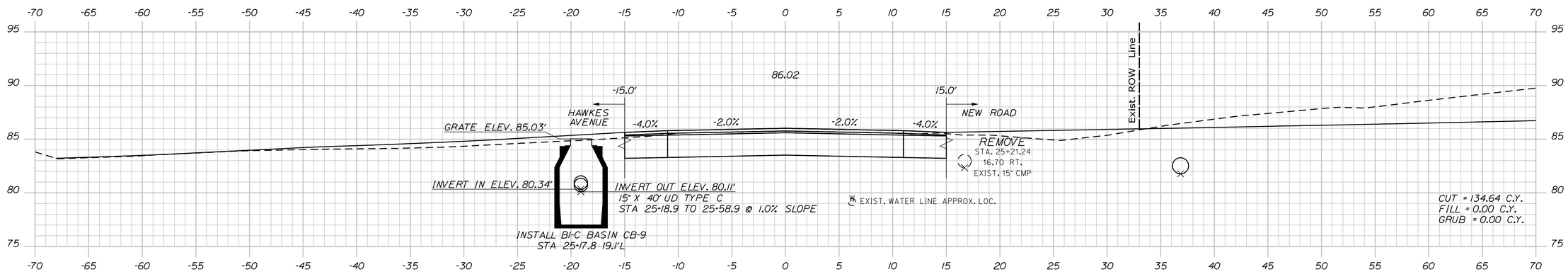
OF 88

Filename: ...\MSTA\044_XSECT_23+50_015.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

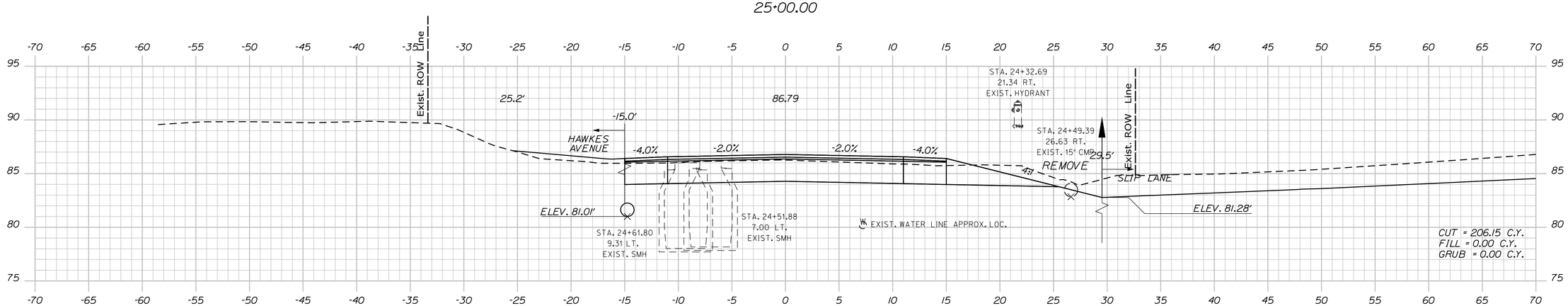
Sta. 23+50.00 to Sta. 24+33.31



25+50.00



25+00.00



24+50.00

STA. 24+62.03
9.60 LT.
EXIST. SMH INVERT

STA. 24+51.94
7.80 LT.
EXIST. SMH INVERT

Sta. 24+50.00 to Sta. 25+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

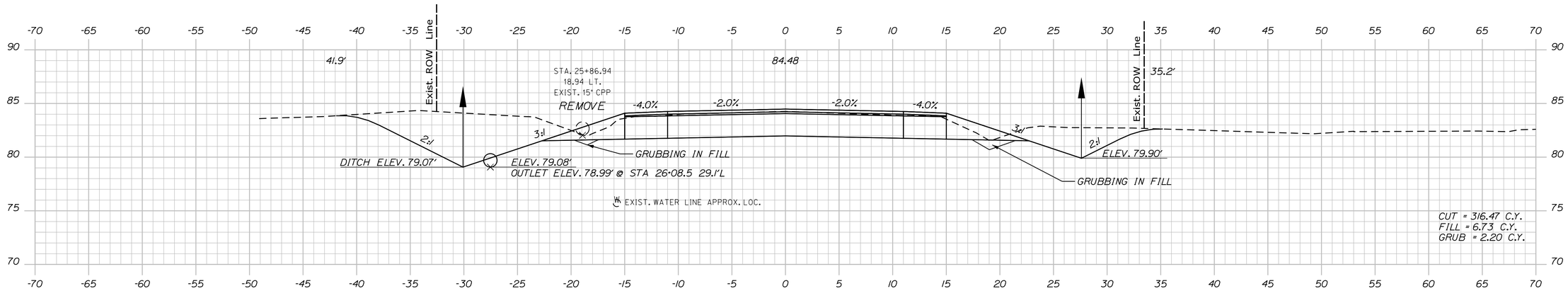
CROSS SECTIONS

SHEET NUMBER

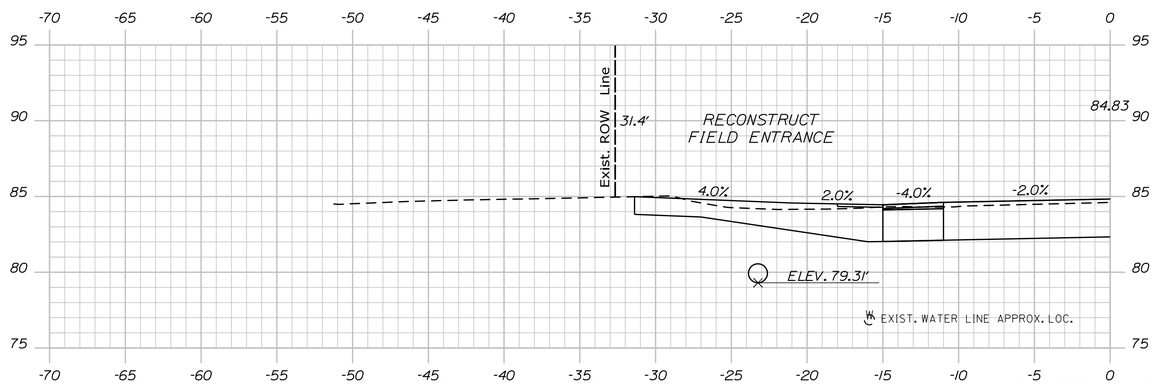
45

OF 88

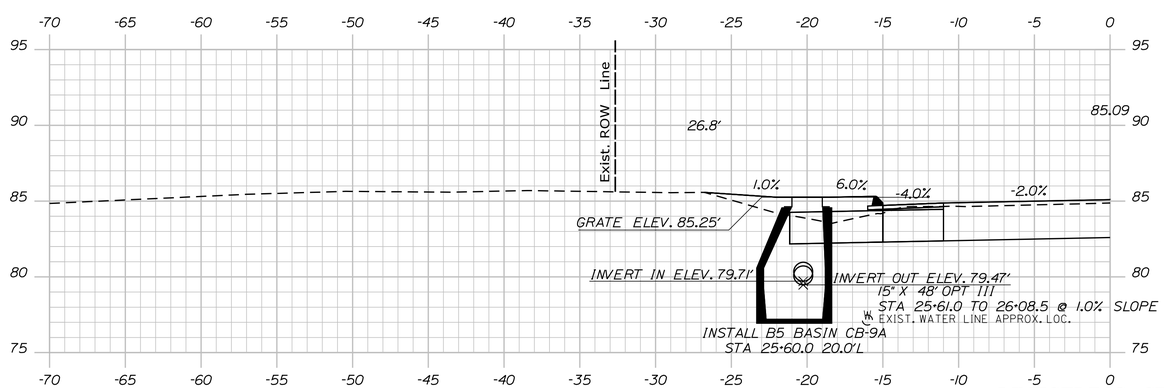
Filename: ...\MSTA\045_XSECT_24+50_016.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



26+00.00



LINESTRING SECTION
25+76.99



LINESTRING SECTION
25+60.03

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

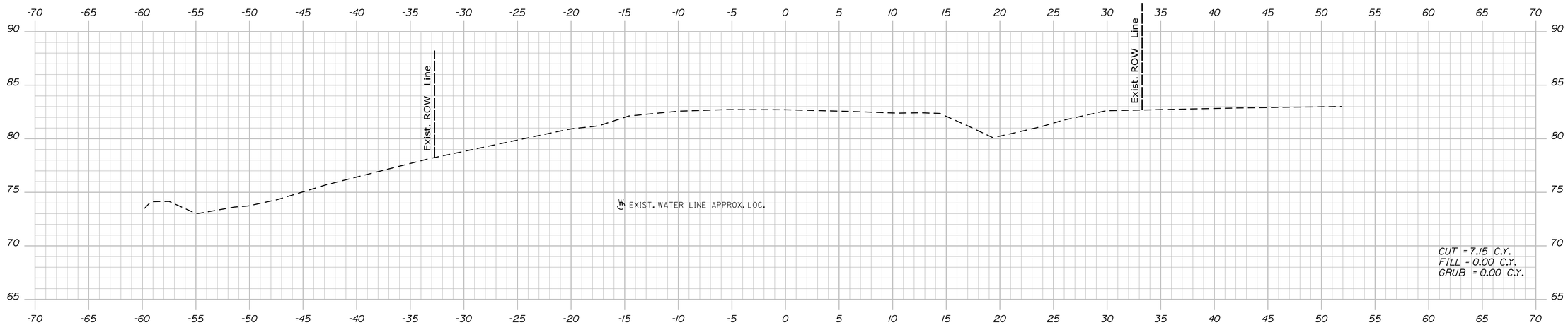
EASTPORT
COUNTY ROAD

CROSS SECTIONS

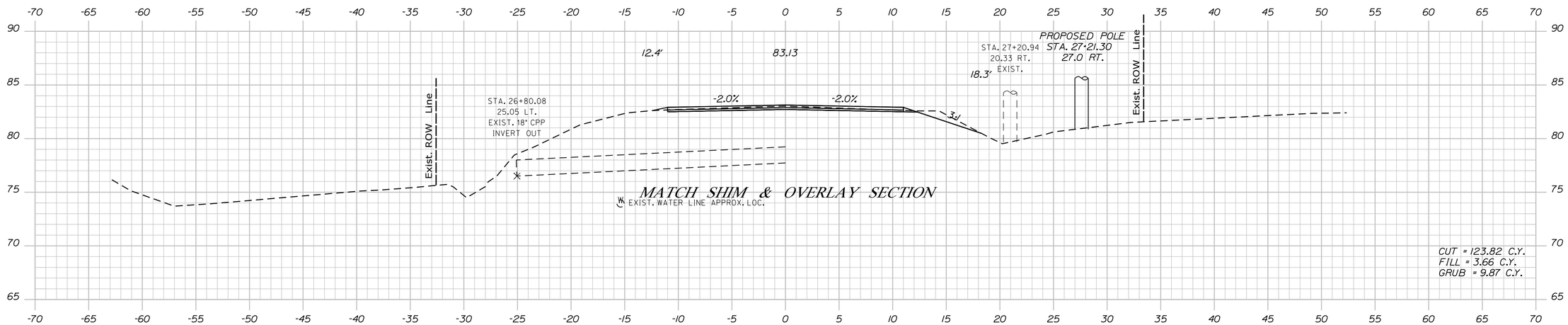
SHEET NUMBER
46
OF 88

Filename: ...\MSTA\046_XSECT_25+60_017.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

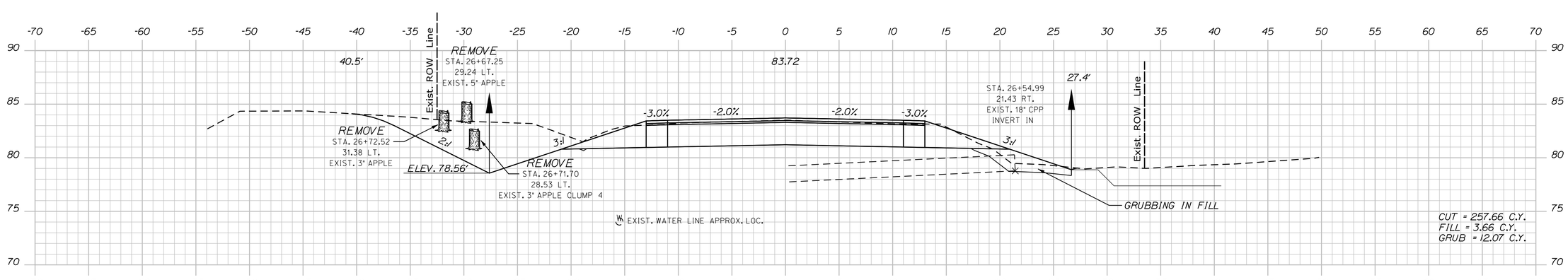
Sta. 25+60.03 to Sta. 26+00.00



27+50.00



27+00.00



26+50.00

Sta. 26+50.00 to Sta. 27+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY	B. LUCAS	JUN 2015
DESIGN-DETAILED	R. CHESTER	-----	-----
CHECKED-REVIEWED	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN2-DETAILED2	-----	-----	-----
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----		-----
REVISIONS 2	-----		-----
REVISIONS 3	-----		-----
REVISIONS 4	-----		-----
FIELD CHANGES	-----		-----

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

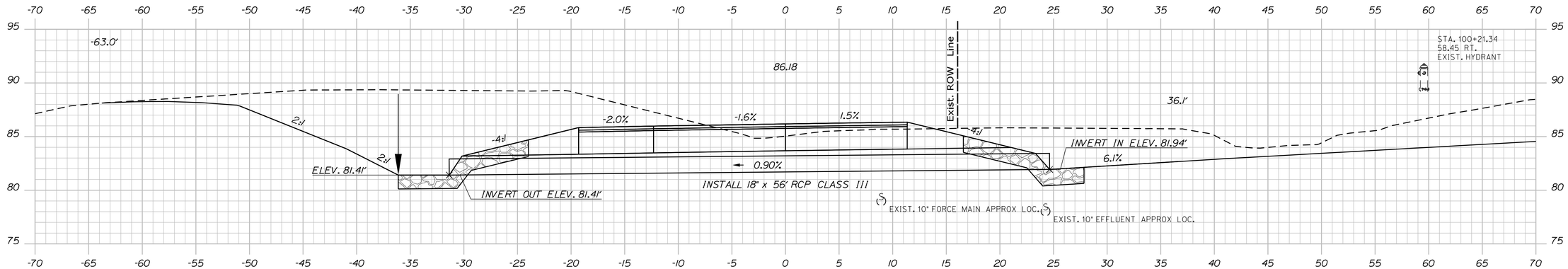
CROSS SECTIONS

SHEET NUMBER

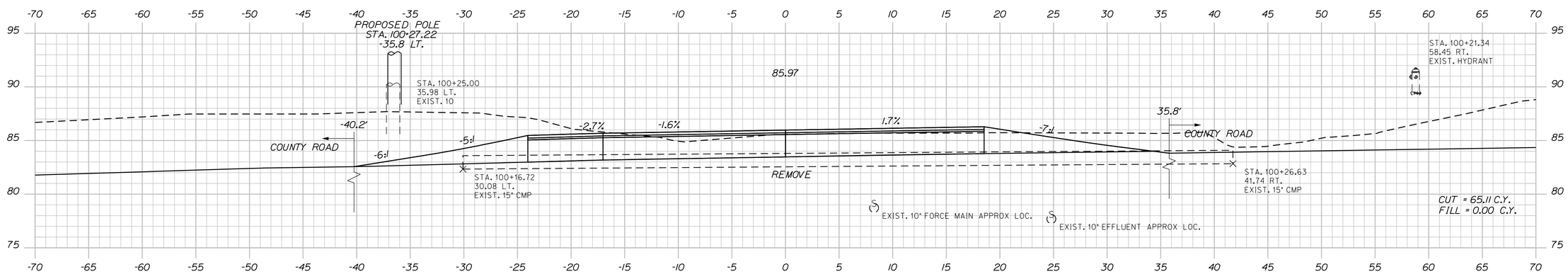
47

OF 88

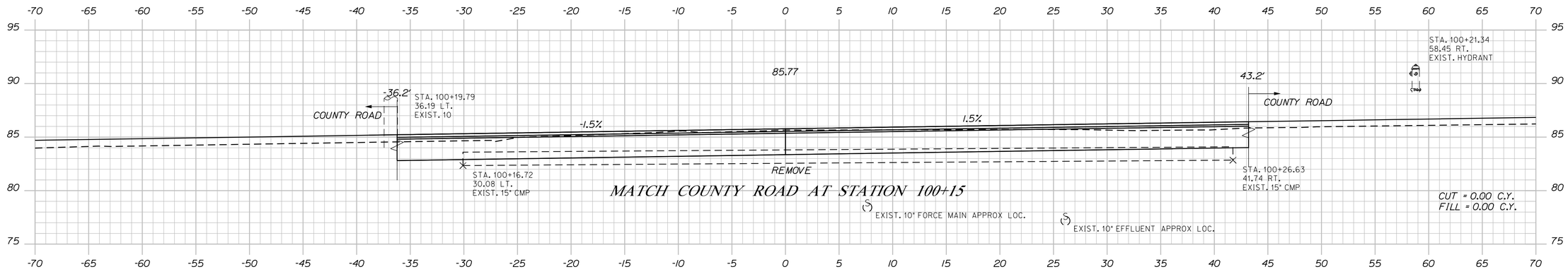
Filename: ...\MSTA\047_XSECT_26+50_018.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



SKEWED SECTION
100+35.41



100+25.00



100+15.04

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M. KIRKMANN	T. WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

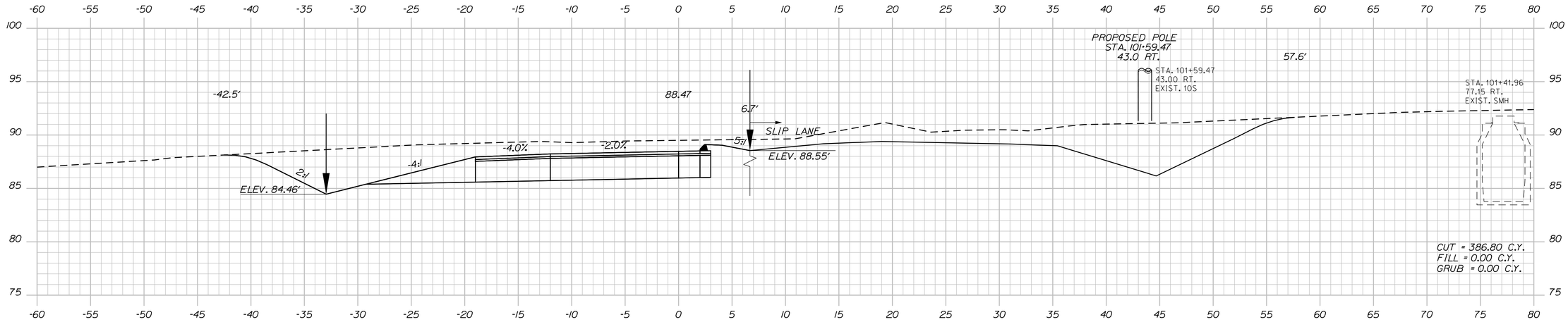
EASTPORT
COUNTY ROAD

CROSS SECTIONS

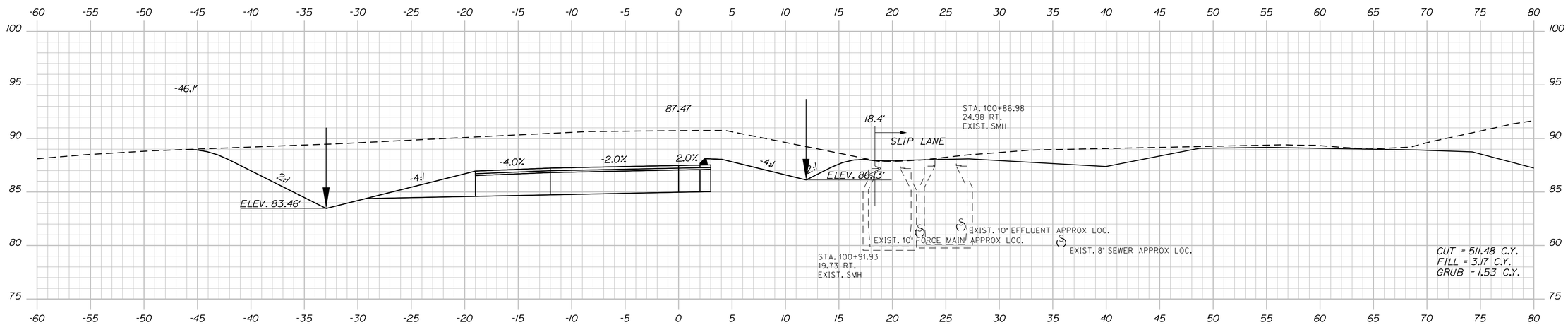
SHEET NUMBER
48
OF 88

Filename: ...\MSTA\048_XSECT_100+15_001.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

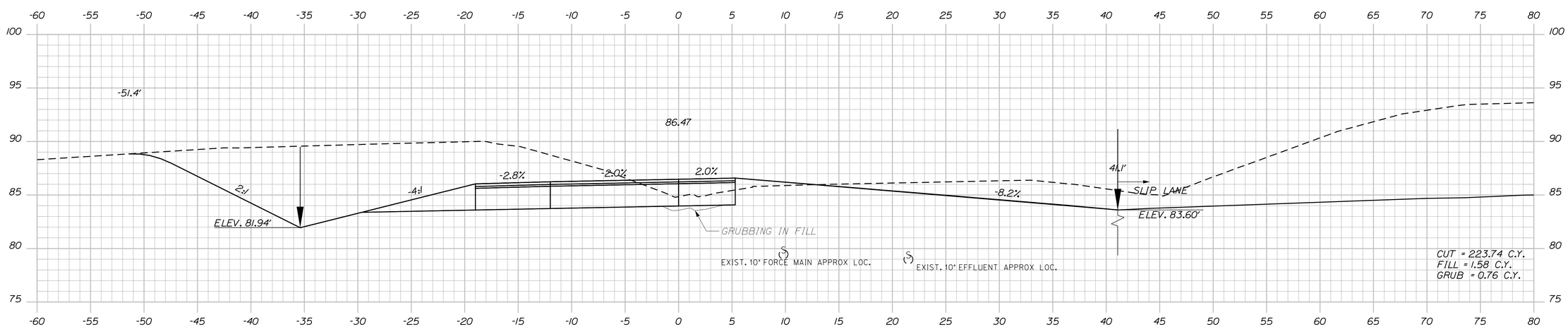
Sta. 100+15.04 to Sta. 100+33.14



101+50.00



101+00.00



100+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

CROSS SECTIONS

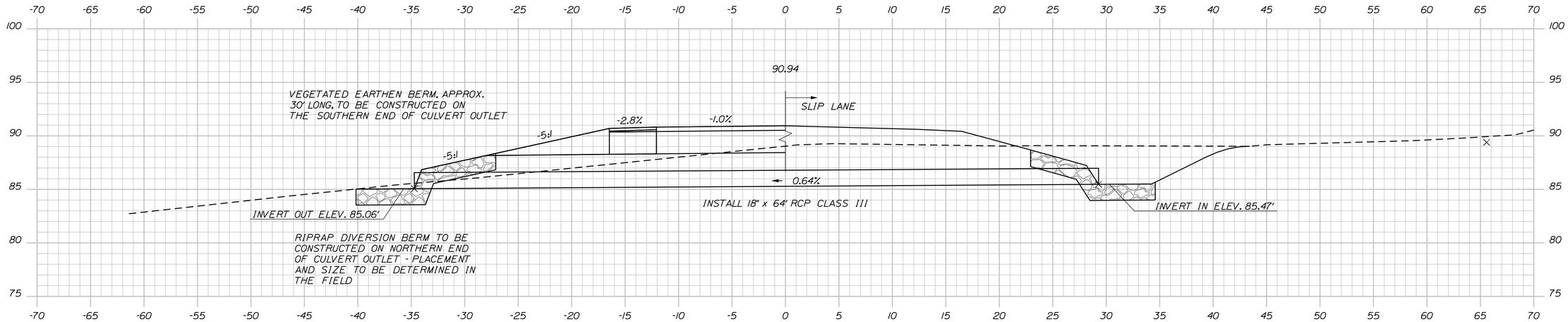
SHEET NUMBER

49

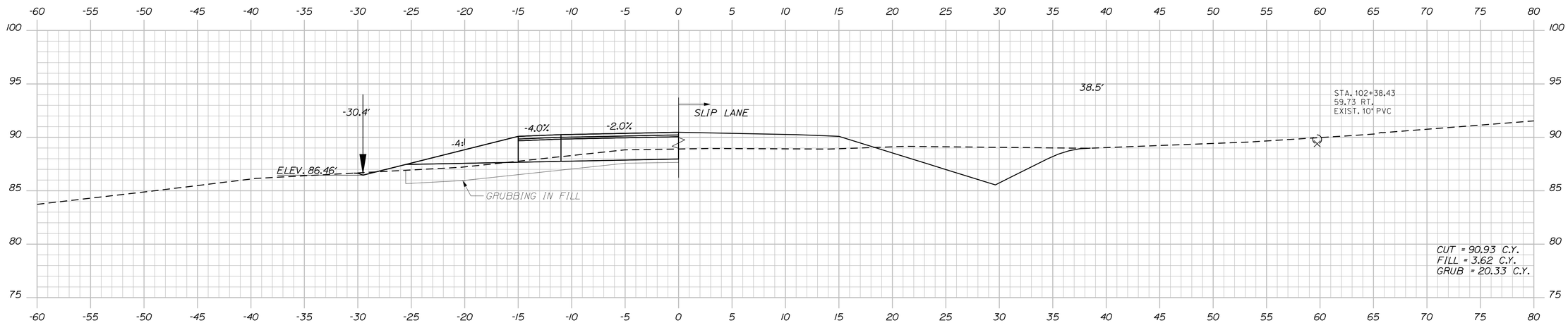
OF 88

Sta. 100+50.00 to Sta. 101+50.00

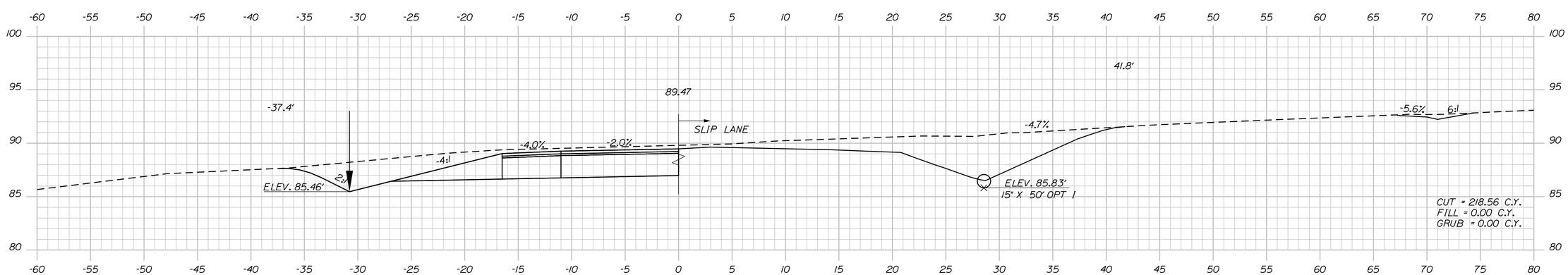
Filename: ...\MSTA\049_XSECT_100+50_002.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



LINESTRING SECTION
102+73.42



102+50.00



102+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

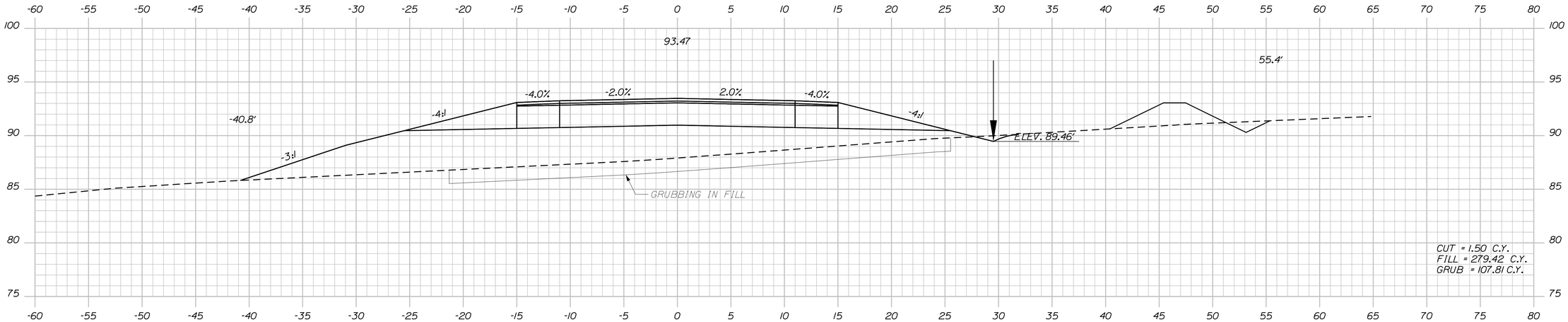
EASTPORT
COUNTY ROAD

CROSS SECTIONS

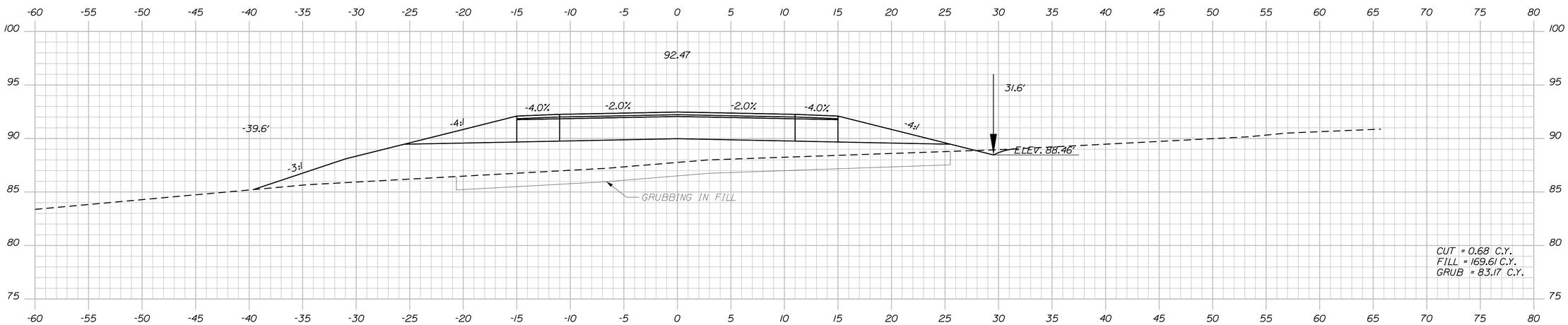
SHEET NUMBER
50
OF 88

Sta. 102+00.00 to Sta. 102+73.42

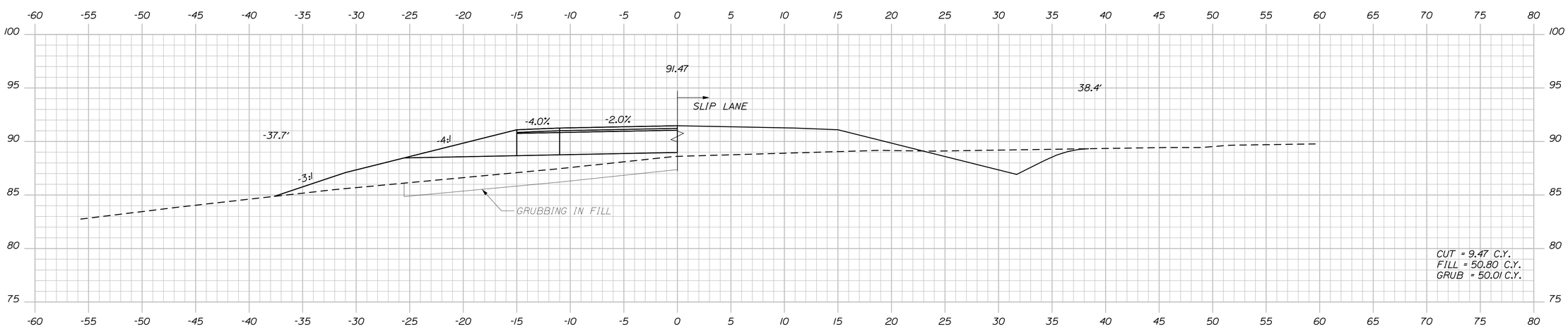
Filename: ...\MSTA\050_XSECT_102+00_003.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



104+00.00



103+50.00



103+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

CROSS SECTIONS

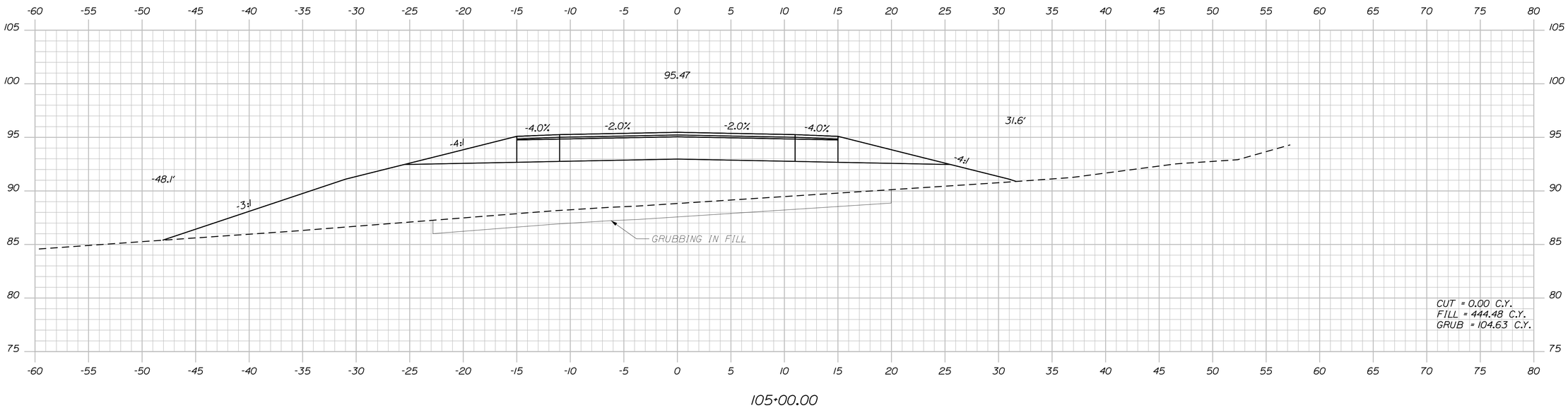
SHEET NUMBER

51

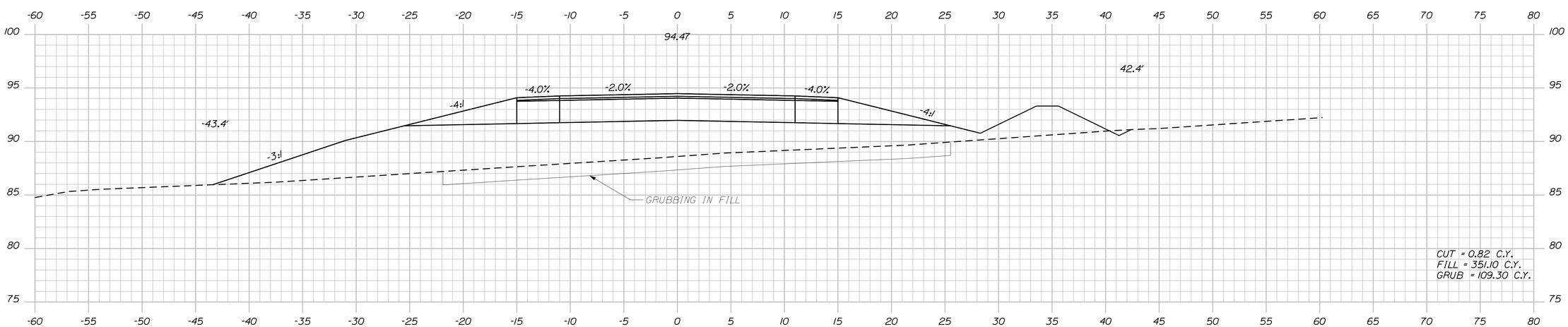
OF 88

Filename: ...\MSTA\051_XSECT_103+00_004.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

Sta. 103+00.00 to Sta. 104+00.00



105+00.00



104+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

			DATE
PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

CROSS SECTIONS

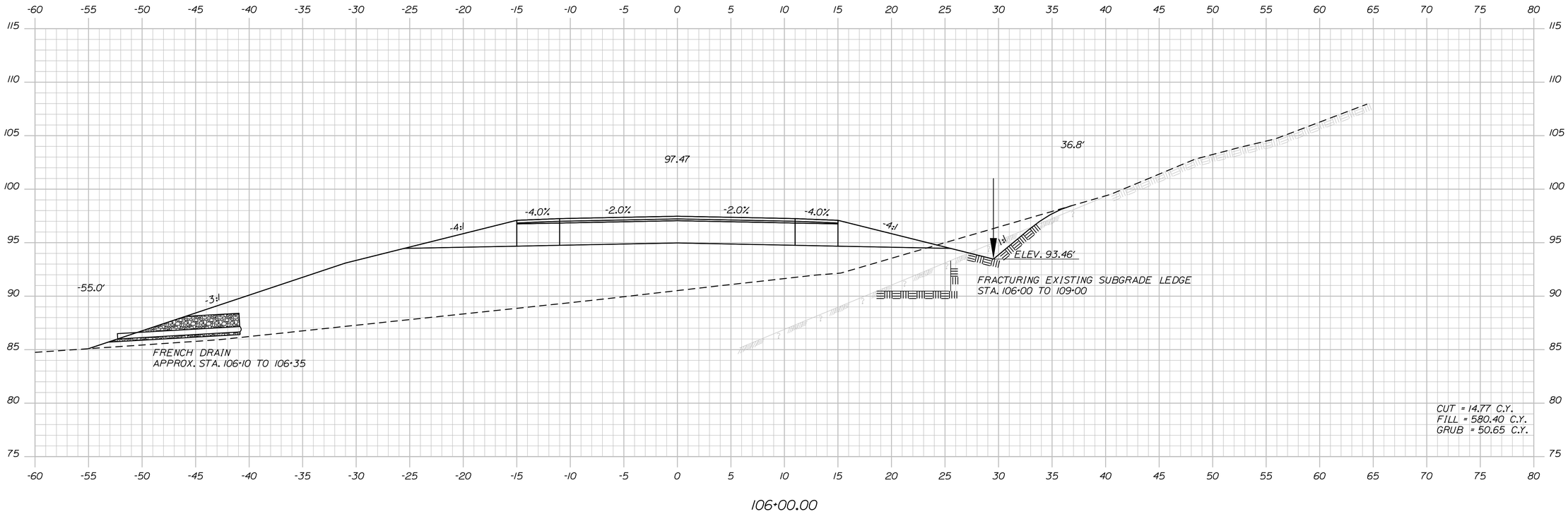
SHEET NUMBER

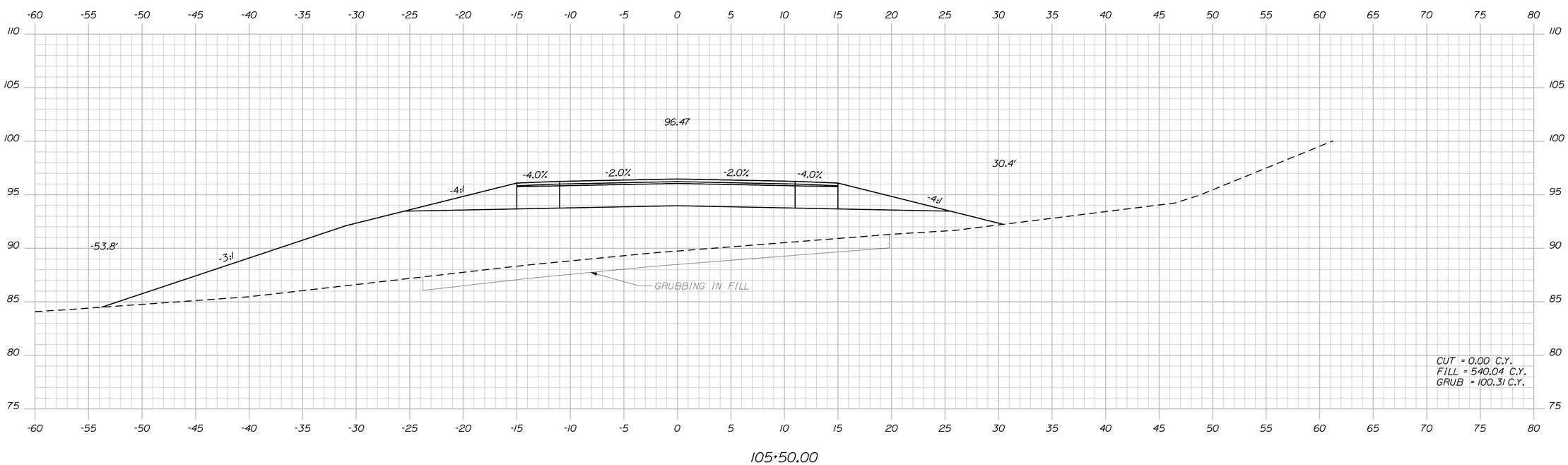
52

OF 88

Sta. 104+50.00 to Sta. 105+00.00

Filename: ...\MSTA\052_XSECT_104+50_005.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M. KIRKMANN	T. WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

CROSS SECTIONS

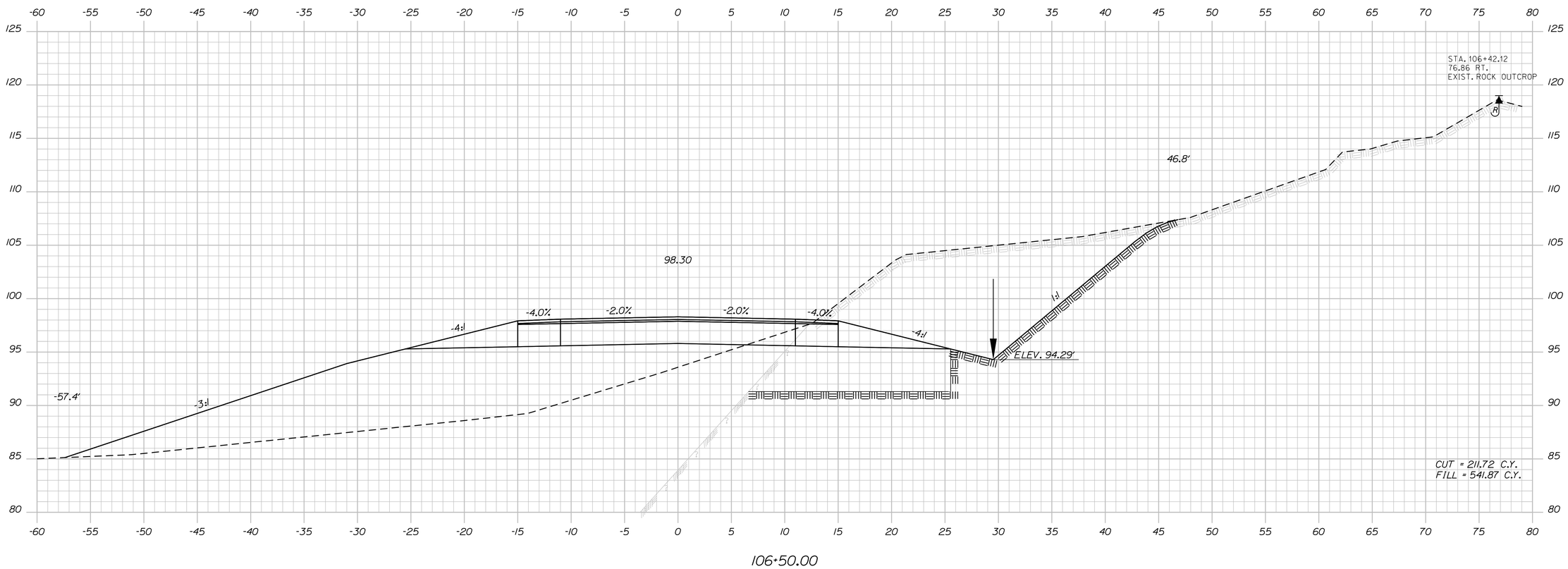
SHEET NUMBER

53

OF 88

Filename: ...\MSTA\053_XSECT_105+50_006.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

Sta. 105+50.00 to Sta. 106+00.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

CROSS SECTIONS

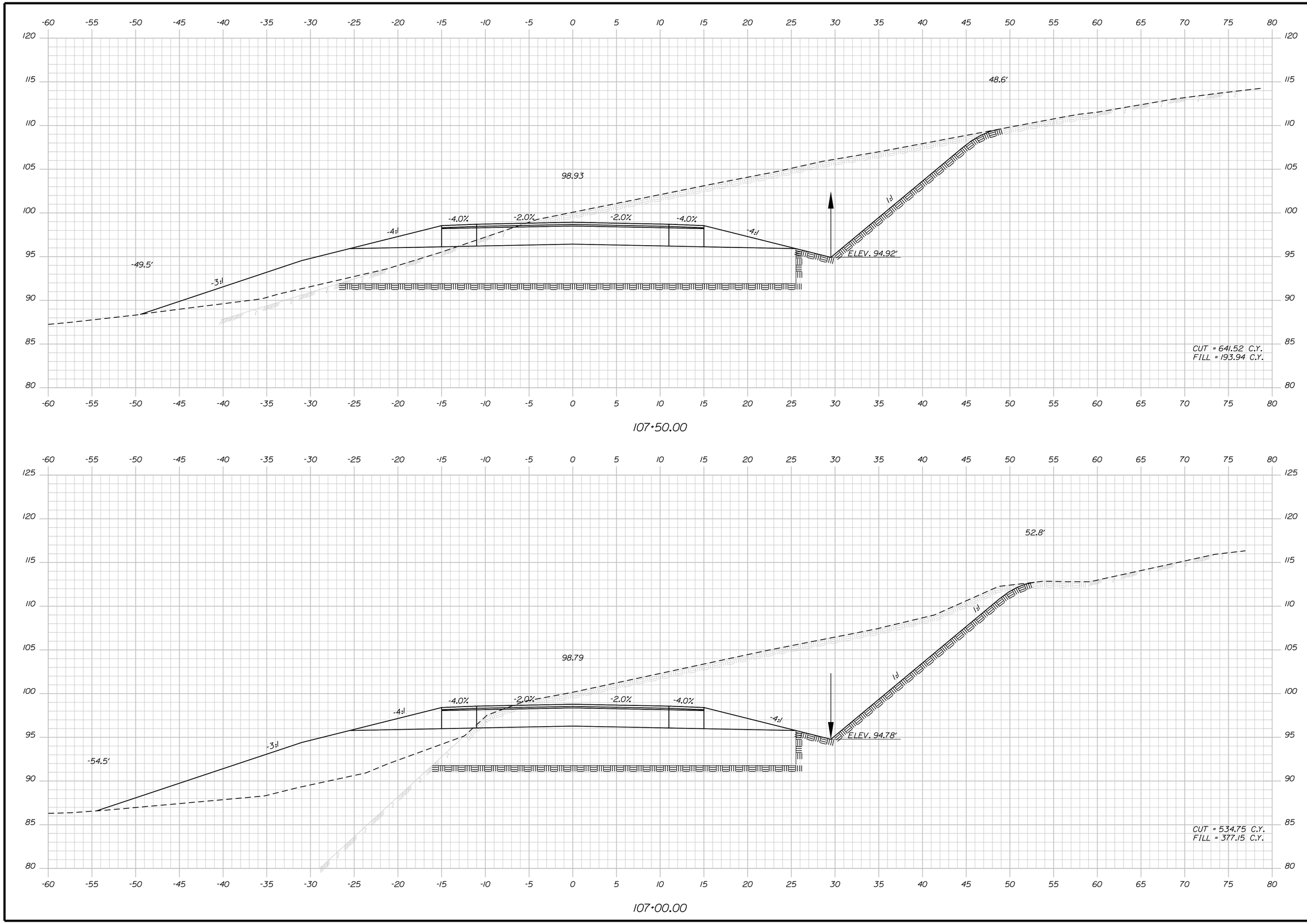
SHEET NUMBER

54

OF 88

Filename: ...\MSTA\054_XSECT_106+50_007.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

Sta. 106+50.00 to Sta. 106+50.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

CROSS SECTIONS

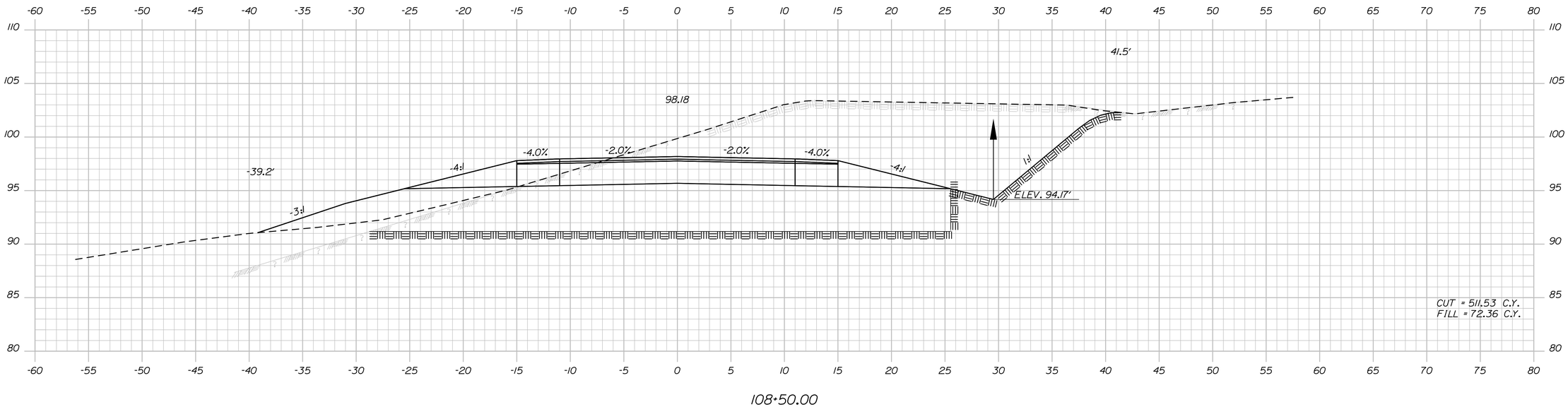
SHEET NUMBER

55

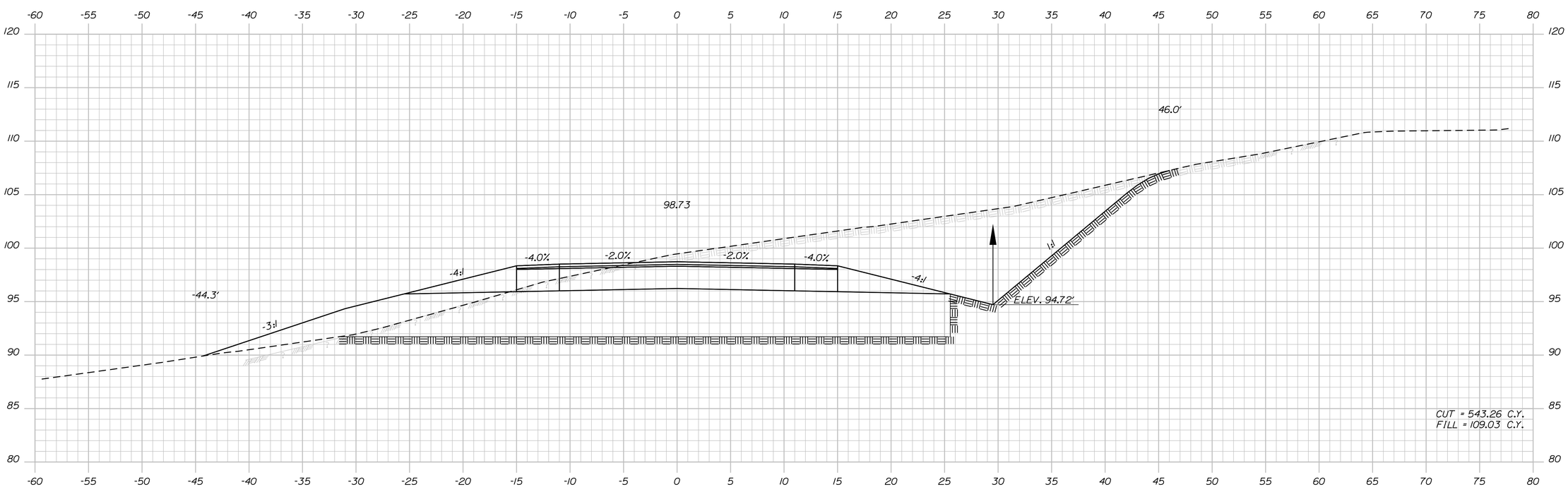
OF 88

Sta. 107+00.00 to Sta. 107+50.00

Filename: ...\MSTA\055_XSECT_107+00_008.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



108+50.00



108+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY			
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015	
CHECKED-REVIEWED	-----	-----	-----	SIGNATURE
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015	
DESIGN3-DETAILED3	-----	-----	-----	P.E. NUMBER
REVISIONS 1	-----	-----	-----	
REVISIONS 2	-----	-----	-----	DATE
REVISIONS 3	-----	-----	-----	
REVISIONS 4	-----	-----	-----	
FIELD CHANGES	-----	-----	-----	

EASTPORT
COUNTY ROAD

CROSS SECTIONS

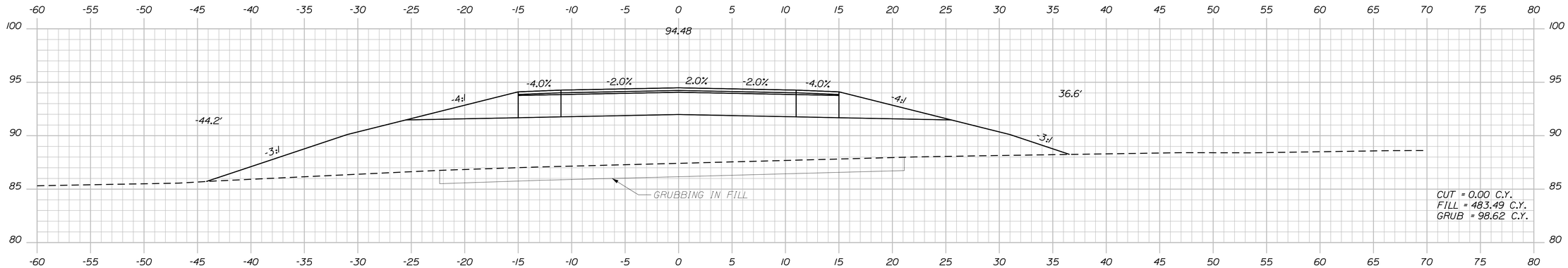
SHEET NUMBER

56

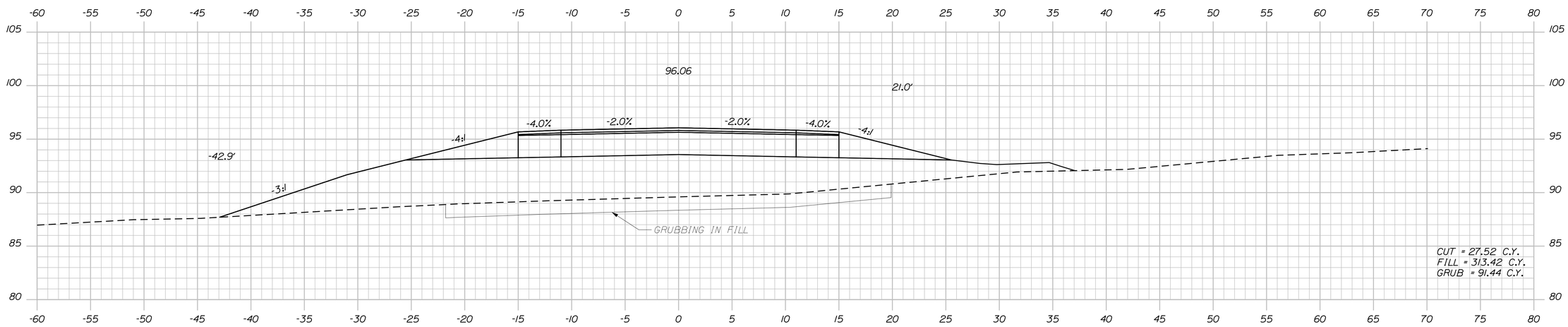
OF 88

Sta. 108+00.00 to Sta. 108+50.00

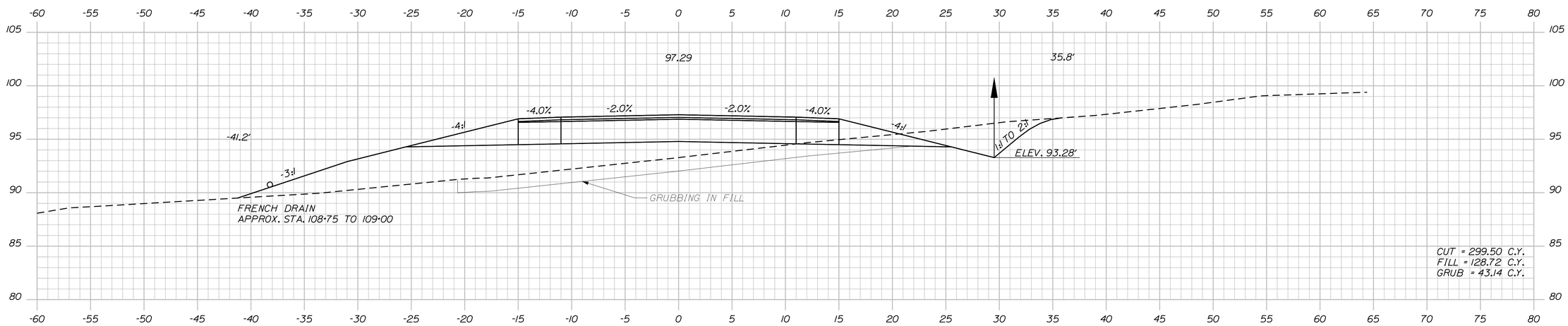
Filename: ...\MSTA\056_XSECT_108+00_009.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



110+00.00



109+50.00



109+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	M.KIRKMANN	T. WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

CROSS SECTIONS

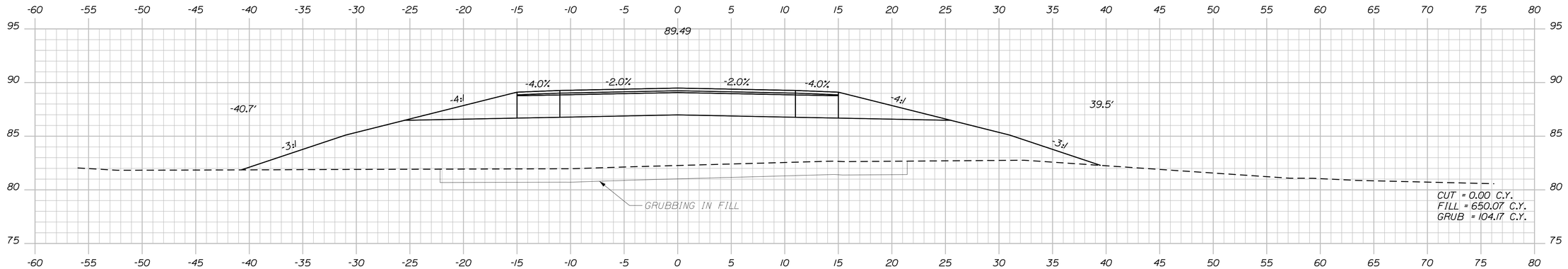
SHEET NUMBER

57

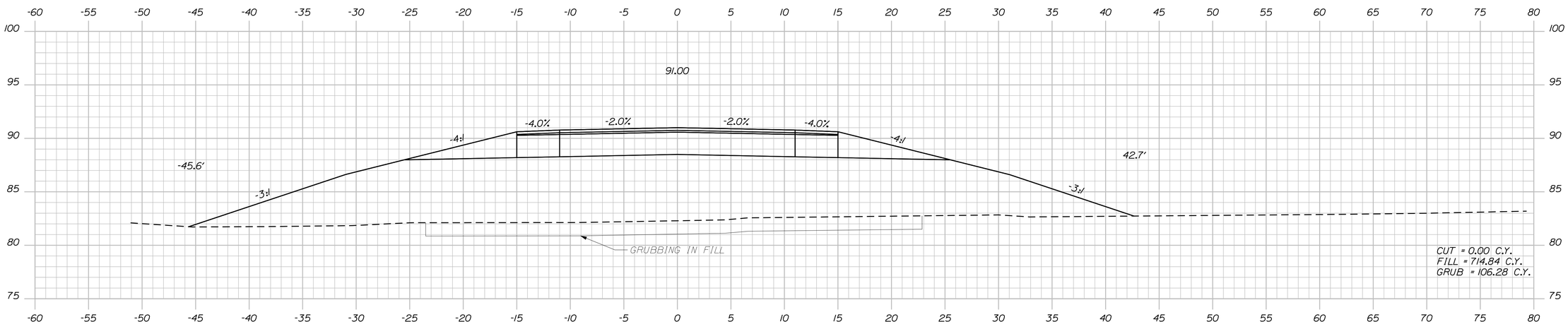
OF 88

Filename: ...\MSTA\057_XSECT_109+00_010.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

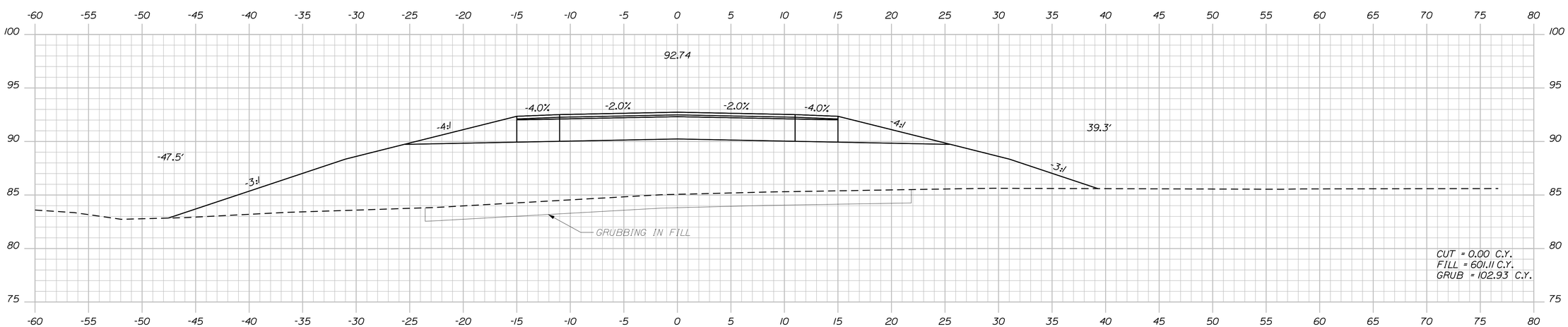
Sta. 109+00.00 to Sta. 110+00.00



111+50.00



111+00.00



110+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE	
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015	SIGNATURE
CHECKED-REVIEWED	-----	-----	-----	
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015	P.E. NUMBER
DESIGN3-DETAILED3	-----	-----	-----	
REVISIONS 1	-----	-----	-----	
REVISIONS 2	-----	-----	-----	DATE
REVISIONS 3	-----	-----	-----	
REVISIONS 4	-----	-----	-----	
FIELD CHANGES	-----	-----	-----	

EASTPORT
COUNTY ROAD

CROSS SECTIONS

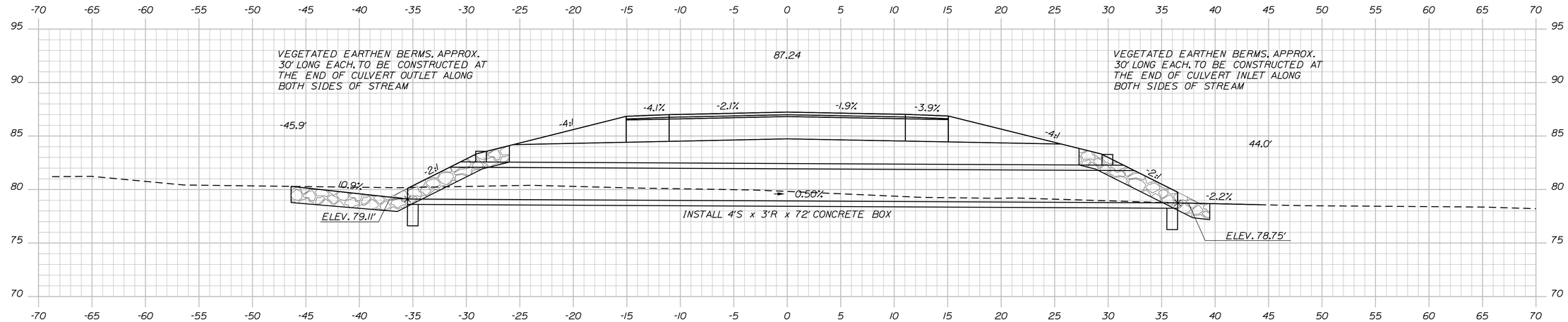
SHEET NUMBER

58

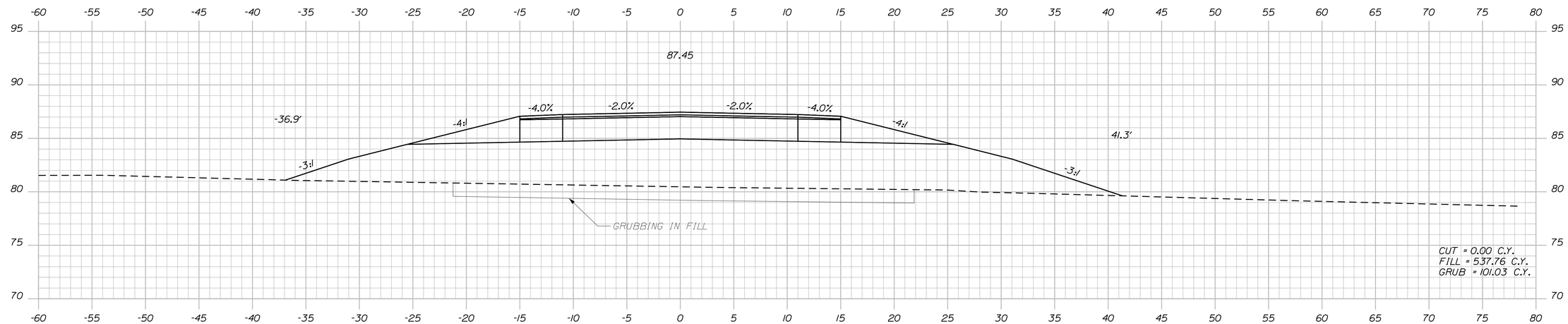
OF 88

Filename: ...\MSTA\058_XSECT_110+50_011.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

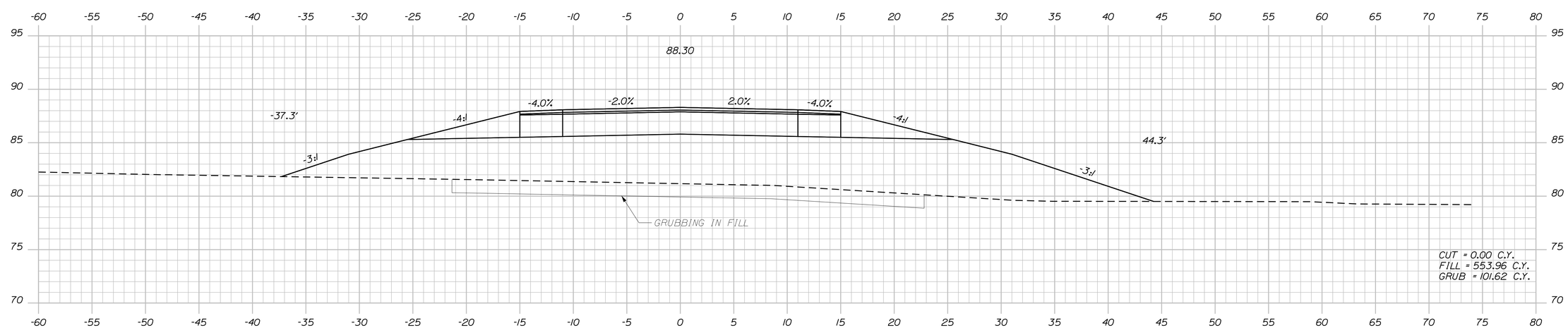
Sta. 110+50.00 to Sta. 111+50.00



LINESTRING SECTION
112+66.64



112+50.00



112+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

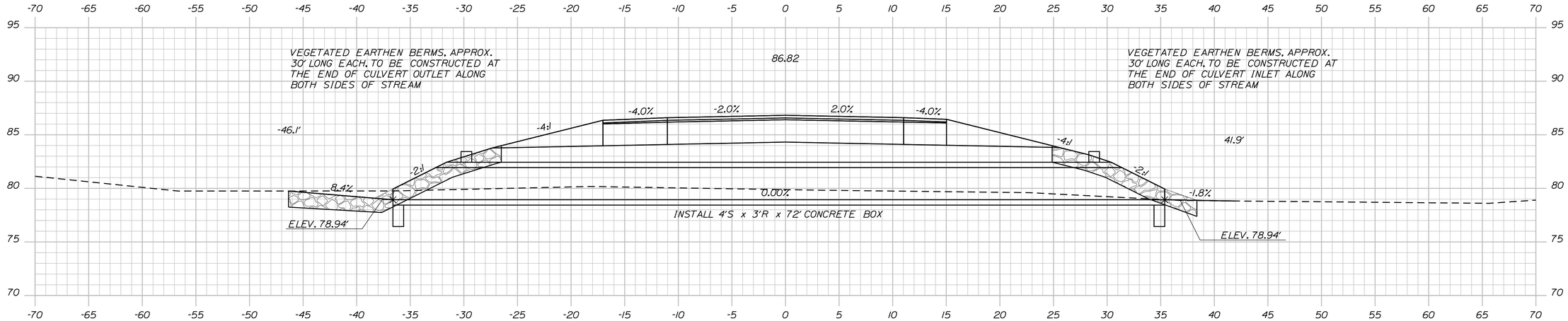
EASTPORT
COUNTY ROAD

CROSS SECTIONS

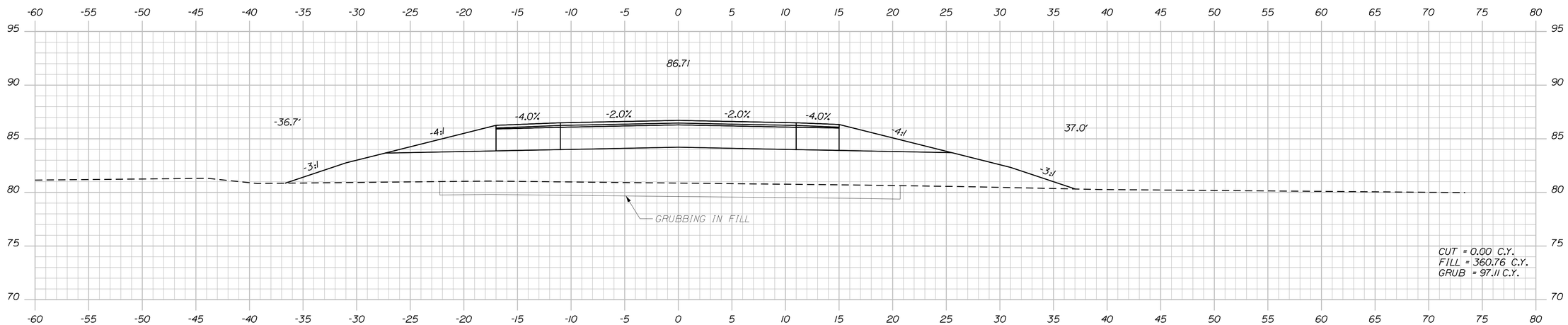
SHEET NUMBER
59
OF 88

Filename: ...\MSTA\059_XSECT_112+00_012.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

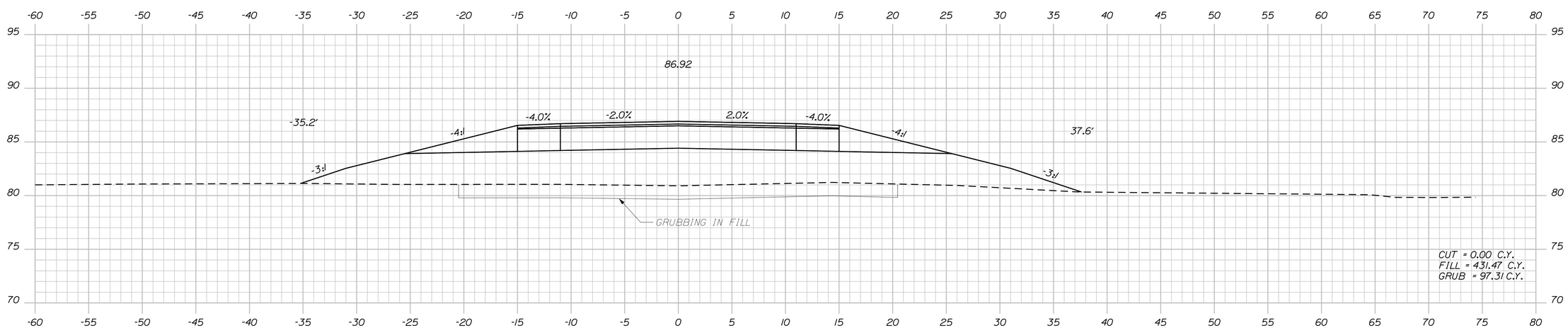
Sta. 112+00.00 to Sta. 112+66.64



LINESTRING SECTION
113+97.26



113+50.00



113+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M. KIRKMANN	T. WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

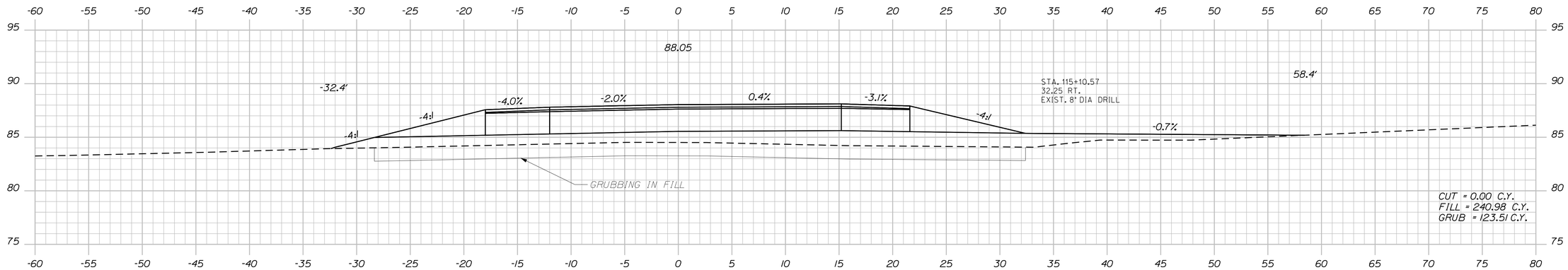
EASTPORT
COUNTY ROAD

CROSS SECTIONS

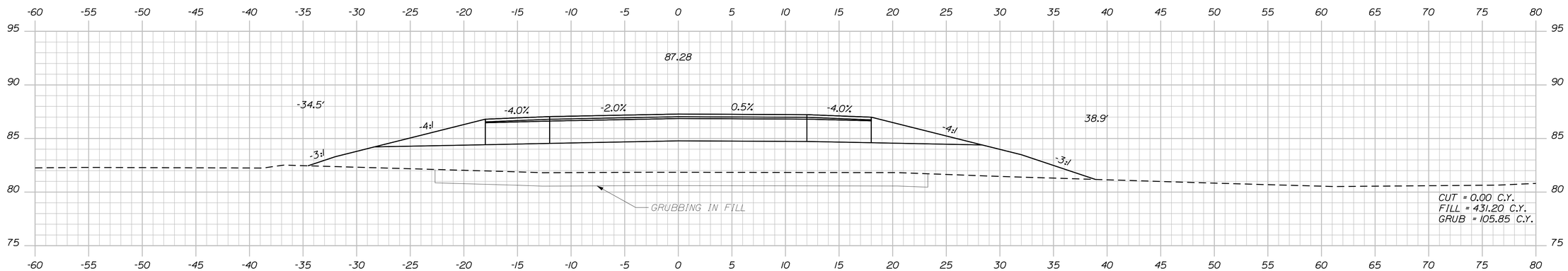
SHEET NUMBER
60
OF 88

Sta. 113+00.00 to Sta. 113+97.26

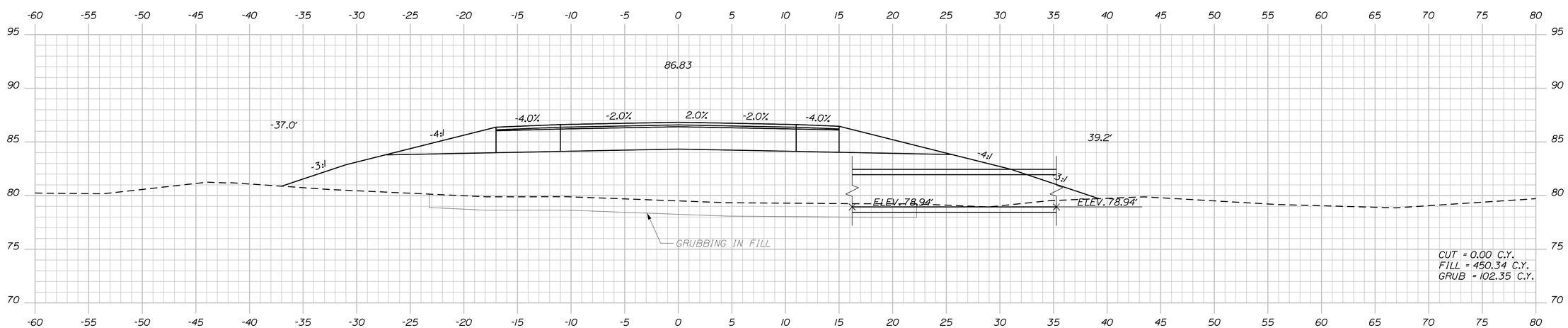
Filename: ...\MSTA\060_XSECT_113+00_013.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



115+00.00



114+50.00



114+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

CROSS SECTIONS

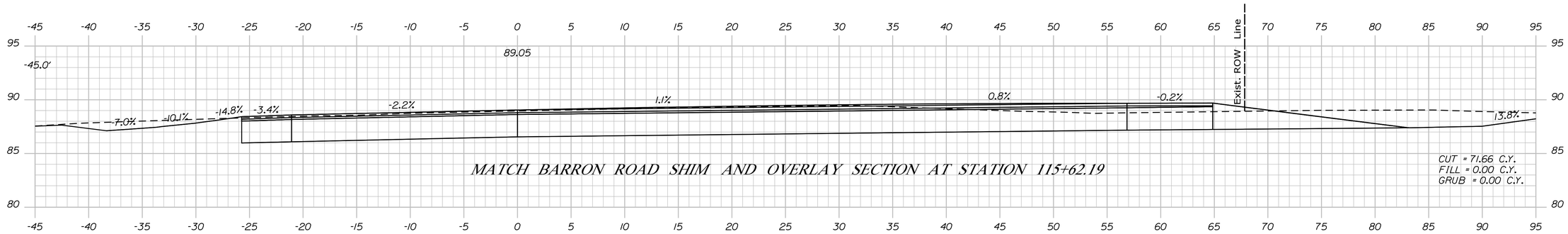
SHEET NUMBER

61

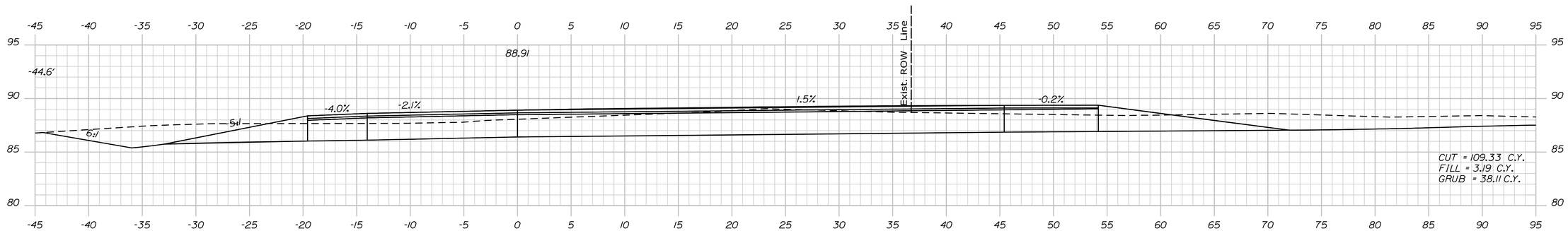
OF 88

Filename: ...\MSTA\061_XSECT_114+00_014.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

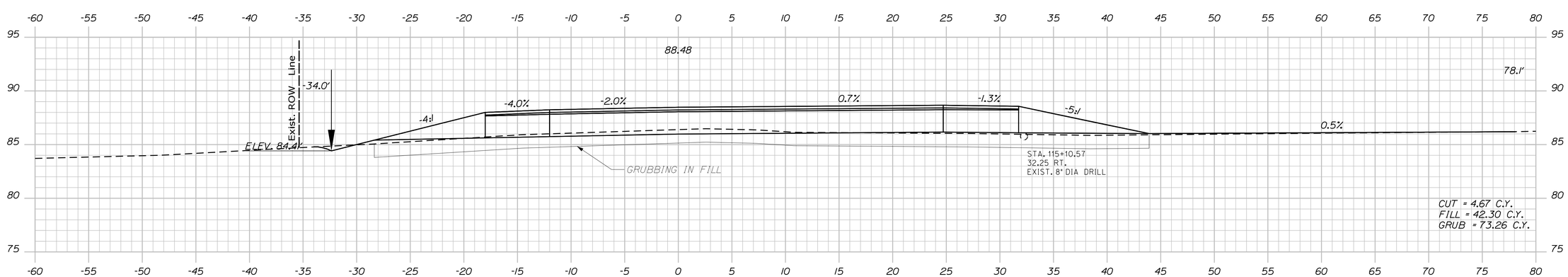
Sta. 114+00.00 to Sta. 115+00.00



115+58.00



115+50.00



115+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

CROSS SECTIONS

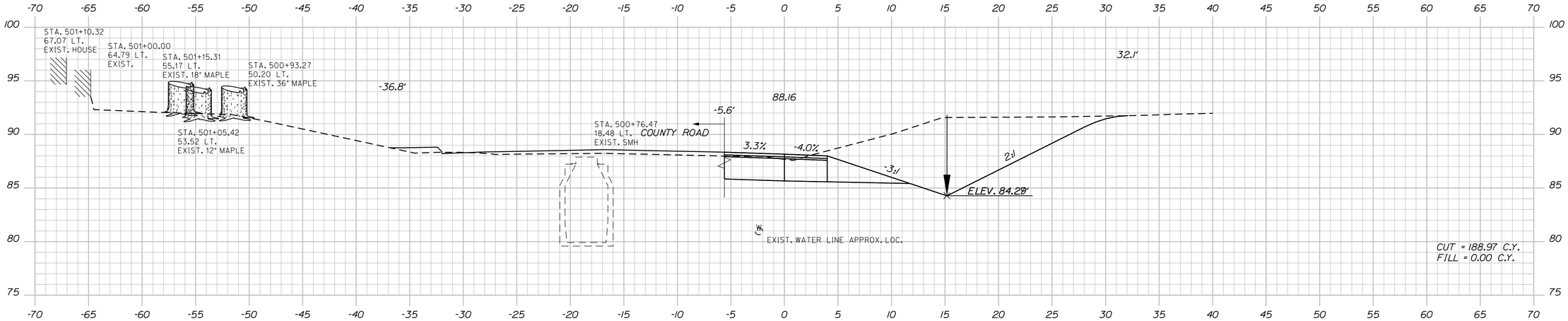
SHEET NUMBER

62

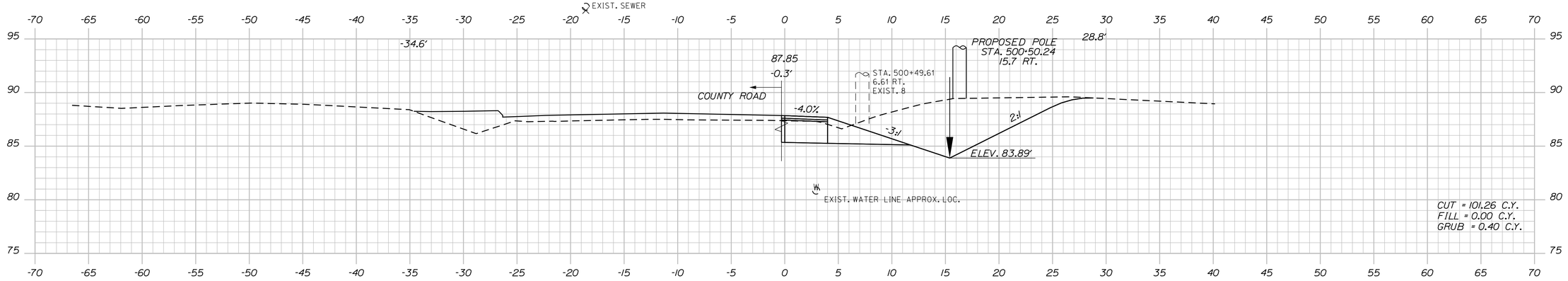
OF 88

Filename: ...\MSTA\062_XSECT_115+25_015.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

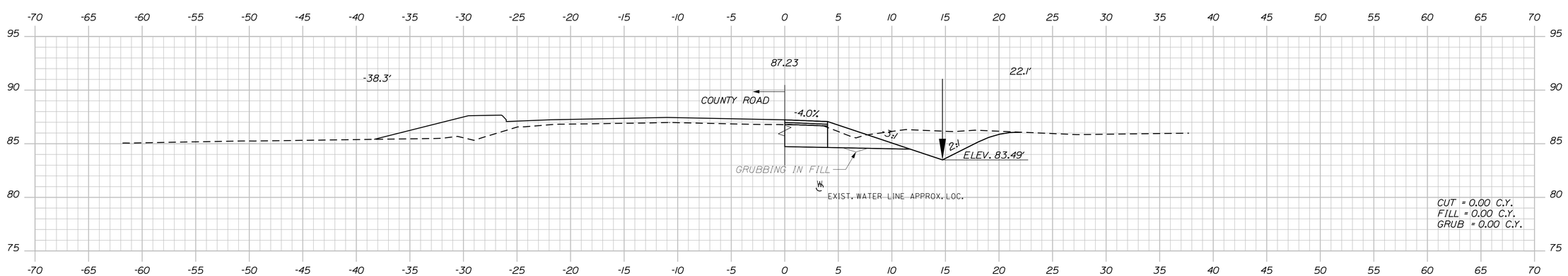
Sta. 115+25.00 to Sta. 115+58.00



501+00.00



500+50.00



500+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMAN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
SLIP LANE

CROSS SECTIONS

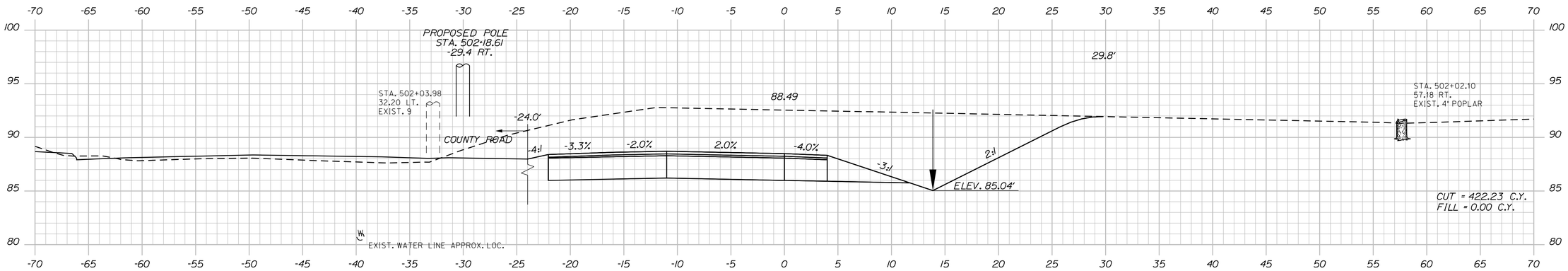
SHEET NUMBER

63

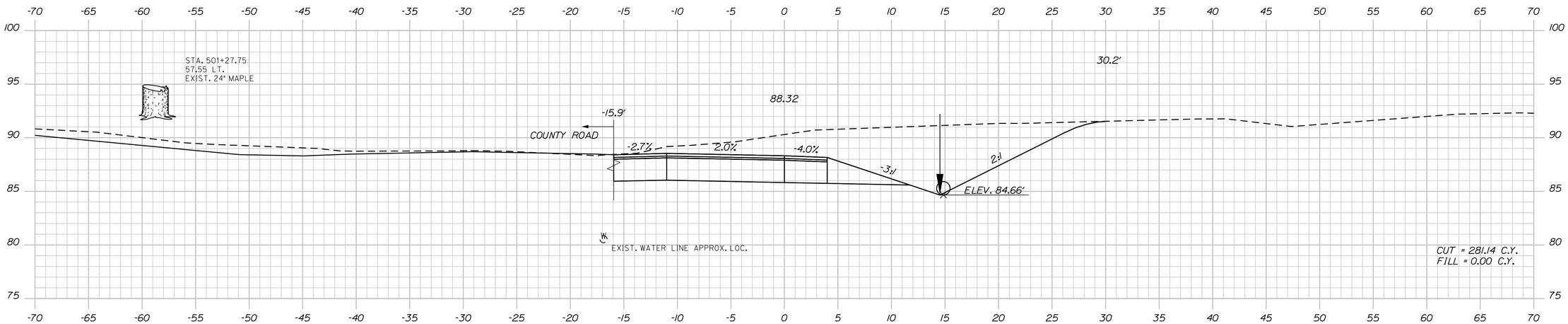
OF 88

Sta. 500+00.00 to Sta. 501+00.00

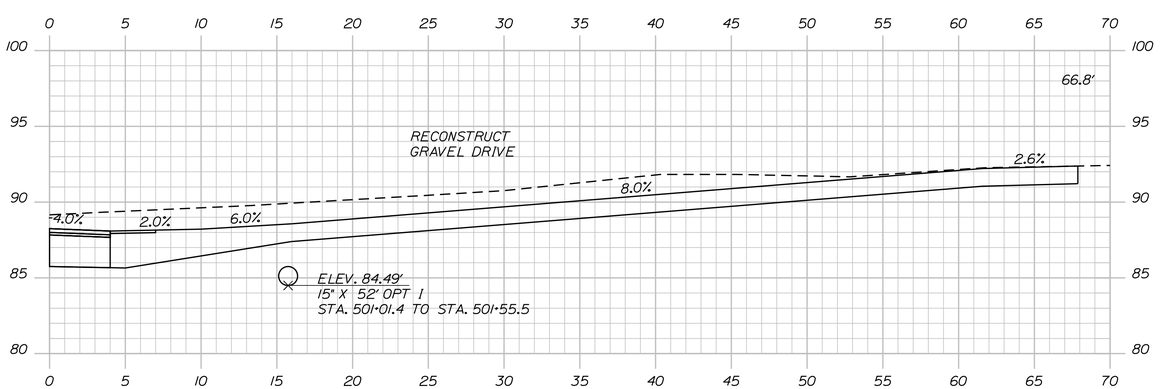
Filename: ...\MSTA\063_XSECT_500+00_016.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



502+00.00



501+50.00



LINESTRING SECTION
501+27.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE	
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015	
CHECKED-REVIEWED	-----	-----	-----	SIGNATURE
DESIGN2-DETAILED2	M.KIRKMANN	T. WHITE	JAN 2015	
DESIGN3-DETAILED3	-----	-----	-----	P.E. NUMBER
REVISIONS 1	-----	-----	-----	
REVISIONS 2	-----	-----	-----	DATE
REVISIONS 3	-----	-----	-----	
REVISIONS 4	-----	-----	-----	
FIELD CHANGES	-----	-----	-----	

EASTPORT
SLIP LANE

CROSS SECTIONS

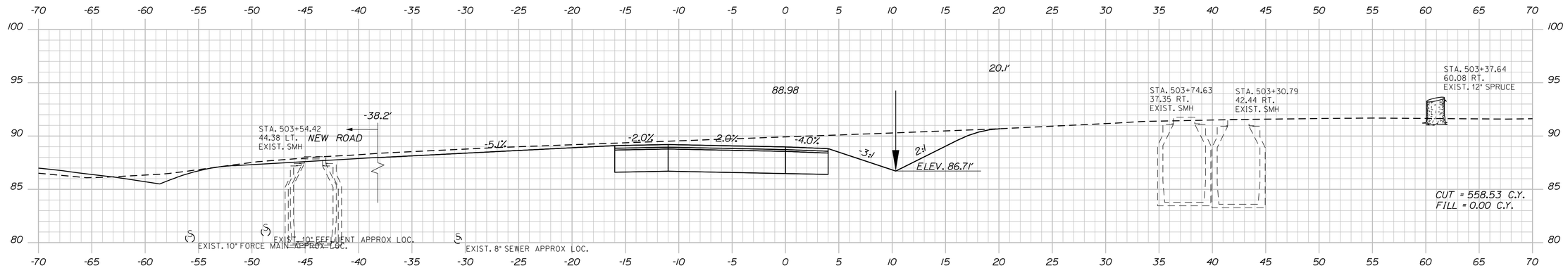
SHEET NUMBER

64

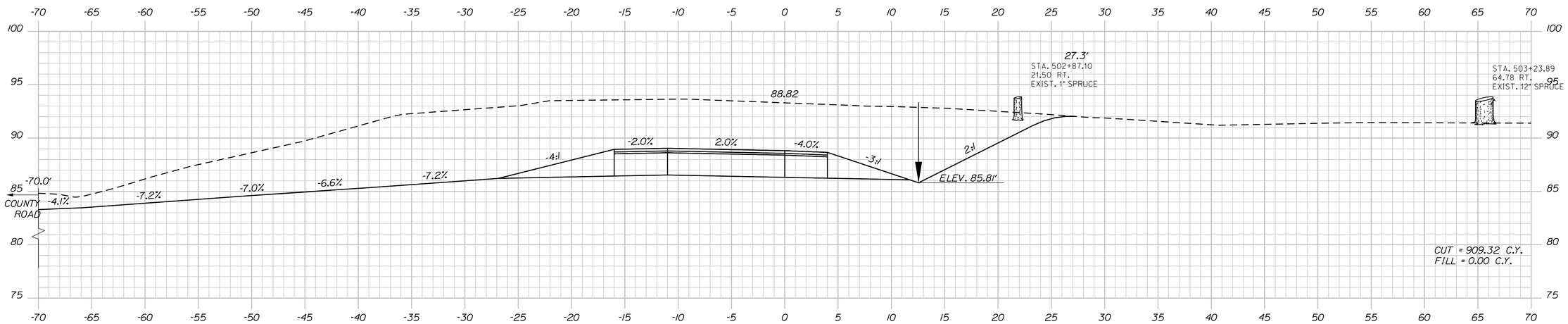
OF 88

Filename: ...\MSTA\064_XSECT_501+27_017.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

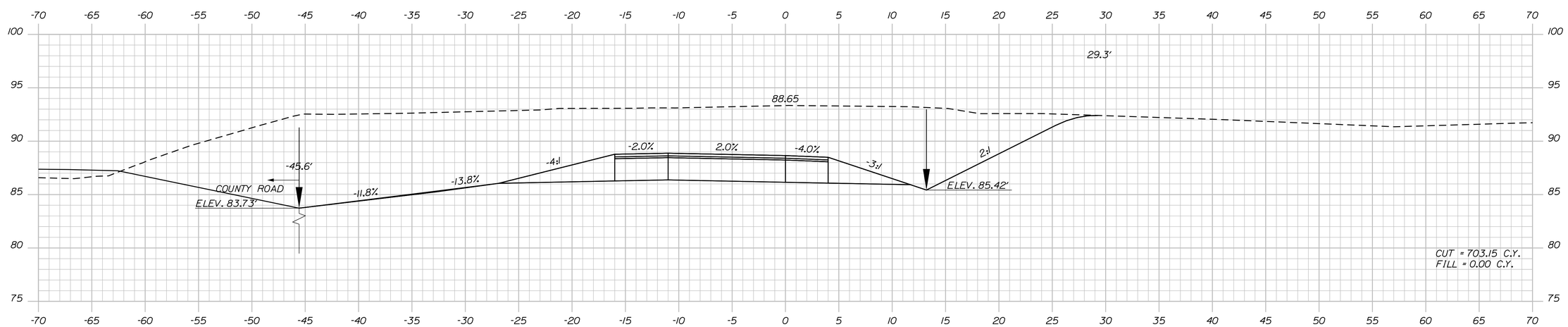
Sta. 501+27.50 to Sta. 502+00.00



503+50.00



503+00.00



502+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE	
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015	SIGNATURE
CHECKED-REVIEWED	-----	-----	-----	
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015	P.E. NUMBER
DESIGN3-DETAILED3	-----	-----	-----	
REVISIONS 1	-----	-----	-----	
REVISIONS 2	-----	-----	-----	DATE
REVISIONS 3	-----	-----	-----	
REVISIONS 4	-----	-----	-----	
FIELD CHANGES	-----	-----	-----	

EASTPORT
SLIP LANE

CROSS SECTIONS

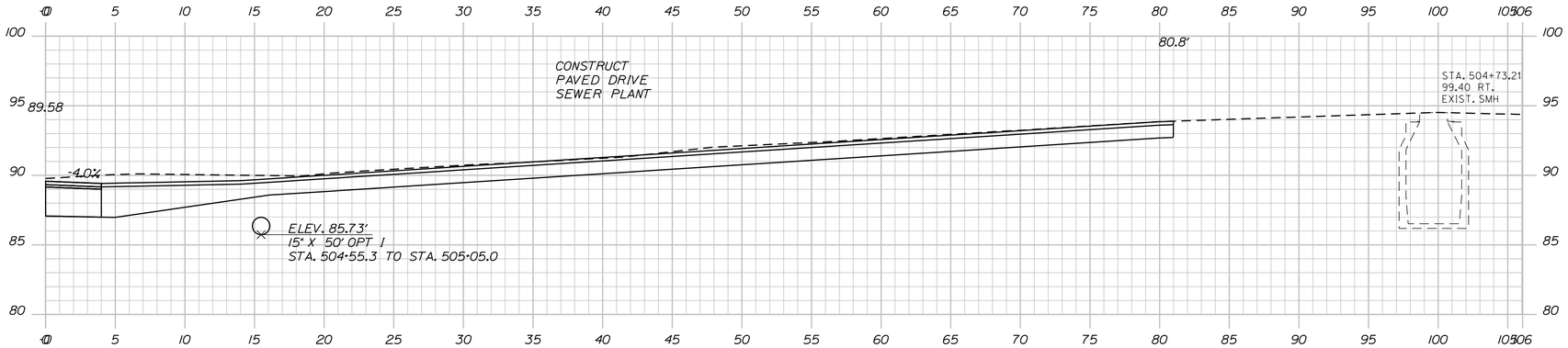
SHEET NUMBER

65

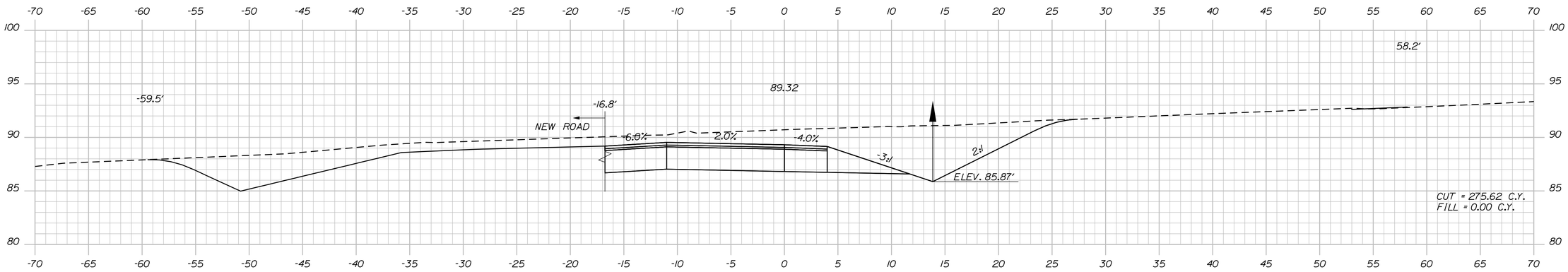
OF 88

Sta. 502+50.00 to Sta. 503+50.00

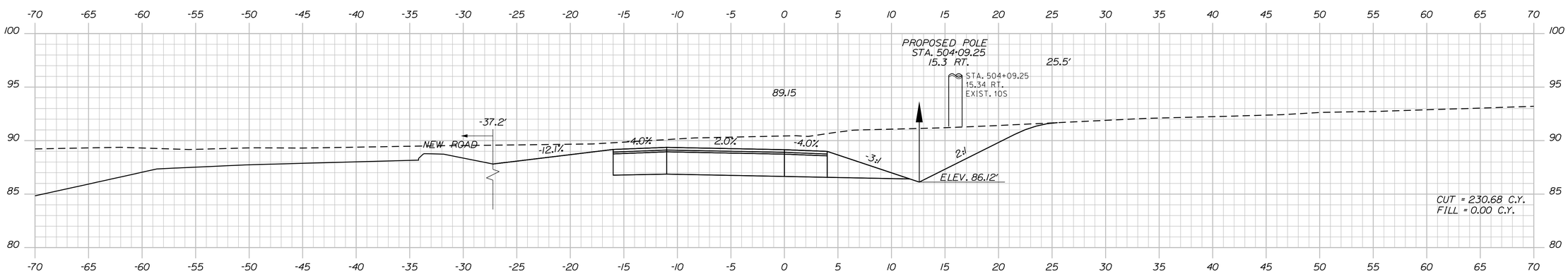
Filename: ...\MSTA\065_XSECT_502+50_018.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



LINESTRING SECTION
504+77.20



504+50.00



504+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

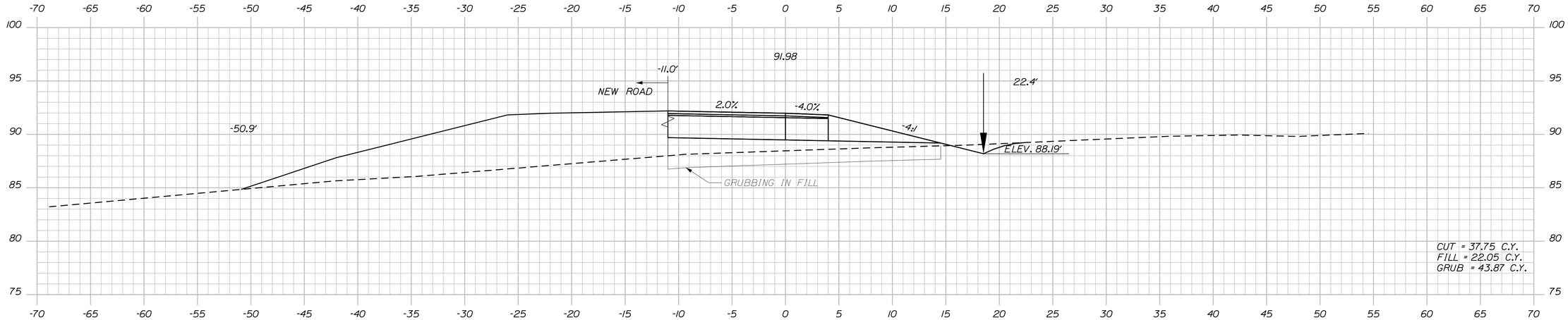
EASTPORT
SLIP LANE

CROSS SECTIONS

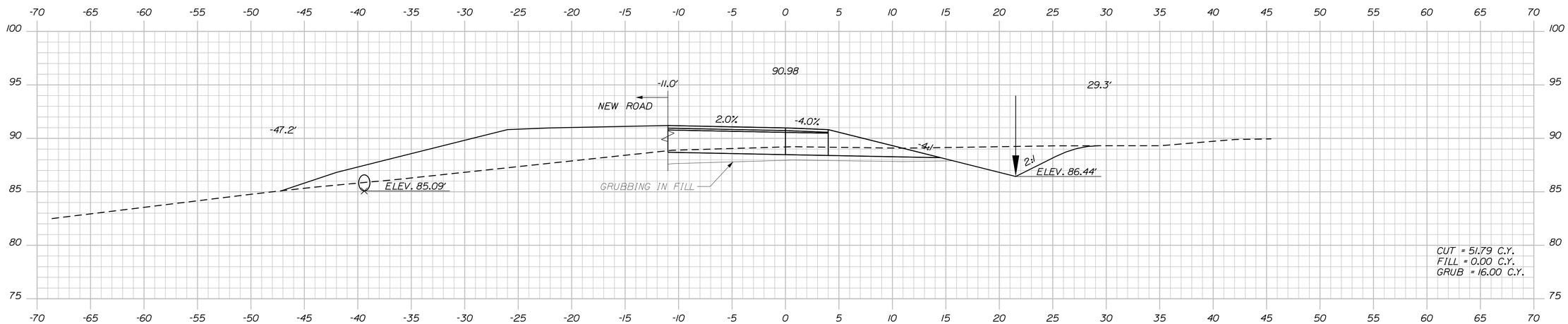
SHEET NUMBER
66
OF 88

Filename: ...\MSTA\066_XSECT_504+00_019.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

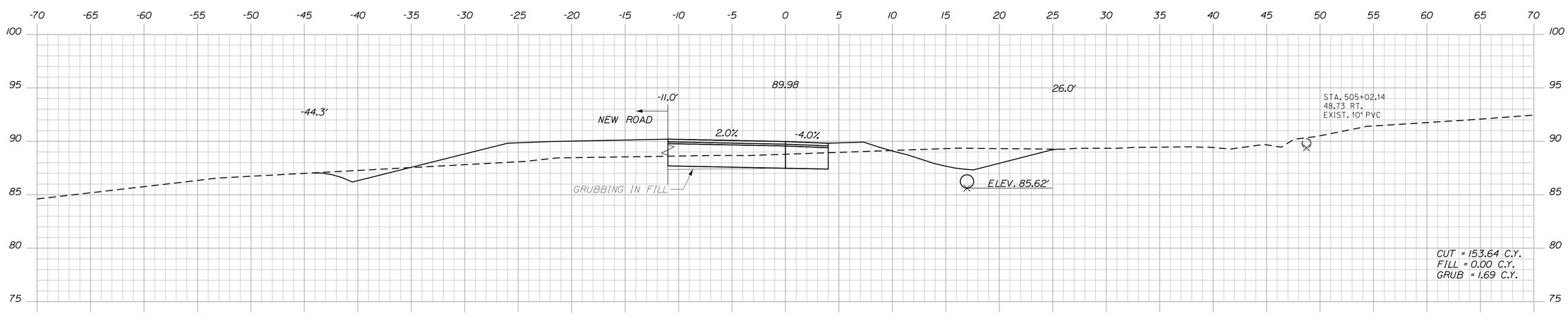
Sta. 504+00.00 to Sta. 504+77.20



506+00.00



505+50.00



505+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M. KIRKMANN	T. WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

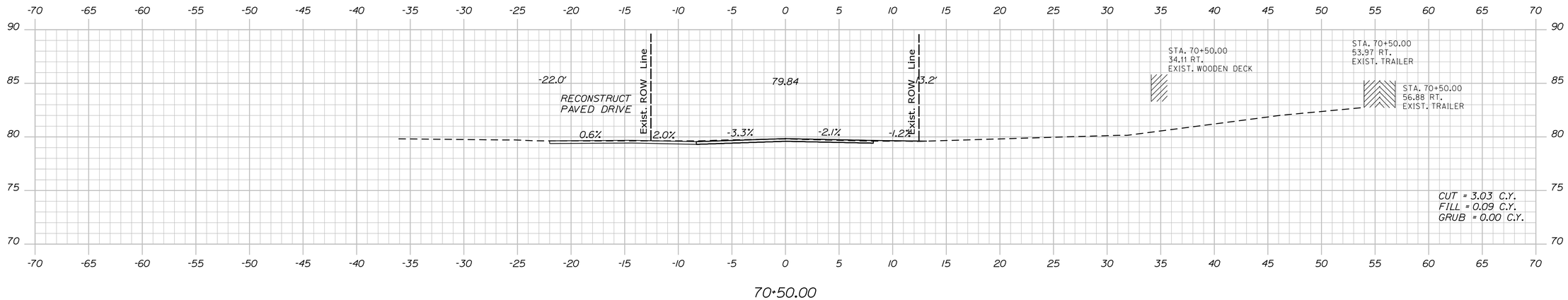
EASTPORT
SLIP LANE

CROSS SECTIONS

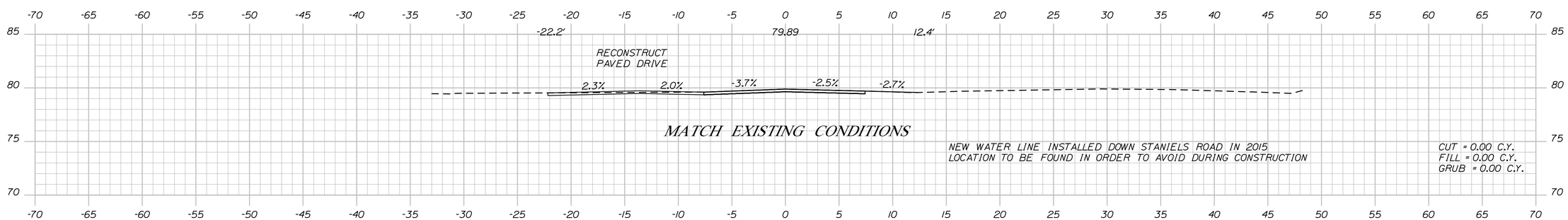
SHEET NUMBER
67
OF 88

Sta. 505+00.00 to Sta. 506+00.00

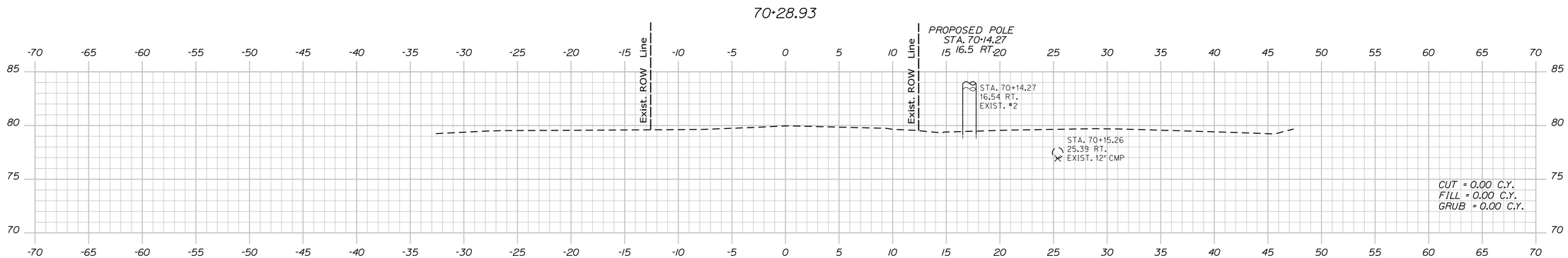
Filename: ...\MSTA\067_XSECT_505-00_020.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



70+50.00



70+28.93



70+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE	
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015	
CHECKED-REVIEWED	-----	-----	-----	
DESIGN2-DETAILED2	M.KIRKMANN	T. WHITE	JAN 2015	
DESIGN3-DETAILED3	-----	-----	-----	
REVISIONS 1	-----	-----	-----	
REVISIONS 2	-----	-----	-----	
REVISIONS 3	-----	-----	-----	
REVISIONS 4	-----	-----	-----	
FIELD CHANGES	-----	-----	-----	

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
STANIELS ROAD

CROSS SECTIONS

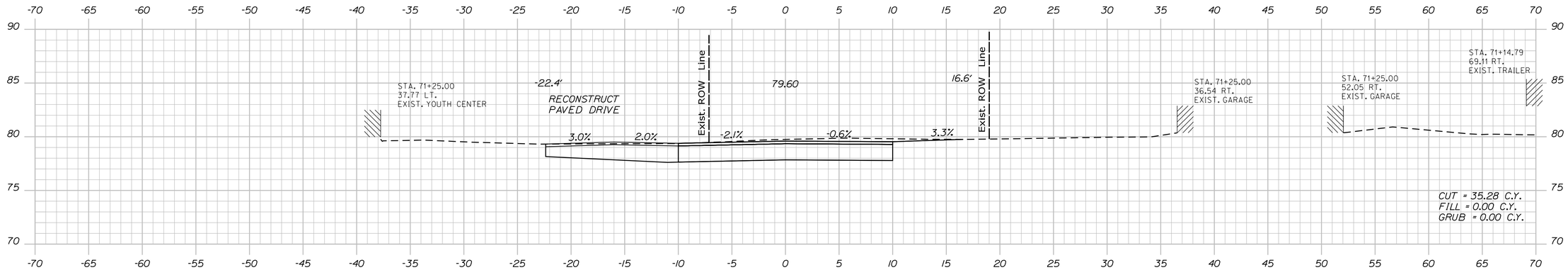
SHEET NUMBER

68

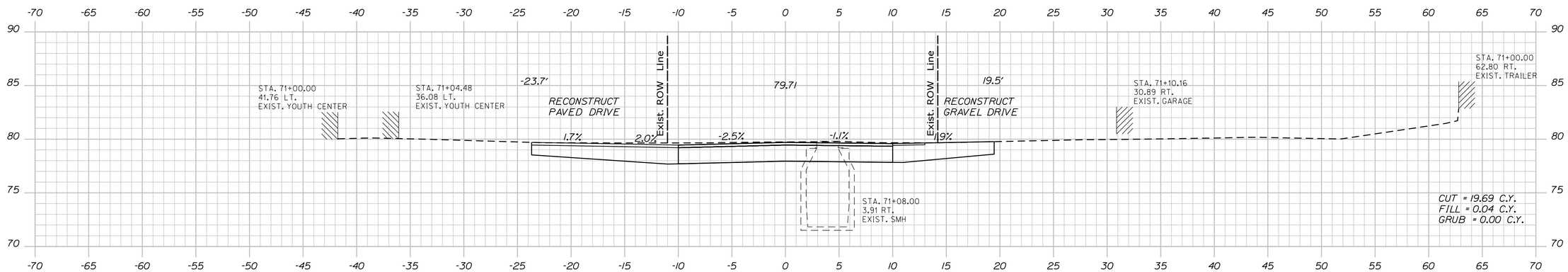
OF 88

Sta. 70+25.00 to Sta. 70+50.00

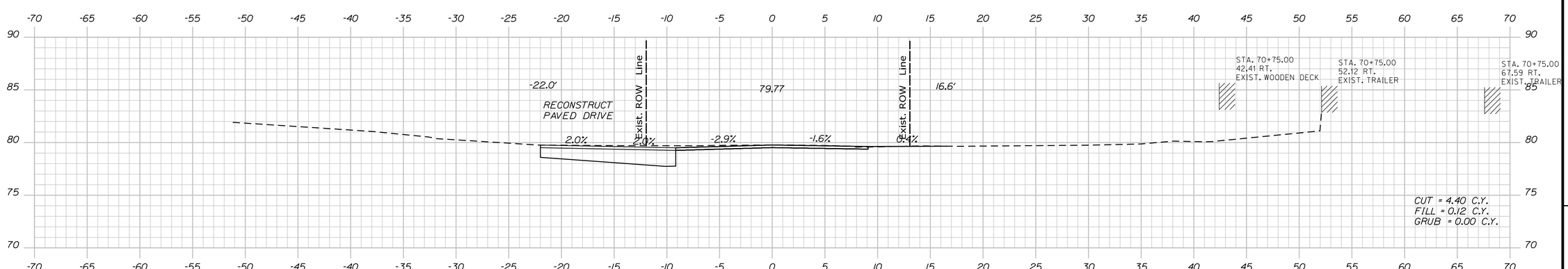
Filename: ...\MSTA\068_XSECT_70+25_001.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



71+25.00



71+00.00



70+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
STANIELS ROAD

CROSS SECTIONS

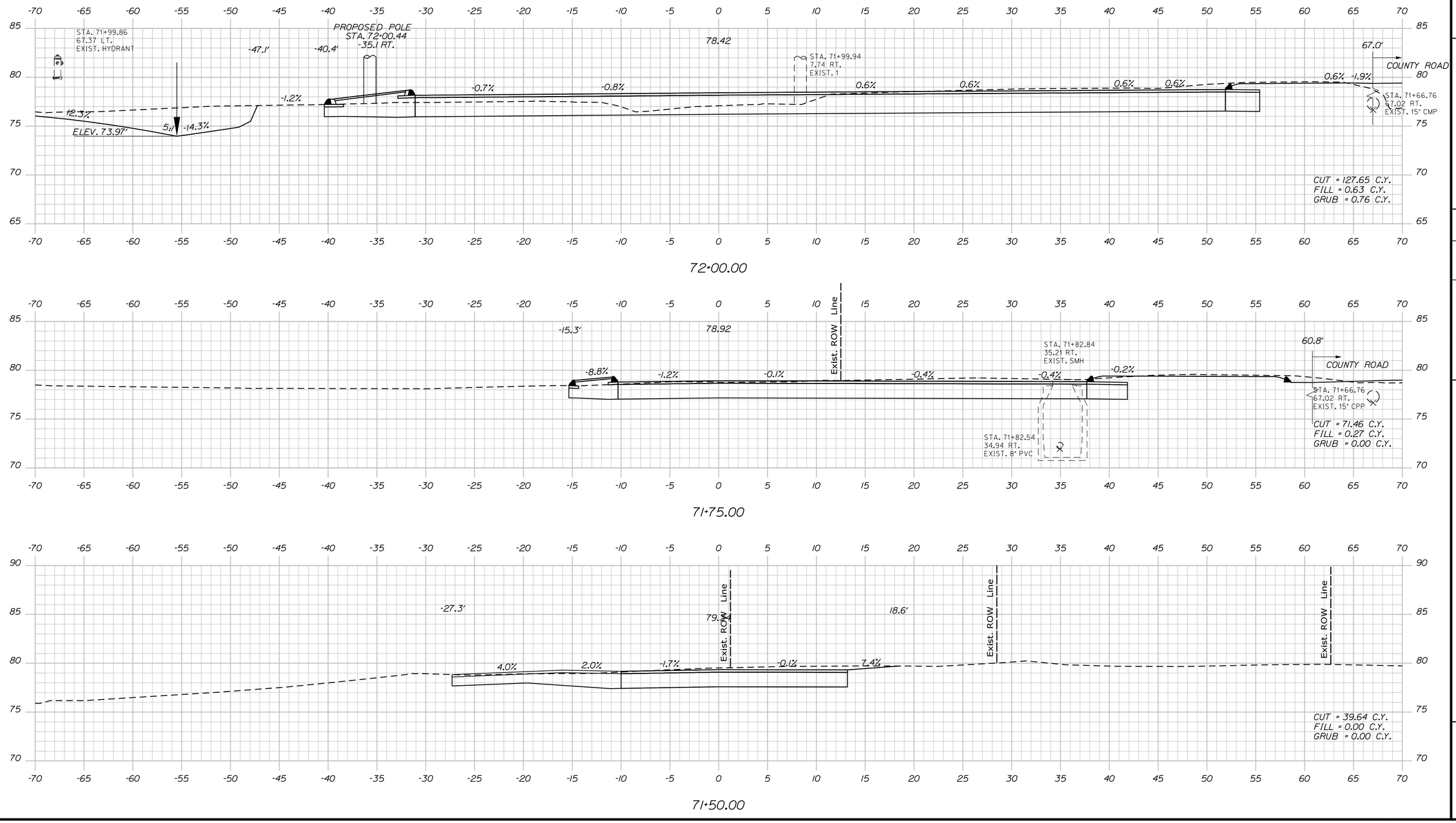
SHEET NUMBER

69

OF 88

Filename: ...\MSTA\069_XSECT_70+75_002.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

Sta. 70+75.00 to Sta. 71+25.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	------	------	------
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
STANIELS ROAD

CROSS SECTIONS

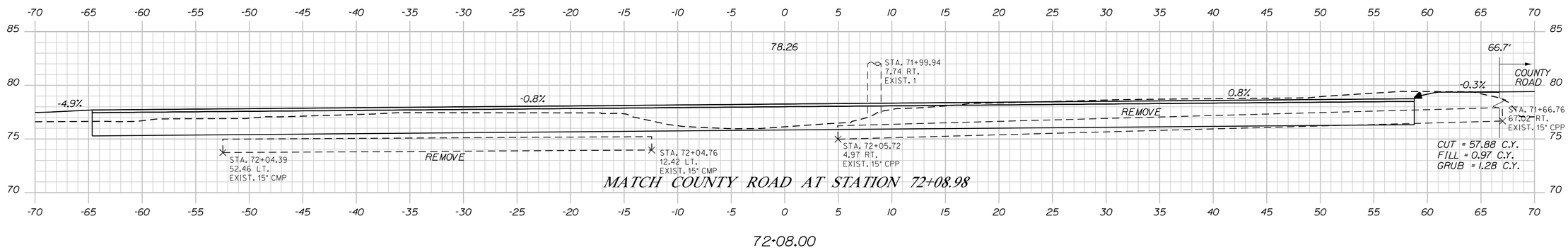
SHEET NUMBER

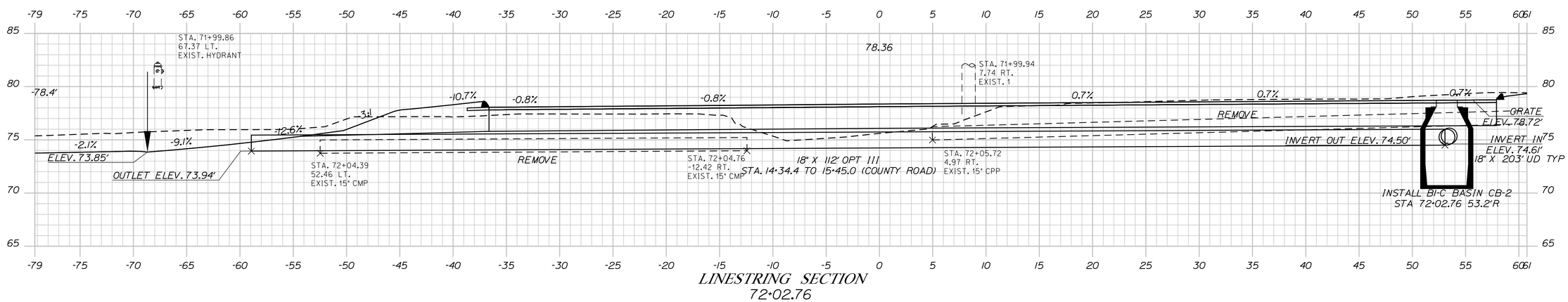
70

OF 88

Filename: ...\MSTA\070_XSECT_71+50_003.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

Sta. 71+50.00 to Sta. 72+00.00





PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----		-----
REVISIONS 2	-----		-----
REVISIONS 3	-----		-----
REVISIONS 4	-----		-----
FIELD CHANGES	-----		-----

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

EASTPORT
STANIELS ROAD

CROSS SECTIONS

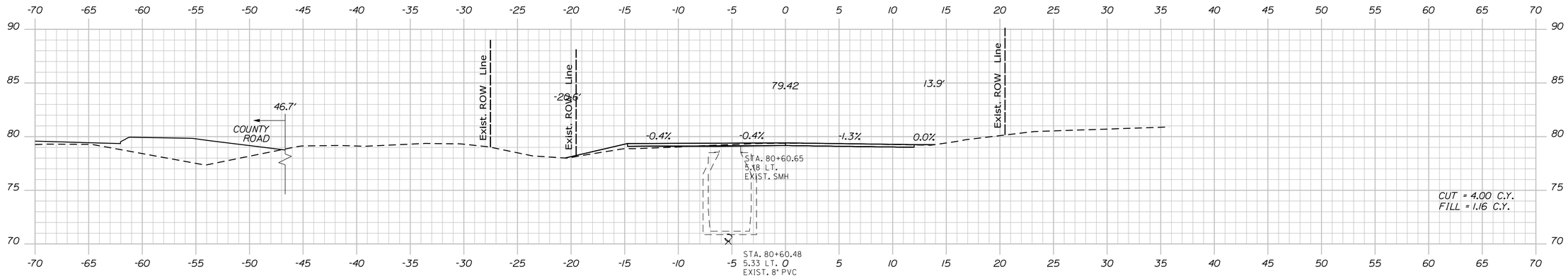
SHEET NUMBER

71

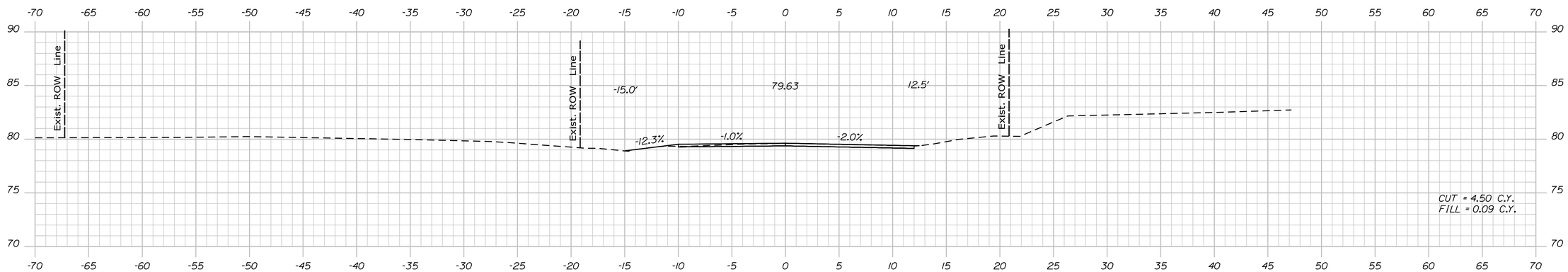
OF 88

Filename: ...\MSTA\071_XSECT_72+02_004.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

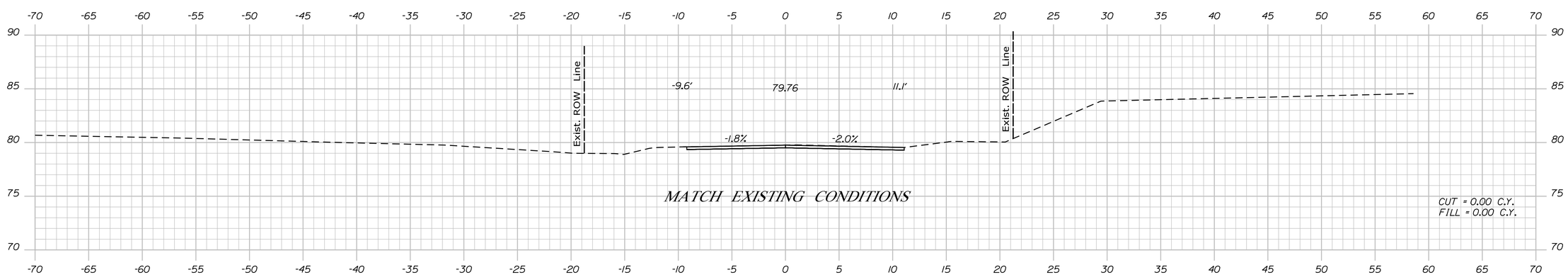
Sta. 72+02.76 to Sta. 72+08.00



80+50.00



80+25.00



80+00.00

Sta. 80+00.00 to Sta. 80+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
KEY STREET

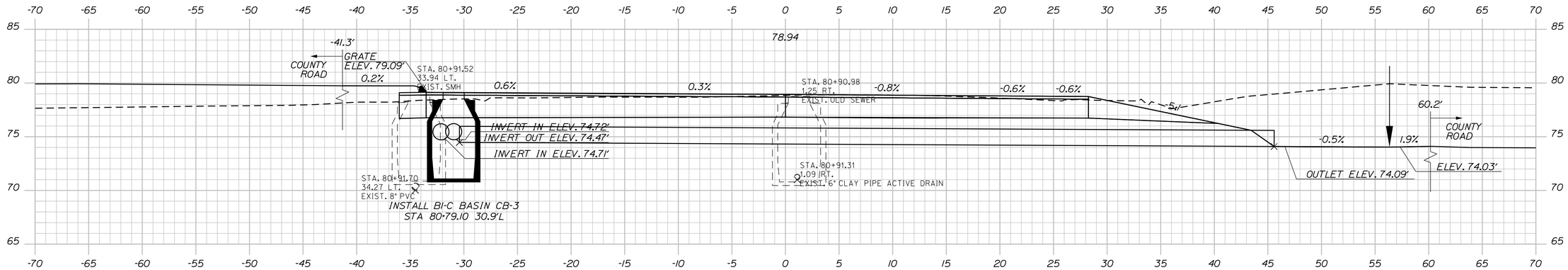
CROSS SECTIONS

SHEET NUMBER

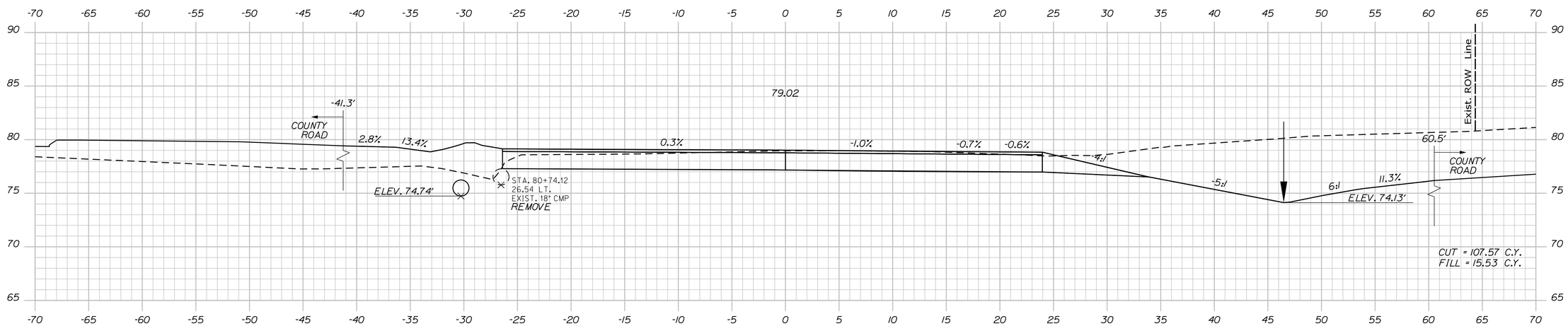
72

OF 88

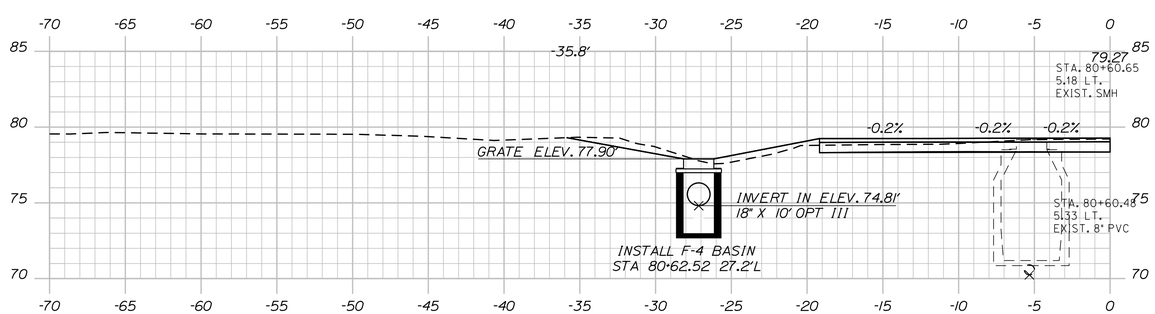
Filename: ...\MSTA\072_XSECT_80-00_005.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



LINESTRING SECTION
80+79.10



80+75.00



LINESTRING SECTION
80+60.52

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
KEY STREET

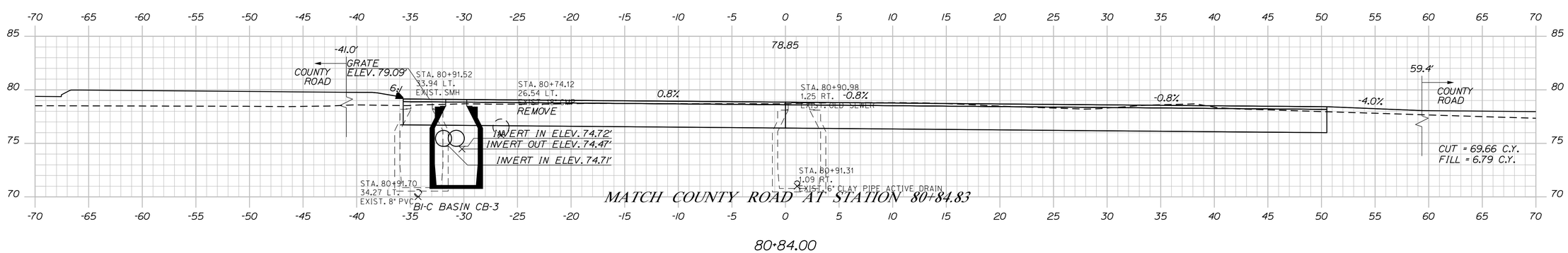
CROSS SECTIONS

SHEET NUMBER
73
OF 88

Filename: ...\MSTA\073_XSECT_80+60_006.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

Sta. 80+60.52 to Sta. 80+79.10

Filename: ...\MSTA\074_XSECT_80-84_007.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

EASTPORT
KEY STREET

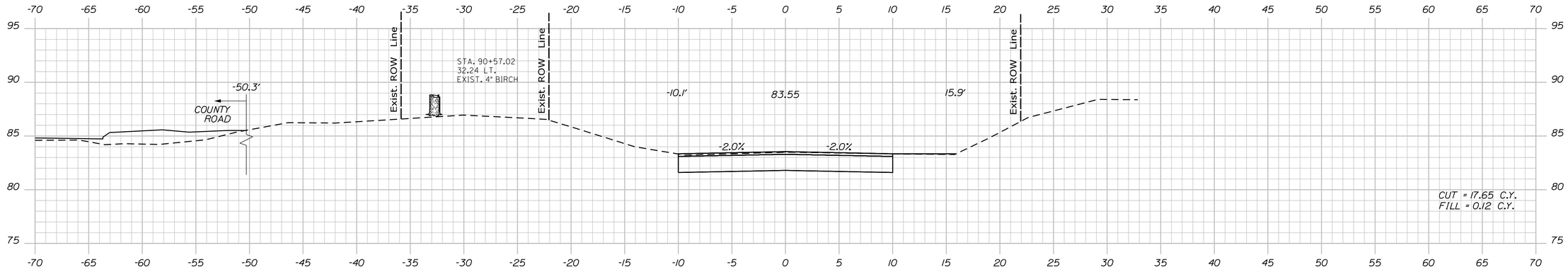
CROSS SECTIONS

SHEET NUMBER

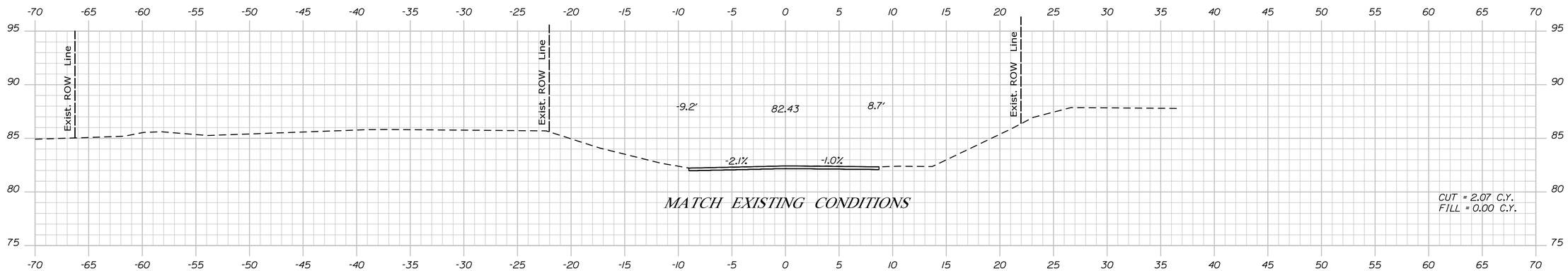
74

OF 88

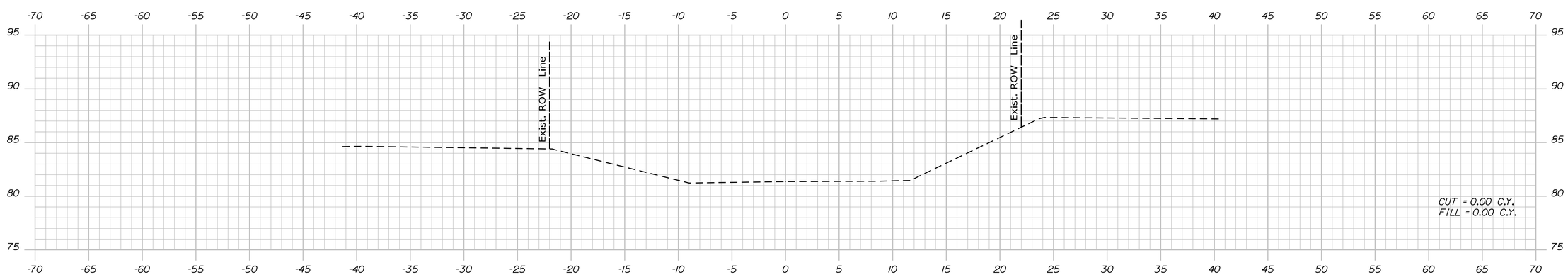
Sta. 80+84.00 to Sta. 80+84.00



90+50.00



90+25.00



90+00.00

Sta. 90+00.00 to Sta. 90+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	----	----	----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	----	----	----
REVISIONS 1	----	----	----
REVISIONS 2	----	----	----
REVISIONS 3	----	----	----
REVISIONS 4	----	----	----
FIELD CHANGES	----	----	----

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
HAWKES AVENUE

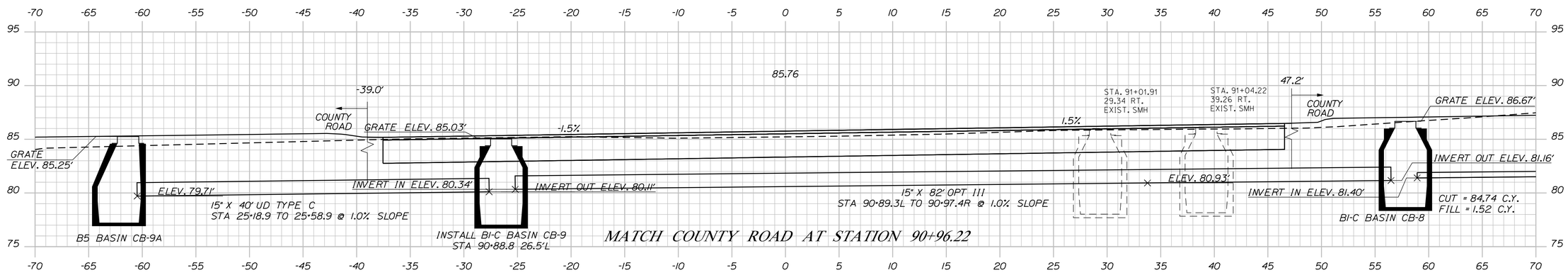
CROSS SECTIONS

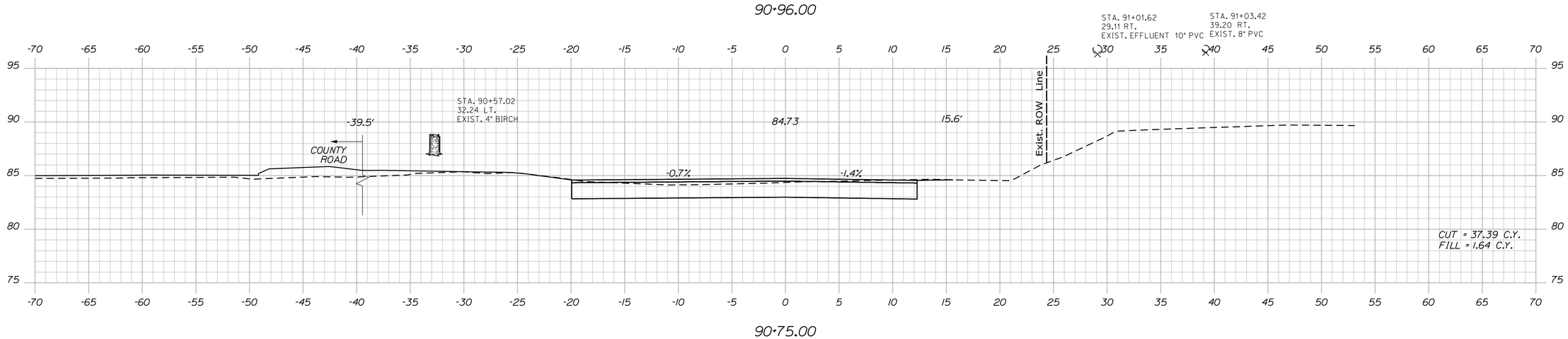
SHEET NUMBER

75

OF 88

Filename: ...\MSTA\075_XSECT_90-00_008.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
HAWKES AVENUE

CROSS SECTIONS

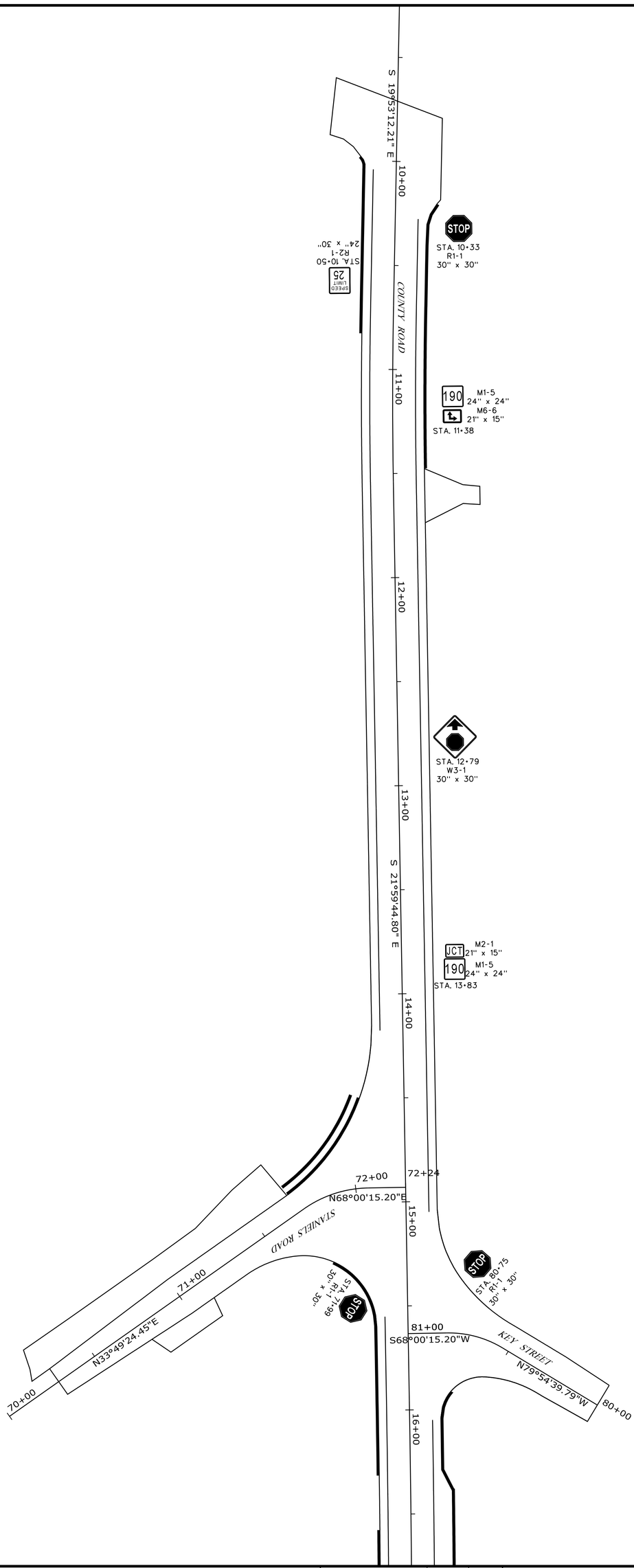
SHEET NUMBER

76

OF 88

Filename: ...\MSTA\076_XSECT_90+75_009.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

Sta. 90+75.00 to Sta. 90+96.00



PROJ. MANAGER	R. CLEWLEY	BY	DATE	
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015	
CHECKED-REVIEWED	_____	_____	_____	SIGNATURE
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015	
DESIGN3-DETAILED3	_____	_____	_____	P.E. NUMBER
REVISIONS 1	_____		_____	
REVISIONS 2	_____		_____	
REVISIONS 3	_____		_____	DATE
REVISIONS 4	_____		_____	
FIELD CHANGES	_____		_____	

EASTPORT
COUNTY ROAD

SIGNAGE PLANS

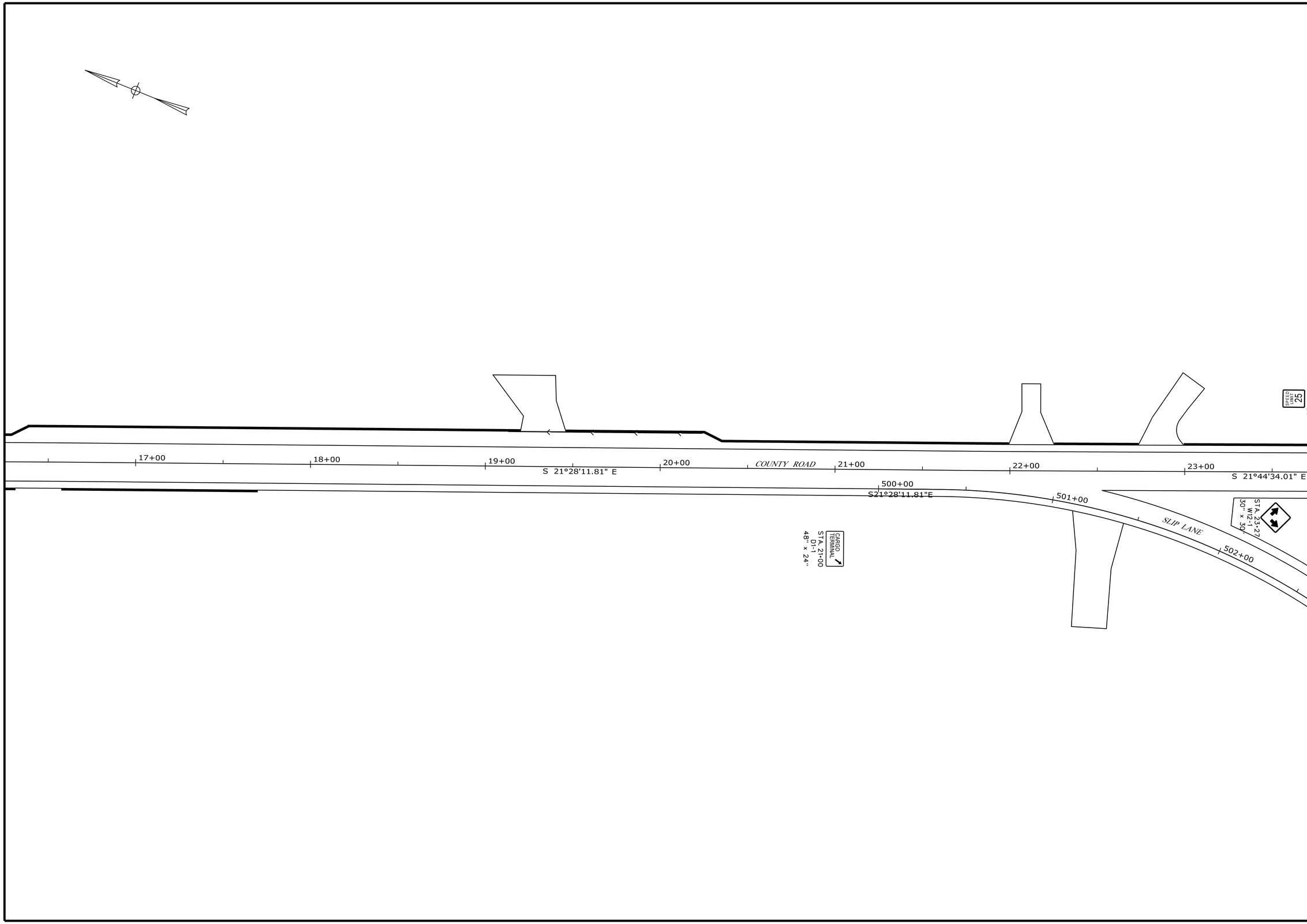
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS

SHEET NUMBER 77 OF 88



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	R. CLEWLEY		
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	-----	-----	-----
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	-----
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	-----
FIELD CHANGES	-----	-----	-----

SIGNATURE

P.E. NUMBER

DATE

EASTPORT
COUNTY ROAD

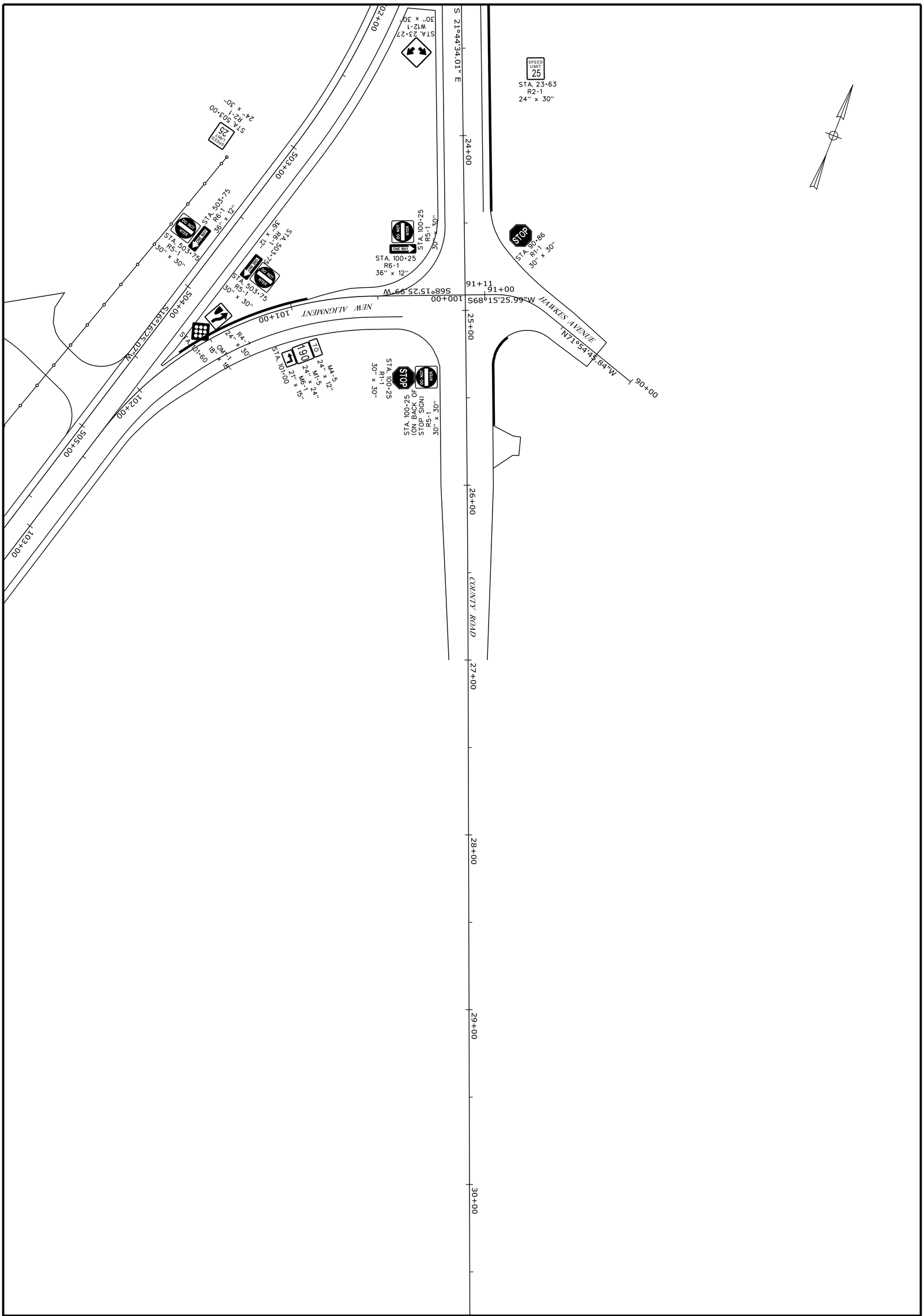
SIGNAGE PLANS

SHEET NUMBER

78

OF 88

Filename: ...\MSTA\078_Highway_Signs2.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015



SHEET NUMBER 79 OF 88

EASTPORT COUNTY ROAD

SIGNAGE PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	_____	_____	_____
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	_____	_____	_____
REVISIONS 1	_____		_____
REVISIONS 2	_____		_____
REVISIONS 3	_____		_____
REVISIONS 4	_____		_____
FIELD CHANGES	_____		_____

SIGNATURE

P.E. NUMBER

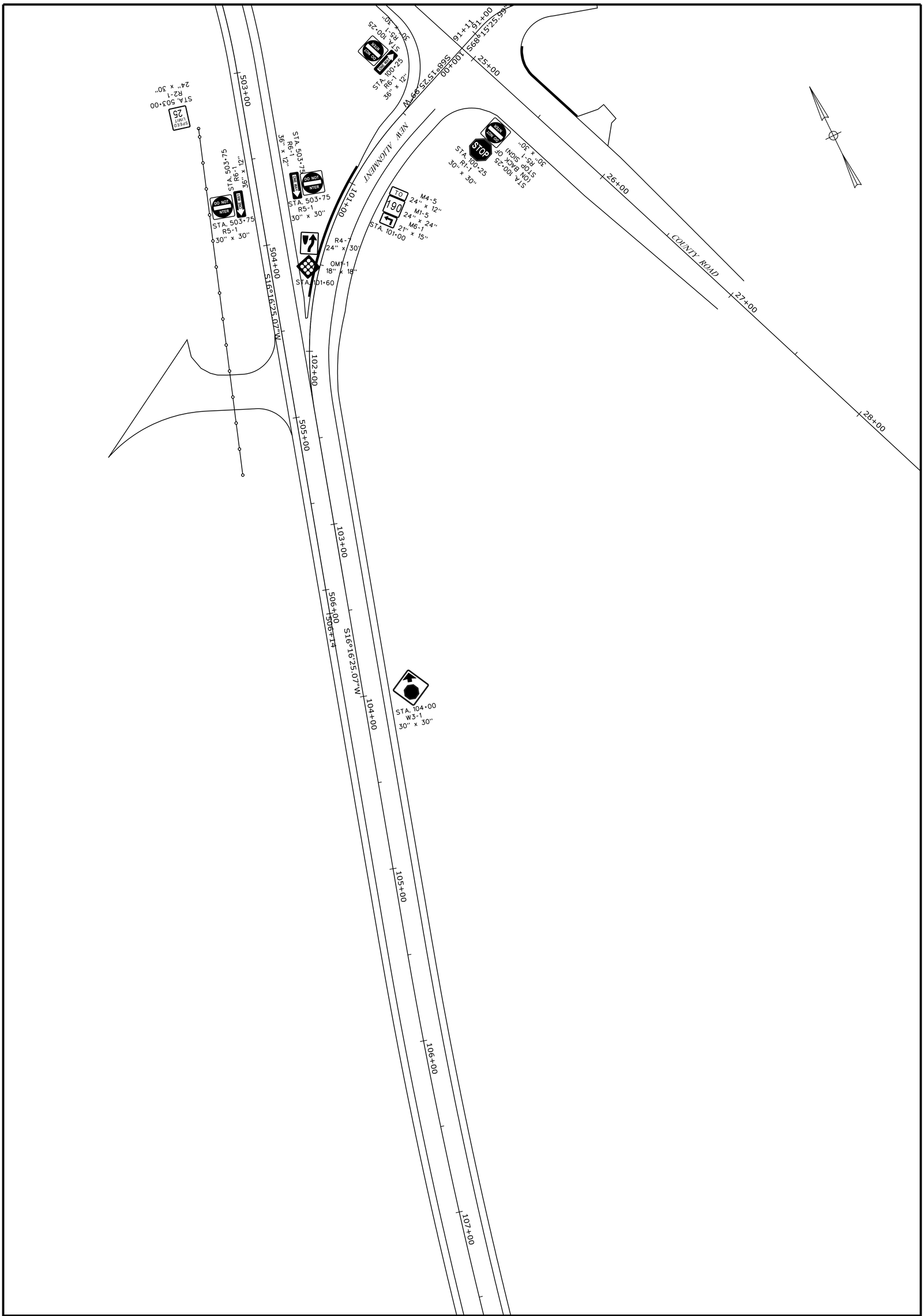
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS



PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	_____	_____	_____
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	_____	_____	_____
REVISIONS 1	_____		_____
REVISIONS 2	_____		_____
REVISIONS 3	_____		_____
REVISIONS 4	_____		_____
FIELD CHANGES	_____		_____

SIGNATURE

P.E. NUMBER

DATE

EASTPORT COUNTY ROAD

SIGNAGE PLANS

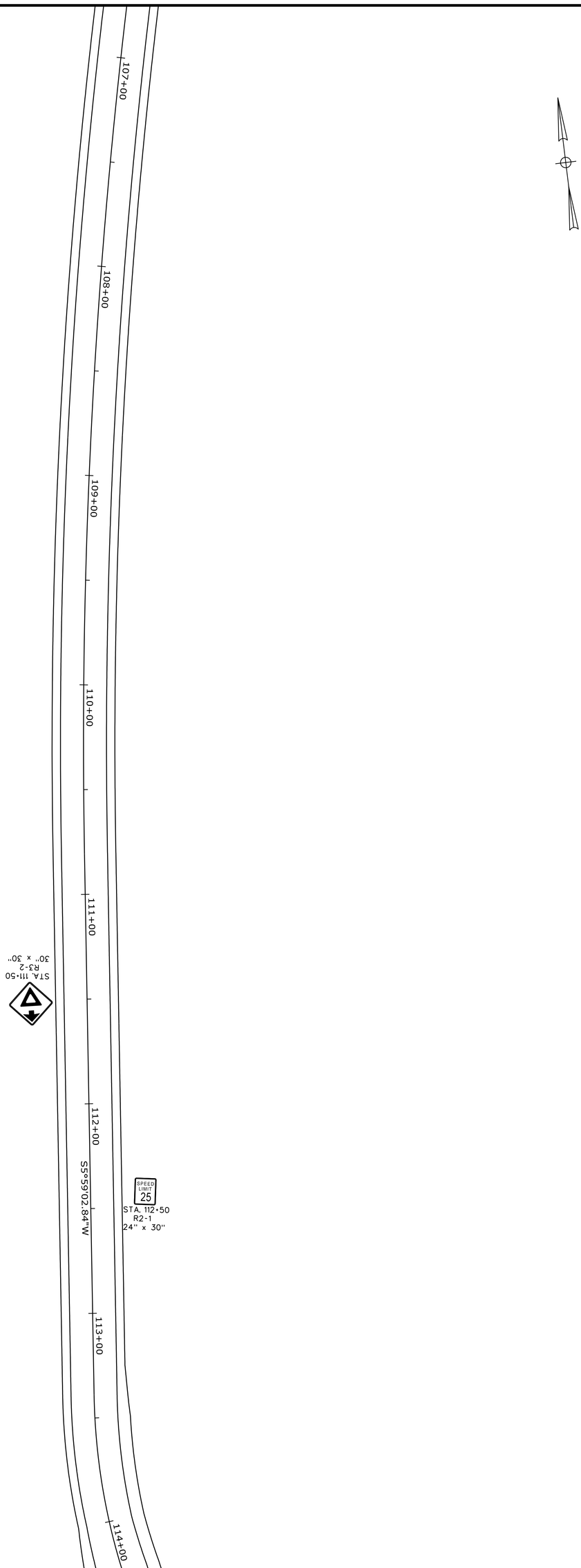
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN 19194.00

HIGHWAY PLANS

SHEET NUMBER 80 OF 88



SHEET NUMBER 81 OF 88

EASTPORT
COUNTY ROAD

SIGNAGE PLANS

PROJ. MANAGER	R. CLEWLEY	BY	DATE
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015
CHECKED-REVIEWED	_____	_____	_____
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015
DESIGN3-DETAILED3	_____	_____	_____
REVISIONS 1	_____		_____
REVISIONS 2	_____		_____
REVISIONS 3	_____		_____
REVISIONS 4	_____		_____
FIELD CHANGES	_____		_____

SIGNATURE

P.E. NUMBER

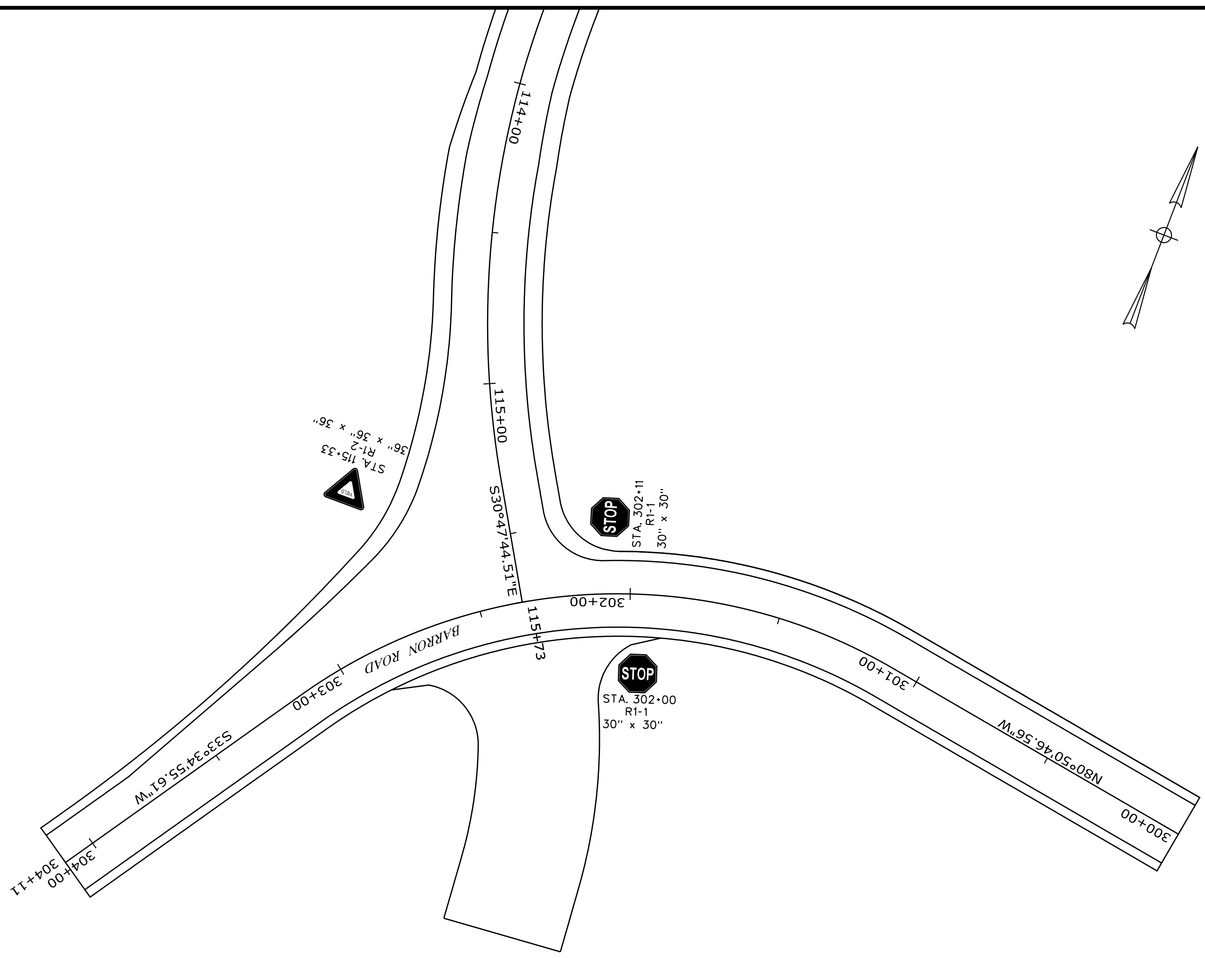
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS



PROJ. MANAGER	R. CLEWLEY	BY	DATE	
DESIGN-DETAILED	R. CHESTER	B. LUCAS	JUN 2015	
CHECKED-REVIEWED	_____	_____	_____	SIGNATURE
DESIGN2-DETAILED2	M.KIRKMANN	T.WHITE	JAN 2015	
DESIGN3-DETAILED3	_____	_____	_____	P.E. NUMBER
REVISIONS 1	_____		_____	
REVISIONS 2	_____		_____	
REVISIONS 3	_____		_____	DATE
REVISIONS 4	_____		_____	
FIELD CHANGES	_____		_____	

EASTPORT
COUNTY ROAD

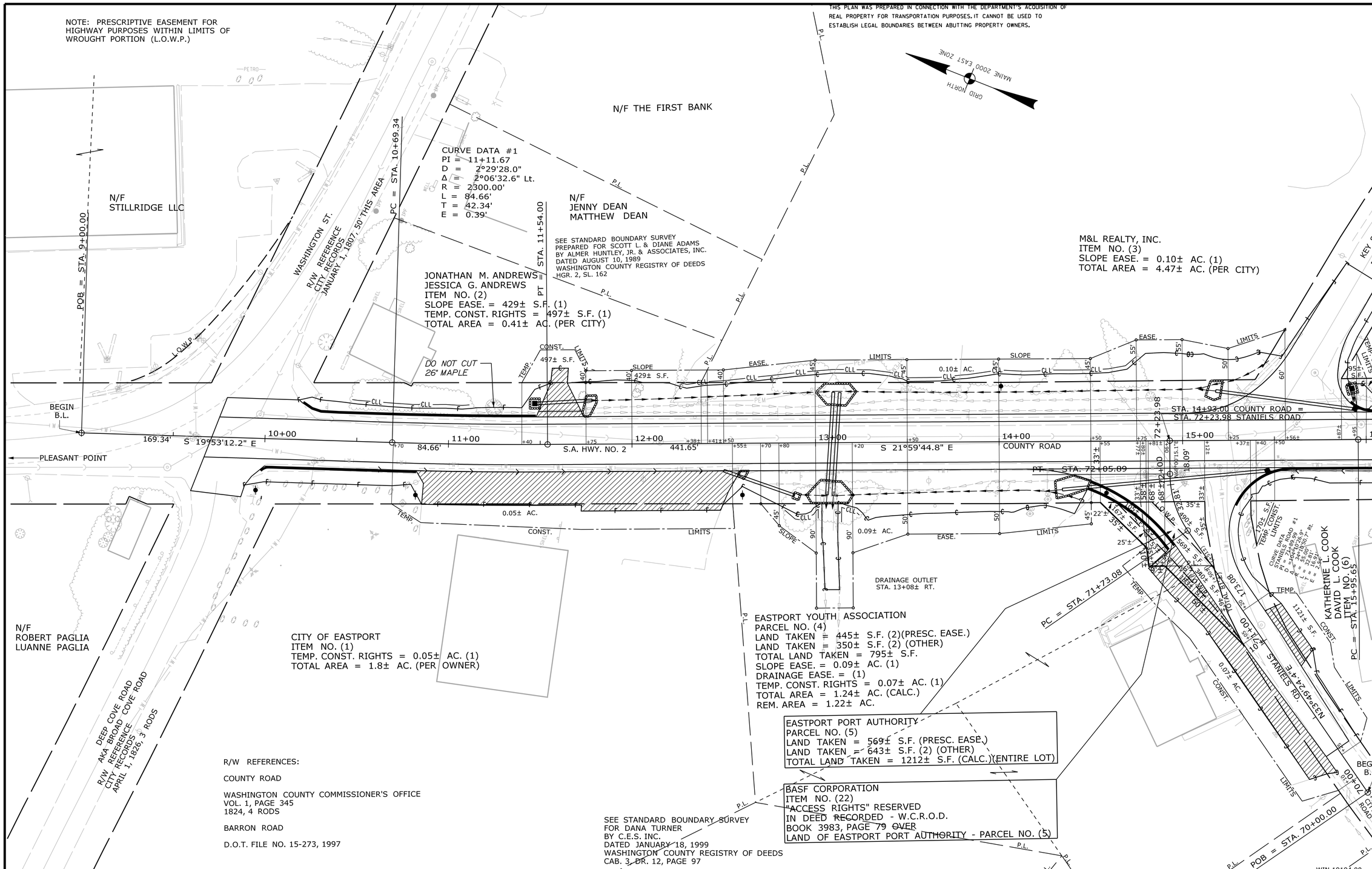
SIGNAGE PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1919(400)X

WIN
19194.00

HIGHWAY PLANS



SYMBOLS

- WELL
- GROUNDING (ART LINE)
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE
- LIMITS OF WROUGHT 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	VDP\BDM	
PROP. LINES	BDM	
AREAS	BDM	

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

EASTPORT
RIGHT OF WAY MAP

REVISIONS

NO.	DATE	DESCRIPTION	BY

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

DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

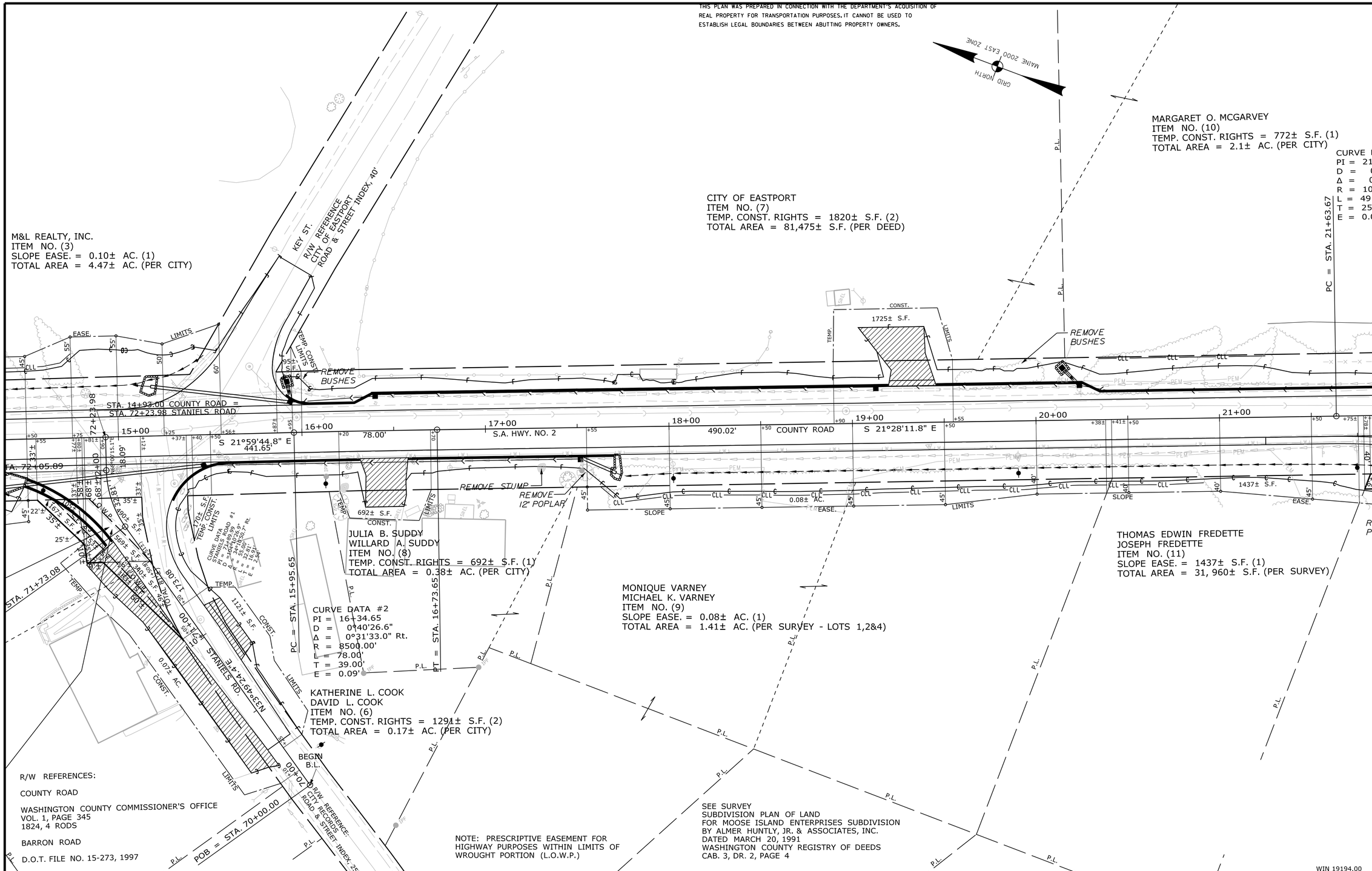
STATE AID HIGHWAY NO. 2
COUNTY ROAD
EASTPORT WASHINGTON COUNTY
FEDERAL AID PROJECT NO. AC-STP-1919(400)X

MAY 2015 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 15-320
SCALE 1" = 25' | SHEET 1 OF 6

SHEET NUMBER
83
OF 88

Filename: ...\00\ROW\MSTA\001_RWPLAN1.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

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

ITEM	TECH CHECKED
BASE MAP	
EXIST. R/W	VDP\BDM
PROP. LINES	BDM
AREAS	BDM

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

EASTPORT
RIGHT OF WAY MAP

REVISIONS

NO.	DATE	DESCRIPTION	BY

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

DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE AID HIGHWAY NO. 2
COUNTY ROAD
EASTPORT WASHINGTON COUNTY
FEDERAL AID PROJECT NO. AC-STP-1919(400)X

MAY 2015	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 15-320
SCALE 1" = 25'	SHEET 2 OF 6	

SHEET NUMBER
84
OF 88

Filename: ...\00\ROW\MSTA\002_RWPLAN2.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

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.

MARGARET O. MCGARVEY
ITEM NO. (10)
TEMP. CONST. RIGHTS = 772± S.F. (1)
TOTAL AREA = 2.1± AC. (PER CITY)

CURVE DATA #3
PI = 21+88.67
D = 0°32'44.4"
Δ = 0°16'22.2" Lt.
R = 10500.00'
L = 49.99'
T = 25.00'
E = 0.03'

PC = STA. 21+63.67
PT = STA. 22+13.66

N/F HEIRS OF
GERALDINE MCGARVEY

ITEM NO. (14) OMITTED

ALLAN D. GORE
LINDA A. MCCLELLAN
BRIAN K. HORROW
ITEM NO. (13)
TEMP. CONST. RIGHTS = 772± S.F. (2)
TOTAL AREA = 0.1± AC. (PER CITY)

HAWKES AVE.
R/W REFERENCE
CITY OF EASTPORT
JUNE 13, 1899, 44'

JAMES JOLLOTTA
ITEM NO. (15)
SLOPE EASE. = 1857± S. F. (1)
TEMP. CONST. RIGHTS = 334± S.F. (1)
TOTAL AREA = 1.08± AC. (PER CITY)

N/F
GAIL R. MUMME
CHRISTIAN E. MUMME

GRID NORTH
MAINE 2000 EAST ZONE

21+00 22+00 23+00 24+00 25+00 26+00 27+00

490.02' S 21°28'11.8" E

49.99'

S 21°44'34.0" E 280.97'

S.A. HWY. NO. 2

POB = STA. 100+00.00

COUNTY ROAD 205.48'

END B.L.
STA. 27+00.11

STA. 24+91.14 COUNTY ROAD =
STA. 100+00.00 NEW ROAD

S 68°27'59.93" W

PC = STA. 24+94.63

PC = STA. 100+52.49

PT = STA. 27+00.11

THOMAS EDWIN FREDETTE
JOSEPH FREDETTE
ITEM NO. (11)
SLOPE EASE. = 1437± S.F. (1)
TOTAL AREA = 31, 960± S.F. (PER SURVEY)

REMOVE POPLAR TREES

REMOVE BUSHES

REMOVE APPLE CLUSTER

PROPOSED 6" PVC DRAIN CONNECT TO EXISTING

2" WATERLINE APPROX. LOCATION

CURVE DATA #1
PI = 101+50.00
D = 28°38'52.4"
Δ = 51°59'00.9" Lt.
R = 200.00'
L = 181.46'
T = 97.51'
E = 22.50'

CURVE DATA #4
PI = 25+97.37
D = 0°17'11.3"
Δ = 0°35'19.2" Rt.
R = 20000.00'
L = 205.48'
T = 102.74'
E = 0.26'

PT = STA. 102+33.95

CITY OF EASTPORT
PARCEL NO. (12)

OUTLET DRAINAGE STRUCTURE
STA. 102+70 TO STA. 103+25 LT.

CITY OF EASTPORT
PARCEL NO. (12)
LAND TAKEN = 1.25± AC.
DRAINAGE EASE. = 0.17± AC. (2)
SLOPE EASE. = 0.15± AC. (2)
TEMP. CONST. RIGHTS = 0.27± AC. (3)
TOTAL AREA = 16.91± AC. (PER DEED - PARCELS 1 & 2)
REM. AREA = 15.66± AC.

SEE SURVEY
SUBDIVISION PLAN OF LAND
FOR MOOSE ISLAND ENTERPRISES SUBDIVISION
BY ALMER HUNTLY, JR. & ASSOCIATES, INC.
DATED MARCH 20, 1991
WASHINGTON COUNTY REGISTRY OF DEEDS
CAB. 3, DR. 2, PAGE 4

R/W REFERENCES:

COUNTY ROAD

WASHINGTON COUNTY COMMISSIONER'S OFFICE
VOL. 1, PAGE 345
1824, 4 RODS

BARRON ROAD

D.O.T. FILE NO. 15-273, 1997

WIN 19194.00

SYMBOLS

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

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	VDP\BDM	
PROP. LINES	BDM	
AREAS	BDM	

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

REVISIONS

NO.	DATE	DESCRIPTION	BY

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

DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

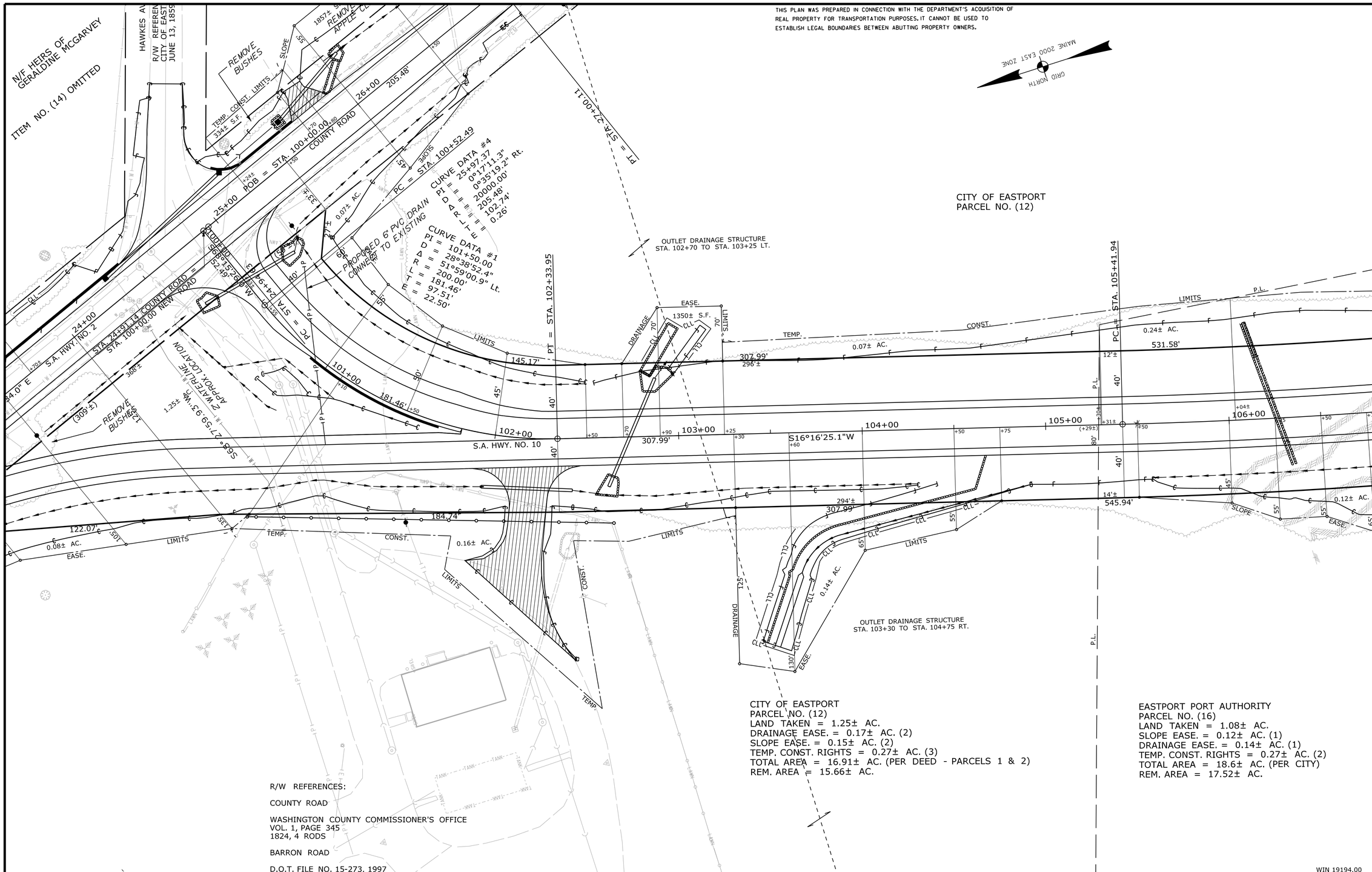
STATE AID HIGHWAY NO. 2
COUNTY ROAD
EASTPORT WASHINGTON COUNTY
FEDERAL AID PROJECT NO. AC-STP-1919(400)X

MAY 2015 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 15-320
SCALE 1" = 25' | SHEET 3 OF 6

SHEET NUMBER
85
OF 88

Filename: ...\00\ROW\MSTA\003_RWPLAN3.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

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.



CITY OF EASTPORT
PARCEL NO. (12)
LAND TAKEN = 1.25± AC.
DRAINAGE EASE. = 0.17± AC. (2)
SLOPE EASE. = 0.15± AC. (2)
TEMP. CONST. RIGHTS = 0.27± AC. (3)
TOTAL AREA = 16.91± AC. (PER DEED - PARCELS 1 & 2)
REM. AREA = 15.66± AC.

EASTPORT PORT AUTHORITY
PARCEL NO. (16)
LAND TAKEN = 1.08± AC.
SLOPE EASE. = 0.12± AC. (1)
DRAINAGE EASE. = 0.14± AC. (1)
TEMP. CONST. RIGHTS = 0.27± AC. (2)
TOTAL AREA = 18.6± AC. (PER CITY)
REM. AREA = 17.52± AC.

R/W REFERENCES:

COUNTY ROAD

WASHINGTON COUNTY COMMISSIONER'S OFFICE
VOL. 1, PAGE 345
1824, 4 RODS

BARRON ROAD

D.O.T. FILE NO. 15-273, 1997

WIN 19194.00

SYMBOLS

- WELL
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE
- LIMITS OF PARCEL TO BE PORTION (L.O.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	VDP\BDM	
PROP. LINES	BDM	
AREAS	BDM	

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

EASTPORT
RIGHT OF WAY MAP

REVISIONS			
NO.	DATE	DESCRIPTION	BY

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

DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

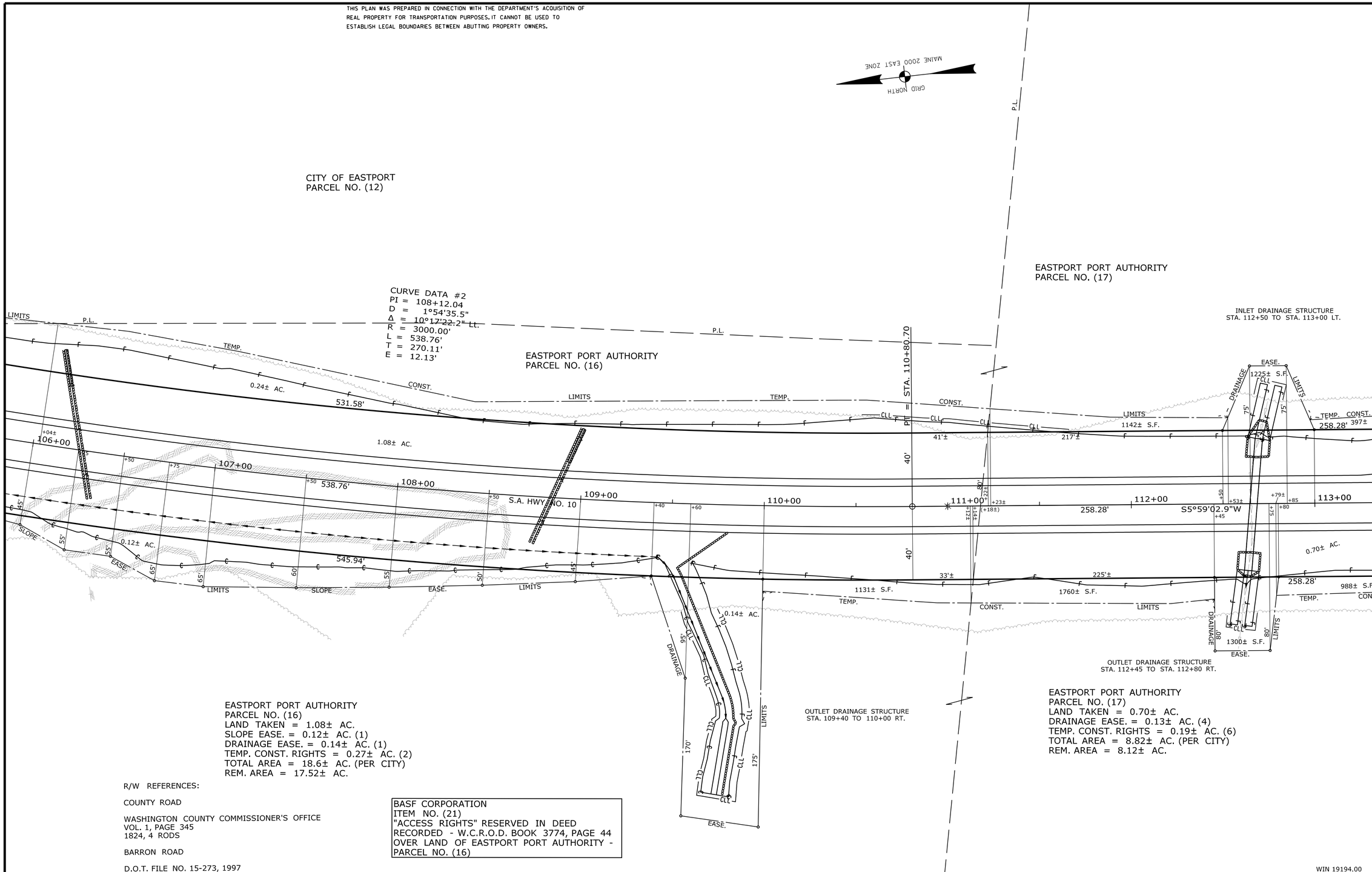
STATE AID HIGHWAY NO. 2
COUNTY ROAD
EASTPORT WASHINGTON COUNTY
FEDERAL AID PROJECT NO. AC-STP-1919(400)X

MAY 2015 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 15-320
SCALE 1" = 25' | SHEET 4 OF 6

SHEET NUMBER
86
OF 88

Filename: ...\00\ROW\MSTA\004_RWPLAN4.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

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.



EASTPORT PORT AUTHORITY
PARCEL NO. (16)
LAND TAKEN = 1.08± AC.
SLOPE EASE. = 0.12± AC. (1)
DRAINAGE EASE. = 0.14± AC. (1)
TEMP. CONST. RIGHTS = 0.27± AC. (2)
TOTAL AREA = 18.6± AC. (PER CITY)
REM. AREA = 17.52± AC.

R/W REFERENCES:

COUNTY ROAD

WASHINGTON COUNTY COMMISSIONER'S OFFICE
VOL. 1, PAGE 345
1824, 4 RODS

BARRON ROAD

D.O.T. FILE NO. 15-273, 1997

BASF CORPORATION
ITEM NO. (21)
"ACCESS RIGHTS" RESERVED IN DEED RECORDED - W.C.R.O.D. BOOK 3774, PAGE 44 OVER LAND OF EASTPORT PORT AUTHORITY - PARCEL NO. (16)

EASTPORT PORT AUTHORITY
PARCEL NO. (17)
LAND TAKEN = 0.70± AC.
DRAINAGE EASE. = 0.13± AC. (4)
TEMP. CONST. RIGHTS = 0.19± AC. (6)
TOTAL AREA = 8.82± AC. (PER CITY)
REM. AREA = 8.12± AC.

WIN 19194.00

SYMBOLS
WELL (WELL)
BOUNDING LINE
CONSTRUCTION LIMIT LINE
PROPERTY LINE
LIMITS OF PROPERTY TO BE TAKEN (L.O.T.B.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)
BM (ROW MONUMENT) (TRAVERSE POINT)
WATER LINE
GAS LINE
ELECTRIC LINE
TELEPHONE LINE
SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	VDP\BDM	
PROP. LINES	BDM	
AREAS	BDM	

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

EASTPORT
RIGHT OF WAY MAP

REVISIONS			
NO.	DATE	DESCRIPTION	BY

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

DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER

DATE

STATE AID HIGHWAY NO. 2

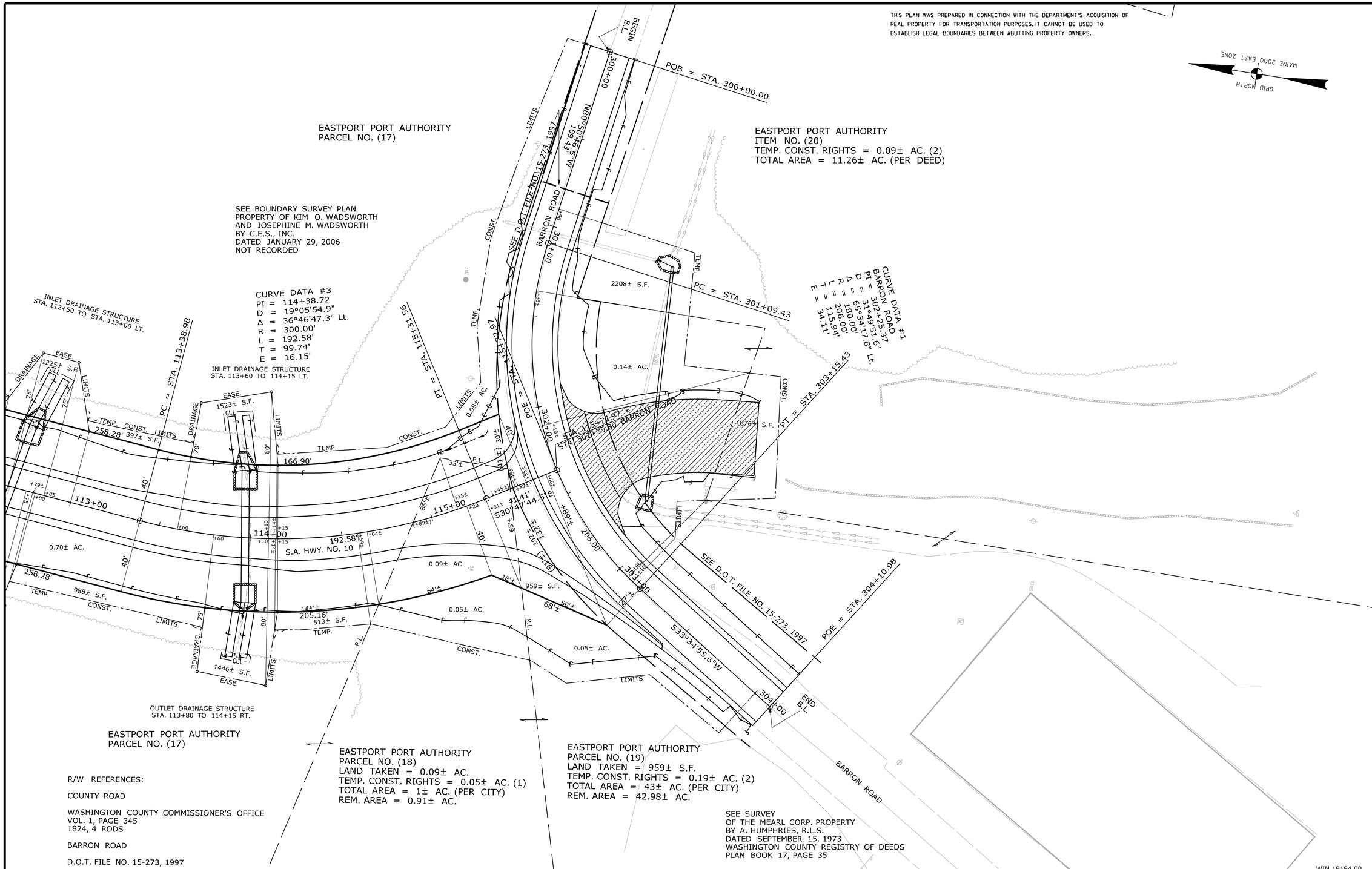
EASTPORT WASHINGTON COUNTY
FEDERAL AID PROJECT NO. AC-STP-1919(400)X

MAY 2015 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 15-320
SCALE 1" = 25' | SHEET 5 OF 6

SHEET NUMBER
87
OF 88

Filename: ...\00\ROW\MSTA\005_RWPLAN5.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015

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.



R/W REFERENCES:

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BARRON ROAD

D.O.T. FILE NO. 15-273, 1997

REVISIONS			
NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK		PAGE	COUNTY RECORD		
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DAVID BERNHARDT
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STATE AID HIGHWAY NO. 2

EASTPORT WASHINGTON COUNTY
FEDERAL AID PROJECT NO. AC-STP-1919(400)X

MAY 2015 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 15-320
SCALE 1" = 25' | SHEET 6 OF 6

SHEET NUMBER
88
OF 88

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	VDP\BDM	
PROP. LINES	BDM	
AREAS	BDM	

SYMBOLS
- IP or ● IPF (IRON PIPE or PIN FOUND)
- S.T. (SEPTIC TANK)
- (ROW MONUMENT)
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- WELL (WELL)
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016
EASTPORT
RIGHT OF WAY MAP

Filename: ...\00\ROW\MSTA\006_RWPLAN6.dgn Division: HIGHWAY Username: robert.chester Date:6/29/2015