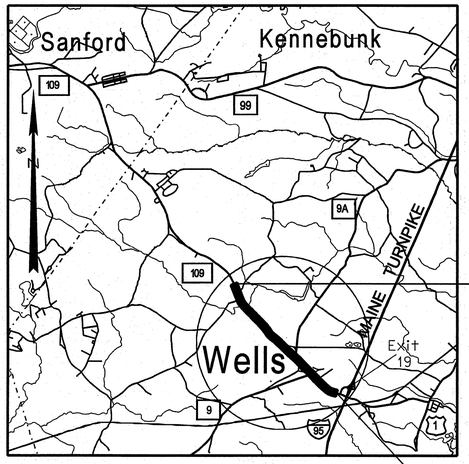
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



LOCATION MAP

2 0 2 4

Scale in Kilometers

WELLS
YORK COUNTY
ROUTE 109

PROJECT NO. NH-7998(10)E
PROJECT LENGTH : 3.850 km
HIGHWAY REHABILITATION

INDEX OF SHEETS

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General Notes	11
Boring Log Plans	12-15
Traffic Flashing Beacons	16
Plan	17-37
Profile	38-53
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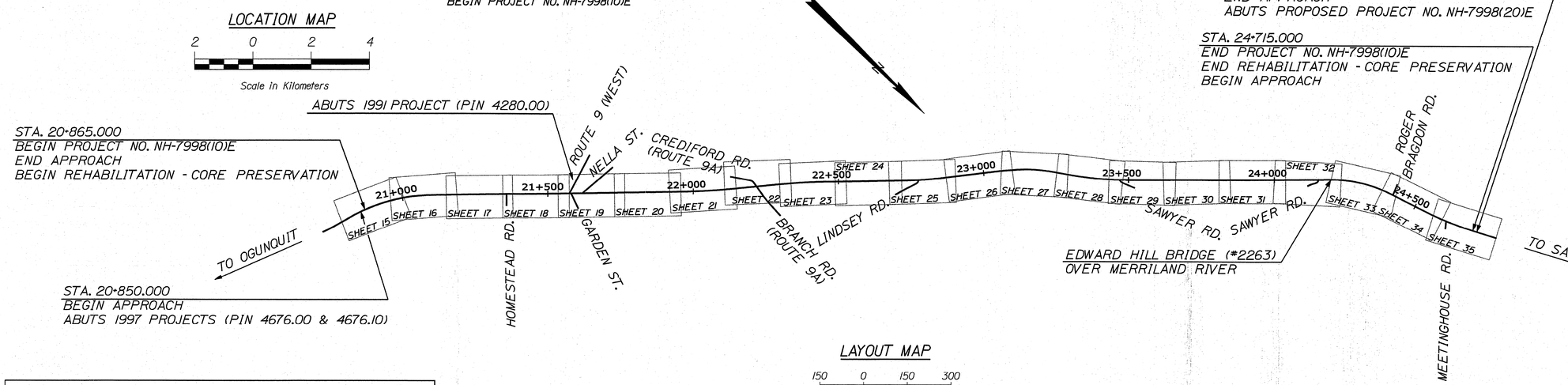
Bridge Plans	B1-B7
Right of Way Map (Provided by MaineDOT)	R1-R23



LAYOUT MAP

150 0 150 300

Scale in Meters

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
Centerline-Existing
Centerline-Proposed
Travelway-Existing
Travelway-Proposed
Railroad
Catch Basins — Existing ■ Proposed
Manholes — Existing ● Proposed
Proposed Underdrain
Proposed Ditch
Existing Ditch
Utility Poles — Existing ♦ Proposed
Fire Hydrants — Existing ♦ Proposed
Existing Water Line
Existing San. Sewer
Existing San. Sewer Manhole
Guardrail-Existing
Guardrail-Proposed
Guardrail-Cable, Other

TRAFFIC DATA

	SE of Rte. 9 @ 109	NW of Rte. 9 @ 109 to SE of Rte. 9A @109	NW of Rte. 9A @ 109	
Current (2010) AADT	17,330	9,520	8,770	
Future (2030) AADT	22,530	12,380	11,400	
DHV - % of AADT	9%	9%	9%	
Design Hour Volume	1,938	1,098	1,047	
% Heavy Trucks (AADT)	11%	8%	7%	
% Heavy Trucks (DHV)	8%	6%	5%	
Directional Distribution (DHV)	54%	66%	65%	
80 kN Equivalent P 2.0	1,109	457	345	
80 kN Equivalent P 2.5	1,056	435	329	
Design Speed (km/h)	60 km/hr	60 km/hr	60 km/hr	From Sta. 21+600 AH
Functional Class	NHS Principal Arterial		80 km/hr	Beginning Sta. 22+370 AH

PROGRAM AREA: HIGHWAY IMPROVEMENTS

SCOPE OF WORK: RECONSTRUCTION INCLUDING GRADING, DRAINAGE, BASE AND PAVEMENT, BOX CULVERT WIDENING

PLANS PREPARED BY: VHB
Vanasse Hangen Brustlin, Inc.
Transportation
Land Development
Environmental Services
Six Bedford Farms Drive, Suite 607
Bedford, New Hampshire 03110-6532
603 644 0888 & FAX 603 644 2385

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

	DATE
APPROVED	
COMMISSIONER:	10/26/10
CHIEF ENGINEER:	10/26/10

STATE OF MAINE TIMOTHY S. BRYANT No. 12090 LICENSED PROFESSIONAL ENGINEER
SIGNATURE
12090
P.E. NUMBER
10/22/2010
DATE
BRIDGE

STATE OF MAINE Charles S. Haldeen 6431 LICENSED PROFESSIONAL ENGINEER
SIGNATURE
6431
P.E. NUMBER
10/25/2010
DATE
DRAINAGE

STATE OF MAINE FRANK M. KOCZAJKA No. 12044 LICENSED PROFESSIONAL ENGINEER
SIGNATURE
12044
P.E. NUMBER
10/22/2010
DATE
ROADWAY

PROJECT INFORMATION		DATE
PROGRAM	HIGHWAY	
PROJECT MANAGER	EM/AG	
DESIGNER	FMK/KAR/AM	
CONSULTANT	VHB	10/25/2010
PROJECT RESIDENT		
CONTRACTOR		
PROJECT COMPLETION DATE		

WELLS
ROUTE 109
NH - 7998(10)E PIN 7998.10

TITLE SHEET

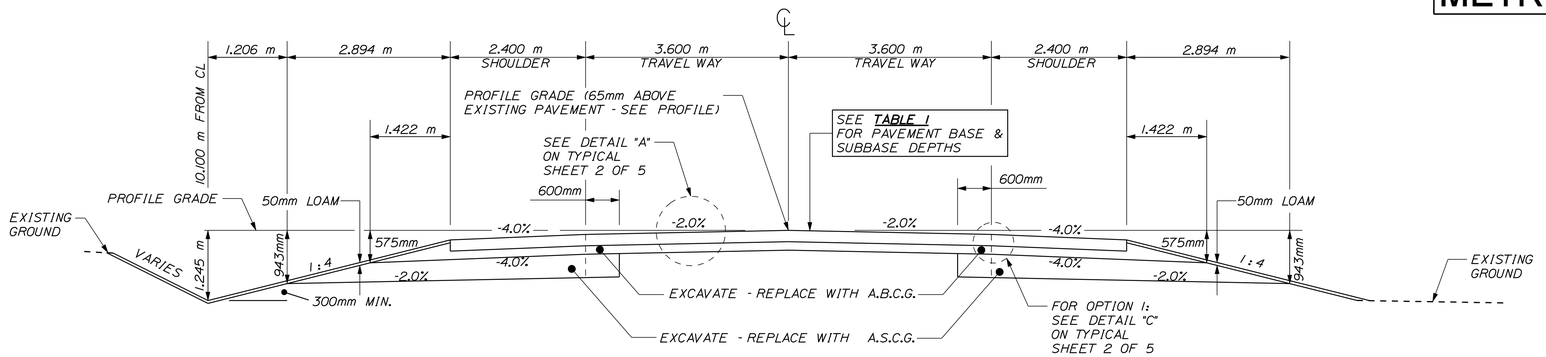
SHEET NUMBER
1
OF 153

Filename: ...\cad\te\planset\001_Title.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/22/2010

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	2	153

PIN 7998.10



AGGREGATE SUBBASE VOLUMES		2.4 m SHOULDER	0.6 m TRAVEL LANE	7.2 m TRAVEL LANE	0.6 m TRAVEL LANE	2.4 m SHOULDER
OPTION 1: ALL H.M.A.	A.B.C.G. (m^3/m)	0.860		1.080		0.860
	A.S.C.G. (m^3/m)	1.689	0.249		0.249	1.689
OPTION 2: PMRAP WITH H.M.A.	A.B.C.G. (m^3/m)	0.524		0.936		0.524
	A.S.C.G. (m^3/m)	1.689	0.249		0.249	1.689

REHABILITATION - CORE PRESERVATION

NORMAL SECTION

STA. 21+140 TO STA. 21+519

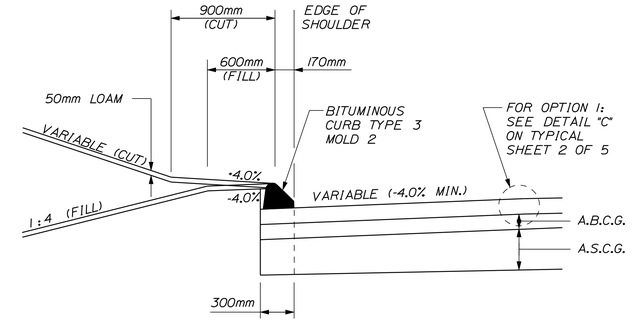
TABLE I

PAVEMENT DEPTHS FOR CONTRACTOR OPTION BID

OPTION 1: ALL H.M.A.	200 mm H.M.A. 150 mm A.B.C.G. 415 mm A.S.C.G.
OPTION 2: PMRAP WITH H.M.A.	120 mm H.M.A. 100 mm PMRAP 130 mm A.B.C.G. 415 mm A.S.C.G.

NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL. (SEE TABLE I BELOW)
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER PAVEMENT SHALL HAVE THE SAME CROSS SLOPE AS THE TRAVEL WAY.
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 50 mm LOAM OR DIRTY BORROW DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.
5. THE ALGEBRAIC DIFFERENCE BETWEEN SHOULDER AND TRAVEL LANE CROSS SLOPES "ROLLOVER" SHALL NOT EXCEEED 8%.
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
7. H.M.A. = HOT MIX ASHPHALT
   A.B.C.G. = AGGREGATE SUBBASE COURSE - CRUSHED (TYPE A) - ITEM 304.09
   A.S.C.G. = AGGREGATE SUBBASE COURSE - GRAVEL - ITEM 304.10

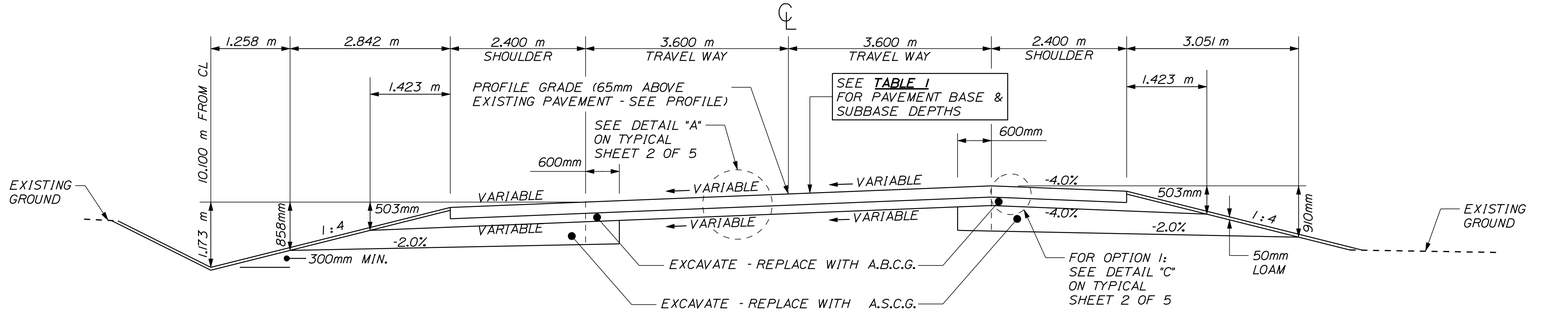


AGGREGATE SUBBASE VOLUMES		300mm LEFT	300mm RIGHT
OPTION 1: ALL H.M.A.	A.B.C.G. (m^3/m)	0.081	0.081
	A.S.C.G. (m^3/m)	0.109	0.109
OPTION 2: PMRAP WITH H.M.A.	A.B.C.G. (m^3/m)	0.039	0.039
	A.S.C.G. (m^3/m)	0.109	0.109

REHABILITATION - CORE PRESERVATION

CURB SECTION

LEFT	RIGHT
STA. 21+073 TO STA. 21+101	STA. 20+880 TO STA. 21+086
STA. 21+140 TO STA. 21+262	STA. 21+130 TO STA. 15+016 RT
STA. 21+477 TO STA. 21+519	STA. 15+016 LT TO STA. 21+450
STA. 21+659 TO STA. 1+049 LT	STA. 21+645 TO STA. 21+832
	STA. 22+078 TO STA. 2+010 RT



AGGREGATE SUBBASE VOLUMES		2.4 m SHOULDER	0.6 m TRAVEL LANE	7.2 m TRAVEL LANE	0.6 m TRAVEL LANE	2.4 m SHOULDER
OPTION 1: ALL H.M.A.	A.B.C.G. (m^3/m)	0.861		1.081		0.861
	A.S.C.G. (m^3/m)	1.626	0.245		0.260	1.883
OPTION 2: PMRAP WITH H.M.A.	A.B.C.G. (m^3/m)	0.525		0.937		0.525
	A.S.C.G. (m^3/m)	1.626	0.245		0.260	1.883

REHABILITATION - CORE PRESERVATION

SUPERELEVATED SECTION

STA. 20+865 TO STA. 21+140

SIDE ROAD TYPICAL SECTIONS

OPTION 1: ALL H.M.A.	175 mm H.M.A. 155 mm A.B.C.G. 400 mm A.S.C.G.
OPTION 2: PMRAP WITH H.M.A.	125 mm H.M.A. 75 mm PMRAP 130 mm A.B.C.G. 400 mm A.S.C.G.

CREDIFORD ROAD
BRANCH ROAD
LINDSEY ROAD
SAWYER ROAD SOUTH
SAWYER ROAD NORTH
ROGER BRAGDON ROAD
MEETINGHOUSE ROAD

OPTION 1: ALL H.M.A.	200 mm H.M.A. 150 mm A.B.C.G. 415 mm A.S.C.G.
OPTION 2: PMRAP WITH H.M.A.	120 mm H.M.A. 100 mm PMRAP 130 mm A.B.C.G. 415 mm A.S.C.G.

HOMESTEAD ROAD

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

WELLS
ROUTE 109

NOT TO SCALE

SHEET 1 OF 5 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN DETAILED	M. Cerveny	APR 2005
CHECKED	J. Harden	
REVISIONS		
FIELD CHANGES		

PLANS

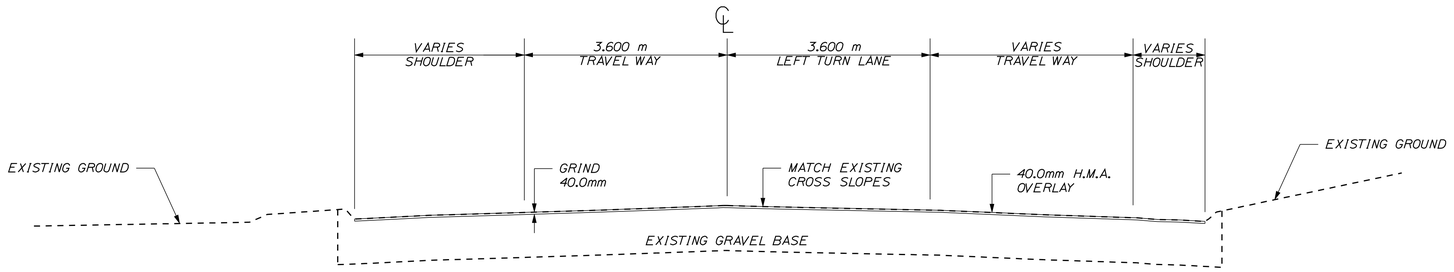
Filename: ...\te\planset\002_Typical_001.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	3	153

PIN 7998.10

NOTES:

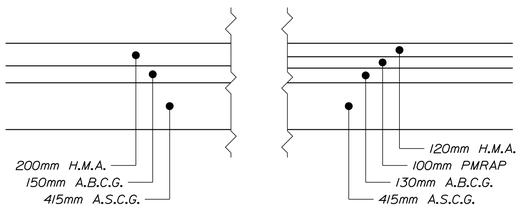
1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL. (SEE TABLE 2 BELOW)
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER PAVEMENT SHALL HAVE THE SAME CROSS SLOPE AS THE TRAVEL WAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE GRAVEL QUANTITY CALCULATION IS BASED ON A 50 mm LOAM OR DIRTY BORROW DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.
5. THE ALGEBRAIC DIFFERENCE BETWEEN SHOULDER AND TRAVEL LANE CROSS SLOPES "ROLLOVER" SHALL NOT EXCEEED 8%.
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
7. H.M.A. = HOT MIX ASHPHALT
   A.B.C.G. = AGGREGATE SUBBASE COURSE - CRUSHED (TYPE A) - ITEM 304.09
   A.S.C.G. = AGGREGATE SUBBASE COURSE - GRAVEL - ITEM 304.10



40.0mm GRIND AND 40.0mm H.M.A. OVERLAY SECTION

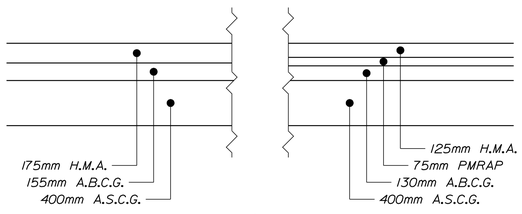
LEFT STA. 21+519.2 TO STA. 21+645 **RIGHT** STA. 21+450 TO STA. 21+645

OPTION 1: ALL H.M.A. (AS SHOWN ON TYPICAL) OPTION 2: PMRAP WITH H.M.A.

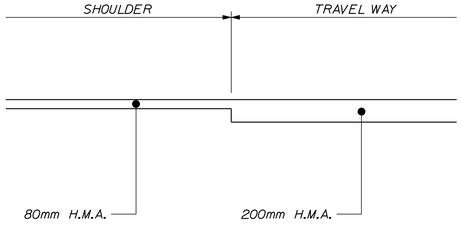


DETAIL "A"

OPTION 1: ALL H.M.A. (AS SHOWN ON TYPICAL) OPTION 2: PMRAP WITH H.M.A.

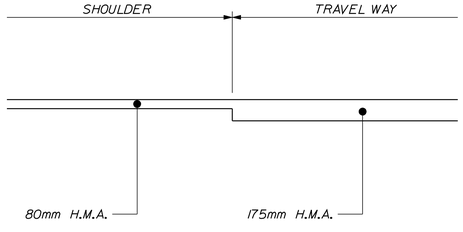


DETAIL "B"



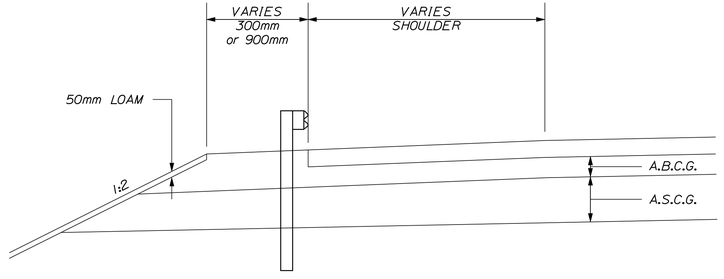
DETAIL "C"

(FOR OPTION 1: ALL H.M.A. ONLY)



DETAIL "D"

(FOR OPTION 1: ALL H.M.A. ONLY)



GUARDRAIL SECTION

(EMBANKMENT HEIGHT ≥ 5.0m)

STA. 21+280.570 TO STA. 21+375.075, LT.
STA. 24+162.648 TO STA. 24+254.760, LT.
STA. 6+005.509, LT. TO STA. 24+221.362, RT.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	M. Cerveny	APR 2005
CHECKED	J. Harden	
REVISIONS		
FIELD CHANGES		

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

WELLS
ROUTE 109

NOT TO SCALE

SHEET 2 OF 5 AUGUSTA, MAINE

Filename: ...\te\plonset\003_Typical_002.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

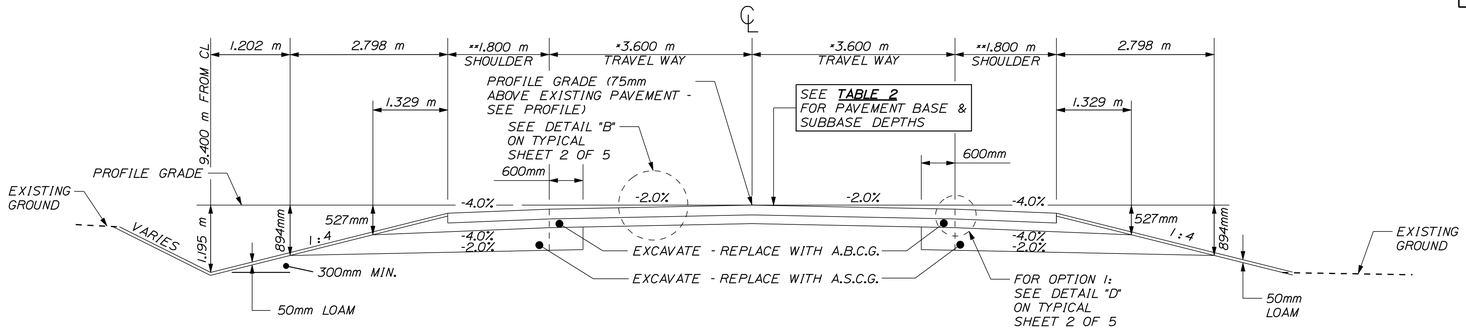
Filename: ...\te\planset\004_TypicaL_003.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN-DETAILED	M. Cerveny	J. Horden	APR 2005
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	4	153

PIN 7998.10



AGGREGATE SUBBASE VOLUMES		1.8 m SHOULDER	0.6 m TRAVEL LANE	7.2 m TRAVEL LANE	0.6 m TRAVEL LANE	1.8 m SHOULDER
OPTION 1: ALL H.M.A.	A.B.C.G. (m^3/m)	0.635		1.116		0.635
	A.S.C.G. (m^3/m)	1.402	0.240		0.240	1.402
OPTION 2: PMRAP WITH H.M.A.	A.B.C.G. (m^3/m)	0.419		0.936		0.419
	A.S.C.G. (m^3/m)	1.402	0.240		0.240	1.402

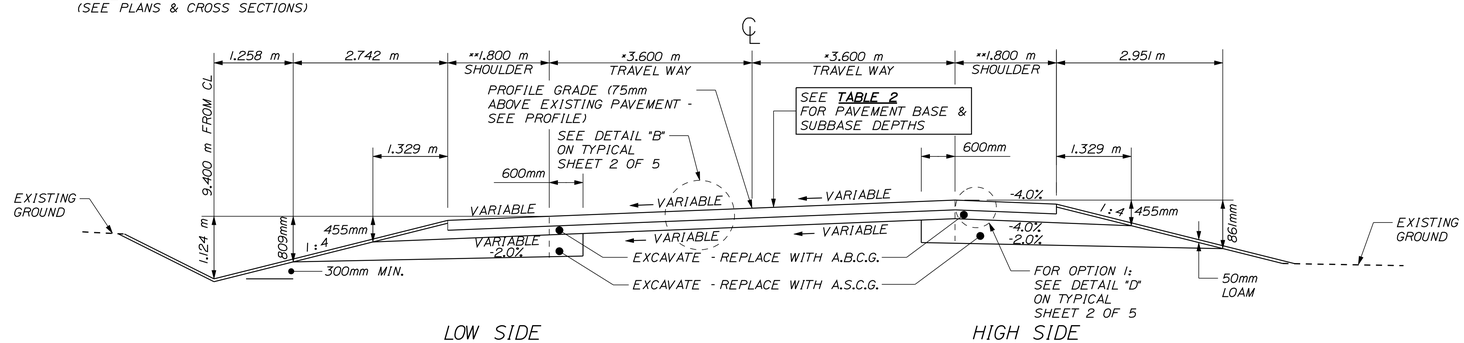
* TRAVEL LANE WIDTHS VARY FROM STA. 22+075 TO STA. 22+260, LT & RT STA. 24+262 TO STA. 24+562, RT. (SEE PLANS & CROSS SECTIONS)

** SHOULDER WIDTHS VARY FROM STA. 22+687 TO STA. 22+906, LT STA. 24+262 TO STA. 24+562, RT. (SEE PLANS & CROSS SECTIONS)

REHABILITATION - CORE PRESERVATION

NORMAL SECTION

STA. 21+645 TO STA. 22+260 STA. 23+640 TO STA. 24+060
STA. 22+500 TO STA. 22+680 STA. 24+440 TO STA. 24+520
STA. 22+900 TO STA. 22+960



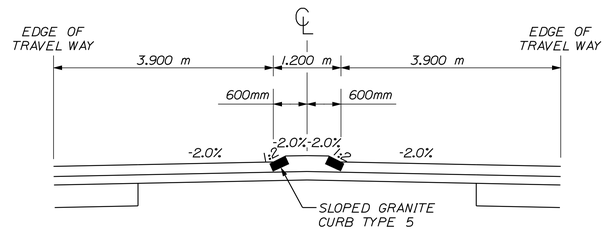
LOW SIDE HIGH SIDE

AGGREGATE SUBBASE VOLUMES		1.8 m SHOULDER	0.6 m TRAVEL LANE	7.2 m TRAVEL LANE	0.6 m TRAVEL LANE	1.8 m SHOULDER
OPTION 1: ALL H.M.A.	A.B.C.G. (m^3/m)	0.635		1.117		0.635
	A.S.C.G. (m^3/m)	1.346	0.236		0.251	1.569
OPTION 2: PMRAP WITH H.M.A.	A.B.C.G. (m^3/m)	0.419		0.937		0.419
	A.S.C.G. (m^3/m)	1.346	0.236		0.251	1.569

REHABILITATION - CORE PRESERVATION

SUPERELEVATED

STA. 22+260 TO STA. 22+500 STA. 23+225 TO STA. 23+240
STA. 22+680 TO STA. 22+900 STA. 24+390 TO STA. 24+440
STA. 22+960 TO STA. 23+020 STA. 24+520 TO STA. 24+715



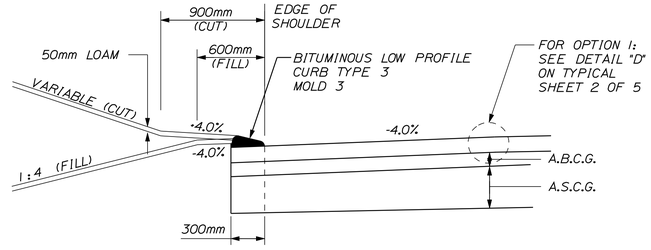
ISLAND DETAIL
STA. 22+160 TO STA. 22+205

TABLE 2
PAVEMENT DEPTHS FOR CONTRACTOR OPTION BID

OPTION 1: ALL H.M.A.	175 mm H.M.A. 155 mm A.B.C.G. 400 mm A.S.C.G.
OPTION 2: PMRAP WITH H.M.A.	125 mm H.M.A. 75 mm PMRAP 130 mm A.B.C.G. 400 mm A.S.C.G.

NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL. (SEE TABLE 2 BELOW)
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER PAVEMENT SHALL HAVE THE SAME CROSS SLOPE AS THE TRAVEL WAY.
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 50 mm LOAM OR DIRTY BORROW DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.
5. THE ALGEBRAIC DIFFERENCE BETWEEN SHOULDER AND TRAVEL LANE CROSS SLOPES "ROLLOVER" SHALL NOT EXCEEED 8%.
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
7. H.M.A. = HOT MIX ASHPHALT
   A.B.C.G. = AGGREGATE SUBBASE COURSE - CRUSHED (TYPE A) - ITEM 304.09
   A.S.C.G. = AGGREGATE SUBBASE COURSE - GRAVEL - ITEM 304.10



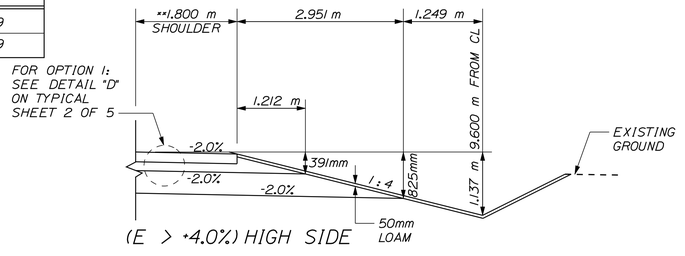
AGGREGATE SUBBASE VOLUMES		300mm LEFT	300mm RIGHT
OPTION 1: ALL H.M.A.	A.B.C.G. (m^3/m)	0.075	0.075
	A.S.C.G. (m^3/m)	0.108	0.108
OPTION 2: PMRAP WITH H.M.A.	A.B.C.G. (m^3/m)	0.039	0.039
	A.S.C.G. (m^3/m)	0.108	0.108

REHABILITATION - CORE PRESERVATION

CURB SECTION

LEFT
STA. 1+085 RT TO STA. 22+406
STA. 22+790 TO STA. 23+020
STA. 23+120 TO STA. 23+240
STA. 24+045 TO STA. 24+060
STA. 24+340 TO STA. 7+023 LT
STA. 7+023 RT TO STA. 24+690

RIGHT
STA. 2+065 LT TO STA. 22+429
STA. 3+055 LT TO STA. 23+020
STA. 23+135 TO STA. 23+240
STA. 23+650 TO STA. 23+926
STA. 24+045 TO STA. 24+060
STA. 24+340 TO STA. 24+495
STA. 24+560 TO STA. 8+015 RT
STA. 8+020 LT TO STA. 24+690



(E > +4.0%) HIGH SIDE

AGGREGATE SUBBASE VOLUMES		1.8 m SHOULDER
OPTION 1: ALL H.M.A.	A.B.C.G. (m^3/m)	0.619
	A.S.C.G. (m^3/m)	1.553
OPTION 2: PMRAP WITH H.M.A.	A.B.C.G. (m^3/m)	0.403
	A.S.C.G. (m^3/m)	1.553

REHABILITATION - CORE PRESERVATION

SUPERELEVATED SECTION

STA. 23+120 TO STA. 23+225
STA. 24+340 TO STA. 24+390

NOTE :
WHEN THE SUPERELEVATION RATE EXCEEDS +4.0%, THEN THE HIGH SIDE SHOULDER SHALL BE -2.0% AND THE LOW SIDE SHOULDER SHALL BE THE SAME AS THE ADJACENT TRAVELWAY.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

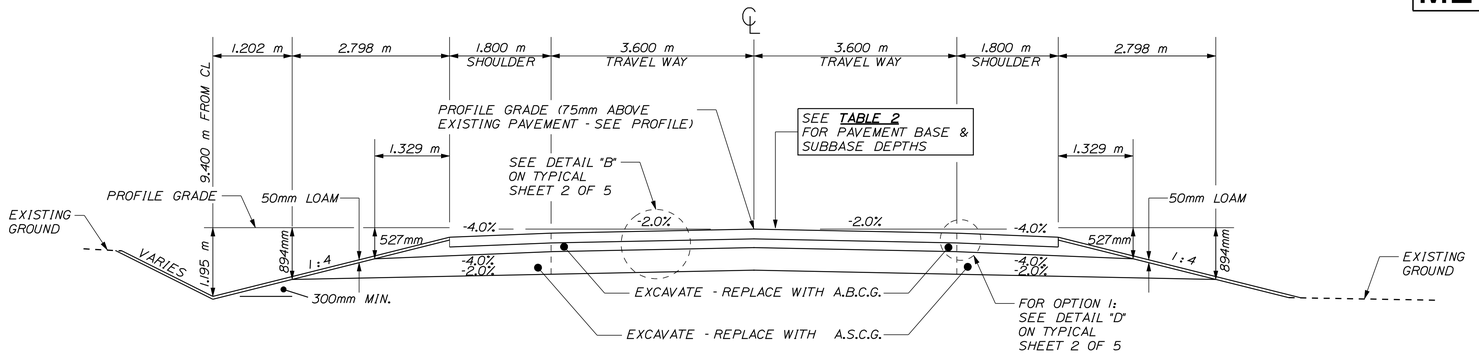
WELLS
ROUTE 109

NOT TO SCALE

SHEET 3 OF 5 AUGUSTA, MAINE

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	5	153

PIN 7998.10



AGGREGATE SUBBASE VOLUMES		1.8 m SHOULDER	7.2 m TRAVEL LANE	1.8 m SHOULDER
OPTION 1: ALL H.M.A.	A.B.C.G. (m^3/m)	0.635	1.116	0.635
	A.S.C.G. (m^3/m)	1.402	2.881	1.402
OPTION 2: PMRAP WITH H.M.A.	A.B.C.G. (m^3/m)	0.419	0.936	0.419
	A.S.C.G. (m^3/m)	1.402	2.881	1.402

* TRAVEL LANE WIDTHS VARY FROM STA. 22+075 TO STA. 22+260, LT & RT STA. 24+262 TO STA. 24+562, RT. (SEE PLANS & CROSS SECTIONS)

** SHOULDER WIDTHS VARY FROM STA. 22+687 TO STA. 22+906, LT STA. 24+262 TO STA. 24+562, RT. (SEE PLANS & CROSS SECTIONS)

FULL CONSTRUCTION

NORMAL SECTION

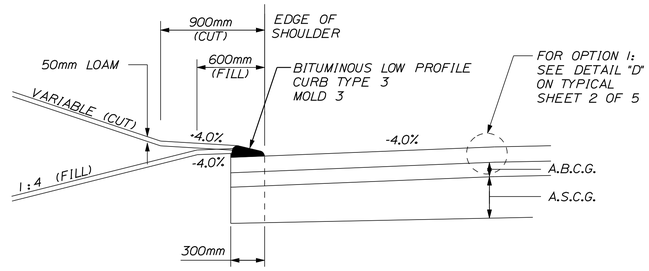
STA. 23+540 TO STA. 23+640
STA. 24+060 TO STA. 24+160

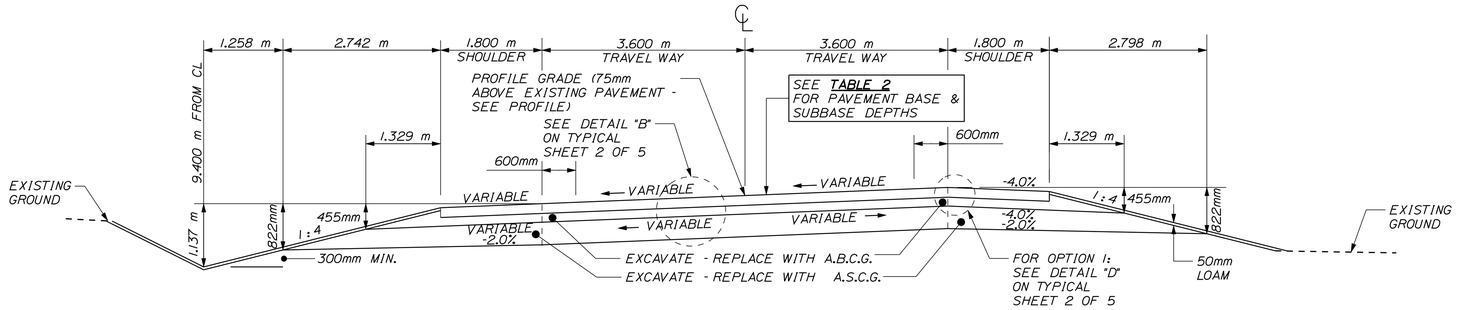
NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL. (SEE TABLE 2)
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDERS PAVEMENT SHALL HAVE THE SAME CROSS SLOPE AS THE TRAVEL WAY.
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 50 mm LOAM OR DIRTY BORROW DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.
5. THE ALGEBRAIC DIFFERENCE BETWEEN SHOULDER AND TRAVEL LANE CROSS SLOPES "ROLLOVER" SHALL NOT EXCEEED 8%.
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
7. H.M.A. = HOT MIX ASHPHALT
   A.B.C.G. = AGGREGATE SUBBASE COURSE - CRUSHED (TYPE A) - ITEM 304.09
   A.S.C.G. = AGGREGATE SUBBASE COURSE - GRAVEL - ITEM 304.10

TABLE 2
PAVEMENT DEPTHS FOR CONTRACTOR OPTION BID

OPTION 1: ALL H.M.A.	175 mm H.M.A. 155 mm A.B.C.G. 400 mm A.S.C.G.
OPTION 2: PMRAP WITH H.M.A.	125 mm H.M.A. 75 mm PMRAP 130 mm A.B.C.G. 400 mm A.S.C.G.





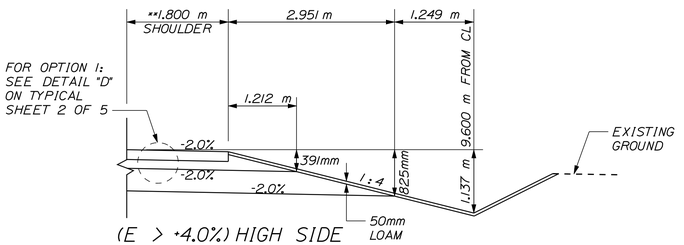
LOW SIDE HIGH SIDE

AGGREGATE SUBBASE VOLUMES		1.8 m SHOULDER	7.2 m TRAVEL LANE	1.8 m SHOULDER
OPTION 1: ALL H.M.A.	A.B.C.G. (m^3/m)	0.635	1.117	0.635
	A.S.C.G. (m^3/m)	1.402	2.882	1.402
OPTION 2: PMRAP WITH H.M.A.	A.B.C.G. (m^3/m)	0.419	0.937	0.419
	A.S.C.G. (m^3/m)	1.402	2.882	1.402

FULL CONSTRUCTION

SUPERELEVATED

STA. 23+020 TO STA. 23+120
STA. 23+240 TO STA. 23+540
STA. 24+160 TO STA. 24+210



(E > +4.0%) HIGH SIDE

AGGREGATE SUBBASE VOLUMES		1.8 m SHOULDER
OPTION 1: ALL H.M.A.	A.B.C.G. (m^3/m)	0.619
	A.S.C.G. (m^3/m)	1.553
OPTION 2: PMRAP WITH H.M.A.	A.B.C.G. (m^3/m)	0.403
	A.S.C.G. (m^3/m)	1.553

FULL CONSTRUCTION

SUPERELEVATED SECTION

STA. 24+210 TO STA. 24+340

NOTE :
WHEN THE SUPERELEVATION RATE EXCEEDS -4.0%, THEN THE HIGH SIDE SHOULDER SHALL BE -2.0% AND THE LOW SIDE SHOULDER SHALL BE THE SAME AS THE ADJACENT TRAVELWAY.

AGGREGATE SUBBASE VOLUMES		300mm LEFT	300mm RIGHT
OPTION 1: ALL H.M.A.	A.B.C.G. (m^3/m)	0.075	0.075
	A.S.C.G. (m^3/m)	0.108	0.108
OPTION 2: PMRAP WITH H.M.A.	A.B.C.G. (m^3/m)	0.039	0.039
	A.S.C.G. (m^3/m)	0.108	0.108

FULL CONSTRUCTION

CURB SECTION

LEFT
STA. 23+020 TO STA. 23+033
STA. 23+079 TO STA. 23+120
STA. 23+240 TO STA. 23+292
STA. 23+341 TO STA. 23+483
STA. 24+060 TO STA. 24+163
STA. 24+254 TO STA. 24+340

RIGHT
STA. 23+020 TO STA. 23+045
STA. 23+240 TO STA. 5+040 RT
STA. 5+035 LT TO STA. 23+498
STA. 24+060 TO STA. 6+030 RT
STA. 24+228 TO STA. 24+340

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	M. Cerveny	J. Harden	APR 2005
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

WELLS
ROUTE 109

NOT TO SCALE

Filename: ...\te\plansel\005_TypicalSections_004.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	6	153

PIN 7998.10

SUPERELEVATION TABLE
CURVE 1

LT. SHOULDER	LT. TRAVELWAY	STATION	RT. TRAVELWAY	RT. SHOULDER
		START		
-4.0	-1.1	20+860	-3.2	-4.0
-4.0	-2.1	20+870	-3.2	-4.0
-4.0	-3.2	20+880	-3.2	-4.0
		TO		
-4.0	-3.2	21+080	-3.2	-4.0
-4.0	-2.3	21+090	-2.3	-4.0
-4.0	-1.5	21+100	-2.0	-4.0
-4.0	-0.6	21+110	-2.0	-4.0
-4.0	-0.2	21+120	-2.0	-4.0
-4.0	-1.1	21+130	-2.0	-4.0
-4.0	-2.0	21+140	-2.0	-4.0

SUPERELEVATION TABLE
CURVE 5 & 6

LT. SHOULDER	LT. TRAVELWAY	STATION	RT. TRAVELWAY	RT. SHOULDER
		START		
-4.0	-2.0	22+260	-2.0	-4.0
-4.0	-1.3	22+270	-2.0	-4.0
-4.0	-0.7	22+280	-2.0	-4.0
-4.0	0	22+290	-2.0	-4.0
-4.0	+0.7	22+300	-2.0	-4.0
-4.0	+1.3	22+310	-2.0	-4.0
-4.0	+2.0	22+320	-2.0	-4.0
		TO		
-4.0	+2.0	22+440	-2.0	-4.0
-4.0	+1.3	22+450	-2.0	-4.0
-4.0	+0.7	22+460	-2.0	-4.0
-4.0	0	22+470	-2.0	-4.0
-4.0	-0.7	22+480	-2.0	-4.0
-4.0	-1.3	22+490	-2.0	-4.0
-4.0	-2.0	22+500	-2.0	-4.0

SUPERELEVATION TABLE
CURVE 7

LT. SHOULDER	LT. TRAVELWAY	STATION	RT. TRAVELWAY	RT. SHOULDER
		START		
-4.0	-2.0	22+680	-2.0	-4.0
-4.0	-2.0	22+690	-1.3	-4.0
-4.0	-2.0	22+700	-0.5	-4.0
-4.0	-2.0	22+710	+0.2	-4.0
-4.0	-2.0	22+720	+0.9	-4.0
-4.0	-2.0	22+730	+1.7	-4.0
-4.0	-2.4	22+740	+2.4	-4.0
		TO		
-4.0	-2.4	22+840	+2.4	-4.0
-4.0	-2.0	22+850	+1.7	-4.0
-4.0	-2.0	22+860	+0.9	-4.0
-4.0	-2.0	22+870	+0.2	-4.0
-4.0	-2.0	22+880	-0.5	-4.0
-4.0	-2.0	22+890	-1.3	-4.0
-4.0	-2.0	22+900	-2.0	-4.0

SUPERELEVATION TABLE
CURVE 8, 9 & 10

LT. SHOULDER	LT. TRAVELWAY	STATION	RT. TRAVELWAY	RT. SHOULDER
		START		
-4.0	-2.0	22+960	-2.0	-4.0
-4.0	-1.3	22+970	-2.0	-4.0
-4.0	-0.7	22+980	-2.0	-4.0
-4.0	0	22+990	-2.0	-4.0
-4.0	+0.7	23+000	-2.0	-4.0
-4.0	+1.3	23+010	-2.0	-4.0
-4.0	+2.0	23+020	-2.0	-4.0
		TO		
-4.0	+2.0	23+080	-2.0	-4.0
-4.0	+2.7	23+090	-2.7	-4.0
-4.0	+3.4	23+100	-3.4	-4.0
-3.0	+4.0	23+110	-4.0	-4.0
-2.0	+4.7	23+120	-4.7	-4.7
		TO		
-2.0	+4.7	23+220	-4.7	-4.7
-3.0	+3.6	23+230	-3.6	-4.0
-4.0	+2.5	23+240	-2.5	-4.0
-4.0	+1.4	23+250	-2.0	-4.0
-4.0	+0.2	23+260	-2.0	-4.0
-4.0	-0.9	23+270	-1.2	-4.0
-4.0	-2.0	23+280	-0.3	-4.0
-4.0	-2.0	23+290	+0.5	-4.0
-4.0	-2.0	23+300	+1.3	-4.0
-4.0	-2.2	23+310	+2.2	-4.0
-4.0	-3.0	23+320	+3.0	-4.0
		TO		
-4.0	-3.0	23+480	+3.0	-4.0
-4.0	-2.2	23+490	+2.2	-4.0
-4.0	-2.0	23+500	+1.3	-4.0
-4.0	-2.0	23+510	+0.5	-4.0
-4.0	-2.0	23+520	-0.3	-4.0
-4.0	-2.0	23+530	-1.2	-4.0
-4.0	-2.0	23+540	-2.0	-4.0

SUPERELEVATION TABLE
CURVE 12

LT. SHOULDER	LT. TRAVELWAY	STATION	RT. TRAVELWAY	RT. SHOULDER
		START		
-4.0	-2.0	24+160	-2.0	-4.0
-4.0	-0.8	24+170	-2.0	-4.0
-4.0	+0.4	24+180	-2.0	-4.0
-4.0	+1.3	24+187.5	-2.0	-4.0
-4.0	+1.6	24+190	-2.0	-3.0
-4.0	+1.9	24+193	-2.0	-2.0
-4.0	+2.3	24+196.5	-2.3	-3.0
-4.0	+2.7	24+200	-2.7	-4.0
-3.0	+4.0	24+210	-4.0	-4.0
-2.0	+5.1	24+220	-5.1	-5.1
		TO		
-2.0	+5.1	24+390	-5.1	-5.1
-2.0	+3.9	24+400	-3.9	-4.0
-2.0	+2.7	24+410	-2.7	-4.0
-2.0	+1.6	24+420	-2.0	-4.0
-2.0	+0.4	24+430	-2.0	-4.0
-3.0	-0.8	24+440	-2.0	-4.0
-4.0	-2.0	24+450	-2.0	-4.0

RIGHT SHOULDER SLOPE TRANSITION

SUPERELEVATION TABLE
CURVE 13

LT. SHOULDER	LT. TRAVELWAY	STATION	RT. TRAVELWAY	RT. SHOULDER
		START		
-4.0	-2.0	24+520	-2.0	-4.0
-4.0	-2.0	24+530	-1.1	-4.0
-4.0	-2.0	24+540	-0.2	-4.0
-4.0	-2.0	24+550	+0.7	-4.0
-4.0	-2.0	24+560	+1.5	-4.0
-4.0	-2.4	24+570	+2.4	-4.0
-4.0	-3.3	24+580	+3.3	-4.0
		TO		
-4.0	-3.3	24+660	+3.3	-4.0
-4.0	-2.4	24+670	+2.4	-4.0
-4.0	-2.0	24+680	+1.5	-4.0
-4.0	-2.0	24+690	+0.7	-4.0
-4.0	-2.0	24+700	-0.2	-4.0
-4.0	-2.0	24+710	-1.1	-4.0
-4.0	-2.0	24+720	-2.0	-4.0

HOMESTEAD ROAD
SHOULDER SLOPE TRANSITION TABLE

STATION	RT. TRAVELWAY	RT. SHOULDER
21+300	-2.0	-4.0
21+310	-2.0	-3.5
21+320	-2.0	-3.0
21+330	-2.0	-2.0
21+340	-2.0	-2.0
21+350	-2.0	-2.0
21+360	-2.0	-2.0
21+370	-2.0	-4.0

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	M. Cerveny	APR 2005
CHECKED	J. Harden	
REVISIONS		
FIELD CHANGES		

PLANS

Filename: ...\te\planset\006_TypicaL_005.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

WELLS
ROUTE 109

NOT TO SCALE

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	7	153

PIN 7998.10

ESTIMATED QUANTITIES

	ITEM NO.	ITEM DESCRIPTION	OPTION 1: ALL HMA	UNIT	OPTION 2: PMRAP
	201.11	CLEARING	19.5	HA	19.5
	201.23	REMOVING SINGLE TREE TOP ONLY	43.0	EA	43.0
	201.24	REMOVING STUMP	51.0	EA	51.0
	202.191	REMOVING EXISTING PIPE	1.0	LS	1.0
	202.203	PAVEMENT BUTT JOINTS	315.0	M2	315.0
	203.2	COMMON EXCAVATION	27833.0	M3	24603.0
*	203.21	ROCK EXCAVATION	1300.0	M3	1300.0
*	203.35	GRANULAR BORROW	50.0	M3	50.0
*	206.061	STRUCTURAL EARTH EXCAVATION - DRAINAGE AND MINOR STRUCTURES BELOW GRADE	3150.0	M3	3150.0
*	206.07	STRUCTURAL ROCK EXCAVATION - DRAINAGE AND MINOR STRUCTURES	25.0	M3	25.0
	304.09	AGGREGATE BASE COURSE-CRUSHED (TYPE A)	9600.0	M3	6850.0
	304.1	AGGREGATE SUBBASE COURSE-GRAVEL	16200.0	M3	16200.0
	310.23	PLANT MIX RECYCLED ASPHALT PAVEMENT - 75mm	---	M2	38200.0
	310.24	PLANT MIX RECYCLED ASPHALT PAVEMENT - 100mm	---	M2	7900.0
	403.207	HOT MIX ASPHALT, 19.0mm NOMINAL MAXIMUM SIZE	7500.0	MG	0.0
	403.208	HOT MIX ASPHALT, 12.5mm NOMINAL MAXIMUM SIZE, SURFACE	4550.0	MG	4550.0
	403.209	HOT MIX ASPHALT, 9.5mm NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, ISLANDS & INCIDENTIALS)	420.0	MG	420.0
	403.211	HOT MIX ASPHALT (SHIM)	5.0	MG	5.0
	403.213	HOT MIX ASPHALT, 12.5mm NOMINAL MAXIMUM SIZE, BASE	4450.0	MG	9200.0
	409.15	BITUMINOUS TACK COAT APPLIED	5300.0	L	5300.0
	411.12	2" CRUSHED STONE SURFACE	15.0	MG	15.0
	504.069	CONCRETE PIPE TIES	4.0	EA	4.0
	603.159	300mm CULVERT PIPE, OPTION III	58.0	M	58.0
	603.16	375mm CULVERT PIPE, OPTION III	56.0	M	56.0
	603.175	450mm RCP CLASS III	32.0	M	32.0
	603.179	450mm CULVERT PIPE, OPTION III	216.0	M	216.0
	603.199	600mm CULVERT PIPE, OPTION III	83.0	M	83.0
	603.219	900mm CULVERT PIPE, OPTION III	23.0	M	23.0
	604.072	CATCH BASIN TYPE A1-C	3.0	EA	3.0
	604.092	CATCH BASIN TYPE B1-C	68.0	EA	68.0
	604.182	CLEAN EXISTING CATCH BASIN	5.0	EA	5.0
	604.248	CATCH BASIN TYPE F6	3.0	EA	3.0
	604.249	CATCH BASIN TYPE F6-C	1.0	EA	1.0
	604.2494	CATCH BASIN TYPE F7-C	3.0	EA	3.0
	604.2495	CATCH BASIN TYPE F8-C	3.0	EA	3.0
	604.262	CATCH BASIN TYPE B5-C	3.0	EA	3.0
	605.09	150mm UNDERDRAIN TYPE B	1945.0	M	1945.0
	605.1	150mm UNDERDRAIN OUTLET	40.0	M	40.0
	605.11	300mm UNDERDRAIN TYPE C	1564.0	M	1564.0
	605.12	375mm UNDERDRAIN TYPE C	51.0	M	51.0
	605.13	450mm UNDERDRAIN TYPE C	413.0	M	413.0
	605.15	600mm UNDERDRAIN TYPE C	438.0	M	438.0
	606.23	GUARDRAIL TYPE 3C SINGLE RAIL	210.0	M	210.0
	606.232	GR TY 3C - OVER 4.5 M RADIUS	25.0	M	25.0
	606.265	TERM END- SGL RAIL- GALV STEEL	1.0	EA	1.0
	606.35	GUARDRAIL DELINEATOR POST	6.0	EA	6.0
	606.353	REFLECTORIZED GUARD RAIL MARKERS	12.0	EA	12.0
	606.356	UNDERDRAIN DELINEATOR POST	4.0	EA	4.0
	606.753	WIDEN SHOULDER FOR LOW VOLUME END	1.0	EA	1.0
	606.78	LOW VOLUME GUARDRAIL END - TYPE 3	1.0	EA	1.0
	606.79	GUARDRAIL 350 FLARED TERMINAL	3.0	EA	3.0
	609.31	CURB TYPE 3	4350.0	M	4350.0
	609.34	CURB TYPE 5	90.0	M	90.0
	609.35	CURB TYPE 5 - CIRCULAR	3.0	M	3.0
	610.08	PLAIN RIPRAP	65.0	M3	65.0
	613.319	EROSION CONTROL BLANKET	1160.0	M2	1160.0
	615.07	LOAM	1720.0	M3	1720.0
	618.1301	SEEDING METHOD NUMBER 1, PLAN QUANTITY	164.0	UN	164.0
	618.1401	SEEDING METHOD NUMBER 2, PLAN QUANTITY	150.0	UN	150.0
	618.1411	SEEDING METHOD NUMBER 3, PLAN QUANTITY	22.0	UN	22.0
	619.12	MULCH	350.0	UN	350.0
	627.18	300mm SOLID WHITE PAVEMENT MARKING LINE	85.0	M	85.0
	627.711	WHITE OR YELLOW PAVEMENT MARKING LINE - PLAN QUANTITY	13000.0	M	13000.0
	627.75	WHITE OR YELLOW PAVEMENT AND CURB MARKING	45.0	M2	45.0
	627.76	TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	1.0	LS	1.0
*	629.05	HAND LABOR, STRAIGHT TIME	1440.0	HR	1440.0
*	631.1	AIR COMPRESSOR (INCLUDING OPERATOR)	20.0	HR	20.0
*	631.11	AIR TOOL (INCLUDING OPERATOR)	20.0	HR	20.0
*	631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	20.0	HR	20.0
*	631.132	SMALL BULLDOZER (INCLUDING OPERATOR)	20.0	HR	20.0
*	631.14	GRADER (INCLUDING OPERATOR)	20.0	HR	20.0
*	631.172	TRUCK-LARGE (INCLUDING OPERATOR)	20.0	HR	20.0
*	631.18	CHAIN SAW RENTAL (INCLUDING OPERATOR)	20.0	HR	20.0
*	631.2	STUMP CHIPPER RENTAL (INCLUDING OPERATOR)	20.0	HR	20.0
*	631.22	FRONT END LOADER (INCLUDING OPERATOR)	20.0	HR	20.0
*	631.32	CULVERT CLEANER (INCLUDING OPERATOR)	10.0	HR	10.0
	639.18	FIELD OFFICE TYPE A	1.0	EA	1.0
	643.6	FLASHING BEACON AT: CREDIFORD/BRANCH	1.0	LS	1.0
	645.103	DEMOUNT GUIDE SIGN	30.0	EA	30.0
	645.106	DEMOUNT REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGNS	39.0	EA	39.0
	645.108	DEMOUNT POLE	63.0	EA	63.0
	645.113	REINSTALL GUIDE SIGN	30.0	EA	30.0
	645.116	REINSTALL REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGN	39.0	EA	39.0
	645.161	BREAKAWAY DEVICE SINGLE POLE	63.0	EA	63.0
	645.281	125 MM [5 INCHES] ALUMINUM POLE	63.0	EA	63.0
	652.33	DRUM	40.0	EA	40.0
	652.34	CONE	65.0	EA	65.0
	652.35	CONSTRUCTION SIGNS	61.0	M2	61.0
	652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1.0	LS	1.0
	652.38	FLAGGER	340.0	HR	340.0
	652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	2.0	EA	2.0
	656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1.0	LS	1.0
	658.2	ACRYLIC LATEX FINISH, GREEN	35.0	M2	35.0
	659.10	MOBILIZATION	1	LS	1

* UNDETERMINED LOCATIONS

	OPTION 1: ALL HMA		OPTION 2: PMRAP	
COMMON EXCAVATION FOR ESTIMATE				
COMMON EXCAVATION (FROM CROSS SECTIONS)	25,308		22,088	
EARTH FROM DRIVES, OLD ROAD, ETC.	1,455		1,445	
GRUBBING IN FILL	1,061		1,061	
PAVEMENT SALVAGE IN FILL	9		9	
TOTAL COMMON EXCAVATION		27,833		
FILL FOR BORROW CALCULATIONS				
COMMON FILL (FROM CROSS SECTIONS)	4,681		4,681	
GRUBBING IN FILL	1,061		1,061	
PAVEMENT SALVAGE IN FILL	9		9	
TOTAL FILL		5,751		
AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS				
(1) TOTAL COMMON EXCAVATION		27,833		
DEDUCTIONS:				
GRUBBING IN CUT	486		486	
GRUBBING IN FILL	1,061		1,061	
PAVEMENT SALVAGE (CUT & FILL)	3,209		9	
(2) TOTAL DEDUCTIONS		4,756		
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)		23,077		
TOTAL AVAILABLE STRUCT. EXCAVATIONS (USUALLY UNDERDRAIN ONLY)		3,150		
TOTAL AVAILABLE NON-ROCK EXCAVATION		26,227		
COMPUTATION OF WASTE STORAGE & WASTE MATERIAL				
GRUBBING IN CUT	486		486	
GRUBBING IN FILL	1,061		1,061	
TOTAL WASTE MATERIAL TO BE WASTED		1,547		
COMPUTATION FOR COMMON BORROW FOR ESTIMATE				
(3)TOTAL FILL		5,751		
TOTAL AVAIL. NON-ROCK EXCAV.	26,227 x 0.85 = 22,293		26,197 x 0.85 = 22,267	
(4)TOTAL AVAILABLE EXCAVATION		= 22,293		=
SURPLUS AVAILABLE EXCAVATION = TOTAL AVAILABLE EXCAVATION MINUS TOTAL FILL		16,542		
TOTAL SURPLUS MATERIAL = SURPLUS AVAILABLE EXCAVATION PLUS TOTAL WASTE MATERIAL TO BE WASTED		18,089		
SURPLUS MATERIAL =	**18089 m3**		**SURPLUS MAT'L =**	**18063 m3**

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES

WELLS

ROUTE 109

SHEET 1 OF 1 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER
DESIGN DETAILED
CHECKED
REVISIONS
FIELD CHANGES
PLANS

BY | DATE

Filename: ...\te\plonset\007_Estimate001.dgn Username: $(WIN_USERNAME) Division: $(WKGROUP) Date:10/21/2010

METRIC 1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	8	153

PIN 7998.10

STATION	CULVERT PIPE												CATCH BASIN					PIPE ARCH				UNDERDRAIN						ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
	RCP			OPTION I				OPTION III														TYPE B		TYPE C					
				SMOOTHLINED		CORRUGATED		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	SIZE	LENGTH		LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH		
ROADWAY CULVERTS																													
STA. 21+112, 12.2m LT. TO STA. 21+112 RT.								600	18.0	600	18.0																	OUTLET PIPE
STA. 21+112 RT. TO STA. 21+112, 12.2m RT.								600	6.0	600	6.0																	INLET PIPE
STA. 21+170, 10.1m RT. TO STA. 21+171 RT.								300	3.5	300	3.5																	
STA. 21+340 TO STA. 21+370, 5.955 RT.								300	29.0	300	29.0																	
STA. 21+408.33, 10.7m RT. TO STA. 21+411 RT.								300	5.5	300	5.5																	INLET PIPE
STA. 21+411 LT. & RT.								450	10.5	450	10.5																	
STA. 21+411 LT. TO STA. 21+412.43, 12.7m LT.								450	7.0	600	7.0																	OUTLET PIPE
STA. 21+625, 14.383m LT. TO STA. 21+660 LT.								600	36.0	750	36.0																	OUTLET PIPE
STA. 21+660, 9.2m LT. TO STA. 21+660 LT.								450	3.5	600	3.5																	
STA. 21+660 LT. TO STA. 21+660, 7.4m RT.								450	12.0	450	12.0																	
STA. 21+842, 9.4m LT. TO 21+842 LT.								450	3.5	600	3.5																	
STA. 21+948 TO STA. 21+950, 9.3m LT.								450	4.0	450	4.0																	
STA. 22+016.610, 21.8m RT. TO STA. 22+033 LT.	450	31.6	III																									OUTLET PIPE
STA. 22+200, 11.6m LT. TO STA. 22+204.5, 11.1m LT.								300	3.5	300	3.5																	
STA. 22+204.500, 11.1m LT. TO STA. 22+220.524, 9.7m LT.								450	15.0	450	15.0																	
STA. 22+340 LT. & RT.								450	9.0	450	9.0																	
STA. 22+404 LT. TO STA. 22+415.286, 11.9m LT.								450	13.0	450	13.0																	OUTLET PIPE
STA. 22+695.500, 8.8m LT. TO STA. 22+695.500 RT.								600	14.0	600	14.0																	INLET PIPE
STA. 22+695.500 RT. TO STA. 22+695.500, 10.m RT.								600	5.0	600	5.0																	OUTLET PIPE
STA. 22+816.500 LT. & RT.								450	10.5	450	10.5																	
STA. 3+075, 2.6m LT. TO STA. 3+078.250, 8.1m LT.								450	6.0	450	6.0																	OUTLET PIPE
STA. 23+067.500, 12.02m LT. TO STA. 23+068.15 LT.								900	6.5	900	6.5																	INLET PIPE
STA. 23+068.15 LT. TO STA. 23+069.15 RT.								900	9.5	900	9.5																	
STA. 23+069.15 RT. TO STA. 23+069.820, 12.0m RT.								900	6.5	900	6.5																	OUTLET PIPE
STA. 23+125.65, 10.4m RT. TO STA. 23+136 RT.								450	11.0	450	11.0																	OUTLET PIPE
STA. 23+305, 10.7m LT. TO 23+305 RT.								450	15.5	450	15.5																	OUTLET PIPE
STA. 23+305, 10.2m RT. TO STA. 23+305 RT.								450	4.5	450	4.5																	INLET PIPE
STA. 23+594, 9.3m LT. TO STA. 23+594, 8.6m RT.								450	18.0	450	18.0																	CROSS CULVERT
STA. 23+920 RT. TO STA. 23+931.7, 9.4m RT.								450	12.0	450	12.0																	OUTLET PIPE
STA. 24+035, 8.4m LT. TO STA. 24+035, 7.5m RT.								450	16.0	450	16.0																	CROSS CULVERT
STA. 24+132 RT. TO STA. 24+140 LT.								450	12.0	450	12.0																	
STA. 24+181 RT. TO STA. 24+181, 9.0m RT.								300	3.0	300	3.0																	OUTLET PIPE
STA. 24+189.4 LT. TO STA. 24+189.4, 10.3m LT.								300	4.5	300	4.5																	OUTLET PIPE
STA. 24+200.5 RT. TO STA. 24+200.5, 9.5m RT.								600	3.5	600	3.5																	OUTLET PIPE
STA. 24+207 LT. TO STA. 24+207, 9.3m LT.								300	3.5	300	3.5																	OUTLET PIPE
STA. 24+360 LT. TO STA. 24+360, 8.055m RT.								450	12.5	450	12.5																	
STA. 24+360 LT. TO STA. 24+360, 10.4m LT.								450	5.0	450	5.0																	INLET PIPE
STA. 7+010 LT. TO STA. 7+010 RT.								450	15.5	450	15.5																	
STA. 24+633, 10.7m RT. TO STA. 24+635 RT.								300	5.5	300	5.5																	OUTLET PIPE
CATCH BASINS																													
STA. 20+970 RT.															1														TYPE F6-C
STA. 21+000 RT.													1																
STA. 21+030 RT.													1																
STA. 21+060 RT.													1																
STA. 21+112 RT.													1.2																
STA. 21+170, 10.1m RT.															1														TYPE F6
STA. 21+171 RT.													1																
STA. 21+260 RT.													1.2																
STA. 21+340 RT.													1.2																
STA. 21+370, 5.955m RT.													1																
STA. 21+411, 5.955m RT.													1																
STA. 21+411 LT.													1																
STA. 21+440 RT.													1																
STA. 21+480 LT.													1																
STA. 21+510 LT.													1																
STA. 21+660 LT.													1																
STA. 21+660, 9.2m LT.															1														TYPE F6
STA. 21+660, 7.4m RT.													1																
STA. 21+746 RT.													1																
STA. 21+751 LT.													1.2																
STA. 21+842 LT.													1.2																
STA. 21+842, 9.4m LT.															1														TYPE F6
STA. 21+900 LT.													1																
STA. 21+948 LT.													1.4																
STA. 21+950, 9.3m LT.															1														TYPE F7
STA. 22+033 LT.													1																
STA. 22+080 LT.													1																
STA. 22+200, 11.6m LT.													1																
STA. 22+204.5, 11.1m LT.													1.2																
STA. 22+220.524, 9.7m LT.													1.2																
STA. 22+260 RT.													1.4																
STA. 22+280 LT.													1																
STA. 22+340 RT.													1																
STA. 22+340 LT.													1																
STA. 22+404 LT.													1																

PROJECT DESIGN ENGINEER
DESIGN-DETAILED
CHECKED
REVISIONS
FIELD CHANGES
PLANS

BY	DATE
M.M.	------
M.P.	-----
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Filename: ...\te\plonse1\008_Drainage001.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DRAINAGE SHEET

WELLS

ROUTE 109

SHEET 1 OF 3 AUGUSTA, MAINE

METRIC 1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	9	153

PIN 7998.10

STATION	CULVERT PIPE: RCP SIZE	RCP LENGTH	RCP CLASS	OPTION I SMOOTHLINED SIZE	OPTION I SMOOTHLINED LENGTH	OPTION I CORRUGATED SIZE	OPTION I CORRUGATED LENGTH	OPTION III SMOOTHLINED SIZE	OPTION III SMOOTHLINED LENGTH	OPTION III CORRUGATED SIZE	OPTION III CORRUGATED LENGTH	CATCH BASIN A1-C	CB B1-C	CB B5-C	CB E	CB F	PIPE ARCH SPAN	PIPE ARCH SIZE	PIPE ARCH LENGTH	PIPE ARCH GAGE OR WALL THICKNESS	UNDERDRAIN TYPE B LENGTH	UNDERDRAIN TYPE B OUTLET	UNDERDRAIN TYPE C SMOOTHLINED SIZE	UNDERDRAIN TYPE C SMOOTHLINED LENGTH	UNDERDRAIN TYPE C CORRUGATED SIZE	UNDERDRAIN TYPE C CORRUGATED LENGTH	ELBOWS, TEES, WYES AND INLET GRATE UNITS DESCRIPTIONS	REMARKS
CATCH BASINS																												
STA. 22+610 RT.													1															
STA. 22+695.5 RT.													1.2															
STA. 22+780, 6.8m RT.													1.2															
STA. 22+816.500 LT.													1															
STA. 22+816.500 RT.													1.2															
STA. 3+041.649, 3.655m LT.													1															
STA. 3+075, 2.6m LT.													1															
STA. 23+008 LT.													1															
STA. 23+020 RT.													1															
STA. 23+068.15 LT.												1.4																
STA. 23+069.15 RT.												1.4																
STA. 23+084.925 LT.													1															
STA. 23+136 RT.													1															
STA. 23+140 LT.													1															
STA. 23+196 RT.													1.2															
STA. 23+225 LT.													1.2															
STA. 23+225 RT.													1.2															
STA. 23+305 RT.													1															
STA. 23+398 RT.													1.2															
STA. 23+740 RT.													1															
STA. 23+830 RT.													1															
STA. 23+920 RT.													1															
STA. 24+132 RT.													1															
STA. 24+140 LT.													1															
STA. 24+180 LT.																1												TYPE F8-C
STA. 24+181 RT.																1												TYPE F7-C
STA. 24+187.5 RT.																1												TYPE F7-C
STA. 24+189.4 LT.																1												TYPE F8-C
STA. 24+200.5 RT.														1.2														
STA. 24+207 LT.																1												TYPE F8-C
STA. 24+210 RT.														1.2														
STA. 24+260 RT.													1.2															
STA. 24+310 RT.													1.2															
STA. 24+360 RT.													1															
STA. 24+360 LT.													1.2															
STA. 7+010 LT.													1.2															
STA. 7+010 RT.													1															
STA. 24+430 RT.													1															
STA. 24+450 LT.													1															
STA. 24+520 LT.													1															
STA. 24+600 LT.													1															
STA. 24+635 RT.													1															
DRIVEWAY CULVERTS																												
STA. 20+916.4 LT.				375	14.0																							
STA. 20+970 LT.				375	12.5																							
STA. 21+950 RT.				375	8.5																							
STA. 23+111.9 LT.				375	10.0																							
STA. 23+580 LT.				375	11.0																							
UNDERDRAIN																												
STA. 20+970 TO STA. 21+000 RT.																							300	28.5	300	28.5		
STA. 21+000 TO STA. 21+030 RT.																							300	28.5	300	28.5		
STA. 21+030 TO STA. 21+060 RT.																							300	28.5	300	28.5		
STA. 21+060 TO STA. 21+112 RT.																							375	50.5	375	50.5		
STA. 21+112 TO STA. 21+171 RT.																							300	58.0	300	58.0		
STA. 21+133.317, 10.5m LT. TO STA. 21+143 LT.																					11.8						WITH 22.5° ELBOW	
STA. 21+143 TO STA. 21+262 LT.																					119.0							
STA. 21+171 TO STA. 21+260 RT.																							300	88.0	300	88.0		
STA. 21+260 TO STA. 21+340 RT.																							300	79.0	300	79.0		
STA. 21+370 TO STA. 21+405 RT.																					35.0							
STA. 21+411 TO STA. 21+440 RT.																							300	29.0	300	29.0		
STA. 21+411 TO STA. 21+480 LT.																							300	68.0	300	68.0		
STA. 21+480 TO STA. 21+510 LT.																							300	30.0	300	30.0		
STA. 21+510 TO STA. 21+519 LT.																					9.2							
STA. 21+660 TO STA. 21+746 RT.																							300	85.0	300	85.0		
STA. 21+660 TO STA. 21+751 LT.																							600	90.0	600	90.0		
STA. 21+746 TO STA. 21+832 RT.																					86.1							
STA. 21+751 TO STA. 21+842 LT.																							600	90.0	600	90.0		
STA. 21+842 TO STA. 21+900 LT.																							600	57.0	600	57.0		
STA. 21+900 TO STA. 21+948 LT.																							600	47.0	600	47.0		
STA. 21+948 TO STA. 22+020 LT.																					71.9							
STA. 22+033 TO STA. 22+080 LT.																							450	46.0	450	46.0		
STA. 22+077.5, 9.8m RT. TO STA. 22+082.9 RT.																						8.1					WITH 45° ELBOW	
STA. 22+082.9 TO STA. 22+175 RT.																					92.3							
STA. 22+080 TO STA. 22+118.6 LT.																					38.5							

PROJECT DESIGN ENGINEER | BY | DATE
DESIGN-DETAILED | M.M. | -----
CHECKED | M.P. | -----
REVISIONS | ----- | -----
FIELD CHANGES | ----- | -----

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DRAINAGE SHEET

WELLS

ROUTE 109

SHEET 2 OF 3 AUGUSTA, MAINE

Filename: ...\te\plansel\008_Drainage001.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	10	153

PIN 7998.10

STATION	CULVERT PIPE											CATCH BASIN					PIPE ARCH				UNDERDRAIN						ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
	RCP			OPTION I				OPTION III													TYPE B		TYPE C					
				SMOOTHLINED		CORRUGATED		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	SIZE	LENGTH		LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH		
UNDERDRAIN																												
STA. 22+240 TO STA. 22+260 RT.																					20.0							
STA. 22+220.524 TO STA. 22+280 LT.																							450	59.5	450	59.5		
STA. 22+260 TO STA. 22+340 RT.																							300	79.0	300	79.0		
STA. 22+280 TO STA. 22+340 LT.																							450	59.0	450	59.0		
STA. 22+340 TO STA. 22+404 LT.																							450	63.5	450	63.5		
STA. 22+345 TO STA. 22+440 RT.																					94.7							
STA. 22+440 TO STA. 22+446.6, 12.8m RT.																						11.2					WITH 45° ELBOW	
STA. 22+510 TO STA. 22+610 RT.																					100.0							
STA. 22+610 TO STA. 22+695.5 RT.																							300	84.5	300	84.5		
STA. 22+780 TO STA. 22+816.500 RT.																							450	36.0	450	36.0		
STA. 22+780 RT. TO STA. 3+041.649 LT.																							450	40.5	450	40.5		
STA. 3+041.649 TO STA. 3+075 LT.																							450	32.5	450	32.5		
STA. 22+816.500 TO STA. 22+880 LT.																					63.3							
STA. 22+816.500 TO STA. 22+890 RT.																					73.7							
STA. 22+920 TO STA. 23+008.1 LT.																					88.1							
STA. 22+925 TO STA. 23+020 RT.																					95.0							
STA. 23+008 TO STA. 23+068.15 LT.																							300	59.5	300	59.5		
STA. 23+020 TO STA. 23+069.15 RT.																							300	48.0	300	48.0		
STA. 23+068.15 TO STA. 23+084.925 LT.																							300	16.0	300	16.0		
STA. 23+084.925 TO STA. 23+140 LT.																							300	54.0	300	54.0		
STA. 23+136 TO STA. 23+196 RT.																							300	58.5	300	58.5		
STA. 23+140 TO STA. 23+225 LT.																							300	85.0	300	85.0		
STA. 23+196 TO STA. 23+225 RT.																							300	28.0	300	28.0		
STA. 23+225 TO STA. 23+292 LT.																					67.1							
STA. 23+225 TO STA. 23+300 RT.																					74.9							
STA. 23+305 TO STA. 23+398 RT.																							300	92.5	300	92.5		
STA. 23+335.1, 10.6m LT. TO STA. 23+340 LT.																						8.4					WITH 45° ELBOW	
STA. 23+340 TO STA. 23+480.9 LT.																					140.2							
STA. 23+398 TO STA. 23+440 RT.																					42.2							
STA. 23+650 TO STA. 23+740 RT.																					90.0							
STA. 23+740 TO STA. 23+830 RT.																							300	89.0	300	89.0		
STA. 23+830 TO STA. 23+920 RT.																							300	89.0	300	89.0		
STA. 24+045 TO STA. 24+140 LT.																					95.0							
STA. 24+045 TO STA. 24+132 RT.																					87.0							
STA. 24+140 TO STA. 24+167.5, 10.0m LT.																							450	27.5	450	27.5		OULET PIPE
STA. 24+180, 5.7m LT. TO STA. 24+189.4, 5.7m LT.																							300	9.0	300	9.0		
STA. 24+181, 5.7m RT. TO STA. 24+187.5, 5.7m RT.																							300	6.0	300	6.0		
STA. 24+200.5, 5.7m RT. TO STA. 24+210, 5.7m RT.																							600	9.0	600	9.0		
STA. 24+207 TO STA. 24+355 LT.																					150.0							
STA. 24+210 TO STA. 24+260 RT.																							600	48.5	600	48.5		
STA. 24+260 TO STA. 24+310 RT.																							600	48.5	600	48.5		
STA. 24+310 TO STA. 24+360 RT.																							600	48.0	600	48.0		
STA. 24+360 TO STA. 24+430 RT.																							300	68.5	300	68.5		
STA. 24+360 LT. TO STA. 7+010 LT.																							450	48.0	450	48.0		
STA. 7+010 RT. TO STA. 24+450 LT.																							300	27.0	300	27.0		
STA. 24+430 TO STA. 24+495 RT.																					65.2							
STA. 24+450 TO STA. 24+520 LT.																							300	69.0	300	69.0		
STA. 24+520 TO STA. 24+600 LT.																							300	79.0	300	79.0		
STA. 24+600 TO STA. 24+690 LT.																					90.1							
STA. 24+635 TO STA. 24+690 RT.																					55.8							

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	M.M.	------
CHECKED	M.P.	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	------

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DRAINAGE SHEET

WELLS

ROUTE 109

SHEET 3 OF 3 AUGUSTA, MAINE

Filename: ...\te\plansel\008_Drainage001.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	11	153

PIN 7998.10

GENERAL NOTES:

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS:
   CENTRAL MAINE POWER
   GRANITE STATE GAS TRANSMISSION. INC.
   MARITIMES NORTHEAST PIPELINE
   UNITIL
   TIME WARNER CABLE
   NORTHERN NEW ENGLAND TELEPHONE OPERATIONS LLC

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

3. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT IN OVERLAY AREAS SHALL BE BUTTED. PAYMENT SHALL BE MADE UNDER ITEM 202.203 PAVEMENT BUTT JOINT.

4. CONSTRUCT BUTT JOINTS AT ALL PAVED DRIVES AND ENTRANCES IN OVERLAY AREAS.

5. CLEARING LIMITS SHALL BE 3.0 m BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.

6. 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.

7. 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 150 mm IN FIELD AREAS AND 300 mm IN WOODED AREAS.

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

9. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN WASTE AREAS APPROVED BY THE RESIDENT.

10. 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.

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

12. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 300 mm ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW UNDERWATER BACKFILL.

13. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 50 mm HOT MIX ASPHALT AND 300 mm AGGREGATE SUBBASE COURSE GRAVEL.

14. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 75 mm HOT MIX ASPHALT AND 275 mm AGGREGATE SUBBASE COURSE GRAVEL.

15. UNPAVED ENTRANCES SHALL BE CONSTRUCTED WITH 350 mm AGGREGATE SUBBASE COURSE GRAVEL OR 275 mm AGGREGATE SUBBASE COURSE GRAVEL AND 75 mm UNTREATED AGGREGATE SURFACE COURSE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

16. CRUSHED STONE ENTRANCES SHALL BE CONSTRUCTED WITH 300 mm AGGREGATE SUBBASE COURSE GRAVEL AND 50 mm CRUSHED STONE SURFACE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

17. GRASSED ENTRANCES SHALL BE CONSTRUCTED WITH 300 mm AGGREGATE SUBBASE COURSE GRAVEL AND 50 mm LOAM, SEED & MULCH UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

18. A 900 mm PAVED LIP SHALL BE PLACED AT ALL GRAVEL ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

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

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

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

22. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTHLINED PIPES. FOR COMPARABLE CORRUGATED SIZES SEE THE DRAINAGE TABULATION.

23. 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.

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

25. A 900 mm X 900 mm SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT U.D. OUTLETS.

26. GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.

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

28. TWO REFLECTORIZED FLEXIBLE G.R. MARKERS (ITEM 606.353) WILL BE INSTALLED AT EACH GUARDRAIL END. A DELINEATOR POST (ITEM 606.356) WILL BE INSTALLED AT EACH UNDERDRAIN OUTLET.

29. A DELINEATOR POST (ITEM 606.356) WILL BE INSTALLED AT THE END OF EACH SECTION OF BITUMINOUS CURB.

30. FOR OVERLAY AREAS ONLY, BACKING UP BITUMINOUS CURB IS INCIDENTAL TO THE CURB ITEMS. IN OVERLAY AREAS WHERE NEW BITUMINOUS CURB IS DESIGNATED TO REPLACE EXISTING, THE REMOVAL OF THE OLD BITUMINOUS CURB SHALL BE INCIDENTAL TO THE NEW CURB.

31. 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.

32. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 100 mm IN LAWN AREAS AND 50 mm IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.

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

34. WHITE PAVEMENT/CURB MARKING (ITEM 627.75) SHALL BE APPLIED TO ALL ISLAND TAPERED ENDS.

35. WHITE PAVEMENT/CURB MARKING (ITEM 627.75) SHALL BE APPLIED TO BITUMINOUS CURB ENDS AT DRIVEWAY OPENINGS AS DIRECTED BY THE RESIDENT.

36. ANY BASE PAVEMENT NOT SURFACED BEFORE WINTER WILL REQUIRE TEMPORARY PAVEMENT MARKINGS OF PAINT, BOTH YELLOW CENTERLINE AND WHITE EDGE LINES AND WILL BE CONSIDERED PART OF ITEM 627.76

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

38. 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.

39. PLANS OF PREVIOUSLY CONSTRUCTED PROJECTS ARE AVAILABLE ON REQUEST. THESE PROJECTS ARE: 4280.00 & 4676.00/4676.10

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

41. 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.

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

43. STATIONS REFERENCED ARE APPROXIMATE.

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

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN-DETAILED	FMK	MDS	---
	CHECKED	AG	---	$(PF_CHECKDATE)
	REVISIONS	---	---	$revdate$
	FIELD CHANGES			

Filename: ...\te\plonset\009_GenNotes001.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

WELLS

ROUTE 109

SHEET 1 OF 1 AUGUSTA, MAINE

Filename: ...\planset\010_BORING LOGS1.dgn Username: $(WIN_USERNAME) Date:10/21/2010
Division: $(WKGROUP)

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	K. GROSS	APR 2005
CHECKED	T. WHITE	
REVISIONS		
FIELD CHANGES		

PLANS

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	12	153

7998.10

Maine Department of Transportation — Boring No.: HB-WEL-201

Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Location: WELLS, MAINE — PIN: 7998.10

Drillers: MDOT	Elevation (m): 55.20	Auger ID/OD:	125 mm
Operators: C.MANN	Datum: NGVD	Sampler:	OFF FLIGHTS
Logged By: G.LIDSTONE	Rig Type: CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish: 12/17/02-12/17/02	Drilling Methods: SOLID STEM AUGER	Core Barrel:	N/A
Boring Location: 20+940. 4.7 Lt.	Casing ID/OD: N/A	Water Level(ft):	NONE OBSERVED

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger
Definitions: S_u = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Psi); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing
Definitions: WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows (150 mm) Shear Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	S3					SSA			Brown, dry, silty fine to coarse SAND, some gravel, little silt. (Fill).	GM128034 A-1-b, SM WC=6.1%
	S2						49.62		Light brown, dry, fine to coarse SAND, some gravel and silt.	GM128035A-1-b, SM WC=3.8%
							48.61		Bottom of Exploration at 1.58 m below ground surface. 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-WEL-201

Maine Department of Transportation — Boring No.: HB-WEL-202

Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Location: WELLS, MAINE — PIN: 7998.10

Drillers: MDOT	Elevation (m): 50.20	Auger ID/OD:	125 mm
Operators: C.MANN	Datum: NGVD	Sampler:	STANDARD SPLIT SPOON
Logged By: G.LIDSTONE	Rig Type: CME 45C	Hammer Wt./Fall:	63.5kg/760 mm
Date Start/Finish: 12/17/02-12/17/02	Drilling Methods: SOLID STEM AUGER	Core Barrel:	N/A
Boring Location: 20+940. 2.5 Lt.	Casing ID/OD: N/A	Water Level(ft):	NONE OBSERVED

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger
Definitions: S_u = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Psi); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing
Definitions: WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows (150 mm) Shear Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA			PAVEMENT. 0.09	
	S1	61.0/30.5	0.30 - 0.91	24/17/17/50	28		50.12 49.89		MACADAM. 0.14	GM128036 A-1-b, SP-SM WC=4.3%
									Brown, dry, medium dense, sandy GRAVEL, trace silt. (Fill). 0.50	
							49.28		Brown, dry, medium dense, fine to coarse SAND, little gravel, trace silt. 0.91	
									Bottom of Exploration at 0.91 m below ground surface. 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-WEL-202

Maine Department of Transportation — Boring No.: HB-WEL-203

Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Location: WELLS, MAINE — PIN: 7998.10

Drillers: MDOT	Elevation (m): 52.60	Auger ID/OD:	125 mm
Operators: C.MANN	Datum: NGVD	Sampler:	OFF FLIGHTS
Logged By: G.LIDSTONE	Rig Type: CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish: 12/18/02-12/18/02	Drilling Methods: SOLID STEM AUGER	Core Barrel:	N/A
Boring Location: 21+180. 5.0 Lt.	Casing ID/OD: N/A	Water Level(ft):	NONE OBSERVED

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger
Definitions: S_u = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Psi); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing
Definitions: WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows (150 mm) Shear Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	S3					SSA	52.15		PAVEMENT. 0.05	
							51.72		Brown, dry, gravelly SAND, little silt (Fill). 0.88	GM128037 A-1-b, SM-SW WC=6.4%
									Bottom of Exploration at 0.88 m below ground surface. 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-WEL-203

Maine Department of Transportation — Boring No.: HB-WEL-204

Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Location: WELLS, MAINE — PIN: 7998.10

Drillers: MDOT	Elevation (m): 52.80	Auger ID/OD:	125 mm
Operators: C.MANN	Datum: NGVD	Sampler:	STANDARD SPLIT SPOON
Logged By: G.LIDSTONE	Rig Type: CME 45C	Hammer Wt./Fall:	63.5kg/760 mm
Date Start/Finish: 12/17/02-12/17/02	Drilling Methods: SOLID STEM AUGER	Core Barrel:	N/A
Boring Location: 21+180. 2.5 Lt.	Casing ID/OD: N/A	Water Level(ft):	NONE OBSERVED

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger
Definitions: S_u = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Psi); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing
Definitions: WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows (150 mm) Shear Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0		PC				SSA	52.70		PAVEMENT. Pavement core taken. 0.10	
	S1	61.0/35.6	0.30 - 0.81	27/35/34/17	450		52.60		MACADAM. 0.14	GM128038 A-1-b, SM-SW WC=4.6%
									Brown, dry, very dense, SAND, some gravel, trace silt. (Fill). 0.30	
	S2	7.0/5.1	0.91 - 0.98	50/75+	---		51.83		Bottom of Exploration at 0.98 m below ground surface. 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-WEL-204

Maine Department of Transportation — Boring No.: HB-WEL-205

Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Location: WELLS, MAINE — PIN: 7998.10

Drillers: MDOT	Elevation (m): 55.20	Auger ID/OD:	125 mm
Operators: C.MANN	Datum: NGVD	Sampler:	OFF FLIGHTS
Logged By: G.LIDSTONE	Rig Type: CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish: 12/17/02-12/17/02	Drilling Methods: SOLID STEM AUGER	Core Barrel:	N/A
Boring Location: 21+420. 5.6 Lt.	Casing ID/OD: N/A	Water Level(ft):	NONE OBSERVED

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger
Definitions: S_u = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Psi); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing
Definitions: WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows (150 mm) Shear Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	S4					SSA			Brown, dry, silty fine to coarse SAND, some gravel, little silt. (Fill). 0.94	GM128039 A-1-b, SM-SW WC=9.4%
							54.25		Brown, damp, silty fine to coarse SAND, trace gravel. 1.98	
							53.22		Light brown, dry, fine to medium SAND, trace coarse sand, gravel and silt. 3.05	
							52.15		Bottom of Exploration at 3.05 m below ground surface. 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-WEL-205

Maine Department of Transportation — Boring No.: HB-WEL-206

Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Location: WELLS, MAINE — PIN: 7998.10

Drillers: MDOT	Elevation (m): 55.40	Auger ID/OD:	125 mm
Operators: C.MANN	Datum: NGVD	Sampler:	STANDARD SPLIT SPOON
Logged By: G.LIDSTONE	Rig Type: CME 45C	Hammer Wt./Fall:	63.5kg/760 mm
Date Start/Finish: 12/17/02-12/17/02	Drilling Methods: SOLID STEM AUGER	Core Barrel:	N/A
Boring Location: 21+420. 2.5 Lt.	Casing ID/OD: N/A	Water Level(ft):	NONE OBSERVED

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger
Definitions: S_u = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Psi); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing
Definitions: WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows (150 mm) Shear Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	55.25 55.20		PAVEMENT. 0.15	
	S1	10/48	61.0/22.9	0.30 - 0.91	27/29/38/47	+50			MACADAM. 0.20	GM128040 A-1-b, SM-SW WC=4.0%
	S2	20/48	61.0/33.0	0.91 - 1.52	26/22/20/19	42	54.45 54.48 54.27		1S0/B1 0.88-0.91 m bgs. Old Pavement. 0.91	GM12804 A-2-4, SM WC=7.9%
							53.88		1S0/A1 0.91-1.19 m bgs. Light brown, dry, dense, silty fine to coarse SAND, some gravel. (Fill). 1.13	
									1S0/B1 1.19-1.52 m bgs. Brown, dry, dense, fine to coarse SAND, some silt, little gravel. 1.52	
									Bottom of Exploration at 1.52 m below ground surface. 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-WEL-206

Maine Department of Transportation — Boring No.: HB-WEL-207

Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Location: WELLS, MAINE — PIN: 7998.10

Drillers: MDOT	Elevation (m): 58.90	Auger ID/OD:	125 mm
Operators: C.MANN	Datum: NGVD	Sampler:	OFF FLIGHTS
Logged By: G.LIDSTONE	Rig Type: CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish: 12/18/02-12/18/02	Drilling Methods: SOLID STEM AUGER	Core Barrel:	N/A
Boring Location: 22+500. 4.5 Lt.	Casing ID/OD: N/A	Water Level(ft):	1.22 m BGS.

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger
Definitions: S_u = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Psi); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing
Definitions: WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows (150 mm) Shear Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	S5					SSA			Brown, dry, SAND, little gravel, trace silt. (Fill). 0.27	GM128042 A-1-b, SM-SW WC=5.0% GM128043 A-2-4, SM WC=13.0%
	S6						58.63		Brown, damp, fine to coarse SAND, some silt, little gravel. 1.22	
	S7						57.68		Similar to above, but wet. 1.98	
							56.92		Similar to above, with cobbles. 2.56	
							56.34		Bottom of Exploration at 2.56 m below ground surface. 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-WEL-207

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BORING LOGS

WELLS

ROUTE 109

SHEET 1 OF 4 — AUGUSTA, MAINE

METRIC 1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	13	153

7998.10

Maine Department of Transportation — HB-WEL-208

Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Location: WELLS, MAINE — Boring No.: HB-WEL-208 — PIN: 7998.10

Drillers: MDOT	Elevation (m): 59.00	Auger ID/OD:	125 mm
Operators: C.MANN	Datum: NGVD	Sampler:	STANDARD SPLIT SPOON
Logged By: G.LIOSTONE	Rig Type: CME 45C	Hammer Wt./Fall:	63.5kg/760 mm
Date Start/Finish: 12/17/02-12/17/02	Drilling Method: SOLID STEM AUGER	Core Barrel:	N/A
Boring Location: 22+500. 2.2 LT.	Casing ID/OD: N/A	Water Level*:	1.37 m BGS.

Definitions: D = Split Spoon Sample; WD = 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 (kPa); S_r = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (m)	Sample No.	Rec/Rec (cm)	Sample Depth (m)	Blows (150 mm) Sheer Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	PC					SSA	59.00		PAVEMENT. Pavement core taken.	
							58.90			0.10
	1D/AB	61.0/27.9	0.30 - 0.91	11/10/7/6	17				MACADAM.	
										0.15
							58.33		Brown, dry, dense, SAND, some gravel, little silt, (Fill).	
	2D/AC	61.0/30.5	0.91 - 1.52	8/23/43/23	+50				(1D/B) 0.67-0.91 m bgs.	
										0.67
							57.93		Brown, dark, dense, gravelly SAND, little silt.	
1.2									(2D/A) 0.91-1.07 m bgs.	
										1.07
							57.63		(2D/B) 1.07-1.37 m bgs.	
									Brown, dry, very dense, gravelly SAND, trace silt,	
										1.37
							57.48		(2D/C) 1.37-1.52 m bgs.	
									Grey, wet, very dense, sandy GRAVEL, trace silt.	
2.4										1.52
									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	
3.6										
4.8										
6										
7.2										
8.4										
9.6										

Remarks:

Stratification lines represent approximate boundaries between soil typest 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-WEL-208

Maine Department of Transportation — HB-WEL-209

Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Location: WELLS, MAINE — Boring No.: HB-WEL-209 — PIN: 7998.10

Drillers: MDOT	Elevation (m): 57.50	Auger ID/OD:	125 mm
Operators: C.MANN	Datum: NGVD	Sampler:	OFF FLIGHTS
Logged By: G.LIOSTONE	Rig Type: CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish: 12/17/02-12/17/02	Drilling Method: SOLID STEM AUGER	Core Barrel:	N/A
Boring Location: 23+700. 4.3 LT.	Casing ID/OD: N/A	Water Level*:	NONE OBSERVED

Definitions: D = Split Spoon Sample; WD = 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 (kPa); S_r = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (m)	Sample No.	Rec/Rec (cm)	Sample Depth (m)	Blows (150 mm) Sheer Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	57.32		Brown, dry, sandy GRAVEL, trace silt, (Fill).	
										0.18
									Brown, dry, silty fine to coarse SAND, little gravel.	
							56.68			0.82
1.2									Bottom of Exploration at 0.82 m below ground surface. REFUSAL	
2.4										
3.6										
4.8										
6										
7.2										
8.4										
9.6										

Remarks:

Stratification lines represent approximate boundaries between soil typest 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-WEL-209

Maine Department of Transportation — HB-WEL-210

Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Location: WELLS, MAINE — Boring No.: HB-WEL-210 — PIN: 7998.10

Drillers: MDOT	Elevation (m): 57.50	Auger ID/OD:	125 mm
Operators: C.MANN	Datum: NGVD	Sampler:	STANDARD SPLIT SPOON
Logged By: G.LIOSTONE	Rig Type: CME 45C	Hammer Wt./Fall:	63.5kg/760 mm
Date Start/Finish: 12/17/02-12/17/02	Drilling Method: SOLID STEM AUGER	Core Barrel:	N/A
Boring Location: 23+700. 2.4 LT.	Casing ID/OD: N/A	Water Level*:	NONE OBSERVED

Definitions: D = Split Spoon Sample; WD = 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 (kPa); S_r = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (m)	Sample No.	Rec/Rec (cm)	Sample Depth (m)	Blows (150 mm) Sheer Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	57.32		PAVEMENT.	
	1D/AB	61.0/20.3	0.30 - 0.91	16/19/16/16	35		57.18		MACADAM.	0.14
										0.18
							56.92		Brown, dry, dense, sandy GRAVEL, trace silt, (Fill).	
									(1D/A) 0.30-0.58 m bgs.	0.58
	MD	2.5/0.0	0.91 - 0.94	25\25\	---		56.56		(1D/B) 0.58-0.91 m bgs.	
1.2									Brown, dry, dense, fine to coarse SAND, little gravel, trace silt.	0.94
									Bottom of Exploration at 0.94 m below ground surface. REFUSAL	
2.4										
3.6										
4.8										
6										
7.2										
8.4										
9.6										

Remarks:

Stratification lines represent approximate boundaries between soil typest 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-WEL-210

Maine Department of Transportation — HB-WEL-211

Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Location: WELLS, MAINE — Boring No.: HB-WEL-211 — PIN: 7998.10

Drillers: MDOT	Elevation (m): 54.70	Auger ID/OD:	125 mm
Operators: C.MANN	Datum: NGVD	Sampler:	OFF FLIGHTS
Logged By: G.LIOSTONE	Rig Type: CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish: 12/18/02-12/18/02	Drilling Method: SOLID STEM AUGER	Core Barrel:	N/A
Boring Location: 24+500. 5.4 LT.	Casing ID/OD: N/A	Water Level*:	NONE OBSERVED

Definitions: D = Split Spoon Sample; WD = 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 (kPa); S_r = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (m)	Sample No.	Rec/Rec (cm)	Sample Depth (m)	Blows (150 mm) Sheer Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	S8					SSA	54.70		Brown, damp, gravelly SAND, trace silt, (Fill).	GM128049 A-1-b, SM-SM WC=6.3%
										0.73
	S9						53.91		Brown, damp, fine to coarse SAND, some silt, trace gravel.	GM128051 A-2-4, SM WC=12.9%
1.2										
	S10						53.02		Light brown, damp, fine sandy SILT.	1.68 GM128052 A-4, CL-ML WC=16.5%
2.4							51.65			3.05
3.6									Bottom of Exploration at 3.05 m below ground surface. NO REFUSAL	
4.8										
6										
7.2										
8.4										
9.6										

Remarks:

Stratification lines represent approximate boundaries between soil typest 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-WEL-211

Maine Department of Transportation — HB-WEL-212

Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Location: WELLS, MAINE — Boring No.: HB-WEL-212 — PIN: 7998.10

Drillers: MDOT	Elevation (m): 54.90	Auger ID/OD:	125 mm
Operators: C.MANN	Datum: NGVD	Sampler:	STANDARD SPLIT SPOON
Logged By: G.LIOSTONE	Rig Type: CME 45C	Hammer Wt./Fall:	63.5kg/760 mm
Date Start/Finish: 12/18/02-12/18/02	Drilling Method: SOLID STEM AUGER	Core Barrel:	N/A
Boring Location: 24+500. 2.5 LT.	Casing ID/OD: N/A	Water Level*:	NONE OBSERVED

Definitions: D = Split Spoon Sample; WD = 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 (kPa); S_r = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (m)	Sample No.	Rec/Rec (cm)	Sample Depth (m)	Blows (150 mm) Sheer Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	PC					SSA	54.76		PAVEMENT. Pavement core taken.	
							54.71			0.14
	1D	61.0/35.6	0.30 - 0.91	18/25/30/20	+50				MACADAM.	0.19 GM128893 A-1-b, SM-SM WC=4.0%
									Brown, dry, very dense, gravelly SAND, trace silt, (Fill).	
1.2	2D	61.0/7.6	0.91 - 1.52	10/9/8/7	17		53.99			0.91
									Brown, dry, medium dense, silty fine to coarse SAND, little gravel.	
							53.38			1.52
2.4									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	
3.6										
4.8										
6										
7.2										
8.4										
9.6										

Remarks:

Stratification lines represent approximate boundaries between soil typest 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-WEL-212

Maine Department of Transportation — HB-WEL-213

Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Location: WELLS, MAINE — Boring No.: HB-WEL-213 — PIN: 7998.10

Drillers: MDOT	Elevation (m): 65.70	Auger ID/OD:	125 mm
Operators: C.MANN	Datum: NGVD	Sampler:	OFF FLIGHTS
Logged By: G.LIOSTONE	Rig Type: CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish: 12/19/02-12/19/02	Drilling Method: SOLID STEM AUGER	Core Barrel:	N/A
Boring Location: 25+560. 4.4 LT.	Casing ID/OD: N/A	Water Level*:	NONE OBSERVED

Definitions: D = Split Spoon Sample; WD = 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 (kPa); S_r = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (m)	Sample No.	Rec/Rec (cm)	Sample Depth (m)	Blows (150 mm) Sheer Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	S11					SSA	65.70		Brown, dry, SAND, some gravel, trace silt, (Fill).	GM128894 A-1-b, SM-SM WC=5.0%
										1.40
1.2							64.30		Bottom of Exploration at 1.40 m below ground surface. REFUSAL	
2.4										
3.6										
4.8										
6										
7.2										
8.4										
9.6										

Remarks:

Station 25+566. 4.0 LT. exposed top of old concrete wall.

Stratification lines represent approximate boundaries between soil typest 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-WEL-213

Maine Department of Transportation — HB-WEL-213A

Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Location: WELLS, MAINE — Boring No.: HB-WEL-213A — PIN: 7998.10

Drillers: MDOT	Elevation (m): 65.60	Auger ID/OD:	125 mm
Operators: C.MANN	Datum: NGVD	Sampler:	OFF FLIGHTS
Logged By: G.LIOSTONE	Rig Type: CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish: 12/19/02-12/19/02	Drilling Method: SOLID STEM AUGER	Core Barrel:	N/A
Boring Location: 25+562. 5.6 LT.	Casing ID/OD: N/A	Water Level*:	NONE OBSERVED

Definitions: D = Split Spoon Sample; WD = 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 (kPa); S_r = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (m)	Sample No.	Rec/Rec (cm)	Sample Depth (m)	Blows (150 mm) Sheer Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	65.60		Brown, dry, sandy GRAVEL, trace silt, (Fill), (Similar to HB-WEL-213).	
	S12						64.23			1.37
1.2									Brown, dry, silty fine to medium SAND, trace coarse sand, trace gravel.	
							62.55			3.05
2.4									Bottom of Exploration at 3.05 m below ground surface. NO REFUSAL	
3.6										
4.8										
6										
7.2										
8.4										
9.6										

Remarks:

Stratification lines represent approximate boundaries between soil typest 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-WEL-213A

PROJECT DESIGN ENGINEER — BY — DATE

DESIGN-DETAILED	K. GROSS	APR 2005
CHECKED	T. WHITE	
REVISIONS		
FIELD CHANGES		

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BORING LOGS

WELLS

ROUTE 109

SHEET 2 OF 4 — AUGUSTA, MAINE

Filename: ...\planset\011_BORING LOGS2.dgn Username: $(WIN_USERNAME) Date:10/21/2010 Division: $(WKGROUP)

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	14	153

7998.10

Maine Department of Transportation — Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Locations: WELLS, MAINE — Boring No.: HB-WEL-214 — PIN: 7998.10

Drillers: MDOT	Elevation (m): 65.70	Auger ID/OD:	125 mm
Operators: C.MANN	Datum:	NGVD	Sampler: STANDARD SPLIT SPOON
Logged By: G.LIDSTONE	Rig Type:	CME 45C	Hammer Wt./Fall: 63.5kg/760 mm
Date Start/Finish: 12/19/02-12/19/02	Drilling Methods:	SOLID STEM AUGER	Core Barrel: N/A
Boring Location: 25+560. 2.4 LT.	Casing ID/OD:	N/A	Water Level*: NONE OBSERVED

Definitions: D = Split Spoon Sample; WO = 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 (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information: Depth (m) | Sample No. | Pen/Rec (cm) | Sample Depth (m) | Blows (150 mm) Shear Strength (kPa) or RQD (%) | N-value | Casing Blows | Elevation (m) | Graphic Log | Visual Description and Remarks | Laboratory Testing Results/ AASHTO and Unified Class.

Depth	Sample No.	Pen/Rec	Sample Depth	Blows / Strength / RQD	N-value	Casing Blows	Elevation	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	65.70		PAVEMENT. 0.10	
	10	61.0/33.0	0.30 - 0.91	13/9/11/13	20				MACADAM. 0.16	
									Brown, dry, medium dense, gravelly SAND, trace silt. (Fill).	
	20	61.0/20.3	0.91 - 1.52	17/16/10/5	26				1.52	
							64.18		Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	

Remarks:

Stratification lines represent approximate boundaries between soil typest 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-WEL-214

Maine Department of Transportation — Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Locations: WELLS, MAINE — Boring No.: HB-WEL-215 — PIN: 7998.10

Drillers: MDOT	Elevation (m): 64.10	Auger ID/OD:	125 mm
Operators: C.MANN	Datum:	NGVD	Sampler: OFF FLIGHTS
Logged By: G.LIDSTONE	Rig Type:	CME 45C	Hammer Wt./Fall: N/A
Date Start/Finish: 12/18/02-12/18/02	Drilling Methods:	SOLID STEM AUGER	Core Barrel: N/A
Boring Location: 26+500. 3.8 LT.	Casing ID/OD:	N/A	Water Level*: 1.98 m BOS.

Definitions: D = Split Spoon Sample; WO = 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 (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information: Depth (m) | Sample No. | Pen/Rec (cm) | Sample Depth (m) | Blows (150 mm) Shear Strength (kPa) or RQD (%) | N-value | Casing Blows | Elevation (m) | Graphic Log | Visual Description and Remarks | Laboratory Testing Results/ AASHTO and Unified Class.

Depth	Sample No.	Pen/Rec	Sample Depth	Blows / Strength / RQD	N-value	Casing Blows	Elevation	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	S13					SSA			Brown, damp, SAND, some gravel, trace silt. (Fill).	GM128896 A-1-b, SM WC=8.7%
	S14						63.55		0.55	GM128897 A-2-4, SM WC=8.3%
									Brown, damp, fine to coarse SAND, some silt, little gravel.	
							62.12		1.98	
									Similar to above, but wet.	
							61.05		3.05	
									Bottom of Exploration at 3.05 m below ground surface. NO REFUSAL	

Remarks:

Stratification lines represent approximate boundaries between soil typest 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-WEL-215

Maine Department of Transportation — Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Locations: WELLS, MAINE — Boring No.: HB-WEL-216 — PIN: 7998.10

Drillers: MDOT	Elevation (m): 64.10	Auger ID/OD:	125 mm
Operators: C.MANN	Datum:	NGVD	Sampler: STANDARD SPLIT SPOON
Logged By: G.LIDSTONE	Rig Type:	CME 45C	Hammer Wt./Fall: 63.5kg/760 mm
Date Start/Finish: 12/18/02-12/18/02	Drilling Methods:	SOLID STEM AUGER	Core Barrel: N/A
Boring Location: 26+500. 2.4 LT.	Casing ID/OD:	N/A	Water Level*: NONE OBSERVED

Definitions: D = Split Spoon Sample; WO = 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 (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information: Depth (m) | Sample No. | Pen/Rec (cm) | Sample Depth (m) | Blows (150 mm) Shear Strength (kPa) or RQD (%) | N-value | Casing Blows | Elevation (m) | Graphic Log | Visual Description and Remarks | Laboratory Testing Results/ AASHTO and Unified Class.

Depth	Sample No.	Pen/Rec	Sample Depth	Blows / Strength / RQD	N-value	Casing Blows	Elevation	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	63.96		PAVEMENT. 0.11	
	10	61.0/33.0	0.30 - 0.91	17/23/29/26	48				MACADAM. 0.17	
									Brown, dry, dense, SAND, some gravel, trace silt. (Fill).	
	20/A8	61.0/35.6	0.91 - 1.52	20/25/24/26	49		63.19		0.91	
									I20/A1 0.91-1.28 m bgs. Brown, dry, dense, fine to coarse SAND, little gravel, trace silt.	
							62.82		4.28	
									I20/B1 1.28-1.52 m bgs. Brown, damp, dense, silty fine to medium SAND, trace coarse sand.	
							62.58		1.52	
									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	

Remarks: Pavement core taken at 26+508. 2.4 Lt.

Stratification lines represent approximate boundaries between soil typest 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-WEL-216

Maine Department of Transportation — Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Locations: WELLS, MAINE — Boring No.: HB-WEL-217 — PIN: 7998.10

Drillers: MDOT	Elevation (m): 65.90	Auger ID/OD:	125 mm
Operators: C.MANN	Datum:	NGVD	Sampler: OFF FLIGHTS
Logged By: G.LIDSTONE	Rig Type:	CME 45C	Hammer Wt./Fall: N/A
Date Start/Finish: 12/19/02-12/19/02	Drilling Methods:	SOLID STEM AUGER	Core Barrel: N/A
Boring Location: 27+340. 4.6 LT.	Casing ID/OD:	N/A	Water Level*: 2.59 m BOS.

Definitions: D = Split Spoon Sample; WO = 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 (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information: Depth (m) | Sample No. | Pen/Rec (cm) | Sample Depth (m) | Blows (150 mm) Shear Strength (kPa) or RQD (%) | N-value | Casing Blows | Elevation (m) | Graphic Log | Visual Description and Remarks | Laboratory Testing Results/ AASHTO and Unified Class.

Depth	Sample No.	Pen/Rec	Sample Depth	Blows / Strength / RQD	N-value	Casing Blows	Elevation	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	S15					SSA	65.66		Brown, dry, sandy GRAVEL, trace silt. (Frost). 0.24	GM133046 A-1, SP-SM WC=5.1%
									Brown, dry, SAND, trace silt and gravel.	
	S16						65.05		0.85	GM133047 A-2-4, SM WC=7.4%
									Brown, dry, SAND, little silt, trace gravel.	
	S17						64.07		1.83	
									Brown, moist, silty fine SAND.	
							63.31		2.59	
									Similar to above, but wet.	
							62.85		3.05	
									Bottom of Exploration at 3.05 m below ground surface. NO REFUSAL	

Remarks:

Stratification lines represent approximate boundaries between soil typest 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-WEL-217

Maine Department of Transportation — Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Locations: WELLS, MAINE — Boring No.: HB-WEL-218 — PIN: 7998.10

Drillers: MDOT	Elevation (m): 66.00	Auger ID/OD:	125 mm
Operators: C.MANN	Datum:	NGVD	Sampler: STANDARD SPLIT SPOON
Logged By: G.LIDSTONE	Rig Type:	CME 45C	Hammer Wt./Fall: 63.5kg/760 mm
Date Start/Finish: 12/19/02-12/19/02	Drilling Methods:	SOLID STEM AUGER	Core Barrel: N/A
Boring Location: 27+340. 2.3 LT.	Casing ID/OD:	N/A	Water Level*: NONE OBSERVED

Definitions: D = Split Spoon Sample; WO = 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 (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information: Depth (m) | Sample No. | Pen/Rec (cm) | Sample Depth (m) | Blows (150 mm) Shear Strength (kPa) or RQD (%) | N-value | Casing Blows | Elevation (m) | Graphic Log | Visual Description and Remarks | Laboratory Testing Results/ AASHTO and Unified Class.

Depth	Sample No.	Pen/Rec	Sample Depth	Blows / Strength / RQD	N-value	Casing Blows	Elevation	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	65.87		PAVEMENT. 0.13	
	10/A8	61.0/38.1	0.30 - 0.91	12/18/14/13	32		65.83		MACADAM. 0.17	GM128500 A-1-b, SM-GW WC=6.2%
							65.33		I10/A1 0.30-0.67 m bgs. Brown, dry, SAND, some gravel. 0.67	GM133048 A-1, SP WC=4.4%
	20	61.0/38.1	0.91 - 1.52	10/9/13/12	22		65.06		I10/B1 0.67-0.91 m bgs. Brown, dry, medium dense, SAND, trace silt and gravel. 0.94	GM133049 A-3, SP-SM WC=7.6%
							64.48		Brown, dry, medium dense, SAND, trace silt and gravel. 1.52	
									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	

Remarks:

Stratification lines represent approximate boundaries between soil typest 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-WEL-218

Maine Department of Transportation — Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Locations: WELLS, MAINE — Boring No.: TP-WEL-101 — PIN: 7998.10

Drillers: MDOT	Elevation (m): 50.20	Auger ID/OD:	N/A
Operators: N/A	Datum:	NGVD	Sampler: N/A
Logged By: K. GROSS	Rig Type:	N/A	Hammer Wt./Fall: N/A
Date Start/Finish: 12/3/03-12/3/03	Drilling Methods:	BACKHOE	Core Barrel: N/A
Boring Location: 20+940. 3.5 Lt.	Casing ID/OD:	N/A	Water Level*: NONE OBSERVED

Definitions: D = Split Spoon Sample; WO = 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 (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information: Depth (m) | Sample No. | Pen/Rec (cm) | Sample Depth (m) | Blows (150 mm) Shear Strength (kPa) or RQD (%) | N-value | Casing Blows | Elevation (m) | Graphic Log | Visual Description and Remarks | Laboratory Testing Results/ AASHTO and Unified Class.

Depth	Sample No.	Pen/Rec	Sample Depth	Blows / Strength / RQD	N-value	Casing Blows	Elevation	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						TP	50.09		ASPHALT PAVEMENT. 0.11	
							50.01		MACADAM. 0.19	GM176180 A-1-b, SW WC=4.2%
							49.60		Brown, damp, sandy GRAVEL, trace silt. 0.60	
									Bottom of Exploration at 0.60 m below ground surface.	

Remarks:

Stratification lines represent approximate boundaries between soil typest 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.: TP-WEL-101

Maine Department of Transportation — Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Locations: WELLS, MAINE — Boring No.: TP-WEL-102 — PIN: 7998.10

Drillers: MDOT	Elevation (m): 56.70	Auger ID/OD:	N/A
Operators: N/A	Datum:	NGVD	Sampler: N/A
Logged By: K. GROSS	Rig Type:	N/A	Hammer Wt./Fall: N/A
Date Start/Finish: 12/3/03-12/3/03	Drilling Methods:	BACKHOE	Core Barrel: N/A
Boring Location: 22+000. 2.7 Lt.	Casing ID/OD:	N/A	Water Level*: NONE OBSERVED

Definitions: D = Split Spoon Sample; WO = 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 (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information: Depth (m) | Sample No. | Pen/Rec (cm) | Sample Depth (m) | Blows (150 mm) Shear Strength (kPa) or RQD (%) | N-value | Casing Blows | Elevation (m) | Graphic Log | Visual Description and Remarks | Laboratory Testing Results/ AASHTO and Unified Class.

Depth	Sample No.	Pen/Rec	Sample Depth	Blows / Strength / RQD	N-value	Casing Blows	Elevation	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						TP	56.48		ASPHALT PAVEMENT. 0.22	
							56.42		MACADAM. 0.28	GM176179 A-1-b, SW WC=3.3%
							56.13		Brown, damp, sandy GRAVEL, trace silt. 0.57	
									Bottom of Exploration at 0.57 m below ground surface.	

Remarks:

Stratification lines represent approximate boundaries between soil typest 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.: TP-WEL-102

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BORING LOGS

WELLS

ROUTE 109

SHEET 3 OF 4 — AUGUSTA, MAINE

PROJECT DESIGN ENGINEER — PLANS

	BY	DATE
DESIGN-DETAILED	K. GROSS	APR 2005
CHECKED	T. WHITE	
REVISIONS		
FIELD CHANGES		

Filename: ...\plansel\012_BORING LOGS3.dgn Username: $(WIN_USERNAME) Date:10/21/2010 Division: $(WKGROUP)

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	15	153

7998.10

Maine Department of Transportation — Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Location: WELLS, MAINE — Boring No.: TP-WEL-103 — PIN: 7998.10

Driller:	WDOT	Elevation (m):	54.89	Auger ID/OD:	N/A
Operator:	N/A	Datum:	NGVD	Sampler:	N/A
Logged By:	K. GROSS	Rig Type:	N/A	Hammer Wt./Fall:	N/A
Date Start/Finish:	12/3/03-12/3/03	Drilling Methods:	BACKHOE	Core Barrel:	N/A
Boring Location:	24+500. 3.4 Lt.	Casing ID/OD:	N/A	Water Level*:	NONE OBSERVED

Definitions:
D = Split Spoon Sample
WO = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
R = Rock Core Sample
V = Insitu Vane Shear Test
SSA = Solid Stem Auger

Definitions:
S_v = Insitu Field Vane Shear Strength (kPa)
T_v = Pocket Torvane Shear Strength (kPa)
q_u = Unconfined Compressive Strength (Psi)
$S_{ur(lab)}$ = Lab Vane Shear Strength (kPa)
WOH = weight of 64 kg hammer
WOR = weight of rods WOC = weight of casing

Definitions:
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows (150 mm) Shear Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						TP	54.74		ASPHALT PAVEMENT. 0.15	
							54.64		MACADAM. 0.25	GMT76178 A-1-b, SM-SW WC=3.2%
							54.35		Brown, damp, sandy GRAVEL, trace silt. 0.55	
									Bottom of Exploration at 0.55 m below ground surface.	
1.2										
2.4										
3.6										
4.8										
6										
7.2										
8.4										
9.6										

Remarks:

Stratification lines represent approximate boundaries between soil typesl 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.: TP-WEL-103

Maine Department of Transportation — Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Location: WELLS, MAINE — Boring No.: TP-WEL-104 — PIN: 7998.10

Driller:	WDOT	Elevation (m):	64.10	Auger ID/OD:	N/A
Operator:	N/A	Datum:	NGVD	Sampler:	N/A
Logged By:	K. GROSS	Rig Type:	N/A	Hammer Wt./Fall:	N/A
Date Start/Finish:	12/3/03-12/3/03	Drilling Methods:	BACKHOE	Core Barrel:	N/A
Boring Location:	26+500. 3.0 Lt.	Casing ID/OD:	N/A	Water Level*:	NONE OBSERVED

Definitions:
D = Split Spoon Sample
WO = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
R = Rock Core Sample
V = Insitu Vane Shear Test
SSA = Solid Stem Auger

Definitions:
S_v = Insitu Field Vane Shear Strength (kPa)
T_v = Pocket Torvane Shear Strength (kPa)
q_u = Unconfined Compressive Strength (Psi)
$S_{ur(lab)}$ = Lab Vane Shear Strength (kPa)
WOH = weight of 64 kg hammer
WOR = weight of rods WOC = weight of casing

Definitions:
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows (150 mm) Shear Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						TP	63.98		ASPHALT PAVEMENT. 0.11	
							63.90		MACADAM. 0.20	GMT76177 A-1-b, SM-SW WC=4.1%
							63.57		Brown, damp, sandy GRAVEL, trace silt. 0.53	
									Bottom of Exploration at 0.53 m below ground surface.	
1.2										
2.4										
3.6										
4.8										
6										
7.2										
8.4										
9.6										

Remarks:

Stratification lines represent approximate boundaries between soil typesl 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.: TP-WEL-104

Maine Department of Transportation — Soil/Rock Exploration Log — METRIC UNITS

Project: ROUTE 109 — Location: WELLS, MAINE — Boring No.: TP-WEL-105 — PIN: 7998.10

Driller:	WDOT	Elevation (m):	66.00	Auger ID/OD:	N/A
Operator:	N/A	Datum:	NGVD	Sampler:	N/A
Logged By:	K. GROSS	Rig Type:	N/A	Hammer Wt./Fall:	N/A
Date Start/Finish:	12/3/03-12/3/03	Drilling Methods:	BACKHOE	Core Barrel:	N/A
Boring Location:	27+340. 3.1 Lt.	Casing ID/OD:	N/A	Water Level*:	NONE OBSERVED

Definitions:
D = Split Spoon Sample
WO = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
R = Rock Core Sample
V = Insitu Vane Shear Test
SSA = Solid Stem Auger

Definitions:
S_v = Insitu Field Vane Shear Strength (kPa)
T_v = Pocket Torvane Shear Strength (kPa)
q_u = Unconfined Compressive Strength (Psi)
$S_{ur(lab)}$ = Lab Vane Shear Strength (kPa)
WOH = weight of 64 kg hammer
WOR = weight of rods WOC = weight of casing

Definitions:
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows (150 mm) Shear Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						TP	65.80		ASPHALT PAVEMENT. 0.10	
							65.80		MACADAM. 0.20	GMT76176 A-1-b, SM-SW WC=4.8%
							65.24		Brown, damp, sandy GRAVEL, trace silt. 0.76	
									Bottom of Exploration at 0.76 m below ground surface.	
1.2										
2.4										
3.6										
4.8										
6										
7.2										
8.4										
9.6										

Remarks:

Stratification lines represent approximate boundaries between soil typesl 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.: TP-WEL-105

Filename: ...\plonset\013_BORING LOGS4.dgn Username: $(WIN_USERNAME) Division: $(WKGROUP) Date:10/21/2010

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	K. GROSS	T. WHITE
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BORING LOGS

WELLS

ROUTE 109

SHEET 4 OF 4 AUGUSTA, MAINE

METRIC
1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

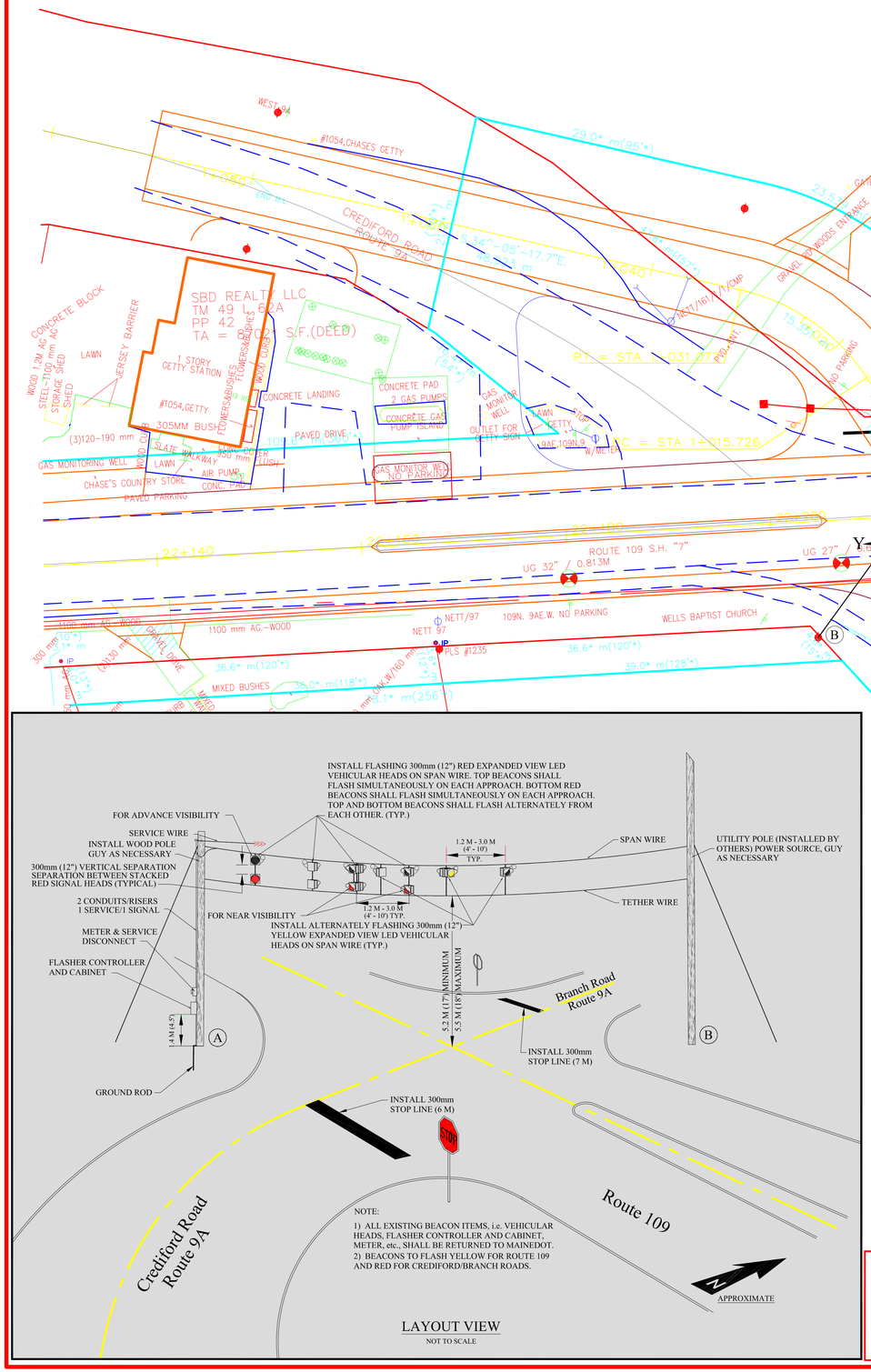
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	16	153

PIN 7998.10

IDA GUILLEMETTE
TM 49 L 11
PP 45
TA = 8.28± AC.

EQUIPMENT SCHEDULE		
DESIGNATION	ITEM	DESCRIPTION
(A)	NEW WOOD POLE	W/FLASHER CONTROLLER, CABINET, RISERS AND METER/SERVICE DISCONNECT - GUY APPROPRIATELY
(B)	UTILITY POLE (INSTALLED BY OTHERS) POWER SOURCE	GUY APPROPRIATELY
14 FLASHING EXPANDED VIEW LED VEHICULAR HEADS W/VISORS, SPAN WIRE AND TETHER W/APPROPRIATE BRACKETS & CLAMPS.		
ADDITIONAL ITEMS INCIDENTAL TO ITEM NO. 643.60 INCLUDE 300mm (12") SOLID WHITE STOP LINES (13 M).		

LEGEND	
	CONTROLLER W/CABINET
	VEHICULAR SIGNAL HEAD
	PROPOSED WOOD POLE



LAYOUT VIEW
NOT TO SCALE

ALL WORK SHALL CONFORM TO APPLICABLE PORTIONS OF THE MAINEDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGES (DECEMBER 2002 EDITION), THE STANDARD DETAILS (DECEMBER 2002), AND THE 2003 EDITION OF THE MUTCD EXCEPT AS MODIFIED BY THE PLANS OR SPECIFICATION SPECIAL PROVISIONS.

LOT PLAN THIS AREA
"PLAN FOR PAUL FURNESS"
BY ROARING BROOK CONSULTANTS
DATED: 10/31/02

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN--DETAILED	SK	05/04/10
CHECKED	DWM	05/04/10
REVISIONS	SK	07/26/10
FIELD CHANGES		

PLANS

Maine Traffic Resources
25 Vine Street Gardiner, ME 04345
(207) 582-5252 FAX (207) 582-1677
mainetrafficresources.com

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FLASHING BEACONS

WELLS, MAINE
ROUTE 109 & ROUTE 9A

SCALE (in meters) 5 0 5 10

SHEET 16 OF 153 AUGUSTA, MAINE

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	17	153

PIN 7998.10

FWD-
HB- SOLID STEM AUGER W/DESCRIPTIONS
P- POWER AUGER PROBE
PC- PAVEMENT CORE
TEST PIT

KEY

R = Refusal of augers (actual nature of refusal surface unknown)
NR = No Refusal surface encountered

RICHARD J. FURNESS, SR.
PATRICIA L. FURNESS
TM 50 L 21A
POR 7
TA = 2.75± AC.(SURVEY)

EXIT 19 LLC
TM 50 L 21
POR 10

STA. 20+850.000
BEGIN APPROACH
MATCH EXISTING PAVEMENT

STA. 20+865.000
BEGIN PROJECT NO. NH-7998(10)E
END APPROACH
BEGIN REHABILITATION - CORE PRESERVATION

DRAINAGE OUTLET
STA. 20+903.6± LT.

CONST. 380± S.F.
TEMP.
LIMITS

REMOVE (TYP)
EXIST. R.O.W.
REMOVE
SLOPE LIMIT
TEMP.
CONST. 245± S.F.
LIMITS
RELOCATE (TYP)
375mm OPT 1
R=5m
HB-WEL-201
TP-WEL-101
HB-WEL-202
ROUTE 109
CURVE 1
20+820
20+840
20+860
20+880
20+900
20+920
20+940
20+960
20+980
2.4m
3.6m
CIA
300mm UD TYPE C
N 74° - 40' - 25.67" W
PC = STA 20+807.983
DO NOT DISTURB GRANITE POST
CLEAR TO SLOPE LINE
OUTLET DRAINAGE STRUCTURE STA.20+877.6± RT.
100± S.F. TEMP. CONST. LTS.
CLEARING LINE
REMOVE
245± S.F.
EXIST. R.O.W.
TEMP.
CONST.
SLOPE LIMIT
LIMITS
REMOVE
135± S.F. CONST.
LTS.
1110± S.F. CONST.
PETER B. GREGOIRE
REBECCA A. GREGOIRE
TM 50 L 23-2
PP 6
CEM.
ALBERT W. GREGOIRE, JR.
REBECCA A. GREGOIRE
POR 8
WELLS RT. 109 LLC
TM 50 L 22
P.L.
WOODS
RANCH
GARAGE
BURIAL MOUND
SEAM OF OLD PAVEMENT
LEDGE
FIELD
LAWN
SHRUB
ABANDONED DRIVE
PAVED YARD
MILLIARD CONST.
610 mm AG GRANITE
NET16/70_CMP70
NET68_CMP68
NET68/69/69/CMP
NET71/CMP71/NET&T
TURNPIKE 500'
SCHOOL BUS ENTRANCE
NO PKING
WATCH FOR TRAFFIC
SIGNAL AHD
CAUTION FERRIS BOST
35 SPEED LIMIT NET68X
GAS MAIN
WELLS TROLLEY STOP
WOOD PLANTER
GREGOIRE'S CAMPGROUND
PAVED DRIVE
STONE
B-BALL
(3) 100MM BIRCHES
320MM OAK
(4) 500MM OAKS
5-355 mm OAKS
6-760 mm OAK STUMPS
1015 mm OAK
560 mm OAK
8 FT RHODODENDRON
PINE TREE MOBILE EST
MOBILE HOME
TRAILER PARK
WELL HSE
67/12
GRANITE MON 100X120 MM
REBAR/ROADWAY BRK +2105
UG 31" / 0.787M
UG 52" / 1.320M
UG 22" / 0.559M
UG 27" / 0.686M
TH=1170mm GAS
CMP 74" AG 75 mm,1220 mm
RCP 30" AG 75 mm,610 mm
30 mm D 1130 mm AG
610 mm W 610 mm AG
100 mm D 610 mm
180 mm D 610 mm
LAMP POST
RES.

CURVE 1

PI = 20+954.592
Δ = 28° - 50' - 55.6" Rt.
R = 570.000 m
L = 286.999 m
T = 146.610 m
E = 18.553 m

CONSTRUCT PAVED DRIVE	WIDTH
20+916.400, LT	
20+960.000, RT	10.4m
20+970.000, LT	

CONSTRUCT GRAVEL DRIVE	WIDTH
20+887.000, LT	

ITEM # 609.31 CURB TYPE 3	LENGTH
STA. 20+880.0, 6.0, RT, TO STA. 20+980.0, 6.0, RT.	88.8m

ITEM 610.08 - PLAIN RIPRAP	WIDTH	LENGTH
STA. 20+879.0, RT (DOWN SPOUT)	1.1m	4.3m

ITEM # 201.23 & 201.24 REMOVE SINGLE TREE TOP ONLY & STUMP

STATION	OFFSET	TREE	STUMP
20+904.1	6.1m RT		UNKNOWN
20+953.5	6.0m RT	UNKNOWN	UNKNOWN

ITEM # 201.11 CLEARING
STA. 20+875.5 TO STA. 20+930.3 RT

FENCE REMOVAL
STA. 20+938.0 TO STA. 20+965.0 LT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

SCALE (in meters) 5 0 5 10

SHEET 1 OF 21 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER
DESIGN-DETAILED FMK
CHECKED AG
REVISIONS ---
FIELD CHANGES ---
PLANS

BY	DATE
MGS	---
---	$IPF_CHECKDATE(E1)
---	$revdate1$

Filename: ...\cad\tie\plonset\014_HDPlan1.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	18	153

PIN 7998.10

BILLIE-JO MORRISON
PRESCOTT MORRISON
TM 49 L 32
PP 13
TA = 1.41± AC.

AMVEST CAPITAL PARTNERS LLC
TM 49 L 33
PP 14
TA = 1.20± AC.

TM 49 L 34
PP 16
0.75± AC.(OWNER)

OUTLET DRAINAGE STRUCTURE
STA. 21+106.0 TO STA. 21+116.0 LT.

DRAINAGE OUTLET
STA. 21+128.6± LT.

DRAINAGE OUTLET
STA. 21+129.2± LT.

EASE. 860± S.F.

LIMITS 1515± S.F.

REMOVE PAVEMENT LOAM & SEED

TEMP. 640± S.F.

CONST. 245± S.F.

TEMP. 80± S.F.

EXIST. R.O.W.

SLOPE LIMIT

REMOVE

CLEAR TO SLOPE LINE

1700 mm WIDE

CURVE 1

CURVE 2

ROUTE 109

CIB

CIC

CID

C2B

C2

C2A

300mm UD TYPE C

375mm UD TYPE C

150mm UD TYPE B

600mm OPT 111

TEMP. 1110± S.F. CONST.

TEMP. 0.05± AC. CONST.

670± S.F. LIMITS

1770± S.F. CONST.

620± S.F. SLOPE LIMITS

690± S.F. TEMP.

820± S.F. CONST.

LIMITS

EASE.

INLET DRAINAGE STRUCTURE
STA. 21+112.0 RT.

TOE OF SLOPE DITCH
STA. 21+110.0± TO 21+123.8± RT.

50± S.F. T.C.L.

PCC = STA 21+094.981

50'R/W TO OTHERS

ELLS RT. 109 LLC
M 50 L 22

MILLIARD CONSTRUCTION COMPANY, INC.
TM 49 L 69
PP 12
TA = 11.77± AC.(DEEDS)

JEREMY J. O'KEEFE
KEVIN SHERMAN
MICHAEL C. CHAMBERS
TM 49 L 29A
PP 15
TA = 2.14± AC.

CURVE 1

PI = 20+954.592
Δ = 28° - 50' - 55.6" Rt.
R = 570.000 m
L = 286.999 m
T = 146.610 m
E = 18.553 m

CURVE 2

PI = 21+236.685
Δ = 00° - 28' - 39.3" Rt.
R = 34000.000 m
L = 283.405 m
T = 141.703 m
E = 0.295 m

CONSTRUCT PAVED DRIVE	WIDTH
20+992.104. RT	11.9m
21+045.000. RT	10.6m
21+045.000. LT	
21+070.000. LT	13.7m
21+075.900. RT	9.0m
21+151.800. LT	11.5m
21+164.800. RT	8.5m

FENCE REMOVAL
STA. 21+000.0 TO STA. 21+030.6 LT

STONE WALL REMOVAL
STA. 21+063.0. 8.3. LT TO STA. 21+063.0. 13.7. LT
STA. 21+103.0 TO STA. 21+123.0. LT
STA. 21+116.0 TO STA. 21+137.0. RT
STA. 21+123.0 TO STA. 21+128.0. RT

ITEM * 609.31 CURB TYPE 3	LENGTH
STA. 20+980.0. 6.0. RT TO STA. 21+085.9. 6.0. RT	118.2m
STA. 21+073.0. 6.0. LT TO STA. 21+101.0. 6.0. LT	28.2m
STA. 21+130.5. 6.0. RT TO STA. 21+180.0. 6.0. RT	41.2m
STA. 21+140.0. 6.0. LT TO STA. 21+180.0. 6.0. LT	35.3m

ITEM * 201.23 & 201.24 REMOVE SINGLE TREE TOP ONLY & STUMP

STATION	OFFSET	TREE	STUMP
21+139.2	9.6m LT		305mm
21+146.7	12.7m LT	510mm	510mm
21+155.1	12.4m LT	650mm	650mm

ITEM * 610.08 PLAIN RIPRAP	WIDTH	LENGTH
STA. 21+112.0. LT	1.8m	3.0m
STA. 21+112.0. RT	1.8m	3.0m
STA. 21+133.3. LT	0.9m	0.9m
STA. 21+139.3. LT (DOWN SPOUT)	1.5m	4.6m

ITEM * 201.11 CLEARING
STA. 21+090.4 TO STA. 21+161.4 RT
STA. 21+101.5 TO STA. 21+132.1 LT

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FMK	---
CHECKED	MCS	---
REVISIONS	---	$(PSF_CHECKDATE)
FIELD CHANGES	---	$revdate$

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS
ROUTE 109

SCALE (in meters) 5 0 5 10

SHEET 2 OF 21 AUGUSTA, MAINE

Filename: ...\cad\te\planset\015_HDPlan2.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	19	153

PIN 7998.10

BETTY ANNMARIE MADORE
DONNA ANNMARIE MADORE
NANCY ANN MADORE
JEAN MARIE CAVANAUGH
TM 49 L 35
PP 18
TA = 3.00± AC.(OWNER)

T.A. = 16969± S.F.

DAVID P. GARREY, SR.
TM 49 L 36
PP 19

ERIC W. MACLEOD
TM 49 L 37
PP 20
TA = 5.00± AC.(OWNER)

DAVID E. BAS
KELLY L. WAC
TM 49 L 38
PP 23

ROUTE 109 STA. 21+358.100 = HOMESTEAD ROAD STA. 15+000.000

LYONS ENTERPRISES
TM 49 L 29-1
PP 21
TA = 63,344± S.F.(SURVEY)

DAVID R. ROY
TM 49 L 29-14
PP 17
TA = 46,425± S.F.(SURVEY)

EEFE
AN
AMBERS
.C.

CURVE 2

PI = 21+236.685
Δ = 00° - 28' - 39.3" Rt.
R = 34000.000 m
L = 283.405 m
T = 141.703 m
E = 0.295 m

CONSTRUCT GRAVEL DRIVE	WIDTH
21+230.000, RT	9.0m
21+253.800, RT	8.0m
21+280.000, LT	14.5m
21+300.000, RT	10.4m

FENCE REMOVAL
STA. 21+224.7 TO STA. 21+243.3 LT
STA. 21+255.6 LT

ITEM * 609.31 CURB TYPE 3	LENGTH
STA. 21+180.0, 6.0, RT TO STA. 15+015.9, 4.5, RT	151.8m
STA. 21+180.0, 6.0, LT TO STA. 21+262.0, 6.0, LT	64.8m
STA. 21+270.7, 6.0, LT TO STA. 21+270.7, 6.0, LT	9.3m

ITEM * 201.23 & 201.24 REMOVE SINGLE TREE TOP ONLY & STUMP			
STATION	OFFSET	TREE	STUMP
21+229.7	8.6m LT	560mm OAK	560mm

ITEM * 201.11 CLEARING
STA. 21+282.9 TO STA. 21+356.0 LT
STA. 21+363.2 TO STA. 21+370.0 LT

STONE WALL REMOVAL
STA. 21+235.0 TO STA. 21+237.0, RT
STA. 21+362.3 TO STA. 21+370.0, LT
STA. 21+365.0 TO STA. 21+370.0, RT

CONSTRUCT PAVED DRIVE	WIDTH
21+193.800, LT	9.3m
21+247.793, LT	8.0m
21+266.100, LT	8.0m

ITEM * 606.23 GUARDRAIL TYPE 3C	LENGTH
STA. 21+285.116 TO STA. 21+363.775, 6.0m LT	78.7m

ITEM * 606.79 GUARDRAIL 350 FLARED TERMINAL	EACH
STA. 21+363.775 TO STA. 21+375.075, LT	1

ITEM * 606.232 GUARDRAIL TYPE 3C OVER 4.5m RADIUS	LENGTH
STA. 21+280.570, 8.9m LT TO STA. 21+285.116, 6.0m LT	5.715m

STA. 21+300.000 BEGIN MODIFIED SHOULDER SLOPE (SEE TYPICAL SECTIONS)

STA. 15+030.000 HOMESTEAD ROAD LIMIT OF WORK MATCH EXISTING PAVEMENT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

SCALE (in meters) 5 0 5 10

SHEET 3 OF 21 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN-DETAILED	FMK	---
	CHECKED	AG	---
	REVISIONS	---	---
	FIELD CHANGES	MJS	---
		$(PF_CHECKDATE)	$revdate$

Filename: ...\cad\te\plonse1\016_HDPlan3.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	20	153

PIN 7998.10

DAVID E. BASHAW
KELLY L. WACH
TM 49 L 38
PP 23

JOYCE V. PELKEY
TM 49 L 39
PP 25

T.A. = 5.45± AC.

T.A. = 4.42± AC.

GERALD EMERSON ALLEN
VIOLA MOULTON ALLEN
TM 49 L 41
PP 28

OUTLET DRAINAGE STRUCTURE
STA. 21+409.0 TO STA. 21+420.0 LT.

CEMETERY

CLEAR TO SLOPE LINE
SLOPE LIMIT
REMOVE TEMP. CONST. LTS.
125± S.F.
115± S.F.
EASE.
LIMITS
510± S.F.
DRAINAGE
CLEAR TO PROP. ROW
680± S.F.
SLOPE LIMIT
EXIST. R.O.W.
190± S.F.
STA. 21+519.2, LEFT
BEGIN GRIND & OVERLAY

R=3.5m
R=5m
R=3m

HB-WEL-205
HB-WEL-206
450mm OPT III

300mm UD TYPE C
150mm UD TYPE B

C4A
C4
C4B
C5B
C5A
C5

CURVE 2
N 45° - 20' - 50.6" W

21+360 21+380 21+400 21+420 21+440 21+460 21+480 21+500 21+520 21+540 21+560

ROUTE 109

PT = STA 21+378.386

EOP 10.00m RADIUS POINT
STA. 21+368.362 RT.
STA. 15+015.850 LT.

INLET DRAINAGE STRUCTURE
STA. 21+400.0 TO 21+411.4 RT.

REMOVE PAVEMENT
LOAM & SEED

STA. 21+450.0, RIGHT
BEGIN GRIND & OVERLAY

GRIND EXISTING PAVEMENT (40.0mm) AND OVERLAY WITH 40.0mm OF HOT MIX ASPHALT

EXIST. R.O.W.

STA. 21+370.000 END MODIFIED SHOULDER SLOPE
(SEE TYPICAL SECTIONS)

DAVID CASTELLANO
ASRI CASTELLANO
TM 49 L 28
PP 24

T.A. 34521± S.F.

CASSIE M. LOVE
DALE H. SEARLES
TM 49 L 27-16
PP 26
TA = 43,880± S.F.

RI TENG LI
WEI YI WANG
TM 49 L 27-15
PP 27
TA = 67,479± S.F.(SURVEY)

CHASE LITTLEFIELD ASSOCIATES
TM 49 L 29-2
PP 22
TA = 42,449± S.F.(SURVEY)

CURVE 2

PI = 21+236.685
Δ = 00° - 28' - 39.3" Rt.
R = 34000.000 m
L = 283.405 m
T = 141.703 m
E = 0.295 m

ITEM # 201.23 & 201.24 REMOVE SINGLE TREE TOP ONLY & STUMP

STATION	OFFSET	TREE	STUMP
21+387.6	9.0m RT	380mm MAPLE	380mm
21+391.3	9.5m RT	405mm PINE	405mm
21+399.3	8.3m RT	865mm PINE	865mm
21+407.7	9.0m LT	535mm OAK	535mm
21+409.3	7.9m RT	890mm OAK	890mm
21+417.0	7.4m RT	735mm OAK	735mm
21+420.4	8.0m RT	305mm HICKORY	305mm
21+440.2	6.8m LT		915mm
21+441.2	7.9m RT	710mm OAK	710mm

ITEM # 201.11 CLEARING

STA. 21+370.0 TO STA. 21+382.6 LT
STA. 21+413.8 TO STA. 21+463.6 LT
STA. 21+450.9 TO STA. 21+477.5 RT

CONSTRUCT PAVED DRIVE	*WIDTH*
21+435.100, RT	8.2m
21+472.700, LT	12.0m

CONSTRUCT GRAVEL DRIVE	*WIDTH*
21+395.000, LT	

ITEM # 610.08 PLAIN RIPRAP	*WIDTH*	*LENGTH*
STA. 21+404.7 TO STA. 21+409.8, RT (DOWN SPOUT)	3.0m	5.5m
STA. 21+411.5, LT	1.4m	2.3m

ITEM # 604.182 CLEAN EXISTING CATCH BASIN	*QTY*
21+533.7, LT	1 EA
21+533.9, RT	1 EA

ITEM # 609.31 CURB TYPE 3	*LENGTH*
STA. 15+015.9, 4.5, LT TO STA. 21+450.0, 6.0, RT	85.0m
STA. 21+477.1, 6.0, LT TO STA. 21+519.2, 6.0, LT	42.1m

STONE WALL REMOVAL	
STA. 21+370.0 TO STA. 21+384.0	LT
STA. 21+370.0 TO STA. 21+426.7	RT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

SCALE (in meters) 5 0 5 10

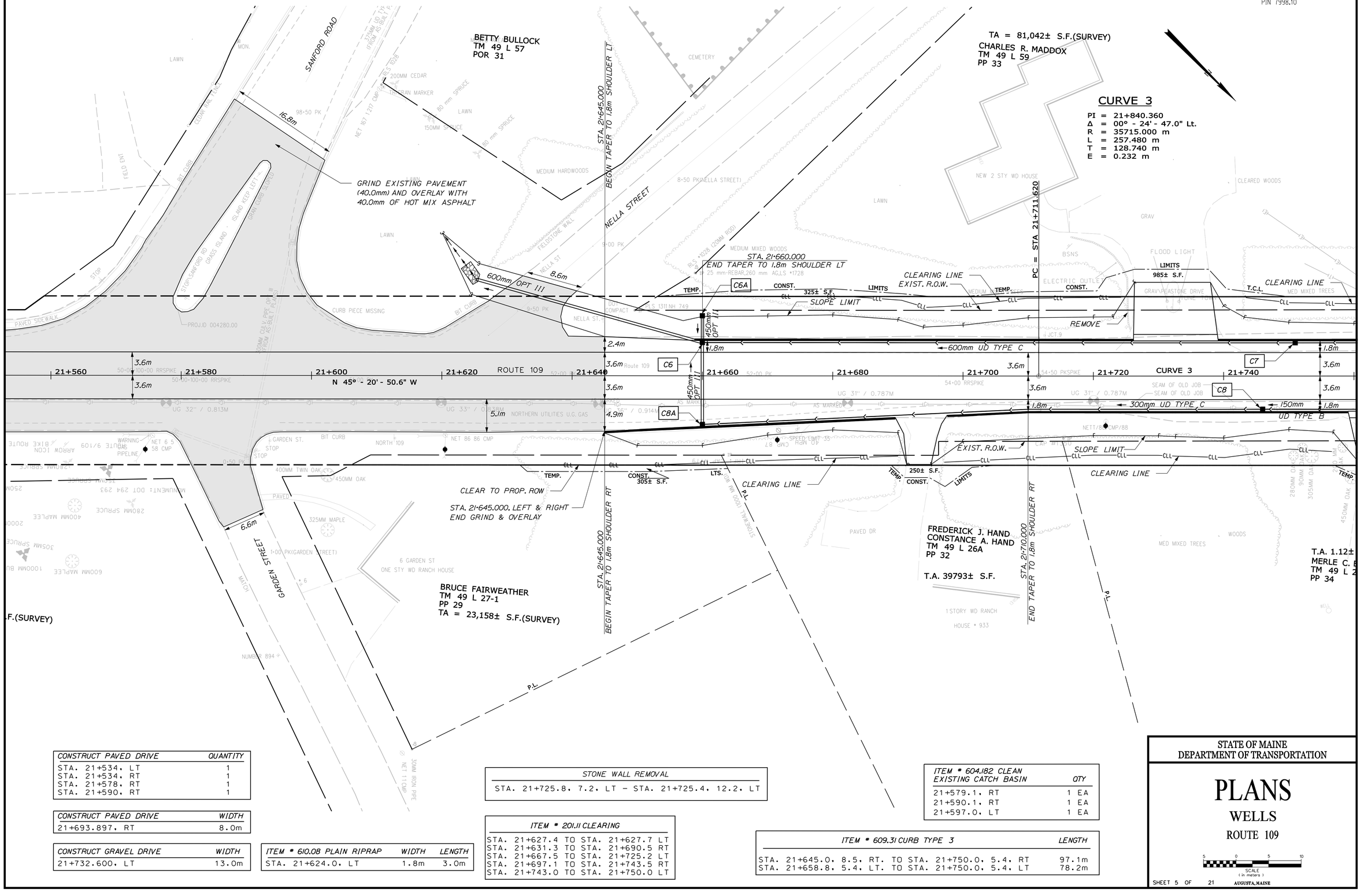
SHEET 4 OF 21 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN-DETAILED	FMK	MGS
	CHECKED	AG	---
PLANS	REVISIONS	---	---
	FIELD CHANGES		$revdate1$

Filename: ...\cad\te\plonset\017_HDPlan4.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	21	153

PIN 7998.10



CONSTRUCT PAVED DRIVE	QUANTITY
STA. 21+534. LT	1
STA. 21+534. RT	1
STA. 21+578. RT	1
STA. 21+590. RT	1

CONSTRUCT PAVED DRIVE	WIDTH
21+693.897. RT	8.0m

CONSTRUCT GRAVEL DRIVE	WIDTH
21+732.600. LT	13.0m

ITEM * 610.08 PLAIN RIPRAP	WIDTH	LENGTH
STA. 21+624.0. LT	1.8m	3.0m

STONE WALL REMOVAL
STA. 21+725.8. 7.2. LT - STA. 21+725.4. 12.2. LT

ITEM * 201.11 CLEARING
STA. 21+627.4 TO STA. 21+627.7 LT
STA. 21+631.3 TO STA. 21+690.5 RT
STA. 21+667.5 TO STA. 21+725.2 LT
STA. 21+697.1 TO STA. 21+743.5 RT
STA. 21+743.0 TO STA. 21+750.0 LT

ITEM * 604.182 CLEAN EXISTING CATCH BASIN	QTY
21+579.1. RT	1 EA
21+590.1. RT	1 EA
21+597.0. LT	1 EA

ITEM * 609.31 CURB TYPE 3	LENGTH
STA. 21+645.0. 8.5. RT. TO STA. 21+750.0. 5.4. RT	97.1m
STA. 21+658.8. 5.4. LT. TO STA. 21+750.0. 5.4. LT	78.2m

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

SCALE (in meters) 5 0 5 10

SHEET 5 OF 21 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN-DETAILED	FMK	---
	CHECKED	MCS	---
PLANS	REVISIONS	AC	$\$IPSF_CHECKDATE1$
	FIELD CHANGES	---	$\$revdate1$

Filename: ...\cad\te\planset\018_HDPlan5.dgn Username: $\WKGROUP) Division: $\WK Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	22	153

PIN 7998.10

TNN REALTY LLC
PP 33-1
TA = 40,893± S.F.(SURVEY)

TA = 40,732± S.F.(SURVEY)
C & S ELECTRIC
PP 33-2

CURVE 3

PI = 21+840.360
Δ = 00° - 24' - 47.0" Lt.
R = 35715.000 m
L = 257.480 m
T = 128.740 m
E = 0.232 m

LEE R. HANSEN
CATHY J. HANSEN
TM 49 L 60
PP 37

T.A. 1.12± AC.
MERLE C. BURGESS
TM 49 L 26
PP 34

JOSEPH S. ELWARD
SHEILA A. DAWSON - ELWARD
TM 49 L 25
PP 35
TA = 4.00± AC.(DEED)

GREGORY D. TETHERLY
TM 49 L 24
PP 36
T.A. 2.90± AC.

CONSTRUCT PAVED DRIVE	WIDTH
21+940.000, LT	13.0m

CONSTRUCT CRUSHED STONE DRIVE	WIDTH
21+808.600, LT	10.5m

CONSTRUCT GRAVEL DRIVE	WIDTH
21+763.000, RT	8.0m
21+835.892, RT	11.5m
21+860.000, LT	8.0m

ITEM * 201.11 CLEARING
STA. 21+750.0 TO STA. 21+775.8 LT
STA. 21+793.4 TO STA. 21+831.3 RT
STA. 21+825.1 TO STA. 21+856.6 LT
STA. 21+839.9 TO STA. 21+845.0 RT
STA. 21+862.5 TO STA. 21+906.7 LT

STONE WALL REMOVAL
STA. 21+828.3, 10.0, RT TO STA. 21+825.0, 13.7, RT
STA. 21+839.5, 10.4, RT TO STA. 21+838.6, 13.7, RT
STA. 21+861.8, 10.8, LT TO STA. 21+863.4, 12.2, LT
STA. 21+926.6, 8.0, LT TO STA. 21+929.5, 7.7, LT

ITEM * 609.31 CURB TYPE 3	LENGTH
STA. 21+750.0, 5.4, RT TO STA. 21+832.1, 5.4, RT	74.2m
STA. 21+750.0, 5.4, LT TO STA. 21+950.0, 5.4, LT	168.5m

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

SCALE (in meters) 5 0 5 10

SHEET 6 OF 21 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FMK	---
CHECKED	MDS	---
REVISIONS	AC	$(PF_CHECKDATE)
FIELD CHANGES	---	$revdate$
---	---	---

PLANS

Filename: ...\cad\tie\plonset\019_HDPlan6.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	23	153

PIN 7998.10

CURVE 3

PI = 21+840.360
Δ = 00° - 24' - 47.0" Lt.
R = 35715.000 m
L = 257.480 m
T = 128.740 m
E = 0.232 m

CURVE 4

PI = 22+048.653
Δ = 04° - 33' - 20.3" Lt.
R = 2000.000 m
L = 159.022 m
T = 79.553 m
E = 1.582 m

CURVE 5

PI = 22+214.824
Δ = 00° - 11' - 55.3" Rt.
R = 50000.000 m
L = 173.404 m
T = 86.702 m
E = 0.075 m

JACQUES J. LOHR
MARY E. O'CONNOR
TM 49 L 61
PP 38

LEONARD J. RAYMOND
CAROLINE J. RAYMOND
TM 49 L 63
PP 39
TA = 32,928± S.F.

T.A. = 13713± S.F. DONALD W. MACKENZIE
TM 49 L 62
PP 41

SBD REALTY LLC
TM 49 L 62A
PP 42
TA = 8702± S.F.(DEED)

GREGORY D. TETHERLY
TM 49 L 24
PP 36
T.A. 2.90± AC.

T.A. 2.82± AC.
THOMAS A. ZILEMBO
H. GEORGE STEVENS
TM 49 L 23
PP 40

DRAINAGE OUTLET
STA. 22+072.6± RT.

OUTLET DRAINAGE STRUCTURE
STA. 22+009.0 TO STA. 22+029.0 RT.

PCC = STA 21+969.100
BEGIN TAPER TO 4.5m TW STA. 22+075.000
END TAPER TO 4.5m TW STA. 22+138.000
PRC = STA 22+128.122

CIOA · CIO · CII · CIIA

21+940 · CURVE 3 · 21+960 · 21+980 · 22+000 · CURVE 4 · 22+020 · 22+040 · 22+060 · 22+080 · 22+100 · 22+120 · CURVE 5 · 22+1

ROUTE 109

ITEM * 504.069 CONCRETE PIPE TIES	QUANTITY
STA. 22+016.6, RT.	4

ITEM * 610.08 PLAIN RIPRAP	WIDTH	LENGTH
STA. 22+016.6, RT.	1.4m	2.3m
STA. 22+077.5, RT. (DOWN SPOUT)	1.5m	7.5m

CONSTRUCT PAVED DRIVE	WIDTH
21+955.000, RT	
21+960.000, LT	10.1m
22+093.100, RT	14.3m
22+120.000, LT	8.0m
22+133.310, LT	10.9m

STONE WALL REMOVAL
STA. 22+047.0, 7.6, LT TO STA. 22+051.0, 12.1, LT

ITEM * 609.31 CURB TYPE 3	LENGTH
STA. 21+950.0, 5.4, LT TO STA. 22+140.0, 6.3 LT	160.5m
STA. 22+078.3, 5.4, RT TO STA. 22+140.0, 6.3 RT	47.5m

ITEM * 201.11 CLEARING
STA. 21+994.9 TO STA. 22+056.6 LT
STA. 22+010.7 TO STA. 22+030.0 RT
STA. 22+100.4 TO STA. 22+102.4 RT

FENCE REMOVAL
STA. 22+130.0 TO STA. 22+135.0 RT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

SCALE (in meters) 5 0 5 10

SHEET 7 OF 21 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FMK	---
CHECKED	AG	---
REVISIONS	---	$IPF_CHECKDATE(1)
FIELD CHANGES	---	$revdate$

PLANS

Filename: ...\cad\te\plonset\020_HDPlan7.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

Filename: ...\cad\te\planset\021_HDPlan8.dgn Username: $(WIN_USERNAME) Date:10/21/2010
Division: $(WKGROUP)

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FMK	MGS	---
CHECKED	AG	---	$(PDF_CHECKDATE)
REVISIONS	---	---	$revdate$
FIELD CHANGES			

PLANS

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	24	153

PIN 7998.10

STA. 1+090.000 CREDIFORD ROAD
LIMIT OF WORK
MATCH EXISTING PAVEMENT

CURVE 23

PI = 1+023.802
Δ = 43° - 58' - 40.1" Lt.
R = 20.000 m
L = 15.351 m
T = 8.076 m
E = 1.569 m

IDA GUILLEMETTE, TRUSTEE
OF THE IDA GUILLEMETTE LIVING TRUST
TM 49 L 11
PP 45

TA = 8.28± AC.

SBD REALTY LLC
TM 49 L 62A
PP 42
TA = 8702± S.F.(DEED)

DOROTHY M. STEVENS
PETER H. STEVENS
T. MARK BARBIERI, ESQ.
FLEET NATIONAL BANK,
TRUSTEES OF DOROTHY M. STEVENS LIVING TRUST
TM 49 L 22A
PP 43
T.A. =14,080± S.F.

DOROTHY M. STEVENS TRUST
TM 49 L 22C
PP 44
TA = 44,779± S.F.(DEED)

DAVID FURNESS
KIMBERLY AUDET
TM 49 L 17
PP 46

DANA
PAULA

CURVE 5

PI = 22+214.824
Δ = 00° - 11' - 55.3" Rt.
R = 50000.000 m
L = 173.404 m
T = 86.702 m
E = 0.075 m

CURVE 24

PI = 2+050.862
Δ = 6° - 48' - 26.9" Lt.
R = 235.000 m
L = 27.921 m
T = 13.977 m
E = 0.415 m

CURVE 6

PI = 22+380.432
Δ = 04° - 31' - 07.2" Rt.
R = 2000.000 m
L = 157.731 m
T = 78.907 m
E = 1.556 m

CONSTRUCT PAVED DRIVE	WIDTH
1+060.000, LT	22.0m
2+047.300, RT	
22+155.200, LT	12.8m
22+163.000, RT	8.0m
22+170.000, LT	14.0m

CONSTRUCT GRAVEL DRIVE	WIDTH
1+029.364, RT	8.0m
2+054.600, LT	6.2m
22+269.216, RT	8.0m

FENCE REMOVAL
STA. 22+142.4 TO STA. 22+164.5 RT

ITEM * 201.23 & 201.24 REMOVE SINGLE TREE TOP ONLY & STUMP			
STATION	OFFSET	TREE	STUMP
22+157.7	14.7m RT	360mm OAK	360mm
22+233.3	16.3m RT	500mm OAK	500mm
22+238.8	9.3m RT	450mm OAK	450mm
2+055.6	6.1m RT	375mm POPLAR	375mm

ITEM * 201.11 CLEARING
STA. 1+028.3 TO STA. 1+077.1 RT
STA. 22+167.4 TO STA. 22+171.1 RT
STA. 22+198.6 TO STA. 22+205.4 RT
STA. 22+204.4 TO STA. 22+320.0 LT
STA. 22+300.0 TO STA. 22+320.0 RT

ITEM * 609.35 CURB TYPE 5 - CIRCULAR	LENGTH
STA. 22+161.5, CL	1.2m
STA. 22+205.0, CL	1.2m

ITEM * 609.31 CURB TYPE 3, MOLD 2	LENGTH
STA. 22+140.0, 6.3, RT TO STA. 2+009.8, 7.9, RT	69.9m
STA. 22+140.0, 6.3, LT TO STA. 1+048.7, 4.7, LT	102.8m

ITEM * 609.31 CURB TYPE 3, MOLD 3	LENGTH
STA. 2+064.8, 4.5, LT TO STA. 22+320.0, 5.4, RT	123.0m
STA. 1+084.9, 4.5, RT TO STA. 22+320.0, 5.4, LT	174.3m

ITEM * 609.34 CURB TYPE 5	LENGTH
STA. 22+161.8, 0.4, LT TO STA. 22+204.6, 0.4, LT	42.8m
STA. 22+161.8, 0.4, RT TO STA. 22+204.6, 0.4, RT	42.8m

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

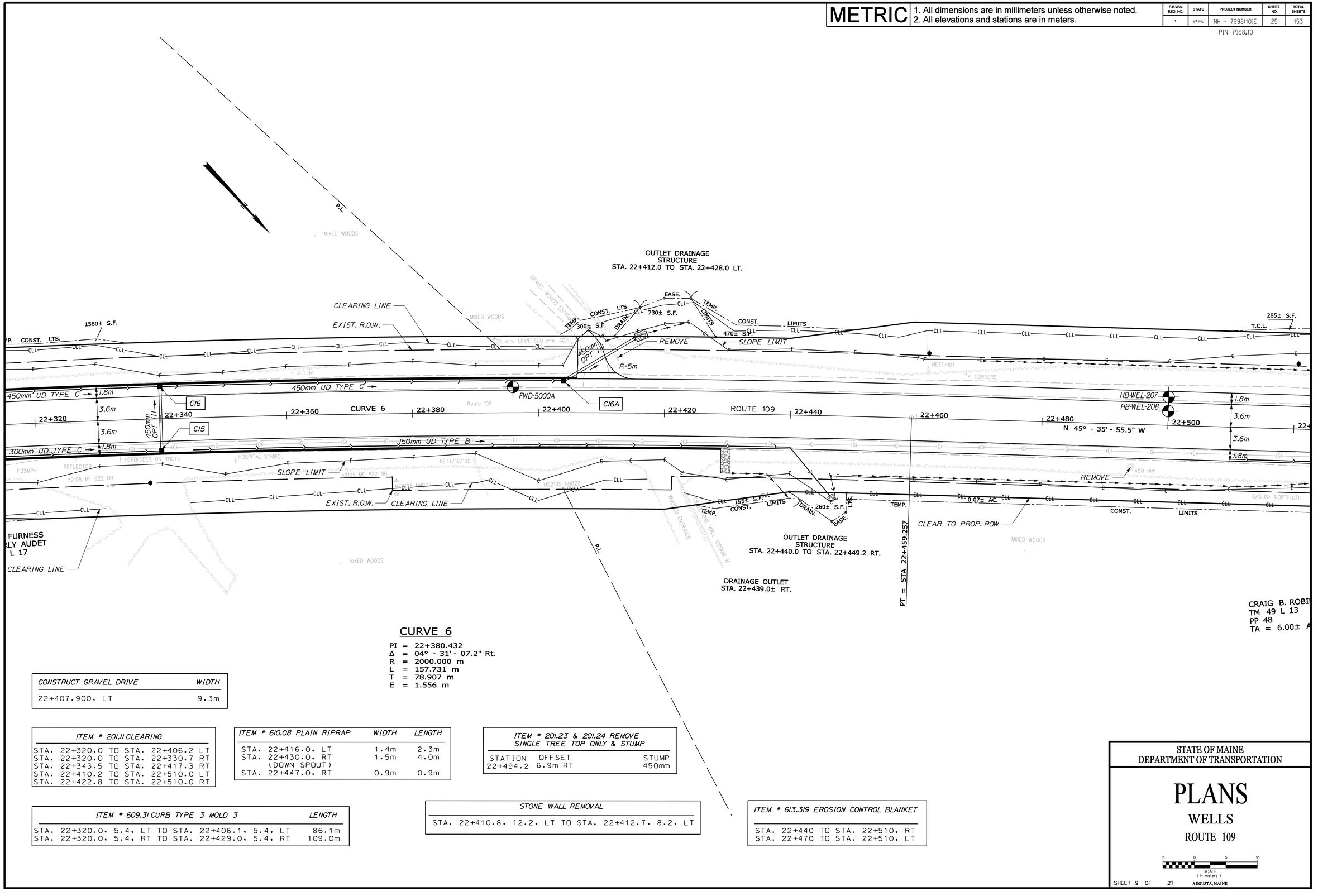
ROUTE 109

SCALE (in meters) 5 0 5 10

SHEET 8 OF 21 AUGUSTA, MAINE

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	25	153

PIN 7998.10



CURVE 6

PI = 22+380.432
Δ = 04° - 31' - 07.2" Rt.
R = 2000.000 m
L = 157.731 m
T = 78.907 m
E = 1.556 m

CONSTRUCT GRAVEL DRIVE	WIDTH
22+407.900, LT	9.3m

ITEM * 201.11 CLEARING
STA. 22+320.0 TO STA. 22+406.2 LT
STA. 22+320.0 TO STA. 22+330.7 RT
STA. 22+343.5 TO STA. 22+417.3 RT
STA. 22+410.2 TO STA. 22+510.0 LT
STA. 22+422.8 TO STA. 22+510.0 RT

ITEM * 610.08 PLAIN RIPRAP	WIDTH	LENGTH
STA. 22+416.0, LT	1.4m	2.3m
STA. 22+430.0, RT (DOWN SPOUT)	1.5m	4.0m
STA. 22+447.0, RT	0.9m	0.9m

ITEM * 201.23 & 201.24 REMOVE SINGLE TREE TOP ONLY & STUMP		
STATION	OFFSET	STUMP
22+494.2	6.9m RT	450mm

ITEM * 609.31 CURB TYPE 3 MOLD 3	LENGTH
STA. 22+320.0, 5.4, LT TO STA. 22+406.1, 5.4, LT	86.1m
STA. 22+320.0, 5.4, RT TO STA. 22+429.0, 5.4, RT	109.0m

STONE WALL REMOVAL
STA. 22+410.8, 12.2, LT TO STA. 22+412.7, 8.2, LT

ITEM * 613.319 EROSION CONTROL BLANKET
STA. 22+440 TO STA. 22+510, RT
STA. 22+470 TO STA. 22+510, LT

PROJECT DESIGN ENGINEER
DESIGN-DETAILED FMK ---
CHECKED AC ---
REVISIONS --- ---
FIELD CHANGES --- ---

PLANS

BY	DATE
MCS	---
---	IPF CHECKDATE(1)
---	$revdate1$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

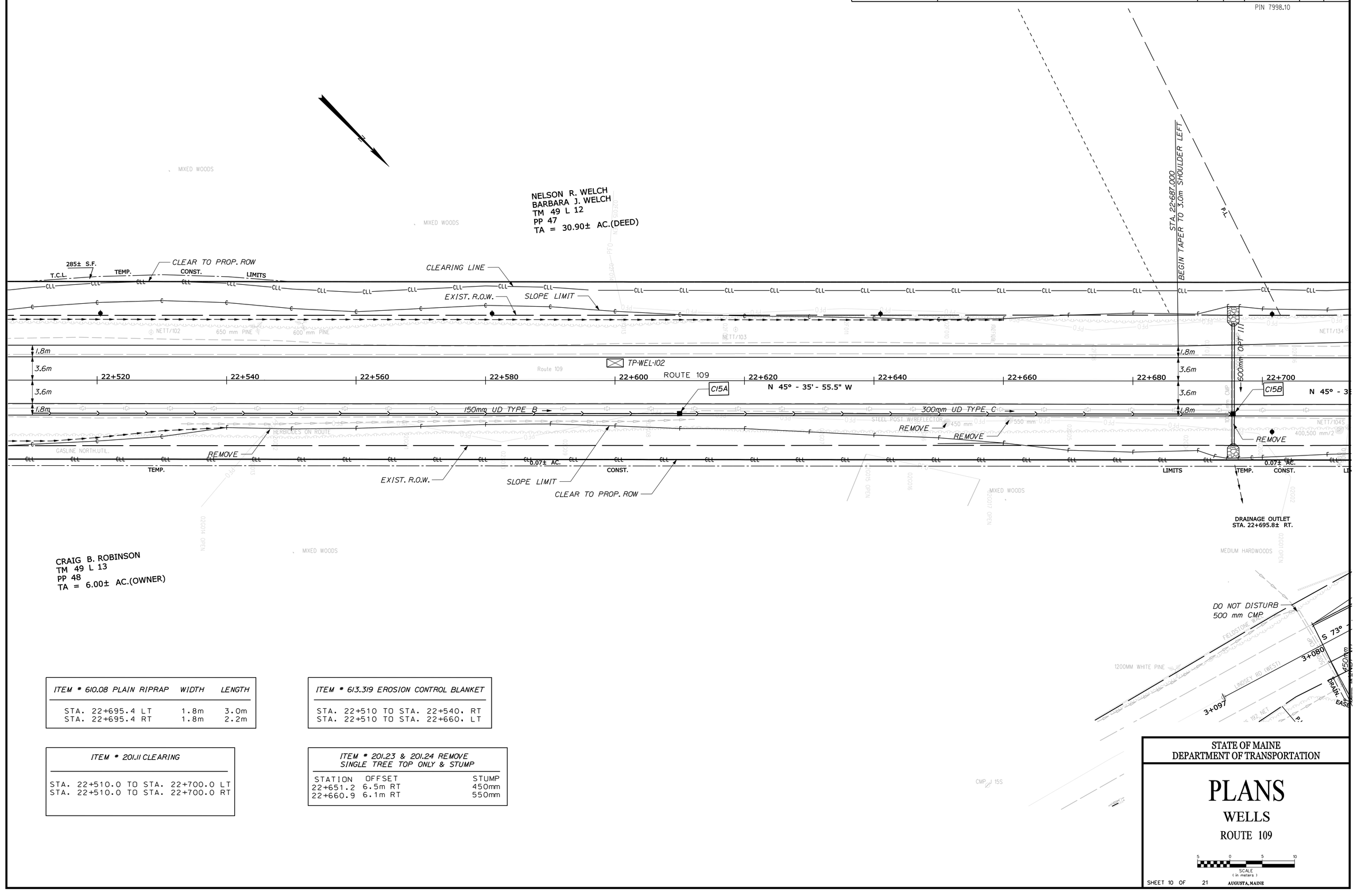
SCALE (in meters) 5 0 5 10

SHEET 9 OF 21 AUGUSTA, MAINE

Filename: ...\cad\te\planset\022_HDPlan9.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	26	153

PIN 7998.10



CRAIG B. ROBINSON
TM 49 L 13
PP 48
TA = 6.00± AC.(OWNER)

ITEM # 610.08 PLAIN RIPRAP	WIDTH	LENGTH
STA. 22+695.4 LT	1.8m	3.0m
STA. 22+695.4 RT	1.8m	2.2m

ITEM # 613.319 EROSION CONTROL BLANKET
STA. 22+510 TO STA. 22+540. RT
STA. 22+510 TO STA. 22+660. LT

ITEM # 201.11 CLEARING
STA. 22+510.0 TO STA. 22+700.0 LT
STA. 22+510.0 TO STA. 22+700.0 RT

ITEM # 201.23 & 201.24 REMOVE SINGLE TREE TOP ONLY & STUMP

STATION	OFFSET	STUMP
22+651.2	6.5m RT	450mm
22+660.9	6.1m RT	550mm

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FMK	---
CHECKED	AG	---
REVISIONS	---	$IPF_CHECKDATE(E1)
FIELD CHANGES	MGS	$revdate1$

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

SCALE (in meters) 5 0 5 10

SHEET 10 OF 21 AUGUSTA, MAINE

Filename: ...\te\plonset\023_HDPlan10.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(110)E	27	153

PIN 7998.10

CURVE 7

PI = 22+794.467
Δ = 06° - 13' - 48.6" Lt.
R = 1350.000 m
L = 146.795 m
T = 73.470 m
E = 1.998 m

T.A. 3.09± AC.

EVA L. MARSHALL
CLARENCE J. MARSHALL
TM 48 L 6A
PP 49

RONALD R. CHENEY
DEBORAH CHENEY
TM 48 L 6
PP 51

ROGER D. PROVENCHER
JANET G. PROVENCHER
TM 48 L 7A
PP 54

STA. 22+774.657 ROUTE 109 =
STA. 3+000.000 LINDSEY ROAD

PC = STA 22+720.997

STA. 22+741.000
END TAPER TO 3.0m SHOULDER

STA. 22+861.000
BEGIN TAPER TO 1.8m SHOULDER LEFT

= STA 22+867.792

CLEAR TO PROP. ROW
EXIST. R.O.W.

EOP 23.00m RADIUS POINT
STA. 3+007.597 LT.
STA. 3+016.894 LT.

EOP 3.00m RADIUS POINT
STA. 22+755.764 RT.
STA. 3+023.681 RT.

PT = STA 3+016.157

PC = STA 3+057.639

PT = STA 3+063.165

DRAINAGE OUTLET
STA. 22+695.8± RT.

OUTLET DRAINAGE STRUCTURE
STA. 3+074.4 TO
STA. 3+081.0 LT.

STA. 3+080.000 LINDSEY ROAD
LIMIT OF WORK
MATCH EXISTING PAVEMENT

FRANCES LAING

DIXIE G. MARSHALL
TM 55 L 27B
PP 50

FRANK D. DIPIETRO
TM 55 L 27

KARL F. ATKINS
JANICE I. REVET
A/K/A JANICE PAULEY
A/K/A JANICA PAULEY
PP 53-1
T.A. 8727± S.F.

JAMES E. PENDERGAST
ANNE E. PENDERGAST
TM 55 L 27C
PP 52

CURVE 25

PI = 3+008.962
Δ = 61° - 42' - 54.0" Rt.
R = 15.000 m
L = 16.157 m
T = 8.962 m
E = 2.473 m

CURVE 26

PI = 3+060.402
Δ = 1° - 39' - 59.8" Rt.
R = 190.000 m
L = 5.527 m
T = 2.764 m
E = 0.020 m

STONE WALL REMOVAL	
STA. 22+770.0 TO STA. 22+788.0	RT
STA. 22+856.0 TO STA. 22+869.0	LT
STA. 3+007.4 TO STA. 3+014.4	LT
STA. 3+028.3 TO STA. 3+038.3	LT

ITEM # 201.11 CLEARING
STA. 3+007.6 TO STA. 3+021.3 LT
STA. 3+026.2 TO STA. 3+038.2 LT
STA. 22+700.0 TO STA. 22+754.0 LT
STA. 22+700.0 TO STA. 22+750.1 RT
STA. 22+785.9 TO STA. 22+812.0 RT
STA. 22+853.0 TO STA. 22+890.0 LT

CONSTRUCT PAVED DRIVE	WIDTH
3+024.000, LT	6.0m
22+880.000, RT	8.5m

CONSTRUCT GRAVEL DRIVE	WIDTH
3+046.600, LT	7.5m
22+795.000, LT	9.5m
22+811.200, LT	8.0m
22+833.000, RT	8.0m

ITEM # 609.31 CURB TYPE 3 MOLD 3	LENGTH
STA. 22+790.0, 6.6, LT TO STA. 22+890.0, 5.8, LT	82.4m
STA. 3+055.0, 3.0, LT TO STA. 22+890.0, 5.4, RT	139.7m

ITEM # 610.08 PLAIN RIPRAP	WIDTH	LENGTH
STA. 3+078.0 LT	1.4m	2.3m

ITEM # 201.23 & 201.24 REMOVE SINGLE TREE TOP ONLY & STUMP

STATION	OFFSET	TREE	STUMP
22+886.7	8.9m RT	450mm	450mm

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

SCALE (in meters) 5 0 5 10

SHEET 11 OF 21 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER		BY	DATE
DESIGN-DETAILED	F.MK	MGS	---
CHECKED	AG	---	$(PT_CHECKDATE(1)
REVISIONS	---	---	$revdate$
FIELD CHANGES			

PLANS

Filename: ...\te\planset\024_HDPlan11.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	28	153

PIN 7998.10

ESTATE OF
BLANCHE HACZYNSKI
HAROLD HACZYNSKI-
PERSONAL REP.
TM 48 L 7
PP 56

MARK MILLER
TM 48 L 8
PP 58
TA = 1.80± AC.

SHARON L. PERKINS
TM 48 L 9
PP 59
TA = 3.23± AC.

DANIEL DE VITA
DONNA DE VITA
TM 48 L 10
PP 62
TA = 6.74± AC.

PROVENCHER
PROVENCHER
7A

STA. 22+906.000
END TAPER TO 1.8m SHOULDER

T.C.L.

P.L.

TEMP. CONST. LTS.
345± S.F.
315± S.F.

LIMITS OF WROUGHT PORTION

REMOVE

CLEARING LINE

EXIST. R.O.W.

DO NOT DISTURB WALL

CONST. LIMITS
735± S.F.

TEMP.

SLOPE LIMIT

1.8m
3.6m
3.6m
1.8m

150mm UD TYPE B

R=2.5m 300mm UD TYPE C

300mm UD TYPE C

22+900 22+920 22+940 22+960 22+980 23+000 23+020 23+040 23+060 23+080

N 51° - 49' - 44.1" W

ROUTE 109

CURVE 8

C19 C19A C20 C20A C20B

900mm OPT 111

CLEAR TO SLOPE LINE

RIGHT CURVE

REMOVE

120± S.F. CONST.

805± S.F. CONST.

220± S.F. TEMP. CONST. LTS.

35± S.F. TEMP. CONST. LTS.

1000 mm FLUSH

375± S.F.

200± S.F. CONST.

810± S.F. CONST.

350± S.F.

1525± S.F.

DRAIN. EASE.

DRAINAGE OUTLET
STA. 23+045.8± RT.

OUTLET DRAINAGE STRUCTURE
STA. 23+066.0 TO STA. 23+073.2 RT.

DO NOT DISTURB WALL

PC = STA 23+007.308

CHRISTINE H. ANDERSON
TM 55 L 26C
PP 57
T.A. = 44,408± S.F.

LARRY T. TRAFTON
DEBORAH J. TRAFTON
TM 55 L 26A-1
PP 60
T.A. = 22,028± S.F.

JOHN D. MCDERMOTT
KIMBERLY A. MCDERMOTT
TM 55 L 26A-2
PP 61
TA = 60,467± S.F.(DEED)

DANIEL N. PEPOON, SR.
RUTH L. PEPOON
TM 55 L 26A
PP 63
T.A. = 117,570± S.F.

RICHARD J. DOWLER
LYN J. DOWLER
TM 55 L 27-1
PP 55

KARL F. ATKINS
JANICE I. REVET
A/K/A JANICE PAULEY
A/K/A JANICA PAULEY
PP 53-1
T.A. = 13,418± S.F.

CURVE 8

PI = 23+058.524
Δ = 03° - 10' - 17.5" Rt.
R = 1850.000 m
L = 102.405 m
T = 51.215 m
E = 0.709 m

ITEM # 609.31 CURB TYPE 3 MOLD 3	LENGTH
STA. 22+890.0, 5.8, LT TO STA. 23+032.9, 5.4, LT	118.5m
STA. 22+890.0, 5.4, RT TO STA. 23+045.0, 5.4, RT	93.7m
STA. 23+079.0, 5.4, LT TO STA. 23+090.0, 5.4, LT	11.0m

CONSTRUCT PAVED DRIVE	WIDTH
22+891.500, RT	8.0m
23+033.661, RT	6.7m

CONSTRUCT GRAVEL DRIVE	WIDTH
22+903.300, LT	8.4m
22+921.037, RT	8.0m
22+935.886, RT	8.5m
22+945.500, LT	8.0m
22+953.771, RT	8.2m
22+980.000, RT	8.0m
23+000.000, RT	8.0m
23+013.397, LT	8.0m
23+024.000, RT	6.0m
23+035.900, LT	8.0m

STONE WALL REMOVAL
STA. 22+898.8 TO STA. 22+902.7, RT
STA. 22+953.0 TO STA. 22+960.0, LT
STA. 22+963.5 TO STA. 22+970.0, LT
STA. 22+995.7, 6.3, RT TO STA. 22+996.0, 11.2, RT
STA. 23+042.2, 7.3, RT TO STA. 23+044.8, 12.2, RT

ITEM # 201.11 CLEARING
STA. 22+890.0 TO STA. 22+892.7 LT
STA. 22+898.5 TO STA. 22+900.0 RT
STA. 22+903.1 TO STA. 22+910.0 RT
STA. 22+957.9 TO STA. 23+009.2 LT
STA. 22+985.0 TO STA. 22+997.8 RT
STA. 23+015.7 TO STA. 23+032.9 LT
STA. 23+038.4 TO STA. 23+090.0 LT
STA. 23+043.1 TO STA. 23+090.0 RT

ITEM # 201.23 & 201.24 REMOVE SINGLE TREE TOP ONLY & STUMP			
STATION	OFFSET	TREE	STUMP
23+016.3	8.1m RT	350mm PINE	350mm

ITEM # 610.08 PLAIN RIPRAP	WIDTH	LENGTH
STA. 23+041.0, LT (DOWN SPOUT)	1.5m	4.2m
STA. 23+046.0, RT (DOWN SPOUT)	1.5m	5.4m
STA. 23+067.5, LT	2.7m	4.5m
STA. 23+069.8, RT	2.7m	4.5m

PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN-DETAILED	FMK	MGS
	CHECKED	AG	---
PLANS	REVISIONS	---	---
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

SCALE (in meters) 5 0 5 10

SHEET 12 OF 21 AUGUSTA, MAINE

Filename: ...\te\planset\025_HDPlan12.dgn Username: $(WIN_USERNAME) Date:10/21/2010 Division: $(WKGROUP)

METRIC 1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	29	153

PIN 7998.10

DAVID L. RANDALL, SR.
BERNICE A. RANDALL
TM 55 L 1-1
PP 64
TA =2.6± AC.(DEED)

MITCHELL A. MCLEAN
TM 55 L 29
PP 66
TA = 2.86± AC.

EXIST. R.O.W.
CLEAR TO SLOPE LINE
SLOPE LIMIT
CLEARING LINE
REMOVE
CONST.
TEMP.
LIMITS
CLL
600± S.F.
1800± S.F.
375mm OPTION 1
450mm OPT III
300mm UD TYPE C
150mm UD TYPE B
INSTALL CURB TYPE 3, MOLD 3
PROPOSED GRASS ISLAND
FWD-4200A
FWD-4200
C20B
C21
C22
C22A
C23
C24
ROUTE 109
CURVE 8
CURVE 9
1.8m
3.6m
23+080
23+100
23+120
23+140
23+160
23+180
23+200
23+220
23+240
23+260
23+280
N 34° - 54' - 20.0" W
1525± S.F.
1435± S.F.
775± S.F.
1315± S.F.
1300± S.F.
245± S.F.
75± S.F.
270± S.F.
130± S.F.
DRAINAGE OUTLET STA. 23+119.8± RT.
PCC = STA 23+109.713
PT = STA 23+235.721
DRAINAGE STRUCTURE STA. 23+073.2 RT.
P.L.
WOODED
MIXED WOODS
LAWN EDGE WOODS
GRAVEL DRIVE
PAVED DRIVE
2 STORY VINYL RES. #1348
2 STORY RES. #1337
1STY GARAGE (FRONT) WOOD CONSTR.
1 STORY ALUMINUM TRAILER RES. #1347
1 STORY VINYL MOBILE 696-1311
BARN

N. PEPOON, SR.
N. PEPOON
L 26A
117,570± S.F.

SUZETTE A. TRAFTON
KELVIN K. TRAFTON
TM 55 L 26
PP 65
T.A. = 117,831± S.F.

ROBERT J. MORIN
RENEE P. MORIN
TM 55 L 25
PP 67
T.A. = 22,042± S.F.

ROBERT J. MORIN
RENEE P. MORIN
TM 55 L 24
PP 68
T.A. = 16,090± S.F.

HEIRS OF JA
PP 70

CURVE 8

PI = 23+058.524
Δ = 03° - 10' - 17.5" Rt.
R = 1850.000 m
L = 102.405 m
T = 51.215 m
E = 0.709 m

CURVE 9

PI = 23+173.021
Δ = 13° - 45' - 06.6" Rt.
R = 525.000 m
L = 126.008 m
T = 63.308 m
E = 3.803 m

CONSTRUCT PAVED DRIVE	WIDTH
23+190.000, LT	8.0m
23+203.000, RT	9.2m
23+220.000, RT	8.0m
23+251.872, RT	8.0m
23+251.872, LT	9.0m
23+260.000, LT	9.0m
23+280.000, RT	8.0m

CONSTRUCT GRAVEL DRIVE	WIDTH
23+111.900, LT	8.0m
23+164.000, RT	9.4m

ITEM * 201.23 & 201.24 REMOVE SINGLE TREE TOP ONLY & STUMP

STATION	OFFSET	TREE	STUMP
23+168.6	7.7m RT		700mm
23+171.3	9.1m RT	400mm MAPLE	400mm
23+171.3	9.1m RT	500mm	500mm
23+198.7	8.7m RT	500mm MAPLE	500mm
23+199.9	9.1m RT		700mm
23+209.1	9.1m RT	300mm MAPLE	300mm
23+209.1	9.1m RT	400mm MAPLE	400mm
23+239.0	8.4m LT	800mm MAPLE	800mm
23+257.5	5.5m LT	1100mm MAPLE	1100mm

ITEM * 201.11 CLEARING

STA. 23+090.0 TO STA. 23+090.4	LT
STA. 23+090.0 TO STA. 23+139.7	RT
STA. 23+193.1 TO STA. 23+239.1	LT

ITEM * 609.31 CURB TYPE 3 MOLD 3 — LENGTH

STA. 23+090.0, 5.4, LT TO STA. 23+280.0, 5.4,	LT	166.7m
STA. 23+135.0, 5.4, RT TO STA. 23+280.0, 5.4,	RT	107.8m

ITEM * 610.08 PLAIN RIPRAP	WIDTH	LENGTH
STA. 23+125.0, RT	1.4m	2.3m

STONE WALL REMOVAL

STA. 23+210.3, 11.1, LT TO STA. 23+237.4, 9.5, LT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

SCALE (in meters) 5 0 5 10

SHEET 13 OF 21 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN-DETAILED	F.MK	MGS
	CHECKED	AG	---
PLANS	REVISIONS	---	---
	FIELD CHANGES		

$IPDT_CHECKDATE(1)
$revdate1$

Filename: ...\te\planset\026_HDPlan13.dgn Username: $(WIN_USERNAME) Date:10/21/2010 Division: $(WKGROUP)

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	30	153

PIN 7998.10

PHILIP E. CORMIER
CONSTANCE I. CORMIER
TM 55 L 2
PP 69
TA = 35± AC.-PP 72&73

CHERYL COCHRAN
WILLIAM COCHRAN
TM 55 L 3
PP 72
TA = 21,191± S.F.

CURVE 10

PI = 23+399.115
Δ = 09° - 49' - 54.1" Lt.
R = 1075.000 m
L = 184.465 m
T = 92.460 m
E = 3.969 m

STA. 23+469.740 ROUTE 109 =
STA. 5+000.000 SAWYER
ROAD SOUTH

DRAINAGE OUTLET
STA. 23+304.2± LT.

DRAINAGE OUTLET
STA. 23+330.0± LT.

PC = STA 23+305.355

CLEAR TO
PROP. ROW

TEMP. CONST. LIMITS
60± S.F.

CLEARING LINE

SLOPE LIMIT

EXIST. R.O.W.

REMOVE

50.5'

150mm
UD TYPE B

1.8m

3.6m

C25

450mm
OPT. III

300mm UD TYPE C

ROUTE 109

CURVE 10

C26

150mm UD TYPE B

UG 24" / 0.610M

UG 20" / 0.508M

23+280 | 23+300 | 23+320 | 23+340 | 23+360 | 23+380 | 23+400 | 23+420 | 23+440 | 23+460

N 34° - 54' - 20.0" W

PC= STA 5+000.000

CURVE 27

WARNING HERBICIDES

RIGHT TURN AHEAD

WARNING GASLINE NORTH CUT

SLOPE LIMIT

REMOVE

TEMP. CONST. LTS.
130± S.F.

TEMP. CONST. LIMITS
1025± S.F.

TEMP. CONST. LIMITS
50± S.F.
315± S.F.

CLEARING LINE

EXIST. R.O.W.

TWIN 350 MM OAK

TWIN 425 MM OAK

TRIPLE 600 MM OAK

HEIRS OF JAMES HATCH
PP 70

PHYLLIS M. GELETKA
TM 55 L 23
PP 71
T.A. = 321,328± S.F.

SCOTT J. CHASE
CORY M. CHASE
SHIRLEY M. CHASE - LIFE ESTATE
TM 55 L 22
PP 75
TA = 5.50± AC.

43± S.F.

EOP 15.00m RADIUS POINT
STA. 23+460.906 RT.
STA. 5+007.410 RT.

CURVE 27

PI = 5+008.628
Δ = 42° - 49' - 48.1" Rt.
R = 22.000 m
L = 16.446 m
T = 8.628 m
E = 1.632 m

ITEM * 201.11 CLEARING

STA. 23+290.7	TO STA. 23+341.2	LT
STA. 23+318.8	TO STA. 23+389.0	RT
STA. 23+399.3	TO STA. 23+468.0	RT
STA. 23+409.8	TO STA. 23+467.3	LT

CONSTRUCT PAVED DRIVE

	WIDTH
23+360.000, LT	8.0m
23+376.500, LT	8.0m
23+391.537, RT	8.5m
23+391.537, LT	8.0m

ITEM * 610.08 PLAIN RIPRAP

	WIDTH	LENGTH
STA. 23+305.0, LT	1.4m	2.3m
STA. 23+305.0, RT	1.4m	2.3m
STA. 23+335.0, LT	0.9m	0.9m
STA. 23+340.0, LT (DOWN SPOUT)	1.5m	4.0m

FENCE REMOVAL

STA. 23+345.0 TO STA. 23+352.0	LT
STA. 23+372.2	LT

STONE WALL REMOVAL

STA. 23+302.6 TO STA. 23+307.4	RT
STA. 23+379.0 TO STA. 23+390.0	LT

ITEM * 201.23 & 201.24 REMOVE SINGLE TREE TOP ONLY & STUMP

STATION	OFFSET	TREE	STUMP
23+356.7	9.1m LT	300mm MAPLE	300mm
23+369.0	7.1m LT	400mm MAPLE	400mm
23+370.0	7.0m LT	300mm MAPLE	300mm
23+370.0	7.0m LT	300mm MAPLE	300mm
23+370.0	7.0m LT	300mm MAPLE	300mm
23+378.3	7.1m LT	300mm PINE	300mm
23+387.6	7.8m LT	900mm MAPLE	900mm
23+396.1	8.5m LT	800mm MAPLE	800mm
23+404.1	8.8m LT	400mm MAPLE	400mm

ITEM * 609.31 CURB TYPE 3 MOLD 3

			LENGTH
STA. 23+280.0, 5.4, RT	TO STA. 23+468.0, 5.4, RT		174.7m
STA. 23+280.0, 5.4, LT	TO STA. 23+292.0, 5.4, LT		12.0m
STA. 23+340.8, 5.4, LT	TO STA. 23+468.0, 5.4, LT		102.4m

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

SCALE (in meters) 5 0 5 10

SHEET 14 OF 21 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER — PLANS

	BY	DATE
DESIGN-DETAILED	FMK	---
CHECKED	AG	---
REVISIONS	---	$IPF_CHECKDATE(E)
FIELD CHANGES	---	$revdate$

Filename: ...\te\yplanset\027_HDPlan14.dgn Username: $(WIN_USERNAME) Date:10/21/2010
Division: $(WKGROUP) Usergroup: $(WKGROUP)

Filename: ...\te\plonset\028_HDPlan15.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FWK	---
CHECKED	AG	---
REVISIONS	---	---
FIELD CHANGES	---	---

PLANS

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	31	153

PIN 7998.10

CURVE 10

PI = 23+399.115
Δ = 09° - 49' - 54.1" Lt.
R = 1075.000 m
L = 184.465 m
T = 92.460 m
E = 3.969 m

JUDITH R. TRUDEAU
PAUL R. TRUDEAU
TM 55 L 6
PP 78
TA = 15005± S.F.

JAMES M. OLIN
JANET V. OLIN
TM 55 L 7
PP 80
TA = 238,054± S.F.(DEED)

TIMOTHY S. DRAPER
MELISSA M. DRAPPER
TM 55 L 7
PP 76-1
TA = 200,036± S.F.(DEED)

ESTATE OF ELEANOR W. TILTON
DONNA T. MCGORRILL -
PERSONAL REPRESENTATIVE
TM 55 L 8
PP 81

MATTHEW LOSEE
TM 55 L 20
PP 79
T.A. = 46,486± S.F.

ESTATE OF ELEANOR W. TILTON
DONNA T. MCGORRILL -
PERSONAL REPRESENTATIVE
TM 55 L 19
PP 82

STA. 23+469.740 ROUTE 109 =
STA. 5+000.000 SAWYER
ROAD SOUTH

PT = STA 23+491.120

EOP 32.00m RADIUS POINT
STA. 5+014.356RT.
STA. 5+007.410 RT.

CONST. 430± S.F. LIMITS TEMP.

CLEARING LINE

EXIST. R.O.W.

R=3m

PC= STA 5+000.000

CURVE 10

23+460 23+480 23+500 23+520 23+540 ROUTE 109 23+560 23+580 23+600 23+620 23+640

N 44° - 44' - 14.1" W

1.8m 3.6m 3.6m 1.8m

REMOVE

EOP 3.00m RADIUS POINT
STA. 23+894.493 RT.
STA. 5+027.163 LT.

CURVE 27

PT= STA 5+016.446

SAWYER ROAD

N 22° - 17' - 19.8" W

5+020 5+040 5+060

EOP 15.00m RADIUS POINT
STA. 23+460.906 RT.
STA. 5+007.410 RT.

TEMP. CONST. LIMITS 515± S.F.

CURVE 27

PI = 5+008.628
Δ = 42° - 49' - 48.1" Rt.
R = 22.000 m
L = 16.446 m
T = 8.628 m
E = 1.632 m

STA. 5+050.000 SAWYER ROAD
LIMIT OF WORK, EXISTING PAVEMENT
MATCH EXISTING PAVEMENT

CHASE TO GAGN...

SW COR. OF REG...

DRAINAGE OUTLET
STA. 23+593.8± LT.

CONST. LTS. TEMP. 250± S.F.

SLOPE LIMIT

375mm OPTION 1

FWD-3800

450mm OPT III

PC = STA 23+641.909

665± S.

T.C.L.

CURVE 11

REMOVE

SLOPE LIMIT

TEMP. 470± S.F. CONST. LIMITS

CLEAR TO PROP. ROW

TEMP. 580± S.F. CONST. LIMITS

CLEAR TO PROP. ROW

0.09± AC.

CONSTRUCT PAVED DRIVE	WIDTH
23+507.008, LT	
23+580.000, LT	

CONSTRUCT GRAVEL DRIVE	WIDTH
5+016.700, RT	8.0m
5+030.000, RT	8.0m
23+471.800, LT	8.0m

ITEM # 201.11 CLEARING
STA. 23+468.0 TO STA. 23+475.2 RT
STA. 23+480.9 TO STA. 23+495.9 LT
STA. 23+497.6 TO STA. 23+505.7 LT
STA. 23+503.2 TO STA. 23+549.5 RT
STA. 23+509.4 TO STA. 23+559.0 LT
STA. 23+566.6 TO STA. 23+576.4 LT
STA. 23+568.9 TO STA. 23+640.0 RT
STA. 23+580.6 TO STA. 23+640.0 LT

ITEM # 609.31 CURB TYPE 3 MOLD 3	LENGTH
STA. 23+468.0, 5.4, LT TO STA. 23+482.6, 5.4, LT	6.8m
STA. 23+468.0, 5.4, RT TO STA. 5+040.0, 3.5, RT	20.8m
STA. 5+035.0, 3.8, LT TO STA. 23+497.6, 5.4, RT	18.6m

STONE WALL REMOVAL
STA. 23+495.5 TO STA. 23+502.5 RT

ITEM # 610.08 PLAIN RIPRAP	WIDTH	LENGTH
STA. 23+594.0, LT	1.4m	2.3m
STA. 23+594.0, RT	1.4m	2.3m

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

SCALE (in meters) 5 0 5 10

SHEET 15 OF 21 AUGUSTA, MAINE

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	32	153

PIN 7998.10

CURVE 11

PI = 23+917.172
Δ = 00° - 25' - 14.0" Lt.
R = 75000.000 m
L = 550.523 m
T = 275.263 m
E = 0.505 m

R W. TILTON
LL -
NTATIVE

ESTATE OF ELEANOR W. TILTON
DONNA T. MCGORRILL -
PERSONAL REPRESENTATIVE
TM 55 L 8
PP 81

PC = STA 23+641.909

665± S.F.

T.C.L.

TEMP.

CONST.

LIMITS

CLEAR TO PROP. ROW

DRAINAGE OUTLET
STA. 23+724.0± LT.

CLEARING LINE

SLOPE LIMIT

EXIST. R.O.W.

180 mm PINE WITH PINK FLAGGING

NYNEX 151

NYNEX 152

NYNEX 153

HB-WEL-209

HB-WEL-210

1.8m
3.6m
3.6m
1.8m

23+640 CURVE 11 23+660 23+680 23+700 23+720 23+740 23+760 23+780 23+800 23+820 23+84

ROUTE 109

C27

C28

150mm UD TYPE B

300mm UD TYPE C

PROTECT, PREVENT FOREST FIRE

WARNING GAS LINE NORTH, UTIL.

MIXED WOODS

WOODS

CLEAR TO PROP. ROW

CONST.

450± S.F.

REMOVE

DRAINAGE OUTLET
STA. 23+835.0± LT.

0.09± AC.

ELEANOR W. TILTON
ICGORRILL -
REPRESENTATIVE
)

ESTATE OF ELEANOR W. TILTON
DONNA T. MCGORRILL -
PERSONAL REPRESENTATIVE
TM 55 L 19
PP 82

ITEM # 609.31 CURB TYPE 3	LENGTH
STA. 23+650.0, 5.4, RT TO STA. 23+840.0, 5.4, RT	190.0m

ITEM # 201.11 CLEARING
STA. 23+640.0 TO STA. 23+840.0 LT
STA. 23+640.0 TO STA. 23+840.0 RT

STONE WALL REMOVAL
STA. 23+802.9, 15.2, LT TO STA. 23+820.6, 8.0, LT

PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN-DETAILED	FMK	---
	CHECKED	AG	---
PLANS	REVISIONS	---	$IPF_CHECKDATE(E)
	FIELD CHANGES	---	$revdate$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

SCALE
(in meters)
5 0 5 10

SHEET 16 OF 21 AUGUSTA, MAINE

Filename: ...\te\planset\029_HDPlan16.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

Filename: ...\te\plonset\030_HDPlan17.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

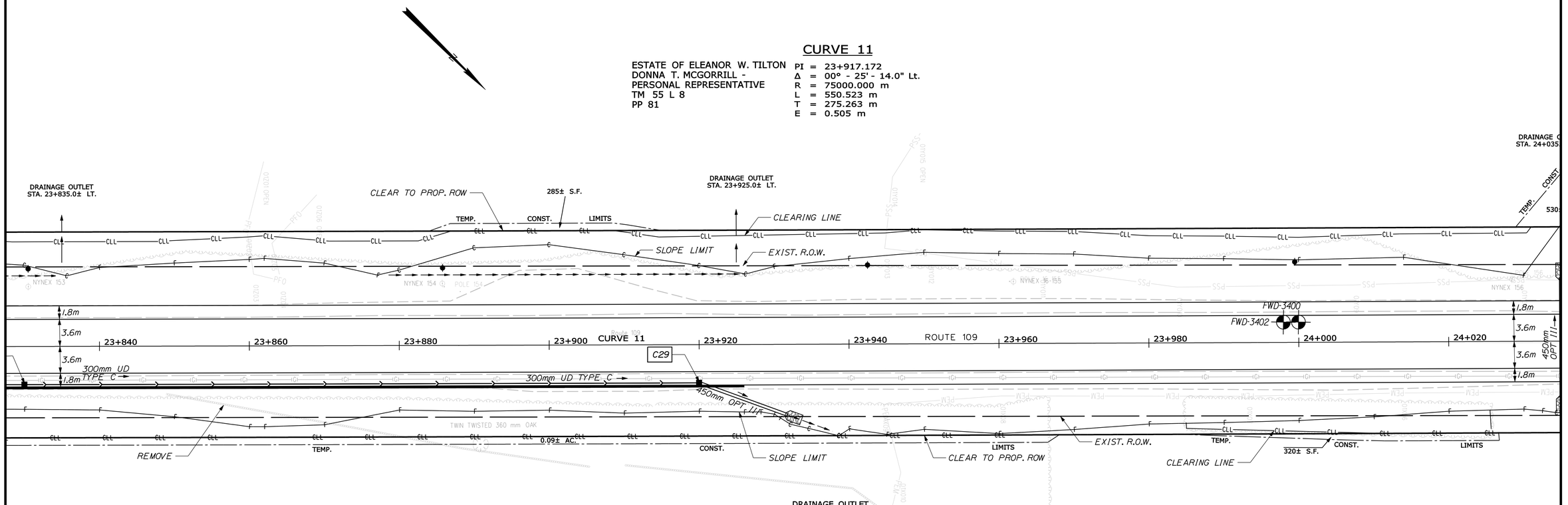
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	33	153

PIN 7998.10

CURVE 11

ESTATE OF ELEANOR W. TILTON
DONNA T. MCGORRILL -
PERSONAL REPRESENTATIVE
TM 55 L 8
PP 81

PI = 23+917.172
Δ = 00° - 25' - 14.0" Lt.
R = 75000.000 m
L = 550.523 m
T = 275.263 m
E = 0.505 m



ESTATE OF ELEANOR W. TILTON
DONNA T. MCGORRILL -
PERSONAL REPRESENTATIVE
TM 55 L 19
PP 82

PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN-DETAILED	FMK	---
	CHECKED	AG	---
PLANS	REVISIONS	---	$IPST_CHECKDATE(1)
	FIELD CHANGES	MGS	$revdate1$

ITEM # 201.11 CLEARING
STA. 23+840.0 TO STA. 24+020.0 LT
STA. 23+840.0 TO STA. 23+966.5 RT
STA. 23+984.9 TO STA. 24+020.0 RT

ITEM # 610.08 PLAIN RIPRAP	WIDTH	LENGTH
STA. 23+931.6 RT	1.4m	2.3m

ITEM # 609.31 CURB TYPE 3	LENGTH
STA. 23+840.0, 5.4, RT TO STA. 23+926.0, 5.4, RT	86.0m

STONE WALL REMOVAL
STA. 23+848.8, 6.5, RT TO STA. 23+880.4, 12.3, RT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

5 0 5 10
SCALE
(in meters)

SHEET 17 OF 21 AUGUSTA, MAINE

METRIC 1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	34	153

PIN 7998.10

ITEM * 606.78 LOW VOLUME GUARDRAIL END - TYPE 3
STA. 6+005.509 TO 6+016.734, LT

ITEM * 606.232 GUARDRAIL TYPE 3C OVER 4.5m RADIUS	LENGTH
STA. 6+005.509, 5.2m LT TO STA. 24+162.634, 6.0m RT	10.5m
STA. 24+216.446, 6.0m RT TO STA. 24+221.362, 9.4m RT	6.5m

ITEM * 606.23 GUARDRAIL TYPE 3C	LENGTH
STA. 24+173.962 TO STA. 24+192.702, 6.0m LT	22.5m
STA. 24+197.145 TO STA. 24+243.300, 6.0m LT	46.9m
STA. 24+162.634 TO STA. 24+189.425, 6.0m RT	30.6m
STA. 24+200.955 TO STA. 24+216.446, 6.0m RT	23.1m

ITEM * 606.79 GUARDRAIL 350 FLARED TERMINAL	EACH
STA. 24+162.648 TO STA. 24+173.962, LT	1
STA. 24+243.300 TO STA. 24+254.760, LT	1

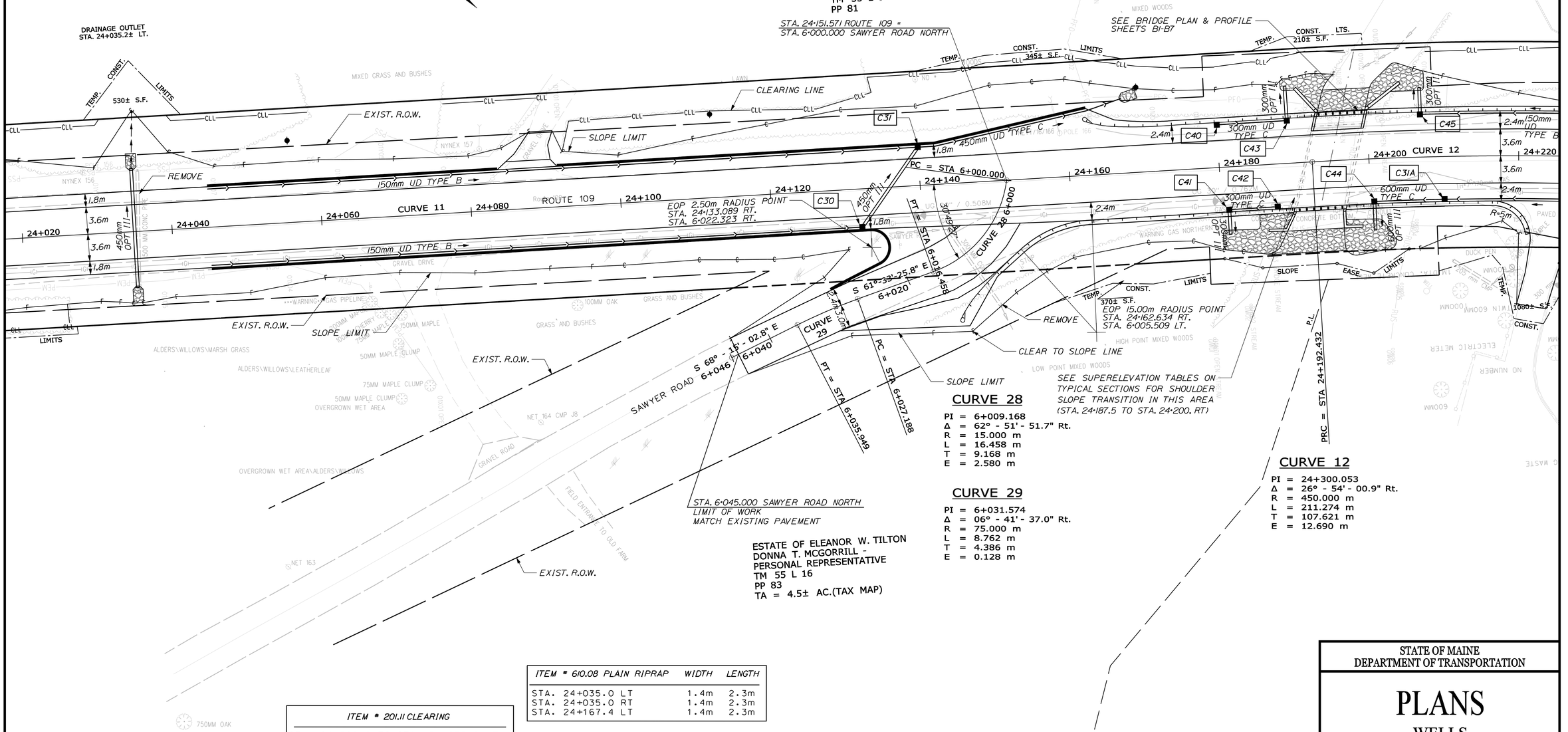
ITEM * 606.74 GUARDRAIL TYPE 3C - SINGLE RAIL BRIDGE MOUNTED	LENGTH
STA. 24+192.702 TO STA. 24+200.222, 6.0m LT	7.62m
STA. 24+189.425 TO STA. 24+197.145, 6.0m RT	7.62m

ITEM * 606.265 TERM END - SGL RAIL - GALV STEEL
STA. 24+221.362 9.4m RT

CURVE 11

PI = 23+917.172
Δ = 00° - 25' - 14.0" Lt.
R = 75000.000 m
L = 550.523 m
T = 275.263 m
E = 0.505 m

ESTATE OF ELEANOR W. TILTON
DONNA T. MCGORRILL -
PERSONAL REPRESENTATIVE
TM 55 L 8
PP 81



CONSTRUCT GRAVEL DRIVE	WIDTH
24+090.000, LT	8.0m

ITEM * 201.11 CLEARING
STA. 24+020.0 TO STA. 24+059.0 LT
STA. 24+020.0 TO STA. 24+025.6 RT
STA. 24+075.9 TO STA. 24+090.2 LT
STA. 24+092.5 TO STA. 24+196.8 LT
STA. 24+139.4 TO STA. 24+185.4 RT
STA. 24+201.2 TO STA. 24+220.0 LT

ITEM * 610.08 PLAIN RIPRAP	WIDTH	LENGTH
STA. 24+035.0 LT	1.4m	2.3m
STA. 24+035.0 RT	1.4m	2.3m
STA. 24+167.4 LT	1.4m	2.3m

ITEM * 609.31 CURB TYPE 3	LENGTH
STA. 24+045.0, 5.4, RT TO STA. 6+030.1, 2.4, RT	102.4m
STA. 24+045.0, 5.4, LT TO STA. 24+162.6, 8.9, LT	110.0m

CURVE 28

PI = 6+009.168
Δ = 62° - 51' - 51.7" Rt.
R = 15.000 m
L = 16.458 m
T = 9.168 m
E = 2.580 m

CURVE 29

PI = 6+031.574
Δ = 06° - 41' - 37.0" Rt.
R = 75.000 m
L = 8.762 m
T = 4.386 m
E = 0.128 m

CURVE 12

PI = 24+300.053
Δ = 26° - 54' - 00.9" Rt.
R = 450.000 m
L = 211.274 m
T = 107.621 m
E = 12.690 m

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FMK	---
CHECKED	AG	---
REVISIONS	---	$TPF_CHECKDATE(E1)
FIELD CHANGES	---	$revdate1$

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

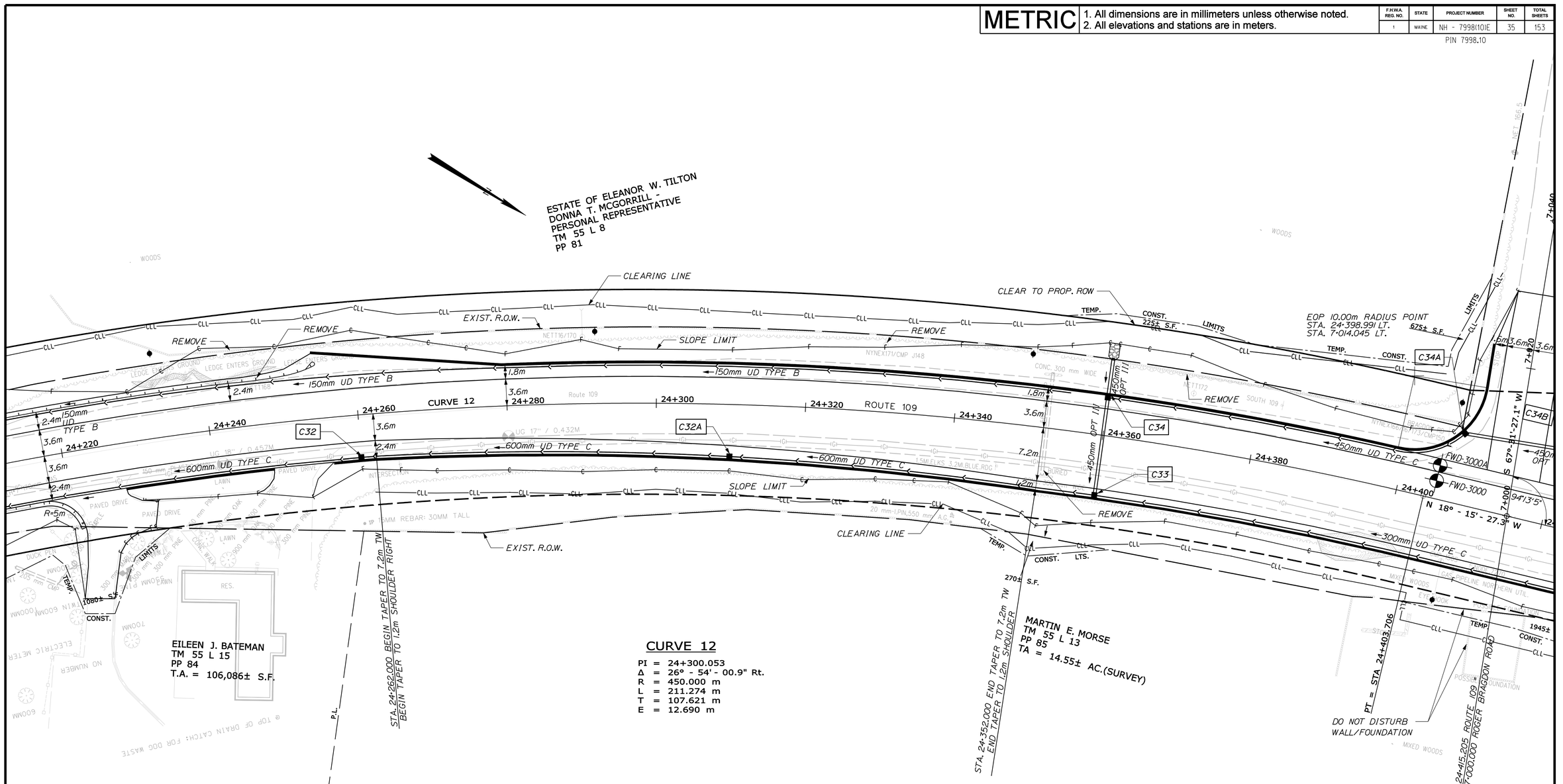
SCALE (in meters) 5 0 5 10

SHEET 18 OF 21 AUGUSTA, MAINE

Filename: ...\te\plonset\031_HDPlan18.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	35	153

PIN 7998.10



CURVE 12

PI = 24+300.053
Δ = 26° - 54' - 00.9" Rt.
R = 450.000 m
L = 211.274 m
T = 107.621 m
E = 12.690 m

CONSTRUCT PAVED DRIVE	WIDTH
24+225.202, RT	11.2m
24+250.000, RT	8.0m

ITEM * 201.11 CLEARING
STA. 24+220.0 TO STA. 24+407.9 LT
STA. 24+261.5 TO STA. 24+410.0 RT

STONE WALL REMOVAL
STA. 24+227.8, 15.2, LT TO STA. 24+268.0, 10.3, LT
STA. 24+349.0, 10.5, LT TO STA. 24+407.0, 27.3, LT

ITEM * 610.08 PLAIN RIPRAP	WIDTH	LENGTH
STA. 24+360.0 LT	1.4m	2.3m

ITEM * 609.31 CURB TYPE 3	LENGTH
STA. 24+227.8, 6.0, RT TO STA. 24+410.0, 8.4, RT	171.5m
STA. 24+254.4, 8.7, LT TO STA. 7+022.5, 5.4, LT	169.0m

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN-DETAILED	FMK	---
	CHECKED	MJS	---
	REVISIONS	AG	$IPF_CHECKDATE$
	FIELD CHANGES	---	$revdate$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

SCALE (in meters) 5 0 5 10

SHEET 19 OF 21 AUGUSTA, MAINE

Filename: ...\te\plonset\032_HDPlan19.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	36	153

PIN 7998.10

CONSTRUCT PAVED DRIVE	WIDTH
24+554.800, LT	8.0m

CONSTRUCT GRAVEL DRIVE	WIDTH
24+460.000, RT	8.0m

FENCE REMOVAL

STA. 24+436.0 TO STA. 24+459.0 LT
STA. 24+463.0 TO STA. 24+493.0 RT

ITEM # 201.11 CLEARING

STA. 24+410.0 TO STA. 24+456.8 RT
STA. 24+460.0 TO STA. 24+481.5 LT
STA. 24+485.8 TO STA. 24+550.3 LT
STA. 24+491.6 TO STA. 24+590.0 RT
STA. 24+558.3 TO STA. 24+561.8 LT

ITEM # 201.23 & 201.24 REMOVE SINGLE TREE TOP ONLY & STUMP

STATION	OFFSET	TREE	STUMP
7+034.2	6.6m RT	350mm MAPLE	350mm
24+449.3	7.3m LT	300mm MAPLE	300mm
24+462.7	7.6m RT	400mm DECID	400mm

RAYMOND J. MARION
MARIE L. MARION
TM 54 L 11
PP 88
TA = 94,421±S.F.(SURVEY)

CURVE 13

PI = 24+619.633
Δ = 08° - 10' - 37.5" Lt.
R = 950.000 m
L = 135.581 m
T = 67.906 m
E = 2.424 m

OCCUPIED BY
ROGER F. PEASE
KELLY B. HARRISON
TM 55 L 20
PP 86
TA 112268± S.F.(SURVEY)

ALBERT E. LAUZE
JUNE A. LAUZE
TM 55 L 14
PP 87
T.A. = 24,299± S.F.

MARTIN E. MORSE
TM 55 L 13
PP 85

ITEM # 609.31 CURB TYPE 3 MOLD 3	LENGTH
STA. 24+410.0, 8.4, RT TO STA. 24+495.2, 7.7, RT	77.2m
STA. 7+022.5, 5.2, RT TO STA. 24+590.0, 5.4, LT	172.7m
STA. 24+560.0, 5.5, RT TO STA. 24+590.0, 5.5, RT	30.0m

STONE WALL REMOVAL
STA. 24+426.2 TO STA. 24+435.1 RT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

SCALE (in meters) 5 0 5 10

SHEET 20 OF 21 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FMK	---
CHECKED	MGS	---
REVISIONS	AG	$IPF_CHECKDATE(E1)
FIELD CHANGES	---	---
	---	$revdate$

PLANS

Filename: ...\te\planset\033_HDPlan20.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	37	153

PIN 7998.10

CURVE 13

PI = 24+619.633
Δ = 08° - 10' - 37.5" Lt.
R = 950.000 m
L = 135.581 m
T = 67.906 m
E = 2.424 m

CURVE 14

PI = 24+743.220
Δ = 01° - 33' - 45.3" Lt.
R = 4100.000 m
L = 111.816 m
T = 55.911 m
E = 0.381 m

EVELYN A. FENDERSON
TM 54 L 7
PP 89
17.5± AC.(OWNER)

STA. 24+617.936 = ROUTE 109
STA. 8+000.000 MEETINGHOUSE ROAD

PCC = STA 24+687.308

STA. 24+715.000
END PROJECT NO. NH-7998(10)E
END REHABILITATION - CORE PRESERVATION
BEGIN APPROACH

STA. 24+730.000
END APPROACH
MATCH EXISTING PAVEMENT

CLEARING LINE
EXIST. R.O.W.
SLOPE LIMIT
REMOVE
CLEAR TO PROP. ROW
165± S.F.
670± S.F.
TEMP.
CONST.
LIMITS
SLOPE
CLEAR TO SLOPE LINE
1085± S.F.
125± S.F.
930± S.F.
760± S.F.
150± S.F.
635± S.F.

300mm UD TYPE C
C38
FWD-2800
24+600
24+620
CURVE 13
24+640
24+660
ROUTE 109
24+680
24+700
24+720
CURVE 14
24+740
24+760
24+780
8+000
1076.45
C39
300mm OPT III
150mm UD TYPE B
1.8m
3.6m
LIMITS OF WROUGHT PORTION

EOP 15.00m RADIUS POINT
STA. 24+603.226 RT.
STA. 8+015.296 RT.

EOP 9.75m RADIUS POINT
STA. 24+637.578 RT.
STA. 8+020.156 LT.

N 51°-10'-18.9" E
8+020
8+028
MEETINGHOUSE ROAD

STA. 8+027.500 MEETINGHOUSE ROAD
LIMIT OF WORK
MATCH EXISTING PAVEMENT

GARY N. UDALL
IRENE M. BROOKS
TM 55 L 10A
PP 90
TA = 1.27± AC.

ANGEL M. KELLEY
TM 55 L 10
PP 91
TA = 1.45± AC.

2 STORY RES. #1717
2 STORY UNFINISHED RES. #1737
MIXED WOODS
MIXED GROWTH
LAWN
GRAVEL DRIVEWAY
CONCRETE WALKWAY
STONE WALL 170 mm±280 mm
NYNEX178/CMP/155
WARNING,HERBICIDES,BRUSH
16/NYNEX/180/CMP/158
CMP/J157/181/NETT
20M REBAR RLS1530,100 mmAG
CMP/159/16/183/NETT
NETT/702/CMP
REMOVE
EXIST. R.O.W.
P.I.
P.L.
IP
20 mm-I.PIPE-150 mm AG.
50 MM IRON PROP PIPE
UTILITY POLE
BY PLASTIC GAS MAIN
GRAVEL SAND DRIVE
NEWSPAPER
STOCKADE FENCE
DEER
CIVIL CORS #0869
YARD ENT

CONSTRUCT GRAVEL DRIVE

	WIDTH
24+655.900, RT	8.0m

ITEM * 201.11 CLEARING

STA. 8+014.2 TO STA. 8+029.1 LT
STA. 24+590.0 TO STA. 24+596.7 RT
STA. 24+593.6 TO STA. 24+768.5 LT
STA. 24+691.7 TO STA. 24+727.0 RT

STONE WALL REMOVAL

STA. 24+698.0, 9.7, LT TO STA. 24+759.8, 12.0, LT

ITEM * 609.31 CURB TYPE 3

	LENGTH
STA. 24+590.0, 5.5, LT TO STA. 24+690.5, 5.5, LT	100.5m
STA. 24+590.0, 5.5, RT TO STA. 8+015.3, 5.2, RT	32.3m
STA. 8+020.2, 5.4, LT TO STA. 24+690.5, 5.4, RT	63.1m

ITEM * 201.23 & 201.24 REMOVE SINGLE TREE TOP ONLY & STUMP

STATION	OFFSET	TREE	STUMP
24+660.4	9.9m RT	310 MAPLE	310mm
24+668.9	8.6m RT	600mm RED PINE	600mm
24+669.2	8.5m RT	500mm PINE	500mm
24+672.6	8.2m RT	800mm PINE	800mm
24+673.0	8.3m RT	650mm PINE	650mm
24+683.1	8.1m RT	500mm DECID	500mm

PROJECT DESIGN ENGINEER

	BY	DATE
DESIGN-DETAILED	FMK	---
CHECKED	MGS	$!PDF_CHECKDATE(1)
REVISIONS	---	---
FIELD CHANGES	---	$revdate!$

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

WELLS

ROUTE 109

SCALE (in meters) 5 0 5 10

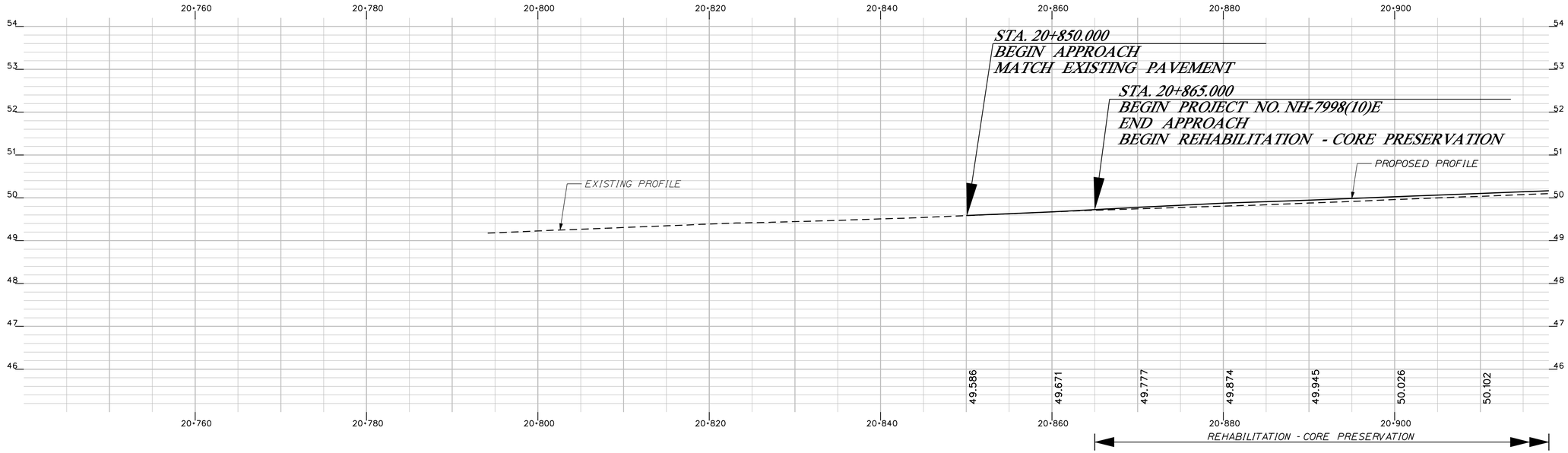
SHEET 21 OF 21 AUGUSTA, MAINE

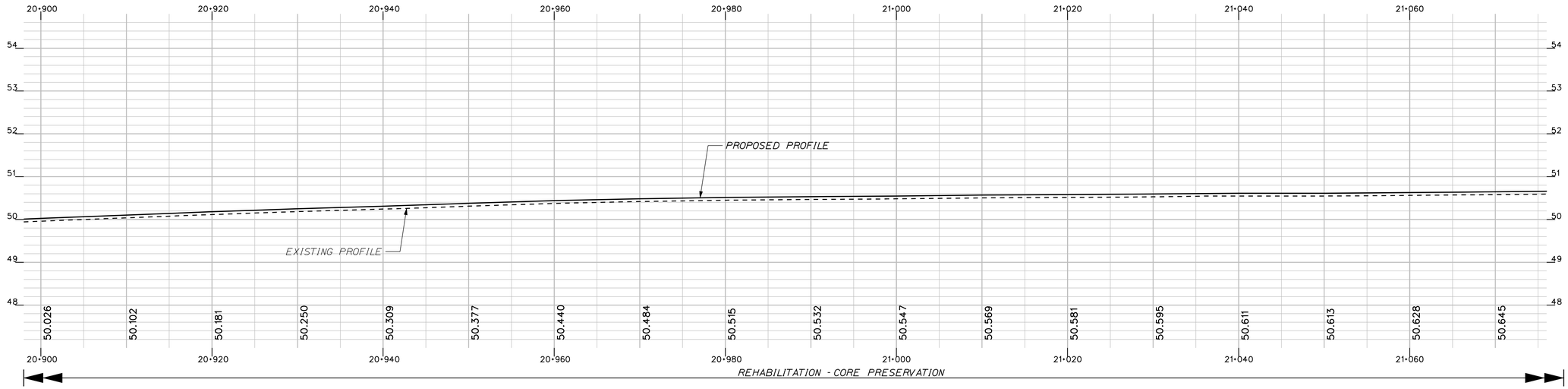
Filename: ...\te\planset\034_HDPlan21.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	38	153

PIN 7998.10





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILES

WELLS

ROUTE 109

HORIZONTAL 5 0 5 10
VERTICAL 1 0 1 2
Scale in meters

SHEET 1 OF 16 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER

		BY	DATE
DESIGN-DETAILED	FMK	MCS	---
CHECKED	AG	---	$(PF_CHECKDATE1)
REVISIONS	---	---	$revdate1$
FIELD CHANGES			

PLANS

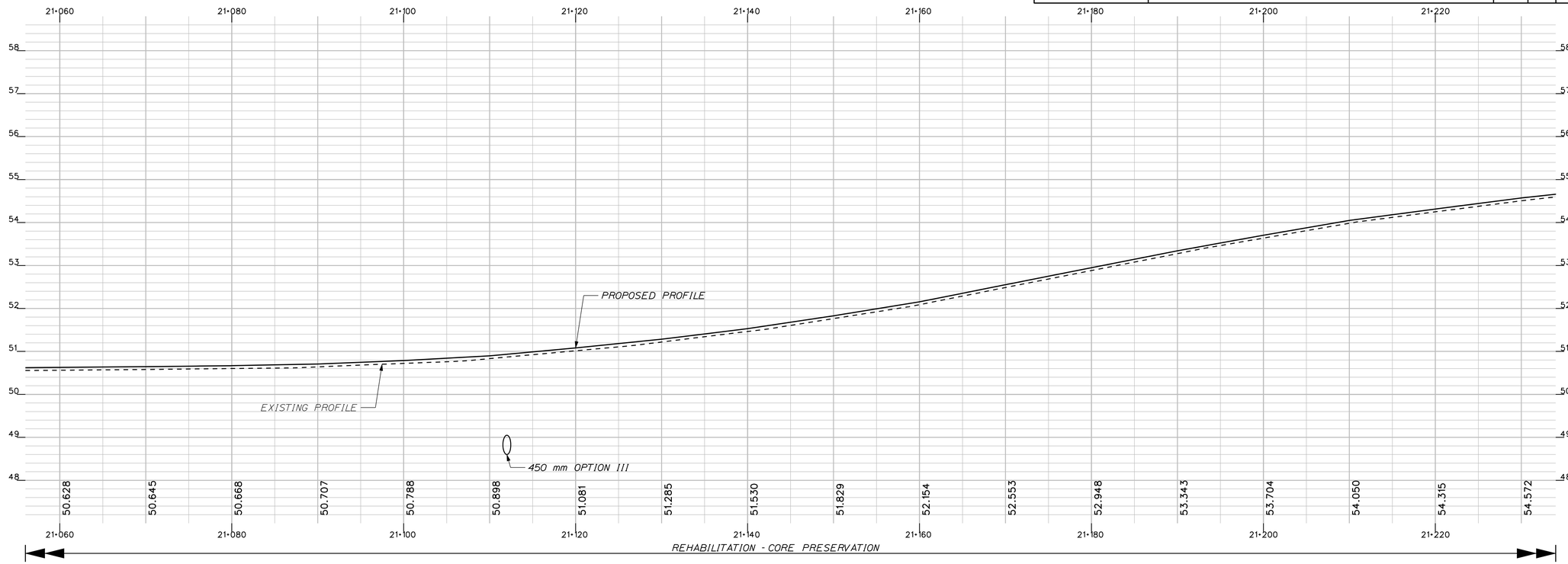
Filename: ...\035_PROF-DESIGN-MC50_dr_001.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

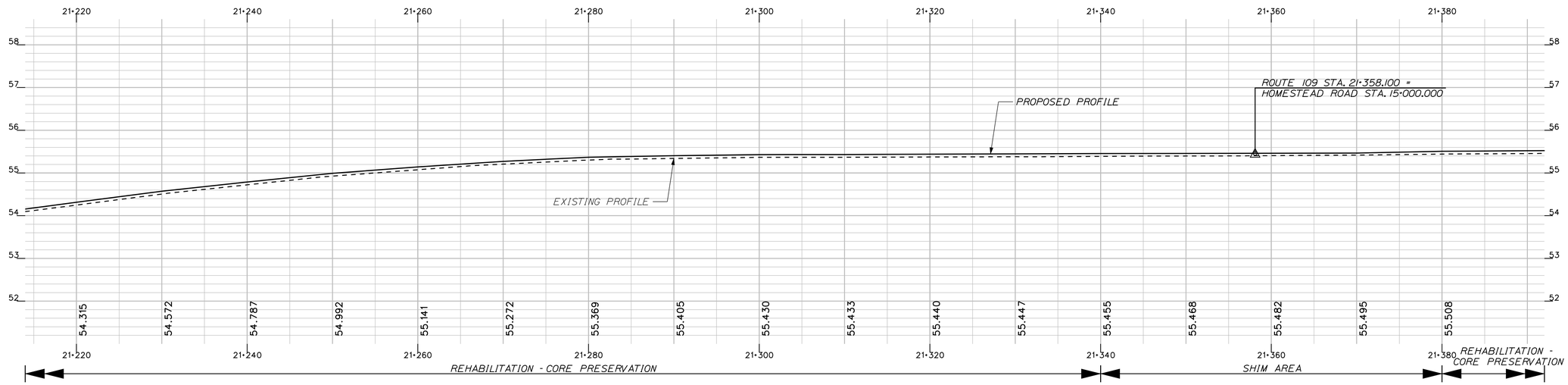
METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	39	153

PIN 7998.10





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILES

WELLS

ROUTE 109

HORIZONTAL 5 0 5 10
VERTICAL 1 0 1 2
Scale in meters

SHEET 2 OF 16 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FMK	---
CHECKED	AG	---
REVISIONS	---	$IPDF_CHECKDATE1)
FIELD CHANGES	---	$revdate1$

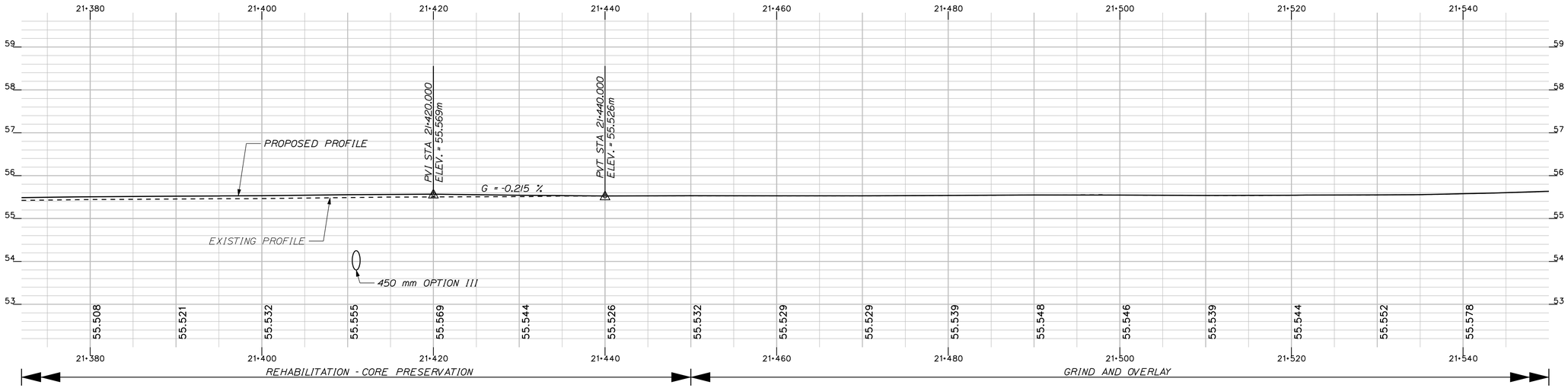
PLANS

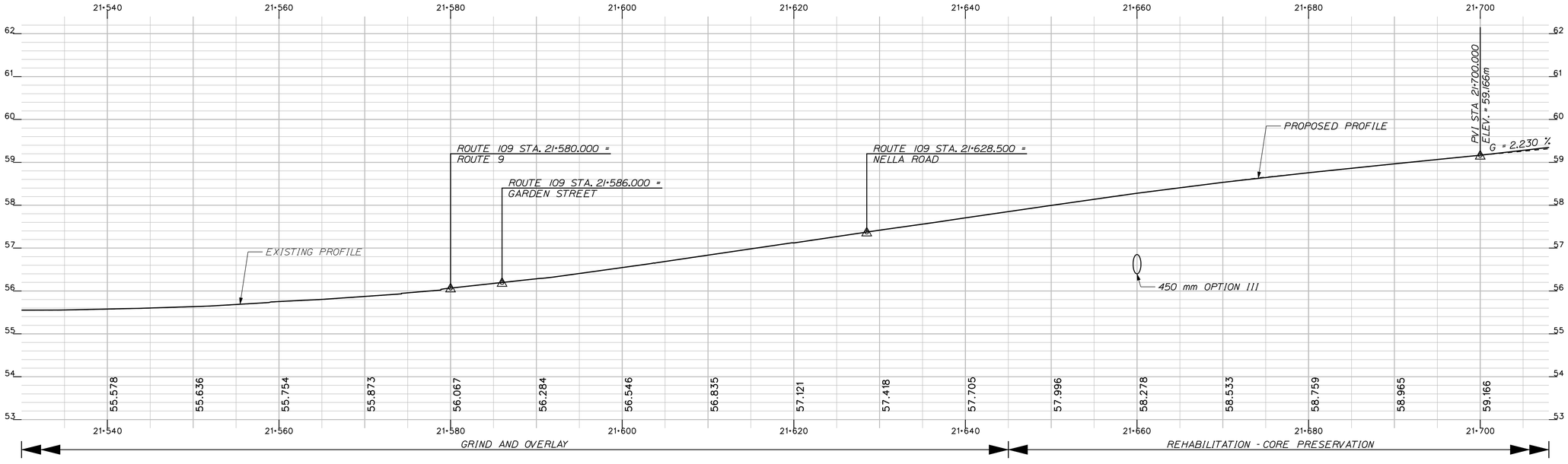
Filename: ...\036_PROF-DESIGN-MC50_dr_002.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	40	153

PIN 7998.10





PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN-DETAILED	FMK	MCS	---
	CHECKED	AG	---	$(PF_CHECKDATE(1))
PLANS	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

Filename: ...\037_PROF-DESIGN-MC50_dr_003.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILES

WELLS

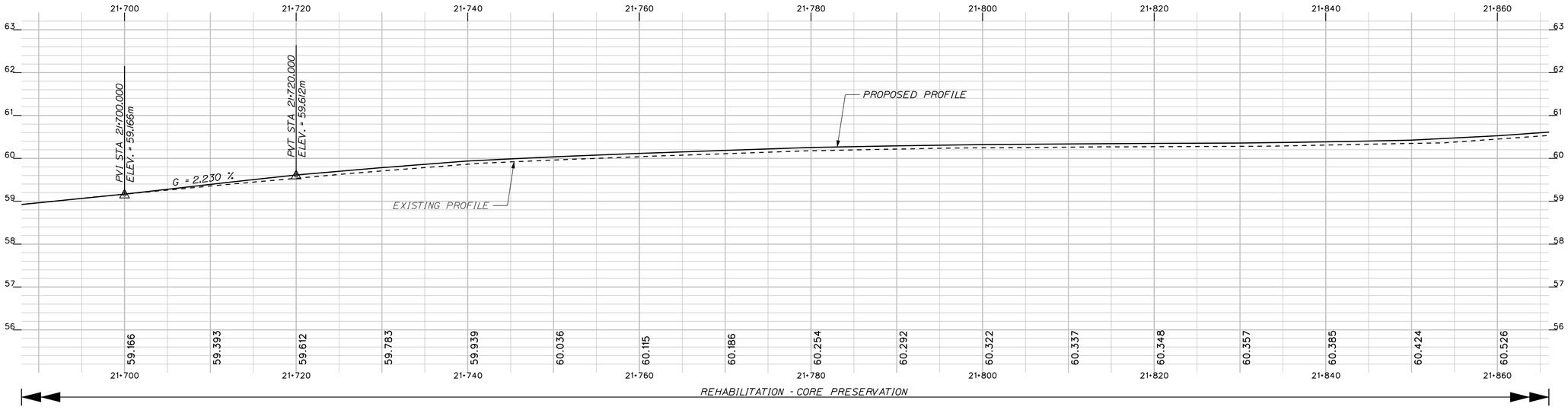
ROUTE 109

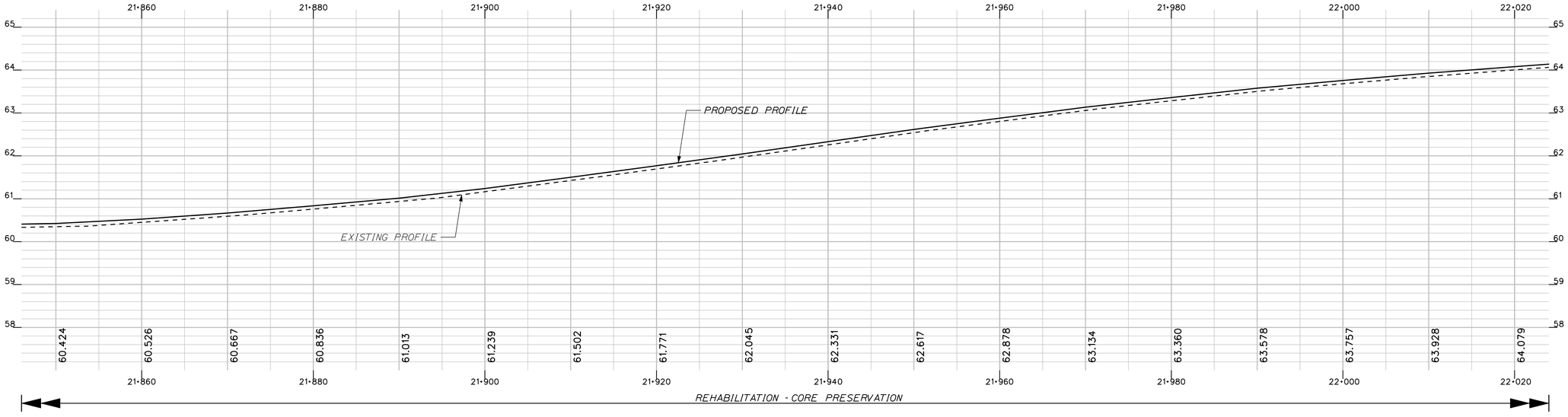
HORIZONTAL 5 0 5 10
VERTICAL 1 0 1 2
Scale in meters

SHEET 3 OF 16 AUGUSTA, MAINE

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	41	153

PIN 7998.10





PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FWK	MCS
CHECKED	AC	---
REVISIONS	---	---
FIELD CHANGES	---	---

PLANS

$(IPF_CHECKDATE(E))
$revdate$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILES

WELLS

ROUTE 109

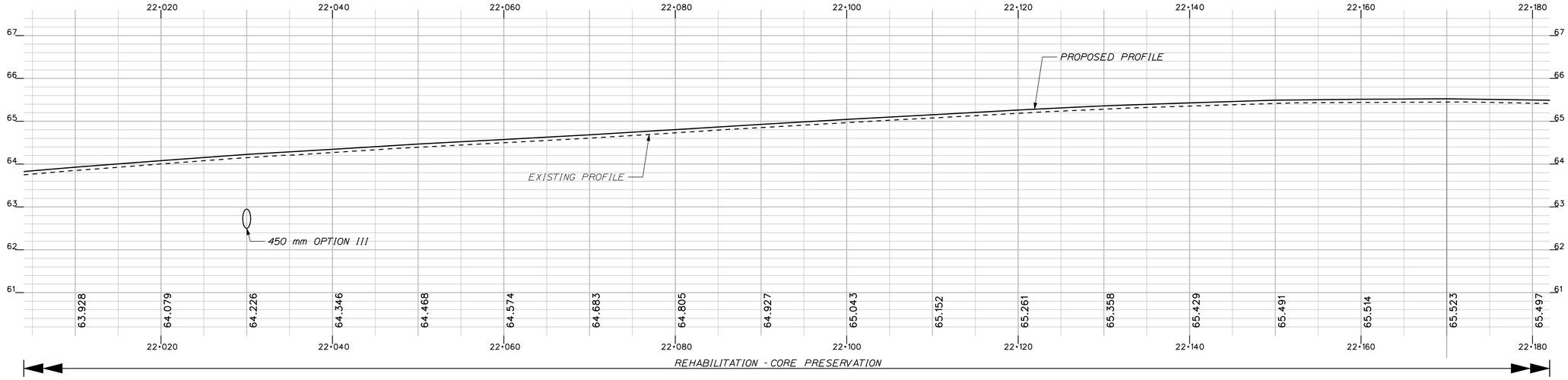
HORIZONTAL 5 0 5 10
VERTICAL 1 0 1 2
Scale in meters

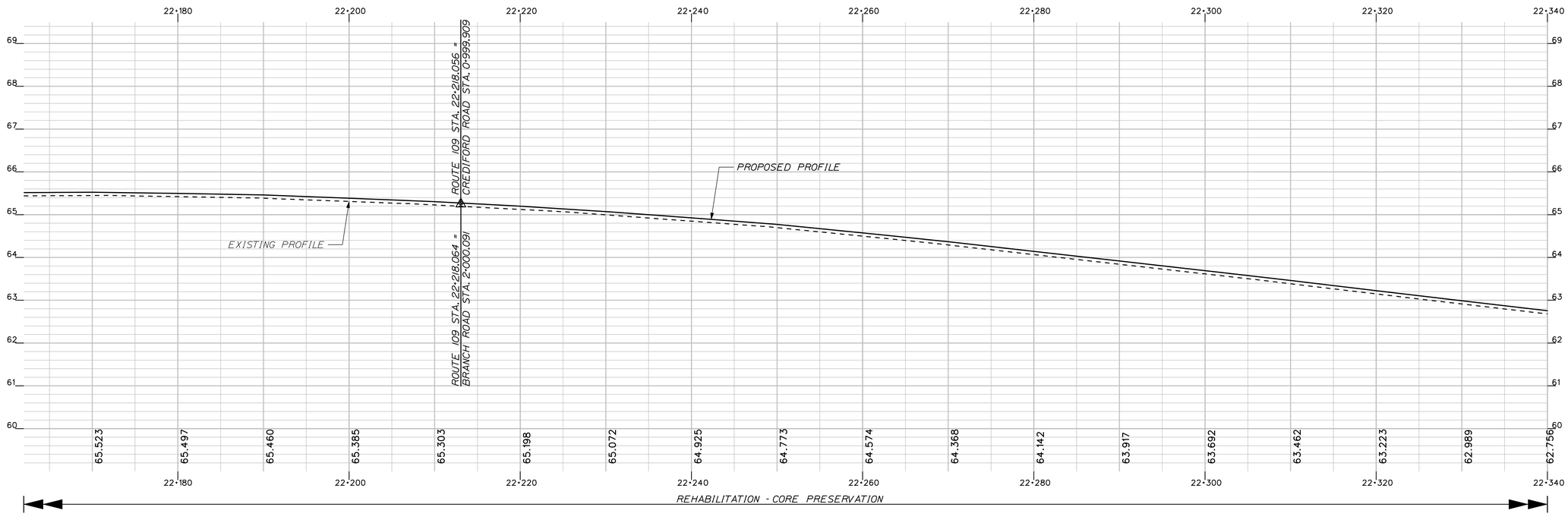
SHEET 4 OF 16 AUGUSTA, MAINE

Filename: ...\038_PROF-DESIGN-MC50_dr_004.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	42	153

PIN 7998.10





PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FMK	---
CHECKED	AC	---
REVISIONS	---	---
FIELD CHANGES		

PLANS

$(PDF_CHECKDATE)

$revdate$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILES

WELLS

ROUTE 109

HORIZONTAL 5 0 5 10
VERTICAL 1 0 1 2
Scale in meters

SHEET 5 OF 16 AUGUSTA, MAINE

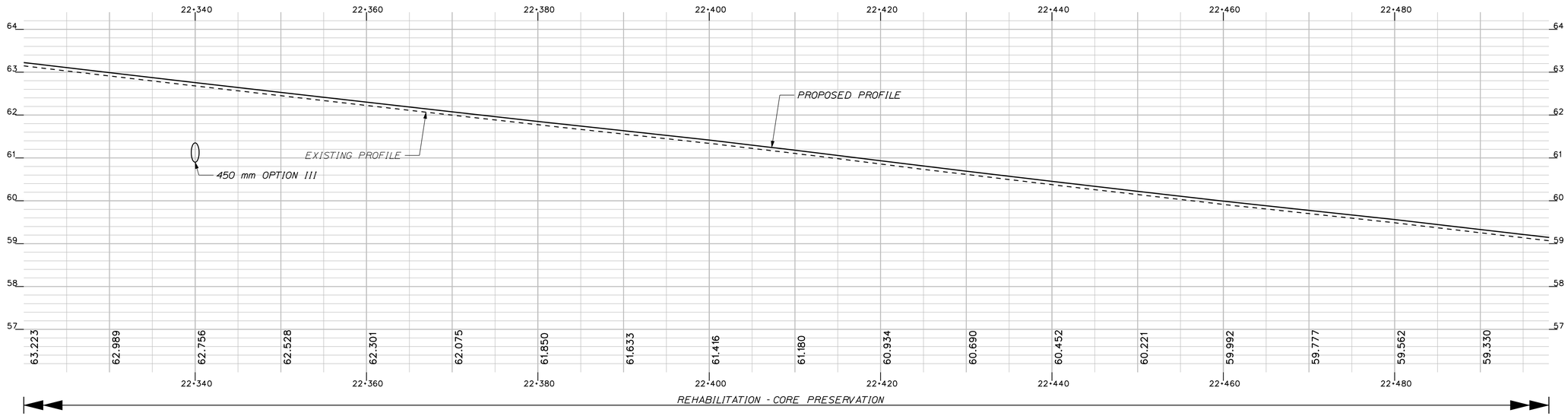
Filename: ...\039_PROF-DESIGN-MC50_dr_005.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

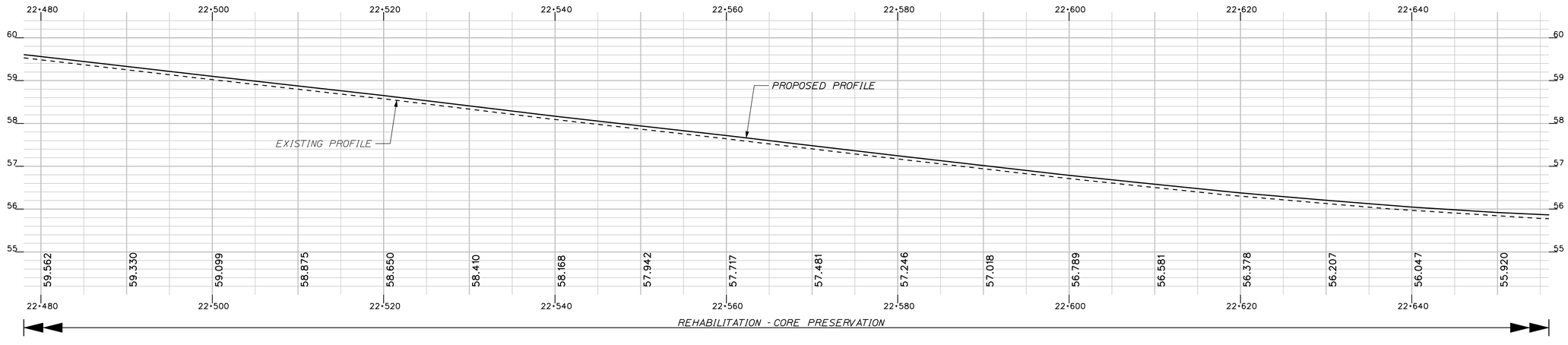
METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(110)E	43	153

PIN 7998.10





PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PRF_CHECKDATE1)
PLANS	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILES

WELLS

ROUTE 109

HORIZONTAL 5 0 5 10
VERTICAL 1 0 1 2
Scale in meters

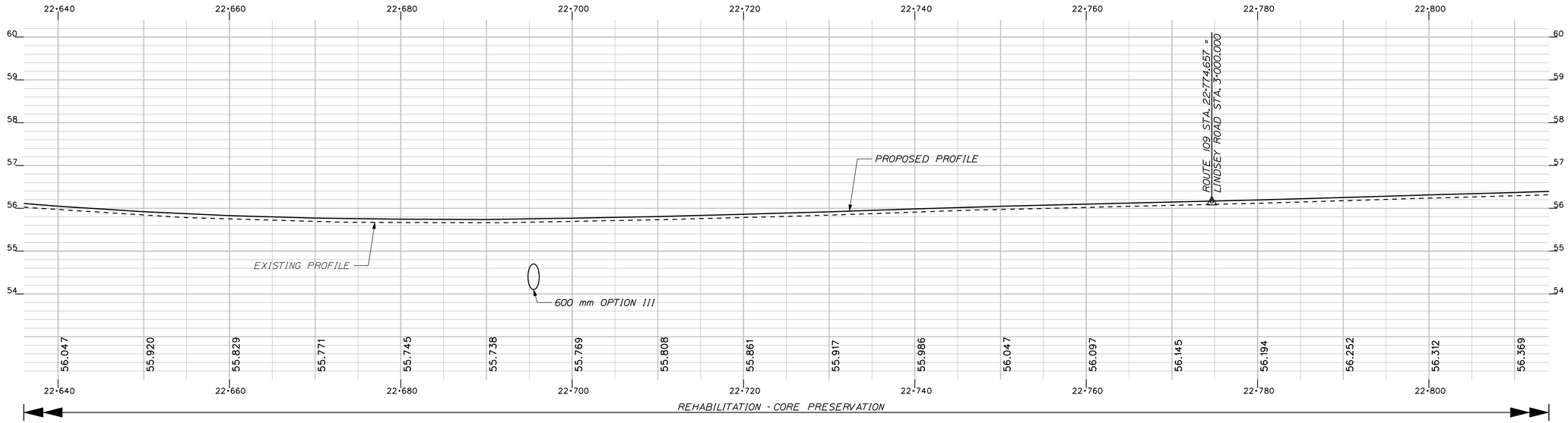
SHEET 6 OF 16 AUGUSTA, MAINE

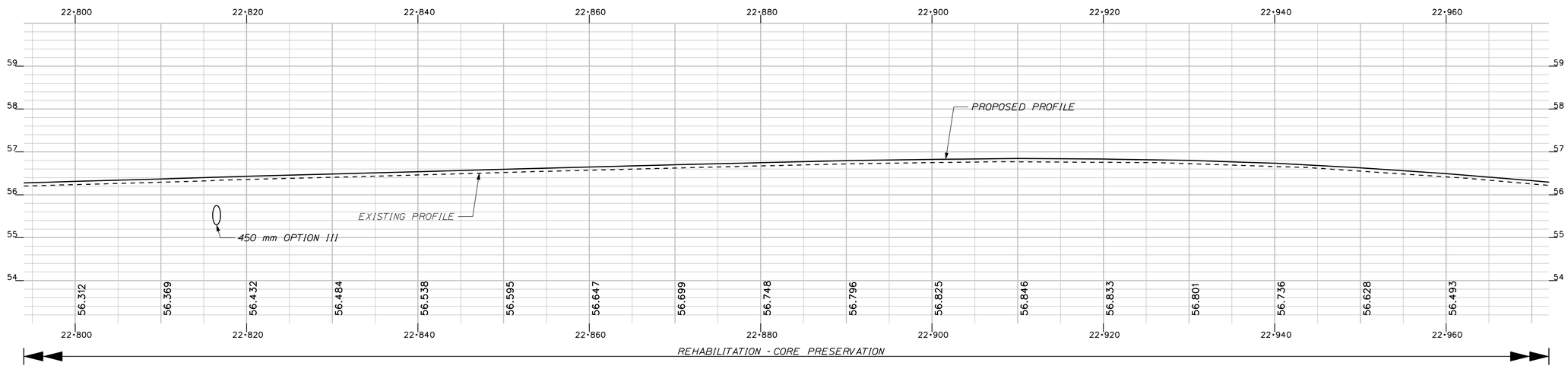
Filename: ...\040_PROF-DESIGN-MC50_dr_006.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	44	153

PIN 7998.10





PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FMK	---
CHECKED	AG	$(PRF_CHECKDATE1)
REVISIONS	---	$revdate1$
FIELD CHANGES		

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILES

WELLS

ROUTE 109

HORIZONTAL 5 0 5 10
VERTICAL 1 0 1 2
Scale in meters

SHEET 7 OF 16 AUGUSTA, MAINE

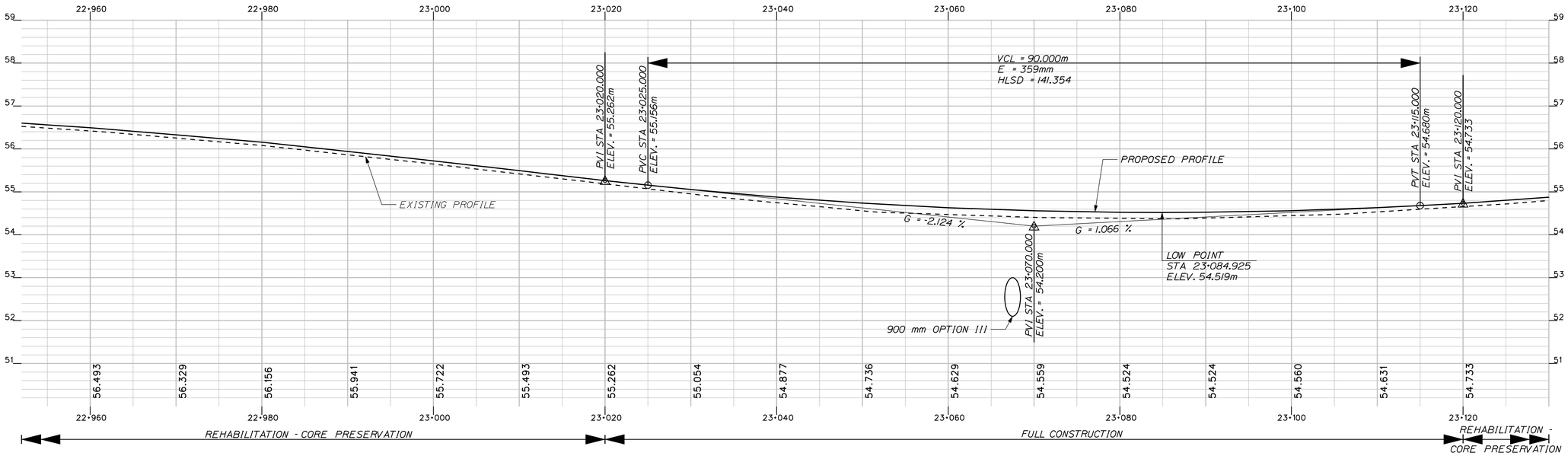
Filename: ...\041_PROF-DESIGN-MC50_dr_007.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

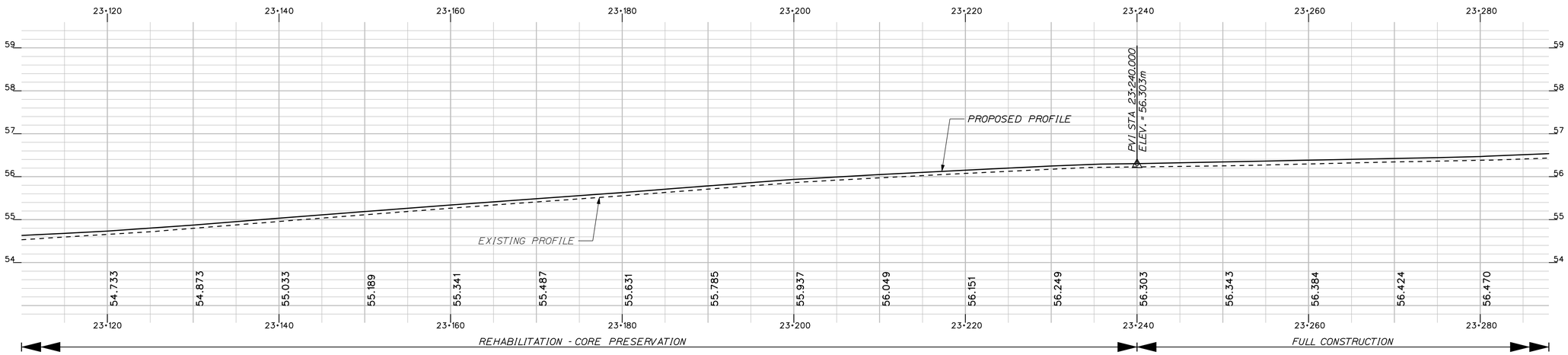
METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	45	153

PIN 7998.10





PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$tPF_CHECKDATE(1)
PLANS	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

Filename: ...\042_PROF-DESIGN-MC50_dr_008.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILES

WELLS

ROUTE 109

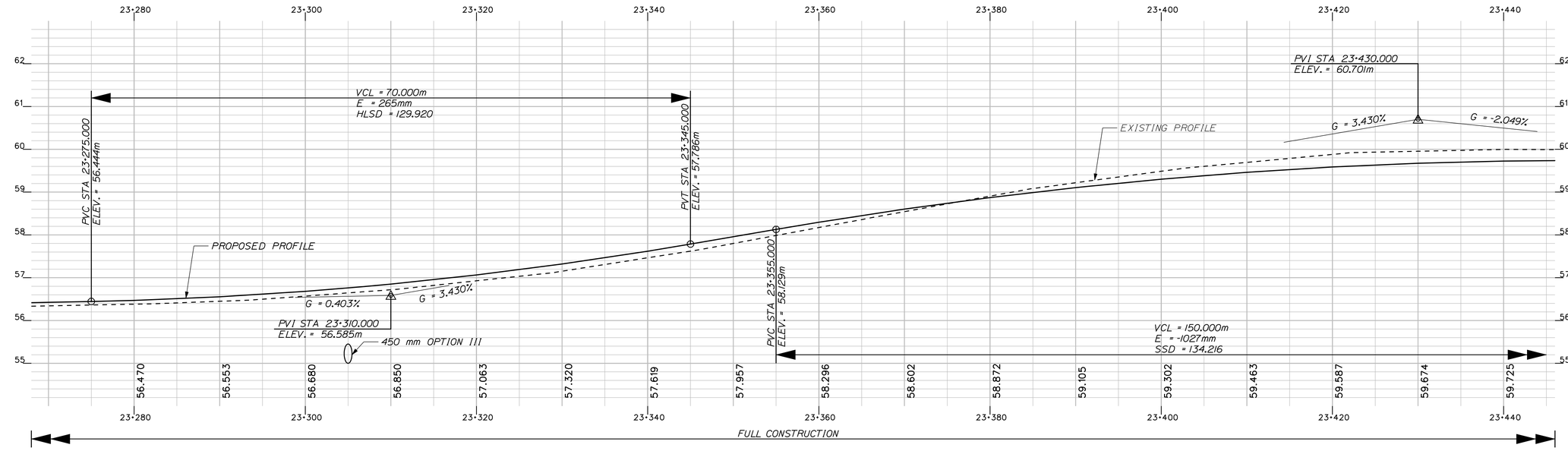
HORIZONTAL 5 0 5 10
VERTICAL 1 0 1 2
Scale in meters

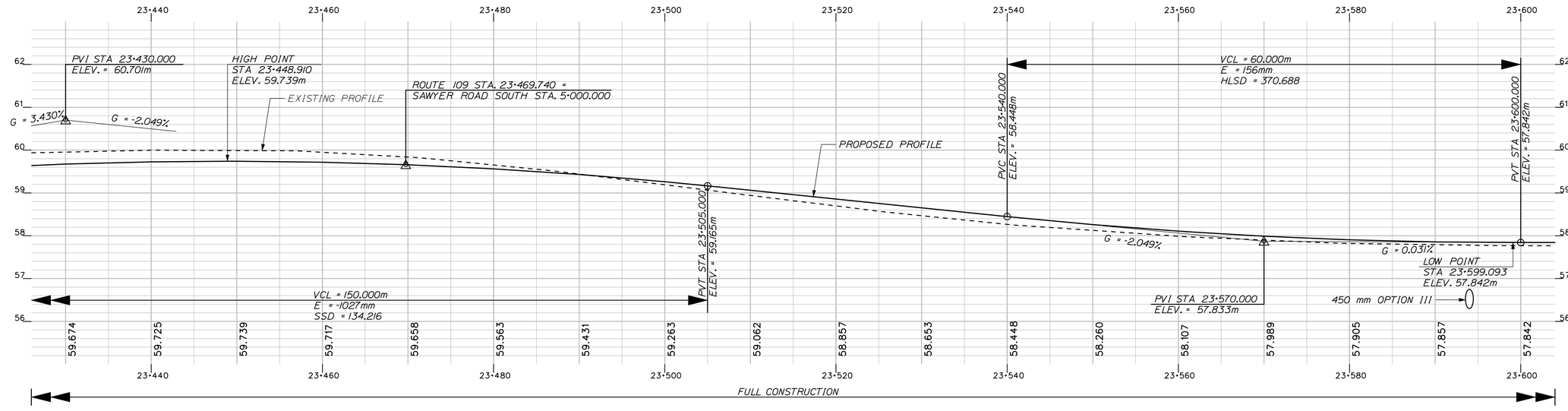
SHEET 8 OF 16 AUGUSTA, MAINE

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(110)E	46	153

PIN 7998.10





PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN-DETAILED	FMK	MCS	---
	CHECKED	AG	---	$(PF_CHECKDATE1)
PLANS	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILES

WELLS

ROUTE 109

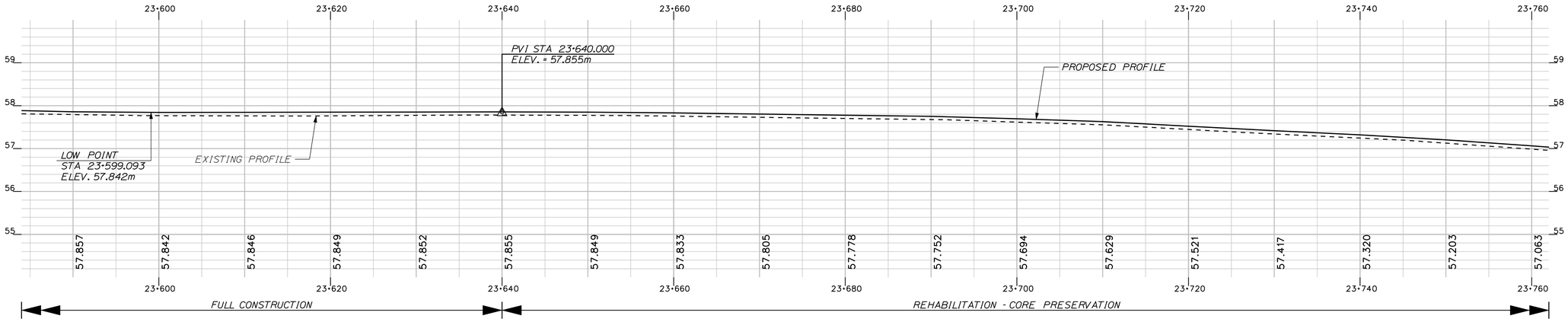
HORIZONTAL 5 0 5 10
VERTICAL 1 0 1 2
Scale in meters

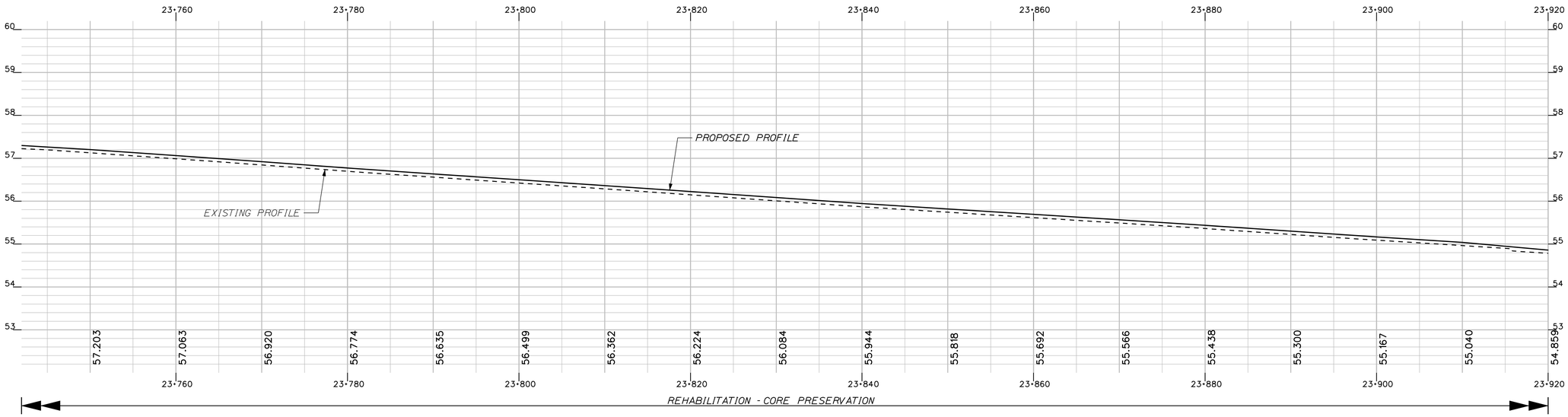
SHEET 9 OF 16 AUGUSTA, MAINE

Filename: ...\043_PROF-DESIGN-MC50_dr_009.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	47	153

PIN 7998.10





PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FMK	---
CHECKED	AG	---
REVISIONS	---	---
FIELD CHANGES		

PLANS

$(PDF_CHECKDATE)

$revdate$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILES

WELLS

ROUTE 109

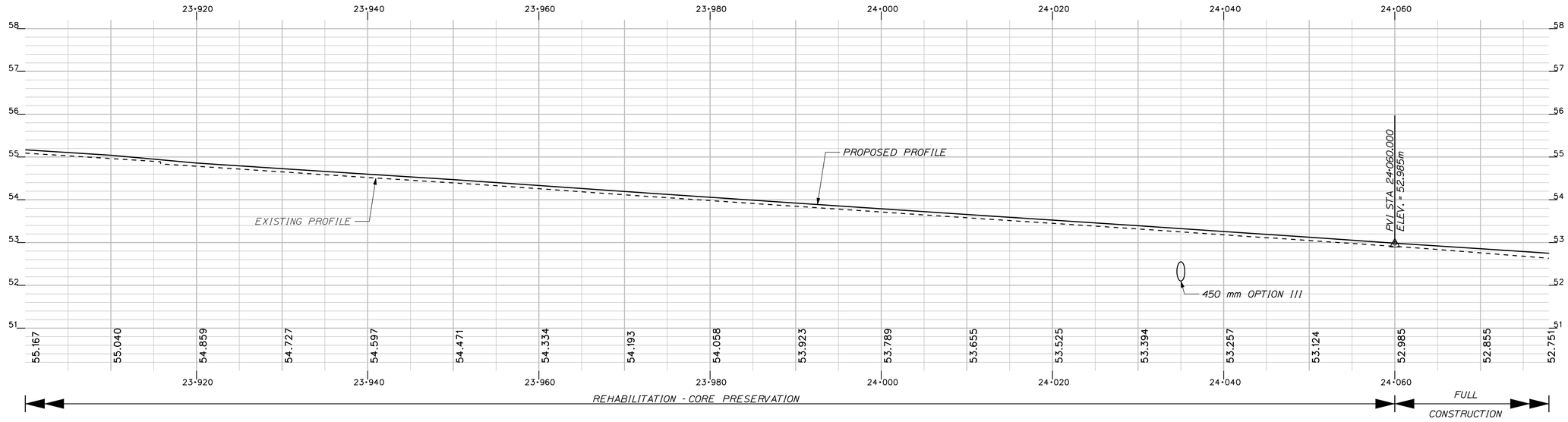
HORIZONTAL 5 0 5 10
VERTICAL 1 0 1 2
Scale in meters

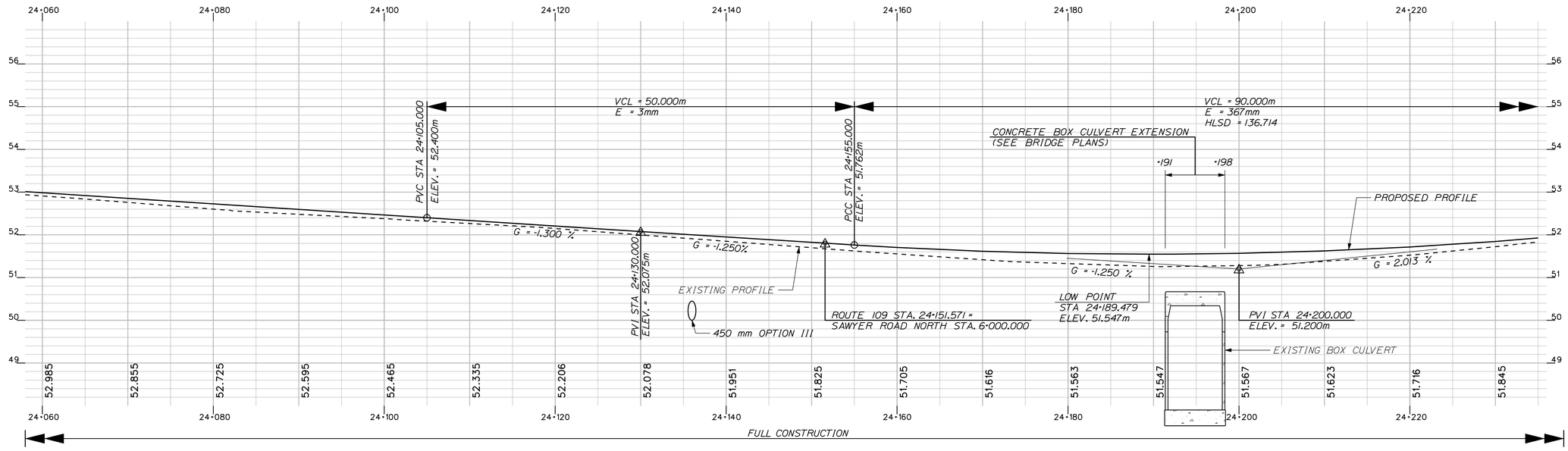
SHEET 10 OF 16 AUGUSTA, MAINE

Filename: ...\044_PROF-DESIGN-MC50_dr_010.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	48	153

PIN 7998.10





PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FMK	MGS ---
CHECKED	AG	--- ---
REVISIONS	---	$(PDF_CHECKDATE1)
FIELD CHANGES		$revdate1$

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILES

WELLS

ROUTE 109

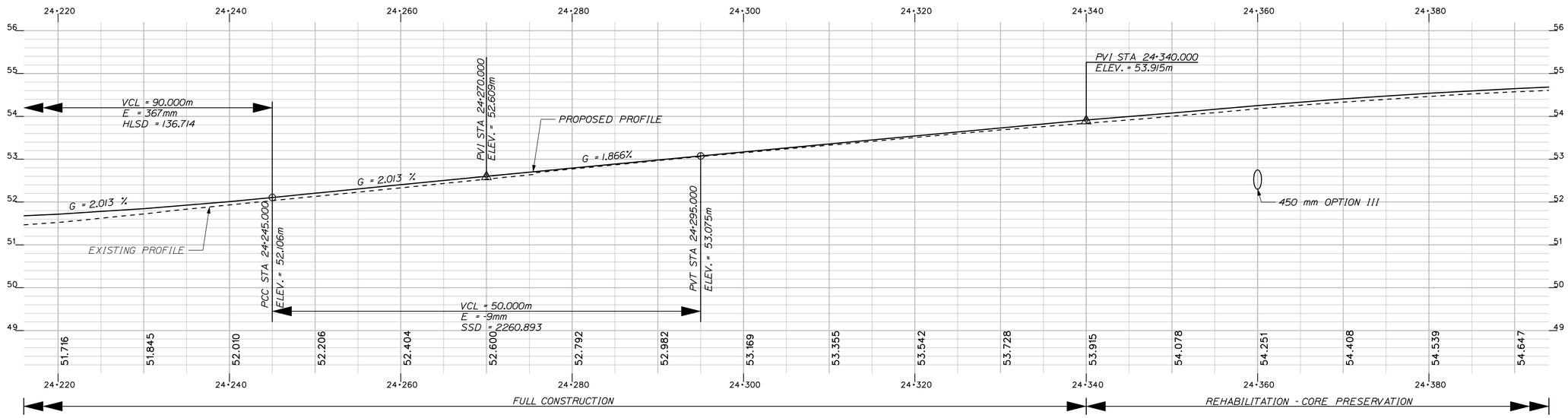
HORIZONTAL 5 0 5 10
VERTICAL 1 0 1 2
Scale in meters

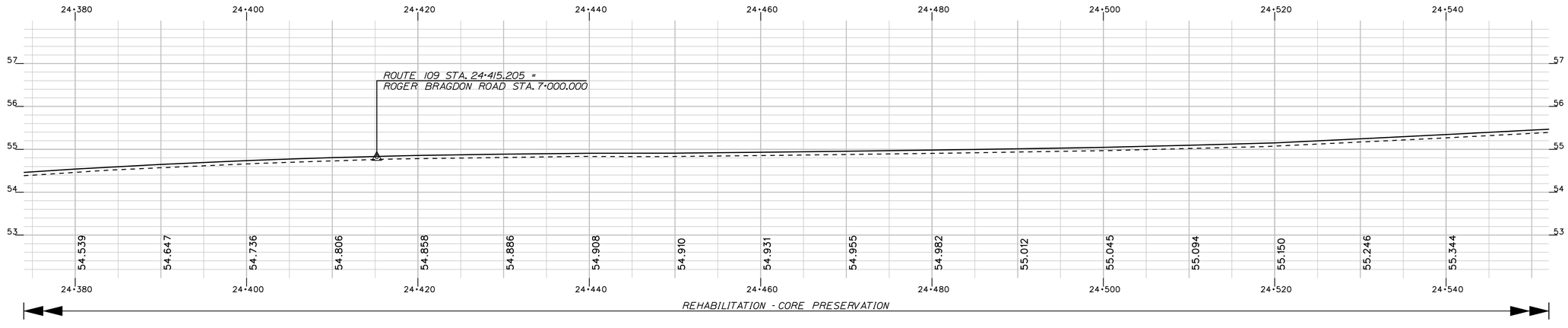
SHEET 11 OF 16 AUGUSTA, MAINE

Filename: ...\045_PROF-DESIGN-MC50_dr_011.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(110)E	49	153

PIN 7998.10





PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FMK	---
CHECKED	AG	---
REVISIONS	---	$PRF_CHECKDATE(1)
FIELD CHANGES	---	$revdate1$

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILES

WELLS

ROUTE 109

HORIZONTAL 5 0 5 10
VERTICAL 1 0 1 2
Scale in meters

SHEET 12 OF 16 AUGUSTA, MAINE

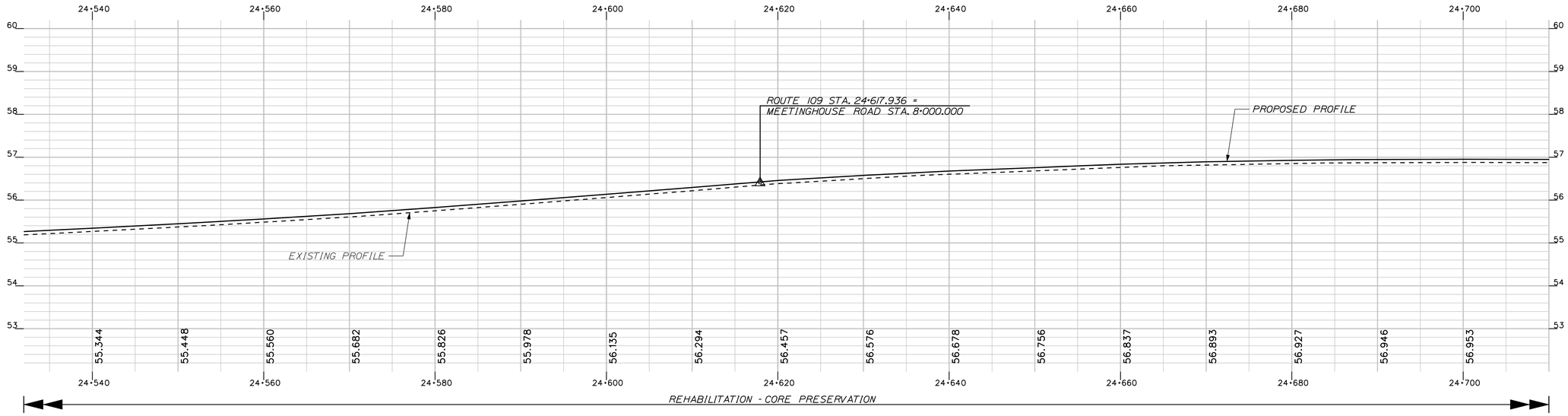
Filename: ...\046_PROF-DESIGN-MC50_dr_012.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

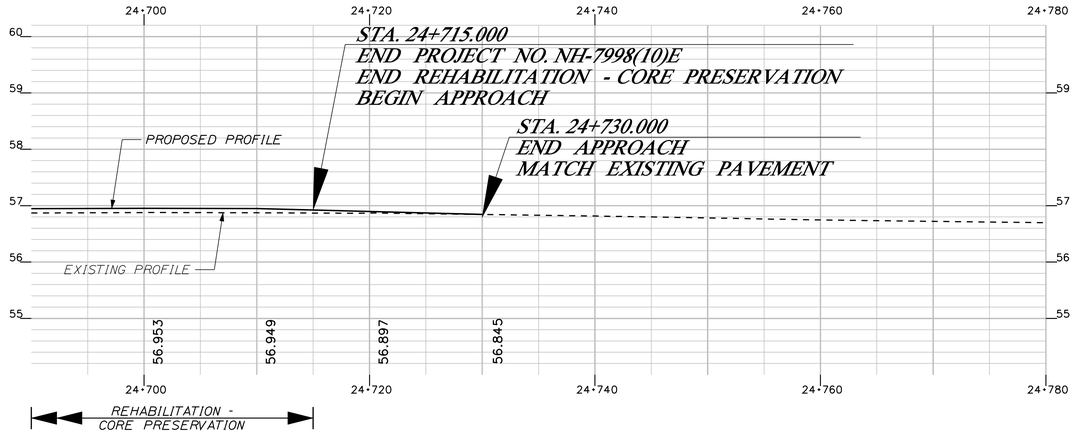
METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	50	153

PIN 7998.10





PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FMK	MGS
CHECKED	AG	---
REVISIONS	---	---
FIELD CHANGES		

PLANS

$(PRF_CHECKDATE1)

$revdate1$

Filename: ...\047_PROF-DESIGN-MC50_dr_013.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILES

WELLS

ROUTE 109

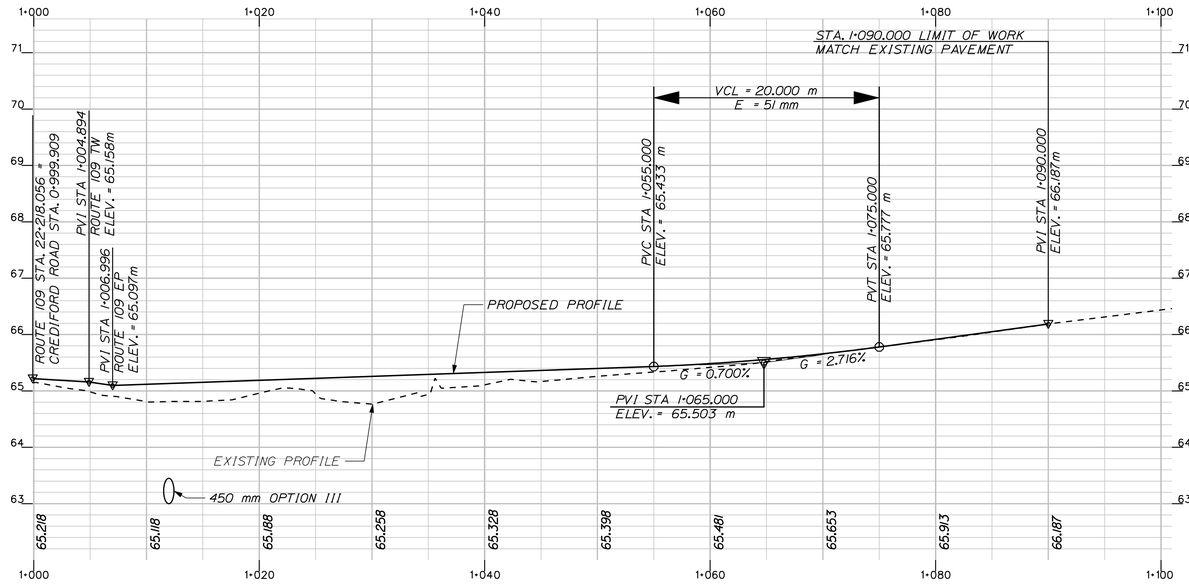
HORIZONTAL 5 0 5 10
VERTICAL 1 0 1 2
Scale in meters

SHEET 13 OF 16 AUGUSTA, MAINE

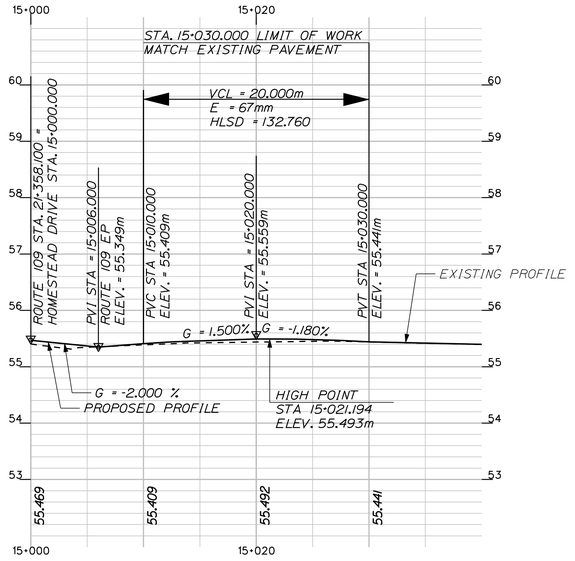
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(110)E	51	153

PIN 7998.10

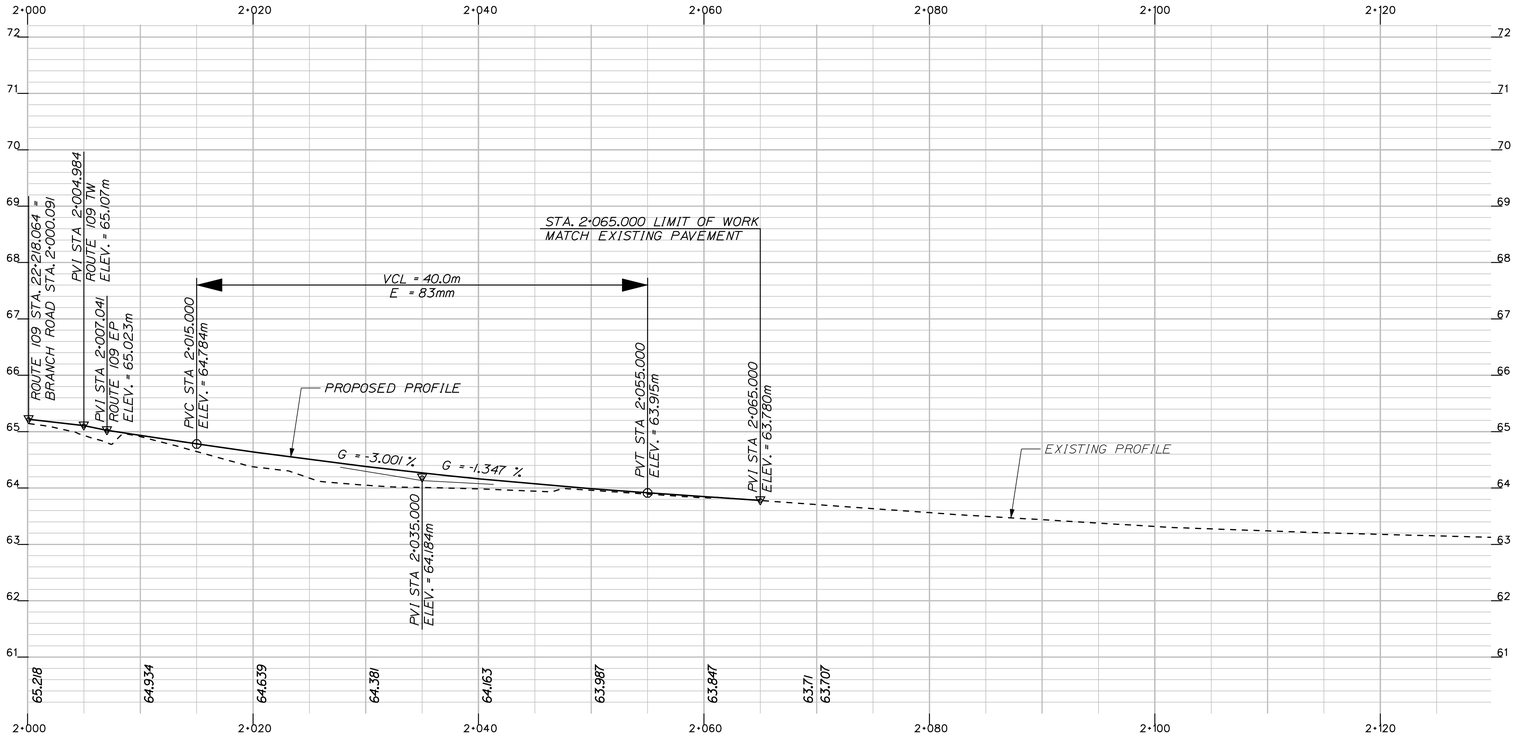
CREDIFORD ROAD



HOMESTEAD ROAD



BRANCH ROAD



PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN-DETAILED	FMK	---
	CHECKED	AG	---
	REVISIONS	---	$(PDF_CHECKDATE1)
	FIELD CHANGES	---	$revdate1$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILES

WELLS

ROUTE 109

HORIZONTAL 5 0 5 10
VERTICAL 1 0 1 2
Scale in meters

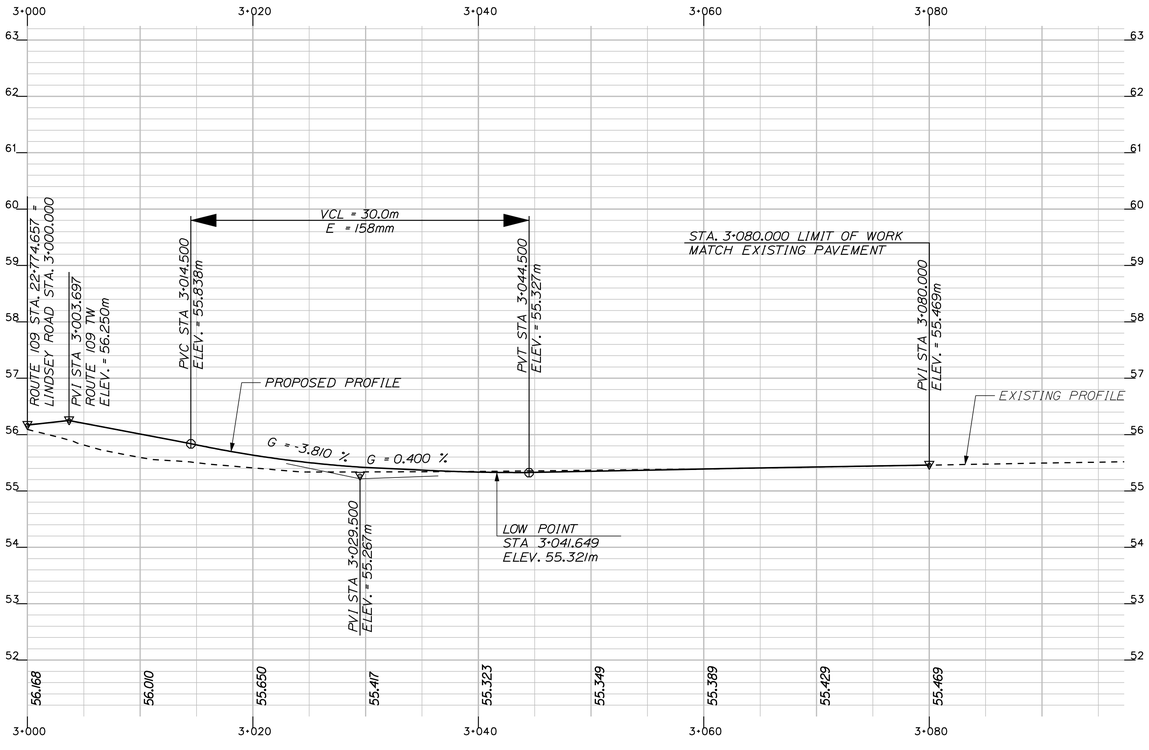
SHEET 14 OF 16 AUGUSTA, MAINE

Filename: ...\048_PROF-DESIGN50-MCB1_dr_001.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

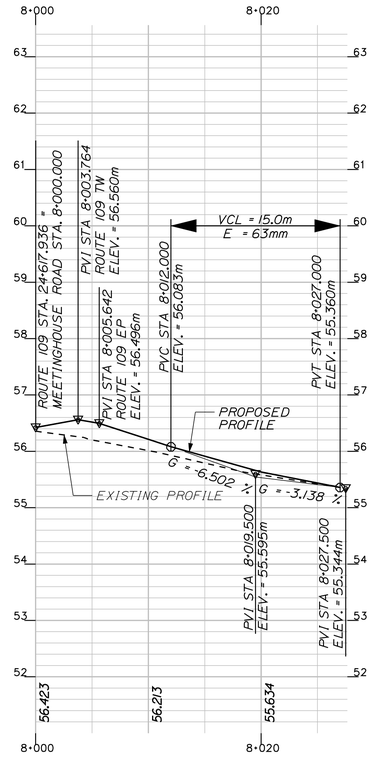
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E	52	153

PIN 7998.10

LINDSEY ROAD



MEETINGHOUSE ROAD



Filename: ...\049_PROF-DESIGN50-MCB1_dr_002.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FMK	MCS	---
CHECKED	AG	---	$(PF_CHECKDATE1)
REVISIONS	---	---	$revdate1$
FIELD CHANGES	---	---	

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILES

WELLS

ROUTE 109

HORIZONTAL 5 0 5 10
VERTICAL 1 0 1 2
Scale in meters

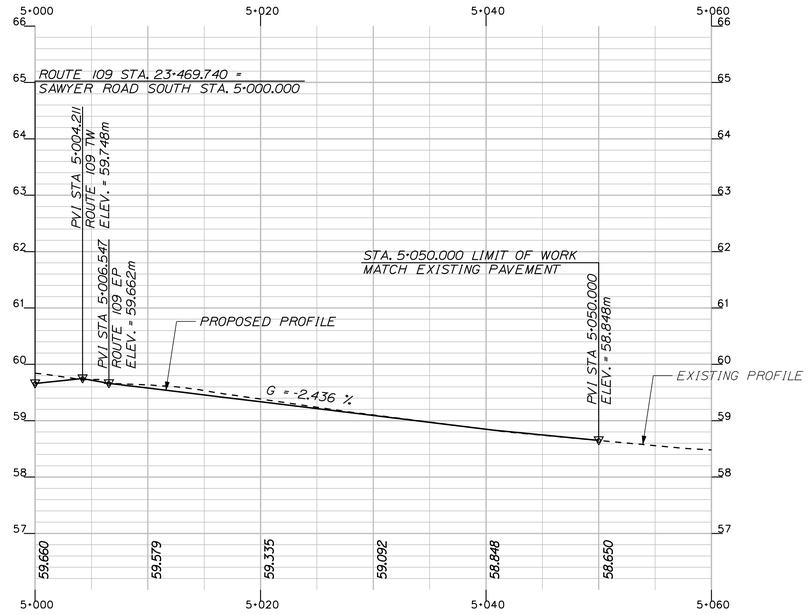
SHEET 15 OF 16 AUGUSTA, MAINE

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

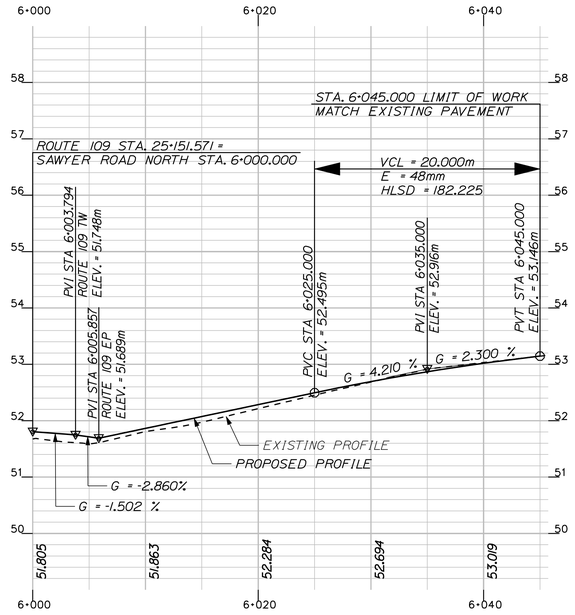
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E	53	153

PIN 7998.10

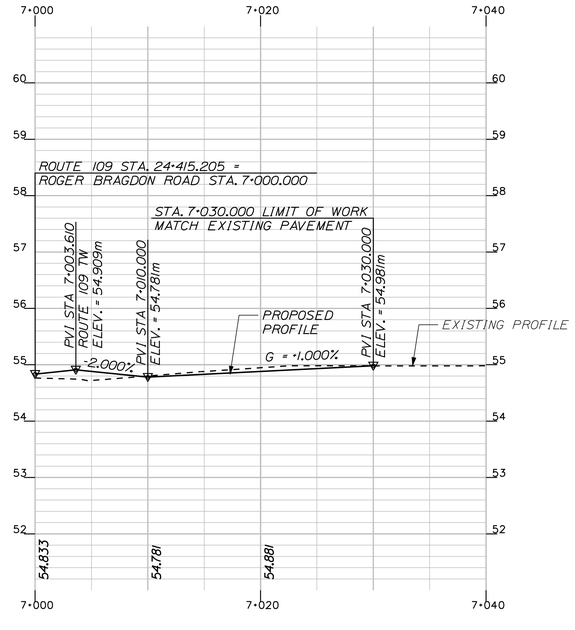
SAWYER ROAD SOUTH



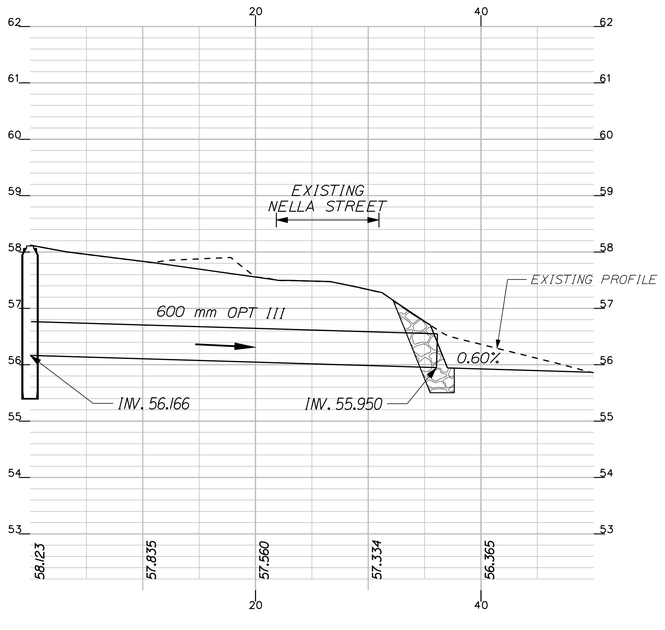
SAWYER ROAD NORTH



ROGER BRAGDON ROAD



CROSS PIPE NELLA ROAD



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FMK	MGS	---
CHECKED	AG	---	$(PDF_CHECKDATE(1))
REVISIONS	---	---	$revdate$
FIELD CHANGES			

PLANS

Filename: ...\050_PROF-DESIGN50-MCB1_dr_003.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILES

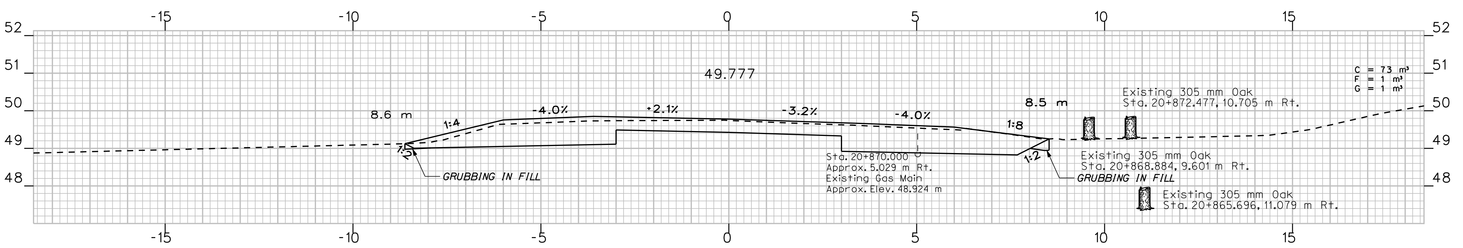
WELLS

ROUTE 109

HORIZONTAL 5 0 5 10
VERTICAL 1 0 1 2
Scale in meters

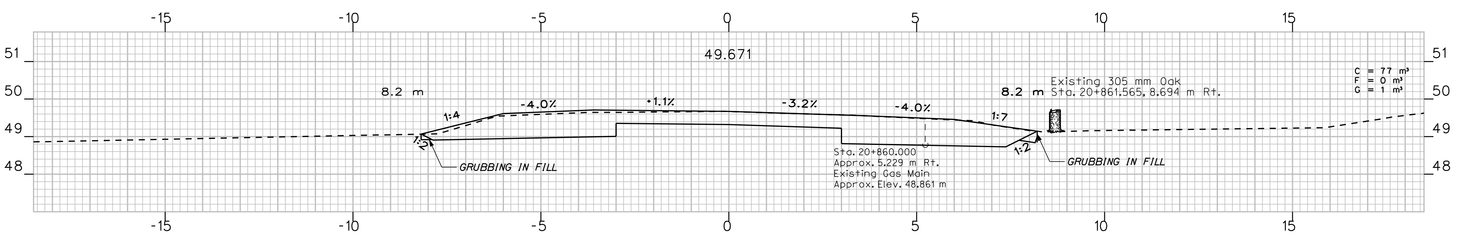
SHEET 16 OF 16 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



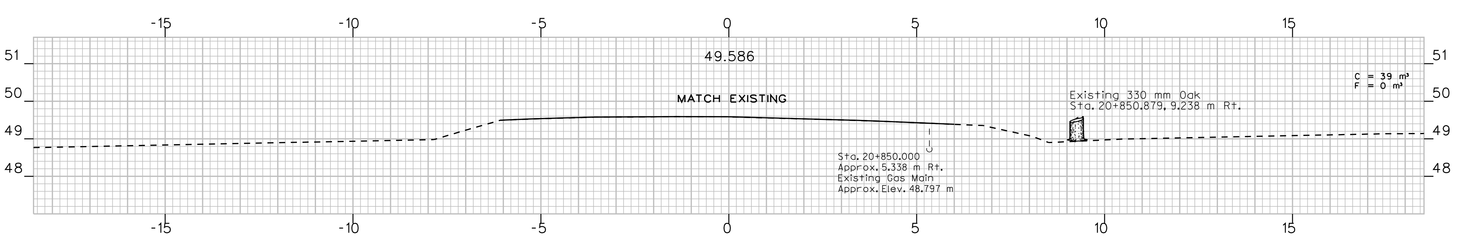
20+870.000

STA. 20+865.000
BEGIN PROJECT NO. NH-7998(10)E
END APPROACH
BEGIN REHABILITATION - CORE PRESERVATION

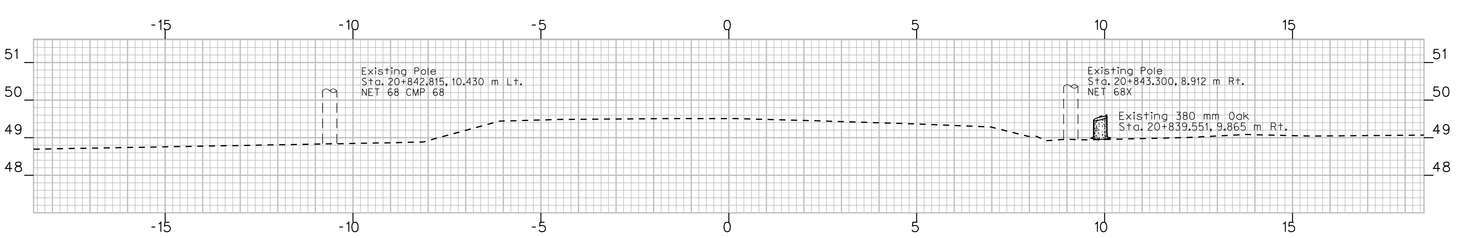


20+860.000

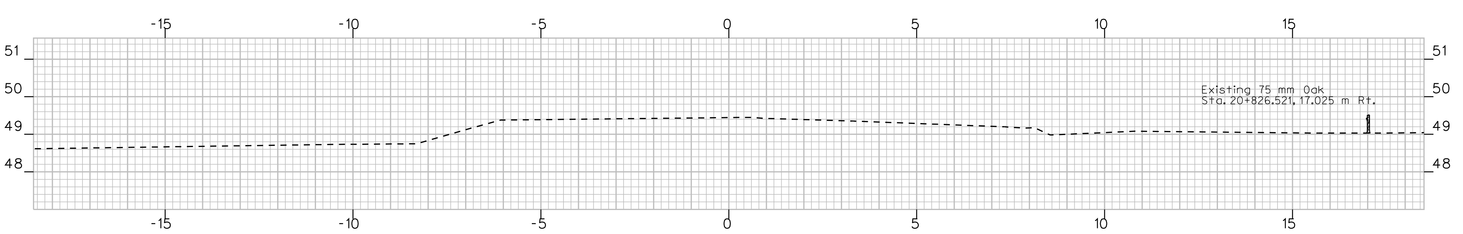
STA. 20+850.000
BEGIN APPROACH
MATCH EXISTING PAVEMENT



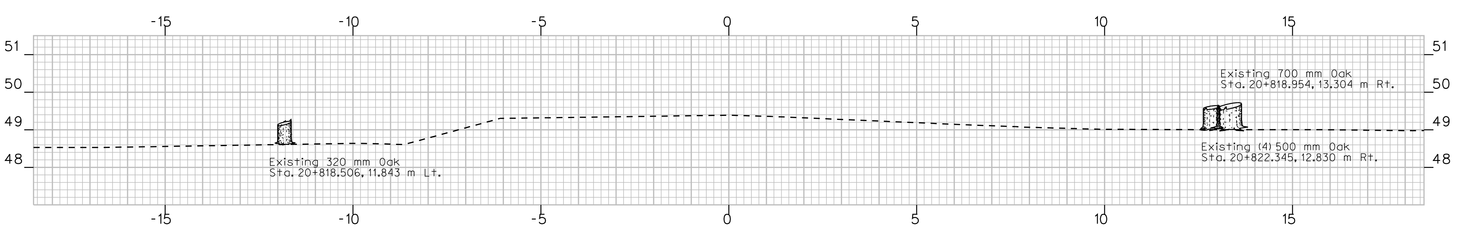
20+850.000



20+840.000



20+830.000



20+820.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

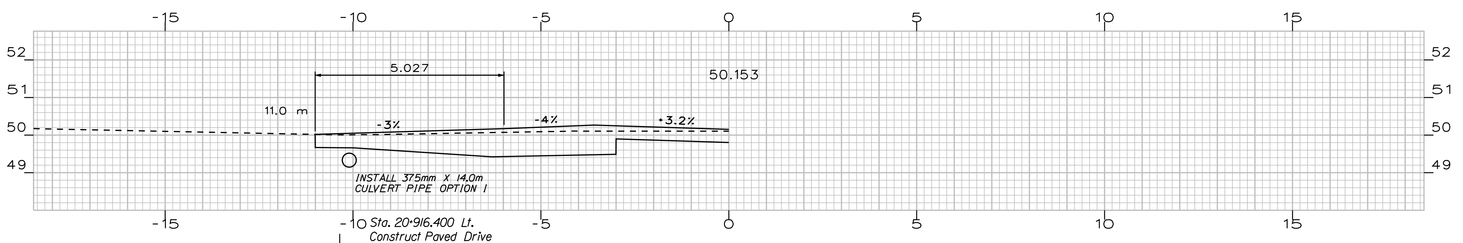
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	54	153

7998.10

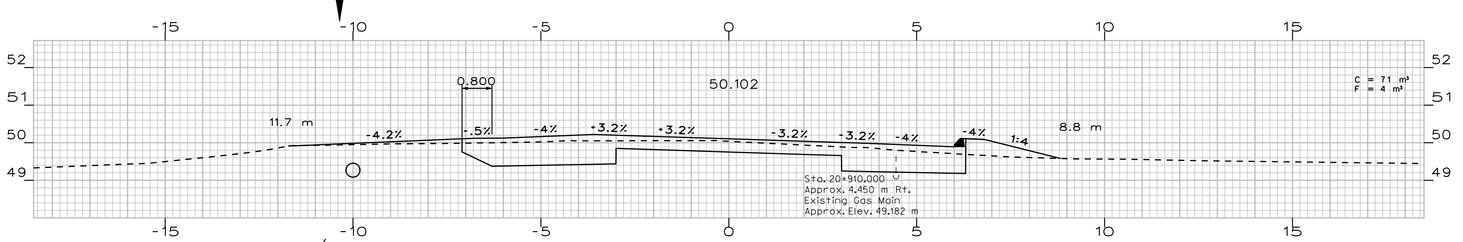
WELLS

ROUTE 109

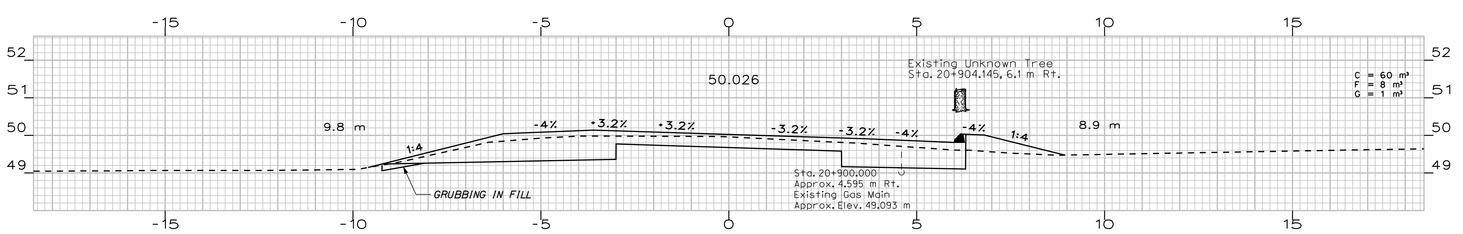
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



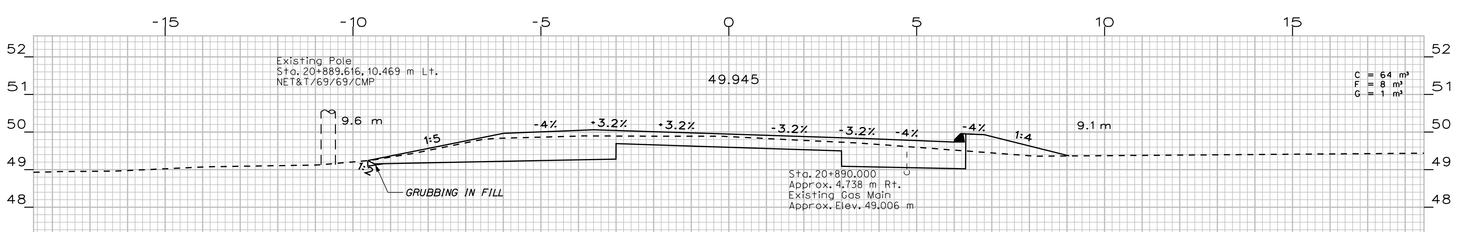
20+916.400



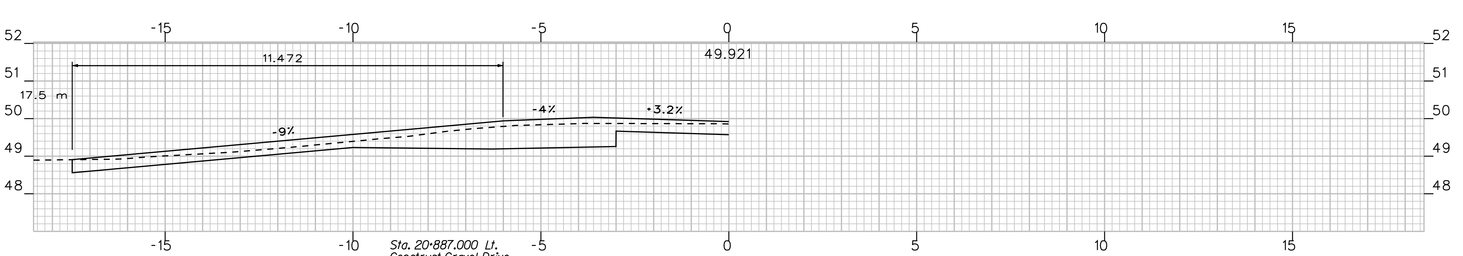
20+910.000



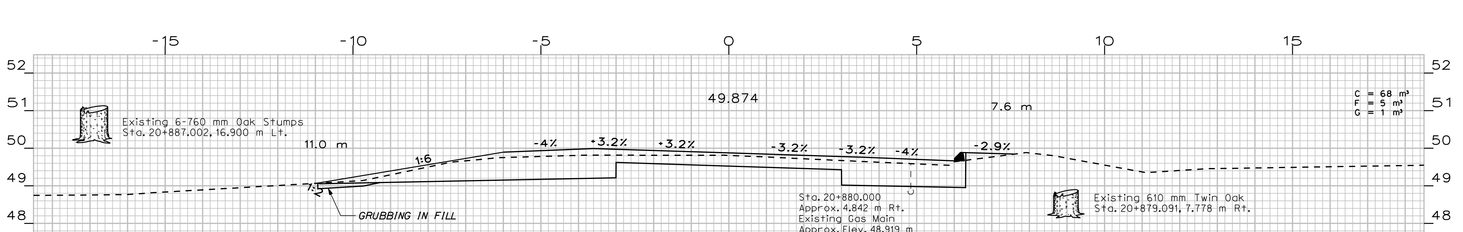
20+900.000



20+890.000



20+887.000



20+880.000

METRIC
1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

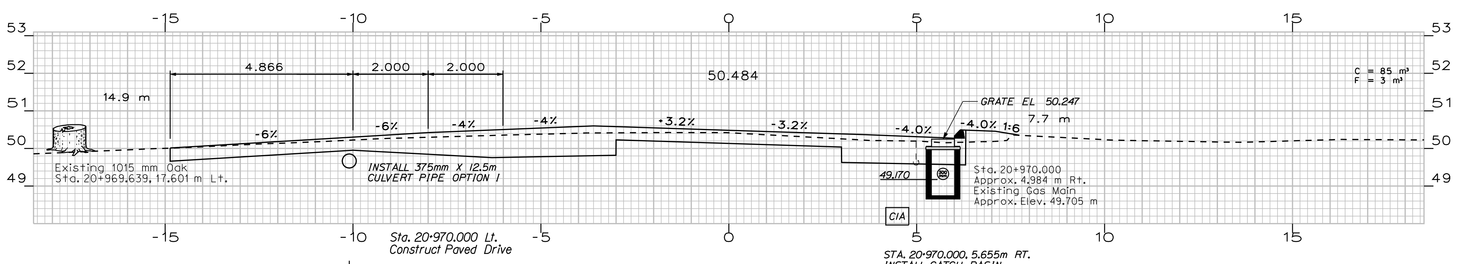
F.H.W.A. REGION NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E 7998.10	55	153

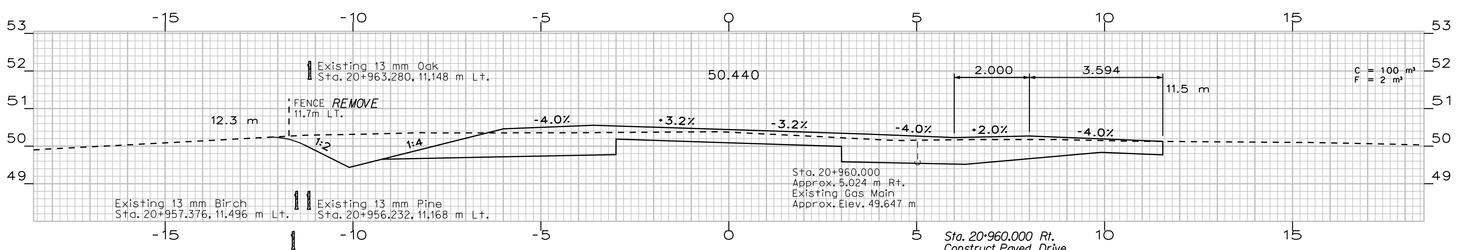
WELLS

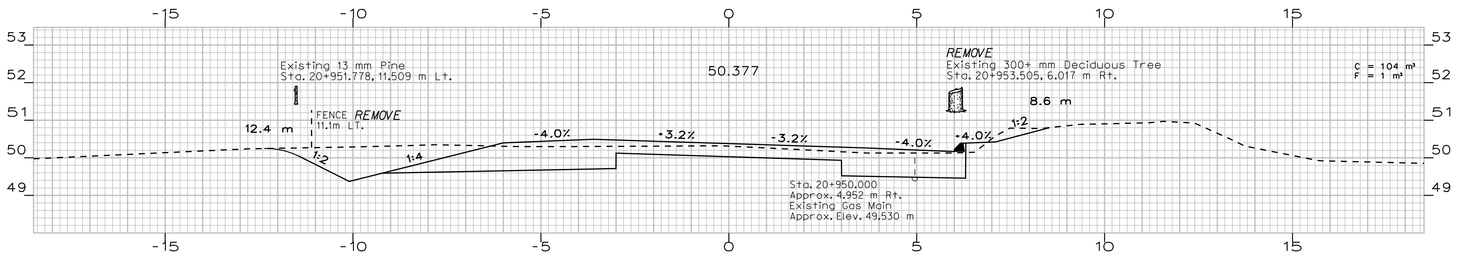
ROUTE 109

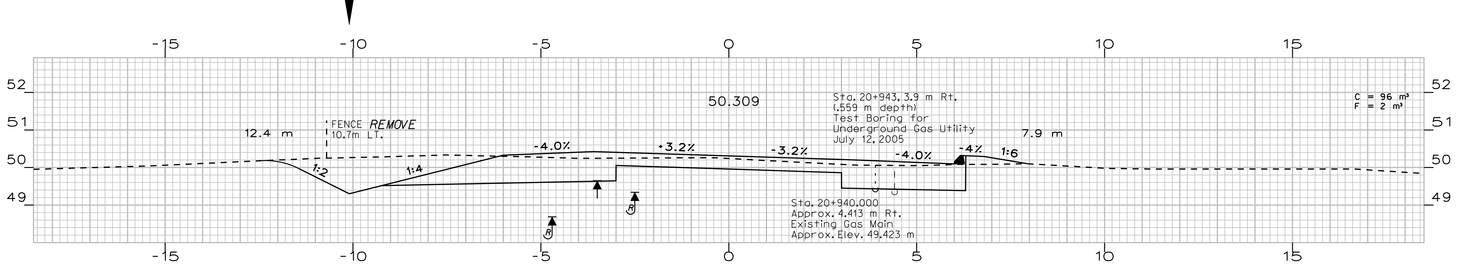
STA. 20+880.000 TO STA. 20+916.400

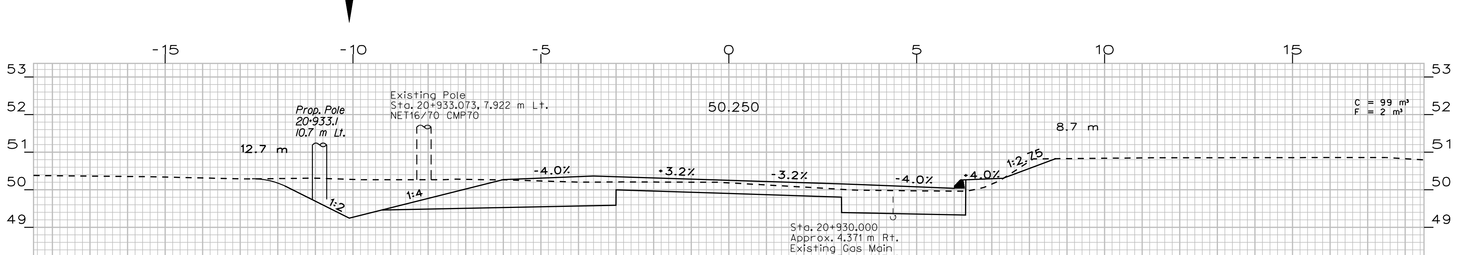
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

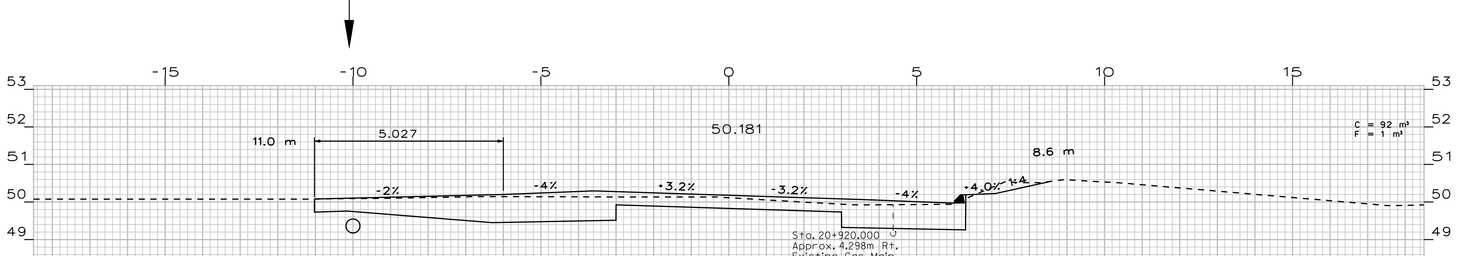












METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

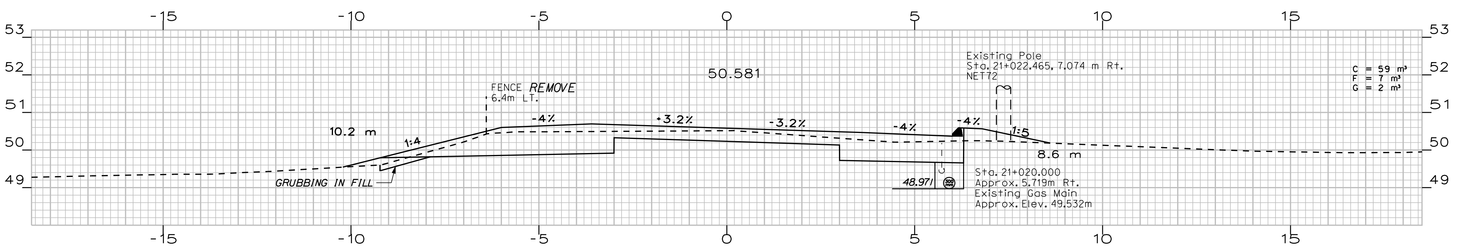
F.H.W.A. REG. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
	7998.10
SHEET NO.	56
TOTAL SHEETS	153

WELLS

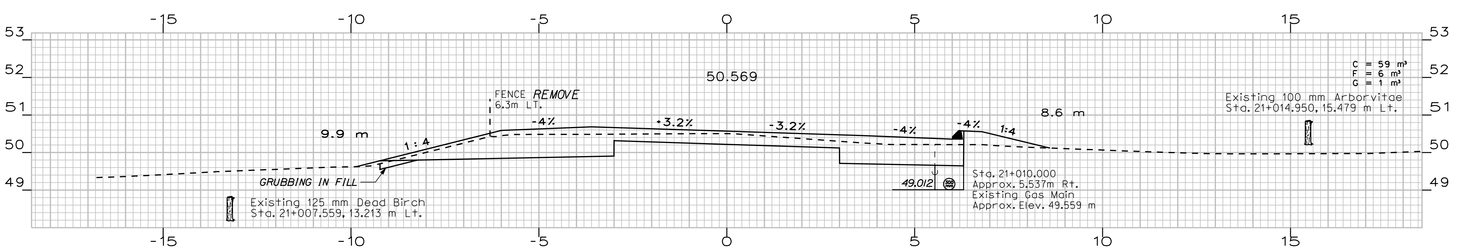
ROUTE 109

STA. 20+920.000 TO STA. 20+970.000

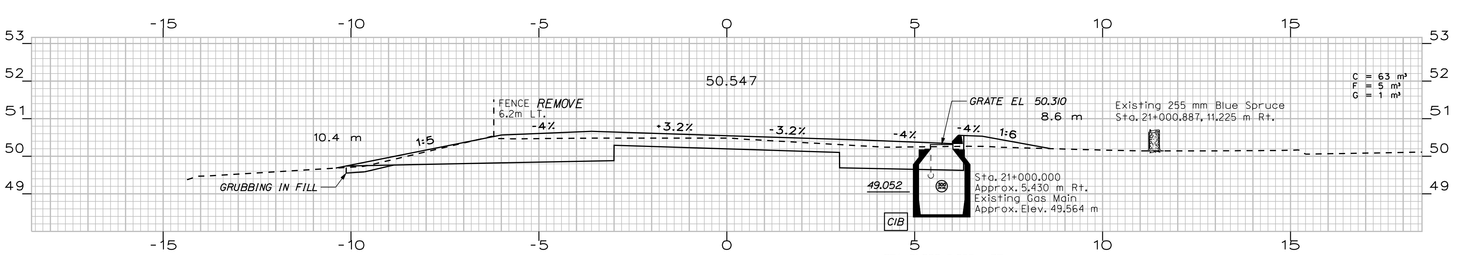
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



21+020.000



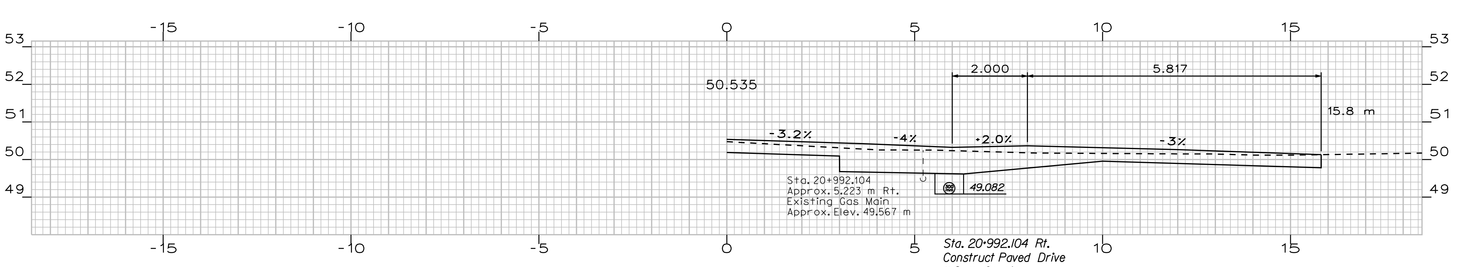
21+010.000



STA. 21+000.000, 5.655m RT.
INSTALL CATCH BASIN
TYPE B-C

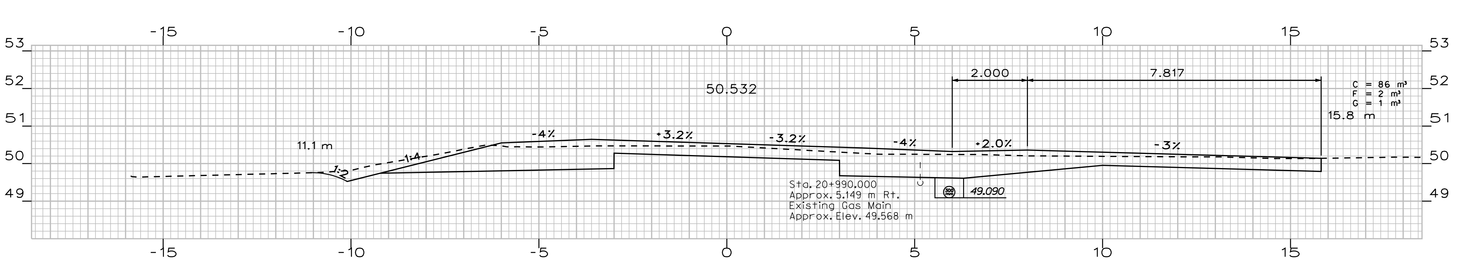
21+000.000

STA. 21+000.000, 5.655m RT. TO 21+030.000, 5.655m RT.
INSTALL 300mm x 28.5m UD TYPE C

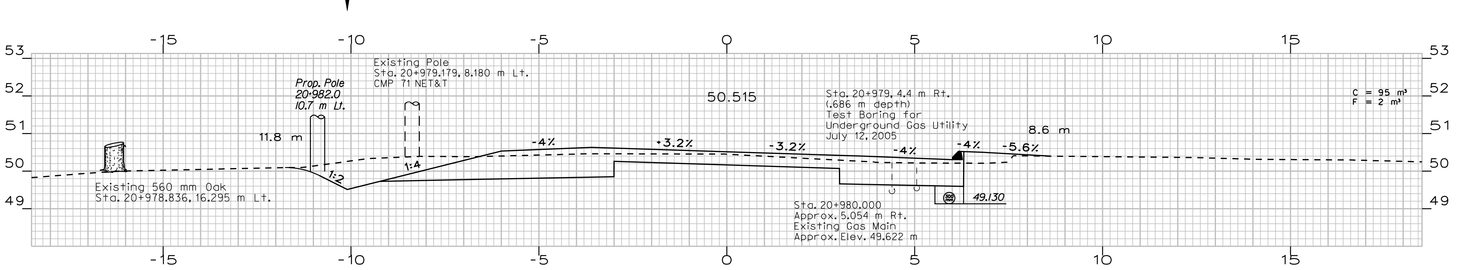


Sta. 20+992.104 Rt.
Construct Paved Drive
11.9 m Opening

20+992.104



20+990.000



20+980.000

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

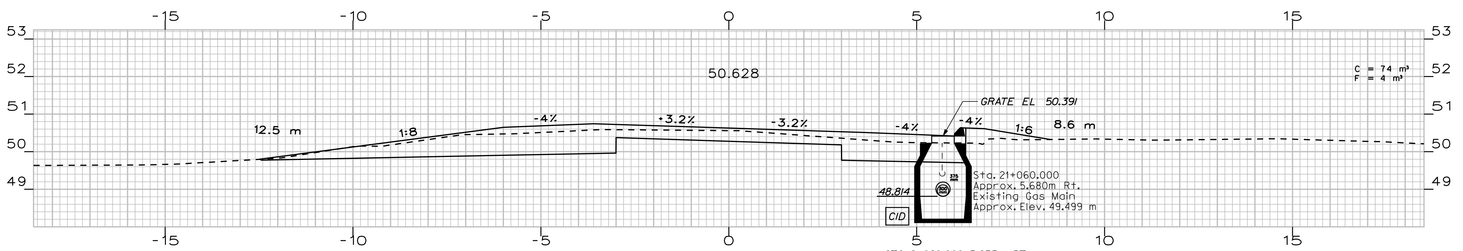
F.A.Y.U.A. RTE. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
	7998.10
SHEET NO.	57
TOTAL SHEETS	153

WELLS

ROUTE 109

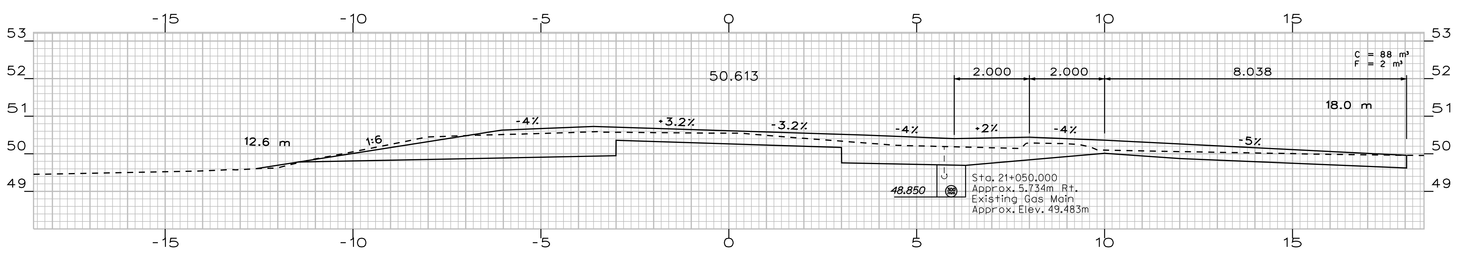
STA. 20+980.000 TO STA. 21+020.000

PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

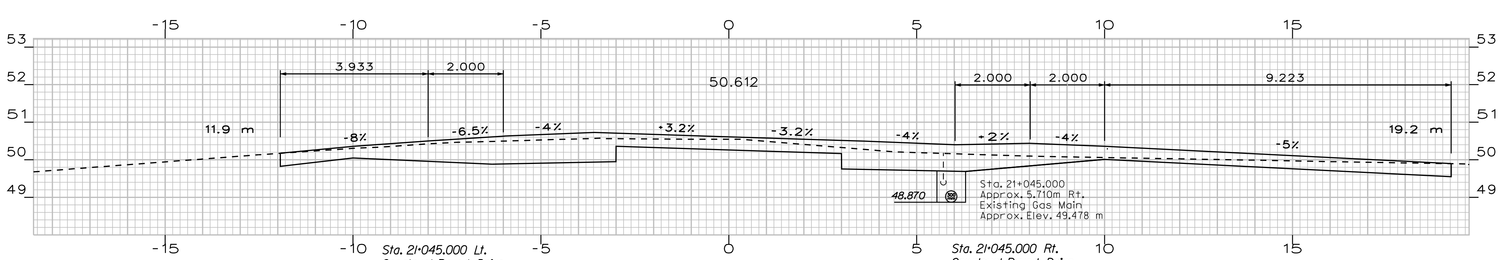


21+060.000

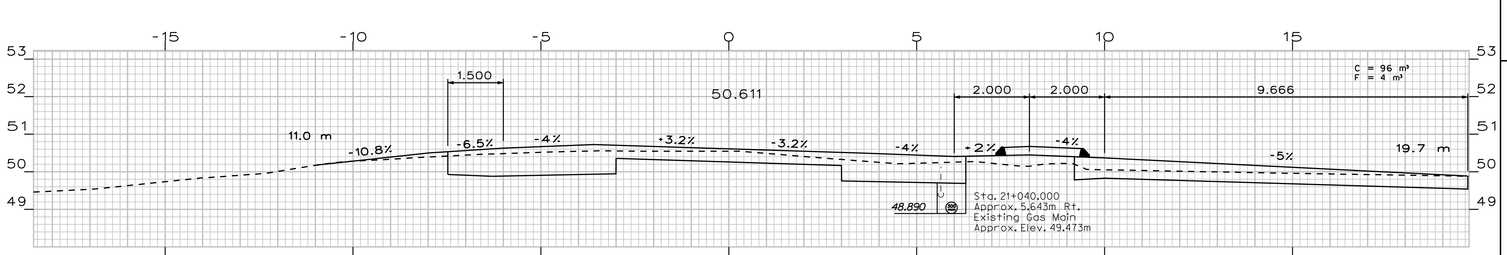
STA. 21+060.000, 5.655m RT. TO 21+112.000, 5.655m RT.
INSTALL 375mm x 50.5m UD TYPE C



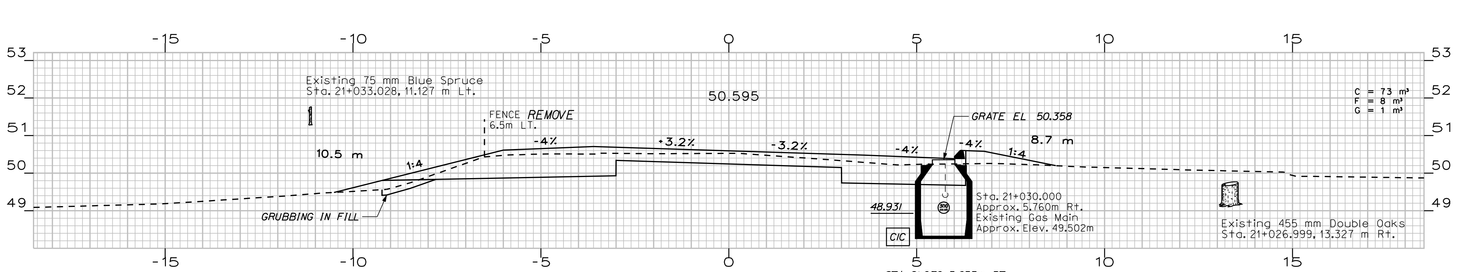
21+050.000



21+045.000



21+040.000



21+030.000

STA. 21+030.000, 5.655m RT. TO 21+060.000, 5.655m RT.
INSTALL 300mm x 28.5m UD TYPE C

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

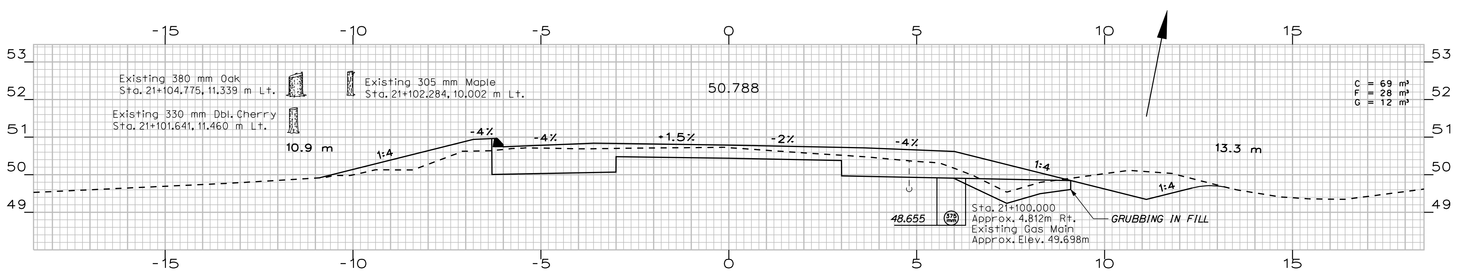
F.A.H.A. ROUTE NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	58
TOTAL SHEETS	153

WELLS

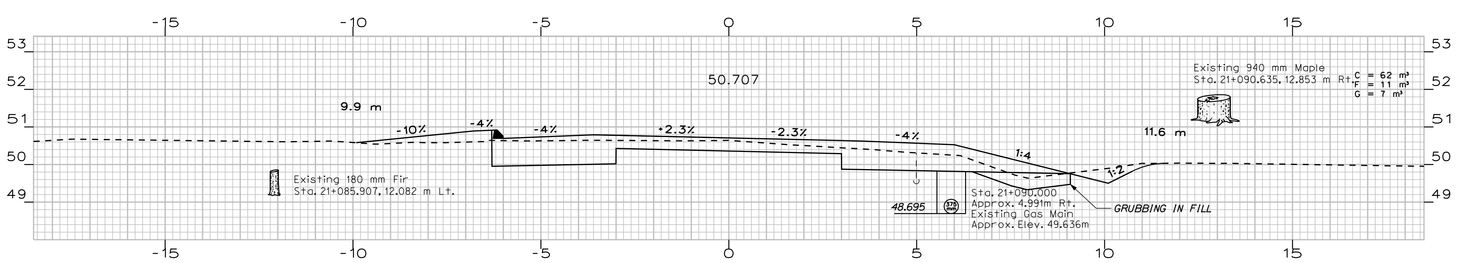
ROUTE 109

STA. 21+030.000 TO STA. 21+060.000

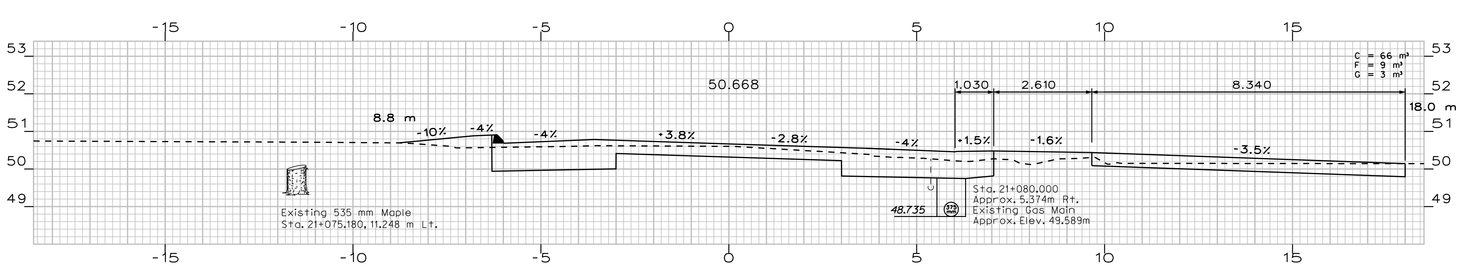
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



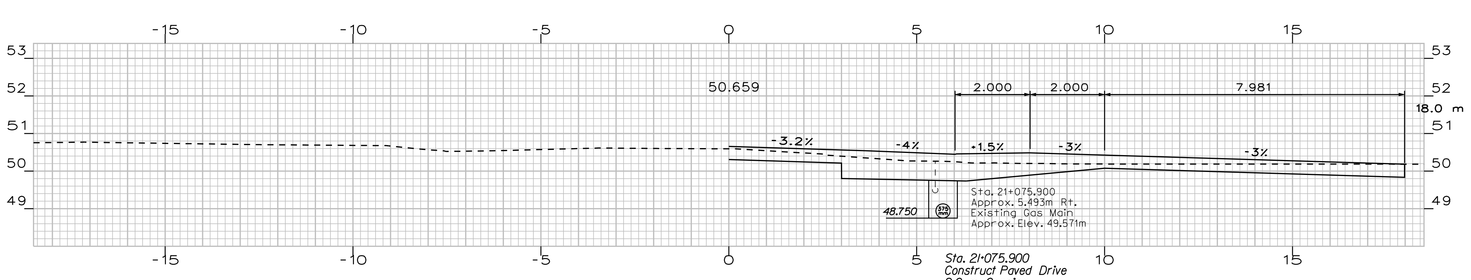
21+100.000



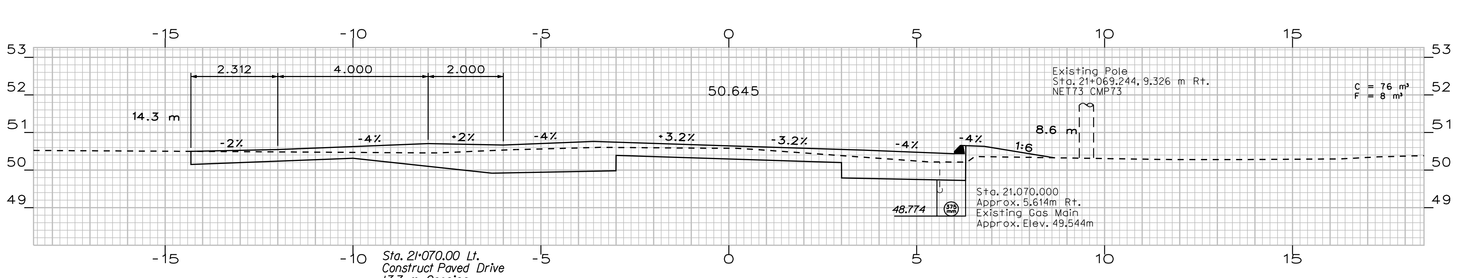
21+090.000



21+080.000



21+075.900



21+070.000

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.H.S.A. ROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	59	153

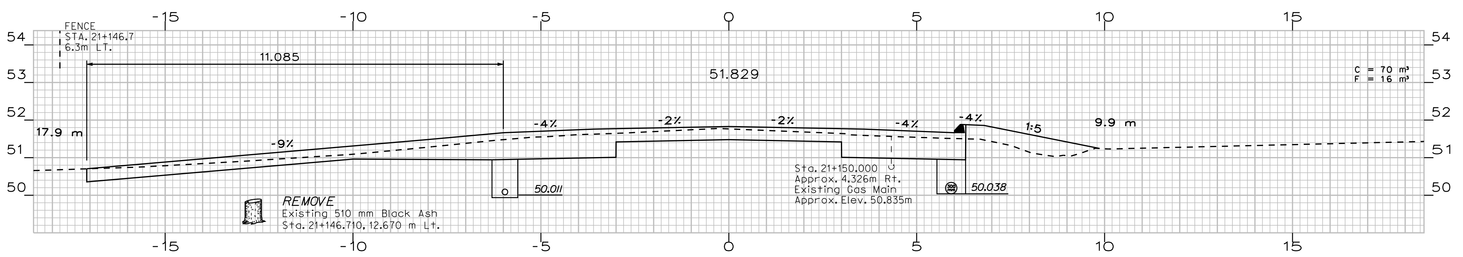
7998.10

WELLS

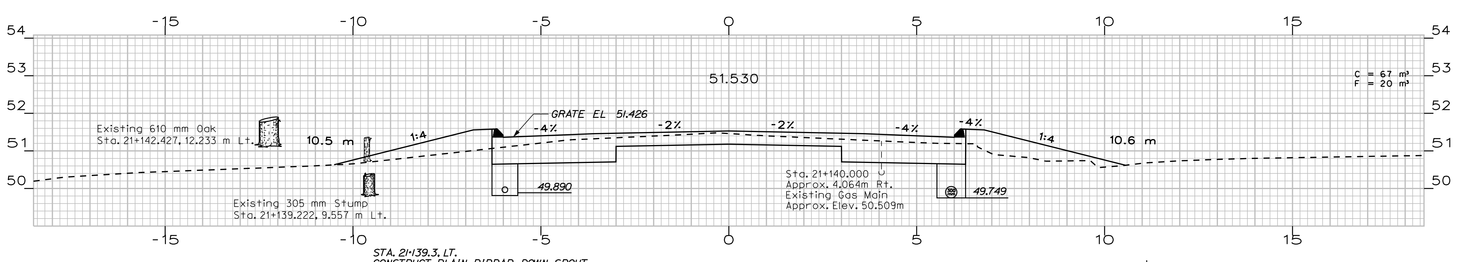
ROUTE 109

STA. 21+070.000 TO STA. 21+100.000

PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



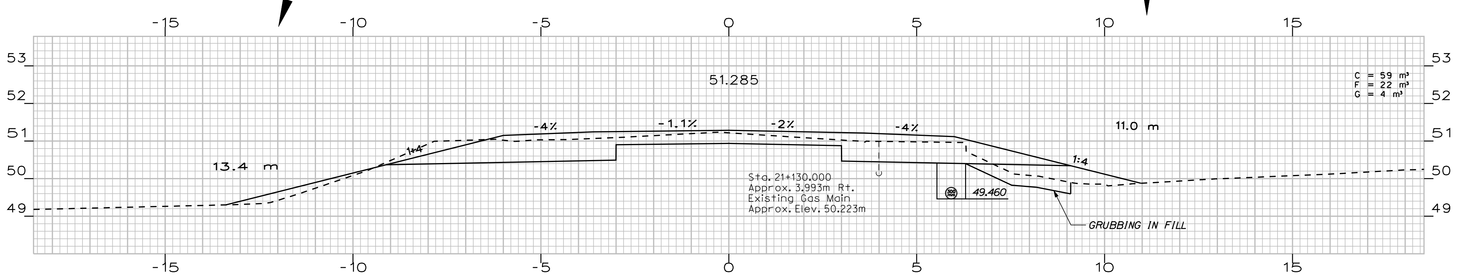
21+150.000



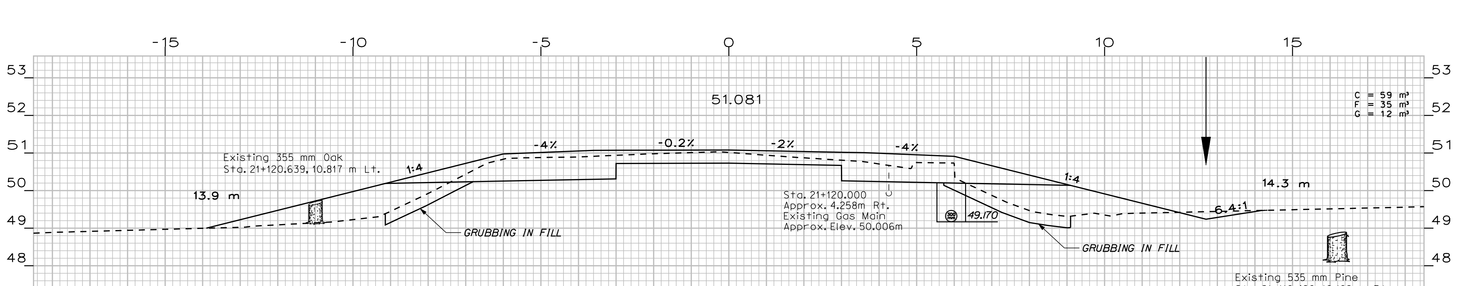
STA. 21+139.3 LT.
CONSTRUCT PLAIN RIPRAP DOWN SPOUT

STA. 21+133.3, 10.5m LT. TO STA. 21+143.0, 5.7m LT.
INSTALL 150mm X 11.8m UD TYPE B OUTLET
WITH 22.5 DEGREE ELBOW

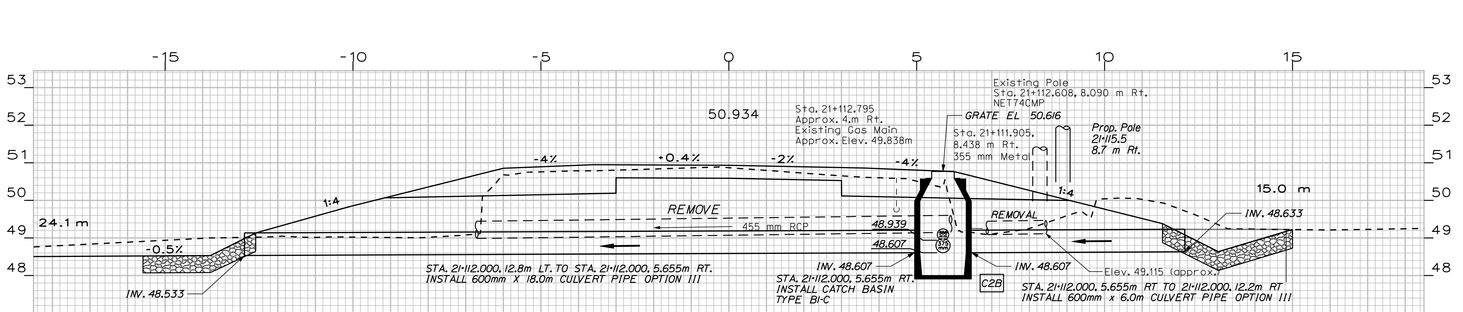
21+140.000



21+130.000



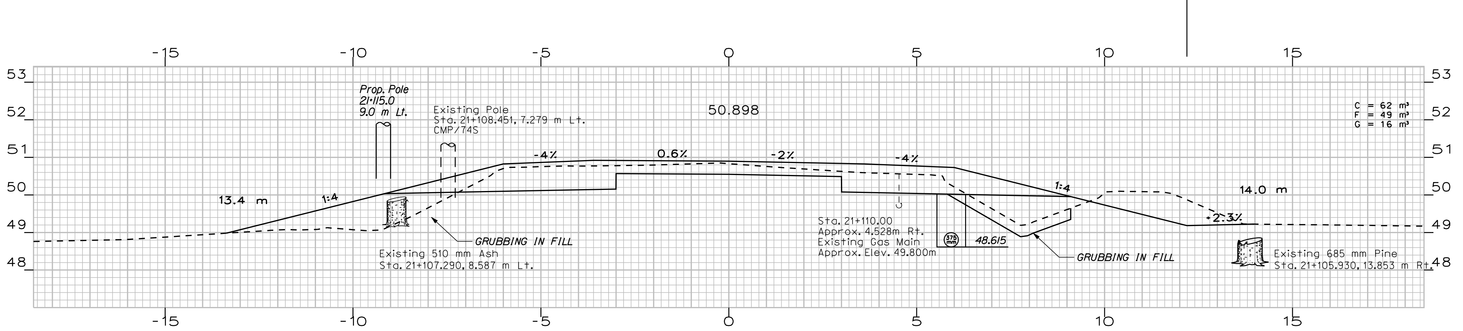
21+120.000



STA. 21+112.0 LT.
CONSTRUCT PLAIN RIPRAP

STA. 21+112.0 RT.
CONSTRUCT PLAIN RIPRAP

21+112.000



21+110.000

METRIC
1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	60	153

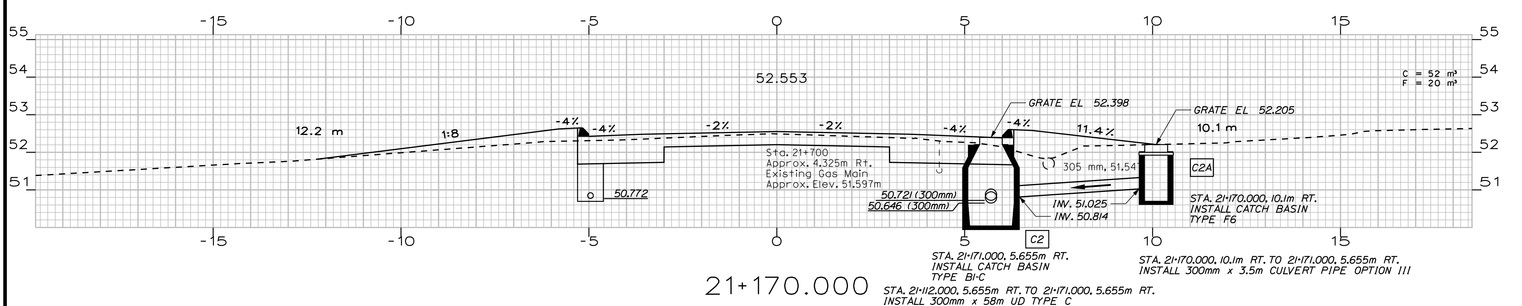
7998.10

WELLS

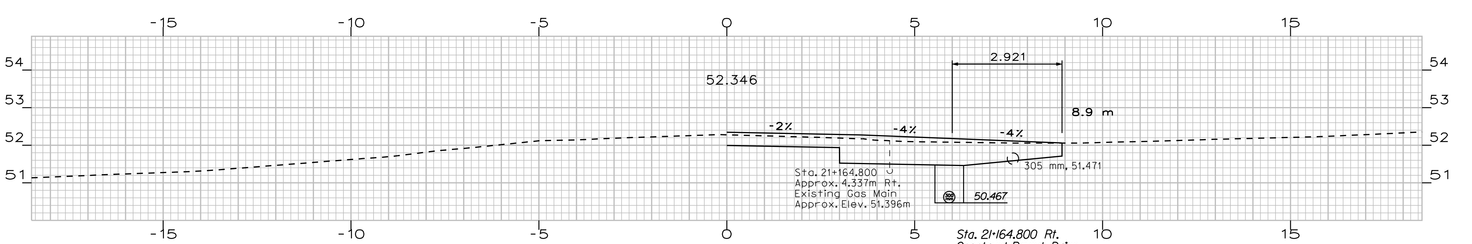
ROUTE 109

STA. 21+110.000 TO STA. 21+150.000

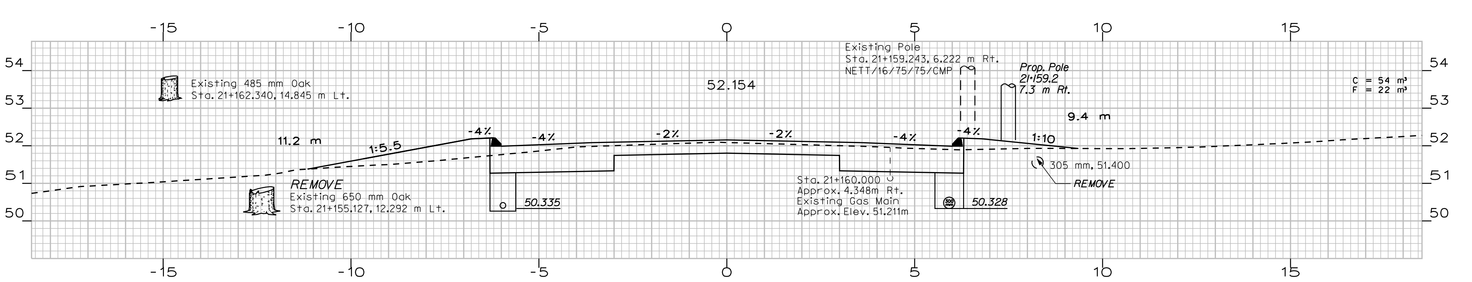
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



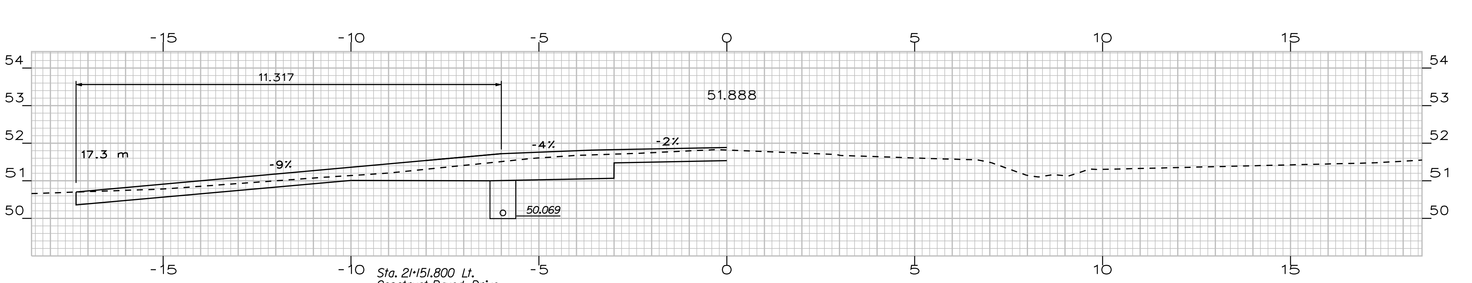
21+170.000



21+164.800



21+160.000



21+151.800

METRIC
1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	61	153

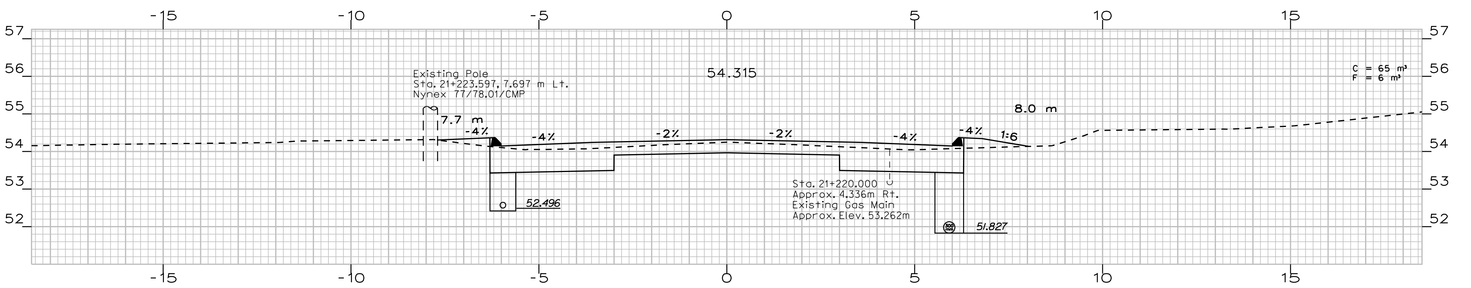
7998.10

WELLS

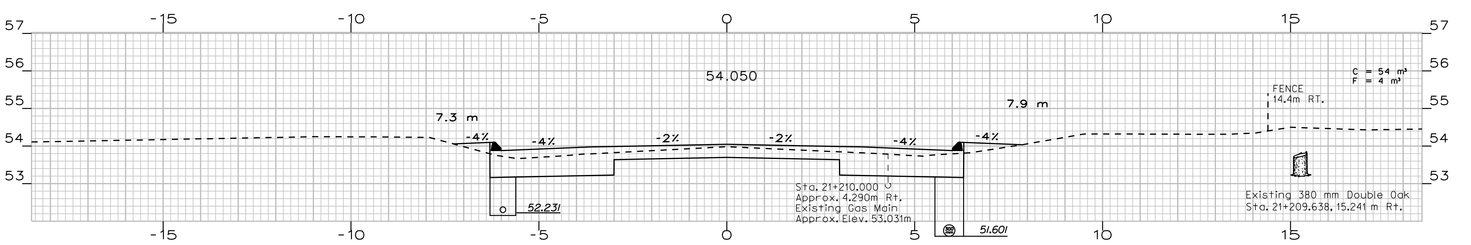
ROUTE 109

STA. 21+151.800 TO STA. 21+170.000

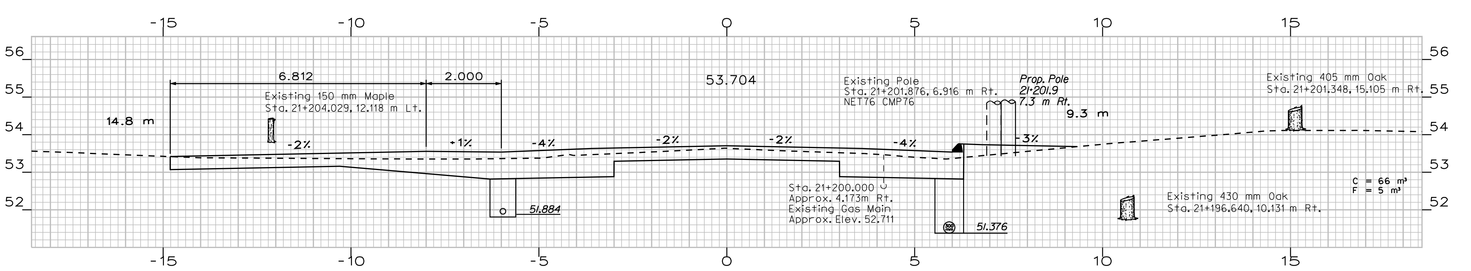
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



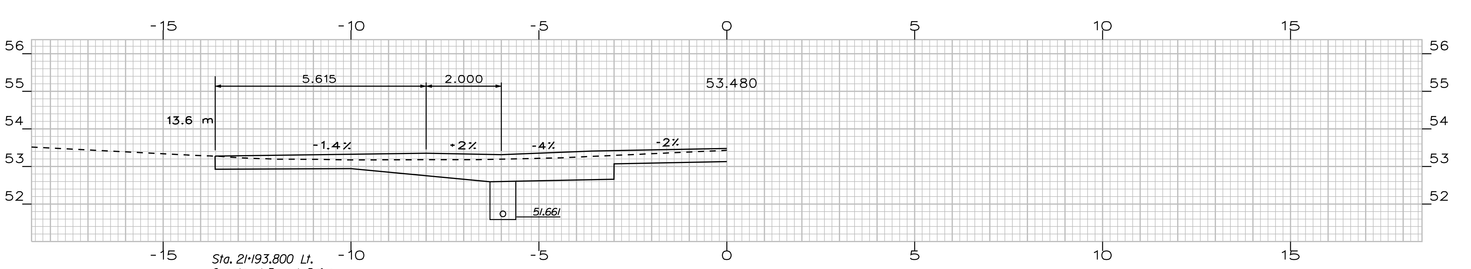
21+220.000



21+210.000

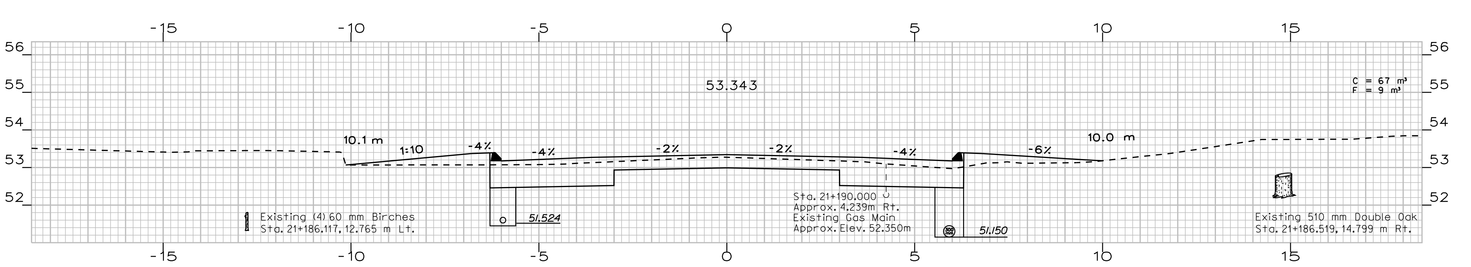


21+200.000

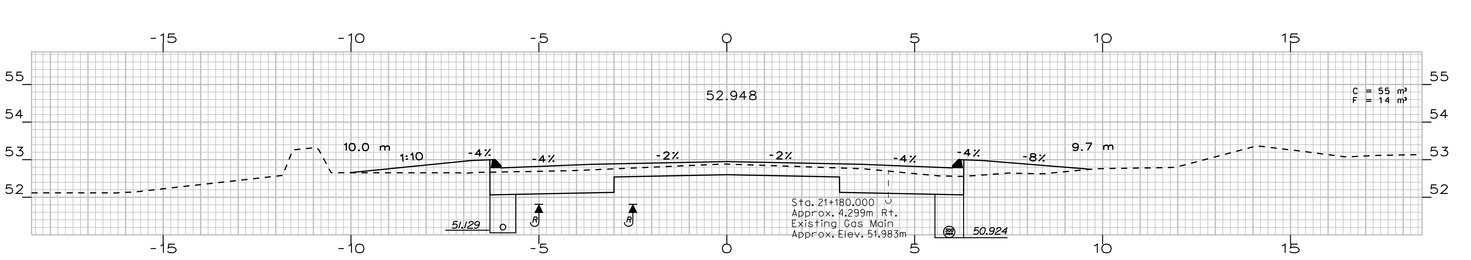


Sta. 21+193.800 Lt.
Construct Paved Drive
9.3 m Opening

21+193.800



21+190.000



21+180.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

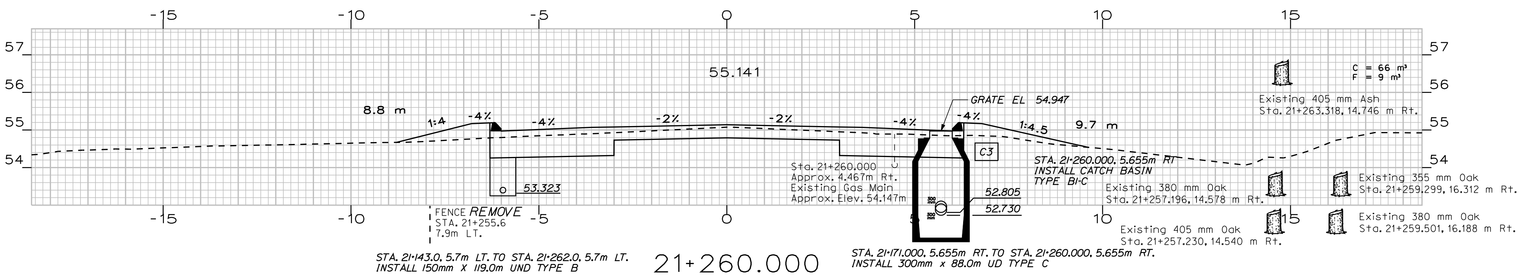
F.A.H.S.A. PROJ. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	62
TOTAL SHEETS	153

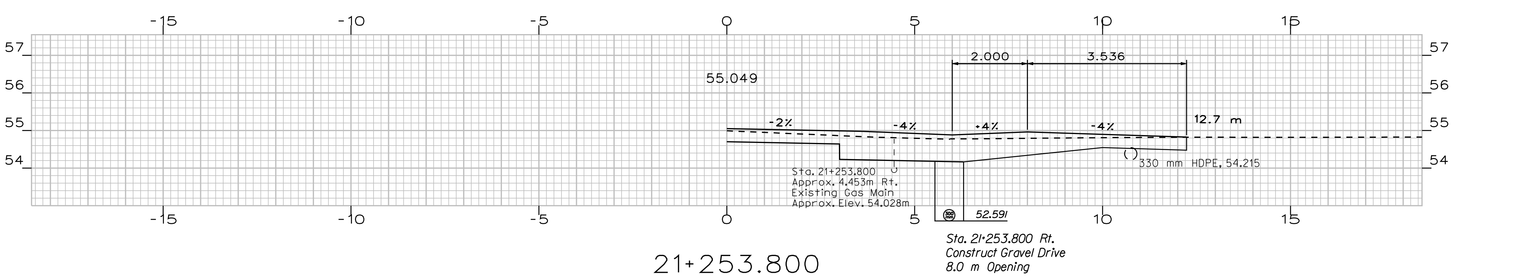
WELLS

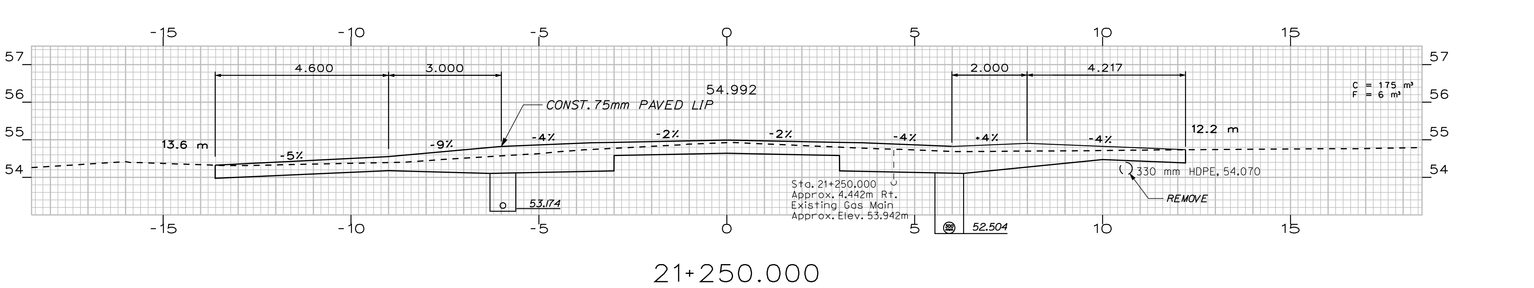
ROUTE 109

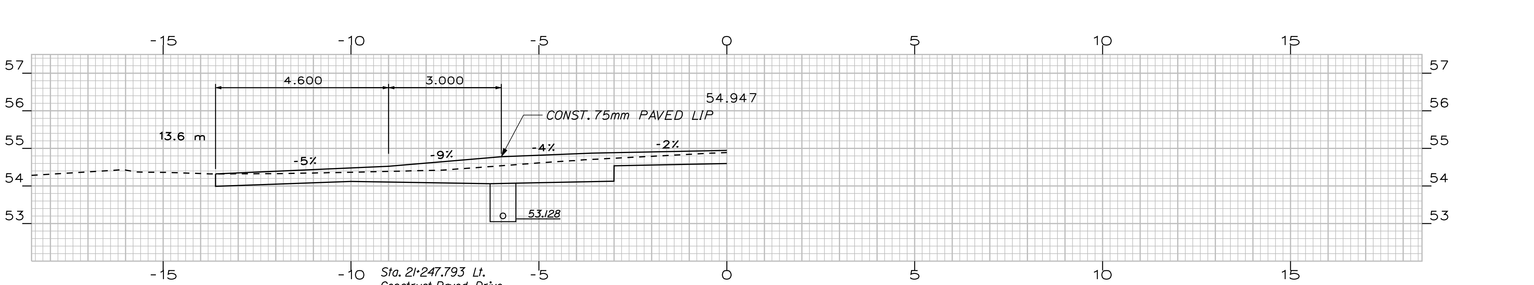
STA. 21+180.000 TO STA. 21+220.000

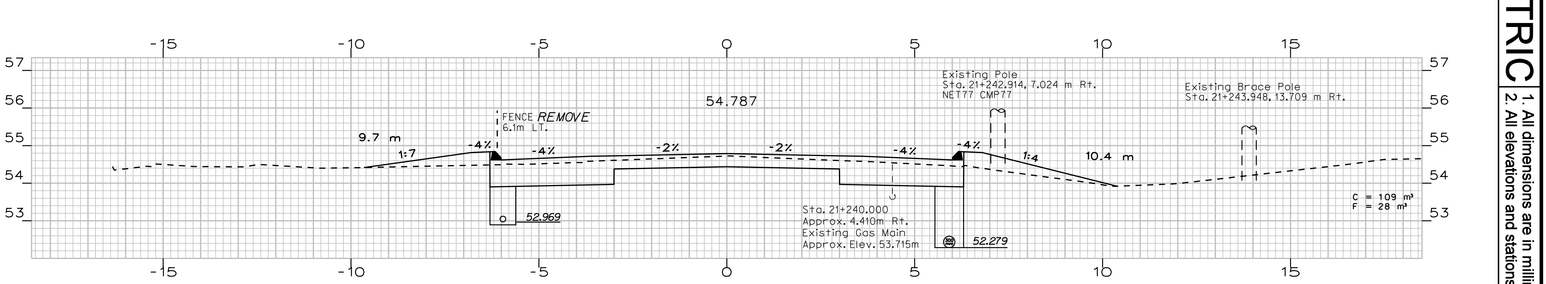
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

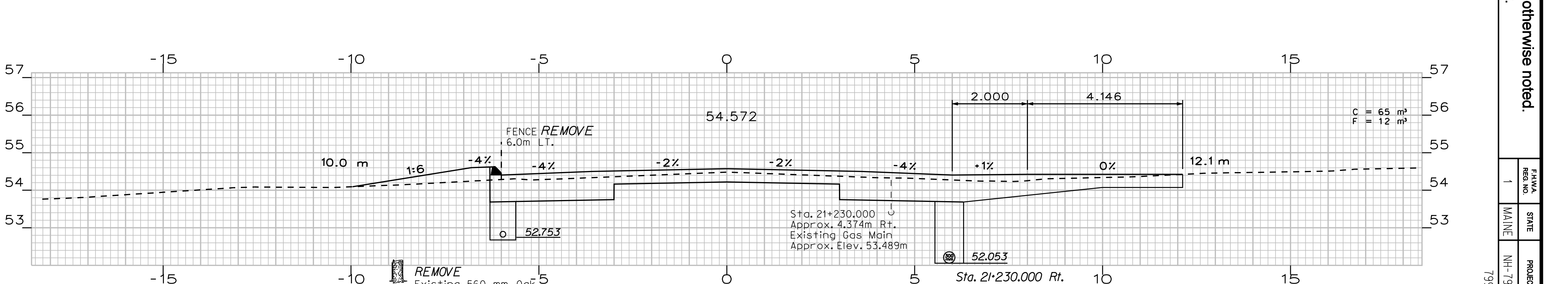










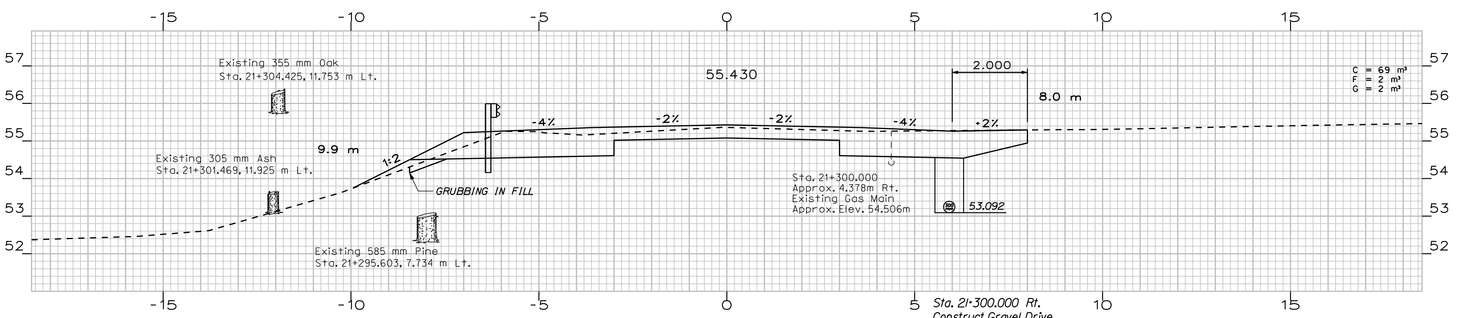


METRIC
1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	63
TOTAL SHEETS	153

WELLS
ROUTE 109
STA. 21+230.000 TO STA. 21+260.000

PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

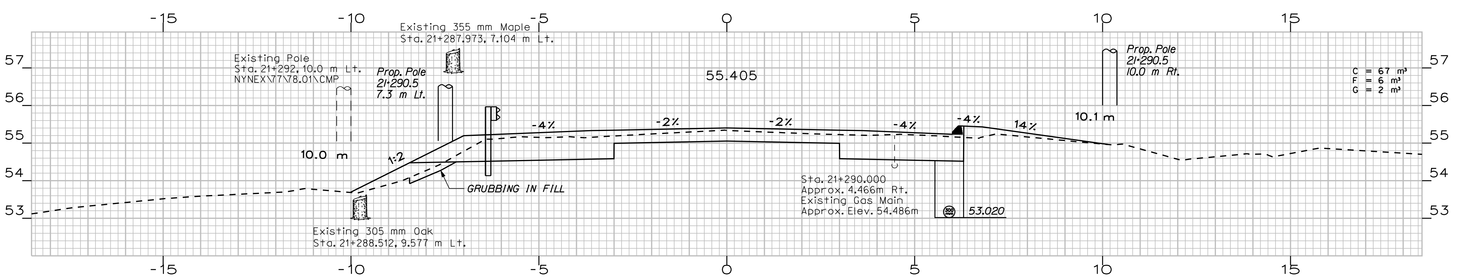


STA. 21+280.570, 8.9M LT TO STA. 21+363.775, 6M LT.
INSTALL TYPE 3C GUARDRAIL.

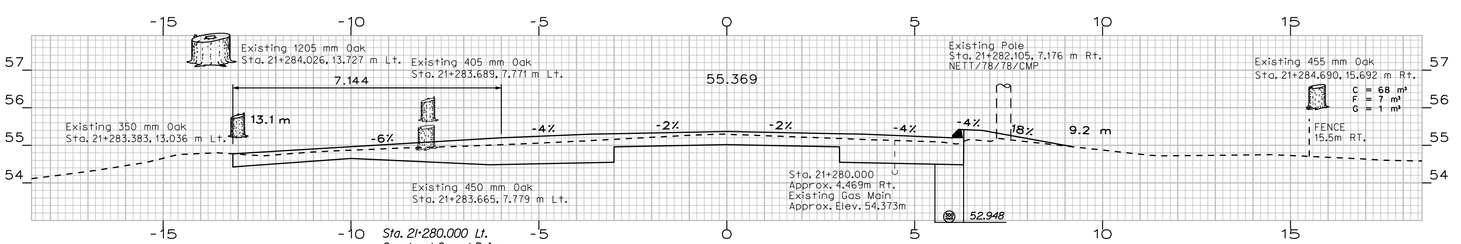
STA. 21+363.775 TO 21+375.075, 6M LT.
INSTALL GR350 FLARED TERM.

Sta. 21+300.000 Rt.
Construct Gravel Drive
10.4 m Opening

21+300.000

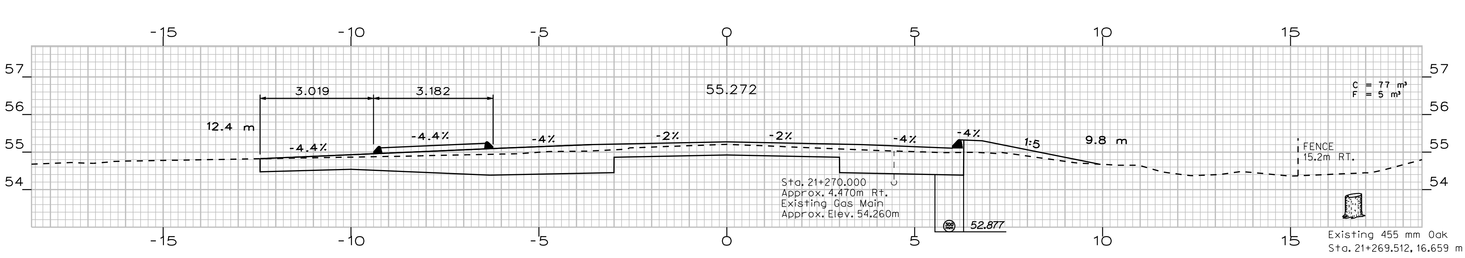


21+290.000

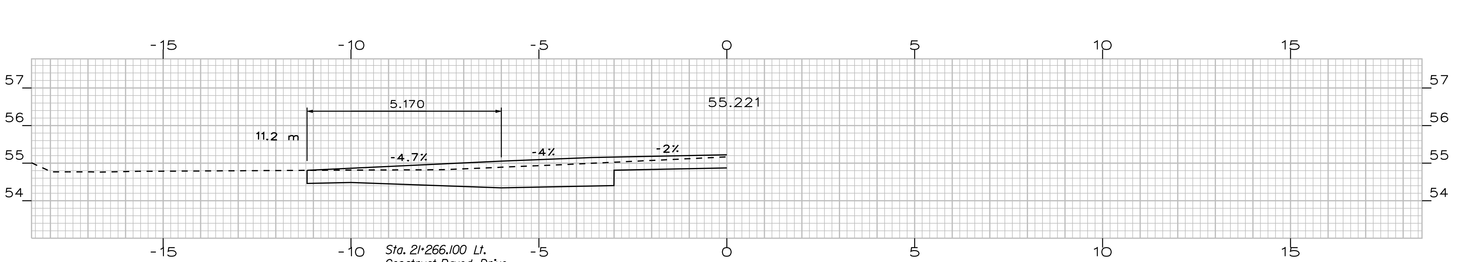


Sta. 21+280.000 Lt.
Construct Gravel Drive
14.5 m Opening

21+280.000



21+270.000



Sta. 21+266.100 Lt.
Construct Paved Drive
8.0 m Opening

21+266.100

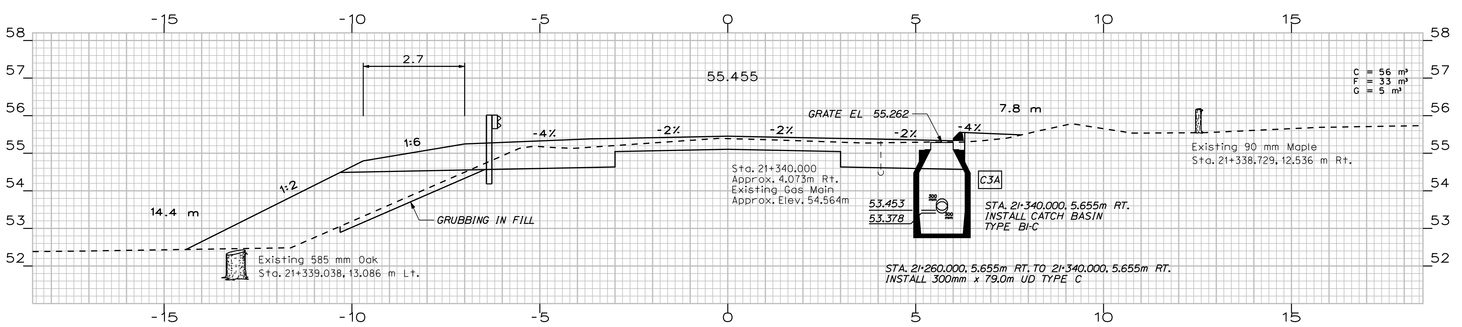
METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F/A/H/A ROU NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
	7998.10
SHEET NO.	64
TOTAL SHEETS	153

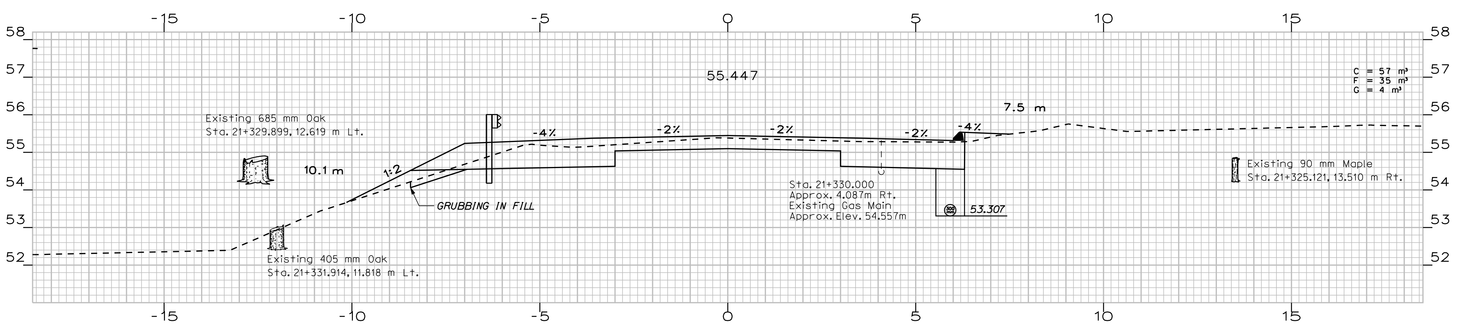
WELLS

ROUTE 109

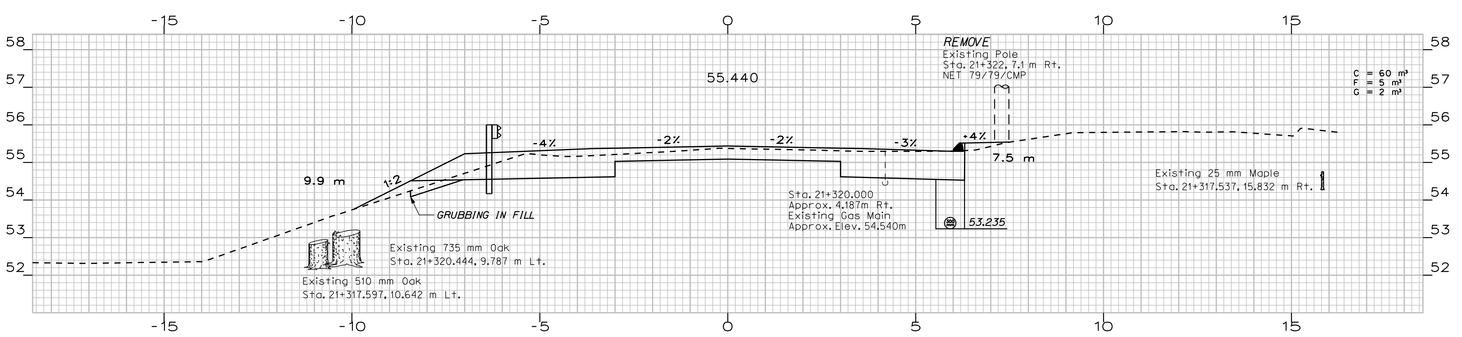
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



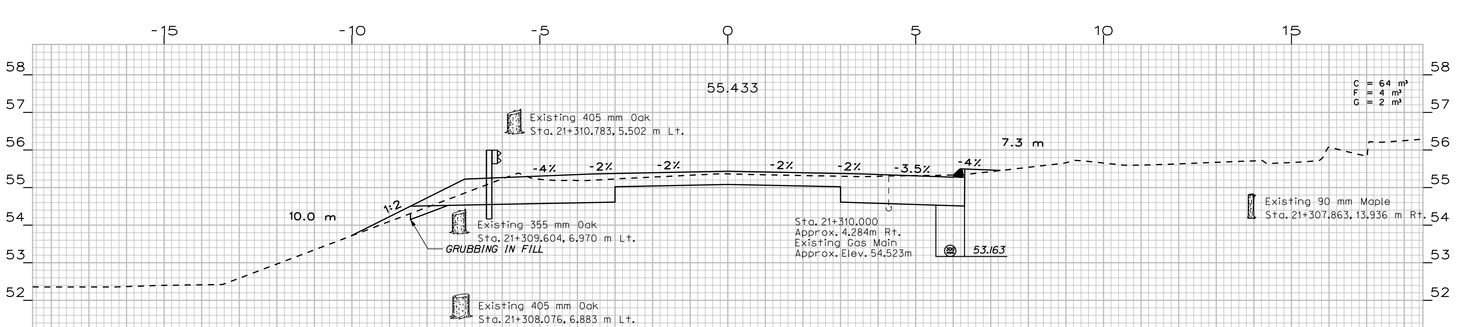
21+340.000



21+330.000



21+320.000



21+310.000

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

FHWA REGION NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	65
TOTAL SHEETS	153

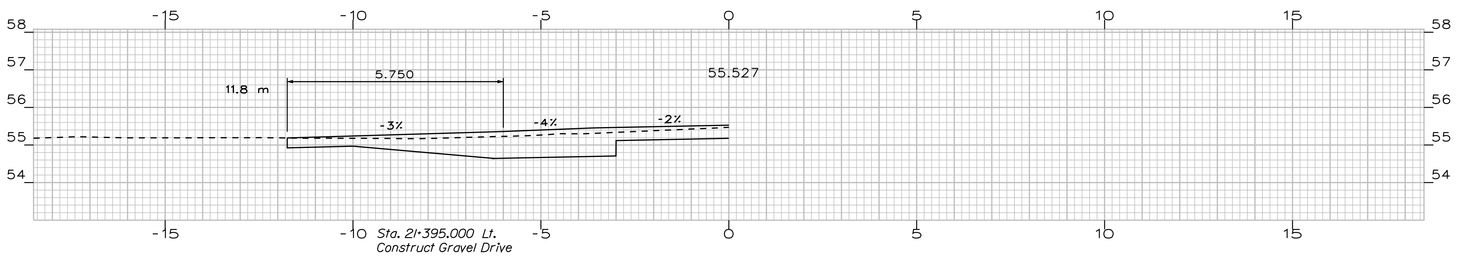
7998.10

WELLS

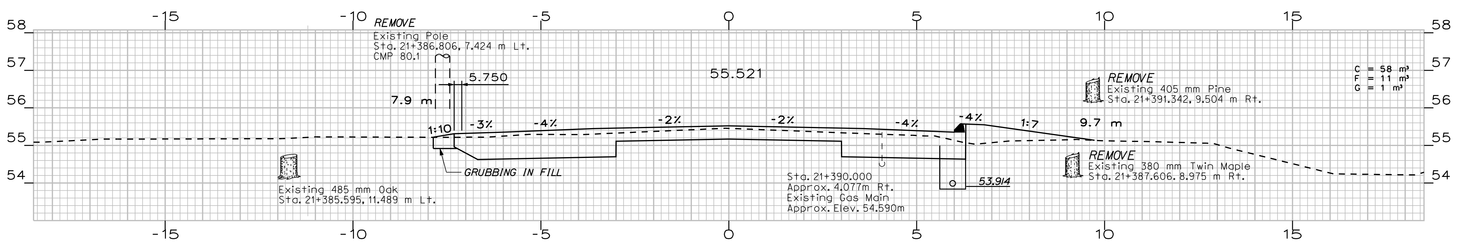
ROUTE 109

STA. 21+310.000 TO STA. 21+340.000

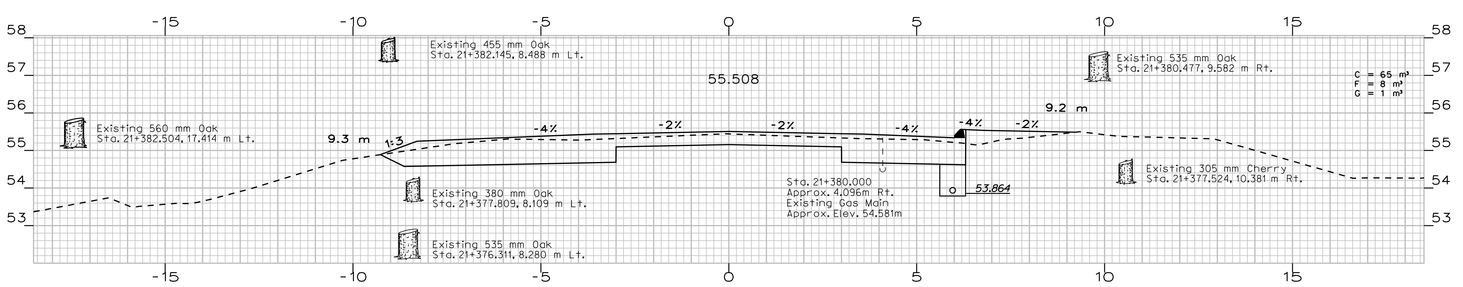
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



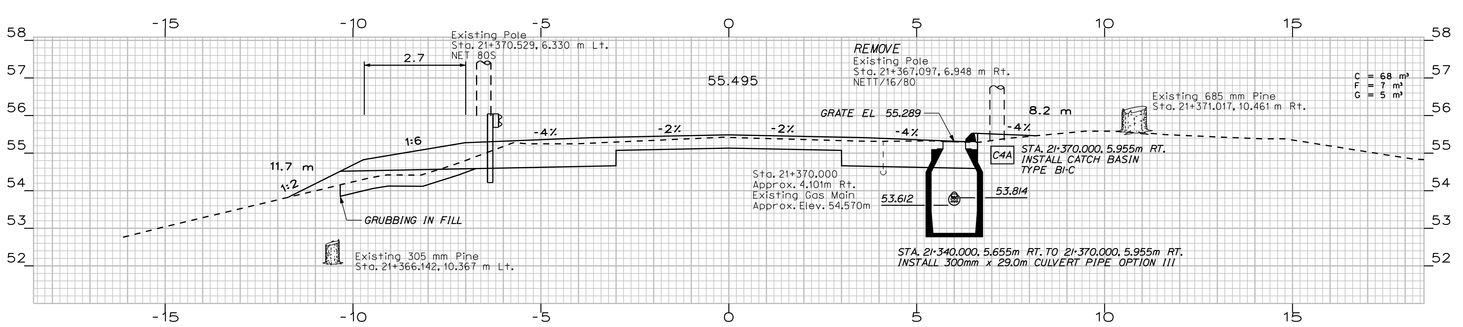
21+395.000



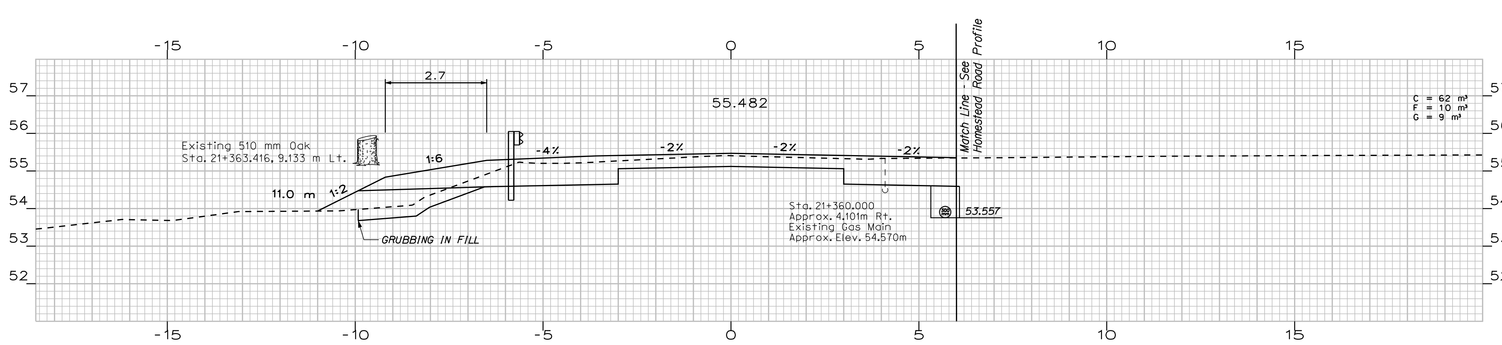
21+390.000



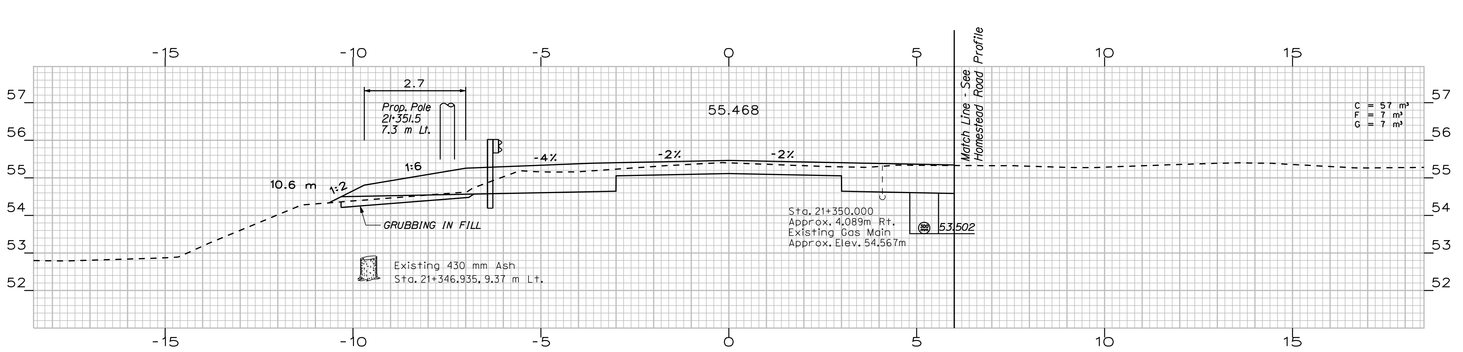
21+380.000



21+370.000



21+360.000



21+350.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	66	153

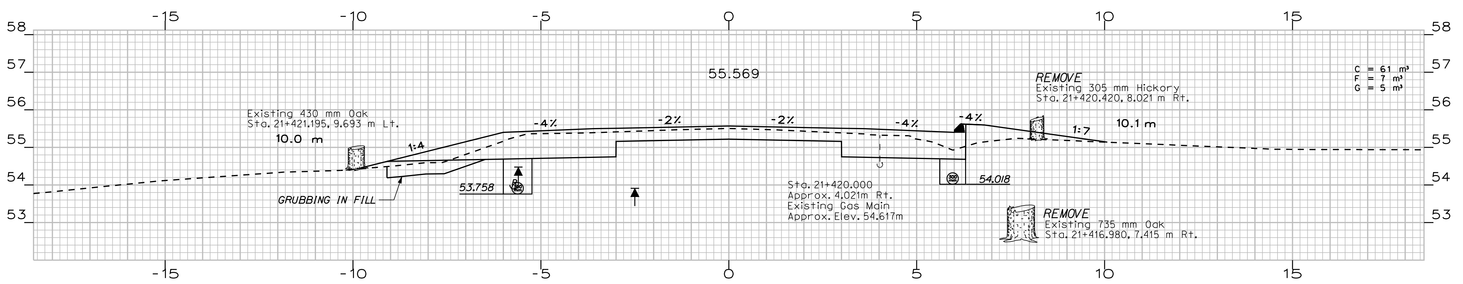
7998.10

WELLS

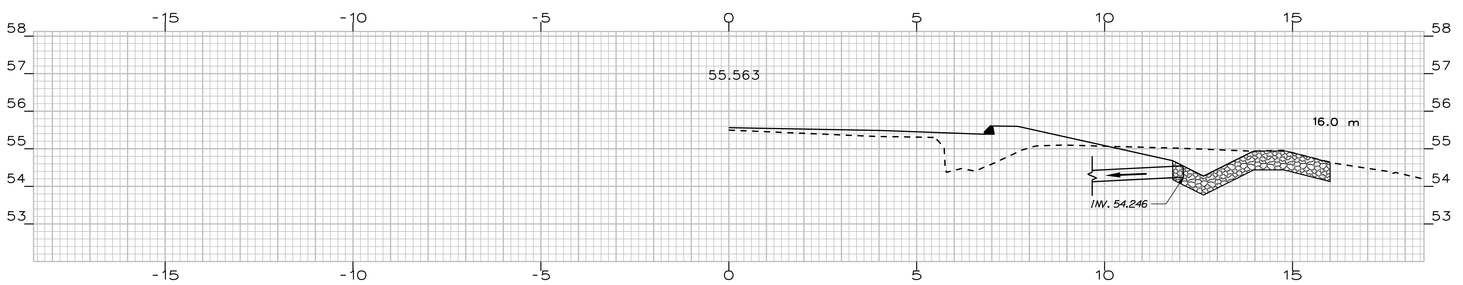
ROUTE 109

STA. 21+350.000 TO STA. 21+395.000

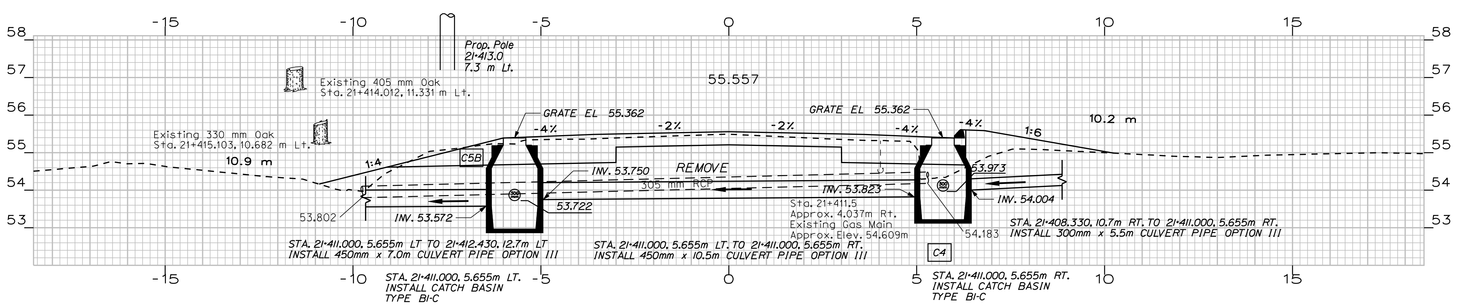
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



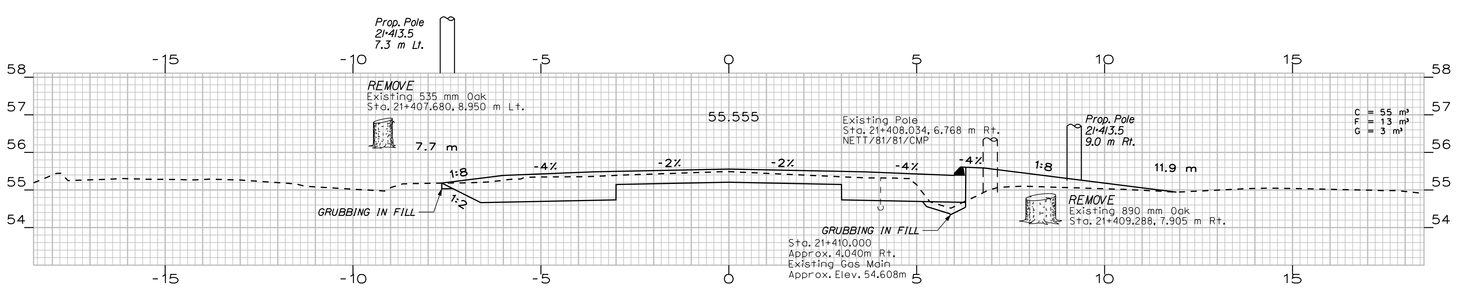
21+420.000



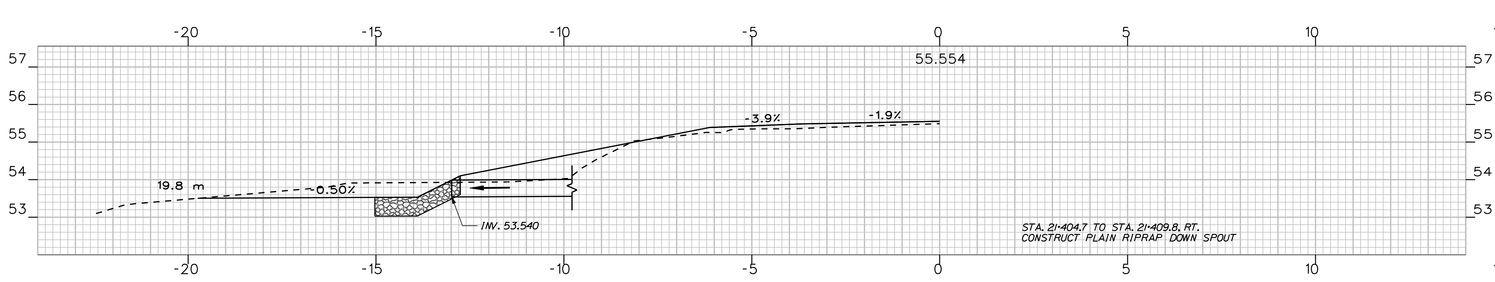
21+414.000
(SKEWED SECTION - CULVERT)



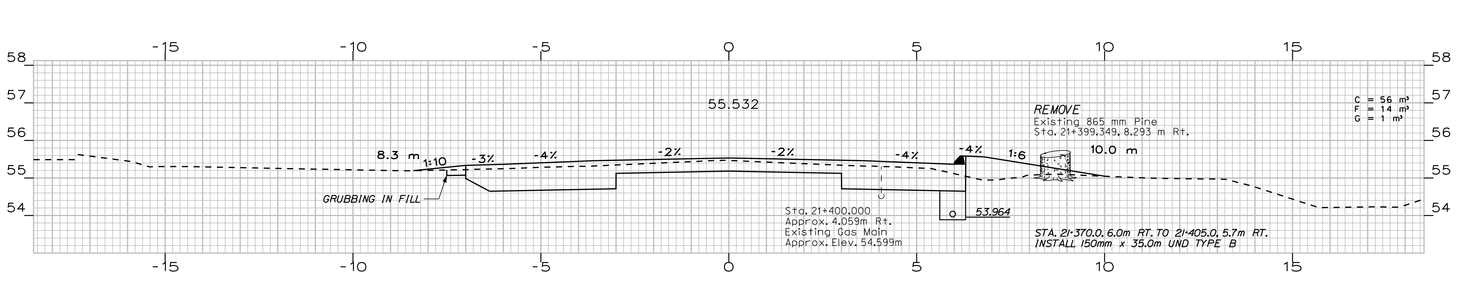
21+411.000



21+410.000



21+409.835
(SKEWED SECTION - CULVERT)



21+400.000

METRIC
1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	67
TOTAL SHEETS	153

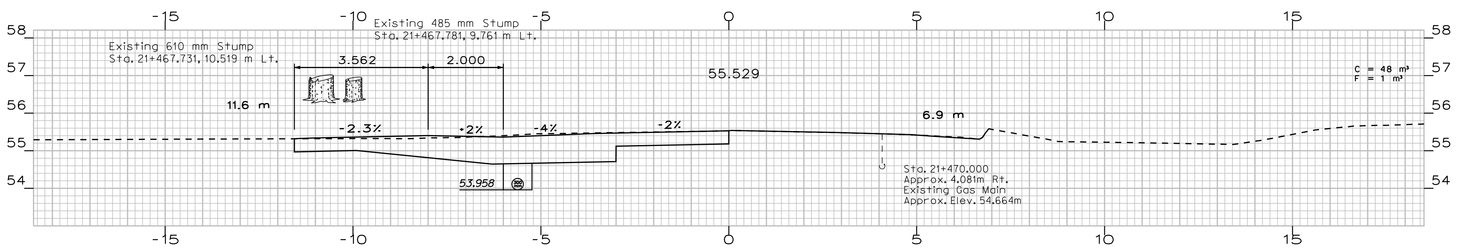
7998.10

WELLS

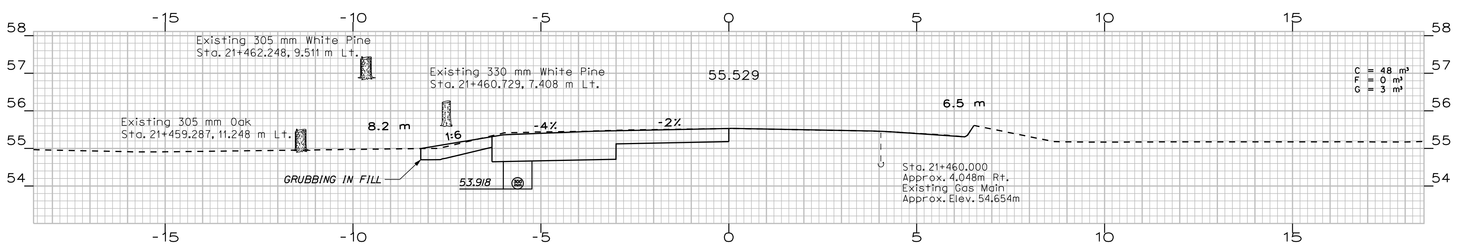
ROUTE 109

STA. 21+400.000 TO STA. 21+420.000

PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

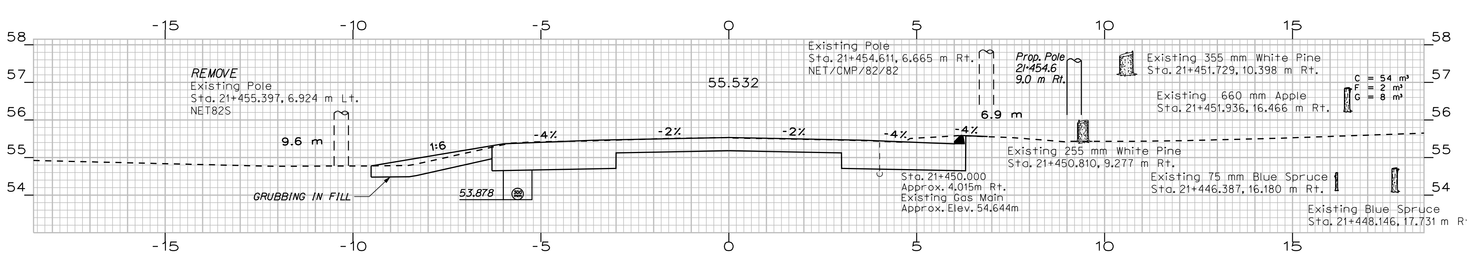


21+470.000

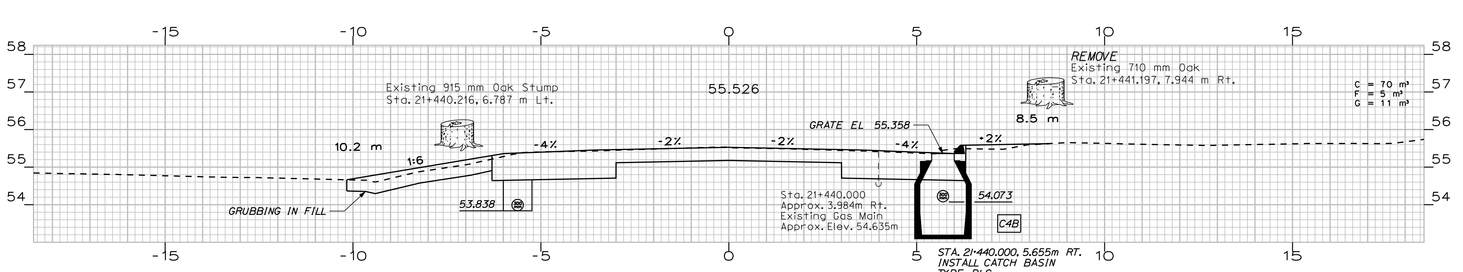


21+460.000

STA. 21+450.0, RIGHT
BEGIN GRIND & OVERLAY



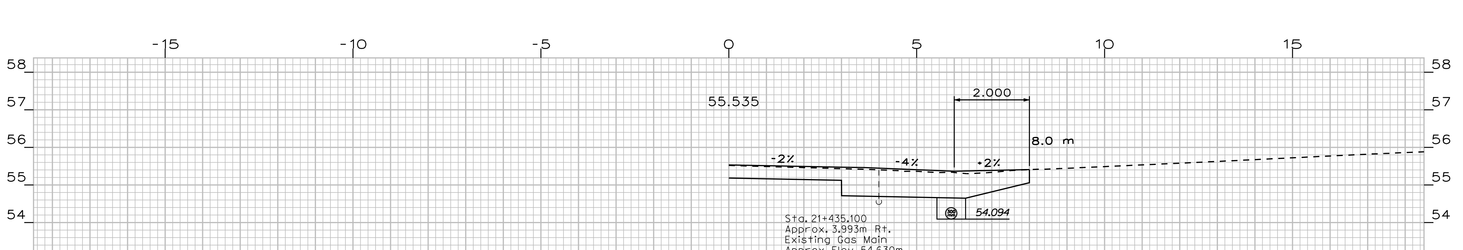
21+450.000



STA. 21+440.000, 5.655m RT.
INSTALL CATCH BASIN
TYPE Bl-C

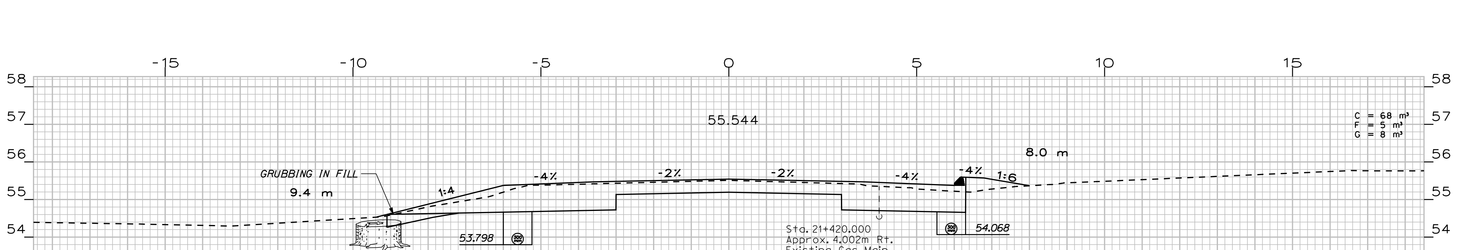
STA. 21+411.0, 5.7m RT. TO 21+440.0, 5.655m RT.
INSTALL 300mm x 29.0m UD TYPE C

21+440.000



Sta. 21+435.100 Rt.
Construct Paved Drive
8.2 m Opening

21+435.100



21+430.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

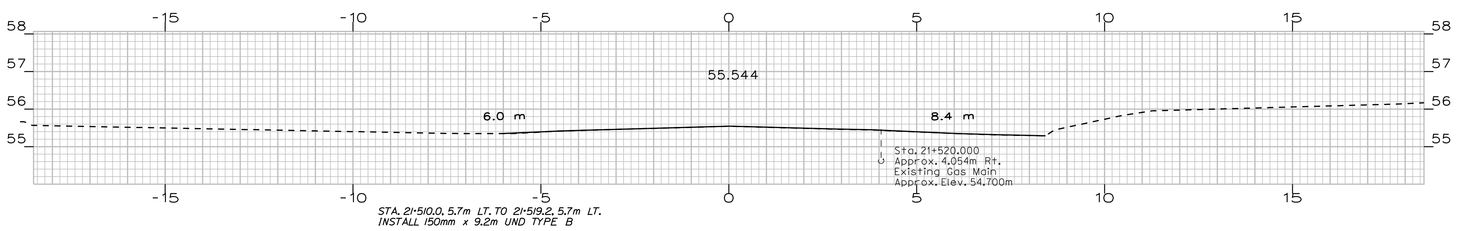
F.H.W.A. REG. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
	7998.10
SHEET NO.	68
TOTAL SHEETS	153

WELLS

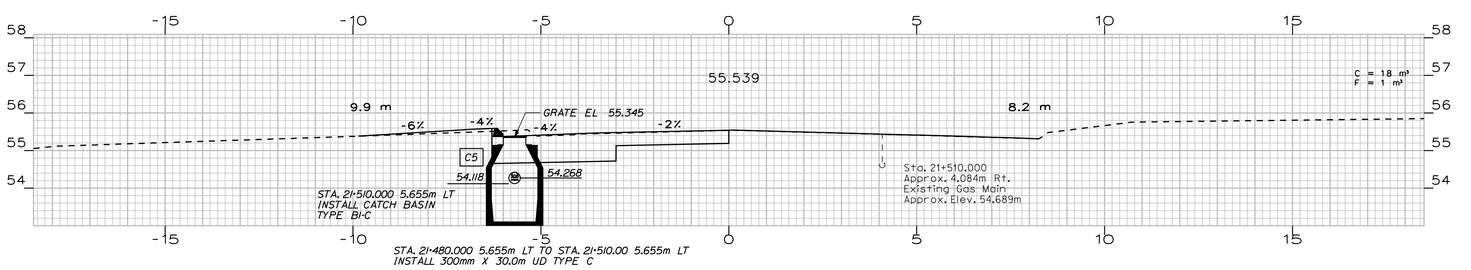
ROUTE 109

STA. 21+430.000 TO STA. 21+470.000

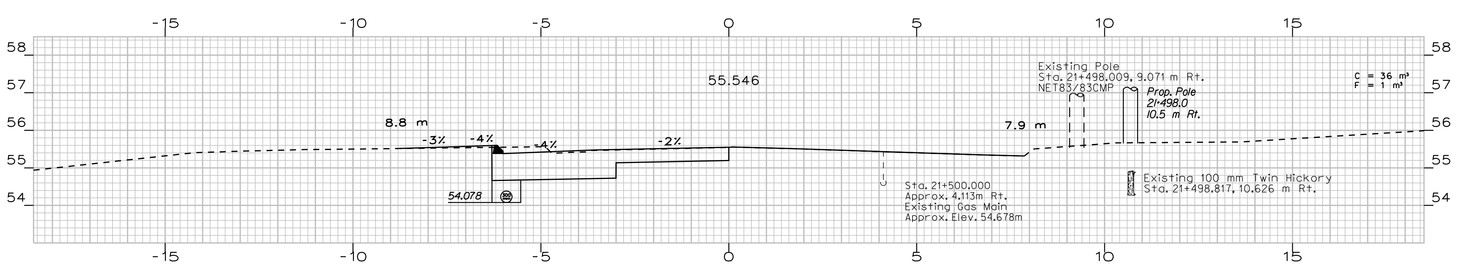
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



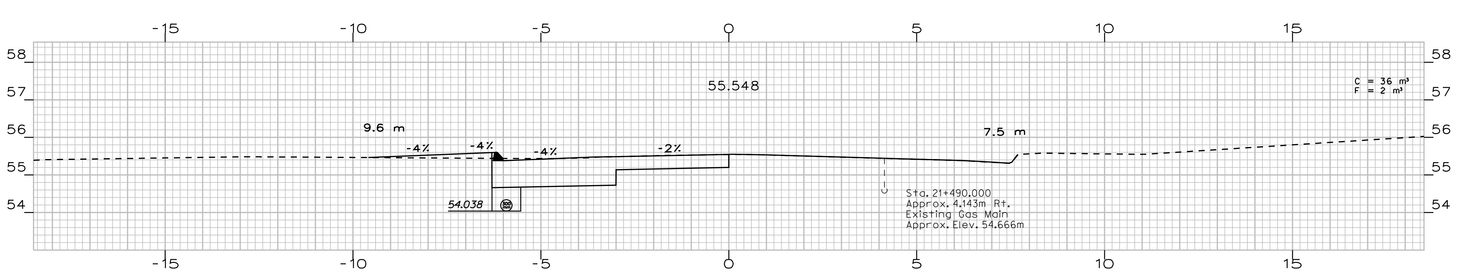
21+520.000



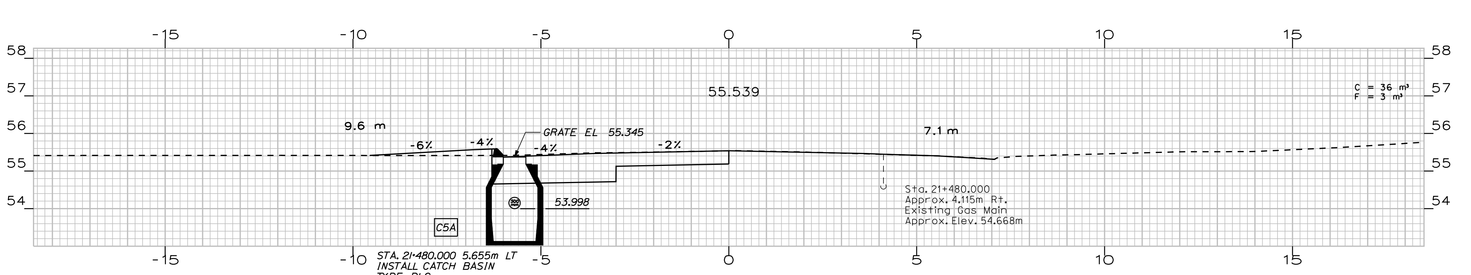
21+510.000



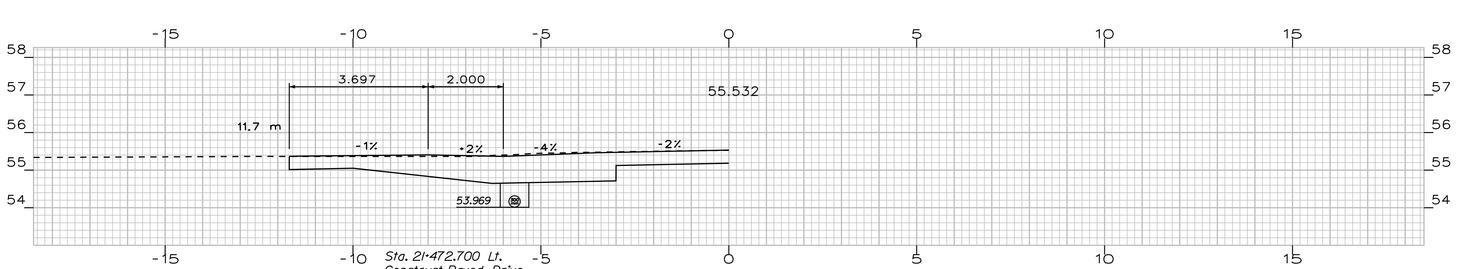
21+500.000



21+490.000



21+480.000



21+472.700

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	69	153

7998.10

WELLS

ROUTE 109

PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

NO CROSS SECTIONS THROUGH OVERLAY AREA - STA. 21+550 TO STA. 21+640

Existing Pole
Sta. 21+620.538, 9.165 m Rt.
NET 86 86 CMP

Prop. Pole
21+620.5
11.0 m Rt.

Existing Pole
Sta. 21+634.622
89.003 m Lt.

GRIND & OVERLAY CONTINUES THROUGH ROUTE 9 INTERSECTION

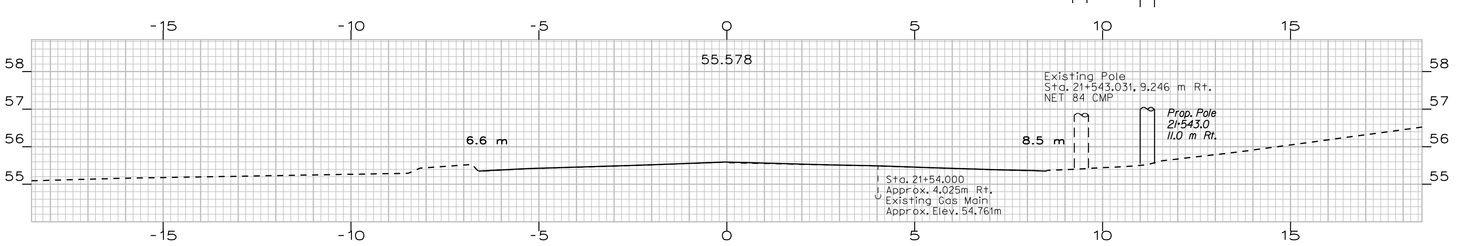
Existing Pole
Sta. 21+613.968, 57.968 m Rt.
NET 6 5 58 CMP

Existing C.B.
Sta. 21+579.107, 8.571 m Rt.
Top Elev. 55.756

Existing Pole
Sta. 21+610.402
44.006 m Lt.

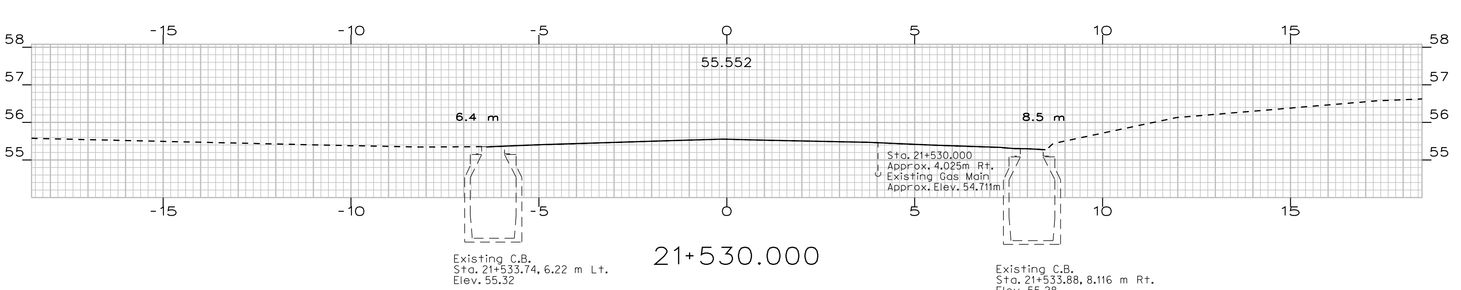
Existing Pole
Sta. 21+575.625, 9.202 m Rt.
NET 6 5 58 CMP

Prop. Pole
21+574.5
11.0 m Rt.



21+540.000

Existing Elec. Pole
Sta. 21+535.683
27.849 m Lt.



21+530.000

Existing C.B.
Sta. 21+533.74, 6.22 m Lt.
Elev. 55.32

Existing C.B.
Sta. 21+533.88, 8.116 m Rt.
Elev. 55.28

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	70	153

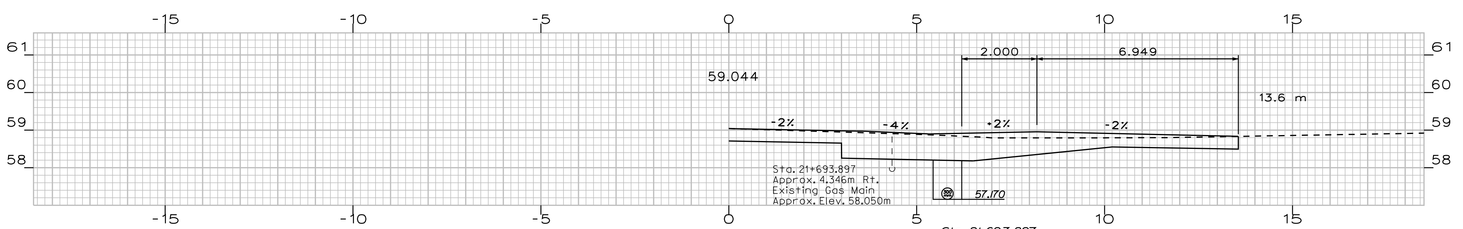
7998.10

WELLS

ROUTE 109

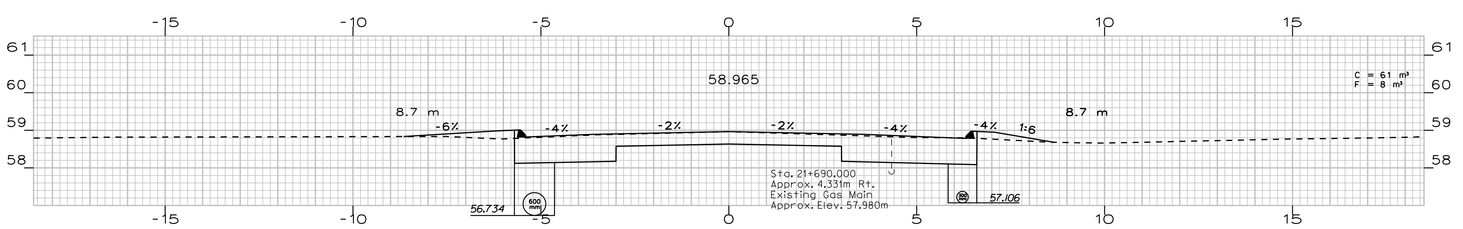
STA. 21+530.000 TO STA. 21+540.000

PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

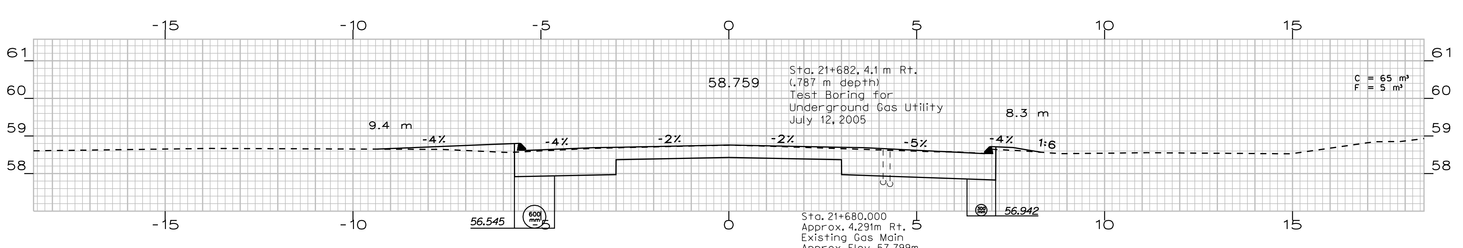


Sta. 21+693.897
Construct Paved Drive
8.0 m Opening

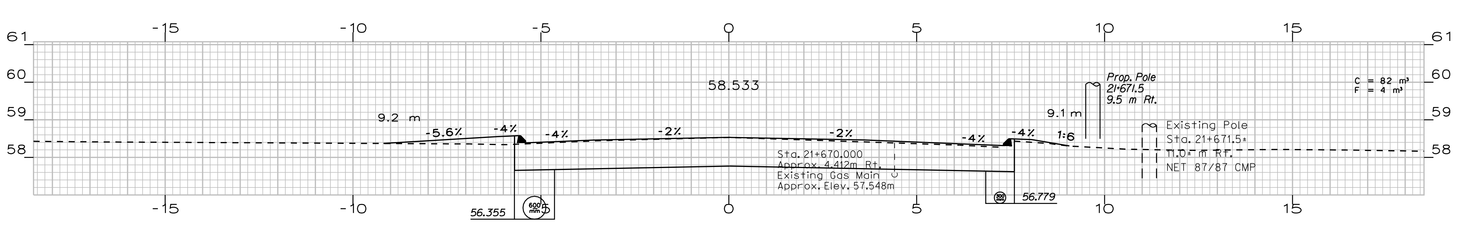
21+693.897



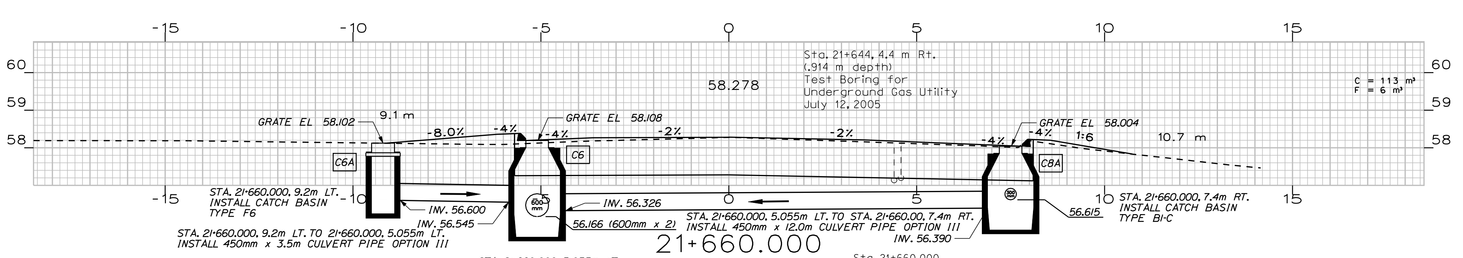
21+690.000



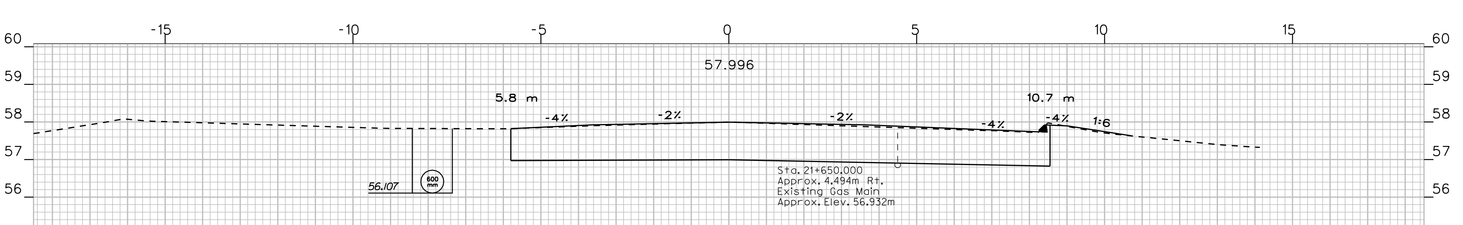
21+680.000



21+670.000



21+660.000



STA. 21+645.000 LEFT & RIGHT
END GRIND & OVERLAY

21+650.000

GRIND & OVERLAY CONTINUES
THROUGH ROUTE 9 INTERSECTION

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	71	153

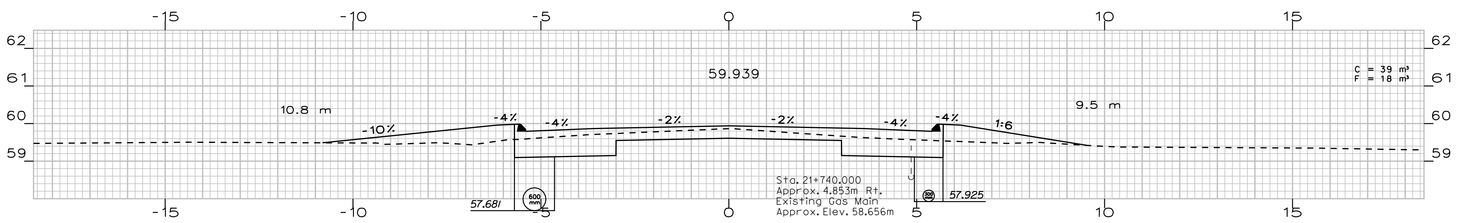
7998.10

WELLS

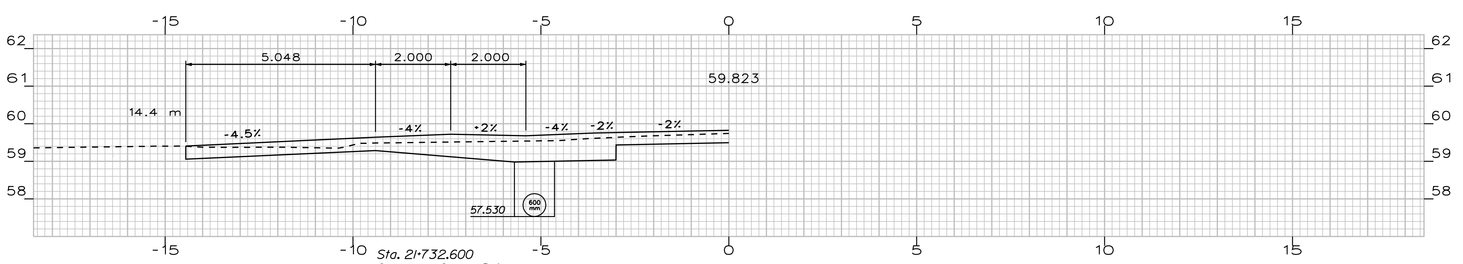
ROUTE 109

STA.21+650.000 TO STA. 21+693.897

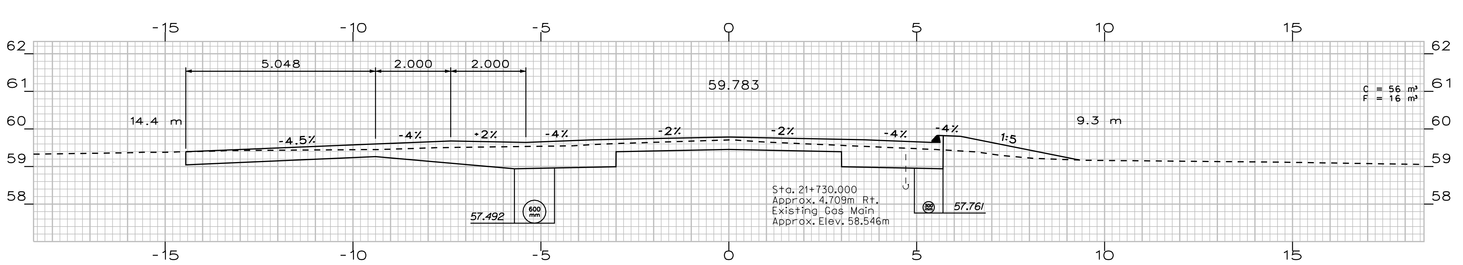
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



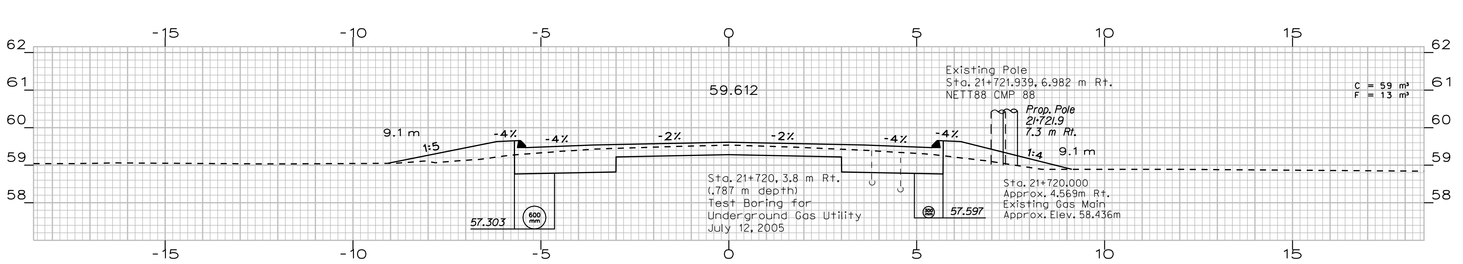
21+740.000



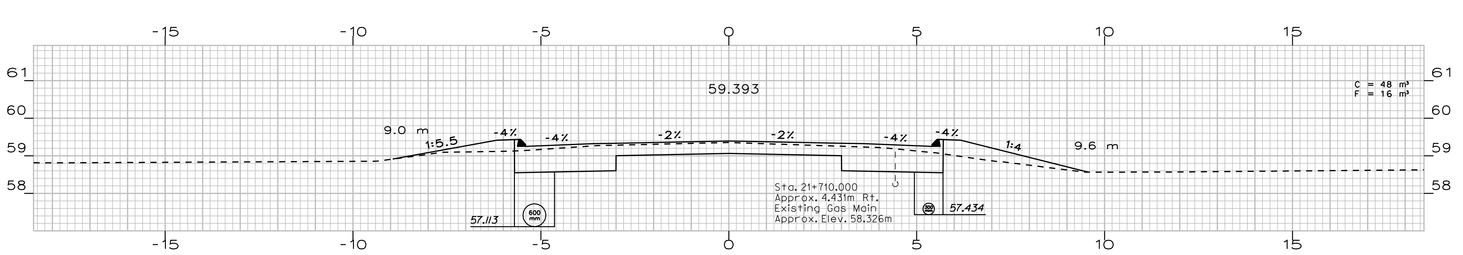
21+732.600



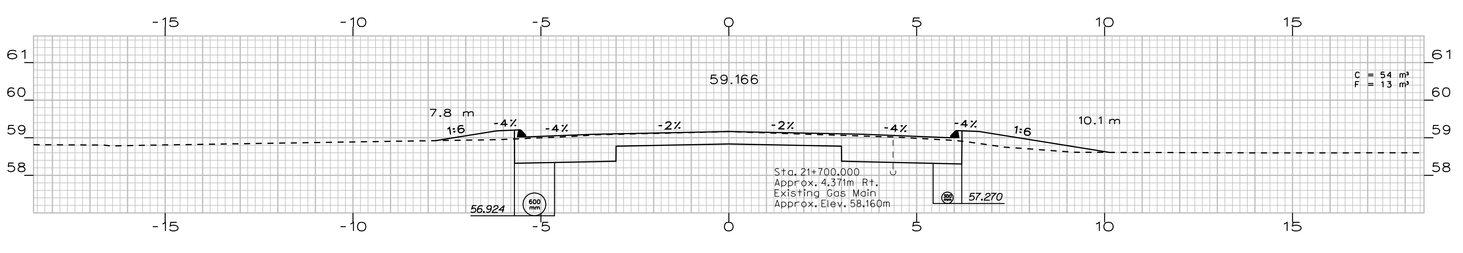
21+730.000



21+720.000



21+710.000



21+700.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	72	153

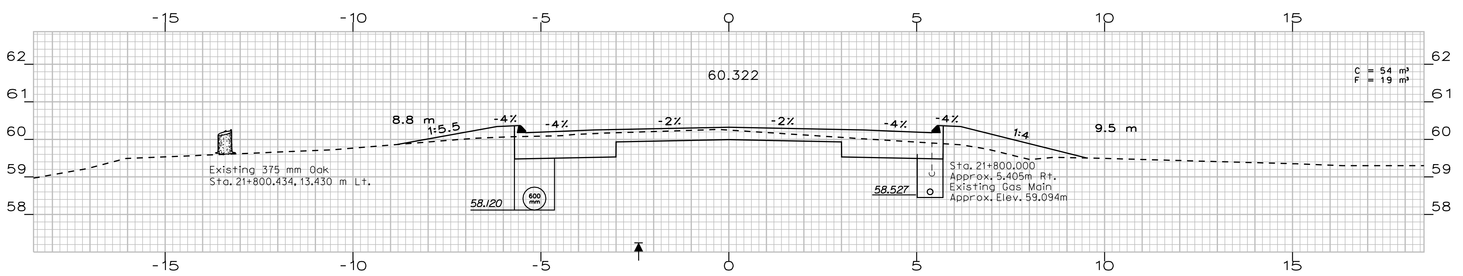
7998.10

WELLS

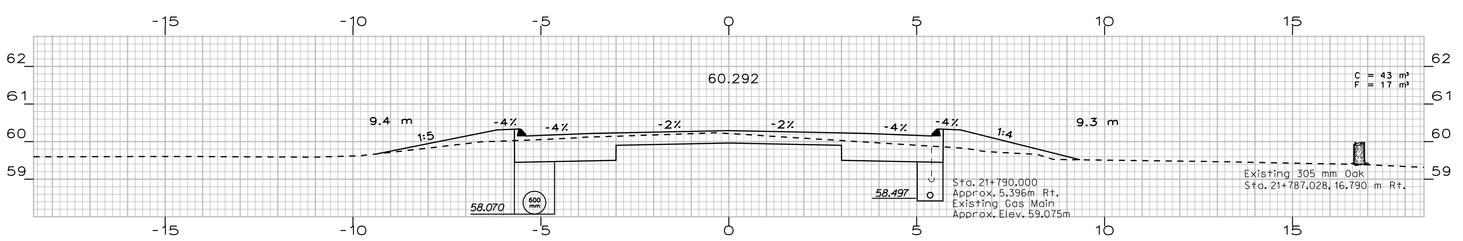
ROUTE 109

STA. 21+700.000 TO STA. 21+740.000

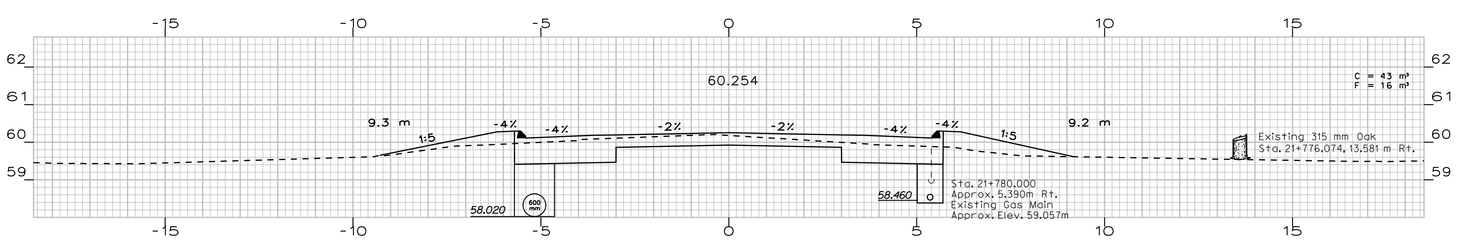
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



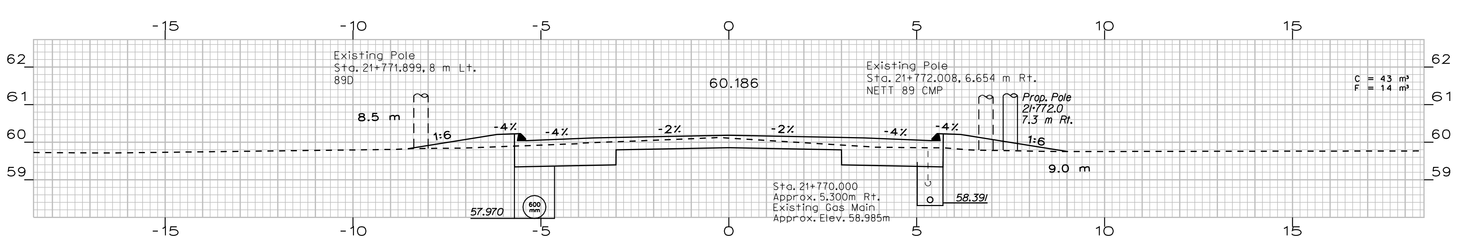
21+800.000



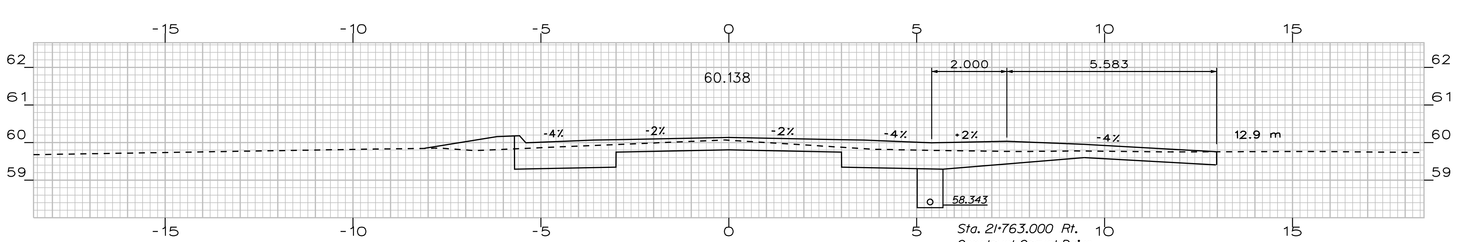
21+790.000



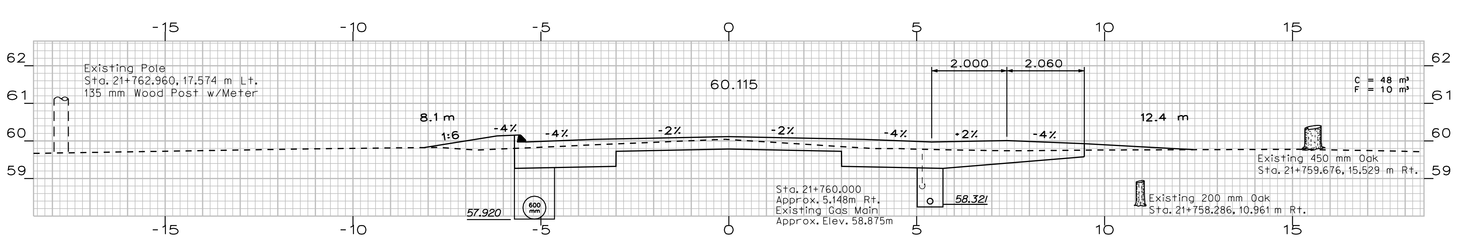
21+780.000



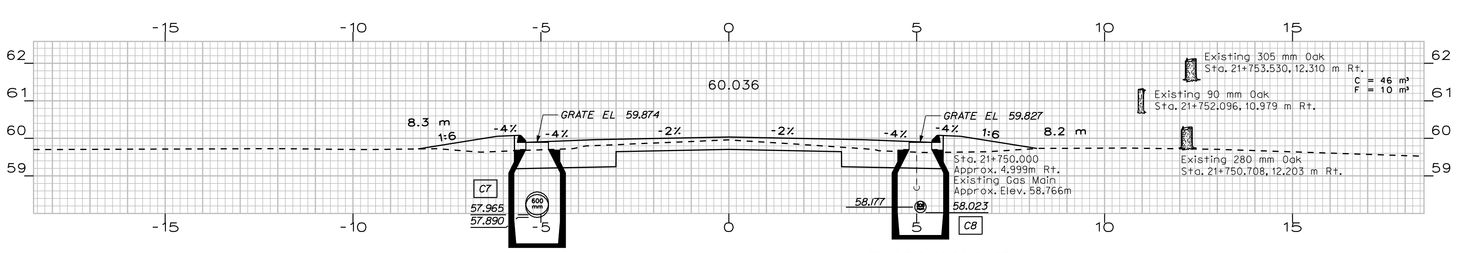
21+770.000



21+763.000



21+760.000



STA. 21+751.000, 5.055m LT.
INSTALL CATCH BASIN
TYPE Bi-C

21+750.000

STA. 21+746.000, 5.055m RT.
INSTALL CATCH BASIN
TYPE Bi-C

STA. 21+660.000, 5.055m LT. TO STA. 21+751.000, 5.055m LT.
INSTALL 600mm x 90.0m UD TYPE C

STA. 21+660.000, 7.4m RT. TO STA. 21+746.000, 5.055m RT.
INSTALL 300mm x 85.0m UD TYPE C

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

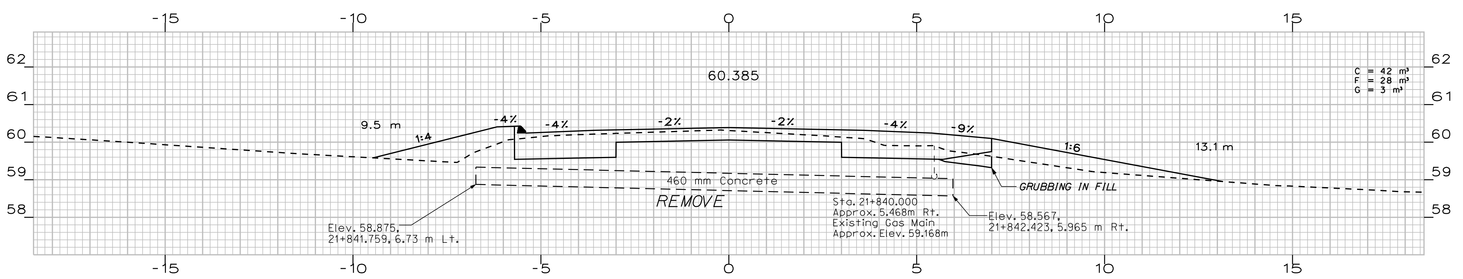
F.A./W.I.N./ PROJ NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	73
TOTAL SHEETS	153

WELLS

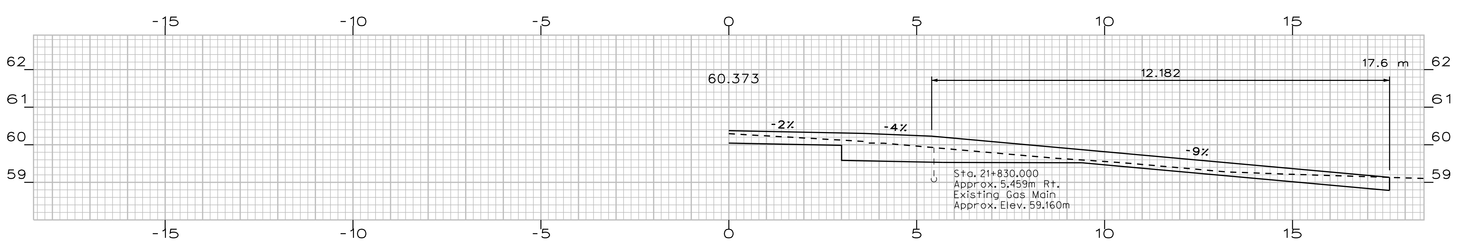
ROUTE 109

STA.21+750.000 TO STA. 21+800.000

PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

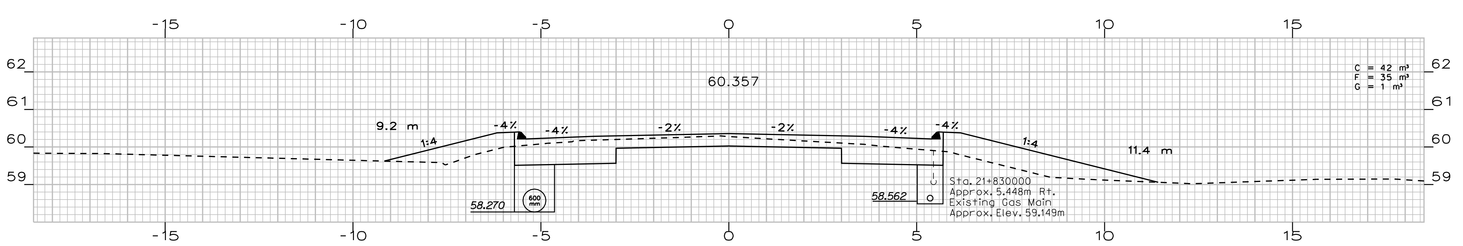


21+840.000



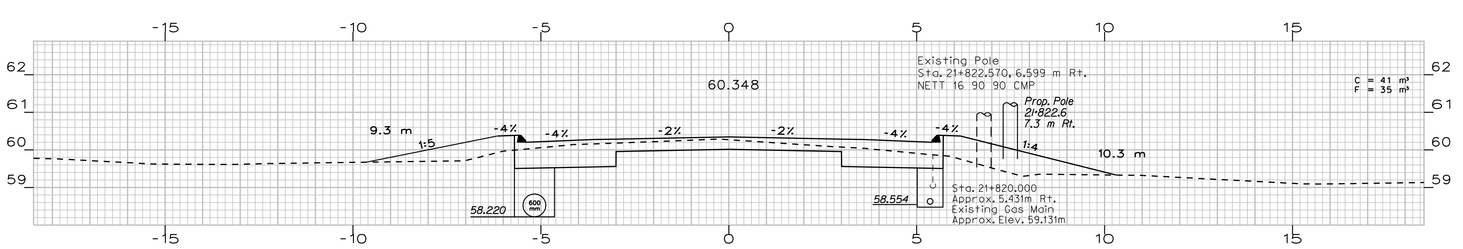
21+835.892

Sta. 21+835.892 Rt.
Construct Gravel Drive
11.5 m Opening

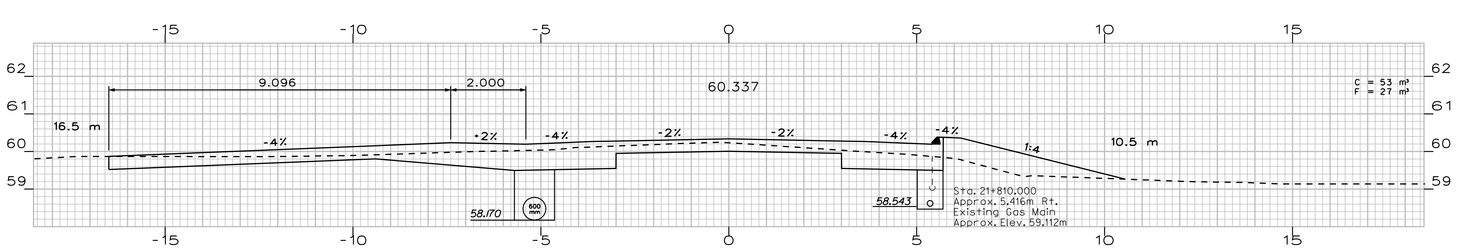


STA. 21+746.0, 5.1m RT. TO 21+832.1, 5.1m RT.
INSTALL 150mm x 86.1m UD TYPE B

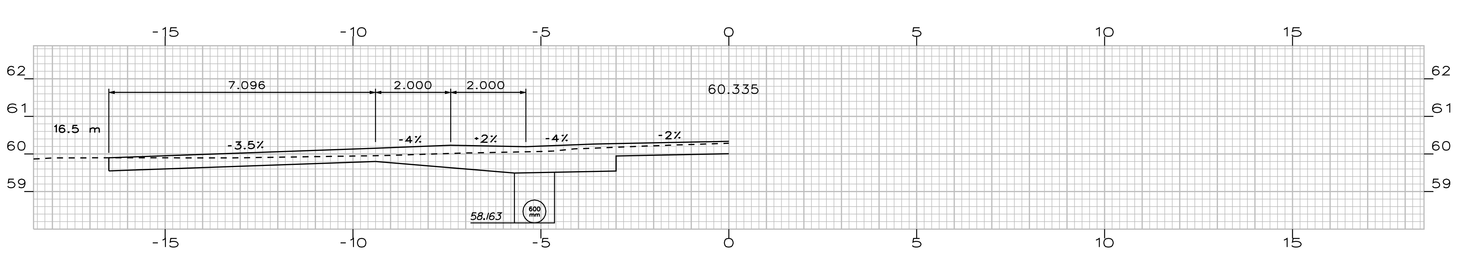
21+830.000



21+820.000



21+810.000



Sta. 21+808.600 Lt.
Construct Crushed Stone Drive
10.5 m Opening

21+808.600

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	74	153

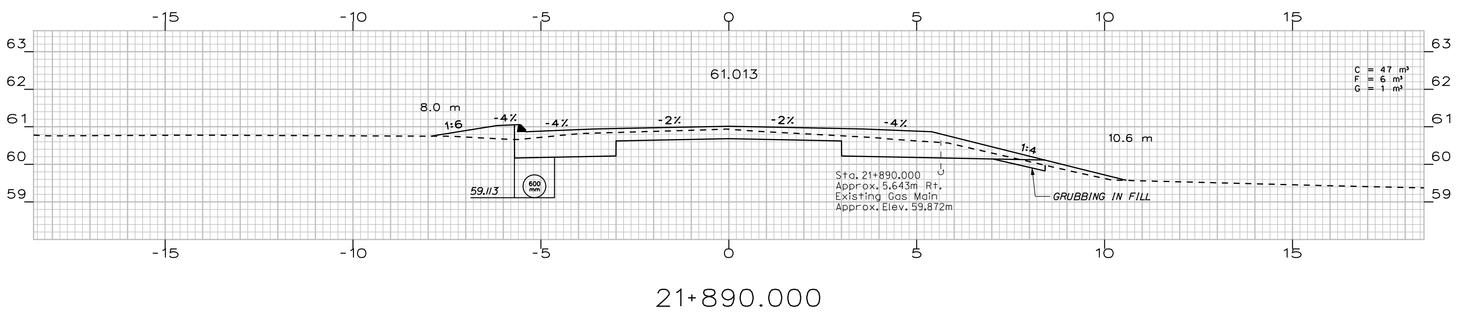
7998.10

WELLS

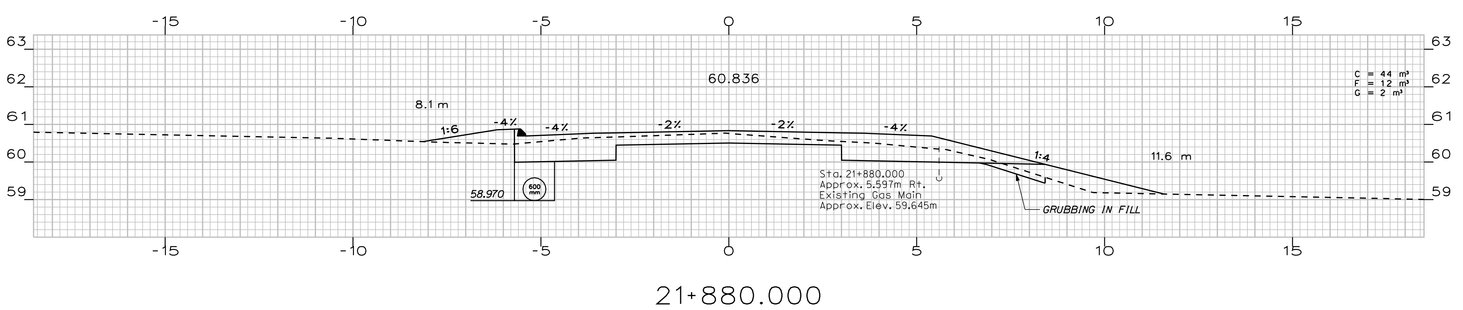
ROUTE 109

STA. 21+808.600 TO STA. 21+840.000

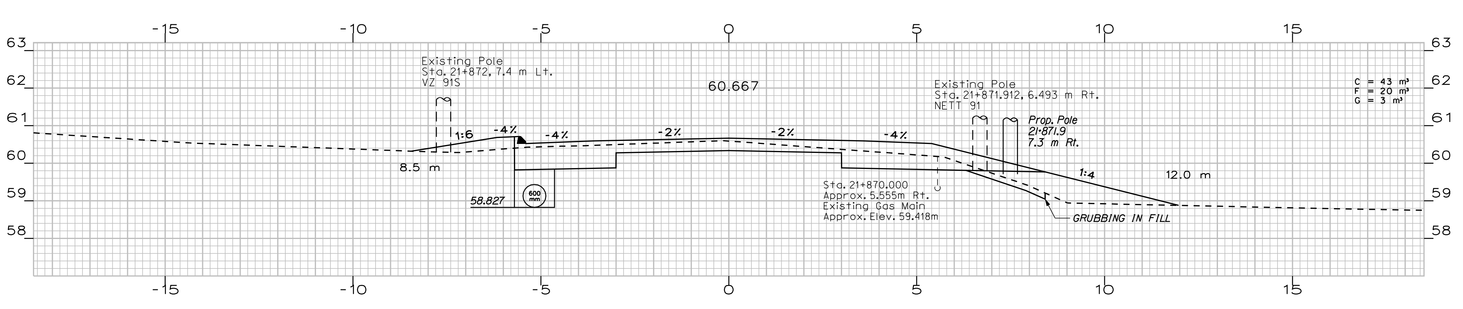
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



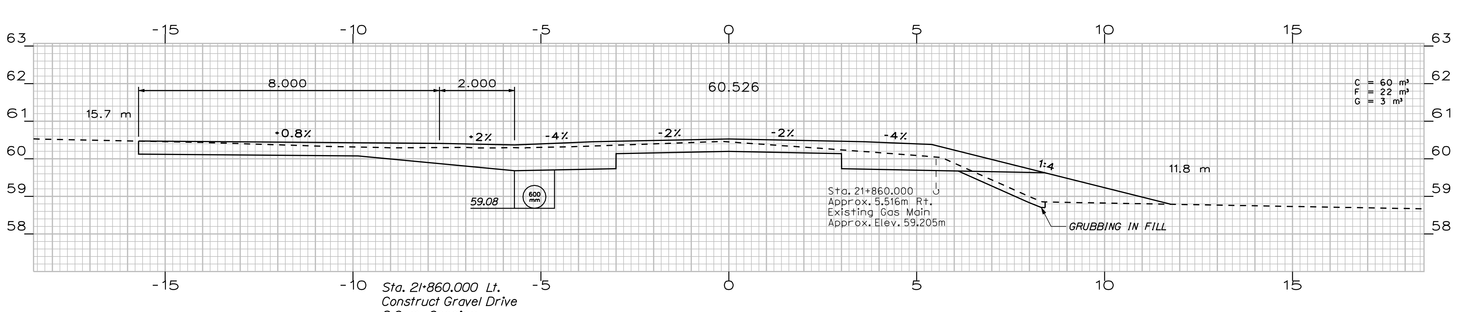
21+890.000



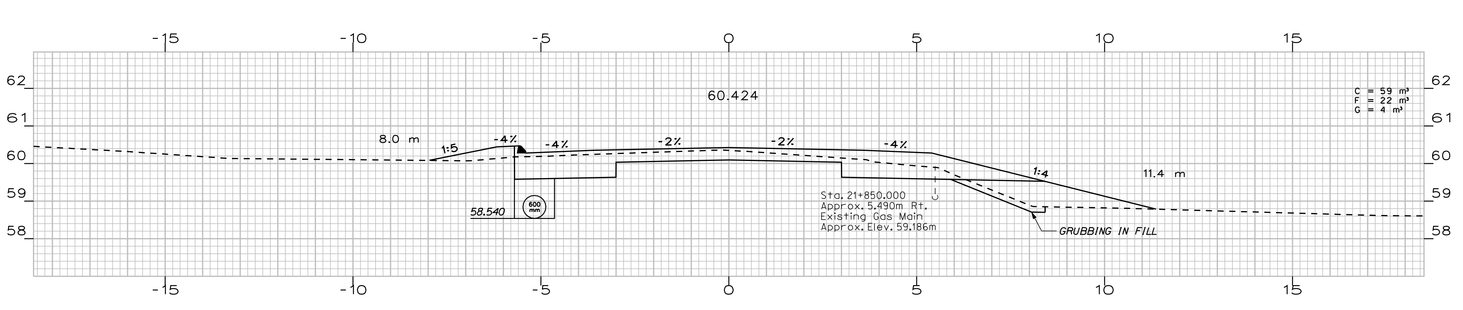
21+880.000



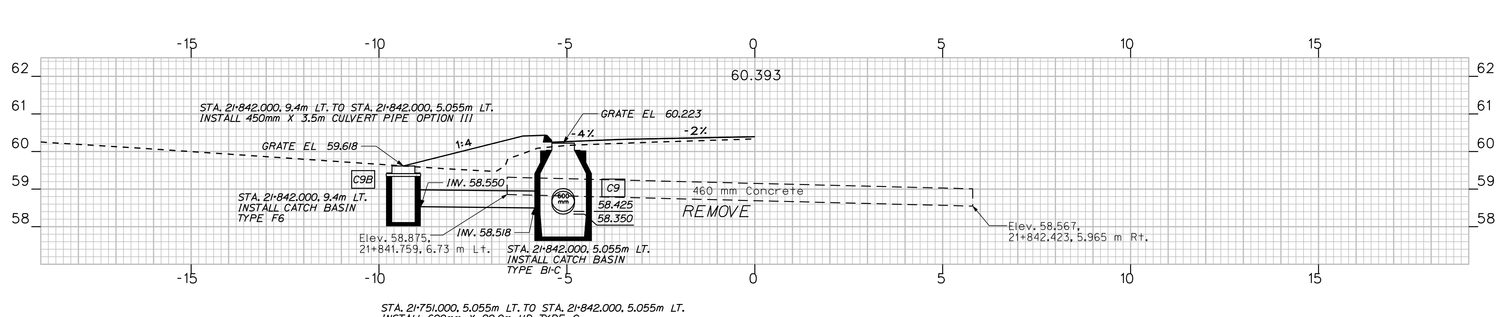
21+870.000



21+860.000



21+850.000



21+842.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.N.H.A. ROU NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	75
TOTAL SHEETS	153

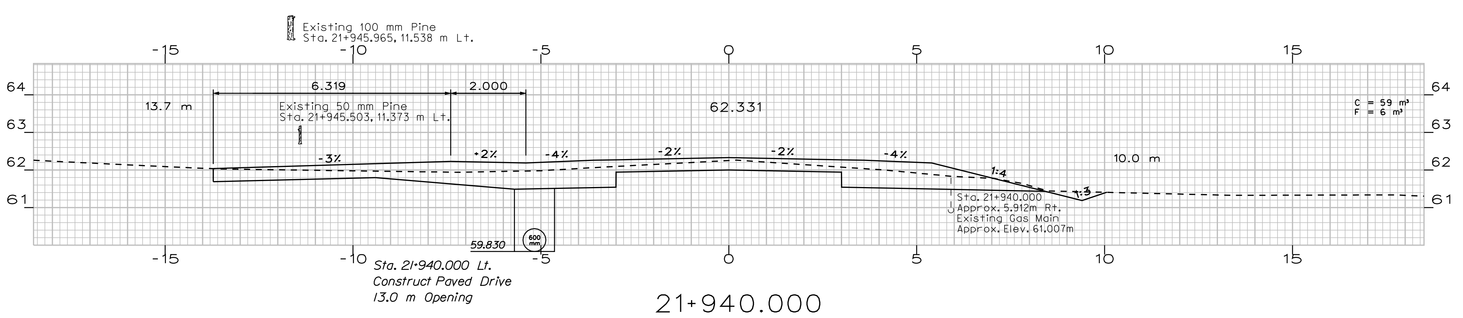
7998.10

WELLS

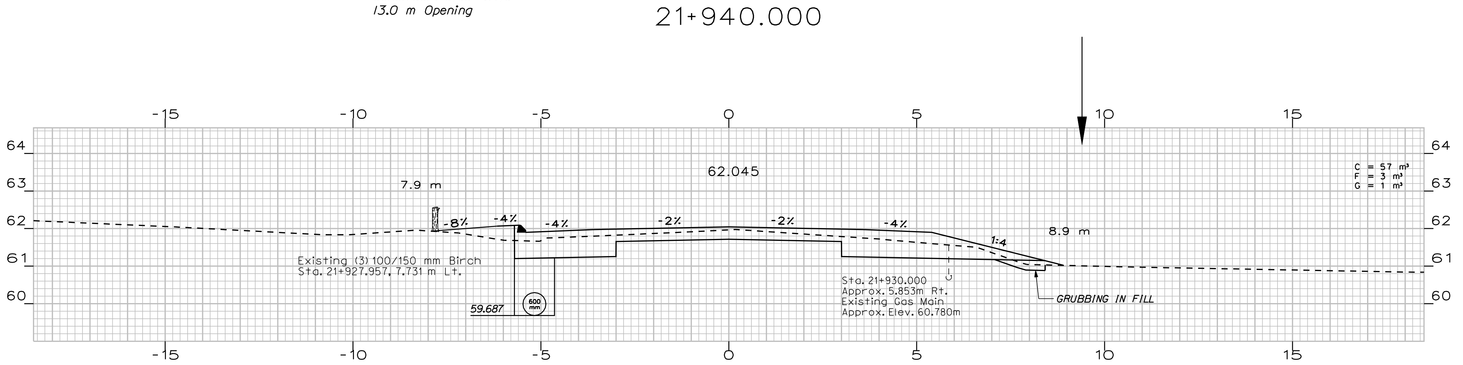
ROUTE 109

STA. 21+842.000 TO STA. 21+890.000

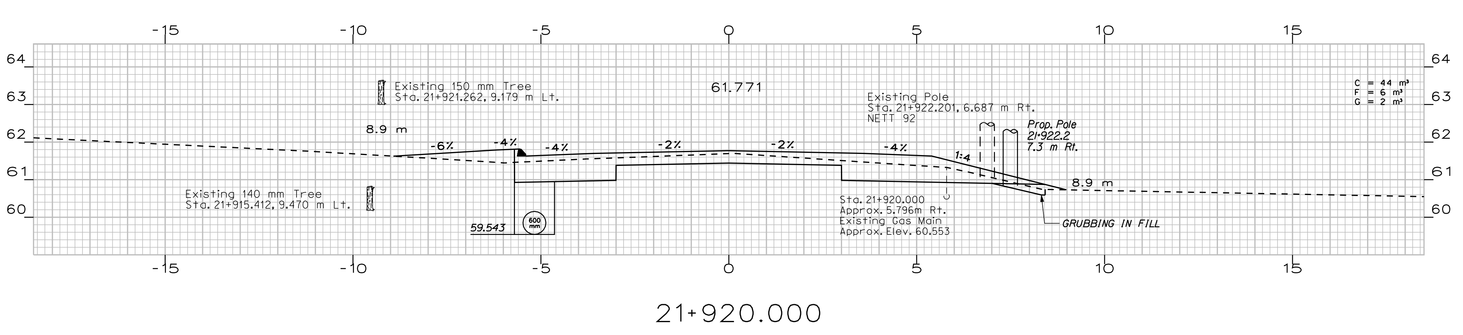
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



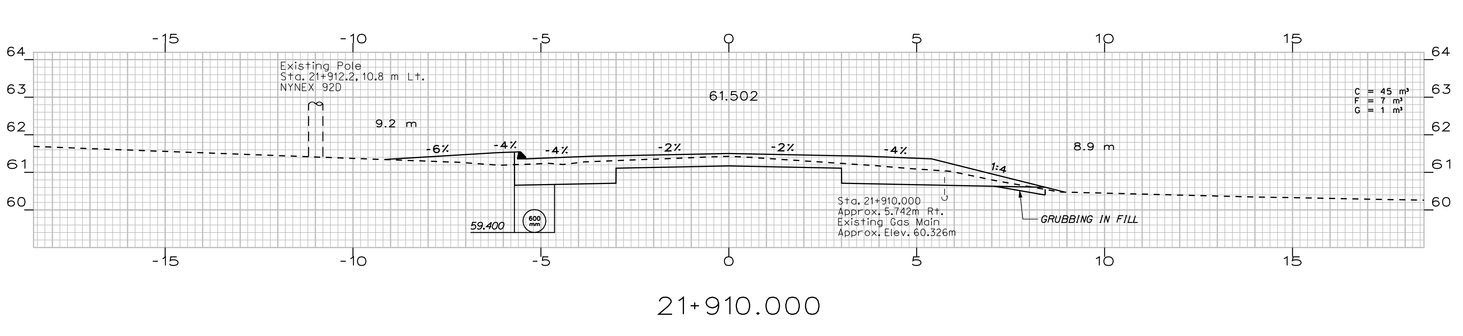
21+940.000



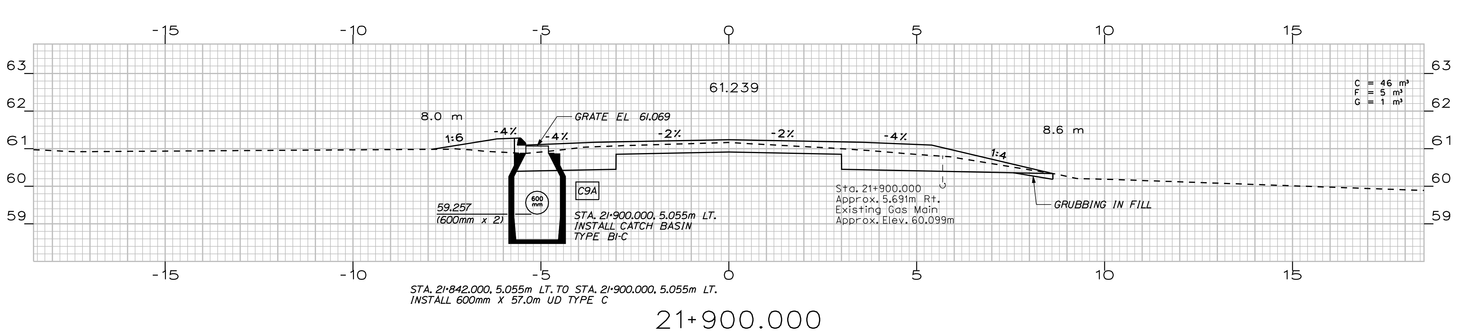
21+930.000



21+920.000



21+910.000



21+900.000

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	76	153

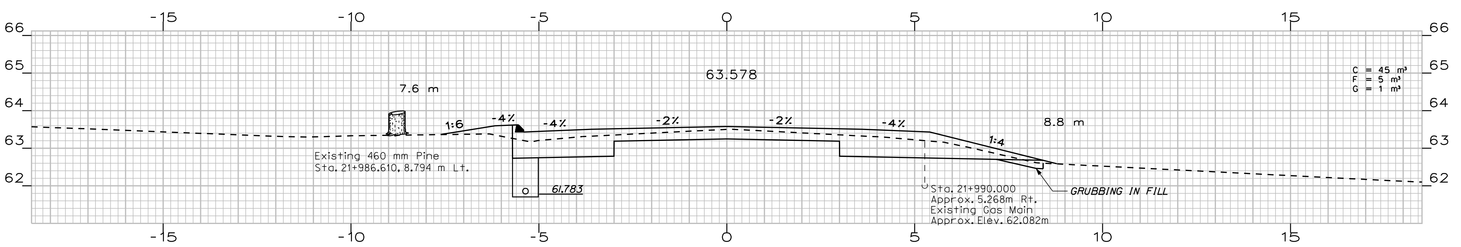
7998.10

WELLS

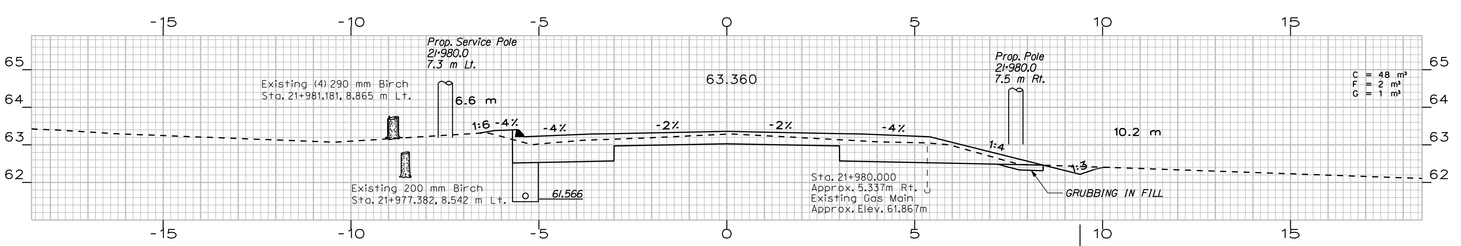
ROUTE 109

STA. 21+900.000 TO STA. 21+940.000

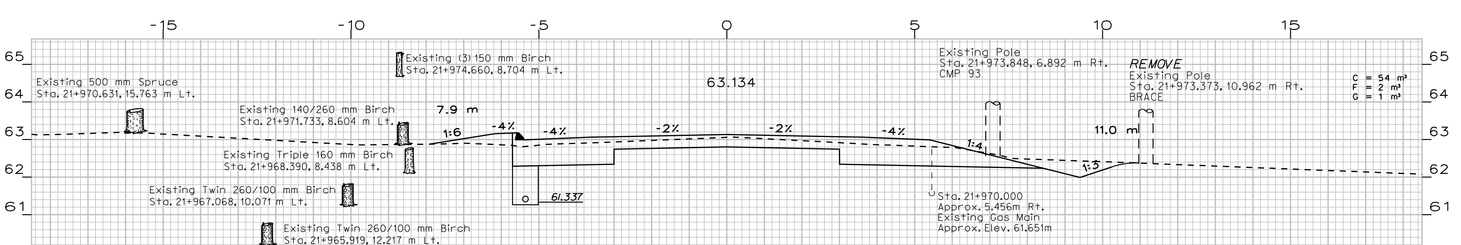
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



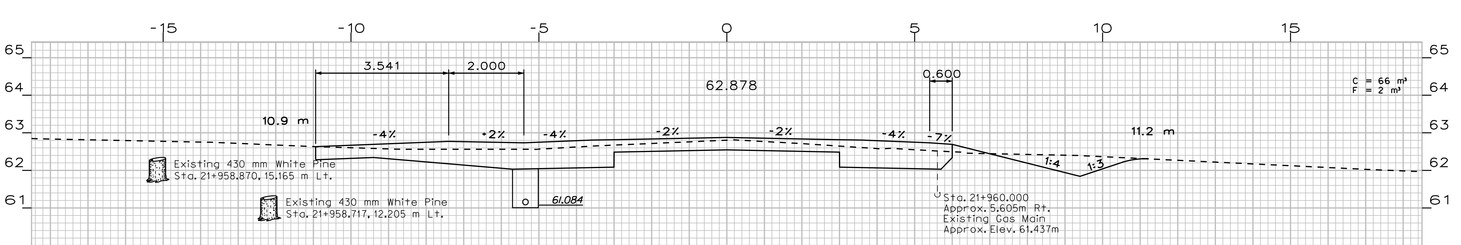
21+990.000



21+980.000

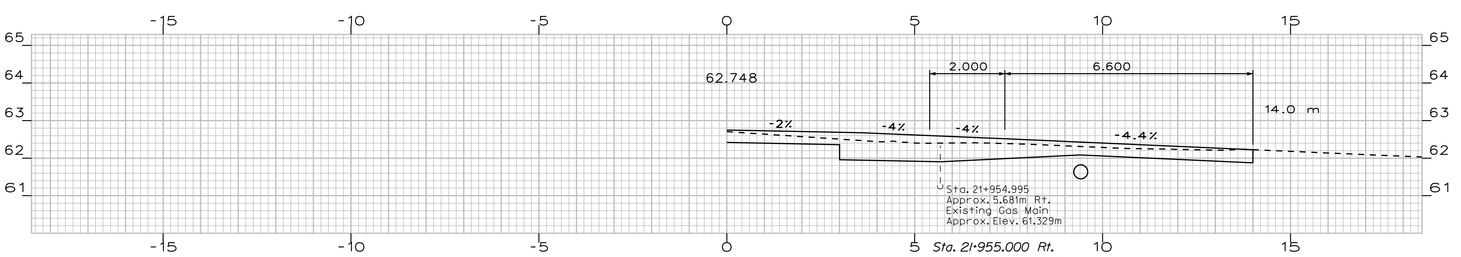


21+970.000



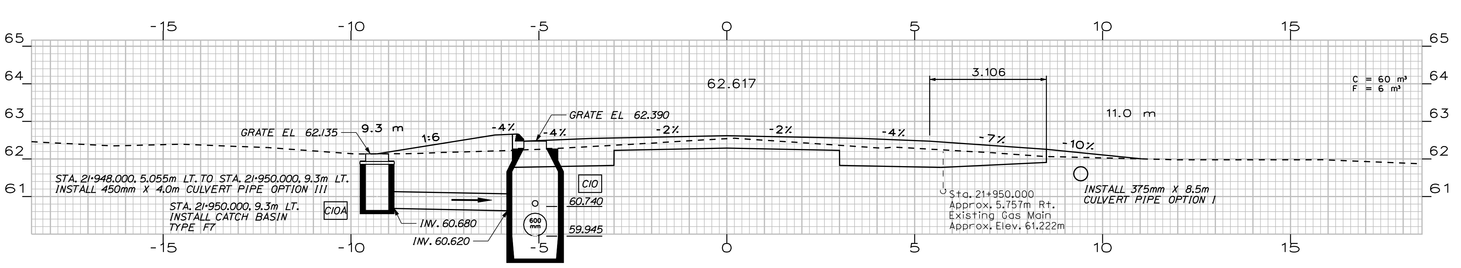
Sta. 21+960.000 Lt.
Construct Paved Drive
10.1 m Opening

21+960.000



Sta. 21+955.000 Rt.
Construct Paved Drive

21+955.000



STA. 21+948.000, 5.055m LT.
INSTALL CATCH BASIN
TYPE Bi-C

21+950.000

STA. 21+900.000, 5.055m LT. TO STA. 21+948.000, 5.055m LT.
INSTALL 600mm X 47.0m UD TYPE C

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

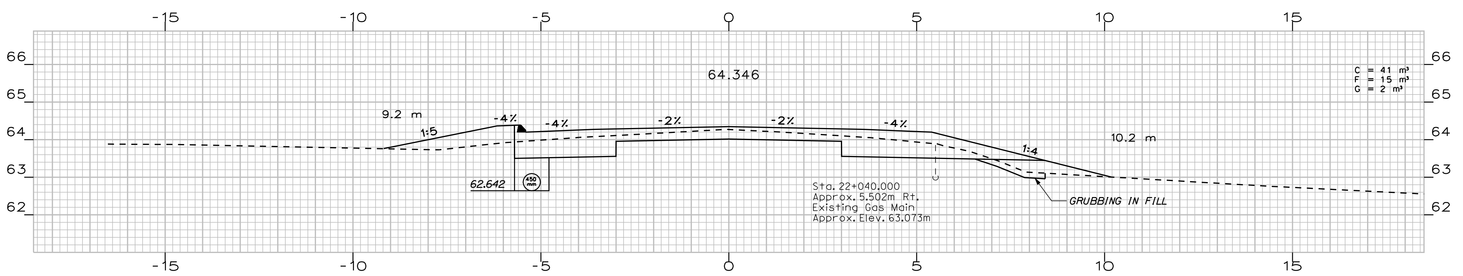
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	77	153

7998.10

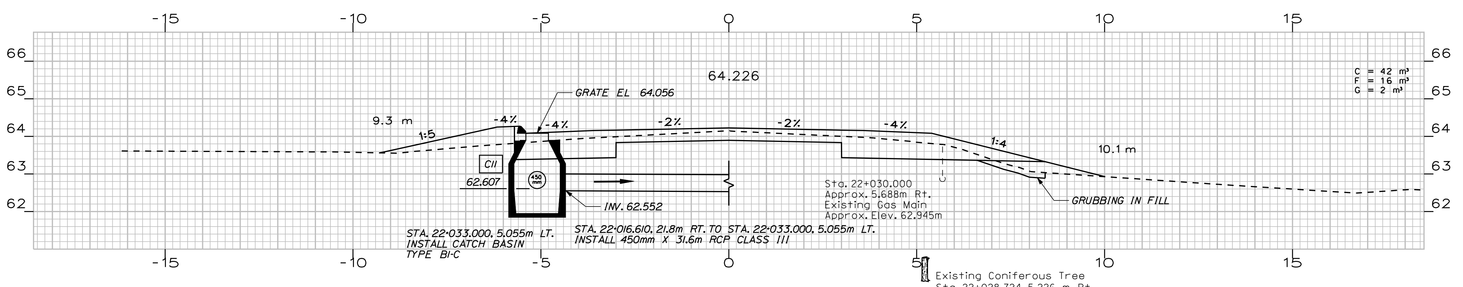
WELLS

ROUTE 109

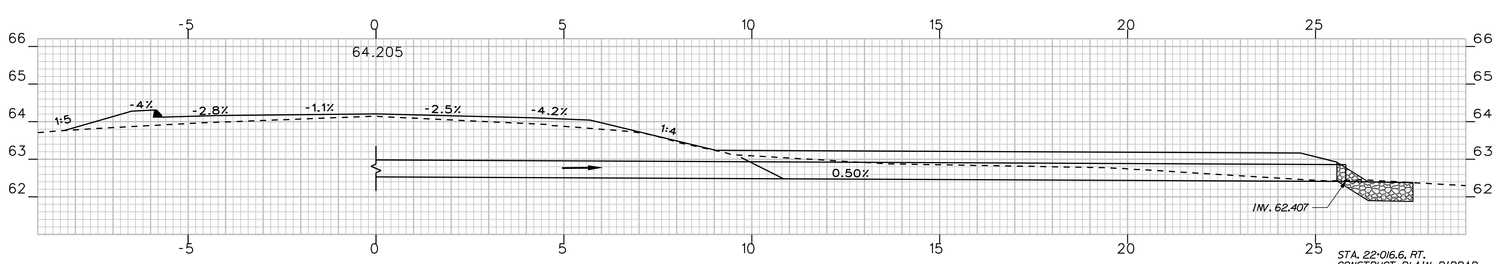
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



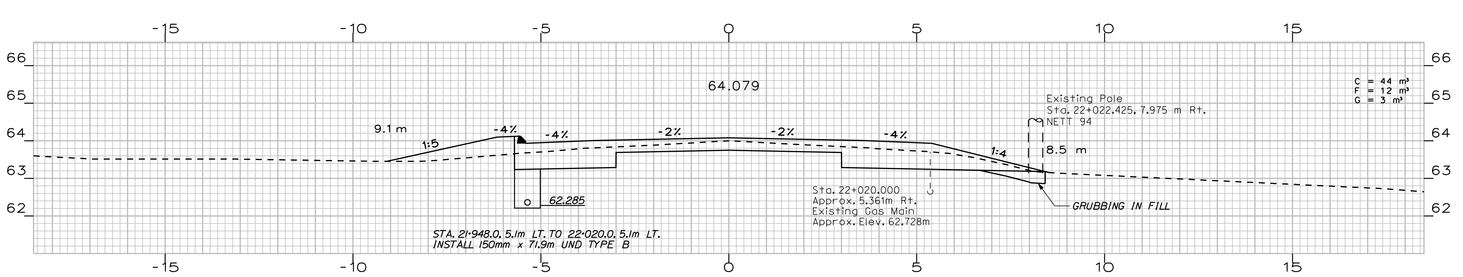
22+040.000



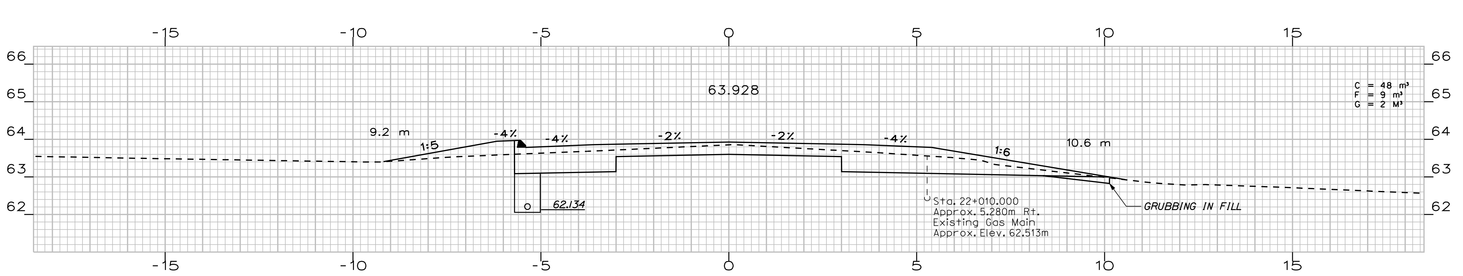
22+030.000



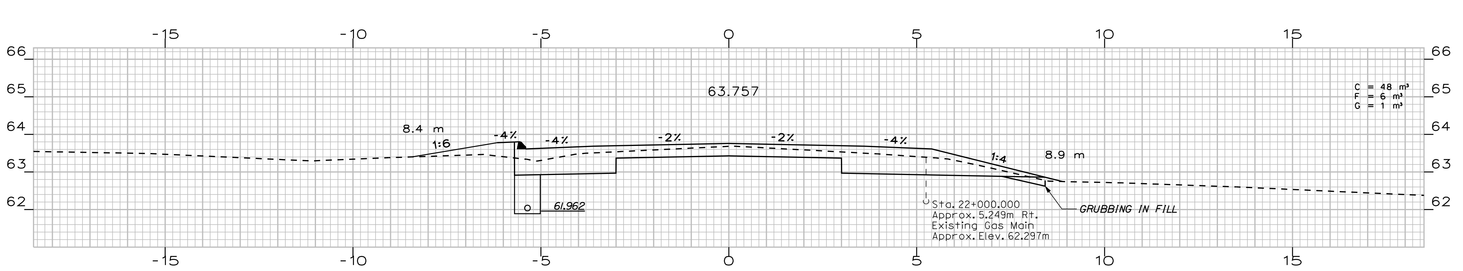
22+029.822
(SKEWED SECTION - CULVERT)



22+020.000



22+010.000



22+000.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

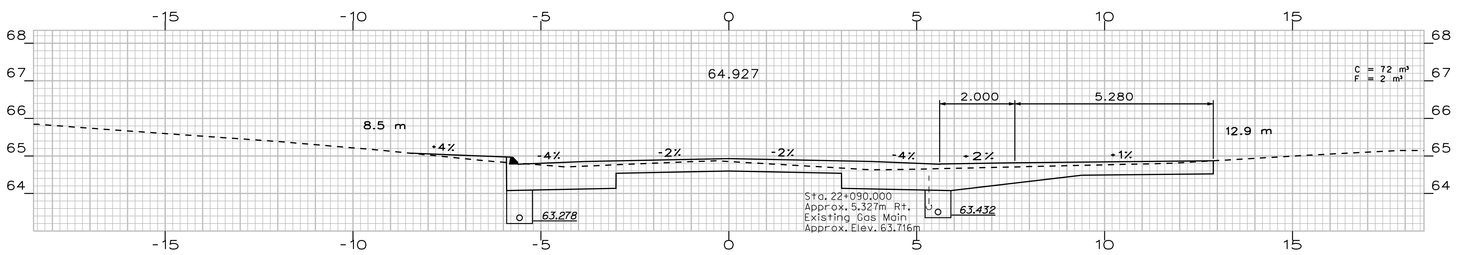
F.H.W.A. REG. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
	7998.10
SHEET NO.	78
TOTAL SHEETS	153

WELLS

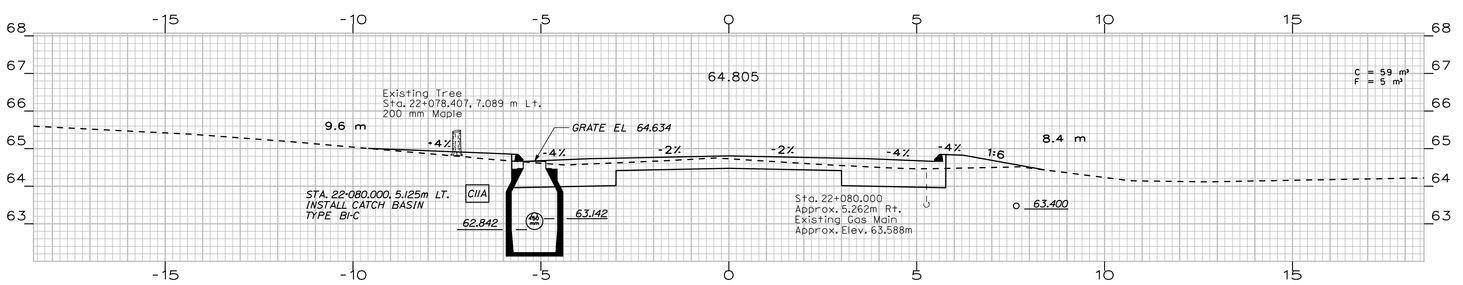
ROUTE 109

STA. 22+000.000 TO STA. 22+040.000

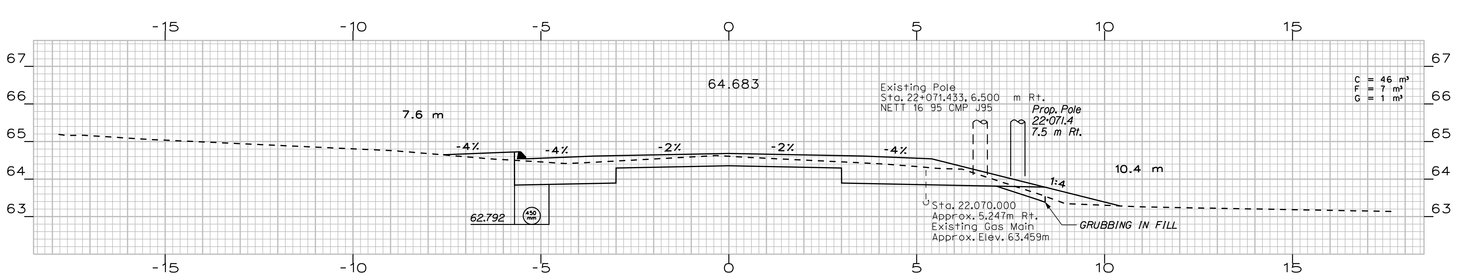
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



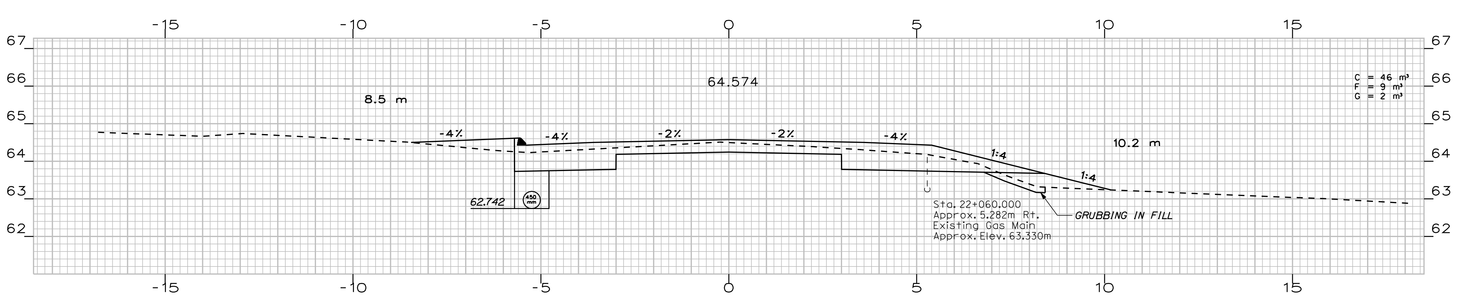
22+090.000



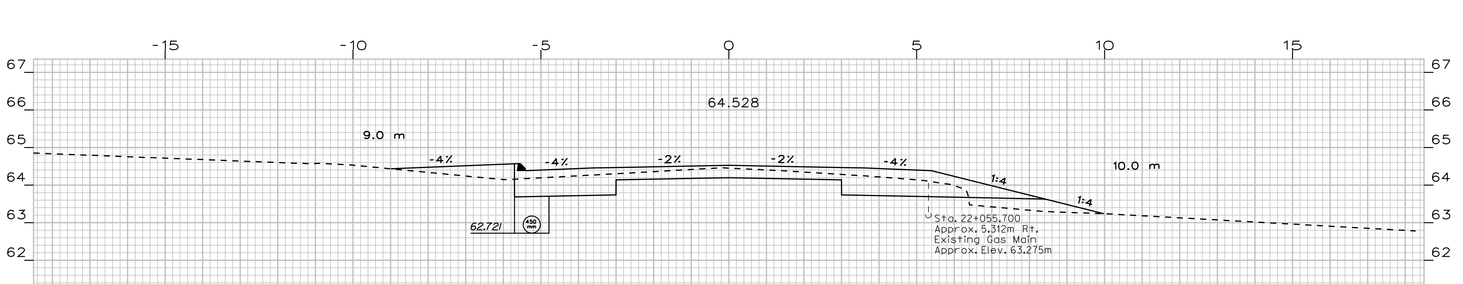
22+080.000



22+070.000

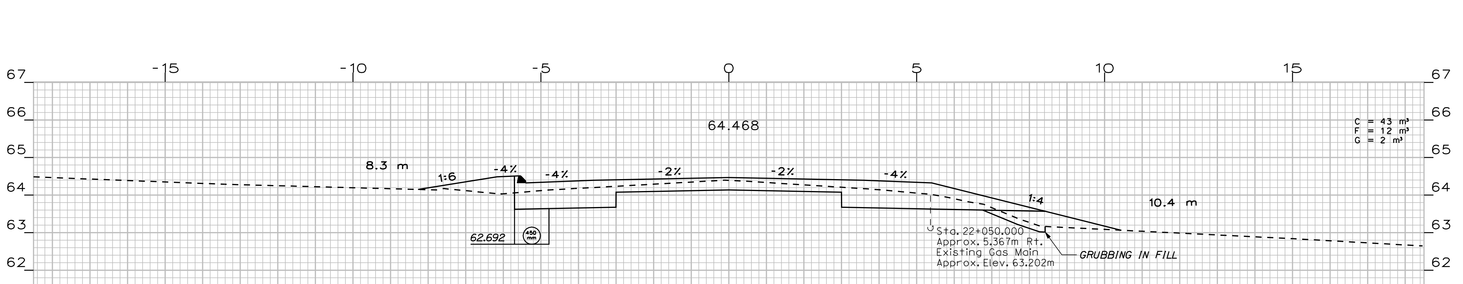


22+060.000



REMOVE
Unverified 1941 (12 m x 450 mm) Cross Pipe
Exist. old Headwall - Top elev. 63.9, 6.3 m Rt.

22+055.700



22+050.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F/H/WA PROJ NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	79
TOTAL SHEETS	153

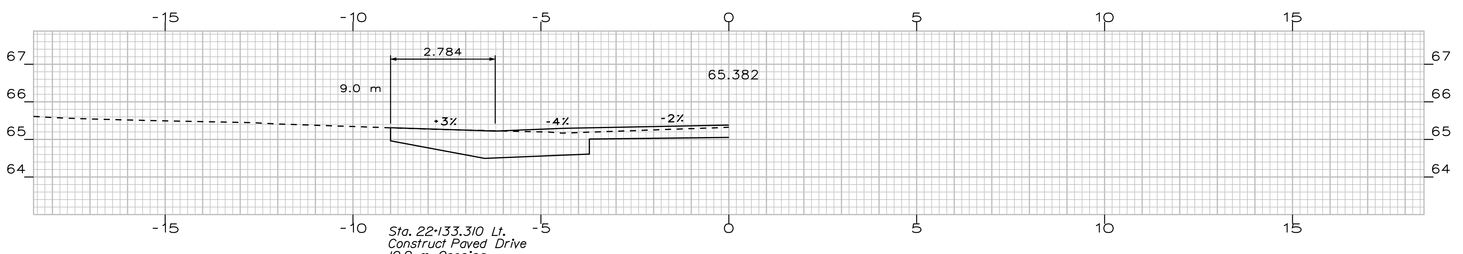
7998.10

WELLS

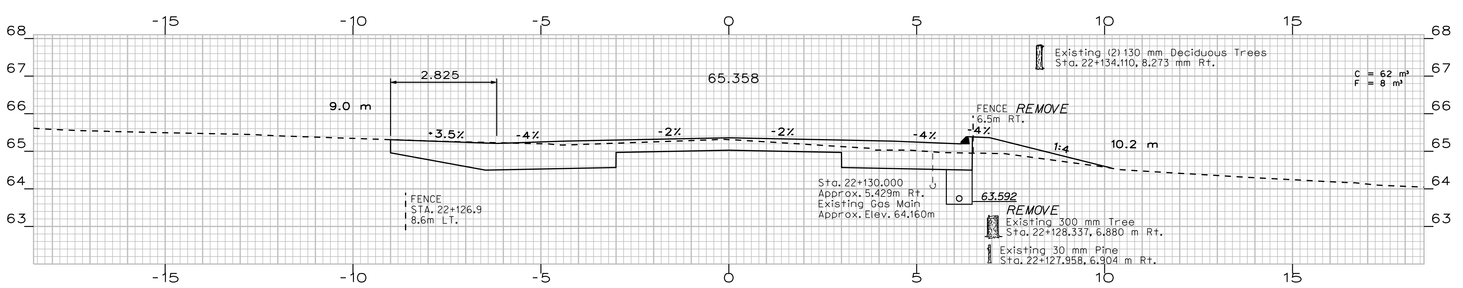
ROUTE 109

STA. 22+050.000 TO STA. 22+090.000

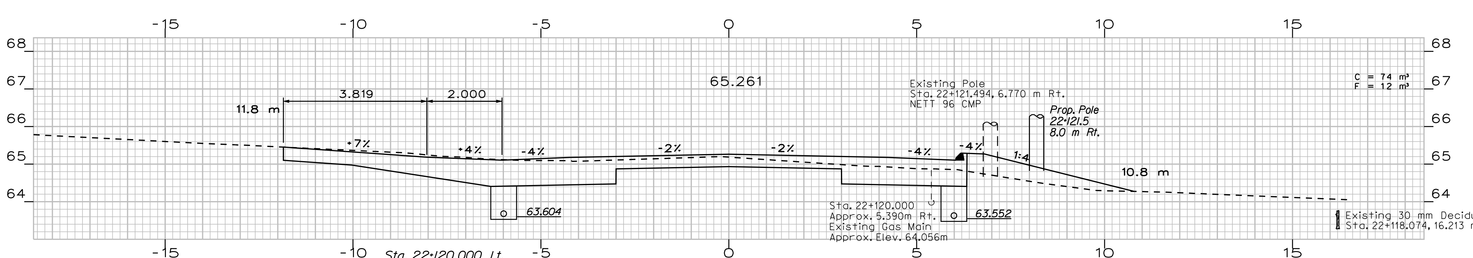
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



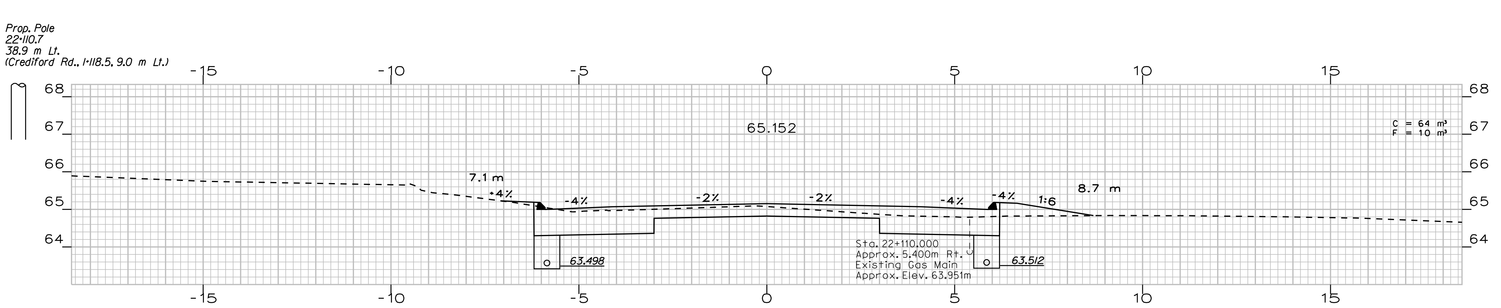
22+133.310



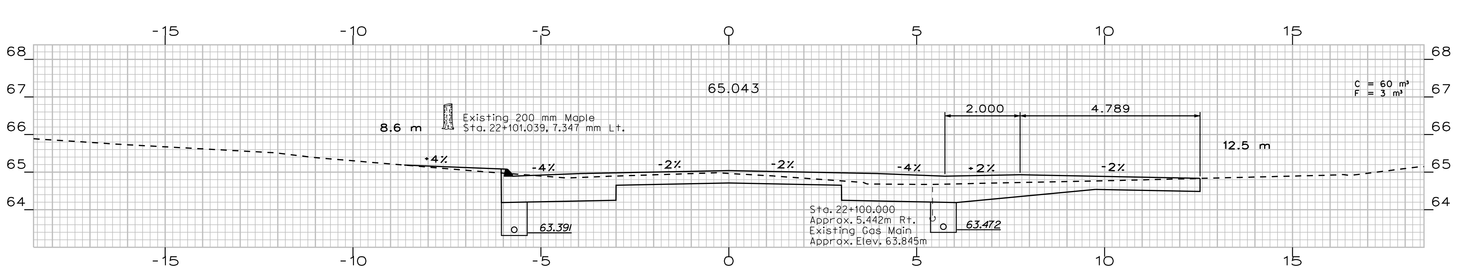
22+130.000



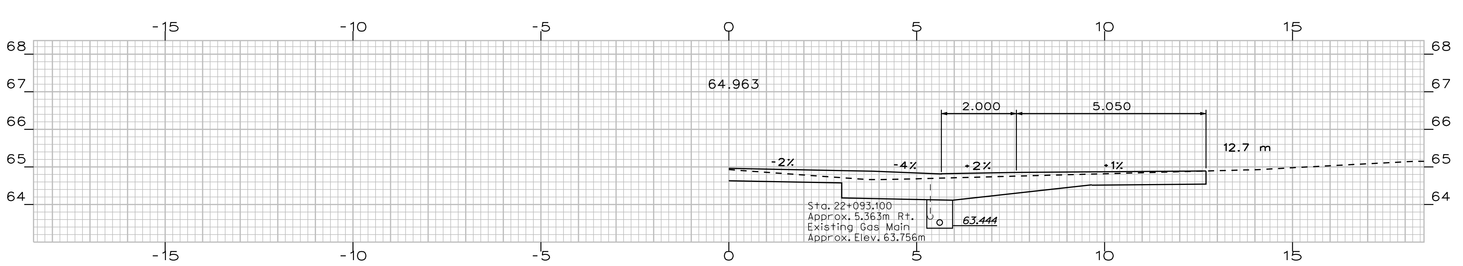
22+120.000



22+110.000



22+100.000



22+093.100

Sta. 22-093.100 Rt.
Construct Paved Drive
14.3 m Opening

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	80	153

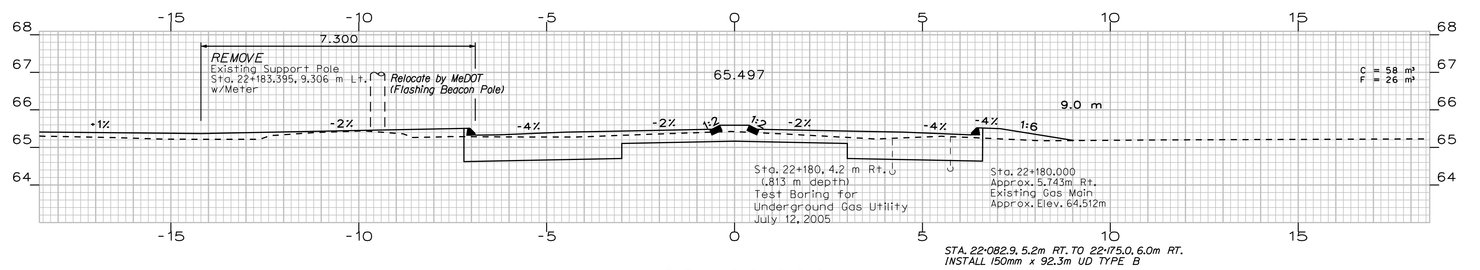
7998.10

WELLS

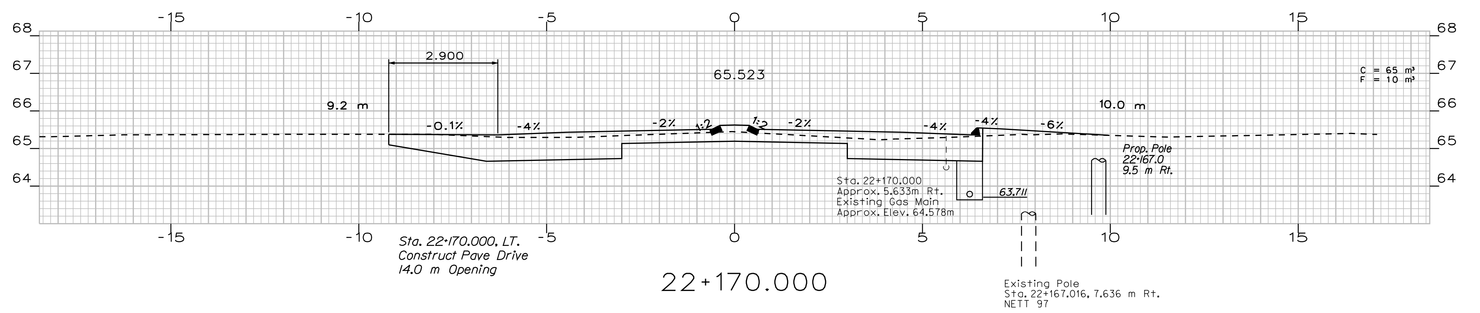
ROUTE 109

STA. 22+093.100 TO STA. 22+133.310

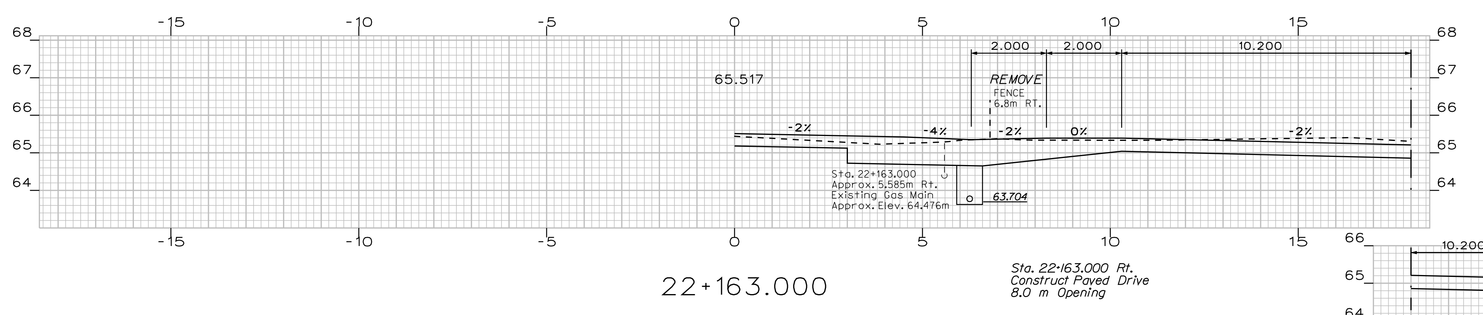
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MCS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



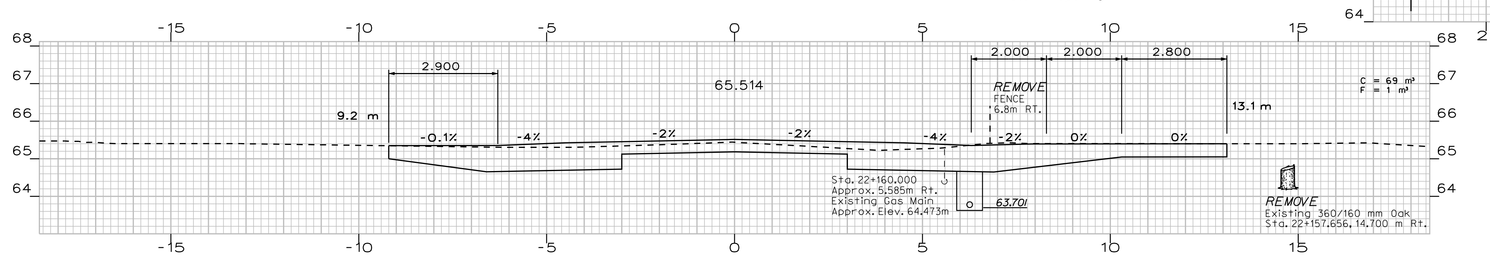
22+180.000



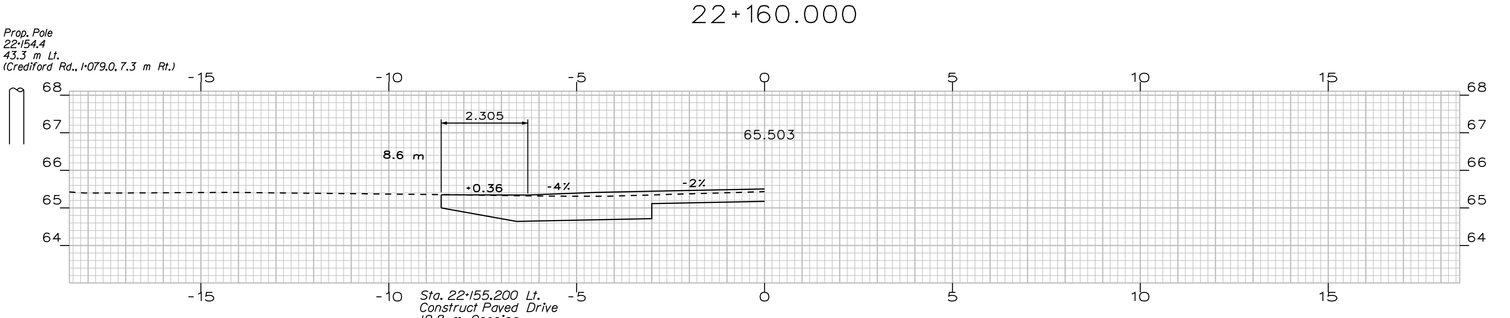
22+170.000



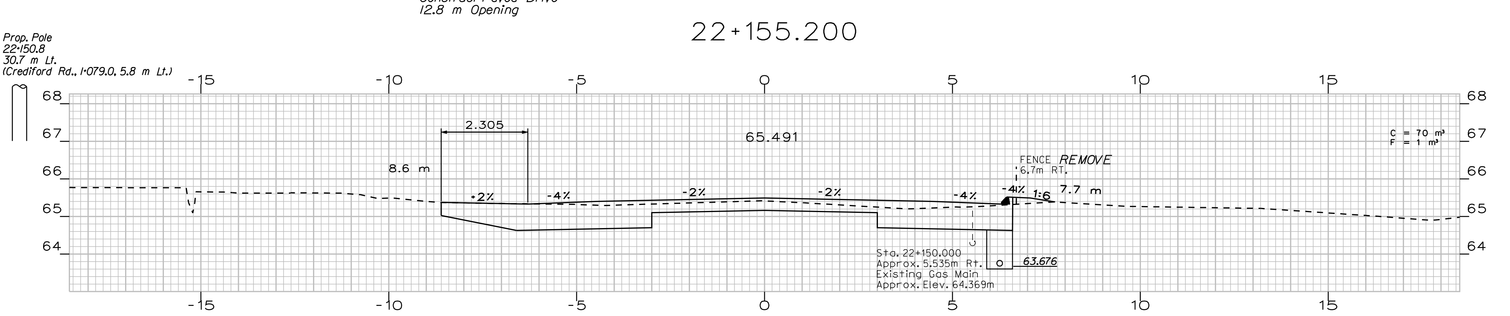
22+163.000



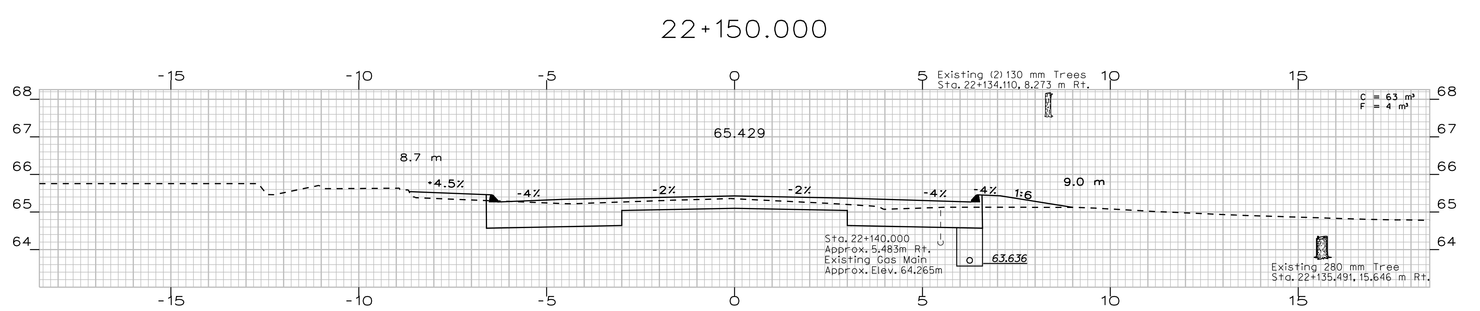
22+160.000



22+155.200



22+150.000



22+140.000

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

FHWA REGION NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
PROJECT NO.	81
TOTAL SHEETS	153

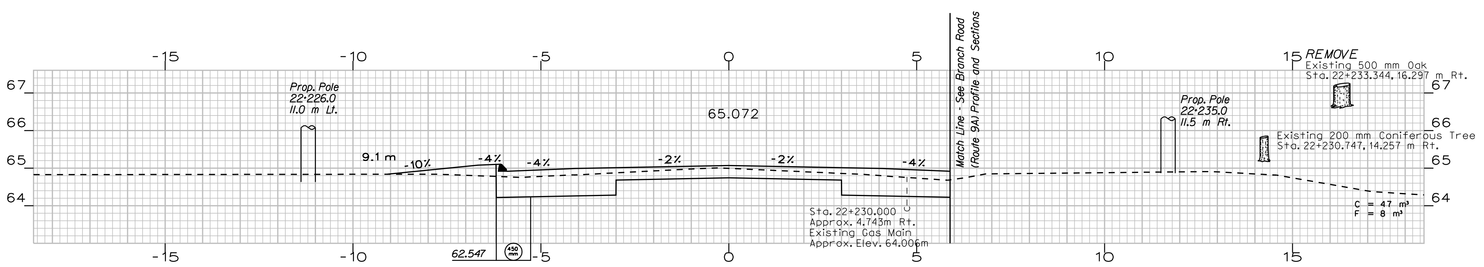
7998.10

WELLS

ROUTE 109

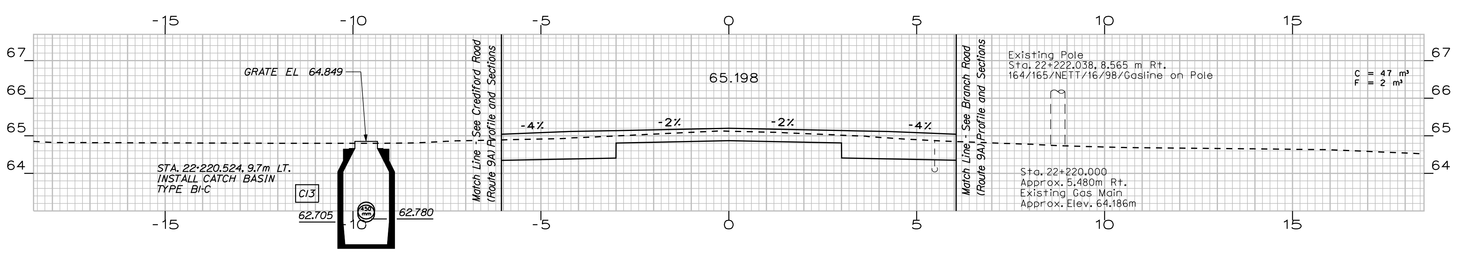
STA. 22+140.000 TO STA. 22+180.000

PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

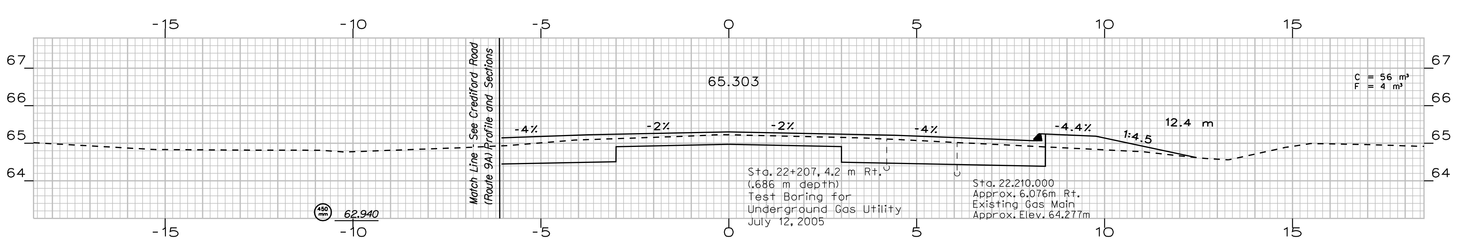


22+230.000

STA. 22+220.524, 9.7m LT. TO STA. 22+280.000, 5.1 LT.
INSTALL 450mm X 59.5m UD TYPE C

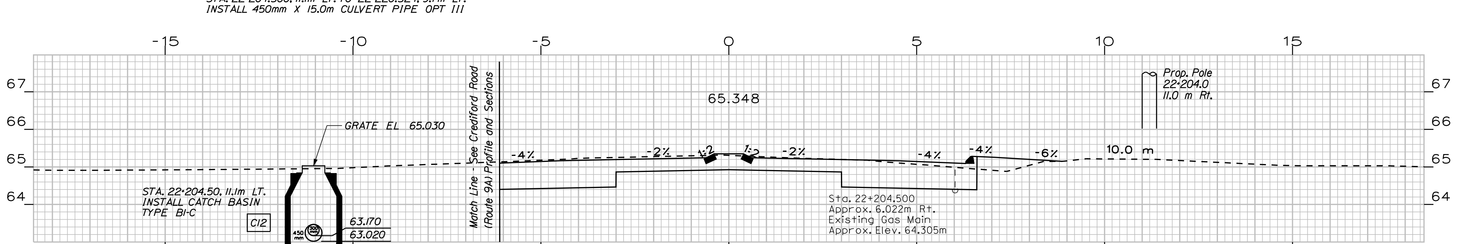


22+220.000



22+210.000

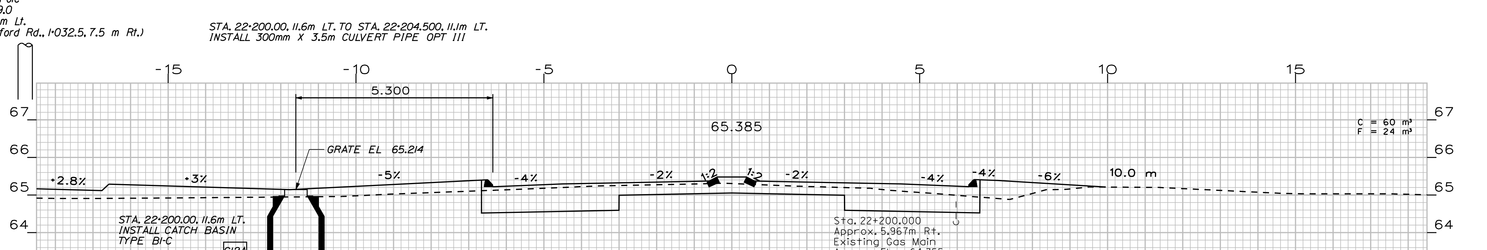
STA. 22+204.500, 11.1m LT. TO 22+220.524, 9.7m LT.
INSTALL 450mm X 15.0m CULVERT PIPE OPT III



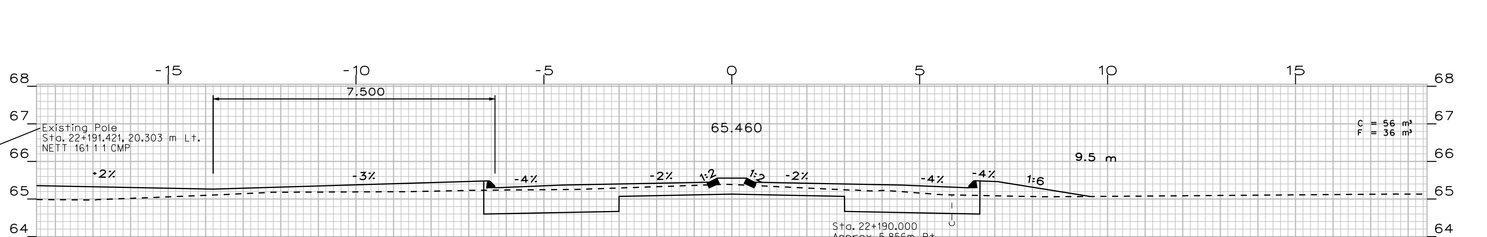
22+204.500

Prop. Pole
22+199.0
30.5 m Lt.
(Creditford Rd., I-032.5, 7.5 m Rt.)

STA. 22+200.00, 11.6m LT. TO STA. 22+204.500, 11.1m LT.
INSTALL 300mm X 3.5m CULVERT PIPE OPT III



22+200.000



22+190.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.H.S.A. PROJ. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	82
TOTAL SHEETS	153

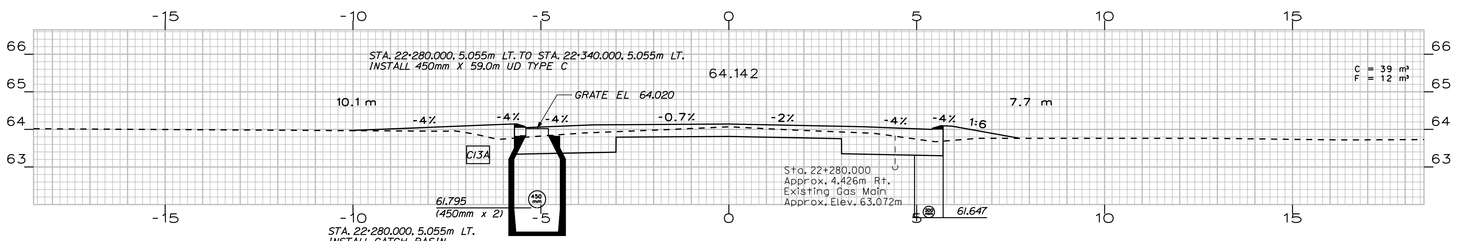
7998.10

WELLS

ROUTE 109

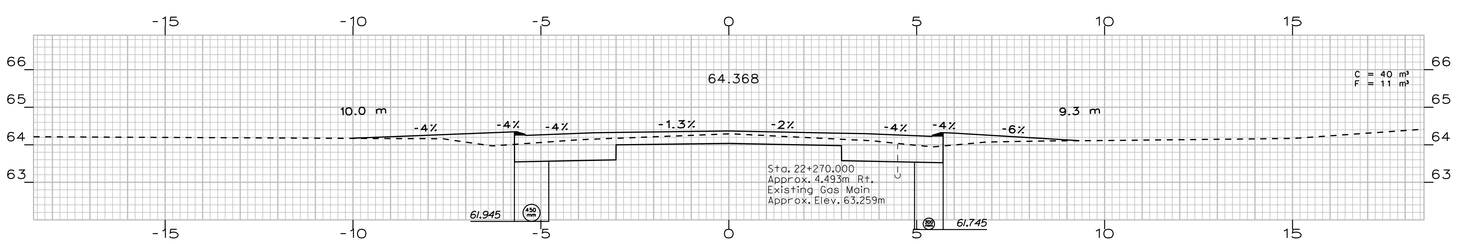
STA.22+190.000 TO STA. 22+230.000

PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

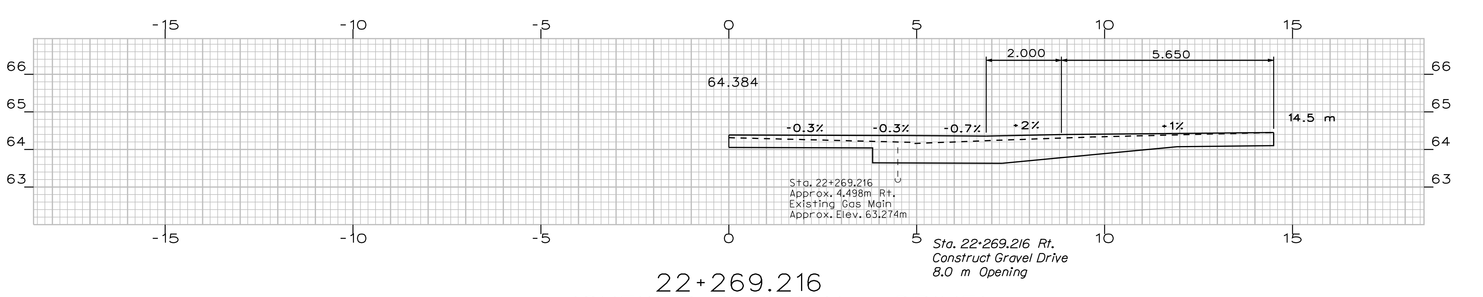


22+280.000

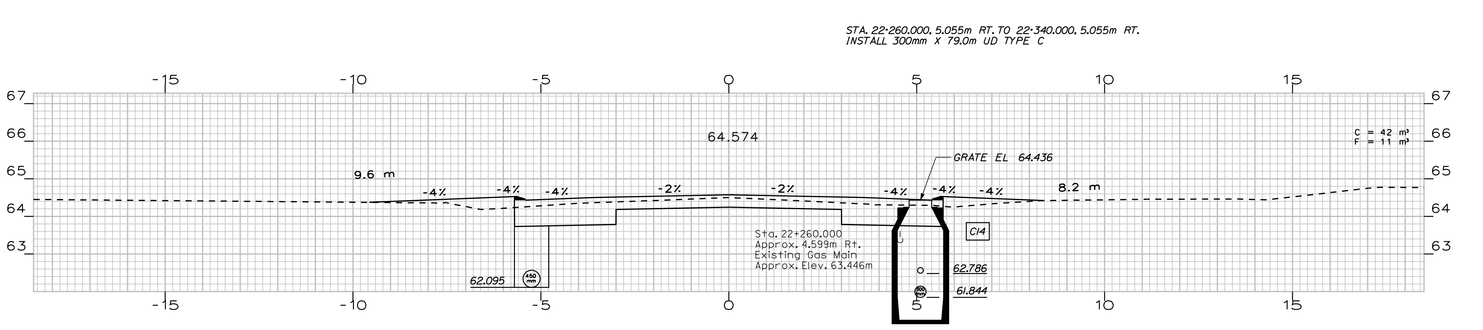
Existing Pole
Sta. 22+273.417, 71.2 m Rt.
NET 2 CMP



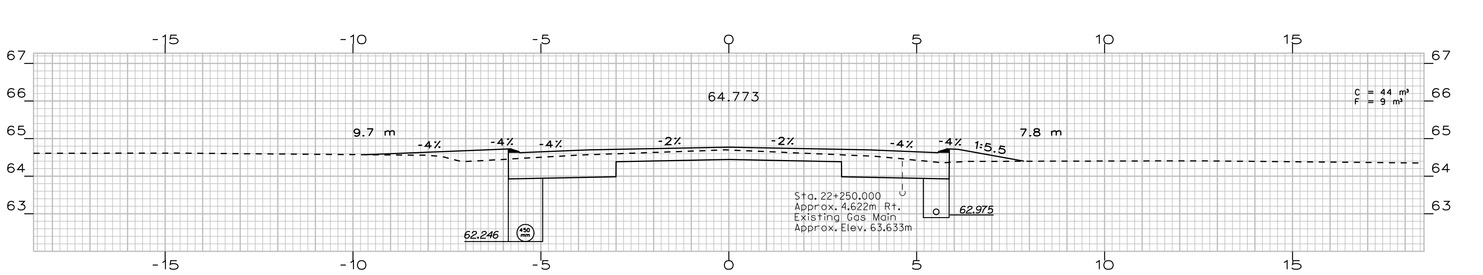
22+270.000



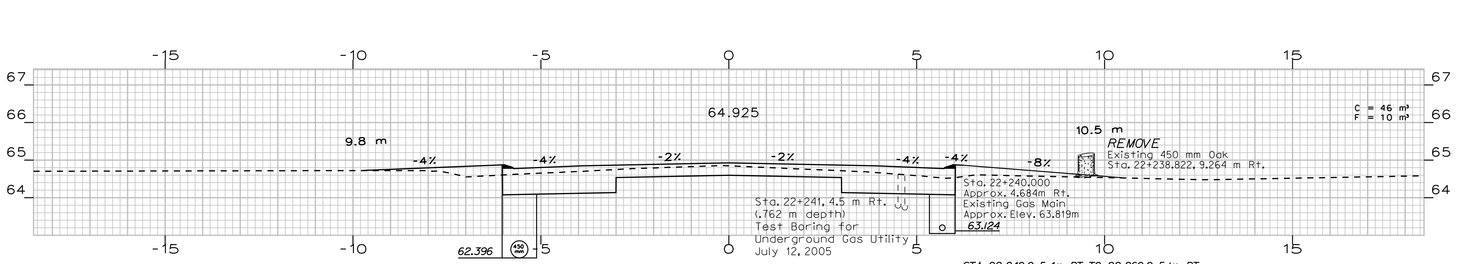
22+269.216
(SKEWED SECTION - DRIVE)



22+260.000



22+250.000



22+240.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.Y.U.A. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	83	153

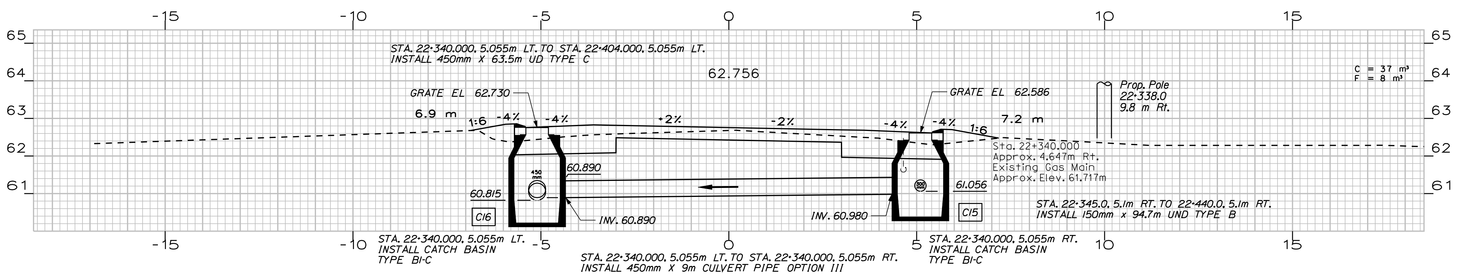
7998.10

WELLS

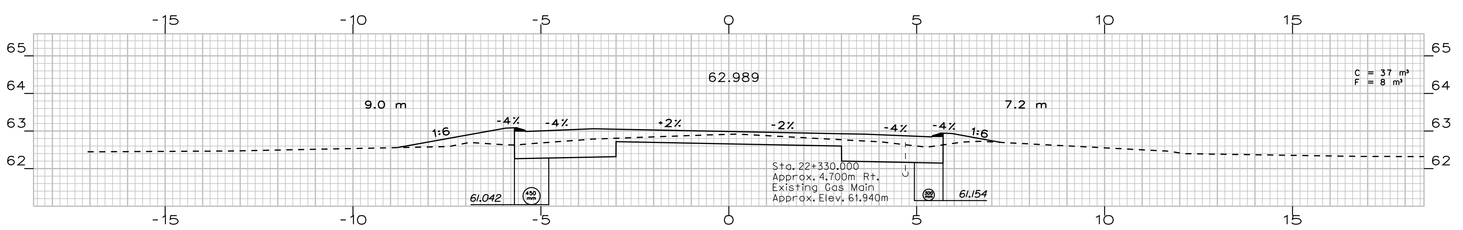
ROUTE 109

STA.22+240.000 TO STA. 22+280.000

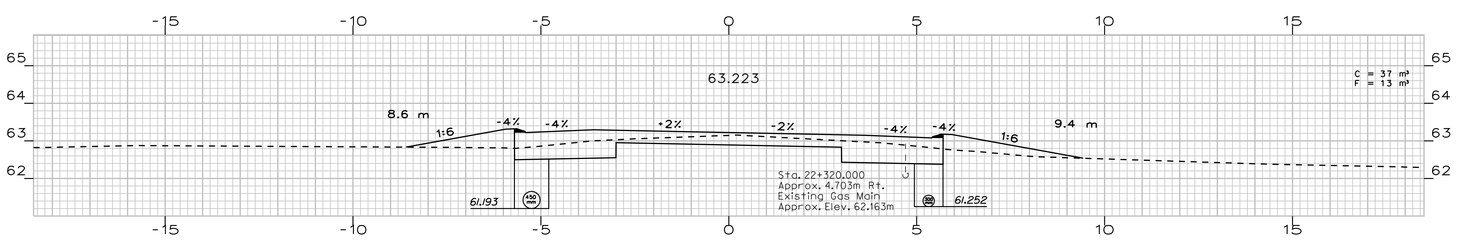
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



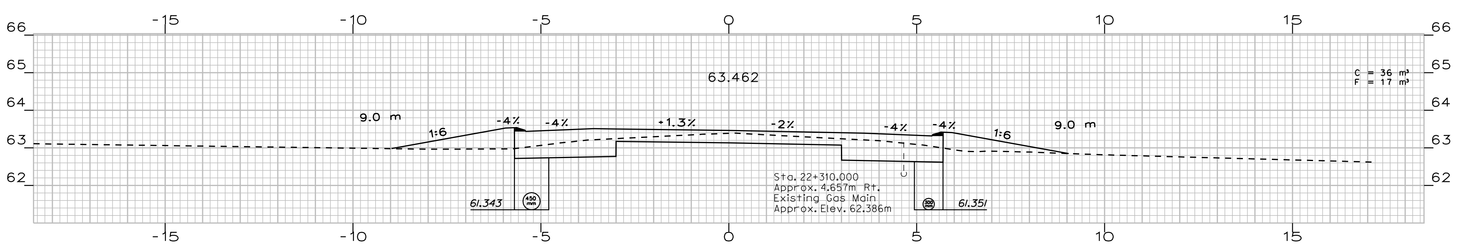
22+340.000



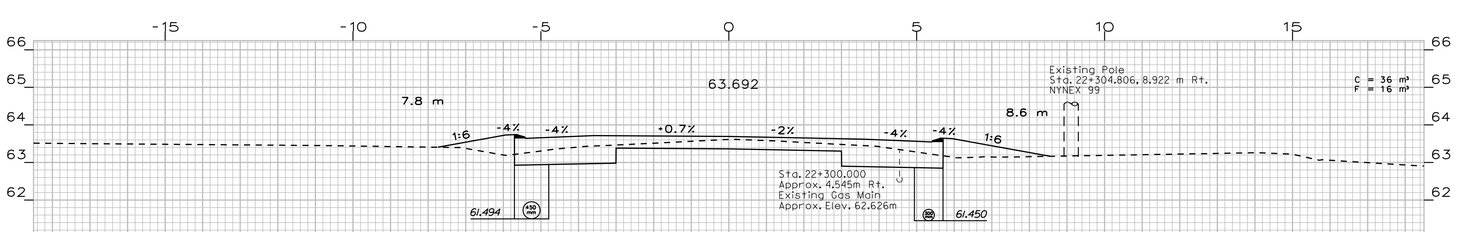
22+330.000



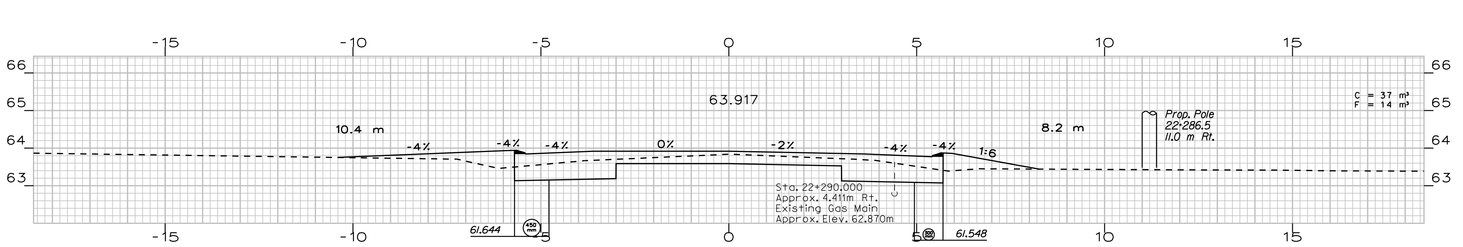
22+320.000



22+310.000



22+300.000



22+290.000

METRIC
1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

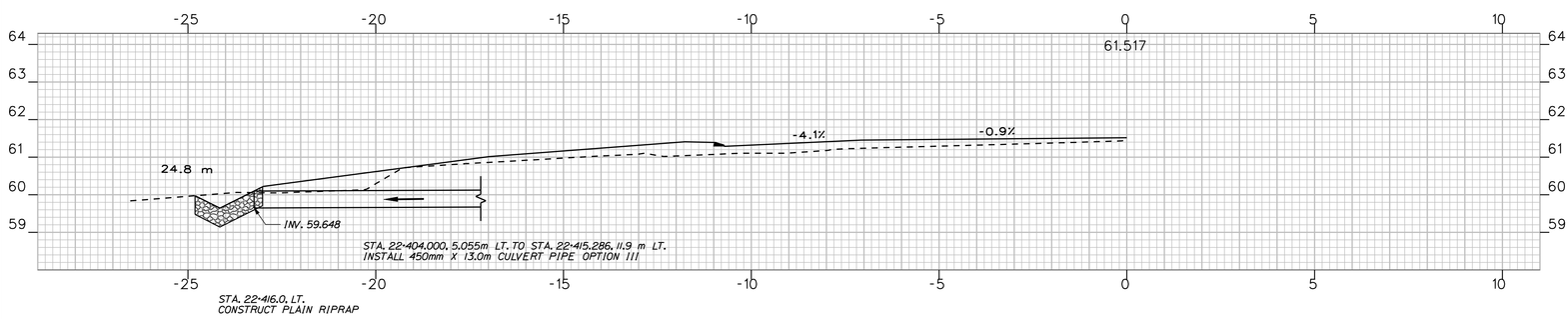
F.A.H.S.A. ROUTE NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	84
TOTAL SHEETS	153

7998.10

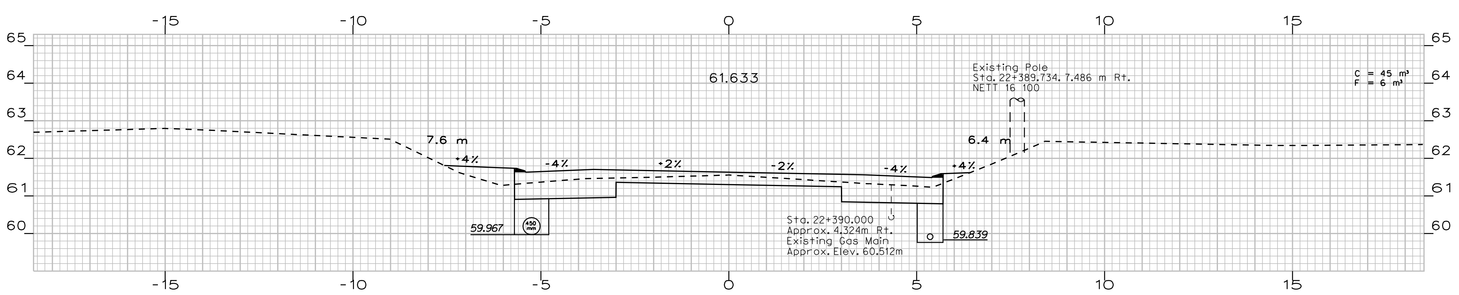
WELLS

ROUTE 109

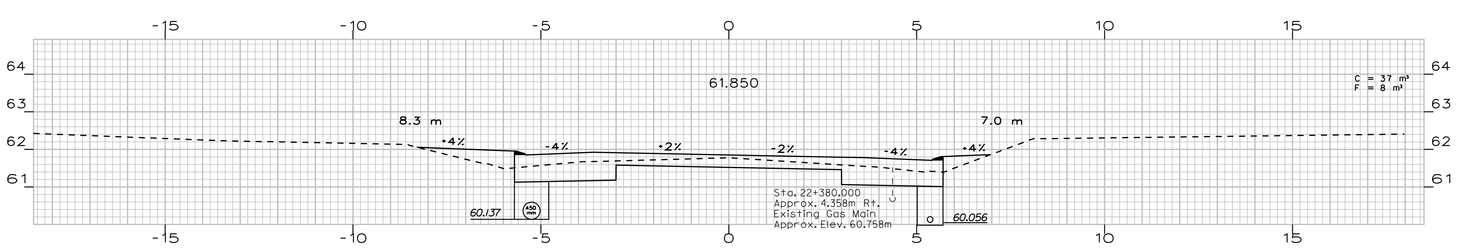
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



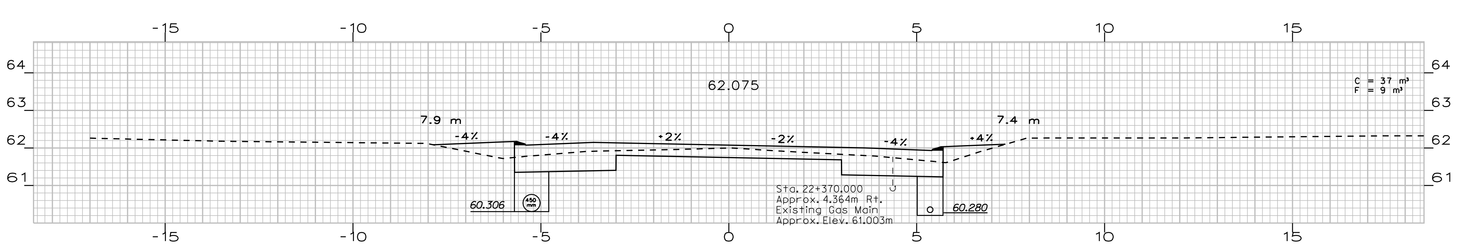
22+395.374
(SKEWED SECTION - CULVERT)



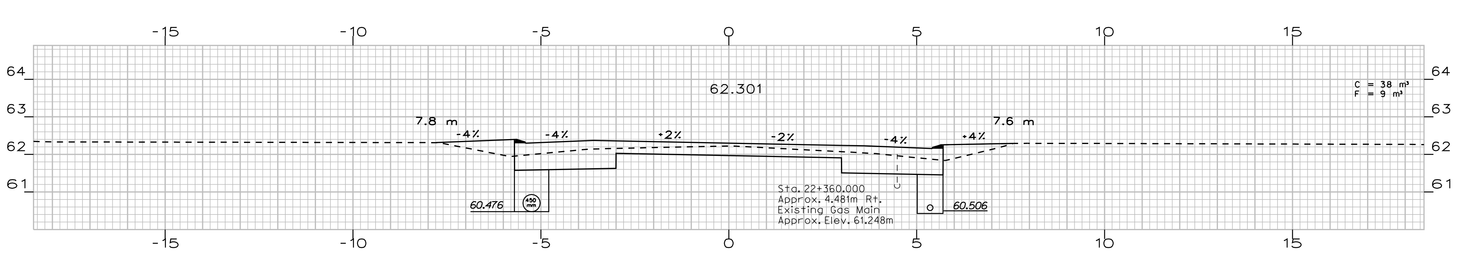
22+390.000



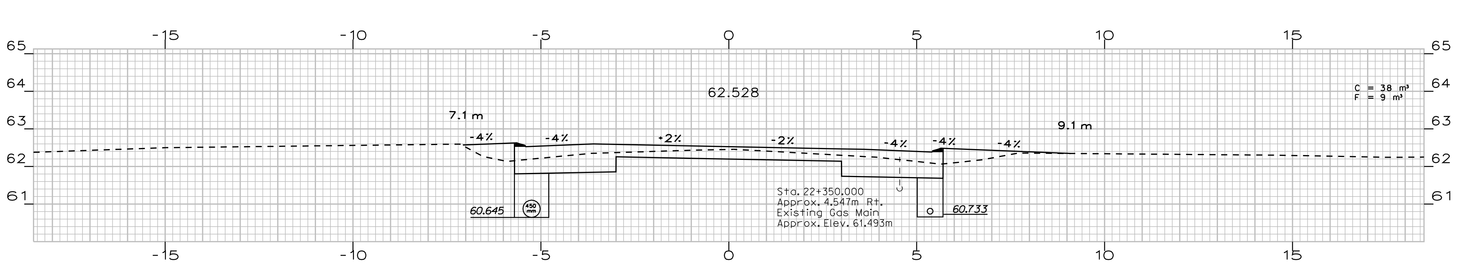
22+380.000



22+370.000



22+360.000



22+350.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

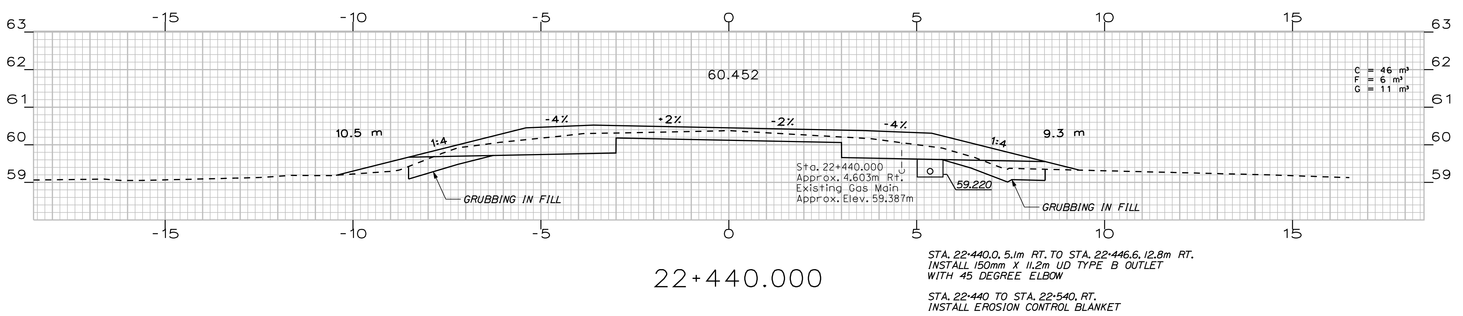
FHWA REG NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
	7998.10
SHEET NO.	85
TOTAL SHEETS	153

WELLS

ROUTE 109

STA. 22+350.000 TO STA. 22+395.374

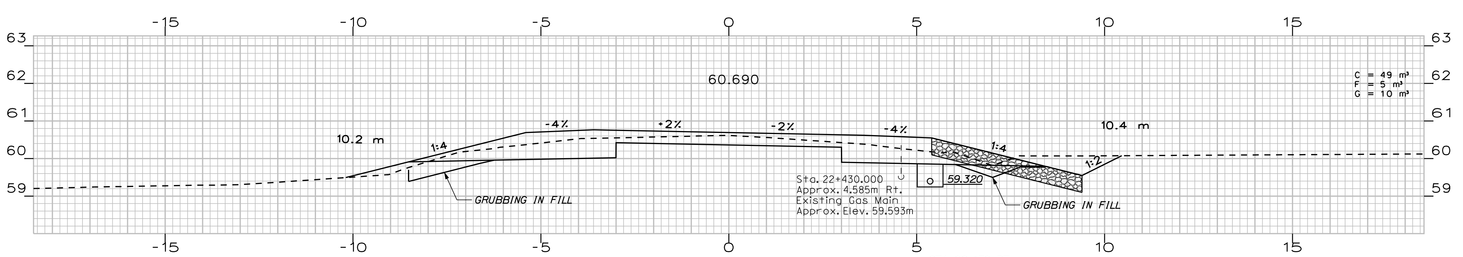
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



22+440.000

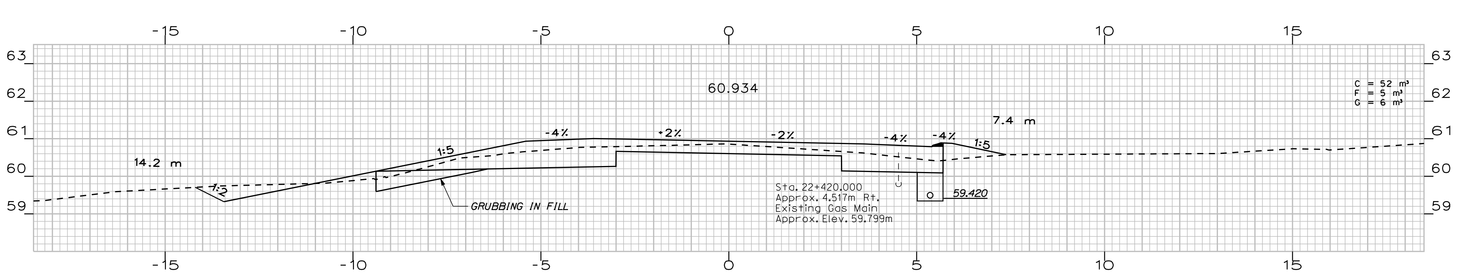
STA. 22-440.0, 5.1m RT. TO STA. 22-446.6, 12.8m RT.
INSTALL 150mm X 11.2m UD TYPE B OUTLET
WITH 45 DEGREE ELBOW

STA. 22-440 TO STA. 22-540, RT.
INSTALL EROSION CONTROL BLANKET

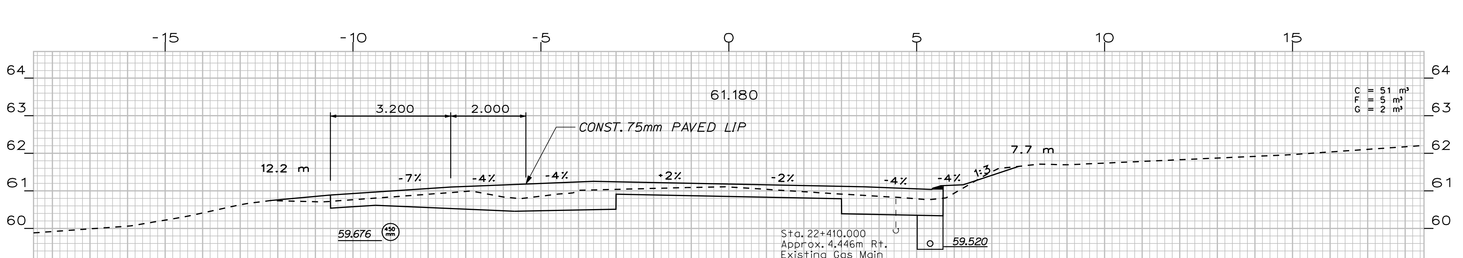


22+430.000

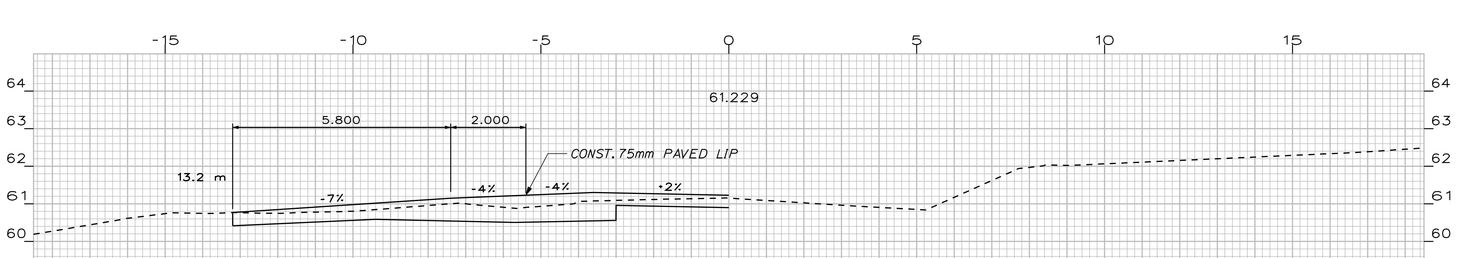
STA. 22-430, RT.
CONSTRUCT PLAIN RIPRAP DOWN SPOUT



22+420.000

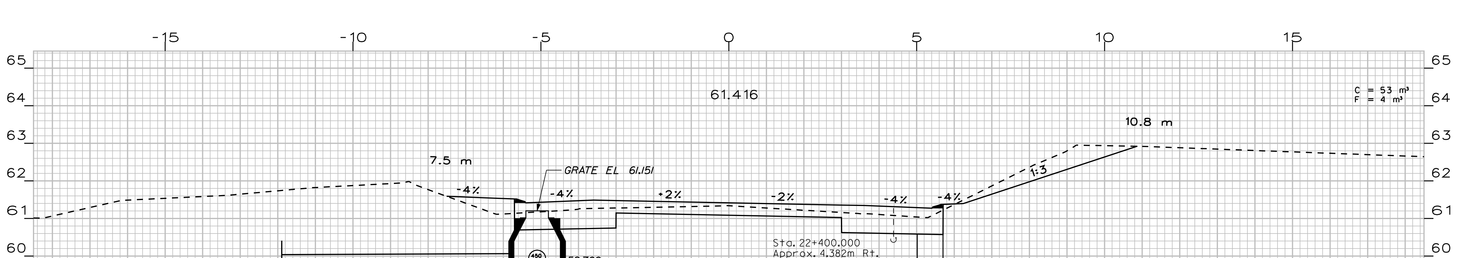


22+410.000



Sta. 22-407.900 Lt.
Construct Gravel Drive
9.3 m Opening

22+407.900



STA. 22-404.000, 5.055m LT.
INSTALL CATCH BASIN
TYPE Bi-C

22+400.000

METRIC
1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

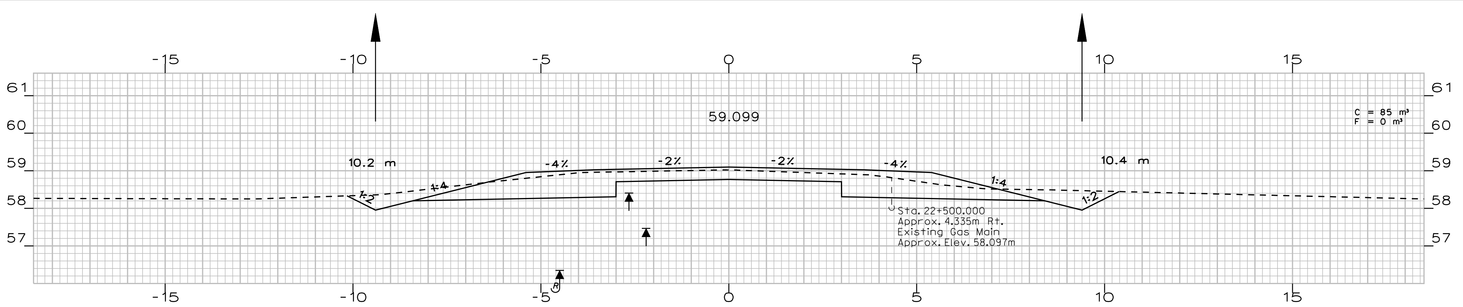
F.H.W.A. REG NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
	7998.10
SHEET NO.	86
TOTAL SHEETS	153

WELLS

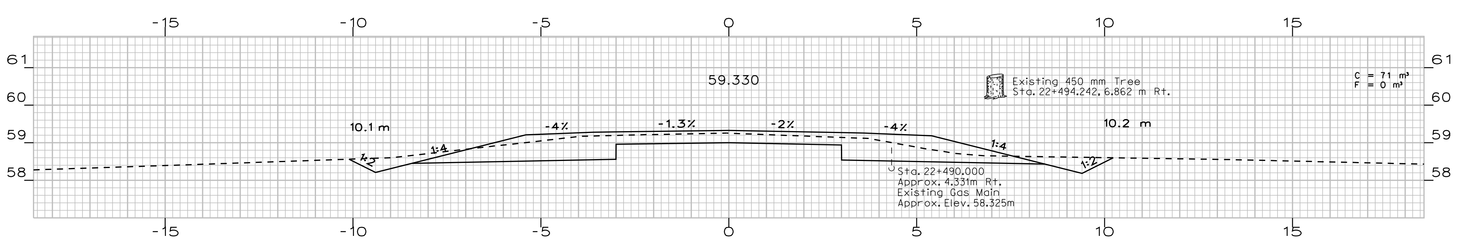
ROUTE 109

STA. 22+400.000 TO STA. 22+440.000

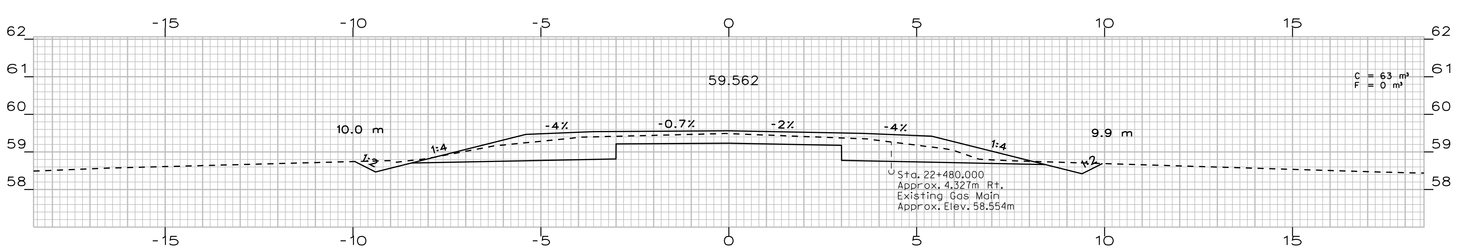
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



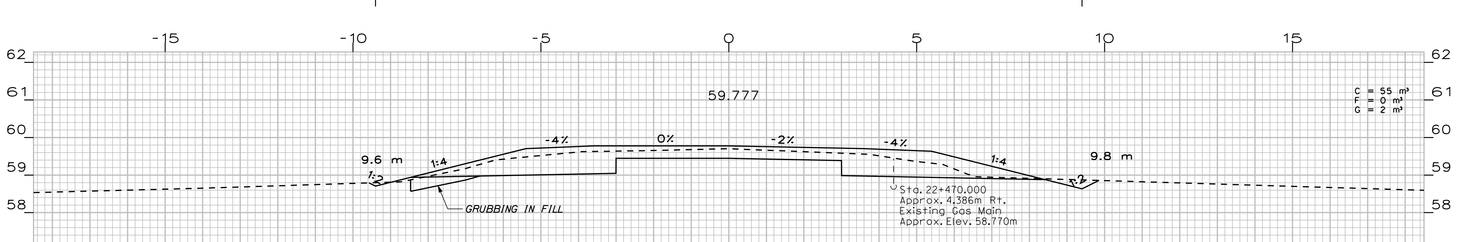
22+500.000



22+490.000

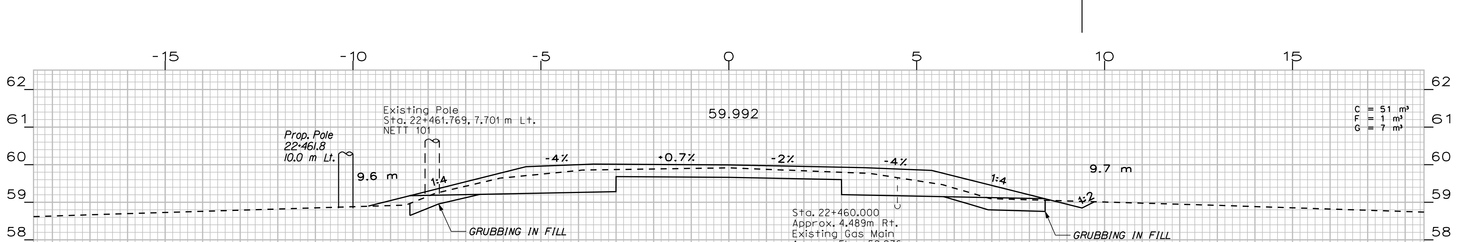


22+480.000

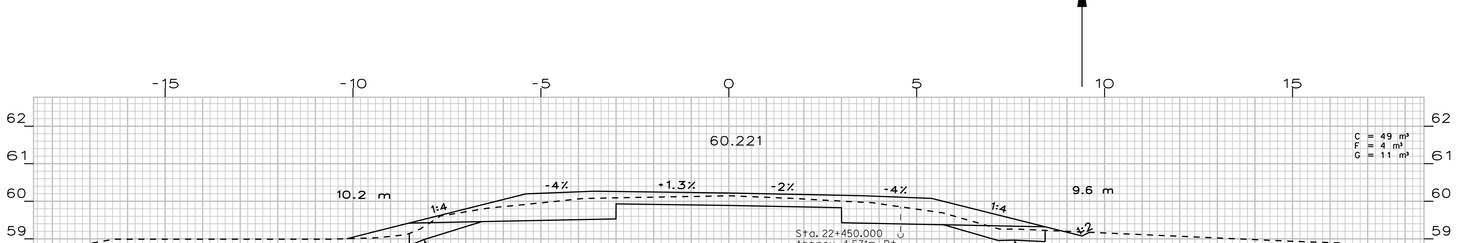


STA. 22+470 TO STA. 22+660, LT.
INSTALL EROSION CONTROL BLANKET

22+470.000



22+460.000



22+450.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	87	153

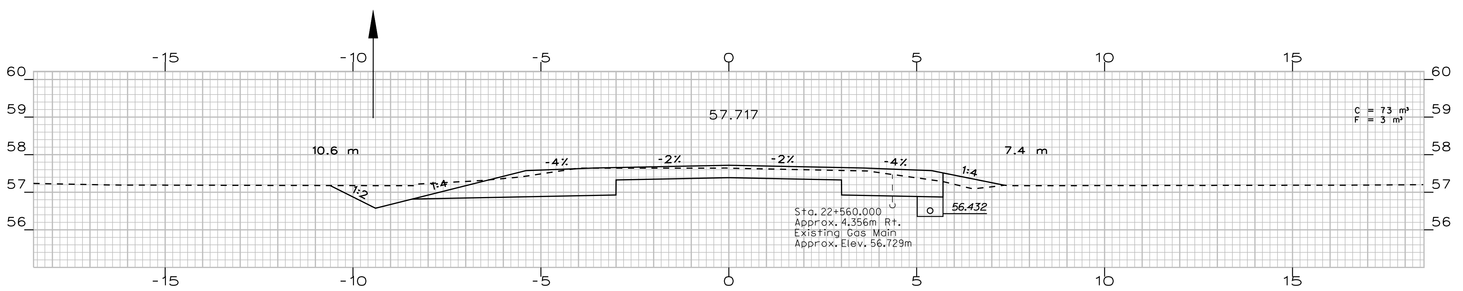
7998.10

WELLS

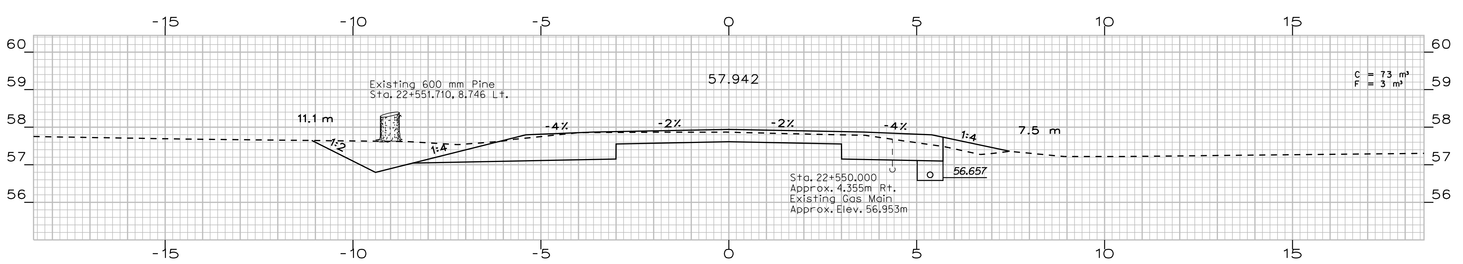
ROUTE 109

STA. 22+450.000 TO STA. 22+500.000

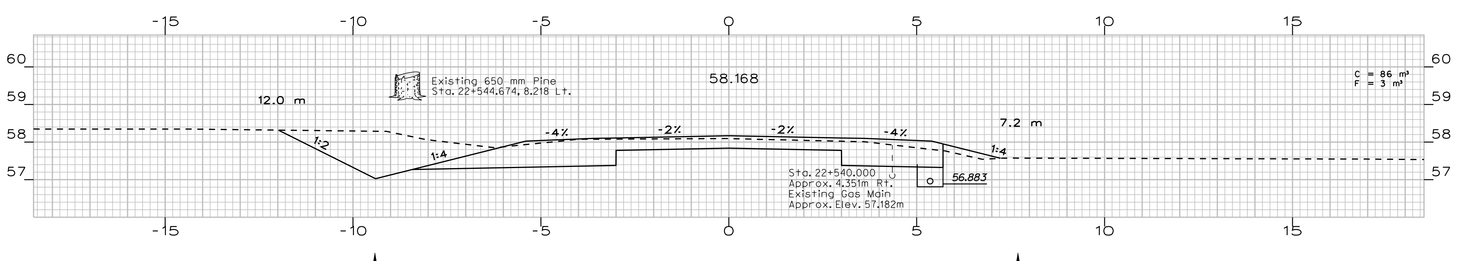
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



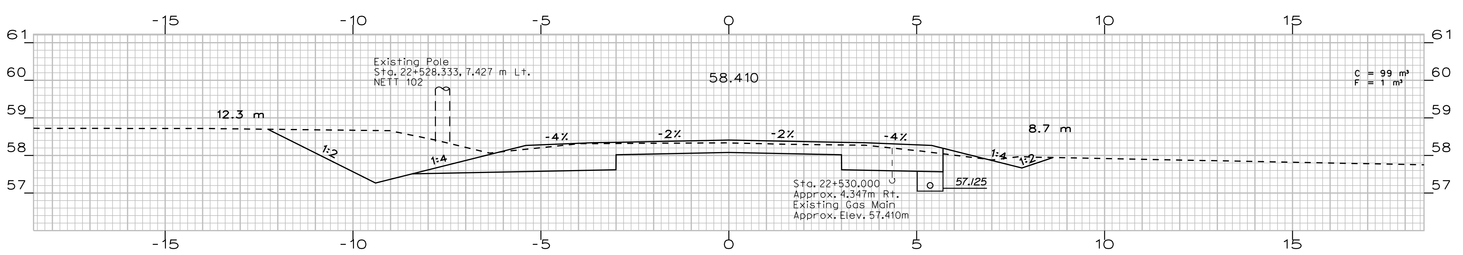
22+560.000



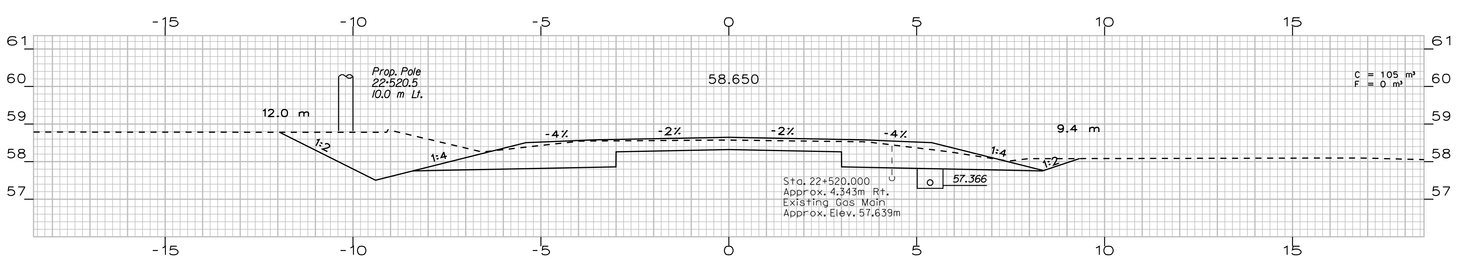
22+550.000



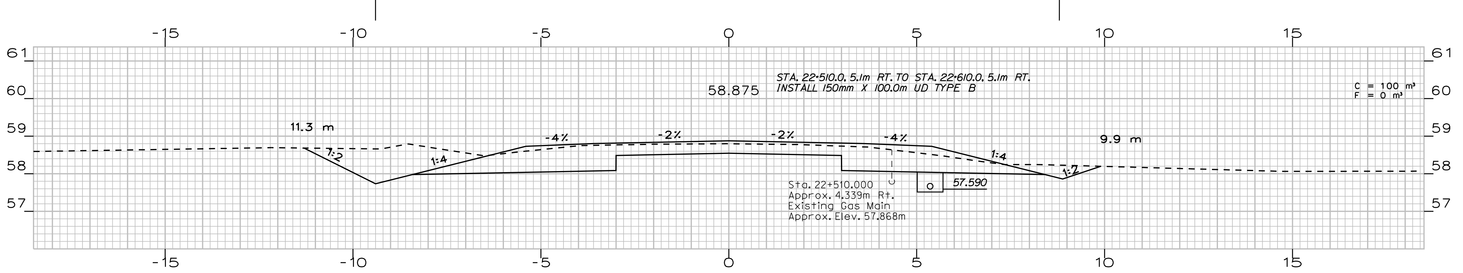
22+540.000



22+530.000



22+520.000



22+510.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	88	153

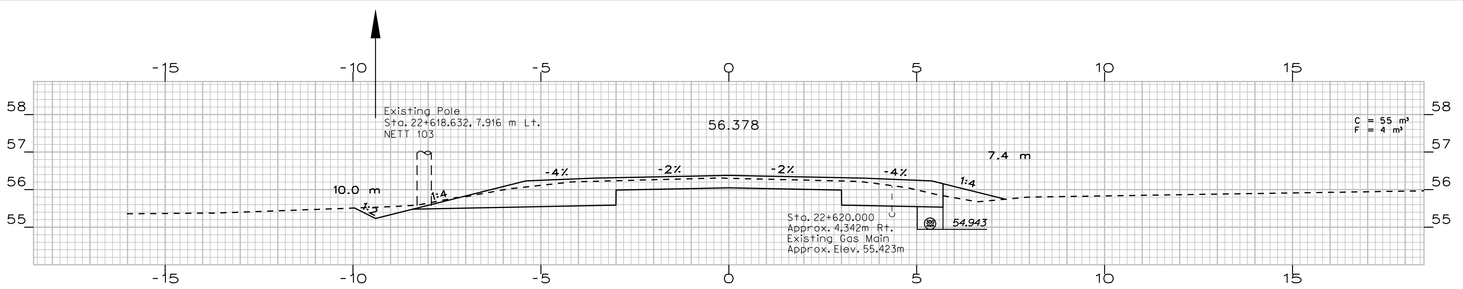
7998.10

WELLS

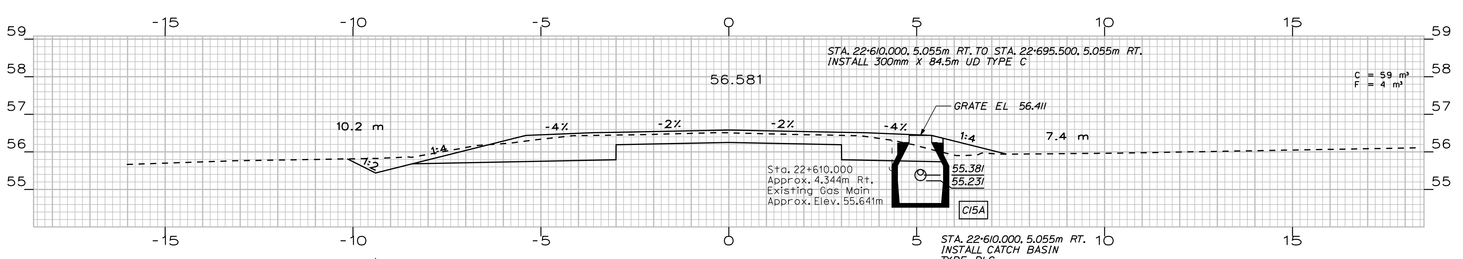
ROUTE 109

STA. 22+510.000 TO STA. 22+560.000

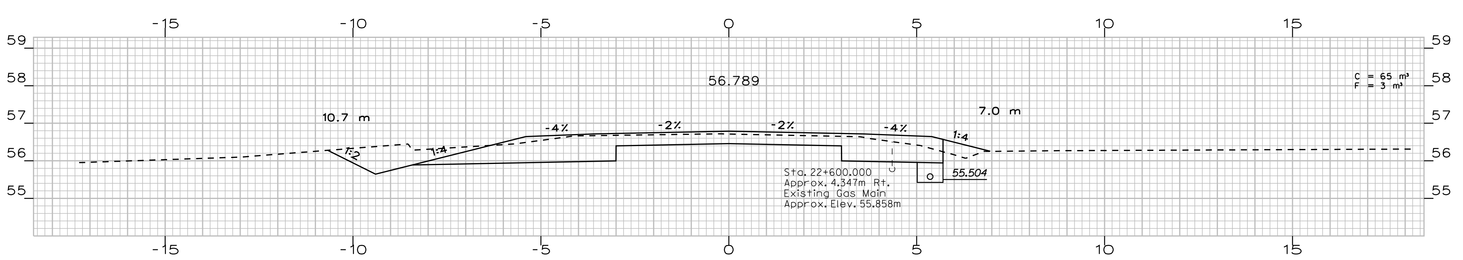
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



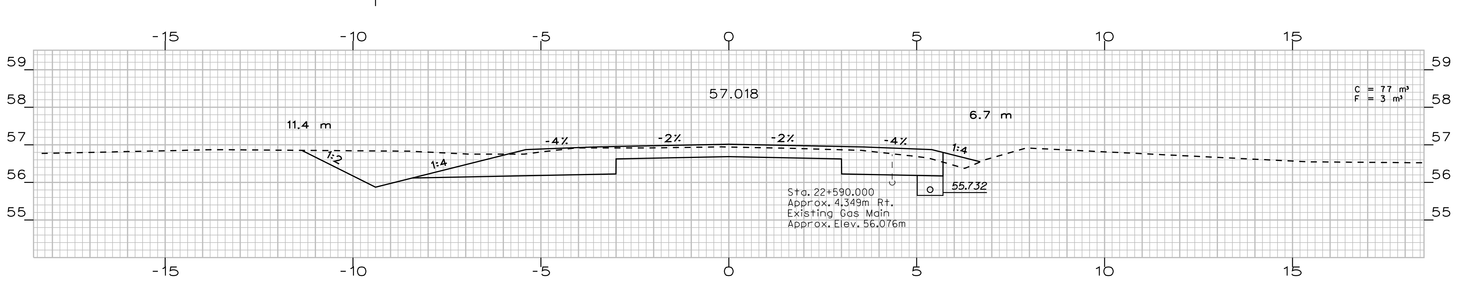
22+620.000



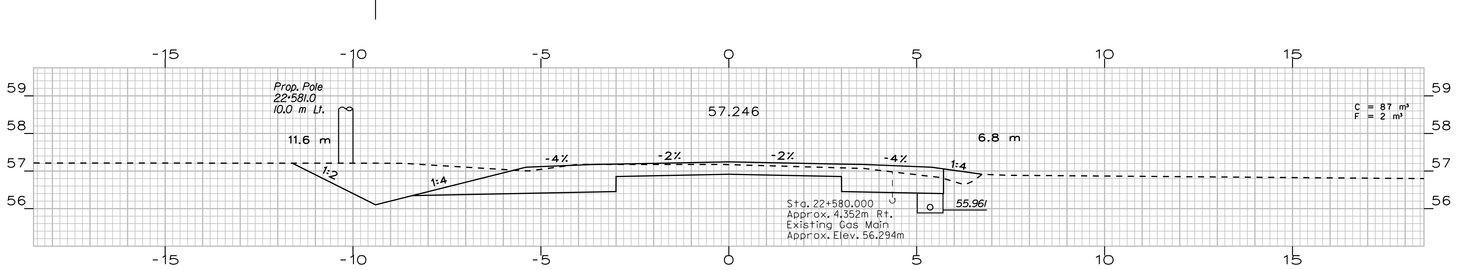
22+610.000



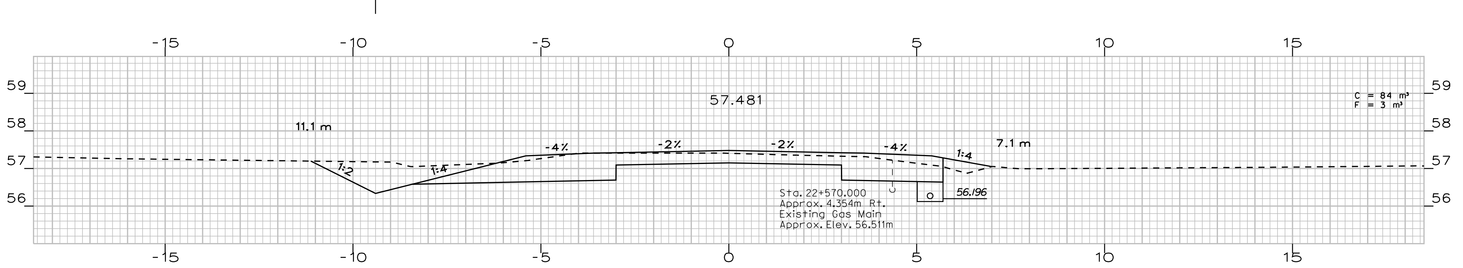
22+600.000



22+590.000



22+580.000



22+570.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	89	153

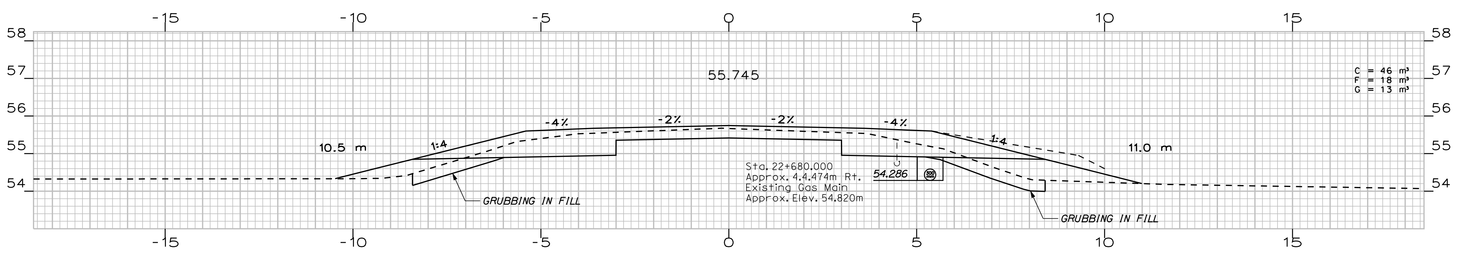
7998.10

WELLS

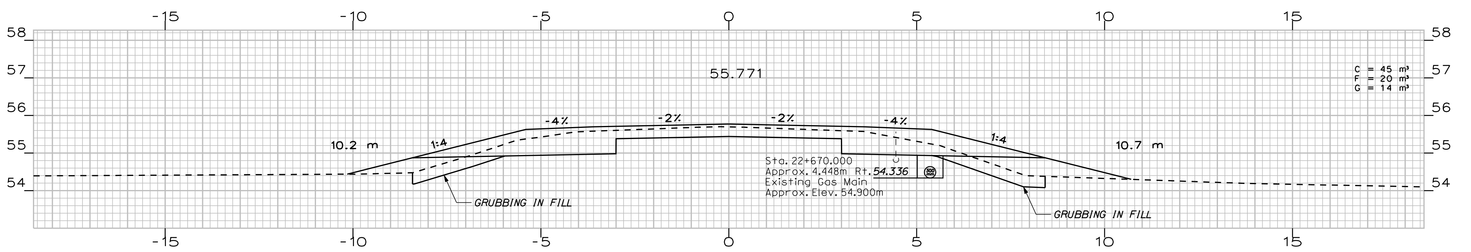
ROUTE 109

STA. 22+570.000 TO STA. 22+620.000

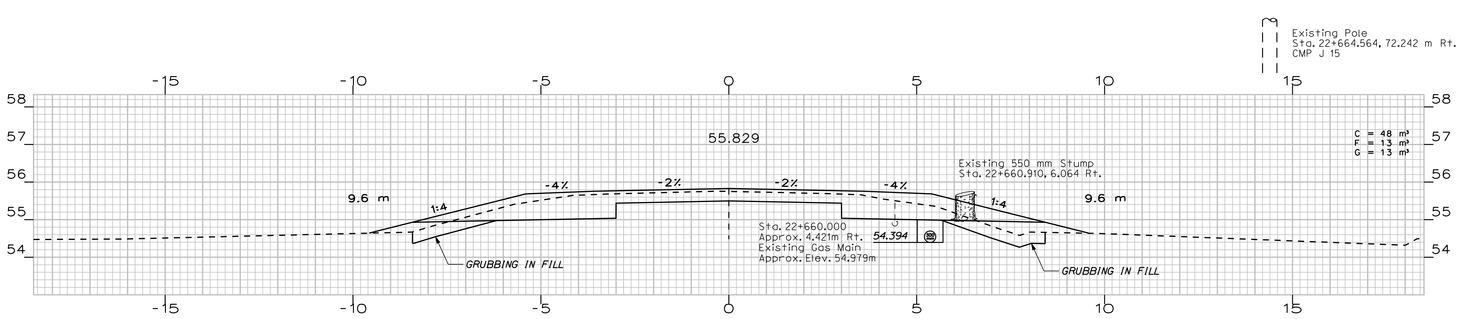
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



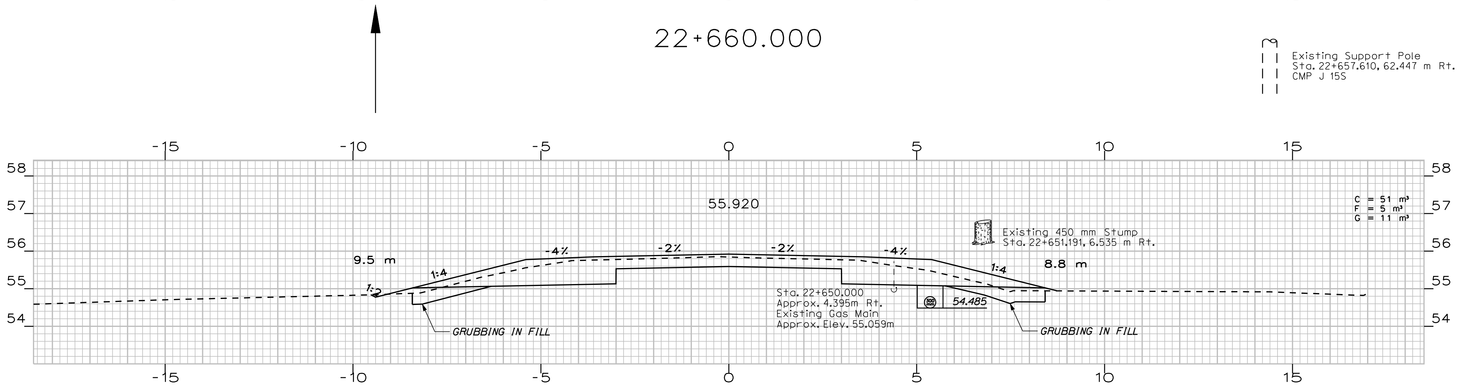
22+680.000



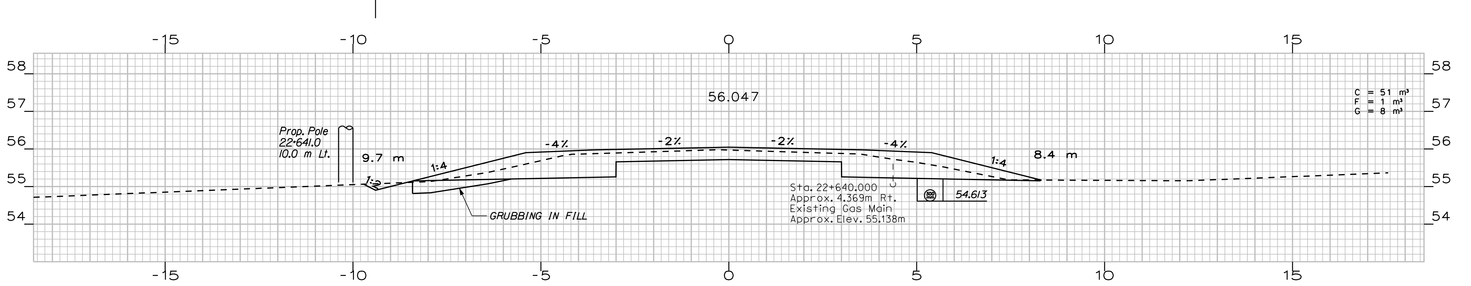
22+670.000



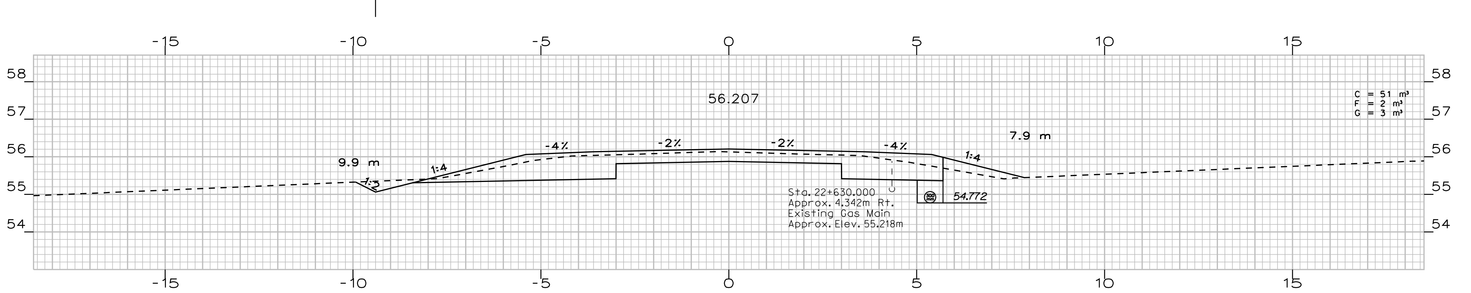
22+660.000



22+650.000



22+640.000



22+630.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

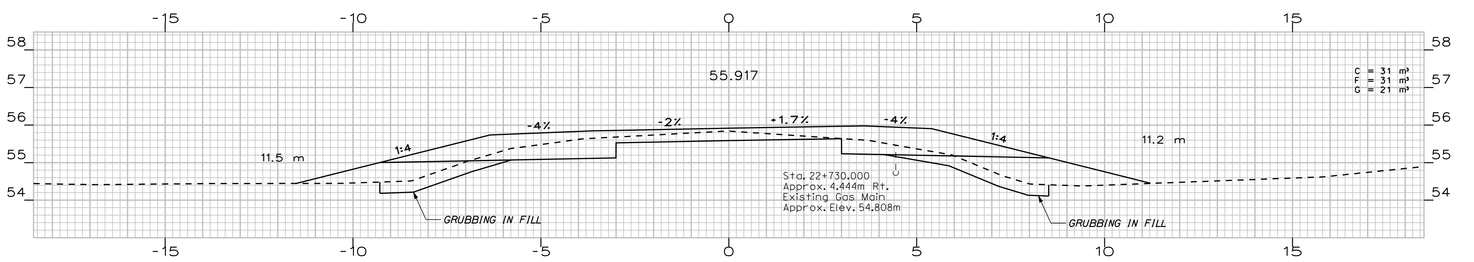
F.A.H.S.A. PROJ. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
	7998.10
SHEET NO.	90
TOTAL SHEETS	153

WELLS

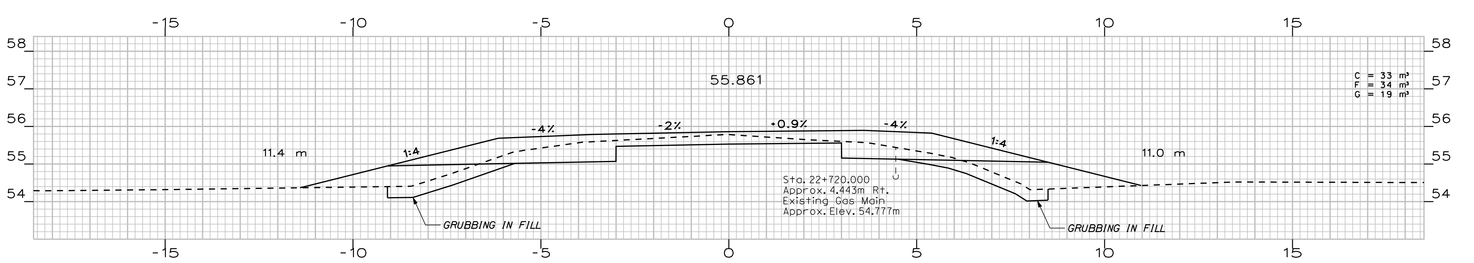
ROUTE 109

STA. 22+630.000 TO STA. 22+680.000

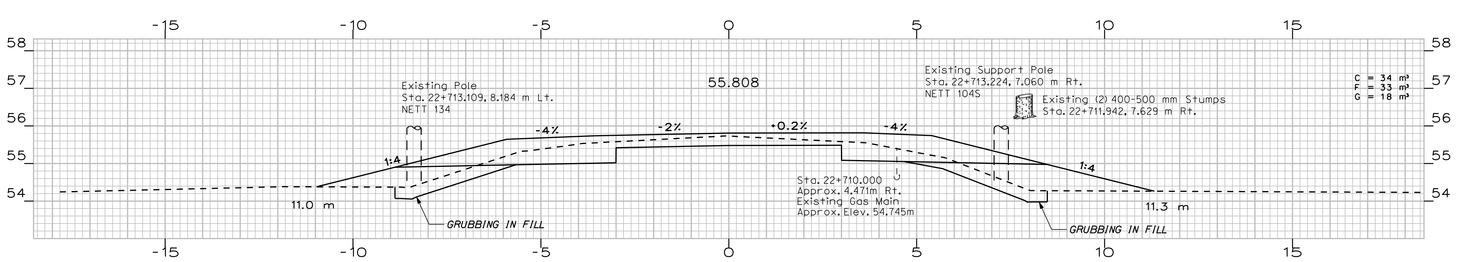
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



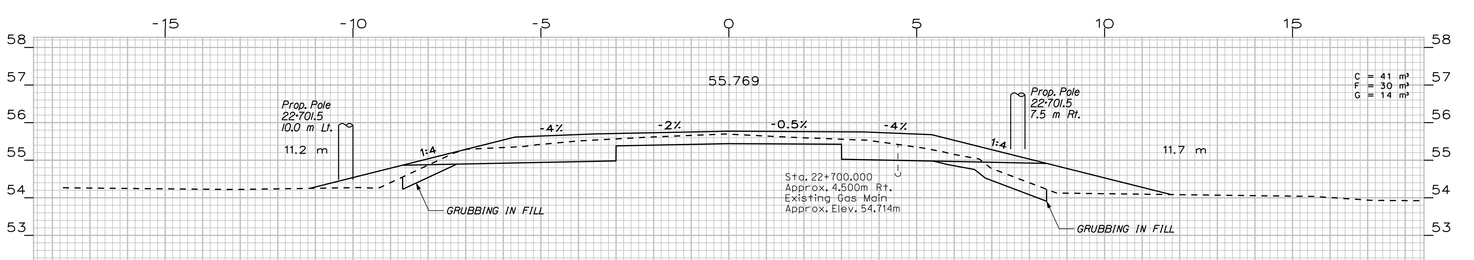
22+730.000



22+720.000

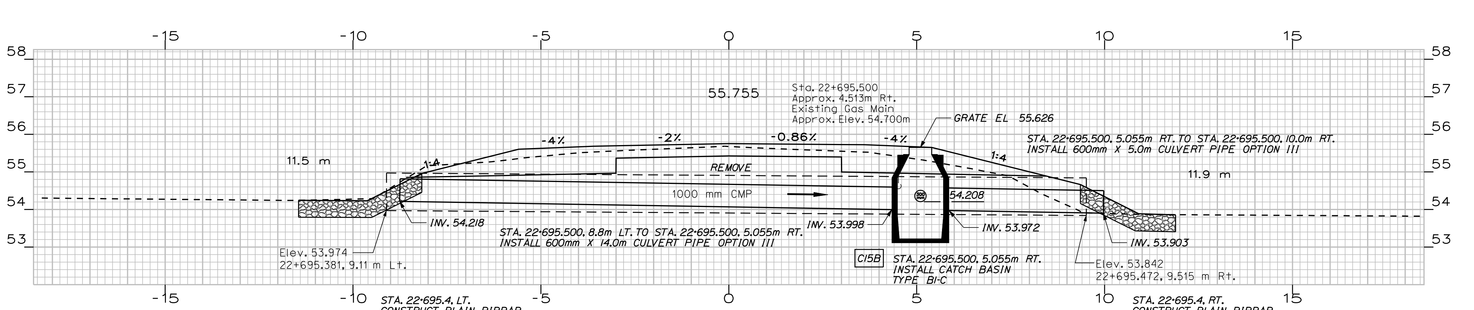


22+710.000

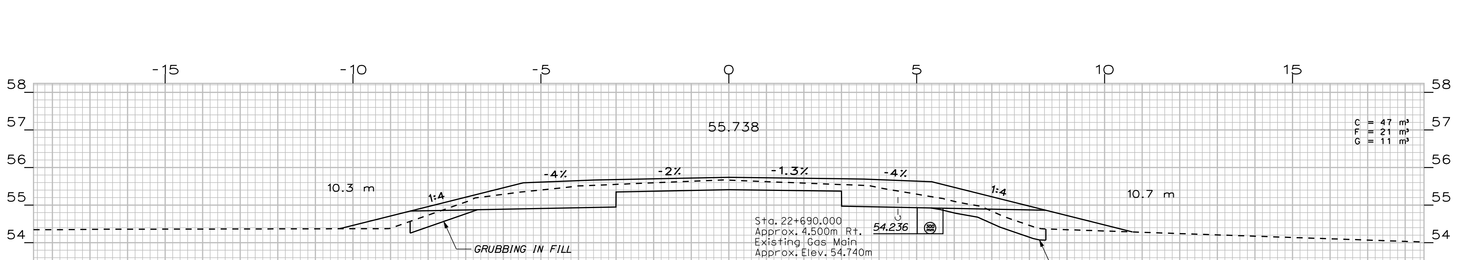


22+700.000

Existing Pole
Sta. 22+699.905, 52.229 m Rt.
CMP J16 192 MET



22+695.500



22+690.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	91	153

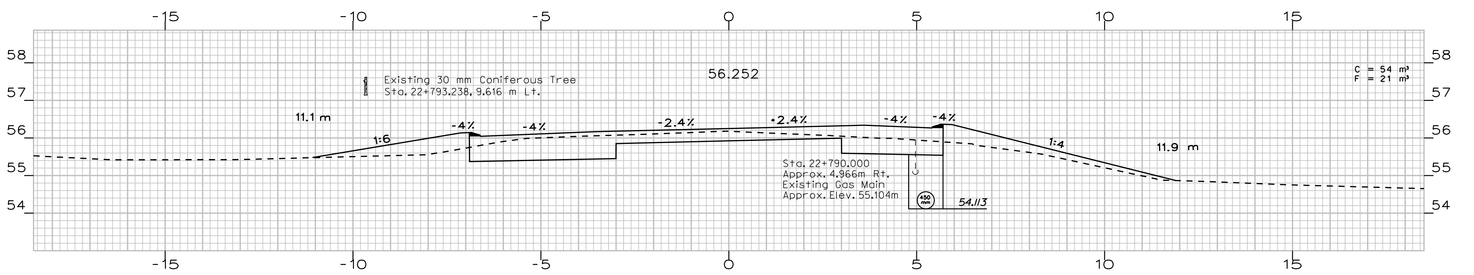
7998.10

WELLS

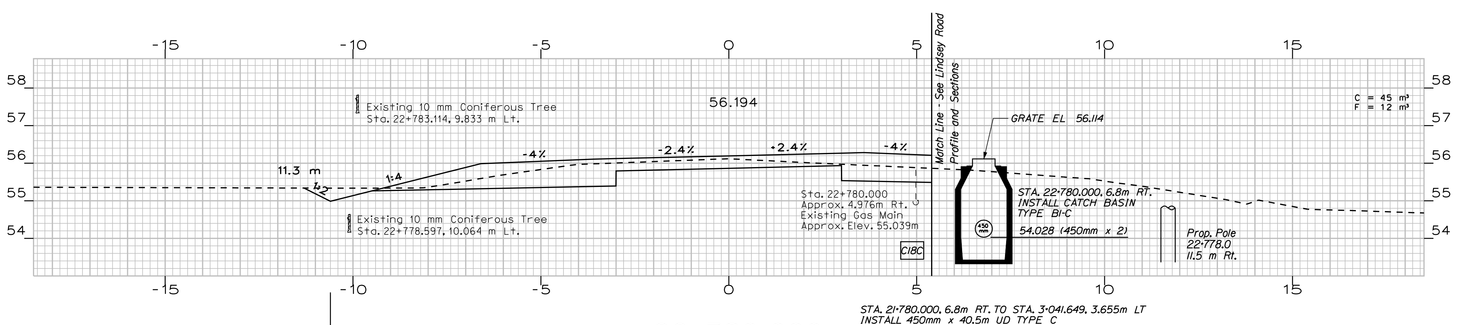
ROUTE 109

STA. 22+690.000 TO STA. 22+730.000

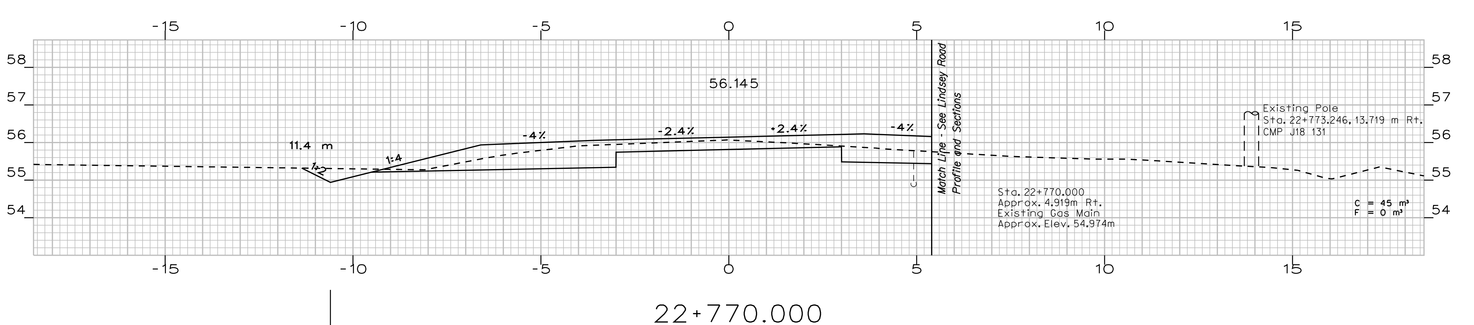
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



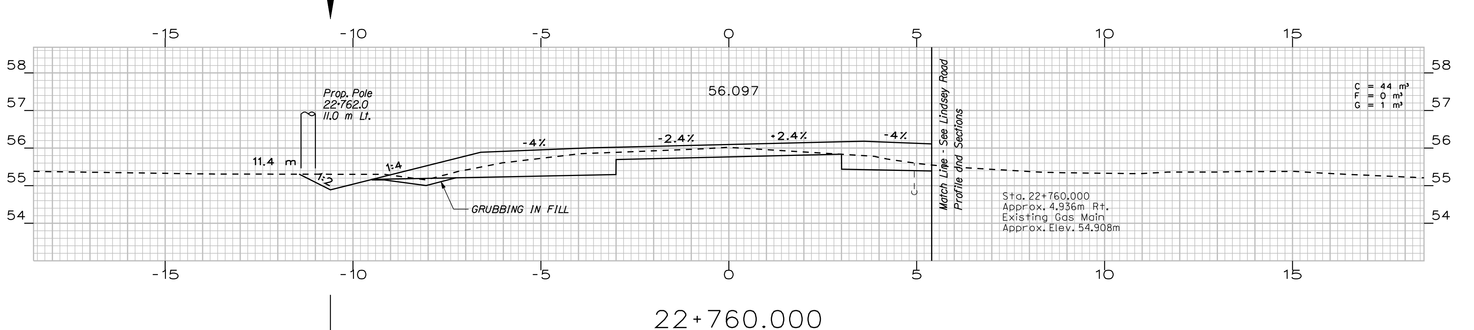
22+790.000



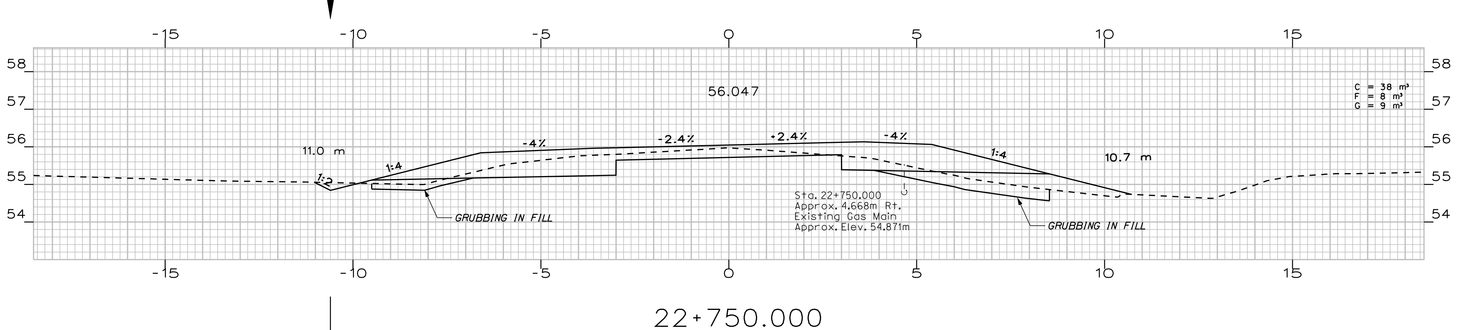
22+780.000



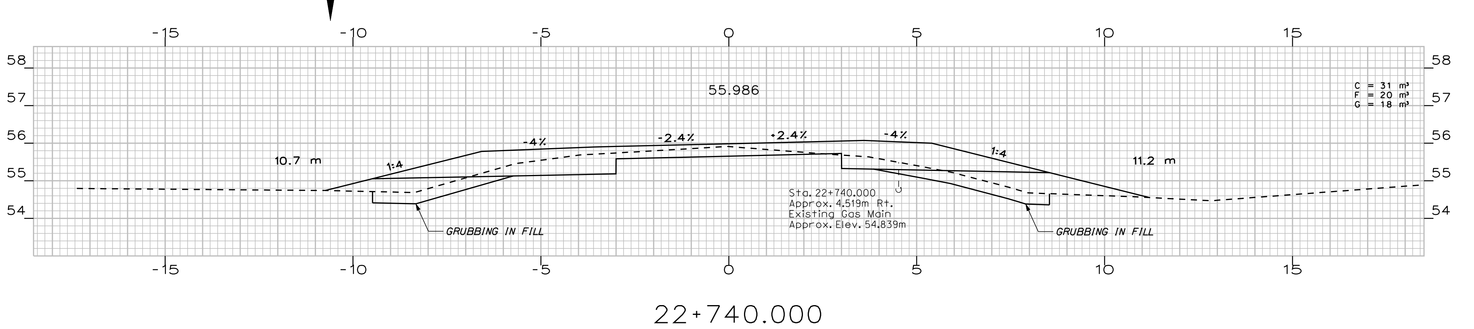
22+770.000



22+760.000



22+750.000



22+740.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

FHWA REG NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	92	153

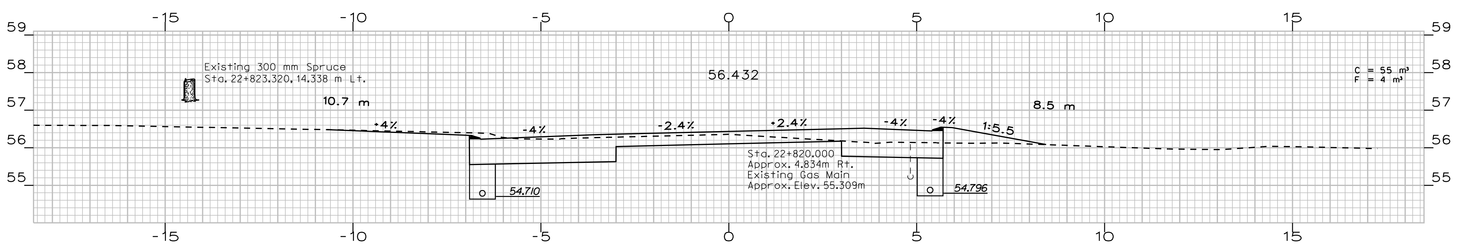
7998.10

WELLS

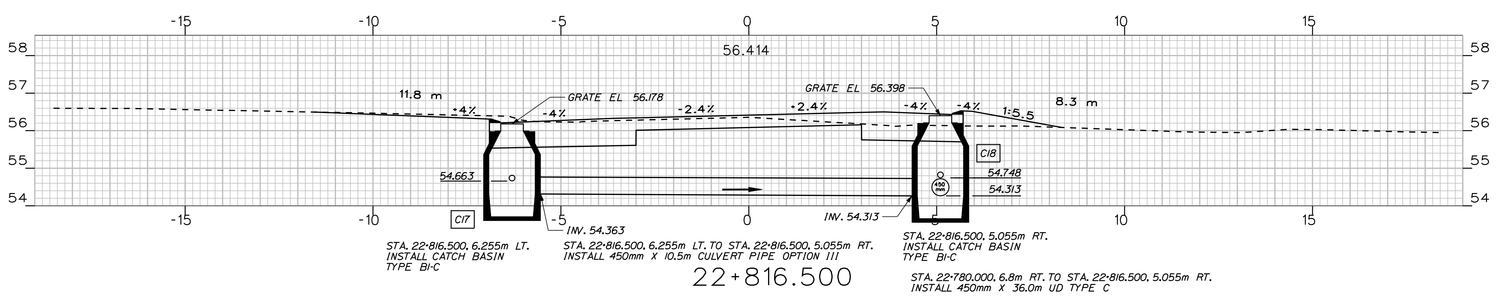
ROUTE 109

STA. 22+740.000 TO STA. 22+790.000

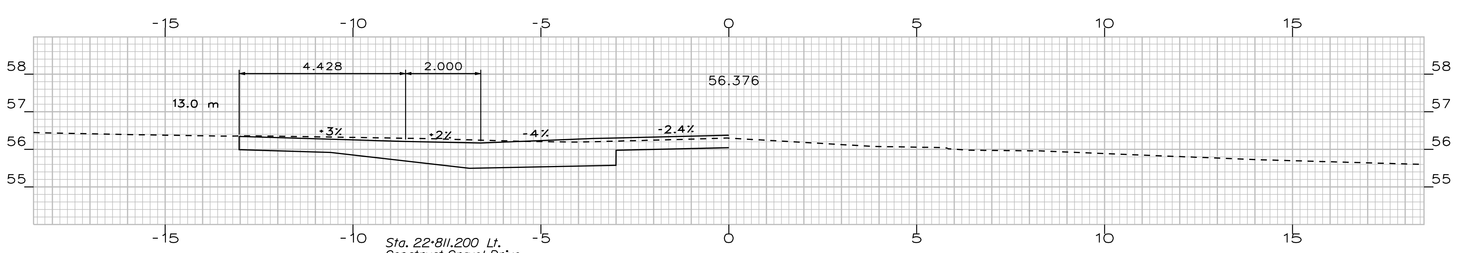
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



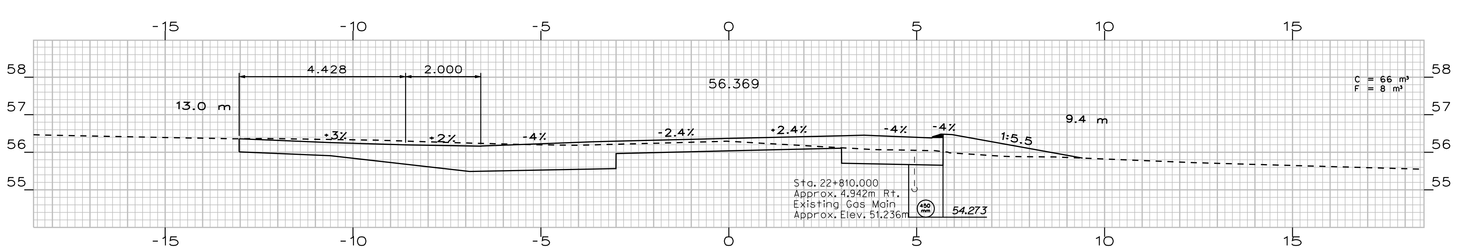
22+820.000



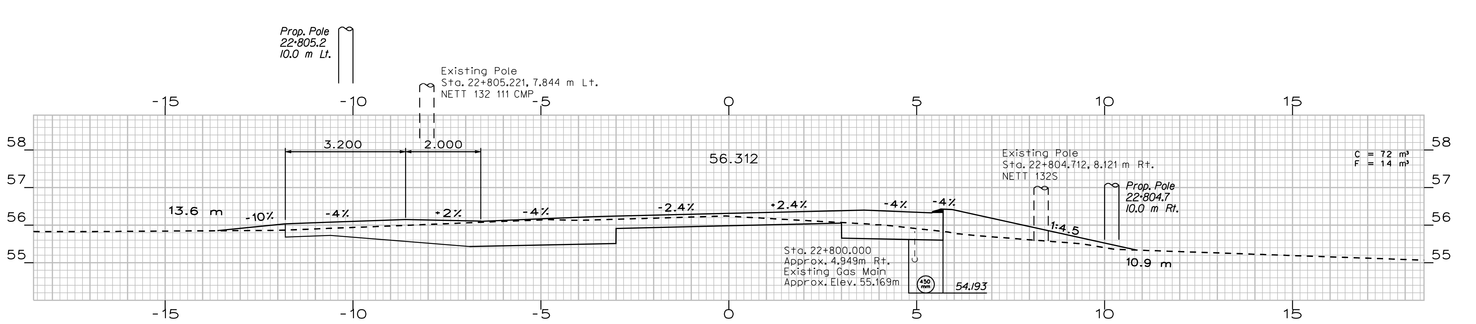
22+816.500



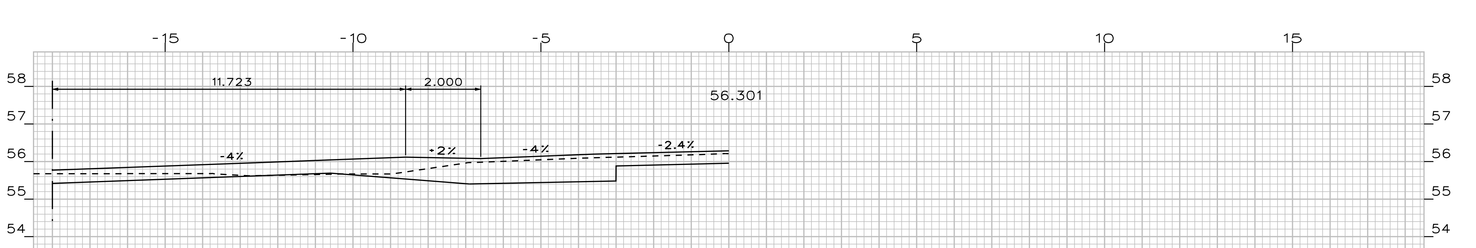
22+811.200

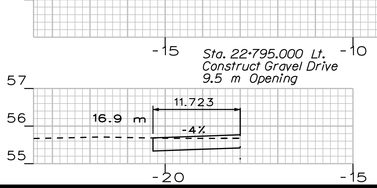


22+810.000



22+800.000





22+795.000

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	93	153

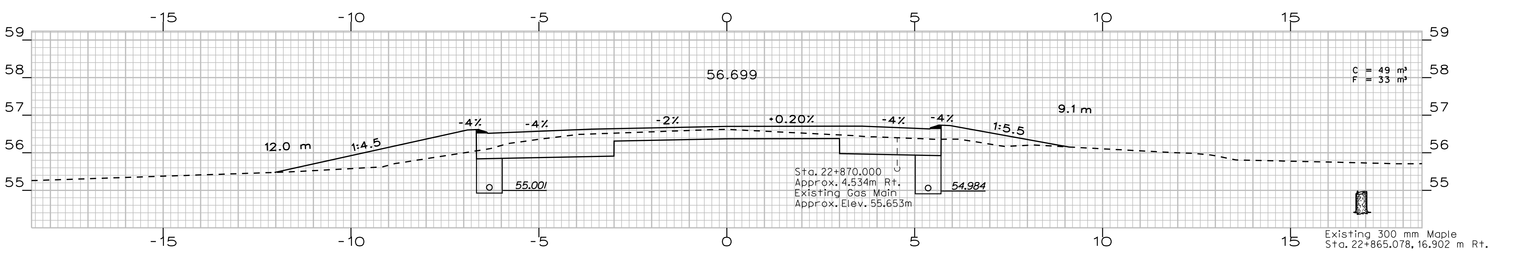
7998.10

WELLS

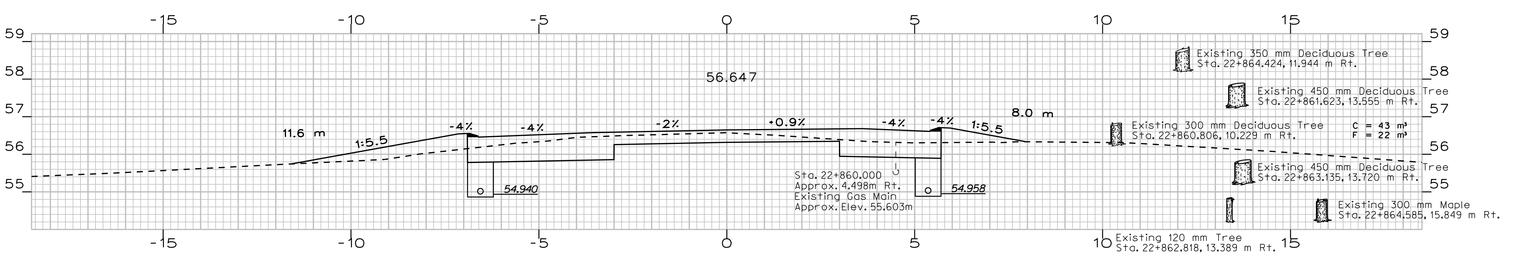
ROUTE 109

STA. 22+795.000 TO STA. 22+820.000

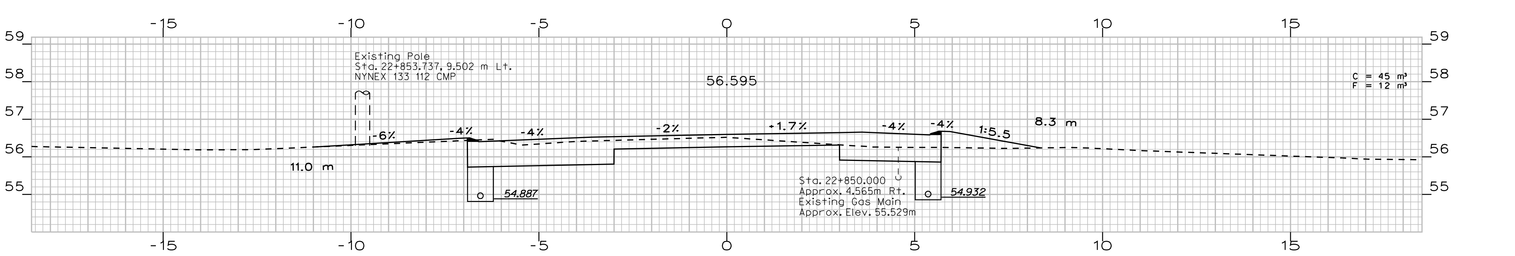
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



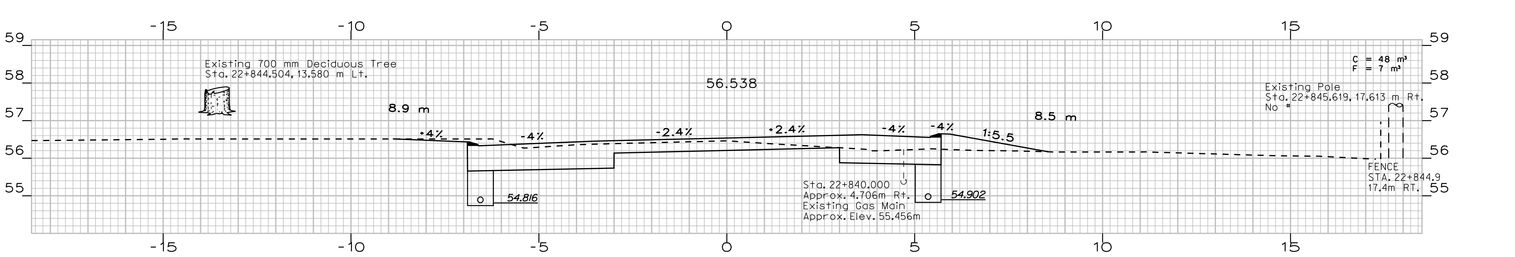
22+870.000



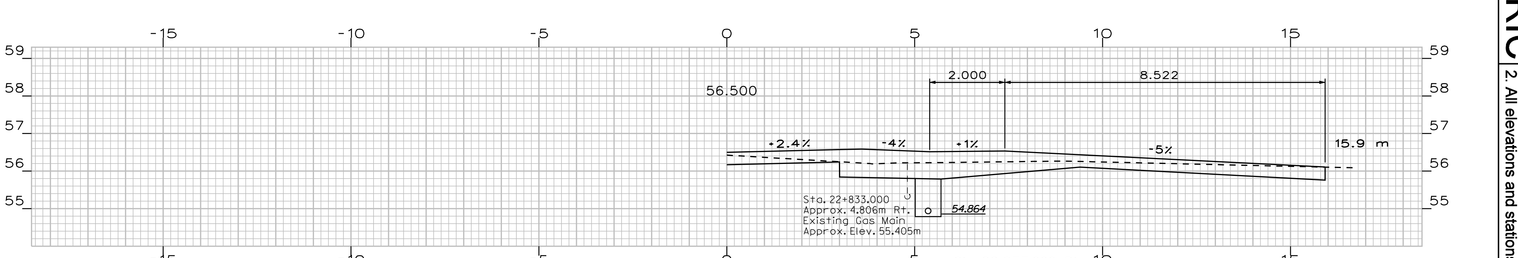
22+860.000



22+850.000

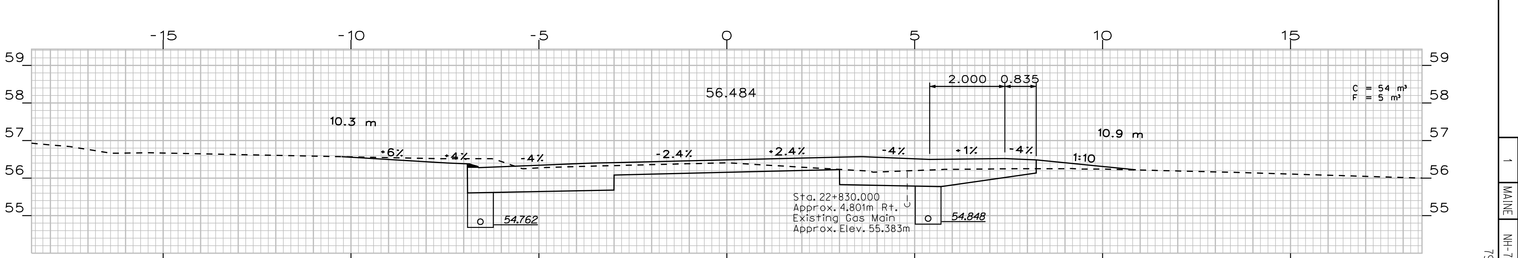


22+840.000



Sta. 22+833.000 Rt.
Construct Gravel Drive
8.0 m Opening

22+833.000



22+830.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.H.S.A. PROJ. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	94
TOTAL SHEETS	153

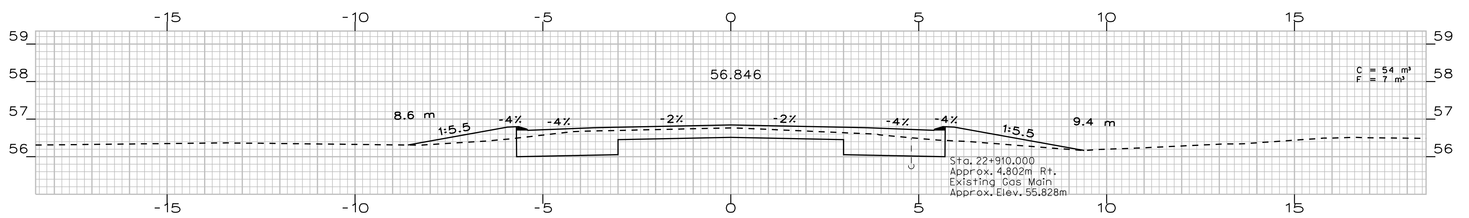
7998.10

WELLS

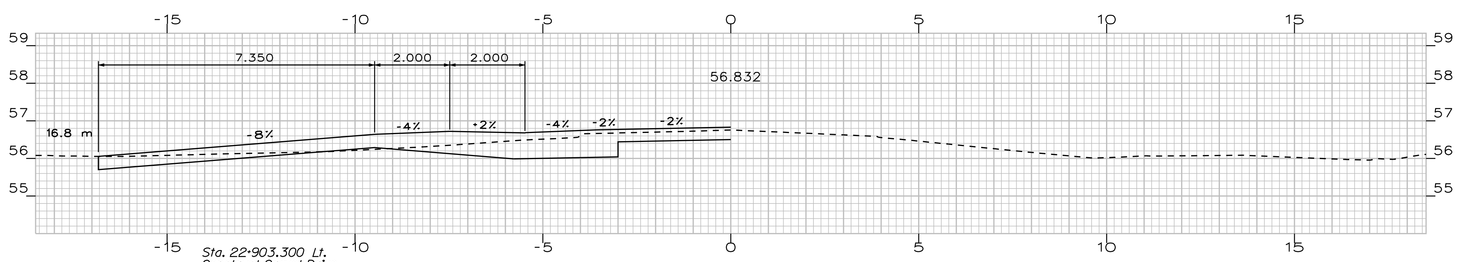
ROUTE 109

STA. 22+830.000 TO STA. 22+870.000

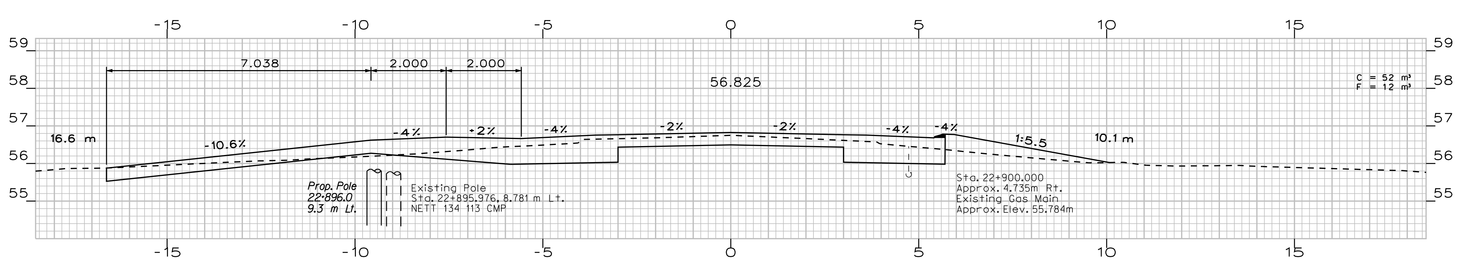
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



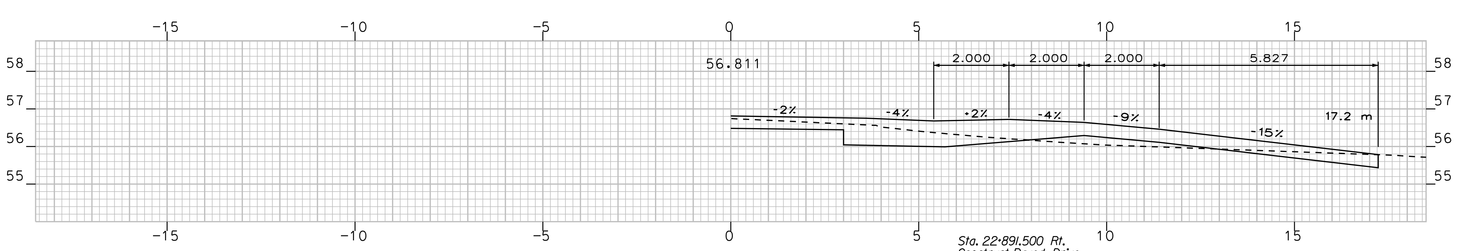
22+910.000



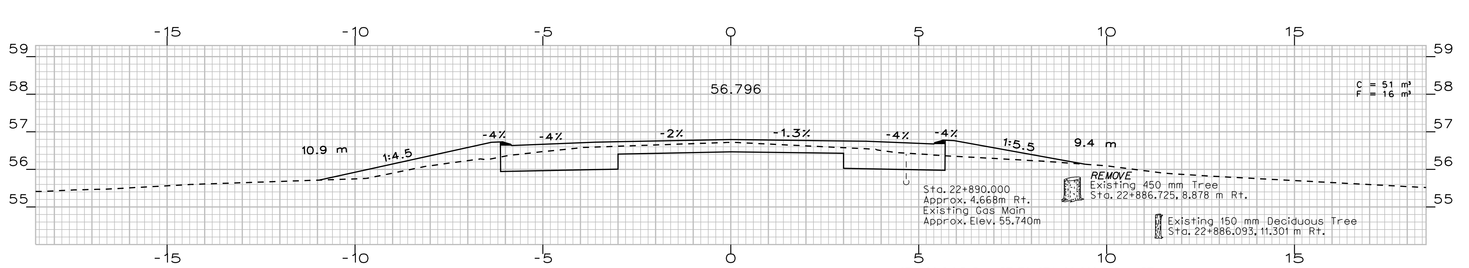
22+903.300



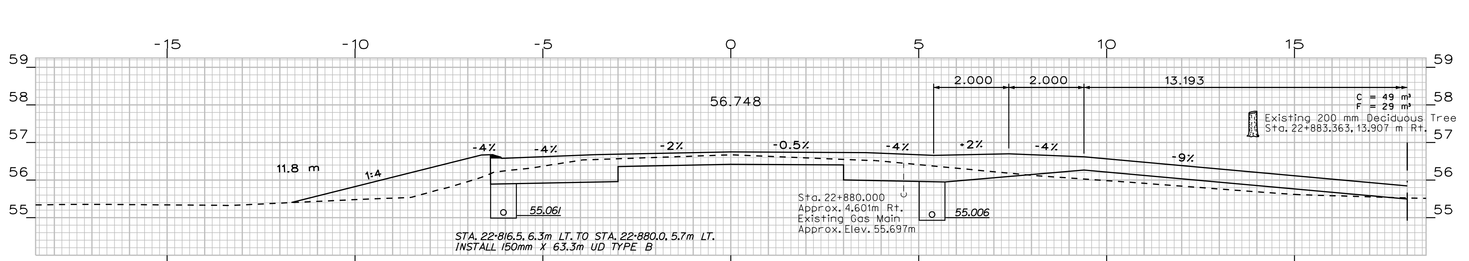
22+900.000



22+891.500
(SKEWED SECTION - DRIVE)



22+890.000



22+880.000

20

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

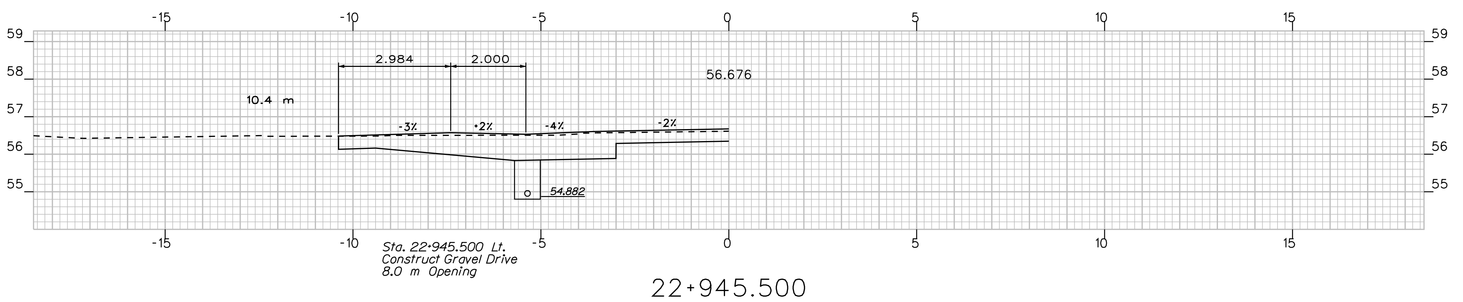
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	95	153

WELLS

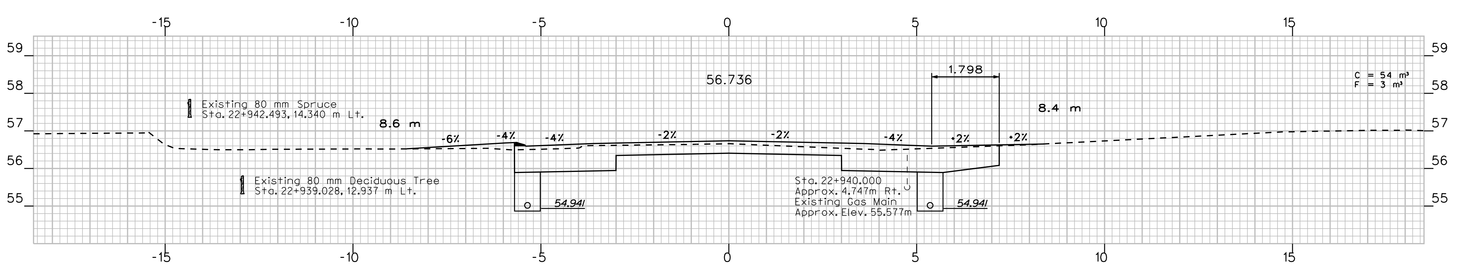
ROUTE 109

STA. 22+880.000 TO STA. 22+910.000

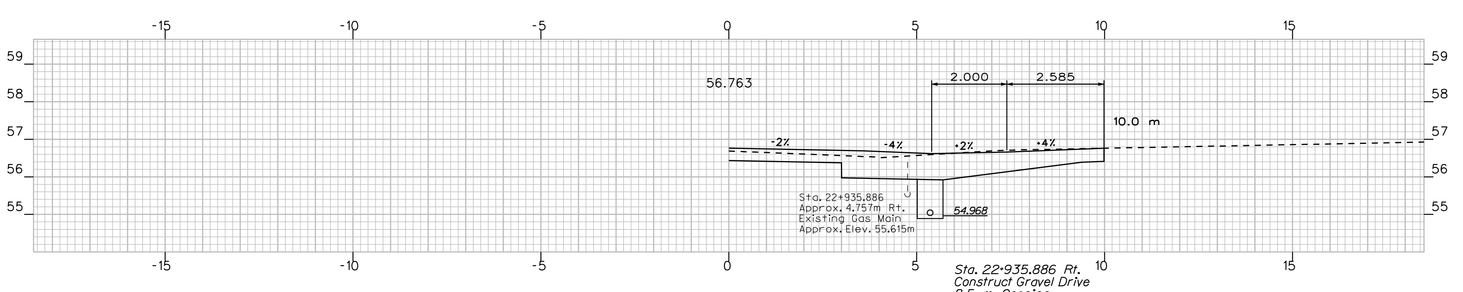
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



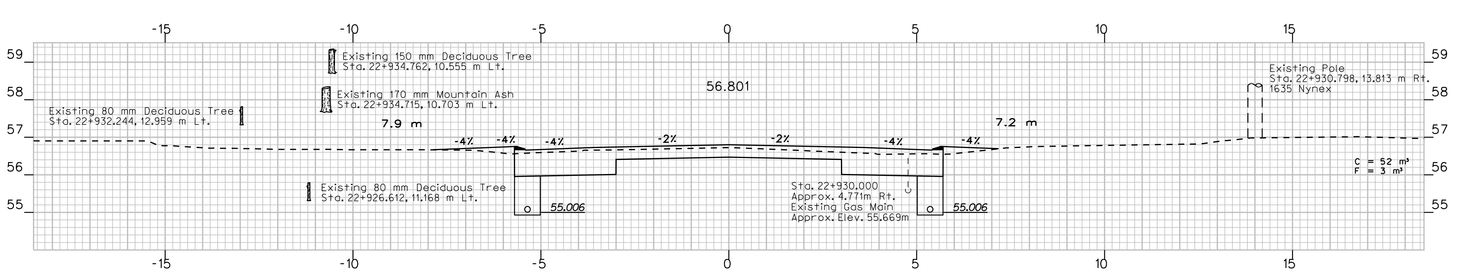
22+945.500



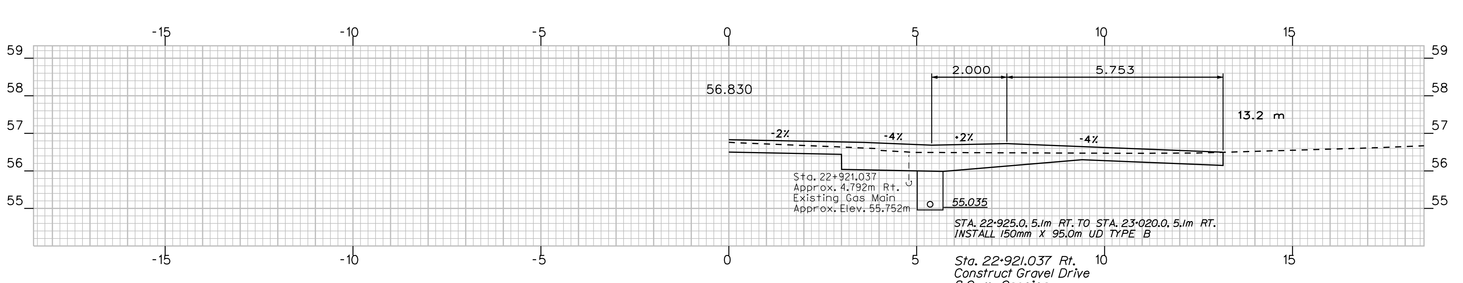
22+940.000



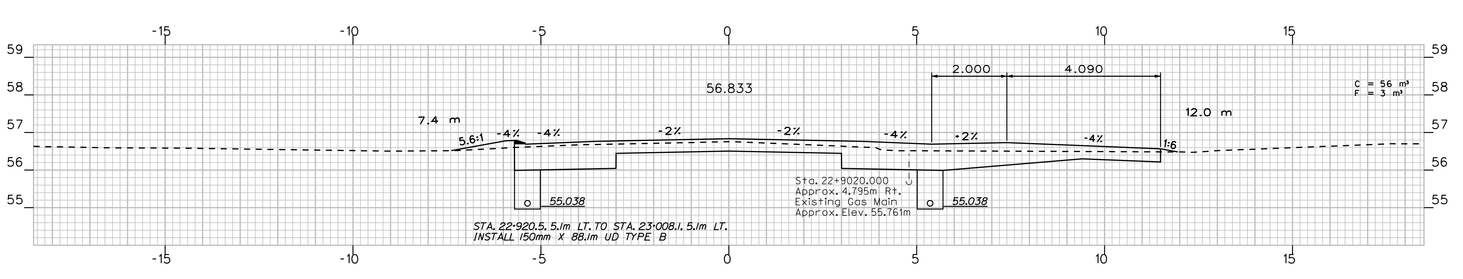
22+935.886



22+930.000



22+921.037



22+920.000

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	96	153

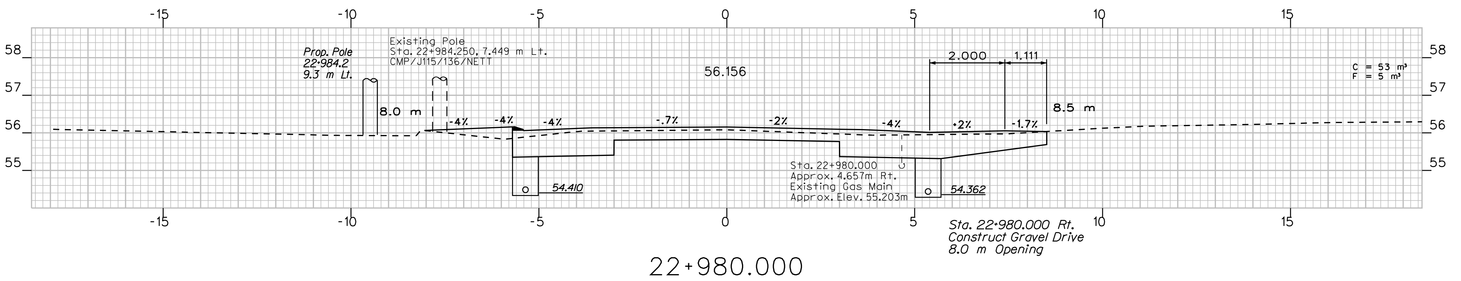
7998.10

WELLS

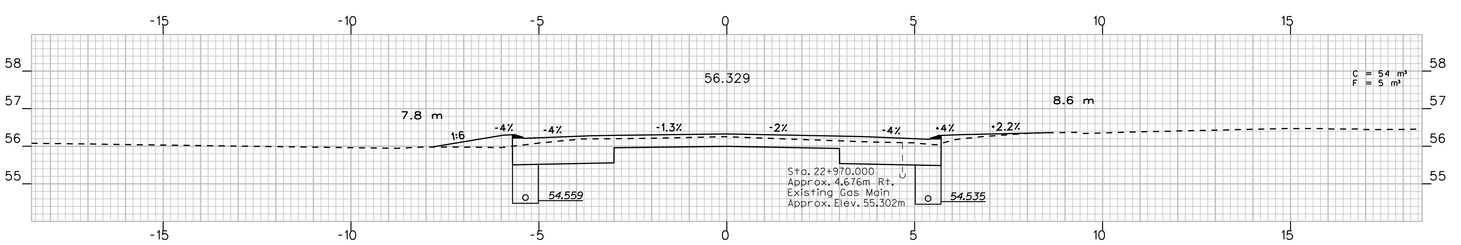
ROUTE 109

STA. 22+920 TO STA. 22+945.5

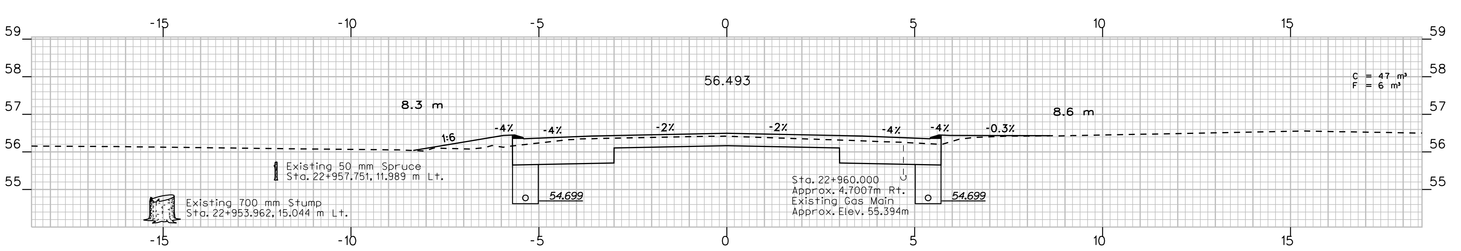
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



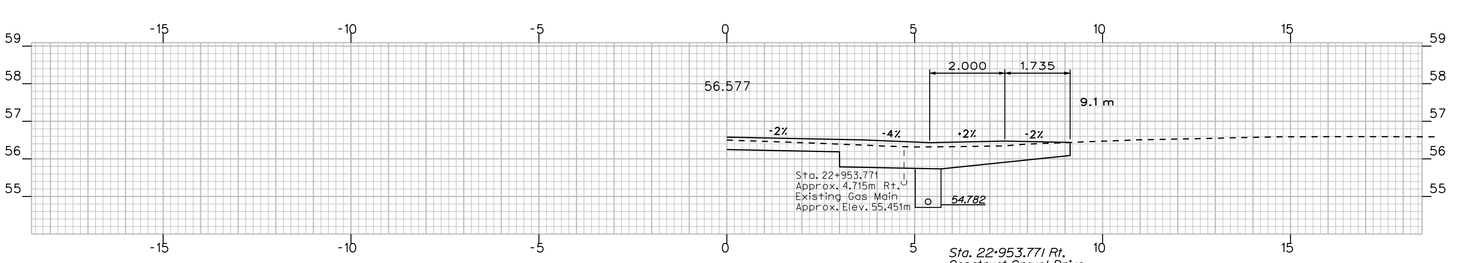
22+980.000



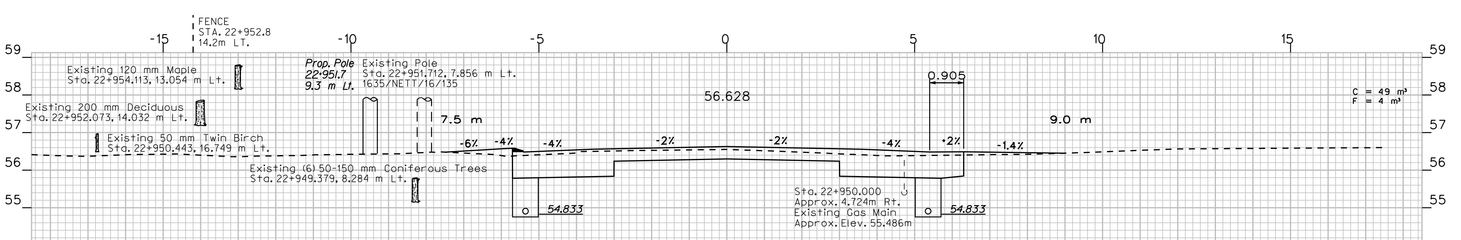
22+970.000



22+960.000



22+953.771



22+950.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	97	153

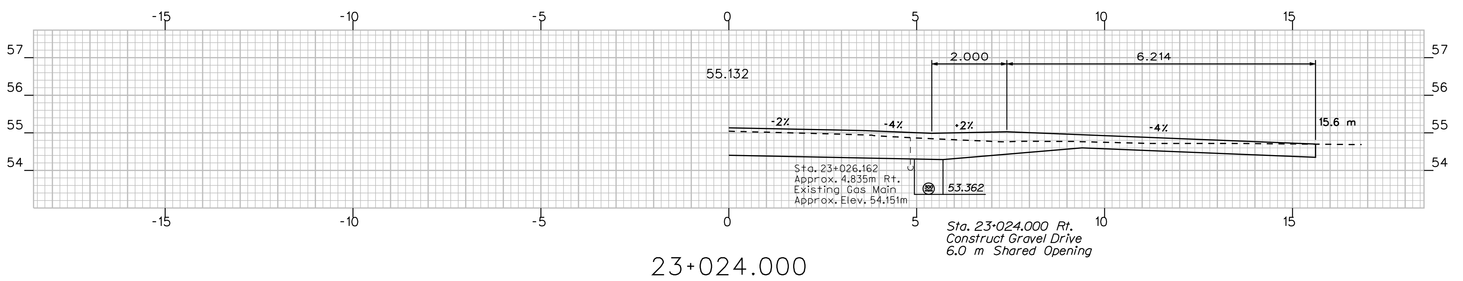
7998.10

WELLS

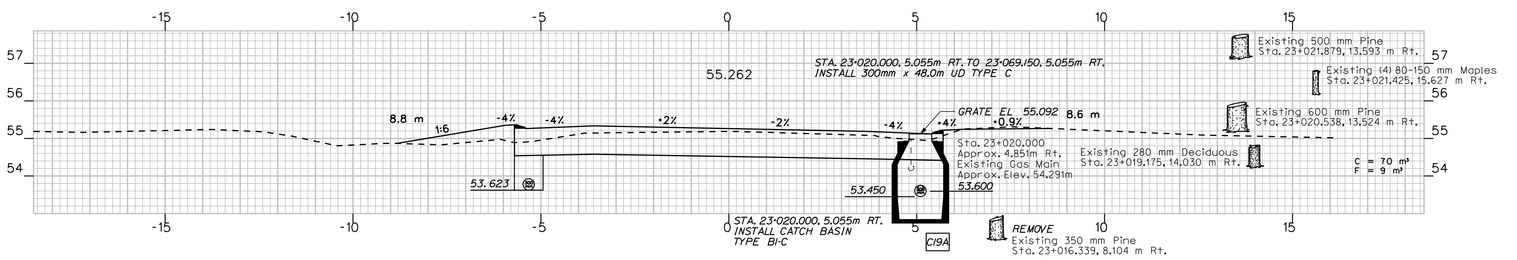
ROUTE 109

STA. 22+950.00 TO STA. 22+980.00

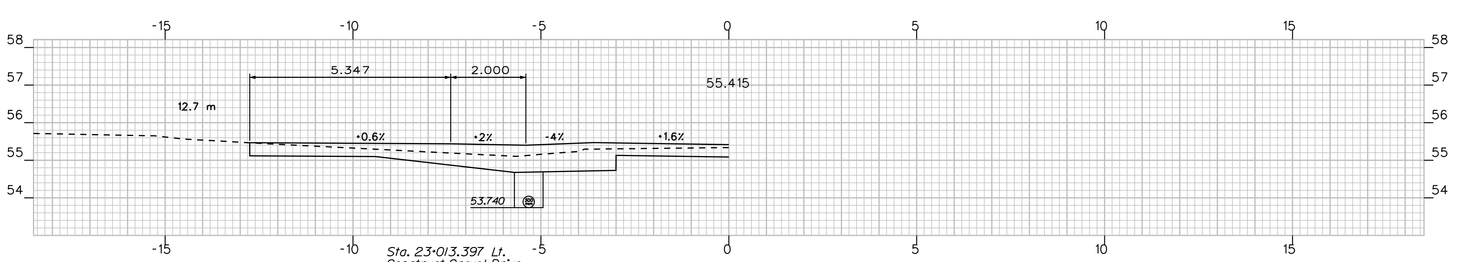
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



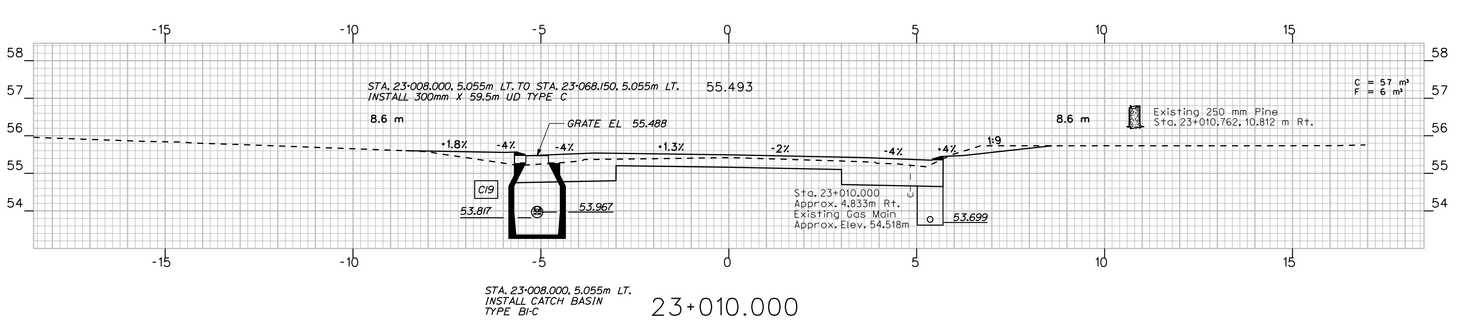
23+024.000



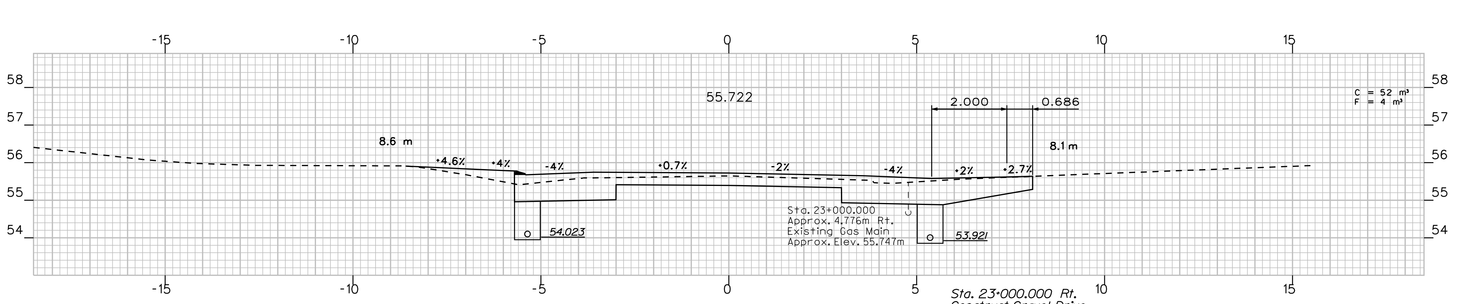
23+020.000



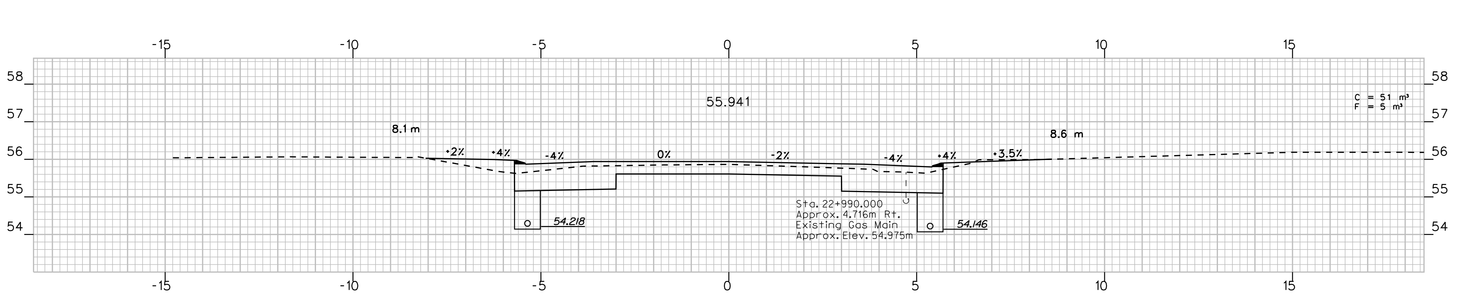
23+013.397



23+010.000



23+000.000



22+990.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	98	153

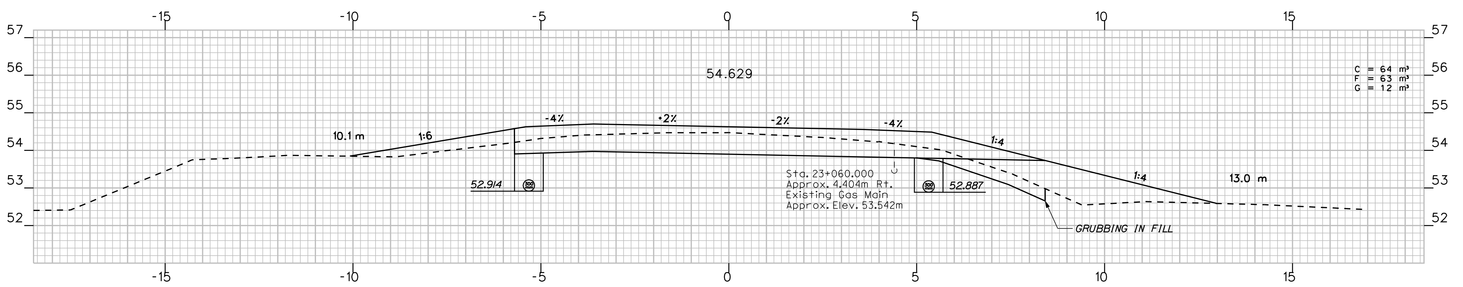
7998.10

WELLS

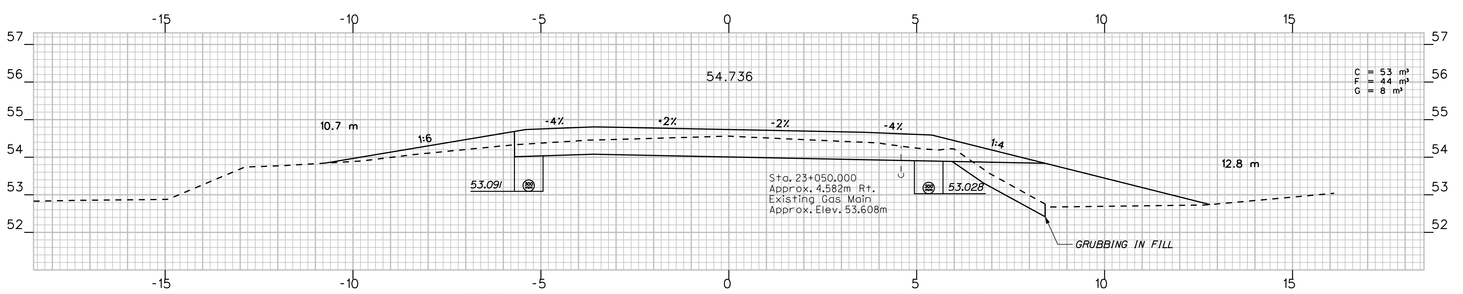
ROUTE 109

STA. 22+990.00 TO STA. 23+024.000

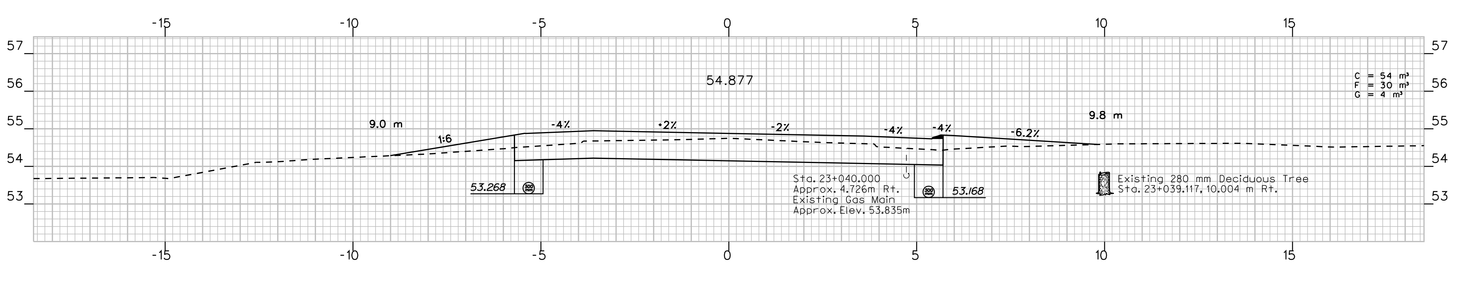
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



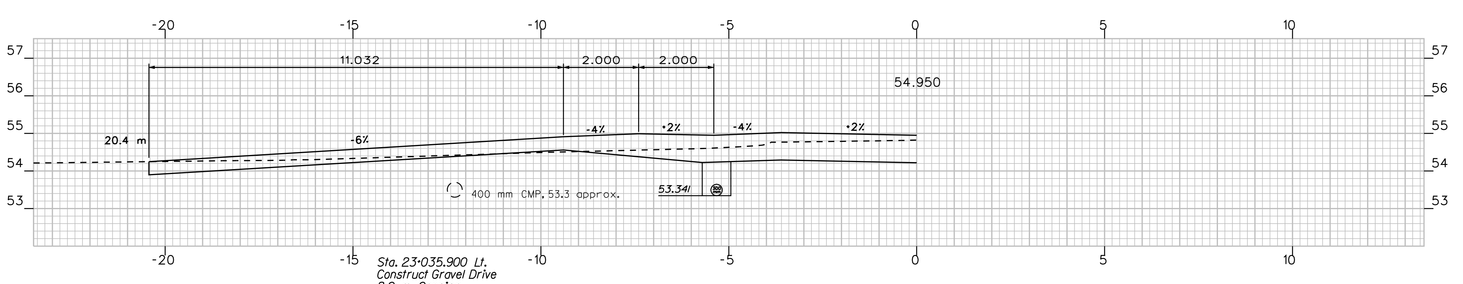
23+060.000



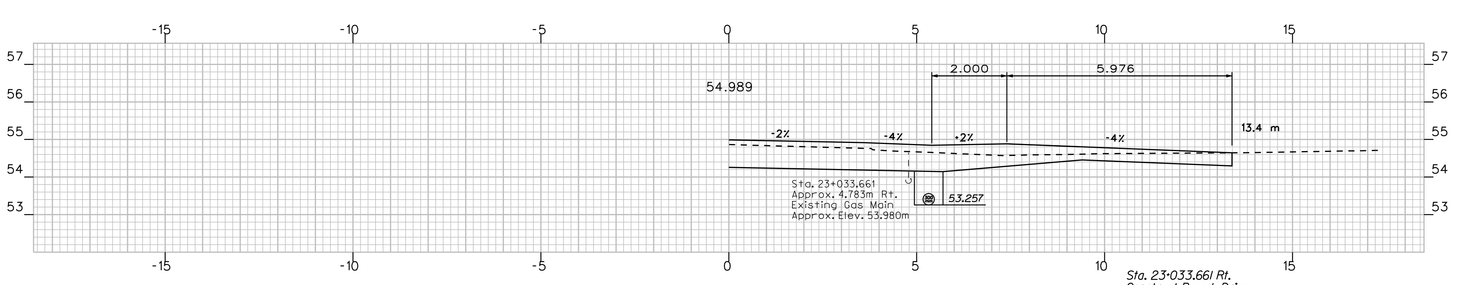
23+050.000



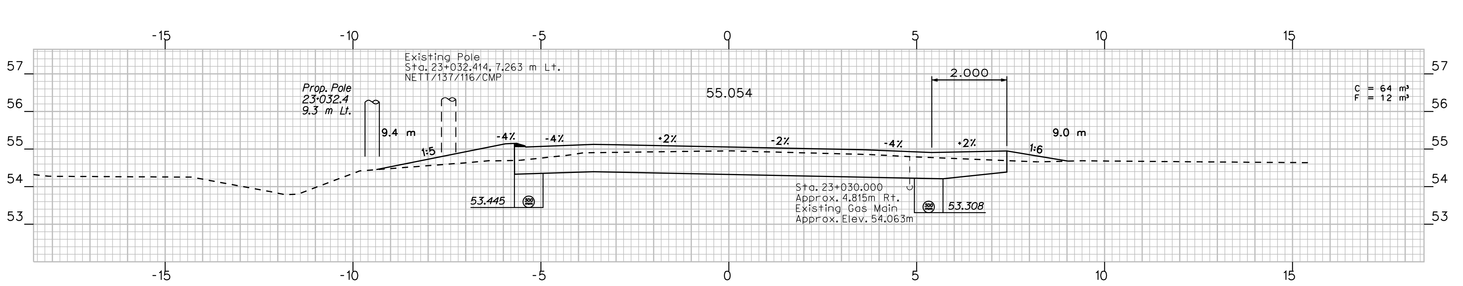
23+040.000



23+035.900



23+033.661



23+030.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.P./A.I.P./R.S.H.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	99	153

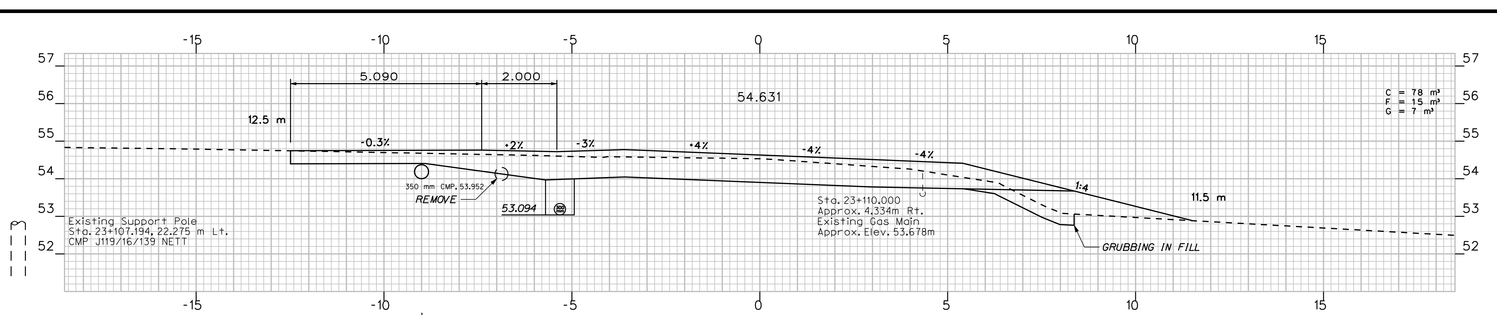
7998.10

WELLS

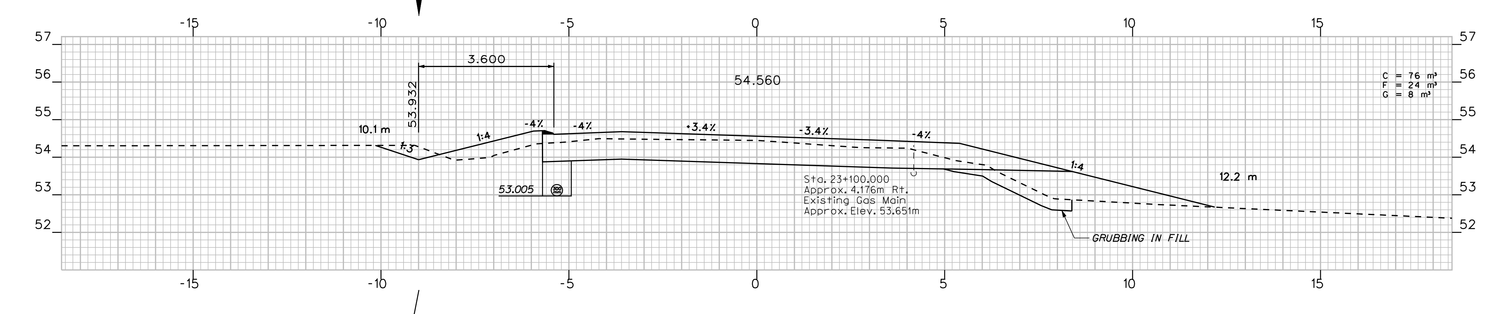
ROUTE 109

STA. 23+030.00 TO STA. 23+060.00

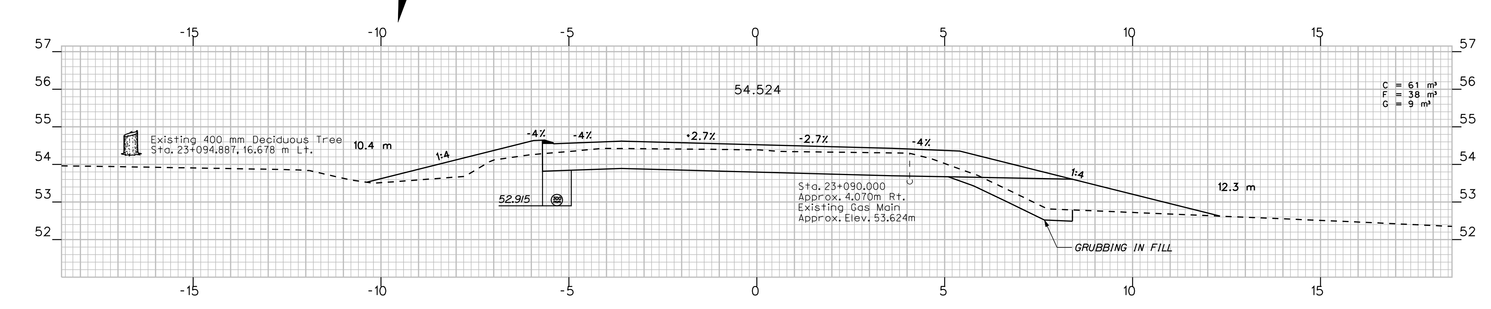
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



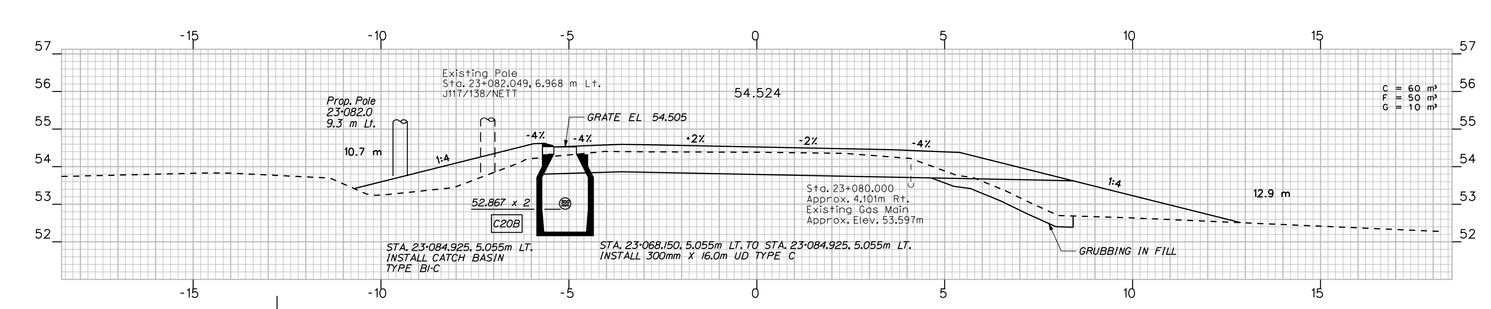
23+110.000



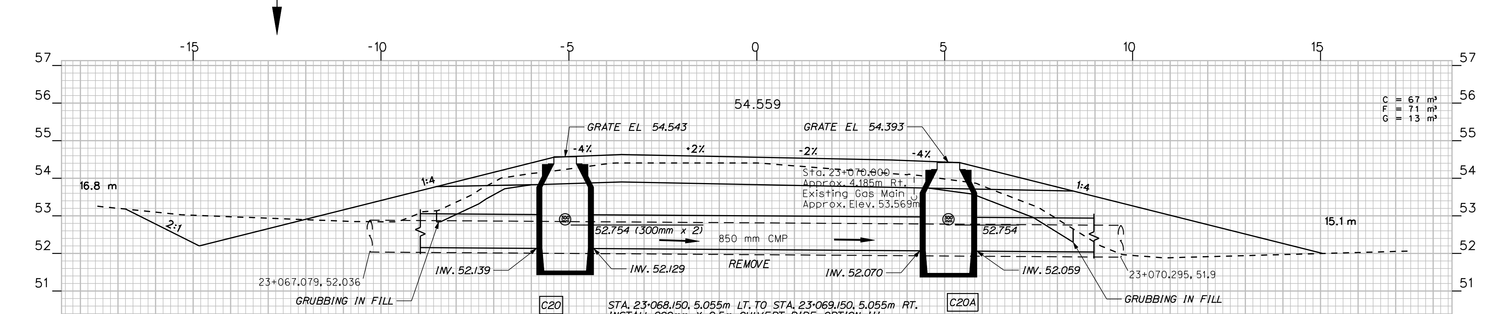
23+100.000



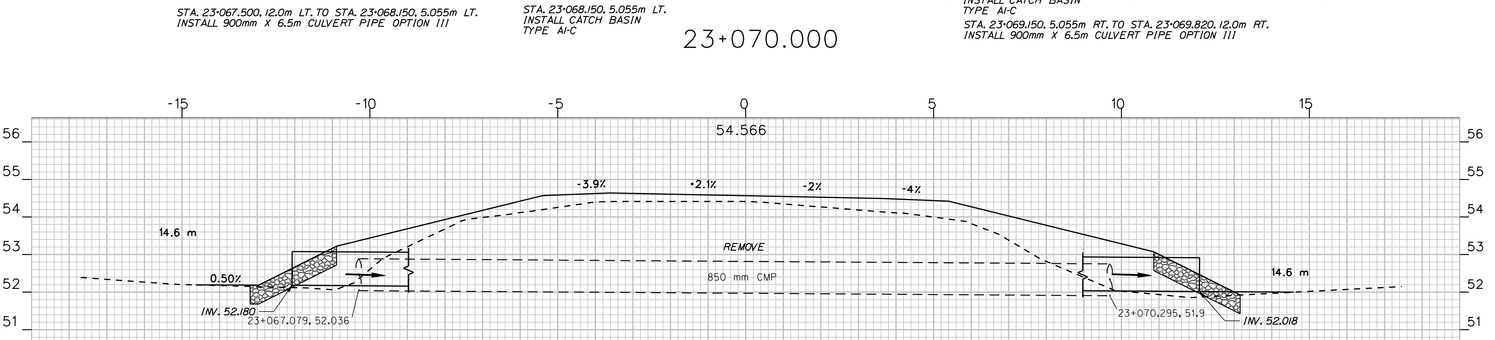
23+090.000



23+080.000



23+070.000



23+068.641
(SKEWED SECTION - CULVERT)

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	100	153

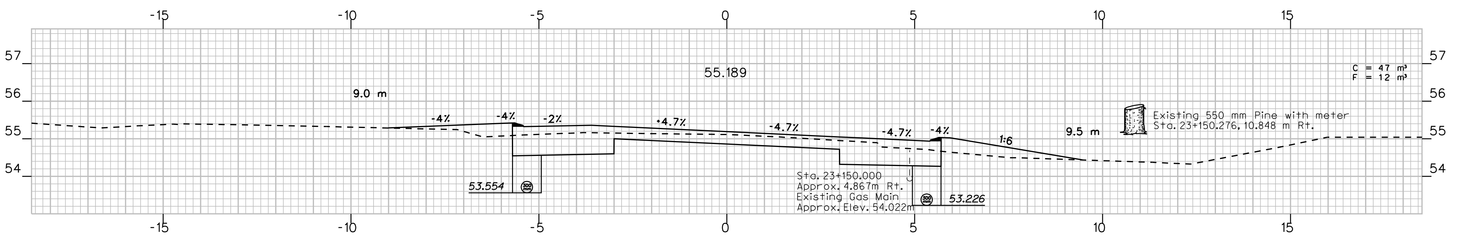
7998.10

WELLS

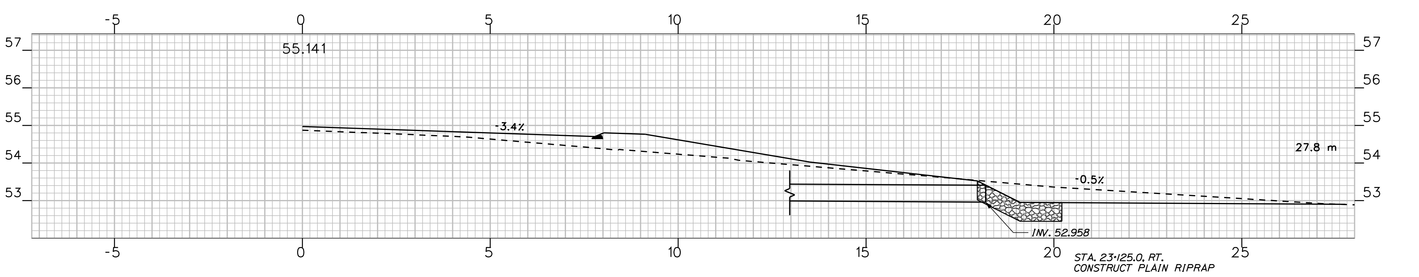
ROUTE 109

STA. 23+068.641 TO STA. 23+110.00

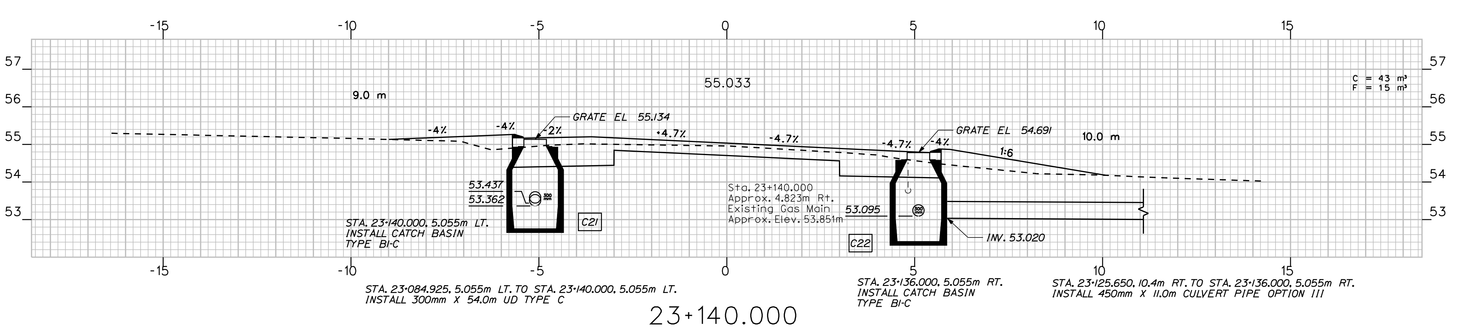
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



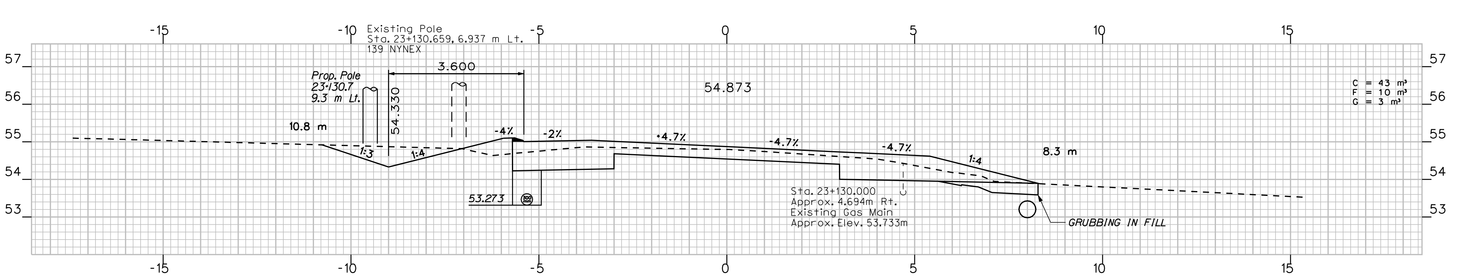
23+150.000



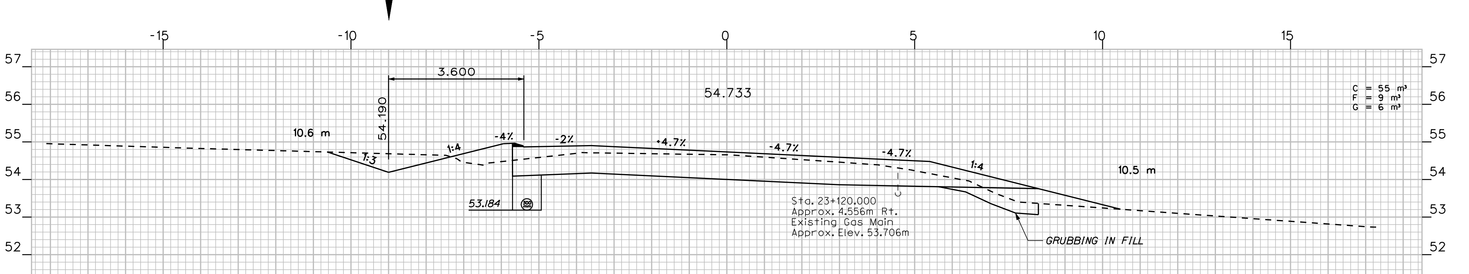
23+146.920
(SKEWED SECTION - CULVERT)



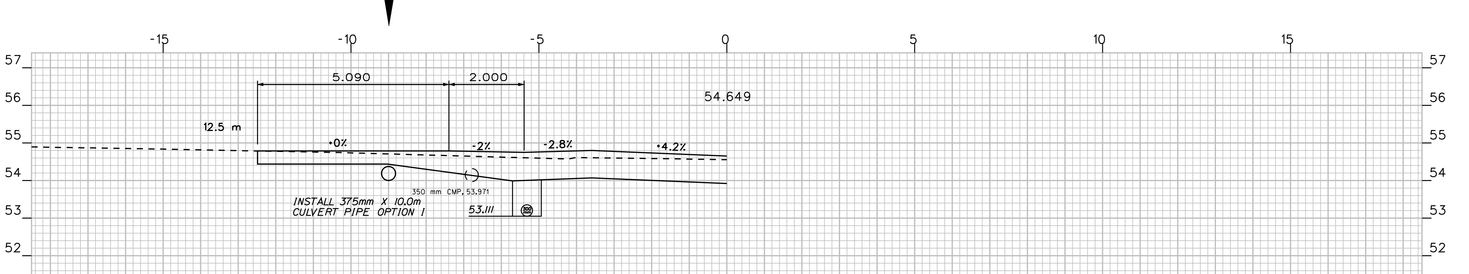
23+140.000



23+130.000



23+120.000



23+111.900

METRIC
1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

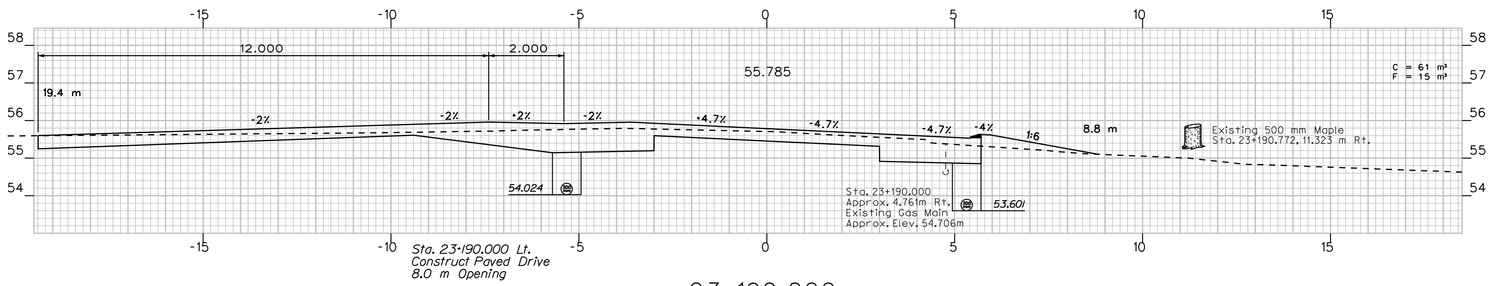
F/A/H/A RED NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
	7998.10
SHEET NO.	101
TOTAL SHEETS	153

WELLS

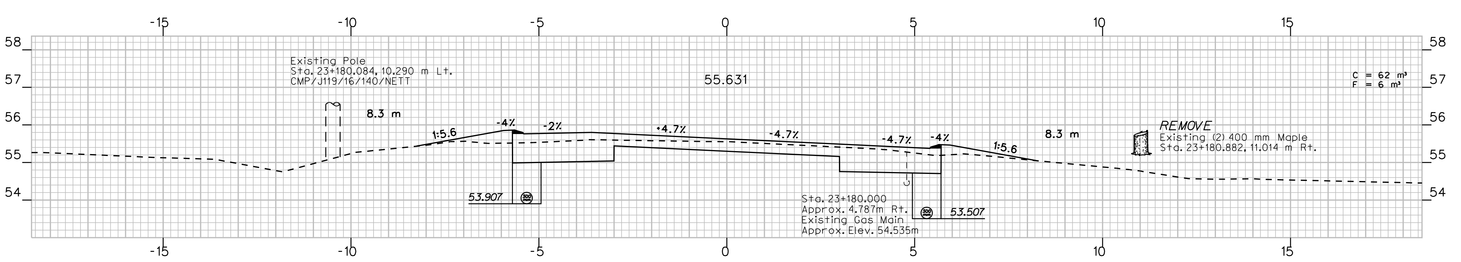
ROUTE 109

STA. 23+111.90 TO STA. 23+150.00

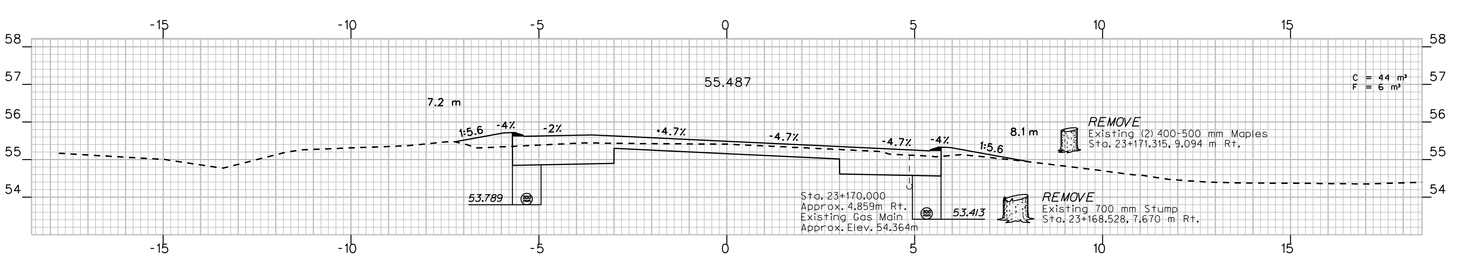
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



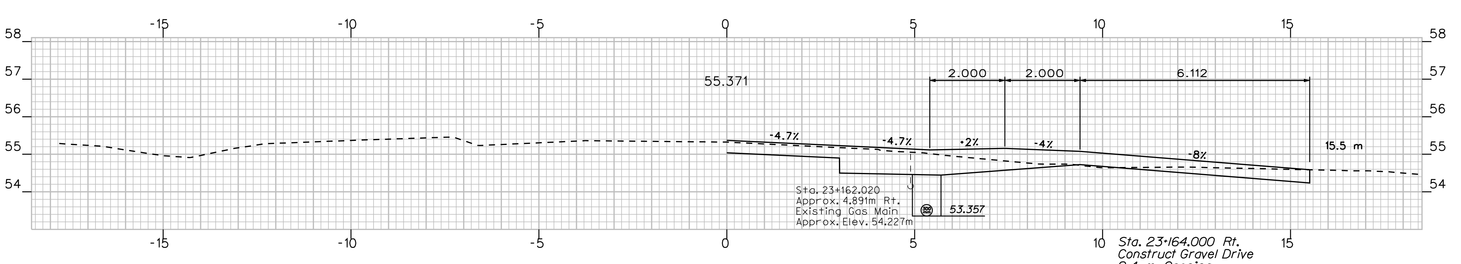
23+190.000



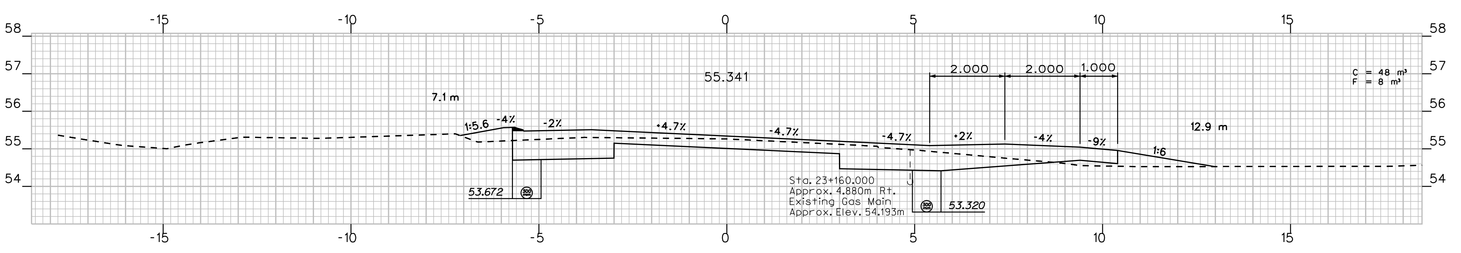
23+180.000



23+170.000



23+164.000



23+160.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.NO. REG NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	102	153

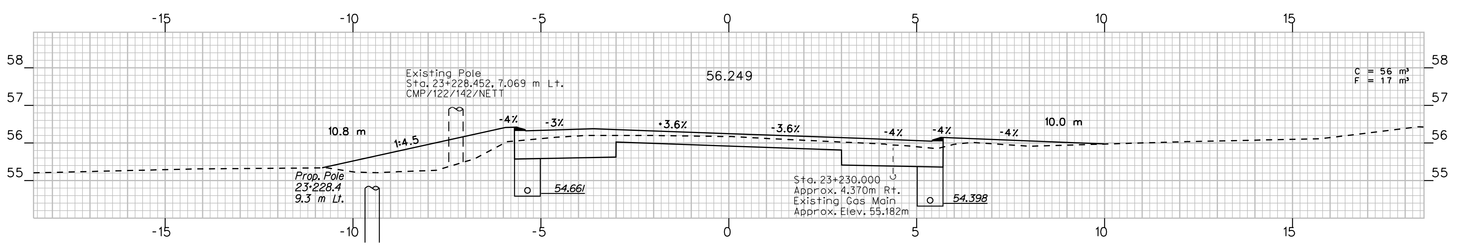
7998.10

WELLS

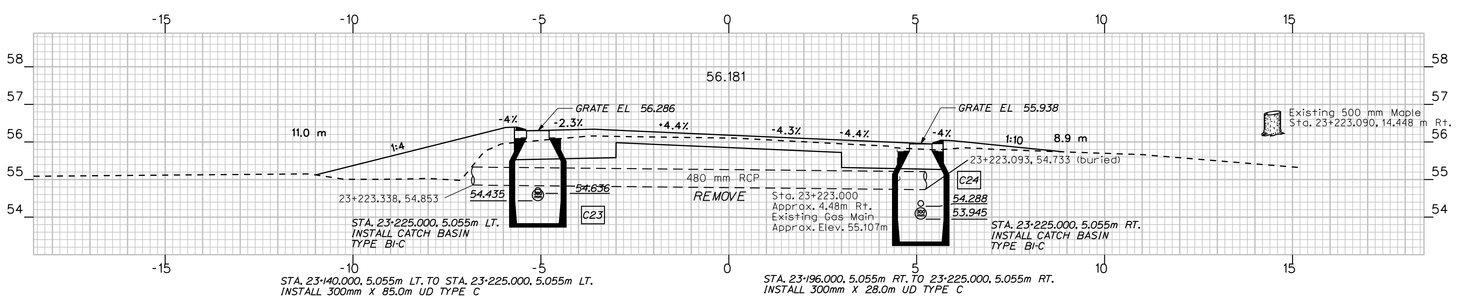
ROUTE 109

STA.23+160.00 TO STA. 23+190.00

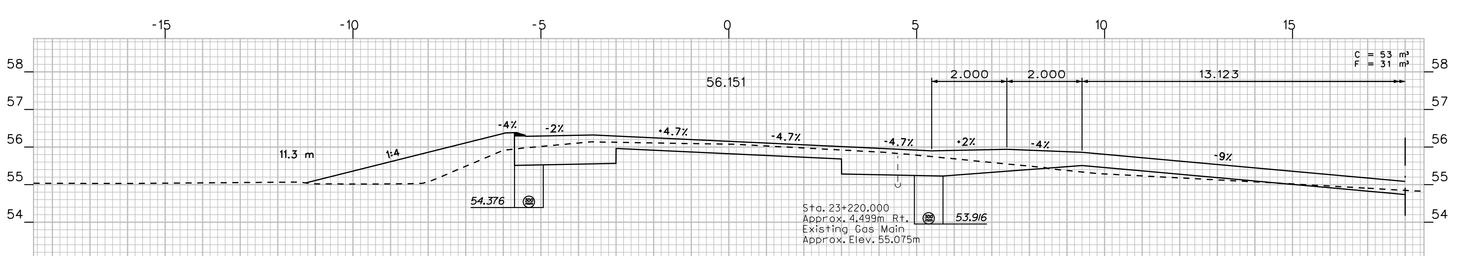
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



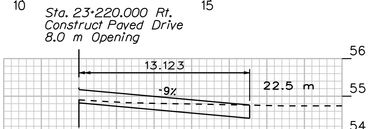
23+230.000

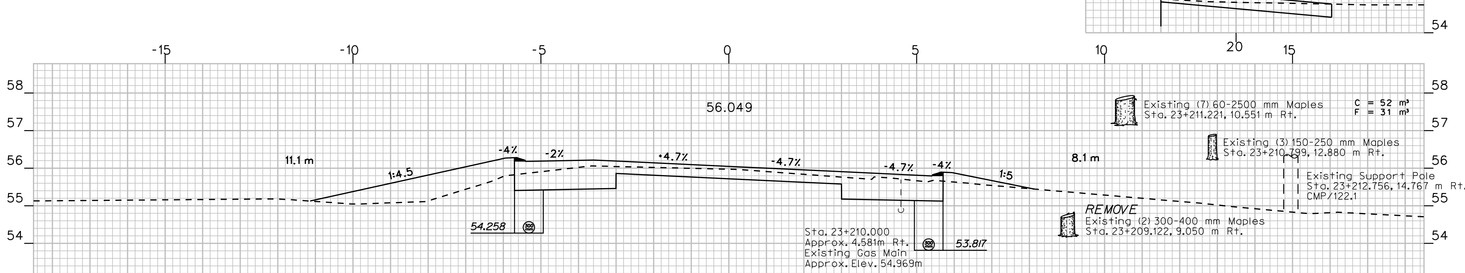


23+223.000

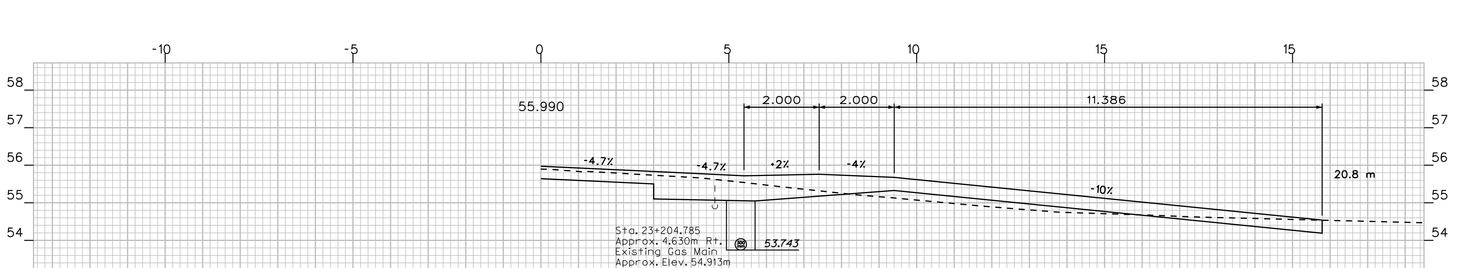


23+220.000

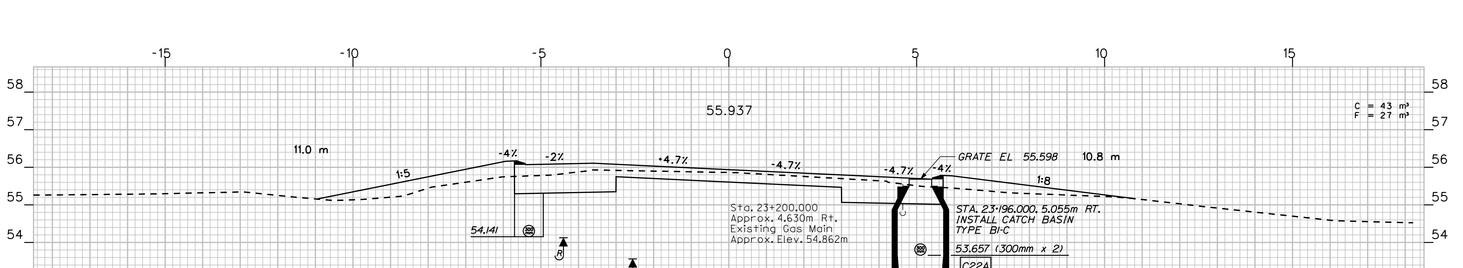




23+210.000



23+203.000



23+200.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	103	153

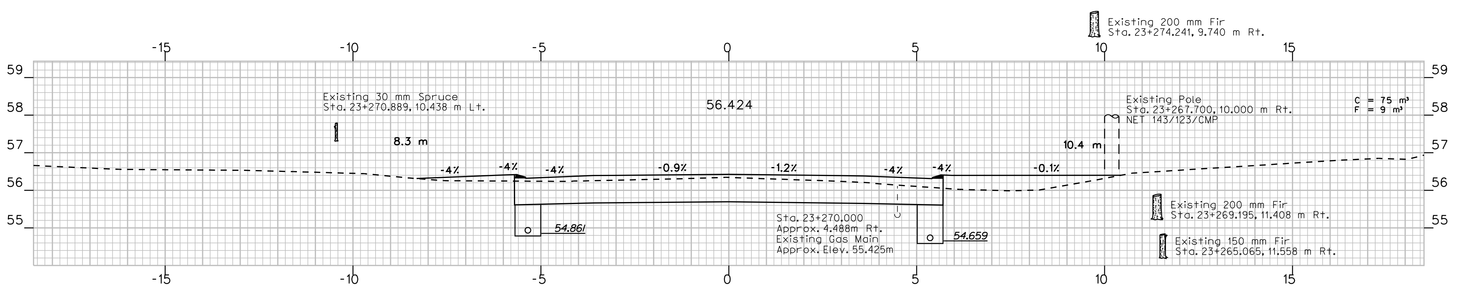
7998.10

WELLS

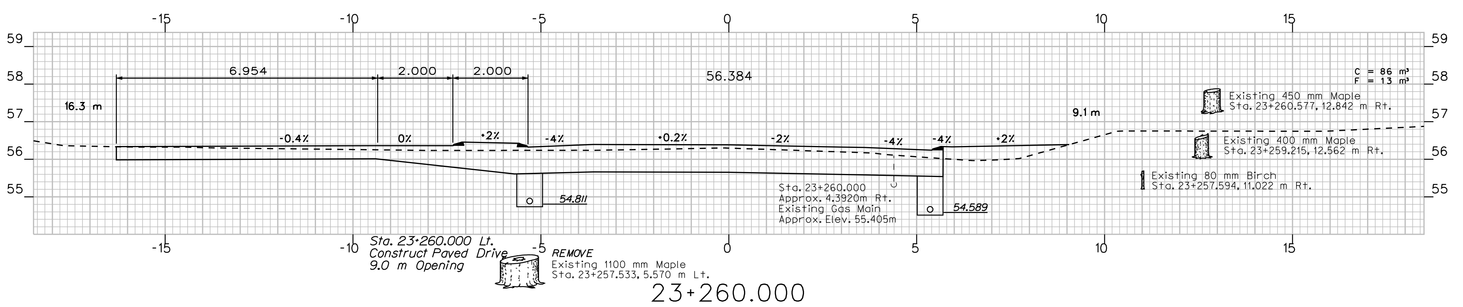
ROUTE 109

STA. 23+200.00 TO STA. 23+230.00

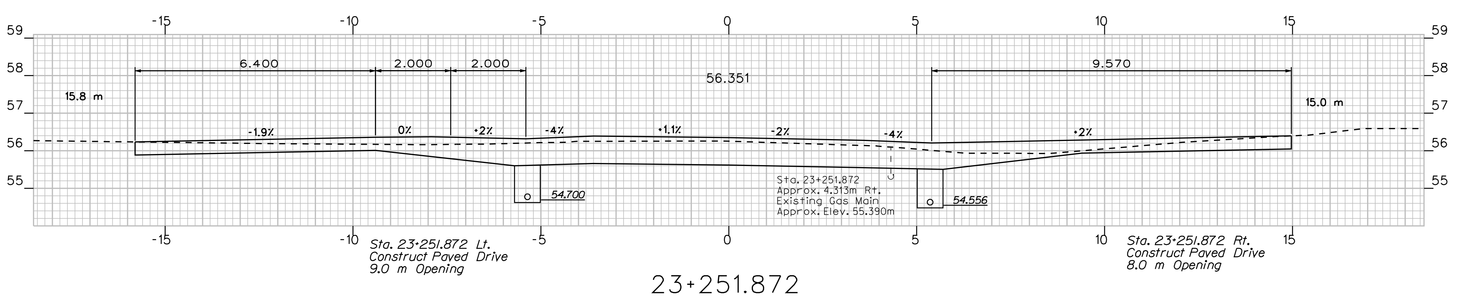
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



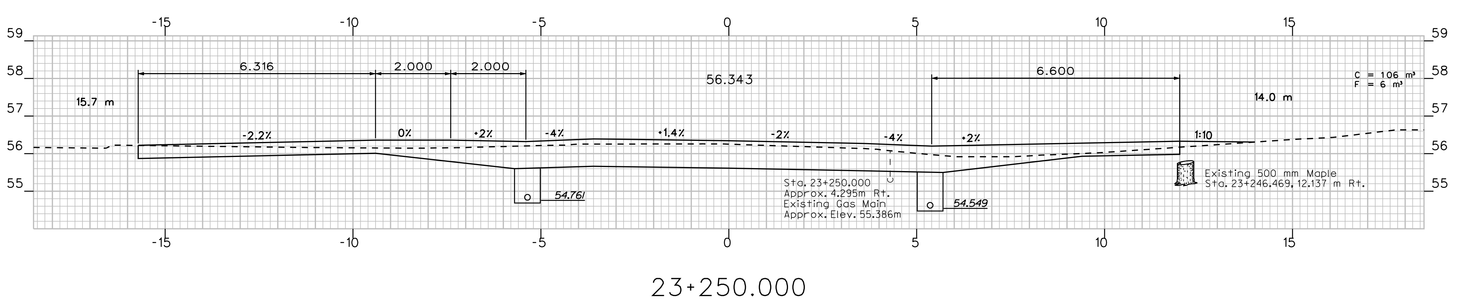
23+270.000



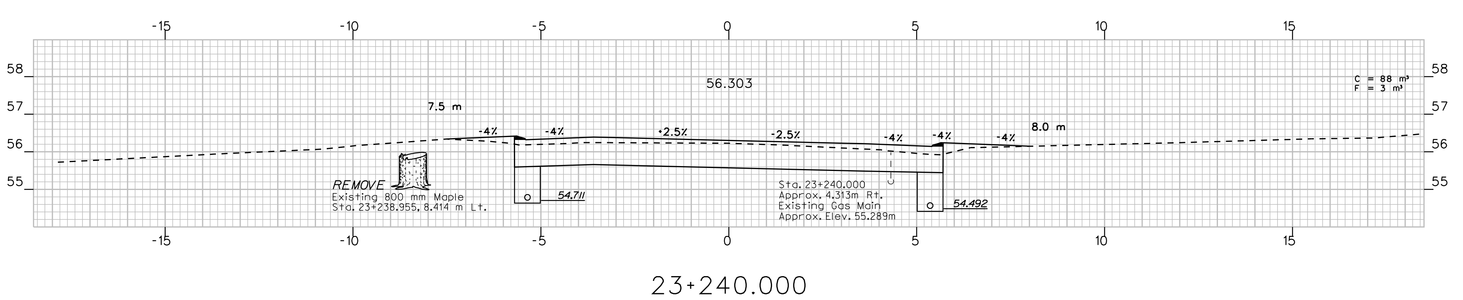
23+260.000



23+251.872



23+250.000



23+240.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.H.S.A. PROJ. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	104
TOTAL SHEETS	153

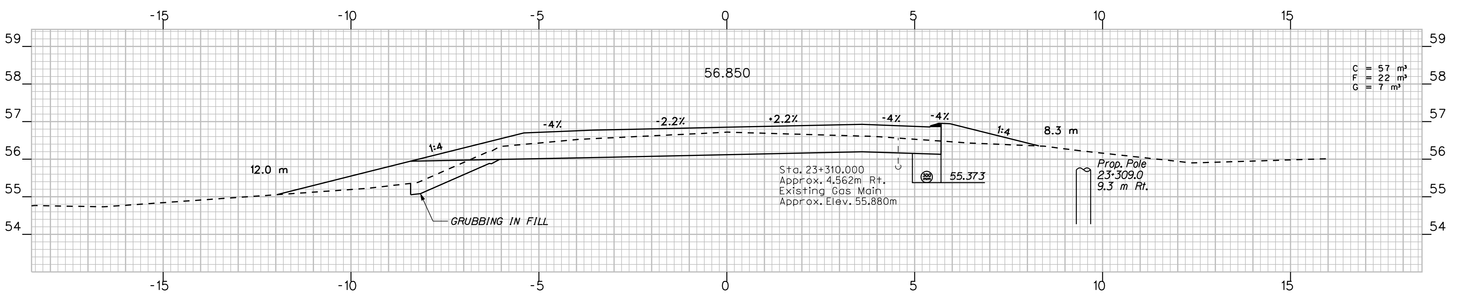
7998.10

WELLS

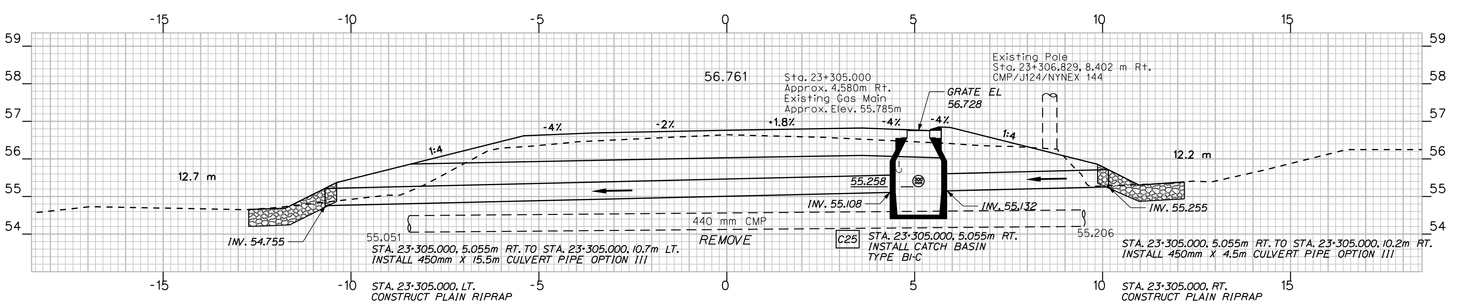
ROUTE 109

STA. 23+240.00 TO STA. 23+270.00

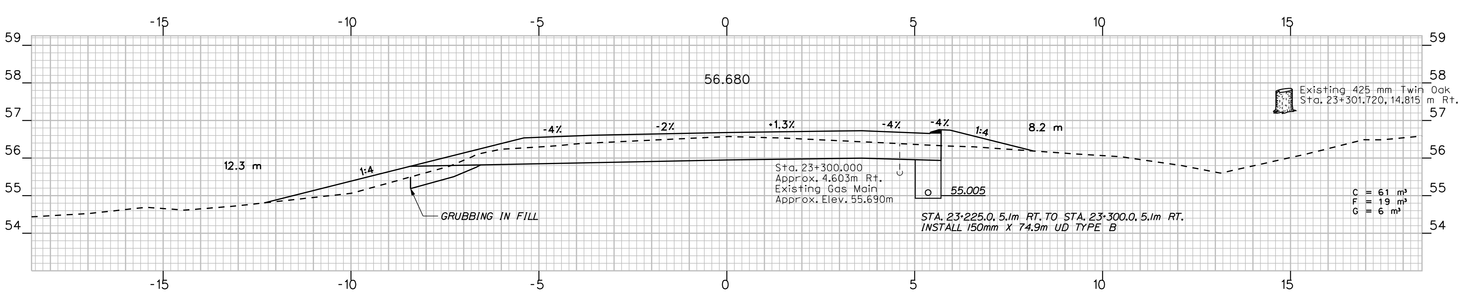
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



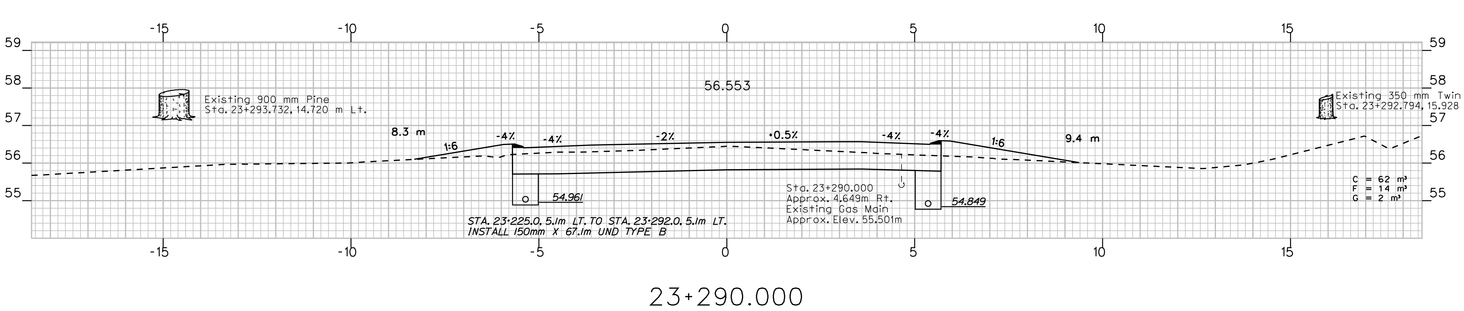
23+310.000



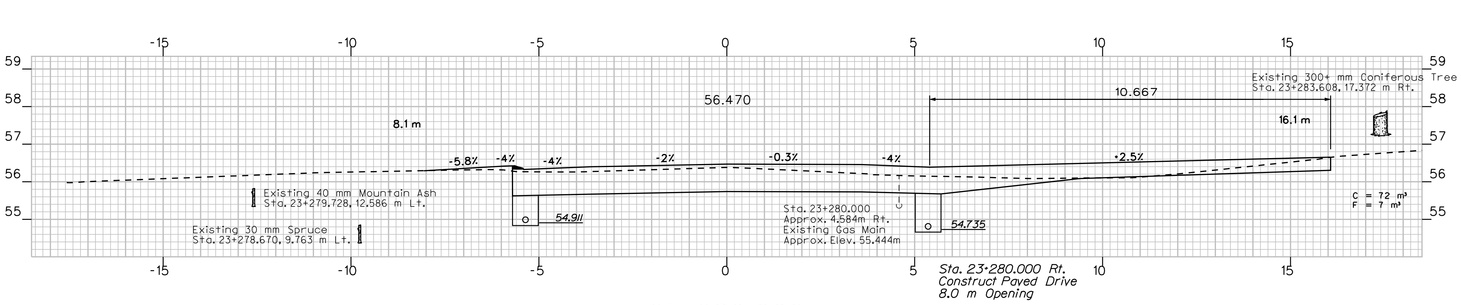
23+305.000



23+300.000



23+290.000



23+280.000

METRIC 1.All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.Y.U.A. ROU NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	105
TOTAL SHEETS	153

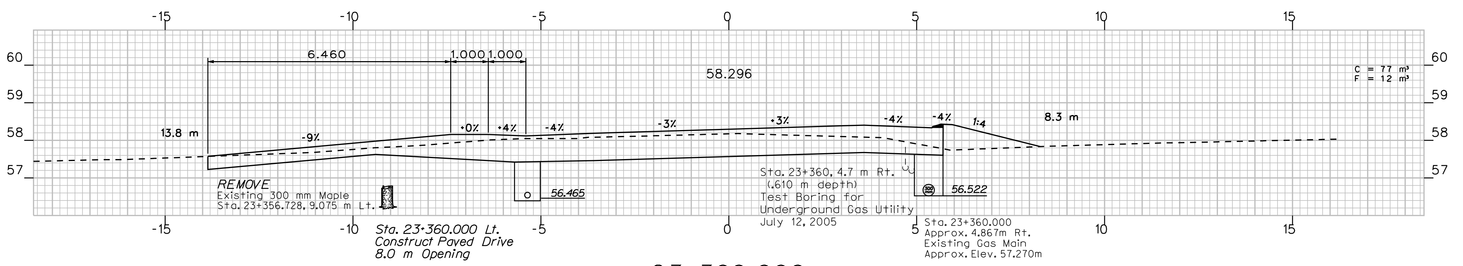
7998.10

WELLS

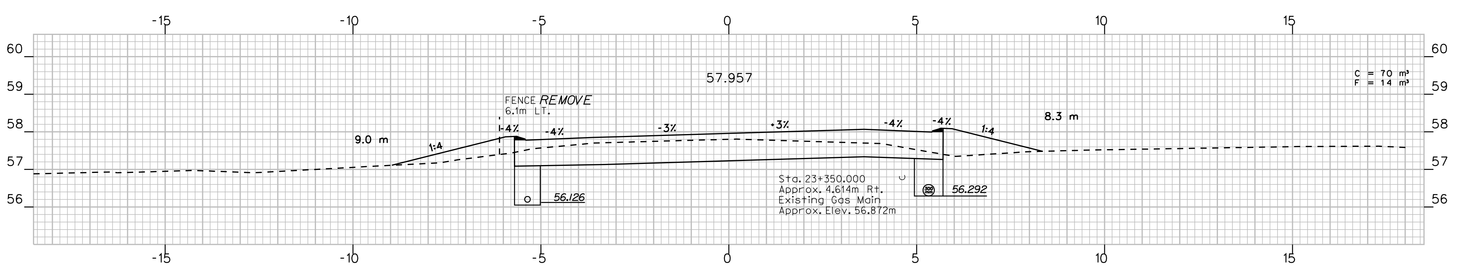
ROUTE 109

STA. 23+280.00 TO STA. 23+310.00

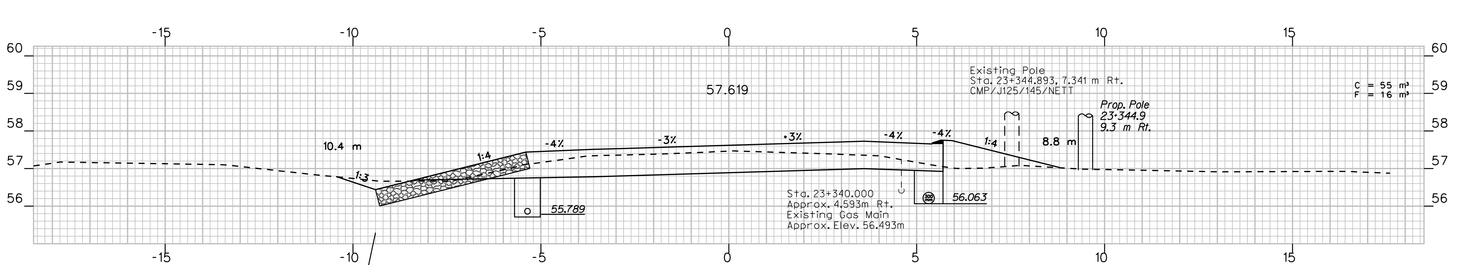
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



23+360.000



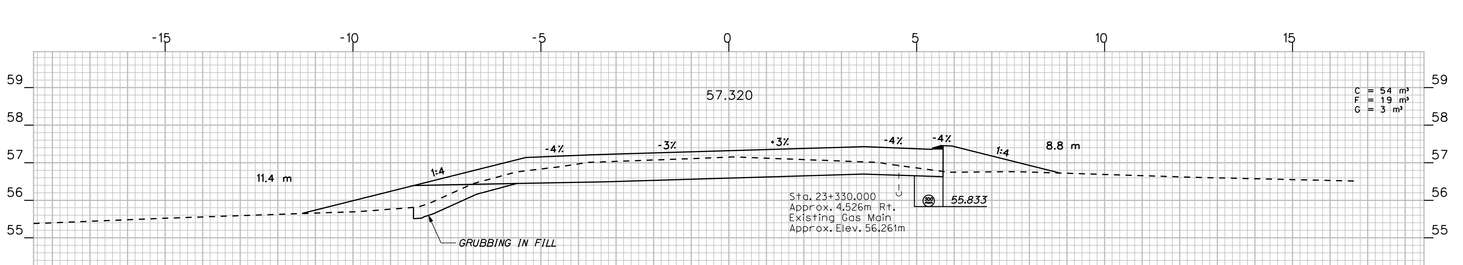
23+350.000



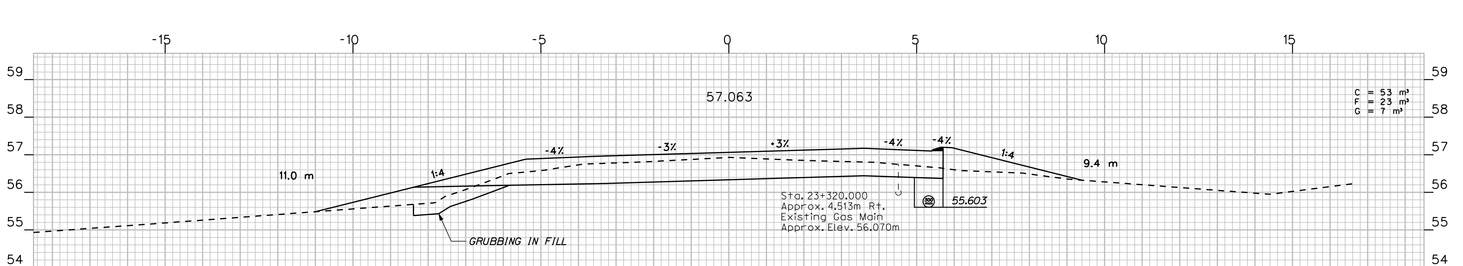
STA. 23+335.1, 10.6m LT. TO STA. 23+340.0, 5.1m LT.
INSTALL 150mm X 8.4m UD TYPE B OUTLET
WITH 45 DEGREE ELBOW

STA. 23+340.0, LT.
CONSTRUCT PLAIN RIPRAP DOWN SPOUT

23+340.000



23+330.000



23+320.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

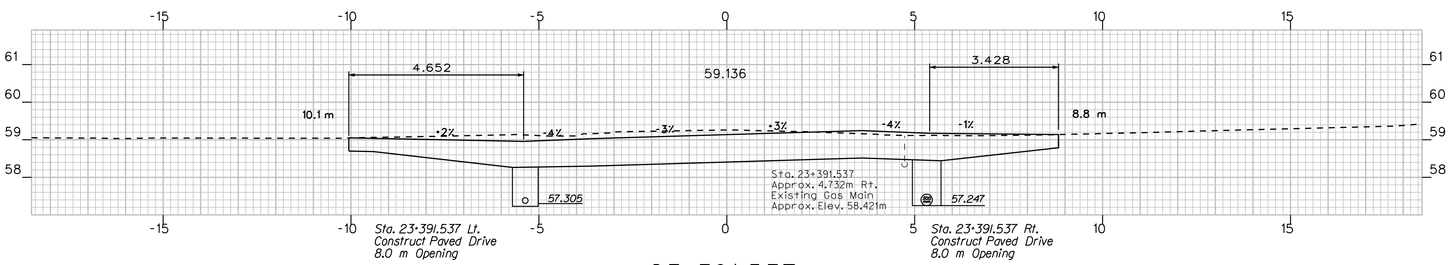
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	106	153

7998.10

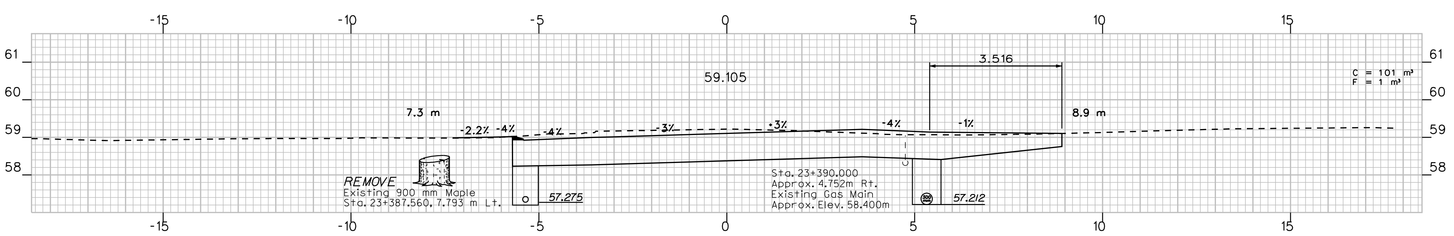
WELLS

ROUTE 109

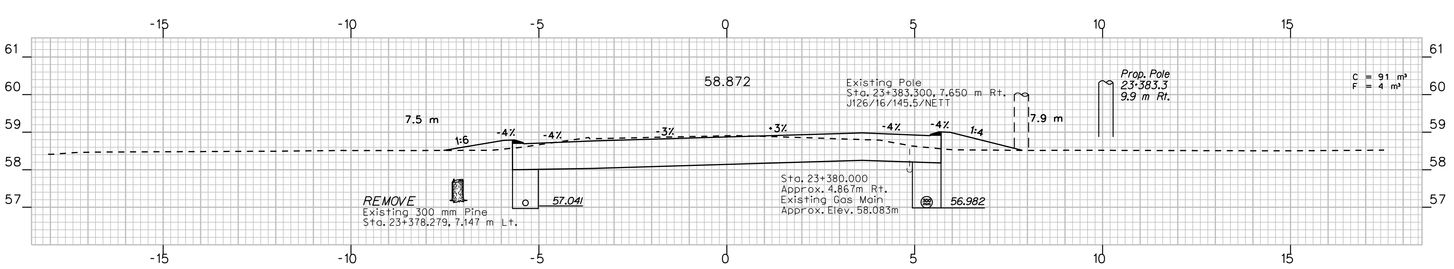
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



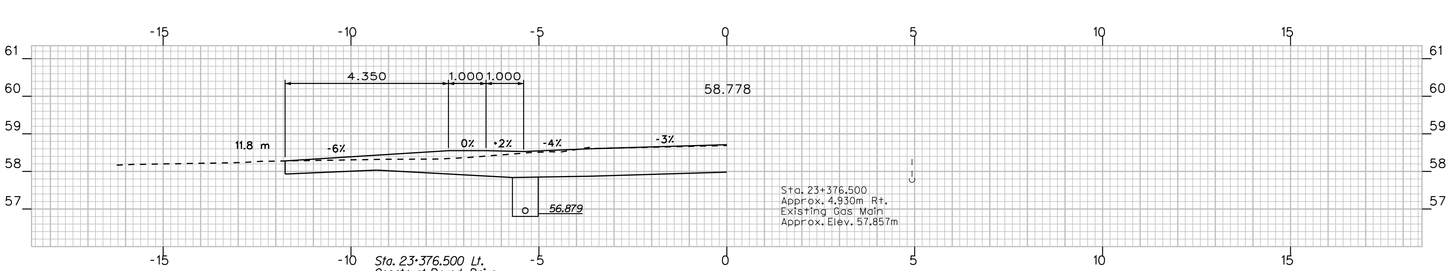
23+391.537



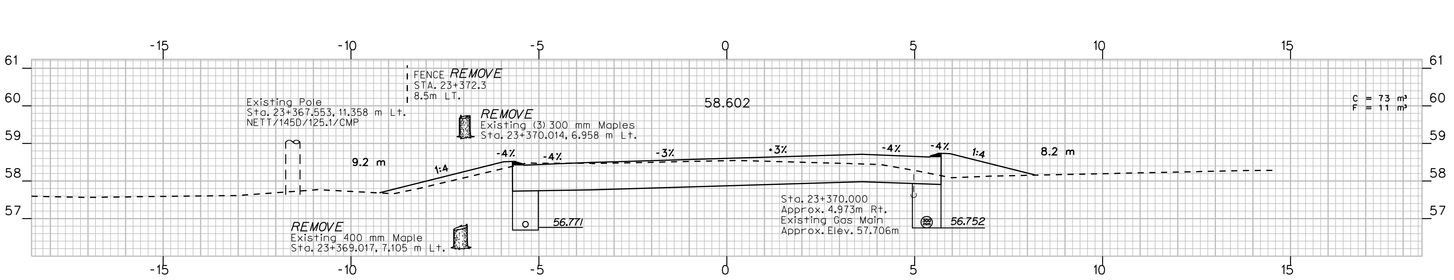
23+390.000



23+380.000



23+376.500



23+370.000

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.H.S.A. PROJ. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	107
TOTAL SHEETS	153

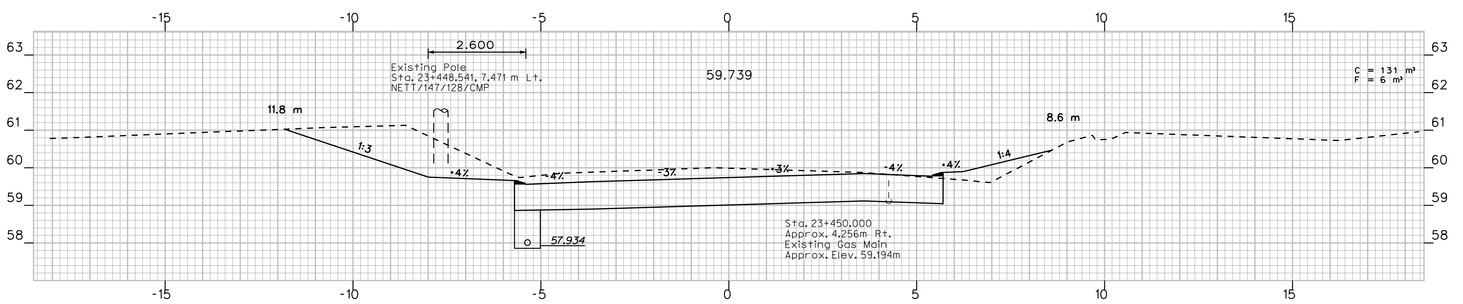
7998.10

WELLS

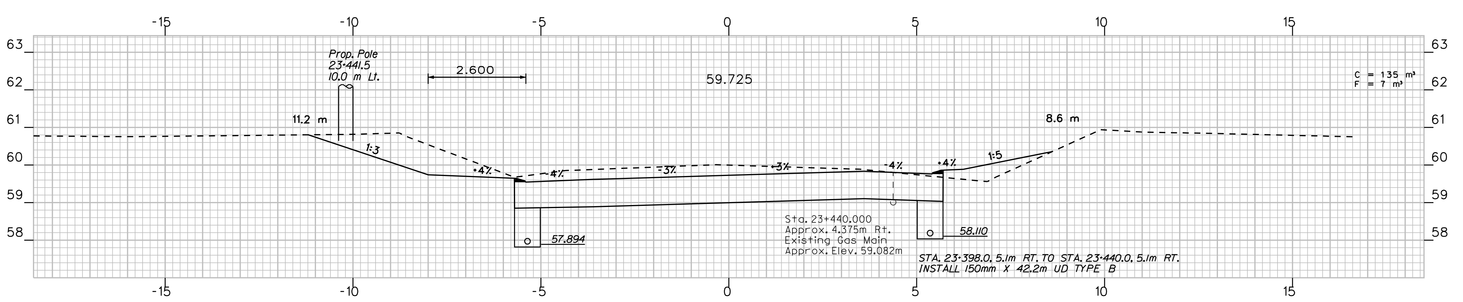
ROUTE 109

STA. 23+370.00 TO STA. 23+391.537

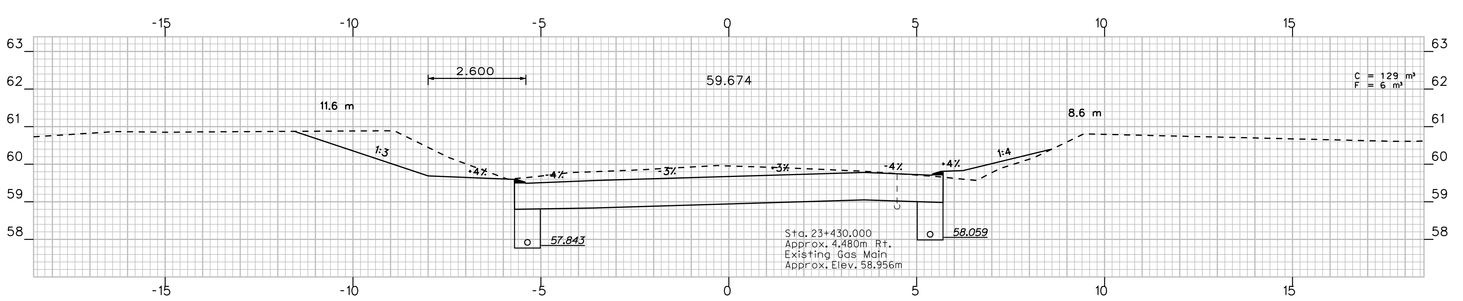
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



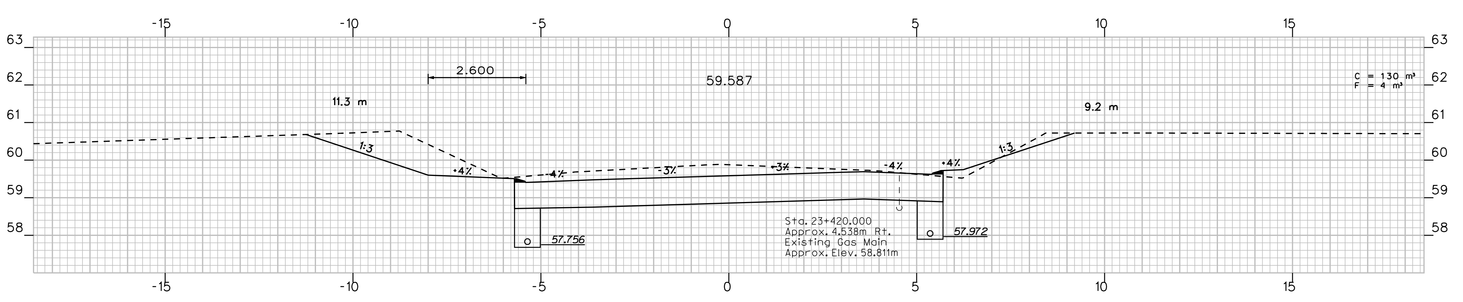
23+450.000



23+440.000

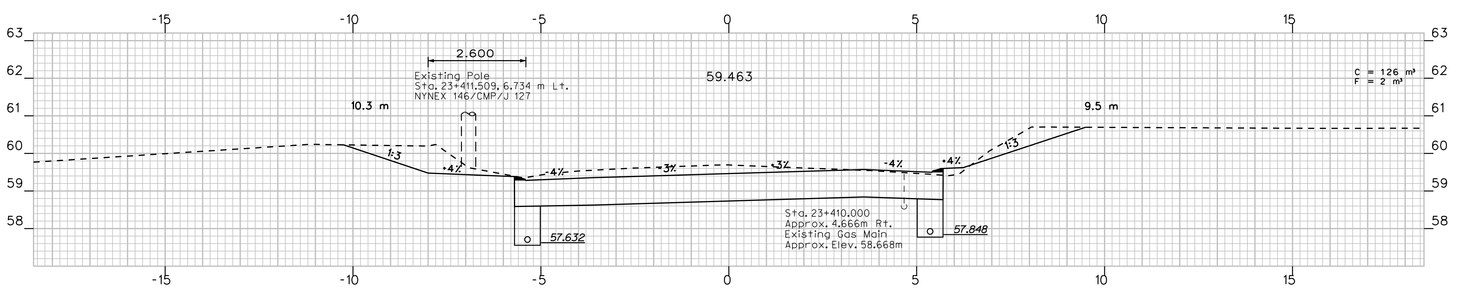


23+430.000

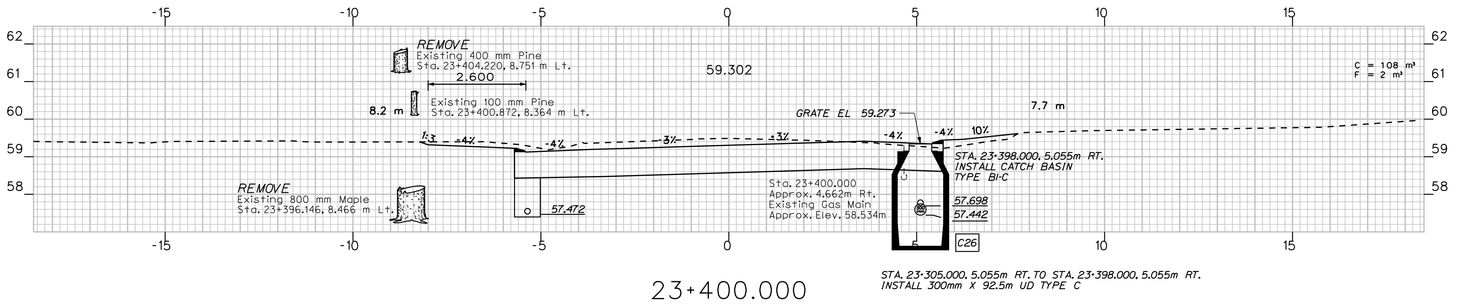


23+420.000

Prop. Pole
23-415.0
10.0 m Lt.



23+410.000



23+400.000

STA. 23-305.000, 5.055m RT. TO STA. 23-398.000, 5.055m RT.
INSTALL 300mm X 92.5m UD TYPE C

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.P./A.I.P./RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	108	153

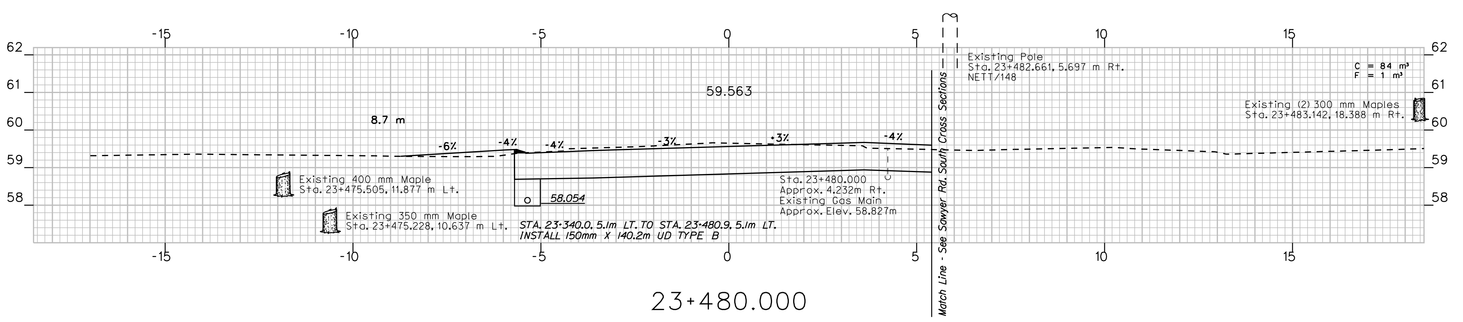
7998.10

WELLS

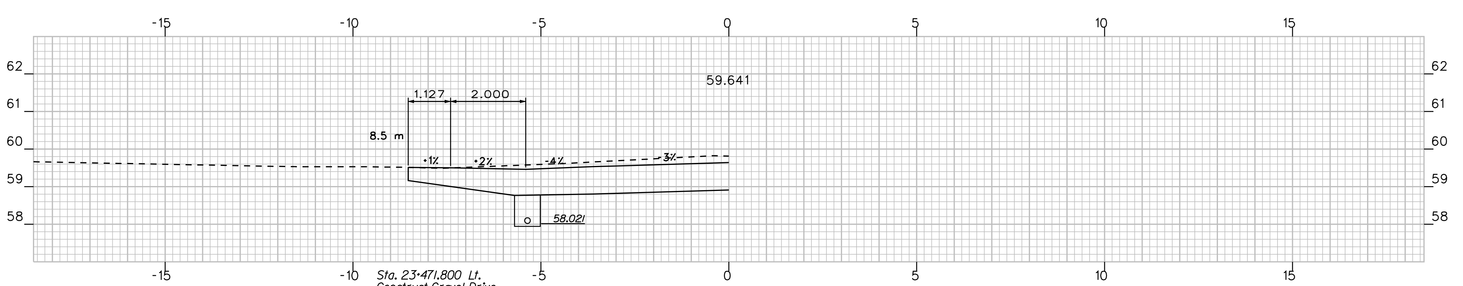
ROUTE 109

STA. 23+400.000TO STA. 23+450.000

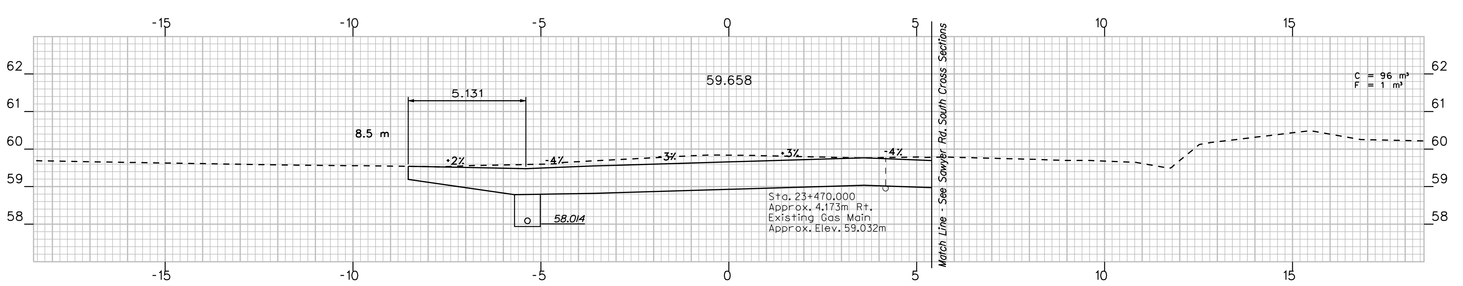
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



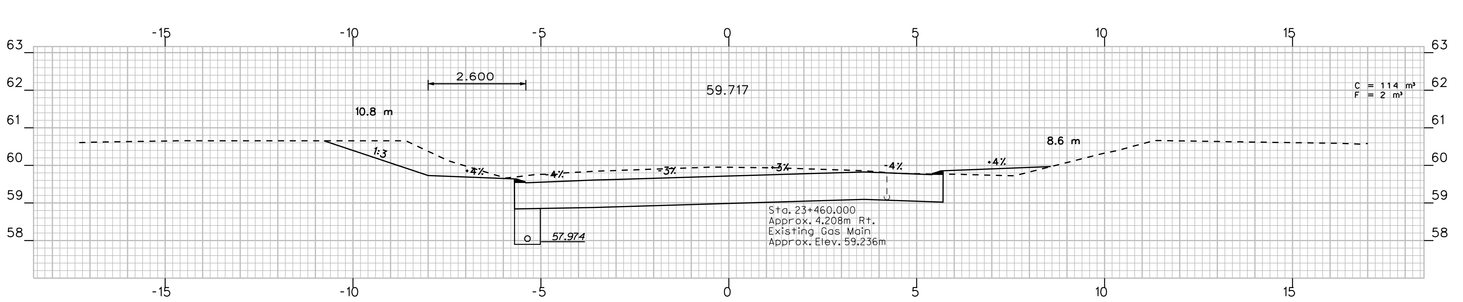
23+480.000



23+471.800



23+470.000



23+460.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	109	153

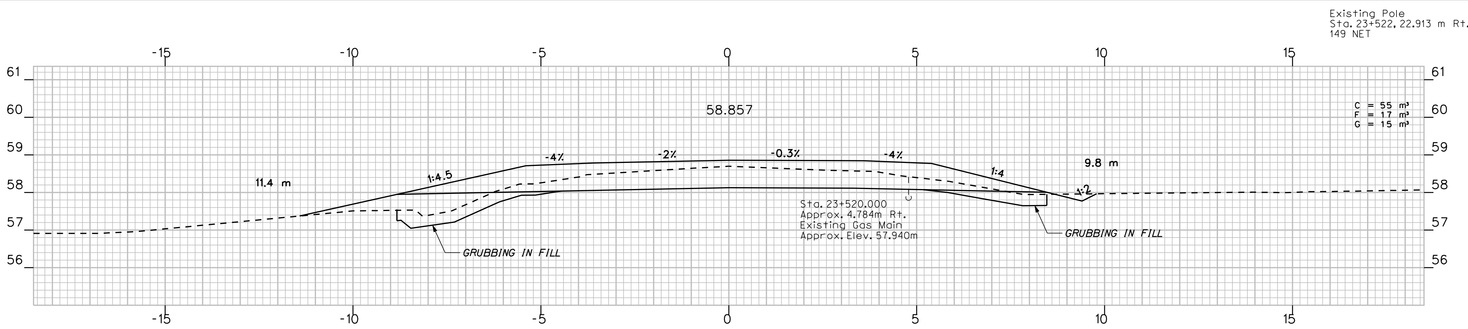
7998.10

WELLS

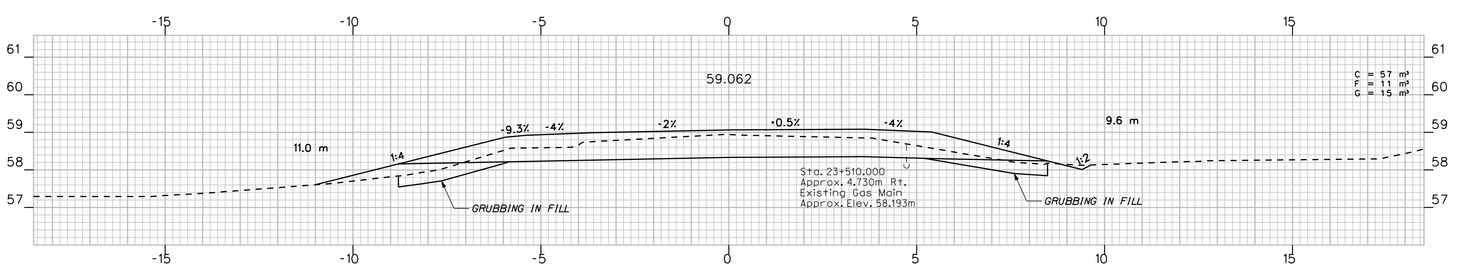
ROUTE 109

STA.23+460.00 TO STA. 23+480.00

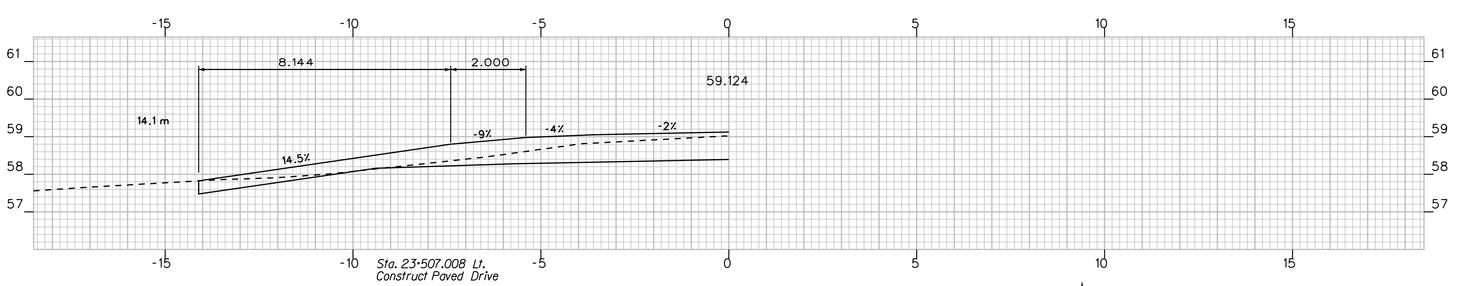
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



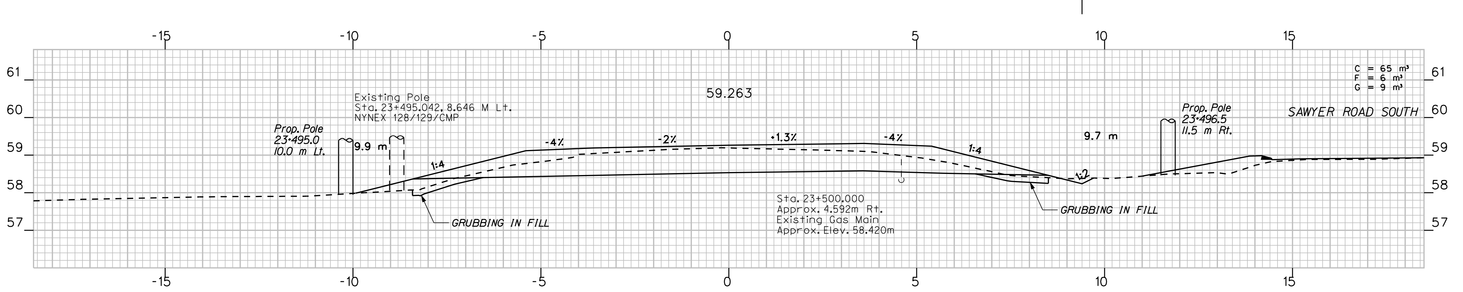
23+520.000



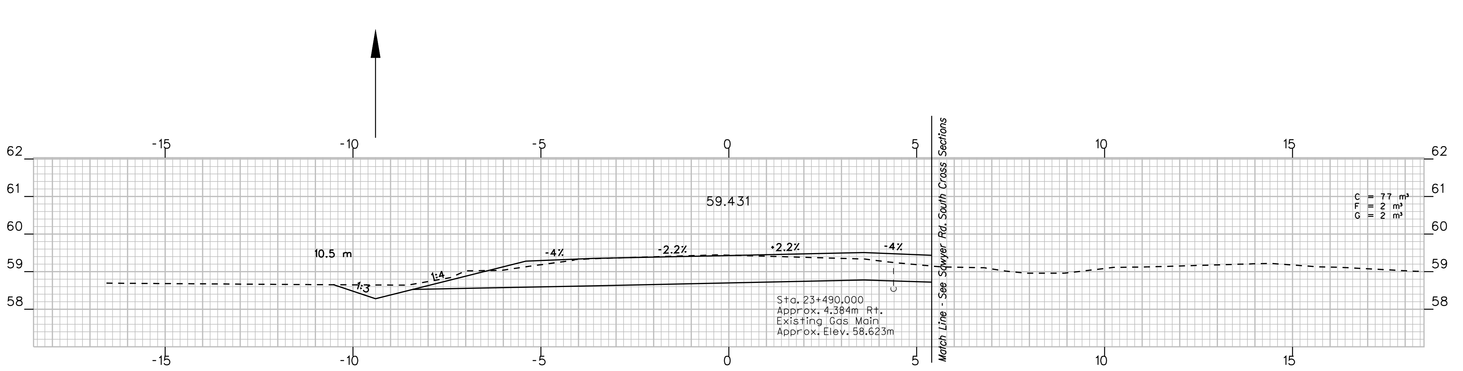
23+510.000



23+507.008



23+500.000



23+490.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

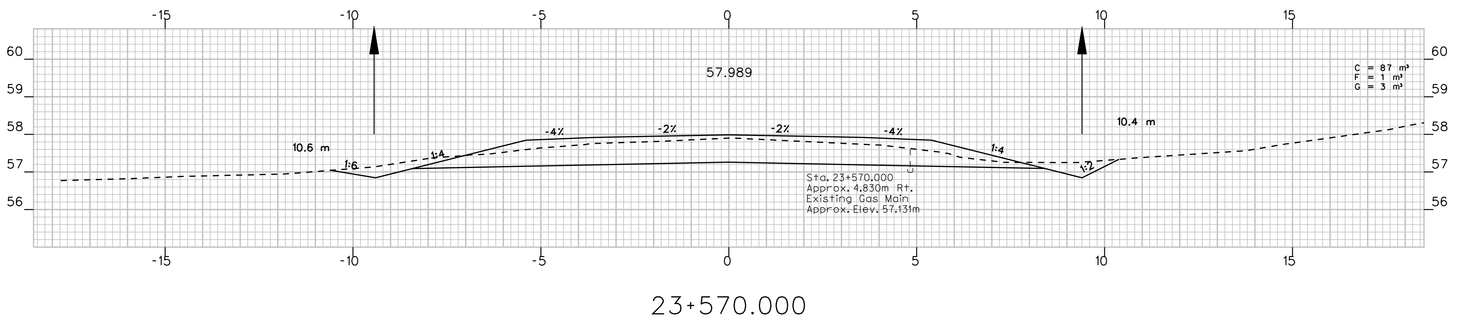
F.A./W.I.N./ REG. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
	7998.10
SHEET NO.	110
TOTAL SHEETS	153

WELLS

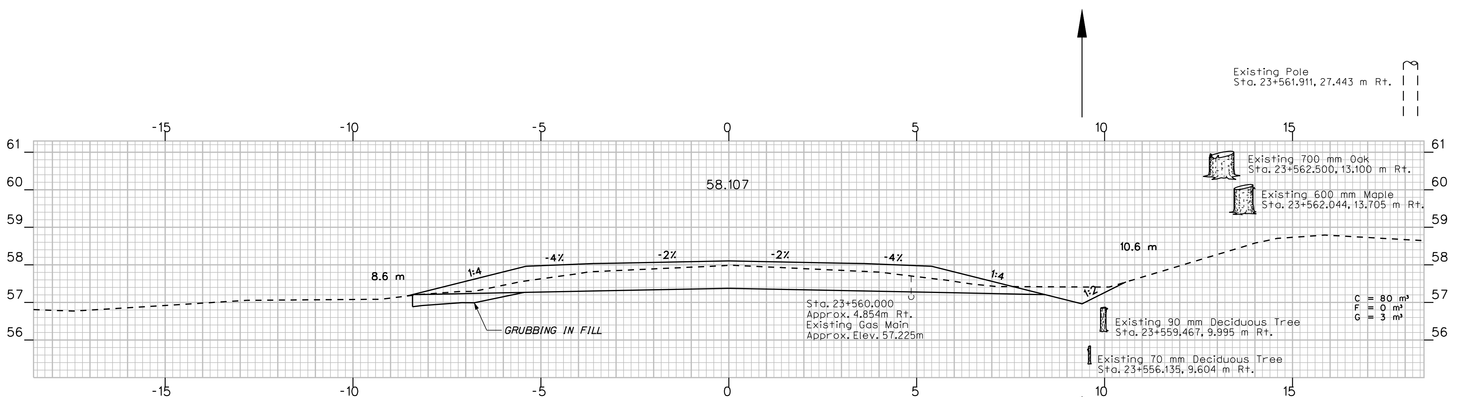
ROUTE 109

STA. 23+490.00 TO STA. 23+520.00

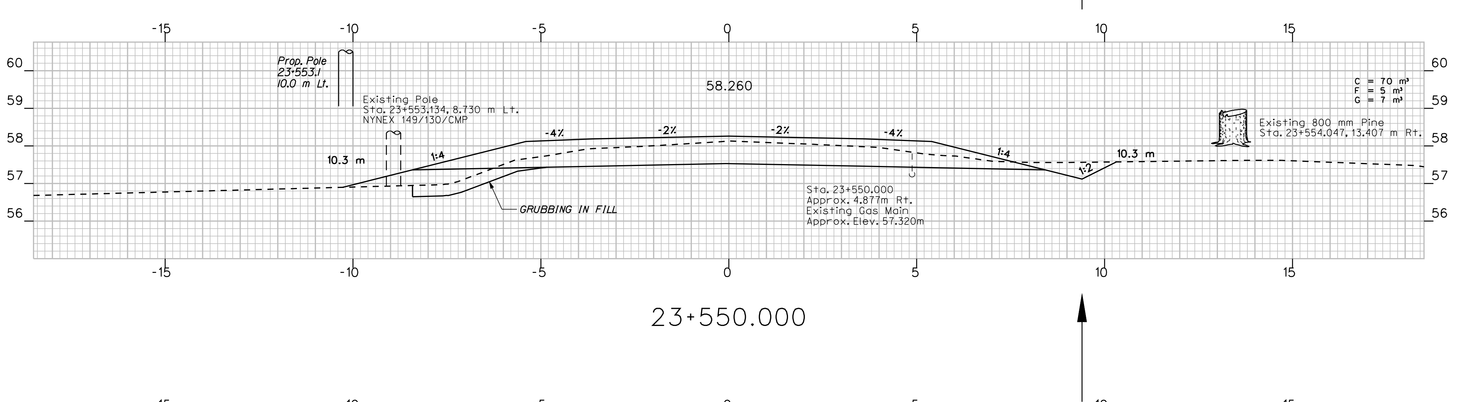
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



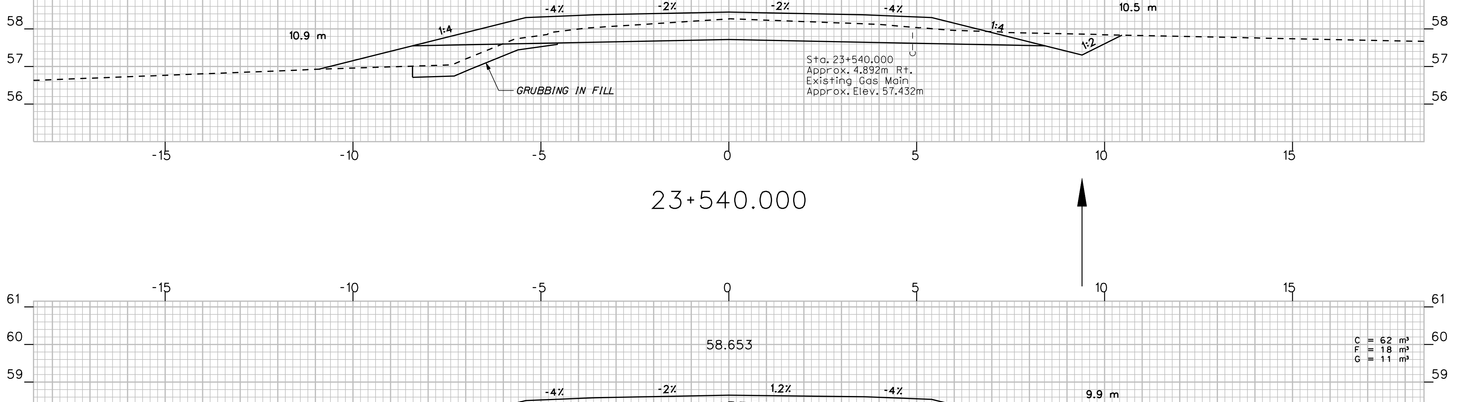
23+570.000



23+560.000



23+550.000



23+540.000

23+530.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

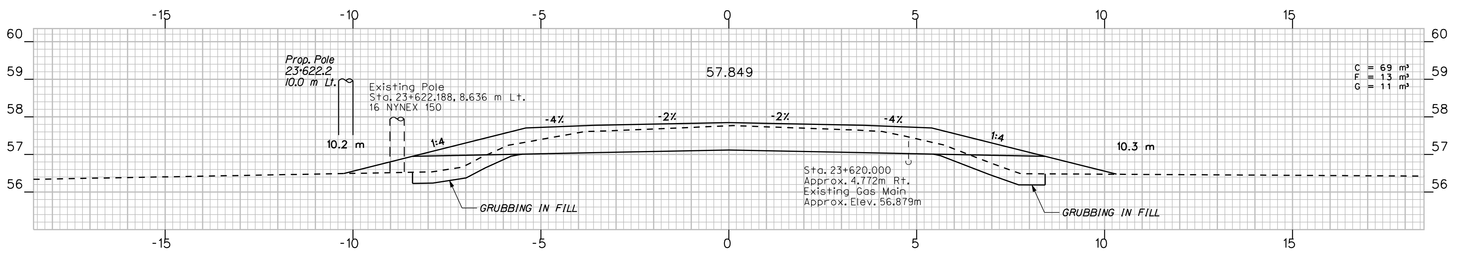
F.A.H.S.A. ROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	111	153

WELLS

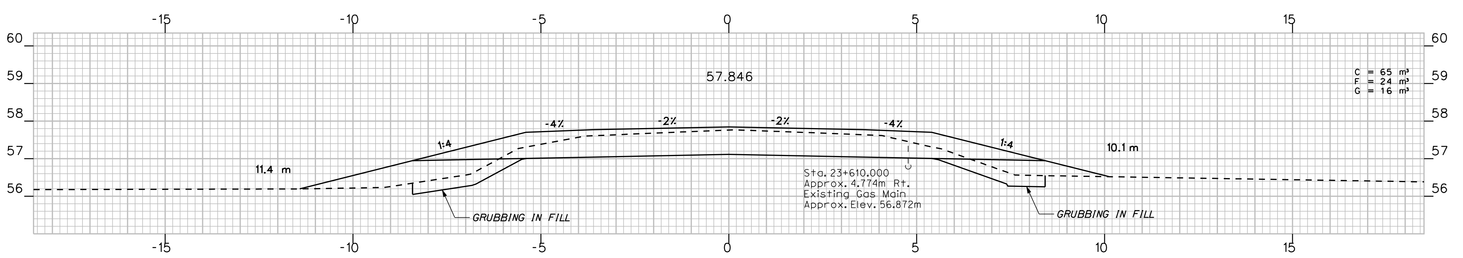
ROUTE 109

STA. 23+530.00 TO STA. 23+570.00

PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

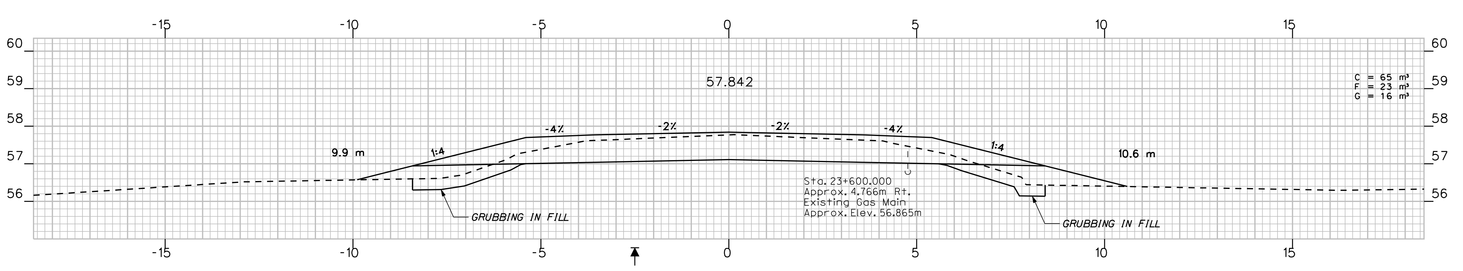


23+620.000

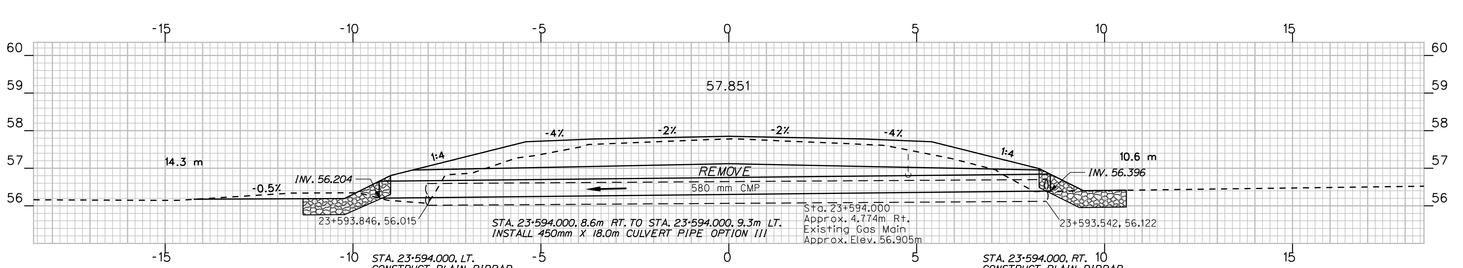


23+610.000

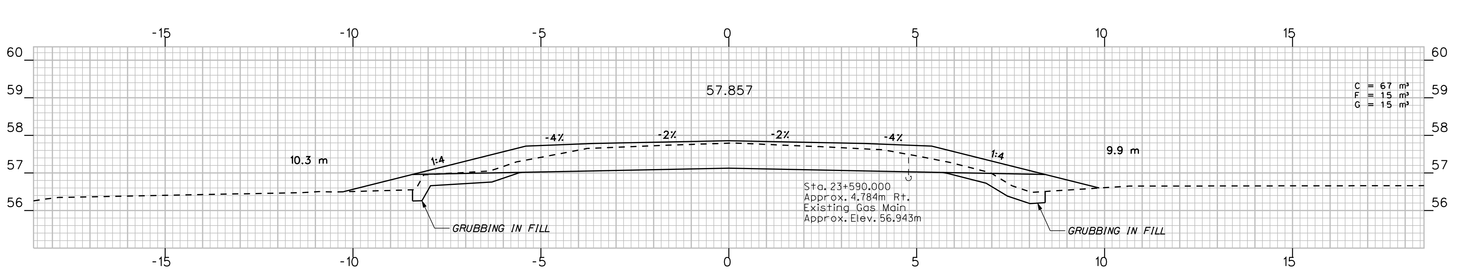
Existing Pole
Sta. 23+600.348, 54.004 m Rt.
CMP J4 151



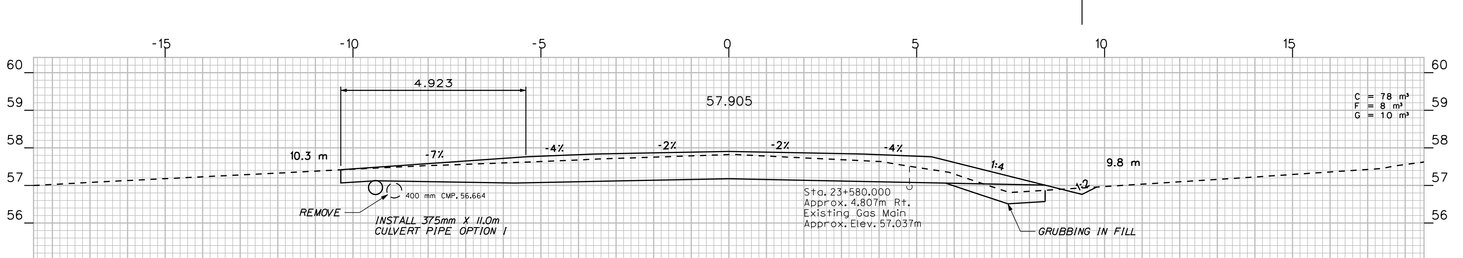
23+600.000



23+594.000



23+590.000



23+580.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	112	153

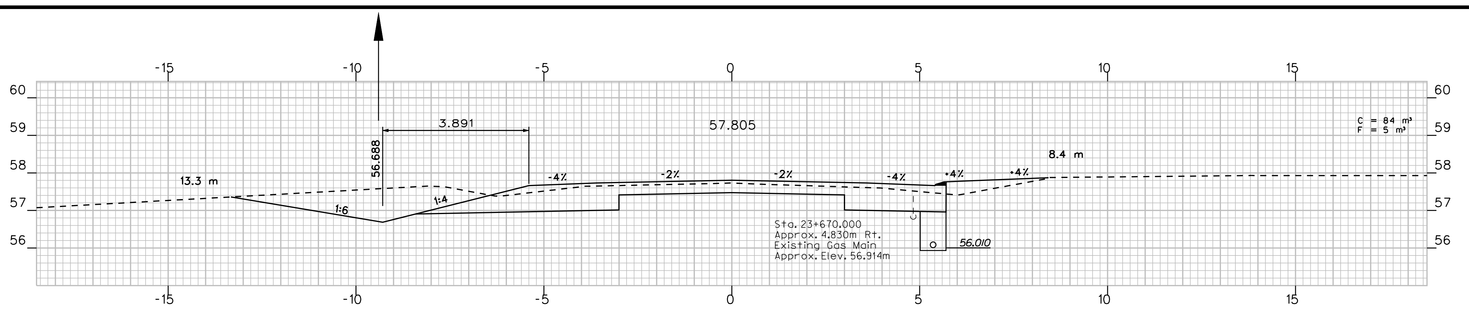
7998.10

WELLS

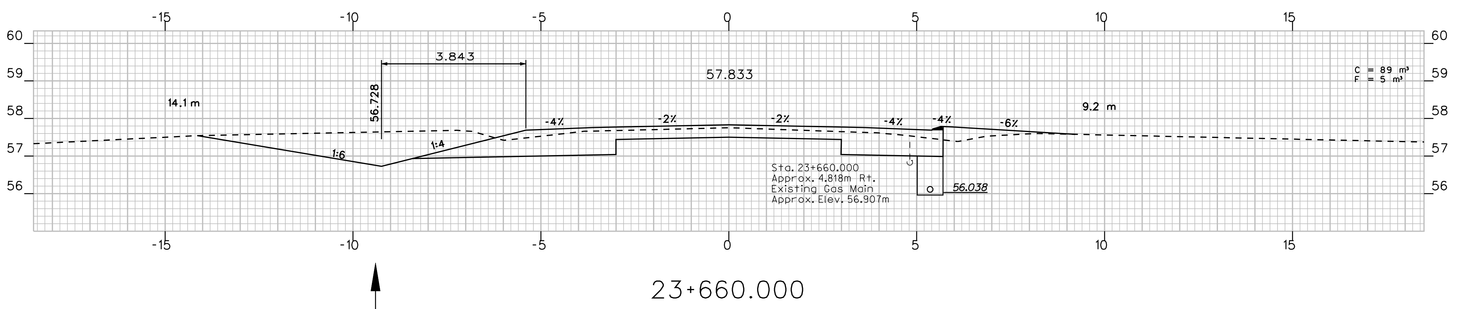
ROUTE 109

STA. 23+580.00 TO STA. 23+620.00

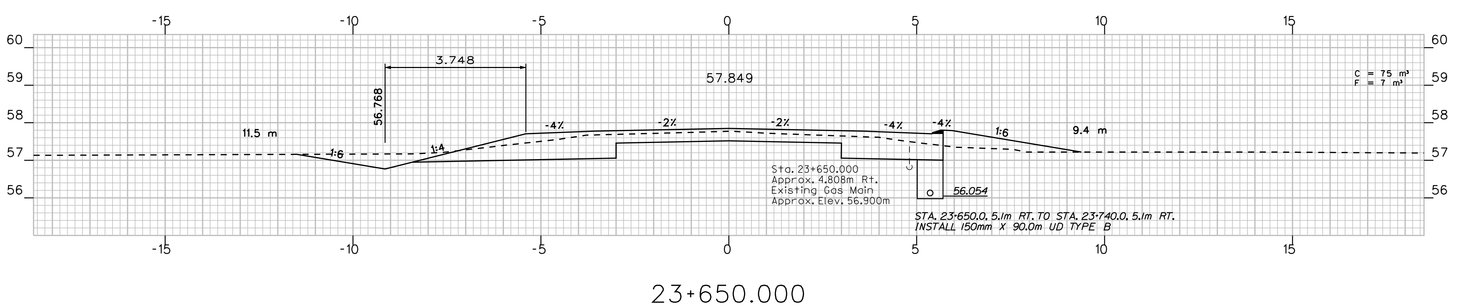
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



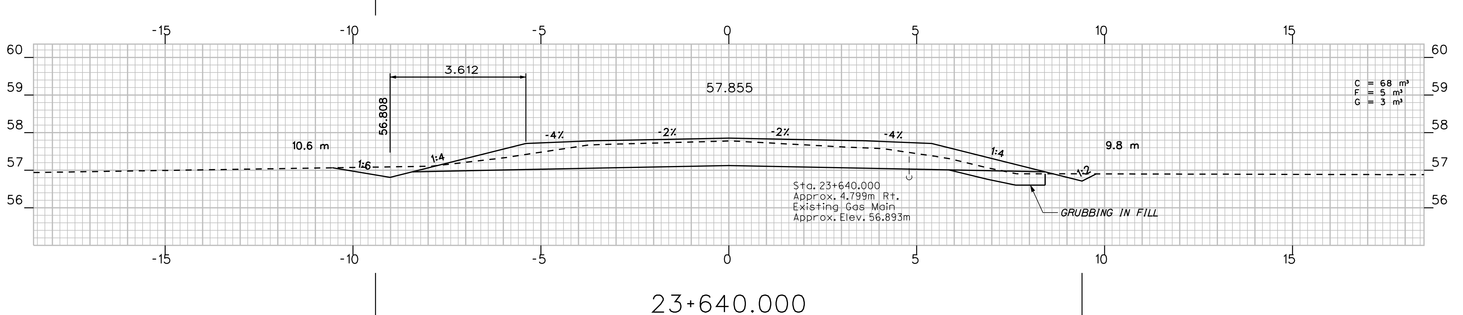
23+670.000



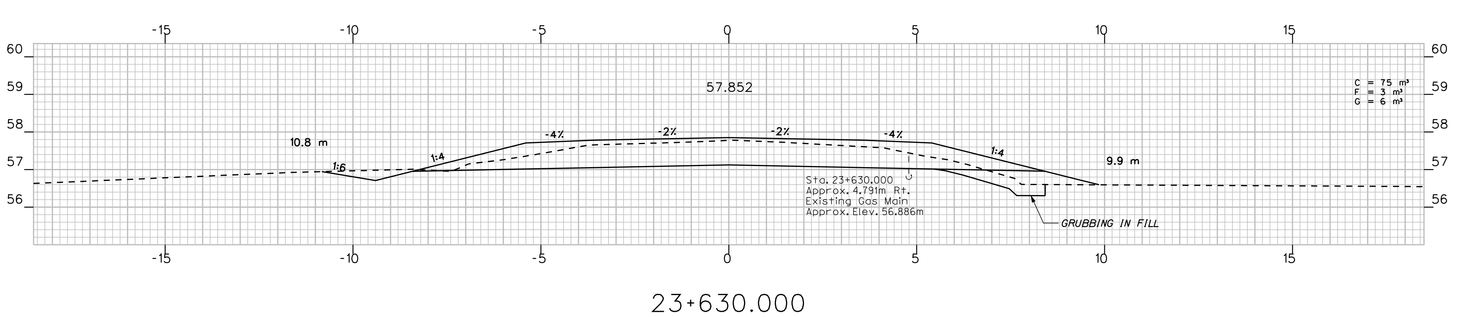
23+660.000



23+650.000



23+640.000



23+630.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	113	153

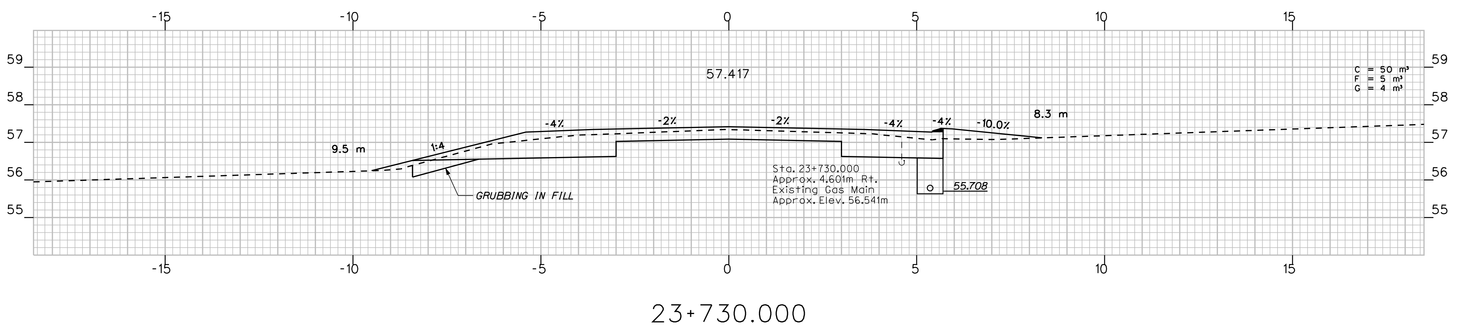
7998.10

WELLS

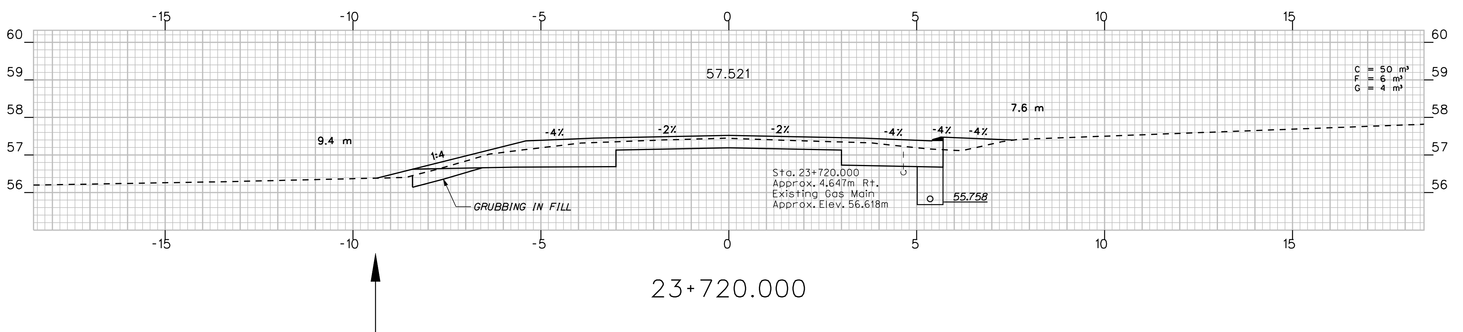
ROUTE 109

STA. 23+630.00 TO STA. 23+670.00

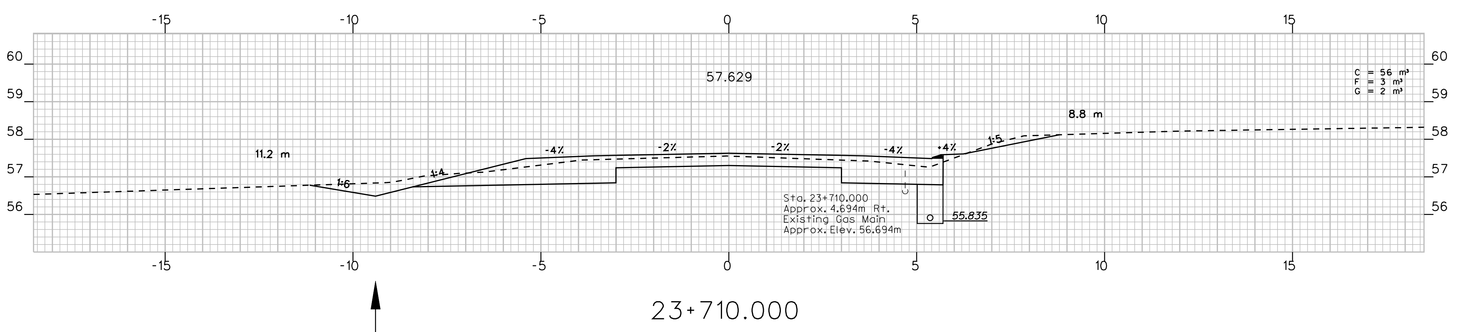
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



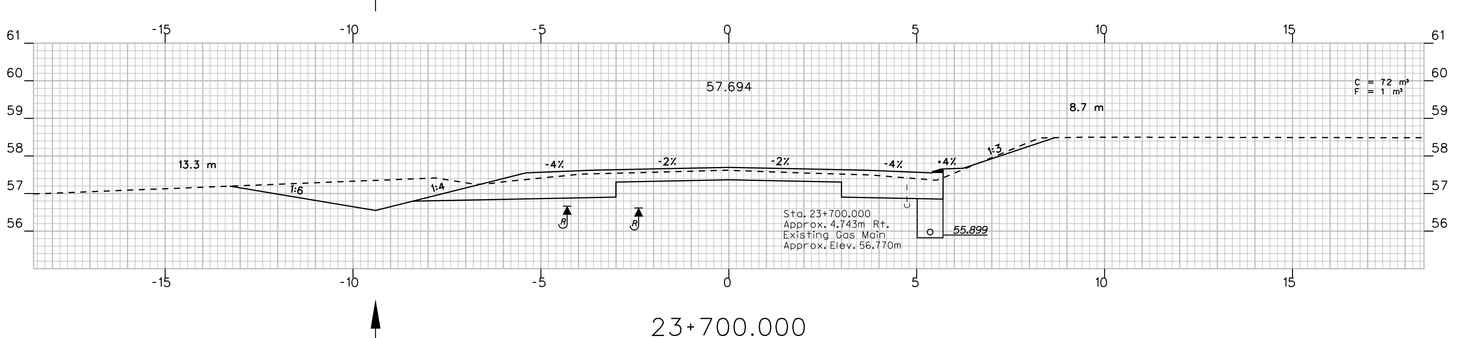
23+730.000



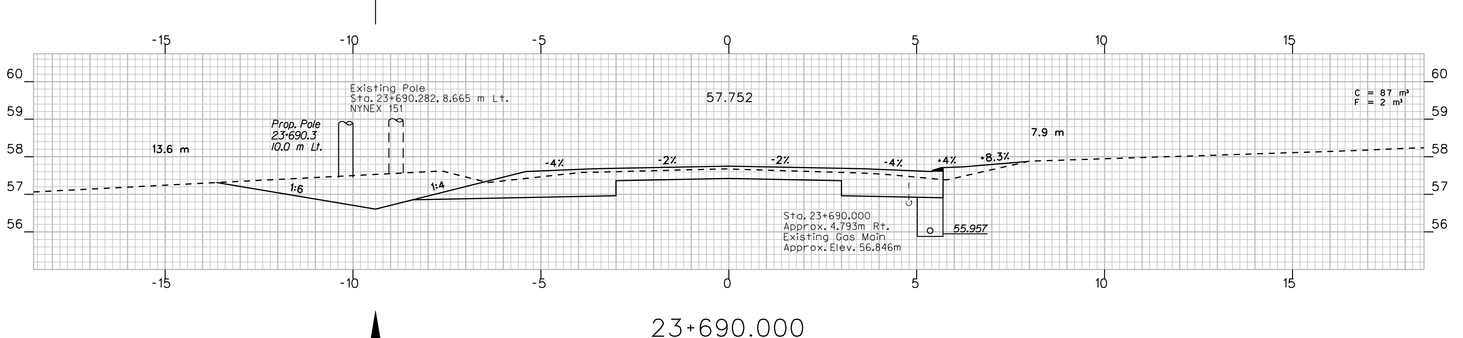
23+720.000



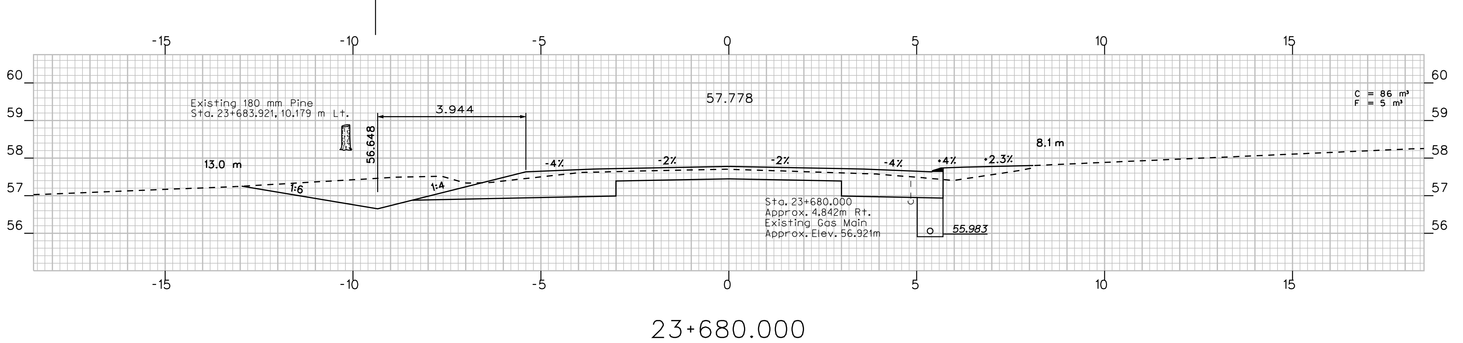
23+710.000



23+700.000



23+690.000



23+680.000

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.Y.U.A. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	114	153

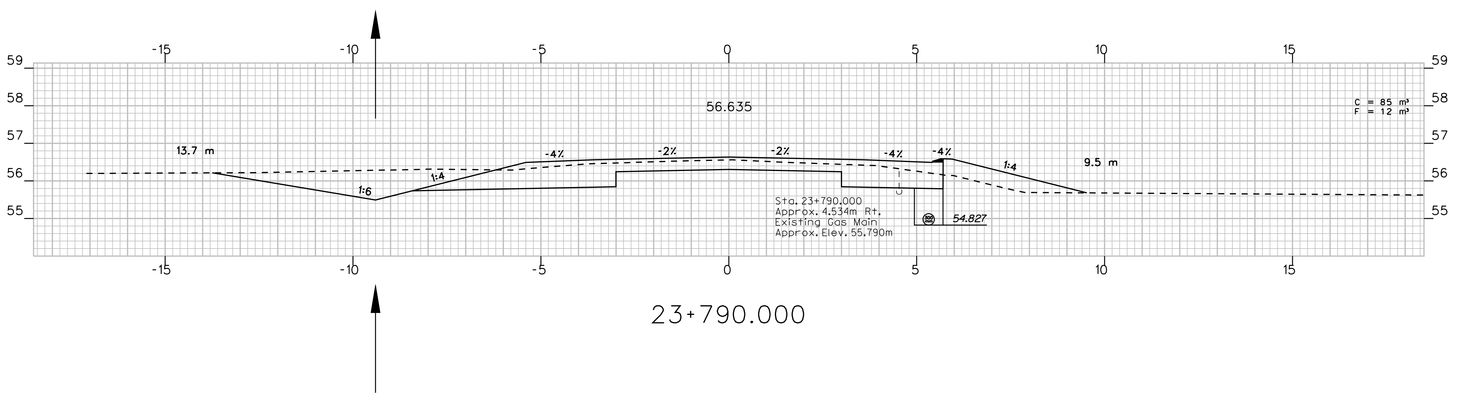
7998.10

WELLS

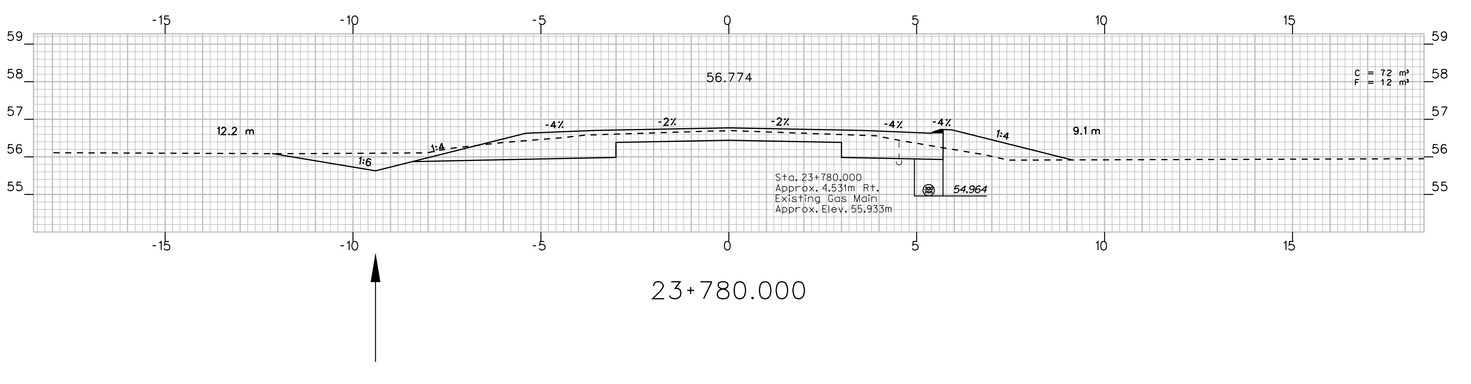
ROUTE 109

STA. 23+680.00 TO STA. 23+730.00

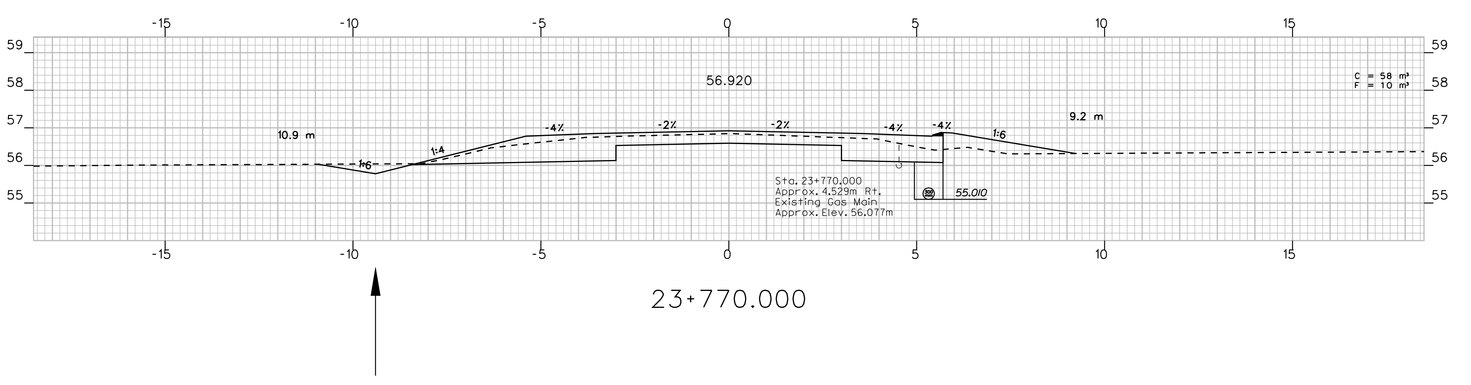
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



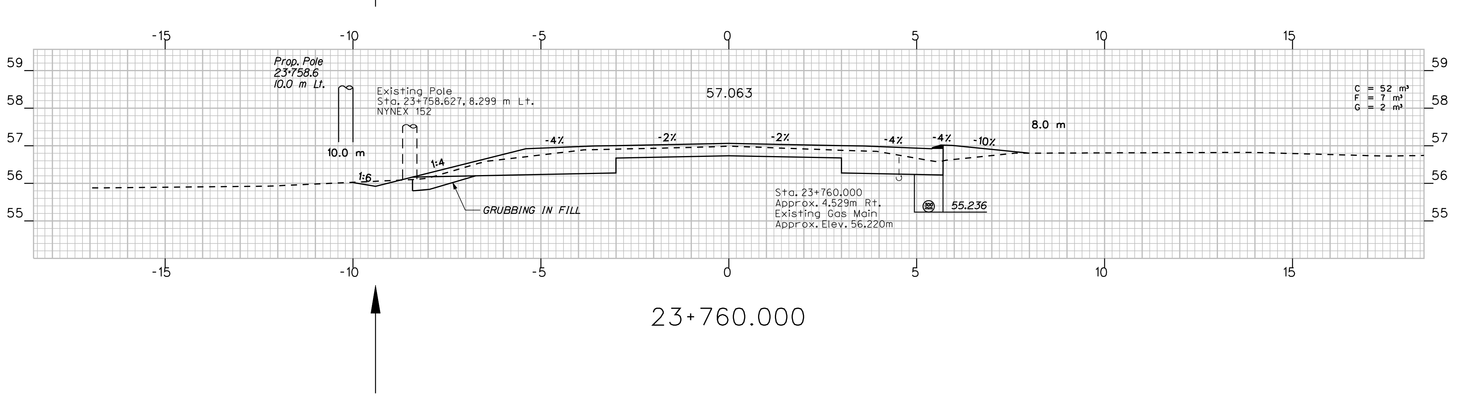
23+790.000



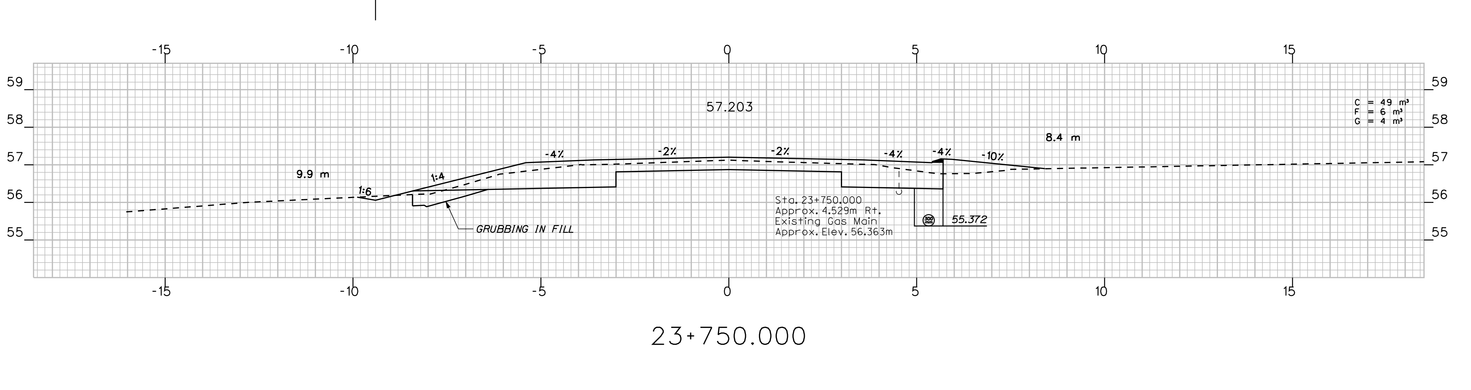
23+780.000



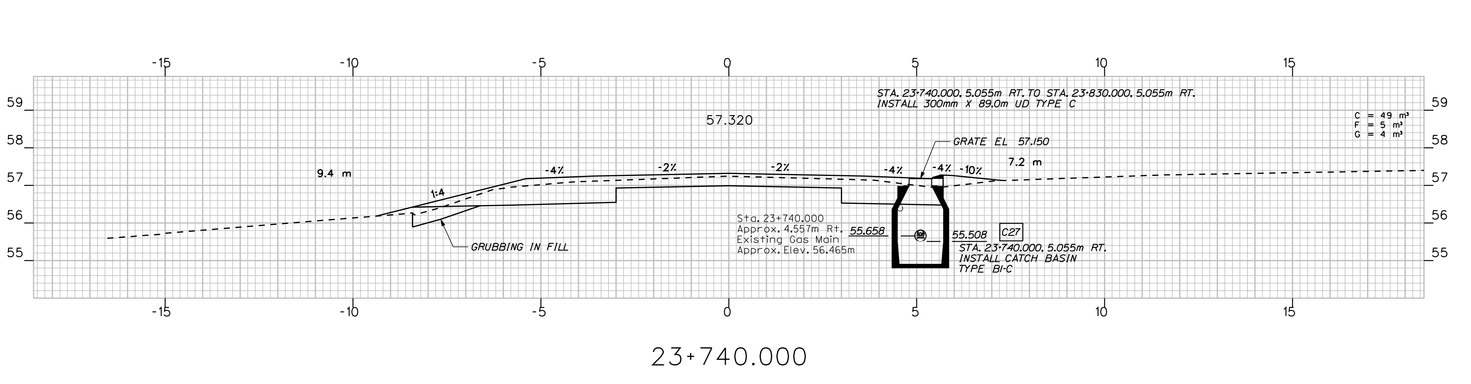
23+770.000



23+760.000



23+750.000



23+740.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	115	153

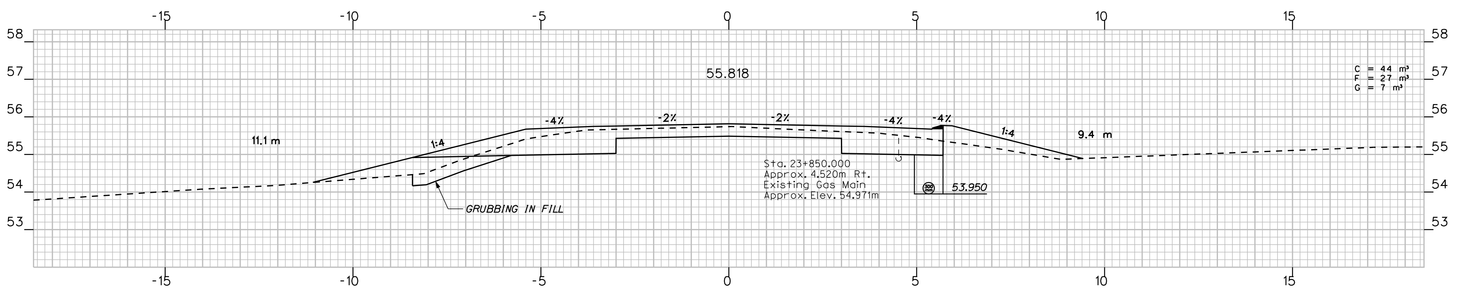
7998.10

WELLS

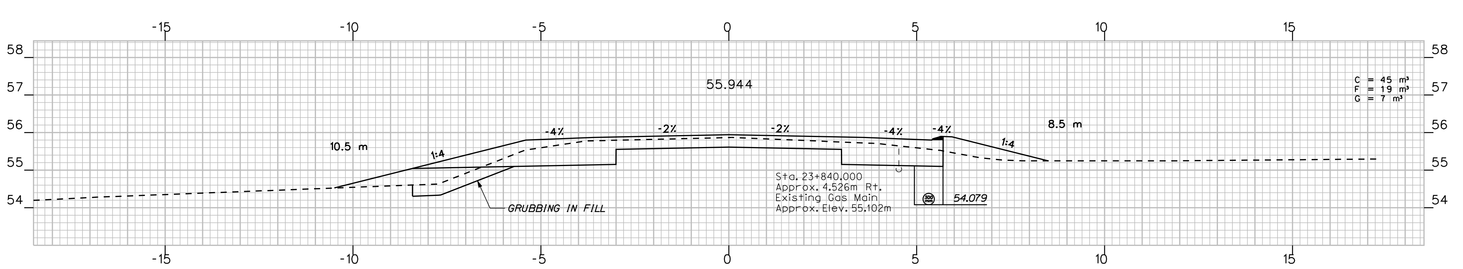
ROUTE 109

STA. 23+740.00 TO STA. 23+790.00

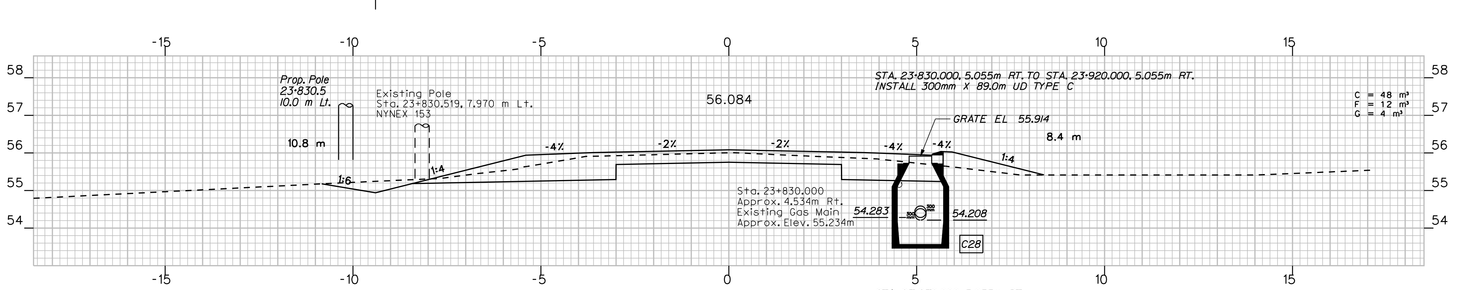
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



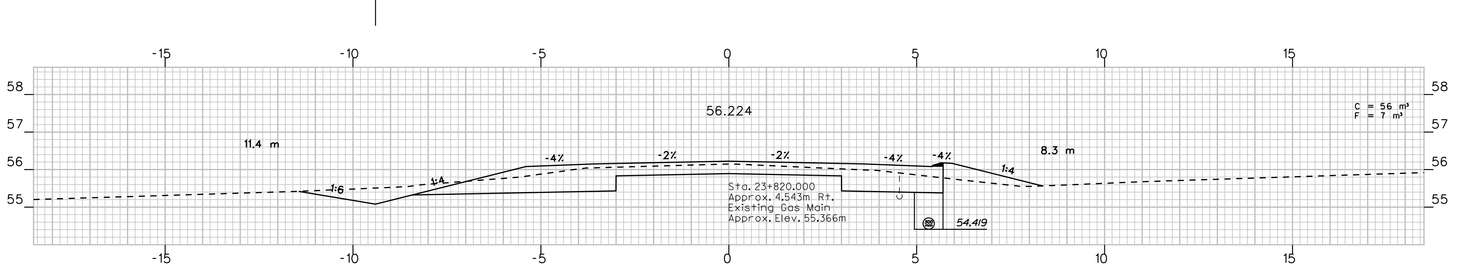
23+850.000



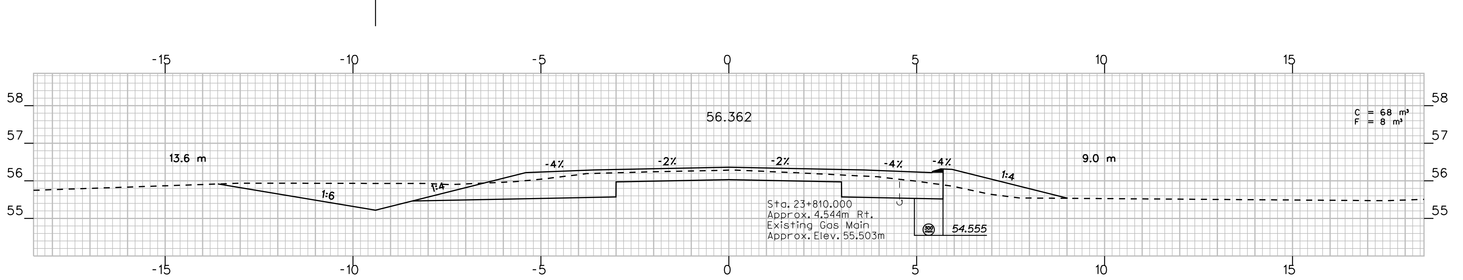
23+840.000



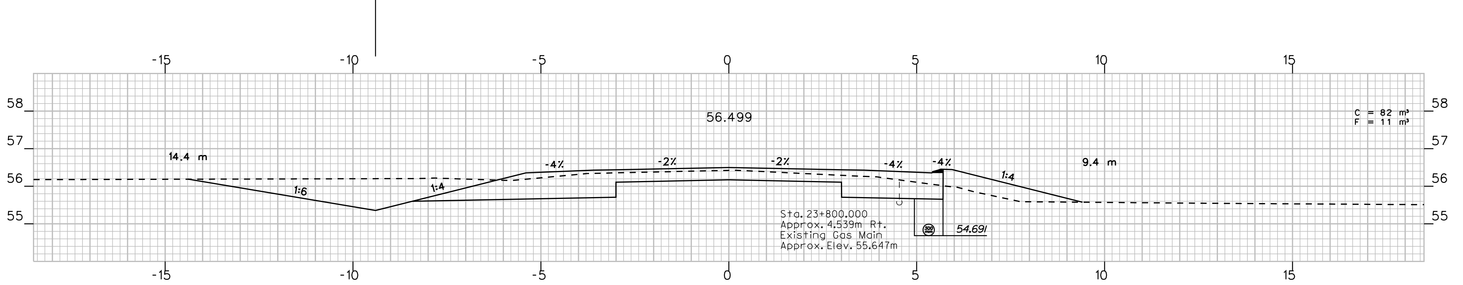
23+830.000



23+820.000



23+810.000



23+800.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

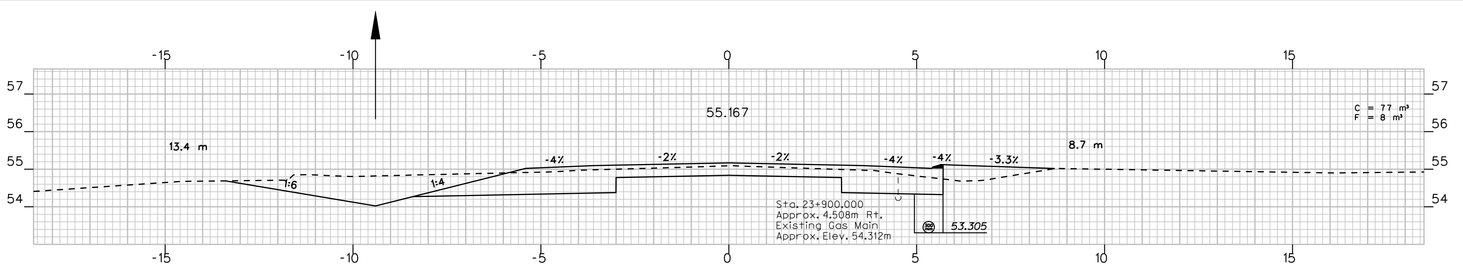
F.A.H.S.A. PROJ. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
	7998.10
SHEET NO.	116
TOTAL SHEETS	153

WELLS

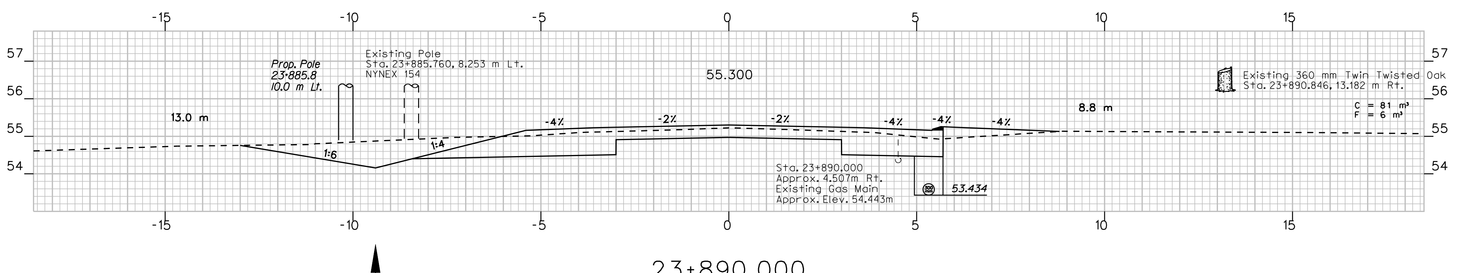
ROUTE 109

STA.23+800.00 TO STA. 23+850.00

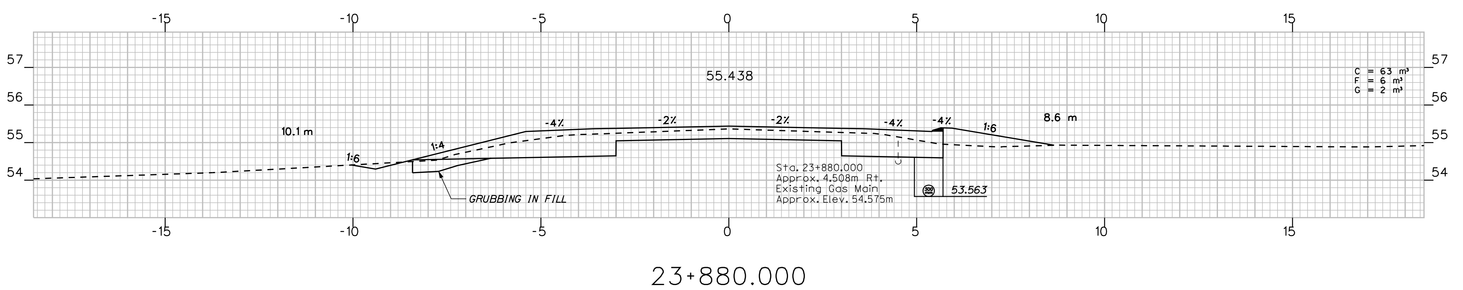
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



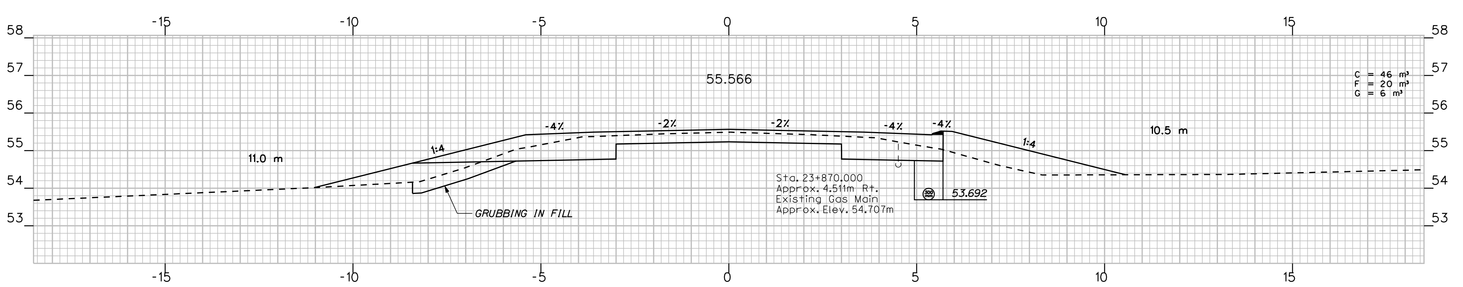
23+900.000



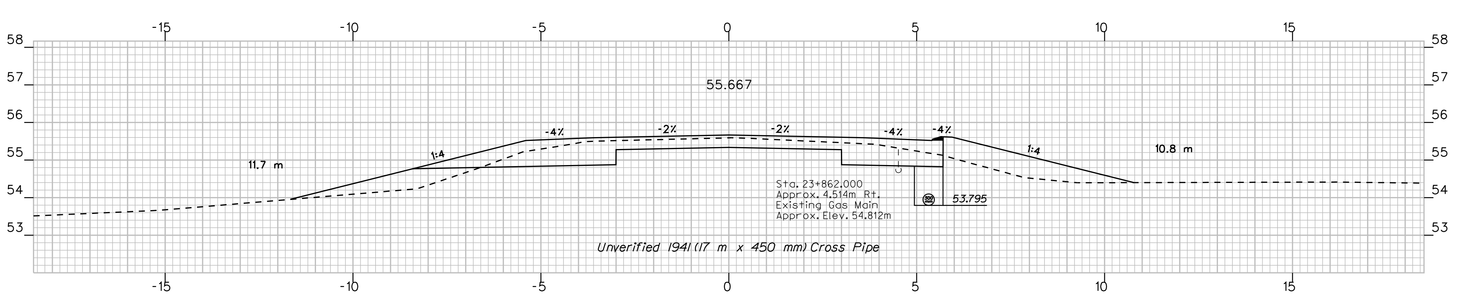
23+890.000



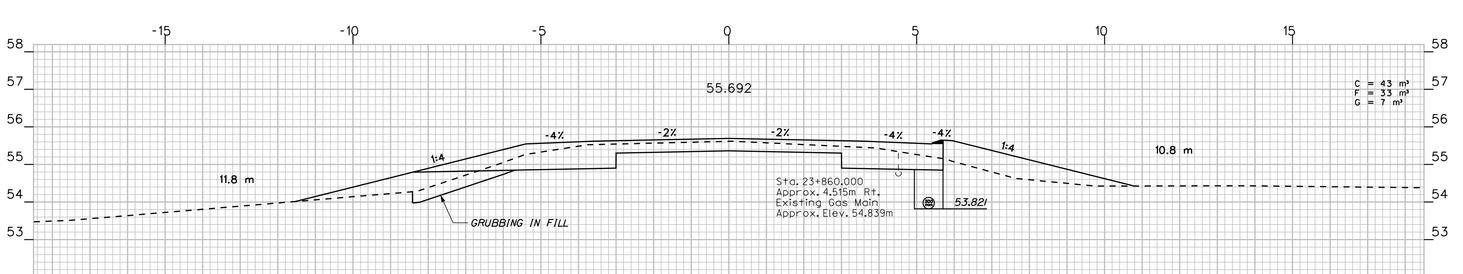
23+880.000



23+870.000



23+862.000



23+860.000

METRIC
1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.H.S.A. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	117	153

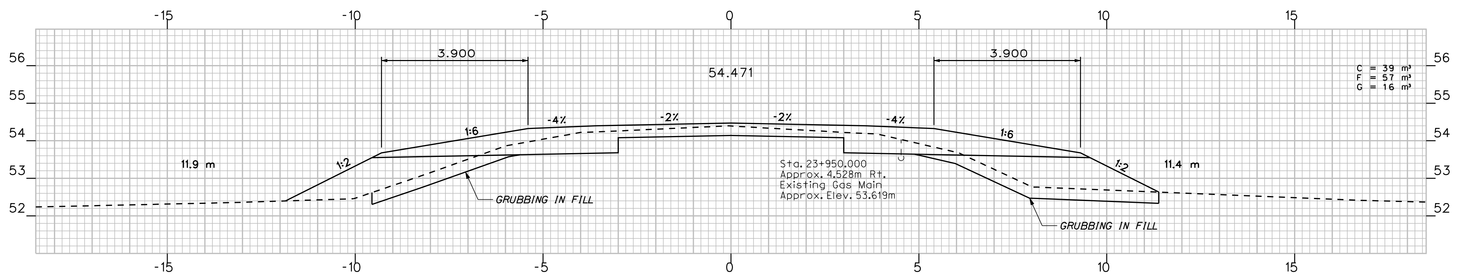
7998.10

WELLS

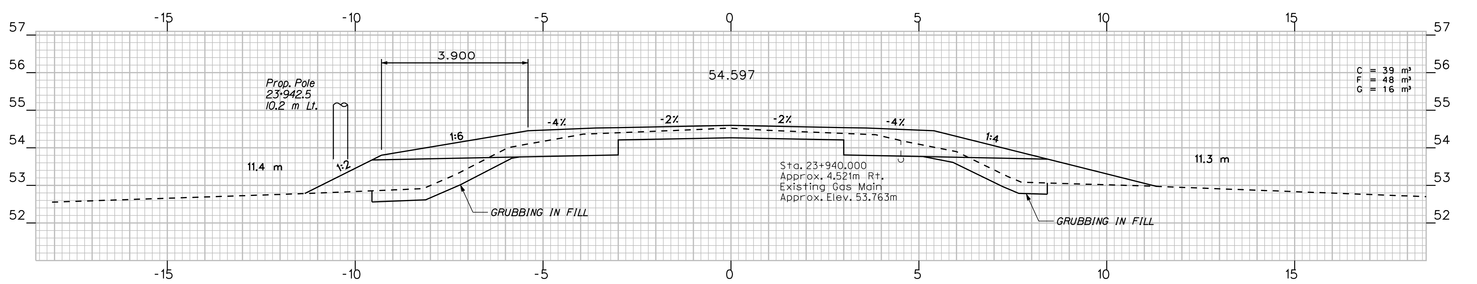
ROUTE 109

STA. 23+860.00 TO STA. 23+900.00

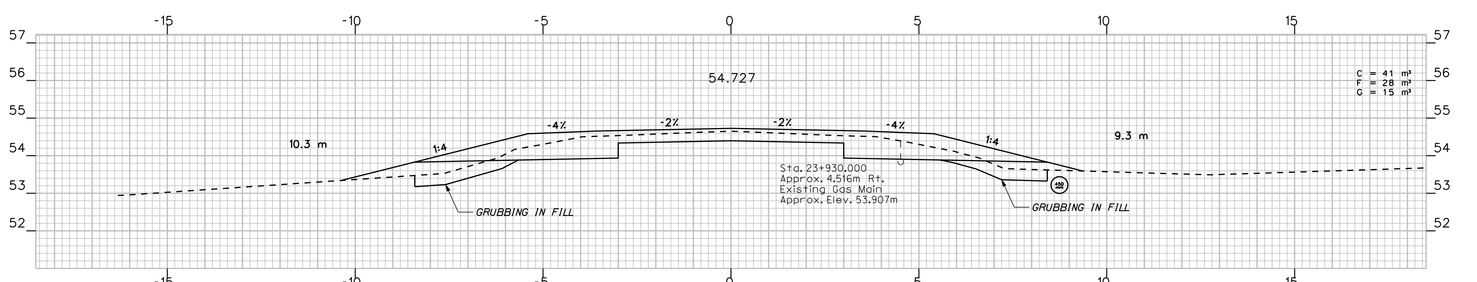
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



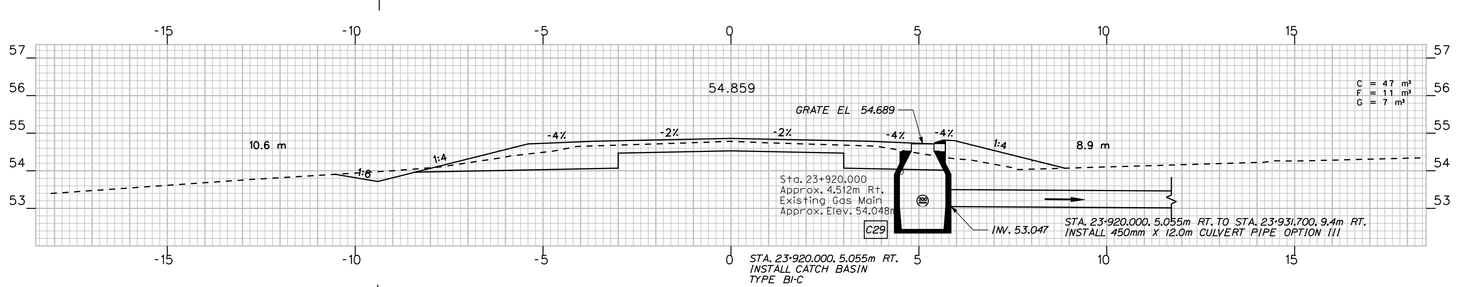
23+950.000



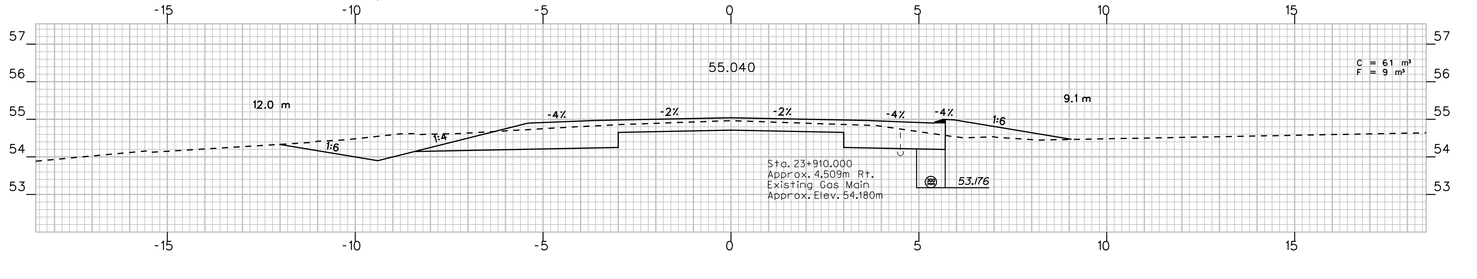
23+940.000



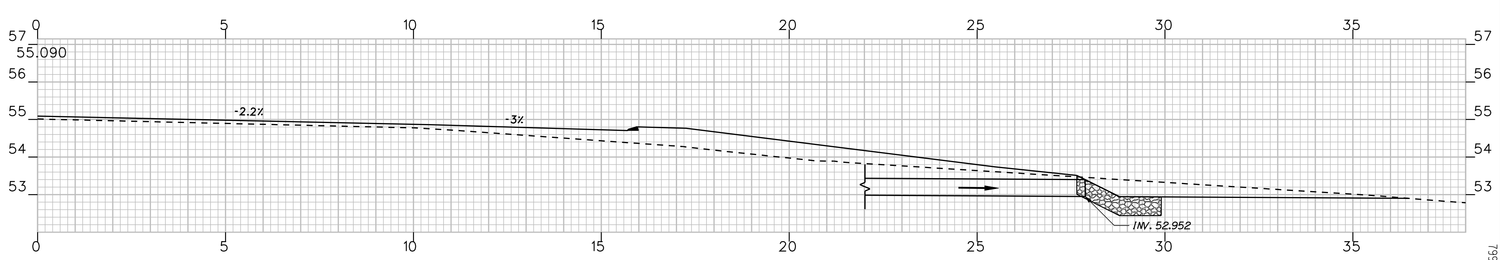
23+930.000



23+920.000



23+910.000



23+906.091
(SKEWED SECTION - CULVERT)

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

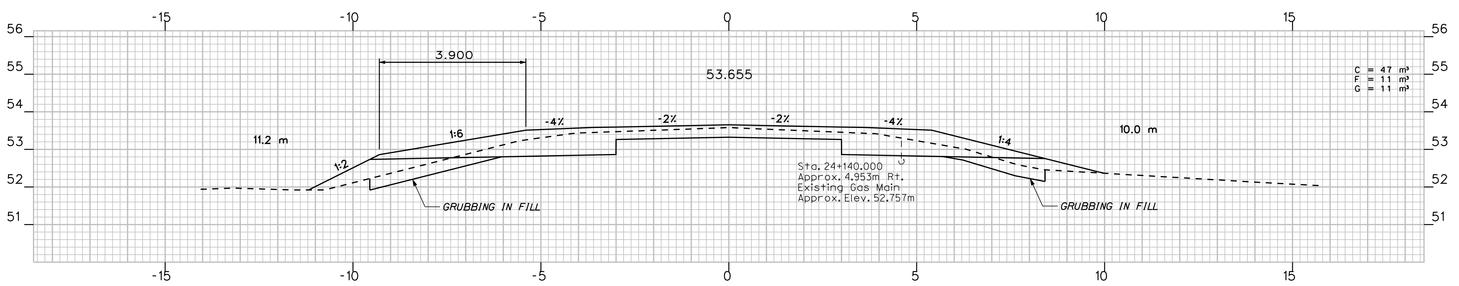
FHWA REG. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E 7998.10
SHEET NO.	118
TOTAL SHEETS	153

WELLS

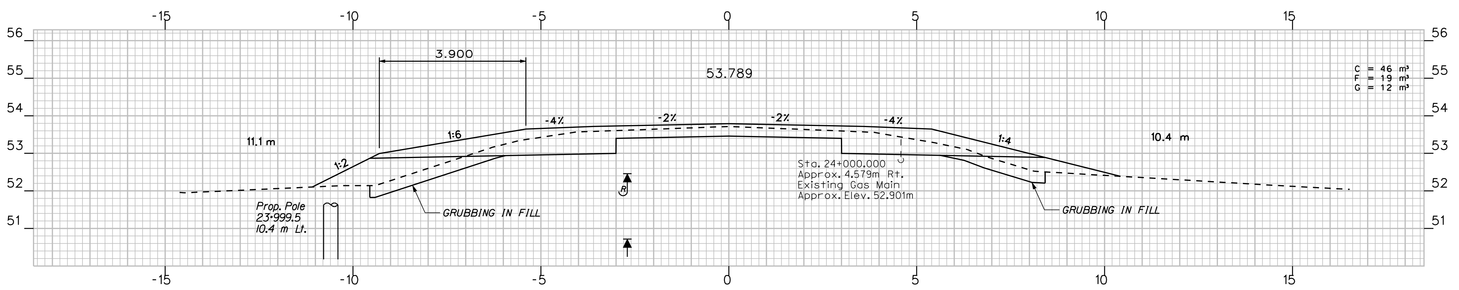
ROUTE 109

STA. 23+906.091 TO STA. 23+950.00

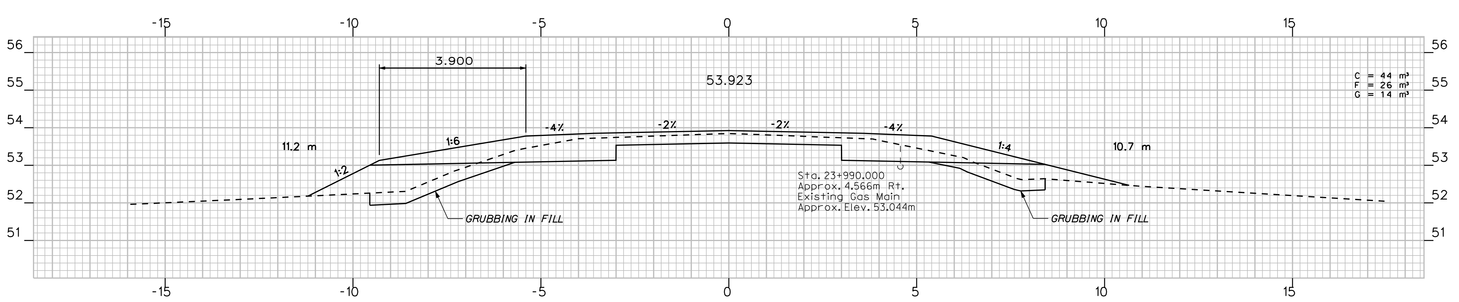
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



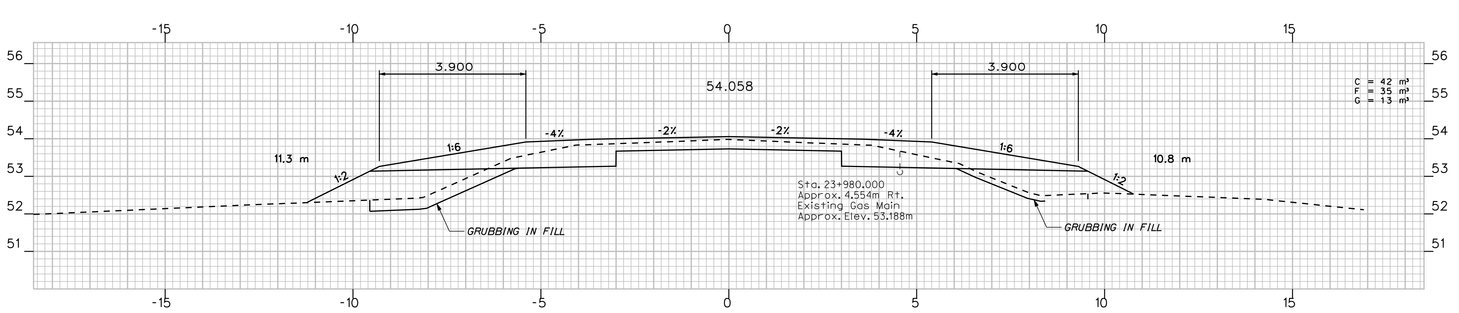
24+010.000



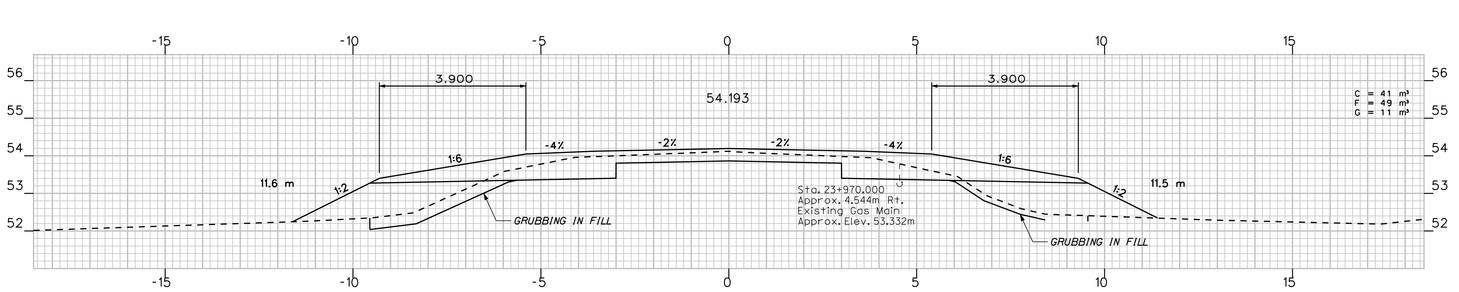
24+000.000



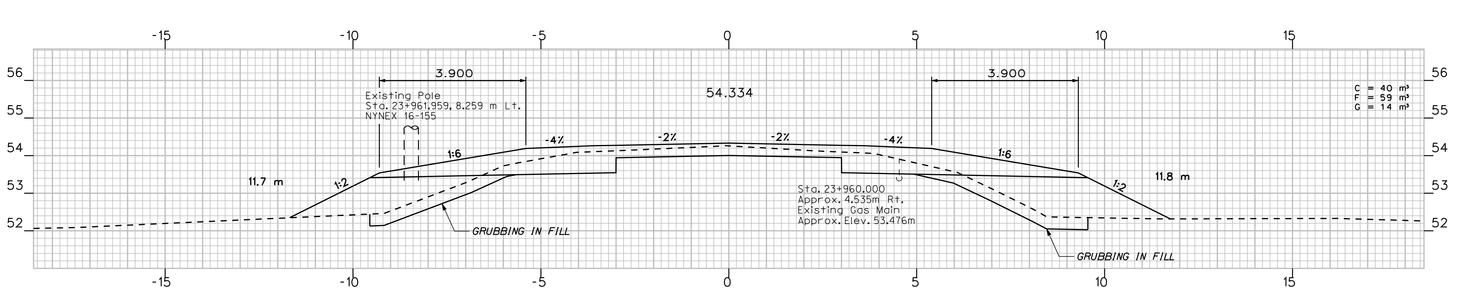
23+990.000



23+980.000



23+970.000



23+960.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.Y.U.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	119	153

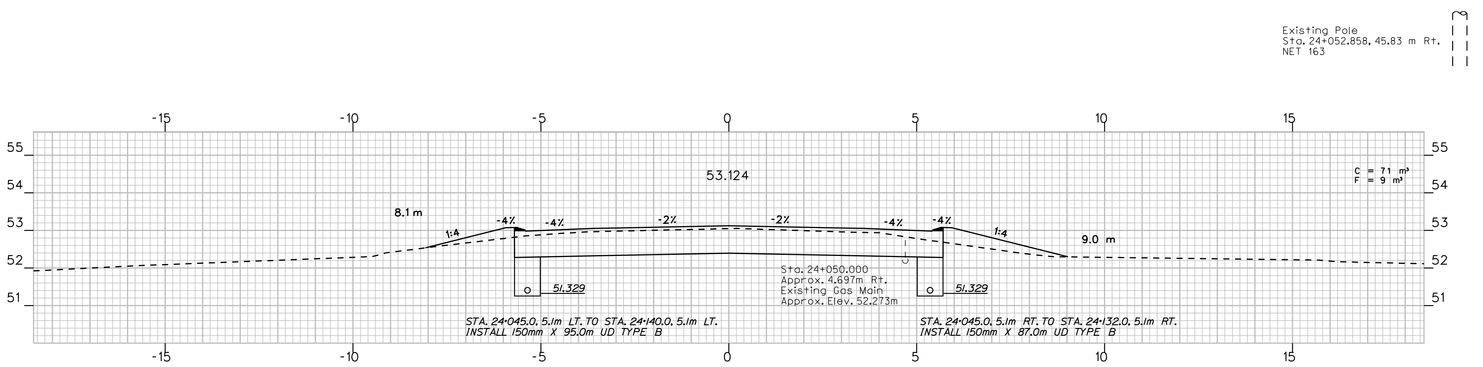
7998.10

WELLS

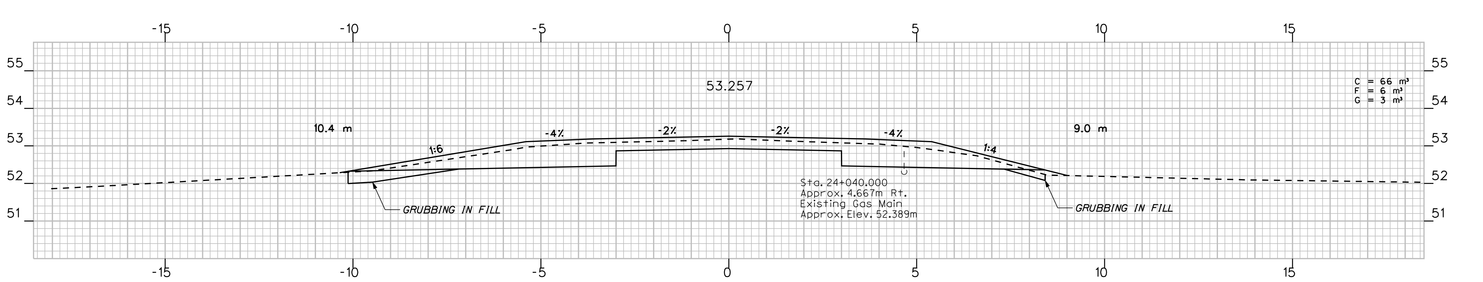
ROUTE 109

STA. 23+960.00 TO STA. 24+010.00

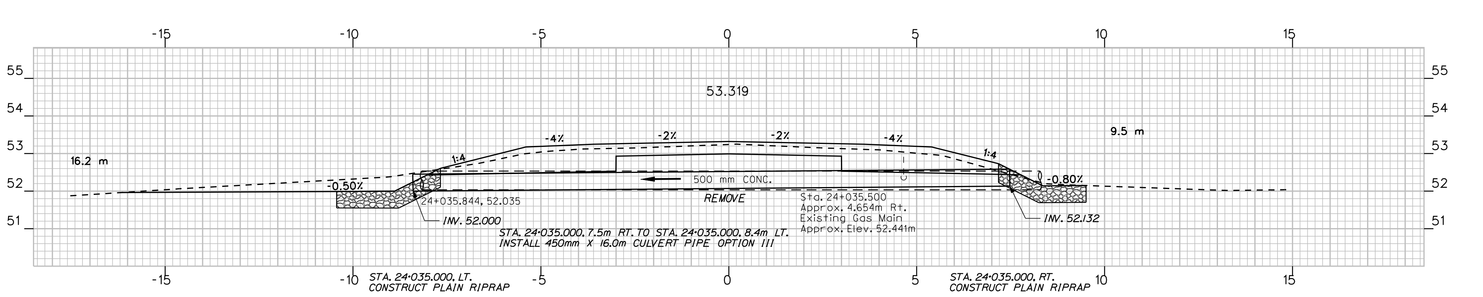
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



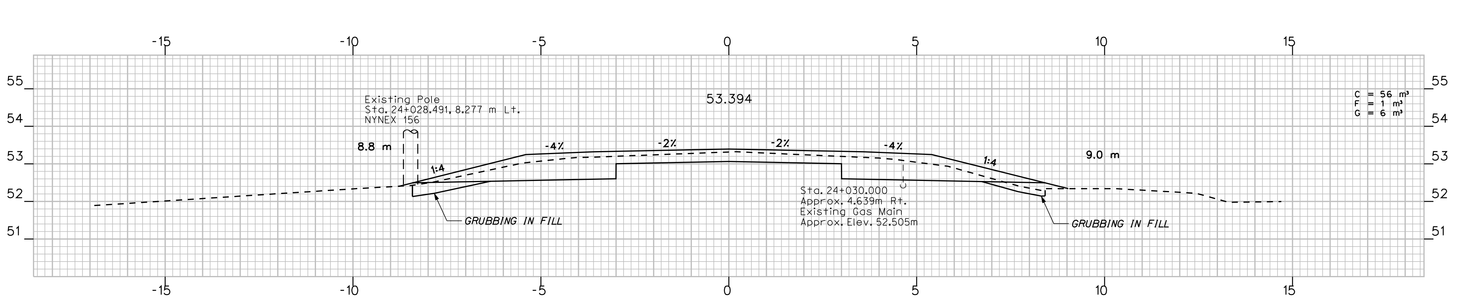
24+050.000



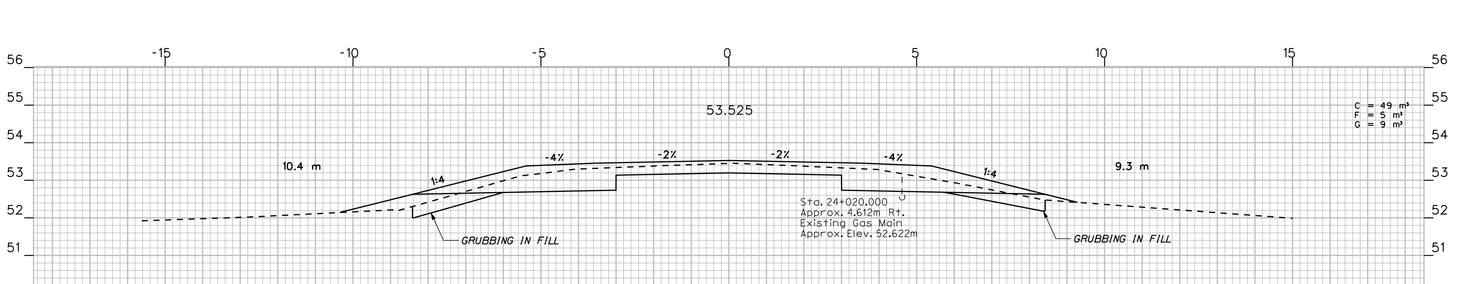
24+040.000



24+035.000



24+030.000



24+020.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.H.S.A. ROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	120	153

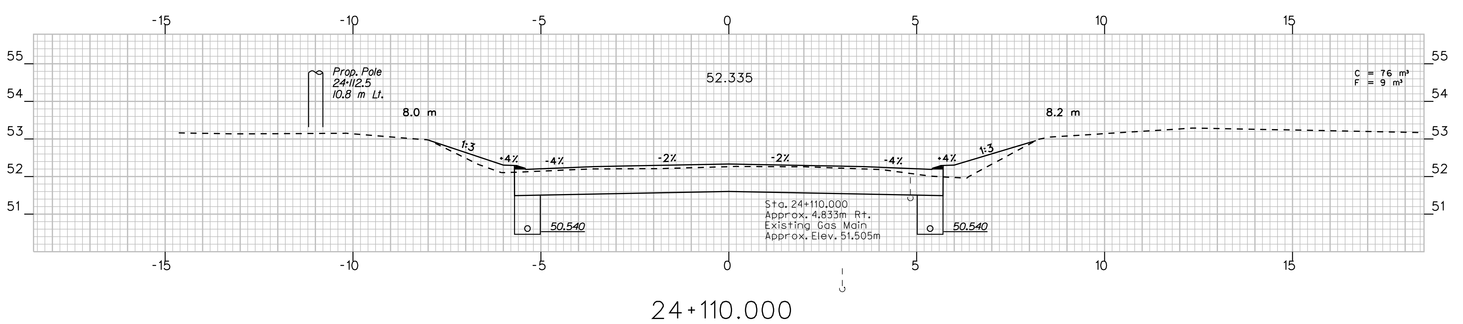
7998.10

WELLS

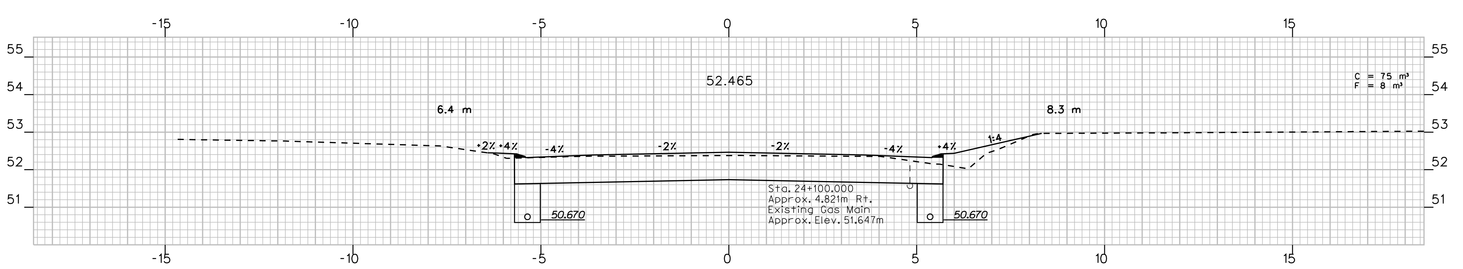
ROUTE 109

STA. 24+020.00 TO STA. 24+050.00

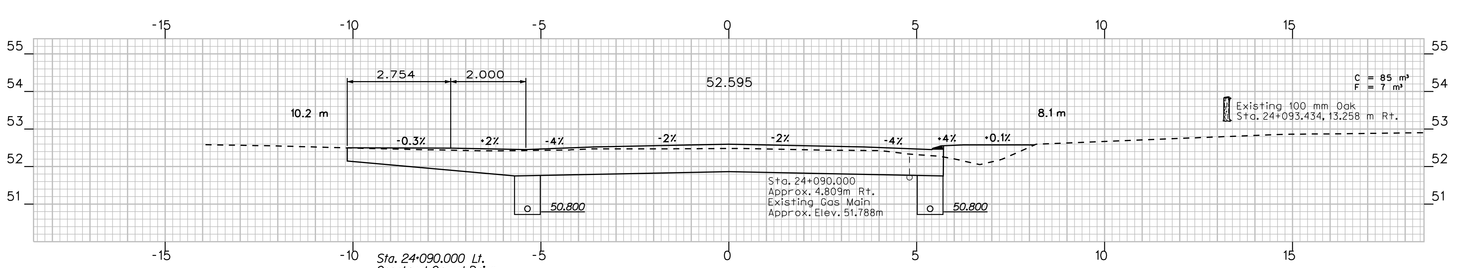
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



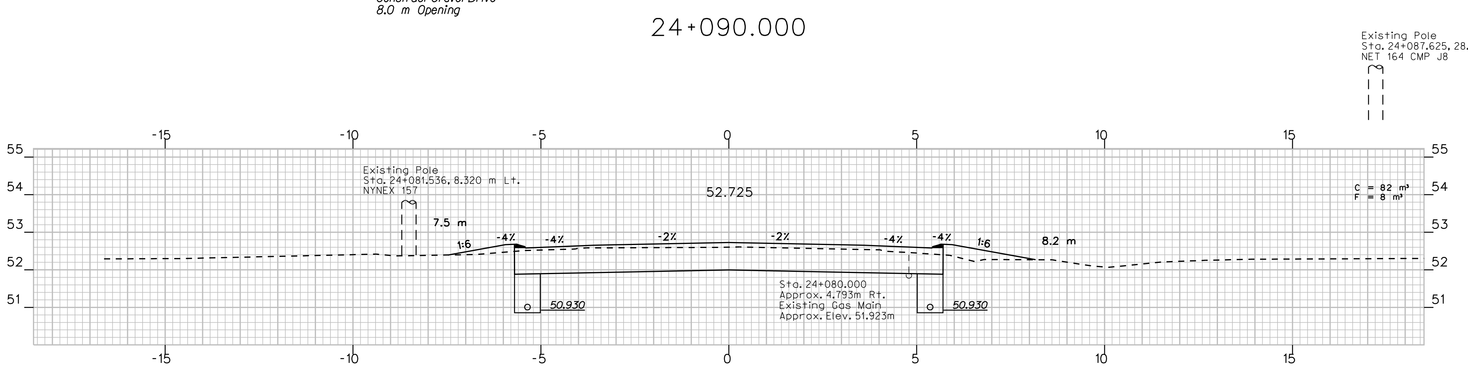
24+110.000



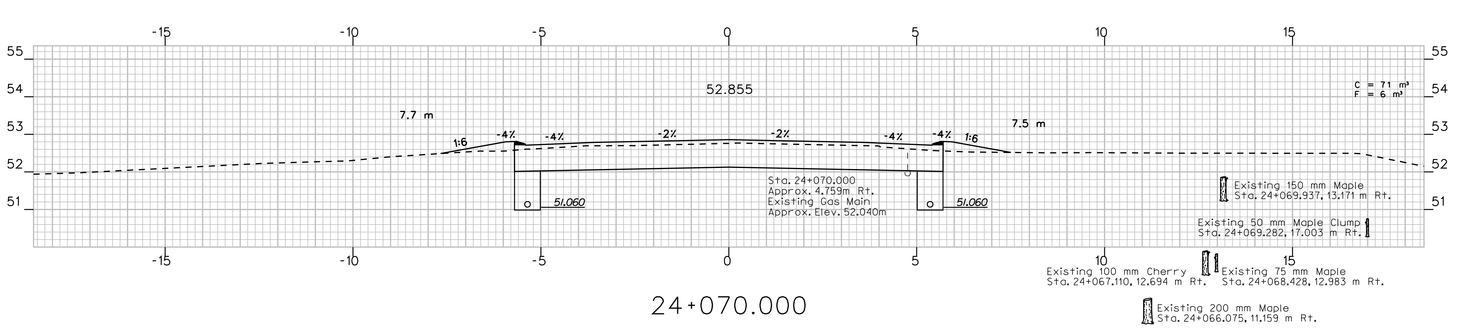
24+100.000



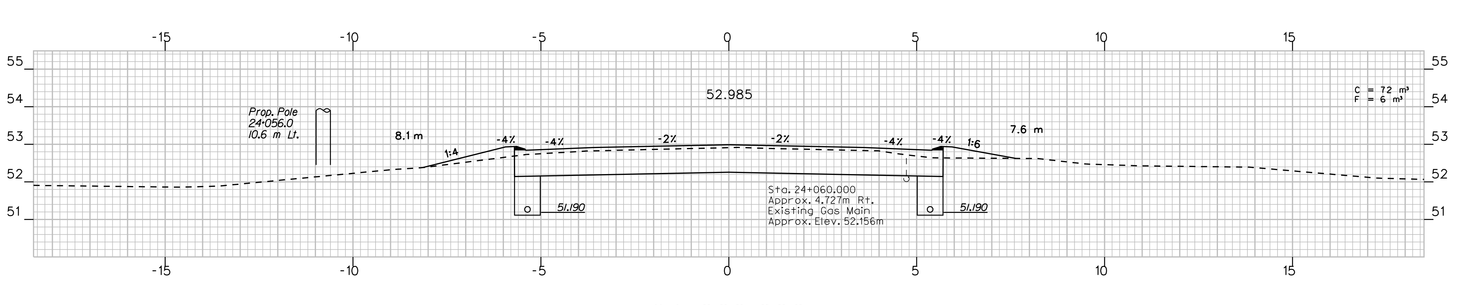
24+090.000



24+080.000



24+070.000



24+060.000

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

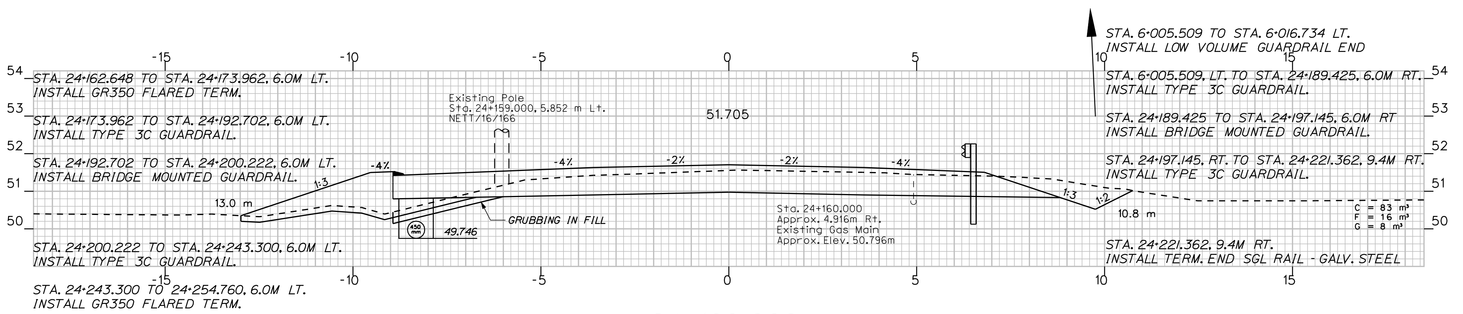
F.H.W.A. REG. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
	7998.10
SHEET NO.	121
TOTAL SHEETS	153

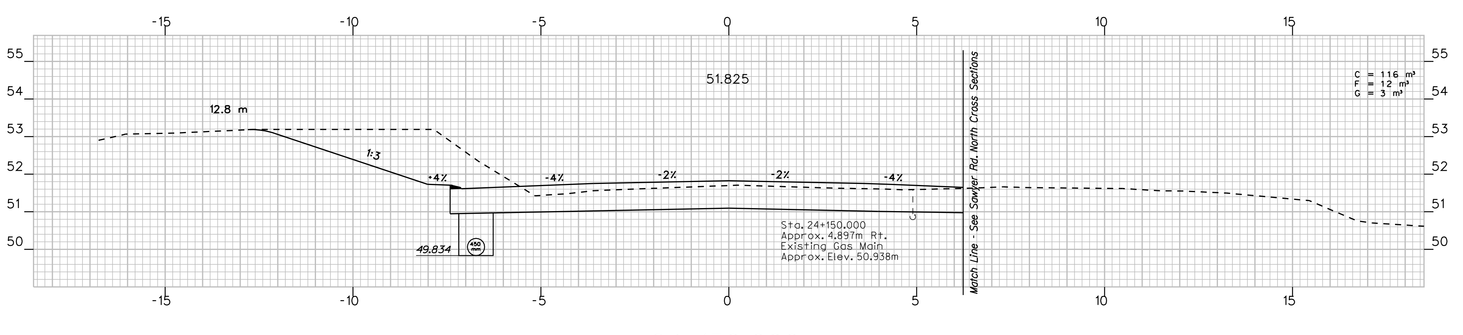
WELLS

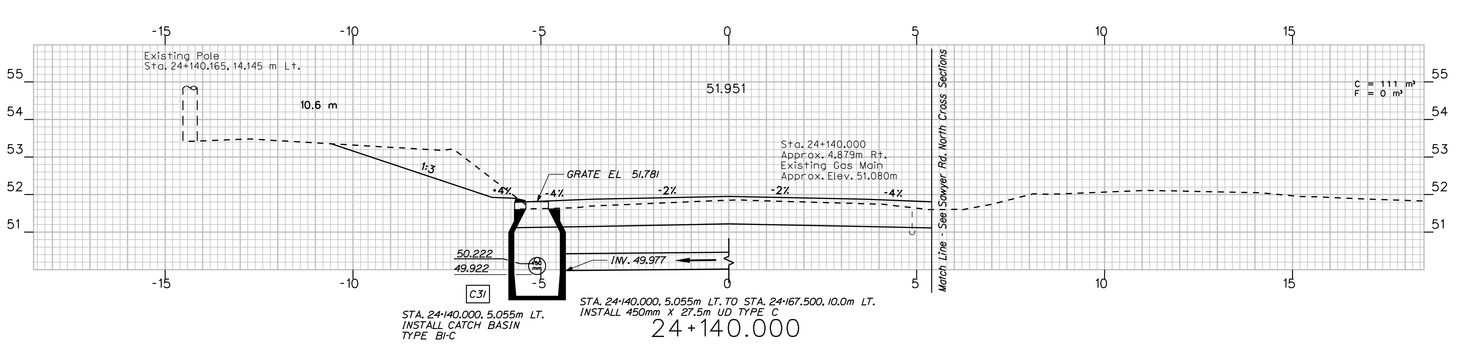
ROUTE 109

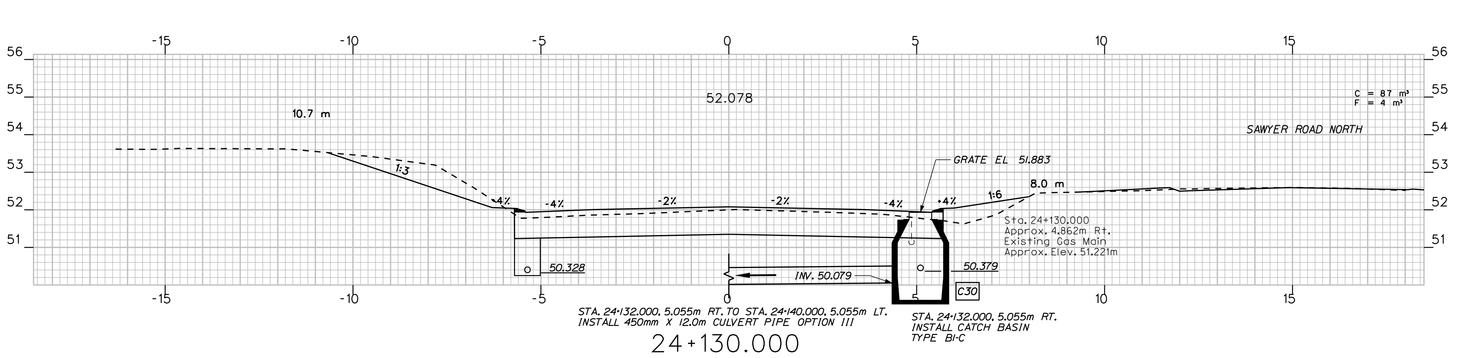
STA. 24+060.00 TO STA. 24+110.00

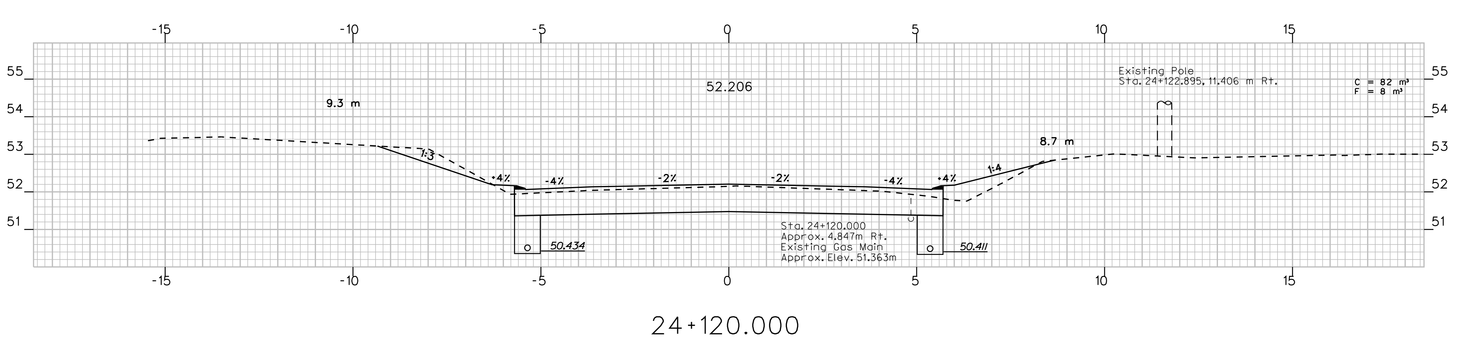
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			











METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.H.S.A. PROJ. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	122
TOTAL SHEETS	153

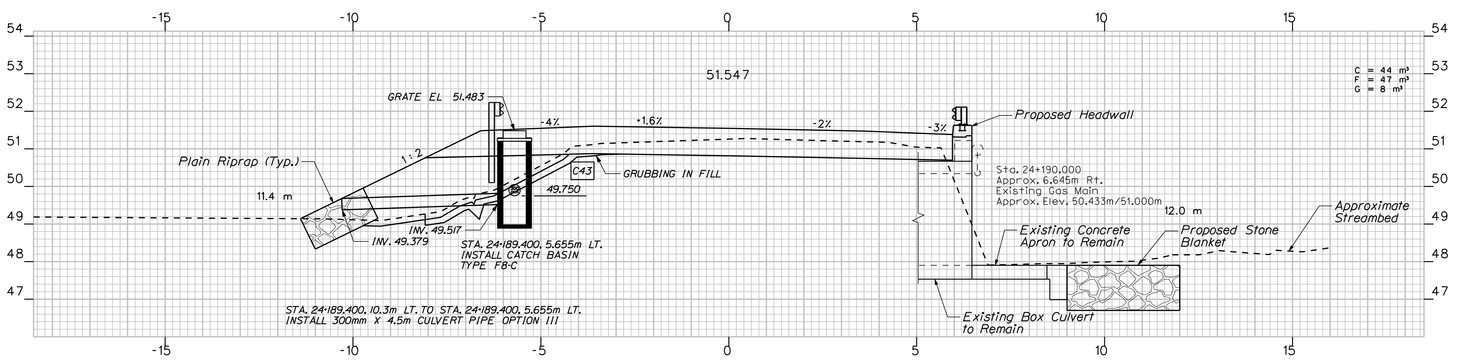
7998.10

WELLS

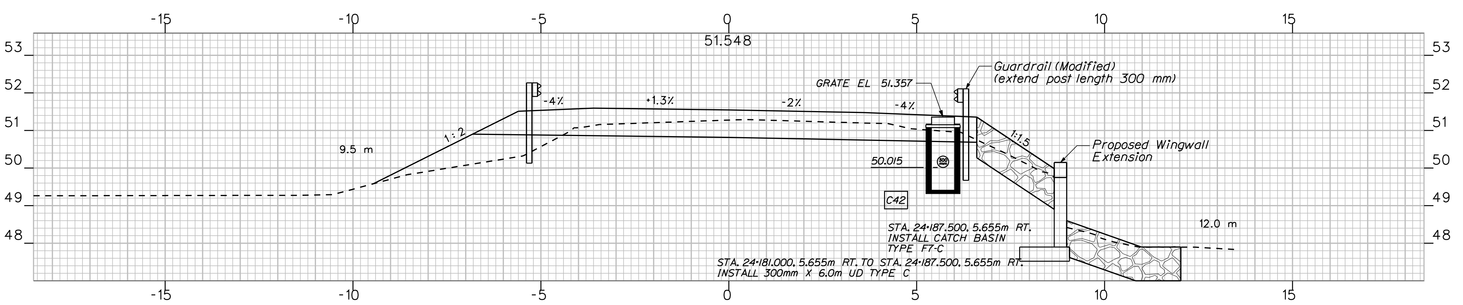
ROUTE 109

STA. 24+120.000 TO STA. 24+160.000

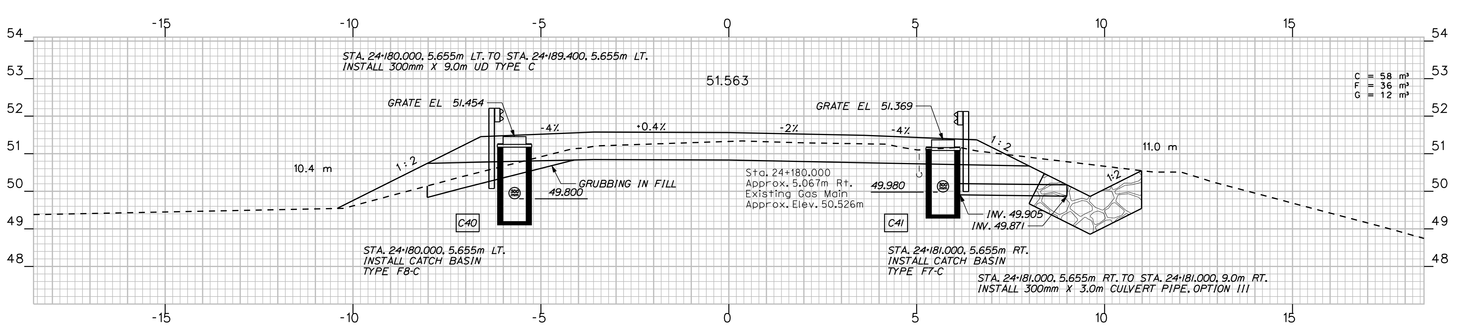
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



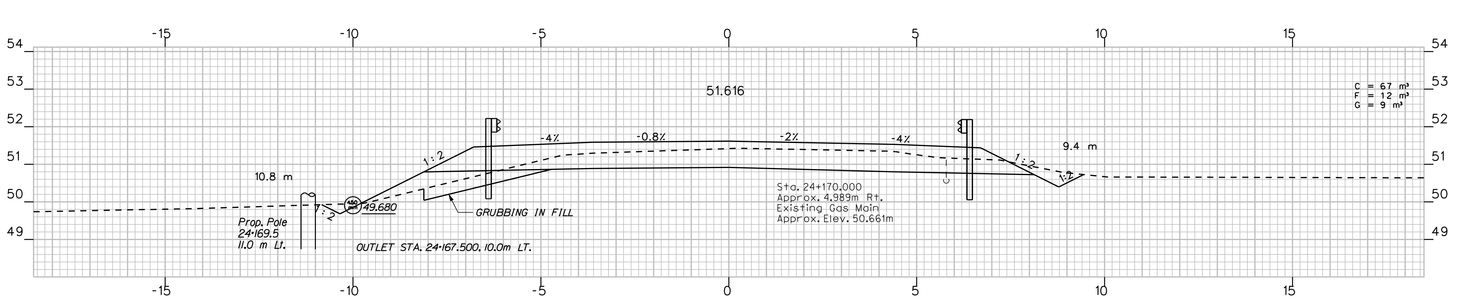
24+190.000



24+187.500



24+180.000



24+170.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

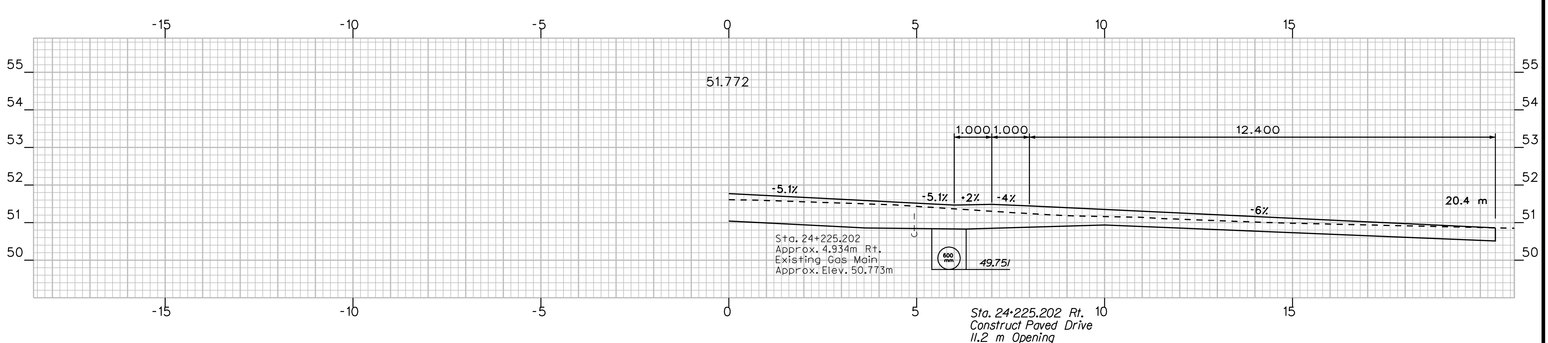
F.H.W.A. REG. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
	7998.10
SHEET NO.	123
TOTAL SHEETS	153

WELLS

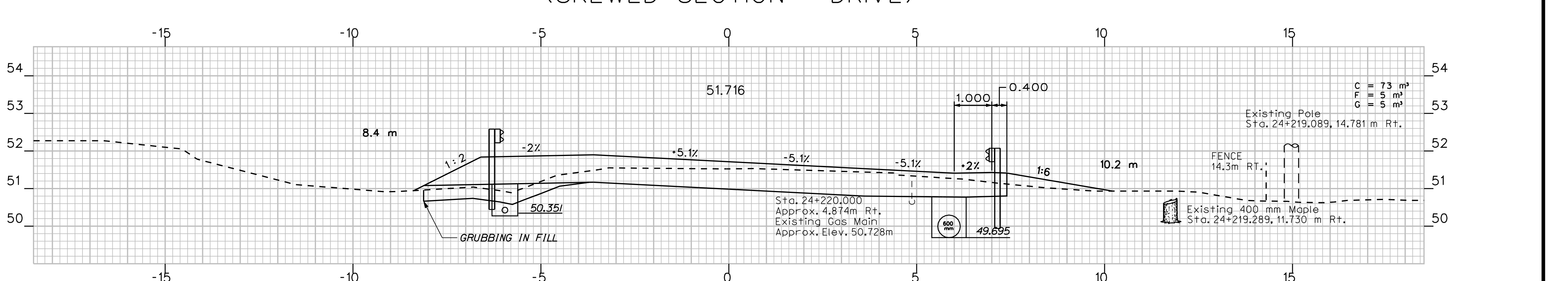
ROUTE 109

STA. 24+170.00 TO STA. 24+190.00

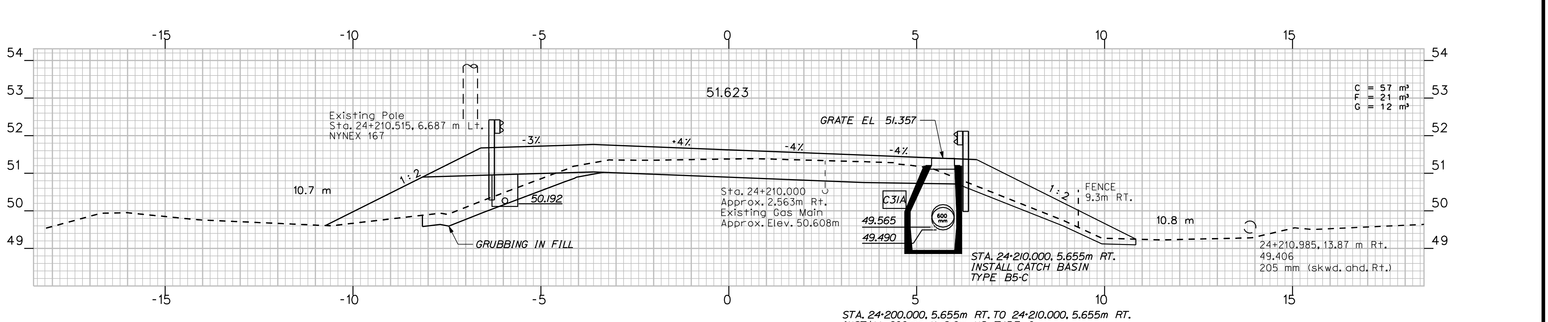
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



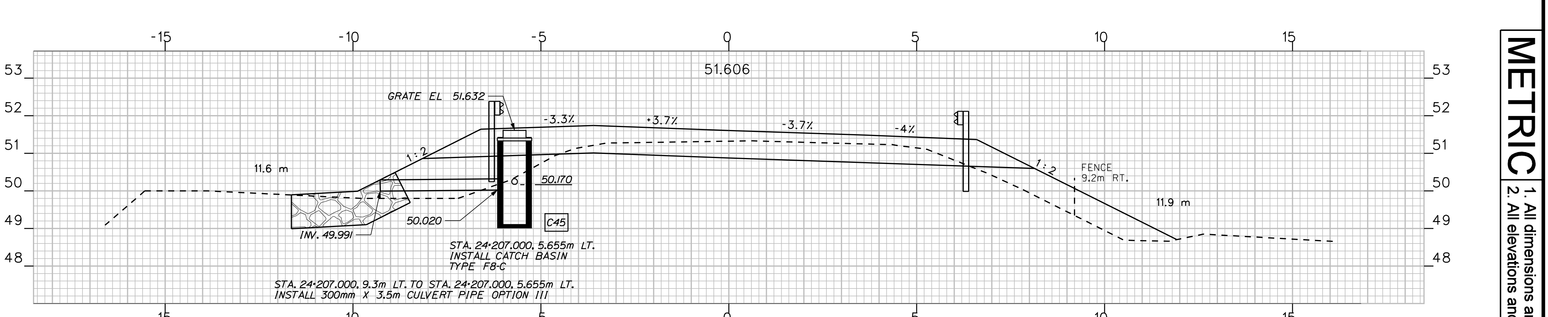
24+225.202
(SKEWED SECTION - DRIVE)



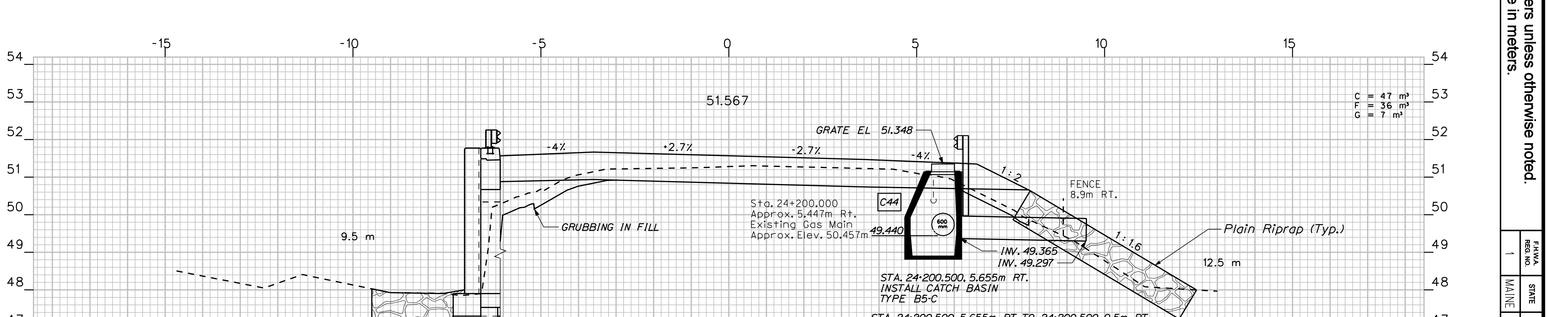
24+220.000



24+210.000



24+207.000



24+200.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

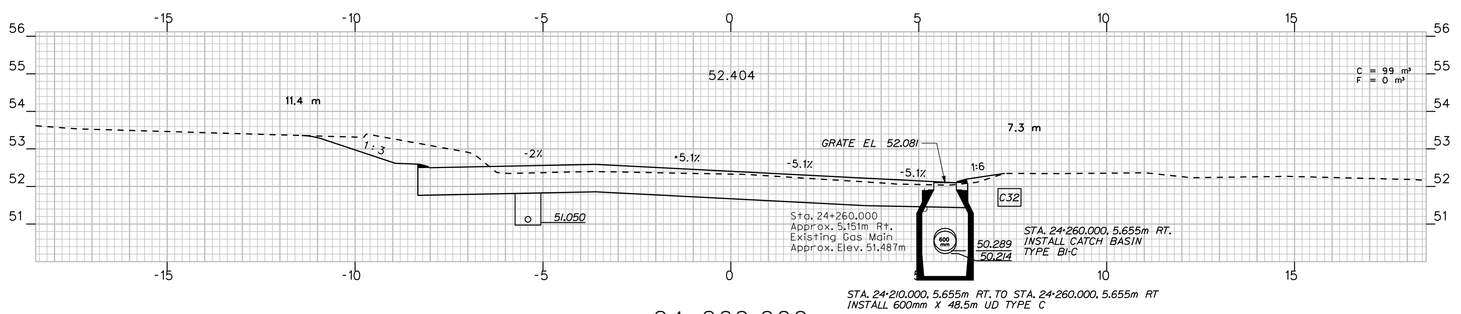
F.H.W.A. REG. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
	7998.10
SHEET NO.	124
TOTAL SHEETS	153

WELLS

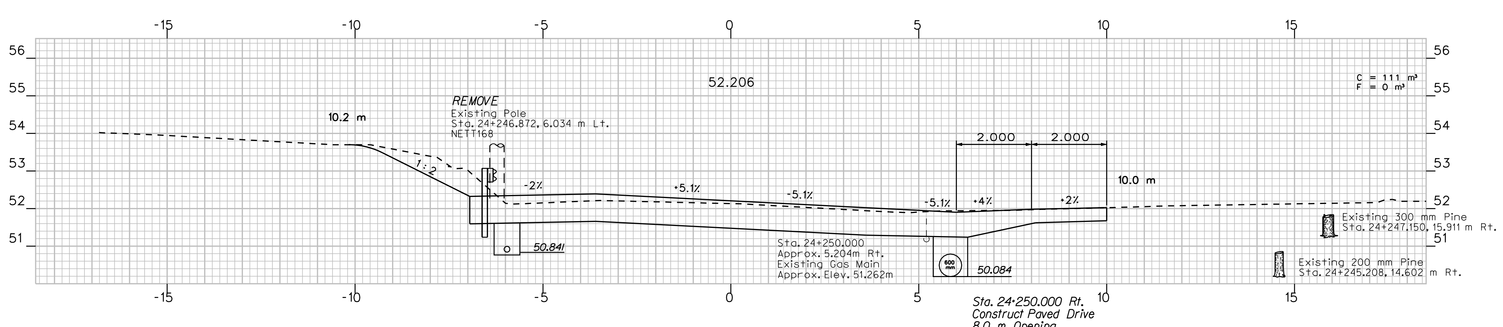
ROUTE 109

STA. 24+200.00 TO STA. 24+225.202

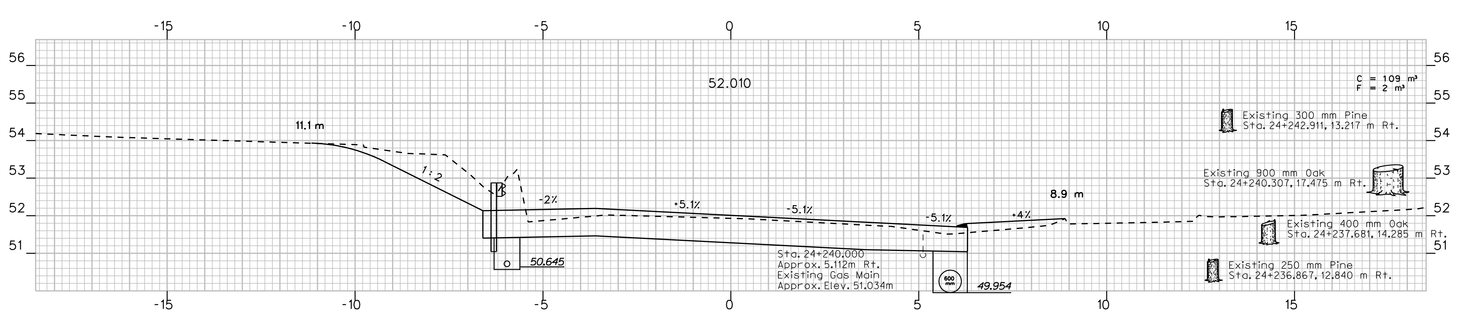
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



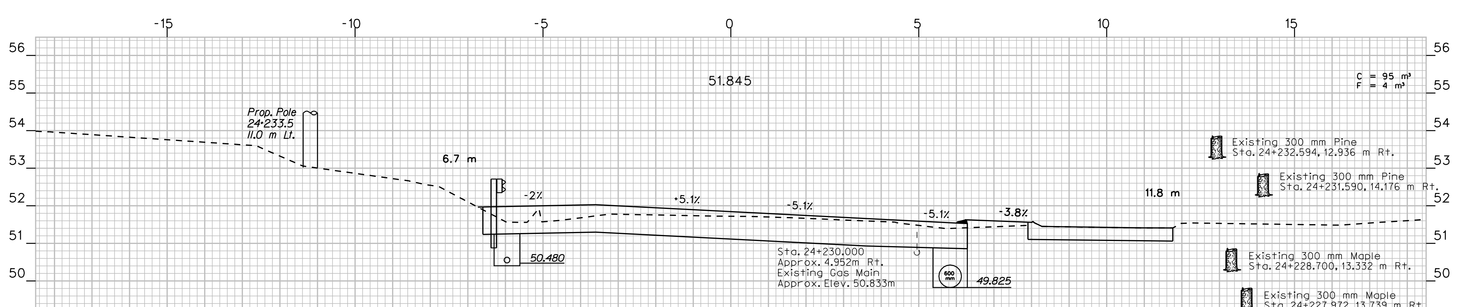
24+260.000



24+250.000



24+240.000



24+230.000

METRIC 1.All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	125
TOTAL SHEETS	153

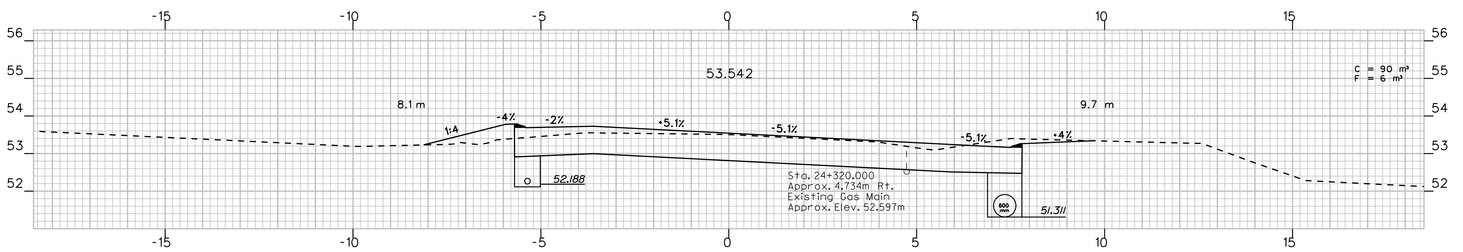
7998.10

WELLS

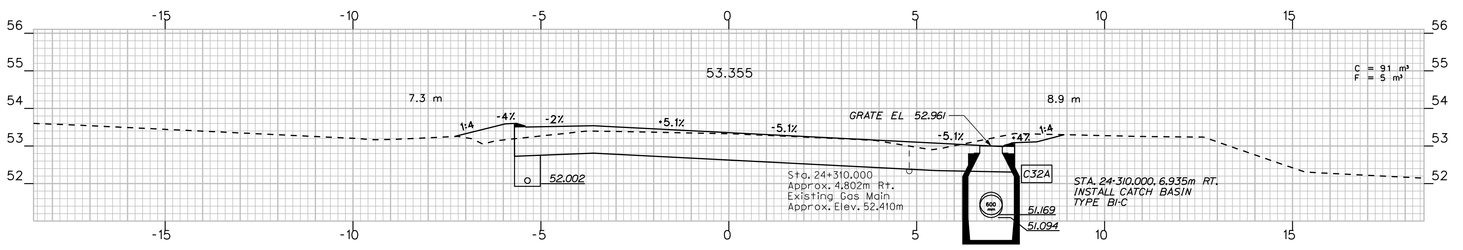
ROUTE 109

STA. 24+230.00 TO STA. 24+260.00

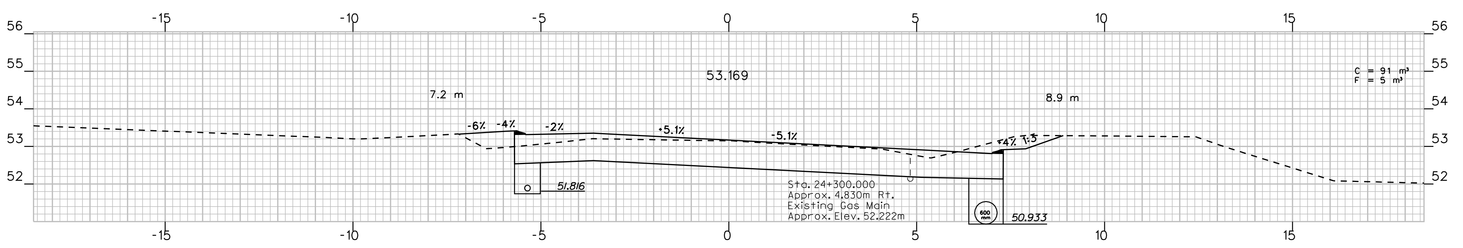
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



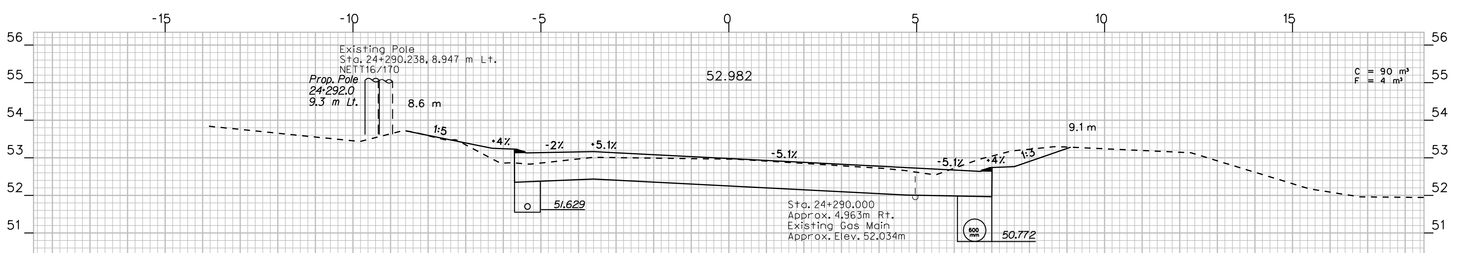
24+320.000



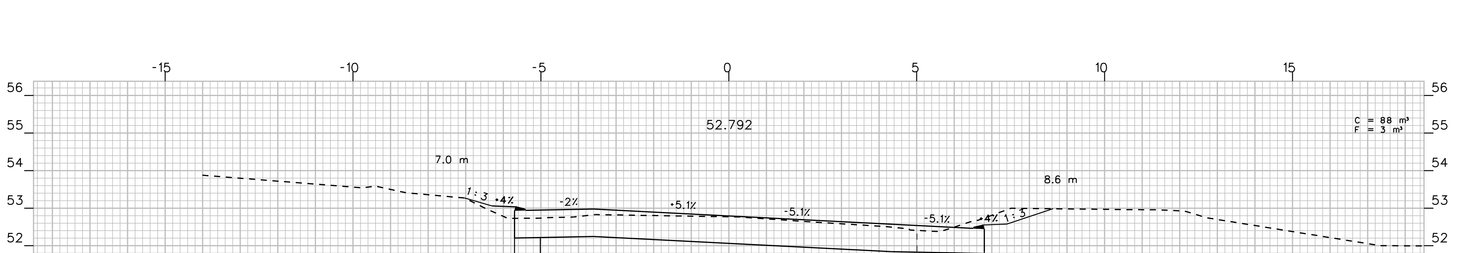
24+310.000



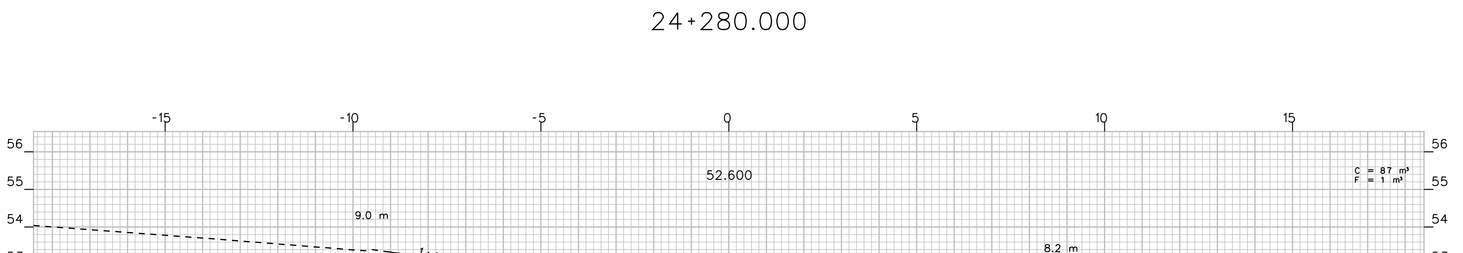
24+300.000



24+290.000



24+280.000



24+270.000

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	126	153

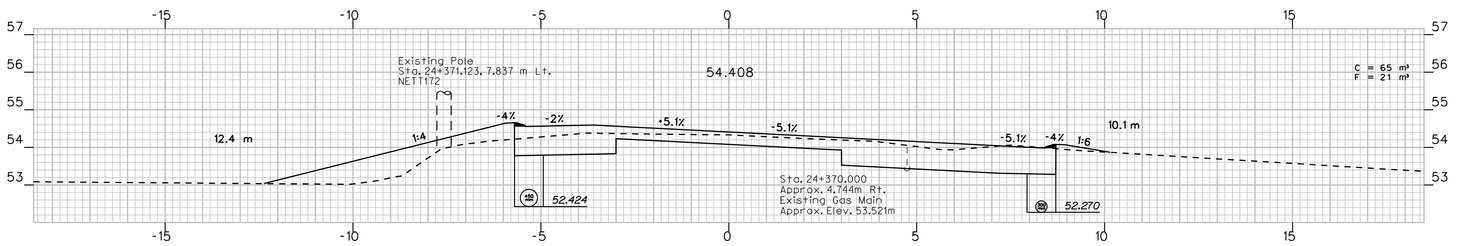
7998.10

WELLS

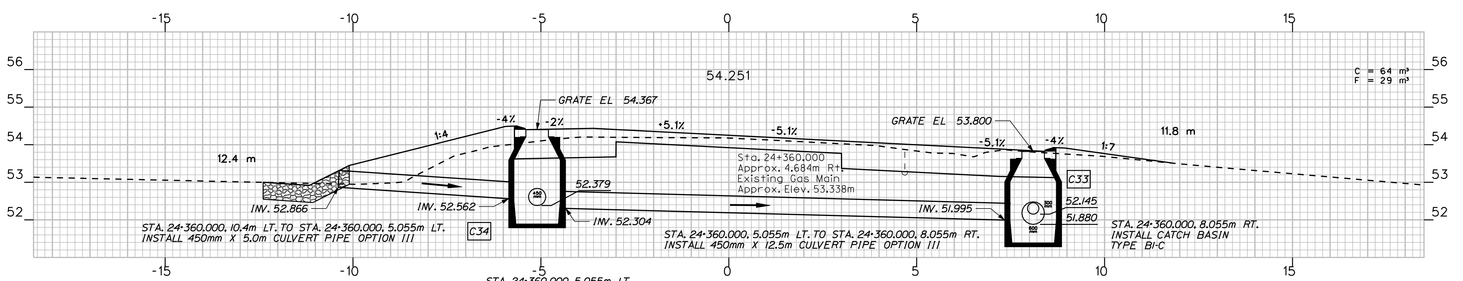
ROUTE 109

STA. 24+270.00 TO STA. 24+320.00

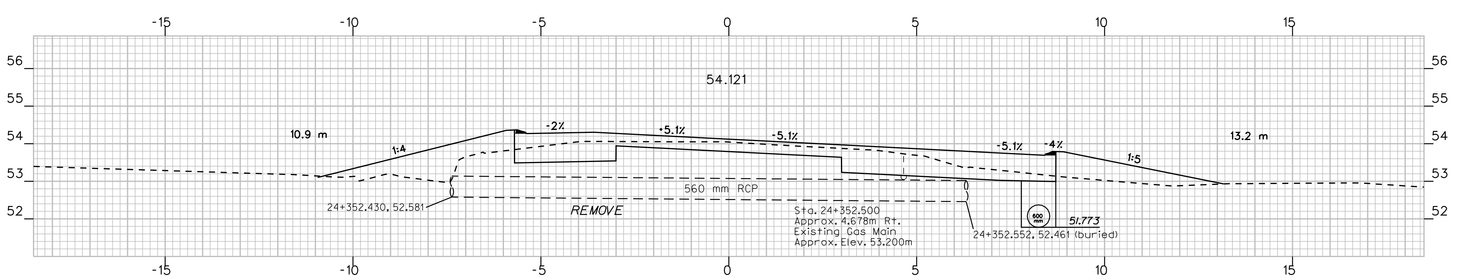
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



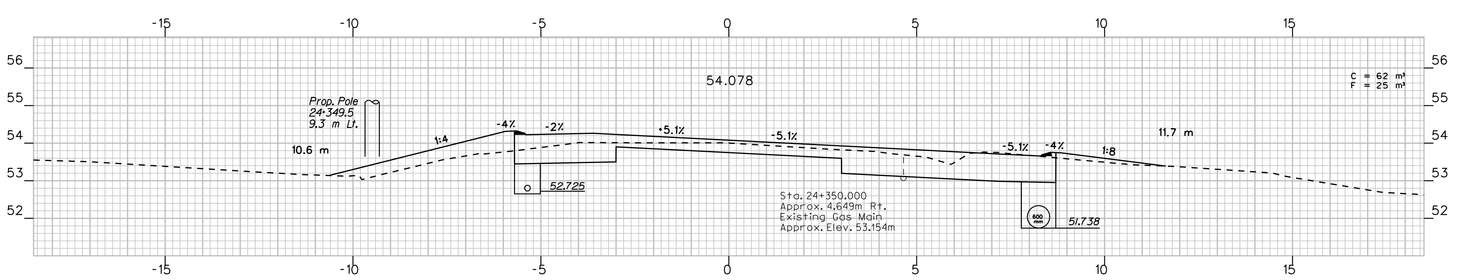
24+370.000



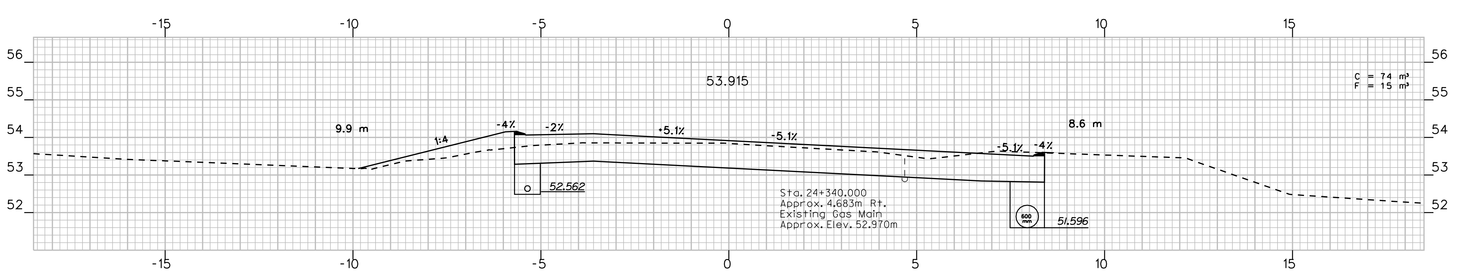
24+360.000



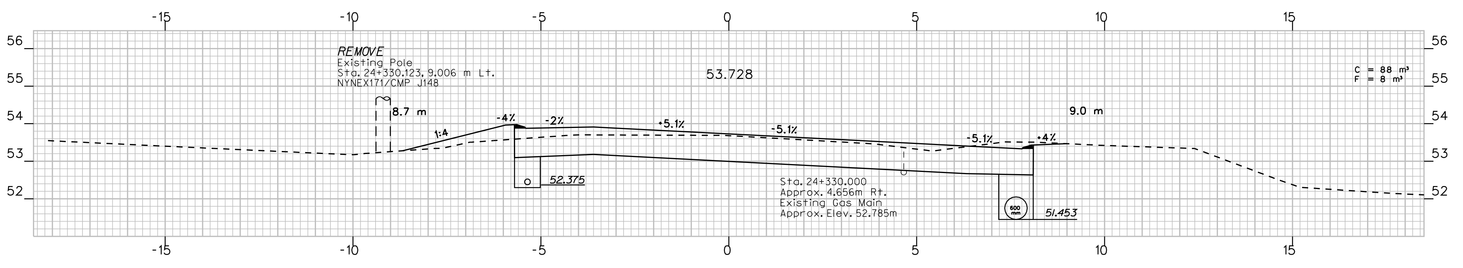
24+352.500



24+350.000



24+340.000



24+330.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.Y.U.A. RES. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	127
TOTAL SHEETS	153

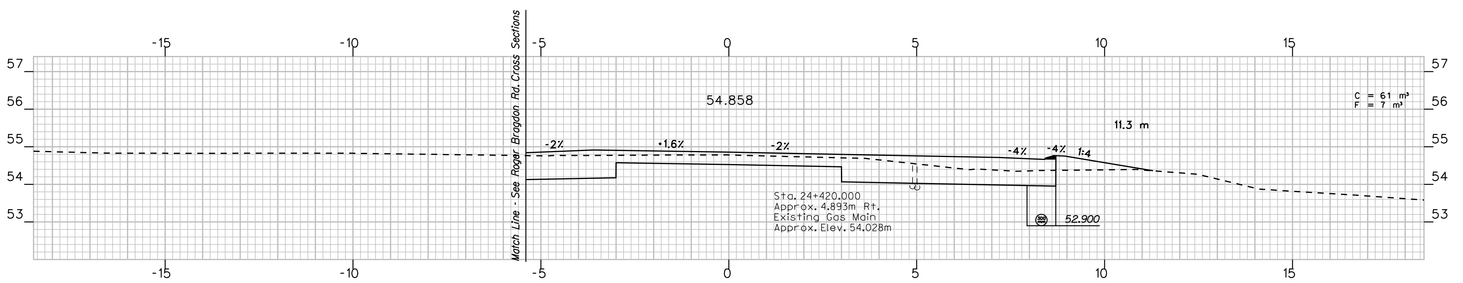
7998.10

WELLS

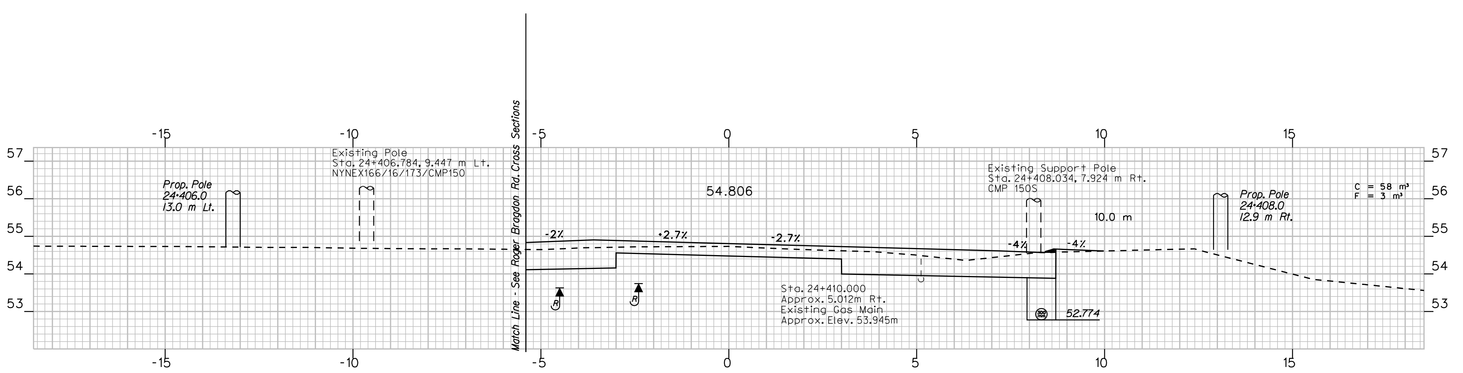
ROUTE 109

STA. 24+330.00 TO STA. 24+370.00

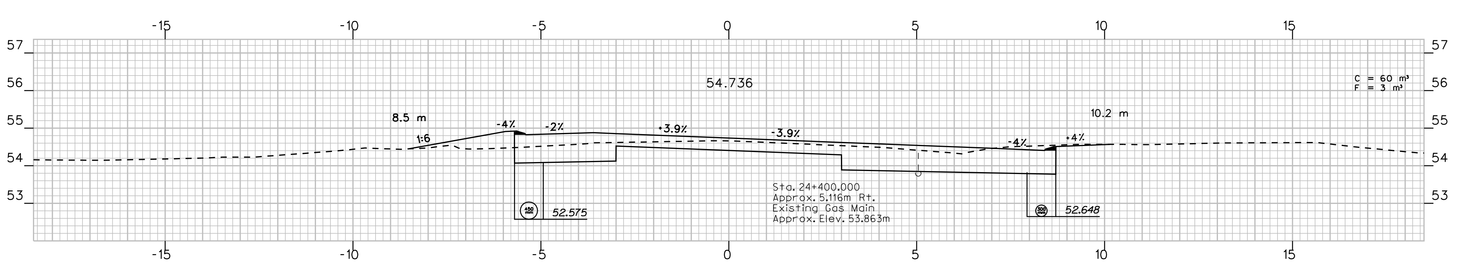
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



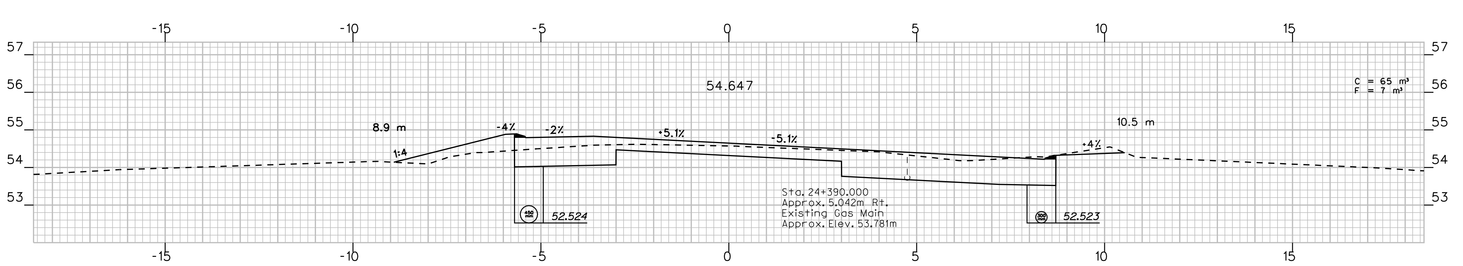
24+420.000



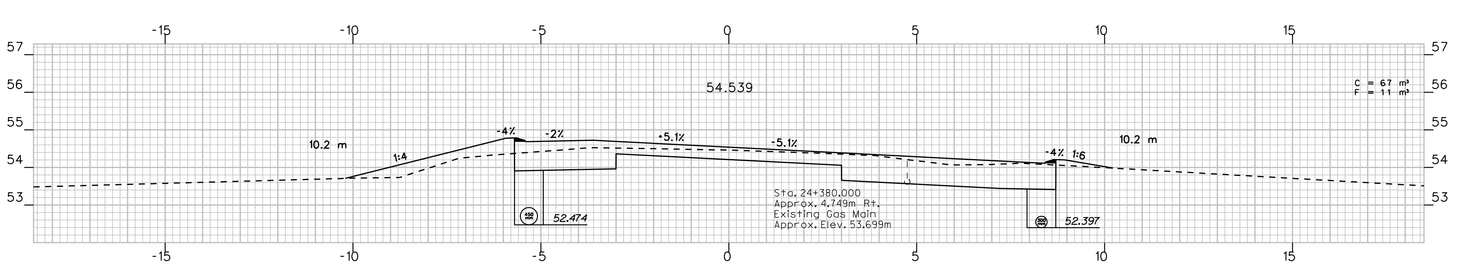
24+410.000



24+400.000



24+390.000



24+380.000

METRIC 1.All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	128	153

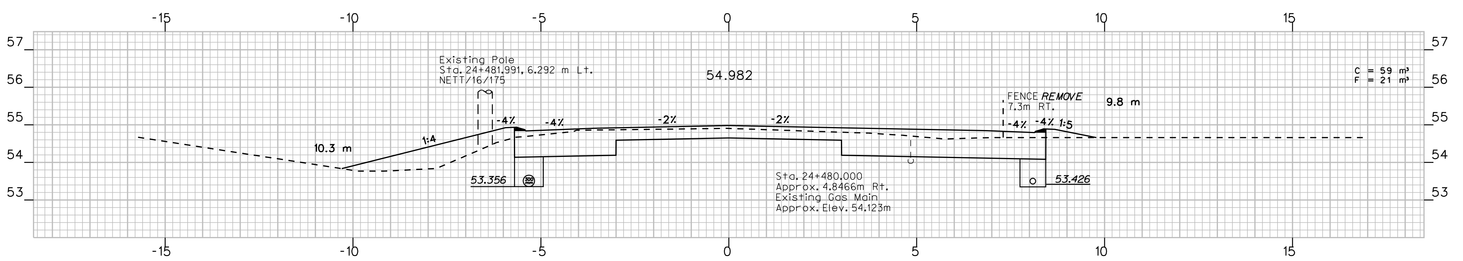
7998.10

WELLS

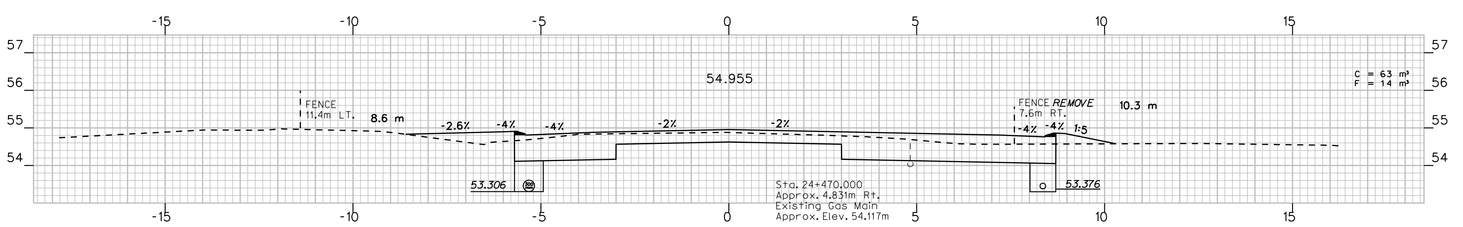
ROUTE 109

STA. 24+380.00 TO STA. 24+420.00

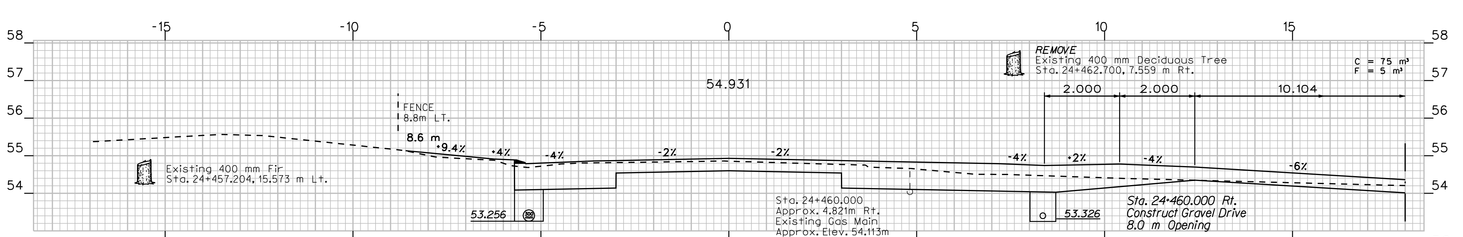
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



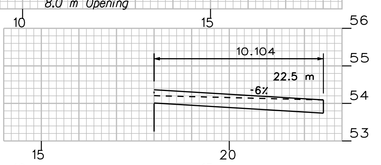
24+480.000

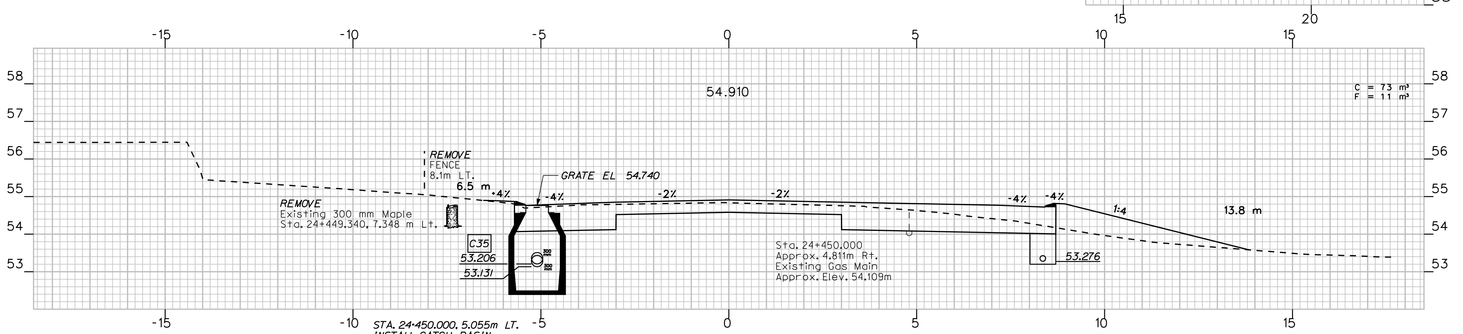


24+470.000

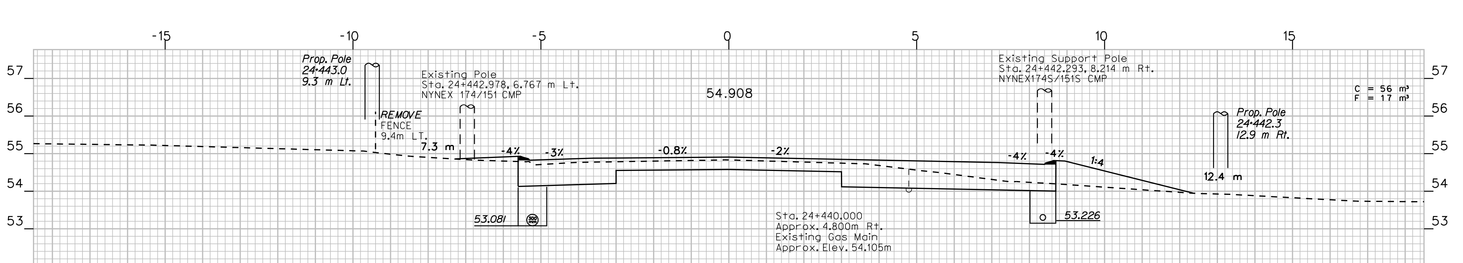


24+460.000

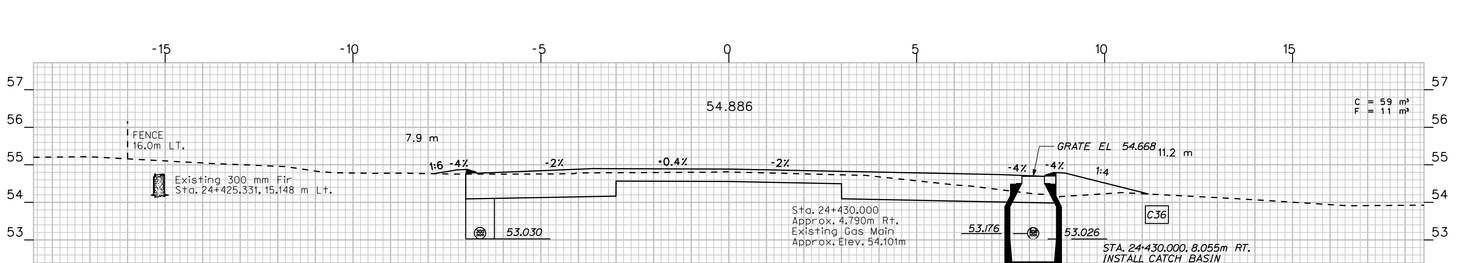




24+450.000



24+440.000



24+430.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

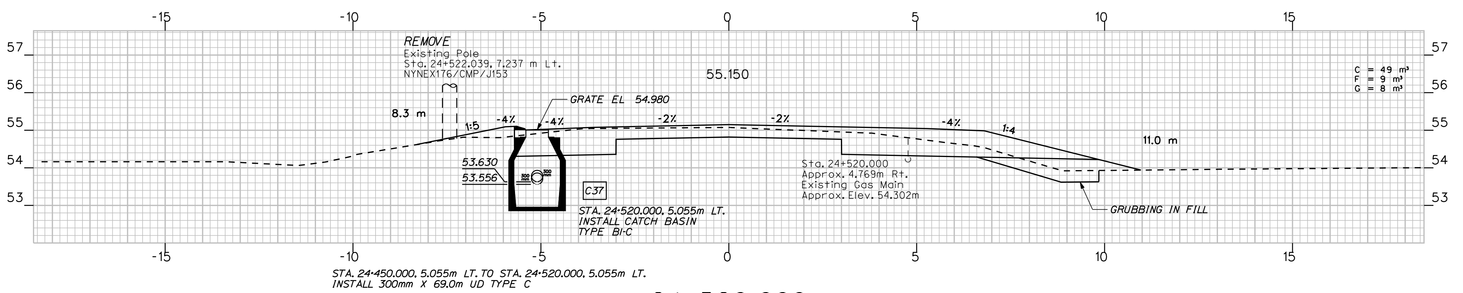
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	123	153

7998.10

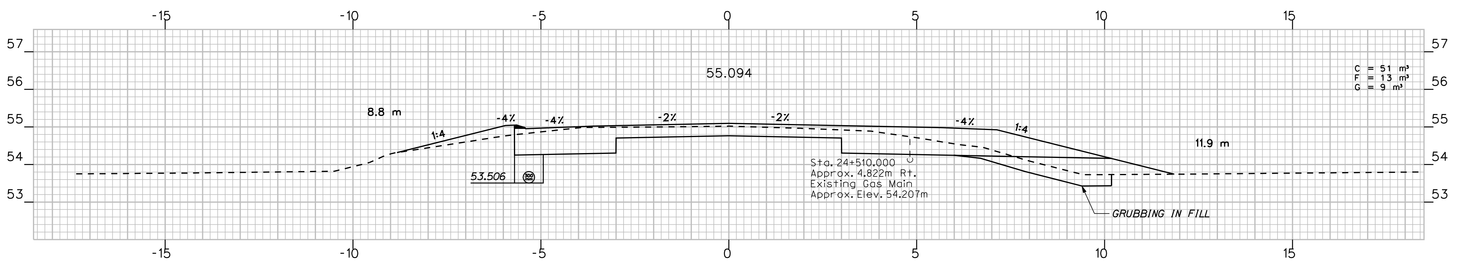
WELLS

ROUTE 109

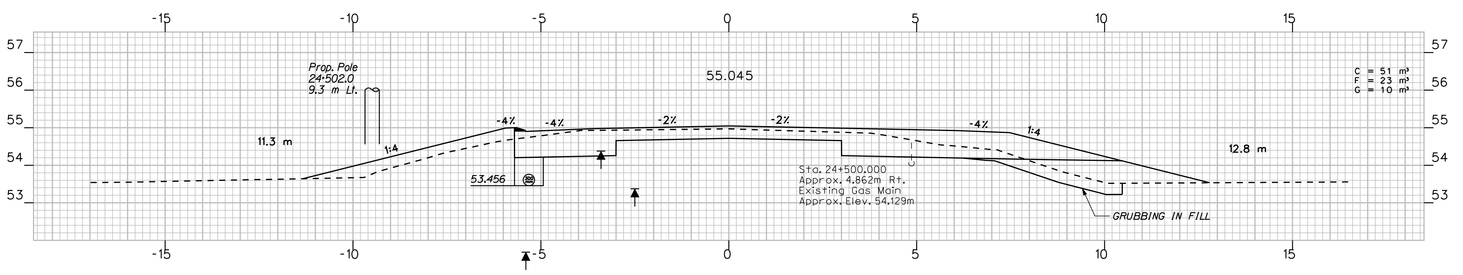
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



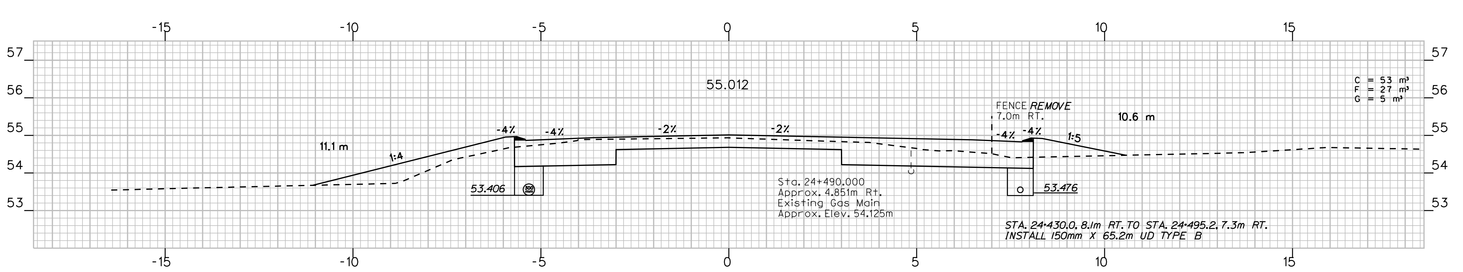
24+520.000



24+510.000



24+500.000



24+490.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

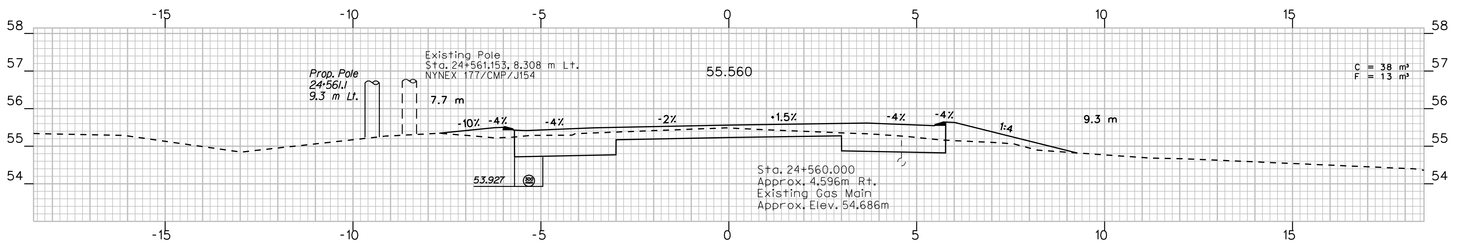
F.A.H.S.A. PROJ. NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
	7998.10
SHEET NO.	130
TOTAL SHEETS	153

WELLS

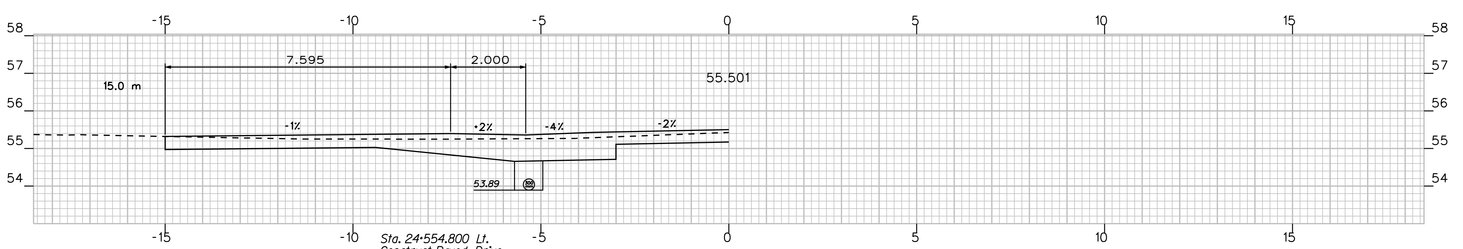
ROUTE 109

STA. 24+490.000 TO STA. 24+520.00

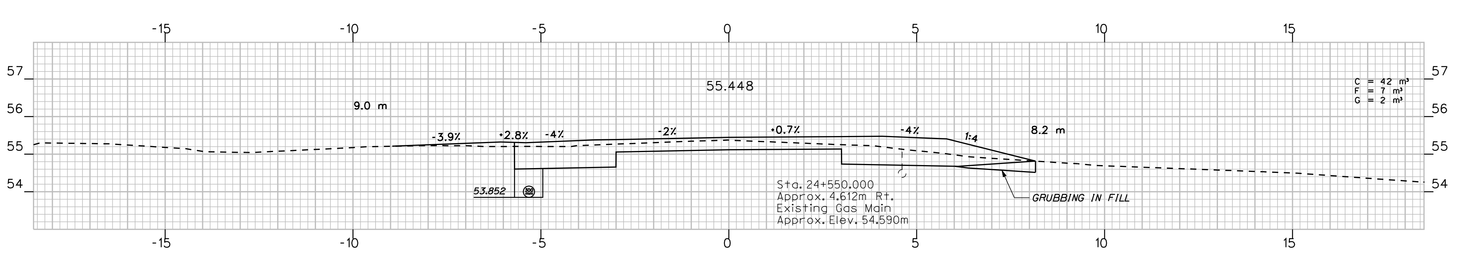
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



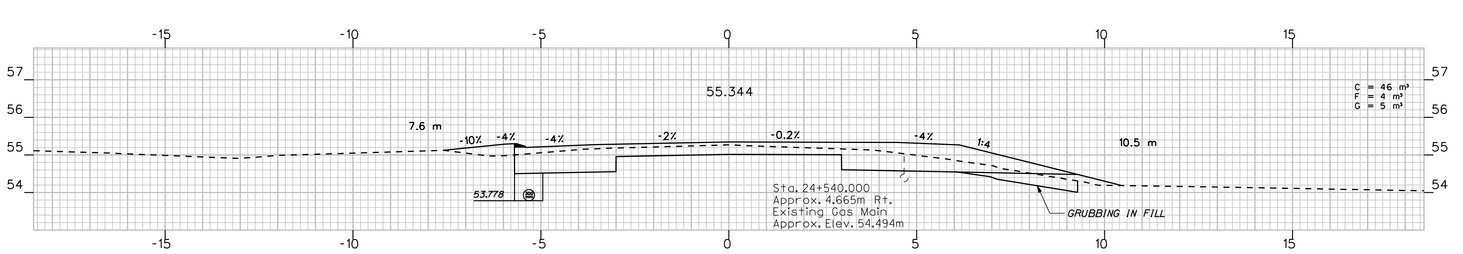
24+560.000



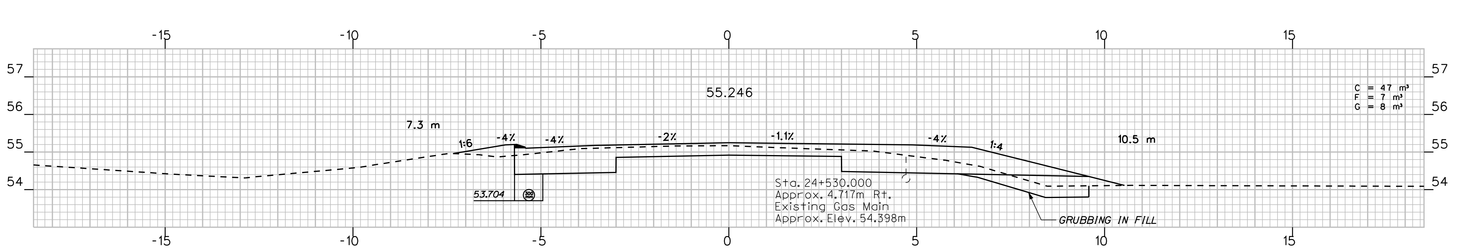
24+554.800



24+550.000



24+540.000



24+530.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F/A/H/A ROG NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
SHEET NO.	131
TOTAL SHEETS	153

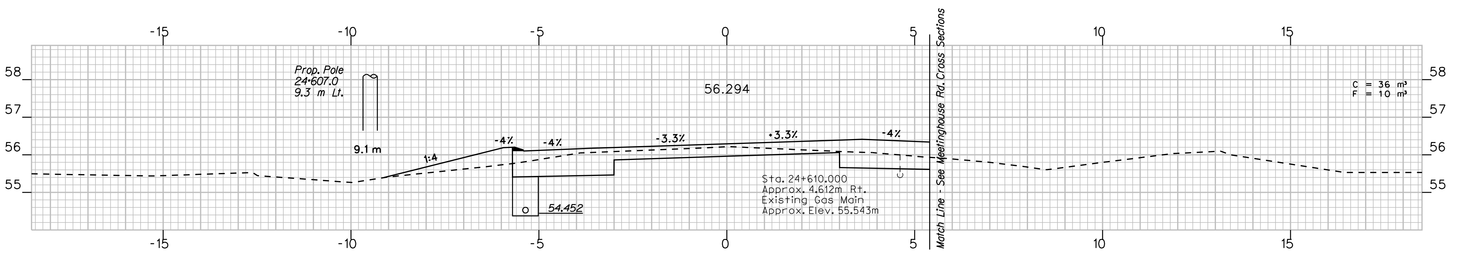
7998.10

WELLS

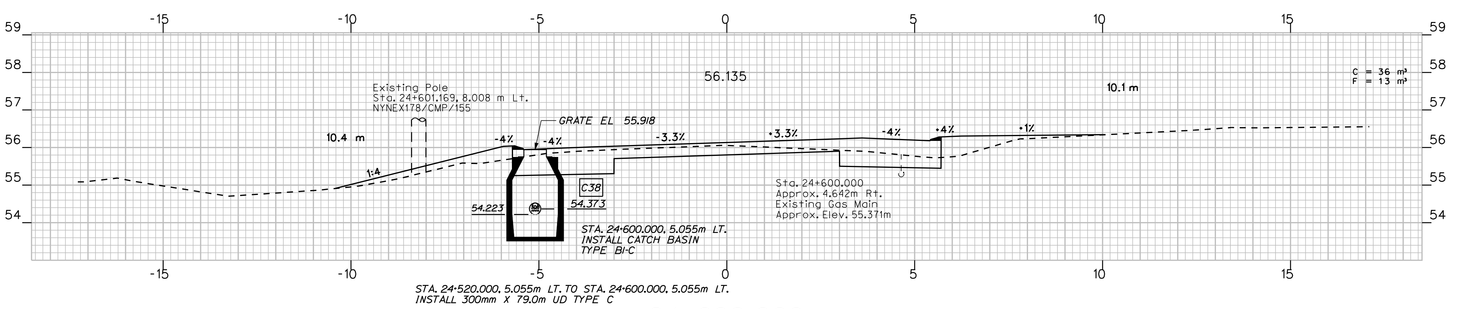
ROUTE 109

STA. 24+530.00 TO STA. 24+560.00

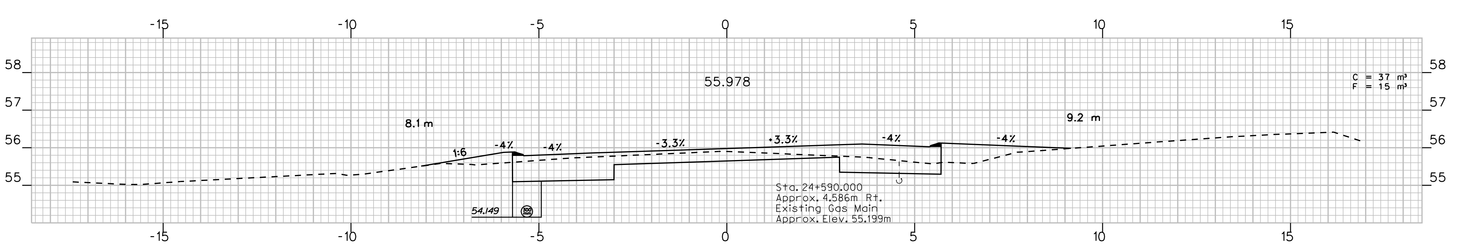
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



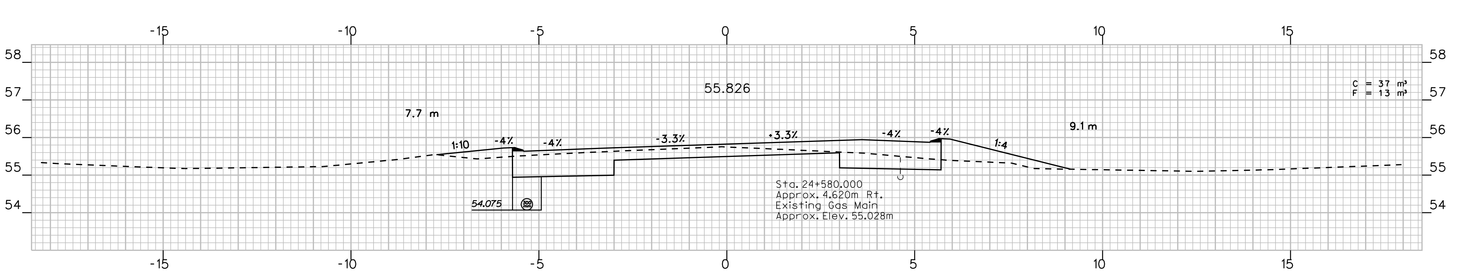
24+610.000



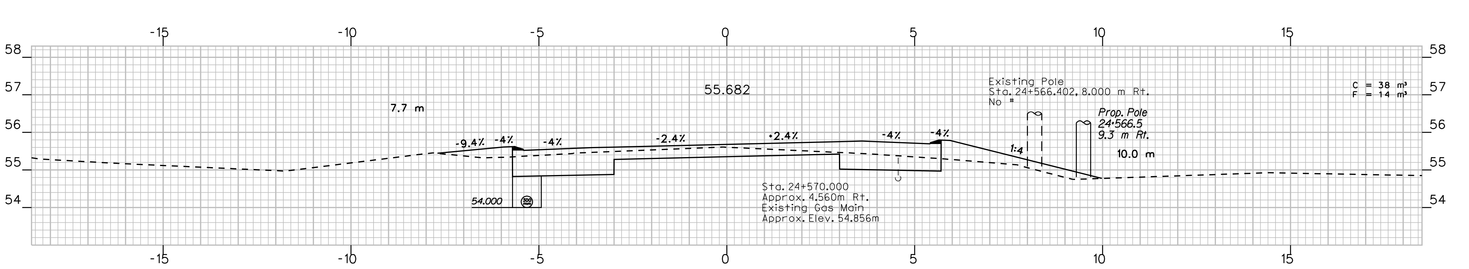
24+600.000



24+590.000



24+580.000



24+570.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.H.S.A. ROUTE NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	132	153

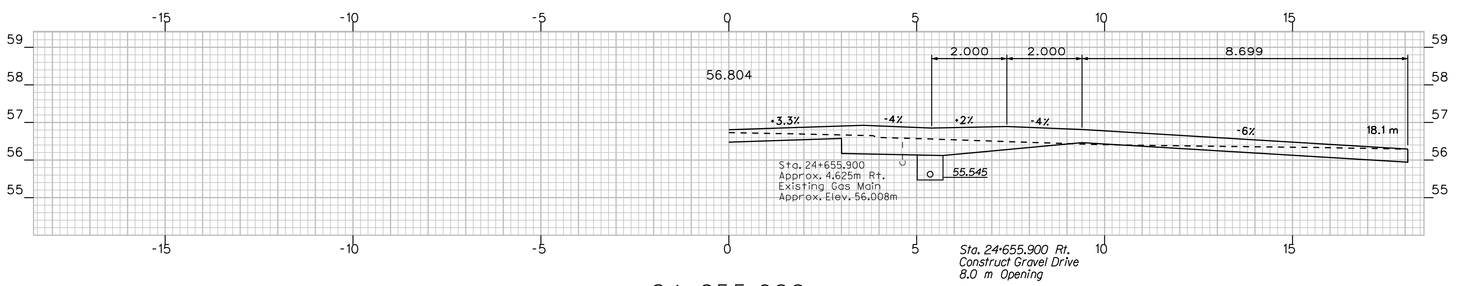
7998.10

WELLS

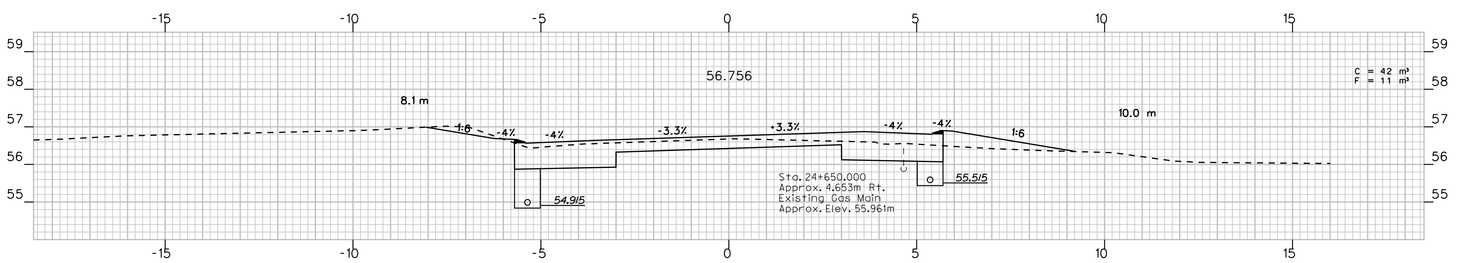
ROUTE 109

STA. 24+570.00 TO STA. 24+610.000

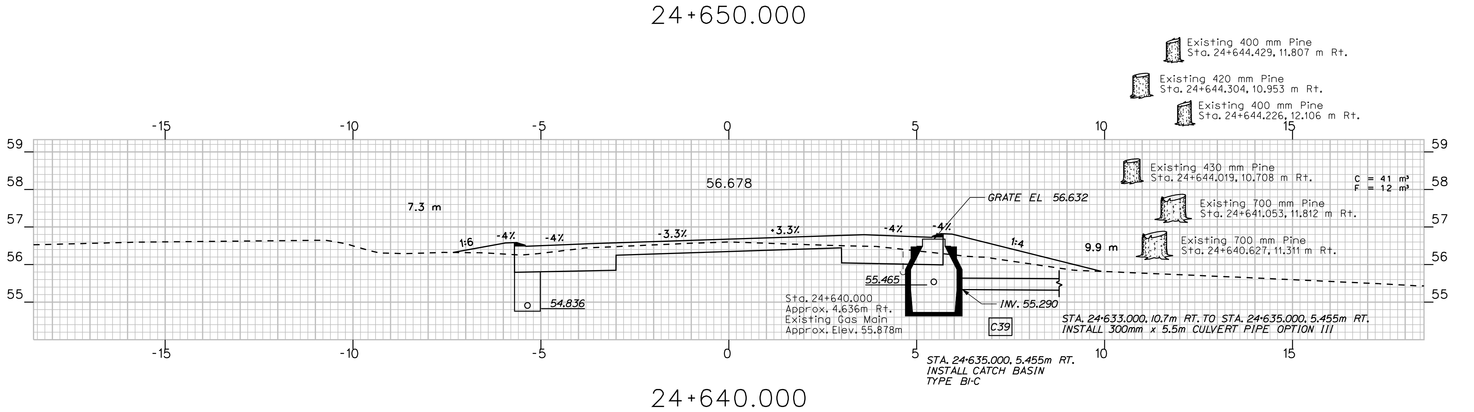
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



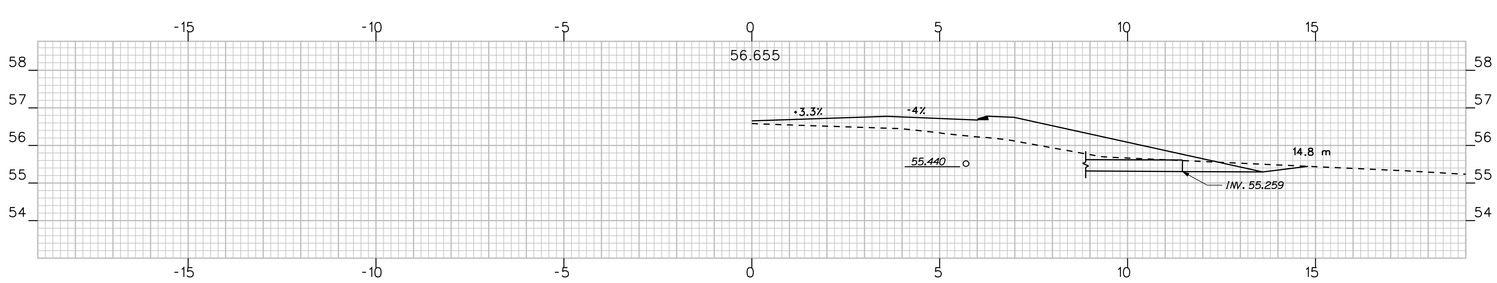
24+655.900



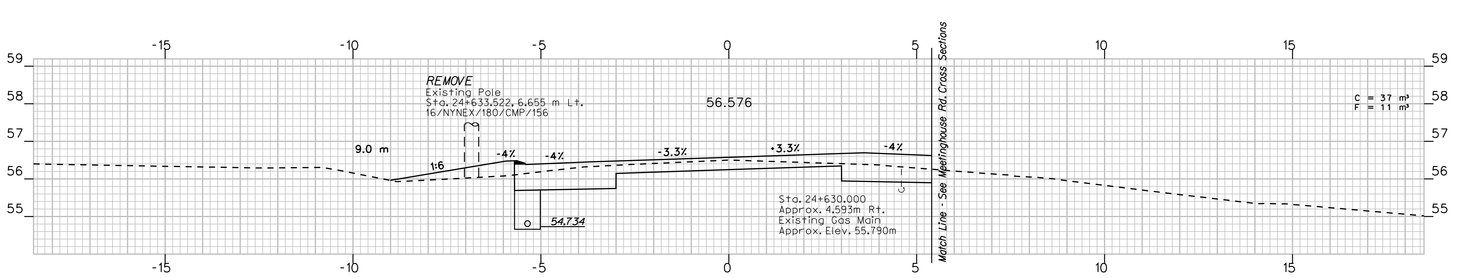
24+650.000



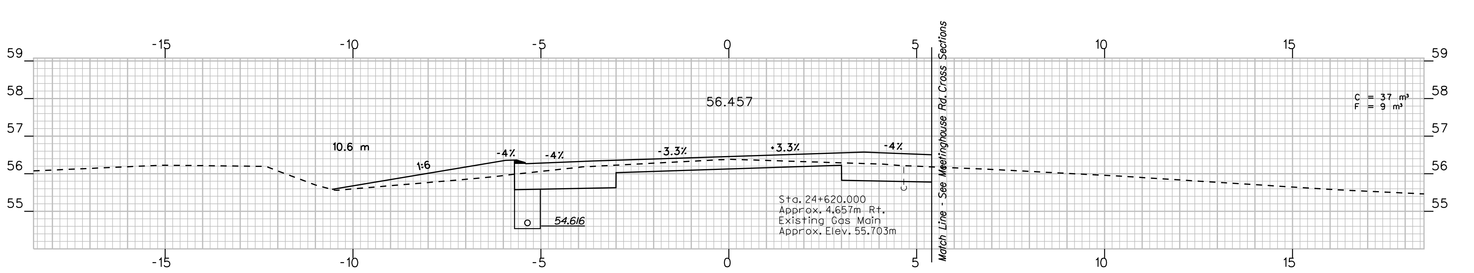
24+640.000



24+637.200
(SKEWED SECTION - CULVERT)



24+630.000



24+620.000

METRIC
1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	133	153

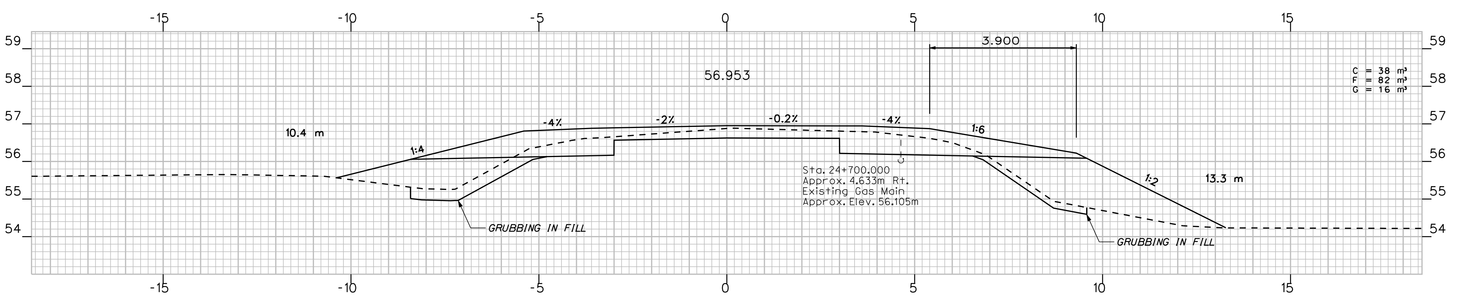
7998.10

WELLS

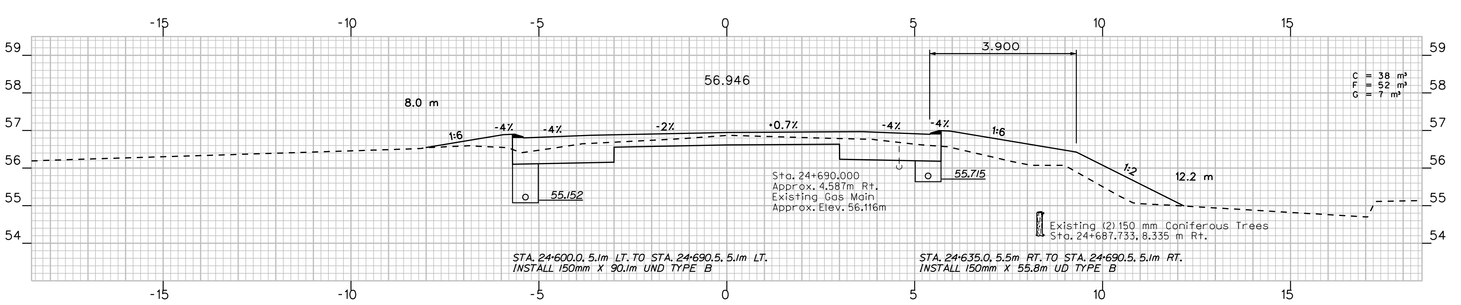
ROUTE 109

STA. 24+620.00 TO STA. 24+655.900

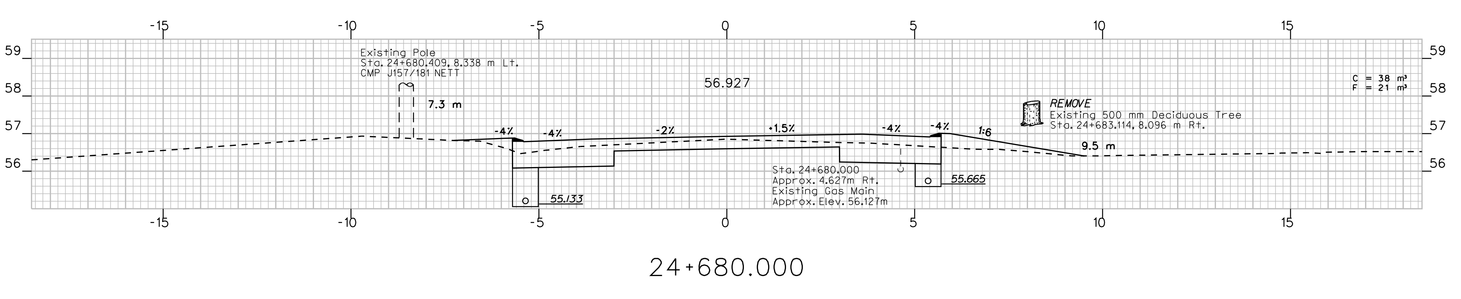
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



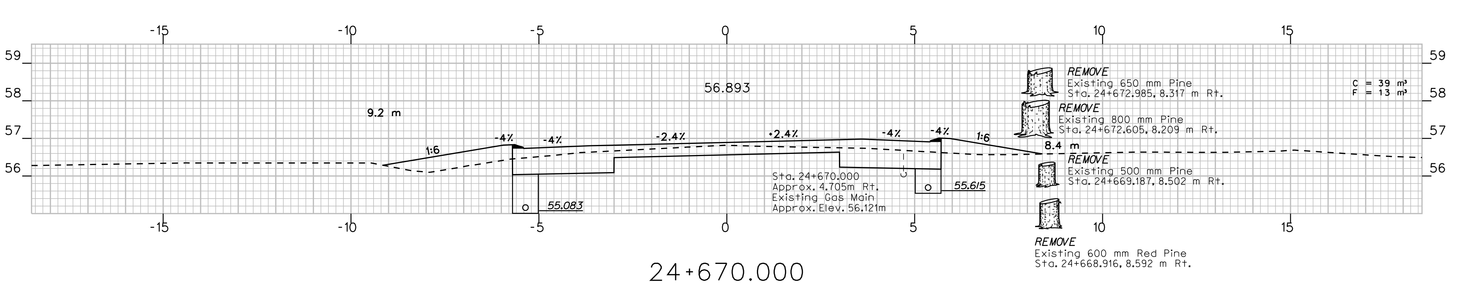
24+700.000



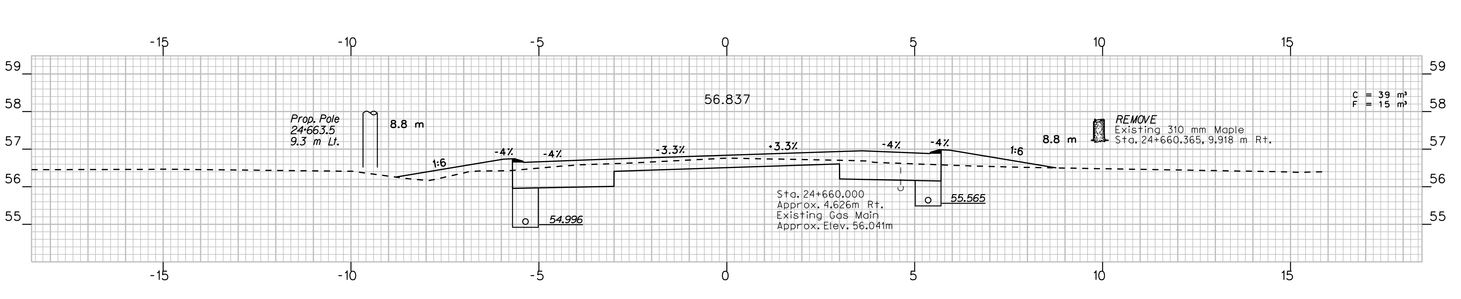
24+690.000



24+680.000



24+670.000



24+660.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

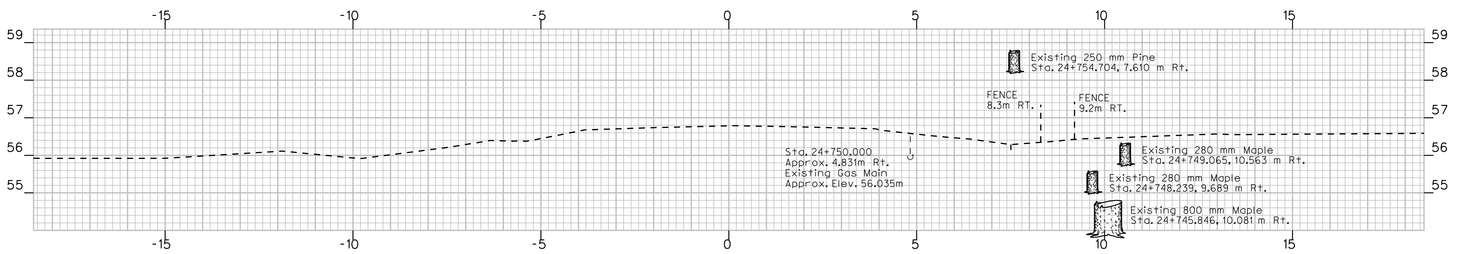
F.A.H.A. ROUTE NO.	1
STATE	MAINE
PROJECT NUMBER	NH-7998(10)E
	7998.10
SHEET NO.	134
TOTAL SHEETS	153

WELLS

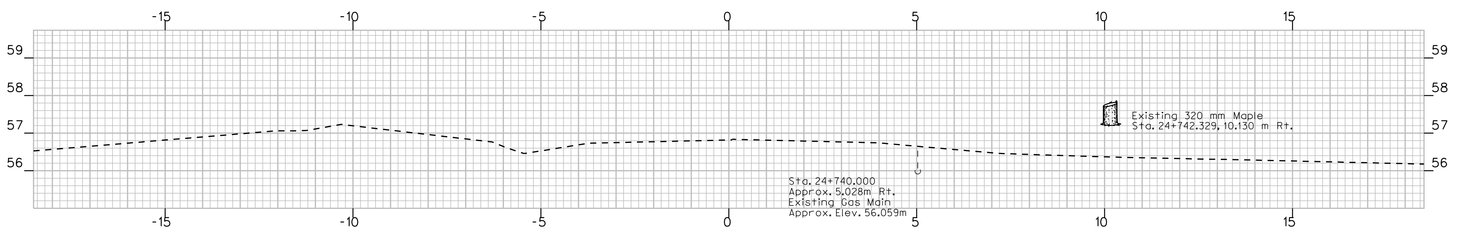
ROUTE 109

STA. 24+660.00 TO STA. 24+700.00

PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

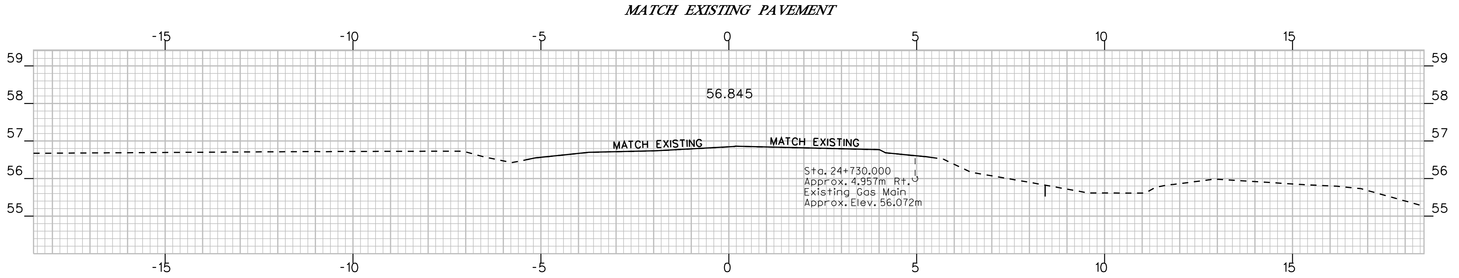


24+750.000

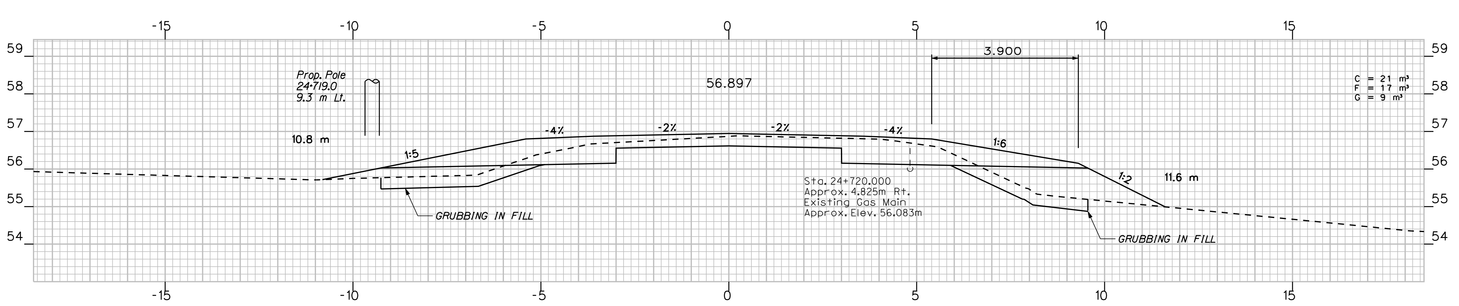


24+740.000

STA. 24+730.000
END APPROACH
MATCH EXISTING PAVEMENT

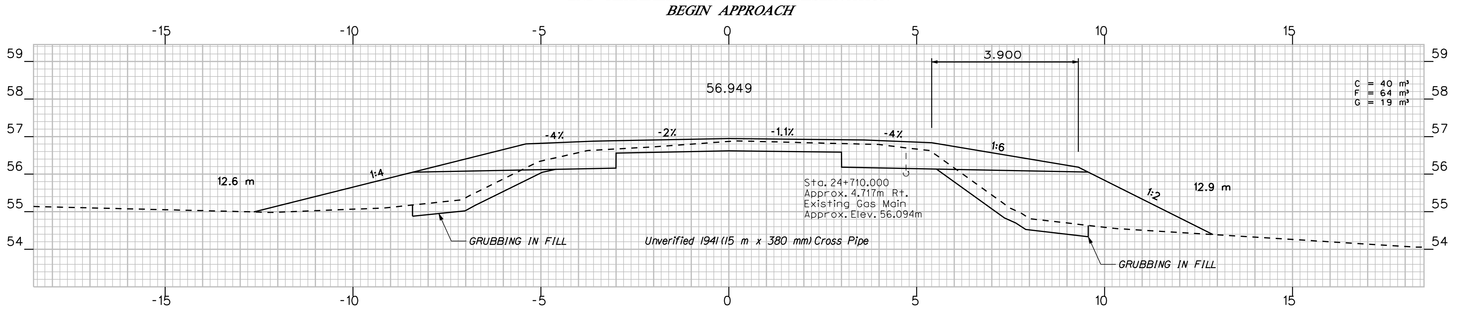


24+730.000



24+720.000

STA. 24+715.000
END PROJECT NO. NH-7998(10)E
END REHABILITATION - CORE PRESERVATION
BEGIN APPROACH



24+710.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

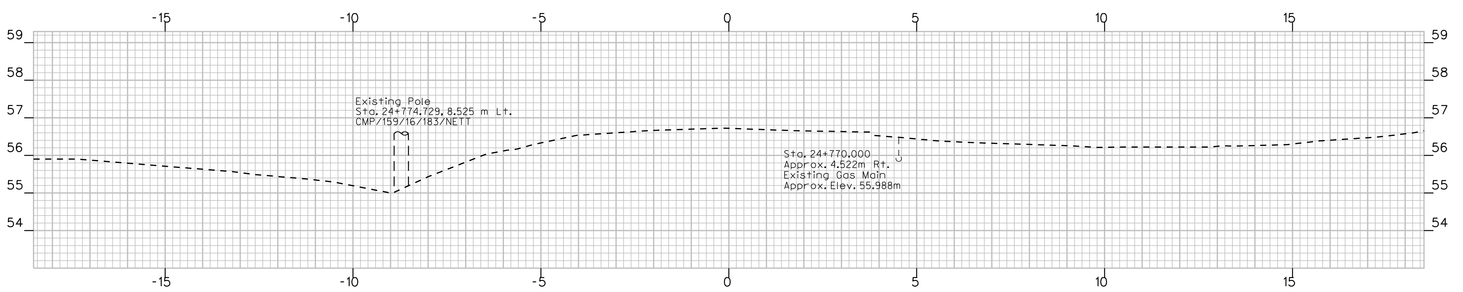
FHWA REG NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	135	153

7998.10

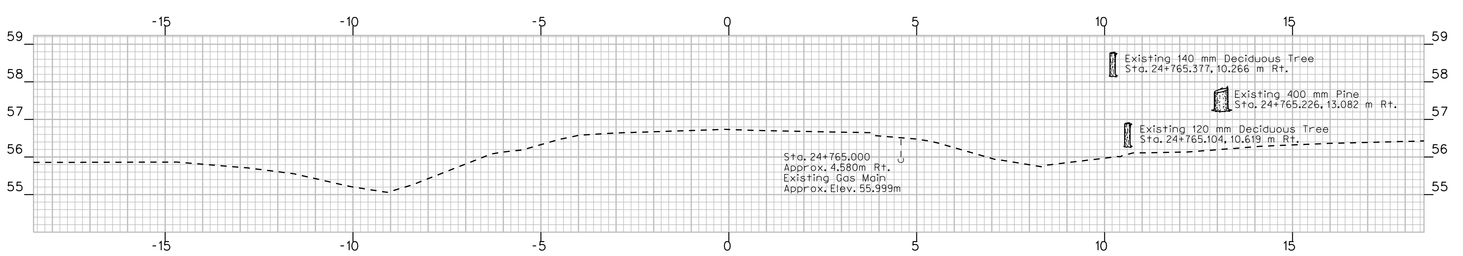
WELLS

ROUTE 109

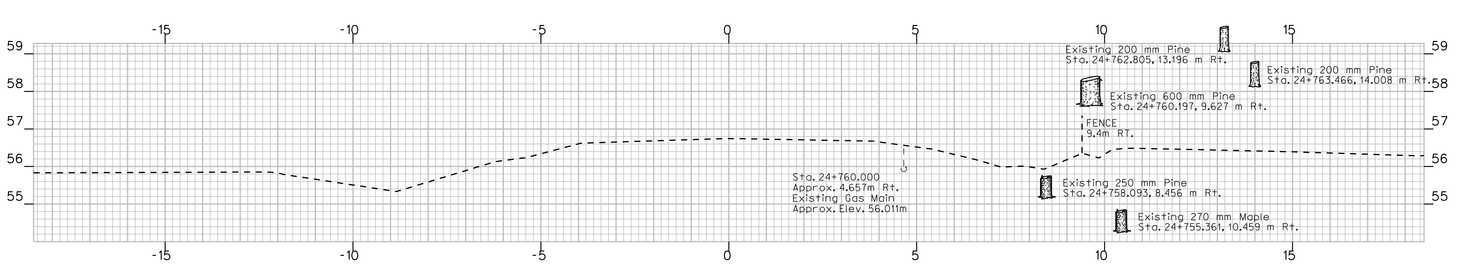
PROJECT DESIGN ENGINEER		BY		DATE
PLANS	DESIGN-DETAILED	FMK	MGS	---
	CHECKED	AG	---	$(PCF_CHECKDATE1)
	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			



24+770.000



24+765.000



24+760.000

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	136	153

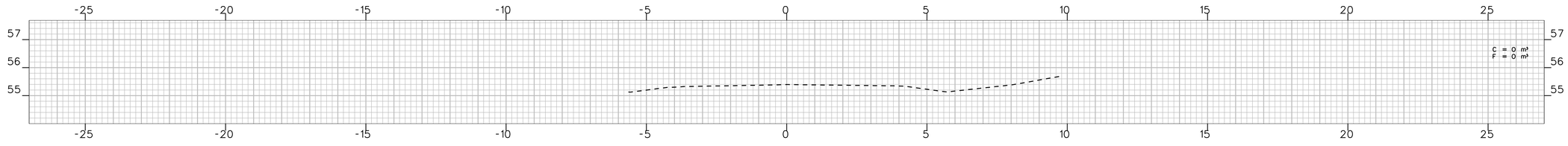
7998.10

WELLS

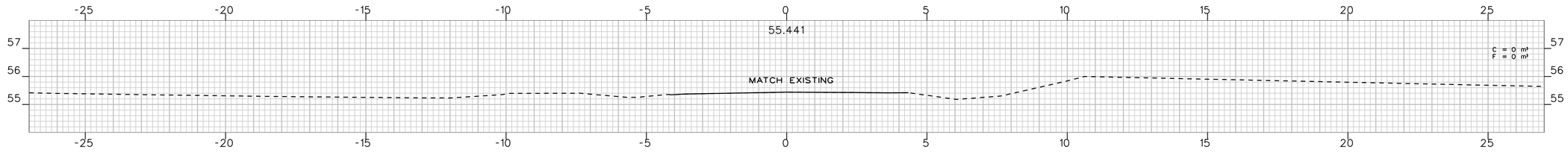
ROUTE 109

STA. 24+760.00 TO STA. 24+770.00

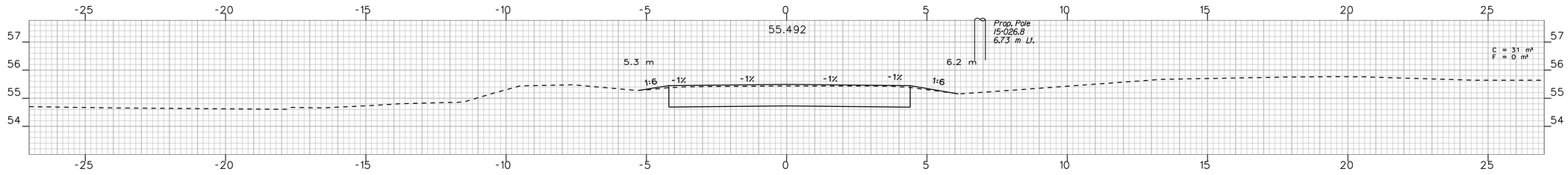
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH-7998(10)E	137	153



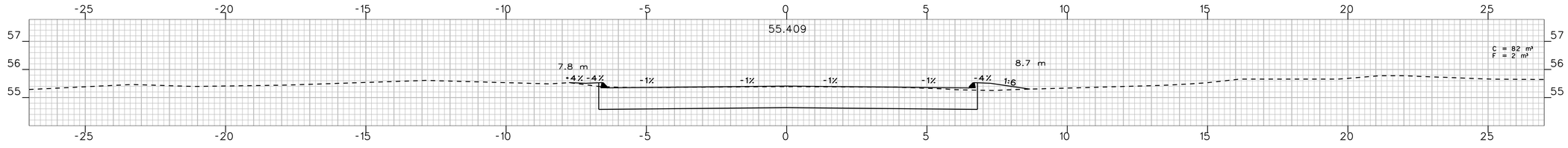
15+040.000



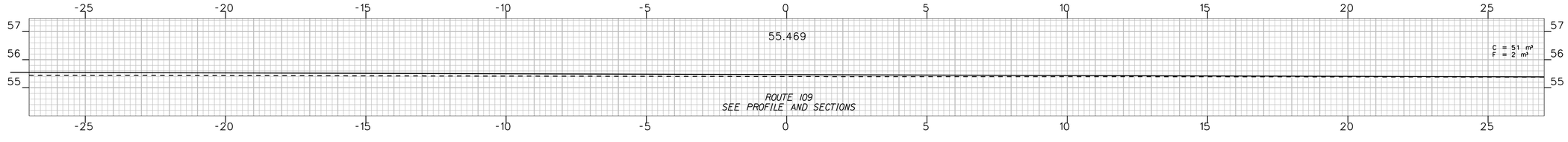
15+030.000



15+020.000



15+010.000



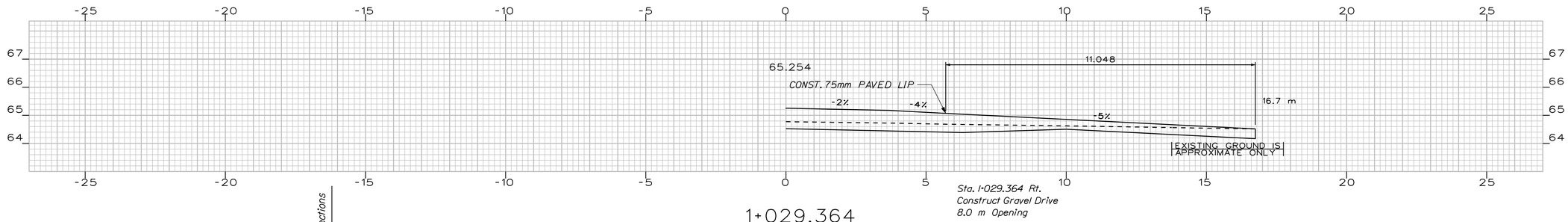
15+000.000

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN-DETAILED	FMK	---
	CHECKED	AG	---
	REVISIONS	---	---
	FIELD CHANGES		
		MCS	---
		---	$IPF_CHECKDATE(E1)
		---	$revdate$

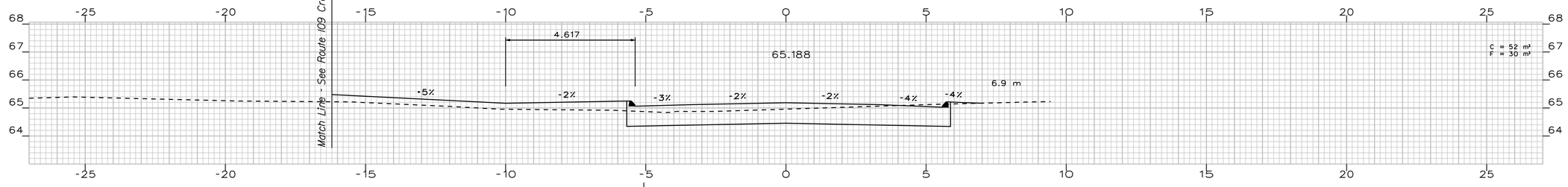
Filename: ...\planset\060_XSLINDSEY_ETC.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

WELLS HOMESTEAD ROAD STA. 15+000.000 TO STA. 15+040.000

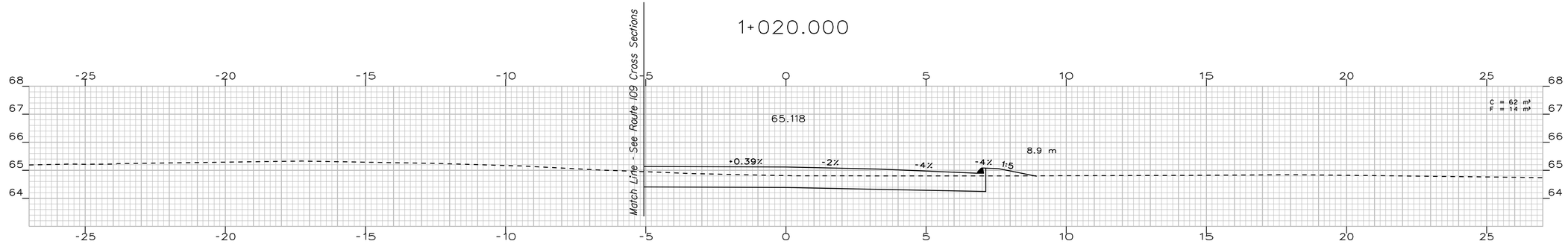
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH-7998(10)E	138	153



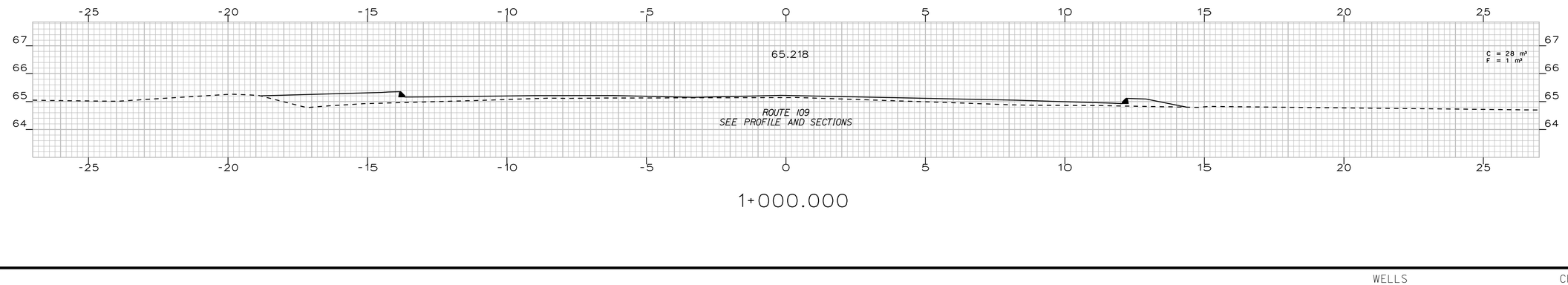
1+029.364
(SKEWED SECTION - DRIVE)



1+020.000



1+010.000



1+000.000

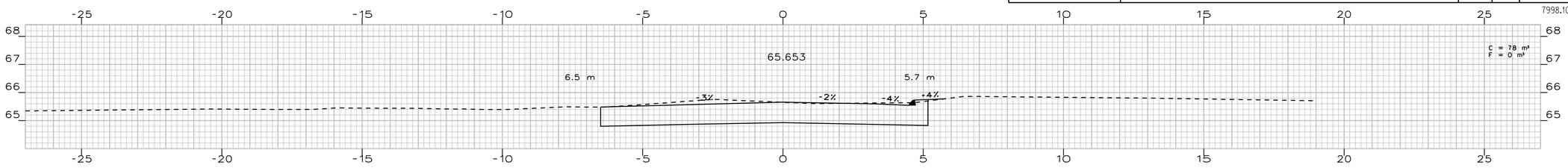
PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN-DETAILED	FMK	---
	CHECKED	AG	$IPF_CHECKDATE(1)
PLANS	REVISIONS	---	$revdate$
	FIELD CHANGES	---	

Filename: ...\058_XSCREDIFORD-1000.dgn Username: $(WIN_USERNAME) Date:10/21/2010 Division: $(WKGROUP)

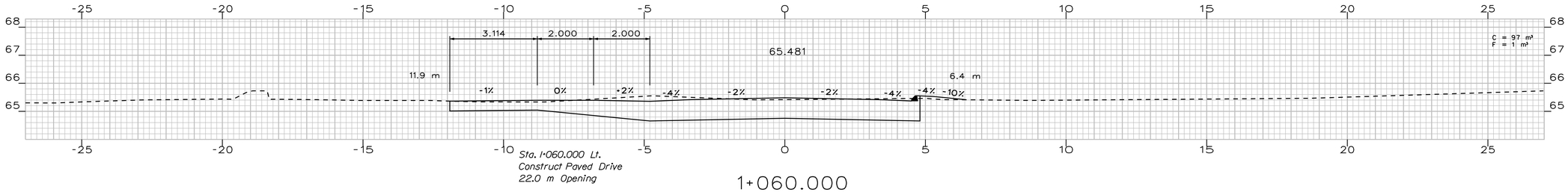
WELLS CREDIFORD ROAD STA. 1+000.000 TO STA. 1+029.364

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH-7998(10)E	139	153

7998.10

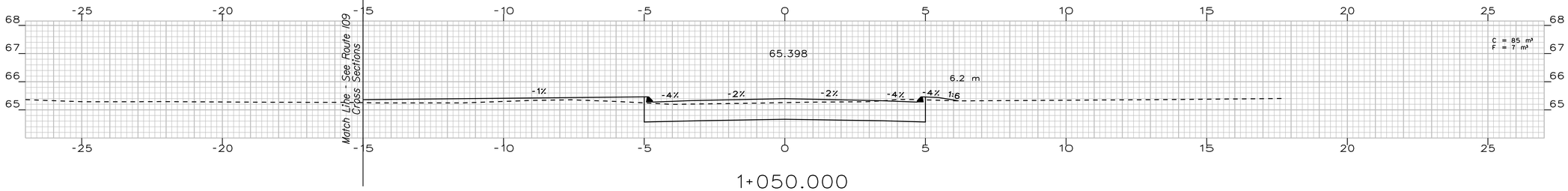


1+070.000

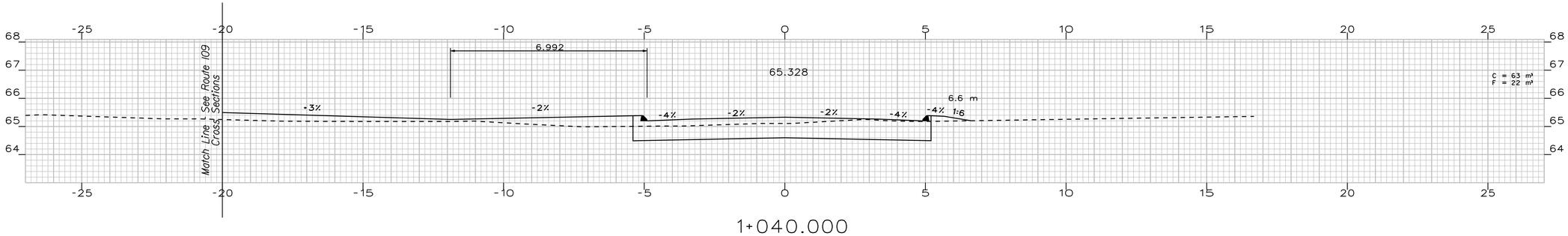


Sta. 1+060.000 Lt.
Construct Paved Drive
22.0 m Opening

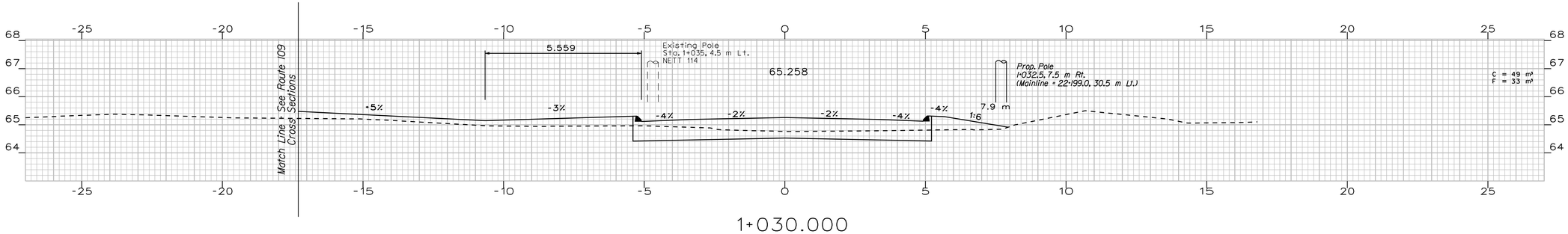
1+060.000



1+050.000



1+040.000



1+030.000

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN-DETAILED	FMK	---
	CHECKED	AG	---
	REVISIONS	---	$tPF_CHECKDATE(E1)
	FIELD CHANGES		$revdate$

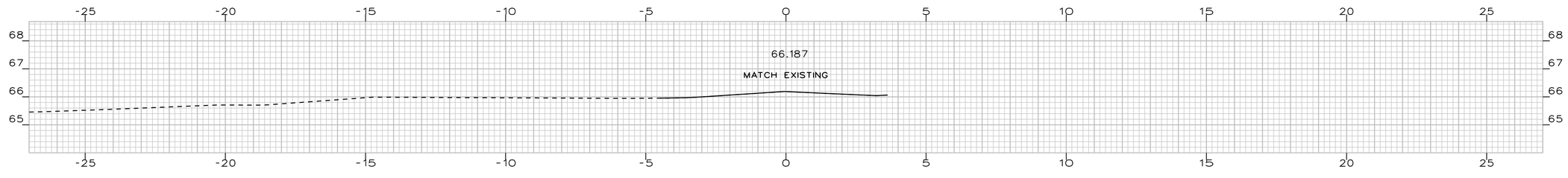
Filename: ...\058_XSCREDIFORD-1000.dgn Username: $(WIN_USERNAME) Date:10/21/2010 Division: $(WKGROUP)

WELLS CREDIFORD ROAD STA. 1+030.000 TO STA. 1+070.000

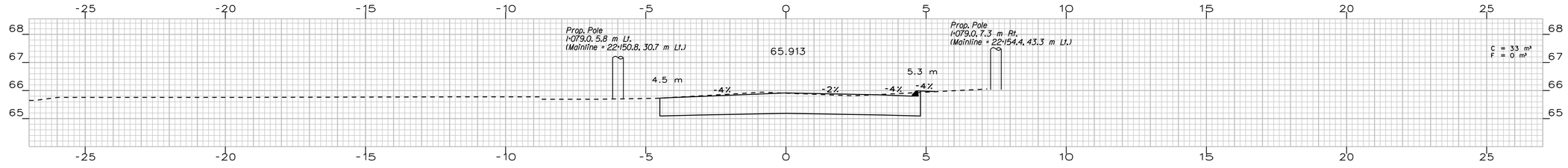
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH-7998(10)E	140	153
				7998.10		

Existing Pole
Sta. 1+122, 9.0 m Lt.

Prop. Pole
1+118.5, 9.0 m Lt.
(Mainline = 22+110.7, 38.9 m Lt.)



1+090.000



1+080.000

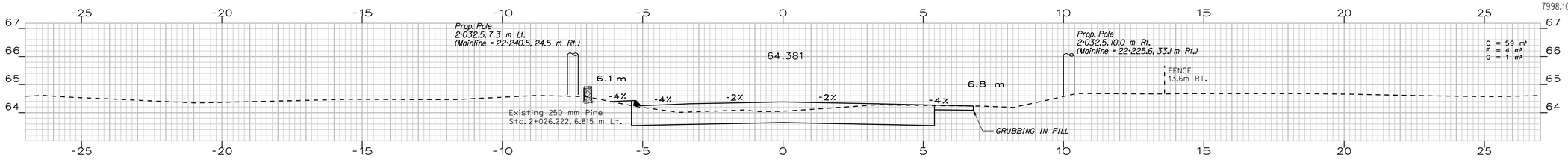
PROJECT DESIGN ENGINEER
PLANS
DESIGN-DETAILED
CHECKED
REVISIONS
FIELD CHANGES

	BY	DATE
FMK	MGS	---
AG	---	$IPDF_CHECKDATE(1)
---	---	$revdate$

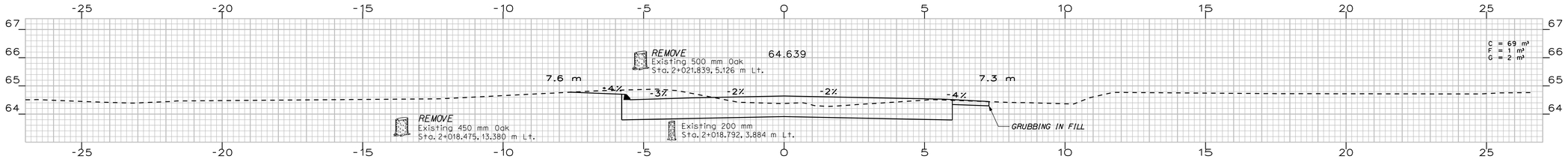
Filename: ...\058_XSCREDIFORD-1000.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH-7998(10)E	141	153

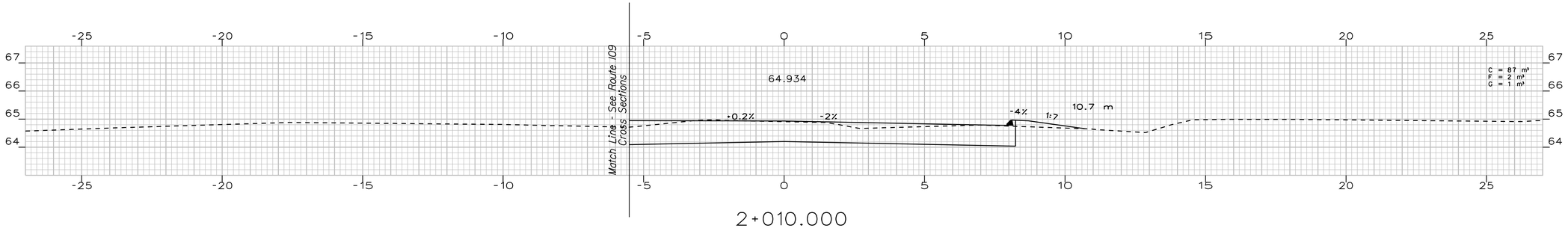
7998.10



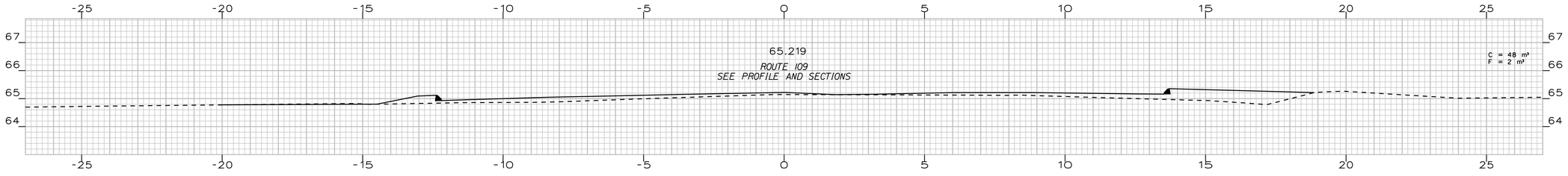
2+030.000



2+020.000



2+010.000



2+000.000

PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN-DETAILED	FMK	MGS	---
PLANS	CHECKED	AG	---	$PDF_CHECKDATE(1)
	REVISIONS	---	---	$revdate$
	FIELD CHANGES			

Filename: ...\plonset\059_XSBRANCH-2000.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

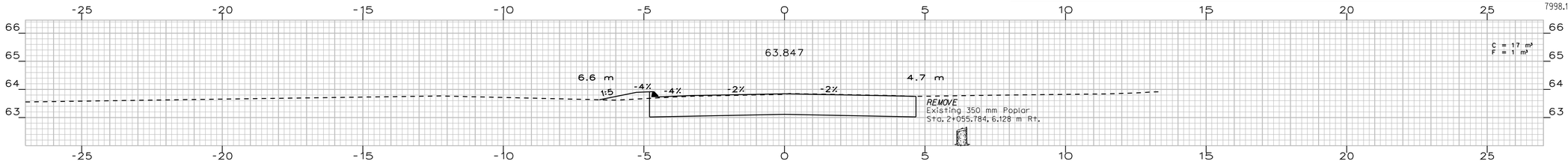
WELLS BRANCH ROAD

STA.2+000.000 TO STA.2+030.000

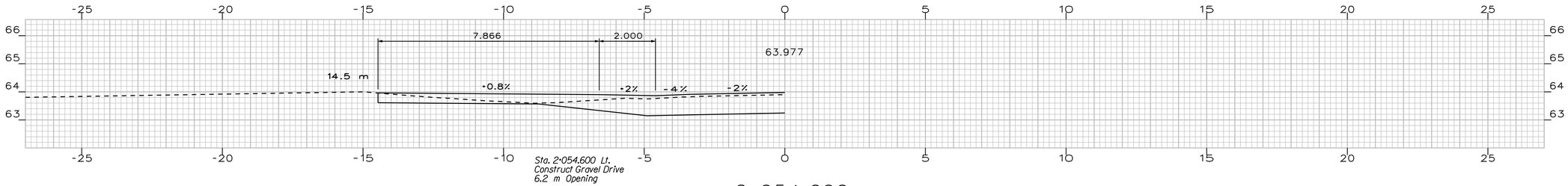
METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	142	153

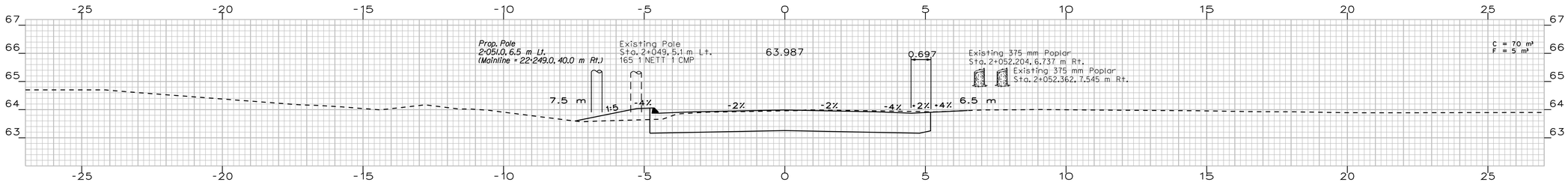
7998.10



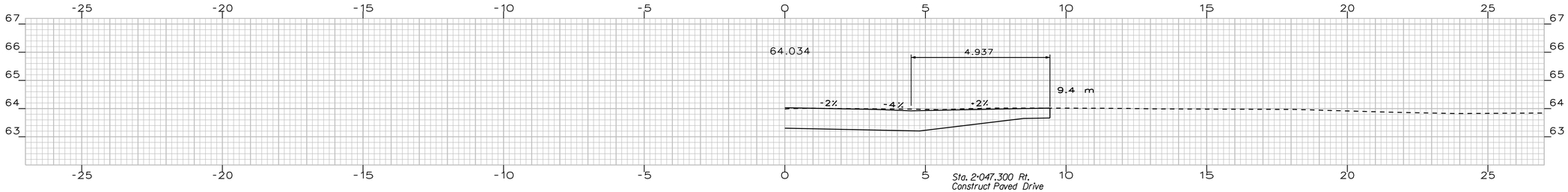
2+060.000



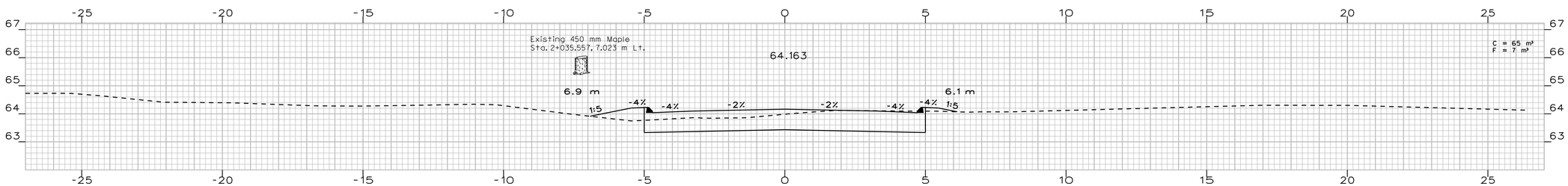
2+054.600



2+050.000



2+047.300



2+040.000

PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN-DETAILED	FMK	MGS
	CHECKED	AG	---
PLANS	REVISIONS	---	$IPD1_CHECKDATE(1)
	FIELD CHANGES		$revdate$

Filename: ...\planset\059_XSBRANCH-2000.dgn Username: $(WIN_USERNAME) Date:10/21/2010
Division: $(WKGROUP)

WELLS BRANCH ROAD

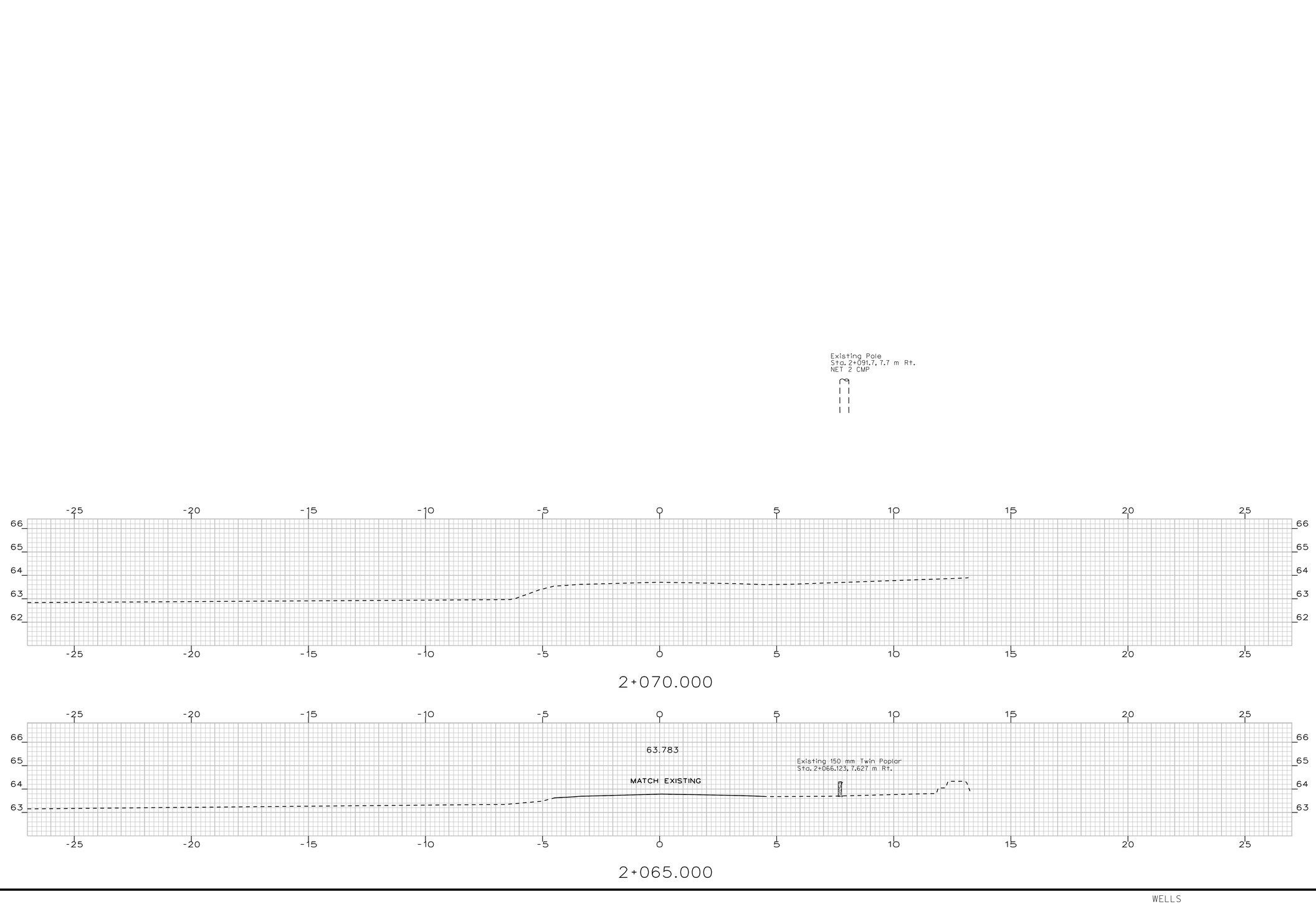
STA. 2+040.000 TO STA. 2+060.000

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH-7998(10)E	143	153

7998.10

Filename: ...\planset\059_XSBRANCH-2000.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN-DETAILED	FMK	MGS ---
	CHECKED	AG	--- $(PE_CHECKDATE(E1))
PLANS	REVISIONS	---	$revdate$
	FIELD CHANGES		



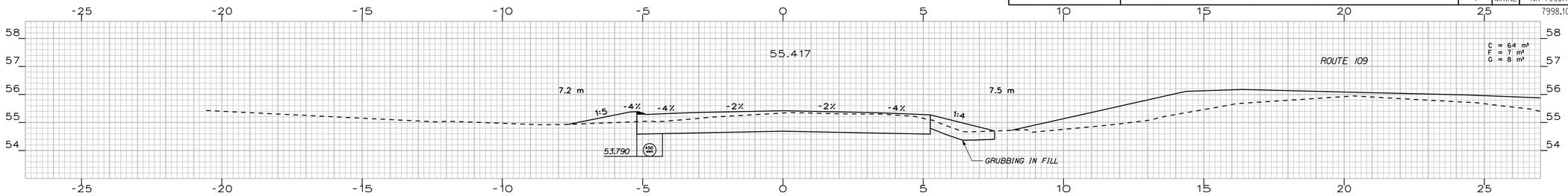
WELLS BRANCH ROAD

STA. 2+065.000 TO STA. 2+070.000

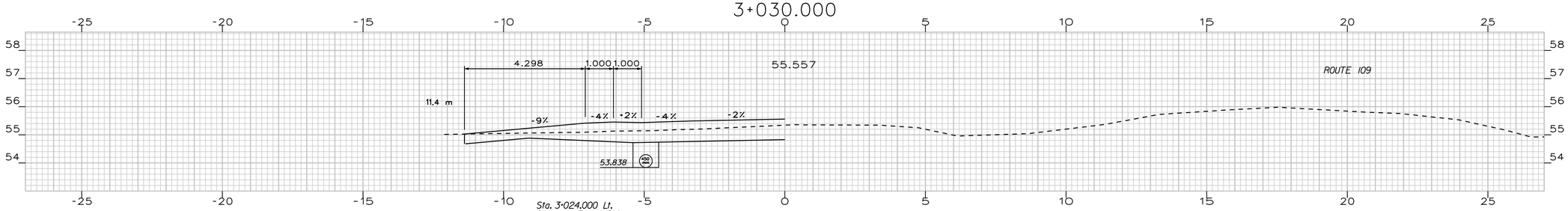
METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	144	153

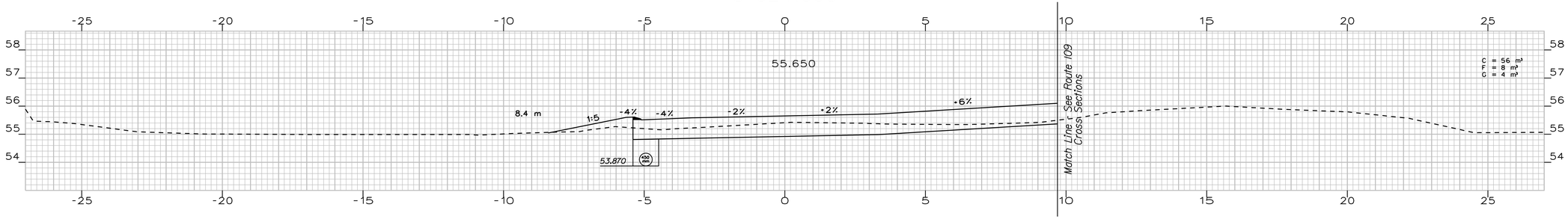


3+030.000

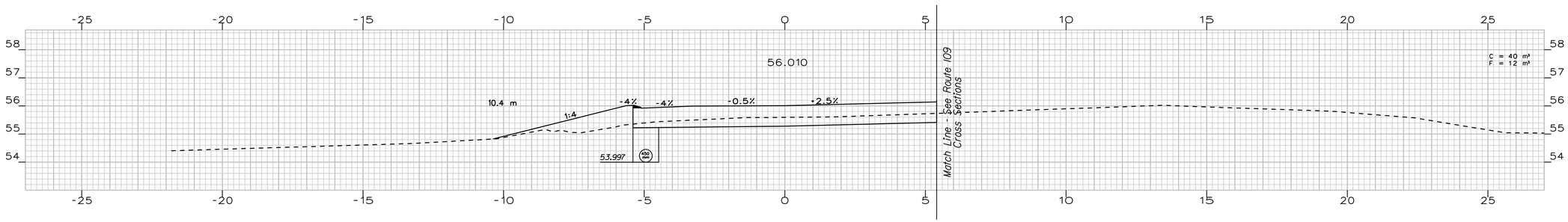


Sta. 3+024.000 Lt.
Construct Paved Drive
6.0 m Opening

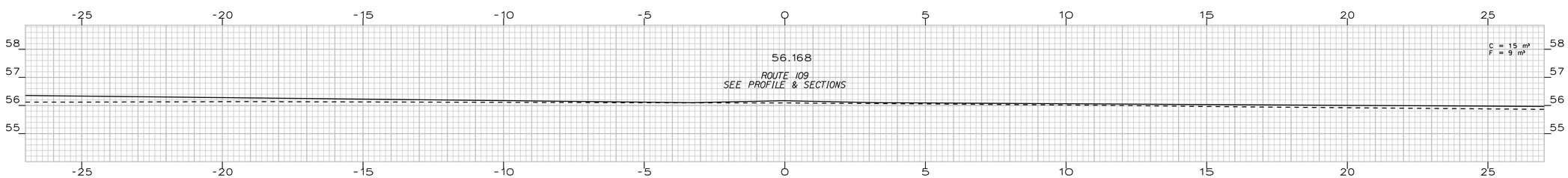
3+024.000



3+020.000



3+010.000



3+000.000

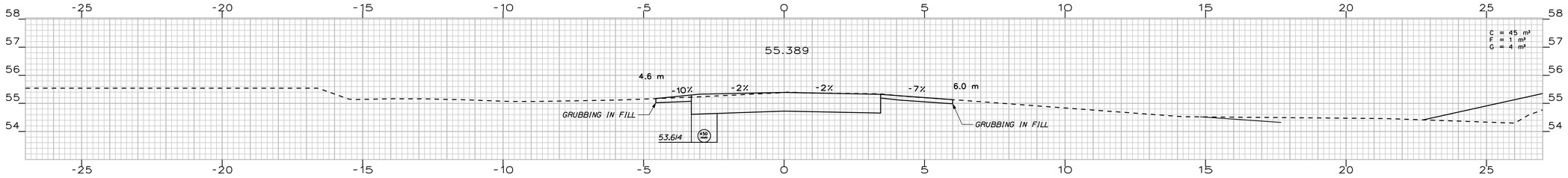
PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN-DETAILED	FMK	MCS	---
	CHECKED	AC	---	$IPSF_CHECKDATE(1)
PLANS	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

Filename: ...\planset\060_XSLINDSEY_ETC.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

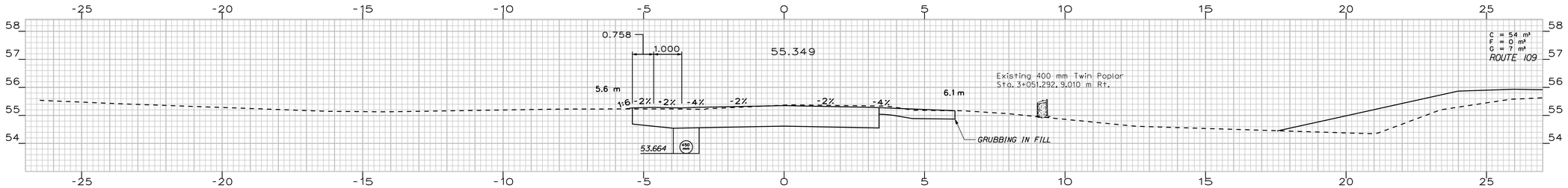
WELLS LINDSEY ROAD STA. 3+000.000 TO STA. 3+030.000

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH-7998(10)E	145	153

7998.10



3+060.000



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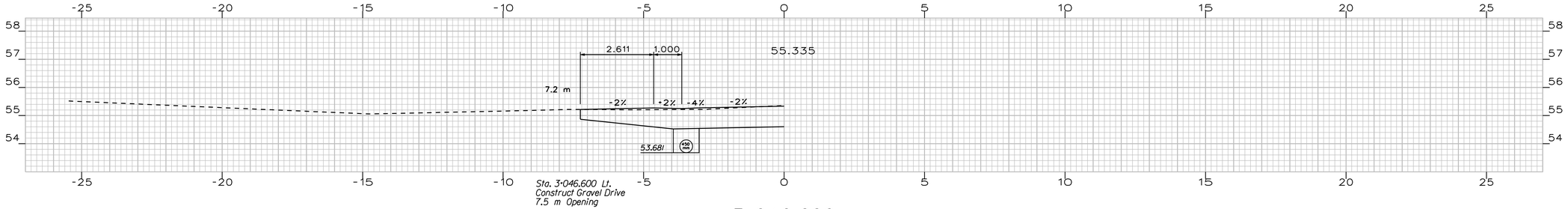

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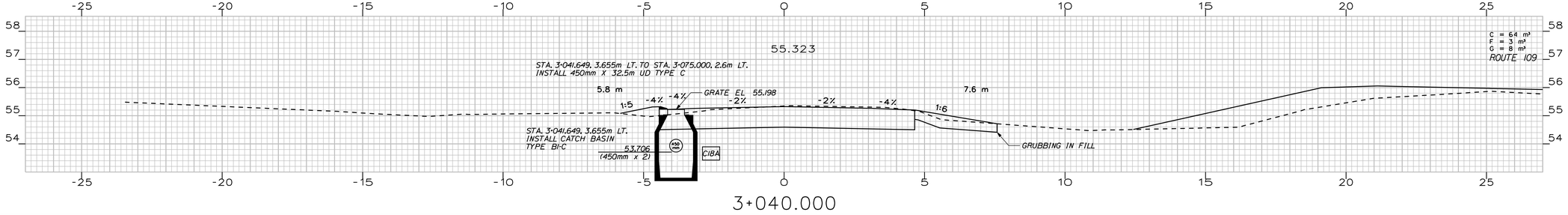

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PROJECT DESIGN ENGINEER

	BY	DATE
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CHECKED	AG	---
REVISIONS	---	$revdate1$
FIELD CHANGES		

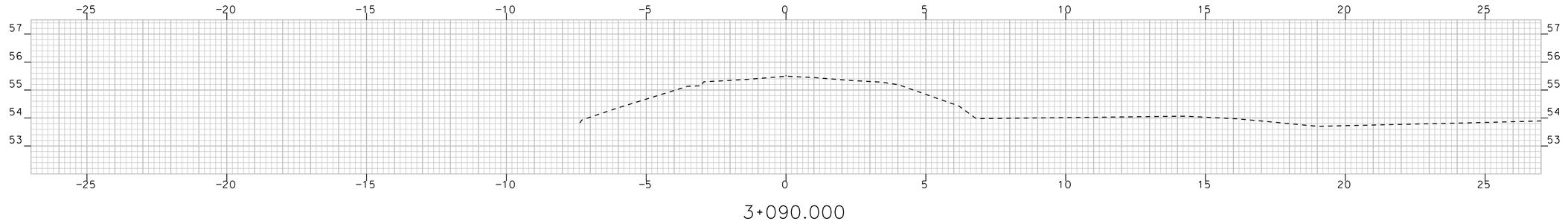
PLANS

$IPDF_CHECKDATE(1)

Filename: ...\plansel\060_XSLINDSEY, ETC.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

WELLS LINDSEY ROAD STA. 3+040.000 TO STA. 3+060.000

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH-7998(10)E	146	153
				7998.10		



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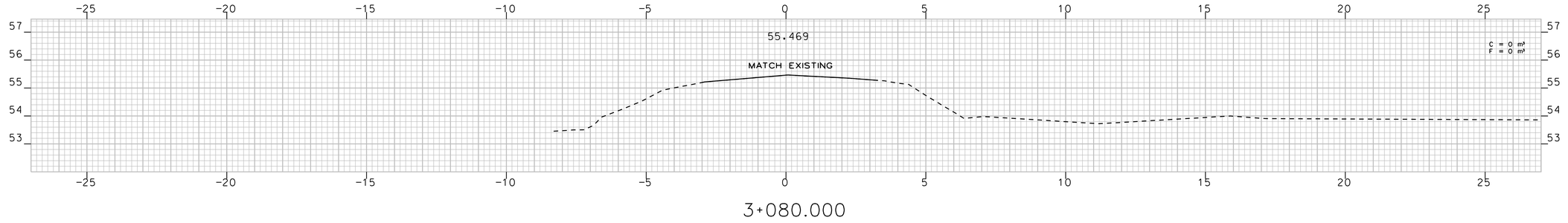

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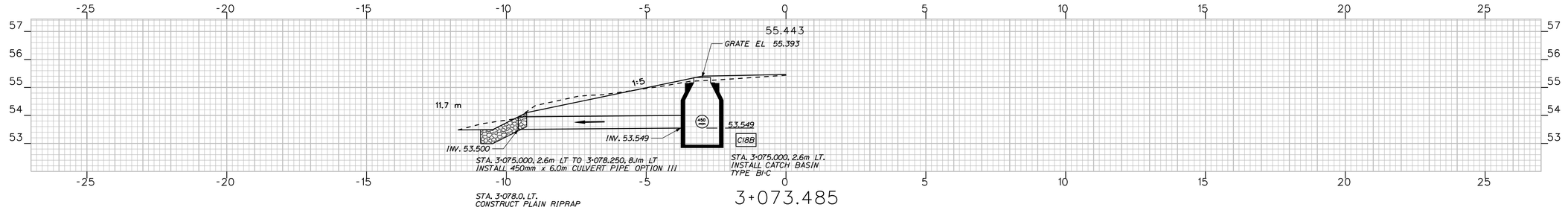

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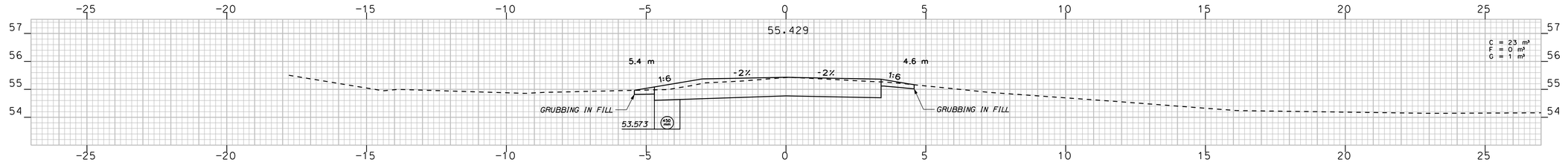


3+070.000

STA.3+070.000 TO STA. 3+090.000

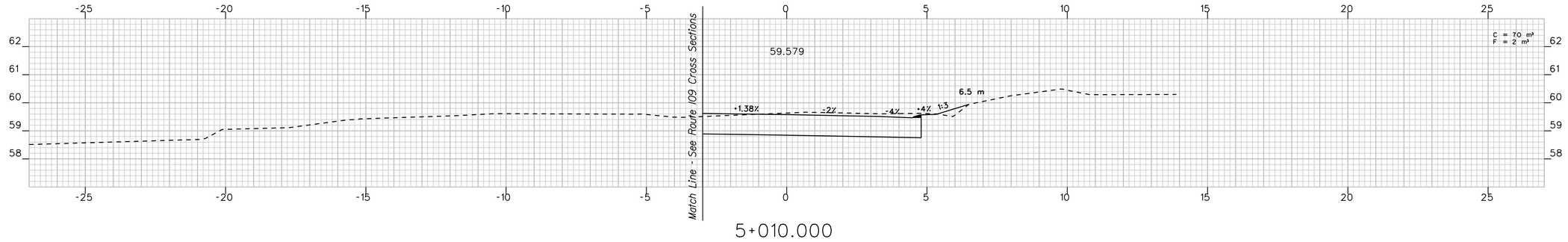
LINDSEY ROAD

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	FMK	MGS	---
CHECKED	AG	---	$IPDF_CHECKDATE(1)
REVISIONS	---	---	$revdate$
FIELD CHANGES			

PLANS

Filename: ...\plonsel\060_XSLINDSEY, ETC.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH-7998(10)E	147	153
				7998.10		



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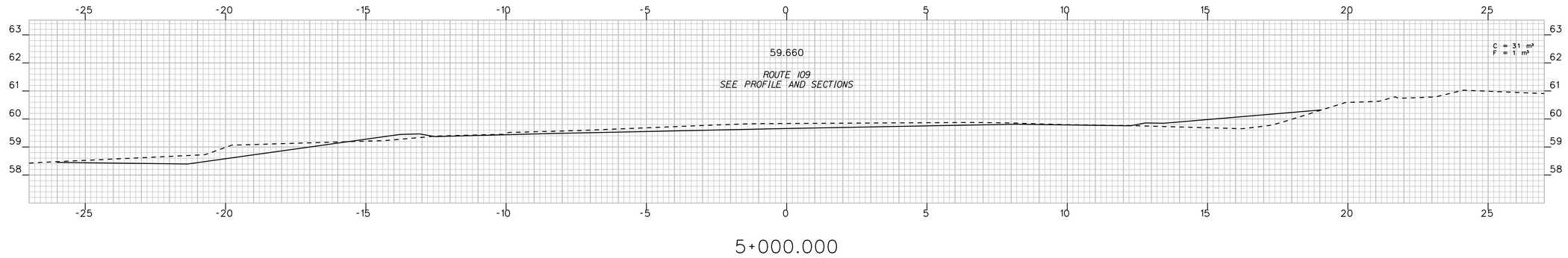

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CHECKED	AG	---	$lPDF_CHECKDATE(1)
REVISIONS	---	---	$revdate$
FIELD CHANGES			

PLANS

Filename: ...\plansel\060_XSLINDSEY, ETC.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

WELLS SAWYER ROAD SOUTH STA. 5+000.000 TO STA. 5+010.000

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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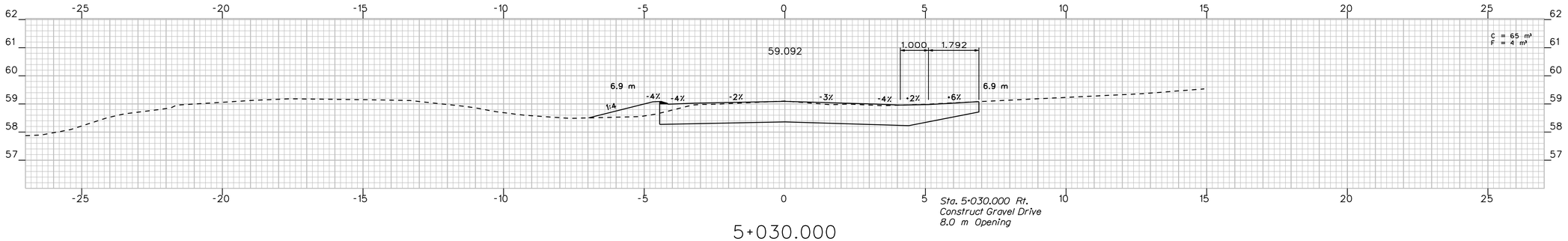
7998.10



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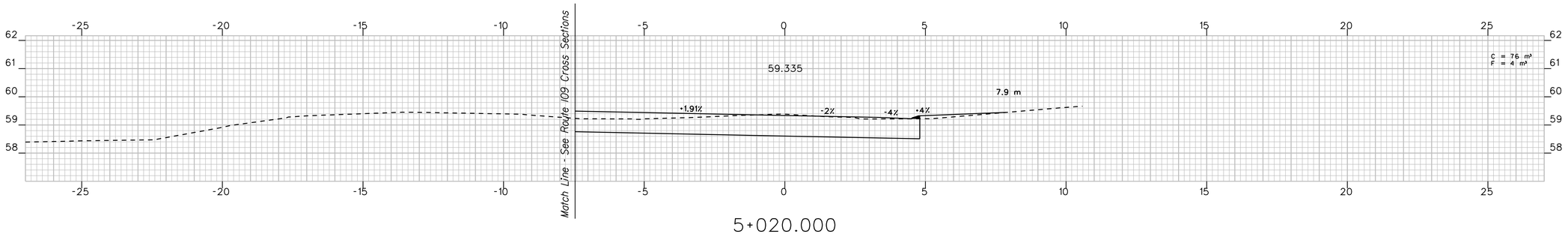

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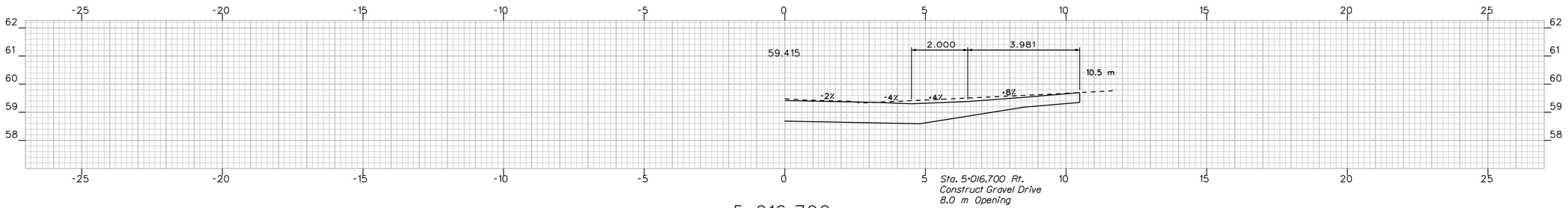

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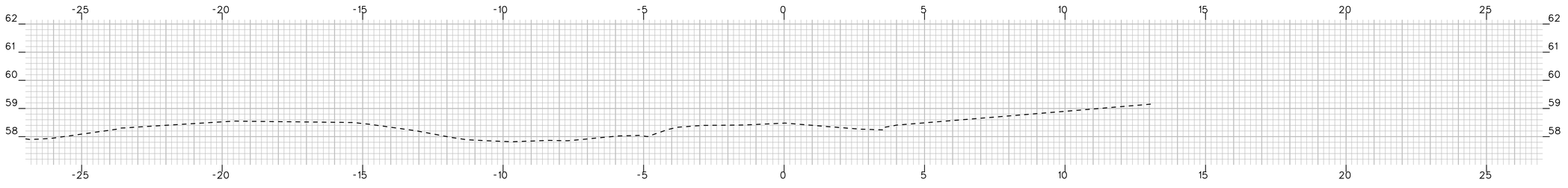
Filename: ...\plonset\060_XSLINDSEY, ETC.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH-7998(10)E	149	153

7998.10



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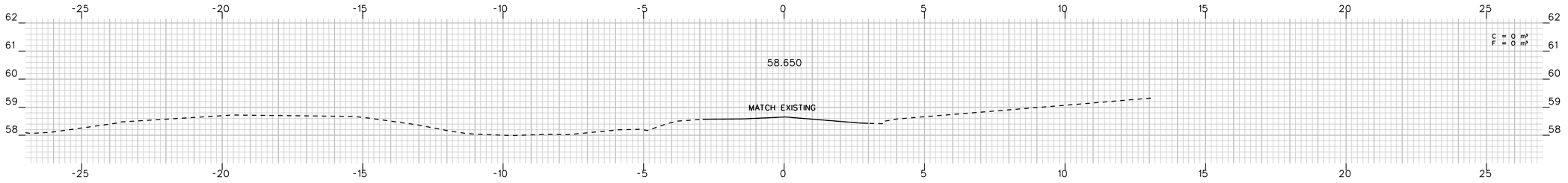

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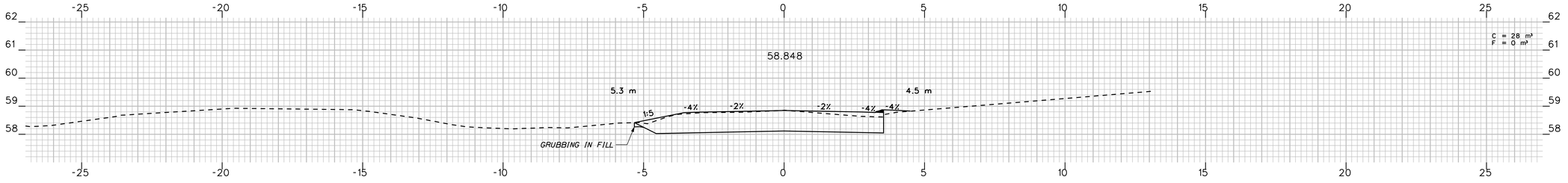

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PROJECT DESIGN ENGINEER		BY	DATE
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REVISIONS	---	---	$revdate1$
FIELD CHANGES			

PLANS

Filename: ...\plansel\060_XSLINDSEY, ETC.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

WELLS SAWYER ROAD SOUTH

STA. 5+040.00 TO STA. 5+060.000

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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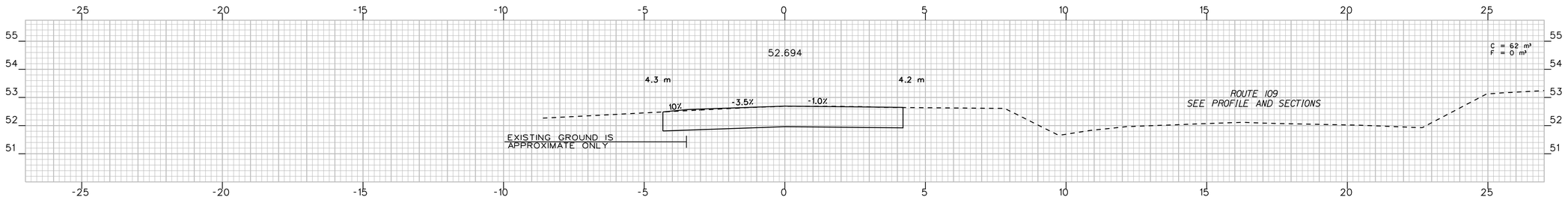
7998.10



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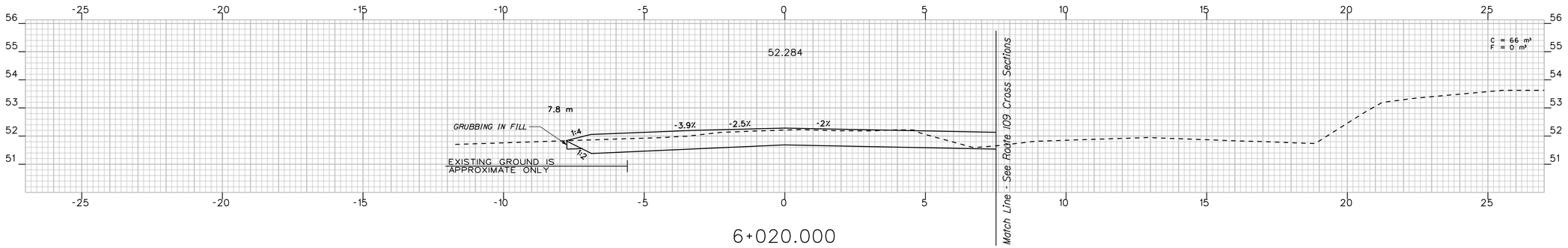

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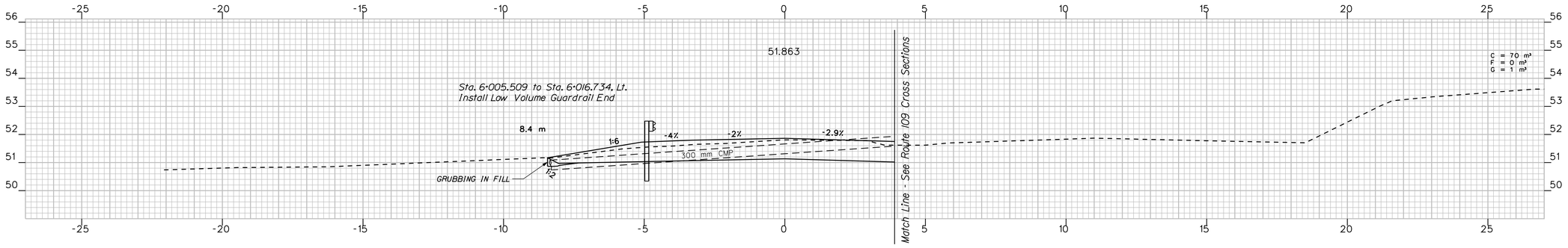

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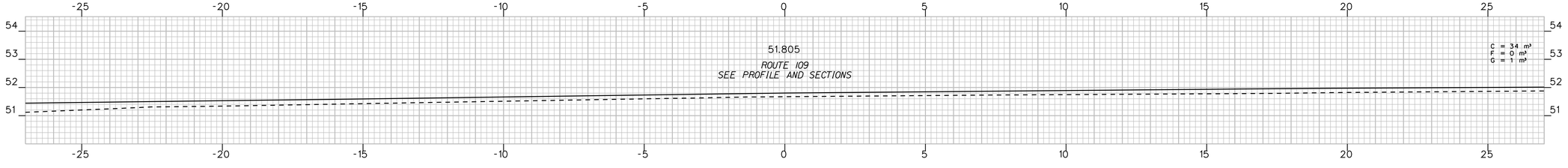

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Filename: ...\plonset\060_XSLINDSEY, ETC.dgn Username: $(WIN_USERNAME) Date:10/21/2010 Division: $(WKGROUP)

WELLS SAWYER ROAD NORTH STA. 6+000.000 TO STA. 6+030.000

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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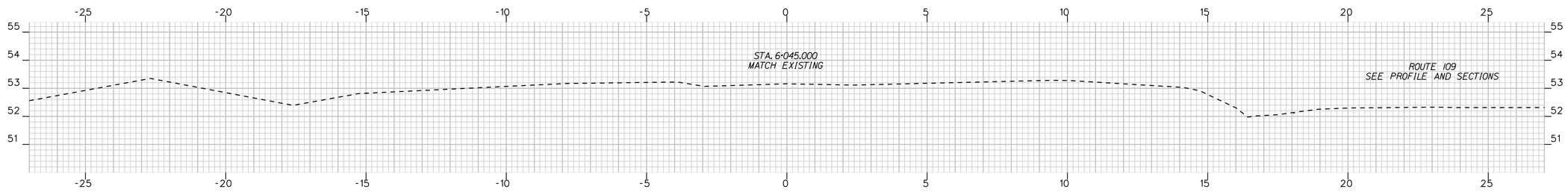

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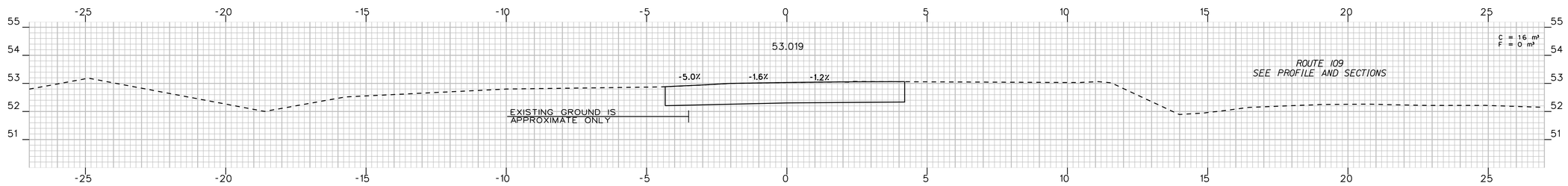

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WELLS SAWYER ROAD NORTH STA. 6+040.000 TO STA. 6+045.000

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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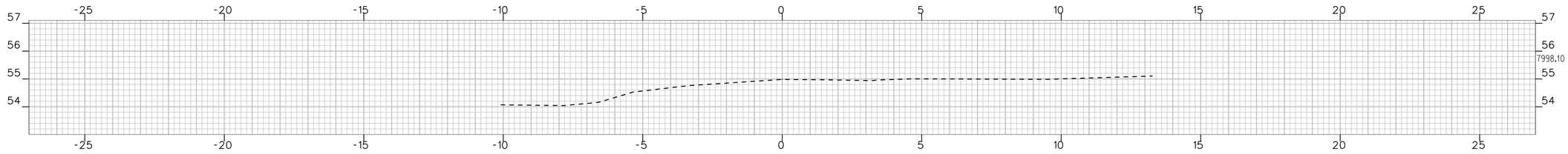

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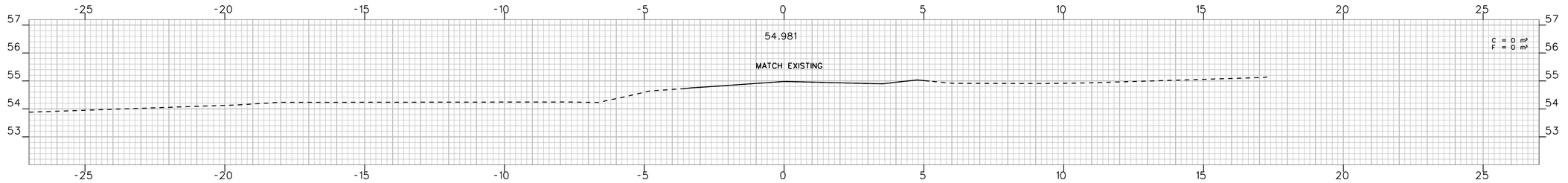

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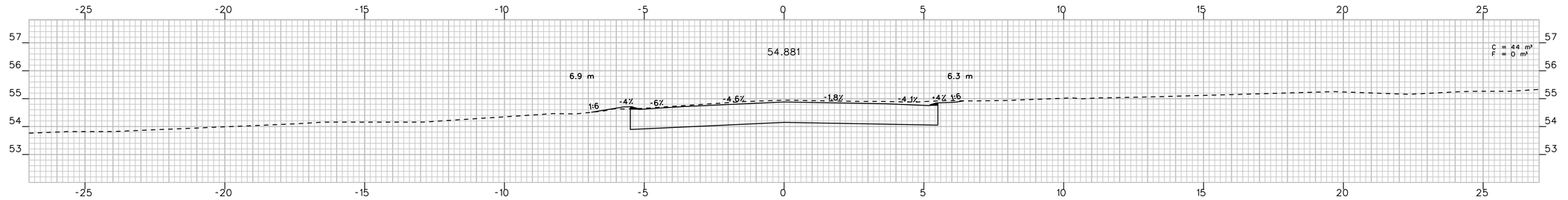

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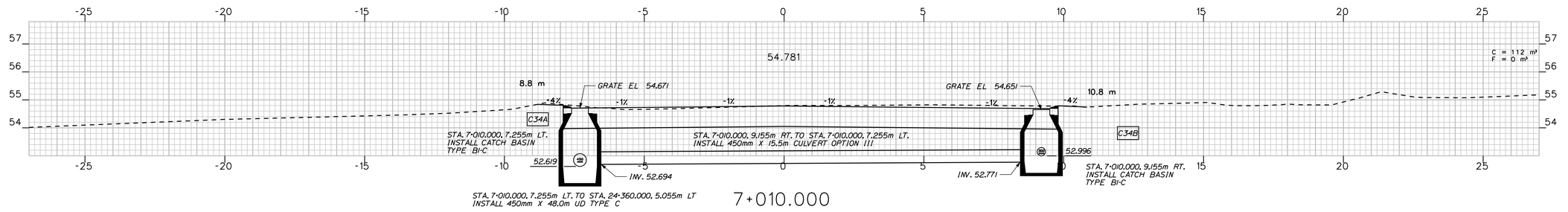

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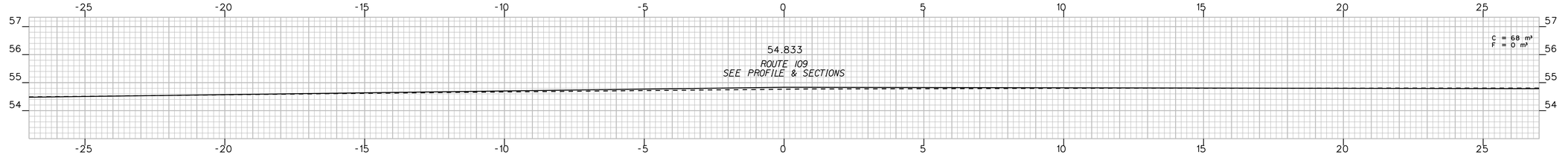

7+000.000

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	M. Cerveny	APR 2005
CHECKED	J. Horden	
REVISIONS		
FIELD CHANGES		

PLANS

Filename: ...\plonset\060_XSLINDSEY, ETC.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

WELLS ROGER BRAGDON ROAD STA. 7+000.000 TO STA. 7+040.000

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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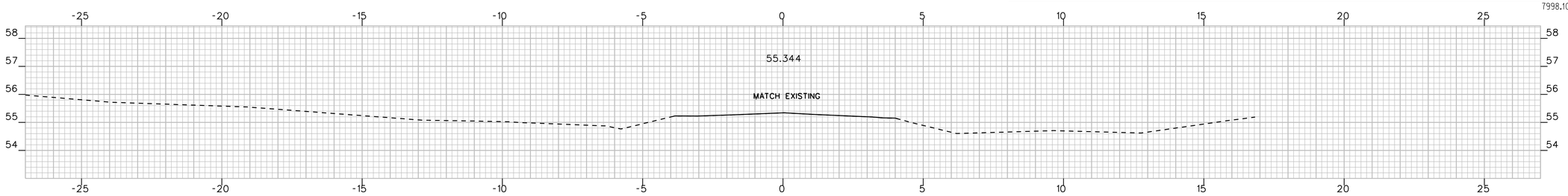
7998.10



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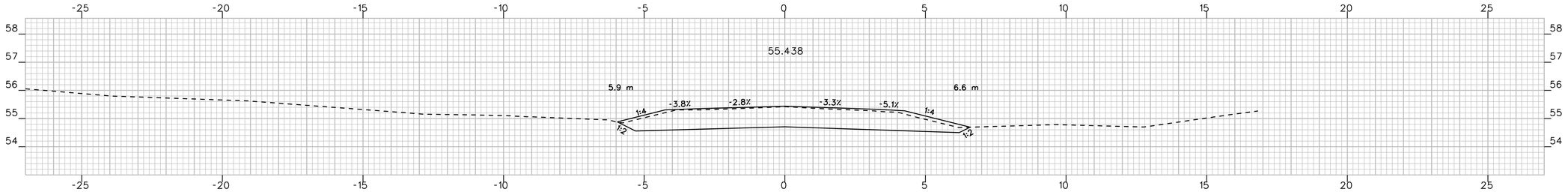

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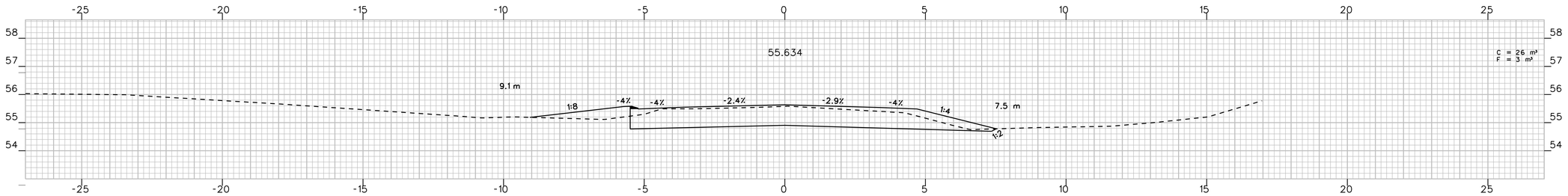
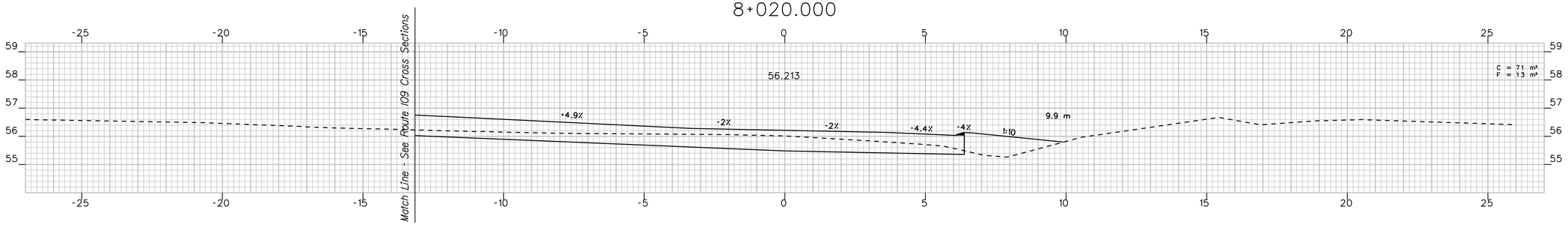


8+020.000



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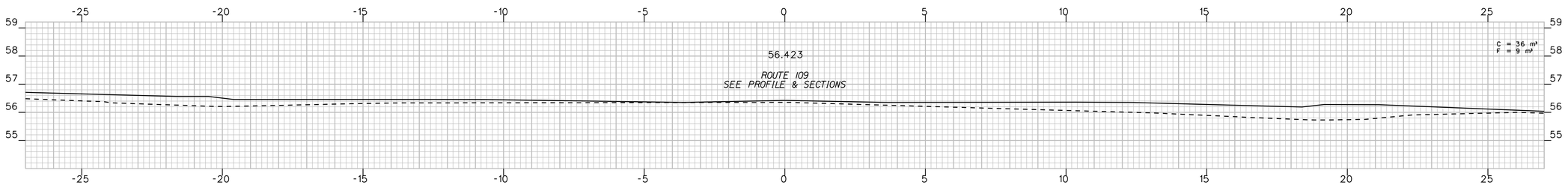

8+000.000

PROJECT DESIGN ENGINEER		BY	DATE
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	CHECKED	AC	---	$IPF_CHECKDATE(1)
PLANS	REVISIONS	---	---	$revdate1$
	FIELD CHANGES			

Filename: ...\plonset\060_XSLINDSEY_ETC.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

WELLS MEETINGHOUSE ROAD

STA. 8+000.000 TO STA. 8+027.500

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E		

PIN 7998.10

INDEX OF BRIDGE SHEETS

Quantities & Notes B1
General Plan B2
Box Culvert Details B3
South Wall Details B4
North Wall Details B5
Utility Blockout Details B6
Reinforcing Steel Schedule B7

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.17	Removing Existing Structural Concrete	1	LS
203.25	Granular Borrow	80	M³
206.082	Structural Earth Excavation - Major Structures	100	M³
502.21	Structural Concrete Abutment and Retaining Walls	2.0	M³
502.49	Structural Concrete Curbs and Sidewalks	3.5	M³
503.12	Reinforcing Steel, Fabricated and Delivered	605	KG
503.13	Reinforcing Steel, Placing	605	KG
508.13	Membrane Waterproofing	38	M²
511.07	Cofferdam, Roadway	1	LS
511.07	Cofferdam, Culvert	1	LS
512.081	French Drains	15	M
515.20	Protective Coating for Concrete Surfaces	100	M²
534.71	Precast Concrete Box Culvert	1	LS
606.74	Guardrail Type 3 - Single Rail Bridge Mounted	15.5	M
610.11	Stone Blanket	55	M³
610.16	Heavy Riprap	125	M³
620.58	Erosion Control Geotextile	150	M²
620.60	Separation Geotextile	35	M²

DESIGN SPECIFICATIONS

For Proposed Culvert Extension: AASHTO LRFD Bridge Design Specifications, Fourth Edition, 2007 with 2008 Interim Specifications.

DESIGN LOADING

Live Load For Proposed Culvert Extension ..... HL - 93 Modified
For Existing Culvert MS-18

MATERIALS

Concrete (Unless noted otherwise) ..... Class "A"
Concrete (Precast) ..... Class "P"
Concrete (Curbs) ..... Class "LP"
Reinforcing Steel ..... ASTM A M31M, Grade 420

BASIC DESIGN STRESSES

Concrete (unless noted otherwise) ..... f 'c = 30 MPa
Concrete (Precast) ..... f 'c = 30 MPa
Concrete (Curbs) ..... f 'c = 35 MPa
Reinforcing Steel ..... f y = 420 MPa

MAINTENANCE OF TRAFFIC

Two lane, two way traffic shall be maintained during construction.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	GME	10/21/2010
CHECKED	CLC	10/21/2010
REVISIONS	SMG	TSB
FIELD CHANGES	----	----
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PLANS

Filename: ...\st\plonset\063_Notes_01.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

GENERAL CONSTRUCTION NOTES

1. Project information referred to in these construction notes may be accessed at the following MaineDOT web address: http://www.maine.gov/mdot/comprehensive-list-projects-information.php.

2. Plans of the existing box culvert are available. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the existing culvert plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.

3. The dimensions and the geometric layout of the structure (layout dimensions and elevations), were developed based on the precast concrete box culvert and wingwall dimensions shown in these plans. If the dimensions or geometry of the precast box culvert or the precast wingwalls are altered by the fabricator from what is shown in these plans, the layout may vary from what is shown. In such case, the affected dimensions and elevations, shall be adjusted by the fabricator accordingly. Any required changes to the dimensions or geometric layout on the plans shall be incidental to Item 534.71 Precast Concrete Box Culvert.

4. The bridge evaluation report of the existing bridge is available. The report contains visual inspection information. No assurance is given that the information or data is a true representation of the conditions of the entire structure.

5. Care shall be taken not to damage portions of the existing structure to remain or reinforcing bars that are to remain. Reinforcing bars or concrete damaged by the Contractor shall be repaired or replaced, as directed by the Resident, at the Contractor's expense.

6. Reinforcing bars to be retained shall be cleaned of all foreign material cost for cleaning reinforcing bars shall be incidental to Item 202.17 Removing Existing Structural Concrete.

7. All bridge rail, rail posts, and associated hardware which are to be removed shall be carefully salvaged by the Contractor and will remain the property of the Department. Payment will be considered incidental to related Contract items.

8. Backfill shall meet the requirements of Subsection 703.19, Granular Borrow for Underwater Backfill.

9. Place riprap on sideslopes in accordance with the plans and cross sections.

10. Protective Coating for Concrete Surfaces shall be applied to the following areas:

All exposed surfaces of concrete curbs and headwalls. All exposed surfaces of wingwalls and to 300mm below the top of wingwalls on the back side.

11. The Precast Transition Curb at all four corners shall be incidental to Item 606.74 Guardrail Type 3 - Single Rail Bridge Mounted.

12. The project geotechnical report titled: (1) Wells - Edward Hill Bridge Geotechnical Design Recommendations Memorandum, dated June 26, 2004 may be accessed at the following web address: http://www.maine.gov/mdot/comprehensive-list-projects-information.php.

13. Geotechnical information furnished or referred to in this plan set is for the use of the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidder's or Contractor's interpretations of, or conclusions drown from, the geotechnical information. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between the boring locations.

COFFERDAM NOTES

1. The Contractor shall maintain the roadway and roadway embankment with a temporary excavation support system during construction of the proposed box culvert extension and wingwalls. The location and limits of the temporary excavation support system shall accommodate the Contractor's proposed means and methods of construction and allow traffic to be safely maintained on the existing roadway. The Contractor shall submit design calculations and plans for the temporary excavation support system for approval prior to its construction. The design calculations and plans shall be stamped by a Professional Engineer licensed in the State of Maine. All costs for the temporary excavation support system shall be included in Item 511.07 Cofferdam, Roadway.

2. The Contractor shall construct the culvert extension and wingwalls in the dry through the use of a cofferdam and temporary water diversion system. The Contractor shall submit design calculations and plans for the cofferdam and temporary water diversion system for approval prior to construction. The design calculations and plans shall be stamped by a Professional Engineer licensed in the State of Maine. The submittal shall describe the proposed construction method and sequence, and the proposed dewatering method. All costs for the cofferdams and temporary water diversion system, including dewatering, shall be included in Item 511.07 Cofferdam, Culvert.

3. Field location of existing utilities shall be performed by the Contractor prior to installation of any temporary excavation support or cofferdams.

REMOVAL NOTES

1. All excavation for the proposed precast box culvert extension and wingwalls shall be paid under Item 206.082 Structural Earth Excavation - Major Structures.

2. Remove 600 mm (min) of existing culvert concrete as shown in these plans by saw-cutting 25 mm (min) deep to provide clean removal lines. The existing longitudinal reinforcement shall remain. All costs shall be included in Item 202.17 Removing Existing Structural Concrete.

3. Remove existing wingwalls, footings, concrete apron, cutoff wall, and headwall on the south side of the existing box culvert as shown in these plans. All costs shall be included in Item 202.17 Removing Existing Structural Concrete.

DRILLED AND ANCHORED REINFORCING STEEL NOTES

1. The anchoring material shall be one of the products listed on the Maine Department of Transportation List of Prequalified Epoxy Anchoring Materials. Installation shall be in accordance with manufacturer's recommendations.

2. No separate payment will be made for drilling and anchoring reinforcing steel in the existing north wings and headwall, it will be considered incidental to related contract items.

FOUNDATION NOTES

1. Box culverts and footings shall be placed on Granular Borrow overlaying undisturbed soil. Placement of Granular Borrow and footing construction shall be completed in the dry.

2. Protruding cobbles and boulders encountered at the final excavation level shall be removed and replaced with Granular Borrow.

3. Control of water within the excavation shall be conducted in such a manner as to prevent disturbance of the bearing soil. Well points, sumps or other pumping areas shall be located outside the footing limits and properly filtered to prevent pumping of soil materials below the excavation subgrade. All costs shall be included in Item 511.07 Cofferdam, Culvert.

4. Any foundation soil weakened as a result of insufficient care taken in maintaining a dewatered condition shall be removed and replaced with Granular Borrow at the Contractor's expense.

5. The Contractor shall notify the Resident immediately if rock or soft soils are encountered within the limits of Structural Earth Excavation, Major Structures.

PRECAST BOX CULVERT AND WINGWALL NOTES

1. All costs for erection/installation of the precast box culvert, south headwall, wingwalls, cutoff wall, and cast-in-place concrete transition shall be included in Item 534.71 Precast Concrete Box Culvert.

2. The precast units shall be designed to carry construction loadings with a minimum fill cover of 450 mm over the top of the units, as well as design live load.

3. The construction, handling, and assembly of the precast units shall be in accordance with Special Provisions Section 534 Precast Structural Concrete, and with the fabricator's specifications as applicable.

4. The Contractor shall prepare and submit an erection plan for documentation in accordance with Special Provisions Section 534 Precast Structural Concrete. Erection plan submittals shall be designed and stamped by a Professional Engineer licensed in the State of Maine.

5. Shop drawings for precast concrete box culvert sections shall include a plan for shimming and leveling the culvert and wingwall sections. All costs shall be included in Item 534.71 Precast Concrete Box Culvert.

6. The Contractor is responsible for proper fit-up of the precast segments and any cast-in-place elements, per fabricator's recommendations, approved shop and engineering drawings, and to the satisfaction of the Resident.

7. The Contractor may locate construction joints in the precast culvert units where necessary to accommodate the Contractor's means and methods of construction. The joints must have a mechanical connection designed by the fabricator. If hardware is used, it shall be galvanized. The joints shall be water-tight prior to placement of membrane waterproofing.

8. The design and detailing of the cast-in-place transition between the existing culvert and the proposed precast box culvert extension shall be included in the shop drawings submittal. Forms for the cast-in-place transition must provide a smooth interior transition from the existing culvert to the new precast units. The concrete and all costs for forming and placing the transition shall be included in Item 534.71 Precast Concrete Box Culvert.

9. All exposed edges of concrete shall be chamfered 20 mm.

10. Item 508.13 Membrane Waterproofing shall be applied to the top and outer sides of the precast box culvert, as well as the locations detailed on these plans. It shall also be applied at the joints between the precast box culvert units and the outside face of the box culvert and precast wingwalls. The length of application shall be from top of the footing to 150 mm below finished grade behind the wall.

11. Reinforcing steel shall have a minimum concrete cover of 50 mm unless otherwise noted.

12. Place 100 mm diameter drains in the walls and wingwalls at 3 meter maximum spacing. The exact location shall be determined by the Fabricator.

13. Construct French Drains behind the box culvert and wingwalls in accordance with Standard Specifications Section 512, French Drains.

14. Box culvert, wingwalls, cutoff wall, and footings shall be backfilled with Item 203.25, Granular Borrow. Pay limits will be as shown on the plans.

BRIDGE NO. 2263

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

EDWARD HILL BRIDGE
OVER
MERRILAND RIVER
IN THE TOWN OF
WELLS
YORK COUNTY

QUANTITIES & NOTES

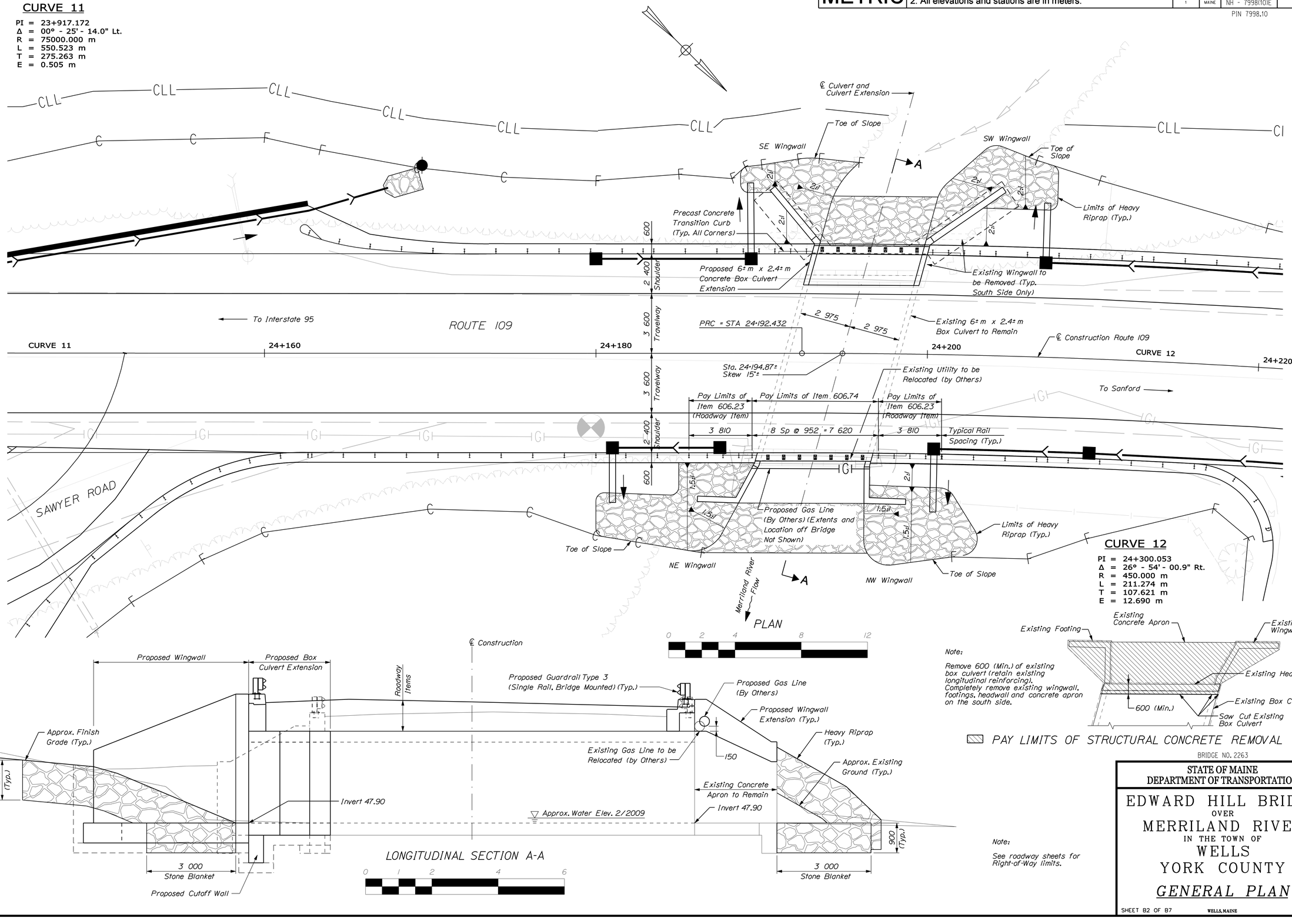
SHEET B1 OF B7 WELLS, MAINE

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E		

PIN 7998.10

CURVE 11

PI = 23+917.172
Δ = 00° - 25' - 14.0" Lt.
R = 75000.000 m
L = 550.523 m
T = 275.263 m
E = 0.505 m



CURVE 12

PI = 24+300.053
Δ = 26° - 54' - 00.9" Rt.
R = 450.000 m
L = 211.274 m
T = 107.621 m
E = 12.690 m

Note:

Remove 600 (Min.) of existing box culvert (retain existing longitudinal reinforcing). Completely remove existing wingwall, footings, headwall and concrete apron on the south side.

PAY LIMITS OF STRUCTURAL CONCRETE REMOVAL

BRIDGE NO. 2263

Note:

See roadway sheets for Right-of-Way limits.

STATE OF MAINE
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EDWARD HILL BRIDGE
OVER
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IN THE TOWN OF
WELLS
YORK COUNTY

GENERAL PLAN

SHEET B2 OF B7 WELLS, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	CLC	10/21/2010
CHECKED	GME	10/21/2010
REVISIONS	----	----
FIELD CHANGES		

PLANS

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Division: $(WKGROUP) Username: $(WKUSER)

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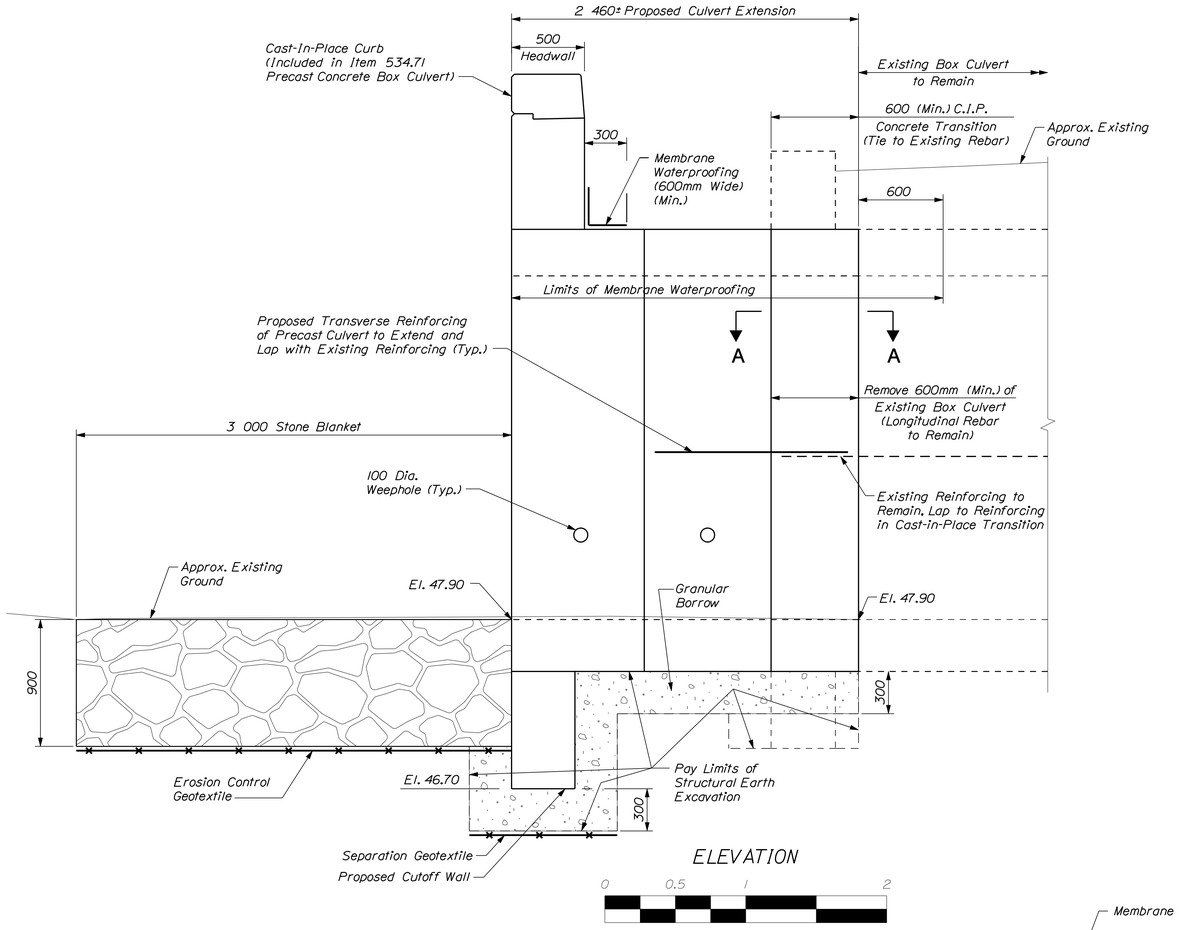
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	GME	10/21/2010
CHECKED	SMG	10/21/2010
PLANS REVISIONS	----	----
FIELD CHANGES		

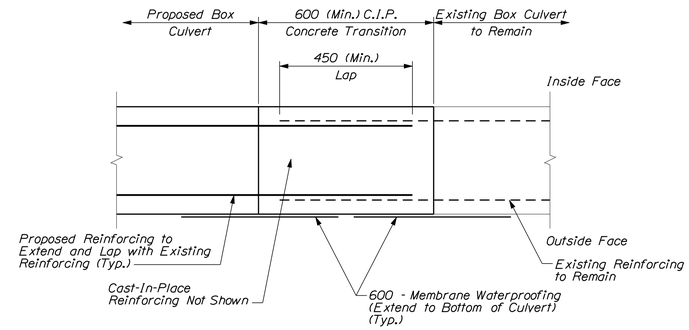
METRIC 1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E		

PIN 7998.10

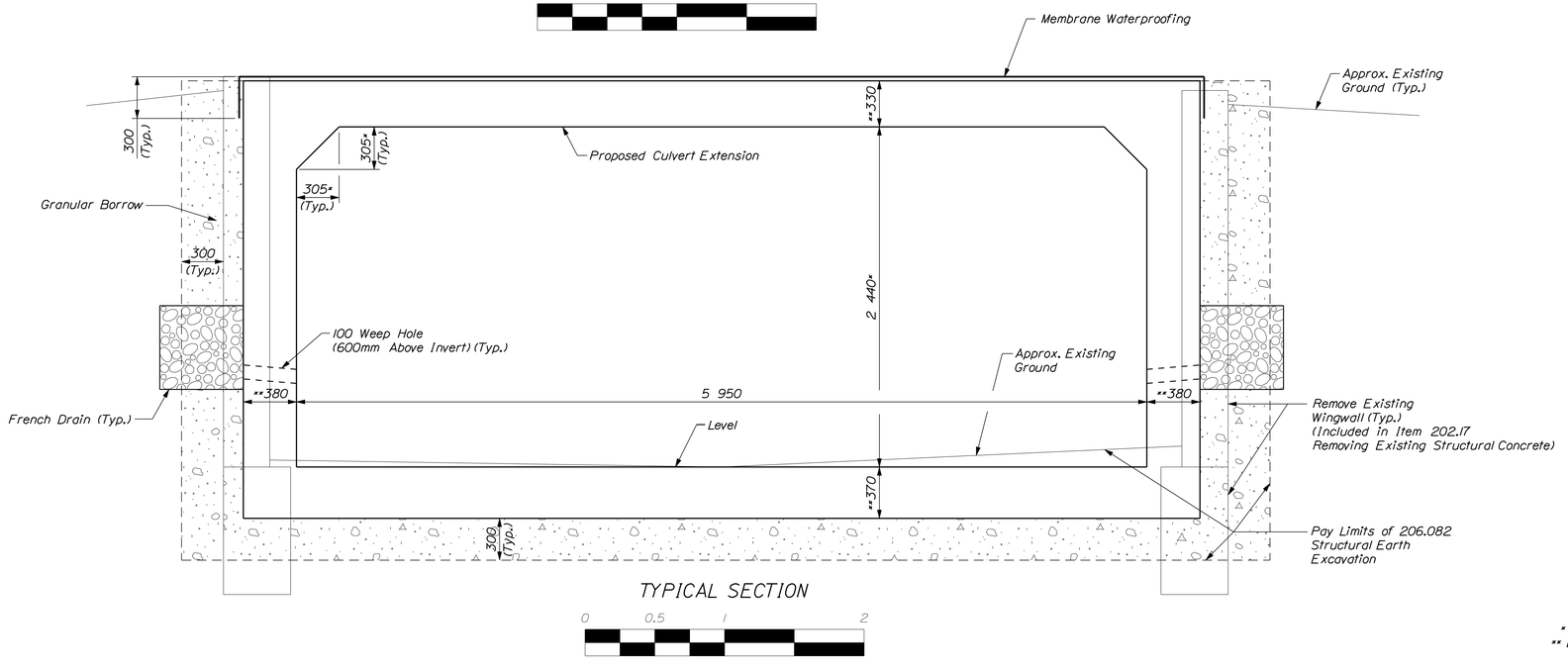


ELEVATION



SECTION A-A

0 0.25 0.5 1



TYPICAL SECTION

0 0.5 1 2

* Match Existing Dimensions
** Dimensions for Quantity Purposes Only

Note:
The reinforcing steel required in the cast-in-place transition shall be included in the shop drawing submittal and the cost shall be included in Item 534.71 Precast Concrete Box Culvert.

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STATE OF MAINE
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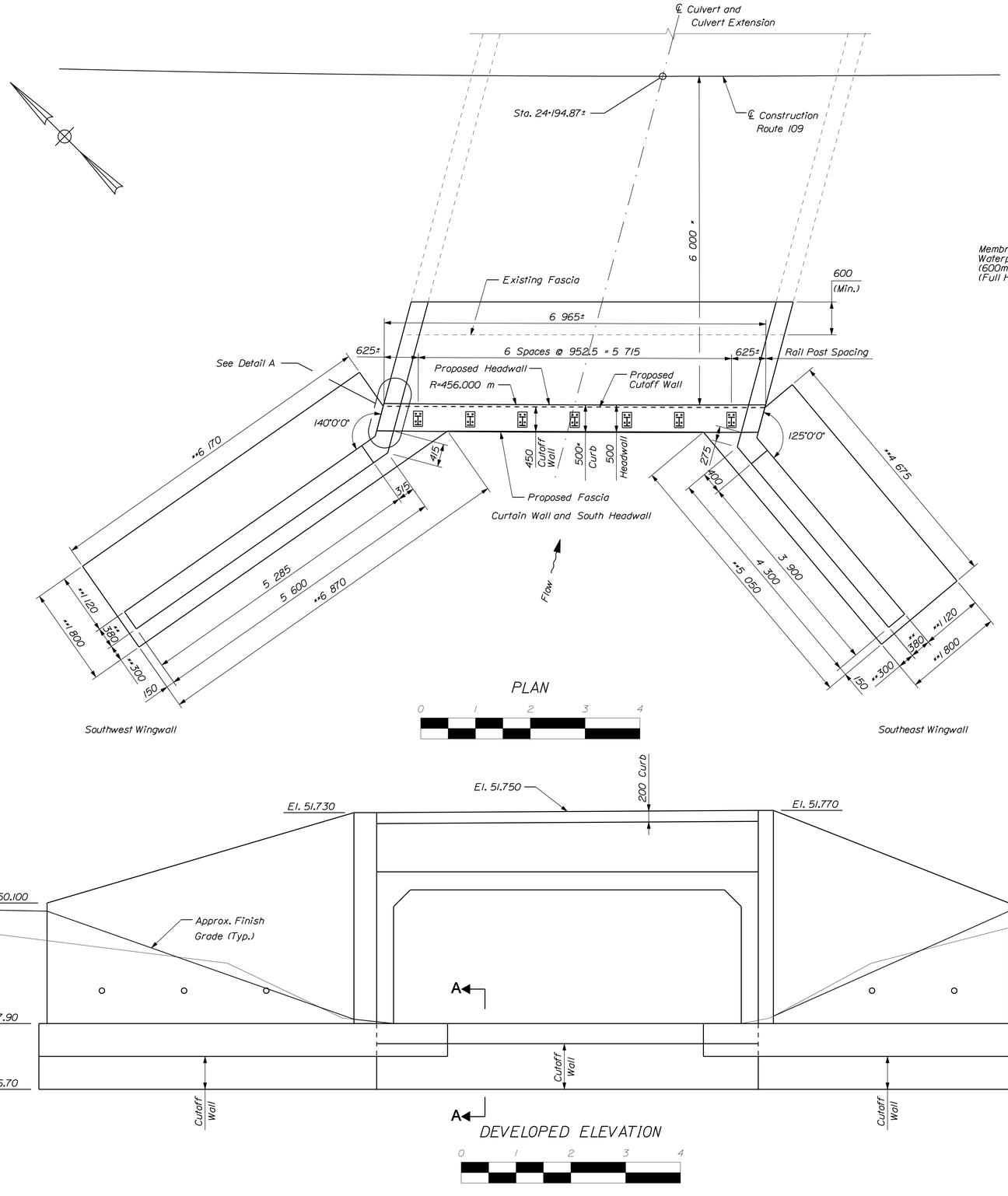
BOX CULVERT DETAILS

SHEET B3 OF B7 WELLS, MAINE

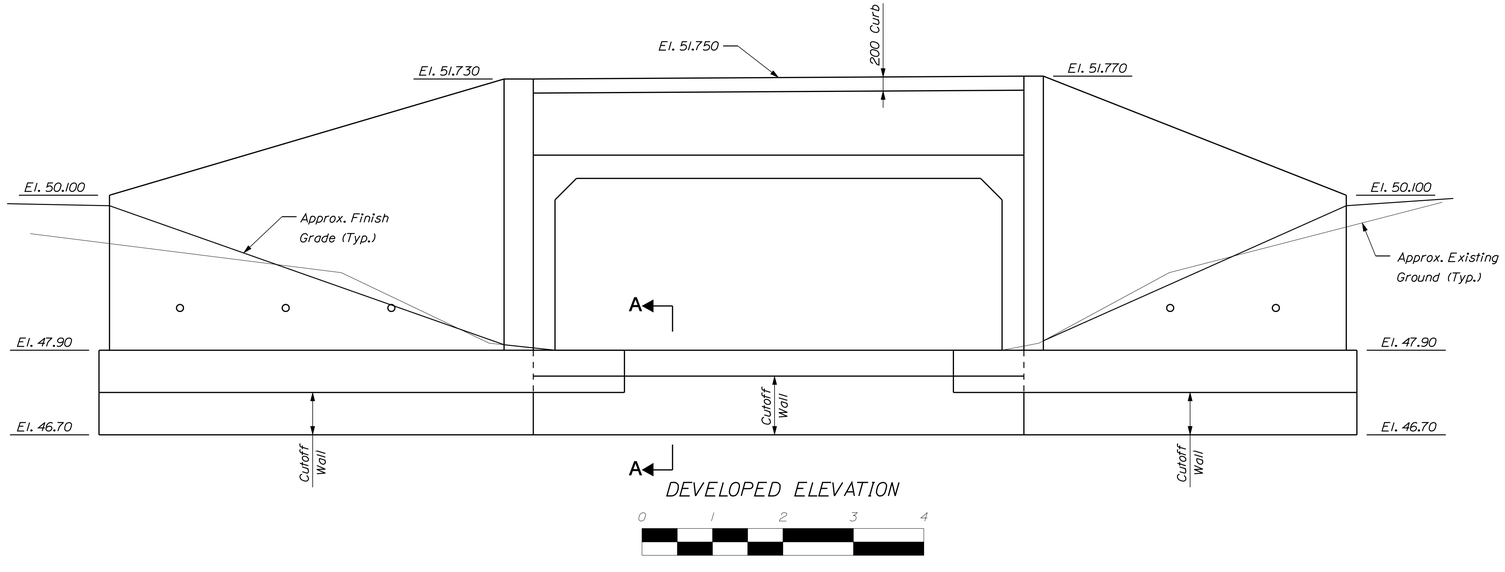
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(10)E		

PIN 7998.10



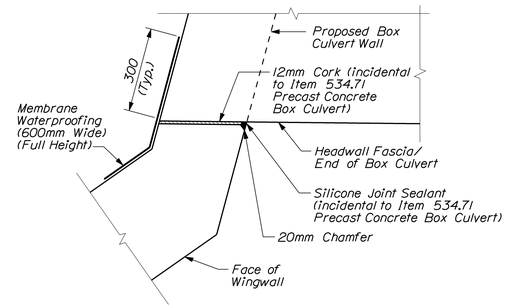
PLAN

0 1 2 3 4

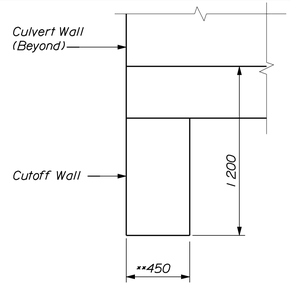


DEVELOPED ELEVATION

0 1 2 3 4

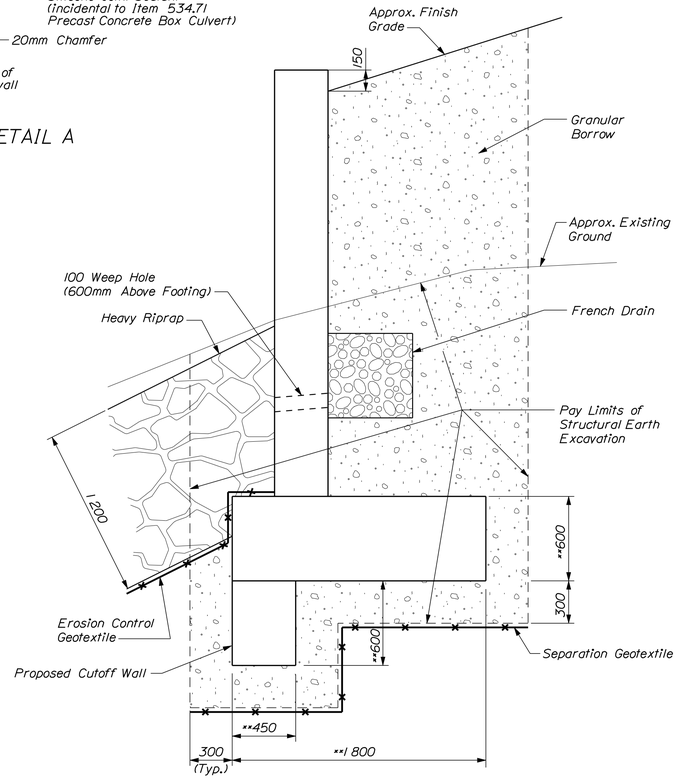


DETAIL A



SECTION A-A

0 0.5 1 2



TYPICAL WINGWALL SECTION

0 0.5 1 2

* Denotes Radial Dimension

** Dimension for Quantity Purposes Only

BRIDGE NO. 2263

STATE OF MAINE
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YORK COUNTY

SOUTH WALL DETAILS

SHEET B4 OF B7 WELLS, MAINE

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN-DETAILED	CLC	10/21/2010
	CHECKED	CLC	10/21/2010
	REVISIONS	GME	TSB
	FIELD CHANGES	----	----

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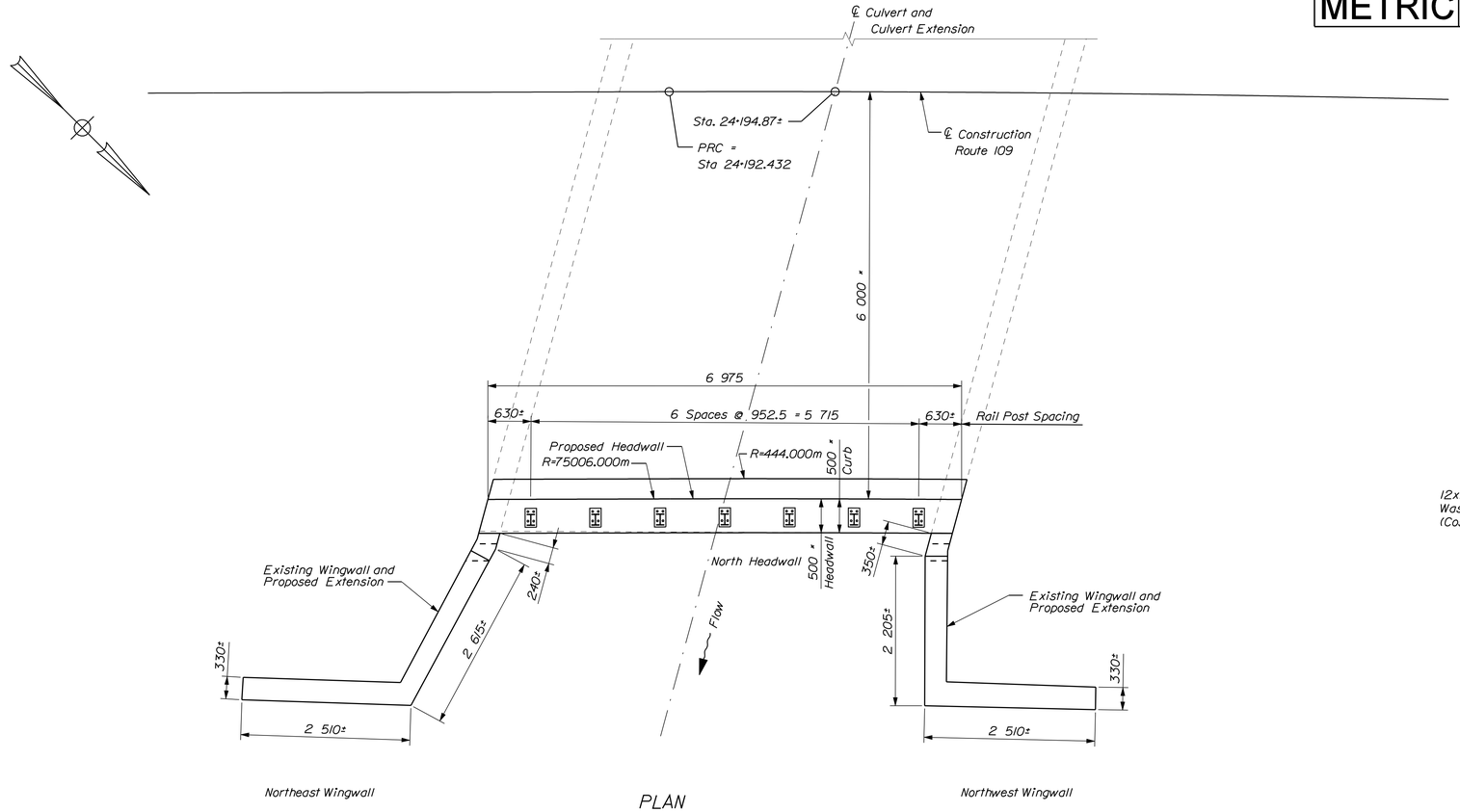
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	MAC	10/21/2010
CHECKED	MJM	CLC
PLANS REVISIONS	----	TSB
FIELD CHANGES		10/21/2010

METRIC 1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

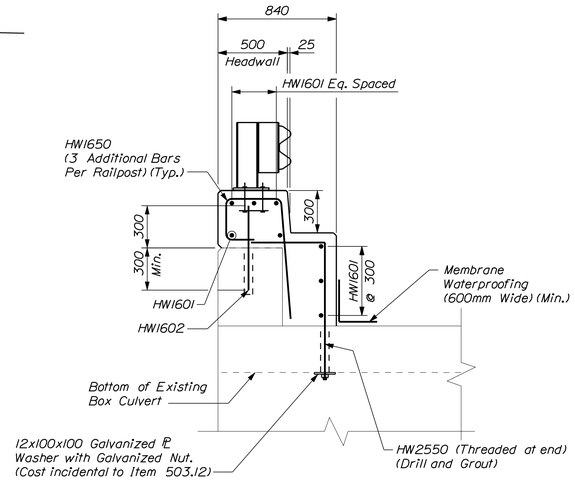
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E		

PIN 7998.10



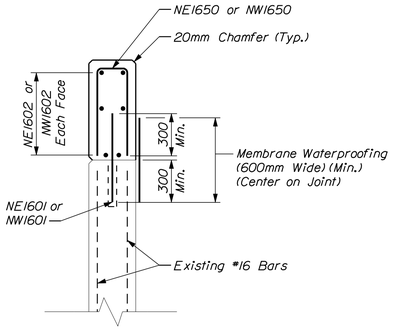
PLAN

0 1 2 3 4



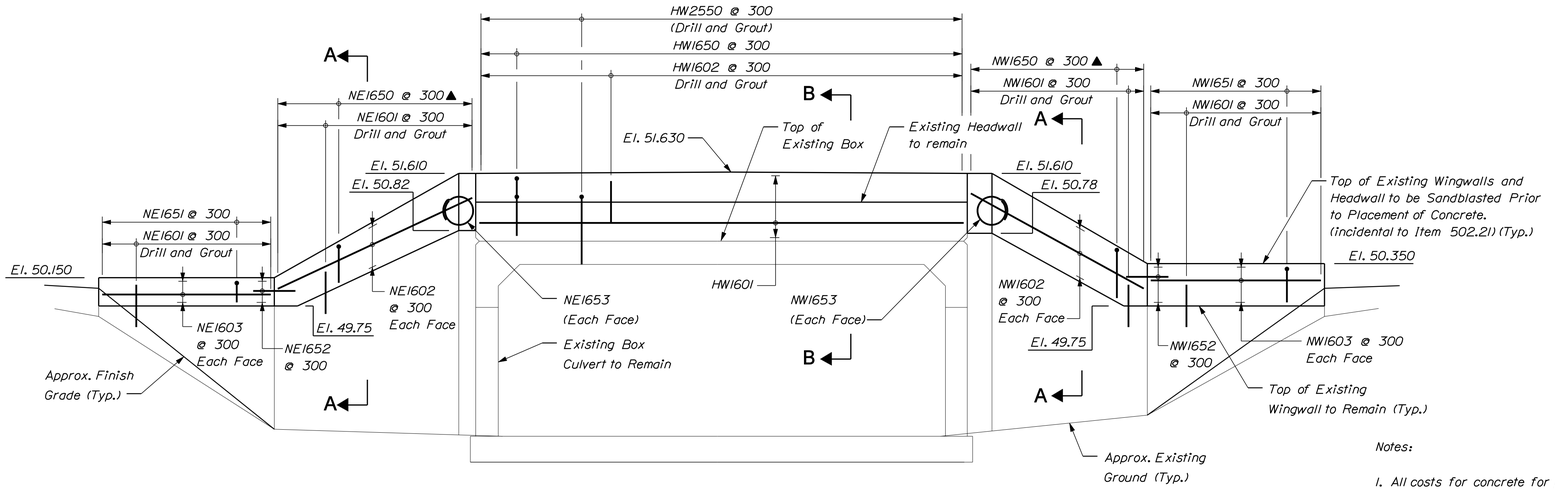
SECTION B-B

0 0.5 1 2



SECTION A-A

0 0.5 1 2



DEVELOPED ELEVATION

0 1 2 3 4

* Denotes Radial Dimension

Notes:

1. All costs for concrete for proposed wingwall extensions and headwall extension shall be included in Item 502.21 Structural Concrete Abutment and Retaining Wall.

2. All costs for concrete for north headwall modifications shall be included in Item 502.49 Structural Concrete Curbs and Sidewalks.

3. See Sheet B6 for Reinforcing Details at Utility Blockout.

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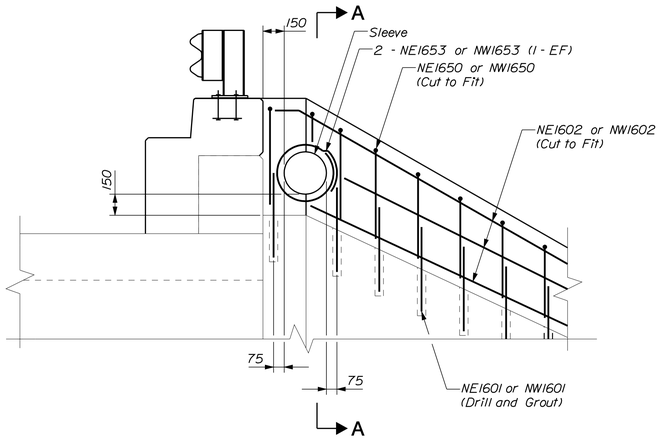
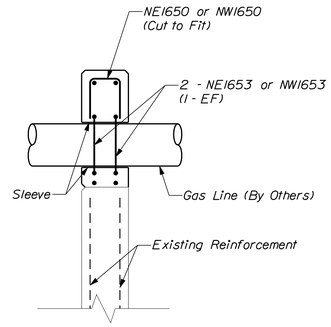
NORTH WALL DETAILS

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	NH - 7998(110)E		
				PIN 7998.10		



NORTHWEST WINGWALL PARTIAL ELEVATION

0 0.5 1 2



SECTION A-A

0 0.5 1 2

Note:

1. Northwest Wingwall shown. Northeast Wingwall similar.

2. All costs for gas line sleeve shall be included in Item 502.21 Structural Concrete, Abutment and Retaining Wall.

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STATE OF MAINE
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UTILITY BLOCKOUT DETAILS

SHEET B6 OF B7

WELLS, MAINE

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN-DETAILED	MAC	CLC	10/21/2010
	CHECKED	MJM	TSB	10/21/2010
	REVISIONS	----	----	----
	FIELD CHANGES			

Filename: ...\st\planset\068_Details_01.dgn Division: $(WKGROUP) Username: $(WIN_USERNAME) Date:10/21/2010

REINFORCING STEEL SCHEDULE

METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	NH - 7998(10)E		

PIN 7998.10

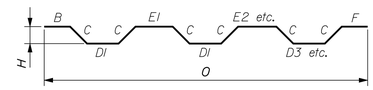
STRAIGHT BARS

MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION
			NORTH HEADWALL				
HW1601	7	6 880	LONGITUDINAL				
HW1602	24	530	VERTICAL DOWEL				
			NORTHEAST WINGWALL				
NE1601	19	600	VERTICAL DOWEL				
NE1602	8	3 110	LONGITUDINAL				
NE1603	4	2 410	LONGITUDINAL				
			NORTHWEST WINGWALL				
NW1601	18	600	VERTICAL DOWEL				
NW1602	8	2 750	LONGITUDINAL				
NW1603	6	2 410	LONGITUDINAL				

BENT BARS

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
						NORTH	HEADWALL							
HW1650	45	1 720	HW1	200	280	400	840				835	92		HEADWALL CURB
HW2550	24	1 550	L	1 000	550									HEADWALL CURB
						NORTHEAST	WINGWALL							
NE1650	10	1 610	S	0	690	230	690			0				TRANSVERSE
NE1651	9	830	S	0	300	230	300			0				TRANSVERSE
NE1652	4	1 000	V				500	500			430			CORNER
NE1653	2	1 550	US1								300	400		GAS LINE SLEEVE
						NORTHWEST	WINGWALL							
NW1650	10	1 690	S	0	730	230	730			0				TRANSVERSE
NW1651	9	1 230	S	0	500	230	500			0				TRANSVERSE
NW1652	6	1 000	V				500	500			500			CORNER
NW1653	2	1 550	US1								300	400		GAS LINE SLEEVE

TYPE - BENDING DIAGRAMS



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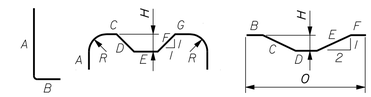

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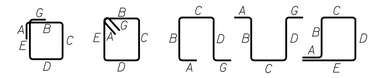
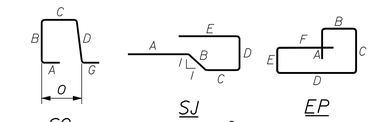


HB H S SL SB



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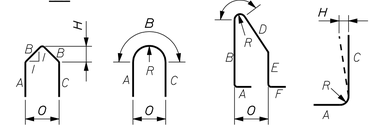
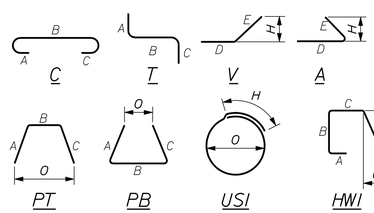


PA PR CB J



C T V A PT PB USI HWI

All dimensions are out-to-out of bar.

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.

Reinforcing Bar: ASTM A615/A615M, Grade 420

GENERAL NOTES

1. The first two digits following the letter(s) of the mark indicate the size of the bar:

   Mark "A1602" = bar size #16
   Mark "P2501" = bar size #25
   Mark "S1950" = bar size #19

2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case shall be based on crank bars as schedule on the plans.

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STATE OF MAINE
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REINFORCING STEEL SCHEDULE

SHEET B7 OF B7

WELLS, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	MAC	10/21/2010
CHECKED	MJM	10/21/2010
REVISIONS	....	....
FIELD CHANGES	....	....

PLANS

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