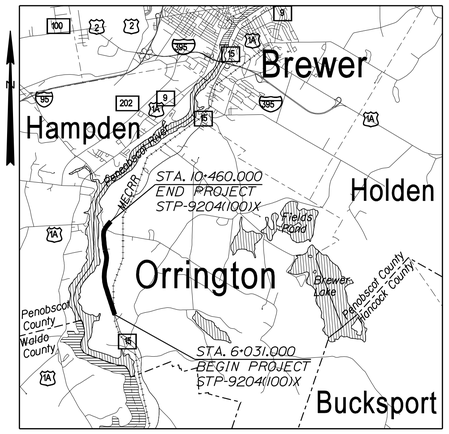
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



LOCATION MAP

2 0 2 4

Scale in Kilometers

ORRINGTON

PENOBSCOT COUNTY

ROUTE 15

PROJECT NO. STP-9204(100)X

PROJECT LENGTH : 4.429 km

HIGHWAY RECONSTRUCTION

INDEX OF SHEETS

Description	Sheet No.
Title Sheet	1
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Estimated Quantities	5
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General Notes	11
Geotechnical Notes	12
Construction Notes	13-14
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Undercut of Frost Susceptible Soils Over Ledge	16
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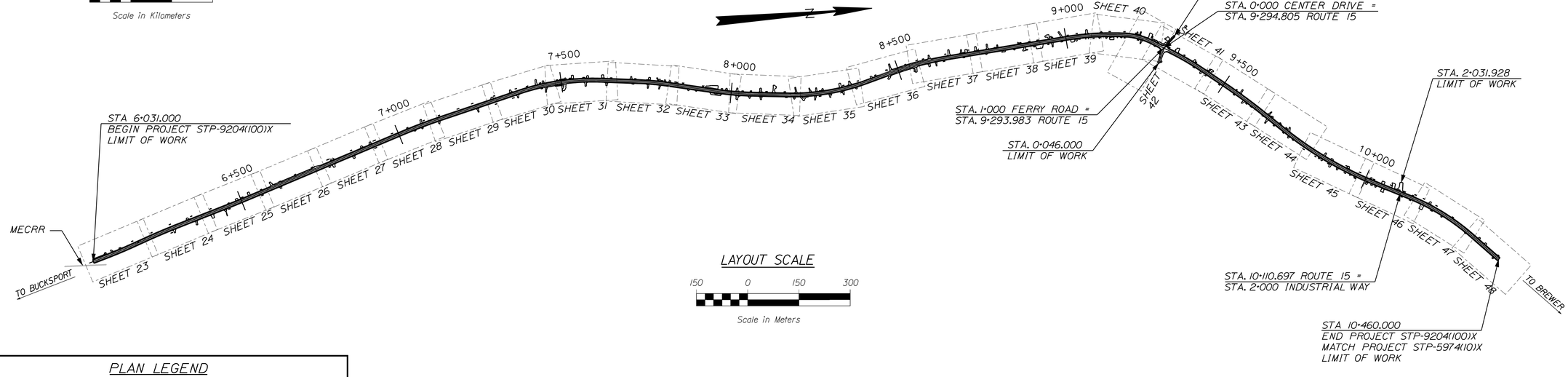


LAYOUT SCALE

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

TRAFFIC DATA

Current (2011) AADT	6210
Future (2031) AADT	8070
DHV - % of AADT	9
Design Hour Volume	726
% Heavy Trucks (AADT)	9
% Heavy Trucks (DHV)	7
Directional Distribution (DHV)	60
80 kN Equivalent P 2.0	647
80 kN Equivalent P 2.5	616
Design Speed (km/h)	70(45 MPH)/65 (40 MPH)
Functional Class	MINOR ARTERIAL

T·Y·LIN INTERNATIONAL

PROGRAM AREA: RURAL ARTERIAL IMPROVEMENT
SCOPE OF WORK: NEW CONSTRUCTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED — DATE

COMMISSIONER:

CHIEF ENGINEER:

STATE OF MAINE · KEVIN DUCHARME · No. 7405 · PROFESSIONAL ENGINEER

Kevin S Duch

SIGNATURE 7405

P.E. NUMBER 08/19/11

DATE

PROJECT INFORMATION

PROGRAM	HIGHWAY
PROJECT MANAGER	PAUL MACDONALD
DESIGNER	KEVIN S. DUCHARME
CONSULTANT	T.Y. LIN INTERNATIONAL
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

PIN 9204.10

ORRINGTON
ROUTE 15

TITLE SHEET

STP-9204(100)X

SHEET NUMBER

1

OF 208

Filename: 001_Title.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	2	208

9204.10

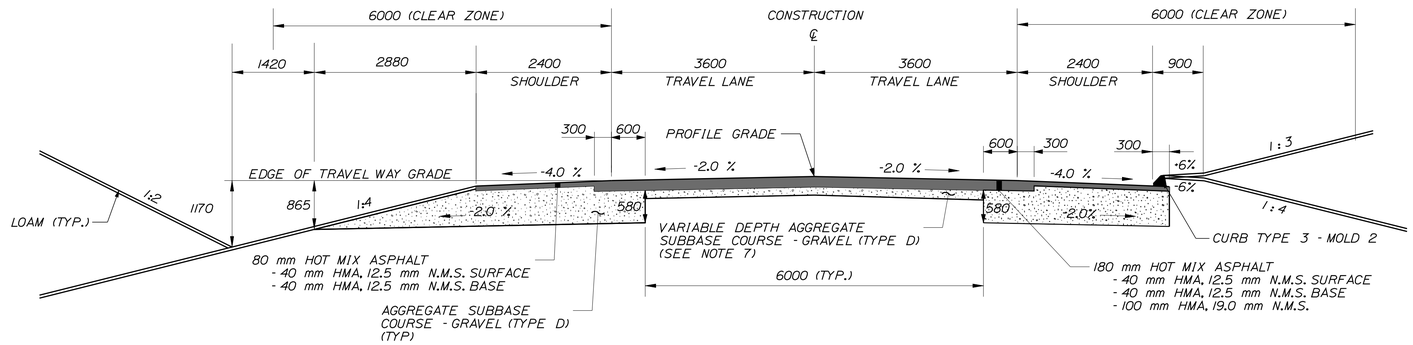
Filename: 002_Typical_001.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

PROJECT DESIGN ENGINEER	KSD	BY	DATE
DESIGN-DETAILED	ASR	ASR	12/09
CHECKED	JRH	-----	12/09
REVISIONS	------	------	------
FIELD CHANGES			

PLANS

NOTES

1. THE PAVEMENT, BASE, AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW-SIDE SHOULDER, THE LOW SIDE SHOULDERS PAVEMENT SHALL HAVE THE SAME CROSS SLOPE AS THE TRAVEL WAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATED SECTIONS FOR ALL COURSES OF SUBBASE, BASE, AND PAVEMENT SHALL BE STRAIGHT.
4. THE GRAVEL QUANTITY CALCULATION IS BASED ON A 50 mm LOAM DEPTH. THE ACTUAL DEPTH MAY VARY. SEE GENERAL NOTES.
5. THE ALGEBRAIC DIFFERENCE BETWEEN SHOULDER AND TRAVEL LANE CROSS SLOPES (ROLLOVER) SHALL NOT EXCEED 8%.
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
7. AGGREGATE SUBBASE COURSE - GRAVEL USED IN ALL VARIABLE DEPTH GRAVEL LOCATIONS SHALL MEET ALL THE REQUIREMENTS OF ITEM 304.10 - AGGREGATE SUBBASE COURSE - GRAVEL AND SHALL NOT CONTAIN PARTICLES OF ROCK WHICH WILL NOT PASS THE 50 mm (2") SQUARE MESH SIEVE.
8. CROSS SECTIONS THAT SHOW CURB TYPE 3, MOLD 3 SHALL BE CONSTRUCTED WITH MOLD 2 AS SHOWN IN THE TYPICAL SECTIONS.
9. CURB TYPE 3, MOLD 2 PLACED WITH GUARDRAIL SHALL BE MODIFIED TO HAVE A HEIGHT OF 100 mm.



AGGREGATE SUBBASE COURSE - GRAVEL (TYPE D) m^3/m		
2400 NORMAL SHOULDER	UNDER 7200 TRAVEL LANES	2400 CURBED SHOULDER
2.498	VARIES	1.733

** WITH ITEM 620.54 - STABILIZATION/REINFORCEMENT GEOTEXTILE

ROUTE 15 NORMAL SHOULDER SECTION

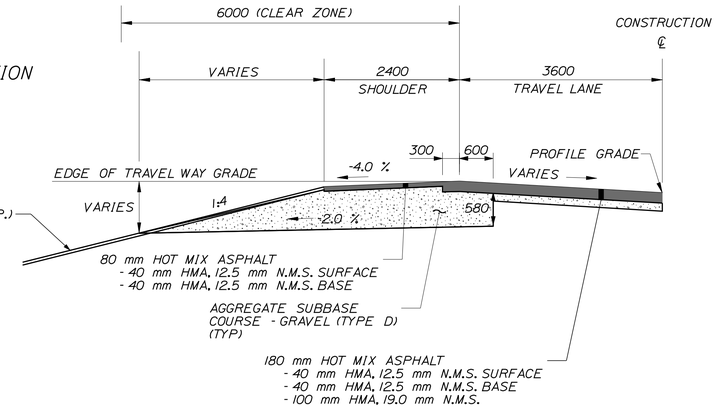
STA. 6+031, RT TO STA. 6+070, RT
STA. 6+310, LT TO STA. 6+455, LT
STA. 6+310, RT TO STA. 6+412, RT
STA. 6+440, RT TO STA. 6+798, RT
STA. 6+753, LT TO STA. 7+010, LT
STA. 6+846, RT TO STA. 7+010, RT
STA. 7+135, RT TO STA. 7+361, RT
STA. 7+135, LT TO STA. 7+361, LT
STA. 9+441, LT TO STA. 9+560, LT
STA. 9+590, LT TO STA. 9+635, LT

ROUTE 15 NORMAL CROWN SECTION - TRAVELWAY (PARTIAL DEPTH CONSTRUCTION)

STA. 6+340 TO STA. 6+980
STA. 7+150 TO STA. 7+340
STA. 7+860 TO STA. 7+920**
STA. 8+700 TO STA. 8+960
STA. 9+500 TO STA. 9+680
STA. 10+400 TO STA. 10+460

ROUTE 15 CURBED SHOULDER SECTION

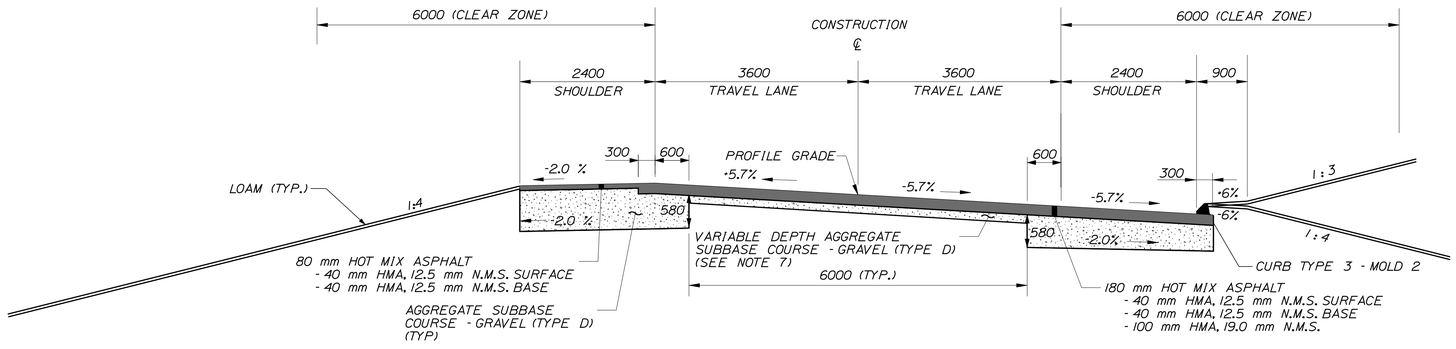
STA. 6+455, LT TO STA. 6+596, LT
STA. 7+836, LT TO STA. 7+924, LT
STA. 7+836, RT TO STA. 7+924, RT
STA. 8+676, RT TO STA. 8+987, RT
STA. 8+865, LT TO STA. 8+987, LT
STA. 9+441, RT TO STA. 9+709, RT
STA. 10+377, LT TO STA. 10+460, LT
STA. 10+377, RT TO STA. 10+460, RT



AGGREGATE SUBBASE COURSE - GRAVEL (TYPE D) m^3/m
UNDER HIGH-SIDE (e ≤ 4%) 2.4 m SHOULDER
VARIES

ROUTE 15 HIGH-SIDE (e ≤ 4%) 2.4m SHOULDER SECTION (PARTIAL DEPTH CONSTRUCTION)

STA. 6+125, RT TO STA. 6+180, RT
STA. 6+180, LT TO STA. 6+310, LT
STA. 7+010, LT TO STA. 7+028, LT
STA. 7+361, LT TO STA. 7+395, LT
STA. 7+480, LT TO STA. 7+491, LT
STA. 7+619, LT TO STA. 7+745, LT
STA. 7+995, RT TO STA. 8+150, RT
STA. 9+009, LT TO STA. 9+060, LT
STA. 9+308, LT TO STA. 9+441, LT
STA. 10+120, LT TO STA 10+240, LT



AGGREGATE SUBBASE COURSE - GRAVEL (TYPE D) m^3/m		
UNDER 2400 HIGH-SIDE BOX SHOULDER	UNDER 7200 TRAVEL LANES	UNDER 2400 LOW - SIDE CURBED SHOULDER
1.712	VARIES	1.431

** WITH ITEM 620.54 - STABILIZATION/REINFORCEMENT GEOTEXTILE

ROUTE 15 HIGH-SIDE (e> 4%) BOX SHOULDER SECTION

STA. 9+169, LT TO STA. 9+220, LT

ROUTE 15 SUPERELEVATED SECTION - TRAVELWAY (PARTIAL DEPTH CONSTRUCTION)

STA. 6+125 TO STA. 6+340
STA. 6+980 TO STA. 7+150
STA. 7+340 TO STA. 7+800
STA. 7+800 TO STA. 7+860**
STA. 7+920 TO STA. 8+000**
STA. 8+000 TO STA. 8+240
STA. 8+960 TO STA. 9+500
STA. 9+680 TO STA. 10+400

ROUTE 15 LOW-SIDE (e> 4%) 2.4m SHOULDER SECTION

STA. 9+160 TO STA. 9+280, RT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

ORRINGTON

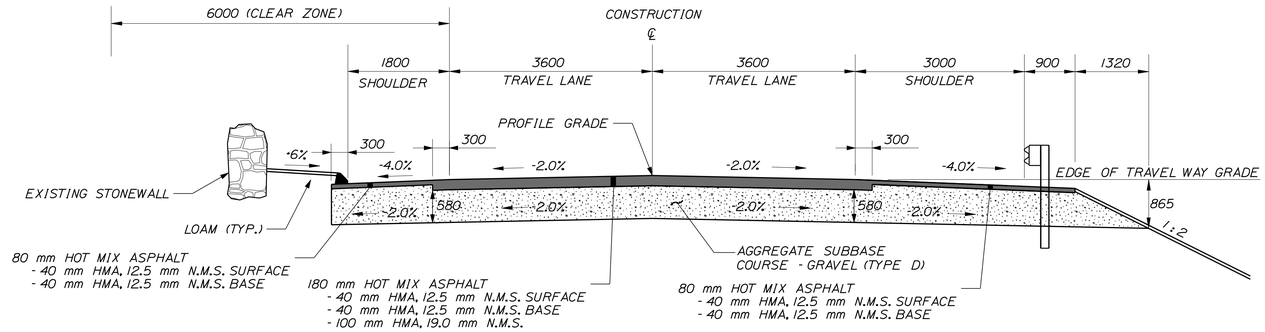
ROUTE 15

NOT TO SCALE

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	STP-9204(100)X	3	208

9204.10



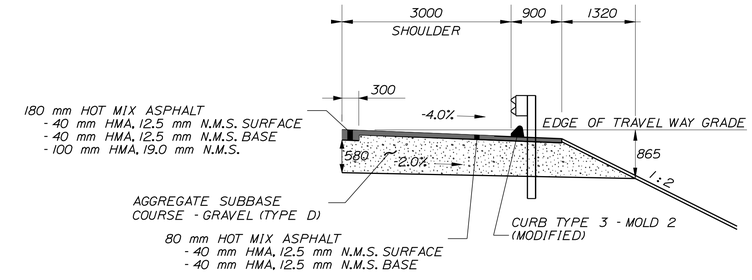
AGGREGATE SUBBASE COURSE - GRAVEL (TYPE D) m^3/m		
UNDER 1800 SHOULDER	UNDER 7200 TRAVEL LANES	UNDER 3000 GUARDRAIL SHOULDER
1.354	4.176	2.887

ROUTE 15 1.8m SHOULDER SECTION

STA. 8+360, LT TO STA. 8+422, LT

ROUTE 15 NORMAL CROWN SECTION - TRAVELWAY (FULL DEPTH CONSTRUCTION)

STA. 6+031 TO STA. 6+040



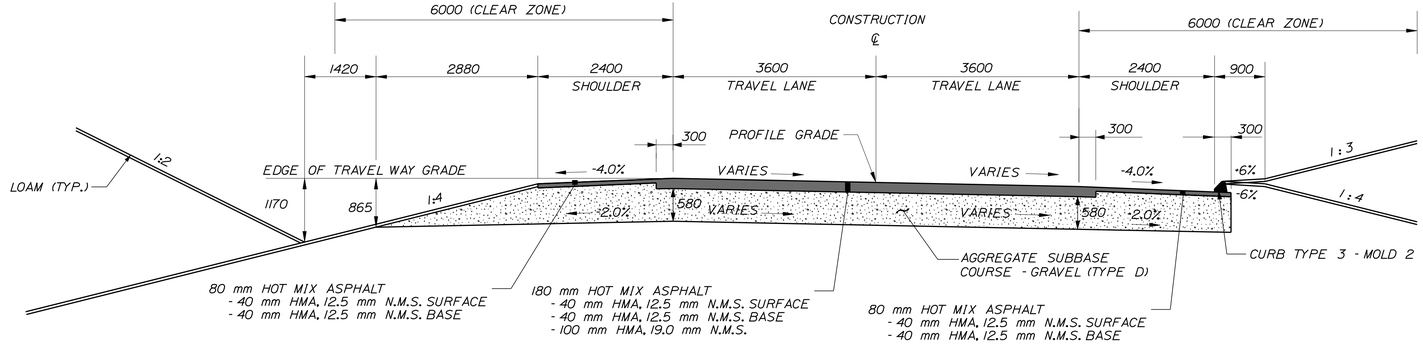
AGGREGATE SUBBASE COURSE - GRAVEL (TYPE D) m^3/m
UNDER 3000 LOW-SIDE GUARDRAIL SHOULDER
2.887

ROUTE 15 GUARDRAIL SHOULDER SECTION

STA. 6+036, LT TO STA. 6+067, LT
STA. 6+606, LT TO STA. 6+728, LT

ROUTE 15 LOW-SIDE (e ≤ 4%) GUARDRAIL SHOULDER SECTION

STA. 7+460, RT TO STA. 7+504, RT
STA. 8+470, RT TO STA. 8+545, RT



AGGREGATE SUBBASE COURSE - GRAVEL (TYPE D) m^3/m		
UNDER 2400 HIGH-SIDE SHOULDER	UNDER 7200 TRAVEL LANES	UNDER 2400 LOW-SIDE CURBED SHOULDER
2.498	4.176	1.733

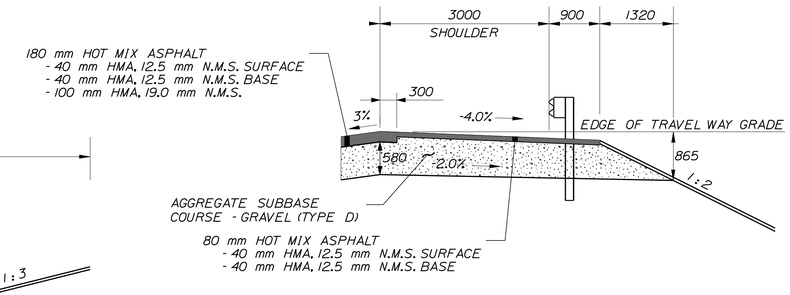
** WITH ITEM 620.54 - STABILIZATION/REINFORCEMENT GEOTEXTILE

ROUTE 15 HIGH-SIDE (e≤ 4%) 2.4m SHOULDER SECTION (FULL DEPTH CONSTRUCTION)

STA. 6+070, RT TO STA. 6+125, RT
STA. 8+590, LT TO STA 8+690, LT

ROUTE 15 SUPERELEVATED SECTION - TRAVELWAY (FULL DEPTH CONSTRUCTION)

STA. 6+031 TO STA. 6+040
STA. 6+040 TO STA. 6+125**
STA. 8+240 TO STA. 8+370
STA. 8+370 TO STA. 8+640**
STA. 8+640 TO STA. 8+700



AGGREGATE SUBBASE COURSE - GRAVEL (TYPE D) m^3/m
UNDER 3000 HIGH-SIDE GUARDRAIL SHOULDER
2.887

ROUTE 15 HIGH-SIDE (e ≤ 4%) GUARDRAIL SHOULDER SECTION

STA. 8+485, LT TO STA. 8+590, LT

ROUTE 15 LOW-SIDE (e≤ 4%) 2.4m SHOULDER SECTION

STA. 6+073, LT TO STA. 6+115, LT
STA. 7+052, RT TO STA. 7+121, RT
STA. 7+758, RT TO STA. 7+836, RT
STA. 7+924, LT TO STA. 8+014, LT
STA. 8+194, LT TO STA. 8+320, LT
STA. 8+447, RT TO STA. 8+458, RT
STA. 8+595, RT TO STA. 8+676, RT
STA. 8+987, RT TO STA. 9+169, RT
STA. 9+310, RT TO STA. 9+441, RT
STA. 9+830, LT TO STA 9+890, LT
STA. 10+015, LT TO STA. 10+063, LT
STA. 10+130, LT TO STA. 10+377, LT

PROJECT DESIGN ENGINEER	KSD	BY	DATE
DESIGN-DETAILED	ASR	ASR	12/09
CHECKED	JRH	-----	12/09
REVISIONS	------	-----	------
FIELD CHANGES	------	------	------

PLANS

Filename: 003_Typical_002.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

ORRINGTON

ROUTE 15

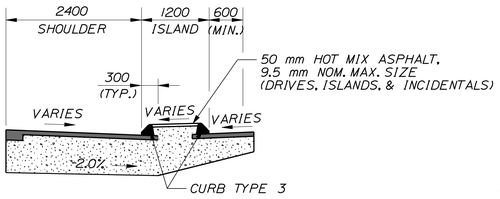
NOT TO SCALE

SHEET 2 OF 3 AUGUSTA, MAINE

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

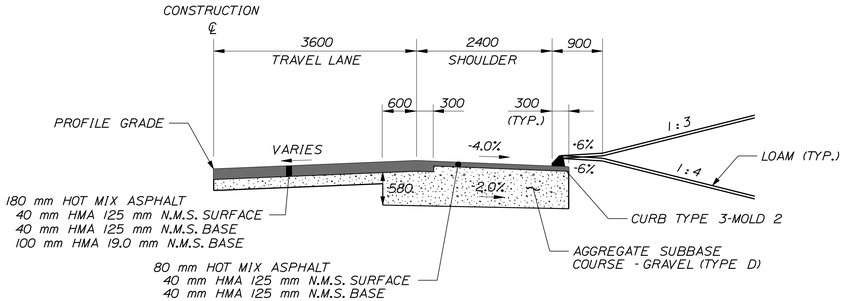
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	4	208

9204.10



ROUTE 15 CURBED ISLAND SECTION

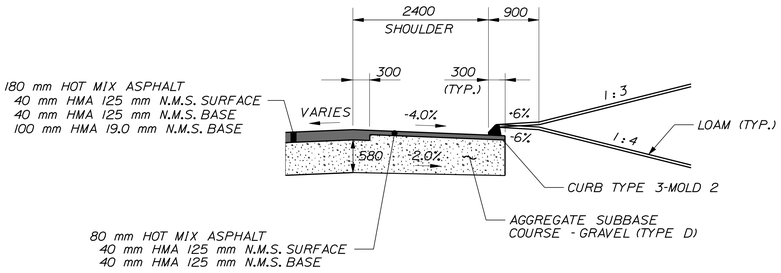
STA. 7+937, LT TO STA. 9+947, LT
STA. 9+268, LT TO STA. 9+275, LT
STA. 9+287, LT TO STA. 9+294, LT



AGGREGATE SUBBASE COURSE - GRAVEL (TYPE D) m^3/m
UNDER PARTIAL DEPTH HIGH-SIDE CURBED SHOULDER
VARIES

ROUTE 15 HIGH-SIDE (e≤ 4%) CURBED SHOULDER SECTION (PARTIAL DEPTH CONSTRUCTION)

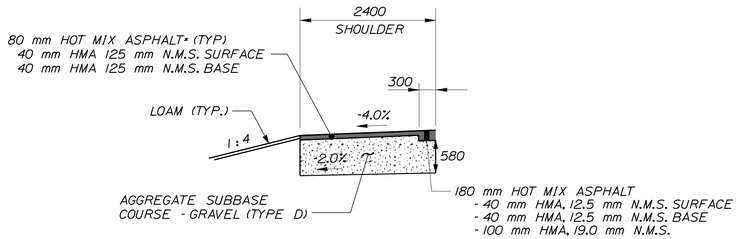
STA. 7+028, LT TO STA. 7+135, LT
STA. 7+395, LT TO STA. 7+480, LT
STA. 7+491, LT TO STA. 7+619, LT
STA. 7+745, LT TO STA. 7+836, LT
STA. 7+924, RT TO STA. 7+979, RT
STA. 8+150, RT TO STA. 8+240, RT
STA. 8+987, LT TO STA. 9+009, LT
STA. 9+709, RT TO STA. 10+063, RT
STA. 10+063, LT TO STA. 10+093, LT
STA. 10+240, LT TO STA. 10+377, LT



AGGREGATE SUBBASE COURSE - GRAVEL (TYPE D) m^3/m
UNDER FULL DEPTH HIGH-SIDE CURBED SHOULDER
1.733

ROUTE 15 HIGH-SIDE (e≤ 4%) CURBED SHOULDER SECTION (FULL DEPTH CONSTRUCTION)

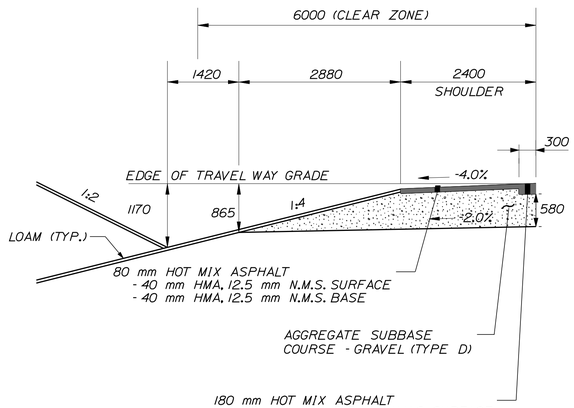
STA. 8+240, RT TO STA. 8+447, RT
STA. 8+440, LT TO STA. 8+475, LT



AGGREGATE SUBBASE COURSE - GRAVEL (TYPE D) m^3/m
UNDER 2400 BOX SHOULDER
1.544

ROUTE 15 BOX SHOULDER SECTION

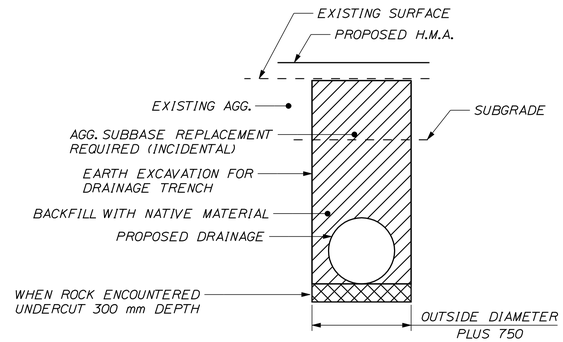
STA. 6+412, RT TO STA. 6+440, RT
STA. 6+798, RT TO STA. 6+846, RT
STA. 7+504, RT TO STA. 7+566, RT
STA. 7+970, RT TO STA. 7+995, RT
STA. 8+690, LT TO STA. 8+865, LT
STA. 9+060, LT TO STA. 9+169, LT
STA. 9+240, LT TO STA. 9+268, LT
STA. 9+560, LT TO STA. 9+590, LT
STA. 9+635, LT TO STA. 9+730, LT
STA. 9+890, LT TO STA. 9+940, LT
STA. 10+063, RT TO STA. 10+090, RT



AGGREGATE SUBBASE COURSE - GRAVEL (TYPE D) m^3/m
UNDER LOW-SIDE SHOULDER
2.498

ROUTE 15 LOW-SIDE (e≤ 4%) SHOULDER SECTION

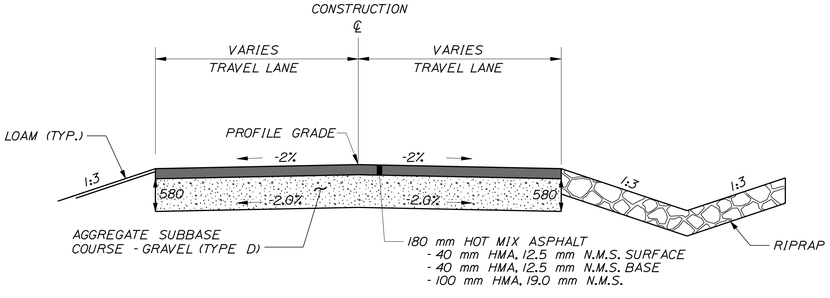
STA. 6+115, LT TO STA. 6+180, LT
STA. 6+180, RT TO STA. 6+310, RT
STA. 7+010, RT TO STA. 7+052, RT
STA. 7+121, RT TO STA. 7+135, RT
STA. 7+361, RT TO STA. 7+460, RT
STA. 7+566, RT TO STA. 7+758, RT
STA. 8+014, LT TO STA. 8+194, LT
STA. 8+320, LT TO STA. 8+358, LT
STA. 8+458, RT TO STA. 8+470, RT
STA. 8+545, RT TO STA. 8+595, RT
STA. 9+730, LT TO STA. 9+830, LT
STA. 9+940, LT TO STA. 10+015, LT
STA. 10+090, RT TO STA. 10+128, LT



CONDITION II PAVED AREAS

PARTIAL DEPTH TRENCH DETAIL

1. PAYMENT FOR ALL EARTH EXCAVATION REQUIRED AND AGGREGATE SUBBASE COURSE GRAVEL SHALL BE INCIDENTAL TO THE PIPE ▨ AREA SHOWN.
2. PAYMENT FOR ALL EXCAVATION OF ANY SLOPING OF TRENCHES REQUIRED FOR SAFETY REASONS AS WELL AS GRAVEL & HOT BITUMINOUS PAVEMENT MATERIALS REQUIRED BEYOND PAY LINES SHALL BE CONSIDERED INCIDENTAL TO PIPE ITEM.
3. ROCK EXCAVATION REQUIRED WITHIN THE AREAS SHOWN ▨ & ▩ SHALL BE PAID FOR UNDER ITEM 206.07
4. DEPTHS OF GRAVEL & PAVEMENT LAYERS IN TRENCH TO BE THE SAME AS EXISTING.



SIDE ROAD NORMAL CROWN SECTION

STA. 0+006 TO STA. 0+046
STA. 1+006 TO STA. 1+048

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

ORRINGTON

ROUTE 15

NOT TO SCALE

SHEET 3 OF 3 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	KSJ	BY	DATE
		ASR	12/09
DESIGN-DETAILED	ASR	-----	12/09
CHECKED	JRH	-----	-----
PLANS REVISIONS	-----	-----	-----
FIELD CHANGES	-----	-----	-----

Filename: 004_Typicol_003.dgn Username: normal Division: $wkgroup$ Date:8/22/2011

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	STP-9204(100)X	5	208

9204.10

ESTIMATED QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	TOTAL	
201.11	CLEARING	HA	2	
201.23	REMOVE SINGLE TREE - TOP ONLY	EA	70	
201.24	REMOVE STUMP	EA	62	
202.08	REMOVE BUILDING NO. 1	LS	1	
202.15	REMOVING EXISTING MANHOLE OR CATCH BASIN	EA	12	
203.20	COMMON EXCAVATION	m³	29,200	
203.21	ROCK EXCAVATION	m³	290	
203.25	GRANULAR BORROW	m³	100	*
206.061	STRUCTURAL EARTH EXCAVATION - DRAINAGE AND MINOR STRUCTURES BELOW GRADE	m³	25	
206.07	STRUCTURAL ROCK EXCAVATION - DRAINAGE AND MINOR STRUCTURES	m³	140	
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	m³	33,300	
403.207	HOT MIX ASPHALT - 19 mm NOMINAL MAX. SIZE	Mg	8,450	
403.208	HOT MIX ASPHALT - 12.5 mm NOMINAL MAX. SIZE, SURFACE	Mg	5,300	
403.209	HOT MIX ASPHALT - 9.5 mm NOMINAL MAX. SIZE (DRIVES AND INCIDENTALS)	Mg	600	
403.213	HOT MIX ASPHALT - 12.5 mm NOMINAL MAX. SIZE, BASE	Mg	5,300	
409.15	BITUMINOUS TACK COAT, APPLIED	L	11,800	
411.12	CRUSHED STONE SURFACE	Mg	4	
504.07	CONCRETE PIPE TIES	GP	14	
525.326	FIELD STONE RETAINING WALL	m²	7	
534.71	PRECAST BOX CULVERT	LS	1	
603.159	300 mm CULVERT PIPE OPT III	m	67	
603.16	375 mm CULVERT PIPE OPT I	m	38	
603.17	450 mm CULVERT PIPE OPT I	m	41	
603.171	450 mm CORRUGATED METAL PIPE	m	4	
603.175	450 mm RCP CLASS III	m	70	
603.179	450 mm CULVERT PIPE OPT III	m	300	
603.19	600 mm CULVERT PIPE OPT I	m	15	
603.199	600 mm CULVERT PIPE OPT III	m	89	
603.20	750 mm CULVERT PIPE OPT I	m	14	
603.205	750 mm RCP CLASS III	m	26	
603.209	750 mm CULVERT PIPE OPT III	m	12	
603.219	900 mm CULVERT PIPE OPT III	m	25	
604.09	CATCH BASIN TYPE BI	EA	1	
604.092	CATCH BASIN TYPE BI-C	EA	64	
604.093	1525 mm CATCH BASIN TYPE BI	EA	1	
604.097	1800 mm CATCH BASIN TYPE BI-C	EA	4	
604.154	1800 mm MANHOLE	EA	2	
604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	EA	2	
604.242	CATCH BASIN TYPE F3	EA	1	
604.244	CATCH BASIN TYPE F4	EA	5	
604.246	CATCH BASIN TYPE F5	EA	7	
604.247	CATCH BASIN TYPE F5-C	EA	1	
604.248	CATCH BASIN TYPE F6	EA	2	
604.249	CATCH BASIN TYPE F6-C	EA	2	
605.09	150 mm UNDERDRAIN TYPE B	m	2,300	
605.10	150 mm UNDERDRAIN OUTLET	m	62	
605.11	300 mm UNDERDRAIN TYPE C	m	990	
605.12	375 mm UNDERDRAIN TYPE C	m	360	
605.13	450 mm UNDERDRAIN TYPE C	m	720	
605.17	750 mm UNDERDRAIN TYPE C	m	15	
606.151	GUARDRAIL TYPE 3AA - SINGLE RAIL	m	44	
606.191	GUARDRAIL TYPE 3AA - 4.5 m RADIUS AND LESS	m	16	
606.23	GUARDRAIL TYPE 3C - SINGLE RAIL	m	330	
606.231	GUARDRAIL TYPE 3C - SINGLE RAIL - 4.5 m RADIUS AND LESS	m	39	
606.265	TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	EA	6	
606.266	TERMINAL END - SINGLE RAIL - CORROSION RESISTANT STEEL	EA	2	
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	EA	18	
606.356	UNDERDRAIN DELINEATOR POST	EA	38	
606.47	SINGLE WOOD POST	EA	25	*
606.79	GUARDRAIL 350 FLARED TERMINAL	EA	1	
609.31	CURB TYPE 3	m	3,500	
610.08	PLAIN RIPRAP	m³	380	
610.18	STONE DITCH PROTECTION	m³	35	
613.319	EROSION CONTROL BLANKET	m²	1,750	
615.07	LOAM	m³	2,450	
618.1301	SEEDING METHOD NUMBER 1, PLAN QUANTITY	Unit	120	
618.1401	SEEDING METHOD NUMBER 2, PLAN QUANTITY	Unit	210	
618.1411	SEEDING METHOD NUMBER 3, PLAN QUANTITY	Unit	47	
619.1201	MULCH, PLAN QUANTITY	Unit	370	
619.1301	BARK MULCH	m³	7	
620.54	STABILIZATION/REINFORCEMENT GEOTEXTILE	m²	6,700	
620.58	EROSION CONTROL GEOTEXTILE	m²	1,150	

ESTIMATED QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	TOTAL	
621.031	EVERGREEN TREES (1200 mm - 1500 mm) GROUP A	EA	28	
621.037	EVERGREEN TREES (1500 mm - 1800 mm) GROUP A	EA	10	
621.039	EVERGREEN TREES (1500 mm - 1800 mm) GROUP C	EA	5	
621.196	MEDIUM DECIDUOUS TREES (45 mm - 50 mm Cal.) GROUP B	EA	8	
621.273	LARGE DECIDUOUS TREES (50 mm - 65 mm Cal.) GROUP A	EA	27	
621.546	DECIDUOUS SHRUBS (600 mm - 900 mm) GROUP A	EA	24	
621.552	DECIDUOUS SHRUBS (900 mm - 1200 mm) GROUP A	EA	38	
621.558	DECIDUOUS SHRUBS (1200 mm - 1500 mm) GROUP A	EA	6	
621.711	HERBACEOUS PERENNIALS GROUP B	EA	60	
621.80	ESTABLISHMENT PERIOD	LS	1	
627.18	300 mm SOLID WHITE PAVEMENT MARKING LINE	m	21	
627.733	100 mm WHITE OR YELLOW PAVEMENT MARKING LINE	m	13,300	
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	m²	74	
627.76	TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	LS	1	*
629.05	HAND LABOR - STRAIGHT TIME	MH	80	*
631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	HR	10	*
631.11	AIR TOOL (INCLUDING OPERATOR)	HR	10	*
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	HR	30	*
631.14	GRADER (INCLUDING OPERATOR)	HR	15	*
631.172	TRUCK, LARGE (INCLUDING OPERATOR)	HR	30	*
631.20	STUMP CHIPPER RENTAL (INCLUDING OPERATOR)	HR	10	*
631.221	SMALL FRONT END LOADER (INCLUDING OPERATOR)	HR	5	*
631.32	CULVERT CLEANER (INC. OPERATOR)	HR	5	*
639.18	FIELD OFFICE TYPE A	EA	1	
643.60	FLASHING BEACON AT CENTER DRIVE INTERSECTION	LS	1	
652.31	TYPE I BARRICADE	EA	10	*
652.311	TYPE II BARRICADE	EA	10	*
652.33	DRUM	EA	100	*
652.34	CONE	EA	200	*
652.35	CONSTRUCTION SIGNS	m²	50	*
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	CD	250	*
652.38	FLAGGER	HR	12,000	*
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	EA	2	*
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LS	1	
658.20	ACRYLIC LAYTEX COLOR FINISH, GREEN	m²	160	
659.10	MOBILIZATION	LS	1	
660.21	ON THE JOB TRAINING	HR	3000	
801.16	150 mm PVC SANITARY SEWER	M	8	

* UNDETERMINED LOCATION

COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (FROM CROSS SECTIONS)	23,499	
EARTH FROM DRIVES	2,294	
GRUBBING IN FILL	647	
PAVEMENT SALVAGE IN FILL	321	
TOTAL COMMON EXCAVATION		26,761

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM CROSS SECTIONS)	9,734	
FILL FOR DRIVES	165	
GRUBBING IN FILL	647	
PAVEMENT SALVAGE IN FILL	321	
TOTAL FILL		10,867

ROCK EXCAVATION FOR ESTIMATE

ROCK EXCAVATION (FROM CROSS SECTIONS)	285	
TOTAL ROCK EXCAVATION		285

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

(1) TOTAL COMMON EXCAVATION		26,761
DEDUCTIONS:		
GRUBBING IN CUT	4,276	
GRUBBING IN FILL	647	
PAVEMENT SALVAGE IN FILL	321	
PAVEMENT SALVAGE IN CUT	6,577	
(2) TOTAL DEDUCTIONS		11,821
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)		14,940
TOTAL AVAILABLE STRUCT. EXCAVATION (UNDERDRAIN ONLY)		2,679
TOTAL AVAILABLE NON-ROCK EXCAVATION		17,619

COMPUTATION OF WASTE STORAGE AND WASTE MATERIAL

TOTAL AVAILABLE WASTE STORAGE AREA (FROM CROSS SECTIONS)		0
GRUBBING N CUT	4,276	
GRUBBING IN FILL	647	
TOTAL WASTE MATERIAL TO BE UTILIZED = SMALLER OF TOTAL AVAILABLE WASTE STORAGE AREA OR TOTAL WASTE MATERIAL		0
TOTAL WASTE MATERIAL TO BE WASTED = TOTAL WASTE MATERIAL MINUS TOTAL WASTE MATERIAL TO BE UTILIZED		4,923

COMPUTATION OF COMMON BORROW FOR ESTIMATE

(3) TOTAL FILL			10,867
TOTAL AVAIL. NON-ROCK EXCAVATION	17,619 x0.85=	14,976	
TOTAL AVAIL. ROCK EXCAVATION	285 x1.33=	379	
TOTAL AVAIL. STR. ROCK EXCAVATION	135 x1.33=	179	
(4) TOTAL AVAILABLE EXCAVATION			15,534
TOTAL SURPLUS MATERIAL = AVAILABLE EXCAVATION MINUS TOTAL FILL PLUS WASTE MATERIAL TO BE WASTED			9,591

PROJECT DESIGN ENGINEER
DESIGN-DETAILED BY J. Pelletier DATE
CHECKED ----- -----
REVISIONS ------ ------
FIELD CHANGES ------ ------

PLANS

Filename: ...\MSTA\000_Estimate_003.dgn Division: HIGHWAY Username: rhobe.moulton Date:9/15/2011

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES & EARTHWORK SUMMARY

ORRINGTON

ROUTE 15

SHEET OF 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	STP-9204(100)X	6	208

9204.10

STATION	CULVERT PIPE											CATCH BASIN										UNDERDRAIN						ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
	RCP			CMP		OPTION I		OPTION III														TYPE B		TYPE C					
								SMOOTHLINED		CORRUGATED												TYPE B	OUTLET	SMOOTHLINED		CORRUGATED			
	SIZE	LENGTH (m)	CLASS	SIZE	LENGTH (m)	SIZE	LENGTH (m)	SIZE	LENGTH (m)	SIZE	LENGTH (m)	B1	B1-C	D1	F3	F4	F5	F5-C	F6	F6-C	HDPE	LENGTH (m)	LENGTH (m)	SIZE	LENGTH (m)	SIZE	LENGTH (m)	DESCRIPTIONS	
CROSS CULVERTS																													
STA. 6+066.054, 10.122 m LT TO STA. 6+074.034, 5.934 m LT	450	9.0	III																										
STA. 6+629.004, 6.494 m LT TO STA. 6+631.869, 10.440 m LT	450	4.9	III																										
STA. 6+651.646, 12.454 m LT TO STA. 6+651.770, 13.141 m RT	450	25.6	III																										
STA. 7+476.503, 11.735 m RT TO STA. 7+476.767, 6.866 m RT	450	4.9	III																										
STA. 8+529.730, 12.130 m RT TO STA. 8+532.177, 13.354 m LT	750	25.6	III																										
STA. 9+301.969, 4.765 m RT TO STA. 9+305.634, 19.342 m LT	450	24.4	III																										
STA. 9+395.570, 3.874 m RT TO STA. 9+395.7, 5.0 m RT	450	1.2	III																										
STA. 10+112.4, 16.6 m LT TO STA. 10+116.0, 16.2 m LT				450	3.7																								
STA. 6+113.807, 5.902 m LT TO STA. 6+123.919, 10.300 m LT								300	11.0	300	11.0																		
STA. 6+186.415, 10.691 m LT TO STA. 6+189.538, 13.441 m RT								450	24.4	450	24.4																		
STA. 6+451.314, 9.921 m LT TO STA. 6+456.029, 6.043 m LT								300	6.1	300	6.1																		
STA. 7+021.971 12.118 m LT TO STA. 7+029.526, 6.001 m LT								300	9.8	300	9.8																		
STA. 7+180.522, 10.032 m LT TO STA. 7+180.522, 10.693 m RT								600	20.7	600	20.7																		
STA. 7+357.881, 11.115 m RT TO STA. 7+357.946, 9.606 m LT								450	20.7	450	20.7																		
STA. 7+443.000, 7.245 m LT TO STA. 7+443.281, 6.256 m LT								300	1.3	300	1.3																		
STA. 7+476.852, 5.649 m RT TO STA. 7+477.749, 5.047 m LT								450	10.7	450	10.7																		
STA. 7+477.382, 11.125 m LT TO STA. 7+477.753, 6.263 m LT								450	5.5	450	5.5																		
STA. 7+506.100, 12.800 m LT TO STA. 7+516.625, 6.031 m LT								450	11.0	450	11.0																		
STA. 7+617.814, 5.880 m LT TO STA. 7+630.227, 10.964 m LT								450	13.4	450	13.4																		
STA. 7+739.497, 12.578 m LT TO STA. 7+761.917, 5.821 m LT								450	14.6	450	14.6																		
STA. 7+739.930, 12.303m RT TO STA. 7+758.832, 6.157 m RT								450	23.7	450	23.7																		
STA. 7+759.581, 6.764 m RT TO STA. 7+759.500, 8.545 m RT								300	1.9	300	1.9																		
STA. 7+845.450, 8.445 m LT TO STA. 7+844.429, 6.220 m LT								300	2.3	300	2.3																		
STA. 7+961.200, 7.875 m LT TO STA. 7+961.505, 6.258 m LT								300	1.6	300	1.6																		
STA. 8+004.274, 9.529 m RT TO STA. 8+005.162, 5.046 m LT								450	14.6	450	14.6																		
STA. 8+005.678, 6.037 m LT TO STA. 8+010.484, 9.841 m LT								450	6.1	450	6.1																		
STA. 8+023.417, 11.195 m LT TO STA. 8+026.951, 10.461 m RT								600	21.9	600	21.9																		
STA. 8+171.936, 11.433 m LT TO STA. 8+179.532, 5.193 m LT								750	9.7	750	9.7																		
STA. 8+196.207, 5.081 m LT STA. 8+199.800, 5.079 m RT								600	10.8	600	10.8																		
STA. 8+293.363, 6.143 m RT TO STA. 8+296.951, 11.035 m RT								300	6.1	300	6.1																		
STA. 8+332.206, 6.228 m RT TO STA. 8+333.250, 8.850 m RT								300	2.8	300	2.8																		
STA. 8+342.955, 11.106 m LT TO STA. 8+359.417, 5.851 m LT								450	17.1	450	17.1																		
STA. 8+474.280, 6.032 m LT TO STA. 8+485.102, 14.327 m LT								450	13.4	450	13.4																		
STA. 8+586.815, 10.605 m RT TO STA. 8+596.212, 5.949 m RT								450	11.0	450	11.0																		
STA. 8+615.135, 6.166 m RT TO STA. 8+620.000, 8.700 m RT								300	3.1	300	3.1																		
STA. 8+712.400, 4.190 m LT TO STA. 8+712.400, 5.045 m RT								450	9.2	450	9.2																		
STA. 8+712.400, 7.200 m LT STA. 8+712.400, 5.410 m LT								300	1.8	300	1.8																		
STA. 8+987.700, 5.045 m LT TO STA. 8+987.700, 5.045 m RT								300	10.1	300	10.1																		
STA. 9+088.617, 10.474 m RT TO STA. 9+109.623, 9.060 m RT								600	20.8	600	20.8																		
STA. 9+105.315, 21.054 m LT TO STA. 9+107.995, 5.365 m RT								900	15.9	900	15.9																		
STA. 9+108.236, 3.981 m LT TO STA. 9+109.779, 4.769 m RT								900	9.1	900	9.1																		
STA. 9+110.054, 6.547 m RT TO STA. 9+110.280, 8.256 m RT								750	1.7	750	1.7																		
STA. 9+111.133, 9.076 m RT TO STA. 9+125.254, 10.371 m RT								600	14.0	600	14.0																		
STA. 9+197.824, 6.241 m RT STA. 9+196.990, 8.962 m RT								300	2.8	300	2.8																		
STA. 9+279.010, 5.655 m RT TO STA. 9+301.223, 5.655 m RT								450	22.2	450	22.2																		
STA. 9+302.443, 5.655 m RT TO STA. 9+310.390, 5.655 m RT								450	7.9	450	7.9																		
STA. 9+517.954, 10.791 m LT STA. 9+518.174, 5.045 m RT								450	15.9	450	15.9																		
STA. 9+518.191, 6.265 m RT TO STA. 9+518.206, 7.695 m RT								450	1.4	450	1.4																		
STA. 9+633.959, 13.408 m LT TO STA. 9+635.263, 5.047 m RT								450	16.5	450	16.5																		
STA. 9+635.350, 6.263 m RT TO STA. 9+635.426, 7.695 m RT								450	1.4	450	1.4																		
STA. 9+739.100, 6.265 m RT TO STA. 9+739.100, 8.695 m RT								450	2.4	450	2.4																		
STA. 9+930.000, 6.220 m RT TO STA. 9+930.000, 8.895 m RT								300	2.7	300	2.7																		
STA. 10+119.922, 11.305 m RT TO STA. 10+129.488, 5.931 m RT								450	11.0	450	11.0																		
STA. 10+396.900, 8.050 m LT TO STA. 10+396.900, 6.265 m LT								300	1.8	300	1.8																		

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	J.D. Pelletier	-----
CHECKED	-----	-----
PLANS REVISIONS	-----	-----
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DRAINAGE SHEET

ORRINGTON

ROUTE 15

SHEET 1 OF 5 AUGUSTA, MAINE

Filename: 000_Drainage_004.dgn Username: normal Date: 8/22/2011 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	STP-9204(100)X	7	208

9204.10

STATION	CULVERT PIPE											CATCH BASIN										UNDERDRAIN						ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
	RCP			CMP		OPTION I		OPTION III														TYPE B		TYPE C					
								SMOOTHLINED		CORRUGATED												TYPE B	OUTLET	SMOOTHLINED		CORRUGATED			
	SIZE	LENGTH (m)	CLASS	SIZE	LENGTH (m)	SIZE	LENGTH (m)	SIZE	LENGTH (m)	SIZE	LENGTH (m)	B1	B1-C	D1	F3	F4	F5	F5-C	F6	F6-C	HDPE	LENGTH (m)	LENGTH (m)	SIZE	LENGTH (m)	SIZE	LENGTH (m)	DESCRIPTIONS	
CROSS CULVERTS																													
STA. 0+007.376, 5.979 m LT TO STA. 0+014.416, 3.848 m LT								450	7.4	450	7.4																		
STA. 0+015.000, 5.290 m LT TO STA. 0+015.000, 4.281 m LT								300	1.0	300	1.0																		
STA. 0+015.000, 3.061 m LT TO STA. 0+015.000, 5.860 m RT								450	8.9	450	8.9																		
STA. 9+792.436, 10.657 m RT TO STA. 9+791.357, 11.285 m LT																												900 mm X 1200 mm X 21.946 m PRECAST CONCRETE BOX CULVERT	
CATCH BASINS AND MANHOLES																													
STA. 9+088.000, 10.800 m RT												1.0																FLAT TOP	
STA. 9+110.379, 9.000 m RT												1.0																1500 mm	
STA. 6+074.574, 5.655 m LT													1.0																
STA. 6+113.247, 5.655 m LT													1.0																
STA. 6+456.500, 5.655 m LT													1.0																
STA. 6+523.051, 5.655 m LT													1.0																
STA. 6+594.294, 5.655 m LT													1.0																
STA. 6+628.646, 6.000 m LT													1.0																
STA. 7+030.000 5.655 m LT													1.0																
STA. 7+077.600, 5.655 m LT													1.0																
STA. 7+443.387, 5.655 m LT													1.0																
STA. 7+476.800, 6.255 m RT													1.2																
STA. 7+477.800, 5.655 m LT													1.0																
STA 7+502.300, 6.255 RT													1.0																
STA. 7+517.100, 5.655 m LT													1.0																
STA 7+572.600, 5.655 m LT													1.0																
STA. 7+617.250, 5.665 m LT													1.0																
STA. 7+762.500, 5.655 m LT													1.0																
STA. 7+759.700, 5.655 m RT													1.0															1800mm	
STA. 7+839.500, 5.655 m RT													1.0																
STA. 7+844.200, 5.655 m LT													1.0																
STA. 7+909.400, 5.655 m RT													1.0																
STA. 7+914.000, 5.655 m LT													1.0																
STA. 7+961.600, 5.655 m LT													1.0																
STA. 8+005.200, 5.655 m LT													1.0																
STA. 8+180.000, 4.800 m LT													1.2																
STA. 8+196.000, 5.655 m LT													1.2																
STA. 8+200.000, 5.655 m RT													1.2																
STA. 8+240.000, 5.655 m LT													1.2																
STA. 8+273.500, 5.655 m LT													1.0																
STA. 8+293.000, 5.655 m RT													1.2																
STA. 8+332.000, 5.655 m RT													1.0																
STA. 8+360.000, 5.655 m LT													1.0																
STA. 8+473.800, 5.655 m LT													1.2																
STA. 8+596.750, 5.655 m RT													1.0																
STA. 8+617.800, 5.655 m RT													1.0																
STA. 8+712.400, 4.800 m LT													1.2																
STA. 8+712.400, 5.655 m RT													1.2																
STA. 8+767.800, 5.655 m RT													1.0																
STA. 8+982.700, 5.655 m RT													1.0																
STA. 8+982.700, 5.655 m LT													1.0																
STA. 9+070.300, 5.655 m RT													1.0																
STA. 9+108.087, 4.800 m LT													1.2															1800 mm	
STA. 9+109.937, 5.655 m RT													1.2																
STA. 9+278.400, 5.655 m RT													1.0																

PROJECT DESIGN ENGINEER
PLANS

	BY	DATE
DESIGN-DETAILED	J.D. Pelletier	-----
CHECKED	-----	-----
REVISIONS	-----	-----
FIELD CHANGES		

Filename: 000_Drainage_004.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DRAINAGE SHEET

ORRINGTON

ROUTE 15

SHEET 2 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	STP-9204(100)X	8	208

9204.10

STATION	CULVERT PIPE											CATCH BASIN										UNDERDRAIN						ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
	RCP			CMP		OPTION I		OPTION III														TYPE B		TYPE C					
								SMOOTHLINED		CORRUGATED												TYPE B	OUTLET	SMOOTHLINED		CORRUGATED			
	SIZE	LENGTH (m)	CLASS	SIZE	LENGTH (m)	SIZE	LENGTH (m)	SIZE	LENGTH (m)	SIZE	LENGTH (m)	B1	B1-C	D1	F3	F4	F5	F5-C	F6	F6-C	HDPE	LENGTH (m)	LENGTH (m)	SIZE	LENGTH (m)	SIZE	LENGTH (m)	DESCRIPTIONS	
CATCH BASINS AND MANHOLES																													
STA. 9+311.000, 5.655 m RT													1.0																
STA. 9+395.743, 5.655 m RT													1.0																
STA. 9+429.100, 5.655 m RT													1.0																
STA. 9+518.180, 5.655 m RT													1.0																
STA. 9+572.600, 5.655 m RT													1.0																
STA. 9+635.310, 5.655 m RT													1.0																
STA. 9+680.000, 5.655 m RT													1.0																
STA. 9+739.100, 5.655 m RT													1.0																
STA. 9+791.638, 5.650, m RT													1.0															RISER AND GRATE ON BOX CULVERT	
STA. 9+830.350, 5.655 m RT													1.0																
STA. 9+866.000, 5.655 m RT													1.0															1800 mm	
STA. 9+930.000, 5.655 m RT													1.0																
STA. 10+013.800, 5.655 m RT													1.0																
STA. 10+130.000, 5.655 m RT													1.0																
STA. 10+190.000, 5.655 m RT													1.0																
STA. 10+330.500, 5.655 m RT													1.0																
STA. 10+333.500, 5.655 m LT													1.0																
STA. 10+396.900, 5.655 m LT													1.0																
STA. 10+400.000, 5.655 m RT													1.0																
STA. 0+015.000, 3.671 m LT													1.2																
STA. 0+015.00, 6.470 m RT													1.0																
STA. 9+301.833, 5.655 m RT														1.2														1800 mm	
STA. 9+196.900, 9.250 m RT															1.0														
STA. 7+759.500, 8.850 m RT																1.0													
STA. 7+961.200, 8.180 m LT																1.0													
STA. 8+620.000, 9.000 m RT																1.0													
STA. 9+930.000, 9.200 m RT																1.0													
STA. 10+396.900, 8.050 m LT																1.0													
STA. 7+508.100, 12.800 m LT																	1.0												
STA. 7+845.450, 8.750 m LT																	1.0												
STA. 8+333.250, 9.150 m RT																	1.0												
STA. 8+712.400, 7.500 m LT																	1.0												
STA. 0+0151.000, 5.590 m LT																	1.0												
STA. 9+518.215, 8.000 m RT																	1.0												
STA. 9+739.100, 9.000 m RT																	1.0												
STA. 9+245.001 5.655 m RT.																		1.0											
STA. 7+443.000, 7.850 m LT																			1.0										
STA. 9+635.475, 8.000 m RT																			1.0										
STA. 9+045.249, 5.655 m RT																				1.0									
STA. 9+198.000, 5.655 m RT																				1.0									
DRIVE CULVERTS																													
STA. 6+280.773, 9.812 m RT. TO STA. 6+291.807, 9.756 m RT						375	11.0																						
STA. 6+350.804, 10.100 m RT. TO STA. 6+359.338, 10.100 m RT						375	8.5																						
STA. 6+328.246, 10.300 m LT. TO STA. 6+338.000, 10.300 m LT						375	9.8																						
STA. 6+616.770, 11.300 m RT. TO STA. 6+626.519, 11.600 m RT						450	9.8																						
STA. 6+783.860, 11.240 m LT. TO STA. 6+798.490, 11.385 m LT						600	14.6																						
STA. 6+879.463, 10.950 m LT. TO STA. 6+889.820, 10.572 m LT						450	10.4																						
STA. 6+905.646, 10.482 m LT. TO STA. 6+919.040, 11.152 m LT						450	13.4																						
STA. 7+238.656, 14.640 m RT. TO STA. 7+245.953, 14.131 m RT						450	7.3																						
STA. 7+285.940, 10.158 m LT. TO STA. 7+298.131, 10.239 m LT						450	12.2																						
STA. 8+050.695, 10.389 m RT TO STA. 8+059.124, 10.696 m RT						375	8.5																						

PROJECT DESIGN ENGINEER
DESIGN-DETAILED
CHECKED
PLANS
REVISIONS
FIELD CHANGES

BY	DATE
J.D. Pelletier	------
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Filename: ...\MSTA\000_Drainage_004.dgn Username: rhobe.moulton Date:9/13/2011

Division: HIGHWAY

border for 606 plotter (downshifts)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DRAINAGE SHEET

ORRINGTON

ROUTE 15

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	STP-9204(100)X	9	208

9204.10

STATION	CULVERT PIPE											CATCH BASIN										UNDERDRAIN						ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
	RCP			CMP		OPTION I		OPTION III														TYPE B		TYPE C					
								SMOOTHLINED		CORRUGATED												TYPE B	OUTLET	SMOOTHLINED		CORRUGATED			
	SIZE	LENGTH (m)	CLASS	SIZE	LENGTH (m)	SIZE	LENGTH (m)	SIZE	LENGTH (m)	SIZE	LENGTH (m)	B1	B1-C	D1	F3	F4	F5	F5-C	F6	F6-C	HDPE	LENGTH (m)	LENGTH (m)	SIZE	LENGTH (m)	SIZE	LENGTH (m)	DESCRIPTIONS	
DRIVE CULVERTS																													
STA. 8+545.416, 12.787 m RT TO STA. 8+558.982, 13.931 m RT						750	13.4																						
STA. 10+142.108, 10.236 m LT TO STA. 10+151.711, 10.217 m LT						450	9.8																						
STA. 10+195.332, 10.121 m LT TO STA. 10+207.328, 10.058 m LT						450	12.2																						
STA. 8+118.720, 13.532 LT TO STA. 8+130.872, 14.524 m LT						450	12.2																						
STA. 1+0577.777, 6.083 m RT TO STA. 1+065.679, 5.025 m RT						450	7.9																						
STA. 1+086.566, 5.764 m RT TO STA. 1+094.830, 4.670 m RT						450	8.3																						
UNDERDRAIN																													
STA. 7+044.697, 5.650 m RT TO STA. 7+130.000, 5.950 m RT																						85.3							
STA. 7+078.200, 5.950 m LT TO STA. 7+135.000, 5.950 m LT																						56.8							
STA. 7+395.000, 5.950 m LT TO STA. 7+477.381, 5.655 m LT																						82.1							
STA. 7+910.010, 5.655 m RT TO STA. 8+000.000, 5.950 m RT																						90.0							
STA. 7+914.610, 5.655 m LT TO STA. 7+960.500, 5.950 m LT																						45.4							
STA. 8+150.000, 5.950 m RT TO STA. 8+198.000, 5.950 m RT																						48.0							
STA. 8+274.116, 5.655 m LT TO STA. 8.327.500, 5.950 m LT																						53.4							
STA. 8+332.610, 5.655 m LT TO STA. 8+413.672, 5.950 m LT																						81.1							
STA. 8+360.610, 5.655 m LT TO STA. 8+413.700, 5.950 m LT																						53.1							
STA. 8+413.700, 5.950 m LT TO STA. 8+473.190, 5.655 m LT																						59.5							
STA. 8+684.000, 5.650 m LT TO STA. 8+712.400, 4.800 m LT																						28.4							
STA. 8+713.010, 4.800 m LT TO STA. 8+843.500, 5.650 m LT																						130.5							
STA. 8+768.410, 5.655 m RT TO STA. 8+848.500, 5.950 m RT																						80.1							
STA. 8+848.500, 5.950 m LT TO STA. 8+982.090, 5.655 m LT																						133.6							
STA. 8+848.500, 5.950 m RT TO STA. 8+982.090, 5.655 m RT																						133.6							
STA. 9+070.000, 5.650 m RT TO STA. 9+107.535, 5.650 m RT																						37.5							
STA. 9+108.355, 5.650 m LT TO STA. 9+250.000, 5.650 m LT																						141.6							
STA. 9+200+000, 5.650 m RT STA. 9+244.391, 5.655 m RT																						44.4							
STA. 9+311.610, 5.655 m RT TO STA. 9+395.000, 5.950 m RT																						83.4							
STA. 9+429.710, 5.655 m RT TO STA. 9+517.000, 5.950 m RT																						87.3							
STA. 9+519.300, 5.655 m RT TO STA. 9+571.990, 5.655 m RT																						52.7							
STA. 9+636.300, 5.950 m RT TO STA. 9+679.390, 5.650 m RT																						43.1							
STA. 9+637.800, 5.650 m LT TO STA. 9+735.695, 5.650 m LT																						97.9							
STA. 9+831.241, 5.950 m LT TO STA. 9+950.000, 5.650 m LT																						118.8							
STA. 10+013.979, 5.650 m LT TO STA. 10+090.000, 5.650 m LT																						76.0							
STA. 10+014.410, 5.655 m RT TO STA. 10+092.500, 5.650 m RT																						78.1							
STA. 10+190.610, 5.655 m RT TO STA. 10+240.000, 5.950 m RT																						49.4							
STA. 10+240.000, 5.950 m RT TO STA. 10+329.890, 5.655 m RT																						89.9							
STA. 10+240.000, 5950 m LT TO STA. 10+332.890, 5.655 m LT																						92.9							
STA. 7+040.000, 10.100 m RT TO STA. 7+044.697, 5.650 m RT																							6.5					45° elbow	
STA. 7+530, 9 m LT TO STA, 7+530, 6 m LT																							3.0						CONNECT TO PROPOSED UNDERDRAIN
STA. 8+602. 6 m RT TO STA. 8+608. 13 m RT																							9.0						CONNECT TO PROPOSED UNDERDRAIN
STA. 8+145.700, 10.272 m RT TO STA. 8+150.000, 5.950 m RT																							6.1					45° elbow	
STA. 8+470.300, 5.650 m RT TO STA. 8+476.025, 11.300 m RT																							8.0					45° elbow	
STA. 9+735.695, 5.650 m LT TO STA. 9+740.341, 10.266 m LT																							6.6					45° elbow	
STA. 9+826.362, 11.463 m LT TO STA. 9+831.241, 5.950 m LT																							7.3					45° elbow	
STA. 10+009.259, 10.235 m LT TO STA. 10+013.979, 5.650 m LT																							6.6					45° elbow	
STA. 6+075.184, 5.655 m LT. TO STA. 6+112.54, 5.655 m LT.																									300	37.3	300	37.3		
STA. 6+457.110, 5.655 m LT. TO STA. 6+522.451, 5.655 m LT																									300	65.3	300	65.3		
STA. 6.523.651, 5.655 m LT. TO STA. 6+593.094, 5.655 m LT																									300	70.0	300	70.0		
STA. 6+594.904, 5.655 m LT. TO STA. 6+628.036, 6.000 m LT																									450	33.1	450	33.1		
STA. 7+030.610, 5.655 m LT TO STA. 7+077.000, 5.655 m LT																									300	46.4	300	46.4		

PROJECT DESIGN ENGINEER
DESIGN-DETAILED ..... BY ..... DATE
CHECKED ..... J.D. Pelletier ..... -----
REVISIONS ..... ----- ..... -----
FIELD CHANGES ..... ----- ..... -----
PLANS

Filename: 000_Drainage_004.dgn Username: normal Date:8/22/2011
Division: $wkgroup$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DRAINAGE SHEET

ORRINGTON

ROUTE 15

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	STP-9204(100)X	10	208

9204.10

STATION	CULVERT PIPE											CATCH BASIN										UNDERDRAIN						ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
	RCP			CMP		OPTION I		OPTION III														TYPE B		TYPE C					
								SMOOTHLINED		CORRUGATED												TYPE B	OUTLET	SMOOTHLINED		CORRUGATED			
	SIZE	LENGTH (m)	CLASS	SIZE	LENGTH (m)	SIZE	LENGTH (m)	SIZE	LENGTH (m)	SIZE	LENGTH (m)	B1	B1-C	D1	F3	F4	F5	F5-C	F6	F6-C	HDPE	LENGTH (m)	LENGTH (m)	SIZE	LENGTH (m)	SIZE	LENGTH (m)	DESCRIPTIONS	
UNDERDRAIN																													
STA. 7+443.997, 5.655 m LT TO STA. 7+477.190, 5.655 m LT																								300	33.2	300	33.2		
STA. 7+477.416, 6.255 m RT TO STA. 7+501.684, 6.255 m RT																								300	24.3	300	24.3		
STA. 7+517.705, 5.655 m LT TO STA. 7+571.995, 5.655 m LT																								450	54.7	450	54.7		
STA 7+573.205, 5.655 m LT TO STA 7+616.532, 5.655 m LT																								450	43.3	450	43.3		
STA. 7+763.110, 5.655 m LT TO STA.7+843.590, 5.655 m LT																								375	80.5	375	80.5		
STA. 7+760.592, 5.655 m RT TO STA. 7+838.890, 5.655 m RT																								375	78.3	375	78.3		
STA. 7+840.110, 5.655 m RT TO STA. 7+908.790, 5.655 m RT																								375	68.7	375	68.7		
STA. 7+844.810, 5.655 m LT TO STA. 7+913.390, 5.655 m LT																								375	68.6	375	68.6		
STA. 7+962.214, 5.655 m LT TO STA. 8+004.586, 5.655 m LT																								300	42.4	300	42.4		
STA. 8+180.616, 4.840 m LT TO STA. 8+195.385, 5.630 m LT																								750	14.7	750	14.7		
STA. 8+196.616, 5.655 m LT TO STA. 8+239.384, 5.655 m LT																								450	42.8	450	42.8		
STA. 8+200.605, 5.655 m RT TO STA. 8+292.396, 5.655 m RT																								450	91.8	450	91.8		
STA. 8+240.610, 5.655 m LT TO STA. 8+272.885, 5.655 m LT																								300	32.3	300	32.3		
STA. 8+293.605, 5.655 m RT TO STA. 8+331.396, 5.655 m RT																								300	37.8	300	37.8		
STA. 8+597.360, 5.655 m RT TO STA. 8+617.190, 5.655 m RT																								450	19.8	450	19.8		
STA. 8+618.400, 5.655 m RT TO STA. 8+711.790, 5.655 m RT																								450	93.4	450	93.4		
STA. 8+713.010, 5.655 m RT TO STA. 8+767.190, 5.655 m RT																								300	54.2	300	54.2		
STA. 8+983.310, 5.655 m RT TO STA. 9+044.639, 5.655 m RT																								375	61.3	375	61.3		
STA. 9+045.859, 5.655 m RT TO STA. 9+069.400, 5.655 m RT																								450	23.5	450	23.5		
STA. 9+070.910, 5.655 m RT TO STA. 9+109.327, 5.655 m RT																								450	38.4	450	38.4		
STA. 9+110.547, 5.655 m RT TO STA. 9+197.390, 5.655 m RT																								450	86.8	450	86.8		
STA. 9+245.611, 5.655 m RT TO STA. 9+277.790, 5.655 m RT																								300	32.2	300	32.2		
STA. 9+396.353, 5.655 m RT TO STA. 9+428.490, 5.655 m RT																								300	32.1	300	32.1		
STA. 9+573.210, 5.655 m RT TO STA. 9+634.700, 5.655 m RT																								300	61.5	300	61.5		
STA. 9+680.610, 5.655 m RT TO STA.9+739.100, 5.655 m RT																								300	58.5	300	58.5		
STA. 9.739.100, 5.650 m RT TO STA. 9+791.038, 5.650 m RT																								450	51.9	450	51.9		
STA. 9+792.238, 5.650 m RT TO STA. 9+829.740, 5.655 m RT																								450	37.5	450	37.5		
STA. 9+830.960, 5.655 m RT TO STA. 9+865.390, 5.655 m RT																								450	34.4	450	34.4		
STA. 9+866.610, 5.655 m RT TO STA. 9+929.390, 5.655 m RT																								450	62.8	450	62.8		
STA. 9+930.610, 5.655 m RT TO STA. 10+013.190, 5.655 m RT																								300	82.6	300	82.6		
STA. 10+130.610, 5.655 m RT TO STA. 10+189.390, 5.655 m RT																								300	58.8	300	58.8		
STA. 10+331.110, 5.655 m RT TO STA. 10+399.390, 5.655 m RT																								300	68.3	300	68.3		
STA. 10+334.110, 5.655 m LT TO STA. 10+396.290, 5.655 m LT																								300	62.2	300	62.2		
STA. 10+397.510, 5.655 m LT TO STA. 10+446.400, 5.700 m LT																								300	48.9	300	48.9		
STA. 10+400.610, 5.655 m RT TO STA. 10+438.0, 5.7 m RT																								300	37.4	300	37.4		

PROJECT DESIGN ENGINEER
DESIGN-DETAILED — BY: J.D. Pelletier — DATE: ------
CHECKED — ----- — -----
REVISIONS — ----- — -----
FIELD CHANGES
PLANS

Filename: 000_Drainage_004.dgn Username: normal Date:8/22/2011 Division: $wkgroup$

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DRAINAGE SHEET

ORRINGTON

ROUTE 15

SHEET 5 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	STP-9204(100)X	11	208

9204.10

GENERAL NOTES

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS:
   - BANGOR HYDRO-ELECTRIC COMPANY
   - TIME WARNER CABLE
   - NORTHERN NEW ENGLAND TELEPHONE OPERATIONS, LLC. (FAIRPOINT)

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

3. THE LOCATION OF EXISTING UNDERGROUND UTILITIES AND DRAINAGE SHOWN ON THE PLANS AND CROSS-SECTIONS IS APPROXIMATE AND SHALL BE CONFIRMED BY THE CONTRACTOR.

4. CLEARING LIMITS SHALL BE 3 m BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES, OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT. ADDITIONAL CLEARING ADJACENT TO UTILITIES HAS BEEN SHOWN ON THE PLANS.

5. THE CLEARING LIMIT LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED 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 (INCL. OPERATOR) MAY BE USED TO REMOVE STUMPS. STUMPS IN CUT AREAS SHALL BE REMOVED INCIDENTAL TO ITEM 203.20 - COMMON EXCAVATION.

7. GRUBBING IN FILL AREAS HAVE 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 225 mm IN FIELD AREAS AND 375 mm IN WOODED AREAS.

8. ALL DITCH ELEVATIONS SHOWN ON THE CROSS SECTIONS ARE FOR THE FINISH DITCH FLOW LINE.

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

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 AND WILL BE PAID FOR AS GRANULAR BORROW.

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

14. ALL EXISTING CULVERTS REQUIRED TO BE REMOVED, EITHER AS SHOWN ON THE PLANS OR AS DESIGNATED BY THE RESIDENT, SHALL BE INCIDENTAL TO ITEM 203.20, INCLUDING BACKFILLING WITH SUITABLE MATERIAL, COMPACTION, AND ANY NECESSARY BRICK AND MORTOR PLUGS TO SEAL REMAINING DRAINAGE.

15. 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.

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

17. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH:
   - 50 mm HOT MIX ASPHALT - 9.5 mm NOM. MAX. SIZE (DRIVES, ETC.)
   - 300 mm AGGREGATE SUBBASE COURSE-GRAVEL

18. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH:
   - 75 mm HOT MIX ASPHALT - 9.5 mm NOM. MAX. SIZE (DRIVES, ETC.)
   - 275 mm AGGREGATE SUBBASE COURSE-GRAVEL

19. GRAVEL ENTRANCES SHALL BE CONSTRUCTED WITH:
   - 350 mm AGGREGATE SUBBASE COURSE-GRAVEL

20. CRUSHED STONE ENTRANCES SHALL BE CONSTRUCTED WITH:
   - 50 mm CRUSHED STONE SURFACE
   - 300 mm AGGREGATE SUBBASE COURSE-GRAVEL

21. GRASSED ENTRANCES SHALL BE CONSTRUCTED WITH:
   - 50 mm LOAM, SEEDING METHOD NO. 2, & MULCH
   - 300 mm AGGREGATE SUBBASE COURSE-GRAVEL

22. A 1 m PAVED LIP SHALL BE PLACED AT ALL GRAVEL ENTRANCES, UNLESS OTHERWISE NOTED IN PLANS OR DIRECTED BY THE RESIDENT.

23. PAVED WALKS SHALL BE CONSTRUCTED WITH:
   - 50 mm HOT MIX ASPHALT - 9.5 mm NOM. MAX SIZE (DRIVES ETC.)
   - 300 mm AGGREGATE SUBBASE COURSE-GRAVEL

24. PLACE 300 mm AGGREGATE SUBASE COURSE -GRAVEL AND 50 mm HOT MIX ASPHALT 9.5 mm NOM. MAX. SIZE (DRIVES, ETC.) AROUND CATCH BASINS IN GRASSED AREAS (1 m OUTSIDE OF FRAME) AND APPLY ACRYLIC LATEX COLOR FINISH - GREEN. PAYMENT SHALL BE UNDER THE APPLICABLE CONTRACT ITEMS.

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

26. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED PER THE CURRENT VERSION OF STANDARD DETAIL NO. 802(05) UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.

27. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTHLINED PIPES. FOR COMPARABLE CORRUGATED SIZES SEE THE DRAINAGE SUMMARY SHEET.

28. ALL EXCAVATION FOR CROSS CULVERTS MUST BE REPAVED WITHIN 24 HOURS.

29. THE FOLLOWING SHALL BE INCIDENTAL TO THE 603 ITEMS):
   - ANY CUTTING OF EXISTING CULVERTS AND/OR CONNECTORS NECESSARY TO INSTALL NEW CULVERT REPLACEMENTS
   - ALL PIPE EXCAVATION INCLUDING ANY CUTTING AND REMOVAL OF PAVEMENT
   - ALL DITCHING AT PIPE ENDS
   - GRANULAR BORROW UNDER THE PIPE SHALL MEET THE REQUIREMENTS FOR UNDERWATER BACKFILL
   - ANY NECESSARY CLEARING OF BRUSH AND NON-PAY TREES AT CULVERT ENDS
   - ALL WORK NECESSARY TO CONNECT TO EXISTING PIPES AND DRAINAGE STRUCTURES

30. ALL EXISTING GUARDRAIL SHALL BE REMOVED AND DISPOSED INCIDENTAL TO THE CONTRACT.

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

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

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

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

35. IN AREAS WITHOUT GUARDRAIL, CURB TYPE 3 SHALL BE INSTALLED WITH MOLD 2. IN AREAS WITH GUARDRAIL, CURB TYPE 3 SHALL BE INSTALLED WITH MOLD 2 MODIFIED TO HAVE A HEIGHT OF 100 mm. CROSS SECTIONS THAT SHOW MOLD 3, SHALL BE CONSTRUCTED WITH MOLD 2 AS SHOWN IN THE TYPICAL SECTIONS.

36. UNLESS OTHERWISE NOTED, SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS. SEEDING METHOD 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.

37. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 100 mm IN LAWM AREAS AND 50 mm ELSEWHERE UNLESS OTHERWISE NOTED, OR DIRECTED BY THE RESIDENT.

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

39. THE FILL SHOWN ON THE CROSS SECTIONS INCLUDES THE WASTE STORAGE.

40. 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

41. WHERE PAVEMENT UNDER THIS CONTRACT JOINS AN EXISTING PAVEMENT OR CONCRETE, THE EXISTING PAVEMENT OR CONCRETE SHALL BE SAW CUT ALONG A SMOOTH LINE TO A NEAT, EVEN, VERTICAL JOINT, AS DIRECTED BY THE RESIDENT. BROKEN OR RAVELED EDGES WILL NOT BE PERMITTED. ALL WORK NECESSARY FOR THE PREPARATION OF THIS JOINT WILL BE CONSIDERED INCIDENTAL TO THE RELATED CONTRACT ITEMS.

42. RIPRAP SHALL BE PLACED ON A NON-WOVEN EROSION CONTROL GEOTEXTILE (ITEM 620.58) AND SHALL BE PLACED TO A MINIMUM DEPTH OF 450 mm.

43. < INTENTIONALLY LEFT BLANK >

44. 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.

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

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

47. PLAN SHEETS OF PREVIOUSLY CONSTRUCTED PROJECTS IN THIS AREA ARE AVAILABLE ON REQUEST. THESE PROJECTS ARE: STP-5974(00)X AND STP-5974(10)X.

48. EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CFR PART 1926.650-.652 (CONSTRUCTION STANDARD FOR EXCAVATIONS).

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

50. SHAPE 5 (OFFSET CONE) AND "FLAT TOP" CATCH BASINS ARE NOT TO BE USED UNLESS NOTED ON THE PLANS.

51. ALL EXISTING FENCE INSIDE THE EXISTING RIGHT-OF-WAY SHALL BE REMOVED AND SHALL REMAIN THE PROPERTY OF THE LAND OWNER. THE REMOVED FENCE SHALL BE STACKED OUTSIDE THE RIGHT-OF-WAY AS DIRECTED BY THE RESIDENT. PAYEMENT WILL BE MADE UNDER ITEM 629.05 - LABOR, STRAIGHT TIME.

52. PAVEMENT MARKINGS SHALL CONFORM TO STANDARD DETAILS AND LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND AS DIRECTED BY THE RESIDENT. THE ABBREVIATIONS SHOWN IN THE PLANS ARE AS FOLLOWS:
   DYCL - DOUBLE YELLOW CENTER LINE WITH 100 mm WIDE STRIPING
   SWEL - SINGLE WHITE EDGE LINE WITH 100 mm WIDE STRIPING
   SL - STOP LINE (WHITE) WITH 300 mm WIDE STRIPING

53. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW-SIDE SHOULDER, THE SHOULDER PAVEMENT WILL HAVE SAME SLOPE AS THE TRAVELED WAY.

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

55. 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 THE 604 ITEMS.

56. 1 m X 1 m SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT U.D. OUTLETS.

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

58. WHITE OR YELLOW PAVEMENT & CURB MARKING (ITEM 627.75) SHALL BE APPLIED TO ALL ISLAND TAPERED ENDS AND BITUMINOUS CURB ENDS AT DRIVEWAY OPENINGS AS DIRECTED BY THE RESIDENT.

59. AGGREGATE SUBBASE COURSE - GRAVEL USED IN ALL VARIABLE DEPTH GRAVEL LOCATIONS SHALL MEET ALL THE REQUIREMENTS OF 304.10 - AGGREGATE SUBBASE COURSE - GRAVEL AND SHALL NOT CONTAIN PARTICLES OF ROCK WHICH WILL NOT PASS THE 50 mm (2 IN) SQUARE MESH SIEVE.

60. ALL EXISTING CULVERTS TO BE ABANDONED SHALL HAVE THE ENDS PLUGGED WITH BRICK AND MORTOR INCIDENTAL TO ITEM 203.20.

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

62. WHEN MACADAM IS ENCOUNTERED AND DEEMED NECESSARY TO BE REMOVED BY THE MAINEDOT RESIDENT, THE REMOVAL WILL BE PAID FOR UNDER THE COMMON EXCAVATION ITEM.(NO 203.20)

PROJECT DESIGN ENGINEER	KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM	02/10
CHECKED		KSD	02/10
REVISIONS			
FIELD CHANGES			

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
ORRINGTON
ROUTE 15

SHEET 1 OF 1 AUGUSTA, MAINE

Filename: ...\MSTA\000_GenNotes_000.dgn Division: HIGHWAY Username: rhobe.moulton Date:9/13/2011

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	STP-9204(100)X	12	208

9204.10

GEOTECHNICAL NOTES

GENERAL

1. BIDDERS AND CONTRACTORS MAY OBTAIN A COPY OF THE PROJECT GEOTECHNICAL REPORT. SUBSURFACE INVESTIGATION FOR RECONSTRUCTION AND REHABILITATION OF ROUTE 15 IN THE TOWN OF ORRINGTON. PENOBSCOT COUNTY. MAINE. MAINEDOT SOILS REPORT NUMBER 2009-16. JUNE. 2010. MAY BE ACCESSED AT THE FOLLOWING WEB ADDRESS:
http://www.maine.gov/mdot/comprehensive-list-projects/project-information.php

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

SLOPES

3. WHERE NEW EMBANKMENT FILLS ARE PLACED ON EXISTING SLOPES STEEPER THAN 2H:1V AND AS SHOWN ON THE PLANS. THE EXISTING SLOPES SHALL BE CONTINUOUSLY BENCHED AS PER STANDARD SPECIFICATION 203.09 AND OSHA REQUIREMENTS FOR EXCAVATIONS. BENCHING SHOWN ON THE CROSS SECTIONS IS FOR ESTIMATING PURPOSES ONLY.

SUBGRADE

4. STABILIZATION AND REINFORCEMENT GEOTEXTILES MAY BE USED TO SUPPORT CONSTRUCTION TRAFFIC IF WET SOILS ARE ENCOUNTERED IN CUT SECTIONS. STABILIZATION AND REINFORCEMENT GEOTEXTILES SHALL BE NON-WOVEN MATERIAL MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 722 AND SUPPLEMENTAL SPECIFICATION 722.

5. WEAK SUBGRADE SOIL MAY BE ENCOUNTERED BETWEEN STA 8+370 AND 8+640. IF CONFIRMED BY THE RESIDENT. THE CONTRACTOR MAY PLACE STABILIZATION GEOTEXTILE OVER THE WEAK SUBGRADE BENEATH TRAVEL LANE. OR OVER-EXCAVATE AND REPLACE 12 INCHES WITH GRAVEL BORROW COMPACTED TO SPECIFICATION AT THE DIRECTION OF THE RESIDENT.

BEDROCK

6. BEDROCK PROFILES AS SHOWN ON THE CROSS SECTIONS ARE FOR ESTIMATING PURPOSES ONLY AND WERE INTERPOLATED FROM WIDELY SPACED SUBSURFACE INVESTIGATIONS. THE ACTUAL BEDROCK SURFACE WILL VARY FROM THE BEDROCK PROFILES SHOWN. ACTUAL ROCK EXCAVATION QUANTITIES WILL BE DETERMINED IN THE FIELD.

REUSE OF SOILS

7. EXCAVATED EXISTING SUBBASE AGGREGATE MAY NOT BE REUSED IN BASE OR SUBBASE AGGREGATE FOR NEW CONSTRUCTION ON THIS PROJECT. IT MAY BE USED AS FILL BELOW SUBGRADE ELEVATION.

8. EXCAVATED CLAY-SILT SOILS MAY NOT BE REUSED ON THIS PROJECT EXCEPT TO DRESS SIDE-SLOPES BELOW THE BOTTOM ELEVATION OF THE SHOULDER SUBGRADE.

9. MARINE SILTY SAND AND GLACIAL TILL MAY BE REUSED ON THIS PROJECT AS COMMON BORROW IN ACCORDANCE WITH SECTIONS 203 AND 703. MOISTURE CONDITIONING MAY BE REQUIRED TO REDUCE THE MOISTURE CONTENT OF EXCAVATED MATERIAL BEFORE REUSE ON THE PROJECT. LABOR AND EQUIPMENT REQUIRED FOR MOISTURE CONDITIONING WILL BE PAID UNDER APPROPRIATE HOURLY LABOR AND EQUIPMENT RENTAL ITEMS.

GROUNDWATER

10. SATURATED SOILS MAY BE ENCOUNTERED DURING CONSTRUCTION. GROUNDWATER AND SURFACE WATER INFILTRATION SHOULD BE CONTROLLED AS NEEDED TO PERMIT CONSTRUCTION IN THE DRY AND MINIMIZE DISTURBANCE OF SUBGRADE SOILS.

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/10
	CHECKED	PEM	02/10
	REVISIONS	KSD	
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL NOTES

ORRINGTON

ROUTE 15

SHEET 1 OF 1 AUGUSTA, MAINE

Filename: ...\MSTA\000_GeoNotes_000.dgn Division: HIGHWAY Username: rhobe.moulton Date:9/9/2011

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	STP-9204(100)X	13	208

9204.10

CONSTRUCT ENTRANCES

STATION	TYPE	CURB OPENING
6+070.6, LT	GRAVEL	-
6+094.2, LT	GRAVEL	6.0m
6+117.8, LT	FIELD - GRASS	-
6+286.3, RT	PAVED	-
6+333.2, LT	FIELD - GRASS	-
6+355.0, RT	GRAVEL	-
6+405.5, RT	PAVED	-
6+446.5, RT	FIELD - GRAVEL	-
6+488.5, LT	PAVED	8.0m
6+527.6, LT	PAVED	6.0m
6+599.0, LT	GRAVEL	-
6+621.7, RT	GRAVEL	-
6+789.5, RT	PAVED	6.0m
6+792.0, LT	GRAVEL	-
6+853.4, RT	FIELD - GRASS	-
6+885.2, LT	GRAVEL	-
6+912.4, LT	GRAVEL	-
7+048.5, RT	GRAVEL	-
7+071.6, RT	GRAVEL	6.0m
7+073.1, LT	PAVED	6.0m
7+123.8, RT	PAVED	-
7+242.6, RT	GRAVEL	-
7+292.5, LT	PAVED	-
7+350.5, LT	GRAVEL	-
7+366.7, RT	PAVED	-
7+427.7, LT	PAVED	6.0m
7+447.9, LT	GRAVEL	6.0m
7+452.4, RT	PAVED	-
7+501.1, LT	GRAVEL	-
7+513.2, LT	GRAVEL	-
7+510.9, RT	PAVED	-
7+534.1, LT	LAWN	6.0m
7+571.6, RT	PAVED	-
7+577.1, LT	PAVED	6.0m
7+621.8, LT	FIELD - GRASS	-
7+633.5, RT	FIELD - GRASS	-
7+704.9, LT	PAVED	-
7+755.2, RT	GRAVEL	-
7+757.7, LT	GRAVEL	-
7+783.2, LT	GRAVEL	3.3m
7+787.1, LT	GRAVEL	2.8m
7+790.9, RT	PAVED	6.0m
7+804.0, LT	GRAVEL	6.0m
7+818.1, LT	LAWN	6.0m
7+839.4, LT	PAVED	6.0m
7+875.0, RT	GRAVEL	6.0m
7+897.5, RT	GRAVEL	6.0m
7+930.3, LT	GRAVEL	13.0m
7+944.1, RT	GRAVEL	13.0m
7+953.6, LT	GRAVEL	13.0m
7+967.6, RT	GRAVEL	-
7+985.8, LT	GRAVEL	6.0m
8+017.2, LT	PAVED	-
8+017.8, RT	GRAVEL	-
8+054.5, RT	PAVED	-
8+086.6, LT	FIELD - GRASS	-
8+087.7, RT	FIELD - GRASS	-
8+124.9, LT	PAVED	-
8+184.8, RT	GRAVEL	6.0m
8+190.2, LT	PAVED	-
8+204.9, RT	PAVED	6.0m
8+217.8, RT	PAVED	6.0m
8+234.1, LT	GRAVEL	6.0m
8+247.0, RT	GRAVEL	6.0m
8+250.7, LT	GRAVEL	6.0m
8+269.0, LT	GRAVEL	6.0m
8+288.4, RT	GRAVEL	6.0m
8+323.1, LT	PAVED	-
8+327.4, RT	GRAVEL	6.0m
8+352.0, LT	PAVED	-
8+367.7, RT	GRAVEL	6.0m
8+419.0, LT	PAVED	6.2m
8+470.8, RT	FIELD - GRASS	-
8+478.9, LT	PAVED	-
8+551.2, RT	PAVED/GRAVEL	-
8+592.7, RT	FIELD - GRASS	-
8+596.4, LT	PAVED	-
8+613.3, RT	GRAVEL	6.0m
8+654.7, LT	PAVED	-
8+690.4, LT	GRAVEL	-
8+705.5, LT	PAVED	-
8+734.0, LT	GRAVEL	-
8+763.3, RT	PAVED	6.0m
8+767.8, LT	PAVED	-
8+797.8, LT	GRAVEL	-
8+817.3, RT	PAVED	6.0m
8+845.8, RT	PAVED	6.0m
8+859.6, LT	GRAVEL	-
8+867.6, LT	GRAVEL	6.0m
8+876.7, RT	PAVED	6.0m
8+893.5, LT	PAVED	6.0m
8+919.9, RT	PAVED	24.0m
8+951.1, LT	PAVED	6.0m
8+958.2, RT	PAVED	6.0m
8+987.2, LT	PAVED	6.0m
9+018.9, RT	PAVED	11.0m
9+029.9, RT	GRAVEL	6.0m
9+061.8, RT	PAVED	8.0m
9+062.1, LT	PAVED	-
9+098.9, RT	GRAVEL	6.0m
9+104.1, LT	FIELD - GRAVEL	-
9+119.6, RT	GRAVEL	6.0m
9+134.6, RT	GRAVEL	13.0m
9+162.9, RT	PAVED	6.0m
9+208.1, LT	GRAVEL	-
9+216.2, LT	GRAVEL	-
9+225.0, RT	GRAVEL	6.0m
9+244.6, LT	PAVED	-
9+250.8, LT	PAVED	-
9+265.9, LT	PAVED	-
9+280.9, LT	PAVED	11.8m
9+333.6, LT	PAVED	-
9+391.5, LT	PAVED	-
9+424.5, RT	PAVED	6.0m
9+446.7, LT	PAVED/CRUSHED STONE	-
9+554.9, LT	PAVED	-
9+577.2, RT	PAVED	6.0m
9+658.0, LT	FIELD - GRASS	-
9+664.3, RT	PAVED	6.0m
9+669.7, LT	GRAVEL	-
9+703.7, LT	GRAVEL	-

CONSTRUCT ENTRANCES (CONTINUED)

STATION	TYPE	CURB OPENING
9+733.0, LT	PAVED	-
9+743.9, RT	GRAVEL	6.0m
9+852.0, RT	GRAVEL	6.0m
9+861.0, RT	PAVED	6.0m
9+862.0, LT	PAVED	6.0m
9+887.0, LT	PAVED	-
9+889.8, RT	GRAVEL	7.2m
9+912.9, RT	GRAVEL	6.0m
9+940.6, LT	FIELD - GRASS	-
9+955.1, RT	GRAVEL	6.0m
9+969.7, RT	GRAVEL	6.0m
10+009.1, RT	GRAVEL	6.0m
10+015.7, LT	GRAVEL	-
10+035.8, RT	GRAVEL	6.0m
10+052.8, LT	PAVED	8.5m
10+058.5, RT	GRAVEL	-
10+085.3, LT	PAVED	-
10+147.4, LT	LAWN	-
10+183.9, RT	PAVED	10.0m
10+201.3, LT	FIELD - GRAVEL	-
10+249.3, RT	GRAVEL	6.0m
10+335.3, RT	FIELD - GRASS	6.0m
10+376.6, LT	LAWN	6.0m
10+401.4, LT	PAVED	6.0m
10+444.1, RT	GRAVEL	6.0m
10+451.3, LT	PAVED	6.0m
0+040.3, LT	GRAVEL	-
1+014.7, LT	PAVED	-
1+027.1, LT	GRAVEL	-
1+060.6, RT	GRAVEL	-
1+090.2, RT	CRUSHED STONE	-

ITEM 201.11 - CLEARING

STATION	TO	STATION
6+110, RT		6+184, RT
6+333, LT		6+475, LT
6+450, RT		6+616, RT
6+630, LT		6+645, LT
6+631, LT		6+786, LT
6+637, RT		6+668, RT
6+662, RT		6+687, RT
6+683, RT		6+783, RT
6+800, LT		6+841, LT
6+821, RT		6+827, RT
6+921, LT		7+049, LT
7+076, RT		7+092, RT
7+127, LT		7+251, LT
7+163, RT		7+186, RT
7+182, RT		7+184, RT
7+187, RT		7+192, RT
7+196, RT		7+231, RT
7+248, RT		7+365, RT
7+306, LT		7+346, LT
7+356, LT		7+359, LT
7+368, RT		7+375, RT
7+400, LT		7+405, LT
7+437, LT		7+444, LT
7+457, RT		7+471, RT
7+473, RT		7+479, RT
7+552, LT		7+567, LT
7+600, LT		7+605, LT
7+652, LT		7+670, LT
7+671, RT		7+681, RT
7+683, RT		7+749, RT
7+743, LT		7+747, LT
7+818, RT		7+825, RT
7+859, LT		7+883, LT
8+023, LT		8+030, LT
8+101, RT		8+164, RT
8+137, LT		8+178, LT
8+291, RT		8+312, RT
8+332, LT		8+335, LT
8+368, LT		8+380, LT
8+396, RT		8+465, RT
8+461, LT		8+476, LT
8+469, RT		8+475, RT
8+483, LT		8+521, LT
8+503, RT		8+537, RT
8+702, RT		8+707, RT
8+743, LT		8+753, LT
8+781, RT		8+800, RT
8+790, LT		8+791, LT
8+971, LT		8+984, LT
8+985, RT		8+996, RT
9+066, RT		9+086, RT
9+101, LT		9+107, LT
9+102, LT		9+186, LT
9+244, RT		9+249, RT
9+262, LT		9+264, LT
9+304, RT		9+313, RT
9+426, RT		9+573, RT
9+476, LT		9+530, LT
9+579, RT		9+654, RT
9+599, LT		9+641, LT
9+653, LT		9+657, LT
9+712, RT		9+728, RT
9+719, LT		9+722, LT
9+800, RT		9+802, RT
9+827, RT		9+852, RT
9+906, LT		9+931, LT
10+091, RT		10+102, RT
10+106, RT		10+119, RT
10+120, RT		10+134, RT
10+148, LT		10+193, LT
10+204, RT		10+208, RT
10+206, LT		10+248, LT
10+215, RT		10+239, RT
10+262, RT		10+333, RT
10+286, LT		10+328, LT
10+338, RT		10+406, RT

CONSTRUCT RAISED ISLAND

STATION	TO	STATION
7+936.754, LT		7+947.095, LT
9+268.000, LT		9+275.000, LT
9+286.775, LT		9+294.481, LT

CONSTRUCT WALKS

STATION	TO	STATION	TYPE	WIDTH
8+708.8, LT		8+713.5, LT	PAVED	0.8m
8+878.3, RT		8+884.9, RT	PAVED	2.3m
8+952.3, LT		8+959.2, LT	PAVED	1.0m
9+150.9, RT		9+151.9, RT	PAVED	1.0m

ITEM 201.23 - REMOVING SINGLE TREE TOP ONLY

STATION	OFFSET	TYPE
6+097.3	7.3m LT	1m ROCK MAPLE
6+349.8	10.8m lt	300mm SPRUCE
6+606.7	10.1m LT	500mm PINE
6+616.2	10.6m LT	450mm CEDAR
6+817.7	8.2m RT	450mm PINE
7+044.2	9.5m RT	700mm MAPLE
7+068.6	12.0m LT	450mm PINE
7+078.8	12.2m LT	300mm PINE
7+255.4	16.0m RT	900mm POPLAR
7+389.3	7.8m RT	450mm LOCUST
7+390.1	7.8m RT	350mm LOCUST
7+393.2	12.3m RT	450mm APPLE
7+394.1	9.2m RT	300mm LOCUST
7+399.8	7.7m RT	1100mm LOCUST
7+402.6	13.4m RT	700mm LOCUST
7+424.0	10.9m LT	900mm MAPLE
7+523.5	6.4m RT	600mm TWIN LOCUST
7+585.9	7.1m RT	500mm LOCUST
7+795.0	8.0m RT	350mm LOCUST
7+799.9	7.7m RT	400mm LOCUST
7+800.7	11.1m RT	350mm LOCUST
7+804.3	9.1m LT	600mm OAK
8+159.5	8.1m LT	450mm LOCUST
8+332.7	8.5m RT	450mm MAPLE
8+350.3	9.3m RT	650mm MAPLE
8+408.6	11.9m LT	TWIN 300mm LOCUST
8+411.5	12.9m RT	450mm SPRUCE
8+475.3	9.2m RT	300mm LOCUST
8+476.1	9.1m RT	300mm LOCUST
8+507.8	7.4m RT	TREE
8+513.4	9.4m RT	TREE
8+563.0	11.8m LT	500mm APPLE
8+585.6	9.8m RT	450mm CEDAR
8+643.0	7.0m LT	700mm TWIN LOCUST
8+665.0	7.9m LT	700mm SUMAC
8+669.9	8.3m LT	800mm SUMAC
8+676.2	9.0m LT	350mm SUMAC
8+876.0	7.1m LT	750mm MAPLE
8+881.2	7.2m RT	650mm LOCUST
8+943.9	8.3m LT	300mm PINE
9+190.8	10.2m LT	500mm MAPLE
9+209.5	7.1m RT	300mm PINE
9+260.3	7.9m RT	TREE
9+331.2	11.1m RT	1000mm LOCUST
9+338.8	11.8m RT	1000mm LOCUST
9+350.9	11.7m RT	400mm ASH
9+373.7	9.3m LT	600mm OAK
9+382.9	8.1m LT	550mm MAPLE
9+402.2	9.3m LT	300mm MAPLE
9+414.0	9.6m LT	450mm MAPLE
9+420.9	9.6m RT	900mm TWIN MAPLE
9+530.8	9.0m LT	400mm LOCUST
9+535.4	9.1m LT	450mm LOCUST
9+542.0	9.1m LT	400mm MAPLE
9+546.2	8.8m LT	450mm MAPLE
9+594.2	10.0m LT	700mm SPRUCE
9+603.1	7.4m LT	1100mm LOCUST
9+640.5	7.7m LT	600mm TWIN LOCUST
9+849.8	8.5m LT	350mm MAPLE
9+942.5	9.6m RT	700mm MAPLE
10+079.5	8.1m RT	2100mm MAPLE
10+139.3	7.6m RT	425mm HORSE CHESNUT
10+381.7	8.6m RT	450mm OAK
10+390.3	9.3m RT	1100mm SPRUCE
0+029.2	7.7m RT	350mm MAPLE

ITEM 201.24 - REMOVING STUMP

STATION	OFFSET	TYPE
6+603.9	11.1m LT	600mm STUMP
6+606.7	10.1m LT	500mm PINE
6+616.2	10.6m LT	450mm CEDAR
6+817.7	8.2m RT	450mm PINE
7+044.2	9.5m RT	700mm MAPLE
7+065.9	7.9m RT	200mm TWIN MAPLE
7+068.6	12.0m LT	450mm PINE
7+078.8	12.2m LT	300mm PINE
7+255.4	16.0m RT	900mm POPLAR
7+523.5	6.4m RT	600mm TWIN LOCUST
7+533.1	6.3m RT	CLUMP OF 6-100mm LOCUST
7+585.9	7.1m RT	500mm LOCUST
8+195.5	9.7m RT	800mm STUMP
8+199.5	8.1m LT	450mm LOCUST
8+325.2	13.3m RT	900mm STUMP
8+332.7	8.5m RT	450mm MAPLE
8+350.3	9.3m RT	650mm MAPLE
8+408.6	11.9m LT	TWIN 300mm LOCUST
8+475.3	9.2m RT	300mm LOCUST
8+476.1	9.1m RT	300mm LOCUST
8+497.9	7.8m RT	STUMP
8+507.8	7.4m RT	TREE
8+513.4	9.4m RT	TREE
8+563.0	11.8m LT	500mm APPLE
8+585.6	9.8m RT	450mm CEDAR
8+643.0	7.0m LT	700mm TWIN LOCUST
8+665.0	7.9m LT	700mm SUMAC
8+669.9	8.3m LT	800mm SUMAC
8+676.2	9.0m LT	350mm SUMAC
8+870.9	7.2m LT	600mm STUMP
8+876.0	7.1m LT	750mm MAPLE
8+885.3	7.0m LT	670mm STUMP
8+943.9	8.3m LT	300mm PINE
8+964.4	9.9m RT	1200mm LOCUST
8+969.2	10.7m RT	1200mm LOCUST
9+042.8	7.7m RT	1200mm STUMP
9+047.5	7.8m RT	900mm STUMP
9+190.8	10.2m LT	500mm MAPLE
9+260.3	7.9m RT	TREE
9+373.7	9.3m LT	600mm OAK
9+382.9	8.1m LT	550mm MAPLE
9+402.2	9.3m LT	300mm MAPLE
9+414.0	9.6m LT	450mm MAPLE
9+420.9	9.6m RT	900mm TWIN MAPLE
9+530.8	9.0m LT	400mm LOCUST
9+535.4	9.1m LT	450mm LOCUST
9+542.0	9.1m LT	400mm MAPLE
9+546.2	8.8m LT	450mm MAPLE
9+594.2	10.0m LT	700mm SPRUCE
9+603.1	7.4m LT	1100mm LOCUST
9+640.5	7.7m LT	600mm TWIN LOCUST
9+656.3	9.7m RT	660mm STUMP
9+680.4	6.4m LT	850mm STUMP
9+694.6	6.5m LT	400mm STUMP
9+849.8	8.5m LT	350mm MAPLE
9+854.4	10.5m RT	400mm STUMP
9+942.5	9.6m RT	700mm MAPLE
10+014.1	7.5m RT	325mm STUMP
10+079.5	8.1m RT	2100mm MAPLE
10+139.3	7.6m RT	425mm HORSE CHESNUT
10+162.4	7.7m RT	1200mm STUMP
10+364.6	8.1m LT	TRIPLE 200mm APPLE

ITEM 202.08 - REMOVE BUILDING NO. 1

STATION
8+492, RT

525.325 - DRY-LAID STONE RETAINING WALL

STATION	OFFSET	TO	STATION	OFFSET
7+501.5, RT	7.6m		7+505.2, RT	12.1m

525.326 - FIELD STONE RETAINING WALL

STATION	OFFSET	TO	STATION	OFFSET
8+392.1	6.4m, LT		8+394.3	6.4m, LT
8+403.4	6.3m, LT		8+405.7	6.4m, LT

ITEM 604.18 - ADJUSTING MANHOLE OR CATCH BASIN TO GRADE

STATION	OFFSET
10+438.0	5.7m RT
10+446.4	5.6m LT

ITEM 606.151 - GUARDRAIL TYPE 3aa - SINGLE RAIL

STATION	OFFSET	TO	STATION	OFFSET	LENGTH
7+459.588	6.600m RT		7+503.837	6.600m RT	43.815m

ITEM 606.191 - GUARDRAIL TYPE 3aa - 4.5 m RADIUS AND LESS

STATION	OFFSET	TO	STATION	OFFSET	LENGTH	RADIUS
7+454.833	11.657m RT		7+459.588	6.600m RT	7.620m	4.400m
7+503.837	6.600m RT		7+506.558	12.112m RT	7.620m	3.400m

ITEM 606.23 - GUARDRAIL TYPE 3C - SINGLE RAIL

STATION	OFFSET	TO	STATION	OFFSET	LENGTH
6+036.165	6.189m LT		6+066.643	6.600m LT	30.480m
6+069.801	8.467m LT		6+072.283	11.357m LT	3.810m
6+606.053	6.600m LT		6+724.163	6.600m LT	118.110m
8+476.314	6.600m RT		8+543.463	6.600m RT	66.675m
8+485.921	6.600m LT		8+589.924	6.600m LT	104.775m
8+470.673	11.194m RT		8+472.963	8.149m RT	3.810m

ITEM 606.231 - GUARDRAIL TYPE 3C - 4.5 m RADIUS AND LESS

STATION	OFFSET	TO	STATION	OFFSET	LENGTH	RADIUS
6+066.643	6.600m LT		6+069.801	8.467m LT	3.810m	3.500m
6+601.470	11.691m LT		6+606.053	6.600m LT	7.620m	4.400m
8+472.963	8.149m RT		8+476.314	6.600m RT	3.810m	4.400m
8+481.624	11.717m LT		8+485.921	6.600m LT	7.620m	4.400m
8+543.463	6.600m RT		8+547.881	11.696m RT	7.620m	4.400m
8+589.924	6.600m LT		8+594.321	11.718m LT	7.620m	4.400m

ITEM 606.265 - TERMINAL END - SINGLE RAIL - GALVANIZED STEEL

STATION	OFFSET
6+072.283	11.357m LT
6+601.470	11.691m LT
8+470.673	11.194m RT
8+481.624	11.717m LT
8+547.881	11.696m RT
8+594.321	11.718m LT

ITEM 606.266 - TERMINAL END - SINGLE RAIL - CORROSION RESISTANT STEEL

STATION	OFFSET
7+454.833	11.657m RT
7+506.558	12.112m RT

ITEM 606.79 - GUARDRAIL 350 FLARED TERMINAL

STATION	OFFSET
6+724.163	6.600m LT

ITEM 202.15 - REMOVING EXISTING MANHOLE OR CATCH BASIN

STATION	OFFSET
6+075.3	5.7m LT
8+005.1	6.9m LT
8+206.4	6.2m RT
8+995.1	5.4m RT
9+039.5	5.4m RT
9+197.0	8.6m RT
9+306.6	6.3m RT
9+395.7	5.0m RT
0+013.1	6.0m RT
0+015.1	5.0m LT

PROJECT DESIGN ENGINEER | BY | DATE
DESIGN-DETAILED | J. Pelletier | -----
CHECKED | ----- | -----
REVISIONS | ----- | -----
FIELD CHANGES | ----- | -----

PLANS

Filename: 000_ConstNotes_012.dgn Username: normal Division: $wkgroup$ Date:8/22/2011

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION NOTES

ORRINGTON

ROUTE 15

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	STP-9204(100)X	14	208

9204.10

ITEM 609.31 - CURB TYPE 3

STATION	OFFSET	TO	STATION	OFFSET	LENGTH
6+073.044	6.000m LT		6+091.205	6.000m LT	18.100m
6+097.231	6.000m LT		6+114.744	6.000m LT	17.438m
6+455.000	6.000m LT		6+484.472	6.000m LT	29.415m
6+492.488	6.000m LT		6+524.584	6.000m LT	32.034m
6+530.586	6.000m LT		6+595.537	6.000m LT	64.951m
7+027.998	6.000m LT		7+070.091	6.000m LT	42.252m
7+052.358	6.000m RT		7+068.661	6.000m RT	16.241m
7+074.774	6.000m RT		7+120.878	6.000m RT	45.924m
7+076.077	6.000m LT		7+135.000	6.000m LT	59.137m
7+395.044	6.000m LT		7+424.725	6.000m LT	29.946m
7+430.672	6.000m LT		7+444.903	6.000m LT	14.358m
7+450.850	6.000m LT		7+480.000	6.000m LT	29.410m
7+459.588	6.600m RT		7+503.837	6.600m RT	43.815m
7+515.563	6.000m LT		7+531.154	6.000m LT	15.731m
7+537.101	6.000m LT		7+574.134	6.000m LT	37.363m
7+580.080	6.000m LT		7+618.779	6.000m LT	39.024m
7+758.161	6.000m RT		7+787.937	6.000m RT	29.560m
7+760.669	6.000m LT		7+781.153	6.000m LT	20.634m
7+789.095	6.000m LT		7+801.024	6.000m LT	12.016m
7+793.981	6.000m RT		7+871.981	6.000m RT	77.842m
7+806.980	6.000m LT		7+814.612	6.000m LT	7.688m
7+820.604	6.000m LT		7+836.364	6.000m LT	15.760m
7+842.364	6.000m LT		7+923.754	6.000m LT	81.390m
7+877.981	6.000m RT		7+894.518	6.000m RT	16.537m
7+900.518	6.000m RT		7+937.646	6.000m RT	37.128m
7+936.754	6.000m RT		7+947.095	6.000m RT	10.431m
7+936.754	7.200m RT		7+947.095	7.200m RT	10.335m
7+950.646	6.000m RT		7+962.307	6.000m RT	11.705m
7+960.124	6.000m LT		7+982.554	6.000m LT	22.276m
7+988.554	6.000m LT		8+013.144	6.000m LT	24.424m
8+150.000	6.000m RT		8+181.833	6.000m RT	32.317m
8+187.776	6.000m RT		8+201.921	6.000m RT	14.279m
8+194.226	6.000m LT		8+231.080	6.000m LT	36.504m
8+207.864	6.000m RT		8+214.852	6.000m RT	7.055m
8+220.796	6.000m RT		8+242.905	6.000m RT	22.330m
8+237.138	6.000m LT		8+248.225	6.000m LT	10.982m
8+249.948	6.000m RT		8+285.480	6.000m RT	35.870m
8+253.156	6.000m LT		8+265.934	6.000m LT	12.657m
8+271.992	6.000m LT		8+320.100	6.000m LT	47.649m
8+291.423	6.000m RT		8+324.459	6.000m RT	33.350m
8+330.402	6.000m RT		8+364.222	6.000m RT	34.142m
8+358.168	6.000m LT		8+360.000	6.000m LT	1.815m
8+360.000	6.000m LT		8+380.000	5.400m LT	19.827m
8+380.000	5.400m LT		8+415.908	5.400m LT	35.726m
8+370.165	6.000m RT		8+457.500	6.000m RT	87.630m
8+422.131	5.400m LT		8+440.000	6.000m LT	17.880m
8+440.000	6.000m LT		8+475.347	6.000m LT	35.347m
8+476.314	6.600m RT		8+543.463	6.600m RT	66.675m
8+595.218	6.000m RT		8+610.246	6.000m RT	14.926m
8+616.288	6.000m RT		8+760.288	6.000m RT	143.781m
8+766.288	6.000m RT		8+814.256	6.000m RT	47.968m
8+820.256	6.000m RT		8+842.838	6.000m RT	22.581m
8+848.838	6.000m RT		8+873.675	6.000m RT	24.839m
8+862.182	6.000m LT		8+864.582	6.000m LT	2.400m
8+870.582	6.000m LT		8+890.454	6.000m LT	19.873m
8+879.675	6.000m RT		8+907.918	6.000m RT	28.243m
8+896.454	6.000m LT		8+948.138	6.000m LT	51.683m
8+931.918	6.000m RT		8+955.223	6.000m RT	23.306m
8+954.138	6.000m LT		8+984.223	6.000m LT	30.085m
8+961.223	6.000m RT		9+013.336	6.000m RT	52.000m
8+990.223	6.000m LT		9+009.255	6.000m LT	19.116m
9+024.414	6.000m RT		9+026.831	6.000m RT	2.400m
9+032.873	6.000m RT		9+057.759	6.000m RT	24.712m
9+065.816	6.000m RT		9+095.863	6.000m RT	29.837m
9+101.905	6.000m RT		9+116.633	6.000m RT	14.624m
9+122.675	6.000m RT		9+128.044	6.000m RT	5.332m
9+141.136	6.000m RT		9+159.901	6.000m RT	18.634m
9+165.944	6.000m RT		9+221.940	6.000m RT	54.447m
9+228.121	6.000m RT		0+018.757	3.600m RT	71.426m
9+268.000	6.000m LT		9+275.000	6.000m LT	7.000m
9+268.000	7.200m LT		9+275.000	7.200m LT	7.000m
9+286.775	6.000m LT		9+221.940	6.000m LT	10.394m
9+286.775	7.200m LT		9+294.481	11.854m LT	8.835m
0+017.905	3.600m LT		9+421.534	6.000m RT	127.192m
9+427.534	6.000m RT		9+574.191	6.000m RT	146.378m
9+580.211	6.000m RT		9+661.284	6.000m RT	80.870m
9+667.284	6.000m RT		9+740.892	6.000m RT	73.692m
9+746.857	6.000m RT		9+849.014	6.000m RT	102.750m
9+830.000	6.000m LT		9+858.945	6.000m LT	28.778m
9+854.983	6.000m RT		9+858.098	6.000m RT	3.133m
9+864.063	6.000m RT		9+886.232	6.000m RT	22.296m
9+864.980	6.000m LT		9+883.000	6.000m LT	17.916m
9+893.400	6.000m RT		9+909.936	6.000m RT	16.631m
9+915.901	6.000m RT		9+952.073	6.000m RT	36.380m
9+958.039	6.000m RT		9+966.736	6.000m RT	8.747m
9+972.702	6.000m RT		10+006.082	6.000m RT	33.572m
10+012.048	6.000m RT		10+032.835	6.000m RT	20.875m
10+018.220	6.000m LT		10+048.558	6.000m LT	30.286m
10+038.835	6.000m RT		10+054.835	6.000m RT	16.054m
10+057.037	6.000m LT		10+081.000	6.000m LT	23.963m
10+128.000	6.000m RT		10+178.879	6.000m RT	50.498m
10+188.974	6.000m RT		10+246.288	6.000m RT	56.785m
10+240.000	6.000m LT		10+373.564	6.000m LT	134.634m
10+252.343	6.000m RT		10+332.304	6.000m RT	79.227m
10+338.360	6.000m RT		10+441.126	6.000m RT	102.605m
10+379.564	6.000m LT		10+398.435	6.000m LT	18.870m
10+404.435	6.000m LT		10+448.313	6.000m LT	43.878m
10+447.127	6.000m RT		10+460.000	6.000m RT	12.873m
10+454.313	6.000m LT		10+460.000	6.000m LT	5.687m

ITEM 610.08 - PLAIN RIPRAP

STATION	TO	STATION
6+064. LT		6+066. LT
6+189. RT		6+191. RT
6+279. RT		6+281. RT
6+327. LT		6+328. LT
6+349. RT		6+351. RT
6+627. RT		6+629. RT
6+631. LT		6+634. LT
6+651. LT		6+652. LT
6+781. LT		6+784. LT
6+877. LT		6+879. LT
6+903. LT		6+906. LT
7+021. LT		7+022. LT
7+180. RT		7+181. RT
7+237. RT		7+239. RT
7+284. LT		7+286. LT
7+357. RT		7+359. RT
7+476. RT		7+477. RT
7+630. LT		7+632. LT
7+737. LT		7+740. LT
7+738. RT		7+740. RT
8+010. LT		8+013. LT
8+022. LT		8+024. LT
8+049. RT		8+051. RT
8+117. LT		8+119. LT
8+145. RT		8+146. RT
8+169. LT		8+172. LT
8+341. LT		8+343. LT
8+476. RT		8+477. RT
8+484. LT		8+489. LT
8+532. LT		8+533. LT
8+542. RT		8+546. RT
8+585. RT		8+587. RT
9+100. LT		9+108. LT
9+125. RT		9+126. RT
9+517. LT		9+519. LT
9+633. LT		9+635. LT
9+740. LT		9+741. LT
9+791. LT		9+795. LT
9+825. LT		9+827. LT
10+008. LT		10+010. LT
10+118. RT		10+120. RT
10+140. LT		10+142. LT
10+193. LT		10+195. LT
0+016. RT		0+046. RT
1+019. RT		1+059. RT
1+065. RT		1+067. RT
1+079. RT		1+088. RT
1+094. RT		1+096. RT

ITEM 610.18 - 1.2m WIDE STONE DITCH PROTECTION

STATION	TO	STATION
7+000. LT		7+040. LT
7+357. LT		7+360. LT
8+026. RT		8+040. RT
0+015. LT		0+036. LT

ITEM 610.08 - 1.8 m WIDE PLAIN RIPRAP DOWNSPOUT

STATION	TO	STATION
7+039. RT		7+043. RT
8+148. RT		8+150. RT
8+457. RT		8+459. RT
8+543. RT		8+545. RT
9+009. LT		9+011. LT
9+828. LT		9+830. LT

ITEM 613.319 - EROSION CONTROL BLANKET

STATION	TO	STATION
6+124. LT		6+178. LT
6+185. LT		6+327. LT
6+260. RT		6+279. RT
6+292. RT		6+349. RT
6+338. LT		6+451. LT
6+360. RT		6+400. RT
6+459. RT		6+617. RT
6+629. RT		6+665. RT
6+638. LT		6+659. LT
6+668. LT		6+781. LT
6+798. LT		6+877. LT
6+890. LT		6+903. LT
6+919. LT		6+926. LT
7+130. RT		7+180. RT
7+265. LT		7+284. LT
7+298. LT		7+342. LT
7+360. LT		7+410. LT
7+394. RT		7+436. RT
8+040. RT		8+049. RT
8+332. LT		8+340. LT
8+525. RT		8+542. RT
9+500. RT		9+540. RT
9+595. RT		9+650. RT
9+690. RT		9+740. RT
9+920. RT		9+935. RT
9+947. LT		10+008. LT
10+110. LT		10+140. LT
10+152. LT		10+193. LT
10+207. LT		10+247. LT

ITEM 618.1301 - SEEDING METHOD NO. 1, PLAN QUANTITY

STATION	TO	STATION
6+065. LT		6+116. LT
6+453. LT		6+630. LT
6+878. LT		6+911. LT
7+045. LT		7+120. LT
7+050. RT		7+069. RT
7+395. LT		7+468. LT
7+481. RT		7+520. RT
7+508. LT		7+619. LT
7+746. LT		7+850. LT
7+757. RT		7+767.RT
7+790. RT		7+820. RT
7+841. RT		8+016. RT
7+887. LT		8+016. LT
8+040. RT		8+066. RT
8+110. LT		8+254. LT
8+120. RT		8+457. RT
8+292. LT		8+473. LT
8+593. LT		8+743. LT
8+594. RT		8+642. RT
8+734. RT		8+783. RT
8+753. LT		8+971. LT
8+800. RT		8+986. RT
8+983. LT		9+009. LT
8+997. RT		9+058. RT
9+088. RT		9+246. RT
9+208. LT		9+264. LT
9+305. LT		9+476. LT
9+310. RT		9+423. RT
9+530. LT		9+605. LT
9+660. LT		9+720. LT
9+666. RT		9+685. RT
9+746. RT		9+770. RT
9+843. LT		9+906. LT
9+854. RT		10+080. RT
10+007 . LT		10+152. LT
10+145. RT		10+203. RT
10+240. RT		10+283. RT
10+247. LT		10+275. LT
10+351. LT		10+460. LT
10+402. RT		10+460. RT
1+007. LT		1+048. LT

ITEM 618.1401 - SEEDING METHOD NO. 2, PLAN QUANTITY

STATION	TO	STATION
6+031. RT		7+047. RT
6+115. LT		6+470. LT
6+735. LT		6+880. LT
6+915. LT		7+045. LT
7+073. RT		7+456. RT
7+120. LT		7+395. LT
7+468. LT		7+496. LT
7+520. RT		7+754. RT
7+619. LT		7+746. LT
7+767.RT		7+788. RT
7+820. RT		7+841. RT
7+850. LT		7+887. LT
8+016. LT		8+110. LT
8+020. RT		8+040. RT
8+066. RT		8+120. RT
8+254. LT		8+292. LT
8+459. RT		8+476. RT
8+473. LT		8+479. LT
8+552. RT		8+590. RT
8+642. RT		8+734. RT
8+743. LT		8+753. LT
8+783. RT		8+800. RT
8+971. LT		8+985. LT
8+986. RT		8+997. RT
9+012. LT		9+207. LT
9+066. RT		9+088. RT
9+246. RT		9+310. RT
9+426. RT		9+664. RT
9+476. LT		9+530. LT
9+605. LT		9+964. LT
9+685. RT		9+743. RT
9+720. LT		9+843. LT
9+770. RT		9+850. RT
9+906. LT		10+007 . LT
10+080. RT		10+145. RT
10+152. LT		10+247. LT
10+203. RT		10+240. RT
10+275. LT		10+351. LT
10+283. RT		10+402. RT
0+013. LT		0+046. LT
1+012. RT		1+048. RT

ITEM 618.1411 - SEEDING METHOD NO. 3, PLAN QUANTITY

STATION	TO	STATION
6+031. LT		6+069. LT
6+124. LT		6+177. LT
6+185. LT		6+331. LT
6+286. RT		6+337. RT
6+336. LT		6+453. LT
6+449. RT		6+667. RT
6+630. LT		7+790. LT
7+130. RT		7+181. RT
7+295. LT		7+342. LT
7+358. LT		7+391. LT
7+395. RT		7+436. RT
7+456. RT		7+481. RT
8+471. RT		8+547. RT
8+481. LT		8+594. LT
9+780. RT		9+800. RT
9+947. LT		10+007 . LT
10+152. LT		10+247. LT

PROJECT DESIGN ENGINEER — BY — D. Pelletier — DATE

PLANS

DESIGN-DETAILED	----------		
CHECKED	-----	-----	-----
REVISIONS	------	------	------
FIELD CHANGES			

Filename: 000_ConstNotes_013.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION NOTES

ORRINGTON

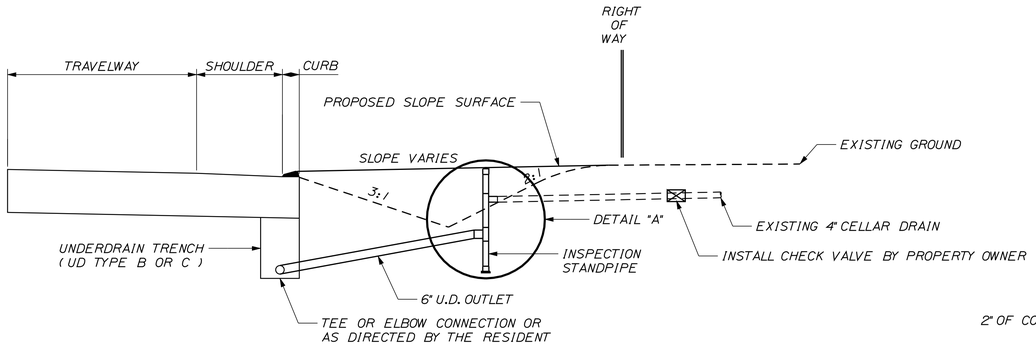
ROUTE 15

SHEET 2 OF 2 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	STP-92043(100)X	15	208

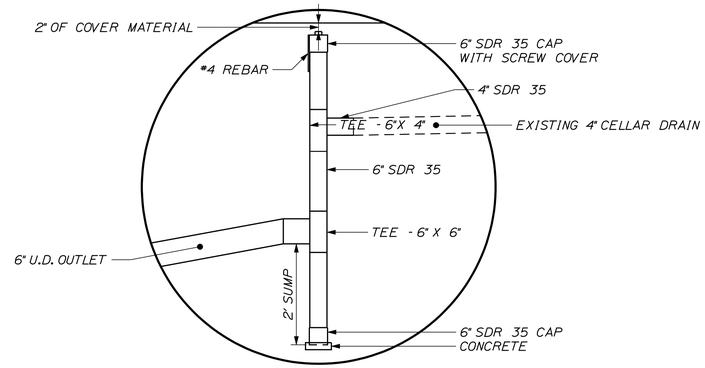
9204.10

CELLAR DRAIN CONNECTION DETAIL: UNDERDRAIN SECTION



KNOWN LOCATIONS

STATION	OFFSET	DESCRIPTION
7+530	9 m LT	100 mm Dia PVC
8+608	13 m RT	100 mm Dia PVC



DETAIL "A"
INSPECTION STANDPIPE

NOTES

1. PAYMENT FOR CONNECTION FROM THE INSPECTION STANDPIPE TO THE PROPOSED UNDERDRAIN SYSTEM SHALL BE A 150mm UNDERDRAIN OUTLET. ITEM NO. 605.10. OR AS DIRECTED BY THE RESIDENT.

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

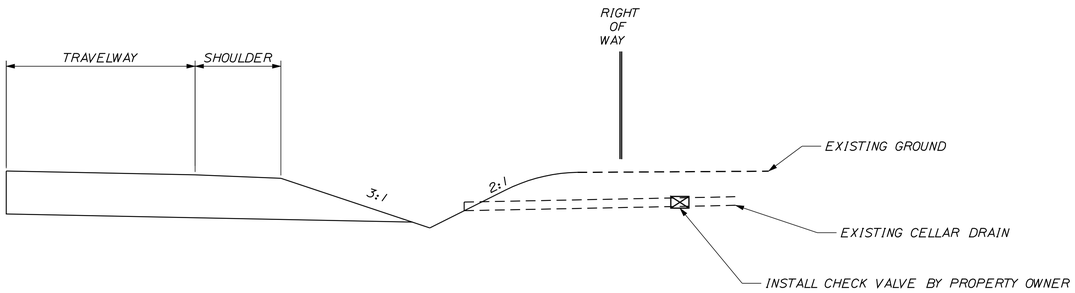
3. A CHECK VALVE TO PREVENT BACK FLOW TO PROPERTY MAY BE INSTALLED. CHECK VALVE SHOULD BE INSTALLED AT THE UPSTREAM SIDE OF THE CATCH BASIN AND OUTSIDE OF THE STATE'S RIGHT OF WAY. INSTALLATION OF CHECK VALVE SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER

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

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

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

CELLAR DRAIN CONNECTION DETAIL: DITCH SECTION



NOTES

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

2. PAYMENT FOR CONNECTION FROM EXISTING CELLAR DRAIN TO DRAINAGE DITCH SHALL BE 150mm UNDERDRAIN OUTLET PIPE. ITEM NO. 605.10. OR AS DIRECTED BY THE RESIDENT.

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

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	J. MANZER	W. ADAMS\J.H. FEB. 2010
CHECKED	-----	----- -----
REVISIONS	-----	----- -----
FIELD CHANGES		
PLANS		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CELLAR DRAIN DETAILS

ORRINGTON

ROUTE 15

NOT TO SCALE

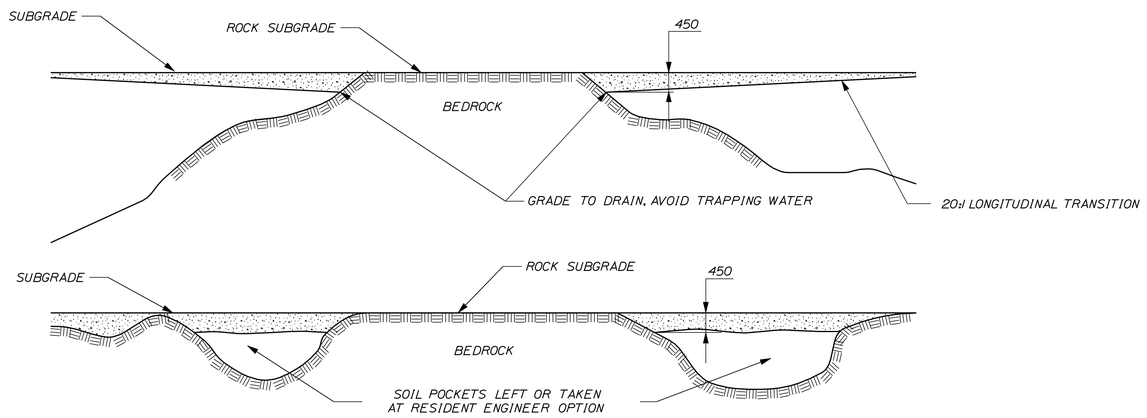
SHEET 1 OF 1 AUGUSTA, MAINE

Filename: ...\000_Cellar Drain Details.dgn Division: HIGHWAY Username: rhobe.moulton Date:9/13/2011

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	STP-9204(100)X	16	208

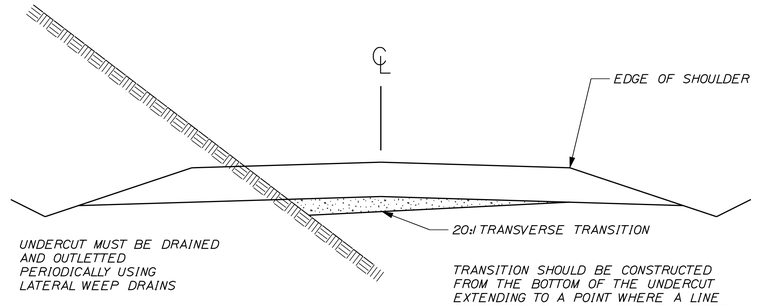
9204.10

PROFILE OF UNDERCUT OF FROST SUSCEPTIBLE SOILS OVER LEDGE



IF A SOIL SECTION BETWEEN LEDGE SUBGRADE IS OF SUCH LENGTH THAT THE TRANSITION FROM EACH EDGE WOULD MEET. IT SHOULD BE TREATED AS AN EARTH POCKET

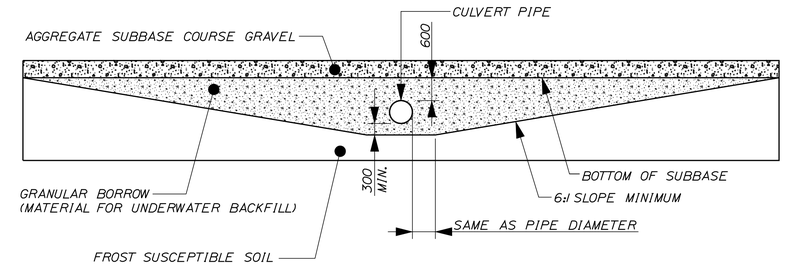
TRANSVERSE UNDERCUT OF FROST SUSCEPTIBLE SOILS OVER LEDGE



UNDERCUT MUST BE DRAINED AND OUTLETTED PERIODICALLY USING LATERAL WEEP DRAINS

TRANSITION SHOULD BE CONSTRUCTED FROM THE BOTTOM OF THE UNDERCUT EXTENDING TO A POINT WHERE A LINE PROJECTED DOWNWARD FROM THE EDGE OF SHOULDER INTERCEPTS SUBGRADE

CROSS CULVERT IN FROST SUSCEPTIBLE SOILS



LEGEND:

SOLID BEDROCK

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

FROST SUSCEPTIBLE SOIL

NOTES:

1. EXCAVATION OF THE TRANSITION ZONES SHALL BE PAID FOR AS COMMON EXCAVATION. THE CONTRACTOR SHALL REPLACE THE FROST SUSCEPTIBLE SOILS WITH GRAVEL BORROW AND SHALL BE PAID FOR UNDER THE GRAVEL BORROW PAY ITEM.
2. FOR POTENTIAL BEDROCK LOCATIONS, REFER TO THE BORING LOGS INCLUDED IN THE SPECIAL PROVISIONS AND CROSS SECTIONS ACTUAL BEDROCK LOCATIONS WILL VARY.

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN-DETAILED	JRH	12/09
	CHECKED	-----	
	REVISIONS	-----	-----
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

UNDERCUT OF FROST SUSCEPTIBLE SOILS OVER LEDGE

ORRINGTON

ROUTE 15

NOT TO SCALE

SHEET 1 OF 1 AUGUSTA, MAINE

Filename: 00X_Frost.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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

Project: Route 15 — Locations Orrington, Maine

Boring No.: HB-ORR1-101 — PIN: 9204.00

Driller:	MaineDOT	Elevation (m):	13.60	Auger ID/OD:	125 mm
Operator:	C.Mann	Datum:	NAVD 88	Sampler:	N/A
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	12/3/01-12/3/01	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	STA 6+070, 5.2 RT (FWD 75M)	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 (Pa); $S_{u(LAB)}$ = 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

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	13.56		PAVEMENT. 0.04	
							13.17		Brown, dry, sandy GRAVEL, trace silt, (Fill). 0.43	
1.2							12.78		Brown, dry, silty fine to coarse SAND, some gravel. 0.82	
									Brown, damp, silty fine to medium SAND.	
2.4							12.08		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 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-ORR1-101

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

Project: Route 15 — Locations Orrington, Maine

Boring No.: HB-ORR1-102 — PIN: 9204.00

Driller:	MaineDOT	Elevation (m):	17.18	Auger ID/OD:	100 mm
Operator:	C.Mann	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	12/3/01-12/3/01	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	STA 6+195, 2.2 RT (FWD 200M)	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 (Pa); $S_{u(LAB)}$ = 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

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	17.06		PAVEMENT. 0.12	
	1D	12.7/7.6	0.15 - 0.28	50		+50	16.90	SPOON	Treated GRAVEL. 0.27	
	2D/4B	61.0/27.9	0.46 - 1.07	27/35/22/6		+50			Brown, dry, sandy GRAVEL, trace silt, (Fill), (A1-b) 0.46-0.94 m	C #128451 A-1-b, GM WC=2.8%
1.2							16.23		Brown, damp, silty fine to medium SAND, trace gravel.	
	3D	61.0/43.2	1.07 - 1.68	3/4/3/6		7	16.05		(B) 0.94-1.07 m	C #128391 A-4, CL-ML WC=25.9%
2.4									Brown, medium dense, GRAVEL, some silty fine to coarse sand, (Till). 1.13	
							15.50		Brown, mottled, damp, SILT, trace clay. 1.68	
3.6									Bottom of Exploration at 1.68 m below ground surface. NO REFUSAL	
4.8										
6										
7.2										
8.4										
9.6										

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-ORR1-102

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

Project: Route 15 — Locations Orrington, Maine

Boring No.: HB-ORR1-103 — PIN: 9204.00

Driller:	MaineDOT	Elevation (m):	18.80	Auger ID/OD:	100 mm
Operator:	C.Mann	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	12/3/01-12/3/01	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	STA 6+395, 2.3 RT (FWD 400M)	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 (Pa); $S_{u(LAB)}$ = 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

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	18.67		PAVEMENT 0.13	
	1D/4A	61.0/30.5	0.15 - 0.76	67/35/33/22		+50	18.54	SPOON	Treated GRAVEL, (A) 0.15-0.24 m 0.24	
									Brown, dry, sandy GRAVEL, trace silt, (Fill), (B) 0.24-0.76 m (A) 0.76-0.85 m	
1.2	2D/4B	61.0/33.0	0.76 - 1.37	14/8/6/7		14	17.95		0.85 Brown-gray, dry, mottled, sandy SILT. (B) 0.85-1.37 m 1.37	
							17.43		Bottom of Exploration at 1.37 m below ground surface. NO REFUSAL	
2.4										
3.6										
4.8										
6										
7.2										
8.4										
9.6										

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-ORR1-103

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

Project: Route 15 — Locations Orrington, Maine

Boring No.: PC-1 — PIN: 9204.00

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	N/A
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	N/A
Logged By:	G.Lidstone	Rig Type:	N/A	Hammer Wt./Fall:	N/A
Date Start/Finish:	8/9/05	Drilling Method:	Hand Held Core Machine	Core Barrel:	N/A
Boring Location:	6+851.5, 1.1 Rt.	Casing ID/OD:	N/A	Water Level(ft):	N/A

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 (Pa); $S_{u(LAB)}$ = 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

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-1	13.7/13.7	0.00 - 0.14			PC	17.96		PAVEMENT, Pavement Core Taken. 0.14	
									Bottom of Exploration at 0.14 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 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.: PC-1

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

Project: Route 15 — Locations Orrington, Maine

Boring No.: HB-ORR-201 — PIN: 9204.00

Driller:	MaineDOT	Elevation (m):	18.16	Auger ID/OD:	125 mm
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	8/9/05 08:00-08:45	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	6+100, 1.6 Rt.	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 (Pa); $S_{u(LAB)}$ = 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

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	1D	61.0/25.4	0.15 - 0.76	83/55/37/33	112	SSA	18.02		PAVEMENT. 0.14	
									Brown, damp, very dense, GRAVEL, little fine to coarse sand, trace silt, (Fill),	
1.2	2D	61.0/30.5	0.76 - 1.37	13/34/50/40	64		17.26		[STRONG ODOR IN 2D] 0.91	
							17.18		Penetrated gravel layer. 0.98	
									Brown, damp, very dense, GRAVEL, little fine to coarse sand, trace silt, (Fill),	
2.4	3D	61.0/55.8	1.52 - 2.13	4/4/5/7	9		16.79		Brown, moist, stiff, SILT, trace fine sand. 1.37	
							16.33		1.83	
3.6							16.03		Similar to above, but brown and green. 2.13	
									Bottom of Exploration at 2.13 m below ground surface. NO REFUSAL	
4.8										
6										
7.2										
8.4										
9.6										

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-ORR-201

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

Project: Route 15 — Locations Orrington, Maine

Boring No.: HB-ORR-202 — PIN: 9204.00

Driller:	MaineDOT	Elevation (m):	23.10	Auger ID/OD:	125 mm
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	8/9/05 08:55-09:20	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	6+960, 1.7 Rt.	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 (Pa); $S_{u(LAB)}$ = 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

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	1D/4B	61.0/25.4	0.15 - 0.76	26/37/29/48	67	SSA	22.98		PAVEMENT. 0.12	G#180841 A-1-a, GW-GM WC=1.5% G#180842 A-1-b, SM WC=5.0% G#180843 A-1-b, GM WC=6.0%
							22.68		Penetrated Gravel. 0.17	
	2D	61.0/20.3	0.76 - 1.37	17/12/11/21	29		22.34		Brown, damp, very dense, GRAVEL, little fine to coarse sand, trace silt, (Fill). 0.46	
1.2									(1D/B) 0.46-0.76 m bgs.	
	3D	18.3/5.1	2.52 - 1.71	13/50/50*	***		21.58		Brown, damp, very dense, fine to coarse SAND, little gravel, trace silt, (Fill). 0.76	
							21.39		Brown, damp, medium dense, GRAVEL, some silty fine to coarse sand, (Fill). 1.52	
2.4							21.15		Brown, moist, silty, fine to medium SAND, little gravel. 1.71	
							20.66		BOULDER. 1.95	
3.6									Brown, damp, sandy SILT, little gravel. 2.44	
									Bottom of Exploration at 2.44 m below ground surface. NO REFUSAL	
4.8										
6										
7.2										
8.4										
9.6										

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-ORR-202

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

Project: Route 15 — Locations Orrington, Maine

Boring No.: HB-ORR1-104 — PIN: 9204.00

Driller:	MaineDOT	Elevation (m):	27.60	Auger ID/OD:	100 mm
Operator:	C.Mann	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	12/3/01-12/3/01	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	STA 7+095, 2.2 RT (FWD 1100M)	Casing ID/OD:	N/A	Water Level(ft):	WATER @ 1.16 m.

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 (Pa); $S_{u(LAB)}$ = 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

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	27.47		PAVEMENT 0.13	
	1D	20.3/7.6	0.15 - 0.36	37/50		+50	27.34	SPOON	Penetrated GRAVEL. 0.40	
	2D	61.0/38.1	0.46 - 1.07	14/18/20/17	38		27.20		Brown, dry, silty fine to coarse SAND, some gravel. (A) 1.07-1.55 m	G #128394 A-1-a, GM WC=5.4%
1.2	3D/4B	51.3/17.8	1.07 - 1.58	12/13/17/50	30				Brown, wet, sandy GRAVEL, little silt. 1.16	G #128401 A-1-b, GM WC=13.5%
							26.44		1.55	
							26.05		Weathered ROCK, (B) 1.55-1.58 m 1.58	
2.4							26.02		Bottom of Exploration at 1.58 m below ground surface. REFUSAL	
3.6										
4.8										
6										
7.2										
8.4										
9.6										

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-ORR1-104

PROJECT DESIGN ENGINEER — BY — DATE

DESIGN-DETAILED	K.BRESKIN	NOV2009
CHECKED	T.WHITE	------
REVISIONS	------	------
FIELD CHANGES	------	------

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BORING LOGS

ORRINGTON

ROUTE 15

BORING LOGS

SHEET 1 OF 5 AUGUSTA, MAINE

Filename: 001_Boring Logs1.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	18	208

9204.10

Date:8/22/2011

Username: normal

Division: $wkgroup$

Filename: 002_Boring Logs2.dgn

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	K.BRESKIN	NOV2009
CHECKED	T.WHITE	_____
REVISIONS	_____	_____
FIELD CHANGES	_____	_____

PLANS

Maine Department of Transportation — Boring No.: PC-2

Soil/Rock Exploration Log — METRIC UNITS — Project: Route 15 — Location: Orrington, Maine — PIN: 9204.00

Drillers:	MaineDOT	Elevation (m):	28.20	Auger ID/OD:	N/A
Operators:	E. Giguere	Datum:	NAVD 88	Samplers:	N/A
Logged By:	G.Lidstone	Rig Type:	N/A	Hammer Wt./Fall:	N/A
Date Start/Finish:	8/9/05	Drilling Methods:	Hand Held Core Machine	Core Barrell:	N/A
Boring Location:	1+458, 2.0 Lt.	Casing ID/OD:	N/A	Water Level(ft):	N/A

Definitions: S = 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: T_v = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $T_{v(Lab)}$ = 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.	Rec/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-2	12+/12+/2	0.00 - 0.12				PC		PAVEMENT, Pavement Core taken. — 0.12	
							28.08		Bottom of Exploration at 0.12 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 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.: PC-2

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

Soil/Rock Exploration Log — METRIC UNITS — Project: Route 15 — Location: Orrington, Maine — PIN: 9204.00

Drillers:	MaineDOT	Elevation (m):	28.18	Auger ID/OD:	125 mm
Operators:	E. Giguere	Datum:	NAVD 88	Samplers:	Standard Split Spoon
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	8/9/05 1:41	25-14:50	Drilling Methods:	Solid Stem Auger	Core Barrell: N/A
Boring Location:	7+500, 2.2 Lt.	Casing ID/OD:	N/A	Water Level(ft):	None Observed

Definitions: S = 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: T_v = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $T_{v(Lab)}$ = 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.	Rec/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	10/48	61.0/35.6	0.15 - 0.76	23/34/24/35	58	SSA	28.06		PAVEMENT. — 0.12	GM180844 A-1-b, GM-GW WC=1.8% GM180845 A-1-b, SM WC=5.2% GM180846 A-1-b, SM WC=7.1%
							27.72		Brown, damp, very dense, GRAVEL, some fine to coarse sand, (fill). — 0.46	
							27.42		(ID/A1 0.15-0.46 m bgs.	
1.2							27.11		(ID/B1 0.46-0.76 m bgs.	
	20	61.0/22.9	1.07 - 1.68	13/22/19/14	41				Brown, damp, very dense, fine to coarse SAND, little gravel, (fill). — 0.76	
									BOULDER. — 1.07	
							26.50		Brown, damp, dense, silty fine to medium SAND, little gravel, (fill). — 1.68	
2.4	30	61.0/40.6	2.68 - 2.29	5/6/7/8	13				Similar to above, but moist, medium dense, (fill).	
							25.89		Bottom of Exploration at 2.29 m below ground surface. — 2.29	
3.6									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-ORR-203

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

Soil/Rock Exploration Log — METRIC UNITS — Project: Route 15 — Location: Orrington, Maine — PIN: 9204.00

Drillers:	MaineDOT	Elevation (m):	19.30	Auger ID/OD:	125 mm
Operators:	E. Giguere	Datum:	NAVD 88	Samplers:	Standard Split Spoon
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	8/9/05	15:50-16:15	Drilling Methods:	Solid Stem Auger	Core Barrell: N/A
Boring Location:	7+760, 2.1 Rt.	Casing ID/OD:	N/A	Water Level(ft):	None Observed

Definitions: S = 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: T_v = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $T_{v(Lab)}$ = 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.	Rec/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	19.18		PAVEMENT. — 0.12	GM180841 A-1-b, GM-GW WC=2.2% GM180849 A-1-b, GM WC=2.9%
	10	61.0/30.5	0.15 - 0.76	22/41/43/27	84		18.93		Penetrated Gravel. — 0.37	
							18.57		Brown, damp, very dense, GRAVEL, some fine to coarse sand, (fill). — 0.73	
1.2	20/48	61.0/27.9	0.76 - 1.37	9/9/5/12	14				Brown, damp, very dense, fine to coarse SAND, little gravel, trace silt, (fill).	
							18.23		(2D/A1 0.76-1.07 m bgs.	
							17.78		Brown, moist, medium dense, SILT, little ?? — 1.52	
2.4	30	61.0/22.9	1.52 - 2.13	3/4/5/5	9				Brown, moist, loose, silty fine to medium SAND, trace coarse sand, trace gravel.	
							17.17		Bottom of Exploration at 2.13 m below ground surface. — 2.13	
3.6									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-ORR-204

Maine Department of Transportation — Boring No.: HB-ORRI-105

Soil/Rock Exploration Log — METRIC UNITS — Project: Route 15 — Location: Orrington, Maine — PIN: 9204.00

Drillers:	MaineDOT	Elevation (m):	23.18	Auger ID/OD:	100 mm
Operators:	C.Mann	Datum:	NAVD 88	Samplers:	Standard Split Spoon
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	12/3/01-12/3/01		Drilling Methods:	Solid Stem Auger	Core Barrell: N/A
Boring Location:	STA 7+895, 2.1 RT (FWD 1900MI		Casing ID/OD:	N/A	Water Level(ft): None Observed

Definitions: S = 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: T_v = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $T_{v(Lab)}$ = 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.	Rec/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	23.02		PAVEMENT. — 0.16	G #128273 A-1-b, GM WC=3.8% G #128274 A-4, CL-ML WC=25.6%
	10	61.0/20.3	0.30 - 0.81	26/22/17/8	39		22.73		Penetrated GRAVEL. — 0.27	
									Brown, dry, sandy GRAVEL, trace silt, (fill). — 0.85	
1.2	20	61.0/35.6	0.91 - 1.52	5/6/8/15	14		22.33		Brown and gray, dry, mottled, clayey SILT. — 1.52	
							21.66		Bottom of Exploration at 1.52 m below ground surface. NO 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-ORRI-105

Maine Department of Transportation — Boring No.: HB-ORRI-106

Soil/Rock Exploration Log — METRIC UNITS — Project: Route 15 — Location: Orrington, Maine — PIN: 9204.00

Drillers:	MaineDOT	Elevation (m):	23.14	Auger ID/OD:	100 mm
Operators:	C.Mann	Datum:	NAVD 88	Samplers:	N/A
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	12/3/01-12/3/01		Drilling Methods:	Solid Stem Auger	Core Barrell: N/A
Boring Location:	STA 7+895, 3.0 RT (FWD 1900MI		Casing ID/OD:	N/A	Water Level(ft): None Observed

Definitions: S = 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: T_v = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $T_{v(Lab)}$ = 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.	Rec/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	23.14		Brown, dry, sandy GRAVEL, trace silt, (fill). — 0.27	
							22.87		Brown and gray, dry, mottled, clayey SILT.	
1.2							21.62		Bottom of Exploration at 1.52 m below ground surface. NO 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-ORRI-106

Maine Department of Transportation — Boring No.: PC-3

Soil/Rock Exploration Log — METRIC UNITS — Project: Route 15 — Location: Orrington, Maine — PIN: 9204.00

Drillers:	MaineDOT	Elevation (m):	29.30	Auger ID/OD:	N/A
Operators:	E. Giguere	Datum:	NAVD 88	Samplers:	N/A
Logged By:	G.Lidstone	Rig Type:	N/A	Hammer Wt./Fall:	N/A
Date Start/Finish:	8/10/05	Drilling Methods:	Hand Held Core Machine	Core Barrell:	N/A
Boring Location:	8+158, 1.8 Rt.	Casing ID/OD:	N/A	Water Level(ft):	N/A

Definitions: S = 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: T_v = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $T_{v(Lab)}$ = 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.	Rec/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-3	16.8/16.8	0.00 - 0.17			PC	29.13		PAVEMENT, Pavement Core taken. — 0.17	
									Bottom of Exploration at 0.17 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 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.: PC-3

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

Soil/Rock Exploration Log — METRIC UNITS — Project: Route 15 — Location: Orrington, Maine — PIN: 9204.00

Drillers:	MaineDOT	Elevation (m):	29.30	Auger ID/OD:	125 mm
Operators:	E. Giguere	Datum:	NAVD 88	Samplers:	Standard Split Spoon
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	8/10/05	14:40-15:10	Drilling Methods:	Solid Stem Auger	Core Barrell: N/A
Boring Location:	8+160, 2.2 Rt.	Casing ID/OD:	N/A	Water Level(ft):	None Observed

Definitions: S = 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: T_v = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $T_{v(Lab)}$ = 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.	Rec/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	29.13		PAVEMENT. — 0.17	GM180849 A-1-b, GM WC=5.0% GM180850 A-2-4, SM WC=7.1%
	10	61.0/35.6	0.15 - 0.76	19/38/27/35	65		28.96		Brown, damp, very dense, GRAVEL, little fine to coarse sand, (fill). — 0.76	
							28.54		(2D/A1 0.76-1.01 m bgs.	
1.2	20/48	30.5/20.3	0.76 - 1.07				28.28		Brown, damp, silty fine to medium SAND, little gravel, (fill). — 1.01	
							28.23		(2D/B1 1.01-1.07 m bgs.	
									Penetrated Gravel. [STRONG ODOR IN 2D/B1. — 1.10	
2.4	30	61.0/25.4	1.52 - 2.13	8/9/4/3	13				Brown, damp, medium dense, sandy SILT, little gravel, (fill).	
							27.17		Bottom of Exploration at 2.13 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-ORR-205

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BORING LOGS

ORRINGTON

ROUTE 15

BORING LOGS

SHEET 2 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	STP-9204(100)X	19	208

9204.10

Date:8/22/2011
Username: normal

Division: $wkgroup$
Filename: 003_Boring Logs3.dgn

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	K.BRESKIN	NOV2009
CHECKED	T.WHITE	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

Maine Department of Transportation — Boring No.: HB-ORRI-107

Soil/Rock Exploration Log — METRIC UNITS

Project: Route 15 — Location: Orrington, Maine — PIN: 9204.00

Drillers:	MaineDOT	Elevation (m):	38.40	Auger ID/OD:	100 mm
Operator:	C.Mann	Datum:	NAVD 88	Samplers:	N/A
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	12/4/01-12/4/01	Drilling Methods:	Solid Stem Auger	Core Barrell:	N/A
Boring Location:	STA 8+335, 2.1 RT (FWD2400M)	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 (Pa); $S_{u\,(lab)}$ = 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, Sv (kPa) or RQD (%); N-value; Casing Blows; Elevation (m); Graphic Log

Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows / Strength / RQD	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
					SSA	38.24		PAVEMENT — 0.16	
						38.15		Penetrated GRAVEL. — 0.24	
						37.91		Brown, dry, sandy GRAVEL, trace silt, (Fill). — 0.49	
								Brown, dry, sandy SILT, some gravel, (Till).	
						37.21		— 1.19	
						37.00		Weathered ROCK. — 1.40	
								Bottom of Exploration at 1.40 m below ground surface. 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-ORRI-107

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

Soil/Rock Exploration Log — METRIC UNITS

Project: Route 15 — Location: Orrington, Maine — PIN: 9204.00

Drillers:	MaineDOT	Elevation (m):	34.50	Auger ID/OD:	125 mm
Operator:	E. Giguere	Datum:	NAVD 88	Samplers:	Standard Split Spoon
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	8/11/05 10:20-11:30	Drilling Method:	Solid Stem Auger	Core Barrell:	N/A
Boring Location:	8+530, 3.8 Lt.	Casing ID/OD:	N/A	Water Level(ft):	3.05 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 (Pa); $S_{u\,(lab)}$ = 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 No.	Pen/Rec (cm)	Sample Depth (m)	Blows / Strength / RQD	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
					SSA	34.38		PAVEMENT. — 0.12	G#180843 A-1-b, GW-GM WC=3.4%
10	61.0/35.6	0.15 - 0.76	25/22/19/21	41		34.26		Penetrated Gravel. Discarded 0.15-0.18 m bgs. — 0.18	
								Brown, damp, dense, GRAVEL, little fine to coarse sand, (Fill). — 0.76	G#180844 A-2-4, SM WC=4.6%
20/AB	61.0/32.7	0.76 - 1.37	3/4/4/9	8		33.74		120/A1 0.76-1.22 m bgs. Brown, damp, loose, silty fine to coarse SAND, little gravel, (Fill).	
								120/B1 1.22-1.37 m bgs. Brown, moist, medium dense, sandy SILT, trace gravel.	
30	61.0/5.1	1.52 - 2.13	9/7/7/6	14		33.28		— 2.29	
40	61.0/40.6	2.29 - 2.90	3/4/6/9	10		32.21		Brown and grey, moist, stiff SILT.	G#180845 A-6, CL WC=15.9% LL=29 PL=18 PI=11
MV 50	0.0/0.0	3.05 - 3.05	Could not Push	--		31.45		— 3.05	
	61.0/35.6	3.05 - 3.66	37/47/13	72				Foiled vane attempt. Brown, wet, medium dense, sandy SILT, little gravel, (Till).	
						30.75		— 3.75	
						30.60		Weathered ROCK. — 3.90	
								Bottom of Exploration at 3.90 m below ground surface. REFUSAL	

Remarks: Left offset limited by overhead wires.

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-ORR-206

Maine Department of Transportation — Boring No.: HB-ORRI-108

Soil/Rock Exploration Log — METRIC UNITS

Project: Route 15 — Location: Orrington, Maine — PIN: 9204.00

Drillers:	MaineDOT	Elevation (m):	38.60	Auger ID/OD:	100 mm
Operator:	C.Mann	Datum:	NAVD 88	Samplers:	Standard Split Spoon
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	12/4/01-12/4/01	Drilling Method:	Solid Stem Auger	Core Barrell:	N/A
Boring Location:	STA 8+695, 2.5 RT (FWD 2700M)	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 (Pa); $S_{u\,(lab)}$ = 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 No.	Pen/Rec (cm)	Sample Depth (m)	Blows / Strength / RQD	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
					SSA	38.43		PAVEMENT — 0.17	
						38.30		Penetrated GRAVEL. — 0.24	
10	61.0/25.4	0.30 - 0.91	24/24/15/10	39	SPOON	37.90		Brown, dry, sandy GRAVEL, trace silt, (Fill). — 0.70	G #128395 A-1-a, GM WC=3.5%
								Brown, dry, sandy SILT, trace clay. (A) 0.91-1.22 m	
20/AB	61.0/15.2	0.91 - 1.52	5/9/23/20	32		37.38		— 1.22	
								Brown, dry, dense sandy SILT, some gravel, (Till). (B) 1.22-1.52 m	
						37.08		— 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-ORRI-108

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

Soil/Rock Exploration Log — METRIC UNITS

Project: Route 15 — Location: Orrington, Maine — PIN: 9204.00

Drillers:	MaineDOT	Elevation (m):	42.00	Auger ID/OD:	125 mm
Operator:	E. Giguere	Datum:	NAVD 88	Samplers:	Standard Split Spoon
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	8/11/05 15:30-16:00	Drilling Method:	Solid Stem Auger	Core Barrell:	N/A
Boring Location:	8+802, 2.6 Rt.	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 (Pa); $S_{u\,(lab)}$ = 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 No.	Pen/Rec (cm)	Sample Depth (m)	Blows / Strength / RQD	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
					SSA	41.88		PAVEMENT. — 0.12	G#180946 A-1-b, GW WC=3.0%
10	61.0/22.9	0.15 - 0.76	8/32/27/23	59		41.82		Penetrated Gravel. Discarded 0.15-0.18 m bgs. — 0.18	
								Damp, very dense, GRAVEL, little brown fine to coarse sand, (Fill). — 0.76	G#180947 A-1-b, SM WC=2.6%
20/AB	61.0/20.3	0.76 - 1.37	7/9/16/19	25		41.24		(120/A1 0.76-1.28 m bgs. Brown, damp, medium dense, fine to coarse SAND, little gravel, trace silt, (Fill). — 1.13	
						40.87		(120/B1 1.28-1.37 m bgs. Brown, moist, medium dense, silty fine to medium SAND, little gravel, (Till).	
30	61.0/27.9	1.52 - 2.13	8/18/37/30	55		40.48		Brown, damp, very dense, silty fine to coarse SAND, cobbles, little gravel, (Till). — 1.52	
						39.87		Bottom of Exploration at 2.13 m below ground surface. NO REFUSAL — 2.13	

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-ORR-207

Maine Department of Transportation — Boring No.: HB-ORRI-109

Soil/Rock Exploration Log — METRIC UNITS

Project: Route 15 — Location: Orrington, Maine — PIN: 9204.00

Drillers:	MaineDOT	Elevation (m):	39.30	Auger ID/OD:	100 mm
Operator:	C.Mann	Datum:	NAVD 88	Samplers:	Standard Split Spoon
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	12/4/01-12/4/01	Drilling Method:	Solid Stem Auger	Core Barrell:	N/A
Boring Location:	STA 9+095, 2.5 RT (FWD 3100M)	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 (Pa); $S_{u\,(lab)}$ = 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 No.	Pen/Rec (cm)	Sample Depth (m)	Blows / Strength / RQD	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
					SSA	39.15		PAVEMENT — 0.15	G #128396 A-1-b, GM WC=2.7%
10	61.0/27.9	0.30 - 0.91	27/21/19/12	40	SPOON	38.98		Penetrated GRAVEL. — 0.24	
								Brown, dry, sandy GRAVEL, trace silt, (Fill). — 0.82	
20/AB	61.0/20.3	0.91 - 1.52	9/6/4/5	10		38.23		Grey, dry, silty fine SAND. (A) 0.91-1.07 m — 1.07	G #128397 A-4, CL-ML WC=18.1%
						37.78		Brown and gray, mottled, dry, clayey SILT, trace fine sand. (B) 1.07-1.52 m	
								Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL — 1.52	

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-ORRI-109

Maine Department of Transportation — Boring No.: HB-ORRI-110

Soil/Rock Exploration Log — METRIC UNITS

Project: Route 15 — Location: Orrington, Maine — PIN: 9204.00

Drillers:	MaineDOT	Elevation (m):	39.30	Auger ID/OD:	100 mm
Operator:	C.Mann	Datum:	NAVD 88	Samplers:	N/A
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	12/4/01-12/4/01	Drilling Method:	Solid Stem Auger	Core Barrell:	N/A
Boring Location:	STA 9+095, 3.9 RT (FWD 3100M)	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 (Pa); $S_{u\,(lab)}$ = 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 No.	Pen/Rec (cm)	Sample Depth (m)	Blows / Strength / RQD	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
					SSA	38.97		Brown, dry, sandy GRAVEL, trace silt, (Fill). — 0.34	
								Brown, dry, silty fine SAND. — 0.98	
						38.33		Brown and gray, mottled, dry, clayey SILT, trace fine sand.	
						37.78		— 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-ORRI-110

Maine Department of Transportation — Boring No.: PC-4

Soil/Rock Exploration Log — METRIC UNITS

Project: Route 15 — Location: Orrington, Maine — PIN: 9204.00

Drillers:	MaineDOT	Elevation (m):	41.70	Auger ID/OD:	N/A
Operator:	E. Giguere	Datum:	NAVD 88	Samplers:	N/A
Logged By:	G.Lidstone	Rig Type:	N/A	Hammer Wt./Fall:	N/A
Date Start/Finish:	8/12/05	Drilling Method:	Hand Held Core Machine	Core Barrell:	N/A
Boring Location:	9+398, 1.9 Rt.	Casing ID/OD:	N/A	Water Level(ft):	N/A

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 (Pa); $S_{u\,(lab)}$ = 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 No.	Pen/Rec (cm)	Sample Depth (m)	Blows / Strength / RQD	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
PC-4	18.8/18.8	0.00 - 0.17				41.53		PAVEMENT. Pavement Core taken. — 0.17	
								Bottom of Exploration at 0.17 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.: PC-4

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BORING LOGS

ORRINGTON

ROUTE 15

BORING LOGS

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	STP-9204(100)X	20	208

9204.10

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

Project: Route 15 — Locations Orrington, Maine

Boring No.: HB-ORR-208 — PIN: 9204.00

Driller:	MaineDOT	Elevation (m):	41.70	Auger ID/OD:	125 mm
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	8/12/05t 09:30-10:05	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	9+400, 2.3 Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed

Definitions: SS = 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

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

Definitions: W = 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) Sheargraph (WOH) (WOR) (S)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	41.53		PAVEMENT. 0.17	
	10	61.0/58.1	0.15 - 0.76	42/43/30/33	73		41.47		Penetrated Gravel. Discarded 0.15-0.23 m bgs. 0.23	
									Damp, very dense, GRAVEL, little brown fine to coarse sand, (Fill).	G#180948 A-1-a, GW-GM WC=2.1%
1.2									0.76	
	20	61.0/17.8	0.76 - 1.37	10/23/10/9	33		40.94		Brown, moist, dense, silty fine tomedium SAND, little gravel, trace coarse sand, (Till).	
	30	61.0/33.0	1.52 - 2.13	5/10/17/10	27		40.18		Similar to above, but medium dense. (Till). 1.52	
2.4									2.13	
							39.57		Bottom of Exploration at 2.13 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 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-ORR-208

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

Project: Route 15 — Locations Orrington, Maine

Boring No.: HB-ORR-209 — PIN: 9204.00

Driller:	MaineDOT	Elevation (m):	38.20	Auger ID/OD:	125 mm
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	8/12/05t 11:00-11:20	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	9+700, 2.1 Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed

Definitions: SS = 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

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

Definitions: W = 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) Sheargraph (WOH) (WOR) (S)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	38.06		PAVEMENT. 0.14	
	10	61.0/27.9	0.15 - 0.76	14/35/31/17	66		37.92		Penetrated Gravel. Discarded 0.15-0.20 m bgs. 0.20	
									Damp, very dense, GRAVEL, little brown fine to coarse sand, (Fill).	G#180949 A-1-a, GM WC=2.0%
1.2	20/AB	61.0/20.3	0.76 - 1.37	5/10/9/8	19		37.47		0.73	
							37.13		Brown, damp, medium dense, fine to coarse SAND, some gravel, trace silt, (Fill).	G#180950 A-1-a, GW-GM WC=1.4%
									(20/B) 1.07-1.37 m bgs.	
									(20/A) 0.76-1.07 m bgs. 1.07	
	30	61.0/45.7	1.52 - 2.13	3/7/12/12	19				Brown, moist, medium dense, sandy SILT, little gravel, (Till).	
2.4							36.07		2.13	
									Bottom of Exploration at 2.13 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 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-ORR-209

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

Project: Route 15 — Locations Orrington, Maine

Boring No.: HB-ORRI-111 — PIN: 9204.00

Driller:	MaineDOT	Elevation (m):	36.70	Auger ID/OD:	100 mm
Operator:	C.Mann	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	12/4/01-12/4/01	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	STA 9+845, 2.8 RT (FWD 385CM)	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

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

Definitions: W = 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) Sheargraph (WOH) (WOR) (S)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	36.53		PAVEMENT 0.17	
	10	61.0/25.4	0.30 - 0.91	22/27/13/8	40	SPOON	36.53		Penetrated GRAVEL. 0.24	G #128398 A-1-a, GM WC=3.2%
									Brown, dry, sandy GRAVEL, trace silt, (Fill).	
1.2							35.94		0.76	
	20/AB	61.0/20.3	0.91 - 1.52	4/6/7/11	13				Brown, mottled, damp, sandy SILT, trace clay. (a) 0.91-1.46 m	G #128399 A-4, CL-ML WC=15.2%
							35.24		1.46	
							35.18		Brown, dry, clayey SILT, sandy SILT, some gravel, (Till). (B) 1.46-1.52 m	
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 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-ORRI-111

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

Project: Route 15 — Locations Orrington, Maine

Boring No.: HB-ORRI-112 — PIN: 9204.00

Driller:	MaineDOT	Elevation (m):	41.40	Auger ID/OD:	100 mm
Operator:	C.Mann	Datum:	NAVD 88	Sampler:	N/A
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	12/4/01-12/4/01	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	STA 10+295, 1.0 RT (FWD 430CM)	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

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

Definitions: W = 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) Sheargraph (WOH) (WOR) (S)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	41.23		PAVEMENT 0.17	
							41.16		Penetrated GRAVEL. 0.24	
							40.88		Brown, dry, sandy GRAVEL, trace silt, (Fill). 0.52	
1.2									Brown, dry, sandy SILT, some gravel, (Till).	
							39.88		1.52	
									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	
2.4										
3.6										
4.8										
6										
7.2										
8.4										
9.6										

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-ORRI-112

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

Project: Route 15 — Locations Orrington, Maine

Boring No.: HB-ORRI-113 — PIN: 9204.00

Driller:	MaineDOT	Elevation (m):	41.30	Auger ID/OD:	100 mm
Operator:	C.Mann	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	G.Lidstone	Rig Type:	CME-45C	Hammer Wt./Fall:	63.5 kg/760 mm
Date Start/Finish:	12/4/01-12/4/01	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	STA 10+295, 2.3 RT (FWD 430CM)	Casing ID/OD:	N/A	Water Level*:	None Observed

Definitions: SS = 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

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

Definitions: W = 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) Sheargraph (WOH) (WOR) (S)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	10/AB	61.0/22.9	0.00 - 0.61	11/15/27/27	58	SPOON			Brown, dry, sandy GRAVEL, trace silt, (Fill). (A) 0.0-0.34 m	G #128450 A-1-b, SM WC=11.2%
							40.97		0.34	
						SSA			Brown, dry, dense sandy SILT, some gravel, (Till). (B) 0.34-0.61 m	
1.2										
							39.72		1.58	
							39.53		Weathered ROCK. 1.77	
2.4									Bottom of Exploration at 1.77 m below ground surface. REFUSAL	
3.6										
4.8										
6										
7.2										
8.4										
9.6										

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-ORRI-113

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	K.BRESKIN	NOV2009
CHECKED	T.WHITE	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

Filename: 004_Boring Logs4.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BORING LOGS

ORRINGTON

ROUTE 15

BORING LOGS

SHEET 4 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	STP-9204(100)X	21	208

9204.10

State of Maine - Department of Transportation

Power Auger Probe Summary Sheet

Town(s): Orrington Project Number: 9204.00

Station (Meter)	Offset (Meter)	Weathered Rock (Meter)	Refusal (Meter)	No Refusal (Meter)	Water Depth (m)	Comments Date:8/9/05-8/12/05, 8/15/05
7+020	3.9 Lt.			2.29		Some original field boring logs
7+020	3.8 Rt.			2.29		offsets have been changed
7+040	3.8 Lt.	1.01	1.13			to reflect existing roadway CL
7+040	3.6 Rt.	2.04	2.13			to Proposed CL.
7+060	3.9 Lt.	0.88	1.01			
7+060	3.7 Rt.	0.46	0.98			
7+080	3.9 Lt.	0.94	1.04			
7+080	3.9 Rt.	0.82	1.07			
7+100	4.2 Lt.	0.94	1.22			
7+100	3.4 Rt.	1.04	1.25			
7+120	4.0 Lt.	1.43	1.52			
7+120	3.4 Rt.	1.16	1.83			
7+140	3.0 Lt.	1.25	1.37			
7+140	3.7 Rt.	1.65	1.89			
7+160	3.6 Lt.	1.25	1.68			
7+160	3.4 Rt.			2.29		
7+180	3.6 Lt.	1.28	1.52			
7+180	3.7 Rt.			2.29		
7+200	3.6 Lt.	1.22	1.28			
7+400	4.1 Lt.			2.29		
7+420	3.3 Lt.			2.29		
7+440	3.5 Lt.			2.29		
7+460	3.5 Lt.			2.29		
7+520	3.9 Lt.			2.29		
7+540	3.4 Lt.			2.29		
7+560	3.2 Lt.			2.29		
7+580	3.0 Lt.			2.29		
7+600	2.6 Lt.			2.29		
7+780	2.6 Lt.			2.29		
7+780	3.8 Rt.			2.29		
7+800	2.9 Lt.			2.29		
7+800	3.2 Rt.			2.29		
7+820	3.2 Lt.			2.29		
7+820	3.2 Rt.			2.29		
7+836	3.5 Lt.			2.29		
7+840	3.3 Rt.			2.29		
7+860	3.6 Lt.			2.29		
7+860	3.7 Rt.			2.29		
7+880	4.1 Lt.			2.29		
7+880	2.9 Rt.			2.29		
7+900	3.5 Rt.			2.29		
7+920	3.6 Lt.			2.29		
7+920	5.0 Rt.	1.22	1.31			
7+940	3.4 Lt.			2.29		
7+940	3.9 Rt.			2.29		
7+960	3.4 Lt.		1.52			
7+960	3.5 Rt.	1.34	2.07			
7+980	3.4 Lt.			2.29		
7+980	3.3 Rt.	2.07	2.26			

State of Maine - Department of Transportation

Power Auger Probe Summary Sheet

Town(s): Orrington Project Number: 9204.00

Station (Meter)	Offset (Meter)	Weathered Rock (Meter)	Refusal (Meter)	No Refusal (Meter)	Water Depth (m)	Comments Date:8/9/05-8/12/05, 8/15/05
8+000	3.6 Lt.			2.29		Some original field boring logs
8+000	3.3 Rt.			2.29		offsets have been changed
8+020	3.2 Lt.			2.29		to reflect existing roadway CL
8+020	4.0 Rt.			2.29		to Proposed CL.
8+040	3.2 Lt.			2.29		
8+040	4.0 Rt.			2.29		
8+060	3.4 Lt.			2.29		
8+060	4.1 Rt.			2.29		
8+080	3.0 Lt.			2.29		
8+080	4.0 Rt.			2.29		
8+360	5.4 Lt.			2.29		
8+360	3.6 Rt.			2.29		
8+380	3.3 Rt.			2.29		
8+382	4.3 Lt.	1.74	1.89			
8+400	4.0 Rt.	1.55	1.83			
8+401	3.9 Lt.	1.28	1.55			
8+420	3.6 Lt.	1.13	1.34			
8+420	3.9 Rt.	1.04	1.40			
8+440	3.9 Lt.	1.86	2.26			
8+440	3.3 Rt.			2.29		
8+460	4.2 Lt.	1.98	2.29			
8+480	4.2 Lt.			2.29		
8+720	4.0 Rt.			2.29		Dense Till w/cobbles
8+758	3.9 Rt.			2.29		Dense Till w/cobbles
8+800	4.2 Rt.			2.29		
8+840	4.4 Rt.			2.29		
8+860	3.9 Rt.			2.29		
8+880	4.2 Rt.	1.25	2.01			
8+900	4.2 Rt.	1.71	2.26			
8+920	4.1 Rt.	1.31	2.29			
8+942	3.6 Rt.	1.77	2.29			
8+960	3.9 Rt.	1.07	2.29			
8+980	3.7 Rt.	2.07	2.29			
9+000	3.8 Rt.	1.89	2.16			
9+020	3.9 Rt.			2.29		
9+038	3.3 Rt.			2.29		
9+140	4.2 Rt.			2.29		
9+180	4.0 Rt.			2.29		
9+200	2.6 Rt.	1.77	1.95			
9+218	3.4 Rt.	1.77	2.19			
9+240	3.7 Rt.			2.29		
9+260	3.5 Rt.			2.29		
9+300	3.5 Rt.			2.29		
9+340	2.8 Rt.			2.29		
9+360	2.8 Rt.			2.29		
9+380	2.7 Rt.	1.58	1.83			
9+420	3.1 Rt.			2.29		
9+460	3.4 Rt.			2.29		
9+500	3.0 Rt.			2.29		

State of Maine - Department of Transportation

Power Auger Probe Summary Sheet

Town(s): Orrington Project Number: 9204.00

Station (Meter)	Offset (Meter)	Weathered Rock (Meter)	Refusal (Meter)	No Refusal (Meter)	Water Depth (m)	Comments Date:8/9/05-8/12/05, 8/15/05
9+540	3.2 Rt.			2.29		Some original field boring logs
9+580	2.7 Rt.			2.29		offsets have been changed
9+660	2.8 Rt.			2.29		to reflect existing roadway CL
9+740	3.5 Rt.			2.29		to Proposed CL.
9+900	3.0 Lt.			2.29		
9+900	4.0 Rt.			2.29		
9+940	3.4 Lt.			2.29		
9+941	3.6 Rt.			2.29		
9+958	4.8 Lt.			2.29		
9+980	3.6 Lt.	1.25	1.37			
9+980	2.9 Rt.			2.29		
10+000	3.4 Lt.			2.29		
10+020	3.0 Lt.			2.29		
10+020	3.4 Rt.			2.29		
10+060	3.2 Lt.			2.29		
10+060	3.8 Rt.			2.29		
10+080	3.8 Rt.			2.29		
10+098	9.1 Lt.			2.29		
10+100	3.9 Rt.	2.19	2.29			
10+120	3.5 Rt.			2.29		
10+140	3.8 Lt.			2.29		
10+140	3.4 Rt.			2.29		
10+180	4.7 Lt.			2.29		
10+180	2.3 Rt.			2.29		
10+200	1.7 Rt.	1.65	1.86			
10+220	6.2 Lt.			2.29		
10+220	1.3 Rt.	1.25	1.37			
10+240	6.9 Lt.	1.65	1.74			
10+240	1.5 Rt.	0.88	1.25			
10+260	5.9 Lt.	1.34	1.52			
10+260	1.5 Rt.	2.38	2.87			
10+280	6.4 Lt.	1.16	1.37			
10+280	1.8 Rt.	1.25	1.37			
10+300	5.9 Lt.	0.98	1.10			
10+300	2.1 Rt.	1.04	1.46			
10+320	5.1 Lt.	1.28	1.40			
10+320	2.7 Rt.	2.23	2.38			
10+340	4.3 Lt.	1.31	1.37			
10+340	3.0 Rt.	1.37	1.46			
10+360	4.1 Lt.	1.16	1.25			
10+360	3.1 Rt.	1.34	1.46			
10+380	4.2 Lt.	1.25	1.43			
10+380	3.3 Rt.	1.04	1.25			
10+400	4.3 Lt.			3.05		
10+400	3.0 Rt.	0.88	1.07			
10+420	4.2 Lt.			3.05		
10+420	3.1 Rt.	1.40	1.52			
10+440	4.3 Lt.	1.92	2.04			
10+440	4.5 Rt.			3.05		
10+460	5.3 Lt.	2.38	2.50			
10+460	5.7 Rt.			3.05		

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	K.BRESKIN	NOV2009
CHECKED	T.WHITE	
REVISIONS	-----	
FIELD CHANGES	-----	
PLANS	-----	

Filename: 005_Boring Logs5.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BORING LOGS

ORRINGTON

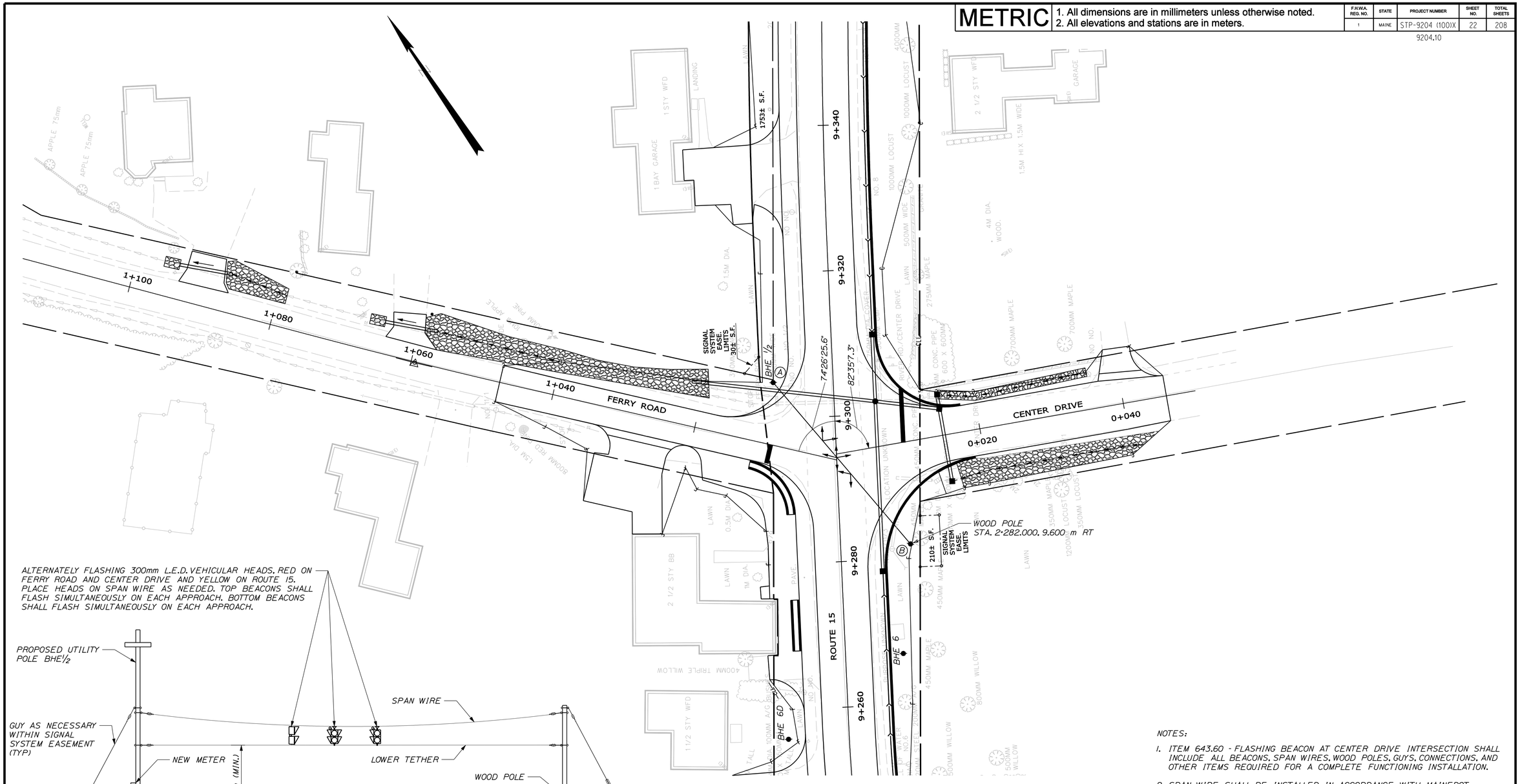
ROUTE 15

BORING LOGS

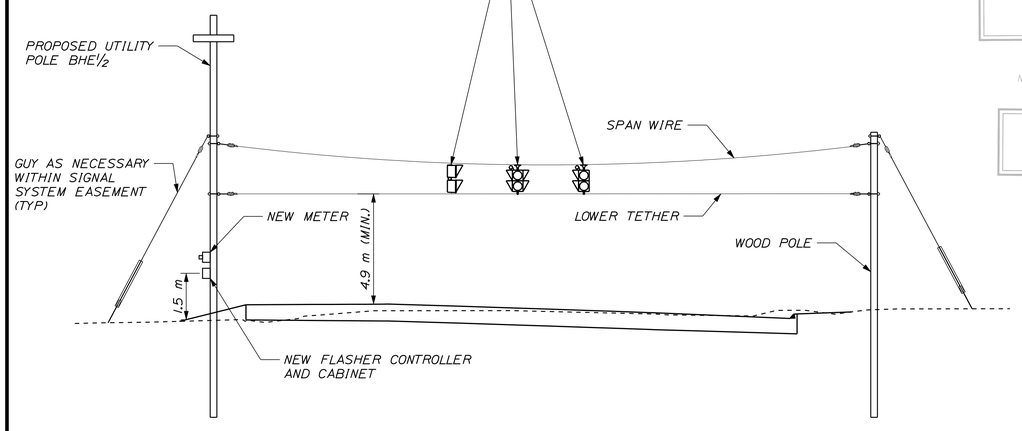
SHEET 5 OF 5 AUGUSTA, MAINE

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	STP-9204 (100)X	22	208

9204.10



ALTERNATELY FLASHING 300mm L.E.D. VEHICULAR HEADS, RED ON FERRY ROAD AND CENTER DRIVE AND YELLOW ON ROUTE 15. PLACE HEADS ON SPAN WIRE AS NEEDED. TOP BEACONS SHALL FLASH SIMULTANEOUSLY ON EACH APPROACH. BOTTOM BEACONS SHALL FLASH SIMULTANEOUSLY ON EACH APPROACH.



FLASHING BEACON INSTALLATION

(LOOKING UPSTATION)
NOT TO SCALE

EQUIPMENT SCHEDULE			
DESIGNATION	FATIGUE CATEGORY	ITEM	DESCIRPTION
A		PROPOSED UTILITY POLE BY UTILITY COMPANY	NEW FLASHER CONTROLLER, NEW CABINET, AND NEW POWER SUPPLY
B		NEW WOOD POLE	NEW SPAN WIRE, NEW LOWER TETHER, WEATHERHEAD, AND 16 NEW FLASHING EXPANDED VIEW L.E.D. VEHICULAR HEADS

NOTES:

1. ITEM 643.60 - FLASHING BEACON AT CENTER DRIVE INTERSECTION SHALL INCLUDE ALL BEACONS, SPAN WIRES, WOOD POLES, GUYS, CONNECTIONS, AND OTHER ITEMS REQUIRED FOR A COMPLETE FUNCTIONING INSTALLATION.
2. SPAN WIRE SHALL BE INSTALLED IN ACCORDANCE WITH MAINEDOT STANDARD DETAILS 643(01) AND 643(02).
3. ALL SIGNING WILL BE DETERMINED AND INSTALLED BY MAINEDOT.
4. ALL WORK SHALL CONFORM TO APPLICABLE PORTIONS OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAILS.

PROJECT DESIGN ENGINEER	KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM	2/09
CHECKED			
REVISIONS			
FIELD CHANGES			

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLAN

ORRINGTON

ROUTE 15

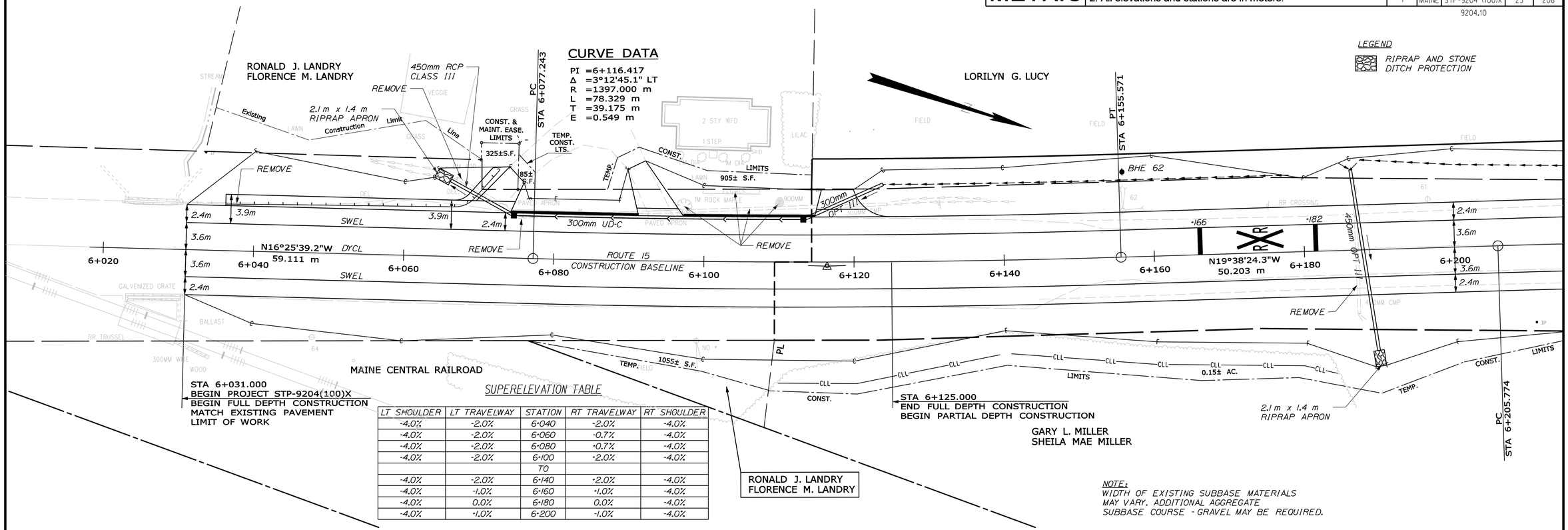
SHEET 1 OF 1 AUGUSTA, MAINE

Filename: 00X_Signal.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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

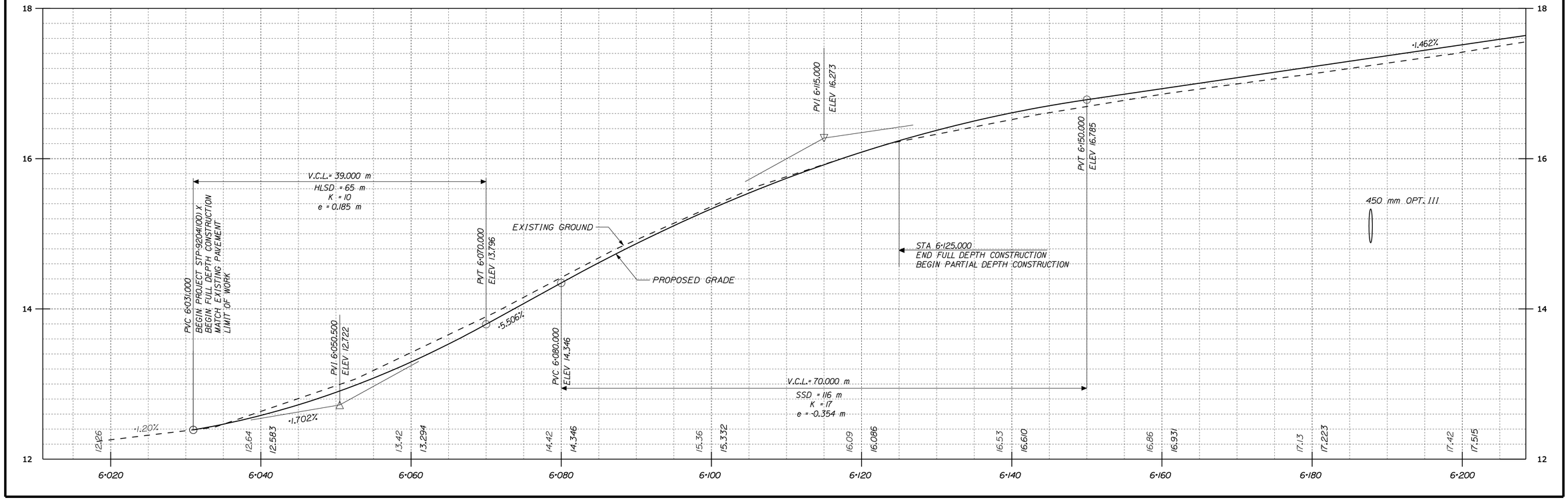
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204 (100)X	23	208

9204.10



SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-2.0%	6+040	-2.0%	-4.0%
-4.0%	-2.0%	6+060	-0.7%	-4.0%
-4.0%	-2.0%	6+080	+0.7%	-4.0%
-4.0%	-2.0%	6+100	+2.0%	-4.0%
		TO		
-4.0%	-2.0%	6+140	+2.0%	-4.0%
-4.0%	-1.0%	6+160	+1.0%	-4.0%
-4.0%	0.0%	6+180	0.0%	-4.0%
-4.0%	+1.0%	6+200	-1.0%	-4.0%



PROJECT DESIGN ENGINEER	KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM	2/09
CHECKED			
REVISIONS			
FIELD CHANGES			

PLANS

Filename: 007_HDPlan1.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204 (100)X	24	208

9204.10

LEGEND

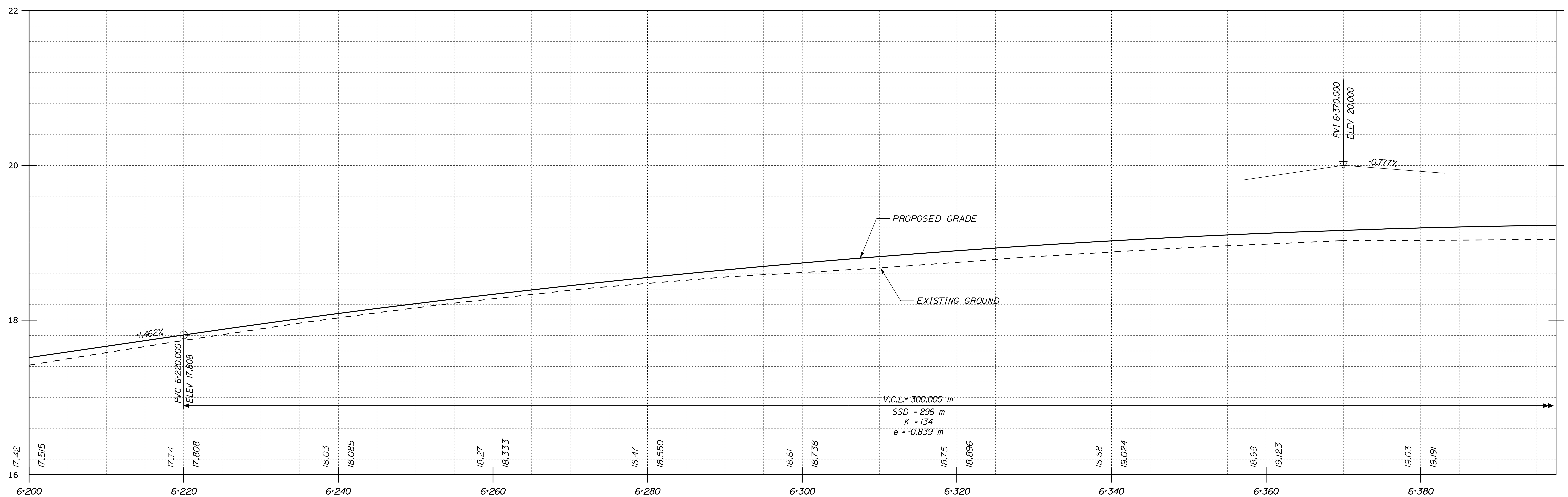
RIPRAP AND STONE DITCH PROTECTION

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	+1.0%	6+200	-1.0%	-4.0%
-4.0%	+2.0%	6+220	-2.0%	-4.0%
		TO		
-4.0%	+2.0%	6+280	-2.0%	-4.0%
-4.0%	+0.7%	6+300	-2.0%	-4.0%
-4.0%	-0.7%	6+320	-2.0%	-4.0%
-4.0%	-2.0%	6+340	-2.0%	-4.0%

CURVE DATA

PI =6+251.517
Δ =2°56'09.4" RT
R =1785.000 m
L =91.467 m
T =45.743 m
E =0.586 m



PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH PEM	2/09
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

Filename: 008_HDPlan2.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204 (100)X	25	208

9204.10

LEGEND

RIPRAP AND STONE DITCH PROTECTION

CURVE DATA

PI =6+488.719
Δ =1°22'20.1" LT.
R =3096.000 m
L =74.150 m
T =37.077 m
E =0.222 m

PC STA 6+451.642

PT STA 6+525.792

PL

OLD COUNTY ROAD

LORILYN G. LUCY

CHARLES PATTERSON
SUSAN PATTERSON

MAGHAN D. McCRUM
SHAWN S. McCRUM

RONALD A. POMEROY
SANDRA L. POMEROY

MICHAEL D. FITZPATRICK
JORDAN M. MCLAIN
RANDY MCLAIN
LISA S. MCLAIN

JOSEPH P. DRAGON

CONST. LIMITS TEMP. ± AC. CLL

BHE 57 BHE 56 BHE 4/55 BHE 54 BHE 56S BHE 54S

OPT 111 300mm

1025± S.F. 920± S.F. 1090± S.F. 185± S.F. 40± S.F. 885± S.F.

REMOVE T.C.L. SLOPE 0.29± AC. EASE.

2.4m 3.6m 3.6m 2.4m SWEL DYCL

300mm UD-C

ROUTE 15
CONSTRUCTION BASELINE
N16°42'14.9"W
154.401 m

N18°04'35.1"W
489.760 m

6+380 6+400 6+420 6+440 6+460 6+480 6+500 6+520 6+540 6+560 6+580

TOE OF SLOPE DITCH
STA. 6+460.0 TO 6+664.8 RT.

MIXED GROWTH LAWN GRAVEL 1 STY WOOD 3 STEPS PORCH 1M DIA SHRUB IVY METAL HIT/WELL? 600MM PINE SMALL PINES 50MM SPRUCE 200MM SPRUCE 100MM HACK 200MM POPLAR 100MM POPLAR 10MM CASING

PROPOSED GRADE

EXISTING GROUND

HI 6+415.867
ELEV 19.239

-0.777%

PVT 6+520.000
ELEV 18.834

V.C.L.= 300.000 m
SSD = 296 m
K = 134
e = -0.839 m

6+380	6+400			6+420			6+440			6+460			6+480			6+500			6+520			6+540			6+560	
19.03	19.191		19.05	19.230		19.07	19.238		19.06	19.217		19.00	19.166		18.93	19.086		18.86	18.975		18.74	18.834		18.59	18.679		18.44	18.524

22 20 18 16

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	2/09
	CHECKED	PEM	
	REVISIONS		
	FIELD CHANGES		

Date:8/22/2011 Username: normal Division: $wkgroup$ Filename: 009_HDPlan3.dgn

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	STP-9204 (100)X	26	208

9204.10

LEGEND

RIPRAP AND STONE DITCH PROTECTION

OLD COUNTY ROAD

MAGHAN D. McCRUM
SHAWN S. McCRUM

EDWARD G. AMES
JOAN E. AMES

DIVERSIFIED REAL ESTATE CORPORATION

JOSEPH P. DRAGON

JOSEPH P. DRAGON

1.4 m WIDE RIPRAP PAD (SEE CROSS SECTIONS)

2.1 m x 1.4 m RIPRAP APRON

165± S.F.

1750± S.F.

0.15± AC.

415± S.F.

0.29± AC.

0.12± AC.

885± S.F.

225± S.F.

REMOVE (ITEM 201.11)

REMOVE

CLEARING

450mm RCP CLASS III

BHE 54

BHE 53

BHE 52

BHE 51

BHE 54S

2.4m

3.6m

3.9m

300mm UD-C

450mm UD-C

N18°04'35.1"W
489.760 m

SWEL

DYCL

ROUTE 15
CONSTRUCTION BASELINE

450mm OPT

2.1 x 1.4 m RIPRAP APRON

TOE OF SLOPE DITCH
STA. 6+460.0 TO 6+664.8 RT.

6+560 6+580 6+600 6+620 6+640 6+660 6+680 6+700 6+720 6+740 6+760

CONST. LIMITS TEMP. SLOPE EASE. LTS. EASEMENT

V.C.L.= 60.000 m
HLSD = 192 m
K = 24
e = 0.184 m

PVC 6+636.000
ELEV 17.933

LO 6+655.032
ELEV 17.859

PVI 6+666.000
ELEV 17.700

PVT 6+696.000
ELEV 18.202

-0.777%

+1.673%

PROPOSED GRADE

EXISTING GROUND

450 mm RCP CLASS III

	6+560	6+580	6+600	6+620	6+640	6+660	6+680	6+700	6+720	6+740
EXISTING	18.44	18.29	18.13	17.96	17.81	17.77	17.92	18.20	18.51	18.84
PROPOSED	18.524	18.368	18.213	18.057	17.905	17.864	17.986	18.269	18.603	18.938

20 18 16 14

PROJECT DESIGN ENGINEER	KSD		
PLANS	DESIGN-DETAILED	JRH	2/09
	CHECKED	PEM	
	REVISIONS		
	FIELD CHANGES		

Filename: 010_HDPlan4.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204 (100)X	27	208

9204.10

LEGEND

RIPRAP AND STONE DITCH PROTECTION

DIVERSIFIED REAL ESTATE CORPORATION

DUANE S. HANSON, SR.
CYNTHIA W. HANSON

FIRST UNITED METHODIST CHURCH OF ORRINGTON a/k/a ORRINGTON FIRST UNITED METHODIST CHURCH

JOSEPH P. DRAGON

JONIE SUE VANIDESTINE
JEFFREY T. VANIDESTINE

PAUL L. ALLEN

PAUL L. ALLEN

REMOVE (ITEM 201.11)

REMOVE (ITEM 201.11)

2.7 m x 1.8 m RIPRAP APRON

16 FT. R.O.W. TO OTHERS

GRANT ROAD 33 FOOT R/W TO CITY OF BREWER

2.1 m x 1.4 m RIPRAP APRON

REMOVE

REMOVE

REMOVE

REMOVE SHRUBS @ FLOWERS

CONST. LIMITS 0.15± AC.

CONST. LIMITS 1220± S.F.

TEMP. 65± S.F.

TEMP. 665± S.F.

TEMP. 1455± S.F. CONST.

TEMP. 345± S.F. CONST.

CONST. LTS.

LIMITS 175± S.F.

BHE 45/4/50

BHE 49

BHE 49/4/47

BHE 50S

BHE 47½S

600mm OPT III

450mm OPT I

450mm OPT III

2.1 m x 1.4 m

2.4m

3.6m

N18°04'35.1"W
489.760 m

SWEL

DYCL

ROUTE 15
CONSTRUCTION BASELINE

6+740 6+760 6+780 6+800 6+820 6+840 6+860 6+880 6+900 6+920 6+940

LOT LINE

LOT LINE

PL

PROPOSED GRADE

EXISTING GROUND

+1.673%

V.C.L.= 90.000 m
HLSD = 115 m
K = 24
e = 0.419 m

P/C 6+895.000
ELEV 21.530

	6+740	6+760	6+780	6+800	6+820	6+840	6+860	6+880	6+900	6+920
	18.84	18.938	19.18	19.272	19.52	19.607	19.85	19.941	20.19	20.276
	20.53	20.610	20.86	20.945	21.20	21.279	21.53	21.619	21.89	22.078

24 22 20 18

PROJECT DESIGN ENGINEER KSD

PLANS

	BY	DATE
DESIGN-DETAILED	JRH	
CHECKED	PLM	2/09
REVISIONS		
FIELD CHANGES		

Date:8/22/2011 Username: normal Division: $wkgroup$ Filename: 011_HDPlan5.dgn

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	STP-9204 (100)X	28	208

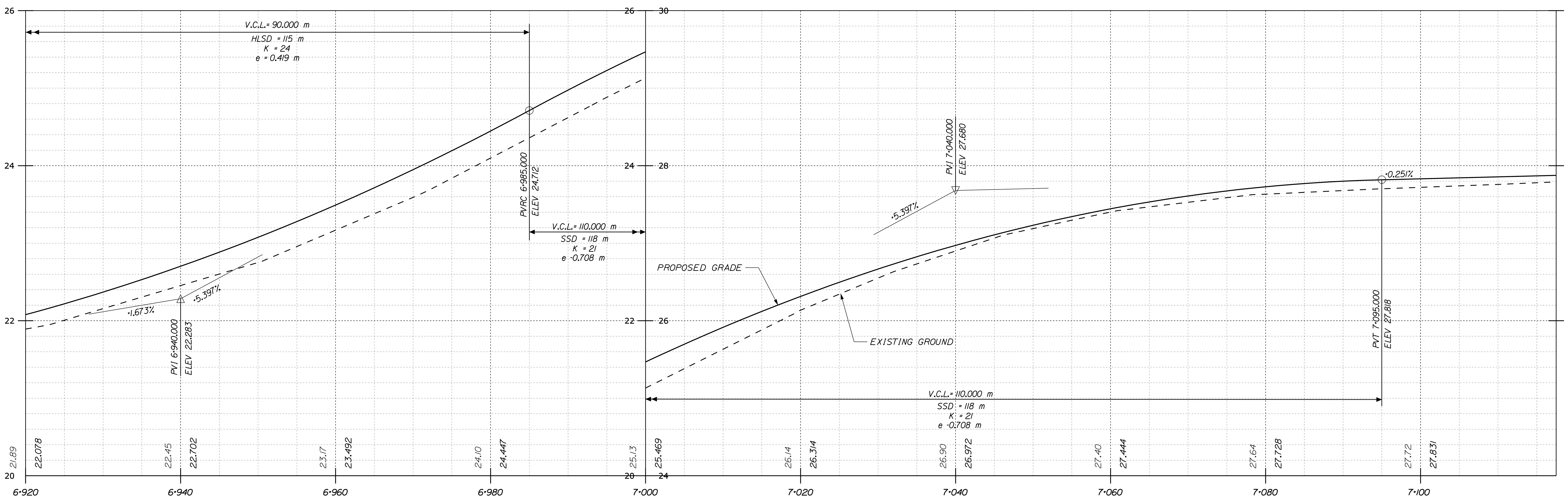
9204.10

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-2.0%	6+980	-2.0%	-4.0%
-4.0%	-0.7%	7+000	-2.0%	-4.0%
-4.0%	+0.7%	7+020	-2.0%	-4.0%
-4.0%	+2.0%	7+040	-2.0%	-4.0%
		TO		
-4.0%	+2.0%	7+100	-2.0%	-4.0%

CURVE DATA

PI =7+074.434
Δ =4°12' 54.6" RT
R =1600.000 m
L =117.710 m
T =58.882 m
E =1.083 m



Date:8/22/2011 Username: normal Division: $wkgroup$ Filename: 012_HDPlan6.dgn

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH PEM	2/09
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

Border for 24x36 plotter (downstairs)

Filename: ...\HIGHWAY\MSTA\013_HDPlan7.dgn Division: HIGHWAY Username: rhobe.moulton Date:8/24/2011

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	2/09
	CHECKED	PEM	
	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	STP-9204 (100)X	29	208

9204.10

LEGEND

RIPRAP AND STONE DITCH PROTECTION

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-2.0%	7+100	-2.0%	-4.0%
-4.0%	-2.0%	7+120	-2.0%	-4.0%
-4.0%	-0.7%	7+140	-2.0%	-4.0%
-4.0%	-2.0%	7+150	-2.0%	-4.0%

PETER G. WADE
BONNY E. CROSS

PAUL L. ALLEN

JASON A. CHENEY
KATHARIN J. CHENEY

RICHARD R. CLARK
SHARON E. CLARK

RICHARD R. CLARK
SHARON E. CLARK

DAVIS L. SWETT
PEGGY N. SWETT

1.5 STY WOOD
2 STEPS W/ LANDING
100MM CEDAR
450MM MAPLE
0.500 DIA
0.300 DIA
2M LILAC
450MM BIRCH
CEDARS
SMALL PINE & SPRUCE
ALDERS & POPLARS
FIELD
LAWN
SERVICE POLE
0.50MM X 0.50MM
450MM CMP
600mm OPT III
450mm OPT I
150mm UD-B
2.4m
3.6m
3.6m
2.4m
SWEL
DYCL
ROUTE 15
CONSTRUCTION BASELINE
N13°51'40.4"W
240.348 m
PT
STA 7+133.262
TEMP.
CONST.
LIMITS
CLL
0.07± AC.
1605± S.F.
REMOVE
BHE 43
BHE 42½
BHE 42
BHE 41
BHE 41S
2.4 m X 1.8 m RIPRAP APRON
2.1 m X 1.4 m RIPRAP APRON
DO NOT PASS
7+100
7+120
7+140
7+160
7+180
7+200
7+220
7+240
7+260
7+280
7+300

32
30
28
26

PROPOSED GRADE
EXISTING GROUND
-0.25%
-1.15%
PVC 7+237.000
ELEV 28.175
PVI 7+267.000
ELEV 28.250
PVT 7+297.000
ELEV 28.595
V.C.L.= 60.000 m
HLSD = UNLIMITED BY DRIVER SIGHT
K = 66
e = 0.067 m
600 mm OPT. III

27.72	27.831	27.80	27.881	27.83	27.931	27.83	27.981	27.88	28.032	27.99	28.082	28.05	28.132	28.09	28.183	28.18	28.272	28.33	28.421
7+100		7+120		7+140		7+160		7+180		7+200		7+220		7+240		7+260		7+280	

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	STP-9204 (100)X	30	208

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-2.0%	7+340	-2.0%	-4.0%
-4.0%	-0.1%	7+360	-2.0%	-4.0%
-4.0%	-1.7%	7+380	-2.0%	-4.0%
-4.0%	-2.0%	7+382.857	-2.0%	-4.0%
-4.0%	-3.6%	7+400	-3.6%	-4.0%
		TO		
-4.0%	-3.6%	7+460	-3.6%	-4.0%

LEGEND

RIPRAP AND STONE DITCH PROTECTION

RICHARD R. CLARK
SHARON E. CLARK

SHARON E. CLARK

ALVAH T. MALLORY

ANTHONY D. GOMME

DAVIS L. SWETT
PEGGY N. SWETT

RONALD W. ELKIN
ELAINE P. ELKIN

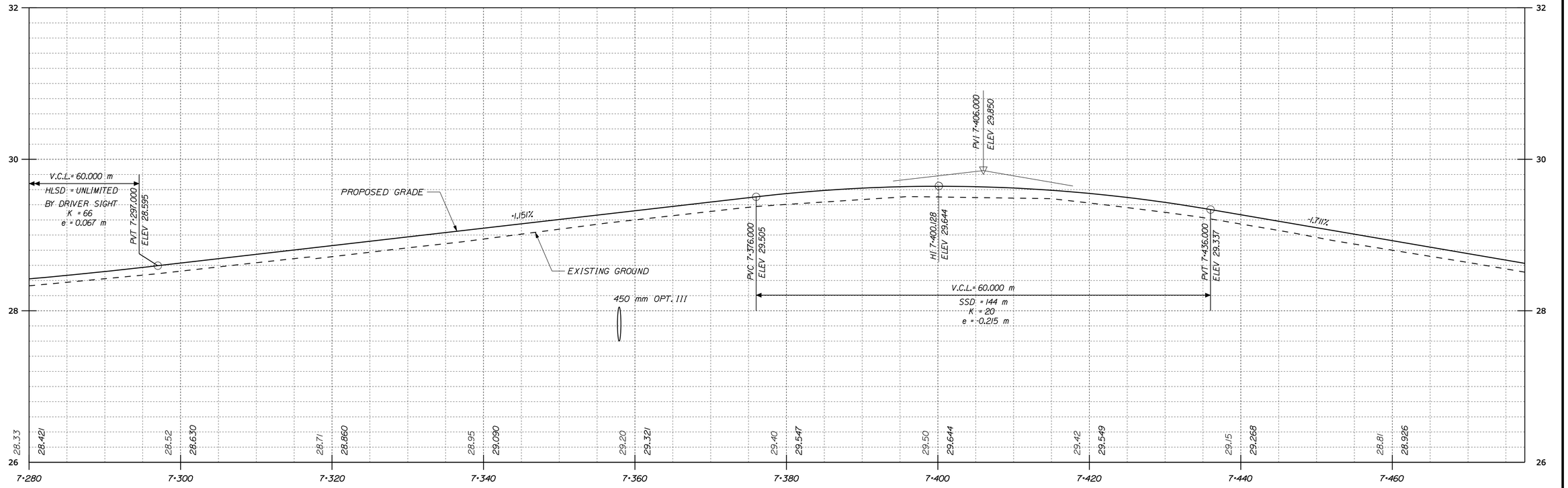
PATRICK T. VAN DYNE
STACEY A. VAN DYNE

N13°51'40.4"W DYCL
240.348 m
ROUTE 15
CONSTRUCTION BASELINE

2.1m X 1.4 m RIPRAP APRON
BHE 41
BHE 40
BHE 39
BHE 38
BHE 40D
BHE 41S
BHE 38D
450mm OPT I
450mm OPT III
300mm OPT III
150mm UD-B
2.4m 300mm UD-C
REMOVE
REMOVE AND STACK EXISTING FENCE (ITEM 629.05)
PAVED APRON
1STY WOOD
SWEL
2.4m
3.6m
3.9m
7+280
7+300
7+320
7+340
7+360
7+380
7+400
7+420
7+440
7+460
7+480
R=7.500m
1395± S.F.
215± S.F.
1545± S.F.
105± S.F.
770± S.F.
110± S.F.
1685± S.F.
1940± S.F.
285± S.F.
160± S.F.
1480± S.F.
1490± S.F.
0.05± AC.
CONST.
TEMP.
LIMITS
CLL
EASEMENT
SLOPE
CONST. & MAINT. EASE.
FILL IN WELL (INCID. TO ITEM 203.20)
TOE OF SLOPE DITCH STA 7+395.0 RT. TO STA. 7+440.0 RT.
PC STA 7+373.610

CURVE DATA

PI =7+496.411
Δ =20°42'42.9" RT
R =672.000 m
L =242.922 m
T =122.801 m
E =11.128 m



PROJECT DESIGN ENGINEER	KSD
DESIGN DETAILED	JRH
CHECKED	
REVISIONS	
FIELD CHANGES	

PLANS

BY	DATE
PEM	2/09

Filename: 014_HDPlan8.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204 (100)X	31	208

9204.10

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-3.6%	7+460	-3.6%	-4.0%
		TO		
-4.0%	-3.6%	7+610	-3.6%	-4.0%
-4.0%	-2.8%	7+620	-2.8%	-4.0%
-4.0%	-2.0%	7+630	-2.0%	-4.0%
-4.0%	-2.0%	7+640	-2.0%	-4.0%

LEGEND

RIPRAP AND STONE DITCH PROTECTION

ANTHONY D. GOMME

MICHAEL G. STELLER
LAURIE A. STELLER

ROXANNA D. THERIAULT-ADAMS

LISA C. ROBERTSON

DAVID L. COSTIGAN
HELEN A. COSTIGAN

GLENDON F. RAND III

PATRICK T. VAN DYNE
STACEY A. VAN DYNE

ALAN D. SANBORN

CELLAR DRAIN CONNECTION (SEE CELLAR DRAIN DETAILS)

TOE OF SLOPE DITCH STA. 7+632.0 LT. TO STA. 7+690.4 LT.

2.1m x 1.4 m RIPRAP APRON

ROUTE 15 CONSTRUCTION BASELINE

N06°51'02.5"E 111.616 m

PT STA 7+616.532

BHE 37

BHE 37D

BHE 36

BHE 4/35

BHE 33

REMOVE 110± S.F.

CONST. 985± S.F.

TEMP. 395± S.F.

CONST. 0.06± AC.

CONST. 505± S.F.

LIMITS 1445± S.F.

450mm OPT III

450mm UD-C

SWEL

DYCL

2.4m 300mm UD-C

3.6m

3.9m

300mm UD-C

FORSYTHIA HEDGE

BARK MULCH BED

REMOVE (INCID. TO ITEM 203.20)

80± S.F.

1265± S.F.

TEMP. SAVE

170±S.F. CONST. & MAINT. EASE. LIMITS

166± S.F.

1480± S.F.

60±S.F.

0.05± AC.

0.08± AC. SLOPE EASE. LIMITS

CLEARING

FILL IN WELL (INCID. TO ITEM 203.20)

0.06± AC.

REMOVE GUARDRAIL RETAINING WALL (INCID. TO ITEM 203.20)

7+460 7+480 7+500 7+520 7+540 7+560 7+580 7+600 7+620 7+640 7+660

CURVE DATA

PI =7+496.411
Δ =20°42'42.9" RT
R =672.000 m
L =242.922 m
T =122.801 m
E =11.128 m

V.C.L.= 90.000 m
SSD = 141 m
K = 26
e = -0.385 m

PVC 7+510.000
ELEV 28.070

PVI 7+555.000
ELEV 27.300

PVT 7+600.000
ELEV 24.990

-1.711%

-5.132%

450 mm OPT. III

EXISTING GROUND

PROPOSED GRADE

28.81	28.926	28.47	28.584	28.13	28.241	27.74	27.880	27.25	27.386	26.62	26.739	25.83	25.941	24.88	24.990	23.67	23.964	22.83	22.938	
7+460		7+480		7+500		7+520		7+540		7+560		7+580		7+600		7+620		7+640		

PROJECT DESIGN ENGINEER KSD
DESIGN-DETAILED JRH
CHECKED
REVISIONS
FIELD CHANGES
PLANS
BY PEM
DATE 2/09

Filename: ...\HIGHWAY\MSTA\015_HDPlan9.dgn Username: rhobe.moulton Date:9/15/2011 Division: HIGHWAY

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	STP-9204 (100)X	32	208

9204.10

LEGEND

RIPRAP AND STONE DITCH PROTECTION

DAVID L. COSTIGAN
HELEN A. COSTIGAN

RITA M. STIMPSON

DONALD P. GRAY

CHARLES M. KENNEDY
ETHEL F. KENNEDY

DONALD P. GRAY

ALAN D. SANBORN

ALVAH T. MALLORY, JR.

ESTATE OF
LOUINE M. COTTER
DIANNE E. LEVESQUE -
PERSONAL REPRESENTATIVE

DYNNISE E. LITTLEFIELD

TOE OF SLOPE DITCH
STA. 7+632.0 LT. TO
STA. 7+690.4 LT.

EXISTING BOX CULVERT TO REMAIN IN PLACE. TOP TO BE REMOVED, AND THE VOID FILLED WITH APPROPRIATE MATERIALS. PAYMENT FOR THE REMOVAL OF TOP SHALL BE MADE UNDER ITEM 203.21 - ROCK EXCAVATION. FILL MATERIAL BELOW SUBGRADE SHALL BE SUITABLE AVAILABLE EXCAVATION MATERIAL. PAYMENT OF FILL MATERIAL SHALL BE INCIDENTAL TO EXCAVATION ITEMS.

CLEAN EXISTING CULVERT (ITEM 631.32)

2.1 m X 1.4 m RIPRAP APRON

SECTION OF RETAINING WALL REMOVED FOR PIPE INSTALLATION TO BE INCID. TO PAY ITEM 203.20

FILL IN WELL (INCID. TO ITEM 203.20)

REMOVE GUARDRAIL RETAINING WALL (INCID. TO ITEM 203.20)

N06°51'02.5"E
111.616 m

N12°56'43.8"E
140.118 m

ROUTE 15
CONSTRUCTION BASELINE

PC STA 7+728.148

PT STA 7+815.694

BHE 33 · BHE 32 · BHE 31 · BHE 30 · BHE 29 · BHE 32S

450mm OPT III · 300mm OPT III · 375mm UD-C

1060± S.F. · 1565± S.F. · 1435± S.F. · 595± S.F. · 870± S.F. · 230± S.F. · 1370± S.F. · 75± S.F.

PAVED APRON · GRADE TO SAVE · GRADE TO SAVE WELL

0.06± AC. · 0.08± AC. · 0.05± AC.

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-2.0%	7+640	-2.0%	-4.0%
		TO		
-4.0%	-2.0%	7+720	-2.0%	-4.0%
-4.0%	-3.1%	7+740	-3.1%	-4.0%
		TO		
-4.0%	-3.1%	7+800	-3.1%	-4.0%
-4.0%	-2.0%	7+812.941	-2.0%	-4.0%
-4.0%	-1.4%	7+820	-2.0%	-4.0%

CURVE DATA

PI =7+771.962
Δ =6°05'41.3" RT
R =823.000 m
L =87.546 m
T =43.814 m
E =1.165 m

V.C.L.= 120.000 m
HLSD = 70 m
K = 13
e = 1.340 m

PVC 7+684.000
ELEV 20.679

PVI 7+744.000
ELEV 17.600

LO 7+752.925
ELEV 18.911

PVT 7+804.000
ELEV 19.882

PROPOSED GRADE

EXISTING GROUND

-5.132%

+3.803%

22.83 · 22.938 · 21.79 · 21.911 · 20.77 · 20.885 · 19.83 · 19.954 · 19.16 · 19.314 · 18.71 · 18.973 · 18.68 · 18.929 · 18.98 · 19.184 · 19.57 · 19.736 · 20.34 · 20.490

7+640 · 7+660 · 7+680 · 7+700 · 7+720 · 7+740 · 7+760 · 7+780 · 7+800 · 7+820

PROJECT DESIGN ENGINEER KSD
DESIGN-DETAILED JRH
CHECKED
REVISIONS
FIELD CHANGES
PLANS

BY	DATE
PEM	2/09

Filename: 016_HDPlan10.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204 (100)X	33	208

9204.10

LEGEND

RIPRAP AND STONE DITCH PROTECTION

CURVE DATA

PI =8+010.542
Δ =7°02'16.2" LT
R =890.000 m
L =109.321 m
T =54.730 m
E =1.681 m

PC STA 7+955.812

CHARLES M. KENNEDY
ETHEL F. KENNEDY

MARY E. JUDE

BARBARA M. WEIRICH

TOWN OF ORRINGTON

DAVID L. ODELL

DYNNISE E. LITTLEFIELD

JENNIFER L. HAMBROCK

BRENT K. VADAS
DIERDRE STEWERT VADAS

NICKERSON ROAD

CONST. 230± S.F. LIMITS REMOVE TEMP. PAVED APRON CONST. CLL LIMITS 1080± S.F. CLL CLL TEMP. CONST. 655± S.F. LIMITS TEMP. CONST. 0.06± AC. LIMITS 2.1m X 1.4 m RIPRAP APRON 300mm OPT III PAVED APRON REMOVE REMOVE T.C.L. TEMP. CONST. 730± S.F. REMOVE LIMITS 740± S.F. 450mm OPT III

BHE 29 BHE 28 BHE 27 BHE 26

375mm UD-C SWEL 150mm UD-B 300mm UD-C

2.4m 3.6m 3.6m 2.4m

N12°56'43.8"E 140.118 m

DYCL ROUTE 15 CONSTRUCTION BASELINE

N12°56'43.8"E 140.118 m

7+820 7+840 7+860 7+880 7+900 7+920 7+940 7+960 7+980 8+000 8+020

REMOVE REMOVE REMOVE REMOVE REMOVE REMOVE REMOVE REMOVE REMOVE

375mm UD-C SWEL 150mm UD-B

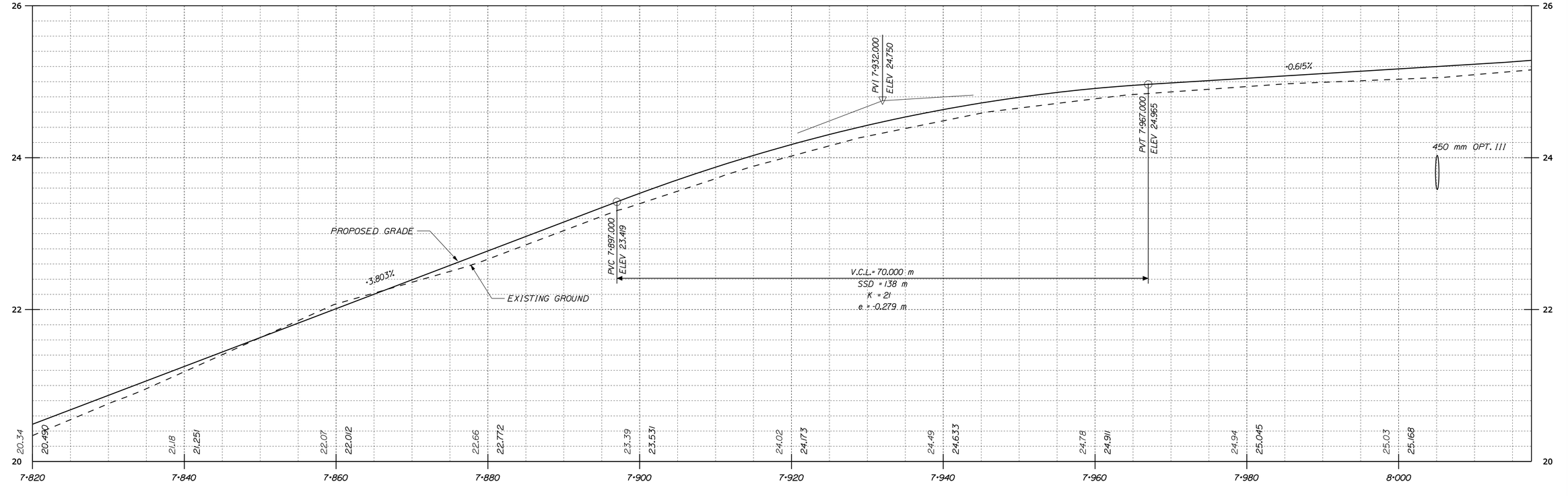
2.4m 3.6m 3.6m 2.4m 450mm OPT III

CLL CLL 1370± S.F. REMOVE TEMP. GRADE TO SAVE CONST. 609± S.F. LIMITS GRADE TO SAVE TEMP. 1325± S.F. CONST. LIMITS 90± S.F. T.C.L.

TRANSPLANT HEDGE (INCID. TO ITEM 629.05)

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-1.4%	7+820	-2.0%	-4.0%
-4.0%	-0.3%	7+840	-2.0%	-4.0%
-4.0%	-2.0%	7+860	-2.0%	-4.0%
		TO		
-4.0%	-2.0%	7+920	-2.0%	-4.0%
-4.0%	-2.0%	7+940	-0.3%	-4.0%
-4.0%	-2.0%	7+960	-1.3%	-4.0%
-4.0%	-2.0%	7+968.000	-2.0%	-4.0%
-4.0%	-3.0%	7+980	-3.0%	-4.0%
-4.0%	-3.0%	8+000	-3.0%	-4.0%



PROJECT DESIGN ENGINEER KSD
DESIGN-DETAILED JRH
CHECKED
REVISIONS
FIELD CHANGES
PLANS

BY: PEM
DATE: 2/09

Filename: 017_HDPlan11.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204 (100)X	34	208

9204.10

LEGEND

RIPRAP AND STONE DITCH PROTECTION

CURVE DATA

PI =8+010.542
Δ =7°02'16.2" LT
R =890.000 m
L =109.321 m
T =54.730 m
E =1.681 m

CURVE DATA

PI =8+285.143
Δ =21°21'32.4'
R =630.000 m
L =234.854 m
T =118.806 m
E =11.104 m
PC STA 8+166.336

BARBARA M. WEIRICH
TOWN OF ORRINGTON
DENNIS VIOLETTE
DENNIS VIOLETTE
HOLLY VIOLETTE
DAVID L. ODELL
NICKERSON ROAD
ROBERT E. GLIDDEN
LILLIAN J. GLIDDEN
DENNIS L. ALLEN
SUSAN C. ALLEN

PT STA 8+065.134

ROUTE 15
CONSTRUCTION BASELINE
N05°54'27.6"E
101.203 m

2.1 m X 1.4 m RIPRAP APRON
REMOVE
REMOVE AND RESET
2.7 m x 1.8 m RIPRAP APRON
2.1 m X 1.4 m RIPRAP APRON
3.0 m X 1.5 m RIPRAP PLUNGE POOL
1.7 m x 1.2 m RIPRAP APRON
1m X 1m RIPRAP PAD
GRADE TO SAVE
PT 8+029.905
6.00m RT
STA. 8+029.905
16.000m RT
R=10.000m
PC 8+020.090
15.541m RT
BHE 25
BHE 24
BHE 23
BHE 22
BHE 22D
730± S.F.
740± S.F.
90± S.F.
1860± S.F.
235± S.F.
35± S.F.
0.14± AC.
0.07± AC.
0.06± AC.
0.11± AC.
450mm OPT III
600mm OPT III
375mm OPT
750mm UD-C
600mm OPT III
150mm UD-B
60mm UD-B OUTLET
CONST.
TEMP.
LIMITS
SWEL
DYCL
2.4m
3.6m
8+000
8+020
8+040
8+060
8+080
8+100
8+120
8+140
8+160
8+180
8+200

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-3.0%	8+000	+3.0%	-4.0%
		TO		
-4.0%	-3.0%	8+060	+3.0%	-4.0%
-4.0%	-2.0%	8+080	+2.0%	-4.0%
		TO		
-4.0%	-2.0%	8+150	+2.0%	-4.0%
-4.0%	-2.9%	8+160	+2.9%	-4.0%
-4.0%	-3.8%	8+170	+3.8%	-4.0%
-4.0%	-3.8%	8+180	+3.8%	-4.0%

V.C.L.= 100.000 m
HLSD = 132 m
K = 28
e = 0.443 m

PVC 8+012.000
ELEV 25.242

PVT 8+112.000
ELEV 27.628

PVI 8+062.000
ELEV 25.550

-0.61%
-4.157%
-4.157%

PROPOSED GRADE
EXISTING GROUND
PROPOSED GRADE
EXISTING GROUND

450 mm OPT. III
600 mm OPT. III

30 28 26 24 32 30 28 26

25.03 25.168 25.18 25.303 25.44 25.553 25.83 25.946 26.34 26.480 26.99 27.155 27.74 27.961 28.55 28.792 29.36 29.624 30.19 30.455

8+000 8+020 8+040 8+060 8+080 8+100 8+120 8+140 8+160 8+180

PROJECT DESIGN ENGINEER	KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM	2/09
CHECKED			
REVISIONS			
FIELD CHANGES			

PLANS

Filename: 018_HDPlan12.dgn Username: normal Division: $wkgroup$ Date:8/22/2011

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	STP-9204 (100)X	35	208

9204.10

LEGEND

RIPRAP AND STONE DITCH PROTECTION

CURVE DATA

PI =8+285.143
Δ =21°21'32.4" LT
R =630.000 m
L =234.854 m
T =118.806 m
E =11.104 m

DENNIS VIOLETTE
HOLLY VIOLETTE

LAWRENCE D. AUSTIN

KRISTOPHER M. SMITH

RICHARD P. JORDAN
KRISTAN J. JORDAN

LISA ABPLANALP

DENNIS L. ALLEN
SUSAN C. ALLEN

MATTHEW R. BASTON

HARRY N. VAN WART
HILDA E. VAN WART

CLIFFORD P. O'DONNELL
SHARON E. O'DONNELL

CHARLES S. COLSON
DEBRA FOREST COLSON

20 FT. EASEMENT

ROUTE 15
CONSTRUCTION BASELINE

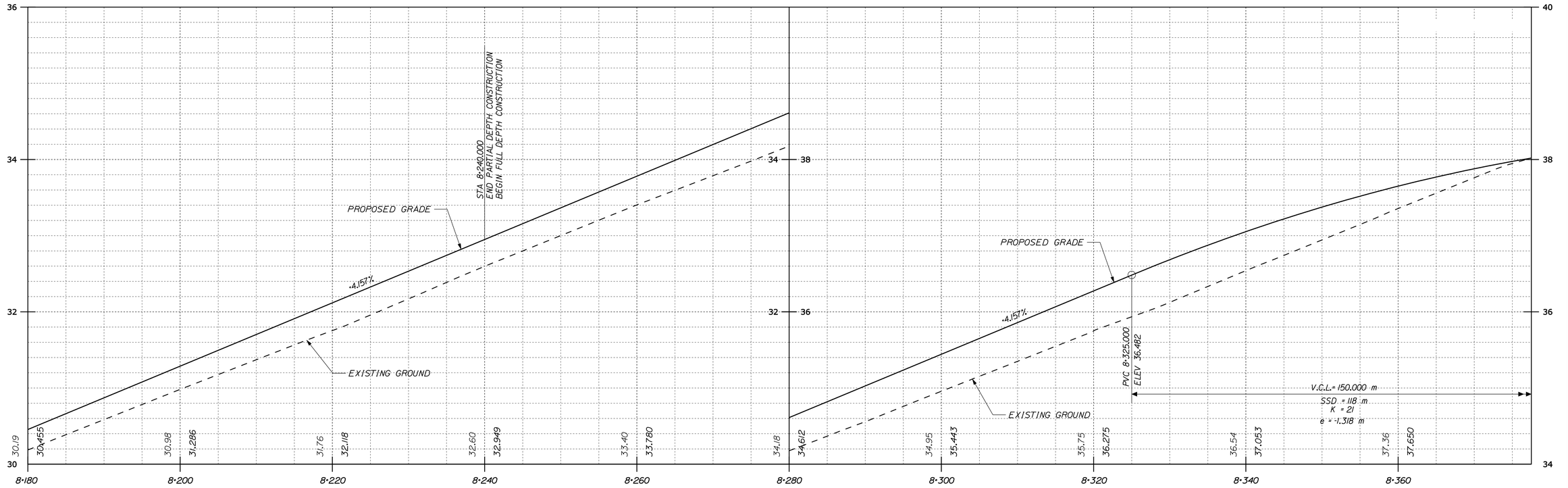
8+180 8+200 8+220 8+240 8+260 8+280 8+300 8+320 8+340 8+360 8+380

STA 8+240.000
END PARTIAL DEPTH CONSTRUCTION
BEGIN FULL DEPTH CONSTRUCTION

REMOVE
REMOVE AND STACK FENCE (ITEM 629.05)
GRADE TO SAVE
CLEAR TO R/W
CLEARING
PAVED APRON
2.1 m X 1.4 m RIPRAP APRON
T.C.L. 120± S.F.
BHE 17
BHE 18
BHE 19,5
BHE 20S
BHE 21
BHE 18S
BHE 19S
1860± S.F.
1870± S.F.
250± S.F.
1745± S.F.
655± S.F.
235± S.F.
35± S.F.
1730± S.F.
1440± S.F.
230± S.F.
0.06± AC.
750mm UD-C
450mm UD-C
300mm UD-C
150mm UD-B
600mm OPT III
450mm OPT III
300mm OPT III
SWEL
DYCL
TEMP.
CONST.
LIMITS
LIMIT
CLL
PL

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-3.8%	8+180	+3.8%	-4.0%
		TO		
-4.0%	-3.8%	8+360	+3.8%	-4.0%



PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN DETAILED	JRH	PEM	2/09
CHECKED			
REVISIONS			
FIELD CHANGES			

PLANS

Filename: 019_HDPlan13.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP -9204 (100)X	36	208

9204.10

RICHARD P. JORDAN
KRISTAN J. JORDAN

LISA ABPLANALP

LAWRENCE J. DELLAMATTERA
JOANNE A. DELLAMATTERA

MAINE PACKAGING EQUIPMENT, INC.

CHARLES S. COLSON
DEBRA FOREST COLSON

ROSS H. BRADFORD
CHERYL M. BRADFORD

HENRY D. KENNY

POTTERS LANE
RIGHT OF WAY
TO OTHERS
50 FT. R/W

CURVE DATA

PI =8+285.143
Δ =21°21'32.4" LT
R =630.000 m
L =234.854 m
T =118.806 m
E =11.104 m

CURVE DATA

PI =8+564.502
Δ =10°53'33.7" RT
R =890.000 m
L =169.201 m
T =84.856 m
E =4.036 m

THE CONTRACTOR SHALL BE RESPONSIBLE TO REPAIR, AT THEIR OWN COST, ANY DAMAGE TO THIS EXISTING STONE WALL RESULTING FROM CONSTRUCTION ACTIVITIES

OM3-R (BY OTHERS) LOCATION TO BE DETERMINED BY THE RESIDENT.

PT STA 8+401.191

N15°27'04.7"W 78.455 m

ROUTE 15 CONSTRUCTION BASELINE

BHE P42/4-15

BHE 16 · BHE 17 · BHE 13 · BHE 14

4.8 m x 1.8 m RIPRAP APRON

3.0 m x 1.5 m RIPRAP PLUNGE POOL

1.0 m x 1.0 m RIPRAP PAD

3.4 m x 2.3 m RIPRAP APRON

REMOVE BUILDING NO. 1

NOTE: RIGHTS TAKEN TO RAZE OR REMOVE BUILDING AT STA. 8+490.0± RT.

PC STA 8+479.645

20 FT. R/W

750mm RCP CLASS III

450mm OPT III

150mm UD-B

SWEL

CLEAR TO R/W · REMOVE · REMOVE STEPS & MODIFY WALL · SAVE

CONST. · TEMP. · LIMITS · SLOPE · EASE. · CONST & MAINT. EASE. LIMITS, 70± S.F.

1395± S.F. · 1025± S.F. · 200± S.F. · 1385± S.F. · 1130± S.F. · 490± S.F. · 785± S.F. · 205± S.F. · 160± S.F. · 230± S.F. · 176± S.F. · 415± S.F. · 1240± S.F.

0.10± AC. · 0.07± AC. · 0.06± AC.

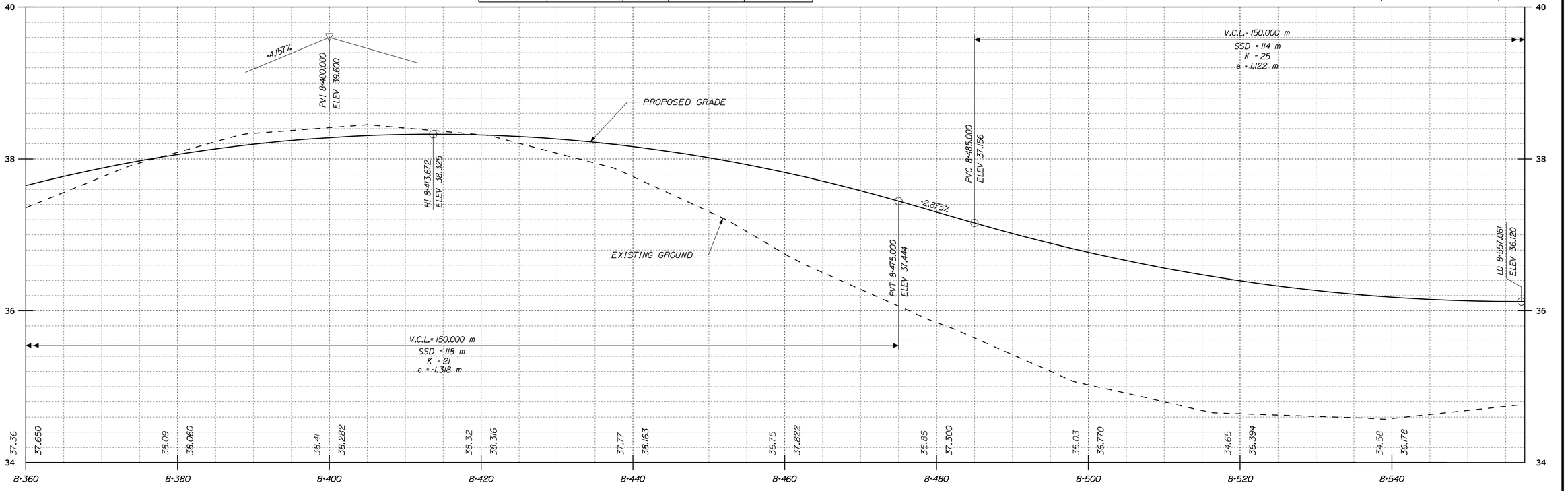
GRAVEL

LEGEND

RIPRAP AND STONE DITCH PROTECTION

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-3.8%	8+360	+3.8%	-4.0%
-4.0%	-3.8%	8+380	+3.8%	-4.0%
-4.0%	-2.7%	8+400	+2.7%	-4.0%
-4.0%	-1.5%	8+420	+1.5%	-4.0%
-4.0%	-0.4%	8+440	+0.4%	-4.0%
-4.0%	+0.7%	8+460	-0.7%	-4.0%
-4.0%	+1.9%	8+480	-1.9%	-4.0%
-4.0%	+3.0%	8+500	-3.0%	-4.0%
		TO		
-4.0%	+3.0%	8+540	-3.0%	-4.0%



PROJECT DESIGN ENGINEER KSD
DESIGN-DETAILED JRH
CHECKED
REVISIONS
FIELD CHANGES
BY PEM
DATE 2/09
PLANS

Filename: 020_HDPlan14.dgn Username: normal Date:8/22/2011 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	STP-9204 (100)X	37	208

9204.10

LEGEND

RIPRAP AND STONE DITCH PROTECTION

MAINE PACKAGING EQUIPMENT, INC.

MAGARET E. GRIFFITHS

WALTER B. WARME
MARY E. WARME

ALVIN L. SPINNEY
MAUREEN E. SPINNEY

PETER J. KOPTEROS
MARTHA A. KOPTEROS

JOHN A. TRAVIS
SUZANNE M. TRAVIS

TIMOTHY J. WEST

AMY B. BASFORD
JENNIFER CYR

POTTERS LANE
RIGHT OF WAY
TO OTHERS
50 FT. R/W

ROUTE 15
CONSTRUCTION BASELINE
N04°33'31.0"W
348.457 m

STA 8+700.000
END FULL DEPTH CONSTRUCTION
BEGIN PARTIAL DEPTH CONSTRUCTION

PT STA 8+648.846

CLEARING LIMIT LINE ADJUSTED TO REMAIN WITHIN RIGHT OF WAY

CELLAR DRAIN CONNECTION TO BE FIELD FIT (SEE CELLAR DRAIN DETAILS)

GRADE TO SAVE

2.1 m X 1.4 m RIPRAP APRON

3.4 m x 2.3 m RIPRAP APRON

CURVE DATA

PI =8+564.502
Δ =10°53'33.7" RT
R =890.000 m
L =169.201 m
T =84.856 m
E =4.036 m

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-3.0%	8+540	-3.0%	-4.0%
		TO		
-4.0%	-3.0%	8+640	-3.0%	-4.0%
-4.0%	-2.0%	8+652.000	-2.0%	-4.0%
-4.0%	-1.3%	8+660	-2.0%	-4.0%
-4.0%	-0.3%	8+680	-2.0%	-4.0%
-4.0%	-2.0%	8+700	-2.0%	-4.0%

V.C.L.= 150.000 m
HLSD = 114 m
K = 25
e = 1.122 m

LO 8+557.061
ELEV 36.120

PVI 8+560.000
ELEV 35.000

PVT 8+635.000
ELEV 37.332

-2.875%

+3.110%

PROPOSED GRADE

EXISTING GROUND

450 mm OPT. III

8+540	8+560	8+580	8+600	8+620	8+640	8+660	8+680	8+700	8+720
34.58	34.80	35.13	35.61	36.16	36.81	37.49	38.17	38.85	39.54
36.178	36.122	36.225	36.488	36.911	37.488	38.110	38.731	39.353	39.975

PROJECT DESIGN ENGINEER	KSD
DESIGN DETAILED	JRH
CHECKED	
REVISIONS	
FIELD CHANGES	

	BY	DATE
	PEM	2/09

PLANS

Filename: ...\HIGHWAY\MSTA\021_HDPlan15.dgn Division: HIGHWAY Username: rhobe.moulton Date:9/14/2011

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	STP-9204 (100)X	38	208

PETER J. KOPTEROS
MARTHA A. KOPTEROS

GERALD T. COX
SUZANNE T. COX

INHABITANTS OF THE TOWN OF ORRINGTON

CHRISTOPHER D. PATTERSHALL
RACHELLE PATTERSHALL

MARK S. APTT
DEBBIE M. APTT

TIMOTHY J. WEST

MARK D. STEVENS
NORMA K. STEVENS

MARK D. STEVENS
NORMA K. STEVENS

RALPH J. POLLARD
BUILDING ASSOCIATION

JOSEPH H. BERRY
RAYLEEN J. BERRY

REMOVE AND STACK EXISTING FENCE (ITEM 629.05)

REMOVE

CLEARING LIMIT LINE ADJUSTED TO REMAIN WITHIN RIGHT-OF-WAY

CLEARING LIMIT LINE ADJUSTED TO REMAIN WITHIN RIGHT-OF-WAY

CONST. 1100± S.F.

CONST. 385± S.F.

CONST. 350± S.F.

CONST. 110± S.F.

CONST. 115± S.F.

CONST. 80± S.F.

1060± S.F.

1900± S.F.

TEMP. LTS. LIMITS T.C.L. CLL DYCL SWEL

R = 3.000m

R 3.0 m

BHE 8 BHE 7 BHE 5 BHE 4D BHE 3D BHE 3

2.4m 150mm UD-B

3.6m

3.6m

2.4m 300mm UD-C

N04°33'31.0"W
348.457 m

8+720 8+740 8+760 8+780 8+800 8+820 8+840 8+860 8+880 8+900 8+920

ROUTE 15
CONSTRUCTION BASELINE

LEGEND

RIPRAP AND STONE DITCH PROTECTION

V.C.L.= 140.000 m
SSD = 126 m
K = 24
e = -1.010 m

PVI 8+843.000
ELEV 43.800

-2.66i%

PROPOSED GRADE

-3.110%

EXISTING GROUND

PVC 8+773.000
ELEV 41.623

HI 8+848.443
ELEV 42.796

PVT 8+913.000
ELEV 41.937

8+720	8+740	8+760	8+780	8+800	8+820	8+840	8+860	8+880	8+900
39.54	40.23	40.93	41.55	42.03	42.40	42.59	42.59	42.45	42.11
39.975	40.597	41.219	41.831	42.313	42.630	42.782	42.769	42.591	42.249

PROJECT DESIGN ENGINEER	KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM	2/09
CHECKED			
REVISIONS			
FIELD CHANGES			

PLANS

Filename: 022_HDPlan16.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9207 (100)X	39	208

DUANE R. NADEAU
CARRIE ANN NADEAU

MARK S. APTT
DEBBIE M. APTT

JOHN J. WARD
CYNTHIA A. WARD

VERLE L. DRINKWATER
JOAN M. DRINKWATER

R. STEPHEN AMATO
MARIAN V. FLEMING

JAMES B. ALEXANDER
ELIZABETH M. ALEXANDER

JOSEPH H. BERRY
RAYLEEN J. BERRY

NEW ENGLAND TELEPHONE
AND TELEGRAPH COMPANY

THE WOOSTER, LLC

JAMES E. YOUNG
CHERYL J. YOUNG

LIGHTHOUSE CHURCH
OF GOD, INC.

N04°33'31.0"W
348.457 m

ROUTE 15
CONSTRUCTION BASELINE

STA 8+997.304 PC

REMOVE
REMOVE (INCID. TO ITEM 203.20)
REMOVE TREES TO SLOPE LIMITS AS REQUIRED
REMOVE AND STACK EXISTING FENCE (ITEM 629.05)
STANDARD CLEARING NOT REQUIRED DUE TO EXISTING FENCE
RELOCATE BY OTHERS
APPROX. LOCATION LEACH FIELD
PAVED APRON

0.06± AC.
1810± S.F.
305± S.F.
1765± S.F.
1540± S.F.
1900± S.F.
1640± S.F.
1100± S.F.
380± S.F.
275± S.F.
515± S.F.

2.4m
3.6m
150mm UD-B
375mm UD-C
450mm UD-C
600mm OPT III

BHE 3D
BHE 2D
BHE 1D
BHE 1S
BHE 3
BHE 2
BHE 4I
BHE 1I

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-2.0%	8+960	-2.0%	-4.0%
-4.0%	-0.5%	8+980	-2.0%	-4.0%
-4.0%	-1.0%	9+000	-2.0%	-4.0%
-4.0%	-2.0%	9+013.333	-2.0%	-4.0%
-4.0%	-2.5%	9+020	-2.5%	-4.0%
		TO		
-4.0%	-2.5%	9+080	-2.5%	-4.0%

CURVE DATA
PI =9+083.939
Δ =11°32'42.2" RT
R =857.000 m
L =172.685 m
T =86.636 m
E =4.368 m

LEGEND
RIPRAP AND STONE DITCH PROTECTION

V.C.L.= 140.000 m
SSD = 126 m
K = 24
e = -1.010 m
PVT 8+913.000
ELEV 41.937

V.C.L.= 80.000 m
HLSD = 145 m
K = 26
e = 0.299 m
PVC 8+974.000
ELEV 40.314
PVT 9+054.000
ELEV 39.381
LO 9+045.249
ELEV 39.366
PVI 9+014.000
ELEV 39.250

-2.66%
-0.327%
PROPOSED GRADE
EXISTING GROUND
300 mm OPT III

42.11 42.249 41.64 41.751 41.11 41.219 40.58 40.687 40.04 40.161 39.66 39.749 39.40 39.485 39.31 39.372 39.32 39.400 39.38 39.466

8+900 8+920 8+940 8+960 8+980 9+000 9+020 9+040 9+060 9+080

44 42 40 38

PROJECT DESIGN ENGINEER	KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM	2/09
CHECKED			
REVISIONS			
FIELD CHANGES			

PLANS

Filename: 023_HDPlan17.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204 (100)X	40	208

9204.10

LEGEND
RIPRAP AND STONE DITCH PROTECTION

WATERLINES IN THIS AREA EXACT LOCATION UNKNOWN USE CAUTION WHEN EXCAVATING

1,200 m WIDE FLAT BOTTOM RIPRAP CHANNEL WITH 1.5:1 SIDESLOPES

REMOVE AND RESET FOOTBRIDGE AS DIRECTED BY RESIDENT PAYMENT INCIDENTAL TO CONTRACT

REMOVE EXISTING FENCE AND GATE (ITEM 629.05)

REMOVE EXISTING FENCE (ITEM 629.05)

REMOVE PIPE WITHIN CONSTRUCTION LIMITS. PLUG AND ABANDON PIPE OUTSIDE CONSTRUCTION LIMITS

REMOVE AND RESET FENCE (ITEM 629.05)

GRADE TO SAVE

REMOVE AND STACK EXISTING FENCE (ITEM 629.05)

STANDARD CLEARING NOT REQUIRED DUE TO EXISTING FENCE

R. STEPHEN AMATO
MARIAN V. FLEMING

DANIEL L. FRAZELL
KAREN E. WAINER

DAVID C. THAYER, JR.
NORTHEAST ENTERPRISES, INC.

JAMES E. YOUNG
CHERYL J. YOUNG

LIGHTHOUSE CHURCH OF GOD, INC.

GARY L. GRANT
JOANNE S. GRANT

GARY A. DOANE
JUDY A. DOANE

SHIELA A. BIRD
TROY J. BIRD

ROUTE 15
CONSTRUCTION BASELINE

9+080 9+100 9+120 9+140 9+160 9+180 9+200 9+220 9+240 9+260 9+280

N31°24'34.4"E
64.348 m

BHE 2 BHE 3F BHE 3 BHE 4 BHE 4S BHE 1/5 BHE 5 BHE 6 BHE 6D

1540± S.F. 0.07± AC. 830± S.F. 1150± S.F. 65± S.F. 410± S.F. 470± S.F. 150± S.F. 455± S.F. 505± S.F. 35± S.F. 130± S.F. 0.07± AC.

1,200mm SWEL DYCL SWEL

150mm UD-B 450mm UD-C 750mm OPT III 600mm OPT III 300mm OPT III 300mm UD-C 450mm OPT III

PCC STA 9+169.988

PT STA 9+257.372

30 MPH
W2-1
W13-1
(BY OTHERS)

RIPRAP DITCH AT CULVERT INLET

PAVED APRON

REMOVE

CONST. LIMITS TEMP. LIMITS CLL T.C.L. PL

SUPERELEVATION TABLE

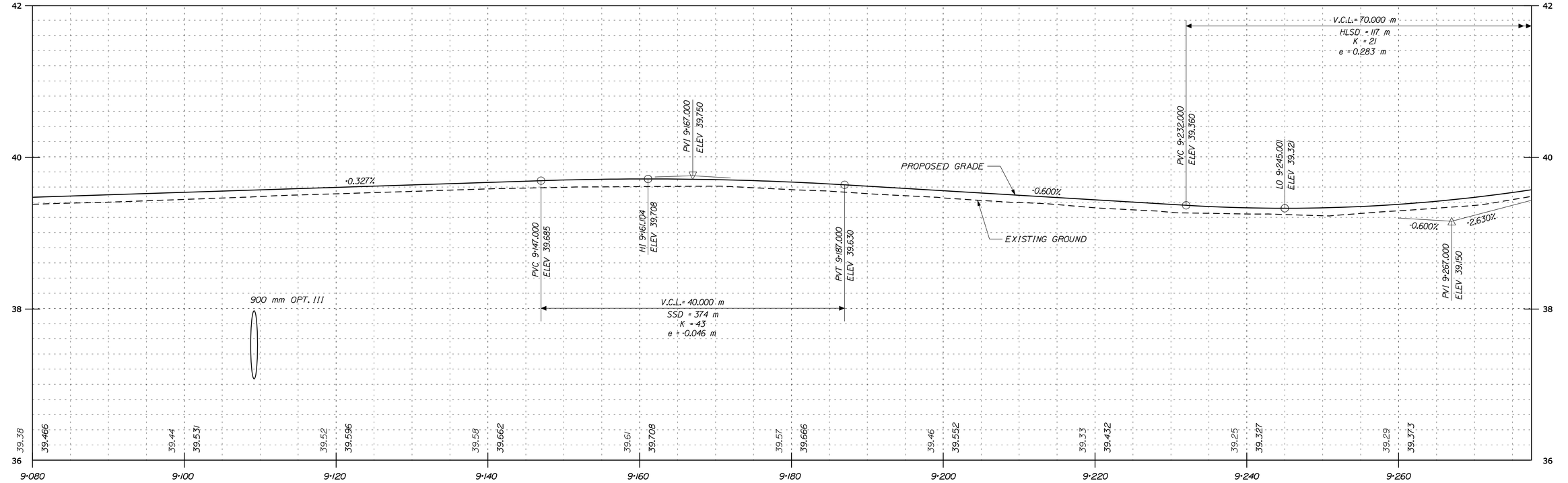
LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-2.5%	9+080	-2.5%	-4.0%
		TO		
-4.0%	-2.5%	9+160	-2.5%	-4.0%
-2.0%	-5.7%	9+180	-5.7%	-5.7%
		TO		
-2.0%	-5.7%	9+250	-5.7%	-5.7%
-2.0%	-4.8%	9+260	-4.8%	-4.8%

CURVE DATA

PI =9+083.939
Δ =11°32'42.2" RT
R =857.000 m
L =172.685 m
T =86.636 m
E =4.368 m

CURVE DATA

PI =9+214.354
Δ =24°25'23.2" RT
R =205.000 m
L =87.384 m
T =44.366 m
E =4.746 m



PROJECT DESIGN ENGINEER KSD
PLANS
DESIGN-DETAILED JRH
CHECKED
REVISIONS
FIELD CHANGES
BY PEM
DATE 2/09

Filename: ...\HIGHWAY\MSTA\024_HDPlan18.dgn Division: HIGHWAY Username: rhobe.moulton Date:9/14/2011

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	STP-9204 (100)X	41	208

9204.10

STA. 9+271.775
BEGIN FULL DEPTH
SHOULDER PAVEMENT

DAVID C. THAYER, JR.
NORTHEAST ENTERPRISES, INC.
PL

0.05± AC.

PT 9+294.221
10.918m LT

STA 9+286.775
14.000m LT
R=8.000m
PC 9+286.775
6.000m LT
TEMP.

CONST.

1+020
N43°01'51.2"W
50.238m
FERRY ROAD

2.3m
2.7m

35± S.F.
T.C.L.
130± S.F.

BHE 6D

SWEL
SL
SWEL

PC 9+300.867
16.146m LT

STA. 1+000 FERRY ROAD =
STA. 9+293.983 ROUTE 15
STA. 0+000 CENTER DRIVE =
STA. 9+294.805 ROUTE 15

SIGNAL SYSTEM EASE. LIMITS 30± S.F.

STA. 9+308.573
14.000m LT
R=8.000m
PT 9+308.573
6.000m LT

BHE 1/2

TINA L. O'DONNELL

STA. 9+323.573
END FULL DEPTH
SHOULDER PAVEMENT

TEMP.
CONST.
1735± S.F.
LIMITS
REMOVE
RELOCATE BY OTHERS
TEMP.
1465± S.F.
CONST.
LIMITS
TEMP.

HEIDI M. GOLDING

30 MPH
W2-1
W13-1
(BY OTHERS)

SHERMAN R. WILLIAMS
SYLVIA F. WILLIAMS

CRUSHED STONE
CONST.
LIMITS
1550± S.F.

BHE 8
BHE 9
BHE NN

2.4m
3.6m
2.4m
3.6m

REMOVE
74°26'25.6"
82°35'7.3"
450mm RCP CLASS III
300mm OPT III
450mm OPT III
SWEL
DYCL
ROUTE 15
CONSTRUCTION BASELINE
150mm UD-B
300mm UD-C
9.6± (31±)

N31°24'34.4"E
64.348 m
N38°30'31.7"E
72.433 m

9+260
9+280
9+300
9+320
9+340
9+360
9+380
9+400
9+420
9+440
9+460

BHE 6

REMOVE CISTERN AND BACKFILL (INCLD. TO ITEM 203.20)

STA 9+278.781
6.000m RT

210± S.F.
SIGNAL SYSTEM EASE. LIMITS

STA. 9+280.000
BEGIN FULL DEPTH
SHOULDER PAVEMENT

INSTALL WOOD POLE AND FLASHING BEACONS (300mm LENS) AT INTERSECTION (SEE TRAFFIC SIGNAL PLAN)

PAVED APRON

PT 9+293.654
19.052m RT

SHIELA A. BIRD
TROY J. BIRD

STA. 9+278.781
21.000m RT
R=15.000m

0+020
0+040
CENTER DRIVE
S66°00'18.3"E
50.048m

STA. 9+325.696
END FULL DEPTH
SHOULDER PAVEMENT

PT 9+310.696
6.000m RT

STA. 9+310.602
16.000m RT
R=10.000m

CLEARING LIMIT LINE ADJUSTED TO REMAIN WITHIN R/W

PC 9+300.667
17.149m RT

PC 9+321.720

345± S.F.

ROBERT S. GILLAM
JOAN M. GILLAM

ANNA A. DOSEN
EMMA J. DOSEN
JOHN M. DOSEN
JOSEPH M. DOSEN

ROBERT E. DOWNES
PATRICIA R. DOWNES

PT STA 9+420.597

230± S.F.

CLEARING LIMIT LINE ADJUSTED TO REMAIN WITHIN RIGHT-OF-WAY. FINAL CLEARING LIMITS TO BE COORDINATED WITH THE RESIDENT AND MAINEDOT LANDSCAPE ARCHITECT

LEGEND

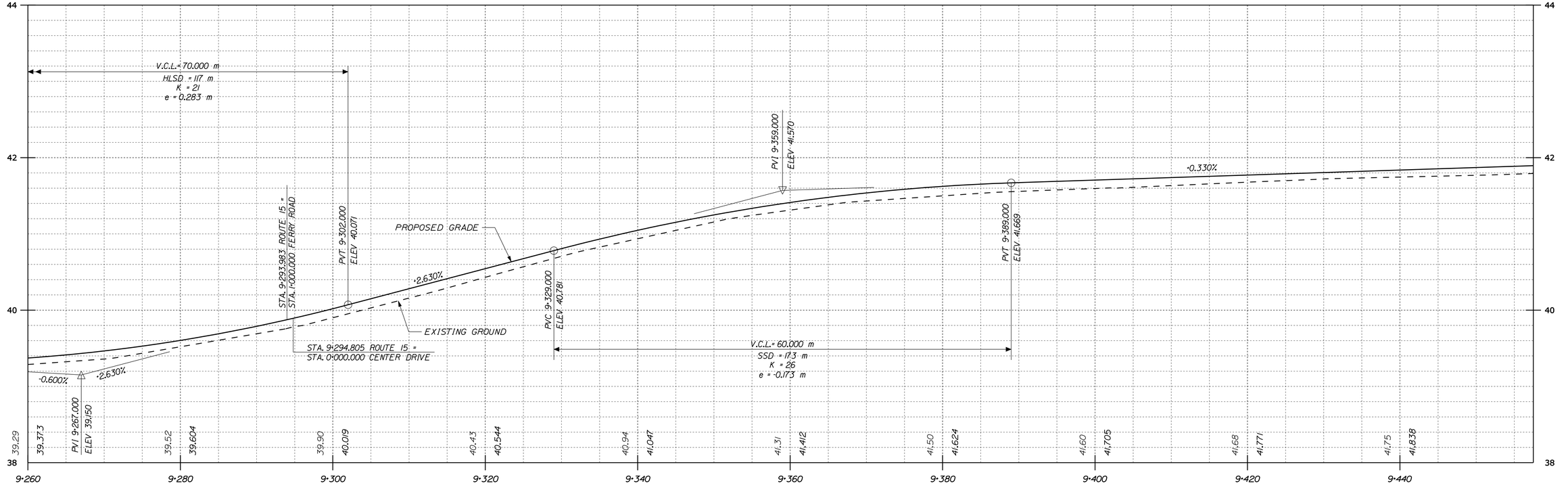
RIPRAP AND STONE DITCH PROTECTION

CURVE DATA

PI =9+371.222
Δ =7°05'57.3" RT
R =798.000 m
L =98.877 m
T =49.502 m
E =1.534 m

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-2.0%	-4.8%	9+260	-4.8%	-4.8%
-4.0%	-2.9%	9+280	-2.9%	-4.0%
-4.0%	-2.0%	9+290	-2.0%	-4.0%
		TO		
-4.0%	-2.0%	9+310	-2.0%	-4.0%
-4.0%	-2.4%	9+320	-2.4%	-4.0%
-4.0%	-2.7%	9+330	-2.7%	-4.0%
		TO		
-4.0%	-2.7%	9+400	-2.7%	-4.0%
-4.0%	-2.0%	9+414.894	-2.0%	-4.0%
-4.0%	-1.8%	9+420	-2.0%	-4.0%
-4.0%	-0.8%	9+440	-2.0%	-4.0%

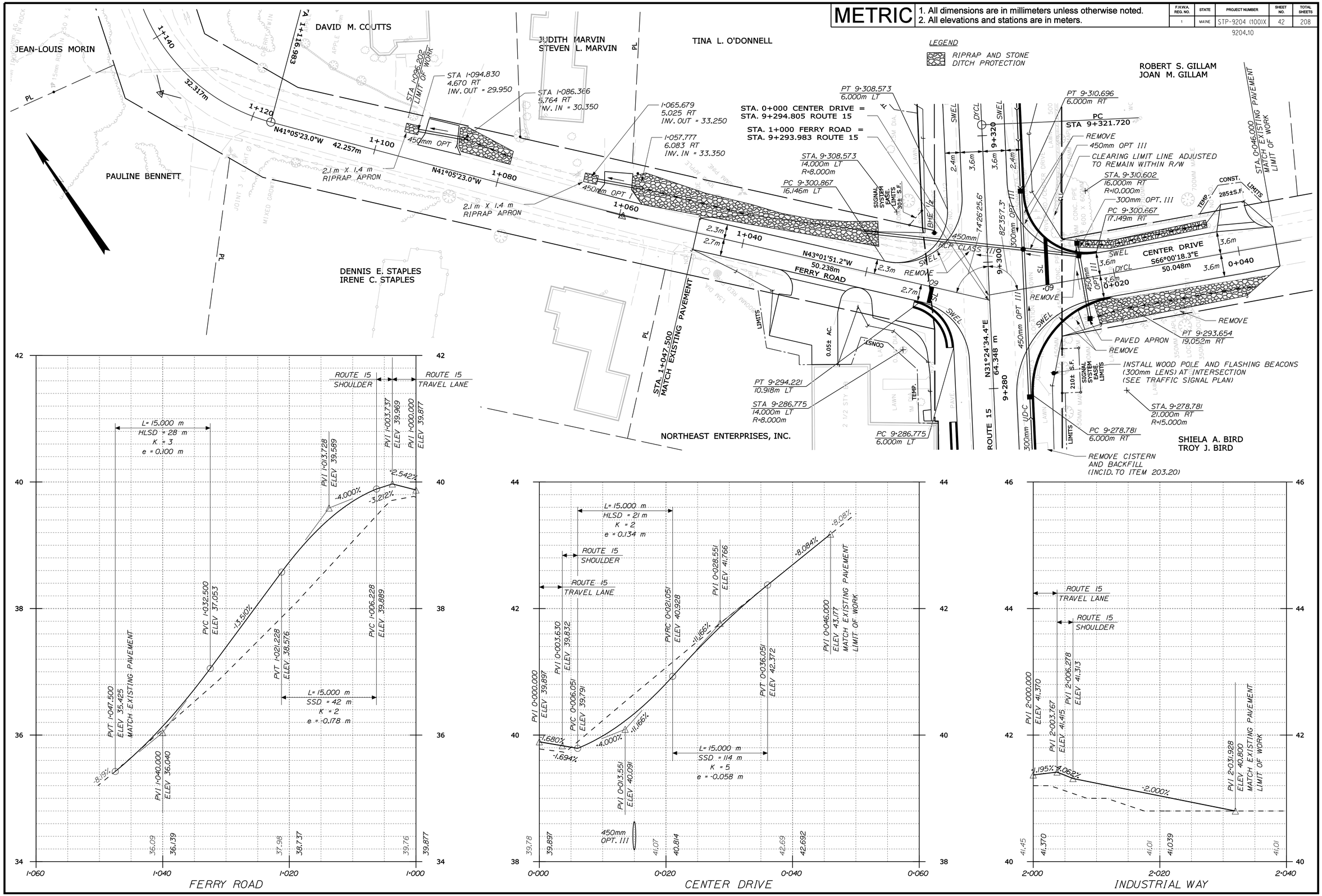


PROJECT DESIGN ENGINEER	KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM	2/09
CHECKED			
REVISIONS			
FIELD CHANGES			

PLANS

Filename: 025_HDPlan19.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204 (100)X	42	208
				9204.10		



PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM	2/09
CHECKED			
REVISIONS			
FIELD CHANGES			

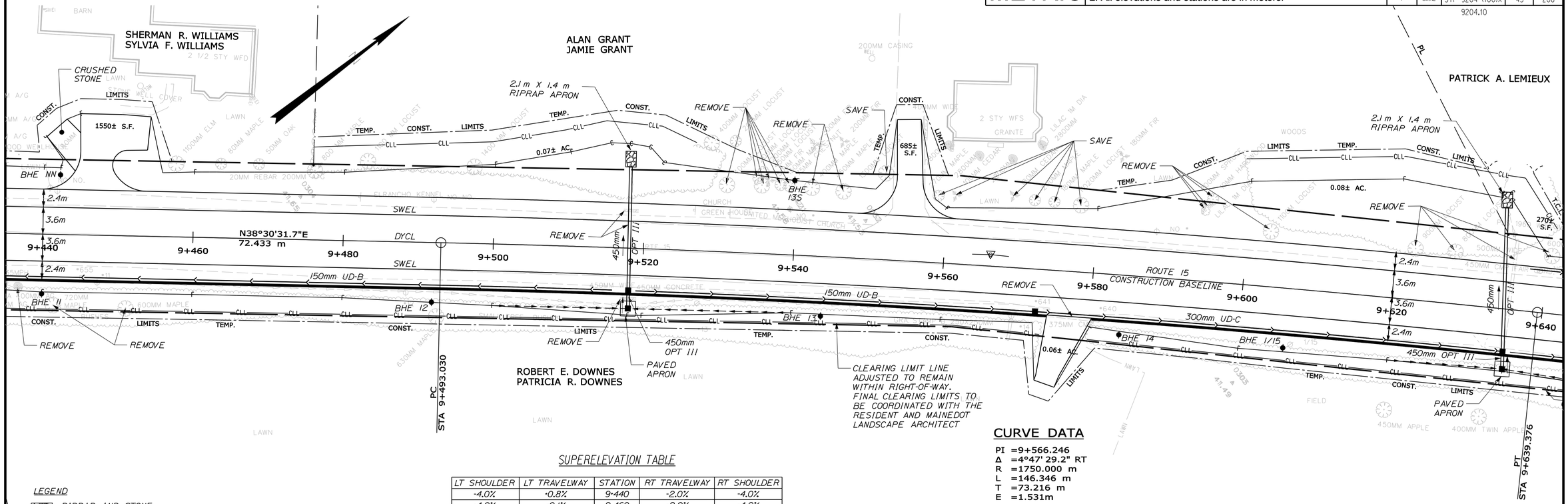
PLANS

Filename: 026_HDPlan20.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204 (100)X	43	208

9204.10



CURVE DATA

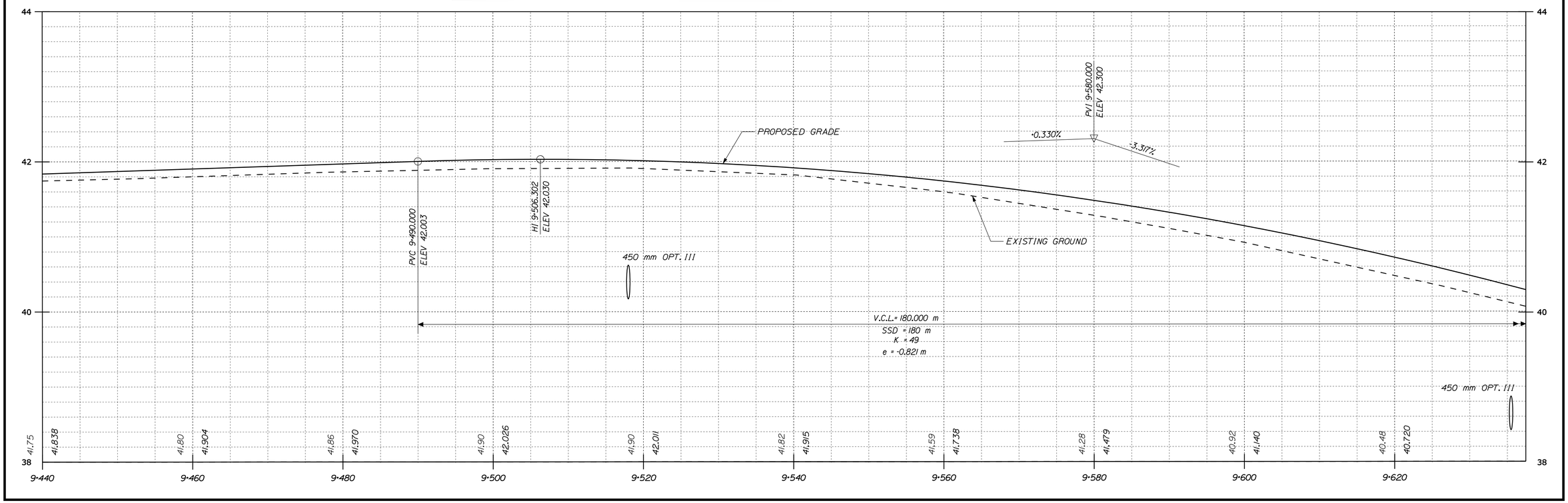
PI =9+566.246
Δ =4°47' 29.2" RT
R =1750.000 m
L =146.346 m
T =73.216 m
E =1.531m

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-0.8%	9+440	-2.0%	-4.0%
-4.0%	-0.1%	9+460	-2.0%	-4.0%
-4.0%	-1.1%	9+480	-2.0%	-4.0%
-4.0%	-2.0%	9+500	-2.0%	-4.0%

LEGEND

RIPRAP AND STONE DITCH PROTECTION



PROJECT DESIGN ENGINEER KSD
DESIGN-DETAILED JRH
CHECKED
REVISIONS
FIELD CHANGES
PLANS

BY	DATE
PEM	2/09

Filename: 027_HDPlan21.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204 (100)X	44	208

9204.10

2.1 m X 1.4 m RIPRAP APRON

CONST. LIMITS CLL

REMOVE

T.C.L.

270± S.F.

TEMP. CONST. LIMITS 1400± S.F.

2.4m 3.6m 3.6m 2.4m

450mm OPT III

9+620 9+640 9+660 9+680 9+700 9+720 9+740 9+760 9+780 9+800 9+820

N43°18'00.9"E 86.753 m

150mm UD-B

BHE 16 BHE 17 BHE 18 BHE 19 BHE 18D BHE 20

PAVED APRON

0.06± AC.

1035± S.F.

595± S.F.

0.09± AC.

300± S.F.

963± S.F.

365± S.F.

1730± S.F.

1716± S.F.

ROUTE 15 CONSTRUCTION BASELINE

SWEL DYCL

300mm UD-C

450mm UD-C

CLEARING LIMIT LINE ADJUSTED TO REMAIN WITHIN RIGHT-OF-WAY. FINAL CLEARING LIMITS TO BE COORDINATED WITH THE RESIDENT AND MAINEDOT LANDSCAPE ARCHITECT

PT STA 9+639.376

PC STA 9+726.129

CLEARING LIMIT LINE ADJUSTED TO REMAIN WITHIN RIGHT-OF-WAY

70± S.F.

150mm UD-B OUTLET

1m X 1m RIPRAP PAD

REMOVE EXISTING BOX CULVERT PAYMENT SHALL BE MADE UNDER ITEM 203.21 - ROCK EXCAVATION. FILL MATERIAL BELOW SUBGRADE SHALL BE SUITABLE AVAILABLE EXCAVATION MATERIAL - PAYMENT FOR FILL MATERIAL SHALL BE INCIDENTAL TO EXCAVATION ITEMS.

3.6 m X 5.4 m RIPRAP APRON

1730± S.F.

900mm X 1200mm PRECAST CONCRETE BOX CULVERT

#19 JOINT PLACE BI-C GRATE ON BOX CULVERT

WARP PAVEMENT TO DRAIN

CONNECT UD-C TO BOX CULVERT

PATRICK A. LEMIEUX

ROBERT E. DOWNES
PATRICIA R. DOWNES

ANTHONY JORDAN

VALERIE L. LINDSAY

RANDY L. KENNEY
SUSAN L. KENNEY

LORIE B. WEBSTER

THE WOOSTER, LLC

CURVE DATA

PI =9+566.246
Δ =4°47' 29.2" RT
R =1750.000 m
L =146.346 m
T =73.216 m
E =1.531m

CURVE DATA

PI =9+877.753
Δ =16°32'33.3" LT
R =1043.00 m
L =301.138 m
T =151.624 m
E =10.963 m

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-2.0%	9+680	-2.0%	-4.0%
-4.0%	-2.0%	9+700	-0.6%	-4.0%
-4.0%	-2.0%	9+720	-0.7%	-4.0%
-4.0%	-2.0%	9+738.537	-2.0%	-4.0%
-4.0%	-2.1%	9+740	-2.1%	-4.0%
		TO		
-4.0%	-2.1%	9+800	-2.1%	-4.0%

LEGEND

RIPRAP AND STONE DITCH PROTECTION

PROPOSED GRADE

EXISTING GROUND

450 mm OPT. III

V.C.L.= 180.000 m
SSD = 180 m
K = 49
e = -0.821 m

PVT 9+670.000
ELEV 39.315

-3.31%

PVC 9+729.000
ELEV 37.358

V.C.L.= 106.000 m
HLSD = 94 m
K = 19
e = 0.714 m

LO 9+794.211
ELEV 36.276

-3.31%

+2.07%

PVI 9+782.000
ELEV 35.600

900 mm X 1200 mm
PRECAST CONCRETE BOX CULVERT

40.48 40.720 40.00 40.219 39.50 39.636 38.84 38.983 38.19 38.320 37.50 37.656 36.87 37.024 36.41 36.574 36.17 36.328 36.16 36.285

9+620 9+640 9+660 9+680 9+700 9+720 9+740 9+760 9+780 9+800

PROJECT DESIGN ENGINEER	KSD	BY	DATE
	DESIGN-DETAILED	JRH	PEM	2/09
PLANS	CHECKED			
	REVISIONS			
	FIELD CHANGES			

Filename: 028_HDPlan22.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204 (100)X	45	208

9204.10

LORIE B. WEBSTER

MARIE H. CARRIGAN

HELEN J. GOGAN
n\k\a HELEN J. LEWIS

THE WOOSTER, LLC

ELLEN M. FORD, TRUSTEE OF
ELLEN M. FORD TRUST

JEFFREY ELLIS TOURTILLOTTE

SETH L. ADAMS, JR.
BEVERLY A. ADAMS

CURVE DATA

PI =9+877.753
Δ =16°32'33.3" LT
R =1043.00 m
L =301.138 m
T =151.624 m
E =10.963 m

DRAINAGE OUTLET
STA. 9+946.6± LT.

OUTLET DRAINAGE STRUCTURES
STA. 9+824.0 TO
STA. 9+832.0 LT

1m X 1m RIPRAP PAD

150mm UD-B OUTLET

CLEARING LIMIT LINE ADJUSTED TO REMAIN WITHIN RIGHT-OF-WAY

16 FT. R/W

ROUTE 15
CONSTRUCTION BASELINE

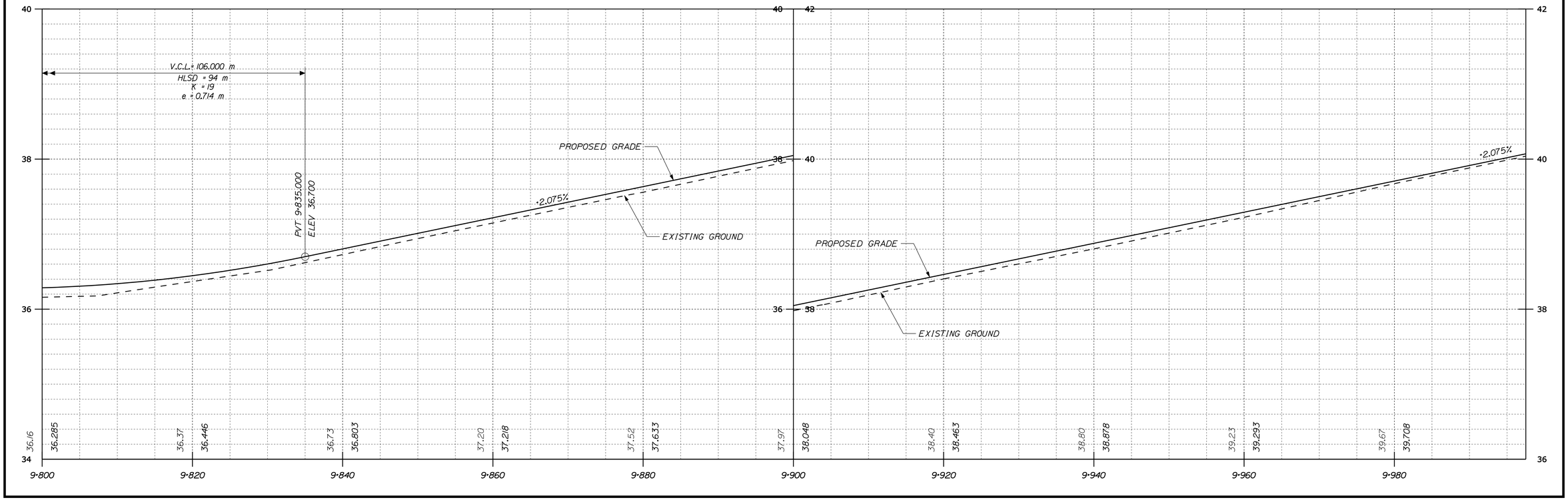
BHE 20
BHE 21
BHE 22
BHE 23
BHE 23D
BHE 24
BHE 24D

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-2.1%	9+800	+2.1%	-4.0%
		TO		
-4.0%	-2.1%	9+980	+2.1%	-4.0%

LEGEND

RIPRAP AND STONE DITCH PROTECTION



PROJECT DESIGN ENGINEER KSD		BY	DATE
	DESIGN DETAILED	JRH	2/09
	CHECKED	PEM	
PLANS	REVISIONS		
	FIELD CHANGES		

Filename: 029_HDPlan23.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204 (100)X	46	208

LEGEND

RIPRAP AND STONE DITCH PROTECTION

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-2.1%	9+980	+2.1%	-4.0%
-4.0%	-2.1%	10+000	+2.1%	-4.0%
-4.0%	-1.4%	10+020	+1.4%	-4.0%
-4.0%	-0.8%	10+040	+0.8%	-4.0%
-4.0%	-0.1%	10+060	+0.1%	-4.0%
-4.0%	+0.6%	10+080	-0.6%	-4.0%
-4.0%	+1.2%	10+100	-1.2%	-4.0%
-4.0%	+1.9%	10+120	-1.9%	-4.0%
-4.0%	+2.5%	10+140	-2.5%	-4.0%
-4.0%	-3.2%	10+160	-3.2%	-4.0%

CURVE DATA

PI =9+877.753
Δ =16°32'33.3" LT
R =1043.00 m
L =301.138 m
T =151.624 m
E =10.963 m

HELEN J. GOGAN
n\k\a HELEN J. LEWIS

SETH L. ADAMS, JR.
BEVERLY A. ADAMS

JAMES B. BELL
CHRISTY B. BELL

MARK E. POWERS
ANNI S. POWERS

TDL, LLC

PENOBSCOT ENERGY RECOVERY COMPANY

RICHARD J. GOODE

STA. 2+031.928
MATCH EXISTING PAVEMENT
LIMIT OF WORK

STA. 10+110.697 ROUTE 15 =
STA. 2+000 INDUSTRIAL WAY

STA. 10+027.267 PT

STA. 10+072.539
BEGIN FULL DEPTH
SHOULDER PAVEMENT

STA. 10+090.649
16.000m LT
R=10.000m

STA. 10+092.539
6.180m LT

PT 10+100.328
18.516m LT

STA. 10+112.768
12.697m LT

STA. 10+122.207
16.000m LT
R=10.000m

STA. 10+137.207
END FULL DEPTH
SHOULDER PAVEMENT

PT 10+122.207
6.000m LT

PC 10+137.605

CURVE DATA

PI =10+247.761
Δ =19°14'13.6" RT
R =650.000 m
L =218.238 m
T =110.156 m
E =9.268 m

N26°45'27.6"E
110.339 m

N80°21'07.9"W
51.088m

4.5m

1020

INDUSTRIAL WAY

ROUTE 15
CONSTRUCTION BASELINE

J40

EASEMENT LINE

9204.10

RELOCATE (INCID. TO ITEM 203.20)

RELOCATE BY OTHERS

REMOVE

REMOVE STUMP

EXTEND EXISTING 450mm PIPE 3.658m

1m X 1m RIPRAP PAD

2.1m X 1.4m RIPRAP APRON

150mm UD-B OUTLET

300mm UD-C

450mm OPT I

720± S.F.
295± S.F.
1180± S.F.
570± S.F.
535± S.F.
1620± S.F.
530± S.F.
1190± S.F.
575± S.F.
1415± S.F.

BHE 24
BHE 25
BHE 25S
BHE NN
BHE P II/I
BHE 15
BHE 28

9+980
10+000
10+020
10+040
10+060
10+080
10+100
10+120
10+140
10+160
10+180

2.4m
3.6m
3.6m
2.4m

(60.00') 18.288 m

R=2.000m

72°53'24.5"

SWEL
DYCL
SL

0.08± AC.

5.0m
4.0m
5.7m

PROFILE

PROPOSED GRADE
EXISTING GROUND

PVI 10+023.000 ELEV 40.600
PVC 10+003.000 ELEV 40.185
PVT 10+043.000 ELEV 40.779
PVC 10+080.000 ELEV 41.110
PVI 10+105.000 ELEV 41.334
PVT 10+130.000 ELEV 41.518

STA.10+110.697 ROUTE 15 =
STA.3+000.000 INDUSTRIAL WAY

+2.075%
+0.895%
+0.737%

V.C.L.= 40.000 m
SSD = 298 m
K = 33
e = -0.059 m

V.C.L.= 50.000 m
SSD = UNLIMITED BY DRIVER SIGHT
K = 316
e = -0.010 m

39.708	40.123	40.495	40.751	40.931	41.110	41.283	41.443	41.592	41.739
9+980	10+000	10+020	10+040	10+060	10+080	10+100	10+120	10+140	10+160

44 / 42 / 40

PROJECT DESIGN ENGINEER	KSD	BY	DATE
DESIGN DETAILED	JRH	PEM	2/09
CHECKED			
REVISIONS			
FIELD CHANGES			

PLANS

Filename: 030_HDPlan24.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204 (100)X	47	208

PENOBSCOT ENERGY RECOVERY COMPANY

RELOCATE BOULDERS TO BLOCK DRIVE AT RIGHT-OF-WAY LIMITS (INCID. TO ITEM 203.20)

EASEMENT LINE

2.1 m X 1.4 m RIPRAP APRON

PENOBSCOT ENERGY RECOVERY COMPANY

INHABITANTS OF THE TOWN OF ORRINGTON (CATTLE POUND)

PENOBSCOT ENERGY RECOVERY COMPANY

9204.10

DEBORAH A. BIBEAU
N/K/A DEBORAH A. MOORES
ALVIN L. MOORES

PL

CONST. LIMITS TEMP. CLL EASE. SLOPE

1620± S.F.

0.06±AC.

BHE NN

BHE 106

450mm OPT 1

REMOVE

BHE 32

345± S.F.

LTS.

SWEL

150mm UD-B

DYCL

ROUTE 15
CONSTRUCTION BASELINE

10+160 10+180 10+200 10+220 10+240 10+260 10+280 10+300 10+320 10+340 10+360

2.4m 3.6m 300mm UD-C

(60.00') 18.288 m

BHE 1130

555± S.F.

150± S.F.

1040± S.F.

575± S.F.

REMOVE STUMP

1980± S.F.

RELOCATE BY OTHERS

T.C.L.

BANGOR HYDRO ELECTRIC
150 FT. EASEMENT

LINDA BELLE MELVIN
NANCY JEAN MEADE
STEPHAN A. MORAN

REMOVE EXIST. STONE WALL (INCID. TO ITEM 203.20)

LEONAL DUCAS
LISETTE J. DUCAS

PT STA 10+355.843

RICHARD J. GOODE

EASEMENT LINE

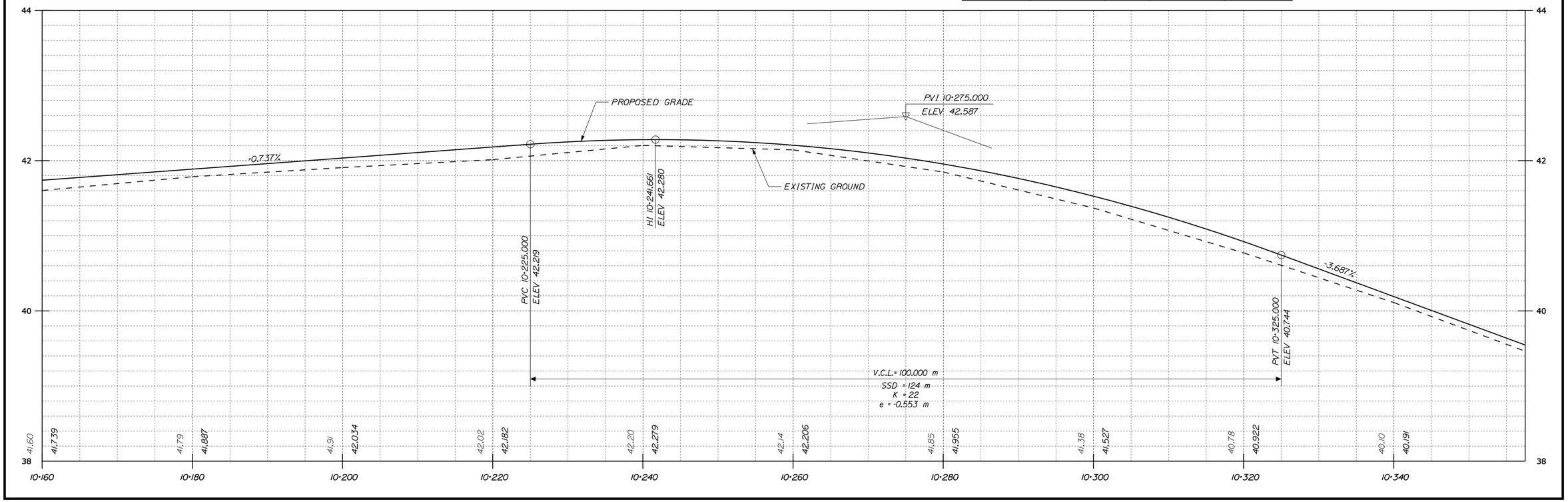
PL

LEGEND

RIPRAP AND STONE DITCH PROTECTION

SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-3.2%	10+160	-3.2%	-4.0%
		TO		
-4.0%	-3.2%	10+340	-3.2%	-4.0%



PROJECT DESIGN ENGINEER	KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM	2/09
CHECKED			
REVISIONS			
FIELD CHANGES			

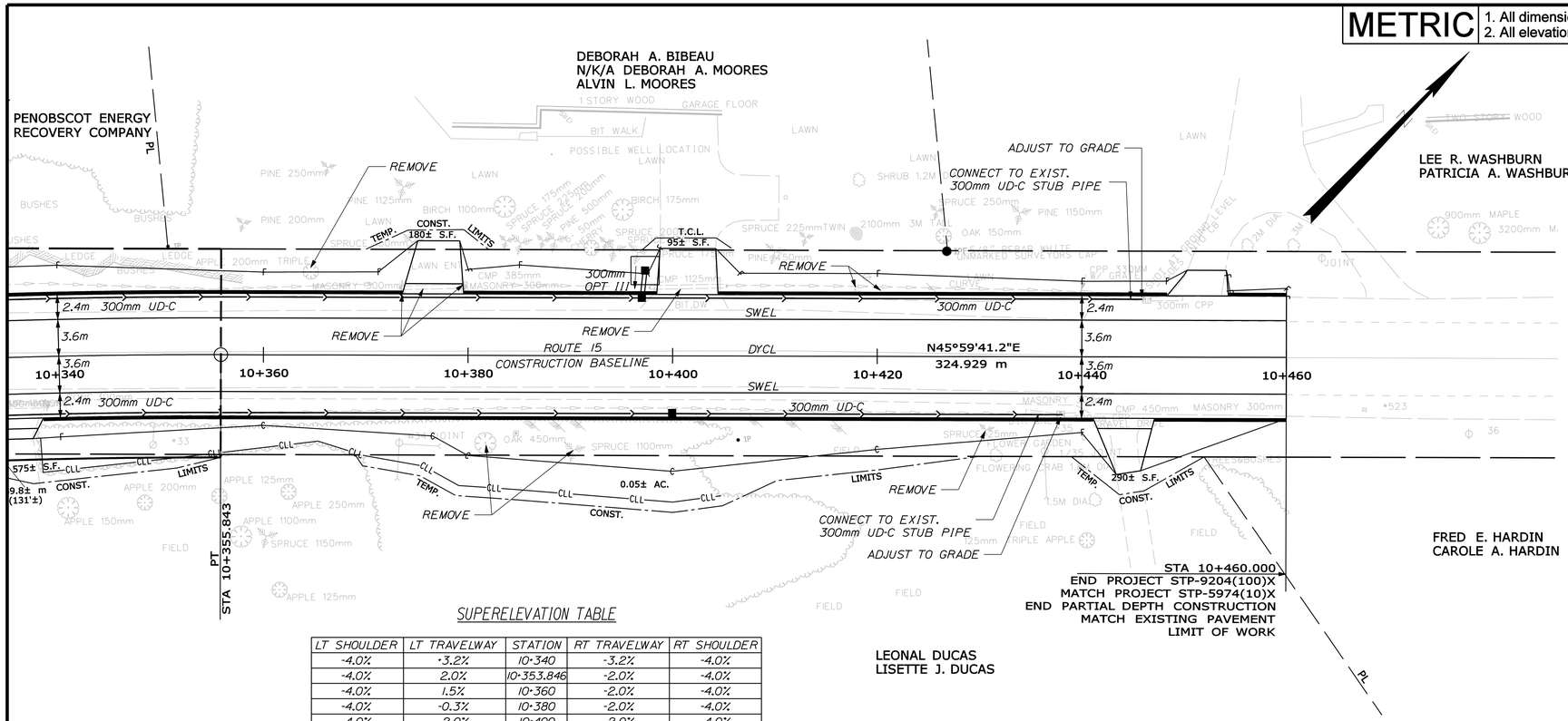
PLANS

Filename: 031_HDPlan25.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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

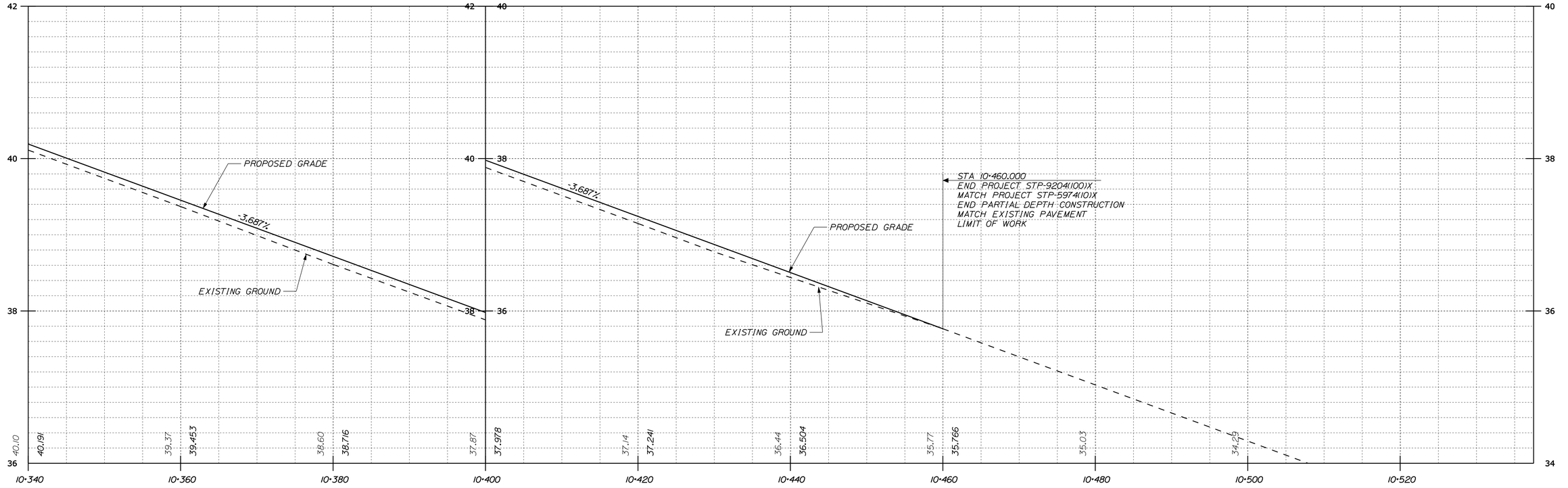
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204 (100)X	48	208

9204.10



SUPERELEVATION TABLE

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
-4.0%	-3.2%	10+340	-3.2%	-4.0%
-4.0%	2.0%	10+353.846	-2.0%	-4.0%
-4.0%	1.5%	10+360	-2.0%	-4.0%
-4.0%	-0.3%	10+380	-2.0%	-4.0%
-4.0%	-2.0%	10+400	-2.0%	-4.0%



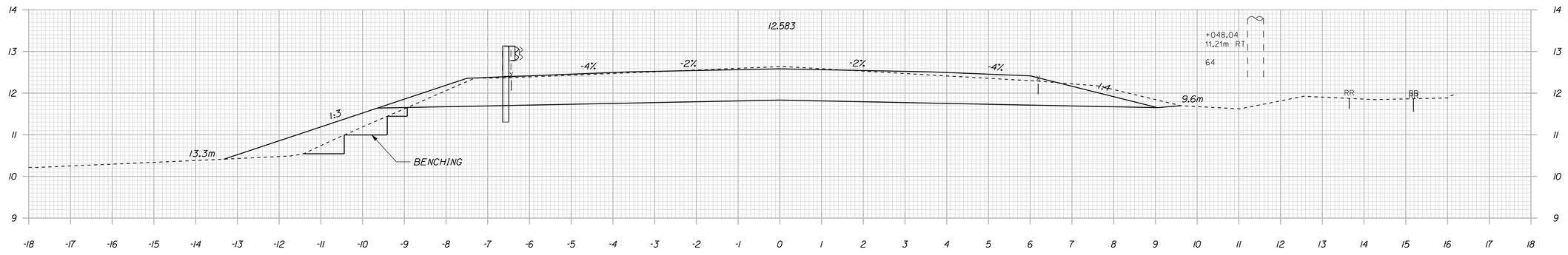
PROJECT DESIGN ENGINEER	KSD	JRH	PEM	2/09
PLANS	DESIGN-DETAILED			
	CHECKED			
	REVISIONS			
	FIELD CHANGES			

Filename: 032_HDPlan26.dgn Division: $wkgroup$ Username: normol Date:8/22/2011

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	STP-9204(100)X	49	208

9204.10

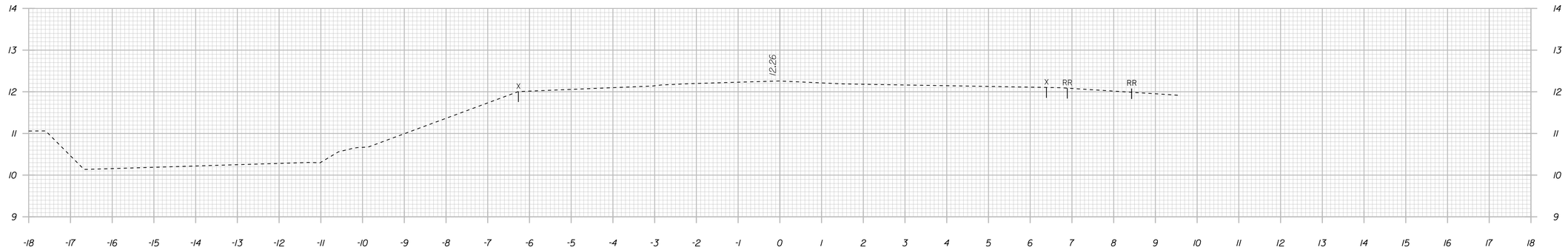


STA. 6+036.165 TO STA. 6+066.643. LT
INSTALL GUARDRAIL TYPE 3C - SINGLE RAIL
CONNECT TO EXISTING GUARDRAIL

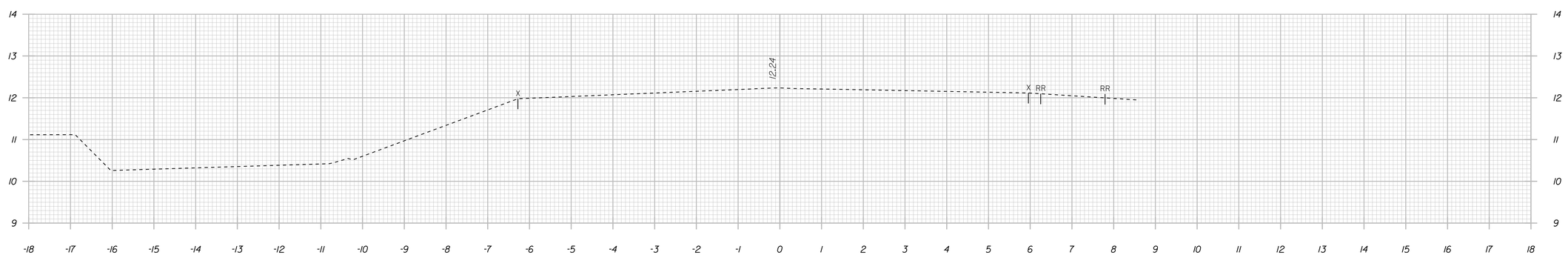
C= 102.9 m³
F= 11.9 m³

6+040.000

STA 6+031.000
BEGIN PROJECT STP-9204(100)X
BEGIN FULL DEPTH CONSTRUCTION
MATCH EXISTING PAVEMENT
LIMIT OF WORK



6+020.000



6+018.132

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

Filename: 001_XSECT_001.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

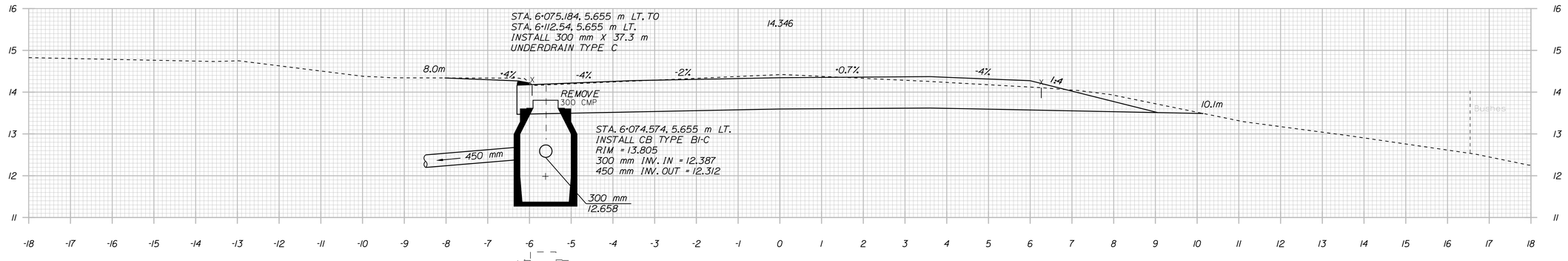
ORRINGTON ROUTE 15

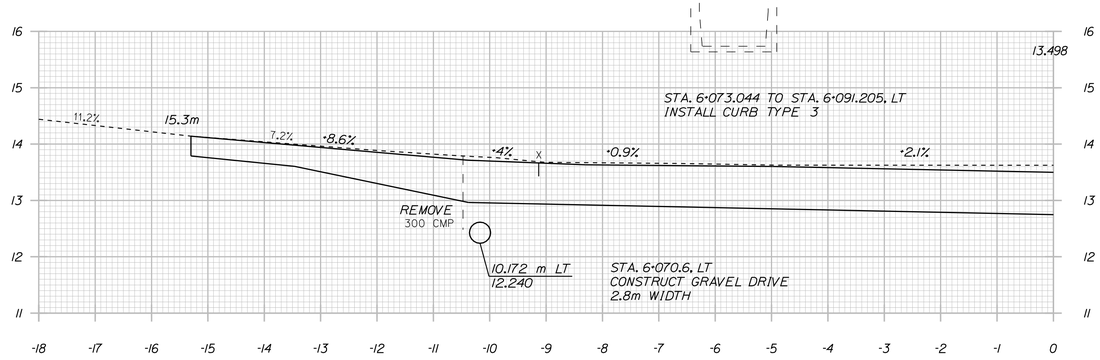
STA. 6+018.132 TO STA. 6+040.000

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	STP-9204(100)X	50	208

9204.10





STA. 6+072.283, RT
INSTALL TERMINAL END - SINGLE RAIL - GALVANIZED STEEL

6+064.307

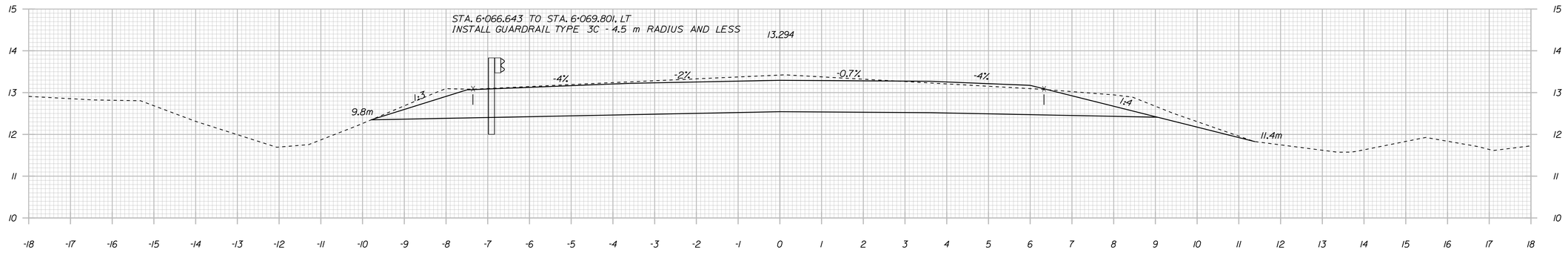
GRAVEL DRIVE SKEWED 44° AHEAD, LT

STA. 6+066.054, 10.122 m LT.
TO STA. 6+074.034, 5.934 m LT.
INSTALL 450 mm X 9.0 m
RCP CLASS III

450 mm RCP CLASS III
OUTLET ELEV. = 12.100

STA. 6+069.801 TO STA. 6+072.283, LT
INSTALL GUARDRAIL TYPE 3C - SINGLE RAIL

STA. 6+066.643 TO STA. 6+069.801, LT
INSTALL GUARDRAIL TYPE 3C - 4.5 m RADIUS AND LESS



6+060.000

C= 245.9 m³
F= 13.2 m³

STA. 6+060.000 TO STA. 6+080.000

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM 02/09
CHECKED	-----	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

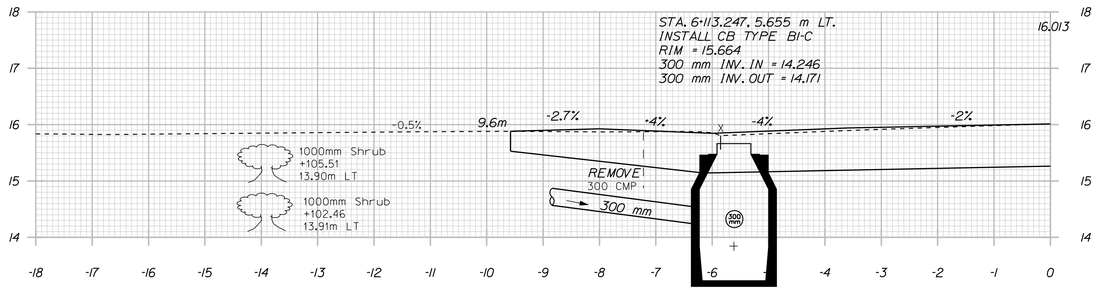
Filename: 001_XSECT_001.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	51	208

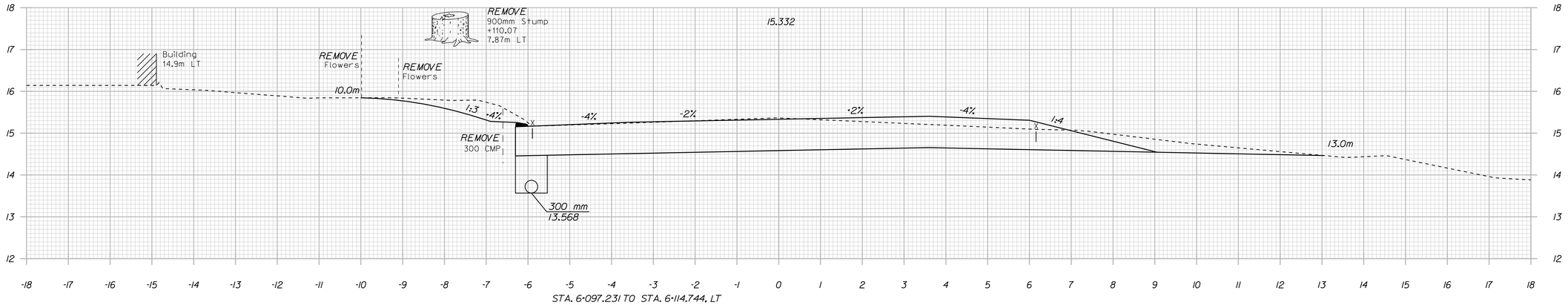
9204.10

STA. 6+113.807, 5.902 m LT. TO
STA. 6+123.919, 10.300 m LT.
INSTALL 300 mm X 10.973 m
CULVERT PIPE OPT. III



STA. 6+117.8, LT
CONSTRUCT FIELD (GRASS) ENTRANCE
4.3m WIDTH

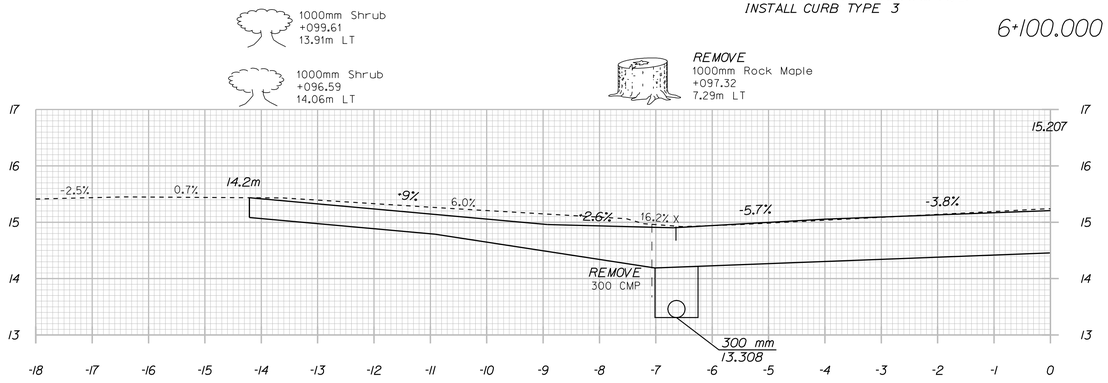
6+117.757
FIELD ENTRANCE, LT



STA. 6+097.231 TO STA. 6+114.744, LT
INSTALL CURB TYPE 3

6+100.000

C = 212.4 m³



STA. 6+094.2, LT
CONSTRUCT GRAVEL DRIVE
6.0m OPENING

6+097.183
GRAVEL DRIVE SKEWED 26° BACK, LT

+099.10
10.54m RT
NO *

STA. 6+097.183 TO STA. 6+117.757

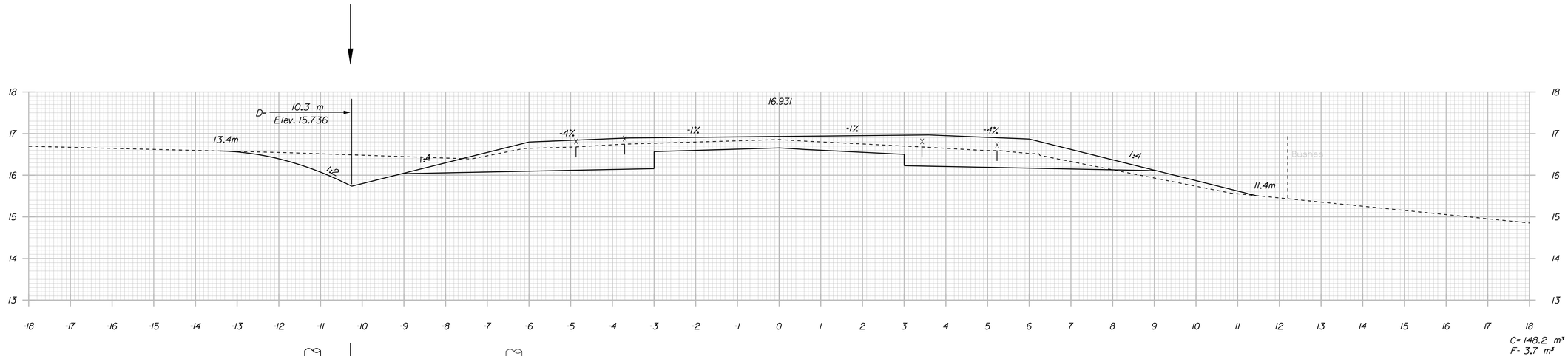
PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	
CHECKED	PEM	02/09
REVISIONS	-----	-----
FIELD CHANGES	-----	-----
	-----	-----

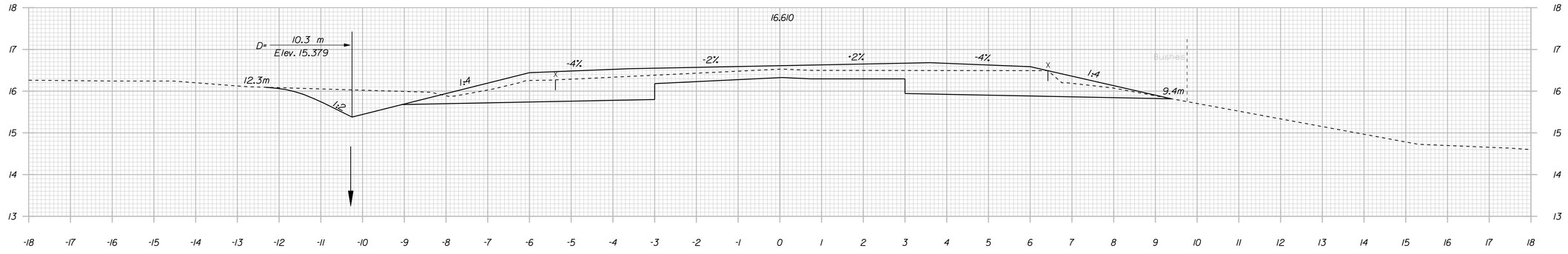
PLANS

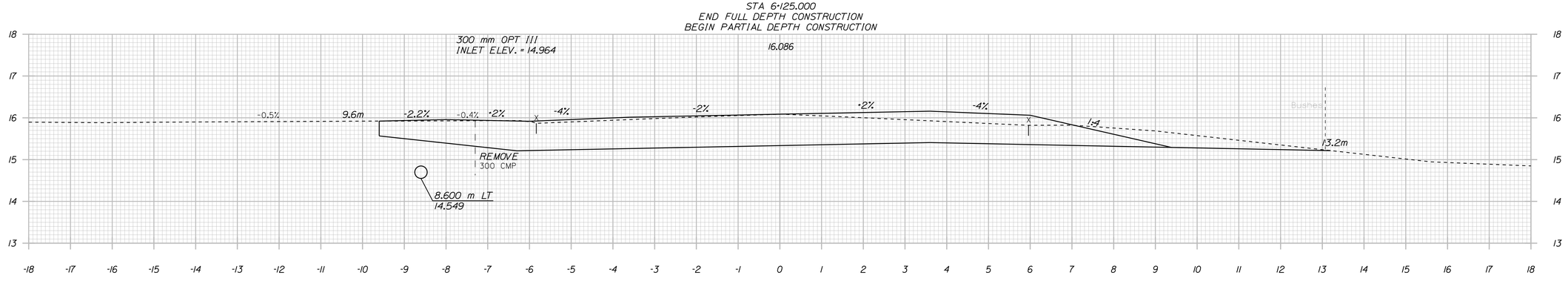
ORRINGTON ROUTE 15

Filename: 001_XSECT_001.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	52	208
				9204.10		







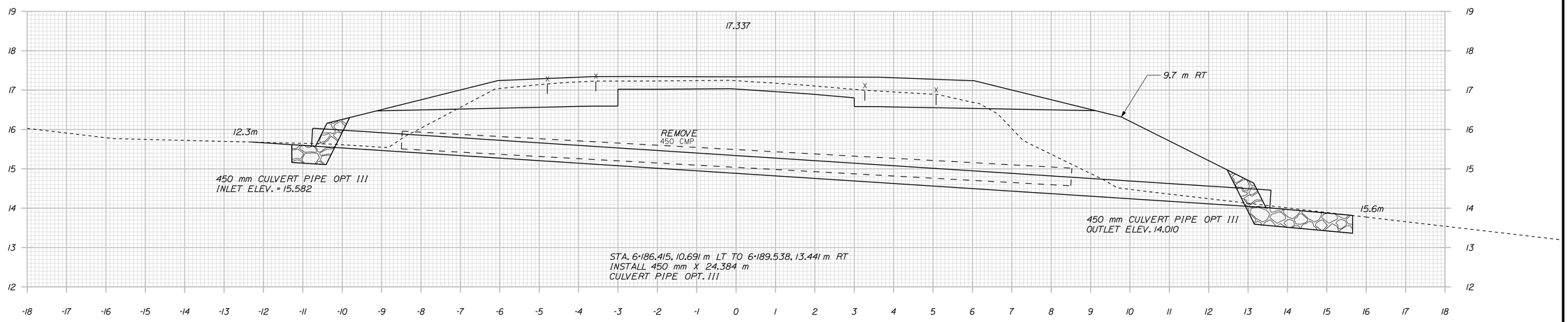
PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	-----
PLANS REVISIONS	-----	-----
FIELD CHANGES	-----	-----

Filename: 001_XSECT_001.dgn Username: normal Division: $wkgroup$ Date:8/22/2011

ORRINGTON ROUTE 15 STA. 6+120.000 TO STA. 6+160.000

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	STP-9204(100)X	53	208

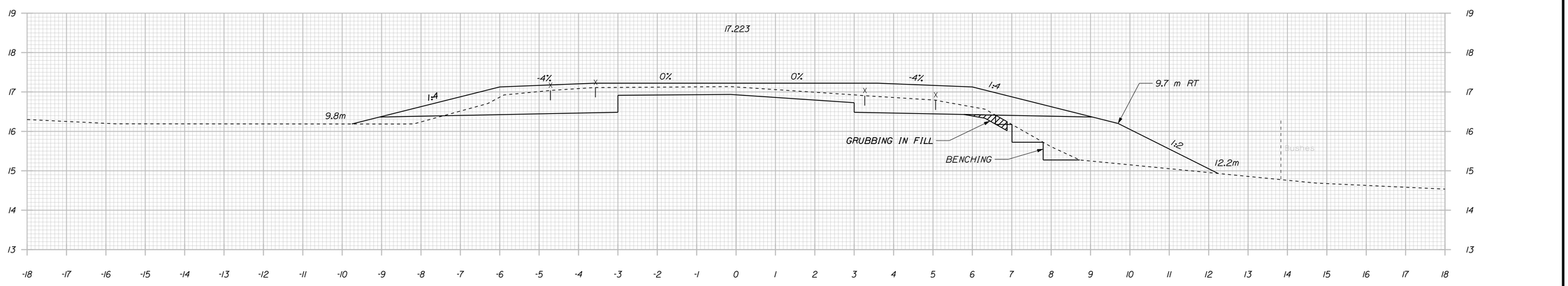
9204.10



STA. 6+185 TO STA. 6+327. LT
INSTALL EROSION CONTROL BLANKET

6+187.798

PIPE SKEWED 8° AHEAD RT



6+180.000

C= 116.7 m³
F= 42.4 m³
G= 1.3 m³

PROJECT DESIGN ENGINEER KSD		BY	DATE
	DESIGN-DETAILED	JRH	PEM	02/09
	CHECKED	-----	-----	-----
PLANS	REVISIONS	------	-----	-----
	FIELD CHANGES			

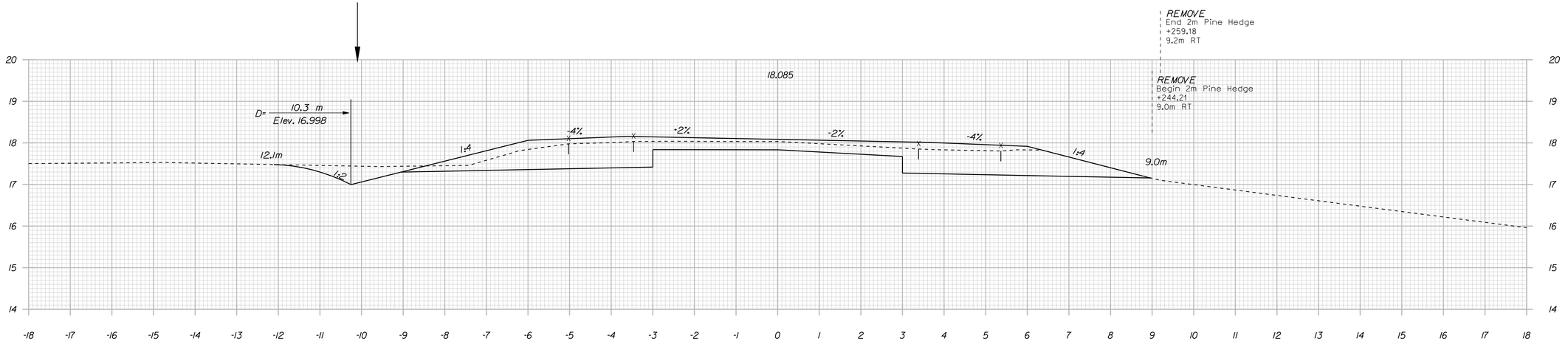
Date:8/22/2011
Username: normal
Division: $wkgroup$
Filename: 001_XSECT_001.dgn

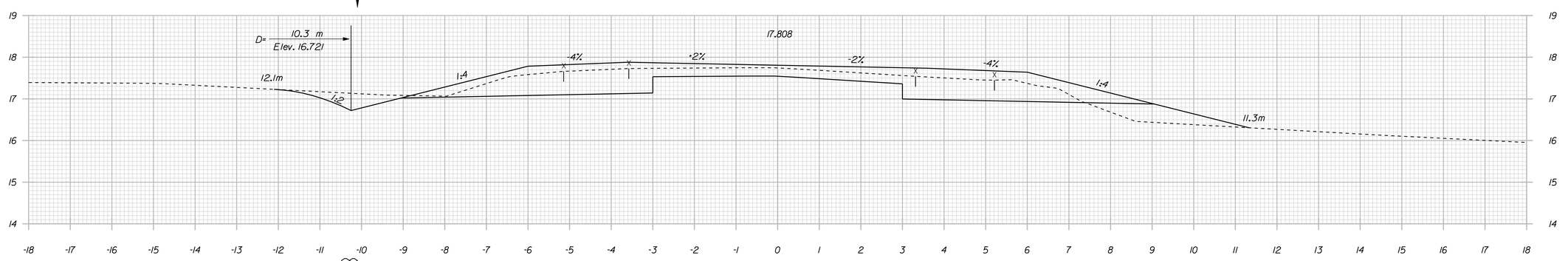
STA. 6+180.000 TO STA. 6+187.798

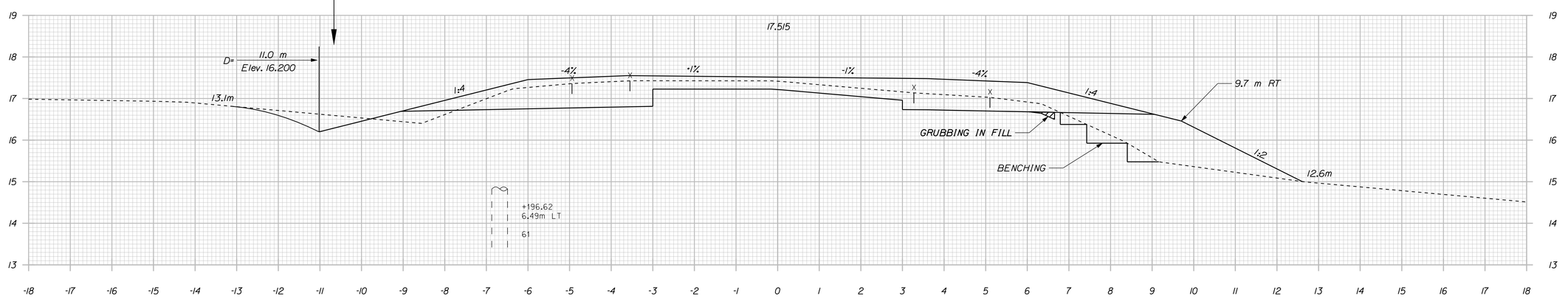
ORRINGTON ROUTE 15

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	STP-9204(100)X	54	208

9204.10







PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

ORRINGTON ROUTE 15

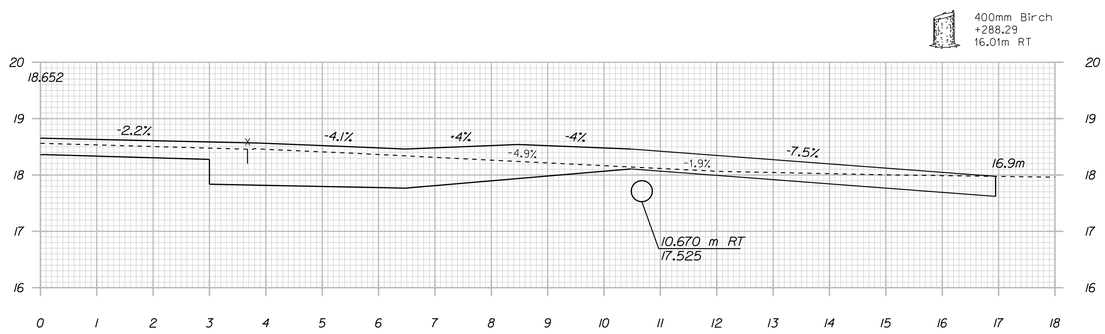
STA. 6+200.000 TO STA. 6+240.000

Filename: 001_XSECT_001.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	55	208

9204.10

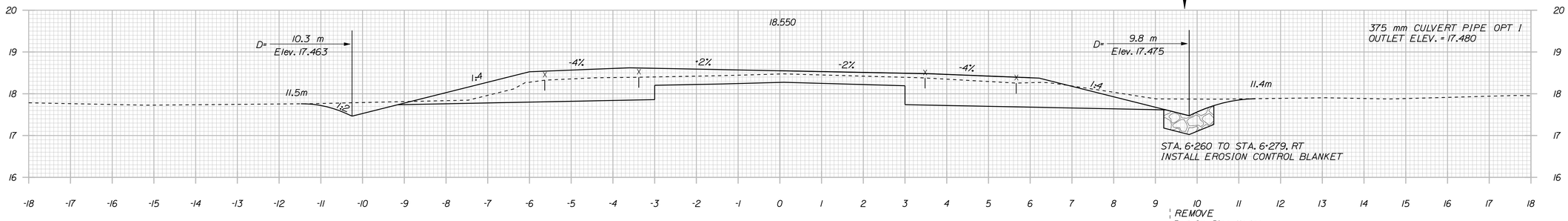
375 mm CULVERT PIPE OPT I
INLET ELEV. = 17.535



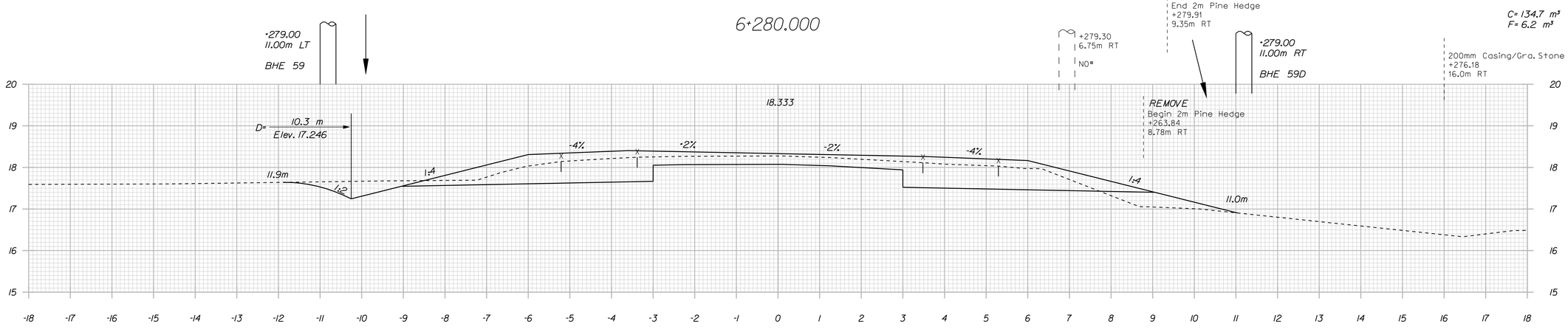
6+290.461
PAVED DRIVE SKEWED 22° BACK, RT

STA. 6+286.3, RT
CONSTRUCT PAVED DRIVE
3.7m WIDTH

STA. 6+280.773, 9.812 m RT TO
STA. 6+291.807, 9.756 m RT
INSTALL 375 mm x 10.973 m
CULVERT PIPE OPT I



6+280.000



6+260.000

PROJECT DESIGN ENGINEER KSD

	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	
REVISIONS	-----	
FIELD CHANGES	-----	

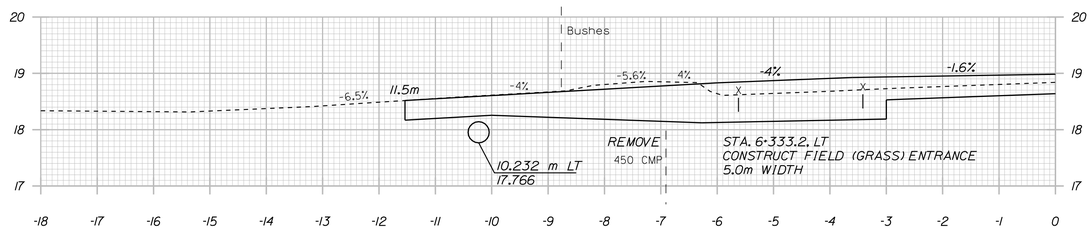
PLANS

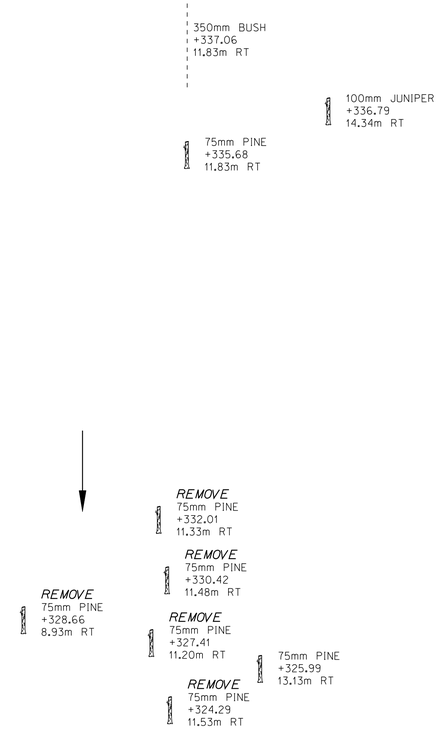
Filename: 001_XSECT_001.dgn Username: normal Division: $wkgroup$ Date:8/22/2011

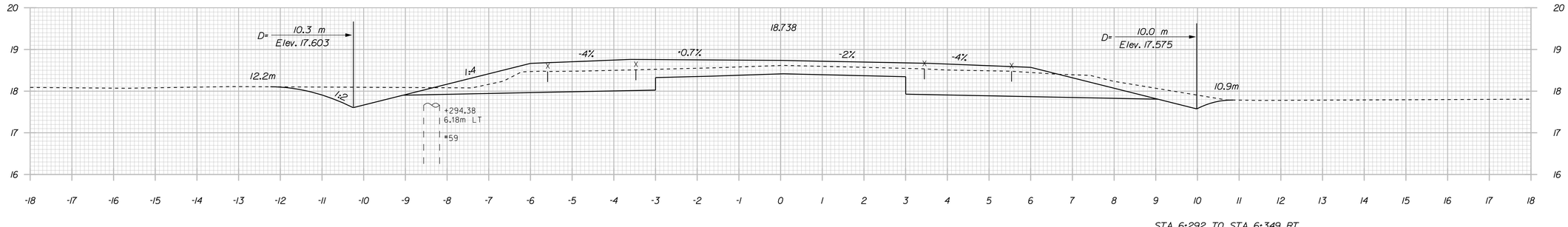
STA. 6+260.000 TO STA. 6+290.461

ORRINGTON ROUTE 15

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	STP-9204(100)X	56	208
				9204.10		







PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	-----
PLANS REVISIONS	-----	-----
FIELD CHANGES	-----	-----

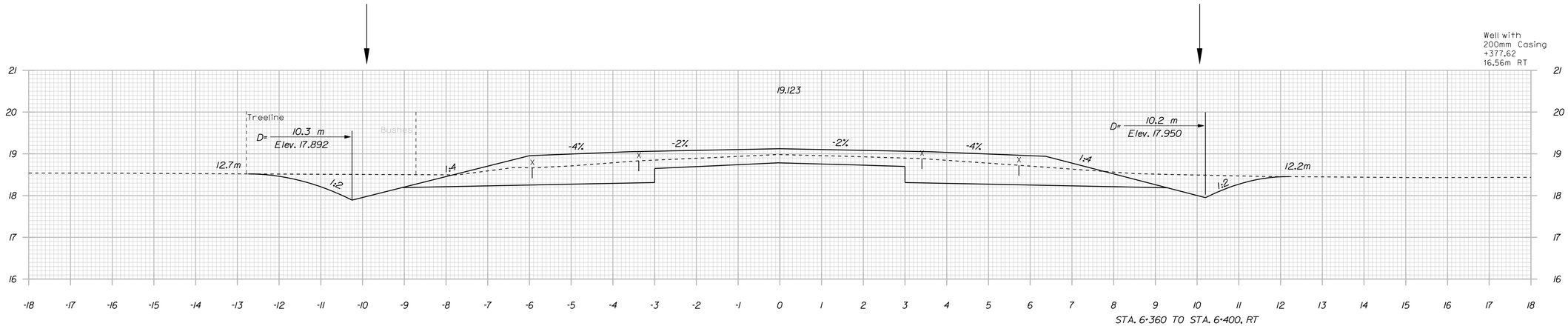
Filename: 001_XSECT_001.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

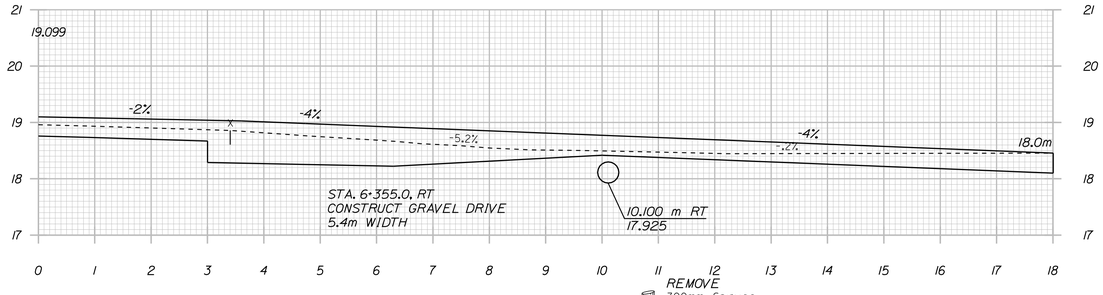
STA. 6+300.000 TO STA. 6+333.153

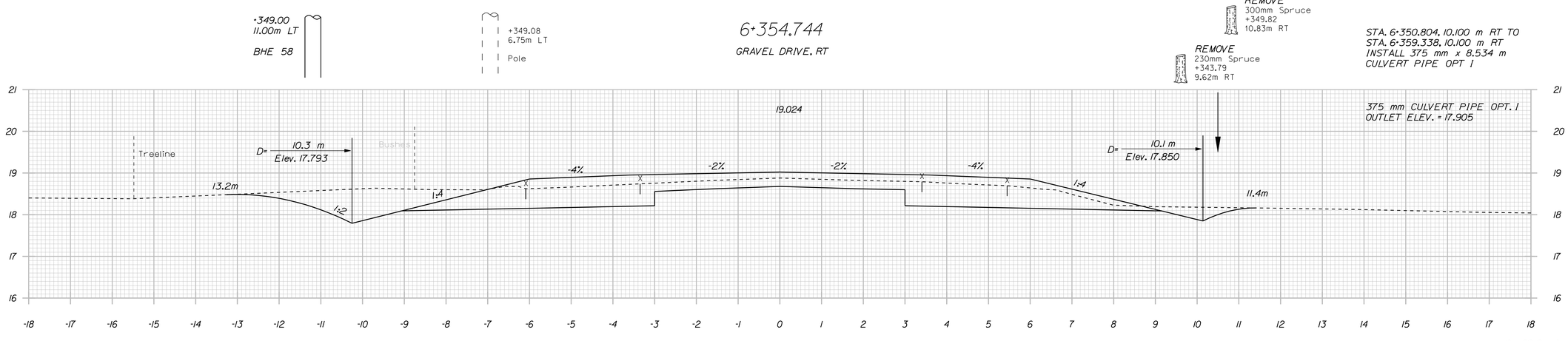
ORRINGTON ROUTE 15

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	STP-9204(100)X	57	208

9204.10







PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM 02/09
CHECKED	------	------
REVISIONS	------	------
FIELD CHANGES	------	------

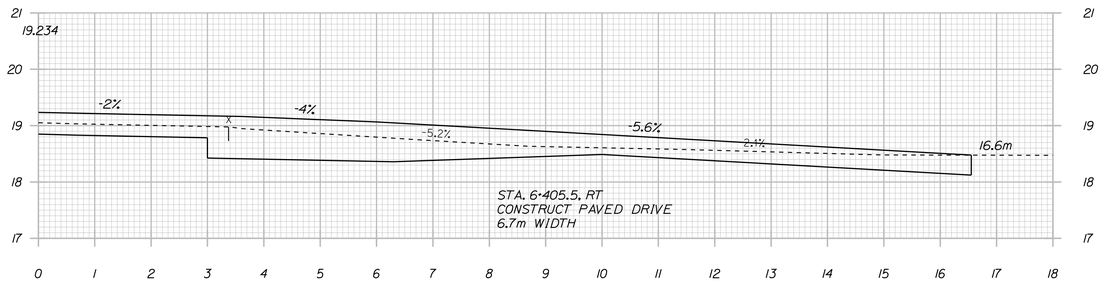
PLANS

Filename: 001_XSECT_001.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

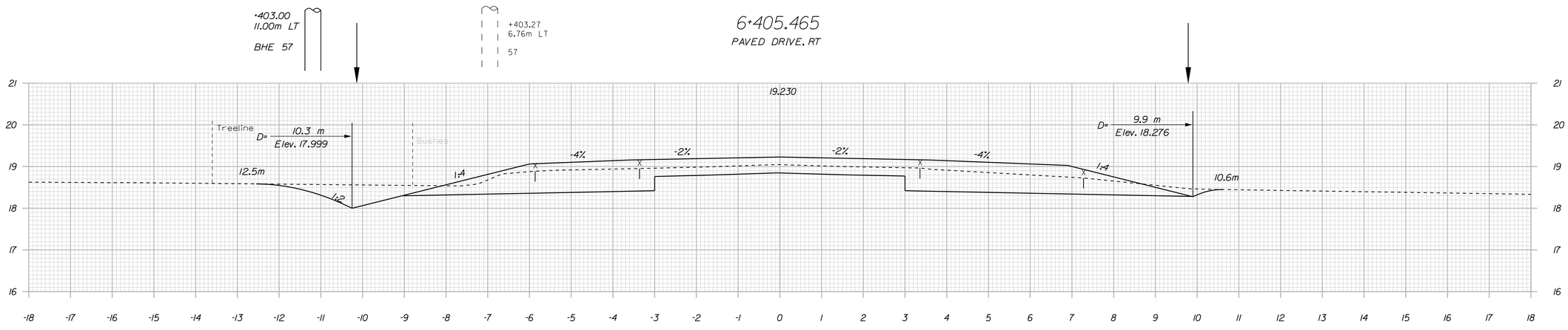
STA. 6+340.000 TO STA. 3+360.000

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	STP-9204(100)X	58	208

9204.10



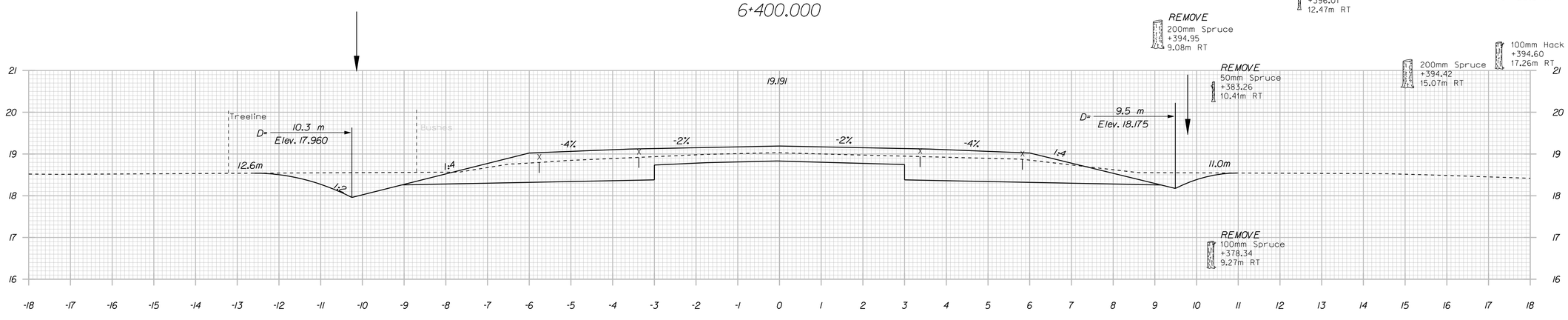
6+405.465
PAVED DRIVE, RT



6+400.000

50mm Spruce
+396.01
12.47m RT

C= 155.3 m³



6+380.000

C=162.4 m³

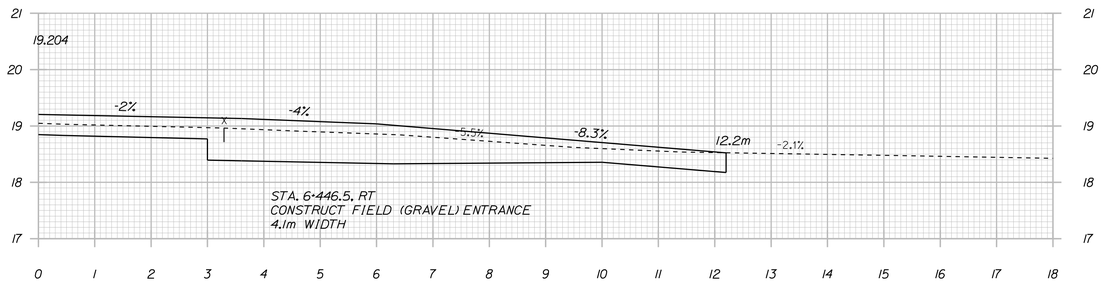
PROJECT DESIGN ENGINEER	KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM	02/09
CHECKED	-----	-----	-----
PLANS REVISIONS	-----	-----	-----
FIELD CHANGES	-----	-----	-----

Filename: 001_XSECT_001.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

ORRINGTON ROUTE 15 STA. 6+380.000 TO STA. 6+405.465

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	STP-9204(100)X	59	208

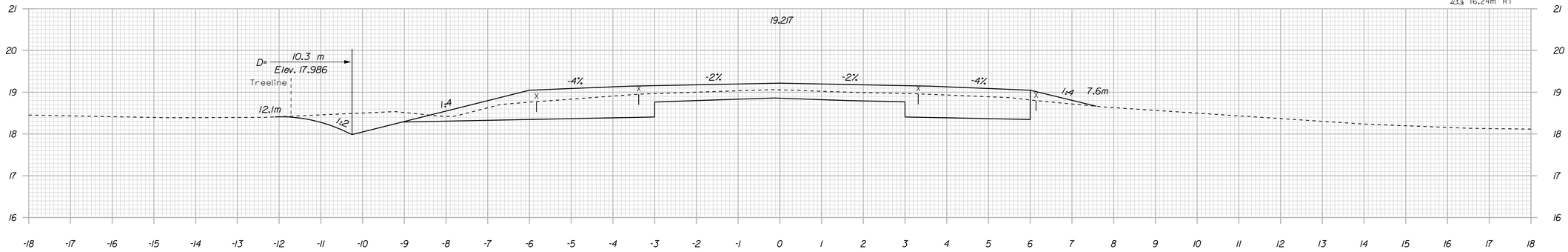
9204.10



6+446.476
FIELD ENTRANCE. RT

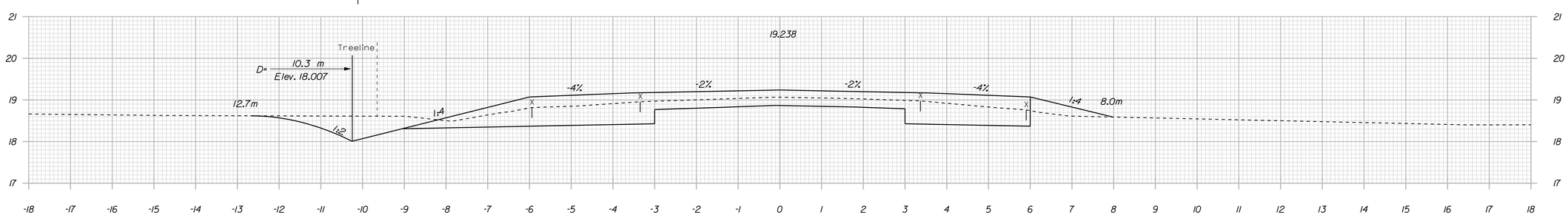
100mm Poplar
+443.26
17.91m RT

200mm Poplar
+442.89
16.24m RT



6+440.000

C= 117.3 m³
F= 5.8 m³



6+420.000

C= 134.9 m³
F= 3.9 m³

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	-----	-----
	REVISIONS	-----	-----
	FIELD CHANGES	-----	-----

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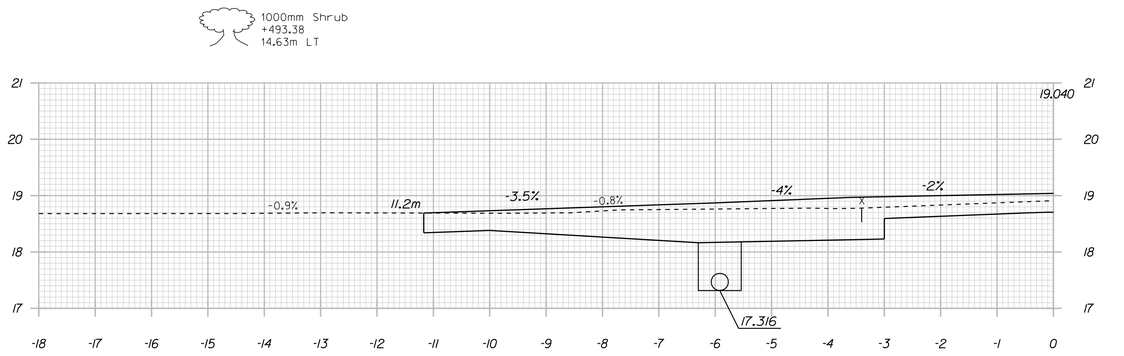
STA. 6+420.000 TO STA. 6+446.476

ORRINGTON ROUTE 15

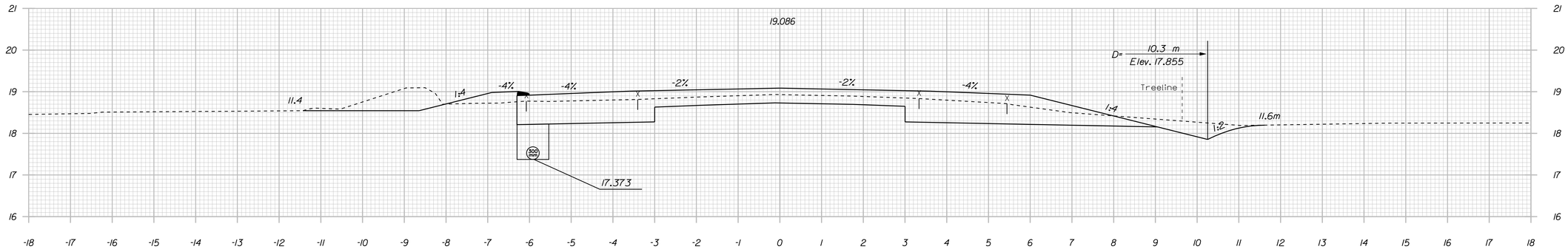
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	60	208

9204.10



STA. 6+488.5, LT
CONSTRUCT PAVED DRIVE
8.0m OPENING

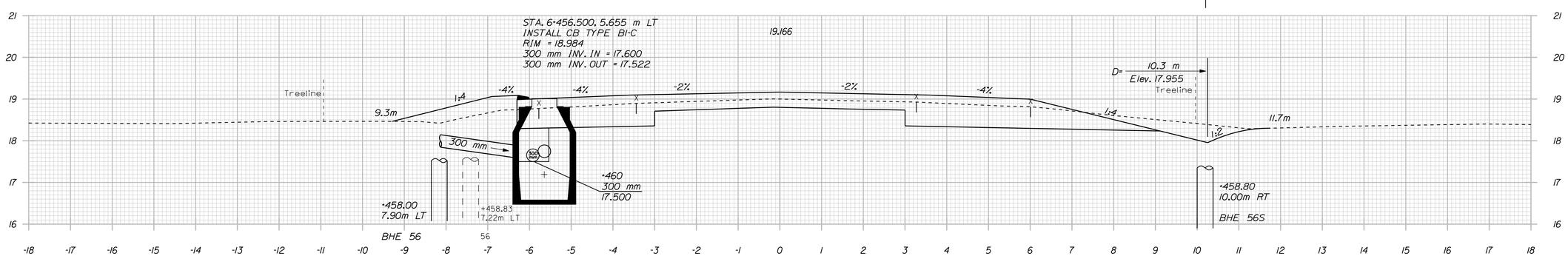
6+488.970
PAVED DRIVE, LT



STA. 6+457.110, 5.655 m LT TO
STA. 6+522.451, 5.655 m LT
INSTALL 300 mm x 65.3 m
UNDERDRAIN TYPE C

6+480.000

C= 131.3 m³
F= 11.1 m³



STA. 6+451.314, 9.921 m LT. TO
STA. 6+456.029, 6.043 m LT.
INSTALL 300 mm X 6.096 m
CULVERT PIPE OPT III

300 mm CULVERT PIPE OPT III
INLET ELEV. = 17.950

STA. 6+455.000 TO STA. 6+484.472, LT
INSTALL CURB TYPE 3

6+460.000

STA. 6+459 TO STA. 6+617, RT
INSTALL EROSION CONTROL BLANKET

C= 121.1 m³
F= 10.1 m³

PROJECT DESIGN ENGINEER KSD	BY	DATE
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FIELD CHANGES		

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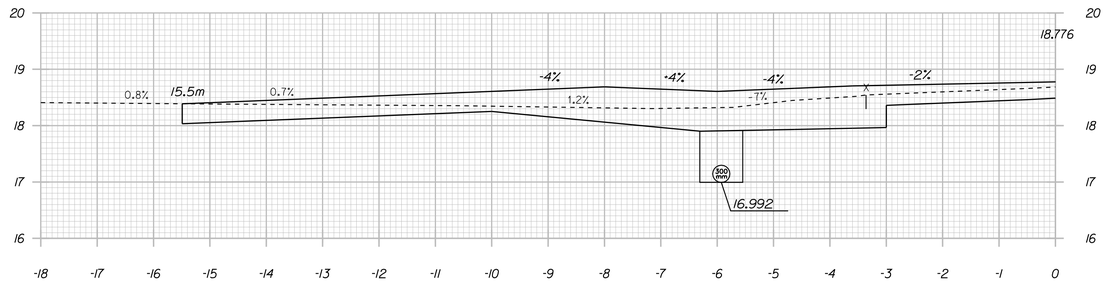
STA. 6+460.000 TO STA. 6+488.970

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

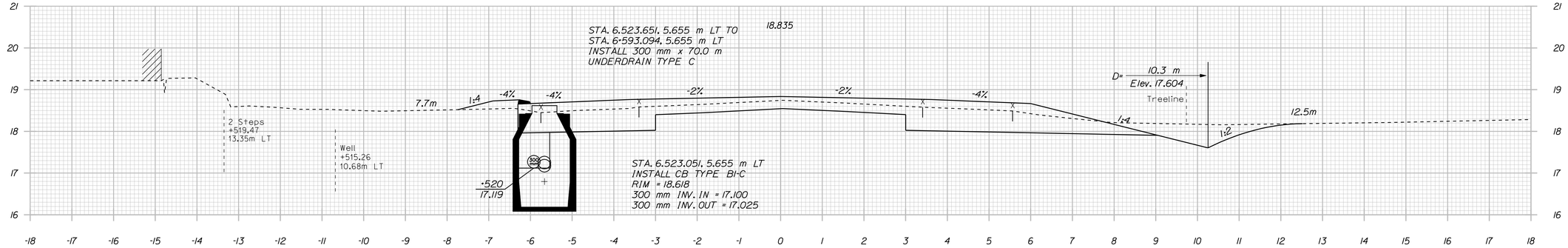
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	61	208

9204.10



STA. 6+527.6, LT
CONSTRUCT PAVED DRIVE
6.0m OPENING

6+527.586
PAVED DRIVE, LT



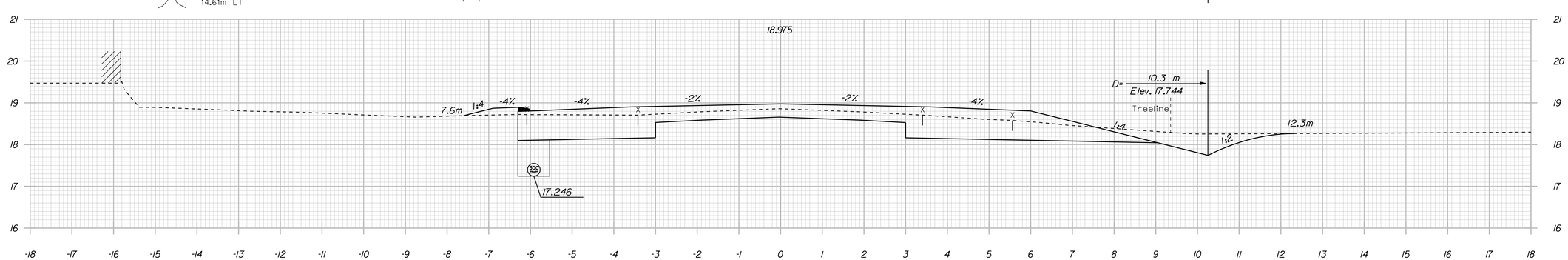
+508.00
7.90m LT
BHE 4/55

+508.77
7.23m LT
4/55

1000mm Shrub
+501.49
14.61m LT

6+520.000

C= 130.1 m³
F= 3.5 m³



STA. 6+492.488 TO STA. 6+524.584, LT
INSTALL CURB TYPE 3

6+500.000

C= 133.1 m³
F= 4.4 m³

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	-----
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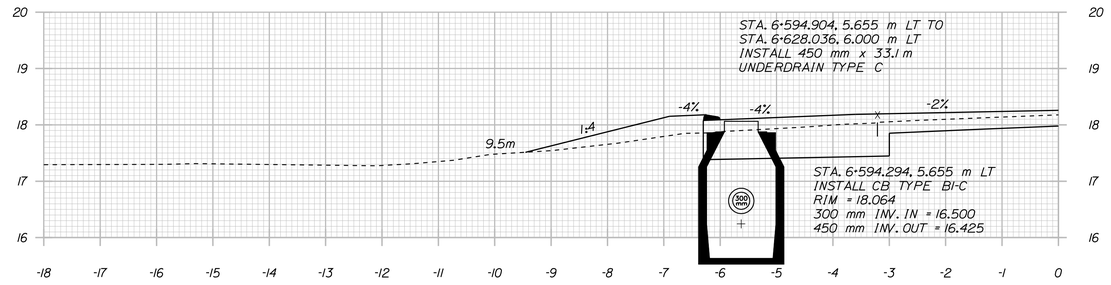
STA. 6+500.000 TO STA. 6+527.586

ORRINGTON ROUTE 15

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

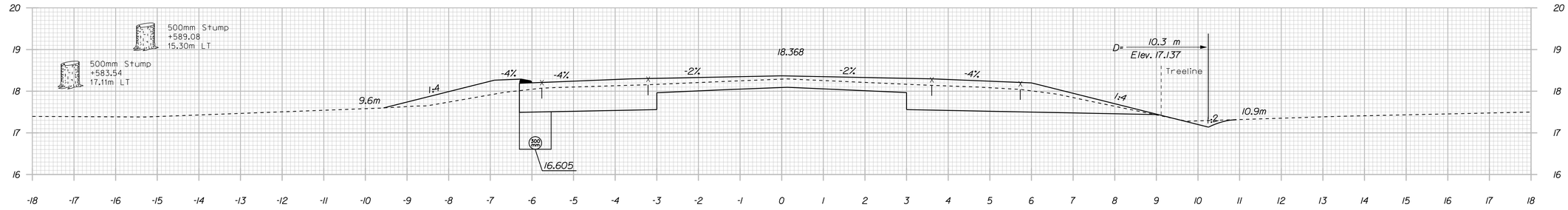
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	62	208

9204.10



6+594.294

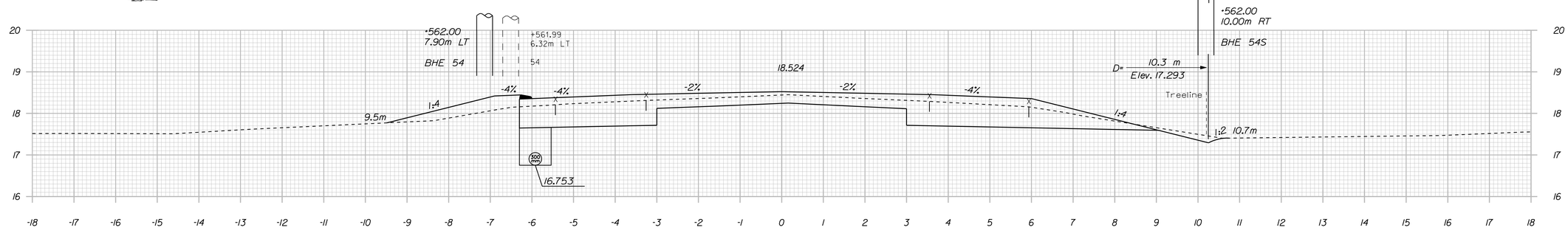
400mm Stump
+592.89
14.21m LT



6+580.000

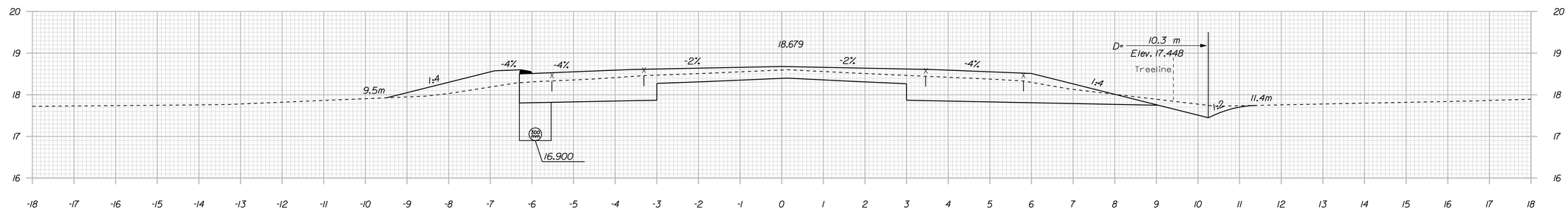
C= 114.3 m³
F= 14.5 m³

600mm Pine
+562.05
15.33m LT



6+560.000

C= 116.4 m³
F= 15.0 m³



STA. 6+530.586 TO STA. 6+595.537, LT
INSTALL CURB TYPE 3

6+540.000

C= 124.3 m³
F= 9.8 m³

ORRINGTON ROUTE 15

STA. 6+540.000 TO STA. 6+594.294

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
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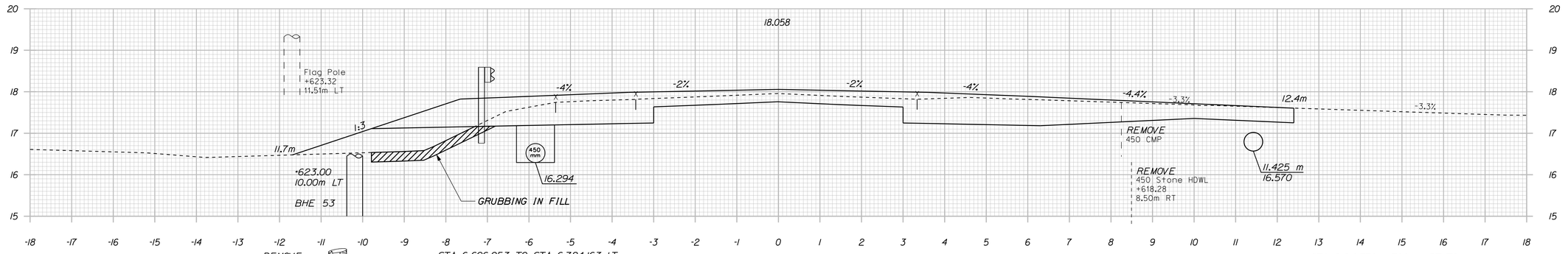
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	63	208

9204.10



REMOVE
450mm Cedar
+616.22
10.62m LT

Building
+610.99
16.84m LT

STA. 6+606.053 TO STA. 6+724.163. LT
INSTALL GUARDRAIL TYPE 3C - SINGLE RAIL

STA. 6+601.470 TO STA. 6+606.053. LT
INSTALL GUARDRAIL TYPE 3C - 4.5 m RADIUS AND LESS

STA. 6+601.470. RT
INSTALL TERMINAL END - SINGLE RAIL - GALVANIZED STEEL

6+620.000

STA. 6+616.770. 11.300 m RT TO
STA. 6+626.519. 11.600 m RT
INSTALL 450 mm x 9.754 m
CULVERT PIPE OPT 1

450 mm CULVERT PIPE OPT 1
INLET ELEV. = 16.600

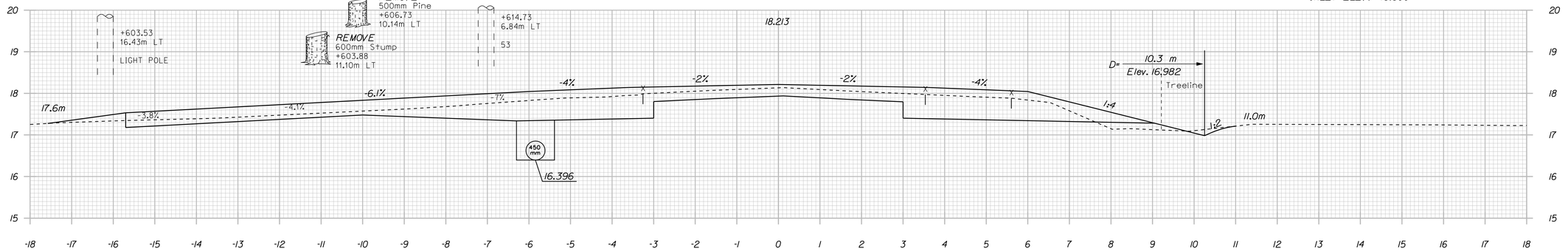
C= 104.3 m³
F= 18.6 m³
G= 6.3 m³

REMOVE
500mm Pine
+606.73
10.14m LT

REMOVE
600mm Stump
+603.88
11.10m LT

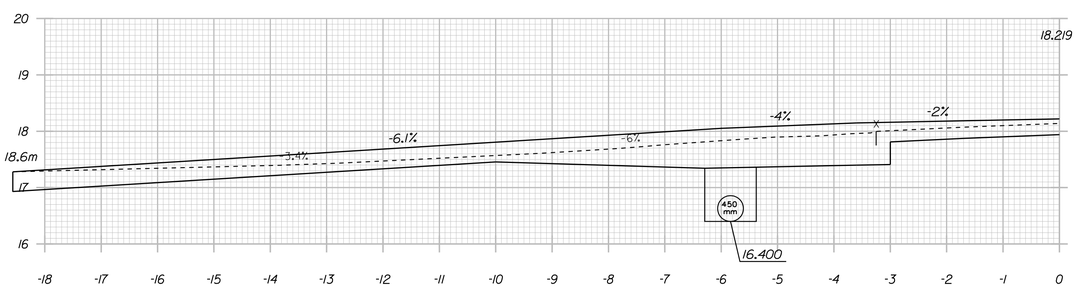
+603.53
16.43m LT
LIGHT POLE

+614.73
6.84m LT
53



6+600.000

C= 109.0 m³
F= 9.8 m³



STA. 6+599.0. LT
CONSTRUCT GRAVEL DRIVE
4.7m WIDTH

6+599.153
GRAVEL DRIVE. LT

PROJECT DESIGN ENGINEER KSD	BY	DATE
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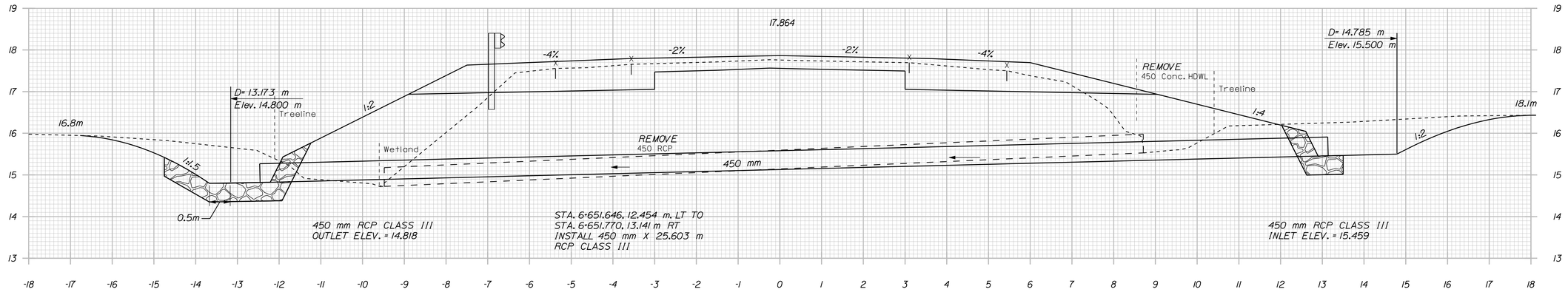
STA. 6+599.153 TO STA. 6+620.000

ORRINGTON ROUTE 15

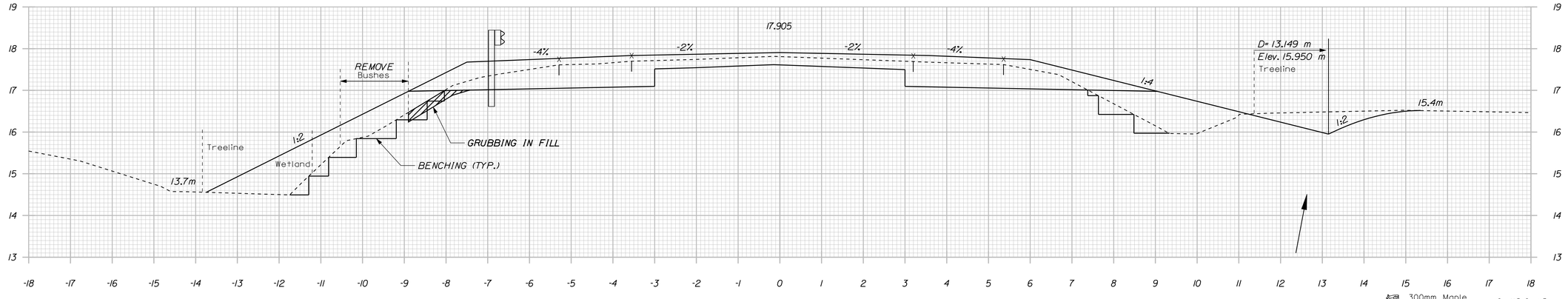
METRIC 1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	64	208

9204.10



6+651.706
PIPE



STA. 6+638 TO STA. 6+659, LT
INSTALL EROSION CONTROL BLANKET

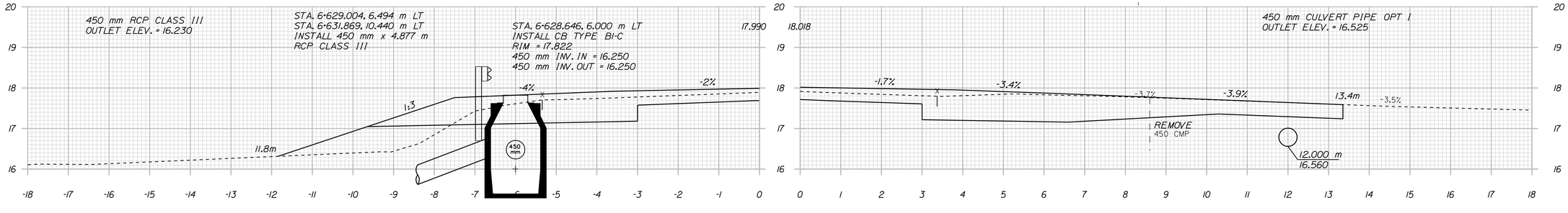
6+640.000

300mm Maple
+631.88
13.82m RT

C= 118.0 m³
F= 66.9 m³
G= 8.9 m³

REMOVE
450 Stone HDWL
+626.32
8.32m RT

STA. 6+629 TO STA. 6+665, RT
INSTALL EROSION CONTROL BLANKET



6+628.646

6+625.097
GRAVEL DRIVE SKEWED 18° BACK, RT

STA. 6+621.7, RT
CONSTRUCT GRAVEL DRIVE
3.4m WIDTH

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	JRH	02/09
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REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

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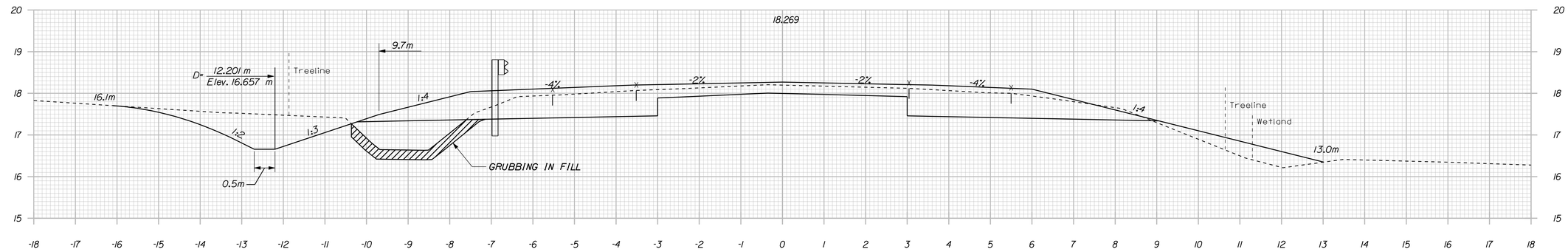
STA. 6+625.097 TO STA. 6+651.706

ORRINGTON ROUTE 15

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

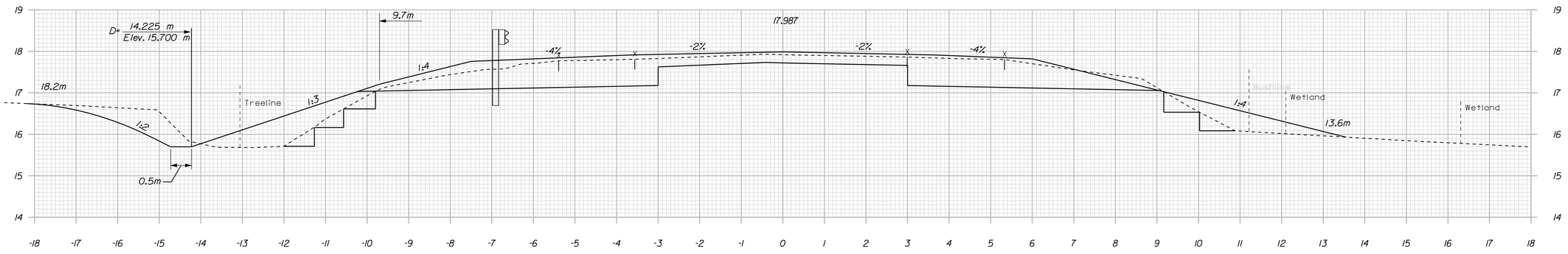
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	65	208

9204.10



6+700.000

C= 143.5 m³
F= 52.2 m³
G= 8.0 m³



STA. 6+668 TO STA. 6+781, LT
INSTALL EROSION CONTROL BLANKET

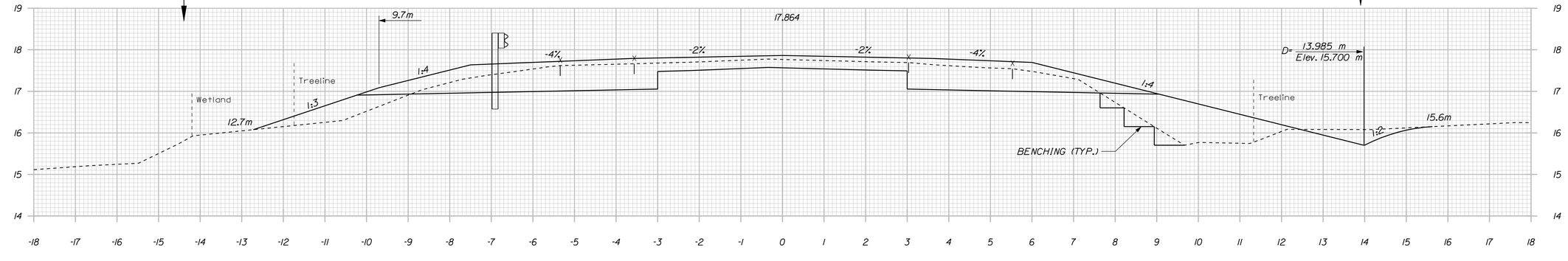
+671.00
10.00m LT

BHE 52

+671.00
6.72m LT
52

6+680.000

C= 155.0 m³
F= 66.9 m³



6+660.000

C= 132.8 m³
F= 89.2 m³
G= 2.6 m³

PROJECT DESIGN ENGINEER	KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM	02/09
CHECKED	-----	-----	-----
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FIELD CHANGES			

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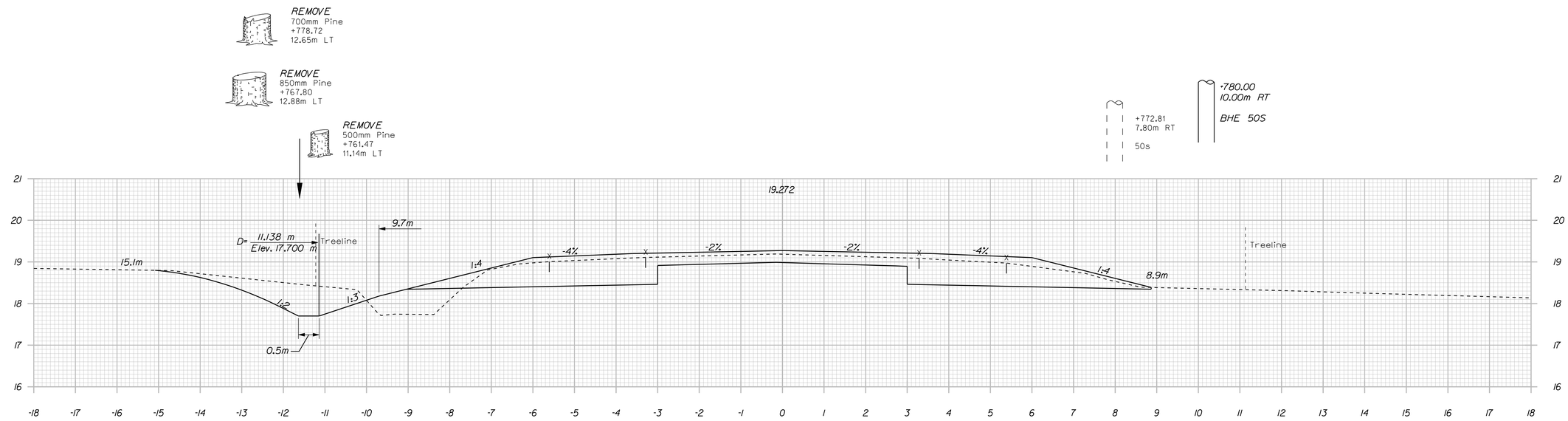
STA. 6+660.000 TO STA. 6+700.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	66	208

9204.10



PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM	02/09
CHECKED	-----	-----	-----
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FIELD CHANGES			

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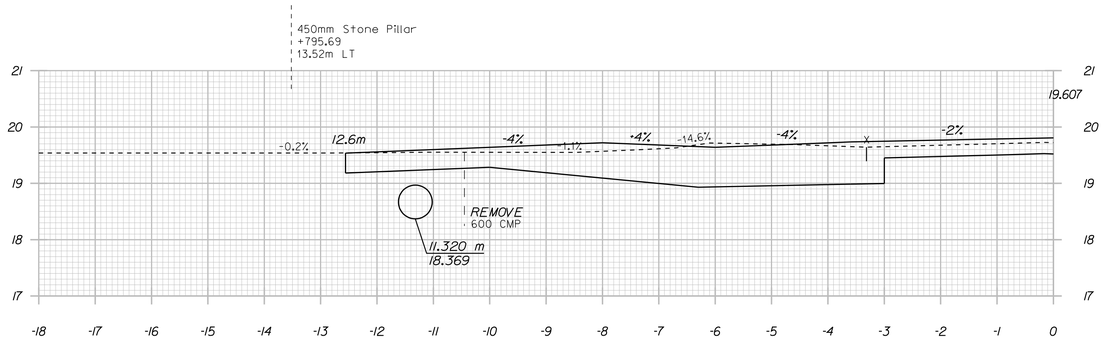
STA. 6+720.000 TO STA. 6+760.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	67	208

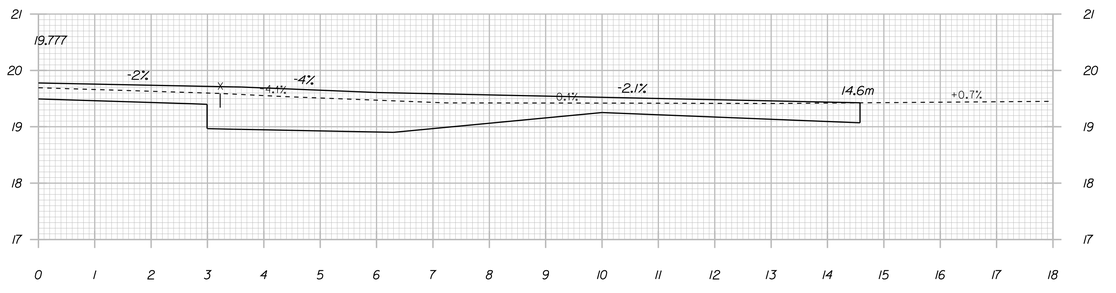
9204.10

600 mm CULVERT PIPE OPT 1
INLET ELEV. = 18.516



STA. 6+792.0. LT
CONSTRUCT GRAVEL DRIVE
5.4m WIDTH

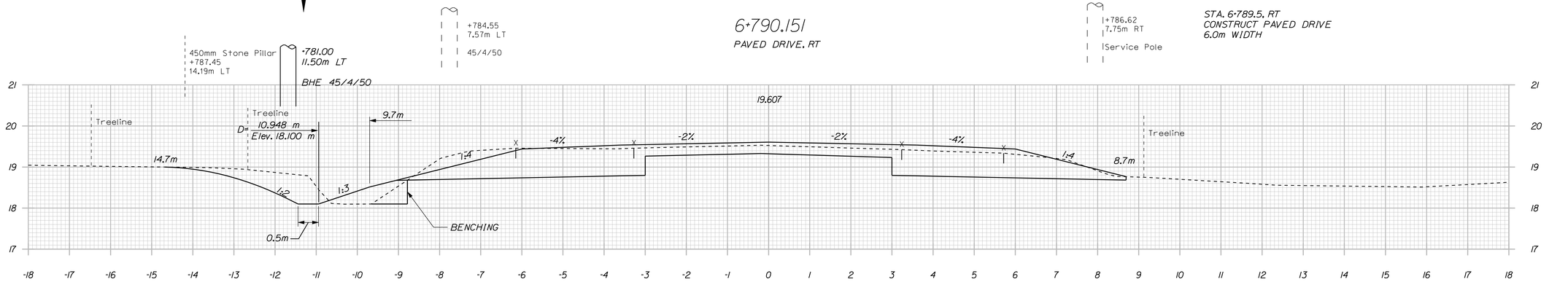
6+791.945
MCGINN ROAD. LT



STA. 6+783.860. 11.240 m LT TO
STA. 6+798.490. 11.385 m LT
INSTALL 600 mm x 14.630 m
CULVERT PIPE OPT 1

600 mm CULVERT PIPE OPT 1
OUTLET ELEV. = 18.187

6+790.151
PAVED DRIVE. RT



STA. 6+789.5. RT
CONSTRUCT PAVED DRIVE
6.0m WIDTH

6+780.000

C= 168.7 m³
F= 15.0 m ³

STA. 6+780.000 TO STA. 6+791.945

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM 02/09
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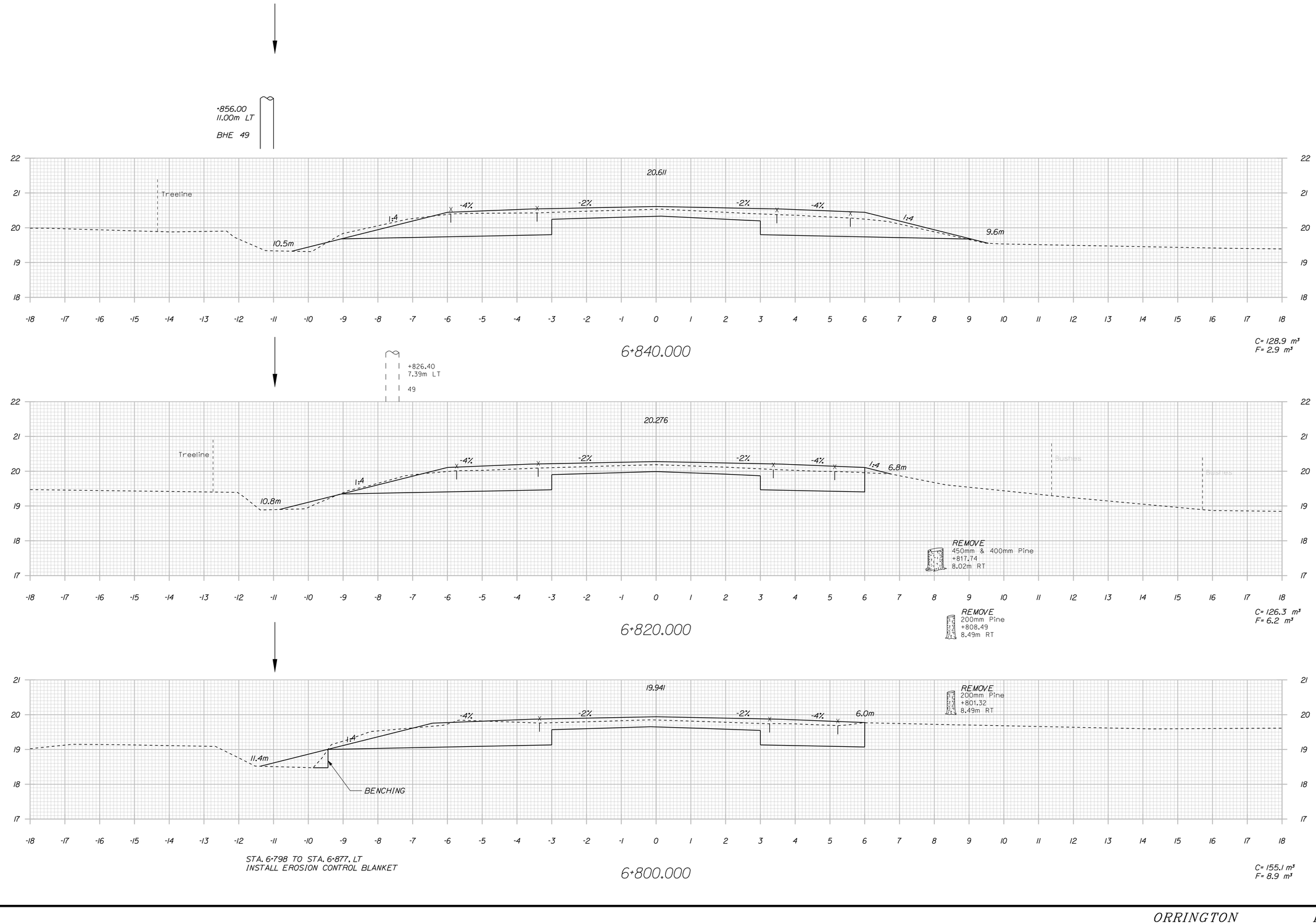
Filename: 001_XSECT_001.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	68	208

9204.10



PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	-----
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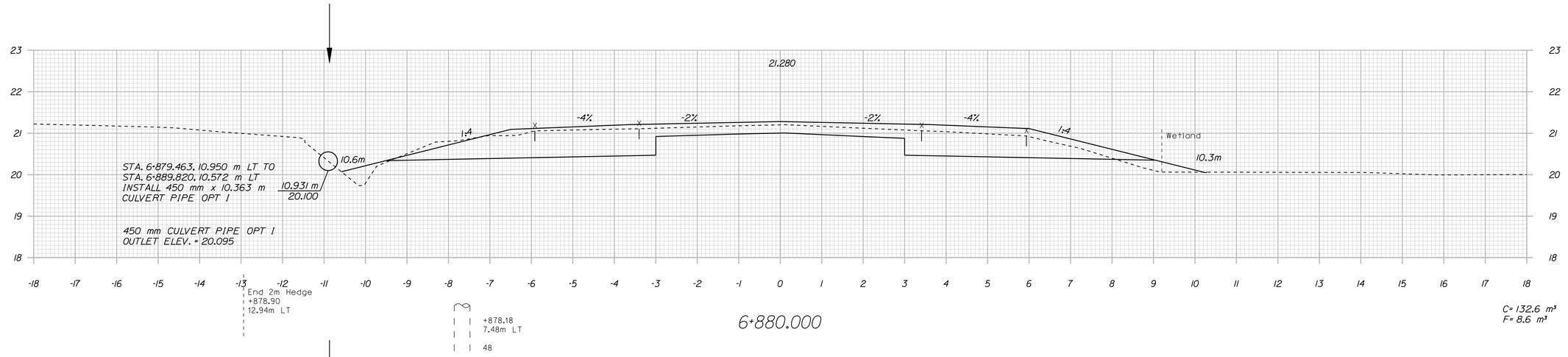
STA. 6+800.000 TO STA. 6+840.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	69	208

9204.10



PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	
REVISIONS	-----	
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PLANS

ORRINGTON ROUTE 15

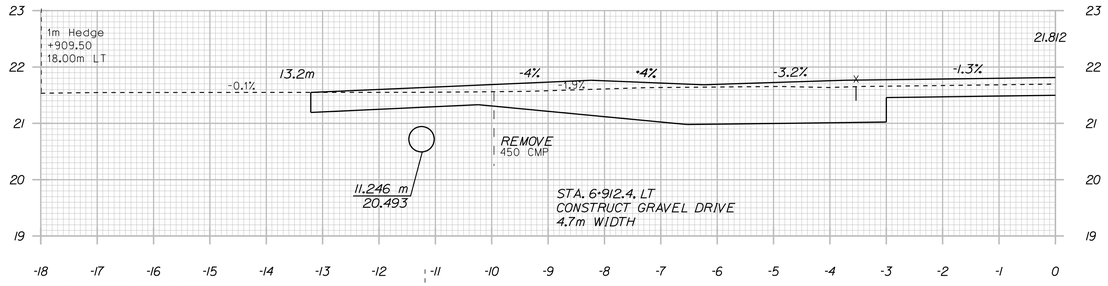
STA. 6+853.283 TO STA. 6+880.000

Filename: 001_XSECT_001.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	70	208

9204.10

450 mm CULVERT PIPE OPT. 1
INLET ELEV. = 20.590



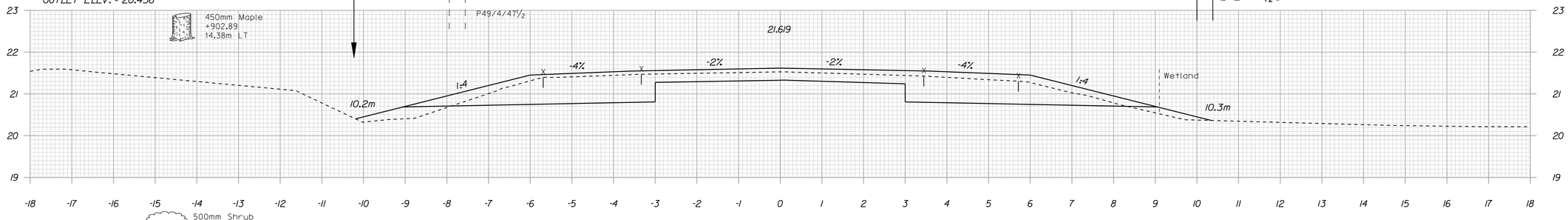
STA. 6+905.646, 10.482 m LT TO
STA. 6+919.040, 11.152 m LT
INSTALL 450 mm x 13.411 m
CULVERT PIPE OPT. 1

Begin 1m Hedge
+907.55
11.19m LT

6+909.314

GRANT ROAD SKEWED 16° AHEAD, LT

450 mm CULVERT PIPE OPT. 1
OUTLET ELEV. = 20.456



500mm Shrub
+896.87
14.69m LT
500mm Shrub
+894.44
14.65m LT
500mm Shrub
+892.81
14.66m LT

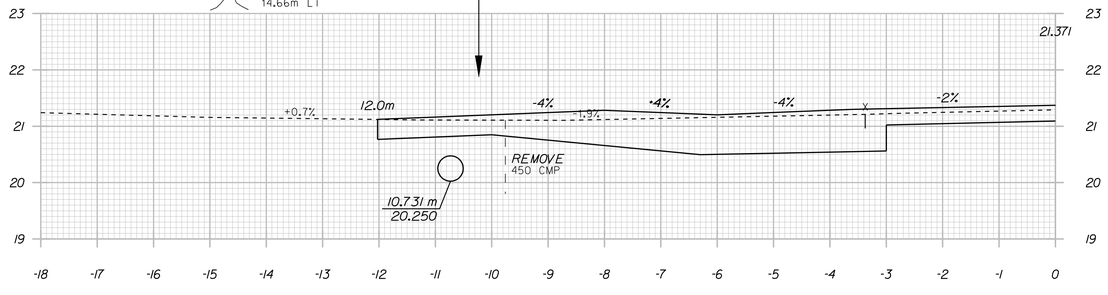
STA. 6+890 TO STA. 6+903. LT
INSTALL EROSION CONTROL BLANKET

6+900.000

+897.61
7.61m RT
49½S

C= 129.1 m³
F= 11.4 m³

450 mm CULVERT PIPE OPT 1
INLET ELEV. = 20.247



STA. 6+885.2, LT
CONSTRUCT GRAVEL DRIVE
4.4m WIDTH

6+885.477

GRAVEL DRIVE, LT

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	-----
REVISIONS	-----	-----
FELD CHANGES	-----	-----

PLANS

Filename: 001_XSECT_001.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

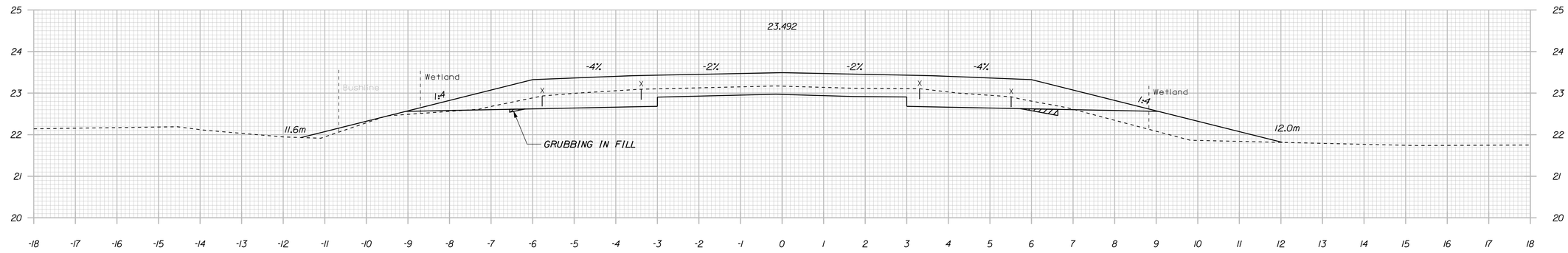
STA. 6+885.477 TO STA. 6+909.314

ORRINGTON ROUTE 15

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

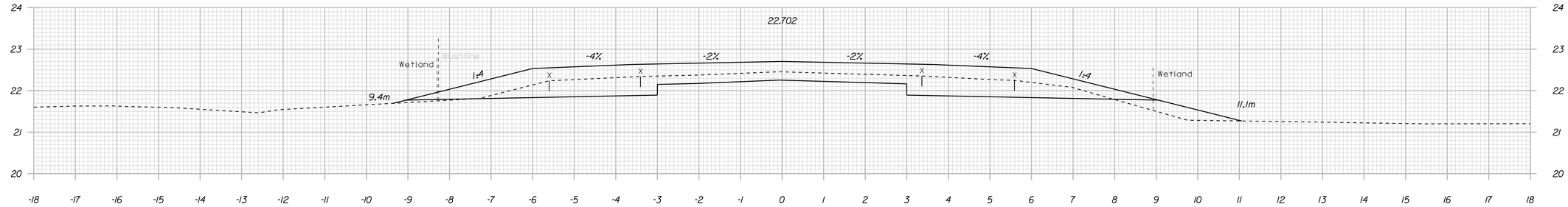
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	71	208

9204.10



6+960.000

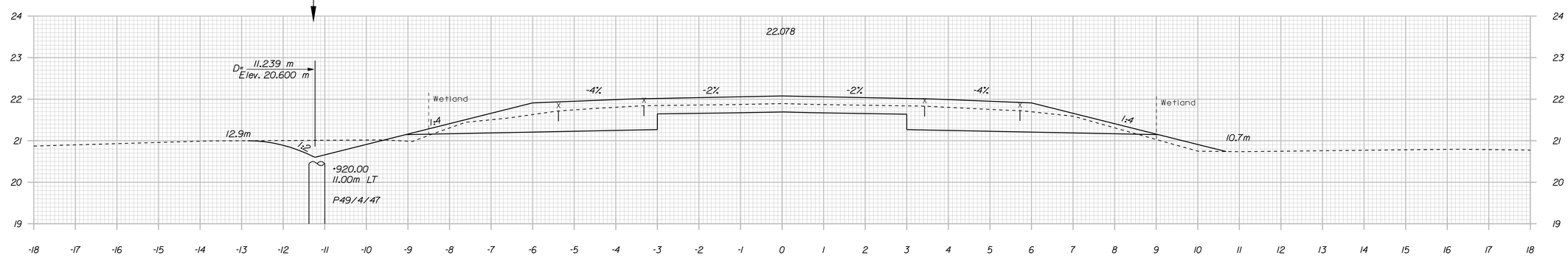
C= 80.0 m³
F= 22.6 m³
G= 3.2 m³



6+940.000

C= 107.8 m³
F= 9.6 m³

+929.13
7.09m LT
47



STA. 6+919 TO STA. 6+926, LT
INSTALL EROSION CONTROL BLANKET

6+920.000

C= 124.6 m³
F= 9.4 m³

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

ORRINGTON ROUTE 15

STA. 6+920.000 TO STA. 6+960.000

Filename: 001_XSECT_001.dgn
Division: $wkgroup$
Username: normal
Date:8/22/2011

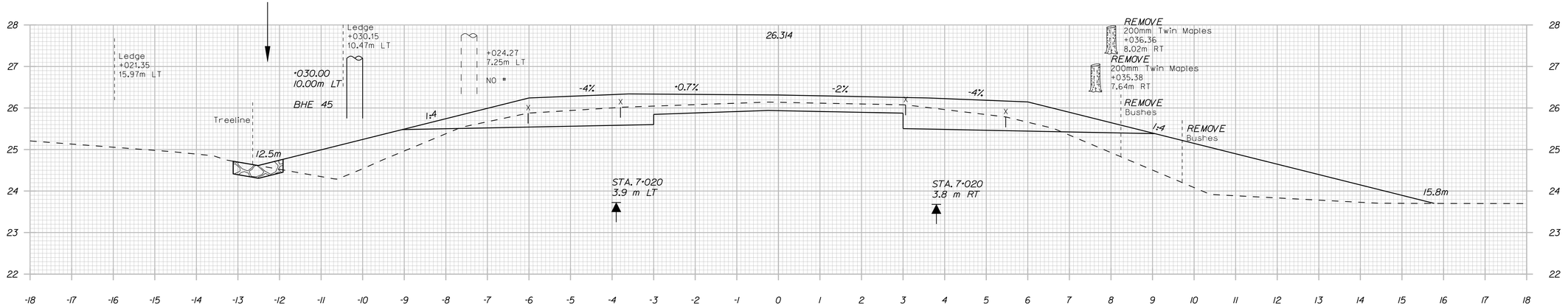
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	72	208

9204.10

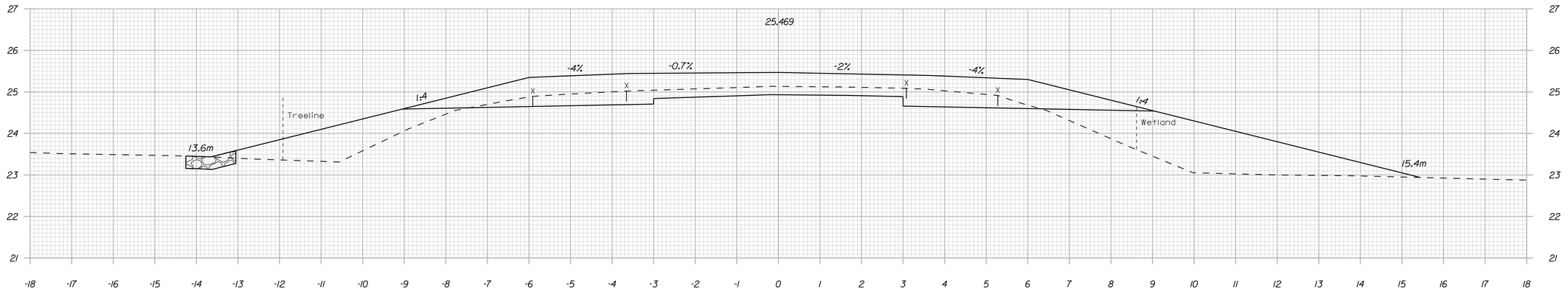
300 mm CULVERT PIPE OPT. III
OUTLET ELEV. = 24.800

STA. 7+021.971 12.118 m LT. TO
STA. 7+029.526, 6.001 m LT
INSTALL 300 mm x 9.754 m
CULVERT PIPE OPT. III



7+020.000

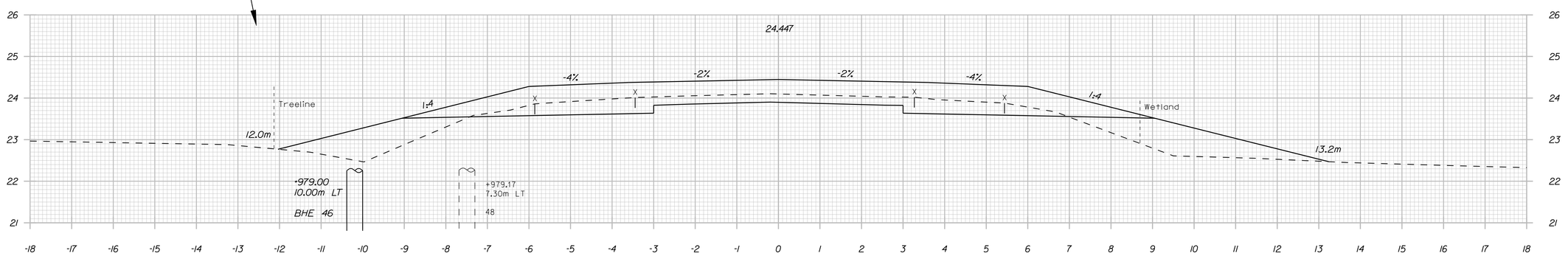
C= 73.2 m³
F= 165.2 m³
G= 3.3 m³



7+000.000

C= 67.2 m³
F= 1346 m³
G= 3.6 m³

STA. 7+000 TO STA. 7+040, LT
INSTALL STONE DITCH PROTECTION



6+980.000

C= 70.6 m³
F= 62.3 m³
G= 4.1 m³

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

ORRINGTON ROUTE 15

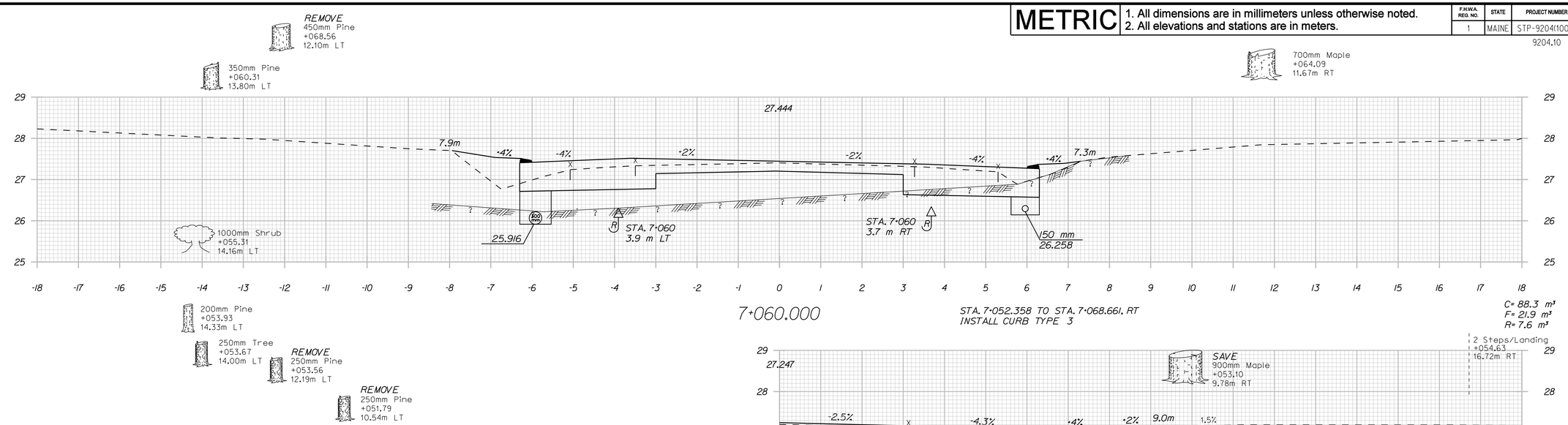
STA. 6+980.000 TO STA. 7+020.000

Filename: 002_XSECT_002.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	73	208

9204.10



PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

ORRINGTON ROUTE 15

STA. 7+030.000 TO STA. 7+060.000

Date:8/22/2011

Username: normal

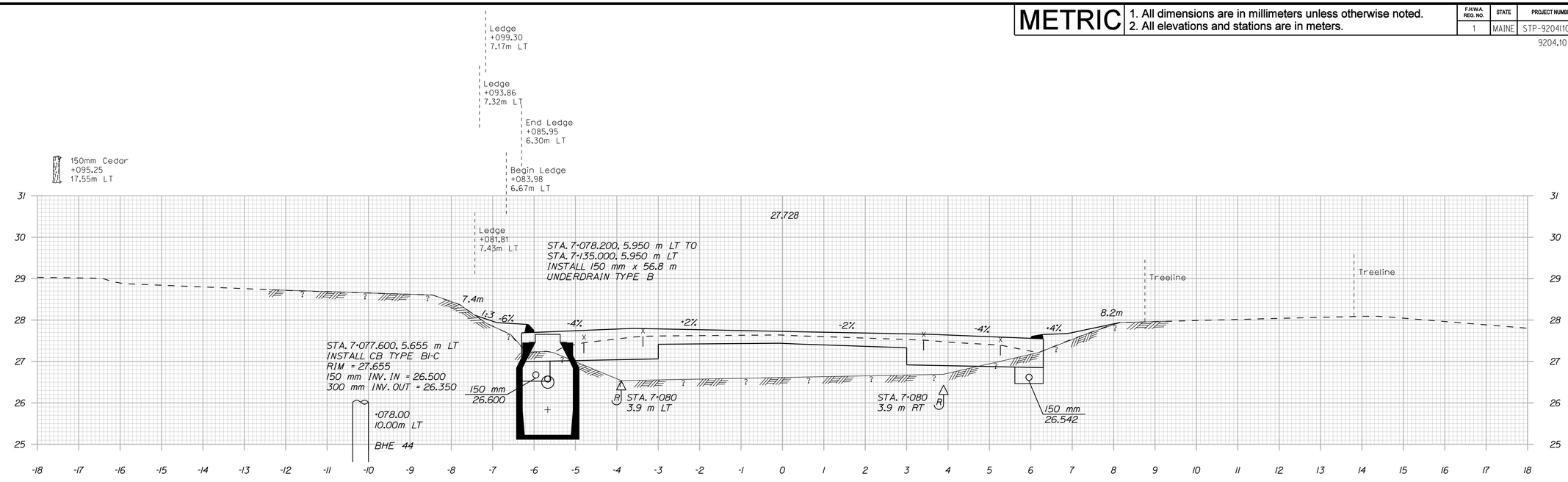
Division: $wkgroup$

Filename: 002_XSECT_002.dgn

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	STP-9204(100)X	74	208

9204.10

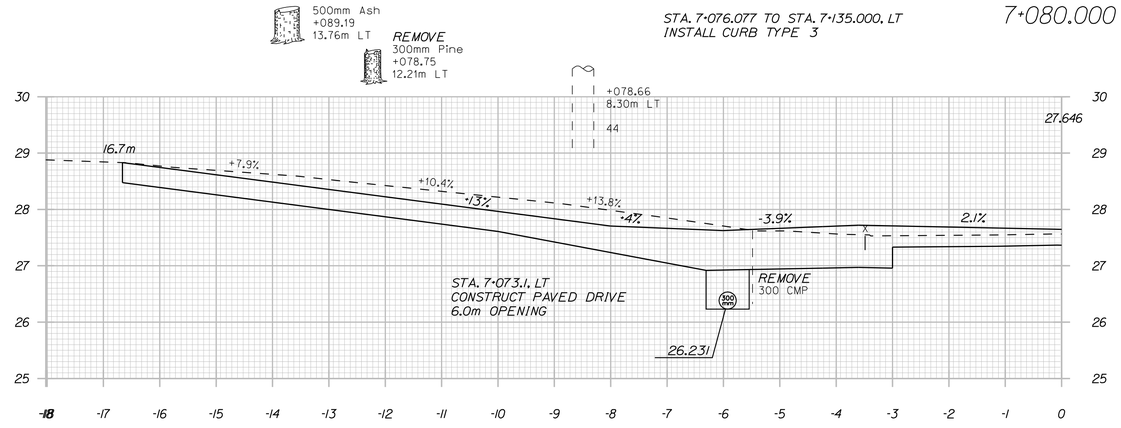


STA. 7+076.077 TO STA. 7+135.000, LT
INSTALL CURB TYPE 3

7+080.000

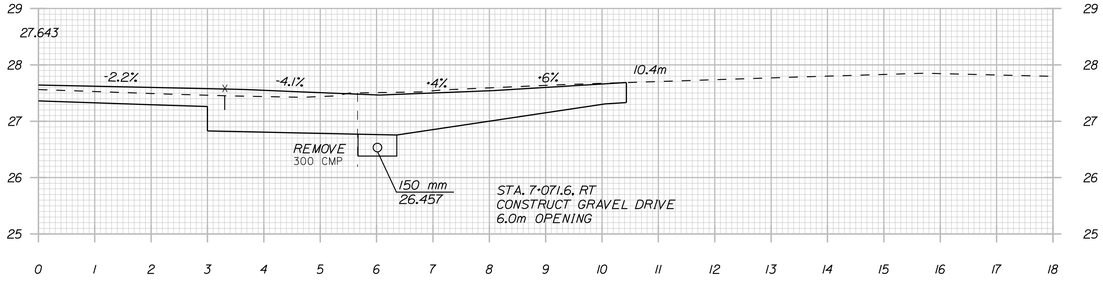
STA. 7+074.774 TO STA. 7+120.878, RT
INSTALL CURB TYPE 3

C= 76.6 m³
F= 13.1 m³
R= 17.9 m³



7+072.785

PAVED DRIVE SKEWED 3° AHEAD, LT



7+072.534

GRAVEL DRIVE SKEWED 8° BACK, RT

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	PEM	02/09
	CHECKED	-----	-----	
	REVISIONS	-----	-----	
	FIELD CHANGES			

ORRINGTON ROUTE 15

STA. 7+072.534 TO STA. 7+080.000

Filename: 002_XSECT_002.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	75	208

9204.10

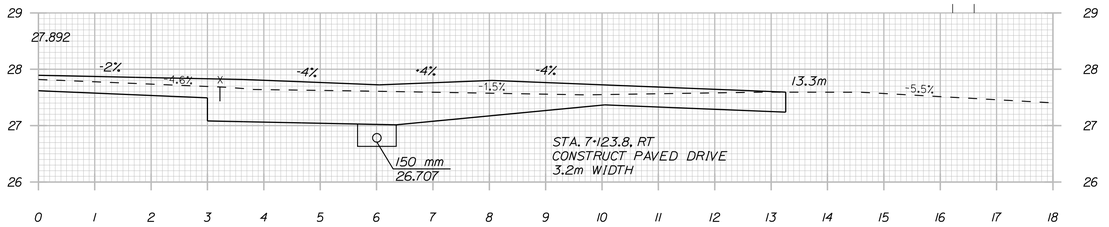
End Ledge
+132.34
8.26m LT

+131.17
8.13m LT

43

+128.11
16.22m RT

88



7+124.577
PAVED DRIVE SKEWED 7° BACK, RT

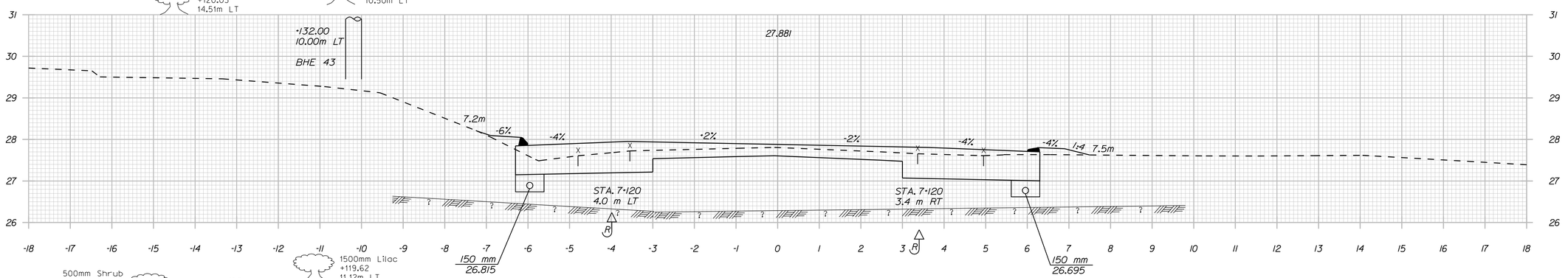
Cedar Shrub
+124.57
12.13m LT

150mm Birch
+123.04
12.84m LT

Cedar Shrub
+124.17
10.29m LT

Cedar Shrub
+123.03
10.50m LT

2000mm Lilac
+120.03
14.51m LT



7+120.000

500mm Shrub
+116.07
15.06m LT

Building
+115.69
15.47m LT

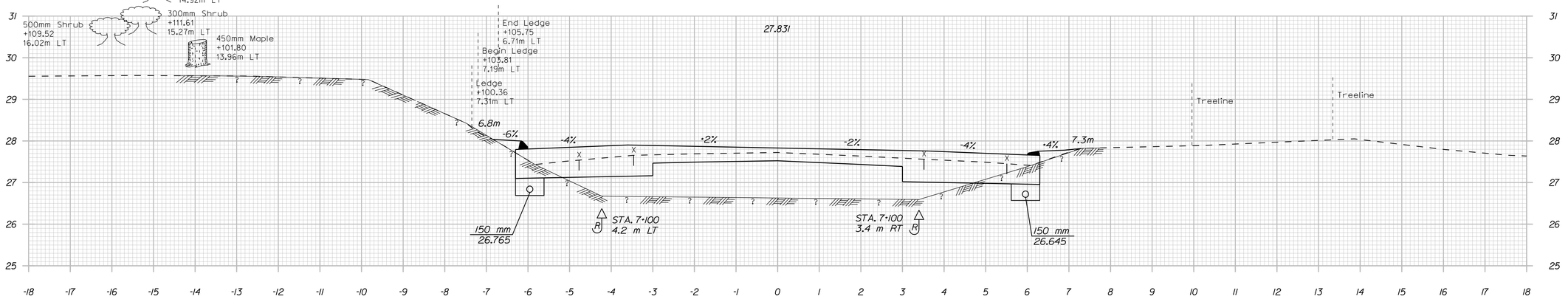
1500mm Lilac
+119.62
11.12m LT

500mm Lilac
+119.17
13.03m LT

300mm Shrub
+113.89
14.92m LT

100mm Spruce
+118.52
14.55m RT

C= 90.1 m³
F= 3.3 m³
R= 25.9 m³



7+100.000

C= 73.4 m³
F= 5.3 m³
R= 36.2 m³

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	-----
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FIELD CHANGES	-----	-----

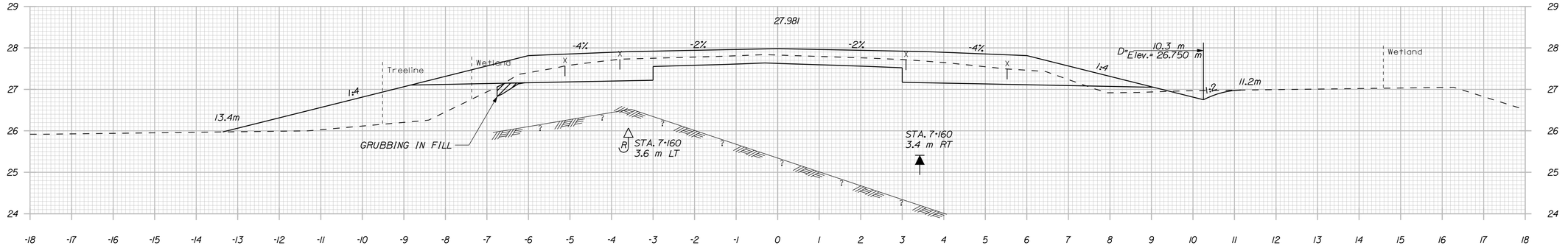
PLANS

ORRINGTON ROUTE 15

STA. 7+100.000 TO STA. 7+124.577

Date:8/22/2011
Username: normal
Division: $wkgroup$
Filename: 002_XSECT_002.dgn

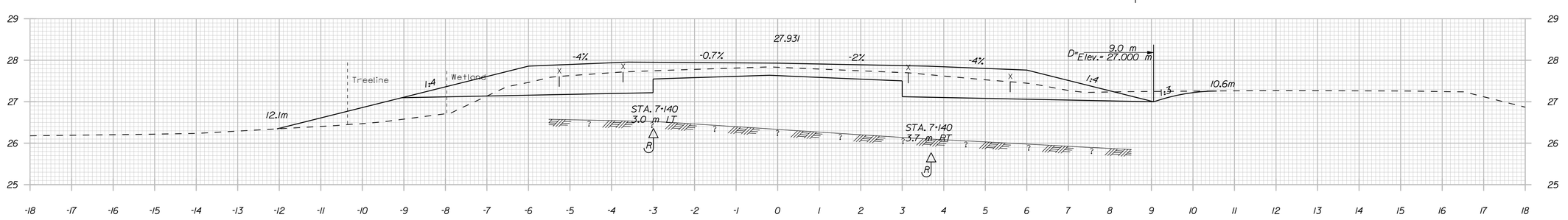
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	76	208
				9204.10		



7+160.000

REMOVE
250mm Cherry
+148.84
8.87m RT

C= 95.4 m³
F= 51.1 m³
G= 0.8 m³



7+140.000

STA. 7+130 TO STA. 7+180, RT
INSTALL EROSION CONTROL BLANKET

C= 105.3 m³
F= 17.3 m³

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	-----	-----
	REVISIONS	-----	-----
	FIELD CHANGES		

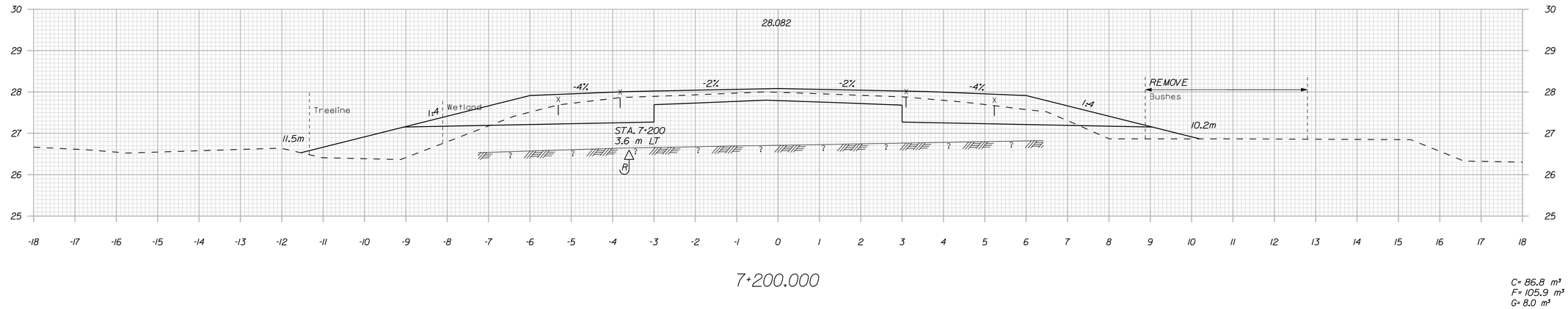
Username: normal
Division: $wkgroup$
Filename: 002_XSECT_002.dgn
Date:8/22/2011

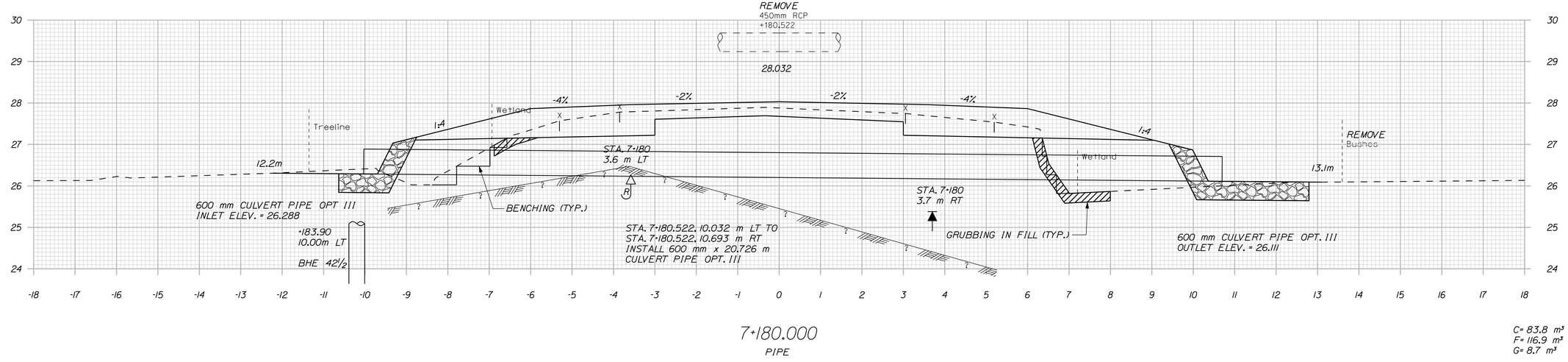
ORRINGTON ROUTE 15

STA. 7+140.000 TO STA. 7+160.000

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	STP-9204(100)X	77	208

9204.10





PROJECT DESIGN ENGINEER KSD		BY	DATE
	DESIGN-DETAILED	JRH	02/09
PLANS	CHECKED	-----	-----
	REVISIONS	-----	-----
	FIELD CHANGES	-----	-----

Filename: 002_XSECT_002.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

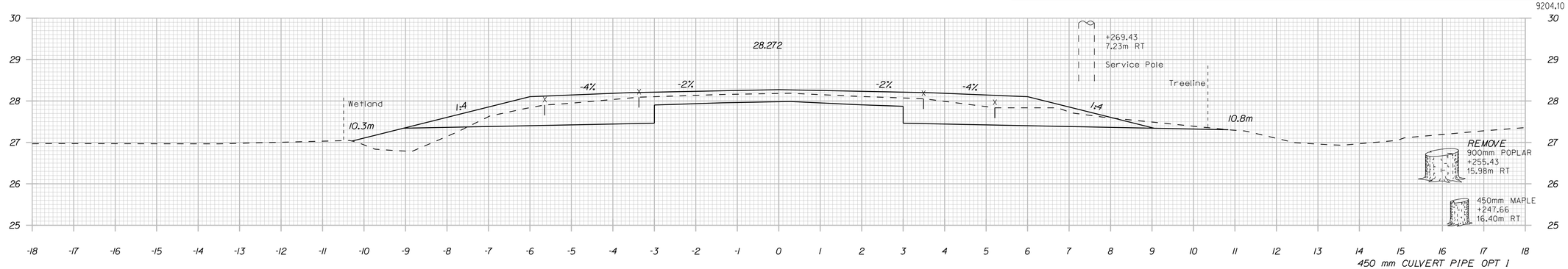
STA. 7+180.000 TO STA. 7+200.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	78	208

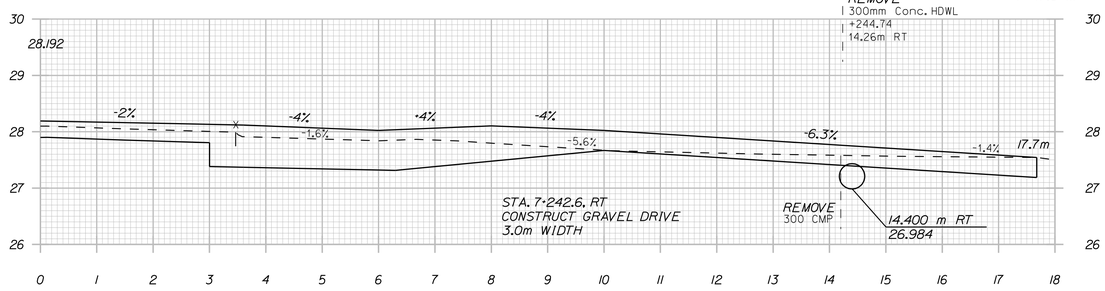
9204.10



450 mm CULVERT PIPE OPT 1
INLET ELEV. = 27.040

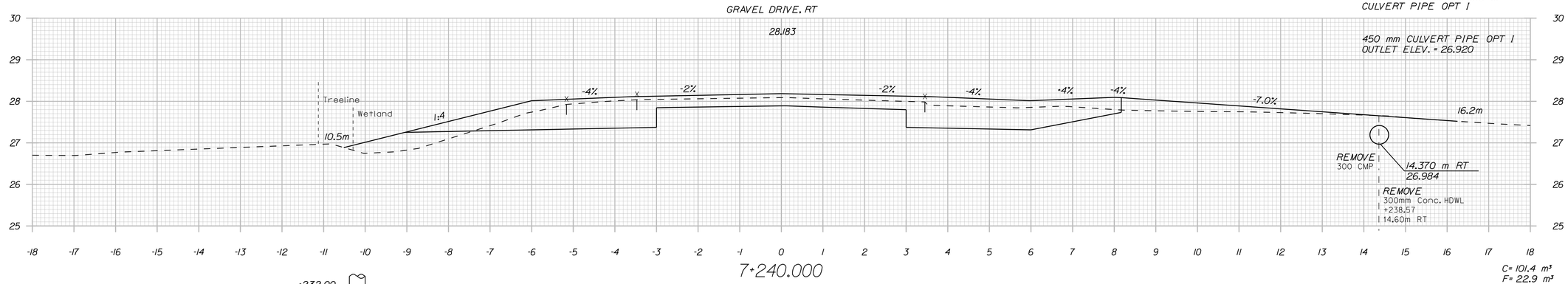
C= 107.9 m³
F= 17.0 m³

7+260.000



STA. 7+238.656, 14.640 m RT TO
STA. 7+245.953, 14.131 m RT
INSTALL 450 mm x 7.315 m
CULVERT PIPE OPT 1

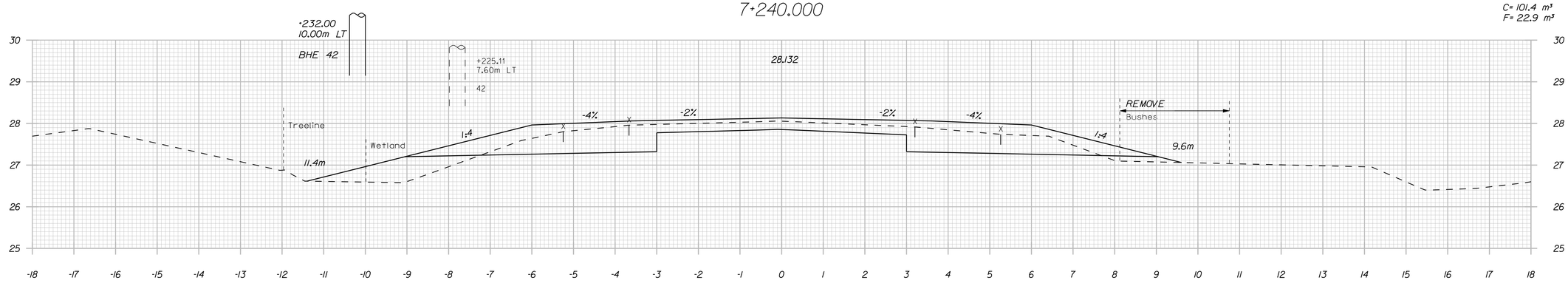
7+242.533
GRAVEL DRIVE, RT



450 mm CULVERT PIPE OPT 1
OUTLET ELEV. = 26.920

7+240.000

C= 101.4 m³
F= 22.9 m³



7+220.000

C= 98.9 m³
F= 39.4 m³
G= 0.1 m³

STA. 7+220.000 TO STA. 7+260.000

ORRINGTON ROUTE 15

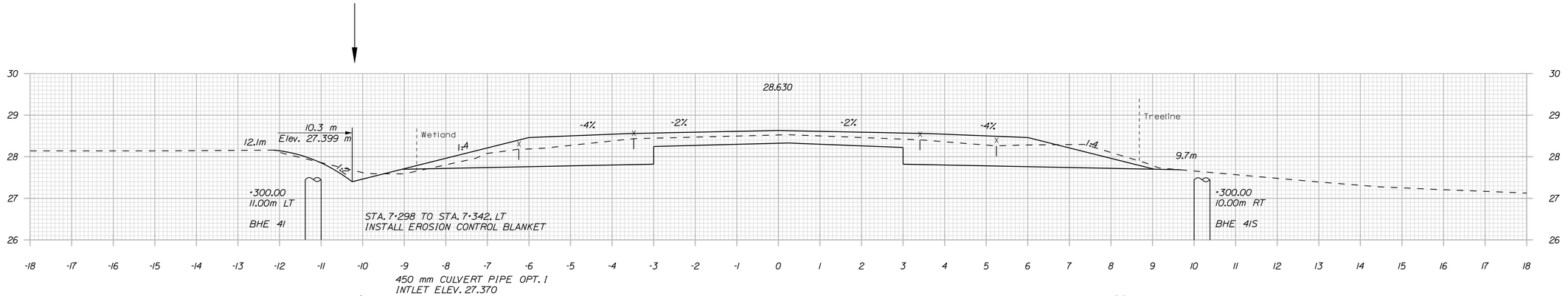
PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	-----
PLANS REVISIONS	-----	-----
FIELD CHANGES	-----	-----

Filename: 002_XSECT_002.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

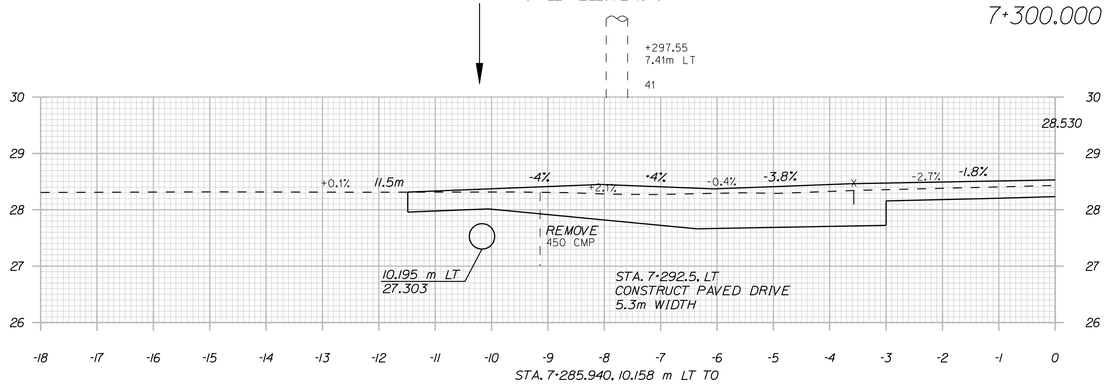
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	79	208

9204.10



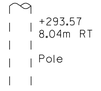
7+300.000



STA. 7+285.940, 10.158 m LT TO
STA. 7+298.131, 10.239 m LT
INSTALL 450 mm x 12.192 m
CULVERT PIPE OPT 1

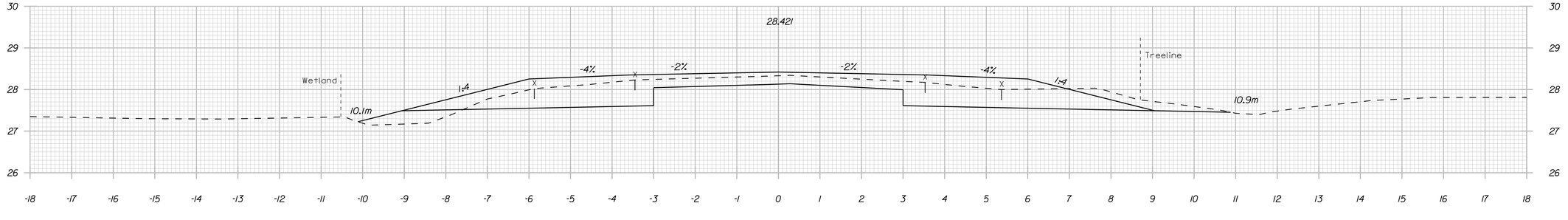
7+291.013

PAVED DRIVE SKEWED 8° AHEAD. LT



C= 127.7 m³
F= 7.2 m³

450 mm CULVERT PIPE OPT. 1
OUTLET ELEV. 27.265



STA. 7+265 TO STA. 7+284, LT
INSTALL EROSION CONTROL BLANKET

7+280.000

C= 120.9 m³
F= 15.0 m³

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	-----	-----
	REVISIONS	-----	-----
	FIELD CHANGES		

ORRINGTON ROUTE 15

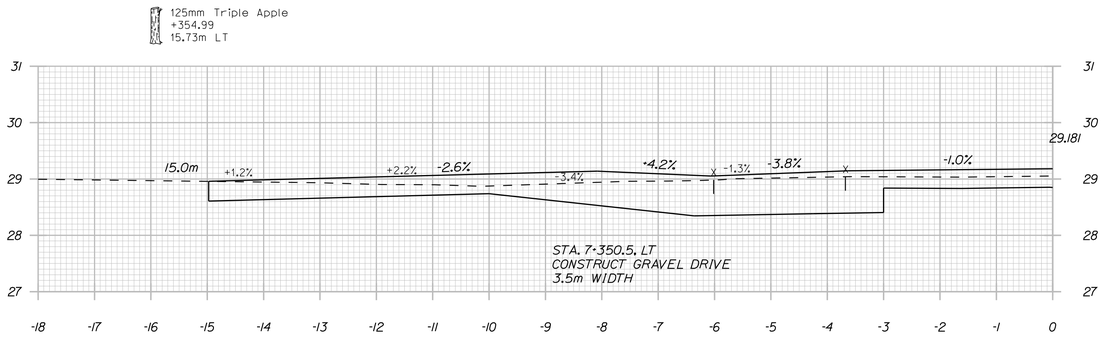
STA. 7+280.000 TO STA. 7+300.000

Filename: 002_XSECT_002.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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

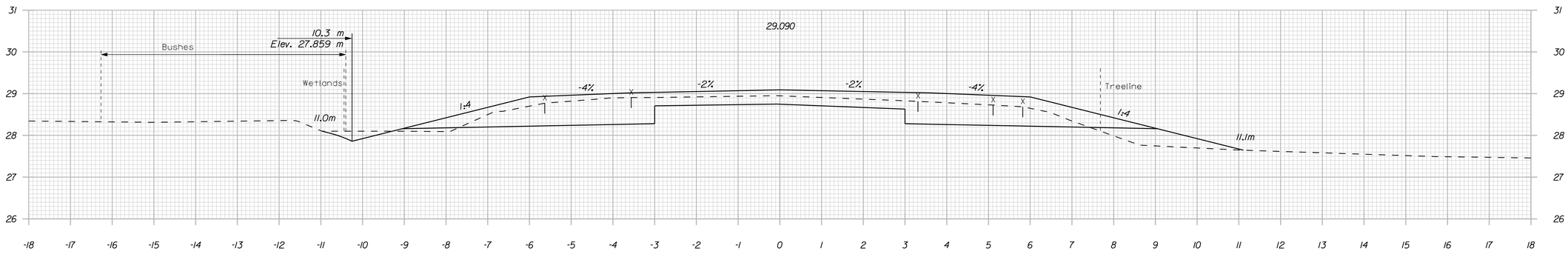
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	80	208

9204.10



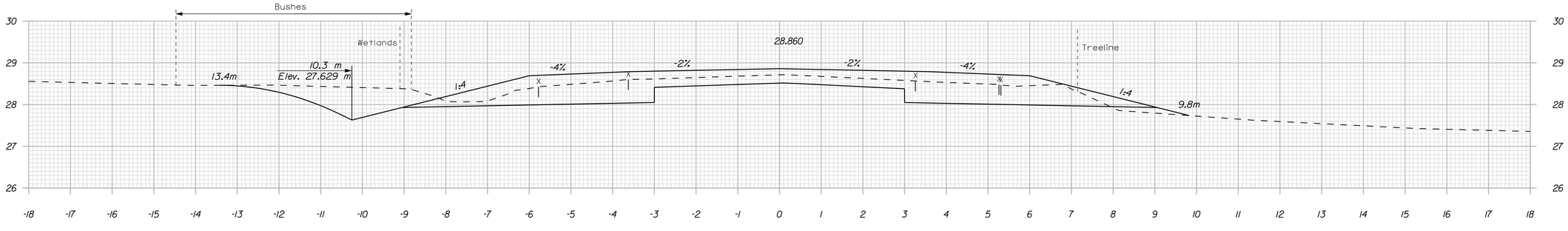
7+347.916

GRAVEL DRIVE SKEWED 8° AHEAD, LT



7+340.000

C= 126.9 m³
F= 11.1 m³



7+320.000

C= 136.6 m³
F= 2.8 m³

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
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PLANS

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STA. 7+320.000 TO STA. 7+347.916

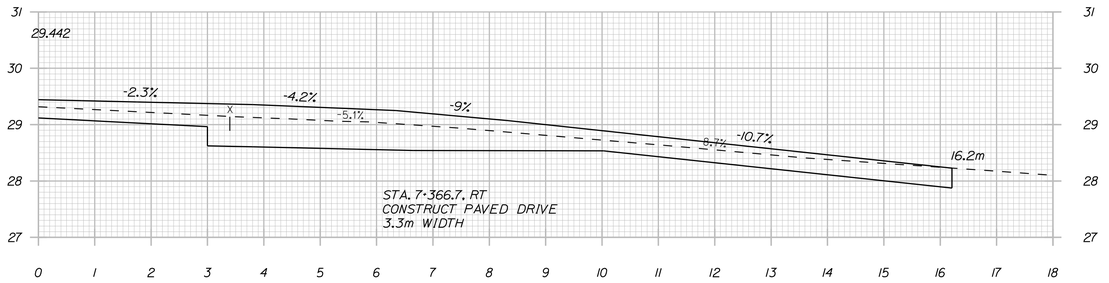
ORRINGTON ROUTE 15

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	STP-9204(100)X	81	208

9204.10

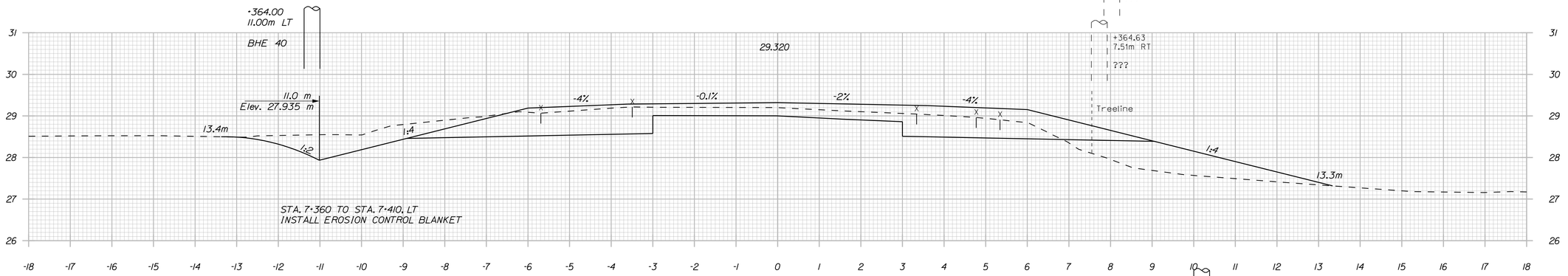
FILL IN
Well
+376.33
9.65m RT



7+370.570
PAVED DRIVE SKEWED 19° BACK. RT

+371.25
7.84m RT
???

+364.63
7.51m RT
???

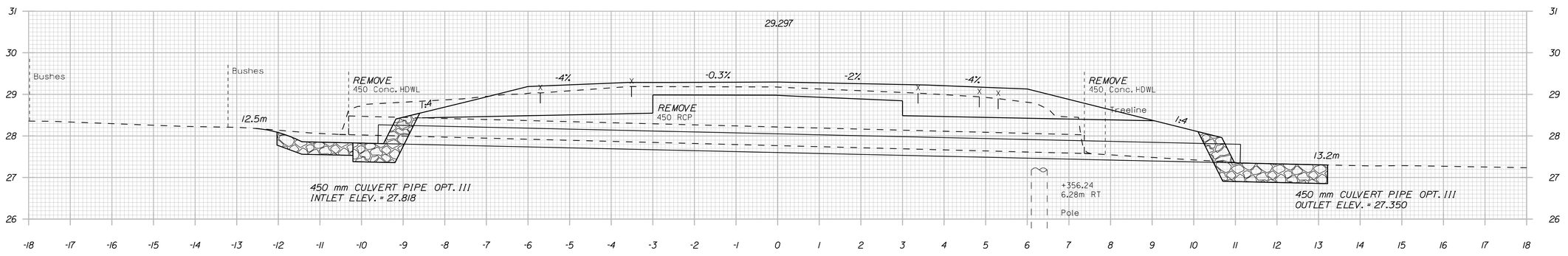


+359.68
6.67m LT
40

7+360.000

+355.00
10.00m RT
BHE 40D

C= 128.9 m³
F= 34.9 m³
G= 0.2 m³



7+357.917
PIPE

STA. 7+357.881, 11.115 m RT TO
STA. 7+357.946, 9.606 m LT
INSTALL 450 mm x 20.726 m
CULVERT PIPE OPT. III

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

Filename: 002_XSECT_002.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

STA. 7+357.917 TO STA. 7+370.570

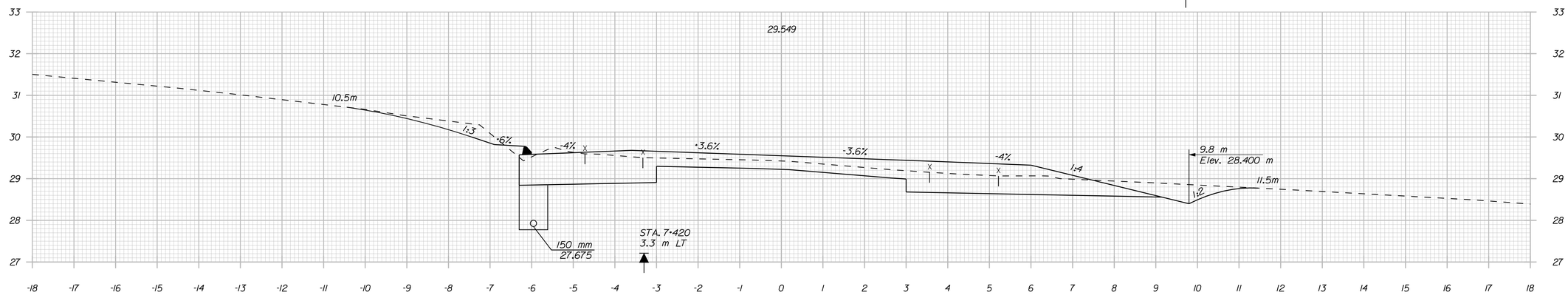
ORRINGTON ROUTE 15

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	STP-9204(100)X	82	208

9204.10

REMOVE
900mm Maple
+424.05
10.93m LT



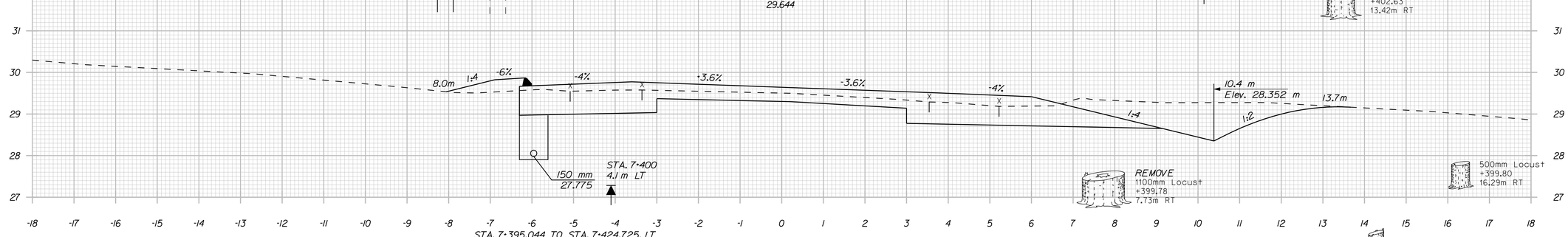
C= 158.4 m³
F= 2.5 m³

7+420.000

+402.00
7.90m LT
BHE 39

+402.59
6.63m LT
39

REMOVE
700mm Locust
+402.63
13.42m RT



REMOVE
1100mm Locust
+399.78
7.73m RT

500mm Locust
+399.80
16.29m RT

STA. 7+395.044 TO STA. 7+424.725, LT
INSTALL CURB TYPE 3

STA. 7+395.000, 5.950 m LT. TO
STA. 7+477.381, 5.655 m LT.
INSTALL 150 mm X 82.14 m U.D. TYPE B

STA. 7+394 TO STA. 7+436, RT
INSTALL EROSION CONTROL BLANKET

7+400.000

C= 162.4 m³
F= 6.8 m³

500mm Apple
+394.70
14.62m LT

REMOVE
300mm Locust
+394.11
9.21m RT

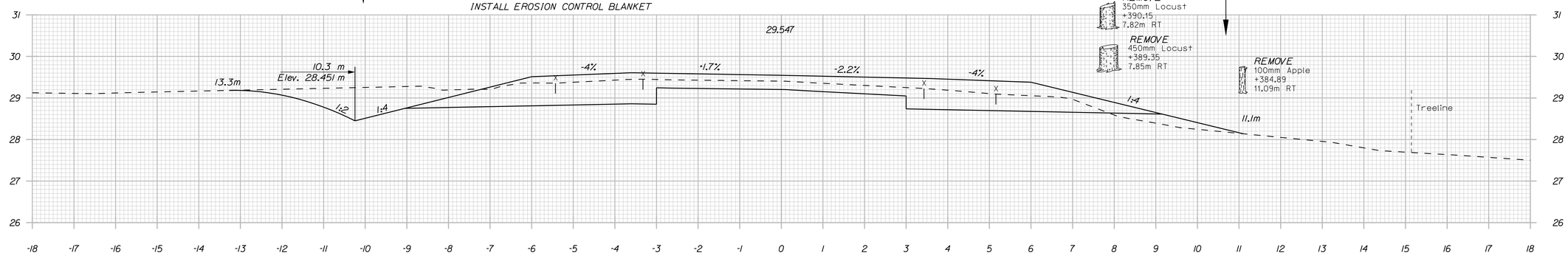
REMOVE
450mm Apple
+393.24
12.27m RT

400mm Locust
+398.14
14.26m RT

REMOVE
350mm Locust
+390.15
7.82m RT

REMOVE
450mm Locust
+389.35
7.85m RT

REMOVE
100mm Apple
+384.89
11.09m RT



7+380.000

C= 151.2 m³
F= 30.0 m³
G= 0.2 m³

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
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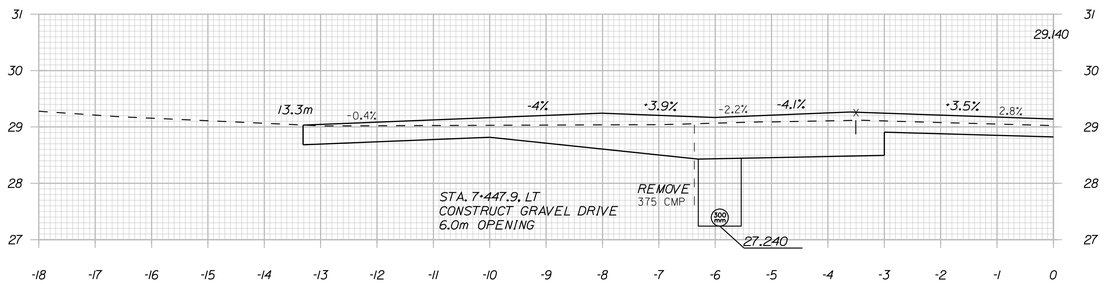
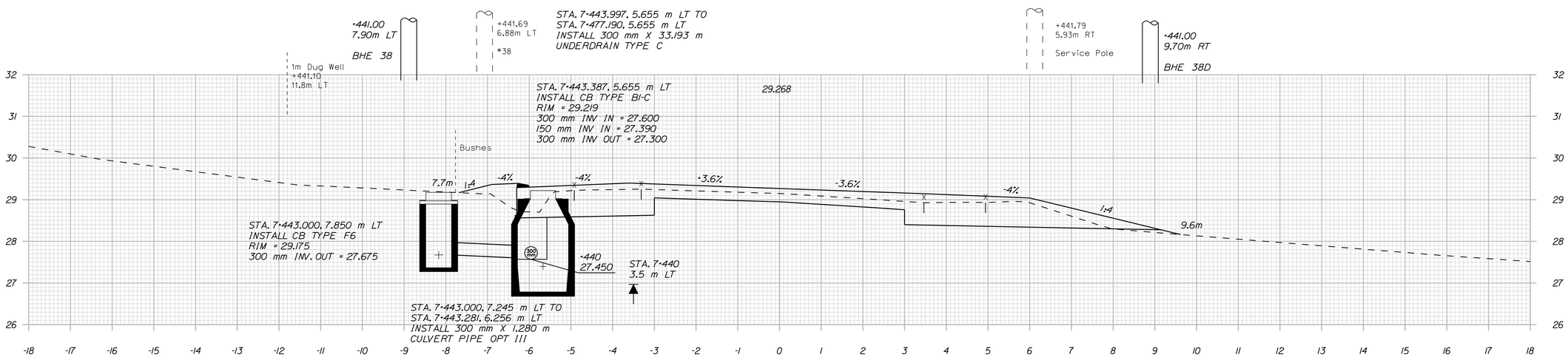
STA. 7+380.000 TO STA. 7+420.000

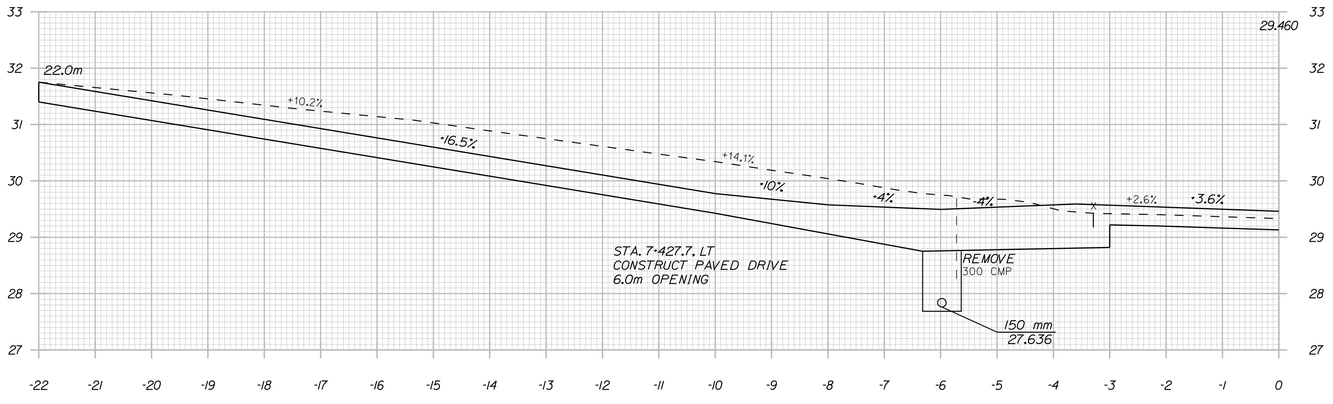
METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	83	208

9204.10







PROJECT DESIGN ENGINEER KSD
DESIGN-DETAILED JRH
CHECKED -----
REVISIONS -----
FIELD CHANGES -----
PLANS

	BY	DATE
	PEM	02/09

Filename: 002_XSECT_002.dgn Username: normal Division: $wkgroup$ Date:8/22/2011

STA. 7+427.718 TO STA. 7+447.511

ORRINGTON ROUTE 15

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	STP-9204(100)X	84	208

9204.10

STA. 7+477.800, 5.655 m LT
INSTALL CB TYPE Bi-C
RIM = 28.630
450 mm INV. IN = 26.850
300 mm INV. IN = 26.800
450 mm INV. OUT = 26.725

STA. 7+477.416, 6.255 m RT TO
STA. 7+501.684, 6.255 m RT
INSTALL 300mm X 24.268 m
UNDERDRAIN TYPE C

28.626

STA. 7+476.800, 6.255 m RT
INSTALL CB TYPE Bi-C
RIM = 28.363
300 mm INV. IN = 26.375
450 mm INV. IN = 26.200
450 mm INV. OUT = 25.900

End 100mm Plastic Pipe
+478.85
16.91m LT
Treeline

Begin 100mm Plastic Pipe
+477.91
13.26m LT

13.4m

1:4 -4% -4% 3.6% -3.6% -4%

REMOVE
450 Conc. HDWL

REMOVE
450 RCP

REMOVE
450 Conc. HDWL

1:2

REMOVE
Bushes

13.8m

450 mm CULVERT PIPE OPT III
INVERT ELEV. = 27.020

STA. 7+477.382, 11.125 m LT TO
STA. 7+477.753, 6.263 m LT
INSTALL 450 mm x 5.486 m
CULVERT PIPE OPT. III

STA. 7+476.852, 5.649 m RT TO
STA. 7+477.749, 5.047 m LT
INSTALL 450 mm x 10.733 m
CULVERT PIPE OPT. III

STA. 7+476.503, 11.735 m RT TO
STA. 7+476.767, 6.866 m RT
INSTALL 450 mm x 4.877 m
RCP CLASS III

450 mm RCP CLASS III
OUTLET ELEV. = 25.750

7+477.329
PIPE SKEWED 5° BACK, RT

30mm Spruce
+470.93
12.83m LT

REMOVE
450 Conc. HDWL

REMOVE
375 CMP

900mm Tall Fence

28.926

REMOVE
1200mm Poplar
+460.32
5.92m RT

8.2m

1:4 -4% -4% 3.6% -3.6% -4%

REMOVE
375 CMP

REMOVE
Bushes

1:3

REMOVE
Bushes

13.9m

STA. 7+460
3.5 m LT

27.050

GRUBBING IN FILL

STA. 7+459.588 TO STA. 7+503.837, RT
INSTALL CURB TYPE 3

STA. 7+459.588 TO STA. 7+503.837, RT
INSTALL GUARDRAIL TYPE 3aa - SINGLE RAIL

7+460.000

STA. 7+454.833 TO STA. 7+459.588, RT
INSTALL GUARDRAIL TYPE 3aa - 4.5 m RADIUS AND LESS

STA. 7+454.833, RT
INSTALL TERMINAL END - SINGLE RAIL - CORROSION RESISTANT STEEL

C= 102.7 m³
F= 33.7 m³
G= 3.6 m³

29.006

GRADE TO
SAVE TREE
500mm Maple
+456.99
15.18m RT

-9% -9.8% -10% -5.1%

22.6m

STA. 7+452.4, RT
CONSTRUCT PAVED DRIVE
2.9m WIDTH

STA. 7+450.850 TO STA. 7+480.000, LT
INSTALL CURB TYPE 3

7+455.345
PAVED DRIVE SKEWED 13° BACK, RT

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	-----	-----
	REVISIONS	-----	-----
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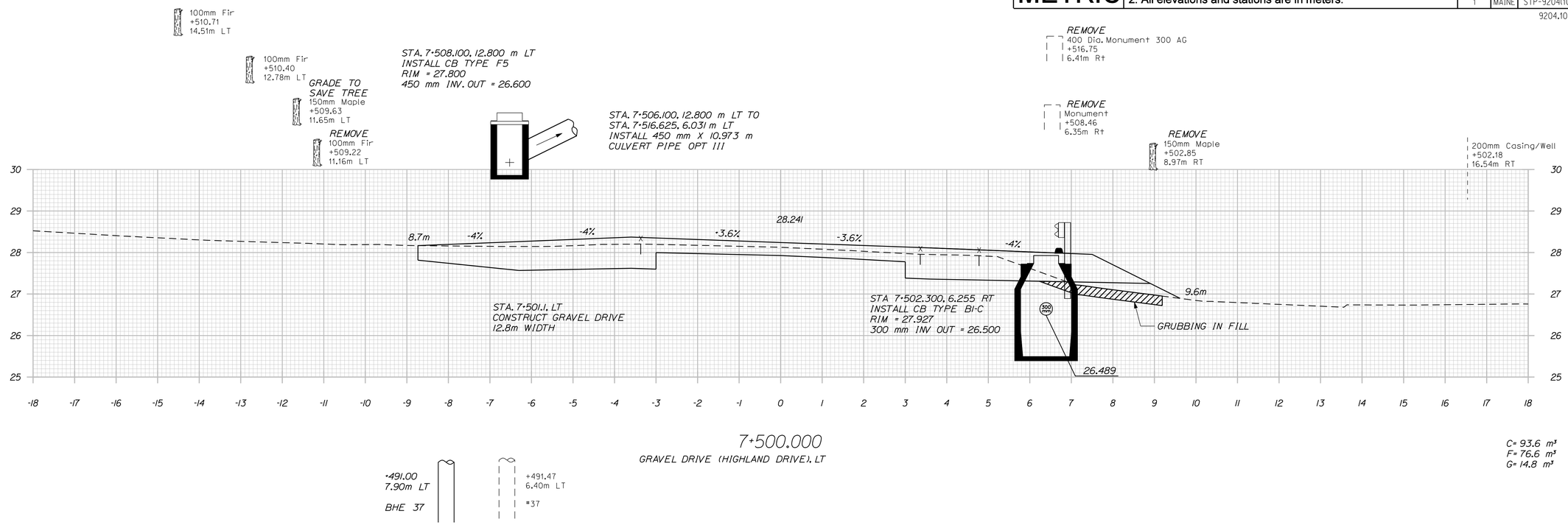
ORRINGTON ROUTE 15 STA. 7+455.345 TO STA. 7+477.507

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	STP-9204(100)X	85	208

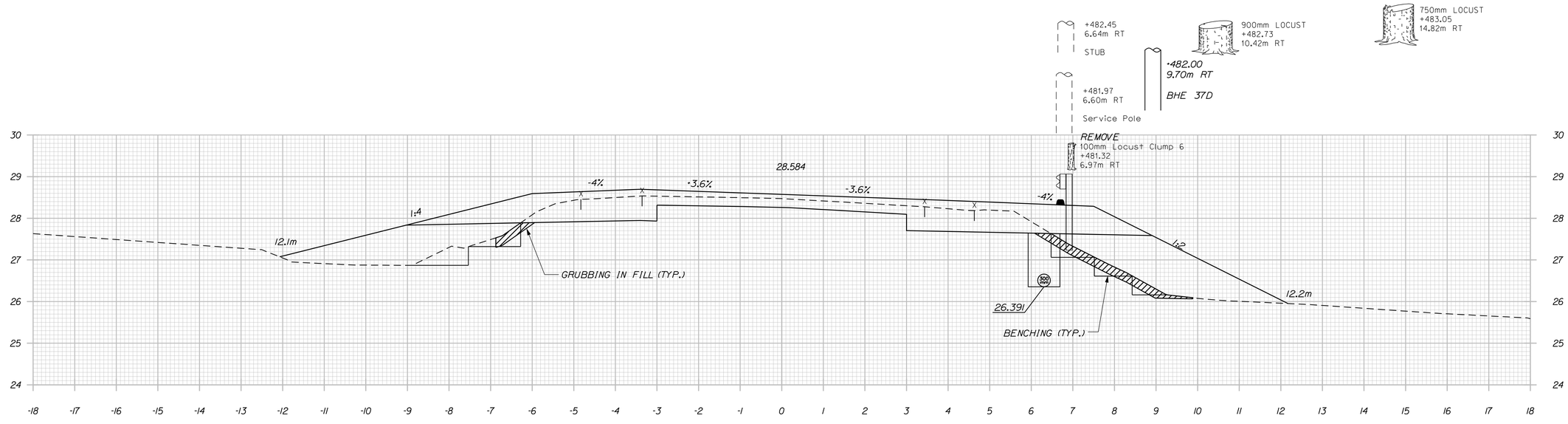
9204.10



7+500.000

GRAVEL DRIVE (HIGHLAND DRIVE), LT

C= 93.6 m³
F= 76.6 m³
G= 14.8 m³



7+480.000

C= 95.2 m³
F= 101.0 m³
G= 11.9 m³

STA. 7+480.000 TO STA. 7+500.000

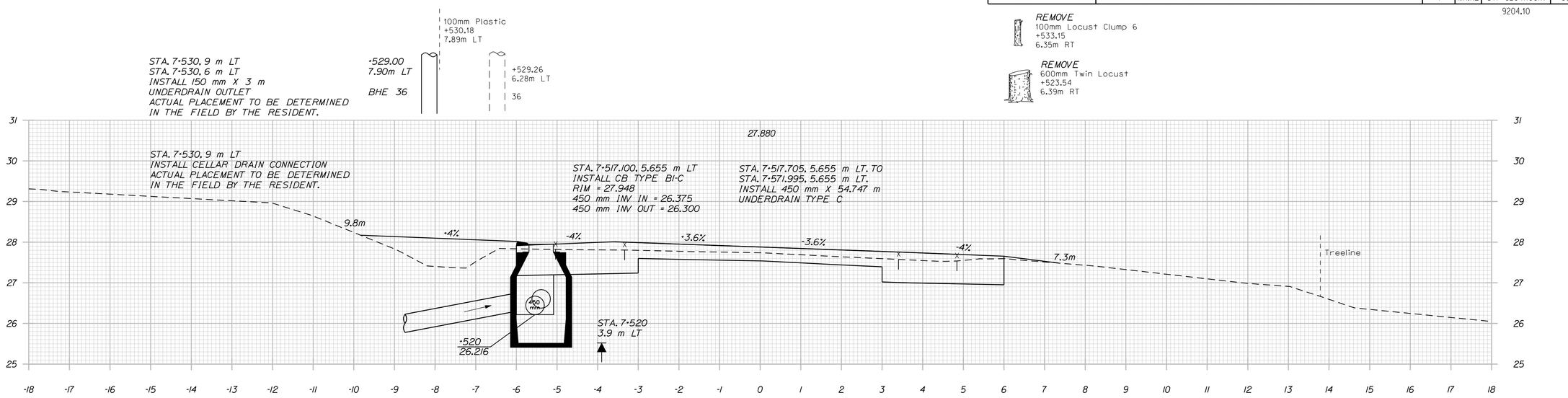
PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	PEM	------
	REVISIONS	------	------
	FIELD CHANGES	------	------

Filename: ...\MSTA\050_XSECT_6+980-8+000.dgn Division: HIGHWAY Username: rhobe.moulton Date:9/15/2011

ORRINGTON ROUTE 15

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	STP-9204(100)X	86	208

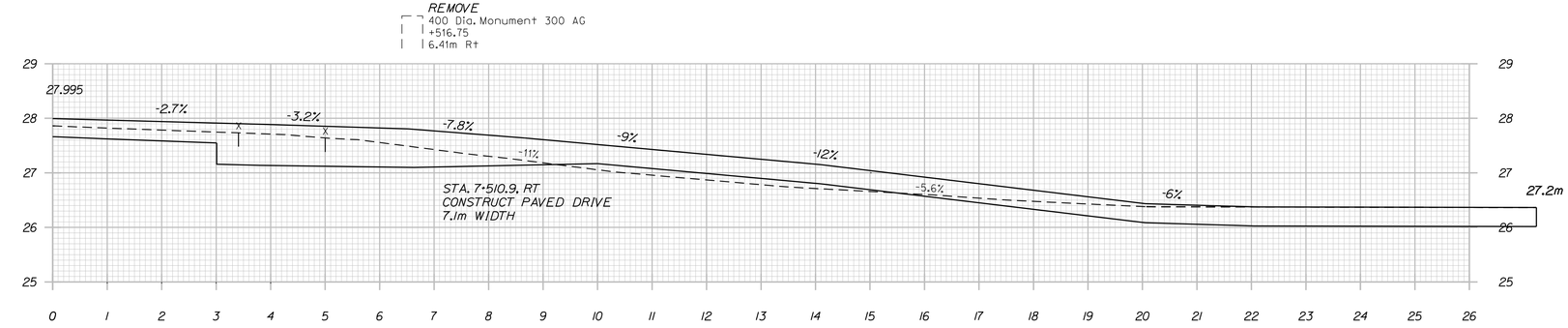
9204.10



STA. 7+515.563 TO STA. 7+531.154. LT
INSTALL CURB TYPE 3

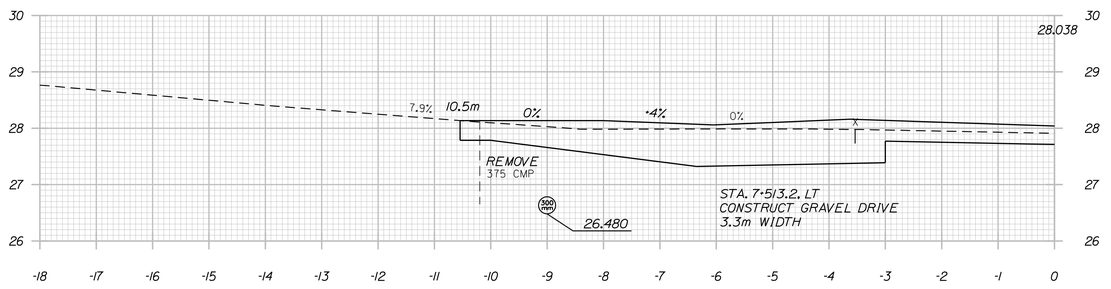
7+520.000

C= 96.7 m³
F= 21.8 m³
G= 6.0 m³



7+514.166

PAVED DRIVE SKEWED 18° BACK, RT



7+511.742

GRAVEL DRIVE SKEWED 8° AHEAD, LT

STA. 7+506.558, RT
INSTALL TERMINAL END - SINGLE RAIL - CORROSION RESISTANT STEEL

STA. 7+503.837 TO STA. 7+506.558, RT
INSTALL GUARDRAIL TYPE 3aa - 4.5 m RADIUS AND LESS

PROJECT DESIGN ENGINEER KSD	BY	DATE
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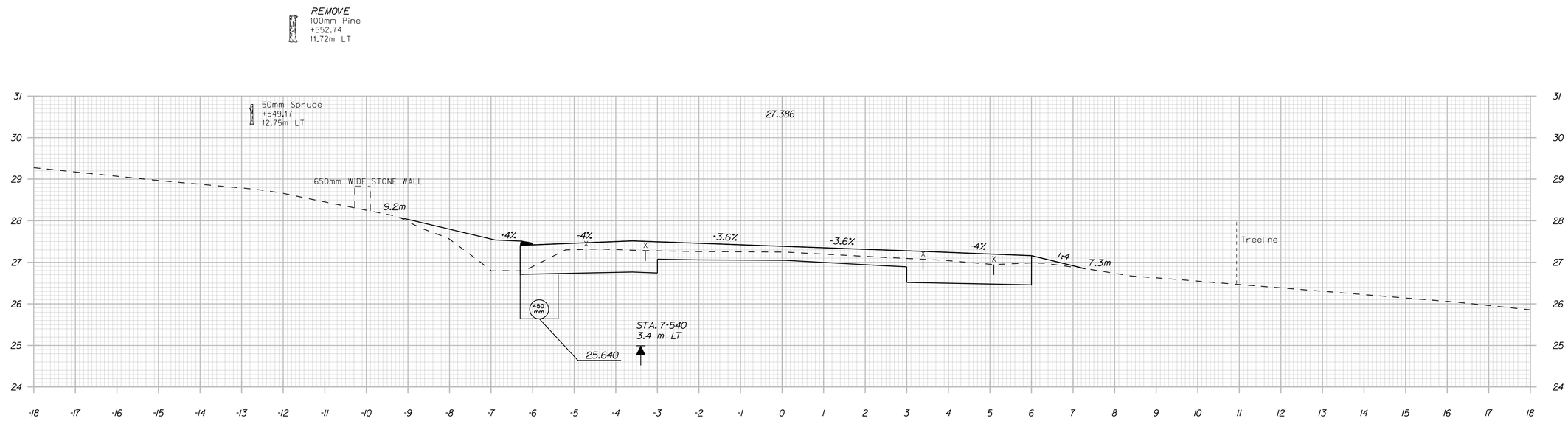
ORRINGTON ROUTE 15

STA. 7+511.742 TO STA. 7+520.000

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	STP-9204(100)X	87	208

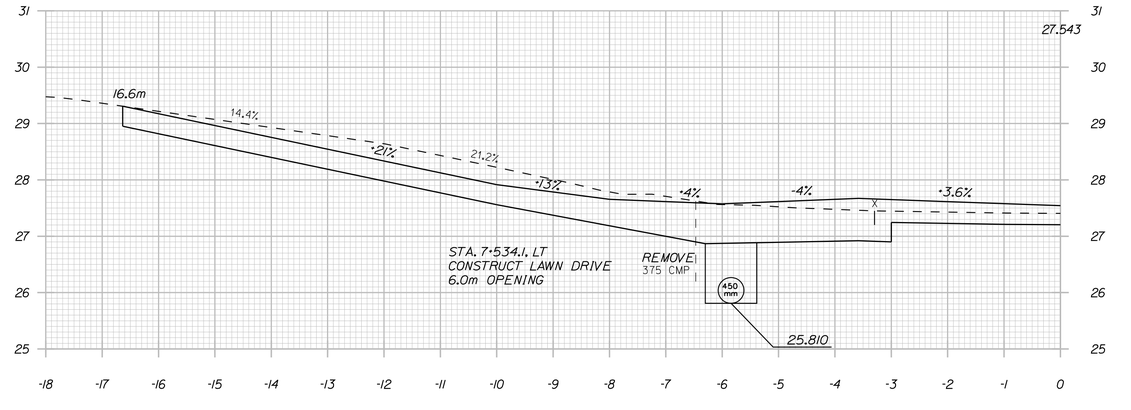
9204.10



STA. 7+537.101 TO STA. 7+574.134, LT
INSTALL CURB TYPE 3

7+540.000

C= 90.8 m³
F= 29.4 m³
G= 0.4 m³



7+534.128
LAWN ENTRANCE, LT

PROJECT DESIGN ENGINEER KSD	BY	DATE
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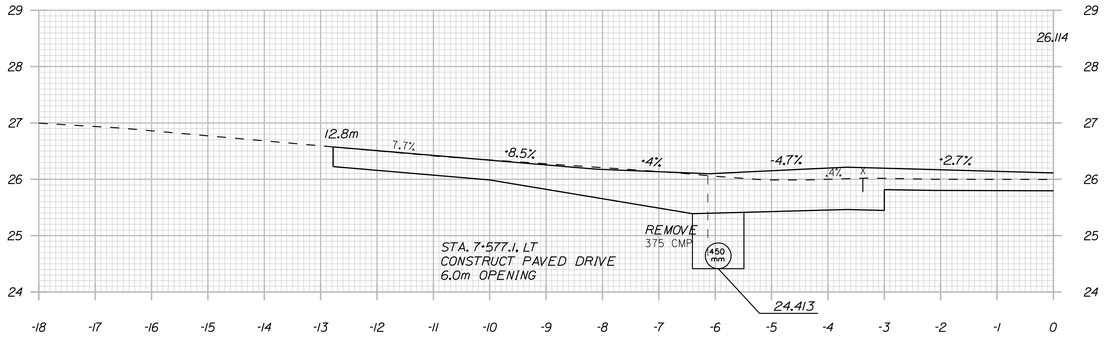
ORRINGTON ROUTE 15

STA. 7+534.128 TO STA. 7+540.000

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	STP-9204(100)X	88	208

9204.10

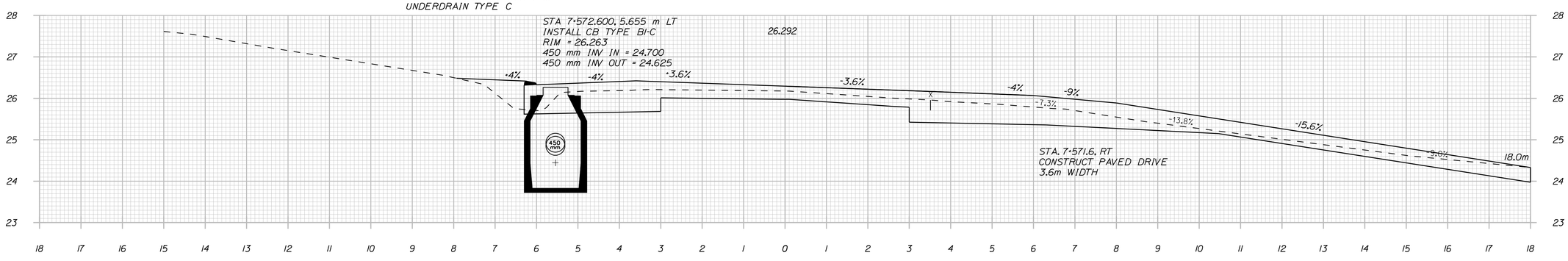


7+575.953

PAVED DRIVE SKEWED 11° AHEAD, LT

1000mm Shrub
+571.83
11.99m LT

STA 7+573.205, 5.655 m LT
STA 7+616.532, 5.655 m LT
INSTALL 450 mm x 43.327 m
UNDERDRAIN TYPE C



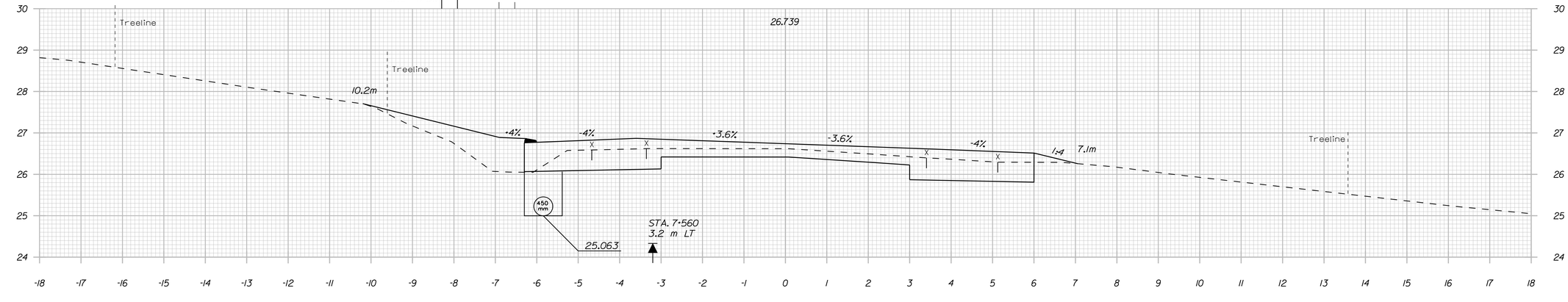
7+571.641

PAVED DRIVE, RT

+570.00
7.90m LT
BHE 4/35

+570.63
6.53m LT
4/35

REMOVE
250mm Locust
+564.99
8.69m RT



7+560.000

C= 83.2 m³
F= 30.5 m³
G= 1.4 m³

PROJECT DESIGN ENGINEER KSD	BY	DATE
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STA. 7+560.000 TO STA. 7+575.953

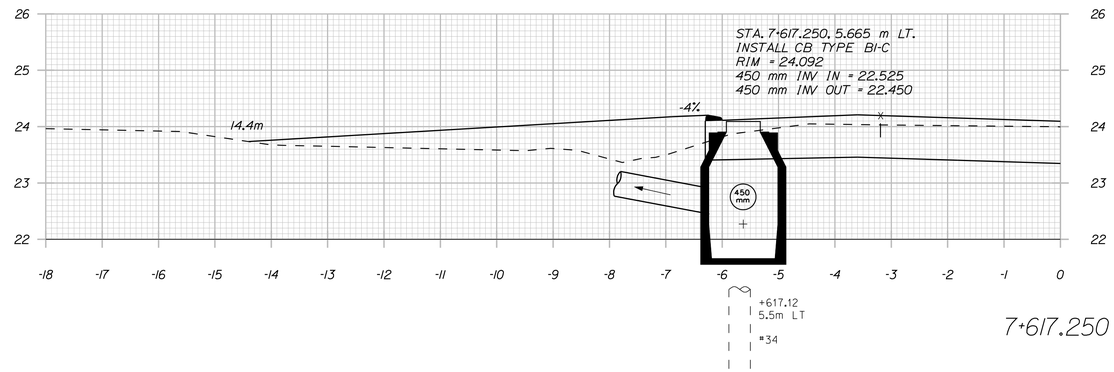
ORRINGTON ROUTE 15

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	STP-9204(100)X	89	208
				9204.10		

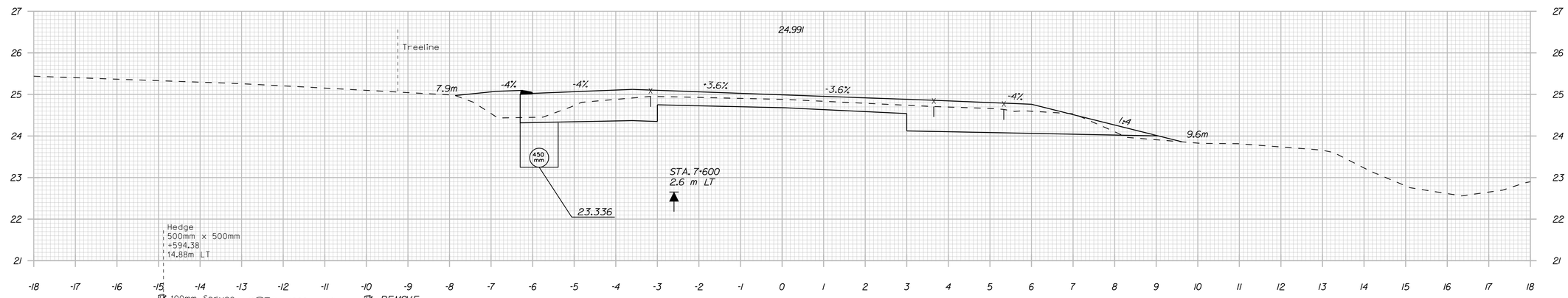
REMOVE
100mm Locust
+612.65
9.24m LT

REMOVE
250mm Locust
+613.08
7.49m LT

STA. 7+617.814, 5.88 m LT. TO
STA. 7+630.227, 10.964 m LT.
INSTALL 450 mm X 13.411 m
CULVERT PIPE OPT III



7+617.250



100mm Spruce
+593.78
14.92m LT

1000mm Lilac
+592.75
12.48m LT

REMOVE
150mm Spruce
+593.63
9.96m LT

700mm Locust
+589.11
17.39m LT

25mm Pine
+589.94
12.60m LT

200mm Pine
+586.17
14.79m LT

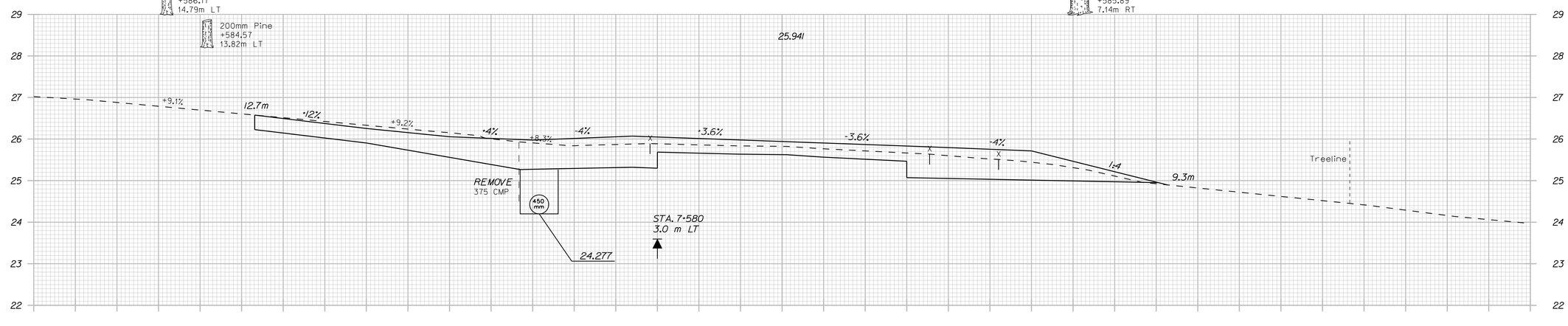
STA. 7+580.080 TO STA. 7+618.779, LT
INSTALL CURB TYPE 3

7+600.000

C= 103.7 m³
F= 7.4 m³
G= 0.7 m³

REMOVE
500mm Locust
+585.89
7.14m RT

200mm Pine
+584.57
13.82m LT



7+580.000

C= 93.3 m³
F= 17.9 m³
G= 1.0 m³

ORRINGTON ROUTE 15

STA. 7+580.000 TO STA. 7+617.250

PROJECT DESIGN ENGINEER KSD	BY	DATE
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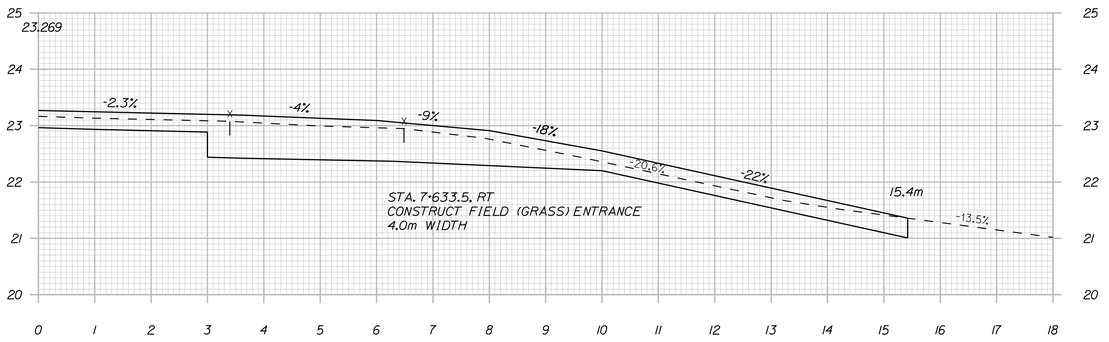
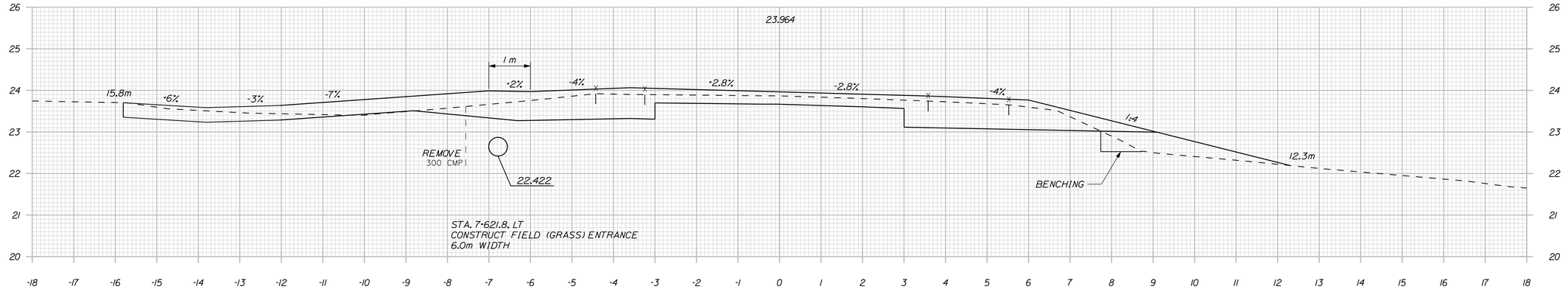
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	90	208

9204.10



7+633.537
FIELD ENTRANCE, RT

450 mm CULVERT PIPE OPT III
OUTLET ELEV = 22.380



7+620.000
FIELD ENTRANCE, LT

C= 105.2 m³
F= 19.3 m³
G= 0.7 m³

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM
CHECKED	-----	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

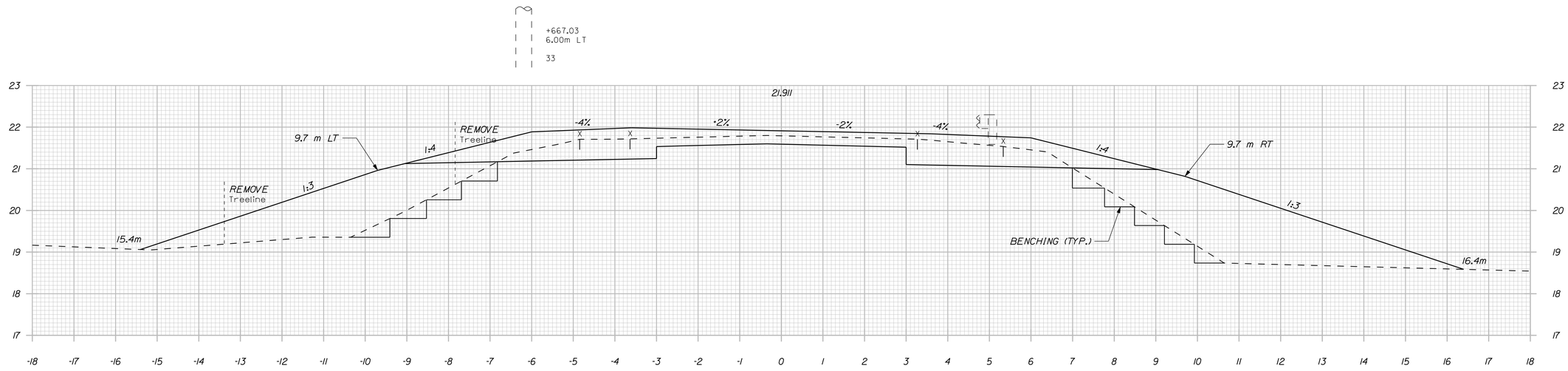
Filename: 002_XSECT_002.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

STA. 7+620.000 TO STA. 7+633.537

ORRINGTON ROUTE 15

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	STP-9204(100)X	91	208

9204.10

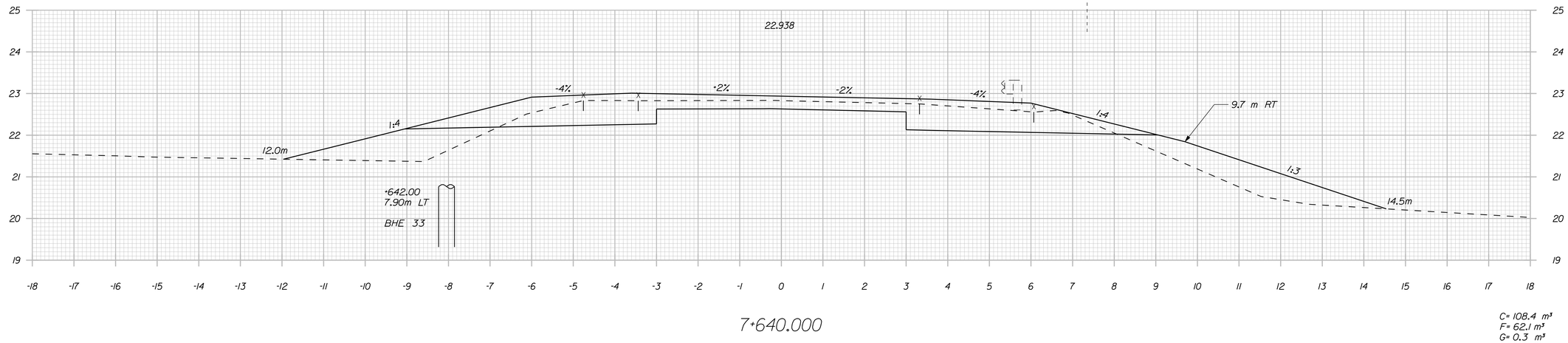


7+660.000

REMOVE
Guardrail Retaining Wall

C= 99.2 m³
F= 201.7 m³
G= 0.4 m³

FILL IN
1m Dug Well
+643.411
7.35m RT



7+640.000

C= 108.4 m³
F= 62.1 m³
G= 0.3 m³

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

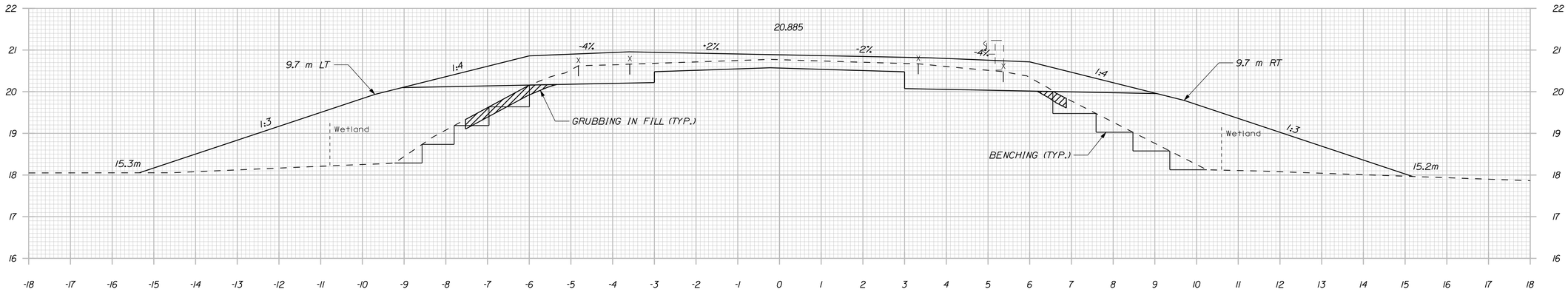
PLANS

ORRINGTON ROUTE 15

STA. 7+640.000 TO STA. 7+660.000

Filename: 002_XSECT_002.dgn Username: normal Date:8/22/2011 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	STP-9204(100)X	92	208
				9204.10		



7+680.000

C= 84.3 m³
F= 303.1 m³
G= 5.5 m³

1.07x1.07 Box Culvert
+677.62

EXISTING BOX CULVERT TO REMAIN IN PLACE. TOP TO BE REMOVED, AND THE VOID FILLED WITH APPROPRIATE MATERIALS. PAYMENT FOR THE REMOVAL OF TOP SHALL BE MADE UNDER ITEM 203.21 - ROCK EXCAVATION. FILL MATERIAL BELOW SUBGRADE SHALL BE SUITABLE AVAILABLE EXCAVATION MATERIAL. PAYMENT OF FILL MATERIAL SHALL BE INCIDENTAL TO EXCAVATION ITEMS.

PROJECT DESIGN ENGINEER XSD	BY	DATE
DESIGN-DETAILED	JRH	PEM	02/09
CHECKED	-----	-----	-----
REVISIONS	------	------	------
FIELD CHANGES			

PLANS

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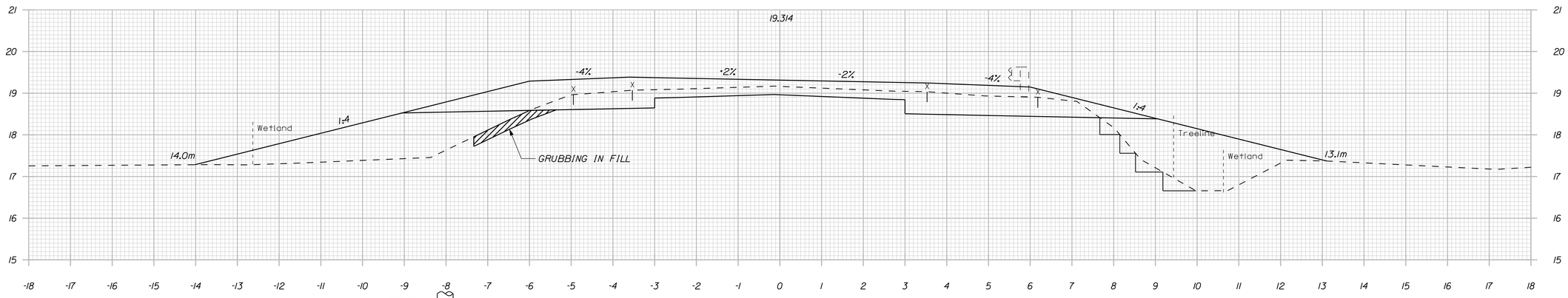
ORRINGTON ROUTE 15 STA. 7+680.000

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	STP-9204(100)X	93	208

9204.10



•713.00
7.90m LT
BHE 32

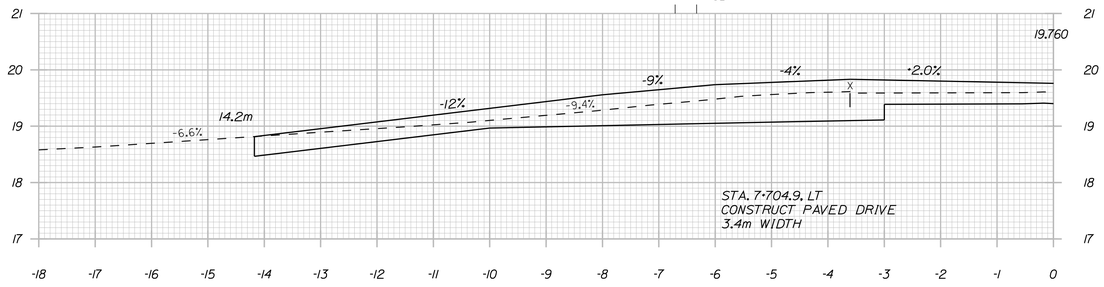
+713.62
6.33m LT
32

7+720.000

+714.10
6.47m RT
NO ▪

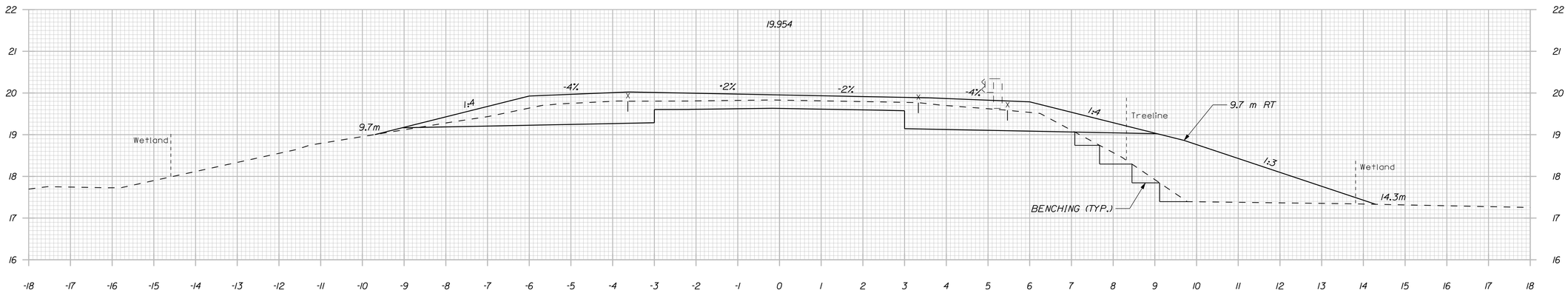
•714.00
7.90m RT
BHE 32S

C= 94.1 m³
F= 144.4 m³
G= 3.8 m³



STA. 7+704.9 LT.
CLEAN EXISTING CULVERT
(PAY ITEM 631.32)

7+705.342
PAVED DRIVE, LT



7+700.000

C= 90.4 m³
F= 203.8 m³
G= 5.4 m³

PROJECT DESIGN ENGINEER	KSD	BY	DATE
DESIGN-DETAILED	JRH	PCM	02/09
CHECKED	-----	-----	-----
REVISIONS	------	------	------
FIELD CHANGES			

PLANS

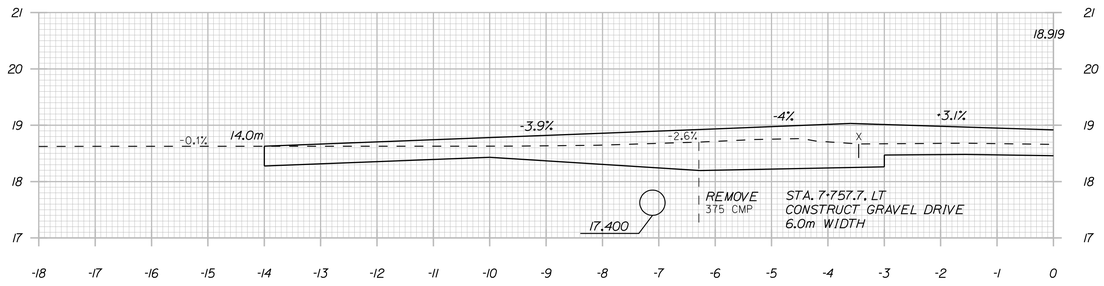
Filename: 002_XSECT_002.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

ORRINGTON ROUTE 15 STA. 7+700.000 TO STA. 7+720.000

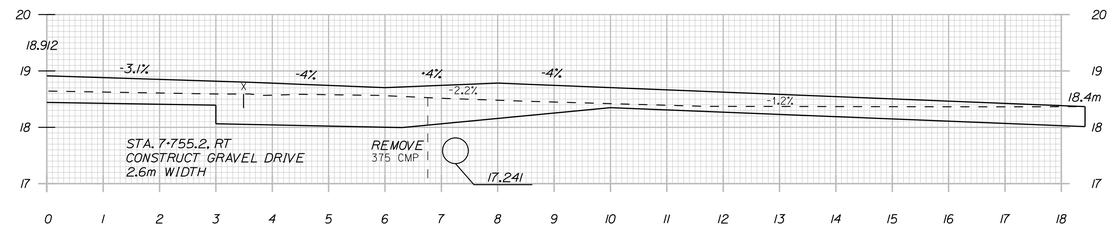
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	94	208

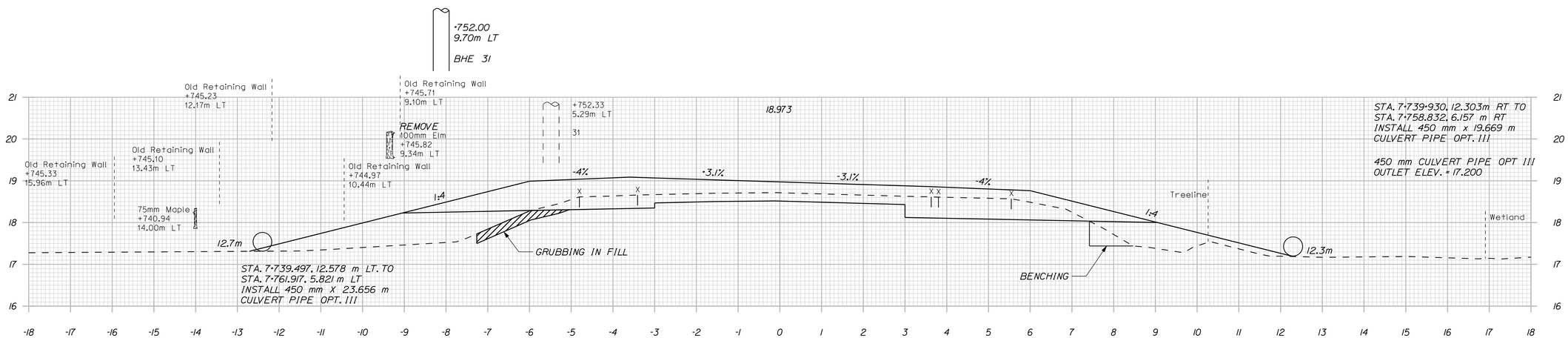
9204.10



7+757.436
GRAVEL DRIVE. LT



7+755.135
GRAVEL DRIVE. RT



7+740.000

450 mm CULVERT PIPE OPT. III
OUTLET ELEV. = 17.300

C= 80.4 m³
F= 137.7 m³
G= 7.9 m³

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM	02/09
CHECKED	-----	-----	-----
REVISIONS	-----	-----	-----
FIELD CHANGES	-----	-----	-----

PLANS

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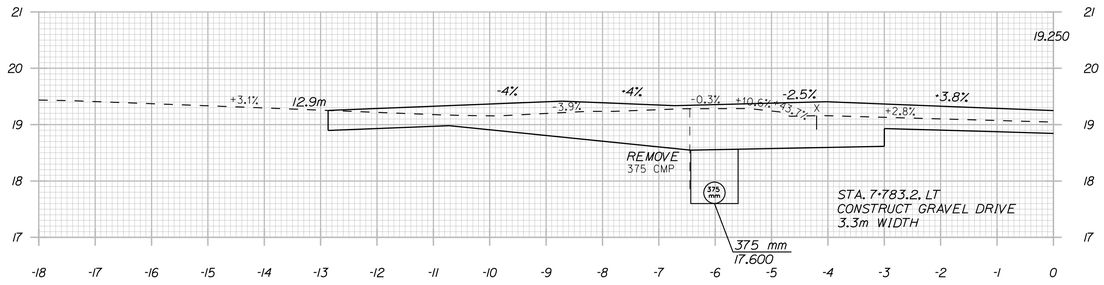
STA. 7+740.000 TO STA. 7+757.436

ORRINGTON ROUTE 15

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	STP-9204(100)X	95	208

9204.10



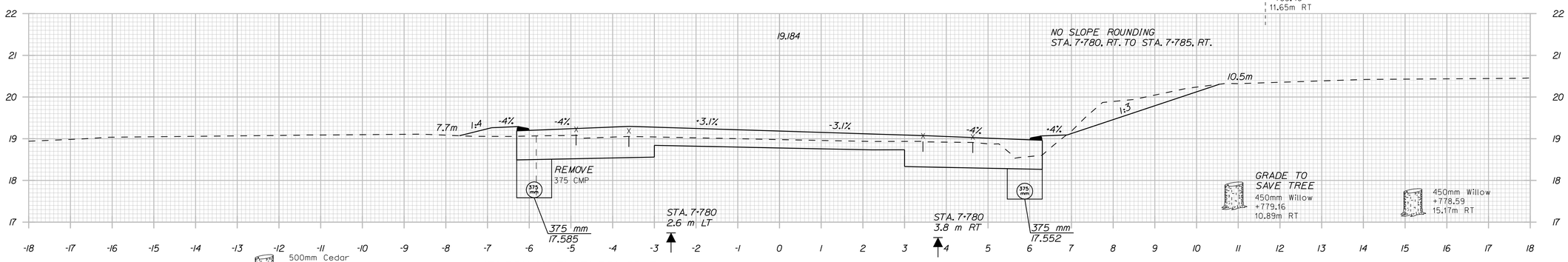
7+783.020

GRAVEL DRIVE SKEWED 27° AHEAD, LT

GRADE TO SAVE TREE
200mm Spruce
+785.44
10.48m RT

GRADE TO SAVE TREE
Well
+783.46
11.65m RT

NO SLOPE ROUNDING
STA. 7+780, RT. TO STA. 7+785, RT.



GRADE TO SAVE TREE
450mm Willow
+779.16
10.89m RT

450mm Willow
+778.59
15.17m RT

500mm Cedar
+771.95
12.37m LT

500mm Juniper
+770.07
12.29m LT

500mm Cedar
+768.14
12.35m LT

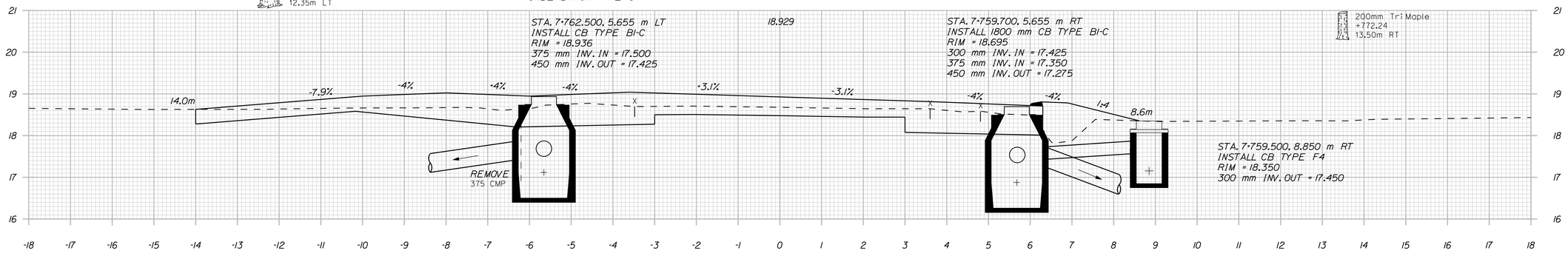
STA. 7+760.669 TO STA. 7+781.153, LT
INSTALL CURB TYPE 3

7+780.000

STA. 7+763.110, 5.655 m LT TO
STA. 7+843.590, 5.655 m LT
INSTALL 375 mm X 80.480 m
UNDERDRAIN TYPE C

STA. 7+760.592, 5.655 m RT TO
STA. 7+838.890, 5.655 m RT
INSTALL 375 mm x 78.298 m
UNDERDRAIN TYPE C

C= 100.3 m³
F= 14.2 m³



200mm Tri Maple
+772.24
13.50m RT

STA. 7+762.500, 5.655 m LT
INSTALL CB TYPE BI-C
RIM = 18.936
375 mm INV. IN = 17.500
450 mm INV. OUT = 17.425

STA. 7+759.700, 5.655 m RT
INSTALL 1800 mm CB TYPE BI-C
RIM = 18.695
300 mm INV. IN = 17.425
375 mm INV. IN = 17.350
450 mm INV. OUT = 17.275

STA. 7+759.500, 8.850 m RT
INSTALL CB TYPE F4
RIM = 18.350
300 mm INV. OUT = 17.450

7+760.000

STA. 7+758.161 TO STA. 7+787.937, RT
INSTALL CURB TYPE 3

STA. 7+759.581, 6.764 m RT TO
STA. 7+759.500, 8.545 m RT
INSTALL 300 mm X 1.929 m
CULVERT PIPE OPT. III

C= 82.7 m³
F= 56.3 m³
G= 4.1 m³

PROJECT DESIGN ENGINEER KSD		BY	DATE
DESIGN-DETAILED	JRH	PEM	02/09
CHECKED	------	------	------
REVISIONS	------	------	------
FIELD CHANGES			

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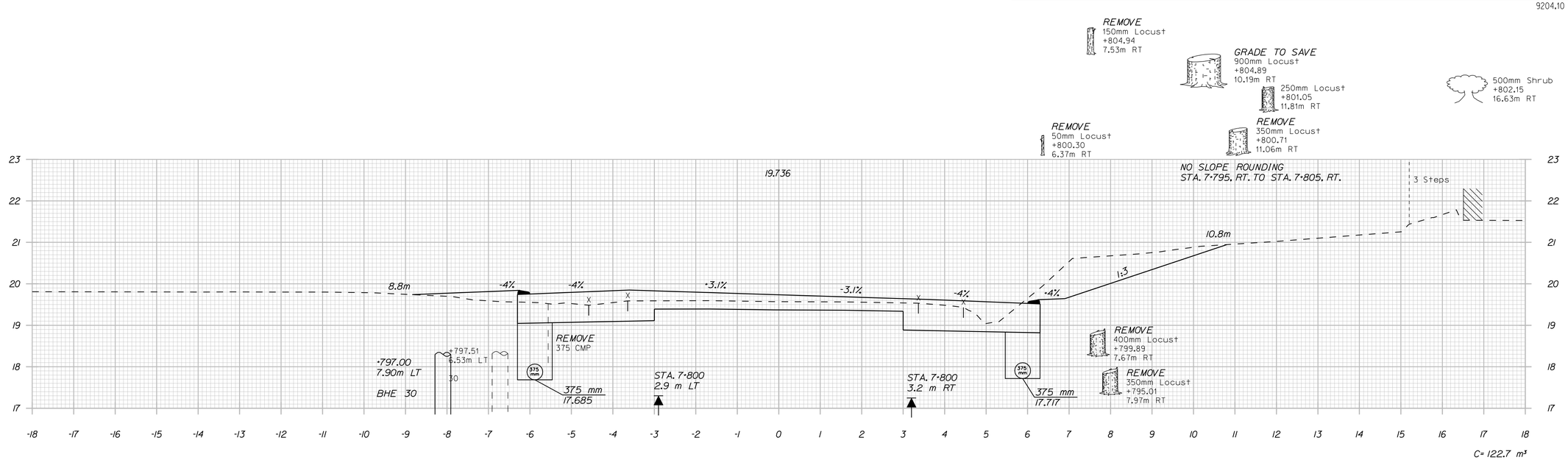
STA. 7+760.000 TO STA. 7+783.020

ORRINGTON ROUTE 15

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	STP-9204(100)X	96	208

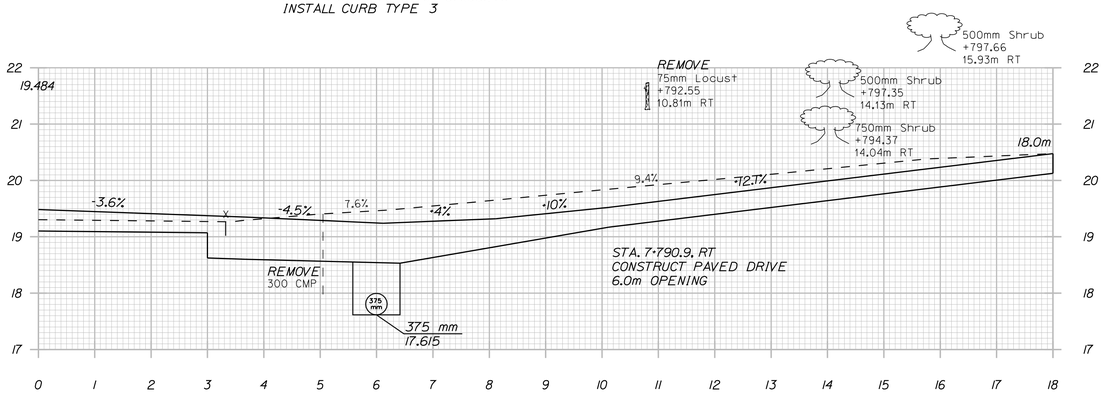
9204.10



7+800.000

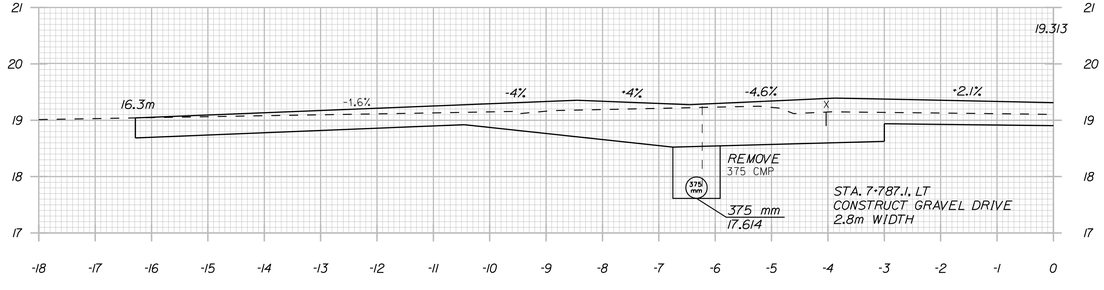
STA. 7+789.095 TO STA. 7+801.024. LT
INSTALL CURB TYPE 3

STA. 7+793.981 TO STA. 7+871.981. RT
INSTALL CURB TYPE 3



7+792.142

PAVED DRIVE SKEWED 11° BACK. RT



7+785.747

GRAVEL DRIVE SKEWED 22° BACK. LT

REMOVE
50mm Locust
+791.85
13.48m RT

150mm Fir
+791.33
17.09m RT

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	-----	-----
	REVISIONS	-----	-----
	FIELD CHANGES	-----	-----

Filename: 002_XSECT_002.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

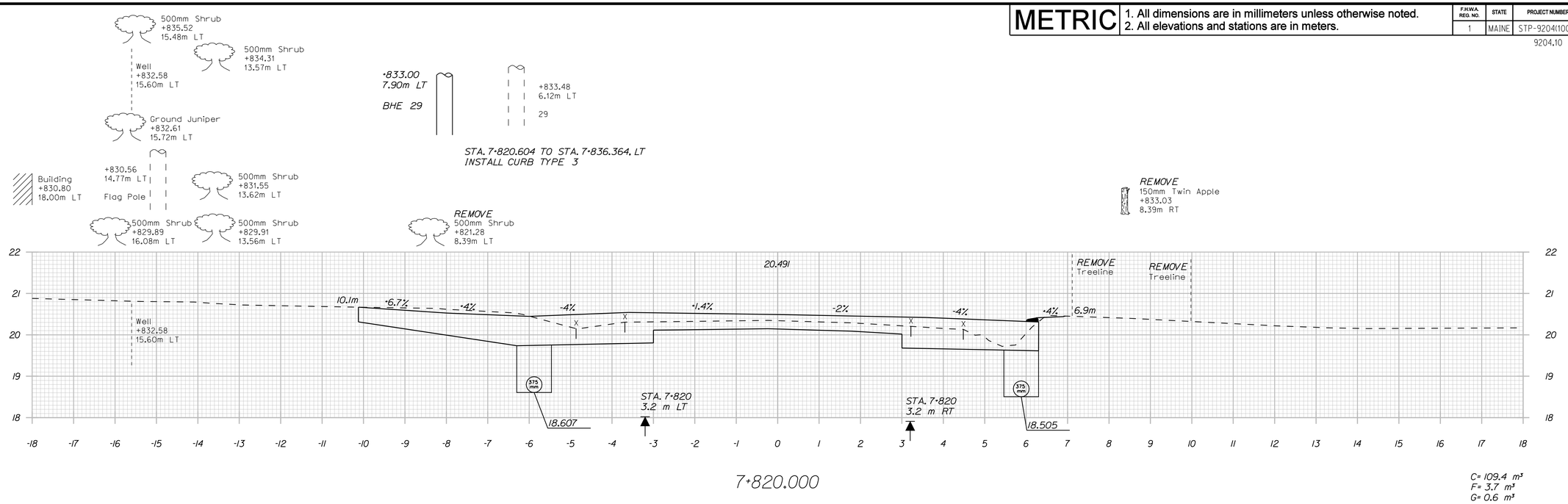
STA. 7+785.747 TO STA. 7+800.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	97	208

9204.10



PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM
CHECKED	-----	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

Date:8/22/2011

Username: normal

Division: $wkgroup$

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STA. 7+805.705 TO STA. 7+820.000

ORRINGTON ROUTE 15

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

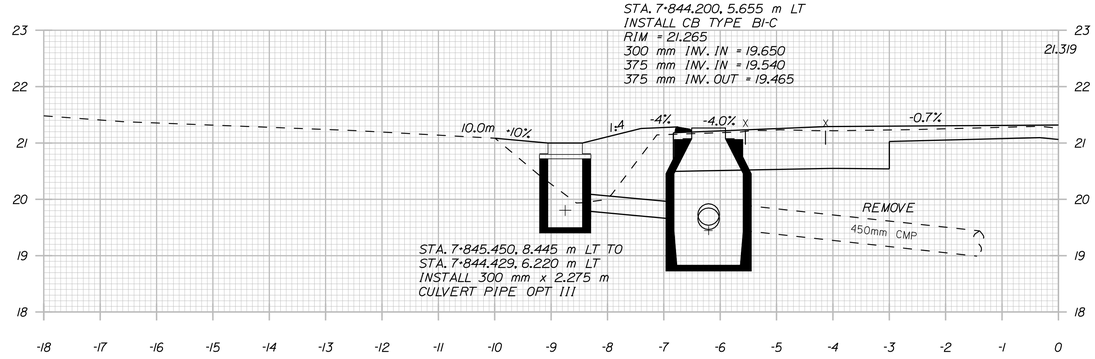
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	98	208

9204.10

STA. 7+845.450, 8.750 m LT
INSTALL CB TYPE F5
RIM = 21.000
300 mm INV. OUT = 19.800

STA. 7+844.810, 5.655 m LT.
STA. 7+913.390, 5.655 m LT.
INSTALL 375 x 68.580
UNDERDRAIN TYPE C

STA. 7+844.200, 5.655 m LT
INSTALL CB TYPE BI-C
RIM = 21.265
300 mm INV. IN = 19.650
375 mm INV. IN = 19.540
375 mm INV. OUT = 19.465

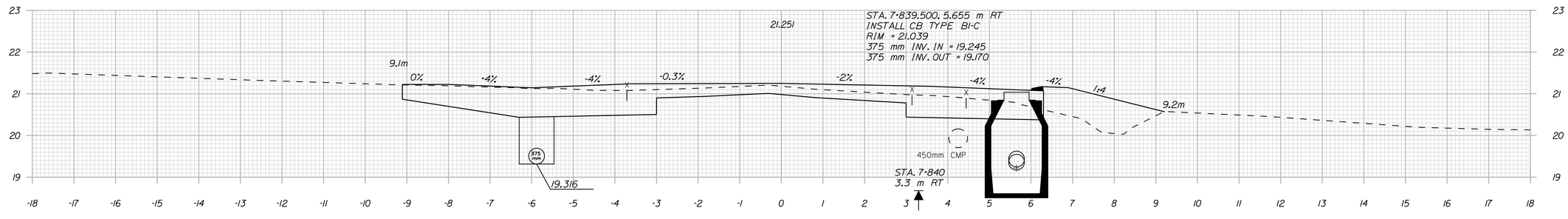


STA. 7+842.364 TO STA. 7+923.754, LT
INSTALL CURB TYPE 3

7+844.200

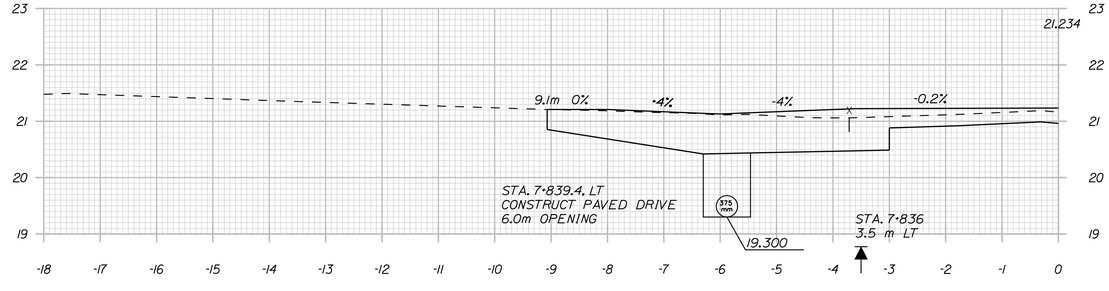
GRADE TO SAVE TREE
100mm Elm
+841.96
9.81m RT

STA. 7+840.110, 5.655 m RT TO
STA. 7+908.790, 5.655 m RT
INSTALL 375 mm x 68.680 m
UNDERDRAIN TYPE C



7+840.000

C= 90.0 m³
F= 17.6 m³
G= 0.6 m³



7+839.539
PAVED DRIVE, LT

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	
REVISIONS	-----	
FELD CHANGES	-----	

PLANS

Filename: 002_XSECT_002.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

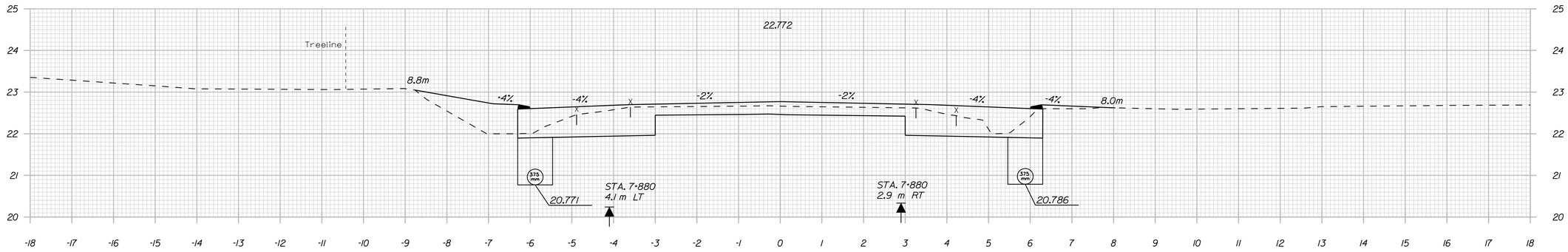
ORRINGTON ROUTE 15

STA. 7+839.539 TO STA. 7+844.200

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	STP-9204(100)X	99	208

9204.10

GRADE TO SAVE TREE
600mm Maple
+881.47
9.41m RT

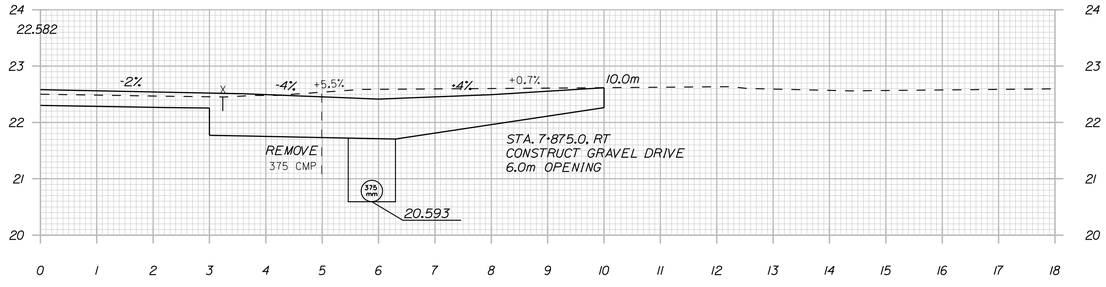


7+880.000

STA. 7+877.981 TO STA. 7+894.518. RT
INSTALL CURB TYPE 3

C= 83.8 m³
F= 31.9 m³
G= 2.6 m³

GRADE TO SAVE TREE
350mm Maple
+878.04
9.57m RT



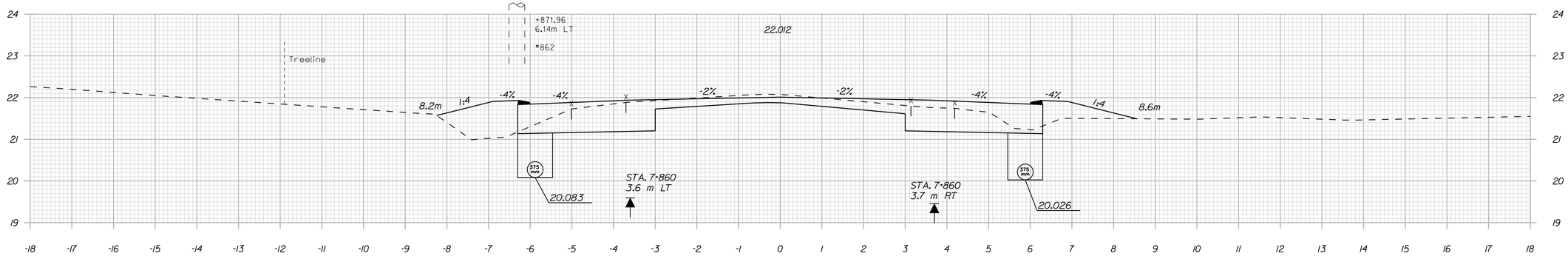
7+874.981
GRAVEL DRIVE. RT

Building
+865.85
16.17m RT

300mm Crab Apple
+860.69
16.24m RT

+874.01
6.13m LT
28

+871.96
6.14m LT
*862



*855.00
7.90m LT

BHE 28

7+860.000

C= 89.3 m³
F= 36.4 m³
G= 1.3 m³

STA. 7+860.000 TO STA. 7+880.000

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

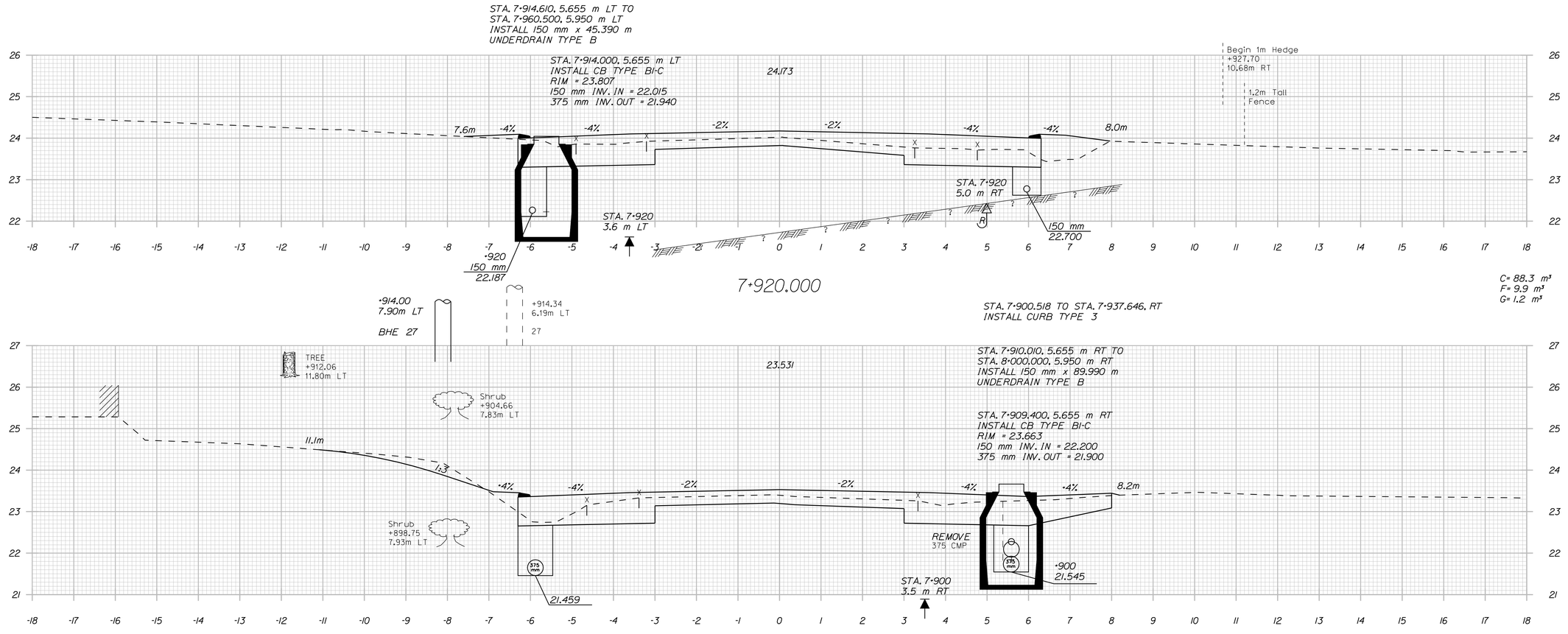
ORRINGTON ROUTE 15

Filename: 002_XSECT_002.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	100	208

9204.10



PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	-----	-----
	REVISIONS	-----	-----
	FIELD CHANGES	-----	-----

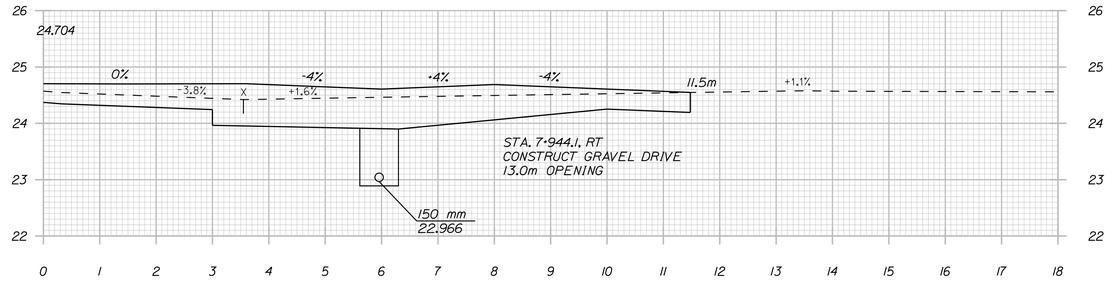
Filename: 002_XSECT_002.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

ORRINGTON ROUTE 15

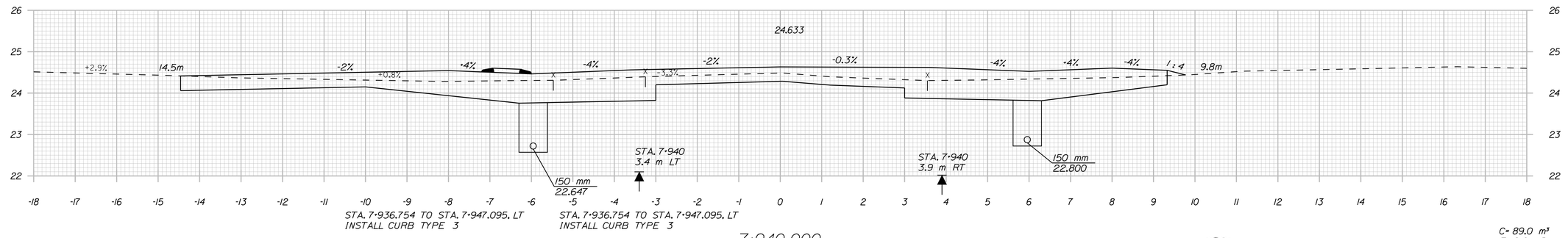
STA. 7+897.518 TO STA. 7+920.000

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	STP-9204(100)X	101	208

9204.10

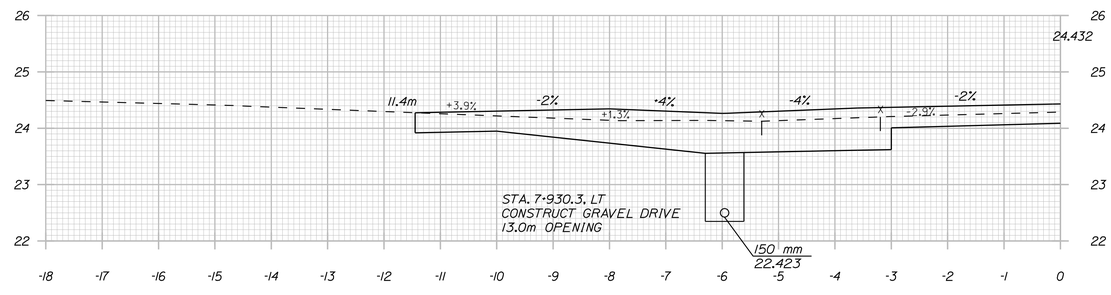


7+944.148
GRAVEL DRIVE. RT.



7+940.000

STA. 7+936.754 TO 7+947.095. LT
CONSTRUCT RAISED ISLAND



7+930.254
GRAVEL DRIVE. LT.

C= 89.0 m³
F= 8.2 m³

500mm Shrub
+939.45
10.59m RT

250mm Pine
+935.91
12.25m RT

End 1m Hedge
+935.70
10.42m RT

1000mm Shrub
+935.08
17.30m RT

PROJECT DESIGN ENGINEER KSD		BY	DATE
DESIGN-DETAILED	JRH	PEM	02/09
CHECKED	-----	-----	
REVISIONS	-----	-----	
FIELD CHANGES	-----	-----	

PLANS

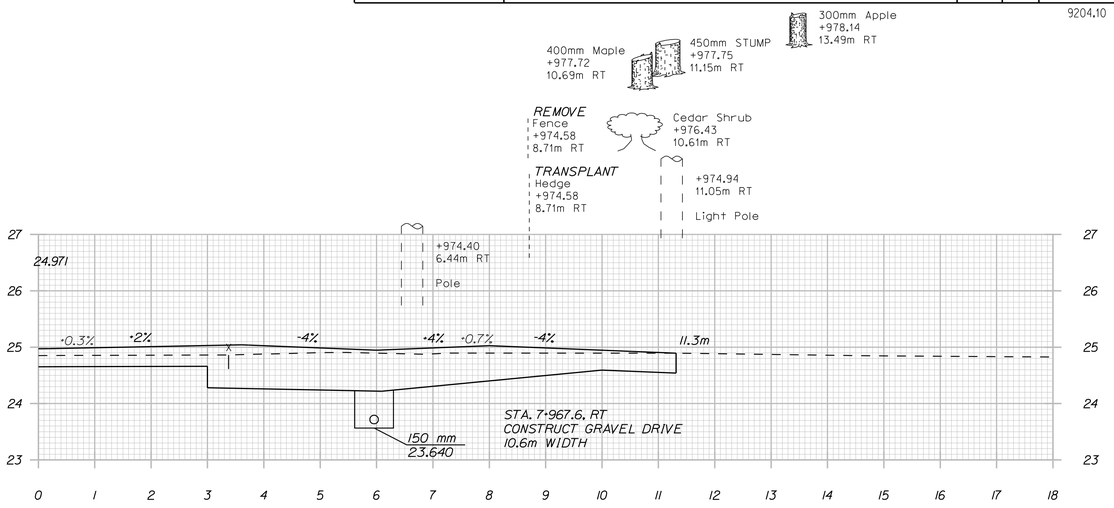
Filename: 002_XSECT_002.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

STA. 7+930.254 TO STA. 7+944.148

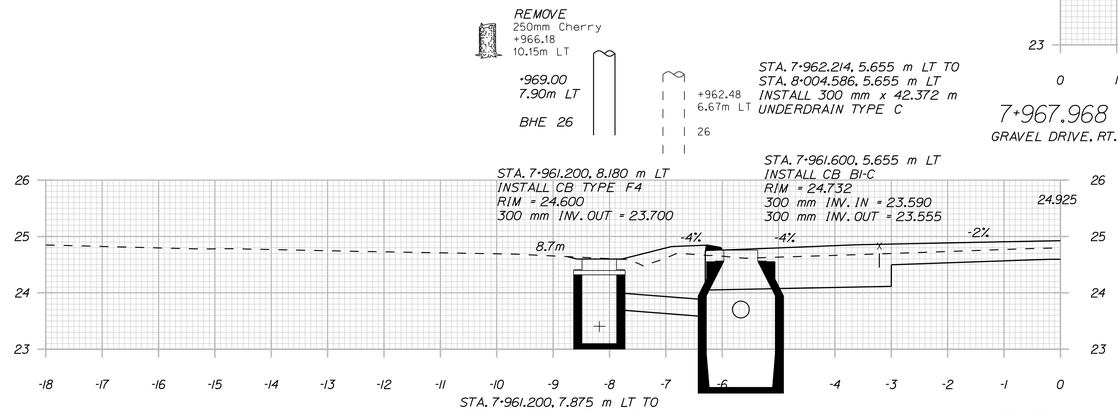
ORRINGTON ROUTE 15

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	STP-9204(100)X	102	208

9204.10

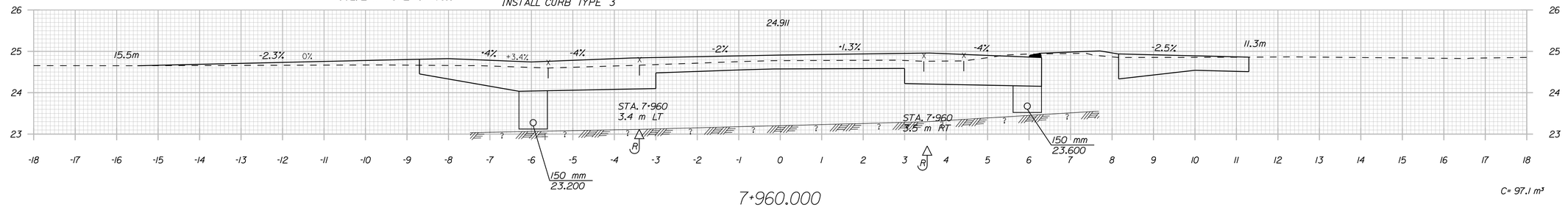


7+967.968
GRAVEL DRIVE, RT.



7+961.600

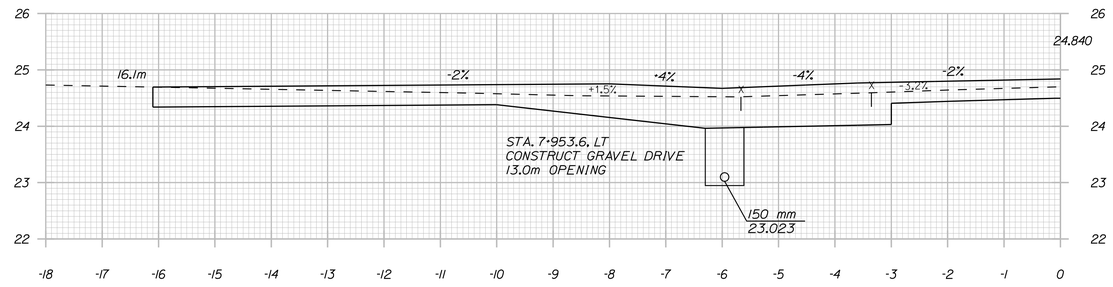
STA. 7+960.124 TO STA. 7+982.958, LT
INSTALL CURB TYPE 3



7+960.000

C= 97.1 m³

STA. 7+950.646 TO STA. 7+962.307, RT
INSTALL CURB TYPE 3



7+953.590
GRAVEL DRIVE, LT.

PROJECT DESIGN ENGINEER XSD	BY	DATE
DESIGN-DETAILED	JRH	07/09
CHECKED	-----	-----
PLANS REVISIONS	-----	-----
FIELD CHANGES	-----	-----

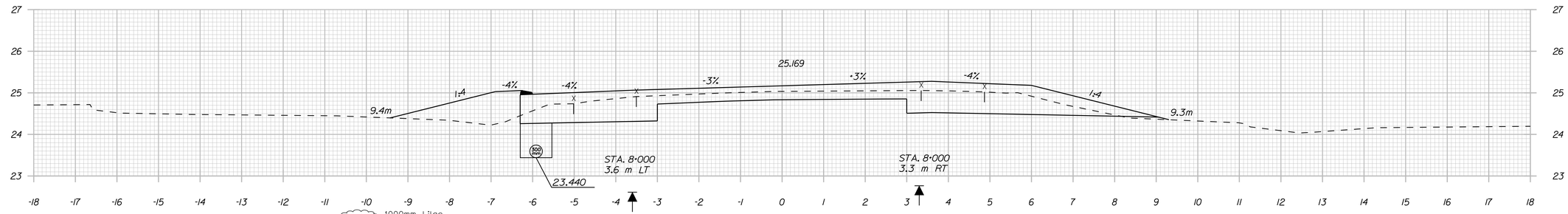
Filename: 002_XSECT_002.dgn Username: normal Date:8/22/2011 Division: $wkgroup$

ORRINGTON ROUTE 15

STA. 7+953.590 TO STA. 7+967.968

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	STP-9204(100)X	103	208

9204.10



1000mm Lilac
+999.88
10.14m LT

50mm Maple
+997.12
9.88m LT

8+000.000

C= 22.3 m³
F= 15.3 m³

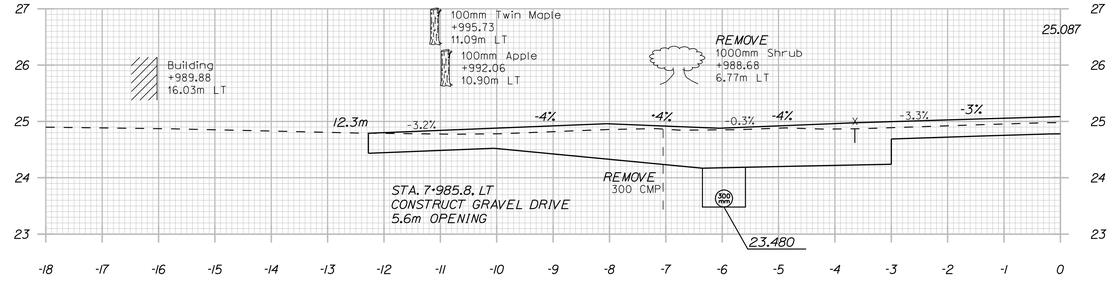
STA. 7+988.554 TO STA. 8+013.144, LT
INSTALL CURB TYPE 3

REMOVE
2000mm Lilac
+996.17
10.55m LT

REMOVE
100mm Twin Maple
+995.84
10.27m LT

200mm Apple
+999.55
10.32m RT

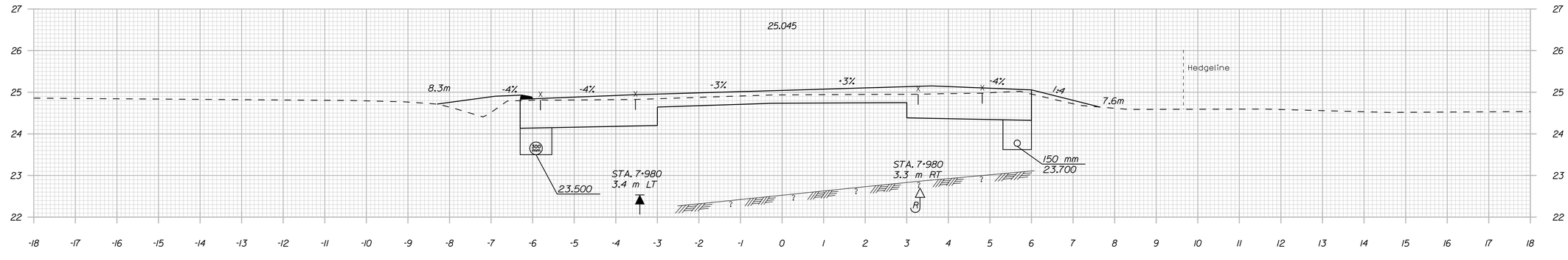
100 Tri Birch
+997.82
11.34m RT



7+986.734
GRAVEL DRIVE, LT.

REMOVE
700mm Shrub
+982.74
6.76m LT

500mm Maple
+981.59
13.92m RT



7+980.000

C= 103.5 m³
F= 6.0 m³

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	
CHECKED	-----	02/09
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

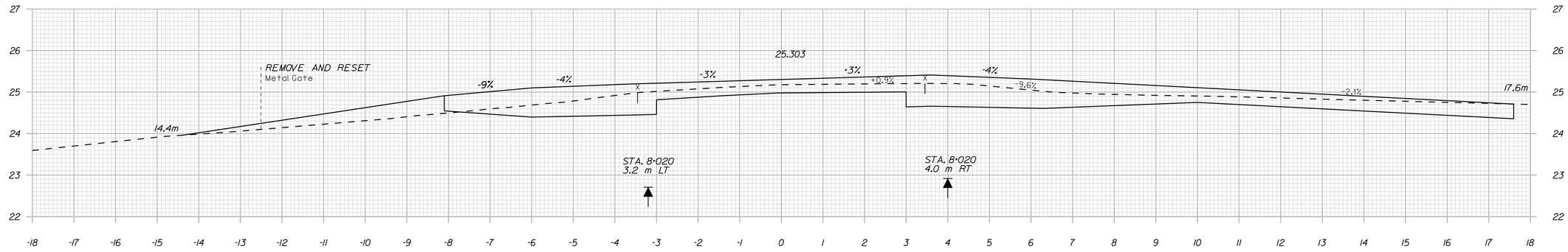
Date:8/22/2011
Username: normal
Division: $wkgroup$
Filename: 002_XSECT_002.dgn

STA. 7+980.000 TO STA. 8+000.000

ORRINGTON ROUTE 15

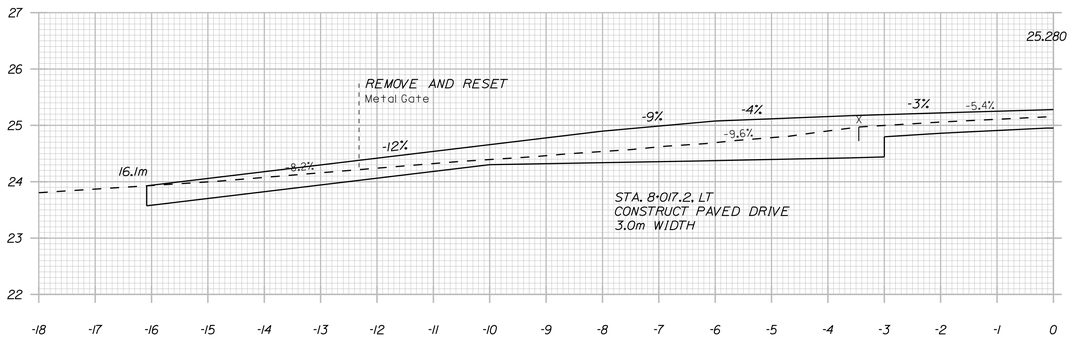
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	104	208

9204.10



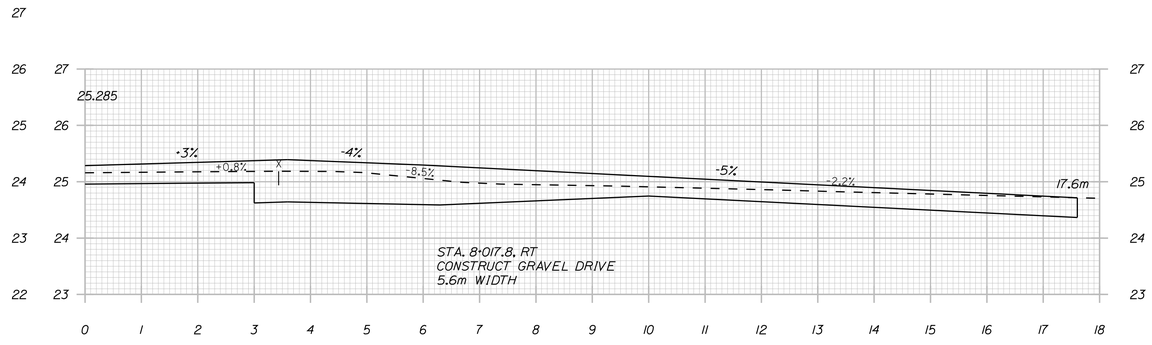
8+020.000

C= 89.8 m³
F= 14.0 m³



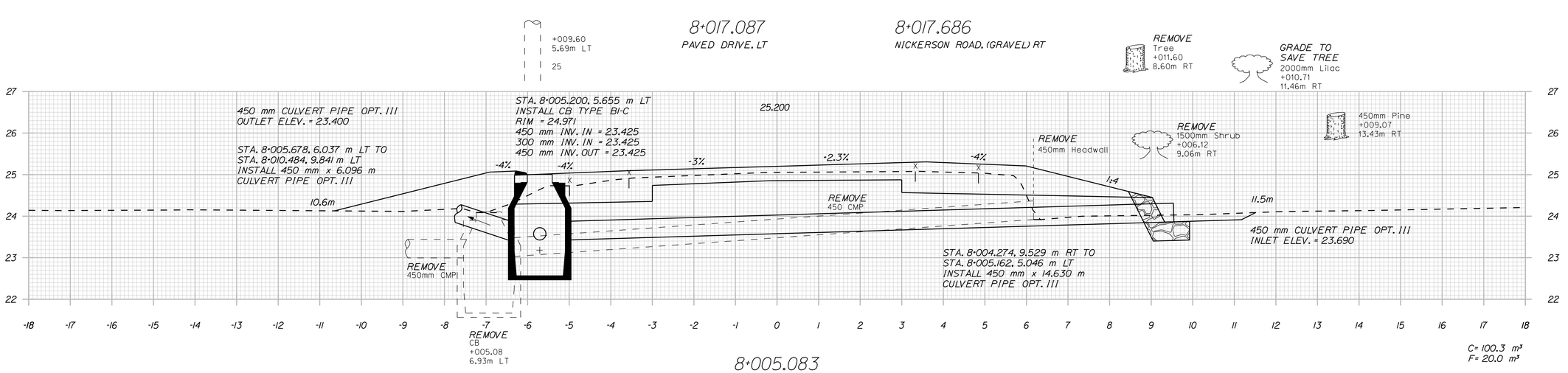
8+017.087

PAVED DRIVE. LT



8+017.686

NICKERSON ROAD. (GRAVEL) RT



8+005.083

REMOVE
Tree
+011.60
8.60m RT

GRADE TO
SAVE TREE
2000mm Lilac
+010.71
11.46m RT

REMOVE
1500mm Shrub
+006.12
9.06m RT

450mm Pine
+009.07
13.43m RT

C= 100.3 m³
F= 20.0 m³

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	-----	-----
	REVISIONS	-----	-----
	FIELD CHANGES	-----	-----

Filename: 003_XSECT_003.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

ORRINGTON ROUTE 15

STA. 8+005.083 TO STA. 8+020.000

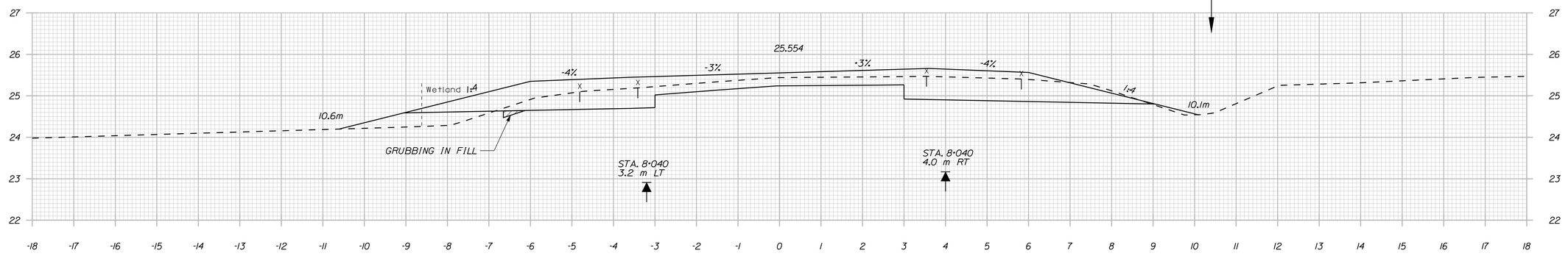
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	105	208

9204.10

STA. 8+050.695, 10.389 m RT TO
STA. 8+059.124, 10.696 m RT
INSTALL 375 mm X 8.534 m
CULVERT PIPE OPT. I

375 mm CULVERT PIPE OPT. I
OUTLET ELEV. = 24.765

550mm Maple
+049.94
13.22m RT



8+040.000

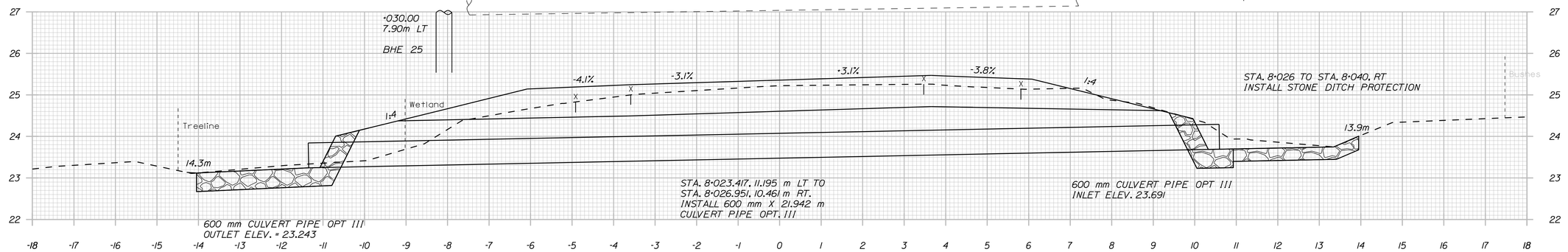
STA. 8+040 TO STA. 8+049, RT
INSTALL EROSION CONTROL BLANKET

C= 78.4 m³
F= 8.7 m³
G= 0.4 m³

450mm Maple
+038.64
13.05m RT

REMOVE
600 CMP
+028.200

+030.00
7.90m LT
BHE 25



8+025.295
PIPE SKEWED 9° AHEAD RT

PROJECT DESIGN ENGINEER KSD		BY	DATE
DESIGN-DETAILED	JRH	PEM	02/09
CHECKED	-----	-----	
REVISIONS	-----	-----	
FIELD CHANGES			

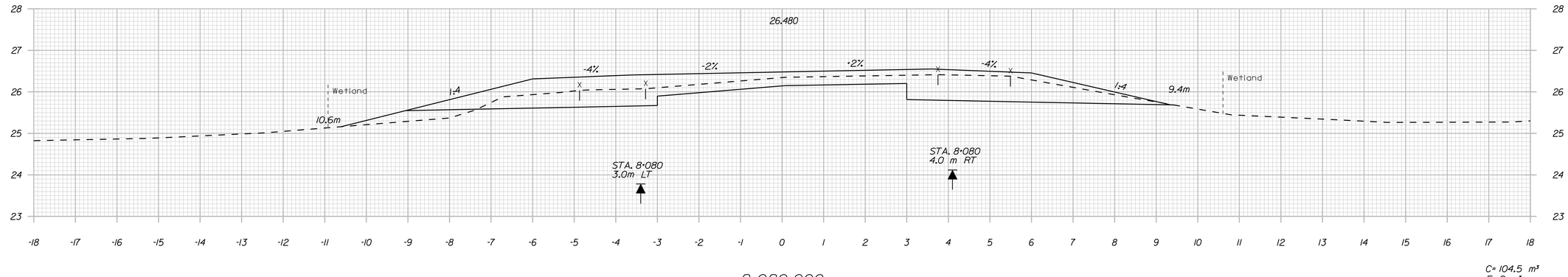
PLANS

Date:8/22/2011
Username: normal
Division: $wkgroup$
Filename: 003_XSECT_003.dgn

STA. 8+025.295 TO STA. 8+040.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	106	208
				9204.10		



8+080.000

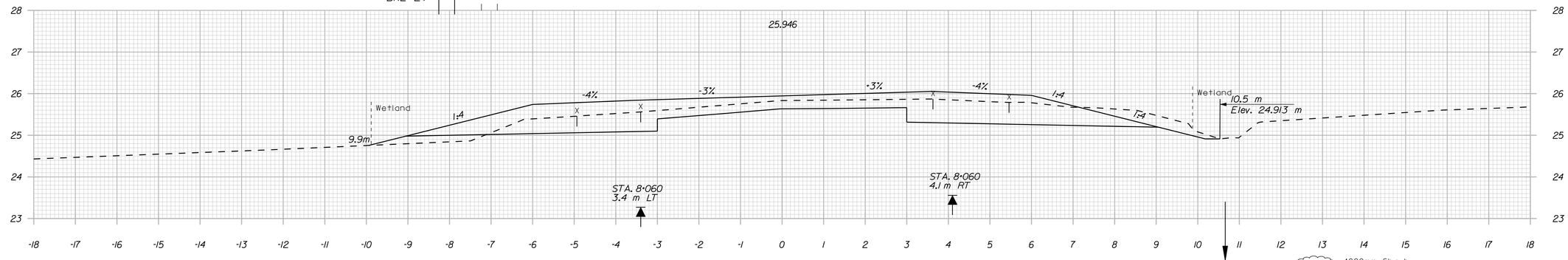
C= 104.5 m³
F= 9 m³

+060.00
7.90m LT

BHE 24

+060.53
6.85m LT

24



8+060.000

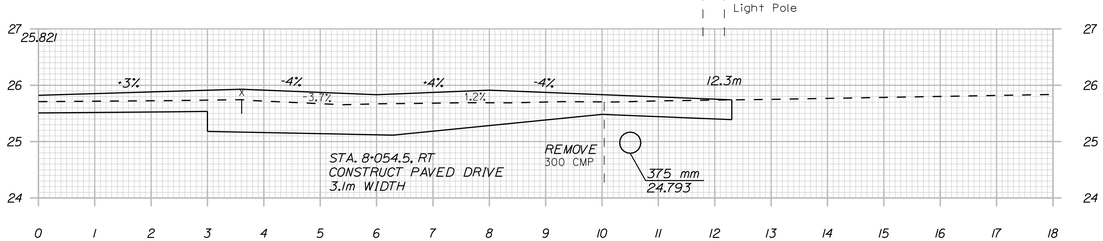
1000mm Shrub
+058.74
12.87m RT

C= 95.6 m³
F= 12.3 m³
G= 0.4 m³

375 mm CULVERT PIPE OPT. 1
INLET ELEV. = 24.850

+057.17
11.79m RT

Light Pole



8+054.302
PAVED DRIVE, RT

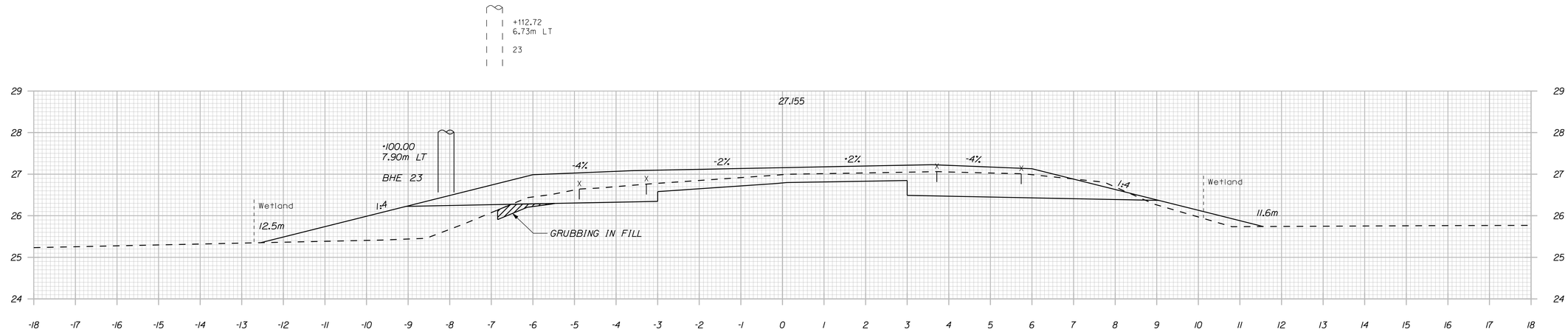
PROJECT DESIGN ENGINEER KSD		BY	DATE
	DESIGN-DETAILED	JRH	02/09
	CHECKED	-----	-----
PLANS	REVISIONS	-----	-----
	FIELD CHANGES		

ORRINGTON ROUTE 15

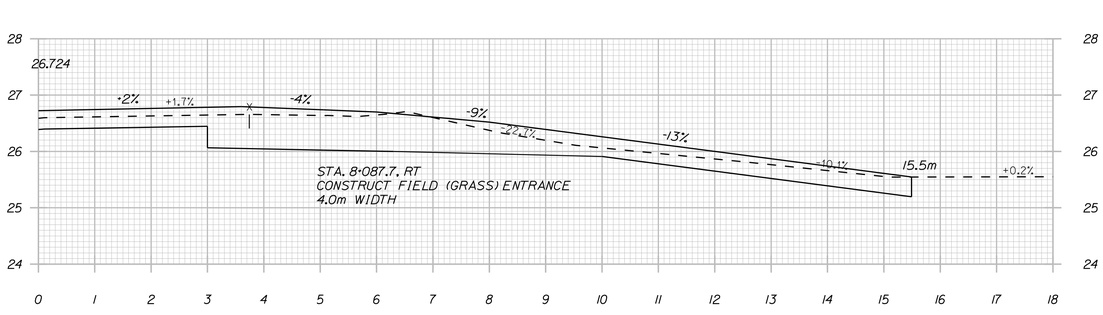
STA. 8+054.302 TO STA. 8+080.000

Date:8/22/2011
Username: normal
Division: $wkgroup$
Filename: 003_XSECT_003.dgn

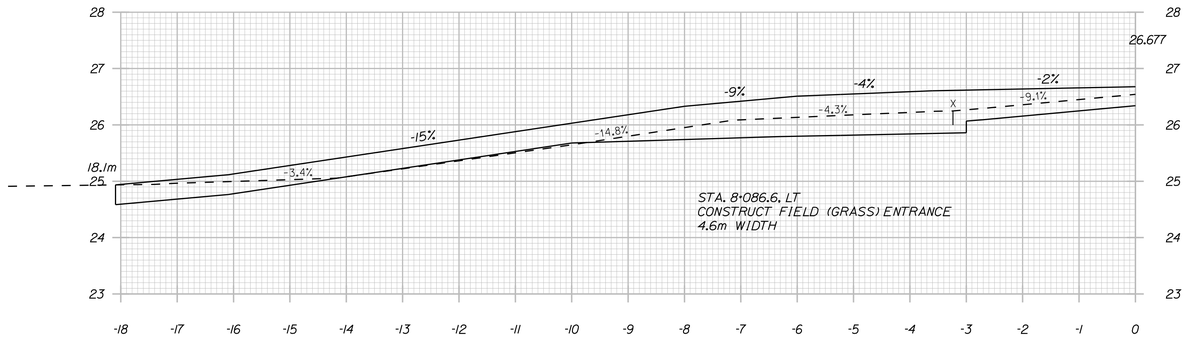
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	107	208
				9204.10		



8+100.000



8+087.704
FIELD ENTRANCE, RT



8+086.280
FIELD ENTRANCE, LT

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	-----
REVISIONS	------	------
FIELD CHANGES		

PLANS

Filename: 003_XSECT_003.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

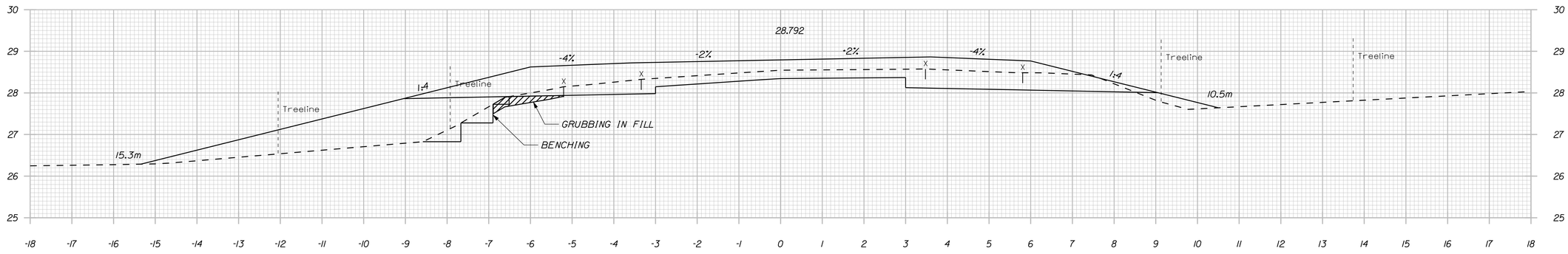
STA. 8+086.280 TO STA. 8+100.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	108	208

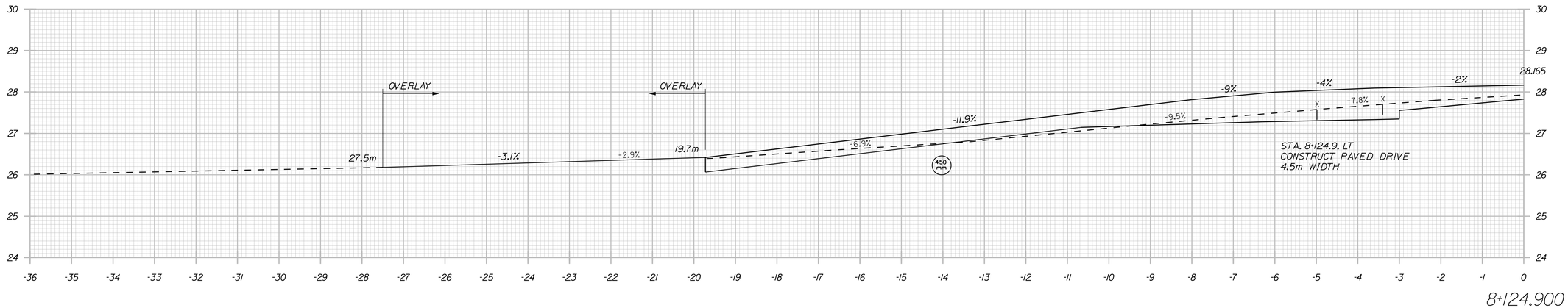
9204.10



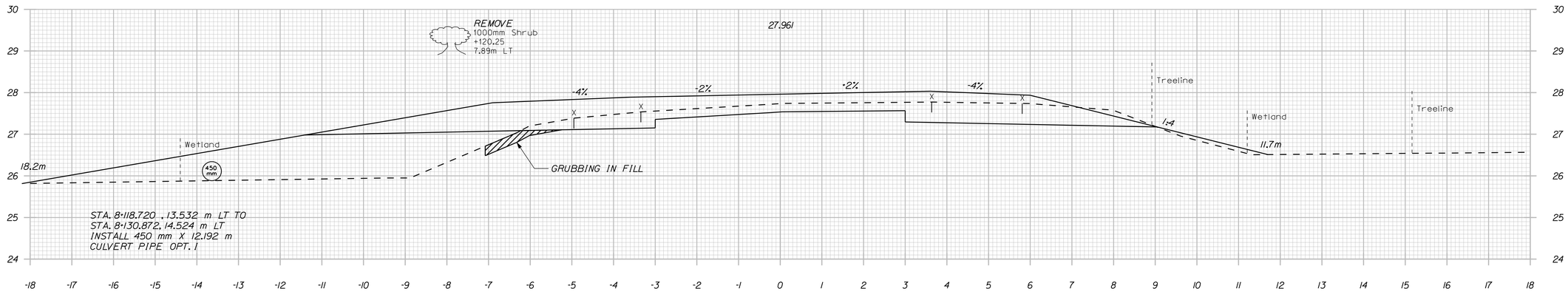
450 mm CULVERT PIPE OPT. 1
INLET ELEV. 26.135

8+140.000

C= 87.1 m³
F= 96.5 m³
G= 5.4 m³



8+124.900
PAVED DRIVE, LT



450 mm CULVERT PIPE OPT. 1
OUTET ELEV. 25.855

8+120.000

C= 96.6 m³
F= 72.5 m³
G= 4.4 m³

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	-----	-----
	REVISIONS	-----	-----
	FIELD CHANGES	-----	-----

Filename: 003_XSECT_003.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

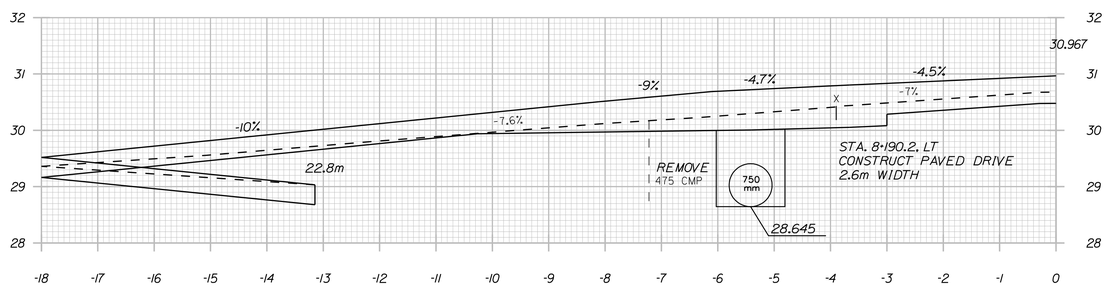
STA. 8+120.000 TO STA. 8+140.000

ORRINGTON ROUTE 15

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

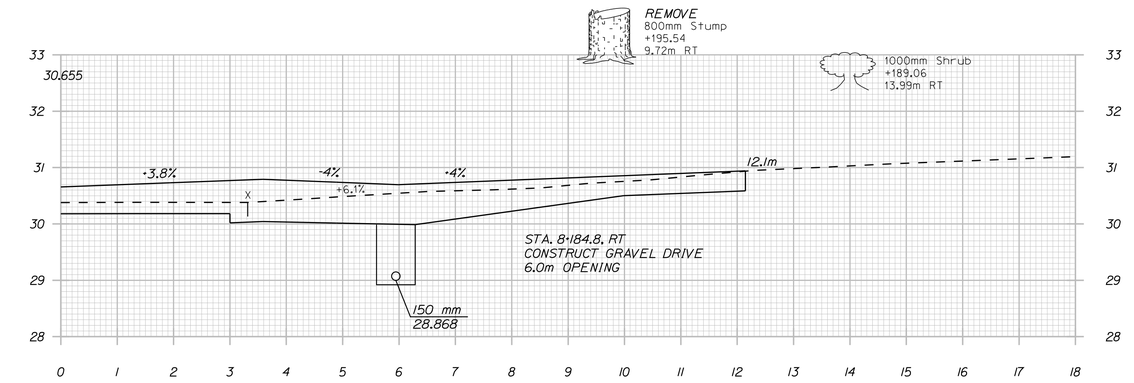
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	109	208

9204.10



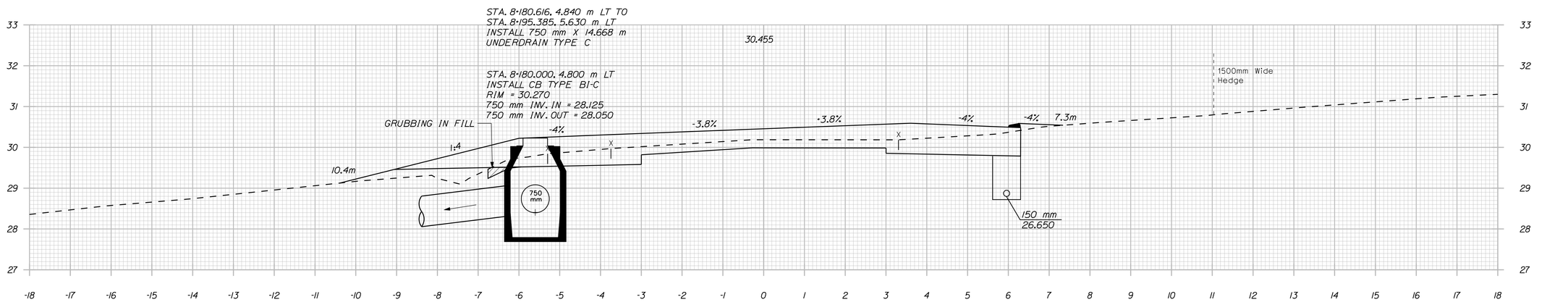
8+192.325

PAVED DRIVE SKEWED 11° BACK, LT



8+184.805

GRAVEL DRIVE, RT

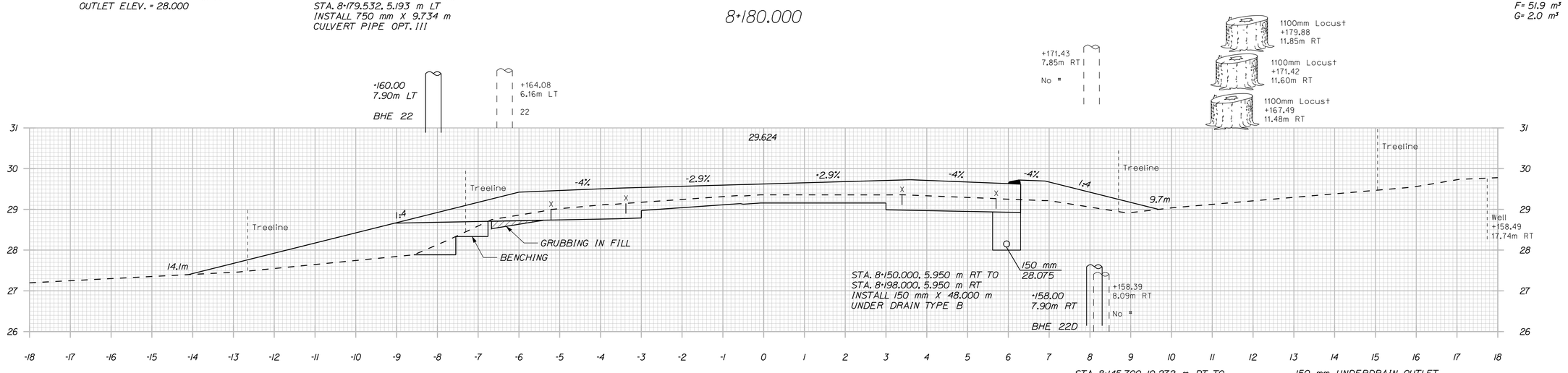


750 mm CULVERT PIPE OPT. III
OUTLET ELEV. = 28.000

STA. 8+171.936, 11.433 m LT TO
STA. 8+179.532, 5.193 m LT
INSTALL 750 mm X 9.734 m
CULVERT PIPE OPT. III

8+180.000

C= 71.2 m³
F= 51.9 m³
G= 2.0 m³



STA. 8+150.000, 5.950 m RT TO
STA. 8+198.000, 5.950 m RT
INSTALL 150 mm X 48.000 m
UNDER DRAIN TYPE B

STA. 8+150.000 TO STA. 8+181.833, RT
INSTALL CURB TYPE 3

STA. 8+145.700, 10.272 m RT TO
STA. 8+150.000, 5.950 m RT
INSTALL 150 mm X 6.096
UNDERDRAIN OUTLET WITH 45° ELBOW

STA. 8+148 TO STA. 8+150, RT
INSTALL 1.8 m WIDE PLAIN RIPRAP DOWNSPOUT

150 mm UNDERDRAIN OUTLET
OUTLET ELEV. = 28.000

8+160.000

C= 73.7 m³
F= 98.0 m³
G= 3.8 m³

STA. 8+160.000 TO STA. 8+192.325

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	-----
PLANS REVISIONS	-----	-----
FIELD CHANGES	-----	-----

ORRINGTON ROUTE 15

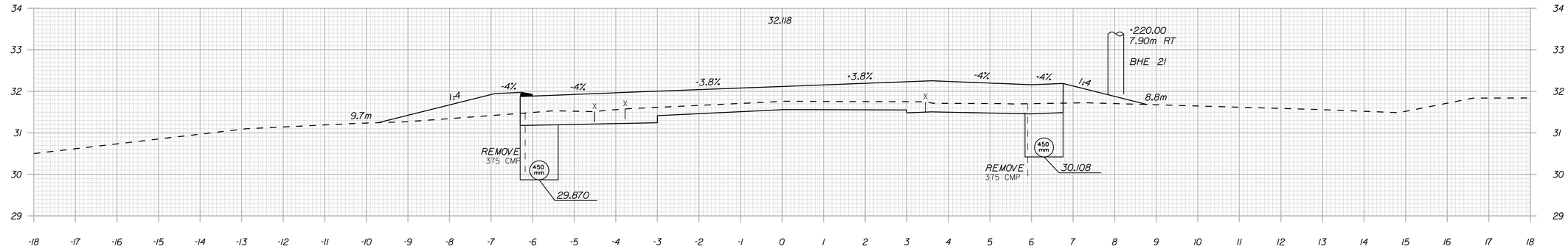
Filename: 003_XSECT_003.dgn Username: normal Date:8/22/2011

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	STP-9204(100)X	110	208

9204.10

STA. 8+220.796 TO STA. 8+244.005, RT
INSTALL CURB TYPE 3



+216.32
5.02m LT
21

8+220.000

STA. 8+207.864 TO STA. 8+214.852, RT
INSTALL CURB TYPE 3

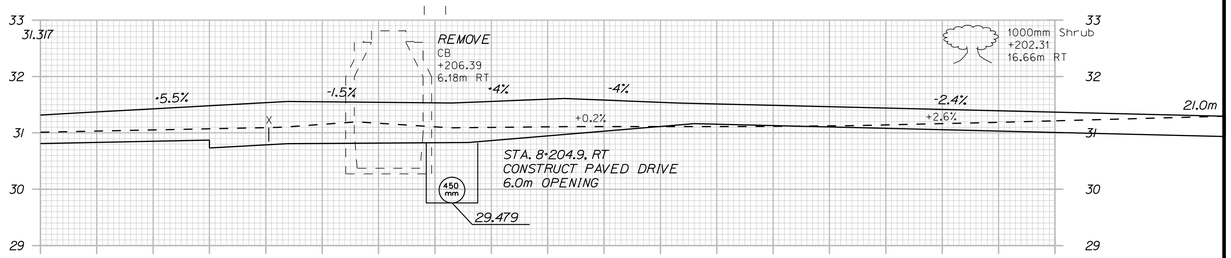
GRADE TO SAVE TREE
450mm Maple
+218.16
12.35m RT

C= 64.5 m³
F= 39.5 m³
G= 3.6 m³

+213.62
6.81m RT
221S

GRADE TO SAVE
600mm Locust
+207.00
10.01m LT

REMOVE
1500mm Shrub
+202.38
9.21m LT

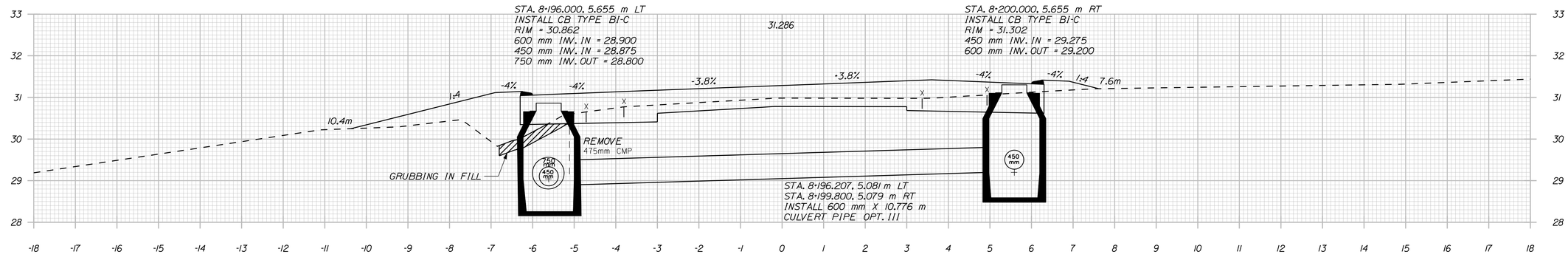


STA. 8+196.616, 5.655 m LT TO
STA. 8+239.384, 5.655 m LT
INSTALL 450 mm X 42.768 m
UNDERDRAIN TYPE C

STA. 8+200.605, 5.655 m RT TO
STA. 8+292.396, 5.655 m RT
INSTALL 450 mm X 91.791 m
UNDERDRAIN TYPE C

8+200.737
PAVED DRIVE SKEWED 35° AHEAD, RT

REMOVE
490 CMP
+203.06



STA. 8+196.207, 5.081 m LT
STA. 8+199.800, 5.079 m RT
INSTALL 600 mm X 10.776 m
CULVERT PIPE OPT. III

STA. 8+194.226 TO STA. 8+231.080, LT
INSTALL CURB TYPE 3

8+200.000

STA. 8+187.779 TO STA. 8+201.920, RT
INSTALL CURB TYPE 3

C= 71.1 m³
F= 31.5 m³
G= 4.4 m³

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	-----	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

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STA. 8+200.000 TO STA. 8+220.000

ORRINGTON ROUTE 15

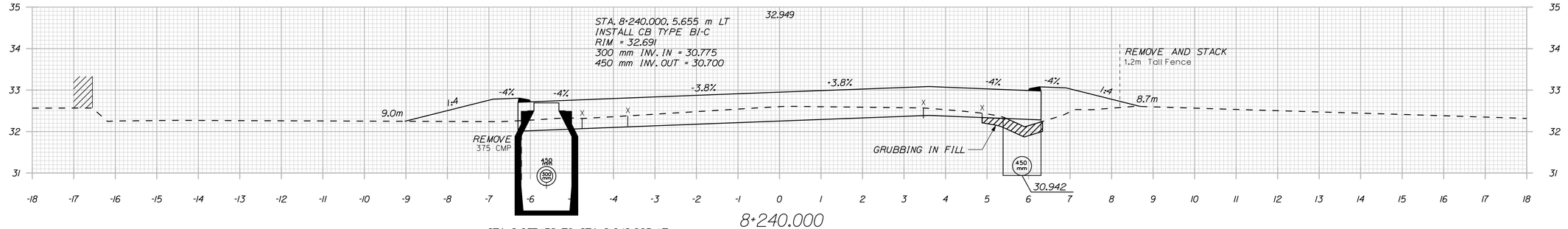
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	111	208

9204.10

STA. 8+240.610, 5.655 m LT TO
STA. 8+272.885, 5.655 m LT
INSTALL 300 mm X 32.269 m
UNDERDRAIN TYPE C

1000mm Cedar Shrub
+246.53
14.62m LT

GRADE TO SAVE
2000mm Lilac
+246.96
9.98m LT



STA. 8+237.138 TO STA. 8+248.225, LT
INSTALL CURB TYPE 3

8+240.000

END PARTIAL DEPTH CONSTRUCTION
BEGIN FULL DEPTH CONSTRUCTION

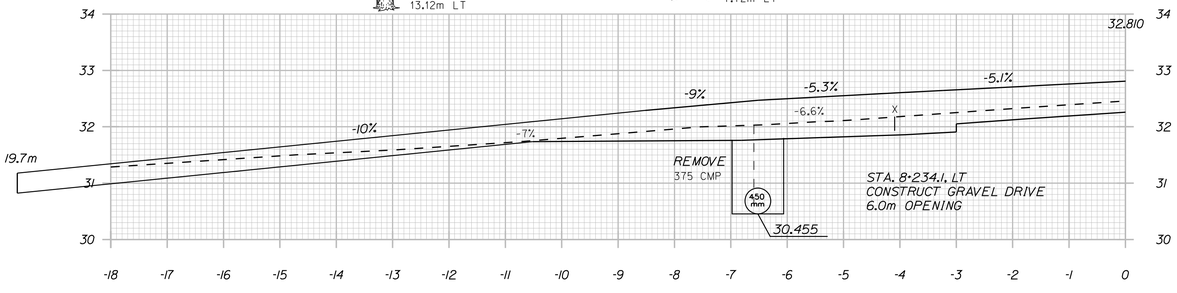
C= 61.5 m³
F= 34.7 m³
G= 3.2 m³

1000mm Cedar Shrub
+238.46
16.17m LT

250mm Apple
+236.02
13.12m LT

REMOVE
1000mm Shrub
+238.08
7.72m LT

30mm Apple
+238.07
10.84m RT



GRADE TO SAVE
1100mm Locust
+228.07
9.64m LT

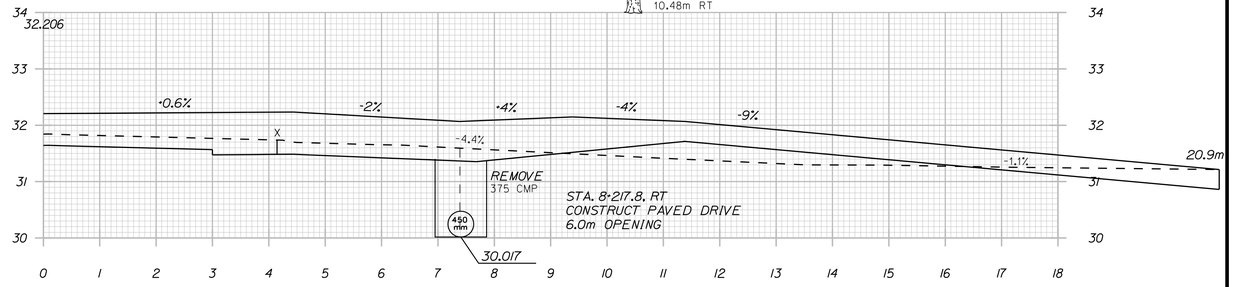
REMOVE
1500mm Shrub
+223.80
7.04m LT

8+236.653

GRAVEL DRIVE SKEWED 23° BACK, LT

1000mm Shrub
+227.74
10.78m RT

REMOVE
200mm Spruce
+223.37
10.48m RT



8+222.118

PAVED DRIVE SKEWED 36° BACK, RT

STA. 8+222.118 TO STA. 8+240.000

ORRINGTON ROUTE 15

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	PEM 02/09
	CHECKED	$checked1$	$checked2$ $checkdate1$
	REVISIONS	$revision1$	$revision2$ $revdate1$
	FIELD CHANGES		

Filename: 003_XSECT_003.dgn Username: normal Division: $wkgroup$ Date:8/22/2011

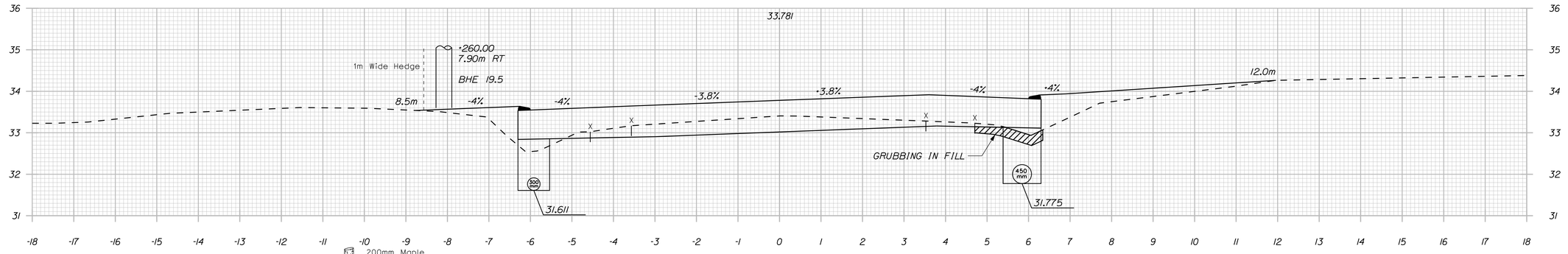
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	112	208

9204.10

+265.42
7.10m LT

19.5

400mm Poplar
+265.02
13.33m RT



200mm Maple
+256.38
10.36m LT

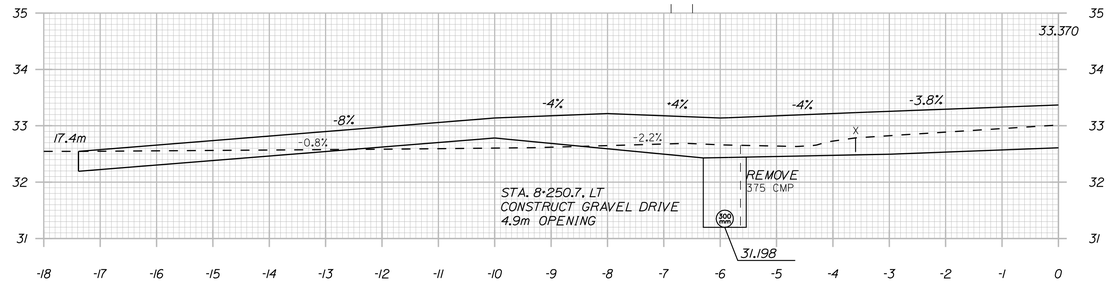
STA. 8+253.156 TO STA. 8+265.934, LT
INSTALL CURB TYPE 3

8+260.000

C= 55.5 m³
F= 42.8 m³
G= 10.6 m³

+254.37
6.49m LT

4/20



8+250.128

GRAVEL DRIVE, LT

+256.14
7.90m RT

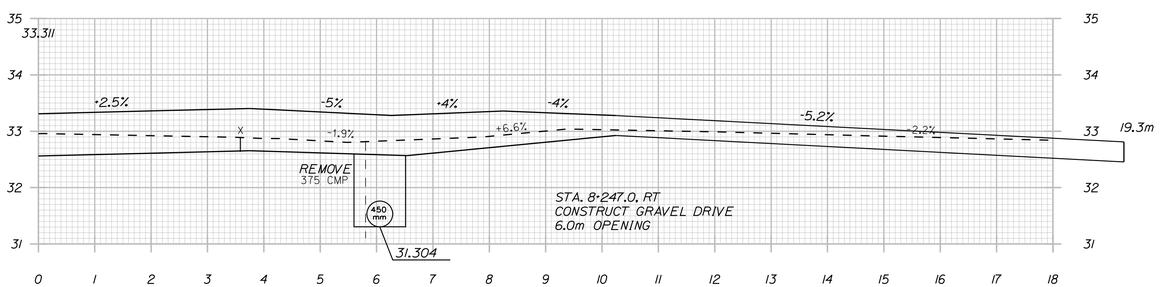
20S

+256.00
7.90m RT

BHE 20S

400 & 450 Poplar
+253.61
12.76m RT

STA. 8+249.948 TO STA. 8+285.480, RT
INSTALL CURB TYPE 3



8+248.701

GRAVEL DRIVE SKEWED 16° BACK, RT

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	$checked1$	$checkdate1$
	REVISIONS	$revision1$	$revdate1$
	FIELD CHANGES	PEM	
		$checked2$	$checkdate2$
		$revision2$	$revdate2$

Filename: 003_XSECT_003.dgn
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Username: normal
Date:8/22/2011

STA. 8+248.701 TO STA. 8+260.000

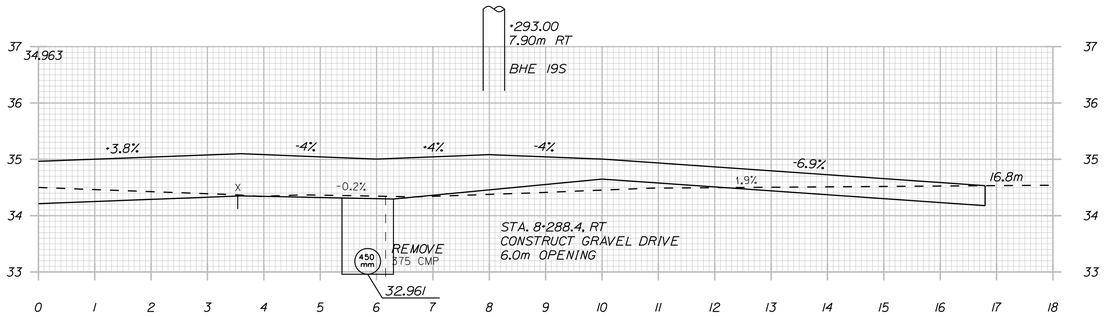
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	113	208
				9204.10		

+292.33
6.72m LT

411/19

+292.05
7.08m RT

19S



STA. 8+274.116, 5.655 m LT TO
STA. 8+327.500, 5.950 m LT
INSTALL 150 mm X 53.384
UNDERDRAIN TYPE B

STA. 8+273.500, 5.655 m LT
INSTALL CB TYPE BI-C
RIM = 34.084
150 mm INV. IN = 32.250
300 mm INV. OUT = 32.175

8+288.452

GRAVEL DRIVE (WILD IRISH ROAD), RT

1000mm Shrub
+281.75
15.30m RT

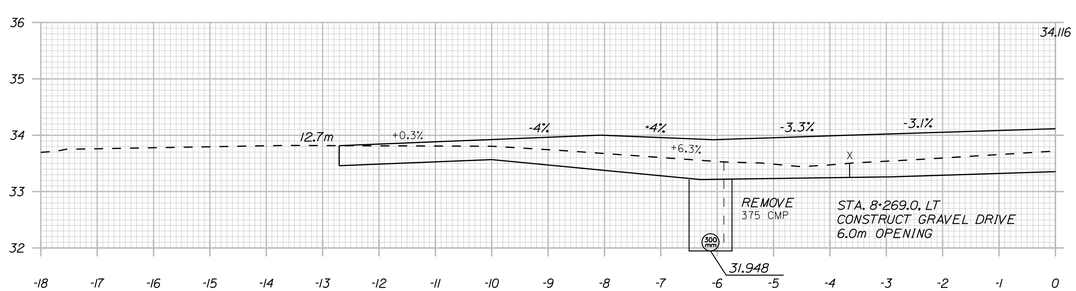
C= 46.2 m³
F= 44.8 m³
G= 13.4 m³

STA. 8+271.992 TO STA. 8+320.100, LT
INSTALL CURB TYPE 3

8+280.000

250mm Ash
+278.20
13.91m RT

Flag Pole
+273.09
12.46m RT



8+268.060

GRAVEL DRIVE SKEWED 8° AHEAD, LT

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	$checked1$	$checkdate1$
REVISIONS	$revision1$	$revdate1$
FIELD CHANGES	$revision2$	$revdate2$
PLANS	$checked2$	

ORRINGTON ROUTE 15

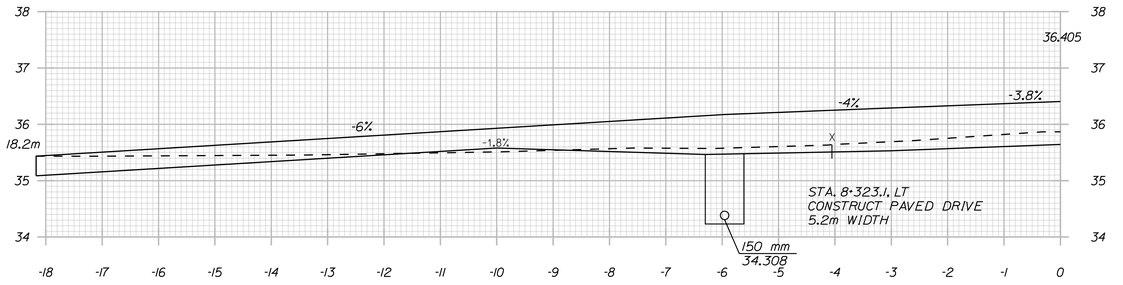
STA. 8+268.060 TO STA. 8+288.452

Date:8/22/2011
Username: normal
Division: $wkgroup$
Filename: 003_XSECT_003.dgn

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	STP-9204(100)X	114	208

9204.10

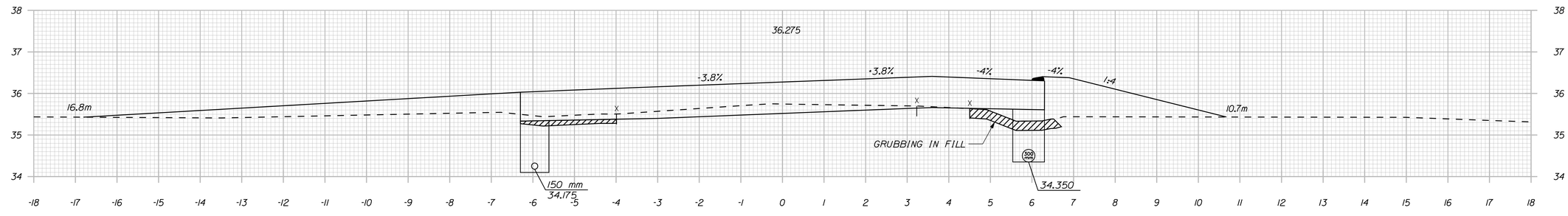


8+323.129
PAVED DRIVE, LT

+324.24
6.95m RT
18S

REMOVE
900mm STUMP
+325.17
13.30m RT

+324.00
7.90m RT
BHE 18S



8+320.000

C= 34.4 m³
F= 117.4 m³
G= 12.9 m³

8+300.000

STA. 8+293.000, 5.655 m RT
INSTALL CB TYPE BI-C
RIM = 35.169
300 mm INV. IN = 33.750
300 mm INV. IN = 33.225
450 mm INV. OUT = 33.150

STA. 8+293.605, 5.655 m RT TO
STA. 8+331.396, 5.655 m RT
INSTALL 300 mm X 37.791 m
UNDERDRAIN TYPE C

300 mm CULVERT PIPE OPT. III
INLET ELEV. = 34.300

STA. 8+291.423 TO STA. 8+324.459, RT
INSTALL CURB TYPE 3

STA. 8+293.363, 6.143 m RT TO
STA. 8+296.951, 11.035 m RT
INSTALL 300 mm X 6.096
CULVERT PIPE OPT. III

C= 39.7 m³
F= 83.9 m³
G= 11.7 m³

PROJECT DESIGN ENGINEER KSD		BY	DATE
DESIGN-DETAILED	JRH	PEM	02/09
CHECKED	$checked1$	$checked2$	$checkdate1$
REVISIONS	$revision1$	$revision2$	$revdate1$
FIELD CHANGES			

PLANS

STA. 8+300.000 TO STA. 8+323.129

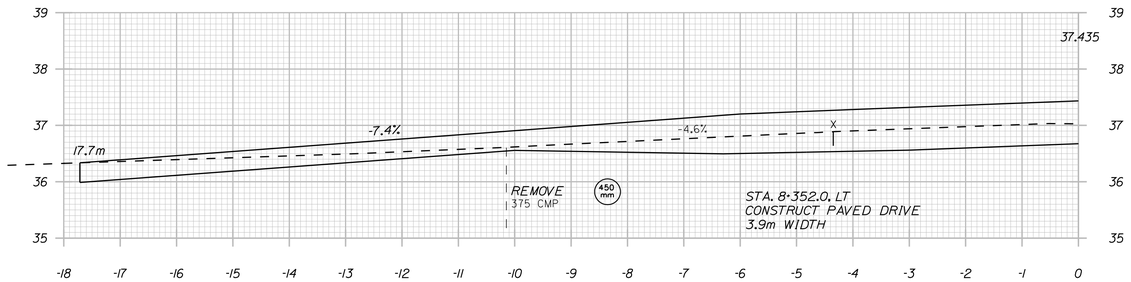
ORRINGTON ROUTE 15

Filename: 003_XSECT_003.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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

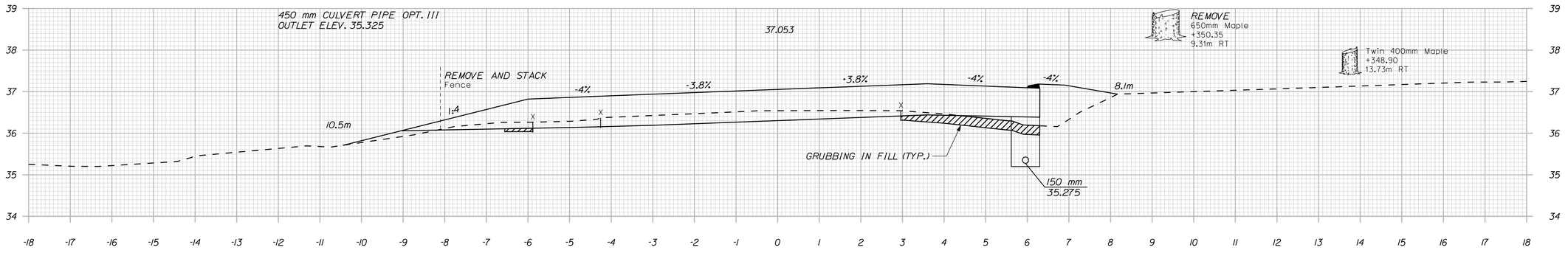
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	115	208

9204.10



STA. 8+342.955, 11.106 m LT TO
STA. 8+359.417, 5.851 m LT
INSTALL 450 mm X 17.069 m
CULVERT PIPE OPT. III

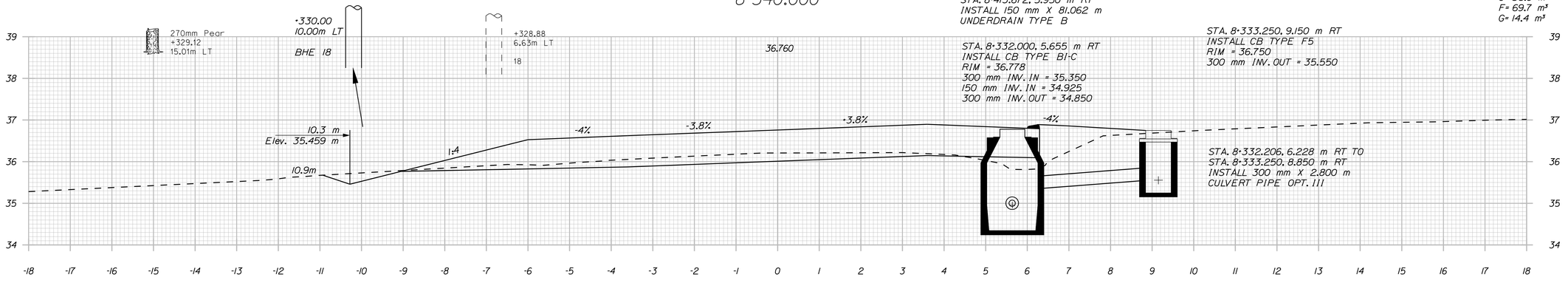
8+352.078
PAVED DRIVE, LT



8+340.000

STA. 8+332.610, 5.655 m RT TO
STA. 8+413.672, 5.950 m RT
INSTALL 150 mm X 81.062 m
UNDERDRAIN TYPE B

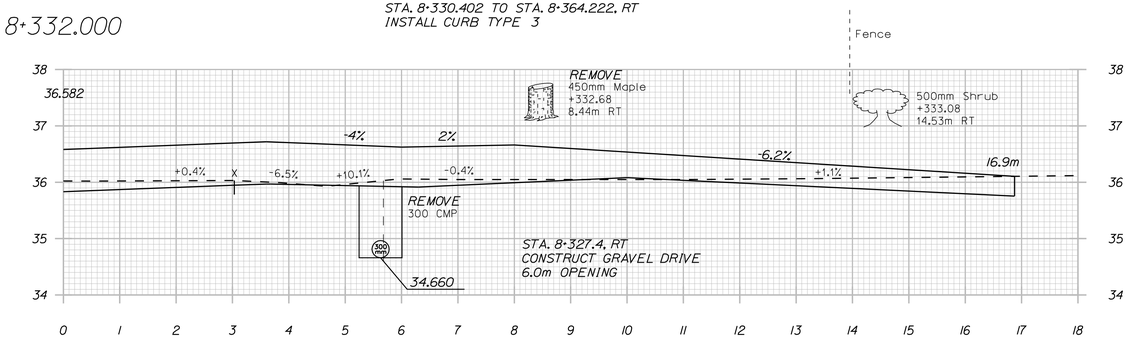
C= 36.9 m³
F= 69.7 m³
G= 14.4 m³



STA. 8+332 TO STA. 8+340, LT
INSTALL EROSION CONTROL BLANKET

8+332.000

STA. 8+330.402 TO STA. 8+364.222, RT
INSTALL CURB TYPE 3



8+327.431
GRAVEL DRIVE, RT

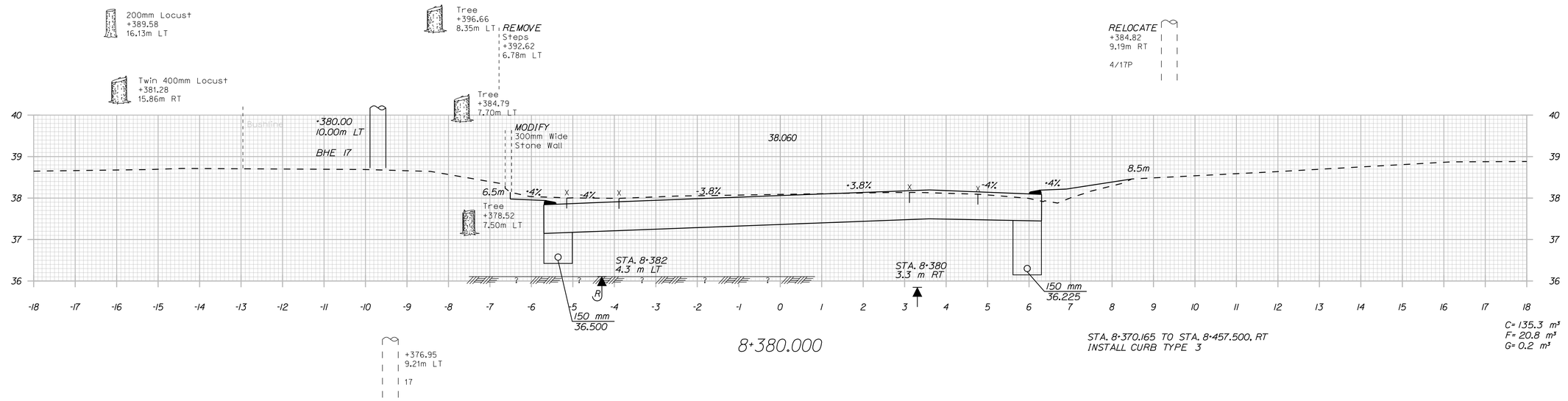
PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	
CHECKED	PEM	02/09
REVISIONS	$checked1$	$checked2$	$checkdate$
FIELD CHANGES	$revision1$	$revision2$	$revdate$

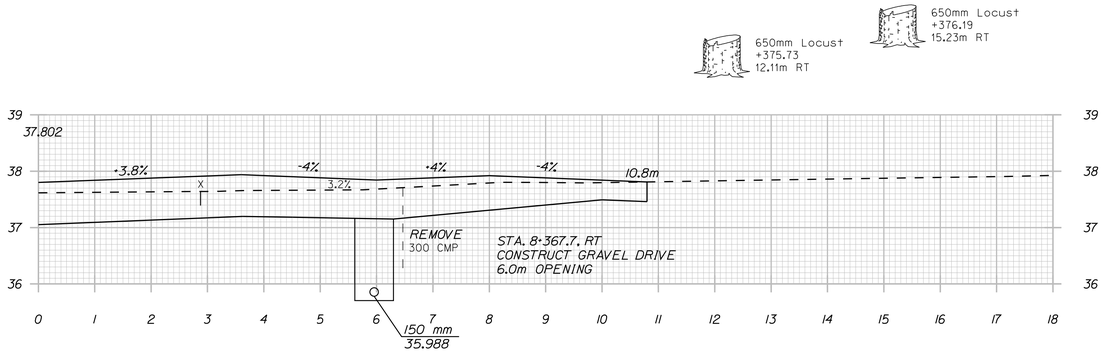
PLANS

Filename: 003_XSECT_003.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	116	208

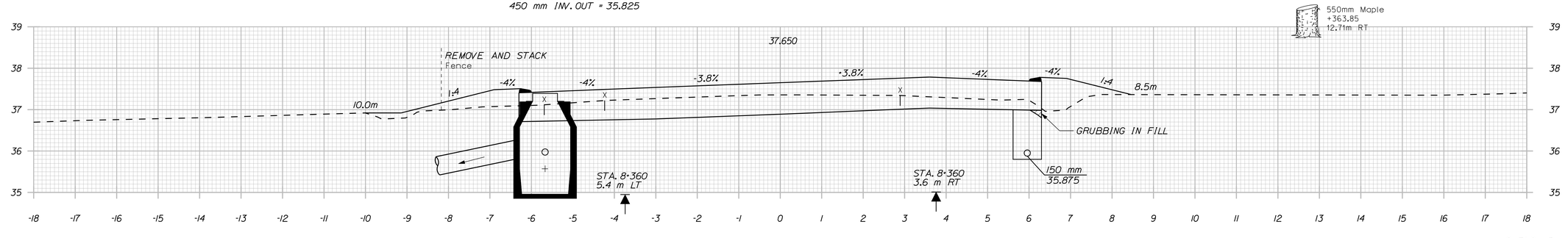
9204.10





STA. 8+360.610, 5.655 m LT TO
STA. 8+413.700, 5.950 m LT
INSTALL 150 mm X 53.090 m
UNDERDRAIN TYPE B

STA. 8+360.000, 5.655 m LT
INSTALL CB TYPE BI-C
RIM = 37.392
150 mm INV. IN = 35.900
450 mm INV. OUT = 35.825



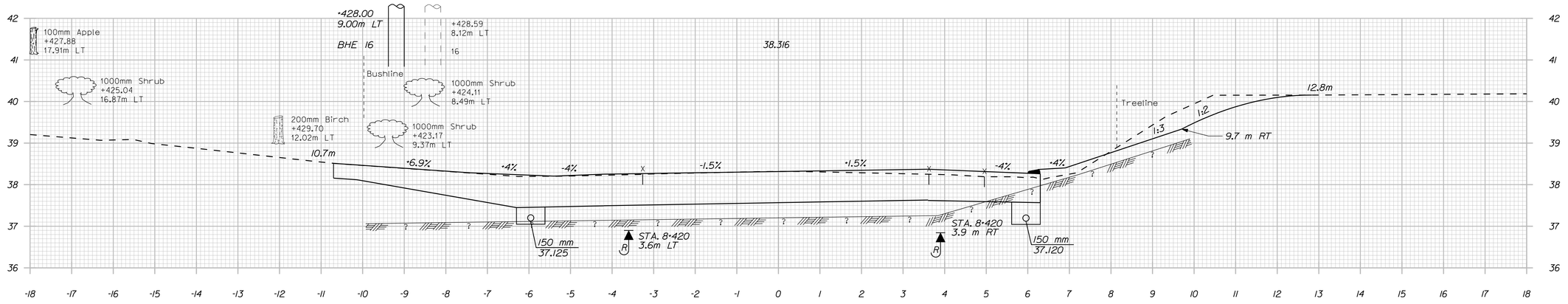
PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	PEM	
	REVISIONS	$checked1$	$checkdate1$
	FIELD CHANGES	$revision1$	$revdate1$
		$revision2$	$revdate2$

Filename: 003_XSECT_003.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	117	208

9204.10

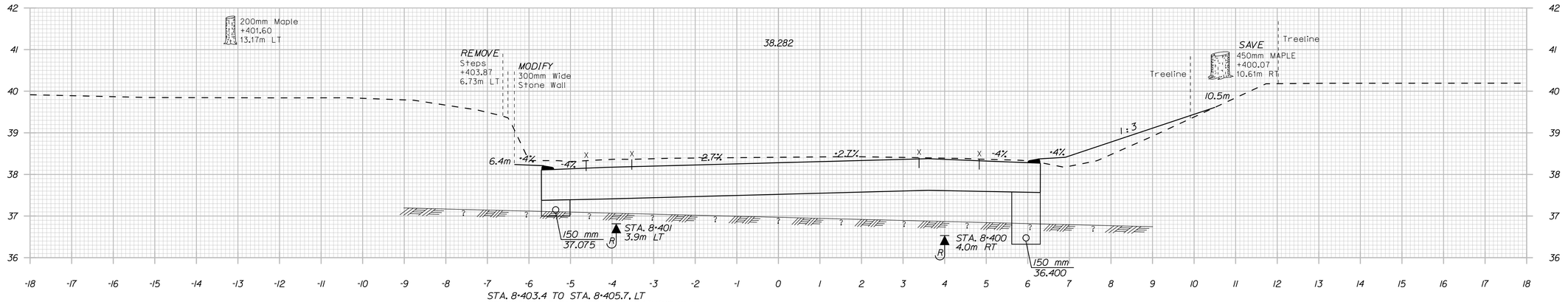


8+420.000

C= 203.7 m³
F= 10.7 m³
R= 2.7 m³

STA. 8+413.700, 5.950 m LT TO
STA. 8+473.190, 5.655 m LT
INSTALL 150 mm X 59.490 m
UNDERDRAIN TYPE B

8+417.898
PAVED DRIVE, LT



STA. 8+403.4 TO STA. 8+405.7. LT
CONSTRUCT FIELD STONE RETAINING WALL
STA. 8+392.1 TO STA. 8+394.3. LT
CONSTRUCT FIELD STONE RETAINING WALL

8+400.000

C= 192.1 m³
F= 12.0 m³

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	$checked1$	$checked2$	$checkdate$
REVISIONS	$revision1$	$revision2$	$revdate$
FIELD CHANGES		

PLANS

Filename: 003_XSECT_003.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

STA. 8+400.000 TO STA. 8+420.000

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	STP-9204(100)X	118	208

9204.10

STA. 8+476.314 TO STA. 8+543.463. RT
INSTALL CURB TYPE 3

STA. 8+476.314 TO STA. 8+543.463. RT
INSTALL GUARDRAIL TYPE 3C - SINGLE RAIL

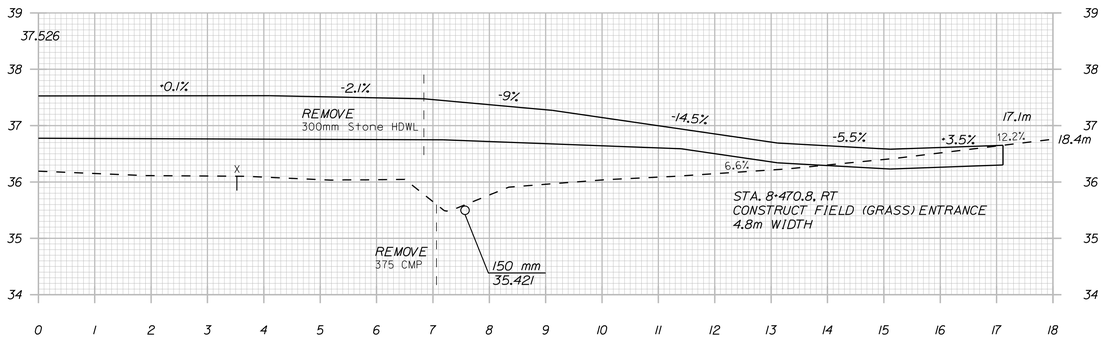
STA. 8+470.673 TO STA. 8+476.314. RT
INSTALL GUARDRAIL TYPE 3C - 4.5 m RADIUS AND LESS

STA. 8+470.673. RT
INSTALL TERMINAL END - SINGLE RAIL - GALVANIZED STEEL

REMOVE
300mm Locust
+476.15
9.09m RT

REMOVE
1000mm Shrub
+477.82
11.35m RT

REMOVE
300mm Twin Locust
+475.35
9.25m RT



8+472.051

FIELD ENTRANCE SKEWED 29° BACK. RT

STA. 8+474.280. 6.032 m LT TO
STA. 8+485.102. 14.327 m LT
INSTALL 450 mm X 13.411 m
CULVERT PIPE OPT. III

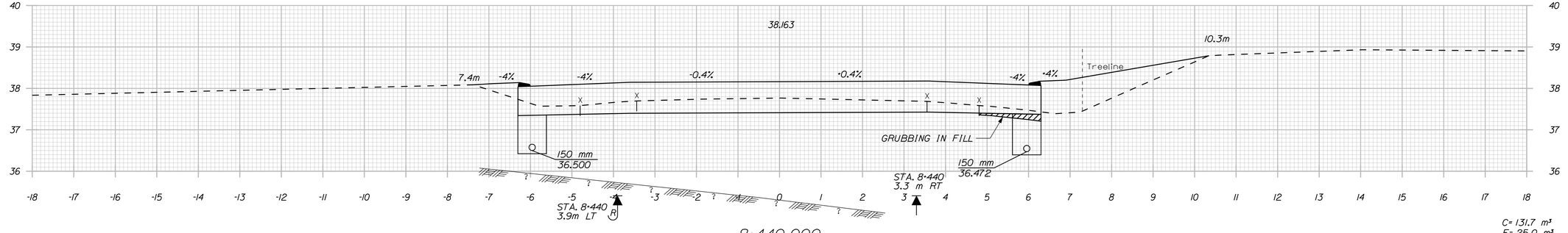
STA. 8+473.800. 5.655 m LT
INSTALL CB TYPE BI-C
RIM = 37.411
150 mm INV. IN = 35.475
450 mm INV. OUT = 35.400

STA. 8+470.300. 5.650 m RT TO
STA. 8+476.025. 11.300 m RT
INSTALL 150 mm x 8.044 m
UNDERDRAIN OUTLET WITH 45° ELBOW

8+460.000

C= 34.2 m³
F= 141.5 m³
G= 18.0 m³

STA. 8+457 TO STA. 8+459. RT
INSTALL 1.8 m WIDE PLAIN RIPRAP DOWNSPOUT



8+440.000

C= 131.7 m³
F= 25.0 m³
G= 1.4 m³
R= 2.7 m³

STA. 8+422.131 TO STA. 8+473.347. LT
INSTALL CURB TYPE 3

PROJECT DESIGN ENGINEER KSD

	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	$checked1$	$checkdate1$
REVISIONS	$revision1$	$revdate1$
FIELD CHANGES	PEM	
	$checked2$	$checkdate2$
	$revision2$	$revdate2$

PLANS

ORRINGTON ROUTE 15

STA. 8+440.000 TO STA. 8+472.051

Filename: 003_XSECT_003.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	119	208

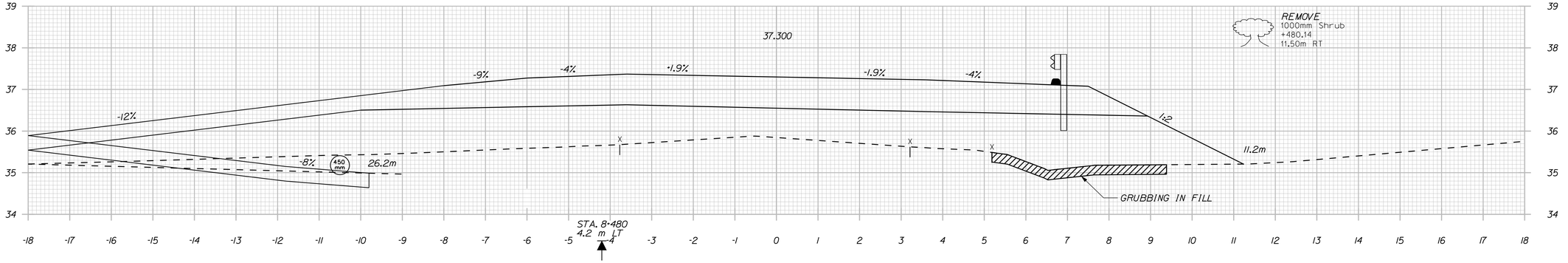
9204.10

STA. 8+485.921 TO STA. 8+589.924, LT
INSTALL GUARDRAIL TYPE 3C - SINGLE RAIL

STA. 8+481.624 TO STA. 8+485.921, LT
INSTALL GUARDRAIL TYPE 3C - 4.5 m RADIUS AND LESS

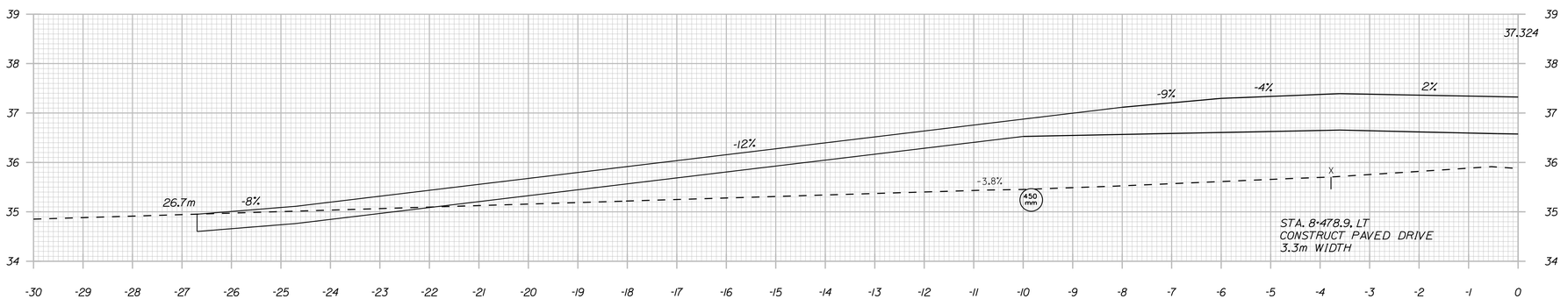
STA. 8+481.624, LT
INSTALL TERMINAL END - SINGLE RAIL - GALVANIZED STEEL

450 mm CULVERT PIPE OPT. III
OUTLET ELEV. = 34.500



8+480.000

F= 274.7 m³
G= 27.2 m³



8+479.168
PAVED DRIVE, LT

PROJECT DESIGN ENGINEER KSD		BY	DATE
	DESIGN-DETAILED	JRH	02/09
	CHECKED	$checked1$	$checkdate1$
PLANS	REVISIONS	$revision1$	$revdate1$
	FIELD CHANGES	PEM	
		$checked2$	$checkdate2$
		$revision2$	$revdate2$

Filename: 003_XSECT_003.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

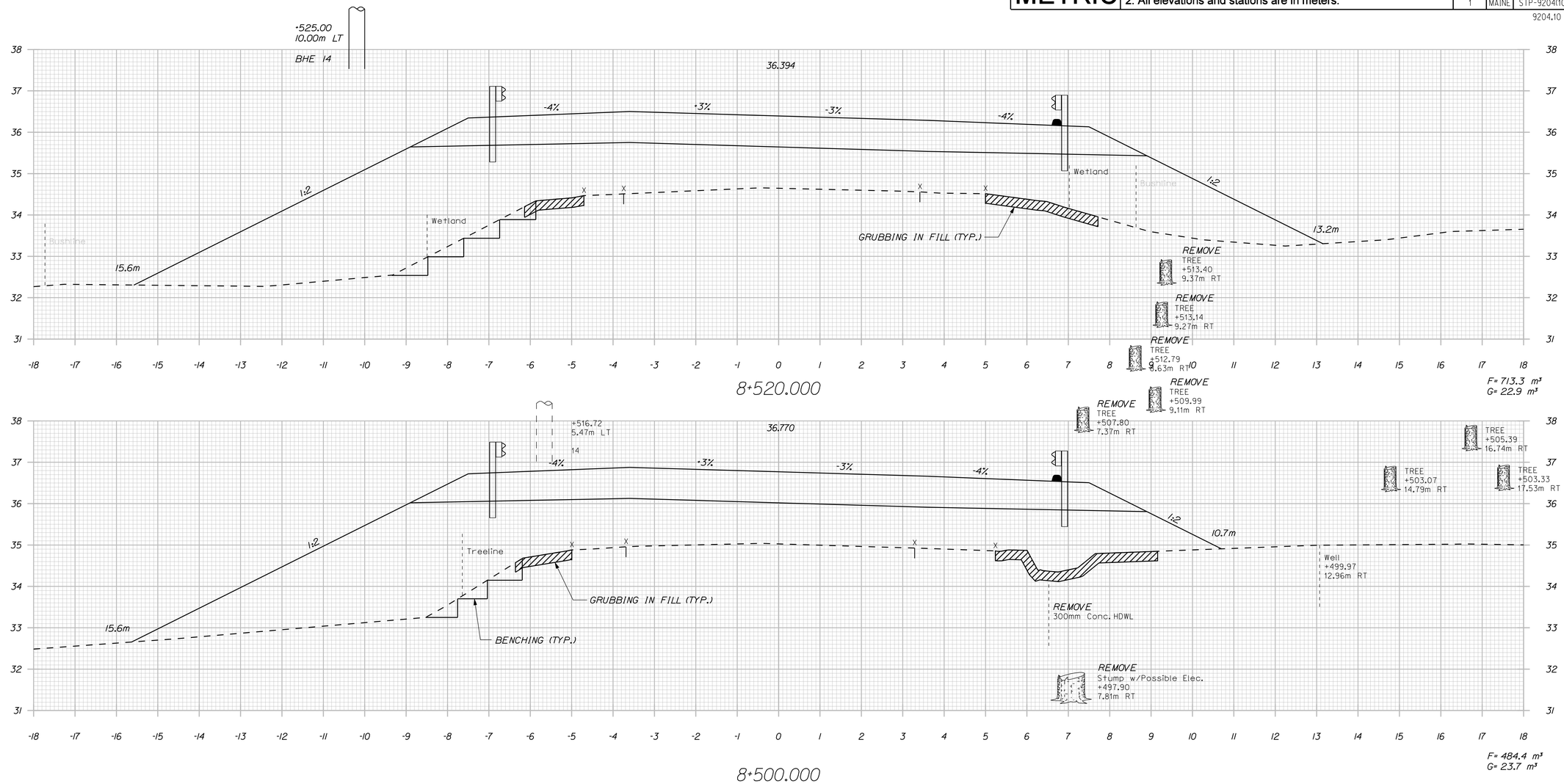
ORRINGTON ROUTE 15

STA. 8+479.168 TO STA. 8+489.000

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	STP-9204(100)X	120	208

9204.10



8+520.000

F= 713.3 m³
G= 22.9 m³

F= 484.4 m³
G= 23.7 m³

8+500.000

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	
	CHECKED	PEM	02/09
	REVISIONS	$checked1$	$checkdate1$
	FIELD CHANGES	$revision1$	$revdate1$
		$revision2$	$revdate$

Date:8/22/2011
Username: normal
Division: $wkgroup$
Filename: 003_XSECT_003.dgn

STA. 8+500.000 TO STA. 8+520.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	121	208

9204.10

STA. 8+547.881, RT
INSTALL TERMINAL END - SINGLE RAIL - GALVANIZED STEEL

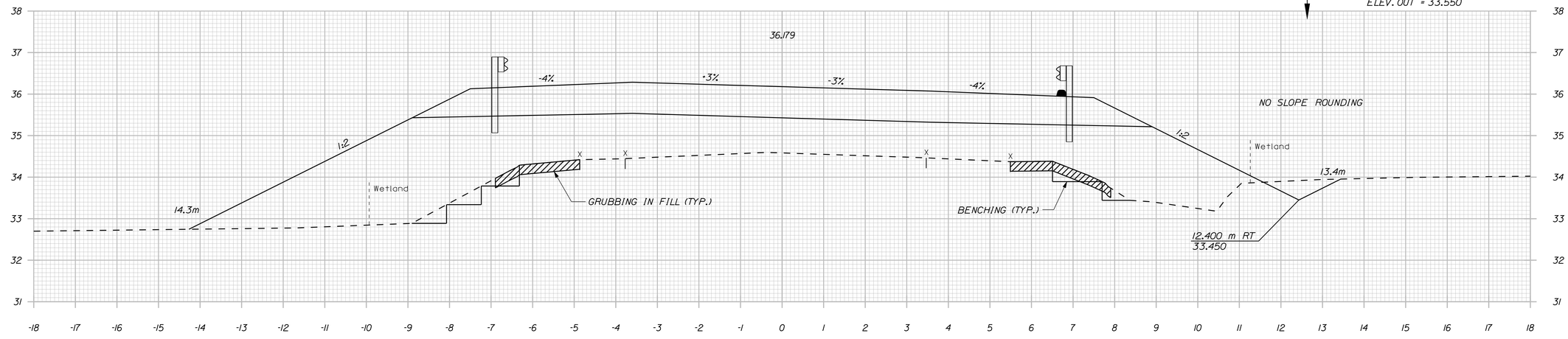
STA. 8+543.463 TO STA. 8+547.881, RT
INSTALL GUARDRAIL TYPE 3C - 4.5 m RADIUS AND LESS

STA. 8+543 TO STA. 8+545, RT
INSTALL 1.8 m WIDE PLAIN RIPRAP DOWNSPOUT

REMOVE
250mm Maple
+545.41
8.87m RT

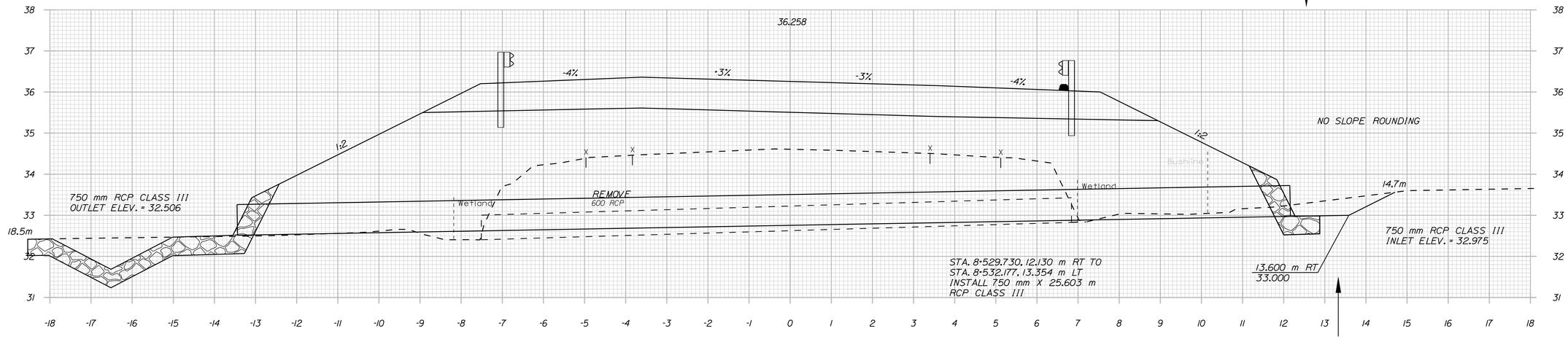
STA. 8+545.416, 12.787 m RT
STA. 8+558.982, 13.931 m RT
INSTALL 13.411 m x 750 mm
CULVERT PIPE OPT 1

750 mm CULVERT PIPE OPT 1
ELEV. OUT = 33.550



C= 4.4 m³
F= 685.5 m³
G= 20.0 m³

8+540.000



8+530.912

PIPE SKEWED BACK, RT.

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	$checked1$	$checkdate1$
REVISIONS	$revision1$	$revdate1$
FIELD CHANGES	PELM	
	$checked2$	$checkdate2$
	$revision2$	$revdate2$

PLANS

STA. 8+530.912 TO STA. 8+540.000

ORRINGTON ROUTE 15

Filename: 003_XSECT_003.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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

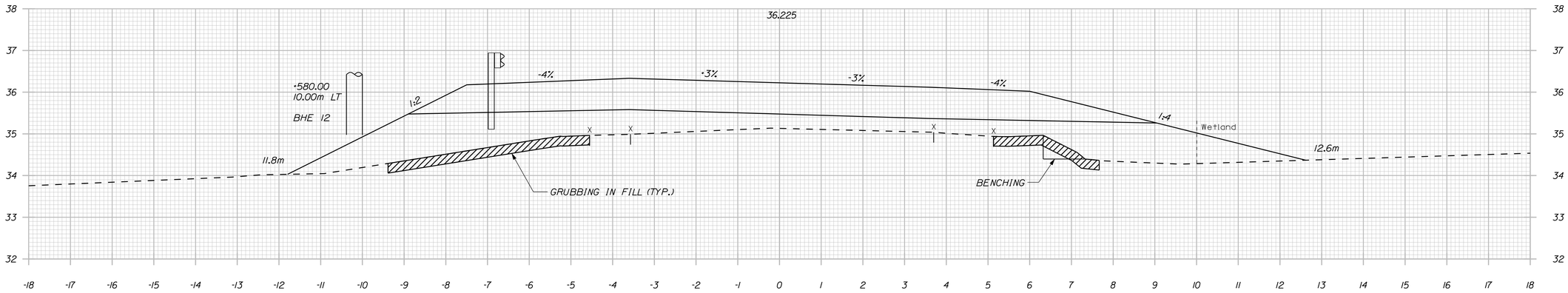
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	122	208

9204.10

STA. 8+594.321, RT
INSTALL TERMINAL END - SINGLE RAIL - GALVANIZED STEEL

STA. 8+589.924 TO STA. 8+594.321, LT
INSTALL GUARDRAIL TYPE 3C - 4.5 m RADIUS AND LESS

450mm Cedar
+585.61
9.76m RT

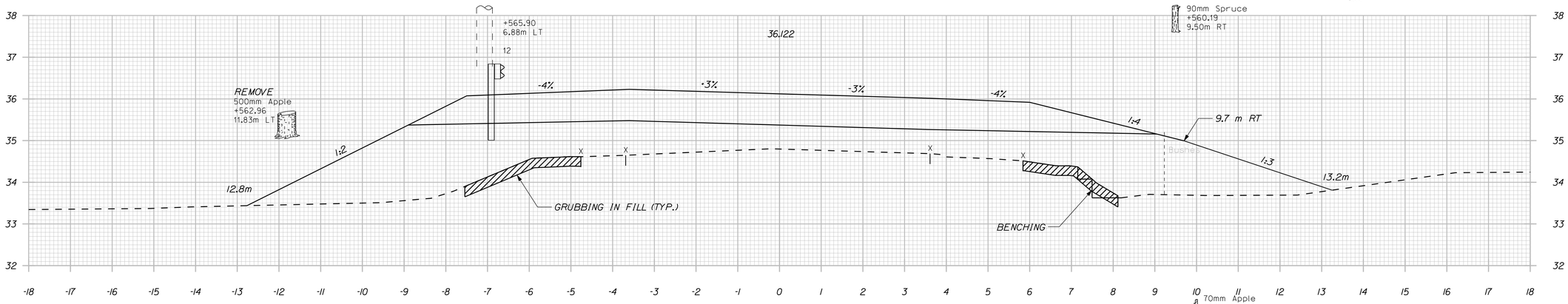


8+580.000

C= 0
F= 380.1 m³

200mm Maple
+564.02
13.80m RT

90mm Spruce
+560.19
9.50m RT



+556.00
10.00m LT
BHE 13

+556.06
5.69m LT
13

8+560.000

70mm Apple
+558.19.
14.00m RT

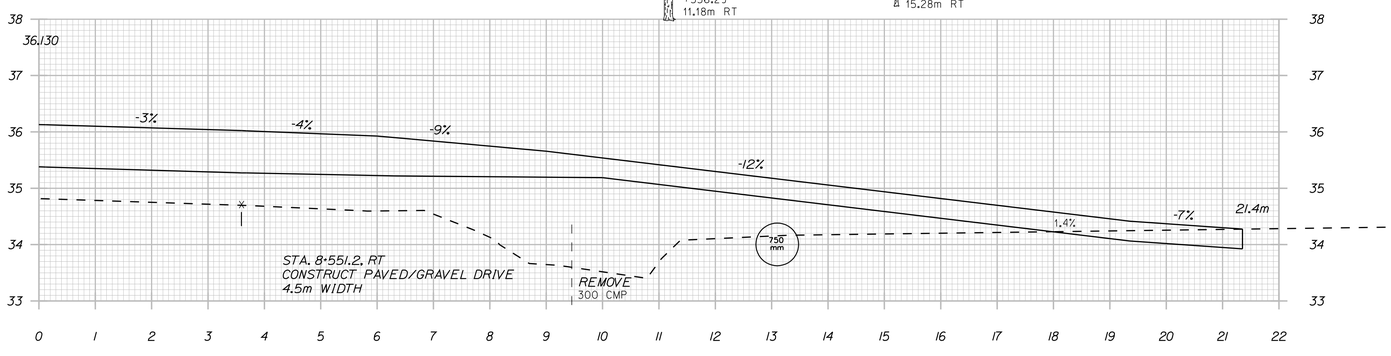
80mm Birch
+557.75
14.42m RT

750 mm CULVERT PIPE OPT 1
ELEV. IN = 33.750

C= 0
F= 513.6 m³

150mm Birch
+556.29
11.18m RT

Twin 90mm Apple
+557.63
15.28m RT



8+550.217
PAVED DRIVE (POTTERS LANE), RT

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	$checked1$	$checkdate1$
	REVISIONS	$revision1$	$revdate1$
	FIELD CHANGES	PEM	
		$checked2$	
		$revision2$	

Filename: 003_XSECT_003.dgn Username: normal Division: $wkgroup$ Date:8/22/2011

STA. 8+550.217 TO STA. 8+580.000

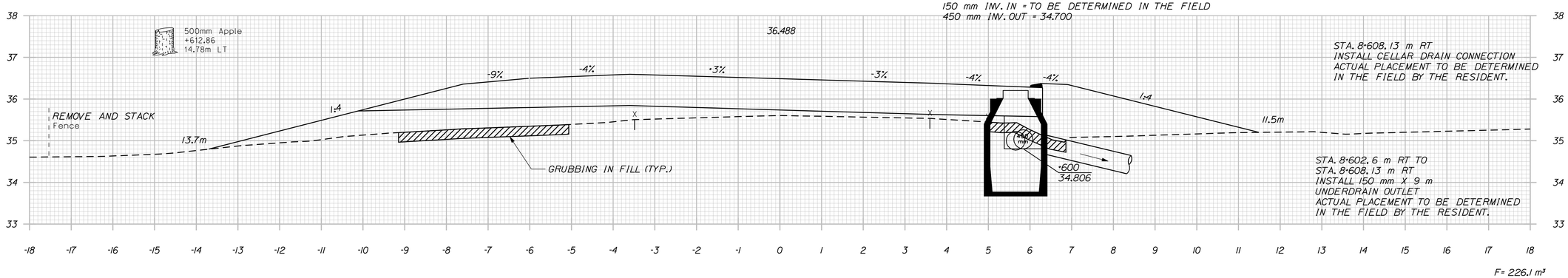
ORRINGTON ROUTE 15

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	STP-9204(100)X	123	208

9204.10

STA. 8+597.360, 5.655 m RT TO
STA. 8+617.190, 5.655 m RT
INSTALL 450 mm X 19.830 m
UNDERDRAIN TYPE C

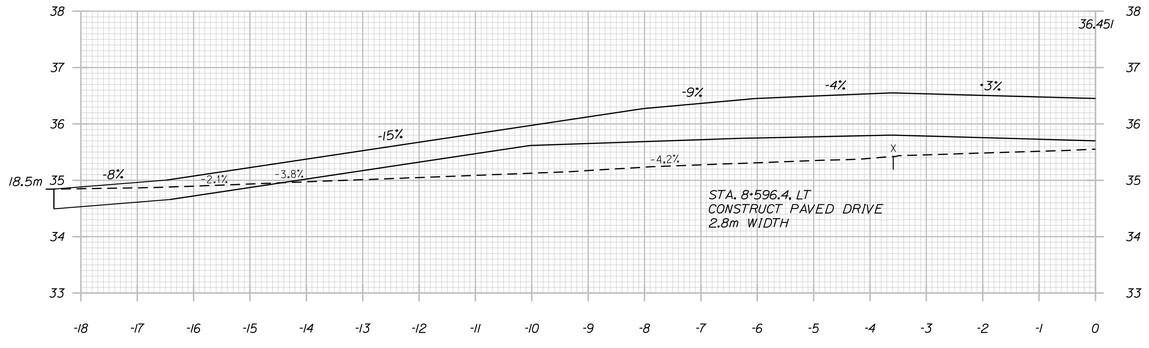
STA. 8+596.750, 5.655 m RT
INSTALL CB TYPE BI-C
RIM = 36.206
450 mm INV. IN = 34.775
150 mm INV. IN = TO BE DETERMINED IN THE FIELD
450 mm INV. OUT = 34.700



F= 226.1 m³
G= 31.4 m³

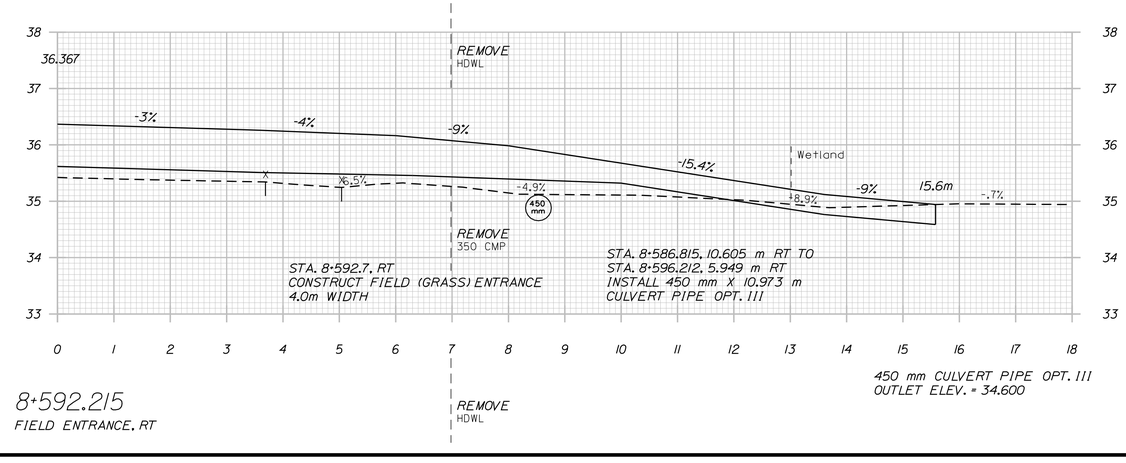
8+600.000

STA. 8+595.218 TO STA. 8+610.246, RT
INSTALL CURB TYPE 3



8+597.665

PAVED DRIVE SKEWED 6° BACK, LT.



8+592.215

FIELD ENTRANCE, RT

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	-----	$checkdate$
	REVISIONS	-----	$revdate$
	FIELD CHANGES		

Filename: ...\MSTA\051_XSECT_8+005-8+980.dgn Division: HIGHWAY Username: rhobe.moulton Date:9/12/2011

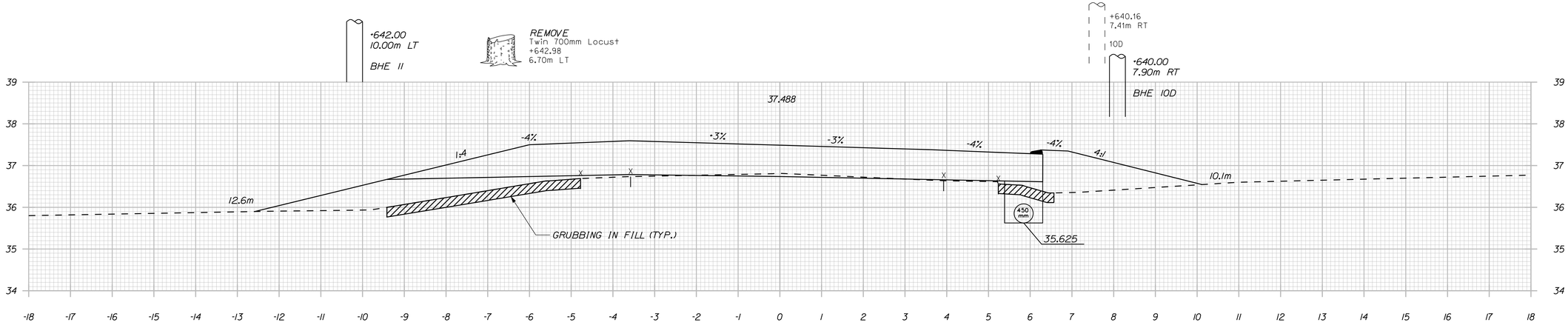
STA. 8+592.215 TO STA. 8+600.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	124	208

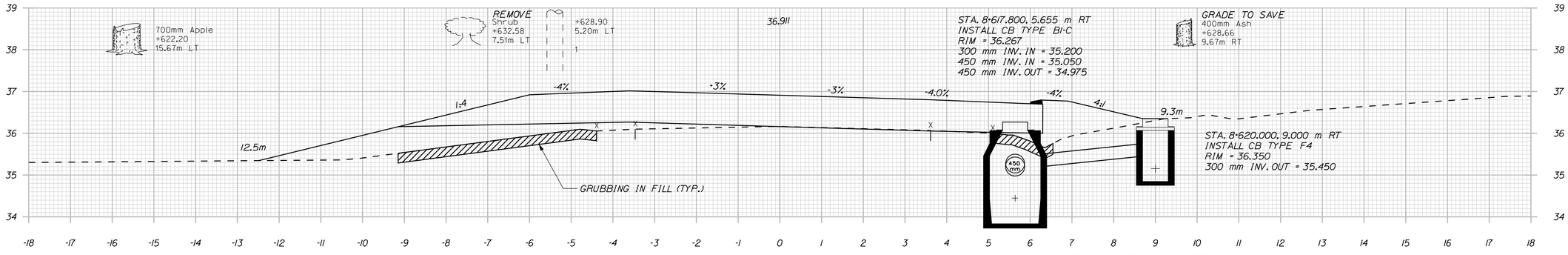
9204.10



8+640.000

STA. 8+618.400, 5.655 m RT TO
STA. 8+711.790, 5.655 m RT
INSTALL 450 mm X 93.390 m
UNDERDRAIN TYPE C

C= 2.2 m³
F= 103.1 m³
G= 28.5 m³

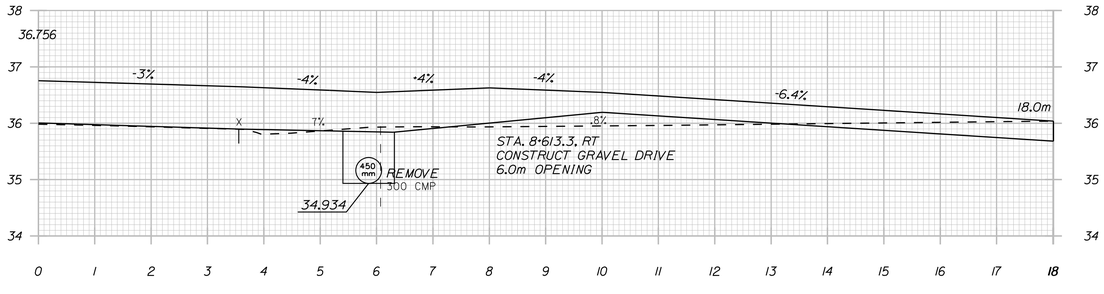


8+620.000

STA. 8+615.135, 6.166 m RT TO
STA. 8+620.000, 8.700 m RT
INSTALL 300 mm X 3.084 m
CULVERT PIPE OPT. III

C= 0.3 m³
F= 139.8 m³
G= 28.6 m³

STA. 8+616.288 TO STA. 8+760.288, RT
INSTALL CURB TYPE 3



8+613.463

GRAVEL DRIVE SKEWED 2° BACK, RT

PROJECT DESIGN ENGINEER KSD		BY	DATE
	DESIGN-DETAILED	JRH	02/09
	CHECKED	$checked1$	$checkdate1$
PLANS	REVISIONS	$revision1$	$revdate1$
	FIELD CHANGES	$revision2$	$revdate1$

Filename: 003_XSECT_003.dgn Username: $wkgroup$ Division: Date:8/22/2011

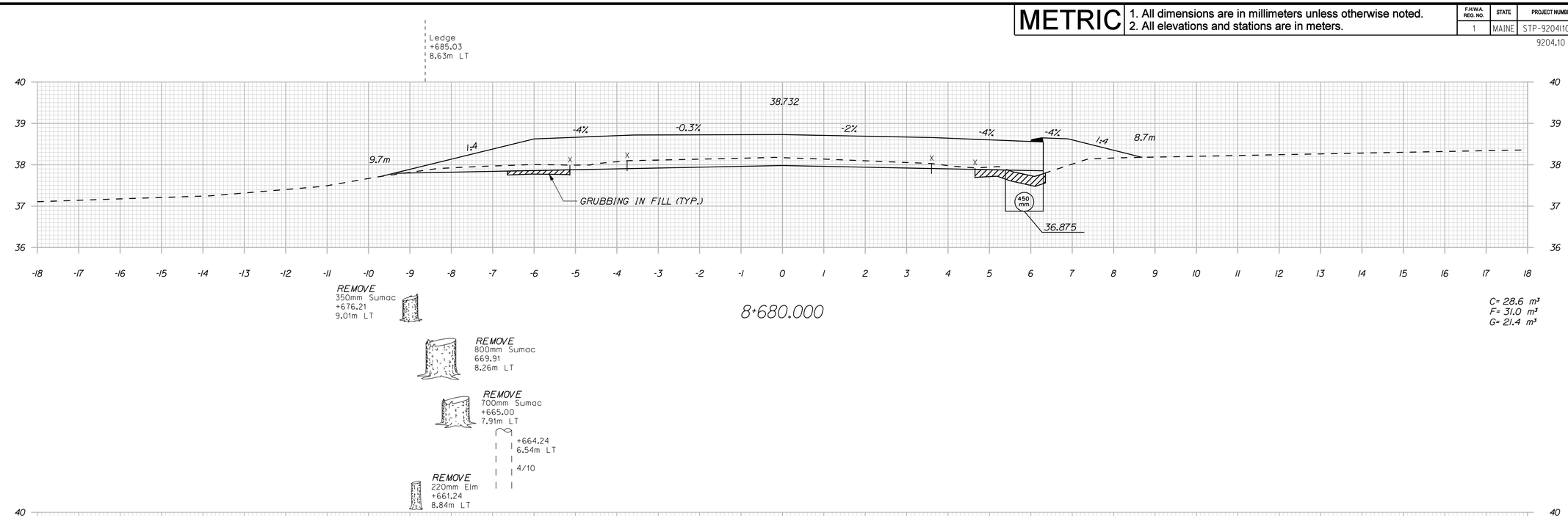
ORRINGTON ROUTE 15

STA. 8+613.463 TO STA. 8+640.000

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

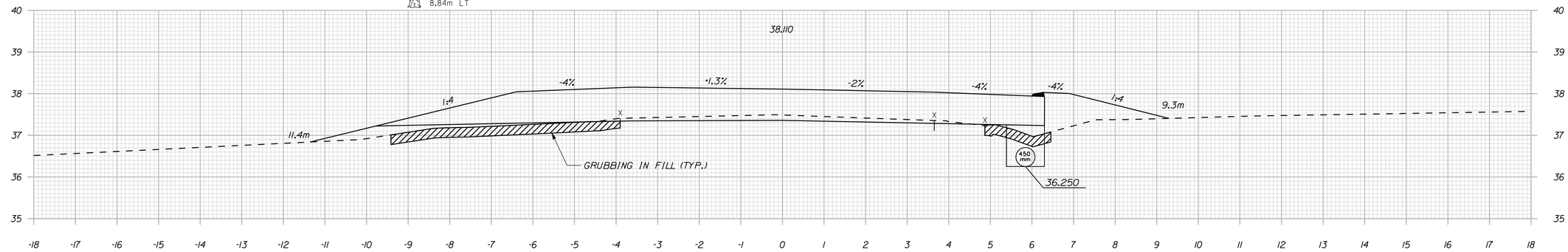
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	125	208

9204.10



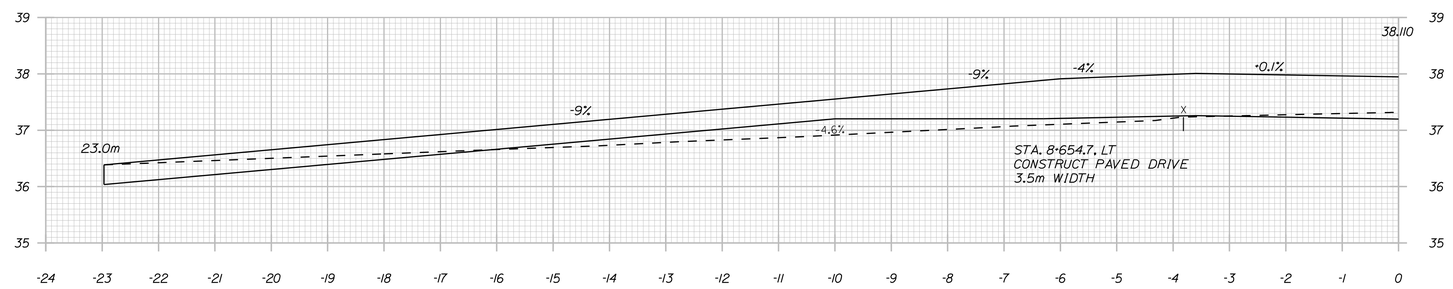
8+680.000

C= 28.6 m³
F= 31.0 m³
G= 21.4 m³



8+660.000

C= 10.0 m³
F= 73.1 m³
G= 30.2 m³



8+654.813
PAVED DRIVE, LT.

PROJECT DESIGN ENGINEER	KSD		
DESIGN-DETAILED	JRH	PLM	02/09
CHECKED	$checked1$	$checked2$	$checkdate1$
REVISIONS	$revision1$	$revision2$	$revdate1$
FIELD CHANGES			

PLANS

ORRINGTON ROUTE 15

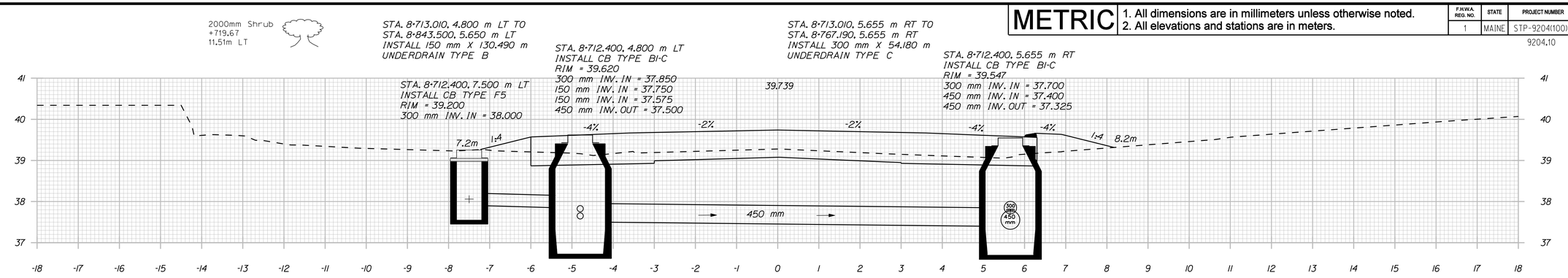
STA. 8+654.813 TO STA. 8+680.000

Filename: 003_XSECT_003.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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

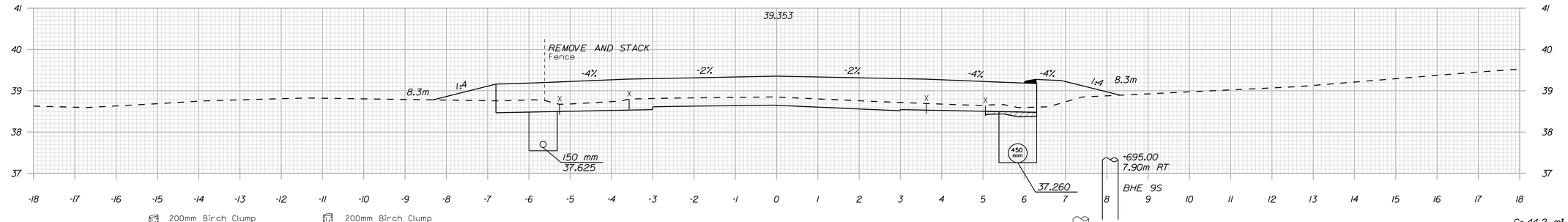
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	126	208

9204.10



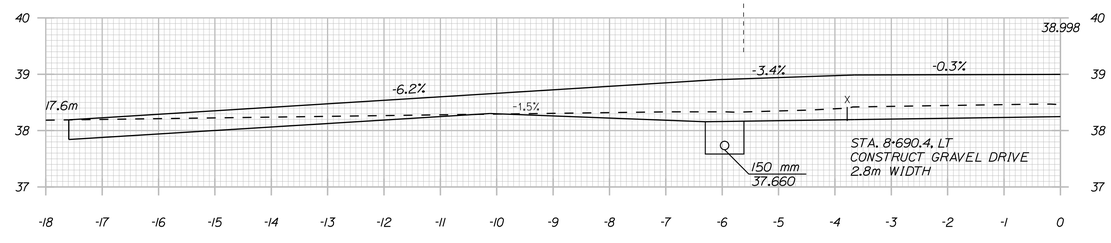
8+705.437

PAVED DRIVE, LT



8+700.000

END FULL DEPTH CONSTRUCTION
BEGIN PARTIAL DEPTH CONSTRUCTION



STA. 8+684.000, 5.650 m LT TO
STA. 8+712.400, 4.800 m LT
INSTALL 150 mm X 28.4 m
UNDERDRAIN TYPE B

8+688.562

GRAVEL DRIVE SKEWED 10° AHEAD, LT.

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	PEM	
REVISIONS	$checked1$	$checkdate1$
FIELD CHANGES	$revision2$	$revdate2$
PLANS	$revision1$	$revdate1$

Date:8/22/2011
Username: normal
Division: $wkgroup$
Filename: 003_XSECT_003.dgn

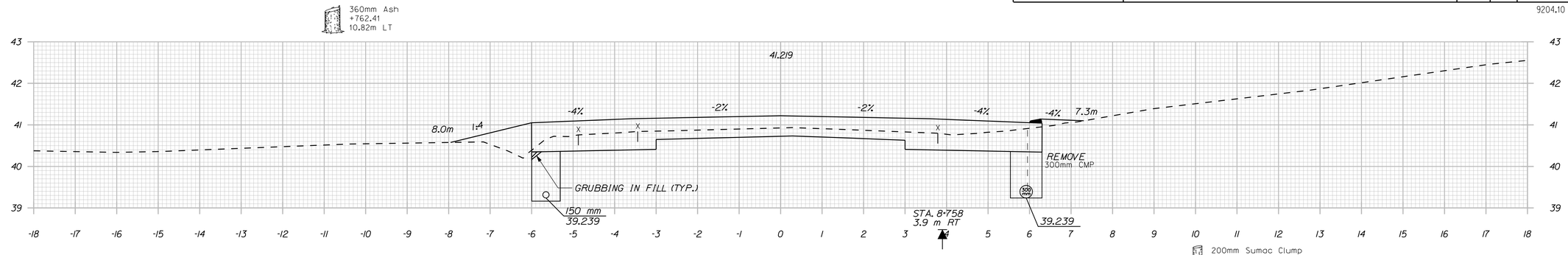
STA. 8+688.562 TO STA. 8+712.400

ORRINGTON ROUTE 15

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	STP-9204(100)X	127	208

9204.10



PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	PEM	
REVISIONS	$checked1$	$checkdate1$
FIELD CHANGES	$revision1$	$revdate1$
PLANS	$checked2$	$revdate2$
	$revision2$	$revdate2$

ORRINGTON ROUTE 15

STA. 8+720.000 TO STA. 8+760.000

Date:8/22/2011

Username: normal

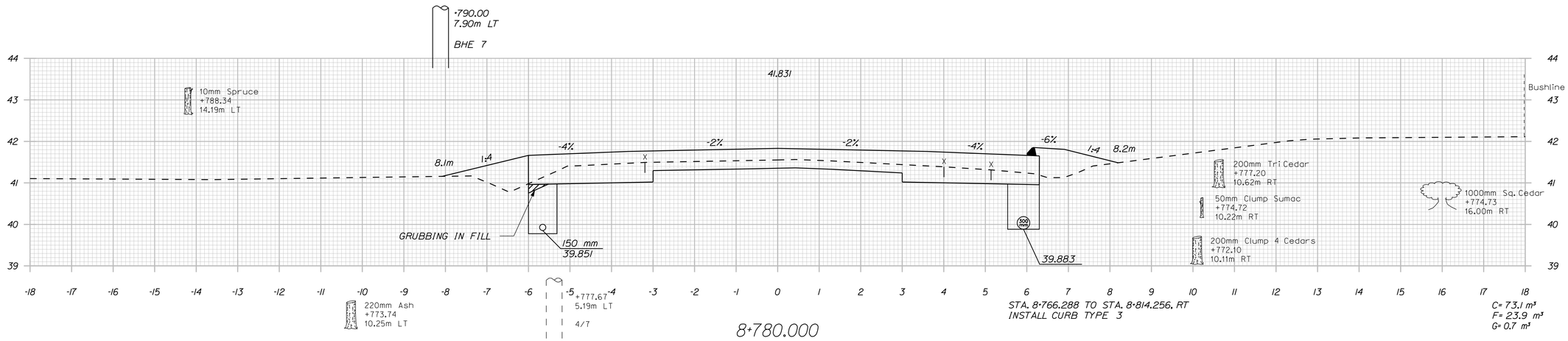
Division: $wkgroup$

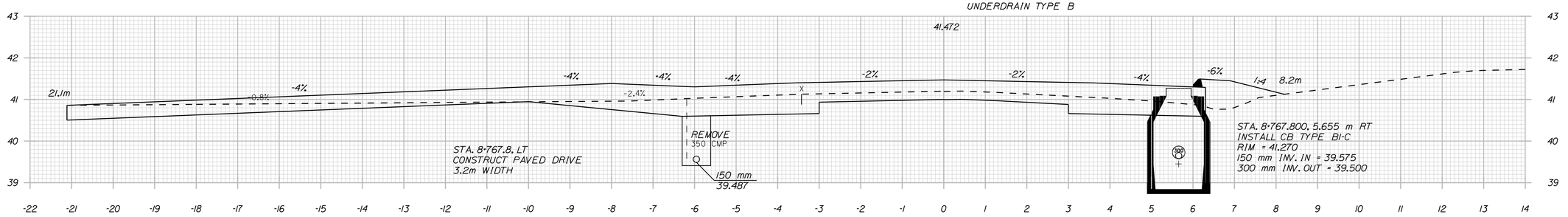
Filename: 003_XSECT_003.dgn

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

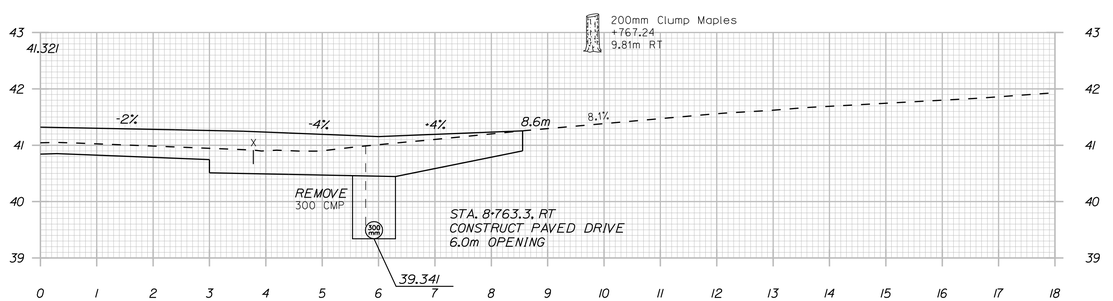
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	128	208

9204.10





8+768.117
PAVED DRIVE, LT.



8+763.289
PAVED DRIVE, RT.

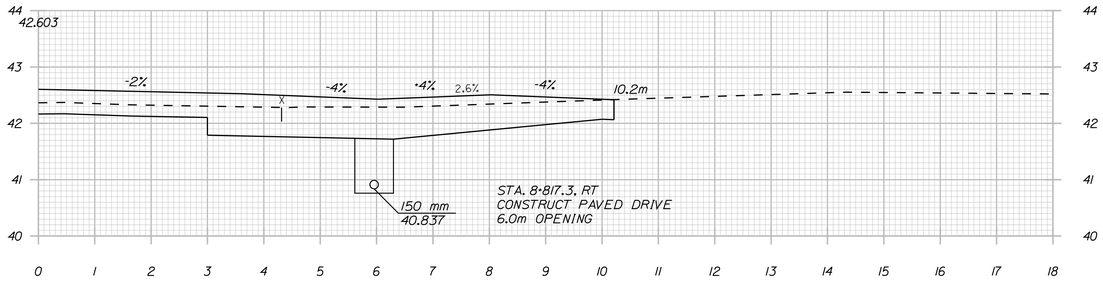
PROJECT DESIGN ENGINEER KSD		BY	DATE
	DESIGN-DETAILED	JRH	
	CHECKED	$checked1$	$checkdate1$
PLANS	REVISIONS	$revision1$	$revdate1$
	FIELD CHANGES		

Filename: 003_XSECT_003.dgn Username: normal Division: $wkgroup$ Date:8/22/2011

STA. 8+763.289 TO STA. 8+780.000

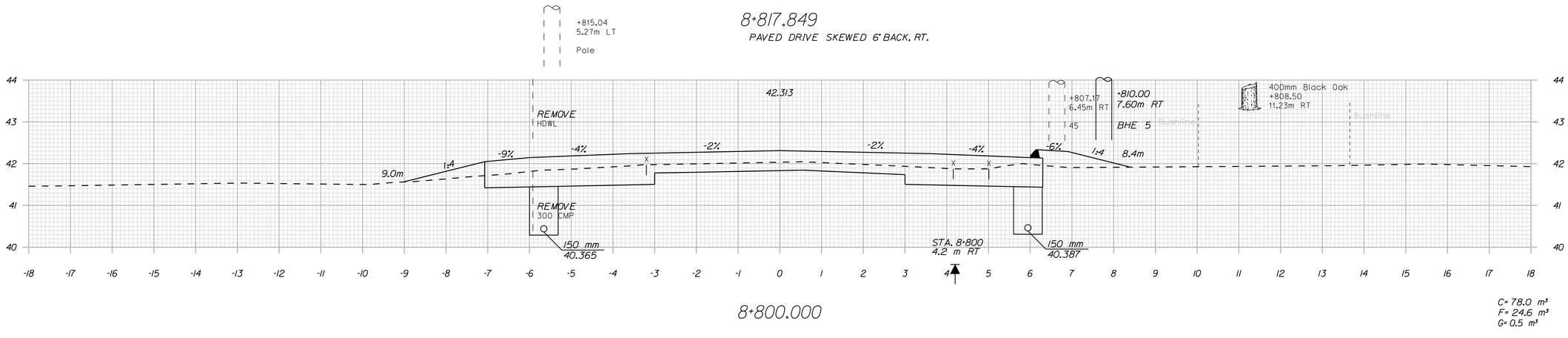
ORRINGTON ROUTE 15

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	STP-9204(100)X	128	208
				9204.10		



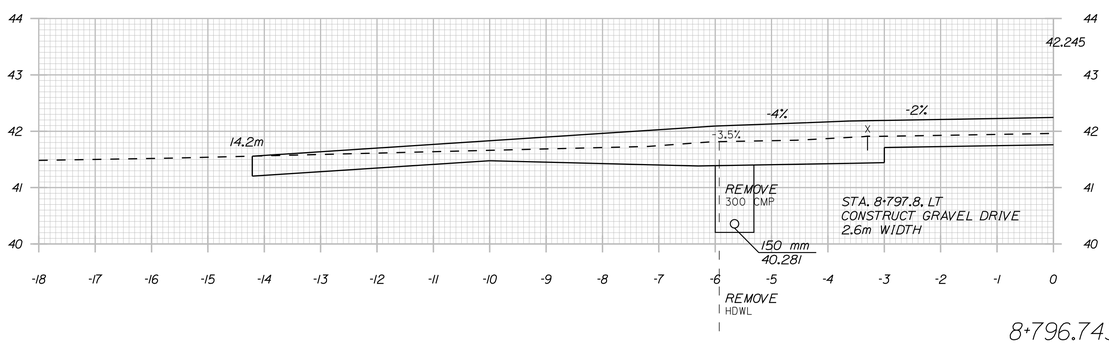
8+817.849

PAVED DRIVE SKEWED 6° BACK, RT.



8+800.000

C= 78.0 m³
F= 24.6 m³
G= 0.5 m³



8+796.743

GRAVEL DRIVE SKEWED 6° AHEAD, LT.

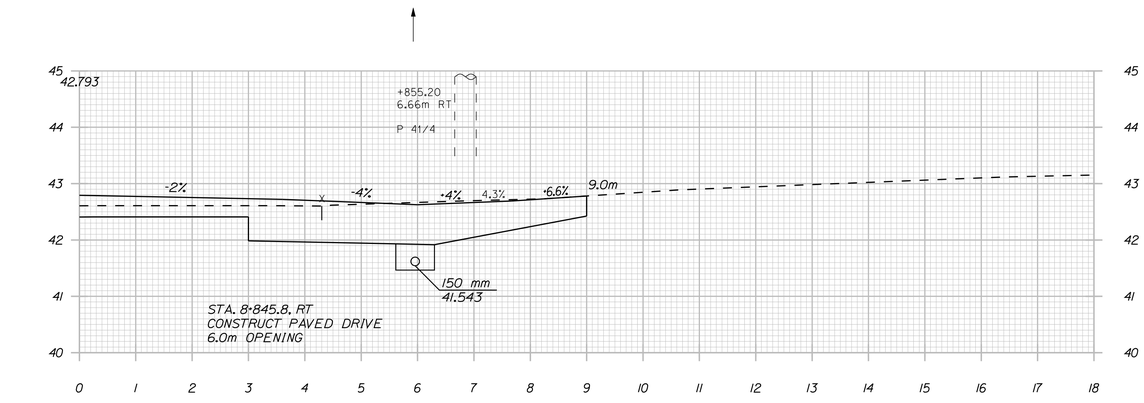
PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	$checked1$	$checkdate1$
	REVISIONS	$revision1$	$revdate1$
	FIELD CHANGES	$revision2$	$revdate1$

Filename: 003_XSECT_003.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

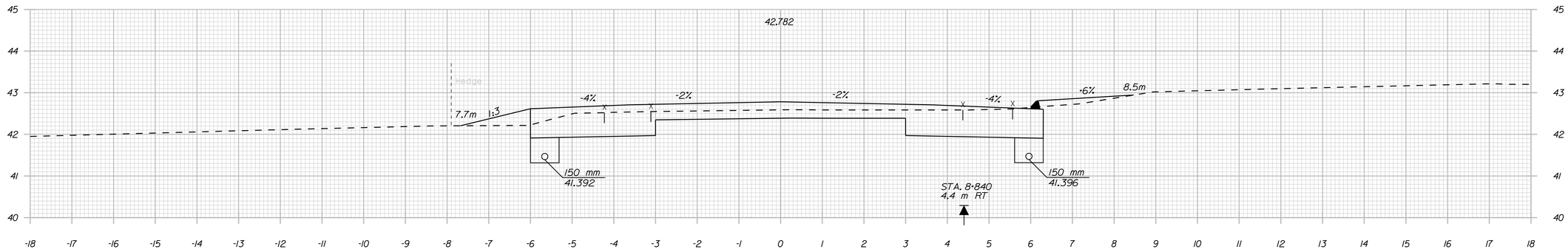
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	130	208

9204.10

+850.87
4.91m LT
Pole



8+845.838
PAVED DRIVE, RT.

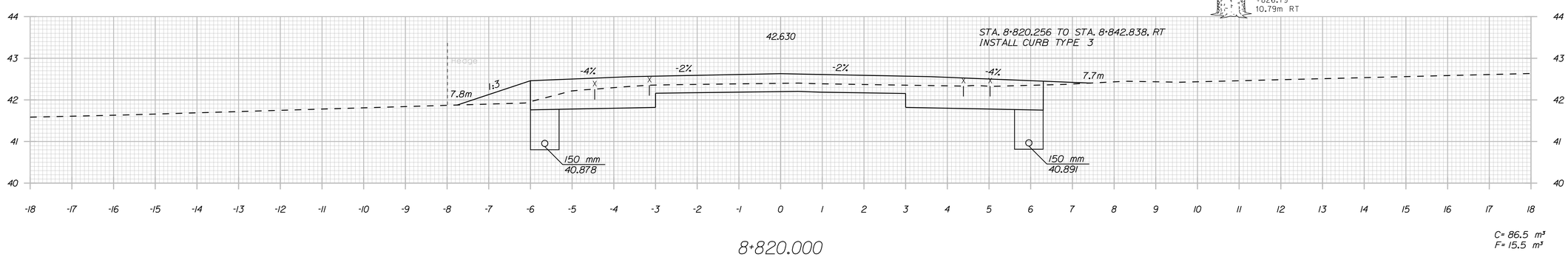


8+840.000

C= 93.0 m³
F= 12.5 m³

450mm Black Walnut
+836.20
10.72m RT

700mm Black Walnut
+826.79
10.79m RT



8+820.000

C= 86.5 m³
F= 15.5 m³

PROJECT DESIGN ENGINEER KSD		BY	DATE
	DESIGN-DETAILED	JRH	02/09
	CHECKED	$checked1$	$checkdate1$
PLANS	REVISIONS	$revision1$	$revdate1$
	FIELD CHANGES	$revision2$	$revdate2$

Filename: 003_XSECT_003.dgn
Division: $wkgroup$
Username: normal
Date:8/22/2011

ORRINGTON ROUTE 15

STA. 8+820.000 TO STA. 8+845.838

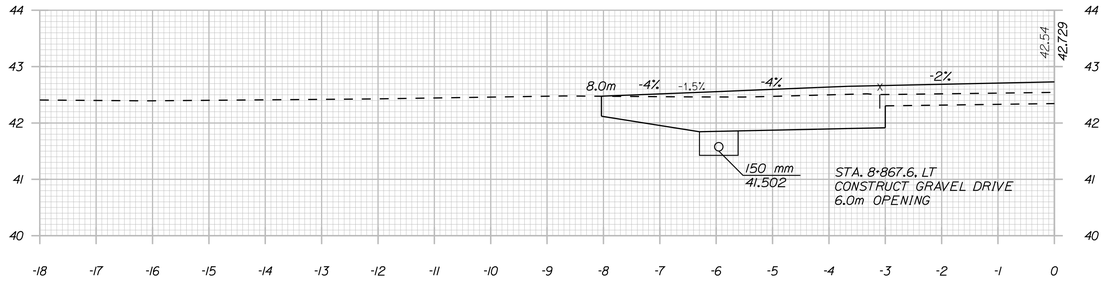
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	131	208

9204.10

REMOVE
750mm Maple
+876.01
7.09m LT

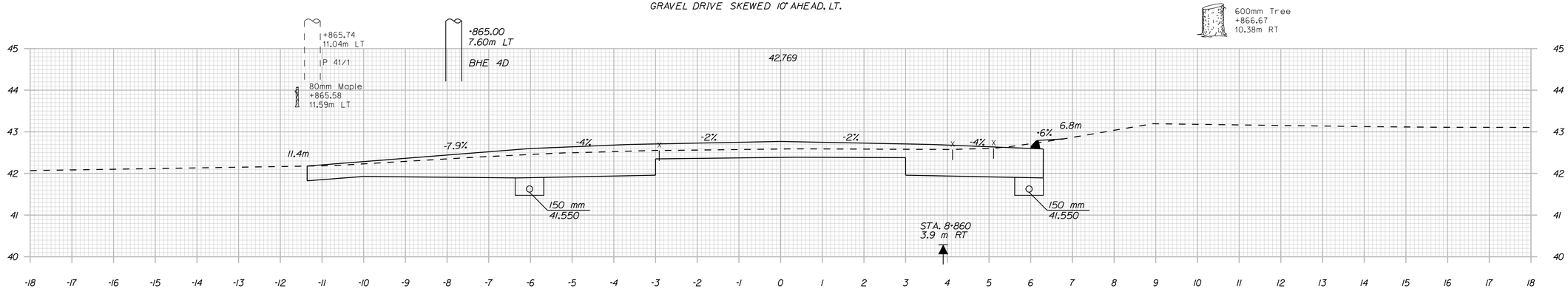
REMOVE
600mm Stump 100mm A/G
+870.89
7.23m LT



STA. 8+862.182 TO STA. 8+864.582, LT
INSTALL CURB TYPE 3

8+866.560
GRAVEL DRIVE SKEWED 10° AHEAD, LT.

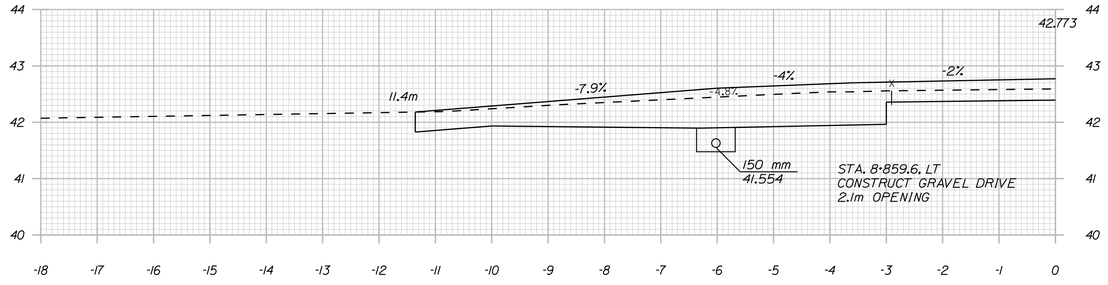
600mm Tree
+866.67
10.38m RT



8+860.000

STA. 8+848.838 TO STA. 8+873.675, RT
INSTALL CURB TYPE 3

STA. 8+848.500, 5.950 m RT TO
STA. 8+982.090, 5.655 m RT
INSTALL 150 mm X 133.59 m
UNDERDRAIN TYPE B



STA. 8+848.500, 5.950 m LT TO
STA. 8+982.090, 5.655 m LT
INSTALL 150 mm X 133.59 m
UNDERDRAIN TYPE B

8+859.182
GRAVEL DRIVE, LT.

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	PEM	
	REVISIONS	$checked1$	$checkdate1$
	FIELD CHANGES	$revision1$	$revdate1$
		$checked2$	$checkdate2$
		$revision2$	$revdate2$

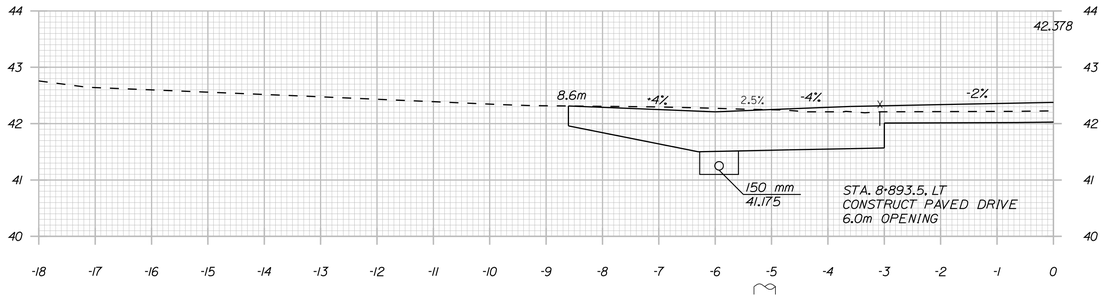
Filename: 003_XSECT_003.dgn
Division: $wkgroup$
Username: normal
Date:8/22/2011

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	STP-9204(100)X	132	208

9204.10

Shrub
+899.81
15.62m LT

800mm Elm
+896.74
11.26m LT

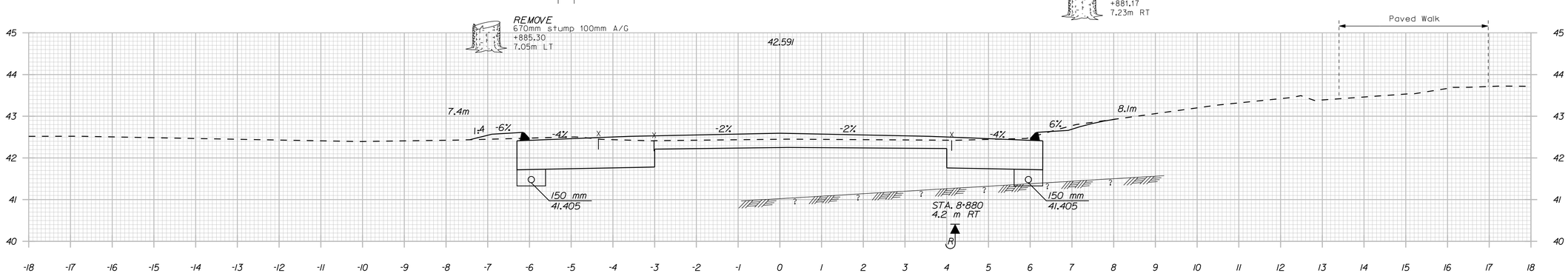


+887.79
4.93m LT
143 W/Light

8+893.454
PAVED DRIVE, LT.

REMOVE
650mm Locust
+881.17
7.23m RT

REMOVE
670mm stump 100mm A/G
+885.30
7.05m LT

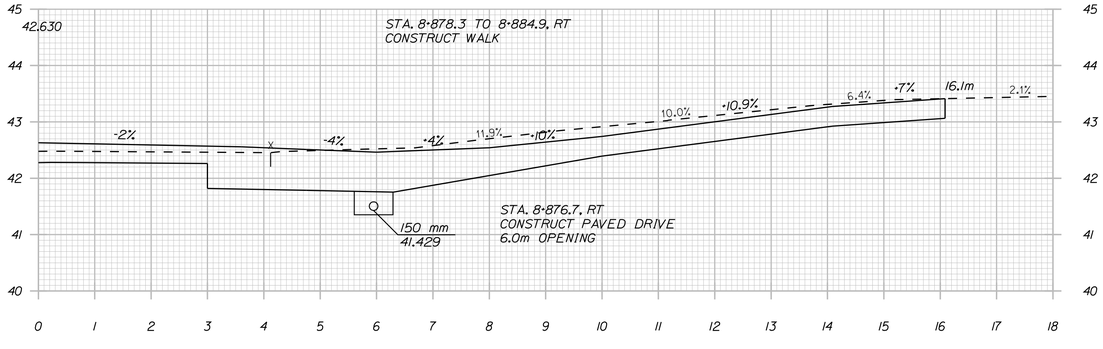


8+880.000

STA. 8+879.675 TO STA. 8+907.918, RT
INSTALL CURB TYPE 3

C= 92.5 m³
F= 1.3 m³

STA. 8+870.582 TO STA. 8+890.454, LT
INSTALL CURB TYPE 3



8+876.675
PAVED DRIVE, RT.

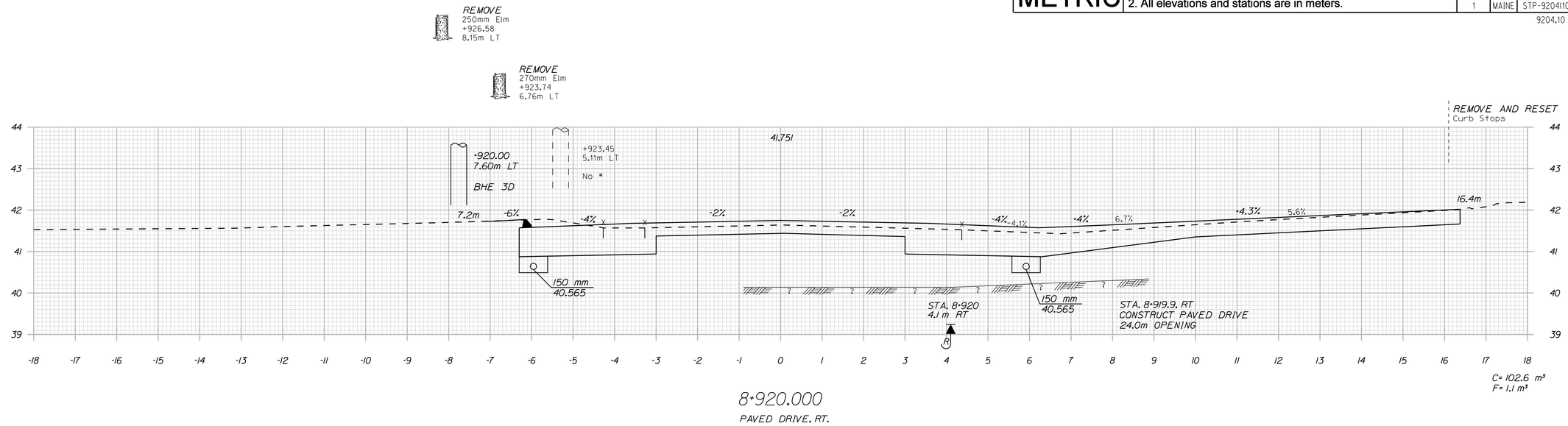
PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	
	CHECKED	PEM	02/09
	REVISIONS	$checked1$	$checked2$	$checkdate1$
	FIELD CHANGES	$revision1$	$revision2$	$revdate1$

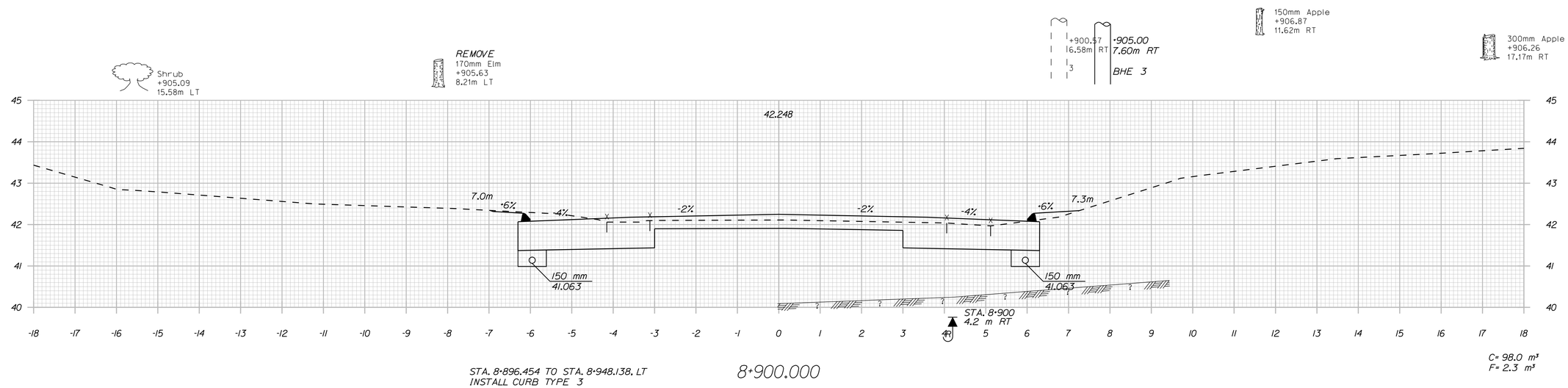
Filename: 003_XSECT_003.dgn Username: normal Date:8/22/2011
Division: $wkgroup$

STA. 8+876.675 TO STA. 8+893.454

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	STP-9204(100)X	133	183

9204.10

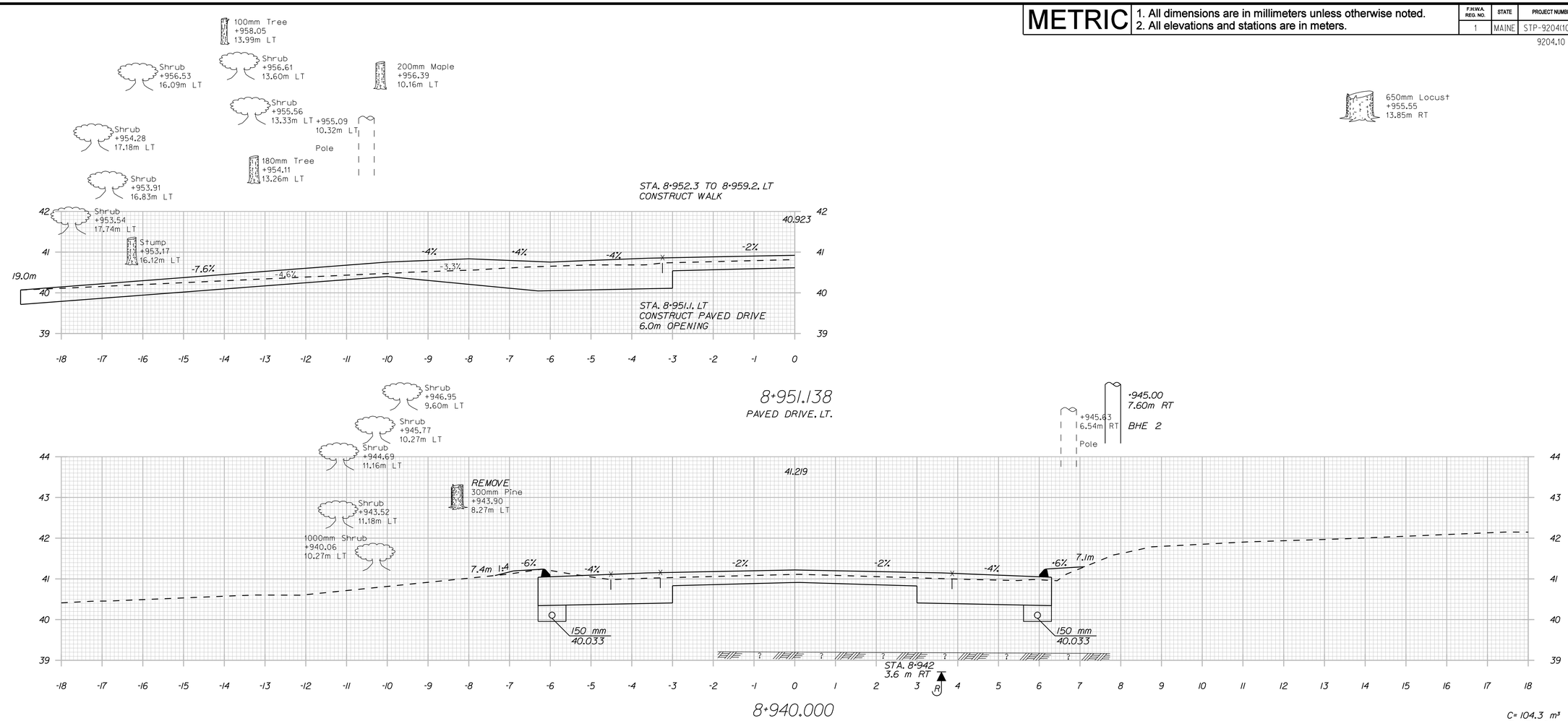




PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	$checked1$	$checkdate1$
REVISIONS	$revision1$	$revdate1$
FIELD CHANGES	PEM	
PLANS	$checked2$	$checkdate2$
	$revision2$	$revdate2$

Filename: 003_XSECT_003.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	134	208
				9204.10		



PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	FEM	$checkdate$
	REVISIONS	$checked1$	$checked2$	$checked3$	$revdate$
	FIELD CHANGES	$revision1$	$revision2$	$revision3$	$revdate$

Filename: 003_XSECT_003.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

ORRINGTON ROUTE 15

STA.8+927.920 TO STA. 8+951.138

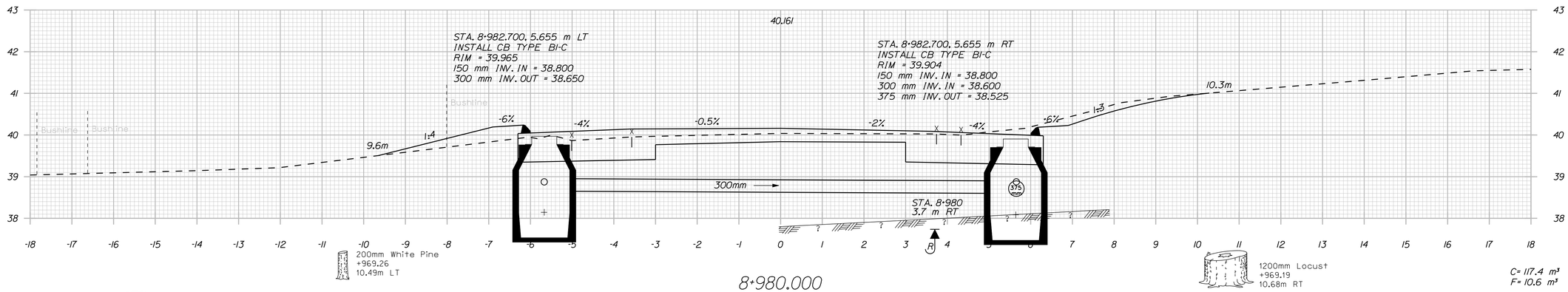
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	135	208

9204.10

+990.09
6.81m RT
4/1

-990.00
7.60m RT
BHE 4/1

STA. 8+983.310, 5.655 m RT TO
STA. 9+044.639, 5.655 m RT
INSTALL 375 mm X 61.329 m
UNDERDRAIN TYPE C



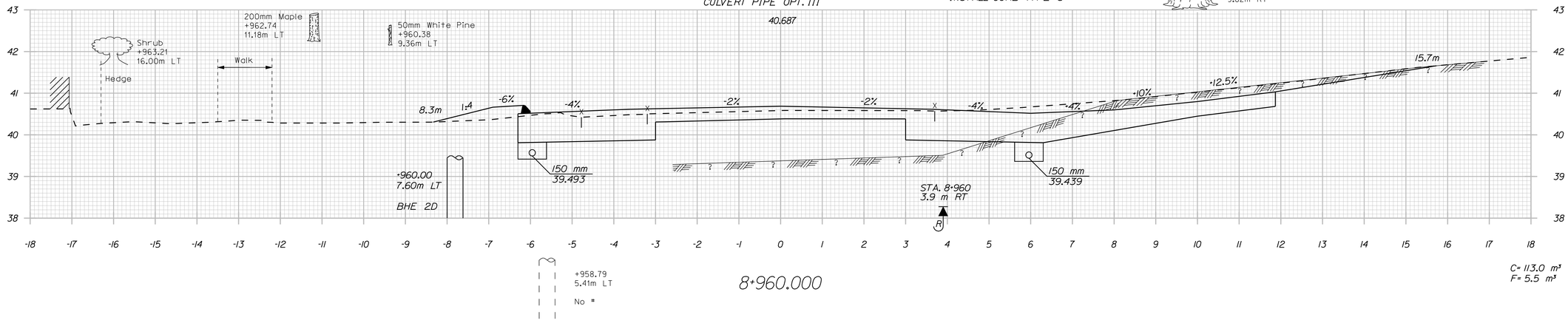
8+980.000

Lilac
+962.79
15.40m LT

STA. 8+987.700, 5.045 m LT TO
STA. 8+987.700, 5.045 m RT
INSTALL 300 mm X 10.090 m
CULVERT PIPE OPT. III

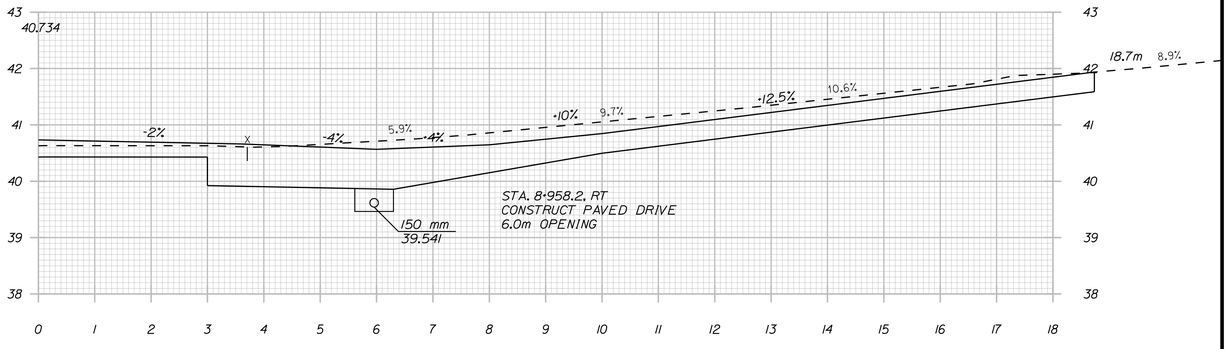
STA. 8+961.223 TO STA. 9+013.336, RT
INSTALL CURB TYPE 3

1200mm Locust
+964.38
9.82m RT



8+960.000

STA. 8+954.138 TO STA. 8+984.223, LT
INSTALL CURB TYPE 3



8+958.223
PAVED DRIVE, RT.

STA. 8+958.223 TO STA. 8+980.000

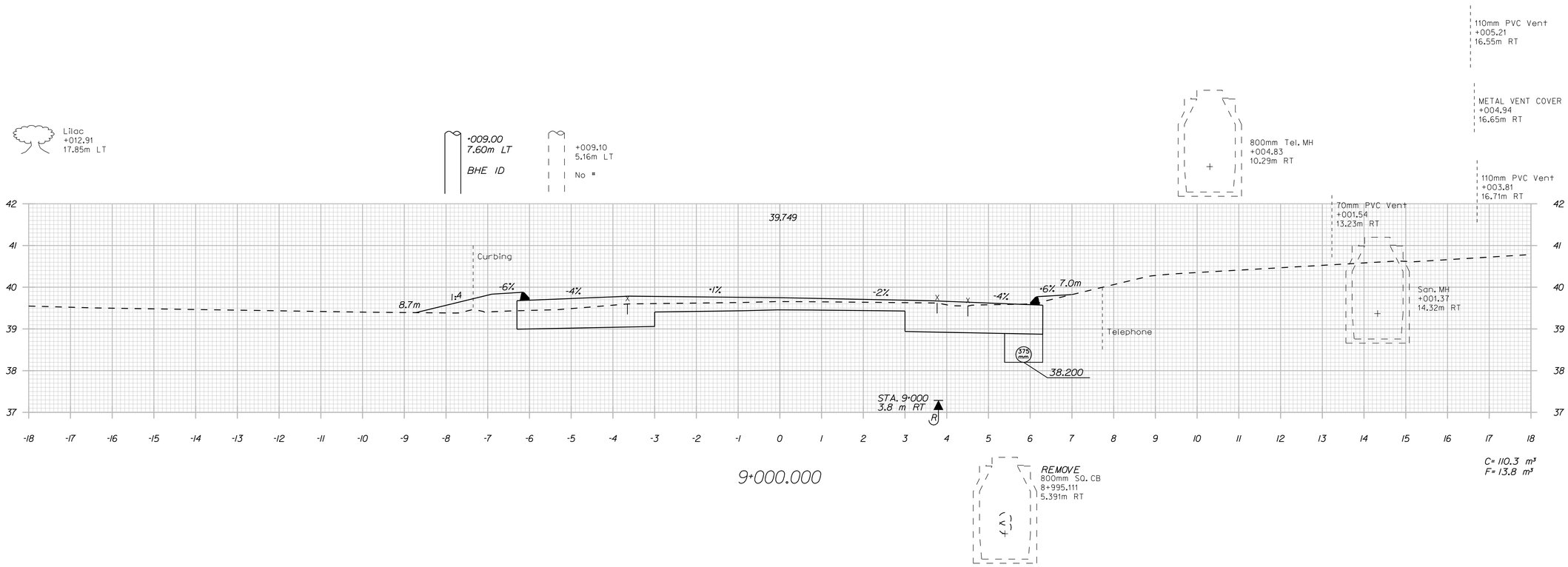
PROJECT DESIGN ENGINEER KSD		BY	DATE
	DESIGN-DETAILED	JRH	02/09
	CHECKED	$checked1$	$checkdate1$
PLANS	REVISIONS	$revision1$	$revdate1$
	FIELD CHANGES	PEM	
		$checked2$	$checkdate2$
		$revision2$	$revdate2$

Filename: 003_XSECT_003.dgn Username: normal Division: $wkgroup$ Date:8/22/2011

ORRINGTON ROUTE 15

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	STP-9204(100)X	136	208

9204.10



PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM	02/09
CHECKED	$checked1$	$checked2$	$checkdate1$
REVISIONS	$revision1$	$revision2$	$revdate1$
FIELD CHANGES			

PLANS

Filename: 004_XSECT_004.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

STA. 8+991.334 TO STA. 9+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.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	137	208
				9204.10		

REMOVE
1000mm Wide Conc. HDWL

REMOVE
450 CONC.

REMOVE
CB
9+039.46
5.349m RT

•035.00
9.60m LT

BHE IS

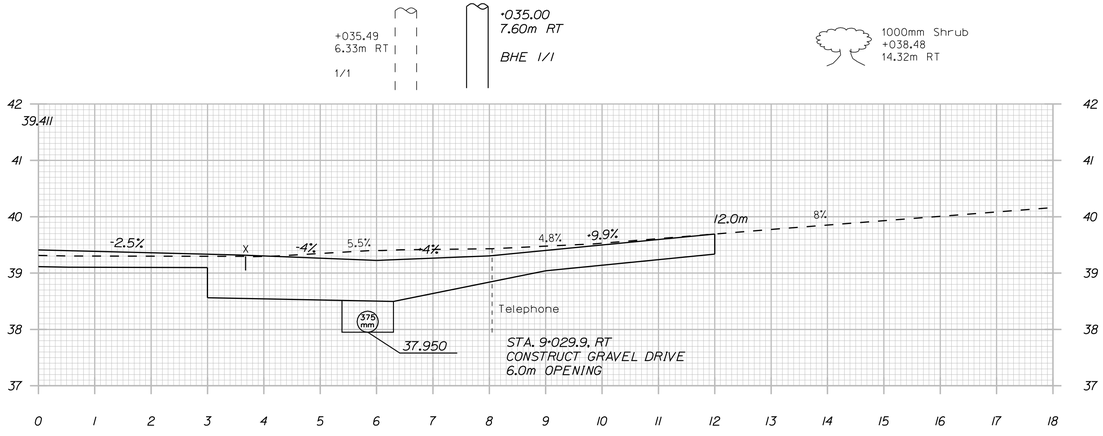
+035.49
6.33m RT

1/1

•035.00
7.60m RT

BHE 1/1

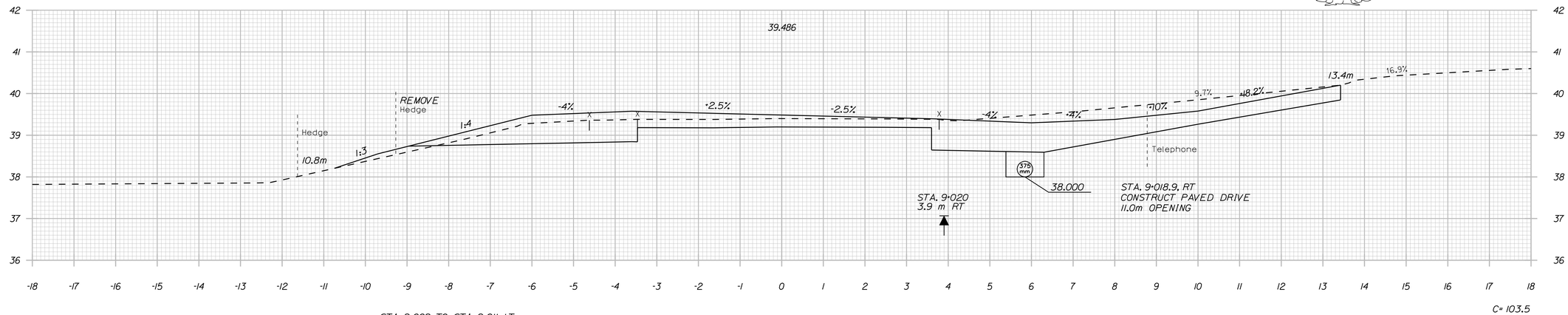
1000mm Shrub
+038.48
14.32m RT



9+029.852
GRAVEL DRIVE. RT.

STA. 9+024.414 TO STA. 9+026.831. RT
INSTALL CURB TYPE 3

1100mm Locust
+025.05
13.48m RT



STA. 9+009 TO STA. 9+011. LT
INSTALL 1.8 m WIDE PLAIN RIPRAP DOWNSPOUT

C= 103.5
F= 9.0

9+020.000
PAVED DRIVE. RT.

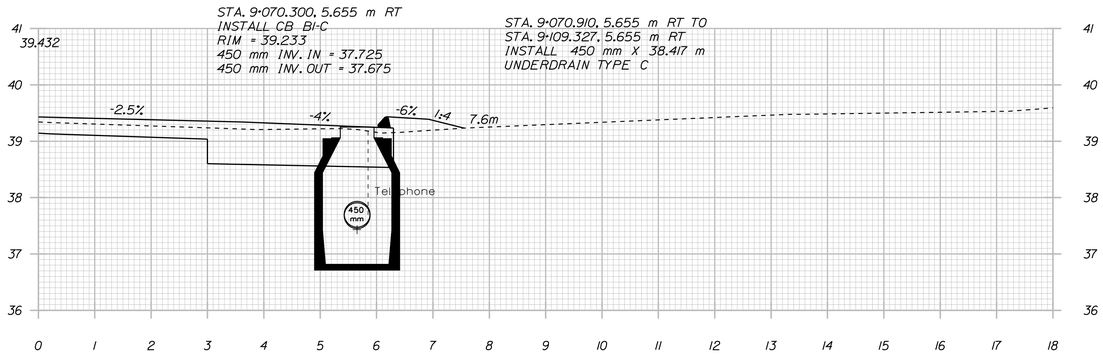
PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH / PEM	02/09
CHECKED	$checked1$ / $checked2$	$checkdate$
REVISIONS	$revision1$ / $revision2$	$revdate$
PLANS FIELD CHANGES		

Filename: 004_XSECT_004.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

STA. 9+020.000 TO STA. 9+029.852

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	STP-9204(100)X	138	208

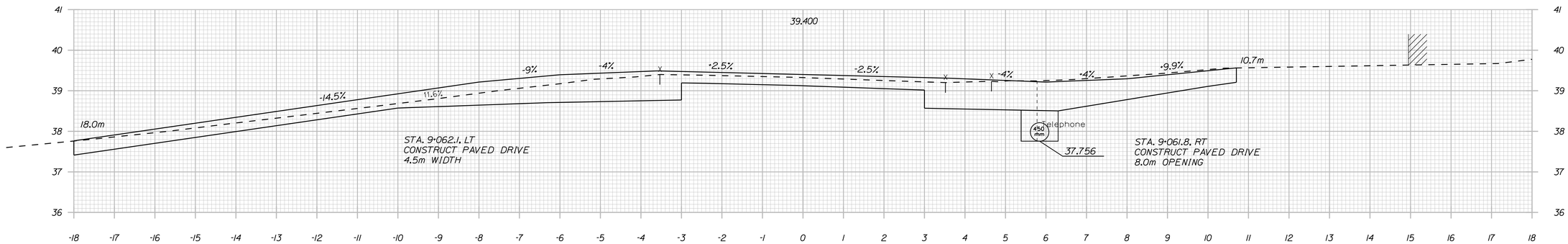
9204.10



9+069.645

STA. 9+065.816 TO STA. 9+095.863, RT
INSTALL CURB TYPE 3

+071.57
7.76m LT
No #



C= 104.6 m³
F= 21.1 m³

9+060.000

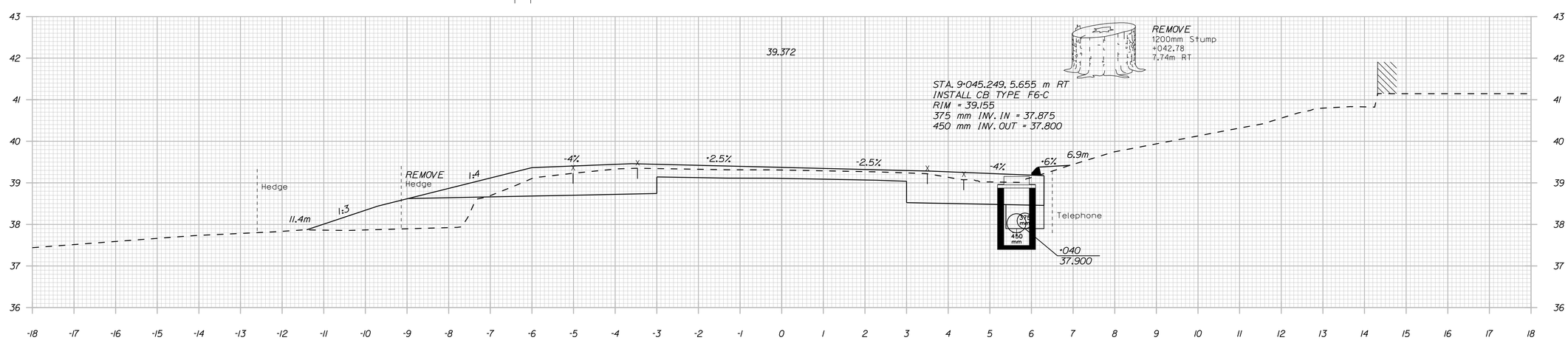
PAVED DRIVE, LT.
PAVED DRIVE, RT.

STA. 9+045.859, 5.655 m RT TO
STA. 9+069.400, 5.655 m RT
INSTALL 450 mm X 23.541 m
UNDERDRAIN TYPE C

REMOVE
900mm Stump
+047.55
7.76m RT

3000mm Shrub
+055.67
13.60m RT

+042.87
6.03m LT
No #



C= 103.7 m³
F= 23.1 m³

9+040.000

STA. 9+032.873 TO STA. 9+057.759, RT
INSTALL CURB TYPE 3

PROJECT DESIGN ENGINEER KSD		BY	DATE
	DESIGN-DETAILED	JRH	02/09
	CHECKED	$checked1$	$checked2$
PLANS	REVISIONS	$revision1$	$revision2$
	FIELD CHANGES		

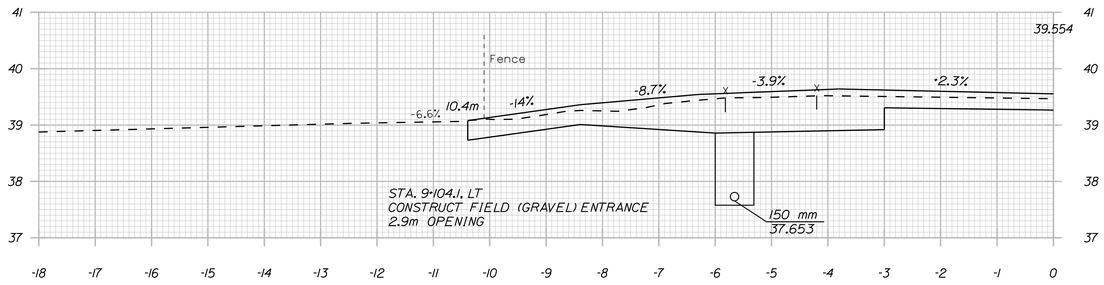
Date:8/22/2011
Username: normal
Division: $wkgroup$
Filename: 004_XSECT_004.dgn

ORRINGTON ROUTE 15

STA. 9+040.000 TO STA. 9+069.695

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	STP-9204(100)X	139	208

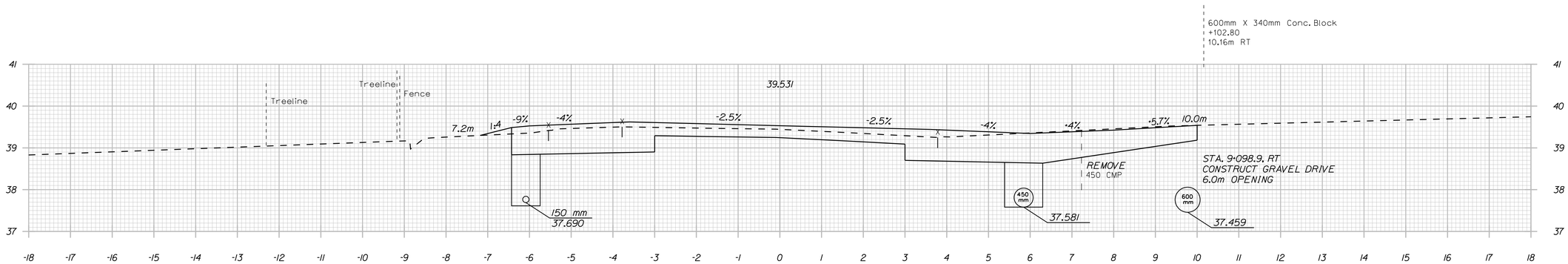
9204.10



9+107.059

FIELD ENTRANCE SKEWED 17° BACK, LT.

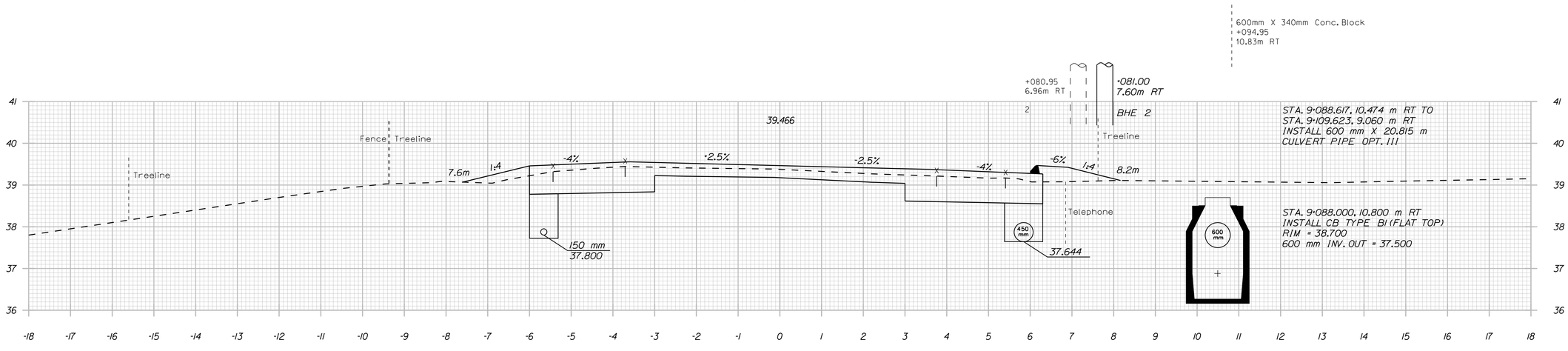
STA. 9+101.905 TO STA. 9+116.633, RT
INSTALL CURB TYPE 3



9+100.000

GRAVEL DRIVE, RT.

C= 101.5 m³
F= 7.6 m³



STA. 9+070.000, 5.650 m LT TO
STA. 9+107.535, 5.650 m LT
INSTALL 150 mm X 37.535 m
UNDERDRAIN TYPE B

9+080.000

C= 102.0 m³
F= 7.0 m³

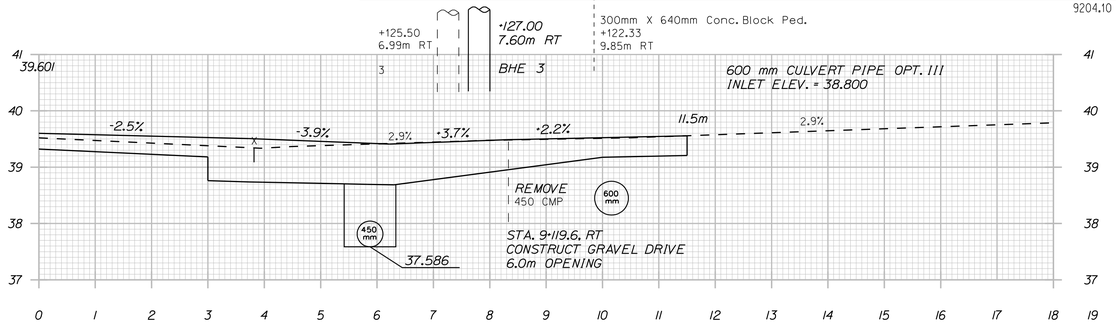
PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	$checked1$	$checkdate1$
REVISIONS	$revision1$	$revdate1$
FIELD CHANGES	PEM	
PLANS	$checked2$	$checkdate2$
	$revision2$	$revdate2$

Filename: 004_XSECT_004.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

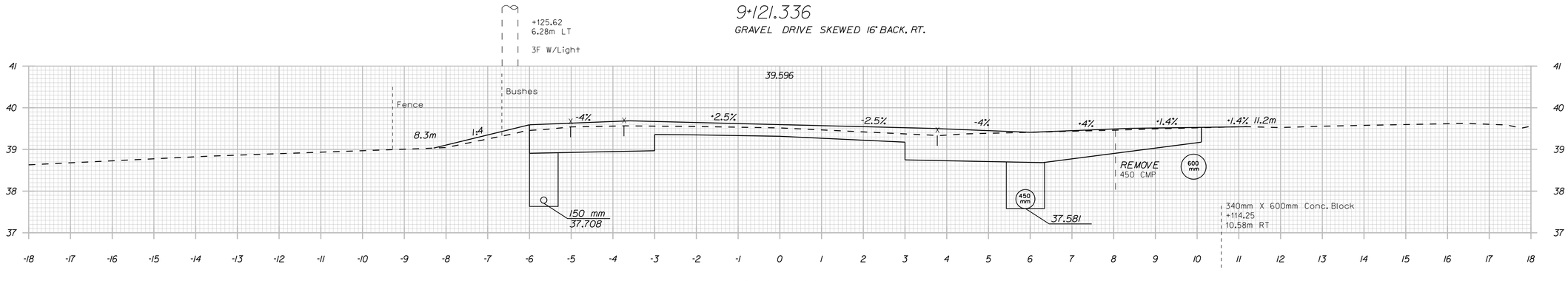
METRIC 1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	140	208

9204.10

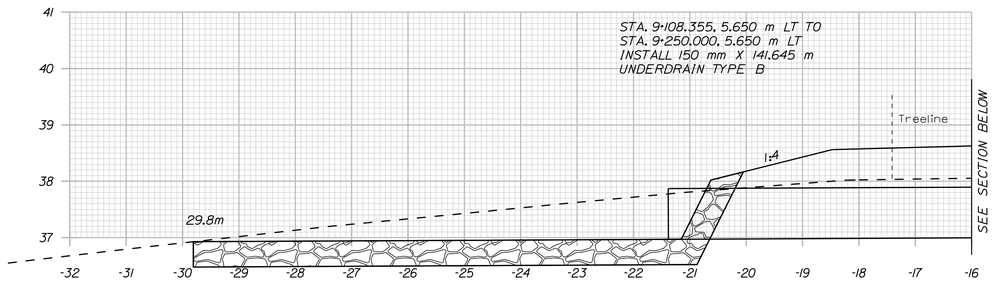


9+121.336
GRAVEL DRIVE SKEWED 16° BACK, RT.



9+120.000

C= 104.7 m³
F= 2.6 m³

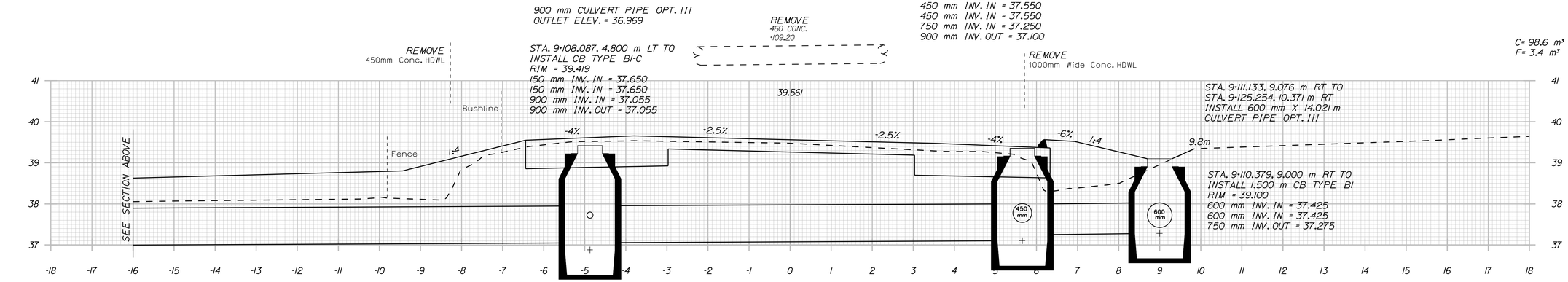


900 mm CULVERT PIPE OPT. III
OUTLET ELEV. = 36.969

STA. 9+110.547, 5.655 m RT TO
STA. 9+197.390, 5.655 m RT
INSTALL 450 mm X 86.843 m
UNDERDRAIN TYPE C

STA. 9+109.937, 5.655 m RT
INSTALL 1.800 m CB TYPE BI-C
RIM = 39.352
450 mm INV. IN = 37.550
450 mm INV. IN = 37.550
750 mm INV. IN = 37.250
900 mm INV. OUT = 37.100

REMOVE
460 CONC.
+109.20



C= 98.6 m³
F= 3.4 m³

STA. 9+105.315, 21.054 m LT TO
STA. 9+107.995, 5.365 m LT
INSTALL 900 mm X 15.850 m
CULVERT PIPE OPT. III

STA. 9+108.236, 3.981 m LT TO
STA. 9+109.779, 4.769 m RT
INSTALL 900 mm X 9.090 m
CULVERT PIPE OPT. III

9+109.200
PIPE SKEWED 7° AHEAD, RT.

STA. 9+110.054, 6.547 m RT TO
STA. 9+110.280, 8.256 m RT
INSTALL 750 mm X 1.724 m
CULVERT PIPE OPT. III

PROJECT DESIGN ENGINEER	KSD		
DESIGN-DETAILED	JRH	PEM	02/09
CHECKED	$checked1$	$checked2$	$checkdate$
REVISIONS	$revision1$	$revision2$	$revdate$
FIELD CHANGES			

PLANS

ORRINGTON ROUTE 15

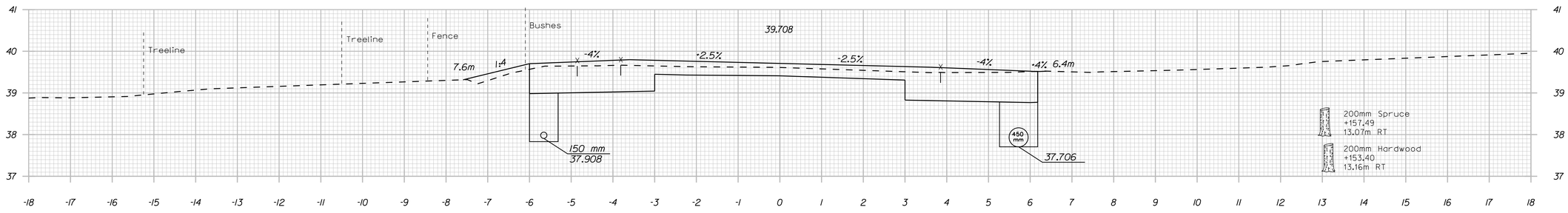
STA. 9+109.200 TO STA. 9+121.336

Filename: 004_XSECT_004.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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

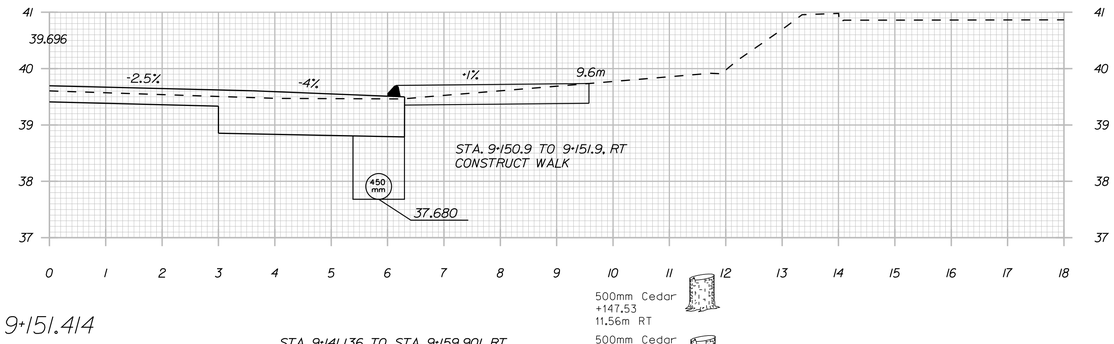
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	141	208

9204.10



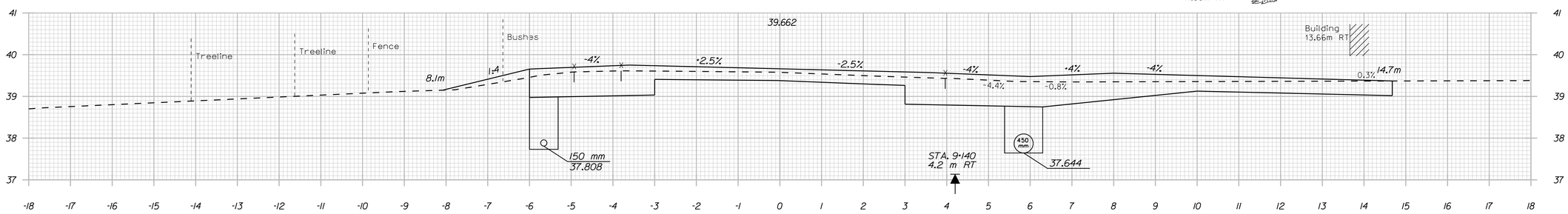
9+160.000

C= 103.0 m³
F= 4.4 m³



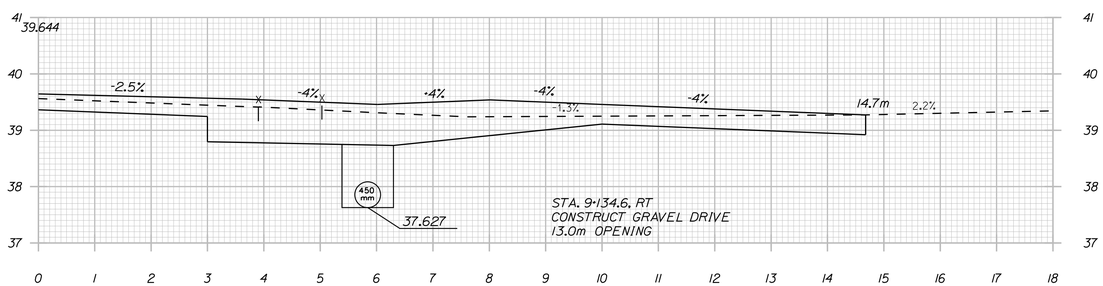
9+151.414

STA. 9+141.136 TO STA. 9+159.901. RT
INSTALL CURB TYPE 3



9+140.000

C= 101.6 m³
F= 4.4 m³



9+134.590
GRAVEL DRIVE. RT.

STA. 9+122.675 TO STA. 9+128.044. RT
INSTALL CURB TYPE 3

PROJECT DESIGN ENGINEER KSD			
DESIGN-DETAILED	JRH	PEM	02/09
CHECKED	$checked1$	$checked2$	$checkdate$
REVISIONS	$revision1$	$revision2$	$revdate$
PLANS	FIELD CHANGES		

Date:8/22/2011
Username: normal
Division: $wkgroup$
Filename: 004_XSECT_004.dgn

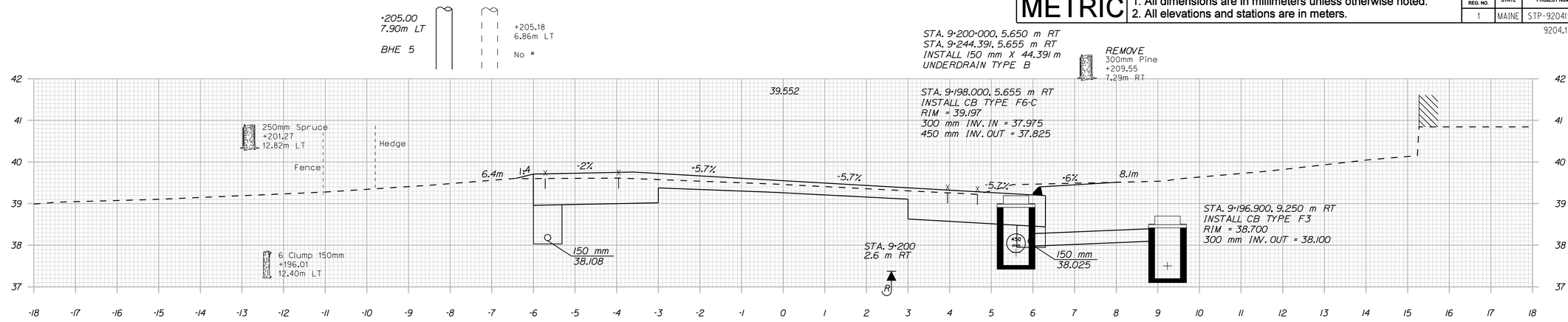
STA. 9+124.200 TO STA. 9+160.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	142	208

9204.10



9+200.000

STA. 9+197.824, 6.241 m RT
STA. 9+196.990, 8.962 m RT
INSTALL 300 mm X 2.838 m
CULVERT PIPE OPT. III

C= 113.3 m³
F= 4.1 m³

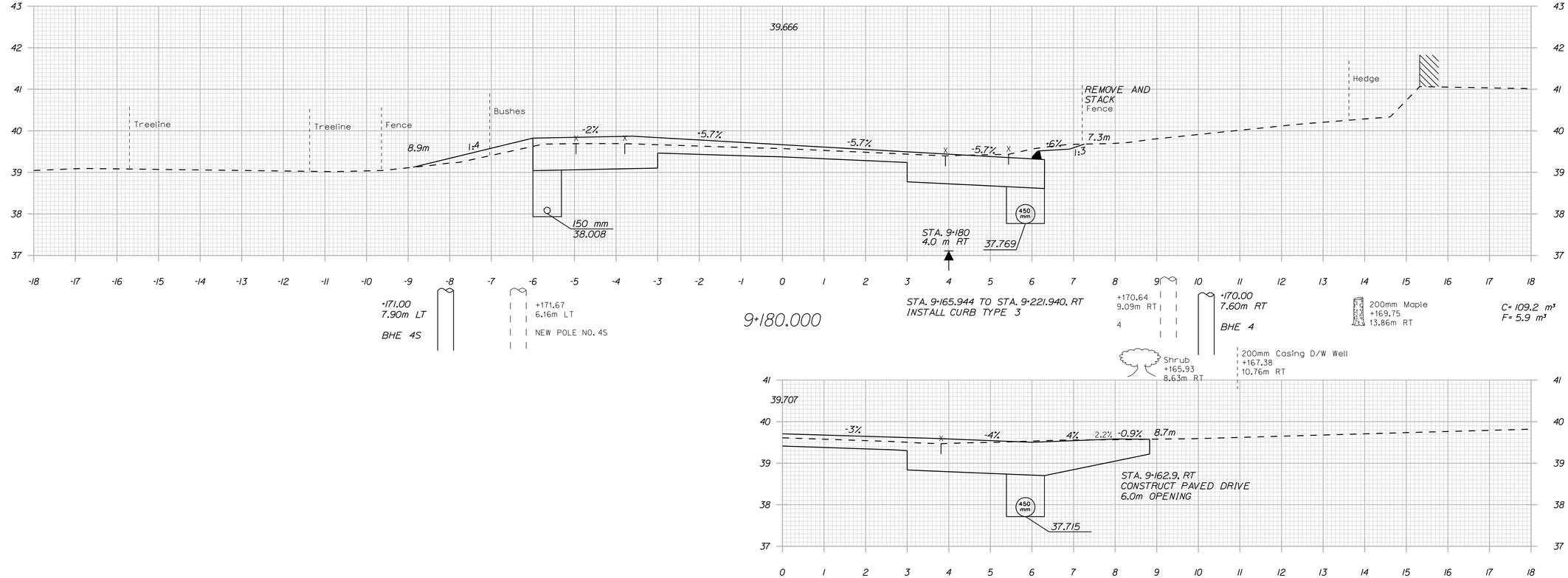
10x10mm Steel Grate
+197.01
8.57m RT
150 PVC
+196.47
9.29m RT

400mm Pine
+193.02
16.57m RT

Shrub
+189.35
8.48m RT

Shrub
+191.67
13.88m RT

REMOVE
500mm Maple
+190.81
10.08m LT



9+180.000

STA. 9+165.944 TO STA. 9+221.940. RT
INSTALL CURB TYPE 3

+171.00
7.90m LT
BHE 4S
+171.67
6.16m LT
NEW POLE NO. 4S

+170.64
9.09m RT
4
+170.00
7.60m RT
BHE 4

200mm Maple
+169.75
13.86m RT

C= 109.2 m³
F= 5.9 m³

Shrub
+165.93
8.63m RT

200mm Casing D/W Well
+167.38
10.76m RT

9+162.922

PAVED DRIVE. RT.

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	$checked1$	$checked1$
REVISIONS	$revision1$	$revdate1$
FIELD CHANGES	FEM	
	$checked2$	$checked2$
	$revision2$	$revdate2$

PLANS

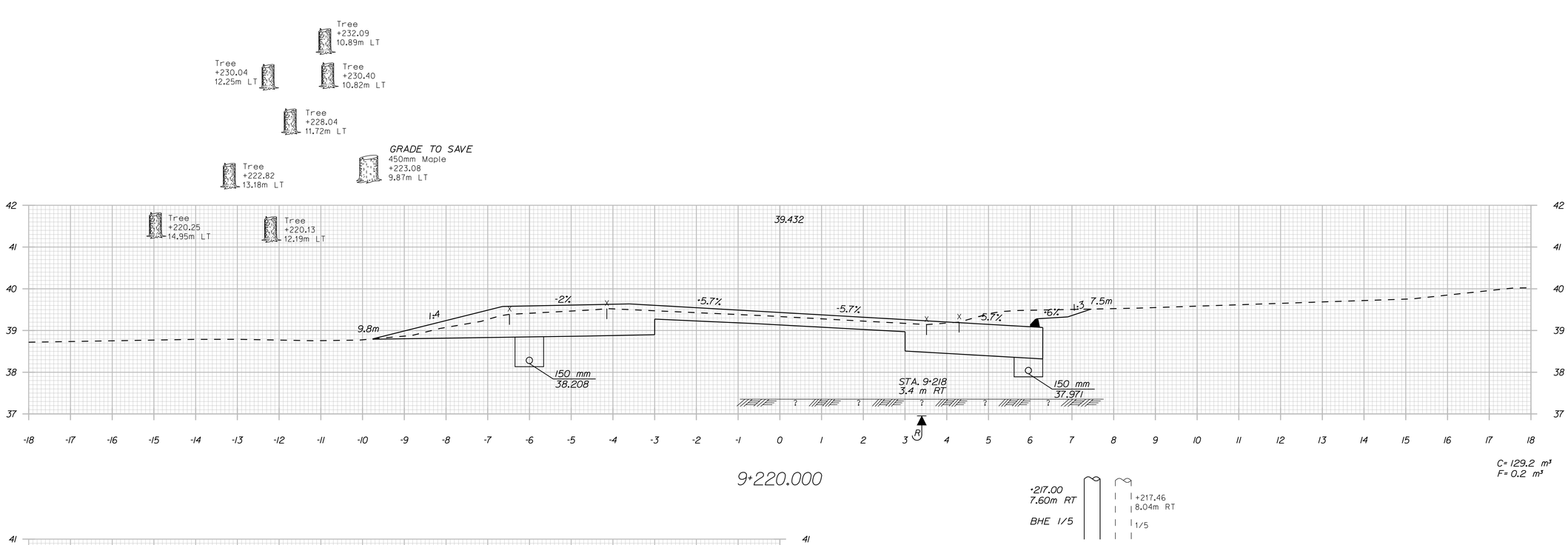
Filename: 004_XSECT_004.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

ORRINGTON ROUTE 15

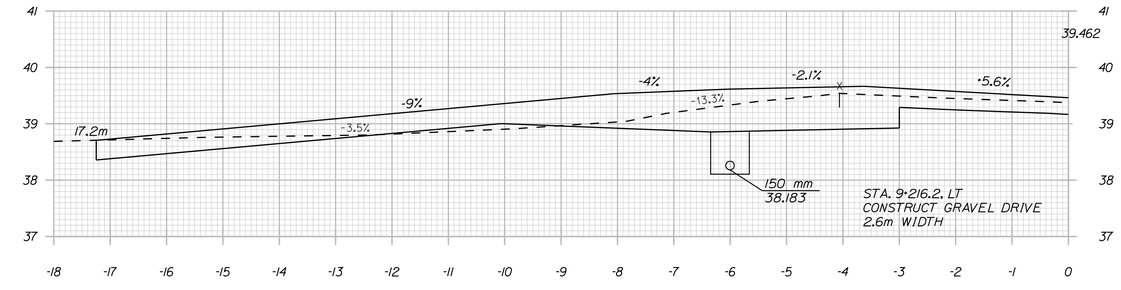
STA. 9+162.922 TO STA. 9+200.000

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	STP-9204(100)X	143	208

9204.10



9+220.000



+217.00
7.60m RT

BHE 1/5

+217.46
8.04m RT

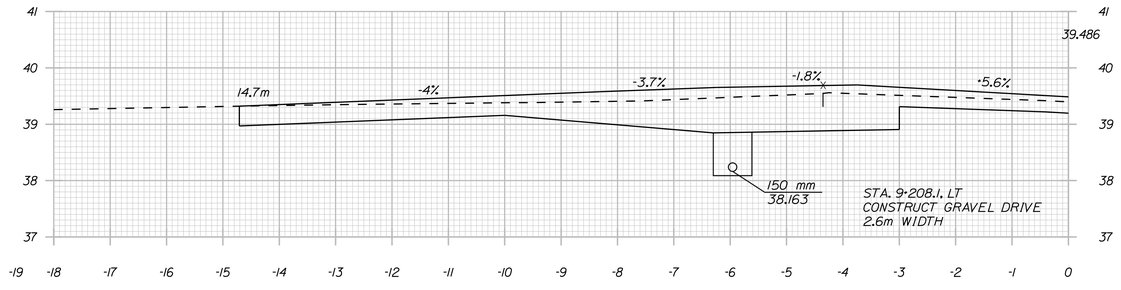
1/5

+212.85
8.06m LT

Service Pole

9+214.930

GRAVEL DRIVE SKEWED 7° BACK, LT.



9+211.083

GRAVEL DRIVE SKEWED 16° BACK, LT.

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	PEM
	CHECKED	$checked1$	$checked2$
	REVISIONS	$revision1$	$revision2$
	FIELD CHANGES		
		02/09	$checkdate1$
			$revdate1$

Filename: 004_XSECT_004.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

ORRINGTON ROUTE 15

STA. 9+211.083 TO STA. 9+220.000

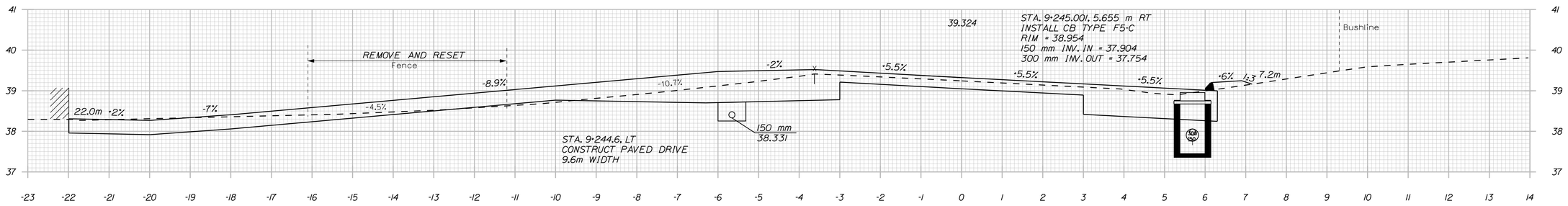
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	144	208

9204.10

REMOVE
CB
+247.70
6.22m RT

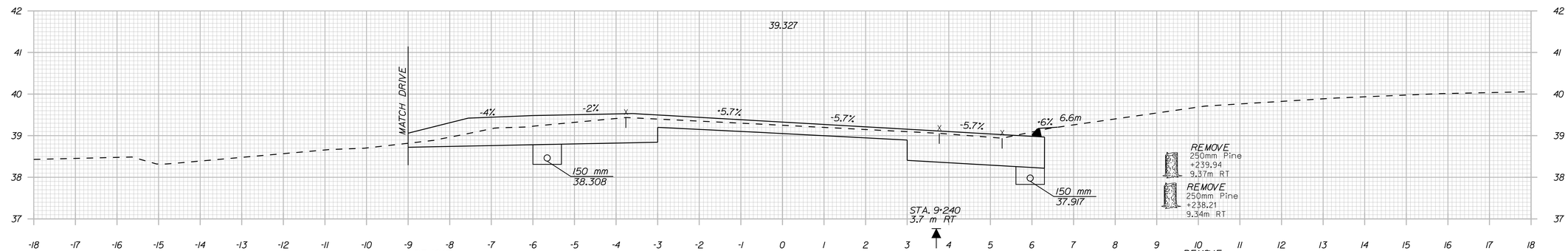
500mm Willow
+249.75
12.05m RT

STA. 9+245.611, 5.655 m RT TO
STA. 9+277.790, 5.655 m RT
INSTALL 300 mm X 32.179 m
UNDERDRAIN TYPE C



9+244.614
PAVED DRIVE. LT.

REMOVE
250mm Pine
+243.37
9.40m RT



9+240.000

STA. 9+228.121 TO STA. 0+018.757. RT
INSTALL CURB TYPE 3

REMOVE
250mm Pine
+235.13
9.27m RT
REMOVE
250mm Pine
+233.48
9.00m RT
REMOVE
250mm Pine
+231.9
8.92m RT

C= 123.2 m³
F= 0.1 m³

9+225.030
GRAVEL DRIVE. RT.

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	$checked1$	$checkdate1$
REVISIONS	$revision1$	$revdate1$
FIELD CHANGES	$revision2$	$revdate1$
PLANS	$checked2$	$checkdate2$
	$revision2$	$revdate1$

Date:8/22/2011
Username: normal
Division: $wkgroup$
Filename: 004_XSECT_004.dgn

ORRINGTON ROUTE 15

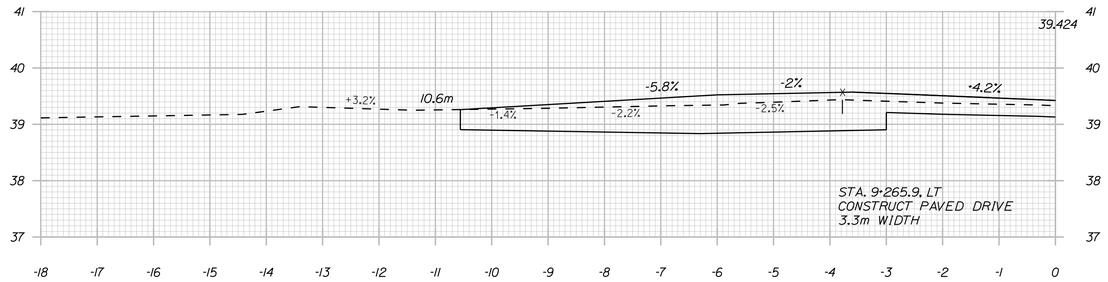
STA. 9+225.030 TO STA. 9+244.614

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	STP-9204(100)X	145	208

9204.10

1000mm Shrub
+278.37
11.59m LT

400mm Triple Willow
+267.22
13.78m LT



9+265.911
PAVED DRIVE, LT.

REMOVE
CONC. CISTERN
+268.907
6.32m RT

450mm Maple
+275.69
11.36m RT

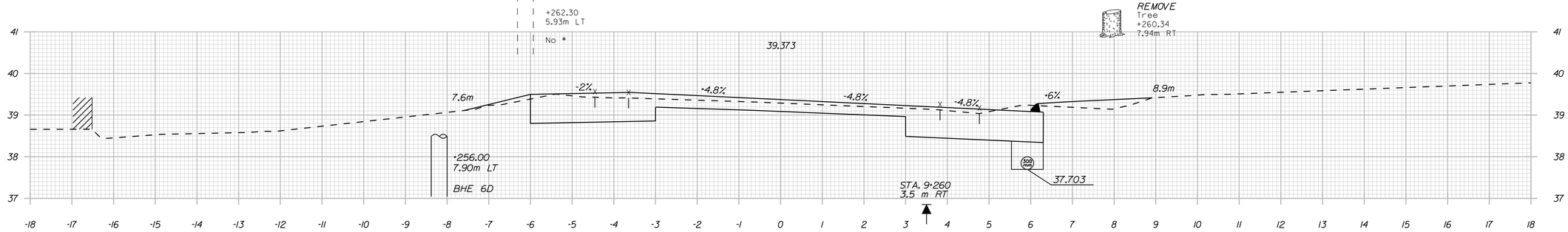
450mm Maple
+267.36
12.69m RT

+267.00
7.60m RT

BHE 6

REMOVE
Tree
+260.34
7.94m RT

+262.30
5.93m LT
No =

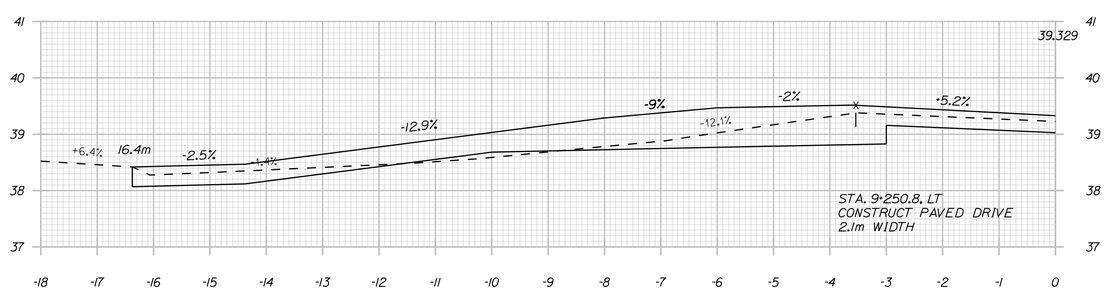


9+260.000

+251.54
7.98
6

C= 105.3 m³
F= 4.7 m³

800mm Willow
+259.66
16.44m RT



9+250.790
PAVED DRIVE, LT.

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	PEM	$checkdate1$
	REVISIONS	$checked1$	$revdate2$
	FIELD CHANGES	$revision1$	$revdate1$

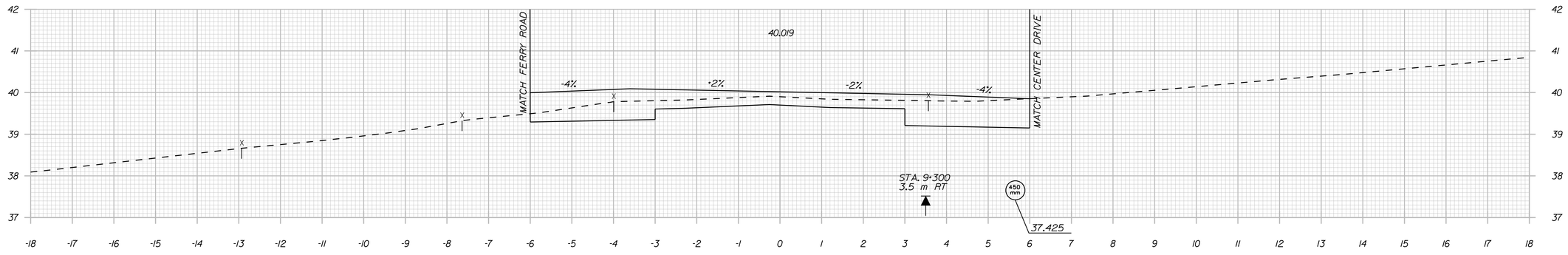
Date:8/22/2011
Username: normal
Division: $wkgroup$
Filename: 004_XSECT_004.dgn

STA. 9+250.790 TO STA. 9+265.911

ORRINGTON ROUTE 15

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	STP-9204(100)X	146	208

9204.10

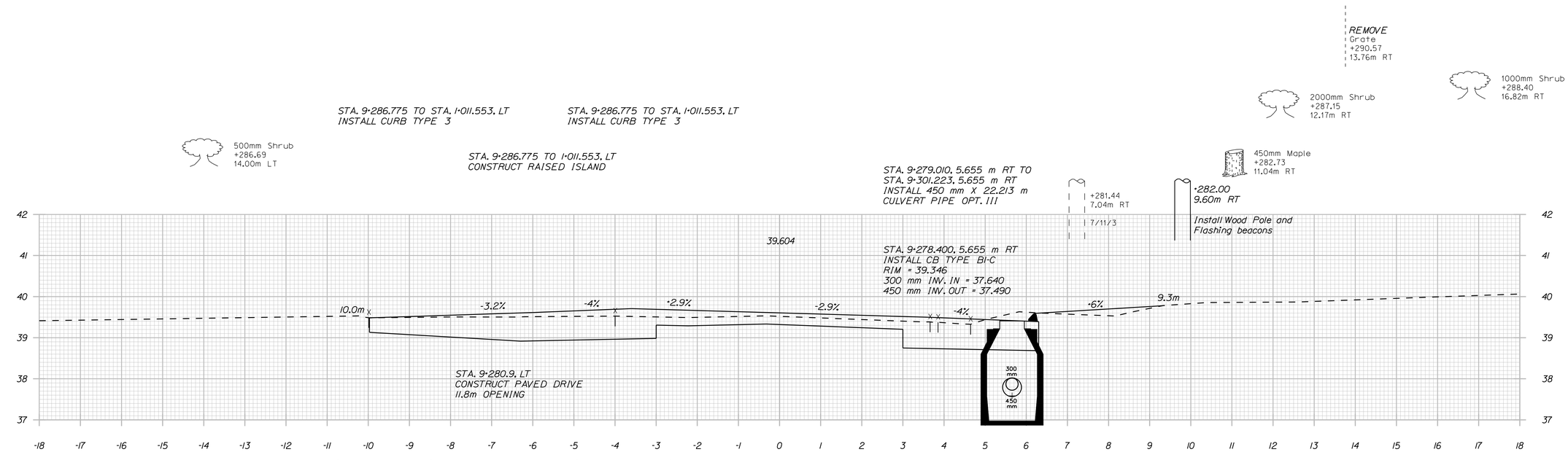


9+300.000

C= 96.7 m³
F= 2.6 m³

STA. 9+294.805 ROUTE 15 =
STA. 0+000.000 CENTER DRIVE

STA 9+293.983 ROUTE 15 =
STA 1+000.000 FERRY ROAD



9+280.000

C= 108.9 m³
F= 7.2 m³

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	
CHECKED	$checked1$	$checked2$
REVISIONS	$revision1$	$revision2$
FIELD CHANGES	PEM	02/09
PLANS	$checked1$	$checkdate1$
	$revision1$	$revdate1$

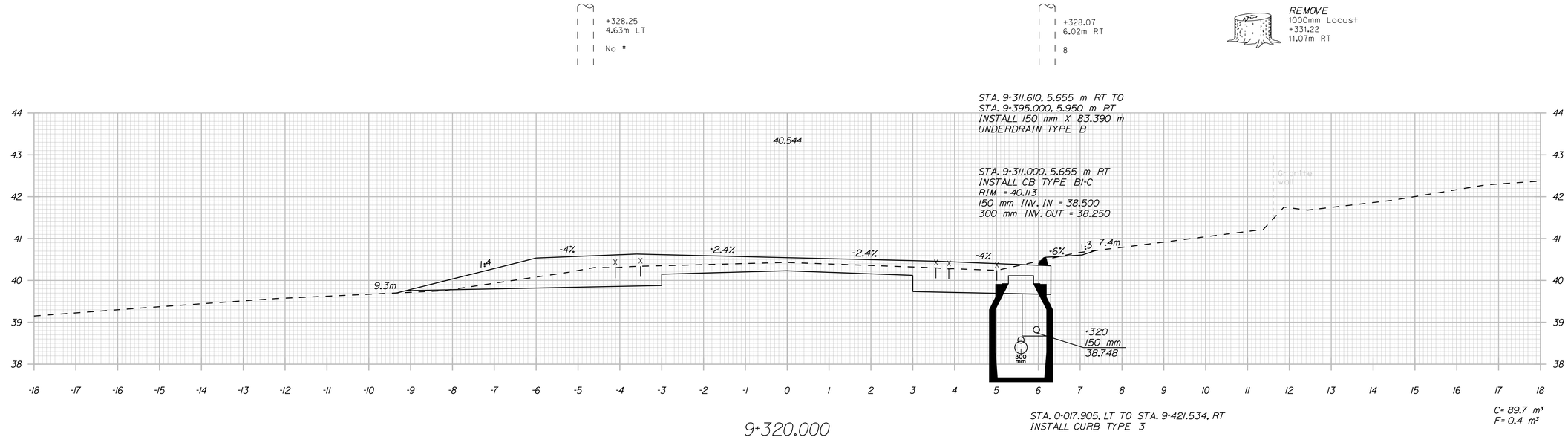
Filename: 004_XSECT_004.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

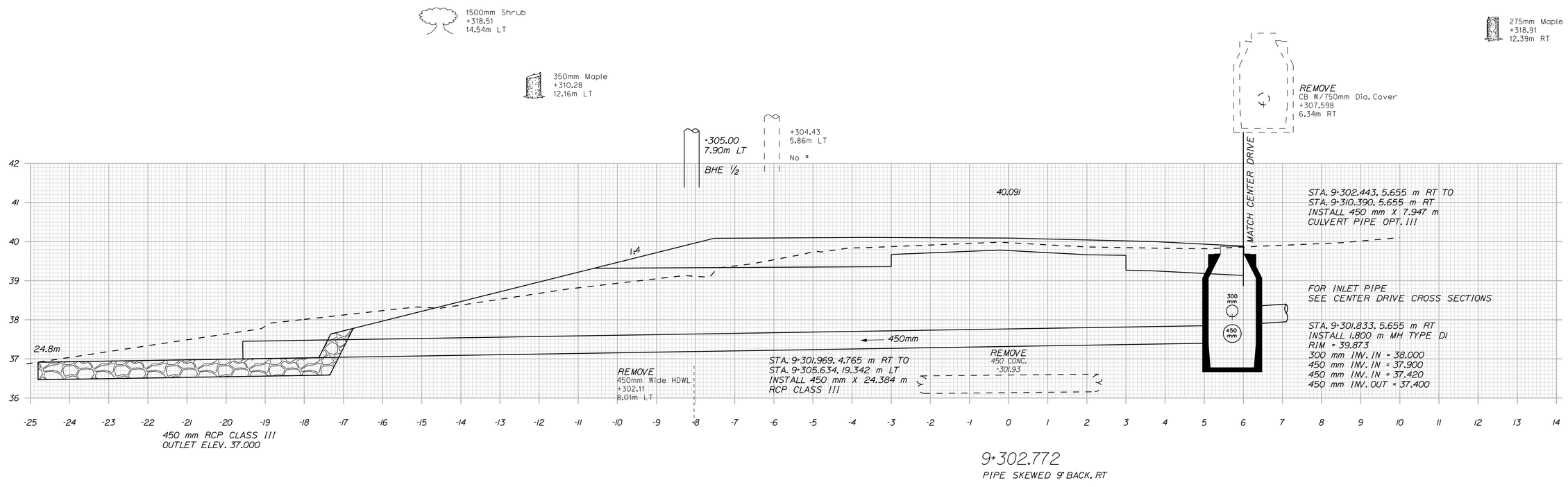
STA. 9+280.000 TO STA. 9+300.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	147	208

9204.10





PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	$checked1$	$checkdate1$
REVISIONS	$revision1$	$revdate1$
FIELD CHANGES	$revision2$	$revdate1$
PLANS	PEM	$checkdate1$
	$checked2$	$revdate1$
	$revision2$	$revdate1$

ORRINGTON ROUTE 15

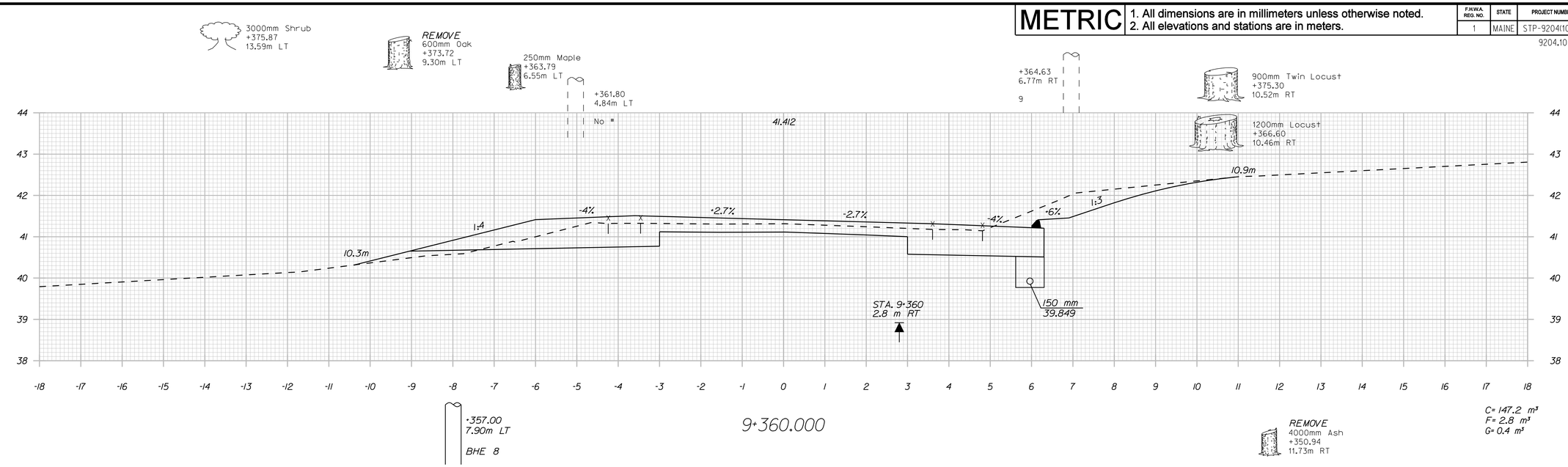
STA. 9+302.772 TO STA. 9+320.000

Filename: 004_XSECT_004.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	148	208

9204.10



PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM 02/09
CHECKED	$checked1$	$checked2$ $checkdate1$
REVISIONS	$revision1$	$revision2$ $revdate1$
FIELD CHANGES		

PLANS

Filename: 004_XSECT_004.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

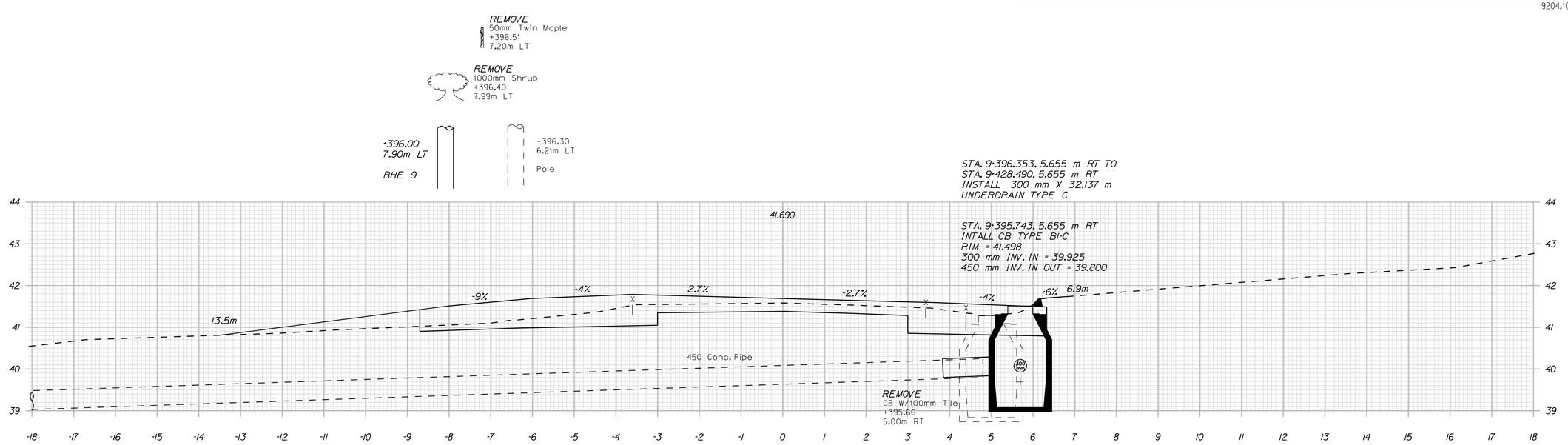
ORRINGTON ROUTE 15

STA. 9+334.428 TO STA. 9+360.000

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	STP-9204(100)X	149	208

9204.10



PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	$checked1$	$checkdate1$
	REVISIONS	$revision1$	$revdate1$
	FIELD CHANGES	PEM	
		$checked2$	$checkdate2$
		$revision2$	$revdate2$

Filename: 004_XSECT_004.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

STA. 9+380.000 TO STA. 9+395.209

ORRINGTON ROUTE 15

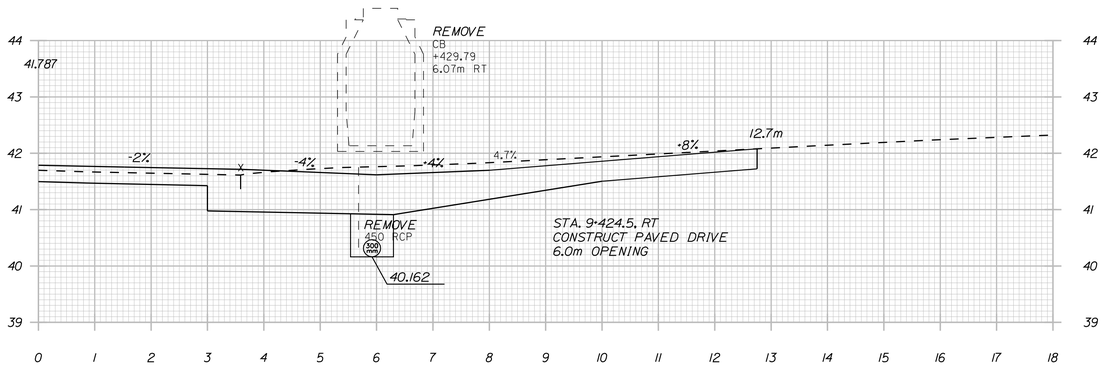
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	150	208

9204.10

1m Wood WellHouse

900mm Maple
+427.16
10.29m LT

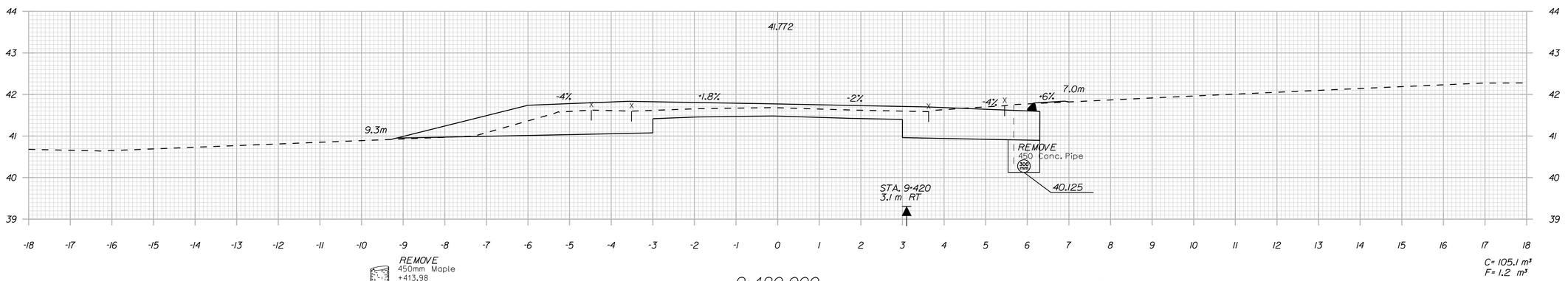
REMOVE
40mm Stump
+436.93
7.08m RT



9+424.534
PAVED DRIVE. RT.

800mm Locust
+421.52
14.93m LT

REMOVE
900mm Twin Maple
+420.94
9.64m RT



C= 105.1 m³
F= 1.2 m³

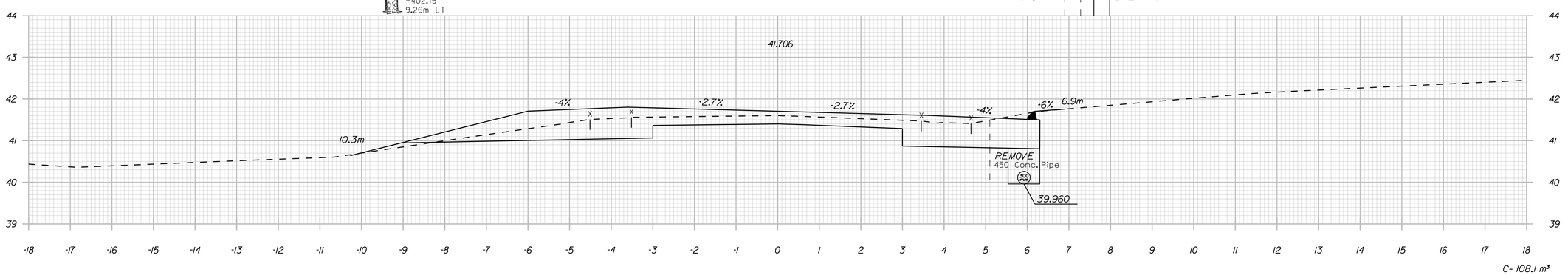
9+420.000

REMOVE
450mm Maple
+413.98
9.58m LT

REMOVE
300mm Maple
+402.15
9.26m LT

+406.01
6.90m RT
1/10

+402.00
7.60m RT
BHE 1/10



C= 108.1 m³
F= 0.9 m³

9+400.000

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	$checked1$	$checkdate1$
	REVISIONS	$revision1$	$revdate1$
	FIELD CHANGES	$revision2$	$revdate1$

Filename: 004_XSECT_004.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

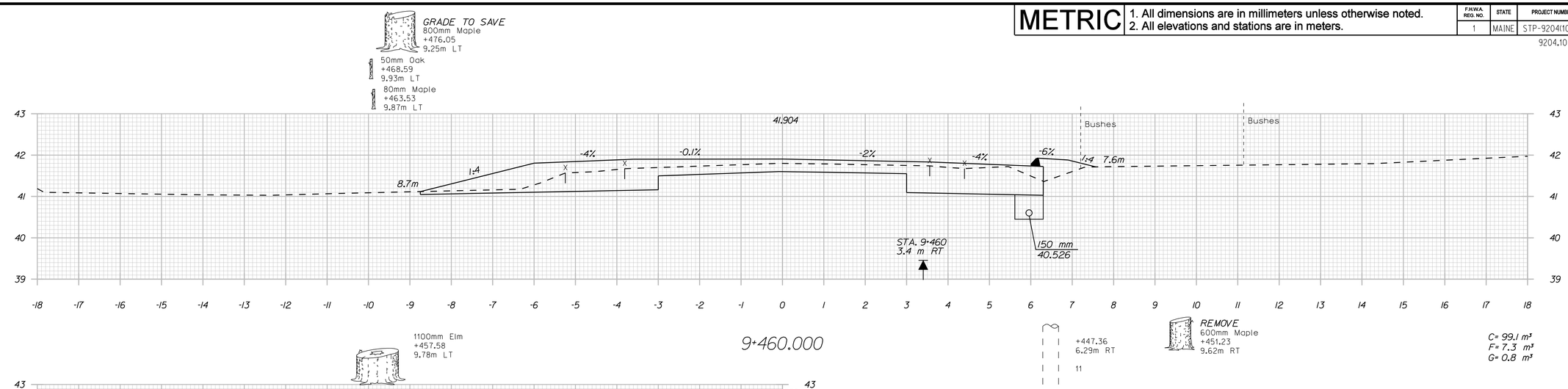
STA. 9+400.000 TO STA. 9+424.534

ORRINGTON ROUTE 15

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	STP-9204(100)X	151	208

9204.10



PROJECT DESIGN ENGINEER KSD		BY	DATE
DESIGN-DETAILED	JRH	PEM	02/09
CHECKED	$checked1$	$checked2$	$checkdate1$
REVISIONS	$revision1$	$revision2$	$revdate1$
FIELD CHANGES			

PLANS

Filename: 004_XSECT_004.dgn Username: normal Division: $wkgroup$ Date:8/22/2011

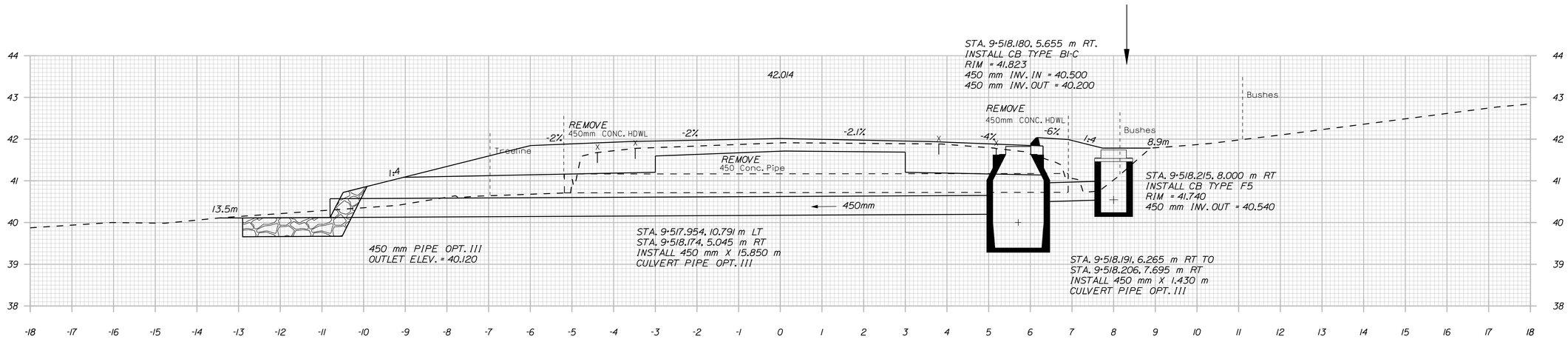
ORRINGTON ROUTE 15

STA. 9+429.100 TO STA. 9+460.000

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

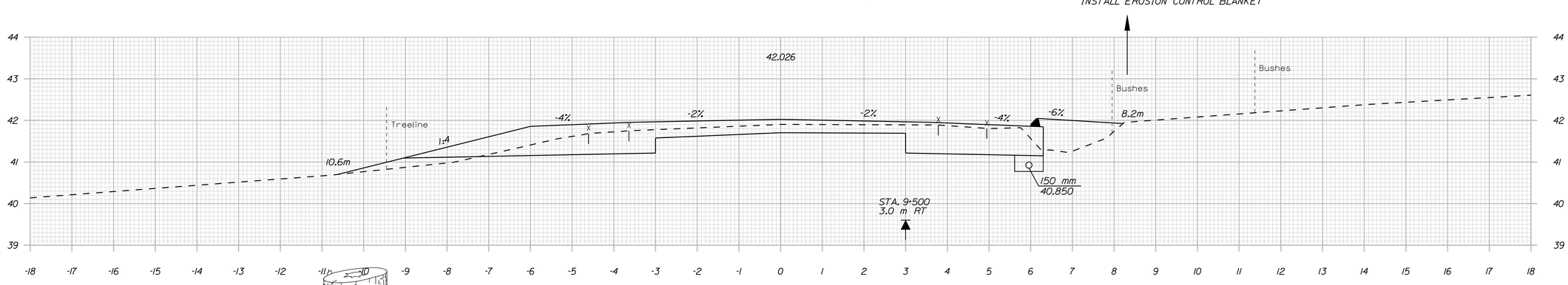
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	152	208

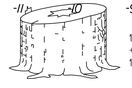
9204.10



9+518.100

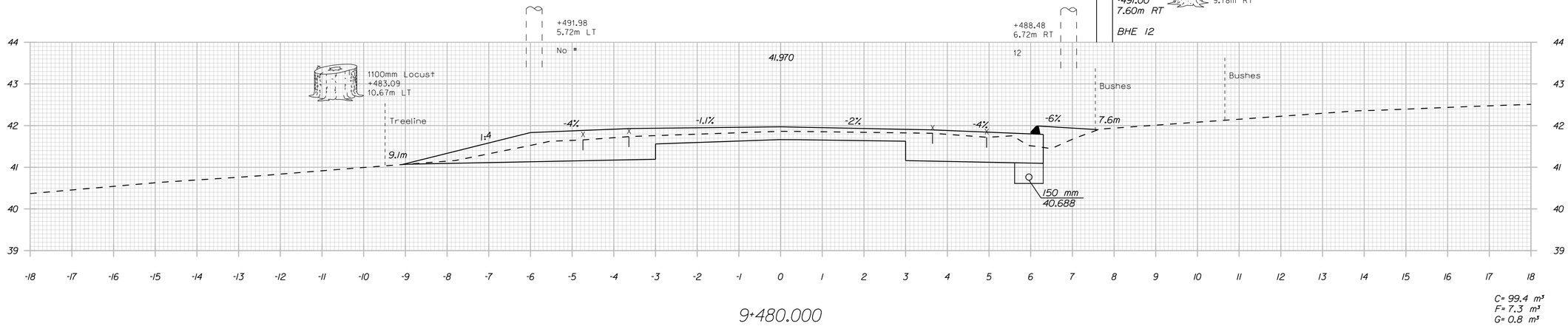
PIPE SKEWED 1° AHEAD. RT.





9+500.000

C= 99.6 m³
F= 18.7 m³
G= 0.2 m³



9+480.000

C= 99.4 m³
F= 7.3 m³
G= 0.8 m³

STA. 9+480.000 TO STA. 9+518.100

PROJECT DESIGN ENGINEER KSD		BY	DATE
DESIGN-DETAILED		JRH	PEM	02/09
CHECKED		$checked1$	$checked2$	$checkdate$
REVISIONS		$revision1$	$revision2$	$revdate$
FIELD CHANGES				

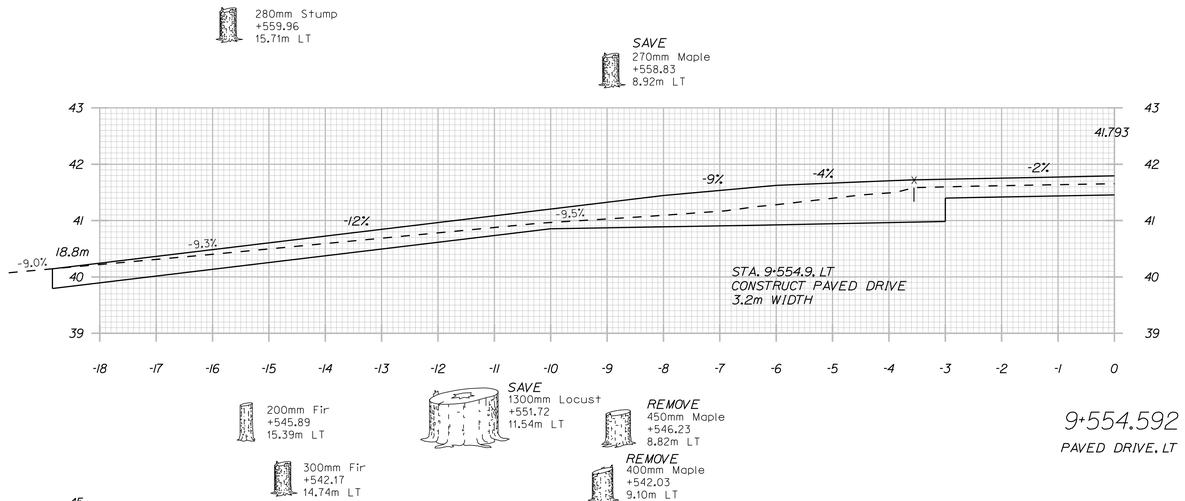
PLANS

Filename: 004_XSECT_004.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

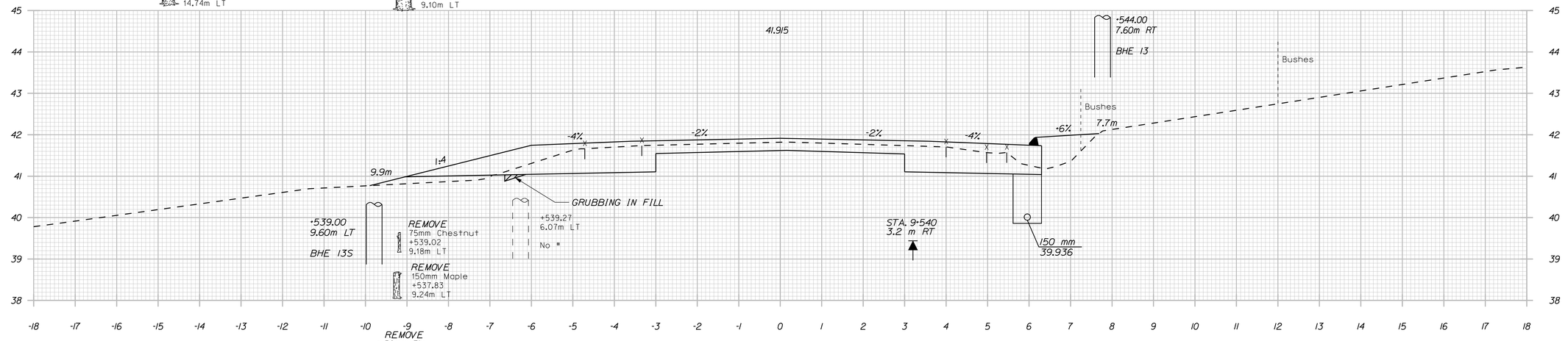
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	153	208

9204.10

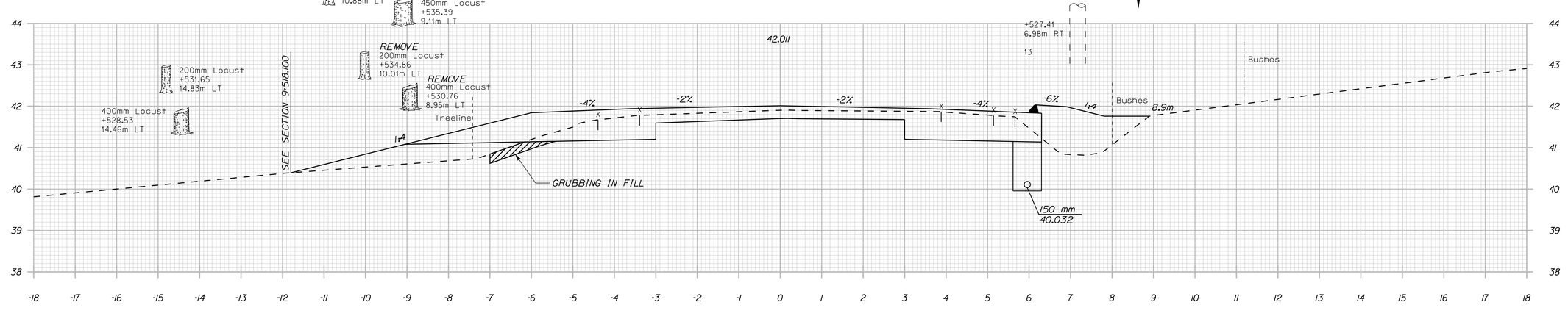


9+554.592
PAVED DRIVE. LT



9+540.000

C= 90.2 m³
F= 46.9 m³
G= 3.1 m³



9+520.000

STA. 9+519.300. 5.655 m RT TO
STA. 9+571.990. 5.655 m RT
INSTALL 150 mm X 52.690 m
UNDERDRAIN TYPE B

C= 91.9 m³
F= 51.2 m³
G= 2.9 m³

STA. 9+520.000 TO STA. 9+554.592

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	PEM	$checkedit$
	REVISIONS	$checked1$	$checkedit$
	FIELD CHANGES	$revision1$	$revdate1$
		$checked2$	$checkedit$
		$revision2$	$revdate1$

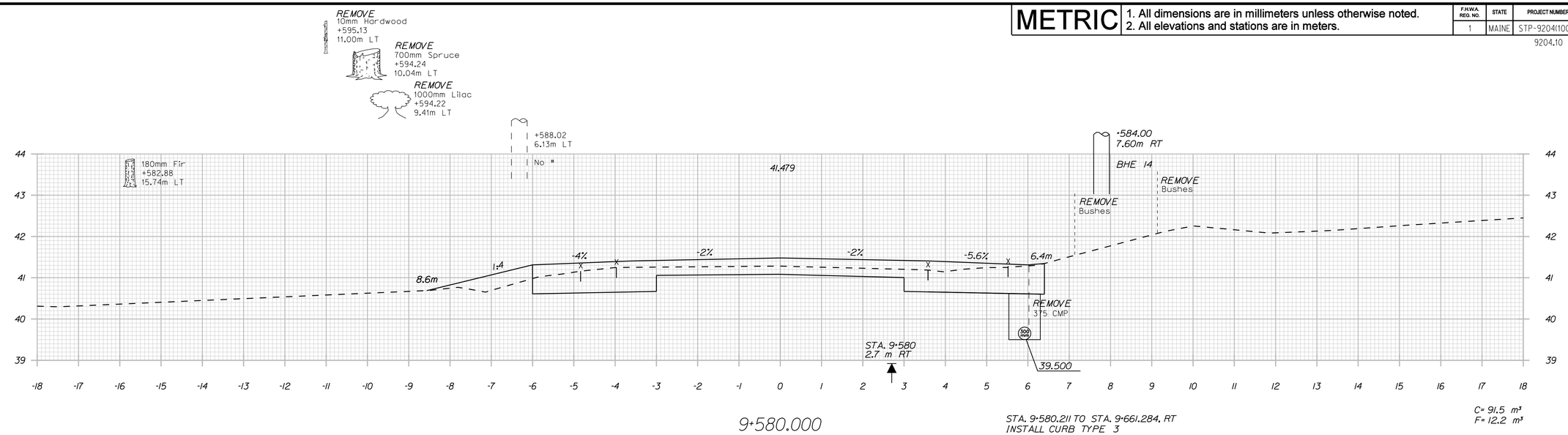
Filename: 004_XSECT_004.dgn
Division: $wkgroup$
Username: normal
Date:8/22/2011

ORRINGTON ROUTE 15

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	STP-9204(100)X	154	208

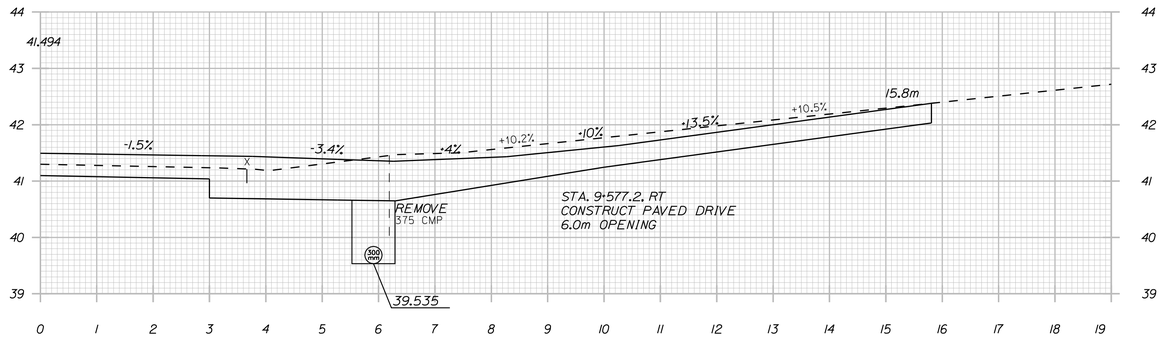
9204.10



9+580.000

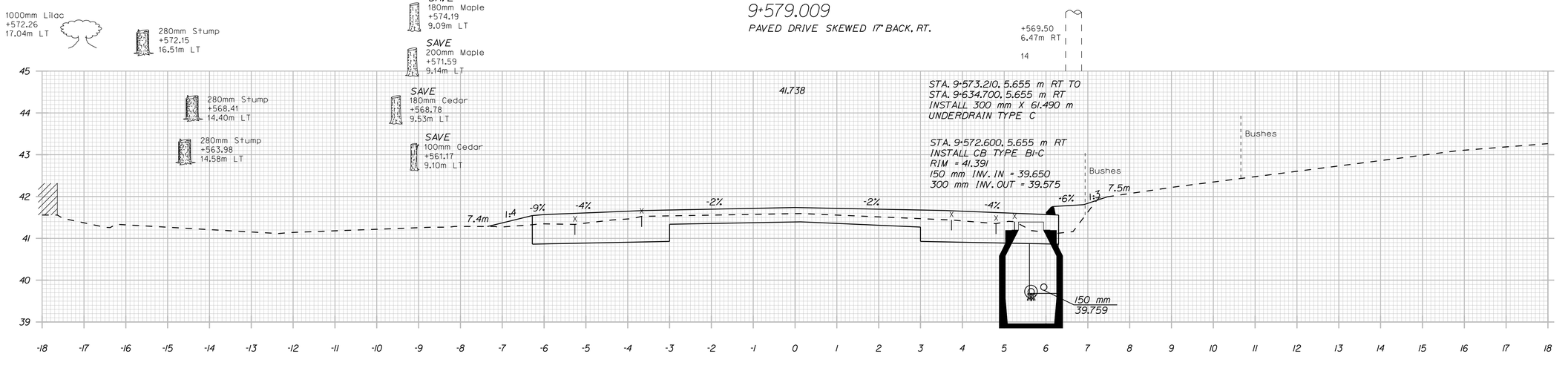
STA. 9+580.211 TO STA. 9+661.284, RT
INSTALL CURB TYPE 3

C= 91.5 m³
F= 12.2 m³



9+579.009

PAVED DRIVE SKEWED 17° BACK, RT.



9+560.000

C= 90.4 m³
F= 15.8 m³
G= 0.4 m³

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	$checked1$	$checkdate1$
	REVISIONS	$revision1$	$revdate1$
	FIELD CHANGES	PEM	
		$checked2$	$checkdate2$
		$revision2$	$revdate2$

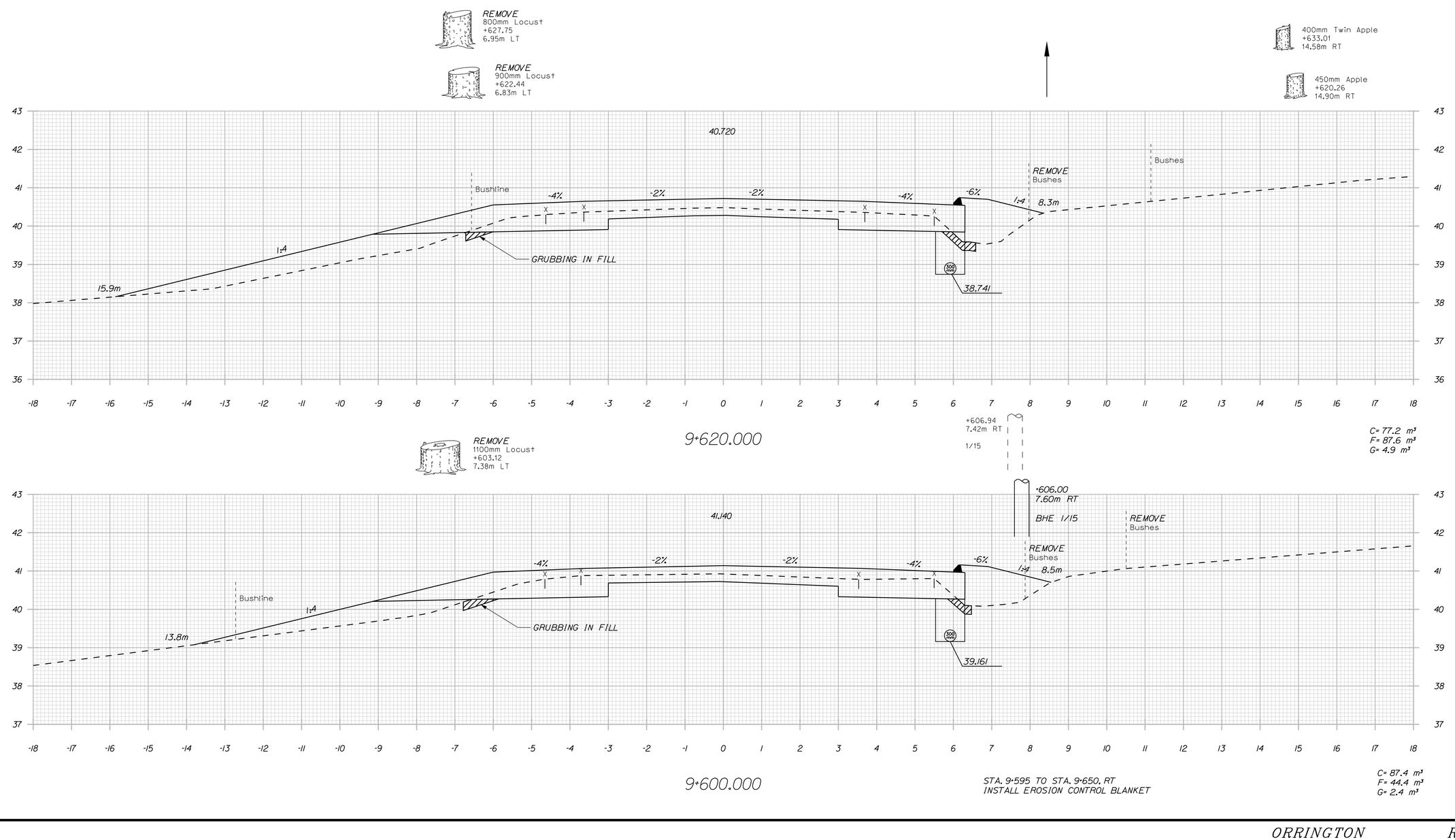
Filename: 004_XSECT_004.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

STA. 9+560.000 TO STA. 9+580.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	155	208

9204.10



PROJECT DESIGN ENGINEER KSD		BY	DATE
	DESIGN-DETAILED	JRH	02/09
	CHECKED	$checked1$	$checkdate1$
PLANS	REVISIONS	$revision1$	$revdate1$
	FIELD CHANGES	PEM	
		$checked2$	$checkdate2$
		$revision2$	$revdate2$

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STA. 9+600.000 TO STA. 9+620.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	156	208
				9204.10		

+658.83
9.67m RT
Steel Light Pole
W/450 Wood Base

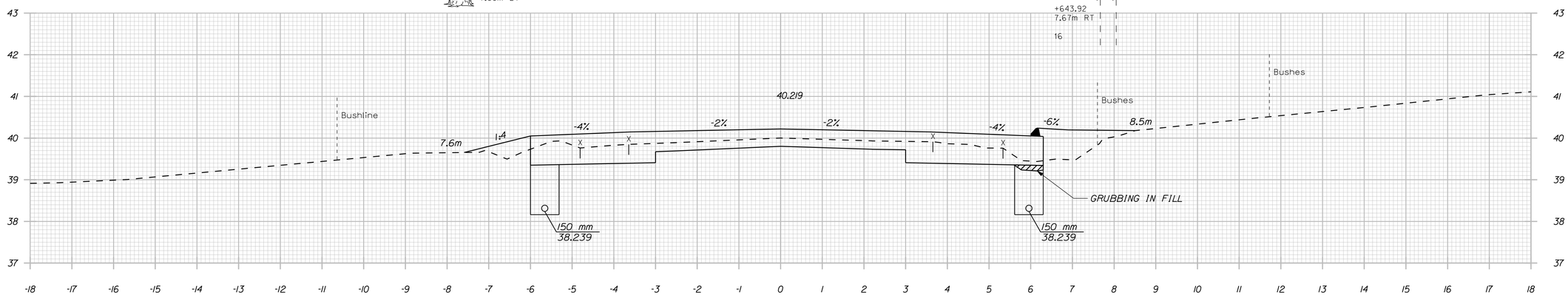
REMOVE
660mm Stump
+656.33
9.66m RT

+643.00
7.60m RT
BHE 16

400mm Spruce
+653.97
16.73m RT

REMOVE
600mm Twin Locust
+640.55
7.69m LT

+643.92
7.67m RT
16



STA. 9+637.800, 5.650 m LT TO
STA. 9+735.695, 5.650 m LT
INSTALL 150 mm X 97.895 m
UNDERDRAIN TYPE B

9+640.000

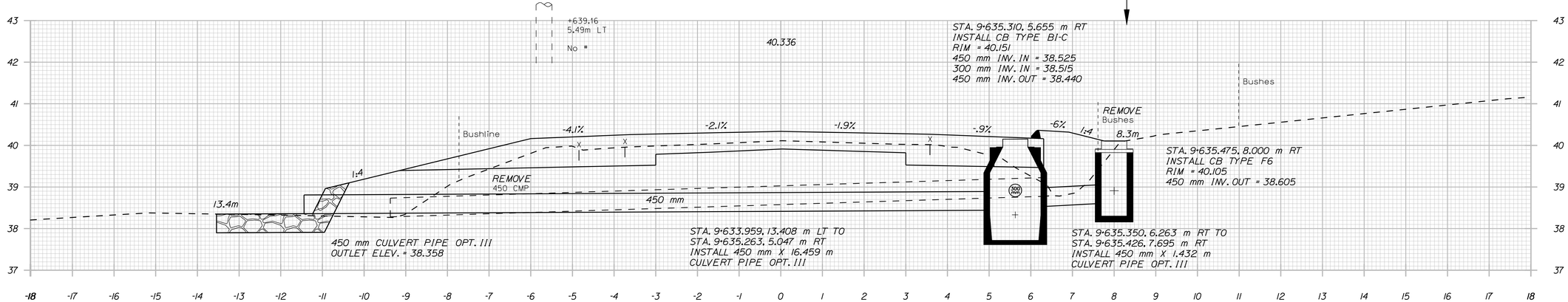
STA. 9+636.300, 5.950 m RT TO
STA. 9+679.390, 5.650 m RT
INSTALL 150 mm X 43.090 m
UNDERDRAIN TYPE B

C= 75.4 m³
F= 63.5 m³
G= 3.3 m³

+639.16
5.49m LT
No 8

40.336

STA. 9+635.310, 5.655 m RT
INSTALL CB TYPE BI-C
RIM = 40.151
450 mm INV. IN = 38.525
300 mm INV. IN = 38.515
450 mm INV. OUT = 38.440



STA. 9+635.475, 8.000 m RT
INSTALL CB TYPE F6
RIM = 40.105
450 mm INV. OUT = 38.605

450 mm CULVERT PIPE OPT. III
OUTLET ELEV. = 38.358

STA. 9+633.959, 13.408 m LT TO
STA. 9+635.263, 5.047 m RT
INSTALL 450 mm X 16.459 m
CULVERT PIPE OPT. III

STA. 9+635.350, 6.263 m RT TO
STA. 9+635.426, 7.695 m RT
INSTALL 450 mm X 1.432 m
CULVERT PIPE OPT. III

9+634.904
PIPE SKEWED 4° AHEAD, RT.

PROJECT DESIGN ENGINEER XSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	PEM	
REVISIONS	$checked1$	$checkdate1$
	$revision1$	$revdate1$
	$revision2$	$revdate1$
FIELD CHANGES		

PLANS

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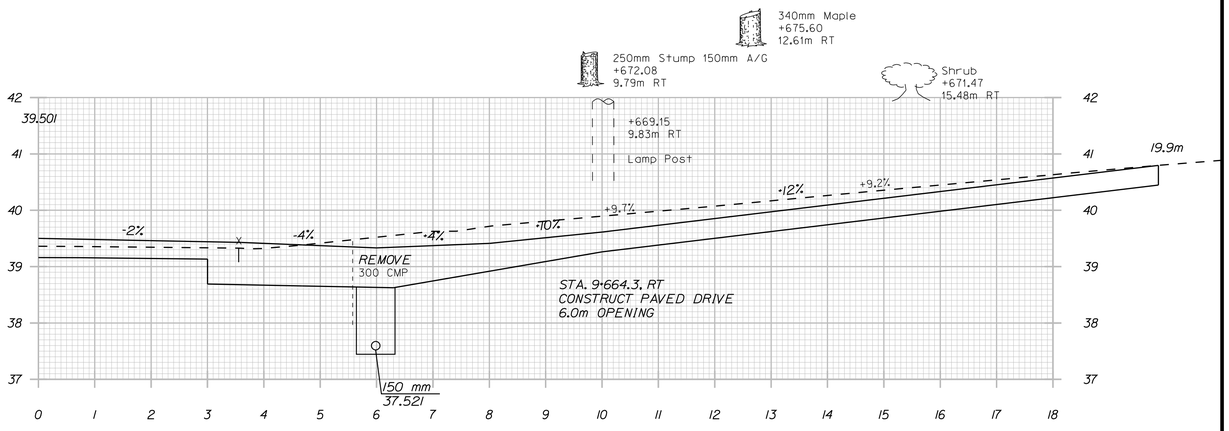
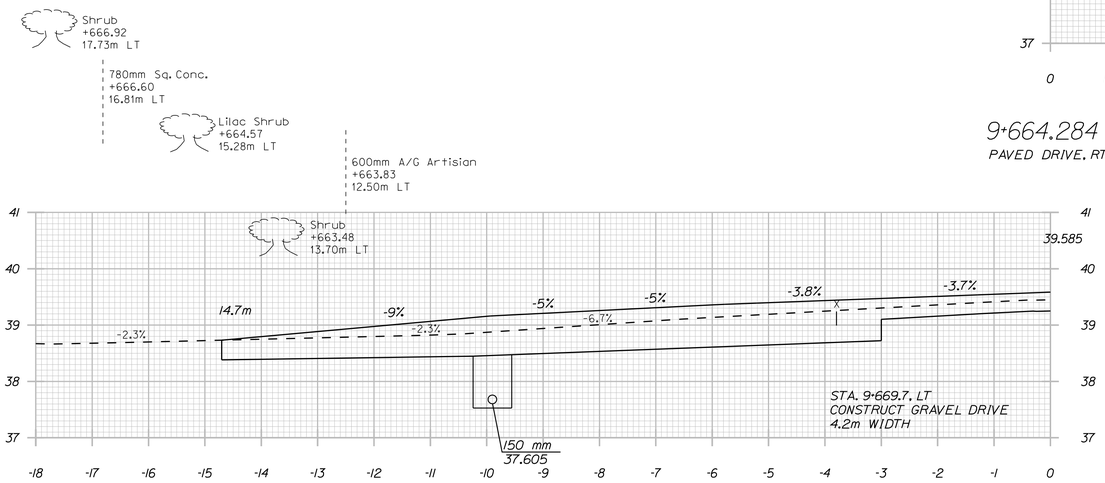
ORRINGTON ROUTE 15

STA. 9+635.499 TO STA. 9+640.000

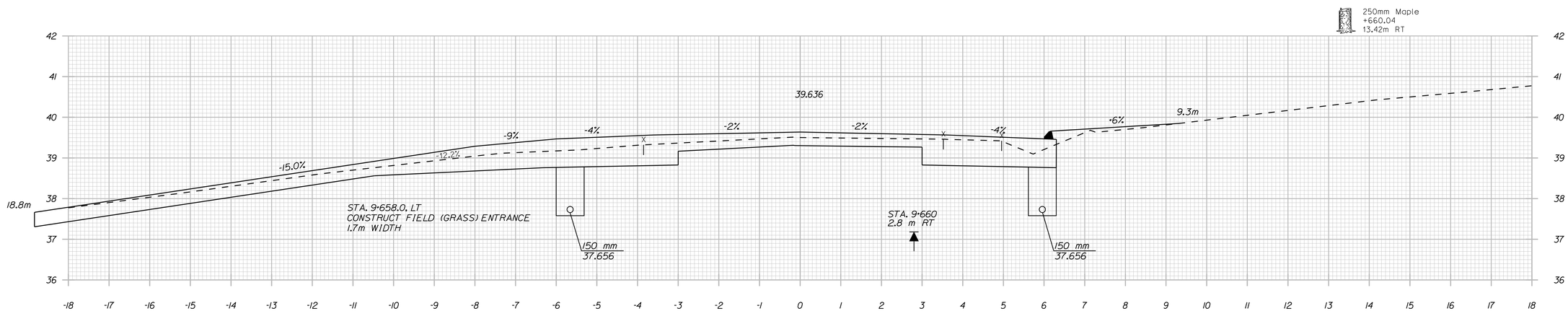
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	157	208
				9204.10		



9+664.284
PAVED DRIVE, RT.



9+661.645
GRAVEL DRIVE SKEWED 53° AHEAD, LT.



9+660.000
FIELD ENTRANCE, LT.

C= 84.5 m³
F= 16.0 m³
G= 0.8 m³

PROJECT DESIGN ENGINEER KSD		BY	DATE
DESIGN-DETAILED	JRH	PEM	02/09
CHECKED	$checked1$	$checked2$	$checkdate$
REVISIONS	$revision1$	$revision2$	$revdate$
FIELD CHANGES			

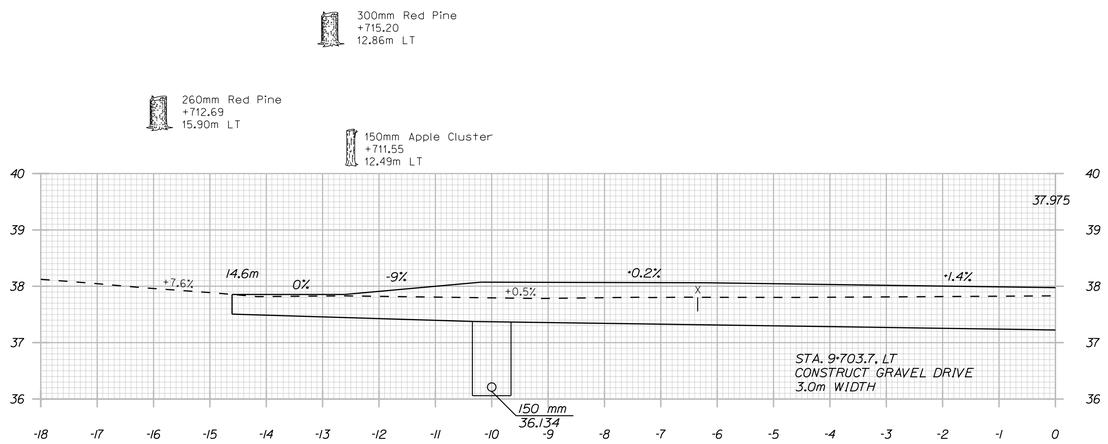
PLANS

Date:8/22/2011
Username: normal
Division: $wkgroup$
Filename: 004_XSECT_004.dgn

STA. 9+660.000 TO STA. 9+664.284

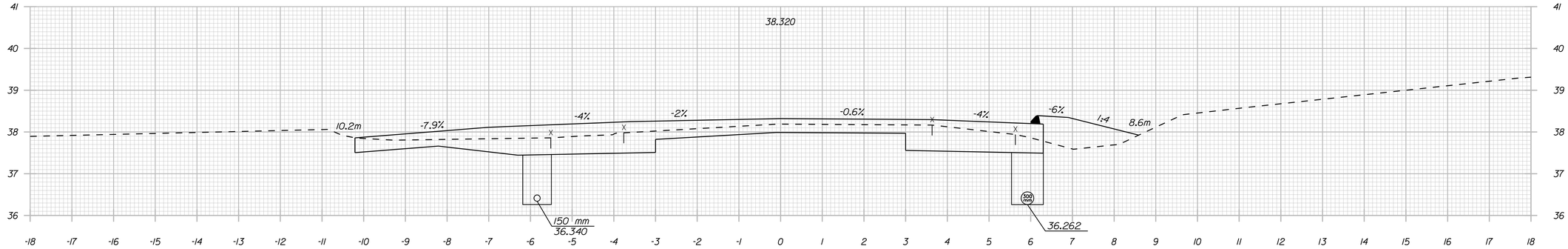
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	158	208

9204.10



9+710.406

GRAVEL DRIVE SKEWED 53° BACK, LT.

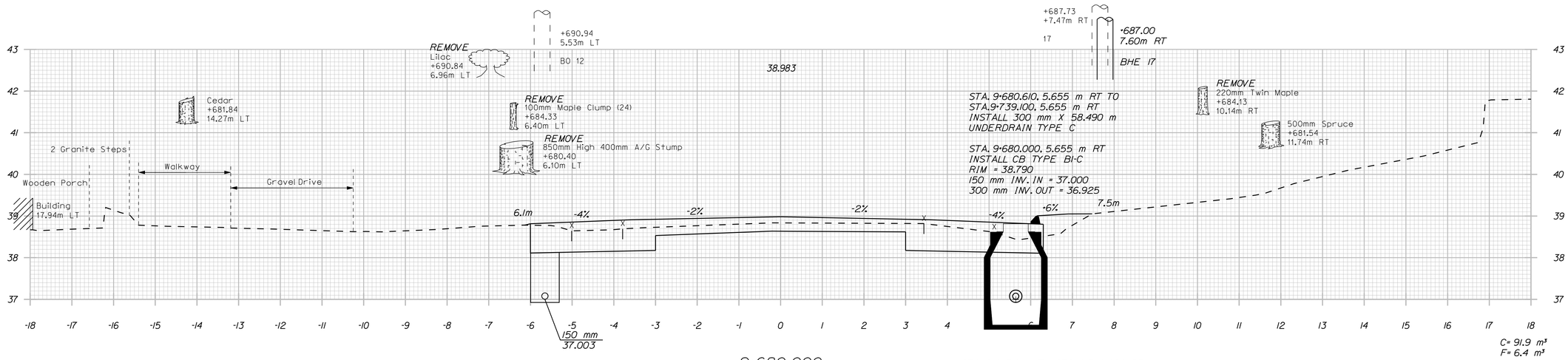


REMOVE
400mm Wide 200 A/G Stump
+694.59
6.51m LT

9+700.000

STA. 9+690 TO STA. 9+740, RT
INSTALL EROSION CONTROL BLANKET

C= 89.0 m³
F= 15.2 m³



9+680.000

STA. 9+667.284 TO STA. 9+740.892, RT
INSTALL CURB TYPE 3

C= 91.9 m³
F= 6.4 m³

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	PEM	$checkdate$
	REVISIONS	$checked1$	$checked2$
	FIELD CHANGES	$revision1$	$revision2$

$revdate$

Filename: 004_XSECT_004.dgn Username: normal Division: $wkgroup$ Date:8/22/2011

ORRINGTON ROUTE 15

STA. 9+680.000 TO STA. 9+710.406

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

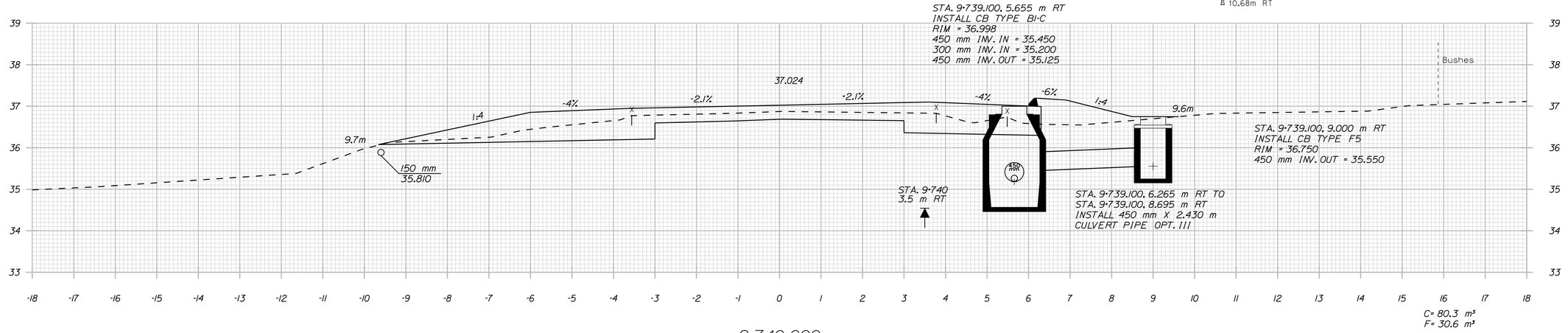
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	159	208

9204.10

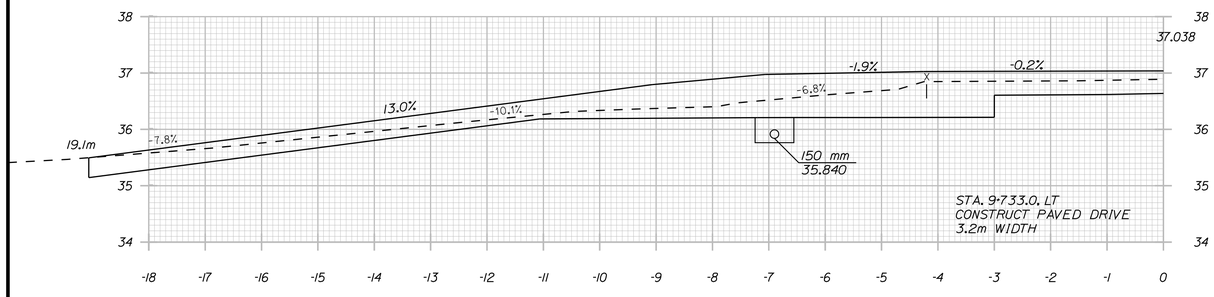
150 mm UNDERDRAIN OUTLET
OUTLET ELEV. = 35.800

STA. 9+739.100, 5.650 m RT
STA. 9+791.038, 5.650 m RT
INSTALL 450 mm X 51.938 m
UNDERDRAIN TYPE C

60mm Tree
+740.62
10.68m RT



9+740.000



STA. 9+735.695, 5.650 m LT TO
STA. 9+740.341, 10.266 m LT
INSTALL 150 mm X 6.600 m
UNDERDRAIN OUTLET WITH 45° ELBOW

9+739.483
PAVED DRIVE SKEWED 31° BACK. LT

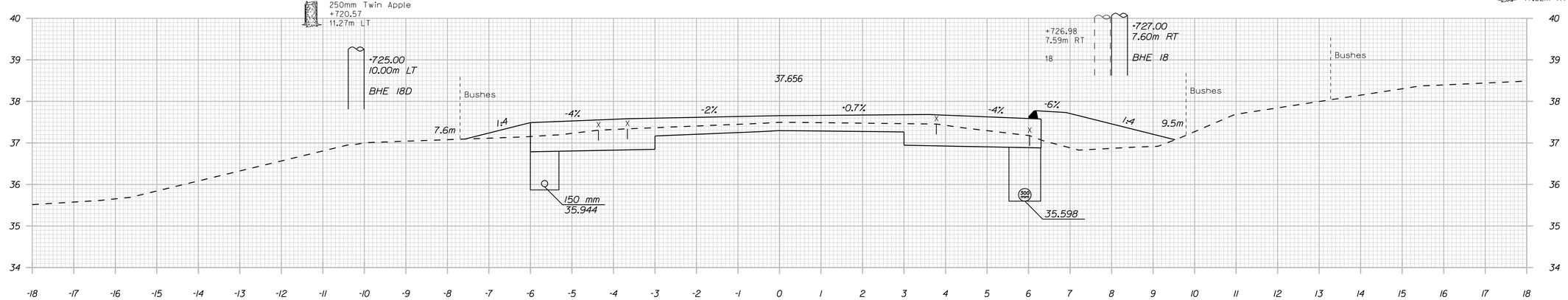
+729.23
5.27m LT
No =

150mm Cedar
+735.81
12.24m RT

310mm Spruce
+734.44
17.73m RT

280mm Spruce
+727.45
17.52m RT

SAVE
250mm Twin Apple
+720.57
11.27m LT



9+720.000

C= 82.8 m³
F= 32.2 m³

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	PEM	$checkdate1$
REVISIONS	$checked1$	$revdate1$
FIELD CHANGES	$revision1$	$revdate2$
PLANS	$checked2$	$revdate3$
	$revision2$	

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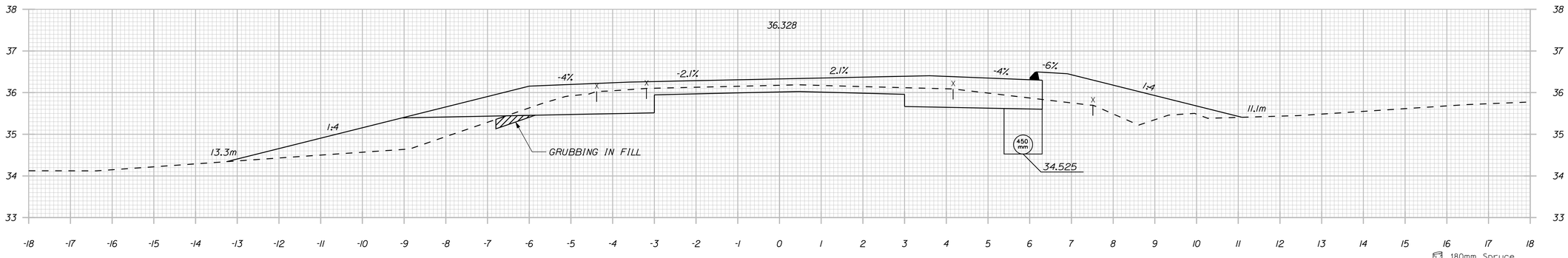
Division: $wkgroup$

STA. 9+720.000 TO STA. 9+740.000

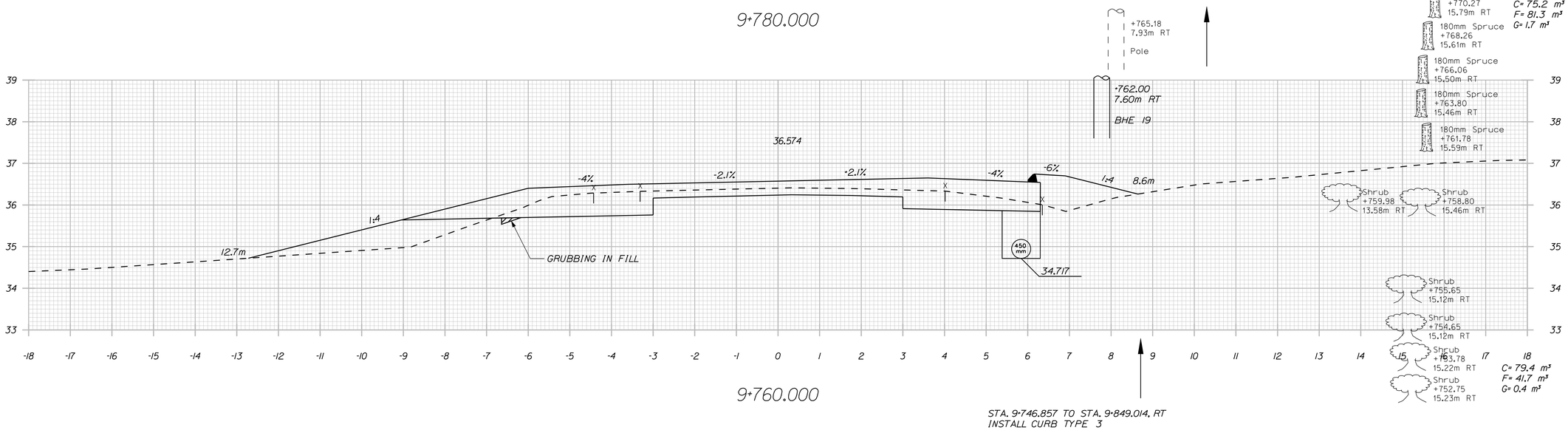
ORRINGTON ROUTE 15

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	STP-9204(100)X	160	208

9204.10

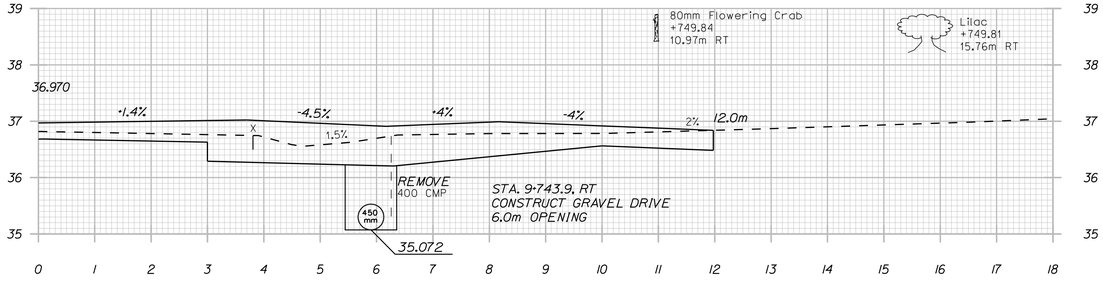


9+780.000



9+760.000

STA. 9+746.857 TO STA. 9+849.014, RT
INSTALL CURB TYPE 3



9+741.829

GRAVEL DRIVE SKEWED 14° AHEAD, RT.

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	PEM	
	REVISIONS	$checked1$	$checkdate1$
	FIELD CHANGES	$revision1$	$revdate1$
		$revision2$	$revdate2$

Filename: 004_XSECT_004.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

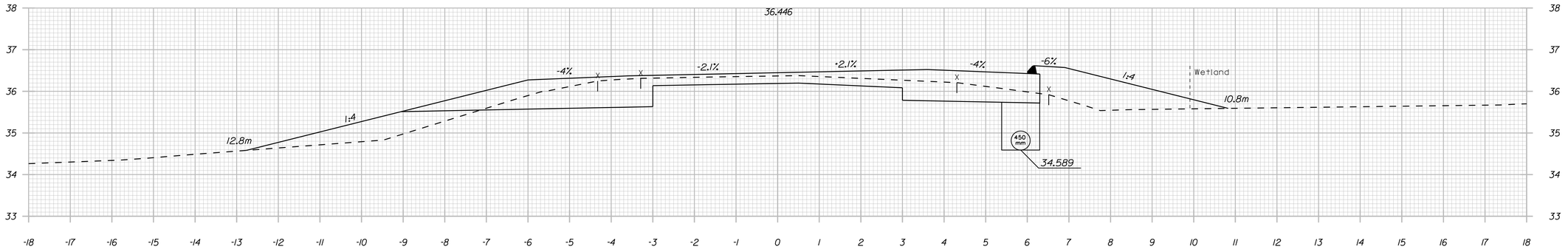
ORRINGTON ROUTE 15

STA. 9+741.829 TO STA. 9+780.000

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	STP-9204(100)X	161	208

9204.10

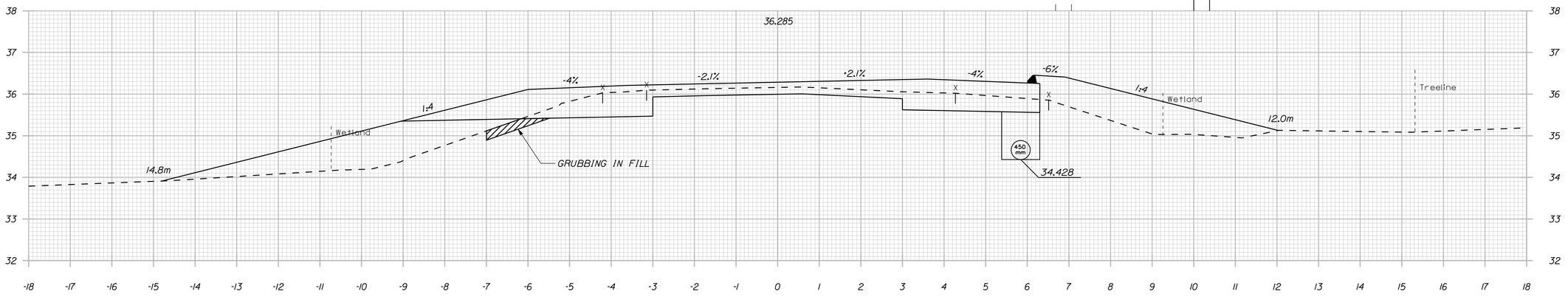


C= 79.1 m³
F= 119.8 m³
G= 2.6 m³

9+820.000

+800.61
6.68m RT
1/20

+800.00
10.00m RT
BHE 1/20

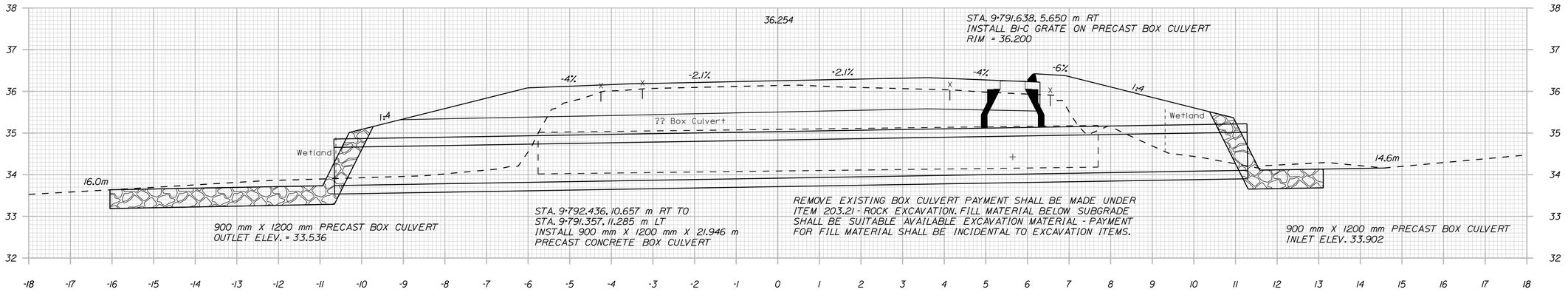


C= 72.9 m³
F= 128.8 m³
G= 3.9 m³

9+800.000

STA. 9+792.238, 5.650 m RT TO
STA. 9+829.740, 5.655 m RT
INSTALL 450 mm X 37.502 m
UNDERDRAIN TYPE C

STA. 9+791.638, 5.650 m RT
INSTALL BI-C GRATE ON PRECAST BOX CULVERT
RIM = 36.200



900 mm X 1200 mm PRECAST BOX CULVERT
OUTLET ELEV. = 33.536

STA. 9+792.436, 10.657 m RT TO
STA. 9+791.357, 11.285 m LT
INSTALL 900 mm X 1200 mm X 21.946 m
PRECAST CONCRETE BOX CULVERT

REMOVE EXISTING BOX CULVERT PAYMENT SHALL BE MADE UNDER ITEM 203.21 - ROCK EXCAVATION. FILL MATERIAL BELOW SUBGRADE SHALL BE SUITABLE AVAILABLE EXCAVATION MATERIAL - PAYMENT FOR FILL MATERIAL SHALL BE INCIDENTAL TO EXCAVATION ITEMS.

900 mm X 1200 mm PRECAST BOX CULVERT
INLET ELEV. 33.902

9+791.908

PIPE SKEWED 3° AHEAD, RT.

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	PELM	02/09
CHECKED	$checked1$	$checked2$	$checkdate1$
REVISIONS	$revision1$	$revision2$	$revdate1$
FIELD CHANGES			

PLANS

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STA. 9+793.80 TO STA. 9+820.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	162	208

9204.10

STA. 9+866.610, 5.655 m RT TO
STA. 9+929.390, 5.655 m RT
INSTALL 450 mm X 62.780 m
UNDERDRAIN TYPE C

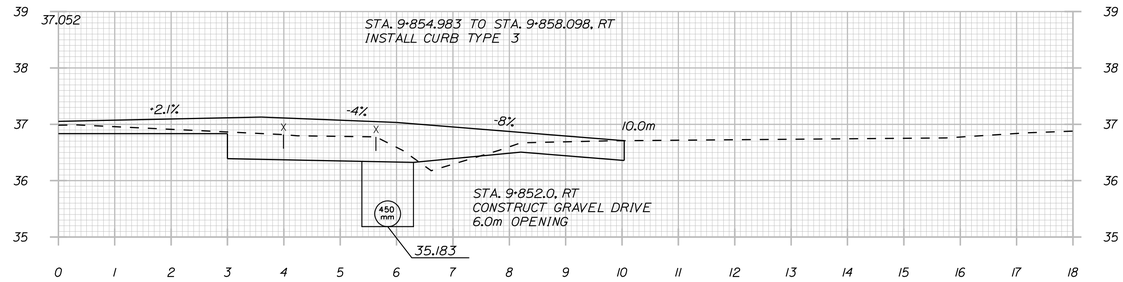
Shrub
+856.03
16.36m LT

9+860.000
PAVED DRIVE, RT.

REMOVE
400mm Stump
+854.44
10.47m RT

260mm Maple
+855.69
13.02m RT

C= 104.0 m³
F= 23.8 m³



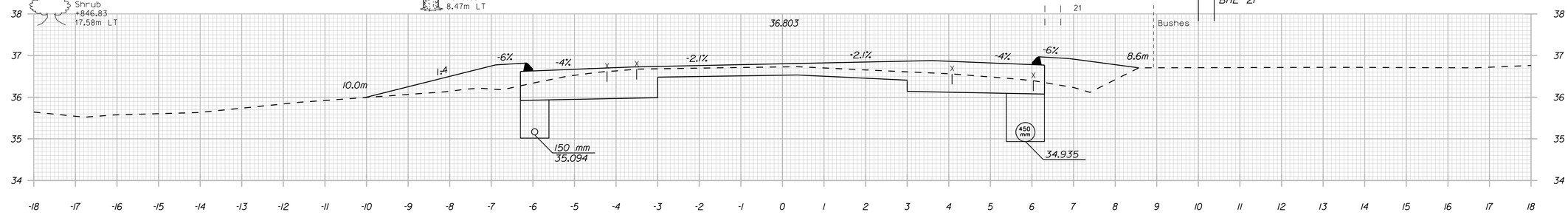
9+852.000
GRAVEL DRIVE, RT.

REMOVE
350mm Maple
+849.85
8.47m LT

Shrub
+846.83
17.58m LT

+842.82
6.31m RT
21

+842.00
10.00m RT
BHE 21



STA. 9+831.241, 5.950 m LT TO
STA. 9+950.000, 5.650 m LT
INSTALL 150 mm X 118.759 m
UNDERDRAIN TYPE B

STA. 9+826.362, 11.463 m LT TO
STA. 9+831.241, 5.950 m LT
INSTALL 150 mm X 7.315 m
UNDERDRAIN OUTLET WITH 45° ELBOW

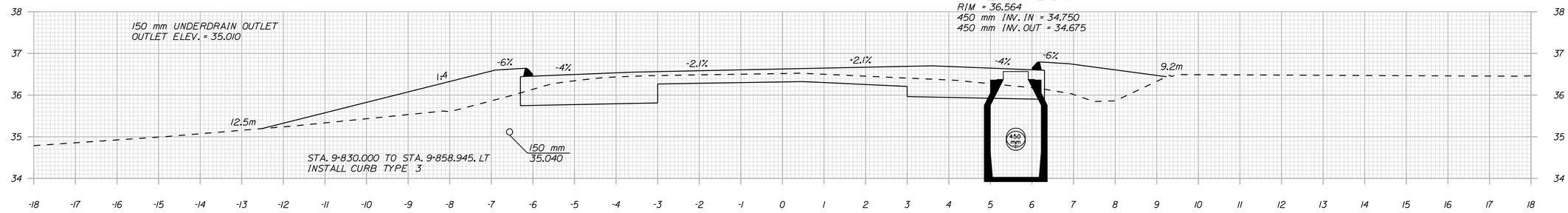
9+840.000

STA. 9+830.960, 5.655 m RT TO
STA. 9+865.390, 5.655 m RT
INSTALL 450 mm 34.430 m
UNDERDRAIN TYPE C

C= 87.2 m³
F= 64.3 m³

150 mm UNDERDRAIN OUTLET
OUTLET ELEV. = 35.010

STA. 9+830.350, 5.655 m RT
INSTALL CB TYPE BI-C
RIM = 36.564
450 mm INV. IN = 34.750
450 mm INV. OUT = 34.675



STA. 9+828 TO STA. 9+830, LT
INSTALL 1.8 m WIDE PLAIN RIPRAP DOWNSPOUT

9+830.000

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	PEM	
REVISIONS	$checked1$	$checkdate1$
FIELD CHANGES	$revision1$	$revdate1$
PLANS	$checked2$	$checkdate2$
	$revision2$	$revdate2$

Filename: 004_XSECT_004.dgn Username: normal Division: $wkgroup$ Date:8/22/2011

STA. 9+830.000 TO STA. 9+860.000

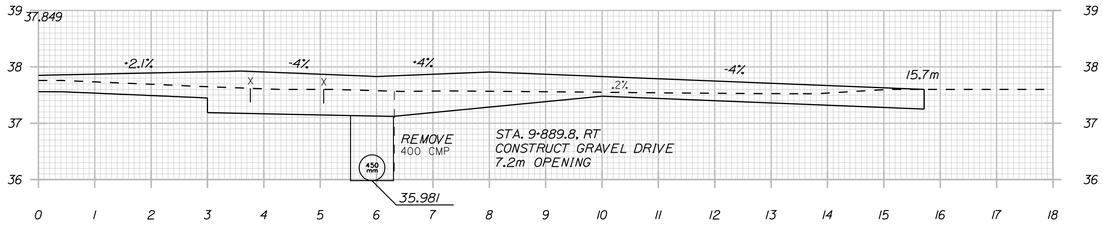
ORRINGTON ROUTE 15

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

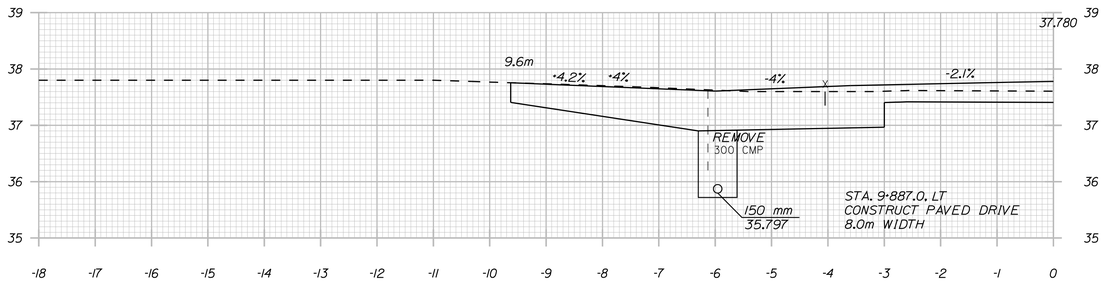
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	163	208

9204.10

REMOVE
150mm Maple
+891.61
8.58m LT



9+890.417
GRAVEL DRIVE. RT



9+887.091
PAVED DRIVE. LT.

+884.31
7.10m RT
Pole

+885.00
10.00m RT
BHE 22

Tree
+880.67
17.47m LT

Shrub
+879.47
17.63m LT

Tree
+878.19
17.40m LT

Tree
+877.16
17.50m LT

Tree
+875.96
17.47m LT

Shrub
+874.72
17.04m LT

Tree
+870.38
16.61m LT

Tree
+873.67
16.78m LT

Shrub
+869.62
17.38m LT

Tree
+868.51
17.12m LT

Shrub
+867.21
17.20m LT

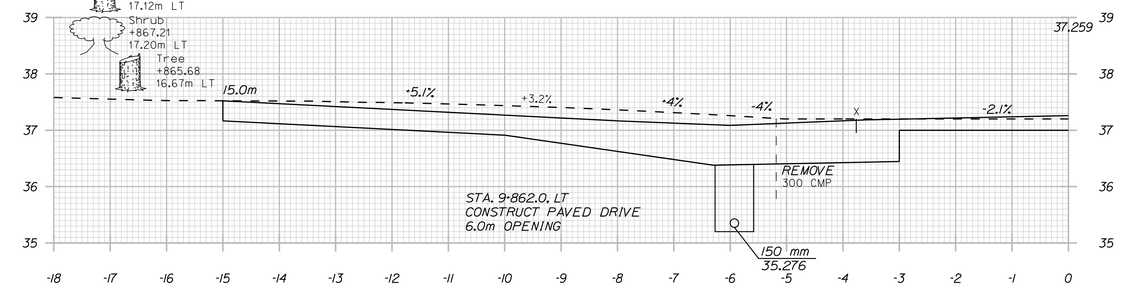
Tree
+865.68
16.67m LT

9+880.000

STA. 9+864.980 TO STA. 9+883.000. LT
INSTALL CURB TYPE 3

STA. 9+864.063 TO STA. 9+886.232. RT
INSTALL CURB TYPE 3

C= 102.1 m³
F= 21.1 m³



9+861.962
PAVED DRIVE. LT.

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM	02/09
CHECKED	$checked1$	$checked2$	$checkdate$
REVISIONS	$revision1$	$revision2$	$revdate$
FIELD CHANGES			

PLANS

ORRINGTON ROUTE 15

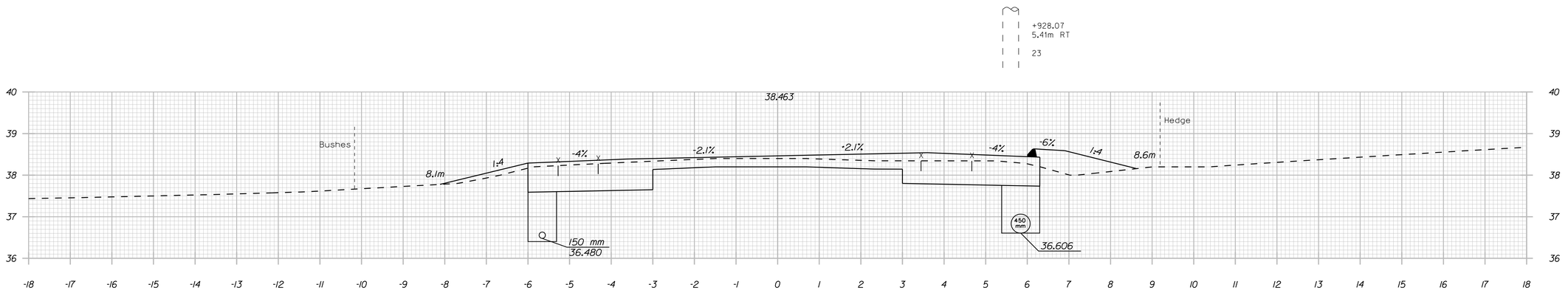
STA. 9+861.962 TO STA. 9+890.417

Filename: 004_XSECT_004.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	164	208

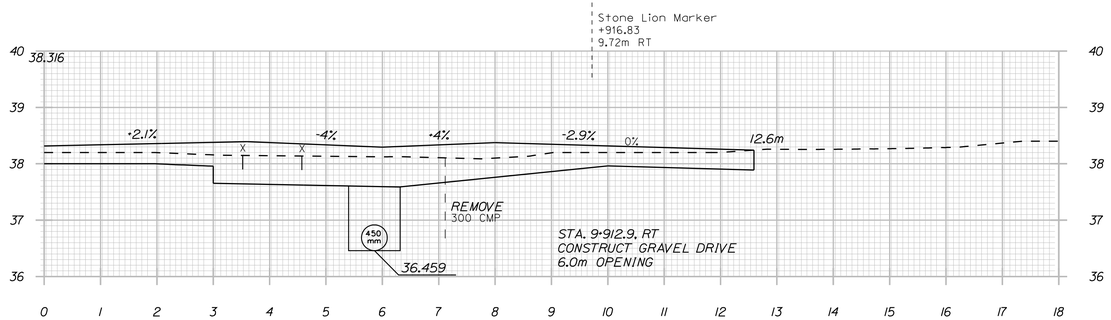
9204.10



9+920.000

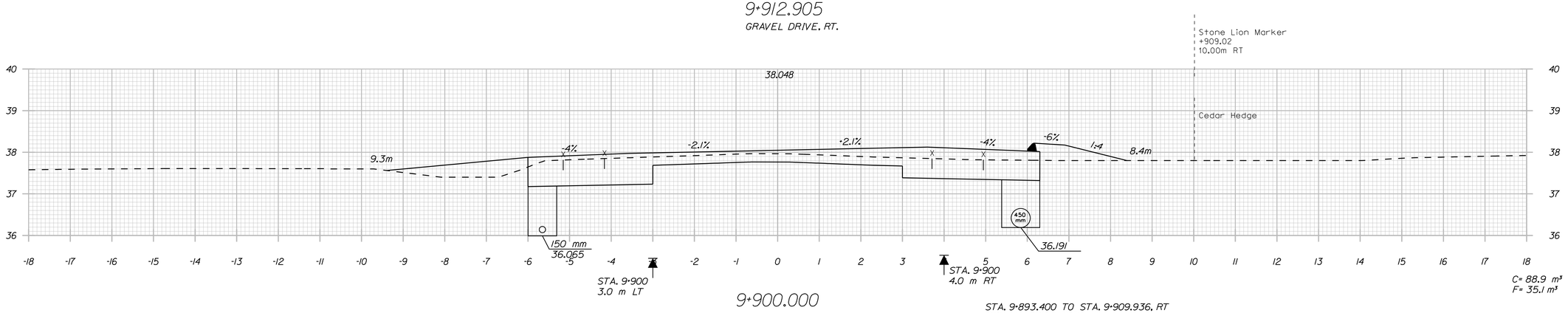
STA. 9+915.901 TO STA. 9+952.073, RT
INSTALL CURB TYPE 3

C= 96.3 m³
F= 24.3 m³



9+912.905

GRAVEL DRIVE, RT.



9+900.000

STA. 9+893.400 TO STA. 9+909.936, RT
INSTALL CURB TYPE 3

C= 88.9 m³
F= 35.1 m³

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	PEM	02/09
	CHECKED	$checked1$	$checked2$	$checkdate$
	REVISIONS	$revision1$	$revision2$	$revdate$
	FIELD CHANGES			

Date:8/22/2011
Username: normal
Division: $wkgroup$
Filename: 004_XSECT_004.dgn

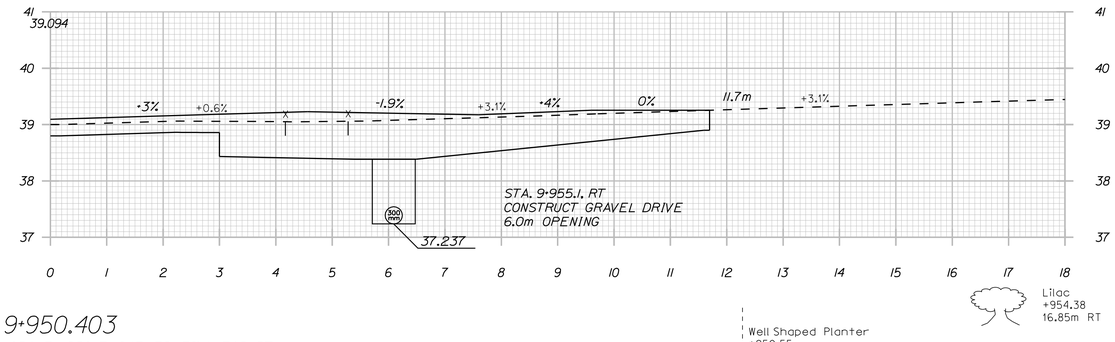
STA. 9+900.000 TO STA. 9+920.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	165	208

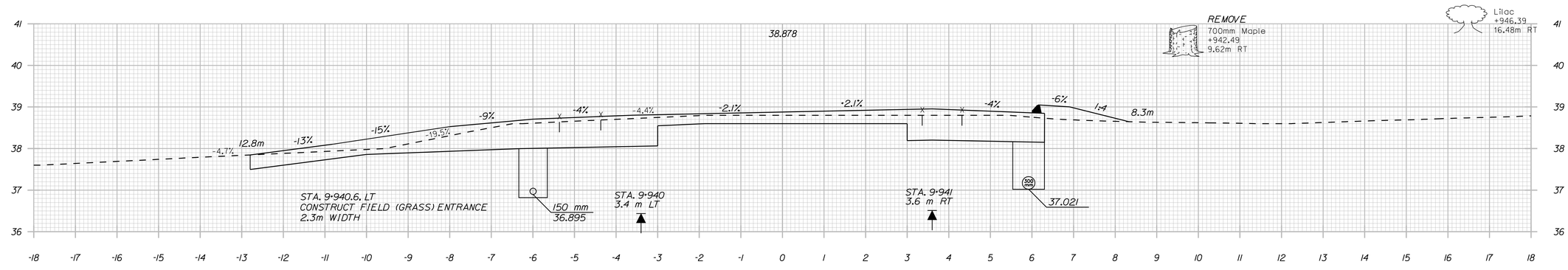
9204.10



9+950.403

GRAVEL DRIVE SKEWED 38° AHEAD, RT.

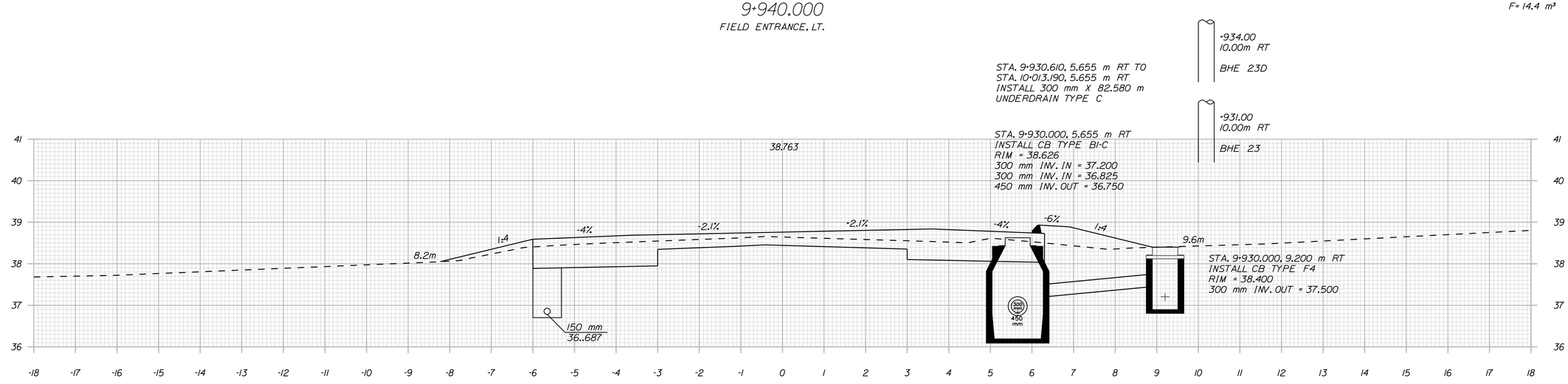
Well Shaped Planter
+950.55
12.28m RT



9+940.000

FIELD ENTRANCE, LT.

C= 103.3 m³
F= 14.4 m³



9+930.000

STA. 9+930.000, 6.220 m RT TO
STA. 9+930.000, 8.895 m RT
INSTALL 300 mm X 2.675 m
CULVERT PIPE OPT. III

STA. 9+920 TO STA. 9+935, RT
INSTALL EROSION CONTROL BLANKET

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	PEM	02/09
CHECKED	$checked1$	$checked2$	$checkdate$
REVISIONS	$revision1$	$revision2$	$revdate$
FIELD CHANGES			

PLANS

Filename: 004_XSECT_004.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

STA. 9+930.000 TO STA. 9+950.403

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	STP-9204(100)X	166	208

9204.10

Date:8/22/2011

Username: normal

Division: $wkgroup$

Filename: 004_XSECT_004.dgn

PROJECT DESIGN ENGINEER KSD		BY	DATE
DESIGN-DETAILED		JRH	02/09
CHECKED		PEM	$checked2$
REVISIONS		$checked1$	$checkdate$
FIELD CHANGES		$revision1$	$revision2$
PLANS			$revdate$

Rose
+997.73
9.29m RT

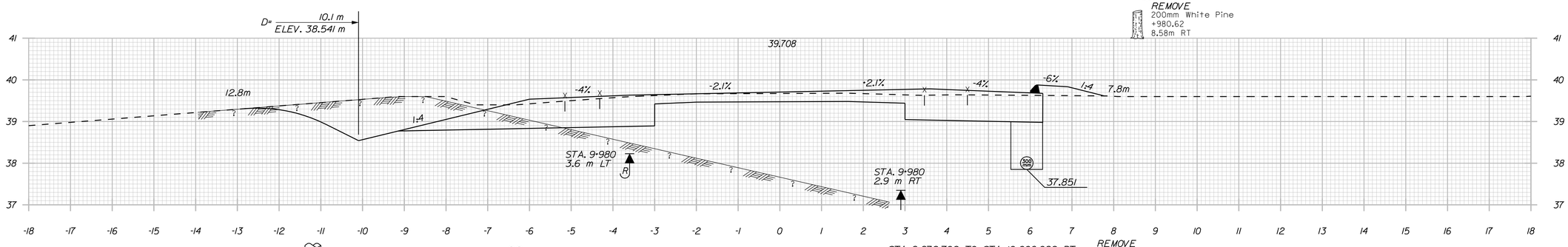
REMOVE
200mm White Pine
+991.91
8.67m RT

REMOVE
200mm White Pine
+989.10
8.48m RT

REMOVE
200mm White Pine
+985.99
8.68m RT

REMOVE
200mm White Pine
+983.19
8.86m RT

REMOVE
200mm White Pine
+980.62
8.58m RT



+975.00
11.00m LT
BHE 24

+975.19
6.15m LT
Pole

9+980.000

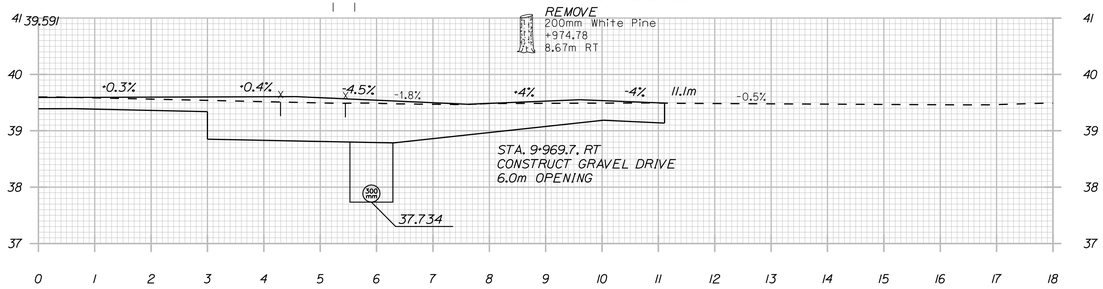
STA. 9+972.702 TO STA. 10+006.082. RT
INSTALL CURB TYPE 3

+975.13
5.23m RT
24

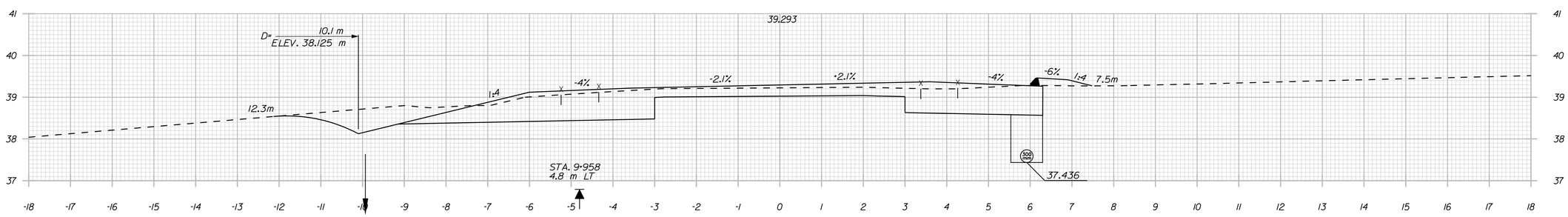
REMOVE
200mm White Pine
+977.64
8.87m RT

+975.00
10.00m RT
BHE 24D

C= 119.2 m³
F= 16.0 m³
R= 36.7



9+974.385
GRAVEL DRIVE SKEWED 38° BACK. RT.



9+960.000

STA. 9+958.039 TO STA. 9+966.736. RT
INSTALL CURB TYPE 3

C= 115.9 m³
F= 17.8 m³

STA. 9+960.000 TO STA. 9+980.000

ORRINGTON ROUTE 15

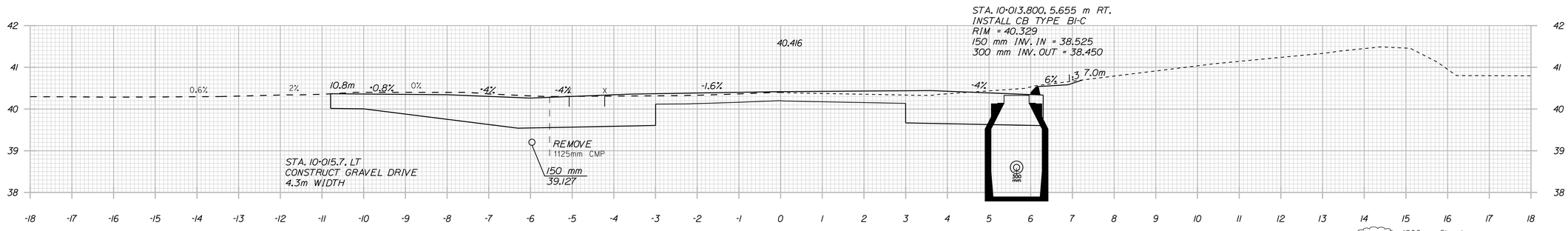
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	167	208

9204.10

STA. 10+013.979, 5.650 m LT TO
STA. 10+090.000, 5.650 m LT
INSTALL 150 mm X 76.021 m
UNDERDRAIN TYPE B

STA. 10+014.410, 5.655 m RT TO
STA. 10+092.500, 5.650 m RT
INSTALL 150 mm X 78.090 m
UNDERDRAIN TYPE B



150 mm UNDERDRAIN OUTLET
OUTLET ELEV. = 39.100

STA. 10+009.259, 10.235 m LT TO
STA. 10+013.979, 5.650 m LT
INSTALL 150 mm X 6.550 m
UNDERDRAIN OUTLET WITH
45° ELBOW

10+015.202
GRAVEL DRIVE, LT.

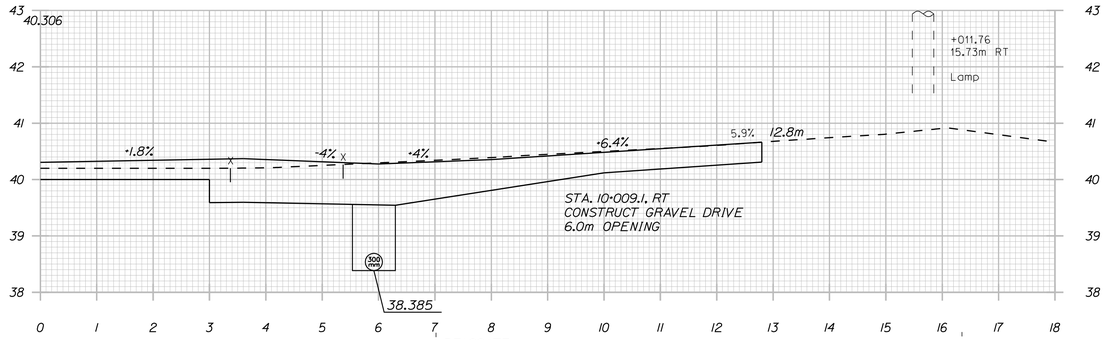
REMOVE
325mm Stump
+014.14
7.55m RT

1200mm Shrub
+014.98
14.31m RT

900mm Shrub
+014.22
14.45m RT

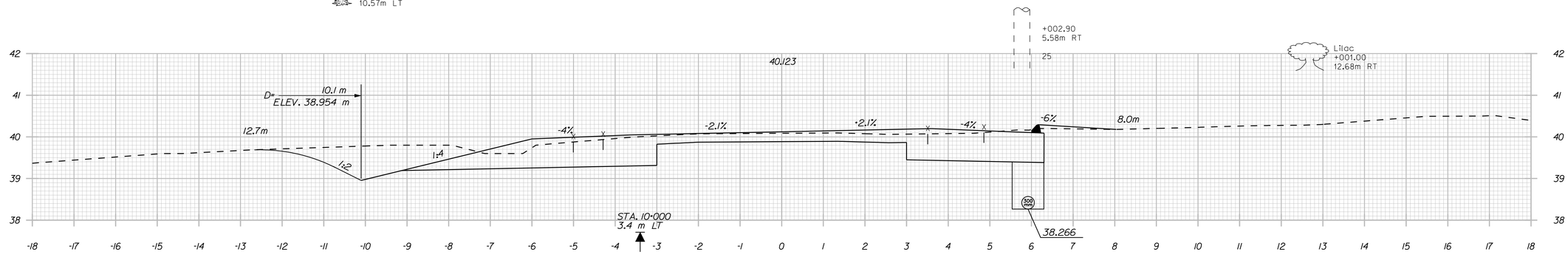
1200mm Shrub
+013.21
14.48m RT

STA. 10+012.048 TO STA. 10+032.835, RT
INSTALL CURB TYPE 3



10+009.065
GRAVEL DRIVE, RT.

REMOVE
150mm Maple
+007.06
10.57m LT



10+000.000

C= 140.1 m³
F= 3.0 m³
R= 36.7 m³

STA. 10+000.000 TO STA. 10+015.202

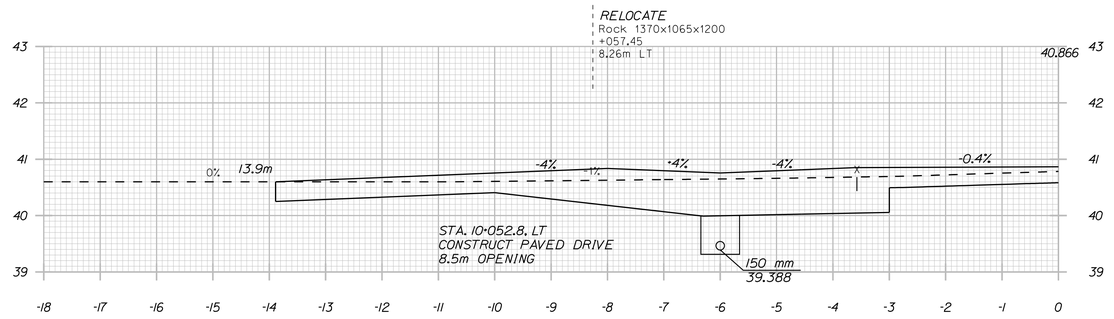
ORRINGTON ROUTE 15

PROJECT DESIGN ENGINEER KSD		BY	DATE
	DESIGN-DETAILED	JRH	02/09
	CHECKED	$checked1$	$checkdate1$
PLANS	REVISIONS	$revision1$	$revdate1$
	FIELD CHANGES	PEM	
		$checked2$	$checkdate2$
		$revision2$	$revdate2$

Filename: 005_XSECT_005.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	168	208

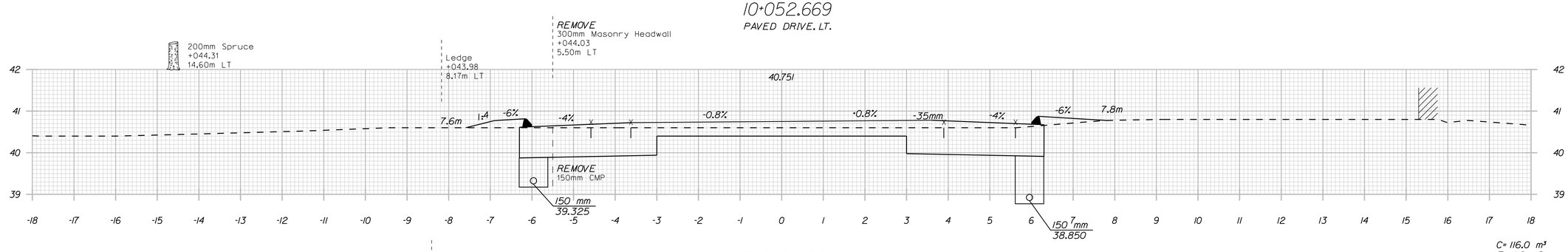
9204.10



10+052.669
PAVED DRIVE, LT.

RELOCATE BY OTHERS
Lamp
+053.24
8.17m RT

+052.60
5.79m RT
26



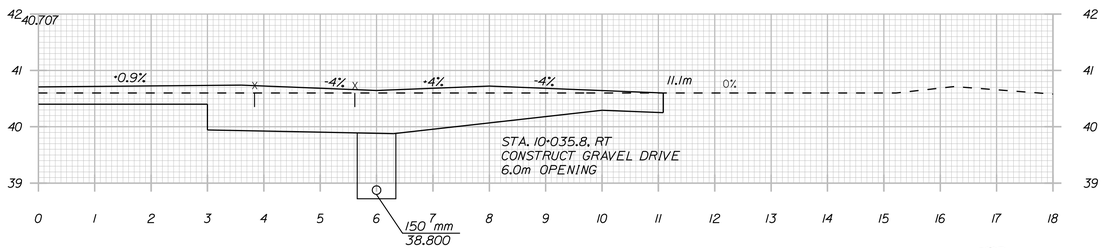
C= 116.0 m³
F= 4.2 m³

10+040.000

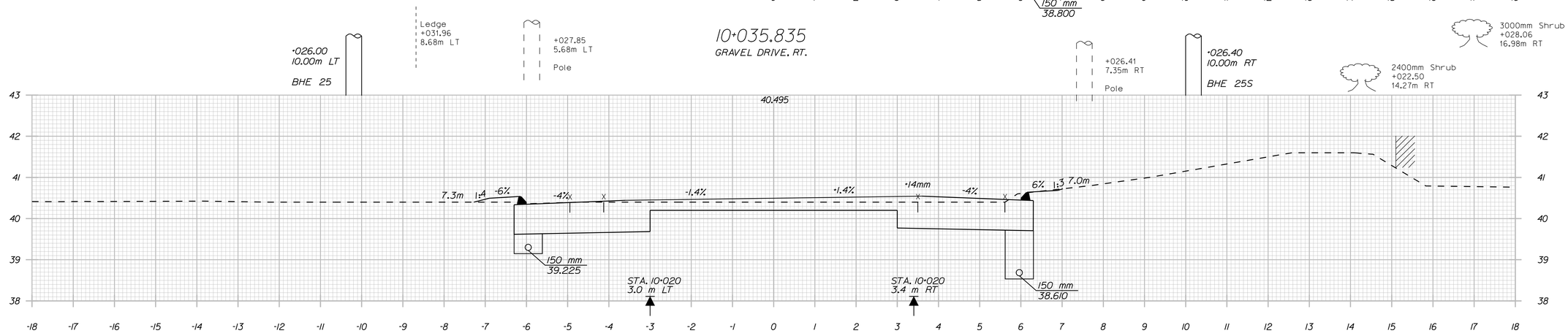
Ledge
+037.37
8.41m LT

REMOVE
300mm Masonry Headwall
+038.28
5.49m LT

STA. 10+038.835 TO STA. 10+054.890, RT
INSTALL CURB TYPE 3



10+035.835
GRAVEL DRIVE, RT.



C= 142.8 m³
F= 1.6 m³

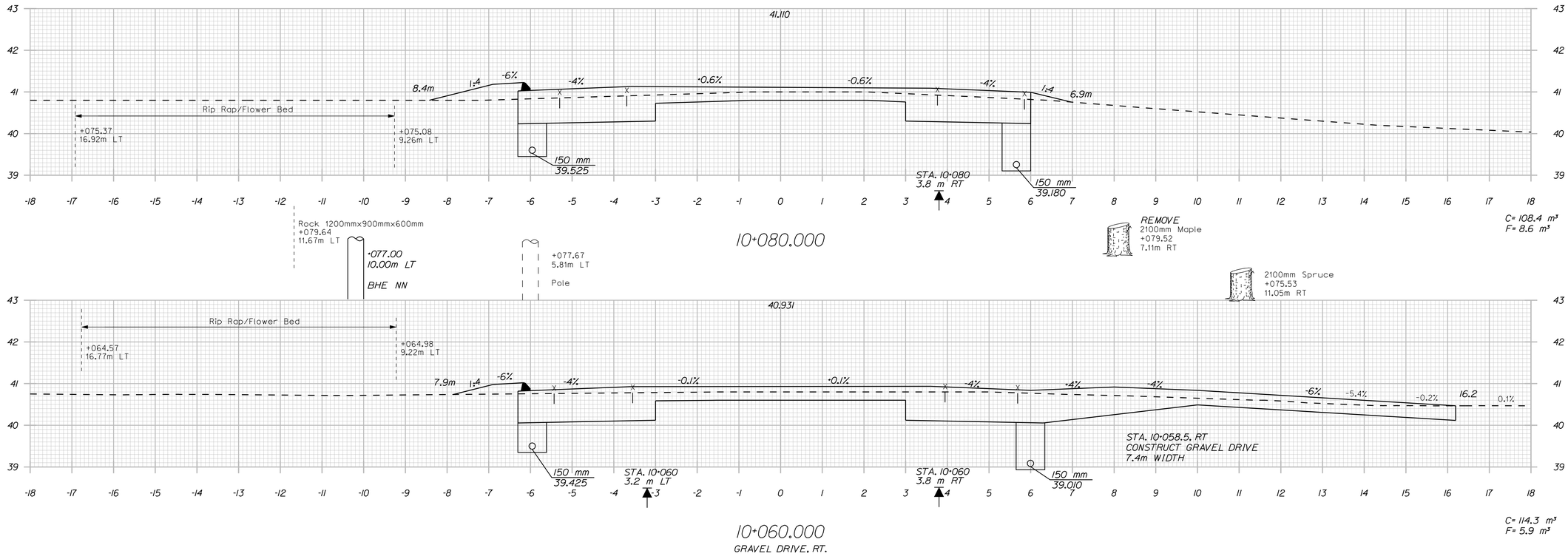
STA. 10+018.220 TO STA. 10+048.558, LT
INSTALL CURB TYPE 3

10+020.000

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	$checked1$	$checkdate1$
	REVISIONS	$revision1$	$revdate1$
		$revision2$	$revdate2$
	FIELD CHANGES		

Date:8/22/2011
Username: normal
Division: $wkgroup$
Filename: 005_XSECT_005.dgn

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	STP-9204(100)X	169	208
				9204.10		



STA. 10+057.037 TO STA. 10+081.000, LT
INSTALL CURB TYPE 3

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	$checked1$	$checkdate1$
	REVISIONS	$revision1$	$revdate1$
	FIELD CHANGES	PEM	
		$checked2$	$checkdate2$
		$revision2$	$revdate2$

Filename: 005_XSECT_005.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

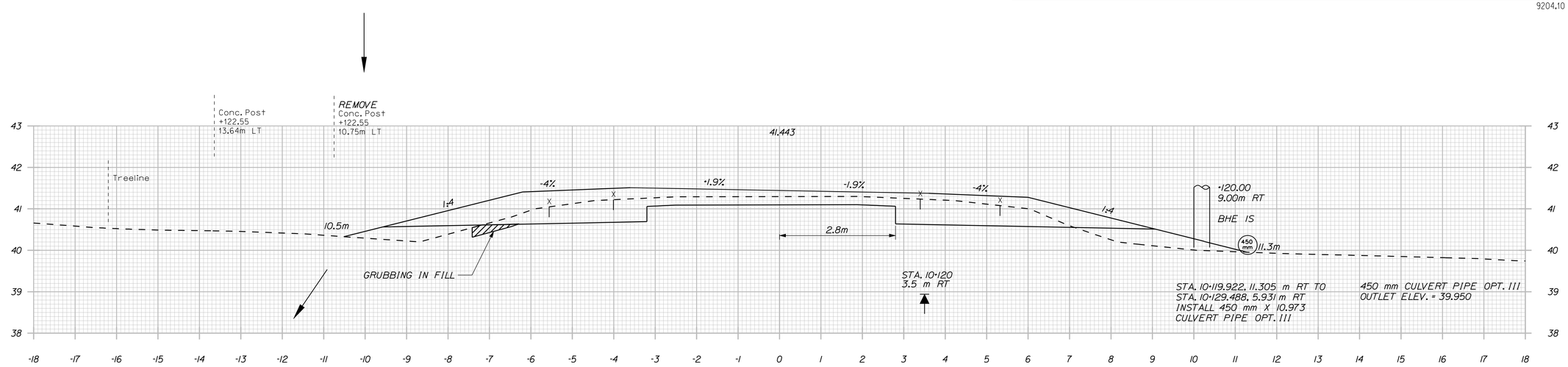
STA. 10+060.000 TO STA. 10+080.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	170	208

9204.10



C= 99.2 m³
F= 18.7 m³
G= 0.8 m³

STA. 10+110 TO STA. 10+140. LT
INSTALL EROSION CONTROL BLANKET

+117.00
10.00m LT
BHE P11/1

+117.36
6.67m LT
P11/1

10+120.000

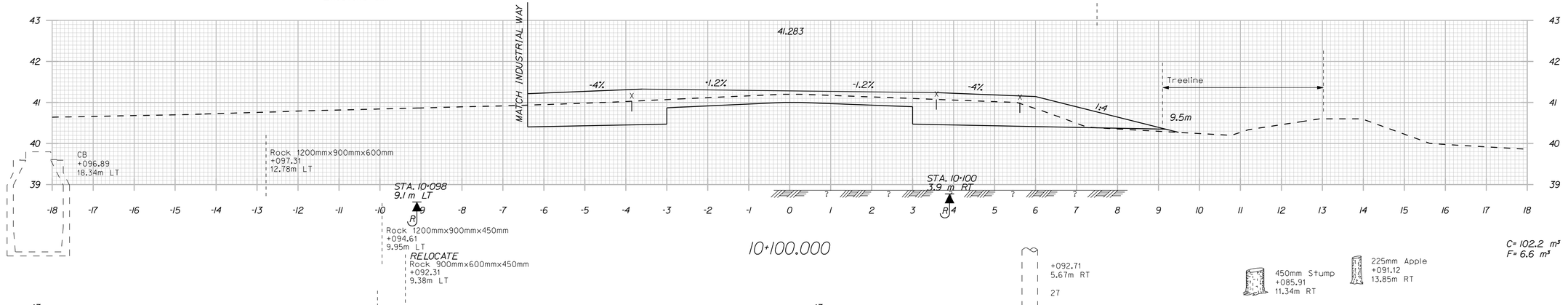
STA. 10+110.697 ROUTE 15 =
STA. 2+000.000 INDUSTRIAL WAY

+119.42
6.56m RT
1S

STA. 10+012.6, 16.6 m LT TO
STA. 10+016.6, 16.2 m LT
EXTEND 450 mm X 3.658 m
EXISTING CMP

REMOVE
Treeline

REMOVE
350mm Chestnut
+109.54
10.28m RT



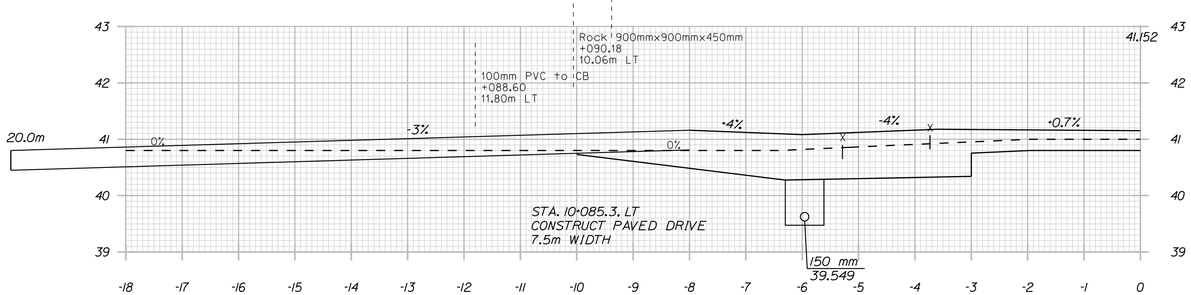
10+100.000

C= 102.2 m³
F= 6.6 m³

+092.71
5.67m RT
27

450mm Stump
+085.91
11.34m RT

225mm Apple
+091.12
13.85m RT



STA. 10+085.7 LT.
CONSTRUCT PAVED DR.
OPENING 8.5 m

10+084.725
PAVED DRIVE. LT.

PROJECT DESIGN ENGINEER KSD		BY	DATE
DESIGN-DETAILED		JRH	02/09
CHECKED		$checked1$	$checkdate1$
REVISIONS		$revision1$	$revdate1$
FIELD CHANGES		$revision2$	$revdate2$
PLANS		$checked2$	$checkdate2$

ORRINGTON ROUTE 15

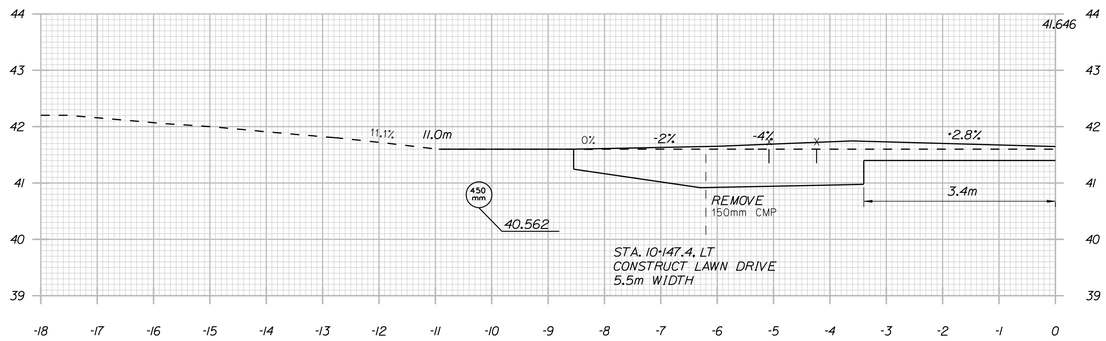
STA. 10+084.725 TO STA. 10+120.000

Filename: 005_XSECT_005.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	171	208
				9204.10		

RELOCATE BY OTHERS
Lamp
+154.82
9.05m RT

450 mm CULVERT PIPE OPT. 1
INLET ELEV. = 40.605

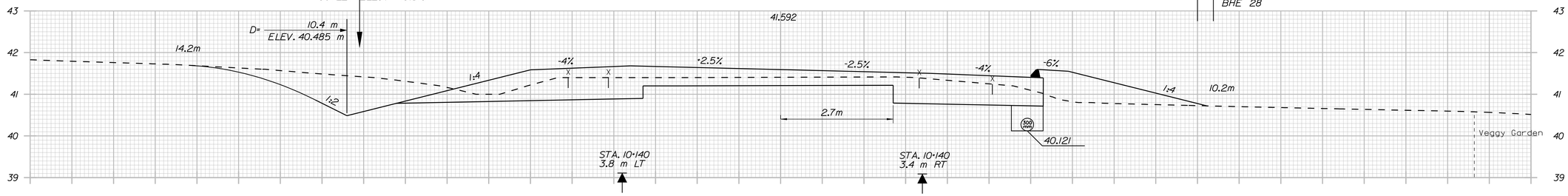


STA. 10+142.108, 10.236 m LT TO
STA. 10+151.711, 10.217 m LT
INSTALL 450 mm X 9.754 m
CULVERT PIPE OPT. 1

450 mm CULVERT PIPE OPT. 1
OUTLET ELEV. = 40.510

10+147.399
LAWN ENTRANCE. LT.

+143.00
9.00m RT
BHE 28



10+140.000

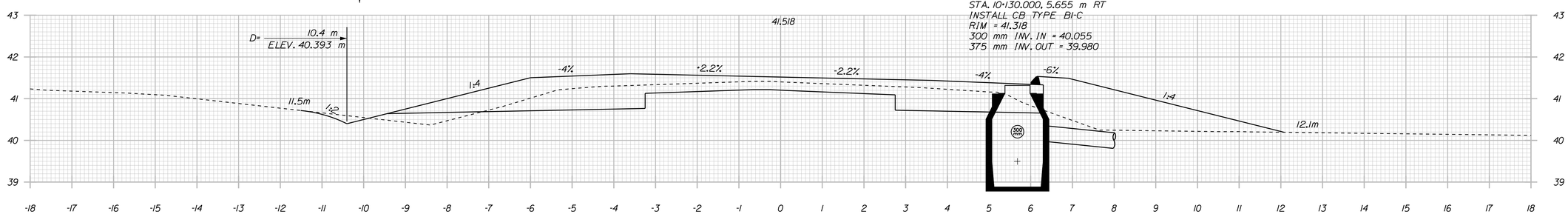
REMOVE
425mm Horse Chestnut
+139.27
7.58m RT

C= 124.4 m³
F= 34.4 m³
G= 0.8 m³

+133.12
5.27m RT
28

STA. 10+130.610, 5.655 m RT TO
STA. 10+189.390, 5.655 m RT
INSTALL 300 mm X 58.780 m
UNDERDRAIN TYPE C

STA. 10+130.000, 5.655 m RT
INSTALL CB TYPE BI-C
RIM = 41.318
300 mm INV. IN = 40.055
375 mm INV. OUT = 39.980



10+130.000

STA. 10+128.000 TO STA. 10+178.879, RT
INSTALL CURB TYPE 3

PROJECT DESIGN ENGINEER KSD		BY	DATE
	DESIGN-DETAILED	JRH	02/09
	CHECKED	$checked1$	$checked2$
PLANS	REVISIONS	$revision1$	$revision2$
	FIELD CHANGES		

Filename: 005_XSECT_005.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

ORRINGTON ROUTE 15

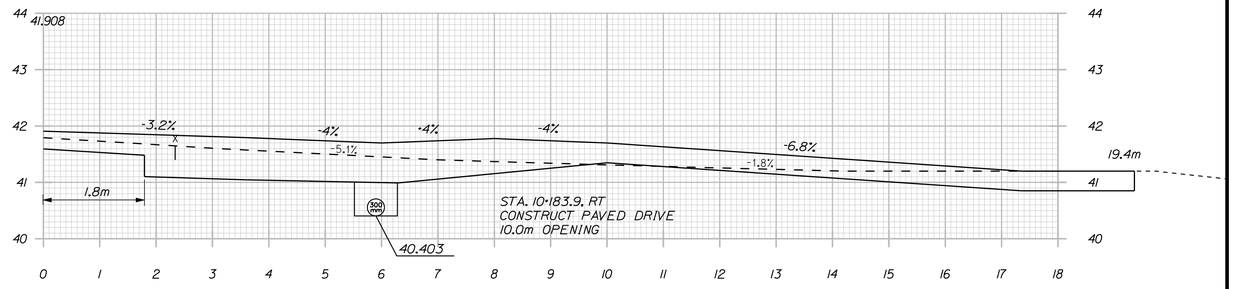
STA. 10+130.000 TO STA. 10+147.399

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

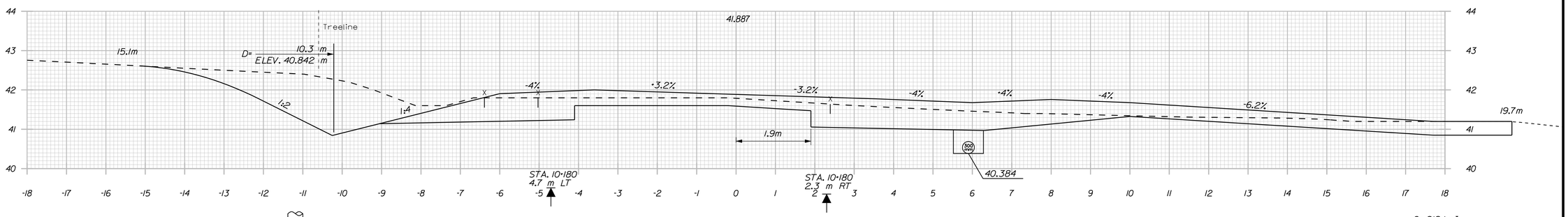
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	172	208

9204.10

1150mm Pine
+196.66
15.05m RT



10+182.916
PAVED DRIVE. RT.



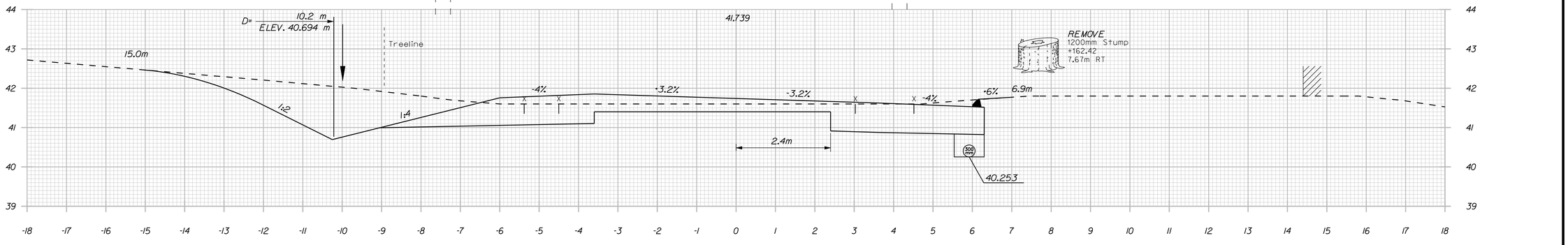
10+180.000

+178.00
11.00m LT
BHE NN

+174.21
7.25m LT
Pole

+175.66
3.96m RT
29

C= 218.1 m³



STA. 10+152 TO STA. 10+193. LT
INSTALL EROSION CONTROL BLANKET

10+160.000

+153.33
6.22m LT
Pole

C= 190.7 m³
F= 16.3 m³

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	PLM 02/09
CHECKED	$checked1$	$checked2$
REVISIONS	$revision1$	$revision2$
FIELD CHANGES		

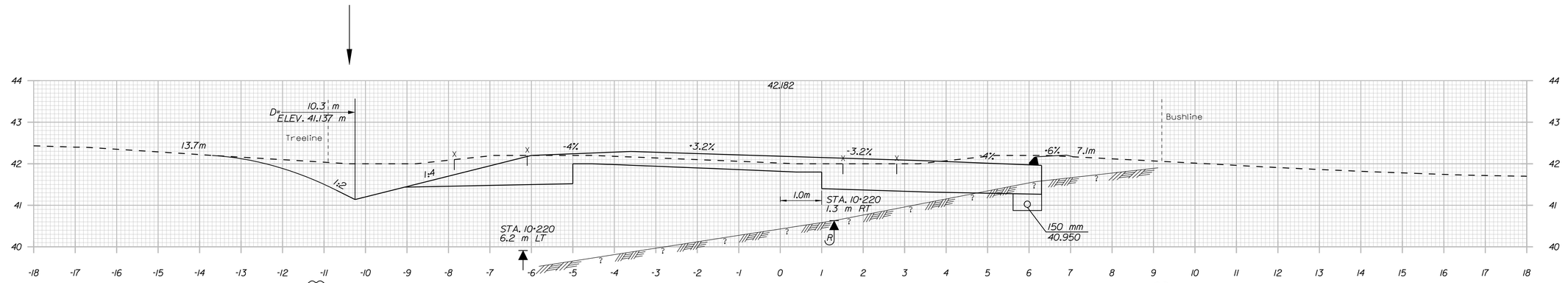
PLANS

Filename: 005_XSECT_005.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

STA. 10+160.000 TO STA. 10+182.916

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	STP-9204(100)X	173	208

9204.10



+218.00
11.00m LT

BHE 106

STA. 10+207 TO STA. 10+247. LT
INSTALL EROSION CONTROL BLANKET

+216.65
10.79m LT

106

RELOCATE
Rock
+203.18
10.45m. LT

RELOCATE
Rock
+200.33
10.69m. LT

REMOVE
150mm Conc. HDWL
+203.96
7.85m LT

450 mm CULVERT PIPE OPT. 1
INLET ELEV. 41.030

10+220.000

+217.96
3.70m RT

1/30

+215.00
9.00m RT

BHE 1/30

25mm Dogwood
+213.68
12.81m RT

25mm Dogwood
+213.42
12.89m RT

75mm Dogwood
+209.65
11.83m RT

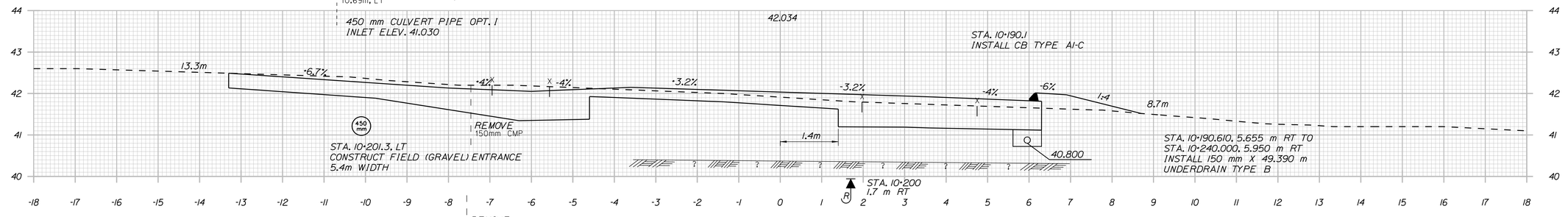
25mm Dogwood
+209.18
12.51m RT

75mm Dogwood
+209.15
12.97m RT

75mm Dogwood
+213.69
16.40m RT

25mm Dogwood
+213.58
15.53m RT

C= 146.9 m³
F= 5.0 m³
R= 2.6 m³



STA. 10+190.1
INSTALL CB TYPE AI-C

STA. 10+190.610, 5.655 m RT TO
STA. 10+240.000, 5.950 m RT
INSTALL 150 mm X 49.390 m
UNDERDRAIN TYPE B

STA. 10+201.3. LT
CONSTRUCT FIELD (GRAVEL) ENTRANCE
5.4m WIDTH

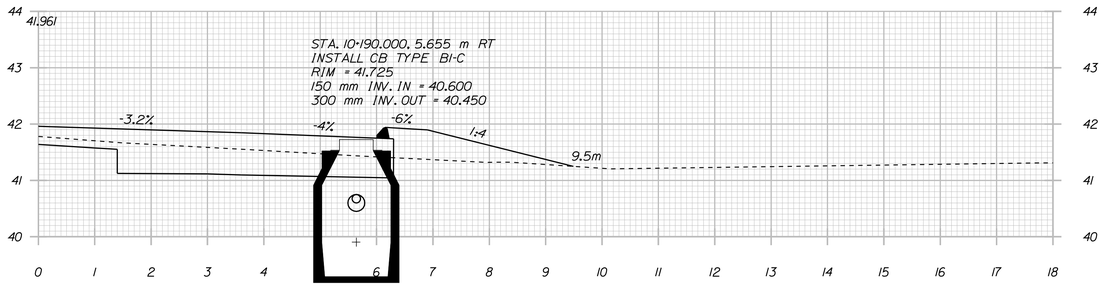
STA. 10+195.322, 10.121 m LT TO
STA. 10+207.328, 10.058 m LT
INSTALL 450 mm X 12.192 m
CULVERT PIPE OPT. 1

450 mm CULVERT PIPE OPT. 1
OUTLET ELEV. 40.950

REMOVE
150mm Conc. HDWL
+197.81
7.60m LT

10+200.000
FIELD ENTRANCE. LT.

C= 156.0 m³
F= 5.0 m³



10+190.000

STA. 10+188.974 TO STA. 10+246.288. RT
INSTALL CURB TYPE 3

PROJECT DESIGN ENGINEER KSD		BY	DATE
DESIGN-DETAILED		JRH	PEM 02/09
CHECKED		$checked1$	$checked2$ $checkdate1$
REVISIONS		$revision1$	$revision2$ $revdate1$
FIELD CHANGES			

PLANS

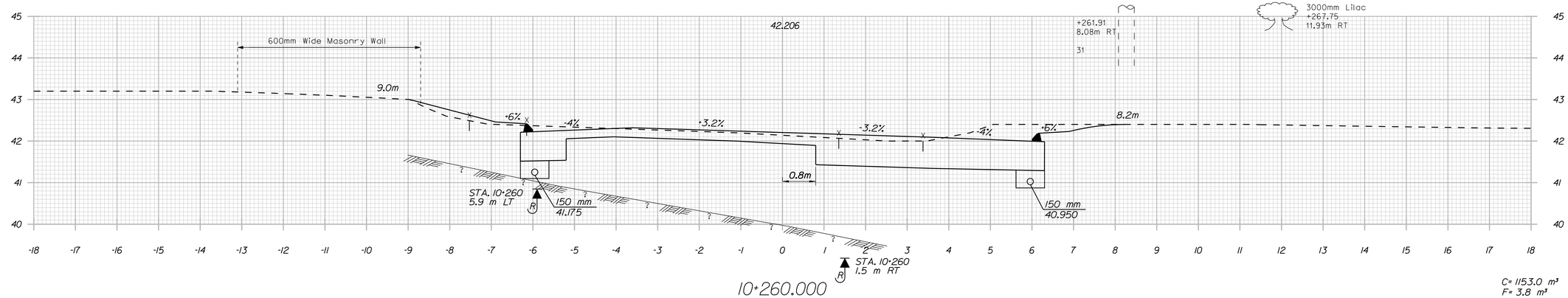
Filename: 005_XSECT_005.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

STA. 10+190.000 TO STA. 10+220.000

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	STP-9204(100)X	174	208
				9204.10		

450mm Spruce
+276.86
12.75mm LT

1000mm Shrub
+275.26
9.21m LT

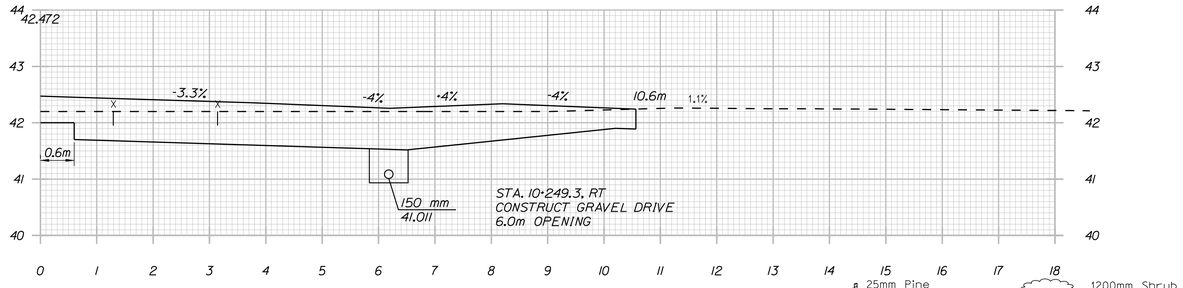


10+260.000

C= 1153.0 m³
F= 3.8 m³
R= 6.0 m³

STA. 10+252.343 TO STA. 10+332.304. RT
INSTALL CURB TYPE 3

1200mm Shrub
+251.31
17.93m RT



50mm Oak
+256.17
15.88m LT

Boulder W/Plaque
+253.51
13.73m LT

Granite Monument
+247.42
12.89m LT

10+247.739
GRAVEL DRIVE SKEWED 15° AHEAD. RT.

REMOVE
900mm Shrub
+242.79
7.72m RT

REMOVE
3000mm Shrub
+241.39
6.57m RT

25mm Pine
+246.11
14.47m RT

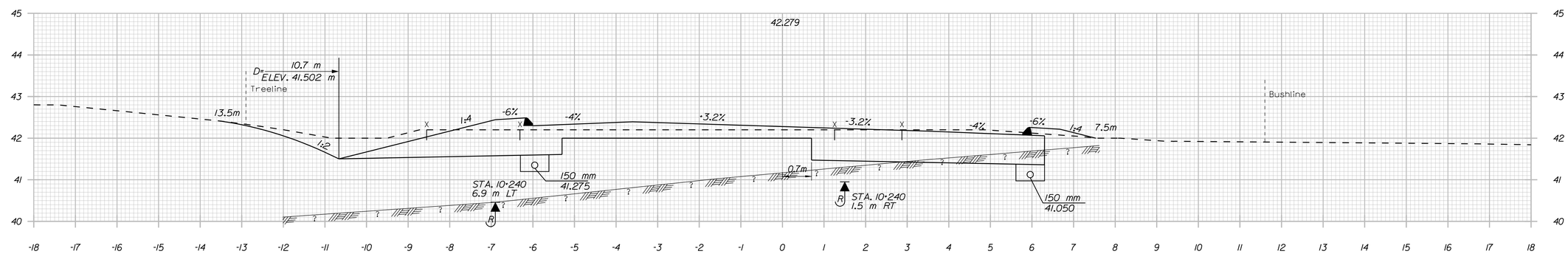
1200mm Shrub
+247.53
17.91m RT

25mm Pine
+245.40
13.53m RT

600mm Shrub
+245.27
16.28m RT

25mm Pine
+244.96
13.43m RT

STA. 10+240.000 TO STA. 10+373.564. LT
INSTALL CURB TYPE 3



STA. 10+240.000. 5.950 m LT TO
STA. 10+332.890. 5.655 m LT
INSTALL 150 mm X 92.890 m
UNDERDRAIN TYPE B

10+240.000

STA. 10+240.000. 5.950 m RT TO
STA. 10+329.890. 5.655 m RT
INSTALL 150 mm X 89.890 m
UNDERDRAIN TYPE B

C= 180.3 m³
F= 1.1 m³
R= 8.6 m³

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	PEM	$checkedd$
	REVISIONS	$checked1$	$checkedate1$
	FIELD CHANGES	$revision1$	$revdate1$
		$revision2$	$revdate2$

Filename: 005_XSECT_005.dgn Username: normal Division: $wkgroup$ Date:8/22/2011

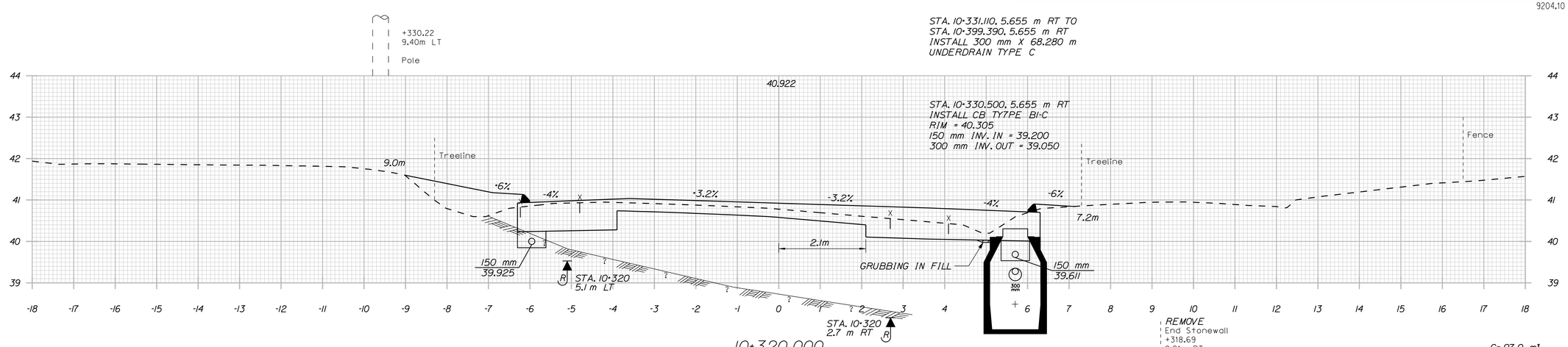
STA. 10+240.000 TO STA. 10+260.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	175	208

9204.10



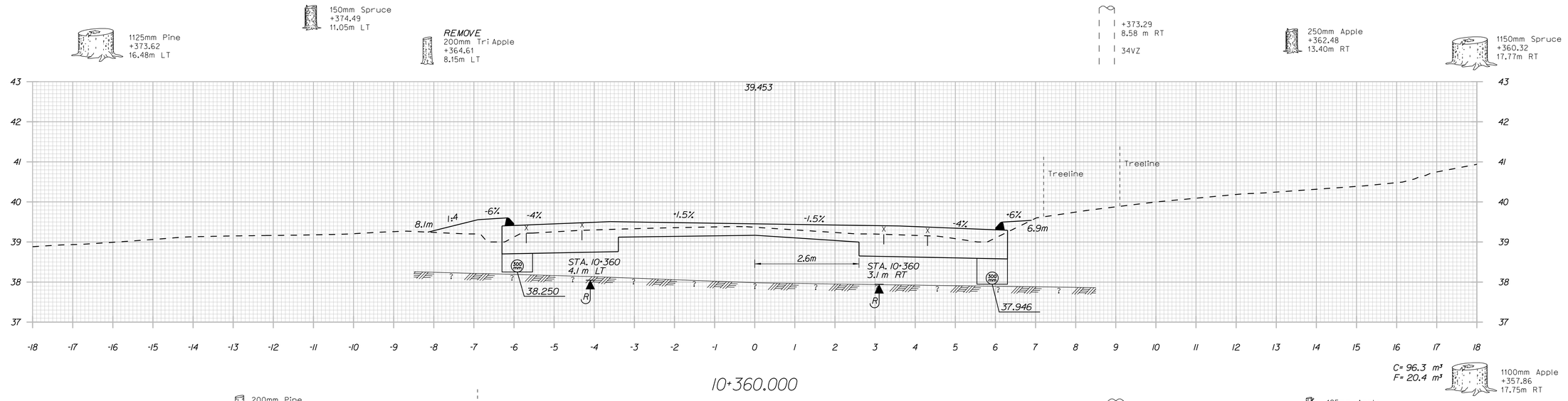
PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	PEM	$checked2$
	REVISIONS	$checked1$	$checkdate1$
	FIELD CHANGES	$revision1$	$revision2$
		$revision2$	$revdate1$
		$revdate1$	

STA. 10+280.000 TO STA. 10+320.000

ORRINGTON ROUTE 15

Filename: 005_XSECT_005.dgn Username: normal Division: $wkgroup$ Date:8/22/2011

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	STP-9204(100)X	176	208
				9204.10		



PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	$checked1$	$checkdate1$
REVISIONS	$revision1$	$revdate1$
FIELD CHANGES		
PLANS	PEM	
	$checked2$	$checkdate2$
	$revision2$	$revdate2$

Filename: 005_XSECT_005.dgn Username: normal Division: $wkgroup$ Date:8/22/2011

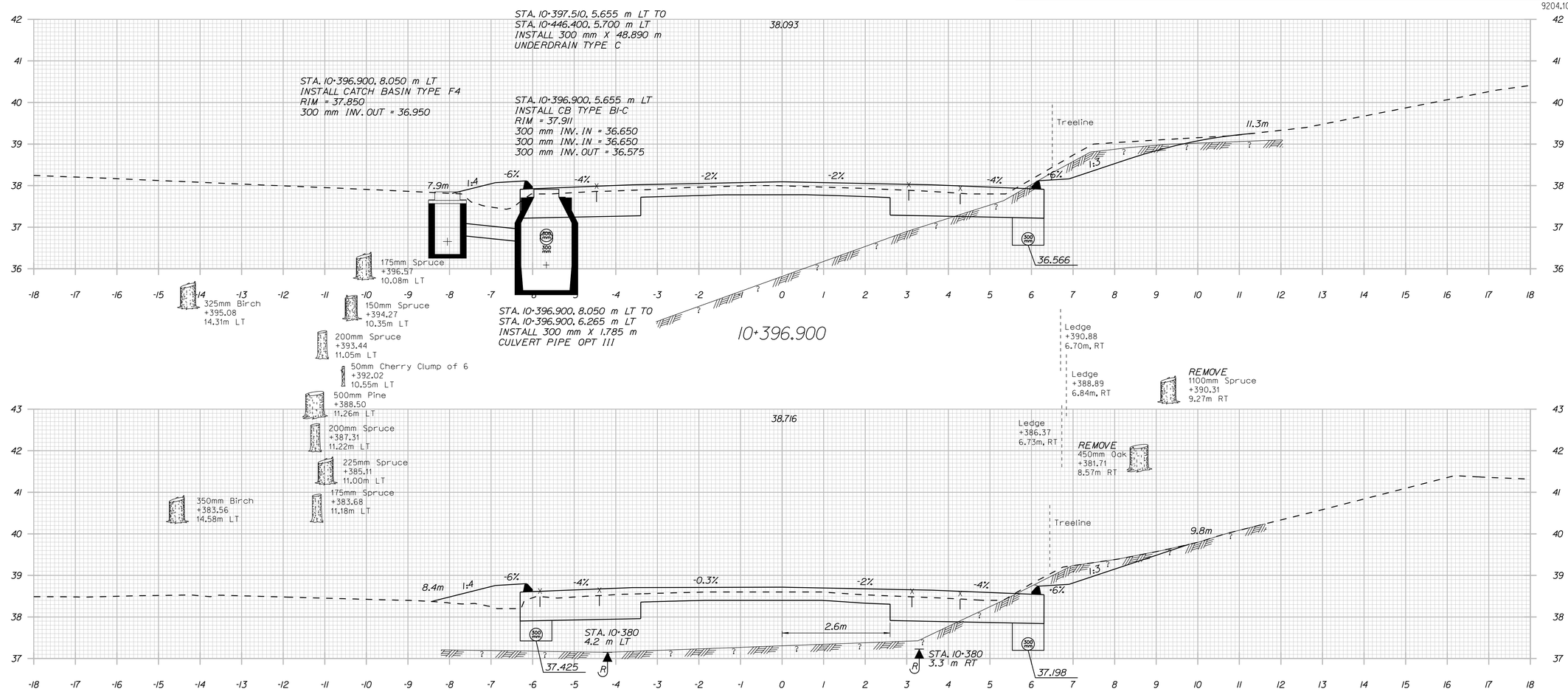
STA. 10+335.332 TO STA. 10+360.000

ORRINGTON ROUTE 15

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	STP-9204(100)X	177	208

9204.10



PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	$checked1$	$checkdate1$
	REVISIONS	$revision1$	$revdate1$
	FIELD CHANGES	$revision2$	$revdate1$

Filename: 005_XSECT_005.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

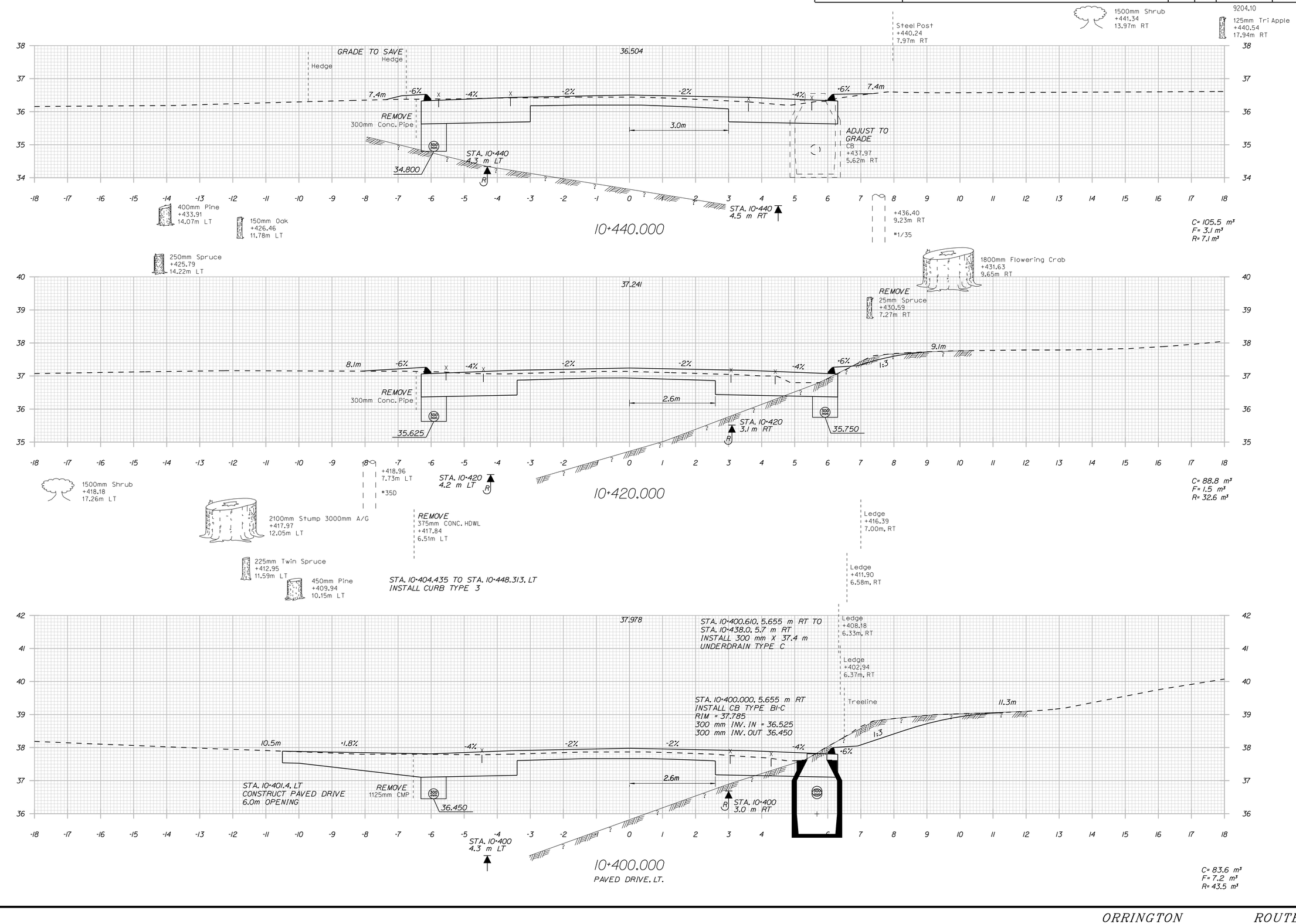
STA. 10+376.564 TO STA. 10+396.900

ORRINGTON ROUTE 15

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	STP-9204(100)X	178	208

9204.10



PROJECT DESIGN ENGINEER XSD	BY	DATE
DESIGN-DETAILED	JRH	02/09
CHECKED	$checked1$	$checked2$
REVISIONS	$revision1$	$revision2$
FIELD CHANGES		

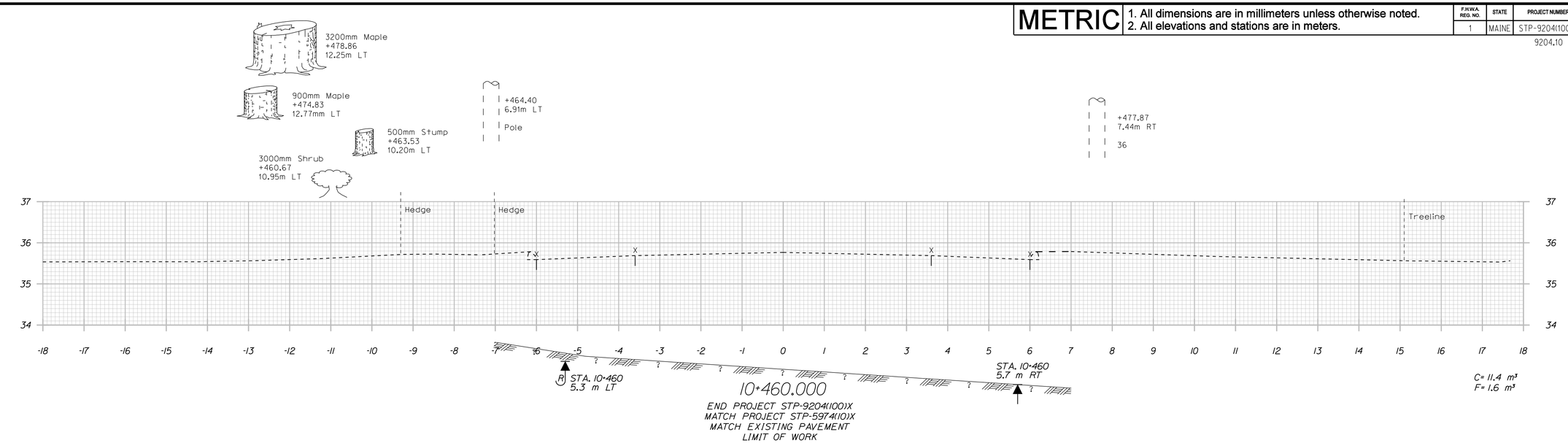
PLANS

ORRINGTON ROUTE 15

STA. 10+400.000 TO STA. 10+440.000

Filename: 005_XSECT_005.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

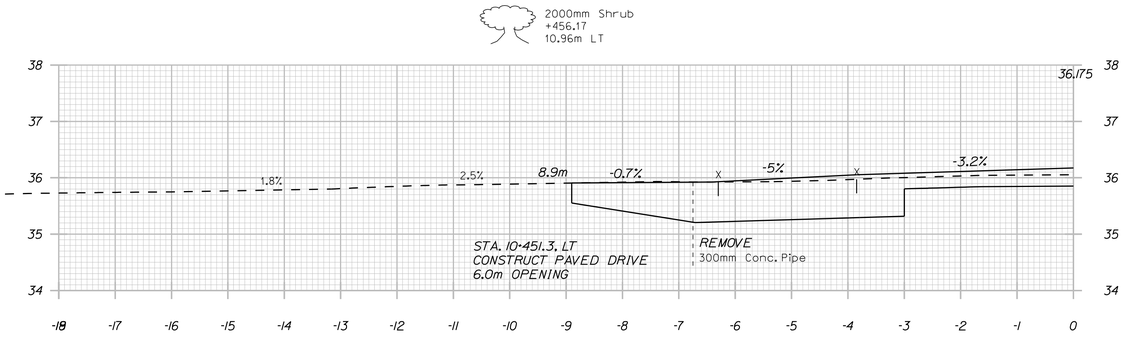
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9204(100)X	179	208
				9204.10		



10+460.000

END PROJECT STP-9204(100)X
MATCH PROJECT STP-5974(10)X
MATCH EXISTING PAVEMENT
LIMIT OF WORK

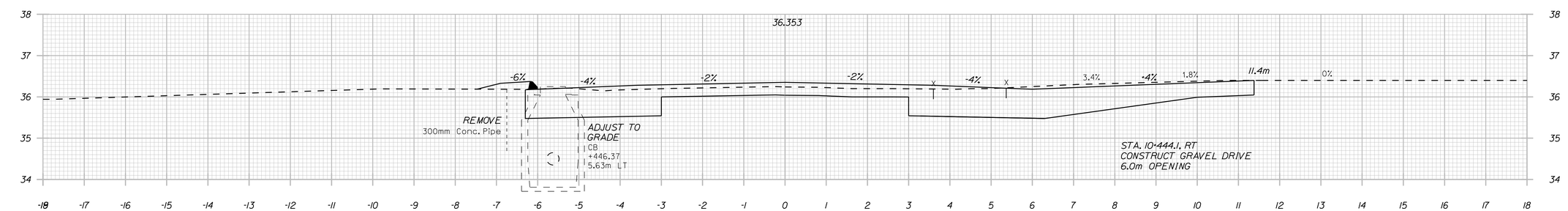
STA. 10+454.313 TO STA. 10+460.000. LT
INSTALL CURB TYPE 3



10+448.920

PAVED DRIVE SKEWED 18° AHEAD, LT.

STA. 10+447.127 TO STA. 10+460.000. RT
INSTALL CURB TYPE 3



10+444.090

GRAVEL DRIVE, RT.

PROJECT DESIGN ENGINEER KSD		BY	DATE
DESIGN-DETAILED	JRH	PEM	02/09
CHECKED	$checked1$	$checked2$	$checkdate$
REVISIONS	$revision1$	$revision2$	$revdate$
FIELD CHANGES			
PLANS			

STA. 10+444.090 TO STA. 10+460.000

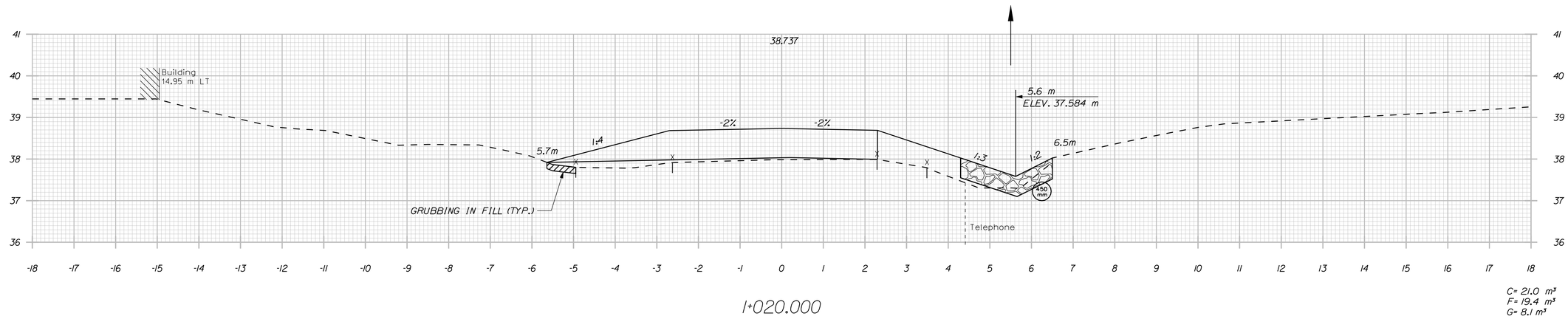
ORRINGTON ROUTE 15

Date:8/22/2011
Username: normal
Division: $wkgroup$
Filename: 005_XSECT_005.dgn

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	STP-9204(100)X	180	208

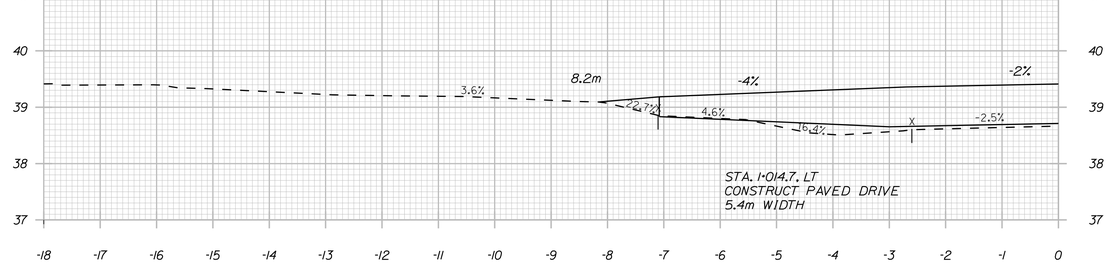
9204.10



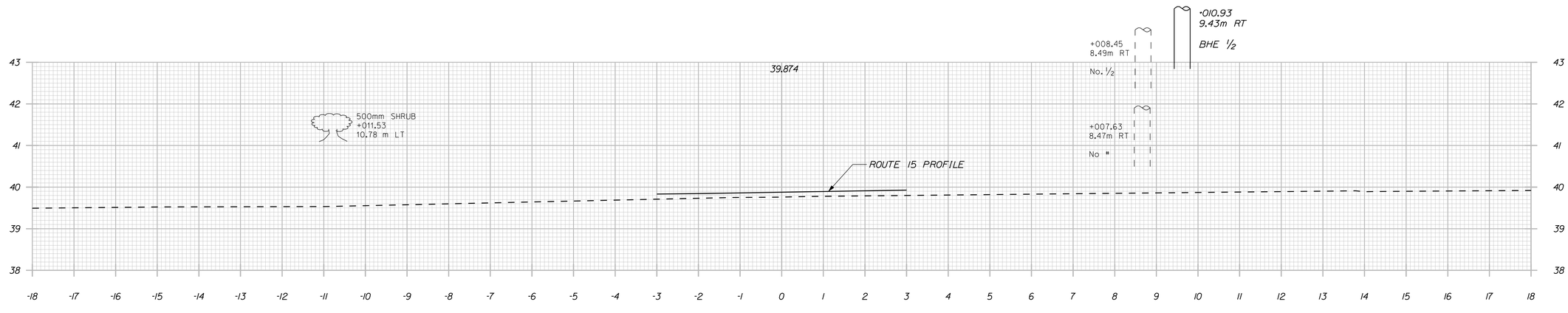
1+020.000

C= 21.0 m³
F= 19.4 m³
G= 8.1 m³

350mm MAPLE
+016.08
12.44 m RT



1+013.658
PAVED DRIVE. LT



1+000.000
STA. 1+000.000 FERRY ROAD =
STA. 2+293.983 ROUTE 15

PROJECT DESIGN ENGINEER XSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	PEM 02/09
	CHECKED	$checked1$	$checked2$ $checkdate1$
	REVISIONS	$revision1$	$revision2$ $revdate1$
	FIELD CHANGES		

Filename: 006_XSECT_006.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

ORRINGTON FERRY ROAD

STA. 1+000.000 TO STA. 1+020.000

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

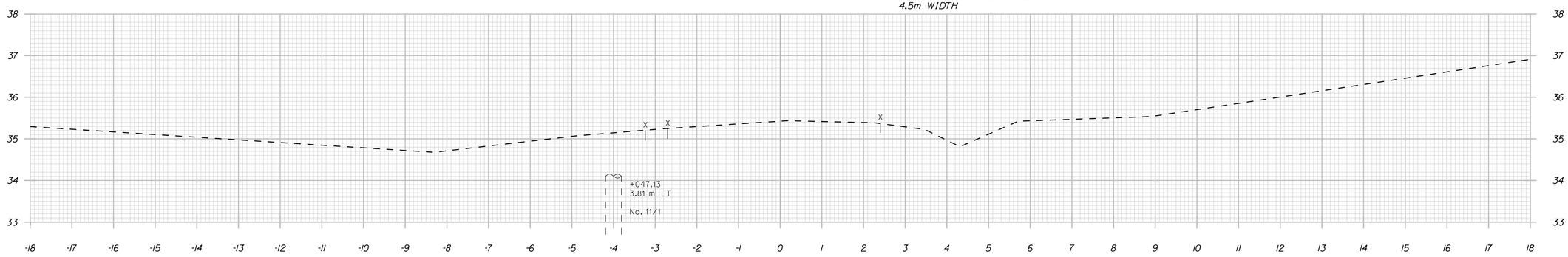
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	181	208

9204.10

STA. 1+096.202
LIMIT OF WORK

STA. 1+090.2. RT
CONSTRUCT CRUSHED ROCK DRIVE
4.9m WIDTH

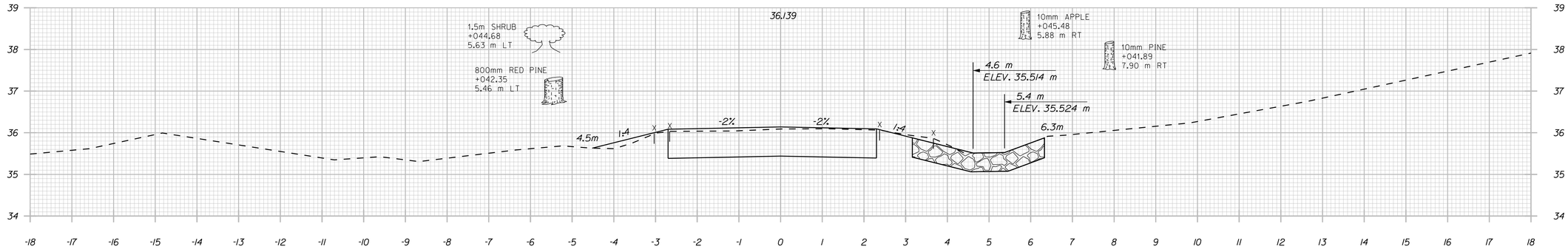
STA. 1+060.6. RT
CONSTRUCT GRAVEL DRIVE
4.5m WIDTH



C= 24.5 m³
F= 1.1 m³

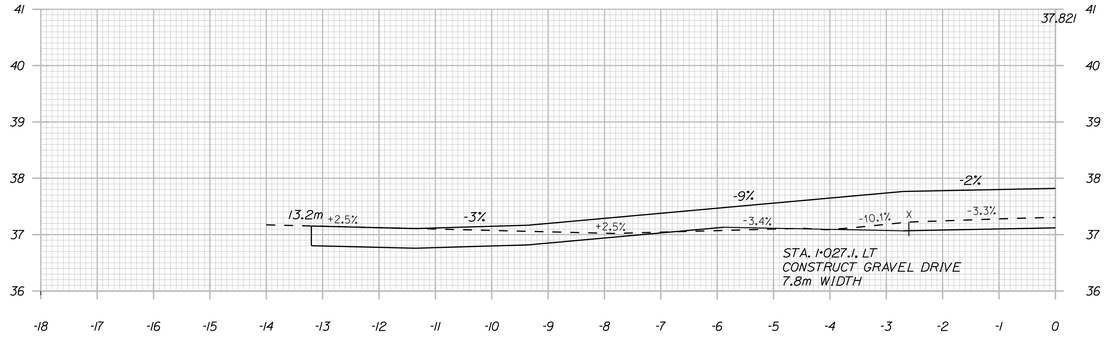
1+047.500

STA. 1+047.500
MATCH EXISTING PAVEMENT



C= 32.6 m³
F= 9.2 m³
G= 5.8 m³

1+040.000



1+026.809

GRAVEL DRIVE. LT

PROJECT DESIGN ENGINEER KSD		BY	DATE
	DESIGN-DETAILED	JRH	
	CHECKED	$checked1$	02/09
PLANS	REVISIONS	$revision1$	$checkdate1$
	FIELD CHANGES	PEM	$revdate1$
		$checked2$	$checkdate2$
		$revision2$	$revdate2$

Filename: 006_XSECT_006.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

ORRINGTON FERRY ROAD

STA. 1+026.809 TO STA. 1+047.500

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	STP-9204(100)X	182	183

9204.10

STA. 0+046.000
MATCH EXISTING PAVEMENT
LIMIT OF WORK

42.692

5.8 m
ELEV. 41.875 m

7.7m +7.9% -4% -0.9% -2% -2% 1:3 1:3 7.2m

STA. 0+040.3, LT
CONSTRUCT GRAVEL DRIVE
3.7m WIDTH

350mm LOCUST
+030.33
8.23 m RT

C= 130.6 m³

0+040.000
GRAVEL DRIVE, LT.

700mm MAPLE
+033.47
9.44 m LT

700mm MAPLE
+025.97
8.79 m LT

+035.99
4.79 m LT
No =

40.814

+029.13
4.72 m RT
3/1

350mm MAPLE
+029.24
7.66 m RT

1200mm LOCUST
+029.56
10.18 m RT

2m Shrub
+023.91
8.06 m RT

2m Shrub
+021.01
8.43 m RT

5.8 m
ELEV. 40.003 m

Granite wall

5.2m 2% -2% 1:3 1:3 7.6m

STA. 0+015 TO STA. 0+036, LT
INSTALL STONE DITCH PROTECTION

Telephone

C= 39.0 m³
F= 0.4 m³

0+020.000

REMOVE
CB
0+015.14
4.99 m LT

Shrub
+015.86
8.52 m RT

2m Shrub
+011.08
9.17 m RT

40.340

STA. 0+015.000, 5.590 m LT
INSTALL CB TYPE F5
RIM = 40.300
300 mm INV. OUT = 39.100

STA. 0+015.000, 3.671 m LT
INSTALL CB TYPE BI-C
RIM = 40.396
300 mm INV. IN = 39.050
450 mm INV. IN 38.150
450 mm INV. OUT = 38.075

STA. 0+015.000, 6.470 m RT
INSTALL CB TYPE BI-C
RIM = 39.825
450 mm INV. OUT = 38.250

6.1m 7.6m

STA. 0+015.000, 5.290 m LT TO
STA. 0+015.000, 4.281 m LT
INSTALL 300 mm X 1.000 m
CULVERT PIPE OPT. III

0+015.000

STA. 0+015.000, 3.061 m LT TO
STA. 0+015.000, 5.860 m RT
INSTALL 450 mm X 8.921 m
CULVERT PIPE OPT. III

C= 100.6 m³
F= 5.2 m³

STA. 0+007.376, 5.979 m LT TO
STA. 0+014.416, 3.848 m LT
INSTALL 450 mm X 7.356 m
CULVERT PIPE OPT. III

39.893

REMOVE
CB
0+013.10
5.98 m RT

FOR MANHOLE DETAILS
SEE ROUTE 15 CROSS SECTION
STA. 9+302.772

ROUTE 15 PROFILE

450mm MAPLE
+009.39
13.40 m RT

+005.25
14.16 m RT

7/11/3

REMOVE
CB
0+007.94
11.86 m LT

300 mm 450 mm 450 mm 450 mm

0+000.000

STA. 0+000.000 CENTER DRIVE =
STA. 9+294.805 ROUTE 15

ORRINGTON CENTER DRIVE

STA. 0+000.000 TO STA. 0+040.000

PROJECT DESIGN ENGINEER KSD	BY	DATE
DESIGN-DETAILED	JRH	PLM	02/09
CHECKED	$checked1$	$checked2$	$checkdate1$
REVISIONS	$revision1$	$revision2$	$revdate1$
FIELD CHANGES			

PLANS

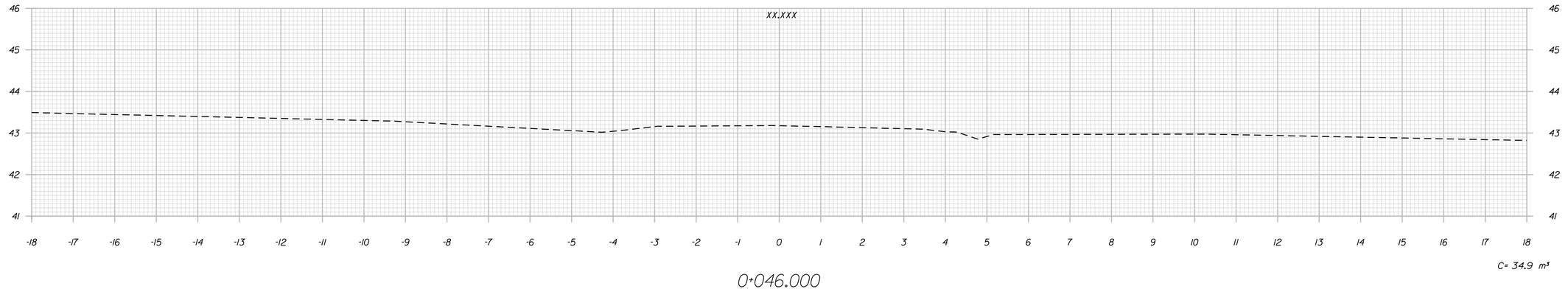
Filename: 006_XSECT_006.dgn Division: $wkgroup$ Username: normal Date:8/22/2011

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	STP-9204(100)X	183	208

9204.10

Filename: ...\MSTA\054_XSECT_SIDE RDS.dgn Division: HIGHWAY Username: rhobe.moulton Date:9/19/2011

PROJECT DESIGN ENGINEER KSD		BY	DATE
PLANS	DESIGN-DETAILED	JRH	02/09
	CHECKED	-----	$checkdate1$
	REVISIONS	-----	$revdate1$
	FIELD CHANGES	-----	



0+046.000

ORRINGTON CENTER DRIVE

STA. 10+280.000 TO STA. 10+320.000

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	1	25

GRID 19XX ZONE

CURVE DATA

PI =6+116.417
Δ =3°12'45.1" LT
R =1397.000 m
L =78.328 m
T =39.175 m
E =0.549 m

RONALD J. LANDRY
FLORENCE M. LANDRY
ITEM NO. (1)
DRAINAGE EASEMENT = (1)
CONST. AND MAINT. EASEMENT = 325± S.F. (1)
TEMP. CONST. RIGHTS = 990± S.F. (2)
TOTAL AREA = 2.14± AC.(CALC.)

LORILYN G. LUCY
PARCEL NO. (3)
LAND TAKEN = 0.43± AC.
TEMP. CONST. RIGHTS = 0.09± AC. (1)
TOTAL AREA = 40.00± AC. (TAX MAP)
REM. AREA = 39.57± AC.

PL
PC STA 6+077.243
PT STA 6+155.571
Existing Construction Limit Line
DRAINAGE OUTLET STA. 6+053.8± LT.
CONST. & MAINT. EASE. LIMITS
325±S.F.
TEMP. CONST. LTS.
85± S.F.
TEMP.
CONST. LIMITS
905± S.F.
2 STY WFD
1 STEP
LILAC
FIELD
STREAM
VEGGIE
GRASS
LAWN
DRIVE
PAVED APRON
IM ROCK MAPLE
900MM
RR CROSSING
(134'±) 40.8± m
(13'±) 4.0± m
(32'±) 9.8± m
(45.00') 13.716 m
(50.00') 15.240 m
(25.6± m) (84'±) 78.328 m
(164.71') 50.203 m
(1167'±) 355.8± m
0.43± AC.
BHE 62
61
62
TO BUCKSPORT
ROUTE 15
6+020
BEGIN BASELINE
6+040
N16°25'39.2"W
6+060
57.243 m
+070.0
+075.0
6+080
+076.8±
+087.0
6+100
+108.6±
+109.4±
6+120
+114.4±
6+140
6+160
N19°38'24.3"W
6+180
6+200
50.203 m
S.H. "42"
ROUTE 15
GALVENIZED GRATE
BALLAST
RR TRUSSEL
300MM WIDE
WOOD
RR DEL.
64
10.2± m (33±)
508.2± m (1667'±)
0.15± AC.
CLL
LIMITS
CONST.
TEMP.
1055± S.F.
NO
IP
300MM CMP
OUTLET DRAINAGE STRUCTURE STA. 6+189.2± RT.
STA 6+031.000 BEGIN
F.A.P. NO. STP-9204(100)X

MAINE CENTRAL RAILROAD

RONALD J. LANDRY
FLORENCE M. LANDRY
ITEM NO. (2)
TEMP. CONST. RIGHTS = 1055± S.F. (1)
TOTAL AREA = 2055± S.F. (CALC.)

GARY L. MILLER
SHEILA MAE MILLER
ITEM NO. (4)
DRAINAGE EASEMENT = (2)
TEMP. CONST. RIGHTS = 0.17± AC.± (2)
TOTAL AREA = 3.11±AC.(CALC.)

MAINE CENTRAL RAILROAD V19 9

PC STA 6+205.774

P.I.N. 009204.10

PLAN FILED IN PLAN BOOK PAGE					
		COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
PENOBSCOT COUNTY RECORDS
VOLUME 2, PAGE 289
4 RODS
ALSO SEE S.H.C. FILE NO. 10-38
D.O.T. FILE NO. 10-212
D.O.T. FILE NO. 10-412

STATE OF MAINE PETER A. BELANGER 1341 PROFESSIONAL LAND SURVEYOR

SYMBOLS

- IP or IPF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 1 OF 25 SHEETS
D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\10\ROW\MSTA\001DWG\Plan1Highway
User-name: rhobe.moulton Date: 9/13/2011

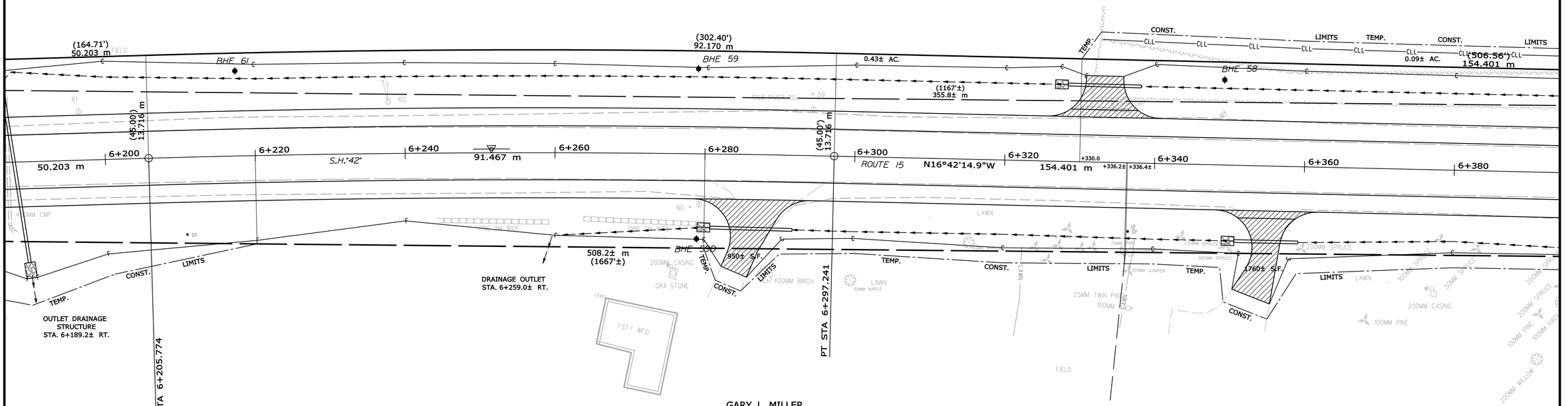
ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	2	25

GRID 19XX
ZONE

LORILYN G. LUCY
PARCEL NO. (3)
LAND TAKEN = 0.43± AC.
TEMP. CONST. RIGHTS = 0.09± AC. (1)
TOTAL AREA = 40.00± AC. (TAX MAP)
REM. AREA = 39.57± AC.



CURVE DATA

PI =6+251.517
Δ =2°56'09.4" RT
R =1785.000 m
L =91.467 m
T =45.743 m
E =0.586 m

GARY L. MILLER
SHEILA MAE MILLER
ITEM NO. (4)
DRAINAGE EASEMENT = (2)
TEMP. CONST. RIGHTS = 0.17± AC.± (2)
TOTAL AREA = 3.11±AC.(CALC.)

RONALD A. POMEROY
SANDRA L. POMEROY
ITEM NO. (5)
TEMP. CONST. RIGHTS = 1760± S.F. (1)
TOTAL AREA = 1.00±AC.(CALC.)

PLAN FILED IN PLAN BOOK PAGE					
		COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
PENOBSCOT COUNTY RECORDS
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4 RODS

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

P.I.N. 009204.10

SYMBOLS

- IP or IPF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 2 OF 25 SHEETS
D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\D\row\mstp002.dwg Username: rhobe.moulton Date: 9/13/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	3	25

CURVE DATA

PI =6+488.719
Δ =1°22'20.1" LT.
R =3096.000 m
L =74.150 m
T =37.077 m
E =0.222 m

GRID 19XX
ZONE

LORILYN G. LUCY
PARCEL NO. (3)
LAND TAKEN = 0.43± AC.
TEMP. CONST. RIGHTS = 0.09± AC. (1)
TOTAL AREA = 40.00± AC. (TAX MAP)
REM. AREA = 39.57± AC.

CHARLES PATTERSON
SUSAN PATTERSON
ITEM NO. (8)
TEMP. CONST. RIGHTS = 1025±S.F. (1)
TOTAL AREA = 13,045± S.F.(CALC.)

MEGHAN D. McCRUM
SHAWN S. McCRUM
PARCEL NO. (9)
LAND TAKEN = 1785± S.F. (1).
TEMP. CONST. RIGHTS = 920±S.F. (1)
TOTAL AREA = 32,501± S.F.(CALC.)
REM. AREA = 30,716± S.F.

RONALD A. POMEROY
SANDRA L. POMEROY
ITEM NO. (5)
TEMP. CONST. RIGHTS = 1760± S.F. (1)
TOTAL AREA = 1.00±AC.(CALC.)

MICHAEL D. FITZPATRICK
JORDAN M. MCLAIN
RANDY MCLAIN
LISA S. MCLAIN
ITEM NO. (6)
TEMP. CONST. RIGHTS = 1130±S.F. (2)
TOTAL AREA = 2.07±AC.(CALC.)

JOSEPH P. DRAGON
PARCEL NO. (7)
LAND TAKEN = 0.07± AC.
SLOPE EASEMENT = 0.29± AC. (1)
DRAINAGE EASEMENT = (2)
TEMP. CONST. RIGHTS = 0.15± AC. (4)
TOTAL AREA = 15.38±AC.(CALC.)
REM. AREA = 15.31±AC.

TOE OF SLOPE DITCH
STA. 6+460.0 TO 6+664.8 RT.

PLAN FILED IN PLAN BOOK PAGE

NO.	GRANTOR	COUNTY RECORD INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
PENOBSCOT COUNTY RECORDS
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4 RODS

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

P.I.N. 009204.10

SYMBOLS

- IP or IPF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS
MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL
MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 3 OF 25 SHEETS
D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\10\ronwinslo\003JRWEBANSI.dgn Username: rhobe.moulton Date: 9/13/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	4	25

OLD COUNTY ROAD

ALSO SEE HANCOCK COUNTY RECORDS VOL. 1 PG. 382 1805 (4 RODS)
TOWN RECORDS VOLUME 1 PAGE 457 1831, 4 RODS

PL

GRID 19XX ZONE

MEGHAN D. McCRUM
SHAWN S. McCRUM
PARCEL NO. (9)
LAND TAKEN = 1785± S.F. (1).
TEMP. CONST. RIGHTS = 920±S.F. (1)
TOTAL AREA = 32,501± S.F.(CALC.)
REM. AREA = 30,716± S.F.

OLD COUNTY ROAD
MAINTAINED BY TOWN TO
GARAGE OF EDWARD AMES
PER TOWN MGR. (9/09).

JOAN E. AMES
PARCEL NO. (10)
LAND TAKEN = 1616± S.F. (1).
SLOPE EASEMENT = 1750± S.F. (1)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 165±S.F. (1)
TOTAL AREA = 40,439± S.F.(CALC.)
REM. AREA = 38,823± S.F.

DIVERSIFIED REAL ESTATE CORPORATION
PARCEL NO. (11)
LAND TAKEN = 0.07± AC.
SLOPE EASEMENT = 0.15±AC. (1)
TEMP. CONST. RIGHTS = 480± S.F.(2)
TOTAL AREA = 118.00±AC. (TAX MAP)
REM. AREA = 117.93± AC.

DRAINAGE OUTLET
STA. 6+634.4± LT.

TOE OF SLOPE DITCH
STA. 6+640.0 TO 6+690.0 LT.

1 STY WOOD

LAWN

2 STEPS

600MM PINE

500MM

400MM

50MM CEDAR

65.8± m (216'±)
(233'±)
71.0± m
1785± S.F.
7.2± m (24'±)
BHE 54
BHE 52
BHE 51
(45.00') 13.716 m
(126'±) 38.4± m
165± S.F.
TEMP. CONST. LTS. EASE. SLOPE
1750± S.F.
44.0± m (144'±)
1616± S.F.
3.4± m (11'±)
SLOPE 0.15± AC.
EASEMENT
LIMITS
TEMP. CONST. SLOPE 415± S.F. EASE.
(1392'±) 424.2± m
130.0± m(427'±)
130.6± m(428'±)
0.07± AC.
+53
+54
+1024
+1025

6+560 6+580 6+600 6+620 6+640 6+660 6+680 6+700 6+720 6+740
+591.4± +617.6± +621.6± +625.0 +630.0 +635.0 +650.0 +665.6± +667.0±
(60.00') 18.288 m
(70.00') 21.336 m
(55.00') 16.764 m
(65.00') 19.812 m

S.H. "42"
ROUTE 15
N18°04'35.0"W
489.760 m

10.668 m (35.00')
450MM WIDE STONE
450MM STONE
450MM CONC
450MM RCP
SCH BUS WAITING PL
545
508.2± m (1667'±)
885± S.F.
TEMP. CONST. LIMITS TEMP. CONST.
LIMITS SLOPE
0.29± AC.
TEMP. EASE. CONST.
225± S.F.
LIMITS TEMP. CONST. LIMITS
381.4± m (1251'±)
168.8± m(554'±) 0.07± AC.
167.8± m(551'±)
0.12± AC.
TEMP. CONST. LIMITS
MED MIXED GROWTH
WET AREA
SSS
DRAINAGE STRUCTURE
STA. 6+616.8 TO
STA. 6+632.6 RT.
INLET DRAINAGE
STRUCTURE
STA. 6+653.0 RT.
TOE OF SLOPE DITCH
STA. 6+460.0 TO 6+664.8 RT.

JOSEPH P. DRAGON
PARCEL NO. (7)
LAND TAKEN = 0.07± AC.
SLOPE EASEMENT = 0.29± AC.. (1)
DRAINAGE EASEMENT = (2)
TEMP. CONST. RIGHTS = 0.15± AC. (4)
TOTAL AREA = 15.38±AC.(CALC.)
REM. AREA = 15.31±AC.

P.I.N. 009204.10

PLAN FILED IN PLAN BOOK PAGE					
		COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
PENOBSCOT COUNTY RECORDS
VOLUME 2, PAGE 289
4 RODS

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

SYMBOLS

- ● IP or ● IPF (IRON PIPE or PIN)
- □ S.T. (SEPTIC TANK)
- W WATER LINE
- G GAS LINE
- E ELECTRIC LINE
- T TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011

SCALE: 1 = 250

SHEET NO. 4 OF 25 SHEETS

D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER

KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\D\row\mslo\004_RW_BASEMAP.dgn
Username: rhobe.moulton
Date: 9/13/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	5	25

DIVERSIFIED REAL ESTATE CORPORATION
PARCEL NO. (11)
LAND TAKEN = 0.07± AC.
SLOPE EASEMENT = 0.15±AC. (1)
TEMP. CONST. RIGHTS = 480± S.F.(2)
TOTAL AREA = 118.00±AC. (TAX MAP)
REM. AREA = 117.93± AC.

DUANE S. HANSON, SR.
CYNTHIA E. HANSON
PARCEL NO. (13)
LAND TAKEN = 1743± S.F.
TEMP. CONST. RIGHTS = 1220±S.F. (1)
TOTAL AREA = 2.08±AC.(SURVEY)
REM. AREA = 2.04±AC.

BOUNDARY SURVEY
BY PLISGA & DAY
DATED FEB. 24, 1994
PROJ. NO. 93676P
(UNRECORDED)

GRID, 19XX ZONE

16 FT. R.O.W. TO OTHERS

GRANT ROAD
CITY OF BREWER
(RIGHT OF WAY)
BOOK 1025 PAGE 132
33 FEET

JOSEPH P. DRAGON
PARCEL NO. (7)
LAND TAKEN = 0.07± AC.
SLOPE EASEMENT = 0.29± AC.(1)
DRAINAGE EASEMENT = (2)
TEMP. CONST. RIGHTS = 0.15± AC.(4)
TOTAL AREA = 15.38±AC.
REM. AREA = 15.31±AC.

JONIE SUE VANIDESTINE
JEFFREY T. VANIDESTINE
PARCEL NO. (12)
LAND TAKEN = 1096± S.F.
TEMP. CONST. RIGHTS = 665± S.F. (1)
TOTAL AREA = 38,764± S.F.(CALC.)
REM. AREA = 37,668± S.F.

PAUL L. ALLEN
PARCEL NO. (14)
LAND TAKEN = 0.06± AC.
TEMP. CONST. RIGHTS = 1455± S.F. (1)
TOTAL AREA = 2.07± AC.(SURVEY)
REM. AREA = 2.01± AC.

PAUL L. ALLEN
PARCEL NO. (15)
LAND TAKEN = 366± S.F.
TEMP. CONST. RIGHTS = 345± S.F.(1)
TOTAL AREA = 7.40± AC.(SURVEY)
REM. AREA = 7.39± AC.

SEE PLAN GREEN MEADOWS SUBDIVISION
APPROVED MAY 21, 1992
RECORDED JUNE 2, 1992
D 61-92

P.I.N. 009204.10

PLAN FILED IN PLAN BOOK PAGE

NO.	GRANTOR	COUNTY RECORD INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
PENOBSCOT COUNTY RECORDS
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4 RODS

STA. 6+583± TO STA. 7+036± RT.
S.H.C. FILE NO. 10-38

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

SYMBOLS

- IP or IPF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

RIGHT OF WAY MAP

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011

SCALE: 1 = 250

SHEET NO. 5 OF 25 SHEETS

D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER

KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\Drawings\ms10\005_JRW_BASEMAP.dgn Username: rhobe.moulton Date: 9/13/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	6	25

GRID 19XX
ZONE

FIRST UNITED METHODIST CHURCH OF ORRINGTON
PARCEL NO. (16)
LAND TAKEN = 1429± S.F.
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 0.05± AC. (1)
TOTAL AREA = 2.29±AC.(CALC.)
REM. AREA = 2.26±AC.

PETER G. WADE
BONNY E. CROSS
PARCEL NO. (18)
LAND TAKEN = 0.07±AC.
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 1160±S.F. (2)
TOTAL AREA = 2.41±AC.(CALC.)
REM. AREA = 2.34±AC.

GRANT ROAD
CITY OF BREWER
(RIGHT OF WAY)
BOOK 1025 PAGE 132
33 FEET

PL

DRAINAGE OUTLET
STA. 7+019.2± LT.

DRAINAGE OUTLET
STA. 7+039.0± RT..

PC STA 7+015.552

PAUL L. ALLEN
PARCEL NO. (17)
LAND TAKEN = 755± S.F.
SLOPE EASEMENT = 0.14± AC. (1)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 175± S.F.(1)
TOTAL AREA = 5.27±AC.(CALC.)
REM. AREA = 5.26±AC.

PAUL L. ALLEN
PARCEL NO. (15)
LAND TAKEN = 366± S.F.
TEMP. CONST. RIGHTS = 345± S.F.(1)
TOTAL AREA = 7.40± AC.(SURVEY)
REM. AREA = 7.39± AC.

ALLEN DRIVE

SEE PLAN GREEN MEADOWS SUBDIVISION
APPROVED MAY 21, 1992
RECORDED JUNE 2, 1992
D 61-92

CURVE DATA

PI =7+074.434
Δ =4°12' 54.6" RT
R =1600.000 m
L =117.710 m
T =58.882 m
E =1.083 m

P.I.N. 009204.10

PLAN FILED IN PLAN BOOK PAGE					
		COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
PENOBSCOT COUNTY RECORDS
VOLUME 2, PAGE 289
4 RODS

STA. 6+853± TO STA. 7+036± RT.
S.H.C. FILE NO. 10-38

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL
LAND SURVEYOR

SYMBOLS

- IP or ● IPF (IRON PIPE or PIN)
- □ S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS
MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL
MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 6 OF 25 SHEETS
D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\01\civil\mstd\006.dwg Username: rhobe.moulton Date: 9/13/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

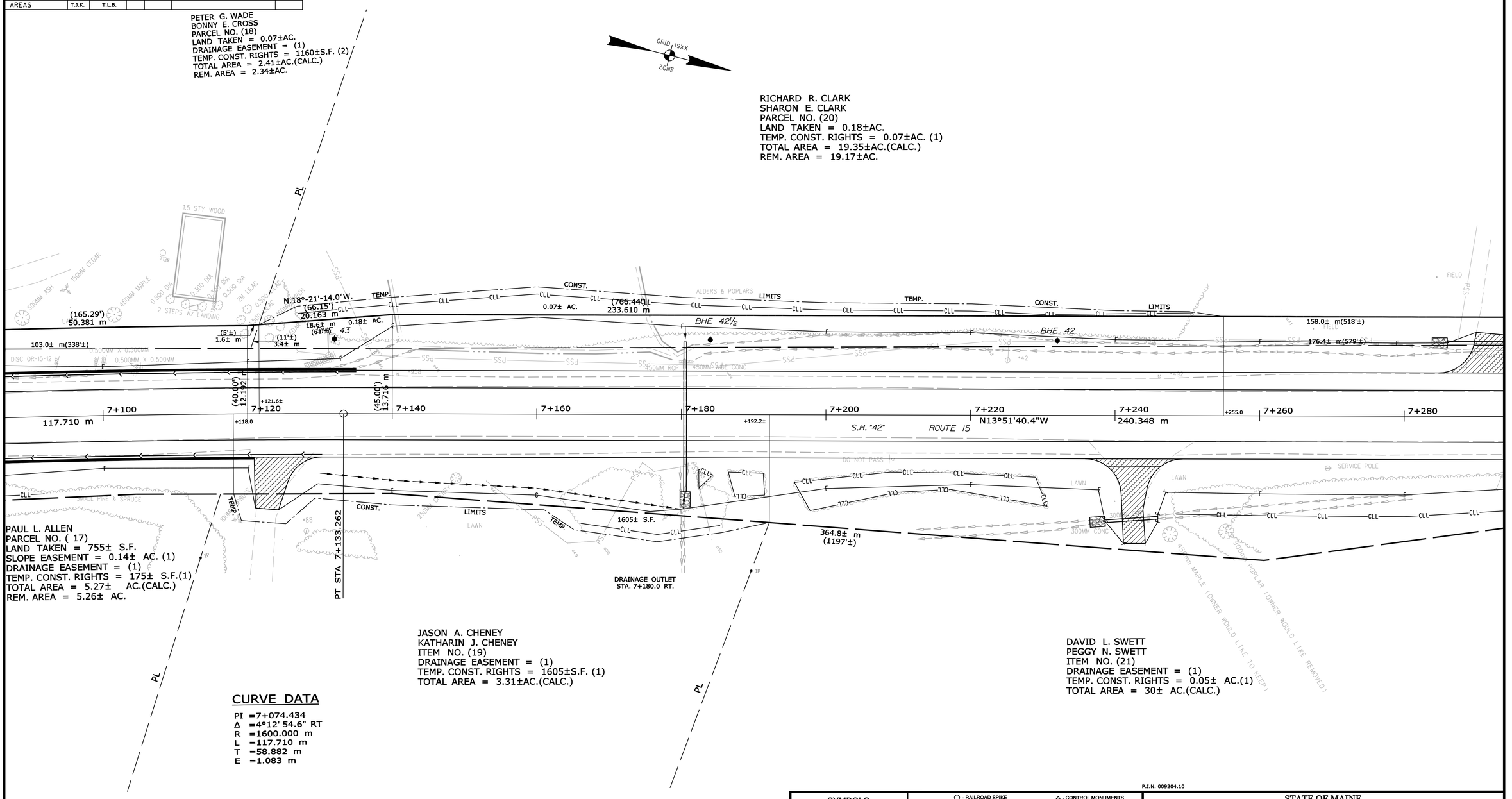
REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	7	25

PETER G. WADE
BONNY E. CROSS
PARCEL NO. (18)
LAND TAKEN = 0.07±AC.
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 1160±S.F. (2)
TOTAL AREA = 2.41±AC.(CALC.)
REM. AREA = 2.34±AC.

GRID 19XX ZONE

RICHARD R. CLARK
SHARON E. CLARK
PARCEL NO. (20)
LAND TAKEN = 0.18±AC.
TEMP. CONST. RIGHTS = 0.07±AC. (1)
TOTAL AREA = 19.35±AC.(CALC.)
REM. AREA = 19.17±AC.



PAUL L. ALLEN
PARCEL NO. (17)
LAND TAKEN = 755± S.F.
SLOPE EASEMENT = 0.14± AC. (1)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 175± S.F.(1)
TOTAL AREA = 5.27± AC.(CALC.)
REM. AREA = 5.26± AC.

JASON A. CHENEY
KATHARIN J. CHENEY
ITEM NO. (19)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 1605±S.F. (1)
TOTAL AREA = 3.31±AC.(CALC.)

DAVID L. SWETT
PEGGY N. SWETT
ITEM NO. (21)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 0.05± AC.(1)
TOTAL AREA = 30± AC.(CALC.)

CURVE DATA

PI =7+074.434
Δ =4°12' 54.6" RT
R =1600.000 m
L =117.710 m
T =58.882 m
E =1.083 m

PLAN FILED IN PLAN BOOK PAGE				
		COUNTY RECORD		
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
PENOBSCOT COUNTY RECORDS
VOLUME 2, PAGE 289
4 RODS

ALSO SEE
D.O.T. FILE NO. 10-212

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

P.I.N. 009204.10

SYMBOLS

- IP or ● IPF (IRON PIPE or PIN)
- □ S.T. (SEPTIC TANK)
- W WATER LINE W
- G GAS LINE G
- E ELECTRIC LINE E
- T TELEPHONE LINE T
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 7 OF 25 SHEETS
D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER

KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\01\row\misc\007_JWHEELAN_RIGHTWAY Username: rhobe.moulton Date: 9/13/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	8	25

RICHARD R. CLARK
SHARON E. CLARK
PARCEL NO. (20)
LAND TAKEN = 0.18±AC.
TEMP. CONST. RIGHTS = 0.07±AC. (1)
TOTAL AREA = 19.35±AC.(CALC.)
REM. AREA = 19.17±AC.

SHARON E. CLARK
PARCEL NO. (22)
LAND TAKEN = 0.09±AC.
TEMP. CONST. RIGHTS = 1395± S.F.(1)
TOTAL AREA = 29.26±AC.(CALC.)
REM. AREA = 29.17±AC.

ALVAH T. MALLORY, JR.
ITEM NO. (24)
TEMP. CONST. RIGHTS = 1650± S.F. (2)
TOTAL AREA = 0.97±AC.(CALC.)

ANTHONY D. GOMME
ITEM NO. (26)
TEMP. CONST. RIGHTS = 880±S.F. (2)
TOTAL AREA = 11,690±S.F. (CALC.)

DAVID L. SWETT
PEGGY N. SWETT
ITEM NO. (21)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 0.05± AC.(1)
TOTAL AREA = 30.19±AC.

RONALD W. ELKIN
ELAINE P. ELKIN
TRUSTEES OF THE ELKIN FAMILY TRUST
PARCEL NO. (23)
LAND TAKEN = 390± S.F.
SLOPE EASEMENT = 1940± S.F. (1)
DRAINAGE EASEMENT = (2)
TEMP. CONST. RIGHTS = 1685± S.F. (1)
TOTAL AREA = 4.78± AC.(CALC.)
REM. AREA = 4.77± AC.

PATRICK T. VAN DYNE
STACEY A. VAN DYNE
PARCEL NO. (25)
LAND TAKEN = 566± S.F.
SLOPE EASEMENT = 1765±S.F. (2)
CONST. & MAINT. EASE. = 160± S.F.(1)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 1490± S.F.(1)
TOTAL AREA = 16.30±AC.(SURVEY)
REM. AREA = 16.29±AC.

BOUNDARY SURVEY
BY PLISGA & DAY
DATED JULY 18, 2001
PROJ. NO. 98046S

CURVE DATA

PI	=7+496.411
Δ	=20°42'42.9" RT
R	=672.000 m
L	=242.922 m
T	=122.801 m
E	=11.128 m

PC STA 7+373.610

OUTLET DRAINAGE STRUCTURE STA. 7+358.0 RT.

DRAINAGE OUTLET STA. 7+390.0± RT.

TOE OF SLOPE DITCH STA 7+395.0 RT. TO STA. 7+440.0 RT.

N13°51'40.4"W 240.348 m S.H. "42" ROUTE 15

P.I.N. 009204.10

PLAN FILED IN PLAN BOOK	PAGE

NO.	GRANTOR	COUNTY RECORD INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
PENOBSCOT COUNTY RECORDS
VOLUME 2, PAGE 289
4 RODS

ALSO SEE
D.O.T. FILE NO. 10-212

PETER A. BELANGER 1541 PROFESSIONAL LAND SURVEYOR STATE OF MAINE

SYMBOLS

- IP or IPF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

RIGHT OF WAY MAP

STATE HIGHWAY "42" (ROUTE 15)

ORRINGTON PENOBSCOT COUNTY

FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011

SCALE: 1 = 250

SHEET NO. 8 OF 25 SHEETS

D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER

KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\10\vrow\mslo\008_RWR_RIGHT OF WAY Username: rhobe.moulton Date: 9/13/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	9	25

ROXANNA D. THERIAULT-ADAMS
A/K/A ROXANNA D. ADAMS
ITEM NO. (29)
DRAIN. EASE. = (1)
TEMP. CONST. RIGHTS = 395±S.F. (1)
TOTAL AREA = 1.84±AC.
(SURVEY)

ANTHONY D. GOMME
ITEM NO. (26)
TEMP. CONST. RIGHTS = 880±S.F. (2)
TOTAL AREA = 11,690±S.F.
(CALC.)

MELISSA M. WHITT
ITEM NO. (27)
DRAIN. EASE. = (1)
TEMP. CONST. RIGHTS = 985±S.F. (1)
TOTAL AREA = 1.89±AC.
(CALC.)

LISA C. ROBERTSON
ITEM NO. (30)
DRAINAGE EASEMENT =(1)
TEMP. CONST. RIGHTS = 0.06± AC. (1)
TOTAL AREA = 0.99±AC.(CALC.)

DAVID L. COSTIGAN
HELEN A. COSTIGAN
PARCEL NO. (32)
LAND TAKEN = 1089± S.F.
SLOPE EASEMENT = 0.08± AC. (1)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 1950± S.F.(2)
TOTAL AREA = 10.27±AC.(CALC.)
REM. AREA = 10.25±AC.

PATRICK T. VAN DYNE
STACEY A. VAN DYNE
PARCEL NO. (25)
LAND TAKEN = 566± S.F.
SLOPE EASEMENT = 1765±S.F. (2)
CONST. & MAINT. EASE. = 160± S.F.(1)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 1490± S.F.(1)
TOTAL AREA = 16.30±AC.(SURVEY)
REM. AREA = 16.29±AC.

BOUNDARY SURVEY
BY PLISGA & DAY
DATED JULY 18, 2001
PROJ. NO. 98046S

GLENDON F. RAND, II
ITEM NO. (28)
SLOPE EASEMENT = 166± S.F.(1)
CONST. AND MAINT. EASE. = 170±S.F. (1)
TEMP. CONST. RIGHTS = 0.05±AC. (1)
TOTAL AREA = 1.11±AC.(CALC.)

ALAN D. SANBORN
ITEM NO. (31)
TEMP. CONST. RIGHTS= 0.09±AC. (3)
TOTAL AREA = 32.29±AC.(CALC.)

CURVE DATA

PI =7+496.411
Δ =20°42'42.9" RT
R =672.000 m
L =242.922 m
T =122.801 m
E =11.128 m

P.I.N. 009204.10

PLAN FILED IN PLAN BOOK PAGE					
		COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
PENOBSCOT COUNTY RECORDS
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4 RODS

STA. 7+140± TO STA. 7+369± LT
STA. 7+481 TO STA. 7+518± RT.
S.H.C. FILE NO. 10-38

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

SYMBOLS

- IP or IPF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 9 OF 25 SHEETS
D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER

KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\DOT\row\rnsto\009_RW_SANBORN.dgn
Username: rhobe.moulton
Date: 9/13/2011

ITEM	TECH	CHECKED	REVISIONS			
			NO.	DATE	DESCRIPTION	BY
BASE MAP	TY-LIN					
EXIST. R/W	TY-LIN	TY-LIN				
PROP. LINES	TY-LIN	TY-LIN				
AREAS	T.J.K.	T.L.B.				

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	10	25

DAVID L. COSTIGAN
HELEN A. COSTIGAN
PARCEL NO. (32)
LAND TAKEN = 1089± S.F.
SLOPE EASEMENT = 0.08± AC. (1)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 1950± S.F. (2)
TOTAL AREA = 10.27±AC.(CALC.)
REM. AREA = 10.25±AC.

RITA M. STIMPSON
PARCEL NO. (34)
LAND TAKEN = 501± S.F. .
SLOPE EASEMENT = 0.05± AC. (1)
DRAINAGE EASEMENT = 700± S.F. (2)
TEMP. CONST. RIGHTS = 0.05± AC. (2)
TOTAL AREA = 6.45±AC.(CALC.)
REM. AREA = 6.44±AC.

DONALD P. GRAY
PARCEL NO. (36)
LAND TAKEN = 202±S.F.
DRAINAGE EASEMENT = 110± S.F.(1)
TEMP. CONST. RIGHTS = 1325±S.F. (1)
TOTAL AREA = 39,433± S.F.(CALC.)
REM. AREA = 39,231± S.F.

DONALD P. GRAY
PARCEL NO. (38)
LAND TAKEN = 58±S.F.
TEMP. CONST. RIGHTS = 595±S.F. (1)
TOTAL AREA = 5.54±AC.(CALC.)

CHARLES M. KENNEDY
ITEM NO. (120)
TEMP. CONST. RIGHTS= 1310± S.F. (2)
TOTAL AREA = 2.48±AC.(CALC.)

ALVAH T. MALLORY, JR.
ITEM NO. (33)
SLOPE EASEMENT = 0.06± AC.(1)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 0.08± AC. (1)
TOTAL AREA = 21.39± AC.(CALC.)

ESTATE OF
LOUINE M. COTTER
DIANNE E. LEVESQUE -
PERSONAL REPRESENTATIVE
ITEM NO. (35)
SLOPE EASE. = 1060± S.F.
DRAIN. EASE. = (1)
TEMP. CONST. RIGHTS = 1565± S.F. (1)
TOTAL AREA = 38,633± S.F.(CALC.)

DYNNISE E. LITTLEFIELD
ITEM NO. (37)
TEMP. CONST. RIGHTS = 1370± S.F.(1)
TOTAL AREA = 1.85± AC.(CALC.)

ALAN D. SANBORN
ITEM NO. (31)
TEMP. CONST. RIGHTS= 0.09±AC. (3)
TOTAL AREA = 32.29±AC.(CALC.)

BOUNDARY SURVEY
FOR DORIS E. ALLEN PROPERTY
BY PLISGA & DAY
DATED JUNE 14, 1977
PROJ. NO. 4877
(UNRECORDED)

OUTLET DRAINAGE STRUCTURE STA. 7+628.0± LT.
TOE OF SLOPE DITCH STA. 7+632.0 LT. TO STA. 7+690.4 LT.
DRAINAGE OUTLET STA. 7+690.4± LT.
OUTLET DRAINAGE STRUCTURE STA. 7+734.0 LT. TO STA. 7+752.4 LT.
OUTLET DRAINAGE STRUCTURE STA. 7+746.2 RT.
PC STA 7+728.148
PT STA 7+815.694
N06°51'02.5"E 111.616 m
87.546 m
ROUTE 15
S.H. "42"
BHE 32
BHE 32S
BHE 31
BHE 30
SLOPE EASE. LIMITS
0.08± AC.
0.05± AC.
0.06± AC.
CONST. LIMITS
TEMP.
DRAIN. EASE.
1089± S.F.
501± S.F.
700± S.F.
1060± S.F.
1565± S.F.
1325± S.F.
110± S.F.
202± S.F.
595± S.F.
58± S.F.
870± S.F.
1370± S.F.
75± S.F.
230± S.F.
1024.8± m (3362'±)
75.2± m(247'±)
98.2± m(323'±)
54.6± m(179'±)
56.9± m(187'±)
38.4± m(126'±)
38.8± m(127'±)
19.0± m(62'±)
18.3± m (60'±)
(3'±) 0.8± m
(1'±) 0.2± m
(249'±) 75.8± m
(62'±) 18.8± m
(2'±) 0.4± m
CLL
EASE.
LIMITS
PL
PSS
SSd
SSH
FIELD
LAWN
GRAYSHORE LA.
2 STY WFD
3 STEP
CEDAR HEDGE
500MM CEDAR
500MM JUNIPER
500MM SPRUCE
500MM DIA
300MM CMP BURIED ENDS
300MM CMP
100MM X 100MM
1.070 X1.070 BOX
DUG WELL
WELL
WELL HOUSE
450MM WILLOW
200MM TRIPLE MAPLE
900MM LOCUST
350MM LOCUST
400MM LOCUST
200MM FIR
SON PIN PART OLD RETWALL
ELEV. 7+815.694

GRID 19XX ZONE

PLAN FILED IN PLAN BOOK PAGE

NO.	GRANTOR	COUNTY RECORD INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
PENOBSCOT COUNTY RECORDS
VOLUME 2, PAGE 289
4 RODS

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

SYMBOLS

- IP or IPF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

P.I.N. 009204.10

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

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 10 OF 25 SHEETS
D.O.T. FILE NO. 10-456

DAVID BERNHARDT, COMMISSIONER
KENNETH L. SWEENEY, CHIEF ENGINEER

CURVE DATA

PI =7+771.962
Δ =6°05'41.3" RT
R =823.000 m
L =87.546 m
T =43.814 m
E =1.165 m

Filename: ...\Drawings\010_BWR_Layout.dwg Username: rhobe.moulton Date: 9/13/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	11	25

CURVE DATA

PI =8+010.542
Δ =7°02'16.2" LT
R =890.000 m
L =109.322 m
T =54.730 m
E =1.681 m

CHARLES M. KENNEDY
ITEM NO. (120)
TEMP. CONST. RIGHTS= 1310± S.F. (2)
TOTAL AREA = 2.48±AC.(CALC.)

MARY E. JUDE
MARK J. HANKS
ITEM NO. (41)
TEMP. CONST. RIGHTS = 0.08± AC. (2)
TOTAL AREA = 2.75±AC.(CALC.)

BARBARA M. WEIRICH
PARCEL NO. (43)
LAND TAKEN = 320± S.F.
DRAIN. EASE= = (1)
TEMP CONST. RIGHTS = 730± S.F. (1).
TOTAL AREA = 24,511± S.F.(CALC.)
REM. AREA = 24,191± S.F.

TOWN OF ORRINGTON
PARCEL NO. (44)
LAND TAKEN = 1493±S.F. = (2)
DRAINAGE EASEMENT = 1
TEMP. CONST. RIGHTS = 1
TOTAL S.F. =
TOTAL AREA (1) =
4.82± AC.(CALC.)
REM. AREA = 4.41±AC.

OUTLET DRAIN STRUCTURE STA. 8+010.6±

PC STA 7+955.812

PT STA 7+815.694

DYNNISE E. LITTLEFIELD
ITEM NO. (37)
TEMP. CONST. RIGHTS = 1370± S.F.(1)
TOTAL AREA = 1.85± AC.(CALC.)

BRENT K. VADAS
DIERDRE STEWART VADAS
PARCEL NO. (40)
(OMITTED)

JENNIFER L. HAMBROCK
ITEM NO. (39)
TEMP. CONST. RIGHTS = 609± S.F.(1)
TOTAL AREA = 17,089± S.F.(CALC.)

DAVID L. ODELL
ITEM NO. (42)
TEMP. CONST. RIGHTS = 1415± S.F.(2)
TOTAL AREA = 1.69± AC. (CALC.)

BOUNDARY SURVEY
FOR DORIS E. ALLEN PROPERTY
BY PLISGA & DAY
DATED JUNE 14, 1977
PROJ. NO. 4877
(UNRECORDED)

N12°56'43.8"E 140.118 m

S.H. "42" ROUTE 15

P.I.N. 009204.10

PLAN FILED IN PLAN BOOK PAGE					
		COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
PENOBSCOT COUNTY RECORDS
VOLUME 2, PAGE 289
4 RODS

ALSO SEE
D.O.T. FILE NO. 10-212

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

SYMBOLS

- IP or IPF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

RIGHT OF WAY MAP

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 11 OF 25 SHEETS
D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER

KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\DOT\raw\mstate\011_ROWPLANS\Highway
Username: rhobe.moulton
Date: 9/15/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	12	25

CURVE DATA

PI =8+010.542
Δ =7°02'16.2" LT
R =890.000 m
L =109.322 m
T =54.730 m
E =1.681 m

BARBARA M. WEIRICH
PARCEL NO. (43)
LAND TAKEN = 320± S.F.
DRAIN. EASE= (1)
TEMP CONST. RIGHTS = 730± S.F. (1).
TOTAL AREA = 24,511± S.F.(CALC.)
REM. AREA = 24,191± S.F.

TOWN OF ORRINGTON
PARCEL NO. (44)
LAND TAKEN 149±S.F.
DRAINAGE EASEMENT = (2)
TEMP. CONST. RIGHTS = 740± S.F. (1)
TOTAL AREA = 1.82± AC.(CALC.)
REM. AREA = 4.81±AC.

DENNIS VIOLETTE
HOLLY VIOLETTE
TRUSTEES UNDER THE
DENNIS VIOLETTE LIVING TRUST
PARCEL NO. (119)
LAND TAKEN = 174± S.F..
DRAINAGE EASEMENT = (2)
TEMP. CONST. RIGHTS = 0.14±AC. (1)
TOTAL AREA = 4.7±AC.(OWNER)
REM. AREA = 4.7±AC.

DENNIS VIOLETTE
HOLLY VIOLETTE
TRUSTEES UNDER THE
DENNIS VIOLETTE LIVING TRUST
AND THE HOLLY VIOLETTE
LIVING TRUST
ITEM NO. (46)
DRAINAGE EASEMENT = 475± S.F.(2)
TEMP. CONST. RIGHTS = 0.11±AC. (2)
TOTAL AREA = 4.03±AC.(OWNER)

DAVID L. ODELL
ITEM NO. (42)
TEMP. CONST. RIGHTS = 1415± S.F.(2)
TOTAL AREA = 1.69±AC.(CALC.

ROBERT E. GLIDDEN
LILLIAN J. GLIDDEN
ITEM NO. (45)
SLOPE EASEMENT= 715± S.F.(1)
DRAIN. EASE. = (1)
TEMP. CONST. RIGHTS = 1665± S.F.(1)
TOTAL AREA = 2.00± AC.(CALC.)

DENNIS L. ALLEN
SUSAN C. ALLEN
ITEM NO. (47)
DRAINAGE EASEMENT = (2)
TEMP. CONST. RIGHTS = 0.12± AC.(3)
TOTAL AREA = 24.72± AC.(CALC.)

NICKERSON ROAD
TOWN RECORDS
VOLUME 1, PAGE 194
ART. 25 3 RODS

EXISTING R/W
PENOBSCOT COUNTY RECORDS
VOLUME 2, PAGE 289
4 RODS

PLAN FILED IN PLAN BOOK PAGE

NO.	GRANTOR	COUNTY RECORD INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

P.I.N. 009204.10

SYMBOLS

- IP or IPF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS
MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL
MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 12 OF 25 SHEETS
D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\10\roworks\10\2_BW3\sht12.dgn
Username: rhobe.moulton
Date: 9/15/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	13	25

GRID 19XX ZONE

CURVE DATA

PI =8+285.143
Δ =21°21'32.4" LT
R =630.000 m
L =234.855 m
T =118.806 m
E =11.104 m

DENNIS VIOLETTE
HOLLY VIOLETTE
TRUSTEES UNDER THE
DENNIS VIOLETTE LIVING TRUST
AND THE HOLLY VIOLETTE
LIVING TRUST
ITEM NO. (46)
DRAINAGE EASEMENT = = 475± S.F.(2)
TEMP. CONST. RIGHTS = = 0.11±AC. (2)
TOTAL AREA = 4.03±AC.(OWNER)

LAWRENCE D. AUSTIN
ITEM NO. (49)
TEMP. CONST. RIGHTS = 0.05± AC.(2)
TOTAL AREA = 2.00±AC.(CALC.)

FOGGY RIDGE ROAD (PRIVATE)
20 FT. EASEMENT

KRISTOPHER M. SMITH
ITEM NO. (51)
TEMP. CONST. RIGHTS = 1815± S.F.(2)
TOTAL AREA = 17,993± S.F.

LOT 3

RICHARD B. JORDAN
KRIS ANN JORDAN
PARCEL NO. (53)
LAND TAKEN = 778±S.F.
DRAINAGE EASEMENT = (1) 775±S.F. (2)
TEMP. CONST. RIGHTS = 775±S.F. (2)
TOTAL AREA = 4.78± AC.(SURVEY.)
REM. AREA = 4.77± AC.

PC STA 8+166.336

OUTLET DRAINAGE STRUCTURE
STA. 8+165.0 TO
STA. 8+178.4 LT.

DRAINAGE OUTLET
STA. 8+340.4± LT.

INLET DRAINAGE STRUCTURE
STA. 8+333.4± RT.

INLET DRAINAGE STRUCTURE
STA. 8+297.0± RT.

MATTHEW R. BASTON
ITEM NO. (48)
TEMP. CONST. RIGHTS = 1730±S.F. (1)
TOTAL AREA = 31,884± S.F.(CALC.)

ESTATE OF
HILDA E. VAN WART
MONA F. VAN WART,
PERSONAL REPRESENTATIVE
ITEM NO. (50)
TEMP. CONST. RIGHTS = 1440± S.F.(1)
TOTAL AREA = 39,333± S.F.

CLIFFORD P. O'DONNELL
SHARON E. O'DONNELL
ITEM NO. (52)
DRAINAGE EASEMENT = (2)
TEMP. CONST. RIGHTS = 0.06±AC. (1)
TOTAL AREA = 0.90±AC.

DENNIS L. ALLEN
SUSAN C. ALLEN
ITEM NO. (47)
DRAINAGE EASEMENT = (2)
TEMP. CONST. RIGHTS = 0.12± AC.(3)
TOTAL AREA = 24.72± AC.(CALC.)

WILD IRISH ROAD

50 FT. R/W
PRIVATE ROAD

P.I.N. 009204.10

SYMBOLS

- IP or PF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

PLAN FILED IN PLAN BOOK PAGE

COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
PENOBSCOT COUNTY RECORDS
VOLUME 2, PAGE 289
4 RODS

STA. 8+243± TO STA. 8+335± RT.
S.H.C. FILE NO. 10-38

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

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

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011

SCALE: 1 = 250

SHEET NO. 13 OF 25 SHEETS

D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER

KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\D\vow\mslo\013_BWR\dwg\WAY Username: rhobe.moulton Date: 9/13/2011

ITEM	TECH	CHECKED	REVISIONS			
			NO.	DATE	DESCRIPTION	BY
BASE MAP	TY-LIN					
EXIST. R/W	TY-LIN	TY-LIN				
PROP. LINES	TY-LIN	TY-LIN				
AREAS	T.J.K.	T.L.B.				

METRIC

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	14	25

CURVE DATA

PI =8+285.143
Δ =21°21'32.4" LT
R =630.000 m
L =234.855 m
T =118.806 m
E =11.104 m

GRID 19XX
ZONE

LOT 1

SUBDIVISION PLAN
OAK POINT SUBDIVISION
BY PLISGA & DAY
DATED: JUNE 15, 1994
RECORDED: OCT. 24, 1994
FILE: D 110-94

LOT 2

LAWRENCE J. DELLAMATTERA
JOANNE A. DELLAMATTERA
PARCEL NO. (56)
LAND TAKEN = 546±S.F.
SLOPE EASE. = 200± S.F.(1)
DRAIN. EASE. = (1)
TEMP. CONST. RIGHTS
= 1395±S.F. (1)
TOTAL AREA = 3.29±AC.
(SURVEY)
REM. AREA = 3.28±AC.

LOT 1

SUBDIVISION PLAN OF
STERLING ACRES
BY PLISGA & DAY
DATED: SEPT. 1, 1988
PROJ. 85703
RECORDED: SEPT. 28, 1988
FILE: D 182-88

RICHARD B. JORDAN
KRIS ANN JORDAN
PARCEL NO. (53)
LAND TAKEN = 778±S.F.
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 775±S.F. (2)
TOTAL AREA = 4.79± AC.(SURVEY)
REM. AREA = 4.772 AC.(SURVEY)

LISA ABPLANALP
PARCEL NO. (54)
LAND TAKEN = 0.10±AC.
TEMP. CONST. RIGHTS = 1025±S.F. (1)
TOTAL AREA = 2.00±AC.(SURVEY)
REM. AREA = 1.90±AC.

OUTLET DRAINAGE STRUCTURE
STA. 8+484.0± LT.

DRAINAGE OUTLET
STA. 8+488.8± LT.

OUTLET DRAINAGE STRUCTURE
STA. 8+530.0 TO
STA. 8+535.0 LT.

MAINE PACKAGING EQUIPMENT, INC.
PARCEL NO. (58)
LAND TAKEN = 0.06±AC.
SLOPE. EASEMENT = 1875± S.F.(2)
DRAIN. EASE. = 335± S.F. (2)
TEMP. CONST. RIGHTS = 1130±S.F. (1)
TOTAL AREA = 3.00±AC.(SURVEY)
REM. AREA = 2.94±AC.

PT STA 8+401.191

PC STA 8+479.645

20 FT. R/W

OUTLET DRAINAGE STRUCTURE
STA. 8+458.4± RT.
LOCATION STAKED BY LANDOWNER

OUTLET DRAINAGE STRUCTURE
STA. 8+474.8± RT.

INLET DRAINAGE STRUCTURE
STA. 8+529.8± RT.

TOE OF SLOPE DITCH
STA. 8+524.8 TO
STA. 8+545.4 RT.

DRAINAGE STRUCTURE
STA. 8+545.4± TO
STA. 8+559.0± RT.

CHARLES S. COLSON
DEBRA FOREST COLSON
ITEM NO. (55)
CONST. & MAINT. EASE. = 70± S.F.(1)
DRAINAGE EASEMENTS = (2)
TEMP. CONST. RIGHTS = 0.11± AC.(2)
TOTAL AREA = 5.00± AC.(CALC.)

HENRY D. KENNY
ITEM NO. (57)
SLOPE EASEMENT = 785± S.F.(1)
DRAIN. EASE. = (1)
TEMP. CONST. RIGHTS = 0.08± AC.(2)
BUILDING = (1)
TOTAL AREA = 10,160± S.F.(CALC.)

NOTE: RIGHTS TAKEN TO RAZE OR REMOVE BUILDING AT STA. 8+490.0± RT.

TIMOTHY C. MADDEN
PARCEL NO. (59)
LAND TAKEN = 358±S.F.
SLOPE EASE. = 0.06± AC.(1)
CONST. & MAINT. EASE. = 170± S.F.(2)
DRAINAGE EASEMENT = (2)
TEMP. CONST. RIGHTS = 1445± S.F.(2)
TOTAL AREA = 5.00±AC.(CALC.)
REM. AREA = 5.992±AC.

POTTERS LANE
RIGHT OF WAY
TO OTHERS
50 FT. R/W

CURVE DATA

PI =8+564.502
Δ =10°-53'-33.7" RT.
R =890.000 m
L =169.201 m
T =84.856 m
E =4.036 m

P.I.N. 009204.10

PLAN FILED IN PLAN BOOK PAGE					
		COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
	ITEM NO. 57	COND.	6/12/111	12500	239

EXISTING R/W
PENOBSCOT COUNTY RECORDS
VOLUME 2, PAGE 289
4 RODS

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

SYMBOLS

- IP or ● IPF (IRON PIPE or PIN)
- □ S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

RIGHT OF WAY MAP

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART I & II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 14 OF 25 SHEETS
D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER

KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\10\roworks\10\4_BWB\Sht14Orig.dgn Username: rhobe.moulton Date: 9/13/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	15	25

LOT 1

SUBDIVISION PLAN OF
STERLING ACRES
BY PLISGA & DAY
DATED: SEPT. 1, 1988
PROJ. 85703
RECORDED: SEPT. 28, 1988
FILE: D 182-88

MAINE PACKAGING EQUIPMENT, INC.
PARCEL NO. (58)
LAND TAKEN = 0.06±AC.
SLOPE. EASEMENT = 1875± S.F.(2)
DRAIN. EASE. = 335± S.F. (2)
TEMP. CONST. RIGHTS = 1130±S.F. (1)
TOTAL AREA = 3.00±AC.(SURVEY)
REM. AREA = 2.94±AC.

LOT 2

MARGARET E. GRIFFITHS
PARCEL NO. (60)
LAND TAKEN = 0.05±AC.
TEMP. CONST. RIGHTS = 490±S.F. (1)
TOTAL AREA = 2.77±AC.(SURVEY)
REM. AREA = 2.72±AC.

LOT 3

ALVIN L. SPINNEY
MAUREEN E. SPINNEY
PARCEL NO. (64)
LAND TAKEN = 318±S.F.
TEMP. CONST. RIGHTS. = 315±S.F. (1)
TOTAL AREA = 2.00±AC.(SURVEY)
REM. AREA = 1.99±AC.

WALTER B. WARME
MARY E. WARME
PARCEL NO. (63)
LAND TAKEN = 0.06±AC.
TEMP. CONST. RIGHTS. = 950±S.F. (1)
TOTAL AREA = 3.34±AC.(SURVEY)
REM. AREA = 3.28±AC.

PETER J. KOPTEROS
MARTHA A. KOPTEROS
ITEM NO. (65)
TEMP. CONST. RIGHTS. = 1860±S.F (2)
TOTAL AREA = 1.03±AC.(CALC.)

OUTLET DRAINAGE STRUCTURE
STA. 8+530.0 TO
STA. 8+535.0 LT.

INLET DRAINAGE STRUCTURE
STA. 8+529.8± RT.

TOE OF SLOPE DITCH
STA. 8+524.8 TO
STA. 8+545.4 RT.

DRAINAGE STRUCTURE
STA. 8+545.4± TO
STA. 8+559.0± RT.

OUTLET DRAINAGE STRUCTURE
STA. 8+589.6± RT.

AMY B. BASFORD
JENNIFER CYR
ITEM NO. (61)
SLOPE EASEMENT = 605± S.F.(1)
DRAINAGE EASEMENT = (2)
TEMP. CONST. RIGHTS. = 1295± S.F.(1)
TOTAL AREA = 2.05±AC.(SURVEY)

TIMOTHY C. MADDEN
PARCEL NO. (59)
LAND TAKEN = 358±S.F.
SLOPE EASE. = 0.06± AC.(1)
CONST. & MAINT. EASE. = 170± S.F.(1)
DRAIN. & SLOPE EASEMENT = (2)
TEMP. CONST. RIGHTS = 1445± S.F.(2)
TOTAL AREA = 6.03±AC.(CALC.)
REM. AREA = 5.99±AC.

POTTERS LANE
RIGHT OF WAY
TO OTHERS
50 FT. R/W

LOT 1

SUB-DIVISION
FOR DAVID E. REED
BY PRENTISS & CARLISLE CO. INC.
DATED 4-23-76
RECORDED 5-4-76
MAP FILE 608.

JOHN A. TRAVIS
SUZANNE M. TRAVIS
ITEM NO. (62)
TEMP. CONST. RIGHTS. = 0.06± AC.(1)
TOTAL AREA = 10.29±AC.(CALC.)

TIMOTHY J. WEST
PARCEL NO. (66)
(OMITTED)

PT STA 8+648.846

CURVE DATA

PI =8+564.502
Δ =10°53'33.7" RT
R =890.000 m
L =169.201 m
T =84.856 m
E =4.036 m

N04°33'31.0"W
348.458 m
440.0± m (1444'±)
169.201 m

PLAN FILED IN PLAN BOOK PAGE					
		COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
PENOBSCOT COUNTY RECORDS
VOLUME 2, PAGE 289
4 RODS

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

SYMBOLS

- IP or IPF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 15 OF 25 SHEETS
D.O.T. FILE NO. 10-456

P.I.N. 009204.10

DAVID BERNHARDT
COMMISSIONER

KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\10\roworks\10\15_BWB.dwg Date: 9/15/2011 Username: rhobe.moulton

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	16	25

PETER J. KOPTEROS
MARTHA A. KOPTEROS
ITEM NO. (65)
TEMP. CONST. RIGHTS. = 1860±S.F (2)
TOTAL AREA = 1.03±AC.(CALC.)

GERALD T. COX
SUZANNE T. COX
ITEM NO. (67)
TEMP. CONST. RIGHTS. = 1485±S.F. (2)
TOTAL AREA = 1.00±AC.(CALC.)

TOWN OF ORRINGTON
ITEM NO. (69)
TEMP. CONST. RIGHTS. = 460±S.F. (2)
TOTAL AREA = 3.87±AC.(CALC.)

CHRISTOPHER D. PATTERSHALL
RACHELLE PATTERSHALL
PARCEL NO. (71)
(OMITTED)

MARK S. APTT
DEBBIE M. APTT
ITEM NO. (73)
(OMITTED)

TIMOTHY J. WEST
PARCEL NO. (66)
(OMITTED)

MARK D. STEVENS
NORMA K. STEVENS
PARCEL NO. (68)
(OMITTED).

MARK D. STEVENS
NORMA K. STEVENS
ITEM NO. (70)
TEMP. CONST. RIGHTS = 195± S.F.(2)
TOTAL AREA = 1.12±AC.(CALC.)
.

RALPH J. POLLARD
BUILDING ASSOCIATION
ITEM NO. (72)
TEMP. CONST. RIGHTS = 1735±S.F. (1)
TOTAL AREA = 1.06±AC.(CALC.)

JOSEPH H. BERRY
RAYLEEN J. BERRY
ITEM NO. (74)
TEMP. CONST. RIGHTS = 1900± S.F.(1)
TOTAL AREA = 14,480± S.F.(CALC.)

GRID 19XX
ZONE

N04°33'31.0"W
348.458 m
(1982'±)
604.2± m
440.0± m
(1444'±)

S.H. "42"
ROUTE 15

PLAN FILED IN PLAN BOOK PAGE

NO.	GRANTOR	COUNTY RECORD INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
PENOBSCOT COUNTY RECORDS
VOLUME 2, PAGE 289
4 RODS

ALSO SEE
D.O.T. FILE NO. 10-212

PETER A. BELANGER 1541 PROFESSIONAL LAND SURVEYOR

SYMBOLS

- IP or IPF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

P.I.N. 009204.10

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

RIGHT OF WAY MAP

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 16 OF 25 SHEETS
D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER

KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\10\cw\mst\s016_SWRow.dgn Username: rhobe.moulton Date: 9/13/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9204(100)X	17	25

GRID
19XX
ZONE

SURVEY PLAN
INCLUDES PARCEL NOS. 77 AND 79
BY PLISGA & DAY
DATED: JULY 29, 1985
PROJ. NO. 85377

MARK S. APTT
DEBBIE M. APTT
ITEM NO. (73)
(OMITTED)

DUANE R. NADEAU
CARRIE ANN NADEAU
ITEM NO. (75)
TEMP. CONST. RIGHTS = 0.06± AC. (1)
TOTAL AREA = 23,090± S.F.(CALC.)

JOHN J. WARD
CYNTHIA A. WARD
ITEM NO. (77)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 0.05± AC.(2)
TOTAL AREA = 3.06±AC.(CALC.)

VERLE L. DRINKWATER
JOAN M. DRINKWATER
ITEM NO. (79)
TEMP. CONST. RIGHTS = 1765±S.F. (1)
TOTAL AREA = 1.56±AC.(CALC.)

R. STEPHEN AMATO
MARIAN V. FLEMING
ITEM NO. (81)
DRAINAGE EASEMENT = = 0.05±AC. (1)
TEMP. CONST. RIGHTS = 0.11±AC. (3)
TOTAL AREA = 6.52±AC.(CALC.)

JAMES B. ALEXANDER
ELIZABETH M. ALEXANDER
ITEM NO. (76)
TEMP. CONST. RIGHTS = 1640±S.F. (1)
TOTAL AREA = 1.82±AC.(CALC.)

JOSEPH H. BERRY
RAYLEEN J. BERRY
ITEM NO. (74)
TEMP. CONST. RIGHTS = 1900± S.F.(1)
TOTAL AREA = 14,480± S.F.(CALC.)

NORTHERN NEW ENGLAND
TELEPHONE OPERATIONS LLC
PARCEL NO. (78)
LAND TAKEN = 61± S.F.
TEMP. CONST. RIGHTS = 1100± S.F. (1)
TOTAL AREA = 9688± S.F.(CALC.)
REM. AREA = 9627± S.F.

THE WOOSTER LLC
PARCEL NO. (80)
LAND TAKEN = 368± S.F.
TEMP. CONST. RIGHTS = 655± S.F.(2)
TOTAL AREA = 1.77± AC.(CALC.)
REM. AREA = 1.76± AC.

JAMES E. YOUNG
CHERYL J. YOUNG
ITEM NO. (113)
TEMP. CONST. RIGHTS = 515± S.F. (1)
TOTAL AREA = 13.73± AC.
(SURVEY)

156.42m2

INLET DRAINAGE STRUCTURE
STA. 9+090.6± RT.

DRAINAGE OUTLET
STA. 9+010.0 LT.

348.458 m
N04°33'31.0"W

440.0± m
(1444'±)

(1982'±)
604.2± m

10.058 m
(33.00')

172.684 m

9.8± m
(32'±)

(94'±)
28.7± m

28.6± m
(94'±)

0.6± m
(2'±)

(122'±)
40.3± m

69.0± m
(226'±)

40.4± m
(133'±)

57.0± m
(187'±)

0.2± m
(1'±)

1900± S.F.

1640± S.F.

1100± S.F.

61± S.F.

368± S.F.

380± S.F.

275± S.F.

515± S.F.

1765± S.F.

1540± S.F.

1810± S.F.

305± S.F.

1040± S.F.

CURVE DATA

PI =9+083.939
Δ =11°32'42.2" RT
R =857.000 m
L =172.684 m
T =86.636 m
E =4.368 m

P.I.N. 009204.10

SURVEY BY PLISGA & DAY
DATE: OCT. 10, 2001
PROJ. NO. 00358
RECORDED: NOV. 6, 2001
FILE: 2001-90

SYMBOLS

- IP or IPF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

PLAN FILED IN PLAN BOOK PAGE

COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
PENOBSCOT COUNTY RECORDS
VOLUME 2, PAGE 289
4 RODS

ALSO SEE
D.O.T. FILE NO. 10-212

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

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

RIGHT OF WAY MAP

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011

SCALE: 1 = 250

SHEET NO. 17 OF 25 SHEETS

D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER

KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\D\Crow\mst\Q17_BWRGM17.dgn
Username: rhobe.moulton
Date: 9/13/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	18	25

GRID 19XX ZONE

R. STEPHEN AMATO
MARIAN V. FLEMING
ITEM NO. (81)
DRAINAGE EASEMENT = 0.05±AC. (1)
TEMP. CONST. RIGHTS = 0.11±AC. (3)
TOTAL AREA = 6.52±AC.(CALC.)

DANIEL L. FRAZELL
KAREN E. FRAZELL
ITEM NO. (86)
TEMP. CONST. RIGHTS = 0.07±AC. (1)
TOTAL AREA = 35,135± S.F.(CALC.)

DAVID C. THAYER, JR.
ITEM NO. (88)
TEMP. CONST. RIGHTS = 540±S.F. (2)
TOTAL AREA = 0.391± AC.(SURVEY)

EASEMENT
OUTLET DRAINAGE STRUCTURE STA. 9+097.0 TO STA. 9+110.0 LT.
DRAINAGE
0.05± AC.
TEMP.
LIMITS
CONST.
0.07± AC.
1540± S.F.
(1982'±) 604.2± m
BHE 3E
BHE 4S
BHE 5
BHE 6
BHE 6D
BHE 4
BHE 3
BHE 2
9+080
9+100
9+120
9+140
9+160
9+180
9+200
9+220
9+240
9+260
172.684 m
87.384 m
64.348 m
S.H. "42"
ROUTE 15
N31°24'34.4"E
PL
T.C.L.
2 STY WFS
2 BAY GARAGE
1 1/2 STY WFD.
2STY WFD.
1.5 STY WFD.
CHURCH
4 STEPS
VEG.
LAWN
GRASS
GRAVEL
CEDAR
20MM HARD WOOD 1M WIDE
20MM BIRCH
80MM DIA.
450MM MAPLE
400MM TRIPLE WILLOW
500MM WILLOW
800MM WILLOW
6 CLUMP 150MM
250MM SPRUCE
1M WIDE X 1.5M DEEP
WOOD CHIPS
DAMAGED/REPLACED
NEW POLE NO.4S
NEW POLE NO.1S
NEW POLE NO.5
TIP IN ROCK 200MM A/G BENT
200mm DRILLED WELL
200MM CONC PIPE
200MM CASING D/W
400MM 900MM 500MM
500MM 500MM 500MM
700MM 700MM 500MM
800MM 500MM 400MM
INLET DRAINAGE STRUCTURE STA. 9+090.6 RT.
INLET DRAINAGE STRUCTURE STA. 9+122.8± RT.
INLET DRAINAGE STRUCTURE STA. 9+197.0± RT.
PCC STA 9+169.988
PT STA 9+257.372
P.I.N. 009204.00

LIGHTHOUSE CHURCH OF GOD, INC.
ITEM NO. (82)
DRAIN. EASE. = (2)
TEMP. CONST. RIGHTS = 830± S.F. (1)
TOTAL AREA = 2.45± AC. (SURVEY)

LOT 4

JAMES E. YOUNG
CHERYL J. YOUNG
ITEM NO. (113)
TEMP. CONST. RIGHTS = 515± S.F. (1)
TOTAL AREA = 13.73± AC. (SURVEY)

SURVEY BY PLISGA & DAY
DATE: OCT. 19, 2001
PROJ. NO. 00358
RECORDED: NOV. 6, 2001
FILE: 2001-90

LIGHTHOUSE CHURCH OF GOD, INC.
PARCEL NO. (83)
LAND TAKEN = 271± S.F.
DRAIN. EASE. = (1)
TEMP. CONST. RIGHTS = 1150± S.F. (1)
TOTAL AREA = 19,663± S.F.(CALC.)
REM. AREA = 19,392± S.F.

GARY L. GRANT
JOANNE S. GRANT
PARCEL NO. (84)
LAND TAKEN = 728± S.F.
TOTAL AREA = 12,995± S.F. (CALC.)
REM. AREA = 12,267± S.F.

JUDY A. DOANE
ITEM NO. (85)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 685± S.F. (3)
TOTAL AREA = 37,658± S.F.(CALC.)

SHEILA A. BIRD
TROY J. BIRD
ITEM NO. (87)
SIGNAL SYSTEM EASE. = 210± S.F.(1)
TEMP. CONST. RIGHTS = 455± S.F.(1)
TOTAL AREA = 35,133± S.F.(CALC.)

CURVE DATA
PI =9+083.939
Δ =11°32'42.2" RT
R =857.000 m
L =172.685 m
T =86.636 m
E =4.368 m

CURVE DATA
PI =9+214.354
Δ =24°25'23.2" RT
R =205.000 m
L =87.384 m
T =44.366 m
E =4.746 m

PLAN FILED IN PLAN BOOK PAGE					
		COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
PENOBSCOT COUNTY RECORDS
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4 RODS

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

SYMBOLS

- IP or ● IPF (IRON PIPE or PIN)
- □ S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS
MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL
MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016
RIGHT OF WAY MAP
STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 18 OF 25 SHEETS
D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\10\vow\misc\018_SWP.dgn Username: rhobe.moulton Date: 9/13/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	19	25

DAVID C. THAYER, JR.
ITEM NO. (88)
TEMP. CONST. RIGHTS = 540±S.F. (2)
TOTAL AREA = 0.391± AC.(SURVEY)

BOUNDARY SURVEY
BY PLISGA & DAY
DATED: APR. 14, 1994
PROJ. NO. 94086

NORTH EAST ENTERPRISES, INC.
ITEM NO. (89)
TEMP. CONST. RIGHTS = 0.06± (1)
TOTAL AREA = 14,085± S.F.(CALC.)

TINA L. O'DONNELL
PARCEL NO. (91)
LAND TAKEN = 1753± S.F. (1)
SIGNAL SYSTEM EASE. = 30± S.F.
TEMP. CONST. RIGHTS = 1735±S.F. (1)
TOTAL AREA = 26,742± S.F.(CALC.)
REM. AREA = 24,989± S.F.

UNITED STATES OF AMERICA
VETERANS AFFAIRS
ITEM NO. (93)
LAND = 1523± S.F. (EASE. FOR HIGHWAY PURPOSES)
TEMP. CONST. RIGHTS = 1465±S.F. (1)
TOTAL AREA = 36,822± S.F.(CALC.)

SHERMAN R. WILLIAMS
SYLVIA F. WILLIAMS
ITEM NO. (94)
TEMP. CONST. RIGHTS = 1550±S.F. (1)
TOTAL AREA = 3.19±AC.(CALC.)

SHEILA A. BIRD
TROY J. BIRD
ITEM NO. (87)
SIGNAL SYSTEM EASE. = 210± S.F.(1)
TEMP. CONST. RIGHTS = 455± S.F.(1)
TOTAL AREA = 35,133± S.F.(CALC.)

ROBERT S. GILLAM
JOAN M. GILLAM
ITEM NO. (90)
TEMP. CONST. RIGHTS = 630± S.F. (2)
TOTAL AREA = 23,541± S.F.(CALC.)

ANNA A. DOSEN
JOSEPH M. DOSEN
ITEM NO. (92)
TEMP. CONST. RIGHTS = 230± S.F.(1)
TOTAL AREA = 3.30± AC.(SURVEY)

ROBERT E. DOWNES
PATRICIA R. DOWNES
ITEM NO. (95)
TEMP. CONST. RIGHTS = 0.06± AC. (1)
TOTAL AREA = 17.5± AC.(CALC.)

SURVEY BY PLISGA & DAY
OCT. 7, 1991
PROJ. NO. 86989
(UNRECORDED)
P.I.N. 009204.10

CURVE DATA

PI =9+371.222
Δ =7°05'57.3" RT
R =798.000 m
L =98.877 m
T =49.502 m
E =1.534 m

PLAN FILED IN PLAN BOOK PAGE

NO.	GRANTOR	COUNTY RECORD INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
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VOLUME 2, PAGE 289
4 RODS

PETER A. BELANGER 1341 — STATE OF MAINE — PROFESSIONAL LAND SURVEYOR

SYMBOLS

- ● IP or ● IPF (IRON PIPE or PIN)
- □ S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

RIGHT OF WAY MAP

STATE HIGHWAY "42" (ROUTE 15)

ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 19 OF 25 SHEETS
D.O.T. FILE NO. 10-456

DAVID BERNHARDT, COMMISSIONER
KENNETH L. SWEENEY, CHIEF ENGINEER

Filename: ...\10\row\mstd\019_BWS.dgn Date: 9/15/2011 User:name: rhobe.moulton

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	20	25

SHERMAN R. WILLIAMS
SYLVIA F. WILLIAMS
ITEM NO. (94)
TEMP. CONST. RIGHTS = 1550±S.F. (1)
TOTAL AREA = 3.19±AC.(CALC.)

ALAN GRANT
JAMIE GRANT
ITEM NO. (96)
DRAINAGE EASEMENT = 365± S.F.(2)
TEMP. CONST. RIGHTS = 0.17±AC. (3)
TOTAL AREA = 3.73±AC.(CALC.)

ROBERT E. DOWNES
PATRICIA R. DOWNES
ITEM NO. (95)
TEMP. CONST. RIGHTS = 0.06± AC. (1)
TOTAL AREA = 17.5± AC.(CALC.)

OUTLET DRAINAGE STRUCTURE
STA. 9+515.0 TO STA. 9+520.0 LT.

PC STA 9+493.030

25' ROW TO OTHERS

CURVE DATA

PI =9+566.246
Δ =4°47' 29.2" RT
R =1750.000 m
L =146.346 m
T =73.216 m
E =1.531m

PLAN FILED IN PLAN BOOK PAGE					
		COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

EXISTING R/W
PENOBSCOT COUNTY RECORDS
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4 RODS

STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

SYMBOLS

- IP or ● IPF (IRON PIPE or PIN)
- □ S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS
MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL
MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

P.I.N. 009204.10

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

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 20 OF 25 SHEETS
D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\D\vow\mslo\020_RWR_ALIGNMENT_RW.dgn Username: rhobe.moulton Date: 9/13/2011

ITEM	TECH	CHECKED	REVISIONS			
			NO.	DATE	DESCRIPTION	BY
BASE MAP	TY-LIN					
EXIST. R/W	TY-LIN	TY-LIN				
PROP. LINES	TY-LIN	TY-LIN				
AREAS	T.J.K.	T.L.B.				

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	21	25

GRID 19XX ZONE

PATRICK A. LEMIEUX
ITEM NO. (97)
DRAINAGE EASEMENT = 435± S.F.(1)
TEMP. CONST. RIGHTS = 1770±S.F.(4)
TOTAL AREA = 2.98±AC.(CALC.)

VALERIE L. LINDSAY
ITEM NO. (99)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 0.09± AC.(1)
TOTAL AREA = 3.23±AC.(CALC.)

CURVE DATA

PI =9+877.753
Δ =16°32'33.3" LT
R =1043.00 m
L =301.38 m
T =151.624 m
E =10.963 m

LORIE B. WEBSTER
ITEM NO. (101)
DRAINAGE EASEMENT = 1205± S.F. (2)
TEMP. CONST. RIGHTS = 0.05± AC. (2)
TOTAL AREA = 1.80±AC.(CALC.)

PC STA 9+726.129

OUTLET DRAINAGE STRUCTURE STA. 9+631.0 TO STA. 9+637.0 LT.

OUTLET DRAINAGE STRUCTURE STA. 9+740.0± LT.

OUTLET DRAINAGE STRUCTURE STA. 9+786.4± TO STA. 9+797.0 LT.

PT STA 9+639.376

CURVE DATA

PI =9+566.246
Δ =4°47' 29.2" RT
R =1750.000 m
L =146.346 m
T =73.216 m
E =1.531m

ROBERT E. DOWNES
PATRICIA R. DOWNES
ITEM NO. (95)
TEMP. CONST. RIGHTS = 0.06± AC. (1)
TOTAL AREA = 18.5± AC.(CALC.)

ESTATE OF ANTHONY R. JORDAN
PAMELA JORDAN - PERSONAL REPRESENTATIVE
ITEM NO. (98)
TEMP. CONST. RIGHTS = 1630± S.F.(2)
TOTAL AREA = 5.62±AC.(CALC.)

RANDY L. KENNEY
SUSAN L. KENNEY
PARCEL NO. (100)
LAND TAKEN = 963± S.F.
TEMP. CONST. RIGHTS = 665± S.F. (2)
TOTAL AREA = 1.52± AC.(CALC.)
REM. AREA = 1.50± AC.

P.I.N. 009204.10

PLAN FILED IN PLAN BOOK PAGE					
		COUNTY RECORD			
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STATE OF MAINE
PETER A. BELANGER
1541
PROFESSIONAL LAND SURVEYOR

SYMBOLS

- IP or IPF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 21 OF 25 SHEETS
D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER

Filename: ...\10\cad\mslo\021_SHEET_ROW_ALIGN.dgn Usernome: rhobe.moulton Date: 9/13/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	22	25

LORIE B. WEBSTER
ITEM NO. (101)
DRAINAGE EASEMENT = 1205± S.F. (2)
TEMP. CONST. RIGHTS = 0.05± AC. (2)
TOTAL AREA = 1.80±AC.(CALC.)

MARIE H. CARRIGAN
ITEM NO. (103)
TEMP. CONST. RIGHTS = 1885± S.F. (2)
TOTAL AREA = 1.26± AC.(CALC.)

CURVE DATA

PI =9+877.753
Δ =16°32'33.3" LT
R =1043.00 m
L =301.138 m
T =151.624 m
E =10.963 m

HELEN J. LEWIS
F/K/A HELEN J. GOGAN
PARCEL NO. (106)
LAND TAKEN = 0.10±AC.
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 800±S.F. (2)
TOTAL AREA = 14.22±AC.(TOWN)
REM. AREA = 14.12±AC.

OUTLET DRAINAGE STRUCTURE
STA. 9+786.4± TO STA. 9+797.0 LT.

OUTLET DRAINAGE STRUCTURES
STA. 9+824.0 TO STA. 9+832.0 LT

DRAINAGE OUTLET
STA. 9+946.6± LT.

THE WOOSTER, LLC
PARCEL NO. (102)
LAND TAKEN = 1716± S.F.
TOTAL AREA = 110.00± AC
REM. AREA = 109.96± AC.

RANDY L. KENNEY
SUSAN L. KENNEY
PARCEL NO. (100)
LAND TAKEN = 963± S.F.
TEMP. CONST. RIGHTS = 665± S.F. (2)
TOTAL AREA = 1.52± AC.(CALC.)
REM. AREA = 1.50±AC.

ELLEN M. FORD, TRUSTEE OF
ELLEN M. FORD TRUST
PARCEL NO. (104)
LAND TAKEN = 776±S.F.
TOTAL AREA = 42,107± S.F.(CALC.)
REM. AREA = 41,331± S.F.

JEFFREY ELLIS TOURTILLOTTE
ITEM NO. (105)
TEMP. CONST. RIGHTS = 1165± S.F.(1)
TOTAL AREA = 1.98± AC.(CALC.)

SETH L. ADAMS, JR.
BEVERLY A. ADAMS
ITEM NO. (107)
TEMP. CONST. RIGHTS = 335± S.F.(2)
TOTAL AREA = 5.03± AC.(CALC.)

16 FT. R/W CONVEYED TO FRANK F. McGINLEY VOL. 1414 PG. 65 (1953)

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		COND.	9/12/11	12590	129

P.I.N. 009204.10

SYMBOLS

- IP or IPF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 22 OF 25 SHEETS
D.O.T. FILE NO. 10-456

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER

PETER A. BELANGER 1341 STATE OF MAINE PROFESSIONAL LAND SURVEYOR

Filename: ...\10\ow\mslo\022_RWBASE.dgn Username: rhobe.moulton Date: 9/13/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	23	25

CURVE DATA

PI =9+877.753
Δ =16°32'33.3" LT
R =1043.00 m
L =301.138 m
T =151.624 m
E =10.963 m

BOUNDARY SURVEY
BY PLISGA & DAY
DATED: APR. 19, 1999
PROJ. NO. 88304-01

GRID 19XX ZONE

HELEN J. LEWIS
F/K/A HELEN J. GOGAN
PARCEL NO. (106)
LAND TAKEN = 0.10±AC.
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 800±S.F. (2)
TOTAL AREA = 14.22±AC.(TOWN)
REM. AREA = 14.12±AC.

TDL, LLC
PARCEL NO. (110)
LAND TAKEN = 0.07± AC.
TEMP. CONST. RIGHTS = 0.05± AC.(3)
TOTAL AREA = 2.00± AC.(CALC.)
REM. AREA = 1.93± AC.

PENOBSCOT ENERGY RECOVERY COMPANY
PARCEL NO. (112)
LAND TAKEN = 0.09±AC.
SLOPE EASEMENT = 1620±S.F. (1)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 0.16±AC.(4)
TOTAL AREA = 40.3±AC.(SURVEY)
REM. AREA = 43.21±AC.

SETH L. ADAMS, JR.
BEVERLY A. ADAMS
ITEM NO. (107)
TEMP. CONST. RIGHTS = 335± S.F.(2)
TOTAL AREA = 5.03± AC.(CALC.)

JAMES B. BELL
CHRISTY J. BELL
ITEM NO. (108)
TEMP. CONST. RIGHTS = 530±S.F. (1)
TOTAL AREA = 3.00±AC.(SURVEY)

MARK E. POWERS
ANNI S. POWERS
ITEM NO. (109)
TEMP. CONST. RIGHTS = 1930±S.F. (3)
TOTAL AREA = 20.95±AC.

RICHARD J. GOODE
ITEM NO. (111)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 0.08± AC.(2)
TOTAL AREA = 5.11± AC.(CALC.)

BOUNDARY SURVEY
BY RICHARD N. PERRY JR.
DATED: DEC. 18, 1990
PROJ. NO. 193590
RECORDED: MAY, 28, 1992
FILE: D 58-92

CURVE DATA

PI =10+247.761
Δ =19°14'13.6" RT
R =650.000 m
L =218.238 m
T =110.156 m
E =9.268 m

PLAN FILED IN PLAN BOOK PAGE					
		COUNTY RECORD			
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STATE OF MAINE · PETER A. BELANGER 1341 · PROFESSIONAL LAND SURVEYOR

SYMBOLS

- IP or IPF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

P.I.N. 009204.10

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

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 23 OF 25 SHEETS
D.O.T. FILE NO. 10-456

DAVID BERNHARDT, COMMISSIONER
KENNETH L. SWEENEY, CHIEF ENGINEER

Filename: ...\10\row\mslo\023_RWRoadwayPlan.dgn Username: rhobe.moulton Date: 9/13/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	24	25

BOUNDARY SURVEY
BY ANDREW J. SHYKA
DATED: DEC. 6, 1985
PROJ. NO. 1211
RECORDED: MAR. 13, 1987
FILE: D 23-87

PENOBSCOT ENERGY RECOVERY COMPANY
PARCEL NO. (112)
LAND TAKEN = 0.09± AC.
SLOPE EASE. = 1620± S.F.(1)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 0.16± AC.(4)
TOTAL AREA = 40.3± AC.(SURVEY)
REM. AREA = 40.21± AC.

BANGOR HYDRO ELECTRIC
200 FT. EASEMENT

PARCEL NO. (115) OMITTED

TOWN OF ORRINGTON
(CATTLE POUND)

PARCEL NO. (116) OMITTED

PENOBSCOT ENERGY RECOVERY COMPANY
PARCEL NO. (112)
LAND TAKEN = 0.09± AC.
SLOPE EASE. = 1620± S.F.(1)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 0.16± AC.(4)
TOTAL AREA = 40.3± AC.(SURVEY)
REM. AREA = 40.21± AC.

RICHARD J. GOODE
ITEM NO. (111)
DRAINAGE EASEMENT = (1)
TEMP. CONST. RIGHTS = 0.08± AC.(2)
TOTAL AREA = 5.11± AC.(CALC.)

BANGOR HYDRO ELECTRIC
150 FT. EASEMENT

CURVE DATA

PI =10+247.761
Δ =19°14'13.6" RT
R =650.000 m
L =218.238 m
T =110.156 m
E =9.268 m

LINDA BELLE MELVIN
NANCY JEAN MEADE
STEPHEN A. MORAN
PARCEL NO. (114)
LAND TAKEN = 557± S.F.
TEMP. CONST. RIGHTS = 400± S.F.(1)
TOTAL AREA = 1.26± AC.(CALC.)
REM. AREA = 1.25± AC.

GARY L. CLARK
DIANE O. CLARK
PARCEL NO. (121)
LAND TAKEN = 0.08± AC.
TEMP. CONST. RIGHTS = 1340± S.F.(2)
TOTAL AREA = 4.08± AC.(CALC.)
REM. AREA = 4.00± AC.

CURVE DATA

PI =10+247.761
Δ =19°14'13.6" RT
R =650.000 m
L =218.238 m
T =110.156 m
E =9.268 m

PLAN FILED IN PLAN BOOK PAGE					
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STATE OF MAINE
PETER A. BELANGER
1341
PROFESSIONAL LAND SURVEYOR

P.I.N. 009204.10

SYMBOLS

- IP or PF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 24 OF 25 SHEETS

DAVID BERNHARDT
COMMISSIONER

KENNETH L. SWEENEY
CHIEF ENGINEER

D.O.T. FILE NO. 10-456

Filename: ...\Drawings\plan\024_DRWG_ROW.dgn Username: rhobe.moulton Date: 9/13/2011

ITEM	TECH	CHECKED
BASE MAP	TY-LIN	
EXIST. R/W	TY-LIN	TY-LIN
PROP. LINES	TY-LIN	TY-LIN
AREAS	T.J.K.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

METRIC	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	STP-9204(100)X	25	25

SEE SHEET NO. 10 FOR ITEM NO. 120
SEE SHEET NO. 12 FOR PARCEL NO. 119
SEE SHEET NO. 17 FOR ITEM NO. 113
SEE SHEET NO. 24 FOR PARCEL NO. 121

DEBORAH A. BIBEAU
N/K/A DEBORAH A. MOORES
ALVIN L. MOORES
ITEM NO. (118)
TEMP. CONST. RIGHTS= 275± S.F. (2)
TOTAL AREA = 2.06± AC.(CALC.)

LEE R. WASHBURN
PATRICIA A. WASHBURN

10' WATER LINE EASEMENT TO PENOBSCOT ENERGY RECOVERY CO.

GRID PSTX ZONE

STA 10+460.000 END
F.A.P. NO. STP-9204(100)X

10+340 218.238 m
10+360
10+380
10+400 104.157 m
10+420
10+440 (25.2± m) (83'±)
10+460

N45°59'41.2"E

S.H. "42" ROUTE 15

END B.L.

F.A.P. NO. STP-042-5974(00)X
NOTICE OF LAYOUT & TAKING
AUGUST 9,2004
BOOK 9479, PAGE 136

TO BREWER

D.O.T. FILE NO. 10-412

PT STA 10+355.843

LEONAL DUCAS
LISETTE J. DUCAS
PARCEL NO. (117)
LAND TAKEN = 295± S.F.
TEMP. CONST. RIGHTS = 0.07± AC.(3)
TOTAL AREA = 4.52± AC.(CALC.)
REM. AREA = 4.51± AC.

FRED E. HARDIN
CAROLE A. HARDIN

P.I.N. 009204.10

PLAN FILED IN PLAN BOOK PAGE					
		COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	9/12/11	12590	129

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ALSO SEE
D.O.T. FILE NO. 10-412

PETER A. BELANGER 1341 PROFESSIONAL LAND SURVEYOR STATE OF MAINE

SYMBOLS

- IP or IPF (IRON PIPE or PIN)
- S.T. (SEPTIC TANK)
- WATER LINE
- GAS LINE
- ELECTRIC LINE
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- NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY
- CONTROL OF ACCESS

○ - RAILROAD SPIKE △ - CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

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

STATE HIGHWAY "42" (ROUTE 15)
ORRINGTON PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. STP-9204(100)X PART II

DATE: JULY 2011
SCALE: 1 = 250
SHEET NO. 25 OF 25 SHEETS

DAVID BERNHARDT
COMMISSIONER

KENNETH L. SWEENEY
CHIEF ENGINEER

D.O.T. FILE NO. 10-456

Filename: ...\10\row\mslo\025JRWBELANGER.dgn
User:name: rhobe.moulton Date: 9/13/2011