STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN LEGEND

Town, County, State
Property Lines
R/W Lines-Existing
R/W Lines-Proposed
Culvert-Existing
Culvert Proposed
Curbing — Existing — Proposed
Type 1
Type 3
Type 5
Outline of Bodies of Water
Ledge
Buildings
Trees — Conifer — Deciduous
Tree Line
Clearing Limit Line — CLL
Centerline-Existing
Centerline-Proposed
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

SACO - BUXTON

YORK COUNTY

ROUTE 112

PROJECT NO. STP-9493(100)X

PROJECT LENGTH : 10.550 KILOMETERS

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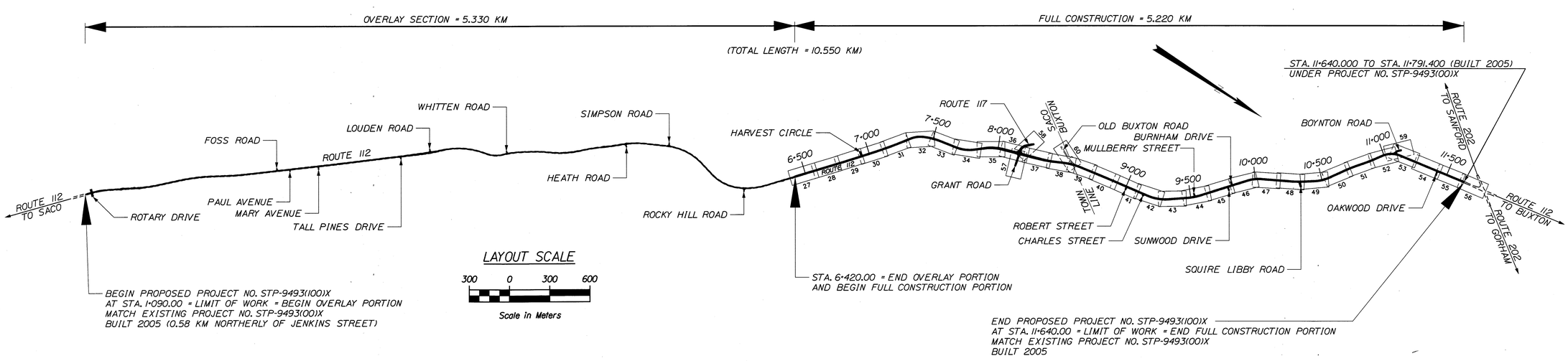


LAYOUT SCALE

300 0 300 600

Scale in Meters

TRAFFIC DATA

	NORTH OF LOUDEN ROAD	SOUTH OF LOUDEN ROAD	SEC. 1 SR 112 BUXTON RD N/O SR 117 / GRANT RD INT'N	SEC. 2 GRANT RD (IR 925) E/O SR 112 BUXTON RD	SEC. 3 SR 112 BUXTON RD.S/O SR 117 GRANT RD INT'N	SEC. 4 SR 117 JOY VALLEY RD NW/O SR 112 BUXTON RD
Current (2011) AADT	4590	8880	3690	990	4590	1620
Future (2031) AADT	6430	12430	5170	1390	6430	2270
DHV - % of AADT	12%	10%	11%	8%	12%	11%
Design Hour Volume	761	1243	584	112	761	259
% Heavy Trucks (AADT)	17%	16%	21%	3%	17%	2%
% Heavy Trucks (DHV)	9%	9%	10%	3%	9%	1%
Directional Distribution (DHV)	67%	65%	65%	79%	67%	78%
80 kN Equivalent P 2.0	541	1349	517	20	541	14
80 kN Equivalent P 2.5	515	1285	493	19	515	14

Design Speed (km/h) 70 km/hr.

Functional Class: Major Collector

PROJECT LOCATION:	BEGINNING 0.58 KM NORTHERLY OF JENKINS ST. AND EXTENDING NORTHERLY 10.550 KM ALONG ROUTE 112
PROGRAM AREA:	HIGHWAY IMPROVEMENTS
OUTLINE OF WORK:	HIGHWAY RECONSTRUCTION WITH GRADING, DRAINAGE, BASE AND PAVEMENT PLUS OVERLAY SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED — DATE 8/2/11
COMMISSIONER:
CHIEF ENGINEER — DATE 8/2/11

STATE OF MAINE — DEPARTMENT OF TRANSPORTATION — REGISTERED PROFESSIONAL ENGINEER — Heath Cowan — 10

Heath Cowan
SIGNATURE
9701
P.E. NUMBER
7/29/11
DATE

PROJECT INFORMATION

PROGRAM	HIGHWAY
PROJECT MANAGER	E. MARTIN
DESIGNER	J. MANZER
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

PIN 9493.10

STP-9493(100)X

SACO - BUXTON
ROUTE 112

TITLE SHEET

SHEET NUMBER
1
OF 187

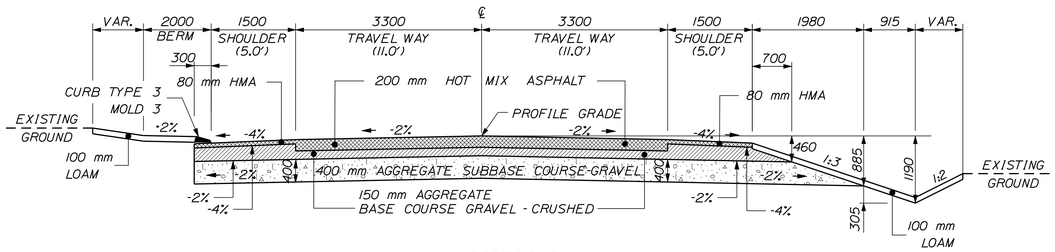
Filename: ...\10\HIGHWAY\MSTA\001_Title.dgn Username: judy.harden Division: HIGHWAY Date:7/28/2011

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-9493(100)X	2	187

9493.10

200 mm HOT MIX ASPHALT *

FULL CONSTRUCTION - HMA (OPTION 1)

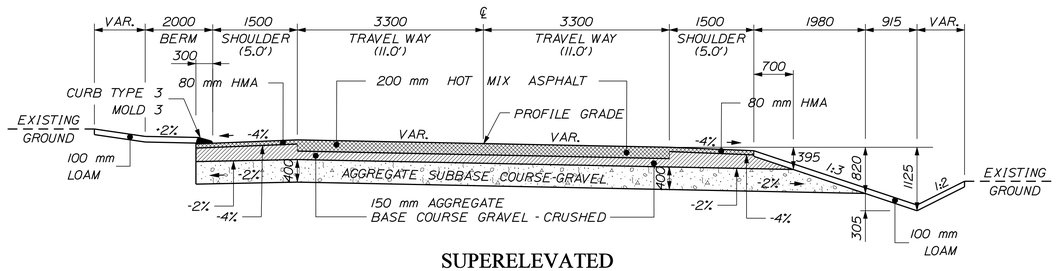


NORMAL FULL CONSTRUCTION

1500 mm SHOULDER with CURB A. B. C. G.-C. = 0.454 m³/m A. S. C.-G. = 0.720 m³/m
STA. TO STA.
6+608.476 TO 6+860.000 LT.
6+608.500 TO 6+706.100 RT.
6+952.635 TO 7+005.710 LT.
7+128.476 TO 7+211.520 LT.
8+080.000 TO 8+091.524 LT.
8+998.476 TO 9+061.524 LT.
9+380.000 TO 9+413.570 LT. (AT END OF DRIVE)
9+620.000 TO 9+681.476 RT.
9+858.5 TO 9+888.150 RT.
10+080.000 TO 10+220.000 LT.
10+617.460 TO 10+640.000 LT.
11+160.000 TO 11+231.500 RT.
11+160.000 TO 11+431.830 LT.

2 - 3300 mm TRAVELWAYS 150 mm A. B. C. G.-C. = 0.990 m³/m 400 mm A. S. C.-G. = 2.640 m³/m
STA. TO STA.
6+460.000 TO 7+280.000
7+600.000 TO 7+640.000
8+080.000 TO 8+300.000
8+680.000 TO 9+140.000
9+380.000 TO 9+420.000
9+620.000 TO 9+900.000
10+080.000 TO 10+220.000
10+600.000 TO 10+640.000
11+160.000 TO 11+600.000

1500 mm SHOULDER with 1:3 SLOPE A. B. C. G.-C. = 0.460 m³/m A. S. C.-G. = 1.136 m³/m	
STA. TO STA.	STA. TO STA. (cont.)
6+460.000 TO 6+600.000 LT.	8+680.000 TO 9+140.000 RT.
6+460.000 TO 6+600.000 RT.	9+380.000 TO 9+420.000 RT.
6+720.000 TO 7+280.000 RT.	9+070.000 TO 9+140.000 LT.
6+870.000 TO 6+927.466 LT.	9+620.000 TO 9+850.000 LT.
7+600.000 TO 7+640.000 RT.	9+689.000 TO 9+865.200 RT. (AT END OF CULVERT)
7+013.710 TO 7+120.000 LT.	
7+220.000 TO 7+280.000 LT.	10+080.000 TO 10+220.000 RT.
7+600.000 TO 7+640.000 LT.	11+240.000 TO 11+600.000 RT.
8+100.000 TO 8+125.864 LT.	11+440.000 TO 11+600.000 LT.
8+191.566 TO 8+300.000 LT.	
8+680.000 TO 8+980.000 LT.	

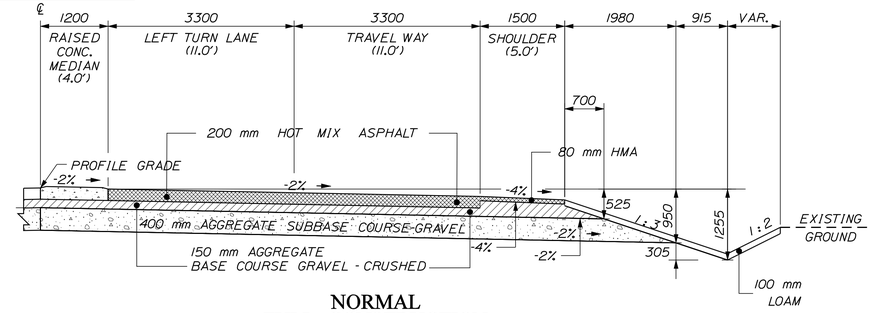


SUPERELEVATED FULL CONSTRUCTION

1500 mm SHOULDER with CURB A. B. C. G.-C. = 0.454 m³/m A. S. C.-G. = 0.720 m³/m
STA. TO STA.
7+340.00 TO 7+400.000 RT.
7+920.000 TO 8+020.000 LT.
9+263.476 TO 9+320.000 LT.
9+288.476 TO 9+320.000 RT.
9+518.476 TO 9+560.000 RT.
9+990.519 TO 10+020.000 LT.
10+280.000 TO 10+340.000 LT.
10+460.000 TO 10+461.830 LT.
10+700.000 TO 10+760.000 RT.
10+700.000 TO 10+760.000 LT.
10+860.000 TO 10+877.371 LT.
11+000.000 TO 11+063.410 LT.
11+020.000 TO 11+100.000 RT.

2 - 3300 mm TRAVELWAYS 150 mm A. B. C. G.-C. = 0.990 m³/m 400 mm A. S. C.-G. = 2.640 m³/m
STA. TO STA.
7+340.000 TO 7+400.000
7+440.000 TO 7+540.000
7+700.000 TO 7+800.000
7+920.000 TO 8+020.000
8+360.000 TO 8+420.000
8+520.000 TO 8+620.000
9+200.000 TO 9+320.000
9+480.000 TO 9+560.000
9+960.000 TO 10+020.000
10+280.000 TO 10+340.000
10+460.000 TO 10+540.000
10+700.000 TO 10+760.000
10+860.000 TO 10+900.000
11+000.000 TO 11+100.000

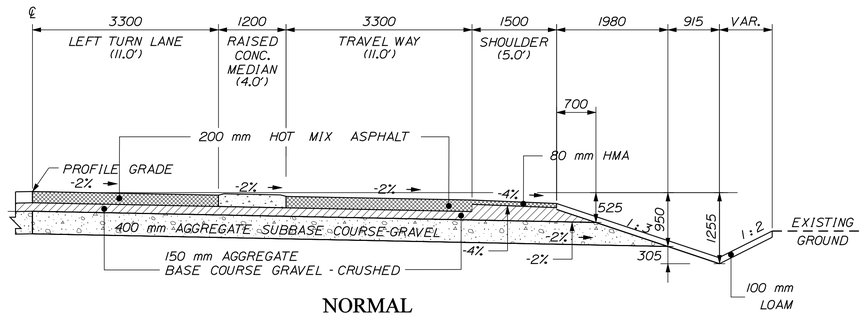
1500 mm SHOULDER with 1:3 SLOPE A. B. C. G.-C. = 0.460 m³/m A. S. C.-G. = 1.136 m³/m
STA. TO STA.
7+340.000 TO 7+400.000 LT.
7+440.000 TO 7+540.000 LT.
7+456.000 TO 7+540.000 RT.
7+700.000 TO 7+800.000 LT.
7+700.000 TO 7+800.000 RT.
8+520.000 TO 8+620.000 RT.
8+360.000 TO 8+420.000 LT.
8+520.000 TO 8+620.000 LT.
9+200.000 TO 9+260.000 LT.
9+200.000 TO 9+283.000 RT.
9+480.000 TO 9+510.000 RT.
9+480.000 TO 9+560.000 LT.
10+000.000 TO 10+020.000 RT.
10+280.000 TO 10+322.301 RT.
10+460.000 TO 10+480.000 RT.
10+470.000 TO 10+521.634 LT. (AT END OF CULVERT)
10+860.000 TO 10+900.000 RT.



NORMAL FULL CONSTRUCTION WITH RAISED CONCRETE MEDIAN

1200 mm RAISED CONCRETE MEDIAN 150 mm A. B. C. G.-C. = 0.180 m³/m 400 mm A. S. C.-G. = 0.480 m³/m
STA. TO STA.
8+060.000 TO 8+140.000 RT.

(SEE RAISED CONCRETE MEDIAN DETAILS)



NORMAL FULL CONSTRUCTION WITH RAISED CONCRETE MEDIAN

1200 mm RAISED CONCRETE MEDIAN 150 mm A. B. C. G.-C. = 0.180 m³/m 400 mm A. S. C.-G. = 0.480 m³/m
STA. TO STA.
8+184.600 TO 8+220.000 RT.

(SEE RAISED CONCRETE MEDIAN DETAILS)

* NOTES:

1. THE PAVEMENT. BASE & SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. CROWNS FOR BOTH NORMAL AND SUPERELEVATED SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
3. THE ALGEBRAIC DIFFERENCE ("ROLLOVER") BETWEEN SUPERELEVATED TRAVEL LANE CROSS SLOPE AND SHOULDER CROSS SLOPE SHALL NOT EXCEED 8%.
4. STATIONING SHOWN UNDER TYPICALS ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD BY THE RESIDENT.
5. STATIONING SHOWN UNDER TYPICAL SECTIONS REFLECT STATION TO STATION GRAVEL QUANTITIES & DO NOT INCLUDE TRANSITION AREAS.
6. AGGREGATE SUBBASE COURSE - GRAVEL IS ABBREVIATED AS A.S.C.-G. & AGGREGATE BASE COURSE GRAVEL - CRUSHED IS ABBREVIATED AS A.B.C.G.-C. & HOT MIX ASPHALT IS ABBREVIATED AS H.M.A.
7. AGGREGATE BASE COURSE GRAVEL - CRUSHED IS TO BE TYPE "B".
8. WHEN SUPERELEVATION EXCEEDS 4% THE LOW SIDE SHOULDERS SHALL HAVE THE SAME SLOPE AS THE TRAVELWAYS AND THE HIGH SIDE SHOULDERS SHALL BE -2%.

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

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SACO - BUXTON

ROUTE 112

NOT TO SCALE

AUGUSTA, MAINE

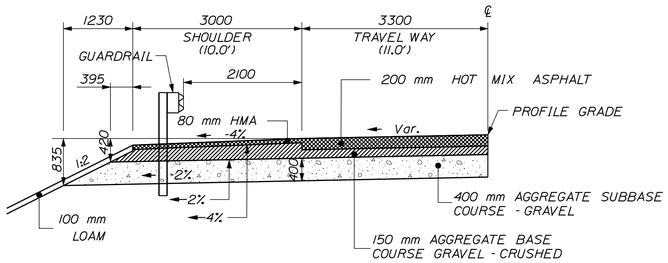
Filename: ...\mst\002_Typical\HMA 01.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	3	187

9493.10

200 mm HOT MIX ASPHALT *

FULL CONSTRUCTION - HMA (OPTION 1)

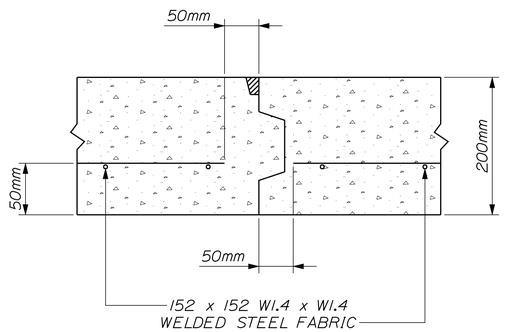


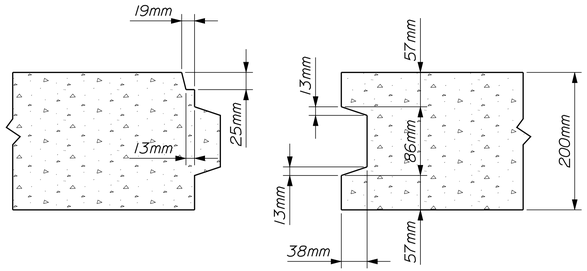
NORMAL & SUPERELEVATED FULL CONSTRUCTION

3000 mm SHOULDER WITH GUARDRAIL A. B. C. G.-C. = 0.761 m³/m ** A. S. C.-G. = 1.521 m³/m **			
STA. TO STA.			
8+444.148	TO	8+483.096	Rt.
9+892.000	TO	9+991.060	Rt.
9+902.327	TO	9+974.058	Lt.
10+511.476	TO	10+632.500	Rt.
10+526.433	TO	10+603.275	Lt.
10+889.818	TO	10+981.425	Lt.
10+910.355	TO	10+944.568	Rt.

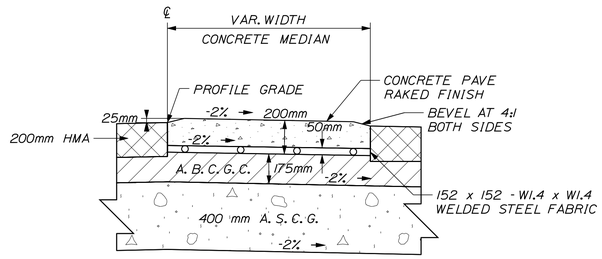
** NOTE: ASSUME -4% SHOULDER SLOPE & -2% SUBGRADE SLOPE

CONSTRUCTION JOINT DETAIL



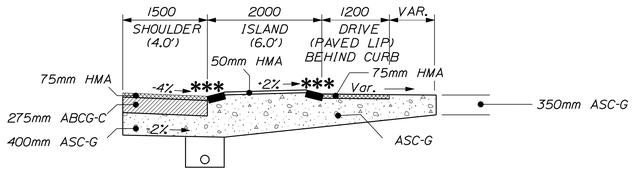


25mm RAISED CONCRETE MEDIAN



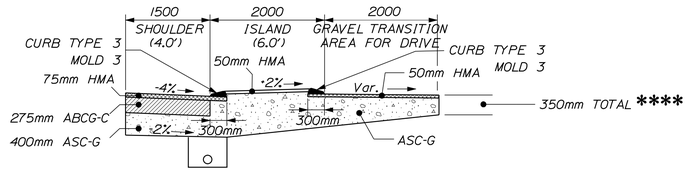
CONCRETE NOTES

1. APPLY TACK COAT (ITEM NO. 409.15) TO ALL VERTICAL JOINTS PRIOR TO PLACEMENT OF ADJACENT HOT MIX ASPHALT.
2. CONSTRUCT CONCRETE MEDIAN WITH CLASS A CONCRETE CONFORMING TO SPECIFIED GRADE AS DIRECTED BY THE RESIDENT. CONTAINING HIGH-RANGE WATER REDUCING ADMIXTURE (SUBSECTION 701.0401) AND SILICA FUME ADDITIVE.
3. SILICA FUME ADDITIVE HAS BEEN ESTIMATED AT THE RATE OF 23.7 KG PER CUBIC METER OF CONCRETE. ACTUAL RATE SHALL BE ESTABLISHED IN THE MIX DESIGN.
4. FILL ALL EXPANSION JOINTS AND SEAL WITH AN APPROVED JOINT SEALANT.
5. ALL WORK DESCRIBED, INCLUDING REINFORCEMENT, WILL BE INCIDENTAL TO ITEM 502.341, STRUCTURAL CONCRETE - ROADWAY MEDIAN, UNLESS OTHERWISE NOTED.
6. CONSTRUCT EXPANSION JOINTS AT 3m SPACING.



2000 PAVED ISLAND WITH GRANITE CURB TYPE 5
STA. TO STA.
6+655.000 TO 6+669.000 LT.
6+682.000 TO 6+690.000 LT.
6+702.750 TO 6+708.750 LT.
6+724.000 TO 6+742.000 LT.

*** NOTE: GRANITE CURB TYPE 5 IS TO BE INSTALLED AT A 4:1 SLOPE IN ALL LOCATIONS WHERE TYPE 5 CURB IS SPECIFIED. THE ISLAND ENDS SHALL BE TIPPED DOWN, AS DIRECTED BY THE RESIDENT



2000 PAVED ISLAND WITH CURB TYPE 3 - MOLD 3
STA. TO STA.
7+908.843 TO 7+913.228 LT. (PAVED)
9+356.205 TO 9+400.770 LT. (PAVED)
10+832.713 TO 10+839.360 RT. (GRAVEL)

**** NOTE: THE 350mm TOTAL IS TO BE 50mm HMA & 300mm A.S.C.-G. IN PAVED DRIVES OR 350mm A.S.C.-G. IN UNPAVED DRIVES

* NOTES:

1. THE PAVEMENT, BASE & SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. CROWNS FOR BOTH NORMAL AND SUPERELEVATED SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
3. THE ALGEBRAIC DIFFERENCE ("ROLLOVER") BETWEEN SUPERELEVATED TRAVEL LANE CROSS SLOPE AND SHOULDER CROSS SLOPE SHALL NOT EXCEED 8%.
4. STATIONING SHOWN UNDER TYPICALS ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD BY THE RESIDENT.
5. STATIONING SHOWN UNDER TYPICAL SECTIONS REFLECT STATION TO STATION GRAVEL QUANTITIES & DO NOT INCLUDE TRANSITION AREAS.
6. AGGREGATE SUBBASE COURSE - GRAVEL IS ABBREVIATED AS A.S.C.-G. & AGGREGATE BASE COURSE GRAVEL - CRUSHED IS ABBREVIATED AS A.B.C.G.-C. & HOT MIX ASPHALT IS ABBREVIATED AS H.M.A.
7. AGGREGATE BASE COURSE GRAVEL - CRUSHED IS TO BE TYPE "B".
8. WHEN SUPERELEVATION EXCEEDS 4% THE LOW SIDE SHOULDERS SHALL HAVE THE SAME SLOPE AS THE TRAVELWAYS AND THE HIGH SIDE SHOULDERS SHALL BE -2%.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	J. MANZER	09/2010
CHECKED	------	------
REVISIONS	------	------
FIELD CHANGES	------	------

PLANS

Filename: ...\mst0\003_Typical HMA 02.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SACO - BUXTON

ROUTE 112

NOT TO SCALE

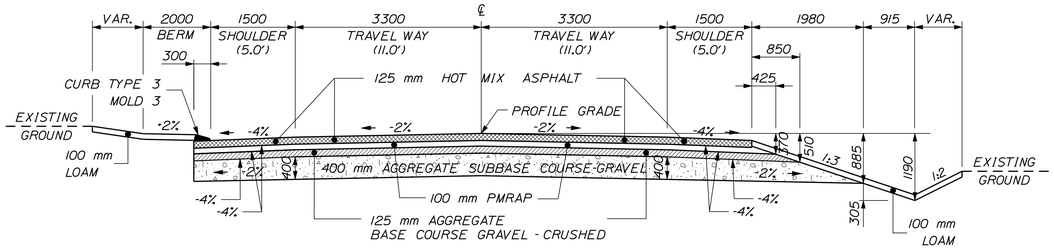
AUGUSTA, MAINE

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-9493(100)X	4	187

9493.10

125 mm HOT MIX ASPHALT*

FULL CONSTRUCTION - PMRAP (OPTION 2)

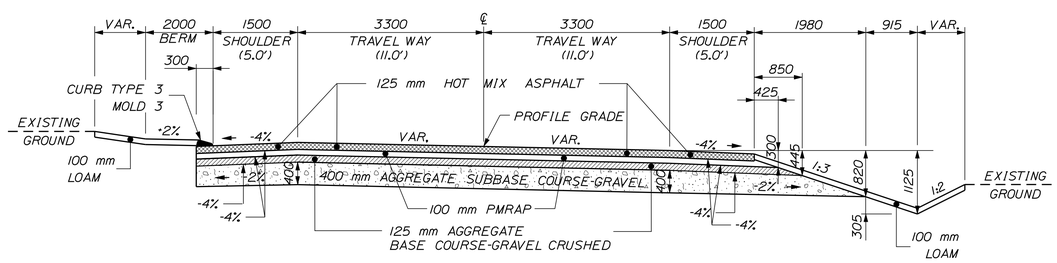


NORMAL FULL CONSTRUCTION

1500 mm SHOULDER with CURB A. B. C. G.-C. = 0.225 m³/m A. S. C.-G. = 0.688 m³/m
STA. TO STA.
6+608.476 TO 6+860.000 LT.
6+608.500 TO 6+706.100 RT.
6+952.635 TO 7+005.710 LT.
7+128.476 TO 7+211.520 LT.
8+080.000 TO 8+091.524 LT.
8+998.476 TO 9+061.524 LT.
9+380.000 TO 9+413.570 LT. (AT END OF DRIVE)
9+620.000 TO 9+681.476 RT.
9+858.5 TO 9+888.150 RT.
10+080.000 TO 10+220.000 LT.
10+617.460 TO 10+640.000 LT.
11+160.000 TO 11+231.500 RT.
11+160.000 TO 11+431.830 LT.

2 - 3300 mm TRAVELWAYS 125 mm A. B. C. G.-C. = 0.825 m³/m 400 mm A. S. C.-G. = 2.640 m³/m
STA. TO STA.
6+460.000 TO 7+280.000
7+600.000 TO 7+640.000
8+080.000 TO 8+300.000
8+680.000 TO 9+140.000
9+380.000 TO 9+420.000
9+620.000 TO 9+900.000
10+080.000 TO 10+220.000
10+600.000 TO 10+640.000
11+160.000 TO 11+600.000

1500 mm SHOULDER with 1:3 SLOPE A. B. C. G.-C. = 0.267 m³/m A. S. C.-G. = 1.084 m³/m	
STA. TO STA.	STA. TO STA. (cont.)
6+460.000 TO 6+600.000 LT.	8+680.000 TO 9+140.000 RT.
6+460.000 TO 6+600.000 RT.	9+380.000 TO 9+420.000 RT.
6+720.000 TO 7+280.000 RT.	9+070.000 TO 9+140.000 LT.
6+870.000 TO 6+927.466 LT.	9+620.000 TO 9+850.000 LT.
7+600.000 TO 7+640.000 RT.	9+689.000 TO 9+865.200 RT. (AT END OF CULVERT)
7+013.710 TO 7+120.000 LT.	
7+220.000 TO 7+280.000 LT.	10+080.000 TO 10+220.000 RT.
7+600.000 TO 7+640.000 LT.	11+240.000 TO 11+600.000 RT.
8+100.000 TO 8+125.864 LT.	11+440.000 TO 11+600.000 LT.
8+191.566 TO 8+300.000 LT.	
8+680.000 TO 8+980.000 LT.	

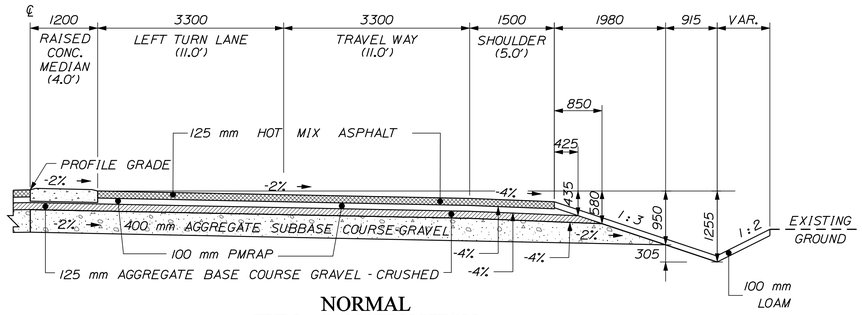


SUPERELEVATED FULL CONSTRUCTION

1500 mm SHOULDER with CURB A. B. C. G.-C. = 0.225 m³/m A. S. C.-G. = 0.688 m³/m
STA. TO STA.
7+340.00 TO 7+400.000 RT.
7+920.000 TO 8+020.000 LT.
9+263.476 TO 9+320.000 LT.
9+288.476 TO 9+320.000 RT.
9+518.476 TO 9+560.000 RT.
9+990.519 TO 10+020.000 LT.
10+280.000 TO 10+340.000 LT.
10+460.000 TO 10+461.830 LT.
10+700.000 TO 10+760.000 RT.
10+700.000 TO 10+760.000 LT.
10+860.000 TO 10+877.371 LT.
11+000.000 TO 11+063.410 LT.
11+020.000 TO 11+100.000 RT.

2 - 3300 mm TRAVELWAYS 125 mm A. B. C. G.-C. = 0.825 m³/m 400 mm A. S. C.-G. = 2.640 m³/m
STA. TO STA.
7+340.000 TO 7+400.000
7+440.000 TO 7+540.000
7+700.000 TO 7+800.000
7+920.000 TO 8+020.000
8+360.000 TO 8+420.000
8+520.000 TO 8+620.000
9+200.000 TO 9+320.000
9+480.000 TO 9+560.000
9+960.000 TO 10+020.000
10+280.000 TO 10+340.000
10+460.000 TO 10+540.000
10+700.000 TO 10+760.000
10+860.000 TO 10+900.000
11+000.000 TO 11+100.000

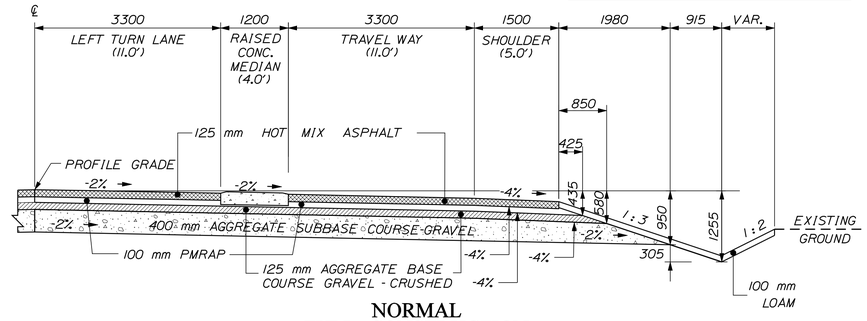
1500 mm SHOULDER with 1:3 SLOPE A. B. C. G.-C. = 0.267 m³/m A. S. C.-G. = 1.084 m³/m
STA. TO STA.
7+340.000 TO 7+400.000 LT.
7+440.000 TO 7+540.000 LT.
7+456.000 TO 7+540.000 RT.
7+700.000 TO 7+800.000 LT.
7+700.000 TO 7+800.000 RT.
8+520.000 TO 8+620.000 RT.
8+360.000 TO 8+420.000 LT.
8+520.000 TO 8+620.000 LT.
9+200.000 TO 9+260.000 LT.
9+200.000 TO 9+283.000 RT.
9+480.000 TO 9+510.000 RT.
9+480.000 TO 9+560.000 LT.
10+000.000 TO 10+020.000 RT.
10+280.000 TO 10+322.301 RT.
10+460.000 TO 10+480.000 RT.
10+470.000 TO 10+521.634 LT. (AT END OF CULVERT)
10+860.000 TO 10+900.000 RT.



NORMAL FULL CONSTRUCTION WITH RAISED CONCRETE MEDIAN

1200 mm RAISED CONCRETE MEDIAN 125 mm A. B. C. G.-C. = 0.150 m³/m 400 mm A. S. C.-G. = 0.480 m³/m
STA. TO STA.
8+060.000 TO 8+140.000 RT.

(SEE RAISED CONCRETE MEDIAN DETAILS)



NORMAL FULL CONSTRUCTION WITH RAISED CONCRETE MEDIAN

1200 mm RAISED CONCRETE MEDIAN 125 mm A. B. C. G.-C. = 0.150 m³/m 400 mm A. S. C.-G. = 0.480 m³/m
STA. TO STA.
8+184.600 TO 8+220.000 RT.

(SEE RAISED CONCRETE MEDIAN DETAILS)

* NOTES:

1. THE PAVEMENT, BASE & SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. CROWNS FOR BOTH NORMAL AND SUPERELEVATED SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
3. THE ALGEBRAIC DIFFERENCE ("ROLLOVER") BETWEEN SUPERELEVATED TRAVEL LANE CROSS SLOPE AND SHOULDER CROSS SLOPE SHALL NOT EXCEED 8%.
4. STATIONING SHOWN UNDER TYPICALS ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD BY THE RESIDENT.
5. STATIONING SHOWN UNDER TYPICAL SECTIONS REFLECT STATION TO STATION GRAVEL QUANTITIES & DO NOT INCLUDE TRANSITION AREAS.
6. AGGREGATE SUBBASE COURSE - GRAVEL IS ABBREVIATED AS A.S.C.-G. & AGGREGATE BASE COURSE GRAVEL - CRUSHED IS ABBREVIATED AS A.B.C.G.-C. & HOT MIX ASPHALT IS ABBREVIATED AS H.M.A.
7. AGGREGATE BASE COURSE GRAVEL - CRUSHED IS TO BE TYPE "B".
8. WHEN SUPERELEVATION EXCEEDS 4% THE LOW SIDE SHOULDERS SHALL HAVE THE SAME SLOPE AS THE TRAVELWAYS AND THE HIGH SIDE SHOULDERS SHALL BE -2%.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	J. MANZER	-----
CHECKED	W. ADAMS/J.H.	FEB. 200
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

Filename: ...\mst\004_Typical PMRAP 01.dgn Username: judy.harden Date:8/5/2011 Division: HIGHWAY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SACO - BUXTON

ROUTE 112

NOT TO SCALE

AUGUSTA, MAINE

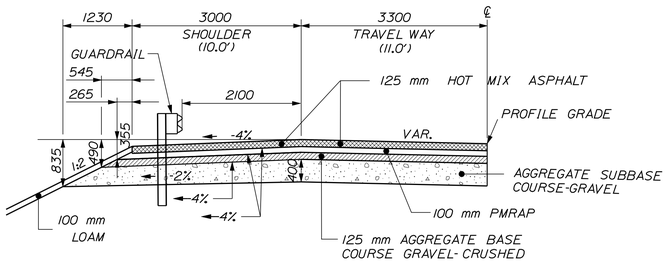
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9493(100)X	5	187

9493.10

125 mm HOT MIX ASPHALT *

FULL CONSTRUCTION - PMRAP (OPTION 2)

3 METER SHOULDER WITH GUARDRAIL

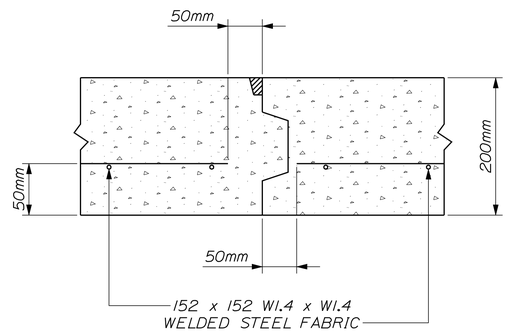


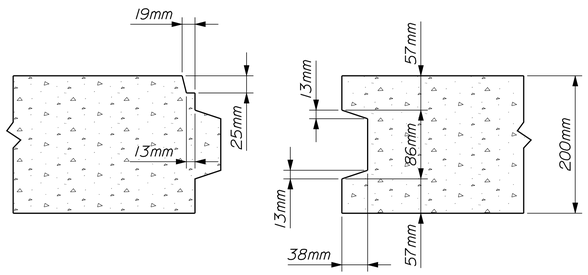
NORMAL & SUPERELEVATED FULL CONSTRUCTION

3000 mm SHOULDER WITH GUARDRAIL A. B. C. G.-C. = 0.425 m³/m** A. S. C.-G. = 1.404 m³/m**			
STA. TO STA.			
8+445.148	TO	8+483.096	Rt.
9+892.000	TO	9+991.060	Rt.
9+902.327	TO	9+974.058	Lt.
10+511.476	TO	10+632.500	Rt.
10+526.433	TO	10+603.275	Lt.
10+889.818	TO	10+981.425	Lt.
10+910.355	TO	10+944.568	Rt.

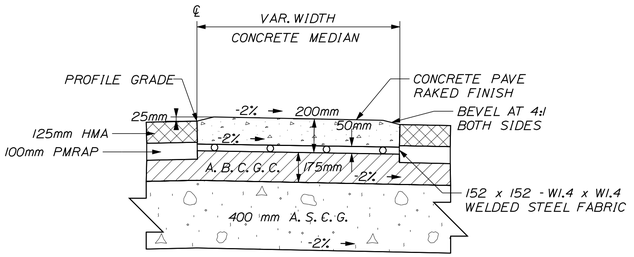
** NOTE: ASSUME -4% SHOULDER SLOPE & -2% SUBGRADE SLOPE

CONSTRUCTION JOINT DETAIL



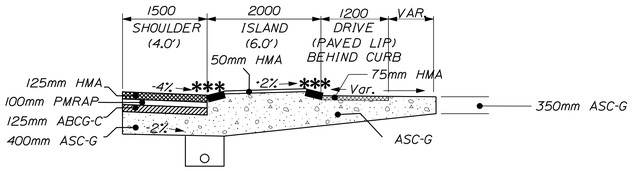


25mm RAISED CONCRETE MEDIAN



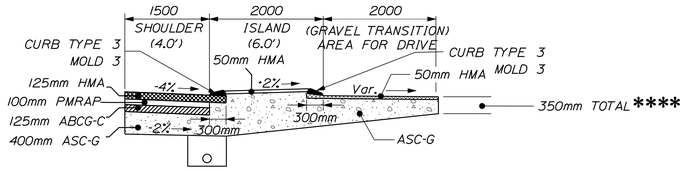
CONCRETE NOTES

1. APPLY TACK COAT (ITEM NO. 409.15) TO ALL VERTICAL JOINTS PRIOR TO PLACEMENT OF ADJACENT HOT MIX ASPHALT.
2. CONSTRUCT CONCRETE MEDIAN WITH CLASS A CONCRETE CONFORMING TO SPECIFIED GRADE AS DIRECTED BY THE RESIDENT. CONTAINING HIGH-RANGE WATER REDUCING ADMIXTURE (SUBSECTION 701.0401) AND SILICA FUME ADDITIVE.
3. SILICA FUME ADDITIVE HAS BEEN ESTIMATED AT THE RATE OF 23.7 KG PER CUBIC METER OF CONCRETE. ACTUAL RATE SHALL BE ESTABLISHED IN THE MIX DESIGN.
4. FILL ALL EXPANSION JOINTS AND SEAL WITH AN APPROVED JOINT SEALANT.
5. ALL WORK DESCRIBED, INCLUDING REINFORCEMENT, WILL BE INCIDENTAL TO ITEM 502.341, STRUCTURAL CONCRETE - ROADWAY MEDIAN, UNLESS OTHERWISE NOTED.
6. CONSTRUCT EXPANSION JOINTS AT 3m SPACING.



2000 PAVED ISLAND WITH GRANITE CURB TYPE 5
STA. TO STA.
6+655.000 TO 6+669.000 LT.
6+682.000 TO 6+690.000 LT.
6+702.750 TO 6+708.750 LT.
6+724.000 TO 6+742.000 LT.

*** NOTE: TYPE 5 GRANITE CURB IS TO BE INSTALLED AT A 4:1 SLOPE IN ALL LOCATIONS WHERE TYPE 5 CURB IS SPECIFIED. THE ISLAND ENDS SHALL BE TIPPED DOWN, AS DIRECTED BY THE RESIDENT



2000 PAVED ISLAND WITH CURB TYPE 3 - MOLD 3
STA. TO STA.
7+908.843 TO 7+913.228 LT. (PAVED)
9+356.205 TO 9+400.770 LT. (PAVED)
10+832.713 TO 10+839.360 RT. (GRAVEL)

**** NOTE: THE 350mm TOTAL IS TO BE 50mm HMA & 300mm A.S.C.-G. IN PAVED DRIVES OR 350mm A.S.C.-G. IN UNPAVED DRIVES

* NOTES:

1. THE PAVEMENT, BASE & SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. CROWNS FOR BOTH NORMAL AND SUPERELEVATED SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
3. THE ALGEBRAIC DIFFERENCE ("ROLLOVER") BETWEEN SUPERELEVATED TRAVEL LANE CROSS SLOPE AND SHOULDER CROSS SLOPE SHALL NOT EXCEED 8%.
4. STATIONING SHOWN UNDER TYPICALS ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD BY THE RESIDENT.
5. STATIONING SHOWN UNDER TYPICAL SECTIONS REFLECT STATION TO STATION GRAVEL QUANTITIES & DO NOT INCLUDE TRANSITION AREAS.
6. AGGREGATE SUBBASE COURSE - GRAVEL IS ABBREVIATED AS A.S.C.-G. & AGGREGATE BASE COURSE GRAVEL - CRUSHED IS ABBREVIATED AS A.B.C.G.-C. & HOT MIX ASPHALT IS ABBREVIATED AS H.M.A.
7. AGGREGATE BASE COURSE GRAVEL - CRUSHED IS TO BE TYPE "B".
8. WHEN SUPERELEVATION EXCEEDS 4% THE LOW SIDE SHOULDERS SHALL HAVE THE SAME SLOPE AS THE TRAVELWAYS AND THE HIGH SIDE SHOULDERS SHALL BE -2%.

PROJECT DESIGN ENGINEER: PLANS
DESIGN-DETAILED: J. MANZER
CHECKED: -----
REVISIONS: -----
FIELD CHANGES: -----
BY: BT TRAN / ----- / ----- / -----
DATE: 09/2010 / ----- / ----- / -----

Filename: ...\msto\005_Typical PMRAP 02.dgn Username: judy.harden Date:8/5/2011 Division: HIGHWAY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SACO - BUXTON

ROUTE 112

NOT TO SCALE

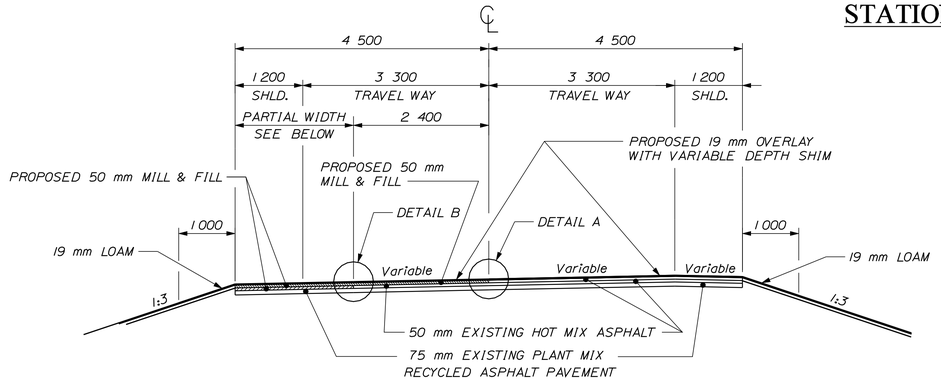
SHEET 4 OF 5 AUGUSTA, MAINE

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-9493(100)X	6	187

9493.10

OVERLAY & MILL & FILL TYPICAL SECTIONS

STATION 1+090.000 TO STATION 6+420.000

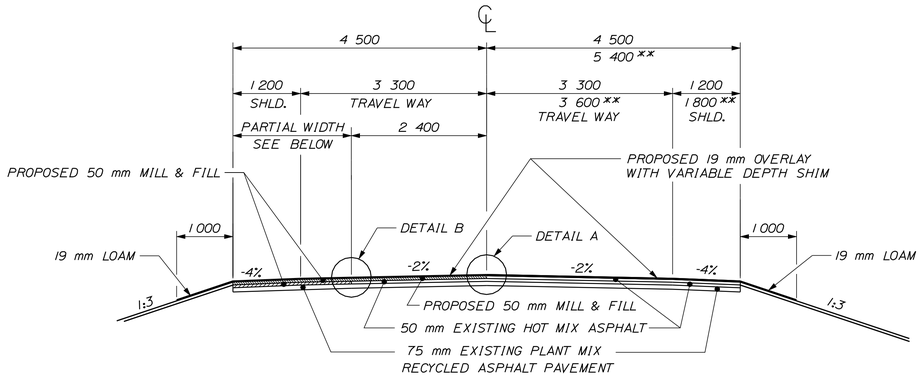


SUPERELEVATED MILL & FILL SECTION

Partial Width Stations	
STA. TO STA.	WIDTH (m)
4+230 TO 4+390 RT.	2.1
4+385 TO 4+450 LT.	2.1
4+600 TO 4+680 LT.	2.0*
4+680 TO 4+717 LT.	2.1
4+717 TO 4+742 LT.	1.8 *
4+742 TO 4+890 LT.	2.1
4+890 TO 5+040 LT.	2.4*
5+040 TO 5+185 LT.	2.1
4+635 TO 4+704 RT.	2.1
4+704 TO 4+720 RT.	1.8 *
4+985 TO 5+080 RT.	2.1
5+670 TO 5+700 RT.	2.1
5+875 TO 5+905 RT.	2.1
6+255 TO 6+280 RT.	2.1

Full Width Stations	
STA. TO STA.	WIDTH (m)
5+080 TO 5+455 RT.	4.5
5+410 TO 5+580 LT.	4.5
5+525 TO 5+605 RT.	4.5
5+940 TO 6+205 LT.	4.5
6+205 TO 6+225 LT.	4.2*
6+225 TO 6+280 LT.	4.5

* CURB OR GUARDRAIL IS PRESENT



NORMAL MILL & FILL SECTION

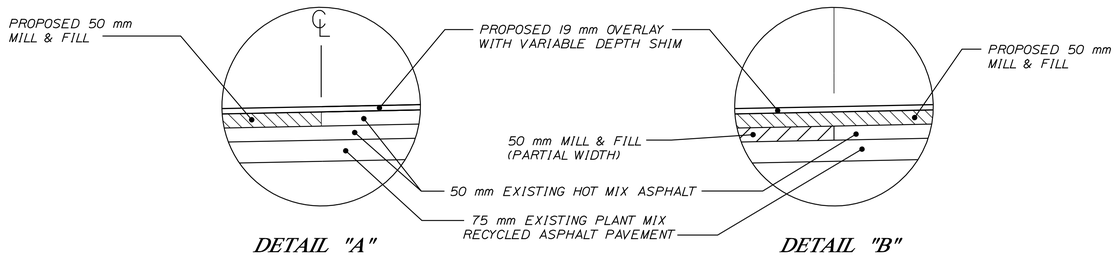
Partial Width Stations	
STA. TO STA.	WIDTH (m)
6+280 TO 6+335 RT.	2.1
6+335 TO 6+390 RT.	2.4*
6+390 TO 6+420 RT.	2.1
6+385 TO 6+420 LT.	2.1

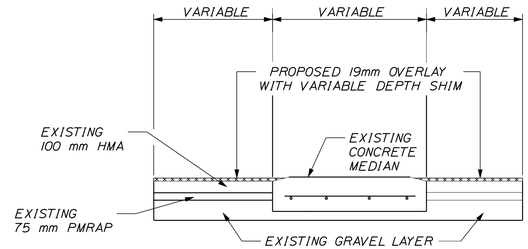
Full Width Stations	
STA. TO STA.	WIDTH (m)
1+980 TO 2+015 LT.	5.4**
2+785 TO 3+025 LT.	5.4**
2+785 TO 3+025 RT.	5.4**
6+280 TO 6+300 LT.	4.5

* CURB OR GUARDRAIL IS PRESENT

** 3600mm TRAVELWAY, 1800mm SHOULDER SECTION

PROPOSED 100mm MILL & FILL
Payment for milling is to be made under Item No. 202.202- Removing Pavement Surface





VARIABLE WIDTH OVERLAY SECTION

STA. 3+365 TO STA. 3+705

19mm OVERLAY WITH VARIABLE DEPTH SHIM

STA. TO STA.	WIDTH (m)	
1+090 TO 3+365	10.8 FULL WIDTH	(MILL & FILL AREA)
3+365 TO 3+705	VARIABLE WIDTH	(NO MILL & FILL)
3+705 TO 6+420	9.0 FULL WIDTH	(MILL & FILL AREA)

NOTES:

1. FOR EXISTING SUPERELEVATED AND NORMAL TYPICAL SECTION CROSS SLOPES FOR THIS OVERLAY, SEE THE PLANS FOR PROJECT NO. STP-9493(00)X- BUILT 2005.

2. THE STATION TO STATION VALUES REFER TO PROJECT NO. STP-9493(00)X- BUILT 2005.

3. EXISTING PLANS FOR PROJECT NO. STP-9493(00)X- BUILT 2005 ARE AVAILABLE UPON REQUEST.

4. CARE NEEDS TO BE TAKEN BY THE CONTRACTOR TO LEAVE THE EXISTING 75mm PMRAP LAYER UNDISTURBED IN THE PROPOSED 100mm MILL AND FILL AREAS.

5. *= WIDTHS FOR THE MILL & FILL SECTIONS ARE MEASURED FROM EDGE OF SHOULDER UNLESS CURB OR GUARDRAIL IS PRESENT. THEN THE WIDTHS SHALL BE MEASURED 300mm (1 FOOT) FROM THE FACE OF CURB OR GUARDRIAL.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SACO - BUXTON

ROUTE 112

NOT TO SCALE

SHEET 5 OF 5 AUGUSTA, MAINE

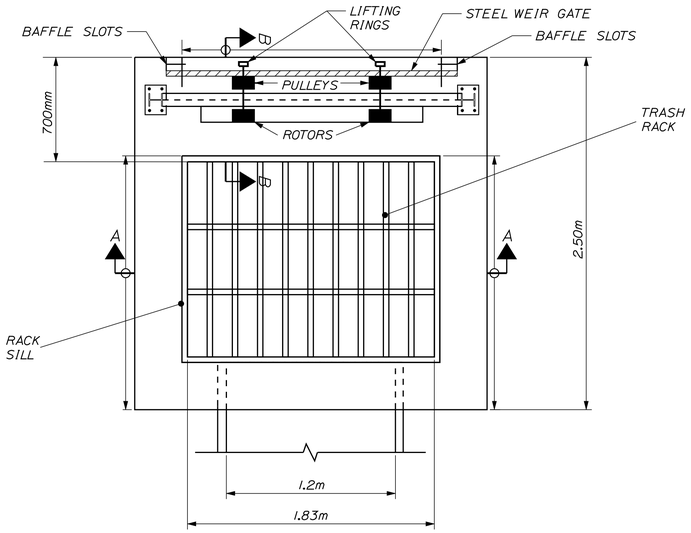
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	J. MANZER	FEB. 2010
CHECKED	WA\JHM\CSL	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

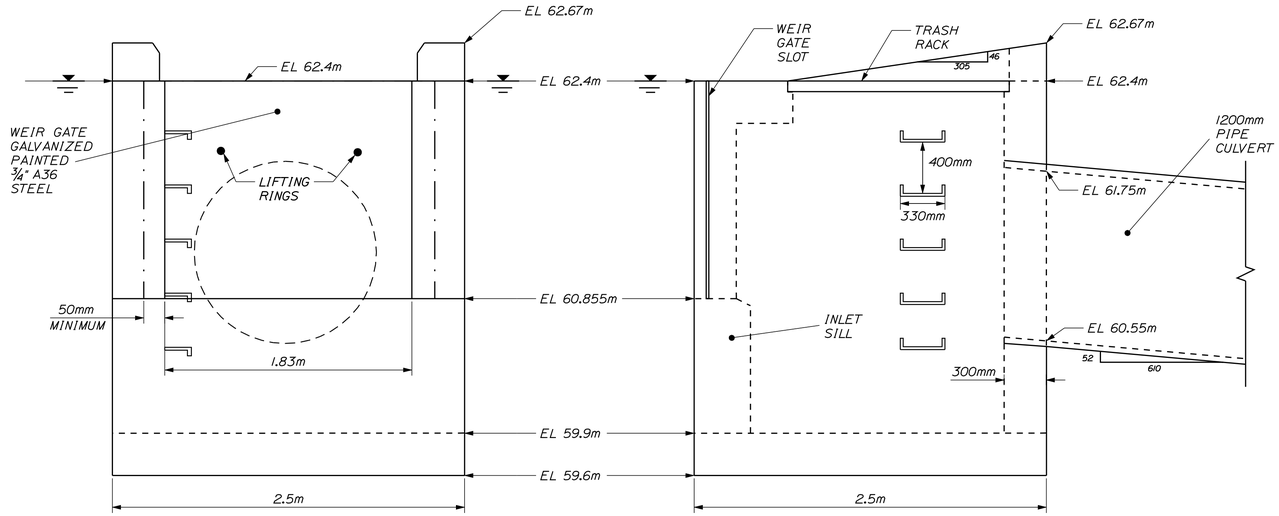
Filename: ...\msto\006_TypicalOverlay.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	7	187

9493.10

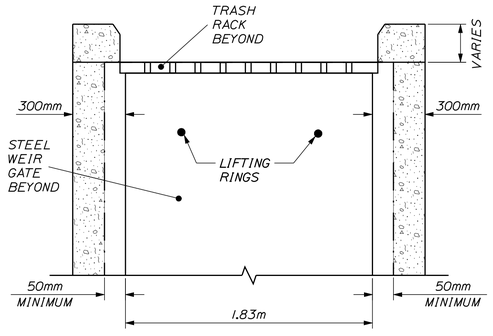


TOP VIEW

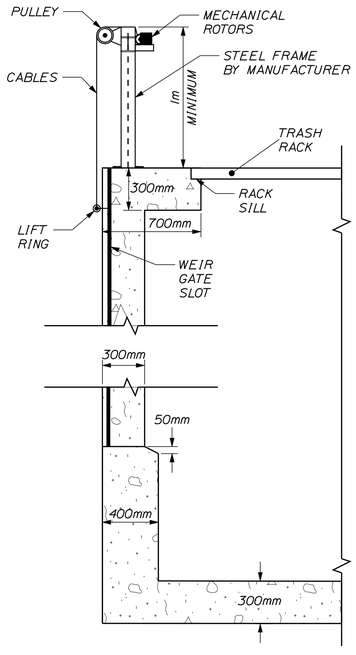


FRONT VIEW

SIDE VIEW



SECTION A-A



SECTION B-B

NOTES:

1) MAX LIFT OF GATE = 2 FT. (.61M) AT STA. 10+919.400.

2) THE WALL AROUND THE OUTLET PIPE SHALL BE A PRECAST RING WITH AN OPENING 50MM LARGER THAN THE OUTSIDE DIAMETER OF THE PIPE.

3) THE TRASH RACK SHALL BE CORROSION RESISTANT GREY CAST IRON OR APPROVED EQUAL.

4) STEPS FOR ACCESS MUST BE PROVIDED AS SHOWN. SEE STANDARD DETAIL 604(03)- STEP DETAIL.

5) STRUCTURAL STEEL FRAME, WEIR GATE, RINGS AND CABLES SHALL CONFORM TO STANDARD SPECIFICATIONS.

6) ALL PRECAST COMPONENTS AND SECTIONS SHALL BE DESIGNED BY THE PRECAST MANUFACTURER USING LATEST LRFD CODE.

7) THE MECHANICAL ROTORS SHALL BE DESIGNED BY A MECHANICAL CONTRACTOR AND SHOULD BE CAPABLE OF LIFTING A TOTAL WEIGHT OF 1000 LBS. 1/2 TON OR 500LBS FOR EACH LIFT POINT OR CABLE.

8) PAYMENT FOR PRECAST STRUCTURAL CONCRETE INLET DAM, HARDWARE AND INSTALLATION SHALL BE MADE UNDER ITEM NO. 534.50- PRECAST STRUCTURAL CONCRETE INLET DAM, LUMP SUM.

SEE MAINLINE SECTIONS FOR MORE DETAILS

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DAM REPLACEMENT DETAIL
SACO - BUXTON
ROUTE 112

NOT TO SCALE

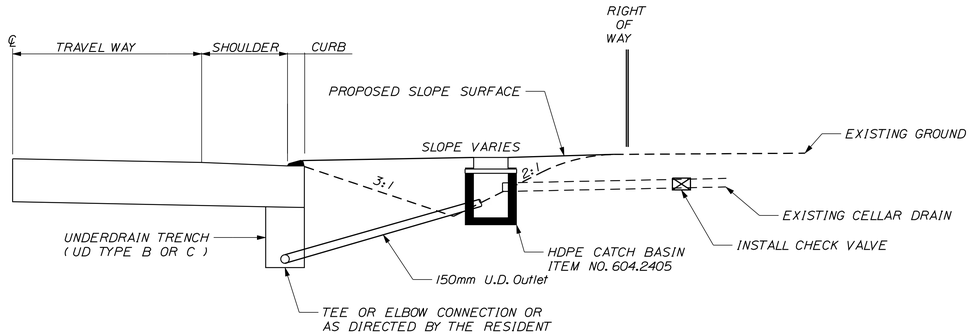
SHEET 1 OF 1 AUGUSTA, MAINE

Filename: ...\mslo\007_TypicalDam.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9493(100)X	8	187

9493.10

CELLAR DRAIN CONNECTION DETAIL: UNDERDRAIN SECTION



STATION	OFFSET
7+144.068	LT.

NOTES:

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

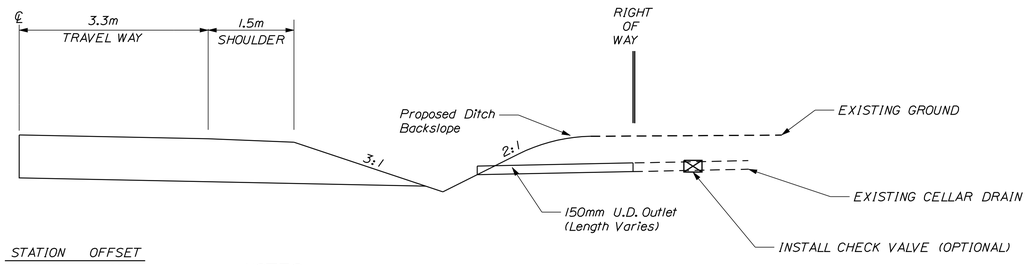
2. CATCH BASIN TYPE HDPE SHOULD HAVE A SOLID COVER AND BE INSTALLED WITHIN THE STATE'S RIGHT OF WAY.

3. A CHECK VALVE TO PREVENT BACK FLOW TO PROPERTY SHALL 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 HDPE CATCH BASIN SHALL BE INCIDENTAL TO THE ITEM NO. 604.2405- HDPE CATCH BASIN.

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

CELLAR DRAIN CONNECTION DETAIL: DITCH SECTION



STATION	OFFSET
7+167.076	RT.
8+925.262	RT.
8+959.679	RT.
9+084.694	RT.
9+706.556	LT.
9+797.003	LT.
9+901.290	RT.
11+456.551	RT.
11+526.752	RT.

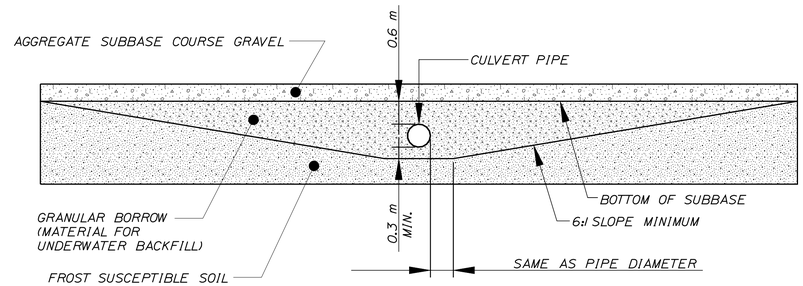
NOTES:

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

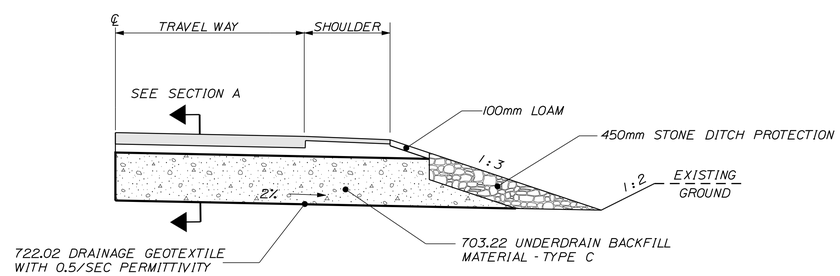
2. PAYMENT FOR CONNECTION FROM EXISTING CELLAR DRAIN TO DRAINAGE DITCH SHALL BE 150mm UNDERDRAIN OUTLET PIPE. ITEM NO. 605.10. OR AS DIRECTED BY THE RESIDENT.

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

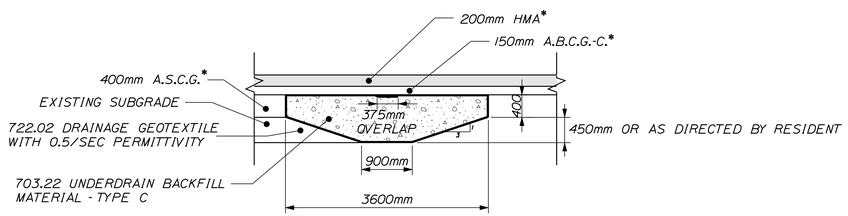
CROSS CULVERT IN FROST SUSCEPTIBLE SOILS



FRENCH DRAIN DETAIL



FRENCH DRAIN - SECTION A



NOTES:

*REFERS TO HMA - OPTION 1.

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CELLAR DRAIN DETAIL - FROST SUSCEPTIBLE SOIL DETAIL - FRENCH DRAIN DETAIL

SACO - BUXTON

NOT TO SCALE

SHEET 1 OF 1 AUGUSTA, MAINE

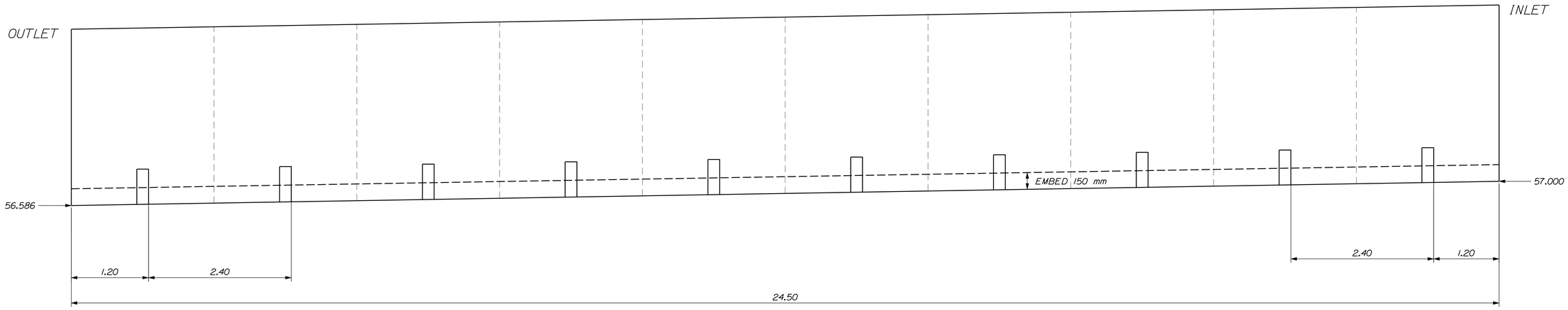
Filename: ...\008_Typical_Cellar Drain Details.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

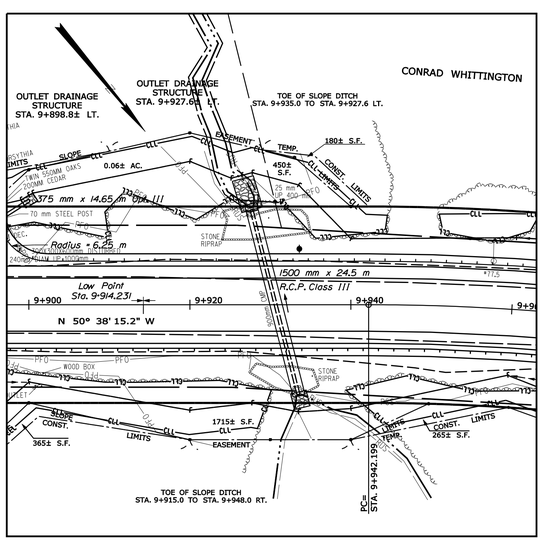
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9493(100)X	9	187

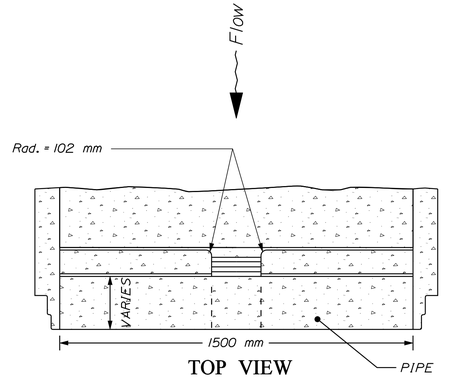
9493.10

horizontal scale= x 1.5
vertical scale= x 3

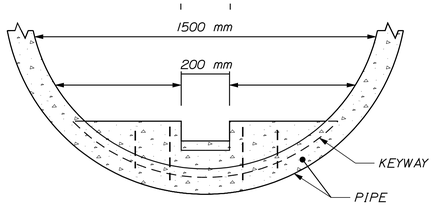
WEIR LAYOUT FOR 1500mm RCP, CLASS III @ STATION 9+930.000



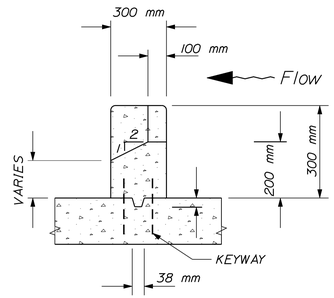




TOP VIEW



FRONT VIEW



SECTION

= CONCRETE

NOTES:

1. FISH WEIRS SHALL BE PRECAST WITHIN EACH CULVERT SECTION AND PLACED AS SHOWN IN THE TYPICAL.

2. THE PRECAST WEIRS SHALL BE CONSIDERED INCIDENTAL TO ITEM 603.255, 1500mm RCP. CLASS III.

3. THE 1500 mm RCP. CLASS III IS TO BE EMBEDDED 150 mm.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	J. MANZER	WAJH/NC\SL	FEB. 2010
CHECKED	-----	-----	-----
REVISIONS	-----	-----	-----
FIELD CHANGES			

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WEIR LAYOUT

SACO - BUXTON

ROUTE 112

NOT TO SCALE

SHEET / OF /

AUGUSTA, MAINE

Filename: ...\mst\0\009_Typical_Weirs.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

ESTIMATED QUANTITIES

	Item	Item Description	Unit	Quantity
	201.11	CLEARING	HA	2.3
	201.23	REMOVING SINGLE TREE TOP ONLY	EA	101
	201.24	REMOVING STUMP	EA	105
	202.08	REMOVING BUILDING NO.: 1	LS	1
	202.08	REMOVING BUILDING NO.: 2	LS	1
	202.15	REMOVING MANHOLE OR CATCH BASIN	EA	1
	202.202	REMOVING PAVEMENT SURFACE	M2	9875
	202.203	PAVEMENT BUTT JOINTS	M2	670
	203.21	ROCK EXCAVATION	M3	100
	203.25	GRANULAR BORROW	M3	100
*	206.061	STRUCTURAL EARTH EXCAVATION - DRAINAGE AND MINOR STRUCTURES, BELOW GRADE	M3	50
*	206.07	STRUCTURAL ROCK EXCAVATION - DRAINAGE AND MINOR STRUCTURES	M3	50
	304.10	AGGREGATE SUBBASE COURSE - GRAVEL	M3	31400
	403.209	HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	MG	775
	403.210	HOT MIX ASPHALT 9.5 MM NOMINAL MAX SIZE	MG	2425
	403.211	HOT MIX ASPHALT (SHIM)	MG	1300
	502.341	STRUCTURAL CONCRETE ROADWAY MEDIAN	M3	225
*	512.081	FRENCH DRAINS	LS	1
	527.303	ENERGY ABSORBING SYSTEM (ETPLUS)	EA	5
	534.50	PRECAST STRUCTURAL CONCRETE INLET DAM	LS	1
	603.16	375 MM CULVERT PIPE OPTION I	M	719
	603.169	375 MM CULVERT PIPE OPTION III	M	312
	603.17	450 MM CULVERT PIPE OPTION I	M	22
	603.175	450 MM RCP CLASS III	M	52
	603.179	450 MM CULVERT PIPE OPTION III	M	70
	603.19	600 MM CULVERT PIPE OPTION I	M	25
	603.195	600 MM RCP CLASS III	M	50
	603.199	600 MM CULVERT PIPE OPTION III	M	20
	603.205	750 MM REINFORCED CONCRETE PIPE CLASS III	M	181
	603.209	750 MM CULVERT PIPE OPTION III	M	48
	603.215	900 MM REINFORCED CONCRETE PIPE CLASS III	M	27
	603.219	900 MM CULVERT PIPE OPTION III	M	10
	603.235	1200 MM REINFORCED CONCRETE PIPE CLASS III	M	25
	603.255	1500 MM RCP CLASS III	M	25
	604.09	CATCH BASIN TYPE B1	EA	2
	604.092	CATCH BASIN TYPE B1-C	EA	24
	604.096	1500 MM CATCH BASIN TYPE B1-C	EA	5
	604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	EA	42
	604.2405	HDPE CATCH BASIN	EA	1
	604.245	CATCH BASIN TYPE F4-C	EA	5
	604.246	CATCH BASIN TYPE F5	EA	1
	604.247	CATCH BASIN TYPE F5-C	EA	10
	604.249	CATCH BASIN TYPE F6-C	EA	1
	605.09	150 MM UNDERDRAIN TYPE B	M	535
	605.10	150 MM UNDERDRAIN OUTLET	M	68
	605.11	300 MM UNDERDRAIN TYPE C	M	1018
	605.12	375 MM UNDERDRAIN TYPE C	M	520
	605.13	450 MM UNDERDRAIN TYPE C	M	138
	605.15	600 MM UNDERDRAIN TYPE C	M	361
	605.17	750 MM UNDERDRAIN TYPE C	M	175
	605.18	900 MM UNDERDRAIN TYPE C	M	139
	606.23	GUARDRAIL TYPE 3C - SINGLE RAIL	M	538
	606.232	GUARDRAIL TYPE 3C - OVER 4.5 M RADIUS	M	69
	606.265	TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	EA	9
	606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	EA	28
	606.356	UNDERDRAIN DELINEATOR POST	EA	46
*	606.47	SINGLE WOOD POST	EA	15
	609.31	CURB TYPE 3	M	2455
	609.34	CURB TYPE 5	M	92
	610.08	PLAIN RIPRAP	M3	100
	610.18	STONE DITCH PROTECTION	M3	95
	613.319	EROSION CONTROL BLANKET	M2	12115
	615.07	LOAM	M3	6525
	618.1301	SEEDING METHOD NUMBER 1 - PLAN QUANTITY	UN	145
	618.1401	SEEDING METHOD NUMBER 2 - PLAN QUANTITY	UN	380
	618.1411	SEEDING METHOD NUMBER 3 - PLAN QUANTITY	UN	220
	619.1201	MULCH - PLAN QUANTITY	UN	745
	620.58	EROSION CONTROL GEOTEXTILE	M2	620
	621.021	EVERGREEN TREES (600 MM - 900 MM) GROUP C	EA	12
	621.025	EVERGREEN TREES (900 MM - 1200 MM) GROUP A	EA	12
	621.026	EVERGREEN TREES (900 MM - 1200 MM) GROUP B	EA	12
	621.027	EVERGREEN TREES (900 MM - 1200 MM) GROUP C	EA	3
	621.196	MEDIUM DECIDUOUS TREE (45 MM - 50 MM CALIPER) GROUP B	EA	12
	621.267	LARGE DECIDUOUS TREE (45 MM - 50 MM CALIPER) GROUP A	EA	15
	621.269	LARGE DECIDUOUS TREE (45 MM - 50 MM CALIPER) GROUP C	EA	6
	621.388	DWARF EVERGREENS (300 MM - 375 MM)	EA	12
	621.389	DWARF EVERGREENS (375 MM - 450 MM) GROUP A	EA	12
	621.397	DWARF EVERGREENS (450 MM - 600 MM) GROUP C	EA	12
	621.402	DWARF EVERGREENS (600 MM - 750 MM) GROUP B	EA	12
	621.403	DWARF EVERGREENS (600 MM - 750 MM) GROUP C	EA	12
	621.546	DECIDUOUS SHRUBS (600 MM - 900 MM) GROUP A	EA	36
	621.71	HERBACEOUS PERENNIALS GROUP A	EA	24
	621.80	ESTABLISHMENT PERIOD	LS	1
	627.733	100 MM WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	M	44225
	627.75	WHITE OR YELLOW PAVEMENT AND CURB MARKING	M2	45
	627.76	TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	LS	1
*	627.811	TEMPORARY BI-DIRECTIONAL YELLOW DELINEATORS	EA	150
	629.05	HAND LABOR, STRAIGHT TIME	HR	10
	631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	HR	20
	631.172	TRUCK - LARGE (INCLUDING OPERATOR)	HR	40
	631.18	CHAIN SAW RENTAL (INCLUDING OPERATOR)	HR	10
	631.20	STUMP CHIPPER (INCLUDING OPERATOR)	HR	10
	631.22	FRONT END LOADER (INCLUDING OPERATOR)	HR	10

* *UNDETERMINED LOCATIONS*

	Item	Item Description	Unit	Quantity
	631.32	CULVERT CLEANER (INCLUDING OPERATOR)	HR	10
	639.18	FIELD OFFICE TYPE A	EA	1
	652.31	TYPE I BARRICADE	EA	25
	652.311	TYPE II BARRICADE	EA	25
	652.33	DRUM	EA	75
	652.34	CONE	EA	100
	652.35	CONSTRUCTION SIGNS	M2	100
	652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	LS	1
	652.38	FLAGGER	HR	10000
	656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LS	1
	658.20	ACRYLIC LATEX COLOR FINISH, GREEN	M2	200
	659.10	MOBILIZATION	LS	1
	660.21	ON-THE-JOB TRAINING (BID)	HR	4000

ALTERNATE 1

Item	Item Description	Unit	Quantity
203.20	COMMON EXCAVATION	M3	58300
304.09	AGGREGATE BASE COURSE - CRUSHED	M3	10650
403.208	HOT MIX ASPHALT 12.5 MM, SURFACE	MG	6700
403.213	HOT MIX ASPHALT 12.5 MM, BASE	MG	17300
409.15	BITUMINOUS TACK COAT APPLIED	L	21625

ALTERNATE 2

Item	Item Description	Unit	Quantity
203.20	COMMON EXCAVATION	M3	52400
304.09	AGGREGATE BASE COURSE - CRUSHED	M3	7500
310.24	PLANT MIX RECYCLED ASPHALT PAVEMENT - 100 MM DEPTH	M2	52700
403.208	HOT MIX ASPHALT 12.5 MM, SURFACE	MG	6700
403.213	HOT MIX ASPHALT 12.5 MM, BASE	MG	12900
409.15	BITUMINOUS TACK COAT APPLIED	L	24450

METRIC 1. All dimensions are in millimeters unless otherwise 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-9493(100)X	10	187

9493.10

EARTHWORK SUMMARY

	Option 1- ALL HMA			Option 2- PMRAP		
COMMON EXCAVATION FOR ESTIMATE						
COMMON EXCAVATION (FROM CROSS SECTIONS)	49,857			46,885 **		
EARTH FROM DRIVES, OLD ROAD, ETC.	3,931			3,931		
GRUBBING IN FILL	1,524			1,524		
PAVEMENT SALVAGE IN FILL	2,966			0		
TOTAL COMMON EXCAVATION			58,278			52,340
FILL FOR BORROW CALCULATIONS						
COMMON FILL (FROM CROSS SECTIONS)	8,832			8,832		
FILL FOR DRIVES	12			12		
GRUBBING IN FILL	1,524			1,524		
PAVEMENT SALVAGE IN FILL	2,966			2,966		
TOTAL FILL			13,334			13,334
ROCK EXCAVATION FOR ESTIMATE						
ROCK EXCAVATION (FROM CROSS SECTIONS)	100			100		
TOTAL ROCK EXCAVATION			100			100
AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS						
TOTAL COMMON EXCAVATION			58,278			52,340
DEDUCTIONS:						
GRUBBING IN CUT	9,471			9,471		
GRUBBING IN FILL	1,524			1,524		
PAVEMENT SALVAGE (CUT & FILL)	5,938					
TOTAL DEDUCTIONS			16,933			10,995
TOTAL COMMON EXCAVATION MINUS TOTAL DEDUCTIONS			41,345			41,345
TOTAL AVAILABLE STRUCT. EXCAVATIONS (UNDERDRAIN ONLY)			2,124			2,124
TOTAL AVAILABLE NON-ROCK EXCAVATION			43,469			43,469
COMPUTATION OF WASTE MATERIAL						
GRUBBING IN CUT	9,471			9,471		
GRUBBING IN FILL	1,524			1,524		
TOTAL AVAILABLE WASTE MATERIAL			10,995			10,995
COMPUTATION OF GRANULAR BORROW FOR ESTIMATE						
GRANULAR BORROW =	87	x 1.15=	100	87	x 1.15=	100
COMPUTATION FOR COMMON BORROW FOR ESTIMATE						
TOTAL FILL			13,334			13,334
TOTAL AVAIL. NON-ROCK EXCAV.	43,469 x 0.85 =	36,949		43,469 x 0.85 =	36,949	
TOTAL AVAIL. ROCK EXCAV.	100 x 1.33 =	133		100 x 1.33 =	133	
TOTAL AVAILABLE EXCAVATION			37,082		=	37,082
TOTAL AVAILABLE EXCAVATION - TOTAL FILL + TOTAL WASTE MATERIAL			**34,743**			**34,743**
(WASTE MATERIAL TO BE DISPOSED OF OFF PROJECT)						
SURPLUS MATERIAL =	**34,743**			**SURPLUS MATERIAL =**	**34,743**	

** = *EXCLUDES PAVEMENT SALVAGE IN CUT WHICH IS TO BE PAID FOR UNDER ITEM 310.24 PLANT MIX RECYCLED PAVEMENT - 100 mm*

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES & EARTHWORK SUMMARY

SACO - BUXTON

ROUTE 112

SHEET / OF /

AUGUSTA, MAINE

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

Filename: ...\highway\mslo\010_Estimate.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	11	187

9493.10

STATION	CULVERT PIPE: RCP SIZE	RCP LENGTH	RCP CLASS	OPTION I SIZE	OPTION I LENGTH	OPTION III SMOOTHLINED SIZE	OPTION III SMOOTHLINED LENGTH	OPTION III CORRUGATED SIZE	OPTION III CORRUGATED LENGTH	CATCH BASIN B1	CB B1-C	CB F4-C	CB F5	CB F5-C	CB F6-C	CB HDPE	PIPE ARCH RISE	PIPE ARCH LENGTH	MH GAGE OR WALL THICKNESS	UNDERDRAIN TYPE B LENGTH	UNDERDRAIN TYPE B OUTLET LENGTH	UNDERDRAIN TYPE C SMOOTHLINED SIZE	UNDERDRAIN TYPE C SMOOTHLINED LENGTH	UNDERDRAIN TYPE C CORRUGATED SIZE	UNDERDRAIN TYPE C CORRUGATED LENGTH	ELBOWS, TEES, WYES AND INLET GRATE UNITS DESCRIPTIONS	REMARKS
CATCHBASINS																											
CB #1- STA. 6+610.000, LT												/															
CB #2- STA. 6+610.000, RT												/															
CB #3- STA. 6+685.850, LT												/															
CB #3A- STA. 6+704.706, RT													/														
CB #4- STA. 6+780.000, LT												/															
CB #4A- STA. 7+130.000, LT														/													
STA. 7+144.068, 7.485 m LT																/											
CB #5- STA. 7+210.000, LT														/													
CB #6- STA. 7+911.022, LT											/																
CB #7- STA. 8+030.000, LT											/																
CB #8- STA. 8+090.000, LT											/															WITH FLAT TOP	
CB #9- STA. 9+000.000, LT											/															WITH FLAT TOP	
CB #9A- STA. 9+060.000, LT											/																
CB #10- STA. 9+265.000, LT														/													
CB #11- STA. 9+290.000, RT														/													
CB #12- STA. 9+340.000, LT														/													
CB #13- STA. 9+360.000, RT														/													
CB #14- STA. 9+415.000, LT															/												
CB #15- STA. 9+520.000, RT												/															
CB #16- STA. 9+620.000, RT														/													
CB #17- STA. 9+680.000, RT												/															
CB #17A- STA. 9+860.000, LT											/																
CB #17B- STA. 9+886.626, LT											/																
CB #18- STA. 9+992.043, LT											/															WITH FLAT TOP	
CB #19- STA. 10+078.762, LT											/															WITH FLAT TOP	
CB #19A- STA. 10+289.085, LT											1.75															1500 mm OVERSIZED BASIN	
CB #20- STA. 10+335.592, LT											/																
CB #21- STA. 10+460.000, LT														/													
CB #22- STA. 10+620.000, LT											/																
CB #23- STA. 10+666.550, RT														/													
CB #24- STA. 10+700.000, LT											/																
CB #25- STA. 10+875.237, LT											/															WITH FLAT TOP	
CB #26- STA. 10+925.000, LT											1.75															1500 mm OVERSIZED BASIN	
CB #27- STA. 11+000.000, LT											1.75																
CB #28- STA. 11+063.320, LT											1.5															1500 mm OVERSIZED BASIN	
CB #29- STA. 11+063.520, RT											/																
CB #30-STA. 11+103.027, LT											1.5																
CB #31- STA. 11+150.000, RT											/																
CB #32- STA. 11+170.000, LT											1.25																
CB #33- STA. 11+230.000, LT											/																
CB #34-STA. 11+230.000, RT										/																	
CB #35- STA. 11+321.974, LT											/																
CB #36- STA. 11+430.000, LT										/																	
OPTION III																											
CB #1 TO STA. 6+600.000, LT						375	9.75	375	9.75																	RIPRAP OUTLET	
CB #2 TO STA. 6+600.000, RT						375	9.75	375	9.75																	RIPRAP OUTLET	
CB #3A TO STA. 6+720.000, RT						375	15.85	375	15.85																	RIPRAP INLET	
CB #4A TO STA. 7+120.000, LT						450	9.75	450	9.75																	RIPRAP INLET	
CB #5 TO STA. 7+220.000, LT						450	9.75	450	9.75																	RIPRAP OUTLET	
CB #6 TO STA. 7+890.000, LT						375	20.75	375	20.75																	RIPRAP OUTLET	
CB #8 TO STA. 8+100.000, LT						375	9.75	375	9.75																	RIPRAP OUTLET	
CB #9 TO STA. 8+980.000, LT						600	19.50	600	19.50																	RIPRAP OUTLET	
STA. 8+996.290 TO STA. 9+011.540, RT						375	15.25	375	15.25																	RIPRAP INLET & OUTLET	
CB #9A TO STA. 9+070.000, LT						450	9.75	450	9.75																	RIPRAP INLET	
STA. 9+132.130 TO STA. 9+150.370, RT						375	18.25	375	18.25																	RIPRAP INLET & OUTLET	
CB #10 TO STA. 9+260.000, LT						375	6.10	375	6.10																	RIPRAP OUTLET	
CB #11 TO STA. 9+283.000, RT						375	7.95	375	7.95																	RIPRAP OUTLET	
CB #13 TO STA. 9+369.000, RT						375	8.55	375	8.55																	RIPRAP INLET	
CB #14 TO STA. 9+420.000, LT						375	6.00	375	6.00																	RIPRAP INLET	
CB #15 TO STA. 9+510.000, RT						375	9.75	375	9.75																	RIPRAP OUTLET	
STA. 9+523.370 TO STA. 9+539.750, LT						375	15.85	375	15.85																	RIPRAP INLET & OUTLET	
CB #17 TO STA. 9+689.080, RT						375	8.55	375	8.55																	RIPRAP OUTLET	
STA. 9+780.150 TO STA. 9+796.000, RT						375	15.85	375	15.85																	RIPRAP INLET & OUTLET	
STA. 9+813.460 TO STA. 9+829.310, LT						375	15.85	375	15.85																	RIPRAP INLET & OUTLET	
CB #17A TO STA. 9+850.000, LT						375	9.75	375	9.75																	RIPRAP INLET	
CB #17B TO STA. 9+900.000, LT						375	14.65	375	14.65																	RIPRAP OUTLET	
CB #18 TO STA. 9+975.000, LT						375	17.05	375	17.05																	RIPRAP OUTLET	
CB #19A TO STA. 0+053.000, LT (DITCH EXTENSION)								750	47.55																PLUS ELBOW	RIPRAP OUTLET	
STA. 10+325.400 TO STA. 10+343.630, RT						375	18.25	375	18.25																	RIPRAP INLET & OUTLET	
CB #21 TO STA. 10+470.000, LT						375	10.35	375	10.35																	RIPRAP OUTLET	
CB #22 TO STA. 10+600.000, LT						450	20.75	450	20.75																	RIPRAP OUTLET	
CB #23 TO STA. 10+650.000, RT						375	17.05	375	17.05																	RIPRAP OUTLET	
CB #25 TO STA. 10+890.000, LT						375	15.75	375	15.75																	RIPRAP OUTLET	
CB #26 TO STA. 10+922.000, LT						900	9.75	900	9.75																	RIPRAP OUTLET	
CB #34 TO STA. 11+240.000, RT						450	9.75	450	9.75																	RIPRAP INLET	
STA. 11+416.700 TO STA. 11+432.000, RT						375	15.25	375	15.25																	RIPRAP INLET & OUTLET	
CB #36 TO STA. 11+440.000, LT						450	9.75	450	9.75																	RIPRAP INLET	

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

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DRAINAGE SHEET

SACO - BUXTON

ROUTE 112

SHEET 1 OF 3 AUGUSTA, MAINE

Filename: ...\msto\011_Drainage_1.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	12	187

9493.10

STATION	CULVERT PIPE: RCP SIZE	RCP LENGTH	RCP CLASS	OPTION I SIZE	OPTION I LENGTH	OPTION III SMOOTHLINED SIZE	OPTION III SMOOTHLINED LENGTH	OPTION III CORRUGATED SIZE	OPTION III CORRUGATED LENGTH	CATCH BASIN B1	B1-C	F4-C	F5	F5-C	F6-C	HDPE	PIPE ARCH RISE	PIPE ARCH LENGTH	MH GAGE OR WALL THICKNESS	UNDERDRAIN TYPE B LENGTH	TYPE B OUTLET LENGTH	TYPE C SMOOTHLINED SIZE	TYPE C SMOOTHLINED LENGTH	TYPE C CORRUGATED SIZE	TYPE C CORRUGATED LENGTH	ELBOWS, TEES, WYES AND INLET GRATE UNITS DESCRIPTIONS	REMARKS
UNDERDRAIN																											
CB #1 TO CB #3, LT																						300	74.70				
CB #3 TO CB #4, LT																						300	92.90				
CB #4 TO STA. 6+860.000, LT																				79.40							
CB #2 TO CB #3A, RT																						375	93.60				
CB #4A TO CB #5, LT																						450	78.80				
STA. 7+300.000 TO STA. 7+320.000, RT																					20.40					PLUS ELBOW	
STA. 7+320.000 TO STA. 7+440.000, RT																				117.10							
STA. 7+440.000 TO STA. 7+456.000, RT																					16.30					PLUS ELBOW	
CB #6 TO CB #7, LT																						300	99.20				
CB #7 TO CB #8, LT																						300	58.80				
CB #9 TO CB #9A, LT																						450	58.80				
CB #10 TO CB #12, LT																						375	72.80				
CB #12 TO CB #14, LT																						375	73.80				
CB #11 TO CB #13, RT																						300	69.50				
CB #15 TO CB #16, RT																						300	99.40				
CB #16 TO CN #17, RT																						300	58.80				
CB #17A TO CB #17B, LT																						375	25.60				
CB #18 TO CB #19, LT																						300	86.80				
CB #19 TO CB #19A, LT																						300	209.00				
CB #19A TO CB #20, LT																						300	45.40				
CB #20 TO CB #21, LT																						300	122.80				
CB #22 TO CB #24, LT																						375	78.90				
CB #24 TO CB #25, LT																						375	174.40				
CB #23 TO STA. 10+790.000, RT																				123.00							
STA. 10+790.000 TO STA. 10+800.000, RT																					10.50						
CB #26 TO CB #27, LT																						900	74.10				
CB #27 TO CB #28, LT																						900	64.10				
CB #28 TO CB #30, LT																						750	39.60				
CB #30 TO CB #32, LT																						750	66.40				
CB #32 TO CB #33, LT																						750	68.80				
CB #33 TO CB #35, LT																						600	90.80				
CB #35 TO CB #36, LT																						600	106.80				
STA. 11+000.000 TO STA. 11+020.000, RT																					20.30						
STA. 11+020.000 TO STA. 11+060.000, RT																				40.00							
CB #29 TO CB #31, RT																						600	84.00				
CB #31 TO CB #34, RT																						600	78.80				
CB #28 TO STA. 38+060.000, LT (BOYNTON RD.)																				73.00							
CB #30 TO STA. 38+060.000, RT (BOYNTON RD.)																				53.20							
STA. 7+144.068 LT.																				2.70						CELLAR DRAIN CONNECTION	
STA. 7+167.076 RT.																				5.00						CELLAR DRAIN CONNECTION	
STA. 8+925.262 RT.																				5.00						CELLAR DRAIN CONNECTION	
STA. 8+959.679 RT.																				5.00						CELLAR DRAIN CONNECTION	
STA. 9+084.694 RT.																				5.00						CELLAR DRAIN CONNECTION	
STA. 9+706.556 LT.																				5.00						CELLAR DRAIN CONNECTION	
STA. 9+797.003 LT.																				5.00						CELLAR DRAIN CONNECTION	
STA. 9+901.290 RT.																				5.00						CELLAR DRAIN CONNECTION	
STA. 11+456.551 RT.																				5.00						CELLAR DRAIN CONNECTION	
STA. 11+526.752 RT.																				5.00						CELLAR DRAIN CONNECTION	
CROSS PIPES (RCP)																											
STA. 6+876.625, 6.4m RT TO STA. 6+878.117, 6.9m LT	450	13.40	III																							RIPRAP INLET & OUTLET	
STA. 7+295.430, 7.3m LT TO STA. 7+295.430, 7.3m RT	450	14.65	III																							RIPRAP INLET & OUTLET	
STA. 7+695.640, 12.0 RT TO STA. 7+698.000, 11.0m LT	450	23.15	III																							RIPRAP INLET & OUTLET	
STA. 8+180.000, 11.2m LT TO STA. 8+180.000, 12.0m RT	750	23.15	III																							RIPRAP INLET & OUTLET TWIN CULVERTS	
STA. 8+180.000, 11.2m LT TO STA. 8+180.000, 12.0m RT	750	23.15	III																								
STA. 8+301.740, 10.5m RT TO STA. 8+303.870, 8.5m LT	750	19.50	III																							RIPRAP INLET & OUTLET TWIN CULVERTS	
STA. 8+301.740, 10.5m RT TO STA. 8+303.870, 8.5m LT	750	19.50	III																								
STA. 8+442.230, 15.8m LT TO STA. 8+473.400, 15.0m RT	750	43.90	III																							RIPRAP INLET & OUTLET	
STA. 8+831.250, 7.2m RT TO STA. 8+831.250, 7.5m LT	600	14.65	III																							RIPRAP INLET & OUTLET	
STA. 9+927.700, 12.5m LT TO STA. 9+933.500, 11.3m RT	1500	24.50	III																							RIPRAP INLET & OUTLET WITH PRECAST WEIRS	
CB #19A LT TO STA. 10+293.410, 9.6m RT	750	14.65	III																							RIPRAP INLET	
STA. 10+566.600, 14.1m LT TO STA. 10+571.300, 12.4m RT	900	26.85	III																							RIPRAP INLET & OUTLET	
STA. 10+914.400, 10.5m RT TO STA. 10+914.400, 14.8m LT	1200	24.40	III																							RIPRAP INLET & OUTLET	
CB #28 LT TO CB #29 RT	600	8.25	III																								
STA. 29+030.000, 6.7m LT TO STA. 29+030.000, 6.7m RT	750	13.40	III	(GRANT RD.)																						RIPRAP INLET & OUTLET TWIN CULVERTS	
STA. 29+030.000, 6.7m LT TO STA. 29+030.000, 6.7m RT	750	13.40	III	(GRANT RD.)																							
STA. 30+060.000, 11.2m LT TO STA. 30+060.000, 7.0m RT	750	18.25	III	(RT. 117)																						RIPRAP INLET & OUTLET TWIN CULVERTS	
STA. 30+060.000, 11.2m LT TO STA. 30+060.000, 7.0m RT	750	18.25	III	(RT. 117)																							

Filename: ...\mst0\012_Drainage_2.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	J. MANZER	-----
CHECKED	-----	-----
REVISIONS	WA.JH.NC.SL	-----
FIELD CHANGES	-----	-----

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DRAINAGE SHEET

SACO - BUXTON

ROUTE 112

METRIC 1. All dimensions are in millimeters unless otherwise 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-9493(100)X	13	187

9493.10

STATION	CULVERT PIPE									CATCH BASIN							PIPE ARCH		MH	UNDERDRAIN							ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
	RCP			OPTION I		OPTION III														TYPE B		TYPE C					
						SMOOTHLINED		CORRUGATED											GAGE OR WALL THICKNESS	TYPE B	OUTLET	SMOOTHLINED		CORRUGATED		DESCRIPTIONS	
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	B1	B1-C	F4-C	F5	F5-C	F6-C	HDPE	RISE	LENGTH		LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH		
DRIVEWAY CULVERTS (OPTION I)																											
STA. 6+433.500, LT				375	11.00																						
STA. 6+438.696, RT				375	11.00																						
STA. 6+458.000, LT				375	12.80																						
STA. 6+518.000, RT				375	11.00																						
STA. 6+524.700, LT				375	9.75																						
STA. 6+568.500, LT				375	13.40																						
STA. 6+805.000, RT				375	12.80																						
STA. 6+933.000, RT				375	24.40																						
STA. 6+997.000, RT				375	9.75																						
STA. 7+175.000, RT				375	12.80																						
STA. 7+191.600, RT				375	14.00																						
STA. 7+220.700, RT				375	12.20																						
STA. 7+246.000, RT				375	12.20																						
STA. 7+382.500, LT				375	15.24																						
STA. 7+467.000, LT				375	9.75																						
STA. 7+480.000, LT				375	9.15																						
STA. 7+580.000, RT				375	9.75																						
STA. 7+621.500, LT				375	7.95																						
STA. 7+671.500, LT				375	9.75																						
STA. 7+765.000, LT				375	9.15																						
STA. 7+765.700, RT				375	9.75																						
STA. 7+824.000, LT				375	12.20																						
STA. 7+831.000, RT				375	9.75																						
STA. 7+865.200, LT				375	9.75																						
STA. 7+911.022, RT				375	14.00																						
STA. 8+241.980, LT				375	9.75																						
STA. 8+255.698, RT				375	9.15																						
STA. 8+434.200, RT				375	21.40																						
STA. 8+486.433, RT				375	11.60																						
STA. 8+631.100, LT				375	9.15																						
STA. 8+692.509, RT				375	9.15																						
STA. 8+732.000, LT				375	10.35																						
STA. 8+791.500, LT				375	9.15																						
STA. 8+834.053, LT TO STA. 8+846.102, LT				600	15.25																						
STA. 8+914.000, RT				375	12.20																						
STA. 8+935.900, RT				375	10.35																						
STA. 8+951.000, LT				600	9.75																						
STA. 9+077.500, RT				375	9.75																						
STA. 9+110.000, RT				375	9.75																						
STA. 9+111.000, LT				450	11.60																						
STA. 9+178.000, LT				450	10.35																						
STA. 9+217.500, RT				375	11.00																						
STA. 9+258.000, RT				375	11.00																						
STA. 9+392.500, RT				375	9.15																						
STA. 9+429.200, LT				375	9.75																						
STA. 9+431.400, RT				375	15.25																						
STA. 9+460.100, LT				375	11.60																						
STA. 9+491.200, RT				375	11.00																						
STA. 9+592.000, LT				375	12.80																						
STA. 9+616.500, LT				375	9.15																						
STA. 9+672.300, LT				375	9.75																						
STA. 6+688.500, LT				375	9.75																						
STA. 9+759.600, LT				375	9.15																						
STA. 9+805.000, LT				375	9.75																						
STA. 9+861.000, RT				375	10.35																						
STA. 10+085.000, RT				375	12.20																						
STA. 10+516.000, LT				375	10.35																						
STA. 10+827.500, RT				375	25.00																						
STA. 10+897.900, RT				375	18.25																						
STA. 11+495.000, RT				375	11.00																						
STA. 11+540.000, RT				375	9.75																						
STA. 11+582.500, RT				375	7.95																						
STA. 11+601.500, LT				375	12.80																						
STA. 30+054.4, LT (RT.117)				375	17.05																						
STA. 30+074.300, LT (RT.117)				375	10.00																						
STA. 39+030.500, RT (OAKWOOD DR.)				375	9.75																						

PROJECT DESIGN ENGINEER
DESIGN-DETAILED — J. MANZER — DATE
CHECKED — WAJR\NC\SL — DATE
REVISIONS — ----- — DATE
FIELD CHANGES — ----- — DATE

PLANS

Filename: ...\mslo\013_Drainage_3.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DRAINAGE SHEET

SACO - BUXTON
ROUTE 112

SHEET 3 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-9493(100)X	14	187

9493.10

GENERAL NOTES-
THE OVERLAY SECTION IS FROM STA. 1+090.000 TO STA. 6+420.000
THE FULL CONSTRUCTION SECTION IS FROM STA. 6+420.000 TO STA. 11+640.000

1. THE UTILITIES INVOLVED IN THE FULL CONSTRUCTION SECTION OF THE CONTRACT ARE AS FOLLOWS:
CENTRAL MAINE POWER; MARITIMES NORTHEAST PIPELINE; TIME WARNER CABLE; NORTHERN NEW ENGLAND TELEPHONE OPERATIONS LLC; AND OTT COMMUNICATIONS (SOUTH). (FULL CONSTRUCTION SECTION)

2. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS OTHERWISE NOTED. (FULL CONSTRUCTION SECTION)

3. CLEARING LIMITS SHALL BE 3 METERS BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT. (FULL CONSTRUCTION SECTION)

4. THE CLEARING AND SELECTIVE CLEARING AND THINNING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING AND THINNING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT. (FULL CONSTRUCTION SECTION)

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

6. GRUBBING IN FILL AREAS HAS BEEN SHOWN ON THE CROSS SECTIONS AND THE QUANTITIES NOTED. THESE LIMITS ARE APPROXIMATE AND HAVE BEEN USED FOR ESTIMATING PURPOSES ONLY. ACTUAL GRUBBING LIMITS MAY VARY BASED ON FIELD CONDITIONS AS DIRECTED BY THE RESIDENT. ESTIMATED GRUBBING DEPTHS ARE 225 MM IN FIELD AREAS AND 375 MM IN WOODED AREAS. (FULL CONSTRUCTION SECTION)

7. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT. (OVERLAY SECTION)

8. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE NON-GUARDRAIL FILL SLOPES UNLESS OTHERWISE NOTED ON THE PLANS. (FULL CONSTRUCTION SECTION)

9. 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. (FULL CONSTRUCTION SECTION)

10. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW-UNDERWATER BACKFILL AND WILL PAID FOR AS GRANULAR BORROW. (FULL CONSTRUCTION SECTION)

11. 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. (FULL CONSTRUCTION SECTION)

12. EXISTING INSLOPES STEEPER THAN 2:1 IN PROPOSED FILL AREAS SHALL BE BENCHED AS DIRECTED BY THE RESIDENT. (FULL CONSTRUCTION SECTION)

13. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 50 MM HOT MIX ASPHALT AND 300 MM AGGREGATE SUBBASE COURSE GRAVEL. (FULL CONSTRUCTION SECTION)

14. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 75 MM HOT MIX ASPHALT AND 275 MM AGGREGATE SUBBASE COURSE GRAVEL. (FULL CONSTRUCTION SECTION)

15. UNPAVED ENTRANCES SHALL BE CONSTRUCTED WITH 350 MM AGGREGATE SUBBASE COURSE GRAVEL. (FULL CONSTRUCTION SECTION)

16. A 1 METER PAVED LIP SHALL BE PLACED AT ALL UNPAVED ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT. (FULL CONSTRUCTION SECTION)

17. IF PAVING EXTENDS OVER TWO SEASONS, BEFORE THE SURFACE IS PLACED, BUTT JOINTS SHALL BE CUT PER STANDARD DETAILS, OR AS DIRECTED BY THE RESIDENT. PAYMENT SHALL BE UNDER ITEM NO. 202.203- PAVEMENT BUTT JOINTS. (FULL CONSTRUCTION SECTION)

18. EXISTING CULVERTS DESIGNATED TO BE REMOVED ON THE PLANS OR AS DIRECTED TO BE REMOVED BY THE RESIDENT SHALL BE PAID FOR UNDER ITEM NO. 203.20- COMMON EXCAVATION. ANY NECESSARY BACKFILLING, COMPACTION AND TEMPORARY PAVEMENT FOR THE REMOVED PIPE TRENCH WILL BE INCIDENTAL TO THE REMOVAL OF THE PIPE. (FULL CONSTRUCTION SECTION)

19. REMOVAL OF ANY EXISTING CATCH BASIN OR MANHOLE IS TO BE PAID FOR UNDER ITEM NO. 202.15- REMOVING MANHOLE OR CATCH BASIN. (FULL CONSTRUCTION SECTION)

20. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT. (FULL CONSTRUCTION SECTION)

21. ANY NECESSARY CUTTING OF EXISTING PIPES TO FIT IN AREAS OF PROPOSED CATCH BASINS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO ITEM NO. 604. (FULL CONSTRUCTION SECTION)

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

23. A 1 M X 1 M SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT U.D. OUTLETS. (FULL CONSTRUCTION SECTION)

24. EXISTING ABANDONED WATER MAINS BROKEN BY THE CONTRACTOR DURING CONSTRUCTION SHALL HAVE THE ENDS PLUGGED WITH BRICK AND MORTAR. COST FOR ALL LABOR AND MATERIAL WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO DIRECT PAYMENT WILL BE MADE. (FULL CONSTRUCTION SECTION)

25. GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL. (FULL CONSTRUCTION SECTION)

26. TWO REFLECTORIZED FLEXIBLE G.R. MARKERS (ITEM 606.353) WILL BE INSTALLED AT EACH GUARDRAIL END. A DELINEATOR POST (ITEM 606.356) WILL BE INSTALLED AT EACH UNDERDRAIN OUTLET AND THE BEGINNING & END OF EACH CURB RUN, AS DIRECTED BY THE RESIDENT. (FULL CONSTRUCTION SECTION)

27. LOAM HAS BEEN ESTIMATED FOR 100% OF THE DISTURBED SLOPE AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT. (FULL CONSTRUCTION SECTION)

28. LOAM HAS BEEN SHOWN ON THE TYPICAL SECTIONS AND ESTIMATED USING 100 MM DEPTH IN ALL AREAS. HOWEVER, THE DEPTH OF THE LOAM AND THE AREAS OF PLACEMENT MAY BE REDUCED, WHEN DIRECTED BY THE RESIDENT. (FULL CONSTRUCTION SECTION)

29. ACRYLIC LATEX COLOR FINISH GREEN (ITEM 658.20) SHALL BE PLACED ON ALL PAVED ISLANDS, AS DIRECTED BY THE RESIDENT. (FULL CONSTRUCTION SECTION)

30. EXISTING LIVESTOCK FENCES SHALL BE MAINTAINED DURING ALL PHASES OF CONSTRUCTION AS DIRECTED BY THE RESIDENT. MAINTENANCE OF THESE FENCES WILL BE INCIDENTAL TO THE CONTRACT. (FULL CONSTRUCTION SECTION)

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

32. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION AREAS FOUND ON THIS PROJECT. (FULL CONSTRUCTION SECTION)

33. 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. (FULL CONSTRUCTION SECTION)

34. FRENCH DRAINS SHALL BE UTILIZED WHERE NEEDED, AS DIRECTED BY THE RESIDENT, AND PAID FOR UNDER ITEM NO. 512.081 - FRENCH DRAINS. (FULL CONSTRUCTION SECTION)

35. PLACE 0.3 M OF GRAVEL AND 50 MM HOT MIX ASPHALT AROUND CATCH BASINS IN GRASSED AREAS (0.9 M OUTSIDE OF FRAME) AND PAINT WITH ACRYLIC COLOR FINISH - GREEN. PAYMENT SHALL BE UNDER THE APPLICABLE CONTRACT ITEM. (FULL CONSTRUCTION SECTION)

36. THE UTILITIES INVOLVED IN THE OVERLAY SECTION OF THE CONTRACT ARE AS FOLLOWS:
BIDDEFORD & SACO WATER COMPANY; CENTRAL MAINE POWER COMPANY; TIME WARNER CABLE; MARITIMES NORTHEAST PIPELINE;
NORTHERN NEW ENGLAND TELEPHONE OPERATIONS LLC; UNITIL CORP.; CITY OF SACO; AND OTT COMMUNICATIONS (SOUTH). (OVERLAY SECTION)

37. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE CONTRACTOR UNLESS OTHERWISE NOTED. (OVERLAY SECTION)

38. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE BUTTED. PAYMENT SHALL BE MADE UNDER ITEM 202.203 PAVEMENT BUTT JOINT. TRIMMING JOINTS IN PAVEMENT REMOVAL AREAS TO A NEAT VERTICAL FACE WILL BE INCIDENTAL TO ITEM 202.202. (OVERLAY SECTION)

39. CLEANING IN FRONT OF CURB AND STRUCTURES SHALL BE INCIDENTAL TO ITEM 202.202. (OVERLAY SECTION)

40. GRIND TRANSITION TAPERS AT CATCH BASINS UNDER ITEM 202.203 PAVEMENT BUTT JOINTS, AS DIRECTED BY THE RESIDENT. (OVERLAY SECTION)

41. ALL EXISTING PAVED SHOULDERS, WIDENINGS, AND SIDEROADS TO BE RESURFACED AS DIRECTED BY THE RESIDENT. (OVERLAY SECTION)

42. SHOULDER SHIM SHALL TAPER TO 0.0 MM PRIOR TO FACE OF EXISTING CURB AND GUARDRAIL. (OVERLAY SECTION)

43. TEMPORARY STRIPING SHALL BE PAINTED IN MILLED AREAS . PAYMENT SHALL BE LUMP SUM UNDER ITEM NO. 627.760. (OVERLAY SECTION)

44. WHERE DEEMED NECESSARY BY THE RESIDENT, UNSUITABLE EXCESS MATERIAL SHALL BE REMOVED FROM THE EDGES OF SHOULDERS AND PLACED IN DESIGNATED AREAS OR DISPOSED OF. PAYMENT WILL BE MADE UNDER THE APPROPRIATE CONTRACT ITEMS. (OVERLAY SECTION)

45. THE CONTRACTOR SHALL PLAN AND CONDUCT THEIR WORK ACCORDINGLY SO THAT UPON FINAL COMPLETION OF THE PROJECT THERE IS NO DROP-OFF FROM THE EDGE OF SHOULDER PAVEMENT. ALL REMAINING OR DISTURBED MATERIAL ON SLOPES OR IN DITCHES ON THE PROJECT SHALL BE CAPABLE OF ATTAINING A GROWTH OF GRASS THAT IS ACCEPTABLE ACCORDING TO STANDARD SPECIFICATION SECTION 618. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK. (OVERLAY SECTION)

46. PLACEMENT OF SURFACE PAVEMENT SHALL NOT BEGIN UNTIL ALL STRUCTURES HAVE BEEN ADJUSTED TO FINAL GRADE. (OVERLAY SECTION)

47. ALL EXISTING UNDERDRAIN OUTLETS SHALL BE LOCATED, CLEANED OUT, AND DITCHED AS REQUIRED OR REPLACED AS NECESSARY, AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT ITEMS. (OVERLAY SECTION)

48. CONSTRUCT BUTT JOINTS AT ALL PAVED DRIVES AND ENTRANCES, AS DIRECTED BY THE RESIDENT. (OVERLAY SECTION)

49. A VARIABLE DEPTH SHIM COURSE (ITEM NO. 403.211) SHALL BE APPLIED PRIOR TO PLACING THE HOT MIX ASPHALT PAVEMENT, AS DIRECTED BY THE RESIDENT. (OVERLAY SECTION)

50. TRIM ALL TREE BRANCHES TO 6.1 M ABOVE THE PAVEMENT AND 6.4 M FROM CENTERLINE, AS WELL AS ANY BRANCHES DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION. PAYMENT SHALL BE MADE UNDER THE APPROPRIATE RENTAL ITEMS. IF A TREE SPECIALIST IS SUBCONTRACTED FOR THIS WORK, PAYMENT WILL BE MADE BY INVOICE PLUS 5%. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

51. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN WASTE AREAS APPROVED BY THE RESIDENT. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

52. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

53. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

54. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL NON-GUARDRAIL SLOPES. SEEDING METHOD NO. 3 SHALL BE UTILIZED ON ALL GUARDRAIL FILL SLOPES AND ON LONG NON-GUARDRAIL BACKSLOPES. SEEDING METHOD NO. 3 MAY BE USED INSTEAD OF METHOD NO. 2 IF NOTED OR DIRECTED BY THE RESIDENT. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

55. WHITE PAVEMENT/CURB MARKING (ITEM 627.75) SHALL BE APPLIED TO ALL ISLAND TAPERED ENDS, AS DIRECTED BY THE RESIDENT. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

56. WHITE PAVEMENT/CURB MARKING (ITEM 627.75) SHALL BE APPLIED TO BITUMINOUS CURB ENDS AT DRIVEWAY OPENINGS AS DIRECTED BY THE RESIDENT. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

57. 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. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

58. 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. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

59. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

60. PLANS OF PREVIOUSLY CONSTRUCTED PROJECTS ARE AVAILABLE ON REQUEST. THESE PROJECTS ARE: STP-9493(00)X, BUILT 2005. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

61. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

62. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

63. STATIONS REFERENCED IN THE CONSTRUCTION NOTES ARE APPROXIMATE AND MAY BE ADJUSTED TO MEET FIELD CONDITIONS, AS DIRECTED BY THE RESIDENT. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

64. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, FEBRUARY, 2008. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

65. THE CONTRACTOR IS RESPONSIBLE FOR TRANSFERRING THE EXISTING STRIPING PATTERN TO THE SURFACE COURSE. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

66. PRIOR TO REMOVAL OF PAVEMENT THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING CENTERLINE AND MAINTAINING PROJECT STATIONING AT MINIMUM INTERVAL OF 20 METERS. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

67. A 24 HOUR NOTICE IS REQUIRED FOR ANY CHANGE IN WORK SCHEDULE. 48 HOURS NOTICES ARE REQUIRED FOR ANY CHANGE IN PAVING OPERATIONS AND PRIOR TO WORKING ANY SATURDAYS. (FULL CONSTRUCTION AND OVERLAY SECTIONS)

68. EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER ITEM 631.32 CULVERT CLEANER (INCL. OPERATOR). (FULL CONSTRUCTION AND OVERLAY SECTIONS)

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	J. MANZER	WAJHN\CSL FEB. 2010
CHECKED	-----	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SACO - BUXTON

ROUTE 112

SHEET / OF / AUGUSTA, MAINE

Filename: ...\mst\01\4_GeneralNotes_1.dgn Division: HIGHWAY Username: judy.horden Date:8/5/2011

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-9493(100)X	15	187

9493.10

SUPERELEVATION CHART

Left %	Station	Right %
Match	6+420.000	Match
-2.000%	6+460.000	-2.000%
↓	↓	↓
-2.000%	7+280.000	-2.000%
-0.670%	7+290.000	↓
0.670%	7+300.000	↓
2.000%	7+310.000	-2.000%
3.330%	7+320.000	-3.330%
4.670%	7+330.000	-4.670%
6.000%	7+340.000	-6.000%
↓	↓	↓
6.000%	7+400.000	-6.000%
5.550%	7+410.000	-5.550%
5.100%	7+420.000	-5.100%
4.650%	7+430.000	-4.650%
4.200%	7+440.000	-4.200%
↓	↓	↓
4.200%	7+540.000	-4.200%
3.170%	7+550.000	-3.170%
2.130%	7+560.000	-2.130%
2.000%	7+561.290	-2.000%
1.100%	7+570.000	↓
0.070%	7+580.000	↓
-0.970%	7+590.000	↓
-2.000%	7+600.000	-2.000%
↓	↓	↓
-2.000%	7+640.000	-2.000%
↓	7+650.000	-0.730%
↓	7+660.000	0.530%
↓	7+670.000	1.800%
-2.000%	7+671.580	2.000%
-3.070%	7+680.000	3.070%
-4.330%	7+690.000	4.330%
-5.600%	7+700.000	5.600%
↓	↓	↓
-5.600%	7+800.000	5.600%
-4.330%	7+810.000	4.330%
-3.070%	7+820.000	3.070%
-2.000%	7+828.421	2.000%
↓	7+830.000	1.800%
↓	7+840.000	0.530%
↓	7+850.000	-0.730%
-2.000%	7+860.000	-2.000%
-0.825%	7+870.000	↓
0.350%	7+880.000	↓
1.525%	7+890.000	↓
2.000%	7+893.803	-2.000%
2.700%	7+900.000	-2.700%
3.875%	7+910.000	-3.875%
5.050%	7+920.000	-5.050%
↓	↓	↓
5.050%	8+020.000	-5.050%
3.875%	8+030.000	-3.875%
2.700%	8+040.000	-2.700%
2.000%	8+046.197	-2.000%
1.525%	8+050.000	↓
0.350%	8+060.000	↓
-0.825%	8+070.000	↓
-2.000%	8+080.000	-2.000%
↓	↓	↓
-2.000%	8+300.000	-2.000%
↓	8+310.000	-1.100%
↓	8+320.000	-0.200%
↓	8+330.000	0.700%
↓	8+340.000	1.600%
-2.000%	8+344.444	2.000%
-2.500%	8+350.000	2.500%
-3.400%	8+360.000	3.400%
↓	↓	↓
-3.400%	8+420.000	3.400%

Left %	Station	Right %
-3.400%	8+420.000	3.400%
-2.640%	8+430.000	2.640%
-1.880%	8+440.000	1.880%
-1.120%	8+450.000	1.120%
-0.360%	8+460.000	0.360%
0.400%	8+470.000	-0.400%
1.160%	8+480.000	-1.160%
1.920%	8+490.000	-1.920%
2.680%	8+500.000	-2.680%
3.440%	8+510.000	-3.440%
4.200%	8+520.000	-4.200%
↓	↓	↓
4.200%	8+620.000	-4.200%
3.170%	8+630.000	-3.170%
2.130%	8+640.000	-2.130%
2.000%	8+641.290	-2.000%
1.100%	8+650.000	↓
0.070%	8+660.000	↓
-0.970%	8+670.000	↓
-2.000%	8+680.000	-2.000%
↓	↓	↓
-2.000%	9+140.000	-2.000%
↓	9+150.000	-0.813%
↓	9+160.000	0.373%
↓	9+170.000	1.560%
-2.000%	9+173.708	2.000%
-2.747%	9+180.000	2.747%
3.933%	9+190.000	3.933%
-5.120%	9+200.000	5.120%
↓	↓	↓
-5.120%	9+320.000	5.120%
-3.933%	9+330.000	3.933%
-2.747%	9+340.000	2.747%
-2.000%	9+346.292	2.000%
↓	9+350.000	1.560%
↓	9+360.000	0.373%
↓	9+370.000	-0.813%
-2.000%	9+380.000	-2.000%
↓	↓	↓
-2.000%	9+420.000	-2.000%
↓	9+430.000	-0.970%
↓	9+440.000	0.070%
↓	9+450.000	1.100%
-2.000%	9+458.710	2.000%
-2.130%	9+460.000	2.130%
-3.170%	9+470.000	3.170%
-4.200%	9+480.000	4.200%
↓	↓	↓
-4.200%	9+560.000	4.200%
-3.170%	9+570.000	3.170%
-2.130%	9+580.000	2.130%
-2.000%	9+581.290	2.000%
↓	9+590.000	1.100%
↓	9+600.000	0.070%
↓	9+610.000	-0.970%
-2.000%	9+620.000	-2.000%
↓	↓	↓
-2.000%	9+900.000	-2.000%
-0.730%	9+910.000	↓
0.530%	9+920.000	↓
1.800%	9+930.000	↓
2.000%	9+931.579	-2.000%
3.070%	9+940.000	-3.070%
4.330%	9+950.000	-4.330%
5.600%	9+960.000	-5.600%
↓	↓	↓
5.600%	10+020.000	-5.600%

Left %	Station	Right %
5.600%	10+020.000	-5.600%
4.330%	10+030.000	-4.330%
3.070%	10+040.000	-3.070%
2.000%	10+048.421	-2.000%
1.800%	10+050.000	↓
0.530%	10+060.000	↓
-0.730%	10+070.000	↓
-2.000%	10+080.000	-2.000%
↓	↓	↓
-2.000%	10+220.000	-2.000%
↓	10+230.000	-1.150%
↓	10+240.000	-0.300%
↓	10+250.000	0.550%
↓	10+260.000	1.400%
-2.000%	10+267.059	2.000%
-2.250%	10+270.000	2.250%
-3.100%	10+280.000	3.100%
↓	↓	↓
-3.100%	10+340.000	3.100%
-2.250%	10+350.000	2.250%
-2.000%	10+352.941	2.000%
↓	10+360.000	1.400%
↓	10+370.000	0.550%
↓	10+380.000	-0.300%
↓	10+390.000	-1.150%
-2.000%	10+400.000	-2.000%
↓	10+410.000	-0.770%
↓	10+420.000	0.470%
↓	10+430.000	1.700%
-2.000%	10+432.432	2.000%
-2.930%	10+440.000	2.930%
-4.170%	10+450.000	4.170%
-5.400%	10+460.000	5.400%
↓	↓	↓
-5.400%	10+540.000	5.400%
-4.170%	10+550.000	4.170%
-2.930%	10+560.000	2.930%
-2.000%	10+567.568	2.000%
↓	10+570.000	1.700%
↓	10+580.000	0.470%
↓	10+590.000	-0.770%
-2.000%	10+600.000	-2.000%
↓	↓	↓
-2.000%	10+640.000	-2.000%
-1.270%	10+650.000	↓
-0.530%	10+660.000	↓
0.200%	10+670.000	↓
0.930%	10+680.000	↓
1.670%	10+690.000	↓
2.000%	10+694.545	-2.000%
2.400%	10+700.000	-2.400%
↓	↓	↓
2.400%	10+760.000	-2.400%
1.940%	10+770.000	-1.940%
1.480%	10+780.000	-1.480%
1.020%	10+790.000	-1.020%
0.560%	10+800.000	-0.560%
0.100%	10+810.000	-0.100%
-0.360%	10+820.000	0.360%
-0.820%	10+830.000	0.820%
-1.280%	10+840.000	1.280%
-1.740%	10+850.000	1.740%
-2.200%	10+860.000	2.200%
↓	↓	↓
-2.200%	10+900.000	2.200%

Left %	Station	Right %
-2.200%	10+900.000	2.200%
-1.390%	10+910.000	1.390%
-0.580%	10+920.000	0.580%
0.230%	10+930.000	-0.230%
1.040%	10+940.000	-1.040%
1.850%	10+950.000	-1.850%
2.660%	10+960.000	-2.660%
3.470%	10+970.000	-3.470%
4.280%	10+980.000	-4.280%
5.090%	10+990.000	-5.090%
5.900%	11+000.000	-5.900%
↓	↓	↓
5.900%	11+100.000	-5.900%
4.580%	11+110.000	-4.580%
3.270%	11+120.000	-3.270%
2.000%	11+129.620	-2.000%
1.950%	11+130.000	↓
0.630%	11+140.000	↓
-0.680%	11+150.000	↓
-2.000%	11+160.000	-2.000%
↓	↓	↓
-2.000%	11+600.000	-2.000%
Match	11+640.000	Match

CONSTRUCT THE FOLLOWING DRIVES & ENTRANCES

STA.	OFFSET	TYPE	STA.	OFFSET	TYPE	STA.	OFFSET	TYPE
6+433.500	Lt.	Field	7+904.800	Lt.	Paved	9+805.000	Lt.	Gravel
6+438.696	Rt.	Field	7+911.022	Rt.	Paved	9+861.000	Rt.	Field
6+458.000	Lt.	Paved	7+917.000	Lt.	Paved	9+892.000	Lt.	Gravel
6+518.000	Rt.	Gravel	7+945.500	Lt.	Paved	9+985.500	Lt.	Gravel
6+524.700	Lt.	Field	7+981.300	Lt.	Paved	10+012.500	Lt.	Gravel
6+568.500	Lt.	Gravel	8+021.200	Lt.	Paved	10+040.700	Lt.	Paved
6+624.000	Lt.	Gravel	8+241.980	Lt.	Paved	10+085.000	Rt.	Gravel
6+630.000	Rt.	Gravel	8+255.698	Rt.	Paved	10+110.800	Lt.	Paved
6+648.650	Lt.	Gravel	8+434.200	Rt.	Paved	10+172.500	Lt.	Paved
6+672.400	Rt.	Paved	8+486.433	Rt.	Paved	10+260.100	Lt.	Paved
6+675.300	Lt.	Gravel	8+631.100	Lt.	Paved	10+330.200	Lt.	Paved
6+696.400	Lt.	Gravel	8+692.509	Rt.	Gravel	10+360.800	Lt.	Paved
6+710.000	Rt.	Paved	8+732.000	Lt.	Paved	10+398.300	Lt.	Paved
6+716.250	Lt.	Gravel	8+791.500	Lt.	Paved	10+447.000	Lt.	Paved
6+746.800	Lt.	Gravel	8+840.700	Lt.	Gravel	10+516.000	Lt.	Gravel
6+766.000	Lt.	Gravel	8+895.800	Lt.	Gravel	10+613.500	Lt.	Field
6+800.000	Lt.	Field	8+914.000	Rt.	Gravel	10+660.400	Rt.	Paved
6+805.000	Rt.	Field	8+935.900	Rt.	Gravel	10+665.800	Lt.	Paved
6+815.000	Lt.	Paved	8+951.000	Lt.	Gravel	10+694.300	Lt.	Paved
6+852.400	Lt.	Gravel	9+012.500	Lt.	Paved	10+695.000	Rt.	Gravel
6+933.000	Rt.	Gravel	9+077.500	Rt.	Gravel	10+727.000	Rt.	Paved
6+947.000	Rt.	Paved	9+110.000	Rt.	Paved	10+776.000	Rt.	Gravel
6+971.500	Lt.	Paved	9+111.000	Lt.	Gravel	10+787.500	Lt.	Gravel
6+997.000	Rt.	Gravel	9+178.000	Lt.	Paved	10+827.700	Rt.	Gravel
7+009.700	Lt.	Gravel	9+217.500	Rt.	Paved	10+831.500	Lt.	Gravel
7+041.100	Lt.	Paved	9+258.000	Rt.	Paved	10+844.300	Rt.	Gravel
7+084.000	Lt.	Paved	9+284.900	Lt.	Gravel	10+881.400	Lt.	Paved
7+155.000	Lt.	Paved	9+298.800	Rt.	Paved	10+897.900	Rt.	Gravel
7+175.900	Rt.	Paved	9+321.700	Lt.	Gravel	10+992.500	Lt.	Gravel
7+191.600	Rt.	Paved	9+349.600	Lt.	Paved	11+038.200	Lt.	Paved
7+202.000	Lt.	Paved	9+351.000	Rt.	Paved	11+124.000	Rt.	Gravel
7+220.700	Rt.	Paved	9+392.500	Rt.	Paved	11+206.600	Lt.	Paved
7+246.000	Rt.	Paved	9+407.200	Lt.	Paved	11+215.000	Rt.	Paved
7+358.000	Rt.	Gravel	9+429.200	Lt.	Gravel	11+315.500	Lt.	Gravel
7+371.000	Rt.	Gravel	9+431.400	Rt.	Paved	11+344.000	Lt.	Paved
7+382.500	Lt.	Gravel	9+460.900	Lt.	Gravel	11+383.200	Lt.	Gravel
7+467.000	Lt.	Paved	9+491.200	Rt.	Gravel	11+414.900	Lt.	Gravel
7+480.000	Lt.	Paved	9+528.900	Rt.	Gravel	11+495.000	Rt.	Paved
7+580.000	Rt.	Gravel	9+573.500	Rt.	Paved	11+540.000	Rt.	Paved
7+621.500	Lt.	Paved	9+592.000	Lt.	Gravel	11+582.500	Rt.	Gravel
7+671.500	Lt.	Gravel	9+610.000	Rt.	Gravel	11+601.500	Lt.	Gravel
7+765.000	Lt.	Paved	9+616.500	Lt.	Paved	30+050.400	Lt.	Paved
7+765.700	Rt.	Field	9+634.000	Rt.	Paved	30+074.300	Lt.	Gravel
7+824.000	Lt.	Field	9+672.300	Lt.	Gravel	30+106.000	Rt.	Paved
7+831.000	Rt.	Paved	9+688.500	Lt.	Paved	30+126.500	Lt.	Gravel
7+865.200	Lt.	Paved	9+759.600	Lt.	Paved	38+022.000	Lt.	Paved
						38+055.500	Lt.	Paved
						39+030.500	Rt.	Gravel

Construct the Following Islands & Medians :

Bitumnious Curb Type 3 - Mold 3

Station	to	Station	Offset
7+908.843		7+913.228	Lt.
9+356.205		9+400.770	Lt.
10+832.713		10+839.360	Rt.

Granite Curb - Type 5

Station	To	Station	Offset
6+655.000		6+669.000	Lt.
6+682.000		6+690.000	Lt.
6+702.750		6+708.750	Lt.
6+724.000		6+742.000	Lt.

Raised Concrete Medians

Station	to	Station	Offset
7+893.247 On CL		8+140.600	On Center Line
8+184.400 On CL		8+390.000	On Center Line
30+011.500 On CL		30+026.200	Rte. 117

PROJECT DESIGN ENGINEER | BY | DATE

PLANS

DESIGN-DETAILED	J. MANZER	FEB. 2010
CHECKED	-----	-----
REVISIONS	-----	-----
FIELD CHANGES		

Filename: ...\015_Construction Notes 1.dgn Username: judy.harden Date:8/5/2011 Division: HIGHWAY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SUPERELEVATION & CONSTRUCTION NOTES

SACO - BUXTON

ROUTE 112

SHEET 1 OF 3 AUGUSTA, MAINE

Filename: ...\016_Construction Notes 2.dgn Division: HIGHWAY Username: judy.horden Date:8/5/2011

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

METRIC

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

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9493(100)X	16	187

9493.10

Item No. 201.11 Clearing

Beginning Station	Ending Station	Offset
6+420.00	6+430.38	RT
6+470.77	6+489.06	RT
6+536.05	6+562.57	RT
6+612.35	6+618.39	LT
7+000.08	7+151.10	RT
7+013.11	7+038.23	LT
7+053.46	7+075.31	LT
7+104.84	7+127.36	LT
7+177.47	7+180.28	RT
7+181.73	7+198.05	LT
7+206.03	7+217.53	LT
7+229.62	7+242.18	LT
7+274.17	7+299.75	RT
7+287.00	7+299.89	LT
7+305.28	7+327.92	RT
7+327.87	7+353.34	LT
7+398.10	7+414.35	RT
7+426.44	7+453.34	LT
7+469.26	7+576.47	RT
7+529.33	7+616.27	LT
7+588.56	7+684.14	RT
7+628.10	7+661.23	LT
7+680.52	7+684.14	LT
7+694.48	7+698.62	LT
7+698.40	7+763.55	RT
7+704.11	7+736.71	LT
7+771.25	7+808.76	RT
7+785.78	7+818.66	LT
7+850.38	7+862.18	LT
7+867.45	7+885.66	RT
7+868.44	7+882.95	LT
7+883.28	7+892.52	LT
7+958.95	7+968.97	RT
7+978.55	7+984.85	RT
8+026.63	8+035.06	LT
8+030.48	8+138.62	RT
8+034.65	8+118.74	LT
29+099.95	8+189.32	RT
8+236.39	8+261.22	RT
8+265.94	8+426.68	RT
8+281.38	8+485.19	LT
8+438.12	8+491.05	RT
8+498.98	8+696.18	RT
8+501.28	8+511.50	LT
8+572.55	8+624.28	LT
8+634.28	8+728.28	LT
8+704.45	8+839.54	RT
8+754.00	8+785.45	LT
8+795.61	8+828.88	LT
8+846.96	8+892.70	LT
8+854.18	8+903.91	RT
8+902.39	8+907.31	LT
8+906.41	8+909.61	RT
8+917.19	8+932.37	RT
8+945.48	8+998.63	RT
8+960.00	9+008.30	LT
9+051.29	9+104.52	LT
9+051.59	9+070.52	RT
9+080.73	9+095.08	RT
9+115.94	9+174.47	LT
9+149.01	9+210.64	RT
9+182.17	9+262.92	LT
9+226.26	9+249.63	RT
9+277.65	9+295.83	RT
9+288.16	9+294.33	LT
9+328.30	9+331.69	LT
9+354.70	9+384.73	RT
9+401.20	9+404.03	RT
9+413.42	9+426.02	LT
9+471.79	9+524.03	LT
9+474.31	9+478.93	RT
9+495.75	9+520.27	RT
9+537.50	9+540.51	LT
9+541.64	9+610.19	LT
9+619.33	9+661.37	LT
9+652.81	9+780.48	RT
9+720.76	9+728.32	LT
9+796.44	9+858.63	RT
9+829.31	9+856.92	LT
9+863.17	9+930.11	RT
9+894.06	9+944.53	LT
9+939.41	10+078.19	RT
9+950.73	9+962.46	LT
10+047.48	10+080.52	LT
10+090.80	10+104.73	RT
10+130.70	10+144.02	LT
10+181.45	10+228.49	LT
10+261.61	10+317.37	RT
10+264.06	10+328.33	LT
10+454.44	10+509.12	LT
10+522.71	10+564.17	RT
10+538.62	10+610.14	LT

Item No. 201.11 Clearing (Cont.)

Beginning Station	Ending Station	Offset
10+568.67	10+642.68	RT
10+756.17	10+771.59	RT
10+791.70	10+794.79	LT
10+792.83	10+831.74	RT
10+801.24	10+813.22	LT
10+844.65	10+891.99	RT
10+896.23	10+972.09	LT
10+905.81	10+993.29	RT
10+978.70	10+986.48	LT
10+993.54	10+996.55	LT
11+006.67	11+044.72	RT
11+080.31	11+097.03	RT
11+162.52	11+166.43	LT
11+262.82	11+282.17	LT
11+282.09	11+303.54	LT
11+355.25	11+386.68	RT
11+363.76	11+366.16	LT
11+391.14	11+396.00	RT
11+404.89	11+411.66	LT
11+440.86	11+568.15	LT
11+472.88	11+482.73	RT
11+569.72	11+580.95	RT
11+584.61	11+636.84	RT
29+046.29	29+100.05	RT
30+015.34	30+030.09	RT
30+021.99	30+039.75	LT
30+039.50	30+052.85	RT
30+055.87	30+063.82	LT
30+058.44	30+086.49	RT
99+039.26	99+074.44	RT
99+047.51	99+072.06	LT

Item No. 201.23 Remove Single Tree

Station	Offset		Description
6+506.255	9.020	RT	1100MM MAPLE
6+528.181	8.458	RT	3 400MM WILLOW
6+810.744	10.808	LT	350MM MAPLE
6+847.415	12.733	LT	750MM MAPLE
6+969.977	9.350	RT	300MM OAK
6+980.667	6.767	RT	600MM ASH
7+465.874	8.252	RT	300MM BLACK CHERRY
7+653.678	8.485	RT	500MM PINE
7+842.504	12.116	LT	450MM BLACK CHERRY
7+843.480	11.742	LT	300MM PINE
7+846.782	10.844	LT	350MM BLACK CHERRY
7+854.717	6.646	RT	4 300MM BLACK CHERRY
7+912.299	6.063	RT	1000MM ASH
7+922.619	9.533	RT	550MM CEDAR
7+935.996	9.677	RT	550MM HARDWOOD
7+950.105	6.491	RT	1200MM MAPLE
7+954.301	5.713	RT	300MM PINE
7+958.489	8.427	LT	900MM MAPLE
7+984.594	15.288	RT	400MM DEAD TREE
7+987.903	14.490	RT	300MM DEAD TREE
8+188.089	9.405	LT	370MM BLUE SPRUCE
8+193.422	9.808	LT	370MM BLUE SPRUCE
8+196.170	12.815	RT	320MM FIR
8+201.484	9.922	RT	430MM BLUE SPRUCE
8+204.778	9.911	LT	340MM BLUE SPRUCE
8+221.364	9.676	LT	370MM BLUE SPRUCE
8+227.018	9.907	LT	370MM BLUE SPRUCE
8+232.168	9.716	LT	370,370MM BLUE SPRUCE
8+243.257	9.208	LT	370MM BLUE SPRUCE
8+249.921	9.324	LT	370MM BLUE SPRUCE
8+255.427	8.969	LT	370MM BLUE SPRUCE
8+261.555	9.577	LT	350,350MM BLUE SPRUCE
8+266.031	9.407	LT	380MM BLUE SPRUCE
8+272.084	10.050	LT	350MM BLUE SPRUCE
8+520.479	9.401	LT	320MM W PINE
8+627.523	9.112	LT	750MM OAK
8+700.349	9.028	RT	500MM W.PINE
8+708.101	8.029	RT	600MM W.PINE
8+710.289	8.697	RT	600MM OAK-DEAD TREE
8+724.815	7.327	LT	320MM ASH
8+739.695	6.826	LT	330,260MM OAK
8+740.807	8.607	LT	350MM W.PINE
8+745.286	6.523	LT	550,450MM OAK
8+878.702	8.385	RT	800MM W.PINE
8+920.973	6.589	LT	320,240MM MAPLE
8+931.063	6.112	LT	300MM MAPLE
8+940.977	8.641	RT	350,350MM MAPLE
8+947.257	7.674	LT	400,150,120MM MAPLE
9+012.413	16.809	RT	300MM OAK
9+015.178	9.362	RT	400MM OAK
9+036.345	8.511	RT	500MM OAK
9+046.227	9.119	RT	430MM OAK
9+064.860	7.124	LT	550MM OAK
9+104.930	8.629	RT	450MM OAK
9+114.104	10.409	RT	550MM OAK
9+333.293	9.475	RT	340, 240MM ASPEN
9+483.273	9.722	RT	300MM W.PINE
9+485.563	9.730	RT	350MM W.PINE
9+609.304	7.980	RT	650MM MAPLE-DEAD TREE
9+681.962	9.257	LT	300MM MAPLE
9+714.574	10.469	LT	450,450,400MM MAPLE
9+738.374	10.280	LT	450MM MAPLE
9+747.259	10.935	LT	400MM MAPLE
9+768.266	10.517	LT	550MM MAPLE
9+772.746	10.239	LT	550MM MAPLE
9+779.782	11.145	LT	500MM MAPLE
9+859.477	8.507	LT	330MM MAPLE
9+863.610	9.031	LT	350MM MAPLE
9+870.156	10.995	LT	600MM OAK
9+882.698	8.142	LT	400,400MM OAK
9+969.289	9.367	LT	300MM W.PINE
9+974.172	8.526	LT	500MM W.PINE
10+237.725	6.865	LT	400MM W.PINE
10+239.067	7.725	LT	350MM W.PINE
10+239.488	9.030	LT	450MM W.PINE
10+337.734	8.576	LT	700MM MAPLE
10+343.952	8.532	LT	500MM MAPLE
10+510.860	11.434	RT	550MM W.PINE
10+518.425	10.890	RT	500,400,350,350,350MM OAK
10+624.684	8.604	LT	350MM MAPLE
10+636.139	7.293	LT	700MM MAPLE
10+645.154	7.771	LT	400MM MAPLE
10+781.108	10.892	RT	400,450,330MM W.PINE
11+338.843	7.018	LT	500MM MAPLE
11+351.616	7.186	LT	1550MM DECIDUOUS- DEAD
11+359.189	7.061	LT	700MM MAPLE
11+372.637	9.480	RT	360, 360MM MAPLE
11+405.049	10.379	RT	380, 380, 350MM OAK
11+431.769	10.247	RT	430MM OAK
11+440.235	10.169	RT	400MM OAK
11+440.317	9.575	RT	400MM OAK
11+443.685	9.169	RT	350,230MM MAPLE
11+451.256	11.362	RT	450MM MAPLE
11+489.654	9.563	RT	350, 320MM MAPLE
11+500.483	9.411	RT	320,280,250,220MM MAPLE
11+515.962	10.914	RT	450MM MAPLE
11+524.627	10.472	RT	320MM MAPLE
11+561.314	11.353	RT	350MM MAPLE
11+561.859	9.337	RT	500MM MAPLE
11+565.049	8.973	RT	340,400MM W.PINE
11+568.313	9.652	LT	800MM W.PINE

Item No. 201.24 Remove Stump

Station	Offset		Description
6+506.255	9.020	RT	1100MM MAPLE
6+528.181	8.458	RT	3 400mm WILLOW
6+810.744	10.808	LT	350MM MAPLE
6+847.415	12.733	LT	750MM MAPLE
6+953.117	10.096	RT	700MM STUMP
6+969.977	9.350	RT	300MM OAK
6+970.366	7.376	RT	450MM STUMP
6+980.667	6.767	RT	600MM ASH
7+366.360	10.886	LT	2 300MM STUMP
7+465.874	8.252	RT	300MM BLACK CHERRY
7+653.678	8.485	RT	500MM PINE
7+842.504	12.116	LT	450MM BLACK CHERRY
7+843.480	11.742	LT	300MM PINE
7+846.782	10.844	LT	350MM BLACK CHERRY
7+854.717	6.646	RT	4 300MM BLACK CHERRY
7+912.299	6.063	RT	1000MM ASH
7+922.619	9.533	RT	550MM CEDAR
7+935.996	9.677	RT	550MM HARDWOOD
7+950.105	6.491	RT	1200MM MAPLE
7+954.301	5.713	RT	300MM PINE
7+958.489	8.427	LT	900MM MAPLE
7+984.594	15.288	RT	400MM DEAD TREE
7+987.903	14.490	RT	300MM DEAD TREE
8+188.089	9.405	LT	370MM BLUE SPRUCE
8+193.422	9.808	LT	370MM BLUE SPRUCE
8+196.170	12.815	RT	320MM FIR
8+201.484	9.922	RT	430MM BLUE SPRUCE
8+204.778	9.911	LT	340MM BLUE SPRUCE
8+221.364	9.676	LT	370MM BLUE SPRUCE
8+227.018	9.907	LT	370MM BLUE SPRUCE
8+232.168	9.716	LT	370,370MM BLUE SPRUCE
8+243.257	9.208	LT	370MM BLUE SPRUCE
8+249.921	9.324	LT	370MM BLUE SPRUCE
8+255.427	8.969	LT	370MM BLUE SPRUCE
8+261.555	9.577	LT	350,350MM BLUE SPRUCE
8+266.031	9.407	LT	380MM BLUE SPRUCE
8+272.084	10.050	LT	350MM BLUE SPRUCE
8+520.479	9.401	LT	320MM W PINE
8+627.523	9.112	LT	750MM OAK
8+700.349	9.028	RT	500MM W.PINE
8+708.101	8.029	RT	600MM W.PINE
8+710.289	8.697	RT	600MM OAK-DEAD TREE
8+724.815	7.327	LT	320MM ASH
8+739.695	6.826	LT	330,260MM OAK
8+740.807	8.607	LT	350MM W.PINE
8+745.286	6.523	LT	550,450MM OAK
8+878.702	8.385	RT	800MM W.PINE
8+920.973	6.589	LT	320,240MM MAPLE
8+931.063	6.112	LT	300MM MAPLE
8+940.977	8.641	RT	350,350MM MAPLE
8+947.257	7.674	LT	400,150,120MM MAPLE
9+012.413	16.809	RT	300MM OAK
9+015.178	9.362	RT	400MM OAK
9+036.345	8.511	RT	500MM OAK
9+046.227	9.119	RT	430MM OAK
9+064.860	7.124	LT	550MM OAK
9+104.930	8.629	RT	450MM OAK
9+114.104	10.400	RT	550MM OAK
9+333.293	9.475	RT	340, 240MM ASPEN
9+483.273	9.722	RT	300MM W.PINE
9+485.563	9.730	RT	350MM W.PINE
9+609.304	7.980	RT	650MM MAPLE-DEAD TREE
9+681.962	9.257	LT	300MM MAPLE
9+714.574	10.469	LT	450,450,400MM MAPLE
9+738.374	10.280	LT	450MM MAPLE
9+747.259	10.935	LT	400MM MAPLE
9+768.266	10.517	LT	550MM MAPLE
9+772.746	10.239	LT	550MM MAPLE
9+779.782	11.145	LT	500MM MAPLE
9+859.477	8.507	LT	330MM MAPLE
9+863.610	9.031	LT	350MM MAPLE
9+870.156	10.995	LT	600MM OAK
9+882.698	8.142	LT	400,400MM OAK
9+969.289	9.367	LT	300MM W.PINE
9+974.172	8.526	LT	500MM W.PINE
10+237.725	6.865	LT	400MM W.PINE
10+239.067	7.725	LT	350MM W.PINE
10+239.488	9.030	LT	450MM W.PINE
10+337.734	8.576	LT	700MM MAPLE
10+343.952	8.532	LT	500MM MAPLE
10+510.860	11.434	RT	550MM W.PINE
10+518.425	10.890	RT	500,400,350,350,350MM OAK
10+624.684	8.604	LT	350MM MAPLE
10+636.139	7.293	LT	700MM MAPLE
10+645.154	7.771	LT	400MM MAPLE
10+781.108	10.892	RT	400,450,330MM W.PINE
11+338.843	7.018	LT	500MM MAPLE
11+351.616	7.186	LT	1550MM DECIDUOUS- DEAD
11+359.189	7.061	LT	700MM MAPLE
11+372.637	9.480	RT	360, 360MM MAPLE
11+405.049	10.379	RT	380, 380, 350MM OAK
11+431.769	10.247	RT	430MM OAK
11+440.235	10.169	RT	400MM OAK
11+440.317	9.575	RT	400MM OAK
11+443.685	9.169	RT	350,230MM MAPLE
11+451.256	11.362	RT	450MM MAPLE
11+489.654	9.563	RT	350, 320MM MAPLE
11+500.483	9.411	RT	320,280,250,220MM MAPLE
11+515.962	10.914	RT	450MM MAPLE
11+524.627	10.472	RT	320MM MAPLE
11+561.314	11.353	RT	350MM MAPLE
11+561.859	9.337	RT	500MM MAPLE
11+565.049	8.973	RT	340,400MM W.PINE
11+568.313	9.652	LT	800MM W.PINE
30+136.461	8.833	LT	580MM STUMP

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION NOTES

SACO - BUXTON

ROUTE 112

AUGUSTA, MAINE

CONSTRUCTION NOTES *

METRIC 1. All dimensions are in millimeters unless otherwise 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-9493(100)X	17	187

9493.10

Item No. 202.08 Remove Building

Station	Offset	Description
8+208.035	16.33 RT	Trailer
8+224.150	17.37 RT	Garage

Item No. 202.150 Remove Manhole or Catchbasin

Station	Offset	Quantity
8+431.350	10.9 m Rt	1

Item No. 512.081 French Drains

Undetermined Locations
Estimated 20 m - Paid as 1 LS

Item No. 527.303 ET-Plus Guardrail End Treatment

Station	Offset	Quantity
9+892.000	Rt.	1
9+991.060	Rt.	1
10+511.476	Rt.	1
10+632.500	Rt.	1
10+944.568	Rt.	1

OVERLAY SECTION ONLY

Item No. 604.180 Adjust Manholes and Catchbasins to Grade

Station**	Offset	CB/MH#
1+380	4.80 Lt	1
1+440	5.03 Lt	2
1+500	4.80 Lt	3
1+580	4.80 Lt	3a
2+462	8.60 Lt	4
3+240	5.03 Rt	5
3+300	4.80 Rt	6
3+300	8.00 Rt	7
3+380	5.16 Rt	8
3+380	9.00 Rt	9
3+480	7.56 Rt	10
3+580	7.80 Rt	11
3+635	2.50 Rt	11a
3+670	5.22 Rt	12
3+740	4.13 Rt	13
4+680	3.90 Rt	14
4+820	4.13 Rt	15
5+020	3.90 Rt	16
5+020	3.90 Lt	16a
5+100	3.90 Lt	16b
5+020	7.50 Rt	17
5+080	3.90 Rt	18
6+220	7.50 Lt	19

19 ADDITIONAL UTILITY MANHOLES
WERE FOUND ON THE OVERLAY
PORTION WHICH NEED TO BE ADJUSTED.

** THE STATION VALUES REFER TO
PROJECT NO. STP-9493(100)X - BUILT IN 2005

Item No. 606.23 Guardrail Type 3C- Single Rail

Station	to	Station	Offset	# of Pieces
8+444.996		8+483.096	Rt.	10
9+892.000		9+991.060	Rt.	26
9+902.327		9+974.090	Lt.	19
10+511.476		10+632.500	Rt.	32
10+526.470		10+603.275	Lt.	20
10+889.818		10+981.425	Lt.	24
10+910.355		10+944.568	Rt.	9

NOTE: 1 PIECE OF GUARDRAIL = 3.81 M

Item No. 606.232 Guardrail Type 3C - Over 4.5 m Radius

Station	Offset	# of Sections	Radius (m)
8+444.996	Rt.	2	5.40
8+483.096	Rt.	2	8.70
9+902.327	Lt.	2	6.25
9+974.090	Lt.	2	6.25
10+526.470	Lt.	2	4.60
10+603.275	Lt.	2	5.60
10+889.818	Lt.	2	6.00
10+910.355	Rt.	2	4.60
10+981.425	Lt.	2	5.60

Item No. 606.265 Terminal End - Single Rail - Galvanized Steel

Station	Offset	Quantity
8+439.814	RT	1
8+489.798	RT	1
9+896.453	LT	1
9+979.761	LT	1
10+521.702	LT	1
10+608.761	LT	1
10+884.074	LT	1
10+906.720	RT	1
10+985.820	LT	1

Item No. 606.353 Reflectorized Flexible Guardrail Marker

Station	Offset	Quantity
8+444.996	Rt.	2
8+483.096	Rt.	2
9+880.570	Rt.	2
9+902.327	Lt.	2
9+974.090	Lt.	2
9+991.060	Rt.	2
10+500.000	Rt.	2
10+526.470	Lt.	2
10+603.275	Lt.	2
10+632.500	Rt.	2
10+889.818	Lt.	2
10+910.355	Rt.	2
10+944.568	Rt.	2
10+981.425	Lt.	2

Item No. 606.356 Underdrain Delineator Post

Underdrain Outlets

Station	Offset	Quantity
7+300.000	Rt	1
7+455.000	Rt	1
10+800.000	Rt	1
11+000.000	Rt	1

Curb Runs

Station	Offset	Quantity
6+608.476	Lt	1
6+608.476	Rt	1
6+642.247	Lt	1
6+706.100	Rt	1
6+751.826	Lt	1
6+860.000	Lt	1
6+952.635	Lt	1
7+005.710	Lt	1
7+128.476	Lt	1
7+211.520	Lt	1
7+320.000	Rt	1
7+440.000	Rt	1
7+921.075	Lt	1
8+091.524	Lt	1
8+998.476	Lt	1
9+061.524	Lt	1
9+263.476	Lt	1
9+288.476	Rt	1
9+343.310	Lt	1
9+361.476	Rt	1
9+518.476	Rt	1
9+681.476	Lt	1
9+858.480	Lt	1
9+888.150	Lt	1
9+990.519	Lt	1
10+461.830	Lt	1
10+617.460	Lt	1
10+665.026	Rt	1
10+790.000	Rt	1
10+877.371	Lt	1
10+997.562	Lt	1
11+020.000	Rt	1
11+231.524	Rt	1
11+431.830	Lt	1
30+090.446	Rt	1
30+090.975	Lt	1
30+101.940	Rt	1
30+109.966	Rt	1
30+121.435	Lt	1
30+134.840	Rt	1
38+051.550	Lt	1
38+060.000	Rt	1

Item No. 609.31 Bitumnious Curb Type 3, Mold 3

Station	to	Station	Offset	Length (m)
6+608.476		6+620.000	Rt	11.52
6+608.476		6+618.560	Lt	10.08
6+629.560		6+642.247	Lt	12.69
6+640.000		6+668.500	Rt.	28.50
6+676.374		6+706.085	Rt	29.71
6+751.826		6+761.540	Lt	9.71
6+770.000		6+797.000	Lt	27.00
6+803.000		6+811.000	Lt.	8.00
6+818.576		6+848.403	Lt	29.83
6+856.400		6+860.000	Lt	3.60
6+952.635		6+967.988	Lt	15.35
6+975.989		7+005.710	Lt	29.72
7+128.476		7+150.987	Lt	22.51
7+158.980		7+198.140	Lt	39.16
7+206.154		7+211.520	Lt	5.37
7+320.000		7+352.664	Rt	32.66
7+360.360		7+367.097	Rt	6.74
7+374.850		7+440.000	Rt	65.15
* 7+908.843		7+913.228	Lt	4.39
* 7+908.843		7+913.228	Lt	4.39
7+921.075		7+941.794	Lt	20.72
7+949.500		7+977.394	Lt	27.89
7+985.254		8+017.320	Lt	32.07
8+025.164		8+091.524	Lt	66.36
8+998.476		9+008.610	Lt	10.13
9+016.610		9+061.524	Lt	44.91
9+263.476		9+278.400	Lt	14.92
9+288.476		9+294.880	Rt	6.40
9+291.168		9+317.600	Lt	26.43
9+302.724		9+347.120	Rt	44.40
9+325.765		9+343.310	Lt	17.55
9+355.030		9+361.476	Rt	6.45
* 9+356.205		9+400.770	Lt	44.57
* 9+356.205		9+400.770	Lt	44.57
9+518.476		9+524.860	Rt	6.38
9+532.960		9+569.664	Rt	36.70
9+577.776		9+606.116	Rt	28.34
9+614.000		9+629.950	Rt	15.95
9+637.950		9+681.476	Rt	43.53
9+858.480		9+888.150	Lt	29.67
9+990.519		10+007.750	Lt	17.23
10+017.266		10+034.360	Lt	17.09
10+047.152		10+106.850	Lt	59.70
10+114.830		10+168.880	Lt	54.05
10+176.880		10+256.100	Lt	79.22
10+264.100		10+326.300	Lt	62.20
10+334.232		10+356.760	Lt	22.53
10+364.800		10+394.267	Lt	29.47
10+402.268		10+461.830	Lt	59.56
10+617.460		10+660.840	Lt	43.38
10+665.026		10+690.828	Rt	25.80
10+670.840		10+690.325	Lt	19.49
10+698.380		10+781.150	Lt	82.77
10+698.850		10+721.750	Rt	22.90
10+731.773		10+771.053	Rt	39.28
10+781.024		10+790.000	Rt	8.98
10+793.908		10+827.524	Lt	33.62
* 10+829.360		10+832.713	Rt	3.35
* 10+829.360		10+832.713	Rt	3.35
10+835.503		10+877.371	Lt	41.87
10+997.562		11+033.274	Lt	35.71
11+020.000		11+120.000	Rt	100.00
11+043.075		38+019.000	Lt	49.64
11+127.804		11+209.996	Rt	82.19
11+211.594		11+310.479	Lt	98.89
11+220.000		11+281.829	Rt	61.83
11+320.900		11+338.966	Lt	18.00
11+348.930		11+379.156	Lt	30.23
11+387.160		11+410.920	Lt	23.76
11+418.920		11+431.830	Lt	12.91
30+090.446		30+101.940	Rt	11.49
30+090.975		30+121.435	Lt	30.46
30+109.966		30+134.840	Rt	24.87
38+026.400		38+051.550	Lt	25.15
38+060.000		11+201.520	Lt	152.60

* - Island

Item No. 609.34 Granite Curb Type 5

Beginning Station	Ending Station	Offset 1st Row	Offset 2nd Row	Lt/Rt	Length (m)
6+655.000	6+669.000	4.8	6.8	Lt.	28.000
6+682.000	6+690.000	4.8	6.8	Lt.	16.000
6+702.750	6+708.750	4.8	6.8	Lt.	12.000
6+724.000	6+742.000	4.8	6.8	Lt.	36.000

*- Note: Curb will be installed at a 4:1 slope

Item No. 610.08 Plain Riprap

Station	Offset	Pipe Size (mm)	Description
0+053.000	Lt.	750	Outlet
6+600.000	Lt.	375	Outlet
6+600.000	Rt.	375	Outlet
6+720.000	Rt.	375	Inlet
6+876.625	CL	450	Crosspipe
7+120.000	Lt.	450	Inlet
7+220.000	Lt.	450	Outlet
7+295.430	CL	450	Crosspipe
7+320.000	Rt.	150	150mm UD Outlet
7+440.000	Rt.	150	150mm UD Outlet
7+695.640	CL	450	Crosspipe
7+890.000	Lt.	375	Outlet
8+100.000	Lt.	375	Inlet
8+180.000	CL	750	Crosspipe
8+180.000	CL	750	Crosspipe
8+301.740	CL	750	Crosspipe
8+301.740	CL	750	Crosspipe
8+457.000	CL	750	Crosspipe
8+831.250	CL	600	Crosspipe
8+980.000	Lt.	600	Outlet
8+996.290	Rt.	375	Robert Street- Outlet
9+011.540	Rt.	375	Robert Street- Inlet
9+070.000	Lt.	450	Inlet
9+132.130	Rt.	375	Charles Street- Outlet
9+150.370	Rt.	375	Charles Street- Inlet
9+260.000	Lt.	375	Outlet
9+283.000	Rt.	375	Outlet
9+369.000	Rt.	375	Outlet
9+420.000	Lt.	375	Inlet
9+510.000	Rt.	375	Outlet
9+523.370	Lt.	375	Mullberry Street- Outlet
9+539.750	Lt.	375	Mullberry Street- Inlet
9+689.080	Rt.	375	Outlet
9+780.150	Rt.	375	Sunwood Drive- Inlet
9+796.000	Rt.	375	Sunwood Drive- Outlet
9+813.460	Lt.	375	Burnham Drive- Inlet
9+829.310	Lt.	375	Burnham Drive- Outlet
9+850.000	Lt.	375	Inlet
9+900.000	Lt.	375	Outlet
9+927.700	CL	900	Crosspipe
9+975.000	Lt.	375	Outlet
10+293.000	CL	750	Crosspipe
10+325.400	Rt.	375	Squire Libby Road- Outlet
10+343.630	Rt.	375	Squire Libby Road- Inlet
10+470.000	Lt.	375	Outlet
10+566.600	CL	900	Crosspipe
10+600.000	Lt.	450	Outlet
10+650.000	Rt.	375	Outlet
10+800.000	Rt.	150	150mm UD Outlet
10+890.000	Lt.	375	Outlet
10+914.450	CL	1200	Crosspipe
10+922.000	Lt.	900	Outlet
11+000.000	Rt.	150	150mm UD Outlet
11+066.850	CL	600	Crosspipe
11+240.000	Rt.	450	Inlet
11+416.700	Rt.	375	Oakwood Drive- Outlet
11+432.000	Rt.	375	Oakwood Drive- Inlet
11+440.000	Lt.	450	Inlet
29+030.000	CL	600	Crosspipe
29+030.000	CL	600	Crosspipe
30+058.000	CL	750	Crosspipe
30+058.000	CL	750	Crosspipe

Item No. 610.18 Stone Ditch Protection

Station	to	Station	Offset	Length (m)
8+474.450		8+540.000	Lt.	65.55
8+380.000		8+420.000	Rt.	40.00
8+500.000		8+540.000	Rt.	40.00

Item No. 613.319 Temporary Erosion Control Blanket

Station	to	Station	Offset	Length (m)	Notes
6+420.000		6+600.000	Lt	180.00	
6+420.000		6+600.000	Rt	180.00	
6+720.000		7+010.000	Rt	290.00	
7+100.000		7+120.000	Lt	20.00	
7+100.000		7+295.430	Rt	195.43	
7+220.000		7+295.430	Lt	75.43	
7+340.000		7+680.000	Lt	340.00	
7+456.000		7+671.000	Rt	215.00	
7+720.000		7+880.000	Lt	160.00	
7+740.000		8+026.000	Rt	286.00	
8+040.000		8+060.000	Rt	20.00	
8+100.000		30+080.000	Lt	112.00	
8+200.000		8+280.000	Rt	80.00	
8+540.000		8+796.000	Lt	256.00	
8+540.000		8+782.691	Rt	242.69	
8+860.000		9+283.000	Rt	423.00	
8+940.000		8+980.000	Lt	40.00	
9+070.000		9+260.000	Lt	190.00	
9+369.000		9+510.000	Rt	141.00	
9+420.000		9+850.000	Lt	430.00	
9+689.000		9+892.000	Rt	203.00	
9+960.000		9+975.000	Lt	15.00	
9+975.000		10+260.000	Rt	285.00	
10+320.000		10+520.000	Rt	200.00	
10+470.000		10+521.500	Lt	51.50	
10+613.000		10+650.000	Rt	37.00	
10+800.000		10+910.000	Rt	110.00	
10+890.000		10+895.000	Lt	5.00	
10+960.000		10+980.000	Lt	20.00	
11+240.000		11+640.000	Rt	400.00	
11+440.000		11+640.000	Lt	200.00	
30+080.000		8+280.000	Lt	115.00	
32+007.700		32+020.000	Lt	14.00	Robert Street
32+007.700		32+020.000	Rt	14.00	Robert Street
33+007.700		33+010.000	Lt	4.00	Charles Street
33+007.700		33+010.000	Rt	4.00	Charles Street
34+007.700		34+020.000	Lt	14.00	Mullberry Street
34+007.700		34+020.000	Rt	14.00	Mullberry Street
35+007.700		35+020.000	Lt	14.00	Sunwood Drive
35+007.700		35+020.000	Rt	14.00	Sunwood Drive
36+007.700		36+020.000	Lt	14.00	Burnham Drive
36+007.700		36+020.000	Rt	14.00	Burnham Drive
37+007.700		37+030.000	Lt	24.00	Squire Libby Road
37+007.700		37+030.000	Rt	24.00	Squire Libby Road
39+007.700		39+030.000	Lt	24.00	Oakwood Drive
39+007.700		39+035.000	Rt	29.00	Oakwood Drive

Item No. 658.200 Acrylic Latex Finish, Green

Station	to	Station	Offset	Area (m^2)
6+655.000		6+669.000	Lt	28.00
6+682.000		6+690.000	Lt	16.00
6+702.750		6+708.750	Lt	12.00
6+724.000		6+742.000	Lt	36.00
7+908.843		7+913.228	Lt	8.77
9+356.205		9+400.770	Lt	89.13
10+829.360		10+832.713	Rt	6.71

NOTES:

* ALL CONSTRUCTION NOTES REFER TO THE FULL CONSTRUCTION AREA OF THE PROJECT, UNLESS OTHERWISE NOTED.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION NOTES

SACO - BUXTON

ROUTE 112

SHEET 3 OF 3 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	J. MANZER	FEB. 2010
CHECKED	-----	------
REVISIONS	------	------
FIELD CHANGES	------	------

PLANS

Filename: ...\017_Construction Notes 3.dgn Division: HIGHWAY Username: judy.horden Date:8/5/2011

Filename: ...\mst0\018_Striping Plan.dgn Date:8/5/2011
Username: judy.harden 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-9493(100)X	18	187

TRAFFIC NOTES:

1. ALL WORK TO CONFORM TO MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFIACTIONS FOR HIGHWAYS AND BRIDGES

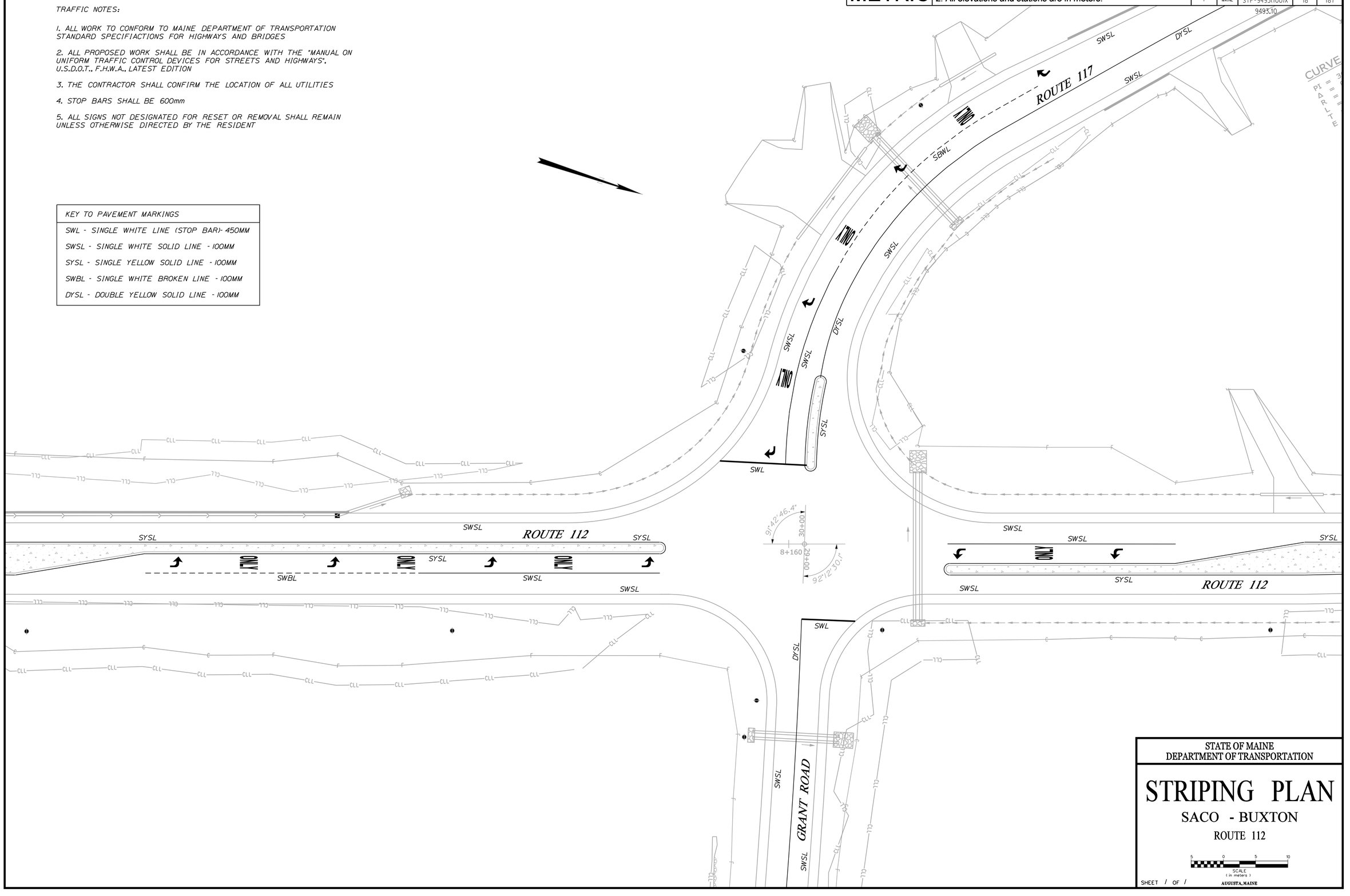
2. ALL PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", U.S.D.O.T., F.H.W.A., LATEST EDITION

3. THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL UTILITIES

4. STOP BARS SHALL BE 600mm

5. ALL SIGNS NOT DESIGNATED FOR RESET OR REMOVAL SHALL REMAIN UNLESS OTHERWISE DIRECTED BY THE RESIDENT

KEY TO PAVEMENT MARKINGS
SWL - SINGLE WHITE LINE (STOP BAR)- 450MM
SWSL - SINGLE WHITE SOLID LINE - 100MM
SYSL - SINGLE YELLOW SOLID LINE - 100MM
SWBL - SINGLE WHITE BROKEN LINE - 100MM
DYSL - DOUBLE YELLOW SOLID LINE - 100MM



PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN-DETAILED	J. MANZER	FEB. 2010
	CHECKED	-----	-----
PLANS	REVISIONS	-----	-----
	FIELD CHANGES	WA\JHV\NCV\SL	-----

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STRIPING PLAN

SACO - BUXTON

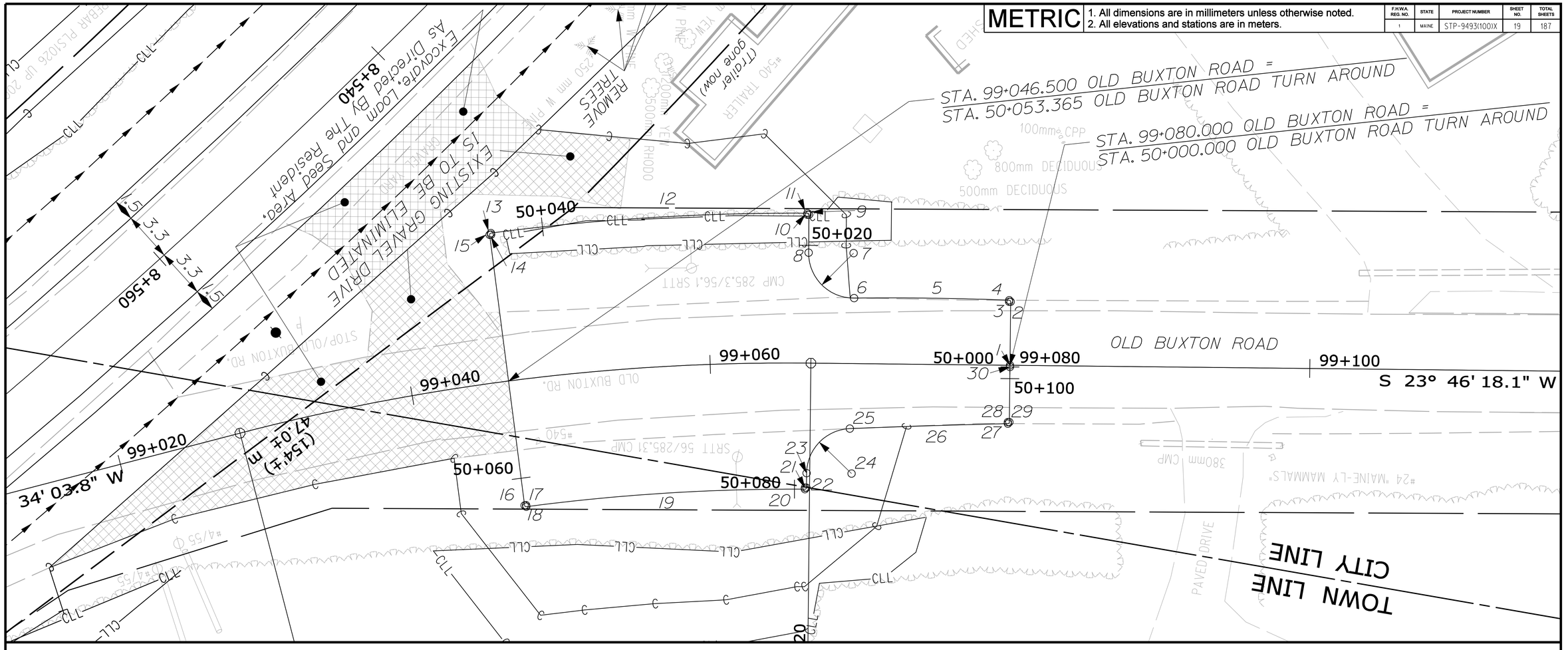
ROUTE 112

SCALE (in meters) 5 0 5 10

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-9493(100)X	19	187



CONTROL POINTS

Point	Desc	Station	X- Cord	Y- Cord	Elevation	Radius	Length
1	PBT	50+000.000	871648.819	83042.153	51.553	*	*
2	PC	50+004.236	871652.696	83040.445	51.431	*	*
3	CC	50+004.236	871652.736	83040.537	*	0.1	0.154
4	PCC	50+004.391	871652.826	83040.494	51.411	*	*
5	CC	50+004.391	871466.861	83128.704		205.825	10.348
6	PRC	50+014.739	871657.024	83049.951	52.107	*	*
7	CC	50+014.739	871659.796	83048.803	*	3	4.775
8	PT	50+019.514	871661.001	83051.551	52.302	*	*
9	PC	50+022.047	871663.321	83050.533	52.401	*	*
10	CC	50+022.047	871663.361	83050.625	*	0.1	0.158
11	PCC	50+022.205	871663.453	83050.585	52.408	*	*
12	CC	50+022.205	871521.277	83112.318	*	155	21.174
13	PCC	50+043.379	871670.536	83070.522	53.143	*	*
14	CC	50+043.379	871670.439	83070.549	*	0.1	0.157
15	PT	50+043.535	871670.466	83070.645	53.145	*	*
16	PC	50+061.727	871652.961	83075.592	52.883	*	*
17	CC	50+061.727	871652.933	83075.496	*	0.1	0.157
18	PRC	50+061.884	871652.837	83075.523	52.678	*	*
19	CC	50+061.884	871521.301	83112.370	*	136.6	18.637
20	PRC	50+080.521	871646.603	83057.975	52.203	*	*
21	CC	50+080.521	871646.695	83057.935	*	0.1	0.157
22	PT	50+080.678	871646.655	83057.844	52.157	*	*
23	PC	50+081.647	871647.542	83057.454	52.111	*	*
24	CC	50+081.647	871646.337	83054.707	*	3	4.567
25	PCC	50+086.214	871649.139	83053.636	52.009	*	*
26	CC	50+086.214	871023.870	83292.544	*	669.357	10.551
27	PRC	50+096.765	871645.296	83043.811	51.344	*	*
28	CC	50+096.765	871645.389	83043.773	*	0.1	0.154
29	PT	50+096.919	871645.348	83043.681	51.437	*	*
30	PAT	50+100.600	871648.717	83042.198	51.553	*	*

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

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

OLD BUXTON ROAD TURN AROUND LAYOUT

SACO - BUXTON
ROUTE 112

5 0 5 10
SCALE
(in meters)

SHEET / OF /

AUGUSTA, MAINE

Filename: ...\019_Old Buxton Rd Turn Around- Layout.dgn Design: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	20	187

9493.10

Username: judy.harden Date:8/5/2011

Filename: ...\MSTA\020_Boring Logs1.dgn Division: HIGHWAY

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	K. GROSS	MAR 2007
CHECKED	T. WHITE	------
REVISIONS	------	------
FIELD CHANGES	------	------

PLANS

Maine Department of Transportation — Boring No.: FWD5400

Soil/Rock Exploration Log — METRIC UNITS

Project: SACO - BUXTON 10.59 km
Location: ROUTE 112, 0.56 km N OF JENKINS ST. TO RTE5, 4/202

PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	49.00
Operator:	C. Mann	Datum:	NAVD 88
Logged By:	B. Wilder	Rig Type:	CME 45C
Date Start/Finish:	11/7/00-11/7/00	Drilling Method:	Solid Stem Augers
Boring Location:	6+569, 2.5 Rt.	Casing ID/OD:	N/A
Auger ID/OD:	125 mm
Sampler:	N/A
Hammer Wt./Fall:	N/A
Core Barrel:	N/A
Water Level*:	None Observed

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

Sample Information: Depth (m); Sample No.; Pen/Rec (cm); Sample Depth (m); Blows (140 lb Hammer falling 30") per 150 mm; N-value; Casing Blows; Elevation (m); Graphic Log

Visual Description and Remarks

Laboratory Testing Results for AASHTO and Unified Class.

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows per 150 mm	N-value	Casing Blows	Elevation (m)	Graphic Log
0						SSA	49.00	
							48.83	
							48.53	
1.2								
2.4								
3.6								
4.8								
6								
7.2								
8.4								
9.6								

PAVEMENT. 0.17

Brown, medium sandy GRAVEL. 0.47

Light brown, dry, fine to medium SAND, trace silt. 47.50

Bottom of Exploration at 1.50 m below ground surface. No Refusal 1.50

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.: FWD5400

Maine Department of Transportation — Boring No.: HB-SABU-103

Soil/Rock Exploration Log — METRIC UNITS

Project: Route 112
Location: Saco-Buxton, Maine

PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	
Operator:	E. Giguere	Datum:	NAVD 88
Logged By:	G. Lidstone	Rig Type:	CME 45C
Date Start/Finish:	3/14/07-3/14/07	Drilling Method:	Solid Stem Auger
Boring Location:	6+676, 1.9 m Lt.	Casing ID/OD:	N/A
Auger ID/OD:	125 mm Dia.
Sampler:	Off Flights
Hammer Wt./Fall:	N/A
Core Barrel:	N/A
Water Level*:	None Observed

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

Sample Information: Depth (m); Sample No.; Pen/Rec (cm); Sample Depth (m); Blows (140 lb Hammer falling 30") per 150 mm; N-value; Casing Blows; Elevation (m); Graphic Log

Visual Description and Remarks

Laboratory Testing Results for AASHTO and Unified Class.

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows per 150 mm	N-value	Casing Blows	Elevation (m)	Graphic Log
0						SSA		
	S5		0.20 - 0.61				-0.20	
1.2							-0.61	
							-0.85	
							-1.52	
2.4								
3.6								
4.8								
6								
7.2								
8.4								

PAVEMENT. 0.20

Brown, damp, silty fine to medium SAND, little gravel, little coarse sand, (Fill). 0.61

Brown, moist, silty fine to medium SAND, ≥S2 0.85

Brown, damp, fine to medium SAND, little silt, ≥S3 1.52

Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL

Remarks:

Stations and Offsets are from Surveyed Proposed CL.
Private waterline crosses road in vicinity of Stations 6+680 to 6+686.

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-SABU-103

Maine Department of Transportation — Boring No.: HB-SABU-102

Soil/Rock Exploration Log — METRIC UNITS

Project: Route 112
Location: Saco-Buxton, Maine

PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	
Operator:	E. Giguere	Datum:	NAVD 88
Logged By:	G. Lidstone	Rig Type:	CME 45C
Date Start/Finish:	3/14/07-3/14/07	Drilling Method:	Solid Stem Auger
Boring Location:	6+676, CL	Casing ID/OD:	N/A
Auger ID/OD:	125 mm Dia.
Sampler:	Off Flights
Hammer Wt./Fall:	N/A
Core Barrel:	N/A
Water Level*:	None Observed

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

Sample Information: Depth (m); Sample No.; Pen/Rec (cm); Sample Depth (m); Blows (140 lb Hammer falling 30") per 150 mm; N-value; Casing Blows; Elevation (m); Graphic Log

Visual Description and Remarks

Laboratory Testing Results for AASHTO and Unified Class.

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows per 150 mm	N-value	Casing Blows	Elevation (m)	Graphic Log
0						SSA		
	S4		0.18 - 0.46				-0.18	
1.2							-0.58	
							-0.82	
							-1.52	
2.4								
3.6								
4.8								
6								
7.2								
8.4								

PAVEMENT. 0.18

Brown, damp, gravelly SAND, some silt (Fill), 0.58

Cobble from 0.46-0.58 m bgs.

Brown, moist, silty fine to medium SAND, ≥S2 0.82

Brown, damp, fine to medium SAND, little silt, ≥S3 1.52

Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL

GM179869 A-1-b, SM WC=5.3%

Remarks:

Stations and Offsets are from Surveyed Proposed CL.
Private waterline crosses road in vicinity of Stations 6+680 to 6+686.

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-SABU-102

Maine Department of Transportation — Boring No.: HB-SABU-101

Soil/Rock Exploration Log — METRIC UNITS

Project: Route 112
Location: Saco-Buxton, Maine

PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	
Operator:	E. Giguere	Datum:	NAVD 88
Logged By:	G. Lidstone	Rig Type:	CME 45C
Date Start/Finish:	3/14/07-3/14/07	Drilling Method:	Solid Stem Auger
Boring Location:	6+676, 1.4 m Rt.	Casing ID/OD:	N/A
Auger ID/OD:	125 mm Dia.
Sampler:	Off Flights
Hammer Wt./Fall:	N/A
Core Barrel:	N/A
Water Level*:	None Observed

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

Sample Information: Depth (m); Sample No.; Pen/Rec (cm); Sample Depth (m); Blows (140 lb Hammer falling 30") per 150 mm; N-value; Casing Blows; Elevation (m); Graphic Log

Visual Description and Remarks

Laboratory Testing Results for AASHTO and Unified Class.

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows per 150 mm	N-value	Casing Blows	Elevation (m)	Graphic Log
0						SSA		
	S1		0.17 - 0.64				-0.17	
							-0.64	
1.2	S2		0.64 - 0.76				-0.76	
	S3		0.76 - 1.52					
2.4							-1.52	
3.6								
4.8								
6								
7.2								
8.4								

PAVEMENT. 0.17

Brown, damp, silty fine to medium SAND, some gravel, little coarse sand, (Fill), ≈S4 0.64

Brown, moist, silty fine to medium SAND. 0.76

Brown, damp, fine to medium SAND, little silt. 1.52

Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL

Remarks:

Stations and Offsets are from Surveyed Proposed CL.
Private waterline crosses road in vicinity of Stations 6+680 to 6+686.

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-SABU-101

Maine Department of Transportation — Boring No.: HB-SABU-212

Soil/Rock Exploration Log — METRIC UNITS

Project: SACO - BUXTON 10.59 km
Location: ROUTE 112, 0.56 km N OF JENKINS ST. TO RTE5, 4/202

PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	49.60
Operator:	C. Mann	Datum:	NAVD 88
Logged By:	G. Lidstone	Rig Type:	CME45C
Date Start/Finish:	7/31/01-7/31/01	Drilling Method:	Solid Stem Auger
Boring Location:	6+700, 3.9 Rt.	Casing ID/OD:	N/A
Auger ID/OD:	100 mm
Sampler:	N/A
Hammer Wt./Fall:	N/A
Core Barrel:	N/A
Water Level*:	NO WATER

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

Sample Information: Depth (m); Sample No.; Pen/Rec (cm); Sample Depth (m); Blows (140 lb Hammer falling 30") per 150 mm; N-value; Casing Blows; Elevation (m); Graphic Log

Visual Description and Remarks

Laboratory Testing Results for AASHTO and Unified Class.

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows per 150 mm	N-value	Casing Blows	Elevation (m)	Graphic Log
0						SSA		
							49.39	
							48.59	
1.2							48.08	
2.4								
3.6								
4.8								
6								
7.2								
8.4								
9.6								

Brown, dry, sandy GRAVEL, trace silt, (Fill). 0.21

Brown, dry, silty fine to coarse SAND, some gravel. 1.10

Brown, dry, fine to medium SAND, trace silt. 1.52

Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL

Remarks:

STATIONING ON RTE. 112 RUNS APPROX. SOUTH TO NORTH.
15.6 m UP AND 2.4 m IN FROM 247/247.

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-SABU-212

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

Soil/Rock Exploration Log — METRIC UNITS

Project: Route 112
Location: Saco-Buxton, Maine

PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	
Operator:	E. Giguere	Datum:	NAVD 88
Logged By:	G. Lidstone	Rig Type:	CME 45C
Date Start/Finish:	3/14/07-3/14/07	Drilling Method:	Solid Stem Auger
Boring Location:	6+990, 1.4 m Lt.	Casing ID/OD:	N/A
Auger ID/OD:	125 mm Dia.
Sampler:	Off Flights
Hammer Wt./Fall:	N/A
Core Barrel:	N/A
Water Level*:	None Observed

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

Sample Information: Depth (m); Sample No.; Pen/Rec (cm); Sample Depth (m); Blows (140 lb Hammer falling 30") per 150 mm; N-value; Casing Blows; Elevation (m); Graphic Log

Visual Description and Remarks

Laboratory Testing Results for AASHTO and Unified Class.

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows per 150 mm	N-value	Casing Blows	Elevation (m)	Graphic Log
0						SSA		
	S9		0.24 - 0.61				-0.14	
							-0.24	
1.2							-0.61	
							-1.52	
2.4								
3.6								
4.8								
6								
7.2								
8.4								

PAVEMENT. 0.14

Unbound PAVEMENT. 0.20

GRAVEL, some brown, fine to coarse sand, trace silt (Fill), 0.24

Brown, damp, silty fine to medium SAND, little gravel, trace coarse sand (Fill), ≈S8 0.61

Brown, moist, silty fine SAND, trace medium sand, ≥S7 1.52

Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL

Remarks:

Stations and Offsets are from Surveyed Proposed CL.

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

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

Page 1 of 1 — Boring No.: HB-SABU-106

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

Soil/Rock Exploration Log — METRIC UNITS

Project: Route 112
Location: Saco-Buxton, Maine

PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	
Operator:	E. Giguere	Datum:	NAVD 88
Logged By:	G. Lidstone	Rig Type:	CME 45C
Date Start/Finish:	3/14/07-3/14/07	Drilling Method:	Solid Stem Auger
Boring Location:	6+990, 0.1 m Rt.	Casing ID/OD:	N/A
Auger ID/OD:	125 mm Dia.
Sampler:	Off Flights
Hammer Wt./Fall:	N/A
Core Barrel:	N/A
Water Level*:	None Observed

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

Sample Information: Depth (m); Sample No.; Pen/Rec (cm); Sample Depth (m); Blows (140 lb Hammer falling 30") per 150 mm; N-value; Casing Blows; Elevation (m); Graphic Log

Visual Description and Remarks

Laboratory Testing Results for AASHTO and Unified Class.

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows per 150 mm	N-value	Casing Blows	Elevation (m)	Graphic Log
0						SSA		
	S8		0.29 - 0.64				-0.18	
							-0.23	
1.2							-0.29	
							-0.64	
2.4							-1.52	
3.6								
4.8								
6								
7.2								
8.4								

PAVEMENT. 0.18

Unbound PAVEMENT. 0.23

GRAVEL, some brown, fine to coarse sand, trace silt (Fill), 0.29

Brown, damp, SAND, some silt, some gravel (Fill), 0.64

Brown, moist, silty fine SAND, trace medium sand. ≥S7 1.52

Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL

GM179871 A-1-b, SM WC=5.2%

Remarks:

Stations and Offsets are from Surveyed Proposed CL.

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

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

Page 1 of 1 — Boring No.: HB-SABU-105

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BORING LOGS

SACO - BUXTON

ROUTE 112

SHEET 1 OF 7 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-9493(100)X	21	187

9493.10

Filename: ...\MSTA\021_Boring Logs2.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	K. GROSS	MAR 2007
CHECKED	T. WHITE	------
REVISIONS	------	------
FIELD CHANGES	------	------

PLANS

Maine Department of Transportation — HB-SABU-104

Soil/Rock Exploration Log — METRIC UNITS

Project: Route 112 — Location: Saco-Buxton, Maine — Boring No.: HB-SABU-104 — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	125 mm Dia.
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	G. Lidstone	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	3/14/07-3/14/07	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	6+990, 1.8 m Rt.	Casing ID/OD:	N/A	Water Level*:	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. S_u = Insitu Field Vane Shear Strength (kPa); S_r = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing. WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test.

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows /150 mm Shear Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA			PAVEMENT.	
	S6		0.23 - 0.49				-0.15		-0.15 GRAVEL, some dark brown, silty fine to coarse sand. (Fill)	
	S7		0.49 - 1.52				-0.23		-0.23 GRAVEL, some brown, fine to coarse sand, trace silt. (Fill), N=54	
1							-0.49		-0.49 Brown, moist, silty SAND, trace gravel.	GM 79870 A-1-a, SM wc=19.7%
2							-1.52		-1.52 Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	
3										
4										
5										
6										
7										
8										

Remarks: Stations and Offsets are from Surveyed Proposed CL.

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-SABU-104

Maine Department of Transportation — HB-SABU-107

Soil/Rock Exploration Log — METRIC UNITS

Project: Route 112 — Location: Saco-Buxton, Maine — Boring No.: HB-SABU-107 — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	125 mm Dia.
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	G. Lidstone	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	3/14/07-3/14/07	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	7+110, 1.9 m Rt.	Casing ID/OD:	N/A	Water Level*:	1.13 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. S_u = Insitu Field Vane Shear Strength (kPa); S_r = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing. WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test.

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows /150 mm Shear Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA			PAVEMENT.	
	S10		0.24 - 0.73				-0.17		-0.17 Unbound PAVEMENT.	
							-0.24		-0.24 Brown, damp, silty fine to medium SAND, some gravel, trace coarse sand (Fill), N=58	
	S11		0.73 - 1.13				-0.73		-0.73 Brown, moist, silty fine to medium SAND.	
1							-1.13		-1.13 Brown, wet, medium SAND, little fine sand, trace silt.	
	S12		1.13 - 1.52				-1.52		-1.52 Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	
2										
3										
4										
5										
6										
7										
8										

Remarks: Stations and Offsets are from Surveyed Proposed CL.

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-SABU-107

Maine Department of Transportation — HB-SABU-108

Soil/Rock Exploration Log — METRIC UNITS

Project: Route 112 — Location: Saco-Buxton, Maine — Boring No.: HB-SABU-108 — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	125 mm Dia.
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	G. Lidstone	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	3/14/07-3/14/07	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	7+110, 1.6 m Lt.	Casing ID/OD:	N/A	Water Level*:	1.25 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. S_u = Insitu Field Vane Shear Strength (kPa); S_r = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing. WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test.

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows /150 mm Shear Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA			PAVEMENT.	
	S13		0.21 - 0.76				-0.17		-0.17 Unbound PAVEMENT.	
							-0.21		-0.21 Brown, damp, silty fine to medium SAND, some gravel, trace coarse sand (Fill), N=58	
							-0.76		-0.76 Brown, moist, silty fine to medium SAND, N=51	
1							-1.25		-1.25 Brown, wet, medium SAND, little fine sand, trace silt, N=52	
							-1.52		-1.52 Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	
2										
3										
4										
5										
6										
7										
8										

Remarks: Stations and Offsets are from Surveyed Proposed CL.

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-SABU-108

Maine Department of Transportation — HB-SABU-109

Soil/Rock Exploration Log — METRIC UNITS

Project: Route 112 — Location: Saco-Buxton, Maine — Boring No.: HB-SABU-109 — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	125 mm Dia.
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	G. Lidstone	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	3/14/07-3/14/07	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	7+110, 0.3 m Lt.	Casing ID/OD:	N/A	Water Level*:	1.22 m bgs.

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

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows /150 mm Shear Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA			PAVEMENT.	
	S14		0.20 - 0.70				-0.20		-0.20 Brown, damp, SAND, some silt, some gravel (Fill),	GM 79872 A-1-b, SM wc=5.2%
							-0.70		-0.70 Brown, moist, silty fine to medium SAND, N=51	
1							-1.22		-1.22 Brown, wet, medium SAND, little fine sand, trace silt, N=52	
							-1.52		-1.52 Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	
2										
3										
4										
5										
6										
7										
8										

Remarks: Stations and Offsets are from Surveyed Proposed CL.

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-SABU-109

Maine Department of Transportation — HB-SABU-211

Soil/Rock Exploration Log — METRIC UNITS

Project: SACO - BUXTON 10.59 km — Location: ROUTE 112, 0.56 km N OF JENKINS ST. TO RTE'S. 4/202 — Boring No.: HB-SABU-211 — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	49.80	Auger ID/OD:	100 mm
Operator:	C. Mann	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	G. Lidstone	Rig Type:	CME45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	7/31/01-7/31/01	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	7+200, 2.7 LT.	Casing ID/OD:	N/A	Water Level*:	NO WATER

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

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows /150 mm Shear Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA			PAVEMENT.	
							49.63		0.17 Brown, dry, sandy GRAVEL, few cobbles, trace silt. (Fill),	
							49.10		0.70 Brown, moist, soft sandy SILT, trace clay.	
1.2							48.73		1.07 Brown, damp, fine to medium SAND, trace silt.	
							48.28		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: STATIONING ON RTE. 112 RUNS APPROX. SOUTH TO NORTH. 2.2 m DOWN AND 13.4 m IN FROM 258/2258.

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-SABU-211

Maine Department of Transportation — FWD6100

Soil/Rock Exploration Log — METRIC UNITS

Project: SACO - BUXTON 10.59 km — Location: ROUTE 112, 0.56 km N OF JENKINS ST. TO RTE'S. 4/202 — Boring No.: FWD6100 — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	49.19	Auger ID/OD:	125 mm
Operator:	C. Mann	Datum:	NAVD 88	Sampler:	N/A
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/7/00-11/7/00	Drilling Method:	Solid Stem Augers	Core Barrel:	N/A
Boring Location:	7+260, 2.6 Rt.	Casing ID/OD:	N/A	Water Level*:	1.1 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. S_u = Insitu Field Vane Shear Strength (kPa); S_r = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing. WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test.

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows /150 mm Shear Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA			PAVEMENT.	
							49.02		0.17 Brown, medium to coarse sandy GRAVEL.	
1.2							48.58		0.61 Brown, medium to coarse SAND, trace gravel.	
							47.70		1.50 Bottom of Exploration at 1.50 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.: FWD6100

Maine Department of Transportation — HB-SABU-112

Soil/Rock Exploration Log — METRIC UNITS

Project: Route 112 — Location: Saco-Buxton, Maine — Boring No.: HB-SABU-112 — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	125 mm Dia.
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	G. Lidstone	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	3/14/07-3/14/07	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	7+660, 1.2 m Lt.	Casing ID/OD:	N/A	Water Level*:	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. S_u = Insitu Field Vane Shear Strength (kPa); S_r = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Pa); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing. WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test.

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows /150 mm Shear Strength (kPa) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA			PAVEMENT.	
	S18		0.21 - 0.73				-0.12		-0.12 Unbound PAVEMENT.	
							-0.21		-0.21 Brown, damp, silty fine to medium SAND, some gravel, trace coarse sand (Fill), N=514	
							-0.73		-0.73 Brown, moist, silty fine SAND, N=516	
1							-1.52		-1.52 Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	
2										
3										
4										
5										
6										
7										
8										

Remarks: Stations and Offsets are from Surveyed Proposed CL.

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-SABU-112

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BORING LOGS

SACO - BUXTON

ROUTE 112

SHEET 2 OF 7 — 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-9493(100)X	22	187

9493.10

Username: judy.harden Date:8/5/2011

Filename: ...\MSTA\022_Boring Logs3.dgn Division: HIGHWAY

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	K. GROSS	MAR 2007
CHECKED	T. WHITE	------
REVISIONS	------	------
FIELD CHANGES	------	------

PLANS

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

Project: Route 112 — Location: Saco-Buxton, Maine — Boring No.: HB-SABU-111 — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	Auger ID/OD: 125 mm Dia.
Operator:	E. Giguere	Datum: NAVD 88	Sampler: Off Flights
Logged By:	G. Lidstone	Rig Type: CME 45C	Hammer Wt./Fall: N/A
Date Start/Finish:	3/14/07-3/14/07	Drilling Method: Solid Stem Auger	Core Barrel: N/A
Boring Location:	7+660. 0.9 m Rt.	Casing ID/OD: N/A	Water Level*: 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; S_u = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Psi); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; 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 (S_u (lab) or T_v or q_u (Psi)); N-value; Casing Blows; Elevation (m); Graphic Log

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows / Shear Strength	N-value	Casing Blows	Elevation (m)	Graphic Log
	S17	0.21 - 0.67				SSA		

Visual Description and Remarks:
- PAVEMENT. — 0.17
- Unbound PAVEMENT. — 0.21
- Brown, damp, SAND, some gravel, some silt (Fill). — 0.67
- Brown, moist, silty fine SAND. (ML) — 1.52
- Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL

Laboratory Testing Results for AASHTO and Unified Class.: GM73873 A-1-b, SM WC=5.2%

Remarks: Stations and Offsets are from Surveyed Proposed CL.

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

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

Page 1 of 1 — Boring No.: HB-SABU-111

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

Project: Route 112 — Location: Saco-Buxton, Maine — Boring No.: HB-SABU-110 — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	Auger ID/OD: 125 mm Dia.
Operator:	E. Giguere	Datum: NAVD 88	Sampler: Off Flights
Logged By:	G. Lidstone	Rig Type: CME 45C	Hammer Wt./Fall: N/A
Date Start/Finish:	3/14/07-3/14/07	Drilling Method: Solid Stem Auger	Core Barrel: N/A
Boring Location:	7+660. 2.0 m Rt.	Casing ID/OD: N/A	Water Level*: 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; S_u = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Psi); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; 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 (S_u (lab) or T_v or q_u (Psi)); N-value; Casing Blows; Elevation (m); Graphic Log

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows / Shear Strength	N-value	Casing Blows	Elevation (m)	Graphic Log
	S15	0.21 - 0.64				SSA		
	S16	0.64 - 1.52						

Visual Description and Remarks:
- PAVEMENT. — 0.17
- Unbound PAVEMENT. — 0.21
- Brown, damp, silty fine to medium SAND, little gravel, trace coarse sand (Fill). — 0.64
- Brown, moist, silty fine SAND. — 1.52
- Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL

Laboratory Testing Results for AASHTO and Unified Class.

Remarks: Stations and Offsets are from Surveyed Proposed CL.

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

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

Page 1 of 1 — Boring No.: HB-SABU-110

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

Project: SACO - BUXTON 10.59 km — Location: ROUTE 112. 0.56 km N OF JENKINS ST. TO RTE5. 4/202 — Boring No.: HB-SABU-210 — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	43.10 — Auger ID/OD: 100 mm
Operator:	C. Mann	Datum: NAVD 88	Sampler: Off Flights
Logged By:	G. Lidstone	Rig Type: CME45C	Hammer Wt./Fall: N/A
Date Start/Finish:	7/31/01-7/31/01	Drilling Method: Solid Stem Auger	Core Barrel: N/A
Boring Location:	7+680. 2.0 RT.	Casing ID/OD: N/A	Water Level*: WATER @ 2.3 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; S_u = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Psi); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; 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 (S_u (lab) or T_v or q_u (Psi)); N-value; Casing Blows; Elevation (m); Graphic Log

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows / Shear Strength	N-value	Casing Blows	Elevation (m)	Graphic Log
						SSA	42.94	

Visual Description and Remarks:
- PAVEMENT — 0.16
- Brown, dry, sandy GRAVEL, few cobbles, trace silt. (Fill). — 0.76
- Brown, moist, soft sandy SILT, trace clay. — 2.35
- Gray, wet, silty fine SAND. — 2.59
- Bottom of Exploration at 2.59 m below ground surface. REFUSAL

Laboratory Testing Results for AASHTO and Unified Class.

Remarks: STATIONING ON RTE. 112 RUNS APPROX. SOUTH TO NORTH. 9.2 m UP AND 6.0 m IN FROM POLE J267/115.

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-SABU-210

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

Project: SACO - BUXTON 10.59 km — Location: ROUTE 112. 0.56 km N OF JENKINS ST. TO RTE5. 4/202 — Boring No.: HB-SABU-209 — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	42.90 — Auger ID/OD: 100 mm
Operator:	C. Mann	Datum: NAVD 88	Sampler: Off Flights
Logged By:	G. Lidstone	Rig Type: CME45C	Hammer Wt./Fall: N/A
Date Start/Finish:	7/31/01-7/31/01	Drilling Method: Solid Stem Auger	Core Barrel: N/A
Boring Location:	7+700. 3.6 RT.	Casing ID/OD: N/A	Water Level*: WATER @ 2.6 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; S_u = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Psi); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; 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 (S_u (lab) or T_v or q_u (Psi)); N-value; Casing Blows; Elevation (m); Graphic Log

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows / Shear Strength	N-value	Casing Blows	Elevation (m)	Graphic Log
						SSA	42.11	

Visual Description and Remarks:
- Brown, dry, sandy GRAVEL, trace silt. (Fill). — 0.79
- Brown, moist, soft sandy SILT, trace clay. — 2.56
- Gray, wet, silty fine SAND. — 2.87
- Bottom of Exploration at 2.87 m below ground surface. REFUSAL

Laboratory Testing Results for AASHTO and Unified Class.: SIM. TO 59

Remarks: STATIONING ON RTE. 112 RUNS APPROX. SOUTH TO NORTH. 10.0 m DOWN AND 4.4 m IN FROM POLE J267/115.

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-SABU-209

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

Project: SACO - BUXTON 10.59 km — Location: ROUTE 112. 0.56 km N OF JENKINS ST. TO RTE5. 4/202 — Boring No.: HB-SABU-208 — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	39.30 — Auger ID/OD: 100 mm
Operator:	C. Mann	Datum: NAVD 88	Sampler: Off Flights
Logged By:	G. Lidstone	Rig Type: CME45C	Hammer Wt./Fall: N/A
Date Start/Finish:	7/31/01-7/31/01	Drilling Method: Solid Stem Auger	Core Barrel: N/A
Boring Location:	8+200. 4.8 LT.	Casing ID/OD: N/A	Water Level*: NO WATER

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; S_u = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Psi); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; 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 (S_u (lab) or T_v or q_u (Psi)); N-value; Casing Blows; Elevation (m); Graphic Log

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows / Shear Strength	N-value	Casing Blows	Elevation (m)	Graphic Log
						SSA		
	S9						38.75	
	S10						38.33	
							37.78	

Visual Description and Remarks:
- Brown, dry, sandy GRAVEL, trace silt. (Fill).
- Brown, damp, soft sandy SILT, trace clay. — 0.55
- Brown, moist, silty fine SAND. — 0.98
- Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL — 1.52

Laboratory Testing Results for AASHTO and Unified Class.

Remarks: STATIONING ON RTE. 112 RUNS APPROX. SOUTH TO NORTH. 14.3 m UP AND 10.2 m IN FROM 278/502.

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-SABU-208

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

Project: SACO - BUXTON 10.59 km — Location: ROUTE 112. 0.56 km N OF JENKINS ST. TO RTE5. 4/202 — Boring No.: FWD7100 — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	41.10 — Auger ID/OD: 125 mm
Operator:	C. Mann	Datum: NAVD 88	Sampler: N/A
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: N/A
Date Start/Finish:	11/7/00-11/7/00	Drilling Method: Solid Stem Augers	Core Barrel: N/A
Boring Location:	8+260. 1.9 Rt.	Casing ID/OD: N/A	Water Level*: 1.1 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; S_u = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Psi); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; 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 (S_u (lab) or T_v or q_u (Psi)); N-value; Casing Blows; Elevation (m); Graphic Log

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows / Shear Strength	N-value	Casing Blows	Elevation (m)	Graphic Log
						SSA	40.94	
							40.38	
							39.60	

Visual Description and Remarks:
- PAVEMENT. — 0.16
- Brown, medium to coarse sandy GRAVEL. — 0.72
- Grey, moist, fine SAND, little silt. — 1.50
- Bottom of Exploration at 1.50 m below ground surface. No Refusal

Laboratory Testing Results for AASHTO and Unified Class.

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.: FWD7100

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

Project: SACO - BUXTON 10.59 km — Location: ROUTE 112. 0.56 km N OF JENKINS ST. TO RTE5. 4/202 — Boring No.: HB-SABU-207 — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	58.20 — Auger ID/OD: 100 mm
Operator:	C. Mann	Datum: NAVD 88	Sampler: Off Flights
Logged By:	G. Lidstone	Rig Type: CME45C	Hammer Wt./Fall: N/A
Date Start/Finish:	7/31/01-7/31/01	Drilling Method: Solid Stem Auger	Core Barrel: N/A
Boring Location:	8+700. 5.6 LT.	Casing ID/OD: N/A	Water Level*: NO WATER

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; S_u = Insitu Field Vane Shear Strength (kPa); T_v = Pocket Torvane Shear Strength (kPa); q_u = Unconfined Compressive Strength (Psi); $S_{u(lab)}$ = Lab Vane Shear Strength (kPa); WOH = weight of 64 kg hammer; WOR = weight of rods; WOC = weight of casing; 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 (S_u (lab) or T_v or q_u (Psi)); N-value; Casing Blows; Elevation (m); Graphic Log

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows / Shear Strength	N-value	Casing Blows	Elevation (m)	Graphic Log
						SSA	57.62	
							57.44	

Visual Description and Remarks:
- Brown, dry, sandy GRAVEL, trace silt. (Fill).
- WEATHERED ROCK. — 0.58
- Bottom of Exploration at 0.76 m below ground surface. REFUSAL — 0.76

Laboratory Testing Results for AASHTO and Unified Class.

Remarks: STATIONING ON RTE. 112 RUNS APPROX. SOUTH TO NORTH. 15.5 m DOWN AND 1.7 m IN FROM POLE 77 1/2 /53.

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-SABU-207

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BORING LOGS

SACO - BUXTON

ROUTE 112

SHEET 3 OF 7 AUGUSTA, MAINE

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

F.H.WA. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9493(100)X	23	187

9493.10

Maine Department of Transportation
Soil/Rock Exploration Log
METRIC UNITS

Project: SACO - BUXTON 10.59 km
Location: ROUTE 112, 0.56 km N OF JENKINS ST. TO RTE5, 4/202
Boring No.: FWD7800
PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	58.19	Auger ID/OD:	125 mm
Operator:	C. Mann	Datum:	NAVD 88	Sampler:	N/A
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/7/00-11/7/00	Drilling Method:	Solid Stem Augers	Core Barrel:	N/A
Boring Location:	8+960, 2.2 Rt.	Casing ID/OD:	N/A	Water Level*:	1.1 m bgs.

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

Sample Information: Depth (m); Sample No.; Rec/Rec (cm); Sample Depth (m); Blows (150 mm) Shear Strength (kPa) (Lab) or RQD (%); N-value; Casing Blows; Elevation (m); Graphic Log

Visual Description and Remarks

Laboratory Testing Results/ AASHTO and Unified Class.

Depth (m)	Sample No.	Rec/Rec (cm)	Sample Depth (m)	Blows (150 mm) Shear Strength (kPa) (Lab) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	58.19		PAVEMENT.	
							58.02		0.17	
							57.92		Black, penetrated, gravelly SAND.	
									0.27	
							57.47		Brown, medium to coarse sandy GRAVEL.	
1.2									0.72	
									Grey, moist, plastic, clayey SILT, trace fine sand.	
							56.69		1.50	
									Bottom of Exploration at 1.50 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.: FWD7800

Maine Department of Transportation
Soil/Rock Exploration Log
METRIC UNITS

Project: SACO - BUXTON 10.59 km
Location: ROUTE 112, 0.56 km N OF JENKINS ST. TO RTE5, 4/202
Boring No.: HB-SABU-206
PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	61.80	Auger ID/OD:	100 mm
Operator:	C. Mann	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	G. Lidstone	Rig Type:	CME45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	7/31/01-7/31/01	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	9+200, 4.0 RT.	Casing ID/OD:	N/A	Water Level*:	NO WATER

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

Sample Information: Depth (m); Sample No.; Rec/Rec (cm); Sample Depth (m); Blows (150 mm) Shear Strength (kPa) (Lab) or RQD (%); N-value; Casing Blows; Elevation (m); Graphic Log

Visual Description and Remarks

Laboratory Testing Results/ AASHTO and Unified Class.

Depth (m)	Sample No.	Rec/Rec (cm)	Sample Depth (m)	Blows (150 mm) Shear Strength (kPa) (Lab) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	61.80		Brown, dry, sandy GRAVEL, trace silt, (Fill).	
							61.13		0.67	
	S7								Brown, moist, soft sandy SILT, trace clay.	
1.2	S8						60.64		1.16	
									Brown-gray, mottled, dry fine sandy SILT, trace clay.	
							60.28		1.52	
2.4									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	
3.6										
4.8										
6										
7.2										
8.4										
9.6										

Remarks:

STATIONING ON RTE. 112 RUNS APPROX. SOUTH TO NORTH.
2.7 m UP AND 1.6 m IN FROM J69/44.

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-SABU-206

Maine Department of Transportation
Soil/Rock Exploration Log
METRIC UNITS

Project: Route 112
Location: Saco-Buxton, Maine
Boring No.: HB-SABU-114
PIN: 9493.10

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	125 mm Dia.
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	G. Lidstone	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	3/14/07-3/14/07	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	9+430, 1.6 m Lt.	Casing ID/OD:	N/A	Water Level*:	None Observed

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

Sample Information: Depth (m); Sample No.; Rec/Rec (cm); Sample Depth (m); Blows (150 mm) Shear Strength (kPa) (Lab) or RQD (%); N-value; Casing Blows; Elevation (m); Graphic Log

Visual Description and Remarks

Laboratory Testing Results/ AASHTO and Unified Class.

Depth (m)	Sample No.	Rec/Rec (cm)	Sample Depth (m)	Blows (150 mm) Shear Strength (kPa) (Lab) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	0.12		PAVEMENT.	
	S22		0.18 - 0.52				0.06		0.12	G#17987A
							-0.52		Unbound PAVEMENT.	A-1-b, SM
							-0.64		0.18	WC=6.6%
1									Brown, damp, SAND, some gravel, some silt (Fill).	
									0.52	
									Brown, moist, silty fine to medium SAND, little gravel, trace coarse sand. H520	
									0.64	
									Brown, damp, silty fine to medium SAND, little gravel, trace coarse sand. H521	
2							-1.52		1.52	
									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	
3										
4										
5										
6										
7										
8										

Remarks:

Stations and Offsets are from Surveyed Proposed CL.

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-SABU-114

Maine Department of Transportation
Soil/Rock Exploration Log
METRIC UNITS

Project: Route 112
Location: Saco-Buxton, Maine
Boring No.: HB-SABU-115
PIN: 9493.10

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	125 mm Dia.
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	G. Lidstone	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	3/14/07-3/14/07	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	9+430, 0.6 m Lt.	Casing ID/OD:	N/A	Water Level*:	None Observed

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

Sample Information: Depth (m); Sample No.; Rec/Rec (cm); Sample Depth (m); Blows (150 mm) Shear Strength (kPa) (Lab) or RQD (%); N-value; Casing Blows; Elevation (m); Graphic Log

Visual Description and Remarks

Laboratory Testing Results/ AASHTO and Unified Class.

Depth (m)	Sample No.	Rec/Rec (cm)	Sample Depth (m)	Blows (150 mm) Shear Strength (kPa) (Lab) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	0.12		PAVEMENT.	
	S23		0.21 - 0.49				0.04		0.17	
							-0.21		Unbound PAVEMENT.	
							-0.49		0.21	
							-0.61		Brown, damp, silty fine to medium SAND, little gravel, trace coarse sand (Fill). H524	
1									0.49	
									Brown, moist, silty fine to medium SAND. H520	
									0.61	
									Brown, damp, silty fine to medium SAND, little gravel, trace coarse sand. H521	
2							-1.52		1.52	
									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	
3										
4										
5										
6										
7										
8										

Remarks:

Stations and Offsets are from Surveyed Proposed CL.

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-SABU-115

Maine Department of Transportation
Soil/Rock Exploration Log
METRIC UNITS

Project: Route 112
Location: Saco-Buxton, Maine
Boring No.: HB-SABU-113
PIN: 9493.10

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	125 mm Dia.
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	3/14/07-3/14/07	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	9+430, 1.8 m Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed

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

Sample Information: Depth (m); Sample No.; Rec/Rec (cm); Sample Depth (m); Blows (150 mm) Shear Strength (kPa) (Lab) or RQD (%); N-value; Casing Blows; Elevation (m); Graphic Log

Visual Description and Remarks

Laboratory Testing Results/ AASHTO and Unified Class.

Depth (m)	Sample No.	Rec/Rec (cm)	Sample Depth (m)	Blows (150 mm) Shear Strength (kPa) (Lab) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	0.20		PAVEMENT.	
	S19		0.24 - 0.55				0.12		0.20	
							0.04		Unbound PAVEMENT.	
	S20		0.55 - 0.76				-0.55		0.24	
							-0.76		Brown, damp, silty fine to medium SAND, little gravel, trace coarse sand. (Fill).	
1	S21		0.76 - 1.52						0.55	
									Brown, moist, silty fine to medium SAND.	
									0.76	
									Brown, damp, silty fine to medium SAND, little gravel, trace coarse sand. H517	
2							-1.52		1.52	
									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	
3										
4										
5										
6										
7										
8										

Remarks:

Stations and Offsets are from Surveyed Proposed CL.

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-SABU-113

Maine Department of Transportation
Soil/Rock Exploration Log
METRIC UNITS

Project: SACO - BUXTON 10.59 km
Location: ROUTE 112, 0.56 km N OF JENKINS ST. TO RTE5, 4/202
Boring No.: HB-SABU-205
PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	63.10	Auger ID/OD:	100 mm
Operator:	C. Mann	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	G. Lidstone	Rig Type:	CME45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	7/31/01-7/31/01	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	9+700, 4.7 LT.	Casing ID/OD:	N/A	Water Level*:	NO WATER

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

Sample Information: Depth (m); Sample No.; Rec/Rec (cm); Sample Depth (m); Blows (150 mm) Shear Strength (kPa) (Lab) or RQD (%); N-value; Casing Blows; Elevation (m); Graphic Log

Visual Description and Remarks

Laboratory Testing Results/ AASHTO and Unified Class.

Depth (m)	Sample No.	Rec/Rec (cm)	Sample Depth (m)	Blows (150 mm) Shear Strength (kPa) (Lab) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	63.10		Brown, dry, sandy GRAVEL, trace silt, (Fill).	
	S6						62.89		0.21	G-105045
									Brown, damp, silty fine to coarse SAND, trace gravel.	SM, A-2-4
1.2										WC=14.0%
							61.73		1.37	
									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:

STATIONING ON RTE. 112 RUNS APPROX. SOUTH TO NORTH.
35.9 m UP AND 1.0 m IN FROM POLE 4/35.

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-SABU-205

Maine Department of Transportation
Soil/Rock Exploration Log
METRIC UNITS

Project: SACO - BUXTON 10.59 km
Location: ROUTE 112, 0.56 km N OF JENKINS ST. TO RTE5, 4/202
Boring No.: FWD8600
PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	62.80	Auger ID/OD:	125 mm
Operator:	C. Mann	Datum:	NAVD 88	Sampler:	N/A
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/7/00-11/7/00	Drilling Method:	Solid Stem Augers	Core Barrel:	N/A
Boring Location:	9+760, 2.2 Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed

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

Sample Information: Depth (m); Sample No.; Rec/Rec (cm); Sample Depth (m); Blows (150 mm) Shear Strength (kPa) (Lab) or RQD (%); N-value; Casing Blows; Elevation (m); Graphic Log

Visual Description and Remarks

Laboratory Testing Results/ AASHTO and Unified Class.

Depth (m)	Sample No.	Rec/Rec (cm)	Sample Depth (m)	Blows (150 mm) Shear Strength (kPa) (Lab) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	62.62		PAVEMENT.	
									Brown, medium to coarse sandy GRAVEL.	
1.2							61.90		0.90	
									Light brown, dry, fine to medium SAND, trace silt.	
							61.28		1.52	
2.4									Bottom of Exploration at 1.52 m below ground surface. No Refusal	
3.6										
4.8										
6										
7.2										
8.4										
9.6										

Remarks:

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

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

Page 1 of 1
Boring No.: FWD8600

PROJECT DESIGN ENGINEER

	BY	DATE
DESIGN-DETAILED	K. GROSS	MAR 2007
CHECKED	T. WHITE	
REVISIONS		
FIELD CHANGES		

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BORING LOGS

SACO - BUXTON

ROUTE 112

SHEET 4 OF 7 AUGUSTA, MAINE

Filename: ...\MSTA\023_Boring Logs4.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

Maine Department of Transportation
Soil/Rock Exploration Log
METRIC UNITS

Project: SACO - BUXTON 10.59 km
Location: ROUTE 112, 0.56 km N OF JENKINS ST. TO RTE'S. 4/202

Boring No.: FWD9700
PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	61.40	Auger ID/OD:	125 mm
Operator:	C. Mann	Datum:	NAVD 88	Sampler:	N/A
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/7/00-11/7/00	Drilling Method:	Solid Stem Augers	Core Barrel:	N/A
Boring Location:	9+860, 2.0 Rt.	Casing ID/OD:	N/A	Water Level*:	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)
$S_{ut\,(lab)}$ = Lab Vane Shear Strength (kPa)
WOH = weight of 64 kg hammer
WOR = weight of rods WOC = weight of casing

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

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows /150 mm Shear Strength (kPa) Su(lab) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	61.26		PAVEMENT. 0.14	
									Brown, medium to coarse sandy GRAVEL. 0.90	
1.2							60.50		Light brown, dry, fine to medium SAND, trace silt. 1.52	
							59.88		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.: FWD9700

Maine Department of Transportation
Soil/Rock Exploration Log
METRIC UNITS

Project: SACO - BUXTON 10.59 km
Location: ROUTE 112, 0.56 km N OF JENKINS ST. TO RTE'S. 4/202

Boring No.: HB-SABU-204
PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	63.40	Auger ID/OD:	100 mm
Operator:	C. Mann	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	G. Lidstone	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	7/31/01-7/31/01	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	10+200, 5.3 RT.	Casing ID/OD:	N/A	Water Level*:	NO WATER

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)
$S_{ut\,(lab)}$ = Lab Vane Shear Strength (kPa)
WOH = weight of 64 kg hammer
WOR = weight of rods WOC = weight of casing

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

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows /150 mm Shear Strength (kPa) Su(lab) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	SS					SSA	63.25		Brown, dry, sandy GRAVEL, trace silt, (Fill). 0.15	G-105044 SM-SM, A-2-4 WC=5.1%
									Brown, damp, fine to medium SAND, trace gravel and silt.	
1.2							61.87		Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL 1.52	
2.4										
3.6										
4.8										
6										
7.2										
8.4										
9.6										

Remarks:

STATIONING ON RTE. 112 RUNS APPROX. SOUTH TO NORTH.
28.8 m DOWN AND 1.0 m IN FROM POLE EMP545.

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 3 of 7
Boring No.: HB-SABU-204

Maine Department of Transportation
Soil/Rock Exploration Log
METRIC UNITS

Project: SACO - BUXTON 10.59 km
Location: ROUTE 112, 0.56 km N OF JENKINS ST. TO RTE'S. 4/202

Boring No.: HB-SABU-203
PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	64.40	Auger ID/OD:	100 mm
Operator:	C. Mann	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	G. Lidstone	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	7/31/01-7/31/01	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	10+700, 4.1 RT.	Casing ID/OD:	N/A	Water Level*:	NO WATER

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)
$S_{ut\,(lab)}$ = Lab Vane Shear Strength (kPa)
WOH = weight of 64 kg hammer
WOR = weight of rods WOC = weight of casing

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

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows /150 mm Shear Strength (kPa) Su(lab) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	64.98		Brown, dry, fine to coarse SAND, some gravel, trace silt.	SIM. TO S4
1.2							62.88		Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL 1.52	
2.4										
3.6										
4.8										
6										
7.2										
8.4										
9.6										

Remarks:

STATIONING ON RTE. 112 RUNS APPROX. SOUTH TO NORTH.
10.8 m DOWN AND 9.7 m IN FROM POLE 46/4/20.

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-SABU-203

Maine Department of Transportation
Soil/Rock Exploration Log
METRIC UNITS

Project: Route 112
Location: Saco-Buxton, Maine

Boring No.: HB-SABU-116
PIN: 9493.10

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	125 mm Dia.
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	3/21/07-3/21/07	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	10+750, 1.3 m Lt.	Casing ID/OD:	N/A	Water Level*:	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)
$S_{ut\,(lab)}$ = Lab Vane Shear Strength (kPa)
WOH = weight of 64 kg hammer
WOR = weight of rods WOC = weight of casing

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

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows /150 mm Shear Strength (kPa) Su(lab) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	S27		0.15 - 0.55			SSA	-0.15		PAVEMENT. 0.15	
							-0.55		Brown, damp, fine to coarse SAND, some gravel, trace silt, (SP)	G-105024
1.2							-1.52		Brown, damp, fine to medium SAND, trace silt, (SP) 0.55	
2.4									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL 1.52	
3										
4										
5										
6										
7										
8										

Remarks:

Offsets have been changed from the original Field Logs to reflect Proposed Surveyed CL.

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

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

Page 1 of 1
Boring No.: HB-SABU-116

Maine Department of Transportation
Soil/Rock Exploration Log
METRIC UNITS

Project: Route 112
Location: Saco-Buxton, Maine

Boring No.: HB-SABU-115A
PIN: 9493.10

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	125 mm Dia.
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	3/21/07-3/21/07	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	10+750, 0.2 m Rt.	Casing ID/OD:	N/A	Water Level*:	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)
$S_{ut\,(lab)}$ = Lab Vane Shear Strength (kPa)
WOH = weight of 64 kg hammer
WOR = weight of rods WOC = weight of casing

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

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows /150 mm Shear Strength (kPa) Su(lab) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	S26		0.17 - 0.58			SSA	-0.17		PAVEMENT. 0.17	
							-0.58		Brown, damp, fine to coarse SAND, some gravel, trace silt, (SP) 0.58	
1.2							-1.52		Brown, damp, fine to medium SAND, trace silt, (SP) 1.52	
2									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	
3										
4										
5										
6										
7										
8										

Remarks:

Offsets have been changed from the original Field Logs to reflect Proposed Surveyed CL.

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

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

Page 1 of 1
Boring No.: HB-SABU-115A

Maine Department of Transportation
Soil/Rock Exploration Log
METRIC UNITS

Project: Route 112
Location: Saco-Buxton, Maine

Boring No.: HB-SABU-114A
PIN: 9493.10

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	125 mm Dia.
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	3/21/07-3/21/07	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	10+750, 1.7 m Rt.	Casing ID/OD:	N/A	Water Level*:	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)
$S_{ut\,(lab)}$ = Lab Vane Shear Strength (kPa)
WOH = weight of 64 kg hammer
WOR = weight of rods WOC = weight of casing

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

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows /150 mm Shear Strength (kPa) Su(lab) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	S24		0.15 - 0.61			SSA	-0.15		PAVEMENT. 0.15	
									Brown, damp, SAND, some gravel, little silt.	CM79875 A-1-b, SM WC=4.5%
1	S25		0.61 - 1.52				-0.61		Brown, damp, fine to medium SAND, trace silt. 0.61	
							-1.52		Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL 1.52	
2										
3										
4										
5										
6										
7										
8										

Remarks:

Offsets have been changed from the original Field Logs to reflect Proposed Surveyed CL.

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

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

Page 1 of 1
Boring No.: HB-SABU-114A

Maine Department of Transportation
Soil/Rock Exploration Log
METRIC UNITS

Project: SACO - BUXTON 10.59 km
Location: ROUTE 112, 0.56 km N OF JENKINS ST. TO RTE'S. 4/202

Boring No.: HB-SABU-202
PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	66.50	Auger ID/OD:	100 mm
Operator:	C. Mann	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	G. Lidstone	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	7/31/01-7/31/01	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	11+200, 4.2 LT.	Casing ID/OD:	N/A	Water Level*:	NO WATER

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)
$S_{ut\,(lab)}$ = Lab Vane Shear Strength (kPa)
WOH = weight of 64 kg hammer
WOR = weight of rods WOC = weight of casing

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

Sample Information

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows /150 mm Shear Strength (kPa) Su(lab) or RQD (%)	N-value	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	S4					SSA	66.35		Brown, dry, sandy GRAVEL, trace silt, (Fill). 0.15	G-105043 SM, A-2-4 WC=6.5%
									Brown, damp, fine to coarse SAND, some gravel, little silt.	
1.2							64.98		Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL 1.52	
2.4										
3.6										
4.8										
6										
7.2										
8.4										
9.6										

Remarks:

STATIONING ON RTE. 112 RUNS APPROX. SOUTH TO NORTH.
10 m UP AND 9.7 m IN FROM POLE 4/11/4000.

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-SABU-202

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BORING LOGS

SACO - BUXTON

ROUTE 112

SHEET 5 OF 7 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	K. GROSS	MAR 2007
CHECKED	T. WHITE	------
REVISIONS	------	------
FIELD CHANGES	------	------

PLANS

Filename: ...\MSTA\024_Boring Logs5.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	25	187

9493.10

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

Project: Route 112 — Location: Saco-Buxton, Maine — **Boring No.: HB-SABU-119** — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	125 mm Dia.
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	3/21/07-3/21/07	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	11+280. 0.6 m Lt.	Casing ID/OD:	N/A	Water Level*:	None Observed

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

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	S32		0.14 - 0.58				5.54		PAVEMENT. -0.14	
									Brown, moist, fine to coarse SAND, some gravel, little silt. ≈S28 -0.58	
1									Brown, damp, fine to coarse SAND, little silt, trace gravel. ≈S31	
									-1.52	
2									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	

Remarks: Offsets have been changed from the original Field Logs to reflect Proposed Surveyed CL.

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-SABU-119

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

Project: Route 112 — Location: Saco-Buxton, Maine — **Boring No.: HB-SABU-118** — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	125 mm Dia.
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	3/21/07-3/21/07	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	11+280. 0.9 m Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed

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

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	S30		0.17 - 0.58				5.54		PAVEMENT. -0.17	
	S31		0.58 - 1.52						Brown, moist, fine to coarse SAND, some gravel, little silt. ≈S28 -0.58	
1									Brown, damp, fine to coarse SAND, little silt, trace gravel.	
									-1.52	
2									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	

Remarks: Offsets have been changed from the original Field Logs to reflect Proposed Surveyed CL.

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-SABU-118

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

Project: Route 112 — Location: Saco-Buxton, Maine — **Boring No.: HB-SABU-117** — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	125 mm Dia.
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	3/21/07-3/21/07	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	11+280. 2.4 m Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed

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

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	S28		0.14 - 0.52				5.54		PAVEMENT. -0.14	
									Brown, damp, fine to coarse SAND, some gravel, little silt. -0.52	
1	S29		0.52 - 1.52						Light brown, damp, fine to coarse SAND, little gravel, little silt. ≈S28	
									-1.52	
2									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	

Remarks: Offsets have been changed from the original Field Logs to reflect Proposed Surveyed CL.

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-SABU-117

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

Project: SACO - BUXTON 10.59 km — Location: ROUTE 112, 0.56 km N OF JENKINS ST. TO MTES. 4/202 — **Boring No.: FWD10200** — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):	67.40	Auger ID/OD:	125 mm
Operator:	C. Mann	Datum:	NAVD 88	Sampler:	N/A
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/7/00-11/7/00	Drilling Method:	Solid Stem Augers	Core Barrel:	N/A
Boring Location:	11+360. 2.0 Rt.	Casing ID/OD:	N/A	Water Level*:	0.6 m bgs.

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

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							67.23		PAVEMENT. -0.17	
									Brown, medium to coarse sandy GRAVEL, trace silt. -0.85	
1.2							66.55		Light brown, fine to medium SAND, trace silt. -1.52	
2.4							65.88		Bottom of Exploration at 1.52 m below ground surface. No Refusal	
3.6										
4.8										
6										
7.2										
8.4										
9.6										

Remarks:

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

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

Page 1 of 1 — Boring No.: FWD10200

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

Project: Route 112 — Location: Saco-Buxton, Maine — **Boring No.: HB-SABU-122** — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	125 mm Dia.
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	3/21/07-3/21/07	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	11+520. 1.2 m Lt.	Casing ID/OD:	N/A	Water Level*:	1.52 m bgs.

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

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	S36		0.15 - 0.40				5.54		PAVEMENT. -0.15	GM201179 A-1-b, SM WC=6.9%
									Brown, damp, fine to coarse SAND, little gravel, little silt. -0.40	
1									Light brown, moist, silty fine to medium SAND. ≈S35 -0.60	
									-1.52	
2									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	

Remarks: Offsets have been changed from the original Field Logs to reflect Proposed Surveyed CL.

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-SABU-122

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

Project: Route 112 — Location: Saco-Buxton, Maine — **Boring No.: HB-SABU-121** — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	125 mm Dia.
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	3/21/07-3/21/07	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	11+520. 0.3 m Rt.	Casing ID/OD:	N/A	Water Level*:	1.43 m bgs.

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

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	S35		0.30 - 1.52				5.54		PAVEMENT. -0.15	GM207178 A-4, ML WC=15.7%
									Dark brown, moist, fine to coarse SAND, some gravel, little silt. ≈S28 -0.30	
1									Light brown, moist, sandy SILT, trace gravel, wetter with depth.	
									-1.52	
2									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	

Remarks: Offsets have been changed from the original Field Logs to reflect Proposed Surveyed CL.

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-SABU-121

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

Project: Route 112 — Location: Saco-Buxton, Maine — **Boring No.: HB-SABU-120** — PIN: 9493.10

Driller:	MaineDOT	Elevation (m):		Auger ID/OD:	125 mm Dia.
Operator:	E. Giguere	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	3/21/07-3/21/07	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	11+520. 1.8 m Rt.	Casing ID/OD:	N/A	Water Level*:	1.52 m bgs.

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

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	S33		0.17 - 0.40				5.54		PAVEMENT. -0.17	
	S34		0.40 - 1.52						Dark brown, moist, fine to coarse SAND, some gravel, little silt. ≈S28 -0.40	GM201177 A-2-4, SM WC=15.0%
1									Light brown, moist, fine to medium SAND, some silt, trace gravel.	
									-1.52	
2									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	

Remarks: Offsets have been changed from the original Field Logs to reflect Proposed Surveyed CL.

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-SABU-120

PROJECT DESIGN ENGINEER — PLANS

	BY	DATE
DESIGN-DETAILED	K. GROSS	MAR 2007
CHECKED	T. WHITE	
REVISIONS	-----	-----
FIELD CHANGES	-----	-----
	-----	-----

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BORING LOGS

SACO - BUXTON

ROUTE 112

SHEET 6 OF 7 — AUGUSTA, MAINE

Filename: ...\MSTA\025_Boring Logs6.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	26	187

9493.10

Maine Department of Transportation
Soil/Rock Exploration Log
METRIC UNITS

Project: SACO - BUXTON 10-59 mm
Location: ROUTE 112, 0.56 km N OF JENKINS ST. TO RTE'S. 4/202

Boring No.: HB-SABU-201
P.I.N.: 9493.10

Driller:	MaineDOT	Elevation (m):	TO-10	Auger ID/OD:	100 mm
Operator:	C. Wann	Datum:	NAVD 88	Sampler:	Off Flights
Logged By:	G. Lidstone	Rig Type:	CME45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	7/31/01-7/31/01	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	11+640, 4.4 Lt.	Casing ID/OD:	N/A	Water Level*:	NO WATER

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
SH = Solid Stem Auger

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

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

Depth (m)	Sample No.	Pen/Rec (cm)	Sample Depth (m)	Blows (150 mm) Strength (Tons/ft²) or RQD (%)	Nvalue	Casing Blows	Elevation (m)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	S1					534				
	S2						69.80		Brown, damp, gravelly SAND, trace silt. (Fill). — 0.30	G-105040 SW-SM, A-1-b WC=5.6% G-105041 SC-SM, A-4 WC=24.1% G-105042 SM, A-2-4 WC=6.3%
	S3						69.25		Brown, moist, soft silty SAND, trace gravel. — 0.85	
1.2							68.58		Brown, damp SAND, little gravel and silt. — 1.52	
2.4									Bottom of Exploration at 1.52 m below ground surface. NO REFUSAL	
3.6										
4.8										
6										
7.2										
8.4										
9.6										

Remarks:
STATIONING ON RTE. 112 RUNS APPROX. SOUTH TO NORTH.

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-SABU-201

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	K. GROSS	MAR 2007
CHECKED	T. WHITE	------
REVISIONS	------	------
FIELD CHANGES	------	------

PLANS

Filename: ...\MSTA\026_Boring Logs7.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BORING LOGS

SACO - BUXTON

ROUTE 112

SHEET 7 OF 7 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-9493(100)X	27	187

9493.10

CENTRAL MAINE POWER CO.

CHERYL ANN LIBBY

C.L. TRANSMISSION LINE

P.L.

WELL HOUSE

0.000 = Begin Project No. STP-9493(100)X
isting Project No. STP-9493(00)X - Built in 2005
ork = Match Existing Section

GAS GATE WITNESS MARKER

160 X 130mm GRANITE MON.

NETT-214D CMP-241.1

60mm MAPLE

2000mm RHUBARB

2000mm RHUBARB

GRAVEL PIT ENT.

250mm HARDWOOD

70mm HARDWOOD

WARNING GAS PIPELINE

375mm x 12.8 m Opt. 1

REMOVE BUSH

375mm x 9.75 m Opt. 1

375mm x 13.4 m Opt. 1

GRAVEL

REFLECTOR

GRAVEL

406

CMP-243.1

375mm x 11.0 m Opt. 1

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

3.3 | 1.5

N 50° 02' 1.1" W

FWD5400

TEST BORING-5400

NETT-21/J240

NETT-J241

NETT-J242

NETT-J243

NETT-J244

375 mm x
Opt. III

375mm x 11.0 m Opt. 1

REMOVE TREE

375mm x 11.0 m Opt. 1

REMOVE TREE

TRUCKS ENTERING

WARNING GAS PIPELINE
& GAS WITNESS MARKER

GRAVEL

SUPPORT POLE

1100mm MAPLE

3 400mm WILLOW

2000mm BUSH

1000mm BUSH

300mm BUSH

500mm BUSH

500mm BUSH

1000mm BUSH

50mm APPLE

50mm APPLE

50mm HARDWOOD

REMOVE TREES

120mm APPLE

EX. SLOPE EASE. LTS.

LIMIT

.220 58

LINE

CMP SEC.219 92

CMP SEC.219 92

C.L. TRANSMISSION LINE

TOE OF SLOPE DITCH
STA. 6+390.0± TO 6+405.6± RT.

AY DITCH
INAGE
390.0± RT.

HB: LEGEND
FWD: SOLID STEM AUGER W/DESCRIPTIONS

CENTRAL MAINE POWER CO.

HERVE C. THIBODEAU, TRUSTEE
OF THE THIBODEAU FAMILY PROPERTY TRUST

1 1/2 STORY WOOD FRAME

MICHELE L. HUGHES

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

54 | 53 | 52 | 51 | 50 | 49 | 48 | 47 | 46 | 45 | 44 | 43 | 42

Sta. 6+420.000 = Begin Project No. STP-9493(100)X
Match Existing Project No. STP-9493(00)X - Built in 2005
Limit of Work = Match Existing Section

PROPOSED PROFILE

G= -0.500 %

EXISTING PROFILE

48.327 (Existing) | 48.327 (Existing) | 48.334 (Match) | 48.384 | 48.434 | 48.484 | 48.534 | 48.584 | 48.634 | 48.684 | 48.734 | 48.784 | 48.834 | 48.884 | 48.934 | 48.984 | 49.034 | 49.084 | 49.134 | 49.184

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

PLANS

Filename: ...\highway\msto\027_HDPlan1.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

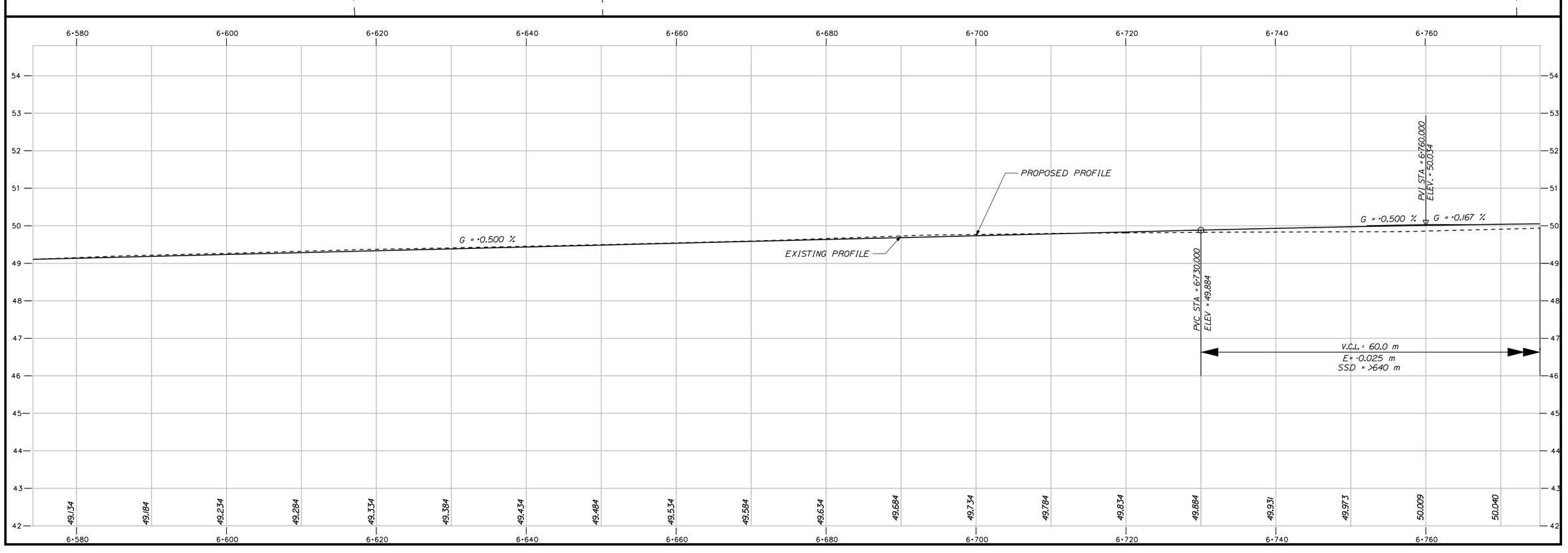
METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	STP-9493(100)X	28	187

9493.10

THIBODEAU FAMILY PROPERTY TRUST

FROM STA. 6+642.250 TO STA. 6+752.000 LT.
THE PAVED LINE FOR THE DRIVES IS TO EXTEND TO THE BACK OF THE PAVED ISLAND LIP, AS DIRECTED BY THE RESIDENT

WELL HOUSE
TREE IS TO REMAIN
CUL
4000mm LILAC
400mm BUSH
(2) 800mm SHRUBS
CONC. PAD
CONC. PAD
#246.1
GARAGE
BRICK SIGN BASE THIBODEAU'S DISTRIBUTION
1400mm ELM
PC = STA 6+720.899
700mm SHRUB
700mm HEDGE
1000 mm HEDGE
CRUSHED STONE WALK
70mm HARDWOOD
Opt. I
375 mm x 9.75 M Opt. III
C.B. #1
INVERT BURIED #21/J245
300mm CMP
REMOVE CULVERT
NO.416A&B
REMOVE BUSH
THIS AREA IS TO REMAIN GRAVEL
1900mm BUSH
GRAVEL
1.2m PAVED LIP
CRUSHED STONE DRIVE
GRAVEL
C.B. #3
THIS AREA IS TO REMAIN GRAVEL
1.2m PAVED LIP
GRAVEL
LOAM & SEED THIS AREA
CRUSHED STONE DRIVE
STONE DRIVE
300 mm x 74.7 m U.D. Type C
300mm x 92.90 m U.D. Type C
HB-SABU-103
HB-SABU-102
HB-SABU-101
HB-SABU-212
3.3
1.5
6+580
6+600
6+620
6+640
6+660
6+680
6+700
6+720
6+740
6+760
N 50° 02' 1.1" W
375 mm x 93.6 m U.D. Type C
NETT-J244
375 mm x 9.75 m Opt. III
C.B. #2
INV BURIED #21/J245
300mm CMP
REMOVE CULVERT
GRAVEL
NO.419 #246
REMOVE BUSH
1000mm BUSH
100mm BUSH
2400mm SHRUB
REMOVE BUSH
C.B. #3A
2200mm SHRUB
1400mm BUSH
PAVED
#247
375 mm x 15.85 m Opt. III
800mm
REMOVE BUSH
#248
CRUSHED STONE DRIVE
GRAV.
CONC. PAD
50mm APPLE
150mm APPLE
50mm HARDWOOD
30mm APPLE
1000mm HEDGE
1000mm BUSH
1000mm BUSH
600mm SHRUB
1200mm HEDGE
700mm PINE
P.L.
P.L.
HERVE C. THIBODEAU



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	J. MANZER	FEB. 2010
CHECKED	-----	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

Filename: ...\highway\ms to\028_HDPlan2.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	29	187

CURVE DATA

PI = 6+805.764
Δ = 00° - 58' - 20.9" Lt.
R = 10000.000 m
L = 169.727 m
T = 84.865 m
E = 0.360 m

CLAYTON FRANCIS MCLASKEY

2 STORY WOOD FRAME W/CONC. F'DATION

WHEEL CHAIR RAMP

ORNAMENTAL WELL HOUSE

700mm SHRUB

CRUSHED STONE WALK

STONE DRIVE

950mm MAPLE

350 mm MAPLE

REMOVE TREE

REMOVE TREE

FLAG POLE WITH BRICK BORDER

320MM MAPLE CLUMP

1900 MM LILAC

750MM MAPLE

REMOVE BUSH

REMOVE FLAG POLE

REMOVE FENCE

180X120mm GRAN.MON.

TRUCKS ENTERING

C.B. #4

NO.430

PAVER

GRAV.

150 mm x 79.4 m U.D. Type B

m U.D. Type C

P.I.

P.I.

STA. 6+878.08 SKEWED AHEAD LT.
DITCH OUT EXISTING DRAINAGE RUN TO ALLOW PROPER FLOW, AS DIRECTED BY THE RESIDENT

OUTLET DRAINAGE STRUCTURE
STA. 6+875.0 TO STA. 6+881.8 LT.

EASE.
720± S.F.

DRAINAGE LIMITS

PT = STA 6+890.626

Sta. 28+034.000 Harvest Circle
Limit of Work = Match Existing Section

28+040

9493.10

TODD D. B
KATELYN B

28+020
S 36° 05' 30.2" W

HARVEST CIRCLE

Radius = 7.5 m

Radius = 7.5 m

PROPO
DOWNS

92.5

4.8'

28+000

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

N 51° 00' 22.0" W

REMOVE CULVERT

450 mm x 13.4 m
R.C.P. Class III

380mm CMP

STA. 6+940.677 RT. 112 =
STA. 28+000.000 HARVEST CIRCLE

REMOVE CULVERT

330mm CMP

#435

#248

#249

375 mm x 12.8 m Opt. 1

#21/J250

#J251

#J252

375 mm x 24.4 m Opt. 1

THIS EXISTING CULVERT IS TO REMAIN

FIELD ENTRANCE

380mm HARDWOOD

POND

PSS

OTH

PEM

EXISTING ENTRANCE IS TO BE ELIMINATED

REMOVE STUMP

LEAC

3.3

3.3

1.5

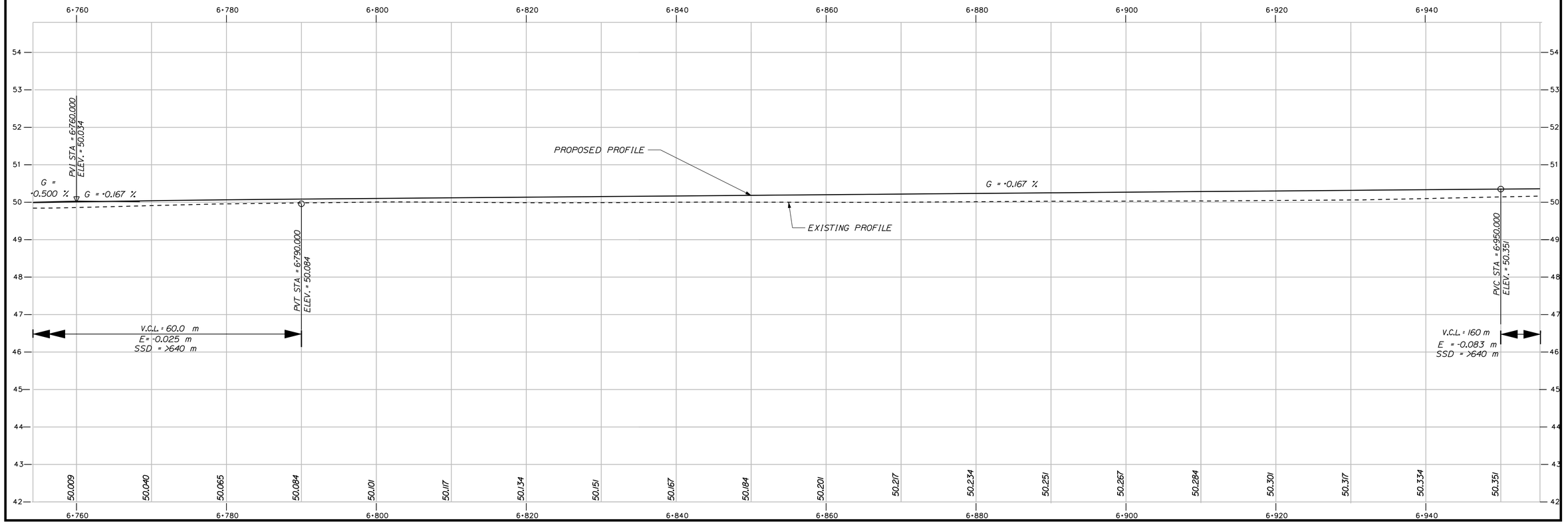
1.5

3.3

3.3

1.5

1.5



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

PLANS

Filename: ...\highway\ms1o\029_HDPlan3.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	30	187

9493.10

28+040

TODD D. BOLDUC
KATELYN BOLDUC

TODD D. BOLDUC
KATELYN BOLDUC

PAUL R. ST. PIERRE
BARBARA M. ST. PIERRE

#444 2 STY WOOD W/CONC FND

PARCEL B

HARVEST CIRCLE

28+020

S 36° 05' 30.2" W

33' R/W TO GOULET

PC = STA 7+015.872

P.I.

LEACHFIELD

442

500mm SHRUB
600mm SHRUB
400mm SHRUB
700mm SHRUB
1200mm BUSH
1000mm SHRUB
110mm FIR

WELL

80mm HARDWOOD

20mm REBAR

YARD LIGHT

80mm APPLE

500mm BUSH

444

446

Vernal Pools

800mm BUSH
400mm BUSH

30mm IPF

10mm LILAC
500mm BUSH
LILAC
30mm LILAC

REMOVE BUSH

C.B. #4A

450 mm x 9.75 m Opt III

150 mm X 2
UD. OUTLET

Radius = 7.5 m

20mm REBAR BENT

PROPOSED RIPRAP DOWNSPOUT

92.547 m

28+000

6+940

6+960

6+980

7+000

7+020

7+040

7+060

7+080

7+100

7+120

3.3

1.5

RT. 112 = O HARVEST CIRCLE

N 51° 00' 22.0" W

HB-SABU-106
HB-SABU-105
HB-SABU-104
HB-SABU-108
HB-SABU-109
HB-SABU-107

High Point
Sta. 7+014.0

PVD.

REMOVE CULVERT

330mm CMP

435

375 mm x 24.4 m Opt. I

#J253 W/LIGHT

REMOVE STUMP

450mm STUMP

600mm ASH

375 mm x 9.75 m Opt. I

#J254

#21/J255

#J256

SCHOOL BUS STOP

20mm IPF

300mm OAK

70MM SPRUCE

45MM SPRUCE

REMOVE TREES

REMOVE TREE

30mm IRF

400mm PINE

260MM WHITE PINE

70MM SPRUCE

130MM SPRUCE

100MM SPRUCE

4 140mm MAPLE

REMOVE STUMP

110 MM PVC

EXISTING ENTRANCE IS TO BE ELIMINATED

DUG WELL 900MM DIA.

Sta. 7+000.8 Rt. To Sta. 7+151.10 Rt.
CLEAR TO THE PROPOSED R/W LINE.

ROBERT H. BAUMAN

DENNIS L. POITRAS
ELMA P. POITRAS

CURVE DATA

PI = 7+170.379
Δ = 05° - 03' - 19.4" LT.
R = 3500.000 m
L = 308.815 m
T = 154.508 m
E = 3.409 m

54 53 52 51 50 49 48 47 46 45 44 43 42

G = -0.167 %

PVI STA = 7+030.000
ELEV. = 50.484

G = -0.167 % G = -0.250 %

PROPOSED PROFILE

HIGH POINT
STA. 7+014.000
ELEV = 50.404

EXISTING PROFILE

G = -0.250 %

PVC STA = 6+950.000
ELEV. = 50.351

PVT STA = 7+110.000
ELEV. = 50.284

PVC STA = 7+130.000
ELEV. = 50.234

V.C.L. = 160.0 m
E = -0.083 m
SSD = >640 m

V.C.L. = 100.0 m
E = -0.081 m
SSD = 556.149 m

50.334 50.351 50.366 50.379 50.389 50.397 50.401 50.404 50.404 50.401 50.395 50.387 50.376 50.363 50.347 50.329 50.308 50.284 50.259 50.234

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	J. MANZER	FEB. 2010
CHECKED	-----	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

Filename: ...\highway\ms to\030_HDPlan4.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	31	187

9493.10

CURVE DATA

PI = 7+170.379
Δ = 05° - 03' - 19.4" LT.
R = 3500.000 m
L = 308.815 m
T = 154.508 m
E = 3.409 m

CONNECT THE EXISTING CELLAR DRAIN INTO THE PROPOSED UD SYSTEM. USING A CATCH BASIN TYPE HDPE & 150 mm UD. OUTLET. SEE THE SPECIAL DETAIL SHEET

PAUL R. ROULEAU
LORI A. ROULEAU

10' DRAINAGE EASE.

TREE IS TO BE REMOVED BY CLEARING

REMOVE CULVERT
REMOVE BUSH
REMOVE TREE
REMOVE FENCE
REMOVE CULVERT

C.B. #4A
C.B. #4B
C.B. #5
HB-SABU-2II
FW06100

150 mm X 2.7 m UD. OUTLET
450 mm x 78.8 m U.D. Type C
450 mm x 9.75 m Opt III
450 mm x 14.65 m R.C.P. Class III
Low Point Sta. 7+296.578
375 mm x 12.8 m Opt. I
375 mm x 14.0 m Opt. I
375 mm x 12.2 m Opt. I
375 mm x 12.2 m Opt. I

7+120 7+140 7+160 7+180 7+200 7+220 7+240 7+260 7+280 7+300

SCHOOL BUS STOP
DANGEROUS CURVE
100MM DIA. PVC
RR TIE BORDER
LEACHFIELD
2 STORY WOOD FRAME @ #445

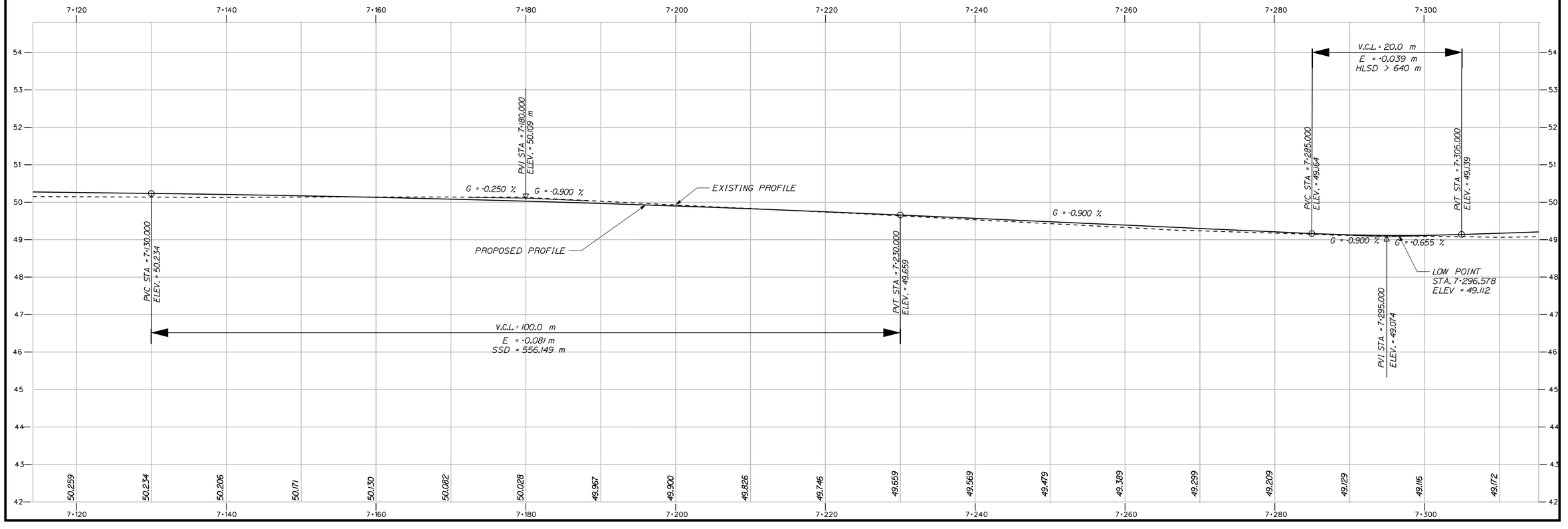
KRISTA N. GORDON
PATRICK H. GORDON

JAMES P. STUBINSKI
JOCELYN G. STUBINSKI

DRAINAGE OUTLET STA. 7+296.4± RT.

Rt. To Sta. 7+151.10 Rt.
HE PROPOSED R/W LINE.

..POITRAS
POITRAS



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	J. MANZER	FEB. 2010
CHECKED	-----	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

Filename: ...\highway\msto\031_HDPlan5.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	32	187

9493.10

CURVE DATA

PI = 7+170.379
Δ = 05° - 03' - 19.4" LT.
R = 3500.000 m
L = 308.815 m
T = 154.508 m
E = 3.409 m

DONALD B. HARTON
JEAN ASHTON HARTON

TREE IS TO BE REMOVED BY CLEARING
REMOVE STUMP
REMOVE 4 DEAD TREES
ABANDONED WELL
REMOVE LAWN PLANTERS & REMOVE FENCES
REMOVE CULVERT
EXISTING CULVERT IS NOT BEING REPLACED
REMOVE BUSH
REMOVE TREE
High Point Sta. 7+363.739
150 mm x 117.1 m U.D. Type B
375 mm x 15.24 m Opt. 1
375 mm x 9.75 m Opt. 1
375 mm x 9.15 m Opt. 1
150 mm x 20.4 m U.D. Outlet
150 mm x 16.30 m U.D. Outlet
DRAINAGE OUTLET STA. 7+296.4± RT.
PRC = STA 7+324.689
PCC = STA 7+424.282

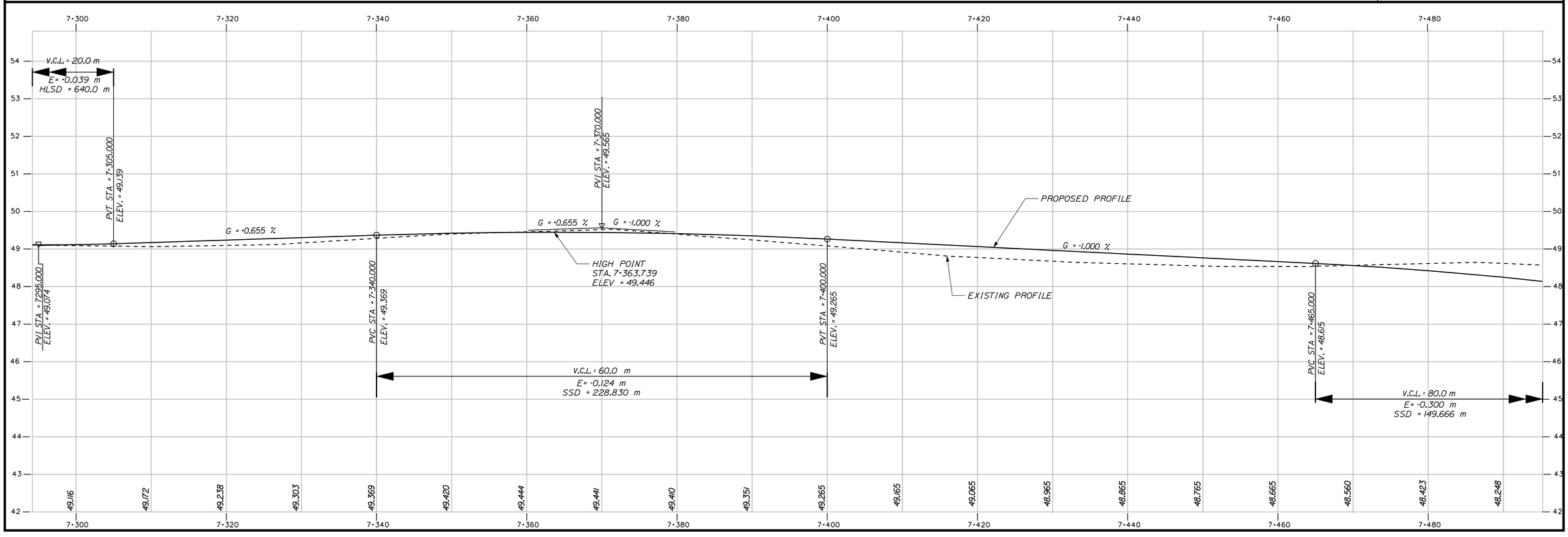
CURVE DATA

PI = 7+375.596
Δ = 29° - 15' - 48.8" Rt.
R = 195.000 m
L = 99.595 m
T = 50.909 m
E = 6.536 m

PETER F. TOWNSEND
ELIZABETH LANGILL

CURVE DATA

PI = 7+492.027
Δ = 15° - 25' - 54.9" Rt.
R = 500.000 m
L = 134.669 m
T = 67.745 m
E = 4.568 m



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

PLANS

Filename: ...\highway\msta\032_HDPlan6.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	33	187

9493.10

MICHAEL N. HIRST

DRAINAGE OUTLET
STA. 7+570.0± LT.

REMOVE CULVERT

REMOVE TREE

375 mm x 9.15 m Opt. 1

375 mm x 7.95 m Opt. 1

375 mm x 9.75 m Opt. 1

REMOVE FENCE

REMOVE CULVERT

REMOVE TREE

ROW OF FLOWERS

600mm BOULDER

30mm IPF

180mm PINE

500mm PINE

20mm CAP*1208

20mm REBAR CAP*611

20mm REBAR CAP NO.671

ABANDONED WELL

WELL

NO.474

NO.475

HB-SABU-112

HB-SABU-111

HB-SABU-110

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

N 11° 21' 57.6" W

RICHARD M. GRANT

KATHLEEN KANTOR

RICHARD M. GR

CURVE DATA

PI = 7+492.027
Δ = 15° - 25' - 54.9" Rt.
R = 500.000 m
L = 134.669 m
T = 67.745 m
E = 4.568 m

PT = STA 7+558.951

EXISTING PROFILE

PROPOSED PROFILE

PVI STA = 7+505.000
ELEV. = 48.215

G = -1.000 %

G = -4.000 %

PVT STA = 7+545.000
ELEV. = 46.615

V.C.L. = 80.0 m
E = -0.300 m
SSD = 149.666 m

PVC STA = 7+565.000
ELEV. = 45.815

G = -4.000 %

PVI STA = 7+610.000
ELEV. = 44.015

G = -0.800 %

V.C.L. = 90.0 m
E = -0.360 m
HLSD = 140.690 m

PVT STA = 7+655.000
ELEV. = 43.655

PVC STA = 7+655.000
ELEV. = 43.655

V.C.L. = 120.0 m
E = -0.323 m
HLSD = 471.894 m

48.423 48.248 48.035 47.785 47.498 47.173 46.810 46.415 46.015 45.619 45.255 44.926 44.633 44.375 44.153 43.966 43.815 43.699 43.617 43.555

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

PLANS

Filename: ...\highway\msto\033_HDPlan7.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	34	187

LAWRENCE D. HANCOCK

JOSEPH G. HARVEY
CHRISTINE L. HARVEY

PAULA JEAN TAYLOR
ROBERT D. TAYLOR

ARLENE J. MURCHISON
DARRELL E. MURCHISON

CURVE DATA

PI = 7+752.704
Δ = 29° - 53' - 35.7" Lt.
R = 275.000 m
L = 143.477 m
T = 73.412 m
E = 9.630 m

PC = STA 7+679.292

PT = STA 7+822.770

OUTLET DRAINAGE STRUCTURE STA. 7+698.6± LT.

OLD FOUNDATION

1-1/2 STORY WOOD FRAME

LEACHFIELD

CAPPED PVC PIPE: 115 MM DIA., FLUSH

TREE IS TO BE REMOVED BY CLEARING

REMOVE TREE

REMOVE TREES

REMOVE CULVERT

REMOVE FENCE

280MM DIA. STONE CULVERT
450 mm x 23.15 m
R.C.P. Class III

470MM DIA. STONE CULVERT

375 mm x 9.75 m Opt. 1

375 mm x 12.0 m

Low Point
Sta. 7+699.639
ELEV. = 43.476

HB-SABU-112
HB-SABU-111
HB-SABU-110
HB-SABU-210
HB-SABU-209

7+660 N 11° 21' 57.6" W

N 41° 15' 33.4" W

7+680 7+700 7+720 7+740 7+760 7+780 7+800 7+820 7+840

P.I.

LOT 1 LOT 2

9493.10

V.C.L. = 120.0 m
E = 0.323 m
HLSD = 471.894 m

PVT STA = 7+655.000
ELEV. = 43.655

PVC STA = 7+655.000
ELEV. = 43.655

PROPOSED PROFILE

EXISTING PROFILE

G = -0.800 %

G = 1.351 %

PVI STA = 7+715.000
ELEV. = 43.175

LOW POINT
STA. 7+699.639
ELEV = 43.476

PVC STA = 7+775.000
ELEV. = 43.985

PVT STA = 7+775.000
ELEV. = 43.985

PVI STA = 7+800.000
ELEV. = 44.323

G = 1.351 %

G = 0.900 %

PVT STA = 7+825.000
ELEV. = 44.548

G = 0.900 %

V.C.L. = 50.0 m
E = 0.028 m
SSD = >640 m

50 49 48 47 46 45 44 43 42 41 40 39 38

43.617 43.555 43.511 43.485 43.476 43.486 43.514 43.559 43.622 43.704 43.803 43.920 44.052 44.178 44.295 44.403 44.502 44.593 44.683 44.773

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

PLANS

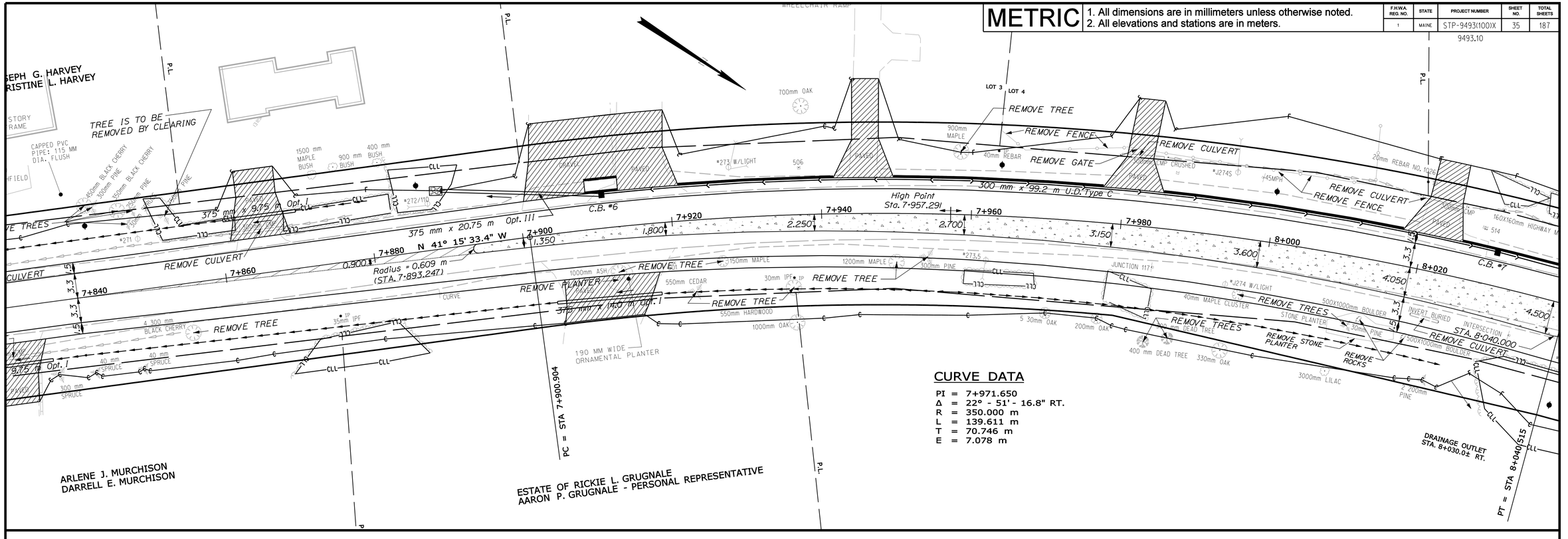
Filename: ...\highway\msto\034_HDPlan8.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

METRIC

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

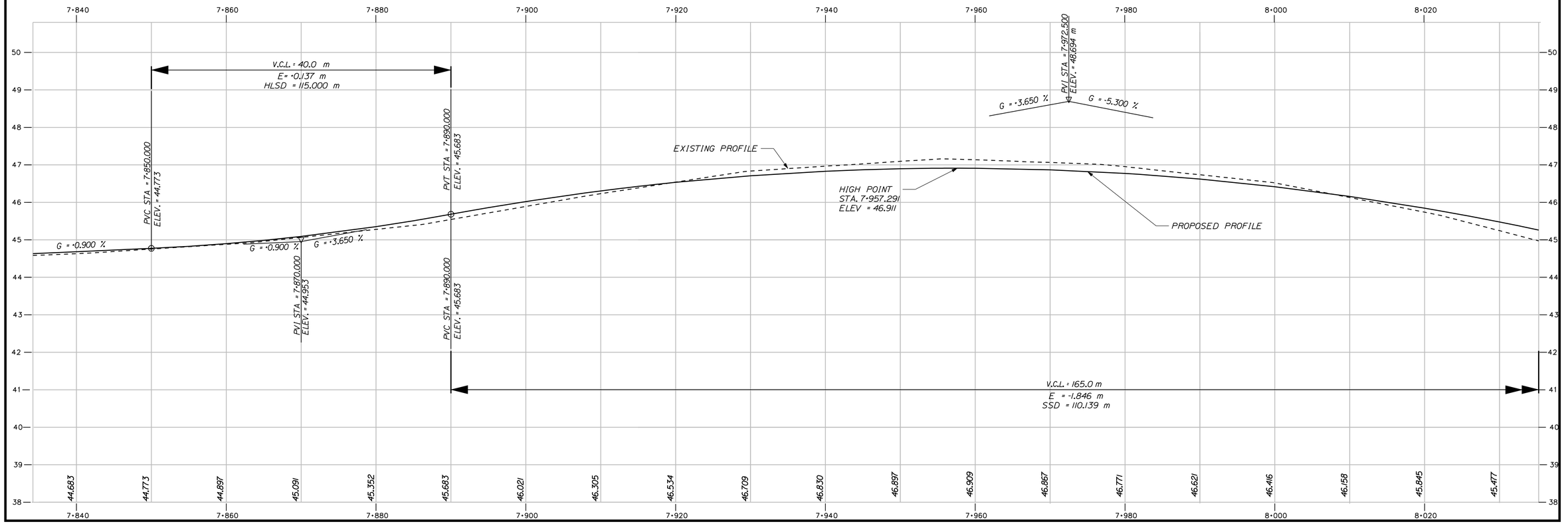
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9493(100)X	35	187

9493.10



CURVE DATA

PI = 7+971.650
Δ = 22° - 51' - 16.8" RT.
R = 350.000 m
L = 139.611 m
T = 70.746 m
E = 7.078 m



PROJECT DESIGN ENGINEER

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

PLANS

Filename: ...\highway\ms1o\035_HDPlan9.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	36	187

9493.10

FROM STA. 30+080.0 RT. RTE. 117 TO STA. 8+185.0 LT. MAINLINE USE 2:1 DITCH BACKSLOPE WITH NO ROUNDING & CLEAR ONLY TO THE SLOPE LINE, AS DIRECTED BY THE RESIDENT

RUSSELL W. HALLER
JAMES R. MARTIN

DRAINAGE OUTLET
STA. 8+030.0± RT.

PT = STA 8+040.515

FOR GRANT RD AND 117
DETAILED PLAN AND PROFILE VIEW
SEE PLAN SHEETS 57 AND 58

RUSSELL W. HALLER
JAMES R. MARTIN
PP 100

SUSAN K. BRYA
Existing Trailer And Found
Removed. Excavate, Loam a

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

PLANS

PROPOSED PROFILE

EXISTING PROFILE

PVC STA = 8+072.500
ELEV. = 43.394

PVT STA = 8+055.000
ELEV. = 44.322

PVI STA = 8+145.000
ELEV. = 39.552

LOW POINT
STA. 8+201.186
ELEV = 39.984

V.C.L = 165.0 m
E = -1.846 m
SSD = 110.139 m

V.C.L = 145.0 m
E = 1.082 m
HLSD = 111.186 m

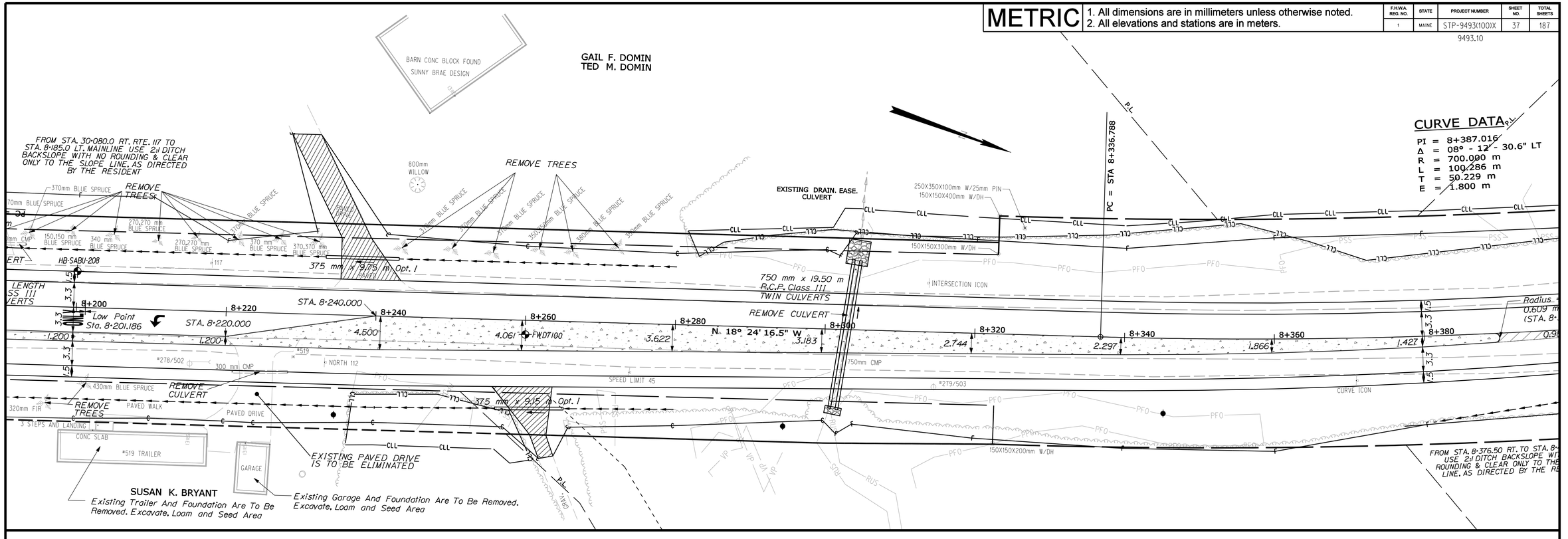
G = -5.300 %

G = -0.672 %

45.845 45.477 45.056 44.580 44.057 43.527 43.008 42.530 42.092 41.696 41.341 41.028 40.755 40.524 40.333 40.184 40.077 40.010 39.984 40.000

Filename: ...\highway\ms1o\036_HDPlan10.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	37	187
				9493.10		



PROJECT DESIGN ENGINEER

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

PLANS

Filename: ...\highway\ms to\037_HDPlan11.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9493(100)X	38	187

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

CURVE DATA

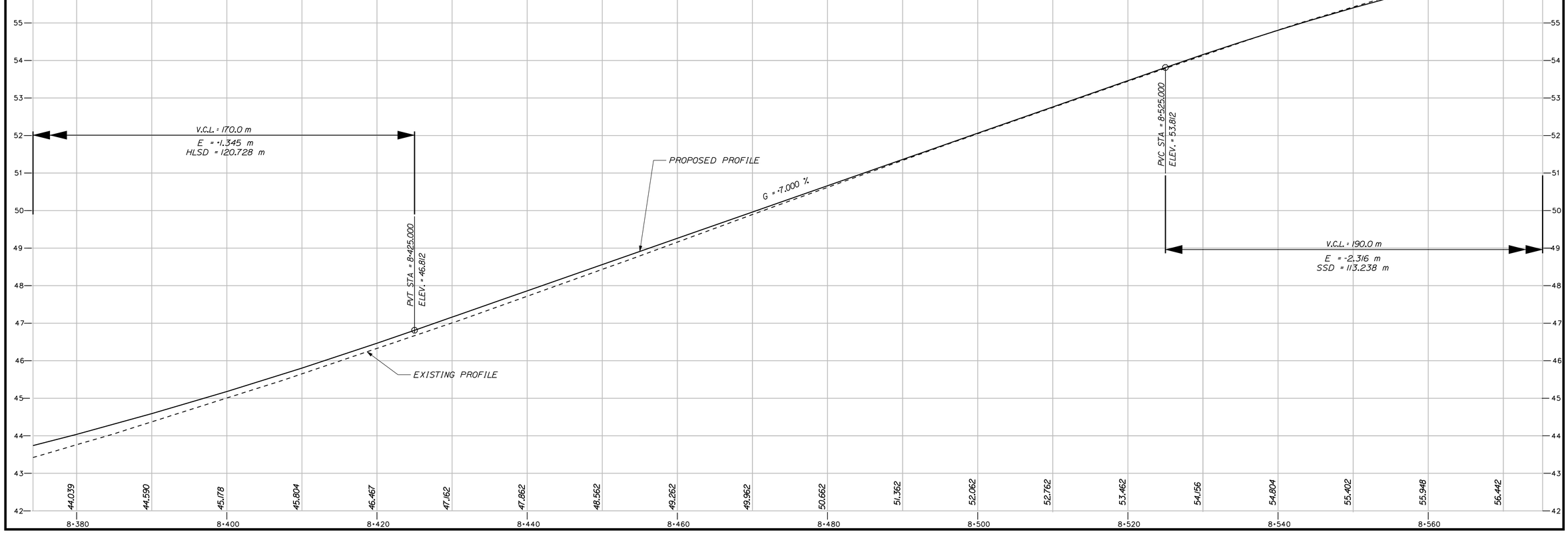
PI = 8+387.016
Δ = 08° - 12' - 30.6" LT.
R = 700.000 m
L = 100.286 m
T = 50.229 m
E = 1.800 m

EXISTING DRAIN. EASE. CULVERT
EXISTING DRAIN. EASE. CULVERT
DIANA C. FINLAY
STA 8+437.073
150X150X650mm W/DH LEANS
600mm CMP
750 mm x 43.90 m R.C.P. Class III
Existing Foundation Is To Be Removed Excavate, Loam and Seed Area
EXISTING GRAVEL DRIVE IS TO BE ELIMINATED
GRAVEL DRIVE
DEER ICON 4 MILES
REMOVE TREES
EXISTING GRAVEL DRIVE IS TO BE ELIMINATED
GRAVEL YARD
Excavate, Loam and Seed Area, As Directed By The Resident
SOUTH 112
STOP/OLD BUXTON RD.
9493.10
(154'±) 47.0± m
REMOVE CULVERT
Radius = 0.609 m (STA. 8+390.000)
1.427
0.988
0.549
450mm CMP
Radius = 5.4 m
REMOVE CULVERT
375 mm x 21.4m Opt. 1
REMOVE CATCH BASIN
PAVED DRIVE
150X150X450mm W/DH
Radius = 8.7 m
REMOVE CULVERT
300mm CMP
375 mm x 11.60 m Opt. 1
HIDDEN DRIVE
TOWN
T00X240X240mm
#5REBAR PLS1026 UP 200mm
N 26° 36' 47.1" W
8+380
8+400
8+420
8+440
8+460
8+480
8+500
8+520
8+540
8+560
3.5
3.3
#280/504
#523
#537
#505/281
#505.1
#4/55
FROM STA. 8+376.50 RT. TO STA. 8+426.70 RT. USE 2:1 DITCH BACKSLOPE WITH NO ROUNDING & CLEAR ONLY TO THE SLOPE LINE, AS DIRECTED BY THE RESIDENT
PC = STA 8+493.131
P.I.

STEPHEN D. MOONEY
A/K/A STEPHEN M. MOONEY

CURVE DATA

PI = 8+562.834
Δ = 15° - 52' - 21.2" Rt.
R = 500.000 m
L = 138.514 m
T = 69.703 m
E = 4.835 m



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	J. MANZER	FEB. 2010
CHECKED	-----	-----
REVISIONS	-----	-----
FIELD CHANGES	-----	-----

PLANS

Filename: ...\highway\msto\038_HDPlan12.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	39	187

9493.10

FOR OLD BUXTON RD TURN AROUND
DETAILED PLAN AND PROFILE VIEW
SEE PLAN SHEET 19

STA. 8+588.883 RT. 112 "
STA. 99+000.000 OLD BUXTON ROAD

CHARLES W. BURNETT
MELANIE P. BURNETT

MARSHA J. KNIGHT
STEVEN A. GORMAN

LOT 1 | LOT 2

P.I. STA. 8+562.834
Δ = 15° - 52' - 21.2" Rt.

CURVE DATA

PI = 8+562.834
Δ = 15° - 52' - 21.2" Rt.
R = 500.000 m
L = 138.514 m
T = 69.703 m
E = 4.835 m

PC = STA 99+028.243
PT = STA 8+632.645

(154'±) 47.0± m

99+020 W
S 08° 34' 03.2" W
99+000
158°13'42.9"

SIGHT P.T.

High Point
Sta. 8+661.415

N 10° 44' 25.9" W

REMOVE TREE
REMOVE FENCE
REMOVE TREES
REMOVE TREES

375 mm x 9.15 m Opt.
375 mm x 10.35 m Opt.

HB-SABU-207

TOWN LINE BUXTON/SACO
"BUXTON"
NORTH 112
SACO/HOLLIS 112/117
LOCAL FIREARM ORDINANCE
CURVE ICON.
211/330 FT.
STOP/OLD BUXTON RD.
DRIVE
GRAVEL DRIVE

*REBAR PLS1026 UP 200mm
100X240X240mm CL MON
140X140X160mm W/DH
*REBAR UP 230MM
*REBAR PLS2161 UP
20mm UP 150MM
UP 1500MM
25mm UP 400MM
40mm UP 1050mm
150mm WOOD
350mm W.PINE
330x330mm OAK
550,450mm OAK
600mm W.PINE
600mm OAK
320 mm ASH

8+560 | 8+580 | 8+600 | 8+620 | 8+640 | 8+660 | 8+680 | 8+700 | 8+720 | 8+740

3.3 | 3.3 | 3.3 | 3.3

*4/55 | *78/54 | *405 | *77.5/53 | *398 | 77/52 | *393

PVI STA = 8+620.000
ELEV. = 60.462

G = -7.000 %
G = -2.750 %

EXISTING PROFILE
PROPOSED PROFILE

HIGH POINT
STA. 8+661.415
ELEV = 58.587

PVC STA. = 8+715.000
ELEV. = 57.850

PVT STA. = 8+715.000
ELEV. = 57.850

V.C.L. = 80.0 m
E = 0.325 m
HLSD = 126.688 m

V.C.L. = 190.0 m
E = 2.316 m
SSD = 113.238 m

PVI STA = 8+755.000
ELEV. = 56.750

G = -2.750 %

63 | 62 | 61 | 60 | 59 | 58 | 57 | 56 | 55 | 54 | 53 | 51

55.948 | 56.442 | 56.886 | 57.278 | 57.619 | 57.908 | 58.146 | 58.333 | 58.469 | 58.553 | 58.586 | 58.568 | 58.498 | 58.377 | 58.205 | 57.981 | 57.717 | 57.483 | 57.289 | 57.136

8+560 | 8+580 | 8+600 | 8+620 | 8+640 | 8+660 | 8+680 | 8+700 | 8+720 | 8+740

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

PLANS

Filename: ...\highway\msto\039_HDPlan13.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	40	187

9493.10

DRAINAGE OUTLET
STA. 8+798.8± LT.

OUTLET DRAINAGE STRUCTURE
STA. 8+833.2 TO
STA. 8+846.8 LT.

DRAINAGE OUT
STA. 8+930.0±

REMOVE TREES

REMOVE FENCE

REMOVE CULVERT

600 mm x 15.25 m Opt. I

600 mm x 14.65 m
R.C.P. Class III

375 mm x 9.15 m
Opt. I

375 mm x 12.20 m
Opt. I

REMOVE TREE

REMOVE GATE

LOT 2 · LOT 3 · LOT 8 · LOT 9

HIDDEN DRIVE · PAVED DRIVE · CRUSHED STONE · DRIVE

DEER ICON #375 · ROLAND/S

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

Low Point
Sta. 8+782.691

N 10° 44' 25.9" W

N 10° 11' 51.0" W

PC = STA 8+817.919

PT = STA 8+912.698

SHA J. KNIGHT
VEN A. GORMAN

MARSHA J. KNIGHT
STEVEN A. GORMAN

CURVE DATA

PI = 8+865.309
Δ = 00° - 32' - 35.0" Rt.
R = 10000.000 m
L = 94.779 m
T = 47.390 m
E = 0.112 m

v.c.l. = 80.0 m
E = -0.325 m
HLSD = 126.688 m

v.c.l. = 40.0 m
E = -0.030 m
HLSD = > 640.0 m

PROPOSED PROFILE

EXISTING PROFILE

G = -2.750 %

G = +0.500 %

G = +0.500 %

G = +0.500 %

G = +1.100 %

G = +1.100 %

PVI STA = 8+755.000
ELEV. = 56.750

PVT STA = 8+795.000
ELEV. = 56.950

LOW POINT
STA. 8+782.691
ELEV = 56.919

PVC STA = 8+860.000
ELEV. = 52.275

PVI STA = 8+880.000
ELEV. = 57.375

PVT STA = 8+900.000
ELEV. = 57.595

63 · 62 · 61 · 60 · 59 · 58 · 57 · 56 · 55 · 54 · 53 · 52 · 51

57.289 · 57.136 · 57.024 · 56.952 · 56.921 · 56.930 · 56.975 · 57.025 · 57.075 · 57.125 · 57.175 · 57.225 · 57.275 · 57.333 · 57.405 · 57.493 · 57.595 · 57.705 · 57.815 · 57.925

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

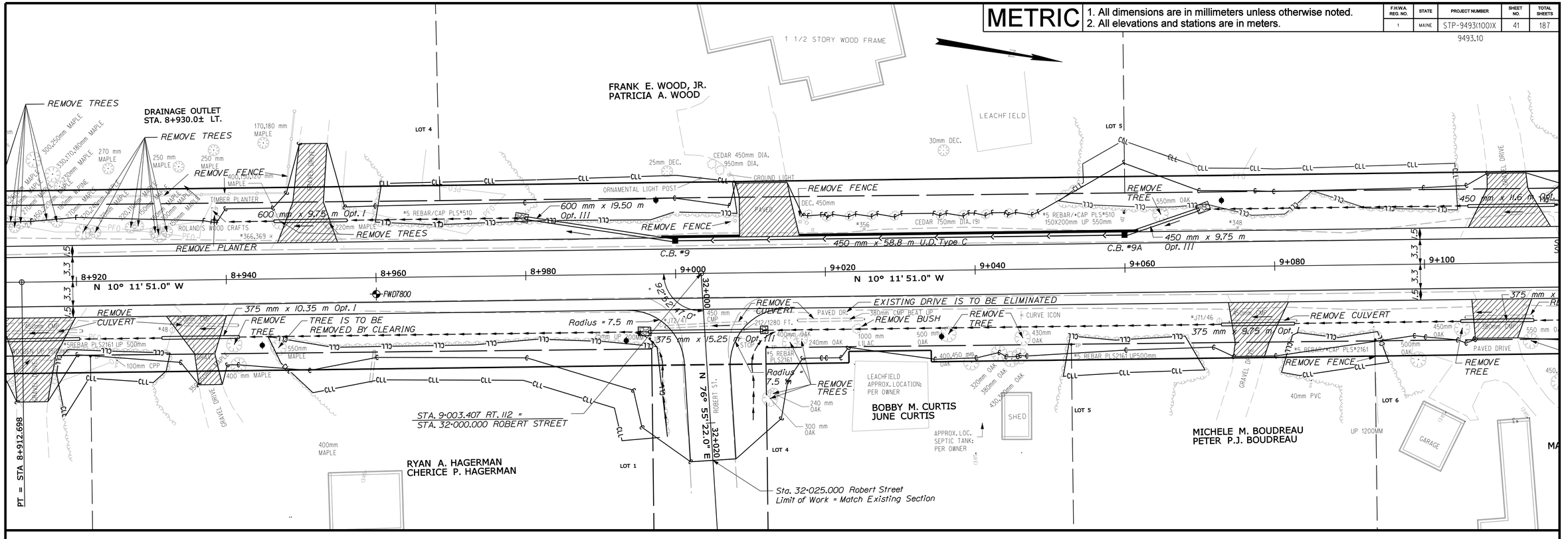
PLANS

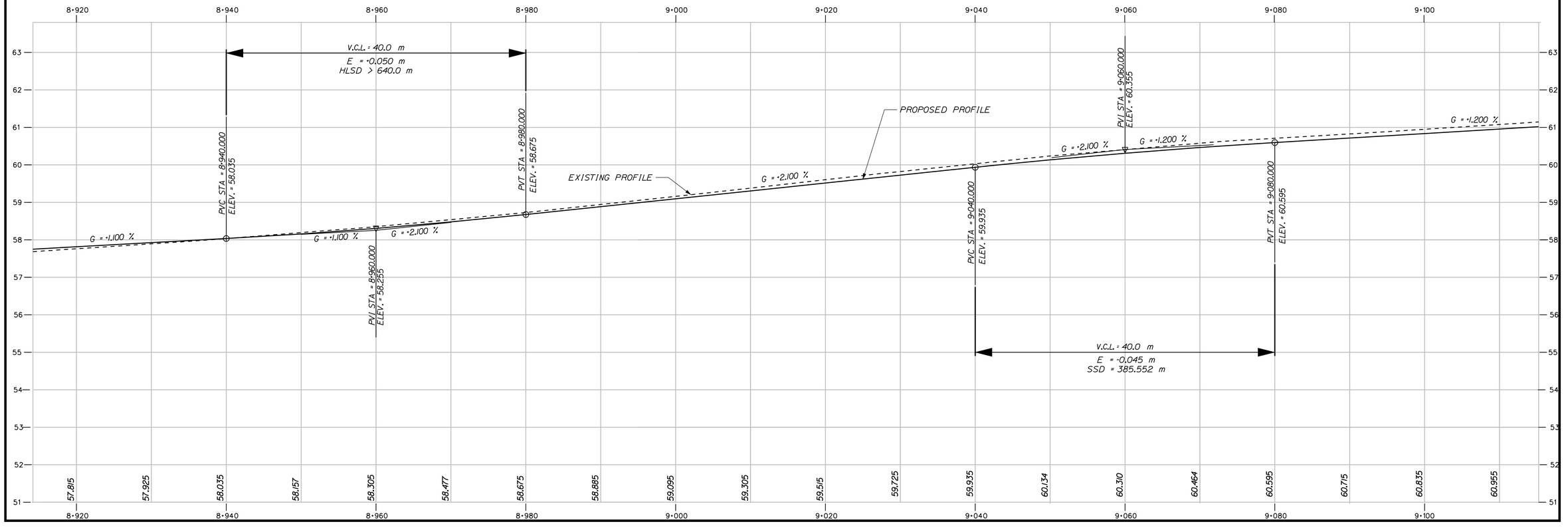
Filename: ...\highway\ms1o\040_HDPlan14.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	41	187

9493.10





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

PLANS

Filename: ...\highway\ms1o\041_HDPlan15.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	42	187

CURVE DATA

PI = 9+257.827
Δ = 27° - 14' - 25.6" LT.
R = 340.000 m
L = 161.648 m
T = 82.382 m
E = 9.838 m

PC = STA 9+175.446

STA. 9+140.771 RT. 112 °
STA. 33+000.000 CHARLES STREET

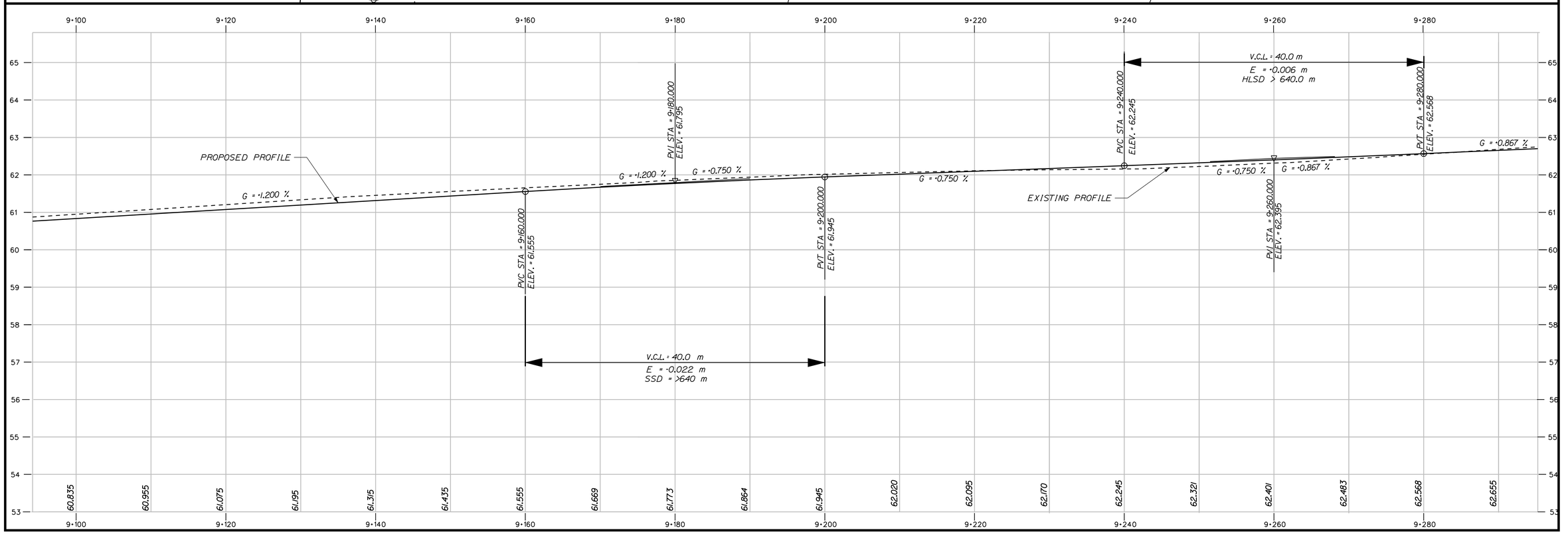
N 10° 11' 51.0" W

93°36'01.5"

76° 12' 01.5" E

MARGARET A. RICKER
RICHARD S. FORAN
ELEANOR G. MERCIER
LOT 6
LOT 7
LOT 8
LOT 3

REMOVE CULVERT
REMOVE TREE
REMOVE LAWN PLANTER
REMOVE BUSH
REMOVE FENCE
450 mm x 11.6 m Opt. I
375 mm x 9.75 m Opt. I
375 mm x 18.25 m Opt. III
450 mm x 10.35 m Opt. I
375 mm x 11.0 m Opt. I
375 mm x 6.10 m Opt. III
375 mm x 7.95 m Opt. III
375 mm x 11.00 m Opt. I
Radius = 7.5 m
HB-SABU-206
C.B. #10
C.B. #11
GARAGE
#3 TRAILER
#330 TRAILER
#326 TRAILER
LEACHFIELD
VEGETABLE
GRAVEL AREA TO BACK LOT
CHARLES ST.
PAVED DRIVE
P.L.



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

PLANS

Filename: ...\highway\mst0\042_HDPlan16.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	43	187

CURVE DATA

PI = 9+257.827
Δ = 27° - 14' - 25.6" LT.
R = 340.000 m
L = 161.648 m
T = 82.382 m
E = 9.838 m

RAYMOND S. MELANSON
CAROL A. MELANSON

LEWIS W. KUNIEGEL
TRUSTEE OF THE
LEWIS W. KUNIEGEL REVOCABLE TRUST

SUZANNE M. THAYER

DANIEL T. HAYES
MICHELE E. HAYES

LORI A. HURD

TYLER J. MILLS, SR.

PT = STA 9+337.094

PC = STA 9+467.260

N 37° 26' 16.6" W

TREES TO BE REMOVED BY CLEARING

CLEAN - OUT EXISTING CATCH BASIN

CLEAN - OUT EXISTING CULVERT

CLEAN - OUT EXISTING CATCH BASIN & CULVERT

REMOVE EXISTING LAWN PLANTER

REMOVE FENCE

REMOVE LAWN PLANTER

REMOVE TREES

REMOVE TREE

REMOVE BUSH

375 mm x 72.8 m U.D. Type C

375 mm x 73.8 m U.D. Type C

300 mm x 69.50 m U.D. Type C

375 mm x 7.95 m Opt. III

375 mm x 8.55 m Opt. III

375 mm x 9.15 m Opt. I

375 mm x 9.75 m Opt. I

375 mm x 6.0 m Opt. III

375 mm x 11.6 m Opt. I

375 mm x 15.25 m Opt. I

C.B. #11

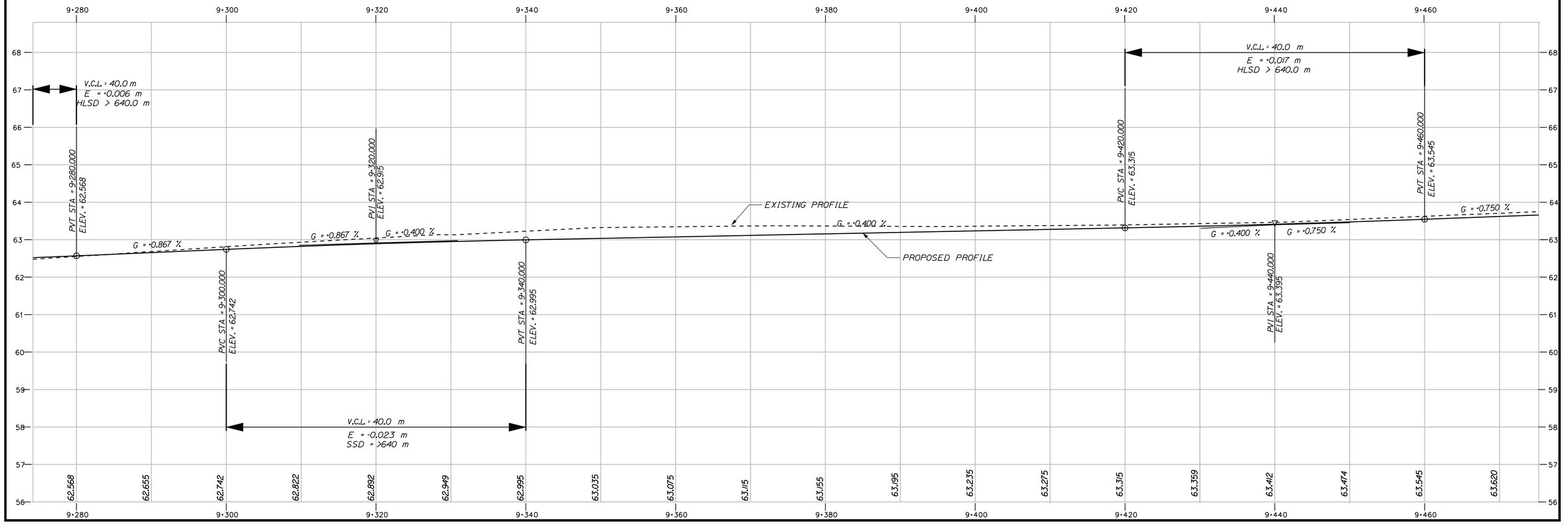
C.B. #12

C.B. #13

C.B. #14

HB-SABU-II4
HB-SABU-II5
HB-SABU-II3

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



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

PLANS

Filename: ...\highway\mst0\043_HDPlan17.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	44	187

9493.10

CURVE DATA

PI = 9+525.110
Δ = 13° - 11' - 58.5" LT.
R = 500.000 m
L = 115.188 m
T = 57.850 m
E = 3.336 m

PC = STA 9+467.260
PT = STA 9+582.448

HARRISON M. SMITH
SARAH M. TREMBLAY

STEPHEN P. JOHNSON
MARY ELLEN JOHNSON

WILLIAM E. CAMPBELL

ALAN J
LISA A

MICHAEL R. PARKER
PP 60

ANDREW K. KIMBALL
BROOKE M. EHLERS

CARMINE P. MARCIANO

MULLBERRY ST.

Sta. 34+025.000 Mullberry Street
Limit of Work = Match Existing Section

STA. 9+532.202 RT. 112 =
STA. 34+000.000 MULLBERRY STREET

S 38° 06' 27.0" W

N 37° 26' 16.6" W

N 50° 38' 15.2" W

SIGHT P.T.

High Point
Sta. 9+556.154

Radius = 7.5 m

REMOVE FENCE
REMOVE BUSH
REMOVE TREES
REMOVE TREE

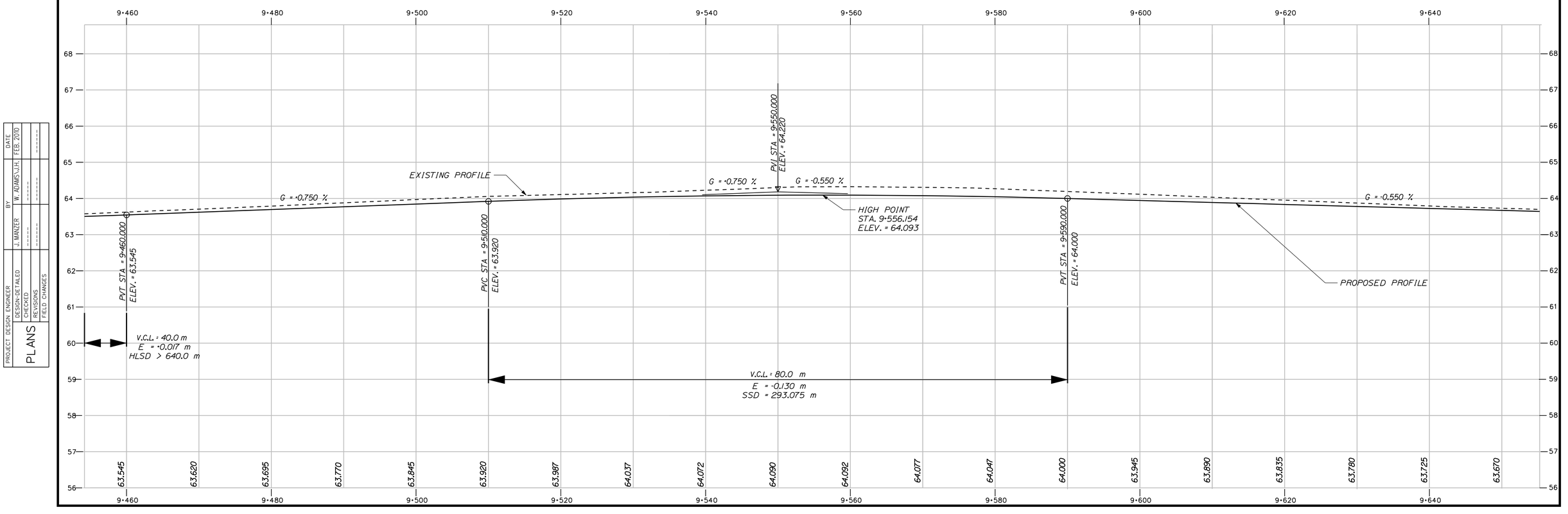
375 mm x 11.6 m Opt. I
375 mm x 15.85 m Opt. III
375 mm x 9.75 m Opt. III
375 mm x 11.0 m Opt. I
375 mm x 12.8 m Opt. I
375 mm x 9.15 m Opt. I

300 mm x 99.4 m U.D. Type C
300 mm x 58.8 m U.D. Type C

C.B. #15
C.B. #16

50' R/W TO BACK LOT

PAVED DRIVE
GRAVEL DRIVE
4 STEPS AND LANDING
2 STRY CONC BLOCK FOUND
#286 2 STRY. CONC. BLOCK
#292 2 STRY CONC FOUND
SHED
GARAGE



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

PLANS

Filename: ...\highway\ms1o\044_HDPlan18.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	45	187

CHARLES L. HAZELTON, III
CYNTHIA A. HAZELTON

ALAN J. GOFF
LISA A. GOFF

CLIFFORD L. SPERREY
AMANDA E. SPERREY
F/K/A AMANDA E. LYLE

GARY J. POITRAS
BARBARA J. POITRAS

MATTHEW R. ALBRECHT

ARCIANO

*275 2 STRY CONC FOUND
*269 1 STRY CONC FOUND
*263 2 STRY CONC FNDN
*257 1 STRY CONC FOUND
GARAGE
2 STRY CONC BLOCK FOUND
GARAGE

LOT 4
LOT 5
LOT 6
LOT 7
LOT 8

P.L.

GRAVEL DRIVE
LEACHFIELD
BURNHAM DR.
SUNWOOD DR.
STOP/SUNWOOD DR.

Sta. 36+030.000 Burnham Drive
Limit of Work = Match Existing Section

STA. 9+821.897 RT. 112 =
STA. 36+000.000 BURNHAM DRIVE

STA. 9+787.936 RT. 112 =
STA. 35+000.000 SUNWOOD DRIVE

Sta. 35+030.000 Sunwood Drive
Limit of Work = Match Existing Section

N 50° 38' 15.2" W
N 37° 11' 42.4" E
S 36° 16' 52.5" W

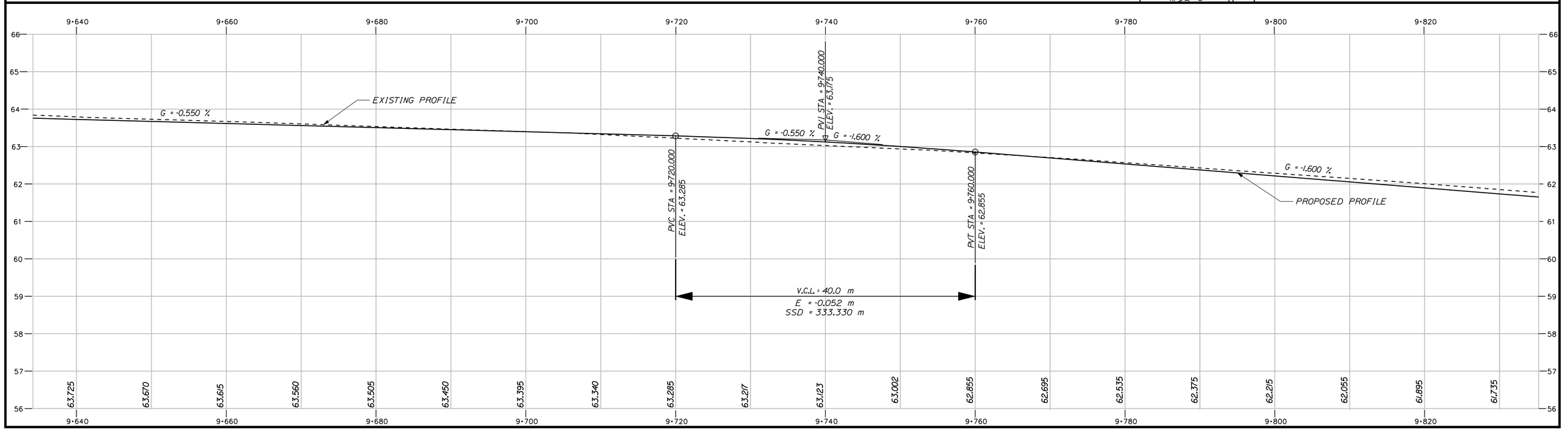
REMOVE TREES
REMOVE TREE
REMOVE FENCE
REMOVE BUSH
REMOVE CULVERT

375 mm x 9.75 m Opt. 1
375 mm x 9.15 m Opt. 1
375 mm x 8.55 m Opt. III
375 mm x 15.85 m Opt. III
Rad.= 7.5 m
Radius = 7.5 m

C.B. #17
HB-SABU-205
FWD8600
U.D. Type C

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

35+000 35+020 35+040



PROJECT DESIGN ENGINEER
DESIGN-DETAILED — J. MANZER — W. ADAMS, J.H. — FEB. 2010
CHECKED — ----- — ----- — -----
REVISIONS — ----- — ----- — -----
FIELD CHANGES — ----- — ----- — -----
PLANS

Filename: ...\highway\mst0\045_HDPlan19.dgn Username: judy.harden Date:8/5/2011 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-9493(100)X	46	187

9493.10

CONRAD WHITTINGTON

STEVEN

MATTHEW R. ALBRECHT

OUTLET DRAINAGE STRUCTURE STA. 9+898.8± LT.

OUTLET DRAINAGE STRUCTURE STA. 9+927.6± LT.

REMOVE TREES & ROW OF BUSHES

REMOVE LANDSCAPE TIMBERS

REMOVE CULVERT

REMOVE TREE

REMOVE CULVERT

CB #18

CB #17A

CB #17B

FWD9700

Low Point Sta. 9+914.231

N 50° 38' 15.2" W

PC= STA. 9+942.199

Radius = 6.25 m

Radius = 6.25 m

375 mm x 14.65 m Opt. III

375 mm x 15.85 m Opt. III

375 mm x 9.75 m Opt. III

375 mm x 28.6 m U.D. Type C

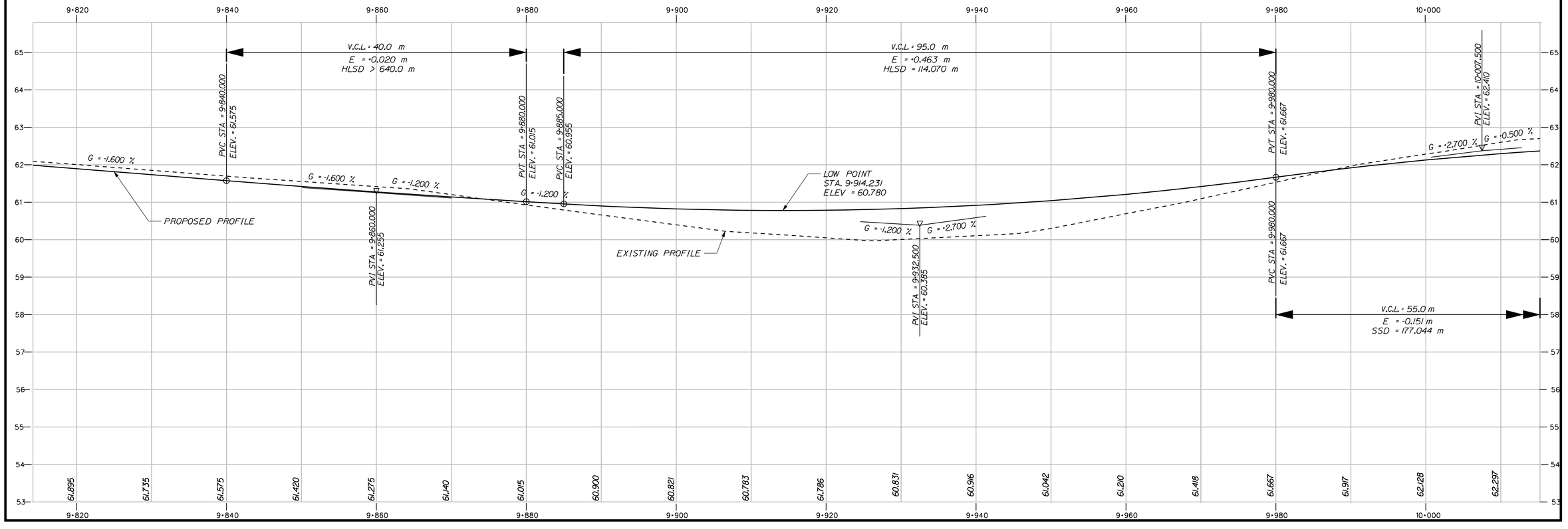
1500 mm x 24.5 m R.C.P. Class III

375 mm x 17.05 m Opt. III

375 mm x 10.35 m Opt. I

CURVE DATA

PI = 9+995.161
Δ = 21° - 48' - 07.3" RT.
R = 275.000 m
L = 104.642 m
T = 52.962 m
E = 5.053 m



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

PLANS

Filename: ...\highway\msto\046_HDPlan20.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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

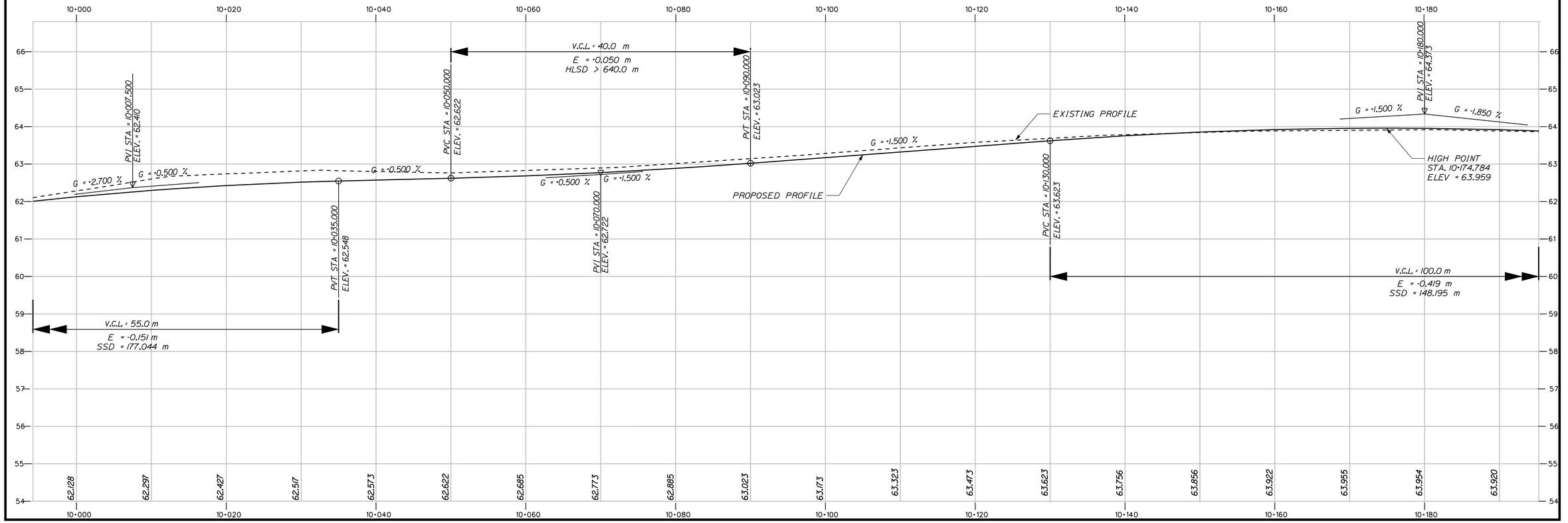
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9493(100)X	47	187

9493.10

STEVEN BROWN PROPERTIES, INC.

1.5 STORY WD. FRAME/CONC.FOUNDATION
#219 1 STORY TRAILER

GRAVEL
BUFFALO LANE
900mm CONC CASING
PAVED DRIVE
70mm STEEL LAMP POST
200mm DEC. LAMP POSTS
100 mm FIR
70mm BEECH
600mm YEW
100 mm LAMP POST
800mm YEW
REMOVE LAWN PLANTER
BRICK ASPHALT DRIVE
BUFFALO LN.
EXISTING GRAVEL DRIVE IS TO BE ELIMINATED
LAWN
CURVE ICON
IP 30mm UP 700mm SOLID
20mm ROD UP 300MM
#57
#18
#231
#121
#35
#17
#56/30
#55/29
#219
#213
#54/28
#545
#565
CB #19
300 mm x 86.80 m U.D. Type C
300mm x 209.0 m UD TYPE C
300mm
x 17.05 m
3.3%
10+000
10+020
10+040
10+060
10+080
10+100
10+120
10+140
10+160
10+180
High Point Sta. 10+174.784
N 28° 50' 07.9" W
REMOVE CULVERT
600mm CMP
375 mm x 12.20 m Opt. 1
RIPRAP
PT = STA 10+046.841
07.3" RT.
= 5.053 m
ANTHONY FORESTIERE
WENDI L. FORESTIERE
A/K/A WENDY L. FORESTIERE
P.I.
LARY W



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

PLANS

Filename: ...\highway\ms1o\047_HDPlan21.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

METRIC

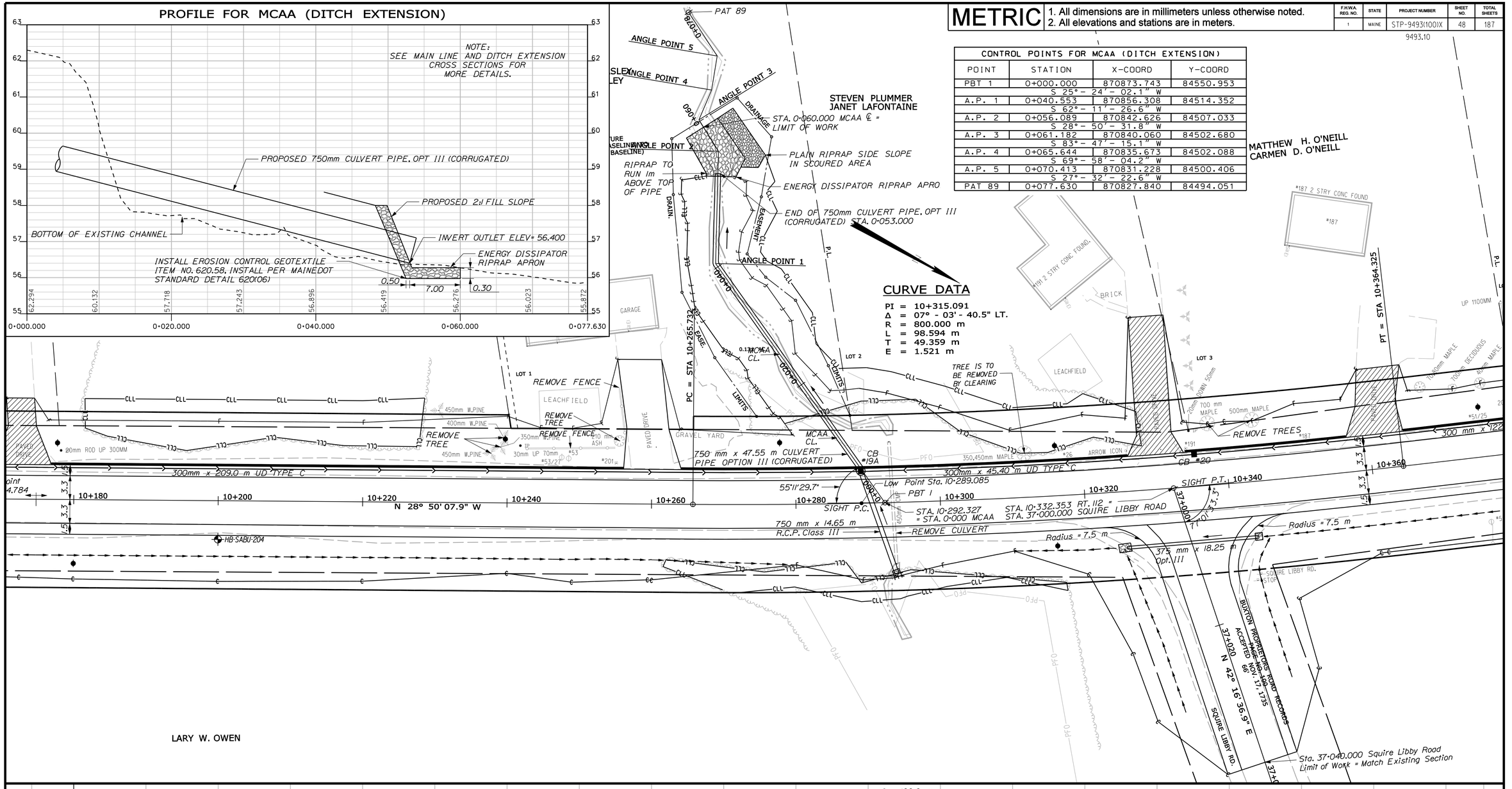
1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

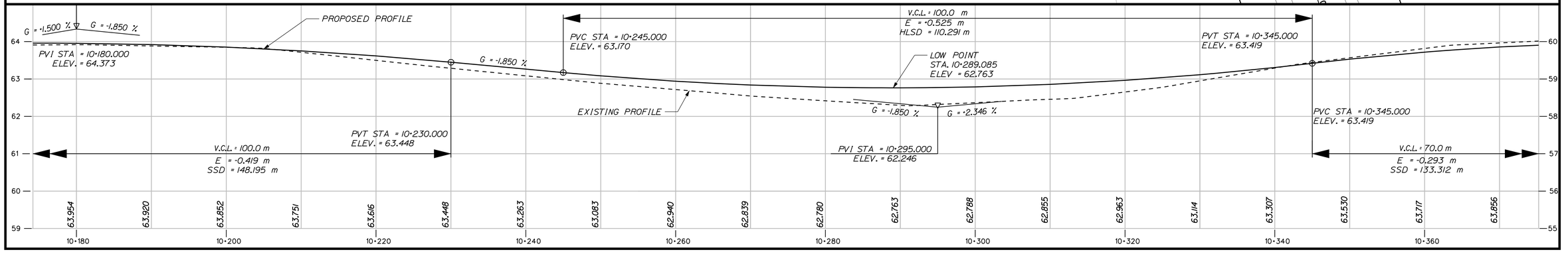
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9493(100)X	48	187

9493.10

PROFILE FOR MCAA (DITCH EXTENSION)

CONTROL POINTS FOR MCAA (DITCH EXTENSION)			
POINT	STATION	X-COORD	Y-COORD
PBT 1	0+000.000	870873.743	84550.953
	S 25° - 24' - 02.1" W		
A.P. 1	0+040.553	870856.308	84514.352
	S 62° - 11' - 26.6" W		
A.P. 2	0+056.089	870842.626	84507.033
	S 28° - 50' - 31.8" W		
A.P. 3	0+061.182	870840.060	84502.680
	S 83° - 47' - 15.1" W		
A.P. 4	0+065.644	870835.673	84502.088
	S 69° - 58' - 04.2" W		
A.P. 5	0+070.413	870831.228	84500.406
	S 27° - 32' - 22.6" W		
PAT 89	0+077.630	870827.840	84494.051





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

PLANS

Filename: ...\highway\msto\048_HDPlan22.dgn Username: judy.horden Date:8/5/2011 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-9493(100)X	49	187

CARMEN D. O'NEILL

THERESE E. SOMERVILLE

#187 2 STRY CONC FOUND
#187
GARAGE
#179 2STRY CONC FOUND
#177 2 STRY CONC FOUND
#163 1 STRY TRAILER CONC
SHED
LOT 4
LOT 5
P.L.
PT = STA 10+364.325
PC = STA 10+445.839
PT = STA 10+561.154
STA. 10+493.10

CURVE DATA
PI = 10+504.217
Δ = 22° - 01' - 24.3" LT.
R = 300.000 m
L = 115.314 m
T = 58.378 m
E = 5.627 m

DRAINAGE OUTLET
STA. 10+550.0± LT.

NOTE: AT STA. 10+508. LT
TIE IN RIPRAPPED
DRAINAGE EMBANKMENT
INTO PROPOSED DITCH
AS DIRECTED BY THE RESIDENT

RIPRAPPED DRAINAGE EMBANKMENT

REMOVE BUSH
REMOVE BUSH
EXISTING PAVED / GRAVEL DRIVE IS TO BE ELIMINATED
REMOVE FENCE
REMOVE FENCE
REMOVE FENCE
REMOVE FENCE
REMOVE TREES

PAVED DRIVE
GRAVEL DRIVE
PAVED DRIVE
PAVED DRIVE

300 mm x 122.80 m UD Type C
High Point
Sta. 10+394.082

375 mm x 10.35 m Opt. III
375 mm x 10.35 m Opt. III

CB 21

Radius = 4.6 m

N 35° 53' 48.4" W

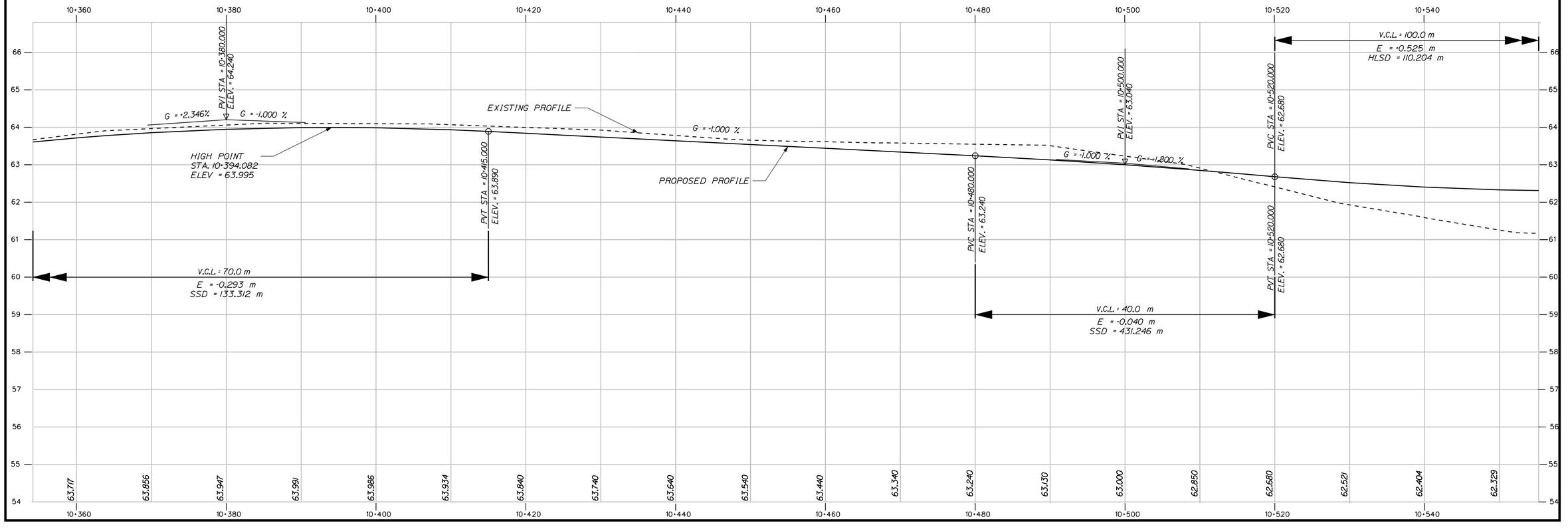
10+360 10+380 10+400 10+420 10+440 10+460 10+480 10+500 10+520 10+540

CURVE ICON

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

PLANS

Filename: ...\highway\ms1o\049_HDPlan23.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011



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-9493(100)X	50	187

9493.10

OUTLET DRAINAGE STRUCTURE STA. 10+567.2± LT.

DRAINAGE OUTLET STA. 10+550.0± LT.

DRAINAGE OUTLET STA. 10+590.0± LT.

INLET DRAINAGE STRUCTURE STA. 10+571.2±

LORRAINE P. GLYNN

KEITH JOHN WALTZ
TRACEY WALTZ

HELEN J. BERRY

DONNA N. BERRY

CURVE DATA

PI = 10+504.217
Δ = 22° - 01' - 24.3" LT.
R = 300.000 m
L = 115.314 m
T = 58.378 m
E = 5.627 m

PI = STA 10+561.154

CURVE DATA

PI = 10+732.647
Δ = 05° - 38' - 18.6" Rt.
R = 1100.000 m
L = 108.251 m
T = 54.169 m
E = 1.333 m

PC = STA 10+678.478

Radius = 5.6 m

N 57° 55' 12.6" W

900 mm x 26.85 m R.C.P. Class III

450 mm x 20.75 m Opt. III

375 mm x 78.9 m UD Type C

375 mm x 174.4 m U.D Type C

375 mm x 17.05 m Opt. III

150 mm x 123.0 m UD Type B

CB #22

CB #24

CB #23

Low Point Sta. 10+562.857

REMOVE CULVERT

REMOVE TREES

REMOVE TREE

REMOVE FENCE

ZZZ1 RARE PLANT

CURVE ICON

1 STRY TRAILER CONC

#149 2 STRY GRANITE FOUND

GARAGE CONC FOUND

#146 1 STY CONC FNDN

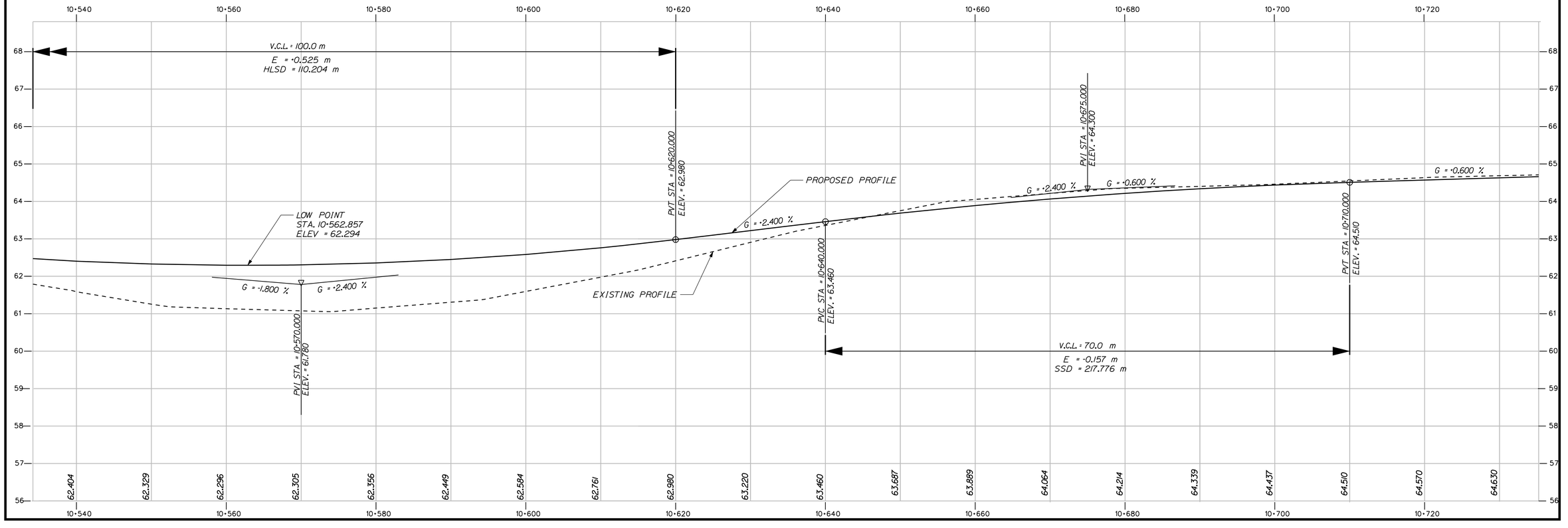
NO.142 2 STRY CONC FOUND.

LEACHFIELD

PAVED DRIVE

PAVED WALK

10+540 10+560 10+580 10+600 10+620 10+640 10+660 10+680 10+700 10+720



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

PLANS

Filename: ...\highway\ms to\050_HDPlan24.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(10)X	51	187

9493.10
OUTLET DRAINAGE STRUCTURES
STA. 10+905.0 TO STA. 10+940.0 LT.

CAROL E. MARCHAND - LIFE ESTATE

SHARON L. ELWELL

KEITH JOHN WALTZ
TRACEY WALTZ

STEPHEN A. NICHOLS
ANITA G. NICHOLS

SACO - DAYTON, INC.

. BERRY

CURVE DATA

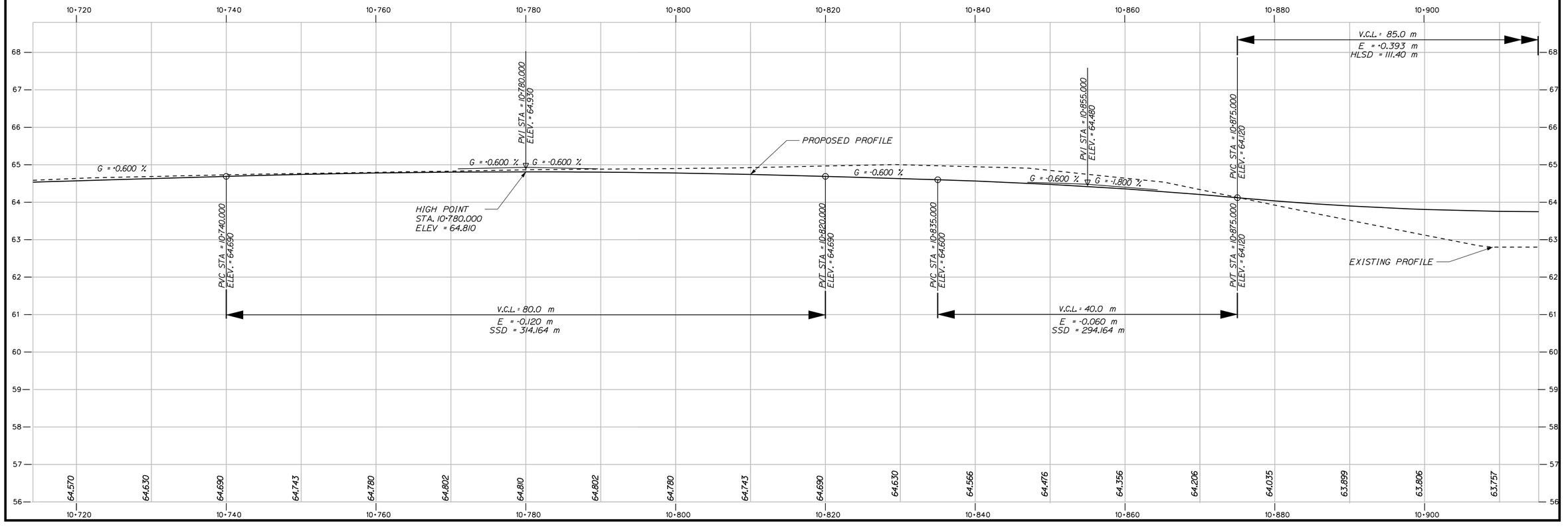
PI = 10+732.647
Δ = 05° - 38' - 18.6" Rt.
R = 1100.000 m
L = 108.251 m
T = 54.169 m
E = 1.333 m

CURVE DATA

PI = 10+879.642
Δ = 04° - 34' - 04.3" Lt.
R = 1200.000 m
L = 95.669 m
T = 47.860 m
E = 0.954 m

PC = STA 10+831.782
PT = STA 10+786.729
P.L.
R/W TO OTHERS
N 52° 16' 54.0" W
High Point Sta. 10+780.000
Low Point Sta. 10+916.351

REMOVE TREE
REMOVE FENCE
REMOVE ORNAMENTAL STONEWALL
ORNAMENTAL STONEWALL: 730MM HIGH
LEACHFIELD
GRAVEL DRIVE
PAVED DRIVE
NANCY RD.
CONC. DRIVE
GRANITE BLOCK
2 STORY BRICK FOUND.
2 STEPS AND LANDING
CB #25
NO.121
NO.132
NO.138
NO.132 2 STRY CONC FOUND.
900mm CONC CASING
375 mm x 174.4 m U.D. Type C
150 mm x 123.0 m UD Type B
150 mm x 10.5 m UD Outlet
375 mm x 25.0 m Opt. 1
375 mm x 18.25 m Opt.
375 mm x 15.75 m Opt. III
HB-SABU-II6
HB-SABU-II5A
HB-SABU-II4A
Radius = 6.0 m
Radius = 4.6
SPEED LIMIT 35
SPEED LIMIT 45
EXISTING BLOCK IS IN EXIST



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

PLANS

Filename: ...\highway\ms to\051_HDPlan25.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	52	187

SHARON L. ELWELL

OUTLET DRAINAGE STRUCTURES STA. 10+905.0 TO STA. 10+940.0 LT.

PT = STA. 10+927.451

0.06± AC. ALL EASE

DRAIN.

LIMITS

900 mm x 9.75 m CULVERT PIPE OPT III

CB #26

REMOVE EXISTING CULVERT

900mm x 74.10m UD TYPE C

N 56° 50' 58.3" W

1200 mm x 24.40 m R.C.P. Class III

Low Point Sta. 10+916.351

PROPOSED NEW DAM STRUCTURE (DROP INLET)

REMOVE EXISTING DAM STRUCTURE

EXISTING CONCRETE BLOCK IS TO REMAIN IN EXISTING LOCATION

Radius = 4.6 m

Radius = 5.6 m

Radius = 6.0 m

Radius = 30 m

PC = STA 10+989.601

WILLIAM J. ANDREWS
ADRIENNE L. ANDREWS

The Existing Roadway Is To Be Excavated, Loamed and Seed Area, As Directed By The Resident

900 mm x 64.10 m UD Type C

150 mm x 40.0 m UD Type B

600 mm x 8.25 m R.C.P. CLASS III

750 mm x 39.60 m UD Type C

150mm x 20.3m UD OUTLET

CB #27

CB #28

CB #29

REMOVE BUSH

CLEAR TO THE NEW R/W LINE ONLY IN THIS AREA

THE EXISTING BUSH LINE FROM STA. 11+080.0 TO STA. 11+097.0 RT. IS TO REMAIN

REMOVE DRY WELL

BOYNTON RD.

STOP/BOYNTON RD.

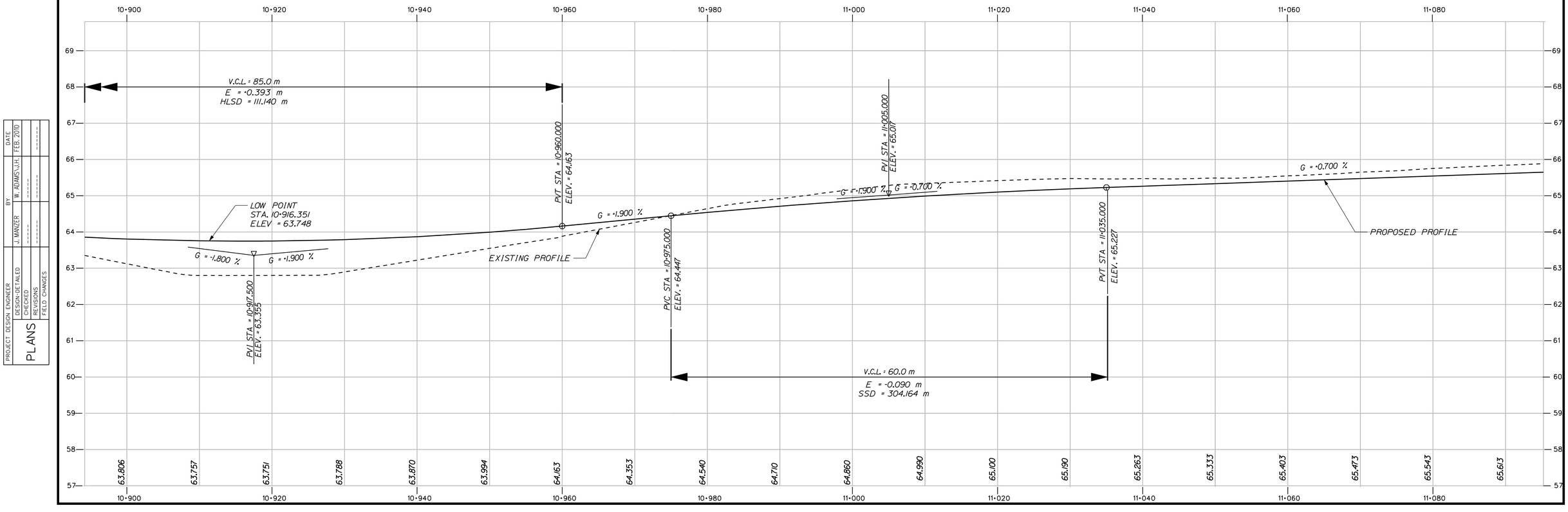
SIGHT P.T.

S 68° 08' 44.6" W

38+02

CURVE DATA

PI = 11+059.888
Δ = 46° - 08' - 44.6" RT.
R = 165.000 m
L = 132.890 m
T = 70.286 m
E = 14.346 m



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

PLANS

Filename: ...\highway\ms1o\052_HDPlan26.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	53	187

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

PLANS

Filename: ...\highway\msta\053_HDPlan27.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	54	187

9493.10

2 STORY CONC FOUND

WOOD PLANK

BACKSTOP

1000,800,1400mm STN MK

900 MM DIA. CONC. WELL: 400 MM HIGH

REMOVE LAWN PLANTER

REMOVE BUSH

REMOVE TREES

REMOVE CULVERT

REMOVE TREE

REMOVE FENCE

BOARD UP 1500mm

RIDING RING

SMALL CONIFERS

20mm UP 400MM

1000 mm DECIDUOUS

350 mm W.PINE

GRAVEL PARKING AREA

LENS AUTOWERK & PERFORMANCE

PAVED DRIVE

500 mm UNIPERS

1 STEP AND LANDING

1550 mm DEAD DECID.

50MM PVC

LILACS

700mm MAPLE

180mm DECIDUOUS

180mm W.PINE

GRAVEL

2000mm DECIDUOUS

1600mm DECIDUOUS

700 mm DECID.

250 mm W.PINE

90 mm SPRUCE

PAVED YARD

WOOD PLANK

400mm OAK

WEYMOUTH PARK

450 mm x 9.75 m Opt. III

600mm x 90.8m UD TYPE C

CB #35

600 mm x 106.8 m U.D. Type C

CB #36

11+260 | 11+280 | 11+300 | 11+320 | 11+340 | 11+360 | 11+380 | 11+400 | 11+420 | 11+440

HB-SABU-119

HB-SABU-118

HB-SABU-117

N 10° 42' 13.7" W

FWDI0200

#4/10

NO.33

#9

#4 REBAR UP 100MM

PK FLOOD

450mm CMP

375 mm x 15.25 m Opt. III

Radius = 7.5 m

360,360 MAPLE

700mm BLUEBERRY

700 mm DECID.

320 mm SCOTCH PINE

MIXED GROWTH

800 mm BLUEBERRY

350,230mm MAPLE

400mm CPEP

20mm FLUSH

20mm DOWN 150mm

OAKWOOD DRIVE

218 59DET

350,280, 350 mm OAK

330 mm W.PINE

310,280 mm OAK

430 mm OAK

400,400mm OAK

LOT 1

TREE IS TO REMOVED BY CLEARING

STA. 11+424.355 RT. 112 = STA. 39+000.000 OAKWOOD DRIVE

39+000

39+020

N 62° 51' 36.2" E

S 89° 48' 40.0" E

N 34° 32' 3" E

PC = STA. 39+014.264

CURVE DATA

PI = 39+024.615
Δ = 15° - 42' - 56.1" Lt.
R = 75.000 m
L = 20.572 m
T = 10.351 m
E = 0.711 m

PT = STA 39+034.836

Sta. 39+035.000 Oakwood Drive
Limit of Work = Match Existing Section

WEEMAN

350MM MAPLE | 300MM MAPLE | 360MM MAPLE | 360MM MAPLE | 300MM MAPLE | 250MM MAPLE | 400MM MAPLE

POST AND RAIL FENCE

HYLA J. TRACY - TRUSTEE
ELIZABETH L. TRACY - TRUSTEE
HYLA J. TRACY LIVING TRUST
ELIZABETH L. TRACY LIVING TRUST

P.L.

NO.5 2 STORY CONC FOUND

GRAVEL DRIVE

NO.5

NO.6

I.P.

STOP

ACCESS

11+260 | 11+280 | 11+300 | 11+320 | 11+340 | 11+360 | 11+380 | 11+400 | 11+420 | 11+440

70 | 69 | 68 | 67 | 66 | 65 | 64 | 63 | 62 | 61 | 60 | 59 | 58

G = -0.700 %

G = -0.700 %

G = -0.500 %

G = -0.500 %

G = -0.500 %

G = 1.300 %

G = 1.300 %

EXISTING PROFILE

PROPOSED PROFILE

PVC STA = 11+270.000
ELEV. = 66.872

PVI STA = 11+310.000
ELEV. = 67.153

PVT STA = 11+350.000
ELEV. = 67.353

v.C.L. = 80.0 m
E = -0.020 m
SSD > 640.0 m

PVC STA = 11+390.000
ELEV. = 67.552

v.C.L. = 40.0 m
E = -0.040 m
HLSD > 640.0 m

PVI STA = 11+410.000
ELEV. = 67.652

PVT STA = 11+430.000
ELEV. = 67.912

PVC STA = 11+440.000
ELEV. = 68.042

v.C.L. = 40.0 m
E = -0.038 m
SSD = 458.663 m

66.803 | 66.873 | 66.941 | 67.007 | 67.071 | 67.132 | 67.191 | 67.248 | 67.301 | 67.352 | 67.403 | 67.453 | 67.502 | 67.552 | 67.612 | 67.692 | 67.792 | 67.913 | 68.042 | 68.163

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

PLANS

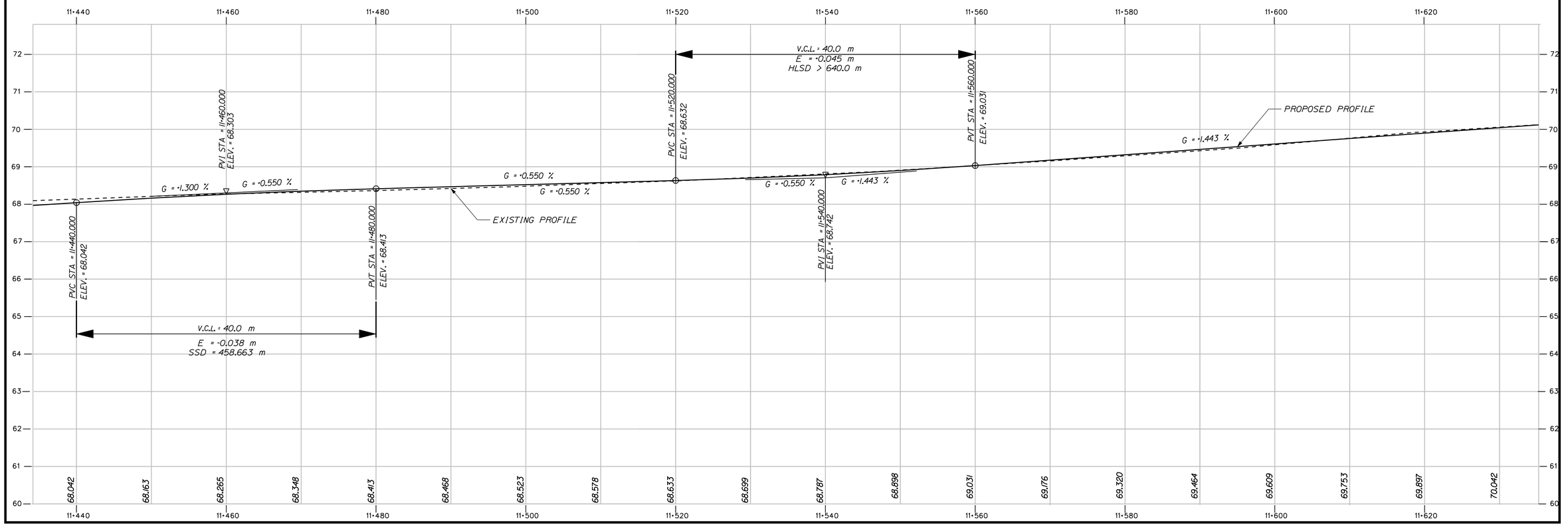
Filename: ...\highway\msto\054_HDPlan28.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	55	187

9493.10

WOOD PLANK
BACKSTOP
1000,800,1400mm STN MRKER
BRICK DUGOUT
UP 1200MM
BLEACHERS
400mm OAK
W/ ELEC METER
800mm W.PINE
375 mm x 12.80 m Opt. I
REMOVE FENCE
BASEBALL BACKSTOP
130mm MAPLE
110mm MAPLE
230mm UP1000mm
70mm GATE POST
140mm UP1100mm
CB #36
REMOVE CULVERT
11+440
11+460
11+480
11+500
11+520
11+540
11+560
11+580
11+600
11+620
HB-SABU-122
HB-SABU-121
HB-SABU-120
N 10° 42' 13.7" W
REMOVE LAWN PLANTER
REBAR UP 100MM
375 mm x 15.25 m Opt. III
Radius = 7.5 m
REMOVE TREES
REMOVE TREE
REMOVE BUSHES
375 mm x 11.0 m Opt. I
REMOVE CULVERT
230,250mm MAPLE
350,230mm MAPLE
100mm PVC
CEDAR HEDGES
#31/7
#30/6
NO. 34
#29/5
2 BUSINESSES
TRAFFIC LIGHT
375 mm x 9.75 m Opt. I
375 mm x 7.95 m Opt. I
#4 REBAR UP 200MM
20mm UP200mm
450 mm MAPLE
350 mm MAPLE
121400 mm MAPLE
450 mm MAPLE
OAKS
PC = STA. 39+014.264
CURVE DATA
PI = 39+024.615
Δ = 15° - 42' - 56.1" Lt.
R = 75.000 m
L = 20.572 m
T = 10.351 m
E = 0.711 m
PT = STA 39+034.836
LOT 7
350,320 MAPLE
320,280,250,220mm
270mm MAPLE
320mm MAPLE
500mm SPRUCE
450mm OAK
500mm MAPLE
500mm CONIFER
250mm MAPLE
600mm DECIDUOUS
800mm DECIDUOUS
1500mm DECIDUOUS
2000mm DECIDUOUS
600mm WIDE
PAVED DRIVE
350mm MAPLE
500mm MAPLE
340,400mm W.PINE
WELL HOUSE
GRAV.
FRANK B. MOREHEAD
CONSTANCE G. MOREHEAD
NO.6 2 STORY CONC FOUND
NO.38 SPLIT LEVEL
GREGORY A. BRADFORD
GARAGE FLOOR
NO.34 1 STORY CONC FOUND.
JEFFREY J. OLDFIELD
IRENE M. OLDFIELD
PP 10A
IRENE M. OLDFIELD
PP 10B
P.L.
Sta. 39+035.000 Oakwood Drive
Limit of Work = Match Existing Section
OAKWOOD DR.
BUXTON VOLUNTEER FIRE DEPARTMENT



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

PLANS

Filename: ...\highway\ms1o\055_HDPlan29.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	56	187

TRUSTEES OF WEYMOUTH PARK

RONALD R. SMITH
MICHAEL G. HULSEY
NATALIE E. FILLMORE - LESSEE

H.A. MAPES, INC.

Sta. 11+640.000 = End of Project No. STP-9493(100)X
Match Existing Project No. STP - 9493(00)X- Built in 2005
Limit of Work = Match Existing Section

N 10° 42' 13.7" W

G = -1.443 %

PROPOSED PROFILE

EXISTING PROFILE

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

PLANS

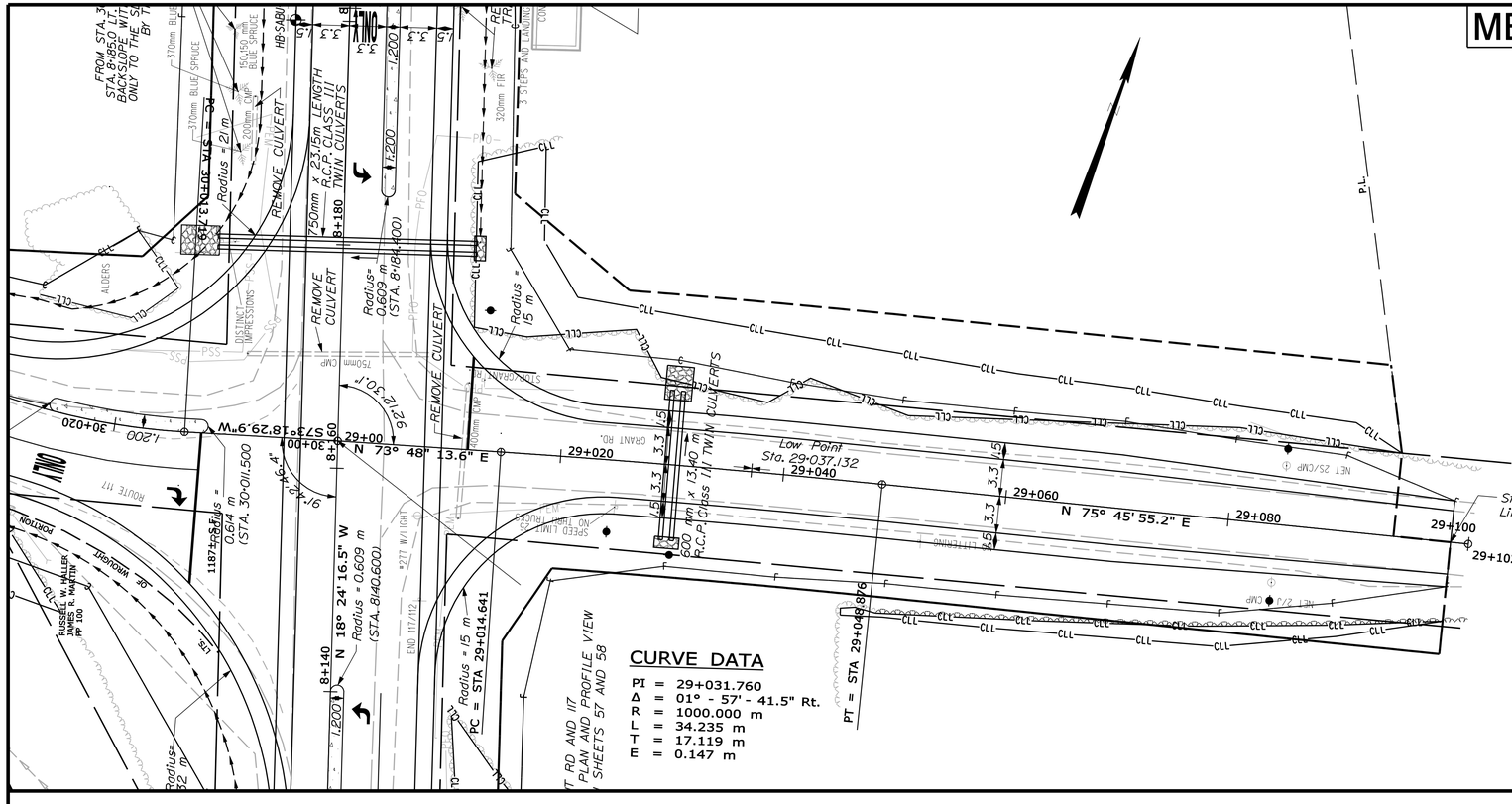
Filename: ...\highway\msto\056_HDPlan30.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

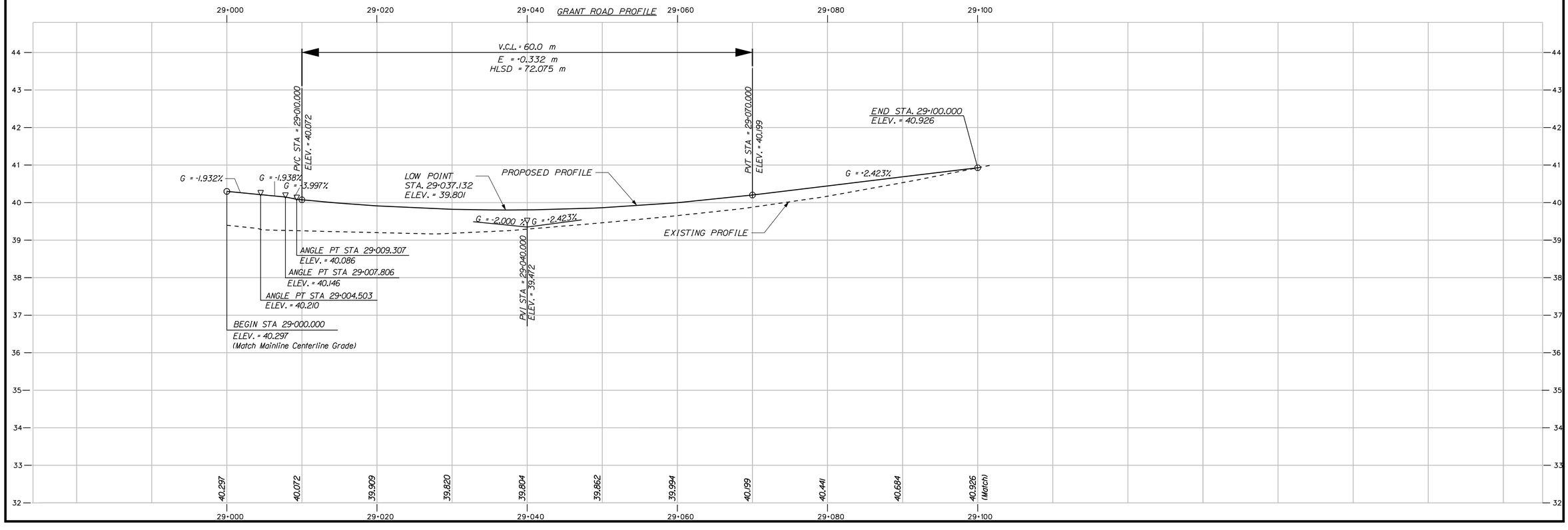
METRIC

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-9493(100)X	57	187

9493.10





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

PLANS

Filename: ...\highway\ms1o\057_HDPlan31.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	58	187

9493.10

REMOVE CULVERT
375 mm x 10.0 m Opt. 1
REMOVE BUSH
REMOVE STUMP
PROPOSED RIPRAP DOWNSPOUT
Sta. 30+140.000 Route 117
Limit of Work = Match Existing Section
REMOVE CULVERT
375 mm x 17.05 m Opt. 1
Low Point
Sta. 30+067.286
High Point
Sta. 30+090.446
N 47° 51' 17.1" W
750 mm x 18.25 m
R.C.P. Class III
TWIN CULVERTS
REMOVE CULVERT
STONE RIP RAP
SPREAD LIMIT 30
NET 276/25/215
REMOVE BUSH
REMOVE LAWN PLANTER
PROPOSED RIPRAP DOWNSPOUT
1200MM RHODODENDRON
TWIN 400MM CHOKE CHERRY
620MM SPRUCE
620MM SPRUCE
700mm W.PINE
RUSSELL W. WALLER
JAMES K. MARTIN
PT 100
PORTION
Radius = 32 m
Radius = OPEN m
(STA. 30+026.600)
Radius = 0.614 m
(STA. 30+011.500
Radius = 0.609 m
(STA. 8140.600)
Radius = 15 m
= STA 29+014.641
Radius = 21 m
REMOVE CULVERT
REMOVE CULVERT
FROM STA. 30+080.0 RT. RTE. 117 TO STA. 8185.0 LT. MAINLINE, USE 2:1 DITCH BACK SLOPE WITH NO ROUNDING & CLEAR ONLY TO THE SLOPE LINE AS DIRECTED BY THE RESIDENT

CURVE DATA

PI = 30+047.553
Δ = 58° - 50' - 13.0" Rt.
R = 60.000 m
L = 61.614 m
T = 33.834 m
E = 8.882 m

PT = STA 30+075.333

PC = STA 30+098.124

CURVE DATA

PI = 30+119.074
Δ = 04° - 47' - 54.8" Rt.
R = 500.000 m
L = 41.875 m
T = 20.950 m
E = 0.439 m

PAC = STA 30+140.000

ROUTE 117 PROFILE

V.C.L. = 40.0 m
E = -0.175 m
HLSD = 74.282 m

V.C.L. = 50.0 m
E = -0.125 m
SSD = 189.055 m

G = -2.030 %
G = 4.064 %
G = -3.000 %
G = -0.500 %
G = 3.000 %
G = -0.500 %
G = -0.500 %
G = -1.505 %
G = -1.505 %

PVC STA = 30+033.000
ELEV. = 39.323

PVT STA = 30+073.000
ELEV. = 38.823

PVI STA = 30+103.000
ELEV. = 38.973

PVI STA = 30+053.000
ELEV. = 38.723

PVC STA = 30+078.000
ELEV. = 38.848

PVT STA = 30+128.000
ELEV. = 38.597

PROPOSED PROFILE
EXISTING PROFILE
HIGH POINT
STA. 30+090.466
ELEV. = 38.879
LOW POINT
STA. 30+067.286
ELEV = 38.809

ANGLE PT STA = 30+004.802
ELEV. = 40.169
ANGLE PT STA = 30+003.301
ELEV. = 40.230
BEGIN STA = 30+000.000
ELEV. = 40.297
(Match Mainline Centerline Grade)
END STA = 30+140.000
ELEV. = 38.416

30+000 30+020 30+040 30+060 30+080 30+100 30+120 30+140

40.297 40.013 39.713 39.413 39.134 38.939 38.832 38.812 38.857 38.879 38.861 38.803 38.704 38.567 38.416 (Match)

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

PLANS

Filename: ...\highway\ms1o\058_HDPlan32.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

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-9493(100)X	59	187

9493.10

"... OF LAND IN BUXTON FOR SHARON & BARBARA ELWELL"
BY STEPHEN W. EVERETT
DATED: APRIL 2004

Two Landscape Trees / Bushes Are To Be Placed At The End Of The Turn - Around Area To Help Obscure Headlights From Maineline Traffic. As Directed By The Resident

The Existing Roadway Is To Be Excavated, Loamed and Seed Area, As Directed By The Resident

250mm BEECH
350mm W.PINE
200 mm PINE
DRY WELL 4
DRY WELL 3
DRY WELL 2
DRY WELL 1
CHEVRON
STOP/BOYNTON RD
BOYNTON RD.
SAWYER DRIVE
PAYED DRIVE
P.I.
450mm W.PINE
250X200X100 IRREGULAR
REMOVE DRY WELL
150 mm x 73.00 m UD Type B
BOYNTON ROAD
N 47° 09' 40.9" W
38+040
38+060
38+080
38+090
Sta. 38+060.000 Boynton Road
Limit of Work = Match Existing section
300mm W.PINE
320mm W.PINE
250X150X200 REGULAR
150 mm x 53.20 m UD Type B
PT = STA 38+032.324
HORSE ICON
NO THRU TRUCKS
REMOVE BOULDERS
2/41/16 SRTT
BUXTON TOWN RECORDS
VOLUME 1, PAGE 16 & 17
ACCEPTED OCT. 1775
66'
900 mm x 64.10 m UD Type C
11+020
11+040
11+060
11+080
11+100
11+120
11+140
11+160
Radius = 30 m
S 68° 08' 44.6" W
38+020
38+000
CB #28
CB #29
CB #30
CB #31
CB #32
600 mm x 8.25 m R.C.P. CLASS III
750 mm x 39.60 m UD Type C
150 mm x 40.0 m UD Type B
CLEAR TO THE NEW R/W LINE ONLY IN THIS AREA
REMOVE BUSH
REMOVE BOULDER
SIGHT P.T.
STA. 11+084.998 RT. 112.5'
STA. 38+000.000 BOYNTON ROAD
PC = STA 38+004.096
600 mm x 84.0 m UD Type C
THE EXISTING BUSH LINE FROM STA. 11+060.0 TO STA. 11+097.0 RT. IS TO REMAIN
REMOVE CULVERT
PT = STA 11+122.492
750 mm x 66.30 m UD Type C
1 TO 1.95
Rad.= 9.5 m
LIMITS OF WROUGHT PORTION
NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION
CURVE DATA
PI = 38+019.929
Δ = 64° 41' - 34.5" Rt.
R = 25.000 m
L = 28.228 m
T = 15.933 m
E = 4.592 m
FOR BOYNTON RD. DETAILED PLAN AND PROFILE VIEW SEE PLAN SHEET 59
CURVE DATA
PI = 11+059.888
Δ = 46° - 08' - 44.6" RT.
R = 165.000 m
L = 132.890 m
T = 70.286 m
E = 14.346 m
WILLIAM J. ANDREWS
ADRIENNE L. ANDREWS
NO.92 GRANITE FOUND.2STRY
NO.92
PAYED DRIVE
GRAVEL DRIVE
BARN ON CONC PIERS
1 1/2 STORY
12 STEPS AND LANDING
GARAGE
220mm OAK
1800mm LILAC
2000mm LILAC
1800mm LILAC
1500mm ROSE
1800mm FORSYTHIA
1600mm HONEY LOCUST
2500mm LILAC
170mm APPLE
600mm WILLOW
150mm APPLE
LILAC AND FORSYTHIA
2200mm RHODODENDRON
250mm CEDAR
700mm MAPLE
600X600mm
450mm CMP
900MM
38+000
220,240mm PIN
200mm SPRUCE
200mm LARCH
220,220,150,150MAPLE
600mm DECIDUOUS
600mm AZALEA
800mm YEW
600mm WIDE
700mm YEW
600mm DECIDUOUS
800mm DECIDUOUS
600mm DECIDUOUS
600mm DECIDUOUS
600mm DECIDUOUS
600mm DECIDUOUS
W.PINES
1600mm HEMLOCK
250mm
SLOPE

BOYNTON ROAD PROFILE

38+000 38+020 38+040 38+060 38+080
67 66 65 64 63 62
G = -5.939 %
G = -1.929 %
G = 0.105 %
PROPOSED PROFILE
EXISTING PROFILE
ANGLE PT STA = 38+004.803
ELEV. = 65.744
ANGLE PT STA = 38+003.300
ELEV. = 65.773
BEGIN STA = 38+000.000
ELEV. = 65.577
(Match Mainline Centerline Grade)
END STA = 38+060.000
ELEV. = 65.802
65.577 (Match)
65.749
65.760
65.770
65.781
65.791
65.802 (Match)
65.791 (Existing)
65.781 (Existing)

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

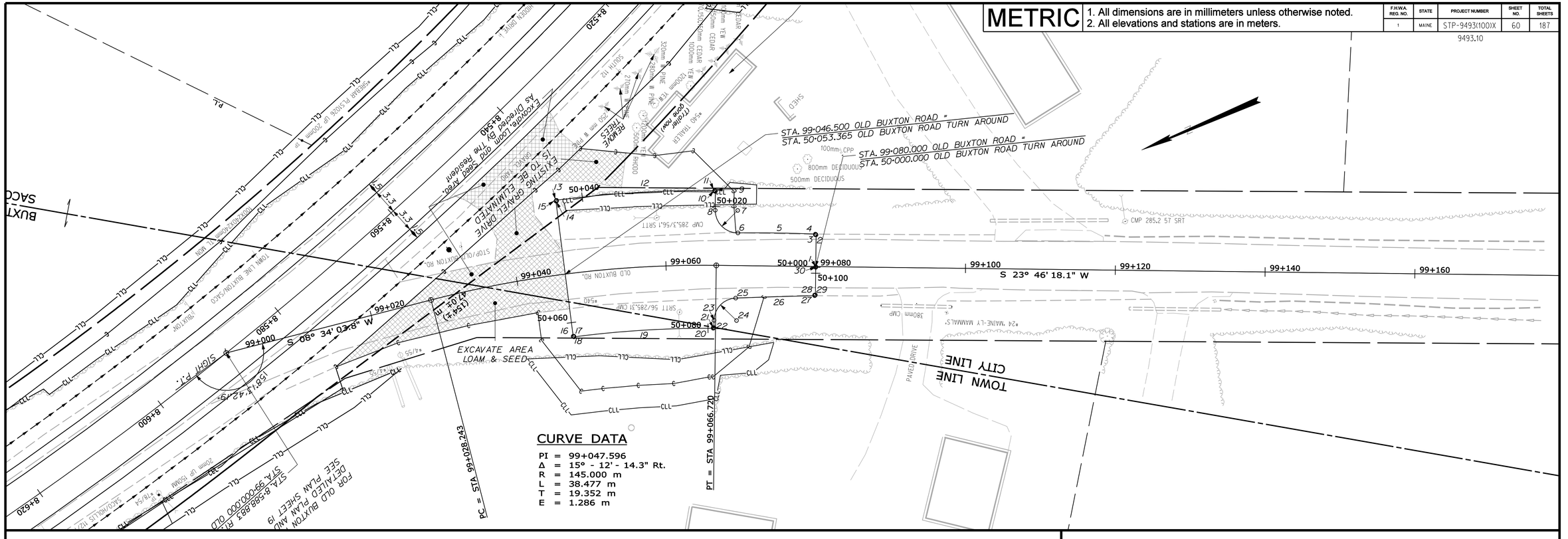
Filename: ...\highway\msto\059_HDPlan33.dgn Division: HIGHWAY Username: judy.horden Date:8/5/2011

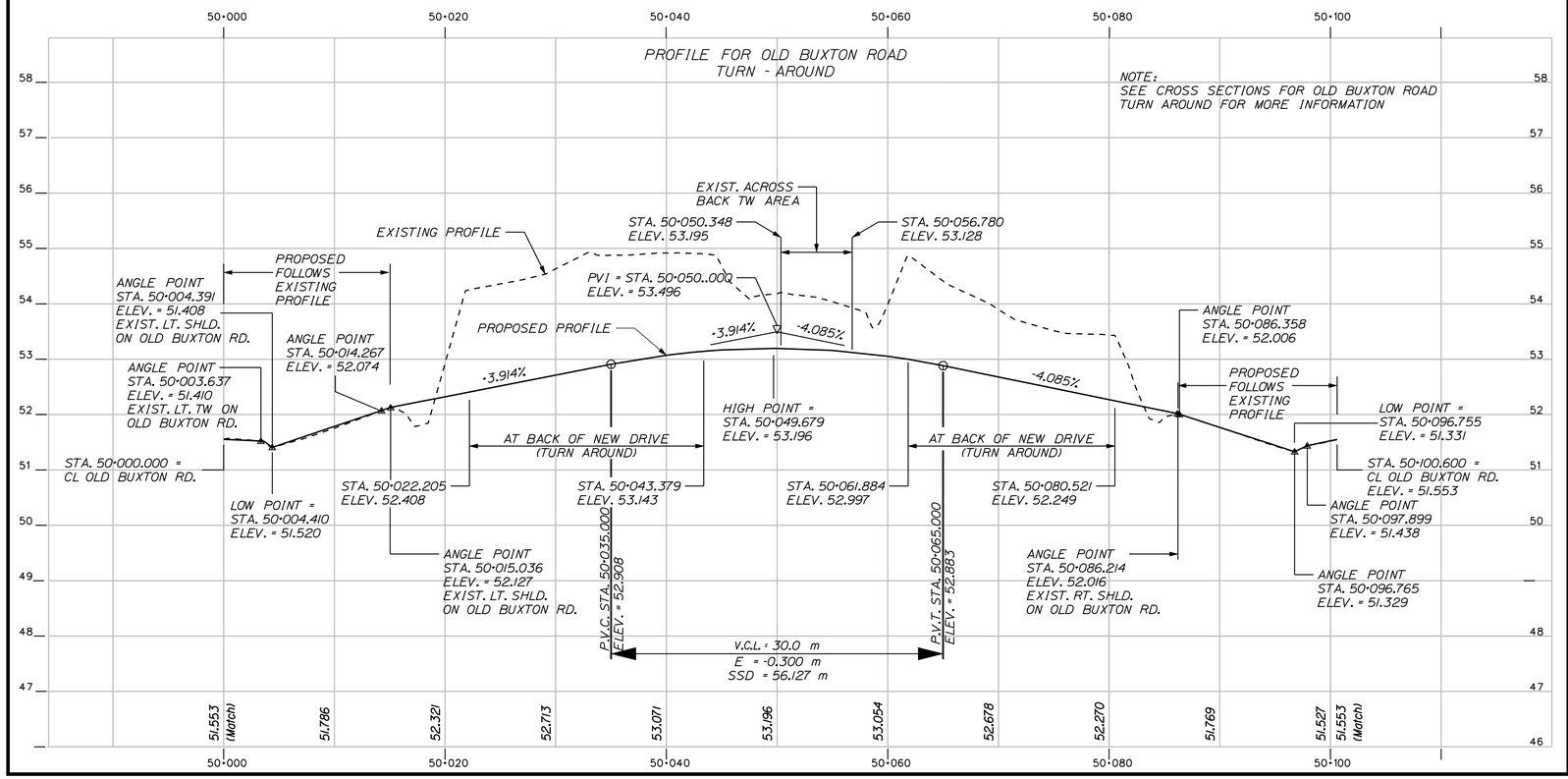
METRIC

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-9493(100)X	60	187

9493.10





CONTROL POINTS FOR OLD BUXTON ROAD

(SEE SHEET NO. 19 OF 187 FOR ENLARGED VIEW)

Point	Desc	Station	X- Cord	Y- Cord	Elevation	Radius	Length
1	PBT	50+000.000	871648.819	83042.153	51.553	*	*
2	PC	50+004.236	871652.696	83040.445	51.431	*	*
3	CC	50+004.236	871652.736	83040.537	*	0.1	0.154
4	PCC	50+004.391	871652.826	83040.494	51.411	*	*
5	CC	50+004.391	871466.861	83128.704		205.825	10.348
6	PRC	50+014.739	871657.024	83049.951	52.107	*	*
7	CC	50+014.739	871659.796	83048.803	*	3	4.775
8	PT	50+019.514	871661.001	83051.551	52.302	*	*
9	PC	50+022.047	871663.321	83050.533	52.401	*	*
10	CC	50+022.047	871663.361	83050.625	*	0.1	0.158
11	PCC	50+022.205	871663.453	83050.585	52.408	*	*
12	CC	50+022.205	871521.277	83112.318	*	155	21.174
13	PCC	50+043.379	871670.536	83070.522	53.143	*	*
14	CC	50+043.379	871670.439	83070.549	*	0.1	0.157
15	PT	50+043.535	871670.466	83070.645	53.145	*	*
16	PC	50+061.727	871652.961	83075.592	52.883	*	*
17	CC	50+061.727	871652.933	83075.496	*	0.1	0.157
18	PRC	50+061.884	871652.837	83075.523	52.678	*	*
19	CC	50+061.884	871521.301	83112.370	*	136.6	18.637
20	PRC	50+080.521	871646.603	83057.975	52.203	*	*
21	CC	50+080.521	871646.695	83057.935	*	0.1	0.157
22	PT	50+080.678	871646.655	83057.844	52.157	*	*
23	PC	50+081.647	871647.542	83057.454	52.111	*	*
24	CC	50+081.647	871646.337	83054.707	*	3	4.567
25	PCC	50+086.214	871649.139	83053.636	52.009	*	*
26	CC	50+086.214	871023.870	83292.544	*	669.357	10.551
27	PRC	50+096.765	871645.296	83043.811	51.344	*	*
28	CC	50+096.765	871645.389	83043.773	*	0.1	0.154
29	PT	50+096.919	871645.348	83043.681	51.437	*	*
30	PAT	50+100.600	871648.717	83042.198	51.553	*	*

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

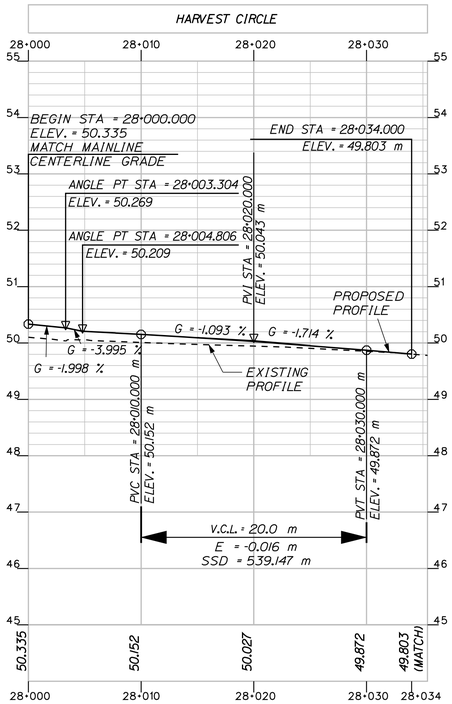
PLANS

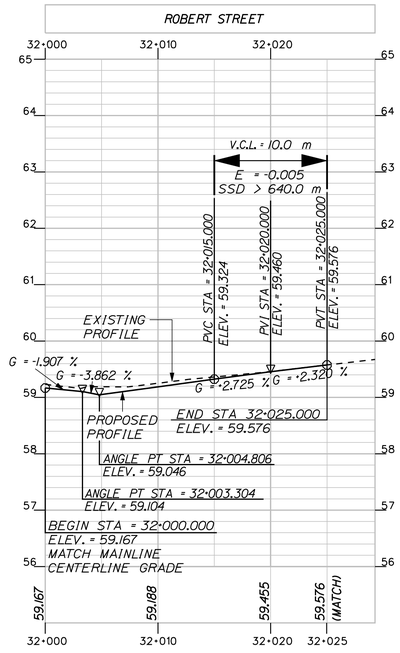
Filename: ...\highway\ms1o\060_HDPlan34.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011

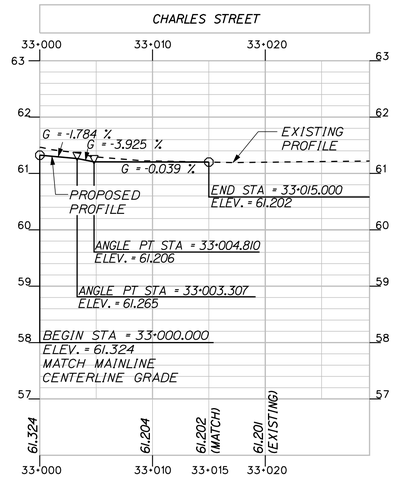
METRIC 1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

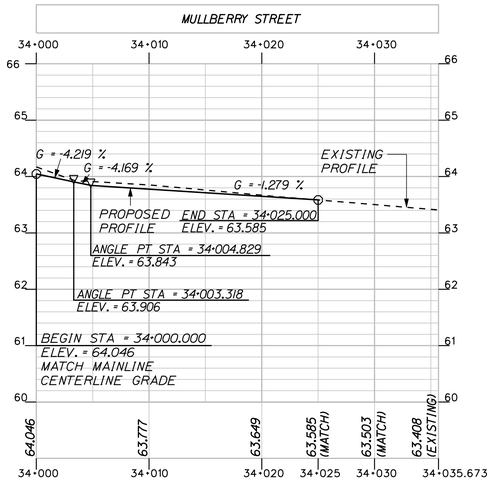
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	STP-9493(100)X	61	187

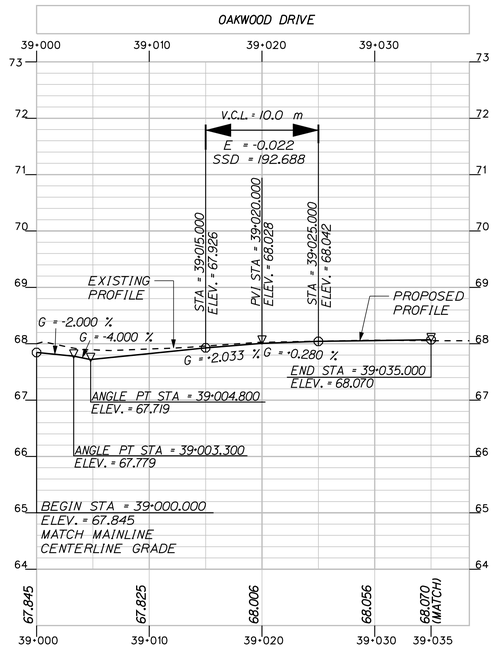
9493.10

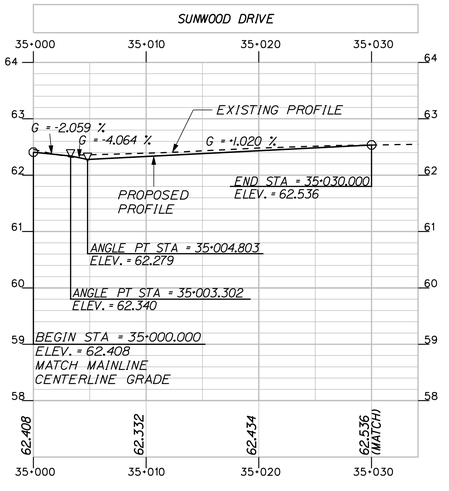


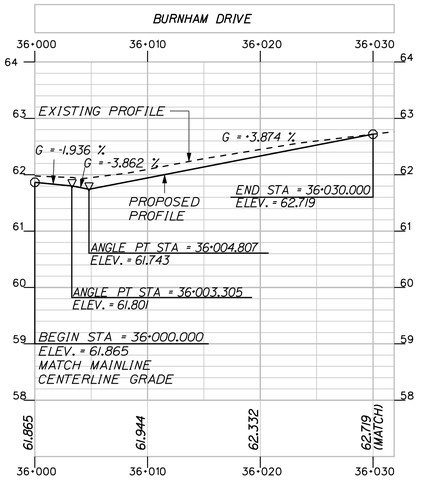


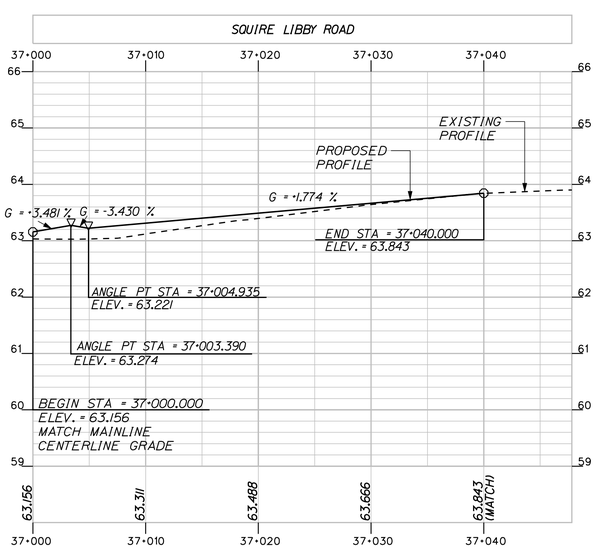












NOTE:
THE PROFILE FOR BOYNTON ROAD IS SHOWN ON THE PLAN SHEET NO. 59 OF 187 & THE PROFILE FOR THE OLD BUXTON ROAD TURN - AROUND IS SHOWN ON PLAN SHEET NO. 60 OF 187

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILES

SACO - BUXTON

SIDE ROAD PROFILES

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

SHEET OF

AUGUSTA, MAINE

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

PLANS

Filename: ...\mst0\061_Sideroad-Profiles.dgn Division: HIGHWAY Username: judy.harden Date:8/5/2011