

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BERWICK
YORK COUNTY
ROCHESTER STREET

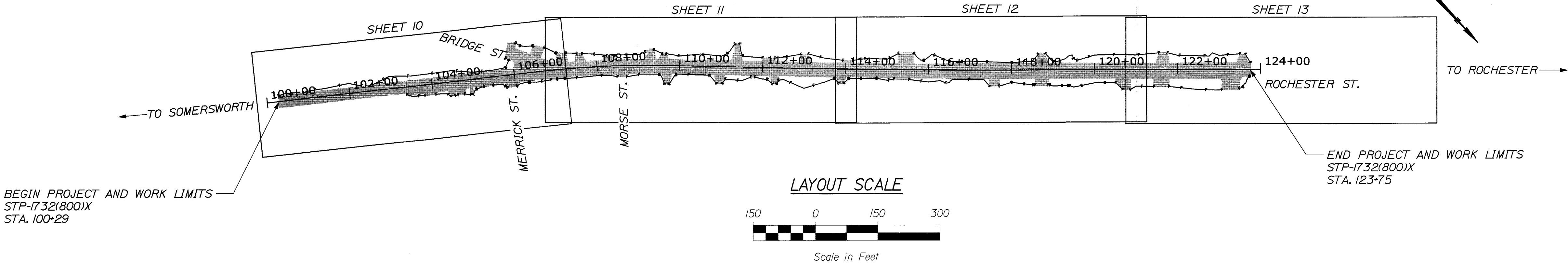
FEDERAL AID PROJECT NO. STP-1732(800)X
PROJECT LENGTH : 0.443 MILES

PLAN LEGEND

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

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TRAFFIC DATA

Current (2013) AADT	7,300
Future (2033) AADT	8,760
DHV - % of AADT	10%
Design Hour Volume	876
% Heavy Trucks (AADT)	5%
% Heavy Trucks (DHV)	3%
Directional Distribution (DHV)	63%
18 kip Equivalent P 2.0	199
18 kip Equivalent P 2.5	190
Design Speed (mph)	25 / 40
Functional Class:	Major Urban Collector

PROJECT LOCATION:

In the town of Berwick on Rochester Street beginning at Annie Street extending northwesterly to Hall Brothers Roofing.

PROGRAM AREA:

Highway Program

OUTLINE OF WORK:

Full depth reconstruction and mill & fill, with sidewalk and drainage improvements.

WIN 17328.00 STP-1732(800)X STI# 11309

BERWICK
ROCHESTER STREET

TITLE SHEET

SHEET NUMBER

1

OF 54

SEBAGO
TECHNICS
WWW.SEBAGOTECHNICS.COM

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED

DATE

COMMISSIONER

CHIEF ENGINEER



Signature: Stephen Sawyer, Jr.
SIGNATURE
3736
P.E. NUMBER
11/15/13
DATE

PROJECT INFORMATION	PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
HIGHWAY	ROBERT CARRELL	STEPHEN SAWYER, JR.	SEBAGO TECHNICS, INC.				

Date:11/15/2013

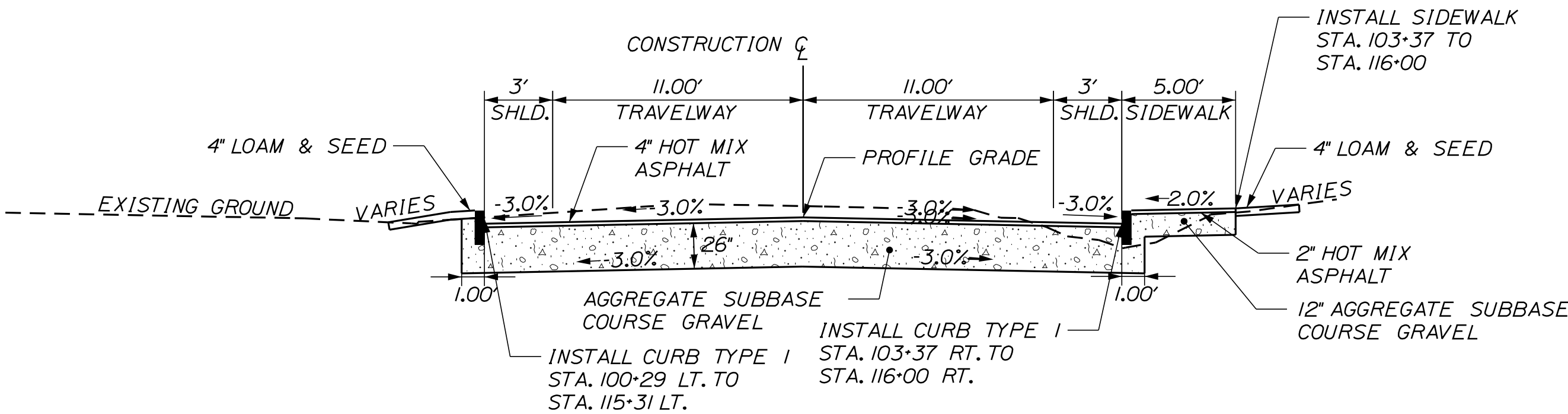
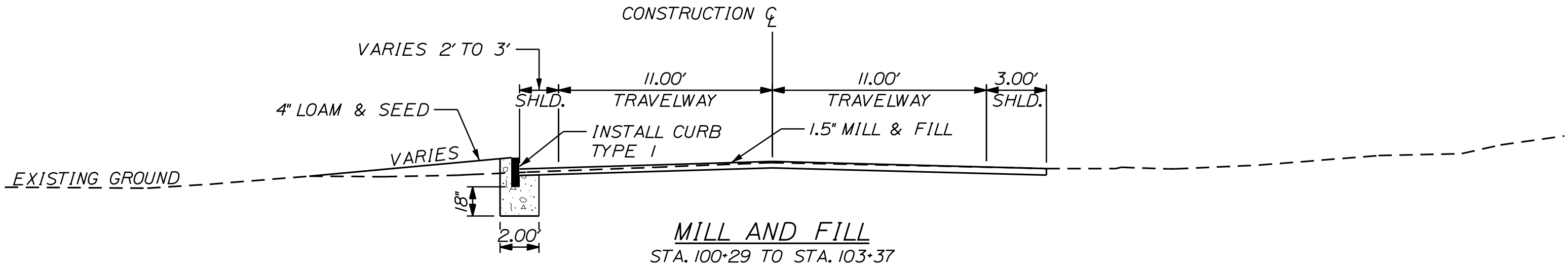
Username: rneek

Division: HIGHWAY

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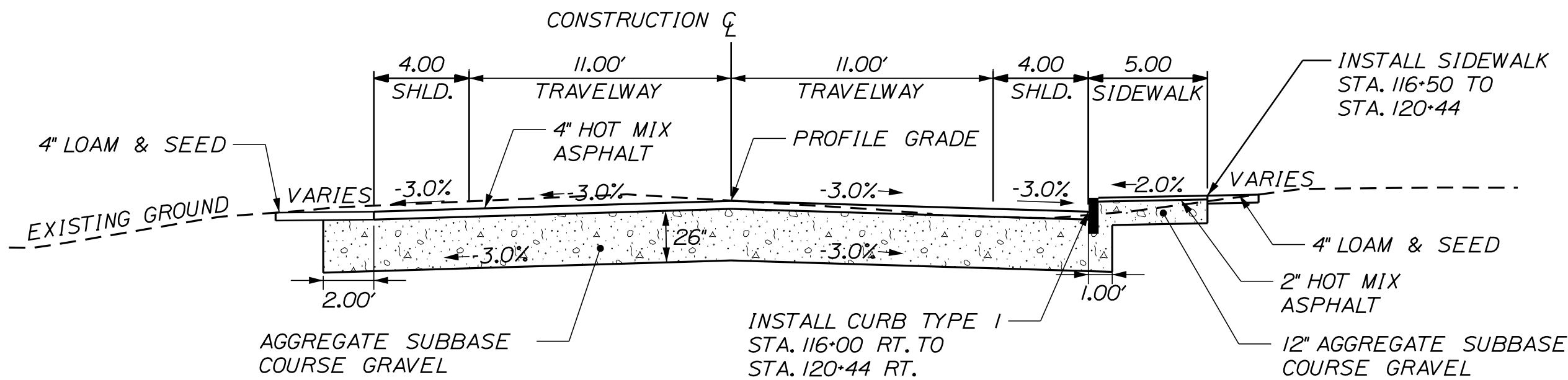
NOTE:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
3. ALL SIDE STREETS SHALL BE CONSTRUCTED WITH 4" HOT MIX ASPHALT OVER 26" OF AGGREGATE SUBBASE COURSE GRAVEL.



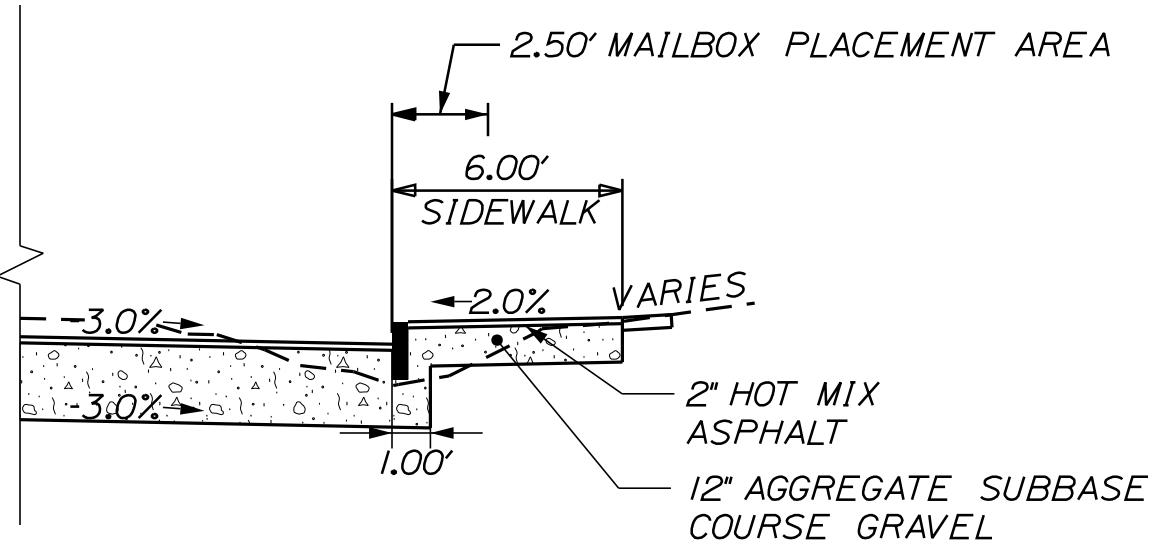
FULL CONSTRUCTION - 3' SHOULDERS
NORMAL
STA. 103+37 TO STA. 116+00

AGGREGATE SUBBASE COURSE GRAVEL		
LEFT SHOULDER 33.00 CY/100 LF	11 FT. TRAVEL LANES 176.54 CY/ 100 LF	RIGHT SHOULDER 30.81 CY/100 LF

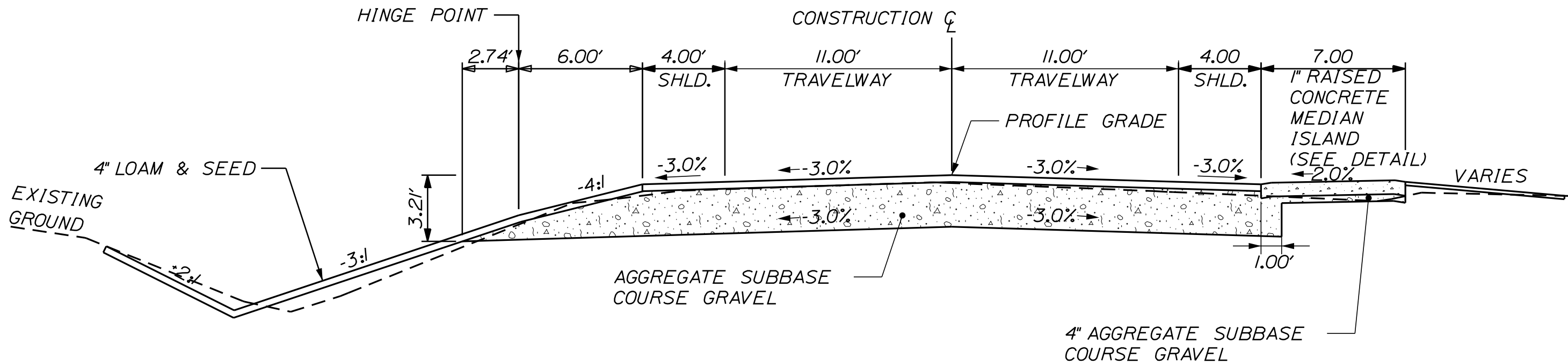


FULL CONSTRUCTION - 4' SHOULDERS
NORMAL
STA. 116+50 TO STA. 120+44

AGGREGATE SUBBASE COURSE GRAVEL		
LEFT SHOULDER 32.10 CY/100 LF	11 FT. TRAVEL LANES 176.54 CY/ 100 LF	RIGHT SHOULDER 38.83 CY/100 LF



SIDEWALK WIDENING IN AREAS
WITH MAILBOXES



FULL CONSTRUCTION
NORMAL
STA. 120+91 TO STA. 123+00

AGGREGATE SUBBASE COURSE GRAVEL		
LEFT SHOULDER 70.16 CY/100 LF	11 FT. TRAVEL LANES 176.54 CY/ 100 LF	RIGHT SHOULDER 39.26 CY/100 LF

STATE OF MAINE	DEPARTMENT OF TRANSPORTATION	STP-1732(800)X	WIN	17328.00	HIGHWAY PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
R. CARRELL	B. LYON	11/02/13			
CHECKED-REVIEWED	S. SAWYER	11/02/13			
DESIGNS-DETAILED					
DESIGNS-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

BERWICK	ROCHESTER STREET	TYPICAL SECTION

SHEET NUMBER
2
OF 54

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.15	REMOVING MANHOLE OR CATCH BASIN	2	EA
202.202	REMOVING PAVEMENT SURFACE	935	SY
203.20	COMMON EXCAVATION	7400	CY
203.25	GRANULAR BORROW	25	CY
304.10	AGG. SUBBASE COURSE GRAVEL	6450	CY
403.208	HOT MIX ASPHALT - 12.5 MM	950	T
403.209	9.5 MM HMA SIDEWALKS AND INCIDENTALS	85	T
403.211	HOT MIX ASPHALT - (SHIM)	50	T
403.213	HOT MIX ASPHALT - 12.5 MM BASE	1025	T
409.15	BITUMINOUS TACK COAT - APPLIED	230	G
411.10	UNTREATED AGGREGATE SURFACE COURSE, TRUCK MEASURE	12	CY
502.341	STRUCTURAL CONCRETE ROADWAY MEDIAN	38	CY
534.71	PRECAST CONCRETE BOX CULVERT	1	LS
603.159	12" CULV. PIPE OPTION III	122	LF
603.16	15" CULV. PIPE OPTION I	120	LF
603.169	15" CULV. PIPE OPTION III	41	LF
603.179	18" CULV. PIPE OPTION III	283	LF
603.199	24" CULV. PIPE OPTION III	297	LF
603.20	30" CULV. PIPE OPTION I	45	LF
603.21	36" CULV. PIPE OPTION I	29	LF
603.219	36" CULV. PIPE OPTION III	370	LF
604.072	CATCH BASIN TYPE A1-C	12	EA
604.092	CATCH BASIN TYPE B1-C	3	EA
604.093	60" CATCH BASIN TYPE B1	2	EA
604.15	MANHOLE	2	EA
604.242	CATCH BASIN TYPE F3	1	EA
604.244	CATCH BASIN TYPE F4	1	EA
604.249	CATCH BASIN TYPE F6-C	1	EA
604.252	CATCH BASIN TYPE A5-C	7	EA
604.262	CATCH BASIN TYPE B5-C	2	EA
605.09	6" UNDERDRAIN TYPE B	2245	LF
605.10	6" UNDERDRAIN OUTLET	40	LF
605.11	12" UNDERDRAIN TYPE C	890	LF
605.12	15" UNDERDRAIN TYPE C	190	LF
605.15	24" UNDERDRAIN TYPE C	276	LF
606.356	UNDERDRAIN DELINEATOR POST	1	EA
606.47	SINGLE WOOD POST	15	EA
606.51	MULTIPLE MAILBOX SUPPORT	3	EA
606.52	MAILBOX REMOVE AND RESET	29	EA
608.26	CURB RAMP DETECTABLE WARNING FIELD	40	SF
609.11	VERTICAL CURB TYPE 1	1948	LF
609.12	VERTICAL CURB TYPE 1 - CIRCULAR	26	LF
609.234	TERMINAL CURB TYPE 1 - 4 FOOT	30	EA
609.237	TERMINAL CURB TYPE 1 - 7 FOOT	31	EA
610.08	PLAIN RIPRAP	95	CY
615.07	LOAM	450	CY
618.13	SEEDING METHOD NO. 1	36	UN
619.12	MULCH	36	UN
620.54	STABILIZATION/REINFORCEMENT GEOTEXTILE	200	SY
627.18	12" SOLID WHITE PAVEMENT MARKING LINE	60	LF
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	7000	LF
627.75	WHITE OR YELLOW PAVE. AND CURB MARKING	340	SF
629.05	HAND LABOR, STRAIGHT TIME	20	HR
631.10	AIR COMPRESSOR (INCL. OPERATOR)	20	HR
631.11	AIR TOOL (INCL. OPERATOR)	20	HR
631.12	ALL PURPOSE EXC (INCL. OPERATOR)	20	HR
631.171	TRUCK - SMALL - (INCL. OPERATOR)	20	HR
631.20	STUMP CHIPPER RENTAL (INC. OPERATOR)	20	HR
631.32	CULVERT CLEANER (INC. OPERATOR)	20	HR
639.19	FIELD OFFICE TYPE B	1	EA
645.106	DEMOUNT REG. WRN. CON. & RTE. SIGNS	10	EA
645.116	REINST. REG. WRN. CONF. & RTE. SIGNS	10	EA
652.33	DRUM	100	EA
652.34	CONE	100	EA
652.35	CONSTRUCTION SIGNS	500	SF
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	150	CD
652.38	FLAGGER	4000	MH
656.75	TEMP. SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
658.20	ACRYLIC LATEX FINISH GREEN	12	SY
659.10	MOBILIZATION	1	LS
801.141	4" PVC SANITARY SEWER (SDR-35)	20	LF
801.16	6" PVC SANITARY SEWER (SDR-35)	20	LF
801.03	TEST PITS	7	EA

ESTIMATED QUANTITIES - SEWER UTILITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
812.162	ADJUST SEWER MANHOLE TO GRADE	8	EA
822.38	SEWER FORCE MAIN RELOCATION	2	EA
822.39	GRAVITY SEWER REPLACEMENT	20	LF

ESTIMATED QUANTITIES - WATER UTILITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
653.22	2 INCH POLYSTYRENE INSULATION	100	SY
823.011	GATE VALVE BOX, INSTALL ONLY	2	EA
823.332	GATE VALVE BOX, ADJUST TO GRADE	10	EA
825.59	WATER SERVICE RELOCATION	5	EA

COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (FROM CROSS SECTIONS)	6,900	
LOAM SALVAGE IN FILL	500	
TOTAL COMMON EXCAVATION		7,400

FILL FOR BORROW CALCULATIONS

COMMON FILL (FOM CROSS SECTIONS)	590	
FILL FOR DRIVES	5	
LOAM SALVAGE IN FILL	500	
TOTAL FILL		1,095

UNCLASSIFIED EXCAVATION FOR ESTIMATE

TOTAL COMMON EXCAVATION	7,400	
TOTAL UNCLASSIFIED EXCAVATION		7,400

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

(1) TOTAL COMMON EXCAVATION		7,400
DEDUCTIONS:		
LOAM SALVAGE IN CUT	0	
LOAM SALVAGE IN FILL	80	
(2) TOTAL DEDUCTIONS		580
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)		6,820
TOTAL AVAILABEL STRUCT. EXCAVATIONS (USUALLY UNDERDRAIN ONLY)		1,950
TOTAL AVAILABLE NON-ROCK EXCAVATION		8,770

COMPUTATION OF GRANULAR BORROW FOR ESTIMATE

GRANULAR BORROW FOR UNDERCUTTING	25	
GRANULAR BORROW =		25 x 1.15 = 29

COMPUTATION FOR COMMON BORROW ESTIMATE

(3) TOTAL FILL		
TOTAL AVIL. NON-ROCK EXCAV.	8,770 x 0.85 =	7,455
(4) TOTAL AVAILABLE EXCAVATION		= 7,455
BORROW NEEDED = TOTAL FILL MINUS TOTAL AVAIL. EXCAVATION		-6,360

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1732(800)X

WIN
17328.00

ST# 11309
HIGHWAY PLANS

BERWICK
ROCHESTER STREET

ESTIMATED QUANTITIES

SHEET NUMBER

3

OF 54

[illegible]

GENERAL NOTES

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS:

CENTRAL MAINE POWER COMPANY
FAIR POINT COMMUNICATIONS
COMCAST CABLE
BERWICK WATER DISTRICT
BERWICK SEWER DISTRICT

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

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

4. 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.

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

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 6 INCHES IN FIELD AREAS AND 12 INCHES IN WOODED AREAS.

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

8. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT.

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.

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.

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

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

13. UNPAVED ENTRANCES SHALL BE CONSTRUCTED WITH 11" AGGREGATE SUBBASE COURSE GRAVEL AND 3" UNTREATED AGGREGATE SURFACE COURSE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

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

15. CONCRETE ENTRANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS IN THE PLANS ON A COMPACTED 6" AGGREGATE SUBBASE COURSE GRAVEL LAYER OR AS DIRECTED BY THE RESIDENT.

16. A PAVED LIP SHALL BE PLACED AT ALL GRAVEL ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT. THE WIDTH OF THE APRON IS DEPENDENT ON THE DRIVE LOCATION.

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

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

19. ITEM * 411.10 UNTREATED AGGREGATE SURFACE COURSE, MAY ALSO MEET THE GRADATION REQUIREMENTS OF ITEM * 204.20 ADD SHOULDER AGGREGATE.

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

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

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

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

24. ALL UNDERDRAIN NOT SHOWN ON THE CROSS SECTIONS WILL HAVE A FLOW LINE OF 5.5 FEET BELOW FINISH GRADE DIRECTLY ABOVE THE UNDERDRAIN AND UNDERDRAIN SAND BACKFILL PLACED TO AN ELEVATION EQUAL TO THE BOTTOM OF THE NEW GRAVEL LAYER. ALL UNDERDRAIN SHOWN ON THE CROSS SECTIONS WILL HAVE THE FLOW LINE SCALED FROM THE CROSS SECTIONS. ALL FLOW LINE ELEVATIONS ARE SUBJECT TO APPROVAL BY THE RESIDENT.

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

26. ALL CATCH BASINS TYPE A PLACED ON CIRCULAR CURB TYPE I SHALL HAVE THE CURB INLET CUT THE SAME RADIUS AS ADJACENT CIRCULAR CURB. PAYMENT SHALL BE INCIDENTAL TO ITEM 604

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

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

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

30. 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.

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.

32. 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.

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

34. 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.

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

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

37. STATIONS REFERENCED ARE APPROXIMATE.

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

39. A MAINE DEPARTMENT OF TRANSPORTATION (MAINEDOT) ENVIRONMENTAL OFFICE INVESTIGATION SPECIFIC WITH THIS PROJECT ENCOUNTERED DATA SUGGESTING PETROLEUM RELATED CONTAMINATION WAS PRESENT AT TWO LOCATIONS ALONG THE PROJECT. THESE LOCATIONS INCLUDED; THE VICINITY OF THE BERWICK PUBLIC WORKS GARAGE AND THE VICINITY OF HALL BROTHER'S ROOFING. SUBSEQUENT ON-SITE WORK FAILED TO UNEARTH ANY ISSUES WITHIN THESE AREAS. HOWEVER, IN LIGHT OF THE AVAILABLE ENVIRONMENTAL DATA, THE CONTRACTOR SHALL EMPLOY APPROPRIATE HEALTH AND SAFETY MEASURES TO PROTECT ITS WORKERS AGAINST HAZARDS ASSOCIATED WITH WORKING NEAR PETROLEUM-IMPACTED SOILS. FURTHERMORE, THE CONTRACTOR SHALL REMAIN ALERT FOR ANY ADDITIONALLY EVIDENCE OF CONTAMINATION. IF THE CONTRACTOR ENCOUNTERS EVIDENCE OF SOIL OR GROUNDWATER CONTAMINATION, THE CONTRACTOR SHALL SECURE THE EXCAVATION, STOP WORK IN THE CONTAMINATED AREA, AND IMMEDIATELY NOTIFY THE RESIDENT. THE RESIDENT SHALL CONTACT THE HYDROGEOLOGIST IN MDOT'S ENVIRONMENTAL OFFICE AT 207-624-3100 AND THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION AT 800-482-0777. WORK MAY ONLY CONTINUE WITH AUTHORIZATION FROM THE RESIDENT.

40. BIDDERS AND CONTRACTORS MAY OBTAIN A COPY OF THE PROJECT GEOTECHNICAL REPORT HIGHWAY RECONSTRUCTION, ROCHESTER STREET, WIN *17328.00, BERWICK, MAINE, MAINEDOT SOILS REPORT NUMBER 2013-131, OCTOBER 2013 AT [HTTP://WWW.MAINE.GOV/MDOT/CONTRACTORS/](http://www.maine.gov/mdot/contractors/).

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

42. RIPRAP PLACED ON ANY SLOPE STEEPER THAN 1V:1.5H SHALL CONSIST OF ANGULAR BLAST ROCK.

43. AS DIRECTED BY THE RESIDENT STABILIZATION/REINFORCEMENT GEOTEXTILE, ITEM 620.54, MAY BE USED TO SUPPORT CONSTRUCTION TRAFFIC IF WET OR WEAK SOILS ARE ENCOUNTERED IN CUT SECTIONS. STABILIZATION/REINFORCEMENT GEOTEXTILE SHALL BE NON-WOVEN MATERIAL MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 722 AND SUPPLEMENTAL SPECIFICATION 722.

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

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

46. MARINE REGRESSIVE SAND AND GLACIAL TILL MAY BE REUSED ON THIS PROJECT AS COMMON BORROW IN ACCORDANCE WITH SECTIONS 203 AND 703. MOISTURE CONDITIONING MAY BE REQUIRED TO REDUCE THE MOISTURE CONTENT OF EXCAVATED MATERIAL BEFORE REUSE ON THE PROJECT.

47. A DELINEATOR POST (ITEM 606.356) WILL BE INSTALLED AT EACH UNDERDRAIN OUTLET.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	STP-1732(800)X		WIN 17328.00		ST# 11309 HIGHWAY PLANS	
BERWICK ROCHESTER STREET	PROJ. MANAGER R. CARRELL		BY R. WEEK S. SAWYER	DATE 11/02/13 11/02/13	SIGNATURE	
	CHECKED-DETAILED DESIGN-DETAILED	DESIGN-DETAILED	REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4	P.E. NUMBER	DATE	
GENERAL NOTES		SHEET NUMBER				
5		OF 54				

DRIVEWAYS & ENTRANCES		
LOCATION	DESCRIPTION	OPENING
102+48 LT.	PAVED	26 FT.
103+86 RT.	PAVED	39 FT.
104+48 RT.	GRAVEL	22 FT.
104+68 RT.	PAVED	24 FT.
105+35 RT.	PAVED	26 FT.
106+94 RT.	PAVED	26 FT.
107+19 LT.	GRAVEL	32 FT.
107+58 LT.	PAVED	31 FT.
108+34 LT.	PAVED	25 FT.
109+29 LT.	PAVED	26 FT.
109+61 LT.	CONCRETE	26 FT.
109+69 RT.	PAVED	26 FT.
110+30 LT.	GRASS FIELD ENTRANCE	20 FT.
110+96 RT.	PAVED	26 FT.
111+38 LT.	PAVED	26 FT.
111+77 RT.	PAVED	26 FT.
112+13 LT.	PAVED	29 FT.
112+28 RT.	PAVED	26 FT.
113+00 LT.	PAVED	26 FT.
113+10 RT.	GRASS FIELD ENTRANCE	20 FT.
113+89 RT.	PAVED	26 FT.
114+05 LT.	PAVED	26 FT.
115+36 RT.	PAVED	51 FT.
115+46 LT.	PAVED	36 FT.
117+59 RT.	PAVED	28 FT.
118+72 RT.	PAVED	17 FT.
118+73 LT.	PAVED	30 FT.
120+69 RT.	PAVED	48 FT.
121+61 LT.	PAVED	19 FT.
121+62 RT.	PAVED	36 FT.
123+28 RT.	PAVED	70 FT.
123+54 LT.	PAVED	12 FT.
300+80 LT.	PAVED	19 FT.
301+17 LT.	PAVED	26 FT.

MULTIPLE MAILBOX SUPPORT - ITEM NO.606.51	
STATION	QUANTITY
111+18 LT	1 EA.
113+44 RT	1 EA.
121+30 LT	1 EA.

MAILBOX REMOVE AND RESET - ITEM NO.606.52	
STATION	QUANTITY
103+40 LT	1 EA.
103+78 LT	1 EA.
104+24 RT	1 EA.
105+00 RT	1 EA.
106+90 LT	2 EA.
107+22 RT	1 EA.
108+12 LT	2 EA.
109+80 LT	1 EA.
111+18 LT	2 EA.
111+18 RT	1 EA.
112+03 RT	1 EA.
112+80 LT	1 EA.
113+44 RT	2 EA.
117+33 RT	1 EA.
118+45 RT	1 EA.
121+30 LT	1 EA.
121+30 RT	8 EA.
300+35 LT	1 EA.

CLEARING (INCIDENTAL)		
STATION	TO	STATION
107+76	TO	108+29 RT.
116+34	TO	116+60 RT.
118+88	TO	119+02 LT.
119+10	TO	119+71 RT.
119+52	TO	121+45 LT.

BERWICK

ROCHESTER STREET

CONSTRUCTION NOTES

SHEET NUMBER

6

OF 54

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

STP-1732(800)X

WIN
17328.00

ST# 11309

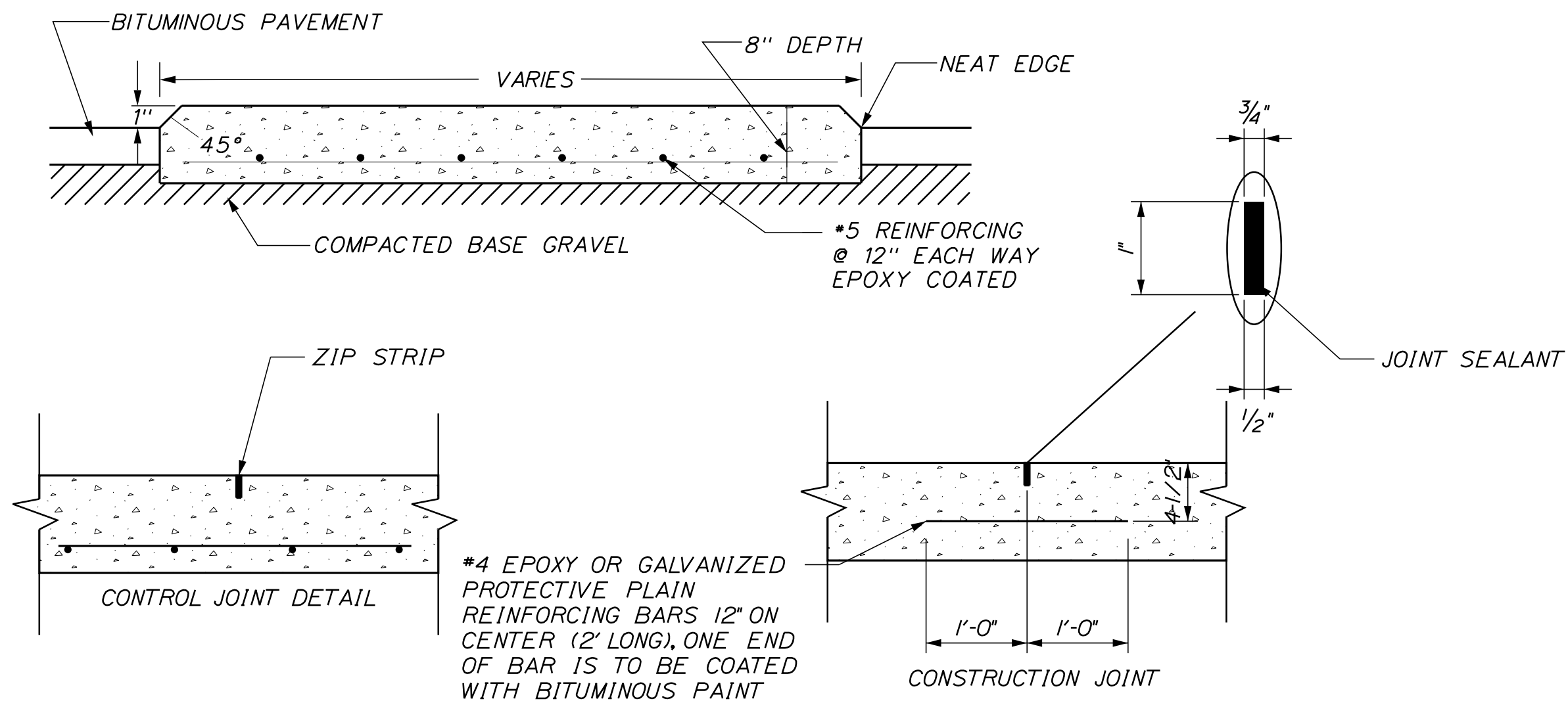
HIGHWAY PLANS

PROJ. MANAGER	R. CARRELL	BY	DATE
DESIGN-DETAILED		B. LYON	11/02/13
CHECKED-REVIEWED		S. SAWYER	11/02/13
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

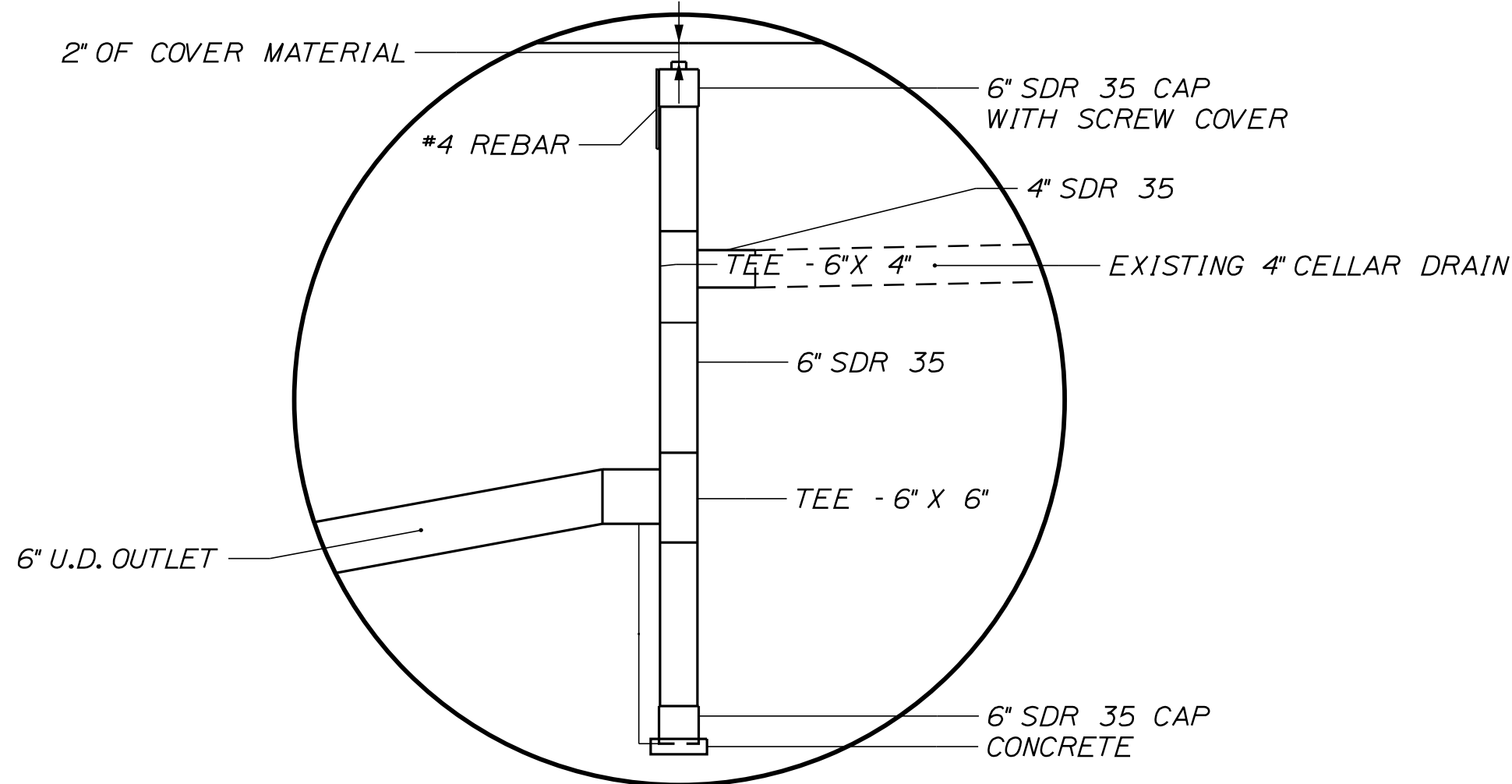
DATE



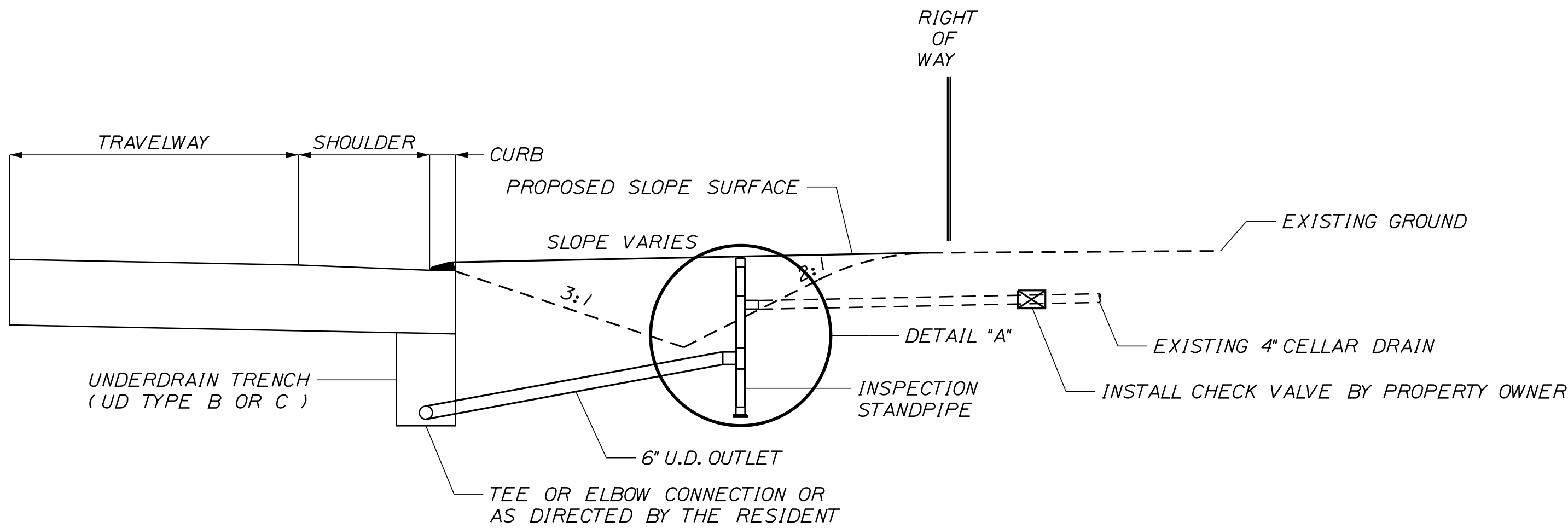
STRUCTURAL CONCRETE ROADWAY MEDIAN AND DRIVEWAYS

NOTES:

1. ALL WORK SHALL CONFORM WITH APPLICABLE PROVISIONS OF SECTION 502, STRUCTURAL CONCRETE; SECTION 503, REINFORCING STEEL; AND SECTION 515 PROTECTIVE COATING FOR CONCRETE SURFACES OF MAINE DOT'S STANDARD SPECIFICATIONS.
2. CONCRETE SHALL BE CLASS A.
3. JOINT SEALANT CONFORMING TO SECTION 714.04.
4. ZIP STRIP CONTROL JOINT SHALL BE 1/2" HARRIS PLASTIC CONTROL JOINT FORMER OR EQUIVALENT.
5. SAW CUT VERTICALLY AND REMOVE THE EXISTING PAVEMENT AS SHOWN ON THE LAYOUT PLAN.
6. APPLY A LIGHT COAT OF ASPHALT, TO ACT AS A BOND BREAKER, BETWEEN THE CONCRETE AND ADJACENT PAVEMENT.
7. THE COMPACTED GRAVEL BASE SHALL BE THOROUGHLY SATURATED WITH WATER PRIOR TO PLACEMENT OF THE CONCRETE.
8. CONCRETE SHALL BE PLACED IN A CONTINUOUS OPERATION TO KEEP CONSTRUCTION JOINTS TO A MINIMUM. CONSTRUCTION JOINTS WILL BE USED WHEN THERE IS A BREAK IN THE PLACEMENT. CONSTRUCTION JOINTS SHALL BE BRUSHED WITH A NEAT CEMENT PASTE IMMEDIATELY PRIOR TO MAKING THE ADJACENT PLACEMENT.
9. CONSTRUCT CONTROL JOINTS AT 10' +/- SPACING AS SHOWN ON THE LAYOUT PLANS.
10. THE SURFACE OF THE CONCRETE SHALL RECEIVE A LIGHT BROOM FINISH PERPENDICULAR TO THE FLOW OF TRAFFIC.
11. THE CURING PERIOD FOR THE CONCRETE SHALL BE 7 DAYS AND MEET THE REQUIREMENTS OF SECTION 502.15.
12. THE FINISHED SURFACE OF THE CONCRETE SHALL RECEIVE A PROTECTIVE COATING IN ACCORDANCE WITH SECTION 515. PAYMENT SHALL BE INCIDENTAL TO OTHER ITEMS.
13. CONCRETE DRIVEWAYS SHALL BE 8" THICK AND FLUSH WITH THE ADJACENT PAVEMENTS.



DETAIL "A"
INSPECTION STANDPIPE



POTENTIAL LOCATIONS

69 ROCHESTER STREET
94 ROCHESTER STREET

CELLAR DRAIN CONNECTION DETAIL: UNDERDRAIN SECTION

NOTES

1. PAYMENT FOR CONNECTION FROM THE INSPECTION STANDPIPE TO THE PROPOSED UNDERDRAIN SYSTEM SHALL BE A 150mm UNDERDRAIN OUTLET, ITEM NO. 605.1Q, OR AS DIRECTED BY THE RESIDENT.
2. INSPECTION STANDPIPE SHALL HAVE A SOLID COVER AND BE INSTALLED WITHIN THE STATE'S RIGHT OF WAY.
3. A CHECK VALVE TO PREVENT BACK FLOW TO PROPERTY MAY BE INSTALLED. CHECK VALVE SHOULD BE INSTALLED AT THE UPSTREAM SIDE OF THE CATCH BASIN AND OUTSIDE OF THE STATE'S RIGHT OF WAY. INSTALLATION OF CHECK VALVE SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER.
4. PAYMENT FOR CONNECTION OF THE EXISTING CELLAR DRAIN TO THE INSPECTION STANDPIPE SHALL BE INCIDENTAL TO THE ITEM NO. 801.141 OR 801.16.
5. THE STATION LOCATIONS MAY BE CHANGED TO FIT FIELD CONDITIONS, AS DIRECTED BY THE RESIDENT.
6. A 3' LENGTH OF #4 REBAR SHALL BE PLACED ADJACENT TO STANDPIPE AND FLUSH WITH CAP. INSTALLATION OF THE REBAR SHALL BE INCIDENTAL TO ITEM NO. 801.141 OR 801.16.
7. INVERTS AND SLOPES OF PIPES SHALL BE INSTALLED AS DIRECTED BY THE RESIDENT IN THE FIELD.

SHEET NUMBER		BERWICK ROCHESTER STREET		PROJ. MANAGER		R. CARRELL	BY	DATE	STATE OF MAINE	
		DESIGN-DETAILED		CHECKED-REVIEWED		B. LYON		11/2/13	DEPARTMENT OF TRANSPORTATION	
		DESIGN2-DETAILED2				S. SAWYER		11/2/13		
		DESIGN3-DETAILED3							SIGNATURE	
		REVISIONS 1							P.E. NUMBER	
		REVISIONS 2								
		REVISIONS 3								
		REVISIONS 4							DATE	
		FIELD CHANGES								
OF 54		SPECIAL DETAILS							WIN	
									17328.00	
									STH# 11309	
									HIGHWAY PLANS	

Maine Department of Transportation				Project: Rochester Street		Boring No.: HB-BERW-105					
Soil/Rock Exploration Log				Location: Berwick, Maine		WIN: 17328.00					
US CUSTOMARY UNITS											
Driller: Maimed01		Elevation (ft.):		Auger ID/DB: 5" Dia.							
Operator: Ciguere/Gulies/Daggett		Datum: NAVD88		Sampler: Off Flights							
Logged By: B. Wilder		Rig Type: CME 45C		Hammer Wt./Fall: N/A							
Date Start/Finish: 3/26/2012-3/26/2012		Drilling Method: Solid Stem Auger		Core Barrel: N/A							
Boring Location: 114+87, 1.8 ft Lts.		Casing ID/DB: N/A		Water Level*: 3.2 ft bgs.							
Definitions: D = Split Spoon Sample MD = Unsuccessful Split Spoon Sample attempt U = Thin Wall Tube Sample R = Rock Core Sample V = In Situ Vane Shear Test SSA = Solid Stem Auger				Definitions: S _u = In Situ Field Vane Shear Strength (psf) T _v = Pocket Torque Vane Shear Strength (psf) L _t = Unconfined Compressive Strength (psi) C _u = Lab Vane Shear Strength (psf) W _u = weight of solids, name MC = weight of core, MC = weight of casing				Definitions: MC = water content, percent LL = Liquid Limit PL = Plasticity Limit PI = Plasticity Index C = Grain Size Analysis MC = Consolidation Test			
Sample Information											
Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows (1/8 in. Shank) (ft. or 100 ft)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ASHTO and Unified Class	
					SSA		-0.33		4" PAVEMENT.		
							-1.40		Brown, damp, fine to coarse SAND, some gravel, trace silt, 0% gravel.		
									Light brown, moist, fine to medium SAND, little silt, trace gravel, 0.57		
5											
						</					

Maine Department of Transportation				Project:Rochester Street		Boring No.: HB-BERW-106	
Soil/Rock Exploration Log				Location:Berwick, Maine		WIN: 17328.00	
US CUSTOMER UNITS							
Driller: MaineDOT		Elevation (ft.):		Auger ID/DB: 5" Dia.			
Operator: Cigware/Gulies/Daggett		Datum: NAVD88		Sampler: Off Flights			
Logged By: B. Wilder		Rig Type: CME 45C		Hammer Wt./Fall: N/A			
Date Start/Finish: 3/26/2012-3/26/2012		Drilling Method: Solid Stem Auger		Core Barrel: N/A			
Boring Location: 115+12, 1.0 ft Lt.		Casing ID/DB: N/A		Water Level#: 3.6 ft bgs.			
Definitions				Definitions			
D = Split Spoon Sample				S _u = In Situ Field Vane Shear Strength (psf)			
MD = Unsuccessful Split Spoon Sample attempt				T _v = Pocket Torque Shear Strength (psf)			
U = Thin Wall Tube Sample				L _t = Liquid Limit			
R = Rock Core Sample				P _L = Plasticity Limit			
V = In Situ Vane Shear Test				P _L = Plasticity Index			
SSA = Solid Stem Auger				C = Grain Size Analysis			
				MC = weight of rock, MC = weight of casing			
				C = Consolidation Test			
Sample Information							
Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows (1/8 in. Shank) (ft. or 100 ft)	Pen./Rec. (in)	Casing Depth (ft.)	Elevation (ft.)

Maine Department of Transportation			Project:Rochester Street		Boring No.: HB-BERW-107					
Soil/Rock Exploration Log			Location:Berwick, Maine		WIN: 17328.00					
US CUSTOMARY UNITS										
Driller:	Maimed01	Elevation (ft.):		Auger ID/DB:	5" Dia.					
Operator:	Cigware/Gulies/Daggett	Bottom:	NAVDB	Sampler:	Off Flights					
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A					
Date Start/Finish:	3/26/2012-3/26/2012	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A					
Boring Location:	119+47, 8.2 ft Lt.	Casing ID/DB:	N/A	Water Level#:	9.5 ft bgs.					
DEFINITIONS D = Split Spoon Sample MD = Unsuccessful Split Spoon Sample attempt U = Thin Wall Tube Sample R = Rock Core Sample V = In Situ Vane Shear Test SSA = Solid Stem Auger			DEFINITIONS S _u = In Situ Field Vane Shear Strength (psf) T _v = Pocket Torque Shear Strength (psf) L _t = Liquid Limit P _L = Plasticity Limit PI = Plasticity Index C = Grain Size Analysis MC = weight of rock, MC = weight of casing C = Consolidation Test			DEFINITIONS MC = water content, percent LL = Liquid Limit PL = Plasticity Limit PI = Plasticity Index C = Grain Size Analysis C = Consolidation Test				
Sample Information										
Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows (1/8 in. Shank) (ft. or 100 ft)	Pen./Rec. (in)	Casing Depth (ft.)	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ASHTO and Unified Class
0	S9	0.42 - 8.60		SSA			-0.42		5" PAVEMENT.	GR264082 A-1-b, SM MC=1.35
5							-8.60		Grey, saturated, silty SAND, trace gravel.	
10	S10	8.60 - 13.00					-8.60			GR264083 A-4, SM MC=18.35
15							-13.00		Grey, wet, clayey-silt.	
20							-18.50		Grey, wet, fine to coarse SAND, some gravel, some silt.	
25							-20.00		Bottom of Exploration at 20.00 feet below ground surface. NO REFUSAL	
24 Remarks:										
Stratification lines represent approximate boundaries between soil type transitions may be gradual.										Page 1 of 1
* 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.										Boring No.: HB-BERW-107

Maine Department of Transportation				Project:Rochester Street		Boring No.: HB-BERW-108				
Soil/Rock Exploration Log				Location:Berwick, Maine		WIN: 17328.00				
US CUSTOMARY UNITS										
Driller:	Maimed01	Elevation (ft.):		Auger ID/DB:		5" Dia.				
Operator:	Cigware/Gulies/Daggett	Bottom:		NAVDB		Sampler:		Off Flights		
Logged By:	B. Wilder	Rig Type:		CME 45C		Hammer Mt./Falls:		N/A		
Date Start/Finish:	3/26/2012-3/26/2012	Drilling Method:		Solid Stem Auger		Core Barrel:		N/A		
Boring Location:	121+11.5, 8.1 FT LT.	Casing ID/DB:		N/A		Water Level#:		None Observed		
Definitions:				Definitions:						
D = Split Spoon Sample				S _u = In Situ Field Vane Shear Strength (psf)						
MD = Unsuccessful Split Spoon Sample attempt				T _v = Pocket Torque Shear Strength (psf)						
U = Thin Wall Tube Sample				L _t = Liquid Limit						
R = Rock Core Sample				P _L = Plasticity Limit						
V = In Situ Vane Shear Test				PI = Plasticity Index						
SSA = Solid Stem Auger				C = Grain Size Analysis						
				MC = weight of rock, MC = weight of casing						
				C = Consolidation Test						
Sample Information										
Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows (1/8 in. Shank) (ft. or 100 ft)	Pen./Rec. (in)	Casing Depth (ft.)	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ASHTO and Unified Class
0									5" PAVEMENT.	
									Brown, damp, fine to coarse SAND, some gravel, little silt.	
5										
									Grey, wet, silty, fine to medium SAND, some clay.	
									Bottom of Exploration at 10.00 feet below ground surface.	
									NO REFUSAL	

Maine Department of Transportation			Project:Rochester Street		Boring No.: HB-BERW-101					
Soil/Rock Exploration Log			Location:Berwick, Maine		WIN: 17328.00					
US CUSTOMARY UNITS										
Driller: Maimed01	Elevation (ft.):	Auger ID/DB: 5" Dia.								
Operator: Cigware/Gulies/Daggett	Datum: NAVD88	Sampler: Off Flights								
Logged By: B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: N/A								
Date Start/Finish: 3/26/2012-3/26/2012	Drilling Method: Solid Stem Auger	Core Barrel: N/A								
Boring Location: 104+59, 5.2 ft Lt.	Casing ID/DB: 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 = In Situ Vane Shear Test SSA = Solid Stem Auger			Definitions S _u = In Situ Field Vane Shear Strength (psf) T _v = Pocket Torque Shear Strength (psf) L _t = Unconfined Compressive Strength (psf) C _u = In Situ Cone Shear Strength (psf) MC = weight of solids, MC = weight of casing C = weight of cone, MC = weight of casing			Definitions MC = water content, percent LL = Liquid Limit PL = Plastic Limit PI = Plasticity Index C = Grain Size Analysis MC = Consolidation Test				
Sample Information										
Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows (1/8 in. Shank) (ft. or 100 ft)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ASHTO and Unified Class
	S1	0.00 - 0.42				SSA	-0.42		5" PAVEMENT, core taken.	GR264075 A-1-b, SM-SM MC=1.55 WC=6.85
	S2	0.42 - 1.10					-1.10		Brown, damp, fine to coarse SAND, some gravel, little silt.	
	S3	1.10 - 4.20							Light brown, damp, fine to medium SAND, little silt, trace gravel.	
5		4.20 - 6.30					-4.20		Brown, moist, fine to coarse SAND, some gravel, trace silt.	
							-6.30		Bottom of Exploration at 6.30 feet below ground surface. NO REFUSAL	
10										
15										
20										
25										
Remarks:										
Stratification lines represent approximate boundaries between soil type 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-BERW-101	

Maine Department of Transportation				Project: Rochester Street		Boring No.: HB-BERW-103				
Soil/Rock Exploration Log				Location: Berwick, Maine		WIN: 17328.00				
US CUSTOMER UNITS										
Driller: MaimedOT		Elevation (ft.):		Auger ID/DB: 5" Dia.						
Operator: Ciguere/Gulies/Daggett		Datum: NAVD83		Sampler: Off Flights						
Logged By: B. Wilder		Rig Type: CME 45C		Hammer Wt./Fall: N/A						
Date Start/Finish: 3/26/2012-3/26/2012		Drilling Method: Solid Stem Auger		Core Barrel: N/A						
Boring Location: 108+87, 8.4 ft Lt.		Casing ID/DB: N/A		Water Level#: None Observed						
DEFINITIONS:				DEFINITIONS:						
D = Split Spoon Sample				MC = water content, percent						
MD = unsuccessful Split Spoon Sample attempt				LL = Liquid Limit						
U = Thin Wall Tube Sample				PL = Plastic Limit						
R = Rock Core Sample				PI = Plasticity Index						
V = In Situ Vane Shear Test				C = Grain Size Analysis						
SSA = Solid Stem Auger				MC = weight of rock, MC = weight of casing						
C = Consolidation Test										
Sample Information										
Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows (1/8 in. Shank) (ft. or 100 ft)	Pen./Rec. (in)	Casing Depth (ft.)	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ASHTO and Unified Class
									5.5" PAVEMENT.	
									Brown, moist, fine to coarse SAND, some silt, trace gravel.	
									SSA	
								</		

Maine Department of Transportation				Project:Rochester Street		Boring No.: HB-BERW-102				
Soil/Rock Exploration Log				Location:Berwick, Maine		WIN: 17328.00				
US CUSTOMARY UNITS										
Driller: MaineDOT		Elevation (ft.):		Auger ID/DB: 5" Dia.						
Operator: Cigware/Gulies/Daggett		Datum: NAVD88		Sampler: Off Flights						
Logged By: B. Wilder		Rig Type: CME 45C		Hammer Wt./Fall: N/A						
Date Start/Finish: 3/26/2012-3/26/2012		Drilling Method: Solid Stem Auger		Core Barrels: N/A						
Boring Location: 108+87, 1.6 ft Rt.		Casing ID/DB: N/A		Water Level#: None Observed						
Definitions:				Definitions:						
D = Split Spoon Sample				S _u = In Situ Field Vane Shear Strength (psf)						
MD = Unsuccessful Split Spoon Sample attempt				T _v = Pocket Torque Shear Strength (psf)						
U = Thin Wall Tube Sample				L _t = Liquid Limit						
R = Rock Core Sample				P _L = Plastic Limit						
V = In Situ Vane Shear Test				C _u (psf) = Lab Vane Shear Strength (psf)						
SSA = Solid Stem Auger				W _N = weight of 140lb. hammer						
				W _R = weight of rock, W _C = weight of casing						
Sample Information										
Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows (1/8 in. Shank) Strength of RBD (ft)	N-value	Casing Blow(s)	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ ASHTO and Unified Class
0	S4	0.46 - 3.00				SSA	-0.46		5.5" PAVEMENT.	GR264078 A-2-4, SM WC=1.55
5	S5	3.00 - 10.00					-3.00		Brown, moist, fine to coarse SAND, some silt, trace gravel.	
5									Gray-brown, wet, fine to medium SAND, some silt.	GR264079 A-2-4, SM WC=1.45
10							-10.00		Bottom of Exploration at 10.00 feet below ground surface. NO REFUSAL	
15										
20										
25										
Remarks:										
Stratification lines represent approximate boundaries between soil type 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-BERW-102	

Maine Department of Transportation			Project:Rochester Street	Boring No.:	HB-BERW-104					
Soil/Rock Exploration Log			Location:Berwick, Maine	WIN:	17328.00					
US CUSTOMARY UNITS										
Driller:	Maimed01	Elevation (ft.):	Auger ID/DB: 5" Dia.							
Operator:	Cigware/Gulies/Daggett	Datum:	NAVDB							
Logged By:	B. Wilder	Rig Type:	CME 45C	Sampler:	Off Flights					
Date Start/Finish:	3/26/2012-3/26/2012	Drilling Method:	Solid Stem Auger	Core Barrels:	N/A					
Boring Location:	112+30, 0.8 ft Rt.	Casing ID/DB:	N/A	Water Level#:	7.5 ft bgs.					
Definitions			Definitions							
D = Split Spoon Sample			S _u = In Situ Field Vane Shear Strength (psf)							
MD = Unsuccessful Split Spoon Sample attempt			T _v = Pocket Torque Shear Strength (psf)							
U = Thin Wall Tube Sample			L _t = Liquid Limit							
R = Rock Core Sample			P _L = Plasticity Limit							
V = In Situ Vane Shear Test			P _I = Plasticity Index							
SSA = Solid Stem Auger			C = Grain Size Analysis							
			C = Consolidation Test							
Sample Information										
Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows (1/8 in. Shank) (ft. or 100 ft)	Pen./Rec. (in)	Casing Depth (ft.)	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ASHTO and Unified Class
0	PC-2	0.00 - 0.33	SSA	-0.33					4" PAVEMENT, core taken.	GR264080
	S7	0.33 - 1.30		-1.30					Brown, damp, fine to coarse SAND, some gravel, trace silt.	A-1-b, SM
		1.30 - 6.50							Light brown, moist, fine to medium SAND, little silt, trace gravel.	MC=1.15 GR264081 A-1-b, SP-S MC=13.5%
5										

Maine Department of Transportation Soils/Book Exploration Log US CUSTOMARY UNITS				Project:Rochester Street Location:Berwick, Maine		Boring No.: HB-BERW-109 WIN: 17328.00	
Driller: MaineDOT		Elevation (ft.):		Auger ID/OD: 5" Dia.		Sampler: Off Flights	
Operator: Ciguere/Guiles/Daggett		Datum: NAVD88		Rig Type: CME 45C		Hammer Wt./Fall: N/A	
Logged By: B. Wilder		Drilling Method: Solid Stem Auger		Core Barrel: N/A		Water Level: None Observed	
Date Start/Finish: 3/26/2012-3/26/2012		Casing ID/OD: N/A		Boring Location: 121+11.4, 0.0 FT RT.		Soils Notes: S = Split Spoon Sample MS = Unsuccessful Split Spoon Sample attempt U = Thin Wall Tube Sample R = Rock Core Sample V = In situ vane shear test SSA = Solid Stem Auger	
Soils Notes: S _u = In situ Field vane shear strength (psf) T _u = Pocket Torque Shear Strength (psf) q _u = Unconfined Compressive Strength (psf) S _{u,lab} = Lab Vane Shear Strength (psf) W _h = Weight of 140lb. hammer W _{sp} = weight of cone, WCC = weight of casing		Definitions: MC = water content, percent LL = Liquid Limit PL = Plastic Limit PI = Plasticity Index C = Grain Size Analysis G = Consolidation Test		Definitions: MC = water content, percent LL = Liquid Limit PL = Plastic Limit PI = Plasticity Index C = Consolidation Test			
Sample Information							
Depth (ft.)	Sample No.	Pen./Blow (lb./ft.)	Sample Depth (ft.)	Blow (1/6 in. Shear Strength or 100 lb./ft.)	N-value	Casing Blow	Elevation (ft.)
0.42	S11	6.00					-0.42
Visual Description and Remarks							
5" PAVEMENT.							
Brown, damp, fine to coarse SAND, some gravel, little silt.							
Laboratory Testing Results/ASHTO and Unified Class							
CH24084 MC=3.6%							
6.00							
Grey, wet, silty, fine to medium SAND, some clay.							
Bottom of Exploration at 10.00 feet below ground surface.							
NO REFUSAL							
Remarks:							
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.							
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.							
Boring No.: HB-BERW-109						Page 1 of 1	

Maine Department of Transportation Soils/Book Exploration Log US CUSTOMARY UNITS						Project: Rochester Street Location: Berwick, Maine		Boring No.: HB-BERW-110 WIN: 17328.00	
Driller: MaineDOT			Elevation (ft.):			Auger ID/OD: 5" Dia.		Sampler: Off Flights	
Operator: Ciguere/Guiles/Daggett			Datum: NAVD88			Rig Type: CME 45C		Hammer Wt./Fall: N/A	
Logged By: B. Wilder			Drilling Method: Solid Stem Auger			Core Barrel: N/A		Water Level: 6.0 ft bgs.	
Date Start/Finish: 3/26/2012-3/26/2012			Casing ID/OD: N/A			Boring Location: 123+09.1, 6 ft L/L		Soils Notes: S = Split Spoon Sample MS = Unsuccessful Split Spoon Sample attempt U = Thin Wall Tube Sample R = Rock Core Sample V = In situ vane shear test SSA = Solid Stem Auger	
Definitions:			Definitions:			Definitions:		Definitions:	
S = Split Spoon Sample			S _u = In situ Field Vane Shear Strength (psf)			MC = water content, percent		LL = Liquid Limit	
MS = Unsuccessful Split Spoon Sample attempt			T _u = Pocket Torque Shear Strength (psf)			PL = Plastic Limit		PI = Plasticity Index	
U = Thin Wall Tube Sample			q _u = Unconfined Compressive Strength (psf)			C = Grain Size Analysis		G = Consolidation Test	
R = Rock Core Sample			S _{u,lab} = Lab Vane Shear Strength (psf)						
V = In situ vane shear test			W _h = weight of 140lb. hammer						
SSA = Solid Stem Auger			W _{sp} = weight of cone, W _{cc} = weight of casing						
Sample Information									
Depth (ft.)	Sample No.	Pen./Blow (1/6 in. Sp.)	Sample Depth (ft.)	Blow (1/6 in. Shear Strength or 100 ft. R/L) (ft.)	N-value	Casing Blow	Elevation (ft.)	Visual Description and Remarks	
0.00	PC-3	0.50					-0.50	5" PAVEMENT, core taken.	
							-0.50	Brown, damp, fine to coarse SAND, some gravel, little silt, BS?	
							-3.40	Brown, moist, fine to coarse SAND, some silt.	
5							-5.50	Light brown, moist, fine to medium SAND, trace gravel, trace silt, BS?	
							-8.50	Grey, wet, fine to coarse SAND, little silt, trace gravel.	
10							-10.00	Bottom of Exploration at 10.00 feet below ground surface. NO REFUSAL	
15									
20									
25									
Remarks:									
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.									
* 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-BERW-110	

Maine Department of Transportation				Project:Rochester Street		Boring No.: HB-BERW-111	
Soils/Rock Exploration Log				Location: Berwick, Maine		WIN: 17328.00	
US CUSTOMARY UNITS							
Driller: MaineDOT		Elevation (ft.):		Auger ID/OD: 5" Dia.		Sampler: Off Flights	
Operator: Ciguere/Guiles/Daggett		Datum: NAVD88		Rig Type: CME 45C		Hammer Wt./Fall: N/A	
Logged By: B. Wilder		Drilling Method: Solid Stem Auger		Core Barrel: N/A		Water Level: None Observed	
Bore Start/Finish: 3/26/2012-3/26/2012		Casing ID/OD: N/A		Boring Location: 124+72.5, 3.8 ft R/L		Soils Notes:	
Bore Location: 124+72.5, 3.8 ft R/L							
Definitions:				Definitions:			
S = Split Spoon Sample				S _u = In situ Field Vane Shear Strength (psf)			
MS = Unsuccessful Split Spoon Sample attempt				T _u = Pocket Torque Shear Strength (psf)			
U = Thin Wall Tube Sample				q _u = Unconfined Compressive Strength (psf)			
R = Rock Core Sample				S _{u,lab} = Lab Vane Shear Strength (psf)			
V = In situ Vane Shear Test				W _h = weight of 140lb. hammer			
SSA = Solid Stem Auger				W _{sp} = weight of cone, W _{cc} = weight of casing			
Sample Information				Soils Notes:			
Depth (ft.)	Sample No.	Pen./Blow (lb./ft.)	Sample Depth (ft.)	Blow (1/6 in. Shear Strength or 100 ft. R/L)	N-value	Casing Blow (ft.)	Elevation (ft.)
0.50	S13	8.00					-0.50
				Visual Description and Remarks			
				5" PAVEMENT.			
				Brown, moist, fine to coarse SAND, some gravel, trace silt, occasional cobbles.			
				Laboratory Testing Results/ASHTO and Unified Class			
				CH24086			
				MC=4.2%			
				8.00			
				Bottom of Exploration at 8.00 feet below ground surface.			
				NO REFUSAL			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1732(800)X

WIN
17328.00
HIGHWAY PLANS

BERWICK
ROCHESTER STREET

BORING LOGS

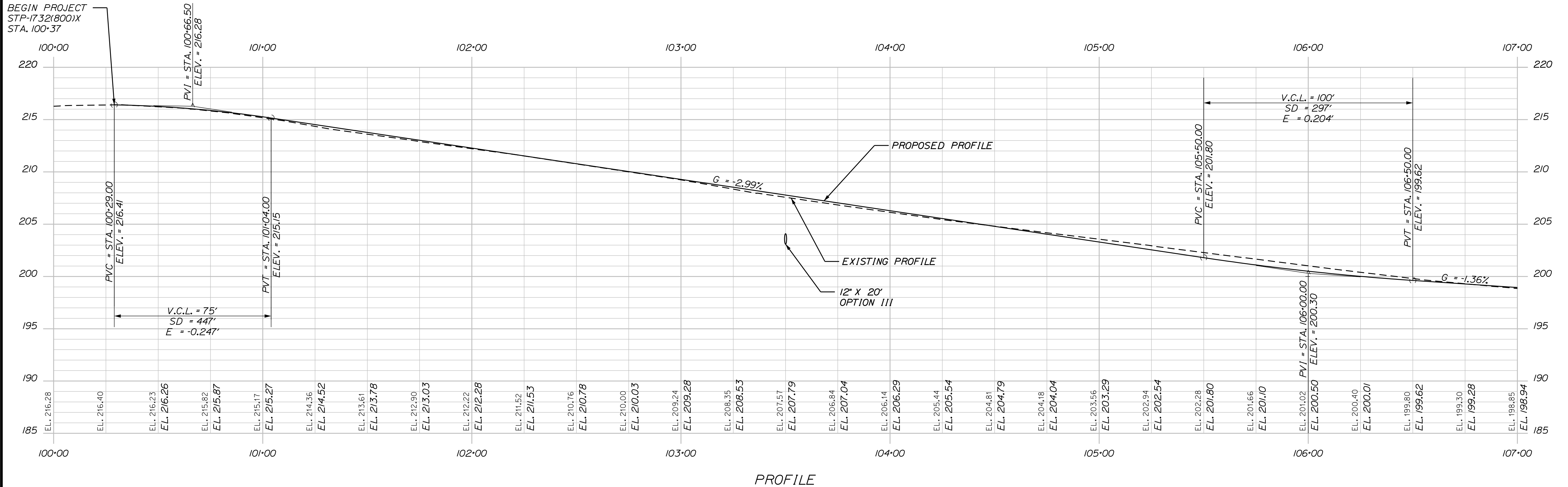
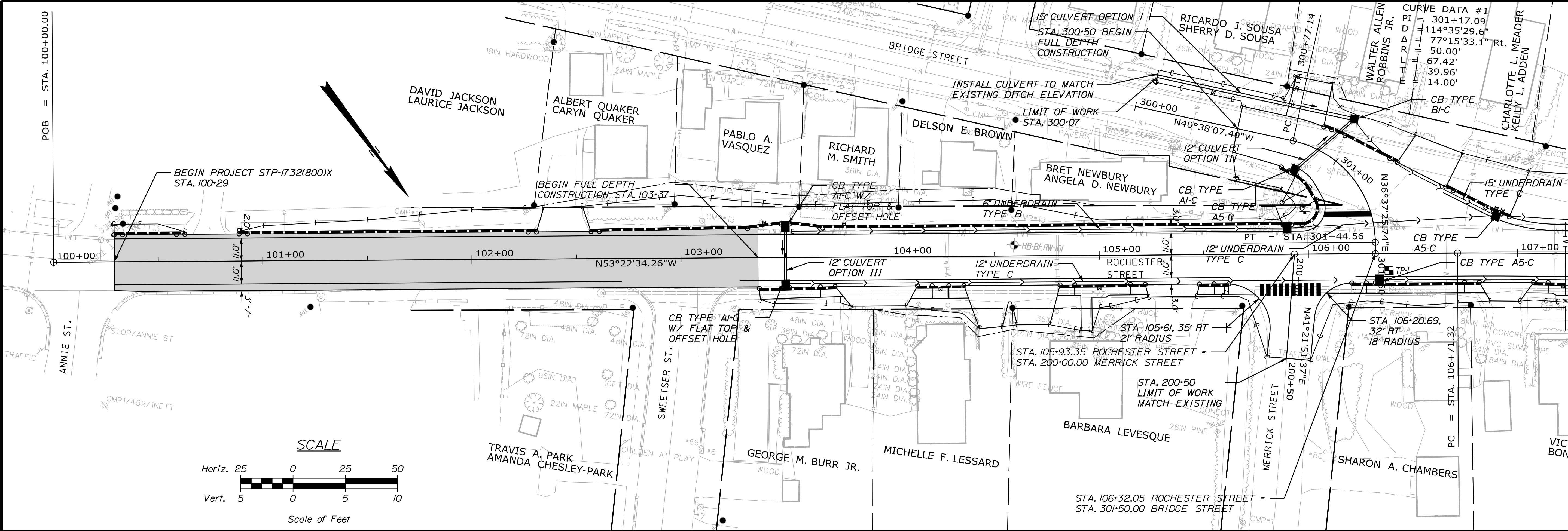
SHEET NUMBER
9
OF 54

PROJ. MANAGER
DESIGN-DETAILED
DESIGN-REVIEWED
DESIGN-DETAILED
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

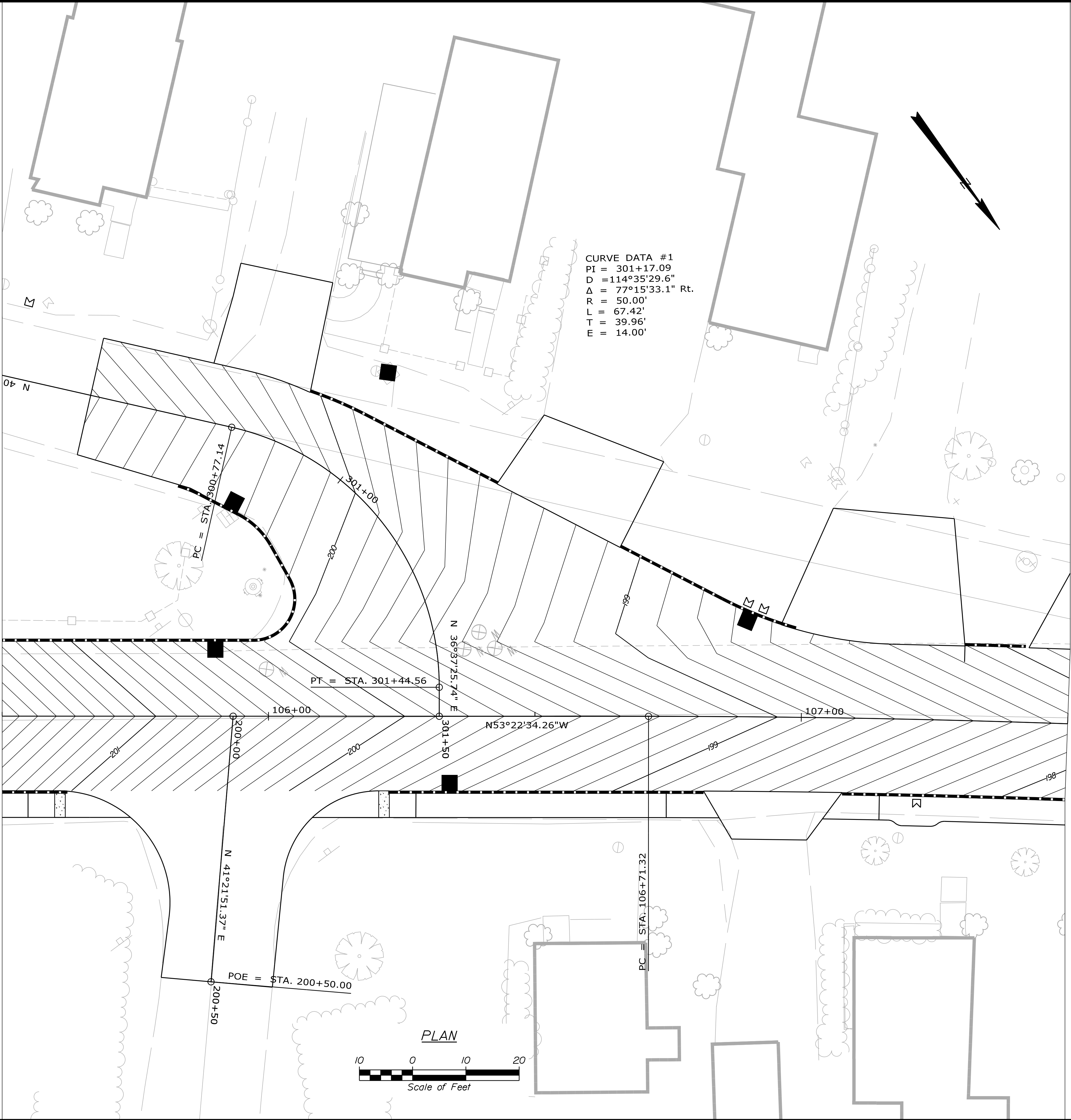
BY
T. WHITE
APR 2013

DATE

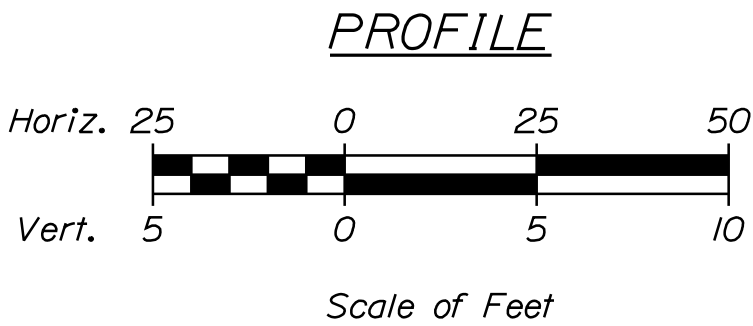
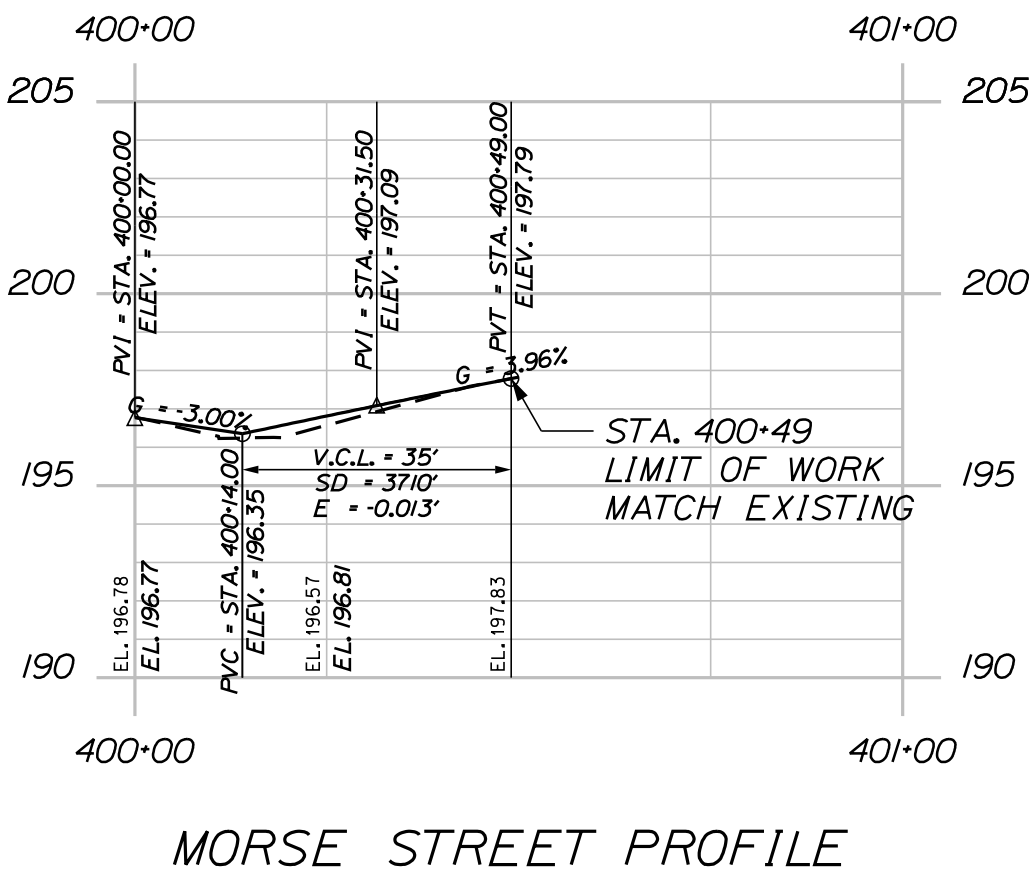
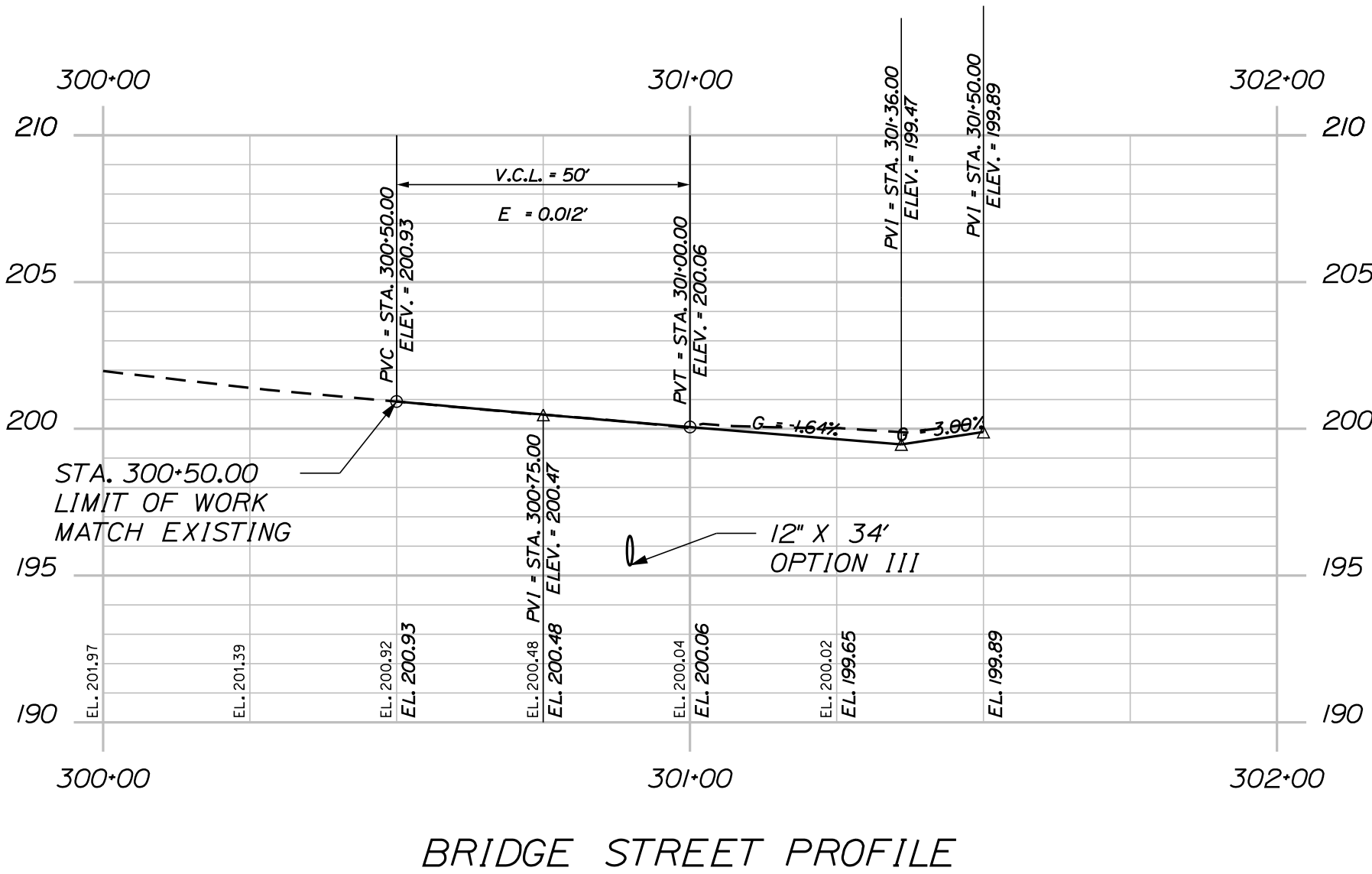
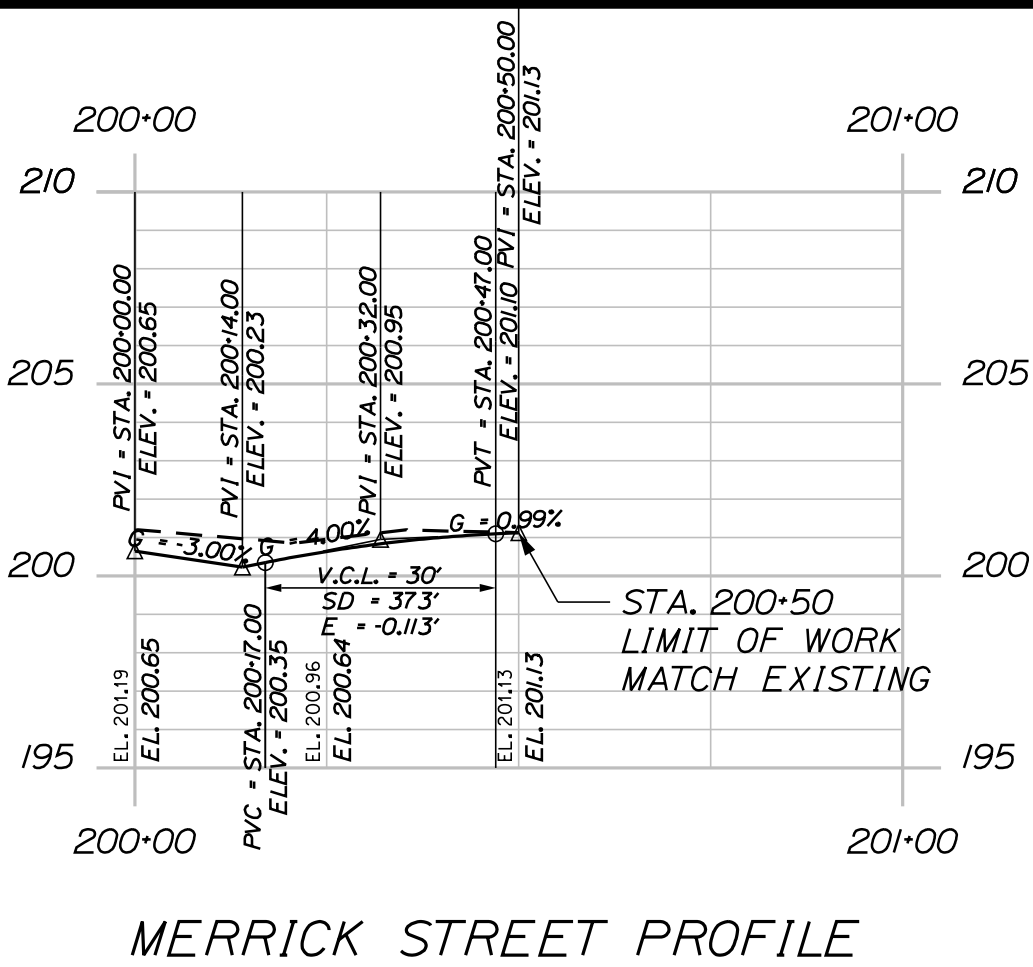
SIGNATURE
P.E. NUMBER
DATE



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PROJECT		SHEET		DATE		P.E. NUMBER		DATE	
BERWICK ROCHESTER STREET		10		12/02/13		17328.00		12/02/13	
SHEET NUMBER		10		DATE		P.E. NUMBER		DATE	
10		10		12/02/13		17328.00		12/02/13	
OF 54		OF 54		12/02/13		17328.00		12/02/13	



STATE OF MAINE					
DEPARTMENT OF TRANSPORTATION					
STP-1732(800)X					
WIN					
17328.00					
ST# 11309					
HIGHWAY PLANS					



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		SIGNATURE				STP-1732(800)X
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		P.E. NUMBER				WIN 17328.00
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		DATE				ST# 11309 HIGHWAY PLANS
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STATE OF MAINE DEPARTMENT OF TRANSPORTATION		DATE				

Date:11/15/2013

Username: rneek

Filename: ...\\HIGHWAY\\MSTA\\016_CURBPLAN.dgn Division: HIGHWAY

GEOMETRICS-STATIONS
AND OFFSETS FOR SOUTHERLY CURB

POINT	PC/PT	STATION	OFFSET	X-COORD.	Y-COORD.
79		100+29.00	13.00 LT.	852897.0874	159158.4666
80		100+33.00	13.00 LT.	852893.8810	159160.8544
81		100+58.81	13.00 LT.	852873.1632	159176.2541
82		100+62.81	13.00 LT.	852869.9529	159178.6404
83		100+88.75	13.00 LT.	852849.1332	159194.1115
84		100+92.75	13.00 LT.	852845.9268	159196.4992
85		102+26.97	13.00 LT.	852738.1931	159276.5663
86		102+30.97	13.00 LT.	852734.9861	159278.9626
87		102+57.01	13.00 LT.	852714.0835	159294.4872
88		102+61.01	13.00 LT.	852710.8462	159296.8314
89		103+31.88	13.94 LT.	852653.4411	159338.4063
90		103+48.00	16.00 LT.	852639.2797	159346.3643
91		103+52.00	16.00 LT.	852636.0694	159348.7505
92		103+67.90	14.00 LT.	852624.5017	159359.8364
93		105+88.00	14.00 LT.	852447.8558	159491.1437
94		105+92.00	14.00 LT.	852444.6455	159493.5299
95	PC	105+97.17	14.00 LT.	852440.4919	159496.6174

GEOMETRICS-STATIONS
AND OFFSETS FOR SOUTHERLY CURB

POINT	PC/PT	STATION	OFFSET	X-COORD.	Y-COORD.
96		300+07.17	19.87 RT.	852427.7804	159491.1972
97	PT	300+96.47	17.48 RT.	852426.8938	159484.1539
98		300+84.19	15.09 RT.	852428.3046	159475.6745
99		300+78.89	14.46 RT.	852429.9705	159472.2734
100		300+74.30	13.42 RT.	852431.8197	159468.4886
102	PC	300+87.81	11.00 LT.	852404.0511	159465.4252
103		300+91.06	11.48 LT.	852401.8641	159468.7905
104	PT	300+96.65	12.37 LT.	852398.5122	159474.9060
105		301+14.08	19.84 LT.	852387.9227	159496.5254
106		301+16.54	21.79 LT.	852386.1631	159500.1176
107		106+65.97	31.68 LT.	852374.7262	159523.4670
108		106+69.53	29.85 LT.	852372.9666	159527.0592
109	PC	106+84.91	21.89 LT.	852365.2869	159542.7380
110		106+88.59	20.13 LT.	852363.3785	159546.3781
111		106+92.27	18.63 LT.	852361.3325	159549.8152
112		106+96.02	17.33 LT.	852359.1029	159553.1358
162		105+97.17	22.00 LT.	852435.7173	159490.1940
163		105+87.59	24.75 LT.	852441.7715	159482.2713

PAVEMENT MARKING NOTES

1. ALL PAVEMENT MARKINGS SHALL BE IN CONFORMANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, U.S. DOT, FHWA, 2003 EDITION.

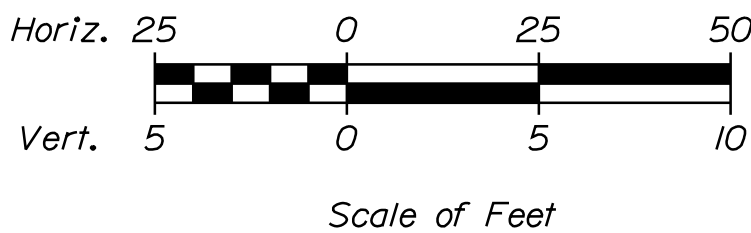
2. ALL PAVEMENT MARKING LINES SHALL BE PAINT AND 4" WIDE EXCEPT FOR:

SOLID WHITE STOP LINES - 24"
CROSSWALK BARS - 24"
(PAYMENT AS ITEM 627.75)

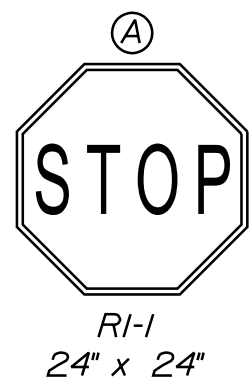
LEGEND

DYCL	DOUBLE YELLOW CENTERLINE
SWLL	SOLID WHITE LANE LINE
SWSL	SOLID WHITE STOP LINE

CROSSWALK DETAIL
NOT TO SCALE



SIGN LEGEND



GEOMETRICS-STATIONS
AND OFFSETS FOR NORTHERLY CURB

POINT	PC/PT	STATION	OFFSET	X-COORD.	Y-COORD.
1		103+37.37	14.79 RT.	852666.1685	159364.7319
2		103+48.00	14.56 RT.	852657.5037	159370.8854
3		103+52.00	14.47 RT.	852654.2425	159373.2015
4		103+66.60	14.15 RT.	852642.3320	159381.6601
5		103+73.60	14.00 RT.	852636.6248	159385.7132
6		104+13.00	14.00 RT.	852605.0055	159409.2161
7		104+20.00	14.00 RT.	852599.3875	159413.3921
8		104+28.00	14.00 RT.	852592.9670	159418.1645
9		104+35.00	14.00 RT.	852587.1686	159422.4745
10		104+81.19	14.00 RT.	852550.2822	159449.8926
11		104+88.19	14.00 RT.	852544.6642	159454.0685
12		105+14.88	14.00 RT.	852523.2385	159469.9944
13		105+21.88	14.00 RT.	852517.6205	159474.1704
14		105+47.86	14.00 RT.	852496.7695	159489.6691
15		105+54.86	14.00 RT.	852491.1515	159493.8450
16		105+61.86	14.00 RT.	852485.5335	159498.0209
17		106+20.69	14.00 RT.	852438.3211	159533.1145
18		106+27.69	14.00 RT.	852432.7030	159537.2905
164		106+32.00	14.00 RT.	852429.2428	159539.8625
165		106+36.00	14.00 RT.	852426.0325	159542.2487
20		106+74.67	14.00 RT.	852395.0127	159565.3091
21		106+81.72	14.00 RT.	852389.4075	159569.5022
22		107+07.88	14.00 RT.	852368.7036	159585.2296
23	PC	107+14.88	14.00 RT.	852363.1609	159589.5050

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1732(800)X

WIN
17328.00

ST# 11309
HIGHWAY PLANS

DATE
11/02/13

BY
B. LYON

CHECKED
S. SAWYER

DESIGNED
R. CARRELL

REVISIONS
1

REVISIONS
2

REVISIONS
3

REVISIONS
4

FIELD CHANGES

SIGNATURE

P.E. NUMBER

DATE

BERWICK
ROCHESTER STREET

GEOMETRICS, CURB LAYOUT AND STRIPING

SHEET NUMBER

16

OF 54

Date:11/15/2013

Username: rneek

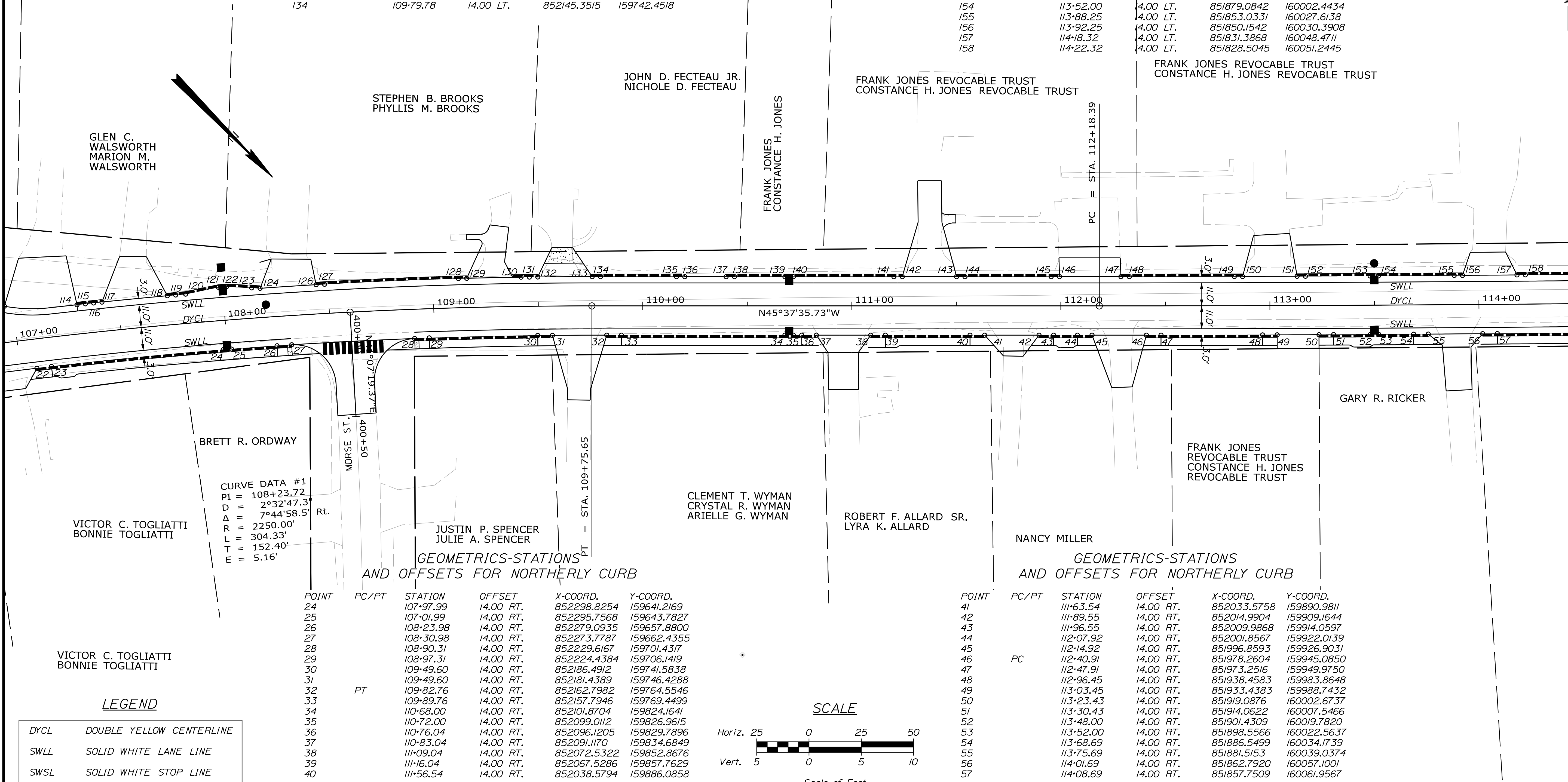
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GEOMETRICS-STATIONS
AND OFFSETS FOR SOUTHERLY CURB

POINT	PC/PT	STATION	OFFSET	X-COORD.	Y-COORD.
114		107+30.38	14.00 LT.	852333.7587	159576.9251
115		107+34.38	14.00 LT.	852330.6197	159579.3934
116		107+38.38	14.00 LT.	852327.4840	159581.8647
117		107+42.38	14.00 LT.	852324.3455	159584.3492
118		107+73.51	14.00 LT.	852299.8809	159604.0441
119		107+77.51	14.00 LT.	852296.7807	159606.5749
120		107+82.24	14.00 LT.	852293.0822	159609.6114
121		107+98.01	16.00 LT.	852279.5849	159618.2029
122		108+02.01	16.00 LT.	852276.5164	159620.7688
123		108+13.81	14.49 LT.	852268.3782	159629.5896
124		108+17.78	14.00 LT.	852265.6479	159632.5508
126		108+44.47	14.00 LT.	852245.2911	159650.0612
127		108+48.47	14.00 LT.	852242.2581	159652.7057
128		109+12.15	14.00 LT.	852194.5975	159695.5377
129		109+16.15	14.00 LT.	852191.6623	159698.2564
130		109+41.97	14.00 LT.	852172.7013	159716.0486
131		109+45.97	14.00 LT.	852169.8030	159718.8053
132		109+49.97	14.00 LT.	852166.9102	159721.5667
133		109+75.78	14.00 LT.	852148.2107	159739.6545
134		109+79.78	14.00 LT.	852145.3515	159742.4518

GEOMETRICS-STATIONS
AND OFFSETS FOR SOUTHERLY CURB

POINT	PC/PT	STATION	OFFSET	X-COORD.	Y-COORD.
135		110+16.11	14.00 LT.	852119.3854	159767.8603
136		110+20.11	14.00 LT.	852116.5261	159770.6577
137		110+39.85	14.00 LT.	852102.4107	159784.4677
138		110+43.85	14.00 LT.	852099.5495	159787.2629
139		110+68.00	14.00 LT.	852082.2891	159804.1498
140		110+72.00	14.00 LT.	852079.4300	159806.9471
141		111+20.13	14.00 LT.	852045.0287	159840.6041
142		111+24.13	14.00 LT.	852042.1695	159843.4014
143		111+50.13	14.00 LT.	852023.5847	159861.5841
144		111+54.13	14.00 LT.	852020.7255	159864.3814
145		111+95.36	14.00 LT.	851991.2528	159893.2164
146		111+99.36	14.00 LT.	851988.3936	159896.0137
147	PC	112+28.74	14.00 LT.	851967.3935	159916.5564
148		112+32.74	14.00 LT.	851964.5329	159919.3523
149		112+82.99	14.00 LT.	851928.5813	159954.4116
150		112+86.99	14.00 LT.	851925.7145	159957.2011
151		113+13.06	14.00 LT.	851907.0291	159975.3595
152		113+17.06	14.00 LT.	851904.1588	159978.1454
153		113+48.00	14.00 LT.	851881.9586	159999.6617
154		113+52.00	14.00 LT.	851879.0842	160002.4434
155		113+88.25	14.00 LT.	851853.0331	160027.6138
156		113+92.25	14.00 LT.	851850.1542	160030.3908
157		114+18.32	14.00 LT.	851831.3868	160048.4711
158		114+22.32	14.00 LT.	851828.5045	160051.2445



CURVE DATA #1
PI = 108+23.72
D = 2°32'47.3"
Δ = 7°44'58.5"
R = 2250.00'
L = 304.33'
T = 152.40'
E = 5.16'

LEGEND

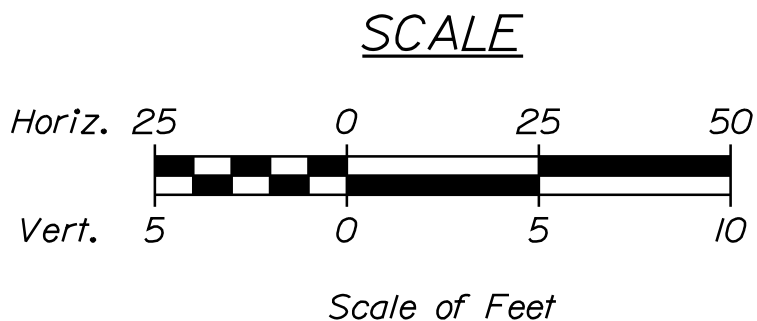
DYCL	DOUBLE YELLOW CENTERLINE
SWLL	SOLID WHITE LANE LINE
SWSL	SOLID WHITE STOP LINE

GEOMETRICS-STATIONS
AND OFFSETS FOR NORTHERLY CURB

POINT	PC/PT	STATION	OFFSET	X-COORD.	Y-COORD.
24		107+97.99	14.00 RT.	852298.8254	159641.2169
25		107+01.99	14.00 RT.	852295.7568	159643.7827
26		108+23.98	14.00 RT.	852279.0935	159657.8800
27		108+30.98	14.00 RT.	852273.7787	159662.4355
28		108+90.31	14.00 RT.	852229.6167	159701.4317
29		108+97.31	14.00 RT.	852224.4384	159706.1419
30		109+49.60	14.00 RT.	852186.4912	159741.5838
31		109+49.60	14.00 RT.	852181.4389	159746.4288
32	PT	109+82.76	14.00 RT.	852162.7982	159764.5546
33		109+89.76	14.00 RT.	852157.7946	159769.4499
34		110+68.00	14.00 RT.	852101.8704	159824.1641
35		110+72.00	14.00 RT.	852099.0112	159826.9615
36		110+76.04	14.00 RT.	852096.1205	159829.7896
37		110+83.04	14.00 RT.	852091.1170	159834.6849
38		111+09.04	14.00 RT.	852072.5322	159852.8676
39		111+16.04	14.00 RT.	852067.5286	159857.7629
40		111+56.54	14.00 RT.	852038.5794	159886.0858

GEOMETRICS-STATIONS
AND OFFSETS FOR NORTHERLY CURB

POINT	PC/PT	STATION	OFFSET	X-COORD.	Y-COORD.
41		111+63.54	14.00 RT.	852033.5758	159890.9811
42		111+89.55	14.00 RT.	852014.9904	159909.1644
43		111+96.55	14.00 RT.	852009.9868	159914.0597
44		112+07.92	14.00 RT.	852001.8567	159922.0139
45		112+14.92	14.00 RT.	851996.8593	159926.9031
46	PC	112+40.91	14.00 RT.	851978.2604	159945.0850
47		112+47.91	14.00 RT.	851973.2516	159949.9750
48		112+96.45	14.00 RT.	851938.4583	159983.8648
49		113+03.45	14.00 RT.	851933.4383	159988.7432
50		113+23.43	14.00 RT.	851919.0876	160002.6737
51		113+30.43	14.00 RT.	851914.0622	160007.5466
52		113+48.00	14.00 RT.	851901.4309	160019.7820
53		113+52.00	14.00 RT.	851898.5566	160022.5637
54		113+68.69	14.00 RT.	851886.5499	160034.1739
55		113+75.69	14.00 RT.	851881.5153	160039.0374
56		114+01.69	14.00 RT.	851862.7920	160057.1001
57		114+08.69	14.00 RT.	851857.7509	160061.9567



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1732(800)X

WIN
17328.00
ST# 11309
HIGHWAY PLANS

PROJ. MANAGER	R. CARRELL	BY	B. LYON S. SAWYER	DATE	11/22/13 11/22/13
CHECKED-REVIEWED		SIGNATURE			
DESIGNS-DETAILED		P.E. NUMBER			
DESIGNS-DETAILED		DATE			
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

BERWICK
ROCHESTER STREET

SHEET NUMBER
17
OF 54

GEOMETRICS, CURB LAYOUT AND STRIPING

Date:11/15/2013

Username: rneek

Filename: ...\\HIGHWAY\\MSTA\\018_CURBPLAN.dgn Division: HIGHWAY

GEOMETRICS-STATIONS
AND OFFSETS FOR SOUTHERLY CURB

POINT	PC/PT	STATION	OFFSET	X-COORD.	Y-COORD.
159		115+23.00	14.00 LT.	851755.8511	160120.8500
160		115+27.00	14.00 LT.	851752.9568	160123.6110
161		115+31.00	14.00 LT.	851750.0648	160126.3687

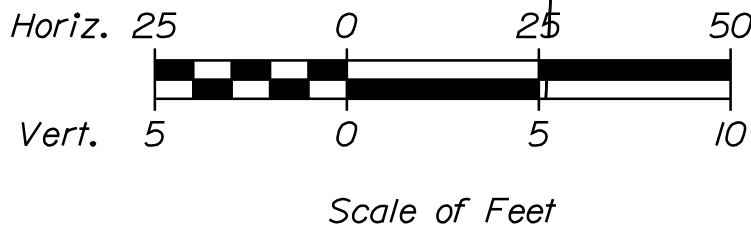
CURVE DATA #2
PI = 115+19.19
D = 0°14'10.6"
Δ = 1°25'16.8" Lt.
R = 24250.00'
L = 601.57'
T = 300.80'
E = 1.87'



LEGEND

DYCL	DOUBLE YELLOW CENTERLINE
SWLL	SOLID WHITE LANE LINE
SWSL	SOLID WHITE STOP LINE

SCALE



GEOMETRICS-STATIONS
AND OFFSETS FOR NORTHERLY CURB

POINT	PC/PT	STATION	OFFSET	X-COORD.	Y-COORD.
58		115+04.26	14.00 RT.	851788.7429	160128.1581
59		115+11.26	14.00 RT.	851783.6938	160132.9814
60		115+62.01	14.00 RT.	851746.9135	160168.0332
61		115+69.01	14.00 RT.	851741.8403	160172.8564
62		116+43.00	14.00 RT.	851688.6866	160224.3989
63		116+47.00	14.00 RT.	851685.8358	160227.2060
64		117+34.01	15.00 RT.	851622.4703	160286.9173
65		117+38.01	15.00 RT.	851619.5520	160289.6530
66		117+45.01	15.00 RT.	851614.4440	160294.4393
67		117+72.59	15.00 RT.	851594.2900	160313.2968
68		117+79.59	15.00 RT.	851589.1752	160318.0758
69		117+83.59	15.00 RT.	851586.2512	160320.8065
70	PT	118+19.96	15.00 RT.	851559.6264	160345.6302
71		118+24.96	15.00 RT.	851555.9659	160349.0380
72		118+28.96	15.00 RT.	851553.0373	160351.7643
73		118+50.93	15.00 RT.	851536.9617	160366.7300
74		118+57.93	15.00 RT.	851531.8382	160371.4997
75		118+87.76	15.00 RT.	851510.0052	160391.8252
76		118+94.76	15.00 RT.	851504.8817	160396.5949
77		120+36.53	15.00 RT.	851401.1185	160493.1935
78		120+43.53	15.00 RT.	851395.9950	160497.9632

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1732(800)X

WIN
17328.00

ST# 11309
HIGHWAY PLANS

DATE
11/02/13

BY
B. LYON

CHECKED
S. SAWYER

DESIGNED
S. SAWYER

REVISIONS
1

REVISIONS
2

REVISIONS
3

REVISIONS
4

FIELD CHANGES

SIGNATURE

P.E. NUMBER

DATE

BERWICK
ROCHESTER STREET

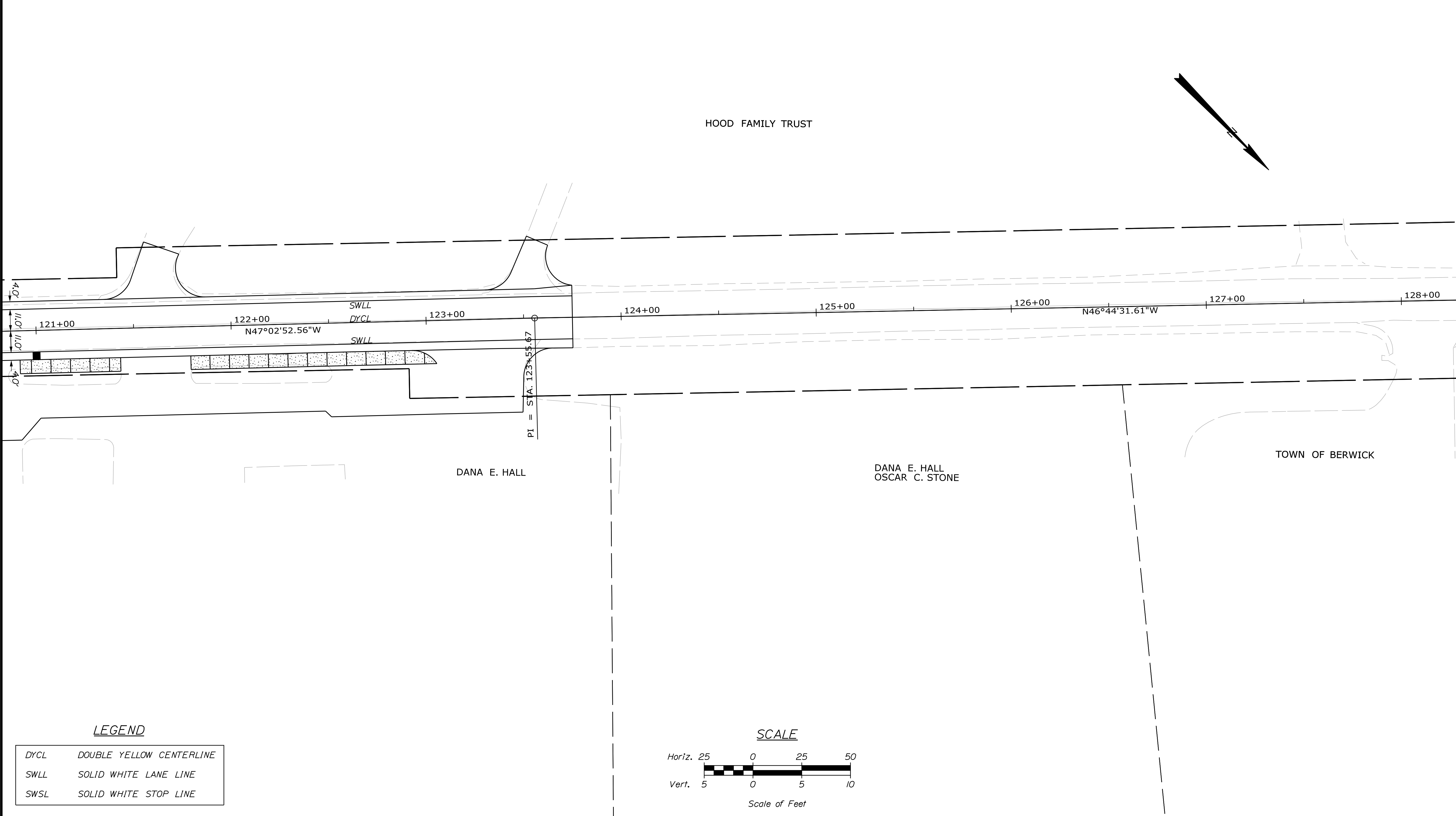
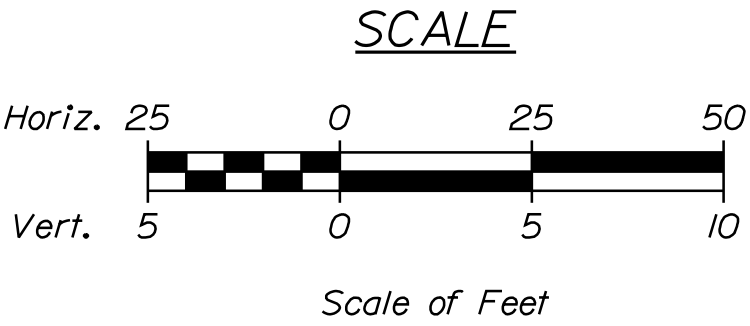
GEOMETRICS, CURB LAYOUT AND STRIPING

SHEET NUMBER

18

OF 54

LEGEND	
DYCL	DOUBLE YELLOW CENTERLINE
SWLL	SOLID WHITE LANE LINE
SWSL	SOLID WHITE STOP LINE



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		DATE	
		BY	DATE
STP-1732(800)X		SIGNATURE	
		P.E. NUMBER	
ST# 11309		DATE	
		WIN	
17328.00		HIGHWAY PLANS	

BERWICK ROCHESTER STREET GEOMETRICS, CURB LAYOUT AND STRIPING	PROJ. MANAGER	R. CARRELL
	CHECKED-REVIEWED	B. LYON
	DESIGN-DETAILED	S. SAWYER
	DESIGN-DETAILED	
	DESIGN-DETAILED	
SHEET NUMBER	REVISIONS 1	
	REVISIONS 2	
	REVISIONS 3	
	REVISIONS 4	
FIELD CHANGES		

SHEET NUMBER	
19	
OF 54	

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
POINT / LOCATION	POINT / LOCATION	LENGTH (LF)
95	TO 96	16.7
97	TO 98	<u>8.7</u>
		25.4

ITEM 608.26- CURB RAMP DETECTABLE WARNING FIELD	
STATION	AREA (SF)
105+61 RT.	10
106+24 RT.	10
108+30 RT.	10
108+91 RT.	<u>10</u>
	40

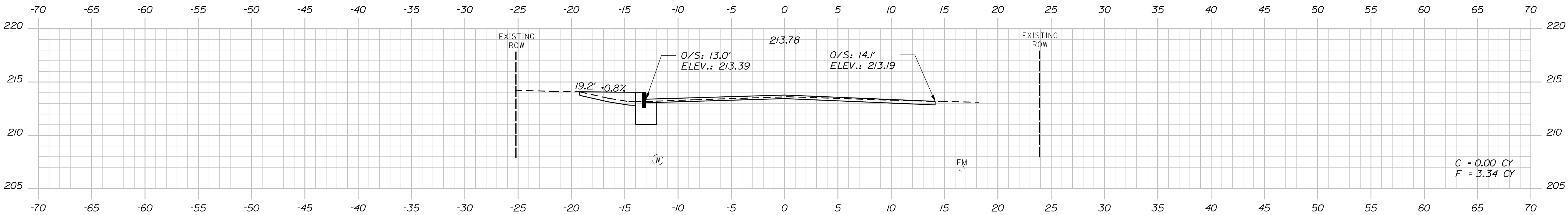
20 OF 54		SHEET NUMBER		BERWICK ROCHESTER STREET		GEOMETRICS, CURB LAYOUT AND STRIPING		PROJ. MANAGER		BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-1732(800)X	
								DESIGN-DETAILED		B. LYON	11/22/13		
								CHECKED-REVIEWED		S. SAWYER	11/22/13		
								DESIGN OF TABLED					
								DESIGN OF TABLED					
								REVISIONS 1		P.E. NUMBER			
								REVISIONS 2					
								REVISIONS 3					
								REVISIONS 4					
								FIELD CHANGES		DATE			
										STH# 11309		WIN	HIGHWAY PLANS
										17328.00			

Date:11/13/2013

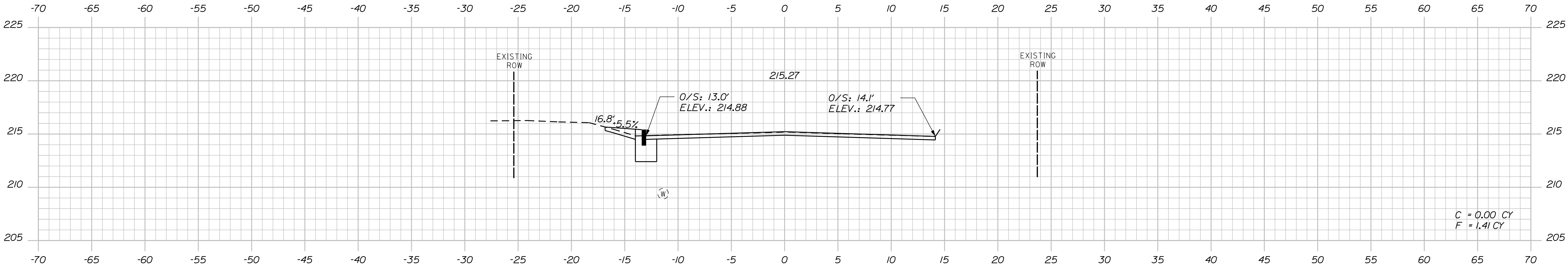
Username: rneek

Division: HIGHWAY

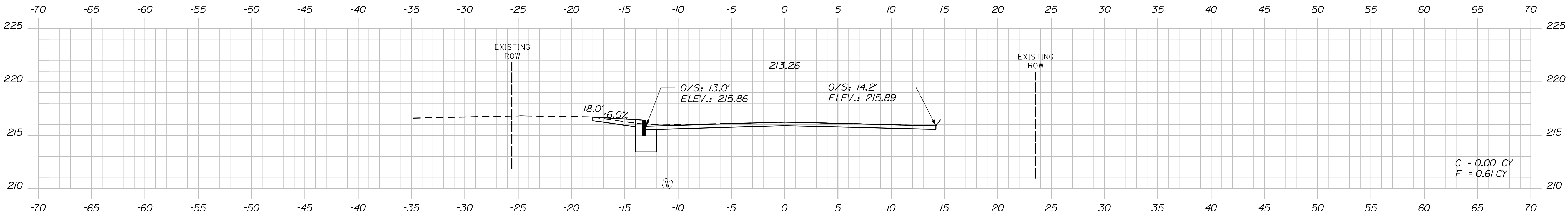
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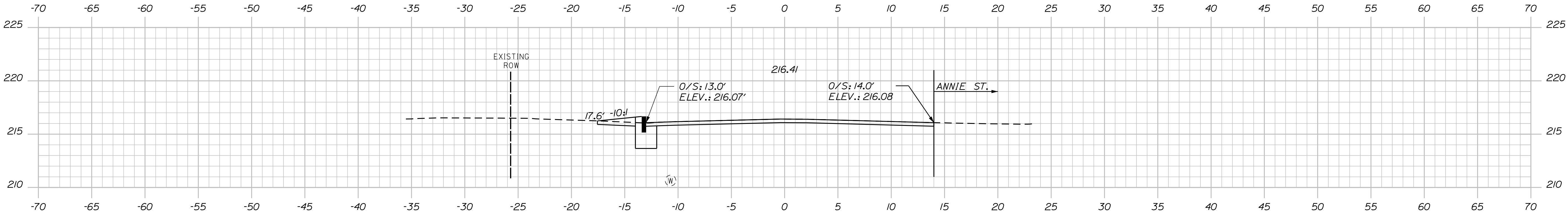
101+50.00



101+00.00



100+50.00



100+29.00

MILL & OVERLAY PAVEMENT STA. 100+29

BEGIN PROJECT
STP-1732(800)X
STA. 100+29

PROJ. MANAGER	BY	DATE
R. CARRELL	B. LYON	11/12/13
CHECKED-REVIEWED	S. SAWYER	11/12/13
DESIGN-DETAILED	R. WEEK	11/12/13
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

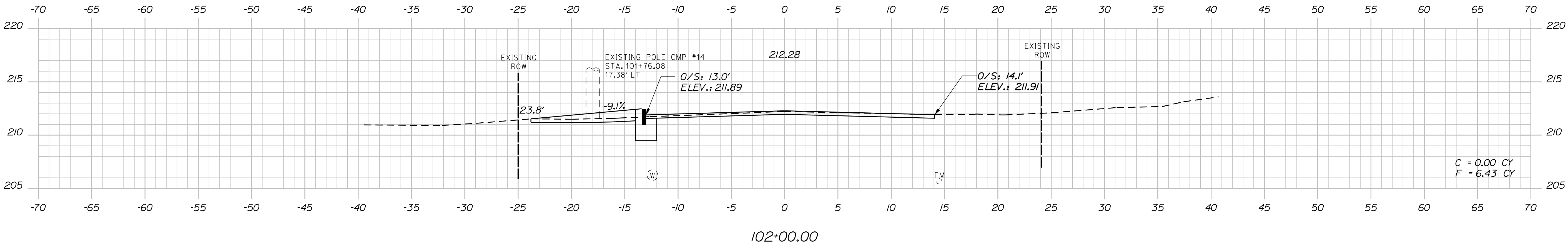
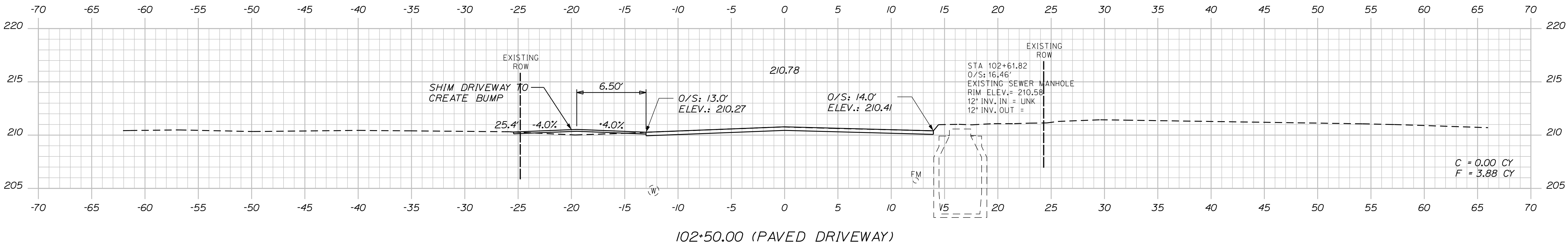
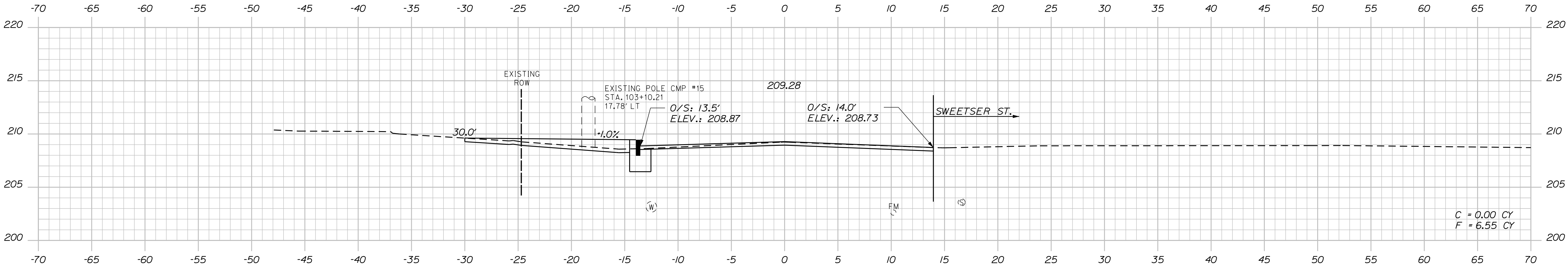
BERWICK
ROCHESTER STREET
CROSS SECTIONS

Date:11/13/2013

Username: rneek

Division: HIGHWAY

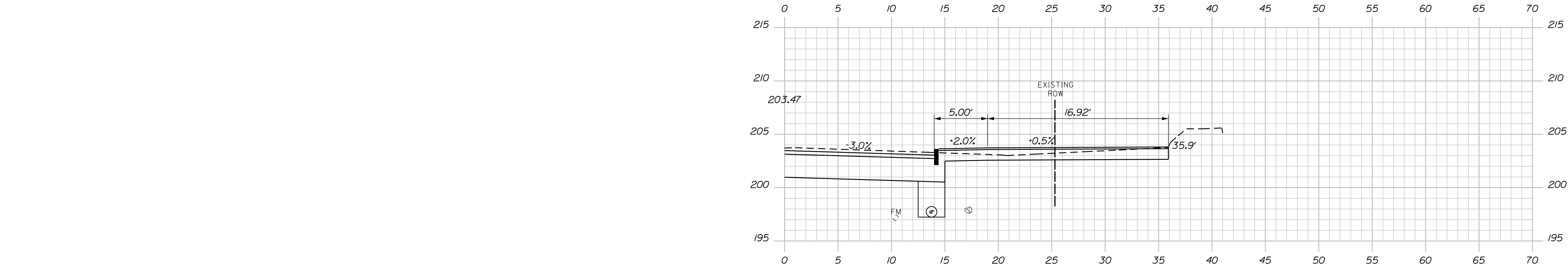
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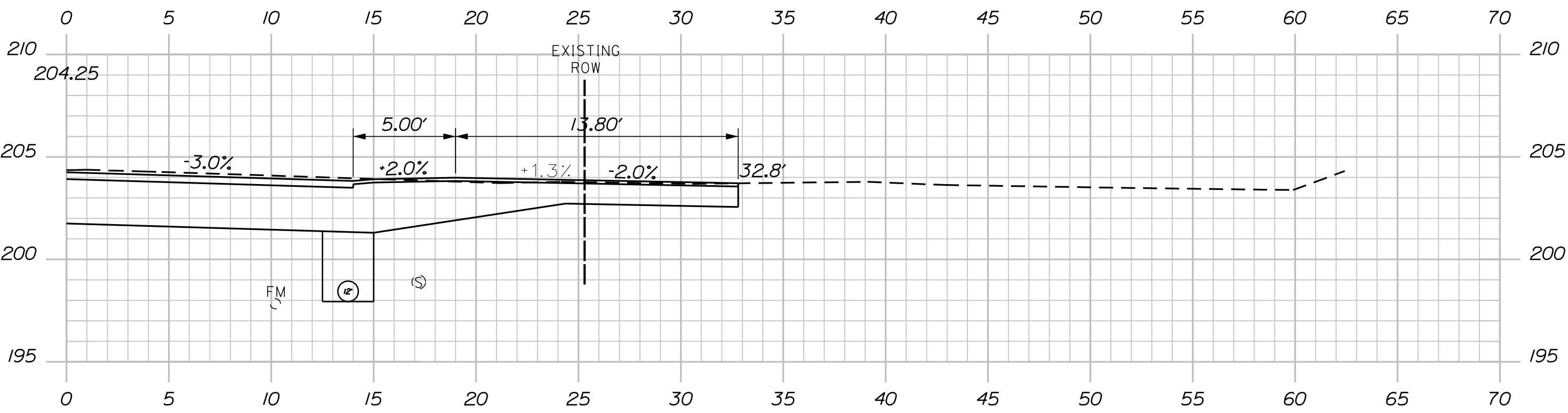
PROJ. MANAGER	BY	DATE	SIGNATURE
R. CARRELL	B. LYON	11/02/13	
CHECKED-REVIEWED	S. SAWYER	11/02/13	
DESIGN-DETAILED	R. WEEK	11/02/13	
DESIGN-DETAILED			P.E. NUMBER
REVISIONS 1			DATE
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BERWICK
ROCHESTER STREET
CROSS SECTIONS

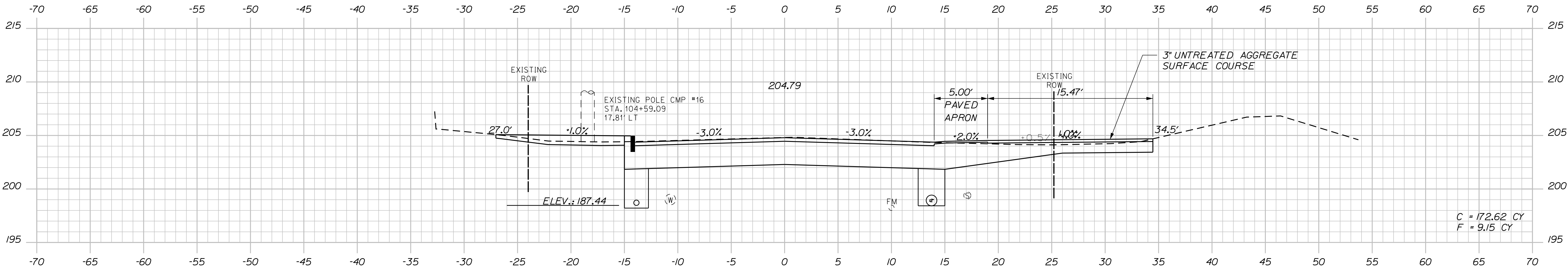




104+94.00 (PAVED WALKWAY)



104+68.00 (PAVED DRIVEWAY)



104+50.00 (GRAVEL DRIVEWAY)

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
R. CARRELL	B. LYON	11/02/13			
CHECKED-DETAILED	S. SAWYER	11/02/13			
DESIGNS-DETAILED	R. WEEK	11/02/13			
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

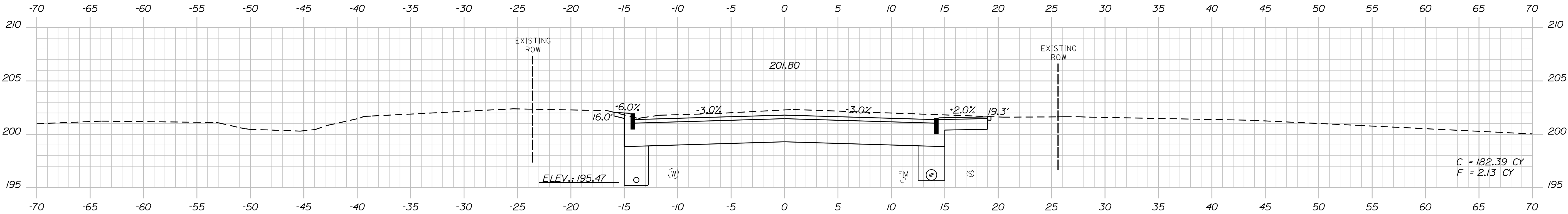
BERWICK
ROCHESTER STREET
CROSS SECTIONS

Date:11/13/2013

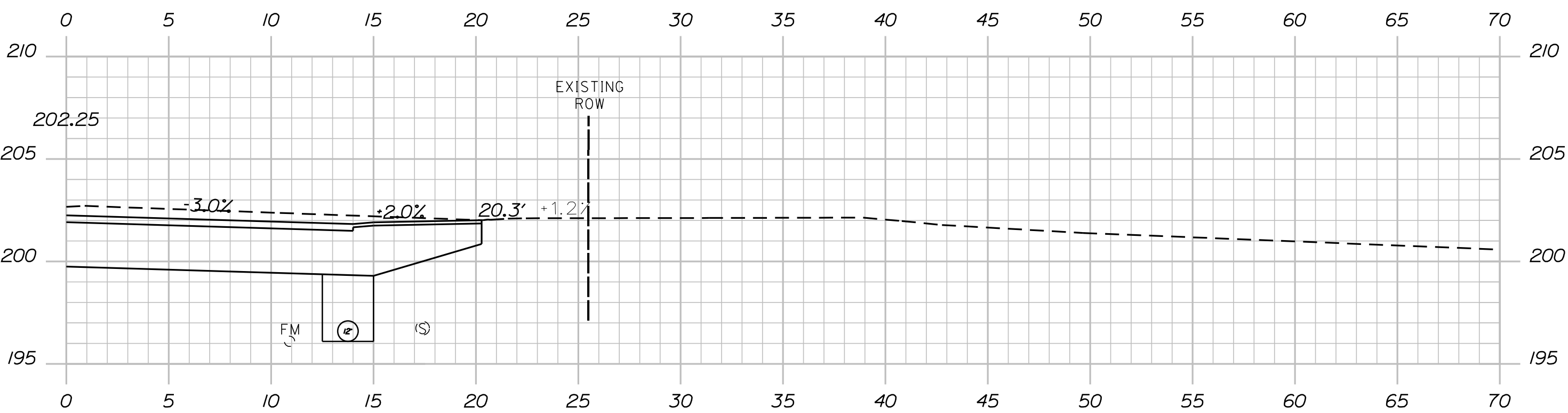
Username: rneek

Division: HIGHWAY

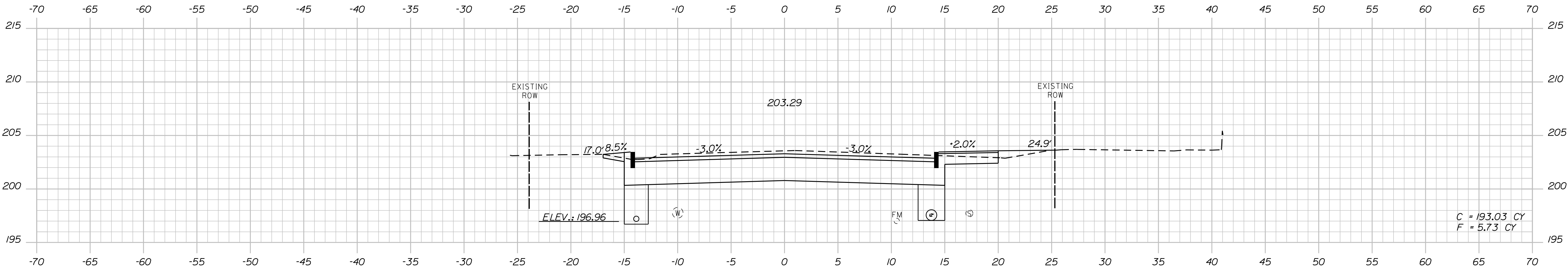
Filename: ... \00\HIGHWAY\MSTA\Xsect.dgn



105+50.00



105+35.00 (PAVED DRIVEWAY)



105+00.00

PROJ. MANAGER	BY	DATE
R. CARRELL	B. LYON	11/02/13
CHECKED-REVIEWED	S. SAWYER	11/02/13
DESIGN-DETAILED	R. WEEK	11/02/13
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

BERWICK
ROCHESTER STREET

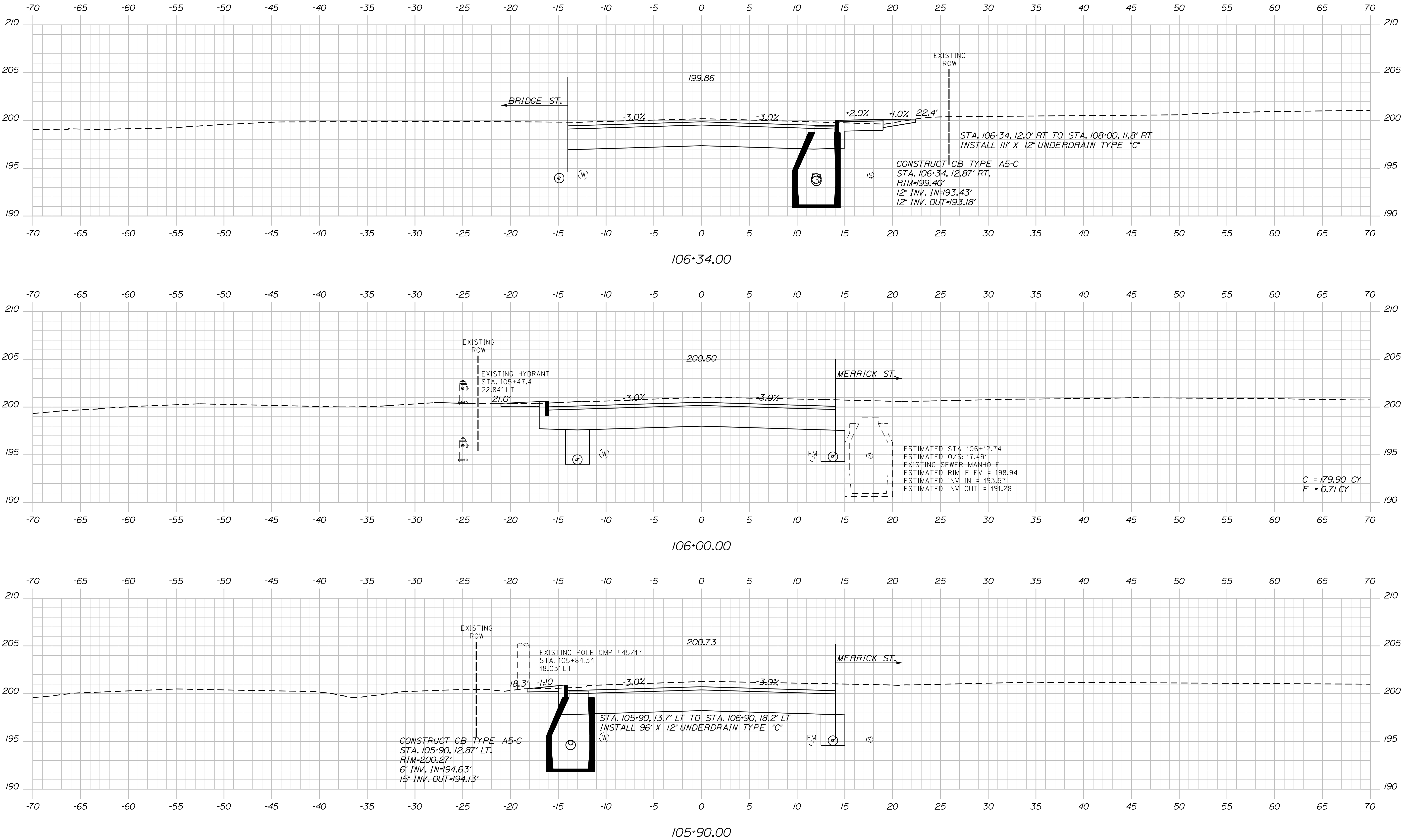
CROSS SECTIONS

Date:11/13/2013

Username: rneek

Division: HIGHWAY

Filename: ... \00\HIGHWAY\MSTA Xsect.dgn



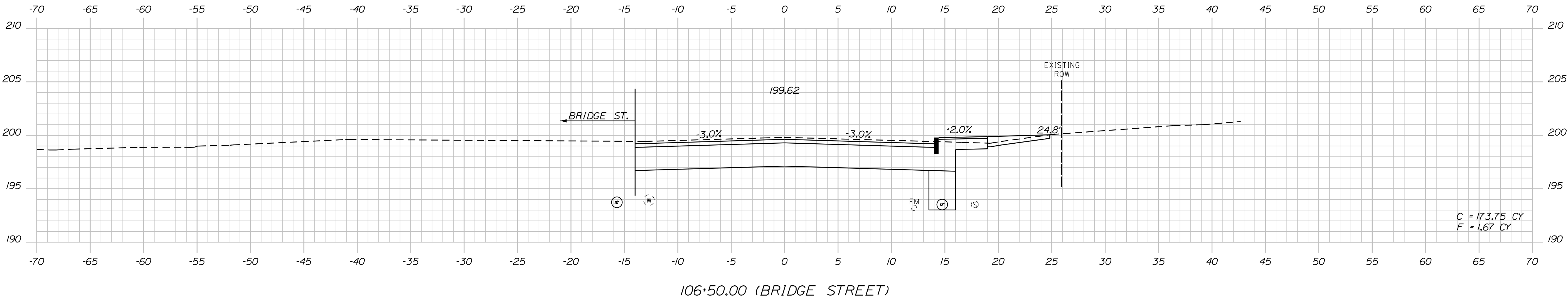
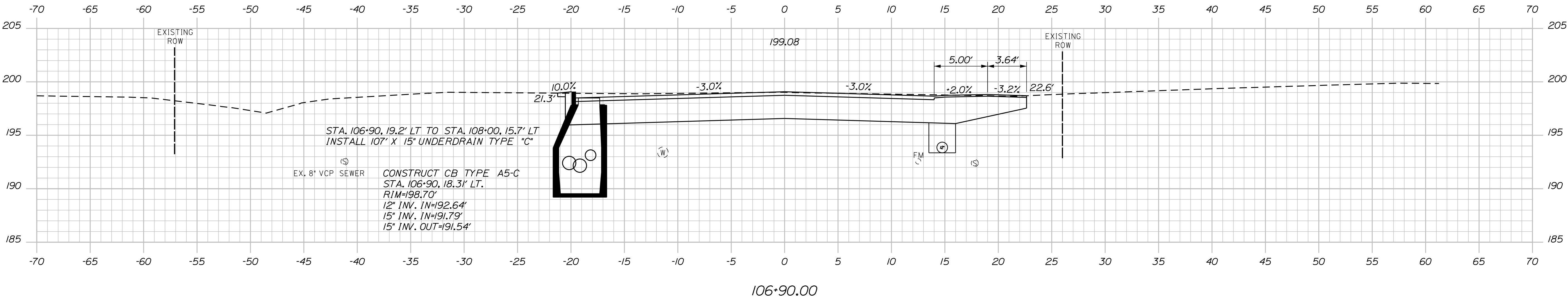
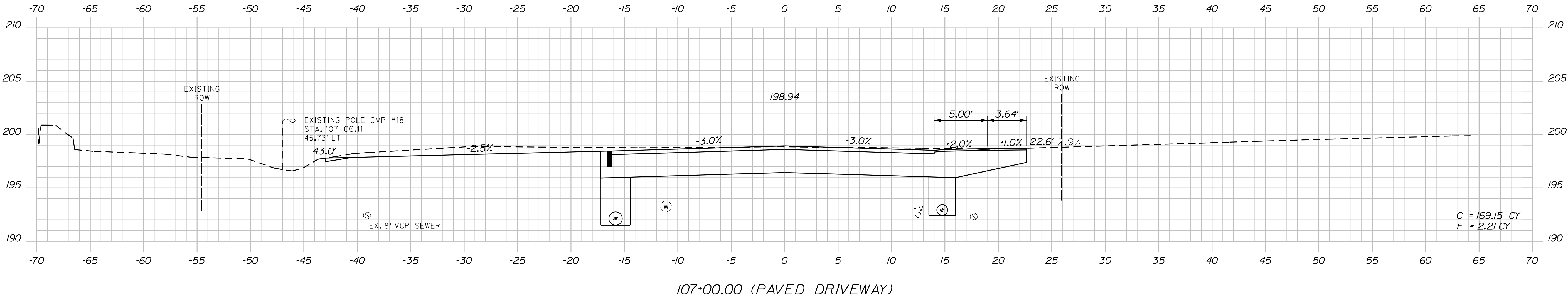
STATE OF MAINE		DATE		SIGNATURE	P.E. NUMBER	DATE
DEPARTMENT OF TRANSPORTATION		BY				
STP-1732(800)X		R. CARRELL				
WIN		S. SAWYER				
17328.00		R. WEEK				
HIGHWAY PLANS						
BERWICK		DESIGN-DETAILED				
ROCHESTER STREET		CHECKED-REVIEWED				
CROSS SECTIONS		DESIGN-DETAILED				
SHEET NUMBER		DESIGN-DETAILED				
26		REVISIONS 1				
OF 54		REVISIONS 2				
		REVISIONS 3				
		REVISIONS 4				
		FIELD CHANGES				

Date:11/13/2013

Username: rneek

Division: HIGHWAY

Filename: ...\\00\\HIGHWAY\\MSTA\\xsect.dgn



PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
R. CARRELL	B. LYON	11/12/13			
CHECKED-REVIEWED	S. SAWYER	11/12/13			
DESIGNED-DETAILED	R. WEEK	11/12/13			
DESIGNED-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

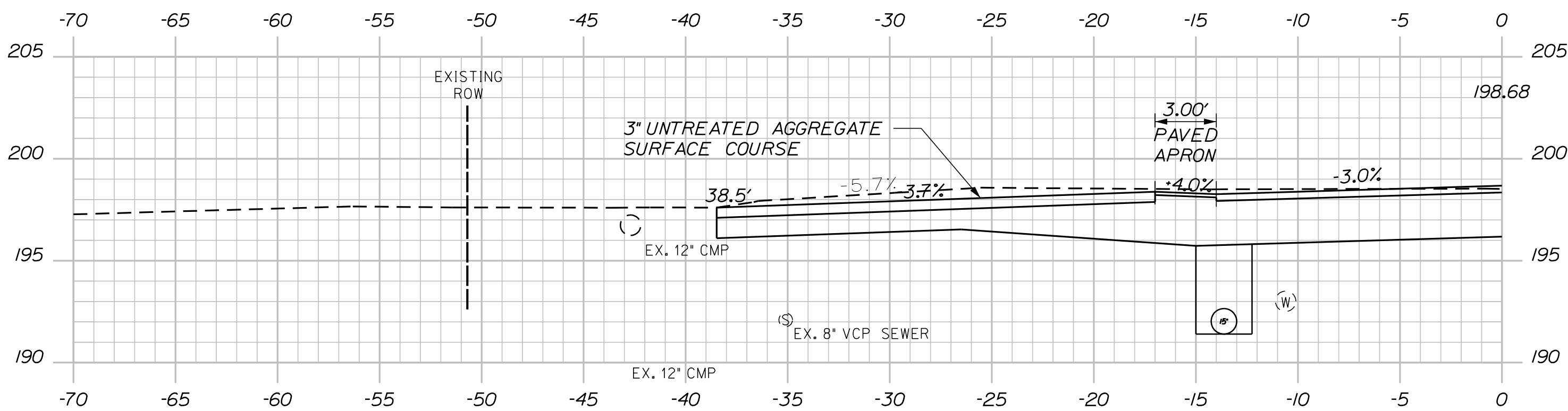
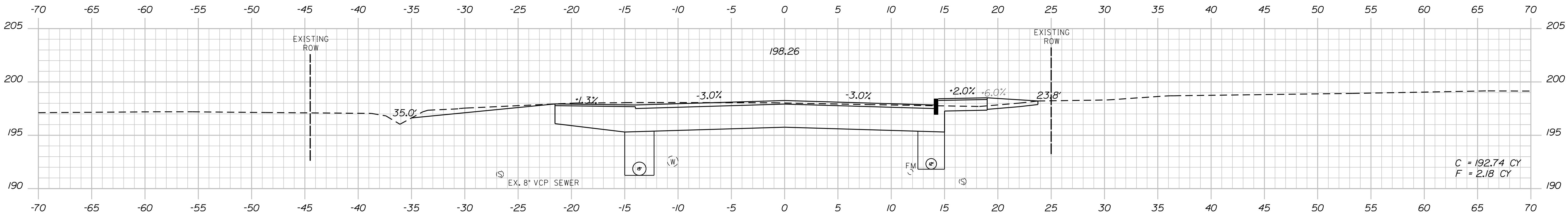
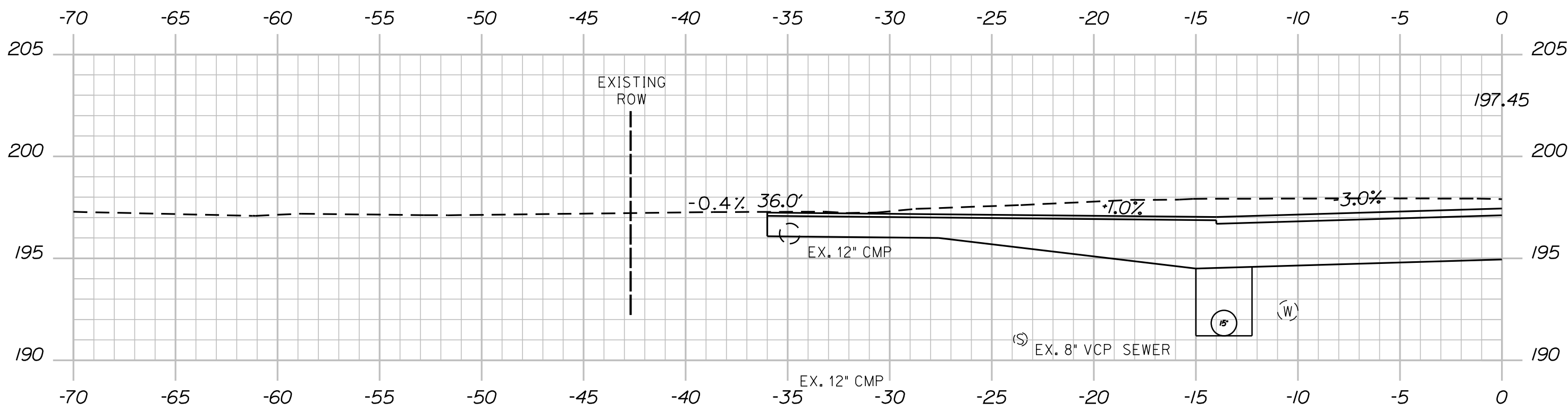
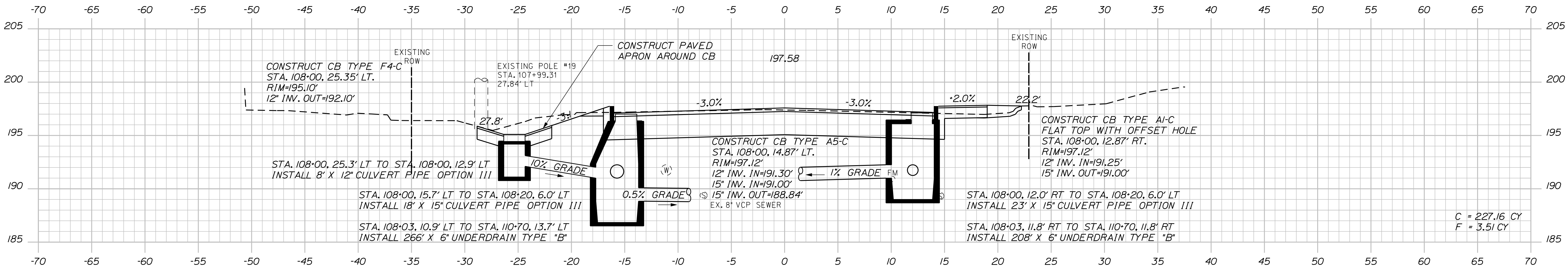
BERWICK
ROCHESTER STREET
CROSS SECTIONS

Date:11/13/2013

Username: rneek

Division: HIGHWAY

Filename: ...\\00\\HIGHWAY\\MSTAXsect.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1732(800)X

WIN
17328.00

HIGHWAY PLANS

DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN-DETAILED
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

DATE
11/02/13
11/02/13
11/02/13

BY
B. LYON
S. SAWYER
R. WEEK

SIGNATURE
P.E. NUMBER
DATE

BERWICK
ROCHESTER STREET
CROSS SECTIONS

SHEET NUMBER

28

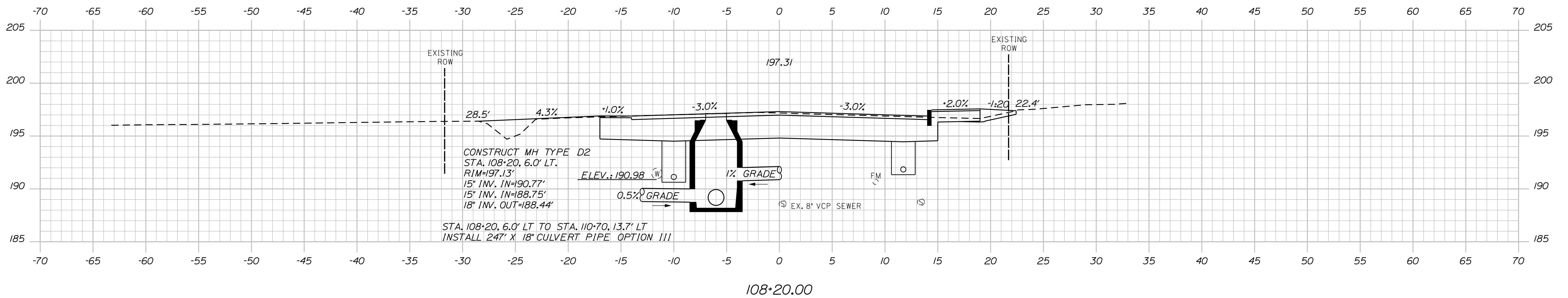
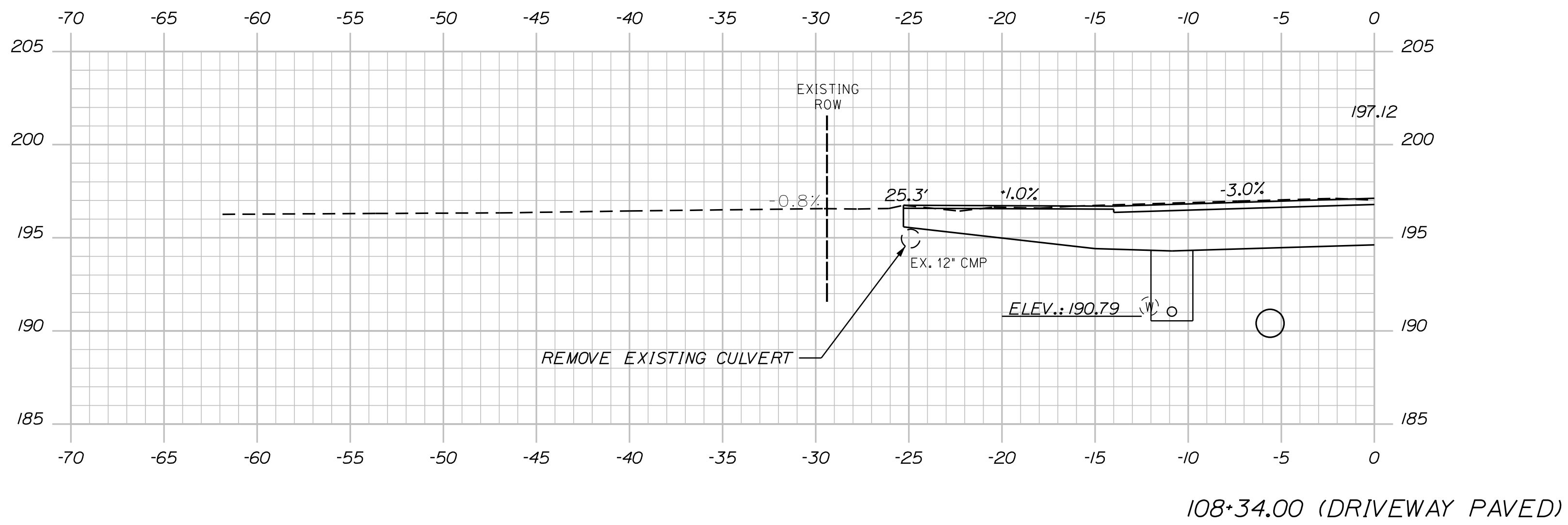
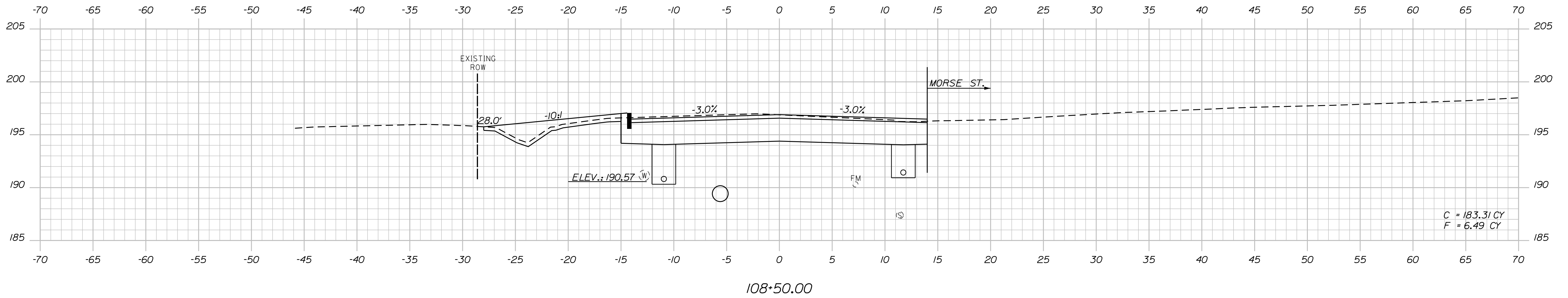
OF 54

Date: 11/13/2013

Username: rmeek

Division: HIGHWAY

Filename: ... \00\HIGHWAY\MSTA\Xsect.dgn



DEPARTMENT OF TRANSPORTATION

SIP-1732(800)X

17328.00 HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE _____

DESIGN-DETAILED	B. LYON	11/12/13
CHECKED-REVIEWED	S. SAWYER	11/12/13
APPROVED FOR CONSTRUCTION	D. MUFFIN	11/10/17

REVISIONS 1		
REVISIONS 2		

REVISIONS 4	
FIELD CHANGES	

BERWICK
ROCHESTER STREET

CROSS SECTIONS

SHEET NUMBER

29

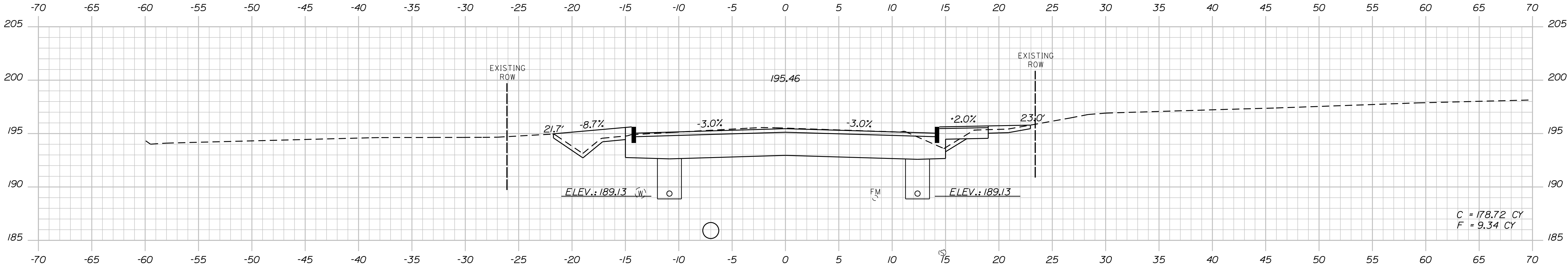
F 54

Date:11/13/2013

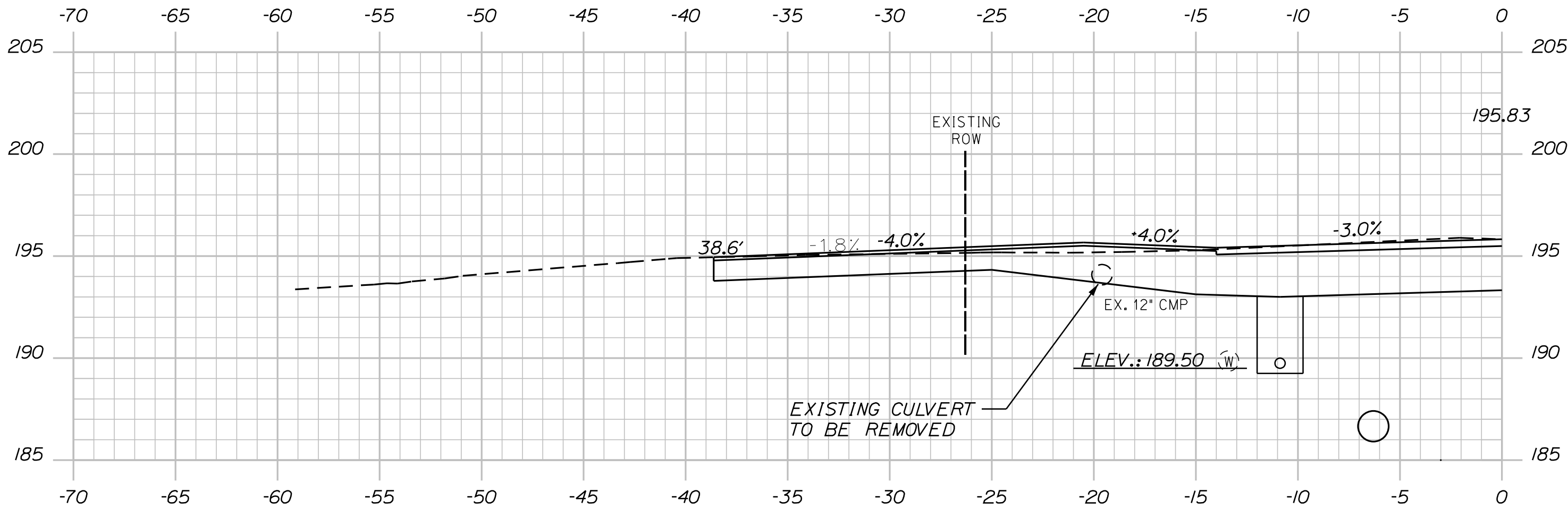
Username: rneek

Division: HIGHWAY

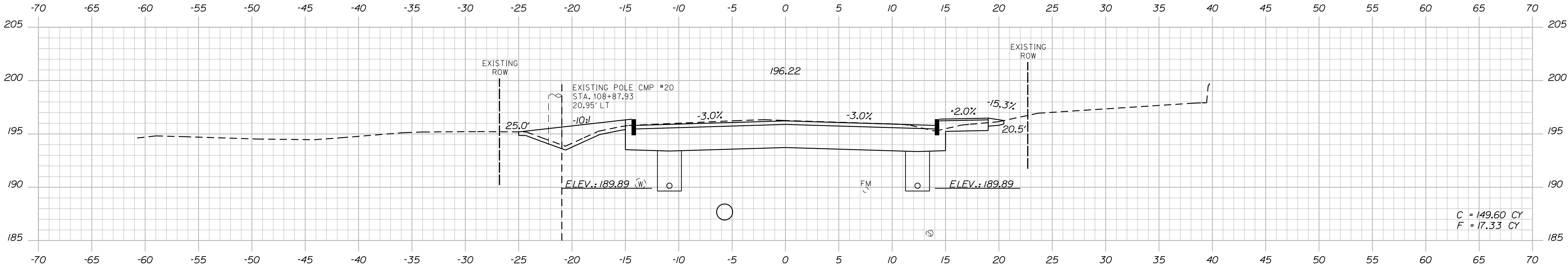
Filename: ...\\00\\HIGHWAY\\MSTAXsect.dgn



109+50.00



109+29.00 (PAVED DRIVEWAY)



109+00.00

PROJ. MANAGER	BY	DATE
R. CARRELL	B. LYON	11/12/13
CHECKED-REVIEWED	S. SAWYER	11/12/13
DESIGN-DETAILED	R. WEEK	11/12/13
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

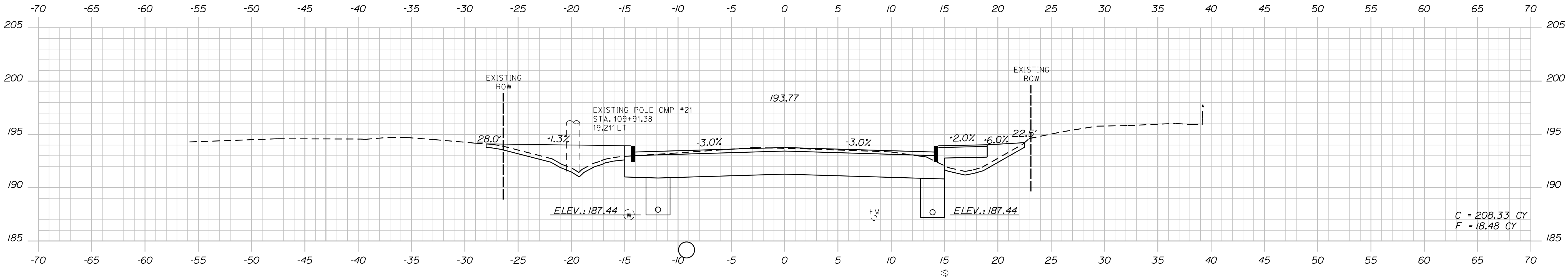
BERWICK ROCHESTER STREET CROSS SECTIONS

Date:11/13/2013

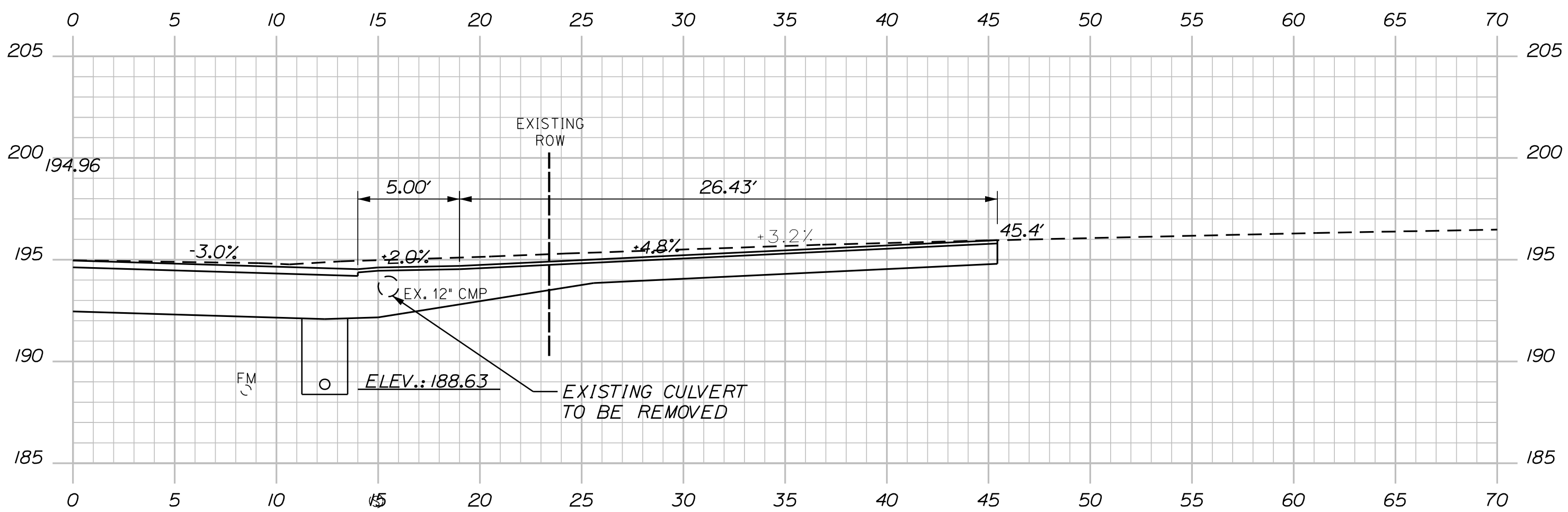
Username: rneek

Division: HIGHWAY

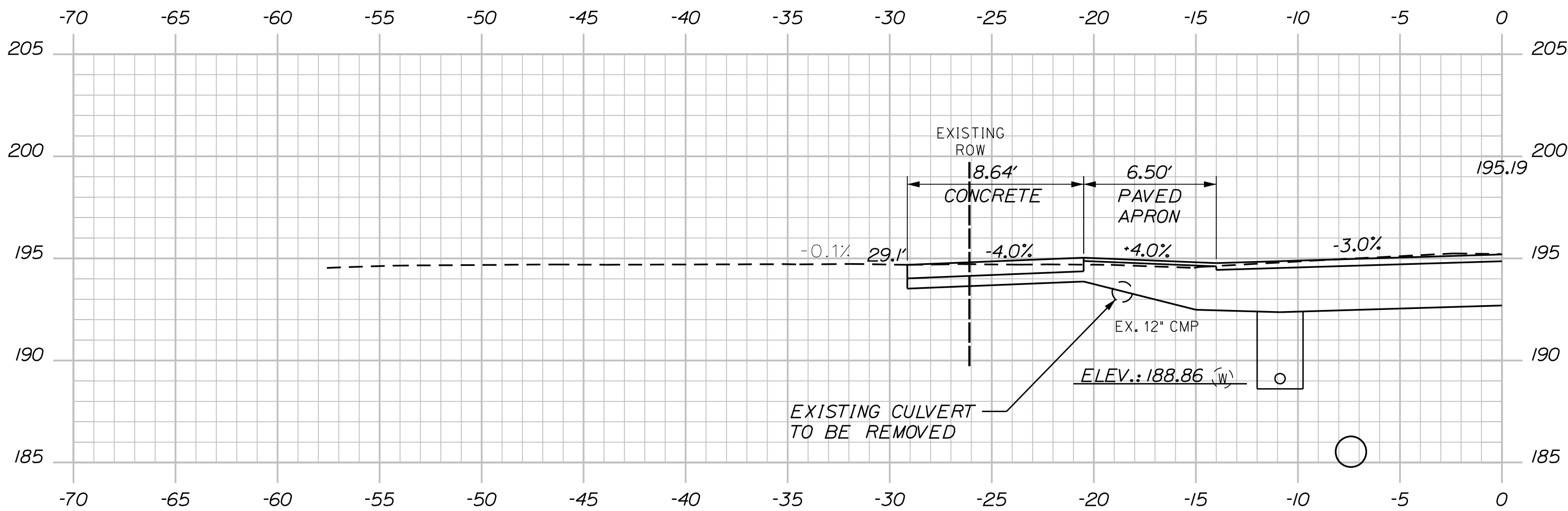
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110+00.00



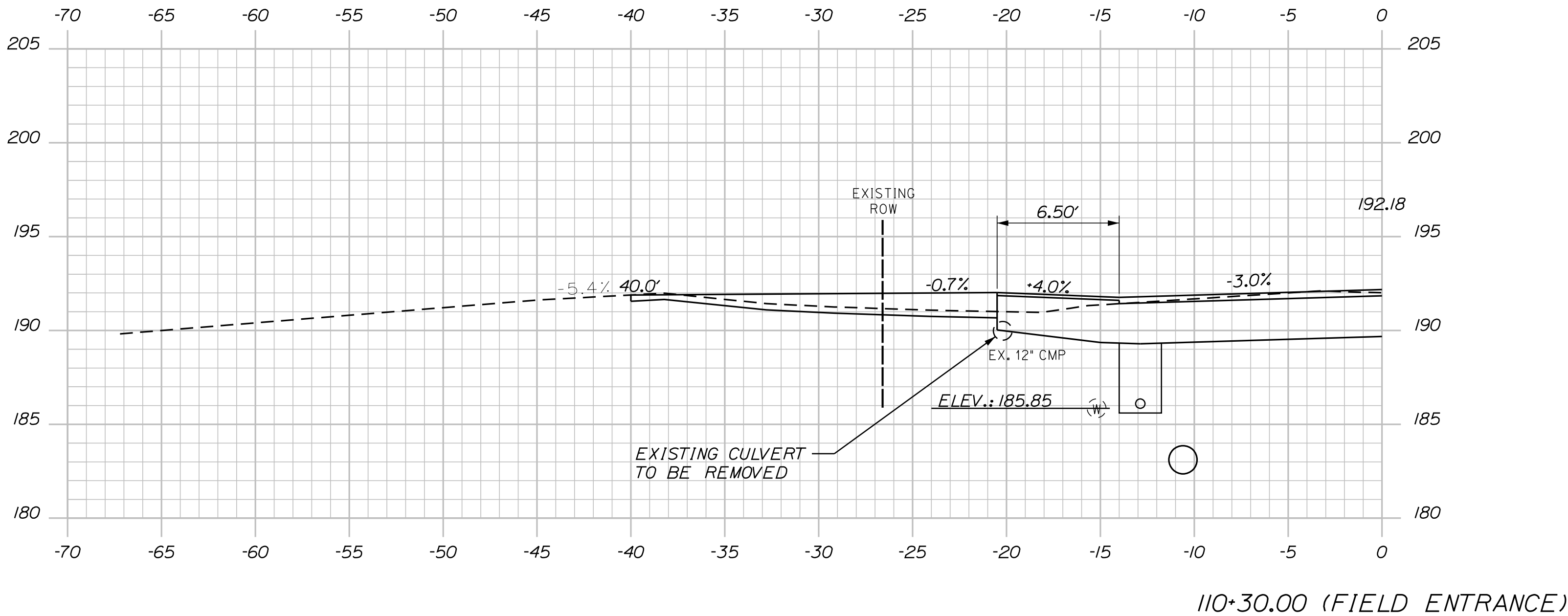
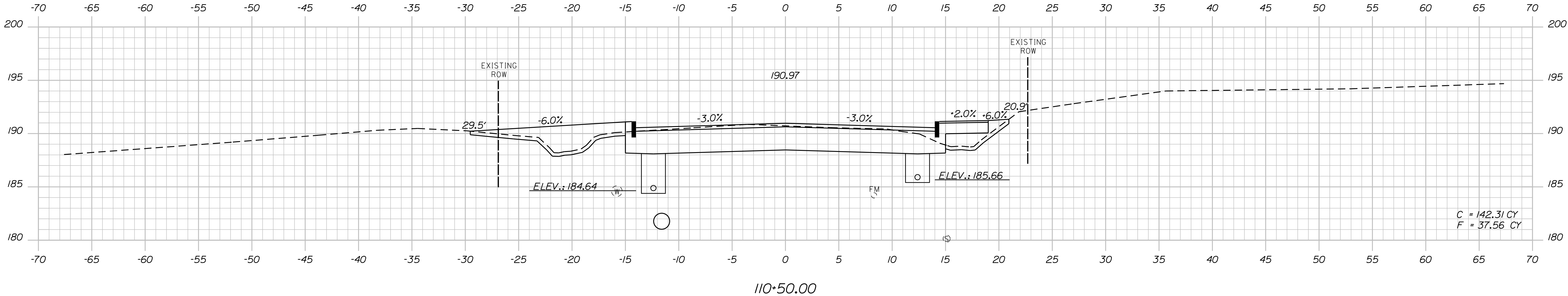
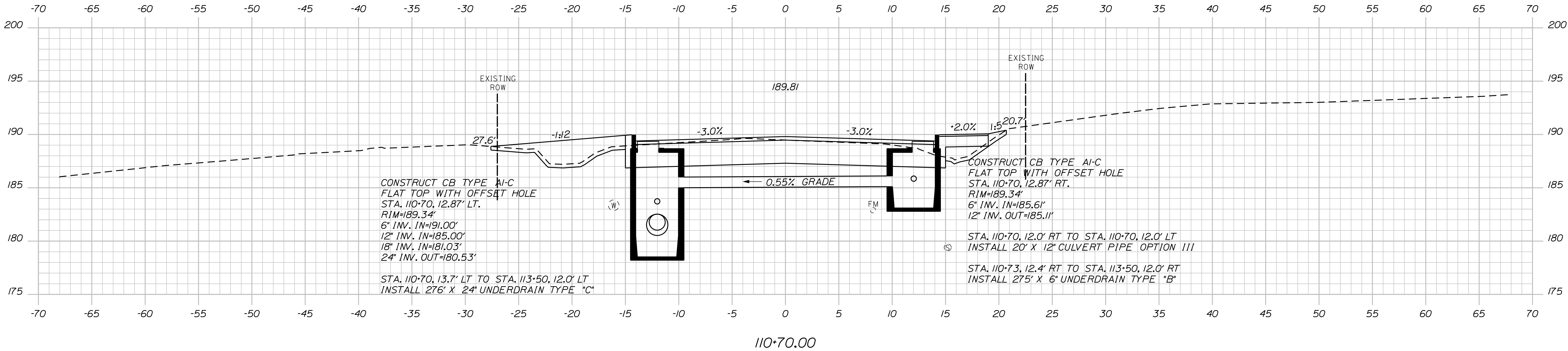
109+69.00 (PAVED DRIVEWAY)



109+61.00 (CONCRETE DRIVEWAY)

PAYMENT FOR CONCRETE DRIVE
UNDER ITEM 502.34/ STRUCTURAL
CONCRETE ROADWAY MEDIAN

STATE OF MAINE				SIGNATURE			
DEPARTMENT OF TRANSPORTATION							
STP-1732(800)X				P.E. NUMBER			
				DATE			
WIN				17328.00			
				HIGHWAY PLANS			
BERWICK ROCHESTER STREET							
CROSS SECTIONS							
SHEET NUMBER							
31							
OF 54							



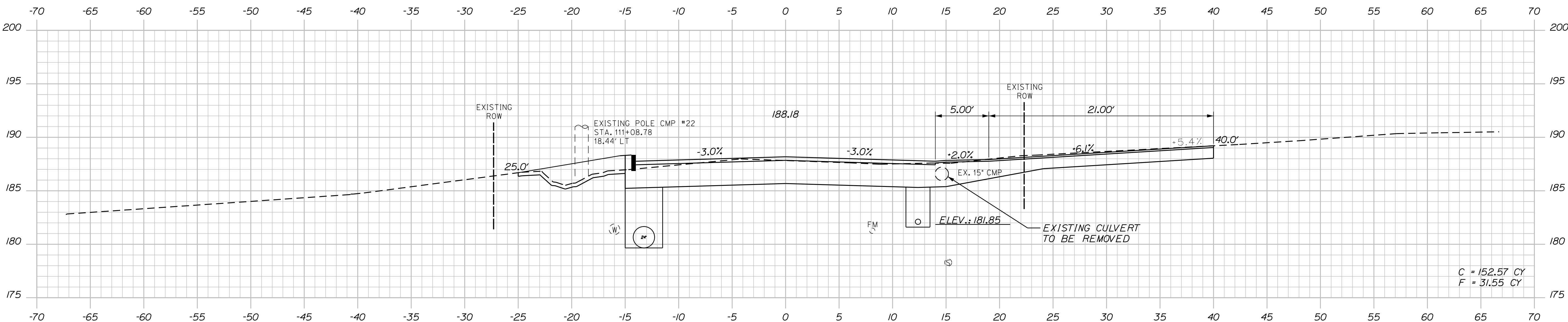
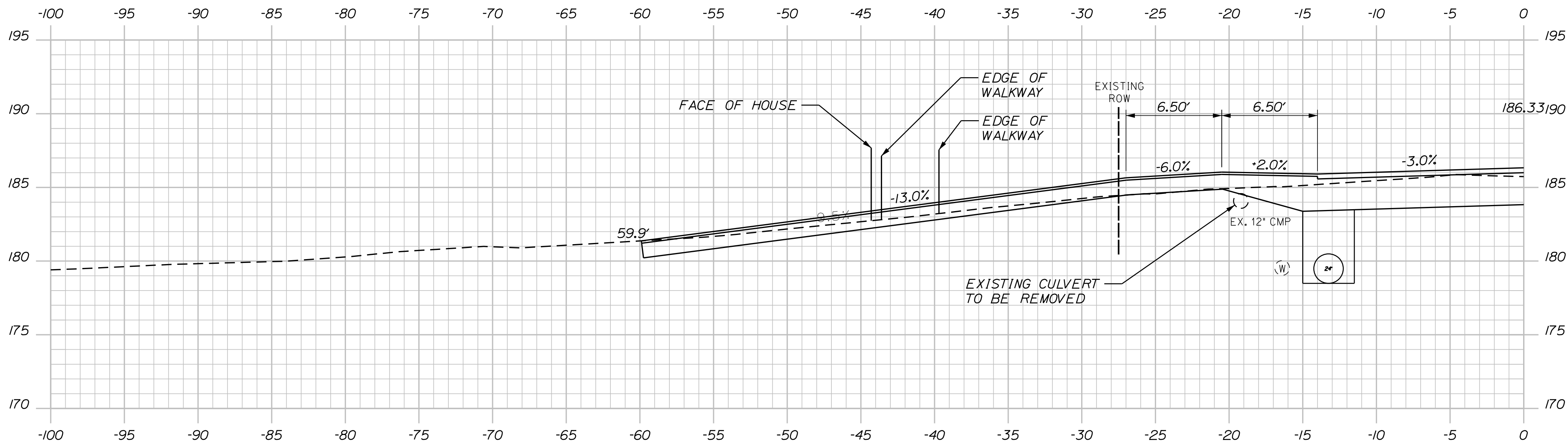
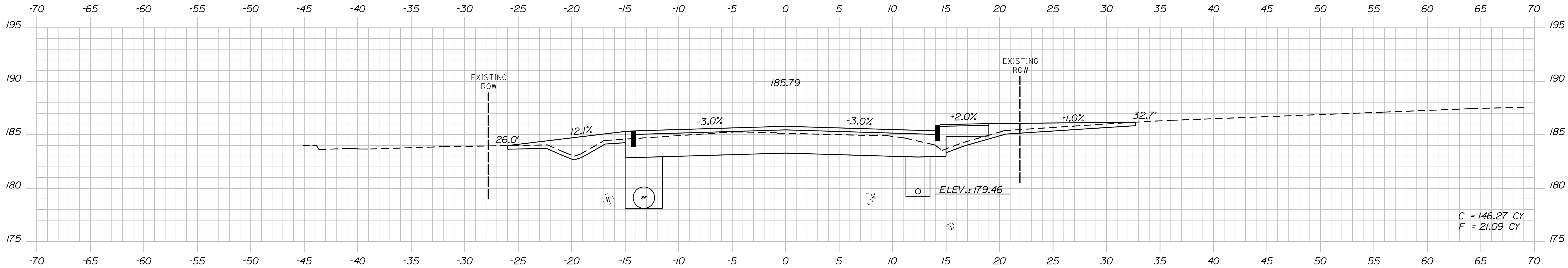
BERWICK ROCHESTER STREET		PROJ. MANAGER		R. CARRELL	BY	DATE	STATE OF MAINE	
CROSS SECTIONS		DESIGN-DETAILED			B. LYON	11/12/13	DEPARTMENT OF TRANSPORTATION	
		CHECKED-REVIEWED			S. SAWYER	11/12/13		
		DESIGN2-DETAILED2			R. WEEK	11/12/13		
		DESIGN3-DETAILED3						
		REVISIONS 1					P.E. NUMBER	
		REVISIONS 2						
		REVISIONS 3						
		REVISIONS 4					WIN	
		FIELD CHANGES					17328.00	
							HIGHWAY PLANS	

Date:11/13/2013

Username: rneek

Division: HIGHWAY

Filename: ... \00\HIGHWAY\WSTA\Xsect.dgn



PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
R. CARRELL	B. LYON	11/12/13			
CHECKED-REVIEWED	S. SAWYER	11/12/13			
DESIGNS-DETAILED	R. WEEK	11/12/13			
DESIGNS-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

BERWICK
ROCHESTER STREET
CROSS SECTIONS

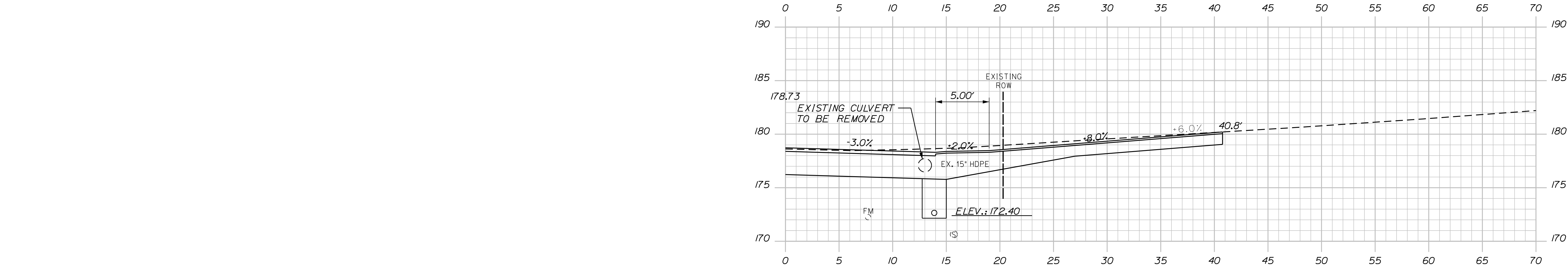
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Date:11/13/2013

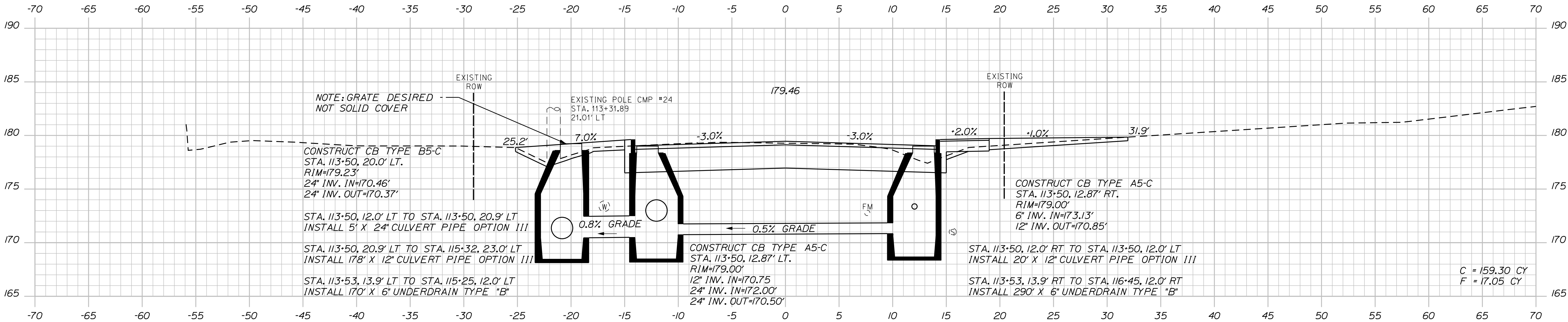
Username: rneek

Division: HIGHWAY

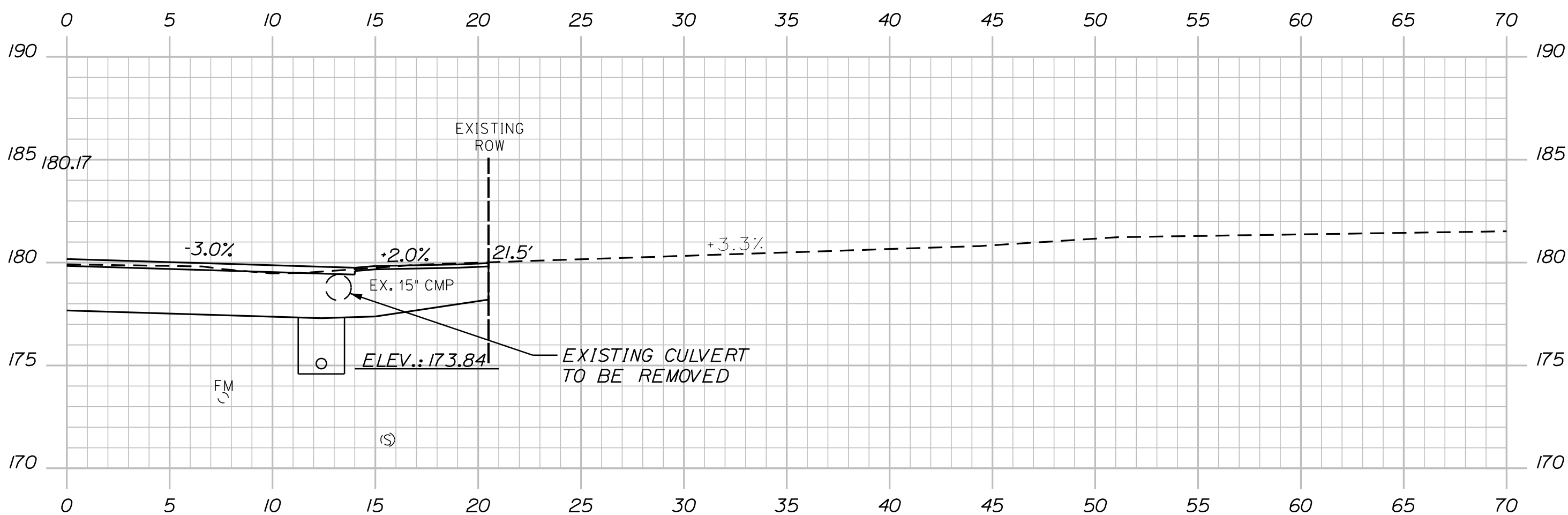
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113+89.00 (PAVED DRIVEWAY)



113+50.00



113+10.00 (FIELD ENTRANCE)

PROJ. MANAGER	BY	DATE
R. CARRELL	B. LYON	11/12/13
CHECKED-REVIEWED	S. SAWYER	11/12/13
DESIGNED-DETAILED	R. WEEK	11/12/13
DESIGNED-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE	P.E. NUMBER	DATE

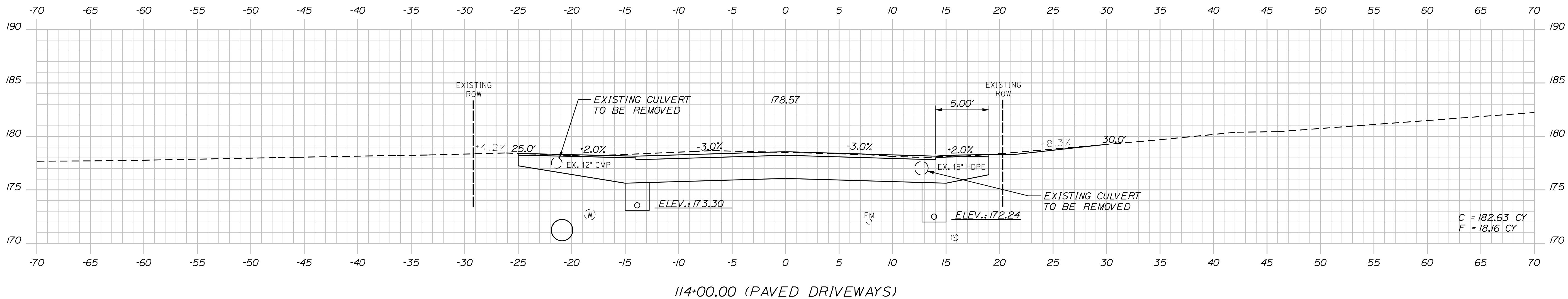
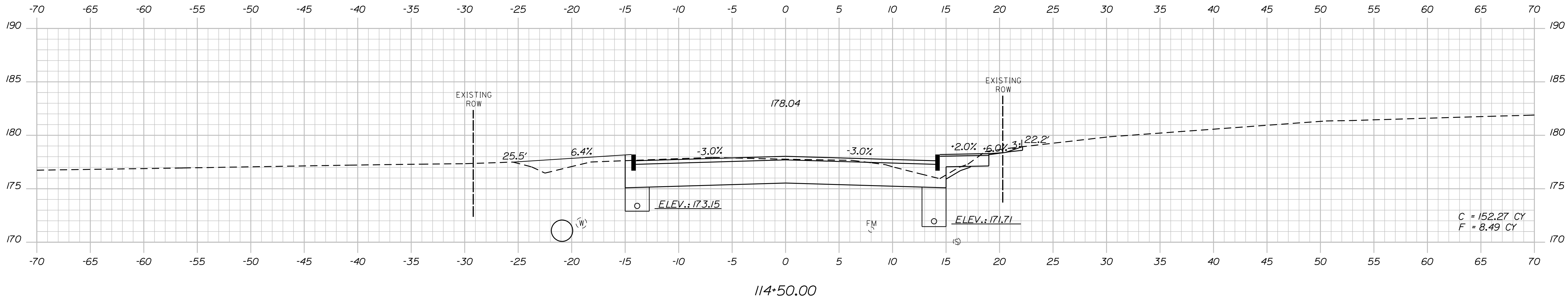
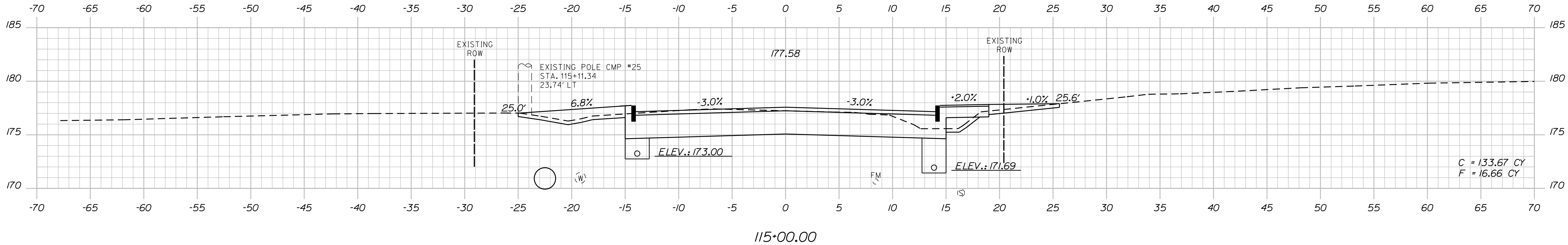
BERWICK
ROCHESTER STREET
CROSS SECTIONS

Date:11/13/2013

Username: rneek

Division: HIGHWAY

Filename: ... \00\HIGHWAY\MSTA Xsect.dgn



PROJ. MANAGER	BY	DATE
R. CARRELL	B. LYON	11/02/13
CHECKED-REVIEWED	S. SAWYER	11/02/13
DESIGNS-DETAILED	R. WEEK	11/02/13
DESIGNS-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE	P.E. NUMBER	DATE

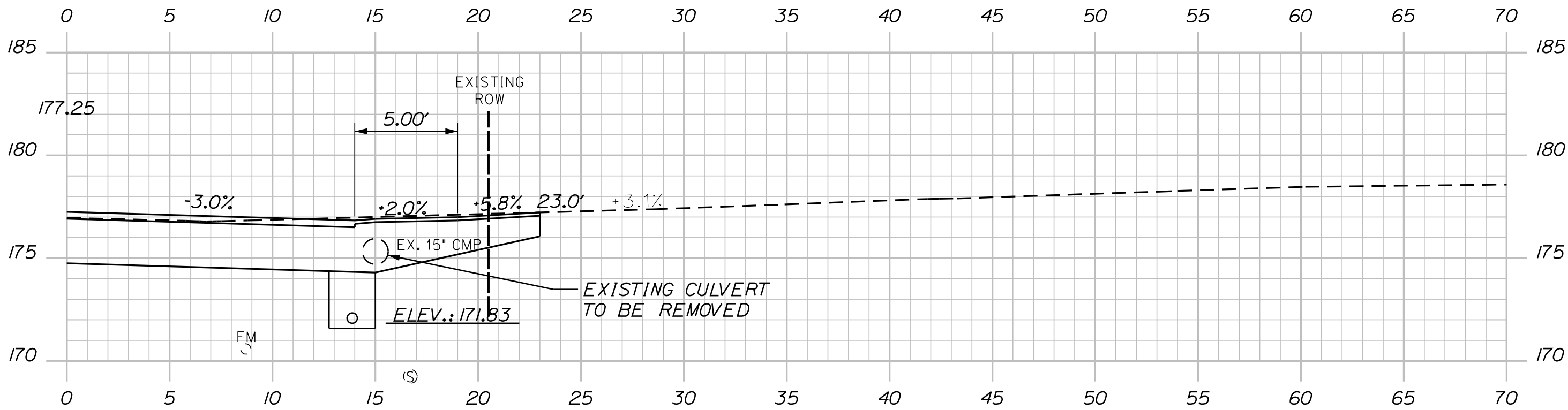
BERWICK
ROCHESTER STREET
CROSS SECTIONS

Date:11/13/2013

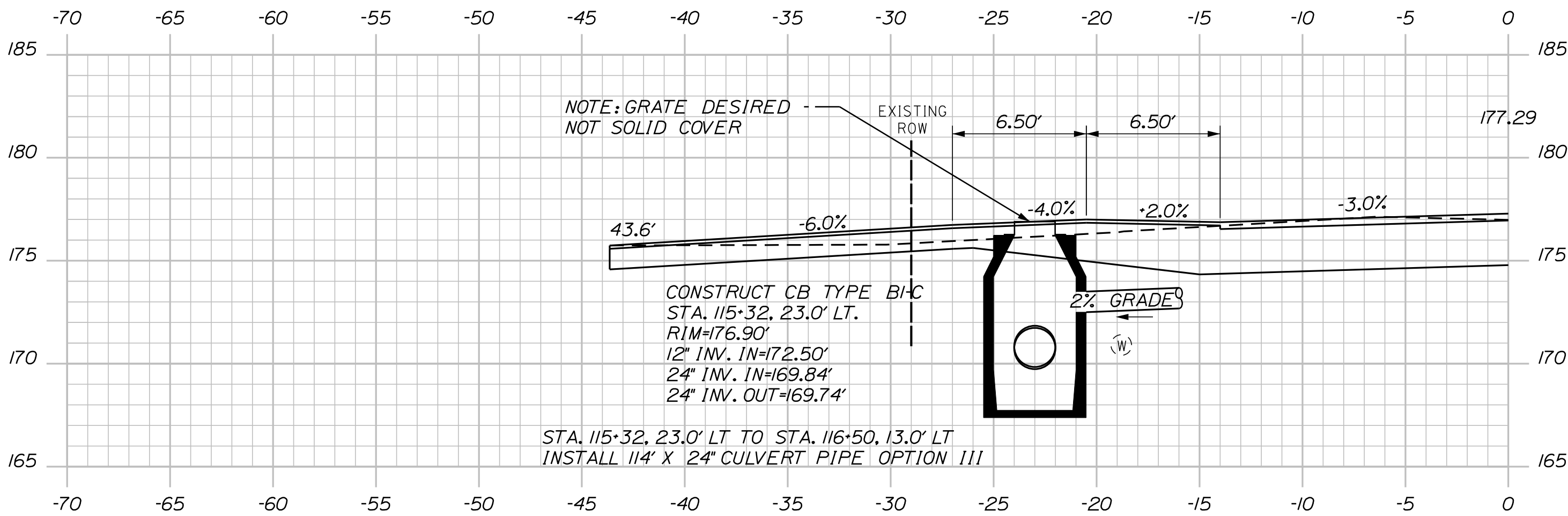
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Division: HIGHWAY

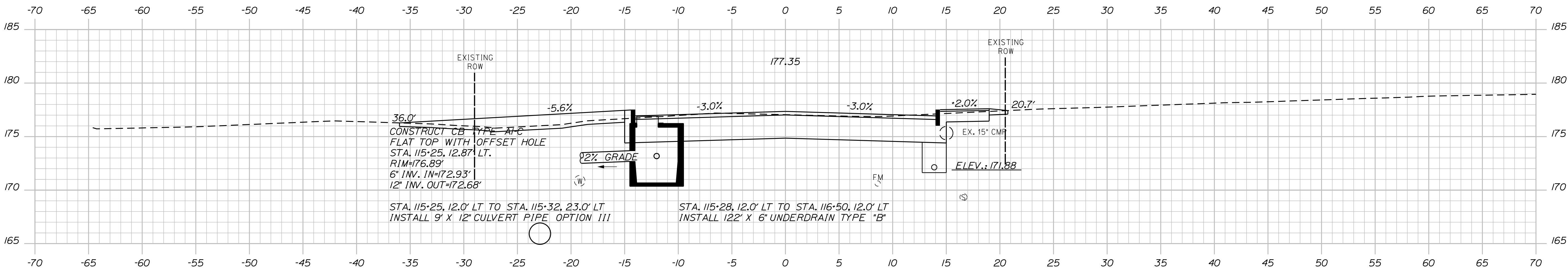
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115+36.00 (PAVED DRIVEWAY)



115+32.00 (PAVED DRIVEWAY)



115+25.00

DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
B. LYON	S. SAWYER	R. WEEK					
DATE	11/12/13	11/12/13					
BY	R. CARRELL						
DATE	11/12/13						
SIGNATURE							
P.E. NUMBER							
DATE							

PROJ. MANAGER	DATE	BY	DATE	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
R. CARRELL	11/12/13	B. LYON	11/12/13					
		S. SAWYER	11/12/13					
		R. WEEK	11/12/13					

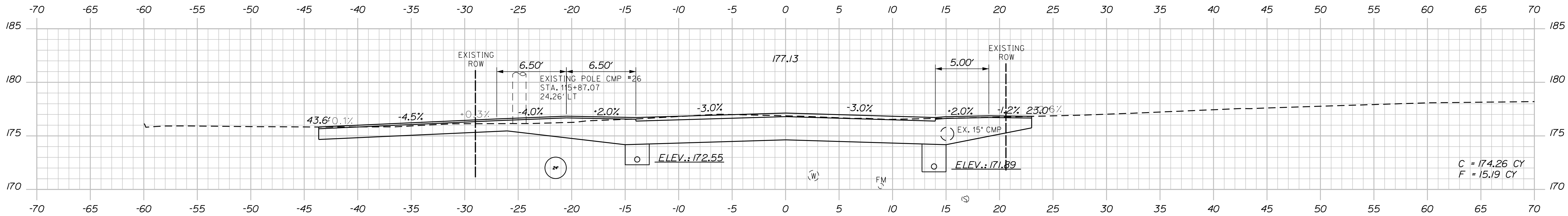
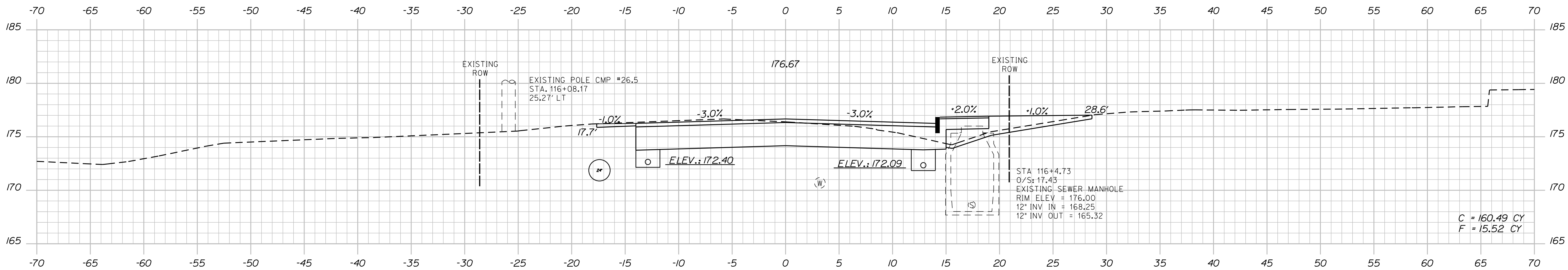
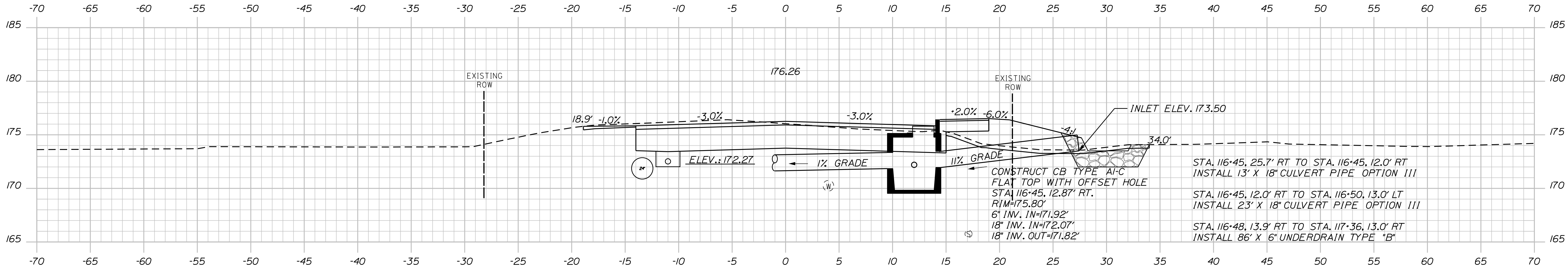
BERWICK ROCHESTER STREET	CROSS SECTIONS
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Date:11/13/2013

Username: rneek

Division: HIGHWAY

Filename: ... \00\HIGHWAY\MSTA\Xsect.dgn



PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
R. CARRELL	B. LYON	11/02/13			
CHECKED-REVIEWED	S. SAWYER	11/02/13			
DESIGN-DETAILED	R. WEEK	11/02/13			
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

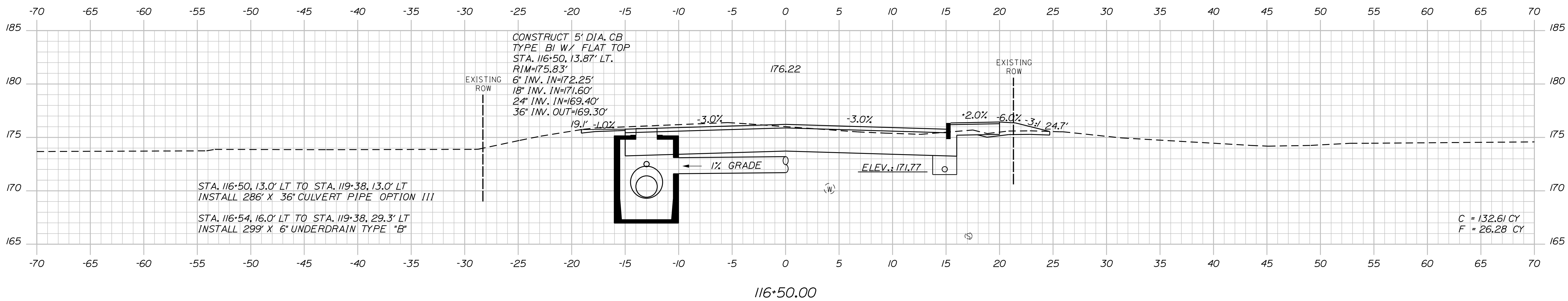
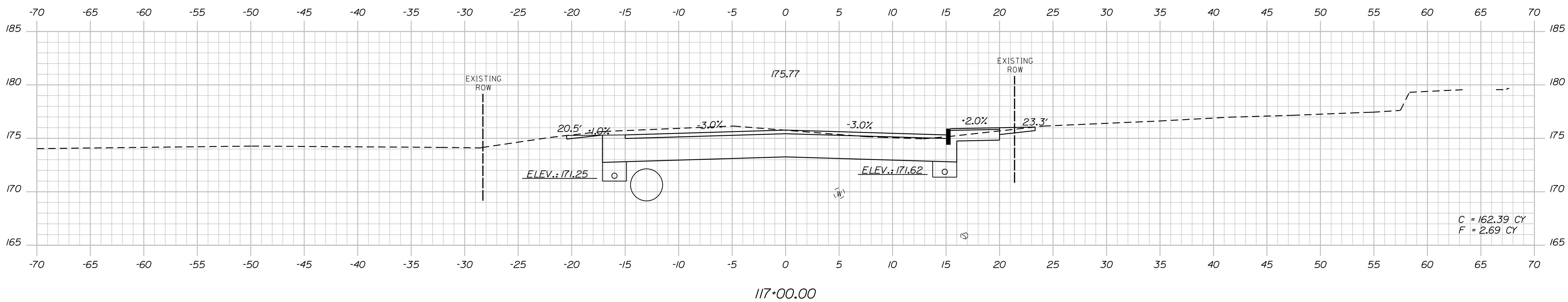
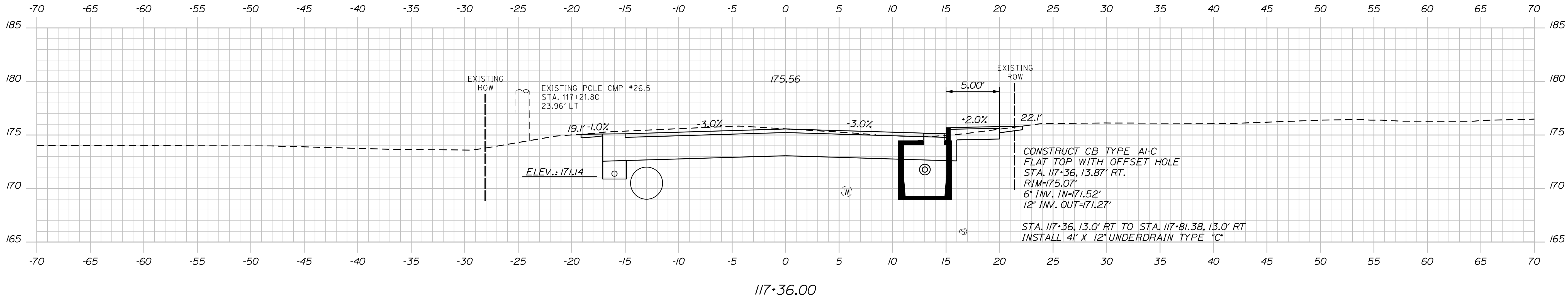
BERWICK
ROCHESTER STREET
CROSS SECTIONS

Date:11/13/2013

Username: rneek

Division: HIGHWAY

Filename: ... \00\HIGHWAY\MSTA Xsect.dgn



PROJ. MANAGER	BY	DATE
R. CARRELL	B. LYON	11/02/13
CHECKED-REVIEWED	S. SAWYER	11/02/13
DESIGN-DETAILED	R. WEEK	11/02/13
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

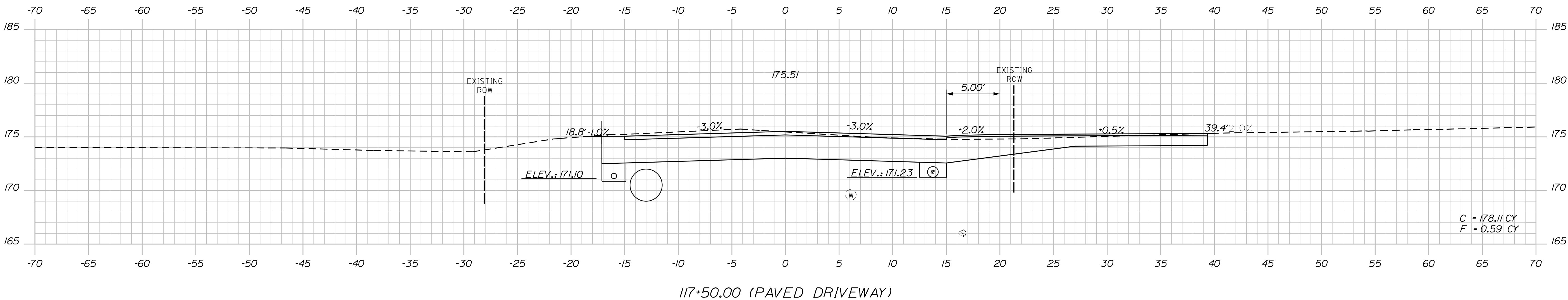
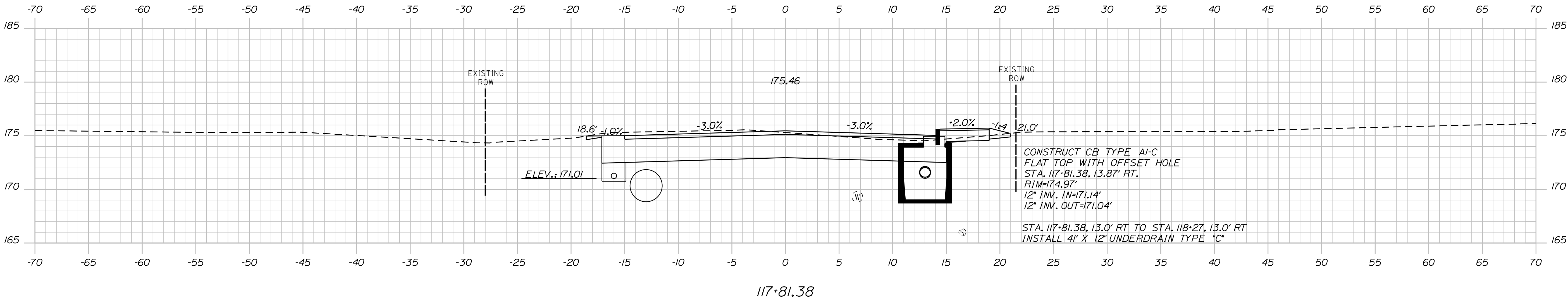
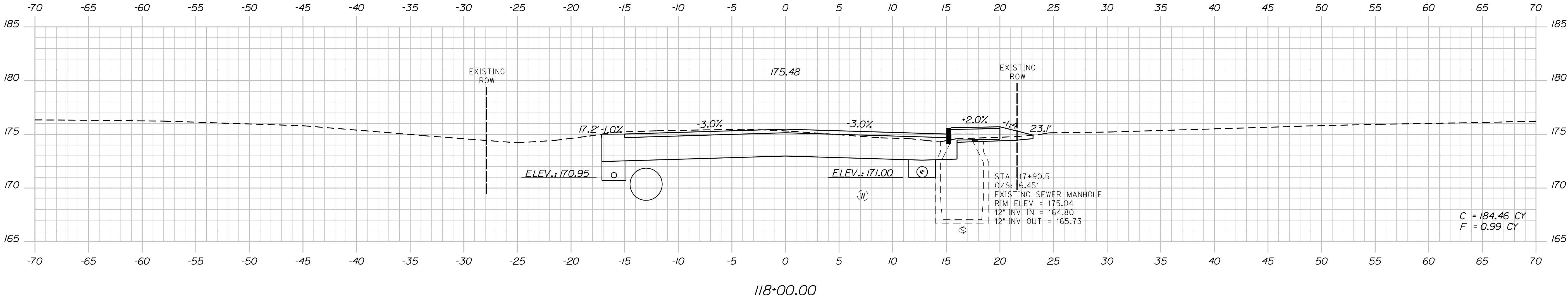
BERWICK
ROCHESTER STREET
CROSS SECTIONS

Date:11/13/2013

Username: rneek

Division: HIGHWAY

Filename: ...\\00\\HIGHWAY\\MSTA\\Xsect.dgn



PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	B. LYON	11/02/13
CHECKED-REVIEWED	S. SAWYER	11/02/13
DESIGN-DETAILED	R. WEEK	11/02/13
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE	P.E. NUMBER	DATE

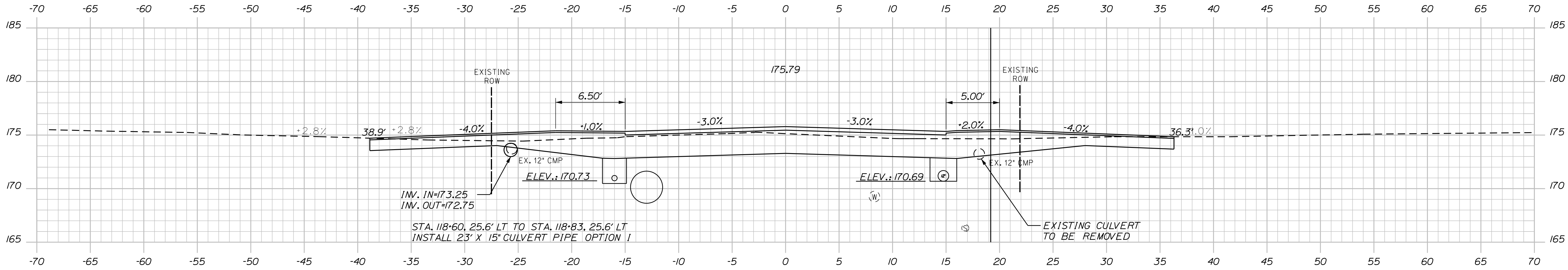
BERWICK
ROCHESTER STREET
CROSS SECTIONS

Date:11/13/2013

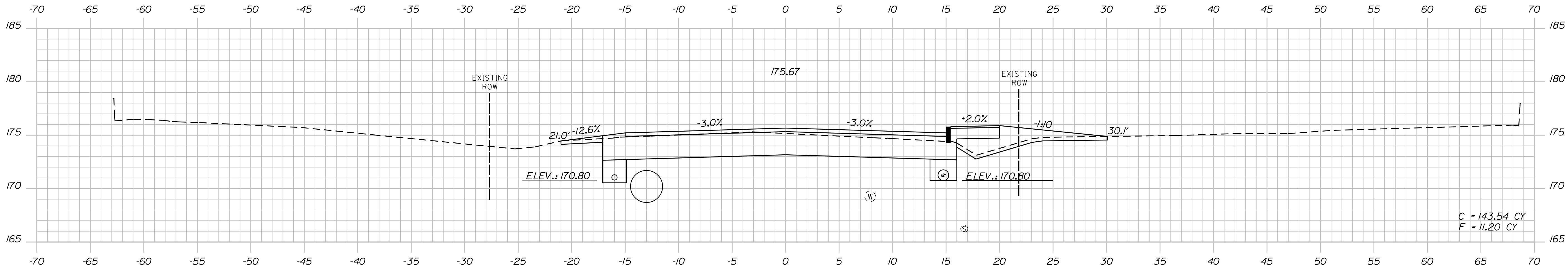
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Division: HIGHWAY

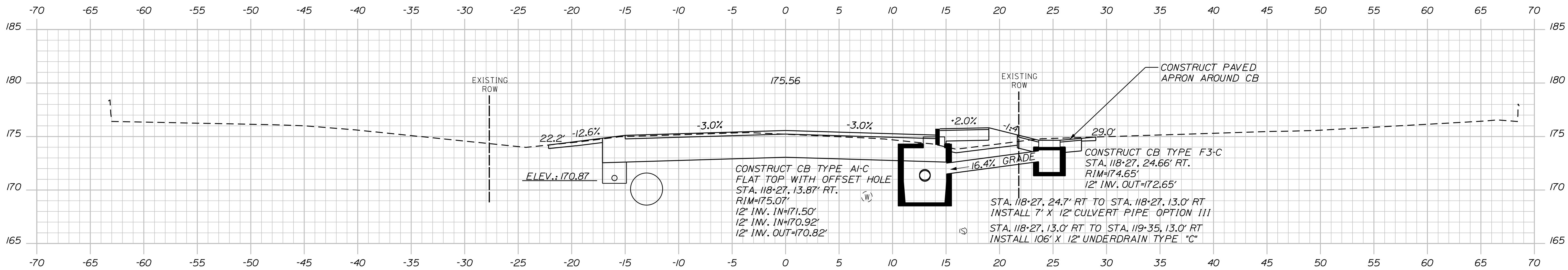
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118+73.00 (PAVED DRIVEWAYS)



118+50.00



118+27.00

PROJ. MANAGER	BY	DATE
R. CARRELL	B. LYON	11/02/13
CHECKED-REVIEWED	S. SAWYER	11/02/13
DESIGN-DETAILED	R. WEEK	11/02/13
DESIGNS DETAILLED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

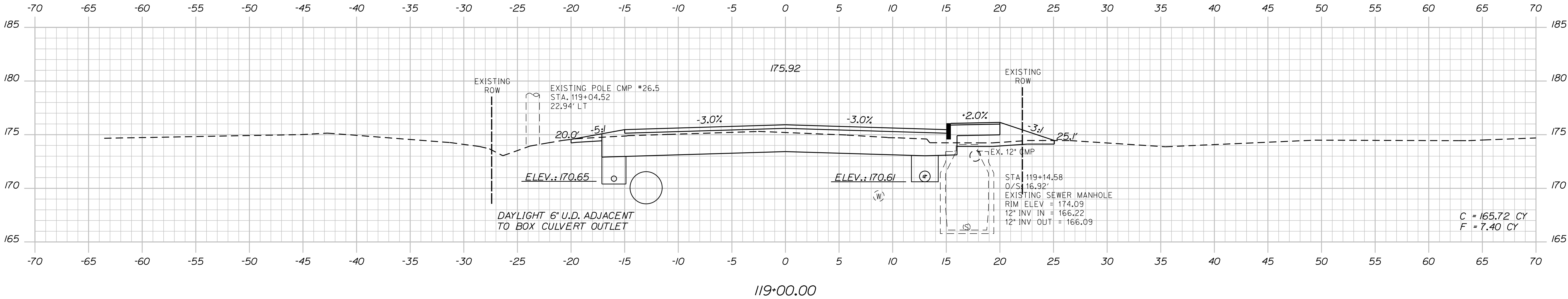
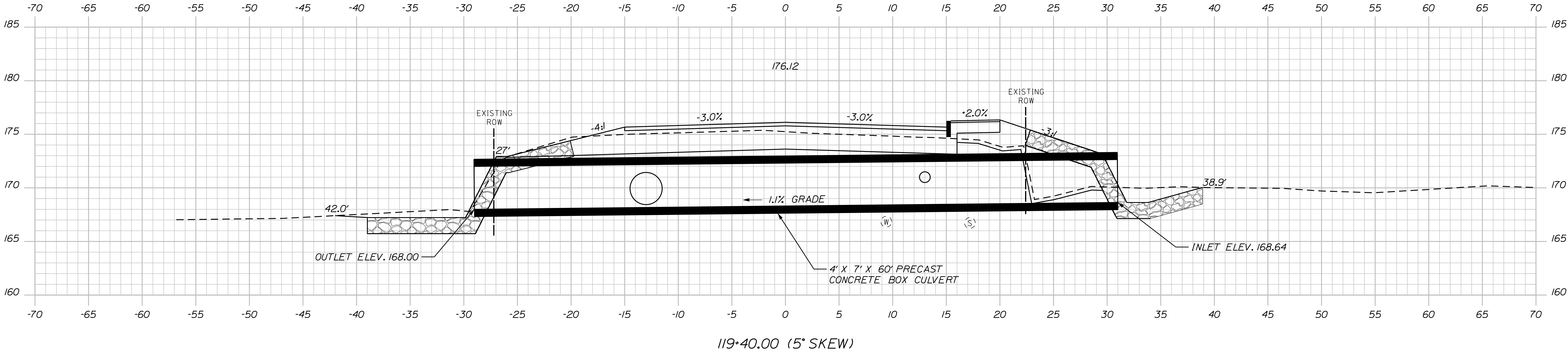
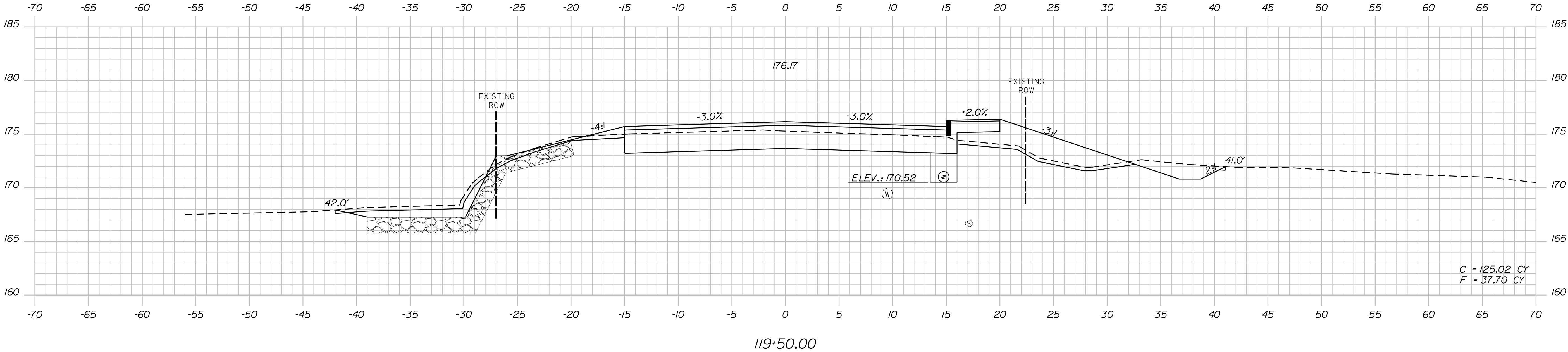
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ROCHESTER STREET
CROSS SECTIONS

Date:11/13/2013

Username: rneek

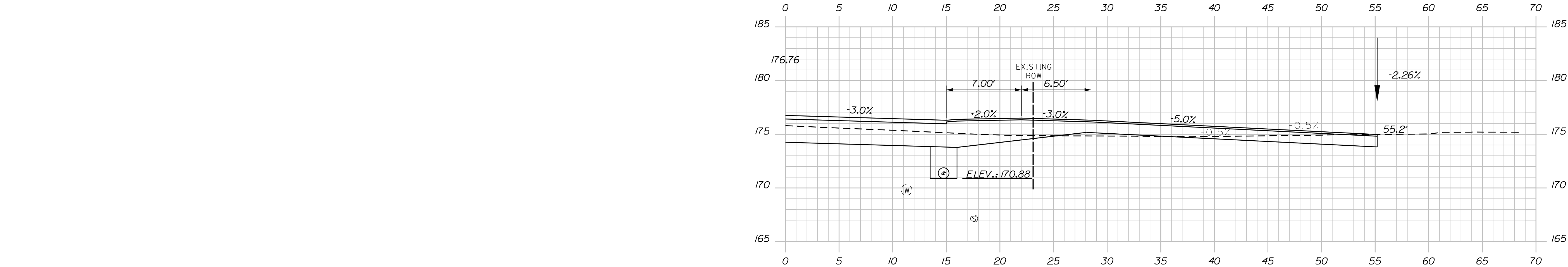
Division: HIGHWAY

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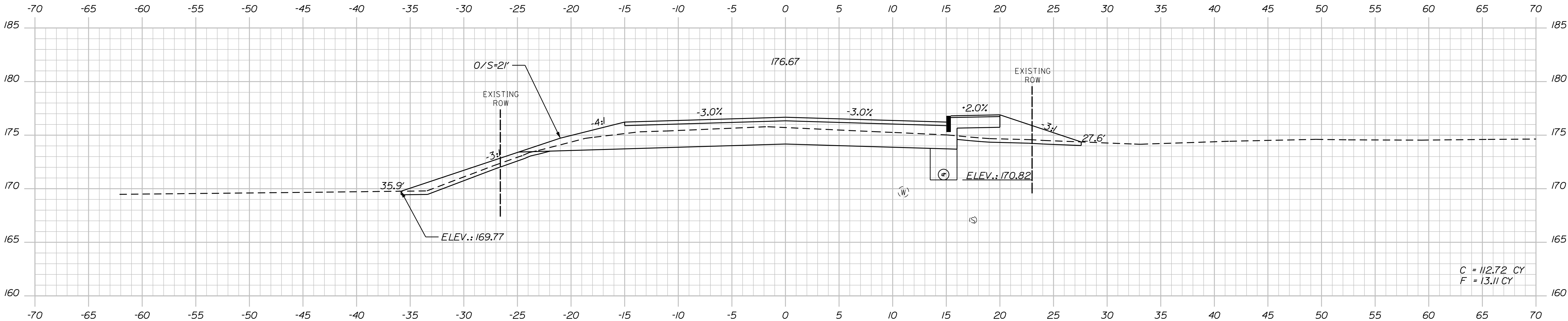


PROJ. MANAGER	BY	DATE
R. CARRELL	B. LYON	11/02/13
CHECKED-REVIEWED	S. SAWYER	11/02/13
DESIGNED-DETAILED	R. WEEK	11/02/13
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

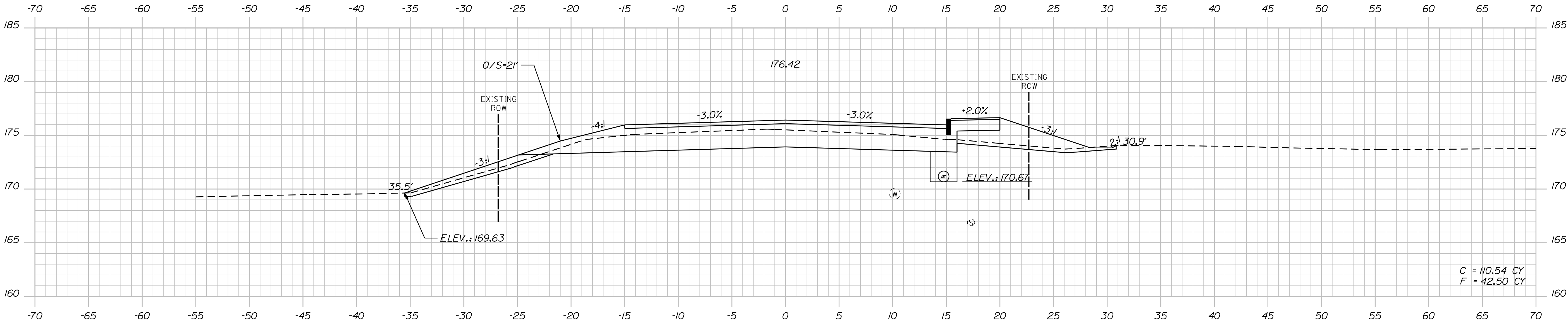
BERWICK
ROCHESTER STREET
CROSS SECTIONS



120+69.00 (PAVED DRIVEWAY)



120+50.00

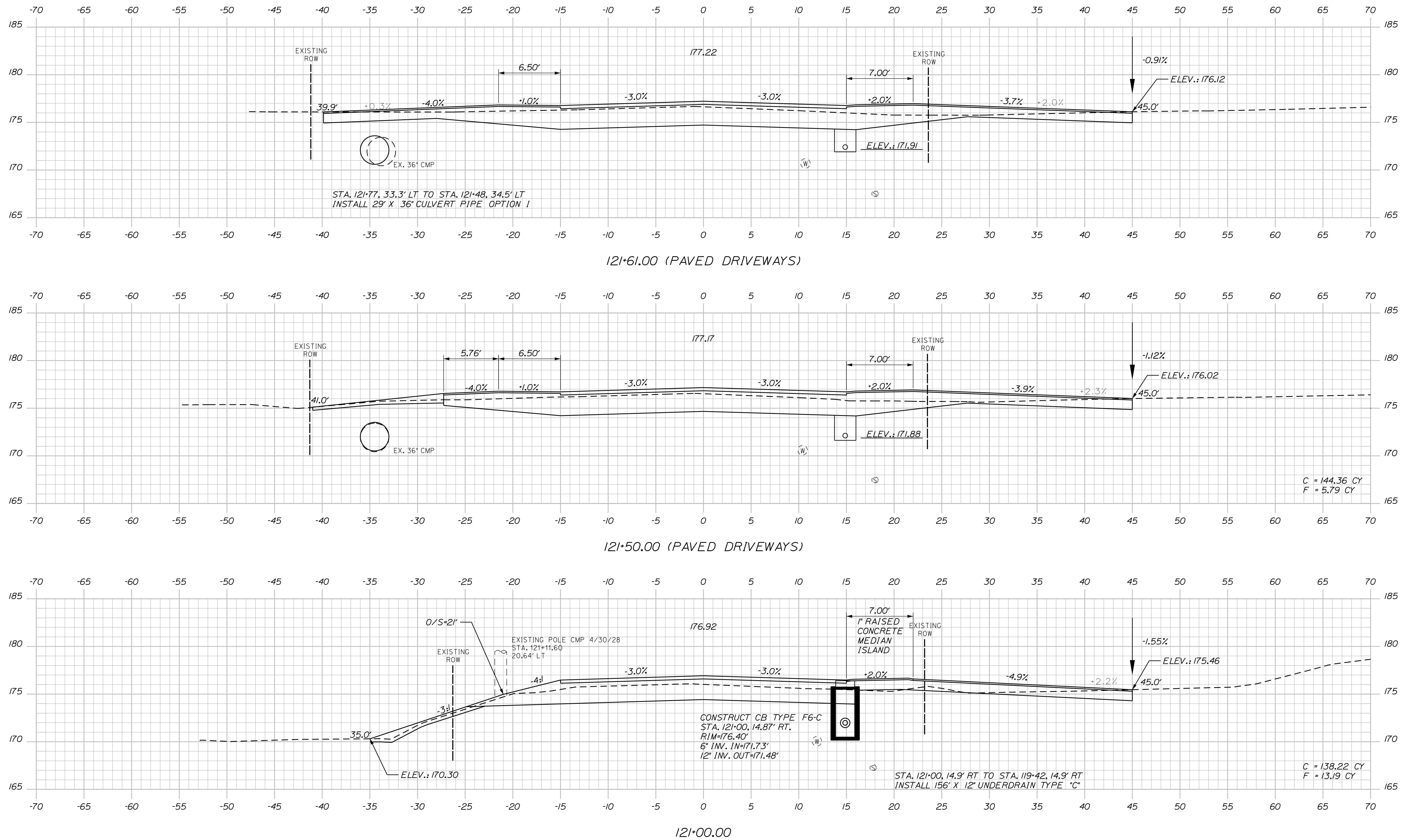


120+00.00

PROJ. MANAGER	BY	DATE	SIGNATURE
R. CARRELL	B. LYON	11/02/13	
CHECKED-REVIEWED	S. SAWYER	11/02/13	
DESIGNED-DETAILED	R. WEEK	11/02/13	
DESIGNED-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BERWICK
ROCHESTER STREET
CROSS SECTIONS

Filename: ... \00\HIGHWAY\MSTA\Xsect.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1732(800)X

WIN
17328.00

SIGNATURE

P.E. NUMBER

DATE _____

PROJ. MANAGER	R. CARRELL	BY	DATE
DESIGN-DETAILED		B. LYON	11/12/13
CHECKED-REVIEWED		S. SAWYER	11/12/13
DESIGNED-CHECKED		C. MEYER	11/12/13

DESIGNS-DETAILED		
REVISIONS 1		

REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

BERWICK
ROCHESTER STREET

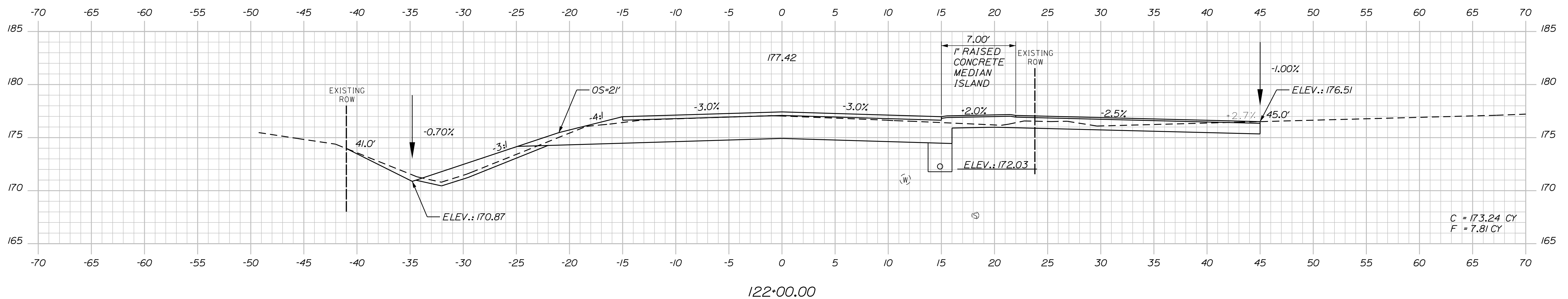
CROSS SECTIONS

SHEET NUMBER

45

DF 54

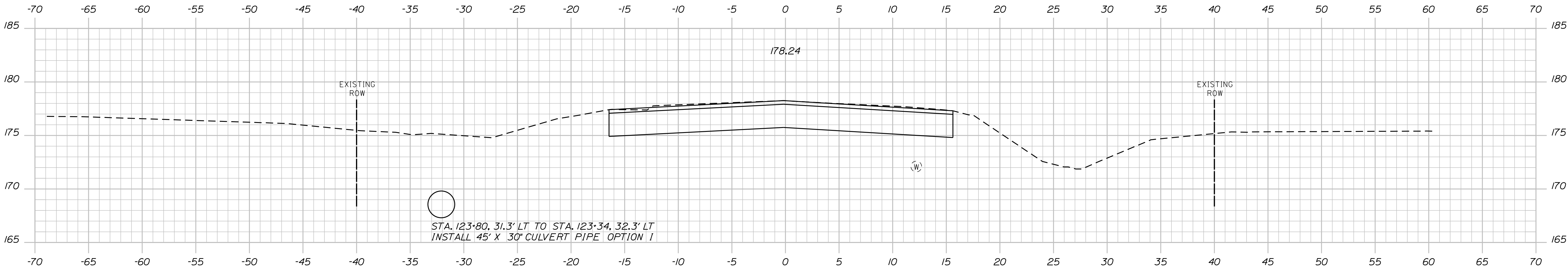
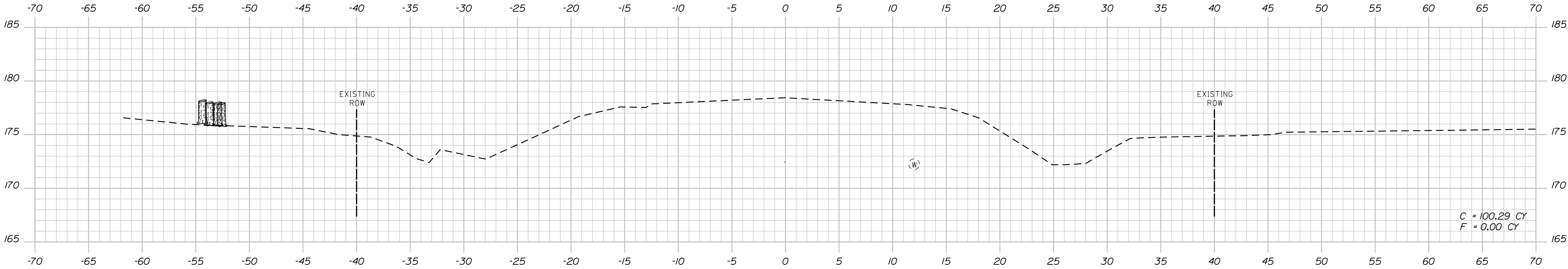
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SHEET NUMBER

46

OF 54



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
STP-1732(800)X	
WIN	HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
CHECKED-REVIEWED	B. LYON	11/02/13
DESIGN-DETAILED	S. SAWYER	11/02/13
DESIGN-DETAILED	R. WEEK	11/02/13
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BERWICK ROCHESTER STREET
CROSS SECTIONS

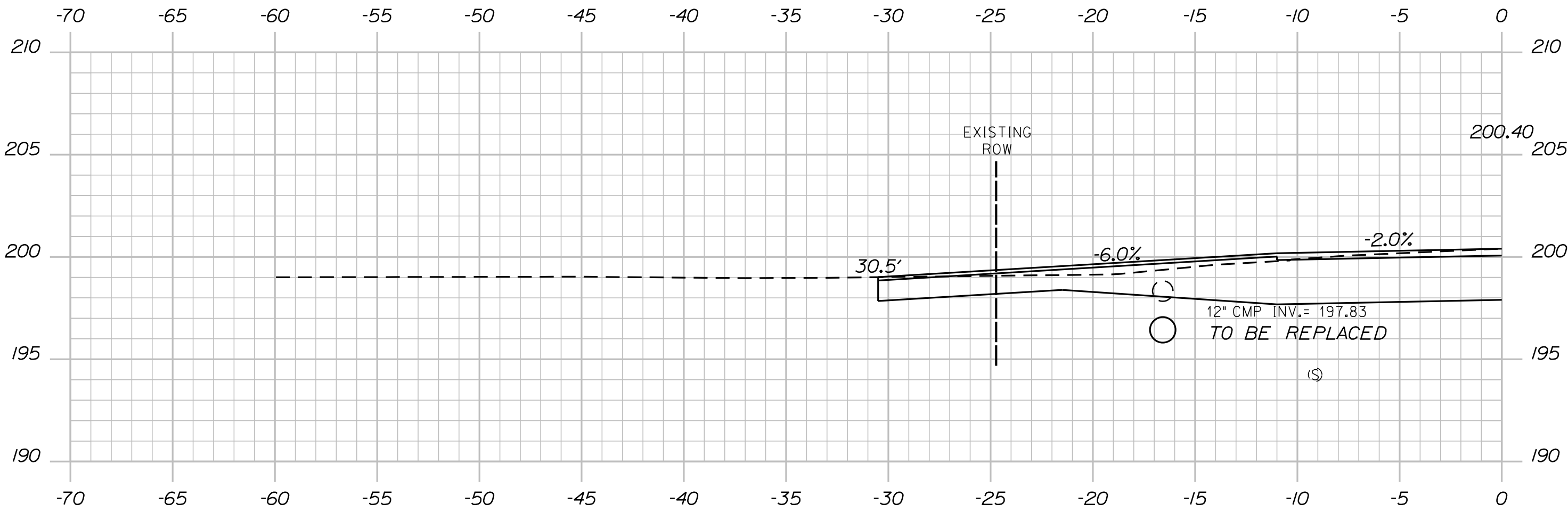
SHEET NUMBER
48
OF 54

Date:11/13/2013

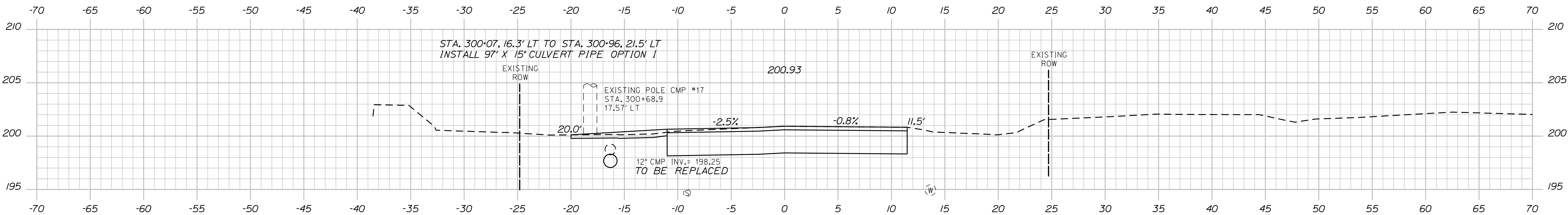
Username: rneek

Division: HIGHWAY

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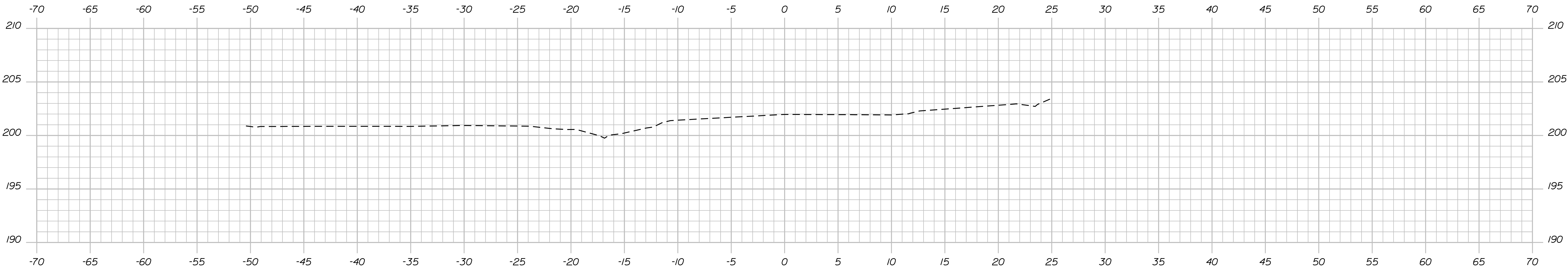


300+80.00 (PAVED DRIVEWAY)



300+50.00

BEGIN BRIDGE ST.
FULL DEPTH RECONSTRUCTION
STA. 300+50



300+00.00

PROJ. MANAGER	BY	DATE
R. CARRELL	B. LYON	11/12/13
CHECKED-REVIEWED	S. SAWYER	11/12/13
DESIGN-DETAILED	R. WEEK	11/12/13
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

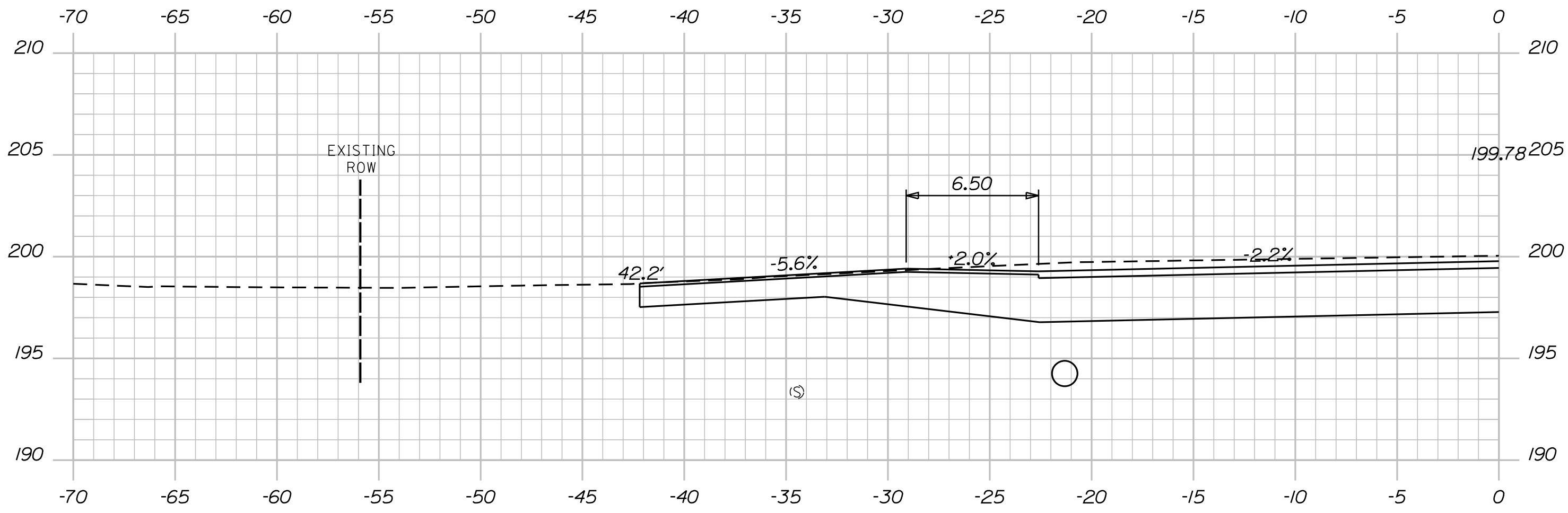
BERWICK BRIDGE STREET CROSS SECTIONS
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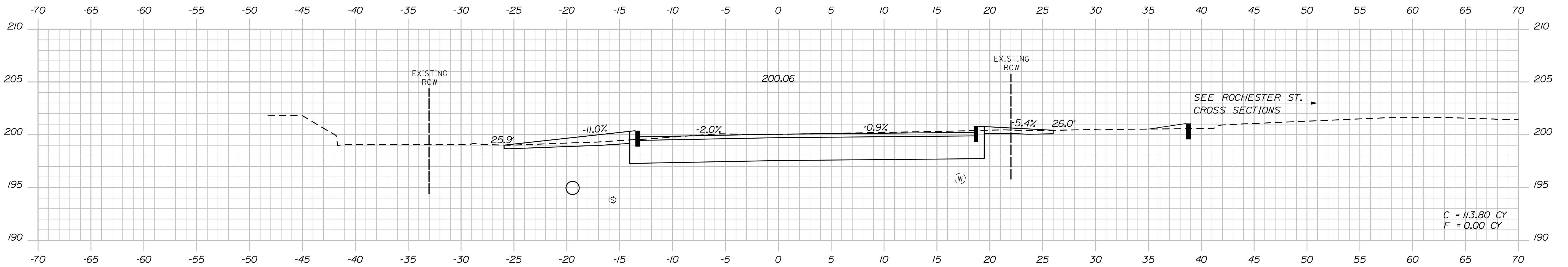
Division: HIGHWAY

Username: rmeek

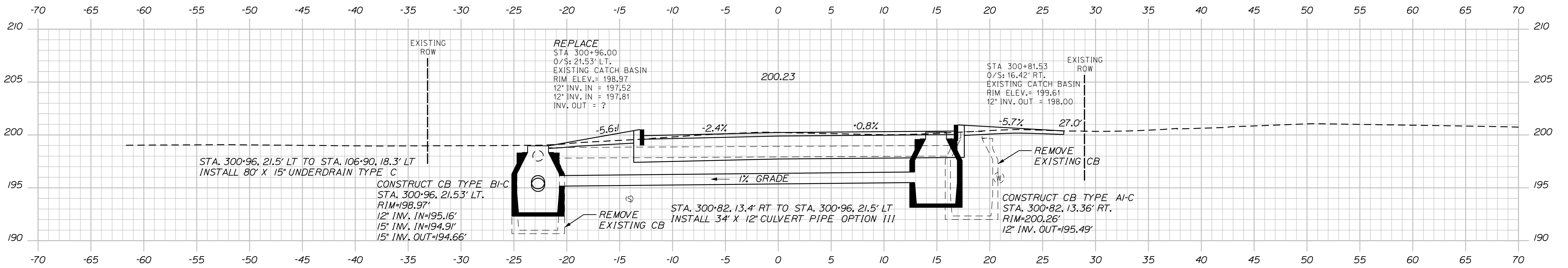
Date:11/13/2013



301+17.00 (PAVED DRIVEWAY)



301+00.00



300+90.00 (70° SKEW)

STATE OF MICHIGAN
 DEPARTMENT OF TRANSPORTATION

STP-1732(800)X

17328.00 HIGHWAY PLANS

DESIGN-OF-TALED		B. LYON	11/12/13	SIGNATURE
CHECKED-REVIEWED		S. SAWYER	11/12/13	
DESIGN-OF-TALED2		R. MECK	11/12/13	P.E. NUMBER
DESIGN-OF-TALED3				
REVISIONS 1				DATE
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

BERWICK
BRIDGE STREET
CROSS SECTIONS

SHEET NUMBER

50

F 54

Date:12/4/2013

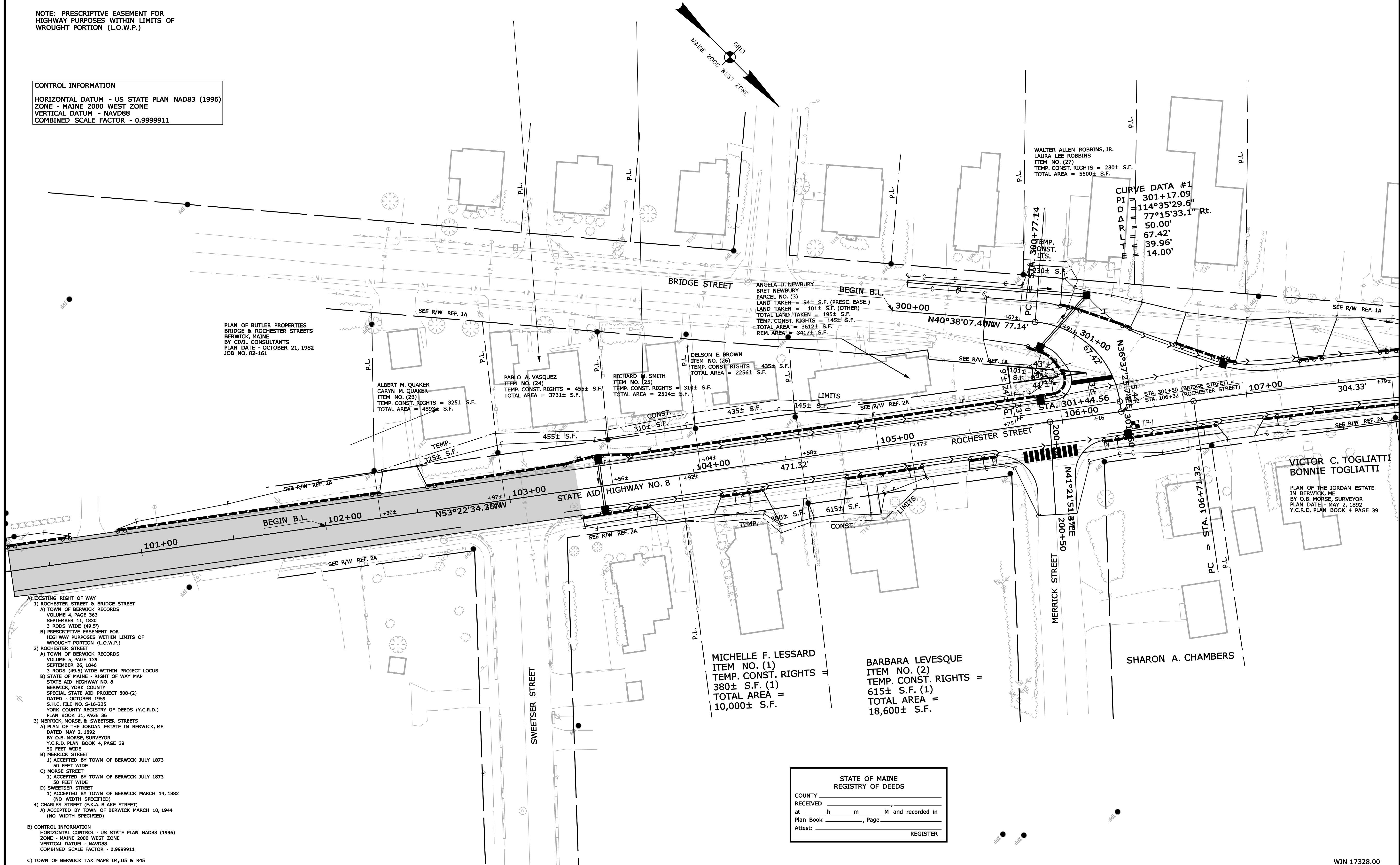
Username: terri.jerolmon

Division: ROW

Filename: ... \00\ROW\WSTA001_RWP\PLAN1.dgn

NOTE: PRESCRIPTIVE EASEMENT FOR
HIGHWAY PURPOSES WITHIN LIMITS OF
WROUGHT PORTION (L.O.W.P.)

CONTROL INFORMATION
HORIZONTAL DATUM - US STATE PLAN NAD83 (1996)
ZONE - MAINE 2000 WEST ZONE
VERTICAL DATUM - NAVD88
COMBINED SCALE FACTOR - 0.9999911



- A) EXISTING RIGHT OF WAY
1) ROCHESTER STREET & BRIDGE STREET
A) TOWN OF BERWICK RECORDS
VOLUME 4, PAGE 363
SEPTEMBER 11, 1830
3 RODS WIDE (49.5')
B) PRESCRIPTIVE EASEMENT FOR
HIGHWAY PURPOSES WITHIN LIMITS OF
WROUGHT PORTION (L.O.W.P.)
2) ROCHESTER STREET
A) TOWN OF BERWICK RECORDS
VOLUME 5, PAGE 139
SEPTEMBER 26, 1846
3 RODS (49.5') WIDE WITHIN PROJECT LOCUS
B) STATE OF MAINE - RIGHT OF WAY MAP
STATE AID HIGHWAY NO. 8
BERWICK, YORK COUNTY
SPECIAL STATE AID PROJECT 808-(2)
DATED - OCTOBER 1959
S.H.C. FILE NO. S-16-225
YORK COUNTY REGISTRY OF DEEDS (Y.C.R.D.)
PLAN BOOK 31, PAGE 36
3) MERRICK, MORSE, & SWEETSER STREETS
A) PLAN OF THE JORDAN ESTATE IN BERWICK, ME
DATED MAY 2, 1892
BY O.B. MORSE, SURVEYOR
Y.C.R.D. PLAN BOOK 4, PAGE 39
50 FEET WIDE
B) MERRICK STREET
1) ACCEPTED BY TOWN OF BERWICK JULY 1873
50 FEET WIDE
C) MORSE STREET
1) ACCEPTED BY TOWN OF BERWICK JULY 1873
50 FEET WIDE
D) SWEETSER STREET
1) ACCEPTED BY TOWN OF BERWICK MARCH 14, 1882
(NO WIDTH SPECIFIED)
4) CHARLES STREET (F.K.A. BLAKE STREET)
A) ACCEPTED BY TOWN OF BERWICK MARCH 10, 1944
(NO WIDTH SPECIFIED)
B) CONTROL INFORMATION
HORIZONTAL CONTROL - US STATE PLAN NAD83 (1996)
ZONE - MAINE 2000 WEST ZONE
VERTICAL DATUM - NAVD88
COMBINED SCALE FACTOR - 0.9999911
C) TOWN OF BERWICK TAX MAPS U4, U5 & R45

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

SYMBOLS	
• P or • PIP (IRON PIPE or PIN FOUND)	○ WELL
□ S.T. (SEPTIC TANK)	— GRADING LIMIT LINE
△ BM (BENCH MARK)	— CONSTRUCTION LIMIT LINE
— (TRAVERSE POINT)	— PROPERTY LINE
— WATER LINE	— PL
— GAS LINE	— LIMITS OF WROUGHT PORTION (L.O.W.P.)
— ELECTRIC LINE	— EXISTING RIGHT OF WAY
— TELEPHONE LINE	— NEW RIGHT OF WAY
— SEWER LINE	— NEW ROW WITHIN EXIST. ROW
	— CONTROL OF ACCESS

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	N.T.A.	C.W.K.
PROP. LINES	N.T.A.	
AREAS		

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

REVISIONS			PLAN FILED IN PLAN BOOK						PAGE				COUNTY RECORD				DAVID BERNHARDT COMMISSIONER JOYCE NOEL TAYLOR CHIEF ENGINEER DATE
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE								

DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER

DATE

To the best of my knowledge and belief the Highway Right of Way lines depicted hereon are based upon a survey conforming to the Standards of Practice promulgated by the Maine Board of Licensure for Professional Land Surveyors 02-360 CMR, Chapter 90; Exceptions: (1) No separate survey report, (2) Monumentation only as shown on plan. See sheet X of this plan set for coordinates. (3) Other boundary lines, including lines between abutters are approximate and for general reference purposes only.

STATE AID HIGHWAY NO. 8 ROCHESTER STREET		
BERWICK YORK COUNTY FEDERAL AID PROJECT NO. STP-1732(800)X		
OCTOBER 2013 SCALE 1" = 25'	RIGHT-OF-WAY MAP SHEET 1 OF 4	D.O.T. FILE NO. 16-498

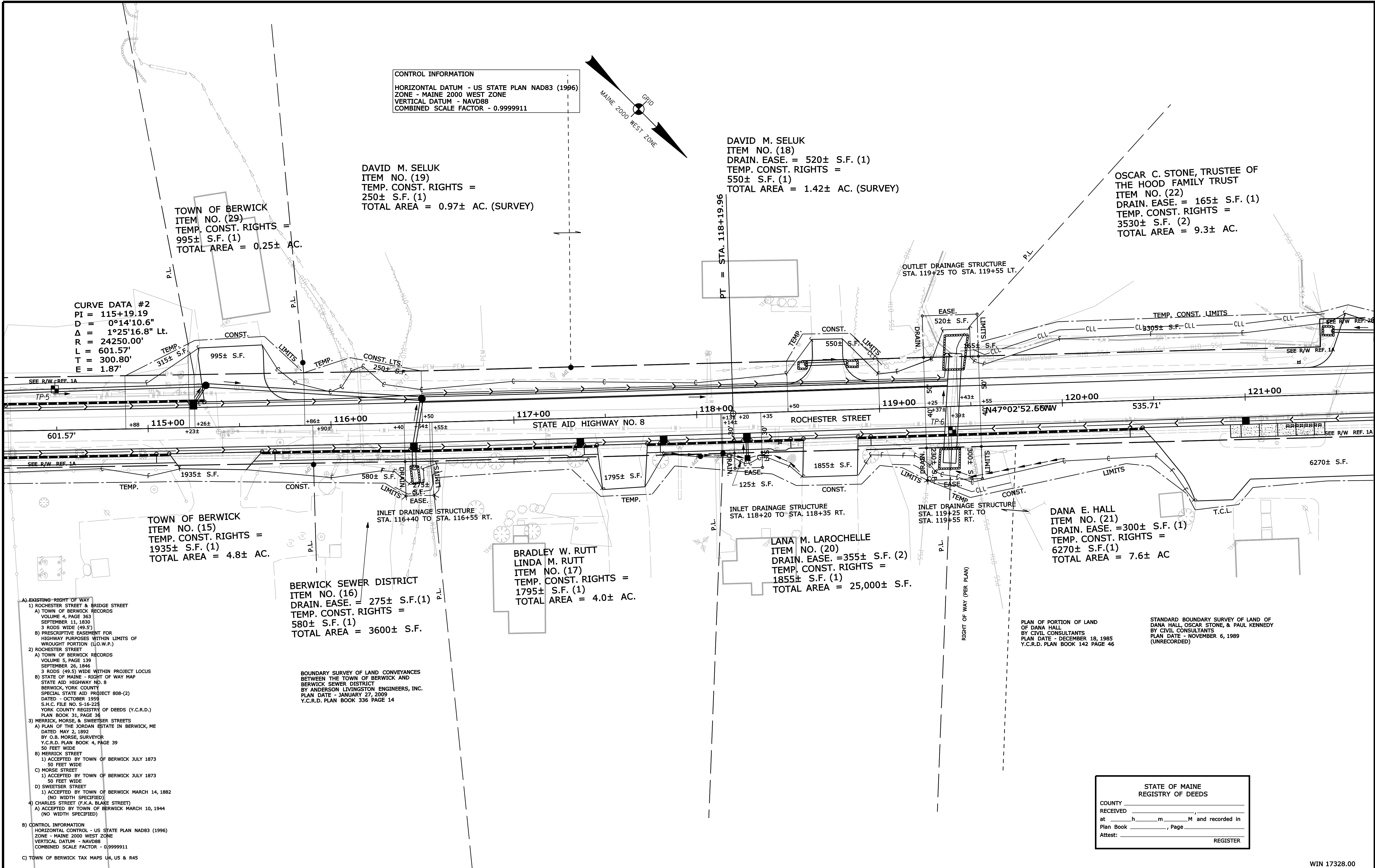
SHEET NUMBER
51
OF 54

Date:12/4/2013

Username: terri.jerolmon

Division: ROW

Filename: ...\\00\\row\\nsta\\003_RWPLAN3.dgn



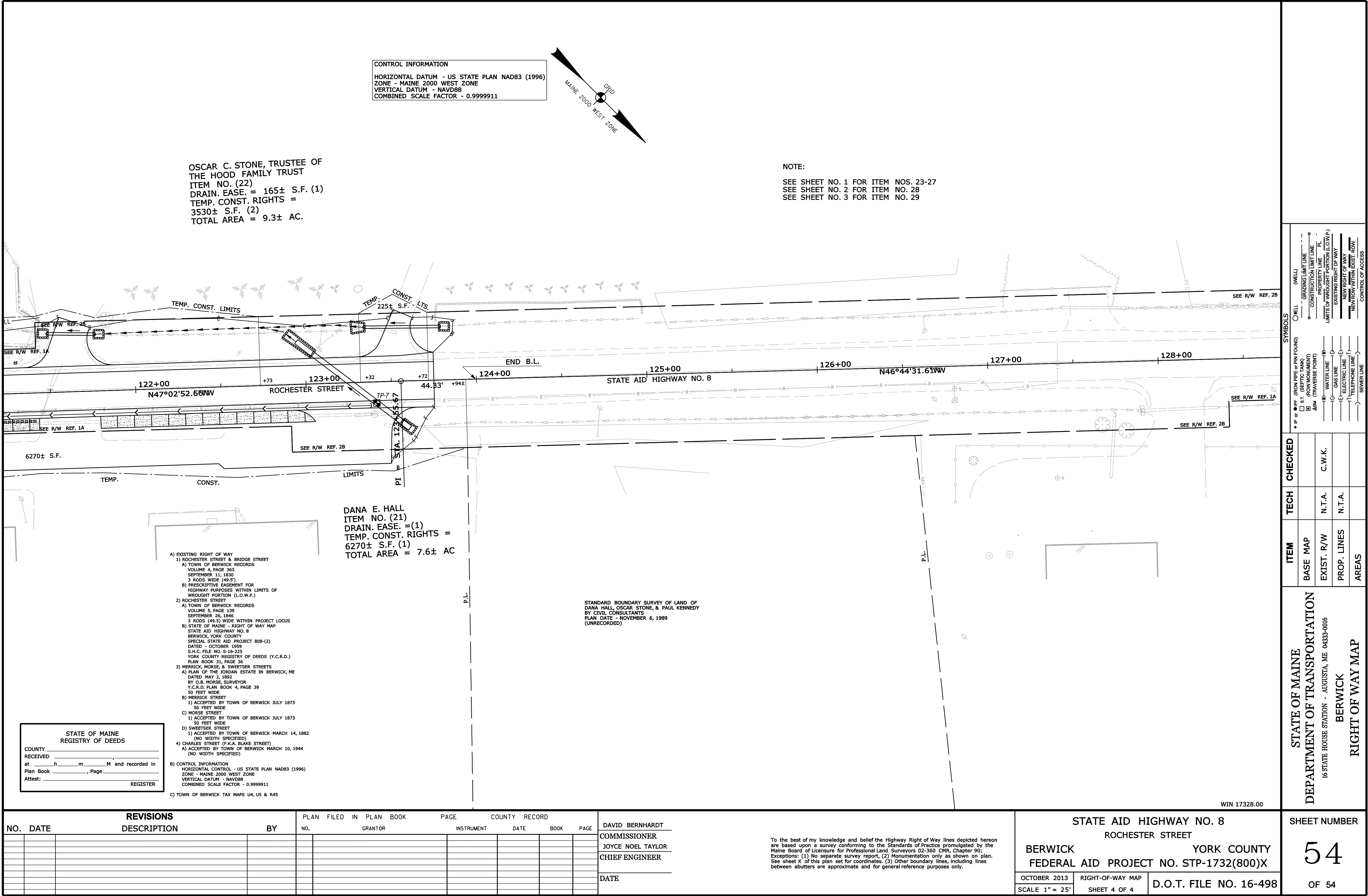
ITEM		TECH	CHECKED	SYMBOLS	
BASE MAP				• P or • PIP (IRON PIPE or PIN FOUND)	○ WELL
EXIST. R/W				— GRADING LIMIT LINE	— CONSTRUCTION LIMIT LINE
PROP. LINES				— PROPERTY LINE	— PL
AREAS				— LIMITS OF WROUGHT PORTION (L.O.W.P.)	— EXISTING RIGHT OF WAY
				— NEW RIGHT OF WAY	— NEW ROW WITHIN EXIST. ROW
				— CONTROL OF ACCESS	

Date:12/4/2013

Username: terri.jerolmon

Division: ROW

Filename: ... \00\row\msta\004_RWPLAN4.dgn



SYMBOLS	
• IP or • PIP (IRON PIPE or PIN FOUND)	○ WELL (WELL)
□ S.T. (SEPTIC TANK)	--- GRADING LIMIT LINE
▤ (ROADWAY)	--- CONSTRUCTION LIMIT LINE
▤ (TRAVERSE POINT)	--- PROPERTY LINE PL
--- WATER LINE WL	--- LIMITS OF WROUGHT PORTION (L.O.W.P.)
--- GAS LINE GL	--- EXISTING RIGHT OF WAY
--- TELEPHONE LINE TL	--- NEW RIGHT OF WAY
--- SEWER LINE SL	--- NEW ROW WITHIN EXIST. ROW
	--- CONTROL OF ACCESS

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	N.T.A.	C.W.K.
PROP. LINES	N.T.A.	
AREAS		

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

DAVID BERNHARDT COMMISSIONER JOYCE NOEL TAYLOR CHIEF ENGINEER DATE	To the best of my knowledge and belief the Highway Right of Way lines depicted hereon are based upon a survey conforming to the Standards of Practice promulgated by the Maine Board of Licensure for Professional Land Surveyors 02-360 CMR, Chapter 90; Exceptions: (1) No separate survey report, (2) Monumentation only as shown on plan. See sheet X of this plan set for coordinates. (3) Other boundary lines, including lines between abutters are approximate and for general reference purposes only.	STATE AID HIGHWAY NO. 8 ROCHESTER STREET BERWICK YORK COUNTY FEDERAL AID PROJECT NO. STP-1732(800)X OCTOBER 2013 RIGHT-OF-WAY MAP SCALE 1" = 25' SHEET 4 OF 4 D.O.T. FILE NO. 16-498	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 BERWICK RIGHT OF WAY MAP	SHEET NUMBER 54 OF 54
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