

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

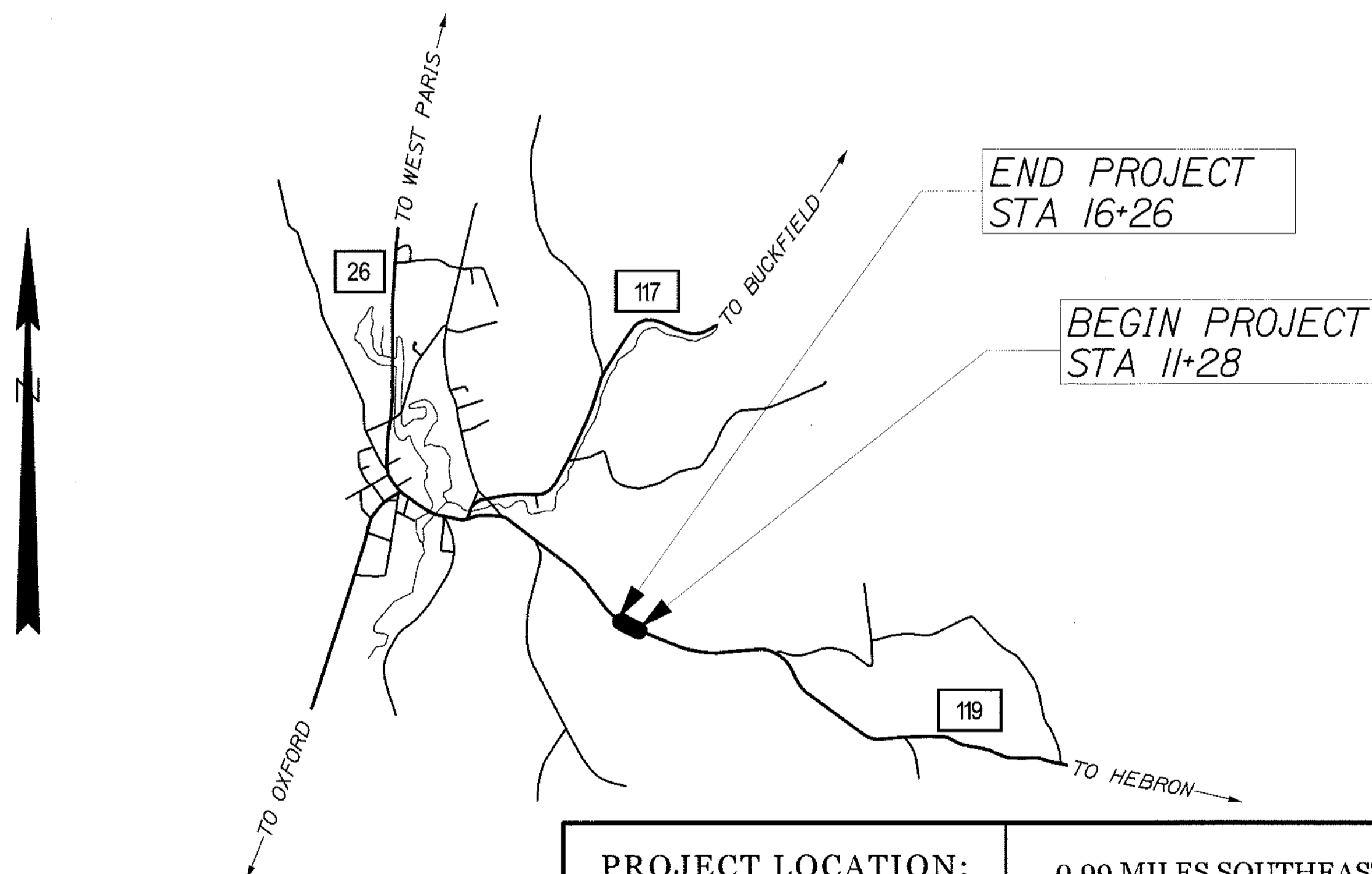


PARIS OXFORD COUNTY ROUTE 119

STATE PROJECT 17536.00
PROJECT LENGTH : 0.094 MILES

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

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TRAFFIC DATA	
Current (2012) AADT	3760
Design Speed (mph)	45
Functional Class	Minor Collector

PROJECT LOCATION:	0.99 MILES SOUTHEAST OF THE INTERSECTION OF ROUTE 117 AND 119 IN PARIS ON TWITCHELL BROOK
PROGRAM AREA:	HIGHWAY PROGRAM
SCOPE OF WORK:	STRUT REPLACEMENT

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 APPROVED: [Signature]
 COMMISSIONER: [Signature]
 DATE: 5/31/12
 CHIEF ENGINEER: [Signature]

STATE OF MAINE
 PROFESSIONAL ENGINEER
 MARK A. HOME
 No. 7957
 License No. 7957
 License Expires 12/31/12
 SIGNATURE: [Signature]
 P.E. NUMBER: 7957
 DATE: May 16, 2012

PROJECT INFORMATION	
PROGRAM	HIGHWAY
PROJECT MANAGER	SHAWN SMITH
DESIGNER	TIM ADAMS
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

WIN 17536.00
 PARIS
 ROUTE 119
 TITLE SHEET

SHEET NUMBER
1
 OF 21

Date: 5/16/2012

Username: timothy.adams

Division: HIGHWAY

Filename: ...\\00\HIGHWAY\AMSTA\001_Title.dgn

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.203	PAVEMENT BUTT JOINTS	125	SY
203.20	COMMON EXCAVATION	1220	CY
203.24	COMMON BORROW	25	CY
203.25	GRANULAR BORROW	250	CY
203.35	CRUSHED STONE FILL	70	CY
206.07	STRUCTURAL ROCK EXCAVATION-DRAINAGE AND MINOR STRCTRS.	65	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	775	CY
403.208	HOT MIX ASPHALT 12.5 MM HMA SURFACE	220	T
403.209	HOT MIX ASPHALT 9.5 MM HMA (SIDEWALKS, DRIVES, INCIDENTALS)	4	T
403.213	HOT MIX ASPHALT 12.5 MM HMA BASE	230	T
409.15	BITUMINOUS TACK COAT - APPLIED	60	G
411.10	UNTREATED AGGREGATE SURFACE COURSE (TRUCK MEASURE)	10	CY
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE (135 SY)	1	LS
511.07	COFFERDAM: UPSTREAM	1	LS
511.07	COFFERDAM: DOWNSTREAM	1	LS
526.301	TEMPORARY CONCRETE BARRIER TYPE 1 (40 LF)	1	LS
527.303	ENERGY ABSORBING SYSTEM (ET-PLUS)	1	EA
534.71	PRECAST CONCRETE BOX CULVERT	1	LS
603.16	15 INCH CULVERT PIPE OPTION 1	100	LF
606.23	GUARDRAIL TYPE 3C - SINGLE RAIL	525	LF
606.231	GUARDRAIL TYPE 3C - 15 FOOT RADIUS AND LESS	25	LF
606.232	GUARDRAIL TYPE 3C - OVER 15 FOOT RADIUS	25	LF
606.265	TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	2	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	8	EA
606.79	GUARDRAIL 350 FLARED TERMINAL	1	EA
610.08	PLAIN RIPRAP	225	CY
610.210	STREAM CHANNEL ROCK	85	CY
610.211	STREAM CHANNEL GRAVEL	50	CY
610.18	STONE DITCH PROTECTION	70	CY
613.319	EROSION CONTROL BLANKET	100	SY
615.07	LOAM	75	CY
618.1401	SEEDING METHOD NUMBER 2 - PLAN QUANTITY	8	UN
619.1201	MULCH - PLAN QUANTITY	8	UN
619.1401	EROSION CONTROL MIX	25	CY
620.54	STABILIZATION GEOTEXTILE	190	SY
627.733	4 INCH WHITE OR YELLOW PAINTED PAVEMENT MARK LINE	1500	LF
627.76	TEMPORARY PAVEMENT MARK LINE, WHITE OR YELLOW	1	LS
629.05	HAND LABOR, STRAIGHT TIME	10	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	10	HR
631.15	ROLLER, EARTH AND BASE COURSE (INCLUDING OPERATOR)	10	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	10	HR
652.312	TYPE III BARRICADE	4	EA
652.33	DRUM	30	EA
652.34	CONE	30	EA
652.35	CONSTRUCTION SIGNS	815	SF
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	45	CD
652.38	FLAGGER	360	HR
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	2	EA
656.75	TEMP SOIL EROSION AND WATER POLL. CONTROL	1	LS
659.10	MOBILIZATION	1	LS

GENERAL CONSTRUCTION NOTES

- During construction, the road will be closed to traffic for a time period specified in the Special Provisions.
- For easements, construction limits and right of way lines, refer to Right of Way Map.
- The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to Contract items.
- Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.
- All embankment material, except as otherwise shown, placed below EL. 418.50 shall be Granular Borrow meeting the requirements of Subsection 703.19, Material for Underwater Backfill.
- Place Loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.
- Erosion Control Mix may be substituted in those areas normally receiving dirty borrow and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Dirty Borrow & Seed Pay items.
- Place a 24-in. wide strip of Temporary Erosion Control Blanket on the sideslopes along the top of the riprap.
- Guardrail posts as shown in the Standard Details shall be modified from the indicated length of 6 feet to a length of 7 feet with an embedment of 4.5 feet. Payment will be considered incidental to the guardrail pay items.
- A NCHRP 350 Compliant Guardrail End Treatment shall be installed concurrently with the placement of each section of beam guardrail.
- Extended-use Erosion Control Blanket, seeded gutters, riprap downspouts, and other gutters lined with Stone Ditch Protection shall be constructed after paving and shoulder work is completed, where it is apparent that runoff will cause continual erosion. Payment will be made under the appropriate Contract items.
- Project information referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/comprehensive-list-projects/project-information.php>.
- The hydrologic report of the bridge site may be accessed at the MaineDOT web address. The hydrologic report is based on MaineDOT's interpretation of the information obtained for the subject site. No assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.
- Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:
 - If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.
 - If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.
 - If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation.
- The fill to be placed inside the box culvert shall consist of a combination of previously excavated streambed material and Plain Riprap. The material shall be placed as directed by the Resident. Payment shall be made under the Excavation, and Plain Riprap Pay Items. If the quantity of dredge material is insufficient then the Granular Borrow Item will be used to supplement the difference needed. The quantity of each material used will be measured in vehicles at the point of delivery.
- All joints between existing and proposed hot bituminous pavement shall be butted. All joints should be saw cut and incidental to the common excavation.
- The Contractor shall place suitable existing material or other material acceptable to MDOT personnel on all pavement edges to allow no greater than a 1 1/4" drop off and be graded to 3:1 or flatter. Payment shall be made under Item 615.07 LOAM, or the appropriate equipment rental items.
- All waste material not used on the project shall be disposed of in acceptable waste areas reviewed by the Resident. Grading, seeding, and mulching of waste areas shall be considered incidental to 656 items.

- The following shall be incidental to the 603 Item(s):
 - All pipe excavation including any cutting and removal of pavement
 - All ditching at pipe ends
 - Furnishing, placing, grading, and compacting of any new gravel and/or fill material. This also includes Granular Borrow used under pipes and for temporary detours to maintain traffic during pipe installation. Excavation of maintenance of traffic material is also incidental.
 - Granular Borrow under the pipe shall meet the requirements for Underwater Backfill
 - Flow lines may be changed by 1.5 ft
 - Any necessary clearing of brush and non-pay trees at culvert ends
- Any guardrail removed and not reused shall become the property of the Contractor. Removal and disposal shall be considered incidental to the guardrail items.
- Any damage to the slopes caused by the Contractor's equipment, personnel, equipment, and materials required to make repairs shall be at the Contractor's expense.
- No separate payment for superintendent of foreman will be made for the supervision of equipment being paid for under the equipment rental items.
- All work shall be done in accordance with the Maine Department of Transportation's Best Management Practices for Erosion & Sedimentation Control, February 2008.
- No existing drainage shall be abandoned, removed or plugged without prior approval of MDOT personnel.
- Stations referenced in the construction notes are approximate.
- The Contractor shall adhere to the Maine DOT Standard Specification: Section 104.4.10 Coordination of Bridge Closure/Bridge Width Restriction Notification.
- A 3' paved apron shall be placed at all gravel entrances, except woods and field entrances, unless otherwise directed by MDOT personnel.

GEOTECHNICAL NOTES

GENERAL

- The Project Geotechnical Report, SUBSURFACE INVESTIGATION FOR CONSTRUCTION OF ROUTE 119 BRIDGE OVER TWITCHELL BROOK, PARIS, MAINE, MAINE DOT SOILS REPORT NUMBER 2012-123, MAY 15, 2012, may be accessed at the following web address: <http://www.maine.gov/mdot/comprehensive-list-projects/project-information.php>
 - Geotechnical information furnished or referenced in this plan set is for the Bidders' and Contractor's use. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the time of construction. The Department shall not be responsible for the Bidder's and Contractor's interpretation of, or conclusions drawn from, the Geotechnical information. The Boring Logs contained in the Plan Set present interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between boring locations.
- SLOPES
- Where new embankment fills are placed on existing slopes steeper than 2H:1V and as shown on the plans, the existing slope shall be continuously benched as per Standard Specification 203.09 and OSHA requirements for excavation.
- SUBGRADE
- Cobbles and boulders larger than 6 inches encountered at subgrade shall be removed. Holes below subgrade that result from their removal shall be backfilled with native soil and compacted. Payment will be incidental to Item 203.20.
 - Cobbles and Boulders in sideslopes shall not project more than 6 inches beyond the finished slope line. Holes in the sideslopes that result from their removal shall be backfilled with native soil and compacted. Payment will be incidental to Item 203.20.
 - The entire embankment, including the areas beyond the 1.5H:1V line extending from the finished shoulder, shall be compacted.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
17536.00
PIN 17536.00
HIGHWAY PLANS

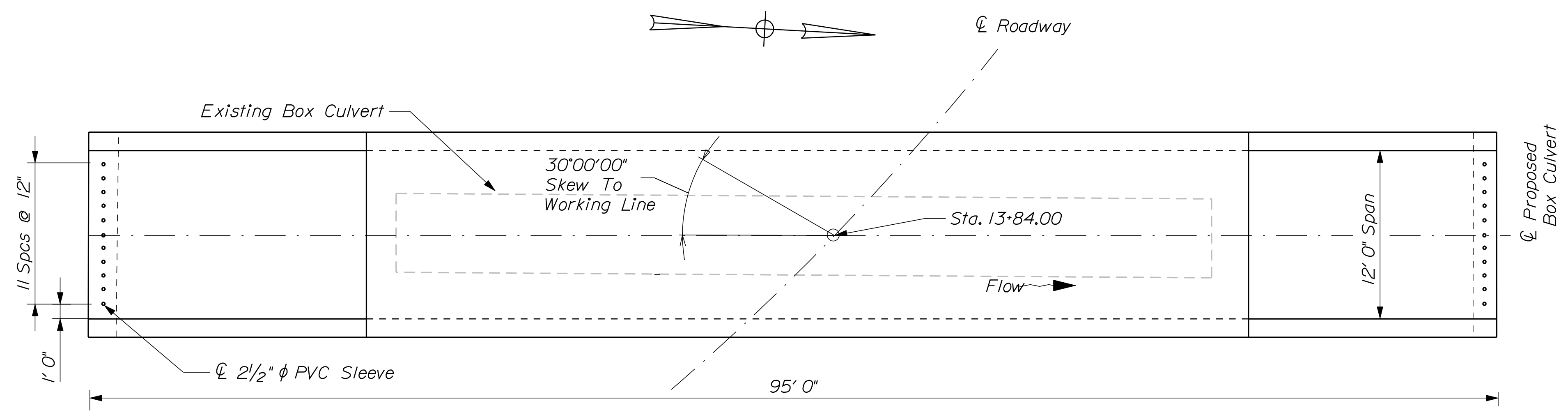
PROJ. MANAGER	SHAWN SWITH	BY	DATE
DESIGN-DETAILED	T. ADAMS		
CHECKED-REVIEWED	J. RODRIGUE		
DESIGNS DET. ALOD	K. BRESKIN		MAY 2012
DESIGNS DET. ALD3	T. WHITE		
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PARIS
ROUTE 119
GENERAL NOTES

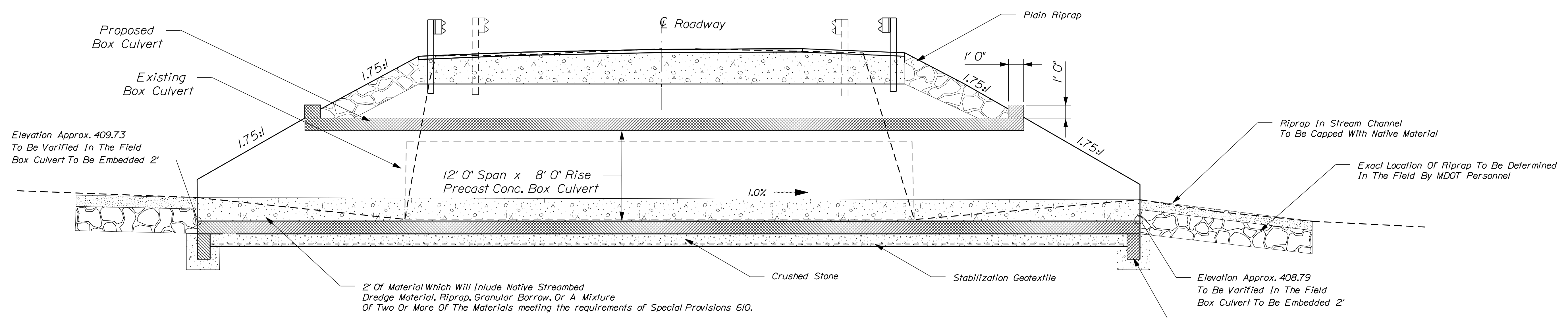
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2
OF 21

PRECAST CONCRETE ARCHES OR BOXES NOTES

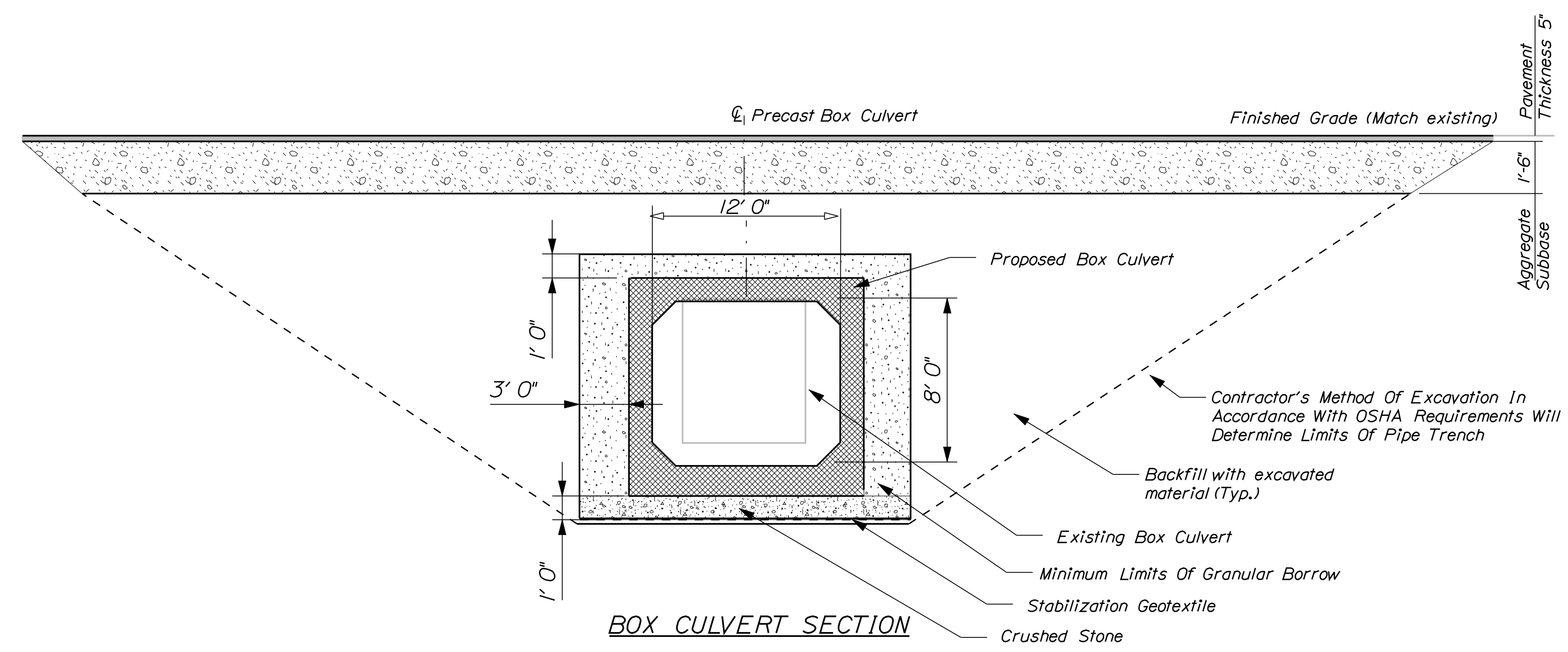
1. The precast units shall be designed to carry construction loadings with a minimum fill cover of 18 inches over the top of the unit.
2. The construction, handling, and assembly of the precast units shall be in accordance with Special Provisions, Section 534, Precast Structural Concrete, and with the manufacturer's specification as applicable.
3. Install standard membrane waterproofing over the top and to 12 inches down the exterior sides of the precast units.



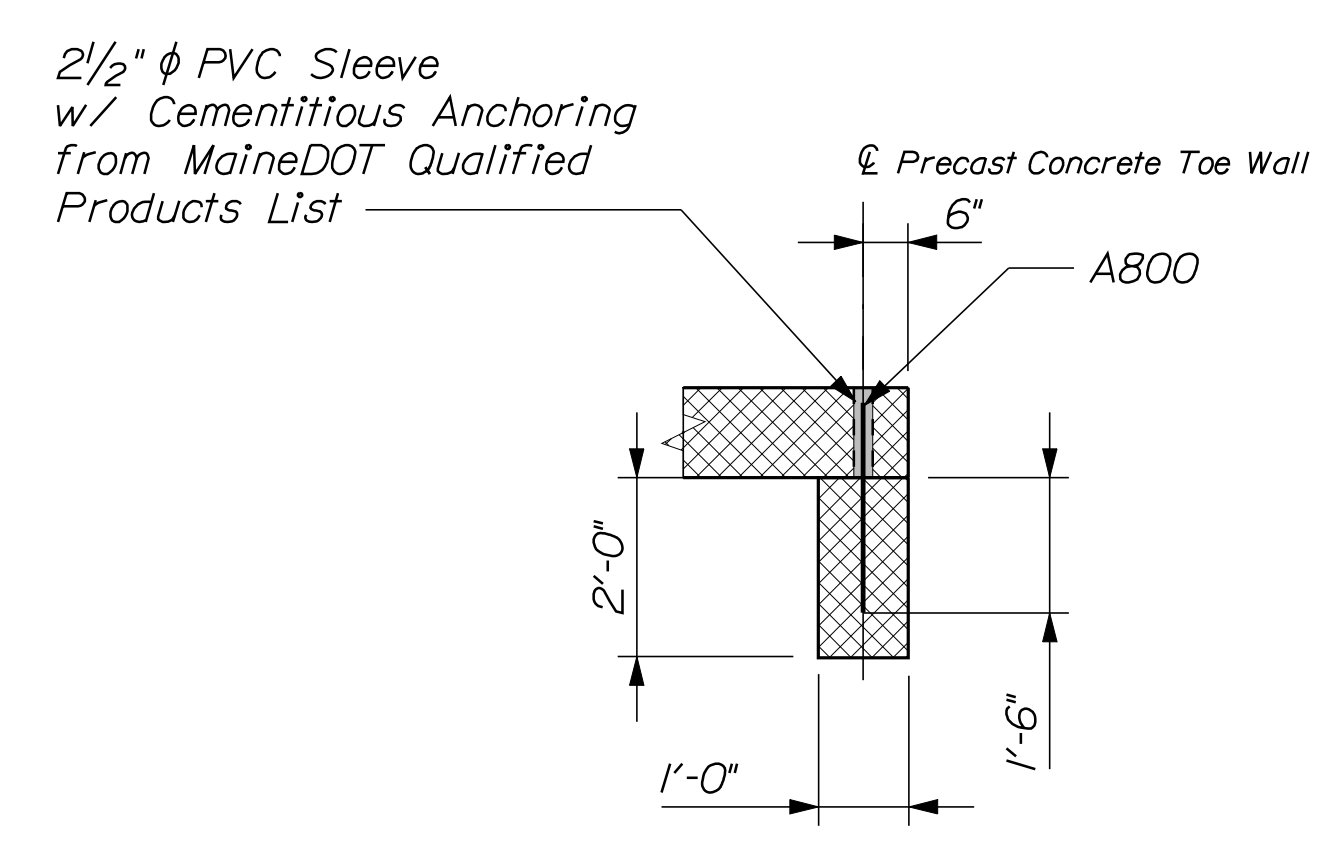
BOX CULVERT PLAN



TRANSVERSE SECTION



BOX CULVERT SECTION



PRECAST CONCRETE TOE WALL DETAIL
Section "A-A"

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		HIGHWAY PLANS	
		17536.00		PIN 17536.00	
PARIS ROUTE 119		TYPICAL SECTIONS		SHEET NUMBER	
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				OF 21	
PROJ. MANAGER	SHAWN SMITH	BY	DATE	SIGNATURE	P.E. NUMBER
DESIGN DETAILED	T. ADAMS	CHECKED/REVIEWED	J. RODRIGUE	MAY 2012	
DESIGNS DETAILED	K. BRESKIN	DESIGNS DETAILED	T. WHITE		
REVISIONS	1	REVISIONS	2		
REVISIONS	3	REVISIONS	4		
FIELD CHANGES		FIELD CHANGES			

NOT TO SCALE

Date: 6/20/2012

Username: Timothy Adams

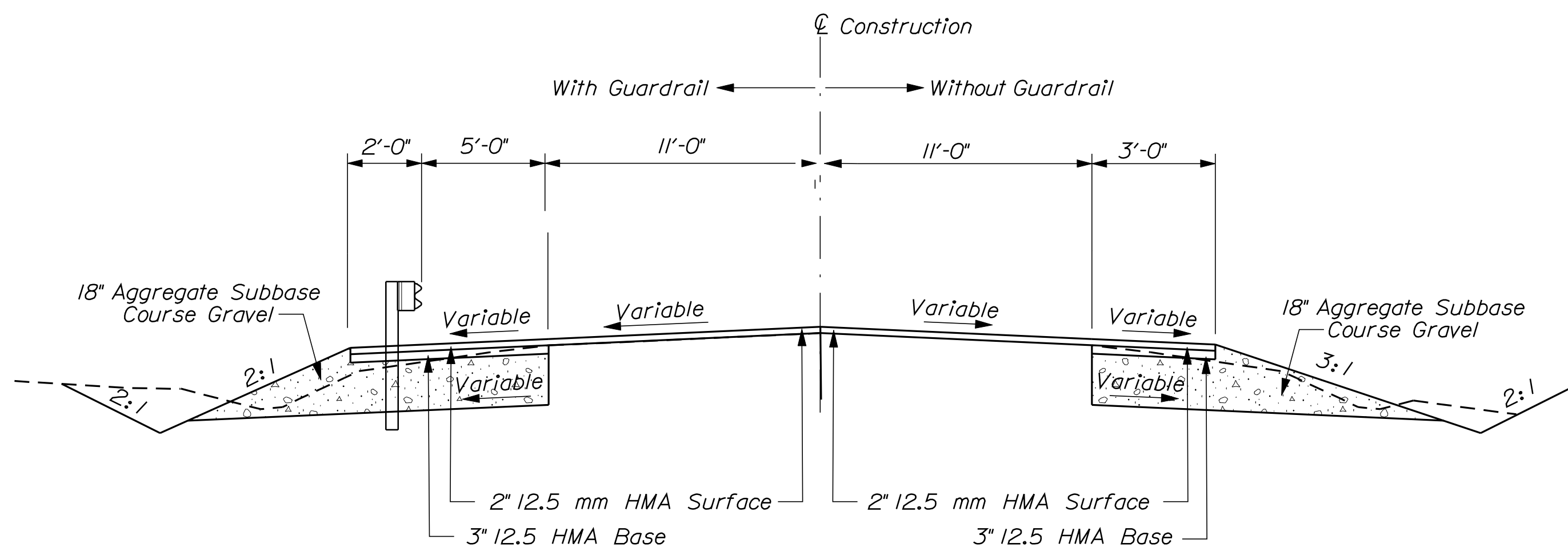
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NOTE:

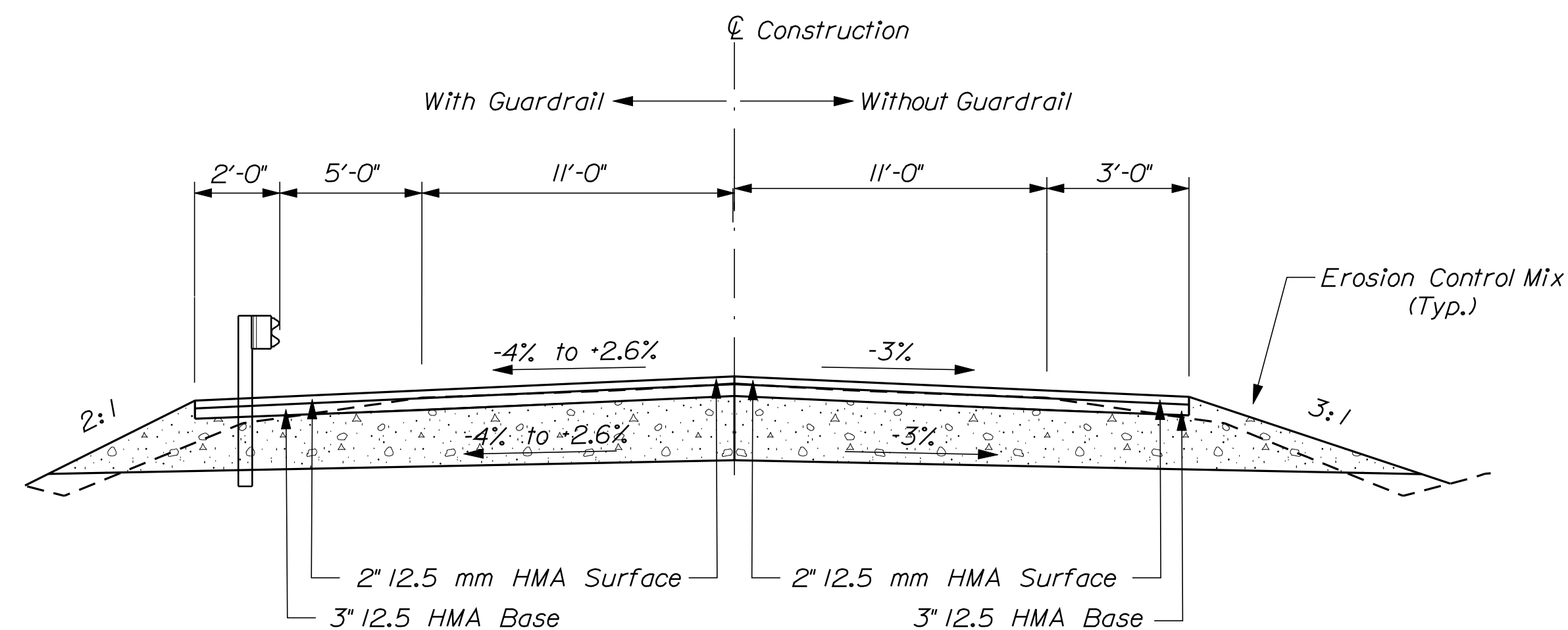
- 1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
- 2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
- 3. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
- 4. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.

TYPICAL SHOULDER BOX SECTION



Stations: 11+28 - 12+75
15+25 - 16+28

TYPICAL FULL CONSTRUCTION SECTION



Stations: 12+75 - 15+25

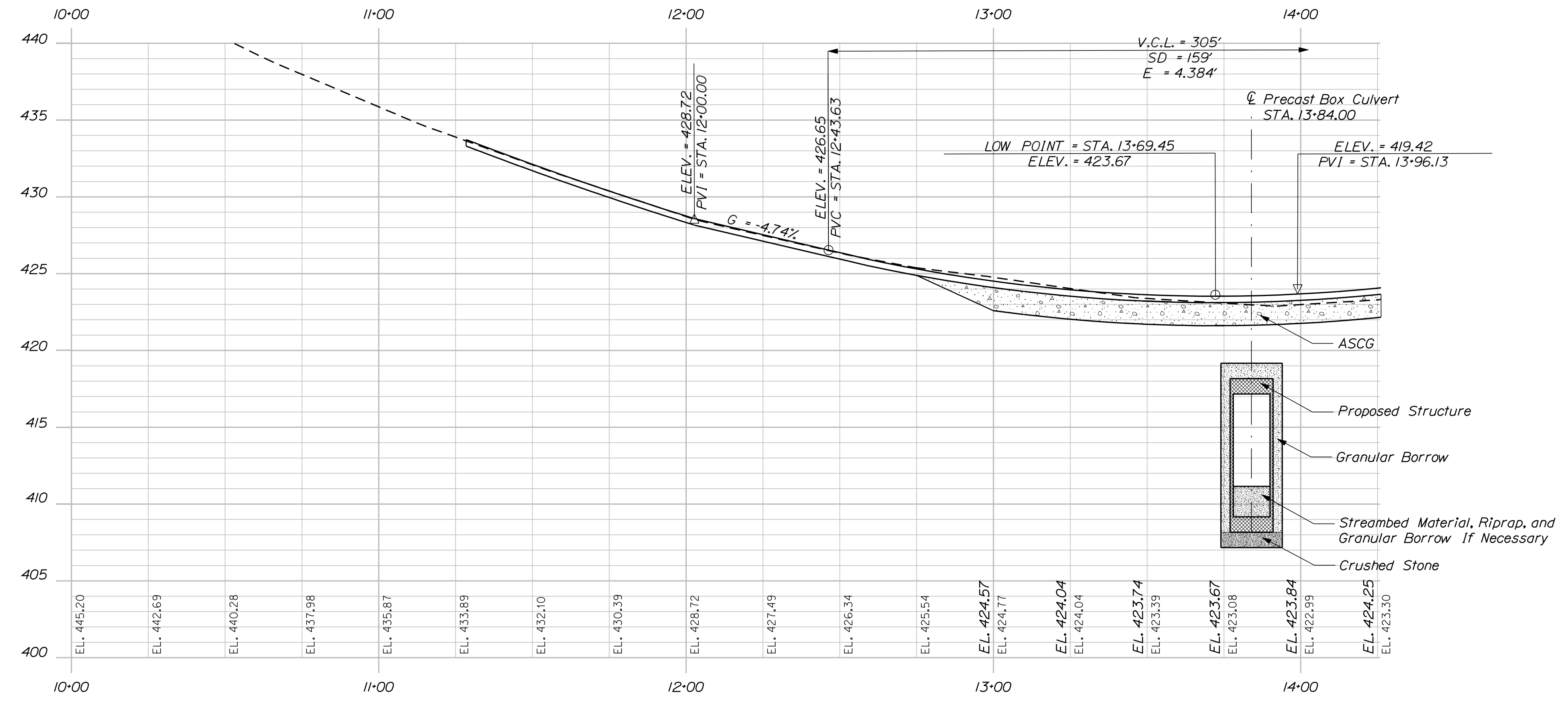
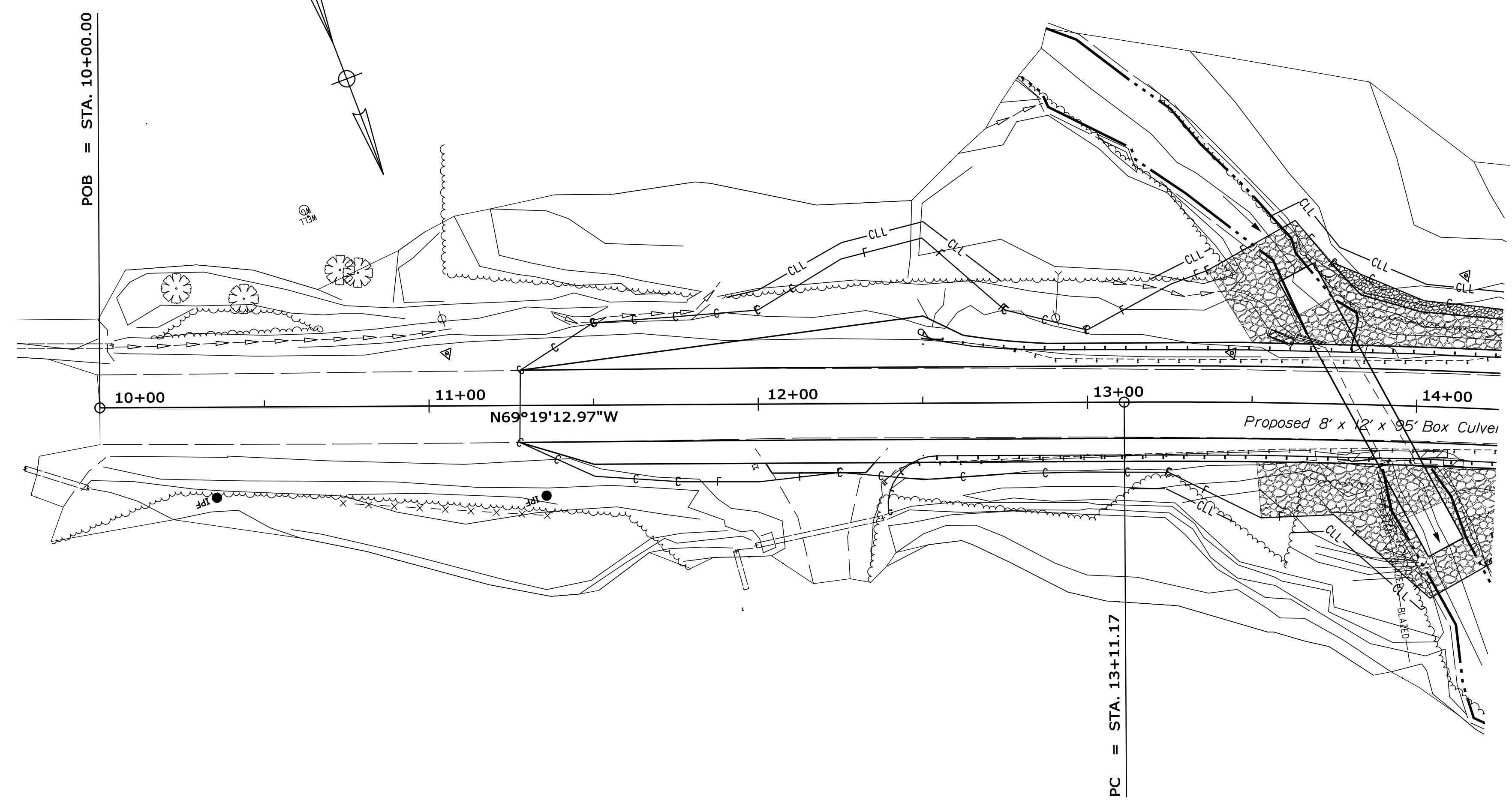
NOT TO SCALE

STATE OF MAINE	DEPARTMENT OF TRANSPORTATION
	17536.00
PIN	17536.00
	HIGHWAY PLANS

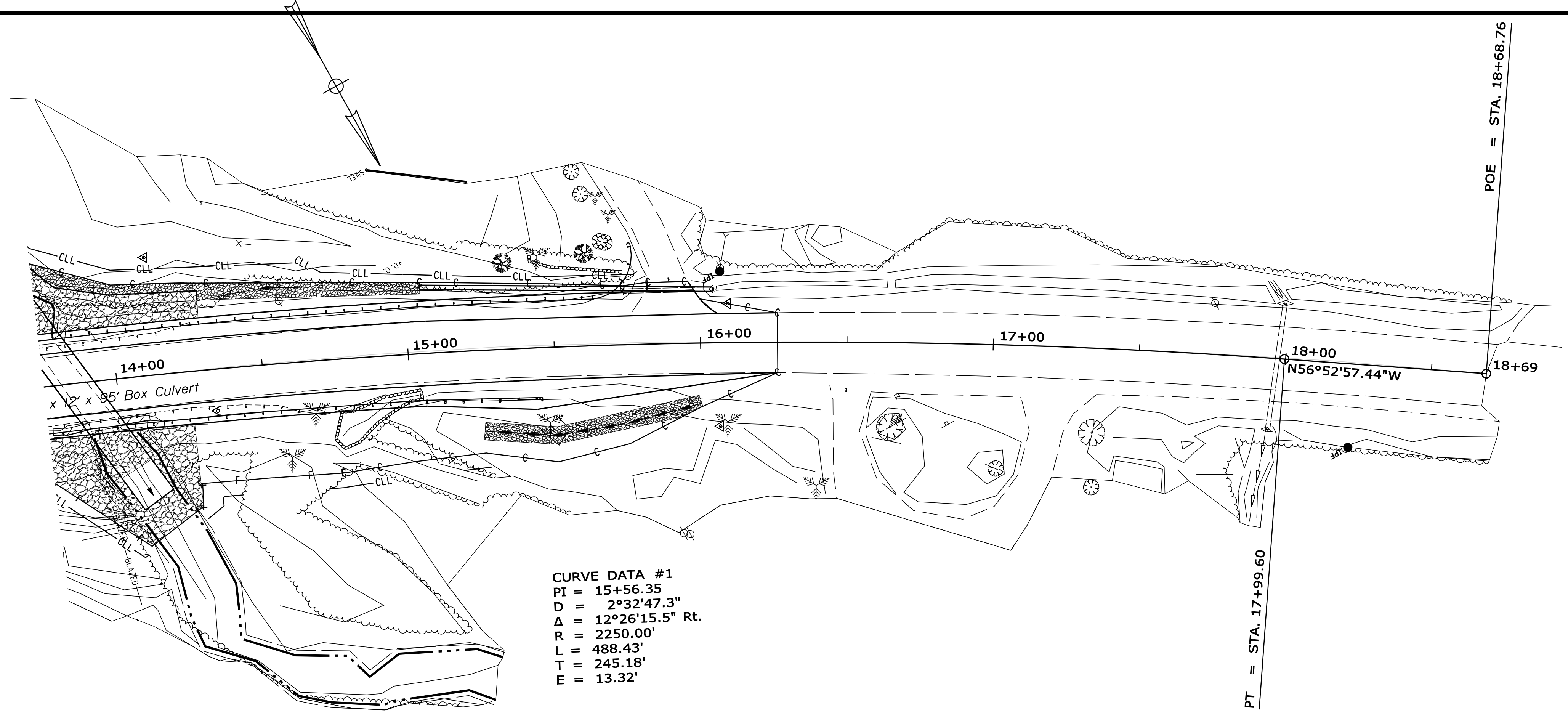
PROJ. MANAGER	SHAWN SMITH	BY	DATE
DESIGN DETAILED	T. ADAMS	CHECKED	J. RODRIGUE
DESIGN REVIEWED	K. BRESKIN	DESIGN DETAILED	T. WHITE
DESIGN DETAILED		DESIGN REVIEWED	MAY 2012
REVISIONS 1		REVISIONS 1	
REVISIONS 2		REVISIONS 2	
REVISIONS 3		REVISIONS 3	
REVISIONS 4		REVISIONS 4	
FIELD CHANGES		FIELD CHANGES	

PARIS	ROUTE 119
TYPICAL SECTIONS	

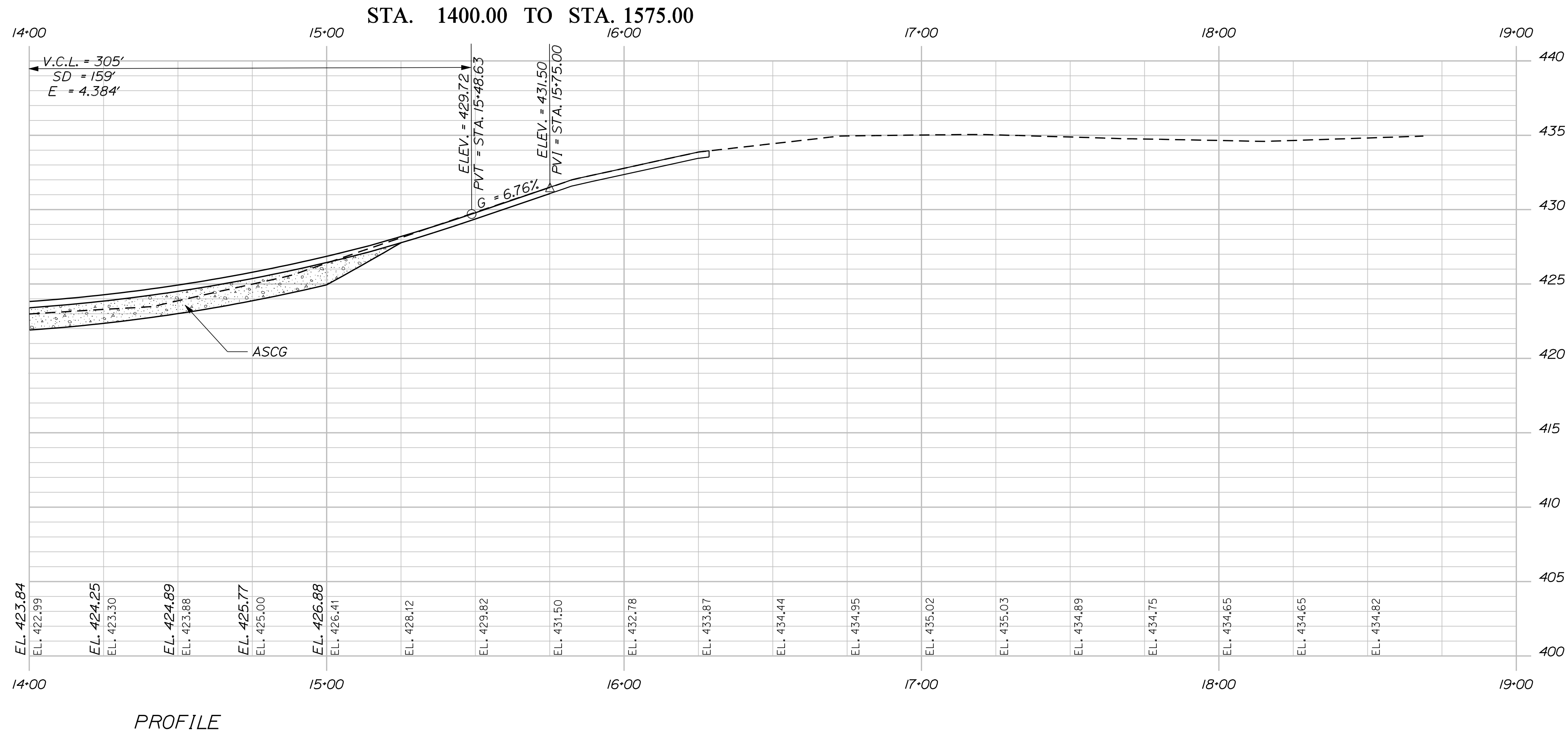
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OF 21	



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<p>PROJ. MANAGER SHAWN SMITH</p>	<p>BY T. ADAMS</p>	<p>DATE MAY 2012</p>	<p style="text-align: center;">SIGNATURE</p> <p style="text-align: center;">P.E. NUMBER</p> <p style="text-align: center;">DATE</p>
<p>DESIGN-DETAILED</p>	<p>CHECKED-REVIEWED</p>	<p>DESIGN-DETAILED</p>	<p>REVISIONS 1</p> <p>REVISIONS 2</p> <p>REVISIONS 3</p> <p>REVISIONS 4</p> <p>FIELD CHANGES</p>



CURVE DATA #1
 PI = 15+56.35
 D = 2°32'47.3"
 Δ = 12°26'15.5" Rt.
 R = 2250.00'
 L = 488.43'
 T = 245.18'
 E = 13.32'



PROFILE

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 17536.00
 PIN
 17536.00
 HIGHWAY PLANS

PROJ. MANAGER	SHAWN SMITH	BY	DATE
DESIGN-DETAILED	T. ADAMS		
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REVISIONS 4			
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PARIS
 ROUTE 119
 PLANS

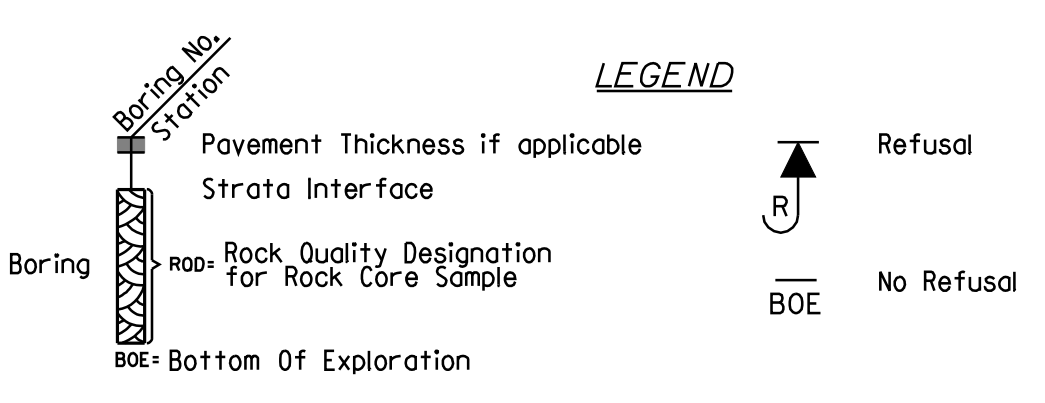
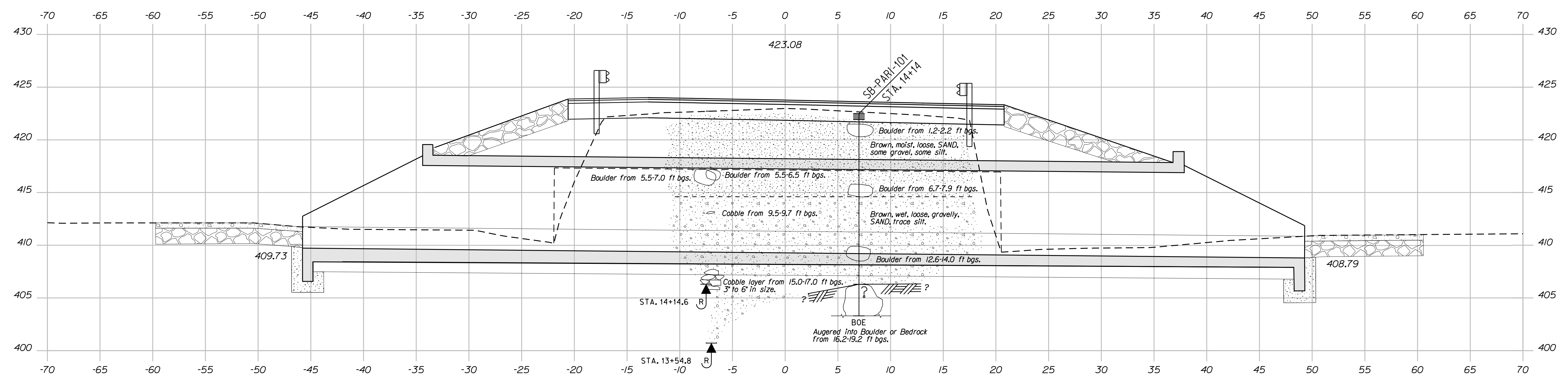
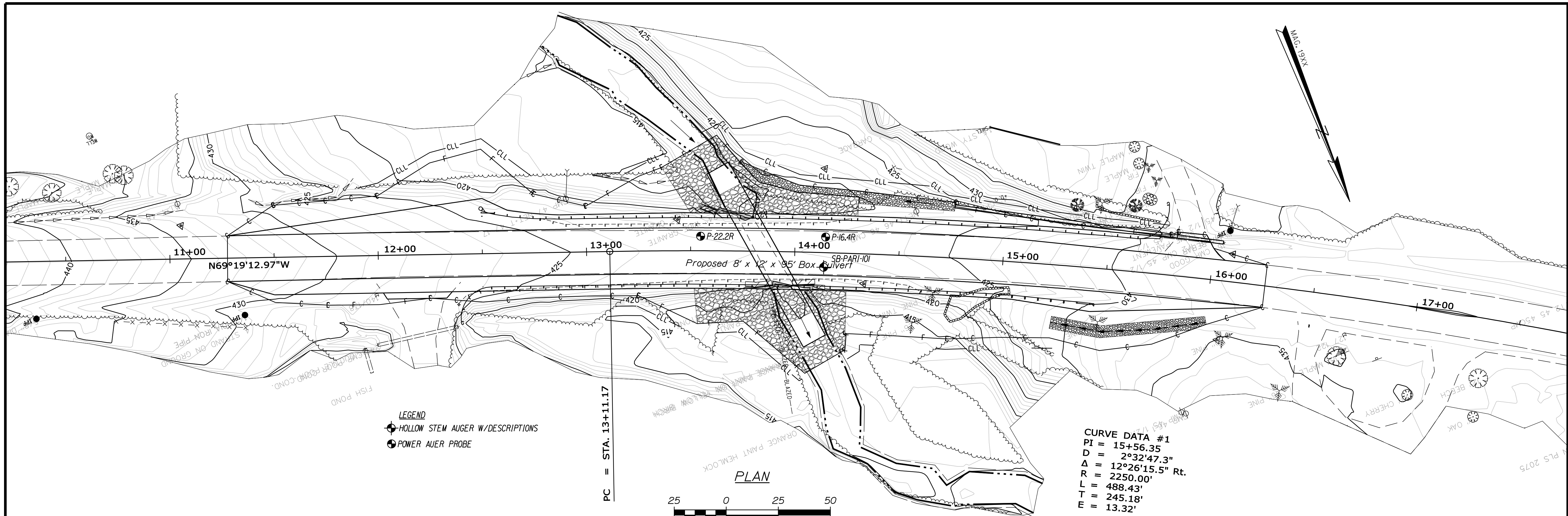
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 6
 OF 21

Date: 6/20/2012

Username: Timothy Adams

Division: HIGHWAY

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Note: This generalized interpretive soil profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		17536.00
PARIS ROUTE 119		WIN 17536.00
GEOPLAN & INTERPRETIVE SUBSURFACE CROSS SECTION		HIGHWAY PLANS
PROJ. MANAGER	SHAWN SMITH	DATE
DESIGN-DETAILED	T. ADAMS	SIGNATURE
CHECKED-REVIEWED	J. RODRIGUE	DATE
DESIGNS DET. TAILED	K. BRESKIN	MAY 2012
DESIGNS DET. TAILED	T. WHITE	
REVISIONS 1		P.E. NUMBER
REVISIONS 2		DATE
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		
SHEET NUMBER		7
OF 21		

Maine Department of Transportation Soil/Rock Exploration Log US_CUSTOMARY_UNITS		Project: Route 119 Strut over Twitchell Brook Locations: Paris, Maine		Boring No.: SB-PARI-101																																																																																																																																	
Driller: MaineDOT		Elevation (ft.): 422.5		Auger ID/OD: 2.25/6.25 in.																																																																																																																																	
Operator: Giguere/Giles/Daggett		Datum: NAVD 88		Sampler: Standard Split Spoon																																																																																																																																	
Logged By: B. Wilder		Rig Type: CME 45C		Hammer Wt./Fall: 140#/30"																																																																																																																																	
Date Start/Finish: 4/30/12-4/30/12		Drilling Method: Hollow Stem Auger		Core Barrel: N/A																																																																																																																																	
Boring Location: 14+14, 7.0 ft Rt.		Casing ID/OD: N/A		Water Level*: None Observed																																																																																																																																	
Hammer Efficiency Factor: 0.84		Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>																																																																																																																																			
<small> Definitions: R = Rock Core Sample, SSA = Split Stem Auger, Su = In situ Field Vane Shear Strength (ksf), Su (adj) = Lab Vane Shear Strength (ksf) D = Split Spoon Sample, S = Solid Stem Auger, Tv = Pocket Torvane Shear Strength (ksf), W = water content, percent MD = Unsuccessful Split Spoon Sample attempt, HSA = Hollow Stem Auger, cu = Unconfined Compressive Strength (ksf), LL = Liquid Limit U = Thin Wall Tube Sample, RC = Roller Cone, Nuncorrected = Raw Field SPT N-value, PL = Plastic Limit MU = Unsuccessful Thin Wall Tube Sample attempt, W = weight of 140lb hammer, HEF = Hammer Efficiency Factor = Actual Calibration Value, PI = Plasticity Index V = In situ Vane Shear Test, PP = Pocket Penetrometer/C = weight of rods or casing, N60 = SPT Nuncorrected corrected for hammer efficiency G = Grain Size Analysis MW = Unsuccessful Liquid Vane Shear Test attempt, WLL = weight of one person, N60c = Hammer Efficiency Factor/ADCFM-uncorrected, C = Consolidation Test </small>																																																																																																																																					
<table border="1"> <thead> <tr> <th rowspan="2">Depth (ft.)</th> <th colspan="6">Sample Information</th> <th rowspan="2">Elevation (ft.)</th> <th rowspan="2">Graphic Log</th> <th rowspan="2">Visual Description and Remarks</th> <th rowspan="2">Laboratory Testing Result per AASHTO and Unified Class</th> </tr> <tr> <th>Sample No.</th> <th>Pen./Rec. (in)</th> <th>Sample Depth (ft.)</th> <th>Blows (1/6 in. Strength (ksf) or RCB (TS))</th> <th>Nuncorrected</th> <th>N60</th> <th>Casing Blows</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>421.92</td> <td></td> <td>7" PAVEMENT.</td> <td>-0.58</td> </tr> <tr> <td>5</td> <td>10</td> <td>24/16</td> <td>2.20 - 4.20</td> <td>4/4/6/6</td> <td>10</td> <td>14</td> <td></td> <td></td> <td>Boulder from 1.0-2.2 ft bgs.</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Brown, moist, loose, fine to coarse SAND, some gravel, some silt.</td> <td></td> </tr> <tr> <td></td> <td>20</td> <td>20, 4/14</td> <td>5.00 - 6.70</td> <td>2/4/5/30(2.4")</td> <td>9</td> <td>13</td> <td></td> <td></td> <td>Similar to above.</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>414.50</td> <td></td> <td>Boulder from 6.7-7.9 ft bgs.</td> <td>8.00</td> </tr> <tr> <td>10</td> <td>30</td> <td>24/5</td> <td>10.00 - 12.00</td> <td>2/2/2/3</td> <td>4</td> <td>6</td> <td></td> <td></td> <td>Brown, wet, loose, gravelly, fine to coarse SAND, trace silt.</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Boulder from 12.6-14.0 ft bgs.</td> <td></td> </tr> <tr> <td>15</td> <td>40</td> <td>14, 4/12</td> <td>15.00 - 16.20</td> <td>4/7/35(2.4")</td> <td>---</td> <td>---</td> <td>406.30</td> <td></td> <td>Similar to above.</td> <td>16.20</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Solid drilling, augered into Boulder or Bedrock from 16.2 to 19.2 ft bgs.</td> <td>19.20</td> </tr> <tr> <td>20</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>403.30</td> <td></td> <td>Bottom of Exploration at 19.20 feet below ground surface.</td> <td>19.20</td> </tr> </tbody> </table>						Depth (ft.)	Sample Information						Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Result per AASHTO and Unified Class	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows (1/6 in. Strength (ksf) or RCB (TS))	Nuncorrected	N60	Casing Blows								421.92		7" PAVEMENT.	-0.58	5	10	24/16	2.20 - 4.20	4/4/6/6	10	14			Boulder from 1.0-2.2 ft bgs.											Brown, moist, loose, fine to coarse SAND, some gravel, some silt.			20	20, 4/14	5.00 - 6.70	2/4/5/30(2.4")	9	13			Similar to above.									414.50		Boulder from 6.7-7.9 ft bgs.	8.00	10	30	24/5	10.00 - 12.00	2/2/2/3	4	6			Brown, wet, loose, gravelly, fine to coarse SAND, trace silt.											Boulder from 12.6-14.0 ft bgs.		15	40	14, 4/12	15.00 - 16.20	4/7/35(2.4")	---	---	406.30		Similar to above.	16.20										Solid drilling, augered into Boulder or Bedrock from 16.2 to 19.2 ft bgs.	19.20	20							403.30		Bottom of Exploration at 19.20 feet below ground surface.	19.20
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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 22 Boring No.: SB-PARI-101																																																																																																																																					

State of Maine - Department of Transportation Power Auger Probe Summary Sheet						
Town(s): Paris			Work Number: 17536.00			
Station (Feet)	Offset (Feet)	Weathered Rock (Feet)	Refusal (Feet)	No Refusal (Feet)	Water Depth (Ft.)	Comments / Date
13+54.8	7.0 Lt.		22.0			4/30/2012 Similar soils and depth to SB-PARI-101.
						5.5-6.5 ft, boulder.
						9.5-9.7 ft, cobble.
						15.0-17.0 ft, 3"-6" Dia. cobble layer.
14+14.6	7.5 Lt.		16.4			4/30/2012 Similar soils and depth to SB-PARI-101.
						5.5-7.0 ft, boulder.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
17536.00
WIN
17536.00
HIGHWAY PLANS

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER SHAWN SMITH
BY T. ADAMS
CHECKED-REVIEWED J. RODRIGUE
DESIGN-DETAILED K. BRESKIN
DESIGN-DETAILED T. WHITE
MAY 2012
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

PARIS
ROUTE 119
BORING LOGS

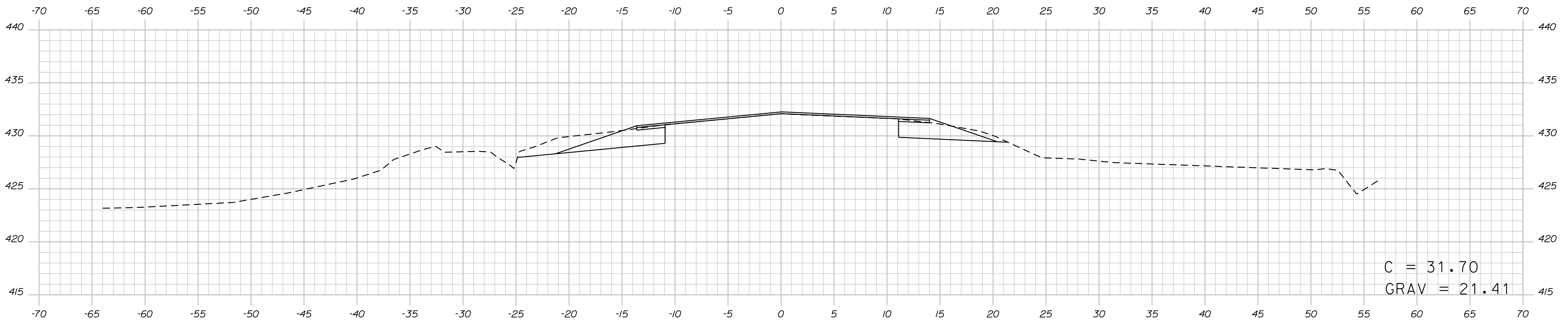
SHEET NUMBER
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OF 21

Date: 6/20/2012

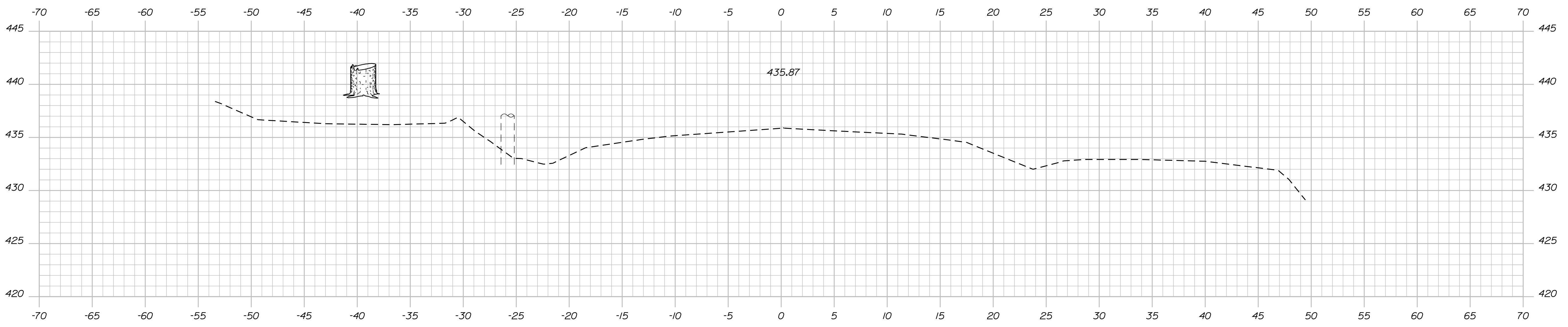
Username: Timothy Adams

Division: HIGHWAY

Filename: ... \00\highway\msta\009_xsect.dgn



11+50.00
Match Existing 11+28



11+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
17536.00
PIN 17536.00
HIGHWAY PLANS

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	SHAWN SMITH	BY	DATE
DESIGN-DETAILED	T. ADAMS		
CHECKED-REVIEWED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PARIS
ROUTE 119
CROSS SECTIONS

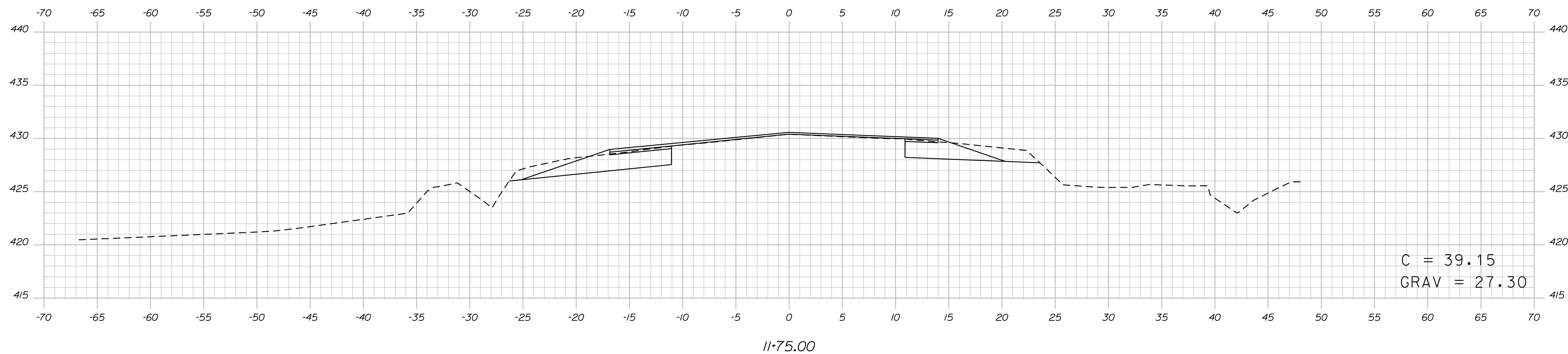
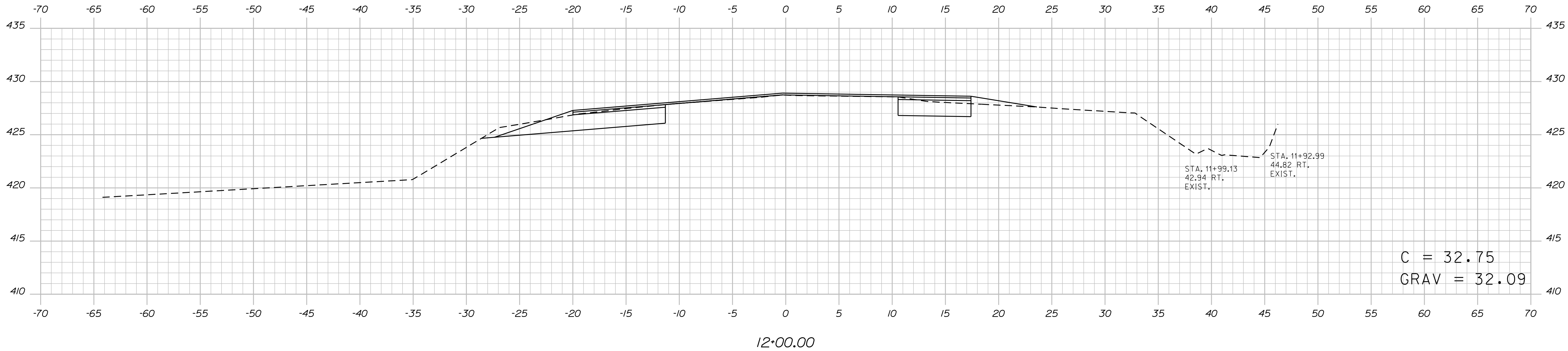
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9
OF 21

Date: 6/20/2012

Username: Timothy Adams

Division: HIGHWAY

Filename: ... \00\highway\msta\010_Xsect.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

17536.00

PIN
17536.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

DATE

BY

SHAWN SMITH

T. ADAMS

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGN-DETAILED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

PARIS

ROUTE 119

CROSS SECTIONS

SHEET NUMBER

10

OF 21

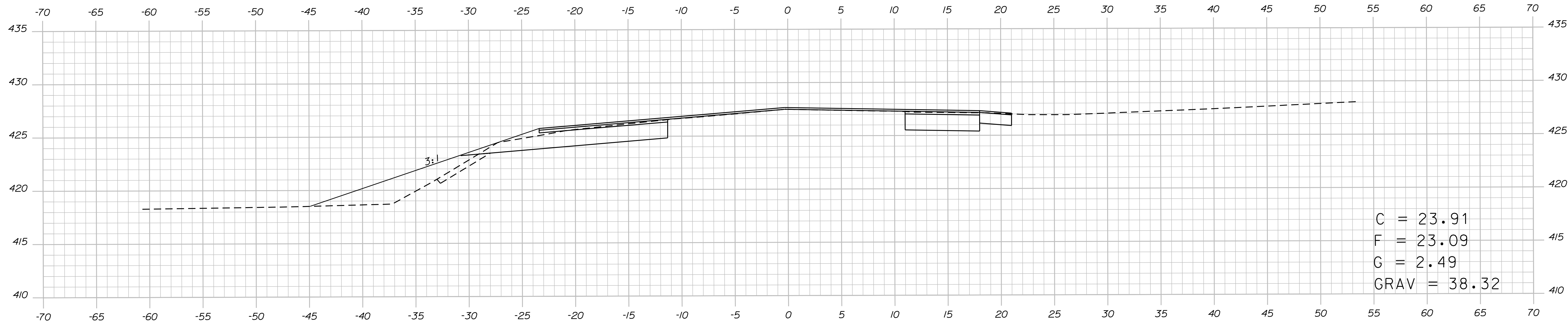
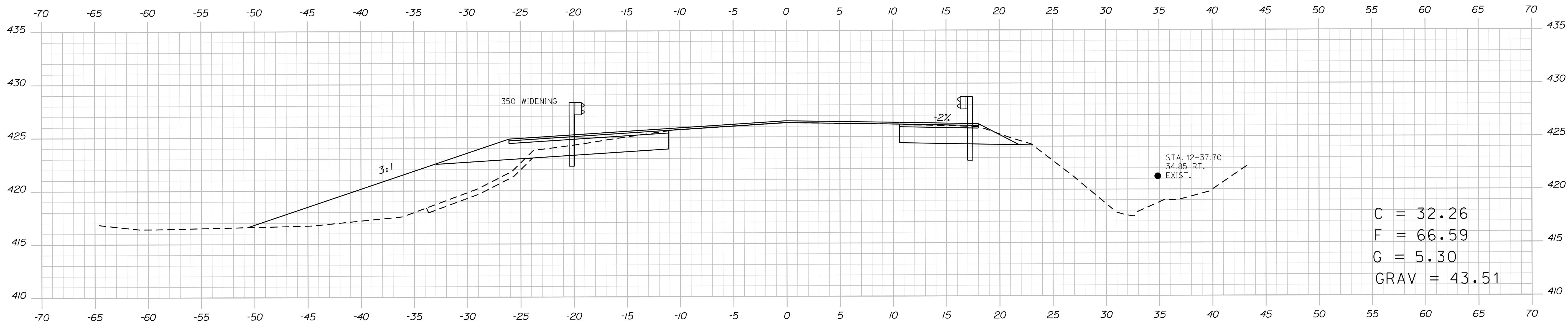
OF 21

Date: 6/20/2012

Username: Timothy Adams

Division: HIGHWAY

Filename: ...\\00\highway\msta\011_xsect.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
17536.00
PIN 17536.00
HIGHWAY PLANS

PROJ. MANAGER	SHAWN SMITH	DATE
DESIGN-DETAILED	T. ADAMS	
CHECKED-REVIEWED		
DESIGN-DETAILED02		
DESIGN-DETAILED03		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PARIS
ROUTE 119
CROSS SECTIONS

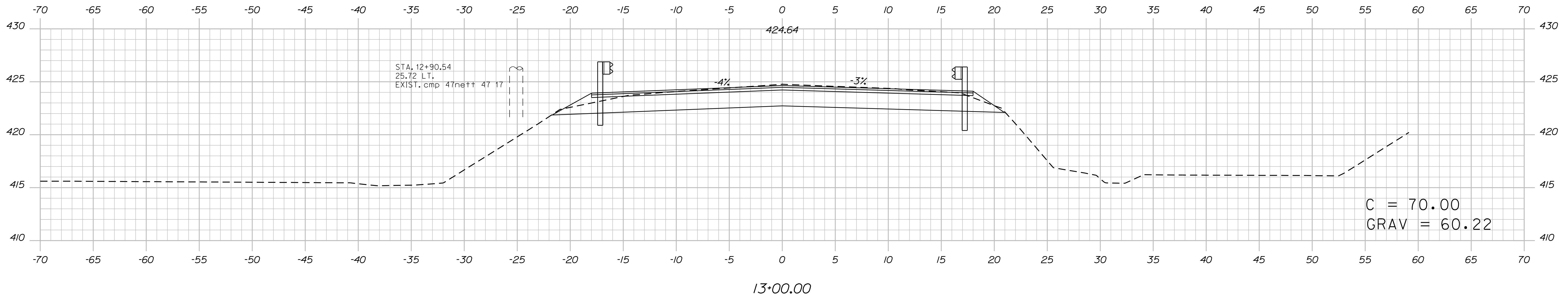
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Date: 6/20/2012

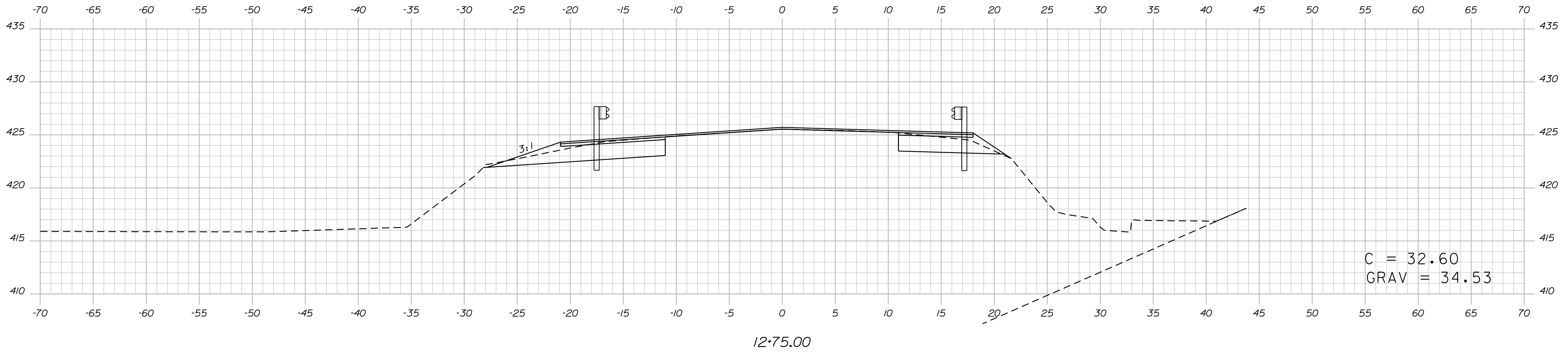
Username: Timothy Adams

Division: HIGHWAY

Filename: ... \00\highway\msta\012_Xsect.dgn



Taper to Full Construction from 12+75-13+00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
17536.00
PIN 17536.00
HIGHWAY PLANS

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	SHAWN SMITH	BY	DATE
DESIGN-DETAILED	T. ADAMS		
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PARIS
ROUTE 119
CROSS SECTIONS

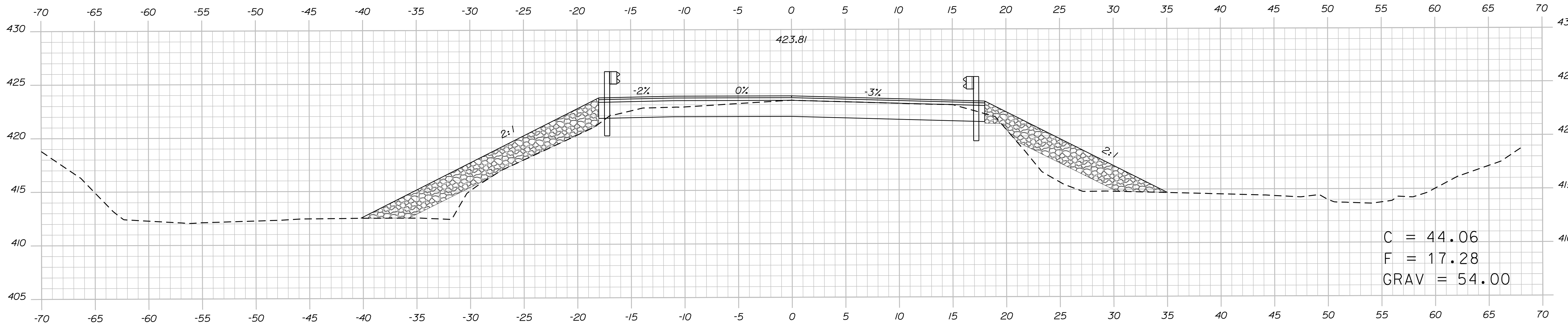
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OF 21

Date: 6/20/2012

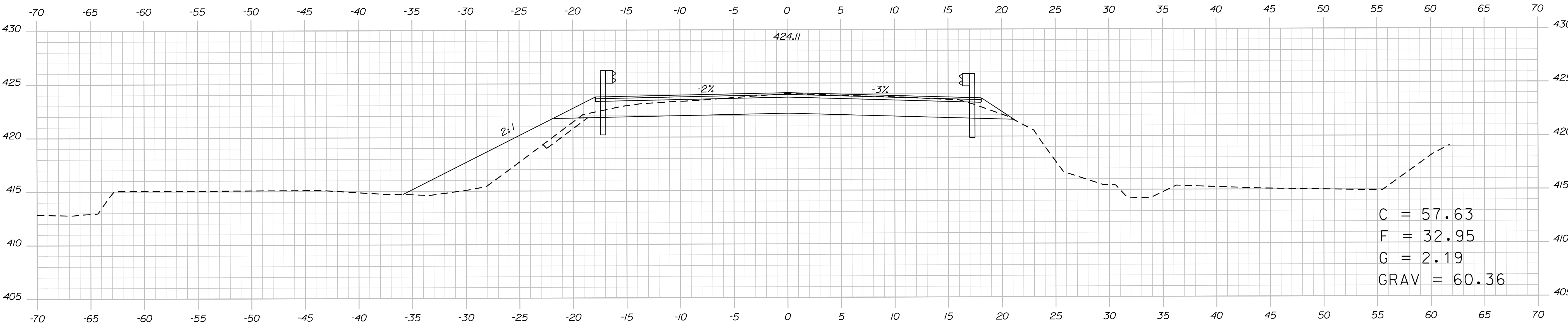
Username: Timothy.Adams

Division: HIGHWAY

Filename: ... \00\highway\msta\013_Xsect.dgn



13+50.00



13+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
17536.00
PIN 17536.00
HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
SHAWN SMITH	T. ADAMS	
DESIGN-DETAILED		SIGNATURE
CHECKED-REQUIRED		P.E. NUMBER
DESIGN-DETAILED		DATE
DESIGN-DETAILED		
REVISIONS 1		
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REVISIONS 4		
FIELD CHANGES		

PARIS
ROUTE 119
CROSS SECTIONS

SHEET NUMBER
13
OF 21

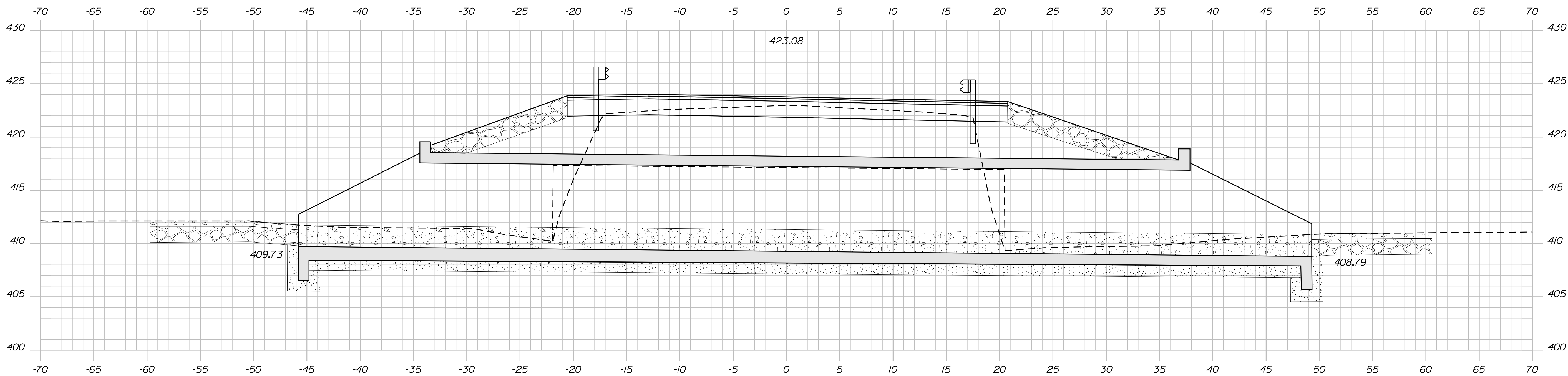
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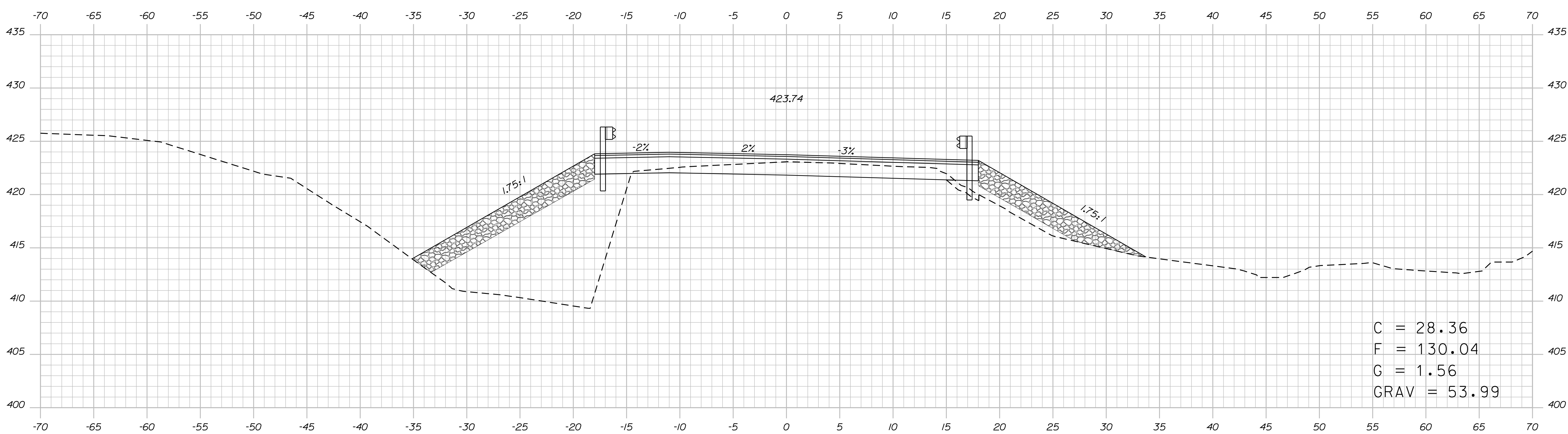
Username: Timothy Adams

Division: HIGHWAY

Filename: ... \00\highway\msto\014_xsect.dgn



13+84
 (Skewed Section)
 See Transverse Section on Typical Sheet



C = 28.36
 F = 130.04
 G = 1.56
 GRAV = 53.99

13+75.00

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 17536.00
 PIN 17536.00
 HIGHWAY PLANS

PROJ. MANAGER	SHAWN SMITH	BY	DATE
DESIGN-DETAILED	T. ADAMS		
CHECKED-REVIEWED			
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PARIS
 ROUTE 119
 CROSS SECTIONS

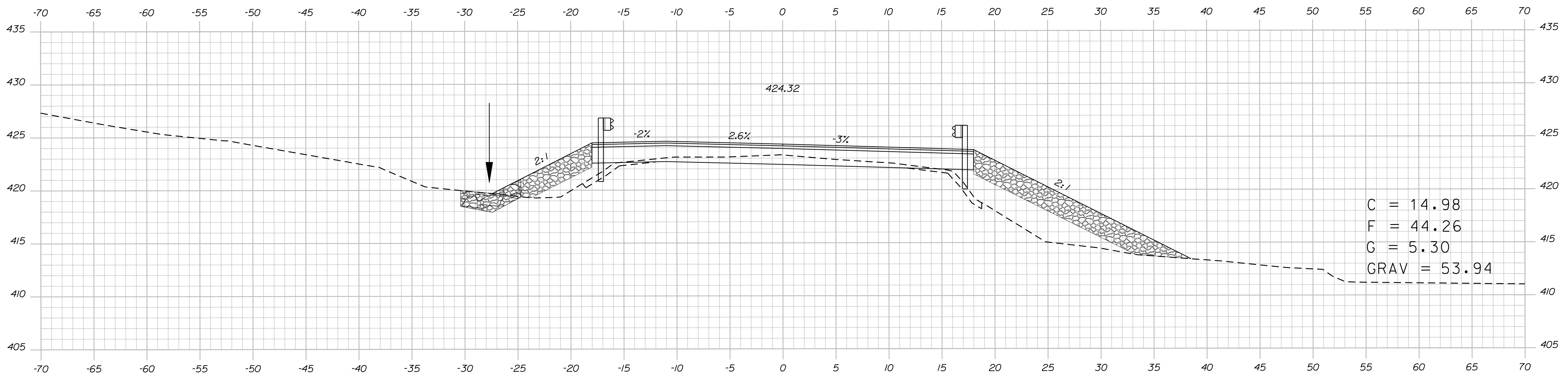
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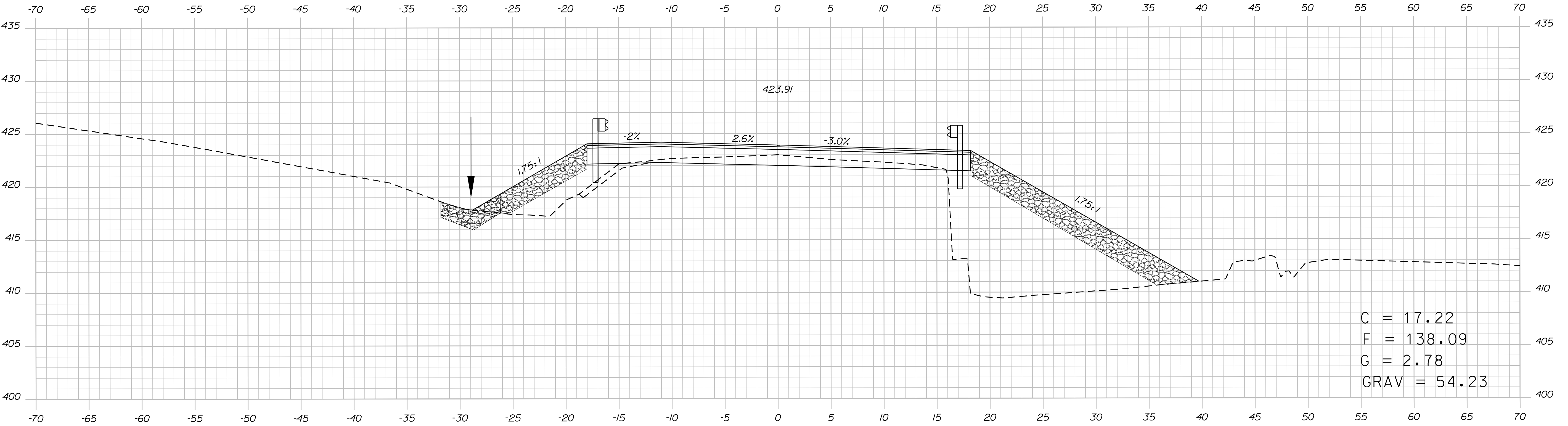
Username: Timothy Adams

Division: HIGHWAY

Filename: ... \00\highway\msta\015_xsect.dgn



14+25.00



14+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
17536.00
PIN 17536.00
HIGHWAY PLANS

PROJ. MANAGER	SHAWN SMITH	DATE
DESIGN-DETAILED	T. ADAMS	SIGNATURE
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PARIS
ROUTE 119
CROSS SECTIONS

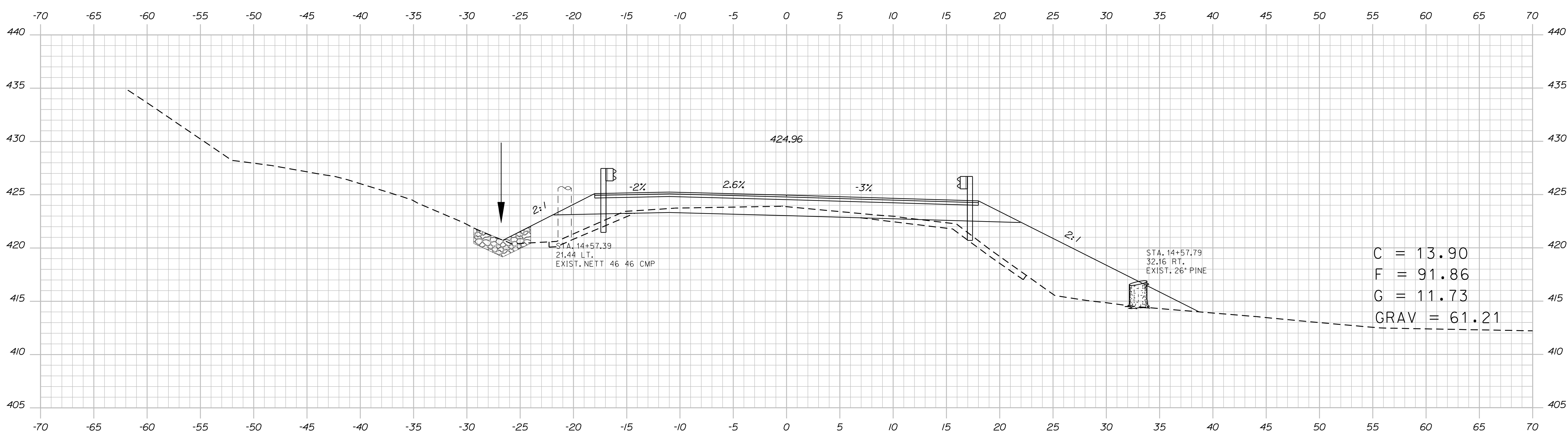
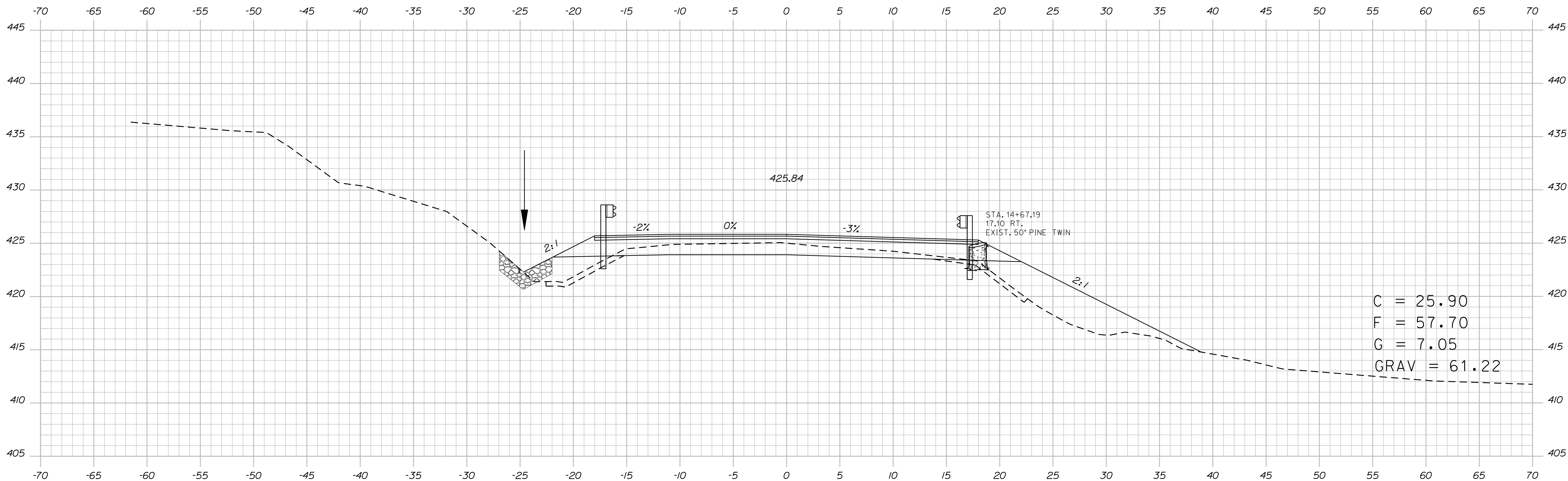
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Filename: ... \00\highway\msta\016_xsect.dgn

Division: HIGHWAY

Username: Timothy Adams

Date: 6/20/2012



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
17536.00
PIN 17536.00
HIGHWAY PLANS

PROJ. MANAGER	SHAWN SMITH	BY	DATE
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PARIS
ROUTE 119
CROSS SECTIONS

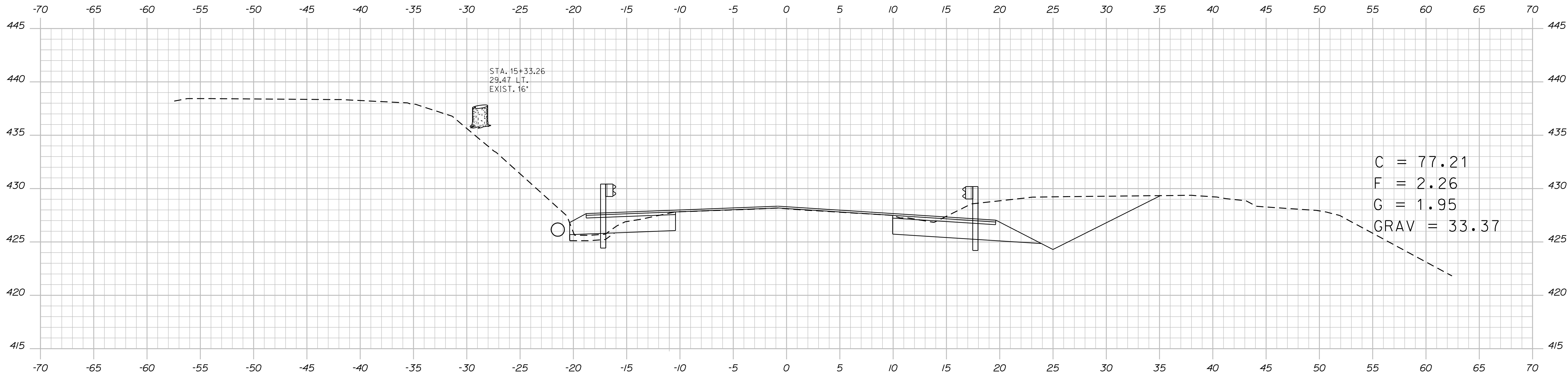
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OF 21

Date: 6/20/2012

Username: Timothy Adams

Division: HIGHWAY

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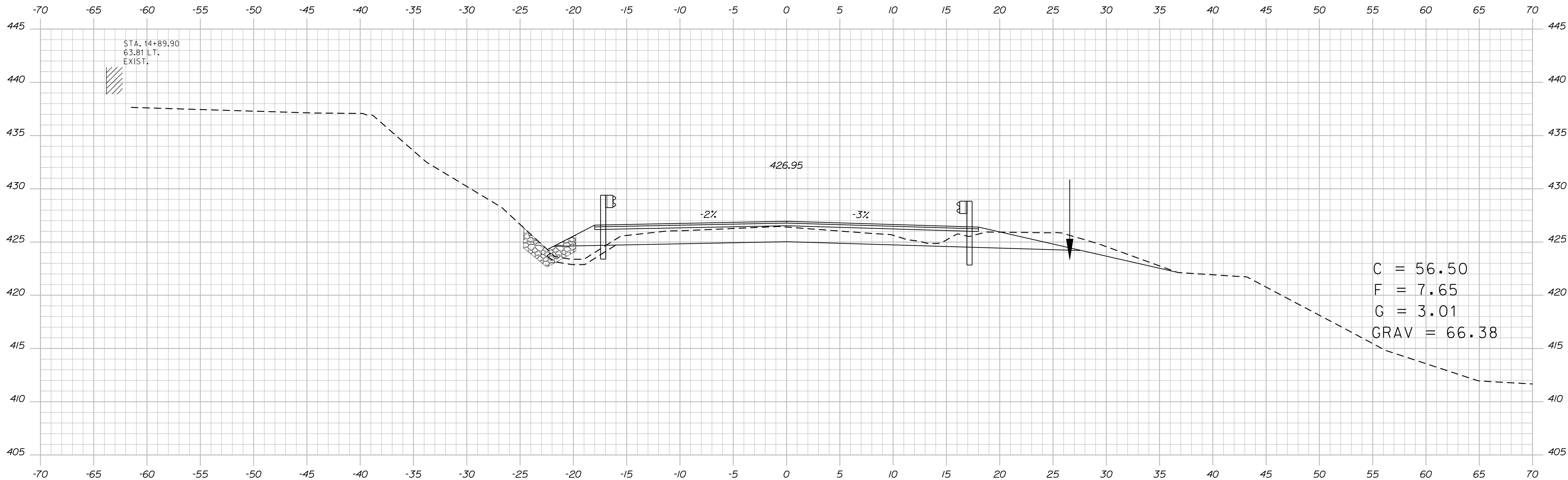


15+25.00

Sta. 15+05 - 16+05 Lt
Install 100' of 15" Culvert Pipe Option I

Sta. 15+05 - 15+43 Rt
Install Energy Absorbing System (ET-Plus)

Taper from Full Construction from 15+00-15+25.



15+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
17536.00
PIN
17536.00
HIGHWAY PLANS

PROJ. MANAGER	SHAWN SMITH	BY	DATE
DESIGN-DETAILED	T. ADAMS		
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PARIS
ROUTE 119
CROSS SECTIONS

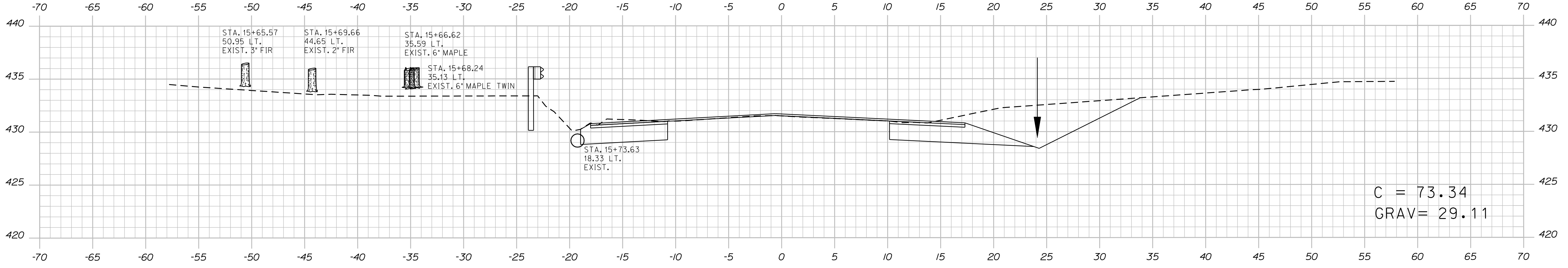
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OF 21

Date: 6/20/2012

Username: Timothy Adams

Division: HIGHWAY

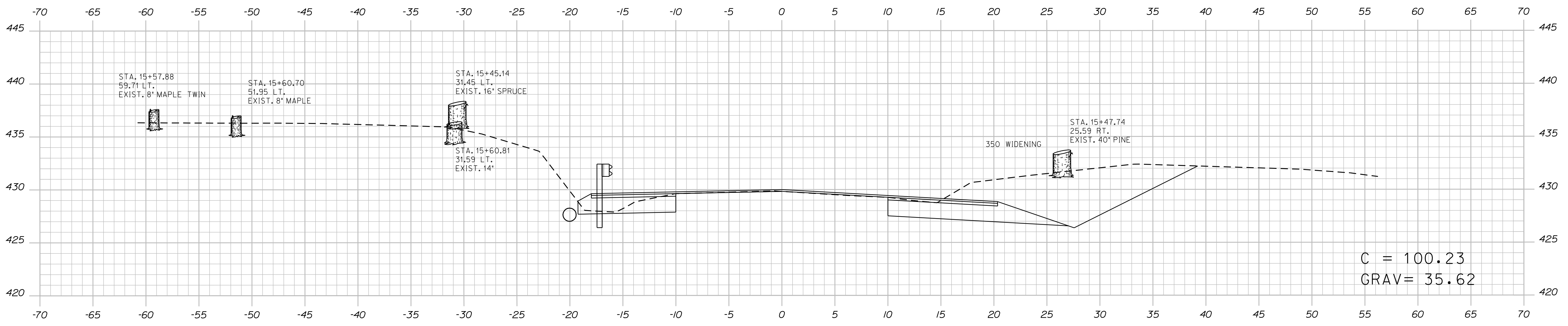
Filename: ... \00\highway\msta\018_xsect.dgn



15+75.00

Sta. 15+63 - 15+74 Lt
Install 12.5 LF of Guardrail Type 3c - 15 Ft. Radius and Less

Sta. 15+74 - 15+76 Lt
Install 12.5 LF of Guardrail Type 3c - 15 Ft. Over 15 Ft. Radius



15+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
17536.00
PIN
17536.00
HIGHWAY PLANS

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	BY	DATE
SHAWN SMITH	T. ADAMS	
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PARIS
ROUTE 119
CROSS SECTIONS

SHEET NUMBER
18
OF 21

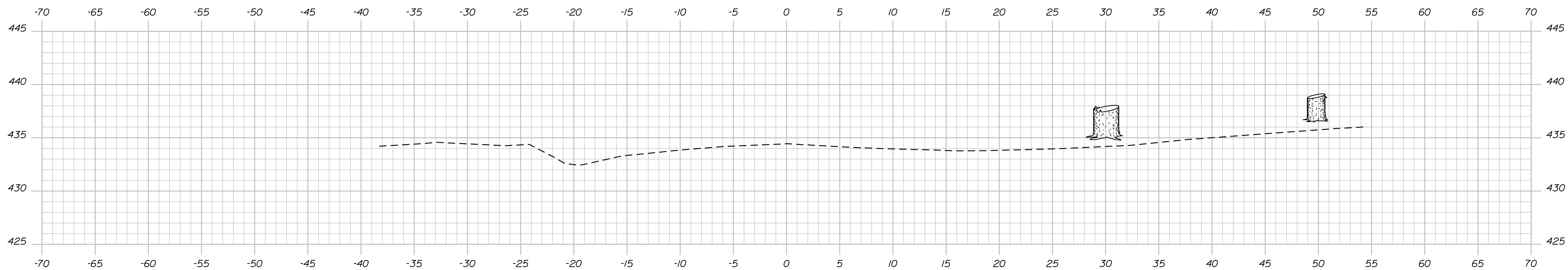
Sta. 15+50.00 to Sta. 15+75.00

Date: 6/20/2012

Username: Timothy Adams

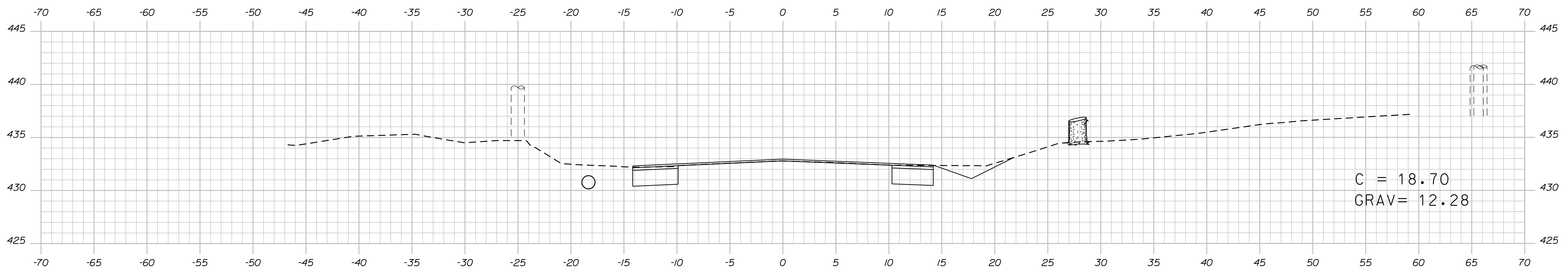
Division: HIGHWAY

Filename: ... \00\highway\msta\019_Xsect.dgn



16+50.00

Match Existing 16+26



16+00.00

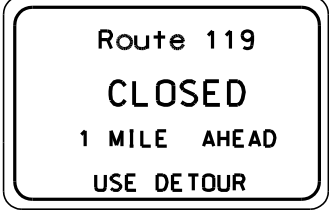



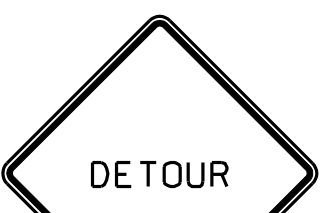
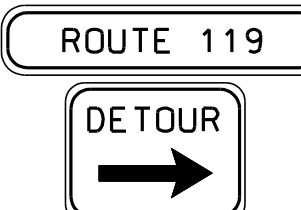
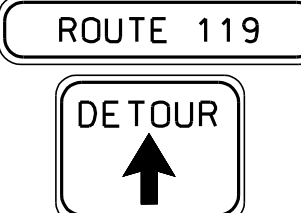
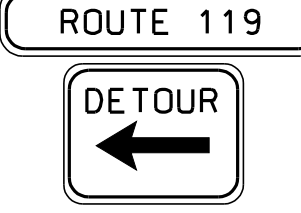
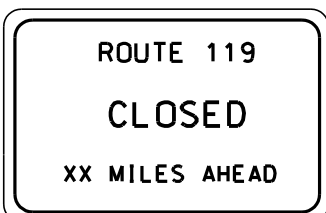
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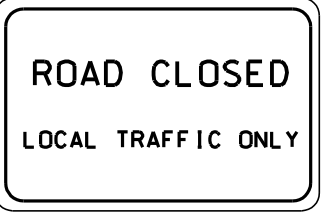
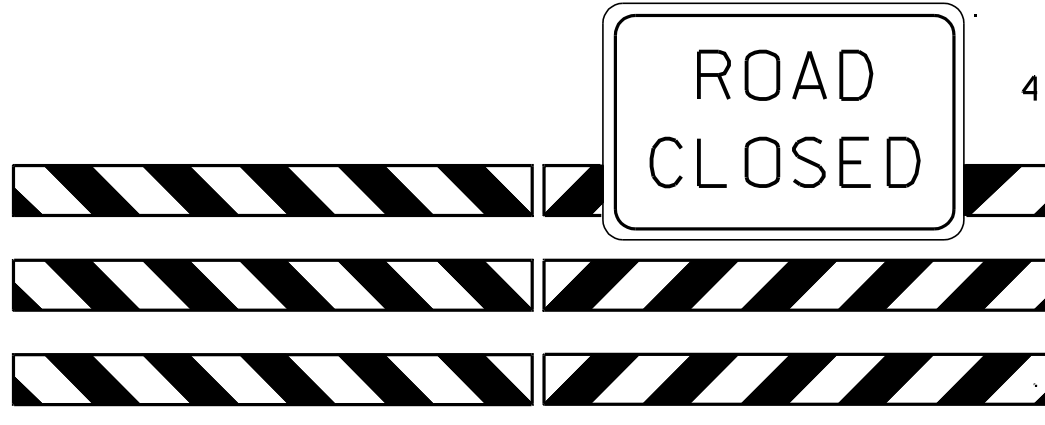


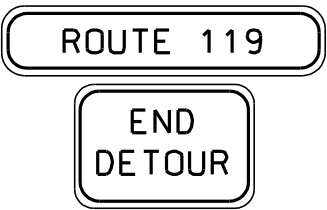
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
17536.00
PIN 17536.00
HIGHWAY PLANS

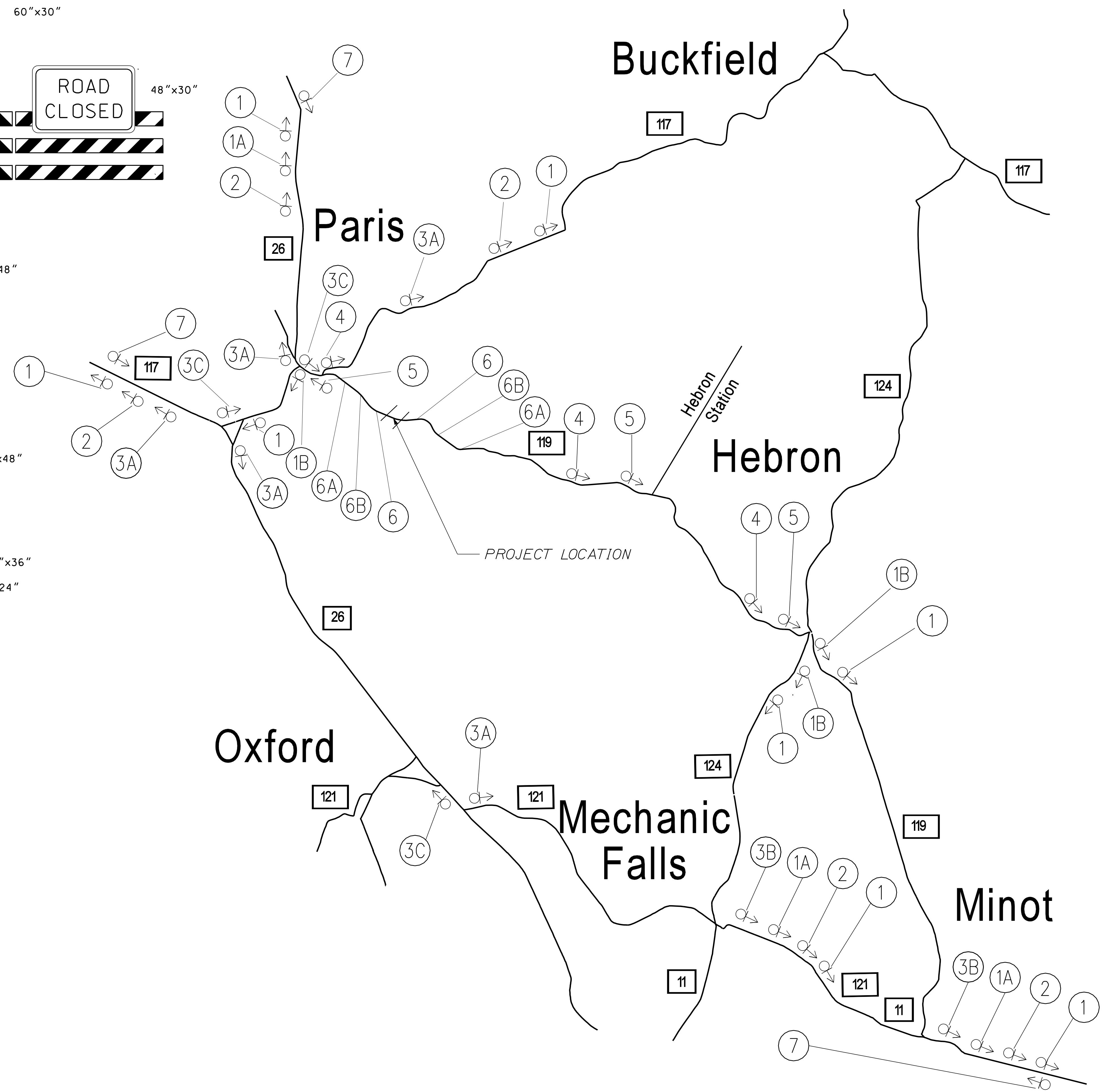
PROJ. MANAGER	SHAWN SMITH	BY	DATE
DESIGN-DETAILED	T. ADAMS		
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PARIS
ROUTE 119
CROSS SECTIONS

SHEET NUMBER
19
OF 21

- ①  60"x30"
- ①A  48"x48"
- ①B  48"x48"
- ②  48"x48"
- ③  48"x48"
- ③A  8"x36"
30"x24"
- ③B  8"x36"
30"x24"
- ③C  8"x36"
30"x24"
- ④  60"x30"

- ⑤  60"x30"
- ⑥  48"x30"
- ⑥A  48"x48"
- ⑥B  48"x48"
- ⑦  8"x36"
30"x24"



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		17536.00	
PIN 17536.00		HIGHWAY PLANS	
PARIS ROUTE 119		PLANS	
SHEET NUMBER		20	
		OF 21	
PROJ. MANAGER	SHAWN SMITH	BY	DATE
DESIGN DETAILED	T. ADAMS	CHECKED	J. RODRIGUE
DESIGN REVIEWED	K. BRESKIN	DESIGN DETAILED	T. WHITE
DESIGN DETAILED		REVISIONS 1	
REVISIONS 1		REVISIONS 2	
REVISIONS 2		REVISIONS 3	
REVISIONS 3		REVISIONS 4	
REVISIONS 4		FIELD CHANGES	
SIGNATURE		P.E. NUMBER	
MAY 2012		DATE	

