

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

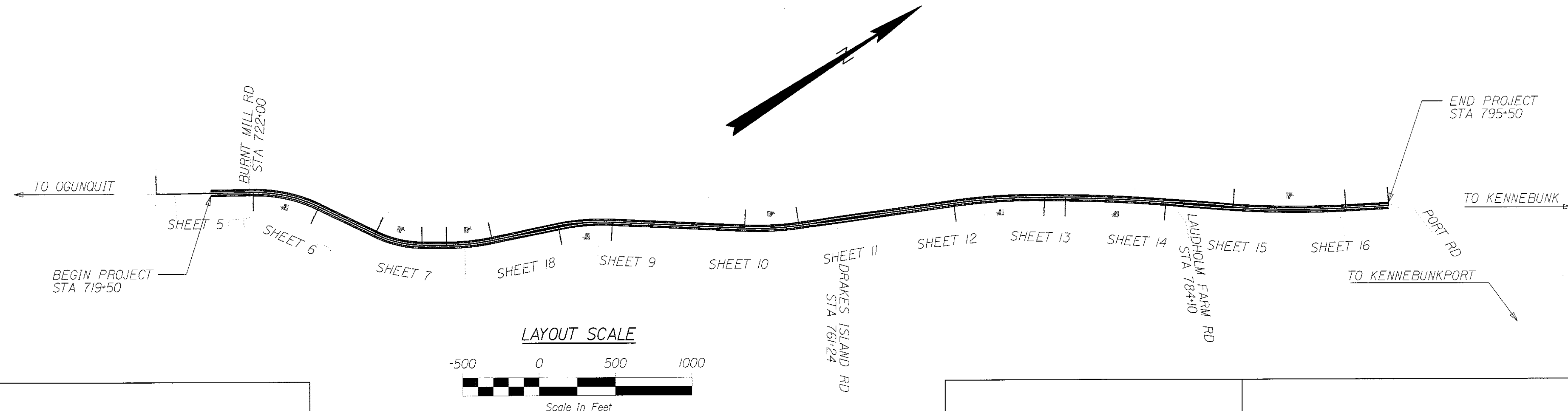


WELLS YORK COUNTY ROUTE 1 NH-1824(100)X

PROJECT LENGTH : 1.44 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 Existing |
| Curbing Type 1 | Manholes Existing |
| Curbing Type 3 | Proposed Underdrain |
| Curbing Type 5 | Proposed Ditch |
| Outline of Bodies of Water | Existing Ditch |
| Ledge | Utility Poles Existing |
| Buildings | Fire Hydrants Existing |
| Trees | Existing Water Line |
| Tree Line | Existing San. Sewer |
| Clearing Limit Line | Existing San. Sewer Manhole |
| | Guardrail-Existing |
| | Guardrail-Proposed |
| | Guardrail-Cable, Other |

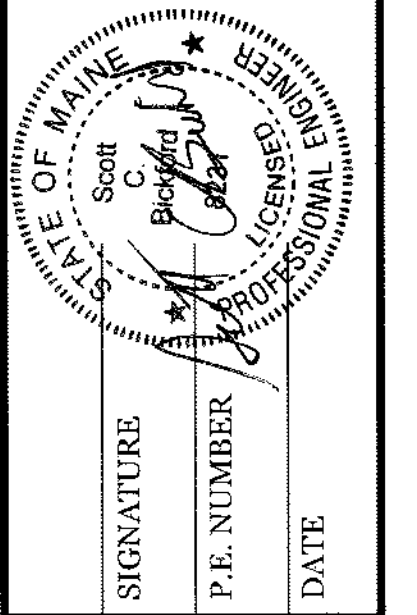
| INDEX OF SHEETS | |
|----------------------|-----------|
| Description | Sheet No. |
| Title Sheet | 1 |
| Typical Sections | 2 |
| Estimated Quantities | 3 |
| General Notes | 4 |
| Plan | 5-16 |
| Drainage - Sections | 17-18 |



| TRAFFIC DATA | |
|---|--------------------|
| US 1 / SR 9 NE/o Stephen Eaton Ln (High Volume) | |
| Current (2012) AADT | 12430 |
| Future (2024) AADT | 13920 |
| DHV - % of AADT | 12% |
| Design Hour Volume | 1670 |
| % Heavy Trucks (AADT) | 6% |
| % Heavy Trucks (DHV) | 5% |
| Directional Distribution (DHV) | 51% |
| 18 kip Equivalent P 2.0 | 238 |
| 18 kip Equivalent P 2.5 | 227 |
| Design Speed (mph) | 35mph |
| Functional Class: | Major Arterial NHS |

| | |
|-------------------------|---|
| PROJECT LOCATION | Beginning at South Street and extending northerly 1.50 miles to 0.03 of a mile northerly of Laudholm Farm Road. |
| PROGRAM AREA | Highway Program |
| SCOPE OF WORK | Highway Rubblization with Drainage and Safety Improvements |

| | | |
|--|------------------------------------|--------|
| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | APPROVED | DATE |
| | COMMISSIONER: <i>[Signature]</i> | 5/3/12 |
| | CHIEF ENGINEER: <i>[Signature]</i> | 5/1/12 |



| PROJECT INFORMATION | |
|-------------------------|-----------|
| PROGRAM | HIGHWAY |
| PROJECT MANAGER | D. LOVELY |
| DESIGNER | R. BETZ |
| CONSULTANT | |
| PROJECT RESIDENT | |
| CONTRACTOR | |
| PROJECT COMPLETION DATE | |

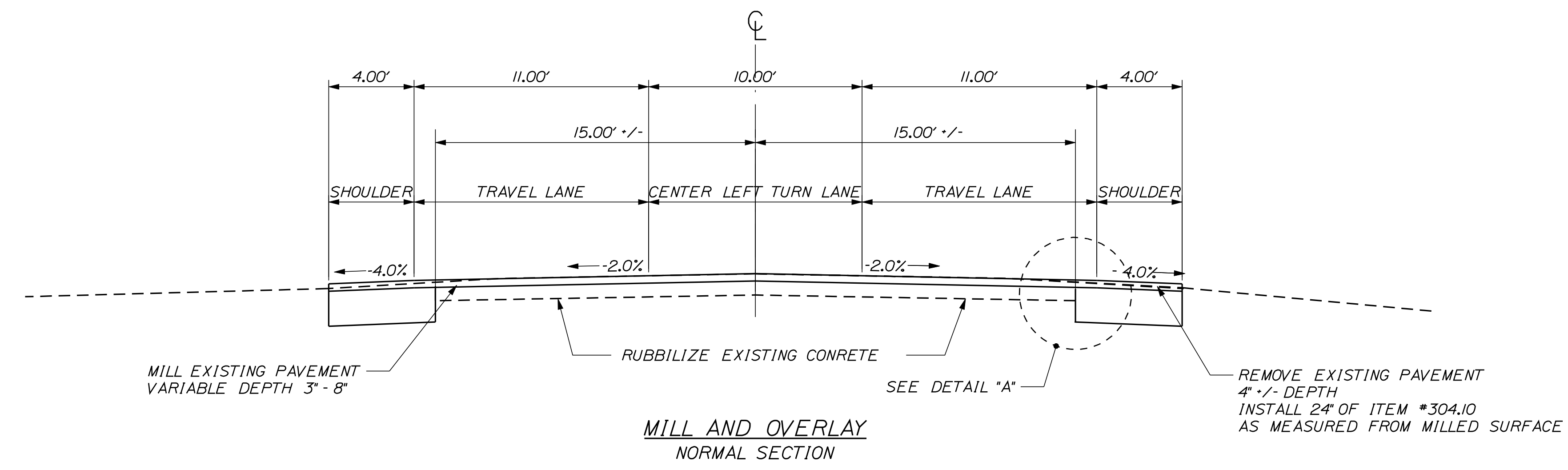
NH-1824(100)X WIN 18241.00

WELLS
ROUTE 1
TITLE SHEET

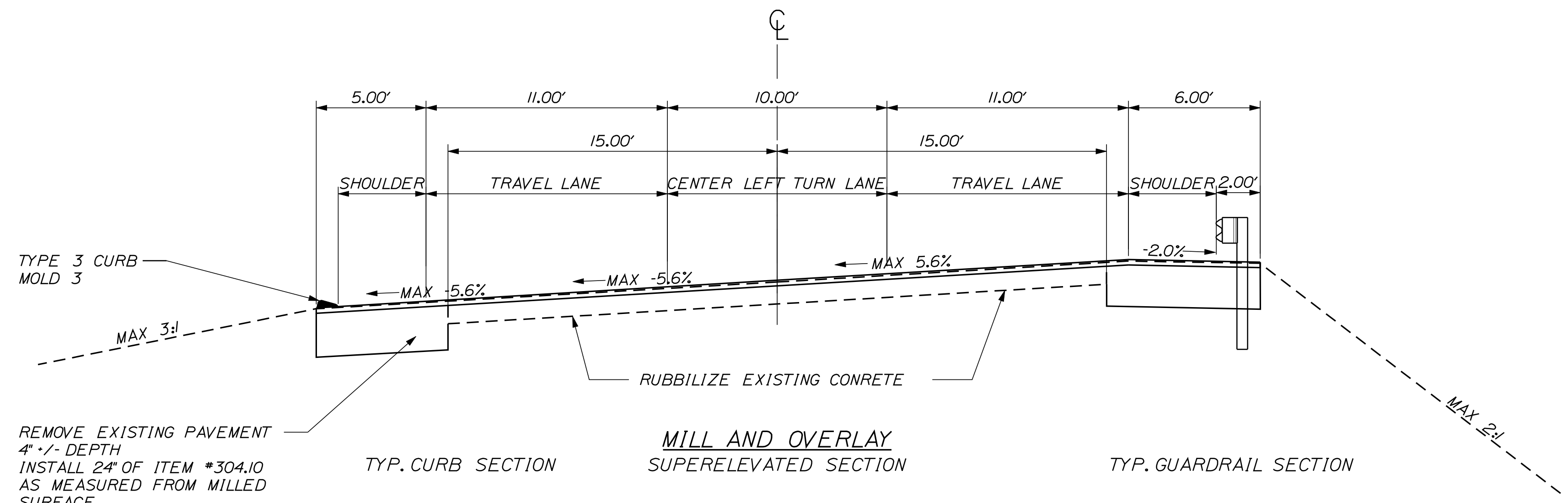
SHEET NUMBER
1
OF 18

**TYPICAL SECTION
STATION 719+50 TO 795+50
PAVEMENT MILLING AND OVERLAY
AND SHOULDER REHABILITATION**

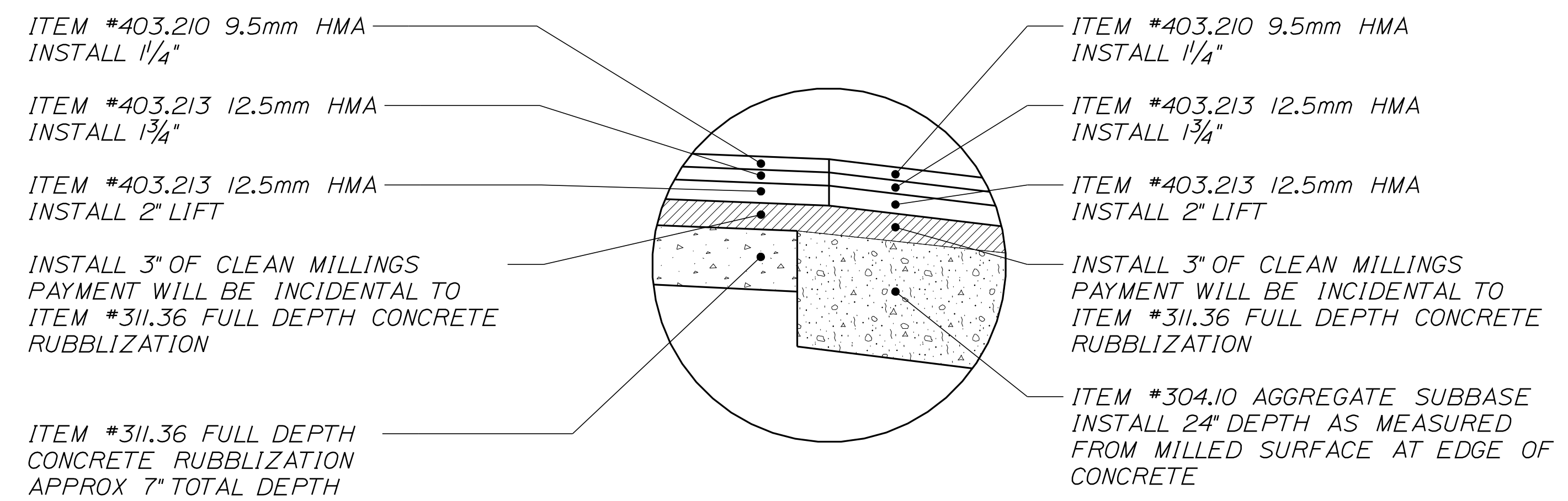
MILL FULL DEPTH OF EXISTING BITUMINOUS SURFACE
RUBBLIZE EXISTING CONCRETE BASE



**MILL AND OVERLAY
NORMAL SECTION**



**MILL AND OVERLAY
SUPERELEVATED SECTION**



DETAIL "A"

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. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE GRAVEL QUANTITY CALCULATION IS BASED ON A 2" LOAM OR DIRTY BORROW DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.
5. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.

SUPERELEVATION TABLE

| LT SHOULDER | LT TRAVEL WAY | STATION | RT TRAVEL WAY | RT SHOULDER |
|-------------|---------------|---------|---------------|-------------|
| -4.00% | MATCH | 719+50 | MATCH | -4.00% |
| -4.00% | -2.00% | 720+00 | -2.00% | -4.00% |
| -4.00% | -2.00% | 721+00 | -2.00% | -4.00% |
| -4.00% | 0.30% | 721+50 | -2.00% | -4.00% |
| -4.00% | 1.50% | 722+00 | -2.00% | -4.00% |
| -2.00% | 3.20% | 722+50 | -3.20% | -4.00% |
| -2.00% | 5.00% | 723+00 | -5.00% | -5.00% |
| -2.00% | 5.00% | 726+00 | -5.00% | -5.00% |
| -2.00% | 3.20% | 726+50 | -3.20% | -4.00% |
| -4.00% | 1.50% | 727+00 | -2.00% | -4.00% |
| -4.00% | -0.20% | 727+50 | -2.00% | -4.00% |
| -4.00% | -2.00% | 728+00 | -2.00% | -4.00% |
| -4.00% | -2.00% | 729+50 | -2.00% | -4.00% |
| -4.00% | -2.00% | 730+00 | -0.10% | -4.00% |
| -4.00% | -2.00% | 730+50 | 1.80% | -4.00% |
| -4.00% | -3.70% | 731+00 | 3.70% | -2.00% |
| -5.60% | -5.60% | 731+50 | 5.60% | -2.00% |
| -5.60% | -5.60% | 733+50 | 5.60% | -2.00% |
| -4.00% | -3.80% | 734+00 | 3.80% | -2.00% |
| -4.00% | -2.00% | 734+50 | 2.00% | -4.00% |
| -4.00% | -2.00% | 735+00 | 2.00% | -4.00% |
| -4.00% | -3.10% | 735+50 | 3.10% | -2.00% |
| -4.20% | -4.20% | 736+00 | 4.20% | -2.00% |
| -4.20% | -4.20% | 738+00 | 4.20% | -2.00% |
| -4.00% | -2.60% | 738+50 | 2.60% | -2.00% |
| -4.00% | -2.00% | 739+00 | 1.10% | -4.00% |
| -4.00% | -2.00% | 739+50 | -0.50% | -4.00% |
| -4.00% | -2.00% | 740+00 | -2.00% | -4.00% |
| -4.00% | -2.00% | 741+50 | -2.00% | -4.00% |
| -4.00% | -0.50% | 742+00 | -2.00% | -4.00% |
| -4.00% | 1.10% | 742+50 | -2.00% | -4.00% |
| -2.00% | 2.60% | 743+00 | -2.60% | -4.00% |
| -2.00% | 4.20% | 743+50 | -4.20% | -4.20% |
| -2.00% | 4.20% | 746+00 | -4.20% | -4.20% |
| -2.00% | 2.60% | 746+50 | -2.60% | -4.00% |
| -4.00% | 1.10% | 747+00 | -2.00% | -4.00% |
| -4.00% | -0.50% | 747+50 | -2.00% | -4.00% |
| -4.00% | -2.00% | 748+00 | -2.00% | -4.00% |
| -4.00% | -2.00% | 753+50 | -2.00% | -4.00% |
| -4.00% | -2.00% | 754+00 | -0.50% | -4.00% |
| -4.00% | -2.00% | 754+50 | 0.70% | -4.00% |
| -4.00% | -2.10% | 755+00 | 2.10% | -4.00% |
| -4.00% | -3.40% | 755+50 | 3.40% | -2.00% |
| -4.00% | -3.40% | 758+50 | 3.40% | -2.00% |
| -4.00% | -2.10% | 759+00 | 2.10% | -4.00% |
| -4.00% | -2.00% | 759+50 | 0.70% | -4.00% |
| -4.00% | -2.00% | 760+00 | -0.50% | -4.00% |
| -4.00% | -2.00% | 760+50 | -2.00% | -4.00% |
| -4.00% | -2.00% | 767+50 | -2.00% | -4.00% |
| -4.00% | -1.00% | 768+00 | -2.00% | -4.00% |
| -4.00% | 0.00% | 768+50 | -2.00% | -4.00% |
| -4.00% | 1.00% | 769+00 | -2.00% | -4.00% |
| -4.00% | 2.00% | 769+50 | -2.00% | -4.00% |
| -4.00% | 2.00% | 774+50 | -2.00% | -4.00% |
| -4.00% | 1.00% | 775+00 | -2.00% | -4.00% |
| -4.00% | 0.00% | 775+50 | -2.00% | -4.00% |
| -4.00% | -1.00% | 776+00 | -2.00% | -4.00% |
| -4.00% | -2.00% | 776+50 | -2.00% | -4.00% |
| -4.00% | -2.00% | 786+00 | -2.00% | -4.00% |
| -4.00% | -2.00% | 786+50 | -1.10% | -4.00% |
| -4.00% | -2.00% | 787+00 | -0.30% | -4.00% |
| -4.00% | -2.00% | 787+50 | 0.60% | -4.00% |
| -4.00% | -2.00% | 788+00 | 1.50% | -4.00% |
| -4.00% | -2.00% | 794+00 | 1.50% | -4.00% |
| -4.00% | -2.00% | 794+50 | 0.60% | -4.00% |
| -4.00% | -2.00% | 795+00 | -0.30% | -4.00% |
| -4.00% | MATCH | 795+50 | MATCH | -4.00% |

NOT TO SCALE

Date: 5/3/2012
Username: robert.k.betz
Division: HIGHWAY
Filename: ... \highway\insto\002_Typical.dgn

| | |
|---|----------------------------------|
| STATE OF MAINE DEPARTMENT OF TRANSPORTATION NH-1824(100)X | WIN 18241.00 HIGHWAY PLANS |
| SIGNATURE | P.E. NUMBER |
| DATE | DATE |
| PROJ. MANAGER | DATE |
| DESIGN-DETAILED | BY |
| CHECKED-REVIEWED | E. LOVELLY |
| DESIGN-DETAILED | R. BETZ |
| DESIGN-DETAILED | DESIGN-DETAILED |
| REVISIONS 1 | REVISIONS 1 |
| REVISIONS 2 | REVISIONS 2 |
| REVISIONS 3 | REVISIONS 3 |
| REVISIONS 4 | REVISIONS 4 |
| FIELD CHANGES | FIELD CHANGES |
| WELLS ROUTE 1 | TYPICAL SECTIONS |
| SHEET NUMBER | 2 |
| OF 18 | OF 18 |

Date: 5/31/2012

Username: robert.k.betz

Division: HIGHWAY

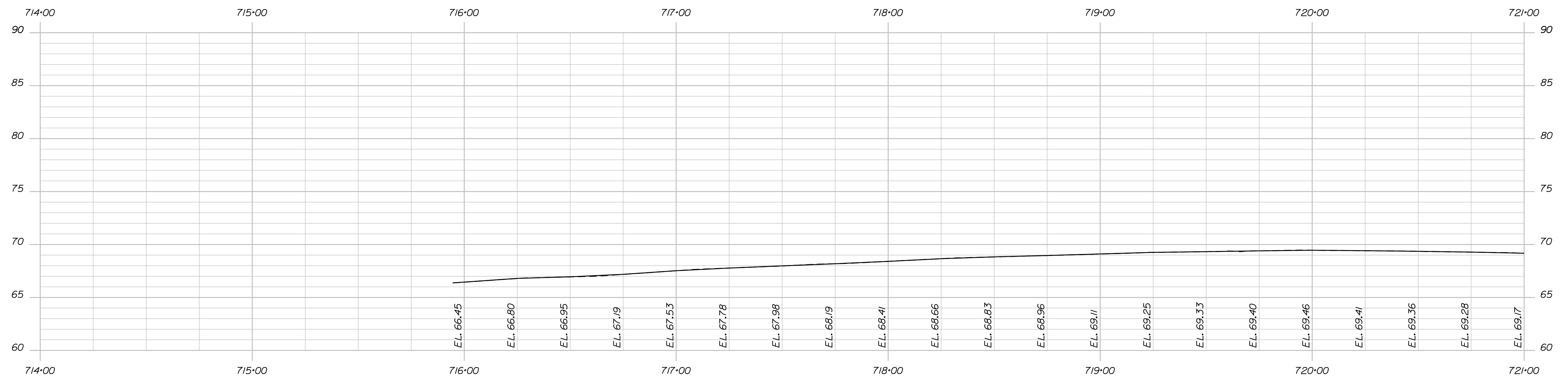
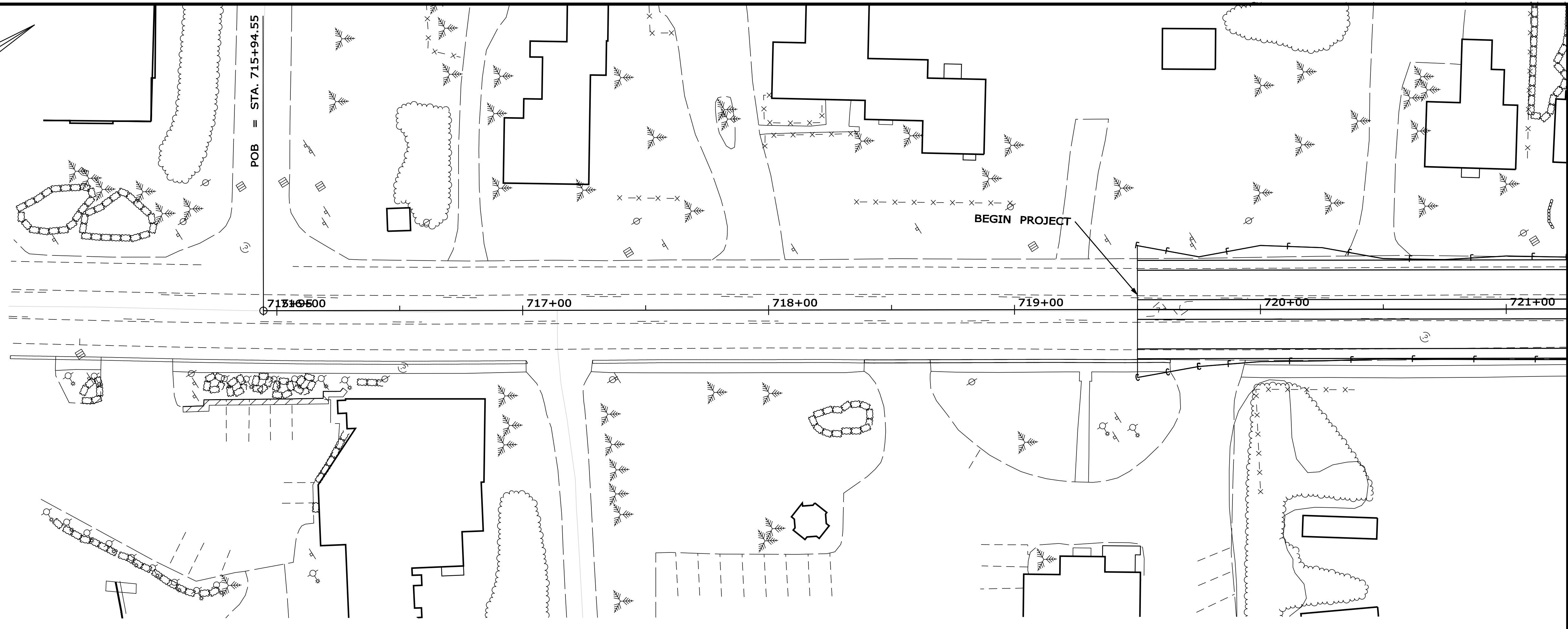
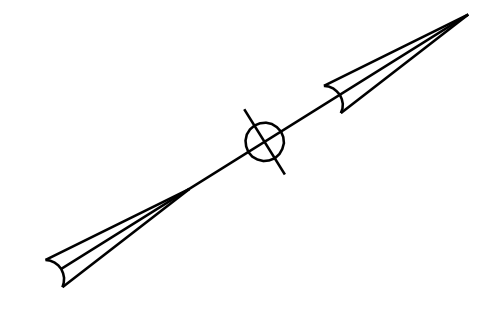
Filename: ... \msta\004_GeneralNotes.dgn

- 1) All joints between existing and proposed hot bituminous pavement shall be butted. Payment shall be made under Item 202.203 Pavement Butt Joint.(202.202 if mill & fill)
- 2) Construct butt joints at all paved drives and entrances.
- 3) Grind transition tapers at Catch Basins under Item 202.203 Pavement Butt Joints, as directed by the Resident.
- 4) Trim all tree branches to 20 feet above the pavement and 21 feet from centerline. Payment shall be made under the appropriate rental items. If a tree specialist is subcontracted for this work, payment will be made under force account provision.
- 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) Prior to removing any pavement or placing any shim pavement, the roadway will be inspected for possible subsurface boulders, which will be removed as directed by the Resident. Payment will be made under appropriate contract rental items. Backfill with material consistent with surrounding material up to subgrade. Place aggregate subbase course gravel from sub-grade to finish gravel grade and compact all material. Any material and equipment used to backfill holes after removal of boulders will be considered incidental to the contact items.
- 7) Where deemed necessary by the Resident, unsuitable excess material shall be removed from the edges of shoulders and placed in designated areas or disposed of. Payment will be made under the appropriate contract items.
- 8) All inslope and ditches in cut areas shall be graded as shown on the typicals or flatter, or as directed by the Resident.
- 9) Where no ditching or inslope excavation is needed, the grading of existing material or the addition of material for 3 feet beyond shoulder break to match the existing slope shall be incidental to the Contract. Any additional material shall be approved by the Resident.
- 10) The Contractor shall plan and conduct their work accordingly so that upon final completion of the project there is no drop-off from the edge of shoulder pavement. All remaining or disturbed material on slopes or in ditches on the project shall be capable of attaining a growth of grass that is acceptable according to Standard Specification 618.10. No separate payment will be made for this work.
- 11) The Contractor shall place suitable existing or other material acceptable to the Resident on all pavement edges to allow no greater than a 1/4" drop off. The material shall be graded to match existing in-slope or as directed by the Resident. On pre-existing in-slopes that have a 1/4" or more drop off the contractor will be paid equipment rental (or some other means if listed in the construction notes) to back up the edge of pavement in these areas. Material needed for the pre-existing areas shall be described in the appropriate area of the construction notes along with the method of payment for this material. In all other areas this work shall be considered incidental to the Contract and no additional payment will be made. Pre-existing areas shall be determined by the Resident and reviewed with the contractor prior to any paving. Seed and Mulch will be paid for at the contract unit price.
- 12) Driveway fill side slopes shall be the same as the non-guardrail fill slopes unless otherwise noted on the plans.
- 13) 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 to be considered incidental to 656 Items.
- 14) 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.
- 15) If foundation material is required under culverts, it shall meet the requirements for granular borrow - underwater backfill and will paid for as granular borrow.
- 16) Granular borrow used to backfill muck excavation or in low wet areas to 1' above water level or old ground shall meet the requirements of and be paid for by Item *304.10.
- 17) Existing inslopes steeper than 2:1 in proposed fill areas shall be benched as directed by the Resident.
- 18) Residential paved entrances shall be constructed with: 2" hot mix asphalt and 12" aggregate subbase course gravel.
- 19) Commercial paved entrances shall be constructed with: 3" hot mix asphalt and 11" aggregate subbase course gravel.
- 20) Unpaved entrances shall be constructed with 14" aggregate subbase course gravel or 11" aggregate subbase course gravel and 3" untreated aggregate surface course unless otherwise noted in the plans or directed by the Resident.
- 21) Crushed stone entrances shall be constructed with 12" aggregate subbase course gravel and 2" crushed stone surface unless otherwise noted in the plans or directed by the Resident.
- 22) 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.
- 23) A 3' paved lip shall be placed at all gravel entrances unless otherwise noted in the plans or directed by the Resident.
- 24) 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.

- 25) Item * 411.10 Untreated Aggregate Surface Course, may also meet the gradation requirements of Item * 204.20 Add Shoulder Aggregate.
- 26) Any necessary cleaning of existing pavement prior to paving (or milling) shall be incidental to the related paving (or milling) items.
- 27) When super elevation exceeds the slope of the low side shoulder, the shoulder pavement will have same slope as traveled way.
- 28) The following shall be incidental to the 603 Item(s):
 - a. Any cutting of existing culverts and or connectors necessary to install new culvert replacements or extensions
 - b. All pipe excavation including any cutting and removal of pavement
 - c. All ditching at pipe ends
 - d. 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.
 - e. Granular Borrow under the pipe shall meet the requirements for Underwater Backfill
 - f. All work necessary to connect to existing pipes and drainage structures
 - g. Flow lines may be changed by 1.5 ft
 - h. Any necessary clearing of brush and non-pay trees at culvert ends
 - i. An 18" wide strip of non-woven geo-textile meeting the requirements of 620.58 shall be placed over all RCP joints.
- 29) Existing culverts to remain shall be cleaned as directed by the Resident. Payment will be made under Item 631.32 Culvert Cleaner (Including Operator).
- 30) Existing culverts and catch basins will be cleaned as directed by the Resident under the appropriate pay items.
- 31) No existing drainage shall be abandoned, removed or plugged without prior approval of the Resident.
- 32) Inlets and outlets of culverts and underdrain outlets shall be ripped unless otherwise noted on the plans or directed by the Resident.
- 33) Any necessary cutting of existing pipes to fit in areas of proposed catch basins will not be paid for separately and will be considered incidental to Item 604.
- 34) Any necessary cutting of existing catch basins to allow for proposed pipe connections will not be paid for separately and will be considered incidental to Item 603 or 605.
- 35) As directed by the Resident, all existing underdrain outlets shall be located, cleaned out and ditched as required or replaced as necessary. Payment will be made under appropriate contract items.
- 36) Guardrail end treatments shall be installed concurrently with the placement of each section of beam guardrail.
- 37) Holes created by Guardrail removal will be filled and compacted with approved materials as directed by the Resident. Payment to be considered incidental to the guardrail items.
- 38) Any guardrail removed and not reused shall become the property of the Contractor. Removal and disposal shall be considered incidental to the guardrail items.
- 39) Connections for proposed guardrail to existing guardrail will be considered incidental to Item 606.
- 40) 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
- 41) Backing up bituminous curb is incidental to the curb items. In areas where new bituminous curb is designated to replace existing, the removal of the old bituminous curb shall be incidental to the new curb.
- 42) 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.
- 43) Dirty borrow has been estimated for all disturbed slope areas other than lawn areas. Actual placement of the dirty borrow shall be as noted on the plans or designated by the Resident.
- 44) 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.
- 45) White pavement/curb marking (Item 627.75) shall be applied to bituminous curb ends at driveway openings as directed by the Resident.
- 46) Any base pavement not surfaced before winter will require temporary pavement markings of paint, both yellow centerline and white edge lines and will be considered incidental to Item 627.76
- 47) The contractor will be responsible for maintaining all existing mailboxes to ensure that the mail will be deliverable. All work, equipment, and materials are considered incidental to the contract.
- 48) 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.
- 49) Plans of previously constructed projects are available on request. These projects are: Federal Aid Project NO 101-C (ca. 1930)

- 50) A copy of the soils report for this project is available at <http://www.maine.gov/mdot/comprehensive-list-projects/project-information.php>. All computation methods and quantities used for the Engineer's Estimate for plan quantity items only are available by contacting Region I Project Manager Denis Lovely at 207-885-7000.
- 51) Areas requiring fill on the project will come from suitable excavation from excavation, ditch & inslope, or equipment rental areas.
- 52) 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.
- 53) No separate payment for superintendent or foreman will be made for the supervision of equipment being paid for under the equipment rental items.
- 54) "Undetermined Locations" shall be determined by the Resident.
- 55) Stations referenced are approximate.
- 56) All work shall be done in accordance with the Maine Department of Transportation's Best Management Practices for Erosion & Sedimentation Control, February, 2008.
- 57) The contractor will final stripe the project. The Department is responsible for transferring the existing striping pattern to the surface course unless otherwise directed by the Resident.
- 58) Installation of geotextile fabric meeting specification 722.02 shall be incidental to Item 610

| | | | | | | | |
|--|-----------|---------------|------|-----------------|-------------|---------------|--|
| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | | NH-1824(100)X | | PIN 18241.00 | | HIGHWAY PLANS | |
| PROJ. MANAGER | E. LOVELY | BY | DATE | SIGNATURE | P.E. NUMBER | DATE | |
| DESIGN-DETAILED | R. BETZ | | | | | | |
| CHECKED-REVIEWED | | | | | | | |
| DESIGN-DETAILED | | | | | | | |
| DESIGN-DETAILED | | | | | | | |
| REVISIONS 1 | | | | | | | |
| REVISIONS 2 | | | | | | | |
| REVISIONS 3 | | | | | | | |
| REVISIONS 4 | | | | | | | |
| FIELD CHANGES | | | | | | | |
| WELLS ROUTE 1 | | | | GENERAL NOTES | | | |
| SHEET NUMBER | | | | | | | |
| 4 | | | | | | | |
| OF 18 | | | | | | | |



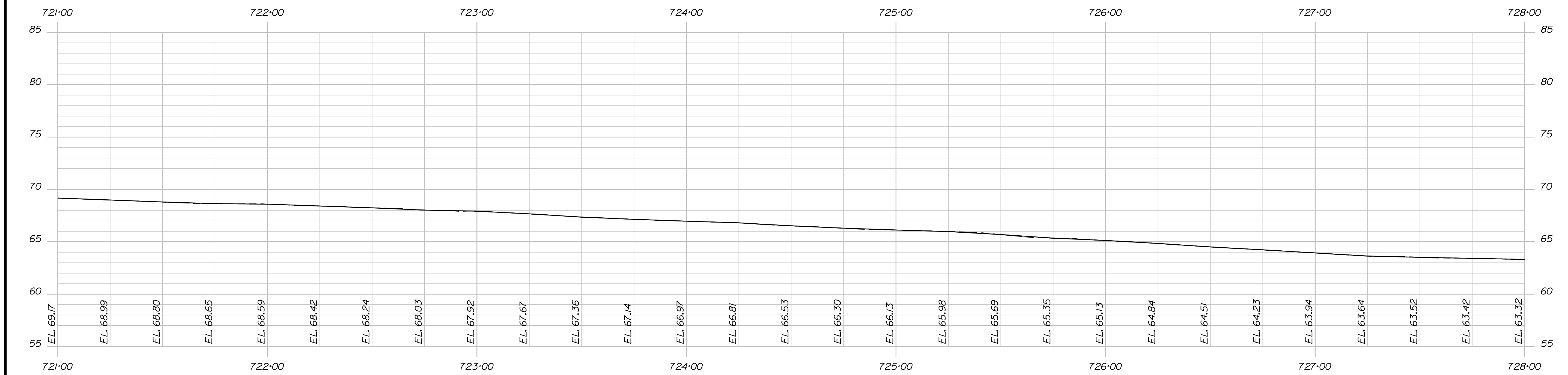
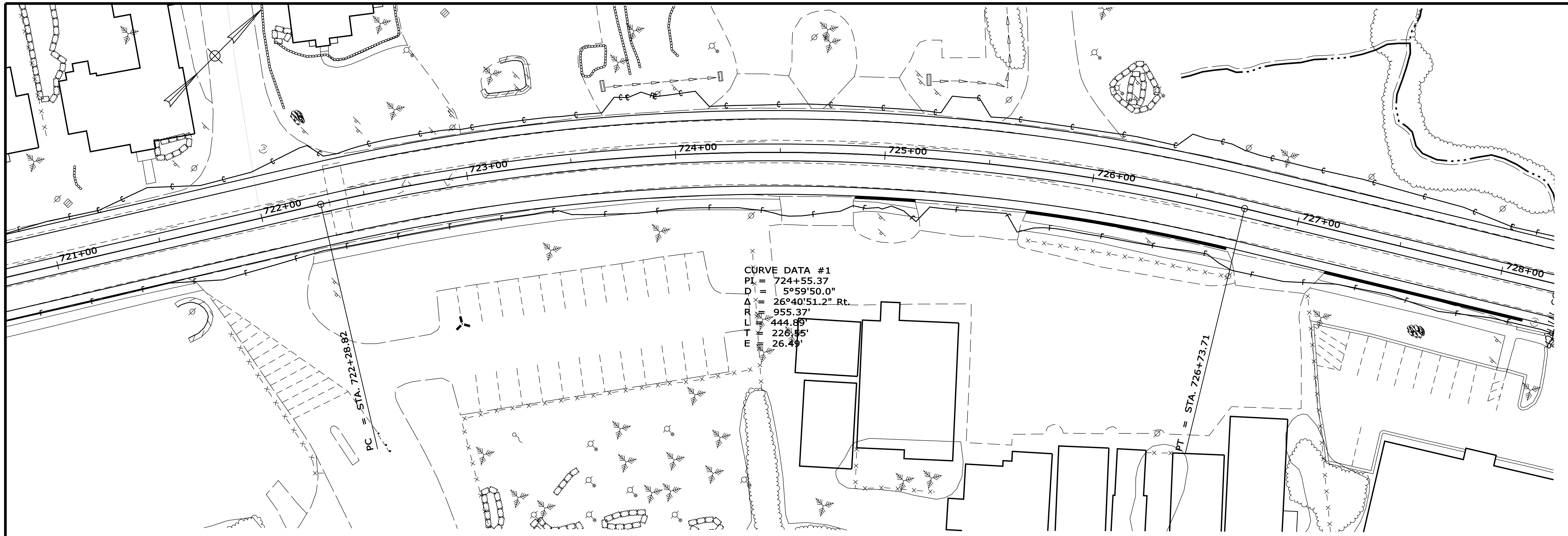
PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NH-1824(100)X
WIN 18241.00
HIGHWAY PLANS

| PROJ. MANAGER | E. LOVELLY | BY | DATE |
|------------------|------------|----|------|
| DESIGN-DETAILED | R. BETZ | | |
| CHECKED-REVIEWED | | | |
| DESIGNS-DETAILED | | | |
| DESIGNS-DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

WELLS
ROUTE 1
PLANS

SHEET NUMBER
5
OF 18



PROFILE

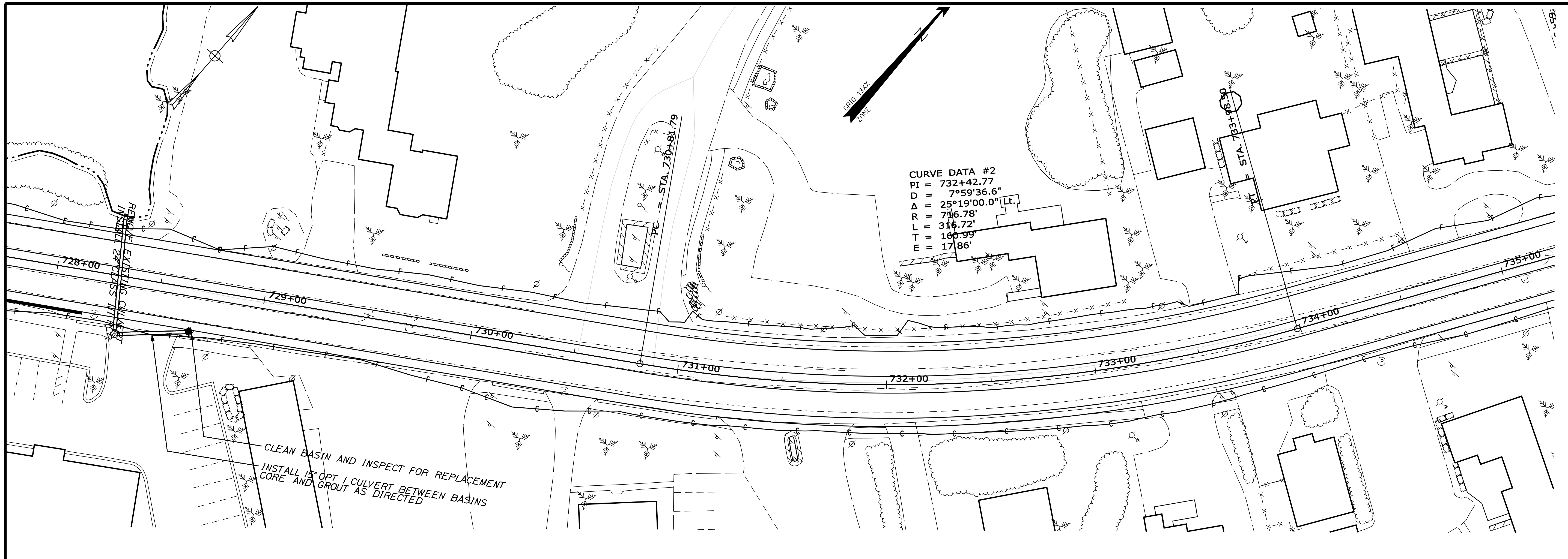
STA. 721+00.00 TO STA. 728+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NH-1824(100)X
WIN
18241.00
HIGHWAY PLANS

| PROJ. MANAGER | E. LOVELY | BY | DATE |
|------------------|-----------|----|------|
| CHECKED-REVIEWED | R. BETZ | | |
| DESIGN-DETAILED | | | |
| DESIGNS-DETAILED | | | |
| DESIGNS-DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

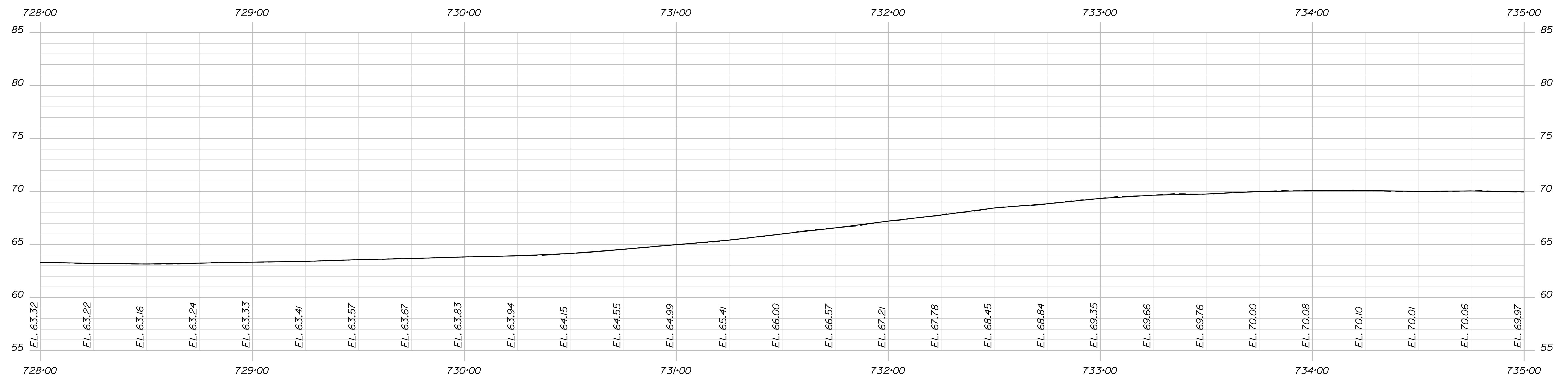
WELLS
ROUTE 1
PLANS

SHEET NUMBER
6
OF 18



CURVE DATA #2
 PI = 732+42.77
 D = 7°59'36.6"
 Δ = 25°19'00.0" Lt.
 R = 716.78'
 L = 316.72'
 T = 160.99'
 E = 17.86'

CLEAN BASIN AND INSPECT FOR REPLACEMENT
 INSTALL 15" OPT I CULVERT BETWEEN BASINS
 CORE AND GROUT AS DIRECTED



PROFILE

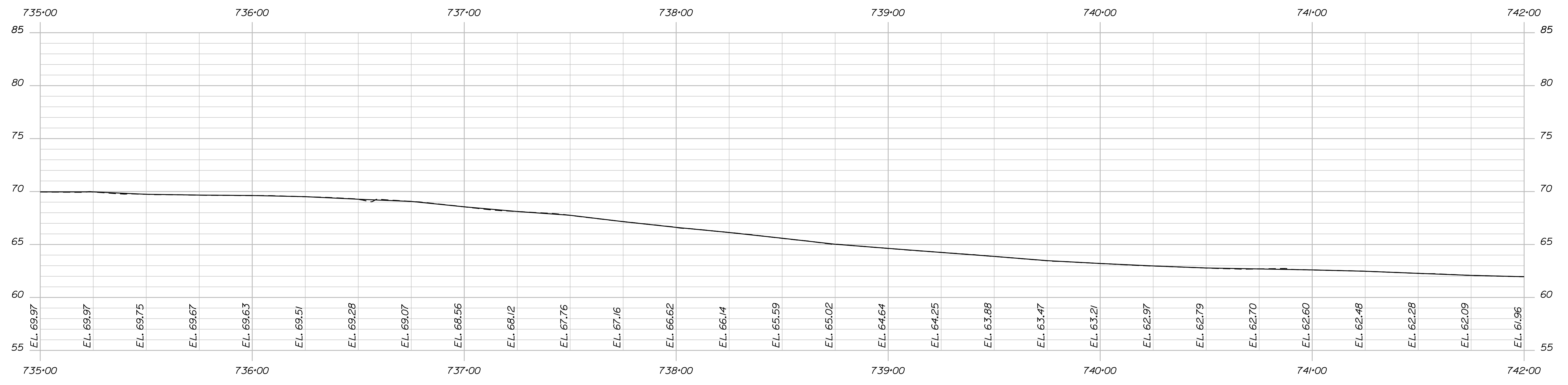
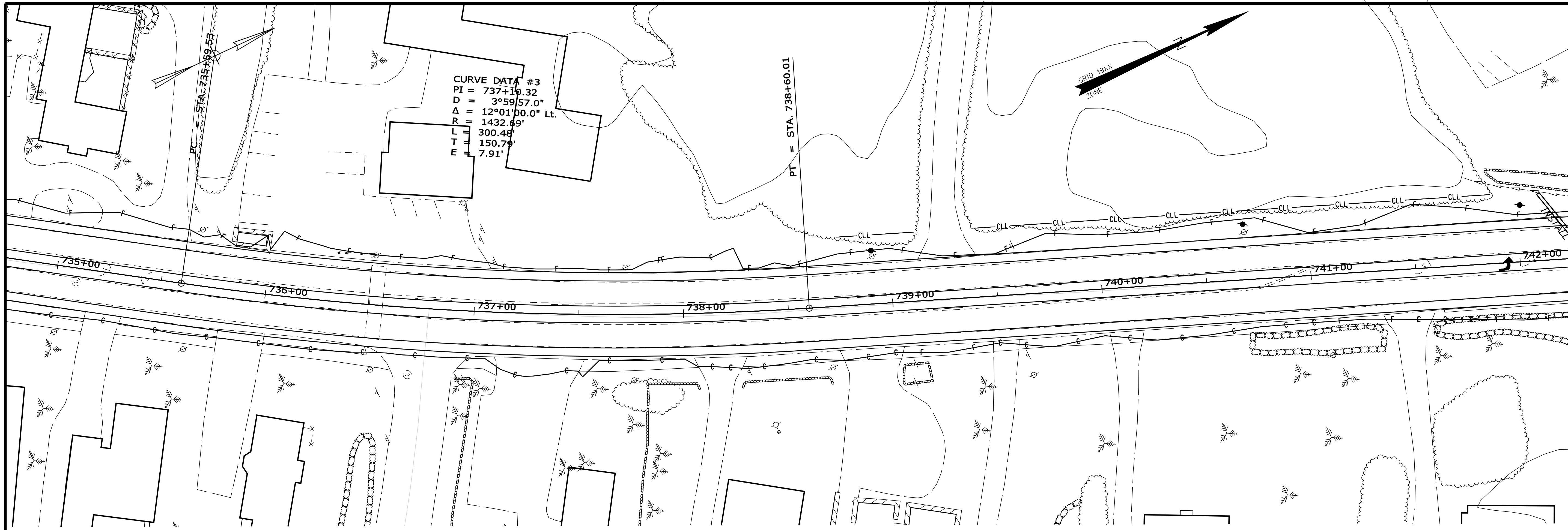
| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------------|------------|------|------|------------------|---------|--|--|------------------|--|--|--|------------------|--|--|--|-------------|--|--|--|-------------|--|--|--|-------------|--|--|--|-------------|--|--|--|---------------|--|--|--|---|-----------|-------------|------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| NH-1824(100)X | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WIN 18241.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HIGHWAY PLANS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WELLS ROUTE 1 PLANS | SHEET NUMBER 7 OF 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>PROJ. MANAGER</th> <th>E. LOVELLY</th> <th>BY</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>CHECKED-REVIEWED</td> <td>R. BETZ</td> <td></td> <td></td> </tr> <tr> <td>DESIGNS-DETAILED</td> <td></td> <td></td> <td></td> </tr> <tr> <td>DESIGNS-DETAILED</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 1</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 2</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 3</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 4</td> <td></td> <td></td> <td></td> </tr> <tr> <td>FIELD CHANGES</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | PROJ. MANAGER | E. LOVELLY | BY | DATE | CHECKED-REVIEWED | R. BETZ | | | DESIGNS-DETAILED | | | | DESIGNS-DETAILED | | | | REVISIONS 1 | | | | REVISIONS 2 | | | | REVISIONS 3 | | | | REVISIONS 4 | | | | FIELD CHANGES | | | | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>SIGNATURE</th> <th>P.E. NUMBER</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table> | SIGNATURE | P.E. NUMBER | DATE | | | | | | | | | | | | | | | | | | | | | |
| PROJ. MANAGER | E. LOVELLY | BY | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CHECKED-REVIEWED | R. BETZ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DESIGNS-DETAILED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DESIGNS-DETAILED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| REVISIONS 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| REVISIONS 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| REVISIONS 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| REVISIONS 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FIELD CHANGES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNATURE | P.E. NUMBER | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Date: 5/3/2012

Username: robert.k.betz

Division: HIGHWAY

Filename: ... \highway\msta\008_HDPLAN4.DGN



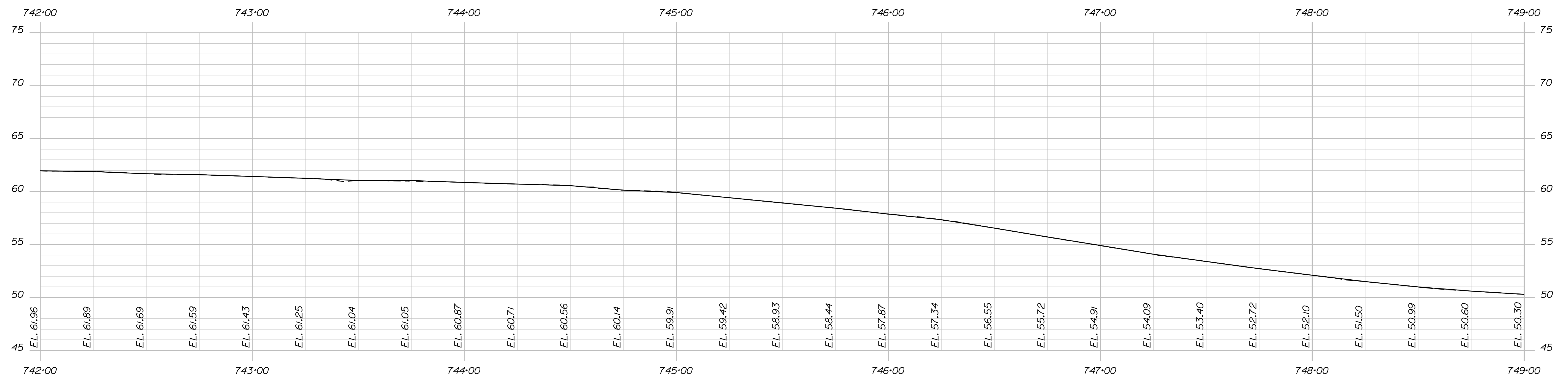
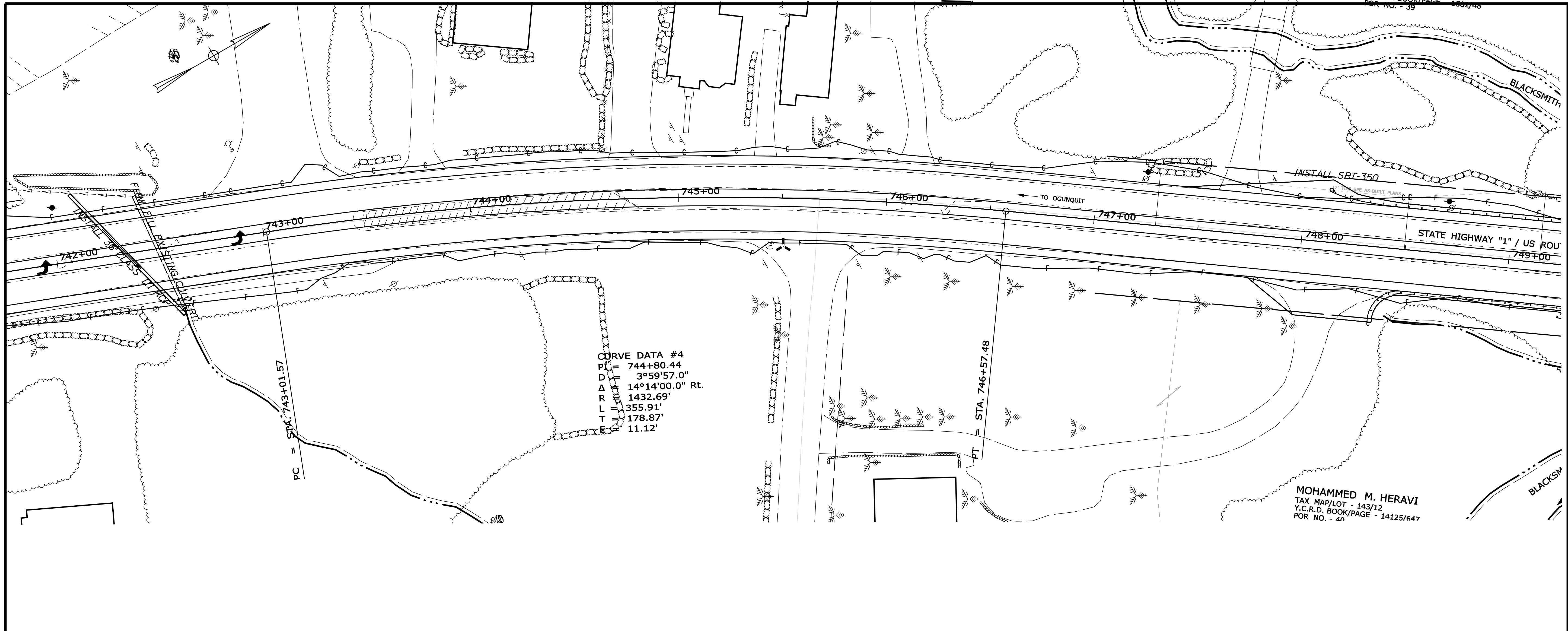
PROFILE

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 NH-1824(100)X
 WIN 18241.00
 HIGHWAY PLANS

| PROJ. MANAGER | E. LOVELLY | BY | DATE |
|------------------|------------|----|------|
| DESIGN-DETAILED | R. BETZ | | |
| CHECKED-REVIEWED | | | |
| DESIGN-DETAILED | | | |
| DESIGN-DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

WELLS
 ROUTE 1
 PLANS

SHEET NUMBER
 8
 OF 18



PROFILE

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 NH-1824(100)X
 WIN
 18241.00
 HIGHWAY PLANS

| PROJ. MANAGER | E. LOVELLY | R. BETZ | BY | DATE |
|------------------|------------|---------|----|------|
| DESIGN-DETAILED | | | | |
| CHECKED-REVIEWED | | | | |
| DESIGNS-DETAILED | | | | |
| DESIGNS-DETAILED | | | | |
| REVISIONS 1 | | | | |
| REVISIONS 2 | | | | |
| REVISIONS 3 | | | | |
| REVISIONS 4 | | | | |
| FIELD CHANGES | | | | |

WELLS
 ROUTE 1
 PLANS

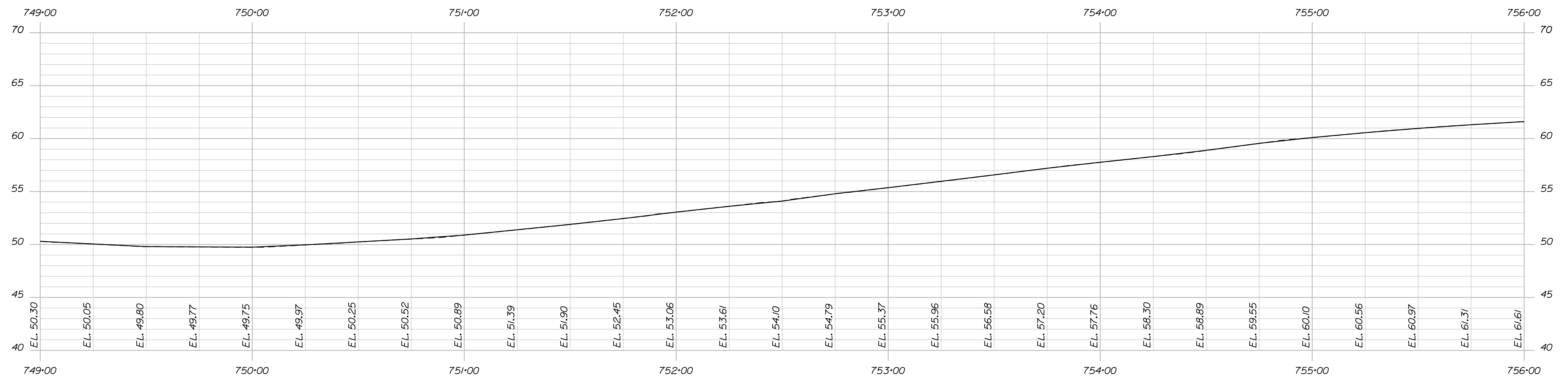
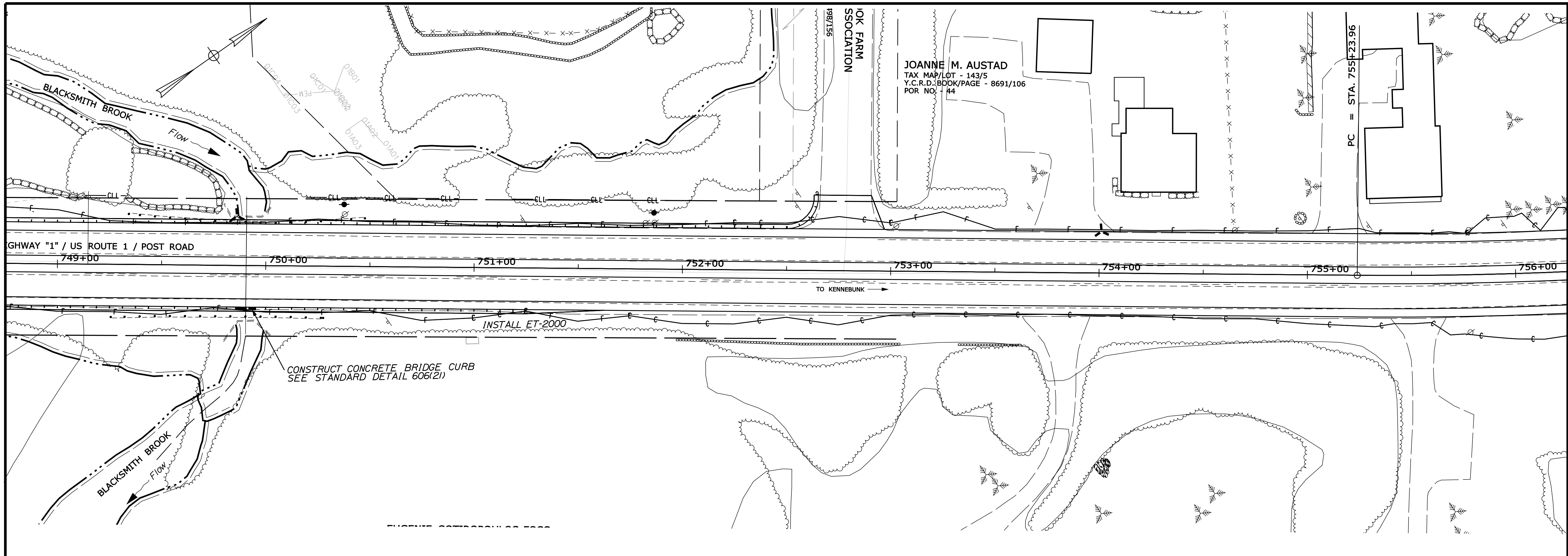
SHEET NUMBER
 9
 OF 18

Date: 5/3/2012

Username: robert.k.betz

Division: HIGHWAY

Filename: ... \highway\msta\010_HDPLAN6.DGN



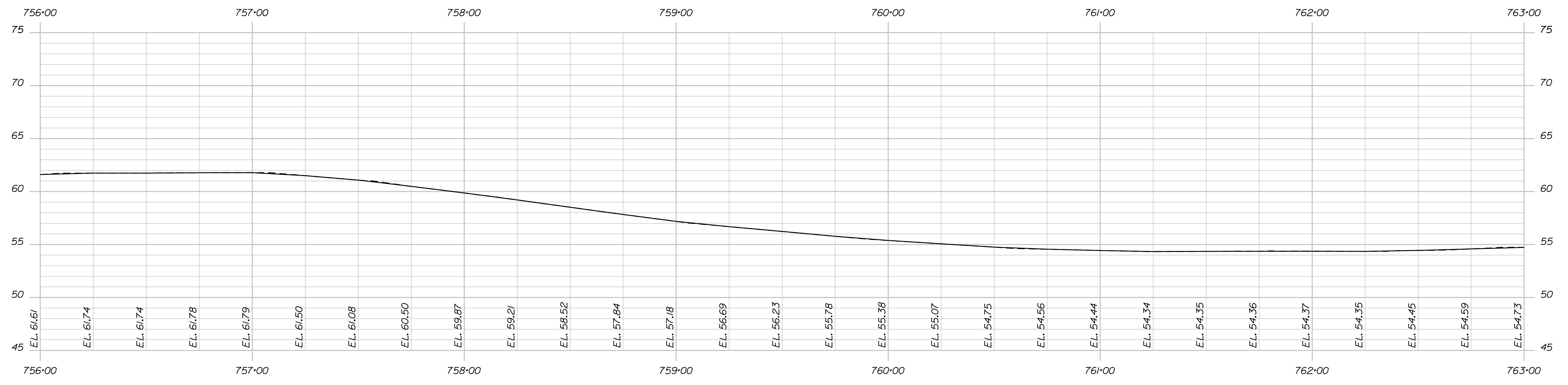
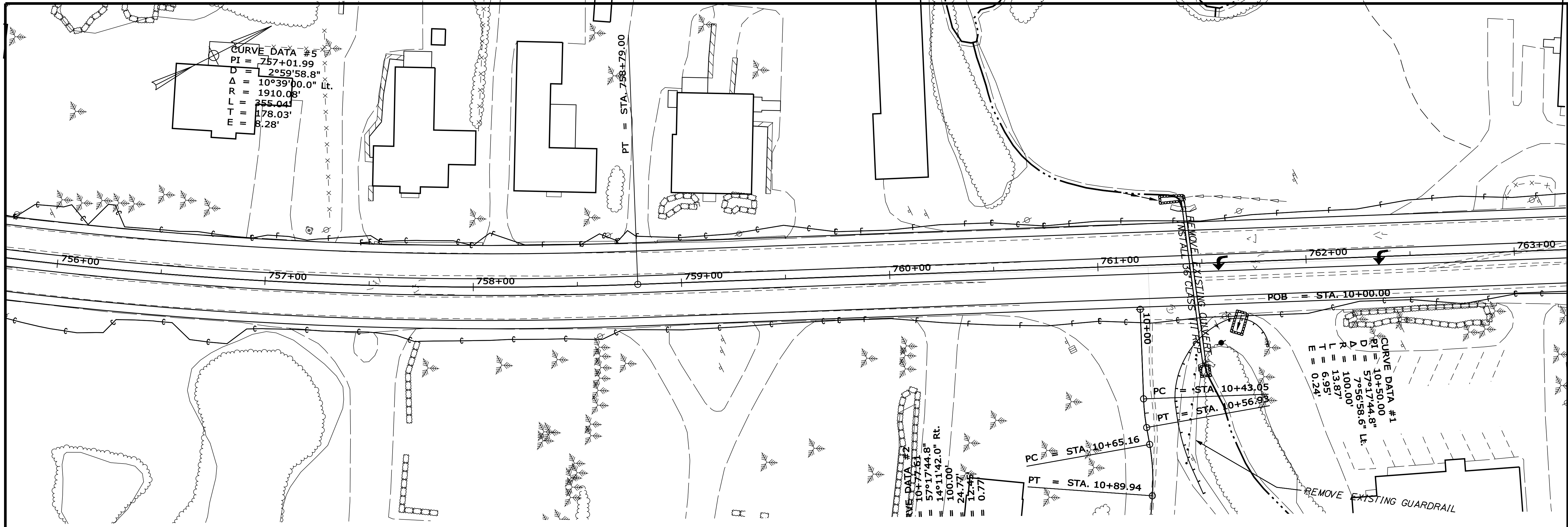
PROFILE

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 NH-1824(100)X
 WIN 18241.00
 HIGHWAY PLANS

| PROJ. MANAGER | E. LOVELLY | BY | DATE |
|------------------|------------|----|------|
| DESIGN-DETAILED | R. BETZ | | |
| CHECKED-REVIEWED | | | |
| DESIGN-DETAILED | | | |
| DESIGN-DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

WELLS
 ROUTE 1
 PLANS

SHEET NUMBER
 10
 OF 18



PROFILE

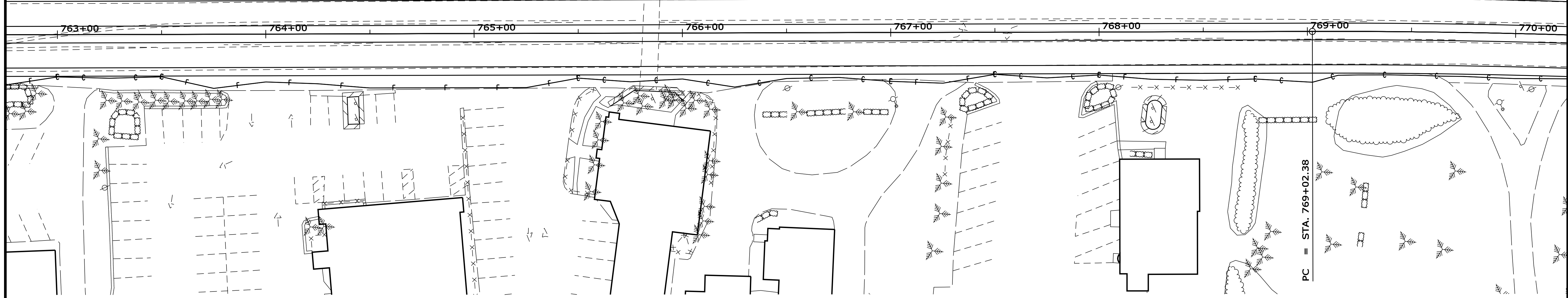
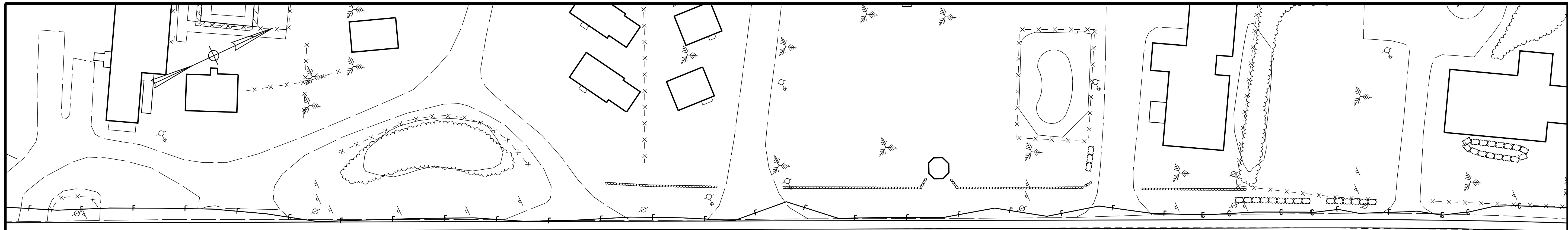
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 NH-1824(100)X
 WIN
 18241.00
 HIGHWAY PLANS

| PROJ. MANAGER | DATE |
|---------------|------|
| E. LOVELLY | |
| R. BETZ | |

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

| SIGNATURE | P.E. NUMBER | DATE |
|-----------|-------------|------|
| | | |

WELLS
 ROUTE 1
 PLANS
 SHEET NUMBER
11
 OF 18



PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NH-1824(100)X
WIN
18241.00
HIGHWAY PLANS

| PROJ. MANAGER | E. LOVELLY | BY | DATE |
|------------------|------------|----|------|
| DESIGN-DETAILED | R. BETZ | | |
| CHECKED-REVIEWED | | | |
| DESIGN-DETAILED | | | |
| DESIGN-DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

WELLS
ROUTE 1
PLANS

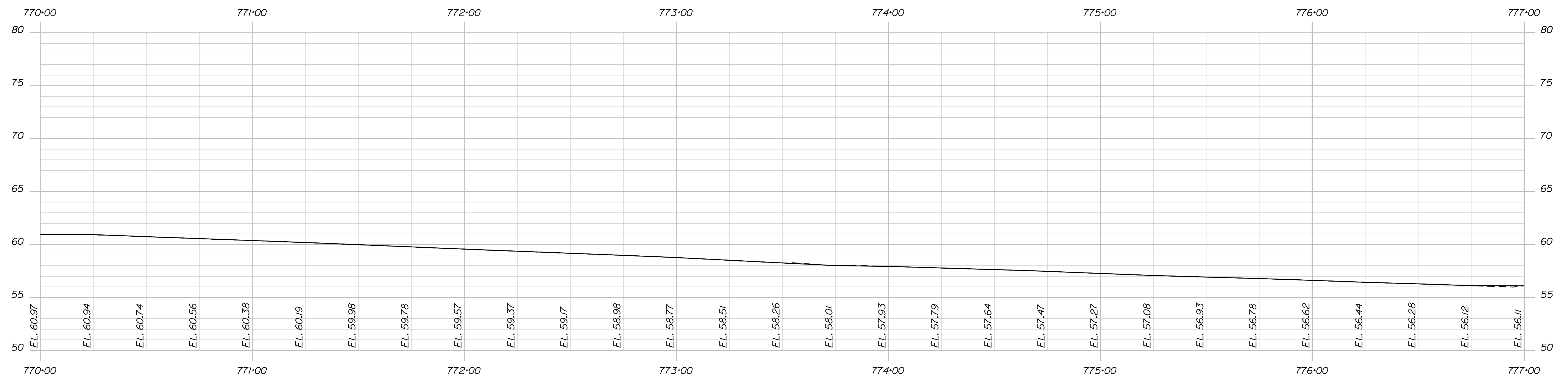
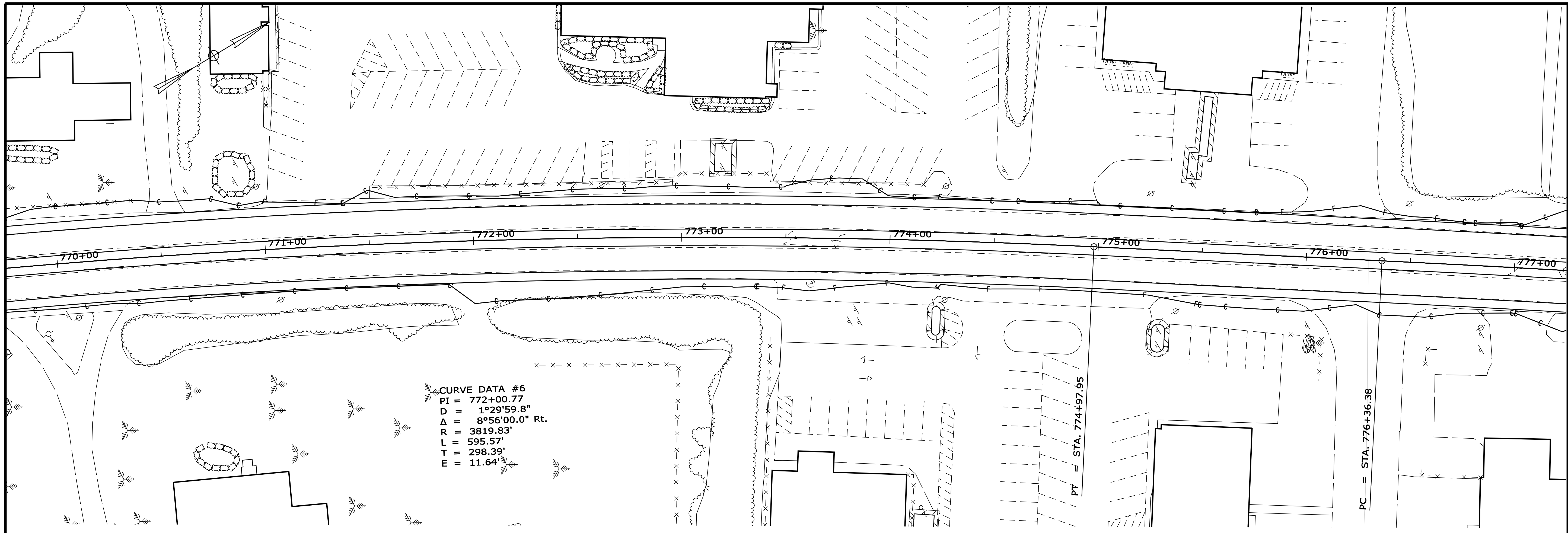
SHEET NUMBER
12
OF 18

Date: 5/3/2012

Username: robert.k.betz

Division: HIGHWAY

Filename: ... \highway\msta\013_HDPLAN9.DGN



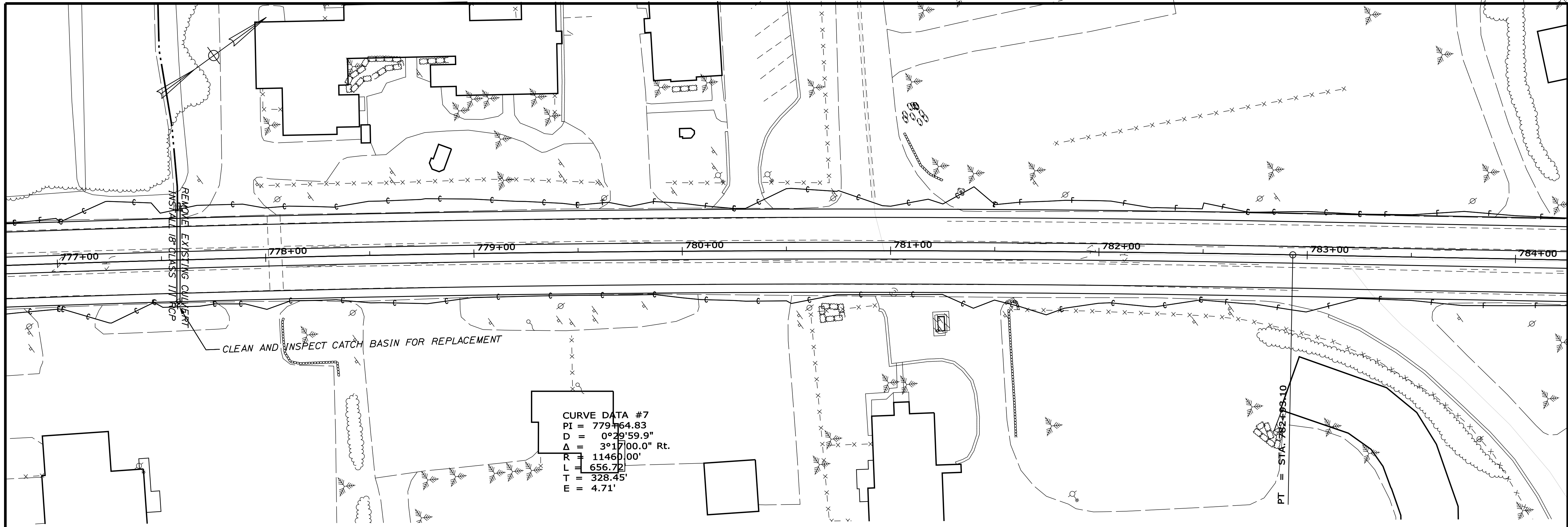
PROFILE

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 NH-1824(100)X
 WIN
 18241.00
 HIGHWAY PLANS

| PROJ. MANAGER | E. LOVELLY | BY | DATE |
|------------------|------------|----|------|
| DESIGN-DETAILED | R. BETZ | | |
| CHECKED-REVIEWED | | | |
| DESIGN-DETAILED | | | |
| DESIGN-DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

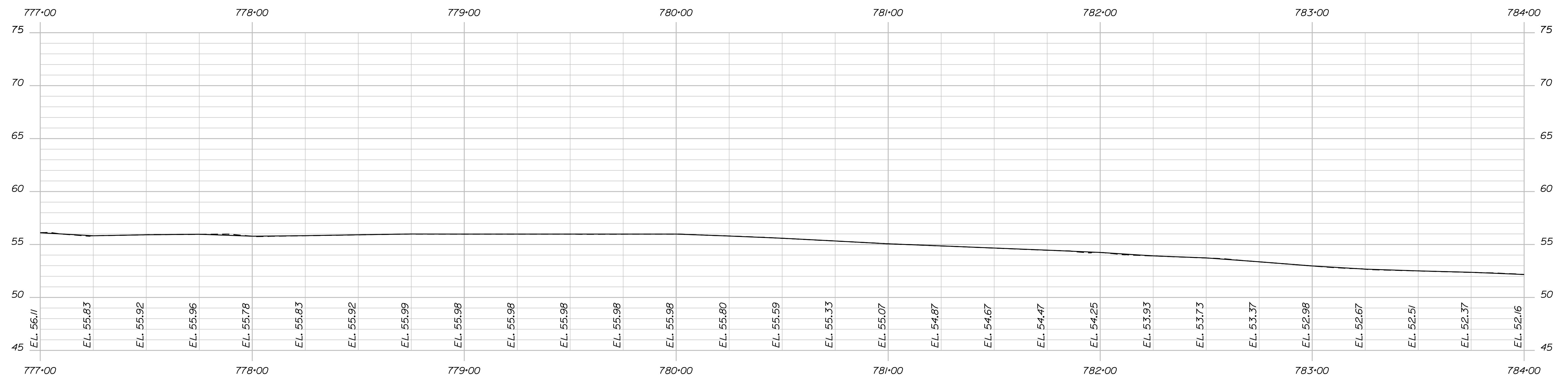
WELLS
 ROUTE 1
 PLANS

SHEET NUMBER
13
 OF 18



CURVE DATA #7

| | | |
|----|---|----------------|
| PI | = | 779+64.83 |
| D | = | 0°29'59.9" |
| Δ | = | 3°17'00.0" Rt. |
| R | = | 11460.00' |
| L | = | 656.72' |
| T | = | 328.45' |
| E | = | 4.71' |



PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NH-1824(100)X
WIN
18241.00
HIGHWAY PLANS

| PROJ. MANAGER | E. LOVELLY | BY | DATE |
|------------------|------------|----|------|
| DESIGN-DETAILED | R. BETZ | | |
| CHECKED-REVIEWED | | | |
| DESIGN-DETAILED | | | |
| DESIGN-DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

WELLS
ROUTE 1
PLANS

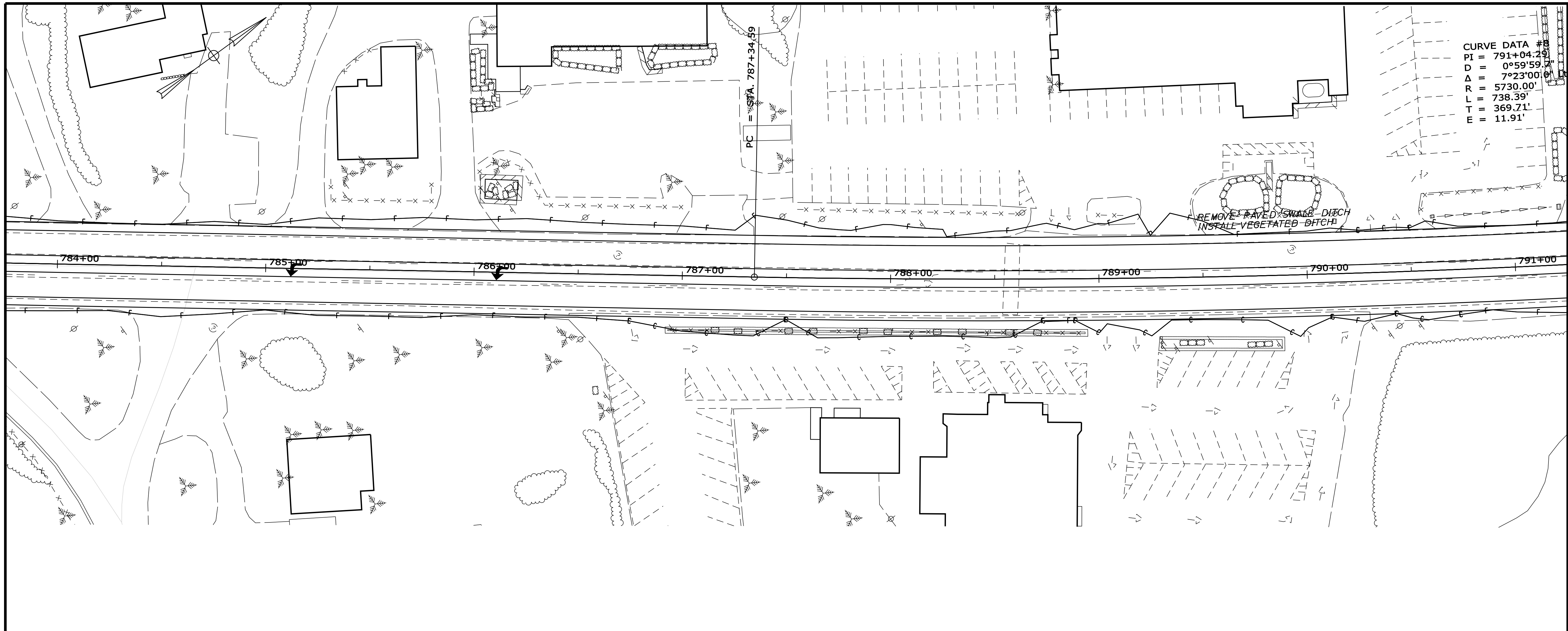
SHEET NUMBER
14
OF 18

Date: 5/3/2012

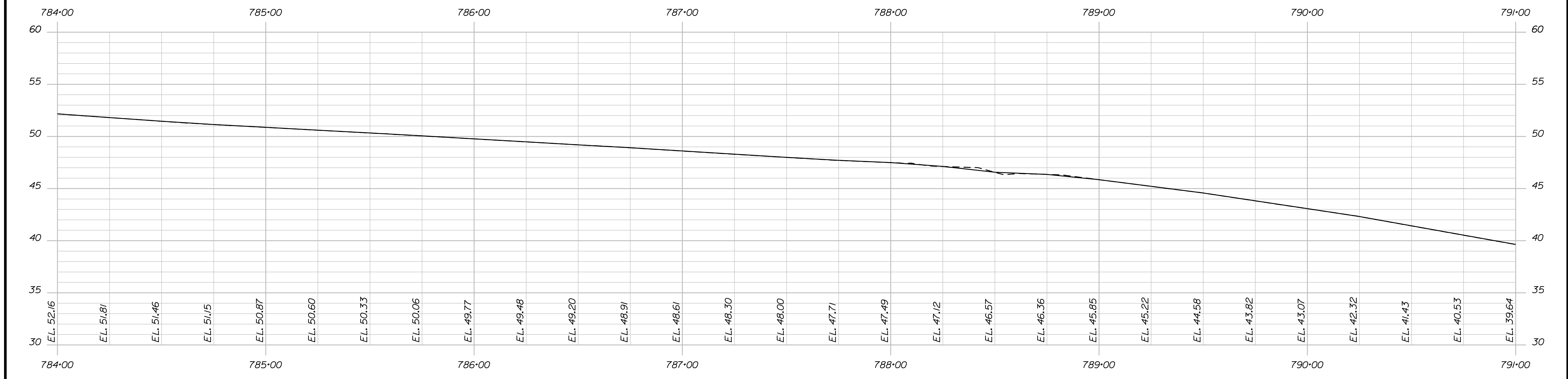
Username: robert.k.betz

Division: HIGHWAY

Filename: ... \highway\msta\015_HDPLAN11.DGN



CURVE DATA #1
 PI = 791+04.29
 D = 0°59'59.1"
 Δ = 7°23'00.6"
 R = 5730.00'
 L = 738.39'
 T = 369.71'
 E = 11.91'



PROFILE

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 NH-1824(100)X
 WIN
 18241.00
 HIGHWAY PLANS

| PROJ. MANAGER | E. LOVELY | BY | DATE |
|------------------|-----------|----|------|
| DESIGN-DETAILED | R. BETZ | | |
| CHECKED-REVIEWED | | | |
| DESIGN-DETAILED | | | |
| DESIGN-DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

WELLS
 ROUTE 1
 PLANS

SHEET NUMBER
15
 OF 18

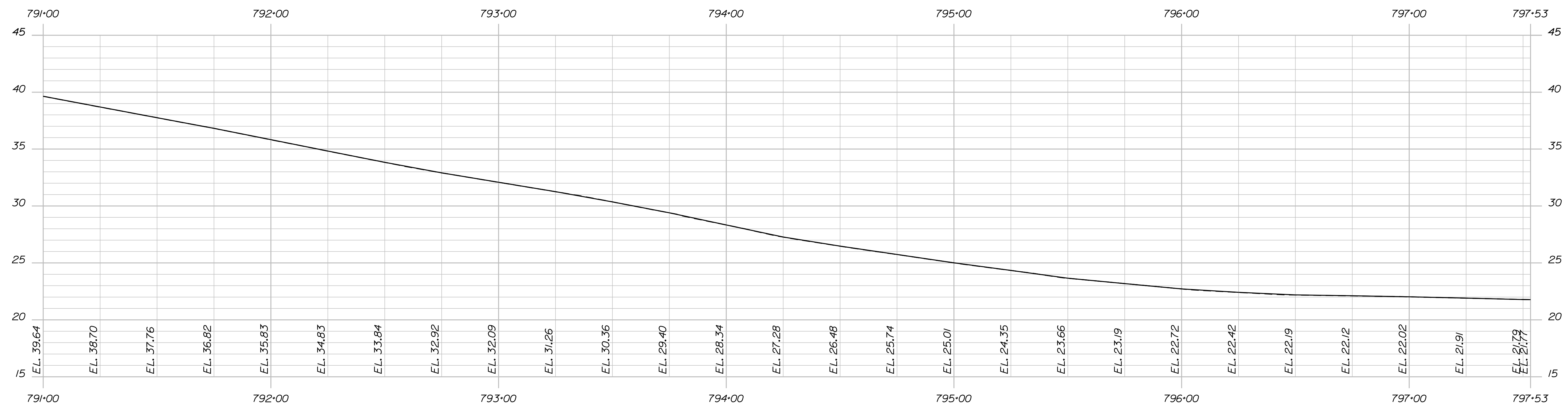
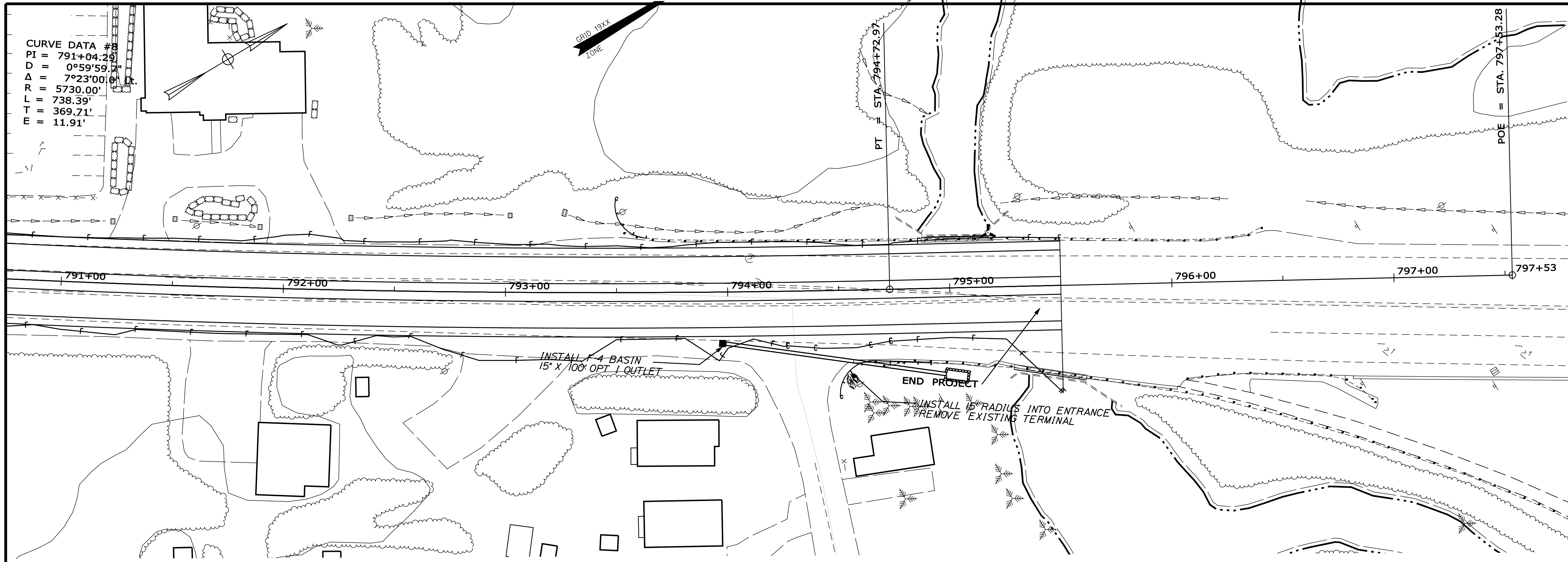
Date: 5/3/2012

Username: robert.k.betz

Division: HIGHWAY

Filename: ... \highway\msta\016_HDPLAN12.DGN

CURVE DATA #8
 PI = 791+04.29
 D = 0°59'59.7"
 Δ = 7°23'00.0"
 R = 5730.00'
 L = 738.39'
 T = 369.71'
 E = 11.91'



PROFILE

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 NH-1824(100)X
 WIN
 18241.00
 HIGHWAY PLANS

| PROJ. MANAGER | E. LOVELLY | BY | DATE |
|------------------|------------|----|------|
| DESIGN-DETAILED | R. BETZ | | |
| CHECKED-REVIEWED | | | |
| DESIGN-DETAILED | | | |
| DESIGN-DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

WELLS
 ROUTE 1
 PLANS

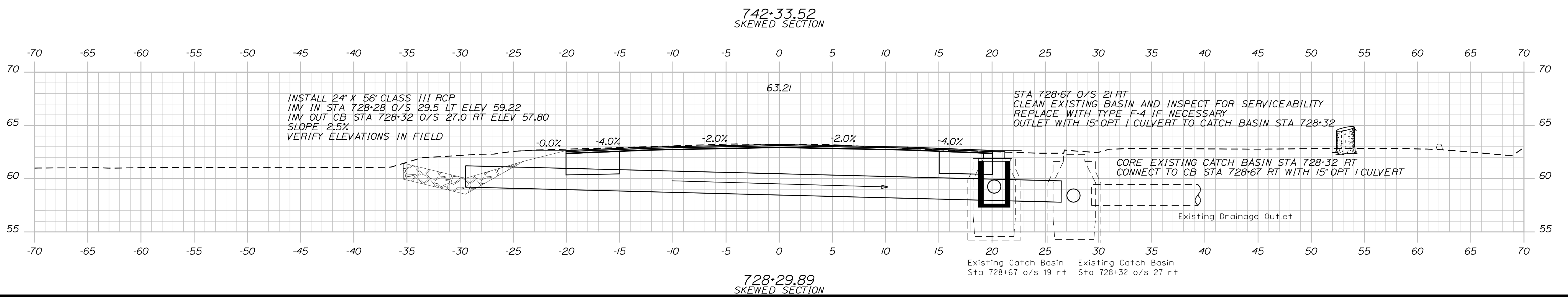
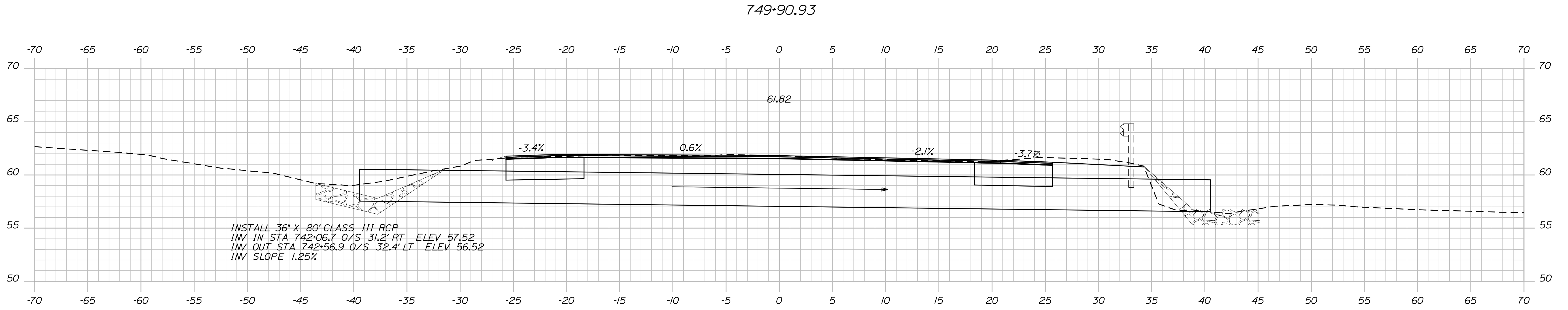
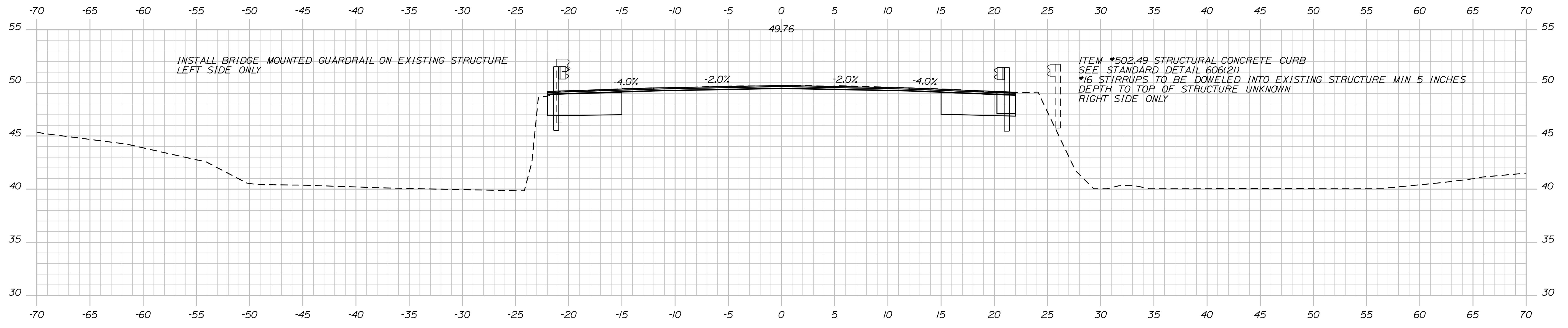
SHEET NUMBER
16
 OF 18

Date: 5/3/2012

Username: robert.k.betz

Division: HIGHWAY

Filename: ... \msto\017_Xsect_Drain1.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NH-1824(100)X
WIN
18241.00
HIGHWAY PLANS

| DATE | BY | E. LOVELLY | PROJ. MANAGER | DESIGN-DETAILED | CHECKED-REVIEWED | DESIGN-DETAILED | DESIGN-DETAILED | REVISIONS 1 | REVISIONS 2 | REVISIONS 3 | REVISIONS 4 | FIELD CHANGES |
|------|----|------------|---------------|-----------------|------------------|-----------------|-----------------|-------------|-------------|-------------|-------------|---------------|
| | | | | | | | | | | | | |

| SIGNATURE | P.E. NUMBER | DATE |
|-----------|-------------|------|
| | | |

WELLS
ROUTE 1
CROSS SECTIONS

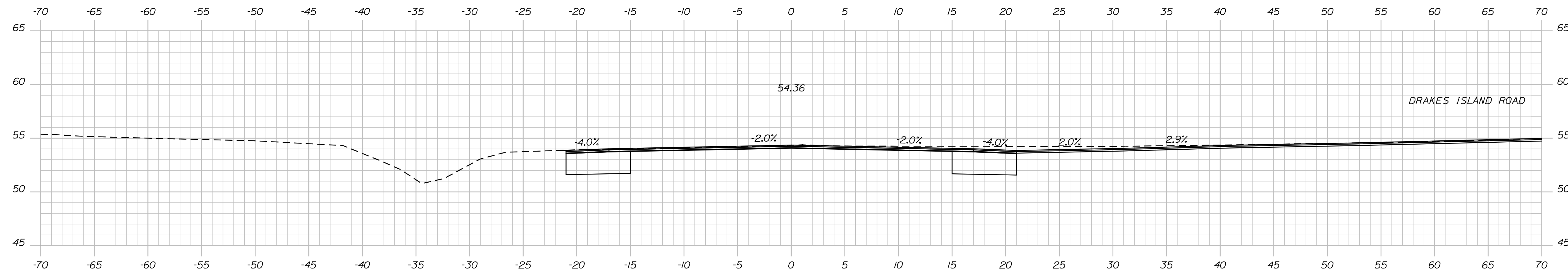
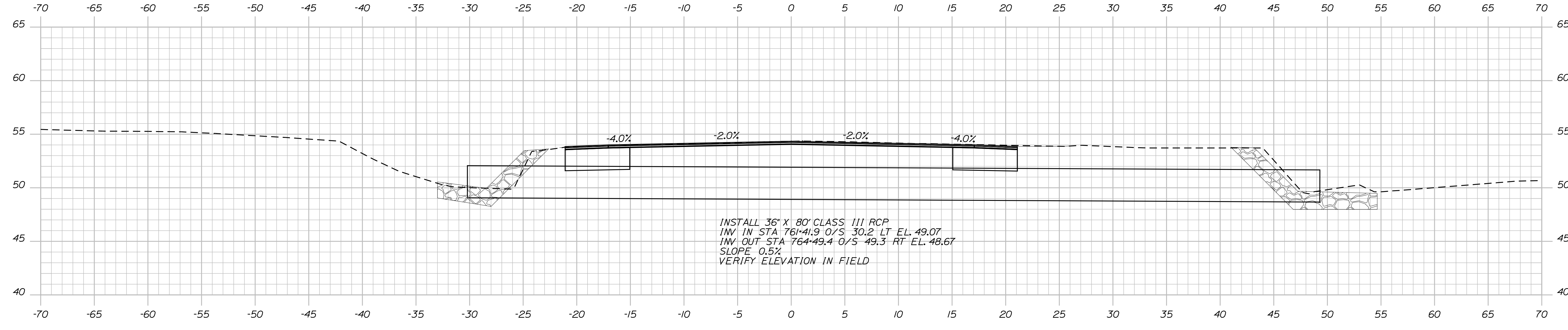
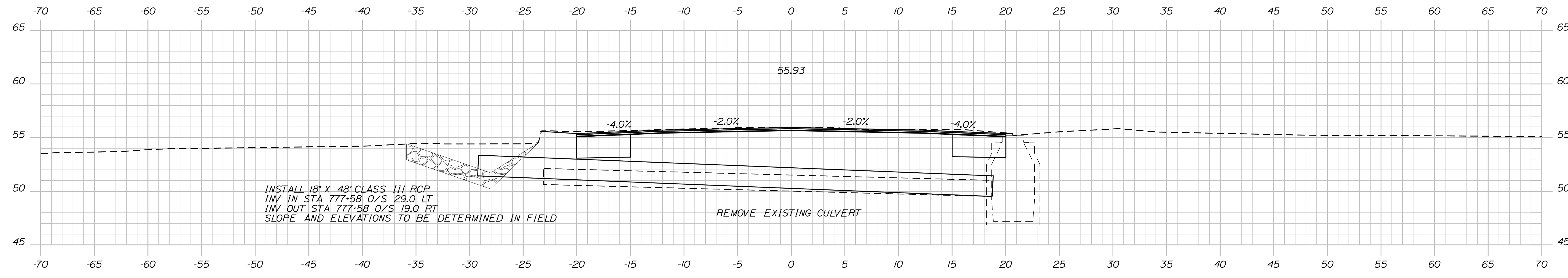
SHEET NUMBER
17
OF 18

Date: 5/3/2012

Username: robert.k.betz

Division: HIGHWAY

Filename: ... \msta\018_Xsect_Drain2.dgn



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 NH-1824(100)X
 WIN 18241.00
 HIGHWAY PLANS

| PROJ. MANAGER | E. LOVELLY | BY | DATE |
|------------------|------------|----|------|
| DESIGN-DETAILED | R. BETZ | | |
| CHECKED-REVIEWED | | | |
| DESIGN-DETAILED | | | |
| DESIGN-DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

WELLS
 ROUTE 1
 CROSS SECTIONS

SHEET NUMBER
 18
 OF 18