

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

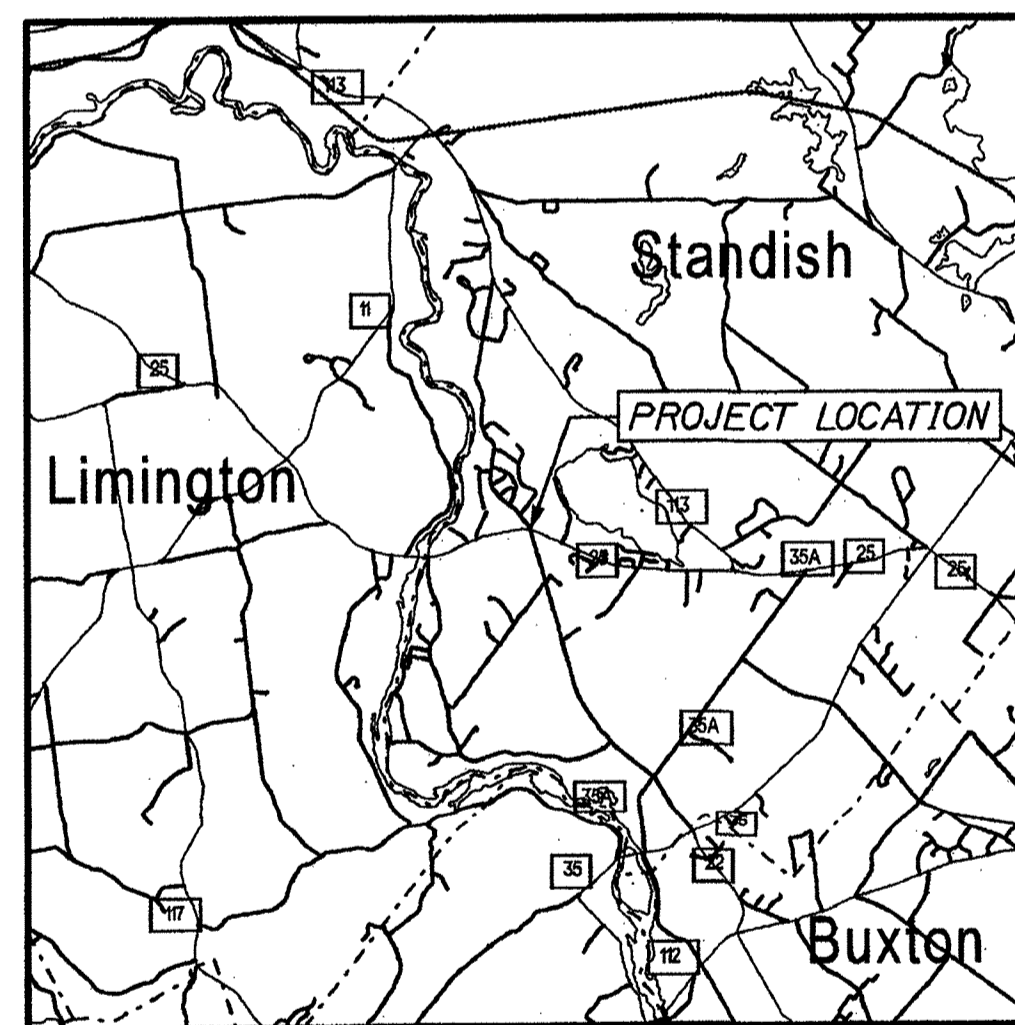
HNTB



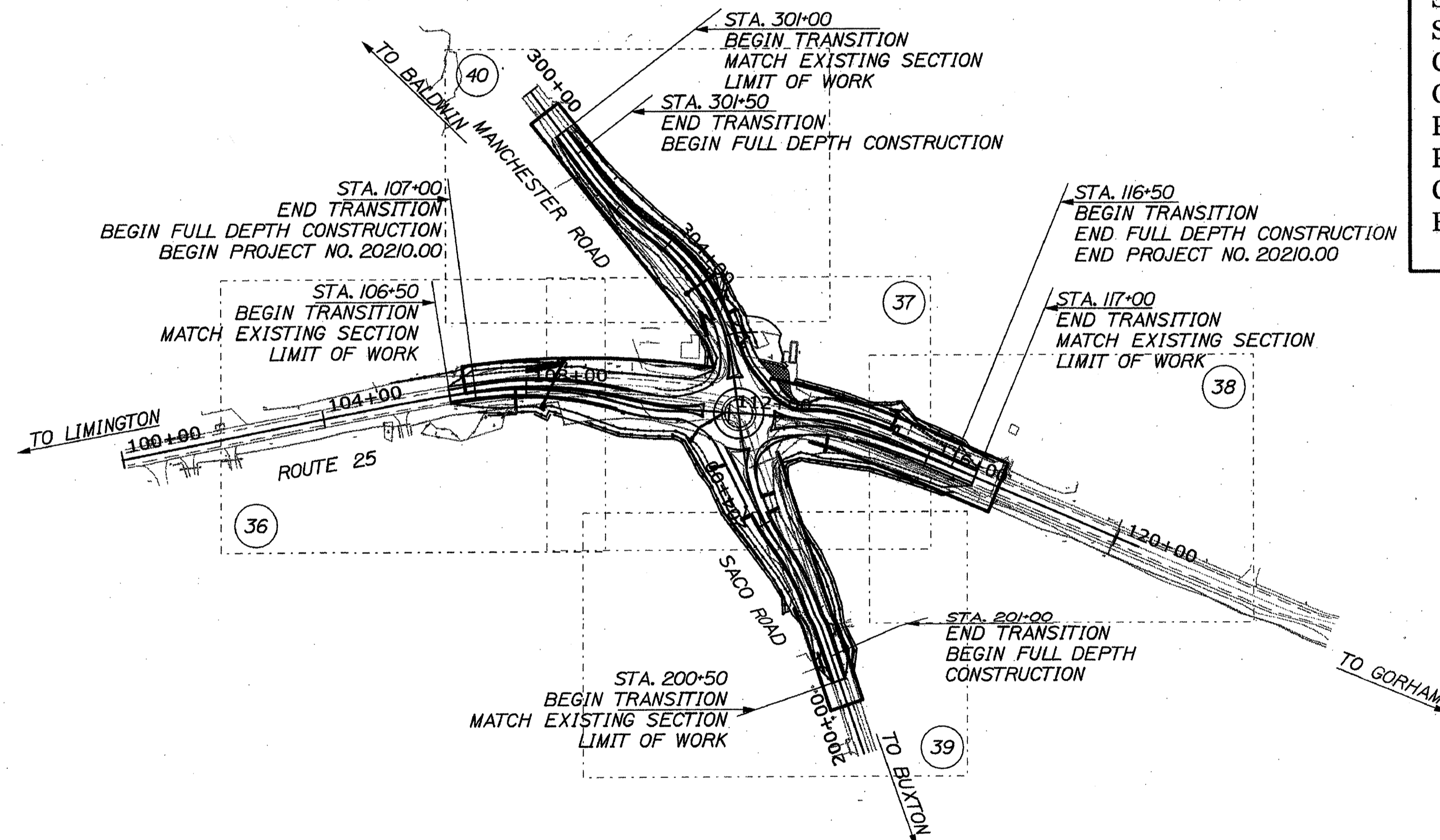
STANDISH CUMBERLAND COUNTY ROUTE 25/MANCHESTER RD/SACO RD STP-2021(000) PROJECT LENGTH : 0.18 mi.

Description	Sheet No.
Title Sheet	1
Typical Sections	2-5
Estimated Quantities & Earthwork Summary	6
Drainage Summary	7
General Notes	8
Construction Notes	9
Special Details	10-11
Boring Location Plan with Foundation Design Requirements	12-15
Boring Logs	16-17
Lighting Plans	18-22
Signing Plans	23-25
Sign Summary	26
Striping Plans	27-31
Grading Plans	32-33
Geometric Plans	34-35
Plans	36-40
Profiles	41-44
Cross Sections	45-64
Right of Way Maps	65-68

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
Boring	Existing Water Line
Pavement Core	Existing San. Sewer
Test Pit	Existing San. Sewer Manhole
Probe	Guardrail-Existing
#.# = Depth	Guardrail-Proposed
X = W (Weathered Rock)	Guardrail-Cable, Other
R (Refusal)	Exposed Bedrock
NR (No Refusal)	Buildings
	Trees
	Tree Line
	Clearing Limit Line



Scale In Miles
LOCATION MAP



LAYOUT SCALE
Scale In Feet

TRAFFIC DATA	ROUTE 25	ROUTE 25	SACO RD	MANCHESTER RD	ROUNDAABOUT
	E/O SACO RD	W/O SACO RD			
Current (2016) AADT	8,900	8,380	2,490	2,000	5,440
Future (2036) AADT	9,790	9,220	2,740	2,200	5,990
DHV - % of AADT	10%	10%	9%	9%	12%
Design Hour Volume	1,007	905	241	193	739
% Heavy Trucks (AADT)	6%	7%	7%	4%	6%
% Heavy Trucks (DHV)	3%	3%	2%	2%	2%
Directional Distribution (DHV)	63%	65%	59%	60%	100%
18 kip Equivalent P 2.0	241	252	52	20	283
18 kip Equivalent P 2.5	230	240	49	19	269
Design Speed (mph)	50	50	40	35	16-17
Corridor Priority	2	2	4	6	N/A

PROJECT LOCATION:	In the town of Standish at intersection of Route 25, Manchester Road, and Saco Road.
PROGRAM AREA:	Highway Program
OUTLINE OF WORK:	Construct a roundabout, full depth approaches, drainage, signing, striping, and lighting.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: [Signature]	8/16/18	8-15-18
CHIEF ENGINEER: [Signature]	8/13/18	8-15-18
	SIGNATURE	DATE
PROJECT INFORMATION	PROGRAM	PROJECT RESIDENT
HIGHWAY	PROJECT MANAGER	CONTRACTOR
ERNEST MARTIN	RAY HANE	PROJECT COMPLETION DATE
HNTB	STANDISH	RTE 25, MANCHESTER RD, SACO RD
TITLE SHEET	SHEET NUMBER	1
WIN 20210.00 STP-2021(000)	OF 68	

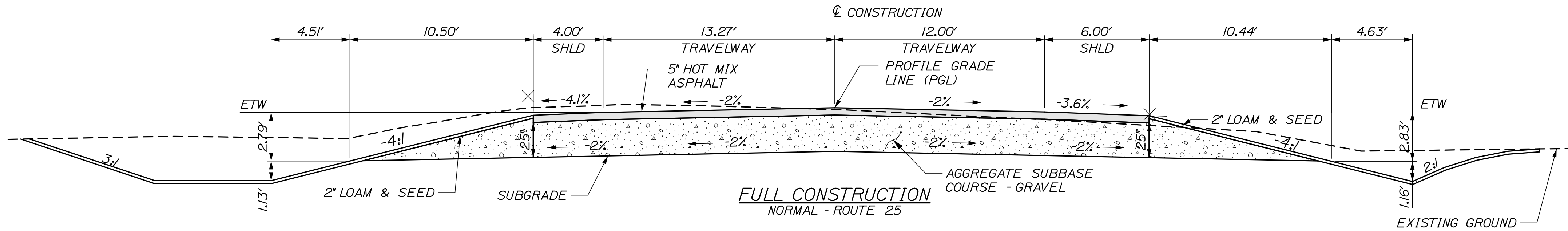
Date: 8/10/2018
Username:
Division:
Filename: 001_Title.dgn

Date: 8/10/2018

Username:

Division:

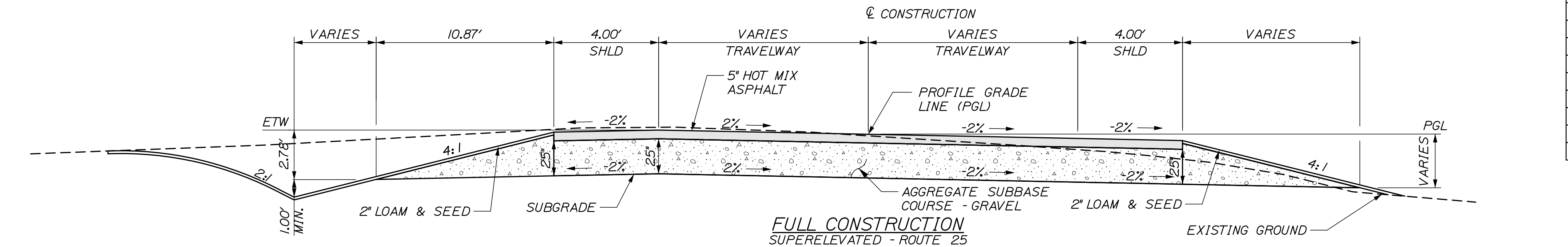
Filename: 002_Typ1.dgn



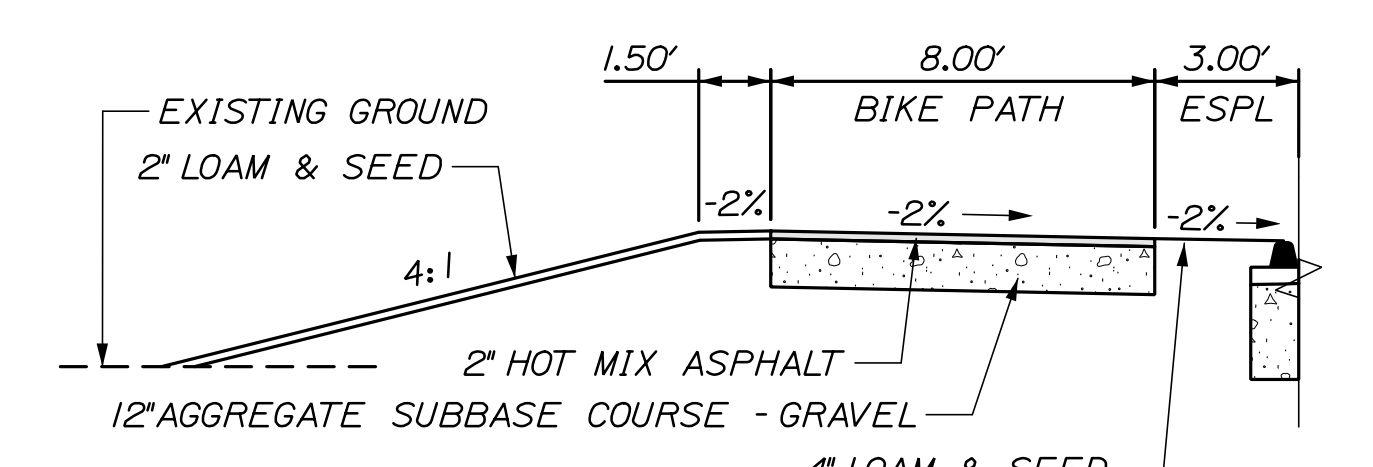
SLOPE A.S.C.G. = 40.51 CY/100 LF	SHOULDER A.S.C.G. = 30.86 CY/100 LF	TRAVELWAY 25" A.S.C.G. = 102.39 CY/100 LF	TRAVELWAY 25" A.S.C.G. = 92.59 CY/100 LF	SHOULDER A.S.C.G. = 46.30 CY/100 LF	SLOPE A.S.C.G. = 40.28 CY/100 LF
STATION TO STATION	STATION TO STATION	STATION TO STATION	STATION TO STATION	STATION TO STATION	STATION TO STATION
116+50.00 LT.	116+50.00 LT.	116+50.00 LT.	116+50.00 RT.	116+50.00 RT.	116+50.00 RT.

- NOTES:
1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
 2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDERS PAVEMENT SHALL HAVE THE SAME CROSS SLOPE AS THE TRAVEL WAY.
 3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
 4. THE ALGEBRAIC DIFFERENCE BETWEEN SHOULDER AND TRAVEL LANE CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
 5. IN AREAS THAT ARE TO BE CONSTRUCTED WITH EXISTING PAVEMENT, THE EXISTING PAVEMENT WILL BE REMOVED AND REMOVAL WILL BE PAID FOR AS ITEM 203.20
 6. THE STATIONING UNDER EACH TYPICAL IS APPROXIMATE.

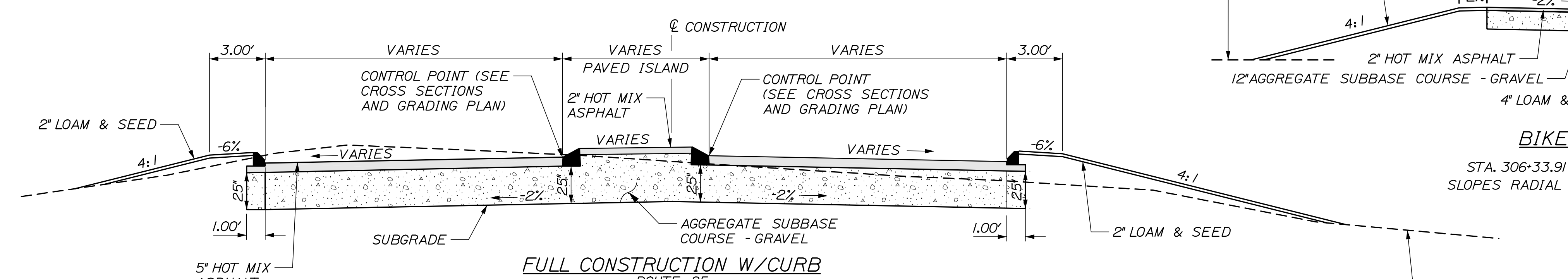
LEFT %	LEFT %	STATION	RIGHT %	RIGHT %
SHOULDER	TRAVELWAY		TRAVELWAY	SHOULDER
-2.00	4.00	106+50	-5.75	-5.75
-2.00	3.00	107+00	-3.88	-3.88
-2.00	2.00	107+50	-2.00	-2.00
		TO		
-2.00	2.00	109+50	-2.00	-2.00
-2.00	0.00	110+00	-2.00	-2.00
-2.00	-2.00	110+50	-2.00	-2.00
-2.00	-2.00	111+00	-2.00	-2.00
SEE GRADING	SEE GRADING	111+25	SEE GRADING	SEE GRADING
		TO		
SEE GRADING	SEE GRADING	113+00	SEE GRADING	SEE GRADING
-2.00	-2.00	113+50	-1.77	-1.77
-2.00	-2.00	114+00	-1.95	-1.95
-2.00	-2.00	114+50	-2.00	-2.00
		TO		
-2.00	-2.00	116+00	-2.00	-2.00
-4.15	-2.00	116+50	-2.00	-3.65
-6.30	0.00	117+00	-3.85	-5.30



SLOPE A.S.C.G. = 41.94 CY/100 LF	SHOULDER A.S.C.G. = 30.86 CY/100 LF	TRAVELWAY 25" A.S.C.G. = VARIES CY/100 LF	TRAVELWAY 25" A.S.C.G. = VARIES CY/100 LF	SHOULDER A.S.C.G. = 30.86 CY/100 LF	SLOPE A.S.C.G. = VARIES CY/100 LF
STATION TO STATION	STATION TO STATION	STATION TO STATION	STATION TO STATION	STATION TO STATION	STATION TO STATION
107+50.00 TO 110+00.00 LT.	107+50.00 TO 110+00.00 LT.	107+50.00 TO 109+37.66 LT.	107+50.00 TO 109+37.66 RT.	107+50.00 TO 109+81.72 RT.	107+50.00 TO 109+81.72 RT.



BIKE PATH
STA. 306+33.91 TO STA. 115+20.55
SLOPES RADIAL TO THE CURB LINE



TRAVEL WAY W/CURB 25" A.S.C.G. = VARIES CY/100 LF	PAVED ISLAND 25" A.S.C.G. = VARIES CY/100 LF	TRAVELWAY W/CURB 25" A.S.C.G. = VARIES CY/100 LF
STATION TO STATION	STATION TO STATION	STATION TO STATION
110+00.00 TO 111+47.12 LT. 112+90.34 TO 115+20.55 LT.	109+37.66 TO 111+47.12 112+90.34 TO 115+21.80	109+81.72 TO 111+47.12 RT. 112+90.34 TO 114+58.55 RT.

CURB TYPE
▲ : CONCRETE SLIPFORM CURB VERTICAL - MOLD 1
▲ : CONCRETE SLIPFORM CURB - MOLD 5
▲ : CONCRETE SLIPFORM CURB - MOLD 2 *
▲ : CURB TYPE 5 - TRUCK APRON
* TO BE PLACED ON 2" BASE HMA.
STATIONING
STA. 100+00 : ROUTE 25
STA. 200+00 : SACO ROAD
STA. 300+00 : MANCHESTER ROAD

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X
WIN 020210.00
HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN	DATE	8/18
DESIGN-DETAILED	A. Sweet	BY	A. Sweet
CHECKED-REVIEWED	R. Harf	DATE	8/18
DESIGN-DETAILED		SIGNATURE	
REVISIONS 1		P.E. NUMBER	
REVISIONS 2		DATE	
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
TYPICAL SECTIONS

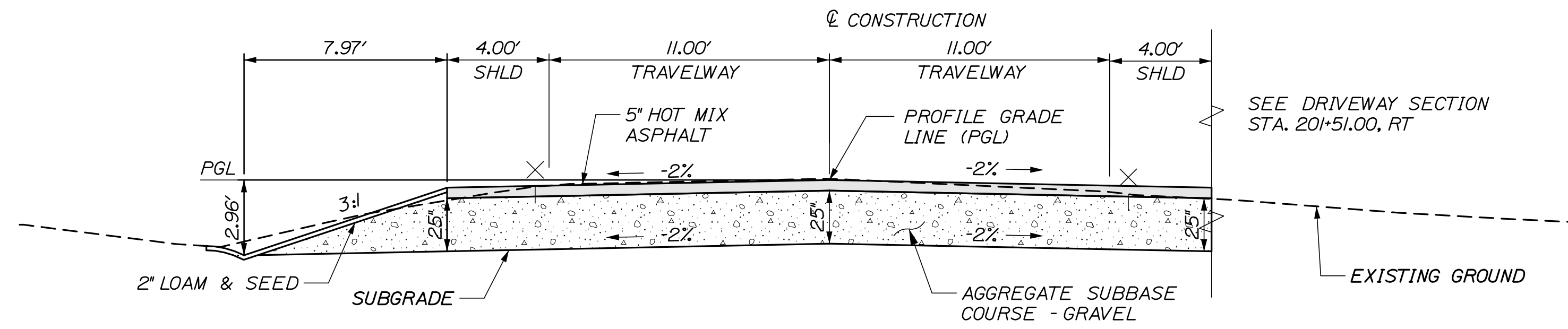
SHEET NUMBER
2
OF 68

Date: 8/10/2018

Username:

Division:

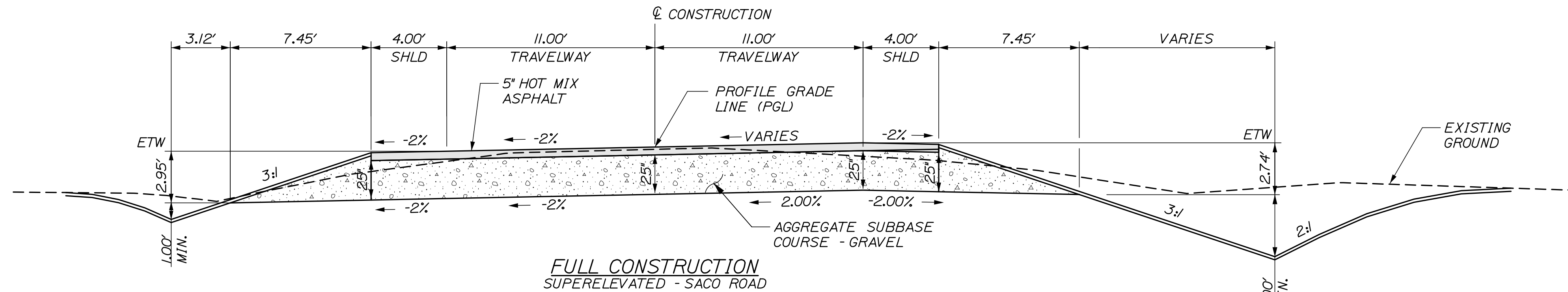
Filename: 003_Typ2.dgn



FULL CONSTRUCTION
NORMAL - SACO ROAD

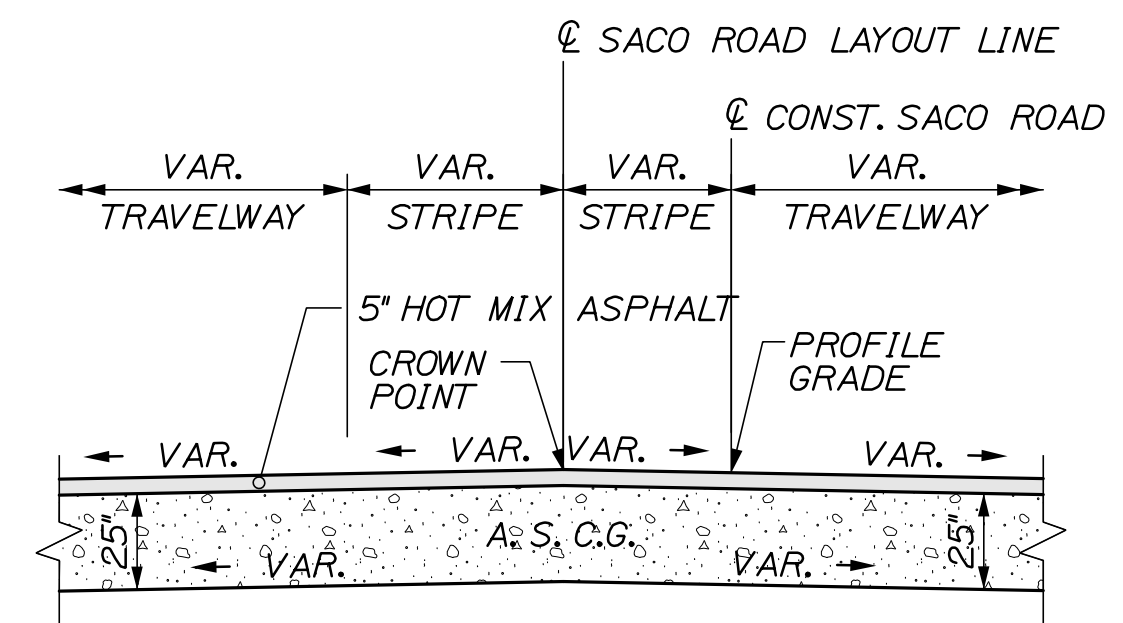
SLOPE	SHOULDER	TRAVELWAY	TRAVELWAY	SHOULDER
A.S.C.G. = 30.75 CY/100 LF	A.S.C.G. = 30.86 CY/100 LF	25" A.S.C.G. = 84.88 CY/100 LF	25" A.S.C.G. = 84.88 CY/100 LF	A.S.C.G. = 30.86 CY/100 LF
STATION TO STATION	STATION TO STATION	STATION TO STATION	STATION TO STATION	STATION TO STATION
20+50.00 LT.	20+50.00 LT.	20+50.00 LT.	20+50.00 RT.	20+50.00 RT.

SACO ROAD SUPERELEVATION (e)				
LEFT %	LEFT %	STATION	RIGHT %	RIGHT %
SHOULDER	TRAVELWAY		TRAVELWAY	SHOULDER
-1.30	-1.30	200+50	-5.25	-5.25
-2.00	-2.00	201+00	-4.00	-4.00
-2.00	-2.00	201+50	-2.00	-2.00
-2.00	-2.00	202+00	0.00	-2.00
-2.00	-2.00	202+50	2.00	-2.00
-2.00	-2.00	203+00	2.00	-2.00
-2.00	-2.00	203+50	0.00	-2.00
-2.00	-2.00	204+00	-2.00	-2.00
-2.00	-2.00	204+50	-2.00	-2.00
-1.50	-1.50	205+00	-1.67	-1.67
SEE GRADING	SEE GRADING	205+25	SEE GRADING	SEE GRADING



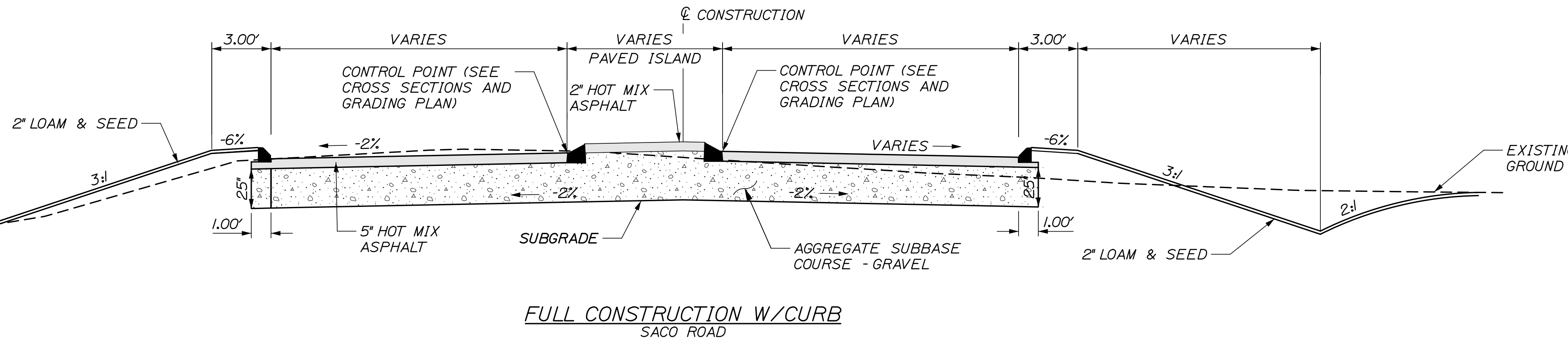
FULL CONSTRUCTION
SUPERELEVATED - SACO ROAD

SLOPE	SHOULDER	TRAVELWAY	TRAVELWAY	SHOULDER	SLOPE
A.S.C.G. = 28.74 CY/100 LF	A.S.C.G. = 30.86 CY/100 LF	25" A.S.C.G. = 84.88 CY/100 LF	25" A.S.C.G. = 84.88 CY/100 LF	A.S.C.G. = 30.86 CY/100 LF	A.S.C.G. = 28.74 CY/100 LF
STATION TO STATION	STATION TO STATION	STATION TO STATION	STATION TO STATION	STATION TO STATION	STATION TO STATION
20+50.00 TO 204+28.97 LT.	20+50.00 TO 204+28.97 LT.	20+50.00 TO 203+48.50 LT.	20+50.00 TO 203+48.50 RT.	20+50.00 TO 204+18.36 RT.	20+50.00 TO 204+18.36 RT.



SACO ROAD SOUTH

TRANSITION TO ISLAND
STATION TO STATION
203+48.50 TO 204+71.21

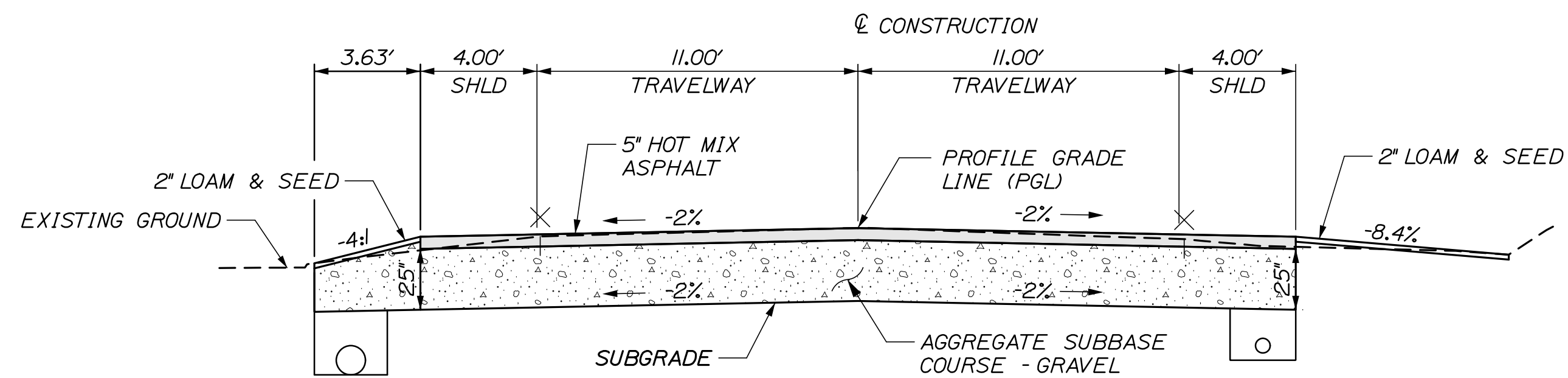


FULL CONSTRUCTION W/CURB
SACO ROAD

TRAVEL WAY W/CURB	PAVED ISLAND	TRAVEL WAY W/CURB
25" A.S.C.G. = VARIES CY/100 LF	25" A.S.C.G. = VARIES CY/100 LF	25" A.S.C.G. = VARIES CY/100 LF
STATION TO STATION	STATION TO STATION	STATION TO STATION
204+28.97 TO 205+47.88 LT.	204+71.21 TO 205+47.88	204+18.36 TO 205+47.88 RT.

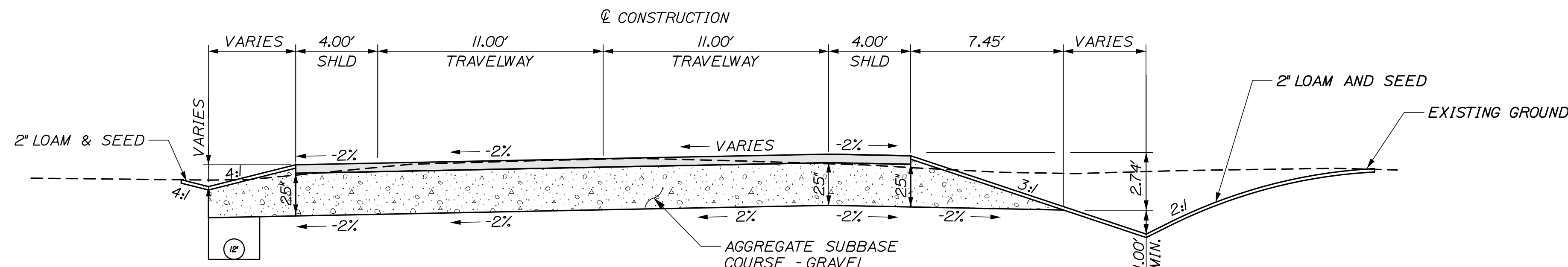
PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	8/18	A. Sweet	8/18
CHECKED-REVIEWED	8/18	L. Dreccoll	8/18
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATIONING
STA. 100+00 : ROUTE 25
STA. 200+00: SACO ROAD
STA. 300+00 : MANCHESTER ROAD



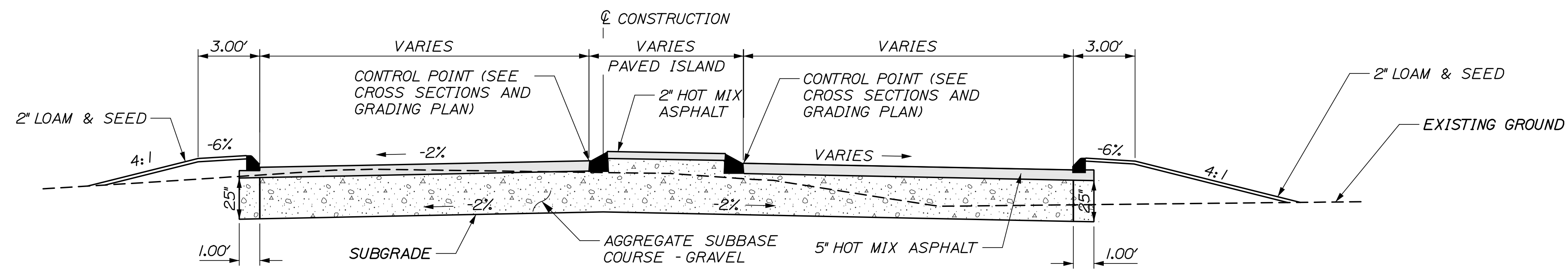
FULL CONSTRUCTION
NORMAL - MANCHESTER ROAD

SLOPE	SHOULDER	TRAVELWAY	TRAVELWAY	SHOULDER
A.S.C.G. = 14.00 CY/100 LF	A.S.C.G. = 30.86 CY/100 LF	25" A.S.C.G. = 84.88 CY/100 LF	25" A.S.C.G. = 84.88 CY/100 LF	A.S.C.G. = 30.86 CY/100 LF
STATION TO STATION	STATION TO STATION	STATION TO STATION	STATION TO STATION	STATION TO STATION
301+50.00 LT.	301+50.00 LT.	301+50.00 LT.	301+50.00 RT	301+50.00 RT.



FULL CONSTRUCTION
SUPERELEVATED - MANCHESTER ROAD

SLOPE	SHOULDER	TRAVELWAY	TRAVELWAY	SHOULDER	SLOPE
A.S.C.G. = VARIES CY/100 LF	A.S.C.G. = 30.86 CY/100 LF	25" A.S.C.G. = 84.88 CY/100 LF	25" A.S.C.G. = 84.88 CY/100 LF	A.S.C.G. = 30.86 CY/100 LF	A.S.C.G. = VARIES CY/100 LF
STATION TO STATION	STATION TO STATION	STATION TO STATION	STATION TO STATION	STATION TO STATION	STATION TO STATION
301+50.00 TO 306+33.91 LT.	301+50.00 TO 306+33.91 LT.	301+50.00 TO 303+64.09 LT.	301+50.00 TO 303+64.09 RT.	301+50.00 TO 304+00.0 RT.	301+50.00 TO 304+00.0 RT.

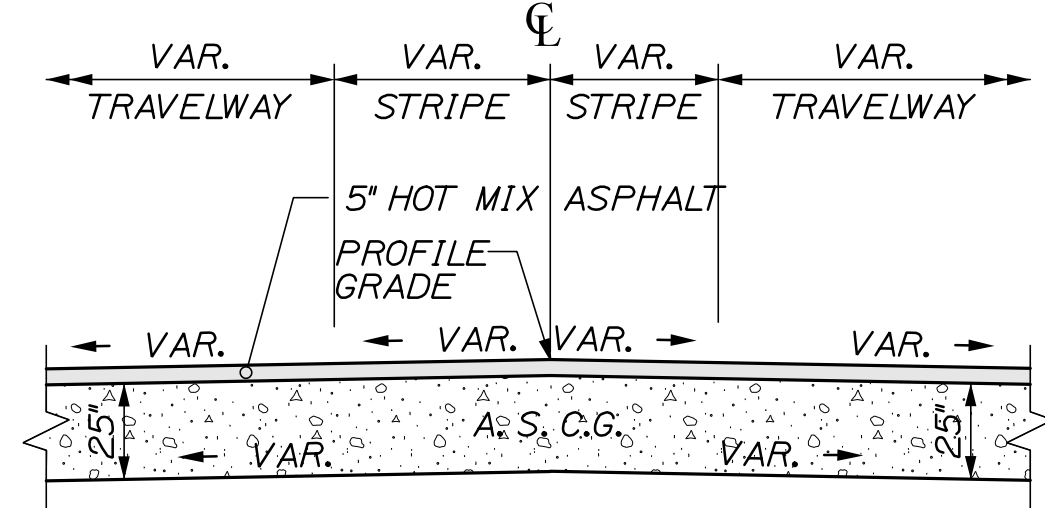


FULL CONSTRUCTION W/CURB
MANCHESTER ROAD

TRAVEL WAY W/CURB	PAVED ISLAND	TRAVEL WAY W/CURB
25" A.S.C.G. = VARIES CY/100 LF	25" A.S.C.G. = VARIES CY/100 LF	25" A.S.C.G. = VARIES CY/100 LF
STATION TO STATION	STATION TO STATION	STATION TO STATION
306+33.91 TO 306+92.03 LT.	306+29.13 TO 306+92.03	305+75.00 TO 306+92.03, RT.

LEFT %	LEFT %	STATION	RIGHT %	RIGHT %
SHOULDER	TRAVELWAY		TRAVELWAY	SHOULDER
-3.30	-3.30	301+00	-3.50	-3.50
-2.00	-2.00	301+50	-2.00	-2.00
-2.00	-2.00	302+00	0.00	-2.00
-2.00	-2.00	302+50	2.00	-2.00
-2.00	-2.00	303+00	2.00	-2.00
-2.00	-2.00	303+50	0.00	-2.00
-2.00	-2.00	304+00	-2.00	-2.00
		TO		
-2.00	-2.00	306+50	-2.00	-2.00
SEE GRADING	SEE GRADING	306+75	SEE GRADING	SEE GRADING

CURB TYPE
▲ : CONCRETE SLIPFORM CURB VERTICAL- MOLD 1
▲ : CONCRETE SLIPFORM CURB - MOLD 5
▲ : CONCRETE SLIPFORM CURB - MOLD 2 *
▲ : CURB TYPE 5 - TRUCK APRON
* TO BE PLACED ON 2" BASE HMA.
STATIONING
STA. 100+00 : ROUTE 25
STA. 200+00: SACO ROAD
STA. 300+00 : MANCHESTER ROAD



NOTE: THE LOCATION OF THE FINISHED SURFACE AND SUBGRADE CROWN POINTS WILL VARY FROM CL. EXTEND BOTH FINISHED SURFACE AND SUBGRADE SLOPES UNTIL THEY MEET TO CREATE THE CROWN POINT.

ROUTE 25 WEST
ROUTE 25 EAST
MANCHESTER ROAD NORTH

TRANSITION TO ISLAND
STATION TO STATION
107+00.00 TO 109+37.66
115+21.79 TO 116+50.00
303+64.09 TO 306+29.13

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X
WIN 020210.00
HIGHWAY PLANS

PROJ. MANAGER	E-MARTIN	BY	DATE	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
A. Sweet	L. Dreccoll	A. Sweet	8/18									

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
TYPICAL SECTIONS

SHEET NUMBER
4
OF 68

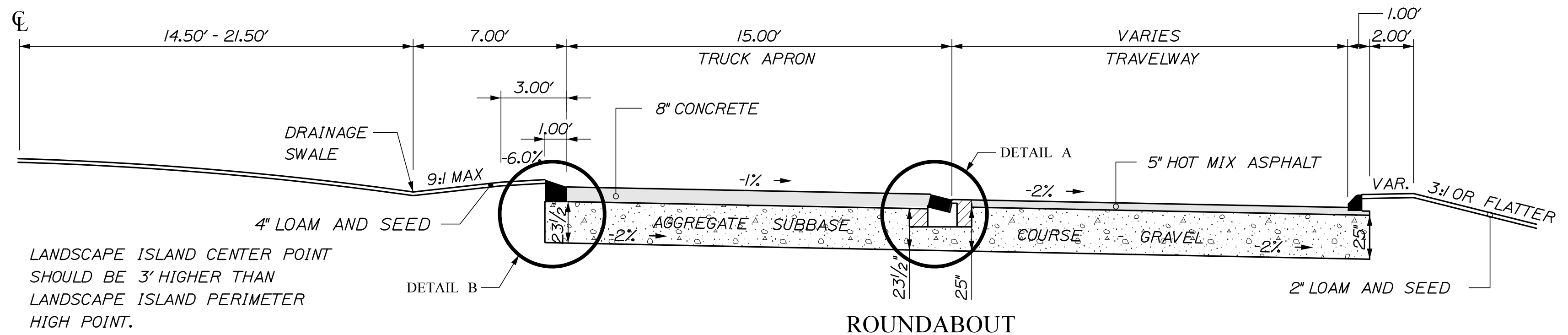
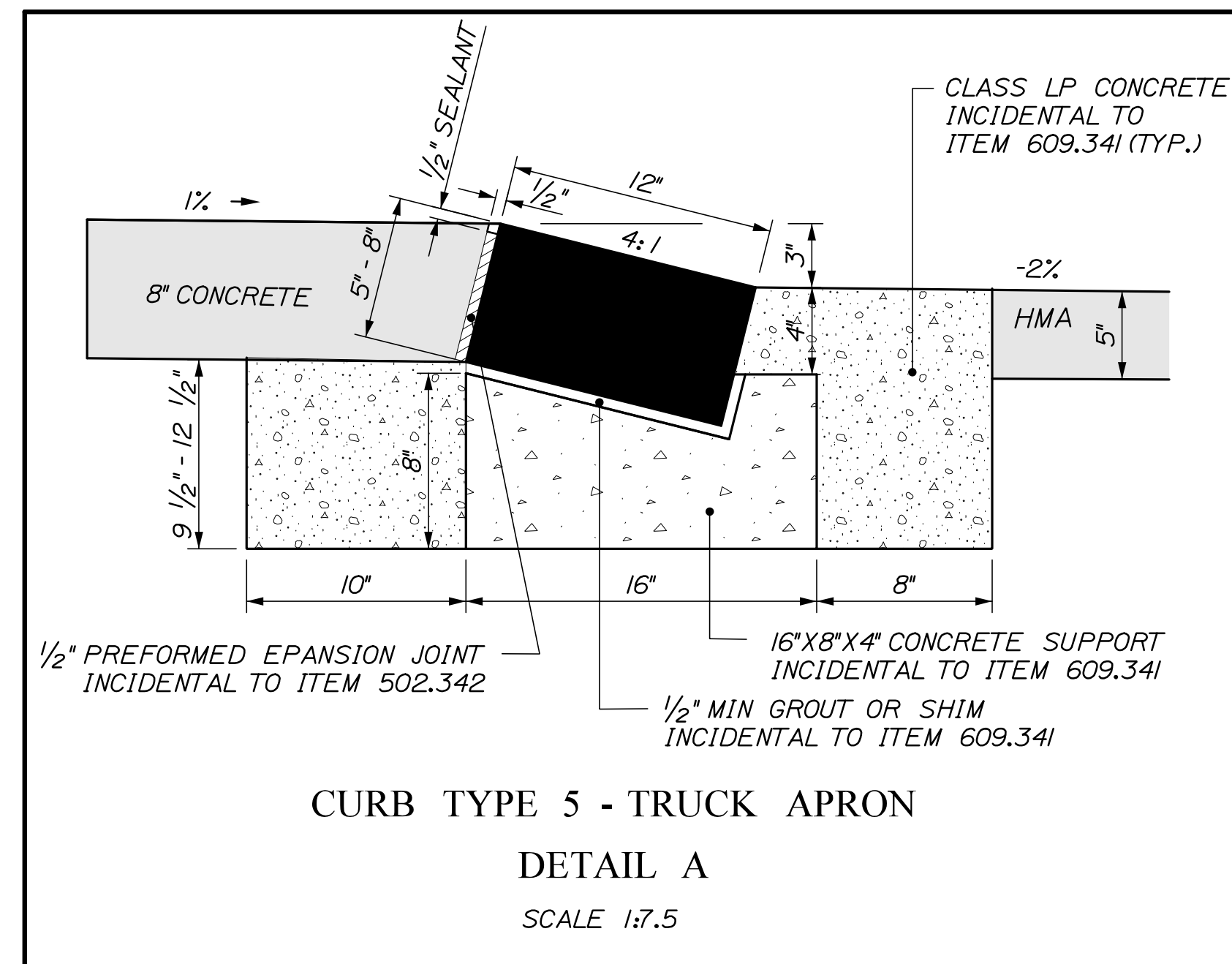
Date: 8/10/2018
Username:
Division:
Filename: 004_Typ3.dgn

Date: 8/10/2018

Username:

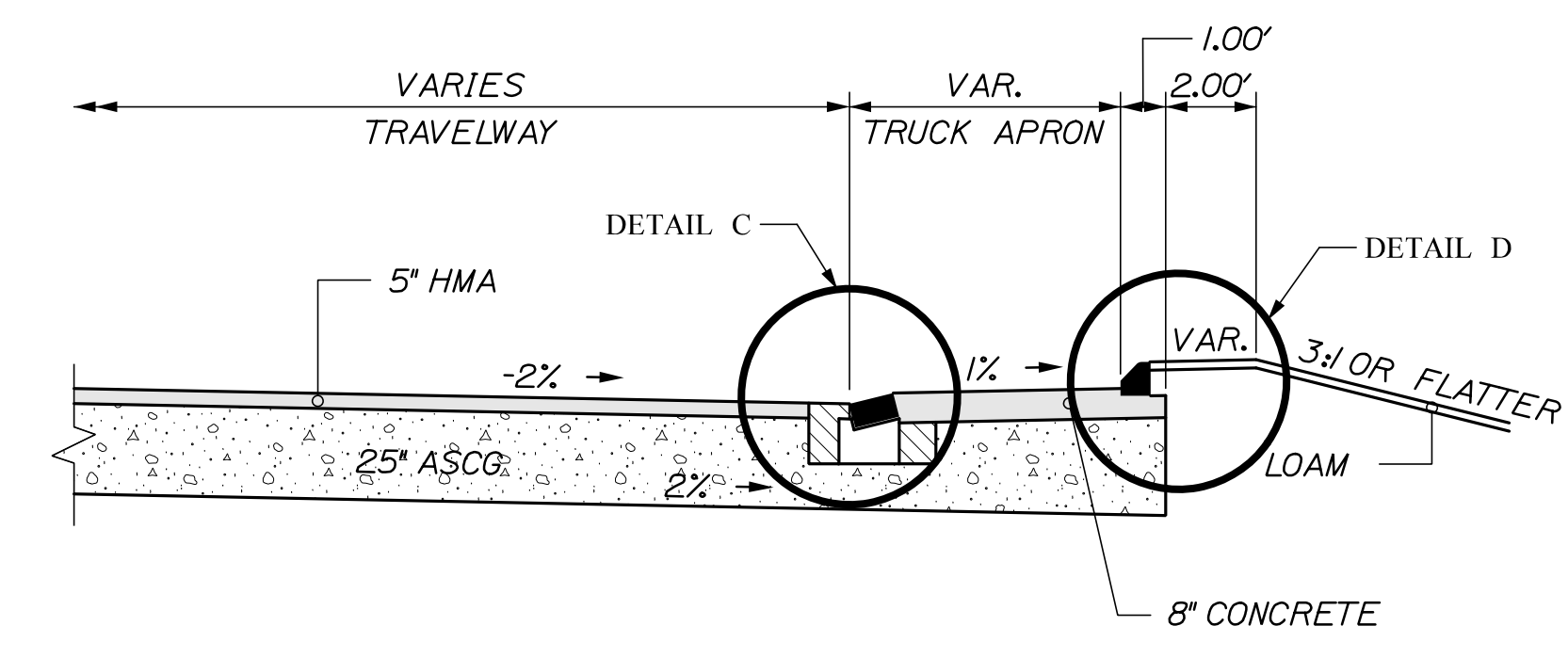
Division:

Filename: 005_Typ4.dgn

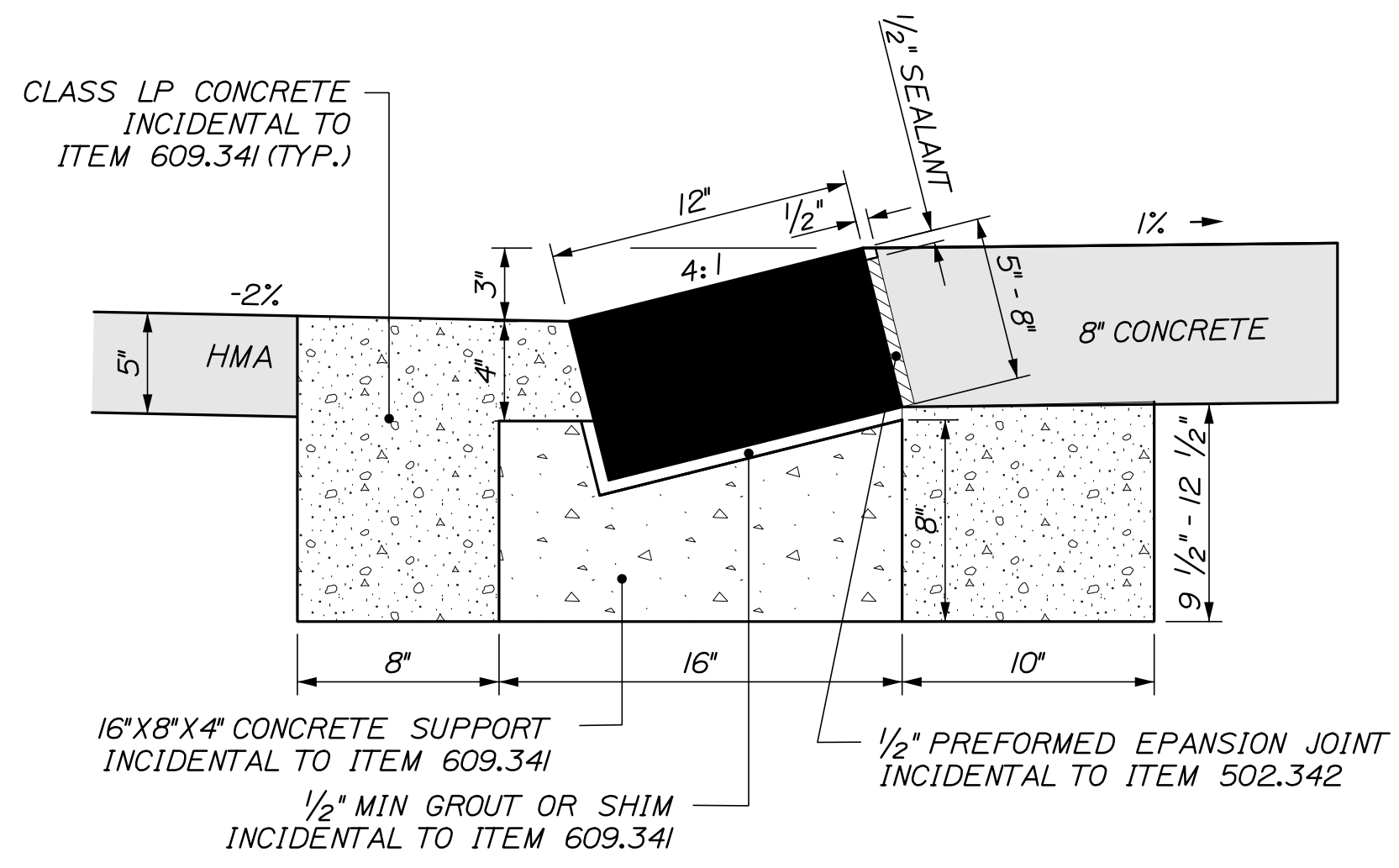
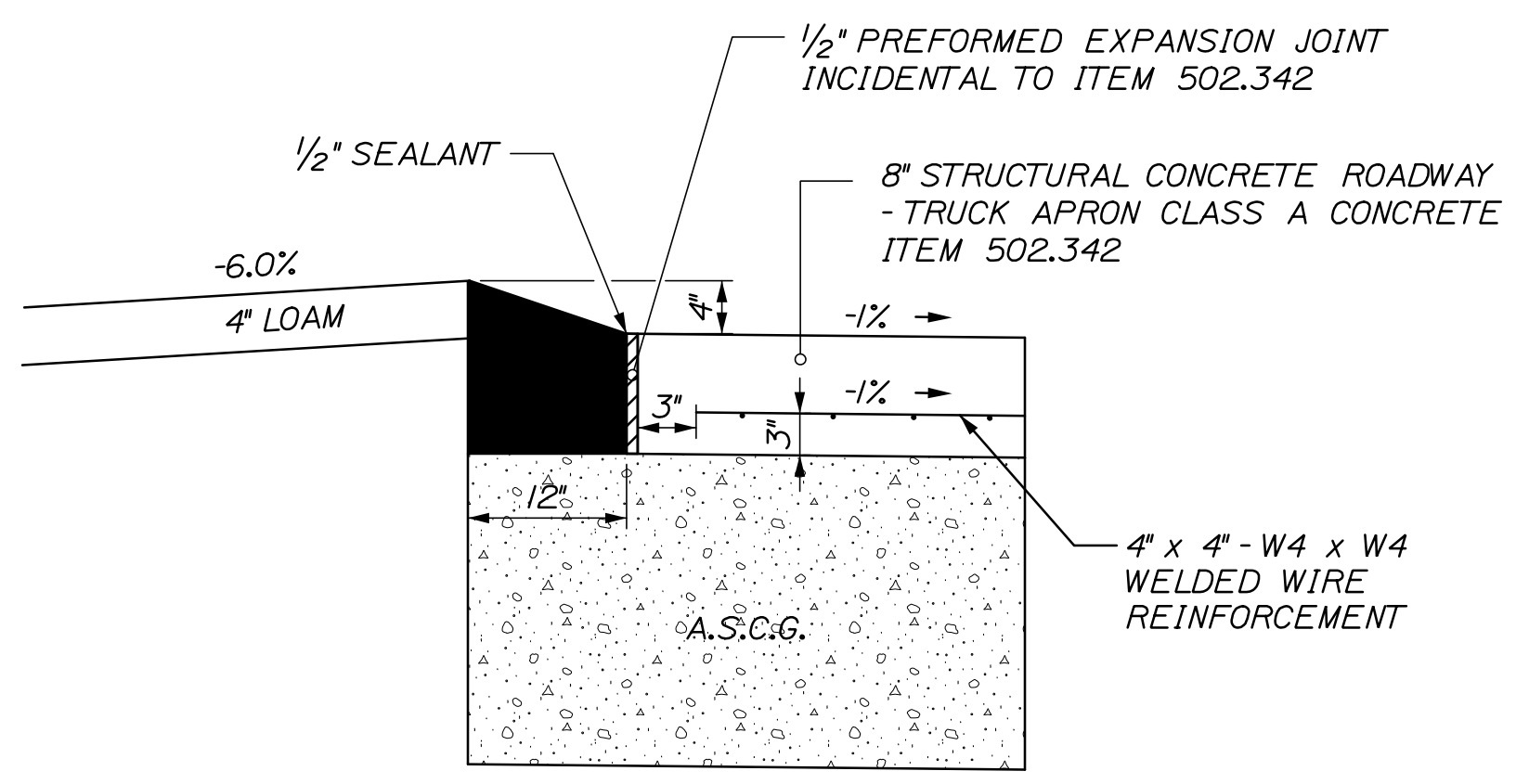


15' TRUCK APRON 23 1/2" A. S. C. G. = 116.05 CY/100 LF	TRAVELWAY 25" A. S. C. G. = 7.7 CY/100 LF/FT OF WIDTH
--	---

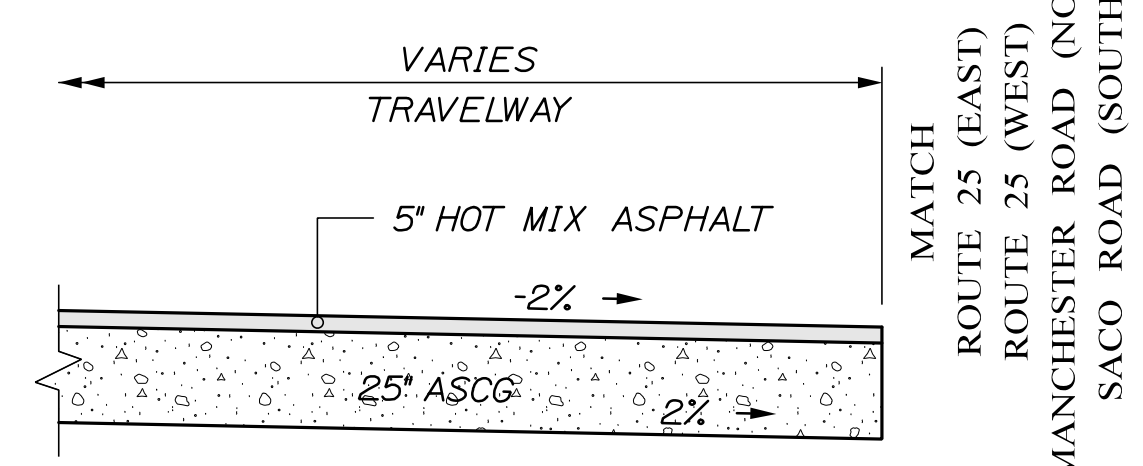
CURB TYPE
■ : CONCRETE SLIPFORM CURB - MOLD 4
■ : CONCRETE SLIPFORM CURB - MOLD 5
■ : CONCRETE SLIPFORM CURB - MOLD 2 *
■ : CURB TYPE 5 - TRUCK APRON
* TO BE PLACED ON 2" BASE HMA.
STATIONING
STA. 100+00 : ROUTE 25
STA. 200+00 : SACO ROAD
STA. 300+00 : MANCHESTER ROAD



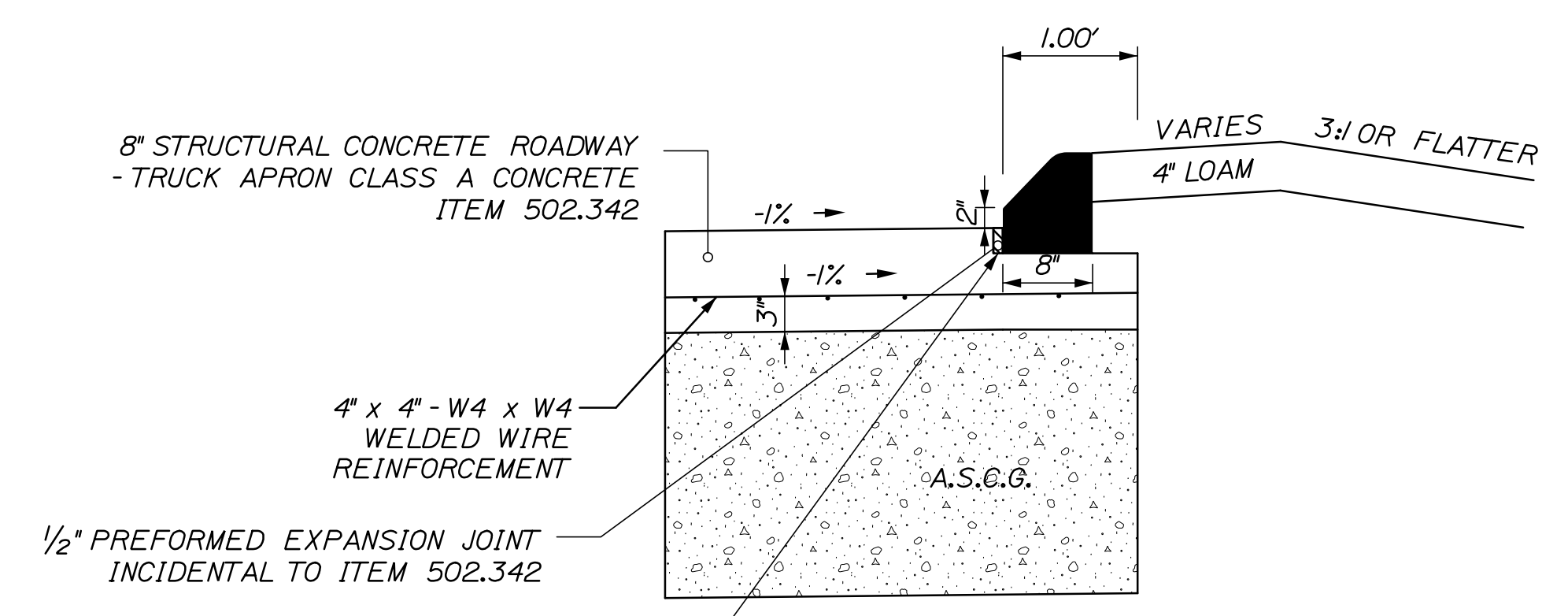
ROUNDABOUT WITH SIDE TRUCK APRON



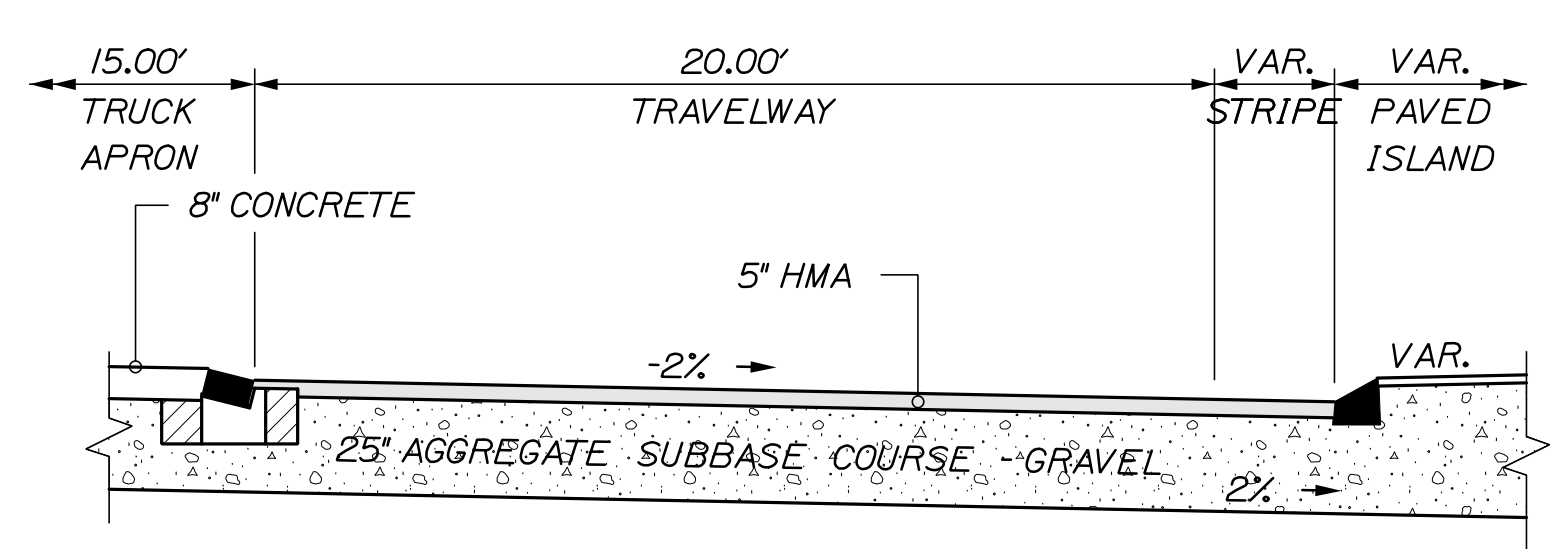
DETAIL C N.T.S.



ROUNDABOUT WITHOUT CURB



DETAIL D N.T.S.



ROUNDABOUT WITH PAVED ISLAND

PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	8/18	A. Sweet	8/18			
CHECKED-REVIEWED		L. Dreiscoll				
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	8/18	A. Sweet	8/18			
CHECKED-REVIEWED		L. Dreiscoll				
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
TYPICAL SECTIONS

SHEET NUMBER

5

OF 68

Date:8/22/2018

Username:

Division:

Filename: 006_Qty&EW.dgn

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			WIN 020210.00
201.11	CLEARING	AC	1.6
203.20	COMMON EXCAVATION	CY	10200
203.21	ROCK EXCAVATION	CY	10
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	8250
403.207	HOT MIX ASPHALT, 19.0mm NOMINAL MAXIMUM SIZE	TON	1500
403.2081	HOT MIX ASPHALT, 12.5mm NOMINAL MAXIMUM SIZE (POLYMER MODIFIED)	TON	970
403.209	HOT MIX ASPHALT, 9.5 mm NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, ISLANDS, AND INCIDENTALS)	TON	150
409.15	BITUMINOUS TACK COAT, APPLIED	GAL	270
411.10	UNTREATED AGGREGATE SURFACE COURSE (TRUCK MEASURE)	CY	10
502.342	STRUCTURAL CONCRETE, ROADWAY - TRUCK APRON	CY	122
603.155	12 IN REINFORCED CONCRETE PIPE CLASS III	LF	56
603.159	12 IN CULVERT PIPE OPTION III	LF	128
603.16	15 IN CULVERT PIPE OPTION I	LF	80
603.175	18 IN REINFORCED CONCRETE PIPE CLASS III	LF	144
603.179	18 IN CULVERT PIPE OPTION III	LF	36
603.55	CONCRETE PIPE TIES	GP	6
604.09	CATCH BASIN TYPE B1	EA	2
604.092	CATCH BASIN TYPE B1-C	EA	8
604.2402	BEHIND CURB CATCH BASIN	EA	3
605.09	6 IN UNDERDRAIN TYPE B	LF	1020
605.10	6 IN UNDERDRAIN TYPE B OUTLET	LF	83
605.11	12 IN UNDERDRAIN TYPE C	LF	630
605.12	15 IN UNDERDRAIN TYPE C	LF	100
606.356	UNDERDRAIN DELINEATOR POST	EA	10
609.21	CONCRETE SLIPFORM CURB	EA	3200
609.214	CONCRETE SLIPFORM CURB - 4' TERMINAL END	LF	4
609.218	CONCRETE SLIPFORM CURB - 8' TERMINAL END	EA	2
609.34	CURB TYPE 5	LF	160
609.341	CURB TYPE 5 - TRUCK APRON	LF	480
610.08	PLAIN RIPRAP	CY	33
610.18	STONE DITCH PROTECTION	CY	26
613.319	EROSION CONTROL BLANKET	SY	3200
615.07	LOAM	CY	610
618.13	SEEDING - METHOD NO. 1	UN	4
618.14	SEEDING - METHOD NO. 2	UN	91
619.12	MULCH	UN	95
619.13	BARK MULCH	CY	10
620.58	EROSION CONTROL GEOTEXTILE	SY	130
621.032	EVERGREEN TREES 4'-5' GROUP B, B&B OR CONT.	EA	6
621.038	EVERGREEN TREES 5'-6' GROUP B, B&B	EA	3
621.044	EVERGREEN TREES 6'-8' GROUP B, B&B	EA	2
621.396	DWARF EVERGREENS 18-24" GROUP B, CONT	EA	315
621.54	DECIDUOUS SHRUBS 18-24" GROUP A	EA	40
621.552	DECIDUOUS SHRUBS 3'-4' GROUP A, CONT.	EA	15
621.711	HERBACEOUS PERENNIALS GROUP B, 1 GAL	EA	120
626.11	PRECAST CONCRETE JUNCTION BOX	EA	18
626.21	METALLIC CONDUIT	LF	15
626.221	NON-METALLIC CONDUIT, CONCRETE ENCASED	LF	2300
626.332	30 INCH DIAMETER, GREATER THAN 8' LONG AND ALL 36 INCH AND 42 INCH DIAMETER FOUNDATIONS	CY	33
627.733	4" WHITE OR YELLOW PAVEMENT MARKING LINE	LF	6300
627.744	6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	190
627.78	TEMPORARY 4" PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	LF	13000
627.941	PREFORMED THERMOPLASTIC PAVEMENT MARKINGS	SF	142
629.05	HAND LABOR, STRAIGHT TIME	HR	20
631.12	ALL-PURPOSE EXCAVATOR (INC OPERATOR)	HR	15
631.172	TRUCK-LARGE (INC OPERATOR)	HR	15
631.18	CHAIN SAW RENTAL (INC OPERATOR)	HR	10
631.20	STUMP CHIPPER (INC OPERATOR)	HR	10
631.32	CULVERT CLEANER (INCLUDING OPERATORS)	HR	10
634.16	HIGHWAY LIGHTING	LS	1
634.2042	LED LUMINAIRES	EA	18
634.210	CONVENTIONAL LIGHT STANDARD	EA	18
639.19	FIELD OFFICE, TYPE B	EA	1
643.61	FLASHING BEACON MODIFICATION	LS	1
645.106	DEMOUNT REGULATORY, CONFIRMATION, AND ROUTE MARKER ASSEMBLY SIGNS	EA	1
645.108	DEMOUNT POLE	EA	2
645.116	REINSTALL REGULATORY, CONFIRMATION, AND ROUTE MARKER ASSEMBLY SIGNS	EA	1
645.118	REINSTALL POLE	EA	2
645.291	ROADSIDE GUIDE SIGNS, TYPE II	SF	21
645.292	REGULATORY, CONFIRMATION, AND ROUTE MARKER ASSEMBLY SIGNS, TYPE II	SF	260
652.31	TYPE I BARRICADE	EA	15
652.33	DRUM	EA	60
652.34	CONE	EA	80
652.35	CONSTRUCTION SIGNS	SF	750
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	CD	125
652.38	FLAGGERS	HR	6000
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	EA	4
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LS	1
658.20	ACRYLIC LATEX COLOR FINISH	SY	790
659.10	MOBILIZATION	LS	1

EARTHWORK SUMMARY

COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (FROM CROSS SECTIONS)	9,645	
EARTH FROM DRIVES, OLD ROAD, ETC.	71	
GRUBBING IN FILL	322	
LOAM SALVAGE IN FILL	0	
UNDERCUT	0	
MUCK EXCAVATION	0	
CULVERT INLET AND OUTLET DITCHES	0	
PAVEMENT SALVAGE IN FILL	104	
TOTAL COMMON EXCAVATION (for estimate)		10,142

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM CROSS SECTIONS)	1,833	
FILL FOR DRIVES	0	
GRUBBING IN FILL	322	
LOAM SALVAGE IN FILL	0	
UNDERCUT	0	
MUCK EXCAVATION	0	
PAVEMENT SALVAGE IN FILL	104	
TOTAL FILL		2,259

ROCK EXCAVATION FOR ESTIMATE

ROCK EXCAVATION (FROM CROSS SECTIONS)	0	
ROCK EXCAVATION (BOULDERS)	0	
TOTAL ROCK EXCAVATION		0

UNCLASSIFIED EXCAVATION FOR ESTIMATE

TOTAL UNCLASSIFIED EXCAVATION		0
-------------------------------	--	---

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

(1) TOTAL COMMON EXCAVATION		10,142
DEDUCTIONS:		
GRUBBING IN CUT	1,662	
GRUBBING IN FILL	322	
LOAM SALVAGE IN CUT	0	
LOAM SALVAGE IN FILL	0	
UNDERCUT	0	
MUCK EXCAVATION	0	
PAVEMENT SALVAGE (CUT & FILL)	1,312	
(2) TOTAL DEDUCTIONS		3,296
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)		6,846
TOTAL AVAILABLE STRUCT. EXCAVATIONS (USUALLY UNDERDRAIN ONLY)		312
RIPRAP EXCAVATION		32
TOTAL AVAILABLE NON-ROCK EXCAVATION		7,190

COMPUTATION OF WASTE STORAGE & WASTE MATERIAL

TOTAL AVAIL. WASTE STORAGE AREA (FROM CROSS SECTIONS)		0
GRUBBING IN CUT	0	
GRUBBING IN FILL	0	
UNDERCUT	0	
MUCK EXCAVATION	0	
TOTAL WASTE MATERIAL TO BE UTILIZED (LOWER OF TOTAL AVAILABLE WASTE STORAGE AREA OR TOTAL WASTE MATERIAL)		0
TOTAL WASTE MATERIAL TO BE WASTED (TOTAL WASTE MATERIAL MINUS TOTAL WASTE MATERIAL TO BE UTILIZED)		0

COMPUTATION OF GRANULAR BORROW FOR ESTIMATE

GRANULAR BORROW TO REPLACE MUCK	0	
GRANULAR BORROW IN LOW WET AREAS	0	
GRANULAR BORROW TO MAINTAIN TRAFFIC	0	
GRANULAR BORROW FOR UNDERCUTTING	0	
GRANULAR BORROW =	0 x 1.00 =	0

COMPUTATION FOR COMMON BORROW FOR ESTIMATE

(3)TOTAL FILL		2,259
TOTAL AVAIL. NON-ROCK EXCAV.	7,190 x 0.90 =	6,471
TOTAL AVAIL. ROCK EXCAV.	0 x 1.30 =	0
TOTAL AVAIL. STR. ROCK EXCAV.	0 x 1.30 =	0
TOTAL WASTE MATERIAL TO BE UTILIZED	0 x 0.00 =	0

(4)TOTAL AVAILABLE EXCAVATION		6,471
BORROW NEEDED = TOTAL FILL MINUS TOTAL AVAILABLE EXCAVATION		-4,212

IF NO BORROW IS NEEDED, SURPLUS MATERIAL = AVAILABLE EXCAVATION MINUS TOTAL FILL, PLUS TOTAL WASTE MATERIAL TO BE WASTED		4,212
--	--	-------

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	STP-2021(000)X	WIN 020210.00	HIGHWAY PLANS
PROJ. MANAGER: A. Sweet DESIGN-DETAILED: A. Sweet CHECKED-REVIEWED: R. Harf DESIGNS-DETAILED: - REVISIONS 1: - REVISIONS 2: - REVISIONS 3: - REVISIONS 4: - FIELD CHANGES: -		DATE: 8/18 BY: A. Sweet, L. Dreccoll SIGNATURE: _____ P.E. NUMBER: _____ DATE: _____	
STANDISH RTE 25, MANCHESTER RD., SACO RD. ESTIMATED QUANTITIES & EARTHWORK SUMMARY			
SHEET NUMBER			6
			OF 68



Date: 8/10/2018

Username:

Division:

Filename: 007_DrainSummary.dgn

STATION	CULVERT PIPE												CATCH BASIN					PIPE ARCH			MH	UNDERDRAIN				ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
	RCP			CMP		OPTION I		SMOOTHLINED		CORRUGATED		TYPE B										TYPE C		DESCRIPTIONS			
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	B1	B1-C	E	F	BEHIND CURB	SPAN	RISE	LENGTH	GAGE OR WALL THICKNESS	TYPE B LENGTH	OUTLET LENGTH		SMOOTHLINED SIZE	SMOOTHLINED LENGTH	CORRUGATED SIZE
	CATCH BASINS																										
STA. 111+10.00, 20.10' RT. (CB #1)																											
STA. 111+13.46, 28.88' LT. (CB #2)																											
STA. 111+43.45, 40.39' LT. (CB #3)																											
STA. 111+43.47, 33.27' RT. (CB #4)																											
STA. 111+91.84, 0.09' RT. (CB #5)																											
STA. 113+50.00, 15.58' LT. (CB #6)																											
STA. 114+00.00, 21.57' RT. (CB #7)																											
STA. 114+17.00, 22.27' LT. (CB #8)																											
STA. 115+15.64, 19.99' LT. (CB #9)																											
STA. 204+50.00, 13.56' RT. (CB #10)																											
STA. 205+25.00, 37.08' LT. (CB #11)																											
STA. 305+00.00, 25.47' LT. (CB #12)																											
STA. 305+81.27, 14.02' RT. (CB #13)																											
CULVERTS & CLOSED DRAINAGE																											
STA. 108+32.30, 34.58' RT. TO STA. 108+65.51, 46.83' LT. 18" 88' III																											
STA. 111+43.47, RT. TO STA. 111+31.53, 56.03' RT. 12" 24'																											
STA. 111+84.92, RT. TO STA. 111+43.47, RT. 12" 56' III																											
STA. 114+00.00, RT. TO STA. 114+00.00, 51.67' RT. 12" 28'																											
STA. 115+15.64, 58.12' LT. TO STA. 115+15.64, LT. 18" 36'																											
STA. 200+74.39, 23.20' LT. TO STA. 201+14.39, 23.09' LT. 15" 40'																											
STA. 201+31.22, 27.81' RT. TO STA. 201+71.18, 29.48' LT. 15" 40'																											
STA. 204+50.00, RT. TO STA. 204+50.00, 35.67' RT. 12" 20'																											
STA. 205+25.00, 63.08' LT. TO STA. 205+25.00, LT. 12" 24'																											
STA. 305+00.00, LT. TO STA. 305+00.00, 32.53' RT. 18" 56' III																											
STA. 305+81.27, RT. TO STA. 305+50.00, 29.5' RT. 12" 32'																											
UNDERDRAIN																											
STA. 109+50.00, LT. TO STA. 111+13.46, LT. 16'																											
STA. 109+81.79, RT. TO STA. 111+10.00, RT. 129'																											
STA. 111+10.00, RT. TO STA. 111+43.47, RT. 12" 34'																											
STA. 111+13.46, LT. TO STA. 111+43.45, LT. 12" 28'																											
STA. 111+43.46, LT. TO STA. 305+81.27, RT. 12" 144'																											
STA. 112+78.11, RT. TO STA. 114+00.00, RT. 123'																											
STA. 112+60.77, LT. TO STA. 113+50.00, LT. 105'																											
STA. 113+80, LT. TO STA. 114+00.00, LT. 12" 65'																											
STA. 114+17.00, LT. TO STA. 115+15.64, LT. 15" 98'																											
STA. 204+25.39, LT. TO STA. 204+43.49, LT. 26'																											
STA. 204+43.49, LT. TO STA. 205+21.37, LT. 85'																											
STA. 204+50.00, RT. TO STA. 205+46.75, RT. 102'																											
STA. 301+50.00, LT. TO STA. 305+00.00, RT. 12" 350'																											
STA. 301+50.00, RT. TO STA. 302+50.00, RT. 102'																											
STA. 302+50.00, RT. TO STA. 303+00.00, RT. 54'																											
STA. 305+00.00, LT. TO STA. 307+14.89, LT. 230'																											

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-2021(000)X		PIN 020210.00		HIGHWAY PLANS	
STANDISH		RTE 25, MANCHESTER RD., SACO RD.		DRAINAGE SHEET		SHEET NUMBER		2	
PROJ. MANAGER	E. MARTIN	BY	A. Sweet	DATE	8/18	DESIGN-DETAILED	A. Sweet	SIGNATURE	
CHECKED-REVIEWED	R. Harb		L. Dreccoll		8/18	DESIGN-DETAILED		P.E. NUMBER	
DESIGN-DETAILED						REVISIONS 1		DATE	
REVISIONS 2						REVISIONS 3			
REVISIONS 4						FIELD CHANGES			



1. CLEARING LIMITS SHALL BE 10' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.
2. THE CLEARING AND SELECTIVE CLEARING AND THINNING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING AND THINNING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.
3. GRUBBING IN FILL AREAS HAVE BEEN SHOWN ON THE CROSS SECTIONS AND THE QUANTITIES NOTED. THESE LIMITS ARE APPROXIMATE AND HAVE BEEN USED FOR ESTIMATING PURPOSES ONLY. ACTUAL GRUBBING LIMITS MAY VARY BASED ON FIELD CONDITIONS AS DIRECTED BY THE RESIDENT.
4. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.
5. 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.
6. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE NON-GUARDRAIL FILL SLOPES UNLESS OTHERWISE NOTED ON THE PLANS.
7. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE RESIDENT. GRADING, SEEDING AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.
8. 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.
9. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1' ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATION 703.19.
10. EXISTING INSLOPES IN PROPOSED FILL AREAS SHALL BE BENCHED BY EXCAVATING STEPS OF SUFFICIENT WIDTH TO PERMIT PLACING AND COMPACTING THE FILL MATERIAL ALONG WITH THE MATERIAL REMOVED.
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. GRAVEL 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.
14. A 3' PAVED LIP SHALL BE PLACED AT ALL UNPAVED ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

15. ALL PAVED WALKS TO BE CONSTRUCTED WITH 12 INCHES AGGREGATE SUBBASE COURSE-GRAVEL AND 2 INCHES HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
16. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SHOULDER SLOPE, THE SHOULDER PAVEMENT WILL HAVE THE SAME SLOPE AS THE TRAVELED WAY.
17. EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER THE APPROPRIATE PAY ITEMS.
18. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
19. INLETS AND OUTLETS OF ALL CULVERTS, EXCEPT DRIVE CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
20. FLAT TOPS FOR CATCH BASINS ARE NOT ALLOWED UNLESS NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
21. PLASTIC END CAPS SHALL BE USED ON ALL DEAD-END 6-INCH TYPE B UNDERDRAIN AND SHALL BE CONSIDERED INCIDENTAL.
22. 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.
23. 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.
24. 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.
25. 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.
26. A 3 FT. X 3 FT. SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT UNDERDRAIN OUTLETS.
27. A DELINEATOR POST (ITEM 606.356) WILL BE INSTALLED AT EACH UNDERDRAIN OUTLET.
28. A DELINEATOR POST (ITEM 606.356) WILL BE INSTALLED AT EACH END OF A RUN OF BITUMINOUS & CONCRETE SLIPFORM CURB.
29. 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.
30. 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 OTHER AREAS.
31. 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.

32. ACRYLIC LATEX COLOR FINISH GREEN (ITEM 658.20) SHALL BE PLACED ON ALL PAVED ISLANDS.
33. ANY BASE PAVEMENT NOT SURFACED BEFORE WINTER WILL REQUIRE TEMPORARY PAVEMENT MARKINGS OF PAINT, BOTH YELLOW CENTERLINE AND WHITE EDGE LINES AND WILL BE CONSIDERED PART OF ITEM 627.78.
34. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. PAYMENT FOR THIS WORK WILL BE MADE UNDER THE APPROPRIATE RENTAL ITEMS.
35. 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.
36. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.
37. 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.
38. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
39. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
40. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE DEPARTMENT. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.
41. THE CONTRACTOR WILL PLACE APPROPRIATELY MARKED STAKES AT THE FOLLOWING LOCATIONS ON THE PROJECT: STRIPING PATTERN CHANGES, CROSS-SLOPE CHANGES, AND EVERY 500 FT FOR STATIONING. THE CONTRACTOR WILL PAINT EVERY FULL STATION (100 FT) ON THE EXISTING ROADWAY AND WILL TRANSFER THE PAINTED STATIONING THROUGH ALL INTERMEDIATE LIFTS (NOT SURFACE). APPROPRIATELY SIZED STRIPING PATTERN CHANGES WILL BE PAINTED ON SURFACE. STATIONING CONTROL MUST BE PLACED BEFORE WORK CAN COMMENCE. CROSS-SLOPE AND STRIPING CHANGE CONTROLS MUST BE PLACED BEFORE PAVING CAN COMMENCE.
42. THE EXISTING FLASHING BEACON AND ANY ASSOCIATED SPAN WIRES, ELECTRICAL CABLES, MOUNTING HARDWARE AND APPURTENANCES LOCATED AT THE INTERSECTION SHALL BE DE-ENERGIZED AND REMOVED. PAYMENT WILL BE MADE UNDER ITEM 643.61 FLASHING BEACON.
43. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THE BID DOCUMENTS IS FOR THE USE OF THE BIDDERS. NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF ACTUAL SUBSURFACE CONDITIONS THROUGHOUT THE CONSTRUCTION SITE. MAINEDOT SHALL NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OF OR CONCLUSIONS DRAWN FROM THE GEOTECHNICAL INFORMATION. THE BORING LOGS CONTAINED IN THE BID DOCUMENTS PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS. DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-2021(000)X		WIN 020210.00		HIGHWAY PLANS	
STANDISH		RTE 25, MANCHESTER RD., SACO RD.		GENERAL NOTES		SHEET NUMBER		8	
OF 68									



ITEM#201.11 CLEARING

LOCATION

STATION 105+41 TO STATION 108+70, LT
 STATION 107+01 TO STATION 108+72, RT
 STATION 109+23, RT TO STATION 202+27, LT
 STATION 200+58 TO STATION 201+44, RT
 STATION 201+59 TO STATION 203+78.29, RT
 STATION 204+49, RT TO STATION 116+72, RT
 STATION 113+24 TO STATION 117+25, LT
 STATION 301+00 TO STATION 306+72, RT
 STATION 301+00 TO STATION 306+46, LT

DRIVES AND ENTRANCES

LOCATION	TYPE
STATION 201+00, LT	PAVED
STATION 201+51, RT	GRAVEL
STATION 305+40, LT	GRAVEL
STATION 306+12, LT	PAVED/GRAVEL

ITEM#610.08 PLAIN RIPRAP

LOCATION	AREA (SF)	DEPTH (FT)	QUANTITY (CY)
STATION 108+32, RT (CULVERT INLET PROTECTION)	51.62	1.5	2.87
STATION 108+68, LT (CULVERT OUTLET PROTECTION)	36.00	1.5	2.00
STATION 111+26, RT (CULVERT OUTLET PROTECTION)	39.35	1.5	2.19
STATION 114+00, RT (CULVERT OUTLET PROTECTION)	38.18	1.5	2.12
STATION 115+29, LT (CULVERT OUTLET PROTECTION)	36.00	1.5	2.00
STATION 204+15, RT (RIPRAP DOWNSPOUT)	87.05	1.5	4.84
STATION 204+26, LT (RIPRAP DOWNSPOUT)	78.22	1.5	4.35
STATION 204+55, RT (CULVERT OUTLET PROTECTION)	34.26	1.5	1.90
STATION 205+25 LT (CULVERT OUTLET PROTECTION)	39.42	1.5	2.19
STATION 303+00, RT (6" UD OUTLET)	9.00	1.5	0.50
STATION 305+00, RT (CULVERT OUTLET PROTECTION)	32.39	1.5	1.80
STATION 305+50, RT (CULVERT OUTLET PROTECTION)	24.00	1.5	1.33
STATION 305+85, LT (RIPRAP DOWNSPOUT)	70.89	1.5	3.94

ITEM#610.18 STONE DITCH PROTECTION

LOCATION	THICKNESS
STATION 305+49 TO STATION 306+00 RT	1.0 FT
STATION 108+00 TO STATION 108+65.51 LT	1.0 FT

ITEM#613.319 EROSION CONTROL BLANKET

LOCATION

STATION 106+75, LT. TO STATION 108+42, LT. [DITCH]
 STATION 108+66, LT. TO STATION 108+86, LT. [DITCH]
 STATION 106+75, LT. TO STATION 108+25, LT. [BACKSLOPE]
 STATION 110+50, LT. TO STATION 301+50, RT. [DITCH]
 STATION 111+00, RT TO STATION 201+50, LT [BACKSLOPE]
 STATION 111+00, RT TO STATION 201+50, LT [DITCH LINE]
 STATION 201+00, RT. TO STATION 201+45, RT. [BACKSLOPE]
 STATION 201+00, RT. TO STATION 201+31, RT. [DITCH]
 STATION 201+57, RT. TO STATION 205+25, RT. [BACKSLOPE]
 STATION 201+71, RT. TO STATION 205+17, RT. [DITCH]
 STATION 113+75, RT TO STATION 116+70, RT. [BACKSLOPE]
 STATION 113+75, RT TO STATION 116+71, RT. [DITCH]
 STATION 115+00, LT. TO STATION 116+75, LT. [BACKSLOPE]
 STATION 115+00, LT. TO STATION 116+72, LT. [DITCH]
 STATION 301+50, RT. TO STATION 303+75 [BACKSLOPE]
 STATION 302+00, RT. TO STATION 305+23 [DITCH]
 STATION 304+75, RT. TO STATION 306+50 [BACKSLOPE]
 CENTER [DITCH]

ITEM#620.58 EROSION CONTROL AND GEOTEXTILE

STATION 108+32, RT (CULVERT INLET PROTECTION)
 STATION 108+32, RT (CULVERT INLET PROTECTION, SIDES)
 STATION 108+68, LT (CULVERT OUTLET PROTECTION)
 STATION 108+68, LT (CULVERT OUTLET PROTECTION, SIDES)
 STATION 111+26, RT (CULVERT OUTLET PROTECTION)
 STATION 111+26, RT (CULVERT OUTLET PROTECTION, SIDES)
 STATION 114+00, RT (CULVERT OUTLET PROTECTION)
 STATION 114+00, RT (CULVERT OUTLET PROTECTION, SIDES)
 STATION 115+29, LT (CULVERT OUTLET PROTECTION)
 STATION 115+29, LT (CULVERT OUTLET PROTECTION, SIDES)
 STATION 204+15, RT (RIPRAP DOWNSPOUT)
 STATION 204+15, RT (RIPRAP DOWNSPOUT, SIDES)
 STATION 204+26, LT (RIPRAP DOWNSPOUT)
 STATION 204+26, LT (RIPRAP DOWNSPOUT, SIDES)
 STATION 204+55, RT (CULVERT OUTLET PROTECTION)
 STATION 204+55, RT (CULVERT OUTLET PROTECTION, SIDES)
 STATION 205+25 LT (CULVERT OUTLET PROTECTION)
 STATION 205+25 LT (CULVERT OUTLET PROTECTION, SIDES)
 STATION 303+00, RT (6" UD OUTLET)
 STATION 303+00, RT (6" UD OUTLET, SIDES)
 STATION 305+00, RT (CULVERT OUTLET PROTECTION)
 STATION 305+00, RT (CULVERT OUTLET PROTECTION, SIDES)
 STATION 305+50, RT (CULVERT OUTLET PROTECTION)
 STATION 305+50, RT (CULVERT OUTLET PROTECTION, SIDES)
 STATION 305+85, LT (RIPRAP DOWNSPOUT)
 STATION 305+85, LT (RIPRAP DOWNSPOUT, SIDES)

Date: 8/10/2018

Username:

Division:

Filename: 009_ConstructionNotes.dgn

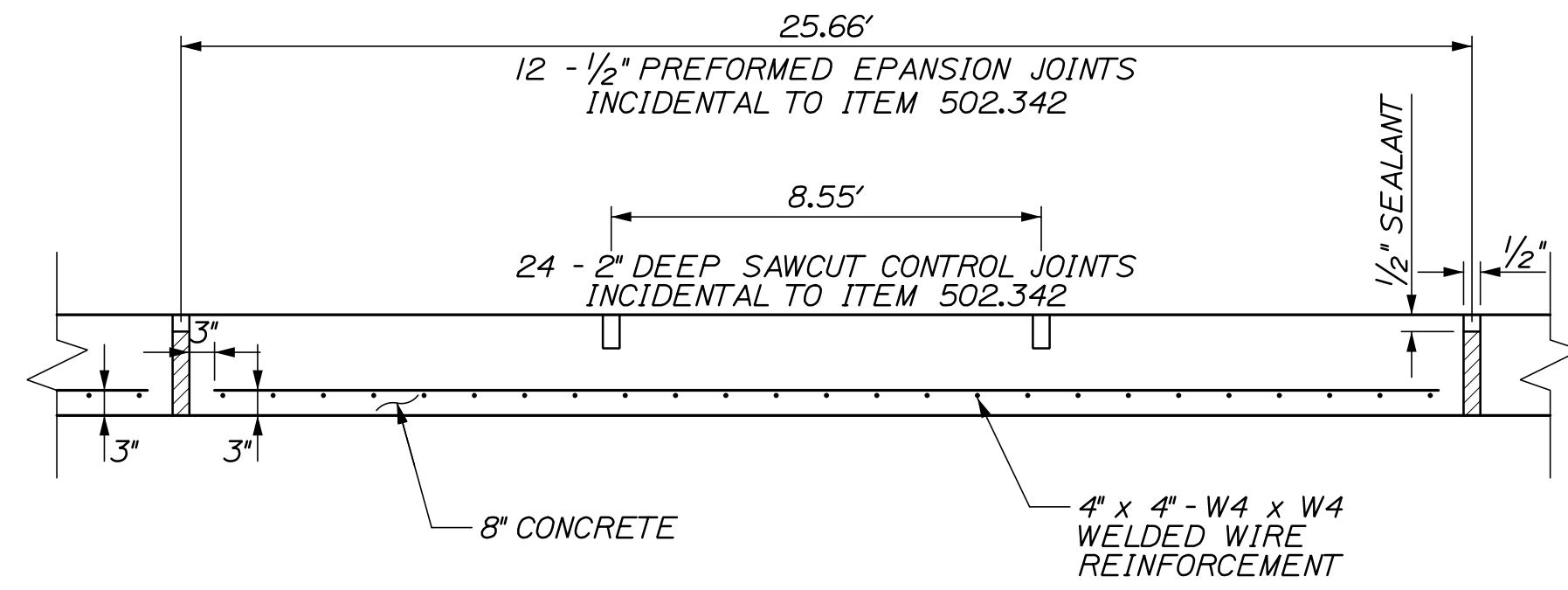
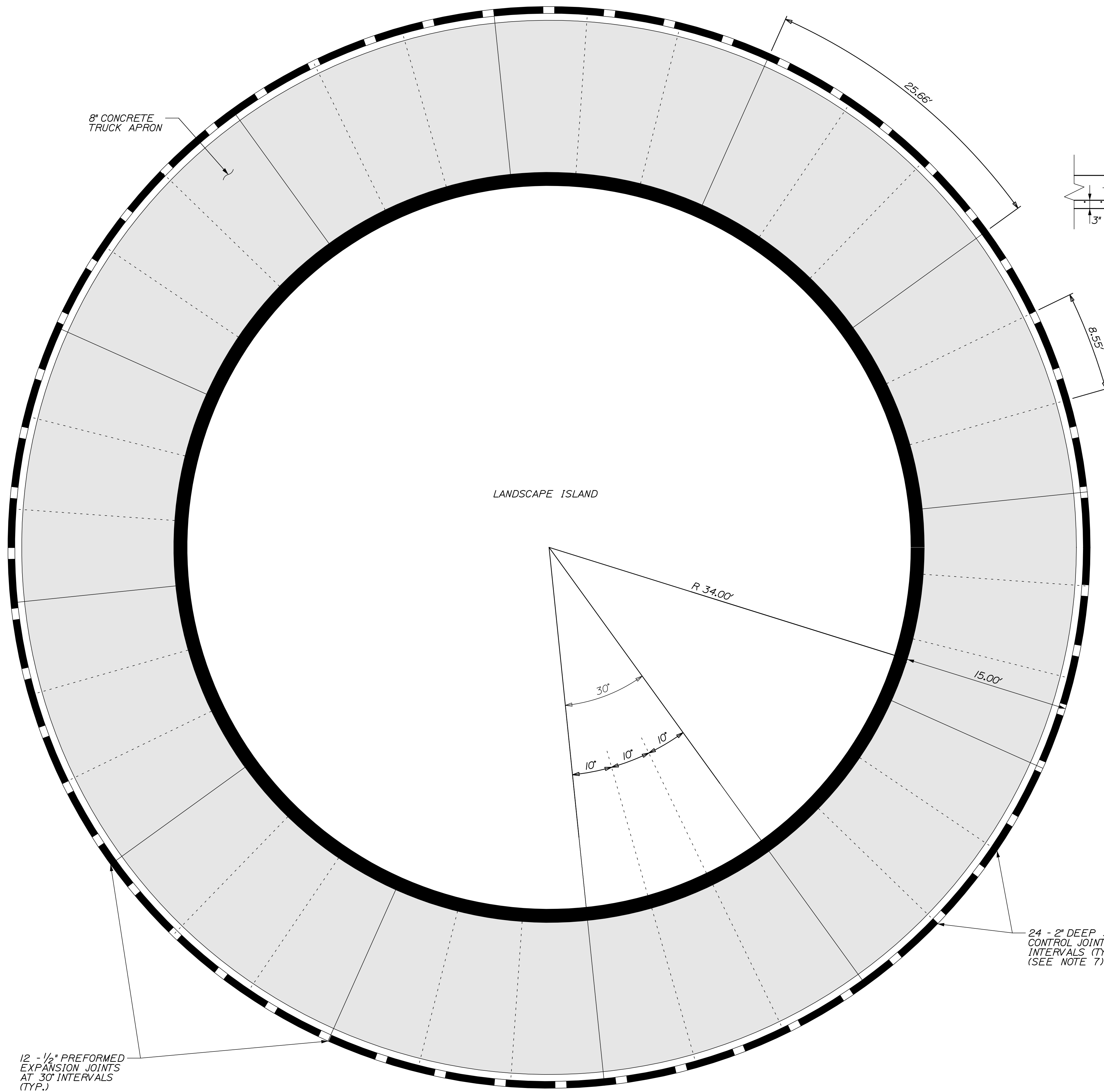
STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-2021(000)X	WIN 020210.00 HIGHWAY PLANS
STANDISH RTE 25, MANCHESTER RD., SACO RD.	CONSTRUCTION NOTES
SHEET NUMBER 9	
OF 68	



Date: 8/10/2018

Username:

Filename: 010_SpecialDetail01 (TruckApron Detail).dgn Division:



SIDE VIEW
NOT TO SCALE

LANDSCAPE ISLAND

TOP VIEW
SCALE 1" = 5'

GENERAL NOTES - CENTRAL TRUCK APRON

1. THE 4" x 4" - W4 x W4 WELDED WIRE REINFORCEMENT SHALL BE SUPPORTED ON CHAIRS. THE WELDED WIRE REINFORCEMENT AND CHAIRS SHALL BE INCIDENTAL TO ITEM 502.342.
2. A 3" SLOPED CURB REVEAL SHALL BE PROVIDED UPON COMPLETION.
3. TWO (2) - 16"x8"x4" CONCRETE SUPPORTS SHALL BE PLACED PER CURB SECTION TO SUPPORT THE CURBING DURING CONCRETE PLACEMENT. GROUT OR SHIM EACH SECTION OF CURB TO GRADE PRIOR TO PLACING CONCRETE. FULL GROUT BED MUST BE USED WHERE SHIMS ARE LESS THAN 2" HIGH. THIS SHALL BE INCIDENTAL TO ITEM 609.341
4. THE LP CONCRETE BED FOR SLOPE GRANITE CURB WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCIDENTAL TO ITEM 609.341 TYPE 5 CURB - TRUCK APRON.
5. THE CONTRACTOR SHALL PLACE THE CONCRETE WITH CARE ASSURING THAT THE SUPPORTED CURB IS NOT DISTURBED DURING PLACEMENT.
6. THE CONCRETE SHALL BE PLACED AND CONSOLIDATED IN SUCH A MANNER THAT NO VOIDS WILL BE PRESENT WHEN COMPLETE.
7. THE CONTRACTOR SHALL PLACE CURB JOINTS TO COINCIDE WITH TRUCK APRON EXPANSION AND CONTROL JOINTS.

24 - 2" DEEP SAWCUT CONTROL JOINTS AT 10' INTERVALS (TYP.) (SEE NOTE 7)

12 - 1/2" PREFORMED EXPANSION JOINTS AT 30' INTERVALS (TYP.)

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-2021(000)X		WIN 020210.00		HIGHWAY PLANS	
PROJ. MANAGER	E. MARTIN	BY	DATE	CHECKED	DATE	DESIGNED	DATE	SIGNATURE	P.E. NUMBER
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18	L. Driscoll	8/18				
CHECKED-REVIEWED	R. Harf								
DESIGN-DETAILED									
REVISIONS 1									
REVISIONS 2									
REVISIONS 3									
REVISIONS 4									
FIELD CHANGES									

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
SPECIAL DETAILS -
CENTRAL TRUCK APRON

SHEET NUMBER
10
OF 68

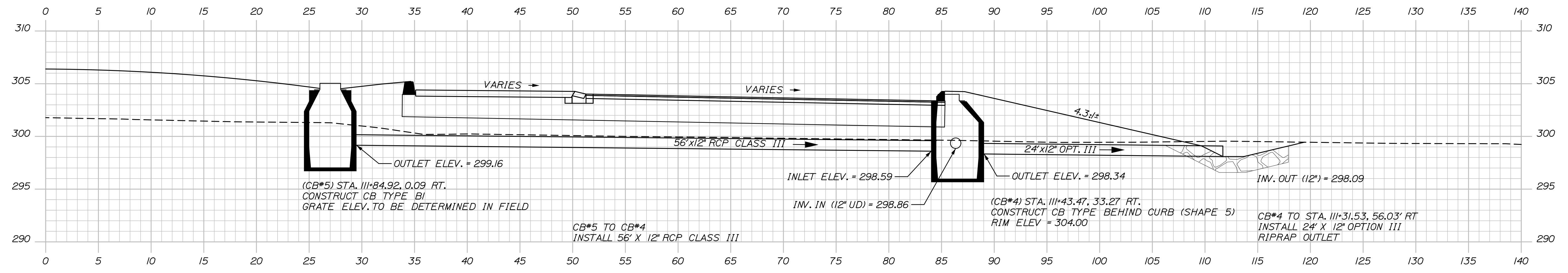
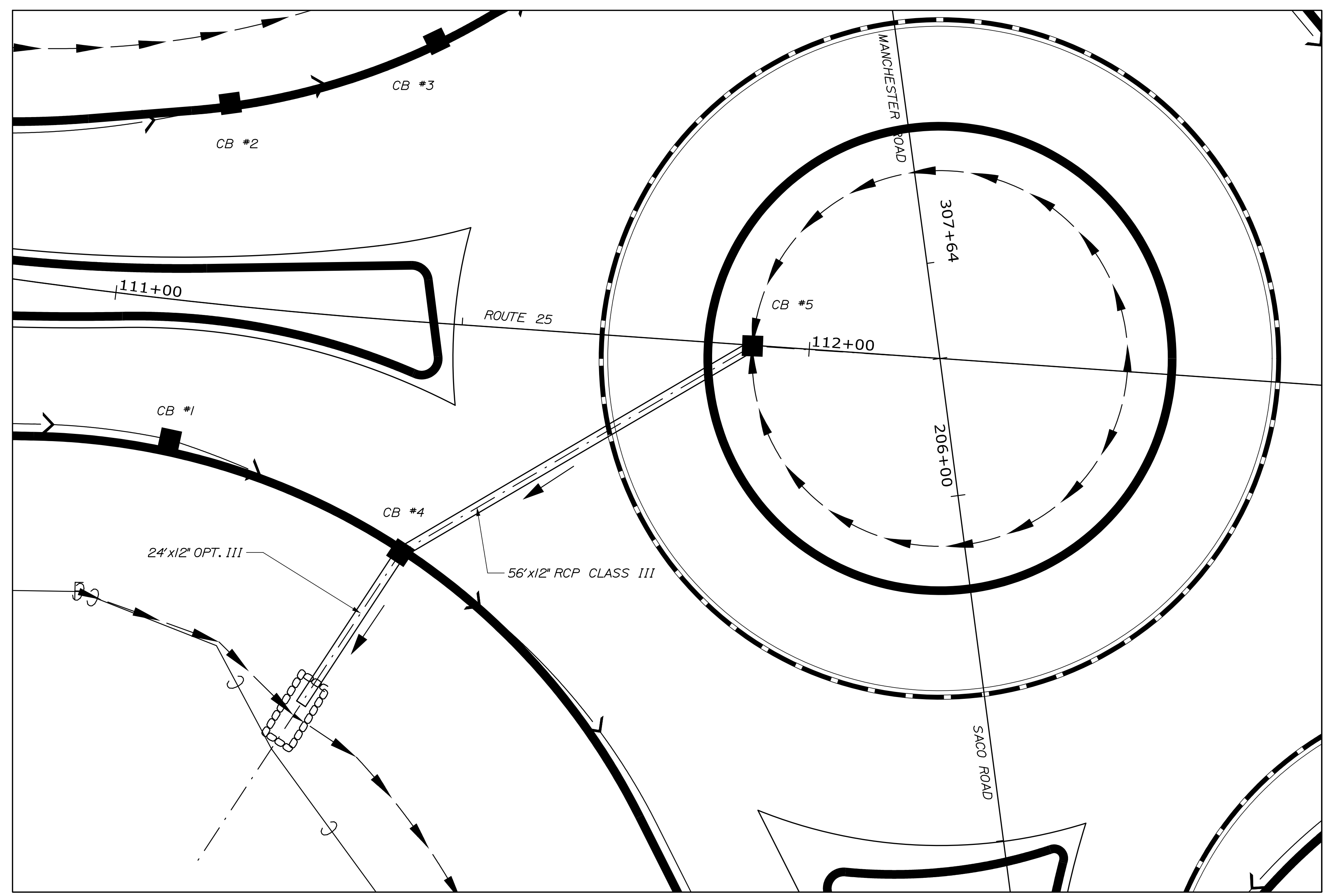


Date: 8/10/2018

Username:

Division:

Filename: 011_SpecialDetail02.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X
WIN
020210.00
HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harf	L. Driscoll	8/18
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

DATE	SIGNATURE	P.E. NUMBER	DATE
8/18			
8/18			
-			
-			
-			
-			

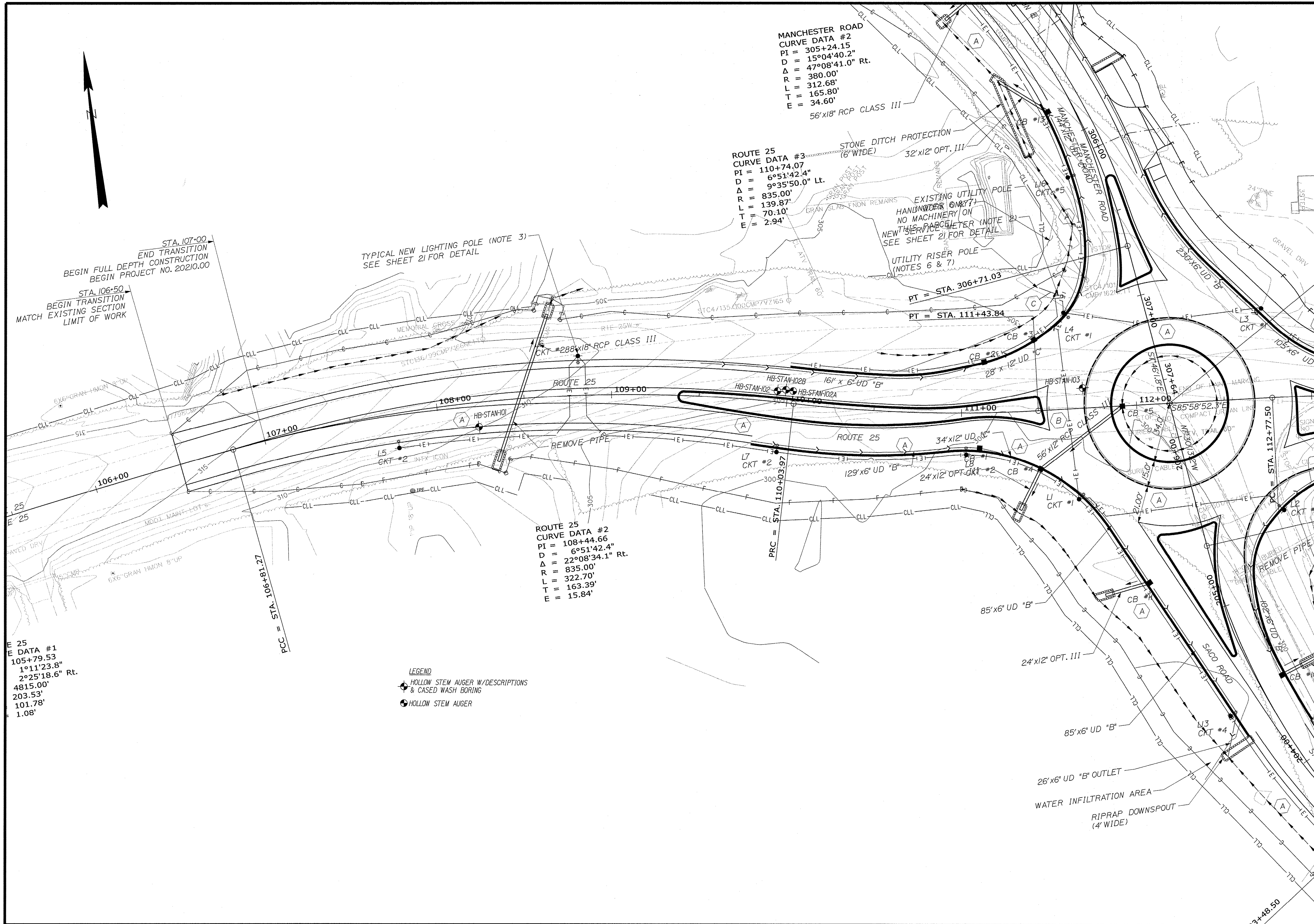
STANDISH
RTE 25, MANCHESTER RD., SACO RD.
SPECIAL DETAILS -
DRAINAGE

SHEET NUMBER
11
OF 68



NOT TO SCALE

Filename: ... \00\GEOTECH\STA\012_BLP1.dgn Division: GEOTECH Username: kate.mcguire Date: 7/10/2018



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		20210.00	WIN	020210.00	HIGHWAY PLANS
SIGNATURE	DATE	P.E. NUMBER	DATE		
[Signature]	7/10/2018	7120	7/10/2018		
PROJ. MANAGER	BY	DATE	REVISIONS	FIELD CHANGES	
E. MARTIN	T. WOLFE	MAR 2018	1		
DESIGN-DETAILED	T. WOLFE	MAR 2018	2		
CHECKED-REVIEWED	T. WOLFE	MAR 2018	3		
DESIGN-DETAILED	T. WOLFE	MAR 2018	4		
DESIGN-DETAILED	T. WOLFE	MAR 2018	5		
DESIGN-DETAILED	T. WOLFE	MAR 2018	6		
DESIGN-DETAILED	T. WOLFE	MAR 2018	7		
DESIGN-DETAILED	T. WOLFE	MAR 2018	8		
DESIGN-DETAILED	T. WOLFE	MAR 2018	9		
DESIGN-DETAILED	T. WOLFE	MAR 2018	10		
DESIGN-DETAILED	T. WOLFE	MAR 2018	11		
DESIGN-DETAILED	T. WOLFE	MAR 2018	12		
DESIGN-DETAILED	T. WOLFE	MAR 2018	13		
DESIGN-DETAILED	T. WOLFE	MAR 2018	14		
DESIGN-DETAILED	T. WOLFE	MAR 2018	15		
DESIGN-DETAILED	T. WOLFE	MAR 2018	16		
DESIGN-DETAILED	T. WOLFE	MAR 2018	17		
DESIGN-DETAILED	T. WOLFE	MAR 2018	18		
DESIGN-DETAILED	T. WOLFE	MAR 2018	19		
DESIGN-DETAILED	T. WOLFE	MAR 2018	20		
DESIGN-DETAILED	T. WOLFE	MAR 2018	21		
DESIGN-DETAILED	T. WOLFE	MAR 2018	22		
DESIGN-DETAILED	T. WOLFE	MAR 2018	23		
DESIGN-DETAILED	T. WOLFE	MAR 2018	24		
DESIGN-DETAILED	T. WOLFE	MAR 2018	25		
DESIGN-DETAILED	T. WOLFE	MAR 2018	26		
DESIGN-DETAILED	T. WOLFE	MAR 2018	27		
DESIGN-DETAILED	T. WOLFE	MAR 2018	28		
DESIGN-DETAILED	T. WOLFE	MAR 2018	29		
DESIGN-DETAILED	T. WOLFE	MAR 2018	30		
DESIGN-DETAILED	T. WOLFE	MAR 2018	31		
DESIGN-DETAILED	T. WOLFE	MAR 2018	32		
DESIGN-DETAILED	T. WOLFE	MAR 2018	33		
DESIGN-DETAILED	T. WOLFE	MAR 2018	34		
DESIGN-DETAILED	T. WOLFE	MAR 2018	35		
DESIGN-DETAILED	T. WOLFE	MAR 2018	36		
DESIGN-DETAILED	T. WOLFE	MAR 2018	37		
DESIGN-DETAILED	T. WOLFE	MAR 2018	38		
DESIGN-DETAILED	T. WOLFE	MAR 2018	39		
DESIGN-DETAILED	T. WOLFE	MAR 2018	40		
DESIGN-DETAILED	T. WOLFE	MAR 2018	41		
DESIGN-DETAILED	T. WOLFE	MAR 2018	42		
DESIGN-DETAILED	T. WOLFE	MAR 2018	43		
DESIGN-DETAILED	T. WOLFE	MAR 2018	44		
DESIGN-DETAILED	T. WOLFE	MAR 2018	45		
DESIGN-DETAILED	T. WOLFE	MAR 2018	46		
DESIGN-DETAILED	T. WOLFE	MAR 2018	47		
DESIGN-DETAILED	T. WOLFE	MAR 2018	48		
DESIGN-DETAILED	T. WOLFE	MAR 2018	49		
DESIGN-DETAILED	T. WOLFE	MAR 2018	50		
DESIGN-DETAILED	T. WOLFE	MAR 2018	51		
DESIGN-DETAILED	T. WOLFE	MAR 2018	52		
DESIGN-DETAILED	T. WOLFE	MAR 2018	53		
DESIGN-DETAILED	T. WOLFE	MAR 2018	54		
DESIGN-DETAILED	T. WOLFE	MAR 2018	55		
DESIGN-DETAILED	T. WOLFE	MAR 2018	56		
DESIGN-DETAILED	T. WOLFE	MAR 2018	57		
DESIGN-DETAILED	T. WOLFE	MAR 2018	58		
DESIGN-DETAILED	T. WOLFE	MAR 2018	59		
DESIGN-DETAILED	T. WOLFE	MAR 2018	60		
DESIGN-DETAILED	T. WOLFE	MAR 2018	61		
DESIGN-DETAILED	T. WOLFE	MAR 2018	62		
DESIGN-DETAILED	T. WOLFE	MAR 2018	63		
DESIGN-DETAILED	T. WOLFE	MAR 2018	64		
DESIGN-DETAILED	T. WOLFE	MAR 2018	65		
DESIGN-DETAILED	T. WOLFE	MAR 2018	66		
DESIGN-DETAILED	T. WOLFE	MAR 2018	67		
DESIGN-DETAILED	T. WOLFE	MAR 2018	68		
DESIGN-DETAILED	T. WOLFE	MAR 2018	69		
DESIGN-DETAILED	T. WOLFE	MAR 2018	70		
DESIGN-DETAILED	T. WOLFE	MAR 2018	71		
DESIGN-DETAILED	T. WOLFE	MAR 2018	72		
DESIGN-DETAILED	T. WOLFE	MAR 2018	73		
DESIGN-DETAILED	T. WOLFE	MAR 2018	74		
DESIGN-DETAILED	T. WOLFE	MAR 2018	75		
DESIGN-DETAILED	T. WOLFE	MAR 2018	76		
DESIGN-DETAILED	T. WOLFE	MAR 2018	77		
DESIGN-DETAILED	T. WOLFE	MAR 2018	78		
DESIGN-DETAILED	T. WOLFE	MAR 2018	79		
DESIGN-DETAILED	T. WOLFE	MAR 2018	80		
DESIGN-DETAILED	T. WOLFE	MAR 2018	81		
DESIGN-DETAILED	T. WOLFE	MAR 2018	82		
DESIGN-DETAILED	T. WOLFE	MAR 2018	83		
DESIGN-DETAILED	T. WOLFE	MAR 2018	84		
DESIGN-DETAILED	T. WOLFE	MAR 2018	85		
DESIGN-DETAILED	T. WOLFE	MAR 2018	86		
DESIGN-DETAILED	T. WOLFE	MAR 2018	87		
DESIGN-DETAILED	T. WOLFE	MAR 2018	88		
DESIGN-DETAILED	T. WOLFE	MAR 2018	89		
DESIGN-DETAILED	T. WOLFE	MAR 2018	90		
DESIGN-DETAILED	T. WOLFE	MAR 2018	91		
DESIGN-DETAILED	T. WOLFE	MAR 2018	92		
DESIGN-DETAILED	T. WOLFE	MAR 2018	93		
DESIGN-DETAILED	T. WOLFE	MAR 2018	94		
DESIGN-DETAILED	T. WOLFE	MAR 2018	95		
DESIGN-DETAILED	T. WOLFE	MAR 2018	96		
DESIGN-DETAILED	T. WOLFE	MAR 2018	97		
DESIGN-DETAILED	T. WOLFE	MAR 2018	98		
DESIGN-DETAILED	T. WOLFE	MAR 2018	99		
DESIGN-DETAILED	T. WOLFE	MAR 2018	100		

STANDISH
ROUTE 25
BORING LOCATION PLAN

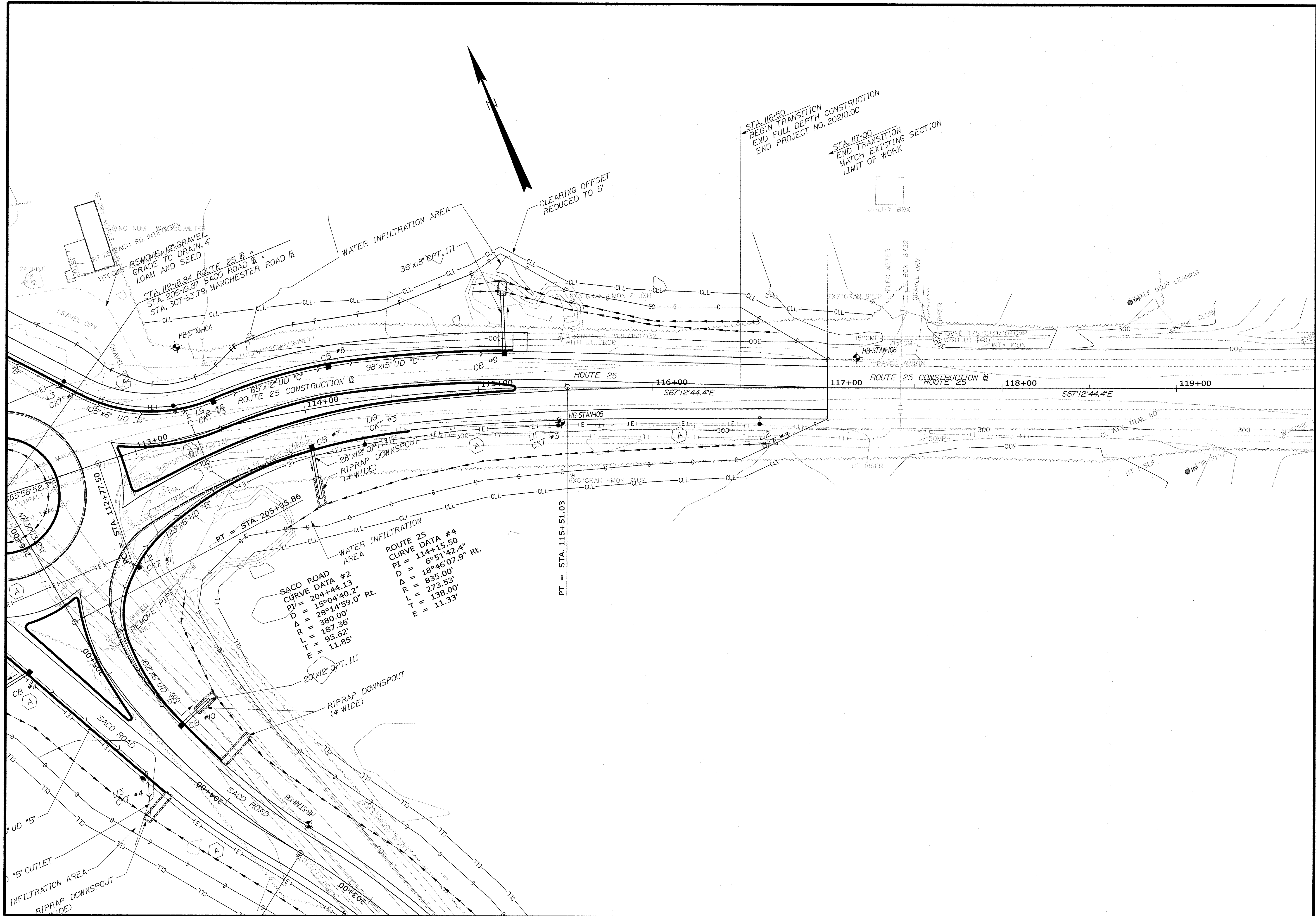
SHEET NUMBER
12
OF 68

Date: 7/10/2018

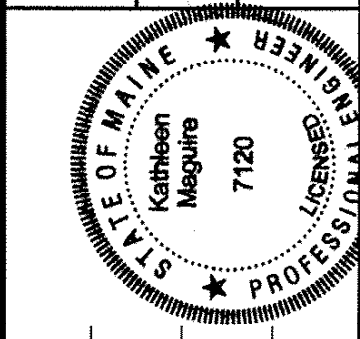
Username: kate.maguire

Division: GEOTECH

Filename: ... \00\GEOTECH\MSTA\013_BLP2.dgn



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 20210.00
 WIN
 020210.00
 HIGHWAY PLANS



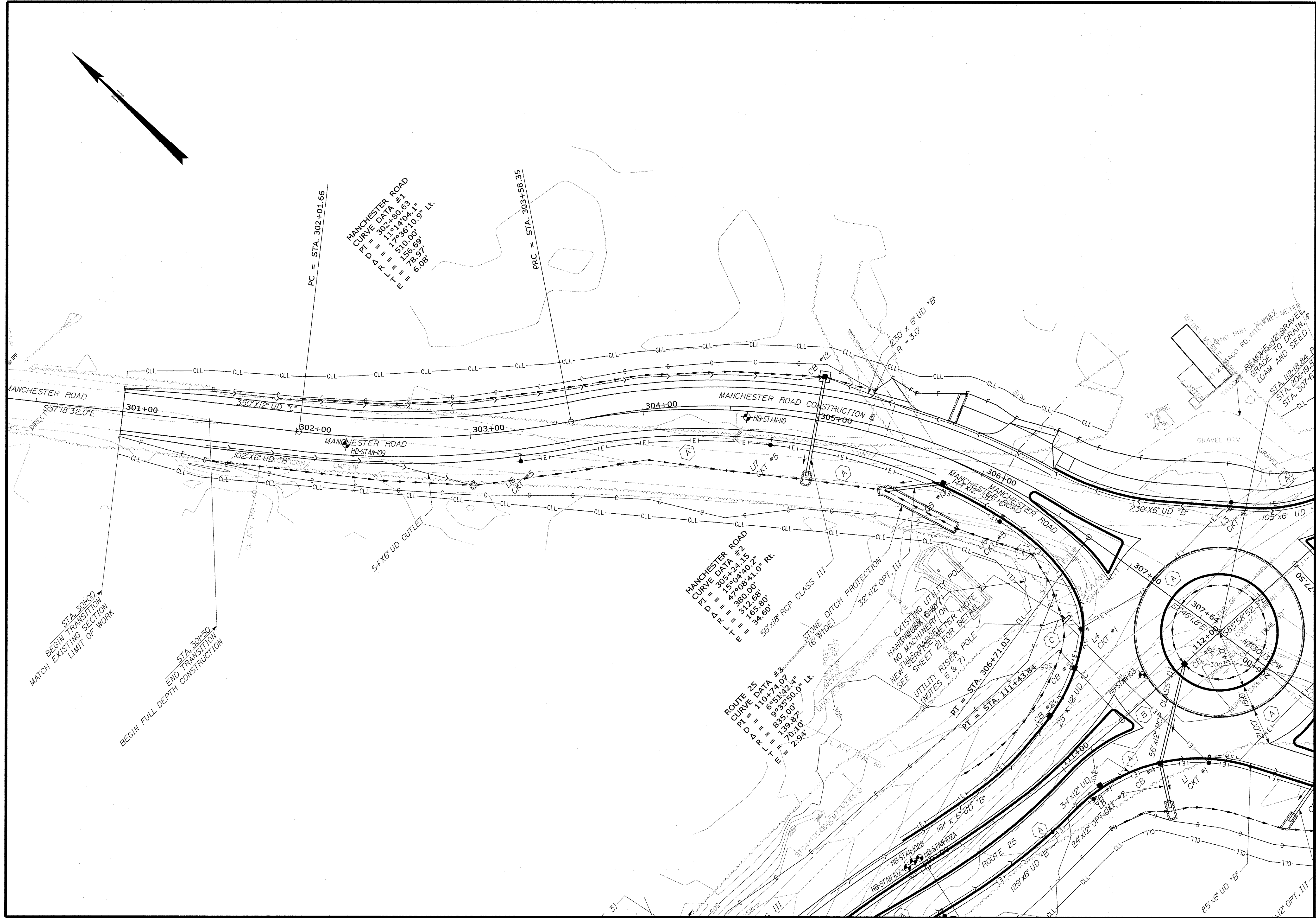
SIGNATURE
 P.E. NUMBER
 DATE

PROJ. MANAGER	DATE	BY
E. MARTIN	MAR 2018	T. WOLFE
DESIGN-CHECKED		T. WOLFE
CHECKED-REVIEWED		T. WOLFE
DESIGN-DETAILED		C. RUSSELL
DESIGN-DETAILED		C. RUSSELL
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

STANDISH
 ROUTE 25
 BORING LOCATION PLAN

SHEET NUMBER
 13
 OF 68

Filename: ...\\00\GEO\TECH\STA 015_BLP4.dgn Division: GEOTECH Username: kate.maguire Date: 7/10/2018



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
20210.00	WIN 020210.00 HIGHWAY PLANS
SIGNATURE Kate Maguire	DATE 7/12/2018
P.E. NUMBER 7120	DATE 7/12/2018
PROJ. MANAGER E. MARTIN	DATE MAR 2018
DESIGN-DETAILED T. WOLFEL	DATE MAR 2018
CHECKED-REVIEWED C. RUSSELL	DATE MAR 2018
DESIGN-DETAILED C. RUSSELL	DATE MAR 2018
DESIGN-DETAILED C. RUSSELL	DATE MAR 2018
REVISIONS 1	DATE
REVISIONS 2	DATE
REVISIONS 3	DATE
REVISIONS 4	DATE
FIELD CHANGES	DATE
STANDISH ROUTE 25 BORING LOCATION PLAN	
SHEET NUMBER 15 OF 68	

Date: 7/10/2018

Username: kate.maguire

Division: GEOTECH

Filename: ...WSTA016_BORING LOGS1.dgn

Maine Department of Transportation Soil/Book Exploration Log US CUSTOMER UNITS		Project: Route 25 Roundabout Location: Standish, Maine		Boring No.: HB-STAN-101 WIN: 20210.00	
Driller: Northern Test Boring	Elevation (ft.): 319.1	Auger ID/OD: 2.25-6.75"	Operator: Mike/Lon	Soil: MVB88	Sampler: Standard Split Spoon
Logged By: B. Wilcox	Rig Type: Dierich D-50	Header Mt./Fall: 1406/30"	Core Barrel: N/A	Water Level: None Observed	Header Efficiency Factor: 0.977
Date Start/Finish: 3/5/2018 on	Drilling Method: Hollow Stem Auger	Header Type: Automatic	Header Type: Hydraulic	Logs & Cathode: None	Header Type: Automatic
Boring Location: 109+02.1, 13.9 ft Lt.	Casing ID/OD: N/A	Header Level: N/A	Header Level: None Observed	Header Efficiency Factor: 0.977	Header Type: Automatic
Boring Location: 109+04, 6.3 ft Lt.	Casing ID/OD: N/A	Header Level: N/A	Header Level: None Observed	Header Efficiency Factor: 0.977	Header Type: Automatic
Header Efficiency Factor: 0.977	Header Type: Automatic	Header Type: Hydraulic	Logs & Cathode: None	Header Efficiency Factor: 0.977	Header Type: Automatic
Definitions: S = Soil Core Sample SS = Split Spoon Sample MS = Moisture Content W = Water Content L = Liquid Limit P = Plasticity Index F = Field Test Results R = Relative Humidity C = Compression Test	Sample Information: Sample No. Date Time Depth Soil Type Moisture Water Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test	Visual Description and Remarks: Brown, moist, medium dense, fine to coarse SAND, some gravel, trace silt. (F111).	Laboratory Testing Results: Moisture Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test	Visual Description and Remarks: Brown, moist, medium dense, fine to coarse SAND, some gravel, trace silt. (F111).	Laboratory Testing Results: Moisture Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test

Maine Department of Transportation Soil/Book Exploration Log US CUSTOMER UNITS		Project: Route 25 Roundabout Location: Standish, Maine		Boring No.: HB-STAN-102B WIN: 20210.00	
Driller: Northern Test Boring	Elevation (ft.): 305.7	Auger ID/OD: 5" Dia.	Operator: Mike/Lon	Soil: MVB88	Sampler: N/A
Logged By: B. Wilcox	Rig Type: Dierich D-50	Header Mt./Fall: N/A	Core Barrel: NO-2	Water Level: None Observed	Header Efficiency Factor: 0.977
Date Start/Finish: 3/5/2018 on	Drilling Method: Solid Stem Auger	Header Type: Automatic	Header Type: Hydraulic	Logs & Cathode: None	Header Type: Automatic
Boring Location: 109+08.9, 7.4 ft Lt.	Casing ID/OD: N/A	Header Level: N/A	Header Level: None Observed	Header Efficiency Factor: 0.977	Header Type: Automatic
Boring Location: 111+08.6, 11.6 ft Lt.	Casing ID/OD: N/A	Header Level: N/A	Header Level: None Observed	Header Efficiency Factor: 0.977	Header Type: Automatic
Header Efficiency Factor: 0.977	Header Type: Automatic	Header Type: Hydraulic	Logs & Cathode: None	Header Efficiency Factor: 0.977	Header Type: Automatic
Definitions: S = Soil Core Sample SS = Split Spoon Sample MS = Moisture Content W = Water Content L = Liquid Limit P = Plasticity Index F = Field Test Results R = Relative Humidity C = Compression Test	Sample Information: Sample No. Date Time Depth Soil Type Moisture Water Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test	Visual Description and Remarks: Set in NW Casing to 10.2 ft bgs.	Laboratory Testing Results: Moisture Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test	Visual Description and Remarks: R1: Cobble from 1.5-3.0" dia., put in sample cup. 10.2-11.2 ft (1127) 10.2-12.2 ft (1127) 12.2-12.5 ft (1030) 12.5-13.0 ft (1030) Bottom of Exploration at 13.0 feet below ground surface. NO REFUSAL.	Laboratory Testing Results: Moisture Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test

Maine Department of Transportation Soil/Book Exploration Log US CUSTOMER UNITS		Project: Route 25 Roundabout Location: Standish, Maine		Boring No.: HB-STAN-102 WIN: 20210.00	
Driller: Northern Test Boring	Elevation (ft.): 305.8	Auger ID/OD: 2.25-6.75"	Operator: Mike/Lon	Soil: MVB88	Sampler: Standard Split Spoon
Logged By: B. Wilcox	Rig Type: Dierich D-50	Header Mt./Fall: 1406/30"	Core Barrel: N/A	Water Level: None Observed	Header Efficiency Factor: 0.977
Date Start/Finish: 3/5/2018 on	Drilling Method: Hollow Stem Auger	Header Type: Automatic	Header Type: Hydraulic	Logs & Cathode: None	Header Type: Automatic
Boring Location: 109+04, 6.3 ft Lt.	Casing ID/OD: N/A	Header Level: N/A	Header Level: None Observed	Header Efficiency Factor: 0.977	Header Type: Automatic
Boring Location: 109+04, 6.3 ft Lt.	Casing ID/OD: N/A	Header Level: N/A	Header Level: None Observed	Header Efficiency Factor: 0.977	Header Type: Automatic
Header Efficiency Factor: 0.977	Header Type: Automatic	Header Type: Hydraulic	Logs & Cathode: None	Header Efficiency Factor: 0.977	Header Type: Automatic
Definitions: S = Soil Core Sample SS = Split Spoon Sample MS = Moisture Content W = Water Content L = Liquid Limit P = Plasticity Index F = Field Test Results R = Relative Humidity C = Compression Test	Sample Information: Sample No. Date Time Depth Soil Type Moisture Water Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test	Visual Description and Remarks: Brown, moist, medium dense, fine to coarse SAND, 11% silt, trace gravel. (F111).	Laboratory Testing Results: Moisture Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test	Visual Description and Remarks: Brown, moist, medium dense, fine to coarse SAND, 11% silt, trace gravel. (F111).	Laboratory Testing Results: Moisture Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test

Maine Department of Transportation Soil/Book Exploration Log US CUSTOMER UNITS		Project: Route 25 Roundabout Location: Standish, Maine		Boring No.: HB-STAN-103 WIN: 20210.00	
Driller: Northern Test Boring	Elevation (ft.): 300.3	Auger ID/OD: 2.25-6.75"	Operator: Mike/Lon	Soil: MVB88	Sampler: Standard Split Spoon
Logged By: B. Wilcox	Rig Type: Dierich D-50	Header Mt./Fall: 1406/30"	Core Barrel: N/A	Water Level: None Observed	Header Efficiency Factor: 0.977
Date Start/Finish: 3/5/2018 on	Drilling Method: Hollow Stem Auger	Header Type: Automatic	Header Type: Hydraulic	Logs & Cathode: None	Header Type: Automatic
Boring Location: 111+08.6, 11.6 ft Lt.	Casing ID/OD: N/A	Header Level: N/A	Header Level: None Observed	Header Efficiency Factor: 0.977	Header Type: Automatic
Boring Location: 111+08.6, 11.6 ft Lt.	Casing ID/OD: N/A	Header Level: N/A	Header Level: None Observed	Header Efficiency Factor: 0.977	Header Type: Automatic
Header Efficiency Factor: 0.977	Header Type: Automatic	Header Type: Hydraulic	Logs & Cathode: None	Header Efficiency Factor: 0.977	Header Type: Automatic
Definitions: S = Soil Core Sample SS = Split Spoon Sample MS = Moisture Content W = Water Content L = Liquid Limit P = Plasticity Index F = Field Test Results R = Relative Humidity C = Compression Test	Sample Information: Sample No. Date Time Depth Soil Type Moisture Water Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test	Visual Description and Remarks: Brown, moist, medium dense, fine to coarse SAND, 11% silt, trace gravel. (F111).	Laboratory Testing Results: Moisture Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test	Visual Description and Remarks: Light brown, moist, loose, fine to coarse SAND, trace silt.	Laboratory Testing Results: Moisture Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test

Maine Department of Transportation Soil/Book Exploration Log US CUSTOMER UNITS		Project: Route 25 Roundabout Location: Standish, Maine		Boring No.: HB-STAN-102A WIN: 20210.00	
Driller: Northern Test Boring	Elevation (ft.): 305.5	Auger ID/OD: 2.25-6.75"	Operator: Mike/Lon	Soil: MVB88	Sampler: Standard Split Spoon
Logged By: B. Wilcox	Rig Type: Dierich D-50	Header Mt./Fall: 1406/30"	Core Barrel: N/A	Water Level: None Observed	Header Efficiency Factor: 0.977
Date Start/Finish: 3/5/2018 on	Drilling Method: Hollow Stem Auger	Header Type: Automatic	Header Type: Hydraulic	Logs & Cathode: None	Header Type: Automatic
Boring Location: 110+02.9, 7.2 ft Lt.	Casing ID/OD: N/A	Header Level: N/A	Header Level: None Observed	Header Efficiency Factor: 0.977	Header Type: Automatic
Boring Location: 110+02.9, 7.2 ft Lt.	Casing ID/OD: N/A	Header Level: N/A	Header Level: None Observed	Header Efficiency Factor: 0.977	Header Type: Automatic
Header Efficiency Factor: 0.977	Header Type: Automatic	Header Type: Hydraulic	Logs & Cathode: None	Header Efficiency Factor: 0.977	Header Type: Automatic
Definitions: S = Soil Core Sample SS = Split Spoon Sample MS = Moisture Content W = Water Content L = Liquid Limit P = Plasticity Index F = Field Test Results R = Relative Humidity C = Compression Test	Sample Information: Sample No. Date Time Depth Soil Type Moisture Water Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test	Visual Description and Remarks: REFUSAL at 10.0 ft bgs. Bottom of Exploration at 10.5 feet below ground surface. Ground auger to 10.5 ft bgs.	Laboratory Testing Results: Moisture Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test	Visual Description and Remarks: REFUSAL at 10.0 ft bgs. Bottom of Exploration at 10.5 feet below ground surface. Ground auger to 10.5 ft bgs.	Laboratory Testing Results: Moisture Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test

Maine Department of Transportation Soil/Book Exploration Log US CUSTOMER UNITS		Project: Route 25 Roundabout Location: Standish, Maine		Boring No.: HB-STAN-104 WIN: 20210.00	
Driller: Northern Test Boring	Elevation (ft.): 301.2	Auger ID/OD: 2.25-6.75"	Operator: Mike/Lon	Soil: MVB88	Sampler: Standard Split Spoon
Logged By: B. Wilcox	Rig Type: Dierich D-50	Header Mt./Fall: 1406/30"	Core Barrel: N/A	Water Level: None Observed	Header Efficiency Factor: 0.977
Date Start/Finish: 3/5/2018 on	Drilling Method: Hollow Stem Auger	Header Type: Automatic	Header Type: Hydraulic	Logs & Cathode: None	Header Type: Automatic
Boring Location: 113+01.4, 9.3 ft Lt.	Casing ID/OD: N/A	Header Level: N/A	Header Level: None Observed	Header Efficiency Factor: 0.977	Header Type: Automatic
Boring Location: 113+01.4, 9.3 ft Lt.	Casing ID/OD: N/A	Header Level: N/A	Header Level: None Observed	Header Efficiency Factor: 0.977	Header Type: Automatic
Header Efficiency Factor: 0.977	Header Type: Automatic	Header Type: Hydraulic	Logs & Cathode: None	Header Efficiency Factor: 0.977	Header Type: Automatic
Definitions: S = Soil Core Sample SS = Split Spoon Sample MS = Moisture Content W = Water Content L = Liquid Limit P = Plasticity Index F = Field Test Results R = Relative Humidity C = Compression Test	Sample Information: Sample No. Date Time Depth Soil Type Moisture Water Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test	Visual Description and Remarks: Brown, moist, medium dense, fine to coarse SAND, trace silt, roots and wood. (F111).	Laboratory Testing Results: Moisture Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test	Visual Description and Remarks: Light brown, moist, medium dense, fine to coarse SAND, trace gravel, trace silt.	Laboratory Testing Results: Moisture Content Liquid Limit Plasticity Index Field Test Results Relative Humidity Compression Test

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
20210.00
WIN
020210.00
HIGHWAY PLANS

PROF. ENGINEER
KATHLEEN MAGUIRE
7120
7/10/2018
DATE

DESIGN-REVIEWED: T. WOLFE
DESIGN-DETAILED: K. MAGUIRE
DESIGN-DETAILED: T. WHITE
REVISIONS: 1
REVISIONS: 2
REVISIONS: 3
REVISIONS: 4
FIELD CHANGES

STANDISH
ROUTE 25
BORING LOGS

SHEET NUMBER
16
OF 68

Filename: ...MSTA017_BORING LOGS2.dgn

Division: GEOTECH

Username: kate.maguire

Date: 7/10/2018

Maine Department of Transportation		Project: Route 25 Roundabout		Boring No.: HB-STAN-108																																					
Soil/Book, Exploration Log		Location: Standish, Maine		WIN: 20210.00																																					
Driller:	Northern Test Boring	Elevation (ft.):	300.4	Auger ID/OD:	2.25-6.75"																																				
Operator:	Mike/Lan	Datum:	NAVD83	Sampler:	Standard Split Spoon																																				
Logged By:	B. W. Loder	Rig Type:	Disc/Ch D-50	Home Wt./Fall:	140#/30"																																				
Date Start/Finish:	3/5/2018 am	Drilling Method:	Rollow Stem Auger	Core Barrel:	N/A																																				
Boring Location:	11547.3, 16.3 ft Rt.	Coring ID/OD:	N/A	Water Level:	None Observed																																				
Home Efficiency Factor:	0.977	Home Type:	Automatic <input type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>																																						
<p>Soils Information</p> <table border="1"> <thead> <tr> <th>Depth (ft.)</th> <th>Sample No.</th> <th>Pen. (lb./in.)</th> <th>Blow (1/8 in. Shear Strength or 100 lb. SPT)</th> <th>Moisture (%)</th> <th>Grain Size</th> <th>Classification</th> <th>Remarks</th> <th>Laboratory Testing Results</th> </tr> </thead> <tbody> <tr> <td>0-0.5</td> <td>24/14</td> <td>0.00 - 3.00</td> <td>3/4/5/15</td> <td>13</td> <td>21</td> <td>HA</td> <td>Brown, moist, medium dense, fine to coarse SAND, trace gravel, trace silt. (F111).</td> <td>GP303214 A-1-U, SP WC=16.5%</td> </tr> <tr> <td>3.0-5.0</td> <td>24/15</td> <td>5.00 - 7.00</td> <td>3/3/3/3</td> <td>6</td> <td>10</td> <td></td> <td>Light brown, moist, loose, fine to coarse SAND, trace gravel, trace silt.</td> <td>GP303215 A-1-U, SP WC=16.5%</td> </tr> <tr> <td>5.0-10.0</td> <td>24/16</td> <td>10.00 - 12.00</td> <td>7/6/6/5</td> <td>12</td> <td>20</td> <td></td> <td>Light brown, moist, medium dense, fine to coarse SAND, trace gravel, trace silt.</td> <td>GP303216 A-1-U, SP WC=16.5%</td> </tr> </tbody> </table>						Depth (ft.)	Sample No.	Pen. (lb./in.)	Blow (1/8 in. Shear Strength or 100 lb. SPT)	Moisture (%)	Grain Size	Classification	Remarks	Laboratory Testing Results	0-0.5	24/14	0.00 - 3.00	3/4/5/15	13	21	HA	Brown, moist, medium dense, fine to coarse SAND, trace gravel, trace silt. (F111).	GP303214 A-1-U, SP WC=16.5%	3.0-5.0	24/15	5.00 - 7.00	3/3/3/3	6	10		Light brown, moist, loose, fine to coarse SAND, trace gravel, trace silt.	GP303215 A-1-U, SP WC=16.5%	5.0-10.0	24/16	10.00 - 12.00	7/6/6/5	12	20		Light brown, moist, medium dense, fine to coarse SAND, trace gravel, trace silt.	GP303216 A-1-U, SP WC=16.5%
Depth (ft.)	Sample No.	Pen. (lb./in.)	Blow (1/8 in. Shear Strength or 100 lb. SPT)	Moisture (%)	Grain Size	Classification	Remarks	Laboratory Testing Results																																	
0-0.5	24/14	0.00 - 3.00	3/4/5/15	13	21	HA	Brown, moist, medium dense, fine to coarse SAND, trace gravel, trace silt. (F111).	GP303214 A-1-U, SP WC=16.5%																																	
3.0-5.0	24/15	5.00 - 7.00	3/3/3/3	6	10		Light brown, moist, loose, fine to coarse SAND, trace gravel, trace silt.	GP303215 A-1-U, SP WC=16.5%																																	
5.0-10.0	24/16	10.00 - 12.00	7/6/6/5	12	20		Light brown, moist, medium dense, fine to coarse SAND, trace gravel, trace silt.	GP303216 A-1-U, SP WC=16.5%																																	
<p>Bottom of Exploration at 12.0 feet below ground surface. NO REFUSA.</p>																																									
<p>Auto Hammer #377</p>																																									

Maine Department of Transportation		Project: Route 25 Roundabout		Boring No.: HB-STAN-108																																					
Soil/Book, Exploration Log		Location: Standish, Maine		WIN: 20210.00																																					
Driller:	Northern Test Boring	Elevation (ft.):	300.4	Auger ID/OD:	2.25-6.75"																																				
Operator:	Mike/Lan	Datum:	NAVD83	Sampler:	Standard Split Spoon																																				
Logged By:	B. W. Loder	Rig Type:	Disc/Ch D-50	Home Wt./Fall:	140#/30"																																				
Date Start/Finish:	3/5/2018 am	Drilling Method:	Rollow Stem Auger	Core Barrel:	N/A																																				
Boring Location:	11547.3, 16.3 ft Rt.	Coring ID/OD:	N/A	Water Level:	None Observed																																				
Home Efficiency Factor:	0.977	Home Type:	Automatic <input type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>																																						
<p>Soils Information</p> <table border="1"> <thead> <tr> <th>Depth (ft.)</th> <th>Sample No.</th> <th>Pen. (lb./in.)</th> <th>Blow (1/8 in. Shear Strength or 100 lb. SPT)</th> <th>Moisture (%)</th> <th>Grain Size</th> <th>Classification</th> <th>Remarks</th> <th>Laboratory Testing Results</th> </tr> </thead> <tbody> <tr> <td>0-0.5</td> <td>24/16</td> <td>1.00 - 3.00</td> <td>6/7/7/7</td> <td>16</td> <td>26</td> <td>HA</td> <td>Buffy, moist, medium dense, fine to coarse SAND, 11% gravel, (F111).</td> <td>GP303223 A-1-U, SP WC=19.2%</td> </tr> <tr> <td>3.0-5.0</td> <td>24/18</td> <td>5.00 - 7.00</td> <td>7/3/7/6</td> <td>16</td> <td>26</td> <td></td> <td>Light brown, damp, medium dense, fine to coarse SAND, 11% gravel, trace silt.</td> <td>GP303224 A-1-U, SP WC=16.5%</td> </tr> <tr> <td>5.0-10.0</td> <td>24/17</td> <td>10.00 - 12.00</td> <td>14/7/7/6</td> <td>14</td> <td>23</td> <td></td> <td>Light brown, damp, medium dense, fine to coarse SAND, 11% gravel, trace silt.</td> <td>GP303225 A-1-U, SP WC=16.5%</td> </tr> </tbody> </table>						Depth (ft.)	Sample No.	Pen. (lb./in.)	Blow (1/8 in. Shear Strength or 100 lb. SPT)	Moisture (%)	Grain Size	Classification	Remarks	Laboratory Testing Results	0-0.5	24/16	1.00 - 3.00	6/7/7/7	16	26	HA	Buffy, moist, medium dense, fine to coarse SAND, 11% gravel, (F111).	GP303223 A-1-U, SP WC=19.2%	3.0-5.0	24/18	5.00 - 7.00	7/3/7/6	16	26		Light brown, damp, medium dense, fine to coarse SAND, 11% gravel, trace silt.	GP303224 A-1-U, SP WC=16.5%	5.0-10.0	24/17	10.00 - 12.00	14/7/7/6	14	23		Light brown, damp, medium dense, fine to coarse SAND, 11% gravel, trace silt.	GP303225 A-1-U, SP WC=16.5%
Depth (ft.)	Sample No.	Pen. (lb./in.)	Blow (1/8 in. Shear Strength or 100 lb. SPT)	Moisture (%)	Grain Size	Classification	Remarks	Laboratory Testing Results																																	
0-0.5	24/16	1.00 - 3.00	6/7/7/7	16	26	HA	Buffy, moist, medium dense, fine to coarse SAND, 11% gravel, (F111).	GP303223 A-1-U, SP WC=19.2%																																	
3.0-5.0	24/18	5.00 - 7.00	7/3/7/6	16	26		Light brown, damp, medium dense, fine to coarse SAND, 11% gravel, trace silt.	GP303224 A-1-U, SP WC=16.5%																																	
5.0-10.0	24/17	10.00 - 12.00	14/7/7/6	14	23		Light brown, damp, medium dense, fine to coarse SAND, 11% gravel, trace silt.	GP303225 A-1-U, SP WC=16.5%																																	
<p>Bottom of Exploration at 12.0 feet below ground surface. NO REFUSA.</p>																																									
<p>Auto Hammer #377</p>																																									

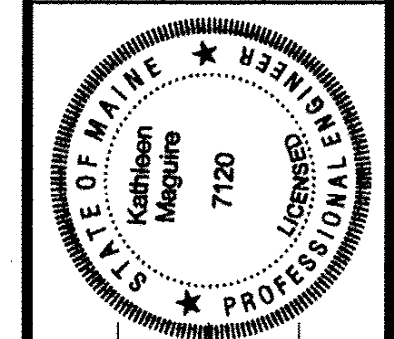
Maine Department of Transportation		Project: Route 25 Roundabout		Boring No.: HB-STAN-109																																					
Soil/Book, Exploration Log		Location: Standish, Maine		WIN: 20210.00																																					
Driller:	Northern Test Boring	Elevation (ft.):	300.8	Auger ID/OD:	2.25-6.75"																																				
Operator:	Mike/Lan	Datum:	NAVD83	Sampler:	Standard Split Spoon																																				
Logged By:	B. W. Loder	Rig Type:	Disc/Ch D-50	Home Wt./Fall:	140#/30"																																				
Date Start/Finish:	3/5/2018 am	Drilling Method:	Rollow Stem Auger	Core Barrel:	N/A																																				
Boring Location:	11716.5, 17.2 ft Lt.	Coring ID/OD:	N/A	Water Level:	None Observed																																				
Home Efficiency Factor:	0.977	Home Type:	Automatic <input type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>																																						
<p>Soils Information</p> <table border="1"> <thead> <tr> <th>Depth (ft.)</th> <th>Sample No.</th> <th>Pen. (lb./in.)</th> <th>Blow (1/8 in. Shear Strength or 100 lb. SPT)</th> <th>Moisture (%)</th> <th>Grain Size</th> <th>Classification</th> <th>Remarks</th> <th>Laboratory Testing Results</th> </tr> </thead> <tbody> <tr> <td>0-0.5</td> <td>24/14</td> <td>0.00 - 3.00</td> <td>3/5/4/9</td> <td>11</td> <td>18</td> <td>HA</td> <td>Brown, moist, medium dense, fine to coarse SAND, some gravel, (F111).</td> <td>GP303217 A-1-U, SP WC=16.5%</td> </tr> <tr> <td>3.0-5.0</td> <td>24/13</td> <td>5.00 - 7.00</td> <td>6/7/6/7</td> <td>13</td> <td>21</td> <td></td> <td>Light brown, damp, medium dense, fine to coarse SAND, trace gravel, trace silt.</td> <td>GP303218 A-1-U, SP WC=16.5%</td> </tr> <tr> <td>5.0-10.0</td> <td>24/17</td> <td>10.00 - 12.00</td> <td>16/14/13/13</td> <td>27</td> <td>44</td> <td></td> <td>Light brown, damp, dense, fine to coarse SAND, some gravel, trace silt.</td> <td>GP303219 A-1-U, SP WC=16.5%</td> </tr> </tbody> </table>						Depth (ft.)	Sample No.	Pen. (lb./in.)	Blow (1/8 in. Shear Strength or 100 lb. SPT)	Moisture (%)	Grain Size	Classification	Remarks	Laboratory Testing Results	0-0.5	24/14	0.00 - 3.00	3/5/4/9	11	18	HA	Brown, moist, medium dense, fine to coarse SAND, some gravel, (F111).	GP303217 A-1-U, SP WC=16.5%	3.0-5.0	24/13	5.00 - 7.00	6/7/6/7	13	21		Light brown, damp, medium dense, fine to coarse SAND, trace gravel, trace silt.	GP303218 A-1-U, SP WC=16.5%	5.0-10.0	24/17	10.00 - 12.00	16/14/13/13	27	44		Light brown, damp, dense, fine to coarse SAND, some gravel, trace silt.	GP303219 A-1-U, SP WC=16.5%
Depth (ft.)	Sample No.	Pen. (lb./in.)	Blow (1/8 in. Shear Strength or 100 lb. SPT)	Moisture (%)	Grain Size	Classification	Remarks	Laboratory Testing Results																																	
0-0.5	24/14	0.00 - 3.00	3/5/4/9	11	18	HA	Brown, moist, medium dense, fine to coarse SAND, some gravel, (F111).	GP303217 A-1-U, SP WC=16.5%																																	
3.0-5.0	24/13	5.00 - 7.00	6/7/6/7	13	21		Light brown, damp, medium dense, fine to coarse SAND, trace gravel, trace silt.	GP303218 A-1-U, SP WC=16.5%																																	
5.0-10.0	24/17	10.00 - 12.00	16/14/13/13	27	44		Light brown, damp, dense, fine to coarse SAND, some gravel, trace silt.	GP303219 A-1-U, SP WC=16.5%																																	
<p>Bottom of Exploration at 12.0 feet below ground surface. NO REFUSA.</p>																																									
<p>Auto Hammer #377</p>																																									

Maine Department of Transportation		Project: Route 25 Roundabout		Boring No.: HB-STAN-109																																					
Soil/Book, Exploration Log		Location: Standish, Maine		WIN: 20210.00																																					
Driller:	Northern Test Boring	Elevation (ft.):	303.6	Auger ID/OD:	2.25-6.75"																																				
Operator:	Mike/Lan	Datum:	NAVD83	Sampler:	Standard Split Spoon																																				
Logged By:	B. W. Loder	Rig Type:	Disc/Ch D-50	Home Wt./Fall:	140#/30"																																				
Date Start/Finish:	3/5/2018 am	Drilling Method:	Rollow Stem Auger	Core Barrel:	N/A																																				
Boring Location:	30249.9, 4.9 ft Rt.	Coring ID/OD:	N/A	Water Level:	None Observed																																				
Home Efficiency Factor:	0.977	Home Type:	Automatic <input type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>																																						
<p>Soils Information</p> <table border="1"> <thead> <tr> <th>Depth (ft.)</th> <th>Sample No.</th> <th>Pen. (lb./in.)</th> <th>Blow (1/8 in. Shear Strength or 100 lb. SPT)</th> <th>Moisture (%)</th> <th>Grain Size</th> <th>Classification</th> <th>Remarks</th> <th>Laboratory Testing Results</th> </tr> </thead> <tbody> <tr> <td>0-0.5</td> <td>24/17</td> <td>2.00 - 4.00</td> <td>7/7/7/6</td> <td>14</td> <td>23</td> <td>HA</td> <td>Light brown, damp, medium dense, fine to coarse SAND, trace silt.</td> <td>GP303220 A-1-U, SP WC=16.5%</td> </tr> <tr> <td>3.0-5.0</td> <td>24/18</td> <td>5.00 - 7.00</td> <td>4/4/4/4</td> <td>8</td> <td>13</td> <td></td> <td>Similar to above.</td> <td></td> </tr> <tr> <td>5.0-10.0</td> <td>24/14</td> <td>10.00 - 12.00</td> <td>2/6/5/5</td> <td>11</td> <td>18</td> <td></td> <td>Light brown, damp, medium dense, fine to coarse SAND, 11% gravel, trace silt.</td> <td>GP303221 A-1-U, SP WC=16.5%</td> </tr> </tbody> </table>						Depth (ft.)	Sample No.	Pen. (lb./in.)	Blow (1/8 in. Shear Strength or 100 lb. SPT)	Moisture (%)	Grain Size	Classification	Remarks	Laboratory Testing Results	0-0.5	24/17	2.00 - 4.00	7/7/7/6	14	23	HA	Light brown, damp, medium dense, fine to coarse SAND, trace silt.	GP303220 A-1-U, SP WC=16.5%	3.0-5.0	24/18	5.00 - 7.00	4/4/4/4	8	13		Similar to above.		5.0-10.0	24/14	10.00 - 12.00	2/6/5/5	11	18		Light brown, damp, medium dense, fine to coarse SAND, 11% gravel, trace silt.	GP303221 A-1-U, SP WC=16.5%
Depth (ft.)	Sample No.	Pen. (lb./in.)	Blow (1/8 in. Shear Strength or 100 lb. SPT)	Moisture (%)	Grain Size	Classification	Remarks	Laboratory Testing Results																																	
0-0.5	24/17	2.00 - 4.00	7/7/7/6	14	23	HA	Light brown, damp, medium dense, fine to coarse SAND, trace silt.	GP303220 A-1-U, SP WC=16.5%																																	
3.0-5.0	24/18	5.00 - 7.00	4/4/4/4	8	13		Similar to above.																																		
5.0-10.0	24/14	10.00 - 12.00	2/6/5/5	11	18		Light brown, damp, medium dense, fine to coarse SAND, 11% gravel, trace silt.	GP303221 A-1-U, SP WC=16.5%																																	
<p>Bottom of Exploration at 12.0 feet below ground surface. NO REFUSA.</p>																																									
<p>Auto Hammer #377</p>																																									

Maine Department of Transportation		Project: Route 25 Roundabout		Boring No.: HB-STAN-107																																					
Soil/Book, Exploration Log		Location: Standish, Maine		WIN: 20210.00																																					
Driller:	Northern Test Boring	Elevation (ft.):	299.1	Auger ID/OD:	2.25-6.75"																																				
Operator:	Mike/Lan	Datum:	NAVD83	Sampler:	Standard Split Spoon																																				
Logged By:	B. W. Loder	Rig Type:	Disc/Ch D-50	Home Wt./Fall:	140#/30"																																				
Date Start/Finish:	3/5/2018 am	Drilling Method:	Rollow Stem Auger	Core Barrel:	N/A																																				
Boring Location:	30243.2, 16.3 ft Rt.	Coring ID/OD:	N/A	Water Level:	None Observed																																				
Home Efficiency Factor:	0.977	Home Type:	Automatic <input type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>																																						
<p>Soils Information</p> <table border="1"> <thead> <tr> <th>Depth (ft.)</th> <th>Sample No.</th> <th>Pen. (lb./in.)</th> <th>Blow (1/8 in. Shear Strength or 100 lb. SPT)</th> <th>Moisture (%)</th> <th>Grain Size</th> <th>Classification</th> <th>Remarks</th> <th>Laboratory Testing Results</th> </tr> </thead> <tbody> <tr> <td>0-0.5</td> <td>24/15</td> <td>0.00 - 2.00</td> <td>2/2/2/2</td> <td>4</td> <td>7</td> <td>HA</td> <td>Brown, damp, loose, fine to coarse SAND, trace silt, trace gravel, (F111).</td> <td>GP303222 A-1-U, SP WC=10.7%</td> </tr> <tr> <td>3.0-5.0</td> <td>24/19</td> <td>5.00 - 7.00</td> <td>5/5/5/5</td> <td>10</td> <td>16</td> <td></td> <td>Light brown, moist, medium dense, fine to coarse SAND, trace gravel, trace silt.</td> <td>GP303221 A-1-U, SP WC=16.5%</td> </tr> <tr> <td>5.0-10.0</td> <td>24/18</td> <td>10.00 - 12.00</td> <td>12/6/5/5</td> <td>11</td> <td>18</td> <td></td> <td>Light brown, moist, medium dense, fine to coarse SAND, trace gravel, trace silt.</td> <td>GP303222 A-1-U, SP WC=16.5%</td> </tr> </tbody> </table>						Depth (ft.)	Sample No.	Pen. (lb./in.)	Blow (1/8 in. Shear Strength or 100 lb. SPT)	Moisture (%)	Grain Size	Classification	Remarks	Laboratory Testing Results	0-0.5	24/15	0.00 - 2.00	2/2/2/2	4	7	HA	Brown, damp, loose, fine to coarse SAND, trace silt, trace gravel, (F111).	GP303222 A-1-U, SP WC=10.7%	3.0-5.0	24/19	5.00 - 7.00	5/5/5/5	10	16		Light brown, moist, medium dense, fine to coarse SAND, trace gravel, trace silt.	GP303221 A-1-U, SP WC=16.5%	5.0-10.0	24/18	10.00 - 12.00	12/6/5/5	11	18		Light brown, moist, medium dense, fine to coarse SAND, trace gravel, trace silt.	GP303222 A-1-U, SP WC=16.5%
Depth (ft.)	Sample No.	Pen. (lb./in.)	Blow (1/8 in. Shear Strength or 100 lb. SPT)	Moisture (%)	Grain Size	Classification	Remarks	Laboratory Testing Results																																	
0-0.5	24/15	0.00 - 2.00	2/2/2/2	4	7	HA	Brown, damp, loose, fine to coarse SAND, trace silt, trace gravel, (F111).	GP303222 A-1-U, SP WC=10.7%																																	
3.0-5.0	24/19	5.00 - 7.00	5/5/5/5	10	16		Light brown, moist, medium dense, fine to coarse SAND, trace gravel, trace silt.	GP303221 A-1-U, SP WC=16.5%																																	
5.0-10.0	24/18	10.00 - 12.00	12/6/5/5	11	18		Light brown, moist, medium dense, fine to coarse SAND, trace gravel, trace silt.	GP303222 A-1-U, SP WC=16.5%																																	
<p>Bottom of Exploration at 12.0 feet below ground surface. NO REFUSA.</p>																																									
<p>Auto Hammer #377</p>																																									

Maine Department of Transportation		Project: Route 25 Roundabout		Boring No.: HB-STAN-110																																					
Soil/Book, Exploration Log		Location: Standish, Maine		WIN: 20210.00																																					
Driller:	Northern Test Boring	Elevation (ft.):	302.5	Auger ID/OD:	2.25-6.75"																																				
Operator:	Mike/Lan	Datum:	NAVD83	Sampler:	Standard Split Spoon																																				
Logged By:	B. W. Loder	Rig Type:	Disc/Ch D-50	Home Wt./Fall:	140#/30"																																				
Date Start/Finish:	3/5/2018 am	Drilling Method:	Rollow Stem Auger	Core Barrel:	N/A																																				
Boring Location:	30459.9, 3.3 ft Rt.	Coring ID/OD:	N/A	Water Level:	None Observed																																				
Home Efficiency Factor:	0.977	Home Type:	Automatic <input type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>																																						
<p>Soils Information</p> <table border="1"> <thead> <tr> <th>Depth (ft.)</th> <th>Sample No.</th> <th>Pen. (lb./in.)</th> <th>Blow (1/8 in. Shear Strength or 100 lb. SPT)</th> <th>Moisture (%)</th> <th>Grain Size</th> <th>Classification</th> <th>Remarks</th> <th>Laboratory Testing Results</th> </tr> </thead> <tbody> <tr> <td>0-0.5</td> <td>24/11</td> <td>0.00 - 3.00</td> <td>2/1/2/2</td> <td>3</td> <td>5</td> <td>HA</td> <td>Reddish-brown, moist, loose, fine to coarse SAND, trace silt, trace gravel, roots, (F111).</td> <td>GP303129 A-1-U, SP WC=11.9%</td> </tr> <tr> <td>3.0-5.0</td> <td>24/16</td> <td>5.00 - 7.00</td> <td>4/5/5/5</td> <td>10</td> <td>16</td> <td></td> <td>Light brown, moist, medium dense, fine to coarse SAND, trace gravel, trace silt.</td> <td>GP303130 A-1-U, SP WC=16.5%</td> </tr> <tr> <td>5.0-10.0</td> <td>24/11</td> <td>10.00 - 12.00</td> <td>4/5/5/5</td> <td>10</td> <td>16</td> <td></td> <td>Light brown, moist, medium dense, fine to coarse SAND, trace silt, trace gravel.</td> <td>GP303131 A-1-U, SP WC=11.6%</td> </tr> </tbody> </table>						Depth (ft.)	Sample No.	Pen. (lb./in.)	Blow (1/8 in. Shear Strength or 100 lb. SPT)	Moisture (%)	Grain Size	Classification	Remarks	Laboratory Testing Results	0-0.5	24/11	0.00 - 3.00	2/1/2/2	3	5	HA	Reddish-brown, moist, loose, fine to coarse SAND, trace silt, trace gravel, roots, (F111).	GP303129 A-1-U, SP WC=11.9%	3.0-5.0	24/16	5.00 - 7.00	4/5/5/5	10	16		Light brown, moist, medium dense, fine to coarse SAND, trace gravel, trace silt.	GP303130 A-1-U, SP WC=16.5%	5.0-10.0	24/11	10.00 - 12.00	4/5/5/5	10	16		Light brown, moist, medium dense, fine to coarse SAND, trace silt, trace gravel.	GP303131 A-1-U, SP WC=11.6%
Depth (ft.)	Sample No.	Pen. (lb./in.)	Blow (1/8 in. Shear Strength or 100 lb. SPT)	Moisture (%)	Grain Size	Classification	Remarks	Laboratory Testing Results																																	
0-0.5	24/11	0.00 - 3.00	2/1/2/2	3	5	HA	Reddish-brown, moist, loose, fine to coarse SAND, trace silt, trace gravel, roots, (F111).	GP303129 A-1-U, SP WC=11.9%																																	
3.0-5.0	24/16	5.00 - 7.00	4/5/5/5	10	16		Light brown, moist, medium dense, fine to coarse SAND, trace gravel, trace silt.	GP303130 A-1-U, SP WC=16.5%																																	
5.0-10.0	24/11	10.00 - 12.00	4/5/5/5	10	16		Light brown, moist, medium dense, fine to coarse SAND, trace silt, trace gravel.	GP303131 A-1-U, SP WC=11.6%																																	
<p>Bottom of Exploration at 12.0 feet below ground surface. NO REFUSA.</p>																																									
<p>Auto Hammer #377</p>																																									

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
20210.00
WIN
020210.00
HIGHWAY PLANS



DATE: 7/10/2018
P.E. NUMBER: 7120
SIGNATURE: Kathleen Maguire

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGNED-DETAILED	DESIGNED-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
E. MARTIN	T. WOLF	T. WHITE	K. MAGUIRE	T. WHITE					

STANDISH
ROUTE 25
BORING LOGS

SHEET NUMBER
17
OF 68

Date: 8/21/2018

Username:

Division:

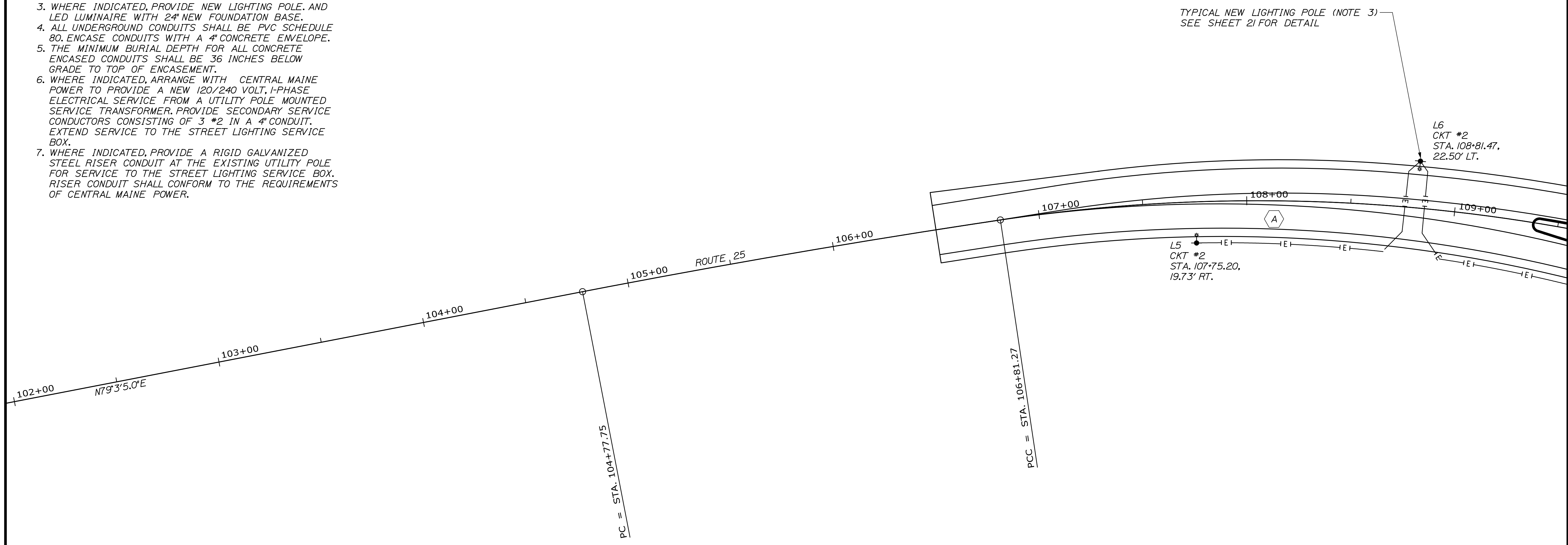
Filename: 018_Lighting Plan 1.dgn

PROJECT NOTES

- SEE CIVIL PLANS FOR EXISTING UNDERGROUND AND OVERHEAD UTILITY INFORMATION. THE CONTRACTOR SHALL VERIFY ACTUAL CONDITIONS ON SITE AND SHALL COORDINATE ALL EXCAVATION WORK WITH EXISTING UTILITIES.
- WHERE INDICATED, PROVIDE NEW WEATHERPROOF ELECTRICAL SERVICE BOX WITH PANEL 'P' INSIDE. PANEL SHALL BE RATED 120/240 VOLTS, 1-PHASE, 3-WIRE, 100-AMPERES. PROVIDE THE FOLLOWING CIRCUIT BREAKERS FOR NEW STREET LIGHTING CIRCUITS:
 CKT #1 - 20A/2P
 CKT #2 - 20A/2P
 CKT #3 - 20A/2P
 CKT #4 - 20A/2P
 CKT #5 - 20A/2P
- WHERE INDICATED, PROVIDE NEW LIGHTING POLE AND LED LUMINAIRE WITH 24" NEW FOUNDATION BASE.
- ALL UNDERGROUND CONDUITS SHALL BE PVC SCHEDULE 80. ENCASE CONDUITS WITH A 4" CONCRETE ENVELOPE.
- THE MINIMUM BURIAL DEPTH FOR ALL CONCRETE ENCASED CONDUITS SHALL BE 36 INCHES BELOW GRADE TO TOP OF ENCASEMENT.
- WHERE INDICATED, ARRANGE WITH CENTRAL MAINE POWER TO PROVIDE A NEW 120/240 VOLT, 1-PHASE ELECTRICAL SERVICE FROM A UTILITY POLE MOUNTED SERVICE TRANSFORMER. PROVIDE SECONDARY SERVICE CONDUCTORS CONSISTING OF 3 #2 IN A 4" CONDUIT. EXTEND SERVICE TO THE STREET LIGHTING SERVICE BOX.
- WHERE INDICATED, PROVIDE A RIGID GALVANIZED STEEL RISER CONDUIT AT THE EXISTING UTILITY POLE FOR SERVICE TO THE STREET LIGHTING SERVICE BOX. RISER CONDUIT SHALL CONFORM TO THE REQUIREMENTS OF CENTRAL MAINE POWER.

WIRING NOTES

- A 2 #4, 1 #6 GND, 1 1/2" CDT.
- B 4 #4, 2 #6 GND, 1 1/2" CDT.
- C 3 #2, 1 #4 GND, 2 1/2" CDT.



TYPICAL NEW LIGHTING POLE (NOTE 3)
SEE SHEET 21 FOR DETAIL

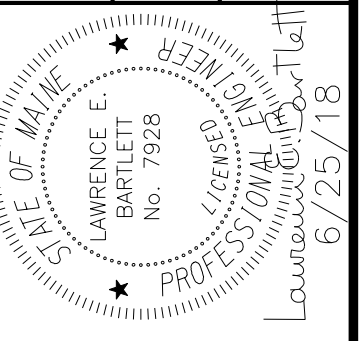
L6
CKT #2
STA. 108+81.47,
22.50' LT.

L5
CKT #2
STA. 107+75.20,
19.73' RT.

PC = STA. 104+77.75

PCC = STA. 106+81.27

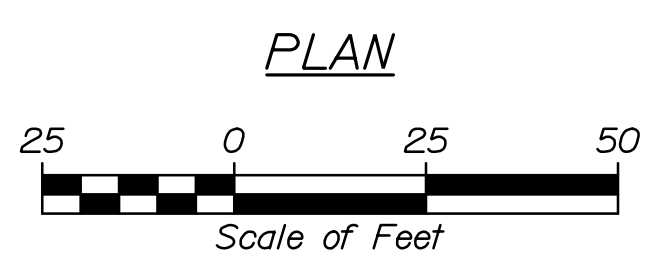
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 STP-2021(000)X
 WIN 020210.00
 HIGHWAY PLANS



PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harf	L. Driscoll	8/18
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

STANDISH
 RTE 25, MANCHESTER RD., SACO RD.
 LIGHTING PLANS

SHEET NUMBER
 18
 OF 68

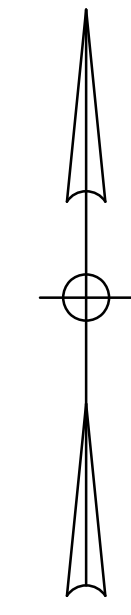
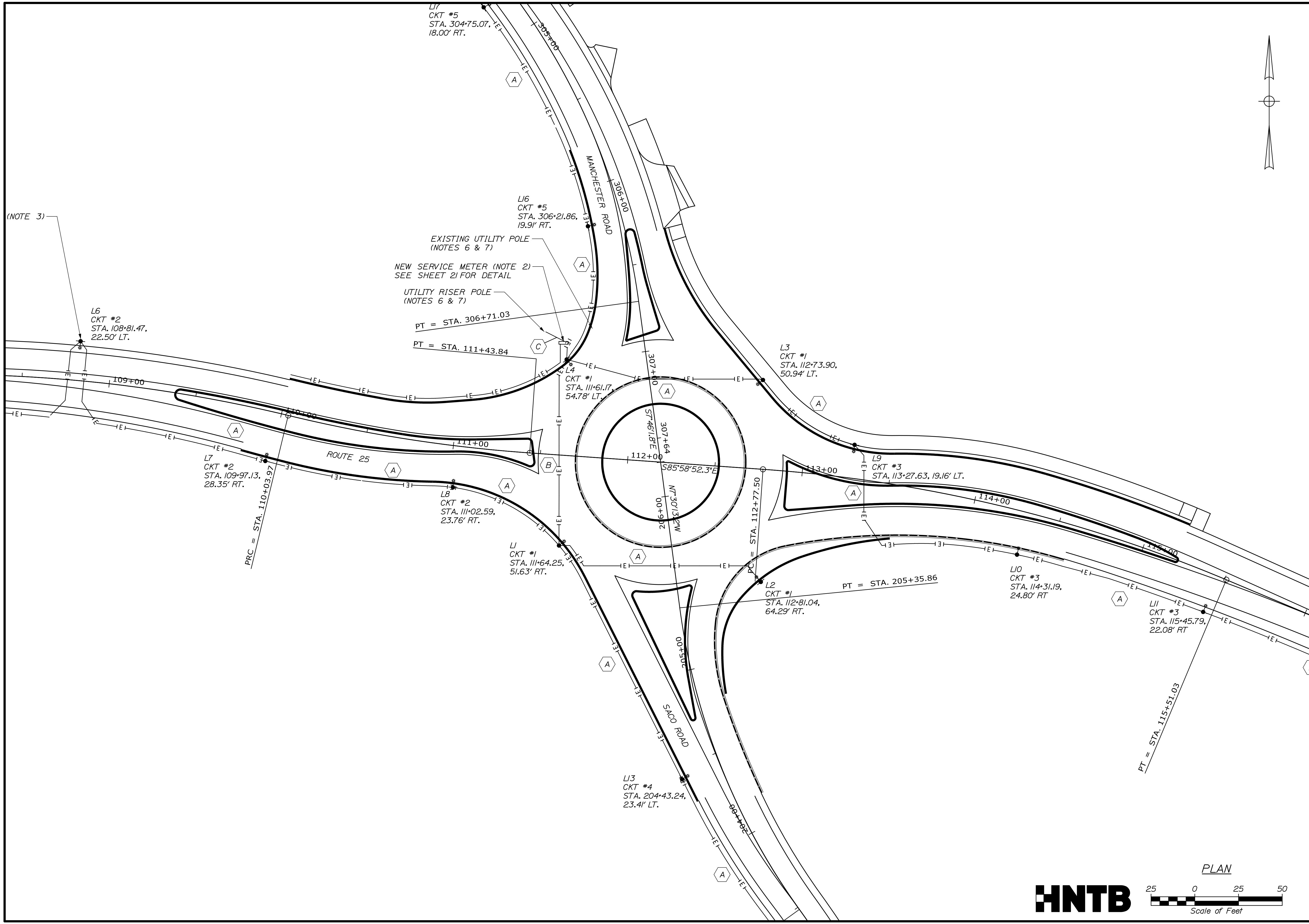


Date: 8/21/2018

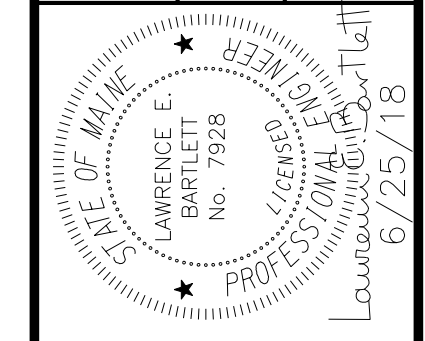
Username:

Division:

Filename: 019_Lighting Plan 2.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X
WIN 020210.00
HIGHWAY PLANS

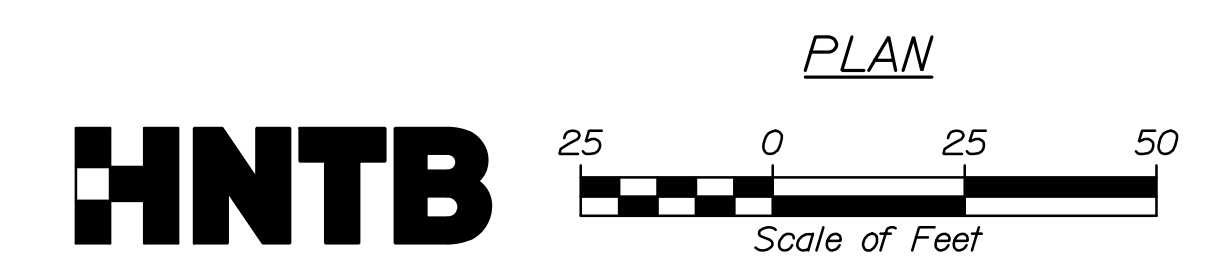


SIGNATURE
7928
P.E. NUMBER
6/25/18
DATE

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harf	L. Driscoll	8/18
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
LIGHTING PLANS

SHEET NUMBER
19
OF 68

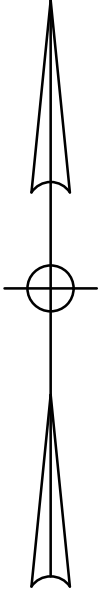
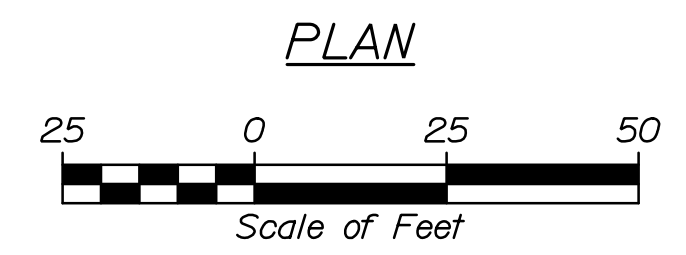
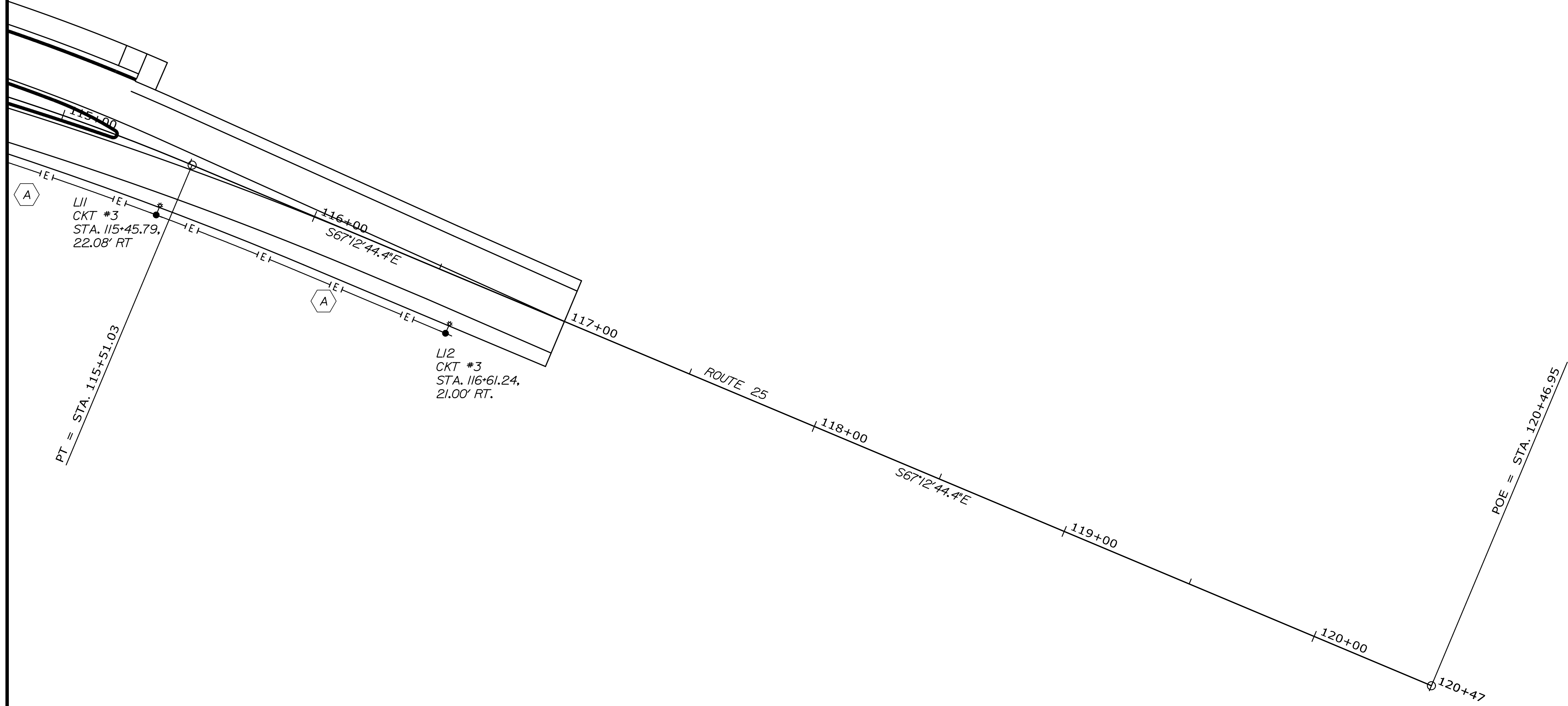


Filename: 020_Lighting Plan 3.dgn

Division: 020

Username: User

Date: 8/21/2018



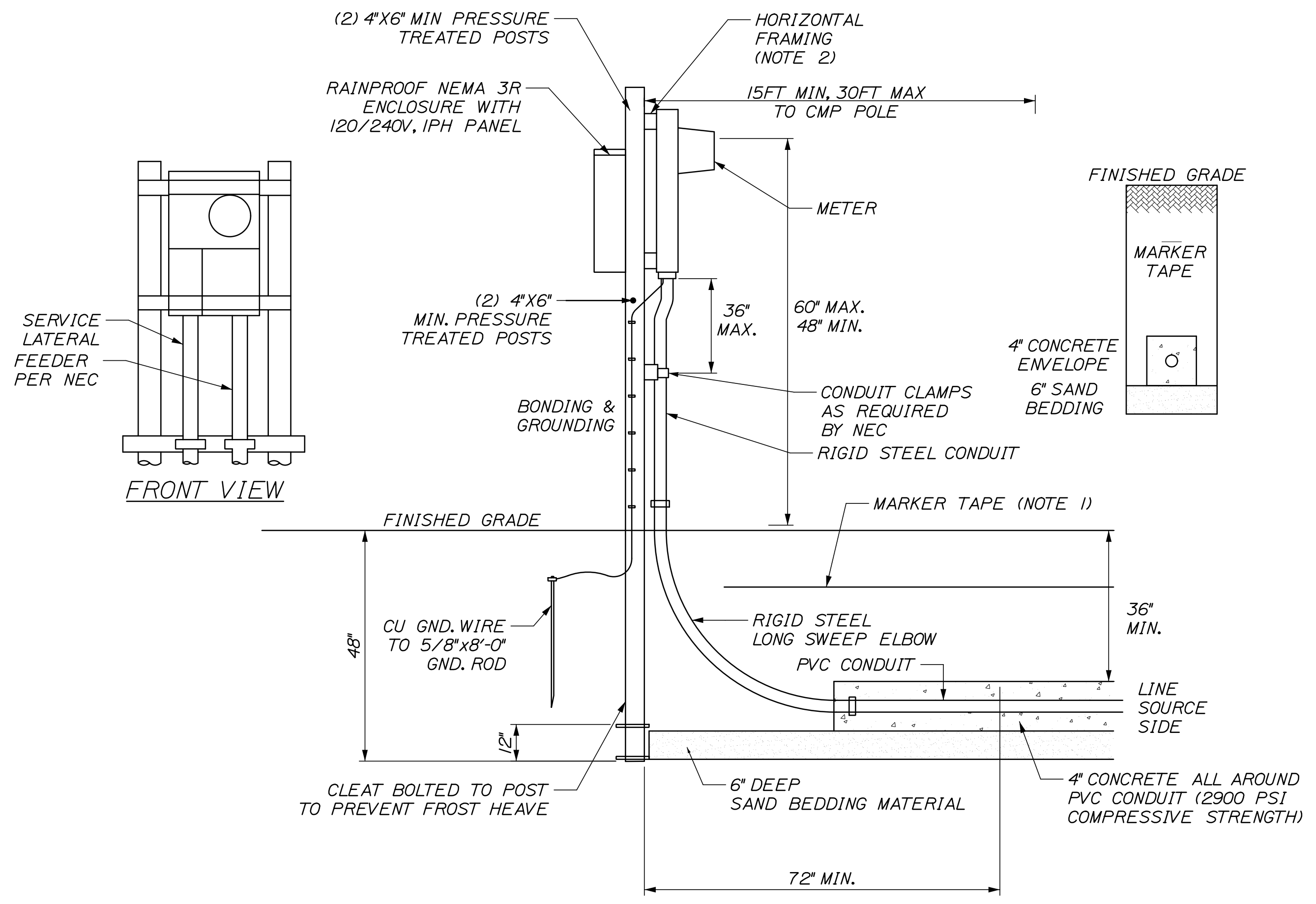
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STP-2021(000)X	
STANDISH RTE 25, MANCHESTER RD., SACO RD.		LIGHTING PLANS	
SHEET NUMBER		HIGHWAY PLANS	
20		WIN 020210.00	
OF 68		6/25/18	

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Hoff	L. Driscoll	8/18
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

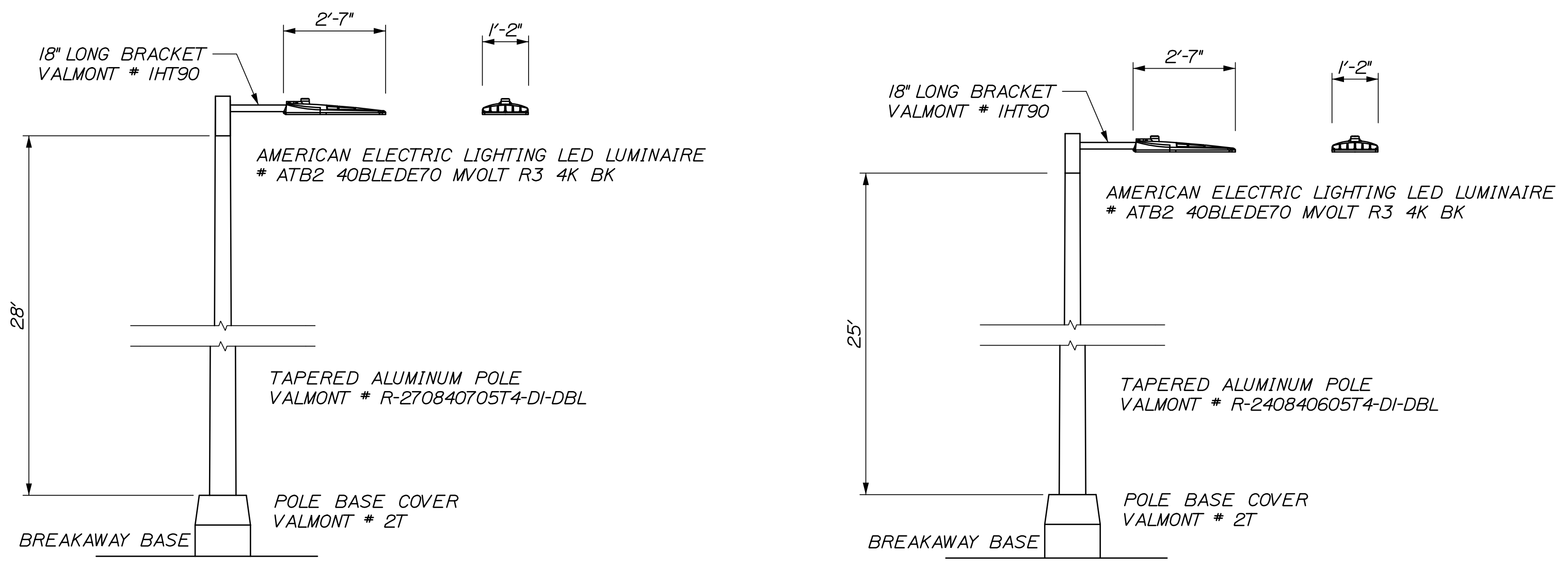
SIGNATURE	P.E. NUMBER
LAWRENCE E. No. 7928	7928
DATE	DATE
6/25/18	6/25/18

POST MOUNTED ELECTRICAL PANEL & SERVICE METER NOTES:

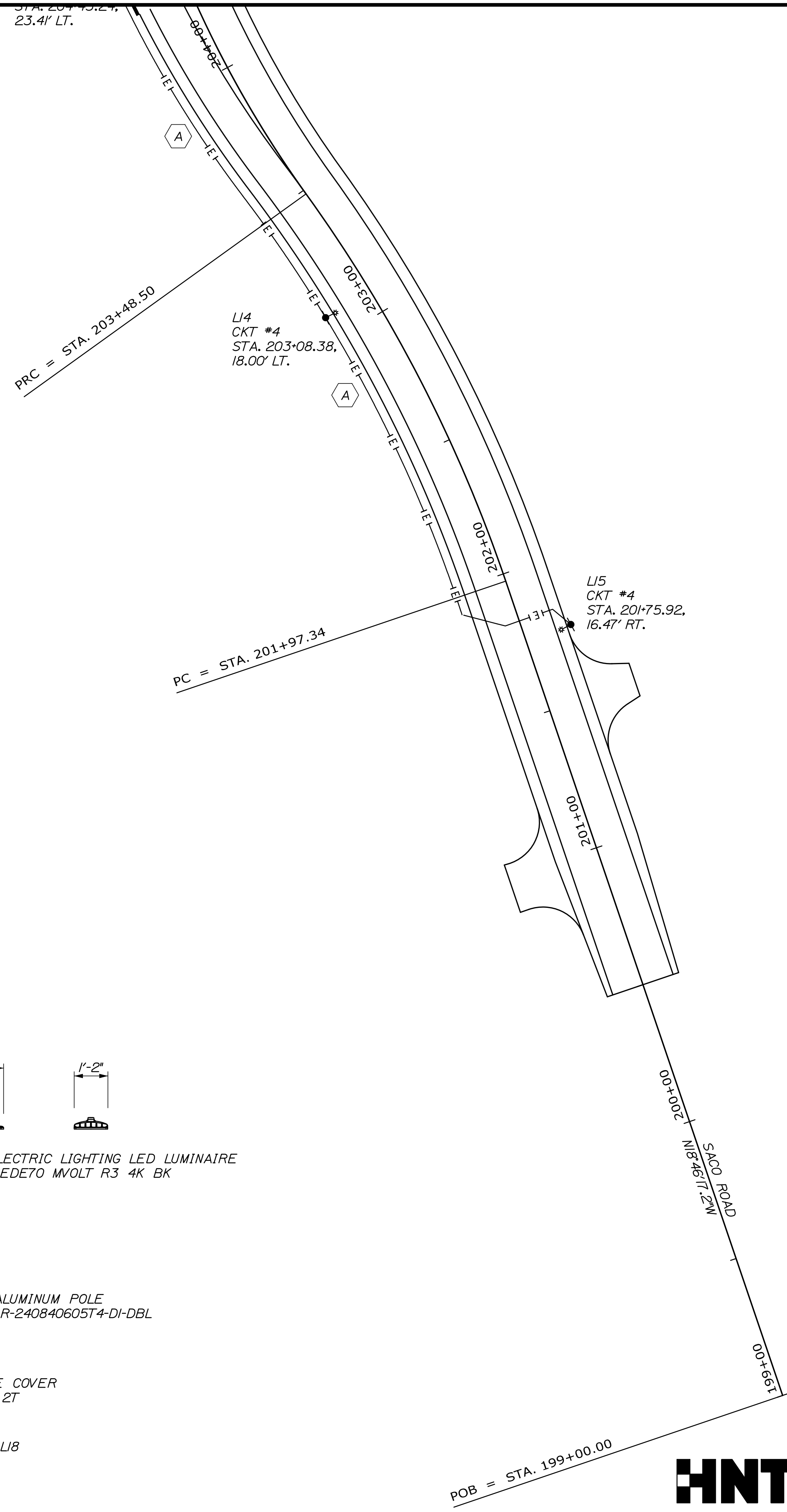
1. A 6" SAND BEDDING CONTAINING NO ROCKS SHALL BE PLACED BELOW THE SERVICE CONDUIT. THE BEDDING AND BACKFILL SHALL BE FREE OF ROOTS, STUMPS AND OTHER DEBRIS. A PLASTIC 'ELECTRIC' MARKER TAPE SHALL BE INSTALLED APPROXIMATELY 12" BELOW GRADE (AND BETWEEN 14" AND 20" ABOVE THE SERVICE CONDUIT CONCRETE ENVELOPE).
2. THE HORIZONTAL FRAMING SHALL BE 1-5/8" X 1-5/8" GA MIN GALV OR 'GOLDDGUARD' (OR EQUIVALENT) STEEL CHANNEL/STRUT.



ELECTRICAL SERVICE BOX DETAIL
N.T.S



LIGHTING POLE DETAILS
N.T.S



HNTB **PLAN**
Scale of Feet

Date: 8/21/2018

Username:

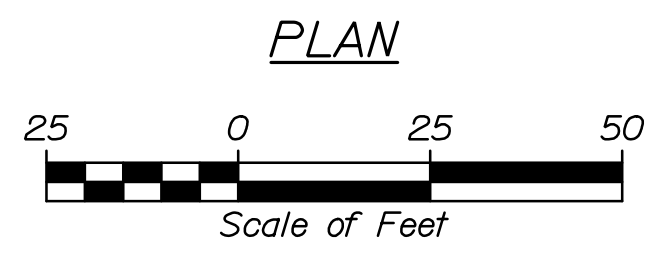
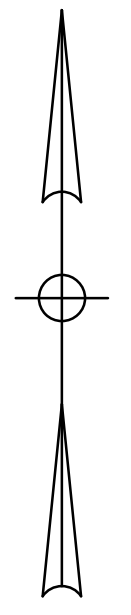
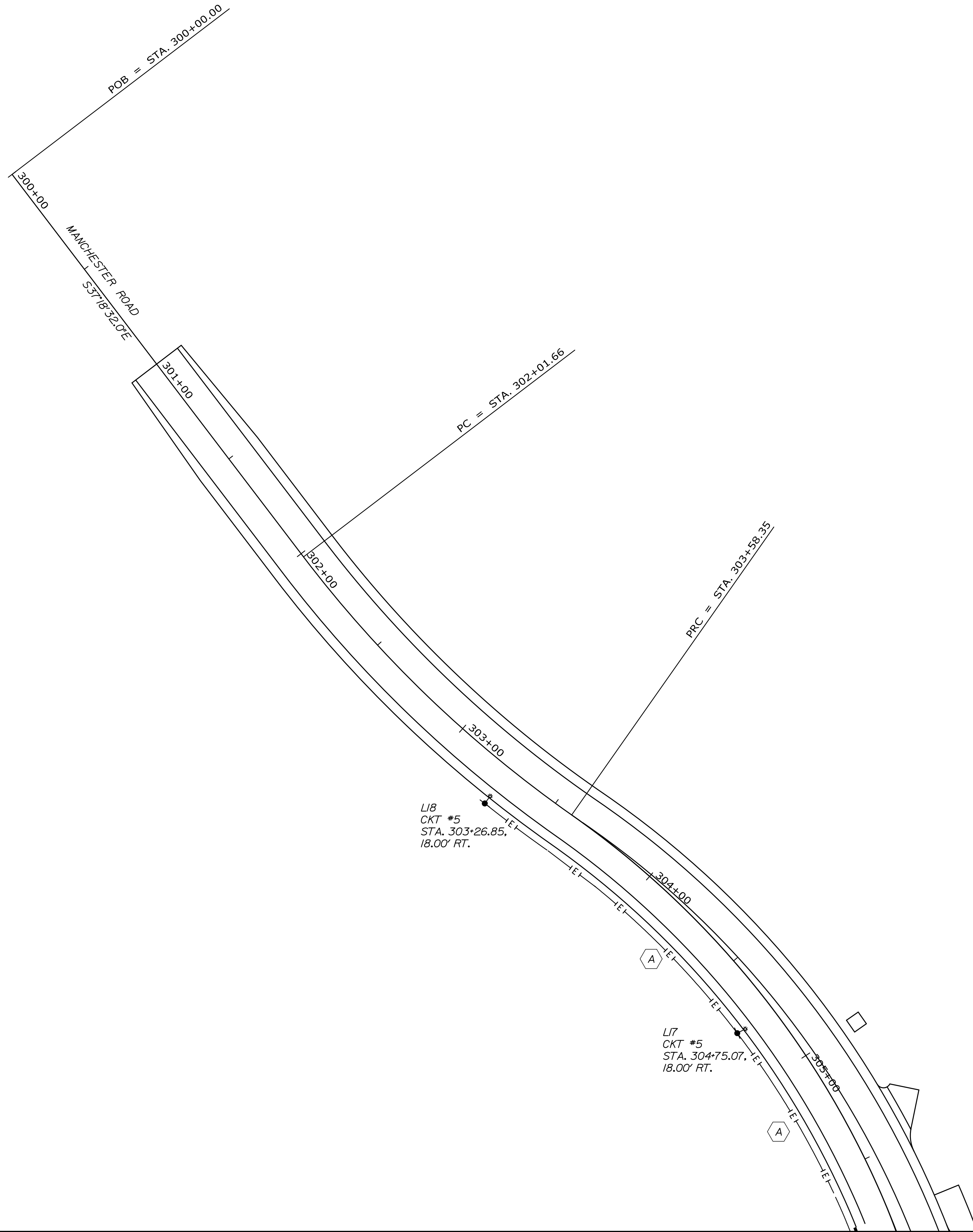
Division:

Filename: 021_Lighting Plan 4.dgn

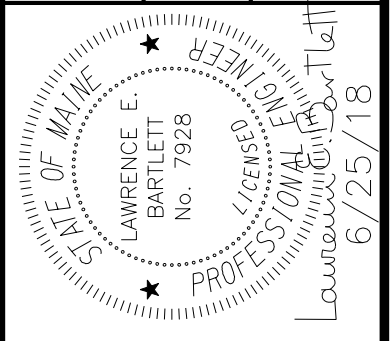
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STP-2021(000)X		WIN 020210.00		HIGHWAY PLANS	
		SIGNATURE 7928		P.E. NUMBER 6/25/18		DATE 6/25/18	
PROJ. MANAGER	E. MARTIN	BY	A. Sweet	DATE	8/18	DESIGN-DETAILED	A. Sweet
CHECKED-REVIEWED	R. Harf	BY	L. Dreiscoll	DATE	8/18	CHECKED-REVIEWED	L. Dreiscoll
DESIGN-DETAILED	-	BY	-	DATE	-	DESIGN-DETAILED	-
REVISIONS 1	-	BY	-	DATE	-	REVISIONS 1	-
REVISIONS 2	-	BY	-	DATE	-	REVISIONS 2	-
REVISIONS 3	-	BY	-	DATE	-	REVISIONS 3	-
REVISIONS 4	-	BY	-	DATE	-	REVISIONS 4	-
FIELD CHANGES	-	BY	-	DATE	-	FIELD CHANGES	-

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
LIGHTING PLANS

SHEET NUMBER
21
OF 68



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X
WIN 020210.00
HIGHWAY PLANS



SIGNATURE
7928
P.E. NUMBER
6/25/18
DATE

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harf	L. Driscoll	8/18
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
LIGHTING PLANS

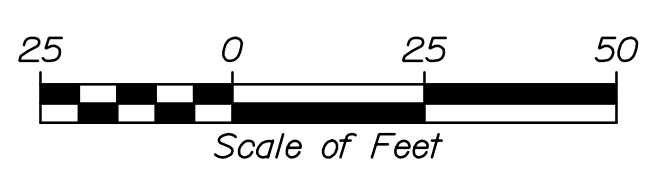
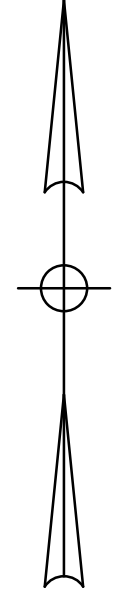
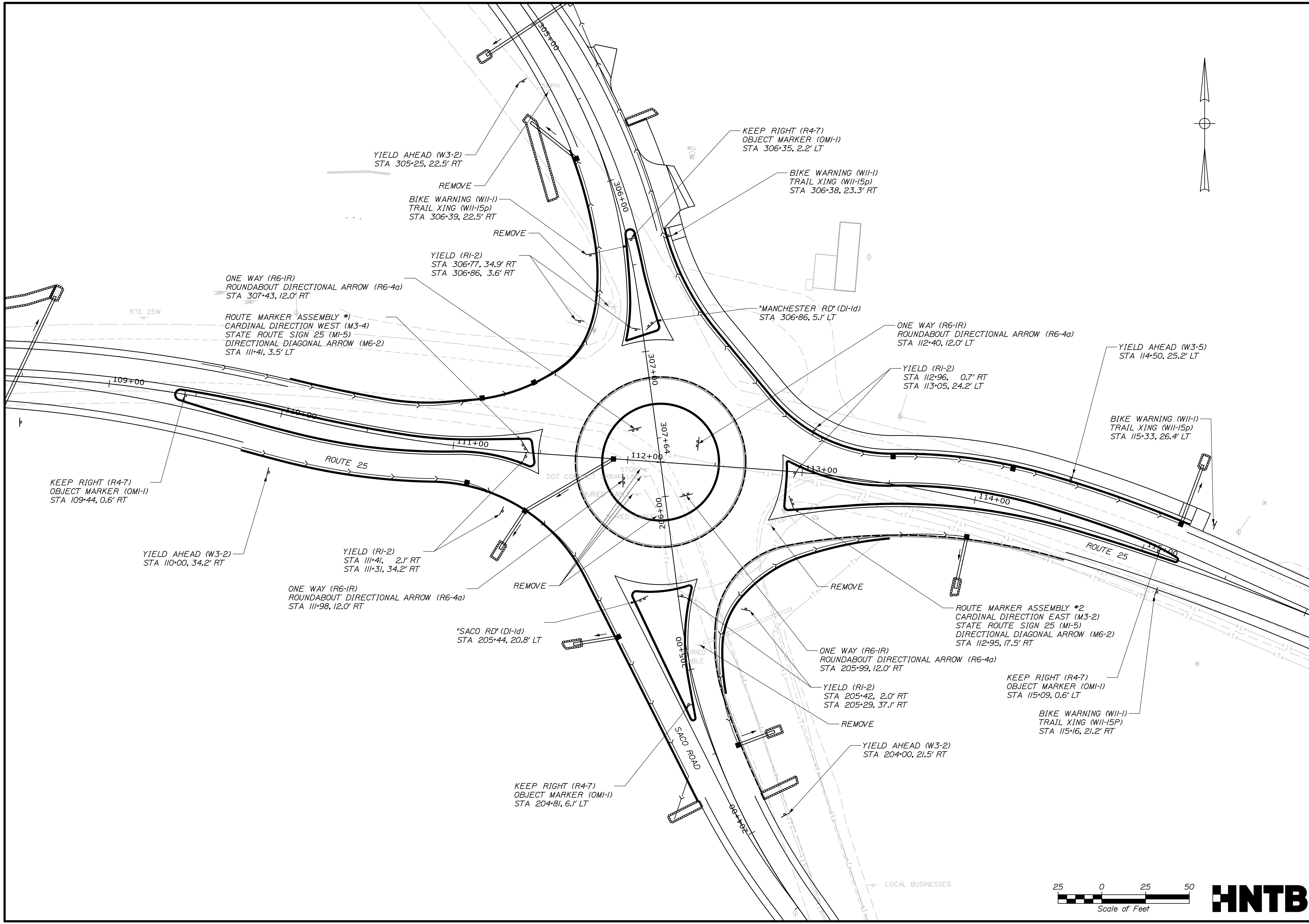
SHEET NUMBER
22
OF 68

Date: 8/10/2018

Username:

Division:

Filename: 023_Signing 01.dgn



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STP-2021(000)X	
SIGNING PLANS		WIN 020210.00 HIGHWAY PLANS	
PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harf	L. Dreccoll	8/18
DESIGNS-DETAILED	-	-	-
DESIGNS-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-
		SIGNATURE	P.E. NUMBER
		DATE	DATE
STANDISH RTE 25, MANCHESTER RD., SACO RD.		SHEET NUMBER	
23		OF 68	

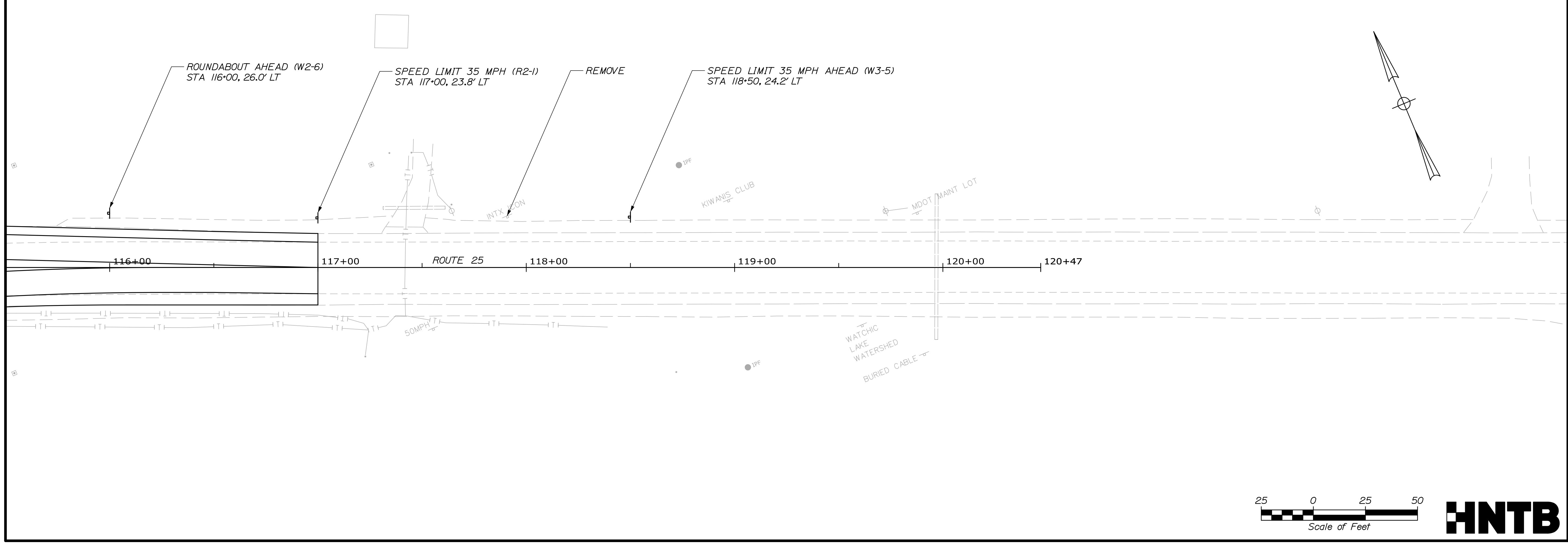
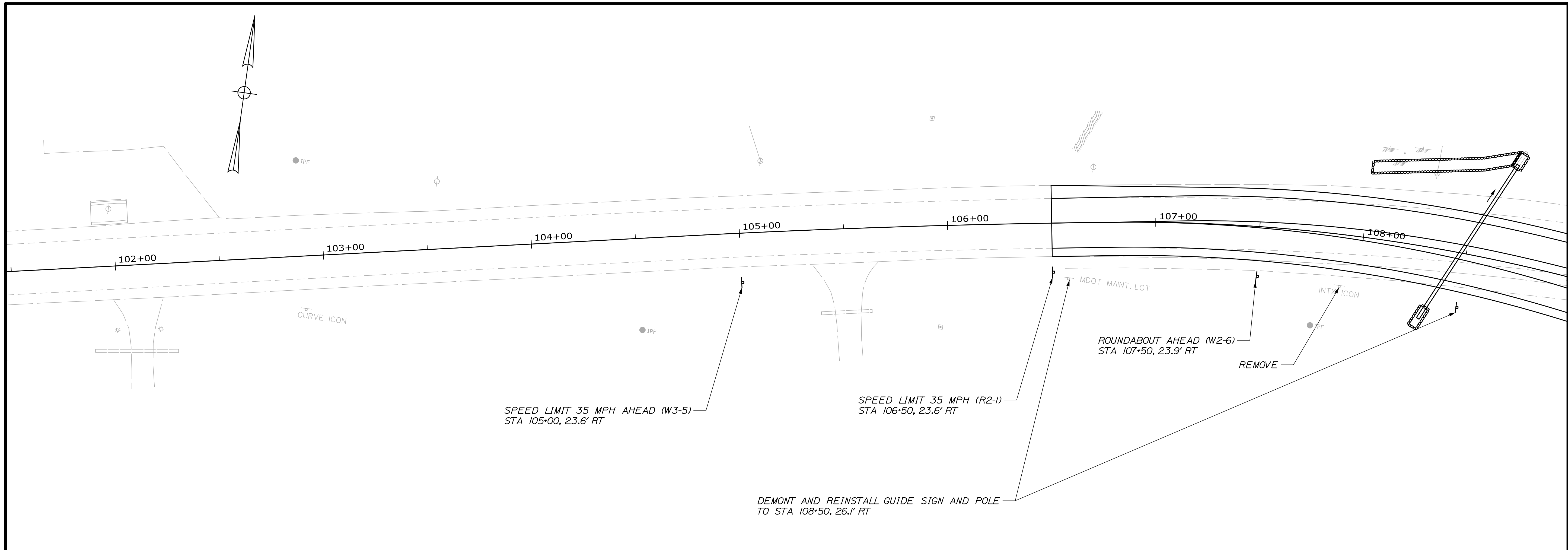


Date: 8/10/2018

Username:

Division:

Filename: 024_Signing 02.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X
WIN 020210.00
HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harf	L. Driscoll	8/18
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE	P.E. NUMBER	DATE

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
SIGNING PLANS

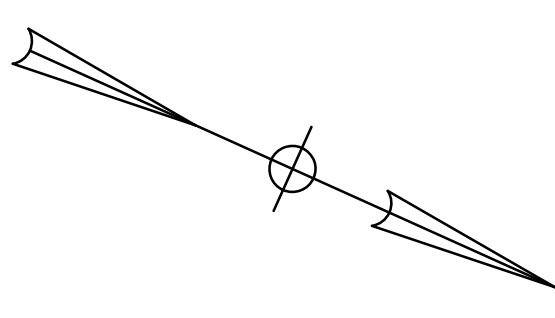
SHEET NUMBER
24
OF 68

Date: 8/10/2018

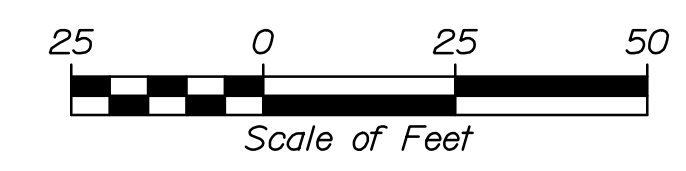
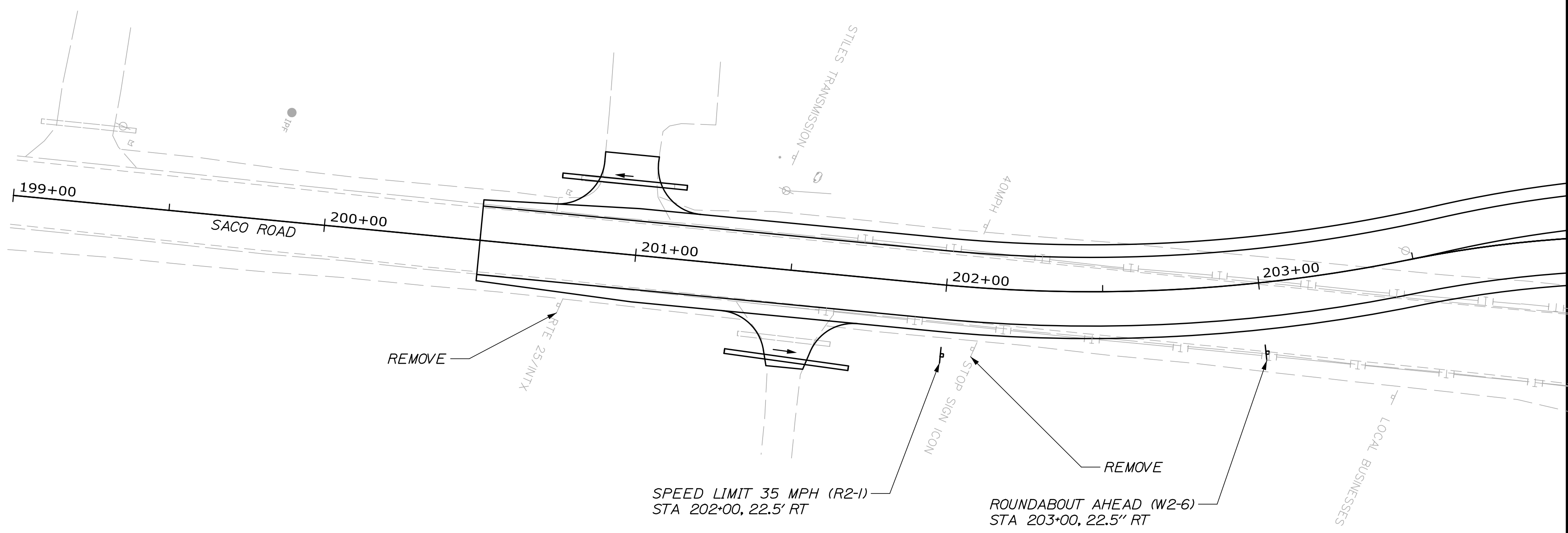
Username:

Division:

Filename: 025_Signing_03.dgn



441



SHEET NUMBER

25

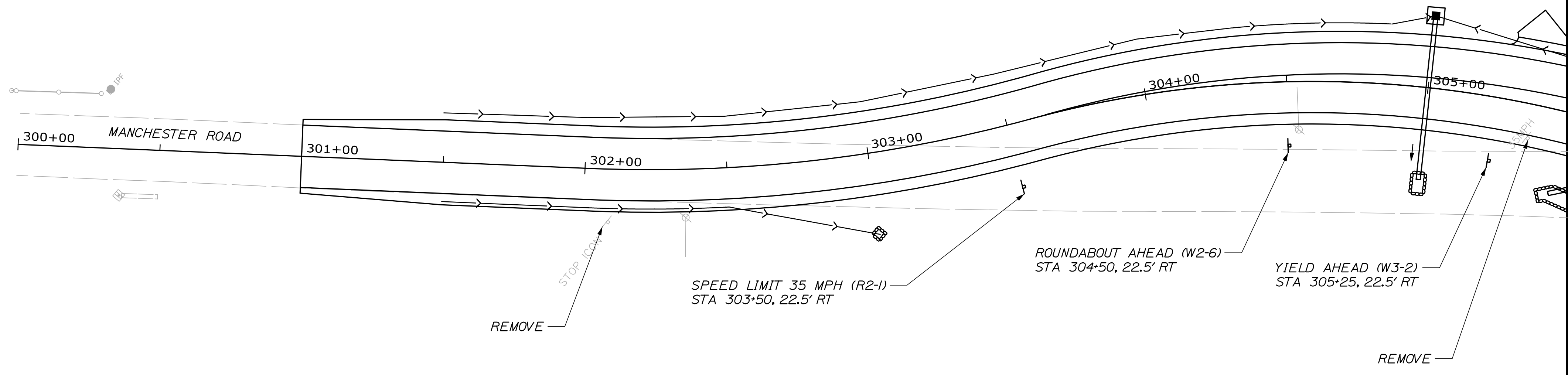
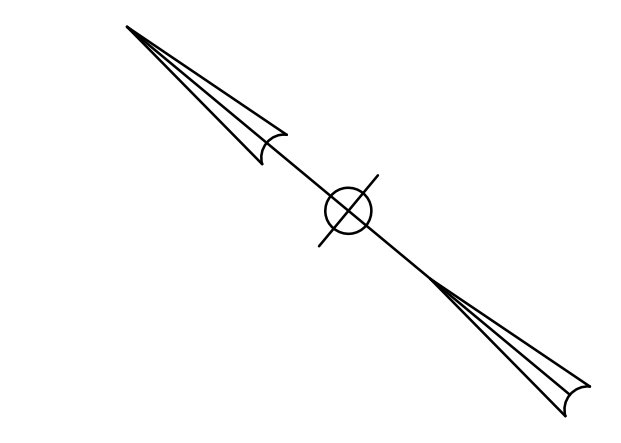
OF 68

STANDISH
 RTE 25, MANCHESTER RD., SACO RD.
 SIGNING PLANS

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harf	L. Driscoll	8/18
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE
 P.E. NUMBER
 DATE

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 STP-2021(000)X
 WIN
 020210.00
 HIGHWAY PLANS



PROPOSED SIGN SUMMARY

ITEM NUMBER	IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		TOTAL AREA IN SQUARE FEET	POST
		WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND BORDER		
645.291	DI-1d	66"	18"	Saco Rd ↗	TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			1	COLORS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"		8.25 (8.25)	WOOD POST
645.291	DI-1d	96"	18"	Manchester Rd ↗				1			12.00 (12.00)	WOOD POST
645.292	MI-5	24"	24"	25				2			4.00 (8.00)	METAL POST
645.292	M3-2	24"	12"	EAST				1			2.00 (2.00)	MOUNT ABOVE MI-5
645.292	M3-4	24"	12"	WEST				1			2.00 (2.00)	MOUNT ABOVE MI-5
645.292	M6-2	21"	15"	↗				2			2.19 (4.38)	MOUNT BELOW MI-5
645.292	OMI-1	18"	18"	•••••				2			2.25 (9.00)	MOUNT BELOW R4-7
645.292	RI-2	36"	36"	YIELD				4			4.5 (18.00)	METAL POST
645.292	R2-1	24"	30"	SPEED LIMIT 35				4			5.00 (20.00)	WOOD POST
645.292	R4-7	24"	30"	↗				4			5.00 (20.00)	WOOD POST
645.292	R6-1R	36"	12"	ONE WAY				4			3.00 (12.00)	WOOD POST
645.292	R6-4a	48"	24"	▶▶▶▶				4			8.00 (32.00)	WOOD POST
645.292	W2-6	30"	30"	↻				4			6.25 (25.00)	WOOD POST

ITEM NUMBER	IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		TOTAL AREA IN SQUARE FEET	POST
		WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND BORDER		
645.292	W3-2	30"	30"	↕	TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			4	COLORS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"		6.25 (25.00)	METAL POST
645.292	W3-5	36"	36"	↕ SPEED LIMIT 35				2			9.00 (18.00)	WOOD POST
645.292	WII-1	30"	30"	🚲				4			6.25 (25.00)	WOOD POST
645.292	WII-15P	24"	18"	TRAIL X-ING				4			3.00 (12.00)	MOUNT BELOW WII-1

SIGN SUMMARY NOTES:

1. PROPOSED SIGN LOCATIONS ARE APPROXIMATE. THE FINAL LOCATION OF THE SIGNS SHALL BE FIELD LOCATED AND APPROVED BY THE RESIDENT.

SIGN ASSEMBLY #1



SIGN ASSEMBLY #2



Date: 8/10/2018

Username:

Division:

Filename: 026_Sign_Summary.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X
WIN 020210.00
HIGHWAY PLANS

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	E-MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Hoff	L. Driscoll	8/18
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
SIGN SUMMARY

SHEET NUMBER

26

OF 68



Date: 8/10/2018

Username:

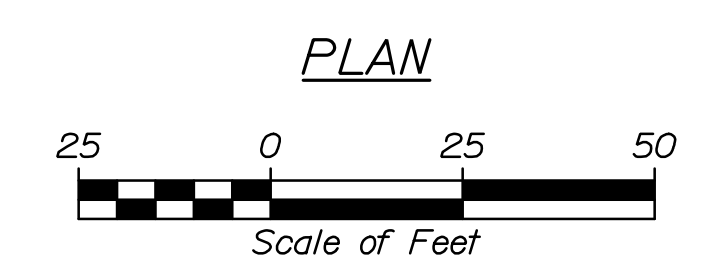
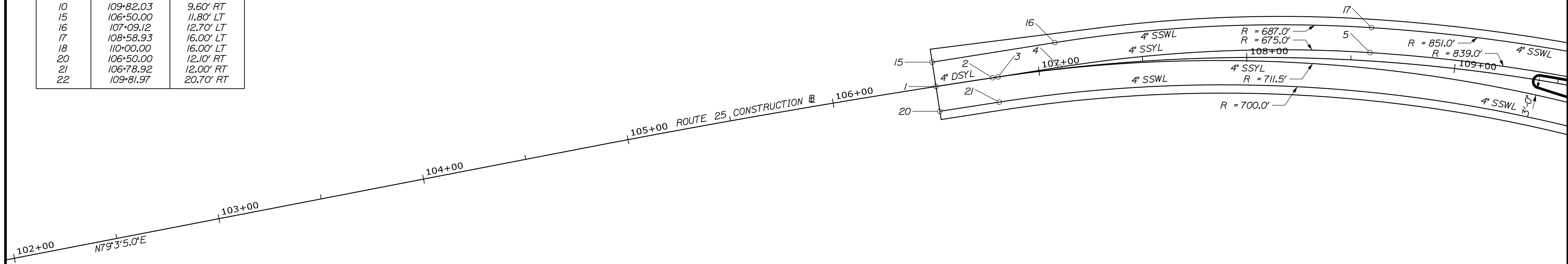
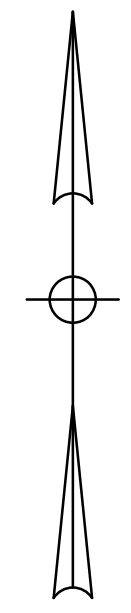
Division:

Filename: 027_Striping 1.dgn

LEGEND	NOTES
DSYL: DOUBLE SOLID YELLOW LINE	
SBWL: SINGLE BROKEN WHITE LINE 2' LENGTH - 2' GAP	
SSWL: SINGLE SOLID WHITE LINE	
SSYL: SINGLE SOLID YELLOW LINE	ALL STRIPING ADJACENT TO ISLANDS SHALL BE A DISTANCE OF 1' FROM CURB UNLESS OTHERWISE NOTED ON THE PLANS

POINT TO POINT	TYPE
1 - 2 - 3	4" DSYL
3 - 4 - 5 - 6	4" SSYL
3 - 10	4" SSYL
15 - 16 - 17 - 18	4" SSWL
20 - 21 - 22	4" SSWL

POINT	STATION	OFFSET
1	106+50.00	0.00'
2	106+77.53	0.00'
3	106+80.15	0.00'
4	107+10.11	0.80' LT
5	108+58.93	4.00' LT
6	110+03.97	4.00' LT
10	109+82.03	9.60' RT
15	106+50.00	11.80' LT
16	107+09.12	12.70' LT
17	108+58.93	16.00' LT
18	110+00.00	16.00' LT
20	106+50.00	12.10' RT
21	106+78.92	12.00' RT
22	109+81.97	20.70' RT



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STP-2021(000)X	
WIN 020210.00		HIGHWAY PLANS	
PROJ. MANAGER E. MARTIN	BY A. Sweet	DATE 8/18	SIGNATURE
CHECKED-REVIEWED A. Sweet	BY L. Dreccoll	DATE 8/18	SIGNATURE
DESIGN-DETAILED	BY	DATE	SIGNATURE
DESIGN-REVIEWED	BY	DATE	SIGNATURE
DESIGN-DETAILED	BY	DATE	SIGNATURE
REVISIONS 1	BY	DATE	P.E. NUMBER
REVISIONS 2	BY	DATE	P.E. NUMBER
REVISIONS 3	BY	DATE	P.E. NUMBER
REVISIONS 4	BY	DATE	P.E. NUMBER
FIELD CHANGES	BY	DATE	P.E. NUMBER
STANDISH RTE 25, MANCHESTER RD., SACO RD. STRIPING PLANS			
SHEET NUMBER 27 OF 68			

Date: 8/10/2018

Username:

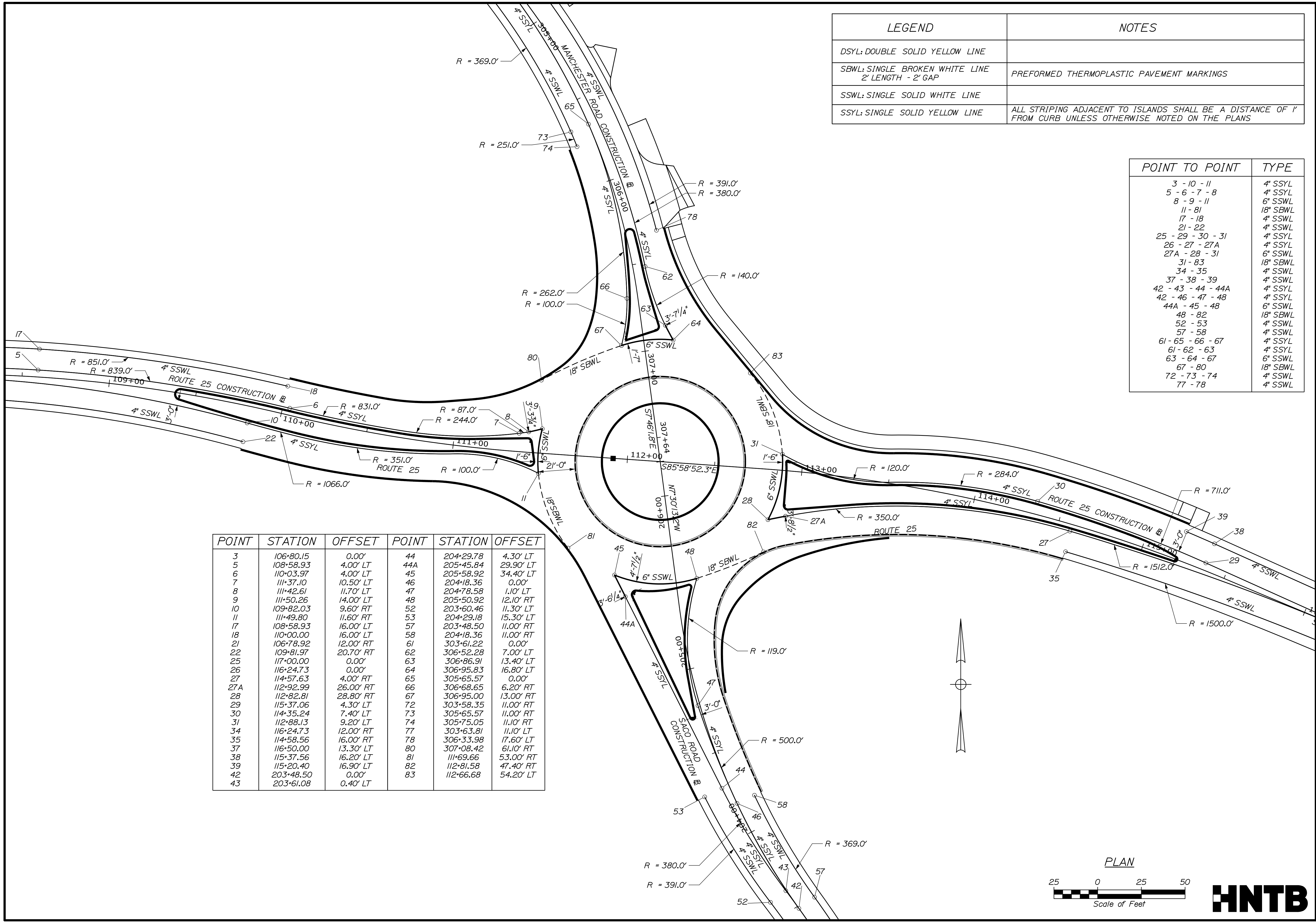
Division:

Filename: 028_Striping 2.dgn

LEGEND	NOTES
DSYL: DOUBLE SOLID YELLOW LINE	
SBWL: SINGLE BROKEN WHITE LINE 2' LENGTH - 2' GAP	PREFORMED THERMOPLASTIC PAVEMENT MARKINGS
SSWL: SINGLE SOLID WHITE LINE	
SSYL: SINGLE SOLID YELLOW LINE	ALL STRIPING ADJACENT TO ISLANDS SHALL BE A DISTANCE OF 1' FROM CURB UNLESS OTHERWISE NOTED ON THE PLANS

POINT TO POINT	TYPE
3 - 10 - 11	4" SSYL
5 - 6 - 7 - 8	4" SSYL
8 - 9 - 11	6" SSWL
11 - 81	18" SBWL
17 - 18	4" SSWL
21 - 22	4" SSWL
25 - 29 - 30 - 31	4" SSYL
26 - 27 - 27A	4" SSYL
27A - 28 - 31	6" SSWL
31 - 83	18" SBWL
34 - 35	4" SSWL
37 - 38 - 39	4" SSWL
42 - 43 - 44 - 44A	4" SSYL
42 - 46 - 47 - 48	4" SSYL
44A - 45 - 48	6" SSWL
48 - 82	18" SBWL
52 - 53	4" SSWL
57 - 58	4" SSWL
61 - 65 - 66 - 67	4" SSYL
61 - 62 - 63	4" SSYL
63 - 64 - 67	6" SSWL
67 - 80	18" SBWL
72 - 73 - 74	4" SSWL
77 - 78	4" SSWL

POINT	STATION	OFFSET	POINT	STATION	OFFSET
3	106+80.15	0.00'	44	204+29.78	4.30' LT
5	108+58.93	4.00' LT	44A	205+45.84	29.90' LT
6	110+03.97	4.00' LT	45	205+58.92	34.40' LT
7	111+37.10	10.50' LT	46	204+18.36	0.00'
8	111+42.61	11.70' LT	47	204+78.58	1.10' LT
9	111+50.26	14.00' LT	48	205+50.92	12.10' RT
10	109+82.03	9.60' RT	52	203+60.46	11.30' LT
11	111+49.80	11.60' RT	53	204+29.18	15.30' RT
17	108+58.93	16.00' LT	57	203+48.50	11.00' RT
18	110+00.00	16.00' LT	58	204+18.36	11.00' RT
21	106+78.92	12.00' RT	61	303+61.22	0.00'
22	109+81.97	20.70' RT	62	306+52.28	7.00' LT
25	117+00.00	0.00'	63	306+86.91	13.40' LT
26	116+24.73	0.00'	64	306+95.83	16.80' LT
27	114+57.63	4.00' RT	65	305+65.57	0.00'
27A	112+92.99	26.00' RT	66	306+68.65	6.20' RT
28	112+82.81	28.80' RT	67	306+95.00	13.00' RT
29	115+37.06	4.30' LT	72	303+58.35	11.00' RT
30	114+35.24	7.40' LT	73	305+65.57	11.00' RT
31	112+88.13	9.20' LT	74	305+75.05	11.10' RT
34	116+24.73	12.00' RT	77	303+63.81	11.10' LT
35	114+58.56	16.00' RT	78	306+33.98	17.60' LT
37	116+50.00	13.30' LT	80	307+08.42	61.10' RT
38	115+37.56	16.20' LT	81	111+69.66	53.00' RT
39	115+20.40	16.90' LT	82	112+81.58	47.40' RT
42	203+48.50	0.00'	83	112+66.68	54.20' LT
43	203+61.08	0.40' LT			



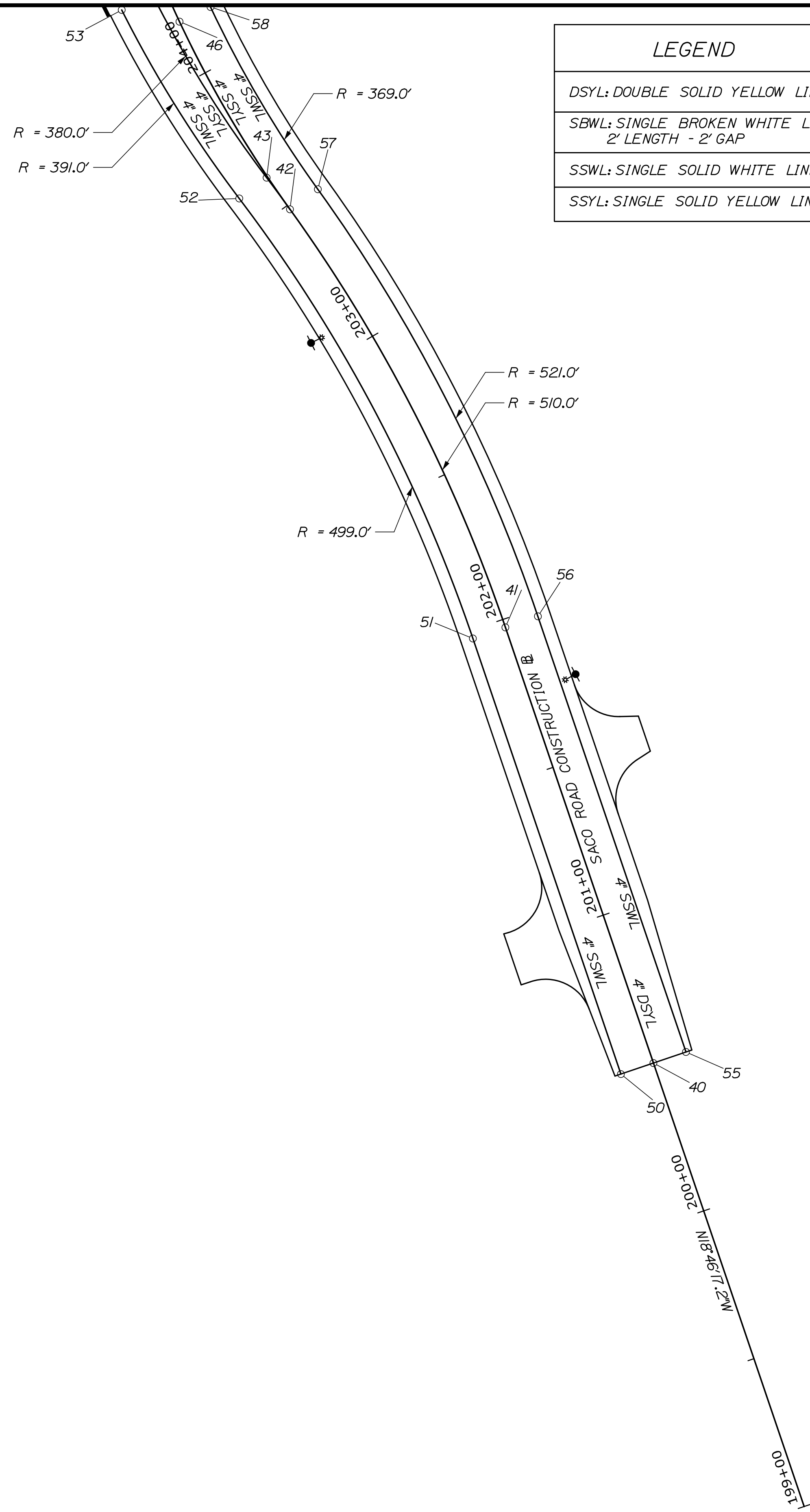
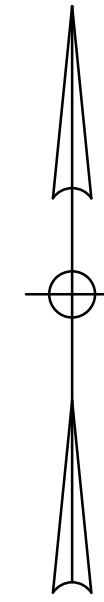
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X
WIN 020210.00
HIGHWAY PLANS

PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	8/18	A. Sweet	8/18
CHECKED-REVIEWED	8/18	L. Dreccoll	8/18
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
STRIPING PLANS

SHEET NUMBER
28
OF 68

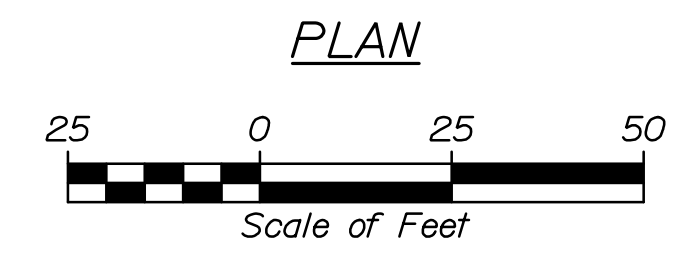
HNTB



LEGEND	NOTES
DSYL: DOUBLE SOLID YELLOW LINE	
SBWL: SINGLE BROKEN WHITE LINE 2' LENGTH - 2' GAP	
SSWL: SINGLE SOLID WHITE LINE	
SSYL: SINGLE SOLID YELLOW LINE	ALL STRIPING ADJACENT TO ISLANDS SHALL BE A DISTANCE OF 1' FROM CURB UNLESS OTHERWISE NOTED ON THE PLANS

POINT TO POINT	TYPE
40 - 41 - 42	4" DSYL
42 - 46	4" SSYL
42 - 43 - 44	4" SSYL
50 - 51 - 52 - 53	4" SSWL
55 - 56 - 57 - 58	4" SSWL

POINT	STATION	OFFSET
40	200+50.00	0.00'
41	201+97.34	0.00'
42	203+48.50	0.00'
43	203+61.08	0.40' LT
44	204+29.78	4.30' LT
46	204+18.36	0.00'
50	200+50.00	11.00' LT
51	201+97.34	11.00' LT
52	203+60.46	11.30' LT
53	204+29.18	15.30' LT
55	200+50.00	11.00' RT
56	201+97.34	11.00' RT
57	203+48.50	11.00' RT
58	204+18.36	11.00' RT



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X
WIN 020210.00
HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harf	L. Driscoll	8/18
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
STRIPING PLANS

SHEET NUMBER
30
OF 68

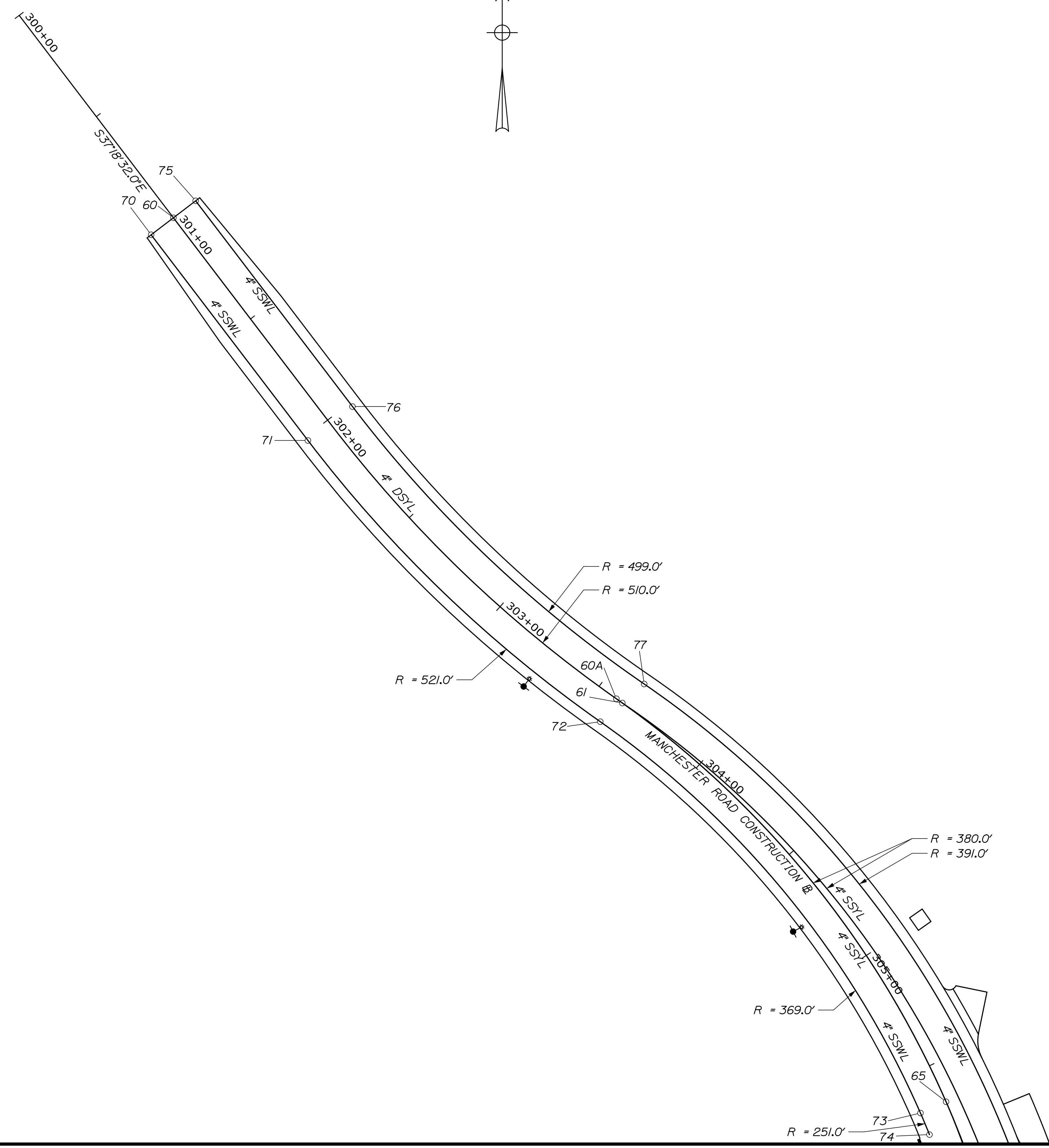
Date: 8/10/2018

Username:

Division:

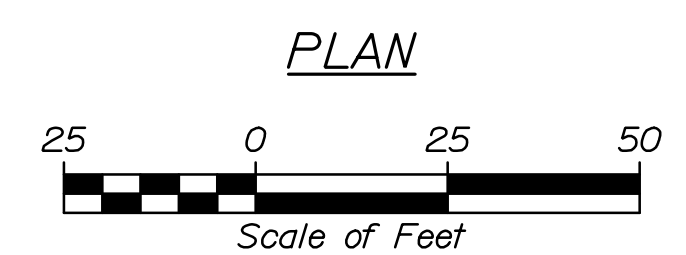
Filename: 031_Stripping 5.dgn

LEGEND	NOTES
DSYL: DOUBLE SOLID YELLOW LINE	
SBWL: SINGLE BROKEN WHITE LINE 2' LENGTH - 2' GAP	
SSWL: SINGLE SOLID WHITE LINE	
SSYL: SINGLE SOLID YELLOW LINE	ALL STRIPING ADJACENT TO ISLANDS SHALL BE A DISTANCE OF 1' FROM CURB UNLESS OTHERWISE NOTED ON THE PLANS



POINT TO POINT	TYPE
60 - 60A - 61	4" DSYL
61 - 62	4" SSYL
61 - 65	4" SSYL
70 - 71 - 72 - 73 - 74	4" SSWL
75 - 76 - 77 - 78	4" SSWL

POINT	STATION	OFFSET
60	301+00.00	0.00'
60A	303+58.35	0.00'
61	303+61.22	0.00'
62	306+52.28	7.00' LT
65	305+65.57	0.00'
70	301+00.00	10.90' RT
71	302+01.66	11.00' RT
72	303+58.35	11.00' RT
73	305+65.57	11.00' RT
74	305+75.05	11.10' RT
75	301+00.00	11.00' LT
76	302+01.66	11.00' LT
77	303+63.81	11.10' LT
78	306+33.98	17.60' LT



STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

STP-2021(000)X

WIN 020210.00

HIGHWAY PLANS

STANDISH

RTE 25, MANCHESTER RD., SACO RD.

STRIPING PLANS

SHEET NUMBER

31

OF 68

ELEVATION FOR CURB LINE A	
STATION	ELEVATION
10+00	309.75
10+10	309.51
10+20	309.27
10+30	309.03
10+40	308.80
10+50	308.56
10+60	308.26
10+70	307.96
10+80	307.66
10+90	307.36
11+00	307.06
11+10	306.75
11+20	306.44
11+30	306.13
11+40	305.80
11+50	305.49
11+60	305.23
11+70	304.97
11+80	304.70
11+90	304.42
12+00	304.14
12+10	303.86
12+20	303.64
12+30	303.46
12+40	303.35
12+50	303.35
12+60	303.42
12+70	303.45
12+80	303.40
12+90	303.29
13+00	303.19
13+10	303.08
13+20	302.99
13+30	302.92
13+40	302.89
13+50	302.85
13+60	302.81
13+70	302.77
13+80	302.73
13+90	302.68
14+00	302.63
14+10	302.58
14+20	302.54

ELEVATION FOR CURB LINE B	
STATION	ELEVATION
20+00	302.44
20+10	302.47
20+20	302.51
20+30	302.56
20+40	302.60
20+50	302.64
20+60	302.69
20+70	302.73
20+80	302.77
20+90	302.82
21+00	302.86
21+10	302.95
21+20	303.05
21+30	303.15
21+40	303.24
21+50	303.33
21+60	303.42
21+70	303.49
21+80	303.54
21+90	303.56
22+00	303.55
22+10	303.51
22+20	303.44
22+30	303.34
22+40	303.14
22+50	302.94
22+60	302.77
22+70	302.72
22+80	302.67
22+90	302.59
23+00	302.52
23+10	302.44
23+20	302.37
23+30	302.31
23+40	302.25
23+50	302.19
23+60	302.14
23+70	302.09
23+80	302.05
23+90	302.00
24+00	301.96
24+10	301.91
24+20	301.87
24+30	301.83
24+40	301.79
24+50	301.74
24+60	301.70
24+70	301.66
24+80	301.62
24+90	301.58

ELEVATION FOR CURB LINE C	
STATION	ELEVATION
30+00	309.10
30+10	308.84
30+20	308.58
30+30	308.32
30+40	308.06
30+50	307.80
30+60	307.54
30+70	307.27
30+80	307.01
30+90	306.75
31+00	306.49
31+10	306.25
31+20	306.01
31+30	305.78
31+40	305.55
31+50	305.32
31+60	305.09
31+70	304.87
31+80	304.65
31+90	304.44
32+00	304.21
32+10	304.04
32+20	303.86
32+30	303.69
32+40	303.51
32+50	303.40
32+60	303.49
32+70	303.54
32+80	303.55
32+90	303.51
33+00	303.44
33+10	303.37
33+20	303.26
33+30	303.07
33+40	302.89
33+50	302.71
33+60	302.52
33+70	302.34
33+80	302.16
33+90	302.03
34+00	301.89
34+10	301.76
34+20	301.62
34+30	301.49
34+40	301.37
34+50	301.25
34+60	301.14
34+70	301.04

ELEVATION FOR CURB LINE D	
STATION	ELEVATION
40+00	301.02
40+10	301.12
40+20	301.23
40+30	301.34
40+40	301.47
40+50	301.61
40+60	301.76
40+70	301.92
40+80	302.08
40+90	302.27
41+00	302.51
41+10	302.75
41+20	302.99
41+30	303.23
41+40	303.36
41+50	303.45
41+60	303.47
41+70	303.43
41+80	303.37
41+90	303.25
42+00	303.14
42+10	303.02
42+20	302.91
42+30	302.80
42+40	302.69
42+50	302.58
42+60	302.47
42+70	302.38
42+80	302.32
42+90	302.28
43+00	302.23
43+10	302.19
43+20	302.14
43+30	302.10
43+40	302.06
43+50	302.01
43+60	301.96
43+70	301.91
43+80	301.85
43+90	301.81
44+00	301.76
44+10	301.71
44+20	301.66
44+30	301.62
44+34	301.60

ELEVATION FOR SP-1-LT	
STATION	ELEVATION
400+00	308.60
400+10	308.44
400+13.87 (109+50)	308.35
400+20	308.19
400+30	307.94
400+40	307.68
400+50	307.43
400+60	307.17
400+64.05 (110+00)	307.06
400+70	306.91
400+80	306.66
400+90	306.40
401+00	306.14
401+10	305.88
401+13.90 (110+50)	305.79
401+20	305.64
401+30	305.39
401+40	305.14
401+50	304.89
401+60	304.63
401+63.74 (111+00)	304.54
401+70	304.37
401+80	304.10
401+88.72 (111+25)	303.89
401+90	303.86
402+00	303.62
402+10	303.52

ELEVATION FOR SP-1-RT	
STATION	ELEVATION
410+00	308.60
410+10	308.32
410+15.17 (109+50)	308.18
410+20	308.05
410+30	307.78
410+40	307.52
410+50	307.26
410+60	307.00
410+64.86 (110+00)	306.88
410+70	306.75
410+80	306.51
410+90	306.27
411+00	306.03
411+10	305.79
411+15.36 (110+50)	305.67
411+20	305.56
411+30	305.34
411+40	305.11
411+50	304.89
411+60	304.67
411+66.01 (111+00)	304.54
411+70	304.46
411+80	304.24
411+90	304.00
411+91.19 (111+25)	303.97
412+00	303.75
412+10	303.52
412+20	303.55

ELEVATION FOR SP-2-LT	
STATION	ELEVATION
420+00	303.56
420+10	303.48
420+16.26 (113+00)	303.36
420+20	303.30
420+30	303.16
420+40	303.14
420+50	303.10
420+60	303.04
420+66.85 (113+50)	302.99
420+70	302.96
420+80	302.88
420+90	302.80
421+00	302.73
421+10	302.66
421+17.44 (114+00)	302.61
421+20	302.60
421+30	302.54
421+40	302.49
421+50	302.44
421+60	302.39
421+67.84 (114+50)	302.35
421+70	302.34
421+80	302.30
421+90	302.26
422+00	302.21
422+10	302.17
422+18.19 (115+00)	302.14
422+20	302.13
422+30	302.10
422+40	302.10

ELEVATION FOR SP-2-RT	
STATION	ELEVATION
430+00	303.56
430+10	303.51
430+20	303.37
430+30	303.37
430+30.45 (113+00)	303.37
430+40	303.37
430+50	303.34
430+60	303.22
430+70	303.12
430+80	303.01
430+80.33 (113+50)	303.01
430+90	302.90
431+00	302.80
431+10	302.72
431+20	302.67
431+30	302.62
431+30.28 (114+00)	302.62
431+40	302.58
431+50	302.54
431+60	302.50
431+70	302.45
431+80	302.41
431+80.12 (114+50)	302.41
431+90	302.37
432+00	302.32
432+10	302.27
432+20	302.22
432+29.95 (115+00)	302.18
432+30	302.17
432+40	302.13
432+50	302.09

ELEVATION FOR SP-3-LT	
STATION	ELEVATION
440+00	303.55
440+10	303.53
440+20	303.49
440+30	303.39
440+40	303.22
440+50	303.07
440+51.34 (205+25)	303.05
440+60	302.92
440+70	302.78
440+78.29 (205+00)	302.66
440+80	302.64
440+90	302.51
441+00	302.37
441+10	302.28

ELEVATION FOR SP-3-RT	
STATION	ELEVATION
450+00	303.55
450+10	303.51
450+20	303.34
450+30	303.17
450+32.52 (205+25)	303.13
450+40	303.00
450+50	302.82
450+57.85 (205+00)	302.69
450+60	302.65
450+70	302.49
450+80	302.35

ELEVATION FOR SP-4-LT	
STATION	ELEVATION
460+00	303.55
460+10	303.48
460+20	303.38
460+24.05 (306+75)	303.36
460+30	303.32
460+40	303.27
460+49.56 (306+50)	303.21
460+50	303.21
460+60	303.16
460+70	303.13

ELEVATION FOR SP-4-RT	
STATION	ELEVATION
470+00	303.55
470+10	303.55
470+20	303.41
470+28.82 (306+75)	303.37
470+30	303.37
470+40	303.32
470+50	303.27
470+53.77 (306+50)	303.26
470+60	303.24
470+70	303.22

NOTE:

1. FOR GEOMETRIC AND STATIONING INFORMATION ASSOCIATED WITH CURB LINE SEE GEOMETRIC PLANS.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-2021(000)X	HIGHWAY PLANS WIN 020210.00
STANDISH RTE 25, MANCHESTER RD., SACO RD. GRADING PLANS	SHEET NUMBER <h1 style="font-size: 2em;">33</h1> OF 68



Date: 8/10/2018

Username:

Division:

Filename: 034_Geometric01.dgn

ITEM NO. 609.21 CONCRETE SLIPFORM CURB - MOLD 5

POINT	LENGTH	RADIUS
1001 TO 1002	62.95'	838.00'
1002 TO 1003	65.88'	832.00'
1003 TO 1004	42.36'	245.00'
1004 TO 1005	29.45'	-
1005 TO 1006	4.37'	3.00'
1006 TO 1007	11.46'	-
1007 TO 1008	5.97'	3.00'
1008 TO 1009	42.98'	101.00'
1009 TO 1010	93.48'	350.00'
1010 TO 1011	68.12'	1065.00'
1011 TO 1001	10.92'	3.65'

MANCHESTER ROAD
CURVE DATA #2
PI = 305+24.15
D = 15°04'40.2"
Δ = 47°08'41.0" Rt.
R = 380.00'
L = 312.68'
T = 165.80'
E = 34.60'

ITEM NO. 609.21 CONCRETE SLIPFORM CURB - MOLD 2

POINT	LENGTH	RADIUS
111 TO 112	51.74'	815.00'
112 TO 113	35.31'	140.00'
113 TO 114	14.86'	-
114 TO 300	55.58'	100.00'
300 TO 301	25.00'	45.00'
301 TO 302	18.88'	72.00'
302 TO 303	34.24'	125.00'
303 TO 304	50.75'	247.00'

ROUTE 25
CURVE DATA #3
PI = 110+74.07
D = 6°51'42.4"
Δ = 9°35'50.0" Lt.
R = 835.00'
L = 139.87'
T = 70.10'
E = 2.94'

ITEM NO. 609.21 CONCRETE SLIPFORM CURB - MOLD 4

POINT	LENGTH	RADIUS
C02	307.88'	49.00'

ITEM NO. 609.21 CONCRETE SLIPFORM CURB - MOLD 5

POINT	LENGTH	RADIUS
3000 TO 3001	17.70'	-
3001 TO 3002	4.68'	3.00'
3002 TO 3003	25.87'	1040.00'
3003 TO 3004	10.36'	141.00'
3004 TO 3005	20.32'	379.00'
3005 TO 3006	9.66'	3.25'
3006 TO 3007	19.32'	-
3007 TO 3008	17.54'	263.00'
3008 TO 3009	23.38'	101.00'
3009 TO 3000	2.00'	1.00'

ITEM NO. 609.21 CONCRETE SLIPFORM CURB - MOLD 1

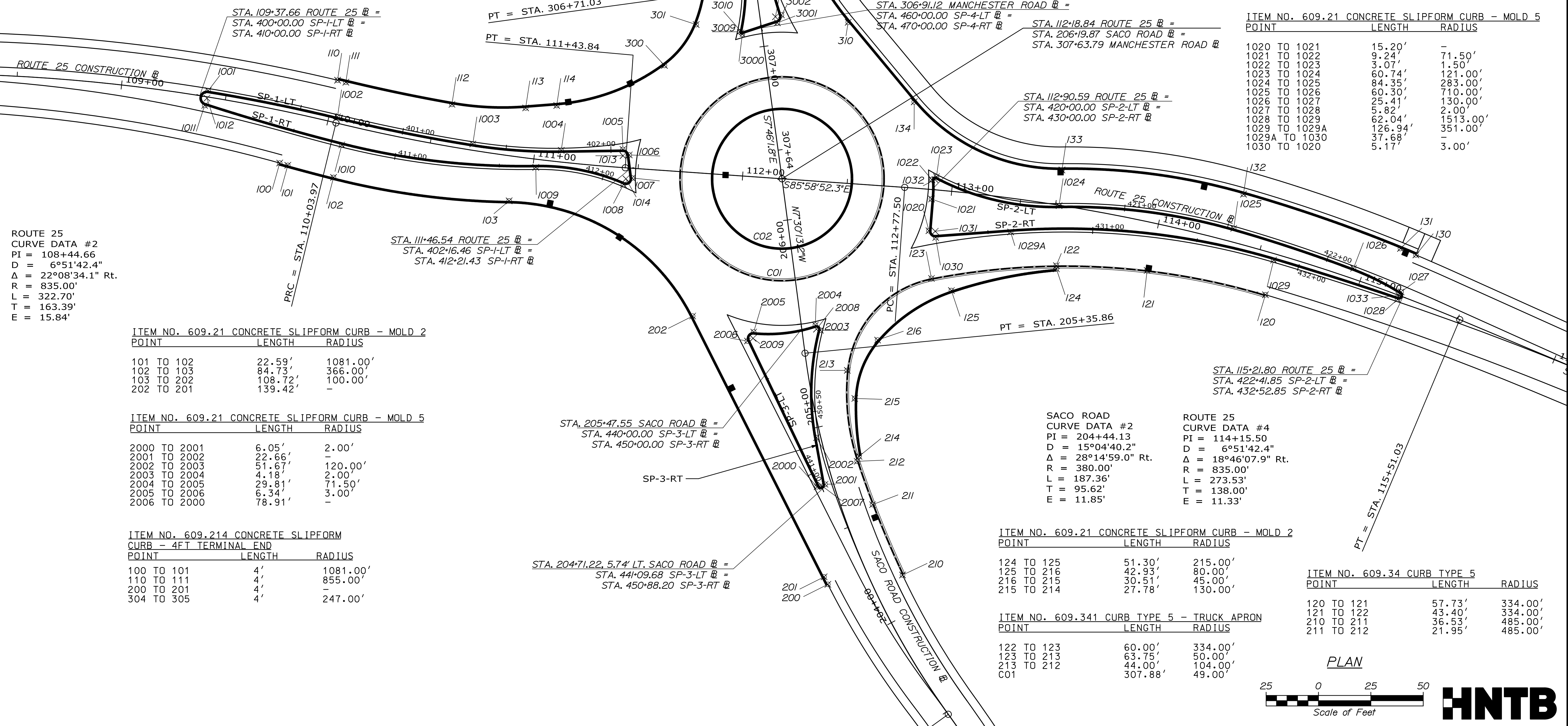
POINT	LENGTH	RADIUS
131 TO 132	79.31'	727.00'
132 TO 133	87.71'	300.00'
133 TO 134	80.28'	90.00'
134 TO 310	49.34'	-
310 TO 311	58.37'	150.00'

ITEM NO. 609.218 CONCRETE SLIPFORM CURB - 8FT TERMINAL END

POINT	RADIUS
130 TO 131	727.00'
311 TO 312	150.00'

ITEM NO. 609.21 CONCRETE SLIPFORM CURB - MOLD 5

POINT	LENGTH	RADIUS
1020 TO 1021	15.20'	-
1021 TO 1022	9.24'	71.50'
1022 TO 1023	3.07'	1.50'
1023 TO 1024	60.74'	121.00'
1024 TO 1025	84.35'	283.00'
1025 TO 1026	60.30'	710.00'
1026 TO 1027	25.41'	130.00'
1027 TO 1028	5.82'	2.00'
1028 TO 1029	62.04'	1513.00'
1029 TO 1029A	126.94'	351.00'
1029A TO 1030	37.68'	-
1030 TO 1020	5.17'	3.00'



ROUTE 25
CURVE DATA #2
PI = 108+44.66
D = 6°51'42.4"
Δ = 22°08'34.1" Rt.
R = 835.00'
L = 322.70'
T = 163.39'
E = 15.84'

ITEM NO. 609.21 CONCRETE SLIPFORM CURB - MOLD 2

POINT	LENGTH	RADIUS
101 TO 102	22.59'	1081.00'
102 TO 103	84.73'	366.00'
103 TO 202	108.72'	100.00'
202 TO 201	139.42'	-

ITEM NO. 609.21 CONCRETE SLIPFORM CURB - MOLD 5

POINT	LENGTH	RADIUS
2000 TO 2001	6.05'	2.00'
2001 TO 2002	22.66'	-
2002 TO 2003	51.67'	120.00'
2003 TO 2004	4.18'	2.00'
2004 TO 2005	29.81'	71.50'
2005 TO 2006	6.34'	3.00'
2006 TO 2000	78.91'	-

ITEM NO. 609.214 CONCRETE SLIPFORM CURB - 4FT TERMINAL END

POINT	LENGTH	RADIUS
100 TO 101	4'	1081.00'
110 TO 111	4'	855.00'
200 TO 201	4'	-
304 TO 305	4'	247.00'

STA. 205+47.55 SACO ROAD # =
STA. 440+00.00 SP-3-LT # =
STA. 450+00.00 SP-3-RT # =

SACO ROAD
CURVE DATA #2
PI = 204+44.13
D = 15°04'40.2"
Δ = 28°14'59.0" Rt.
R = 380.00'
L = 187.36'
T = 95.62'
E = 11.85'

ROUTE 25
CURVE DATA #4
PI = 114+15.50
D = 6°51'42.4"
Δ = 18°46'07.9" Rt.
R = 835.00'
L = 273.53'
T = 138.00'
E = 11.33'

ITEM NO. 609.21 CONCRETE SLIPFORM CURB - MOLD 2

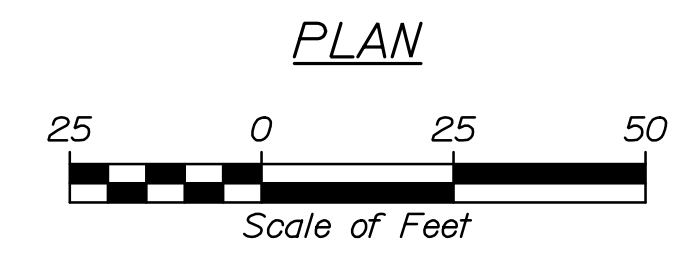
POINT	LENGTH	RADIUS
124 TO 125	51.30'	215.00'
125 TO 216	42.93'	80.00'
216 TO 215	30.51'	45.00'
215 TO 214	27.78'	130.00'

ITEM NO. 609.341 CURB TYPE 5 - TRUCK APRON

POINT	LENGTH	RADIUS
122 TO 123	60.00'	334.00'
123 TO 213	63.75'	50.00'
213 TO 212	44.00'	104.00'
C01	307.88'	49.00'

ITEM NO. 609.34 CURB TYPE 5

POINT	LENGTH	RADIUS
120 TO 121	57.73'	334.00'
121 TO 122	43.40'	334.00'
210 TO 211	36.53'	485.00'
211 TO 212	21.95'	485.00'



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X
WIN
020210.00
HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN	BY	DATE	8/18	8/18	SIGNATURE
DESIGN-DETAILED	A. Sweet					
CHECKED-REVIEWED	R. Harf					
DESIGN-DETAILED						
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

PROJ. MANAGER	E. MARTIN	BY	DATE	8/18	8/18	SIGNATURE
DESIGN-DETAILED	A. Sweet					
CHECKED-REVIEWED	R. Harf					
DESIGN-DETAILED						
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
GEOMETRIC PLANS

SHEET NUMBER

34
OF 68

CONTROL POINTS FOR CURBING - ROUTE 25					
POINT	STATION - CURB LINE	STATION - ROUTE 25	OFFSET	X-COORD	Y-COORD
100	30+79.63	109+81.72	24.66' RT.	916432.742	329679.217
101	30+83.63	109+85.83	24.89' RT.	916436.595	329678.145
102	31+06.22	110+08.81	25.58' RT.	916458.429	329672.359
103	31+90.95	110+90.97	21.37' RT.	916542.225	329661.160
110	11+02.40	110+00.00	20.00' LT.	916460.354	329718.766
111	11+06.46	110+03.97	20.00' LT.	916464.309	329717.818
112	11+58.20	110+56.98	20.00' LT.	916514.944	329707.242
113	11+93.51	110+92.95	23.68' LT.	916550.122	329705.551
114	12+08.37	111+07.97	26.63' LT.	916564.941	329706.710
120	43+45.01	114+58.55	20.00' RT.	916903.151	329616.323
121	42+87.28	113+99.44	22.76' RT.	916846.688	329627.989
122	42+43.88	113+55.11	28.69' RT.	916803.379	329630.259
123	41+83.88	112+94.15	42.31' RT.	916743.772	329624.132
124	42+43.88	113+55.39	30.23' RT.	916803.399	329628.703
125	41+92.30	113+04.74	47.14' RT.	916753.282	329618.352
130	24+59.53	115+20.55	20.93' LT.	916974.963	329635.349
131	24+51.53	115+12.75	21.23' LT.	916967.574	329638.416
132	23+72.22	114+35.55	23.42' LT.	916892.671	329664.350
133	22+84.51	113+50.42	16.79' LT.	916806.039	329675.905
134	22+04.22	112+79.10	41.07' LT.	916735.538	329708.446
1001	400+05.09	109+41.25	3.00' LT.	916398.632	329713.804
1002	400+68.03	110+03.97	3.00' LT.	916460.306	329701.296
1003	401+33.91	110+70.09	3.00' LT.	916524.882	329688.337
1004	401+76.27	111+12.54	5.58' LT.	916567.078	329685.292
1005	402+05.73	111+42.09	8.65' LT.	916596.529	329685.718
1006	402+10.09	111+45.30	6.25' LT.	916599.549	329683.096
1007	412+16.70	111+47.47	4.65' RT.	916600.948	329672.072
1008	412+10.39	111+43.54	8.07' RT.	916596.785	329668.939
1009	411+67.43	111+01.41	3.88' RT.	916554.951	329677.166
1010	410+73.95	110+09.08	9.58' RT.	916462.366	329687.867
1011	410+05.83	109+40.70	4.26' RT.	916396.919	329706.729
1012	410+05.09	109+41.25	.65' RT.	916398.041	329710.202
1013	402+05.73	111+42.35	5.66' LT.	916596.573	329682.718
1014	412+16.75	111+44.53	5.24' RT.	916597.972	329671.694
1020	430+19.74	112+90.82	19.74' RT.	916742.572	329646.895
1021	430+04.54	112+90.76	4.53' RT.	916743.812	329662.048
1022	420+04.71	112+90.12	4.68' LT.	916743.969	329671.284
1023	420+07.86	112+92.18	6.27' LT.	916746.164	329672.684
1024	420+68.60	113+51.73	.24' RT.	916804.663	329658.880
1025	421+52.95	114+35.22	6.43' LT.	916887.993	329648.007
1026	422+13.25	114+95.09	4.84' LT.	916945.190	329628.973
1027	422+38.66	115+20.19	1.91' LT.	916967.906	329617.677
1028	432+49.76	115+19.86	2.05' RT.	916966.200	329614.089
1029	431.87.73	114+57.63	3.00' RT.	916907.084	329632.889
1029A	430+60.79	113+30.49	16.03' RT.	916781.555	329646.319
1030	430+24.92	112+94.40	22.68' RT.	916745.785	329643.659
1031	430+24.92	112+93.90	19.72' RT.	916745.562	329646.650
1032	420+07.86	112+91.60	4.88' LT.	916745.468	329671.355
1033	432+49.76	115+19.80	.05' RT.	916966.845	329615.982
C01		112+18.84	0.00'	916672.467	329671.709
C02		112+18.84	0.00'	916672.467	329671.709

CONTROL POINTS FOR CURBING - SACO ROAD					
POINT	STATION - CURB LINE	STATION - SACO ROAD	OFFSET	X-COORD	Y-COORD
200	34+43.09	204+28.97	19.30' LT.	916694.336	329478.052
201	34+39.09	204+32.77	19.54' LT.	916692.537	329481.625
202	32+99.67	205+60.44	50.83' LT.	916629.830	329606.151
210	40+17.64	204+18.36	15.00' RT.	916729.977	329482.515
211	40+54.17	204+56.38	14.55' RT.	916715.669	329516.121
212	40+76.12	204+79.17	13.84' RT.	916708.302	329536.800
213	41+20.13	205+24.54	18.75' RT.	916703.593	329580.219
214	40+78.12	204+81.29	15.38' RT.	916709.222	329539.179
215	41+06.61	205+09.99	19.89' RT.	916707.184	329566.832
216	41+40.38	205+37.58	35.16' RT.	916718.069	329594.710
2000	441+06.63	204+72.88	7.93' LT.	916689.204	329524.625
2001	450+85.20	204+72.94	3.97' LT.	916692.977	329525.843
2002	450+62.54	204+95.34	1.97' LT.	916688.948	329548.137
2003	450+10.87	205+45.76	8.75' RT.	916690.821	329599.376
2004	450+06.69	205+48.49	6.62' RT.	916688.353	329601.802
2005	440+23.12	205+49.09	22.97' LT.	916658.936	329598.528
2006	440+29.47	205+45.24	26.50' LT.	916655.937	329594.249
2007	441+06.63	204+73.18	5.95' LT.	916691.008	329525.488
2008	450+06.59	205+46.51	6.90' RT.	916688.884	329599.874
2009	440+23.12	205+46.16	23.65' LT.	916658.643	329595.542

CONTROL POINTS FOR CURBING - MANCHESTER RD.					
POINT	STATION - CURB LINE	STATION - MANCHESTER ROAD	OFFSET	X-COORD	Y-COORD
300	12+63.96	307+02.58	48.27' RT.	916616.369	329725.832
301	12+88.95	306+85.30	30.66' RT.	916631.483	329745.340
302	13+07.83	306+67.64	23.56' RT.	916636.146	329763.580
303	13+42.08	306+32.08	17.66' RT.	916635.539	329797.708
304	13+92.82	305+79.16	15.11' RT.	916622.639	329846.696
305	13+96.82	305+75.00	15.05' RT.	916621.199	329850.428
310	21+54.88	306+94.02	41.38' LT.	916704.040	329746.428
311	20+96.51	306+41.47	22.04' LT.	916676.345	329797.393
312	20+88.51	306+33.91	21.62' LT.	916674.161	329805.089
3000	470+09.61	306+92.83	9.45' RT.	916653.202	329741.688
3001	460+07.99	306+89.69	7.86' LT.	916670.242	329746.196
3002	460+12.66	306+86.24	10.29' LT.	916672.178	329749.936
3003	460+36.87	306+62.46	6.69' LT.	916665.282	329773.147
3004	460+47.23	306+52.30	5.98' LT.	916662.816	329783.207
3005	460+67.55	306+32.29	5.58' LT.	916658.176	329802.984
3006	470+71.95	306+31.87	.88' RT.	916651.795	329801.873
3007	470+52.63	306+51.14	3.30' RT.	916653.484	329782.628
3008	470+35.09	306+68.77	5.24' RT.	916654.434	329765.119
3009	470+11.71	306+91.51	10.57' RT.	916652.224	329741.897
3010	470+09.61	306+91.85	9.63' RT.	916653.512	329740.737
3011	460+67.55	306+32.35	2.33' LT.	916655.033	329802.157
3012	460+12.66	306+86.73	7.33' LT.	916669.312	329749.048

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X
WIN
020210.00
HIGHWAY PLANS

PROJ. MANAGER	E.MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harf	L. Dreccoll	8/18
DESIGNS-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
GEOMETRIC PLANS

SHEET NUMBER
35
OF 68

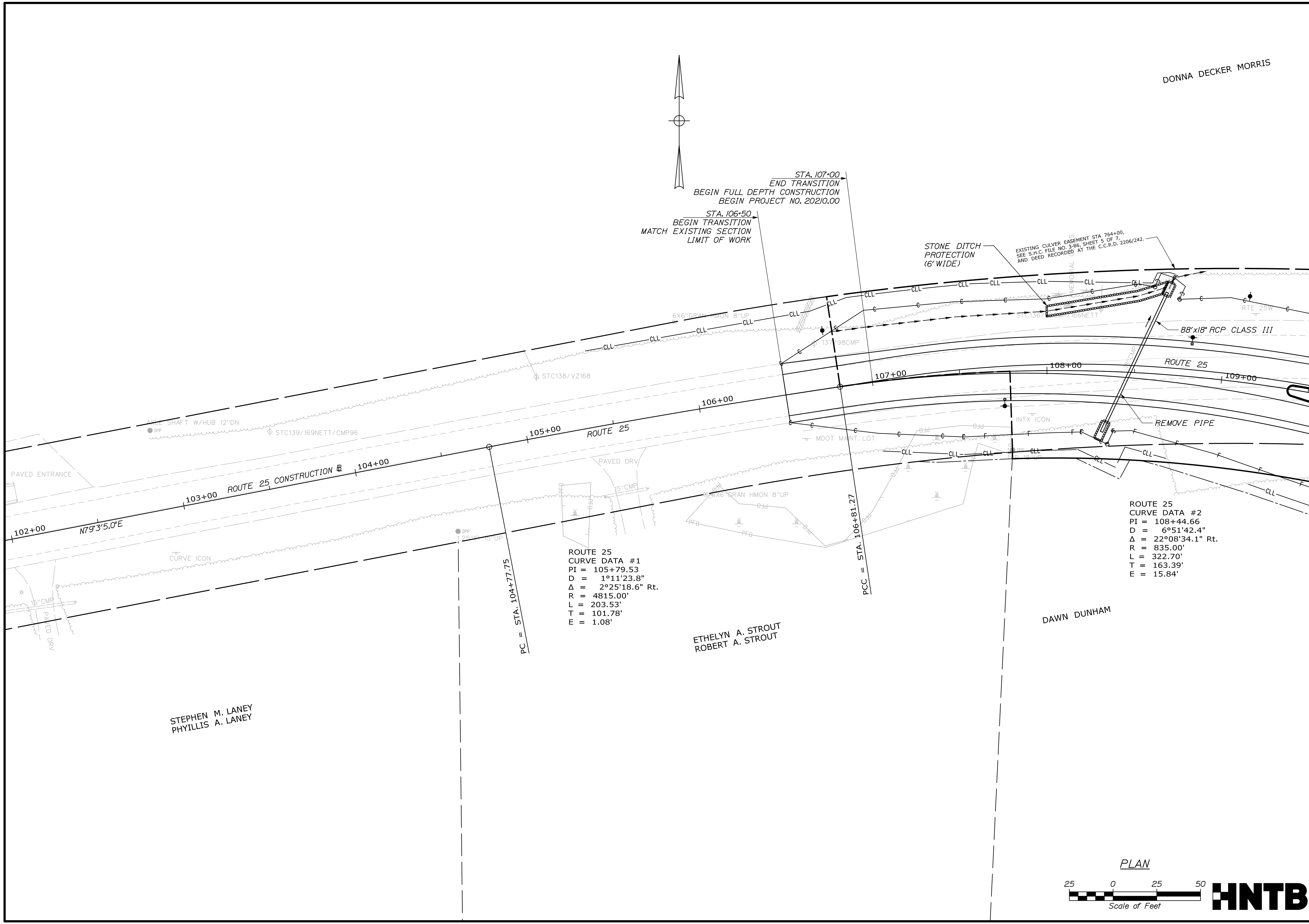


Date: 8/10/2018

Username:

Division:

Filename: 036_HDP\plan01.dgn

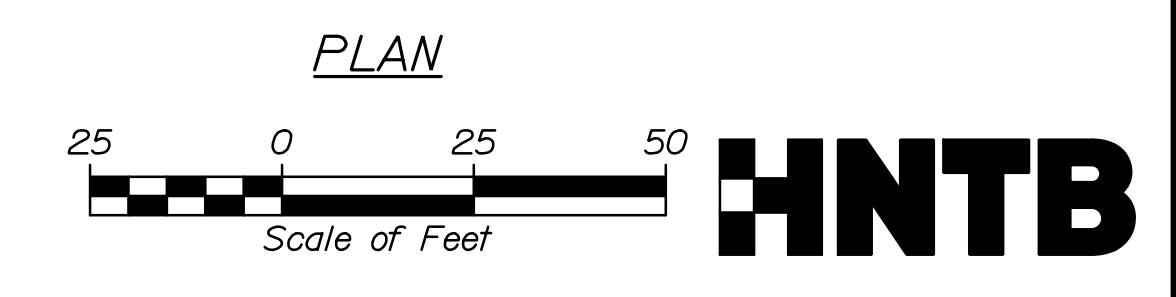


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X
WIN 020210.00
HIGHWAY PLANS

DATE	BY	E-MARTIN	PROJ. MGR.	DESIGN	CHECKED	DESIGN	REVISIONS	FIELD
8/18	A. Sweet	A. Sweet	A. Sweet	DESIGN	DESIGN	DESIGN	REVISIONS 1	CHANGES
8/18	L. Dreccoll	R. Hoff		REVIEWED	REVIEWED	REVIEWED	REVISIONS 2	CHANGES
							REVISIONS 3	CHANGES
							REVISIONS 4	CHANGES

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
PLANS

SHEET NUMBER
36
OF 68

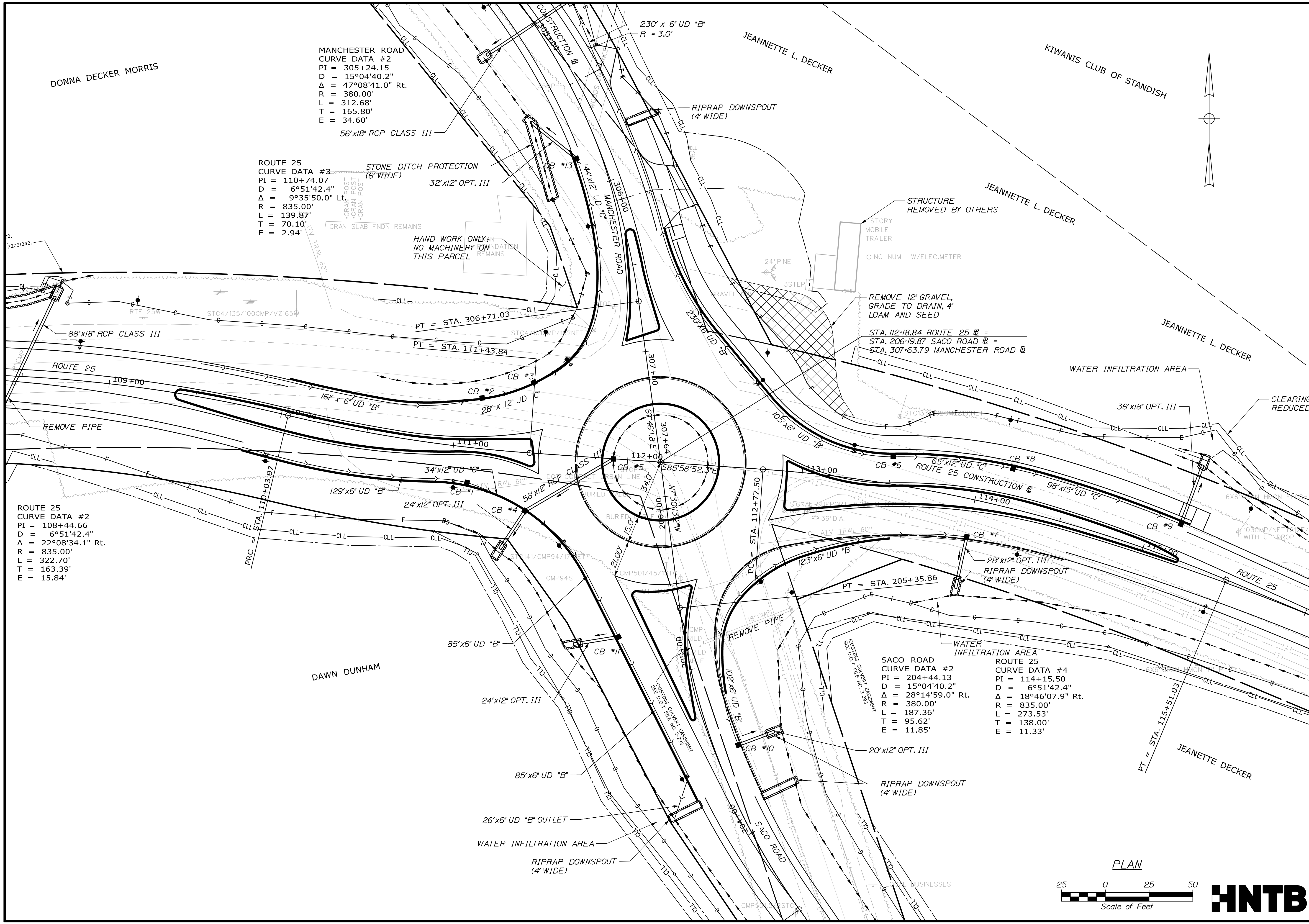


Date: 8/10/2018

Username:

Division:

Filename: 037_HDP\plan02.dgn



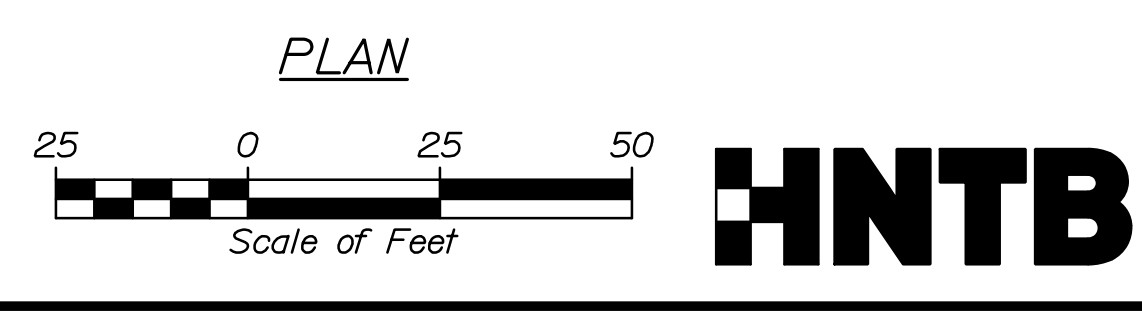
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 STP-2021(000)X
 WIN 020210.00
 HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN	DATE
DESIGN-DETAILED	A. Sweet	8/18
CHECKED-REVIEWED	L. Dreiscoll	8/18
DESIGNS-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

DATE	BY	SIGNATURE	P.E. NUMBER	DATE

STANDISH
 RTE 25, MANCHESTER RD., SACO RD.
 PLANS

SHEET NUMBER
 37
 OF 68

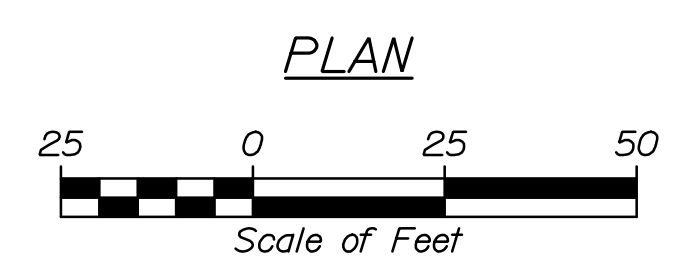
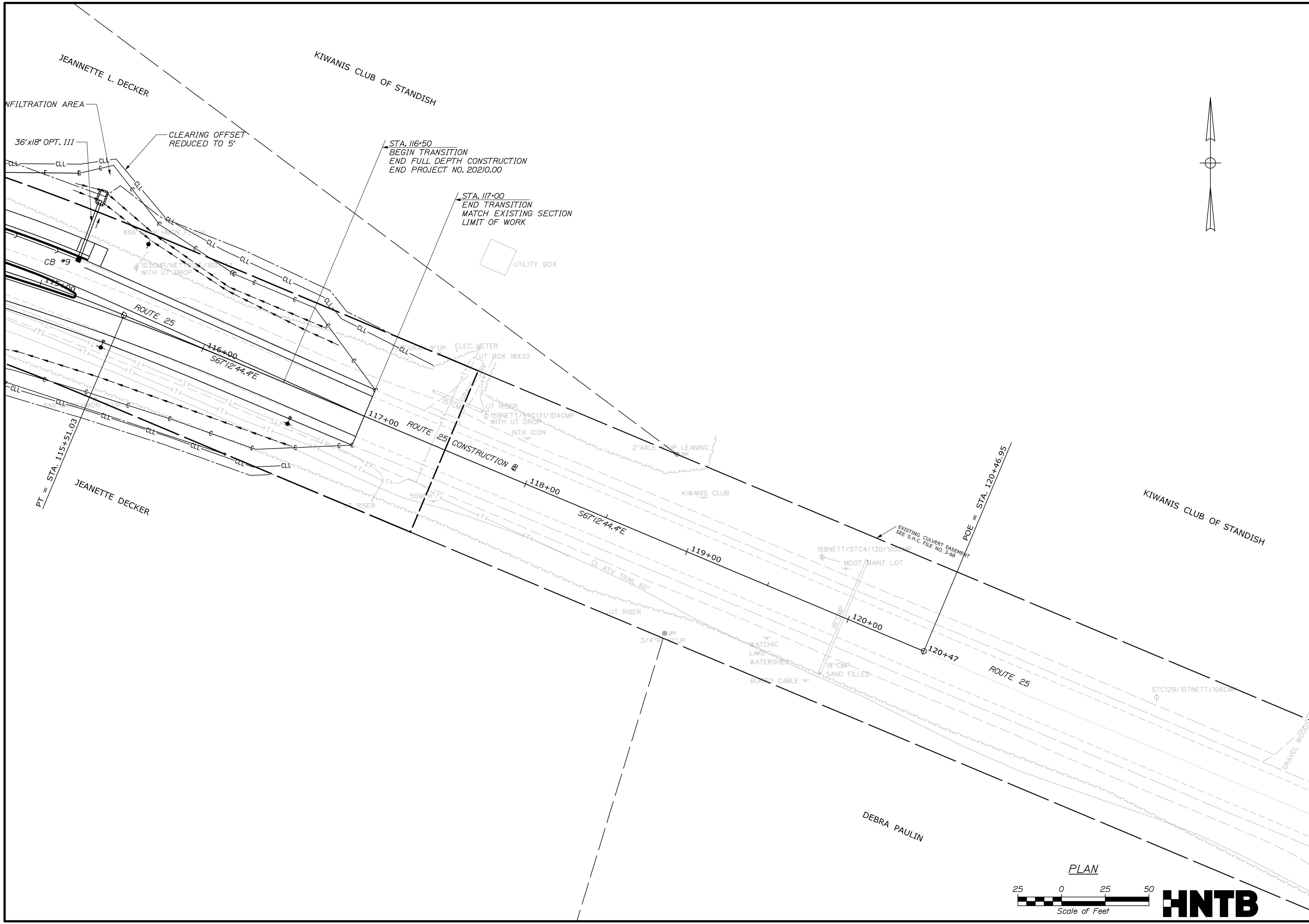


Date: 8/10/2018

Username:

Division:

Filename: 038_HDPPlan03.dgn



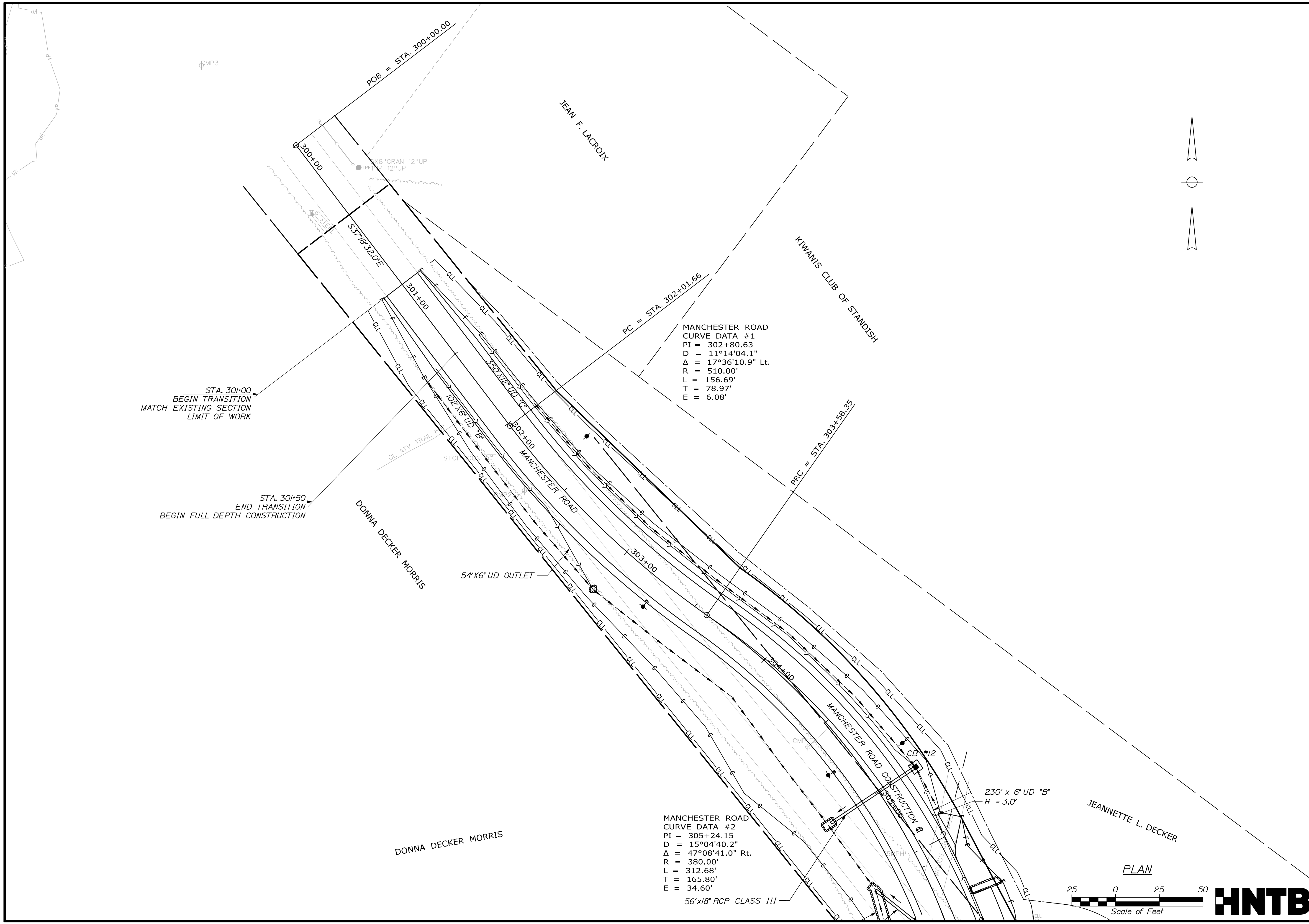
STATE OF MAINE		DATE	
DEPARTMENT OF TRANSPORTATION		BY	DATE
STP-2021(000)X		A. Sweet	8/18
WIN 020210.00		L. Driscoll	8/18
HIGHWAY PLANS		SIGNATURE	
		P.E. NUMBER	
		DATE	
STANDISH		DESIGN-DETAILED	
RTE 25, MANCHESTER RD., SACO RD.		CHECKED-REVIEWED	
PLANS		DESIGN-DETAILED	
SHEET NUMBER		REVISIONS 1	
38		REVISIONS 2	
OF 68		REVISIONS 3	
		REVISIONS 4	
		FIELD CHANGES	

Date: 8/10/2018

Username:

Division:

Filename: 040_HDP\an05.dgn



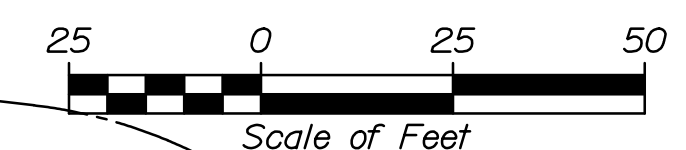
POB = STA. 300+00.00

MANCHESTER ROAD
 CURVE DATA #1
 PI = 302+80.63
 D = 11°14'04.1"
 Δ = 17°36'10.9" Lt.
 R = 510.00'
 L = 156.69'
 T = 78.97'
 E = 6.08'

PRC = STA. 303+58.35

MANCHESTER ROAD
 CURVE DATA #2
 PI = 305+24.15
 D = 15°04'40.2"
 Δ = 47°08'41.0" Rt.
 R = 380.00'
 L = 312.68'
 T = 165.80'
 E = 34.60'

PLAN



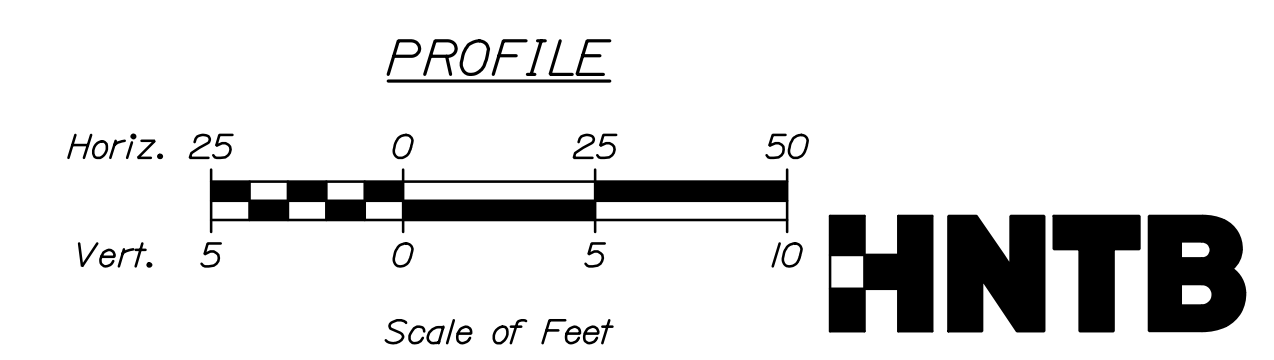
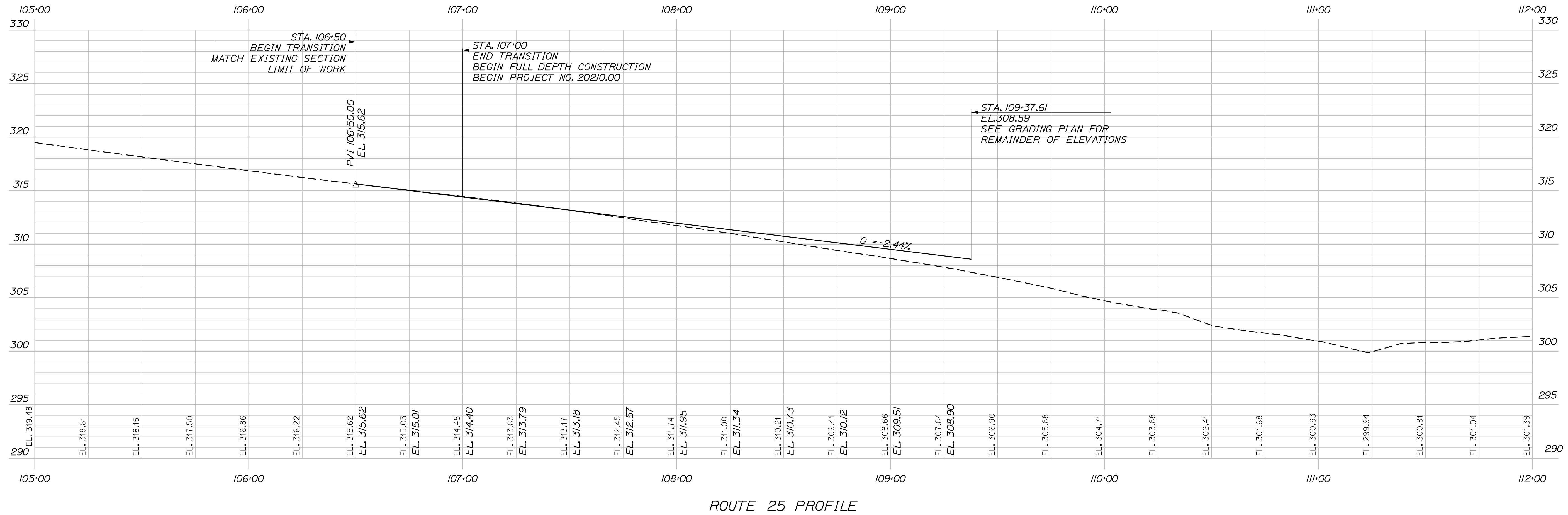
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
STP-2021(000)X		WIN 020210.00	
HIGHWAY PLANS			
PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harf	L. Driscoll	8/18
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-
STANDISH		SIGNATURE	
RTE 25, MANCHESTER RD., SACO RD.		P.E. NUMBER	
PLANS		DATE	
SHEET NUMBER			
40			
OF 68			

Date: 8/10/2018

Username:

Division:

Filename: 041_Profile.dgn



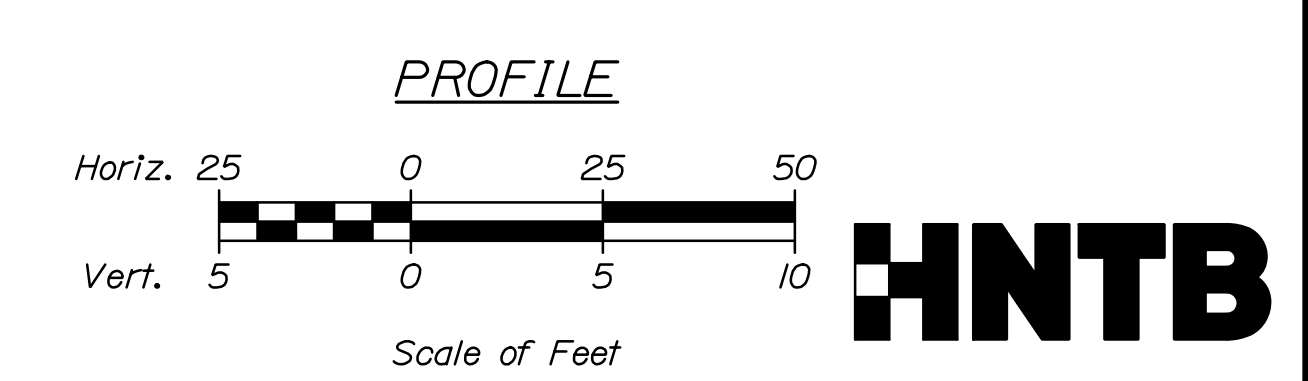
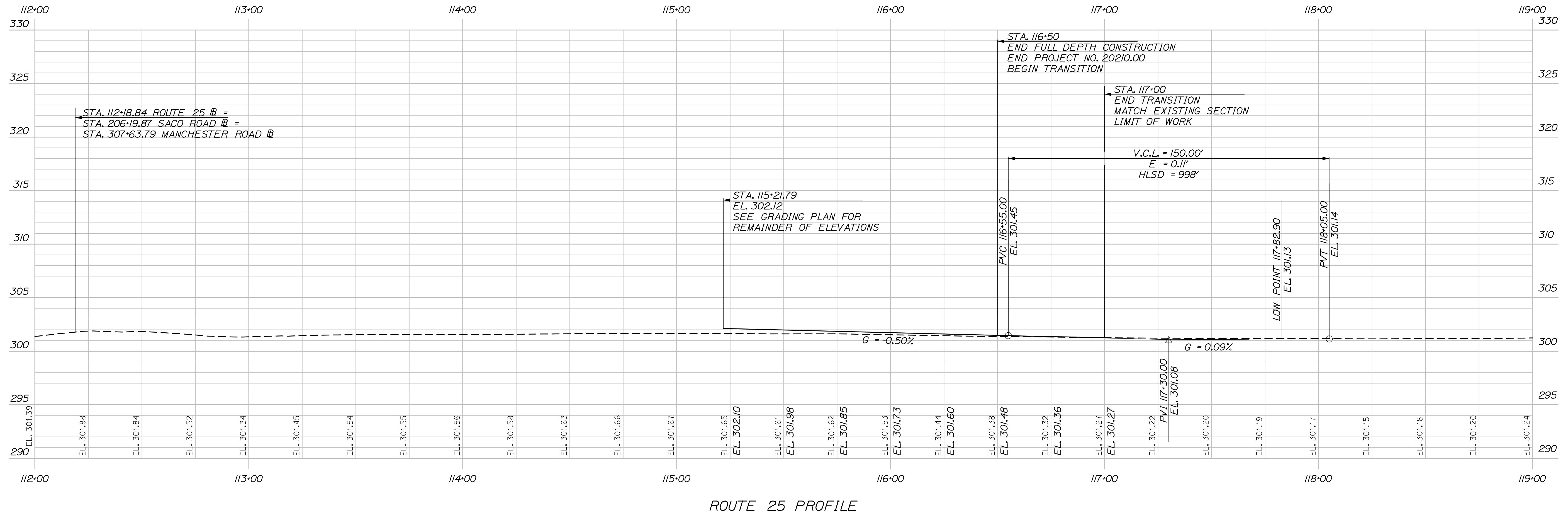
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X
WIN
020210.00
HIGHWAY PLANS

DESIGN	DATE	SIGNATURE
DESIGN-DETAILED	8/18	
CHECKED-REVIEWED	8/18	
DESIGN-DETAILED	-	
DESIGN-DETAILED	-	
REVISIONS 1	-	
REVISIONS 2	-	
REVISIONS 3	-	
REVISIONS 4	-	
FIELD CHANGES	-	

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Hoff	L. Driscoll	8/18
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
PROFILE

SHEET NUMBER
41
OF 68



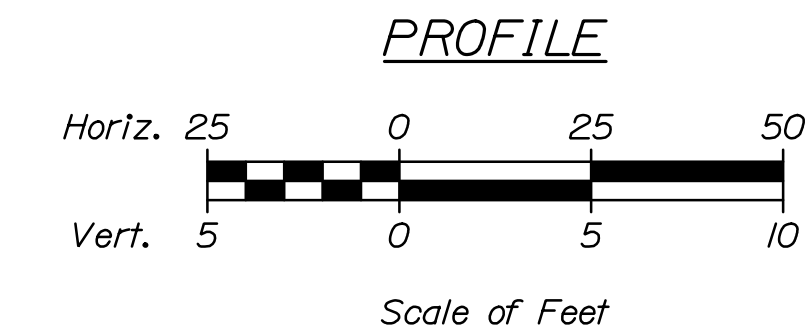
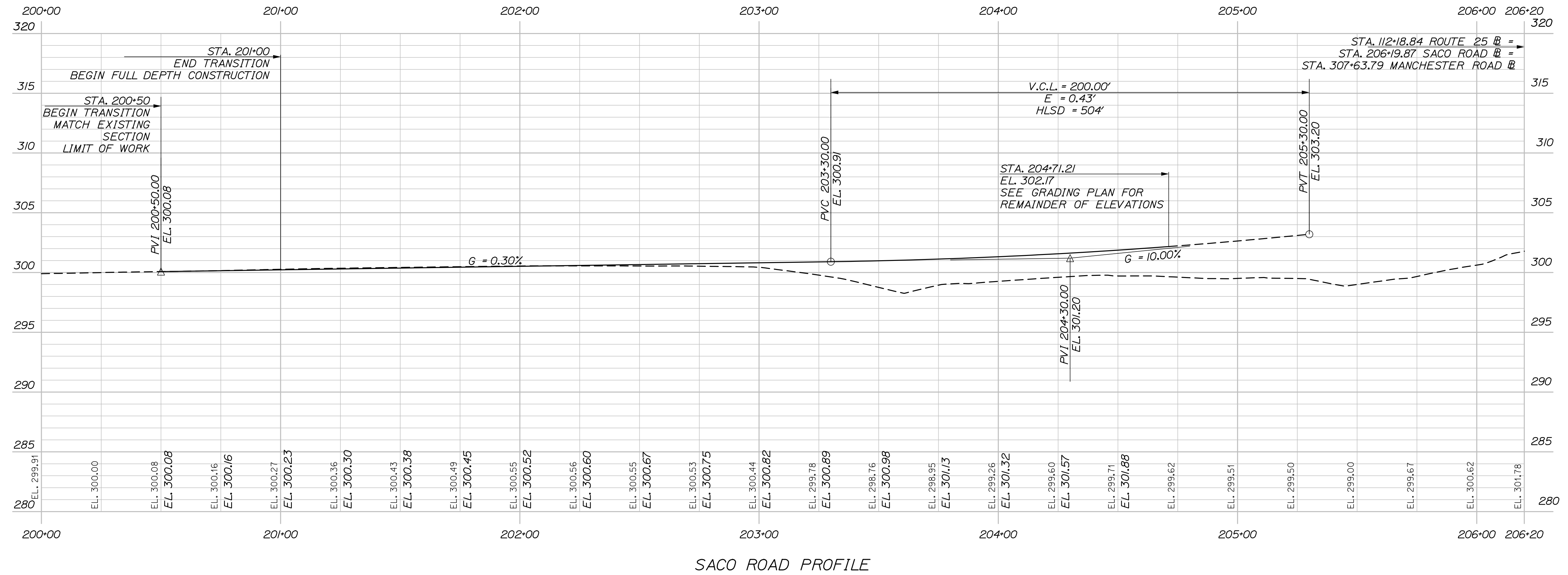
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
STP-2021(000)X

WIN
 020210.00
 HIGHWAY PLANS

PROJ. MANAGER	E-MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harf	L. Dreccoll	8/18
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
PROFILE

SHEET NUMBER
42
 OF 68



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X

WIN
020210.00
HIGHWAY PLANS

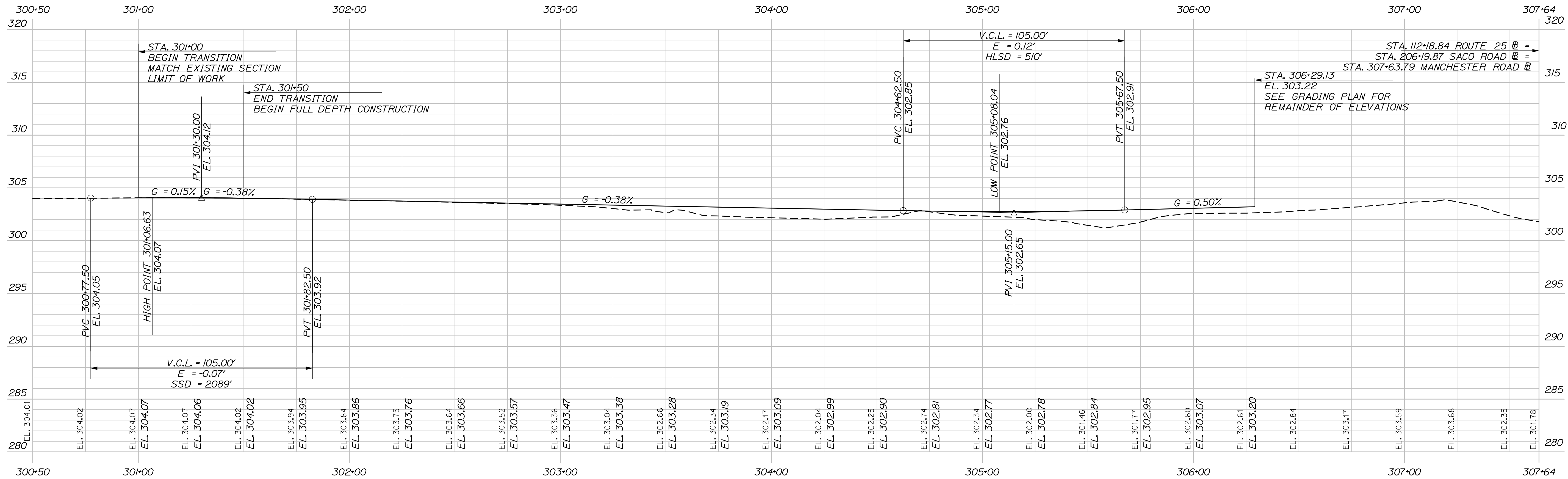
PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Hoff	L. Driscoll	8/18
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
PROFILE

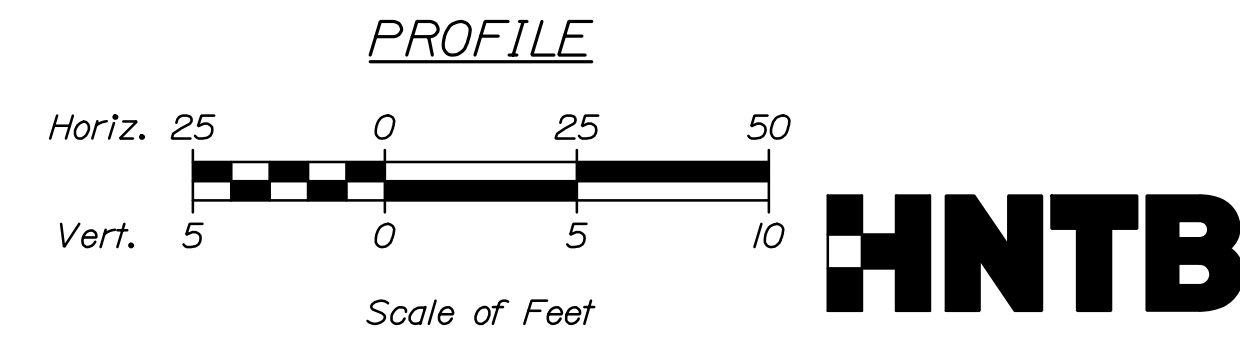
SHEET NUMBER

43

OF 68



MANCHESTER ROAD PROFILE



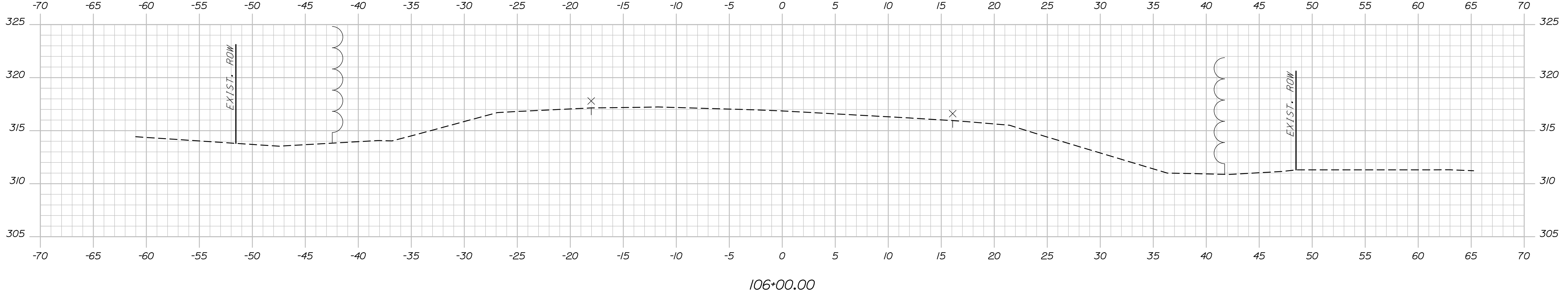
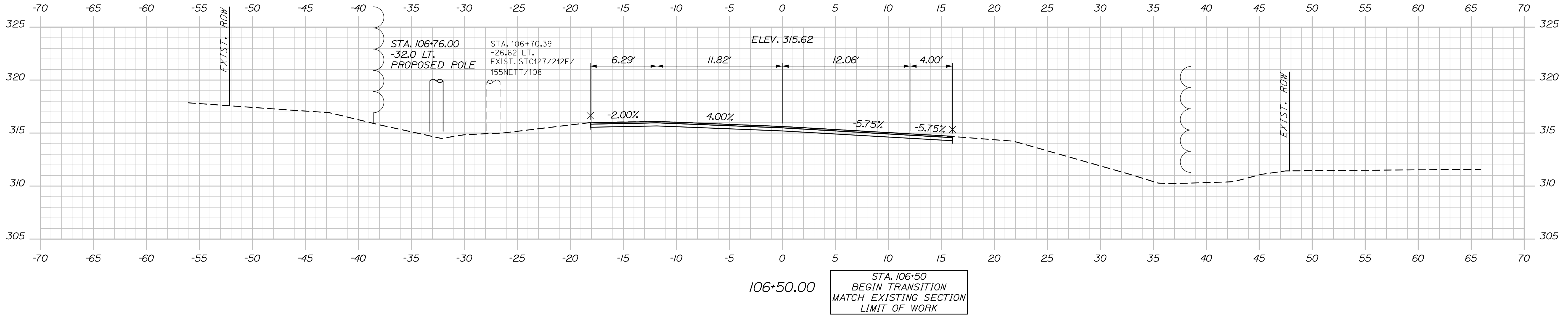
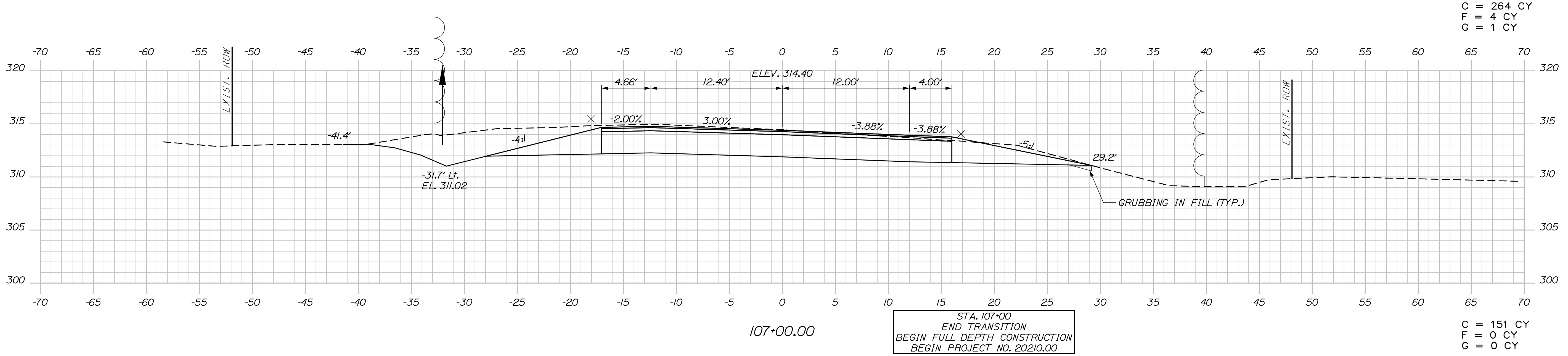
STATE OF MAINE DEPARTMENT OF TRANSPORTATION																																																								
STP-2021(000)X																																																								
WIN 020210.00 HIGHWAY PLANS																																																								
STANDISH RTE 25, MANCHESTER RD., SACO RD. PROFILE																																																								
SHEET NUMBER 44 OF 68																																																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>PROJ. MANAGER</th> <th>E. MARTIN</th> <th>BY</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>DESIGN-DETAILED</td> <td>A. Sweet</td> <td></td> <td>8/18</td> </tr> <tr> <td>CHECKED-REVIEWED</td> <td>R. Harf</td> <td></td> <td>8/18</td> </tr> <tr> <td>DESIGN-DETAILED</td> <td></td> <td></td> <td></td> </tr> <tr> <td>DESIGN-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. MARTIN	BY	DATE	DESIGN-DETAILED	A. Sweet		8/18	CHECKED-REVIEWED	R. Harf		8/18	DESIGN-DETAILED				DESIGN-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> </tbody> </table>	SIGNATURE	P.E. NUMBER	DATE												
PROJ. MANAGER	E. MARTIN	BY	DATE																																																					
DESIGN-DETAILED	A. Sweet		8/18																																																					
CHECKED-REVIEWED	R. Harf		8/18																																																					
DESIGN-DETAILED																																																								
DESIGN-DETAILED																																																								
REVISIONS 1																																																								
REVISIONS 2																																																								
REVISIONS 3																																																								
REVISIONS 4																																																								
FIELD CHANGES																																																								
SIGNATURE	P.E. NUMBER	DATE																																																						

Date: 8/10/2018

Username:

Division:

Filename: 045_Xsect-01.dgn



DESIGN-DETAILED	BY	DATE
CHECKED-REVIEWED	A. Sweet	8/18
DESIGN-DETAILED	L. Dreccoll	8/18
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROJ. MANAGER	E. MARTIN
DESIGN-DETAILED	A. Sweet
CHECKED-REVIEWED	R. Harf
DESIGN-DETAILED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

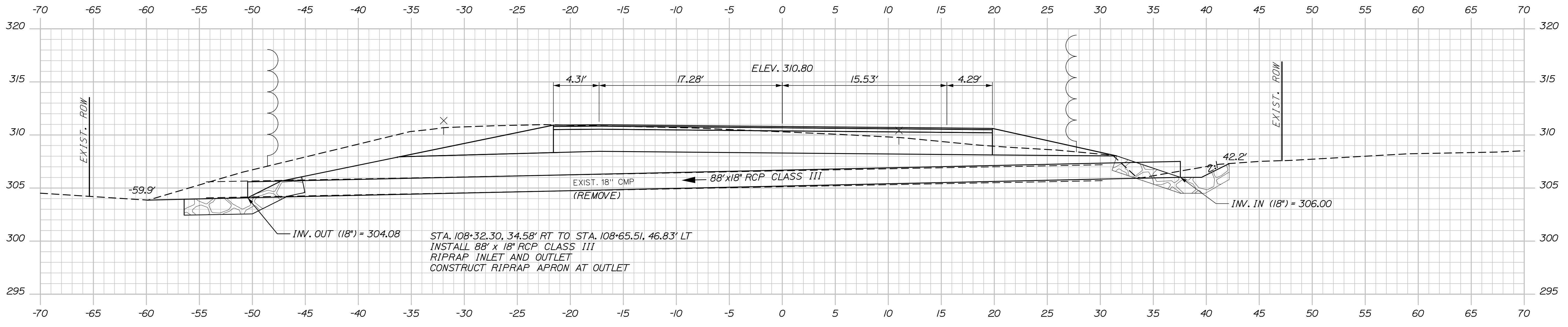
SHEET NUMBER
45
OF 68

Date: 8/10/2018

Username:

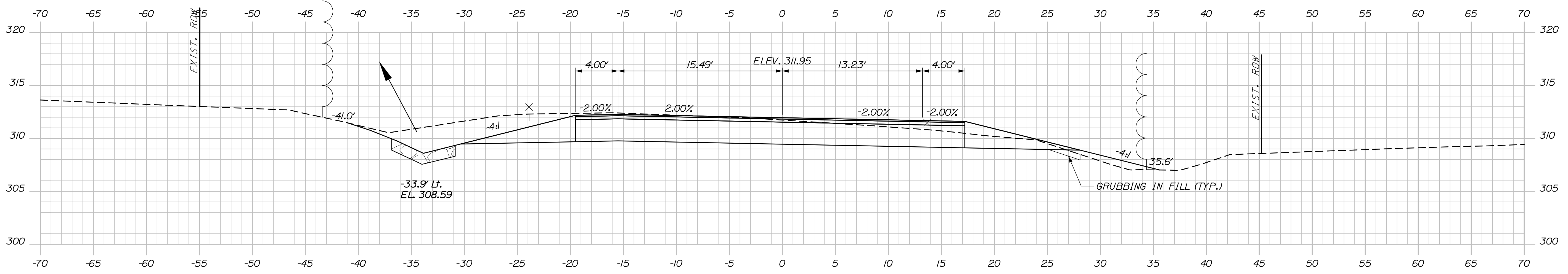
Division:

Filename: 046_Xsect-02.dgn



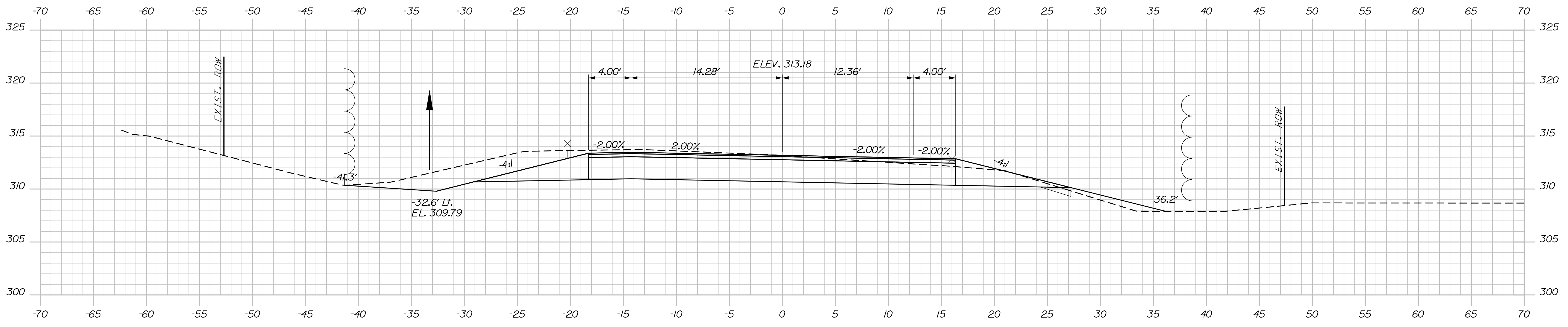
STA. 108+00 TO 108+65.51, LT. INSTALL STONE DITCH PROTECTION
108+47.27 (SKEWED CULVERT)

C = 253 CY
F = 5 CY
G = 4 CY



108+00.00

C = 248 CY
F = 7 CY
G = 2 CY



107+50.00

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harf	L. Driscoll	8/18
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

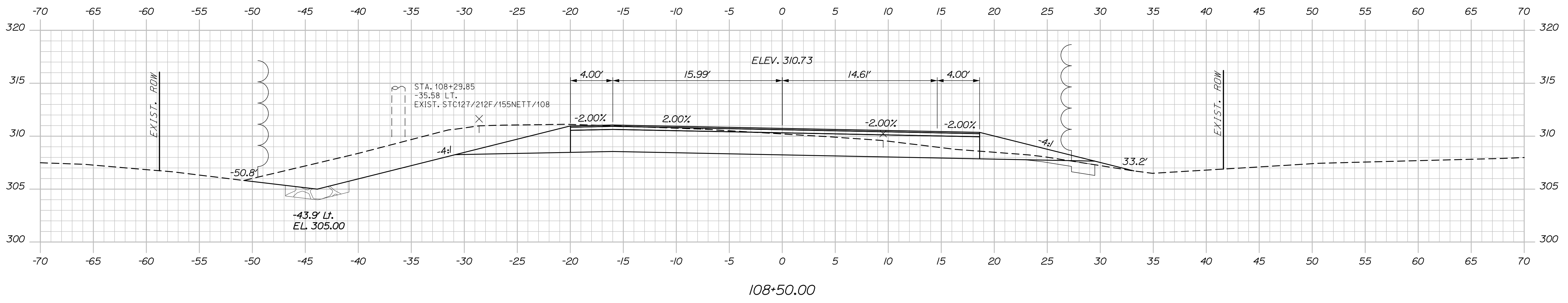
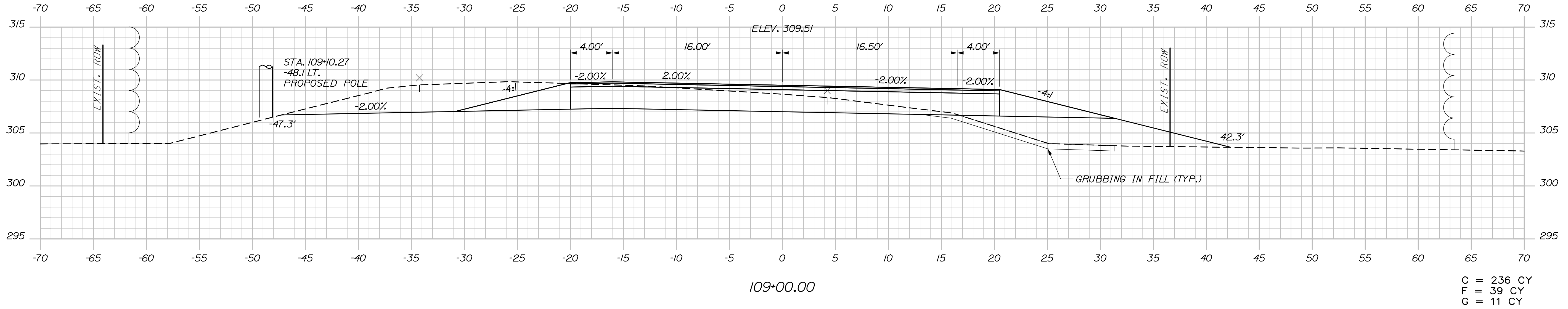
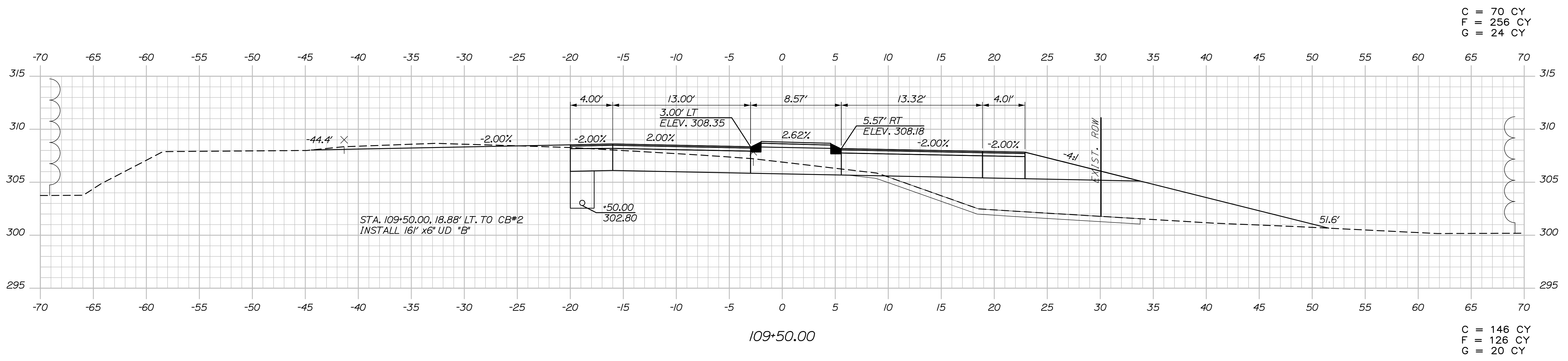
SHEET NUMBER
46
OF 68

Date: 8/10/2018

Username:

Division:

Filename: 047_Xsect-03.dgn



PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet		8/18
CHECKED-REVIEWED	R. Harb		8/18
DESIGN-DETAILED	L. Dreccoll		
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

DATE	SIGNATURE	P.E. NUMBER	DATE

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

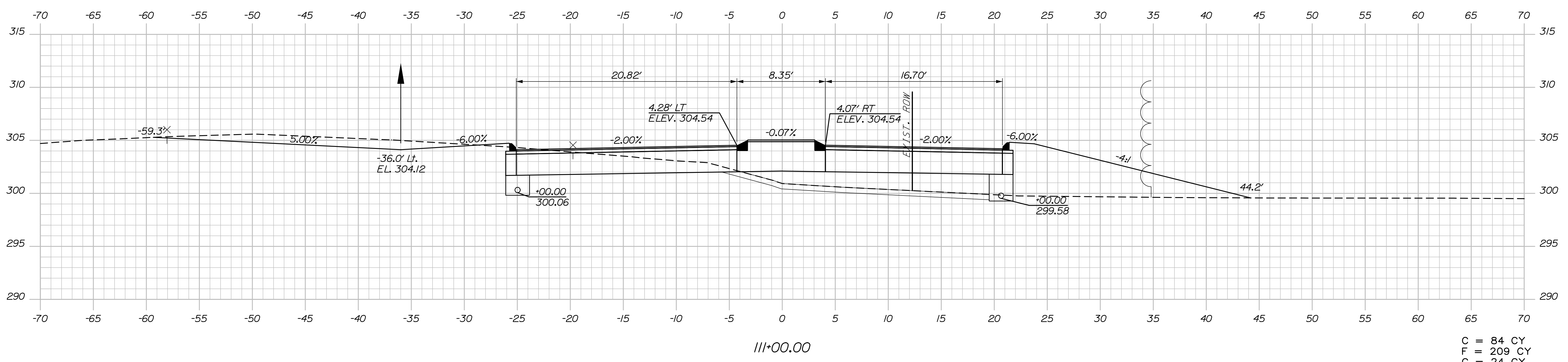
SHEET NUMBER
47
OF 68

Date: 8/10/2018

Username:

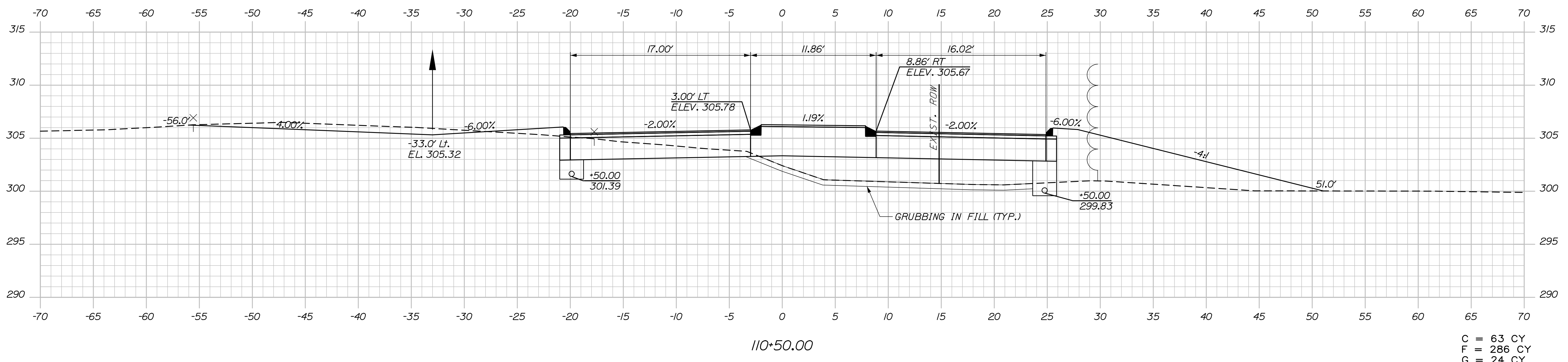
Division:

Filename: 048_Xsect-04.dgn



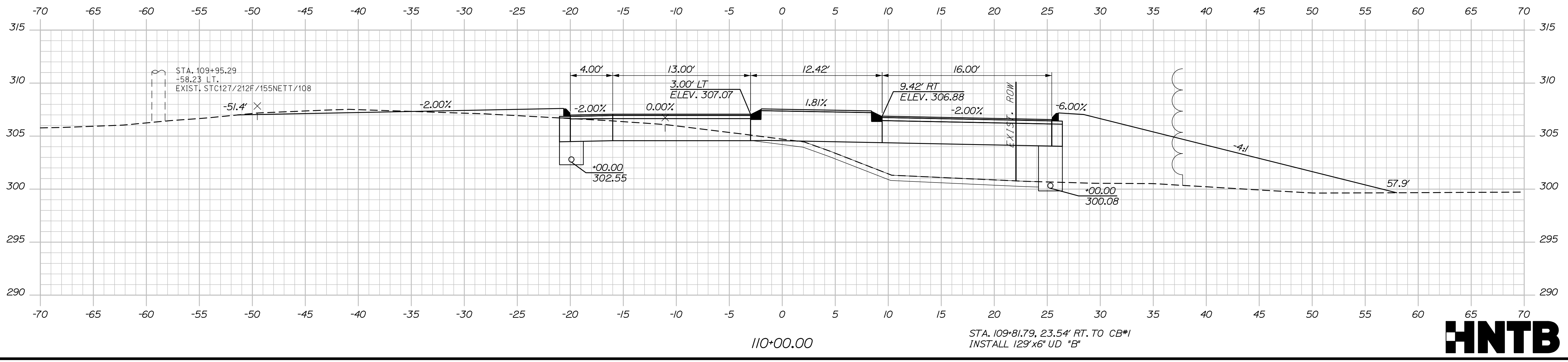
III+00.00

C = 84 CY
F = 209 CY
G = 24 CY



III+50.00

C = 63 CY
F = 286 CY
G = 24 CY



III+00.00

STA. 109+81.79, 23.54' RT. TO CB#1
INSTALL 129"x6" UD "B"



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X
WIN 020210.00
HIGHWAY PLANS

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
E. MARTIN	A. Sweet	A. Sweet	L. Driscoll						
BY	DATE	DATE	DATE	SIGNATURE	P.E. NUMBER	DATE			
	8/18	8/18							

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

SHEET NUMBER
48
OF 68

Sta. 110+00.00 to Sta. 111+00.00

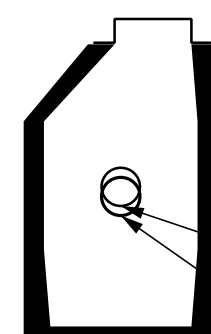
Date: 8/10/2018

Username:

Division:

Filename: 049_Xsect-05.dgn

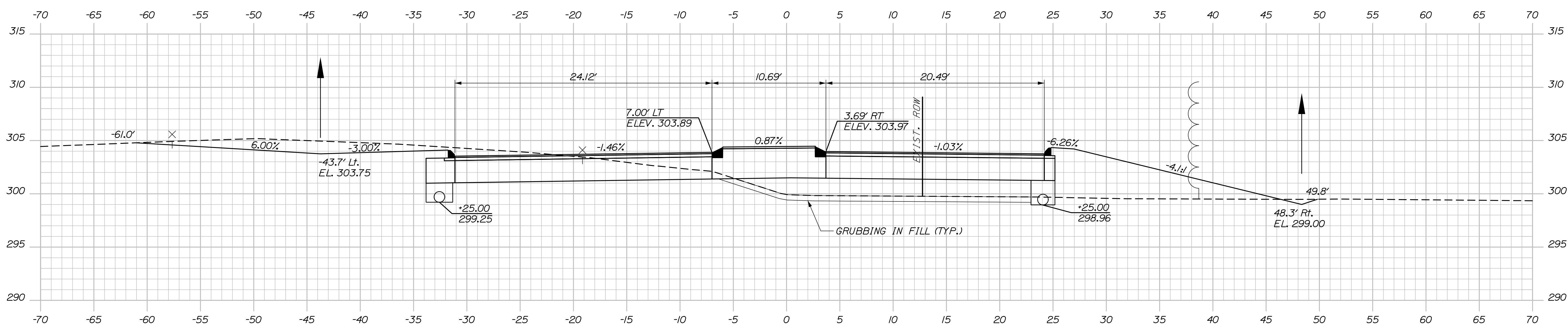
CB*3 LT TO CB*13 RT
INSTALL 144'X12" UD "C"



(CB*3) STA. III+43.45, 40.39' LT.
CONSTRUCT CB TYPE BEHIND CURB (SHAPE 5)
RIM ELEV. = 303.93

INV. IN (12" UD) = 299.15
INV. OUT (12" UD) = 298.90

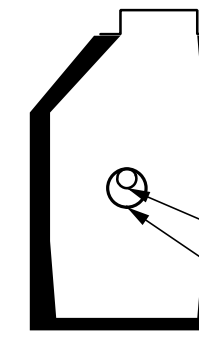
SEE SPECIAL DETAILS FOR DRAINAGE
INFORMATION ASSOCIATED WITH CB*4,
CB*5 AND RELATED PAVING



III+25.00

C = 63 CY
T = 91 CY
G = 12 CY

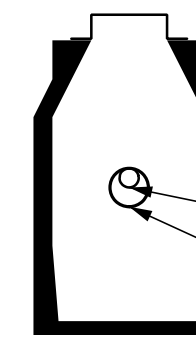
CB*2 LT TO CB*3 LT
INSTALL 25'X12" UD "C"



(CB*2) STA. III+13.46, 28.88' LT.
CONSTRUCT CB TYPE BEHIND CURB (SHAPE 5)
RIM ELEV. = 304.40

INV. IN (6" UD) = 299.80
INV. OUT (12" UD) = 299.30

CB*1 TO CB*4 RT
INSTALL 34'X12" UD "C"



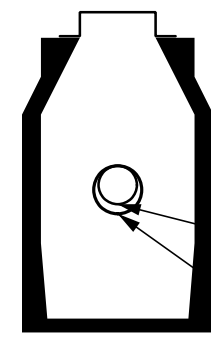
(CB*1) STA. III+10, 20.10' RT.
CONSTRUCT CB TYPE BI-C
RIM ELEV. = 304.01

INV. IN (6" UD) = 299.53
INV. OUT (12" UD) = 299.03

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

SHEET NUMBER
49
OF 68

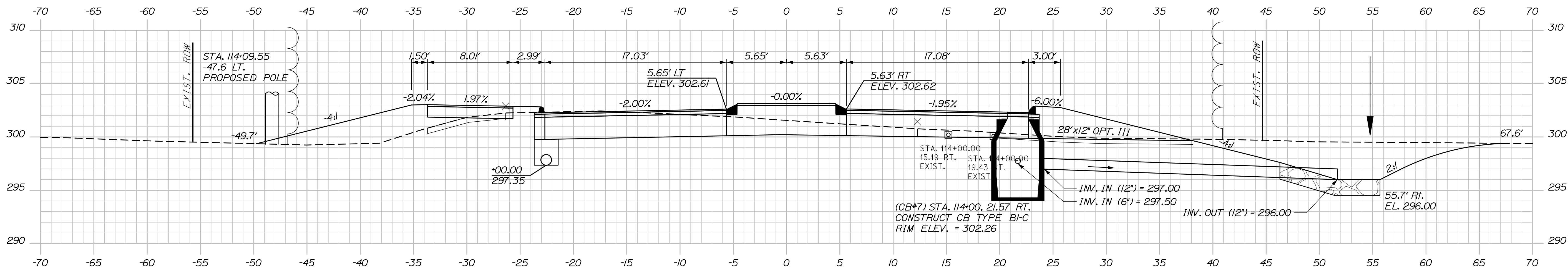
CB*8 TO CB*9 LT.
INSTALL 98' X 15' UD "C"



(CB*8) STA. 114+17, 22.27' LT.
CONSTRUCT CB TYPE BI-C
RIM ELEV. = 302.17

INV. IN (12" UD) = 297.27
INV. OUT (15" UD) = 297.02

C = 228 CY
F = 71 CY
G = 14 CY

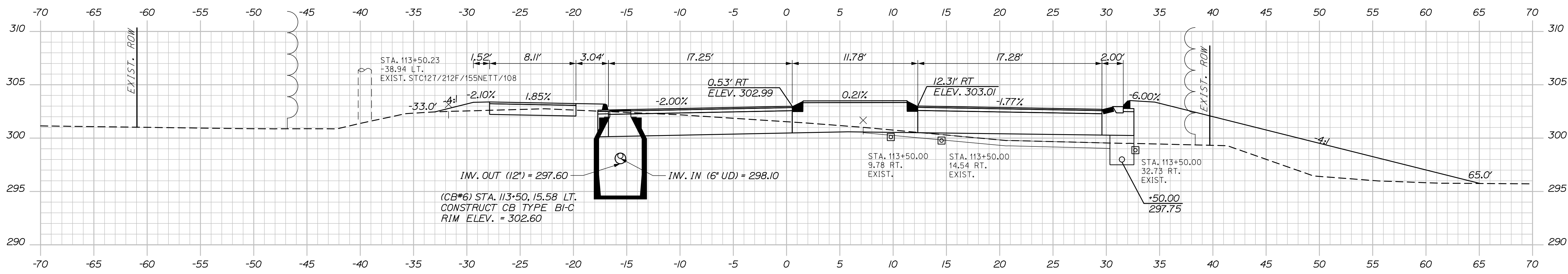


CB*6 TO CB*8 LT.
INSTALL 65' X 12' UD "C"

114+00.00

CB*7 RT. TO STA. 114+00, 51.67' RT.
INSTALL 28'x12' OPT. III
CONSTRUCT RIPRAP DOWNSPOUT

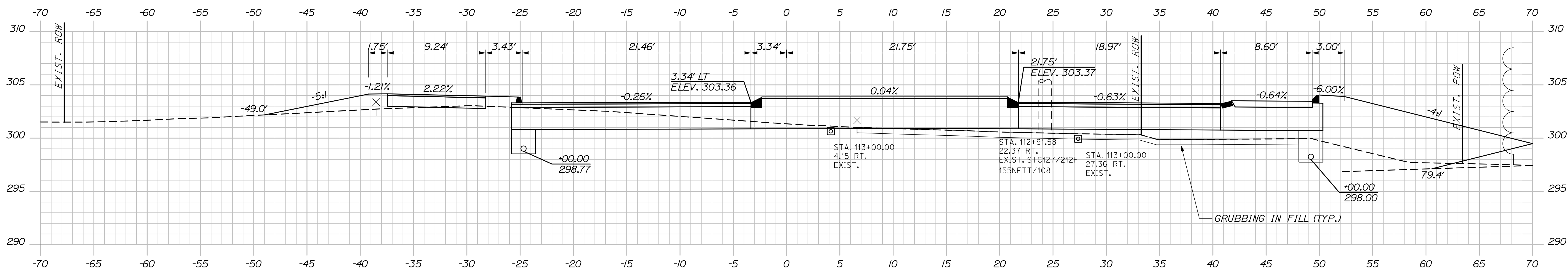
C = 152 CY
F = 117 CY
G = 17 CY



STA. 112+60.77, 58.71' TO CB*6
INSTALL 105' X 6' UD "B"

113+50.00

C = 74 CY
F = 198 CY
G = 29 CY



STA. 112+78.11, 62.55' TO CB*7 RT
INSTALL 123' X 6' UD "B"
INV. IN = 298.15

GRUBBING IN FILL (TYP.)

113+00.00

PROJ. MANAGER	E-MARTIN	BY	DATE
A. Sweet	A. Sweet	A. Sweet	8/18
L. Dreiscoll	R. Harf	L. Dreiscoll	8/18
DESIGN-DETAILED	DESIGN-DETAILED	DESIGN-DETAILED	DESIGN-DETAILED
REVISIONS 1	REVISIONS 1	REVISIONS 1	REVISIONS 1
REVISIONS 2	REVISIONS 2	REVISIONS 2	REVISIONS 2
REVISIONS 3	REVISIONS 3	REVISIONS 3	REVISIONS 3
REVISIONS 4	REVISIONS 4	REVISIONS 4	REVISIONS 4
FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

SHEET NUMBER
50
OF 68

Date: 8/10/2018

Username:

Division:

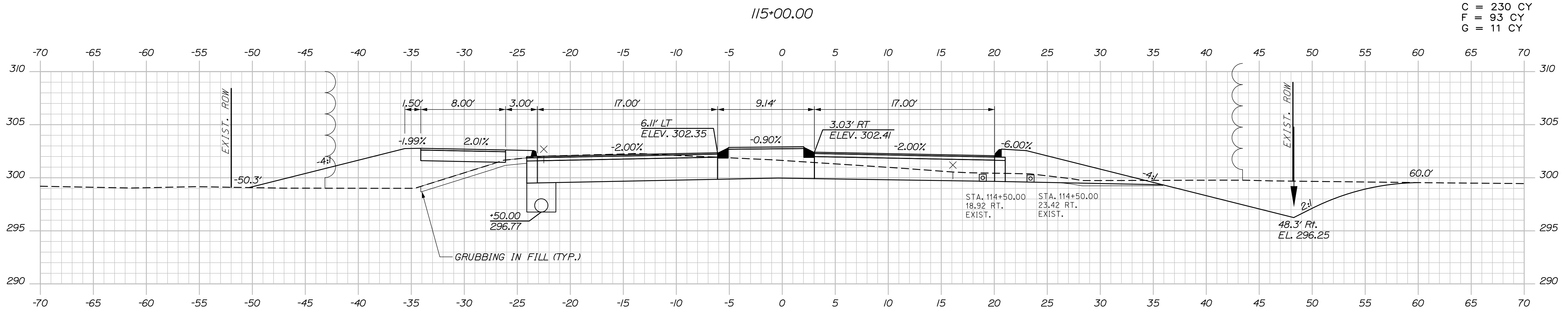
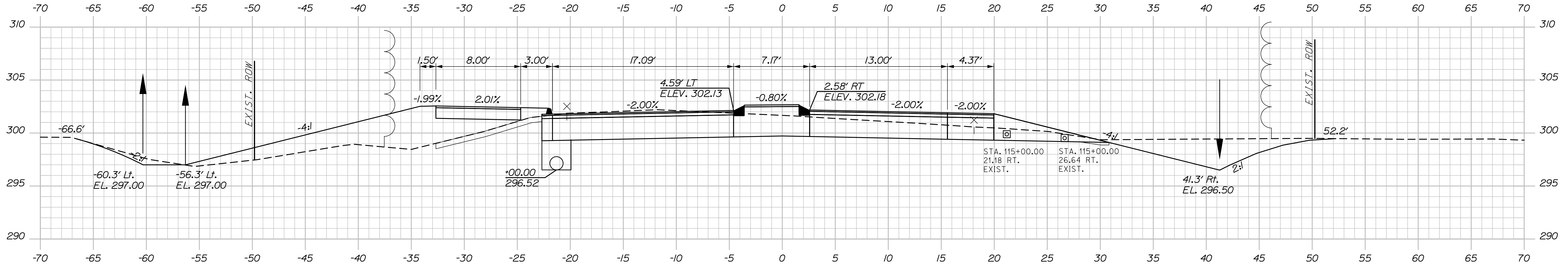
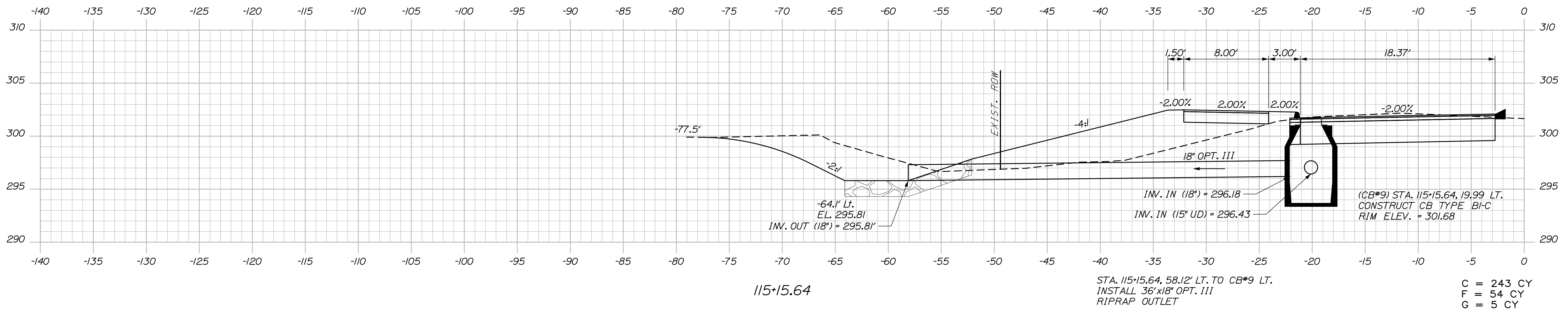
Filename: 050_Xsect-06.dgn

Date: 8/10/2018

Username:

Division:

Filename: 051_Xsect-07.dgn



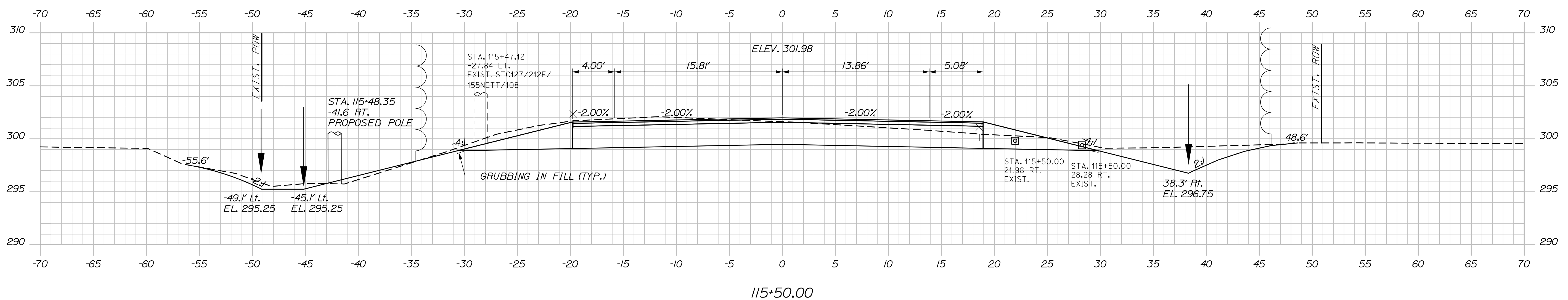
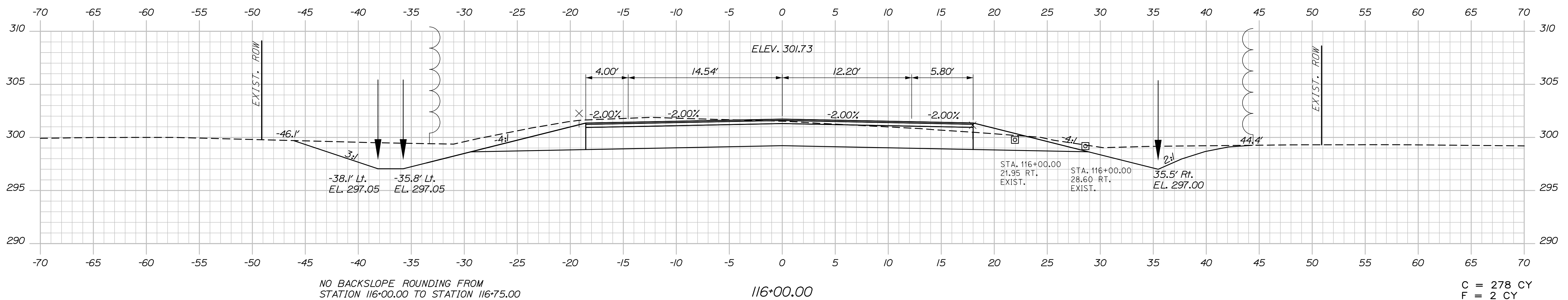
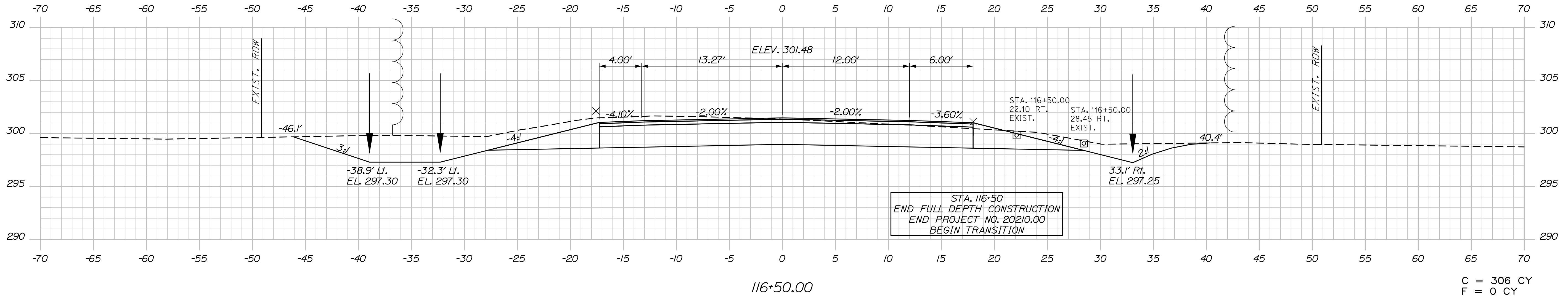
PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harb	L. Dreiscoll	8/18
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

SHEET NUMBER
51
OF 68



C = 170 CY
 F = 0 CY
 G = 0 CY



Date: 8/10/2018

Username:

Division:

Filename: 052_Xsect-08.dgn

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 STP-2021(000)X
 WIN
 020210.00
 HIGHWAY PLANS

DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
A. Sweet	R. Harf						
L. Dreiscoll							

DATE	BY	DATE	BY
8/18	A. Sweet	8/18	L. Dreiscoll

STANDISH
 RTE 25, MANCHESTER RD., SACO RD.
 CROSS SECTIONS

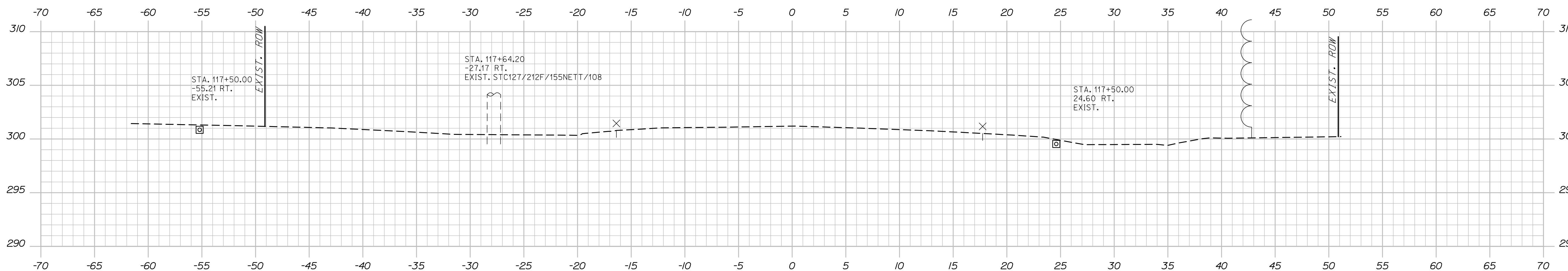
SHEET NUMBER
 52
 OF 68

Date: 8/10/2018

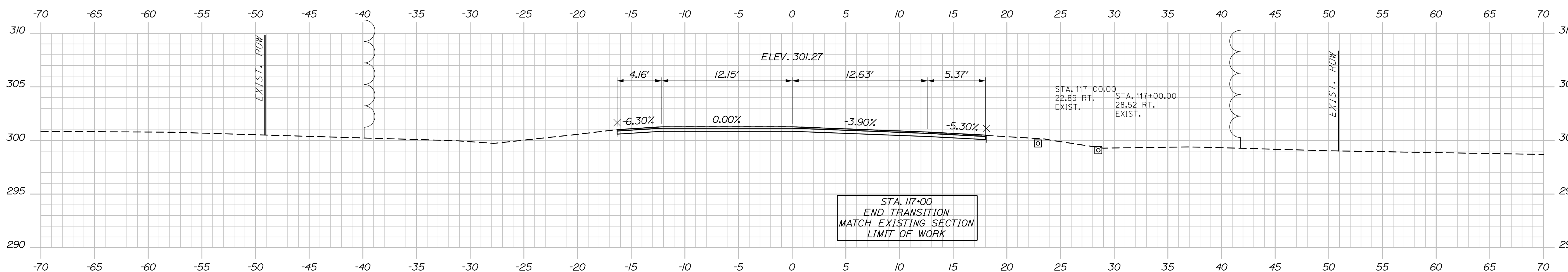
Username:

Division:

Filename: 053_Xsect-09.dgn



117+50.00



117+00.00

PROJ. MANAGER	BY	DATE
E. MARTIN	A. Sweet	8/18
DESIGN-DETAILED	L. Dreccoll	8/18
CHECKED-REVIEWED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

STANDISH
RTE 25, MANCHESTER RD., SACO RD.

CROSS SECTIONS

SHEET NUMBER

53

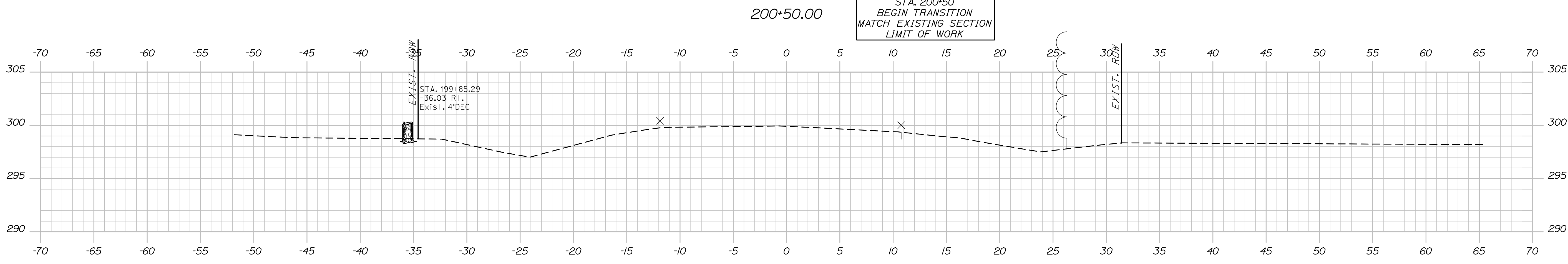
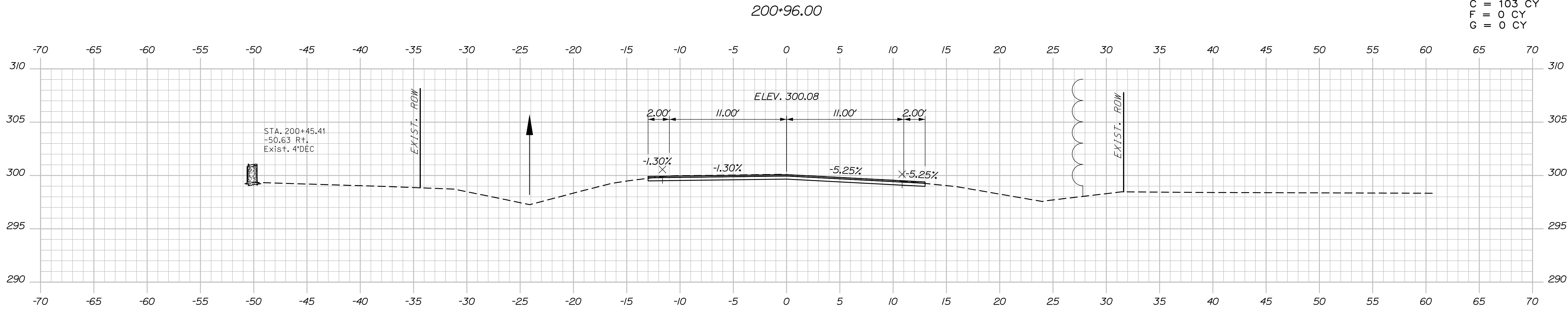
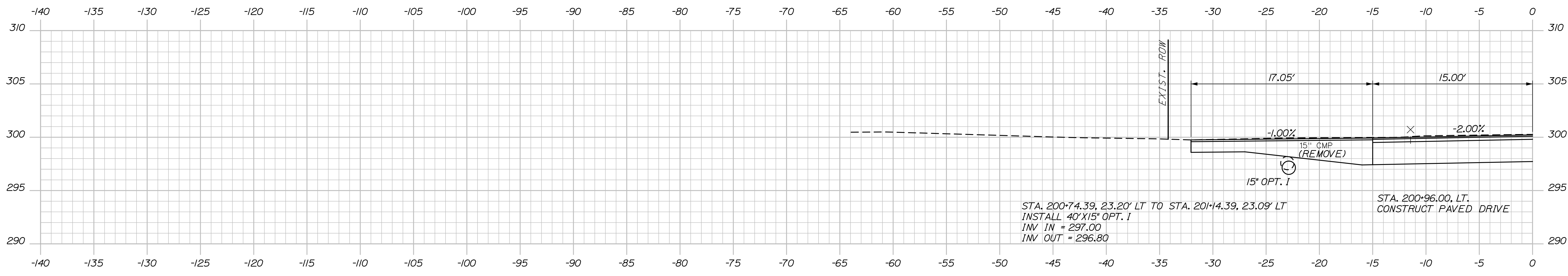
OF 68

Date: 8/10/2018

Username:

Division:

Filename: 054_Xsect-10.dgn



C = 103 CY
T = 0 CY
G = 0 CY

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harf	L. Dreccoll	8/18
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

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

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

SHEET NUMBER

54

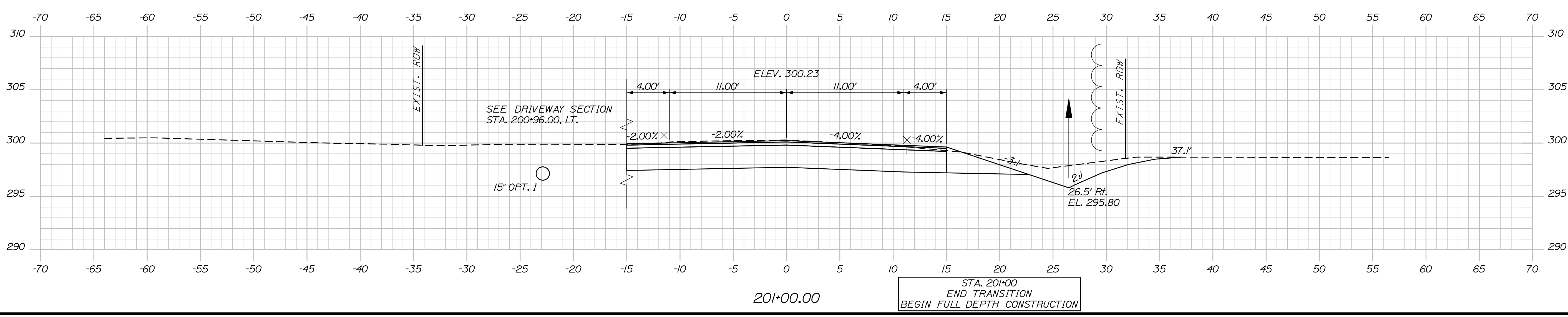
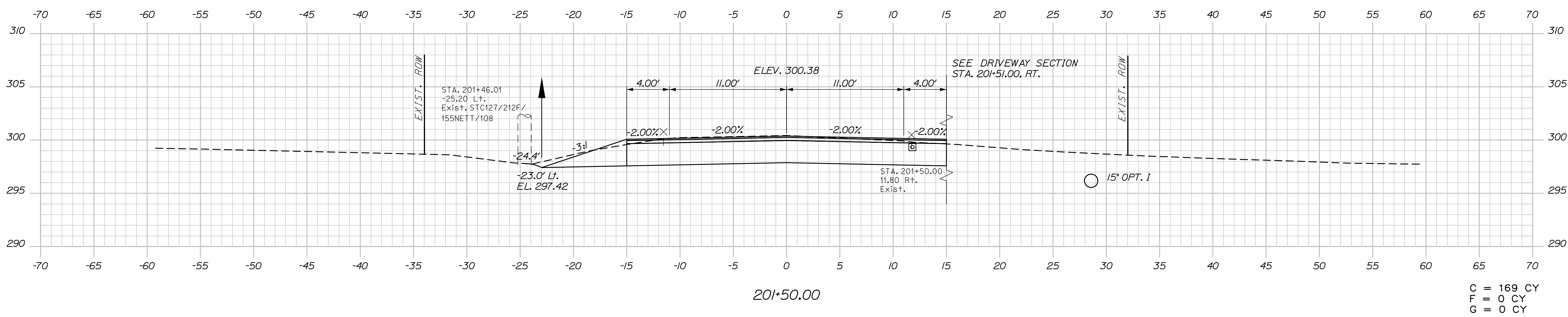
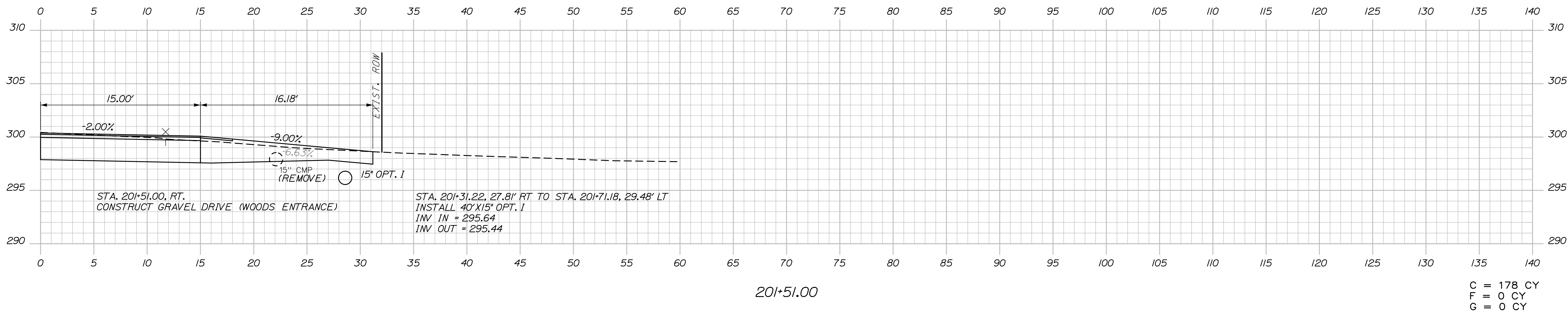
OF 68

Date: 8/10/2018

Username:

Division:

Filename: 055_Xsect-11.dgn



PROJ. MANAGER	DATE	BY	DATE
A. Sweet	8/18	A. Sweet	8/18
L. Dreccoll		L. Dreccoll	

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

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

SHEET NUMBER
55
OF 68

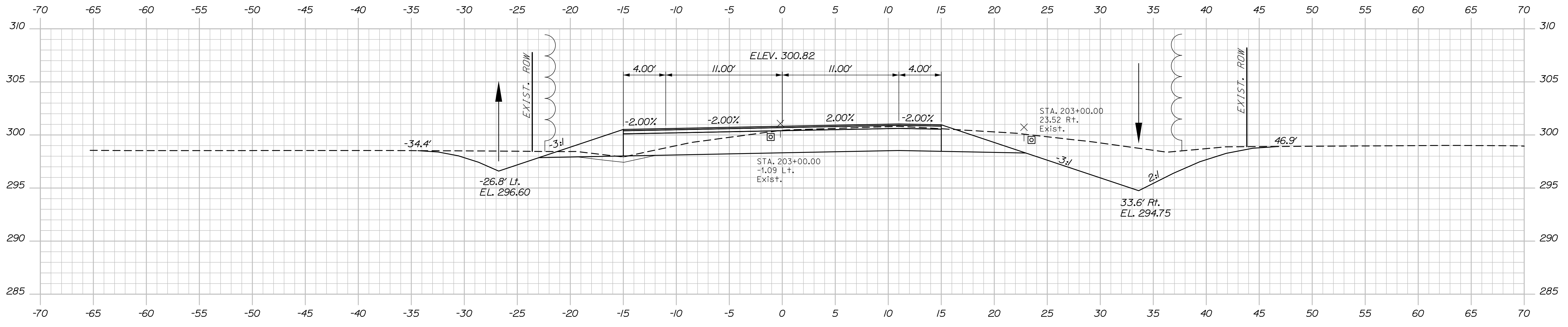
Date: 8/10/2018

Username:

Division:

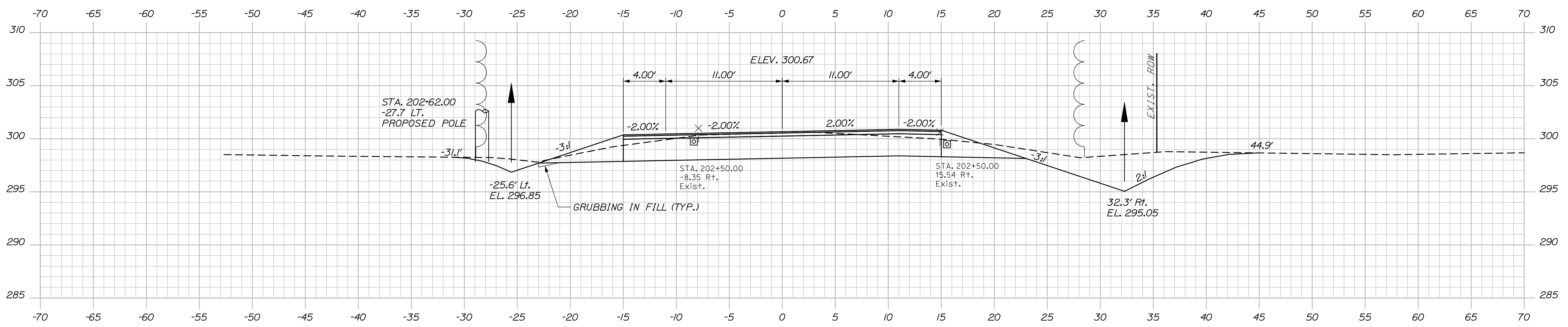
Filename: 056_Xsect-12.dgn

C = 246 CY
F = 0 CY
G = 5 CY



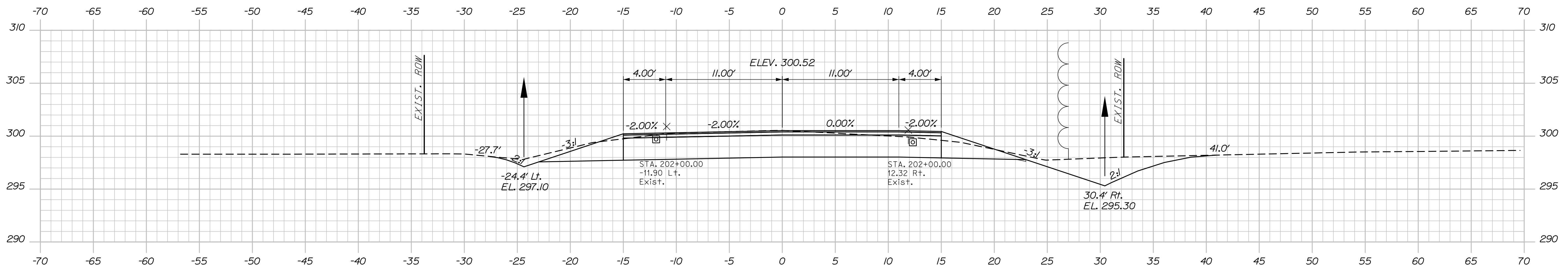
203+00.00

C = 227 CY
F = 0 CY
G = 2 CY



202+50.00

C = 210 CY
F = 0 CY
G = 0 CY



202+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X
WIN
020210.00
HIGHWAY PLANS

PROJ. MANAGER	E-MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harf	L. Driscoll	8/18
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

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

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

SHEET NUMBER
56
OF 68



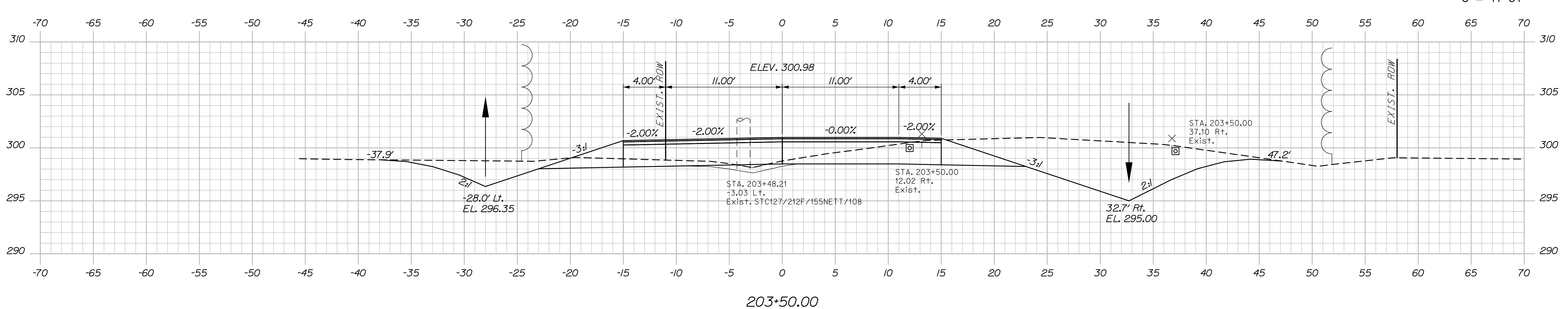
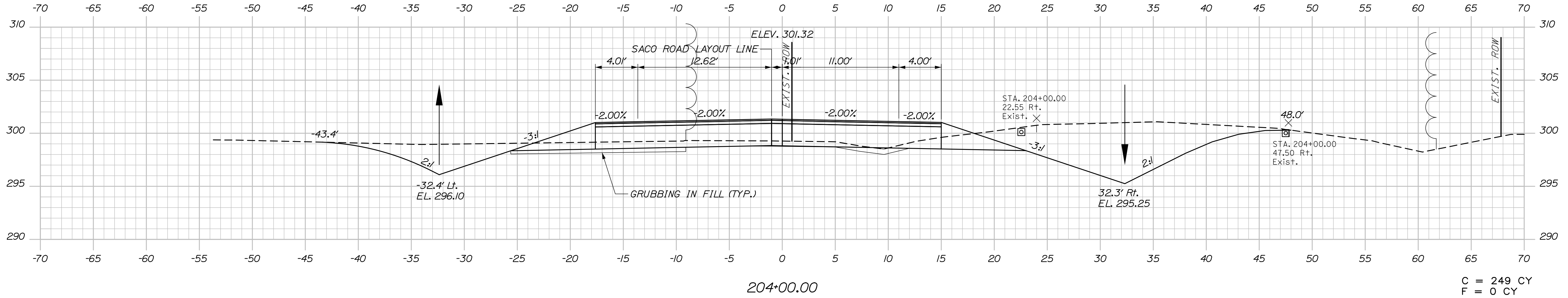
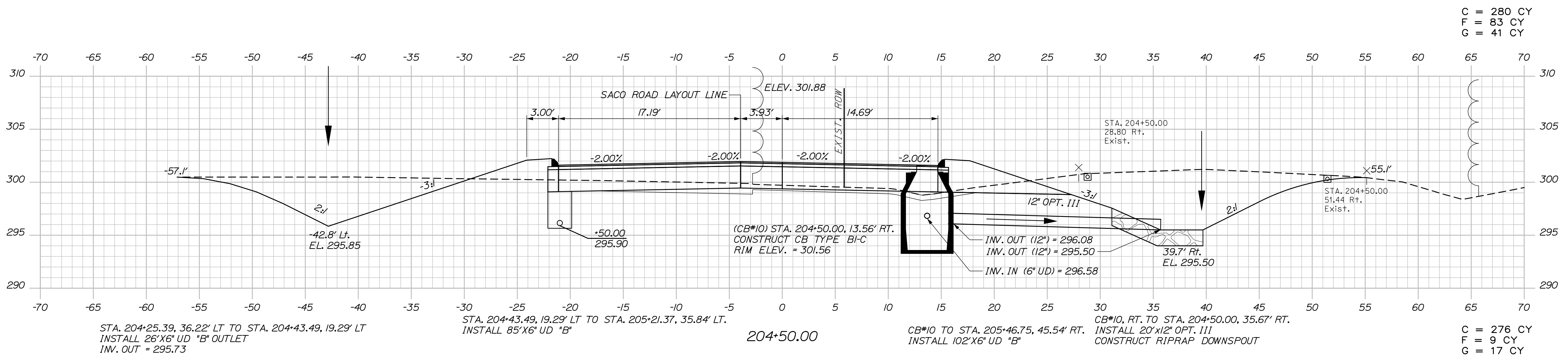
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X
WIN 020210.00
HIGHWAY PLANS

Date: 8/10/2018

Username:

Division:

Filename: 057_xsect-13.dgn



PROJ. MANAGER	BY	DATE
E. MARTIN	A. Sweet	8/10
DESIGN-DETAILED	L. Dreccoll	8/10
CHECKED-REVIEWED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

SHEET NUMBER
57
OF 68



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X

PROJ. MANAGER	BY	DATE
E. MARTIN	A. Sweet	8/18
CHECKED/REVIEWED	R. Harf	8/18
DESIGN/DETAILED	L. Dreccoll	-
DESIGN/DETAILED	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

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

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

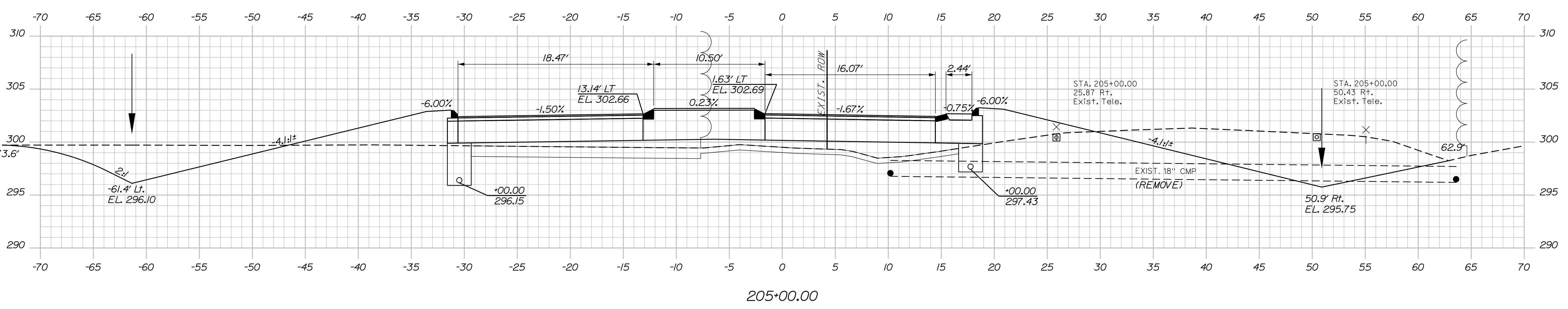
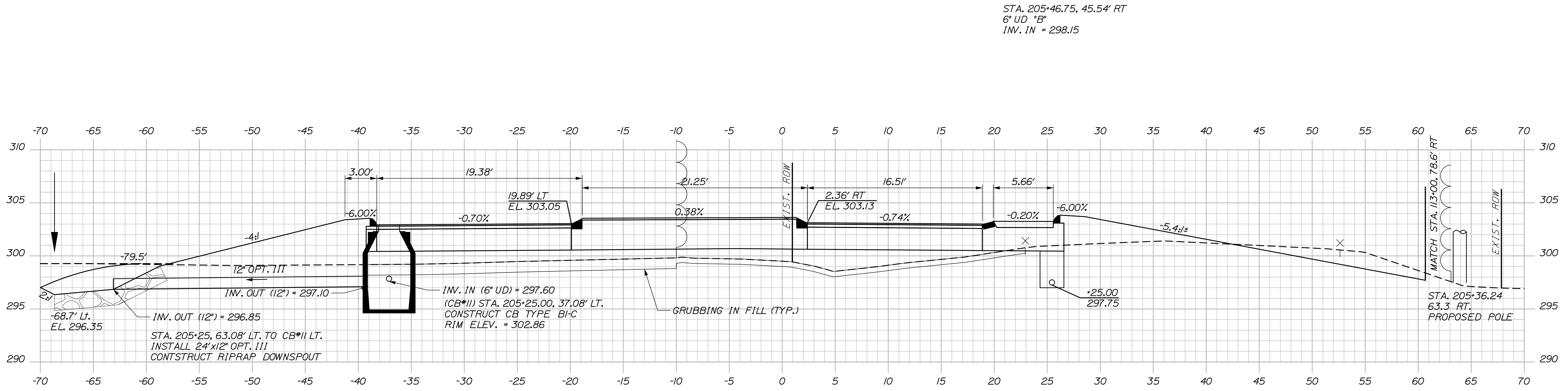
SHEET NUMBER
58
OF 68

Date: 8/10/2018

Username:

Division:

Filename: 058_Xsect-14.dgn



Sta. 205+00.00 to Sta. 205+25.00

C = 151 CY
 F = 2 CY
 G = 0 CY

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
STP-2021(000)X

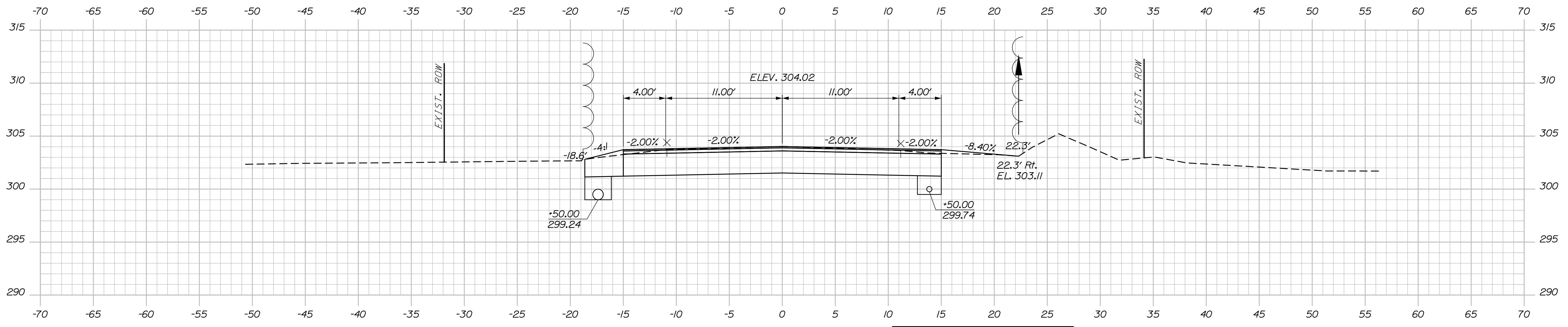
WIN
 020210.00
 HIGHWAY PLANS

Date: 8/10/2018

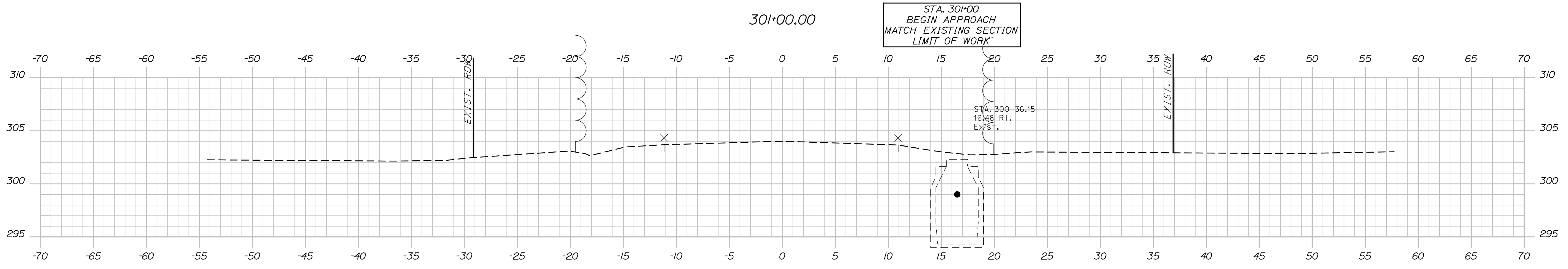
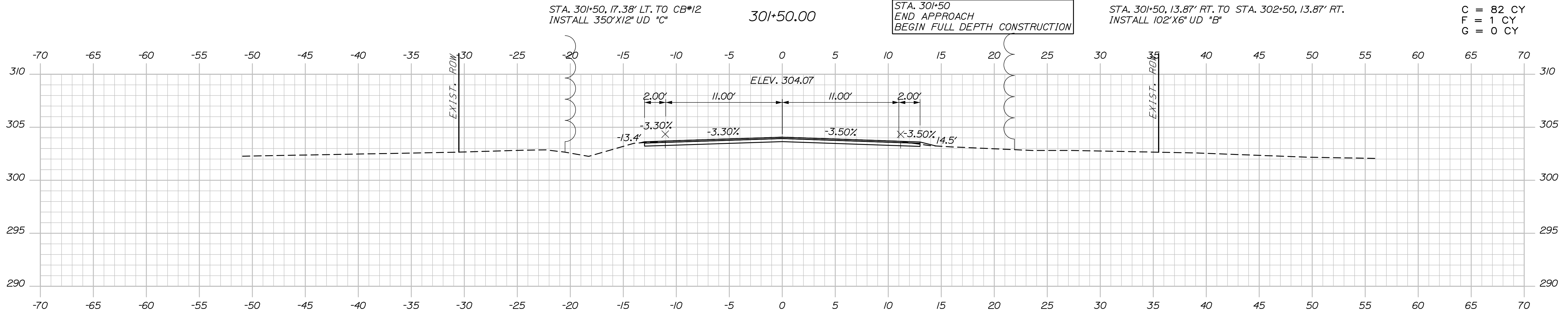
Username:

Division:

Filename: 059_Xsect-15.dgn



C = 82 CY
 F = 1 CY
 G = 0 CY



DESIGN	DATE	SIGNATURE
CHECKED	8/18	
DESIGNED	8/18	
DESIGNED		
REVISIONS 1		P.E. NUMBER
REVISIONS 2		DATE
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROJ. MANAGER	E. MARTIN
DESIGN DETAILED	A. SWEET
CHECKED/REVIEWED	R. HART
DESIGNED/REVIEWED	L. DRESCHELL
DESIGNED/REVIEWED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

STANDISH
 RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

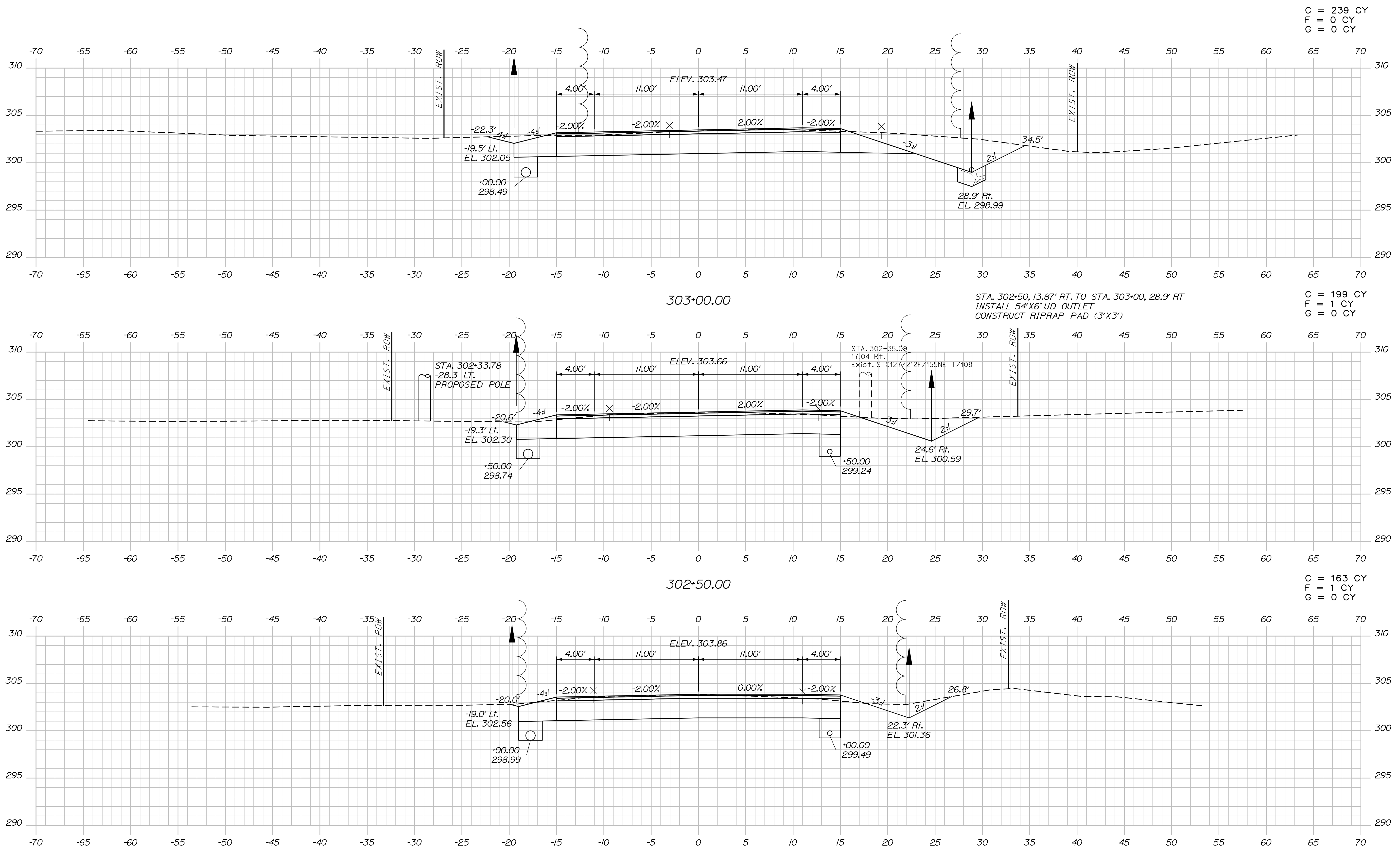
SHEET NUMBER
59
 OF 68

Date: 8/10/2018

Username:

Division:

Filename: 060_Xsect-16.dgn



C = 239 CY
F = 0 CY
G = 0 CY

C = 199 CY
F = 1 CY
G = 0 CY

C = 163 CY
F = 1 CY
G = 0 CY

STA. 302+50, 13.87' RT. TO STA. 303+00, 28.9' RT
INSTALL 54'X6' UD OUTLET
CONSTRUCT RIPRAP PAD (3'X3')

NO BACKSLOPE ROUNDING FROM STATION
302+00.00, LT. TO STATION 305+00.00 LT.

NO BACKSLOPE ROUNDING FROM STATION
302+00.00, RT. TO STATION 303+00.00 RT.

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harb	L. Driscoll	8/18
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

SHEET NUMBER

60

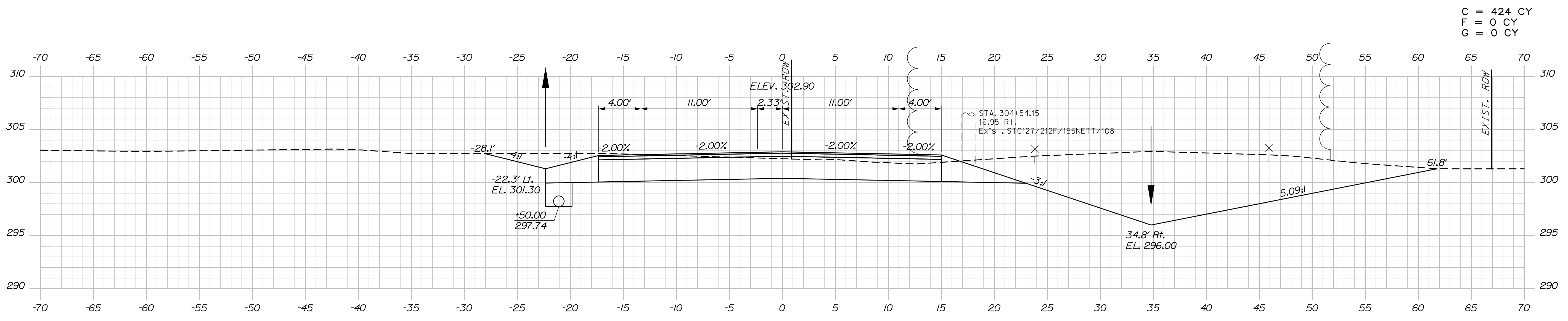
OF 68

Date: 8/10/2018

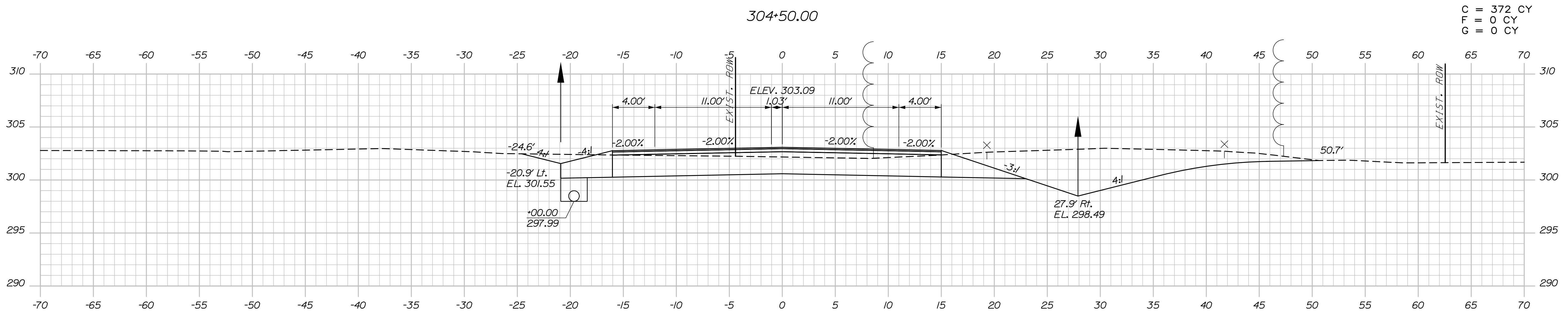
Username:

Division:

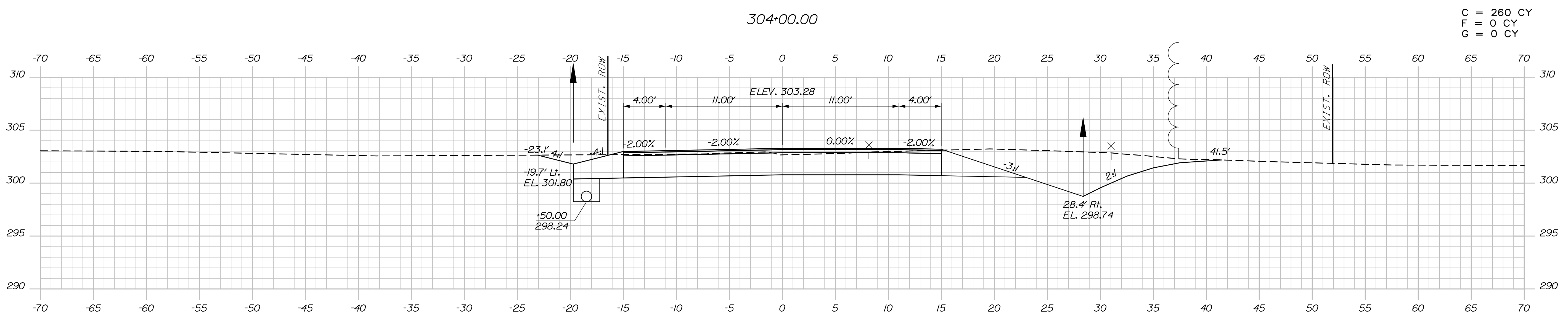
Filename: 061_Xsect-17.dgn



C = 424 CY
F = 0 CY
G = 0 CY



C = 372 CY
F = 0 CY
G = 0 CY



C = 260 CY
F = 0 CY
G = 0 CY

PROJ. MANAGER	E-MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harb	L. Dreccoll	8/18
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE	P.E. NUMBER	DATE
-	-	-

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

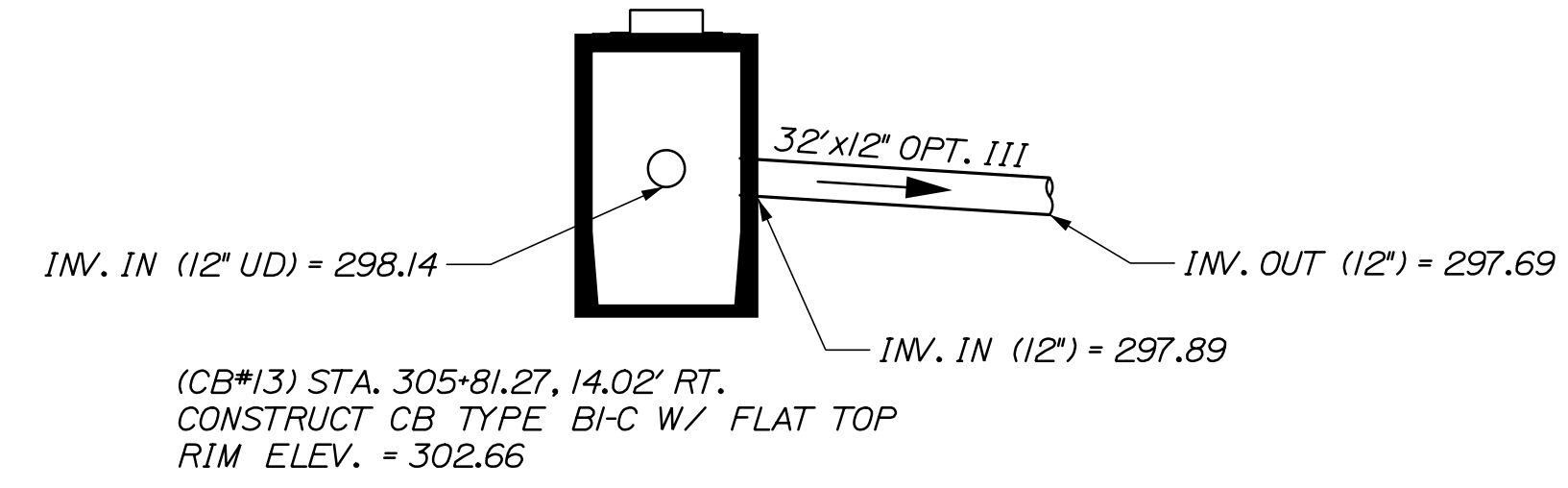
SHEET NUMBER
61
OF 68

Date: 8/10/2018

Username:

Division:

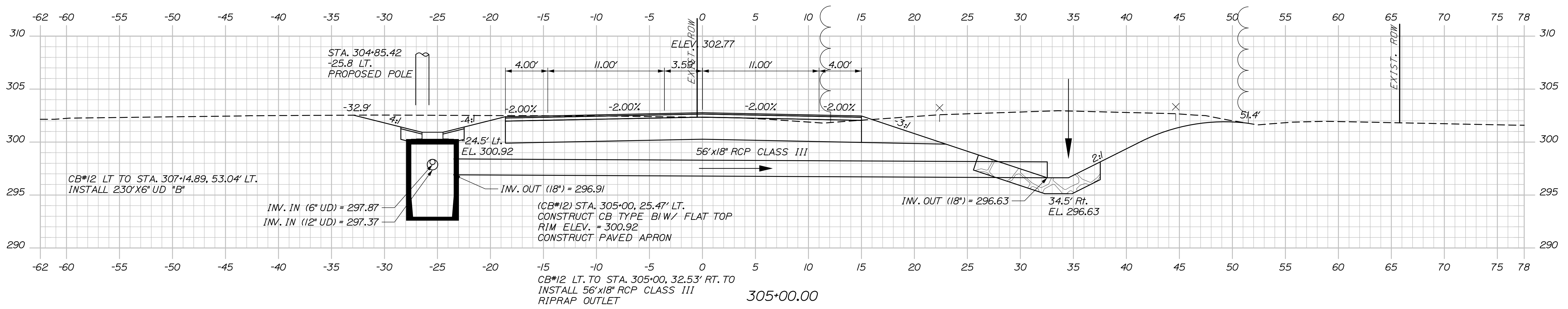
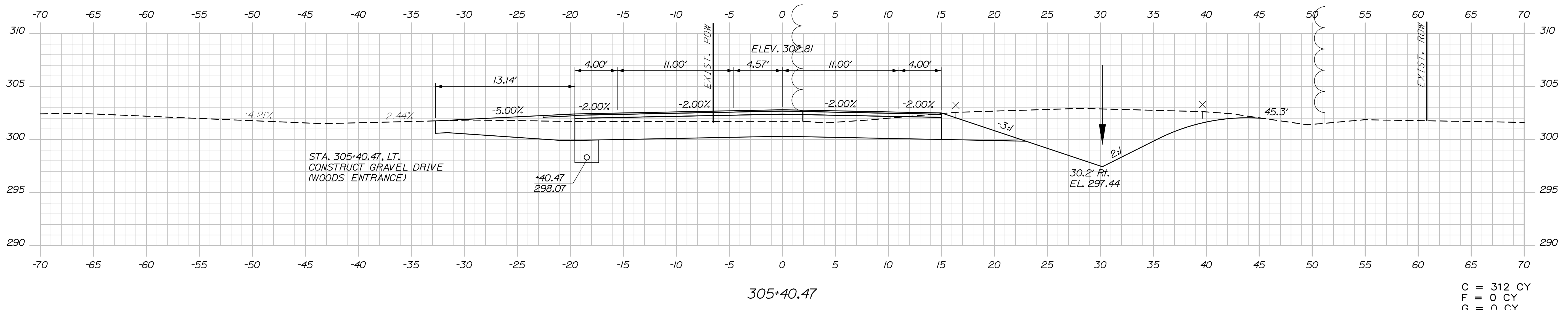
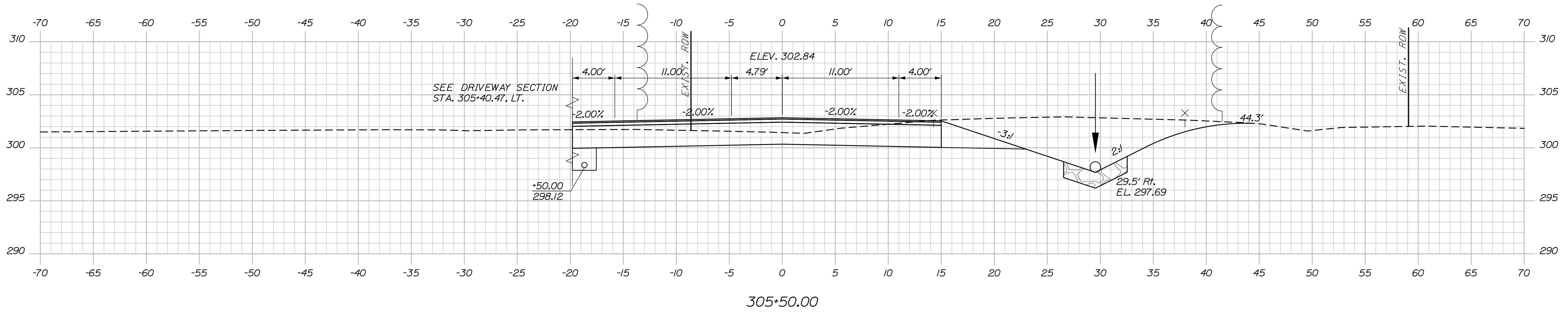
Filename: 062_Xsect-1B.dgn



STA. 305+50 TO 306+00, RT.
INSTALL STONE DITCH PROTECTION

CB#13 TO STA. 305+50, 29.5' RT.
INSTALL 32' X 12' OPT. III
RIPRAP OUTLET

C = 186 CY
F = 2 CY
G = 0 CY



PROJ. MANAGER	BY	DATE
A. Sweet	A. Sweet	8/18
L. Dreiscoll	L. Dreiscoll	8/18

DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS	DATE
-	-	-	1	-
-	-	-	2	-
-	-	-	3	-
-	-	-	4	-

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

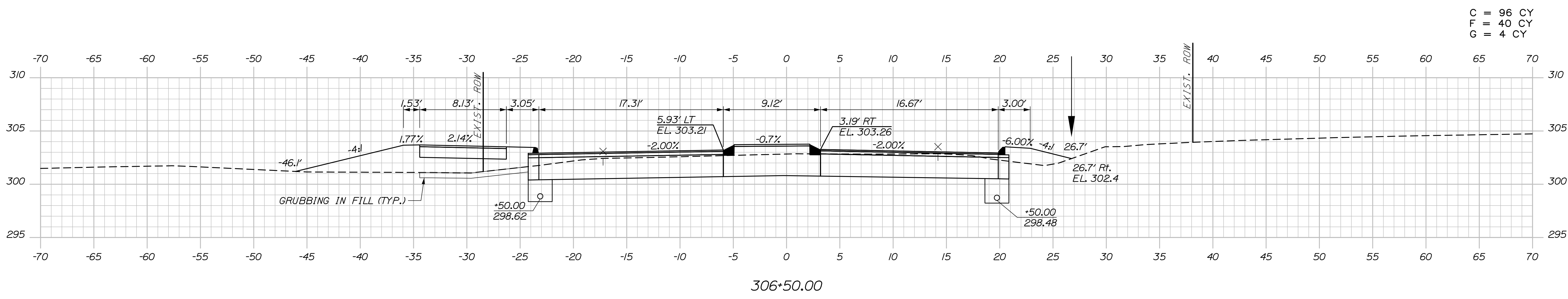
SHEET NUMBER
62
OF 68

Date: 8/10/2018

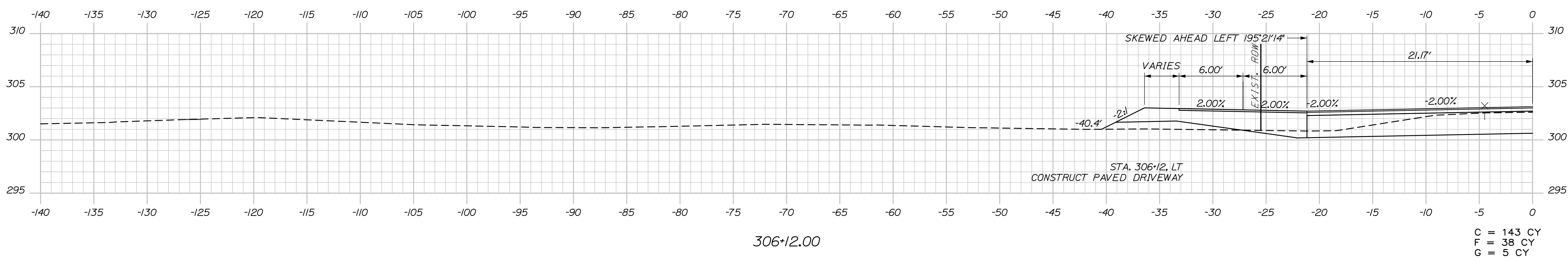
Username:

Division:

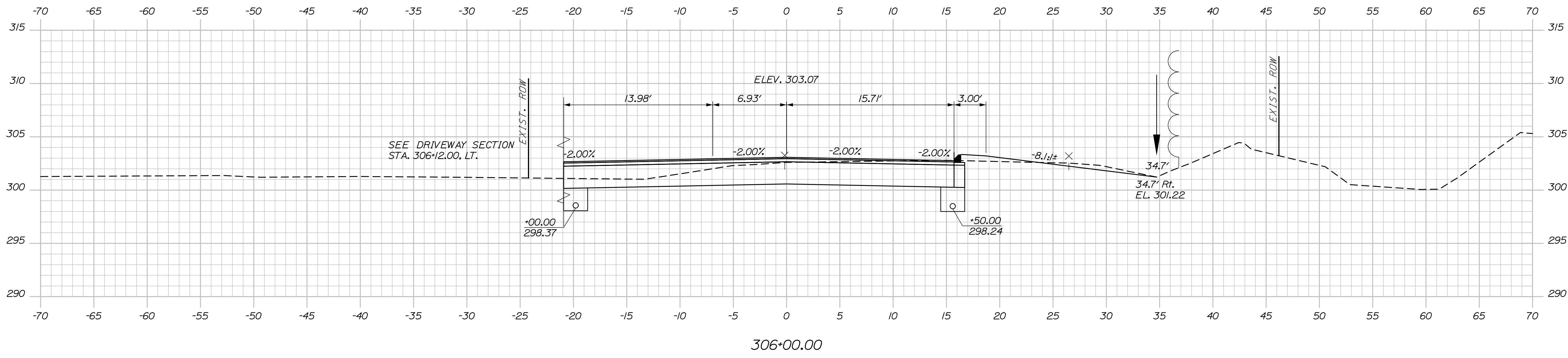
Filename: 063_Xsect-19.dgn



C = 96 CY
F = 40 CY
G = 4 CY



C = 143 CY
F = 38 CY
G = 5 CY



DATE	SIGNATURE	P.E. NUMBER	DATE
8/18			
8/18			

DATE	BY	PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
8/18	A. Sweet	E. MARTIN	A. Sweet	L. Dreccoll						

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

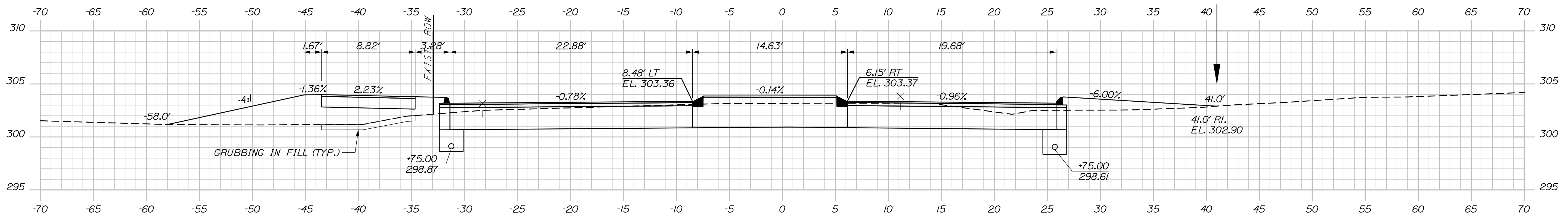
SHEET NUMBER
63
OF 68

Date: 8/10/2018

Username:

Division:

Filename: 064_Xsect+20.dgn



306+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2021(000)X

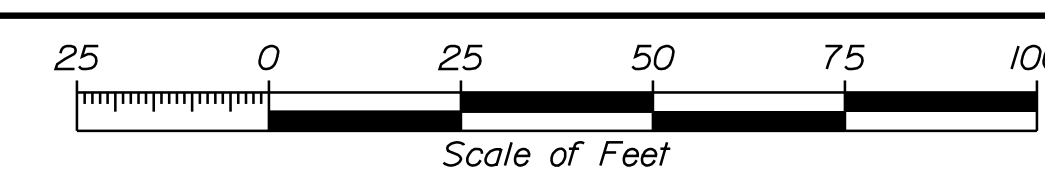
PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	A. Sweet	A. Sweet	8/18
CHECKED-REVIEWED	R. Harf	L. Driscoll	8/18
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

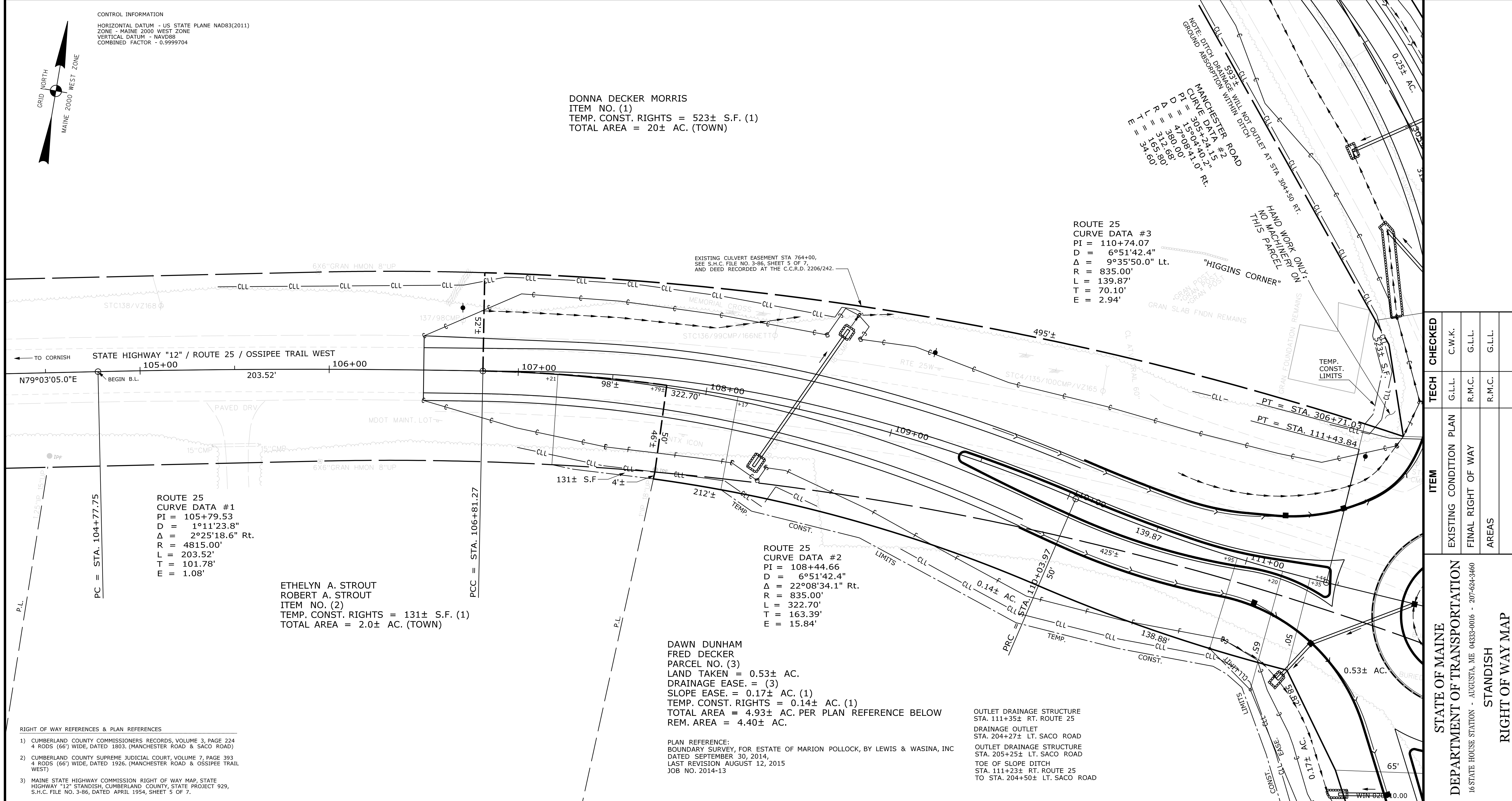
SIGNATURE	P.E. NUMBER	DATE
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

STANDISH
RTE 25, MANCHESTER RD., SACO RD.
CROSS SECTIONS

SHEET NUMBER
64
OF 68

Filename: ... \00\ROW\MSTA1065_RWPLAN1.dgn Division: ROW Username: Ronald.M.Carpentier Date:6/19/2018

Town, County, State _____ Approx. Property Lines _____ Existing Right of Way _____ Limits of Wrought Portion _____ Control Of Access _____ New Right of Way _____ New Easement _____ New Temporary Rights _____ New R/W Within Existing R/W _____	New R/W Along Existing R/W _____ Building _____ Trees Conifer _____ Tree Line _____ Water Edge _____ Ledge _____ Fence _____ Sign _____ Clearing Limit Line _____ Bush Line _____ Rock/Boulder _____ Flag Pole _____ BARB WIRE _____ STOCKADE _____ WELL _____ Mailbox _____	PLAN LEGEND Existing Proposed Sanitary Sewer _____ Telephone Line _____ Electric Line _____ Water Line _____ Underdrain Line _____ Gas Line _____ Guardrail _____ Culvert _____ Traveled Way _____ Ditch _____ Catch Basin _____ Manhole _____ Sewer Manhole _____ Utility Pole _____ Fire Hydrant _____ Curbing _____ Cut Line _____ Stonewall _____ Baseline _____ Monument _____ Iron Rod Found _____ Replacement Pin Set _____ Fill Line _____ Retaining Wall _____ Traverse Point _____ Pipe Found _____	STATE OF MAINE REGISTRY OF DEEDS COUNTY _____ RECEIVED _____ at _____ h _____ m _____ M and recorded in _____ Plan Book _____, Page _____ Attest: _____ REGISTER	THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ADJACENT PROPERTY OWNERS. 
---	---	---	--	---

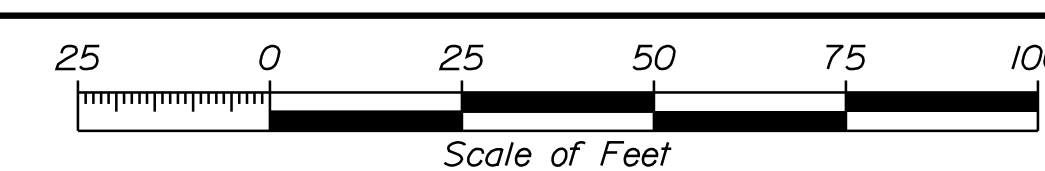


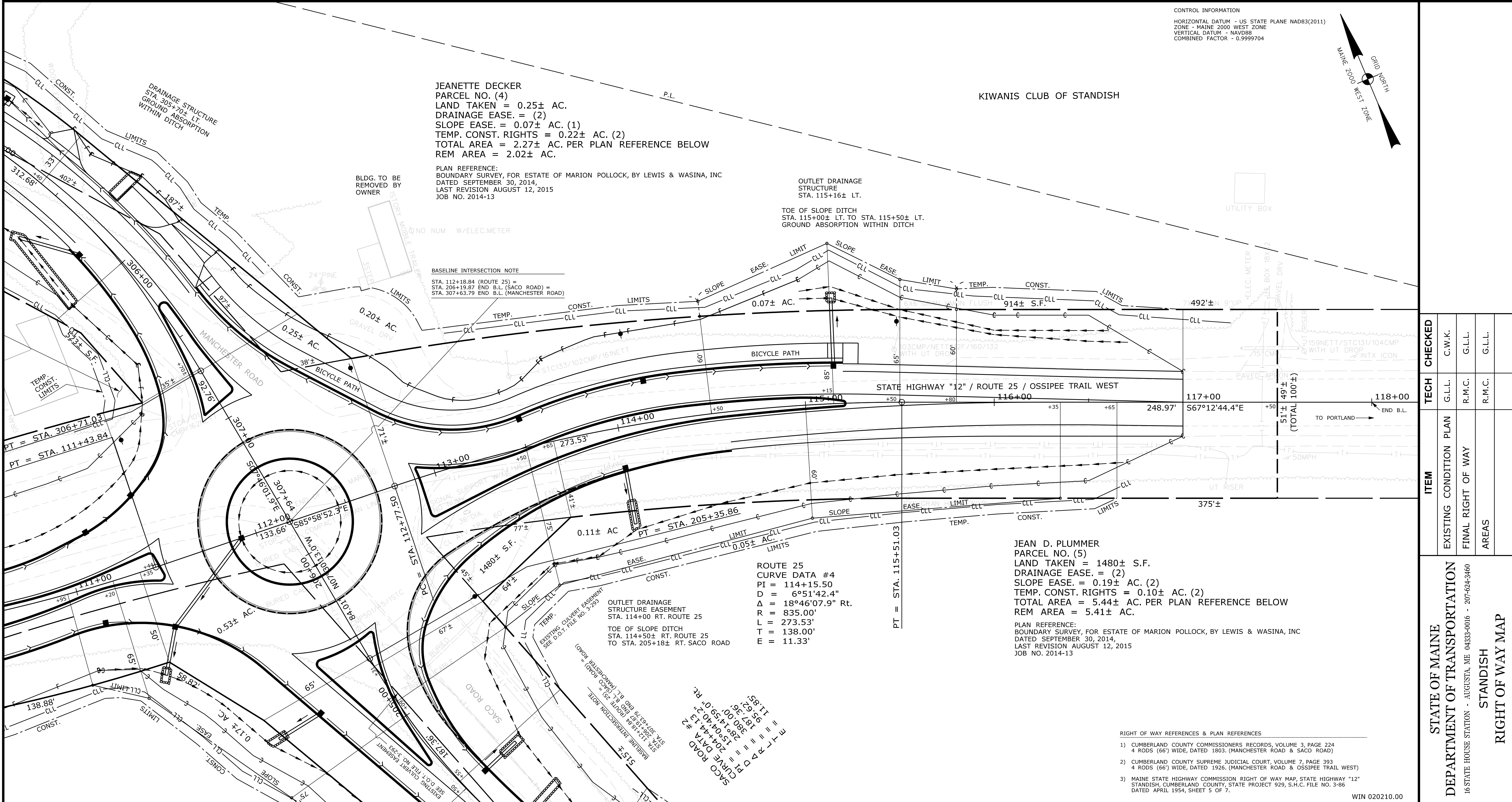
NO.	DATE	REVISIONS DESCRIPTION	BY	PLAN FILED IN PLAN BOOK	PAGE	COUNTY RECORD	INSTRUMENT	DATE	BOOK	PAGE	DAVID BERNHARDT COMMISSIONER JOYCE NOEL TAYLOR CHIEF ENGINEER DATE	STATE HIGHWAY "12" ROUTE 25 \ OSSISPEE TRAIL WEST STANDISH CUMBERLAND COUNTY FEDERAL AID PROJECT NO. STP-2021(000) MARCH 2018 SCALE 1" = 25' RIGHT-OF-WAY MAP SHEET 1 OF 4 D.O.T. FILE NO. 3-627	SHEET NUMBER 65 OF 68
------------	-------------	------------------------------	-----------	--------------------------------	-------------	----------------------	-------------------	-------------	-------------	-------------	---	--	------------------------------------

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	G.L.L.	C.W.K.
FINAL RIGHT OF WAY	R.M.C.	G.L.L.
AREAS	R.M.C.	G.L.L.

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
 STANDISH
 RIGHT OF WAY MAP

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 5 (not included) of this plan set for coordinates. (3) Other boundary lines, including lines between abutters are approximate and for general reference purposes only.

Town, County, State _____ Approx. Property Lines _____ Existing Right of Way _____ Limits of Wrought Portion _____ Control Of Access _____ New Right of Way _____ New Easement _____ New Temporary Rights _____ New R/W Within Existing R/W _____	PLAN LEGEND <table border="0" style="width:100%;"> <tr> <td>Existing</td> <td>Proposed</td> <td>Existing</td> <td>Proposed</td> </tr> <tr> <td>Sanitary Sewer</td> <td>Telephone Line</td> <td>Traveled Way</td> <td>Ditch</td> </tr> <tr> <td>Electric Line</td> <td>Water Line</td> <td>Catch Basin</td> <td>Manhole</td> </tr> <tr> <td>Underdrain Line</td> <td>Gas Line</td> <td>Sewer Manhole</td> <td>Utility Pole</td> </tr> <tr> <td>Guardrail</td> <td>Culvert</td> <td>Fire Hydrant</td> <td>Curbing</td> </tr> </table>	Existing	Proposed	Existing	Proposed	Sanitary Sewer	Telephone Line	Traveled Way	Ditch	Electric Line	Water Line	Catch Basin	Manhole	Underdrain Line	Gas Line	Sewer Manhole	Utility Pole	Guardrail	Culvert	Fire Hydrant	Curbing	STATE OF MAINE REGISTRY OF DEEDS COUNTY _____ RECEIVED _____ at _____ h _____ m _____ M and recorded in Plan Book _____, Page _____ Attest: _____ REGISTER	THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ADJUTING PROPERTY OWNERS. 
Existing	Proposed	Existing	Proposed																				
Sanitary Sewer	Telephone Line	Traveled Way	Ditch																				
Electric Line	Water Line	Catch Basin	Manhole																				
Underdrain Line	Gas Line	Sewer Manhole	Utility Pole																				
Guardrail	Culvert	Fire Hydrant	Curbing																				



Username: Ronald.M.Carpentier Date:6/19/2018
 Division: ROW
 Filename: ...\\001\ROW\MSTA066_RWPLAN2.dgn

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	G.L.L.	C.W.K.
FINAL RIGHT OF WAY	R.M.C.	G.L.L.
AREAS	R.M.C.	G.L.L.

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
 STANDISH
 RIGHT OF WAY MAP

REVISIONS			PLAN FILED IN PLAN BOOK				COUNTY RECORD			
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	PAGE	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 5 (not included) of this plan set for coordinates. (3) Other boundary lines including lines between abutters are approximate and for general reference purposes only.

STATE HIGHWAY "12"		SHEET NUMBER
ROUTE 25 \ OSSIPPEE TRAIL WEST		66
STANDISH CUMBERLAND COUNTY		OF 68
FEDERAL AID PROJECT NO. STP-2021(000)		
MARCH 2018	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 3-627
SCALE 1" = 25'	SHEET 2 OF 4	

- RIGHT OF WAY REFERENCES & PLAN REFERENCES
- CUMBERLAND COUNTY COMMISSIONERS RECORDS, VOLUME 3, PAGE 224 4 RODS (66') WIDE, DATED 1803. (MANCHESTER ROAD & SACO ROAD)
 - CUMBERLAND COUNTY SUPREME JUDICIAL COURT, VOLUME 7, PAGE 393 4 RODS (66') WIDE, DATED 1926. (MANCHESTER ROAD & OSSIPPEE TRAIL WEST)
 - MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, STATE HIGHWAY "12" STANDISH, CUMBERLAND COUNTY, STATE PROJECT 929, S.H.C. FILE NO. 3-86 DATED APRIL 1954, SHEET 5 OF 7.
- WIN 020210.00

Town, County, State _____
 Approx. Property Lines _____
 Existing Right of Way _____
 Limits of Wrought Portion _____
 Control Of Access _____
 New Right of Way _____
 New Easement _____
 New Temporary Rights _____
 New R/W Within Existing R/W _____

New R/W Along Existing R/W _____
 Building _____
 Trees Conifer _____
 Tree Line _____
 Water Edge _____
 Ledge _____
 Fence _____
 Sign _____

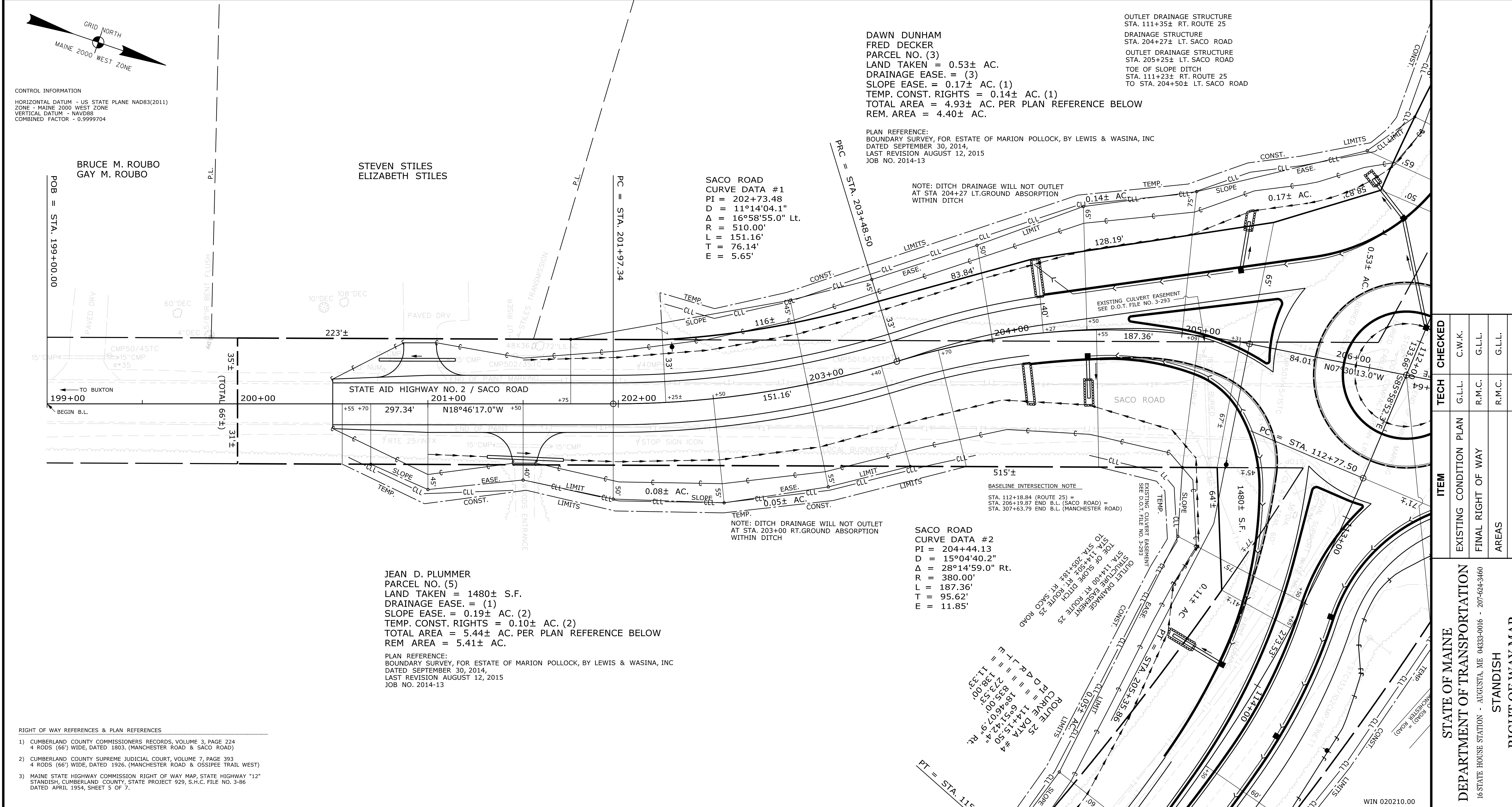
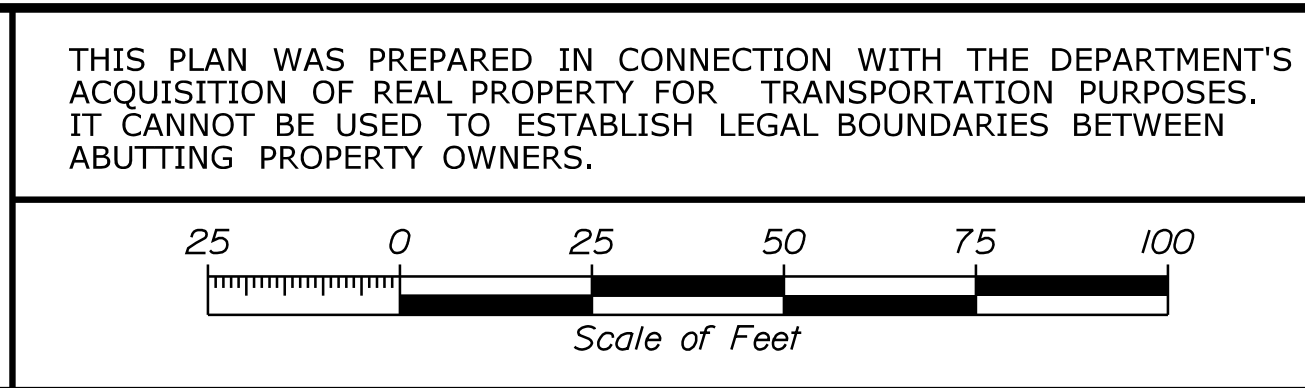
Clearing Limit Line _____
 Deciduous _____
 Bush Line _____
 Rock/Boulder _____
 Barb Wire _____
 Well _____

Sanitary Sewer _____
 Telephone Line _____
 Electric Line _____
 Water Line _____
 Underdrain Line _____
 Gas Line _____
 Guardrail _____
 Culvert _____

Traveled Way _____
 Ditch _____
 Catch Basin _____
 Manhole _____
 Sewer Manhole _____
 Utility Pole _____
 Fire Hydrant _____
 Curbing _____

Cut Line _____
 Stonewall _____
 Baseline _____
 Monument _____
 Iron Rod Found _____
 Replacement Pin Set _____

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



Username: Ronald.M.Carpentier Date:6/19/2018

Division: ROW

Filename: ... \00\ROW\MSTA067_RWPLAN3.dgn

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	G.L.L.	C.W.K.
FINAL RIGHT OF WAY	R.M.C.	G.L.L.
AREAS	R.M.C.	G.L.L.

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
 STANDISH
 RIGHT OF WAY MAP

NO.	DATE	REVISIONS DESCRIPTION	BY	PLAN FILED IN PLAN BOOK		PAGE		COUNTY RECORD	
				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 5 (not included) of this plan set for coordinates. (3) Other boundary lines, including lines between abutters are approximate and for general reference purposes only.

STATE HIGHWAY "12"
 ROUTE 25 \ OSSIPEE TRAIL WEST
 STANDISH CUMBERLAND COUNTY
 FEDERAL AID PROJECT NO. STP-2021(000)
 MARCH 2018
 SCALE 1" = 25'
 RIGHT-OF-WAY MAP
 SHEET 3 OF 4
 D.O.T. FILE NO. 3-627
 SHEET NUMBER
67
 OF 68

Town, County, State _____
 Approx. Property Lines _____
 Existing Right of Way _____
 Limits of Wrought Portion _____
 Control Of Access _____
 New Right of Way _____
 New Easement _____
 New Temporary Rights _____
 New R/W Within Existing R/W _____

New R/W Along Existing R/W _____
 Building _____
 Trees Conifer _____
 Tree Line _____
 Water Edge _____
 Ledge _____
 Fence _____
 Sign _____

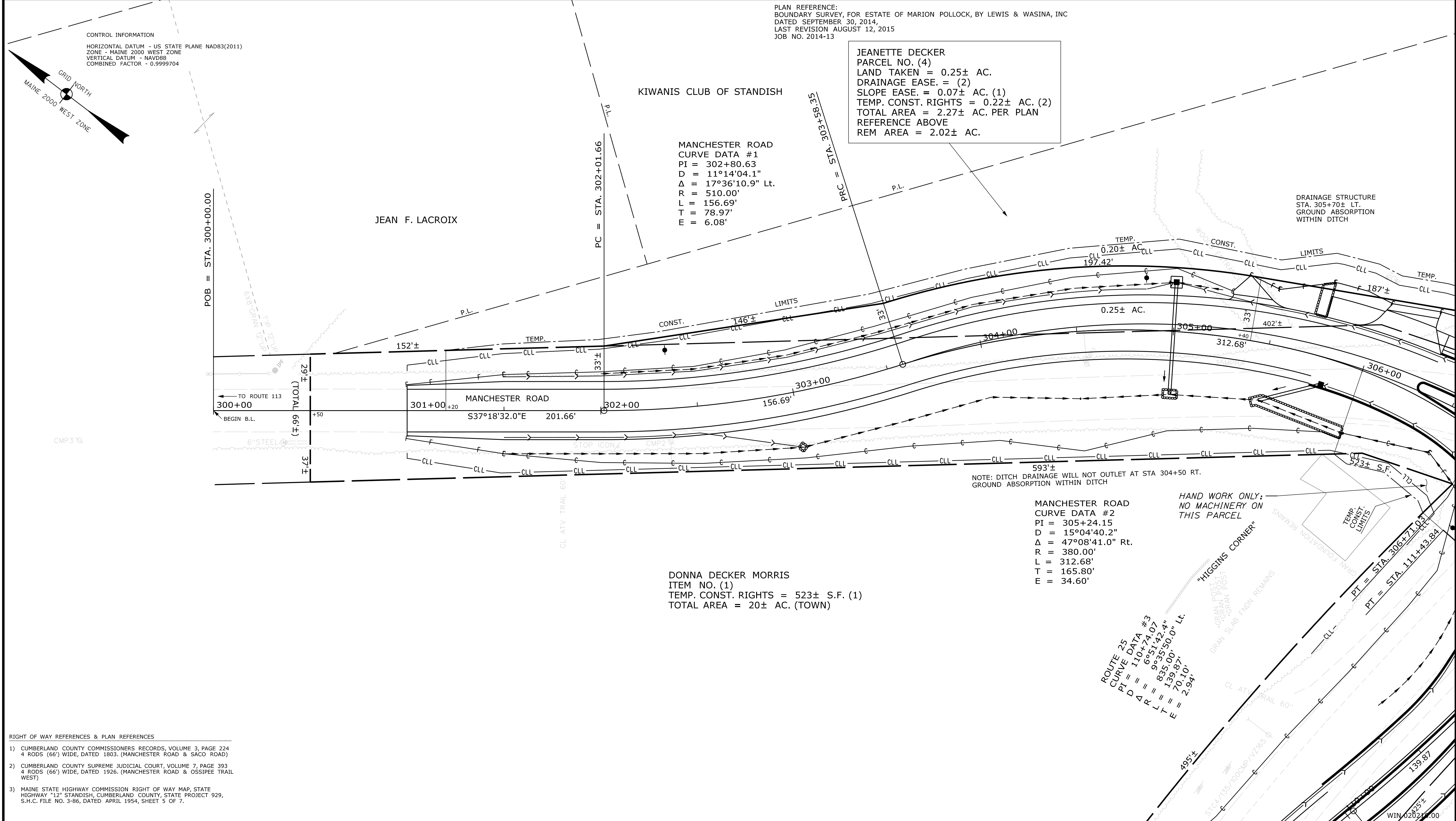
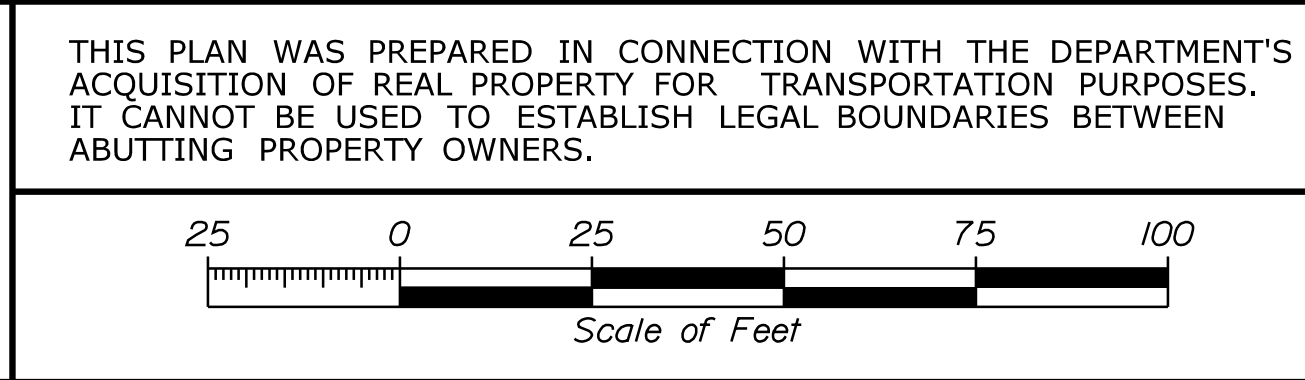
Clearing Limit Line _____
 Deciduous _____
 Bush Line _____
 Rock/Boulder _____
 Flag Pole _____
 Barb Wire _____
 Stockade _____
 Well _____
 Mailbox _____

Sanitary Sewer _____
 Telephone Line _____
 Electric Line _____
 Water Line _____
 Underdrain Line _____
 Gas Line _____
 Guardrail _____
 Culvert _____

Traveled Way _____
 Ditch _____
 Catch Basin _____
 Manhole _____
 Sewer Manhole _____
 Utility Pole _____
 Fire Hydrant _____
 Curbing _____

Cut Line _____
 Stonewall _____
 Baseline _____
 Monument _____
 Iron Rod Found _____
 Replacement Pin Set _____

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



RIGHT OF WAY REFERENCES & PLAN REFERENCES

- CUMBERLAND COUNTY COMMISSIONERS RECORDS, VOLUME 3, PAGE 224
 4 RODS (66') WIDE, DATED 1803. (MANCHESTER ROAD & SACO ROAD)
- CUMBERLAND COUNTY SUPREME JUDICIAL COURT, VOLUME 7, PAGE 393
 4 RODS (66') WIDE, DATED 1926. (MANCHESTER ROAD & OSSIPEE TRAIL WEST)
- MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, STATE
 HIGHWAY "12" STANDISH, CUMBERLAND COUNTY, STATE PROJECT 929,
 S.H.C. FILE NO. 3-86, DATED APRIL 1954, SHEET 5 OF 7.

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

DAVID BERNHARDT
 COMMISSIONER
 JOYCE NOEL TAYLOR
 CHIEF ENGINEER
 DATE _____

STATE HIGHWAY "12"
 ROUTE 25 \ OSSIPEE TRAIL WEST
 STANDISH CUMBERLAND COUNTY
 FEDERAL AID PROJECT NO. STP-2021(000)
 MARCH 2018
 SCALE 1" = 25'

SHEET NUMBER
68
 OF 68

ITEM	EXISTING CONDITION PLAN	FINAL RIGHT OF WAY AREAS	TECH CHECKED			
			G.L.L.	R.M.C.	R.M.C.	G.L.L.

Username: Ronold.M.Carpentier Date:6/19/2018
 Division: ROW
 Filename: ... \00\ROW\WSTA068_RWPLAN4.dgn