STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS PREPARED BY:
vhb
500 Southborough Drive, Suite 105B
South Portland, Maine 04106

PLAN LEGEND

Town, County, State		Centerline-Existing	
Property Lines		Centerline-Proposed	10+00
R/W Lines-Existing		Travelway-Existing	
R/W Lines-Proposed		Travelway-Proposed	
Culvert-Existing		Railroad	
Culvert Proposed		Catch Basins	Existing ■ Proposed
Curbing	Existing Proposed	Manholes	Existing ● Proposed
Type 1		Proposed Underdrain	
Type 3		Proposed Ditch	
Type 5		Existing Ditch	
Outline of Bodies of Water		Utility Poles	Existing ♦ Proposed
Exposed Bedrock		Fire Hydrants	Existing ◆ Proposed
Buildings		Existing Water Line	W
Trees	Conifer Deciduous	Existing San. Sewer	
Tree Line		Existing San. Sewer Manhole	
Clearing Limit Line	CLL CLL	Guardrail-Existing	
Boring	HB-XXX-###	Guardrail-Proposed	
		Guardrail-Cable, Other	
Probe	P-#.#X		

#.# = Depth
X = W (Weathered Rock)
R (Refusal)
NR (No Refusal)

Pavement Core ● PC-#

Test Pit ■ TP-XXX-###

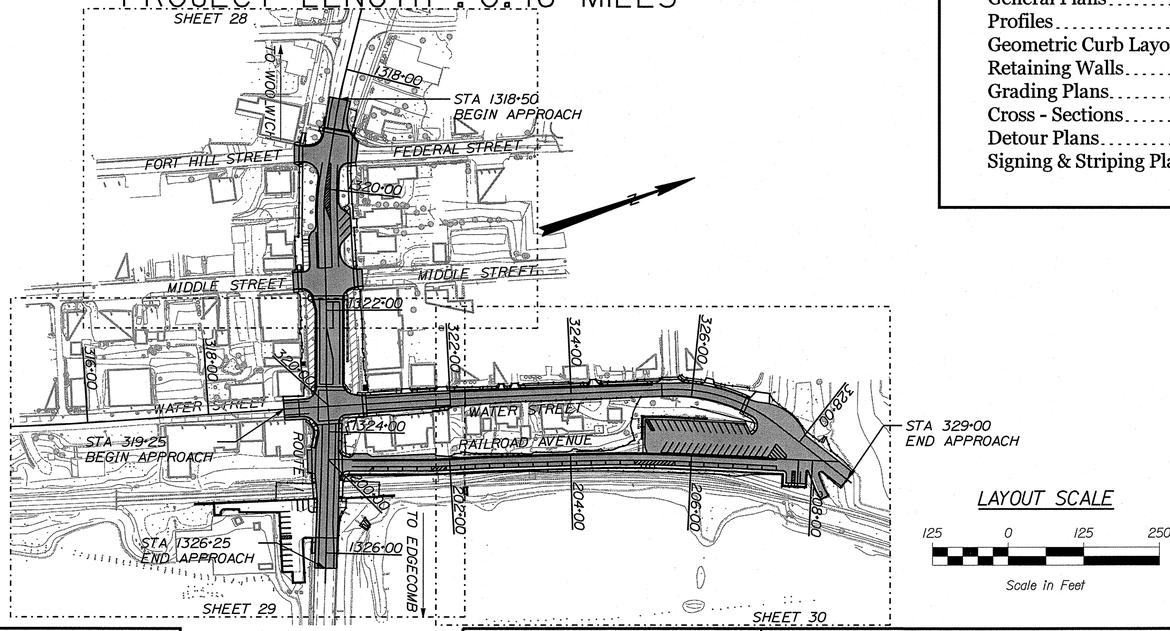
WISCASSET

LINCOLN COUNTY

US 1 DOWNTOWN IMPROVEMENTS

WIN 21843.00

PROJECT LENGTH = 0.46 MILES



LAYOUT SCALE

125 0 125 250

Scale in Feet

INDEX OF SHEETS

Description	Sheet No.
Title Sheet	1
Typical Sections	2-4
Estimated Quantities	5
Earthwork Summary	6
Drainage Sheet	7
General Notes	8
Construction Notes	9
Details	10-14
Boring Locations (by MaineDOT)	15-17
Boring Logs (by MaineDOT)	18-21
Traffic Signal Plans	22-24
Pedestrian Crossing System Plan	25
Lighting Plans (by TMSI)	26-27
General Plans	28-30
Profiles	31-35
Geometric Curb Layout	36-38
Retaining Walls	39-40
Grading Plans	41-43
Cross - Sections	44-94
Detour Plans	95-96
Signing & Striping Plans	97-105

TRAFFIC DATA	ROUTE 1	RAILROAD AVE	WATER ST
Current (2018) AADT	16660	200	580
Future (2038) AADT	18260	220	640
DHV - % of AADT	10%	10%	10%
Design Hour Volume	1813	22	64
% Heavy Trucks (AADT)	8%	5%	3%
% Heavy Trucks (DHV)	4%	5%	1%
Directional Distribution (DHV)	51%	100%	77%
18 kip Equivalent P 2.0	834	7	14
18 kip Equivalent P 2.5	795	7	13
Design Speed (mph)	25	25	25
Functional Class:	Principal Arterial	Local Road	Local Road

PROJECT LOCATION:	US 1 FROM THE FORT HILL STREET / FEDERAL STREET INTERSECTION TO THE CREAMERY WHARF INCLUDING IMPROVEMENTS TO RAILROAD AVENUE AND WATER STREET
PROGRAM AREA:	HIGHWAY PROGRAM
SCOPE OF WORK:	DOWNTOWN IMPROVEMENTS ALONG ROUTE 1 INCLUDING PARKING UPGRADES IN TOWN

WIN 21843.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

	DATE
APPROVED	
COMMISSIONER:	3/28/18
CHIEF ENGINEER:	3/27/18

STATE OF MAINE · ANTHONY GRANDE · No. 12023 · LICENSED PROFESSIONAL ENGINEER

Anthony Grande
SIGNATURE
12023
P.E. NUMBER
3/26/18
DATE

PROJECT INFORMATION

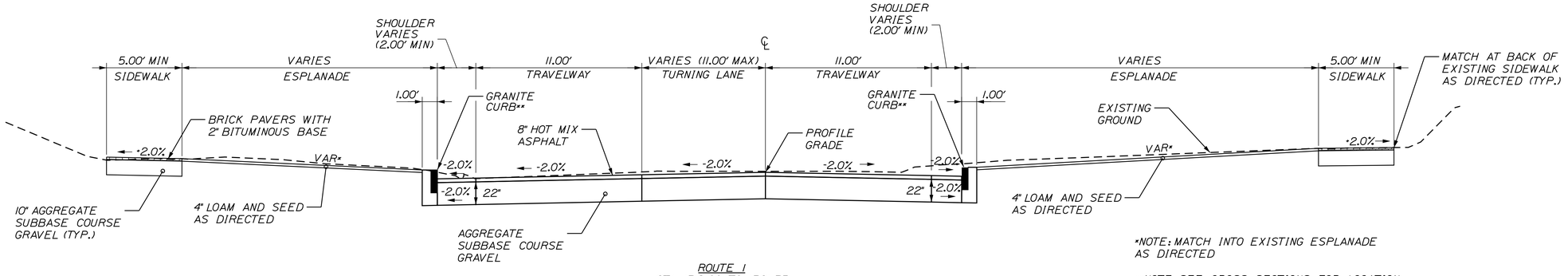
PROGRAM	HIGHWAY
PROJECT MANAGER	E. MARTIN
DESIGNER	A. GRANDE
CONSULTANT	VHB
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

TITLE SHEET

SHEET NUMBER
1
OF 105

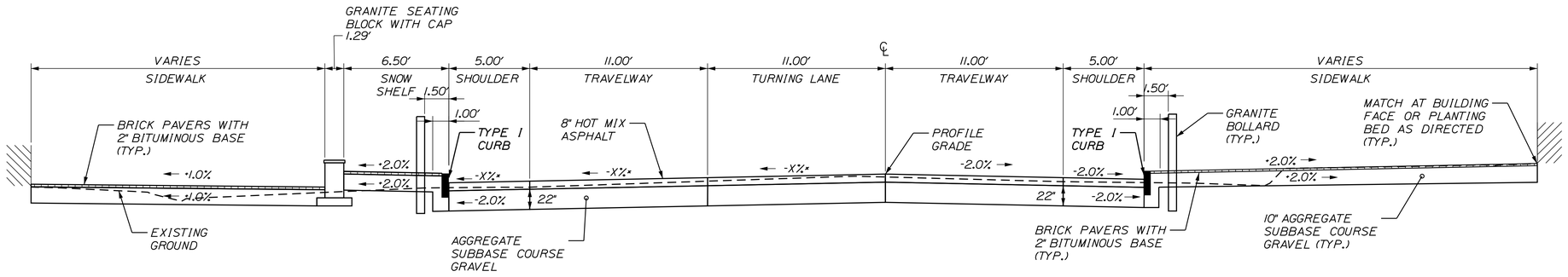
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ROUTE 1
STA. 1319+00 TO 1321+35

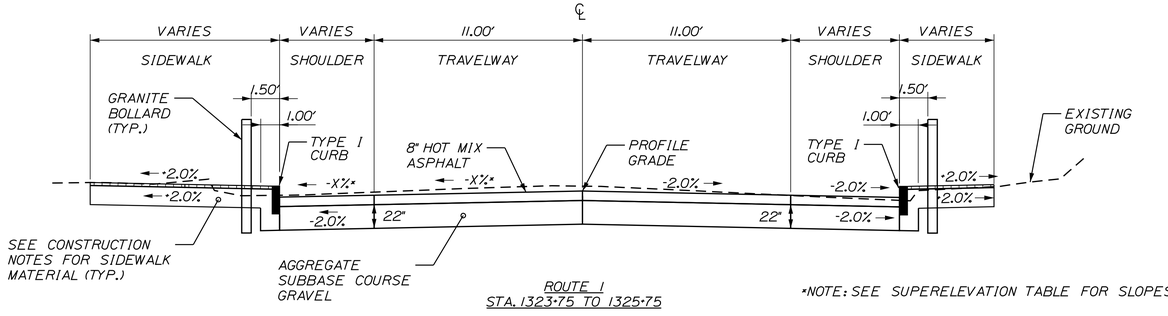
*NOTE: MATCH INTO EXISTING ESPLANADE AS DIRECTED

**NOTE: SEE CROSS SECTIONS FOR LOCATION AND TYPE.



ROUTE 1
STA 1321+60 TO 1323+40
BETWEEN
MIDDLE ST. & WATER ST.

*NOTE: SEE SUPERELEVATION TABLE FOR SLOPES.



ROUTE 1
STA. 1323+75 TO 1325+75

*NOTE: SEE SUPERELEVATION TABLE FOR SLOPES.

ROUTE 1

SUPERELEVATION TABLE

LT. SHOULDER	LT. TRAVELWAY	TURNING LANE	STATION	RT. TRAVELWAY	RT. SHOULDER
			START		
MATCH	MATCH	MATCH	1318+50	MATCH	MATCH
-2.0	-2.0	-2.0	1318+75	-2.0	-2.0
			TO		
-2.0	-2.0	-2.0	1323+00	-2.0	-2.0
-1.0	-1.0	-1.0	1323+25	-2.0	-2.0
-1.0	-1.0		1323+50	-2.0	-2.0
-1.0	-1.0		1323+75	-2.0	-2.0
-2.0	-2.0		1324+00	-2.0	-2.0
			TO		
-2.0	-2.0		1326+00	-2.0	-2.0
MATCH	MATCH	MATCH	1326+25	MATCH	MATCH
			END		

NOTES:

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

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

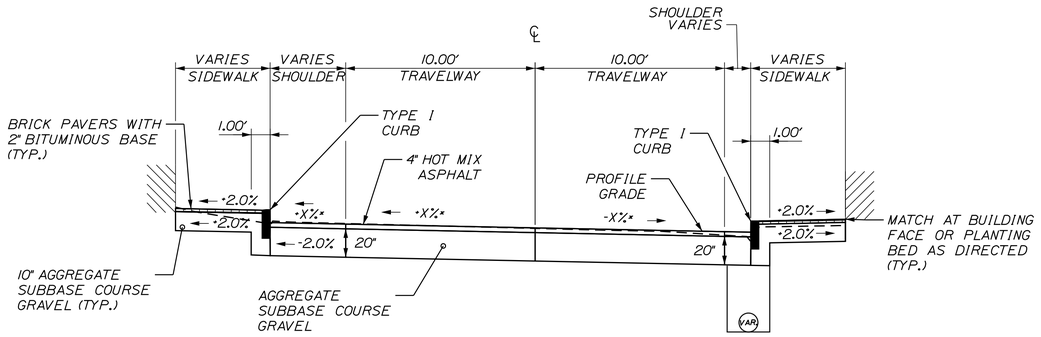
	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	ECF 3/18
CHECKED-REVIEWED	ECF	AG 3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

TYPICALS (1 OF 3)

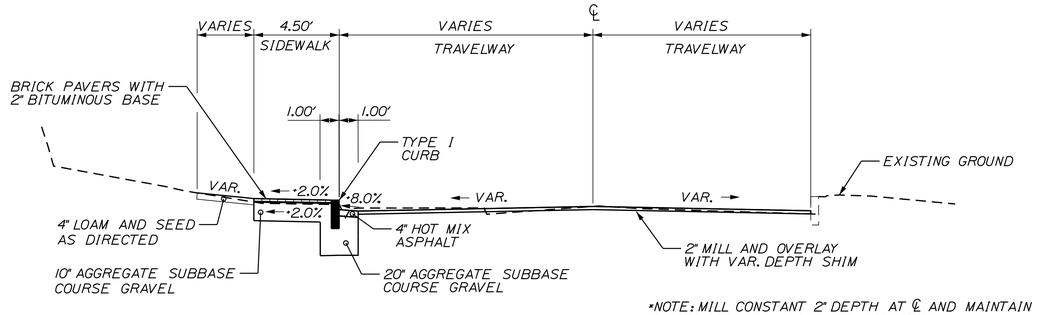
SHEET NUMBER
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OF 105

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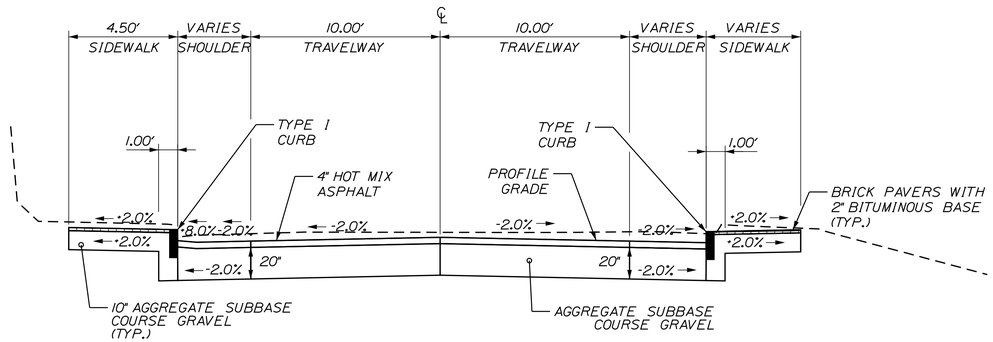
WATER STREET
STA 319+50 TO STA 319+75

*NOTE: SEE SUPERELEVATION TABLE FOR CROSS SLOPE

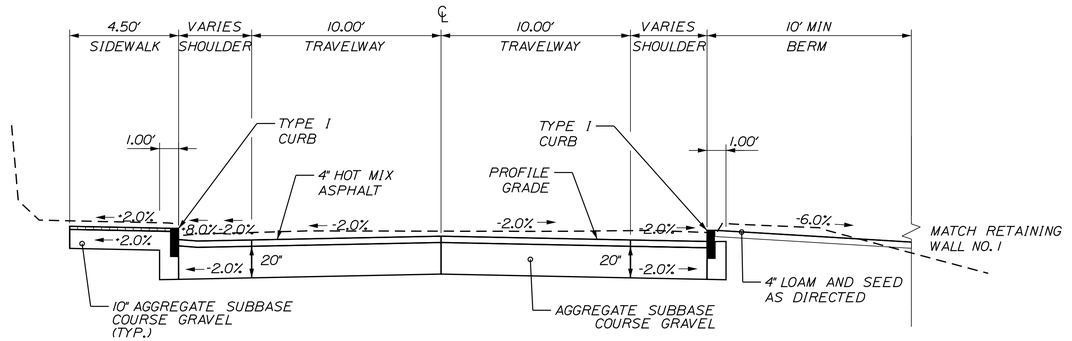


*NOTE: MILL CONSTANT 2" DEPTH AT ℄ AND MAINTAIN EXISTING CROSS SLOPE AS DIRECTED.

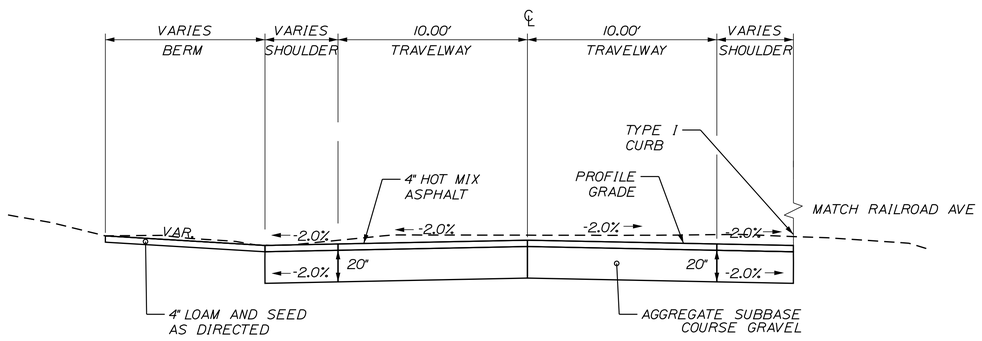
WATER STREET MILL AND OVERLAY
STA 322+25 TO STA 325+50



WATER STREET - FULL RECONSTRUCTION
STA 320+85 TO STA 322+00



WATER STREET - FULL RECONSTRUCTION
STA 326+00 TO STA 327+00



WATER STREET - FULL RECONSTRUCTION
STA 327+00 TO STA 329+00

WATER STREET

SUPERELEVATION TABLE

LT. SHOULDER	LT. TRAVELWAY	STATION	RT. TRAVELWAY	RT. SHOULDER
		START		
MATCH	MATCH	319+25	MATCH	MATCH
7.2	7.2	319+50	-7.2	-7.2
8.8	8.8	319+75	-8.8	-8.8
		US ROUTE1		
7.9	7.9	320+25	-8.3	-8.3
4.6	4.6	320+50	-6.2	-6.2
1.3	1.3	320+75	-4.1	-4.1
-2.0	-2.0	321+00	-2.0	-2.0
		TO		
-2.0	-2.0	322+00	-2.0	-2.0
MATCH	MATCH	322+25	MATCH	MATCH
		MILL & OVERLAY		
MATCH	MATCH	325+25	MATCH	MATCH
	-2.0	325+50	-2.0	
		TO		
	-2.0	326+00	-2.0	
	-1.0	326+25	-2.0	
	0.0	326+50	-2.0	
	1.0	326+75	-2.0	
	2.0	327+00	-2.0	
	3.0	327+25	-3.0	
	1.4*	327+50	-1.4*	
	0.7*	327+75	-0.7*	
	-0.3*	328+00	0.3*	
	-1.4*	328+25	1.4*	
	-1.8*	328+50	-1.8*	
	-1.8*	329+00	-1.8*	
		END		

*NOTE: SEE GRADING PLAN SHEET.

NOTES:

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NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 21843.00
HIGHWAY PLANS

vhb

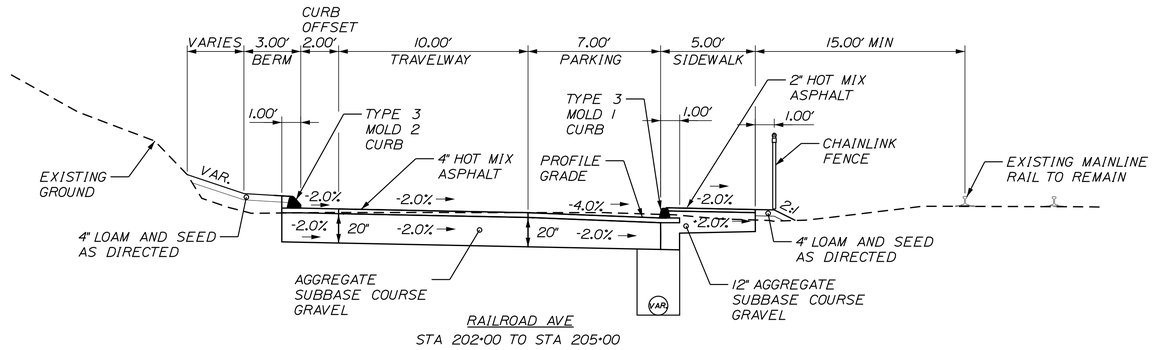
	E. MARTIN	DATE
PROJ. MANAGER		
DESIGN-DETAILED	AG	ECF 3/18
CHECKED-REVIEWED	ECF	AG 3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
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REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

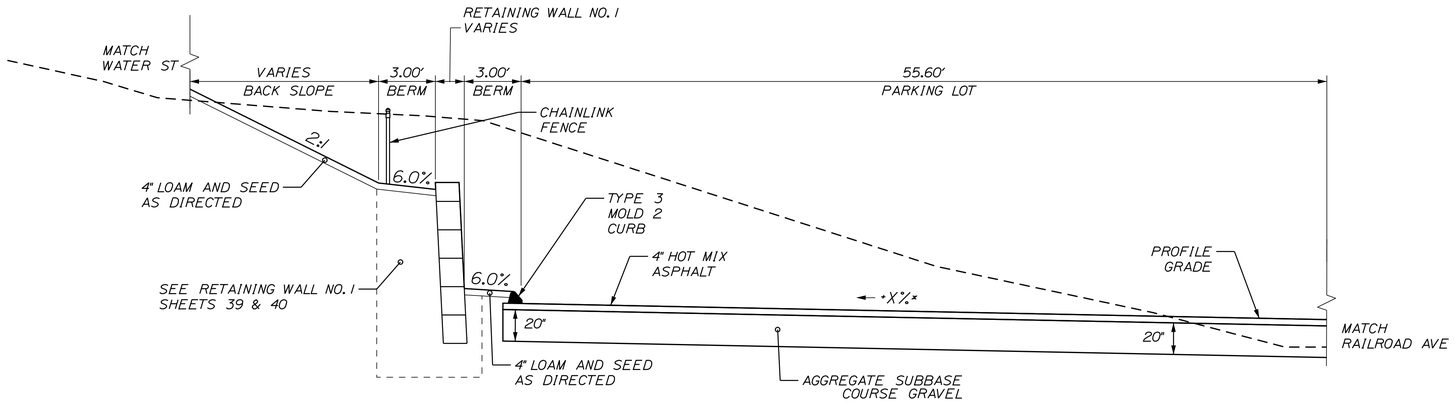
WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

TYPICALS (2 OF 3)

SHEET NUMBER
3
OF 105

Filename: ...\MSTA\003_Typical_01.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

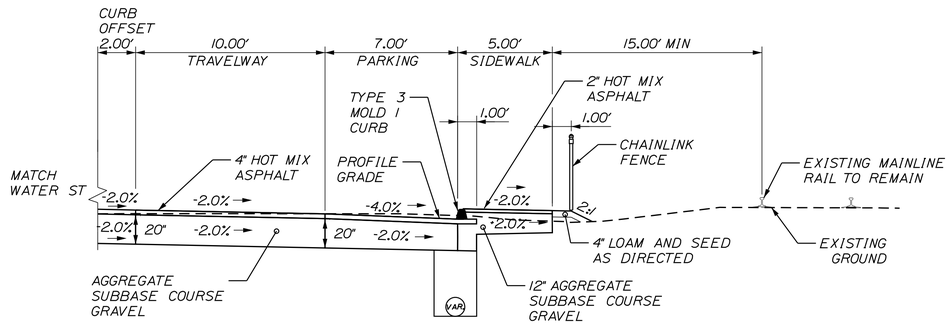




RAILROAD AVE PARKING LOT
STA 205+00 TO STA 207+00

*NOTE: SEE SUPERELEVATION TABLE FOR SLOPES.

RAILROAD AVE PARKING LOT	
SUPERELEVATION TABLE	
PARKING LOT	STATION
	START
2.0	205+20
	TO
2.0	206+25
2.8	206+50
3.5	206+75
4.3	207+00
MATCH	207+25
WATER ST	**END**



RAILROAD AVE
STA 207+00 TO STA 207+50

NOTES:

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NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	ECF 3/18
CHECKED-REVIEWED	ECF	AG 3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

TYPICALS (3 OF 3)

SHEET NUMBER
4
OF 105

Filename: ...\MSTA\004_TypicaL_03.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

ESTIMATED QUANTITIES			
ITEM	DESCRIPTION	UNIT	QUANTITY
201.23	REMOVE SINGLE TREE - TOP ONLY	EA	3
201.24	REMOVE STUMP	EA	3
202.202	REMOVING PAVMENT SURFACE	SY	820
202.203	PAVEMENT BUTT JOINTS	SY	18
203.20	COMMON EXCAVATION	CY	8300
203.21	ROCK EXCAVATION	CY	83
203.25	GRANULAR BORROW	CY	50
206.092	STRUCTURAL ROCK EXCAVATION - MAJOR STRUCTURES	CY	100
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	5900
403.207	HOT MIX ASPHALT 19.0 MM	T	700
403.2081	12.5 MM POLYMER MODIFIED HMA	T	850
403.209	HOT MIX ASPHALT 9.5 MM (INCIDENTALS)	T	150
403.211	HOT MIX ASPHALT (SHIM)	T	28
403.213	HOT MIX ASPHALT, 12.5 MM BASE	T	470
403.2131	12.5 MM POLYMER MODIFIED HMA BASE	T	890
409.15	BITUMINOUS TACK COAT, APPLIED	G	510
461.131	TEMPORARY PAVEMENT	T	400
507.0842	ORNAMENTAL PEDESTRIAN RAILING (185 LF)	LS	1
514.06	CURING BOX FOR CONCRETE CYLINDERS	EA	1
525.192	GRANITE SEATING BLOCK WALL (102 LF)	LS	1
525.26	REPOINTING GRANITE MASONRY	SF	260
525.325	GRANITE MASONRY WORK	LS	1
526.301	TEMPORARY CONCRETE BARRIER, TYPE I	LF	300
603.115	12" RCP CLASS III	LF	190
603.165	15" RCP CLASS III	LF	130
603.169	15" CULVERT PIPE OPT III	LF	12
603.175	18" RCP CLASS III	LF	12
603.179	18" CULVERT PIPE OPT III	LF	8
603.199	24" CULVERT PIPE OPT III	LF	24
603.55	CONCRETE PIPE TIES	GP	4
604.072	CATCH BASIN TYPE A1-C	EA	4
604.09	CATCH BASIN TYPE B1	EA	6
604.092	CATCH BASIN TYPE B1-C	EA	7
604.161	ALTERING CATCH BASIN	EA	8
604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	EA	9
604.2402	BEHIND CURB CATCH BASIN	EA	4
604.244	CATCH BASIN TYPE F4	EA	1
604.246	CATCH BASIN TYPE F5	EA	3
604.248	CATCH BASIN TYPE F6	EA	1
604.26	CATCH BASIN TYPE B5	EA	1
605.09	6" UNDERDRAIN TYPE B	LF	350
605.10	6" UNDERDRAIN OUTLET	LF	20
605.11	12" UNDERDRAIN TYPE C	LF	260
605.12	15" UNDERDRAIN TYPE C	LF	170
605.13	18" UNDERDRAIN TYPE C	LF	100
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	EA	2
606.79	GUARDRAIL 350 FLARED TERMINAL	EA	1
607.16	CHAIN-LINK FENCE - 4'	LF	1200
608.08	REINFORCED CONCRETE SIDEWALK	SY	15
608.15	BRICK SIDEWALK WITH BITUMINOUS BASE	SY	1850
608.26	CURB RAMP DETECTIBLE WARNING FIELD	SF	290
609.11	VERTICAL CURB TYPE 1	LF	1350
609.1111	SPECIAL GRANITE CURB - 39"	LF	60
609.12	VERTICAL CURB TYPE 1 - CIRCULAR	LF	300
609.234	TERMINAL CURB TYPE 1 - 4 FOOT	EA	14
609.2341	TERMINAL CURB TYPE 1 - 4 FOOT CIRCULAR	EA	7
609.238	TERMINAL CURB TYPE 1 - 8 FOOT	EA	31
609.2381	TERMINAL CURB TYPE 1 - 8 FOOT CIRCULAR	EA	12
609.31	CURB TYPE 3	LF	1400
609.34	CURB TYPE 5	LF	51
610.08	PLAIN RIPRAP	CY	5
615.07	LOAM	CY	280
618.13	SEEDING METHOD NUMBER 1	UN	3
619.12	MULCH	UN	3
620.58	EROSION CONTROL GEOTEXTILE	SY	16
621.037	EVERGREEN TREES GR. A 5'- 6' B&B THUJA	EA	6
621.273	DECID. TREES GR A 2" - 2 1/2" B&B MAPLE/SYR.	EA	4
621.389	EVERGREEN SHRUBS GR A 15"– 18" CONT.	EA	12
621.396	EVERGREEN SHRUBS GROUP B 18" – 24" GR. B CONT.	EA	60
621.51	DECIDUOUS SHRUBS GR. A 15" – 18" CONT.	EA	12
621.54	DECIDUOUS SHRUBS GR. A CONT. 18" – 24"	EA	30
621.546	DECIDUOUS SHRUBS GR. A CONT. 2' – 3'	EA	20
621.552	DECIDUOUS SHRUBS GR.A 3' – 4' CONT.	EA	42
621.711	HERBACEOUS PERENNIALS GROUP A 1 GAL. CONT.	EA	60
626.11	PRECAST CONCRETE JUNCTION BOX	EA	12
626.21	METALLIC CONDUIT	LF	75
626.22	NON-METALLIC CONDUIT	LF	2970
626.31	18 INCH FOUNDATION	EA	19
626.32	24 INCH FOUNDATION	EA	24
626.332	30 INCH DIAMETER GREATER THAN 8 FOOT FOUNDATION	CY	38
626.35	CONTROLLER CABINET FOUNDATION	EA	2
627.18	12 INCH SOLID WHITE PAVEMENT MARKING LINE	LF	230
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	3675
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	SF	2650
627.752	TEMP W OR Y PAVEMENT & CURB MARKING	SF	570
627.78	TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	LF	13800

ESTIMATED QUANTITIES			
ITEM	DESCRIPTION	UNIT	QUANTITY
627.781	TEMP 6" PAINT PAVEMENT MARKING LINE, W OR Y	LF	3100
629.05	HAND LABOR - STRAIGHT TIME	HR	150
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	HR	125
631.17	TRUCK, LARGE (INCLUDING OPERATOR)	HR	250
631.32	CULVERT CLEANER (INC. OPERATOR)	HR	25
634.160	HIGHWAY LIGHTING	LS	1
634.70	ORNAMENTAL LIGHTING	EA	15
634.701	ORNAMENTAL LIGHTED BOLLARD	EA	19
639.18	FIELD OFFICE TYPE A	EA	1
643.80	TRAFFIC SIGNALS: US 1/MIDDLE ST/WATER ST	LS	1
643.81	TRAFFIC SIGNAL CONTROL SYSTEM	LS	1
643.83	VIDEO DETECTION SYSTEM: US 1 AT WATER ST & MIDDLE ST	LS	1
643.91	MAST ARM POLE	EA	8
643.92	PEDESTAL POLE	EA	9
645.106	DEMOUNTED REG.,WARNING, CONFIMATION, AND ROUTE MARKER ASSEMBLY	EA	142
645.109	REMOVE AND SALVAGE HIGHWAY SIGN	EA	1
645.116	REINSTALL REG, WARN, CONF, & RTE MARK SIGN	EA	2
645.271	REGULATORY, WARNING, CONFIRMATION AND ROUTE ASSEMBLY SIGN, TYPE I	SF	457
645.511	FLASHING WARNING SIGNS	EA	4
645.512	LED BLANK-OUT SIGN, OVERHEAD MOUNTED	EA	4
648.5205	RECONSTRUCT GRADE CROSSING	LS	1
652.312	TYPE III BARRICADE	EA	4
652.33	DRUM	EA	150
652.34	CONE	EA	200
652.35	CONSTRUCTION SIGNS	SF	1092
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	CD	420
652.38	FLAGGERS	HR	13500
652.381	TRAFFIC OFFICERS	HR	100
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	EA	4
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LS	1
659.10	MOBILIZATION	LS	1
673.10	WET CAST SMALL LANDSCAPE BLOCK WALL	SF	1070
801.03	TEST PITS	EA	11
801.141	4" PVC SANITARY SEWER (SDR-35)	LF	20
801.16	6" PVC SANITARY SEWER (SDR-35)	LF	20
801.17	8" PVC SANITARY SEWER (SDR-35)	LF	145
812.162	ADJUSTING SEWER MANHOLE TO GRADE	EA	14
841.48	BOLLARDS	EA	42
	WATER UTILITIES		
823.332	GATE VALVE BOX (ADJUST TO GRADE)	EA	33

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

ESTIMATED QUANTITIES

SHEET NUMBER

5

OF 105

Filename: ...\MSTA\005_EstimatedQuantities.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

EARTHWORK SUMMARY

COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (FROM CROSS SECTIONS)	8,077	
EARTH FROM DRIVES, OLD ROAD, ETC.	210	
TOTAL COMMON EXCAVATION (for estimate)		8,287

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM CROSS SECTIONS)	298	
TOTAL FILL		298

ROCK EXCAVATION FOR ESTIMATE

ROCK EXCAVATION (FROM CROSS SECTIONS)	83	
STRUCTURAL ROCK EXCAVATION	100	
TOTAL ROCK EXCAVATION		183

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

(1) TOTAL COMMON EXCAVATION		8,287
DEDUCTIONS:		
PAVEMENT SALVAGE (CUT & FILL)	1,201	
(2) TOTAL DEDUCTIONS		1,201
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)		7,086
TOTAL AVAILABLE STRUCT. EXCAVATIONS		244
TOTAL AVAILABLE NON-ROCK EXCAVATION		7,330

COMPUTATION FOR COMMON BORROW FOR ESTIMATE

(3)TOTAL FILL				298
TOTAL AVAIL. NON-ROCK EXCAV.	7,330	x 0.90	= 6,597	
TOTAL AVAIL. ROCK EXCAV.	83	x 1.30	= 108	
TOTAL AVAIL. STR. ROCK EXCAV.	100	x 1.30	= 130	
(4)TOTAL AVAILABLE EXCAVATION				6,835
BORROW NEEDED (3) MINUS (4)				-6,537

SURPLUS MATERIAL (4) MINUS (3) PLUS (2) 7,738

Filename: ...\MSTA\006_EarthworkSummary.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

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PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

EARTHWORK SUMMARY

SHEET NUMBER

6

OF 105

STRUCTURE NUMBER	STATION	CULVERT PIPE											CATCH BASIN					PIPE ARCH				MH	UNDERDRAIN						ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
		RCP			CMP		OPTION I		OPTION III														TYPE B		TYPE C					
									SMOOTHLINED		CORRUGATED												TYPE B	OUTLET	SMOOTHLINED		CORRUGATED		DESCRIPTIONS	
		SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	B1-C	B1	B5	F	SPAN	RISE	LENGTH	GAGE OR WALL THICKNESS		LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH		
CATCH BASINS																														
CB-1	*STA 1318+91.9, 15.2 RT*													*1*																
CB-2	*STA 1318+91.8, 28.8 LT*																*1*													*TYPE F6 WITH SOLID COVER*
CB-3	*STA 1318+91.2, 19.9 LT*															*1*														*5' DIA TYPE B5-C W/ SOLID COVER*
CB-4	*STA 1319+04.3, 27.3 LT*														*1*															*WITH SOLID COVER*
CB-5	*STA 1320+58.1, 12.2 RT*												*1 2/8*																	
CB-6	*STA 1320+77.8, 36.9 LT*												*1*																	*WITH FLAT TOP*
CB-7	*STA 1321+15.5, 15.6 RT*														*1*															*TYPE B1 WITH SOLID COVER*
CB-8	*STA 1321+18.6, 24.4 RT*																*1*													*TYPE F4*
CB-9	*STA 1322+82.4, 35.2 LT*														*1*															*SEE GENERAL NOTE 53*
CB-10	*STA 1323+11.2, 26.0 LT*												*1*																	
CB-11	*STA 1323+11.2, 50.5 LT*														*1 1/8*															*TYPE B1 WITH SOLID COVER*
CB-12	*STA 1323+21.4, 14.6 RT*												*1*																	*WITH FLAT TOP*
CB-13	*STA 1323+72.4, 24.8 LT*																*1*													*TYPE F5*
CB-13A	*STA 1323+78.1, 26.8 LT*														*1*															*5' DIA W/ FLAT TOP & SOLID COVER*
CB-14	*STA 1323+76.2, 26.9 RT*													*1 1/8*																
CB-15	*STA 1324+20.9, 18.7 RT*													*1 1/8*																
CB-17	*STA 1324+75.8, 17.6 LT*													*1*																
CB-18	*STA 1324+78.8, 19.3 RT*													*1*																*WITH FLAT TOP*
CB-19	*STA 1324+85.8, 16.0 RT*														*1*															*WITH FLAT TOP & SOLID COVER*
CB-20	*STA 1325+27.5, 15.8 RT*													*1*																
CB-21	*STA 1325+27.5, 17.5 LT*													*1*																
CB-22	*STA 201+82.8, 20.0 RT*																*1*													*F5 BEHIND CURB*
CB-23	*STA 202+22.0, 20.0 RT*																*1*													*F5 BEHIND CURB*
CB-24	*STA 202+24.1, 4.6 LT*																*1*													*F5*
CB-25	*STA 203+99.5, 20.0 RT*																*1*													*F5 BEHIND CURB*
CB-26	*STA 207+49.2, 20.0 RT*																*1*													*F5 BEHIND CURB*
CB-27	*STA 207+85.5, 36.0 RT*																*1*													*F5*
ROADWAY CULVERTS																														
	CB-1 TO CB-3	*12"*	*30'*																											
	CB-2 TO CB-3	*12"*	*6'*																											
	CB-4 TO 1319+53.8 LT. (CB)	*15"*	*46'*																											*CONNECT TO EXIST CB*
	CB-8 TO CB-7	*12"*	*6'*																											
	CB-9 TO CB-10	*12"*	*27'*																											
	CB-10 TO CB-11	*12"*	*23'*																											
	CB-13 TO CB-13A	*12"*	*2'*																											
	CB-14 TO 1323+78.5 RT. (CB)	*12"*	*5'*																											*CONNECT TO EXIST CB*
	CB-17 TO CB-19	*12"*	*31'*																											
	CB-18 TO CB-19	*18"*	*4'*																											
	CB-19 TO 1324+91.8 RT.										*18"*	*4'*																		*CONNECT TO EXIST CMP*
	1325+21.5 RT. TO CB-20										*18"*	*4'*																		*CONNECT TO EXIST CMP*
	CB-20 TO 1325+27.6	*18"*	*4'*																											*CONNECT TO EXIST RCP*
	1325+27.7, 10.8 LT TO CB-21	*18"*	*4'*																											*CONNECT TO EXIST RCP*
	CB-21 TO STA 1325+30.0 LT										*24"*	*4'*																		*CONNECT TO EXIST CMP*
	STA 1325+43, 61.6 LT TO STA 1325+50.9, 68.2 LT										*24"*	*10'*																		*REPLACE OUTLET*
	STA 1325+51.3, 57.5 LT TO STA 1325+56.5, 66.0 LT										*24"*	*10'*																		*REPLACE OUTLET*
	CB-24 TO CB-23	*12"*	*22'*																											
	CB-23 TO 202+22.2, 24.9 RT										*15"*	*4'*																		*CONNECT TO EXISTING CMP*
	STA 202+23.1, 49.7' RT TO STA 202+23.4, 57.7 RT										*15"*	*8'*																		*REPLACE OUTLET*
	CB-26 TO CB-27	*12"*	*36'*																											
	CB-27 TO OUTLET	*15"*	*80'*																											
UNDERDRAINS																														
	1318+64.9 LT. TO CB-2																								*12"*	*24'*				*CONNECT TO EXIST UD*
	CB-3 TO CB-4																								*15"*	*12'*				
	1320+52.1 RT. TO CB-5																								*15"*	*4'*				*CONNECT TO EXIST UD*
	CB-5 TO CB-7																								*15"*	*54'*				
	CB-7 TO 1321+61.5 RT. (CB)																								*15"*	*43'*				
	1320+71.8 LT. TO CB-6																								*15"*	*4'*				*CONNECT TO EXIST UD*
	CB-6 TO 1320+83.8 LT.																								*15"*	*4'*				*CONNECT TO EXIST UD*
	1321+24.7 LT. TO 1321+30.8 LT (CB)																								*15"*	*4'*				*CONNECT TO EXIST UD*
	1321+30.8 LT (CB) TO 1321+36.7 LT.																								*15"*	*4'*				*CONNECT TO EXIST UD*
	1323+05.2 LT. TO CB-11																								*15"*	*4'*				*CONNECT TO EXIST UD*
	CB-11 TO 1323+17.2 LT.																								*15"*	*4'*				*CONNECT TO EXIST UD*
	1323+02.6 RT. TO CB-12																								*15"*	*20'*				*CONNECT TO EXIST UD*
	CB-12 TO 1323+32.1 RT. (CB)																								*15"*	*8'*				*CONNECT TO EXIST CB*
	319+50.0, 13.5 RT TO CB-14																								*12"*	*21'*				*CAP UD AS DIRECTED*
	1323+78.5 RT (CB) TO CB-15																								*18"*	*37'*				*CONNECT TO EXIST CB*
	CB-15 TO CB-18																								*18"*	*54'*				
	CB-22 TO CB-23																								*12"*	*36'*				
	CB-25 TO CB-23																								*12"*	*173'*				
	CB-25 TO CB-26																						*345'*							

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	E. MARTIN	DATE
PROJ. MANAGER		
DESIGN-DETAILED	AG	3/18
CHECKED-REVIEWED	ECF	3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

DRAINAGE SHEET

SHEET NUMBER

7

OF 105

Filename: ...\MSTA\007_Drainage_Sheet.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS:
   CENTRAL MAINE POWER
   CENTRAL MAINE & QUEBEC RAILWAY
   CHARTER COMMUNICATIONS
   FAIRPOINT COMMUNICATIONS
   GWI
   MAINEDOT RAILROAD
   MAINE FIBER COMPANY
   WISCASSET WATER DISTRICT
   TOWN OF WISCASSET (SEWER)

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

3. EXISTING UTILITIES SHOWN ON THE PLANS AND CROSS SECTIONS ARE APPROXIMATE. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL UTILITY LOCATIONS.

4. A TEMPORARY RAMP SHALL BE CONSTRUCTED WITH HMA AT THE ENDS OF THE ROADWAY SECTION PAVED OR MILLED EACH DAY. THE USES OF MILLINGS OR RAP WILL NOT BE ALLOWED, BUT COLD PATCH MAY BE TEMPORARILY UTILIZED UNTIL HMA PLANTS ARE OPEN FOR THE SEASON. FOR ALL OTHER ROADWAYS WITH SPEED LIMITS LESS THAN 50 MPH, TEMPORARY RAMPS SHALL BE CONSTRUCTED AT A LENGTH OF FOUR FEET PER INCH OF TRANSITION DEPTH. MATERIALS, PLACEMENT, MAINTENANCE, AND REMOVAL SHALL BE INCIDENTAL TO CONTRACT ITEMS.

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

6. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.

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

8. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE RESIDENT. GRADING, SEEDING AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.

9. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATION 703.19 AND WILL PAID FOR AS GRANULAR BORROW.

10. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1 FT ABOVE WATER LEVEL OR OLD GROUND SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW UNDER WATER BACKFILL.

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

15. A 3' PAVED APRON SHALL BE PLACED AT ALL UNPAVED ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

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

17. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING (OR MILLING) SHALL BE INCIDENTAL TO THE RELATED PAVING (OR MILLING) ITEMS. THIS INCLUDES KILLING AND REMOVAL OF ALL VEGETATIVE MATTER.

18. WHEN SUPER ELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE SHOULDER PAVEMENT WILL HAVE SAME SLOPE AS TRAVELED WAY.

19. CONCRETE PIPE TIES SHALL BE INSTALLED AT THE INLET AND OUTLET OF REINFORCED CONCRETE PIPE CULVERTS, CONNECTING THE OUTER THREE END SECTIONS.

20. WORK NECESSARY TO MODIFY RESIDENTIAL DRAINAGE OUTLETS THAT DO NOT REQUIRE THE INSTALLATION OF NEW PIPE WILL BE PAID FOR BY USING HOURLY ITEMS.

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

22. EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER ITEM 631.32 CULVERT CLEANER.

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

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

25. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTHLINED PIPES.

26. AI-C AND BI-C CATCH BASINS SHALL BE SHAPE 1 WITH HAUNCHED CONE, AS PER STANDARD DETAIL 604(02), UNLESS OTHERWISE NOTED ON THE PLANS.

27. FLAT TOPS FOR CATCH BASINS ARE NOT ALLOWED UNLESS NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.

28. PLASTIC END CAPS USED ON ALL DEAD-END UNDERDRAIN SHALL BE CONSIDERED INCIDENTAL.

29. 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.

30. 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.

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

32. GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.

33. GUARDRAIL AND GRANITE CURB WHICH IS REMOVED AND NOT REUSED ON THE PROJECT BECOMES PROPERTY OF THE CONTRACTOR. DISPOSAL SHALL BE INCIDENTAL TO THE APPROPRIATE 606 OR 609 ITEM.

34. TWO REFLECTORIZED FLEXIBLE G.R. MARKERS (ITEM 606.353) WILL BE INSTALLED AT EACH GUARDRAIL END.

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

36. 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.

37. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL AREAS.

38. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN ALL AREAS UNLESS OTHERWISE NOTED OR DIRECTED.

39. 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.

40. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT MAIL WILL BE DELIVERABLE. PAYMENT FOR THIS WORK WILL BE MADE UNDER THE APPROPRIATE RENTAL ITEMS.

41. 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.

42. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.

43. 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.

44. 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.

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

46. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING PLAN. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.

47. THE CONTRACTOR SHALL CONDUCT THEIR WORK WITHOUT DISTURBANCE TO EXISTING LANDSCAPED PLANTING AREAS, UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

48. PROPOSED CELLAR AND ROOF DRAIN COLLECTIONS SHALL BE CAPPED UNLESS THE RESIDENT HAS DETERMINED THAT THE CONNECTION PERMIT HAS BE OBTAINED BY THE PROPERTY OWNER.

49. THE INSPECTION STANDPIPE FOR CELLAR AND ROOF DRAIN, CONNECTIONS, END CAPS, CONCRETE, REBAR, STANDPIPE FITTINGS, AND CONNECTION OF THE STANDPIPE TO THE EXISTING CELLAR AND ROOF DRAINS TO THE NEW OUTLET PIPE WILL BE INCIDENTAL TO 801 ITEMS.

50. ROOF DRAIN CONNECTIONS IN THIS CONTRACT WILL BE CONSIDERED THE SAME AS CELLAR DRAIN CONNECTIONS AND BE PAID UNDER THE APPROPRIATE 801 ITEM.

51. INSPECTION STANDPIPE COVERS FOR CELLAR AND ROOF DRAIN CONNECTIONS SHALL BE NICKEL BRONZE, THREADED, FLOOR CLEANOUT COVERS SIZED TO FIT THE INSPECTION STANDPIPES. COVERS SHALL BE MANUFACTURED BY ZURN INDUSTRIES OR AN APPROVED EQUAL. PAYMENT FOR COVERS WILL BE INCIDENTAL TO 801 ITEMS.

52. 19 CONCRETE CURB STOPS SHALL BE INSTALLED, ONE FOR EACH PARKING SPACE ALONG THE RAILROAD AVE PARKING LOT AS DIRECTED BY THE RESIDENT. CURB STOPS SHALL BE INSTALLED WITH 2 18" #4 REBAR ANCHORING PINS OR AS SPECIFIED BY THE MANUFACTURER. CURB STOPS SHALL BE PLACED AT LEAST 2' FROM TEH END OF EACH PARKING SPACE, ADJACENT TO RAILROAD AVE. ALL WORK AND MATERIALS NECESSARY FOR THE INSTALLATION OF THE CURB STOPS SHALL BE PAID UNDER FORCE ACCOUNT.

53. CATCH BASIN CB-9, LOCATED AT BASE OF GRANITE SEATING BLOCK IN SIDEWALK AREA, TO BE INSTALLED WITH HEAVY DUTY ADA COMPLIANT GRATE, AS APPROVED BY THE RESIDENT.

54. ALL WORK TO BE COMPLETED WITHIN EXISTING RIGHT OF WAY OR WROUGHT PORTION.

Filename: ...\MSTA\008_GeneralNotes.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	E. MARTIN	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

GENERAL NOTES

SHEET NUMBER

8

OF 105

Filename: ...\MSTA\009_ConstructionNotes.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

CONSTRUCT THE FOLLOWING DRIVES AND ENTRANCES

STATION	OFFSET	TYPE	OPENING WIDTH
ROUTE 1			
1324+50	RT	PAVED	41.7'
1325+50	RT	PAVED	41.6'
1325+19	LT	FIELD	10.0'
RAILROAD AVE			
208+00	RT	PAVED	21.1'
WATER ST			
321+28	LT	PAVED	18.4'
321+88	LT	PAVED	25.0'
322+57	RT	CONCRETE	24.5'
322+85	LT	PAVED	13.1'
323+08	LT	PAVED (SHIN BONE ALLEY)	17.7'
323+24	RT	PAVED	23.7'
324+08	RT	BRICK	26.5'
324+38	LT	PAVED	23.1'
324+57	RT	BRICK	14.7'
326+24	LT	PAVED	26.0'
327+07	LT	PAVED	34.1'

ITEM 201.23 - REMOVING SINGLE TREE TOP ONLY

STATION	OFFSET	QUANTITY (EA)
ROUTE 1		
1323+26	29.7' RT	ASH
RAILROAD AVE		
205+87	62.2' LT	MAPLE
WATER ST		
325+34	21.5' RT	MAPLE

ITEM 201.24 - REMOVING STUMP

STATION	OFFSET	QUANTITY (EA)
ROUTE 1		
1323+26	29.7' RT	ASH
RAILROAD AVE		
205+87	62.2' LT	MAPLE
WATER ST		
325+34	21.5' RT	MAPLE

ITEM 507.0842 - ORNAMENTAL PEDESTRIAN RAILING

STATION TO STATION	OFFSET	QUANTITY (LF)
ROUTE 1		
1322+25 TO 1322+94	RT	68.5
1322+59 TO 1323+36	LT	74.0
1322+87 TO 1322+94	RT	21.0
1323+29 TO 1323+36	LT	21.0

ITEM 525.192 - GRANITE SEATING BLOCK WALL

STATION TO STATION	OFFSET	QUANTITY (LF)
ROUTE 1		
1321+82 TO 1322+84	LT	102

ITEM 525.26 - REPOINTING GRANITE MASONRY

STATION TO STATION	OFFSET	QUANTITY (SF)
ROUTE 1		
1322+29 TO 1322+94	RT	171.3
1322+58 TO 1323+36	LT	185.0

ITEM 603.55 - CONCRETE PIPE TIES

LOCATION	OFFSET	QUANTITY (GP)
RAILROAD AVE		
202+23 TO 202+23	RT	2.0
CB-27 TO OUTLET	LT	2.0

ITEM 604.161 - ALTERING CATCH BASIN

STATION	OFFSET		QUANTITY (EA)
ROUTE 1			
1321+61	14.7'	RT	1
1323+32	12.6'	RT	1
1323+39	52.6'	LT	1
WATER ST			
322+01	12.0'	LT	1
324+51	9.9'	LT	1
325+50	10.6'	LT	1
325+96	9.6'	RT	1
325+96	9.7'	LT	1

ITEM 604.164 - REBUILDING CATCH BASIN

STATION	OFFSET	QUANTITY (EA)
ROUTE 1		
1321+31	38.6' LT	1

ITEM 604.18 - ADJUST MANHOLE OR CB TO GRADE

STATION	OFFSET		QUANTITY (EA)
ROUTE 1			
1319+36	30.7'	RT	1
1319+54	24.5'	LT	1
1319+69	17.8'	RT	1
1321+31	38.6'	LT	1
1321+39	53.2'	RT	1
1321+62	47.4'	RT	1
1323+79	18.4	RT	1
WATER ST			
320+86	12.7'	LT	1
322+00	10.9'	RT	1

ITEM 606.353 - REFLECTORIZED FLEXIBLE GUARDRAIL MARKER

STATION TO STATION	OFFSET	QUANTITY (EA)
ROUTE 1		
1325+31 TO 1325+69	LT	2

ITEM 606.79 - GUARDRAIL 350 FLARED TERMINAL

STATION TO STATION	OFFSET	QUANTITY (EA)
ROUTE 1		
1325+31 TO 1325+69	LT	1

ITEM 607.16 - CHAIN-LINK FENCE 4 FT

STATION TO STATION	OFFSET	QUANTITY (LF)
ROUTE 1		
1325+09	LT	85.0
1325+09	RT	195.0
RAILROAD AVE		
200+32 TO 207+91	RT	768.0
205+17 TO 206+23	LT	145.1

ITEM 608.08 - REINFORCED CONCRETE SIDEWALK

STATION TO STATION	OFFSET	QUANTITY (SY)
ROUTE 1		
1325+75 TO 1326+01	RT	14.4

ITEM 608.15 - BRICK SIDEWALK WITH BITUMINOUS BASE

STATION TO STATION	OFFSET	QUANTITY (SY)
ROUTE 1		
1318+91 TO 1319+07	LT	8.4
1318+99 TO 1319+05	RT	4.8
1319+27 TO 1319+35	RT	4.7
1319+50 TO 1321+34	LT	126.7
1319+60 TO 1321+36	RT	159.8
1321+61 TO 1323+45	LT	592.3
1321+63 TO 1323+44	RT	455.0
1323+72 TO 1324+28	RT	38.6
1323+74 TO 1324+42	LT	37.8
1324+69 TO 1324+85	RT	8.9
1325+10 TO 1325+33	RT	12.9
WATER ST		
319+25 TO 319+59	LT	23.3
319+25 TO 319+68	RT	18.9
320+65 TO 321+21	LT	26.0
320+19 TO 321+96	RT	97.3
321+46 TO 321+67	LT	10.4
322+08 TO 322+70	LT	31.1
323+25 TO 324+32	LT	53.3
324+45 TO 325+47	LT	48.1
325+75 TO 326+05	LT	16.1
326+45 TO 326+96	LT	25.3
326+89 TO 327+30	RT	29.7
RAILROAD AVE		
200+28 TO 200+37	LT	4.3

ITEM 608.26 - CURB RAMP DETECTIBLE WARNING FIELD

STATION	OFFSET	QUANTITY (SF)
ROUTE 1		
1319+04	RT	10
1319+04	LT	12
1319+52	RT	10
1319+53	LT	8
1319+64	RT	8
1320+34	LT	10
1321+31	LT	8
1321+34	RT	10
1321+64	LT	10
1321+65	RT	10
1321+79	RT	10
1321+80	LT	10
1323+29	RT	10
1323+30	LT	12
1323+85	RT	10
1323+86	LT	10
1324+33	LT	10
1324+77	LT	24
1324+84	RT	8
1325+08	LT	8
1325+12	RT	8
WATER ST		
320+58	LT	10
320+59	RT	10
324+29	LT	6
324+49	LT	6
325+33	LT	6
325+84	LT	10
326+91	LT	10
326+92	RT	10

ITEM 609.1111 - SPECIAL GRANITE CURB - 39"

STATION TO STATION	OFFSET	QUANTITY (LF)
ROUTE 1		
1324+26 (SARAH'S)	RT	15.0
RAILROAD AVE		
204+10 TO 204+55	LT	45.0

ITEM 609.31 - CURB TYPE 3

STATION TO STATION	OFFSET	QUANTITY (LF)
RAILROAD AVE		
202+20 TO 207+00	LT	542.5
200+23 TO 207+98	RT	812.9
1325+06 TO 1325+14	LT	8.0

ITEM 610.08 - PLAIN RIPRAP

STATION	OFFSET		QUANTITY (CY)
ROUTE 1			
1325+45	62.9	LT	1.9
1325+52	59.2	LT	2.2
RAILROAD AVE			
202+23	49.7	RT	1.8
WATER ST			
328+30	23.2	LT	1.7

ITEM 673.01 - WET CAST SMALL LANDSCAPE BLOCK WALL

STATION TO STATION	OFFSET	QUANTITY (LF)
RAILROAD AVE		
205+19.9 TO 206+22.5	LT	1070

ITEM 841.48 - BOLLARDS

STATION	OFFSET	QUANTITY (EA)
ROUTE 1		
1321+67 TO 1321+74	RT	2
1321+67 TO 1321+71	LT	2
1321+84 TO 1323+24	RT	15
1321+86 TO 1323+18	LT	14
1323+88 TO 1324+28	LT	5
1323+99 TO 1324+27	RT	4

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

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HIGHWAY PLANS

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PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

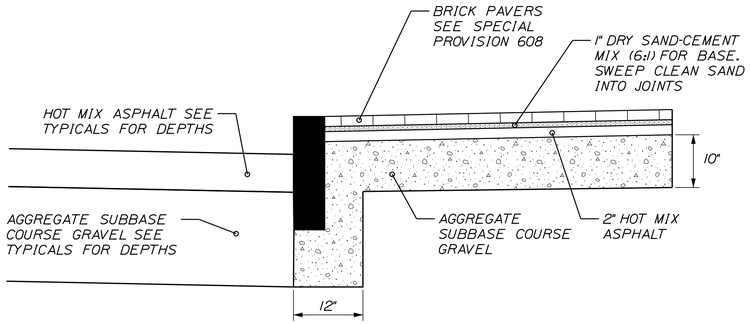
WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

CONSTRUCTION NOTES

SHEET NUMBER

9

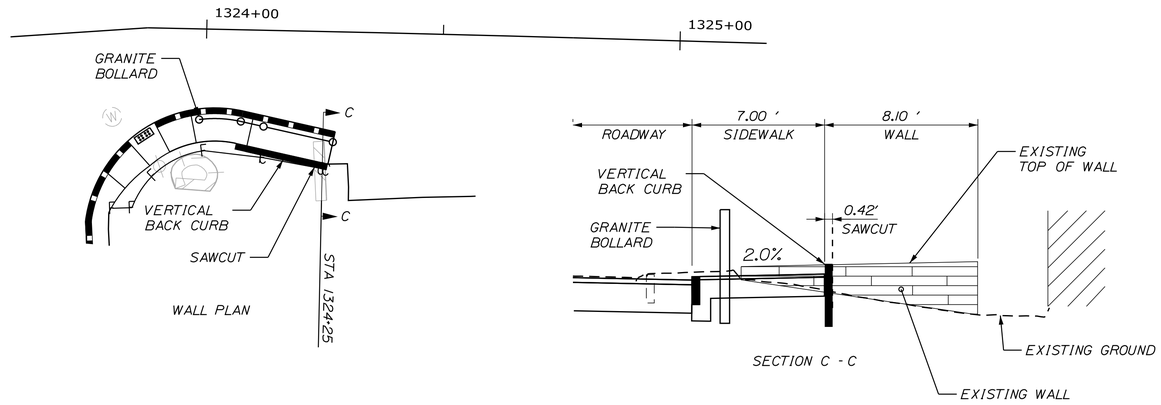
OF 105



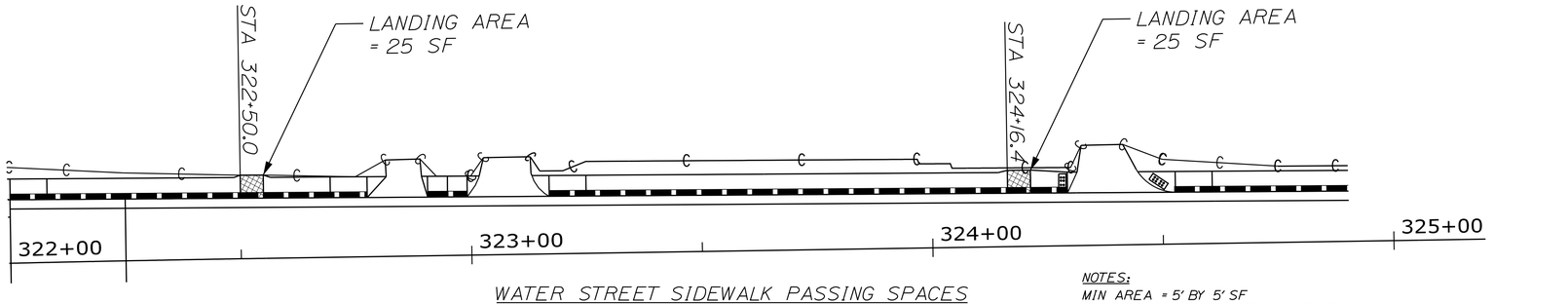
NOTE:

1. INSTALL 4" WIDE X 8.5" HIGH PIECE OF FILTER FABRIC AT BACK OF CURB AT EACH CURB JOINT. PAYMENT WILL BE INCIDENTAL TO CURB.
2. 1/2" PREFORMED EXPANSION JOINT FILLER WITH 5/8" BACK ROD AND JOINT SEALANT TYPICAL AT ALL WALL, STEP, SIDEWALK, AND BUILDING INTERFACES. PAYMENT WILL BE INCIDENTAL TO BRICK SIDEWALK WITH BITUMINOUS BASE, ITEM 608.15.
3. ALL BRICKS SHALL BE CUT WITH PAVER SAW AND CUT-OFF WHEEL.

BRICK SIDEWALK
NOT TO SCALE

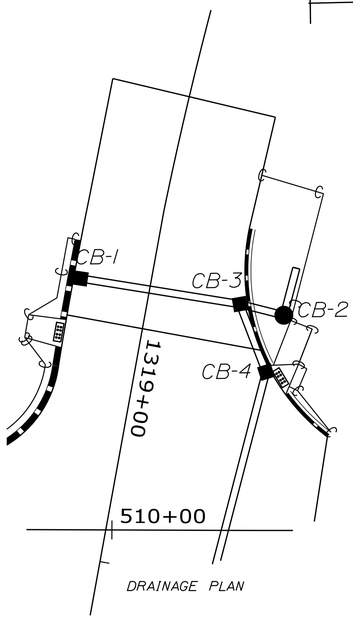


WALL DETAIL AT STA 1324+25
NOT TO SCALE

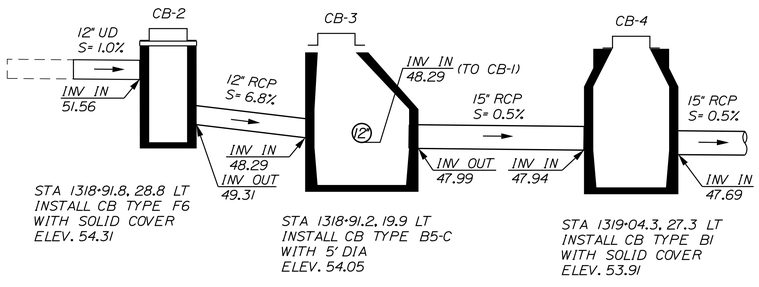


WATER STREET SIDEWALK PASSING SPACES
NOT TO SCALE

NOTES:
MIN AREA = 5' BY 5' SF
MAX SLOPE = 2% IN ANY DIRECTION

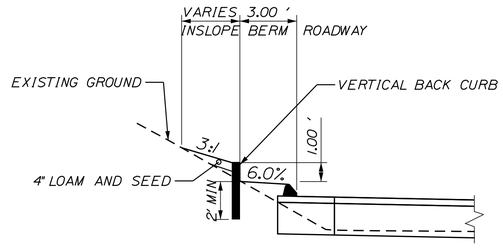


DRAINAGE PLAN



SECTION ALONG PIPELINE

ROUTE 1 AND FEDERAL STREET DRAINAGE DETAIL
NOT TO SCALE



RAILROAD AVENUE BACK CURB DETAIL
STA 204+10.0 TO 204+55.0
NOT TO SCALE

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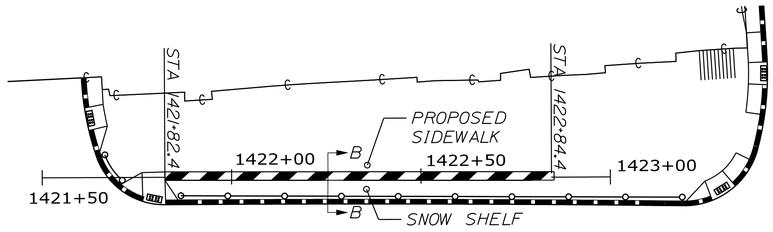
	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	ECF 3/18
CHECKED-REVIEWED	ECF	AG 3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

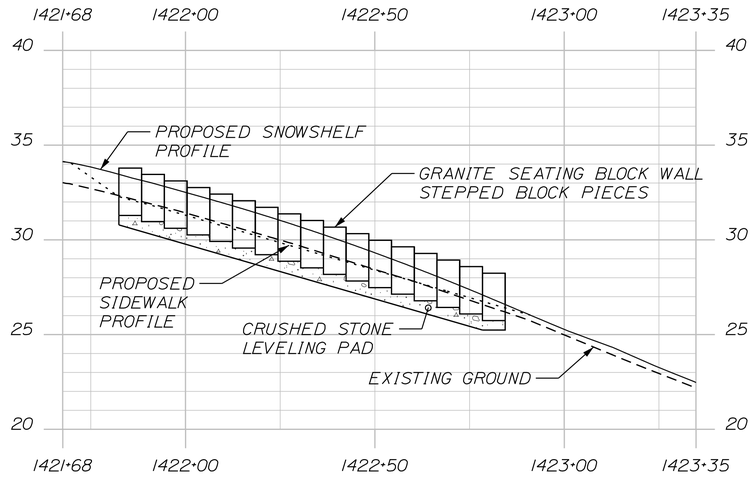
DETAILS (1 OF 4)

SHEET NUMBER
10
OF 105

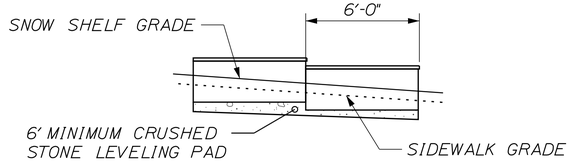
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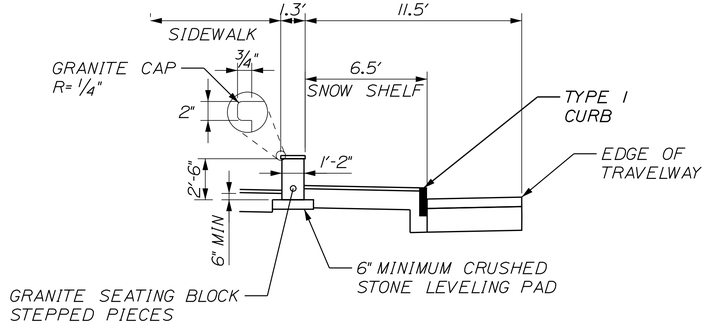
PLAN



PROFILE



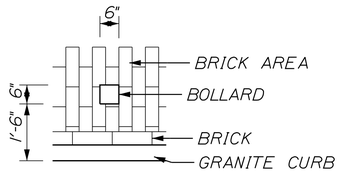
ELEVATION



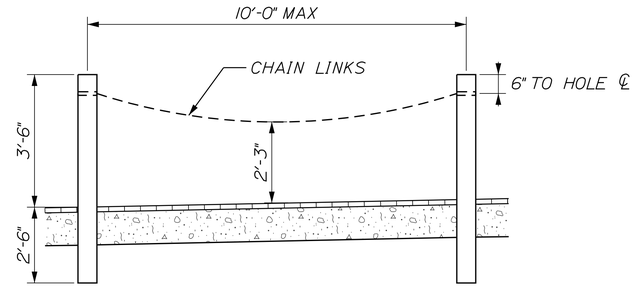
SECTION B - B

GRANITE SEATING BLOCK WITH CAP

NOT TO SCALE



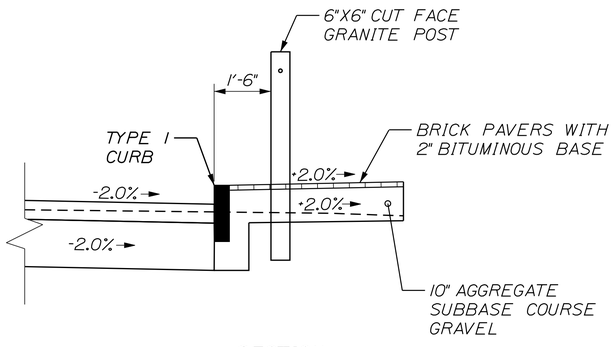
PLAN



BURY 2'-6" OF POST IN COMPACTED SUBGRADE

ELEVATION

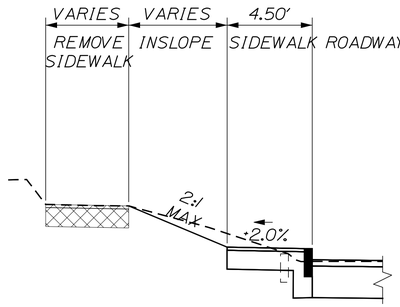
VERTICAL & HORIZONTAL DIMENSION TOLERANCES: +/- 3/8"



SECTION

GRANITE BOLLARDS DETAIL

NOT TO SCALE



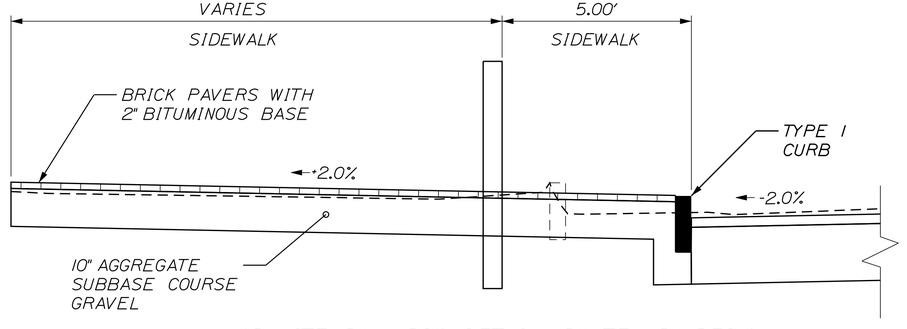
WATER STREET SIDEWALK REMOVAL DETAIL

STA 326+33 TO STA 326+87

NOT TO SCALE

NOTES:

1. 42 POSTS TOTAL REQUIRED.
   - -2 ON SE CORNER OF ROUTE 1 AND MIDDLE ST
   - -2 ON NE CORNER OF ROUTE 1 AND MIDDLE ST
   - -14 ON LEFT SIDE OF ROUTE 1 BETWEEN WATER ST AND MIDDLE ST
   - -15 ON RIGHT SIDE OF ROUTE 1 BETWEEN WATER ST AND MIDDLE ST
   - -4 IN FRONT OF SARAH'S
   - -5 IN FRONT OF RED'S
2. ALL POSTS TO BE SET IN NEW BRICK SIDE WALK
3. ALL POST LOCATIONS TO BE MARKED AND APPROVED BY THE RESIDENT PROIR TO INSTALLATION



GRANITE BOLLARDS DETAIL - ROUTE 1 BY RED'S

NOT TO SCALE

STA 1323+88 TO STA 1324+28

STATE OF MAINE
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HIGHWAY PLANS

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PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
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REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

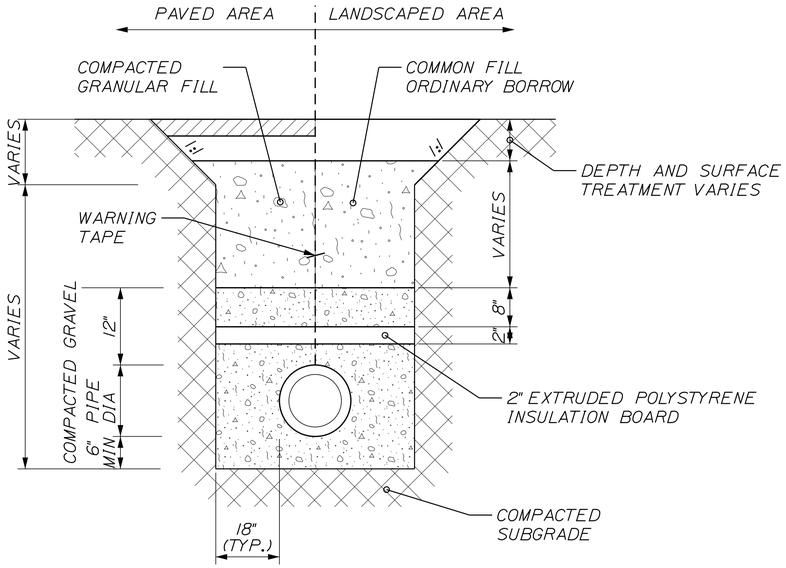
DETAILS (2 OF 4)

SHEET NUMBER

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OF 105

Filename: ...\MSTA\011_Details_02.dgn Username: achandler Division: HIGHWAY Date:3/26/2018



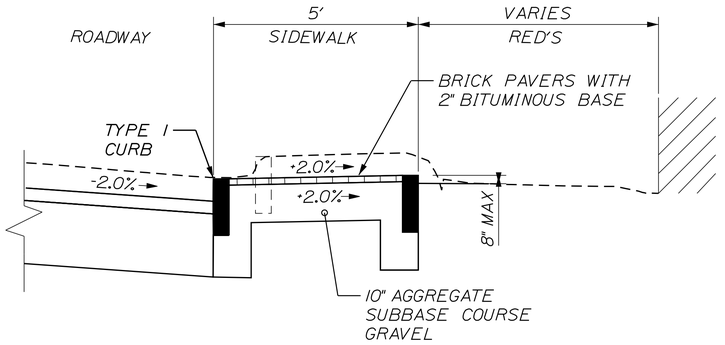
NOTES:

1. SEWER LINE SHALL BE INSULATED WHEN COVER IS LESS THAN FOUR (4) FEET AND WHERE SHOWN ON PLANS.

2. BACKFILL PLACED IN UTILITY TRENCHES INCLUDING DISTURBED AREAS SURROUNDING UTILITY TRENCHES SHALL BE PLACED AND COMPACTED IN 12" (MAX.) VERTICAL LIFTS.

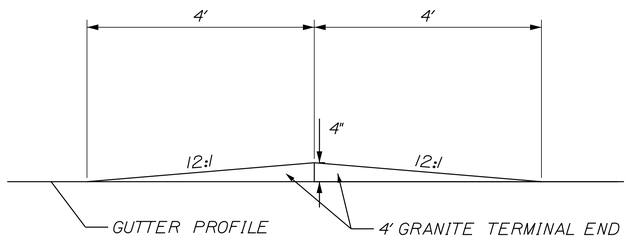
SEWER LINE DETAIL

NOT TO SCALE



RED'S BACK CURB TYPICAL - WATER ST

NOT TO SCALE

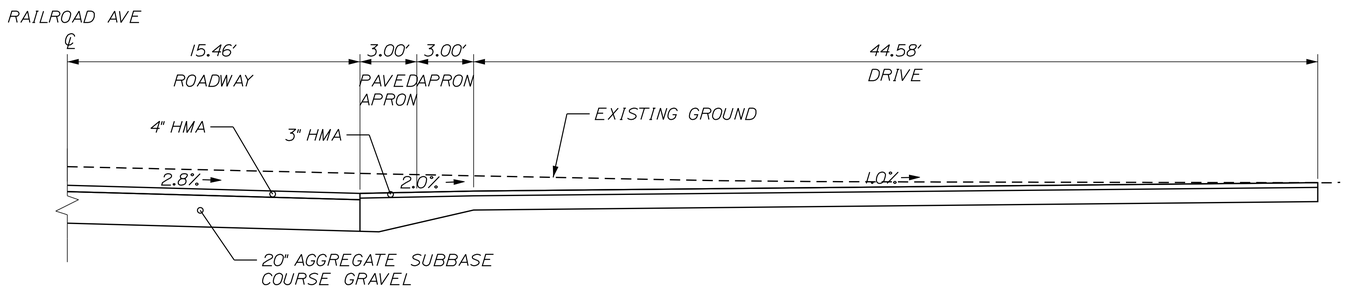


NOTE: WORK TO BE PAID FOR UNDER ITEM 609.234 TERMINAL CURB TYPE I - 4 FOOT. EACH LOCATION LISTED BELOW REPRESENTS 2 EA.

LOW PROFILE 4' TERMINAL

STA 322+90.6 TO STA 322+99.1 LT
STA 1325+06 TO STA 1325+14 LT*

* NOTE: PAID AS 609.31



WASTE WATER TREATMENT FACILITY ENTRANCE DETAIL

STA 207+95.0, SKEW 23°32' 36"
NOT TO SCALE

STATE OF MAINE
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CAPITAL PROJECTS

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HIGHWAY PLANS

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PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

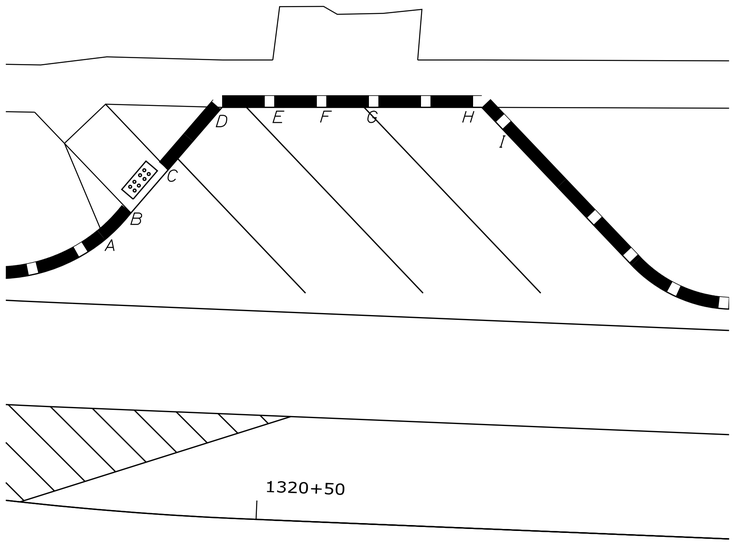
DETAILS (3 OF 4)

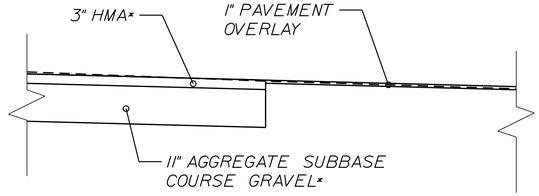
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OF 105

Username: achandler Date:3/26/2018
Division: HIGHWAY
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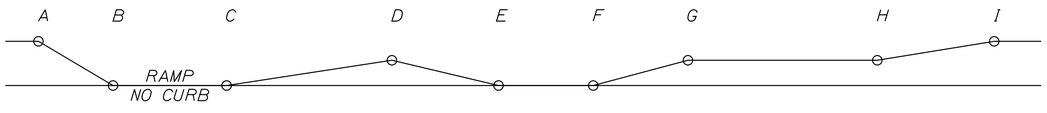




SPRAGUE'S PARKING LOT

NOT TO SCALE

*UNPAVED AND WIDENED AREAS



PROFILE

CURB REVEAL - STA 1320+50.0

NOT TO SCALE

STA 1320+30 TO STA 1320+75

CURB REVEAL			
POINT	STATION	OFFSET	HEIGHT
A	1320+31.4	28.47	7"
B	1320+34.1	31.50	0"
C	1320+38.1	36.33	0"
D	1320+44.0	43.29	4"
E	1320+50.0	43.55	0"
F	1320+55.0	44.75	0"
G	1320+60.0	44.96	4"
H	1320+70.0	44.37	4"
I	1320+75.0	41.57	7"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

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21843.00

HIGHWAY PLANS

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PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

DETAILS (4 OF 4)

SHEET NUMBER

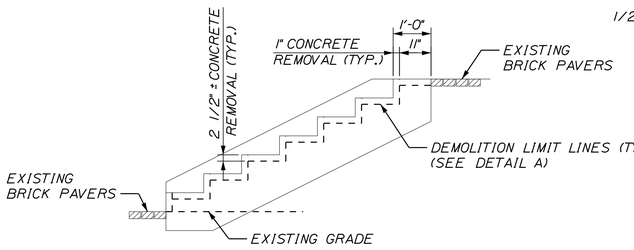
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OF 105

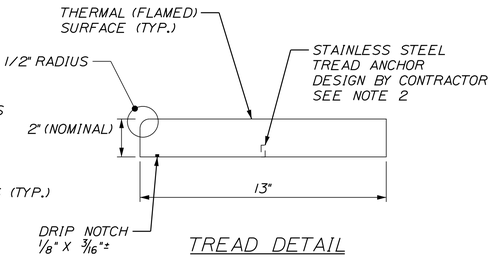
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Division: HIGHWAY

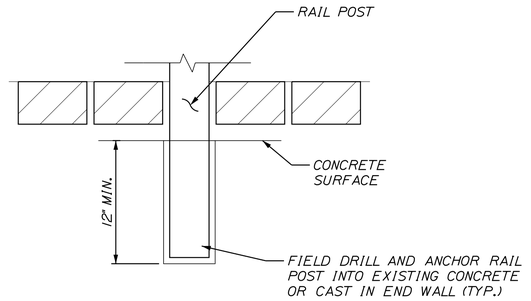
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DEMO DETAILS



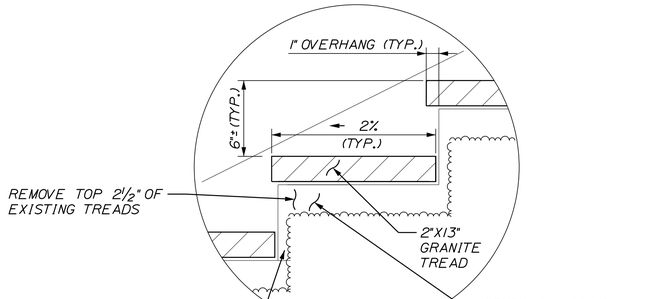
TREAD DETAIL



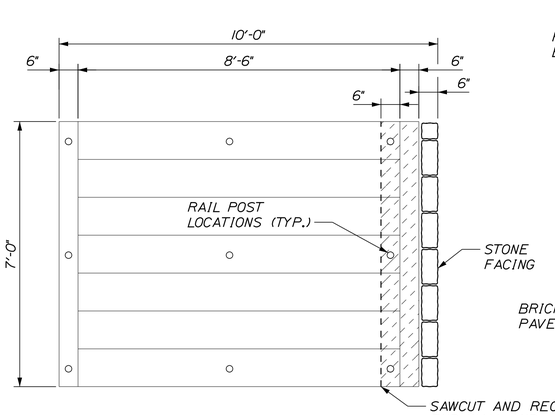
ANCHORAGE DETAIL

NOTES:

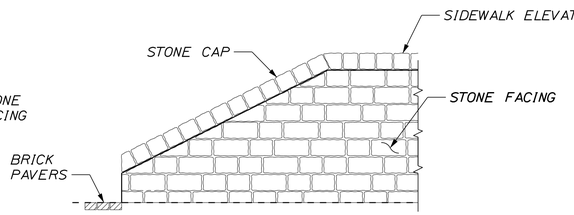
1. EXISTING DIMENSIONS APPROXIMATE BASED ON LIMITED FIELD MEASUREMENTS.
2. THE CONTRACTOR SHALL DESIGN AND PROVIDE SHOP DRAWINGS FOR PROPOSED STAINLESS STEEL TREAD ANCHOR.
3. PRIOR TO ORDERING GRANITE. THE CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWINGS FOR APPROVAL.
4. HAND RAILS NOT SHOWN IN THESE PLANS. SEE SPECIAL PROVISION.
5. THE CONTRACTOR SHALL COORDINATE TEST PITS AND PROBES IN AND AROUND THE EXISTING STAIRS WITH THE RESIDENT PRIOR TO ORDERING ANY MATERIALS. PAYMENT FOR THIS WILL BE INCIDENTAL TO THE CONTRACT.
6. RECONSTRUCTION DETAILS FOR SOUTHSIDE OF ROUTE 1 SHOWN. NORTH SIDE RECONSTRUCTION DETAILS SIMILAR.
7. ALL CRONCRETE SHALL BE CLASS A.



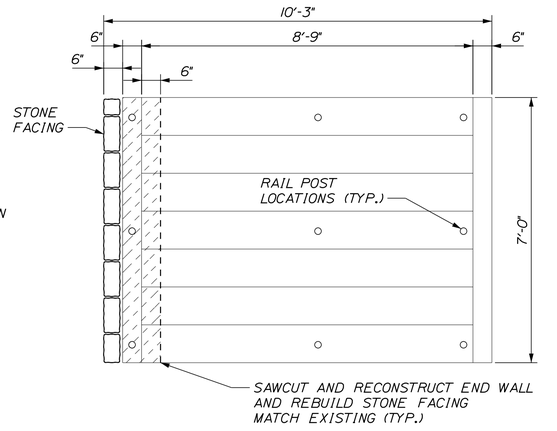
DETAIL A



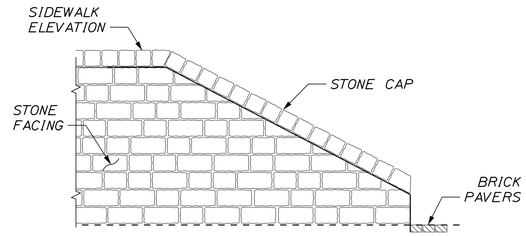
PLAN
(WALL CAP NOT SHOWN FOR CLARITY)



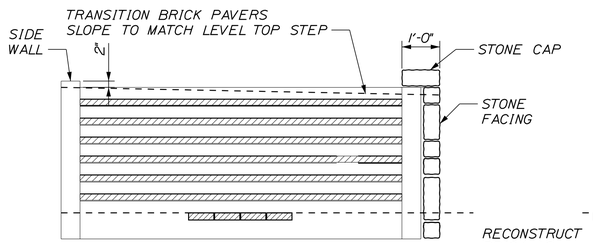
STONE FACE ELEVATION



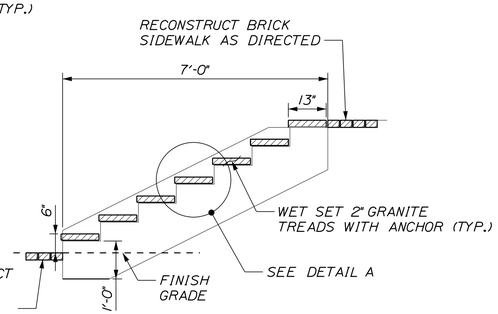
PLAN
(WALL CAP NOT SHOWN FOR CLARITY)



STONE FACE ELEVATION

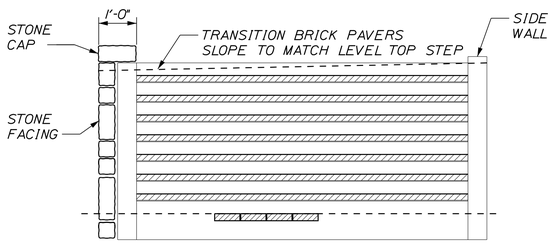


FRONT ELEVATION

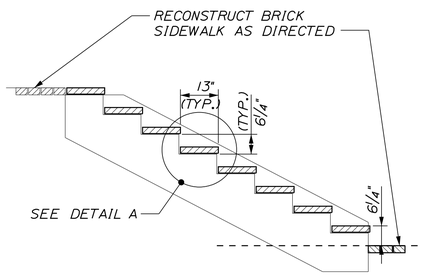


RIGHT SIDE ELEVATION

STEP DETAILS
SOUTH SIDE OF ROUTE ONE



FRONT ELEVATION



LEFT SIDE ELEVATION

STEP DETAILS
NORTH SIDE OF ROUTE ONE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 21843.00
HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN
DESIGN-DETAILED	AG
CHECKED-REVIEWED	ECF
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	

BY	DATE
ECF	3/18
AG	3/18

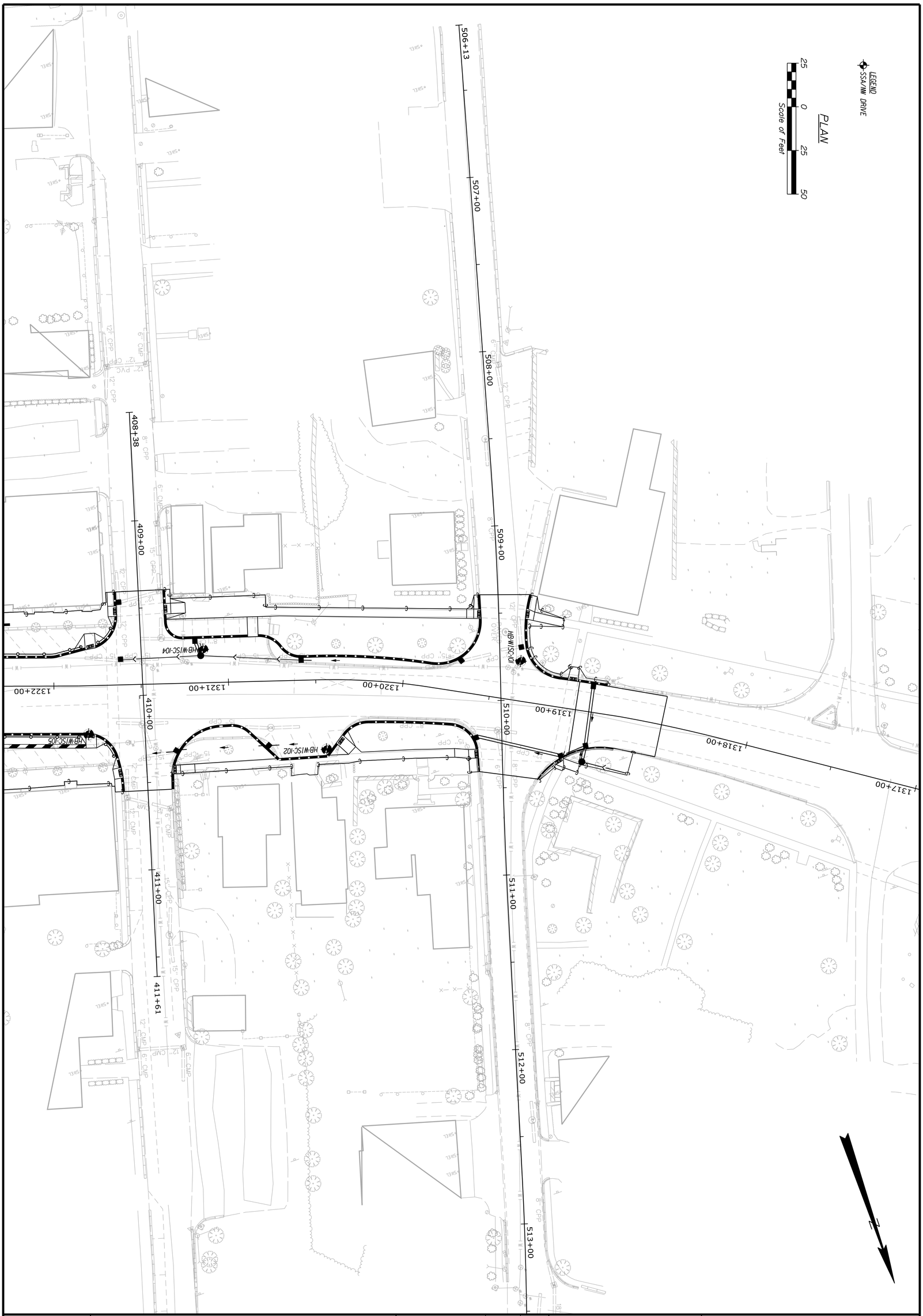
REVISIONS
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

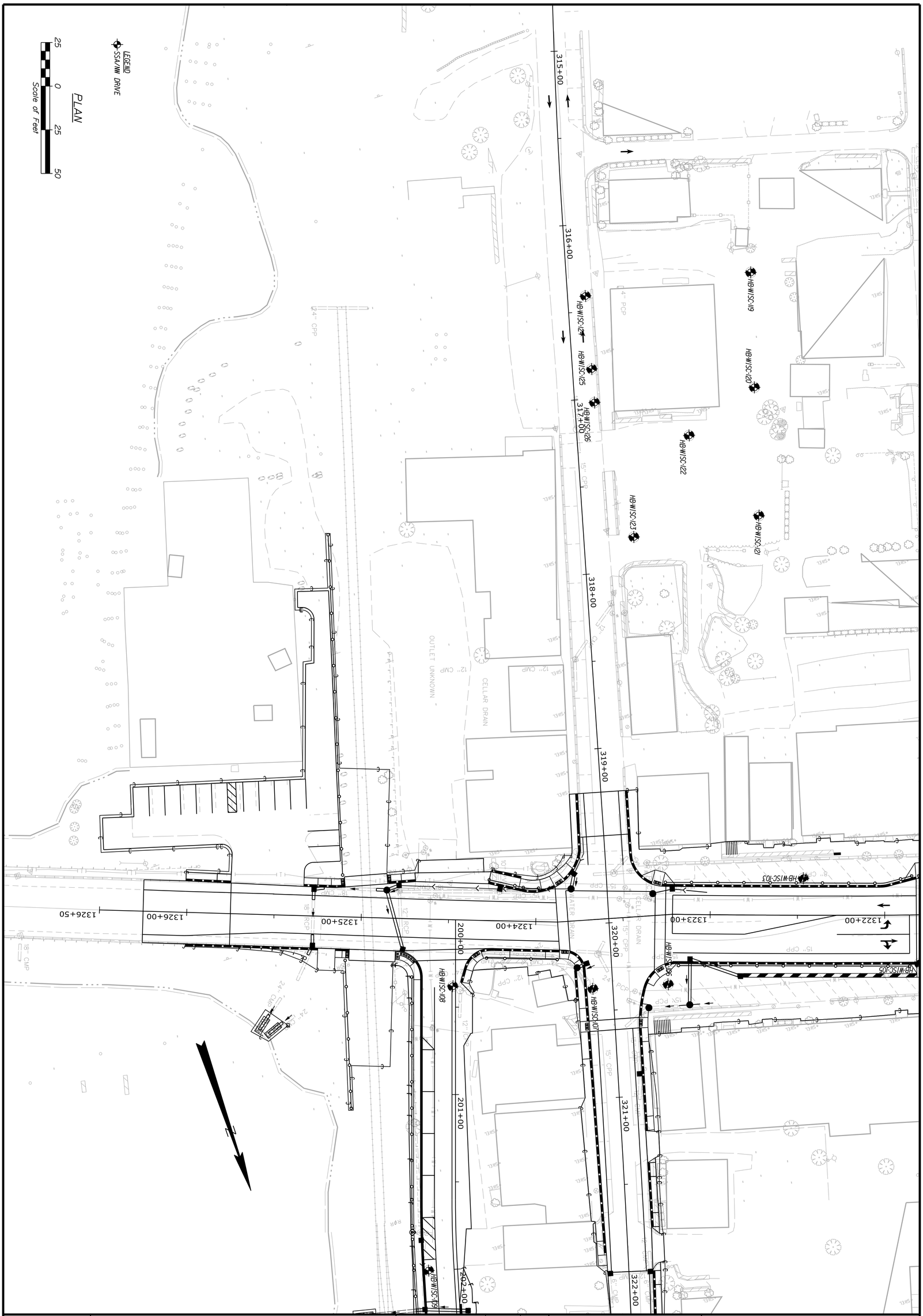
STEP DETAILS

SHEET NUMBER
14
OF 105

Filename: ...\MSTA\014_New_Stairs_1.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

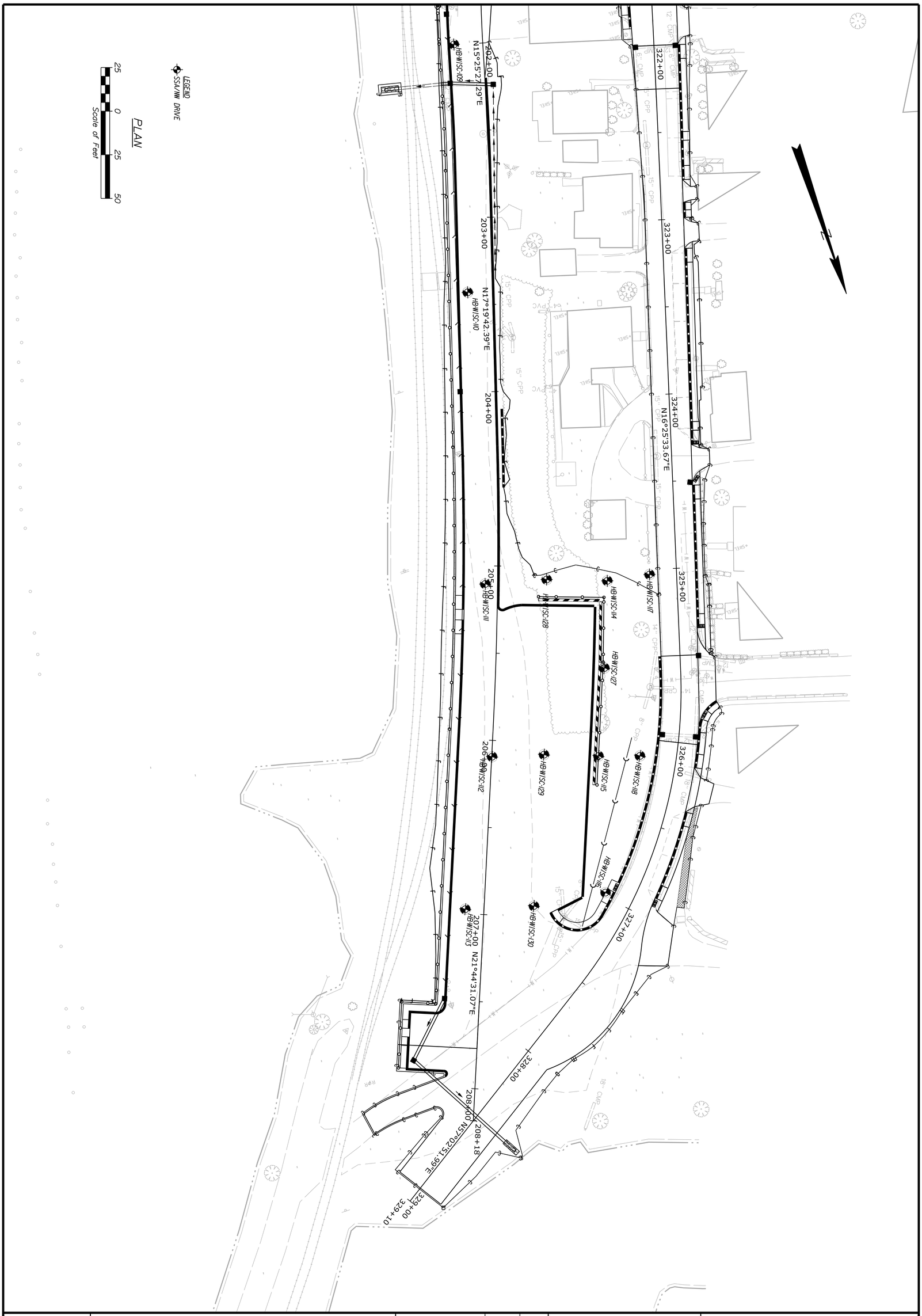


SHEET NUMBER 15 OF 105	WISCASSET US 1-DOWNTOWN IMPROVEMENTS BORING LOCATION PLANS (1 OF 3)	PROJ. MANAGER E. MARTIN / BY / DATE DESIGN-DETAILED CHECKED-REVIEWED DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	SIGNATURE P.E. NUMBER DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION CAPITAL PROJECTS WIN 21843.00 HIGHWAY PLANS



SHEET NUMBER 16 OF 105	WISCASSET US 1-DOWNTOWN IMPROVEMENTS BORING LOCATION PLANS (2 OF 3)	PROJ. MANAGER E. MARTIN / BY / DATE DESIGN-DETAILED CHECKED-REVIEWED DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	SIGNATURE P.E. NUMBER DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 21843.00 HIGHWAY PLANS



SHEET NUMBER 17 OF 105	WISCASSET US 1-DOWNTOWN IMPROVEMENTS BORING LOCATION PLANS (3 OF 3)	PROJ. MANAGER E. MARTIN / BY / DATE DESIGN-DETAILED CHECKED-REVIEWED DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	SIGNATURE P.E. NUMBER DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION CAPITAL PROJECTS WIN 21843.00 HIGHWAY PLANS

Username: achandler Date:3/26/2018

Filename: ...\MSTA\018_BORING LOGS1.dgn Division: HIGHWAY

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

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	52.2	Auger ID/OD:	--
Operator:	M. Porter	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-59 Truck	Hammer Wt./Fall:	SS-140#/30i NW-300#/18
Date Start/Finish:	10-4-17/10-4-17	Drilling Method:	SSA/NW Drive	Core Barrel:	ND-2.0 in.
Boring Location:	509+77.7, 11.8 ft Lt.	Casing ID/OD:	NW-3.0 in. ID	Water Level*:	7.6 ft
Hammer Efficiency Factor: 0.869		Hammer Type:	Automatic ☒ Hydraulic ☐	Rope & Cathead ☐	

Definitions: D = Split Spoon Sample; W = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; WI = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOR = Weight of 140lb. Hammer; WOH = Weight of Rods or Casing; WOP = Weight of One Person; q_u = Peak/Remolded Field Vane Unsrained Shear Strength (psf); $S_{ur\,(lab)}$ = Lab Vane Unsrained Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; N_{60} = Hammer Efficiency Factor/60%N-uncorrected; T_v = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plastic Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Strength or ROD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	51.5		~BITUMINOUS CONCRETE~ 0.8	
	1D/A	24/16	1.00 - 3.00	6/5/3/3	8	12				Light brown, moist, medium dense, fine SAND, little medium sand, trace silt, coarse sand and fine gravel, poorly-graded 2.0	
	2D	20/13	3.00 - 4.67	9/5/11/50(0.0)	16	23	NW Drive	50.2		=FILL=SP=: PID=0.0 ppm	
	R1	60/59	4.70 - 9.70	ROD = 95%			10			Olive-brown, moist, medium stiff, fine sandy CLAY, trace medium sand, reworked native soil 4.67	
							10	47.5		=FILL=CL=: PID=0.0 ppm	
							10			Olive-brown, moist, medium dense, fine to coarse SAND, little clay and gravel, well graded, reworked native soil 9.7	
							10			=FILL=SW/SC=: PID=0.0 ppm 4.7	
							10			Top of Bedrock El. 47.5	
							10			R1: Light gray to dark gray, fine to coarse-grained PEGMATITE. Very hard to hard, fresh. Joints dipping at horizontal to low angles, close to moderately close-tight to open, planar to stepped, smooth to rough, oxidized joint surfaces.	
							10			Rock Mass Quality=Excellent	
							10			Recovery=95%	
							10			=CAPE ELIZABETH FORMATION=	
							10			R1 Core Times (minisec): 4.7-5.7': (112)(1): 5.7-6.7': (110)(1): 6.7-7.7': (111)(1): 7.7-8.7': (113)(1): 8.7-9.7': (112)(1) 9.7	
							10	42.5		Bottom of Exploration at 9.7 feet below ground surface.	

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-WISC-101

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

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	43.2	Auger ID/OD:	--
Operator:	B. Enos	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-53 Track	Hammer Wt./Fall:	SS-140#/30i NW-300#/18
Date Start/Finish:	10-10-17/10-11-17	Drilling Method:	SSA/NW Drive	Core Barrel:	ND-2.0 in.
Boring Location:	1320+43.8, 39.8 ft Lt.	Casing ID/OD:	NW-3.0 in. ID	Water Level*:	4.5 ft
Hammer Efficiency Factor: 0.677		Hammer Type:	Automatic ☒ Hydraulic ☐	Rope & Cathead ☐	

Definitions: D = Split Spoon Sample; W = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; WI = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOR = Weight of 140lb. Hammer; WOH = Weight of Rods or Casing; WOP = Weight of One Person; q_u = Peak/Remolded Field Vane Unsrained Shear Strength (psf); $S_{ur\,(lab)}$ = Lab Vane Unsrained Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; N_{60} = Hammer Efficiency Factor/60%N-uncorrected; T_v = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plastic Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Strength or ROD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	42.7		~BITUMINOUS CONCRETE~ 0.5	
	1D	24/7	1.00 - 3.00	6/5/4/3	9	10				Brown, moist, loose, fine to coarse SAND, little fine gravel, trace silt, well graded	
	2D/A	24/23	3.00 - 5.00	6/7/7/6	14	16		40.5		FILL=SW=SM=: PID=0.0 ppm 2.7	
								39.2		Olive-brown, moist to dry, stiff silty CLAY, little fine sand, reworked native soil 4.0	
	3D	24/24	5.00 - 7.00	5/5/7/13	12	14	15			=FILL=CL=: PID=0.0 ppm	
							27			Olive-brown, moist, stiff, fine sandy CLAY, frequent 0.5 to 1-in. thick fine sand partings 4.5	
							31	35.2		Olive-brown, moist, very stiff, fine sandy CLAY, frequent 0.5 to 1-in. thick fine sand partings 8.0	
							40			=MARINE DEPOSIT=(CL): PID=0.0 ppm	
							45			Notes: Strata change at 8 ft based on casing blows and drill wash water contents.	
	4D/A	11/10	10.00 - 10.92	25/80(5.0)			RC	33.0		Olive-brown, wet, medium dense, fine to coarse SAND, little silt and gravel, moderately bonded 10.2	
								31.7		=GLACIAL TILL=(SM)	
										Top of Bedrock El. 32.0	
										Notes: Advanced rollerbit to 11.5 ft. 11.5	
										Bottom of Exploration at 11.5 feet below ground surface.	

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-WISC-102

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

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	29.5	Auger ID/OD:	--
Operator:	M. Porter	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-59 Truck	Hammer Wt./Fall:	SS-140#/30i NW-300#/18
Date Start/Finish:	10-4-17/10-4-17	Drilling Method:	SSA/NW Drive	Core Barrel:	ND-2.0 in.
Boring Location:	1322+46.7, 21.2 ft Rt.	Casing ID/OD:	NW-3.0 in. ID	Water Level*:	3.4 ft
Hammer Efficiency Factor: 0.869		Hammer Type:	Automatic ☒ Hydraulic ☐	Rope & Cathead ☐	

Definitions: D = Split Spoon Sample; W = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; WI = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOR = Weight of 140lb. Hammer; WOH = Weight of Rods or Casing; WOP = Weight of One Person; q_u = Peak/Remolded Field Vane Unsrained Shear Strength (psf); $S_{ur\,(lab)}$ = Lab Vane Unsrained Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; N_{60} = Hammer Efficiency Factor/60%N-uncorrected; T_v = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plastic Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Strength or ROD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							Push	28.9		~BITUMINOUS CONCRETE~ 0.6	
	1D/A	24/11	1.00 - 3.00	7/6/4/3	10	14	4			Brown, dry, medium dense, fine to coarse SAND, little gravel, well graded	
	2D	24/24	3.00 - 5.00	5/5/6/9	11	16	8	27.4		=FILL=SW=: PID=0.0 ppm 2.1	
							14			Olive-brown, moist, medium stiff, sandy CLAY, reworked native soil 4	
	3D/A	24/22	5.00 - 7.00	4/4/4/5	8	12	24			=FILL=CL=: PID=0.0 ppm	
							Open	23.4		Olive-brown, wet, stiff, silty CLAY, little fine sand, reworked native soil 6.1	
										=FILL=CL=: PID=0.0 ppm	
										Olive-brown, wet, stiff, silty CLAY, little fine sand, mottled, contains roots 12.0	
	4D	24/24	10.00 - 12.00	WOH/WOH/WOH/2				17.5		=MARINE DEPOSIT=(CL): PID=0.0 ppm	
										Bottom of Exploration at 12.0 feet below ground surface.	

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-WISC-103

Maine Department of Transportation — Boring No.: HB-WISC-104

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	37.4	Auger ID/OD:	--
Operator:	B. Enos	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-53 Track	Hammer Wt./Fall:	SS-140#/30i NW-300#/18
Date Start/Finish:	10-6-17/10-6-17	Drilling Method:	SSA/NW Drive	Core Barrel:	ND-2.0 in.
Boring Location:	1321+14, 19.0 ft Rt.	Casing ID/OD:	NW-3.0 in. ID	Water Level*:	7.9 ft
Hammer Efficiency Factor: 0.677		Hammer Type:	Automatic ☒ Hydraulic ☐	Rope & Cathead ☐	

Definitions: D = Split Spoon Sample; W = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; WI = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOR = Weight of 140lb. Hammer; WOH = Weight of Rods or Casing; WOP = Weight of One Person; q_u = Peak/Remolded Field Vane Unsrained Shear Strength (psf); $S_{ur\,(lab)}$ = Lab Vane Unsrained Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; N_{60} = Hammer Efficiency Factor/60%N-uncorrected; T_v = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plastic Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Strength or ROD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	36.9		~BITUMINOUS CONCRETE~ 0.5	
	1D	24/11	1.00 - 3.00	15/11/9/5	20	23				Brown, dry, medium dense, fine to coarse SAND, little gravel, well graded	
	2D	24/18	3.00 - 5.00	3/4/6/9	10	11		34.8		=FILL=SW=: PID=0.0 ppm 2.6	
										Olive-brown, dry, stiff, silty CLAY, little fine sand, reworked native soil 5.3	
	3D	24/24	5.00 - 7.00	4/5/7/7	12	14	4			=FILL=CL=: PID=0.0 ppm	
							10	32.1		Olive-brown, moist, stiff, silty CLAY, trace fine sand, mottled 5.3	
							17			=MARINE DEPOSIT=(CL): PID=0.0 ppm	
							27	29.4		Notes: Strata change at 8 ft based on casing blows and drill wash water contents. 8.0	
	4D	24/7	10.00 - 12.00	7/10/11/9	21	24	25			Brown, wet, medium dense, fine to coarse SAND, some gravel, trace silt, well graded, loosely bonded	
							34			=GLACIAL TILL=(SW-SM): PID=0.0 ppm	
							53			Notes: Strata change at 14.1 ft based on drill action observations. 14.1	
							40	23.3		Brown, wet, very dense, sandy GRAVEL, trace silt, well graded, loosely bonded, contains weathered bedrock	
	5D	17/12	15.00 - 16.42	58/73/33	106	120	141			=GLACIAL TILL=(GW): PID=0.0 ppm 16.4	
	R1	44/44	16.50 - 20.17	ROD = 59%			100(0.1' NQ Core)	21.0		Top of Bedrock El. 21.0	
										R1: Dark gray to gray, fine to coarse-grained SCHIST with granitic intrusion from 19.8 to 20.2 ft. Very hard to hard, slightly weathered to fresh. Single vertical joint from 16.5 to 18 ft, parallel to foliation, tight to healed, undulating, rough, oxidized joint surfaces.	
										Rock Mass Quality=Fair	
										Recovery=100%	
										=CAPE ELIZABETH FORMATION=	
										R1 Core Times (minisec): 16.5-17.5': (31)(5): 17.5-18.5': (13)(7): 18.5-19.5': (14)(8): 19.5-20.2': (2)(3):	
										R2: Light gray to gray, fine to coarse-grained SCHIST with granitic intrusion from 20.2 to 20.8 ft. Very hard to hard, fresh. Single vertical joint from 22.1 to 22.6 ft, parallel to foliation, spacing difficult to discern, tight, undulating, rough, oxidized joint surfaces.	
										Rock Mass Quality=Good	
										Recovery=100%	
										=CAPE ELIZABETH FORMATION=	
										R2 Core Times (minisec): 20.2-21.2': (11)(5): 21.2-22.6': (11)(8)	
										22.6	
										Bottom of Exploration at 22.6 feet below ground surface.	

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-WISC-104

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

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	23.1	Auger ID/OD:	--
Operator:	M. Porter	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-59 Truck	Hammer Wt./Fall:	SS-140#/30i NW-300#/18
Date Start/Finish:	10-3-17/10-3-17	Drilling Method:	SSA/NW Drive	Core Barrel:	ND-2.0 in.
Boring Location:	320+71.1, 31.7 ft Lt.	Casing ID/OD:	NW-3.0 in. ID	Water Level*:	4.8 ft
Hammer Efficiency Factor: 0.869		Hammer Type:	Automatic ☒ Hydraulic ☐	Rope & Cathead ☐	

Definitions: D = Split Spoon Sample; W = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; WI = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOR = Weight of 140lb. Hammer; WOH = Weight of Rods or Casing; WOP = Weight of One Person; q_u = Peak/Remolded Field Vane Unsrained Shear Strength (psf); $S_{ur\,(lab)}$ = Lab Vane Unsrained Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; N_{60} = Hammer Efficiency Factor/60%N-uncorrected; T_v = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plastic Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Strength or ROD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							PUSH	22.8		~BITUMINOUS CONCRETE~ 0.3	
	1D/A	24/16	0.50 - 2.50	11/8/5/3	13	19				Brown, dry, medium dense, fine to coarse SAND, little gravel, trace silt, contains asphalt, well graded	
	2D	24/7	2.50 - 4.50	4/3/3/3	6	9		21.6		=FILL=SW: PID=0.0 ppm 1.5	
								20.8		Light brown, dry, loose to medium dense, fine to medium SAND, trace silt, coarse sand and gravel, poorly-graded	
	3D	7/4	4.50 - 5.08	3/50(1.0)			15			=FILL=SP=: PID=0.0 ppm 2.3	
								18.3		Olive-brown, moist, medium stiff, sandy CLAY, reworked native soil	
	R1	60/56	5.20 - 10.20	ROD = 83%			21(1.0) NQ Core	18.0		=FILL=CL: PID=0.0 ppm 4.8	
										Olive-brown, moist, very dense, sandy GRAVEL, little silt, well graded, contains weathered bedrock	
										=GLACIAL TILL=(GW): PID=0.0 ppm 5.1	
										Top of Bedrock El. 18.0	
										R1: Gray, fine to coarse-grained MIGMATITE. Very hard, fresh. Joints dipping at low angles, close to moderately close, tight, rough, undulating, oxidized joint surfaces.	
										Rock Mass Quality=Good	
										Recovery=93%	
										=CAPE ELIZABETH FORMATION=	
										R1 Core Times (minisec): 5.2-6.2': (13)(8): 6.2-7.2': (13)(8): 7.2-8.2': (11)(9): 8.2-9.2': (11)(6): 9.2-10.2': (12)(1) 10.2	
								12.9		Bottom of Exploration at 10.2 feet below ground surface.	

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-WISC-106

Maine Department of Transportation — Boring No.: HB-WISC-107

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	20.3	Auger ID/OD:	--
Operator:	M. Porter	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-59 Truck	Hammer Wt./Fall:	SS-140#/30i NW-300#/18
Date Start/Finish:	10-3-17/10-3-17	Drilling Method:	SSA/NW Drive	Core Barrel:	ND-2.0 in.
Boring Location:	320+37.1, 11.5 ft Rt.	Casing ID/OD:	NW-3.0 in. ID	Water Level*:	4.6 ft
Hammer Efficiency Factor: 0.869		Hammer Type:	Automatic ☒ Hydraulic ☐	Rope & Cathead ☐	

Definitions: D = Split Spoon Sample; W = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; WI = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOR = Weight of 140lb. Hammer; WOH = Weight of Rods or Casing; WOP = Weight of One Person; q_u = Peak/Remolded Field Vane Unsrained Shear Strength (psf); $S_{ur\,(lab)}$ = Lab Vane Unsrained Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; N_{60} = Hammer Efficiency Factor/60%N-uncorrected; T_v = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plastic Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Strength or ROD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							PUSH	20.0		~BITUMINOUS CONCRETE~ 0.4	
	1D/A	24/15	0.50 - 2.50	10/10/11/8	21	30				Brown, dry, medium dense, fine to coarse SAND, little gravel, well graded, contains asphalt	
	2D	24/9	2.50 - 4.50	8/4/4/7	8	12		18.3		=FILL=SW: PID=0.0 ppm 2.0	
										Brown, dry, medium dense, fine to medium SAND, trace coarse sand and fine gravel, poorly-graded	
	3D	24/15	4.50 - 6.50	2/3/4/5	7	10	8			=FILL=SP=: PID=0.0 ppm	
								15.8		Brown, moist, medium dense, fine to medium SAND, trace coarse sand and fine gravel, poorly-graded 4.5	
								15.4		=FILL=SP=: PID=0.0 ppm	
							7			Olive-brown, moist, medium stiff, fine sandy CLAY, depositional layering at 4.9 ft, reworked native soil	
	MD	24/0	6.50 - 8.50	6/6/8/9	14	20	14			=FILL=CL=: PID=0.0 ppm 4.9	
							28			Olive-brown, moist, medium stiff, fine sandy CLAY, varved and mottled	
							33			=MARINE DEPOSIT=(CL): PID=0.0 ppm, no odors, Drill wash water contains stiff clay from 6.5 to 10 ft.	
							35				
	4D	10/8	10.00 - 10.83	4/50(4.0)			11(10.0 NQ Core)	9.5		Olive-brown, moist, medium stiff, fine sandy CLAY, varved and mottled, occasional 1/8-in. to 1-in. thick fine sand partings 10.8	
	R1	52/46	11.00 - 15.33	ROD = 74%				5.0		=MARINE DEPOSIT=(CL): PID=0.0 ppm	
										Top of Bedrock El. 9.5	
										R1: Gray, fine to coarse-grained MIGMATITE. Very hard, fresh. Joints dipping moderately, single joint set at 14 ft. Very close, open to tight, oxidized joint surfaces, #1/16-in. thick silt coating.	
										Rock Mass Quality=Fair	
										Recovery=93%	
										=CAPE ELIZABETH FORMATION=	
										R1 Core Times (minisec): 11.0-12.0': (31)(1): 12.0-13.0': (11)(2): 13.0-14.0': (12)(8): 14.0-15.3': (11)(4)	
								-5.3		Bottom of Exploration at 15.3 feet below ground surface.	

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-WISC-107

Maine Department of Transportation — Boring No.: HB-WISC-108

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	12.2	Auger ID/OD:	--
Operator:	M. Porter	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-59 Truck	Hammer Wt./Fall:	SS-140#/30i NW-300#/18
Date Start/Finish:	10-3-17/10-3-17	Drilling Method:	SSA/NW Drive	Core Barrel:	ND-2.0 in.
Boring Location:	200+38, 1.6 ft Rt.	Casing ID/OD:	NW-3.0 in. ID	Water Level*:	6.8 ft
Hammer Efficiency Factor: 0.869		Hammer Type:	Automatic ☒ Hydraulic ☐	Rope & Cathead ☐	

Definitions: D = Split Spoon Sample; W = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; WI = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOR = Weight of 140lb. Hammer; WOH = Weight of Rods or Casing; WOP = Weight of One Person; q_u = Peak/Remolded Field Vane Unsrained Shear Strength (psf); $S_{ur\,(lab)}$ = Lab Vane Unsrained Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; N_{60} = Hammer Efficiency Factor/60%N-uncorrected; T_v = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plastic Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Strength or ROD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	11.9		~BITUMINOUS CONCRETE~ 0.3	
	1D	24/15	0.50 - 2.50	8/9/9/4	18	26				Brown, dry, medium dense, fine to coarse SAND, some gravel, trace silt, well graded, contains asphalt	
	2D	24/6	2.50 - 4.50	4/5/5/4	10	14		10.2		=FILL=SW: PID=0.0 ppm 2.0	
										Brown, dry, loose, fine to medium SAND, trace silt, coarse sand and gravel, poorly-graded, contains brick	
	3D	24/9	4.50 - 6.50	3/2/2/8	4	6		7.8		=FILL=(SP-SM): PID=0.0 ppm 4.4	
								6.1		Olive-brown, moist, medium stiff, sandy CLAY, trace fine gravel, wood in spoon tip, contains pieces of concrete	
	4D	24/5	6.50 - 8.50	28/8/12/9	20	29		5.9		=FILL=(CL): PID=0.0 ppm 6.1	
										~WOOD~ 6.3	
	5D	24/8	8.50 - 10.50	4/3/5/5	8	12				Olive-brown, wet, medium dense, clayey SAND, trace fine gravel, contains wood pieces, reworked native soil	
										=FILL=SC: PID=0.0 ppm	
										Olive-brown, wet, medium dense, clayey SAND, trace fine gravel, contains brick pieces, reworked native soil	
										=FILL=(SC) 10.5	
								1.7		Bottom of Exploration at 10.5 feet below ground surface.	

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-WISC-108

NOTE:
SEE NEXT SHEET FOR BORING NO. HB-WISC-105

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 21843.00 — HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	BY	DATE
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

BORING LOGS (1 OF 4)

SHEET NUMBER
18
OF 105

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine

Boring No.: HB-WISC-105
WIN: 21843.00

Driller: New England Boring Contractors | Elevation (ft.): 32.9 | Auger ID/OD: --
Operator: B. Enos | Datum: NAVD 88 | Sampler: Split-Spoon Sampler-1.375 in. ID
Logged By: K. Russ | Rig Type: Mobile Drill B-53 Track | Hammer Wt./Fall: SS-140#/30i NW-300#/18
Date Start/Finish: 10-10-17/10-10-17 | Drilling Methods: SSA/NW Drive | Core Barrel: NQ-2.0 in.
Boring Location: 1321+80.8, 27.8 ft Lt. | Casing ID/OD: NW-3.0 in. ID | Water Level*: 6.3 ft
Hammer Efficiency Factors: 0.677 | Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample
W = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test. PP = Pocket Penetrometer
Nm = Hammer Efficiency Factor-60%Hm-uncorrected
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
MOH = Weight of 140lb. Hammer
WOH = Weight of Rods or Casing
WOP = Weight of One Person
q_u = Peak/Remolded Field Vane Undrained Shear Strength (psf). T_v = Pocket Torvane Shear Strength (psf)
$S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Pen. Strength or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	32.3		-BITUMINOUS CONCRETE- 0.6	
	1D/A	24/15	1.00 - 3.00	11/11/10/10	21	24		30.4		Brown, dry, medium dense, fine to coarse SAND, some gravel, well graded -FILL-(SW) PID=0.0 ppm 0.5	
	2D	24/14	3.00 - 5.00	4/3/2/5	5	6		29.5		Olive-brown, dry, medium dense, clayey SAND, little gravel -FILL-(SC) PID=0.0 ppm 3.0	
5	3D	24/12	5.00 - 7.00	5/6/8/11	14	16	10			Olive-brown, moist, medium stiff, silty CLAY, little fine sand, reworked native soil -FILL-(CL) PID=0.0 ppm 6.0	
							15	26.9		Olive-brown, moist, stiff silty CLAY, trace fine sand, mottled -MARINE DEPOSIT-(CL) PID=0.0 ppm	
	4D	24/20	10.00 - 12.00	2/3/3/4	6	7	10			Olive-brown, wet, medium stiff, silty CLAY, trace fine sand, mottled -MARINE DEPOSIT-(CL) PID=0.0 ppm	
							12				
							15				
							12	19.4		13.5	
							8			Olive-gray with black streaks, wet, very soft, silty CLAY, contains trace organics -MARINE DEPOSIT-(CL) PID=0.0 ppm	
	5D	24/24	15.00 - 17.00	WOH/WOH/WOH/1			5				
							6				
							6				
							7				
							8				
	6D	24/24	20.00 - 22.00	WOH/WOH/WOH/WOH			OPEN			Olive-gray, wet, very soft, silty CLAY -MARINE DEPOSIT-(CL) PID=0.0 ppm	
	7D	24/24	25.00 - 27.00	WOR/WOR/WOR/WOR			OPEN			Olive-gray, wet, very soft, silty CLAY -MARINE DEPOSIT-(CL) PID=0.0 ppm	
							RC				
								1.9		Notes: Advanced rollerbit to 31 ft. Encountered sand and gravel (Glacial Till) from 31 to 40.9 ft. 31.0	

Username: achandler

Date:3/26/2018

Division: HIGHWAY

Filename: ...\MSTA\020_BORING LOGS3.dgn

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
Boring No.: HB-WISC-115
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	19.8	Auger ID/OD:	--
Operator:	B. Enos	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-53 Track	Hammer Wt./Fall:	SS-140#/30i NW-300#/18
Date Start/Finish:	10-5-17/10-5-17	Drilling Method:	SSA/NW Drive	Core Barrel:	NQ-2.0 in.
Boring Location:	902+03.8, 2.5 ft Lt.	Casing ID/OD:	NW-3.0 in. ID	Water Level*:	3.5 ft
Hammer Efficiency Factors: 0.677		Hammer Type:	Automatic ☒ Hydraulic ☐	Rope & Cathead ☐	

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; MV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; MDR = Weight of 140lb. Hammer Blows; MDW = Weight of Rods or Casing; PP = Pocket Penetrometer; N_{60} = SPT N-value Corrected for Hammer Efficiency; T_{sf} = Peak/Remolded Field Vane Unrelained Shear Strength (psf); T_{uc} = Pocket Torvane Shear Strength (psf); $T_{uc(lab)}$ = Lab Vane Unrelained Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Sampler Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	1D/A	24/6	0.00 - 2.00	1/4/5/5	9	10	SSA	19.3		Brown, dry, very loose, silty fine SAND, little medium sand, trace coarse sand and fine gravel, contains roots -TOPSOIL=(SM) PID=0.0 ppm	
										0.5	
	2D	24/13	2.00 - 4.00	5/4/3/15	7	8		17.6		Olive-brown, dry, loose, clayey fine SAND, trace medium sand, coarse sand and fine gravel, contains roots, coal pieces and ash -FILL-SC) PID=0.0 ppm	
										2.2	
	3D	24/13	4.00 - 6.00	3/9/4/5	13	15	20	15.8		Red-brown to olive-brown, moist, loose, clayey fine SAND, trace medium to coarse sand, mottled and varved, wet at 3.7 ft -MARINE DEPOSIT=(SC) PID=0.0 ppm	
							22			4.0	
	4D	24/14	6.00 - 8.00	10/10/12/15	22	25	20			Olive-brown, wet, medium dense, fine to coarse SAND, some silt and gravel, loosely bonded -GLACIAL TILL-(SM) PID=0.0 ppm	
							25			Olive-brown, moist, medium dense, fine to coarse SAND, some gravel, little silt, well graded, loosely bonded -GLACIAL TILL-(SM) PID=0.0 ppm	
							32			Note: Drill wash from 6 to 10 ft returns silty sand.	
							31				
	5D	12/12	10.00 - 11.00	7/12/50(0.0)			38	8.8		Olive-brown, wet, medium dense, fine to coarse SAND, some silt, little gravel, loosely bonded -GLACIAL TILL-(SM) PID=0.0 ppm	
										11.0	
	R1	60/58	11.10 - 16.10	RQD = 88%			NQ Core			Top of Bedrock El. 8.8 R1 Gray, medium to coarse-grained GRANDFELS. Very hard, fresh. Joints horizontal to moderately dipping, very close to moderately close, tight to open, oxidized joint surfaces. Rock Mass Quality=Good Recovery=98% -CAPE ELIZABETH FORMATION- R1 Core Times (minsec)s: 11.1-12.1' (1:47)s 12.1-13.1' (1:32)s 13.1-14.1' (1:17)s 14.1-15.1' (1:03)s 15.1-16.1' (1:03)s	
								3.7		16.1	
										Bottom of Exploration at 16.1 feet below ground surface.	
25											

Remarks:

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

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

Page 1 of 1

Boring No.: HB-WISC-115

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
Boring No.: HB-WISC-116
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	16.8	Auger ID/OD:	--
Operator:	B. Enos	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-53 Track	Hammer Wt./Fall:	SS-140#/30i NW-300#/18
Date Start/Finish:	10-5-17/10-5-17	Drilling Method:	SSA/NW Drive	Core Barrel:	NQ-2.0 in.
Boring Location:	326+97.6, 16.0 ft Rt.	Casing ID/OD:	NW-3.0 in. ID	Water Level*:	9.0 ft
Hammer Efficiency Factor: 0.677		Hammer Type:	Automatic ☒ Hydraulic ☐	Rope & Cathead ☐	

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; MV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; MDR = Weight of 140lb. Hammer Blows; MDW = Weight of Rods or Casing; PP = Pocket Penetrometer; N_{60} = SPT N-value Corrected for Hammer Efficiency; T_{sf} = Peak/Remolded Field Vane Unrelained Shear Strength (psf); T_{uc} = Pocket Torvane Shear Strength (psf); $T_{uc(lab)}$ = Lab Vane Unrelained Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Sampler Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	1D	24/10	0.00 - 2.00	3/14/14/11	28	32	SSA	16.3		Brown ORGANIC SOIL -TOPSOIL=(OL/OH)	
										0.5	
	2D	24/18	2.00 - 4.00	7/4/5/5	9	10		14.7		Brown, dry, hard, sandy CLAY, contains roots, reworked native soil -FILL-(CL) PID=0.0 ppm	
										2.1	
	3D	24/24	4.00 - 6.00	3/3/4/4	7	8	15			Olive-brown, moist, stiff, silty CLAY, trace fine sand, occasional 1/16-in. thick fine sand partings, mottled -MARINE DEPOSIT=(CL) PID=0.0 ppm	
							18			Olive-brown, moist, medium stiff, silty CLAY, trace fine sand, occasional 1/16-in. thick fine sand partings, mottled -MARINE DEPOSIT=(CL)	
							21				
							25			Note: Drill action and wash water contents indicate strata change at 8.5 ft.	
							24				
							27				
	4D	13/11	10.00 - 11.08	1/2/50(1.0)			21			Olive-brown, wet, very loose, silty SAND, trace fine gravel, loosely bonded -GLACIAL TILL-(SM) PID=0.0 ppm	
								5.7		11.1	
	R1	60/54	11.20 - 16.20	RQD = 7%			NQ Core			Top of Bedrock El. 5.7 R1 Gray, medium to coarse-grained GRANDFELS. Hard to very hard, moderately weathered. Primary joints dipping vertically. Secondary joints intersecting primary joints at low to moderate angles, close to very close, tight to open, planar to stepped, rough, oxidized and weathered joint surfaces. Rock Mass Quality=Very Poor Recovery=90% -CAPE ELIZABETH FORMATION- Notes: Core times not recorded.	
								0.6		16.2	
										Bottom of Exploration at 16.2 feet below ground surface.	
25											

Remarks:

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

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

Page 1 of 1

Boring No.: HB-WISC-116

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
Boring No.: HB-WISC-117
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	29.7	Auger ID/OD:	--
Operator:	B. Enos	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-53 Track	Hammer Wt./Fall:	SS-140#/30i NW-300#/18
Date Start/Finish:	10-10-17/10-10-17	Drilling Method:	SSA/NW Drive	Core Barrel:	NQ-2.0 in.
Boring Location:	325+02.9, 15.5 ft Rt.	Casing ID/OD:	NW-3.0 in. ID	Water Level*:	N/A
Hammer Efficiency Factor: 0.677		Hammer Type:	Automatic ☒ Hydraulic ☐	Rope & Cathead ☐	

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; MV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; MDR = Weight of 140lb. Hammer Blows; MDW = Weight of Rods or Casing; PP = Pocket Penetrometer; N_{60} = SPT N-value Corrected for Hammer Efficiency; T_{sf} = Peak/Remolded Field Vane Unrelained Shear Strength (psf); T_{uc} = Pocket Torvane Shear Strength (psf); $T_{uc(lab)}$ = Lab Vane Unrelained Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Sampler Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	1D	24/5	0.00 - 2.00	WOH/3/12/17	15	17	SSA	29.2		-TOPSOIL=	
								27.7		0.5 Brown, dry, loose, fine to coarse SAND, some gravel, some silt, contains roots and brick fragments, well graded -FILL-(SW) PID=0.0 ppm	
	2D	24/7	2.00 - 4.00	12/12/9/9	21	24	12			2.0 Olive-brown, dry, very stiff, sandy CLAY, trace fine gravel, contains brick and coal fragments, reworked native soil -FILL-(CL) PID=0.0 ppm	
							22			4.5 Olive-brown, dry, very stiff, sandy CLAY, trace fine gravel, contains mostly bricks, reworked native soil -FILL-(CL) PID=0.0 ppm	
	3D	24/9	4.00 - 6.00	8/26/25/13	51	58	72	25.2		-BRICK-	
							37	24.2		5.5 Olive-brown to red-brown, moist, very stiff, silty CLAY, trace fine sand, mottled -MARINE DEPOSIT=(CL) PID=0.0 ppm	
										7.9	
	4D	24/20	6.00 - 8.00	8/10/12/14	22	25	60				
							55				
							68				
							155				
	5D	18/9	10.00 - 11.50	36/14/8/50(0.0)	22	25	--			Brown, moist, medium dense, fine to coarse SAND, some gravel, trace silt, well graded, loosely bonded -GLACIAL TILL-(SW-SM) PID=0.0 ppm	
								21.8		11.5	
	R1	60/60	11.60 - 16.60	RQD = 93%			NQ Core			Top of Bedrock El. 18.2 R1 Dark gray, fine to coarse-grained SCHIST. Hard to very hard, fresh. Joints dipping at low angles, very close to moderately close, tight to open, planar, rough, oxidized joint surfaces. Rock Mass Quality=Excellent Recovery=100% -CAPE ELIZABETH FORMATION- R1 Core Times (minsec)s: 11.6-12.6' (1:32)s 12.6-13.6' (1:29)s 13.6-14.6' (1:15)s 14.6-15.6' (1:43)s 15.6-16.6' (1:11)	
								13.1		16.6	
										Bottom of Exploration at 16.6 feet below ground surface.	
25										Note: Installed well upon completion. See Observation Well Installation Report HB-WISC-117 for well details.	

Remarks:

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

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

Page 1 of 1

Boring No.: HB-WISC-117

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
Boring No.: HB-WISC-118
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	24.8	Auger ID/OD:	--
Operator:	B. Enos	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-53 Track	Hammer Wt./Fall:	SS-140#/30i NW-300#/18
Date Start/Finish:	10-10-17/10-10-17	Drilling Method:	SSA/NW Drive	Core Barrel:	NQ-2.0 in.
Boring Location:	326+10.8, 20.8 ft Rt.	Casing ID/OD:	NW-3.0 in. ID	Water Level*:	6.3 ft
Hammer Efficiency Factor: 0.677		Hammer Type:	Automatic ☒ Hydraulic ☐	Rope & Cathead ☐	

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; MV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; MDR = Weight of 140lb. Hammer Blows; MDW = Weight of Rods or Casing; PP = Pocket Penetrometer; N_{60} = SPT N-value Corrected for Hammer Efficiency; T_{sf} = Peak/Remolded Field Vane Unrelained Shear Strength (psf); T_{uc} = Pocket Torvane Shear Strength (psf); $T_{uc(lab)}$ = Lab Vane Unrelained Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Sampler Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	1D	24/11	0.00 - 2.00	WOH/4/9/14	13	15	SSA	24.5		-TOPSOIL=	
										0.3	
	2D	24/13	2.00 - 4.00	6/5/4/5	9	10				Olive-brown, dry, soft, sandy CLAY, single coarse gravel piece, reworked native soil -FILL-(SC) PID=0.0 ppm	
										Olive-brown, dry, stiff, sandy CLAY, single coarse gravel piece, reworked native soil -FILL-(CL) PID=0.0 ppm	
										4.5	
	3D	24/18	4.00 - 6.00	2/4/5/6	9	10	22	20.3		Olive-brown, moist, stiff, silty CLAY, trace fine sand, mottled -MARINE DEPOSIT=(CL) PID=0.0 ppm	
							25			Note: Strata change at 7.5 ft based on drill wash and casing blows.	
							29				
							21	17.3		7.5	
							18			Olive-brown, wet, very loose, clayey SAND, frequent 1 to 2-in. thick fine sand partings -MARINE DEPOSIT=(SC) PID=0.0 ppm	
							17				
	4D	20/19	10.00 - 11.67	1/1/1/50(2.0)	2	2	5				
	R1	60/59	11.80 - 16.80	RQD = 93%			15 NQ Core	13.3		GLACIAL TILL-	
								13.1		11.5	
										11.7 RQD for Bedrock El= 13.1 R1 Gray, fine to coarse-grained MICMATITE. Very hard to hard, fresh. Joints dipping at low angles, very close to close, tight to open, stepped to planar, rough, oxidized joint surfaces. Rock Mass Quality=Excellent Recovery=98% -CAPE ELIZABETH FORMATION- R1 Core Times (minsec)s: 11.8-12.8' (1:30)s 12.8-13.8' (1:28)s 13.8-14.8' (1:27)s 14.8-15.8' (1:49)s 15.8-16.8' (2:08)	
								8.0		16.8	
										Bottom of Exploration at 16.8 feet below ground surface.	
25											

Remarks:

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

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Page 1 of 1

Boring No.: HB-WISC-118

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
Boring No.: HB-WISC-119
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	33.7	Auger ID/OD:	--
Operator:	B. Enos	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-53 Track	Hammer Wt./Fall:	SS-140#/30i NW-300#/18
Date Start/Finish:	10-9-17/10-9-17	Drilling Method:	SSA/NW Drive	Core Barrel:	NQ-2.0 in.
Boring Location:	2316+33.4, 53.0 ft Lt.	Casing ID/OD:	NW-3.0 in. ID	Water Level*:	5.5 ft
Hammer Efficiency Factor: 0.677		Hammer Type:	Automatic ☒ Hydraulic ☐	Rope & Cathead ☐	

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; MV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; MDR = Weight of 140lb. Hammer Blows; MDW = Weight of Rods or Casing; PP = Pocket Penetrometer; N_{60} = SPT N-value Corrected for Hammer Efficiency; T_{sf} = Peak/Remolded Field Vane Unrelained Shear Strength (psf); T_{uc} = Pocket Torvane Shear Strength (psf); $T_{uc(lab)}$ = Lab Vane Unrelained Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Sampler Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	1D	24/8	0.00 - 2.00	8/7/8/9	15	17	SSA	33.7		Brown, moist, medium dense, fine to coarse SAND, some gravel, trace silt, well graded -FILL-(SW) PID=0.0 ppm	
										0.5	
	2D	24/16	2.00 - 4.00	8/7/9/10	16	18		31.5		Olive-brown, moist, very stiff silty CLAY, little fine sand, contains brick fragments, reworked native soil -FILL-(CL) PID=0.0 ppm	
										2.2	
	3D	24/24	4.00 - 6.00	5/8/9/12	17	19		29.2		Olive-brown, moist, very stiff, silty CLAY, trace fine sand, mottled -MARINE DEPOSIT=(CL) PID=0.0 ppm	
										4.5	
	4D	24/24	6.00 - 8.00	10/12/12/15	24	27				Olive-brown, wet, medium dense, fine to coarse SAND, some silt, little gravel, loosely bonded -GLACIAL TILL-(SM) PID=0.0 ppm	
										7.0	
	5D	23/12	10.00 - 11.92	2/2/7/50(5.0)	9	10				Olive-brown, wet, soft to medium stiff, fine sandy CLAY, contains 1 to 3-in. thick fine sand partings -MARINE DEPOSIT=(CL) PID=0.0 ppm	
								22.6		11.1	
								21.8		Olive-brown, wet, very dense, fine to coarse SAND, some gravel, little silt, well graded, moderately bonded -GLACIAL TILL-(SW) PID=0.0 ppm Note: Advanced SSA to 11.9 ft, removed augers. Advanced HW casing to 11.9 ft.	
										11.9	
										Bottom of Exploration at 11.9 feet below ground surface.	
25										Note: See Observation Well Installation Report HB-WISC-119 for well details.	

Remarks:

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

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Page 1 of 1

Boring No.: HB-WISC-119

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
Boring No.: HB-WISC-120
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	32.3	Auger ID/OD:	--
Operator:	B. Enos	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-53 Track	Hammer Wt./Fall:	SS-140#/30i NW-300#/18
Date Start/Finish:	10-9-17/10-9-17	Drilling Method:	SSA/NW Drive	Core Barrel:	NQ-2.0 in.
Boring Location:	2316+99.2, 51.1 ft Lt.	Casing ID/OD:	NW-3.0 in. ID	Water Level*:	6.0 ft
Hammer Efficiency Factor: 0.677		Hammer Type:	Automatic ☒ Hydraulic ☐	Rope & Cathead ☐	

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; MV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; MDR = Weight of 140lb. Hammer Blows; MDW = Weight of Rods or Casing; PP = Pocket Penetrometer; N_{60} = SPT N-value Corrected for Hammer Efficiency; T_{sf} = Peak/Remolded Field Vane Unrelained Shear Strength (psf); T_{uc} = Pocket Torvane Shear Strength (psf); $T_{uc(lab)}$ = Lab Vane Unrelained Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Sampler Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	1D/A	24/18	0.00 - 2.00	5/7/8/9	15	17	Push	31.7		Dark brown, moist, loose to medium dense, fine to coarse SAND, some gravel, trace silt, well graded -FILL-(SW-SM) PID=0.0 ppm	
										0.6	
	2D/A	24/14	2.00 - 4.00	7/8/9/12	17	19				Olive-brown, moist, very stiff, silty CLAY, trace medium and coarse sand, reworked native soil -FILL-(CL) PID=0.0 ppm	
										Olive-brown, dry, very stiff, silty CLAY, little fine sand, contains brick fragments, reworked native soil -FILL-(CL) PID=0.0 ppm	
										4.1	
	3D	24/14	4.00 - 6.00	13/15/13/11	28	32	27	28.2		Olive-brown, wet, medium dense, fine to coarse SAND, little gravel, trace silt, well graded, contains asphalt pieces, reworked native soil -FILL-(SW-SM) PID=0.0 ppm	
							32				
								26.6		6.7	
	4D	24/6	6.00 - 8.00	10/14/13/11	27	30	22			Olive-brown, wet, medium dense, fine to coarse SAND, little gravel, trace silt, loosely bonded, well graded -GLACIAL TILL-(SW-SM) PID=0.0 ppm	
							24				
							29				
							33				
	5D R1	3/4 60/52	10.00 - 10.42 10.42 - 15.50	5015.01 RQD = 82%			REF(6.01) NQ Core	22.1 21.9		Note: Sample 5D contains weathered bedrock. -WEATHERED BEDROCK-	
								17.5		10.4	
								16.8		Top of Bedrock El. 21.9 R1 Gray and white, fine to coarse-grained SCHIST/ MIGMATITE. Hard, fresh. Single joint at 11 ft steeply dipping, widely spaced, tight, planar, rough, oxidized joint surfaces. Rock Mass Quality=Good Recovery=87% -CAPE ELIZABETH FORMATION- R1 Core Times (minsec)s: 10.5-11.5' (1:37)s 11.5-12.5' (1:33)s 12.5-13.5' (1:22)s 13.5-14.5' (1:41)s 14.5-15.5' (1:30)	
										15.5 Bottom of Exploration at 15.5 feet below ground surface.	
25											

Remarks:

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

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Page 1 of 1

Boring No.: HB-WISC-120

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
Boring No.: HB-WISC-121
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	29.3	Auger ID/OD:	--
Operator:	B. Enos	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-53 Track	Hammer Wt./Fall:	SS-140#/30i NW-300#/18
Date Start/Finish:	10-9-17/10-9-17	Drilling Method:	SSA/NW Drive	Core Barrel:	NQ-2.0 in.
Boring Location:	2317+72.7, 49.2 ft Lt.	Casing ID/OD:	NW-3.0 in. ID	Water Level*:	4.5 ft
Hammer Efficiency Factor: 0.677		Hammer Type:	Automatic ☒ Hydraulic ☐	Rope & Cathead ☐	

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; MV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; MDR = Weight of 140lb. Hammer Blows; MDW = Weight of Rods or Casing; PP = Pocket Penetrometer; N_{60} = SPT N-value Corrected for Hammer Efficiency; T_{sf} = Peak/Remolded Field Vane Unrelained Shear Strength (psf); T_{uc} = Pocket Torvane Shear Strength (psf); $T_{uc(lab)}$ = Lab Vane Unrelained Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); N-uncorrected = Raw Field SPT N-value; N-uncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Sampler Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	1D	24/9	0.00 - 2.00	5/7/6/4	13	15	SSA	27.6		Brown to light-brown, moist, medium dense, fine to coarse SAND, little gravel, well graded -FILL-(SW) PID=0.0 ppm	
										1.7	
	2D	24/15	2.00 - 4.00	3/4/5/5	9	10				Olive-brown, moist, stiff, silty CLAY, trace fine sand, occasional 1/16-in. thick fine sand partings -MARINE DEPOSIT=(CL) PID=0.0 ppm	
										Olive-brown, wet, stiff, silty CLAY, little fine sand, frequent 0.25-in. thick fine sand partings -MARINE DEPOSIT=(CL) PID=0.0 ppm	
	3D	24/24	4.00 - 6.00	7/5/6/6	11	12		22.3		Note: Strata change at 7 ft based on drill action. -PROBABLE GLACIAL TILL-	
										7.0	
										9.1	
	R1	60/60	9.50 - 14.50	RQD = 95%			40 Core	20.2		Top of Bedrock El. 20.2

Username: achandler

Date:3/26/2018

Division: HIGHWAY

Filename: ...\MSTA\021_BORING LOGS4.dgn

Maine Department of Transportation — HB-WISC-123

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
Boring No.: HB-WISC-123
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	23.2	Auger ID/OD:	--
Operator:	B. Enos	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-53 Track	Hammer Wt./Fall:	SS-140#/30in NW-300#/18
Date Start/Finish:	10-9-17/10-9-17	Drilling Methods:	SSA/NW Drive	Core Barrel:	ND-2.0 in.
Boring Location:	317+80.5, 28.7 ft Lt.	Casing ID/OD:	NW-3.0 in. ID	Water Level(ft):	6.8 ft

Hammer Efficiency Factor: 0.677 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; RC = Roller Cone; MW = Wash Boring; WS = Wash Sample; U = Thin Wall Tube Sample; HSA = Hollow Stem Auger; PA = Power Auger; MI = Mining Information; MU = Muck Sample; V = Field Vane Shear Test; PP = Pocket Penetrometer; WOH = Weight of Hole or Casing; WOR = Weight of Rods; WH = Weight of Hammer; NR = No Recovery; RQD = Rock Quality Designation; Qu = Unconfined Compressive Strength (tsf); Qp = Peak/Remolded Field Vane Unconfined Shear Strength (tsf); Qv = Lab Vane Unconfined Shear Strength (psf); Nm = SPT Hammer Efficiency Factor=60%(Hammer Efficiency); Nc = SPT N-value Corrected for Hammer Efficiency; Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration %; MC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test; Tv = Pocket Torvane Shear Strength (tsf)

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Each Six Inches or RQD (%)	Nuncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	MD	24/0	0.50 - 2.50	4/6/5/6	11	12	SSA			No recovery, rock in spoon tip -FILL-	
								21.2		2.0	
	10	16/16	3.00 - 4.33	5/18/50(4.0)	68+	77				Olive-brown, dry, very dense, fine to coarse SAND, some gravel, trace silt, well graded, loosely bonded -GLACIAL TILL=(SM) PID=0.0 ppm	
								18.8		4.4	
5								18.4		-COBBLE-	
	20	24/11	5.00 - 7.00	2/8/8/20	16	18				4.8 Olive-brown, moist, medium dense, fine to medium SAND, little silt coarse sand, and gravel, loosely bonded -GLACIAL TILL=(SM) PID=0.0 ppm	
								16.2		7.0	
	R1	52/51	7.20 - 11.53	RQD = 94%			NQ Core			Top of Bedrock El. 16.2 R1: Gray, fine to coarse-grained MIGMATITE. Very hard, fresh. Joints dipping moderately, moderately close, tight, planar, rough, oxidized joint surfaces. Rock Mass Quality=Excellent Recovery=98% -CAPE ELIZABETH FORMATION- R1 Core Times (minsec): 7.2-8.2' (1:37); 8.2-9.2' (2:28); 9.2-10.2' (1:21); 10.2-11.2' (1:32); 11.2-11.5' (1:19)	
10											
								11.7		11.5	
15										Bottom of Exploration at 11.5 feet below ground surface.	
20											
25											

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-WISC-123

Maine Department of Transportation — HB-WISC-124

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
Boring No.: HB-WISC-124
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	27.1	Auger ID/OD:	--
Operator:	B. Enos	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-53 Track	Hammer Wt./Fall:	SS-140#/30in NW-300#/18
Date Start/Finish:	10-9-17/10-9-17	Drilling Methods:	SSA/NW Drive	Core Barrel:	ND-2.0 in.
Boring Location:	316+41, 10.3 ft Lt.	Casing ID/OD:	NW-3.0 in. ID	Water Level(ft):	Dry

Hammer Efficiency Factor: 0.677 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; RC = Roller Cone; MW = Wash Boring; WS = Wash Sample; U = Thin Wall Tube Sample; HSA = Hollow Stem Auger; PA = Power Auger; MI = Mining Information; MU = Muck Sample; V = Field Vane Shear Test; PP = Pocket Penetrometer; WOH = Weight of Hole or Casing; WOR = Weight of Rods; WH = Weight of Hammer; NR = No Recovery; RQD = Rock Quality Designation; Qu = Unconfined Compressive Strength (tsf); Qp = Peak/Remolded Field Vane Unconfined Shear Strength (tsf); Qv = Lab Vane Unconfined Shear Strength (psf); Nm = SPT Hammer Efficiency Factor=60%(Hammer Efficiency); Nc = SPT N-value Corrected for Hammer Efficiency; Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration %; MC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test; Tv = Pocket Torvane Shear Strength (tsf)

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Each Six Inches or RQD (%)	Nuncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	26.6		-BITUMINOUS CONCRETE- 0.5	
	10	24/11	1.00 - 3.00	7/4/4/3	8	9		25.6		Brown, dry, loose, fine to coarse SAND, well graded -FILL=(SM) 1.5	
	20	9/9	3.00 - 3.75	2/50(13.0)				23.3		Brown, dry, medium stiff, silty CLAY -FILL=(CL) PID=2.000 ppm Brown, dry, hard, silty CLAY -FILL=(CL) PID=2.000 ppm Notes: Split-spoon refusal on top of probable bedrock at 3.8 ft. 3.8 Bottom of Exploration at 3.8 feet below ground surface.	
5											
10											
15											
20											
25											

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-WISC-124

Maine Department of Transportation — HB-WISC-125

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
Boring No.: HB-WISC-125
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	26.1	Auger ID/OD:	3.0-in. ID
Operator:	B. Enos	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-53 Track	Hammer Wt./Fall:	SS-140#/30in NW-300#/18
Date Start/Finish:	10-6-17/10-6-17	Drilling Methods:	HSA	Core Barrel:	ND-2.0 in.
Boring Location:	316+83, 11.0 ft Lt.	Casing ID/OD:	--	Water Level(ft):	dry

Hammer Efficiency Factor: 0.677 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; RC = Roller Cone; MW = Wash Boring; WS = Wash Sample; U = Thin Wall Tube Sample; HSA = Hollow Stem Auger; PA = Power Auger; MI = Mining Information; MU = Muck Sample; V = Field Vane Shear Test; PP = Pocket Penetrometer; WOH = Weight of Hole or Casing; WOR = Weight of Rods; WH = Weight of Hammer; NR = No Recovery; RQD = Rock Quality Designation; Qu = Unconfined Compressive Strength (tsf); Qp = Peak/Remolded Field Vane Unconfined Shear Strength (tsf); Qv = Lab Vane Unconfined Shear Strength (psf); Nm = SPT Hammer Efficiency Factor=60%(Hammer Efficiency); Nc = SPT N-value Corrected for Hammer Efficiency; Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration %; MC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test; Tv = Pocket Torvane Shear Strength (tsf)

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Each Six Inches or RQD (%)	Nuncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							HSA	25.5		-BITUMINOUS CONCRETE- 0.6	
	10	24/8	1.00 - 3.00	10/4/3/2	7	8		24.4		Brown, dry, medium dense, fine to coarse SAND, little silt, well graded -FILL=(SW) PID=0.0 ppm 1.7	
	20/A	24/16	3.00 - 5.00	2/2/4/2	6	7		22.1		Olive-brown to olive, moist, soft to medium stiff, silty CLAY, little fine sand, trace medium to coarse sand, reworked native soil -FILL=(CL) PID=248 ppm 4.0	
5	30	20/18	5.00 - 6.67	3/4/8/50(2.0)	12	14				Olive, moist, medium stiff, silty CLAY, little fine sand, trace medium to coarse sand, reworked native soil -FILL=(CL) PID=355 ppm Olive-brown, moist, very CLAY, little fine sand, trace medium to coarse sands, reworked native soil -FILL=(CL) PID=2.000 ppm Notes: Split-spoon refusal on top of probable bedrock at 6.7 ft. 6.7 Note: Advanced rollerbit to 6.9 ft. -PROBABLE BEDROCK- 6.9 Bottom of Exploration at 6.9 feet below ground surface.	
10											
15											
20											
25											

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-WISC-125

Maine Department of Transportation — HB-WISC-126

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
Boring No.: HB-WISC-126
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	25.1	Auger ID/OD:	3.0-in. ID
Operator:	B. Enos	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-53 Track	Hammer Wt./Fall:	SS-140#/30in NW-300#/18
Date Start/Finish:	10-6-17/10-6-17	Drilling Methods:	HSA	Core Barrel:	ND-2.0 in.
Boring Location:	317+02.2, 11.4 ft Lt.	Casing ID/OD:	--	Water Level(ft):	Dry

Hammer Efficiency Factor: 0.677 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; RC = Roller Cone; MW = Wash Boring; WS = Wash Sample; U = Thin Wall Tube Sample; HSA = Hollow Stem Auger; PA = Power Auger; MI = Mining Information; MU = Muck Sample; V = Field Vane Shear Test; PP = Pocket Penetrometer; WOH = Weight of Hole or Casing; WOR = Weight of Rods; WH = Weight of Hammer; NR = No Recovery; RQD = Rock Quality Designation; Qu = Unconfined Compressive Strength (tsf); Qp = Peak/Remolded Field Vane Unconfined Shear Strength (tsf); Qv = Lab Vane Unconfined Shear Strength (psf); Nm = SPT Hammer Efficiency Factor=60%(Hammer Efficiency); Nc = SPT N-value Corrected for Hammer Efficiency; Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration %; MC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test; Tv = Pocket Torvane Shear Strength (tsf)

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Each Six Inches or RQD (%)	Nuncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							HSA	24.6		-BITUMINOUS CONCRETE- 0.5	
	10	24/7	1.00 - 3.00	9/5/3/3	8	9		23.3		Brown, dry, medium dense, fine to coarse SAND, little gravel, well graded -FILL=(SW) PID=11.0 ppm 1.8	
	20	24/11	3.00 - 5.00	1/5/4/4	9	10				Olive-brown, moist, stiff, sandy CLAY, trace fine gravel, contains brick fragments, reworked native soil -FILL=(CL) PID=2.0 ppm	
5	30	20/7	5.00 - 6.67	8/9/15/50(2.0)	24	27				Olive to olive-brown, moist, very stiff, sandy CLAY, reworked native soil -FILL=(CL) PID=226 ppm Notes: Split-spoon refusal on top of probable bedrock at 6.7 ft. 6.7 Notes: Advanced rollerbit to 6.8 ft. -PROBABLE BEDROCK- 6.8 Bottom of Exploration at 6.8 feet below ground surface.	
10											
15											
20											
25											

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-WISC-126

Maine Department of Transportation — HB-WISC-127

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
Boring No.: HB-WISC-127
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	26.2	Auger ID/OD:	--
Operator:	B. Enos	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-53 Track	Hammer Wt./Fall:	SS-140#/30in NW-300#/18
Date Start/Finish:	10-10-17/10-10-17	Drilling Methods:	SSA/NW Drive	Core Barrel:	ND-2.0 in.
Boring Location:	317+80.5, 3.4 ft Lt.	Casing ID/OD:	NW-3.0 in. ID	Water Level(ft):	6.1 ft

Hammer Efficiency Factor: 0.677 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; RC = Roller Cone; MW = Wash Boring; WS = Wash Sample; U = Thin Wall Tube Sample; HSA = Hollow Stem Auger; PA = Power Auger; MI = Mining Information; MU = Muck Sample; V = Field Vane Shear Test; PP = Pocket Penetrometer; WOH = Weight of Hole or Casing; WOR = Weight of Rods; WH = Weight of Hammer; NR = No Recovery; RQD = Rock Quality Designation; Qu = Unconfined Compressive Strength (tsf); Qp = Peak/Remolded Field Vane Unconfined Shear Strength (tsf); Qv = Lab Vane Unconfined Shear Strength (psf); Nm = SPT Hammer Efficiency Factor=60%(Hammer Efficiency); Nc = SPT N-value Corrected for Hammer Efficiency; Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration %; MC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test; Tv = Pocket Torvane Shear Strength (tsf)

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Each Six Inches or RQD (%)	Nuncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	10	24/9	0.00 - 2.00	1/4/5/8	9	10	SSA	25.7		-TOPSOIL- 0.5	
								24.6		Brown, dry, loose to medium dense, fine SAND, little silt and medium sand, trace coarse sand -FILL=(SW) PID=0.0 ppm 1.6	
	20	24/10	2.00 - 4.00	11/8/8/9	16	18				Brown, dry, very stiff, silty CLAY, little fine sand, trace medium sand, reworked native soil -FILL=(CL) PID=0.0 ppm	
	30	24/10	4.00 - 6.00	6/10/23/20	33	37	22			Brown, dry, hard, silty CLAY, little coarse gravel, trace fine to medium sand -FILL=(CL) PID=0.0 ppm	
5							25				
	40	24/15	6.00 - 8.00	17/10/14/15	24	27	38			6.2 Olive-brown to orange-brown, moist, very stiff, sandy CLAY, frequent 0.25-in. thick fine to medium sand partings -MARINE DEPOSIT=(CL) PID=0.0 ppm 7.9	
							37	18.3		Notes: Glacial till in spoon tip.	
10							43				
	50	24/14	10.00 - 12.00	11/11/15/21	26	29	53			Olive-brown to red-brown, moist, medium dense, fine to coarse SAND, some gravel, little silt, moderately bonded -GLACIAL TILL=(SM) PID=0.0 ppm	
							71				
							48				
15	R1	60/60	13.00 - 18.00	RQD = 100%			NQ Core			13.0 Top of Bedrock El. 13.2 R1: Dark gray to gray, fine to coarse-grained MIGMATITE. Hard, fresh. Joints moderately dipping, moderately close, tight, stepped, rough, oxidized joint surfaces. Rock Mass Quality=Excellent Recovery=100% -CAPE ELIZABETH FORMATION- R1 Core Times (minsec): 13.0-14.0' (1:47); 14.0-15.0' (1:43); 15.0-16.0' (1:33); 16.0-17.0' (1:15); 17.0-18.0' (1:47)	
								13.2		18.0	
20										Bottom of Exploration at 18.0 feet below ground surface.	
25											

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-WISC-127

Maine Department of Transportation — HB-WISC-128

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
Boring No.: HB-WISC-128
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	15.7	Auger ID/OD:	--
Operator:	B. Enos	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-53 Track	Hammer Wt./Fall:	SS-140#/30in NW-300#/18
Date Start/Finish:	10-5-17/10-5-17	Drilling Methods:	SSA/NW Drive	Core Barrel:	ND-2.0 in.
Boring Location:	900+74.5, 2.0 ft Lt.	Casing ID/OD:	NW-3.0 in. ID	Water Level(ft):	5.1 ft

Hammer Efficiency Factor: 0.677 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
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Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Each Six Inches or RQD (%)	Nuncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	MD	24/0	0.00 - 2.00	1/4/14/17	18	20	SSA	15.2		Brown ORGANIC SOIL -TOPSOIL=(OL/OH) 0.5	
										Notes: Rock in spoon tip, no recovery.	
	10	24/8	2.00 - 4.00	9/9/9/8	18	20				Brown, dry, very stiff, sandy CLAY, contains trace brick fragments, reworked native soil -FILL=(CL) PID=0.0 ppm	
	20	14/10	4.00 - 5.17	7/10/50(2.0)	60+	68				Brown, dry, medium dense, clayey fine SAND, trace medium sand and coarse gravel, reworked native soil -FILL=(SC) PID=0.0 ppm 5.2	
5	R1	60/59	5.70 - 10.70	RQD = 98%			NQ Core	10.5		Top of Bedrock El. 10.5 R1: Dark gray, aphanitic to medium-grained SCHIST. Very hard, fresh. Single primary joint dipping moderately, parallel to foliation, wide, tight, planar, rough, oxidized joint surface. Secondary horizontal joint, wide, open, undulating, smooth. Rock Mass Quality=Excellent Recovery=98% -CAPE ELIZABETH FORMATION- R1 Core Times (minsec): 5.7-6.7' (1:57); 6.7-7.7' (2:22); 7.7-8.7' (2:26); 8.7-9.7' (2:17); 9.7-10.7' (1:48)	
								5.0		10.7 Bottom of Exploration at 10.7 feet below ground surface.	
10											
15											
20											
25											

Remarks:

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

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Page 1 of 1 — Boring No.: HB-WISC-128

Maine Department of Transportation — HB-WISC-129

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
Boring No.: HB-WISC-129
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	12.9	Auger ID/OD:	--
Operator:	B. Enos	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-53 Track	Hammer Wt./Fall:	SS-140#/30in NW-300#/18
Date Start/Finish:	10-10-17/10-10-17	Drilling Methods:	SSA/NW Drive	Core Barrel:	ND-2.0 in.
Boring Location:	902+04.6, 28.7 ft Rt.	Casing ID/OD:	NW-3.0 in. ID	Water Level(ft):	N/A

Hammer Efficiency Factor: 0.677 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; RC = Roller Cone; MW = Wash Boring; WS = Wash Sample; U = Thin Wall Tube Sample; HSA = Hollow Stem Auger; PA = Power Auger; MI = Mining Information; MU = Muck Sample; V = Field Vane Shear Test; PP = Pocket Penetrometer; WOH = Weight of Hole or Casing; WOR = Weight of Rods; WH = Weight of Hammer; NR = No Recovery; RQD = Rock Quality Designation; Qu = Unconfined Compressive Strength (tsf); Qp = Peak/Remolded Field Vane Unconfined Shear Strength (tsf); Qv = Lab Vane Unconfined Shear Strength (psf); Nm = SPT Hammer Efficiency Factor=60%(Hammer Efficiency); Nc = SPT N-value Corrected for Hammer Efficiency; Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration %; MC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test; Tv = Pocket Torvane Shear Strength (tsf)

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Each Six Inches or RQD (%)	Nuncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	10	17/4	0.00 - 1.42	10/22/75(5.0)	97+	109	SSA			Brown, moist, very dense, fine to coarse SAND, trace silt and fine gravel, well graded, rock in spoon tip -FILL=(SW) PID=0.0 ppm	
	20	24/14	2.00 - 4.00	5/8/13/18	21	24				Light brown to brown, dry, medium dense, fine to coarse SAND, little silt and gravel, contains reworked glacial till -FILL=(SW) PID=0.0 ppm	
	30	24/14	4.00 - 6.00	13/17/11/8	28	32		8.8		4.1 Olive-brown to red-brown, moist, dense, fine to coarse SAND, little silt and gravel, loosely bonded -GLACIAL TILL=(SM) PID=0.0 ppm	
5										Olive-brown, wet, medium dense, fine to coarse SAND, little silt and gravel, loosely bonded -GLACIAL TILL=(SM) PID=0.0 ppm	
	40	24/11	6.00 - 8.00	20/10/4/4	14	16					
							WH Spln			8.4	
	R1	60/58	9.00 - 14.00	RQD = 53%			NQ Core	4.5		Top of Bedrock El. 4.5 R1: Gray, fine to medium-grained SCHIST. Very hard to hard, fresh. Primary joints dipping steep to vertical, parallel to foliation, secondary joints dipping at low angles, perpendicular to foliation. Joints very close to moderately close, tight to open, planar, rough-oxidized joint surfaces with frequent 1/16-in. thick silt coatings. Rock Mass Quality=Fair Recovery=97% -CAPE ELIZABETH FORMATION- R1 Core Times (minsec): 9.0-10.0' (1:29); 10.0-11.0' (2:10); 11.0-12.0' (1:30); 12.0-13.0' (1:30); 13.0-14.0' (1:45)	
10								-1.1		14.0 Bottom of Exploration at 14.0 feet below ground surface.	
15											
20											
25											

Remarks:

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

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

Page 1 of 1 — Boring No.: HB-WISC-129

Maine Department of Transportation — HB-WISC-130

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Downtown Improvements
Location: Wiscasset, Maine
Boring No.: HB-WISC-130
WIN: 21843.00

Driller:	New England Boring Contractors	Elevation (ft.):	11.7	Auger ID/OD:	--
Operator:	B. Enos	Datum:	NAVD 88	Sampler:	Split-Spoon Sampler-1.375 in. ID
Logged By:	K. Russ	Rig Type:	Mobile Drill B-53 Track	Hammer Wt./Fall:	SS-140#/30in NW-300#/18
Date Start/Finish:	10-10-17/10-10-17	Drilling Methods:	SSA/NW Drive	Core Barrel:	ND-2.0 in.
Boring Location:	206+93.7, 28.4 ft Lt.	Casing ID/OD:	NW-3.0 in. ID	Water Level(ft):	3.5

Hammer Efficiency Factor: 0.677 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; RC = Roller Cone; MW = Wash Boring; WS = Wash Sample; U = Thin Wall Tube Sample; HSA = Hollow Stem Auger; PA = Power Auger; MI = Mining Information; MU = Muck Sample; V = Field Vane Shear Test; PP = Pocket Penetrometer; WOH = Weight of Hole or Casing; WOR = Weight of Rods; WH = Weight of Hammer; NR = No Recovery; RQD = Rock Quality Designation; Qu = Unconfined Compressive Strength (tsf); Qp = Peak/Remolded Field Vane Unconfined Shear Strength (tsf); Qv = Lab Vane Unconfined Shear Strength (psf); Nm = SPT Hammer Efficiency Factor=60%(Hammer Efficiency); Nc = SPT N-value Corrected for Hammer Efficiency; Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration %; MC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test; Tv = Pocket Torvane Shear Strength (tsf)

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) for Each Six Inches or RQD (%)	Nuncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	10	24/15	0.00 - 2.00	14/21/14/10	35	39	SSA	10.0		Brown, moist, dense, fine to coarse SAND, trace silt and fine gravel, well graded -FILL=(SM) PID=0.0 ppm 1.7	
	20/A	24/13	2.00 - 4.00	5/4/4/5	8	9	12	9.2		Olive-brown, dry, stiff, sandy CLAY, contains brick, asphalt pieces, reworked native soil -FILL=(CL) PID=0.0 ppm 2.5	
	30	24/8	4.00 - 6.00	1/1/3/5	4	5	12			Olive-brown, wet, medium stiff, silty CLAY, trace fine sand, occasional 0.25-in. thick fine sand partings -MARINE DEPOSIT=(CL) PID=0.0 ppm	
5							16			Notes: Strata change at 6 ft based on casing blows and drill wash water contents. 6.0	
							18				
							22				
							24				
10	40	23/12	15.00 - 16.92	10/16/14/50(5.0)	30	34	NW Drive			Olive-brown to red-brown, wet, medium dense, fine to coarse SAND, trace silt and gravel, loosely bonded, well graded -GLACIAL TILL=(SW) PID=0.0 ppm Notes: Advanced NW casing to 16.9 ft, Advanced rollerbit to 17 ft, begin NQ rock core. 16.9	
	R1	60/59	17.00 - 22.00	RQD = 97%			NQ Core	-5.2		Top of Bedrock El. -5.2 R1: Gray, fine to medium-grained MIGMATITE. Very hard to hard, fresh. Joints dipping at low to moderate angles, close to moderately close, tight to open, planar to undulating, rough, slightly oxidized. Rock Mass Quality=Excellent Recovery=98% -CAPE ELIZABETH FORMATION- R1 Core Times (minsec): 17.0-18.0' (1:41); 18.0-19.0' (1:15); 19.0-20.0' (1:13); 20.0-21.0' (1:42); 21.0-22.0' (1:50)	
15								-10.3		22.0 Bottom of Exploration at 22.0 fe

LIST OF MAJOR ITEMS

EQUIPMENT AND WORK ITEMS 643.80	QUANTITY
FURNISH AND INSTALL P-44 ALUMINUM NEMA TS2 TYPE 1 GROUND MOUNTED CONTROLLER CABINET WITH 15-INCH EXTENSION BASE	1
FURNISH AND INSTALL NEW NEMA TRAFFIC SIGNAL CONTROLLER	2 *
FURNISH AND INSTALL NEW MALFUNCTION MANAGEMENT UNIT (MMU)	1
FURNISH AND INSTALL CELL MODEM WITH INTEGRATION INTO CLOUD BASED MONITORING	2 **
FURNISH AND INSTALL ONE-WAY, 3-SECTION 12-INCH SIGNAL HEADS WITH LED MODULES WITH TUNNEL VISORS AND 5-INCH RETROREFLECTIVE LOUVERED BACKPLATES MOUNTED ON MAST ARMS WITH ASTROBRACKETS	16
FURNISH AND INSTALL ONE-WAY, 16 X 18 INCH LED BRACKET MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEADS	7
FURNISH AND INSTALL ONE-WAY, 16 X 18 INCH LED TOP OF POST MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEADS	7
FURNISH AND INSTALL ADA COMPLIANT ACCESSIBLE PEDESTRIAN SIGNAL (APS) PUSH BUTTON WITH R10-3E INFORMATIONAL SIGN	14
FURNISH AND INSTALL 4-CHANNEL PREEMPTION PHASE SELECTOR WITH SYSTEM CHASSIS	1
FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVERS WITH DETECTOR CABLE	6
FURNISH AND INSTALL PREEMPTION CONFIRMATION RED STROBE WITH CABLE	2
FURNISH AND INSTALL MAST ARM AND BRACKET MOUNTED SIGNS	27
FURNISH AND INSTALL POLE RISER	1
FURNISH AND INSTALL NEW SIGNAL CABLE	-
IMPLEMENT LOCAL TIMINGS	-

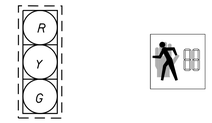
* - SECOND CONTROLLER TO BE INSTALLED IN US 1/SR 127 CONTROL CABINET OR PROVIDED TO MAINEDOT AS A SPARE (SEE ALSO SHEET 18, NOTE 6)
** - SECOND CELL MODEM TO BE INSTALLED IN US 1/SR 127 CONTROL CABINET (SEE ALSO SHEET 18, NOTES 7 AND 8)

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

PHASE DIAGRAM

OLA = PHASE 2 + PHASE 4
OLB = PHASE 6 + PHASE 8
PHASE 4 OMITS OLB
PHASE 8 OMITS OLA
R10-15 BLANK OUTS ON WITH PHASE 4/8 PED ONLY

PROPOSED INDICATIONS



A1,A2,B1,B2,C1,C2
D1,D2,E1,E2,F1,F2
G1,G2,H1,H2

PED FACE
P1-P14

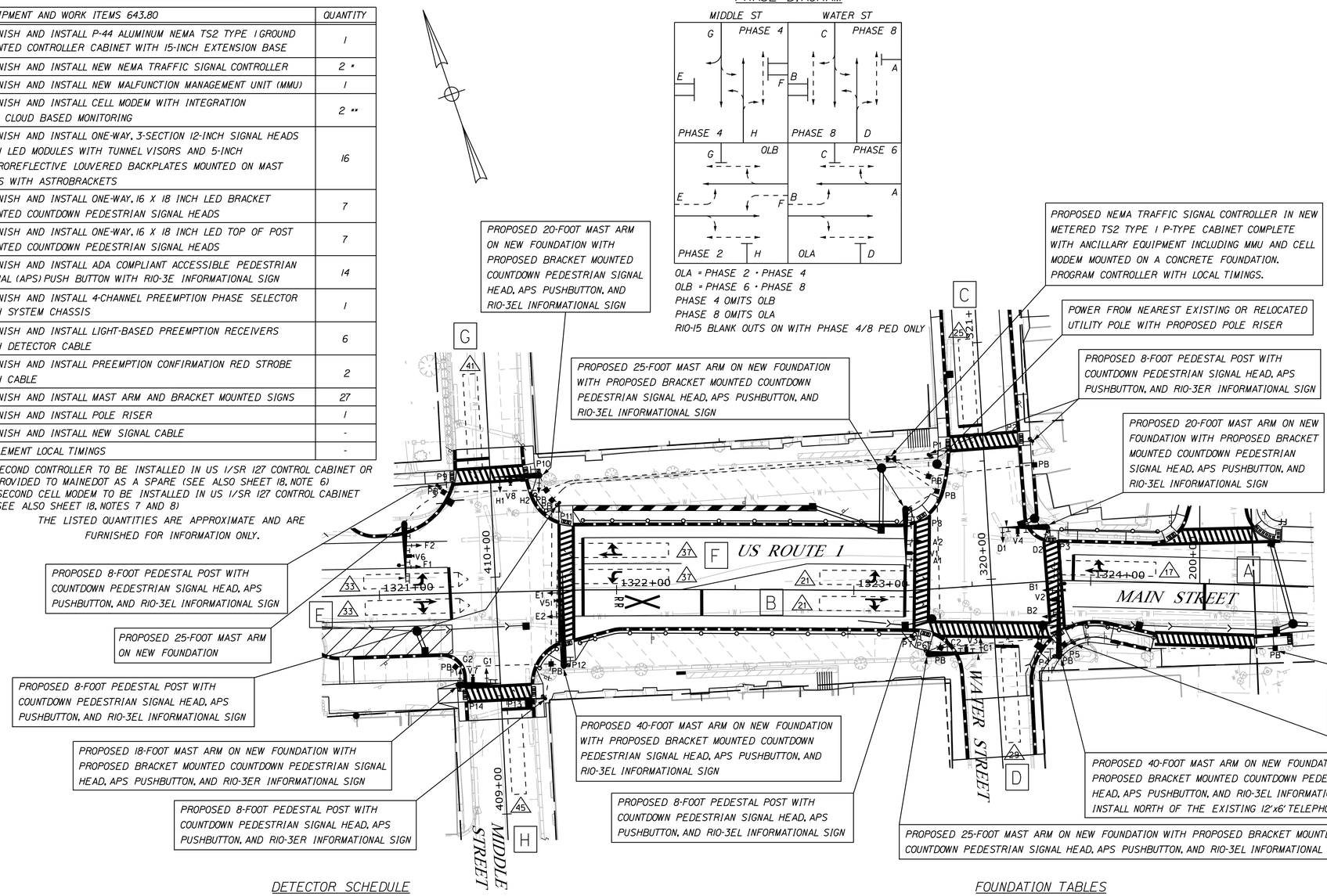
NOTE:
ALL INDICATIONS SHALL BE 12" LIGHT EMITTING DIODES (LED'S) WITH 5" RETROREFLECTIVE LOUVERED BACKPLATES

SIGNAL TIMING

	PHASE 2	PHASE 4	PHASE 6	PHASE 8
MIN GREEN	7	5	7	5
EXTENSION	3	3	3	3
MAX 1	90	15	90	15
MAX 2	-	-	-	-
VEH CLEAR	3.5	3.5	3.5	3.5
RED CLEAR	2.5	3.5	2.5	3.5
WALK	5	5	5	5
PED CLEAR	10	13	10	13
RECALL	MIN		MIN	

NOTE:
1. IN THE EVENT OF A CONFLICT OR MALFUNCTION PHASES 2 AND 6 WITH OVERLAPS A AND B SHALL FLASH YELLOW AND ALL OTHER PHASES SHALL FLASH RED. PEDESTRIAN SIGNAL HEADS SHALL BE BLANK DURING FLASHING OPERATIONS.

2. THE R10-15 BLANK OUT SIGNS SHALL ACTIVATE ONLY WITH PHASE 4 AND/OR PHASE 8 PEDESTRIAN SERVICE.



DETECTOR SCHEDULE

	DETECTOR					DETECTOR CARD IN VEHICLE DETECTION RACK			
	PLAN ID	STREET	DIRECTION	LANE	ϕ	TYPE	SLOT NO	DETECTOR NO	CHANNEL
CAMERA V1	17 (18-20)	MAIN ST SPARE	WESTBOUND	THRU-RIGHT	6	FULL VIDEO THERMAL	1	17	1
CAMERA V2	21 (22-24)	MAIN ST SPARE	EASTBOUND	LEFT, THRU-RIGHT	2	FULL VIDEO THERMAL	1	21	2
CAMERA V3	25 (26-28)	WATER ST SPARE	SOUTHBOUND	LEFT-THRU-RIGHT	8	FULL VIDEO THERMAL	1	25	3
CAMERA V4	29 (30-32)	WATER ST SPARE	NORTHBOUND	LEFT-THRU-RIGHT	8	FULL VIDEO THERMAL	1	29	4
CAMERA V5	33 (34-36)	MAIN ST SPARE	EASTBOUND	LEFT, THRU-RIGHT	2	FULL VIDEO THERMAL	3	33	1
CAMERA V6	37 (38-40)	MAIN ST SPARE	WESTBOUND	LEFT, THRU-RIGHT	6	FULL VIDEO THERMAL	3	37	2
CAMERA V7	41 (42-44)	MIDDLE ST SPARE	SOUTHBOUND	LEFT-THRU-RIGHT	4	FULL VIDEO THERMAL	3	41	3
CAMERA V8	45 (46-48)	MIDDLE ST SPARE	NORTHBOUND	LEFT-THRU-RIGHT	4	FULL VIDEO THERMAL	3	45	4

DETECTOR NOTES:
DETECTORS 1-16 SHALL BE CONNECTED TO DETECTOR PANEL TEST INPUT BUTTONS
CONTRACTOR SHALL COMPLETE THE DETECTOR SCHEDULE FOR RECORD OF DETECTION PROGRAMMING INTO THE TRAFFIC SIGNAL CONTROLLER.

FOUNDATION TABLES

US ROUTE 1 AND MIDDLE STREET INTERSECTION		
LOCATION	FOUNDATION DIA.	FOUNDATION LENGTH
NORTHWEST	36"	15 FEET
NORTHEAST	36"	15 FEET
SOUTHWEST	36"	14 FEET
SOUTHEAST	42"	19 FEET

US ROUTE 1 AND WATER STREET INTERSECTION		
LOCATION	FOUNDATION DIA.	FOUNDATION LENGTH
NORTHWEST	36"	16 FEET*
NORTHEAST	36"	15 FEET*
SOUTHWEST	36"	17 FEET*
SOUTHEAST	42"	19 FEET*

* SUBSURFACE EXPLORATIONS AT THESE LOCATIONS INDICATE THAT BEDROCK MAY BE ENCOUNTERED AT LESS THAN THE REQUIRED DISTANCE BELOW GROUND LEVEL. SEE STANDARD DETAIL 626(06) FOR ADDITIONAL DETAILS.

NOTES:
1. THE FOUNDATIONS FOR THE MAST ARM TRAFFIC SIGNALS SHALL BE ITEM 626.332 - 30-INCH DIAMETER, GREATER THAN 8-FEET LONG, AND ALL 36-INCH AND 42-INCH DIAMETER FOUNDATIONS. THE FOUNDATION SIZES SHOWN IN THE TABLES ABOVE ARE BASED ON ESTIMATED LOADS AND THE BORING INFORMATION PROVIDED IN THESE PLANS. PRIOR TO THE CONSTRUCTION OF ANY FOUNDATIONS, THE ENGINEER SHALL VERIFY THE FOUNDATION SIZES BASED ON THE FINAL LOADS TO FOUNDATIONS SHOWN IN THE APPROVED TRAFFIC SIGNAL SHOP DRAWINGS.

2. ALL PEDESTRIAN POLES SHALL BE PLACED ON ITEM 626.32 - 24 INCH DIAMETER FOUNDATION.

LEGEND

- BASE MOUNTED TS2 TYPE 1 CABINET WITH CONTROLLER
- PROPOSED VEHICULAR HEAD
- OVERHEAD SIGN
- ORNAMENTAL MAST ARM POLE (FLUTED)
- ORNAMENTAL PEDESTAL POLE (FLUTED)
- PREMPTION RECEIVER
- CONFIRMATION STROBE
- PEDESTRIAN SIGNAL HEAD (BLACK) WITH APS PUSH BUTTON AND INFORMATIONAL SIGN
- UNDERGROUND CONDUIT
- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 21843.00
HIGHWAY PLANS

vhb

	E. MARTIN	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	MLG	3/18
CHECKED-REVIEWED	CMB	3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

TRAFFIC SIGNAL PLAN
(1 OF 3)

SHEET NUMBER
22
OF 105

Filename: ...\HIGHWAY\MSTA\022_Signal_01.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

LIST OF MAJOR ITEMS

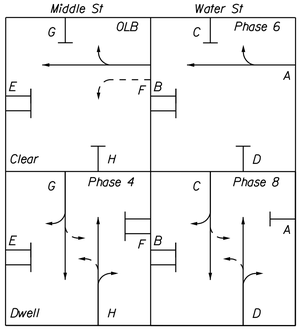
EQUIPMENT AND WORK ITEMS	QUANTITY
FURNISH AND INSTALL 14-INCH PRECAST JUNCTION BOX (ITEM 626.11)	11
FURNISH AND INSTALL METALLIC CONDUIT (ITEM 626.21)	25 LF
FURNISH AND INSTALL NON-METALLIC SIGNAL CONDUIT (ITEM 626.22)	950 LF
FURNISH AND INSTALL 24-INCH FOUNDATION (ITEM 626.32)	7
FURNISH AND INSTALL 30-INCH DIAMETER, GREATER THAN 8-FEET LONG AND ALL 36-INCH AND 42-INCH DIAMETER FOUNDATIONS (ITEM 626.332)	38 CY
FURNISH AND INSTALL CONTROLLER CABINET FOUNDATION (ITEM 626.35)	1
FURNISH AND INSTALL THERMAL VIDEO DETECTION SYSTEM WITH BIKE DETECTION ALGORITHM WITH CONNECTION TO CELL MODEM FOR REMOTE MONITORING / ADJUSTMENT (ITEM 643.83)	1
FURNISH AND INSTALL BLACK ORNAMENTAL GALVANIZED STEEL MAST ARM POLE WITH 40-FOOT SIGNAL ARM (ITEM 643.91)	2
FURNISH AND INSTALL BLACK ORNAMENTAL* GALVANIZED STEEL MAST ARM POLE WITH 25-FOOT SIGNAL ARM (ITEM 643.91)	3
FURNISH AND INSTALL BLACK ORNAMENTAL* GALVANIZED STEEL MAST ARM POLE WITH 20-FOOT SIGNAL ARM (ITEM 643.91)	2
FURNISH AND INSTALL BLACK ORNAMENTAL* GALVANIZED STEEL MAST ARM POLE WITH 18-FOOT SIGNAL ARM (ITEM 643.91)	1
FURNISH AND INSTALL BLACK ORNAMENTAL** 8-FOOT ALUMINUM PEDESTAL POST (ITEM 643.92)	7
FURNISH AND INSTALL LED BLANK-OUT SIGN, OVERHEAD MOUNTED (ITEM 645.512)	4

* - SEE SIGNAL PLAN NOTE 9
** - SEE SIGNAL PLAN NOTE 10
THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

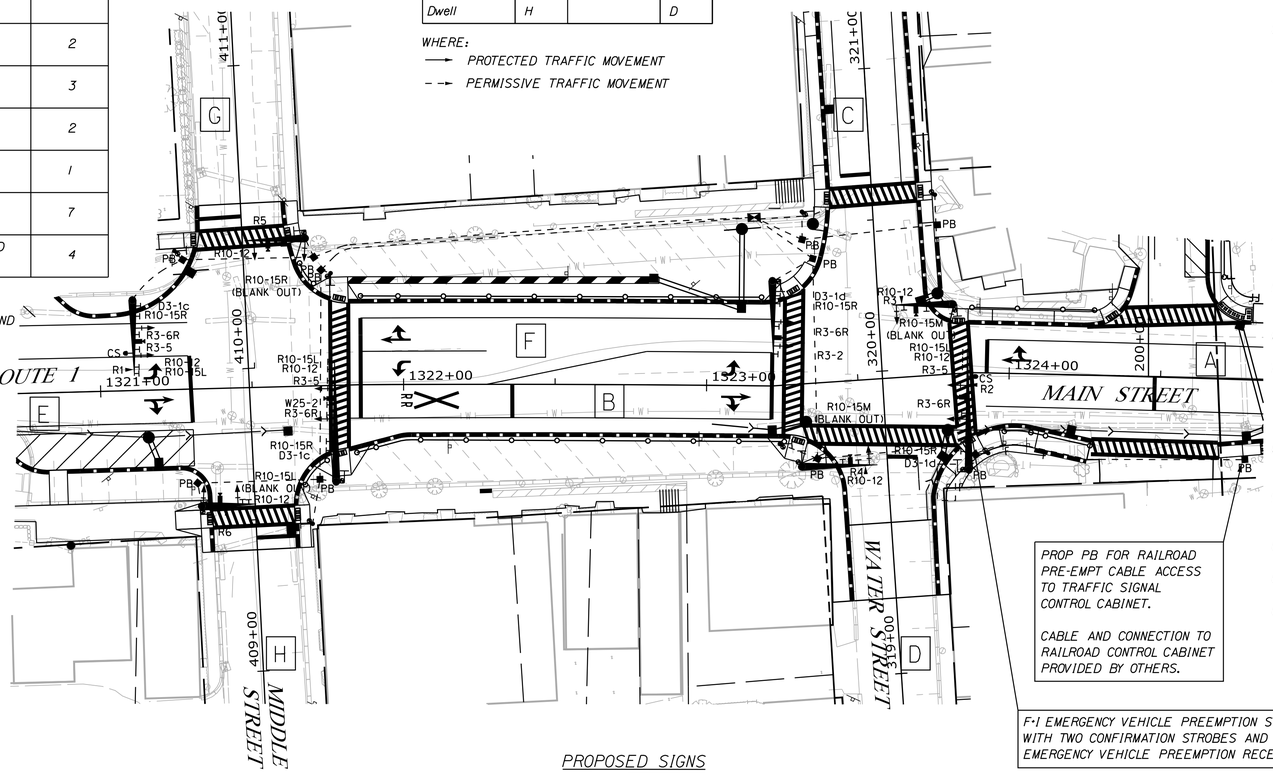
SIGNAL PLAN NOTES:

1. THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE UTILITY COMPANIES WHEN INSTALLING EQUIPMENT (RISERS) ON THEIR POLES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES TO DETERMINE THEIR REQUIREMENTS.
2. THE LOCATIONS OF ALL EQUIPMENT SHOWN ARE APPROXIMATE. FINAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE CONSTRUCTION MANAGER.
3. THE COST OF POLE RISERS SHALL BE INCIDENTAL TO ITEM 643.80.
4. THE COST OF MAST ARM MOUNTED OVERHEAD SIGNS SHALL BE INCIDENTAL TO ITEM 643.80.
5. FOUNDATIONS SHALL CONSIST OF CAST-IN-PLACE REINFORCED CONCRETE DRILLED SHAFTS: ONE NEW DRILLED SHAFT PER MAST ARM AS SET FORTH IN SPECIAL PROVISION 643.
6. IF THE TRAFFIC CONTROLLER BRAND PROVIDED AT THE MAIN STREET/WATER STREET/MIDDLE STREET INTERSECTION DIFFERS FROM THE EXISTING CONTROLLER AT US 1/ROUTE 127 (TRAFFICWARE CONTROLLER), A SIMILAR BRAND CONTROLLER SHALL BE PROCURED AND INSTALLED AT US 1 / ROUTE 127, OTHERWISE THE SECOND CONTROLLER SHALL BE PROVIDED TO MAINEDOT AS A SPARE.
7. CELL MODEM TO BE PROVIDED AT THE WATER STREET/MIDDLE STREET INTERSECTION WITH US ROUTE 1 AS WELL AS AT THE INTERSECTION OF US ROUTE 1 AT ROUTE 127. BOTH MODEMS SHALL BE INTEGRATED INTO CLOUD BASED MONITORING SOFTWARE. PAID FOR UNDER ITEM 643.81.
8. THERMAL VIDEO DETECTION CAMERAS SHALL BE CONNECTED TO THE CELL MODEM FOR REMOTE MONITORING AND ADJUSTMENTS.
9. ALL MAST ARM POLES SHALL BE VALMONT GALVANIZED STEEL SEMI-GLOSS BLACK POWDER COATED 16-FLAT FLUTE POLE UPRIGHTS WITH ENDURO 'HUNTINGTON' ALUMINUM BASES (SUBSIDIARY TO 643.91). NON-VALMONT MANUFACTURED POLES MAY BE ACCEPTED AS AN EQUAL AS LONG AS ORNAMENTAL FABRICATION MATCHES THE (VALMONT) BLACK HUNTINGTON DESIGN.
10. ALL PEDESTAL POLES SHALL BE HOLOPHASE SITELINK SL5 (L5J) FLUTED SHAFTS 8' OR 10' HEIGHT (SEE PLANS), WITH 'NORTH YORKSHIRE' ALUMINUM STRUCTURAL BASES (SUBSIDIARY TO 643.92). BASES ARE 25" HIGH AND 17" DIAMETER. SITELINK SHAFTS AND STRUCTURAL BASES ALL SHALL BE COLORED BLACK.

RAILROAD PRE-EMPTION DIAGRAM



WHERE:
PROTECTED TRAFFIC MOVEMENT
PERMISSIVE TRAFFIC MOVEMENT



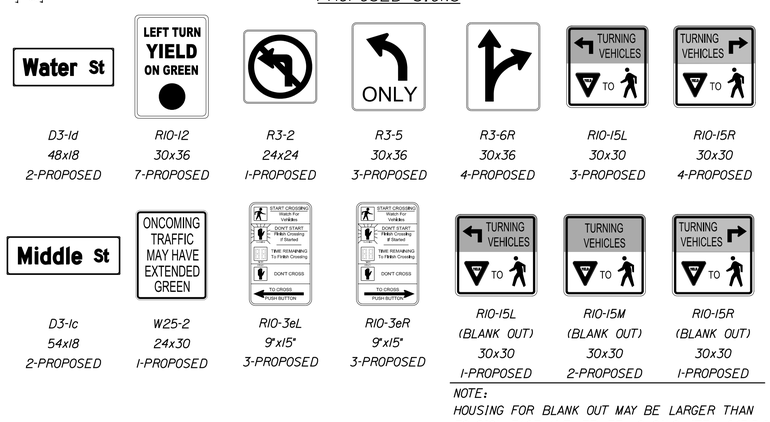
EMERGENCY VEHICLE PREEMPTION OPERATION

ID	PREEMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
RR1	1	1	ϕ4 & ϕ8
RR2	2	2	RESERVED
R1, R7, R8	3	3	ϕ2 / OLA
R2	4	4	ϕ6 / OLB
R3	5	5	ϕ8 / OLB
R4	6	5	ϕ8 / OLB
R5	7	6	ϕ4 / OLA
R6	8	6	ϕ4 / OLA

PRE-EMPTION NOTES:

1. EMERGENCY VEHICLE PRE-EMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS (PROVIDED BY OTHERS) MOUNTED IN EMERGENCY VEHICLES AND RECEIVED BY OPTICAL DETECTORS LOCATED AT THE INTERSECTION.
2. PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1 = HIGHEST, 6 = LOWEST)
3. IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE (3.5 SECONDS YELLOW AND 2.5 SECONDS ALL RED) AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NECESSARY. AT THE COMPLETION OF THE PRE-EMPTION CYCLE, THE CONTROLLER SHALL TIME THE PRE-EMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
4. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
5. CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY PREEMPTION GREEN IS ON.
6. RAILROAD PREEMPTION SHALL OVERRIDE EMERGENCY VEHICLE PREEMPTION.
7. RAILROAD PREEMPTION #1 (RR1) SHALL HOLD OR ADVANCE TO AND HOLD PHASES 4 AND 8. AT THE COMPLETION OF THE PREEMPTION CYCLE THE CONTROLLER SHALL RETURN TO PHASE 2 AND 6 AND RESUME NORMAL SIGNAL OPERATION.
8. RAILROAD INPUT SHALL BE LOCKED WITH AN OVERRIDE TO A HIGHER PREEMPT CALL.
9. THE RAILROAD CLEARANCE (PHASE 6) SHALL NOT BE LESS THAN 45 SECONDS.
10. THE RAILROAD HOLD TIME SHALL BE DETERMINED BY THE RAILROAD.
11. RAILROAD PREEMPTION #2 (RR2) IS RESERVED FOR FUTURE PREEMPTION.
12. ADVANCED RECEIVERS (R7 AND R8) SHALL BE PLACED TO THE NORTH TO AID IN PREEMPTING AROUND THE CURVE FROM THE US 1/SR 127 FIRE STATION. LOCATION OF R8 TO BE CONFIRMED IN THE FIELD AND ASSUMED TO BE ON THE UTILITY POLE AT THE INTERSECTION OF MAIN STREET AND BATH ROAD. (SEE ALSO SHEET 20)

PROPOSED SIGNS



NOTE:
HOUSING FOR BLANK OUT MAY BE LARGER THAN 30" SIGN FACE (I.E., 33"x33" HOUSING), ITEM 645.512

LEGEND

- BASE MOUNTED TS2 TYPE 1 CABINET WITH CONTROLLER
- PROPOSED VEHICULAR HEAD
- OVERHEAD SIGN
- ORNAMENTAL MAST ARM POLE (FLUTED)
- ORNAMENTAL PEDESTAL POLE (FLUTED)
- PREMPTION RECEIVER
- CONFIRMATION STROBE
- PEDESTRIAN SIGNAL HEAD (BLACK) WITH APS PUSH BUTTON AND INFORMATIONAL SIGN
- UNDERGROUND CONDUIT
- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE

PLAN
25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 21843.00
HIGHWAY PLANS

vhb

	E. MARTIN	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	MLG	JAR	3/18
CHECKED-REVIEWED	CMB	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

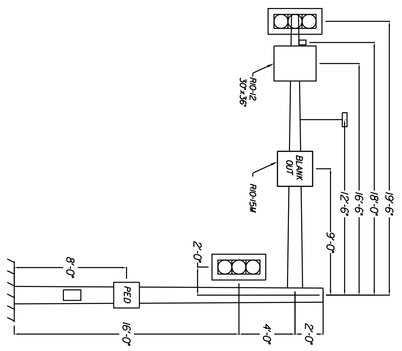
WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

TRAFFIC SIGNAL PLAN
(2 OF 3)

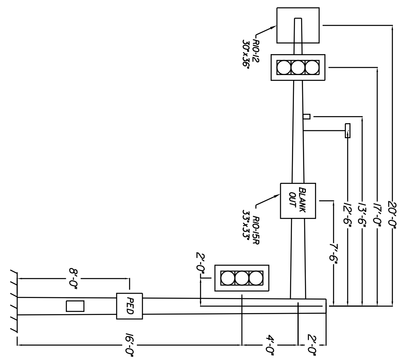
SHEET NUMBER
23
OF 105

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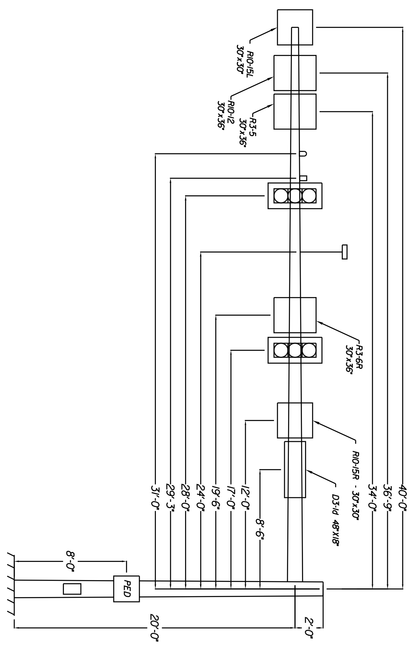
NE - RT. I AND WATER



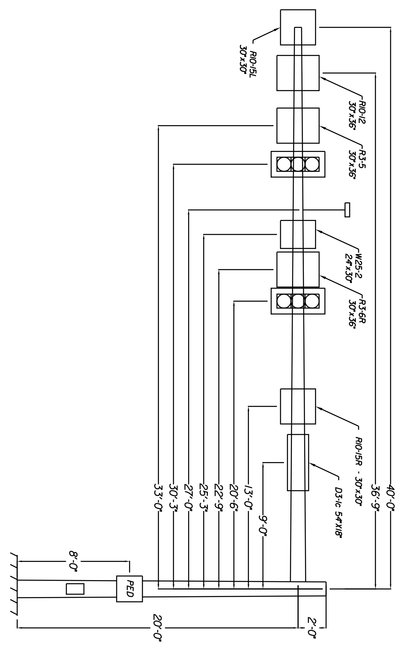
NE - RT. I AND MIDDLE



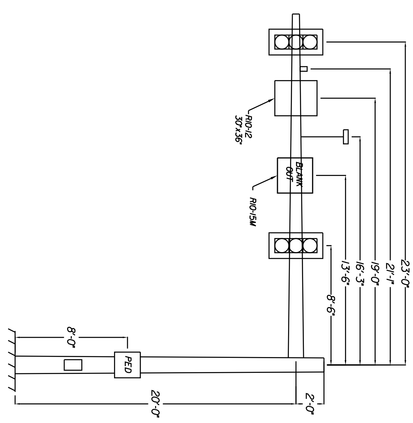
SE - RT. I AND WATER



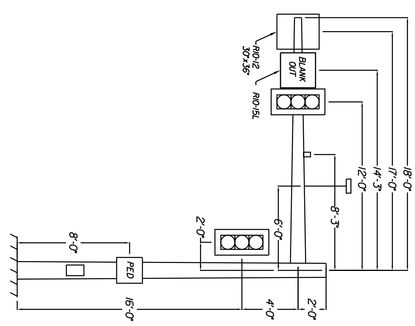
SE - RT. I AND MIDDLE



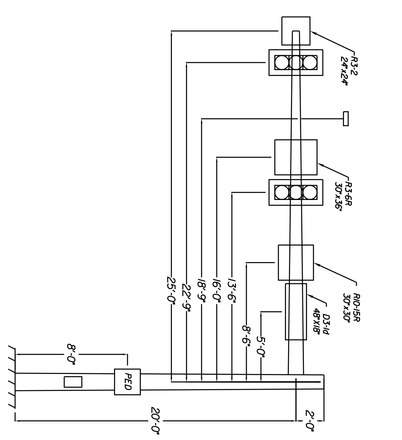
SW - RT. I AND WATER



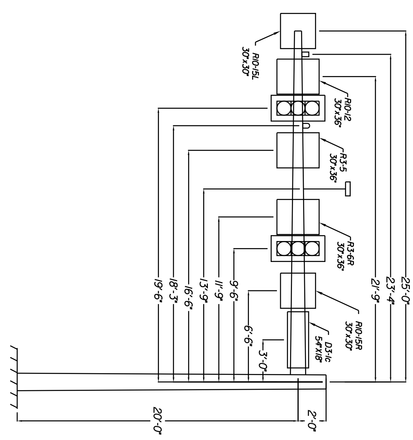
SW - RT. I AND MIDDLE



NW - RT. I AND WATER



NW - RT. I AND MIDDLE



PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	MLG	JAR	3/18
CHECKED-REVIEWED	CMB	AC	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

TRAFFIC SIGNAL PLAN
(3 OF 3)

SHEET NUMBER 24 OF 105

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

LIST OF MAJOR ITEMS

EQUIPMENT AND WORK ITEMS	QUANTITY
FURNISH AND INSTALL METALLIC CONDUIT (ITEM 626.21)	10 LF
FURNISH AND INSTALL NON-METALLIC SIGNAL CONDUIT (ITEM 626.22)	120 LF
FURNISH AND INSTALL 24-INCH FOUNDATION (ITEM 626.32)	2
FURNISH AND INSTALL ADA COMPLIANT PEDESTRIAN ACTIVATED BUTTON (SUBSIDIARY TO ITEM 643.80)	2
FURNISH AND INSTALL R10-25 SIGN (SUBSIDIARY TO ITEM 643.80)	2
FURNISH AND INSTALL CONTROL BOX WITH ELECTRICAL CONNECTIONS (SUBSIDIARY TO ITEM 643.80)	1
FURNISH AND INSTALL LIGHT-BASED EMITTER WITH VISUAL SPECTRUM FILTER (SUBSIDIARY TO ITEM 643.80)	1
FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVERS WITH DETECTOR CABLE (SUBSIDIARY TO ITEM 643.80)	2
FURNISH AND INSTALL PREEMPTION PHASE SELECTOR WITH SYSTEM CHASSIS AND/OR RELAYS TO TRIGGER EMITTER (SUBSIDIARY TO ITEM 643.80)	1
FURNISH AND INSTALL 10-FOOT ORNAMENTAL PEDESTAL POST (ITEM 643.92)	2
FURNISH AND INSTALL BRACKET MOUNTED SIGNS (ITEM 645.271)	4
FURNISH AND INSTALL FLASHING WARNING SIGNS (ITEM 645.511)	4

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

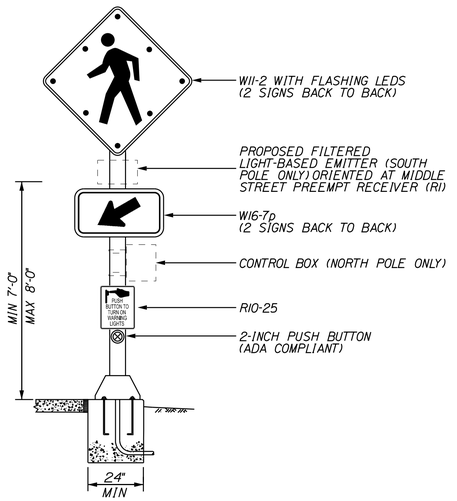
PROPOSED SIGNS

W11-2 36x36 4-PROPOSED

W16-7pL 24x12 2-PROPOSED

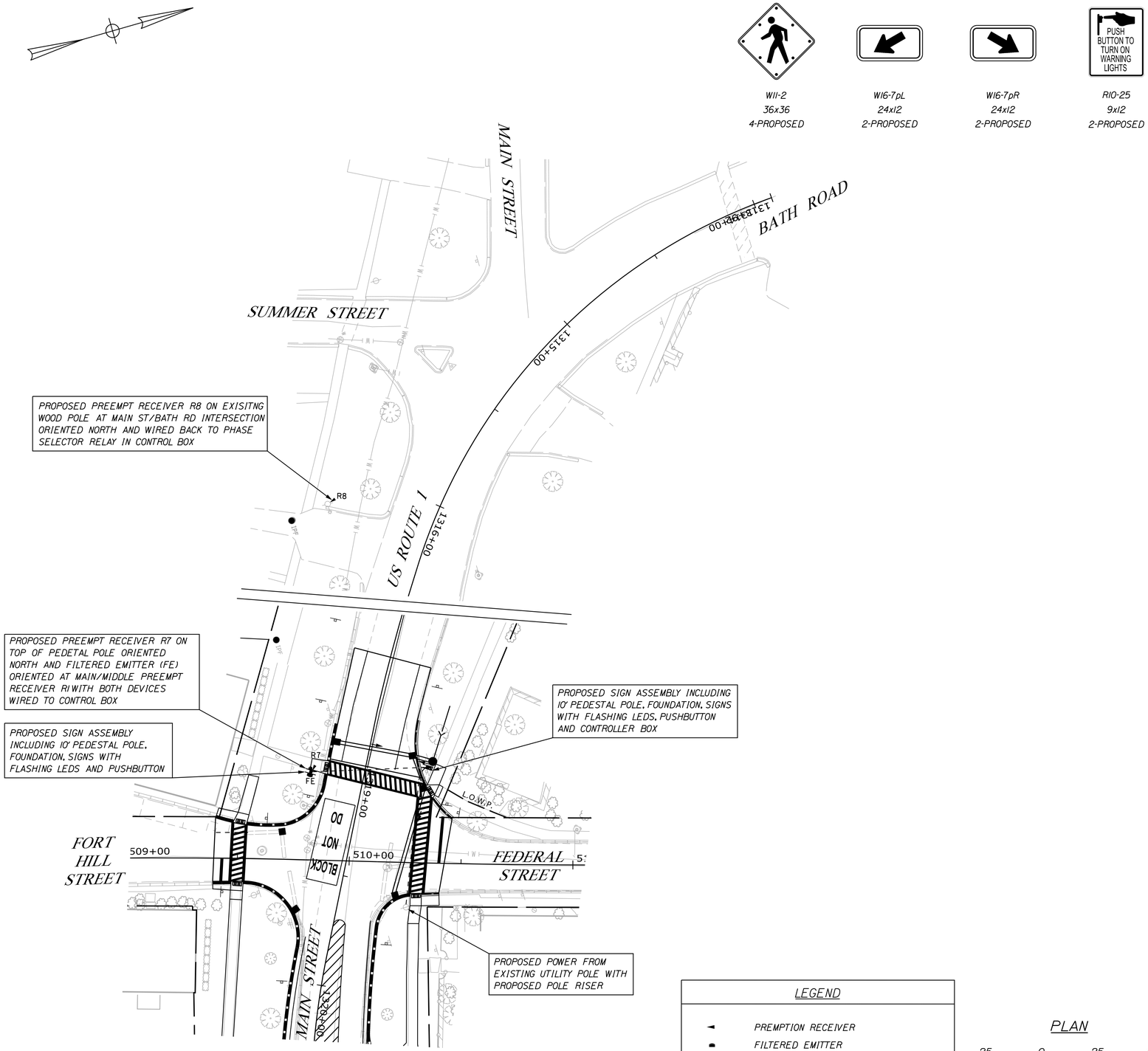
W16-7pR 24x12 2-PROPOSED

R10-25 9x12 2-PROPOSED



NOTES:

1. POST SHALL BE TRAFFIC SIGN POST 10-FOOT MINIMUM WITH TRANSFORMER BASE.
2. FOUNDATION SHALL BE 24-INCH (MIN) DIA. CONCRETE FOUNDATION
3. SIGN ASSEMBLY SHALL SIMULTANEOUSLY FLASH FOR 12 SECONDS WITH PUSH BUTTON ACTUATION.
4. ALL SIGN AND PUSH BUTTON MOUNTING HEIGHTS SHALL CONFORM TO THE 2009 FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
5. THE FILTERED LIGHT-BASED EMITTER SHALL ACTIVATE UPON A SIGNAL RECEIVED BY PREEMPT RECEIVER R7 AND/OR R8 IN RESPONCE TO AN APPROACHING NORTHBOUND EMERGENCY VEHICLE AND TRIGGER/HOLD NORTHBOUND MAIN/MIDDLE/WATER PHASE 2 UNTIL EMERGENCY VEHICLE CROSSES MAIN/FEDERAL/FORT HILL STREET INTERSECTION AND PREEMPT SIGNAL FROM VEHICLE IS PICKED UP BY MAIN/MIDDLE STREET PREEMPT RECEIVER RI.



LEGEND

- PREMPTION RECEIVER
- FILTERED EMITTER
- SIGN ASSEMBLY
- UNDERGROUND CONDUIT

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 21843.00

HIGHWAY PLANS

vhb

	E. MARTIN	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	MLG	JAR	3/18
CHECKED-REVIEWED	CMB	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

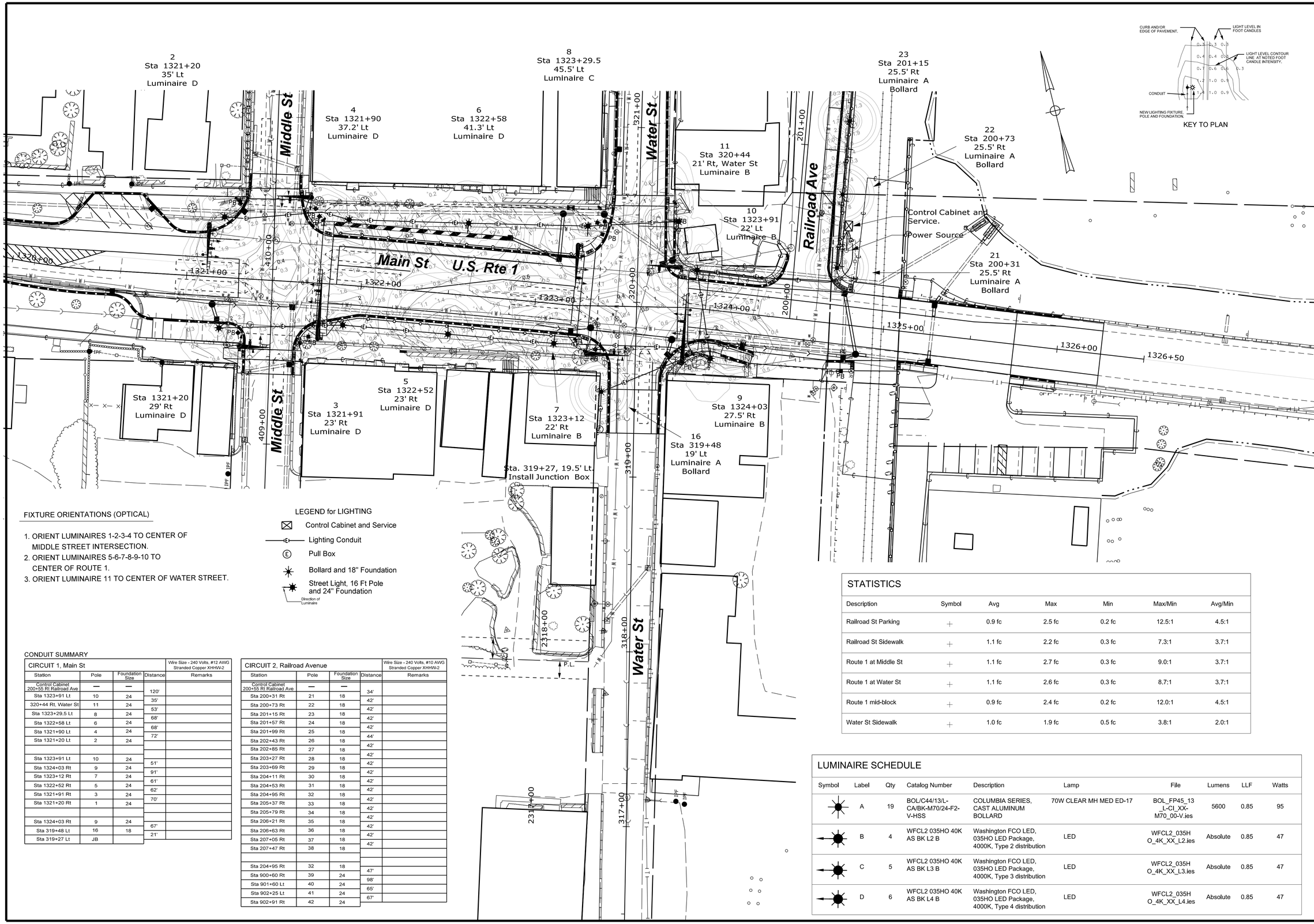
PEDESTRIAN CROSSING SYSTEM PLAN

SHEET NUMBER

25

OF 105

Filename: ...\HIGHWAY\MSTA\025_Signal_04.dgn Division: HIGHWAY Username: achandler Date:3/26/2018



FIXTURE ORIENTATIONS (OPTICAL)

1. ORIENT LUMINAIRES 1-2-3-4 TO CENTER OF MIDDLE STREET INTERSECTION.
2. ORIENT LUMINAIRES 5-6-7-8-9-10 TO CENTER OF ROUTE 1.
3. ORIENT LUMINAIRE 11 TO CENTER OF WATER STREET.

LEGEND for LIGHTING

- Control Cabinet and Service
- Lighting Conduit
- Pull Box
- Bollard and 18" Foundation
- Street Light, 16 Ft Pole and 24" Foundation

Direction of Luminaire

CONDUIT SUMMARY

CIRCUIT 1, Main St				Wire Size - 240 Volts, #12 AWG Stranded Copper XHHW-2
Station	Pole	Foundation Size	Distance	Remarks
Control Cabinet 200+55 Rt Railroad Ave	—	—	120'	
Sta 1323+91 Lt	10	24	35'	
320+44 Rt, Water St	11	24	53'	
Sta 1323+29.5 Lt	8	24	68'	
Sta 1322+58 Lt	6	24	68'	
Sta 1321+90 Lt	4	24	72'	
Sta 1321+20 Lt	2	24		
Sta 1323+91 Lt	10	24	51'	
Sta 1324+03 Rt	9	24	91'	
Sta 1323+12 Rt	7	24	61'	
Sta 1322+52 Rt	5	24	62'	
Sta 1321+91 Rt	3	24	70'	
Sta 1321+20 Rt	1	24		
Sta 1324+03 Rt	9	24	67'	
Sta 319+48 Lt	16	18	21'	
Sta 319+27 Lt	JB			

CIRCUIT 2, Railroad Avenue				Wire Size - 240 Volts, #10 AWG Stranded Copper XHHW-2
Station	Pole	Foundation Size	Distance	Remarks
Control Cabinet 200+55 Rt Railroad Ave	—	—	34'	
Sta 200+31 Rt	21	18	42'	
Sta 200+73 Rt	22	18	42'	
Sta 201+15 Rt	23	18	42'	
Sta 201+57 Rt	24	18	42'	
Sta 201+99 Rt	25	18	44'	
Sta 202+43 Rt	26	18	42'	
Sta 202+85 Rt	27	18	42'	
Sta 203+27 Rt	28	18	42'	
Sta 203+69 Rt	29	18	42'	
Sta 204+11 Rt	30	18	42'	
Sta 204+53 Rt	31	18	42'	
Sta 204+95 Rt	32	18	42'	
Sta 205+37 Rt	33	18	42'	
Sta 205+79 Rt	34	18	42'	
Sta 206+21 Rt	35	18	42'	
Sta 206+63 Rt	36	18	42'	
Sta 207+05 Rt	37	18	42'	
Sta 207+47 Rt	38	18		
Sta 204+95 Rt	32	18	47'	
Sta 900+60 Rt	39	24	98'	
Sta 901+60 Lt	40	24	65'	
Sta 902+25 Lt	41	24	67'	
Sta 902+91 Rt	42	24		

STATISTICS

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Railroad St Parking	+	0.9 fc	2.5 fc	0.2 fc	12.5:1	4.5:1
Railroad St Sidewalk	+	1.1 fc	2.2 fc	0.3 fc	7.3:1	3.7:1
Route 1 at Middle St	+	1.1 fc	2.7 fc	0.3 fc	9.0:1	3.7:1
Route 1 at Water St	+	1.1 fc	2.6 fc	0.3 fc	8.7:1	3.7:1
Route 1 mid-block	+	0.9 fc	2.4 fc	0.2 fc	12.0:1	4.5:1
Water St Sidewalk	+	1.0 fc	1.9 fc	0.5 fc	3.8:1	2.0:1

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
	A	19	BOL/C44/13/L-CA/BK-M70/24-F2-V-HSS	COLUMBIA SERIES, CAST ALUMINUM BOLLARD	70W CLEAR MH MED ED-17	BOL_FP45_13_L-CI_XX-M70_00-V.ies	5600	0.85	95
	B	4	WFCL2 035HO 40K AS BK L2 B	Washington FCO LED, 035HO LED Package, 4000K, Type 2 distribution	LED	WFCL2_035HO_4K_XX_L2.ies	Absolute	0.85	47
	C	5	WFCL2 035HO 40K AS BK L3 B	Washington FCO LED, 035HO LED Package, 4000K, Type 3 distribution	LED	WFCL2_035HO_4K_XX_L3.ies	Absolute	0.85	47
	D	6	WFCL2 035HO 40K AS BK L4 B	Washington FCO LED, 035HO LED Package, 4000K, Type 4 distribution	LED	WFCL2_035HO_4K_XX_L4.ies	Absolute	0.85	47

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

STATE OF MAINE — ALBERT L GODFREY — No. 4226 — REGISTERED PROFESSIONAL ENGINEER

P.E. NUMBER 4226

SIGNATURE

3/21/18

DATE

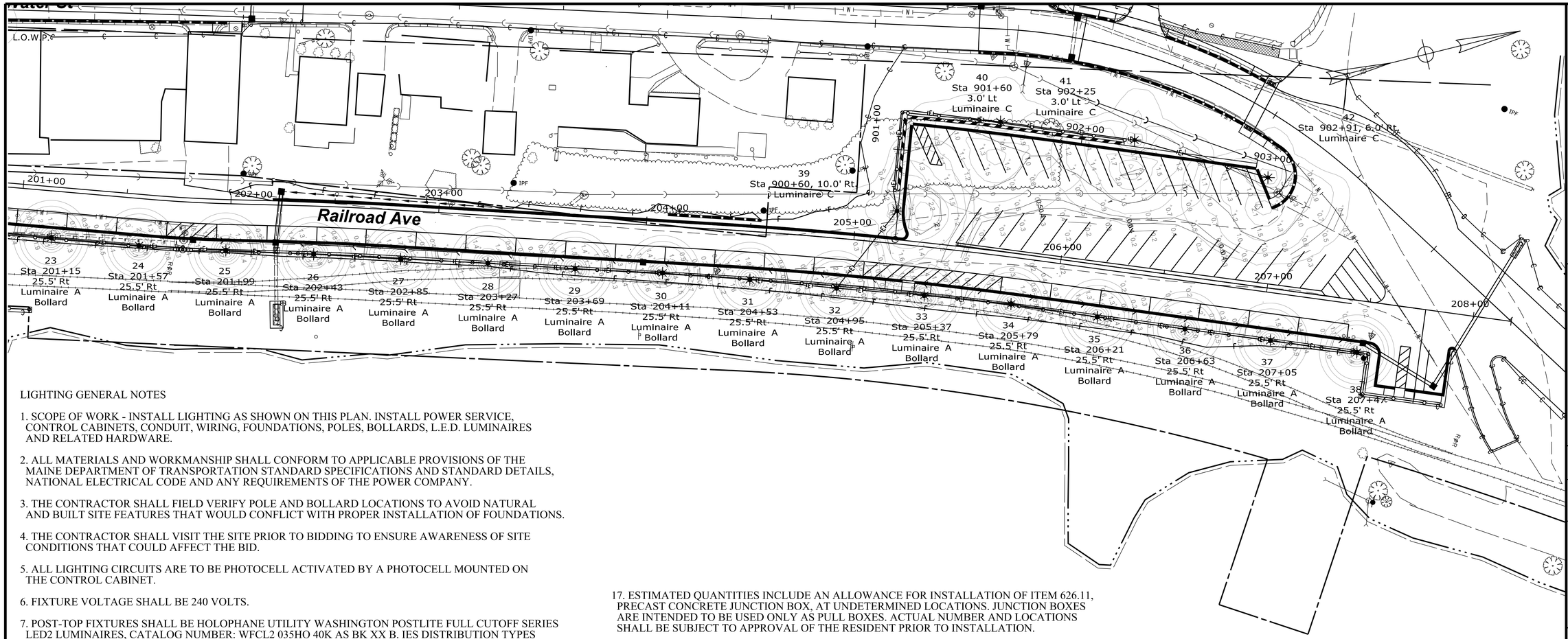
	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	ALG	RAL Jan, 2018
CHECKED-REVIEWED	ALG	ALG 3-18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
U.S. 1 - DOWNTOWN IMPROVEMENT

LIGHTING PLAN

SHEET NUMBER
26
OF 105

Filename: ...\026_Plan Sht1 Phase 1.dgn Division: HIGHWAY Username: common Date:3/26/2018



LIGHTING GENERAL NOTES

1. SCOPE OF WORK - INSTALL LIGHTING AS SHOWN ON THIS PLAN. INSTALL POWER SERVICE, CONTROL CABINETS, CONDUIT, WIRING, FOUNDATIONS, POLES, BOLLARDS, L.E.D. LUMINAIRES AND RELATED HARDWARE.

2. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO APPLICABLE PROVISIONS OF THE MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND STANDARD DETAILS, NATIONAL ELECTRICAL CODE AND ANY REQUIREMENTS OF THE POWER COMPANY.

3. THE CONTRACTOR SHALL FIELD VERIFY POLE AND BOLLARD LOCATIONS TO AVOID NATURAL AND BUILT SITE FEATURES THAT WOULD CONFLICT WITH PROPER INSTALLATION OF FOUNDATIONS.

4. THE CONTRACTOR SHALL VISIT THE SITE PRIOR TO BIDDING TO ENSURE AWARENESS OF SITE CONDITIONS THAT COULD AFFECT THE BID.

5. ALL LIGHTING CIRCUITS ARE TO BE PHOTOCELL ACTIVATED BY A PHOTOCELL MOUNTED ON THE CONTROL CABINET.

6. FIXTURE VOLTAGE SHALL BE 240 VOLTS.

7. POST-TOP FIXTURES SHALL BE HOLOPHANE UTILITY WASHINGTON POSTLITE FULL CUTOFF SERIES LED2 LUMINAIRES, CATALOG NUMBER: WFCL2 035HO 40K AS BK XX B. IES DISTRIBUTION TYPES SHALL BE AS NOTED IN THE LUMINAIRE SCHEDULE. LED MODULES SHALL BE IP66 RATED. FIXTURE FINISH SHALL BE BLACK POWDER COAT. FIXTURE LED COLOR TEMPERATURE SHALL BE 4000K.

8. SIDEWALK LIGHTED BOLLARDS SHALL BE HOLOPHANE COLUMBIA SERIES LIGHTED CAST ALUMINUM BOLLARDS, CATALOG NUMBER: BOL/C44/13/L-CA/BK-M70/24-F2-V-HSS. BOLLARDS SHALL BE INSTALLED WITH 180-DEGREE HOUSE SIDE SHIELDS. BOLLARD FINISH SHALL BE BLACK POWDER COAT.

9. ALL FIXTURES SHALL BE GASKETED, HAVE SURGE PROTECTION, AND HAVE A DOUBLE FUSE KIT.

10. POLES FOR POST-TOP FIXTURES SHALL BE HOLOPHANE SITELINK ALUMINUM POLES, 16' HEIGHT, SHAFT ORDER NUMBER: NYA16L5J17. POSTS SHALL HAVE A SHOE BASE WITH 12.0 INCH BOLT CIRCLE AND FOUR 0.75 x 18+3 HOT DIP GALVANIZED ANCHOR BOLTS. POSTS SHALL INCLUDE A 3"x 3"INTEGRAL TENON FOR FIXTURE MOUNTING. THE DECORATIVE BASES SHALL BE HOLOPHANE 17-INCH DIAMETER 'NORTH YORKSHIRE' ALUMINUM BASES. FINISH FOR POLES, BASES AND ACCESSORIES SHALL BE BLACK POWDER COAT.

11. HOLOPHANE SITELINK POLES SHALL INCLUDE THE FOLLOWING ACCESSORIES:

- FLAGPOLE HOLDER, CATALOG NO.: FPH5L45BK
- GFCI OUTLET, 120V, 20A, NEAR POLE TOP, CATALOG NO.: FGIUL_L BK
- BANNER ARM, CATALOG NO.: BA 24 L45 B 5 BK S

12. POLE AND BOLLARD OFFSETS STATED ON THE PLANS ARE TO THE CENTER OF FOUNDATIONS.

13. CONDUIT SHALL BE 2" MINIMUM DIAMETER. BURIED CONDUIT NOT UNDER PAVEMENT SHALL BE PVC SCHEDULE 40. BURIED CONDUIT UNDER PAVEMENT SHALL BE PVC SCHEDULE 80. CONDUIT FROM THE ELECTRICAL SERVICE TO THE CONTROL CABINET SHALL BE EITHER PVC CONDUIT ENCASED IN CONCRETE OR STEEL CONDUIT. IF PVC CONDUIT ENCASED IN CONCRETE IS USED, CONCRETE SHALL BE 3000 PSI MINIMUM STRENGTH AND A MINIMUM THICKNESS OF FOUR INCHES SURROUNDING THE CONDUIT. CONCRETE ENCASEMENT WILL BE INCIDENTAL TO PAYMENT FOR CONDUIT. MINIMUM BURIAL DEPTH FOR ALL CONDUIT SHALL BE 36".

14. THERE SHALL BE NO SPLICES OR JUNCTION BOXES BETWEEN POLES, UNLESS NOTED. THE WIRE IN CONDUITS SHALL BE CONTINUOUS BETWEEN POLES.

15. BUSHINGS SHALL BE INSTALLED ON ALL CONDUIT TERMINATIONS.

16. PULL WIRE SHALL BE INSTALLED IN ALL CONDUIT.

17. ESTIMATED QUANTITIES INCLUDE AN ALLOWANCE FOR INSTALLATION OF ITEM 626.11, PRECAST CONCRETE JUNCTION BOX, AT UNDETERMINED LOCATIONS. JUNCTION BOXES ARE INTENDED TO BE USED ONLY AS PULL BOXES. ACTUAL NUMBER AND LOCATIONS SHALL BE SUBJECT TO APPROVAL OF THE RESIDENT PRIOR TO INSTALLATION.

18. IF STRUCTURAL ROCK IS ENCOUNTERED DURING INSTALLATION OF FOUNDATIONS, PAYMENT FOR EXCAVATION AND DOWELING REINFORCING INTO ROCK SHALL BE CONSIDERED INCIDENTAL TO FOUNDATION ITEMS.

19. PAYMENT UNDER ITEM 634.160, HIGHWAY LIGHTING WILL INCLUDE ALL MATERIALS, LABOR AND EQUIPMENT NECESSARY TO PROVIDE A FULLY FUNCTIONING LIGHTING SYSTEM, EXCEPT THOSE ITEMS TO BE PAID UNDER OTHER RELATED BID ITEMS IN THE CONTRACT.

20. ALL LIGHT BASES SHALL HAVE A GROUND ROD LOCATED IN THE FOUNDATION THAT IS BONDED TO THE GROUNDING CONDUCTOR. PAYMENT FOR THE GROUND ROD SHALL BE INCLUDED IN ITEM 634.160, HIGHWAY LIGHTING.

21. PAYMENT FOR EACH INSTALLATION UNDER ITEM 634.70 ORNAMENTAL LIGHTING WILL INCLUDE, BUT NOT BE LIMITED TO, POLE, DECORATIVE TRANSFORMER BASE, ORNAMENTAL LUMINAIRE AND HOUSING, POLE ACCESSORIES SPECIFIED ON THE PLANS AND IN THE SPECIAL PROVISIONS, AND ALL REQUIRED INCIDENTALS.

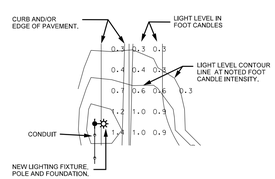
22. PAYMENT FOR EACH INSTALLATION UNDER ITEM 634.701 ORNAMENTAL LIGHTED BOLLARD WILL INCLUDE, BUT NOT BE LIMITED TO, BOLLARD SHAFT, DECORATIVE TRANSFORMER BASE, OPTICAL ASSEMBLY AND HOUSING, DOME TOP, AND ALL REQUIRED INCIDENTALS.

23. NON-CONDUCTIVE BUSHINGS SHALL BE USED FOR CONNECTION OF RIGID METAL CONDUIT TO ALUMINUM CABINETS.

24. INSTALL SERVICE AND TWO CIRCUIT CONTROL CABINET AS SHOWN AT STATION 200+55 RT. LUMINAIRES AND BOLLARDS WEST OF THE SERVICE WILL BE ON ONE CIRCUIT AND THOSE NORTH OF THE SERVICE WILL BE ON THE OTHER. THE CONTRACTOR ALSO SHALL INSTALL A METER DISCONNECT IN A SEPARATE NEMA 3R CABINET. CABINETS SHALL BE LOCKABLE. EACH SERVICE CABINET SHALL BE MARKED WITH ARC HAZARD TYPE 1, 2, 3 OR 4 AND THE APPROPRIATE PPE REQUIRED.

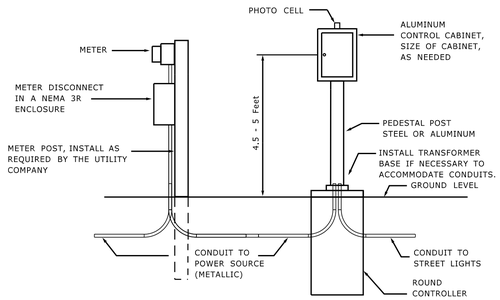
25. SECONDARY CIRCUIT WIRING SHALL BE #12 AWG XHHW-2 STRANDED COPPER.

26. UPON COMPLETION OF THIS PROJECT, THE CONTRACTOR SHALL FURNISH TO MAINEDOT A SET OF AS-BUILT PLANS FOR FUTURE REFERENCE AND SYSTEM MAINTENANCE.



KEY TO PLAN

LEGEND for LIGHTING
- Control Cabinet and Service
- Lighting Conduit
- Pull Box
- Bollard and 18" Foundation
- Street Light, 16 Ft Pole and 24" Foundation (Direction of Luminaire)



CONTROL CABINET AND SERVICE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 21843.00
HIGHWAY PLANS

ALBERT L. GODFREY No. 4226 STATE OF MAINE REGISTERED PROFESSIONAL ENGINEER

SIGNATURE
4226
P.E. NUMBER
3/21/18
DATE

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	ALG	RAL	Jan. 2018
CHECKED-REVIEWED	ALG	ALG	3-18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
U.S.1 - DOWNTOWN IMPROVEMENT

LIGHTING PLAN

SHEET NUMBER
27
OF 105

Filename: ...\027_Plan Sht2 - Phase 1.dgn Division: HIGHWAY Username: common Date:3/26/2018

FORT HILL/FEDERAL ST
CURVE DATA #1
PI = 509+21.34
D = 2°24'08.4"
Δ = 2°50'00.4" Rt.
R = 2385.00'
L = 117.95'
T = 58.98'
E = 0.73'

FORT HILL/FEDERAL ST
CURVE DATA #2
PI = 510+71.94
D = 1°41'06.6"
Δ = 1°40'59.6" Lt.
R = 3400.00'
L = 99.88'
T = 49.95'
E = 0.37'

FORT HILL/FEDERAL ST
CURVE DATA #3
PI = 513+13.06
D = 2°56'17.7"
Δ = 2°20'57.6" Rt.
R = 1950.00'
L = 79.96'
T = 39.98'
E = 0.41'

ROUTE 1
CURVE DATA #1
PI = 1318+44.45
D = 7°00'00.0"
Δ = 4°13'54.0" Lt.
R = 818.51'
L = 60.45'
T = 30.24'
E = 0.56'

ROUTE 1
CURVE DATA #2
PI = 1320+17.19
D = 16°01'55.8"
Δ = 10°17'10.8" Lt.
R = 357.38'
L = 64.16'
T = 32.17'
E = 1.44'

POB = STA. 506+12.53
PC = STA. 508+62.35
PT = STA. 509+80.30
POB = STA. 408+37.80
PC = STA. 512+73.08
POE = STA. 411+61.17
PC = STA. 1318+14.21
PT = STA. 1318+74.66
PC = STA. 510+21.99
PT = STA. 511+21.88
PC = STA. 1319+85.03
PT = STA. 1320+49.19
PI = STA. 1321+85.75
PC = STA. 1321+96.01

STA 1318+50
BEGIN APPROACH
MATCH EXISTING

STA 1319+00
BEGIN FULL
CONSTRUCTION

STA. 1319+43.20
STA. 509+98.71

STA. 1321+49.11
STA. 409+93.67

INSTALL FLASHING
PEDESTRIAN SIGNAL

INSTALL FLASHING
PEDESTRIAN SIGNAL

ADJUST FRAME &
GRATE TO GRADE

ADJUST FRAME &
GRATE TO GRADE

ADJUST FRAME &
GRATE TO GRADE

ADJUST FRAME &
GRATE TO GRADE

ALTER TO SOLID
COVER

REMOVE
STEPS

REMOVE EXISTING
CATCH BASIN

REMOVED BY
OTHERS

REMOVE

REMOVE

REMOVE

GRANITE BOLLARDS
(TYP)

REMOVED BY
OTHERS

GRANITE SEATING
BLOCK WITH CAP

CB-1
CB-2
CB-3
CB-4
CB-5
CB-6
CB-7
CB-8

12" RCP
15" RCP
12" UD
15" UD
15" UD
15

Filename: ...\HIGHWAY\MSTA\029_HDPlan2.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

BIG FOOT ALLEY

PT = STA. 316+09.80

COASTAL ENTERPRISES, INC.
PARCEL NO. (1)
LAND TAKEN = 17,137± S.F.(CALC.)
(ENTIRE LOT)
BUILDING = (1)

P.L.

24" PCP

WATER STREET

315+00 316+00 317+00 318+00 319+00 320+00 321+00 322+00

N14°59'50.27"E

N15°27'39.28"E

STA. 319+25
BEGIN APPROACH
MATCH EXISTING

STA. 319+50
END APPROACH
BEGIN FULL CONSTRUCTION

PI = STA. 319+59.46

PI = STA. 1321+85.75
PC = STA. 1321+96.01

REMOVE

GRANITE BOLLARDS (TYP)
REMOVED BY OTHERS

NOTE: L.O.W.P. AT BACK EDGE OF SIDEWALK

REPOINT EXISTING GRANITE FACED RETAINING WALL

RECONSTRUCT STEPS (SEE STEP DETAILS)

L.O.W.P.

PT = STA. 1323+21.55

ALTER WITH SOLID COVER

INSTALL END CAP

PI = STA. 1323+87.53

ADJUST TO GRADE

REMOVE EXISTING CATCH BASIN

PC = STA. 1324+23.24

STA. 200+00.00
STA. 1324+46.00

REMOVE EXISTING CATCH BASIN

PT = STA. 1324+77.40

RECONSTRUCT GRADE CROSSING

S71°27'55.24"E
S74°59'36.83"E
S69°57'36.82"E
S69°32'43.89"E

1322+00 1323+00 1324+00 1325+00 1326+00

CB-12 CB-13 CB-13A CB-14 CB-15 CB-17 CB-18 CB-19 CB-20 CB-21 CB-22

15" UD 12" UD 18" UD

12" RCP 15" CPP 18" RCP 24" CMP

CELLAR DRAIN

OUTLET UNKNOWN

REMOVE

GRANITE SEATING BLOCK WITH CAP

REMOVE

PC = STA. 321+20.57

STA 322+00
END FULL CONSTRUCTION
BEGIN APPROACH

REPOINT EXISTING GRANITE FACED RETAINING WALL

15" UD

ALTER FRAME & GRATE TO GRADE WITH SOLID COVER

ALTER FRAME & GRATE TO GRADE

RECONSTRUCT STEPS (SEE STEP DETAILS)

ADJUST FRAME & GRATE TO GRADE

CB-9 CB-10 CB-11

12" RCP

L.O.W.P.

12" RCP

STA. 319+97.54
STA. 1323+58.13

ADJ GRA

200+00 201+00 202+00

N18°51'08.29"E

N15°25'27

RAILROAD AVENUE

12" UD

POB = STA. 200+00.00

PC = STA. 201+60.18

PT = STA. 201+99.07

24" CMP

STA 1325+75
END FULL CONSTRUCTION
BEGIN APPROACH

STA 1326+25
END APPROACH
MATCH EXISTING

ROUTE 1

POE = STA. 1326+50.00

1326+50

18" CMP

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

NOTE: L.O.W.P. AT BACK EDGE OF SIDEWALK

WATER ST
CURVE DATA #1
PI = 315+39.38
D = 1°39'38.7"
Δ = 2°20'21.2" Lt.
R = 3450.00'
L = 140.85'
T = 70.44'
E = 0.72'

WATER ST
CURVE DATA #2
PI = 319+59.46
Δ = 0°27'49.0" Rt.

WATER ST
CURVE DATA #3
PI = 321+87.95
D = 0°42'58.3"
Δ = 0°57'54.4" Rt.
R = 8000.00'
L = 134.75'
T = 67.38'
E = 0.28'

ROUTE 1
CURVE DATA #3
PI = 1321+85.75
Δ = 1°09'40.3" Rt.

ROUTE 1
CURVE DATA #4
PI = 1322+58.78
D = 0°45'58.8"
Δ = 0°57'43.6" Rt.
R = 7476.54'
L = 125.55'
T = 62.78'
E = 0.26'

ROUTE 1
CURVE DATA #5
PI = 1323+87.53
Δ = 5°02'00.0" Rt.

ROUTE 1
CURVE DATA #6
PI = 1324+50.32
D = 0°45'56.8"
Δ = 0°24'52.9" Rt.
R = 7482.04'
L = 54.15'
T = 27.08'
E = 0.05'

RAILROAD AVE
CURVE DATA #1
PI = 201+79.63
D = 8°48'53.0"
Δ = 3°25'41.0" Lt.
R = 650.00'
L = 38.89'
T = 19.45'
E = 0.29'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 21843.00

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	3/18
CHECKED-REVIEWED	ECF	3/18
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3	ECF	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

GENERAL PLANS (2 OF 3)

SHEET NUMBER
29
OF 105

Filename: ...\HIGHWAY\MSTA\030_HDPlan1.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

PT = STA. 322+55.32

SHIN BONE ALLEY

PC = STA. 325+58.58

LINCOLN STREET

STA 325+50
END MILL AND OVERLAY
BEGIN APPROACH

STA 326+00
END APPROACH
BEGIN FULL CONSTRUCTION

REMOVE SIDEWALK

ALTER FRAME & GRATE TO GRADE

WATER STREET

N16°25'33.67"E

322+00 323+00 324+00 325+00 326+00 327+00

PT = STA. 327+53.55

POE = STA. 208+18.39

STA 322+25
END APPROACH
BEGIN MILL AND OVERLAY

ADJUST FRAME & GRATE TO GRADE

REMOVE ALTER FRAME & GRATE TO GRADE

REMOVE CHAINLINK FENCE

8" SEWER

PROPOSED RETAINING WALL NO. 1

TEE INTO 15" SEWER AS DIRECTED

INSTALL CONCRETE CURB STOPS SEE GENERAL NOTE 52

INSTALL CONCRETE CURB STOPS SEE GENERAL NOTE 52

STA. 328+50.94
STA. 208+18.39

328+00

208+18

POE = STA. 329+09.54

329+10

CB-24

202+00

N15°25'27.29"E

203+00

N17°19'42.39"E

RAILROAD AVENUE

204+00

205+00

206+00

207+00 N21°44'31.07"E

208+00 N57°02'51.99"E

CB-22 12" UD CB-23 12" UD CB-25 2.0' 2.0' 6" UD CB-26 12" RCP 15" RCP CB-27

12" RCP

15" OPT III

CHAINLINK FENCE

RAILROAD SIDING REMOVED BY OTHERS

STA 329+00
END FULL CONSTRUCTION
PROJECT LIMITS

PT = STA. 201+99.07

PC = STA. 202+32.77

PT = STA. 202+72.65

PC = STA. 204+31.16

PT = STA. 205+94.81

RAILROAD AVE
CURVE DATA #1
PI = 201+79.63
D = 8°48'53.0"
Δ = 3°25'41.0" Lt.
R = 650.00'
L = 38.89'
T = 19.45'
E = 0.29'

RAILROAD AVE
CURVE DATA #2
PI = 202+52.71
D = 4°46'28.7"
Δ = 1°54'15.1" Rt.
R = 1200.00'
L = 39.88'
T = 19.94'
E = 0.17'

RAILROAD AVE
CURVE DATA #3
PI = 205+13.03
D = 2°41'48.9"
Δ = 4°24'48.7" Rt.
R = 2124.50'
L = 163.65'
T = 81.87'
E = 1.58'

WATER ST
CURVE DATA #4
PI = 326+60.37
D = 20°50'05.4"
Δ = 40°37'18.3" Rt.
R = 275.00'
L = 194.97'
T = 101.78'
E = 18.23'

NOTE:
SEE SIGNING AND STRIPING PLANS FOR DIMENSIONS AND STRIPING

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

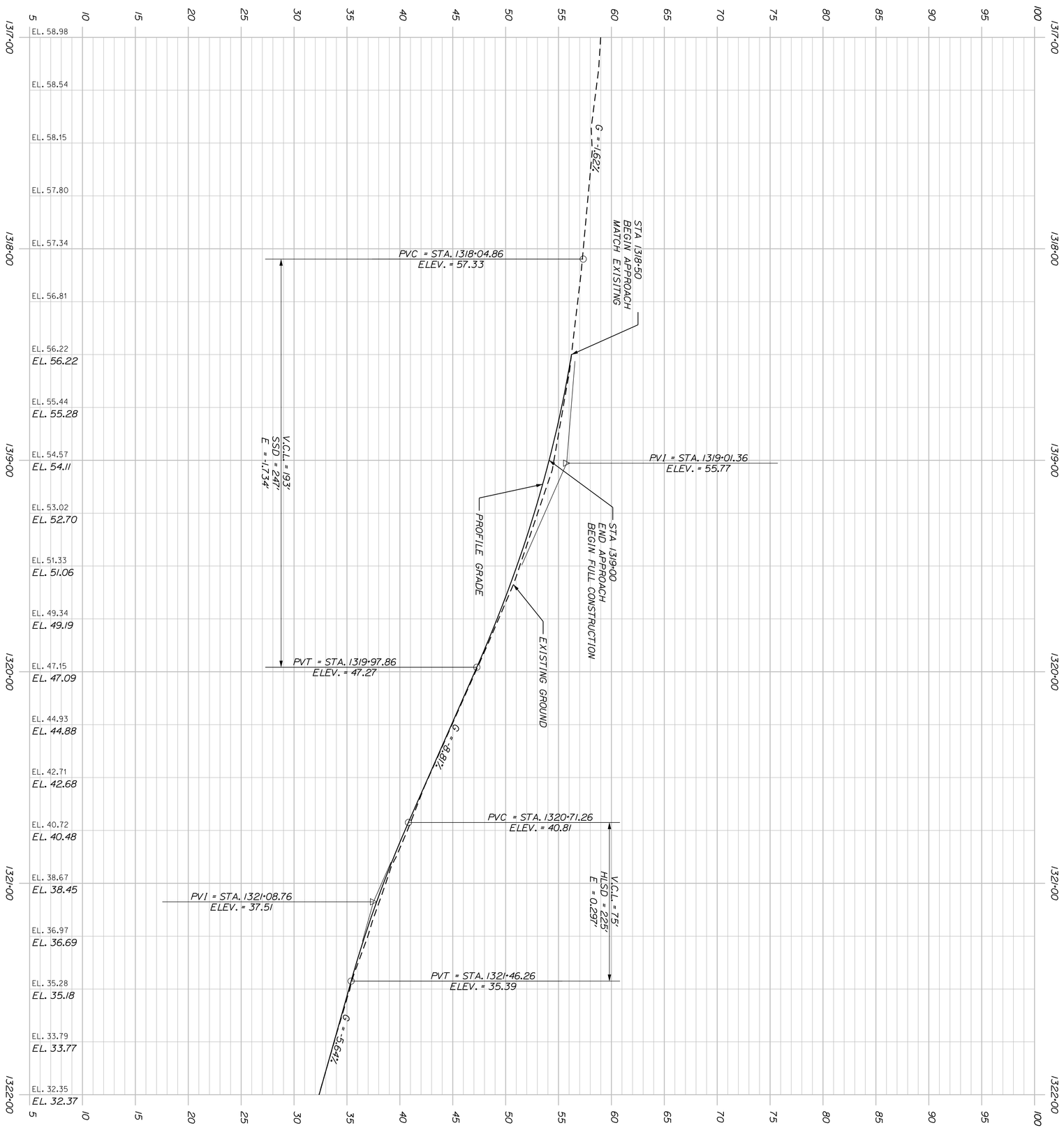
vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	ECF 3/18
CHECKED-REVIEWED	ECF	AG 3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

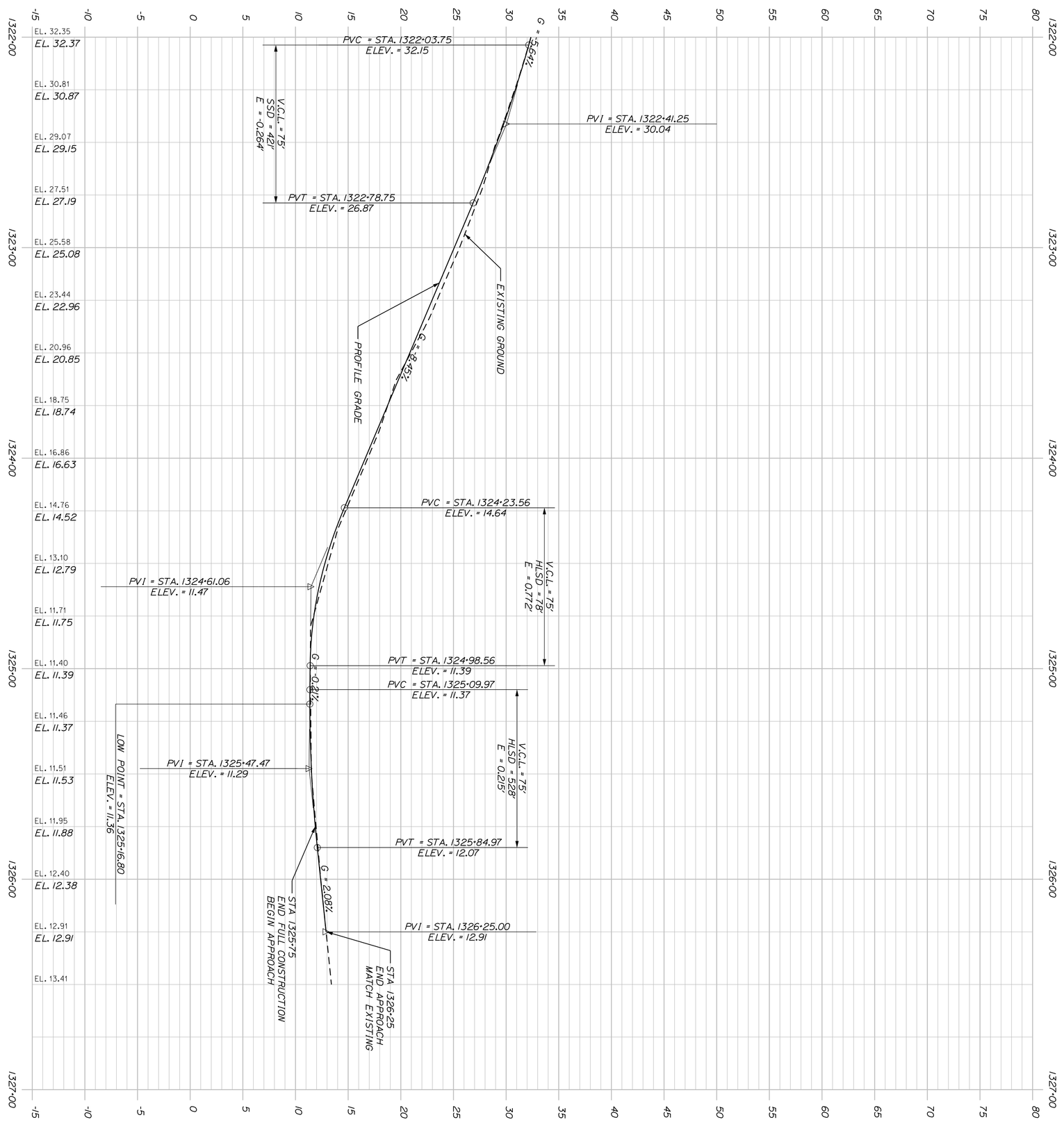
WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

GENERAL PLANS (3 OF 3)

SHEET NUMBER
30
OF 105



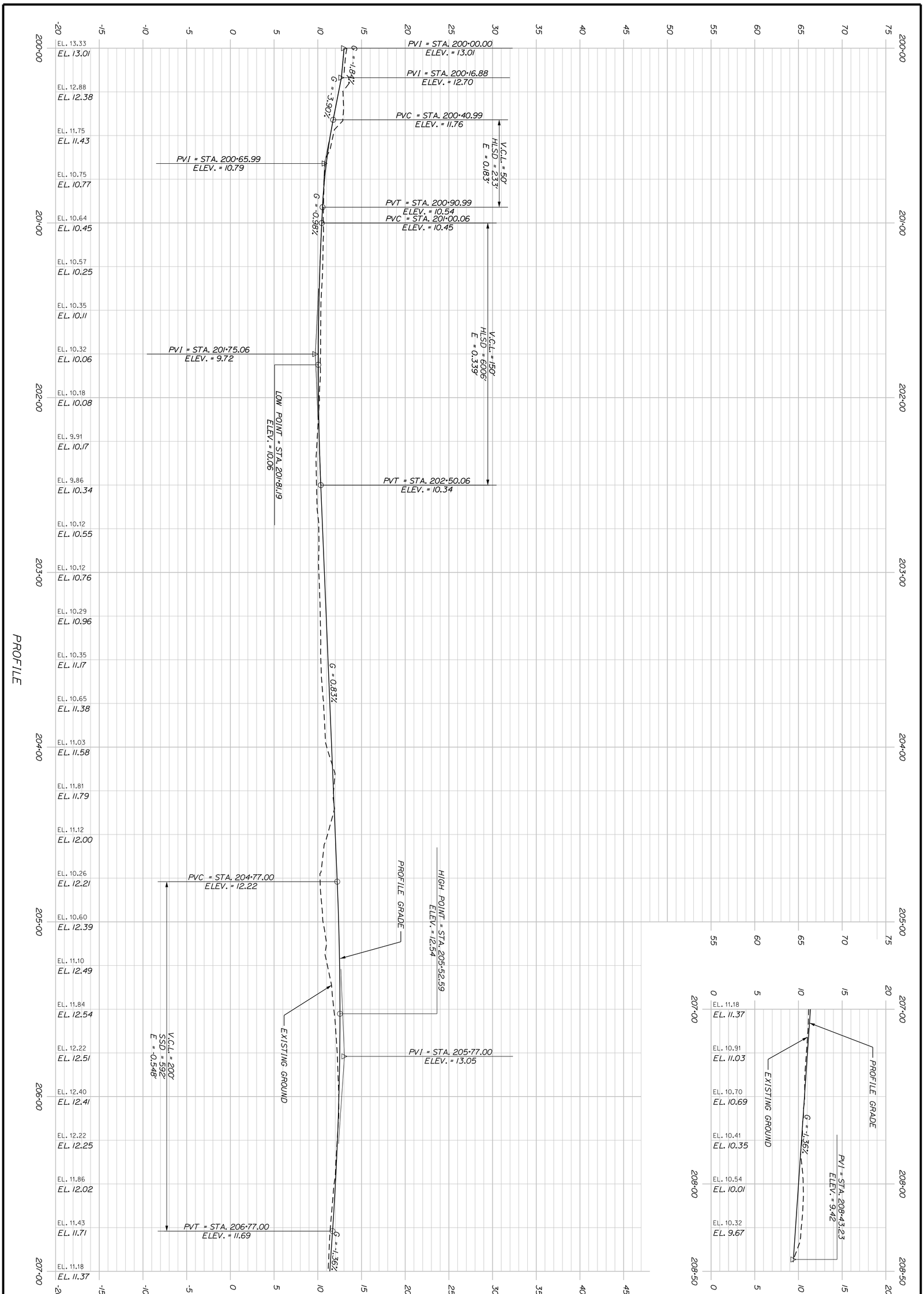
SHEET NUMBER 31 OF 105	WISCASSET US 1 PROFILE (1 OF 2)	PROJ. MANAGER E. MARTIN / BY / DATE DESIGN-DETAILED: AG / ECF / 3/18 CHECKED-REVIEWED: ECF / AG / 3/18 DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	STATE OF MAINE DEPARTMENT OF TRANSPORTATION CAPITAL PROJECTS WIN 21843.00 HIGHWAY PLANS



SHEET NUMBER 32 OF 105	WISCASSET US 1 PROFILE (2 OF 2)	PROJ. MANAGER E. MARTIN	BY	DATE
		DESIGN-DETAILED	AG	ECF 3/18
		CHECKED-REVIEWED	ECF	AG 3/18
		DESIGN2-DETAILED2		
		DESIGN3-DETAILED3		
		REVISIONS 1		
		REVISIONS 2		
		REVISIONS 3		
		REVISIONS 4		
		FIELD CHANGES		

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 21843.00 HIGHWAY PLANS



SHEET NUMBER 33 OF 105

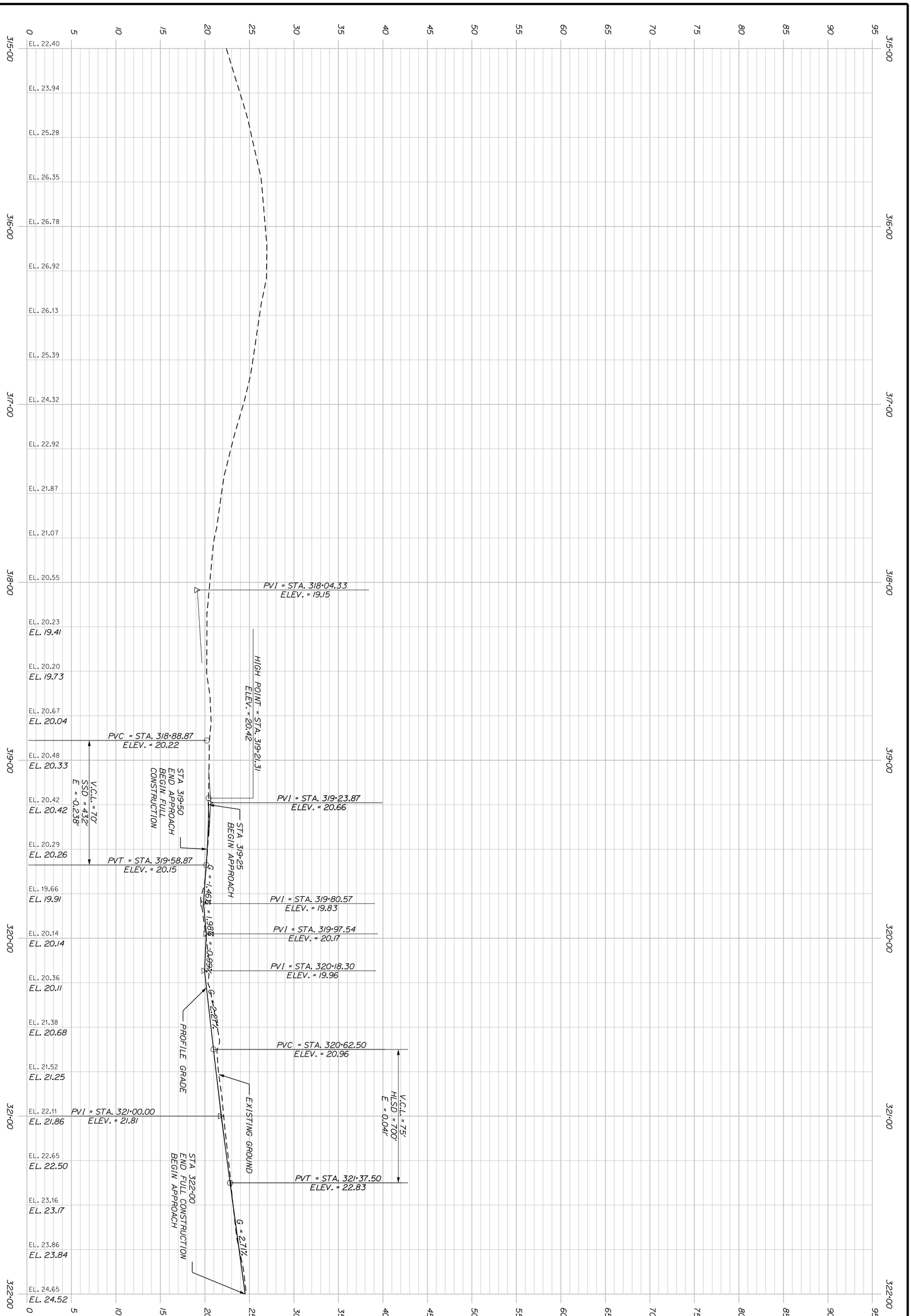
WISCASSET
RAILROAD AVENUE

PROFILE

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 21843.00
HIGHWAY PLANS



SHEET NUMBER 34 OF 105

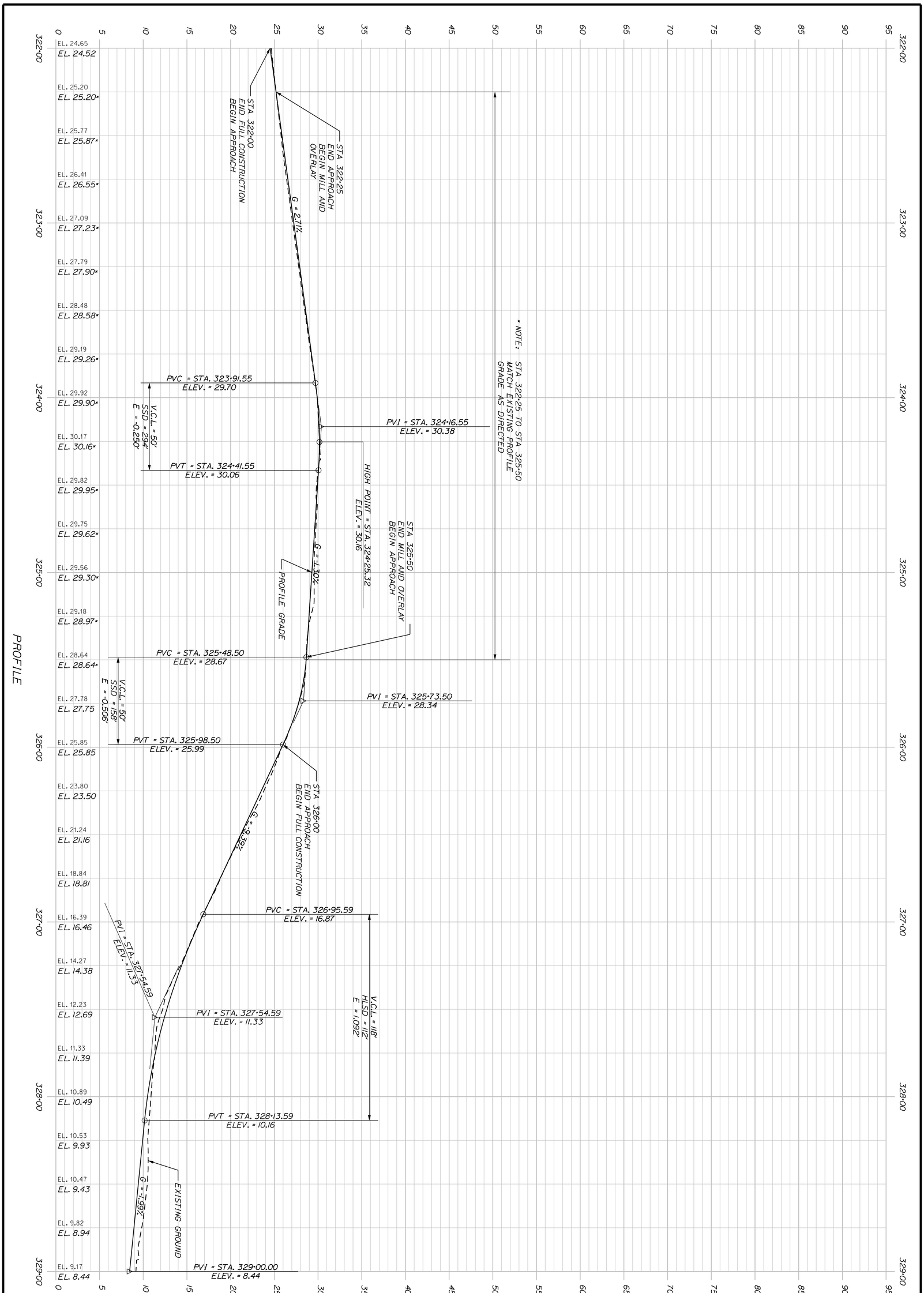
WISCASSET
WATER STREET

PROFILE (1 OF 2)

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 21843.00
HIGHWAY PLANS



PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

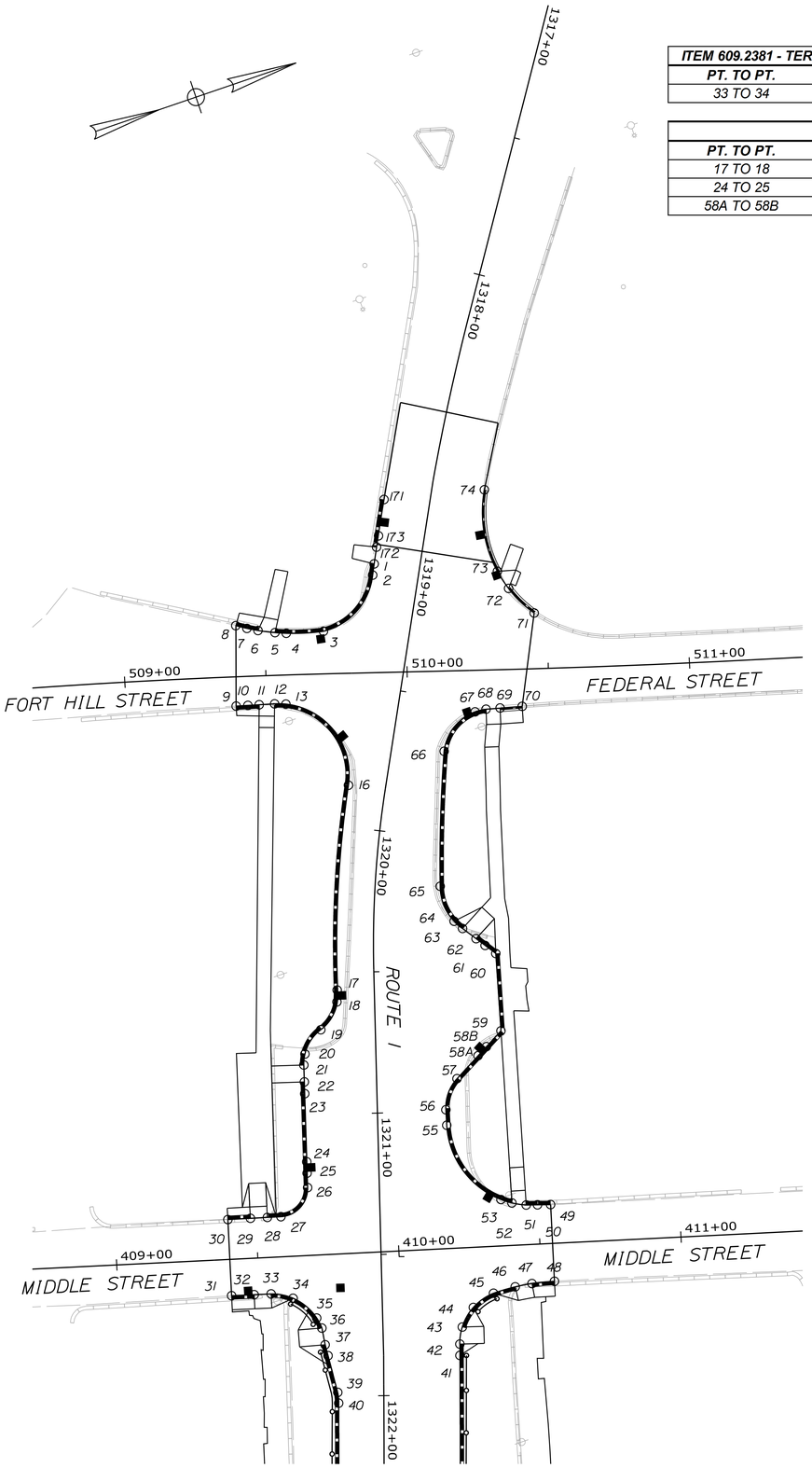
SHEET NUMBER 35 OF 105

WISCASSET
WATER STREET

PROFILE (2 OF 2)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 21843.00 HIGHWAY PLANS

CONTROL POINTS				
POINT	STATION	OFFSET	Y. COORD.	X. COORD
1	1319+06.99	16.1 RT.	183748.31	1498068.30
2	1319+10.99	16.0 RT.	183746.52	1498071.88
3	1319+33.30	30.2 RT.	183723.62	1498085.07
4	1319+36.02	43.1 RT.	183710.93	1498081.49
5	1319+36.40	47.1 RT.	183707.23	1498079.98
6	1319+36.59	53.1 RT.	183701.78	1498077.33
7	1319+36.45	57.1 RT.	183698.31	1498075.36
8	1319+36.10	61.2 RT.	183694.88	1498073.16
9	1319+64.19	56.7 RT.	183685.82	1498100.13
10	1319+63.32	52.6 RT.	183689.82	1498101.25
11	1319+62.48	48.7 RT.	183693.68	1498102.31
12	1319+61.33	43.3 RT.	183698.96	1498103.79
13	1319+60.81	39.4 RT.	183702.71	1498105.17
16	1319+85.74	13.1 RT.	183714.39	1498139.47
17	1320+56.11	13.1 RT.	183687.21	1498206.77
18	1320+60.29	13.3 RT.	183685.78	1498210.70
19	1320+70.00	19.3 RT.	183677.19	1498218.19
20	1320+78.44	25.1 RT.	183669.10	1498224.50
21	1320+82.31	25.6 RT.	183667.48	1498228.05
22	1320+88.31	25.6 RT.	183665.72	1498233.79
23	1320+92.47	25.6 RT.	183664.50	1498237.77
24	1321+16.59	25.5 RT.	183657.38	1498260.81
25	1321+20.59	25.4 RT.	183656.21	1498264.63
26	1321+25.71	25.4 RT.	183654.74	1498269.54
27	1321+35.76	35.1 RT.	183642.47	1498276.23
28	1321+35.89	39.9 RT.	183637.84	1498274.92
29	1321+36.05	45.9 RT.	183632.07	1498273.28
30	1321+36.30	53.9 RT.	183624.36	1498271.13
31	1321+63.26	53.3 RT.	183616.92	1498297.06
32	1321+63.10	45.3 RT.	183624.60	1498299.29
33	1321+62.97	39.3 RT.	183630.37	1498300.96
34	1321+64.73	31.5 RT.	183637.23	1498304.95
35	1321+71.93	23.4 RT.	183642.86	1498314.25
36	1321+75.52	21.6 RT.	183643.46	1498318.20
37	1321+81.46	20.6 RT.	183642.64	1498324.17
38	1321+85.35	19.7 RT.	183642.36	1498328.16
39	1321+98.77	16.3 RT.	183641.42	1498341.56
40	1322+02.59	16.0 RT.	183640.51	1498345.27
41	1321+85.89	27.0 LT.	183686.59	1498343.13
42	1321+82.44	27.1 LT.	183687.86	1498339.34
43	1321+76.44	28.1 LT.	183690.63	1498333.92
44	1321+69.61	32.2 LT.	183696.56	1498328.62
45	1321+64.76	39.4 LT.	183704.95	1498326.17
46	1321+62.68	47.2 LT.	183712.94	1498326.49
47	1321+61.70	53.1 LT.	183718.93	1498327.33
48	1321+61.08	61.1 LT.	183726.73	1498329.13
49	1321+33.92	60.4 LT.	183734.19	1498303.00
50	1321+33.89	55.8 LT.	183729.79	1498301.59
51	1321+33.85	51.8 LT.	183725.98	1498300.36
52	1321+32.98	46.8 LT.	183721.43	1498298.02
53	1321+31.70	42.9 LT.	183718.14	1498295.65
55	1321+04.91	24.4 LT.	183708.49	1498264.56
56	1320+99.43	24.3 LT.	183709.96	1498259.28
57	1320+88.53	28.5 LT.	183717.23	1498250.14
58A	1320+80.62	36.1 LT.	183726.91	1498244.87
58B	1320+77.48	39.2 LT.	183730.74	1498242.79
59	1320+72.02	44.5 LT.	183737.42	1498239.15
60	1320+43.98	43.3 LT.	183744.53	1498212.66
61	1320+40.74	39.5 LT.	183741.87	1498208.75
62	1320+38.06	36.3 LT.	183739.62	1498205.44
63	1320+34.13	31.5 LT.	183736.24	1498200.48
64	1320+31.41	28.5 LT.	183734.25	1498197.10
65	1320+18.31	23.0 LT.	183733.60	1498183.80
66	1319+68.71	18.5 LT.	183750.34	1498139.04
67	1319+53.25	27.2 LT.	183765.20	1498129.39
68	1319+51.73	30.9 LT.	183769.18	1498129.75
69	1319+50.54	35.8 LT.	183774.04	1498130.95
70	1319+48.77	43.4 LT.	183781.62	1498132.93
171	1318+83.95	16.2 RT.	183758.96	1498047.87
172	1319+00.99	16.2 RT.	183751.03	1498062.95
173	1318+96.94	16.2 RT.	176871.37	1488143.13



ITEM 609.2381 - TERMINAL CURB TYPE 1 - 8FOOT - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
33 TO 34	19.00'	8.0'

CURB INLET		
PT. TO PT.	RADIUS	LENGTH
17 TO 18	-	4.0'
24 TO 25	-	4.0'
58A TO 58B	-	4.0'

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
3 TO 4	77.00'	13.2'
7 TO 8	-	4.0'
9 TO 10	-	4.0'
16 TO 17	383.56'	72.6'
23 TO 24	-	24.1'
25 TO 26	-	5.1'
38 TO 39	-	13.3'
49 TO 50	-	4.0'
55 TO 56	-	5.5'
57 TO 58A	-	11.4'
58B TO 59	-	7.7'
59 TO 60	-	27.4'
60 TO 61	-	4.7'
65 TO 66	-	47.8'
171 TO 173	-	13.0'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
2 TO 3	23.00'	28.1'
13 TO 16	25.00'	40.5'
18 TO 19	15.00'	11.9'
19 TO 20	15.00'	10.4'
26 TO 27	10.00'	15.5'
34 TO 35	19.00'	11.0'
39 TO 40	15.00'	4.0'
44 TO 45	19.00'	12.8'
53 TO 55	30.00'	34.5'
64 TO 65	18.00'	13.6'
66 TO 67	17.00'	18.7'
56 TO 57	15.00'	12.0'

ITEM 609.34 - CURB TYPE 5		
PT. TO PT.	RADIUS	LENGTH
71 TO 72	44.00'	12.6'
73 TO 74	44.00'	29.8'
69 TO 70	-	8.0'

ITEM 609.234 - TERMINAL CURB TYPE 1 - 4 FOOT		
PT. TO PT.	RADIUS	LENGTH
1 TO 2	-	4.0'
4 TO 5	-	4.0'
6 TO 7	-	4.0'
10 TO 11	-	4.0'
22 TO 23	-	4.0'
27 TO 28	-	4.0'
37 TO 38	-	4.0'
41 TO 42	-	4.0'
50 TO 51	-	4.0'
61 TO 62	-	4.0'
172 TO 173	-	4.0'

ITEM 609.2341 - TERMINAL CURB TYPE 1 - 4 FOOT - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
12 TO 13	25.00'	4.0'
20 TO 21	15.00'	4.0'
35 TO 36	19.00'	4.0'
43 TO 44	19.00'	4.0'
52 TO 53	30.00'	4.0'
63 TO 64	18.00'	4.0'
67 TO 68	17.00'	4.0'

ITEM 609.238 - TERMINAL CURB TYPE 1 - 8FOOT		
PT. TO PT.	RADIUS	LENGTH
29 TO 30	-	8.0'
31 TO 32	-	8.0'
45 TO 46	74.00'	8.0'
47 TO 48	-	8.0'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	ECF
CHECKED-REVIEWED	ECF	AG
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BY	DATE
ECF	3/18
AG	3/18

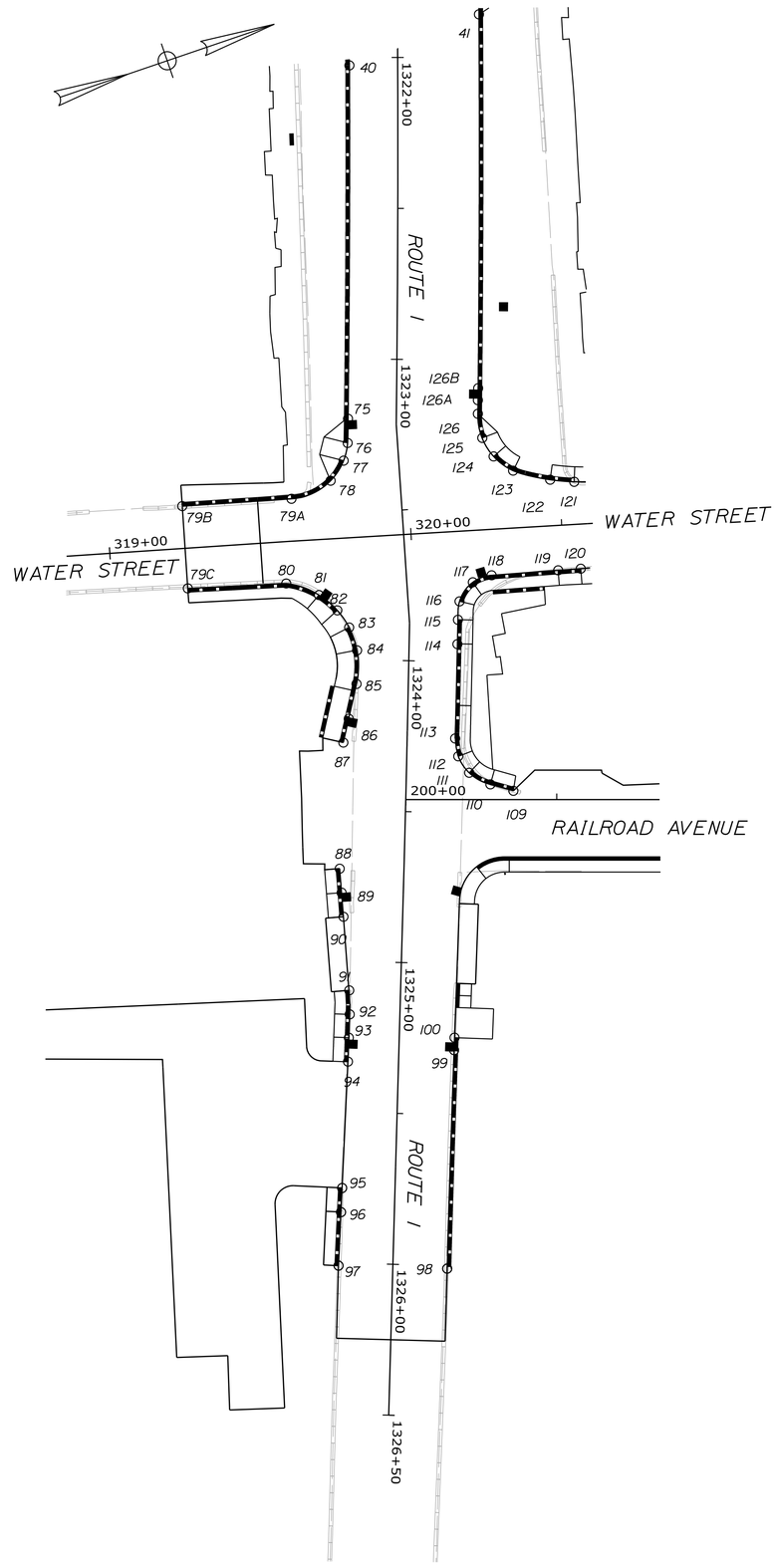
WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

GEOMETRIC CURB LAYOUT
(1 OF 3)

SHEET NUMBER
36
OF 105

Filename: ...\036_Geo_Curb_Layout_01.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

CONTROL POINTS				
POINT	STATION	OFFSET	Y. COORD.	X. COORD
40	1322+02.59	16.0 RT.	183640.51	1498345.27
41	1321+85.89	27.0 LT.	183686.59	1498343.13
75	1323+19.91	16.0 RT.	183602.25	1498455.91
76	1323+26.63	16.5 RT.	183599.56	1498463.44
77	1323+32.38	18.2 RT.	183596.41	1498468.55
78	1323+38.72	22.9 RT.	183590.18	1498473.45
79A	1323+43.83	36.3 RT.	183575.98	1498474.93
79B	1323+43.83	72.5 RT.	183540.95	1498465.54
79C	1323+71.14	72.5 RT.	183533.89	1498491.92
80	1323+71.69	39.9 RT.	183565.28	1498500.91
81	1323+76.25	29.3 RT.	183574.29	1498508.04
82	1323+81.72	23.6 RT.	183578.41	1498514.81
83	1323+89.40	20.0 RT.	183580.29	1498521.45
84	1323+96.91	17.2 RT.	183580.32	1498529.46
85	1324+08.04	17.2 RT.	183576.55	1498539.93
86	1324+19.62	19.5 RT.	183570.39	1498550
87	1324+27.58	21.1 RT.	183566.16	1498556.91
88	1324+69.49	21.3 RT.	183551.52	1498596.06
89	1324+77.43	20.5 RT.	183549.54	1498603.78
90	1324+85.37	19.6 RT.	183547.56	1498611.52
91	1325+09.71	17.0 RT.	183541.49	1498635.22
92	1325+17.64	16.6 RT.	183539.07	1498642.78
93	1325+25.40	16.7 RT.	183536.29	1498650.03
94	1325+33.31	16.8 RT.	183533.47	1498657.42
95	1325+75.22	17.5 RT.	183518.12	1498696.42
96	1325+83.22	17.7 RT.	183515.19	1498703.87
97	1326+00.96	18.0 RT.	183508.68	1498720.38
98	1326+00.93	18.0 LT.	183542.43	1498732.94
99	1325+28.53	18.3 LT.	183567.97	1498665.19
100	1325+24.38	18.3 LT.	183569.45	1498661.31
109	1324+42.27	35.6 LT.	183614.30	1498590.23
110	1324+40.32	27.9 LT.	183607.80	1498585.75
111	1324+36.65	20.8 LT.	183602.39	1498579.84
112	1324+31.29	17.0 LT.	183600.71	1498573.51
113	1324+25.42	15.9 LT.	183601.66	1498567.59
114	1323+94.18	16.0 LT.	183612.45	1498538.26
115	1323+87.51	16.1 LT.	183615.23	1498530.67
116	1323+81.45	17.0 LT.	183617.70	1498525.07
117	1323+75.44	21.8 LT.	183623.90	1498520.51
118	1323+73.55	28.2 LT.	183630.55	1498520.33
119	1323+73.38	50.3 LT.	183651.94	1498525.89
120	1323+73.34	57.8 LT.	183659.19	1498527.79
121	1323+44.49	57.5 LT.	183666.43	1498499.86
122	1323+43.25	49.6 LT.	183659.12	1498496.62
123	1323+39.44	37.6 LT.	183648.47	1498489.82
124	1323+34.31	31.5 LT.	183643.89	1498483.28
125	1323+27.94	28.1 LT.	183642.32	1498476.26
126	1323+17.74	27.0 LT.	183643.51	1498468.23
126A	1323+13.24	27.0 LT.	183644.98	1498463.96
126B	1323+09.30	27.0 LT.	183646.33	1498460.25



ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
40 TO 75	-	117.1'
79A TO 79B	-	36.3'
79C TO 80	-	32.7'
85 TO 86	-	11.9'
92 TO 93	-	7.7'
96 TO 97	-	17.8'
98 TO 99	-	72.6'
113 TO 114	-	29.4'
118 TO 119	-	22.1'
122 TO 123	77.00'	12.6'
126 TO 126A	-	4.5'
126B TO 41	-	123.8'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
78TO 79A	20.00'	14.6'
80 TO 81	27.50'	11.5'
84 TO 85	27.50'	11.3'
117 TO 118	12.00'	6.6'

ITEM 609.234 - TERMINAL CURB TYPE 1 - 4 FOOT		
PT. TO PT.	RADIUS	LENGTH
99 TO 100	-	4.0'

ITEM 609.238 - TERMINAL CURB TYPE 1 - 8 FOOT		
PT. TO PT.	RADIUS	LENGTH
75 TO 76	-	8.0'
86 TO 87	-	8.0'
88 TO 89	-	8.0'
89 TO 90	-	8.0'
91 TO 92	-	8.0'
93 TO 94	-	8.0'
95 TO 96	-	8.0'
109 TO 110	-	8.0'
114 TO 115	-	8.0'
119 TO 120	-	8.0'
121 TO 122	77.00'	8.0'

ITEM 609.2381 - TERMINAL CURB TYPE 1 - 8FOOT - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
81 TO 82	22.50'	8.0'
83 TO 84	22.50'	8.0'
110 TO 111	15.00'	8.0'
112 TO 113	25.00'	8.0'
116 TO 117	12.00'	8.0'
123 TO 124	20.00'	8.0'
125 TO 126	20.00'	8.0'
77 TO 78	20.00'	8.0'

CURB INLET		
PT. TO PT.	RADIUS	LENGTH
126A TO 126B	-	4.0'

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CAPITAL PROJECTS
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HIGHWAY PLANS

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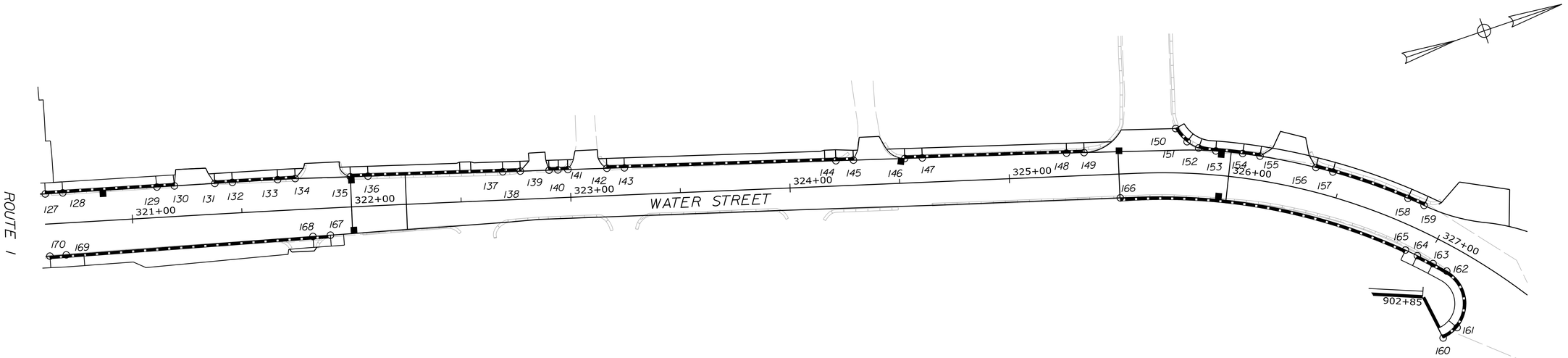
	BY	DATE
PROJ. MANAGER	E. MARTIN	
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CHECKED-REVIEWED	ECF	AG 3/18
DESIGN2-DETAILED2	ECF	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

GEOMETRIC CURB LAYOUT
(2 OF 3)

SHEET NUMBER
37
OF 105

Filename: ...\037_Geo_Curb_Layout_02.dgn Division: HIGHWAY Username: achandler Date:3/26/2018



CONTROL POINTS				
POINT	STATION	OFFSET	Y. COORD.	X. COORD
127	320+61.01	13.7 LT.	183672.15	1498501.82
128	320+69.00	13.8 LT.	183679.85	1498503.92
129	321+12.00	13.9 LT.	183721.33	1498515.27
130	321+20.00	13.9 LT.	183729.05	1498517.38
131	321+38.41	14.0 LT.	183746.84	1498522.24
132	321+46.39	14.0 LT.	183754.55	1498524.36
133	321+67.01	14.1 LT.	183774.47	1498529.84
134	321+75.00	14.2 LT.	183782.18	1498531.96
135	322+00.11	13.8 LT.	183806.24	1498539.30
136	322+08.15	13.6 LT.	183813.95	1498541.65
137	322+69.50	12.9 LT.	183872.71	1498559.56
138	322+77.50	12.9 LT.	183880.36	1498561.90
139	322+90.62	12.7 LT.	183892.91	1498565.72
140	322+94.62	12.7 LT.	183896.74	1498566.89
141	322+99.19	12.7 LT.	183901.11	1498568.22
142	323+16.97	12.5 LT.	183918.12	1498573.41
143	323+24.97	12.3 LT.	183925.75	1498575.80
144	324+21.37	11.5 LT.	184017.99	1498603.86
145	324+29.37	11.4 LT.	184025.64	1498606.19
146	324+52.77	11.2 LT.	184048.02	1498613.02
147	324+60.77	11.1 LT.	184055.67	1498615.37
148	325+26.53	10.5 LT.	184118.57	1498634.53
149	325+34.53	10.5 LT.	184126.22	1498636.88
150	325+75.43	20.2 LT.	184169.22	1498640.01
151	325+80.52	14.3 LT.	184172.25	1498647.36
152	325+85.65	11.7 LT.	184176.28	1498651.77
153	325+93.26	10.9 LT.	184183.29	1498655.55
154	326+05.06	11.1 LT.	184194.48	1498660.60
155	326+12.75	11.0 LT.	184201.57	1498664.29
156	326+37.75	11.0 LT.	184224.01	1498677.41
157	326+45.44	11.0 LT.	184230.67	1498681.85
158	326+80.34	11.0 LT.	184259.18	1498704.26
159	326+88.03	11.0 LT.	184265.07	1498709.67
160	327+26.44	38.0 RT.	184253.80	1498769.61
161	327+29.61	30.6 RT.	184261.35	1498767.19
162	327+10.80	11.0 RT.	184265.20	1498741.31
163	327+03.39	11.0 RT.	184260.38	1498736.08
164	326+95.06	11.0 RT.	184254.80	1498730.35
165	326+88.80	11.0 RT.	184250.49	1498726.16
166	325+50.16	10.8 RT.	184135.19	1498661.73
167	321+89.74	12.4 RT.	183789.08	1498561.56
168	321+81.73	12.5 RT.	183781.34	1498559.53
169	320+68.94	14.5 RT.	183672.26	1498531.17
170	320+61.45	14.6 RT.	183665.00	1498529.29

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
128 TO 129	-	43.0'
132 TO 133	-	20.7'
136 TO 137	-	61.4'
143 TO 144	-	96.4'
147 TO 148	-	65.8'
153 TO 154	-	12.3'
157 TO 158	286.00'	36.3'
162 TO 163	-	7.1'
165 TO 166	264.00'	133.6'
168 TO 169	-	112.7'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
161 TO 162	17.00'	29.9'

ITEM 609.234 - TERMINAL CURB TYPE 1 - 4 FOOT		
PT. TO PT.	RADIUS	LENGTH
139 TO 140	-	4.0'
140 TO 141	-	4.0'

ITEM 609.238 - TERMINAL CURB TYPE 1 - 8 FOOT		
PT. TO PT.	RADIUS	LENGTH
127 TO 128	-	8.0'
129 TO 130	-	8.0'
131 TO 132	-	8.0'
133 TO 134	-	8.0'
135 TO 136	-	8.0'
137 TO 138	-	8.0'
142 TO 143	-	8.0'
144 TO 145	-	8.0'
146 TO 147	-	8.0'
148 TO 149	-	8.0'
154 TO 155	-	8.0'
156 TO 157	286.00'	8.0'
158 TO 159	286.00'	8.0'
163 TO 164	-	8.0'
167 TO 168	-	8.0'
169 TO 170	-	8.0'

ITEM 609.2381 - TERMINAL CURB TYPE 1 - 8 FOOT - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
150 TO 151	20.00'	8.0'
152 TO 153	30.00'	8.0'
160 TO 161	17.00'	8.0'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

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PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

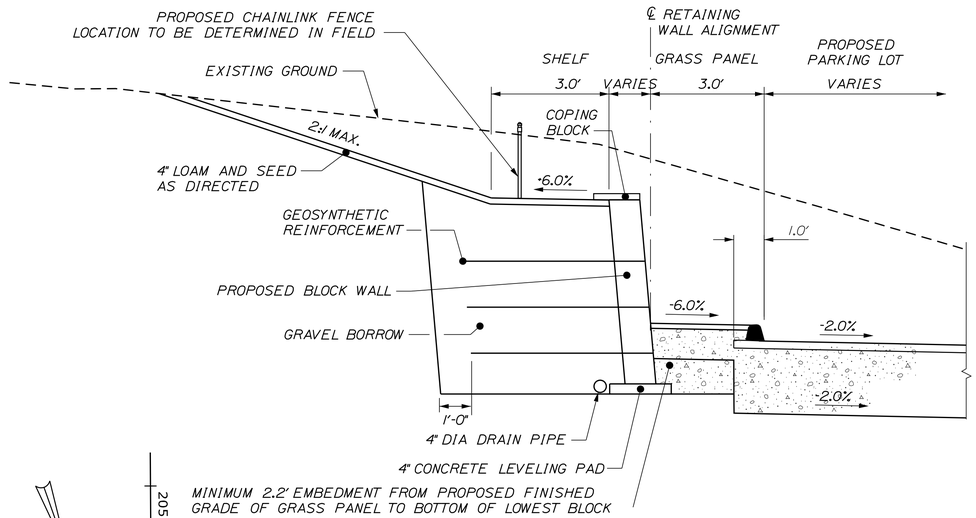
GEOMETRIC CURB LAYOUT
(3 OF 3)

SHEET NUMBER

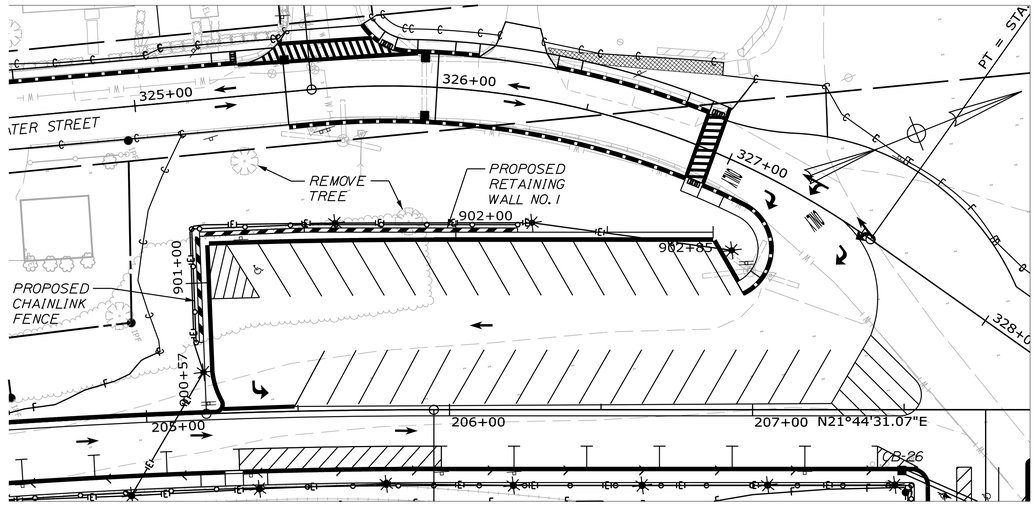
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OF 105

Filename: ...\038_Geo_Curb_Layout_03.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

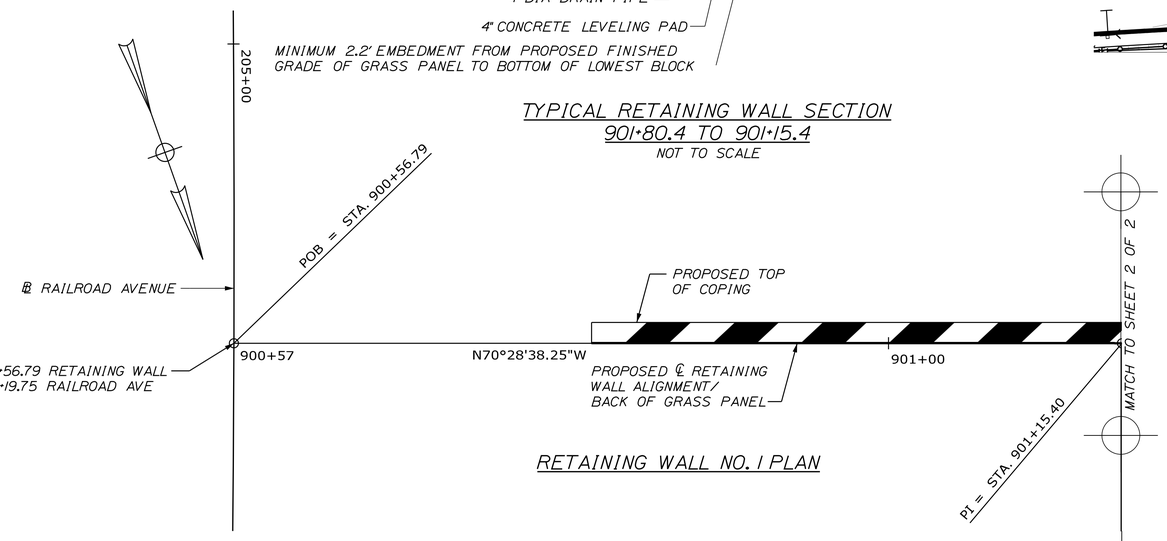


TYPICAL RETAINING WALL SECTION
901+80.4 TO 901+15.4
NOT TO SCALE

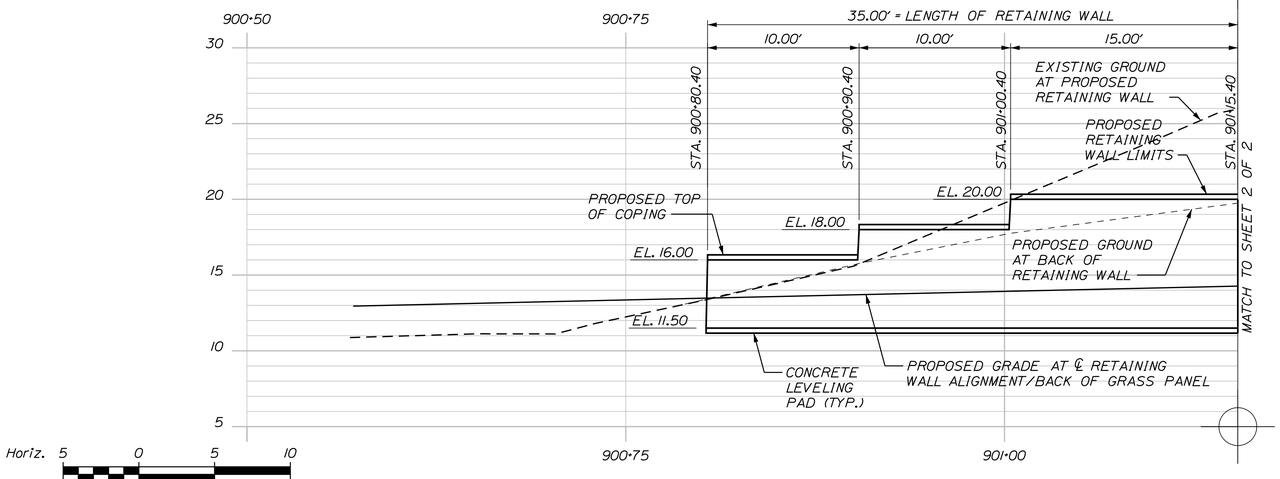


LOCATION PLAN

25 0 25 50
Scale of Feet



RETAINING WALL NO. 1 PLAN



Horiz. 5 0 5 10
Vert. 5 0 5 10
Scale of Feet

RETAINING WALL NO. 1 DEVELOPED ELEVATION

RETAINING WALL NOTES:

1. THE CONTRACTOR SHALL DESIGN AND FURNISH A WET CAST SMALL LANDSCAPE BLOCK WALL IN ACCORDANCE WITH STANDARD SPECIFICATION 673 AND SPECIAL PROVISION 673. THE WET CAST SMALL LANDSCAPE BLOCK WALL SHALL BE DESIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE AND SUBMITTED TO THE RESIDENT FOR REVIEW. PLAN DETAILS ARE SHOWN FOR ESTIMATING PURPOSES ONLY.
2. THE WET CAST SMALL LANDSCAPE BLOCK WALL SHALL BE AN APPROVED SYSTEM FROM THE MAINEDOT QUALIFIED PRODUCTS LIST THAT MEETS THE REQUIREMENTS OF STANDARD SPECIFICATION 673.
3. BACKFILL AND FOUNDATION SOIL PARAMETERS FOR USE IN THE SUBMITTED DESIGN SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION 673.
4. FOR THE STRENGTH LIMIT STATE THE APPLIED FACTORED BEARING RESISTANCE FOR THE WET CAST SMALL LANDSCAPE BLOCK WALL BEARING ON NATURALLY-DEPOSITED SOILS SHALL NOT EXCEED 8.0 KSF. FOR THE SERVICE LIMIT STATE THE APPLIED FACTORED BEARING RESISTANCE FOR THE WET CAST SMALL LANDSCAPE BLOCK WALL BEARING ON NATURALLY-DEPOSITED SOILS SHALL NOT EXCEED 5.0 KSF. FILL OR MARINE SILT/CLAY SOILS PRESENT AT SUBGRADE LEVEL SHALL BE OVEREXCAVATED AND REPLACED WITH GRAVEL BORROW DOWN TO THE TOP OF GLACIAL TILL OR BEDROCK.
5. ALL EXPOSED BLOCK FACES SHALL BE FINISHED TO MATCH THE WALL FACE.
6. THE WET CAST SMALL LANDSCAPE BLOCK WALL COLOR SHALL BE KINEO ASH. THE BLOCK COLOR SHALL BE APPROVED BY THE RESIDENT.
7. PIPED DRAINAGE SHALL BE INCLUDED IN THE DESIGN OF THE WALLS. WALL DRAINAGE WILL BE INCIDENTAL TO THE CONSTRUCTION OF THE WALLS.
8. A MINIMUM EMBEDMENT DEPTH OF 2.2 FEET AT GRASS PANEL LOCATIONS IS REQUIRED FOR CONSTRUCTION OF THE WET CAST SMALL LANDSCAPE BLOCK WALL.
9. RETAINING WALL ELEVATION DRAWN FACING RIGHT OF CENTERLINE DOWN STATION TO LEFT AND UP STATION TO RIGHT.
10. END OF COPING NOT SHOWN ON PLAN AND ELEVATION VIEWS.
11. PLAN VIEW WALL BATTER NOT SHOWN.
12. ACTUAL WALL ALIGNMENT AND LIMITS TO BE DETERMINED IN THE FIELD.
13. THE FACE QUANTITY OF WET CAST SMALL LANDSCAPE BLOCK WALL WILL BE APPROVED BY APPROVAL OF THE SHOP DRAWINGS.
14. UTILITY POLES, LIGHT POLE, FENCE POSTS AND/OR OTHER FACILITIES REQUIRED WITHIN THE WALL LIMITS SHALL NOT BE DRIVEN OR AUGERED THROUGH GEOSYNTHETIC REINFORCEMENT. THE IMPACT OF THESE FACILITIES ON WALL REINFORCEMENT SHALL BE ADDRESSED IN THE WALL DESIGN SUBMITTAL.
15. LOCATION OF EXISTING AND PROPOSED UTILITIES ARE APPROXIMATE. SEE CROSS SECTIONS FOR ADDITIONAL INFORMATION.

STATE OF MAINE
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HIGHWAY PLANS

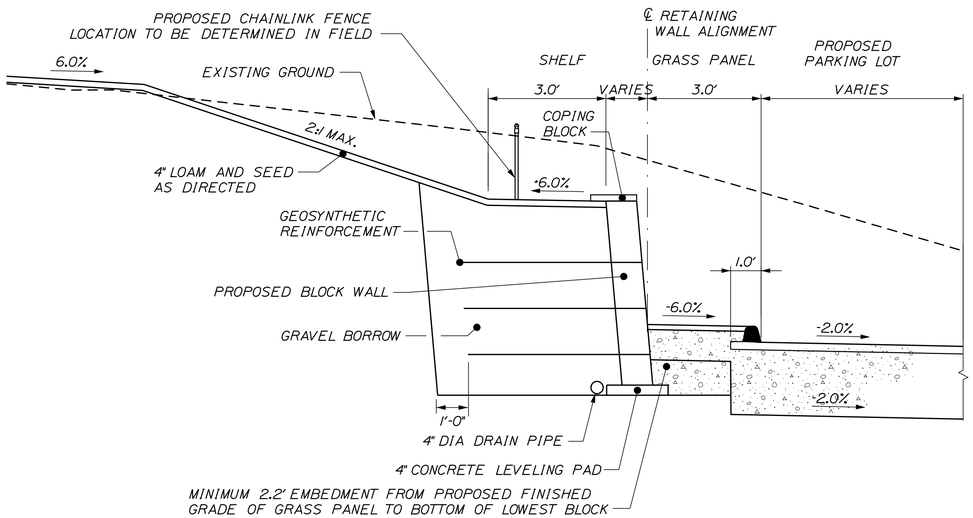
vhb

	E. MARTIN	DATE
PROJ. MANAGER		
DESIGN-DETAILED	AG	3/18
CHECKED-REVIEWED	ECF	3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS
RETAINING WALL NO. 1
(SHEET 1 OF 2)

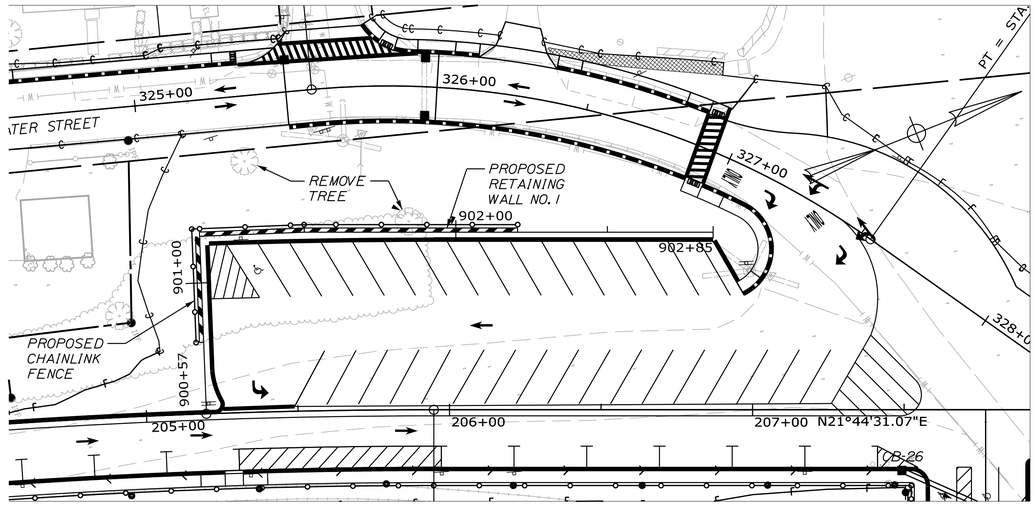
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39
OF 105

Filename: ...\MSTA\039_Retaining Wall_01.dgn Division: HIGHWAY Username: achandler Date:3/26/2018



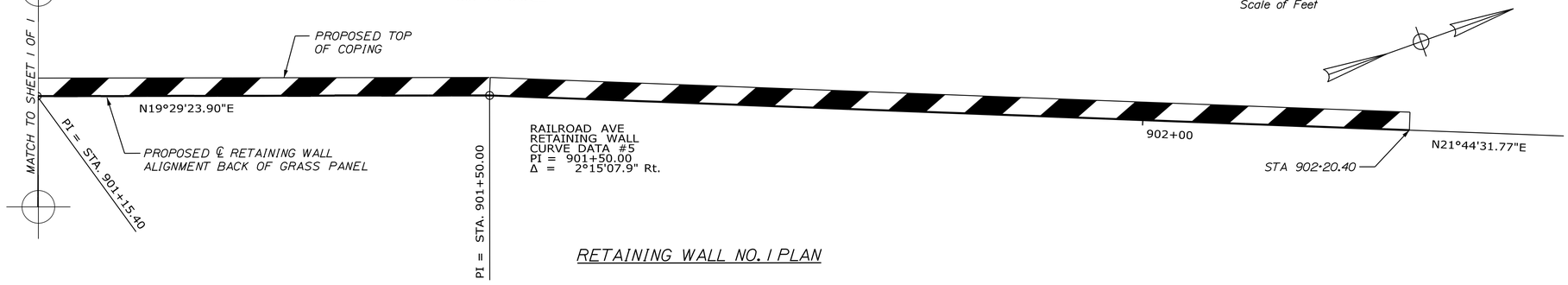
TYPICAL RETAINING WALL SECTION

STA 901+15.4 TO STA 902+20.4
NOT TO SCALE

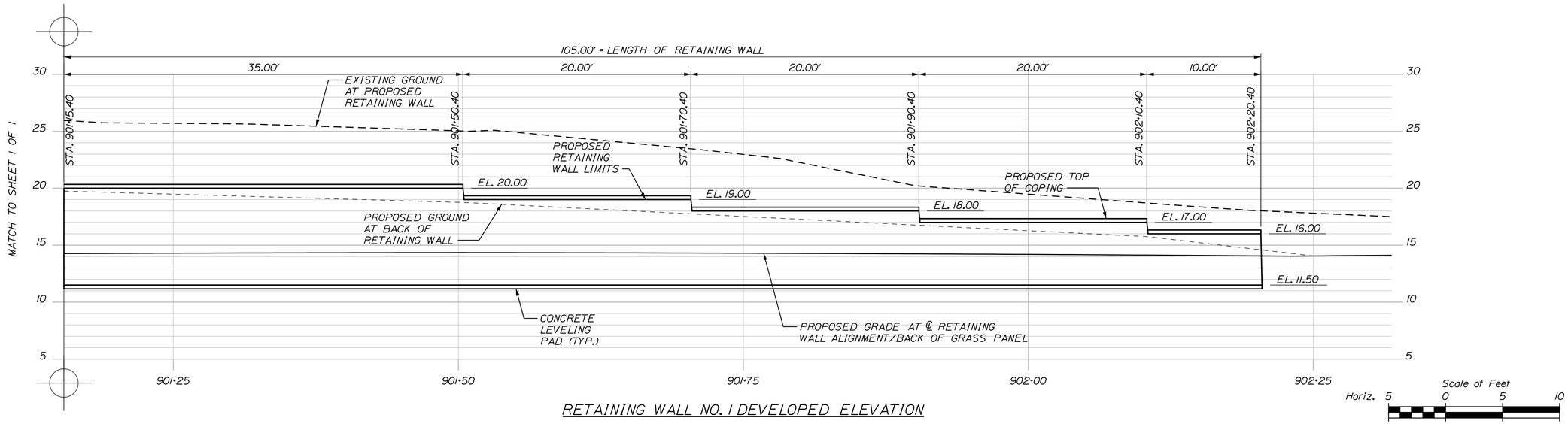


LOCATION PLAN

25 0 25 50
Scale of Feet



RETAINING WALL NO. I PLAN



RETAINING WALL NO. I DEVELOPED ELEVATION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

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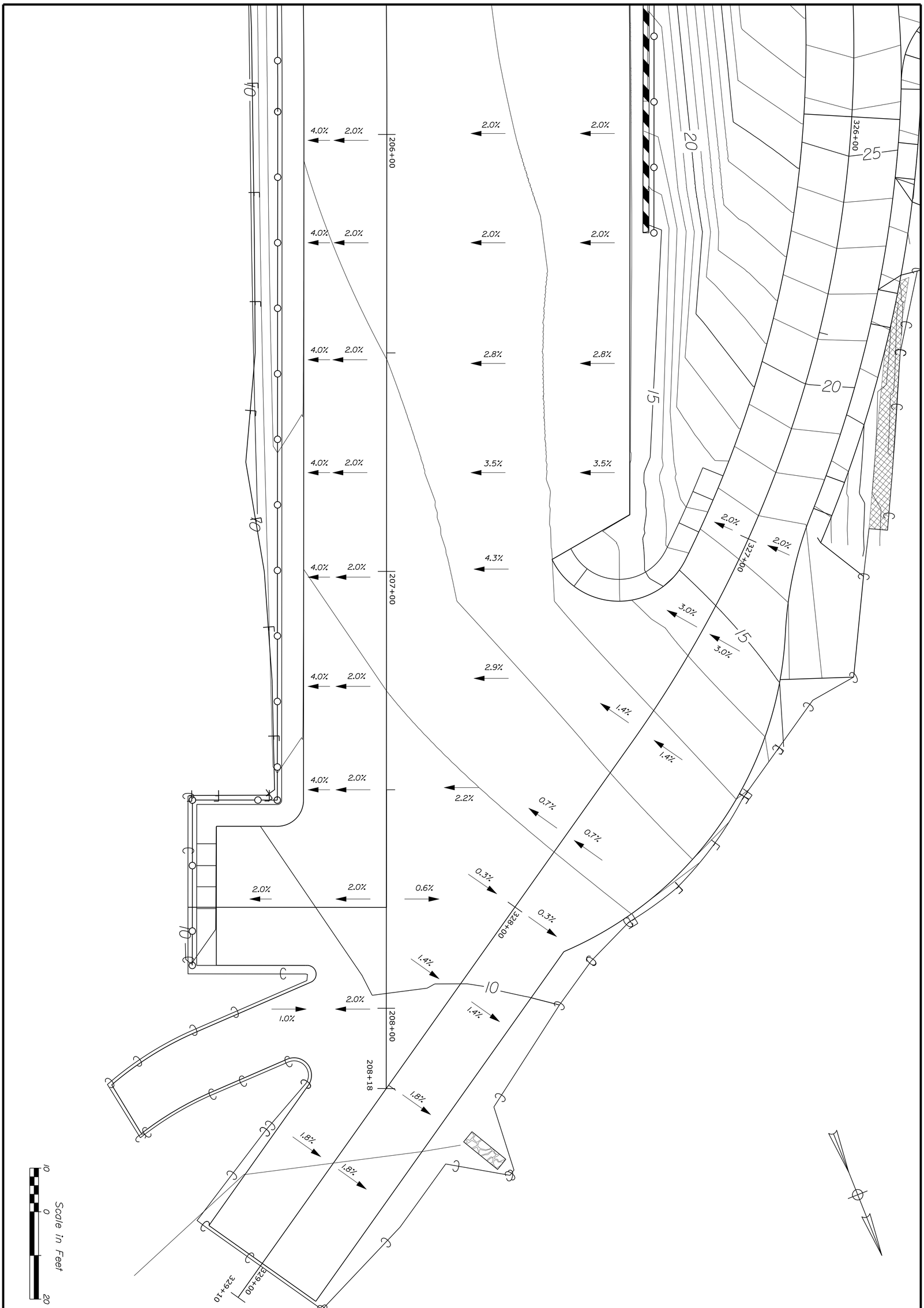
	E. MARTIN	BY	DATE
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

RETAINING WALL NO. 1
(SHEET 2 OF 2)

SHEET NUMBER
40
OF 105

Filename: ...\MSTA\040_Retaining Wall_02.dgn Division: HIGHWAY Date:3/26/2018
Username: achandler



PROJ. MANAGER	E. MARTIN	BY	DATE
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FIELD CHANGES			

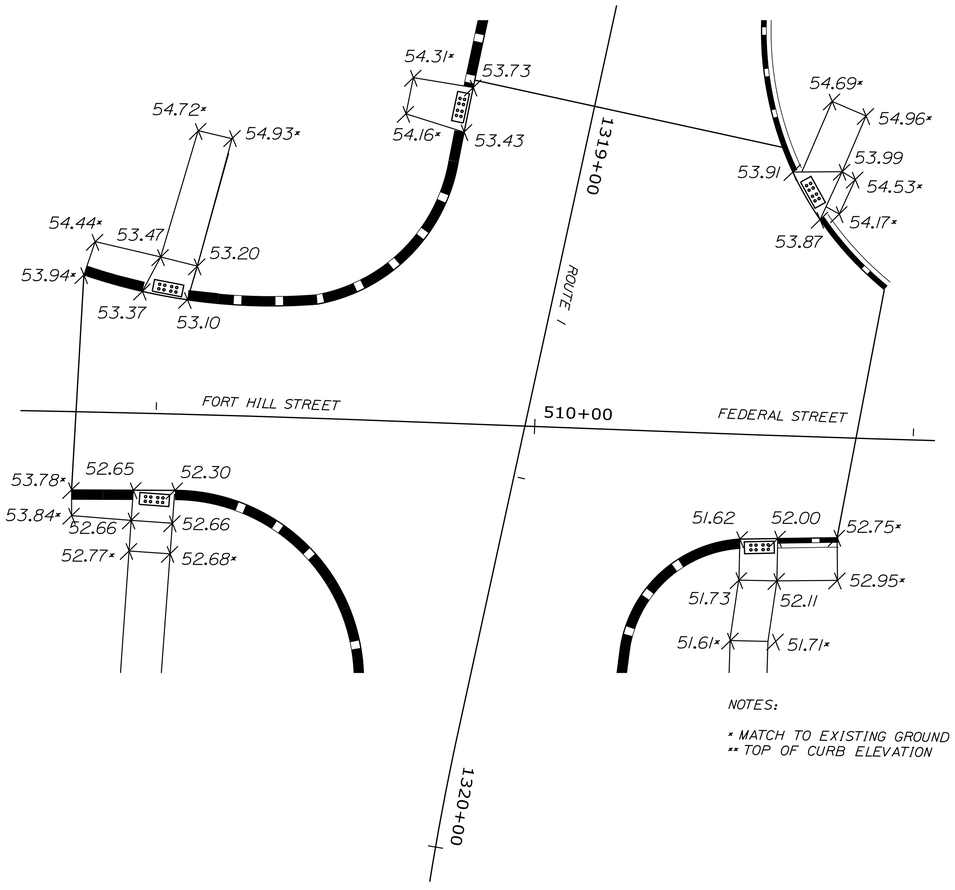
SHEET NUMBER 41 OF 105

WISCASSET
RAILROAD AVE PARKING LOT
GRADING PLAN

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 21843.00
HIGHWAY PLANS

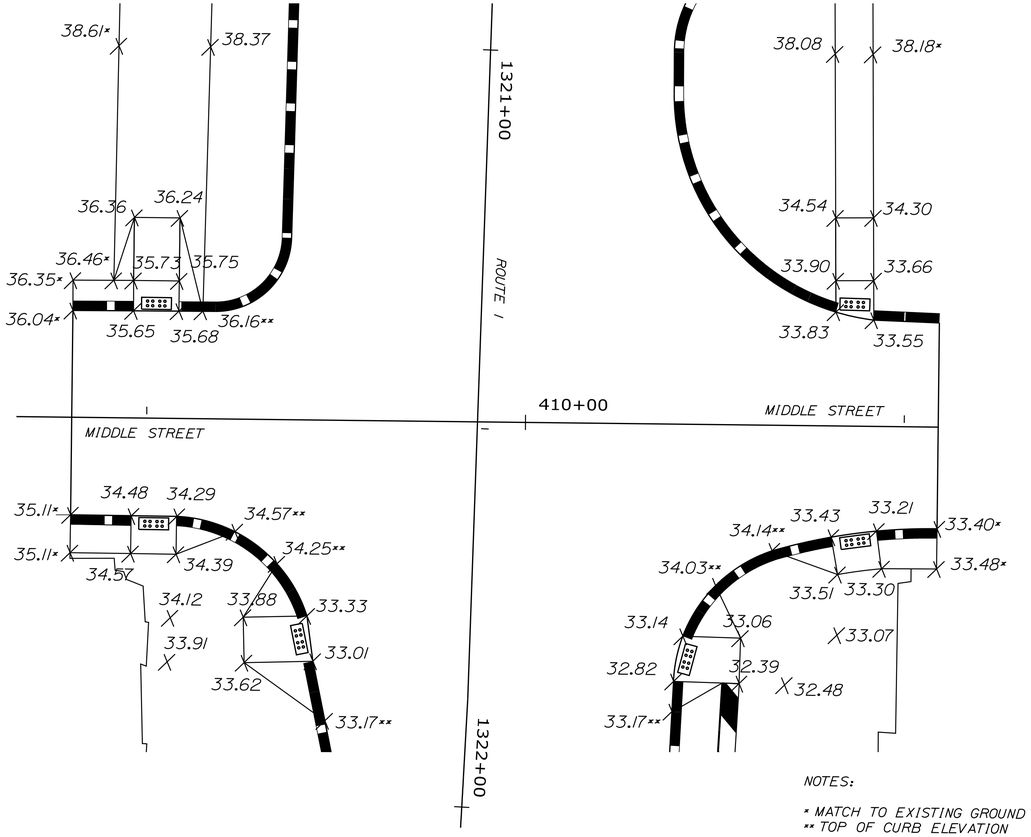
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NOTES:

× MATCH TO EXISTING GROUND
×× TOP OF CURB ELEVATION

ROUTE 1 AND FORT HILL STREET / FEDERAL STREET



NOTES:

× MATCH TO EXISTING GROUND
×× TOP OF CURB ELEVATION

ROUTE 1 AND MIDDLE STREET

10 0 20
1" = 10'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 21843.00

HIGHWAY PLANS

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	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	ECF
CHECKED-REVIEWED	ECF	3/18
DESIGN2-DETAILED2		AG
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FIELD CHANGES		

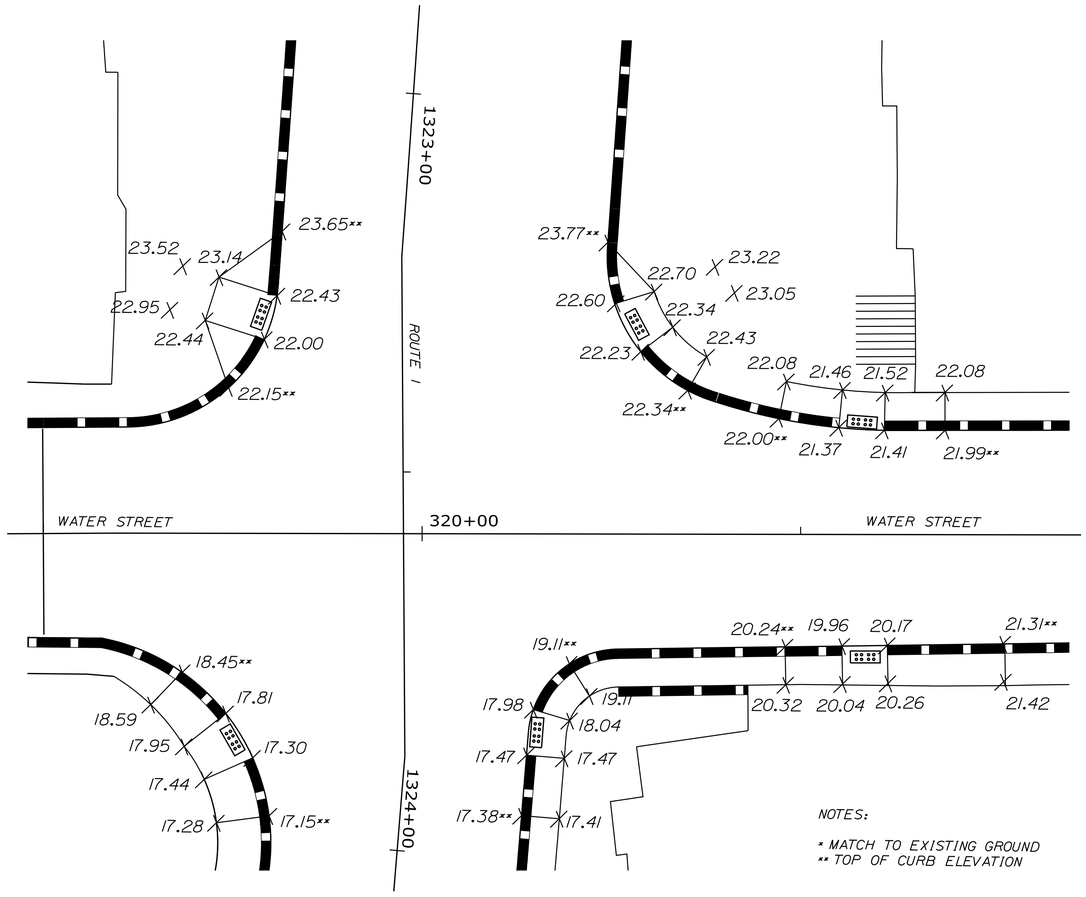
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US 1-DOWNTOWN IMPROVEMENTS

SIDEWALK RAMP GRADING PLANS (1 OF 2)

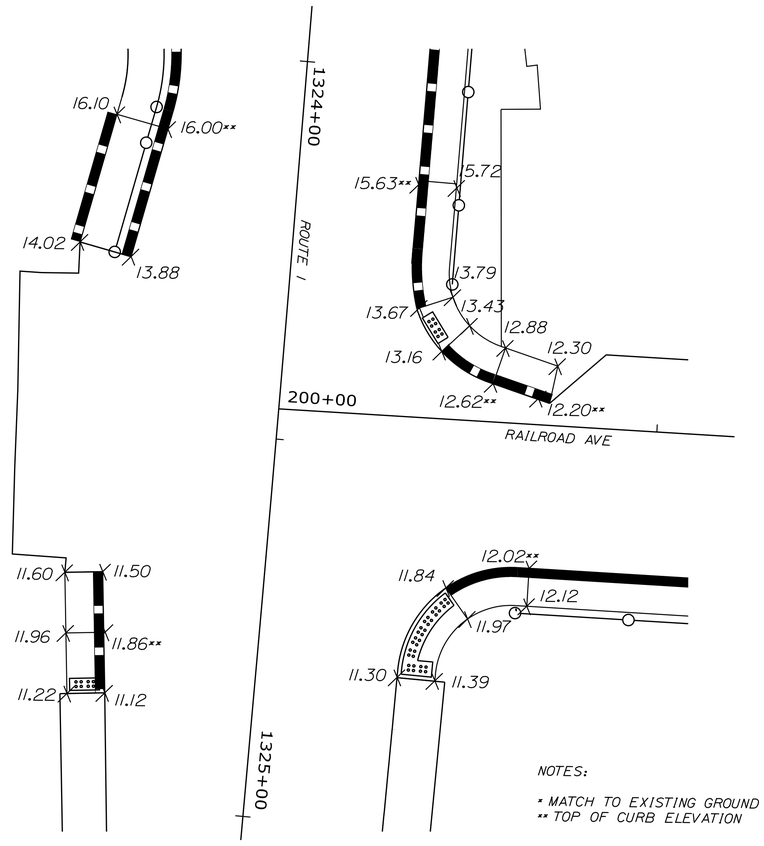
SHEET NUMBER

42

OF 105



ROUTE 1 AND WATER STREET



ROUTE 1 AND RAILROAD AVE

5 0 10
1" = 5'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

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PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

SIDEWALK RAMP GRADING
PLANS (2 OF 2)

SHEET NUMBER

43

OF 105

Filename: ...\MSTA\043_SW_Grading_02.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

Filename: ...\044_Xsect_MC10-Route1_1318+00.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

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21843.00

HIGHWAY PLANS

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	E. MARTIN	DATE
PROJ. MANAGER		
DESIGN-DETAILED	AG	3/18
CHECKED-REVIEWED	ECF	3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
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REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
US 1

CROSS SECTIONS

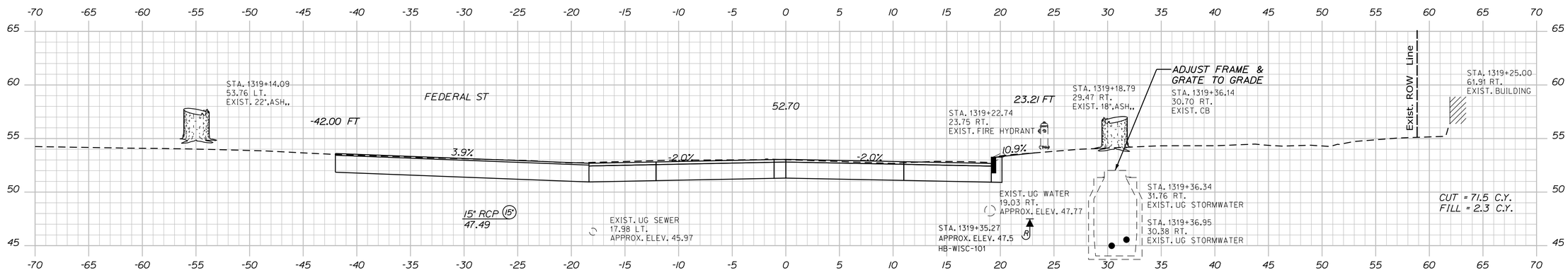
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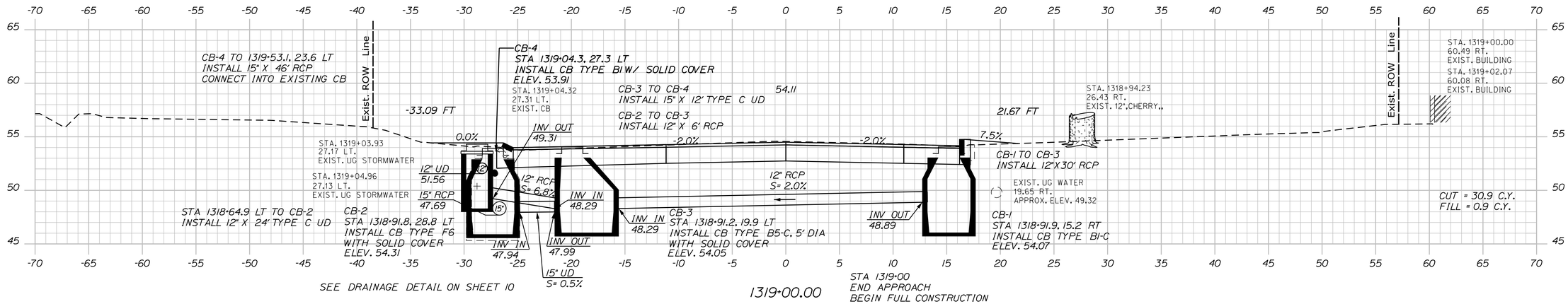
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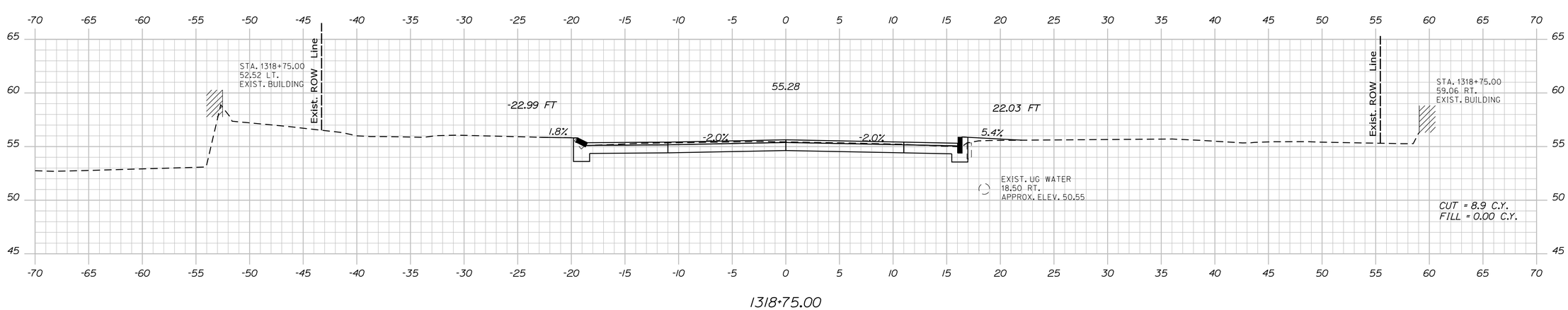
OF 105

Sta. 1318+00.00 to Sta. 1318+50.00

Filename: ...\045_Xsect_MC10-Route1_1318+75.dgn Division: HIGHWAY Username: achandler Date:3/26/2018







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

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PROJ. MANAGER	E. MARTIN
DESIGN-DETAILED	AG
CHECKED-REVIEWED	ECF
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	

	BY	DATE
REVISIONS 1	ECF	3/18
REVISIONS 2	AG	3/18
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
US 1

CROSS SECTIONS

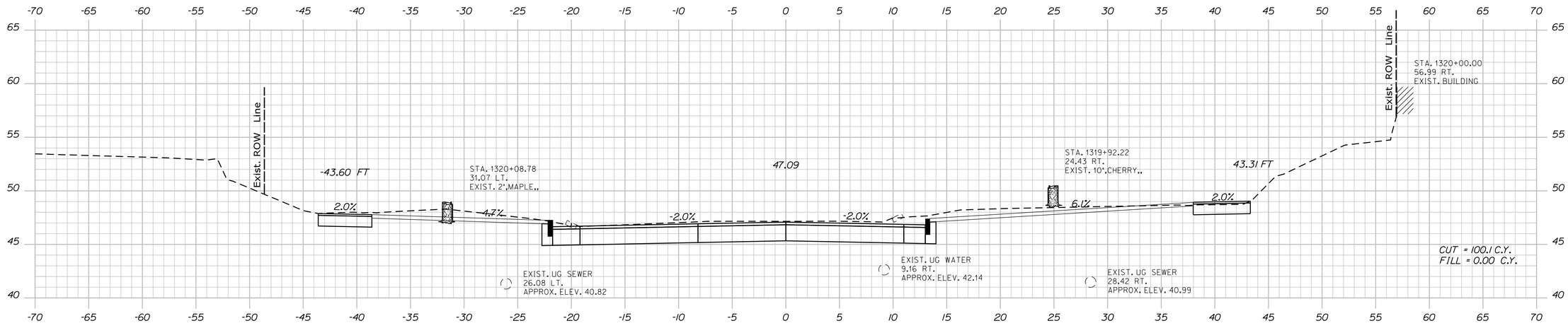
SHEET NUMBER

45

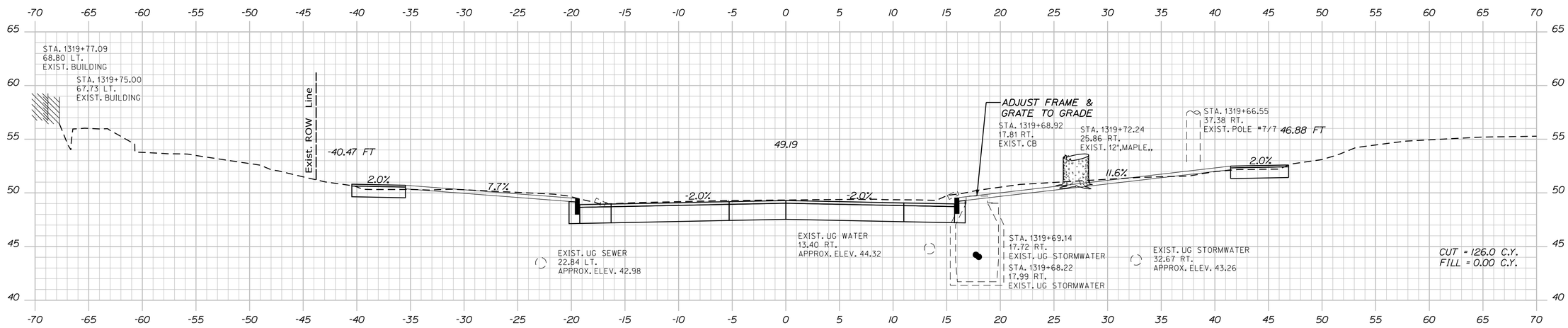
OF 105

Sta. 1318+75.00 to Sta. 1319+25.00

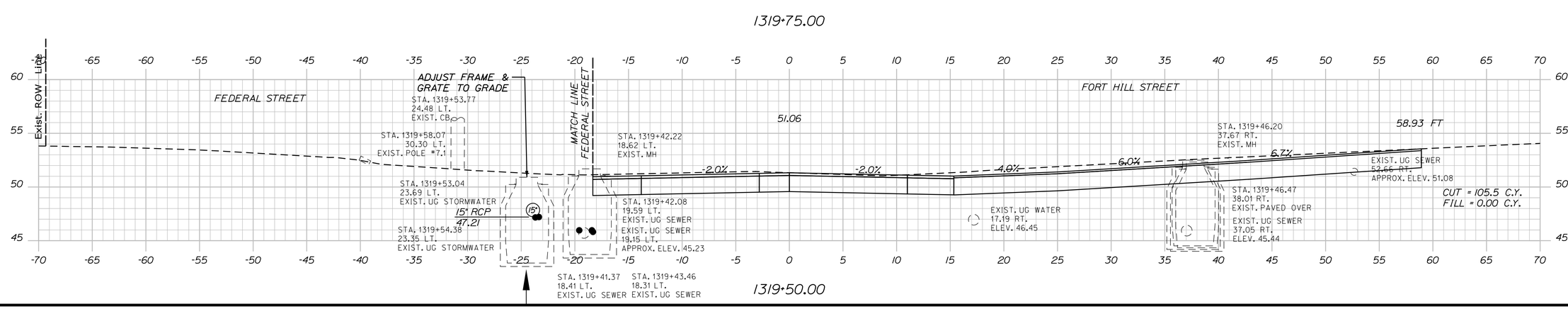
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1320+00.00



1319+75.00



1319+50.00

Sta. 1319+50.00 to Sta. 1320+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN
DESIGN-DETAILED	AG
CHECKED-REVIEWED	ECF
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	

	BY	DATE
REVISIONS 1	ECF	3/18
REVISIONS 2	AG	3/18
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
US 1

CROSS SECTIONS

SHEET NUMBER

46

OF 105

Filename: ...\047_Xsect_MC10-Route1_1320+25.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1

CROSS SECTIONS

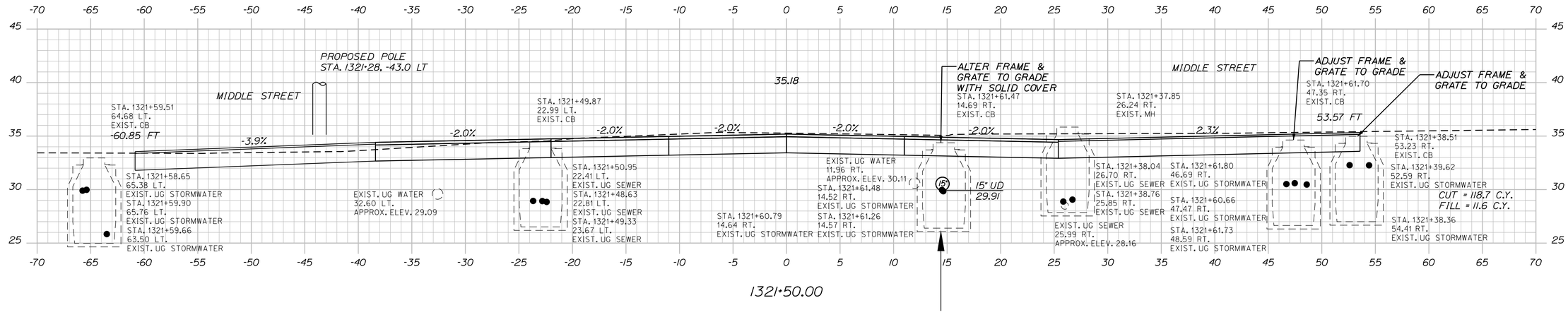
SHEET NUMBER

47

OF 105

Sta. 1320+25.00 to Sta. 1320+75.00

Filename: ...\048_Xsect_MC10-Route1_1321+00.dgn Division: HIGHWAY Username: achandler Date:3/26/2018



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	AG	BY	DATE
CHECKED-REVIEWED	ECF	ECF	3/18
DESIGN2-DETAILED2		AG	3/18
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1

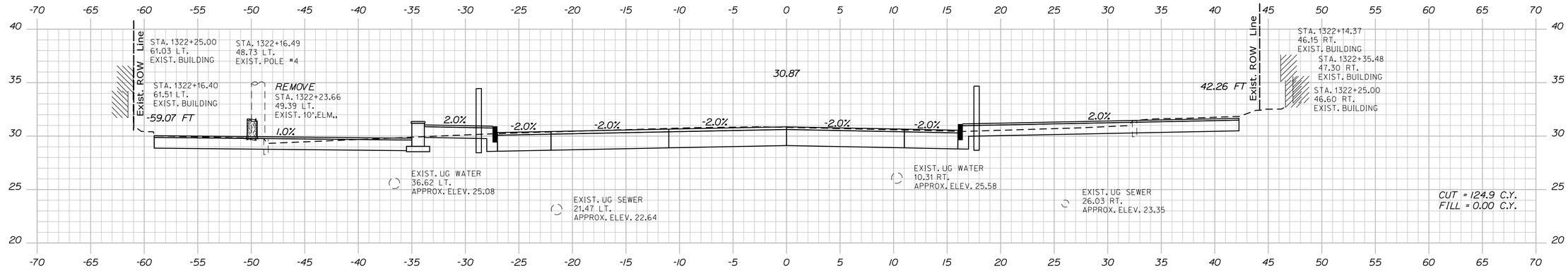
CROSS SECTIONS

SHEET NUMBER

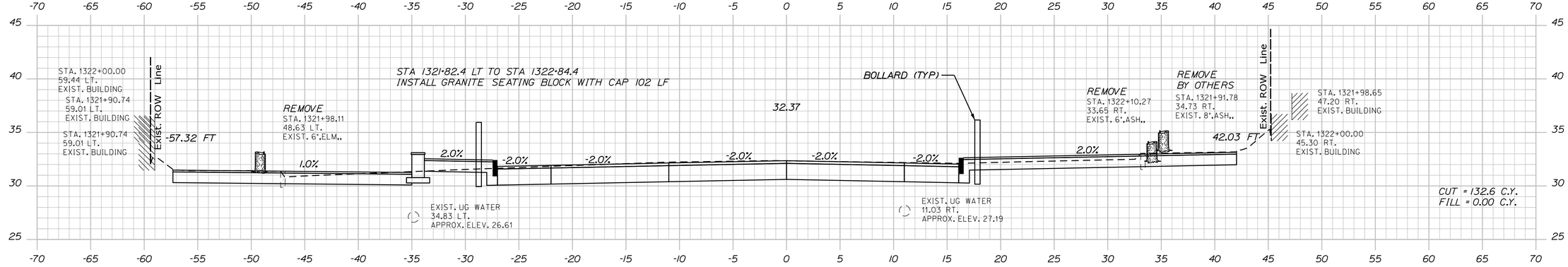
48

OF 105

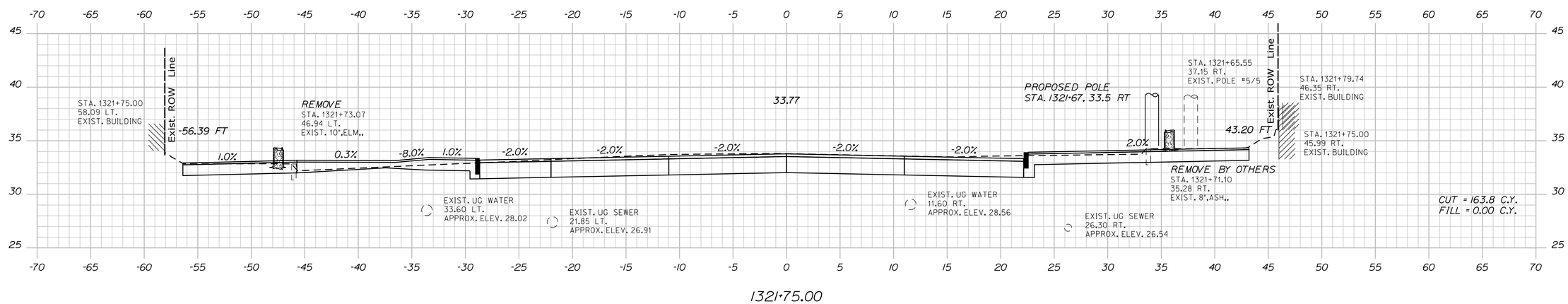
Sta. 1321+00.00 to Sta. 1321+50.00



1322+25.00



1322+00.00



1321+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN
DESIGN-DETAILED	AG
CHECKED-REVIEWED	ECF
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	

	BY	DATE
REVISIONS 1	ECF	3/18
REVISIONS 2	AG	3/18
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
US 1

CROSS SECTIONS

SHEET NUMBER

49

OF 105

Sta. 1321+75.00 to Sta. 1322+25.00

Filename: ...\049_Xsect_MC10-Route1_1322+50.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

Filename: ...\050_Xsect_MC10-Route1_1321+75.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1

CROSS SECTIONS

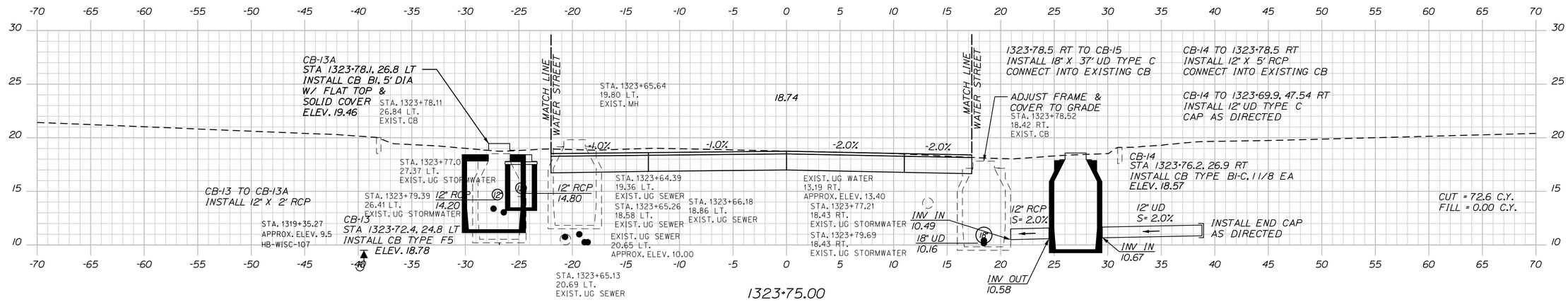
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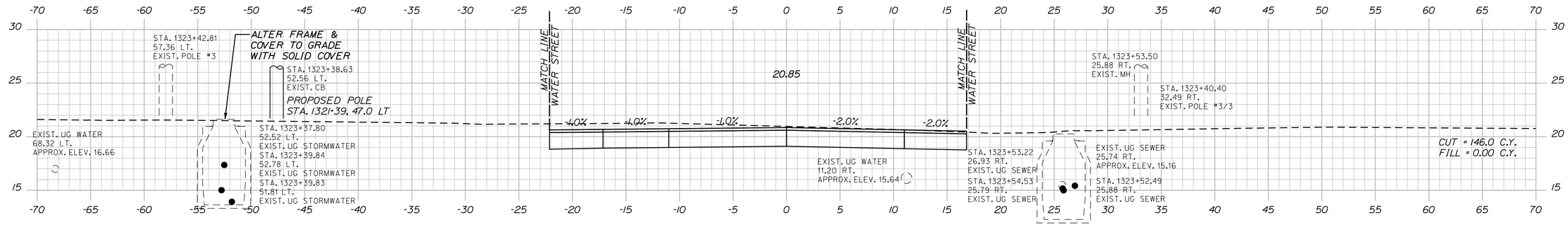
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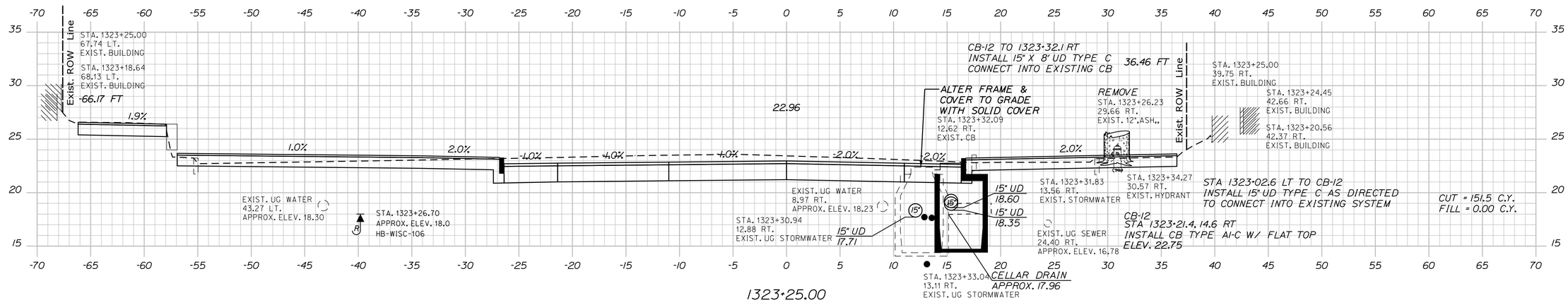
OF 105

Sta. 1322+50.00 to Sta. 1323+00.00

Filename: ...\051_Xsect_MC10-Route1_1323+25.dgn Division: HIGHWAY Username: achandler Date:3/26/2018







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	ECF 3/18
CHECKED-REVIEWED	ECF	AG 3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
US 1

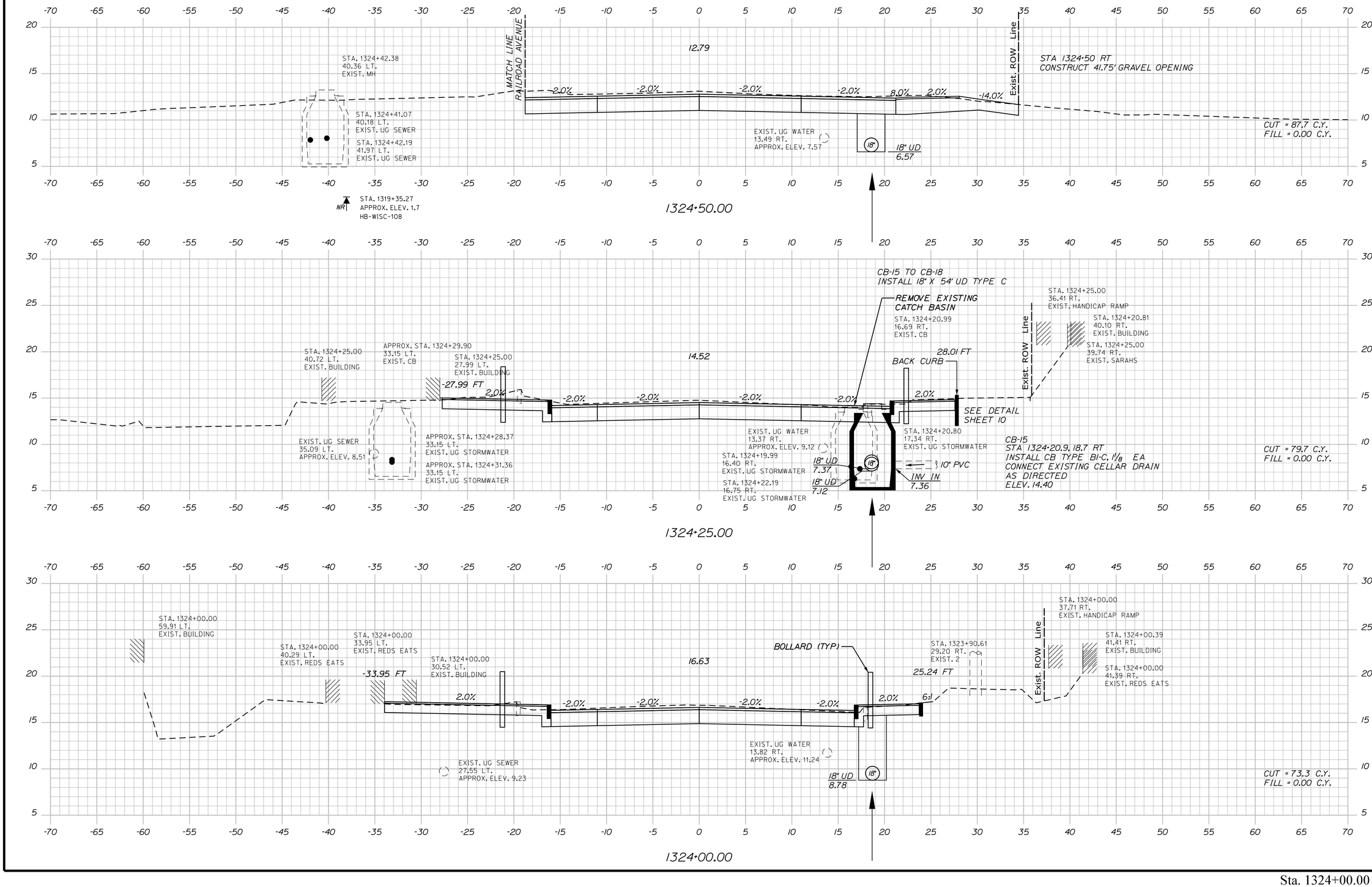
CROSS SECTIONS

SHEET NUMBER

51

OF 105

Sta. 1323+25.00 to Sta. 1323+75.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	DATE
DESIGN-DETAILED	AG	ECF 3/18
CHECKED-REVIEWED	ECF	AG 3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
US 1

CROSS SECTIONS

SHEET NUMBER

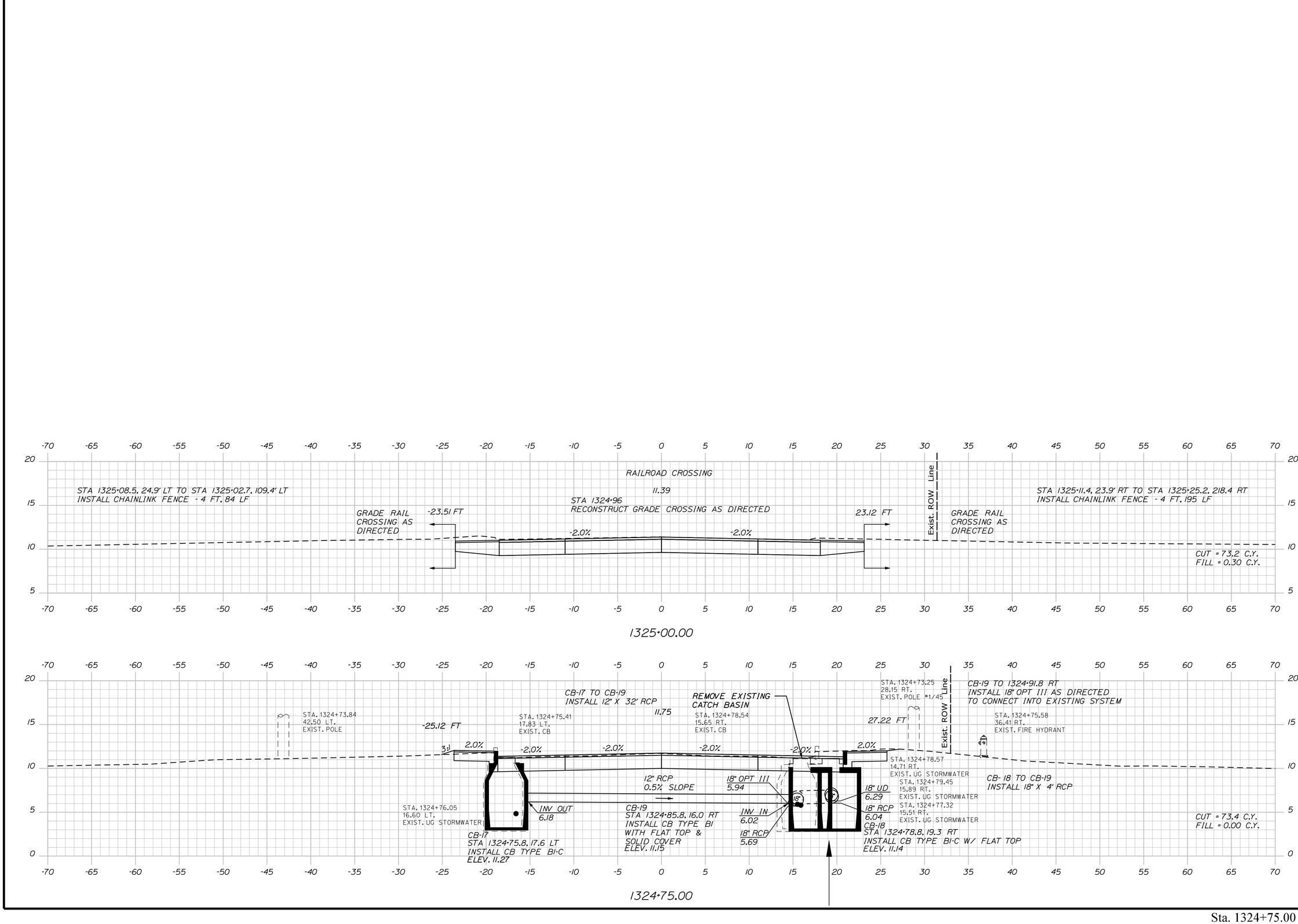
52

OF 105

Sta. 1324+00.00 to Sta. 1324+50.00

Filename: ...\052_Xsect_MC10-Route1_1324+00.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

Filename: ...\053_Xsect_MC10-Route1_1324+75.dgn Division: HIGHWAY Username: achandler Date:3/26/2018



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	ECF 3/18
CHECKED-REVIEWED	ECF	AG 3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

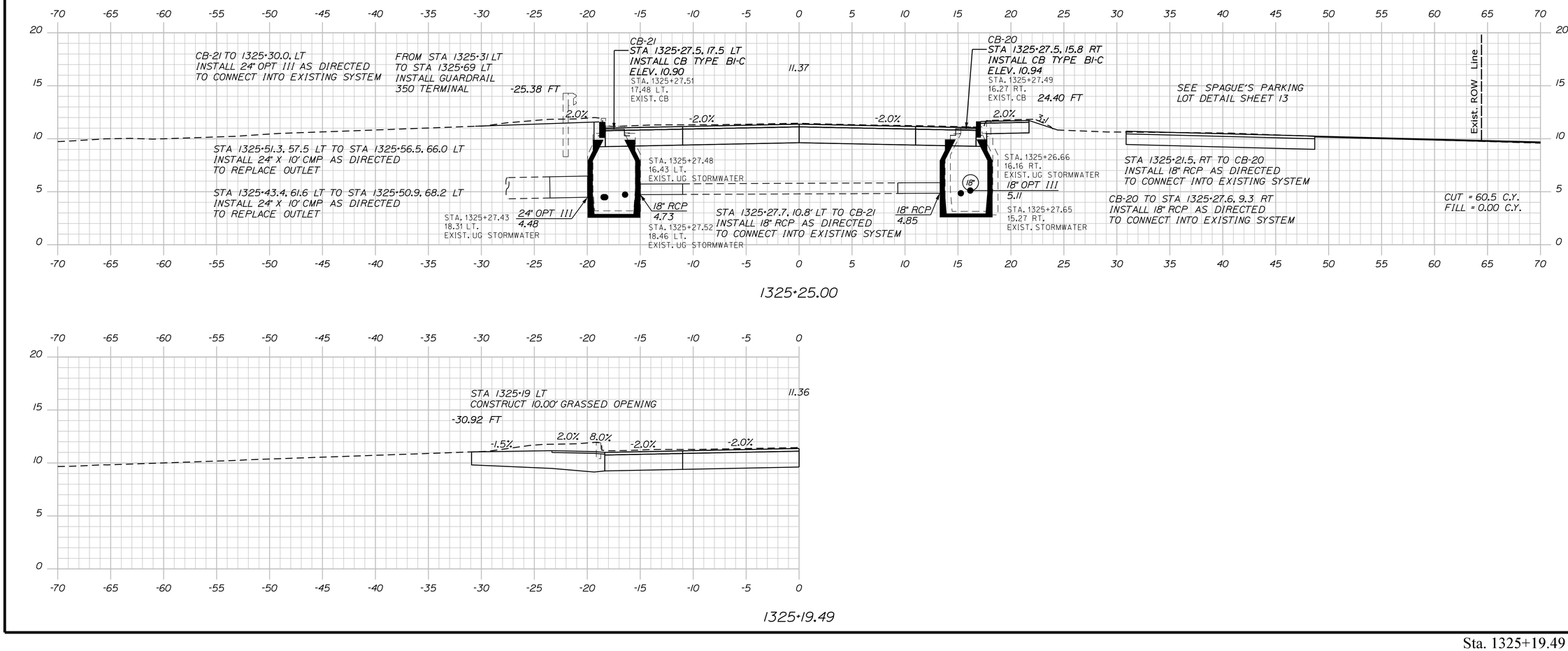
WISCASSET
US 1

CROSS SECTIONS

SHEET NUMBER
53
OF 105

Sta. 1324+75.00 to Sta. 1325+00.00

Filename: ...\054_Xsect_MC10-Route1_1324+75_Driveway.dgn Username: HIGHWAY Date:3/26/2018
Username: achandler



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1

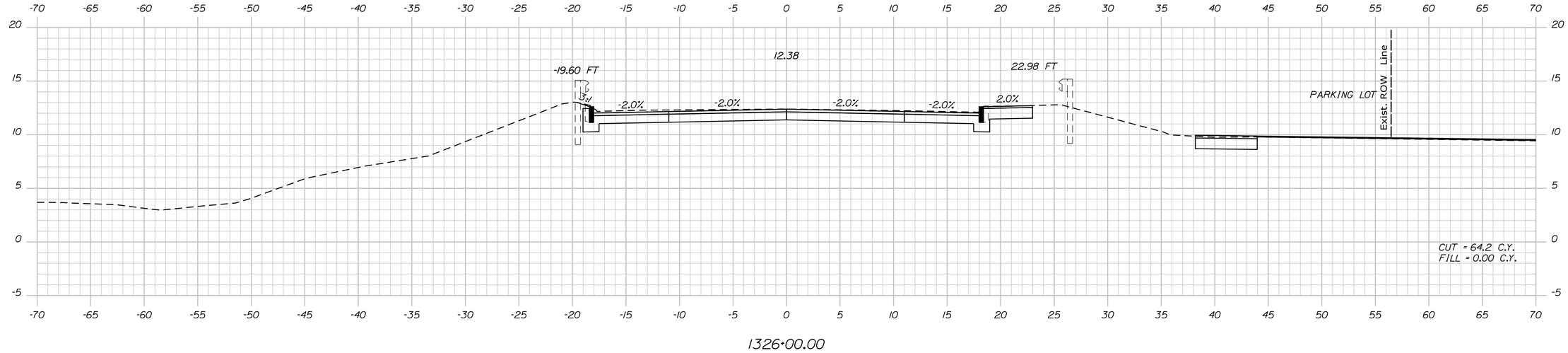
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SHEET NUMBER

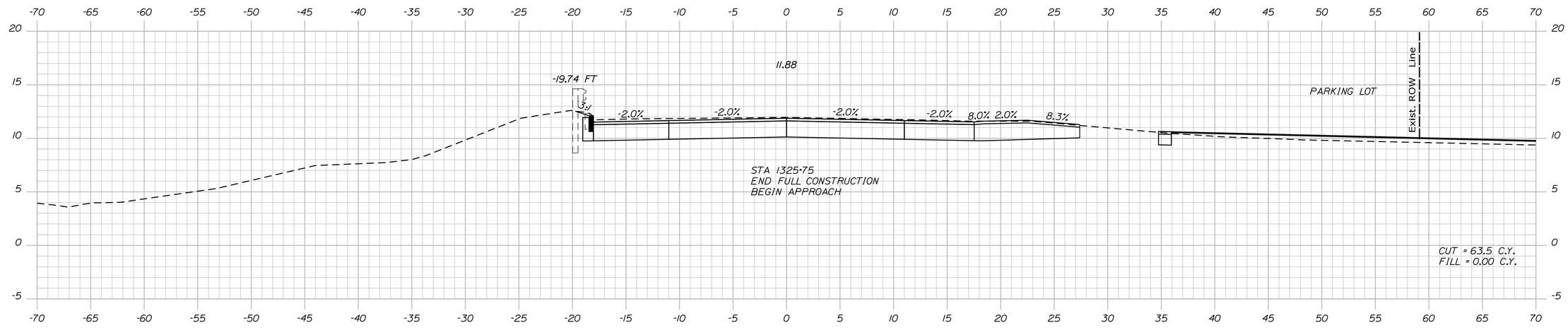
54

OF 105

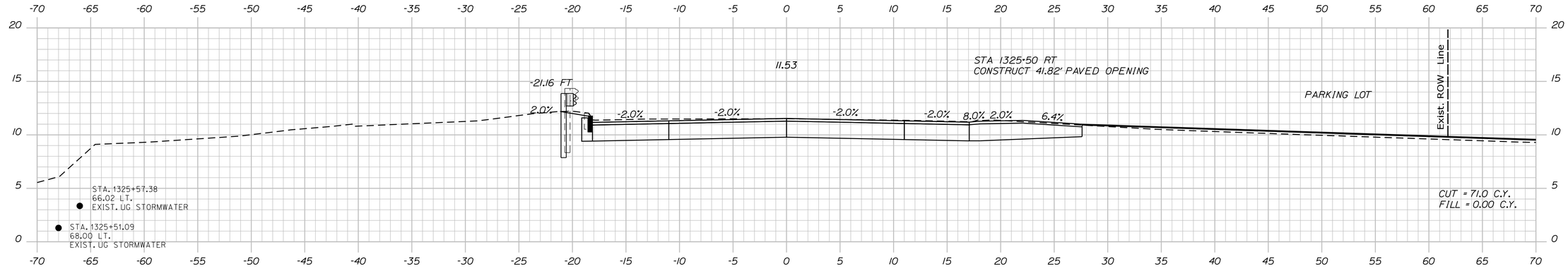
Sta. 1325+19.49 to Sta. 1325+25.00



1326+00.00



1325+75.00



1325+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1

CROSS SECTIONS

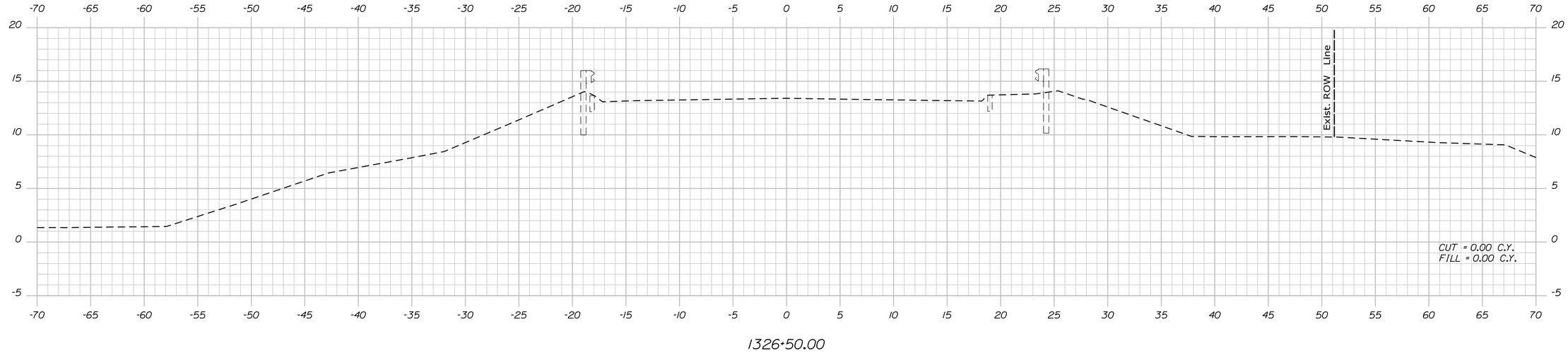
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55

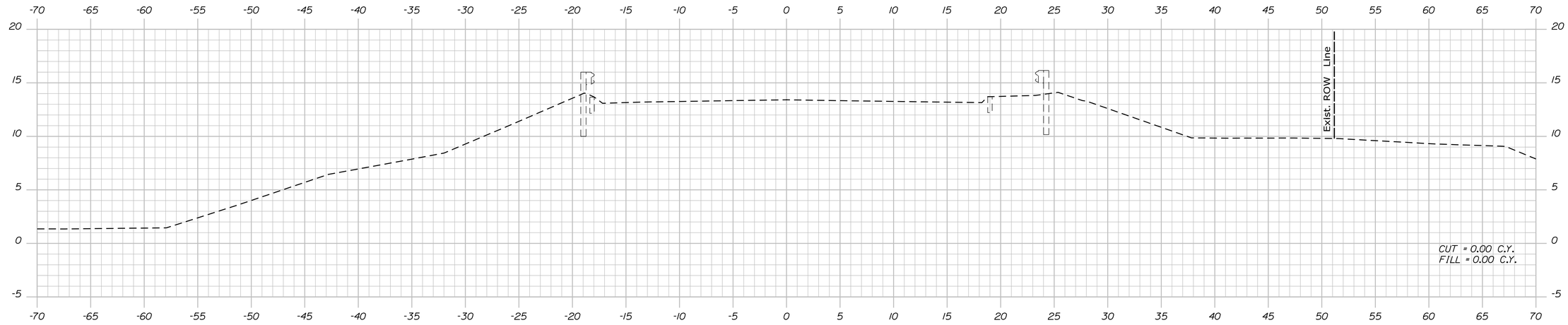
OF 105

Filename: ...\055_Xsect_MC10-Route1_1325+50.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

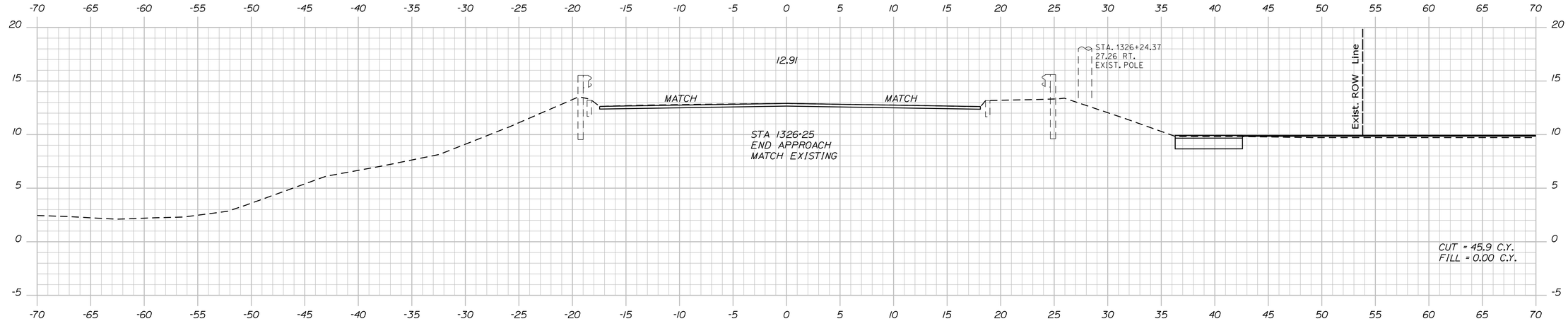
Sta. 1325+50.00 to Sta. 1326+00.00



1326+50.00



1326+50.00



1326+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1

CROSS SECTIONS

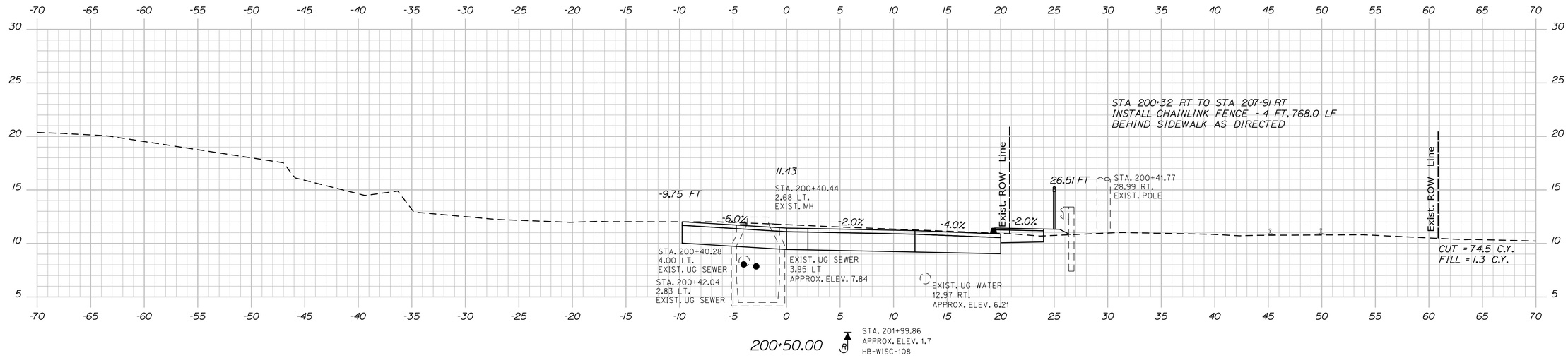
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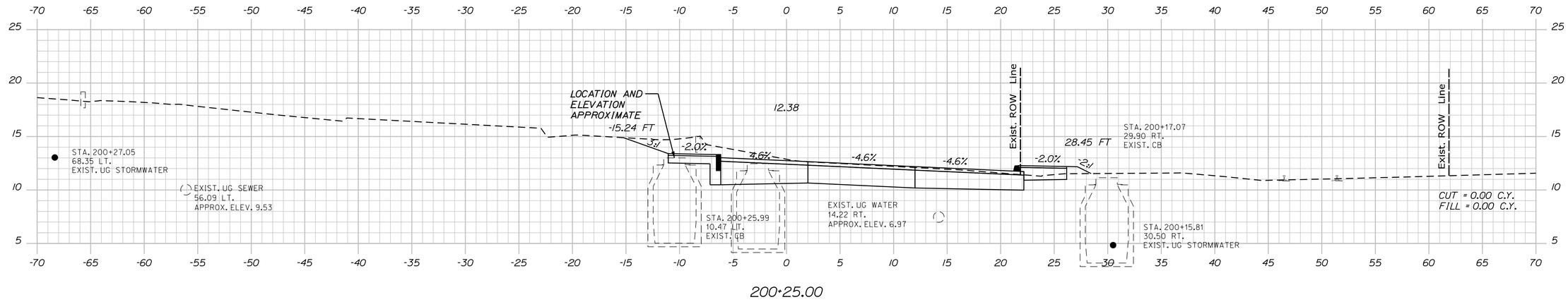
56

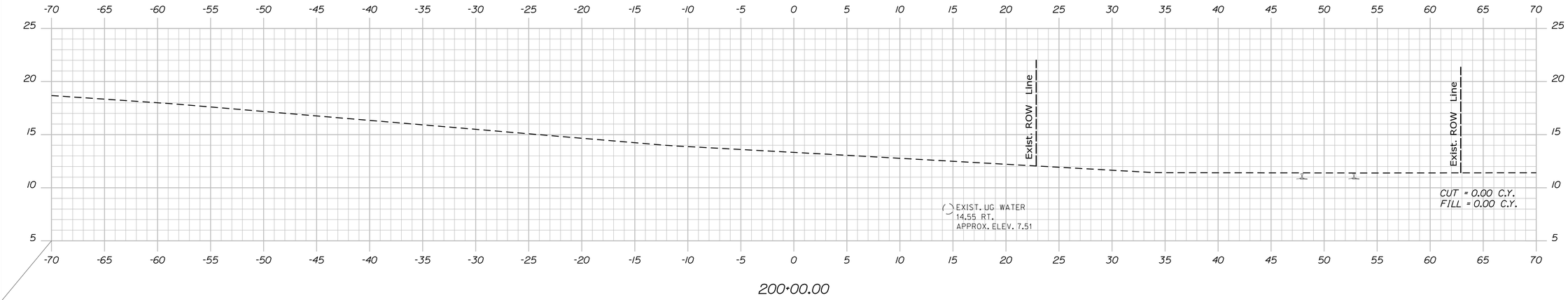
OF 105

Sta. 1326+25.00 to Sta. 1326+50.00

Filename: ...\056_Xsect_MC10-Route1_1326+25.dgn Division: HIGHWAY Username: achandler Date:3/26/2018







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	BY	DATE
E. MARTIN		
PROJ. MANAGER	AG	3/18
DESIGN-DETAILED	ECF	3/18
CHECKED-REVIEWED	AG	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
RAILROAD AVENUE

CROSS SECTIONS

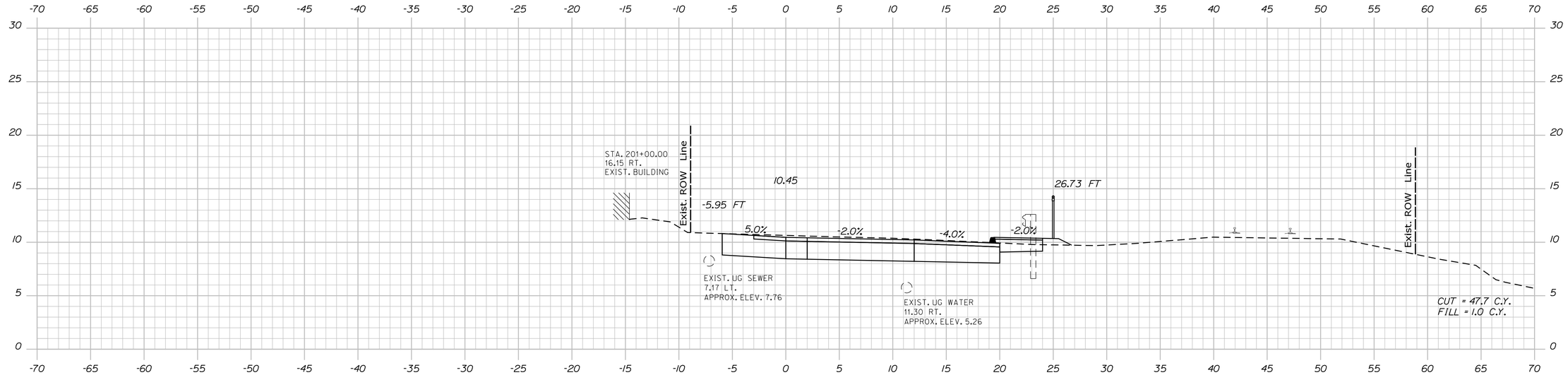
SHEET NUMBER

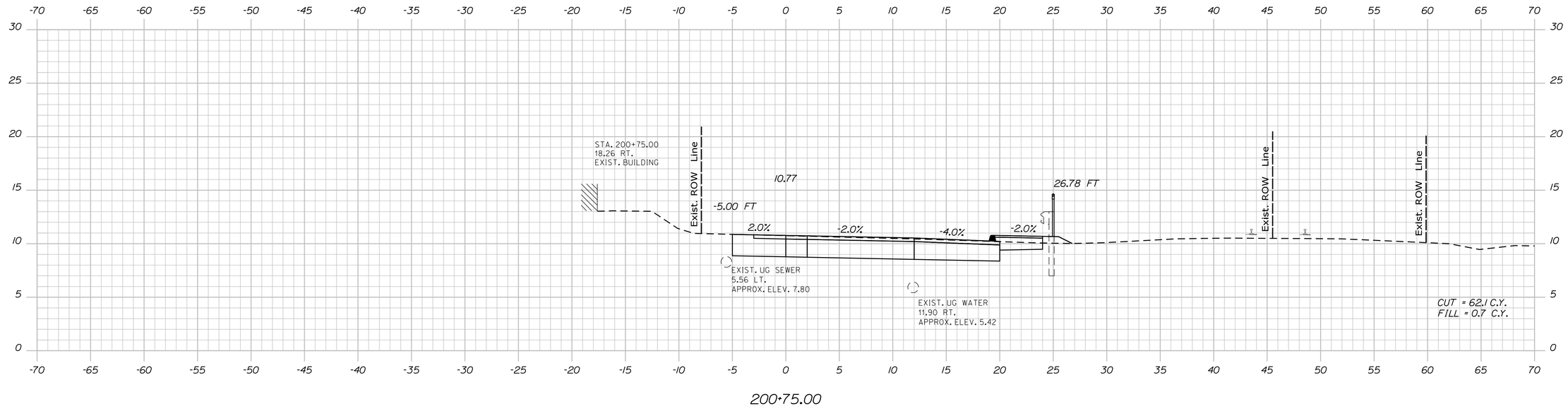
57

OF 105

Sta. 200+00.00 to Sta. 200+50.00

Filename: ...\057_Xsect_MC20_Railroad_Ave_200-00.dgn Date:3/26/2018
Username: achandler
Division: HIGHWAY





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
RAILROAD AVENUE

CROSS SECTIONS

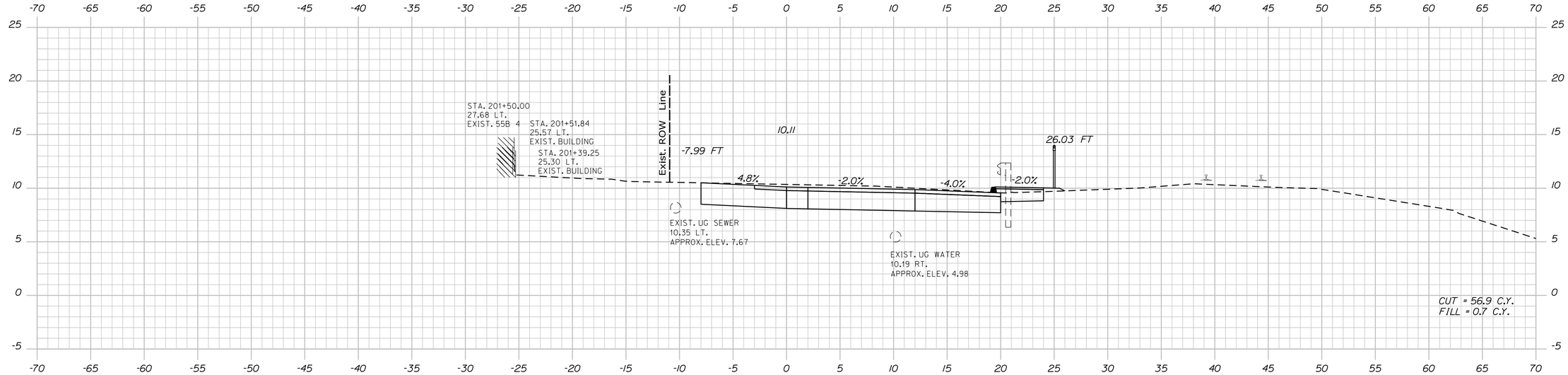
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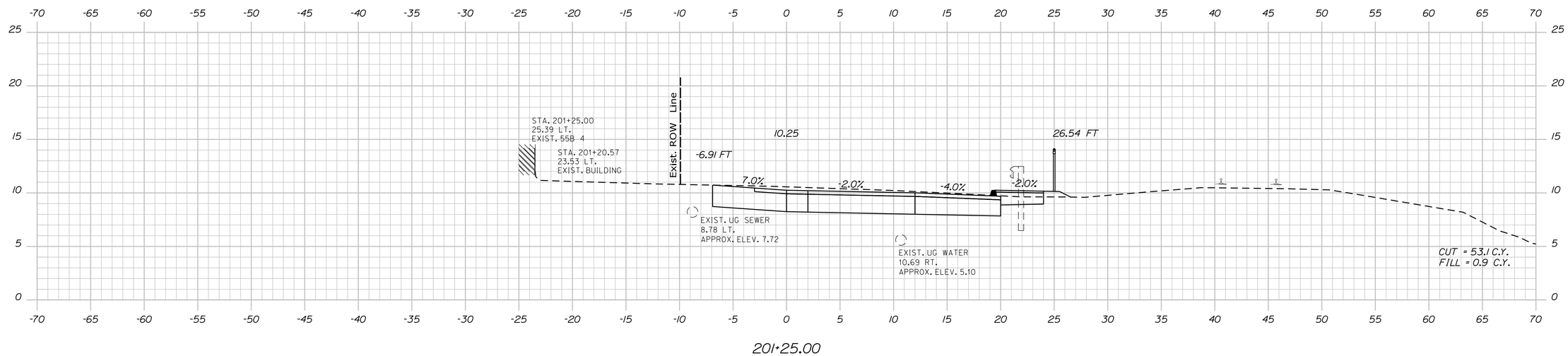
58

OF 105

Sta. 200+75.00 to Sta. 201+00.00

Filename: ...\058_Xsect_MC20_Railroad_Ave_200+75.dgn Design: HIGHWAY Username: achandler Date:3/26/2018





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	ECF 3/18
CHECKED-REVIEWED	ECF	AG 3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
RAILROAD AVENUE

CROSS SECTIONS

SHEET NUMBER

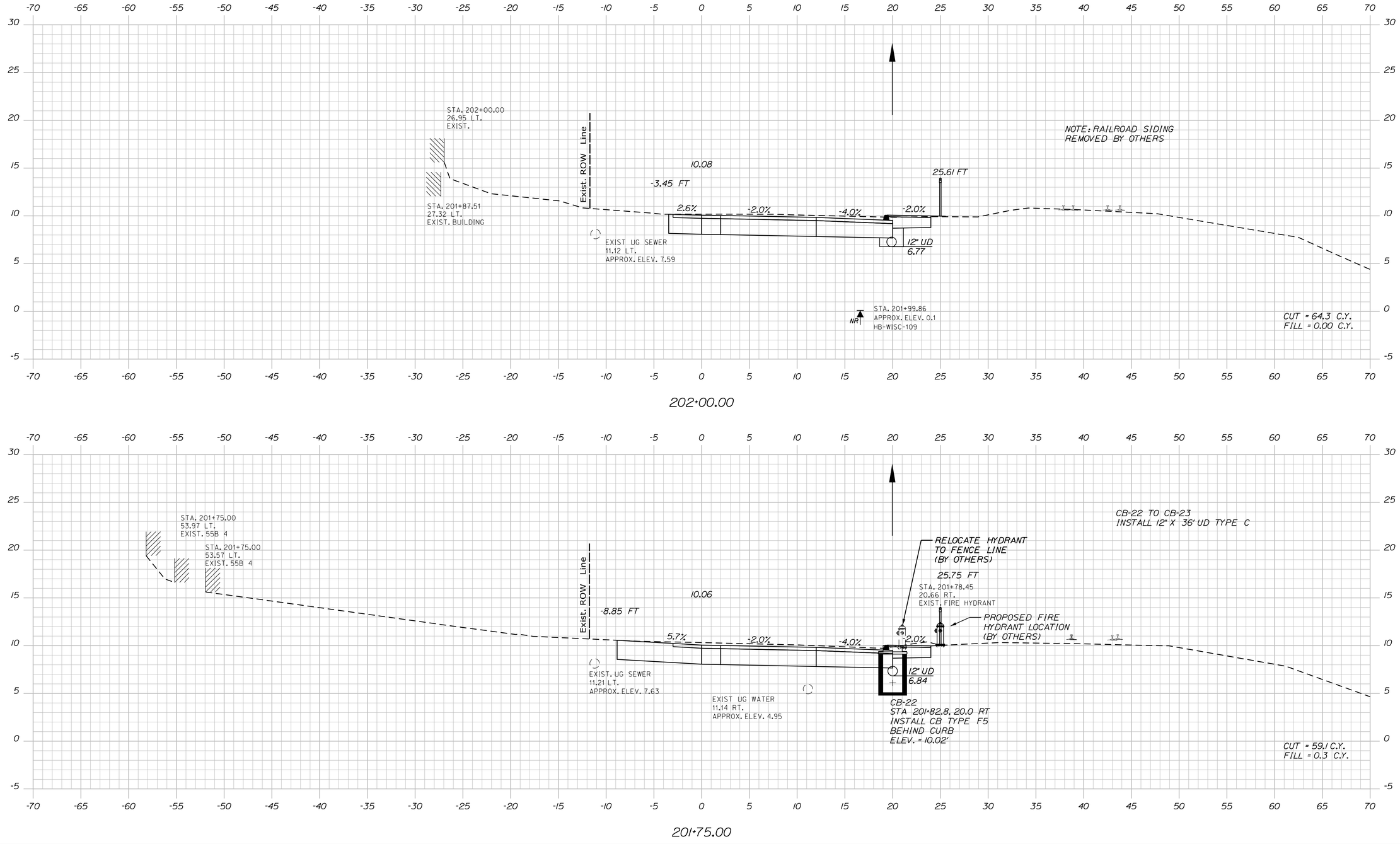
59

OF 105

Sta. 201+25.00 to Sta. 201+50.00

Filename: ...\059_Xsect_MC20_Railroad_Ave_201+25design: HIGHWAY Username: achandler Date:3/26/2018

Filename: ...\060_Xsect_MC20_Railroad_Ave_201+75.dgn Username: HIGHWAY Date:3/26/2018 Username: achandler



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 21843.00

HIGHWAY PLANS

vhb

	BY	DATE
E. MARTIN		
PROJ. MANAGER	AG	
DESIGN-DETAILED	ECF	3/18
CHECKED-REVIEWED	AG	3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
RAILROAD AVENUE

CROSS SECTIONS

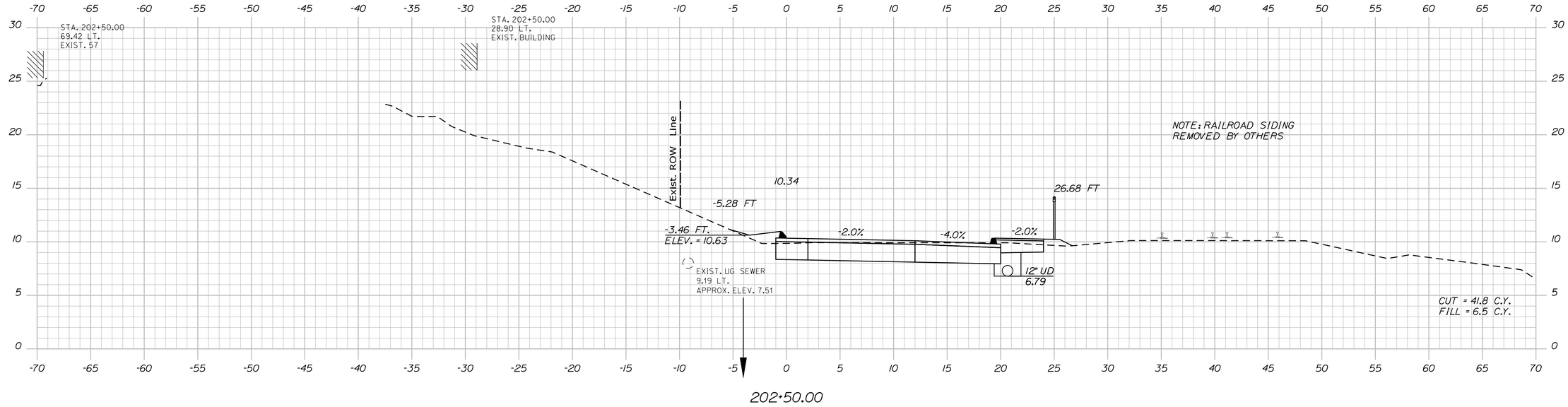
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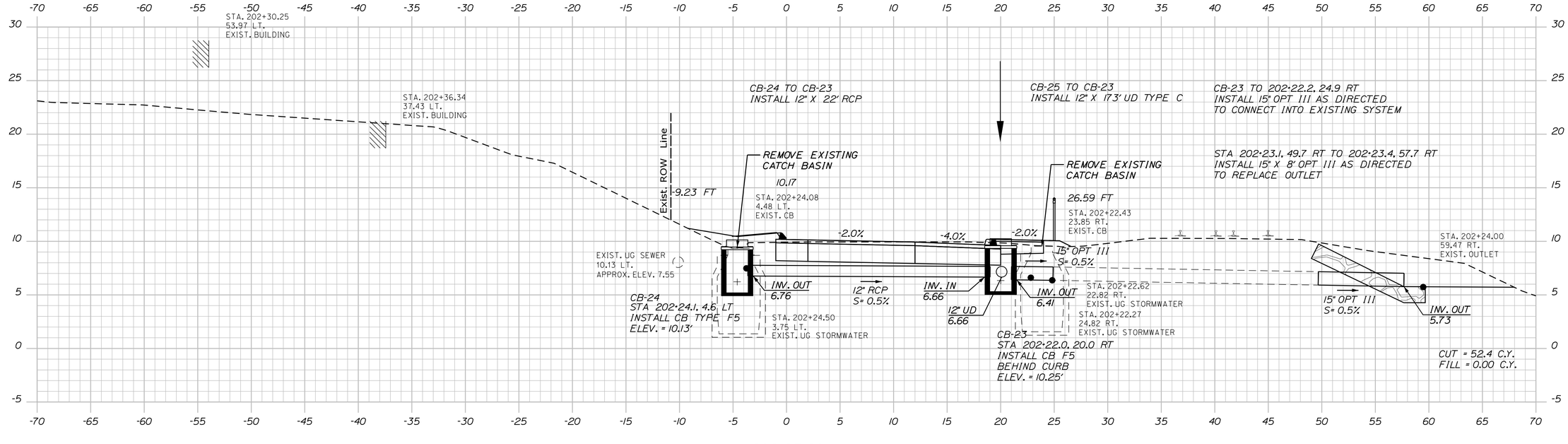
60

OF 105

Sta. 201+75.00 to Sta. 202+00.00

Filename: ...\061_Xsect_MC20_Railroad_Ave_202+25to50.dgn Division: HIGHWAY Username: achandler Date:3/26/2018





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	BY	DATE
E. MARTIN		
PROJ. MANAGER	AG	
DESIGN-DETAILED	ECF	3/18
CHECKED-REVIEWED	AG	3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
RAILROAD AVENUE

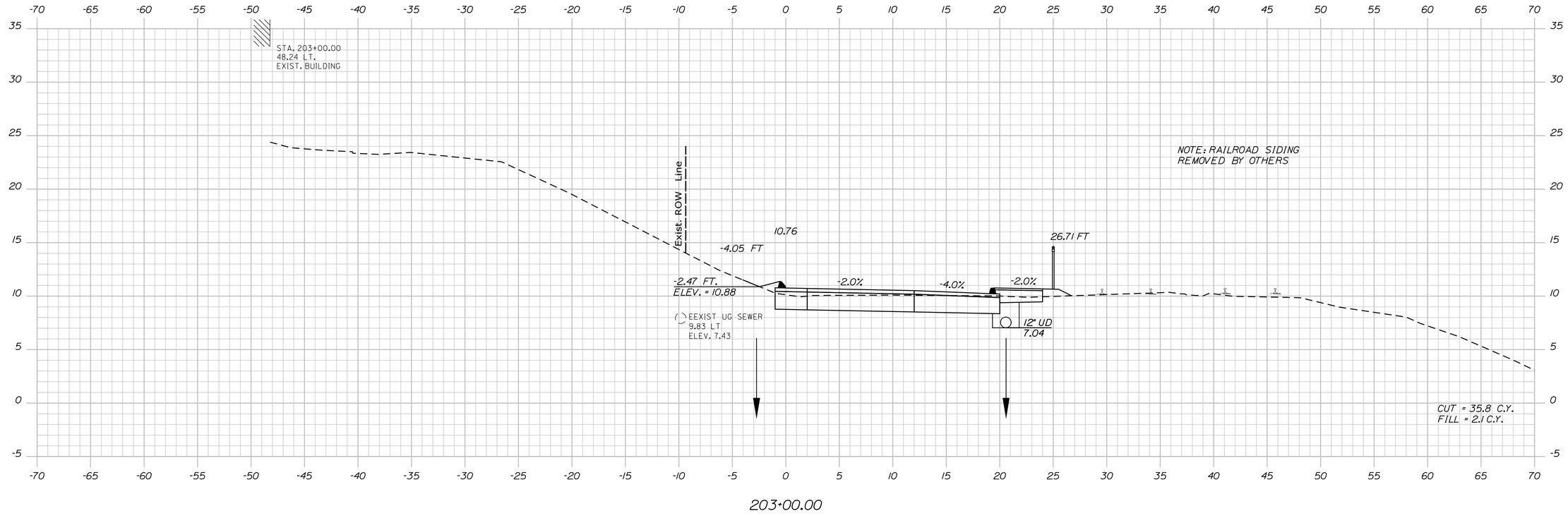
CROSS SECTIONS

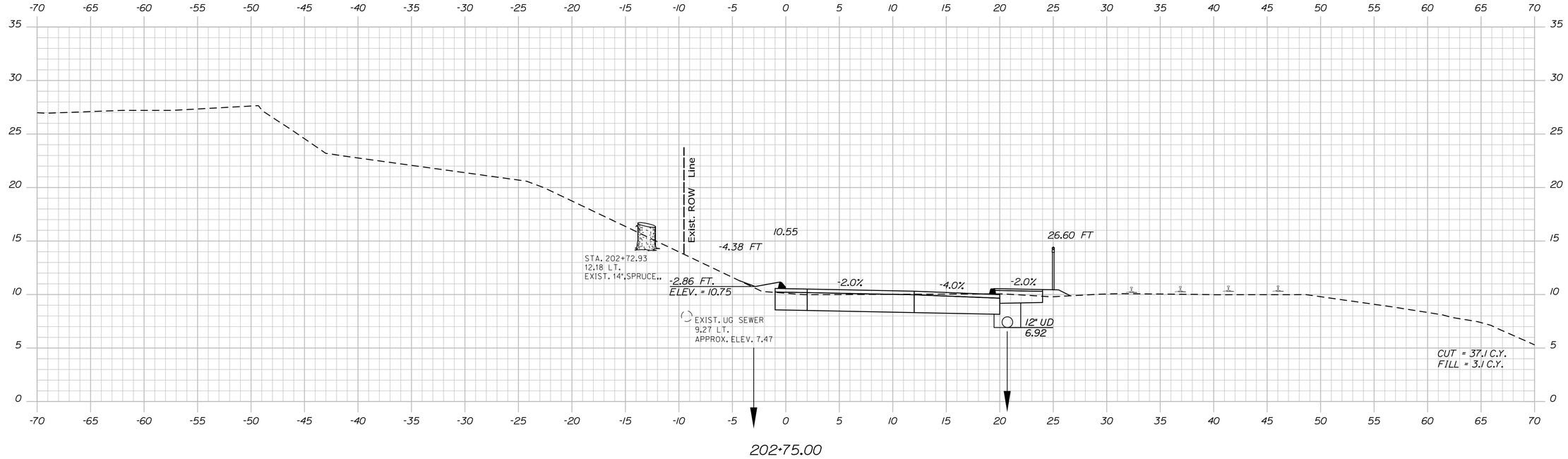
SHEET NUMBER

61

OF 105

Sta. 202+25.00 to Sta. 202+50.00





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 21843.00

HIGHWAY PLANS

vhb

	BY	DATE
E. MARTIN		
PROJ. MANAGER	AG	
DESIGN-DETAILED	ECF	3/18
CHECKED-REVIEWED	AG	3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
RAILROAD AVENUE

CROSS SECTIONS

SHEET NUMBER

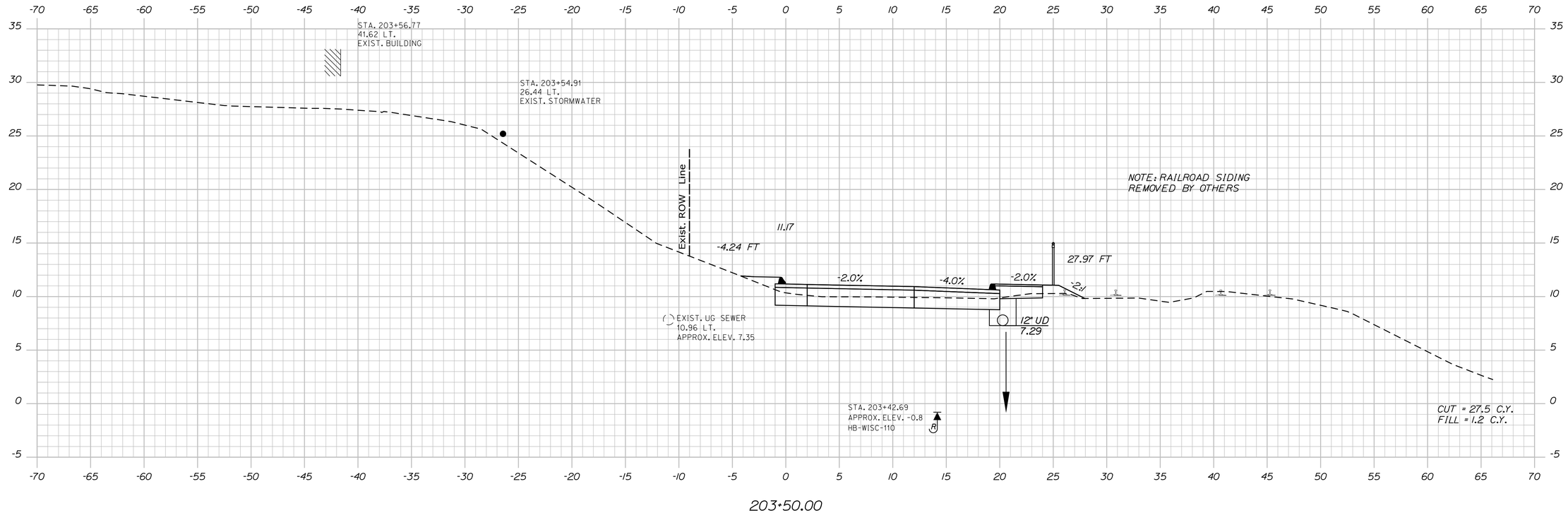
62

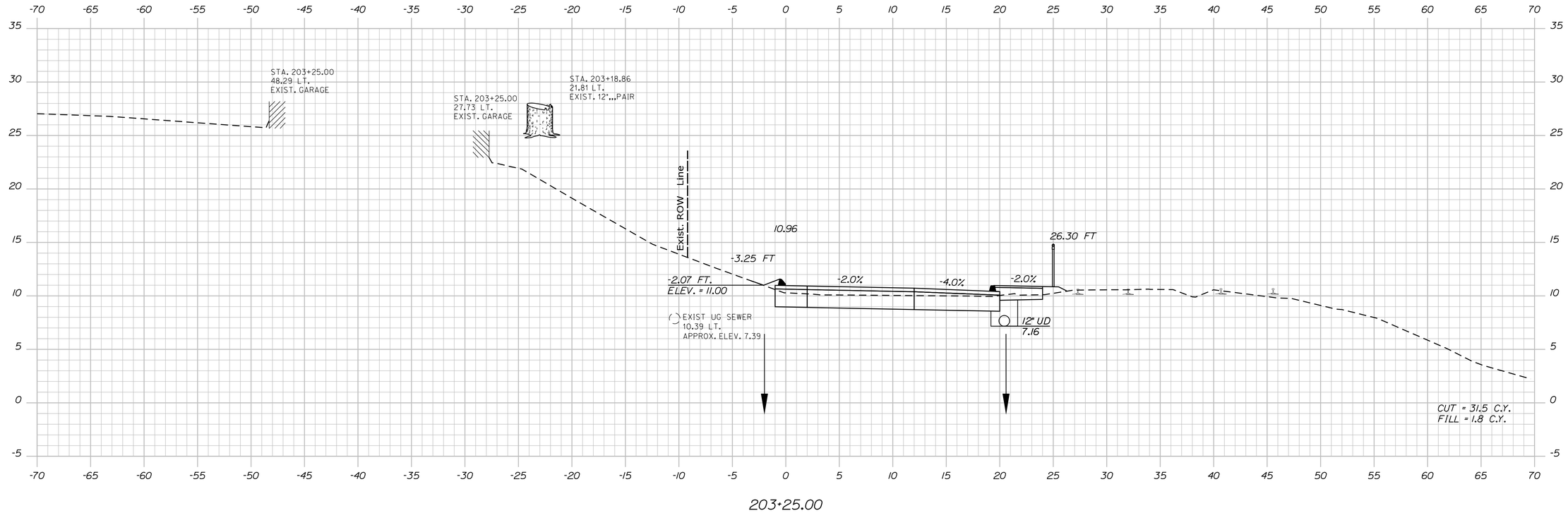
OF 105

Sta. 202+75.00 to Sta. 203+00.00

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Filename: ...\063_Xsect_MC20_Railroad_Ave_203+25to203+50.dgn Division: HIGHWAY Username: achandler Date:3/26/2018





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 21843.00

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	3/18
CHECKED-REVIEWED	ECF	3/18
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3	ECF	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
RAILROAD AVENUE

CROSS SECTIONS

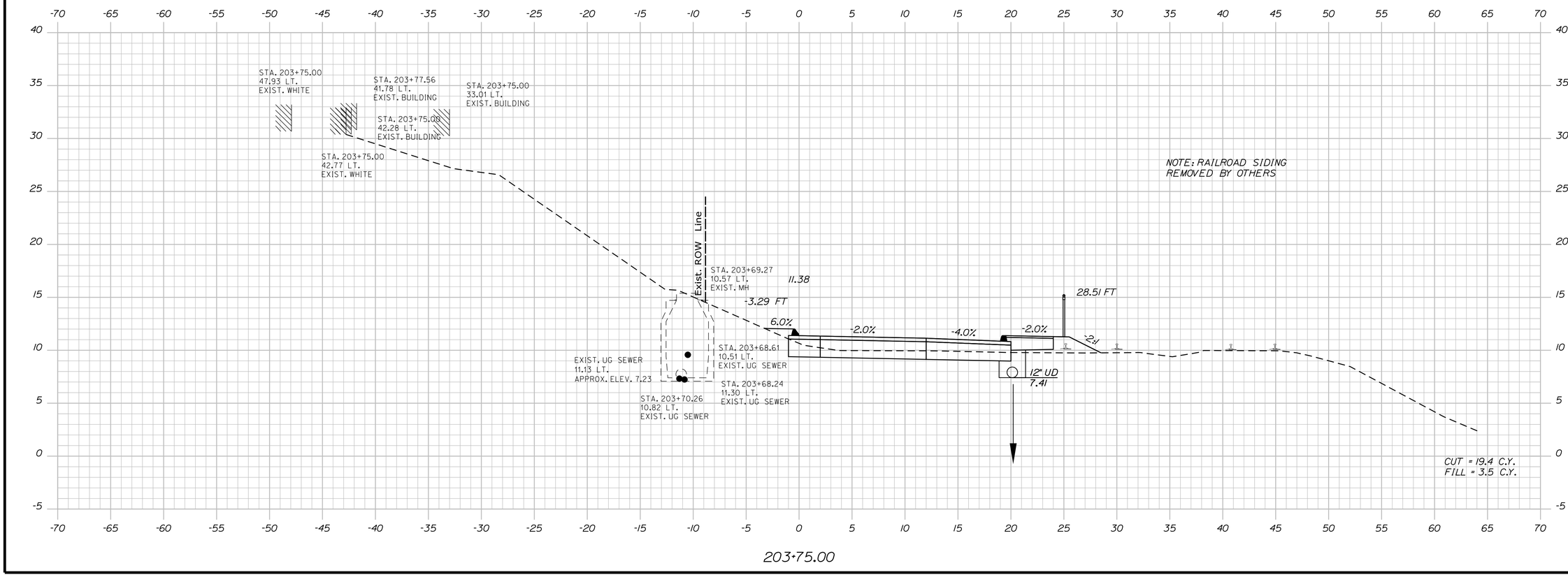
SHEET NUMBER

63

OF 105

Sta. 203+25.00 to Sta. 203+50.00

Filename: ...\064_Xsect_MC20_Railroad_Ave_203+75.dgn Design: HIGHWAY Username: achandler Date:3/26/2018



Sta. 203+75.00

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

WISCASSET
RAILROAD AVENUE

CROSS SECTIONS

SHEET NUMBER

64

OF 105

Filename: ...\065_Xsect_MC20_Railroad_Ave_204+00.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

STA. 204+00.00
66.27 LT.
EXIST. BUILDING

STA. 204+00.00
59.89 LT.
EXIST. BUILDING

STA. 203+94.93
55.84 LT.
EXIST. BUILDING

STA. 204+00.00
37.28 LT.
EXIST. WHITE

STA. 203+97.84
28.65 LT.
EXIST. UG STORMWATER

Exist. ROW Line

11.58

-4.66 FT

2H 6.0%

-2.0%

-4.0%

-2.0%

28.76 FT

2H

CB-25 TO CB-26
INSTALL 6" X 345' UD TYPE B

NOTE: RAILROAD SIDING
REMOVED BY OTHERS

EXIST. UG SEWER
12.68 LT.
APPROX. ELEV. 7.20

6" UD
8.05

12" UD
7.55

CB-25
STA 203+99.5, 20.0 RT
INSTALL CB TYPE F5
BEHIND CURB
ELEV. = 11.67'

CUT = 16.3 C.Y.
FILL = 4.7 C.Y.

204+00.00

Sta. 204+00.00

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

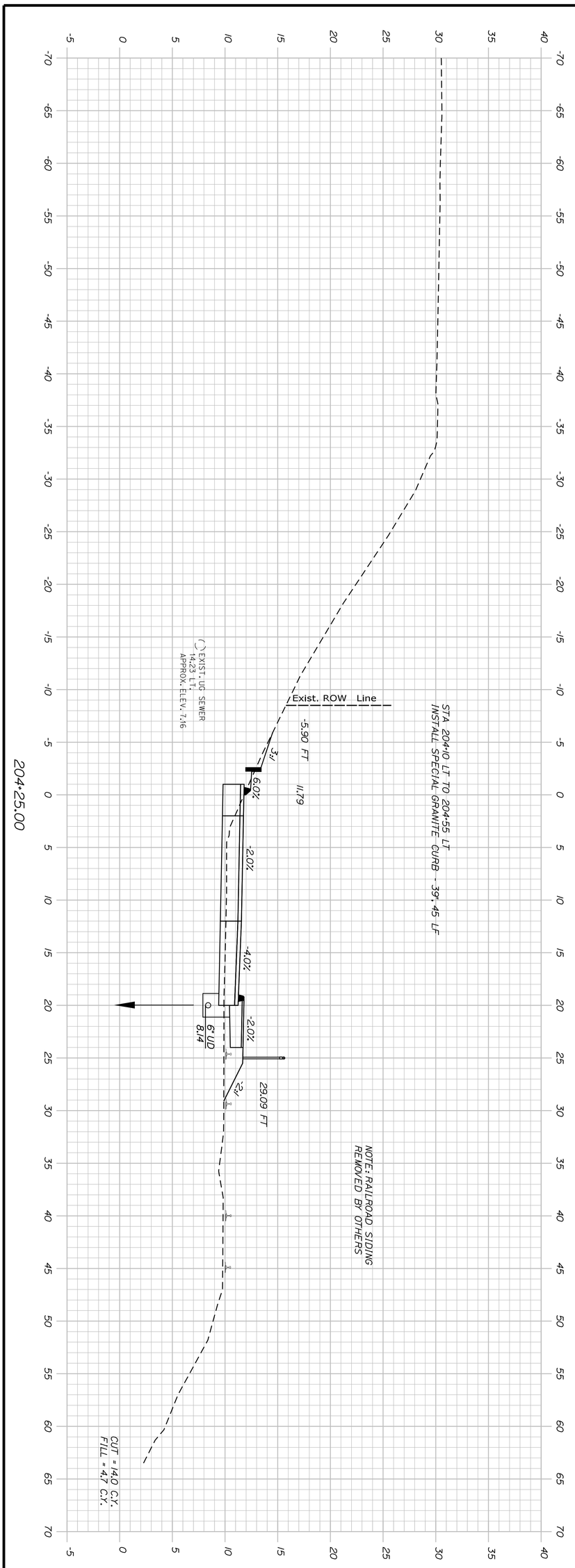
WISCASSET
RAILROAD AVENUE

CROSS SECTIONS

SHEET NUMBER

65

OF 105



Sta. 204+25.00

SHEET NUMBER 66 OF 105

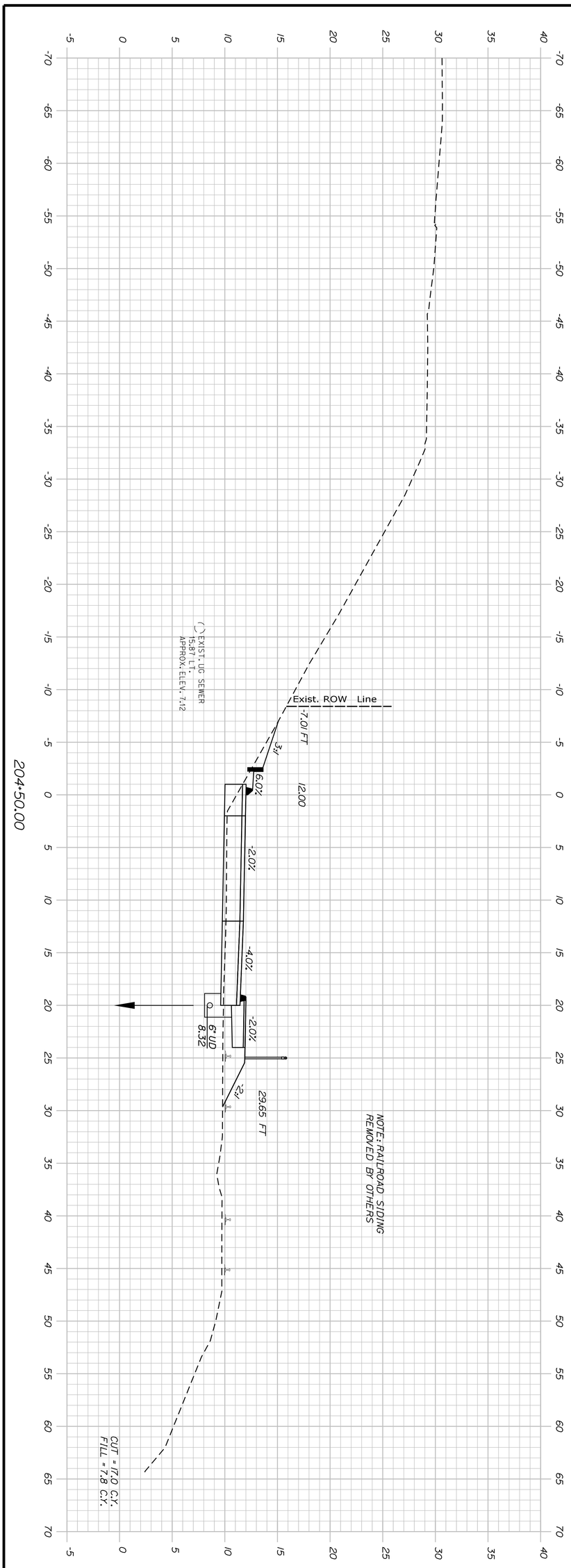
WISCASSET
RAILROAD AVENUE

CROSS SECTIONS

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 21843.00 HIGHWAY PLANS



Sta. 204+50.00

SHEET NUMBER 67 OF 105

WISCASSET
RAILROAD AVENUE

CROSS SECTIONS

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

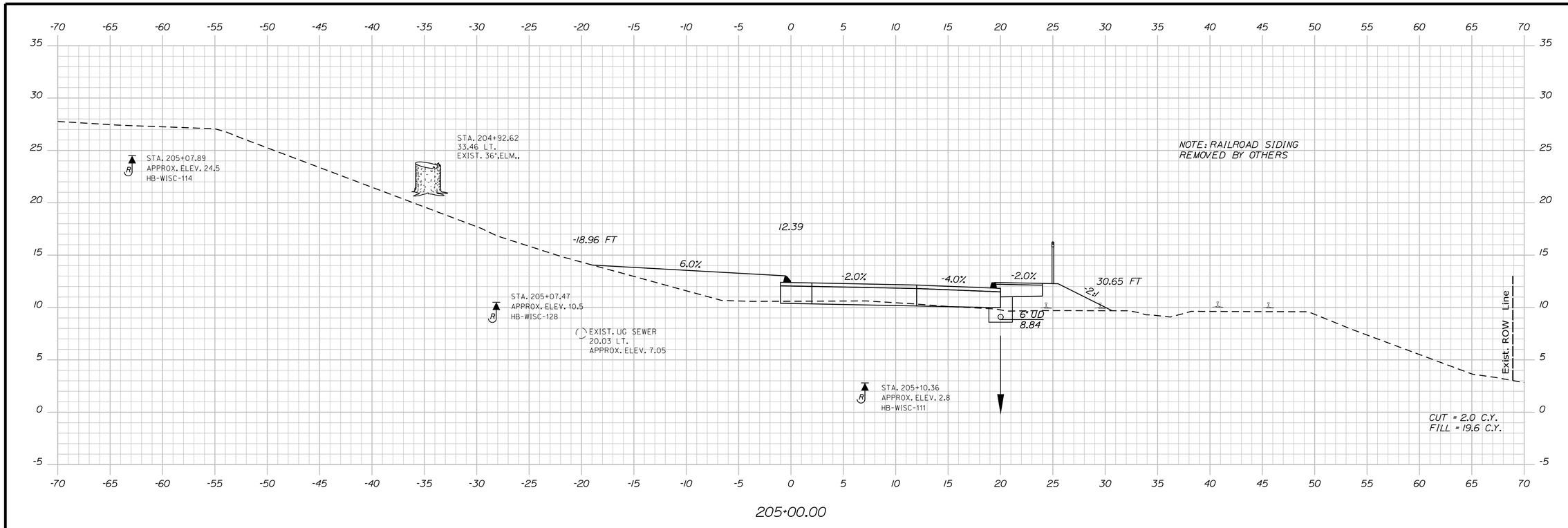
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

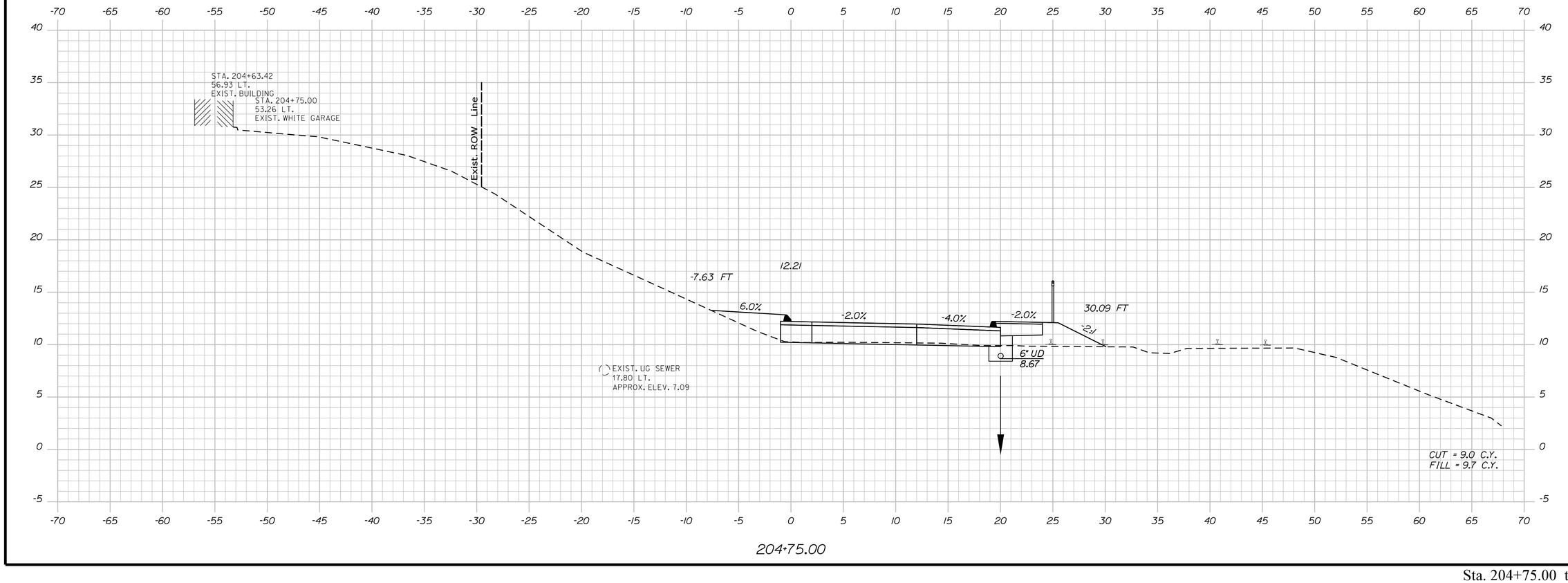
CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

Filename: ...\068_Xsect_MC20_Railroad_Ave_204+75.dgn Design: HIGHWAY Username: achandler Date:3/26/2018





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 21843.00

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	3/18
CHECKED-REVIEWED	ECF	3/18
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
RAILROAD AVENUE

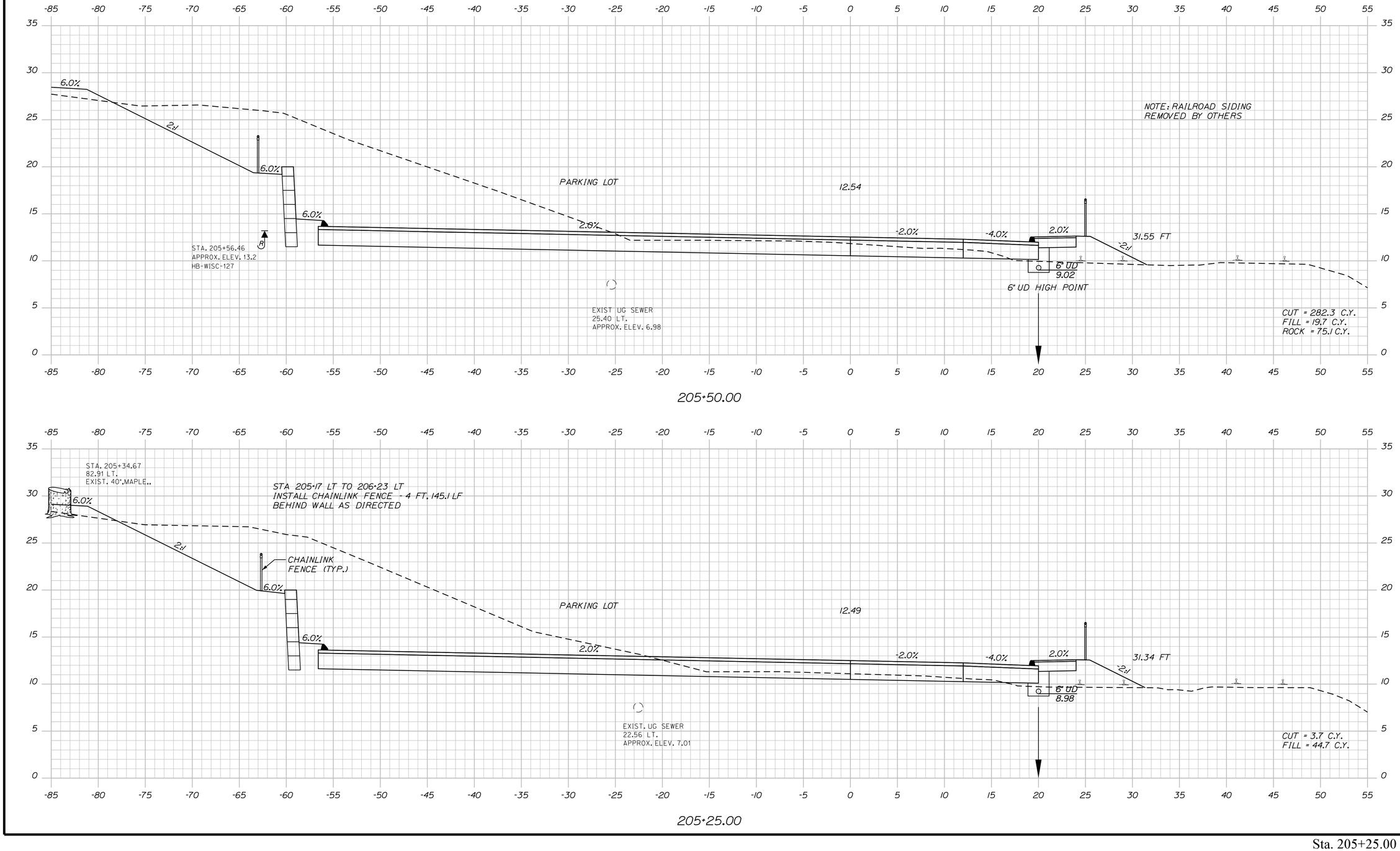
CROSS SECTIONS

SHEET NUMBER

68

OF 105

Sta. 204+75.00 to Sta. 205+00.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
RAILROAD AVENUE

CROSS SECTIONS

SHEET NUMBER

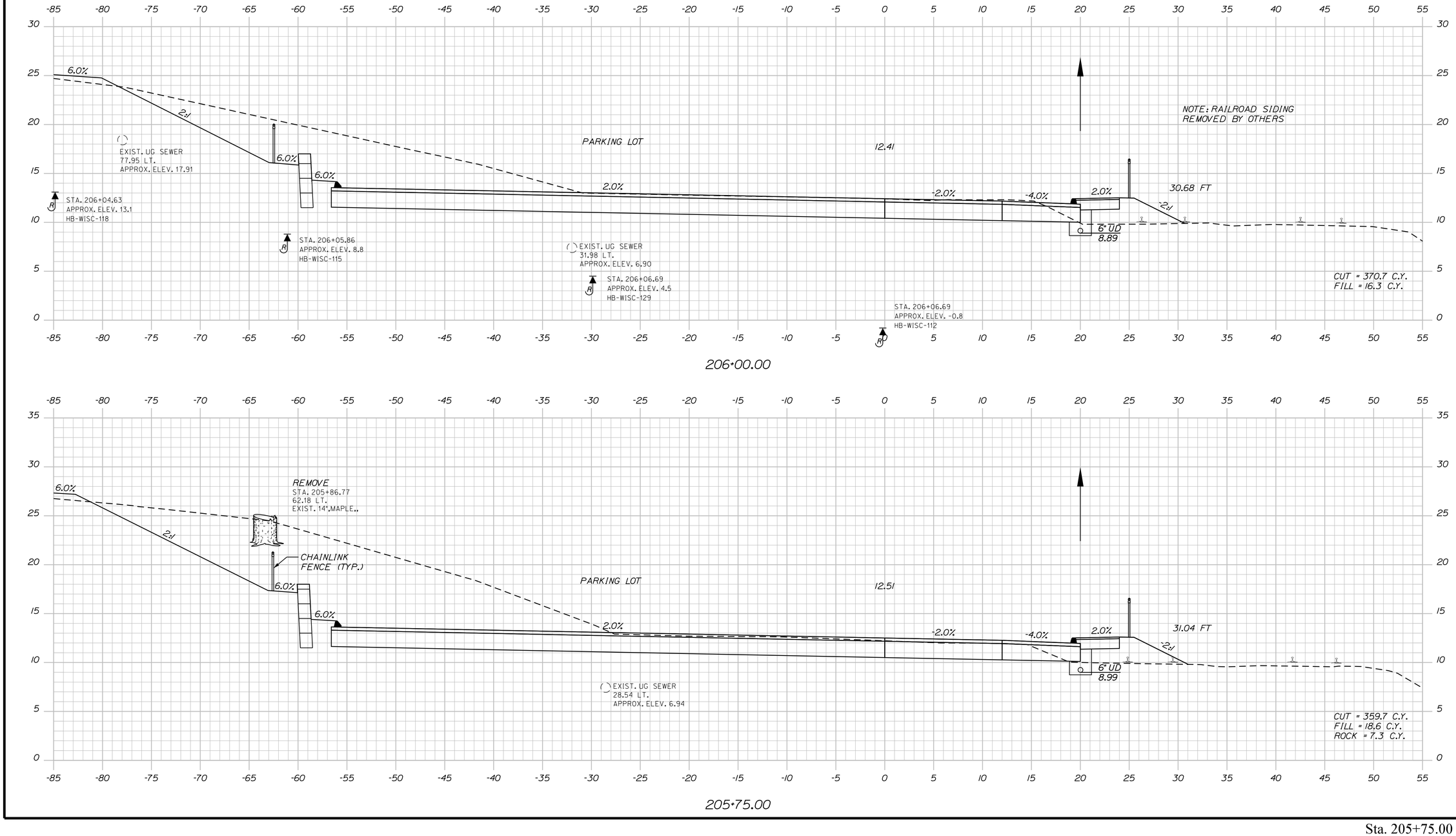
69

OF 105

Sta. 205+25.00 to Sta. 205+50.00

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	ECF 3/18
CHECKED-REVIEWED	ECF	AG 3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
RAILROAD AVENUE

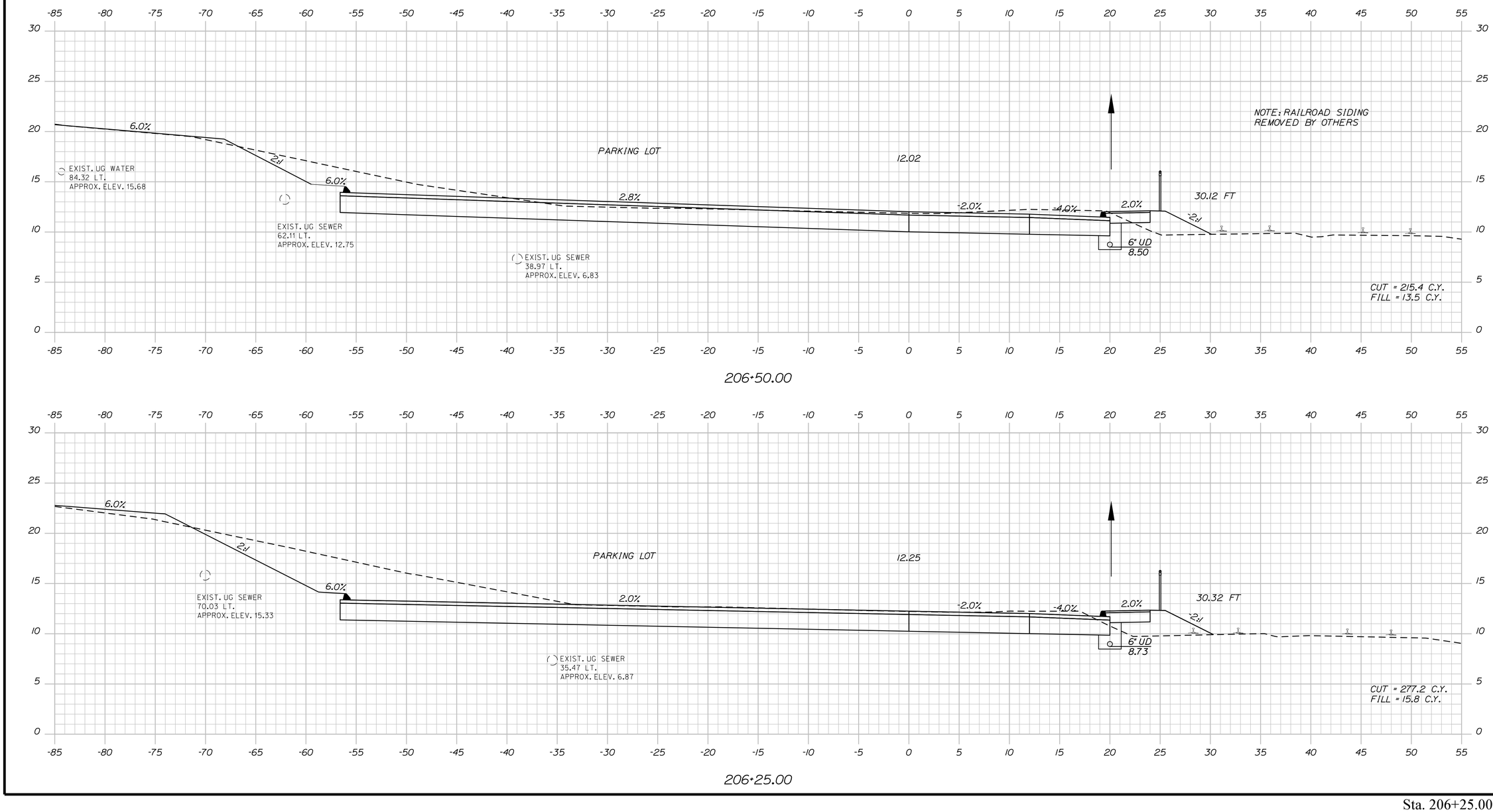
CROSS SECTIONS

SHEET NUMBER

70

OF 105

Sta. 205+75.00 to Sta. 206+00.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	ECF 3/18
CHECKED-REVIEWED	ECF	AG 3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
RAILROAD AVENUE

CROSS SECTIONS

SHEET NUMBER

71

OF 105

Sta. 206+25.00 to Sta. 206+50.00

Filename: ...\071_Xsect_MC20_Railrood_Ave_206+25to206+50.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN
DESIGN-DETAILED	AG
CHECKED-REVIEWED	ECF
DESIGN2-DETAILED2	ECF
DESIGN3-DETAILED3	

	BY	DATE
REVISIONS 1	ECF	3/18
REVISIONS 2	AG	3/18
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
RAILROAD AVENUE

CROSS SECTIONS

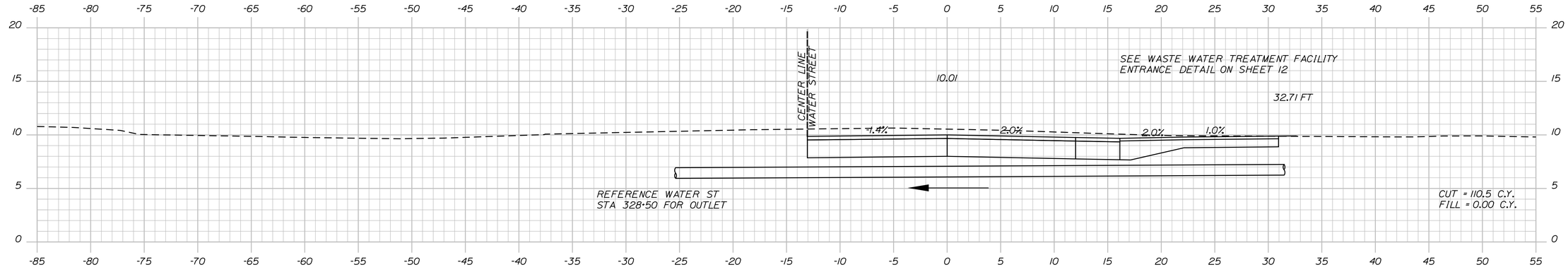
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72

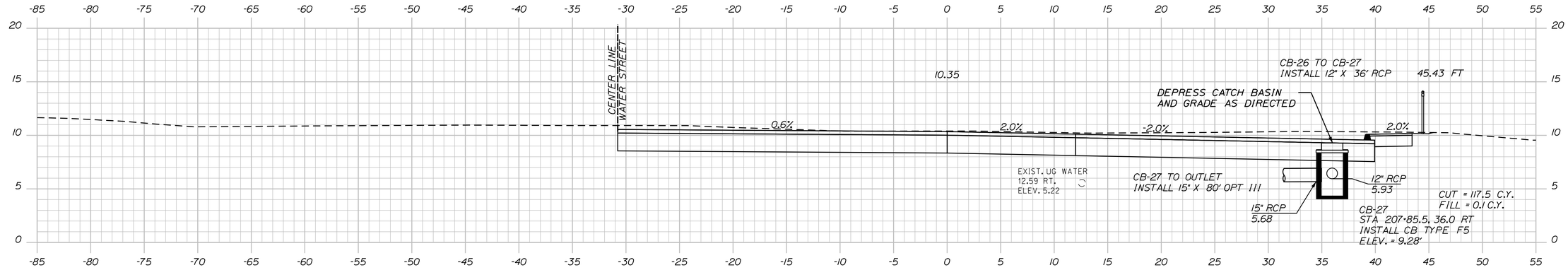
OF 105

Sta. 206+75.00 to Sta. 207+25.00

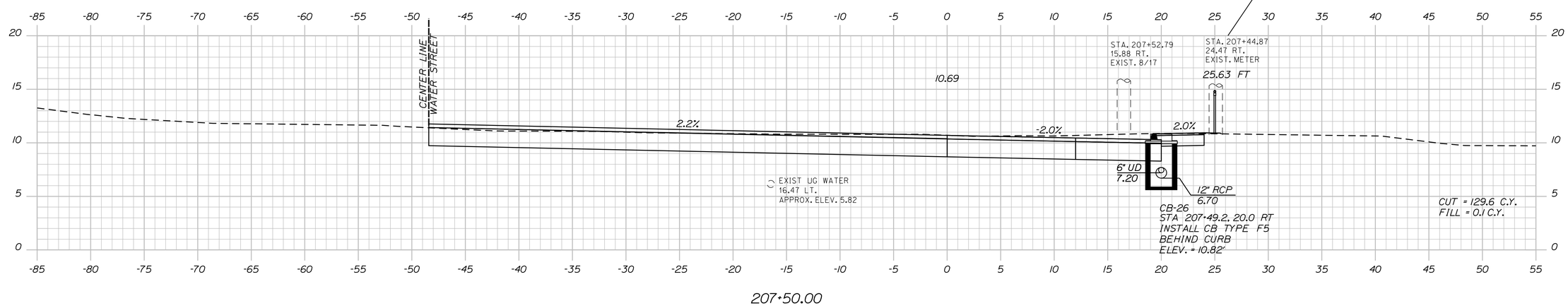
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208+00.00



207+75.00



207+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN
DESIGN-DETAILED	AG
CHECKED-REVIEWED	ECF
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	

	BY	DATE
REVISIONS 1	ECF	3/18
REVISIONS 2	AG	3/18
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
RAILROAD AVENUE

CROSS SECTIONS

SHEET NUMBER

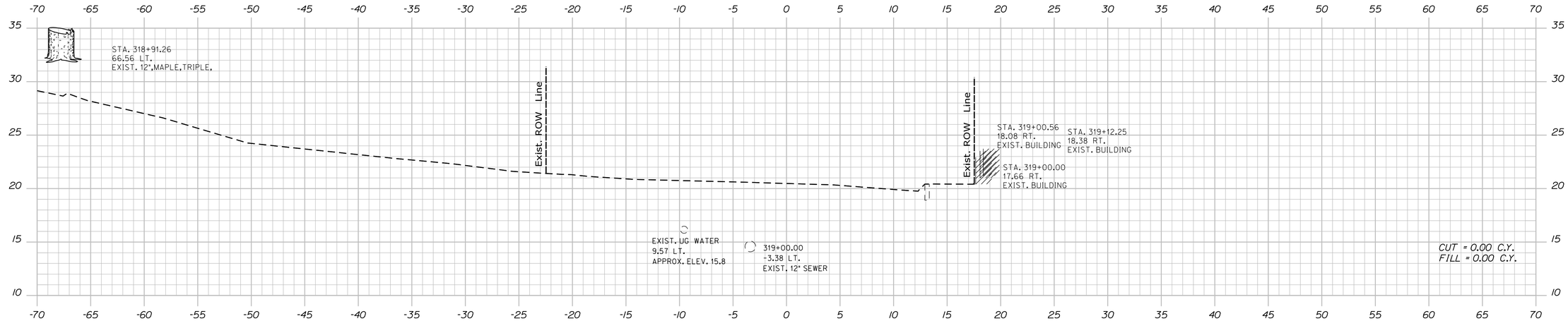
73

OF 105

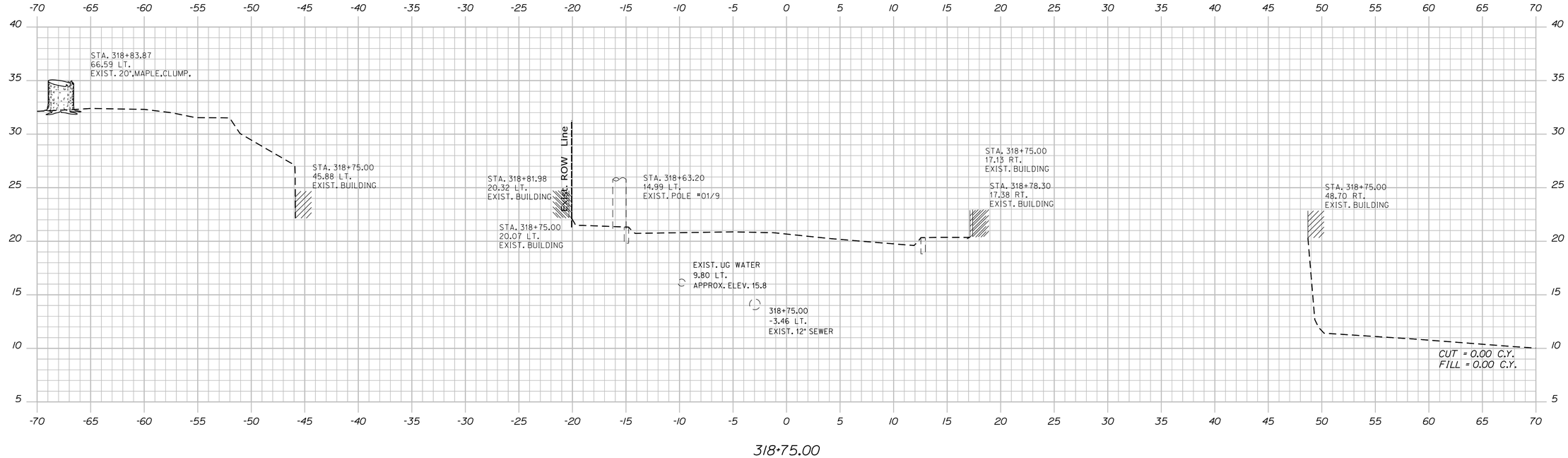
Sta. 207+50.00 to Sta. 208+00.00

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Filename: ...\074_Xsect_MC30_WaterSt_318+75.dgn Division: HIGHWAY Username: achandler Date:3/26/2018



319+00.00



318+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	BY	DATE
E. MARTIN		
PROJ. MANAGER	AG	
DESIGN-DETAILED	ECF	3/18
CHECKED-REVIEWED	AG	3/18
DESIGN2-DETAILED2	ECF	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
WATER STREET

CROSS SECTIONS

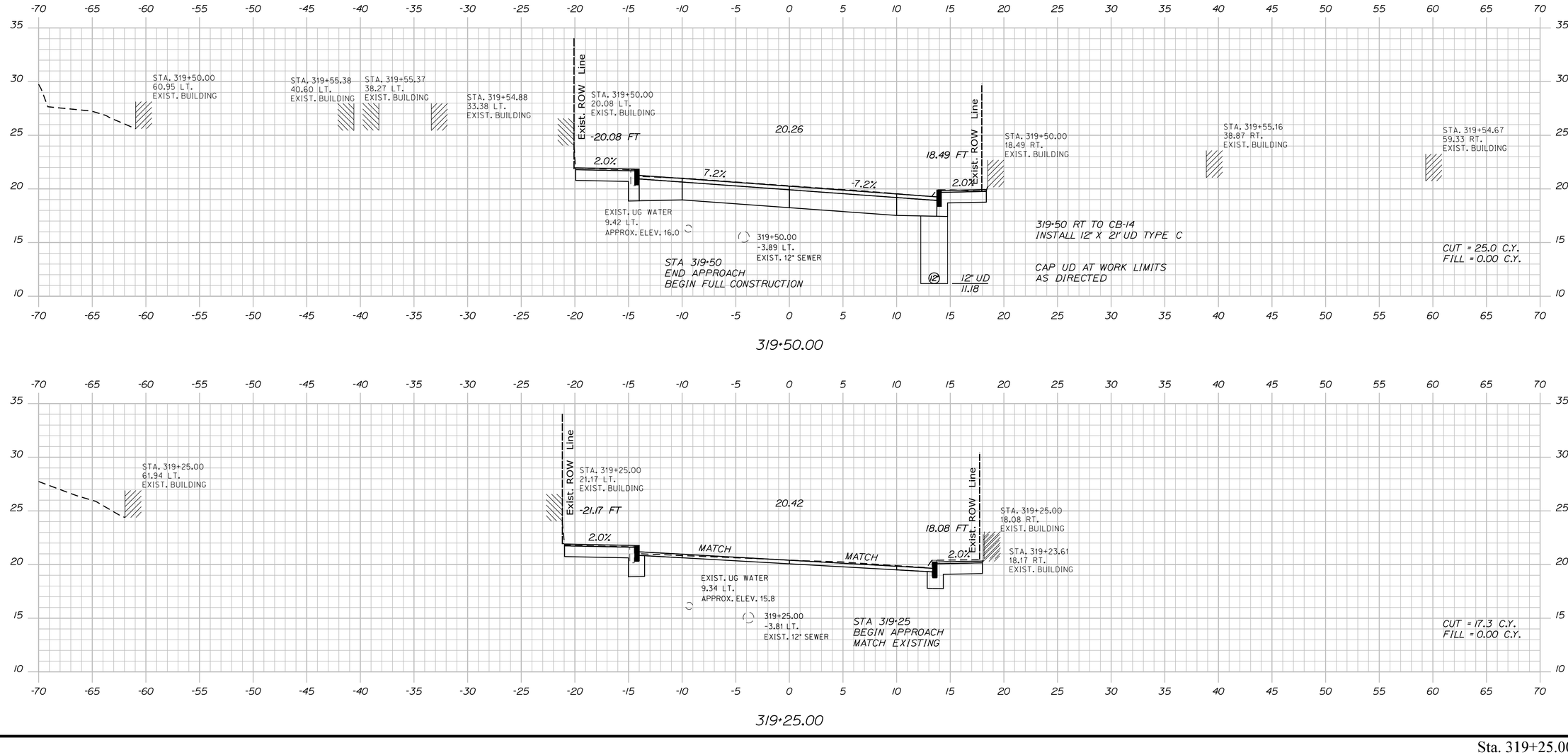
SHEET NUMBER

74

OF 105

Sta. 318+75.00 to Sta. 319+00.00

Filename: ...\075_Xsect_MC30_WaterSt_319+25.dgn Division: HIGHWAY Username: achandler Date:3/26/2018



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	BY	DATE
E. MARTIN		
PROJ. MANAGER	AG	3/18
DESIGN-DETAILED	ECF	3/18
CHECKED-REVIEWED	AG	
DESIGN2-DETAILED2	ECF	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
WATER STREET

CROSS SECTIONS

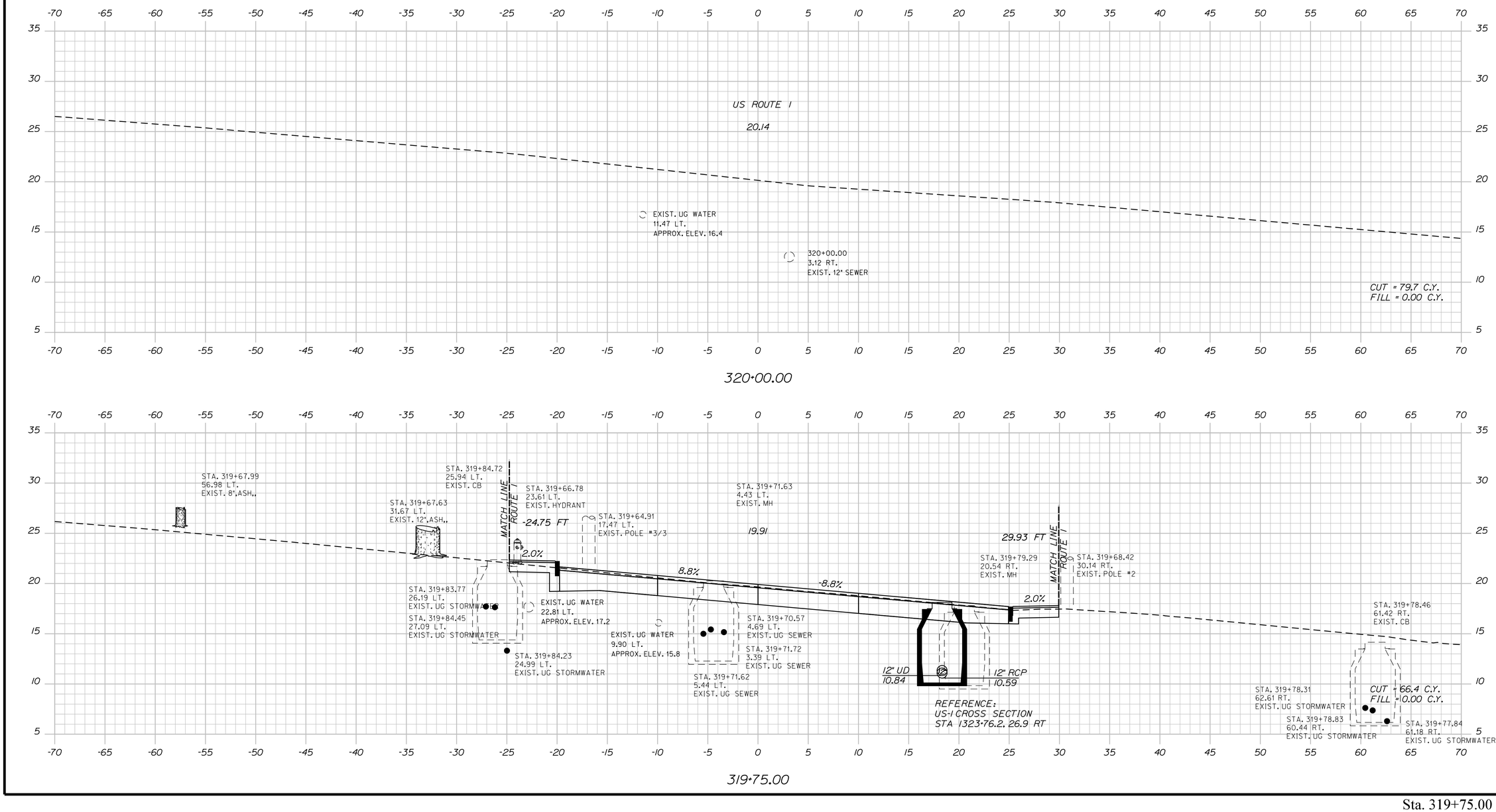
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75

OF 105

Sta. 319+25.00 to Sta. 319+50.00

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
WATER STREET

CROSS SECTIONS

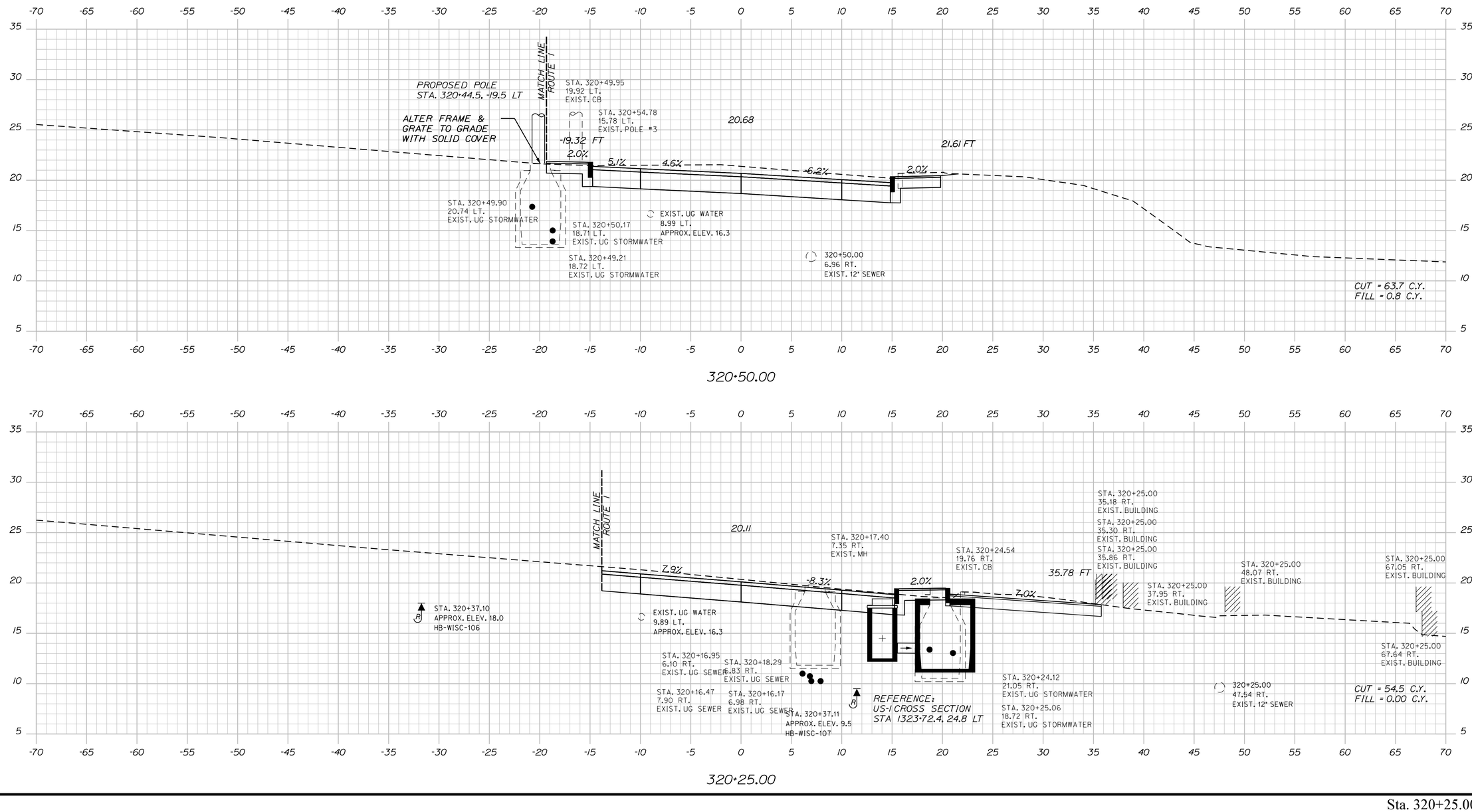
SHEET NUMBER

76

OF 105

Sta. 319+75.00 to Sta. 320+00.00

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	ECF 3/18
CHECKED-REVIEWED	ECF	AG 3/18
DESIGN2-DETAILED2		
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REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
WATER STREET

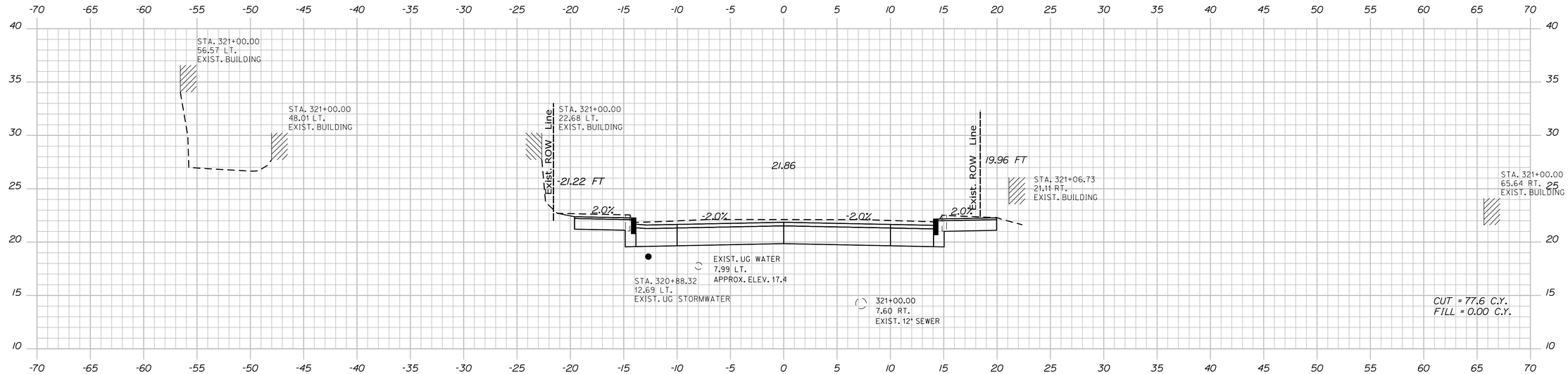
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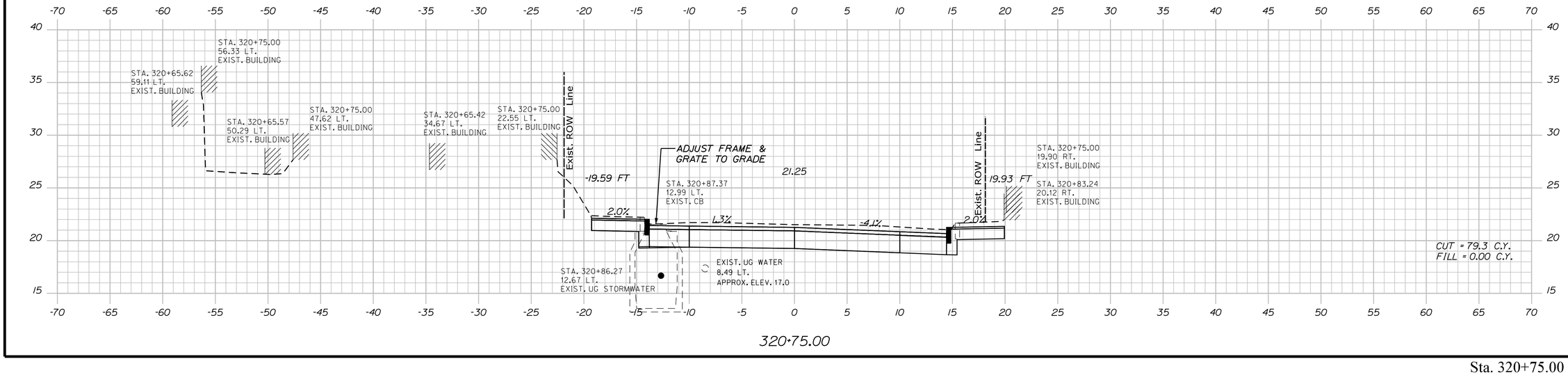
SHEET NUMBER

77

OF 105

Sta. 320+25.00 to Sta. 320+50.00





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
WATER STREET

CROSS SECTIONS

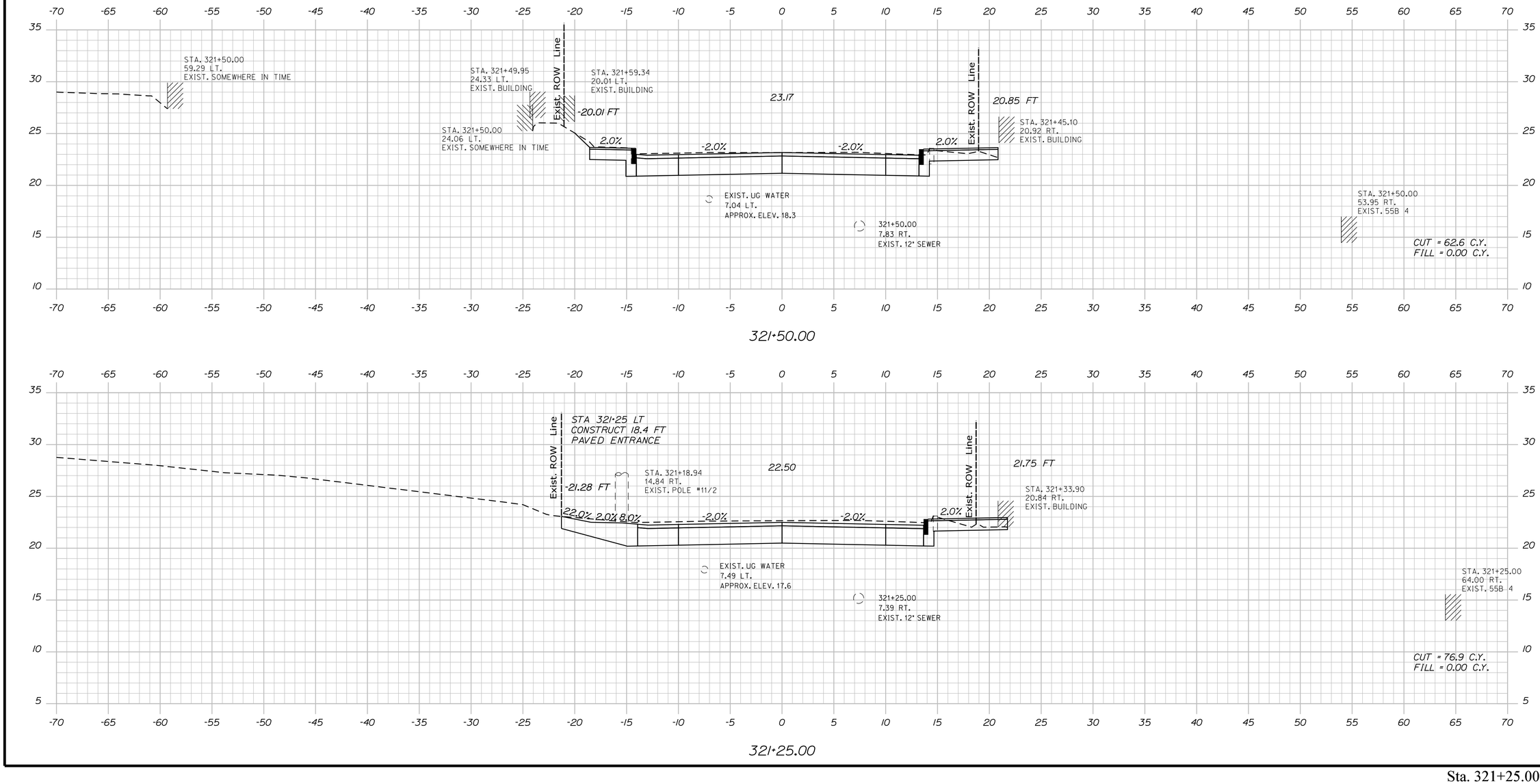
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78

OF 105

Filename: ...\078_Xsect_MC30_WaterSt_320+75.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

Sta. 320+75.00 to Sta. 321+00.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	3/18
CHECKED-REVIEWED	ECF	3/18
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
WATER STREET

CROSS SECTIONS

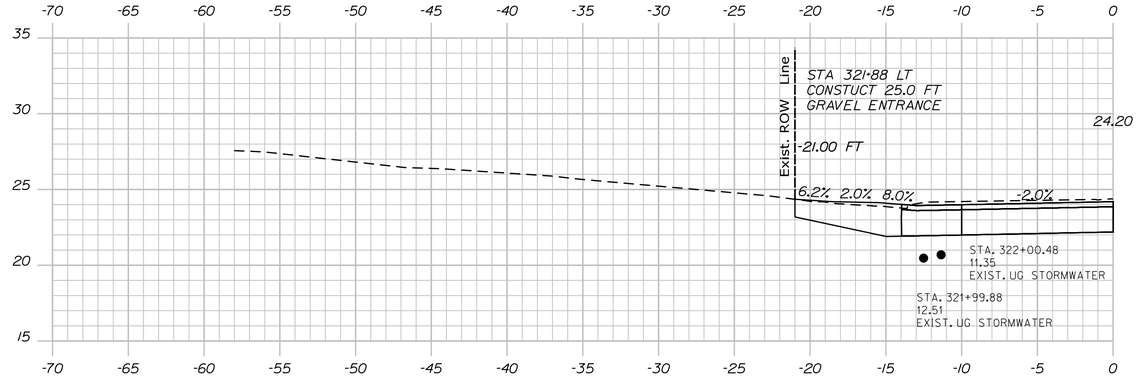
SHEET NUMBER

79

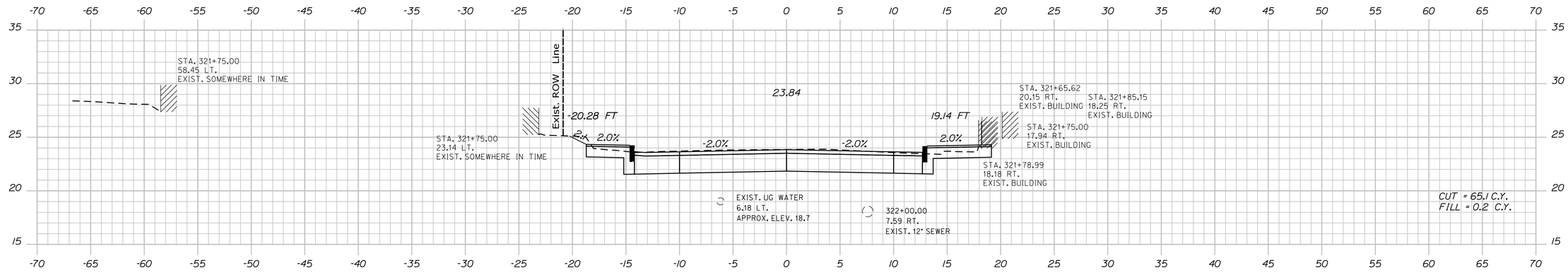
OF 105

Sta. 321+25.00 to Sta. 321+50.00

Filename: ...\079_Xsect_MC30_WaterSt_321+25.dgn Division: HIGHWAY Username: achandler Date:3/26/2018



321+88.00



321+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
WATER STREET

CROSS SECTIONS

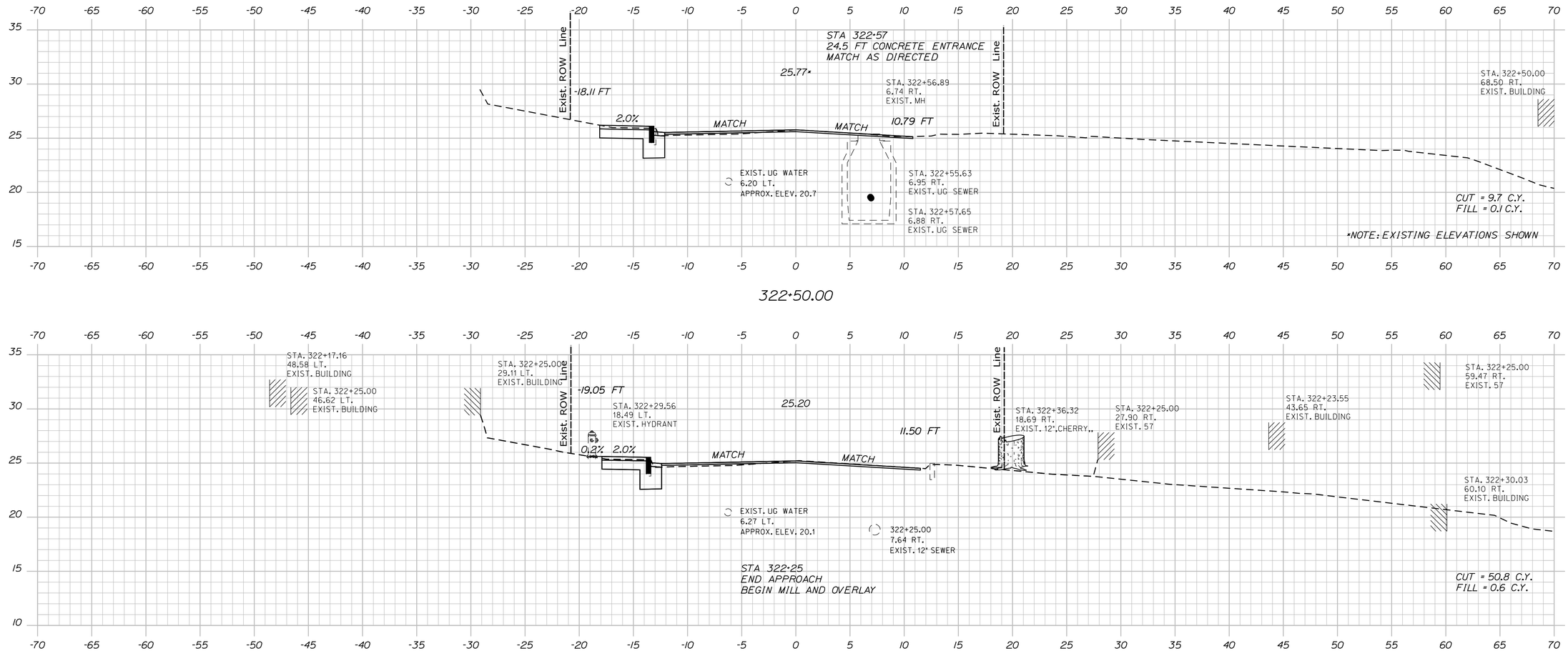
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80

OF 105

Filename: ...\080_Xsect_MC30_WaterSt_321+25_Driveway.dgn Design: HIGHWAY Username: achandler Date:3/26/2018

Sta. 321+75.00 to Sta. 321+88.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
WATER STREET

CROSS SECTIONS

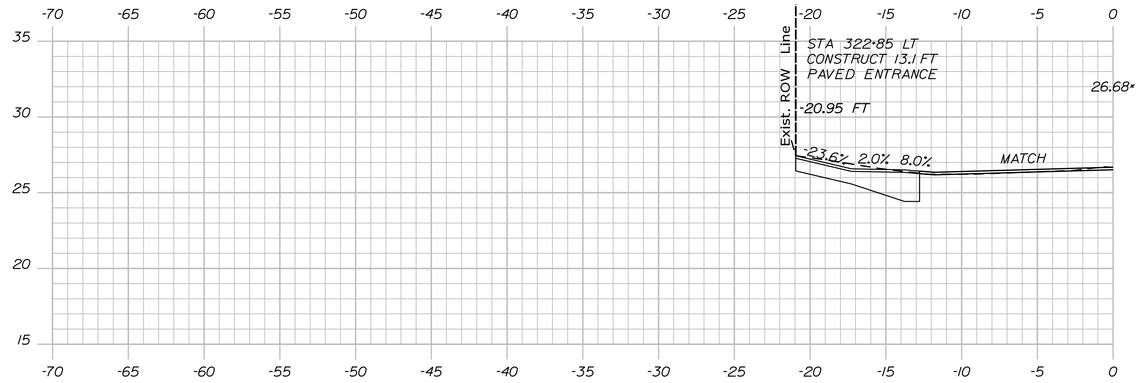
SHEET NUMBER

81

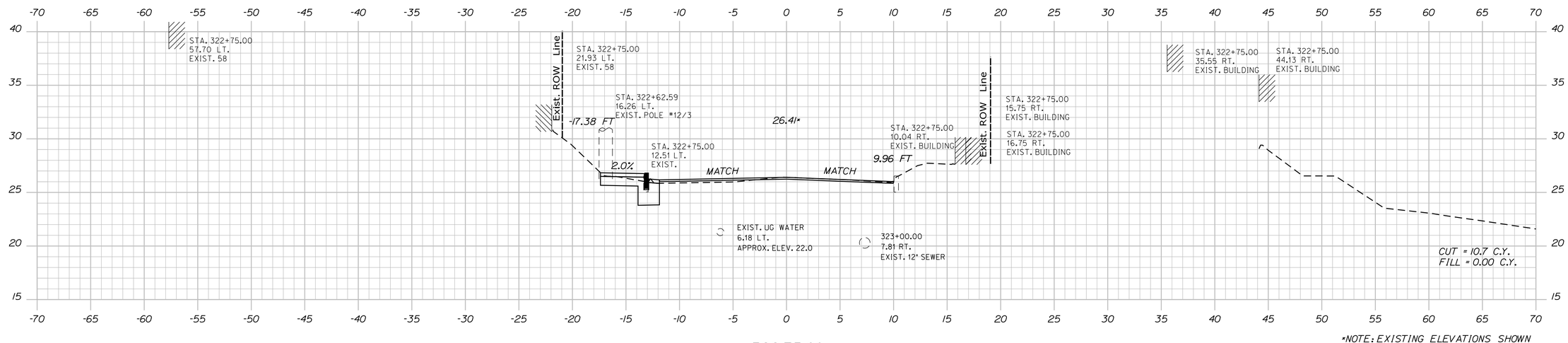
OF 105

Sta. 322+00.00 to Sta. 322+50.00

Filename: ...\081_Xsect_MC30_WaterSt_322+00.dgn Division: HIGHWAY Username: achandler Date:3/26/2018



322+85.00



322+75.00

*NOTE: EXISTING ELEVATIONS SHOWN

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	ECF 3/18
CHECKED-REVIEWED	ECF	AG 3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
WATER STREET

CROSS SECTIONS

SHEET NUMBER

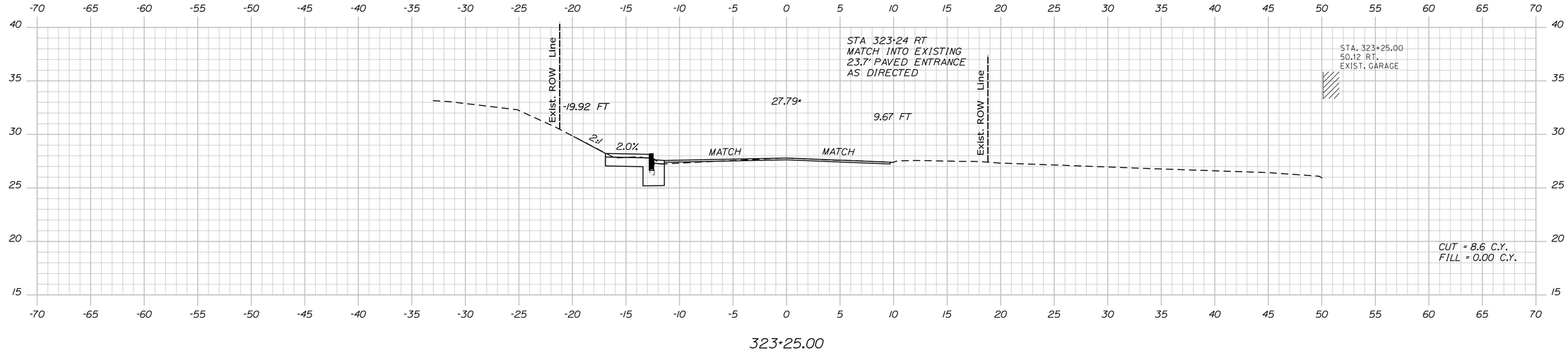
82

OF 105

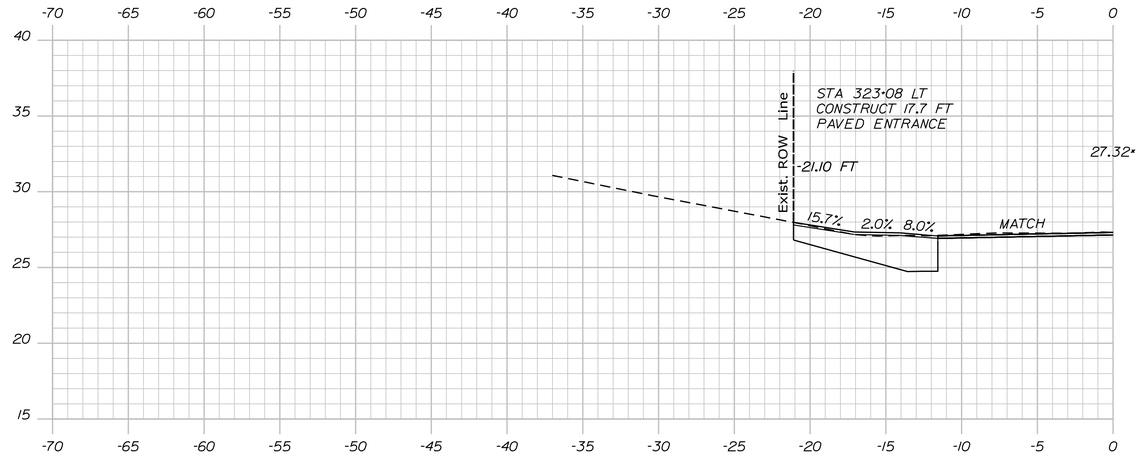
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Design: HIGHWAY

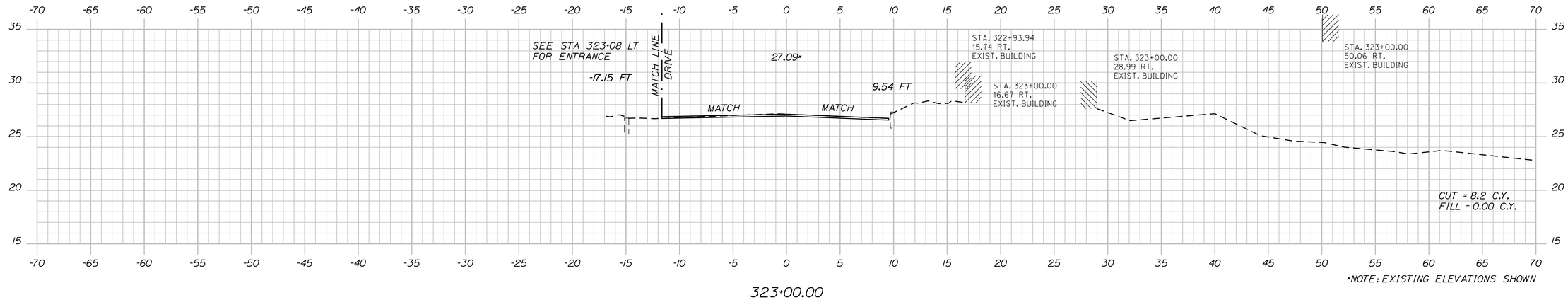
Sta. 322+75.00 to Sta. 322+85.00



323+25.00



323+08.00



323+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	BY	DATE
E. MARTIN		
PROJ. MANAGER	AG	
DESIGN-DETAILED	ECF	3/18
CHECKED-REVIEWED	AG	3/18
DESIGN2-DETAILED2	ECF	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
WATER STREET

CROSS SECTIONS

SHEET NUMBER

83

OF 105

Filename: ...\083_Xsect_MC30_WaterSt_323+00_Design HIGHWAY Username: achandler Date:3/26/2018

Sta. 323+00.00 to Sta. 323+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
WATER STREET

CROSS SECTIONS

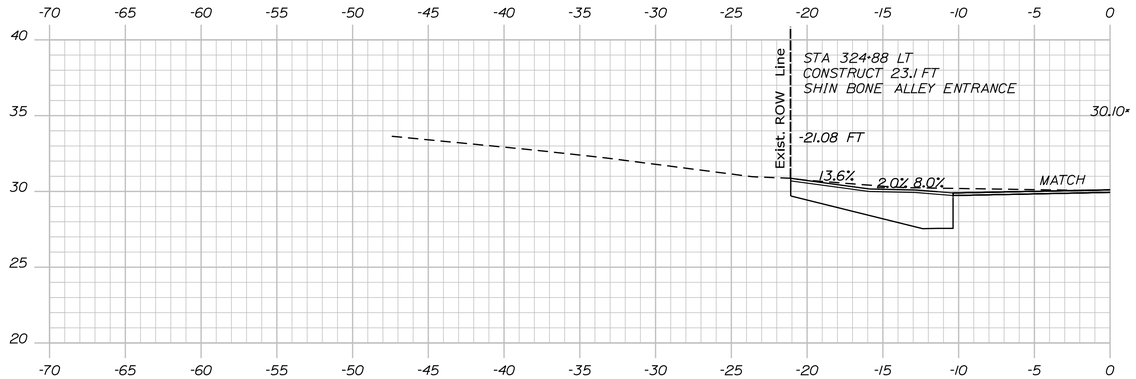
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84

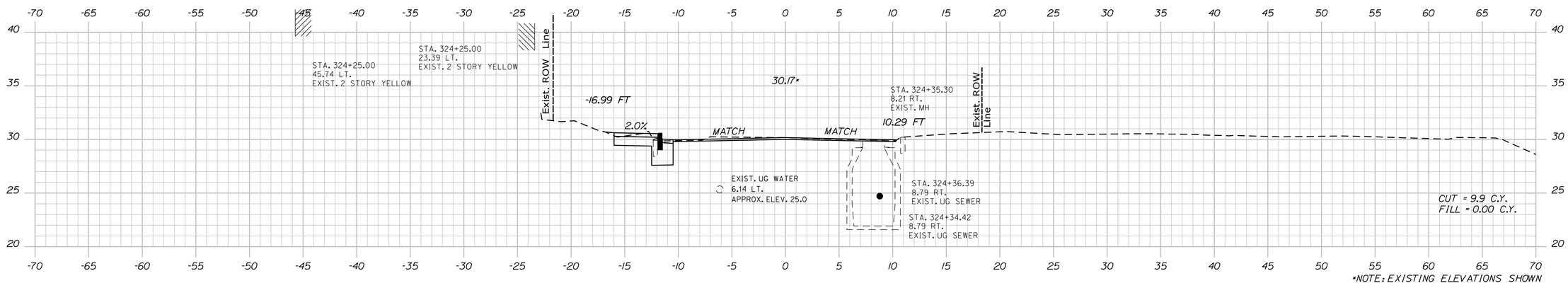
OF 105

Sta. 323+50.00 to Sta. 324+00.00

Filename: ...\084_Xsect_MC30_WaterSt_323+25_Design HIGHWAY Username: achandler Date:3/26/2018



324+38.00



324+25.00

Sta. 324+25.00 to Sta. 324+38.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
WATER STREET

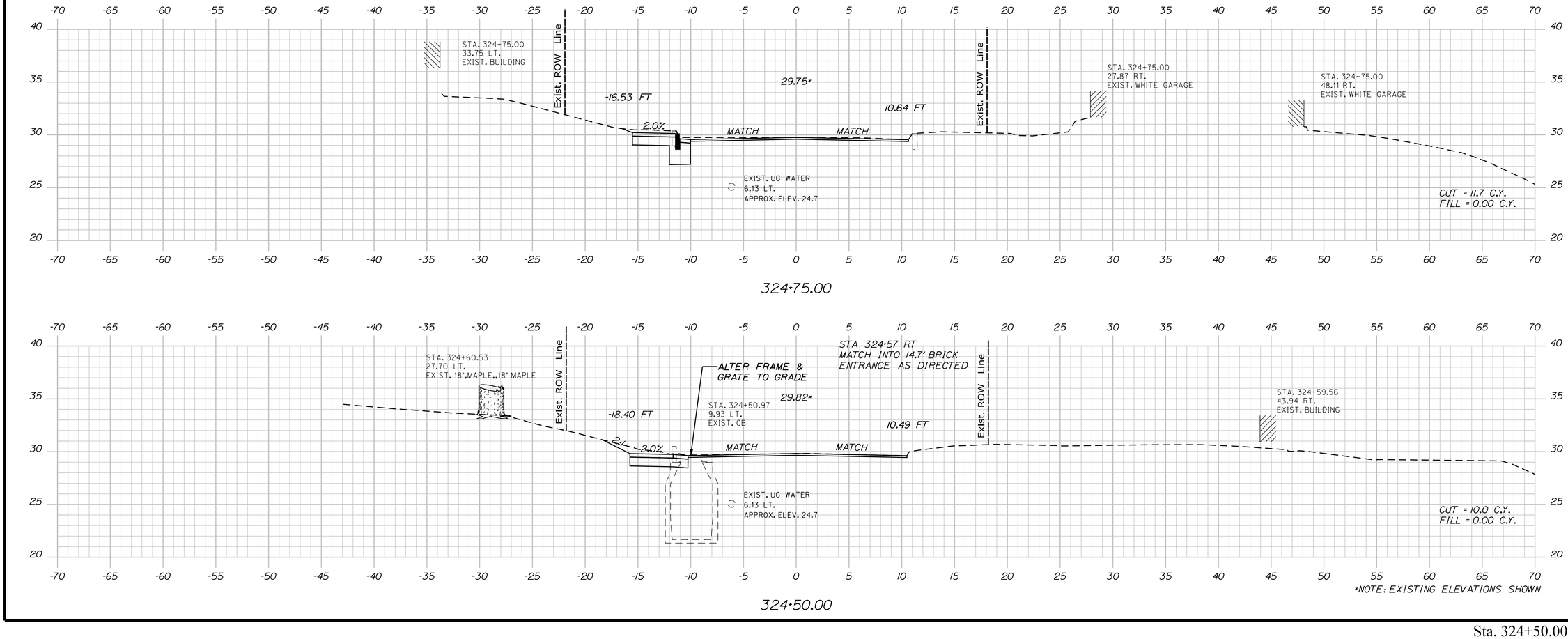
CROSS SECTIONS

SHEET NUMBER

85

OF 105

Filename: ...\085_Xsect_MC30_WaterSt_324+25.dgn Division: HIGHWAY Username: achandler Date:3/26/2018



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
WATER STREET

CROSS SECTIONS

SHEET NUMBER

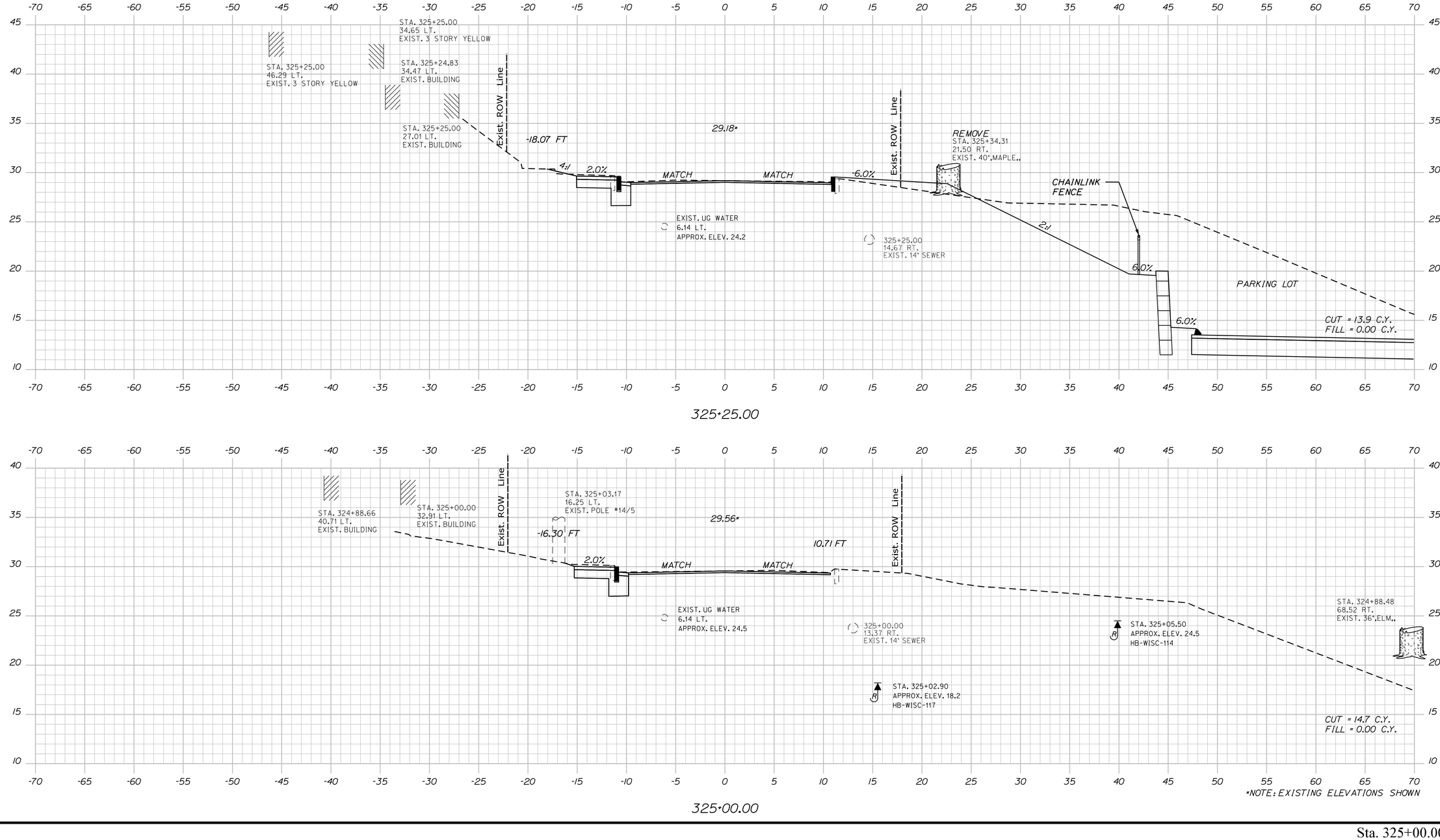
86

OF 105

Sta. 324+50.00 to Sta. 324+75.00

Filename: ...\086_Xsect_MC30_WoterSt_324+25.dgnDivision: HIGHWAY Username: achandler Date:3/26/2018

Filename: ...\087_Xsect_MC30_WaterSt_325+00.dgn Division: HIGHWAY Username: achandler Date:3/26/2018



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
WATER STREET

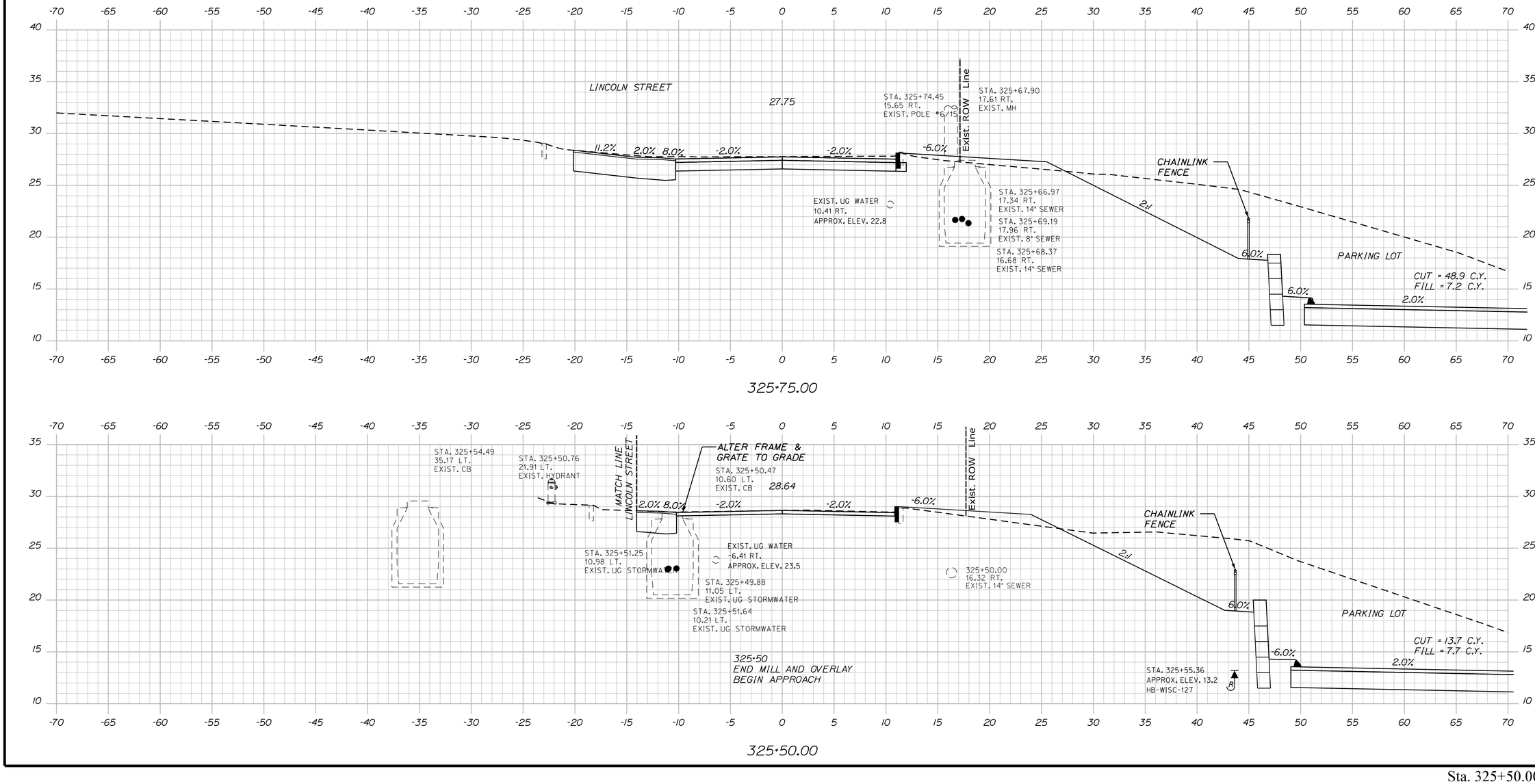
CROSS SECTIONS

SHEET NUMBER

87

OF 105

Sta. 325+00.00 to Sta. 325+25.00



Sta. 325+50.00 to Sta. 325+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	ECF 3/18
CHECKED-REVIEWED	ECF	AG 3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
WATER STREET

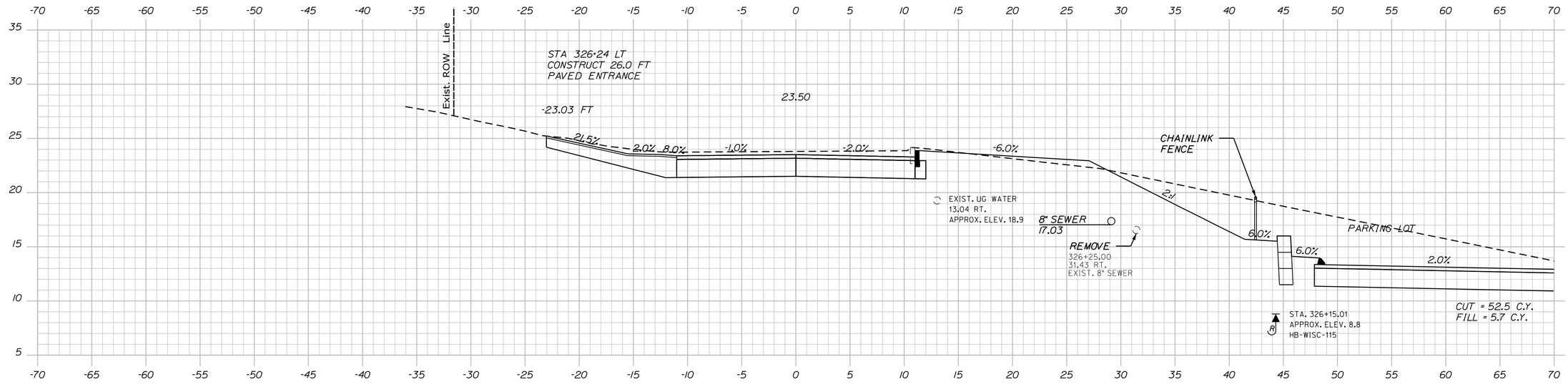
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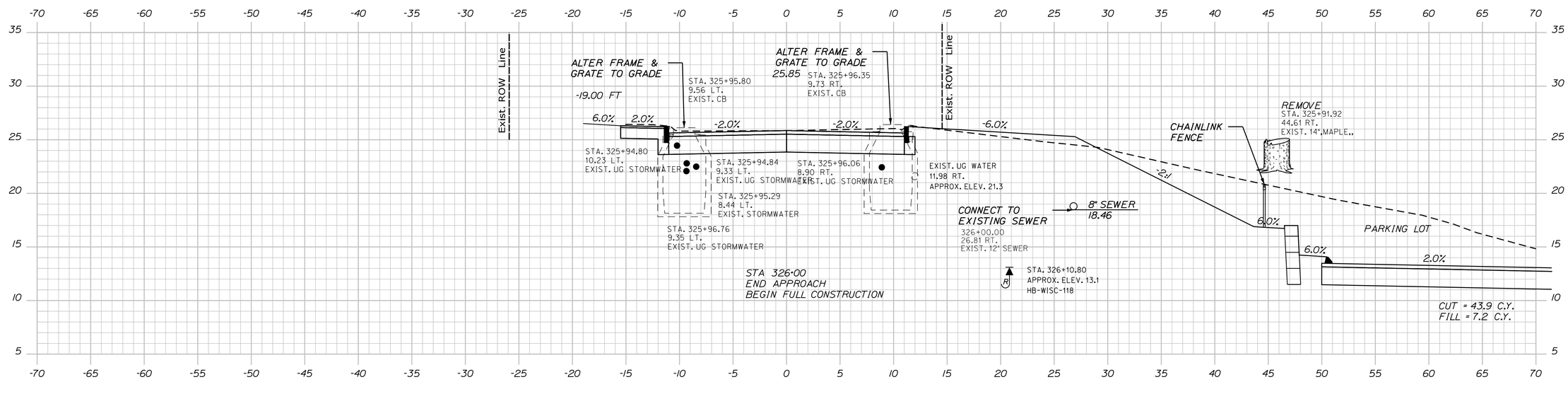
88

OF 105

Filename: ...\088_Xsect_MC30_WaterSt_325+50.dgn Division: HIGHWAY Username: achandler Date:3/26/2018



326+25.00



326+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	BY	DATE
E. MARTIN		
PROJ. MANAGER	AG	3/18
DESIGN-DETAILED	ECF	3/18
CHECKED-REVIEWED	AG	
DESIGN2-DETAILED2	ECF	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
WATER STREET

CROSS SECTIONS

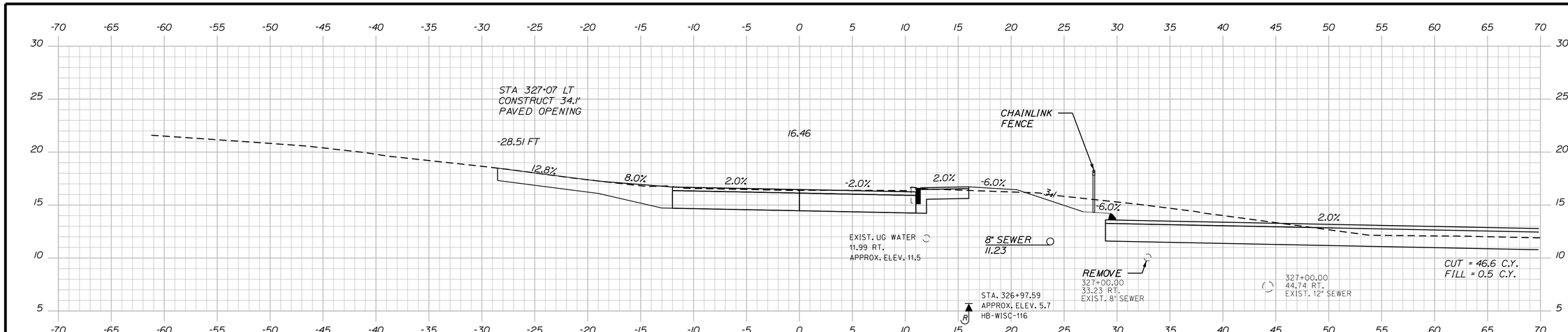
SHEET NUMBER

89

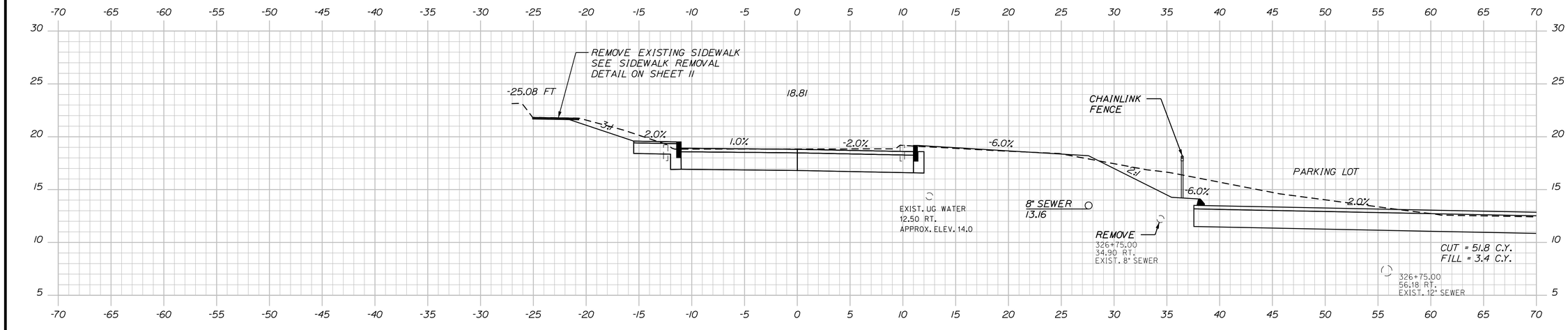
OF 105

Sta. 326+00.00 to Sta. 326+25.00

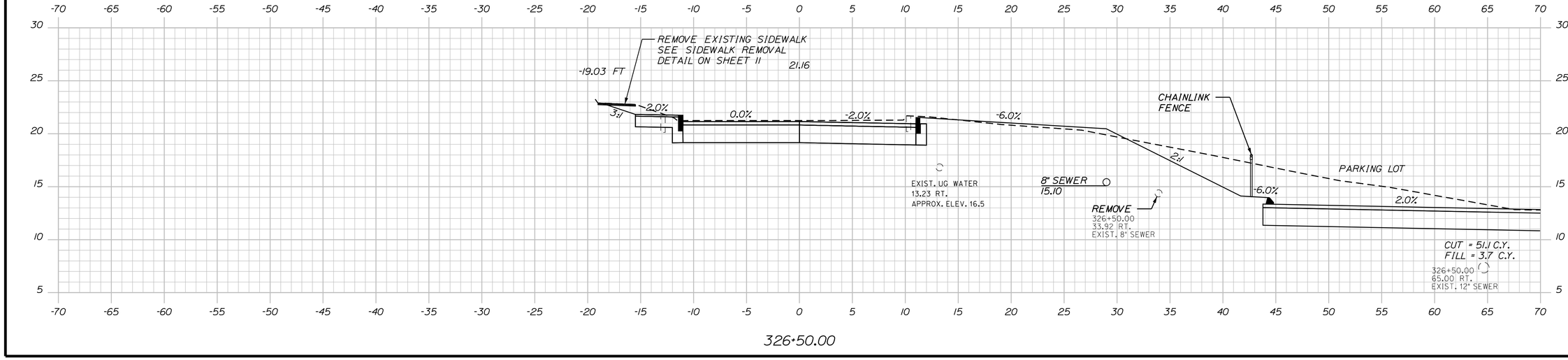
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327+00.00



326+75.00



326+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
WATER STREET

CROSS SECTIONS

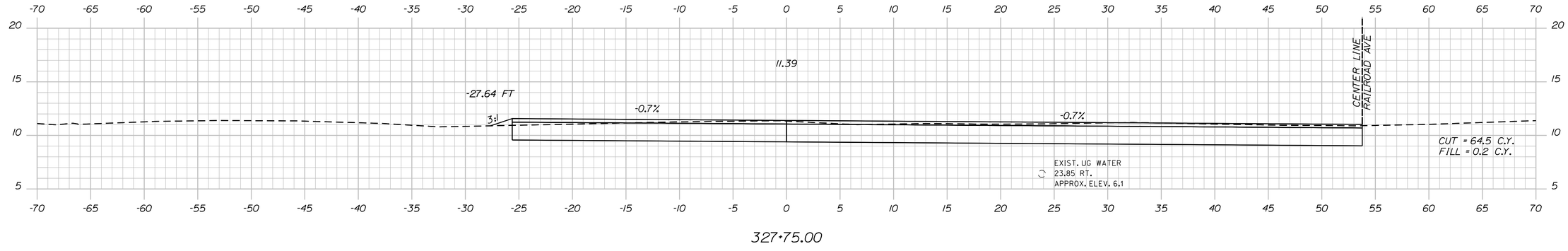
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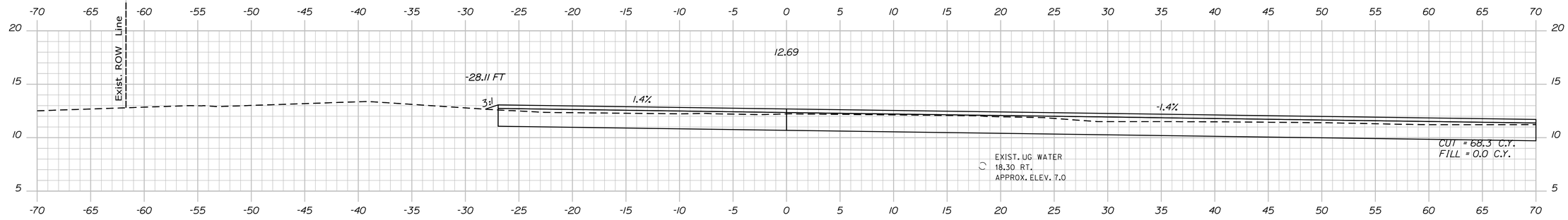
OF 105

Sta. 326+50.00 to Sta. 327+00.00

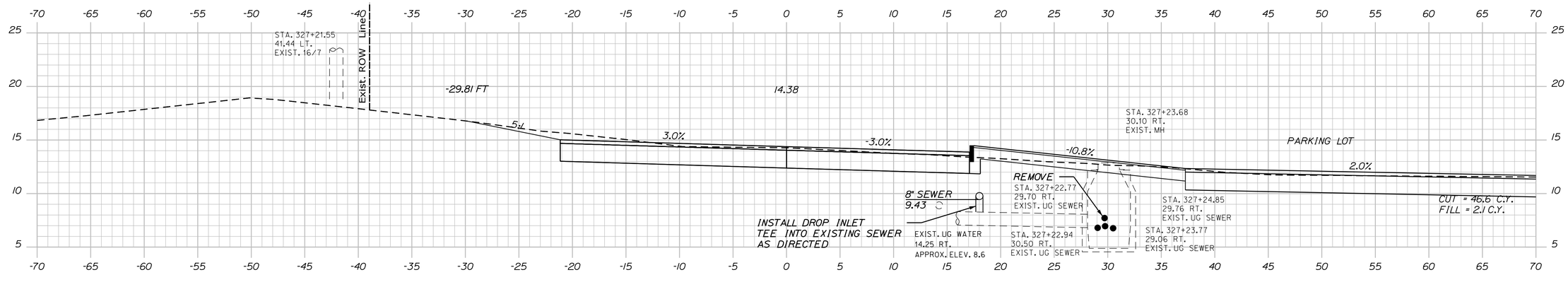
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327+75.00



327+50.00



327+25.00

Sta. 327+25.00 to Sta. 327+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	AG	ECF 3/18
CHECKED-REVIEWED	ECF	AG 3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
WATER STREET

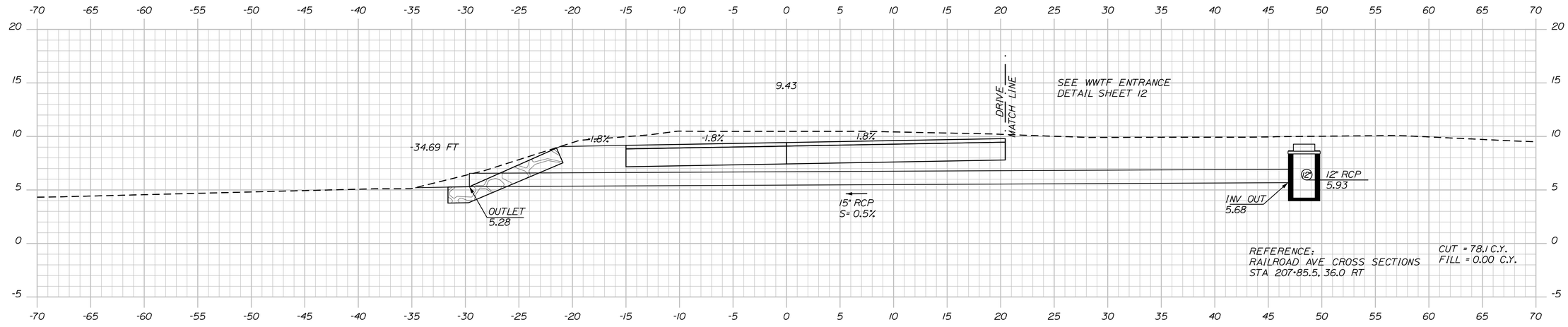
CROSS SECTIONS

SHEET NUMBER

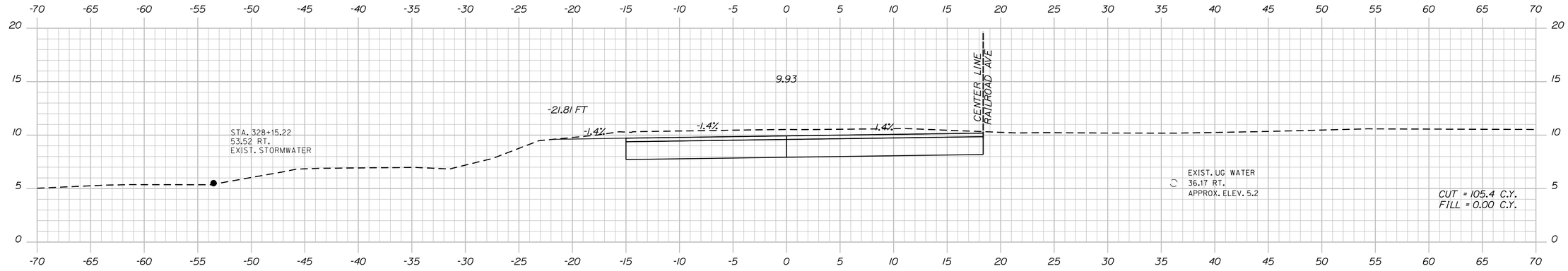
91

OF 105

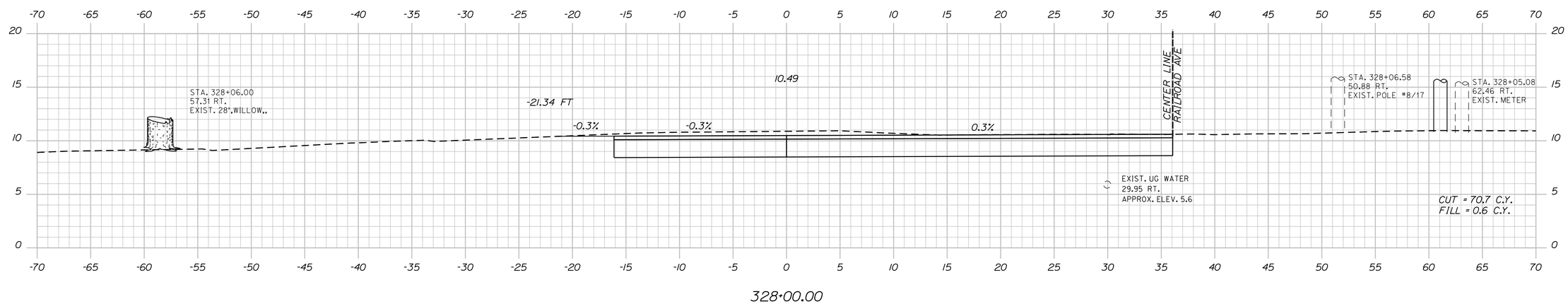
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328+50.00



328+25.00



328+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
WATER STREET

CROSS SECTIONS

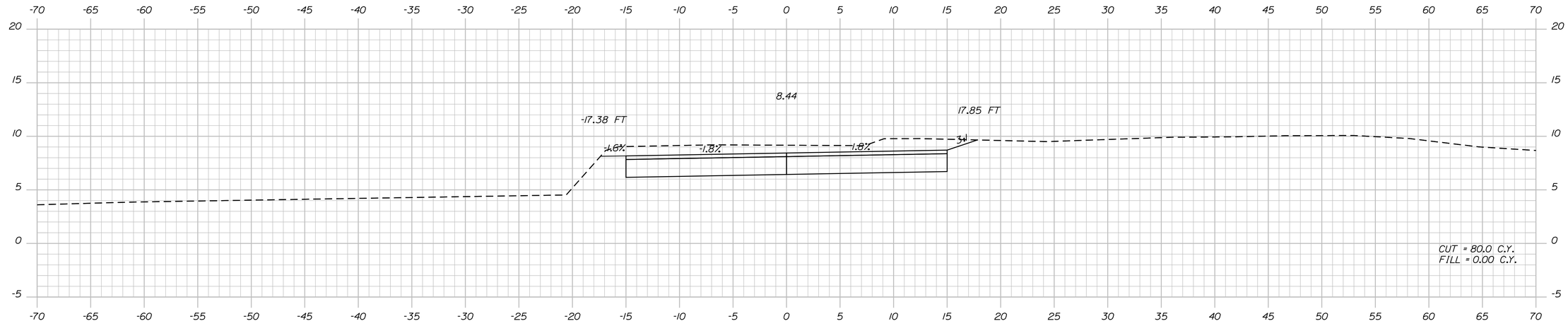
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92

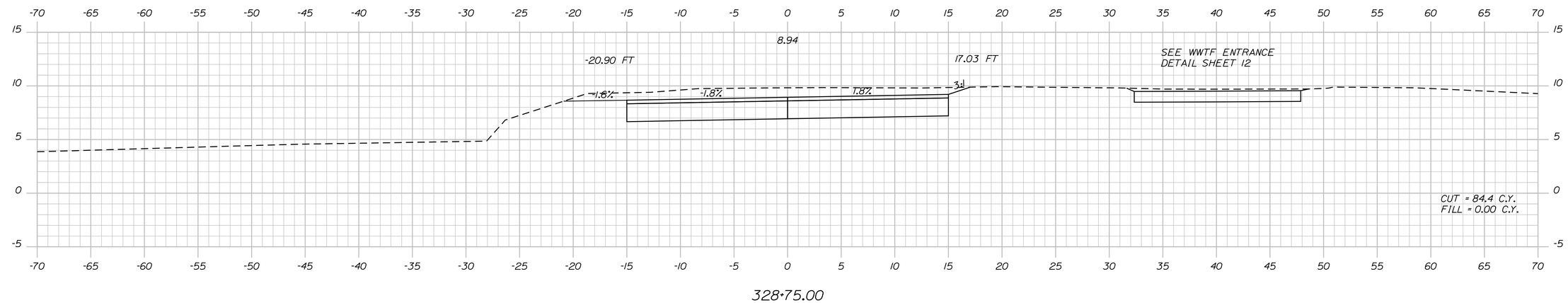
OF 105

Sta. 328+00.00 to Sta. 328+50.00

Filename: ...\092_Xsect_MC30_WaterSt_328+00.dgn Division: HIGHWAY Username: achandler Date:3/26/2018



329+00.00



328+75.00

Sta. 328+50.94 to Sta. 329+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

	BY	DATE
E. MARTIN		
PROJ. MANAGER	AG	3/18
DESIGN-DETAILED	ECF	3/18
CHECKED-REVIEWED	AG	
DESIGN2-DETAILED2	ECF	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
WATER STREET

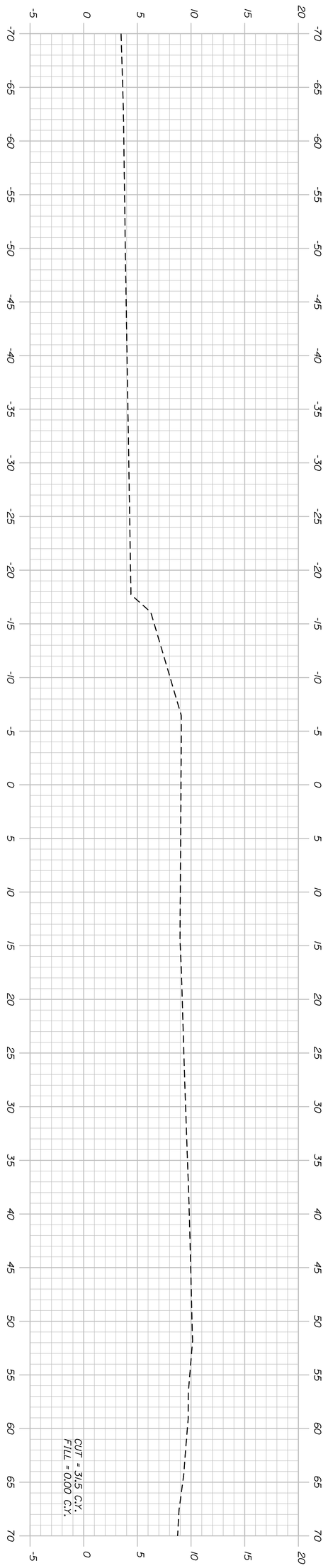
CROSS SECTIONS

SHEET NUMBER

93

OF 105

Filename: ...\093_Xsect_MC30_WaterSt_328+51.dgn Division: HIGHWAY Username: achandler Date:3/26/2018



329+09.54

Sta. 329+09.54

SHEET NUMBER 94 OF 105

WISCASSET
WATER STREET

CROSS SECTIONS

PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

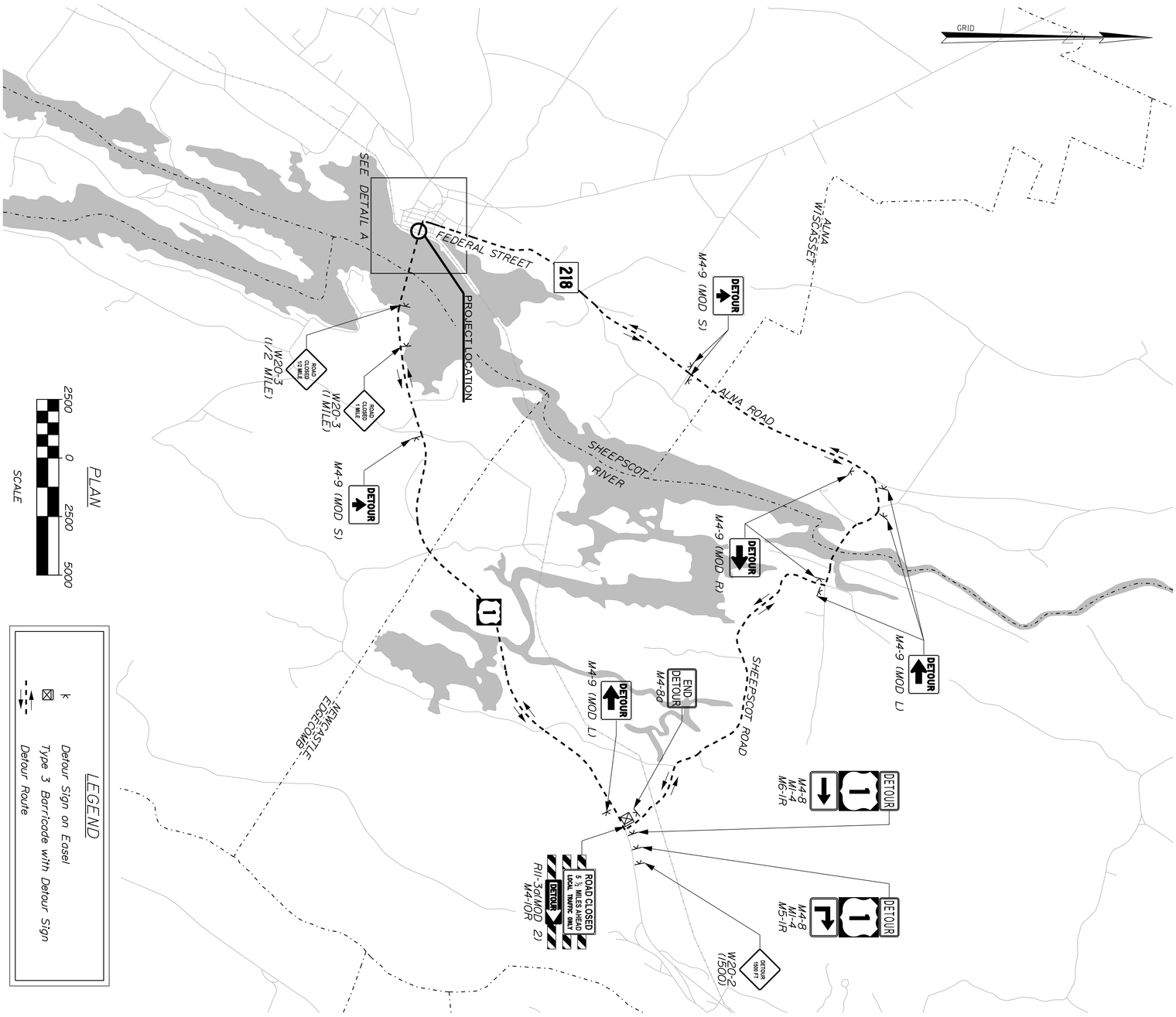
vhb

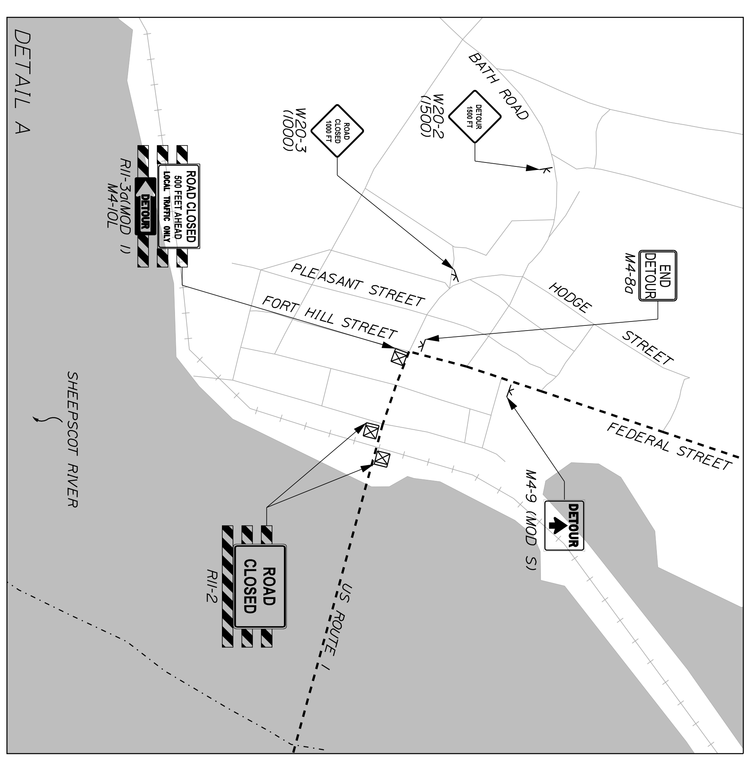
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS







PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	CRC	JAR	3/18
CHECKED-REVIEWED	MDS	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET

ROADWAY DETOUR PLAN

SHEET NUMBER 95 OF 105

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 21843.00
HIGHWAY PLANS

TEMPORARY TRAFFIC CONTROL GENERAL NOTES

1. The traffic control plan for the railroad at grade crossing replacement is to close US 1 to all traffic for 8 hours overnight. A temporary detour is proposed using US 1, Route 218 (Federal Street / Alna Road), and Sheepscot Road to bypass the crossing. See the Roadway Detour Plan for details.

2. All traffic control equipment and layouts shall conform to the 2009 edition of the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), chapter 6. All traffic control signs, sign support structures, channelizing devices, flashing arrow panels (FAP), portable changeable message signs (PCMS), and other traffic control equipment along the roadside shall meet or exceed NCHRP 350 test level 2 (TL-2) requirements regardless of where implemented on the project.

3. All traffic control signs shall be maintained in like-new condition. Placement of signs shall be adjusted to avoid obstructing existing signs and to ensure proper sight lines to the construction signs as determined by the Resident. Where an existing sign conflicts with construction signs, the contractor shall temporarily remove or cover the conflicting existing sign(s) during construction. The existing sign(s) shall be uncovered or re-installed following construction.

4. Any signs, equipment, or devices found to be damaged or unserviceable shall be replaced at the Contractor's expense, except for any temporary concrete barrier supplied by the Authority.

5. Contractor shall provide advanced notice of all road closures with PCMS at least seven working days prior to the proposed closure. PCMS for the railroad closure shall be placed within 500 feet of the crossing to be closed. Additional PCMS shall be located along Route 1 SB north of Route 32 in Waldoboro and along I-295 NB south of Exit 28 to notify through traffic of the temporary closure.

6. At the completion of the railroad crossing work, the temporary detours shall be removed.

DETOUR SIGN SUMMARY

Sign	Text Dimensions (Inches)		Size	Quantity and Color
	Letter Height	Vertical Spacing		
M1-4 	SHSB		24x24	2 - Black on White
M4-8 			24x12	2 - Black on Orange
M4-8a 			24x18	2 - Black on Orange
M4-9(MOD L) 			30x24	4 - Black on Orange
M4-9(MOD R) 			30x24	2 - Black on Orange
M4-9(MOD S) 			30x24	4 - Black on Orange
M4-10L 			48x18	1 - Black on Orange
M4-10R 			48x18	1 - Black on Orange
M5-1R 			21x15	1 - Black on White
M6-1R 			21x15	1 - Black on White
W20-2(1500) 			36x36	2 - Black on Orange
W20-3(1000) 			36x36	1 - Black on Orange
W20-3 (1/2 MILE) 			36x36	1 - Black on Orange
W20-3 (1 MILE) 			36x36	1 - Black on Orange
R11-2 			48x30	2 - Black on White
R11-3a(MOD 1) 			60x30	1 - Black on White
R11-3a(MOD 2) 			60x30	1 - Black on White

SHSB - Text Dimensions Shall Conform to "Standard Highway Signs Book" - 2012 Edition.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	CRG	JAR	3/18
CHECKED-REVIEWED	MDS	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET

MAINTENANCE OF TRAFFIC NOTES

SHEET NUMBER

96

OF 105

Filename: ...\MSTA\096_Detour_Notes.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

Identification Number	Size of Sign		Text	Text Dimensions (Inches)			Number of Signs Required	Color		Border Radius	Area in Square Feet	Post
	Width	Height		Letter Height	Vertical Spacing	Arrow RTE.MKR.		Background	Legend Border			
MI-4(I)	24"	24"	1	SHSB	SHSB	SHSB	4	WHITE	BLACK	SHSB	4.00 (16.00)	MOUNT ON WOOD POSTS
MI-5(27)	24"	24"	27				4	WHITE	BLACK		4.00 (16.00)	MOUNT ON WOOD POSTS
MI-5(218)	30"	24"	218				3	WHITE	BLACK		5.00 (15.00)	MOUNT ON WOOD POSTS
M2-1	21"	15"	JCT				1	WHITE	BLACK		2.19 (2.19)	MOUNT ABOVE MI-5(218)
M3-1	24"	12"	NORTH				2	WHITE	BLACK		2.00 (4.00)	MOUNT ABOVE MI-4(I) & MI-5(27)
M3-3	24"	12"	SOUTH				2	WHITE	BLACK		2.00 (4.00)	MOUNT ABOVE MI-4(I) & MI-5(27)
M6-1L	21"	15"	←				1	WHITE	BLACK		2.19 (2.19)	MOUNT BELOW MI-5(218)
M6-1L	21"	15"	←				1	BROWN	WHITE		2.19 (2.19)	MOUNT BELOW RS-054
M6-1R	21"	15"	→				5	BROWN	WHITE		2.19 (10.95)	MOUNT BELOW RS-034
M6-1R	21"	15"	→				1	WHITE	BLACK		2.19 (2.19)	MOUNT BELOW MI-5(218)
M6-3	21"	15"	↑				4	WHITE	BLACK		2.19 (8.75)	MOUNT BELOW MI-4(I) & MI-5(27)
M6-4	21"	15"	↔				1	BROWN	WHITE		2.19 (2.19)	MOUNT BELOW RS-034
RI-1	36"	36"	STOP				5	RED	WHITE		9.00 (45.00)	MOUNT ON WOOD POST
RI-2	36" x 36" x 36"		YIELD				1	RED	WHITE		3.90 (3.90)	U-CHANNEL POST
R2-1(25)	24"	30"	SPEED LIMIT 25				1	WHITE	BLACK		5.00 (5.00)	U-CHANNEL POST
R3-1	24"	24"					1	WHITE	RED		4.00 (4.00)	MOUNT BELOW RI-1
R5-1	30"	30"	DO NOT ENTER				2	WHITE	RED		6.25 (12.50)	MOUNT BACK TO BACK WITH RI-1 OR ON WOOD POST

SHSB - Text Dimensions Shall Conform to "Standard Highway Signs Book" - 2012 Edition.

Identification Number	Size of Sign		Text	Text Dimensions (Inches)			Number of Signs Required	Color		Border Radius	Area in Square Feet	Post
	Width	Height		Letter Height	Vertical Spacing	Arrow RTE.MKR.		Background	Legend Border			
R6-1	36"	12"	← ONE WAY	SHSB	SHSB	SHSB	2	BLACK	WHITE	SHSB	3.00 (6.00)	MOUNT ABOVE RI-1 OR U-CHANNEL POST
R6-1R	36"	12"	ONE WAY →				1	BLACK	WHITE		3.00 (3.00)	MOUNT BACK TO BACK R6-1L
R7-1	12"	18"	NO PARKING ANY TIME				14	WHITE	RED		1.50 (21.00)	U-CHANNEL POST
R7-1L	12"	18"	NO PARKING ANY TIME				6	WHITE	RED		1.50 (9.00)	U-CHANNEL POST
R7-1R	12"	18"	NO PARKING ANY TIME				4	WHITE	RED		1.50 (6.00)	U-CHANNEL POST
R7-5M	12"	18"	TWO HOUR PARKING				7	WHITE	GREEN		1.50 (10.50)	U-CHANNEL POST
R7-7M	12"	18"	BUS PARKING ONLY				2	WHITE	GREEN		1.50 (3.00)	U-CHANNEL POST
R7-8	12"	18"	RESERVED PARKING				7	WHITE	GREEN/BLUE		1.50 (10.50)	U-CHANNEL POST
R7-8P	9"	18"	VAN ACCESSIBLE				2	WHITE	GREEN		1.13 (2.26)	MOUNT BELOW R7-8
R8-3	24"	24"					2	WHITE	BLACK/RED		4.00 (8.00)	U-CHANNEL POST
R8-3gP	24"	18"	LOADING ZONE				2	WHITE	RED		3.00 (6.00)	MOUNT BELOW R8-3
R8-8	24"	30"	DO NOT STOP ON TRACKS				2	WHITE	BLACK		5.00 (10.00)	MOUNT BELOW RI5-1
RI0-7	24"	30"	DO NOT BLOCK INTERSECTION				1	WHITE	BLACK		5.00 (5.00)	U-CHANNEL POST
RI5-1	48"	9"	RAIL ROAD CROSSING				2	WHITE	BLACK		6.00 (12.00)	MOUNT TO EXISTING POLE
D3-1a	42"	12"	Federal St	6D	3.3		1	GREEN	WHITE	1.5"	3.50 (3.50)	MOUNT ABOVE RI-1
D3-1b	42"	12"	Fort Hill St	6D	3.3		1	GREEN	WHITE	1.5"	3.50 (3.50)	MOUNT ABOVE RI-1
D3-1c	54"	18"	Middle St	8D	5.5		2	GREEN	WHITE	1.5"	6.75 (13.50)	MOUNT TO MAST ARM

SHSB - Text Dimensions Shall Conform to "Standard Highway Signs Book" - 2012 Edition.

Filename: ...\MSTA\097_SignSummary_01.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	AR	BY	DATE
CHECKED-REVIEWED	MDS	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

SIGN SUMMARY SHEET
(1 OF 3)

SHEET NUMBER
97
OF 105

Identification Number	Size of Sign Width	Size of Sign Height	Text	Text Dimensions (Inches) Letter Height	Text Dimensions (Inches) Vertical Spacing	Text Dimensions (Inches) Arrow RTE.MKR.	Number of Signs Required	Color Background	Color Legend Border	Border Radius	Area in Square Feet	Post
D3-1d	48"	18"	Water St	8D	5.5		2	GREEN	WHITE	1.5"	6.00 (12.00)	MOUNT TO MAST ARM
D3-1e	48"	12"	Railroad Ave	6C	3.3		1	GREEN	WHITE	1.5"	4.00 (4.00)	DOUBLE-FACED ON 2 U-CHANNEL POSTS
D3-1f	42"	12"	Shin Bone Alley	6B	3.3		1	GREEN	WHITE	1.5"	4.00 (4.00)	MOUNT ABOVE RI-1
D3-1g	42"	12"	Lincoln St	6D	3.3		1	GREEN	WHITE	1.5"	3.50 (3.50)	MOUNT ABOVE RI-1
D3-1h	42"	12"	← Water St	6D	3.3	6"x7"	1	GREEN	WHITE	1.5"	3.50 (3.50)	U-CHANNEL POST
RS-022	24"	24"		SHSB	SHSB	SHSB	2	BROWN	WHITE	SHSB	4.00 (8.00)	MOUNT ON WOOD POST
RS-034	24"	24"	P				6	BROWN	WHITE		4.00 (24.00)	MOUNT ON WOOD POST
RS-054	24"	24"					2	BROWN	WHITE		4.00 (8.00)	MOUNT BELOW RS-034
WI-7	48"	24"					1	YELLOW	BLACK		8.00 (8.00)	2 U-CHANNEL POSTS
WI0-1	36" DIAMETER		R R				2	YELLOW	BLACK		7.07 (14.14)	MOUNT ON WOOD POST
WI1-1 (WITH LEDs)	30"	30"					1	YELLOW	BLACK		6.25 (6.25)	MOUNT ON WOOD POST
WI1-2	36"	36"					4	FLUORESCENT YELLOW	BLACK		9.00 (36.00)	MOUNT TO PEDESTAL POLE
WI6-1P	18"	24"	SHARE THE ROAD				1	YELLOW	BLACK		3.00 (3.00)	MOUNT BELOW WI1-1
WI6-7PL	24"	12"					2	FLUORESCENT YELLOW	BLACK		2.00 (4.00)	MOUNT BELOW WI1-2
WI6-7PR	24"	12"					2	FLUORESCENT YELLOW	BLACK		2.00 (4.00)	MOUNT BELOW WI1-2
TOD-1	31"	7"	LINCOLN COUNTY MUSEUM & OLD JAIL →	2E 2C	1 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT TO WOOD POST
TOD-1a	31"	7"	LINCOLN COUNTY ← MUSEUM & OLD JAIL	2E 2C	1 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-1

SHSB - Text Dimensions Shall Conform to "Standard Highway Signs Book" - 2012 Edition.

Identification Number	Size of Sign Width	Size of Sign Height	Text	Text Dimensions (Inches) Letter Height	Text Dimensions (Inches) Vertical Spacing	Text Dimensions (Inches) Arrow RTE.MKR.	Number of Signs Required	Color Background	Color Legend Border	Border Radius	Area in Square Feet	Post
TOD-2	31"	7"	MAINE ART GALLERY WARREN ST. TWO BLOCKS LEFT →	2D 1C	1 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BELOW TOD-1
TOD-2a	31"	7"	MAINE ART GALLERY ← WARREN ST. TWO BLOCKS LEFT	2D 1C	1 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-2
TOD-3	31"	7"	LAWRENCE R. GORDON, JR. REALTOR →	2C 2C	1 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BELOW TOD-2
TOD-3a	31"	7"	LAWRENCE R. GORDON, JR. ← REALTOR	2C 2C	1 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-3
TOD-4	31"	7"	RICHARD C. FRENCH & CO. ANTIQUES →	1.5E 2C	1.5 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BELOW TOD-3
TOD-4a	31"	7"	RICHARD C. FRENCH & CO. ← ANTIQUES	1.5E 2C	1.5 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-4
TOD-5	31"	7"	Asian Accents → Artisan Fashions ½ mi.	2D 2C	1 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BELOW TOD-4
TOD-5a	31"	7"	← Asian Accents Artisan Fashions ½ mi.	2D 2C	1 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-5
TOD-6	31"	7"	WINTERS GONE FARM 2 ½ MI. →	2D 2C	1 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BELOW TOD-5
TOD-6a	31"	7"	WINTERS GONE FARM ← 2 ½ MI.	2D 2C	1 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-6
TOD-7	31"	7"	WEST Family CHIROPRACTIC →	2B	1 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BELOW TOD-6
TOD-7a	31"	7"	WEST Family CHIROPRACTIC ←	2B	1 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-7
TOD-8	31"	7"	SHEEPSCOT VALLEY CHILDREN'S HOUSE →	2D 2C	1 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BELOW TOD-7
TOD-8a	31"	7"	SHEEPSCOT VALLEY ← CHILDREN'S HOUSE	2D 2C	1 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-8
TOD-9	31"	7"	Wiscasset Cottage ANTIQUES →	2E 2C	1 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT TO WOOD POST
TOD-9a	31"	7"	Wiscasset Cottage ← ANTIQUES	2E 2C	1 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-9
TOD-10	31"	7"	LUKE'S → ANTIQUES & COLLECTABLES	2E 2B	1 1 1	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BELOW TOD-9

SHSB - Text Dimensions Shall Conform to "Standard Highway Signs Book" - 2012 Edition.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 21843.00
HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	E. MARTIN	
DESIGN-DETAILED	MLG	3/18
CHECKED-REVIEWED	MDS	3/18
DESIGN2-DETAILED2	JAR	
DESIGN3-DETAILED3	AG	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

SIGN SUMMARY SHEET
(2 OF 3)

SHEET NUMBER
98
OF 105

Filename: ...\MSTA\098_SignSummary_02.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

Identification Number	Size of Sign		Text	Text Dimensions (Inches)			Number of Signs Required	Color		Border Radius	Area in Square Feet	Post
	Width	Height		Letter Height	Vertical Spacing	Arrow RTE.MKR.		Background	Legend Border			
TOD-10a	31"	7"	← LUKE'S ANTIQUES & COLLECTABLES	2E 2B	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-10
TOD-11	31"	7"	WISCASSET TREASURES →	2C	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BELOW TOD-10
TOD-11a	31"	7"	WISCASSET TREASURES ←	2C	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-11
TOD-12	31"	7"	ELLIOTT HEALY → BOOKS & ANTIQUES	2C 2D	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT TO WOOD POST
TOD-12a	31"	7"	← ELLIOTT HEALY BOOKS & ANTIQUES	2C 2D	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-12
TOD-13	31"	7"	The Butterstamp Workshop FOLK ART →	1.5D 2C	1.5 I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BELOW TOD-12
TOD-13a	31"	7"	The Butterstamp Workshop ← FOLK ART	1.5D 2C	1.5 I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-13
TOD-14	31"	7"	MICHAEL DUNN ANTIQUES →	2E 2E	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BELOW TOD-13
TOD-14a	31"	7"	MICHAEL DUNN ← ANTIQUES	2E 2E	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-14
TOD-15	31"	7"	WATER STREET ANTIQUES →	2E 2E	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT TO WOOD POST
TOD-15a	31"	7"	WATER STREET ← ANTIQUES	2E 2E	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-15
TOD-16	31"	7"	ANTIQUES → Dennis & Natalie Louwers	2E 1.5D	I I 1.5	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BELOW TOD-15
TOD-16a	31"	7"	← ANTIQUES Dennis & Natalie Louwers	2E 1.5D	I I 1.5	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-16
TOD-17	31"	7"	WISCASSET FAMILY MEDICINE 100 YARDS →	2B 2C	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BELOW TOD-16
TOD-17a	31"	7"	WISCASSET FAMILY MEDICINE ← 100 YARDS	2B 2C	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-17
TOD-18	31"	7"	RIVER VIEW BEAUTY SALON →	2E 2C	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BELOW TOD-17
TOD-18a	31"	7"	RIVER VIEW ← BEAUTY SALON	2E 2C	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-18

SHSB - Text Dimensions Shall Conform to "Standard Highway Signs Book" - 2012 Edition.

Identification Number	Size of Sign		Text	Text Dimensions (Inches)			Number of Signs Required	Color		Border Radius	Area in Square Feet	Post
	Width	Height		Letter Height	Vertical Spacing	Arrow RTE.MKR.		Background	Legend Border			
TOD-19	31"	7"	J. BEOUGHER-JAMES LEFURGY ANTIQUES →	2B 2E	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BELOW TOD-18
TOD-19a	31"	7"	J. BEOUGHER-JAMES LEFURGY ← ANTIQUES	2B 2E	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-19
TOD-20	31"	7"	SARAH'S → TWIN SCHOONER'S PUB	2D 2C	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT TO WOOD POST
TOD-20a	31"	7"	← SARAH'S TWIN SCHOONER'S PUB	2D 2C	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-20
TOD-21	31"	7"	Coastal Enterprises, Inc. →	2D	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BELOW TOD-20
TOD-21a	31"	7"	Coastal Enterprises, Inc. ←	2D	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-21
TOD-22a	31"	7"	QT'S ICE CREAM →	2E	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BELOW TOD-21
TOD-22a	31"	7"	QT'S ICE CREAM ←	2E	I I I	3x2	1	WHITE	BLACK	-	1.51 (1.51)	MOUNT BACK TO BACK WITH TOD-22

SHSB - Text Dimensions Shall Conform to "Standard Highway Signs Book" - 2012 Edition.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN		
DESIGN-DETAILED	MLG	BY	DATE
CHECKED-REVIEWED	MDS	JAR	3/18
DESIGN2-DETAILED2		AG	3/18
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

SIGN SUMMARY SHEET
(3 OF 3)

SHEET NUMBER
99
OF 105

Filename: ...\MSTA\099_SignSummary_03.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

SIGNING AND PAVEMENT MARKING LEGEND

SWSL - SINGLE WHITE SOLID LINE
SYSL - SINGLE YELLOW SOLID LINE
DYSL - DOUBLE YELLOW SOLID LINE
SL - SINGLE SOLID LINE - STOPLINE (12")
↰ W - WHITE PAVEMENT MARKING SYMBOLS

NOTES:

1. TRAVEL LANES SHALL BE 11 FEET WIDE UNLESS OTHERWISE MARKED.
2. PARKING SPACE MARKINGS SHALL BE WHITE LINES 4-INCHES WIDE.
3. NO PARKING. LOADING ZONE. AND ADA ACCESS AISLE HATCHING SHALL BE WHITE LINES 4-INCHES WIDE SPACED 6-FOOT ON CENTER.
4. CENTERLINE HATCHING SHALL BE YELLOW LINES 4-INCHES WIDE SPACED 6-FOOT ON CENTER.
5. CROSSWALK LINES SHALL BE WHITE LINES 6-INCHES WIDE.
6. CROSSWALK HATCHING SHALL BE SPACED TO AVOID THE WHEEL PATHS.
7. CROSSWALK HATCHING SHALL BE WHITE LINES 6-INCHES WIDE AND WILL BE LAID OUT AS DIRECTED BY THE RESIDENT.

PLEASANT STREET
US ROUTE 1
FEDERAL STREET
FORT HILL STREET
MIDDLE STREET
BLOCK NOT DO
8 APPARTMENTS
REMOVE EXISTING PAVEMENT MARKING
MATCH EXISTING PAVEMENT MARKINGS
L.O.W.P.
(2 SIDED)
(B-B)
ON BLDG. (BY OTHERS)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 21843.00

HIGHWAY PLANS

vhb

	E. MARTIN	DATE
DESIGN-DETAILED	AG	ECF 3/18
CHECKED-REVIEWED	ECF	AG 3/18
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROJ. MANAGER

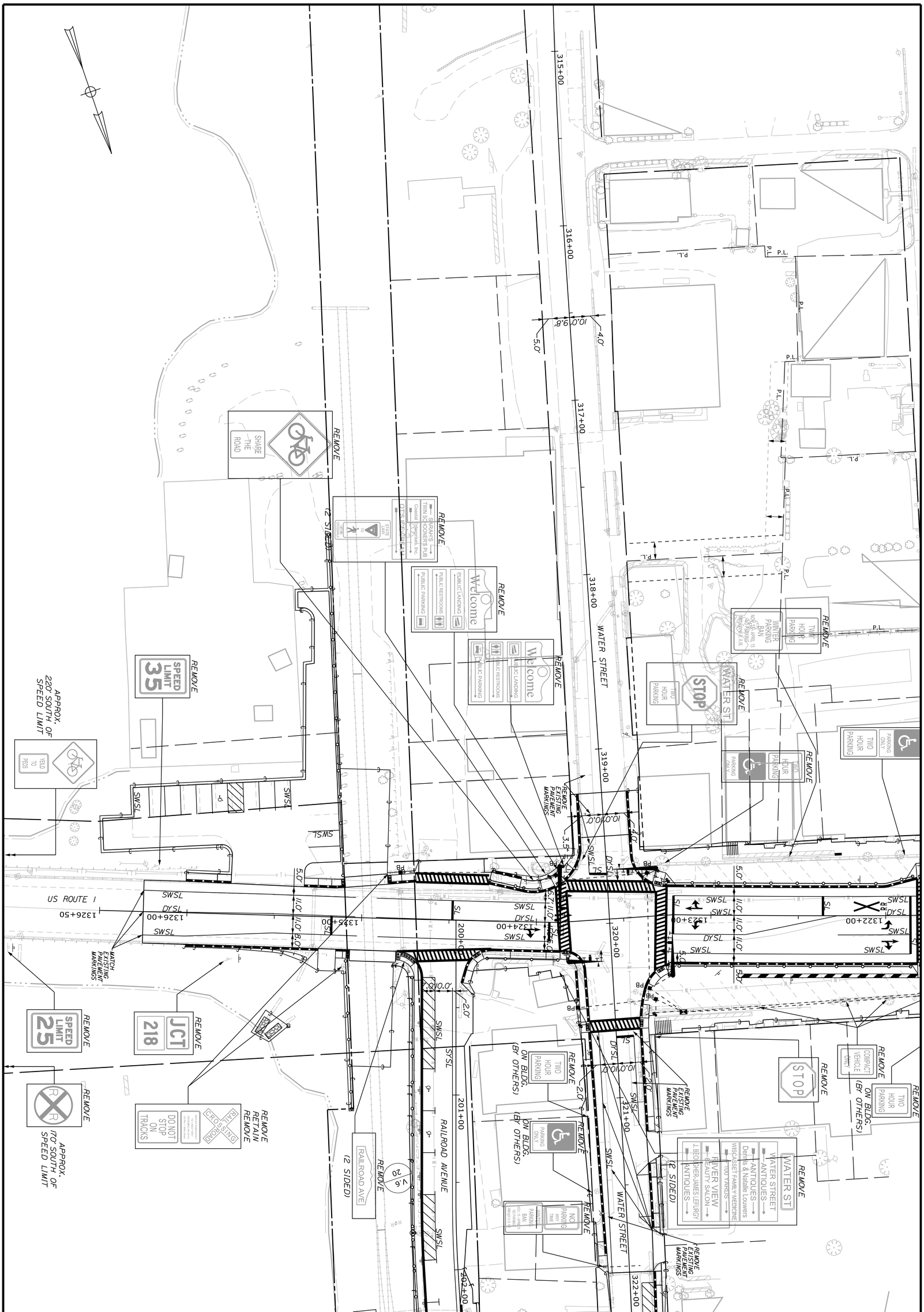
WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

SIGNING AND STRIPING PLANS (1 OF 6)

SHEET NUMBER
100
OF 105

Filename: ...\MSTA\100_SignStripe1.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

Filename: ...\MSTA\101_SignStripe2.dgn Division: HIGHWAY Username: achandler Date:3/26/2018



PROJ. MANAGER	E. MARTIN	BY	DATE
DESIGN-DETAILED	AG	ECF	3/18
CHECKED-REVIEWED	ECF	AG	3/18
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SHEET NUMBER 101 OF 105

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS
SIGNING AND STRIPING PLANS (2 OF 6)

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
CAPITAL PROJECTS
WIN 21843.00 HIGHWAY PLANS

REMOVE
TWO HOUR PARKING
DO NOT BLOCK DRIVE
REMOVE
SHIN BONE ALLEY
STOP
ONE WAY DO NOT ENTER
SHIN BONE ALLEY
REMOVE
TWO HOUR PARKING
REMOVE
NO PARKING
LINCOLN STREET
REMOVE
LINCOLN ST.
STOP
REMOVE
NO PARKING THIS SIDE
REMOVE
NO PARKING
322+00
SWSL
323+00
SWSL
324+00
WATER STREET
325+00
326+00
327+00
SYSL
328+00
329+00
329+10
202+00
203+00
SYSL
SWSL
204+00
RAILROAD AVENUE
205+00
SWSL
206+00
SYSL
207+00
SWSL
208+00
208+18
SWSL
TSMS
14.0'
2.0'
2.0'
10.0'
8" ELM
8" X 4"
P.L.
R&R
M
S
W
T
F
SIB
15.0'
XING

Filename: ...\MSTA\102_SignStripe3.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN
DESIGN-DETAILED	AG
CHECKED-REVIEWED	ECF
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	

	BY	DATE
REVISIONS 1	ECF	3/18
REVISIONS 2	AG	3/18
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

SIGNING AND STRIPING PLANS (3 OF 6)

SHEET NUMBER

102

OF 105

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
21843.00

HIGHWAY PLANS

vhb

PROJ. MANAGER	E. MARTIN
DESIGN-DETAILED	AG
CHECKED-REVIEWED	ECF
DESIGN2-DETAILED2	AG
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

DESCRIPTION	BY	DATE
	ECF	3/18
	AG	3/18

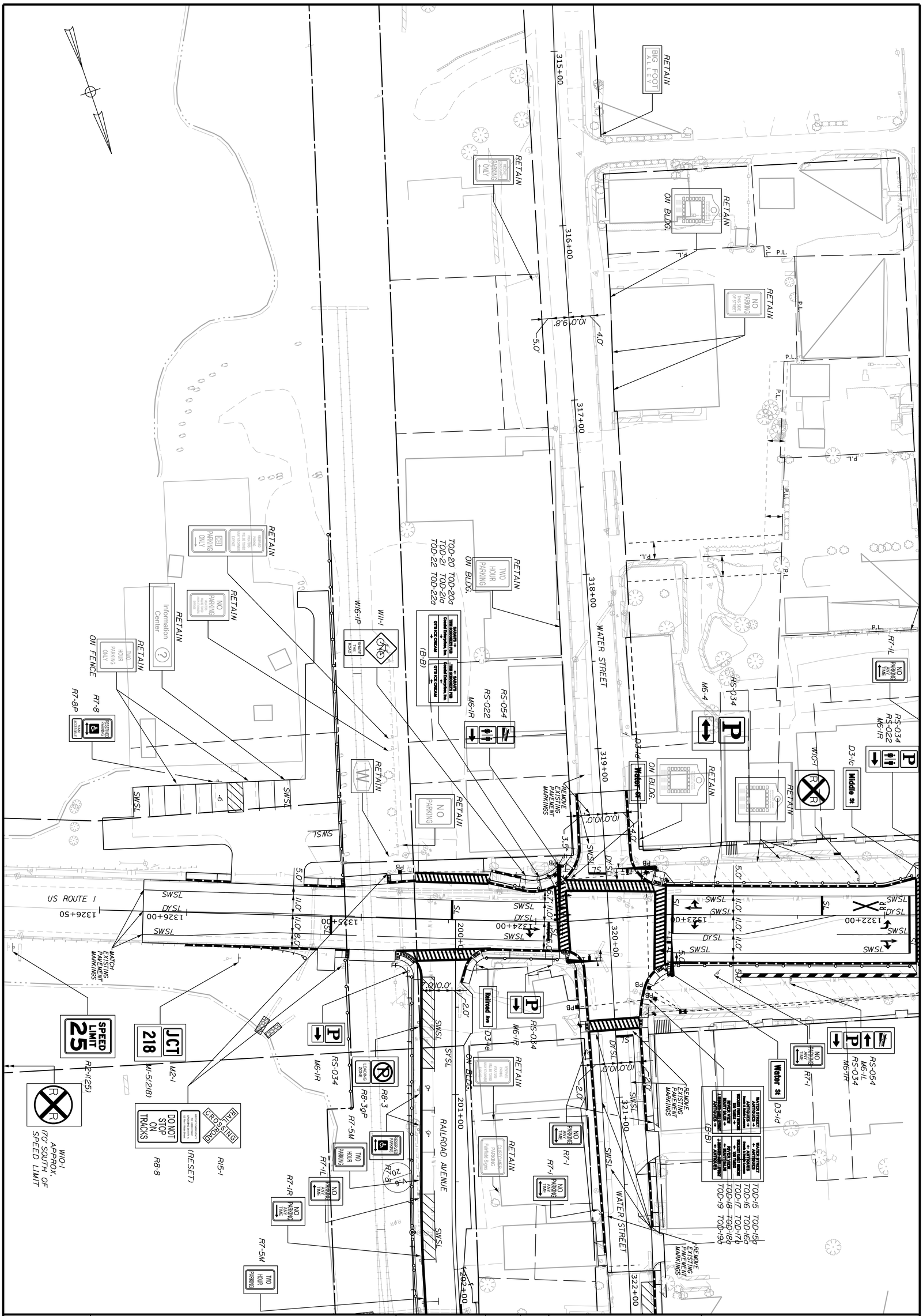
WISCASSET
US 1-DOWNTOWN IMPROVEMENTS

SIGNING AND STRIPING
PLANS (4 OF 6)

SHEET NUMBER
103
OF 105

Filename: ...\MSTA\103_SignStripe4.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

Filename: ...\MSTA\104_SignStripe5.dgn Division: HIGHWAY Username: achandler Date:3/26/2018



Filename: ...\MSTA\105_SignStripe6.dgn Division: HIGHWAY Username: achandler Date:3/26/2018

