

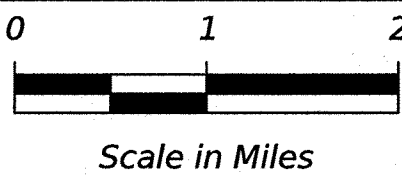
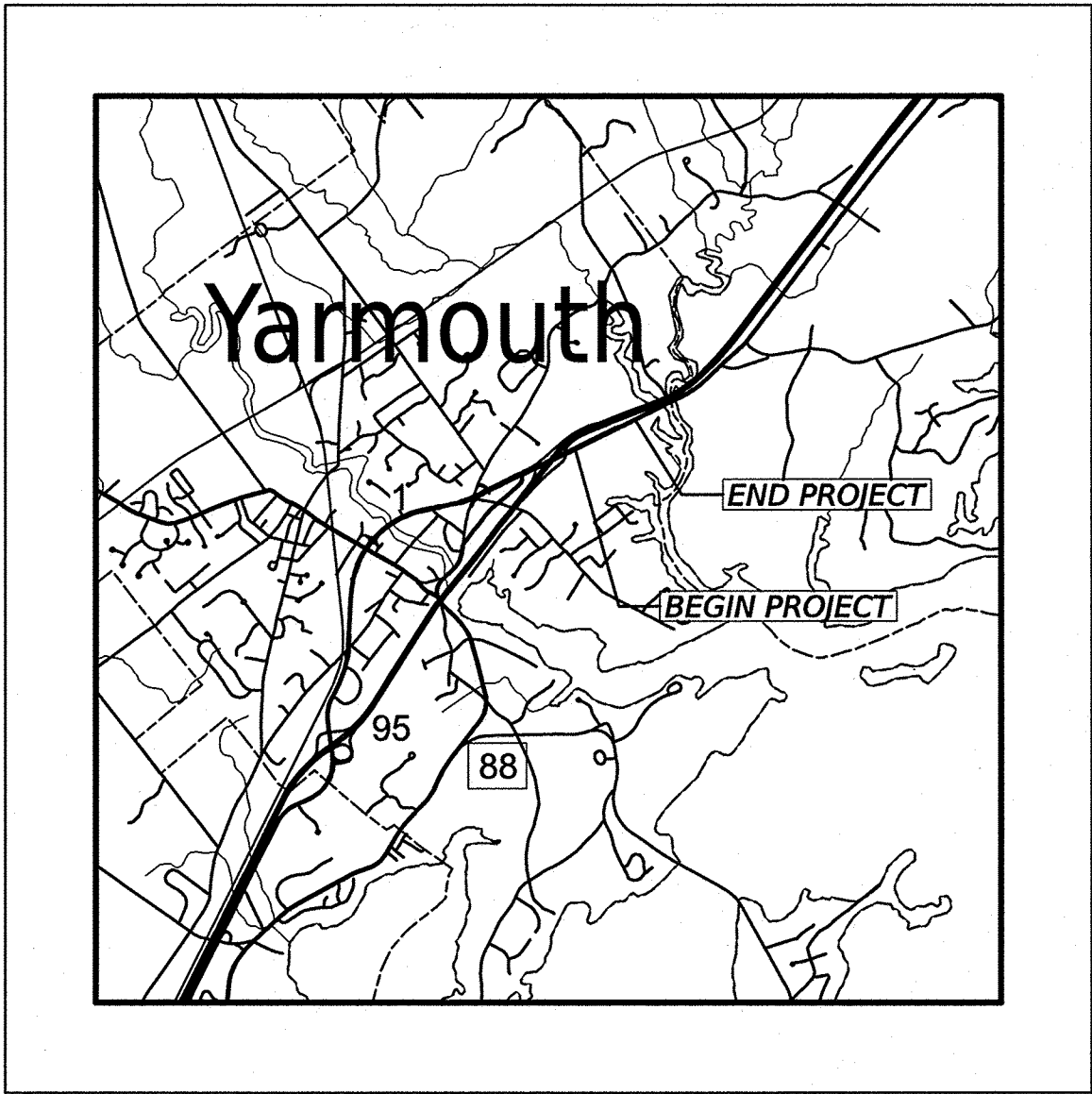
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION



YARMOUTH  
CUMBERLAND COUNTY  
U.S. ROUTE 1

PROJECT LENGTH: 0.46 MILES

SHARED-USE PATH



LOCATION MAP

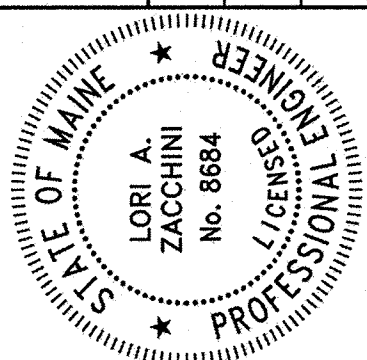
TRAFFIC DATA

Current (2024) AADT..... 9,790

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|                                                |  |                 |
|------------------------------------------------|--|-----------------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION |  | DATE<br>9-17-26 |
| APPROVED<br>                                   |  |                 |
| COMMISSIONER                                   |  |                 |
| CHIEF ENGINEER                                 |  | 9-17-26         |

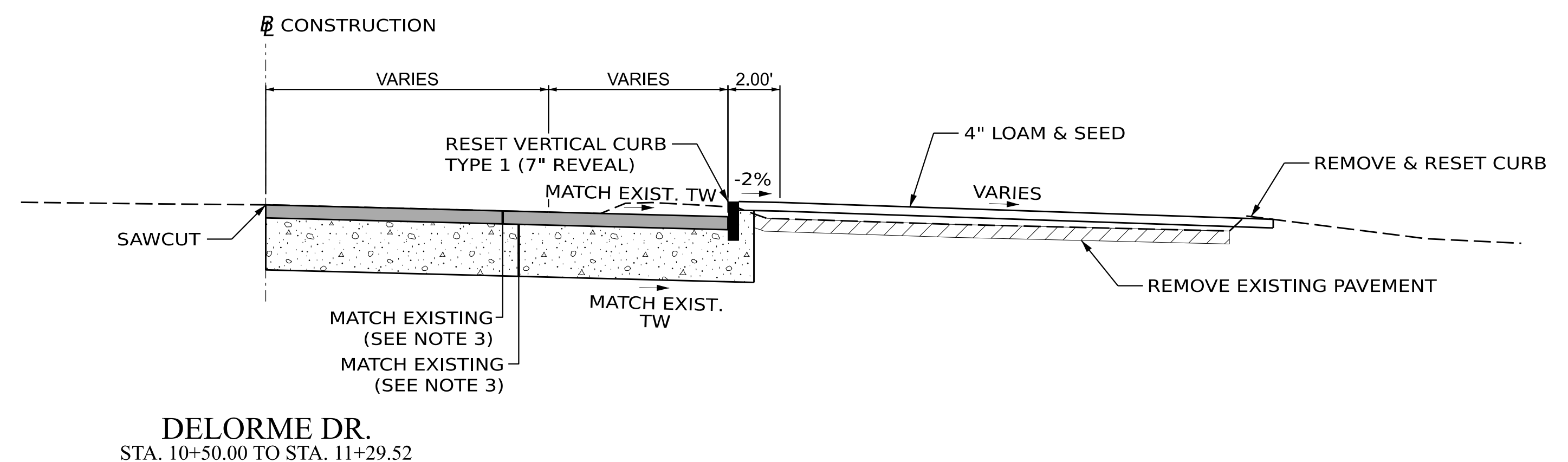
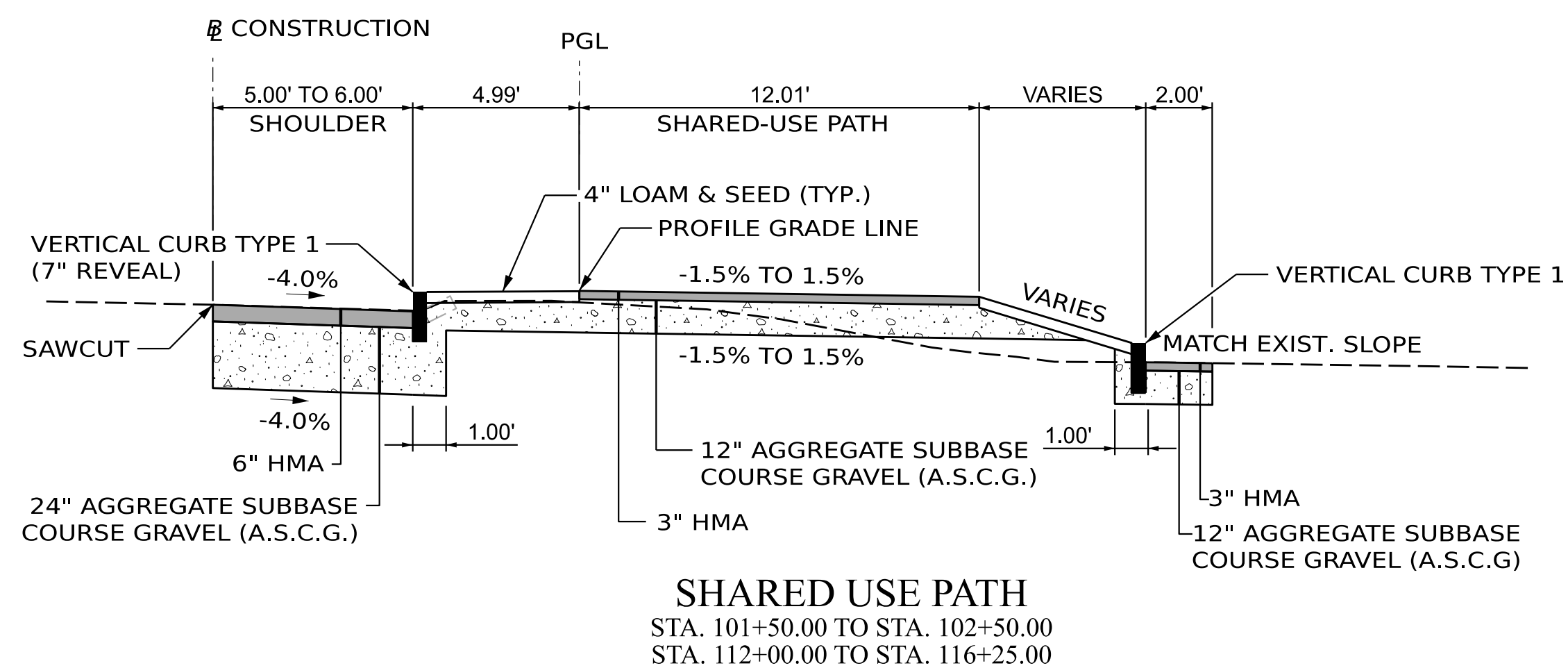
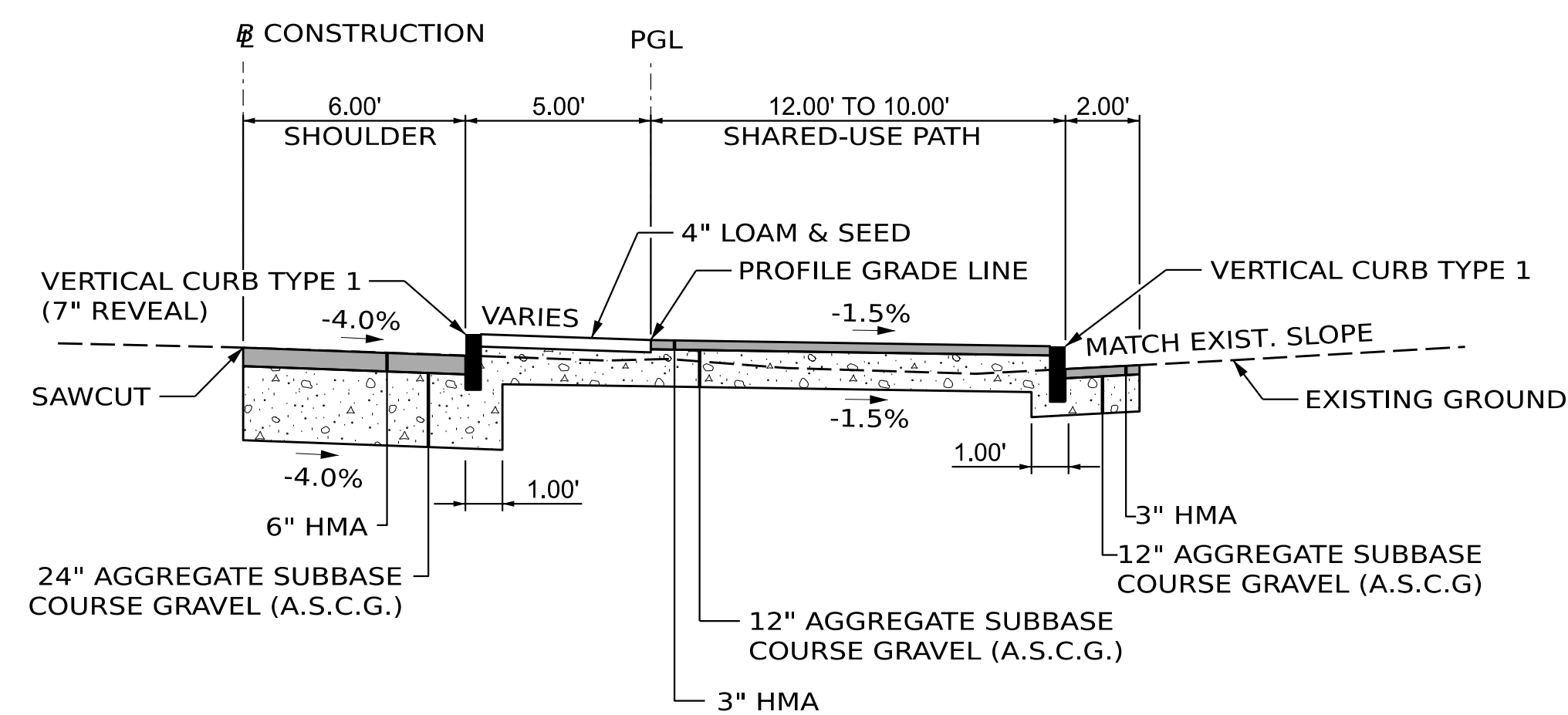
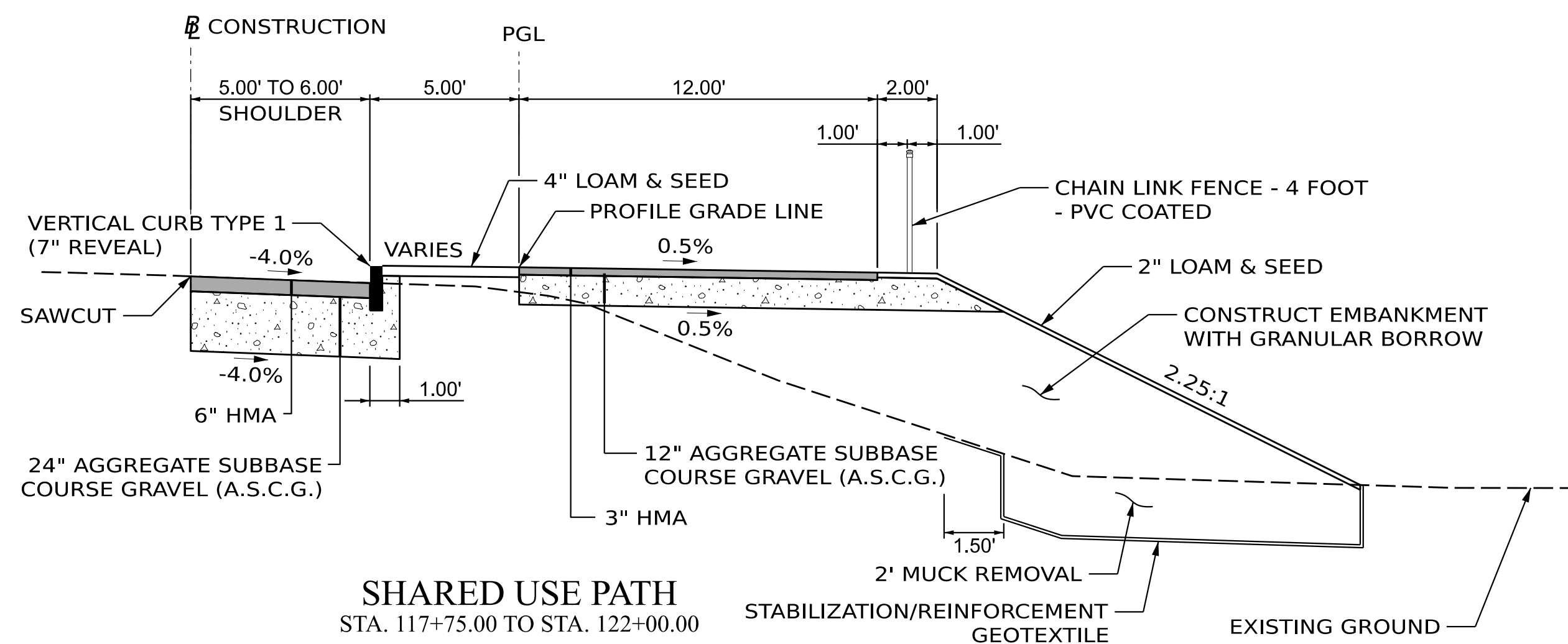
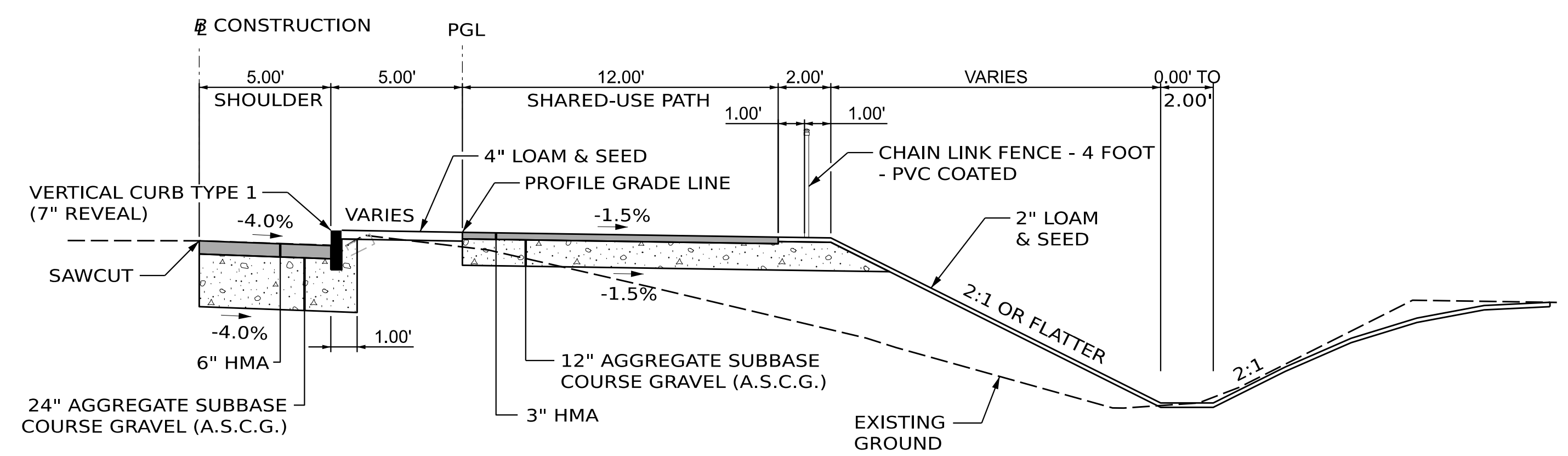
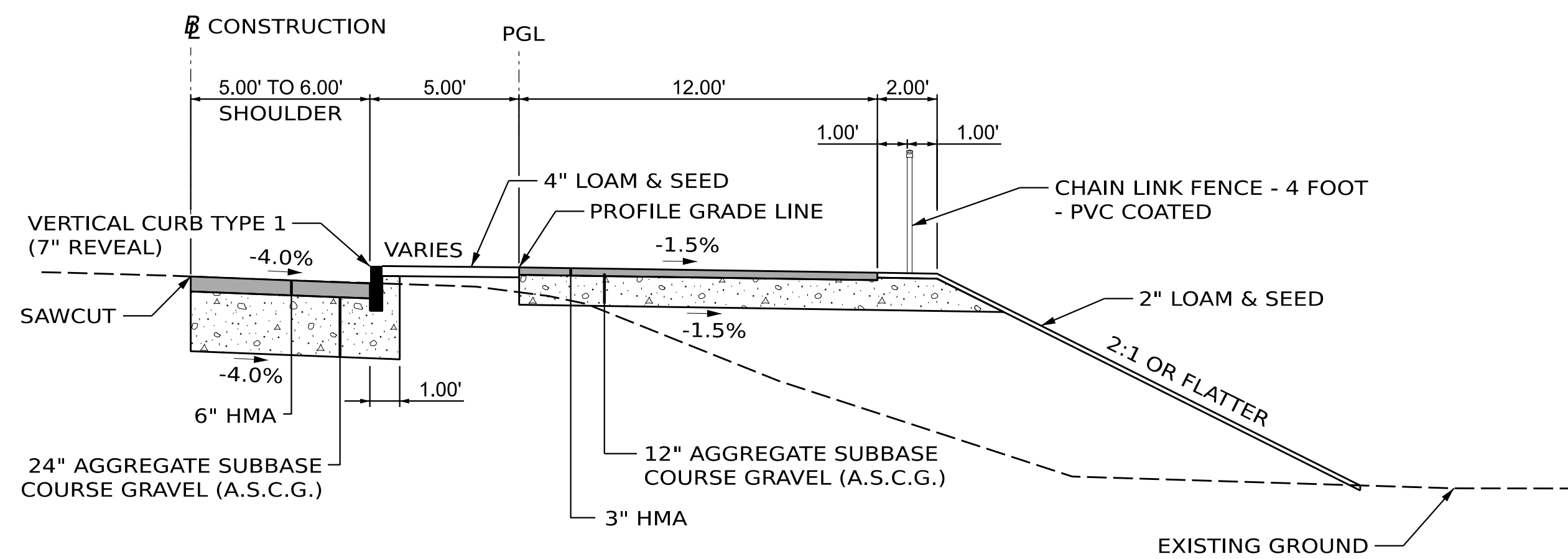


|                                 |                                          |                   |  |                          |  |
|---------------------------------|------------------------------------------|-------------------|--|--------------------------|--|
| PROJECT INFORMATION             |                                          | SIGNATURE<br>8684 |  | P.E. NUMBER<br>7/17/2026 |  |
| PROGRAM<br>Multimodal           | PROJECT MANAGER<br>Joseph Stilwell, P.E. | DATE              |  |                          |  |
| DESIGNER<br>Lori Zucchini, P.E. | CONSULTANT<br>HNTB                       |                   |  |                          |  |
| PROJECT RESIDENT                | CONTRACTOR                               |                   |  |                          |  |
| PROJECT COMPLETION DATE         |                                          |                   |  |                          |  |

|                                         |
|-----------------------------------------|
| YARMOUTH<br>U.S. ROUTE 1<br>TITLE SHEET |
|-----------------------------------------|

|                            |
|----------------------------|
| SHEET NUMBER<br>1<br>OF 52 |
|----------------------------|





NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
3. REPLACEMENT PAVEMENT AND GRAVEL ON DELORME DRIVE SHALL MATCH THE EXISTING PAVEMENT AND GRAVEL DEPTHS. FOR ESTIMATING PURPOSES, 6" HMA AND 24" OF AGGREGATE SUBBASE COURSE GRAVEL HAS BEEN ASSUMED.

| ESTIMATED QUANTITIES |                                                                                        |          |      |
|----------------------|----------------------------------------------------------------------------------------|----------|------|
| ITEM NO.             | DESCRIPTION                                                                            | QUANTITY | UNIT |
| 201.23               | REMOVING SINGLE TREE TOP ONLY                                                          | 1        | EA   |
| 201.24               | REMOVING STUMP                                                                         | 1        | EA   |
| 202.15               | REMOVING EXISTING MANHOLE OR CATCH BASIN                                               | 1        | EA   |
| 203.20               | COMMON EXCAVATION                                                                      | 4,100    | CY   |
| 203.25               | GRANULAR BORROW                                                                        | 2,050    | CY   |
| 304.10               | AGGREGATE SUBBASE COURSE - GRAVEL                                                      | 3,450    | CY   |
| 403.208              | HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE                                          | 620      | T    |
| 403.209              | HOT MIX ASPHALT 9.5 MM NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS) | 700      | T    |
| 409.15               | BITUMINOUS TACK COAT, APPLIED                                                          | 180      | G    |
| 603.159              | 12" CULVERT PIPE OPTION III                                                            | 73       | LF   |
| 603.169              | 15" CULVERT PIPE OPTION III                                                            | 92       | LF   |
| 603.17               | 18" CULVERT PIPE OPTION I                                                              | 120      | LF   |
| 603.179              | 18" CULVERT PIPE OPTION III                                                            | 135      | LF   |
| 603.195              | 24" RCP CLASS III                                                                      | 30       | LF   |
| 603.55               | CONCRETE PIPE TIES                                                                     | 2        | GP   |
| 604.072              | CATCH BASIN TYPE A1-C                                                                  | 6        | EA   |
| 604.09               | CATCH BASIN TYPE B1                                                                    | 2        | EA   |
| 604.18               | ADJUSTING MANHOLE OR CATCH BASIN TO GRADE                                              | 4        | EA   |
| 604.247              | CATCH BASIN TYPE F5-C                                                                  | 2        | EA   |
| 604.252              | CATCH BASIN TYPE A5-C                                                                  | 2        | EA   |
| 604.262              | CATCH BASIN TYPE B5-C                                                                  | 2        | EA   |
| 605.09               | 6" UNDERDRAIN TYPE B                                                                   | 650      | LF   |
| 605.11               | 12" UNDERDRAIN TYPE C                                                                  | 450      | LF   |
| 605.12               | 15" UNDERDRAIN TYPE C                                                                  | 940      | LF   |
| 605.13               | 18" UNDERDRAIN TYPE C                                                                  | 190      | LF   |
| 606.356              | UNDERDRAIN DELINEATOR POST                                                             | 4        | EA   |
| 606.47               | SINGLE WOOD POST                                                                       | 1        | EA   |
| 607.163              | CHAIN LINK FENCE - 4 FOOT - PVC COATED                                                 | 1,250    | LF   |
| 607.35               | BRACING ASSEMBLY CHAIN LINK FENCE - PVC COATED                                         | 16       | EA   |
| 608.26               | CURB RAMP DETECTABLE WARNING FIELD                                                     | 128      | SF   |
| 609.11               | VERTICAL CURB TYPE 1                                                                   | 2,250    | LF   |
| 609.221              | TERMINAL CURB TYPE 1                                                                   | 147      | LF   |
| 609.222              | TERMINAL CURB TYPE 1 - CIRCULAR                                                        | 230      | LF   |
| 609.31               | CURB TYPE 3                                                                            | 71       | LF   |
| 609.38               | RESET CURB TYPE 1                                                                      | 70       | LF   |
| 610.08               | PLAIN RIPRAP                                                                           | 68       | CY   |
| 613.319              | EROSION CONTROL BLANKET                                                                | 3,500    | SY   |
| 615.07               | LOAM                                                                                   | 400      | CY   |
| 618.13               | SEEDING METHOD NUMBER 1                                                                | 15       | UN   |
| 618.14               | SEEDING METHOD NUMBER 2                                                                | 35       | UN   |
| 619.12               | MULCH                                                                                  | 50       | UN   |
| 620.54               | STABILIZATION/REINFORCEMENT GEOTEXTILE                                                 | 720      | SY   |
| 620.58               | EROSION CONTROL GEOTEXTILE                                                             | 240      | SY   |
| 627.733              | 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE                                       | 2,600    | LF   |
| 627.75               | WHITE OR YELLOW PAVEMENT & CURB MARKING                                                | 920      | SF   |
| 629.05               | HAND LABOR, STRAIGHT TIME                                                              | 20       | HR   |
| 631.12               | ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)                                             | 20       | HR   |
| 631.172              | TRUCK-LARGE (INCLUDING OPERATOR)                                                       | 20       | HR   |
| 631.18               | FRONT END LOADER (INCLUDING OPERATOR)                                                  | 20       | HR   |
| 631.20               | CHAIN SAW RENTAL (INCLUDING OPERATOR)                                                  | 10       | HR   |
| 631.22               | STUMP CHIPPER RENTAL (INCLUDING OPERATOR)                                              | 20       | HR   |
| 631.32               | CULVERT CLEANER (INCLUDING OPERATOR)                                                   | 10       | HR   |
| 639.18               | FIELD OFFICE, TYPE A                                                                   | 1        | EA   |
| 645.103              | DEMOUNT GUIDE SIGN                                                                     | 4        | EA   |
| 645.106              | DEMOUNT REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGN               | 9        | EA   |
| 645.108              | DEMOUNT POLE                                                                           | 13       | EA   |
| 645.113              | REINSTALL GUIDE SIGN                                                                   | 4        | EA   |
| 645.116              | REINSTALL REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGN             | 5        | EA   |
| 645.118              | REINSTALL POLE                                                                         | 9        | EA   |
| 645.292              | REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGN TYPE II               | 60       | SF   |
| 652.33               | DRUM                                                                                   | 70       | EA   |
| 652.34               | CONE                                                                                   | 70       | EA   |
| 652.35               | CONSTRUCTION SIGNS                                                                     | 130      | SF   |
| 652.361              | MAINTENANCE OF TRAFFIC CONTROL DEVICES (244 CD)                                        | 1        | LS   |
| 652.38               | FLAGGERS                                                                               | 300      | HR   |
| 656.75               | TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL                                     | 1        | LS   |
| 659.10               | MOBILIZATION                                                                           | 1        | LS   |

GENERAL CONSTRUCTION NOTES:

1. ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AS INDICATED ON THE PLANS AND APPROVED BY THE RESIDENT.
2. GRUBBING IN FILL AREAS HAS BEEN SHOWN ON THE CROSS SECTIONS AND THE QUANTITIES NOTED. THESE LIMITS ARE APPROXIMATE AND HAVE BEEN USED FOR ESTIMATING PURPOSED ONLY. ACTUAL GRUBBING LIMITS MAY VARY BASED ON FIELD CONDITIONS AS DIRECTED BY THE RESIDENT.
3. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.
4. DRIVEWAY FILL SLOPES SHALL BE THE SAME AS THE FILL SIDE SLOPES WITHOUT GUARDRAIL UNLESS OTHERWISE NOTED ON THE PLANS.
5. 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.
6. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS OR IN THE CONSTRUCTION NOTES IS FOR ESTIMATING PURPOSES ONLY. THE ACTUAL TYPE AND LOCATION OF DITCH PROTECTION MAY BE ALTERED BY THE RESIDENT.
7. GRANULAR BORROW SHALL BE USED AS EMBANKMENT FILL AND REPLACEMENT FOR EXCAVATION OF UNSUITABLE MATERIAL FROM STA. 117+75 TO STA. 121+75. IN ADDITION, 2' OF MUCK EXCAVATION HAS BEEN ASSUMED WITHIN THIS STATION RANGE FROM THE EXISTING TOE OF SLOPE TO THE PROPOSED TOE OF SLOPE. GRANULAR BORROW SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN THE STANDARD SPECIFICATIONS ITEM 703.19, GRANULAR BORROW.
8. ALL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
9. GRAVEL ENTRANCES SHALL BE CONSTRUCTED WITH 15 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL OR 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL AND 3 INCHES OF UNTREATED AGGREGATE SURFACE COURSE UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
10. AT UNPAVED ENTRANCES, THE ENTRANCE SHALL BE PAVED TO THE BACK OF THE PROPOSED SHARED USE PATH.
11. EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER THE APPROPRIATE PAY ITEMS.
12. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED, OR PLUGGED WITHOUT THE PRIOR APPROVAL OF THE RESIDENT.
13. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE RESIDENT.
14. FLAT TOPS FOR CATCH BASINS ARE NOT ALLOWED UNLESS NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
15. PLASTIC END CAPS SHALL BE PLACED ON THE INLET END OF ALL DEAD-END 6 INCH TYPE B UNDERDRAIN AND SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM.
16. 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 STANDARD SPECIFICATIONS SECTION 604, MANHOLES, INLETS AND CATCH BASINS.
17. 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.
18. A DELINEATOR POST (STANDARD SPECIFICATIONS ITEM 606.356, UNDERDRAIN DELINEATOR POST) SHALL BE INSTALLED AT EACH CULVERT INLET AND OUTLET.
19. 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.
20. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING METHOD 2 SHALL BE UTILIZED ON ALL OTHER AREAS.
21. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS AND 2 INCHES IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.
22. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
23. 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.
24. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THE BID DOCUMENTS IS FOR THE USE OF THE BIDDERS. NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF THE ACTUAL SUBSURFACE CONDITIONS THROUGHOUT THE CONSTRUCTION SITE. MAINEDOT WILL NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR CONCLUSIONS DRAWN FROM THE GEOTECHNICAL INFORMATION. THE BORING LOGS PROVIDED IN THE BID DOCUMENTS (IF ANY) PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS. DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.
25. AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.
26. NO SEPARATE PAYMENT FOR SUPERINTENDENT FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER EQUIPMENT RENTAL ITEMS.
27. CLEARING OF DITCH VEGETATION IS REQUIRED ON THE NORTHBOUND SIDE OF ROUTE 1 BETWEEN EXIT 17 NB OFF RAMP AND DELORME DR.
28. THE LOCATION AND DEPTH OF THE PROPOSED WATER LINE HAS NOT BEEN VERIFIED AND IS SHOWN AS APPROXIMATE ON THE PLANS AND CROSS SECTIONS. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT LOCATION TO AVOID IMPACTS.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

2598500

WIN  
025985.00

HIGHWAY PLANS

YARMOUTH  
U.S. ROUTE 1

ESTIMATED QUANTITIES  
& GENERAL NOTES

PROJ. MANAGER  
DESIGN-DETAILED  
CHECKED-REVIEWED  
DESIGN-DETAILED02  
REVISIONS 1  
REVISIONS 2  
REVISIONS 3  
REVISIONS 4  
FIELD CHANGES

BY  
C. TOBIN  
L. ZACCHINI

DATE  
07/26  
07/26

SIGNATURE

P.E. NUMBER

DATE

SHEET NUMBER

3

OF 52



| STATION                                                  | CULVERT PIPE |        |       |             |        |            |        |             |        |            |        |        | CATCH BASIN |    |      |      |        | UNDERDRAIN |             |            |      | ELBOWS, TEES, WYES<br>AND INLET GRATE<br>UNITS | REMARKS                                     |
|----------------------------------------------------------|--------------|--------|-------|-------------|--------|------------|--------|-------------|--------|------------|--------|--------|-------------|----|------|------|--------|------------|-------------|------------|------|------------------------------------------------|---------------------------------------------|
|                                                          | RCP          |        |       | OPTION I    |        |            |        | OPTION III  |        |            |        | TYPE B |             |    |      |      |        | TYPE C     |             |            |      |                                                |                                             |
|                                                          |              |        |       | SMOOTHLINED |        | CORRUGATED |        | SMOOTHLINED |        | CORRUGATED |        | TYPE B |             |    |      |      |        | OUTLET     | SMOOTHLINED | CORRUGATED |      | DESCRIPTIONS                                   |                                             |
|                                                          | SIZE         | LENGTH | CLASS | SIZE        | LENGTH | SIZE       | LENGTH | SIZE        | LENGTH | SIZE       | LENGTH | A1-C   | A5-C        | B1 | B5-C | F5-C | LENGTH | LENGTH     | SIZE        | LENGTH     | SIZE |                                                | LENGTH                                      |
| CATCH BASINS                                             |              |        |       |             |        |            |        |             |        |            |        |        |             |    |      |      |        |            |             |            |      |                                                |                                             |
| STA. 100+64.39, 32.50' RT. (CB #1)                       |              |        |       |             |        |            |        |             |        |            |        |        |             | 1  |      |      |        |            |             |            |      |                                                | FLAT TOP                                    |
| STA. 101+00.00, 4.00' RT. (CB #2)                        |              |        |       |             |        |            |        |             |        |            |        | 1      |             |    |      |      |        |            |             |            |      |                                                |                                             |
| STA. 104+25.00, 4.00' RT. (CB #3)                        |              |        |       |             |        |            |        |             |        |            |        | 1      |             |    |      |      |        |            |             |            |      |                                                |                                             |
| STA. 107+50.00, 4.00' RT. (CB #4)                        |              |        |       |             |        |            |        |             |        |            |        | 1      |             |    |      |      |        |            |             |            |      |                                                |                                             |
| STA. 110+51.38, 5.00' RT. (CB #5)                        |              |        |       |             |        |            |        |             |        |            |        | 1      |             |    |      |      |        |            |             |            |      |                                                |                                             |
| STA. 112+44.95, 5.00' RT. (CB #6)                        |              |        |       |             |        |            |        |             |        |            |        | 1      |             |    |      |      |        |            |             |            |      |                                                |                                             |
| STA. 114+75.00, 5.00' RT. (CB #7)                        |              |        |       |             |        |            |        |             |        |            |        | 1      |             |    |      |      |        |            |             |            |      |                                                |                                             |
| STA. 115+39.00, 32.81' RT. (CB #8)                       |              |        |       |             |        |            |        |             |        |            |        |        |             |    |      | 1    |        |            |             |            |      |                                                |                                             |
| STA. 116+00.00, 5.00' RT. (CB #9)                        |              |        |       |             |        |            |        |             |        |            |        |        |             |    |      | 1    |        |            |             |            |      |                                                | 2' CONE                                     |
| STA. 116+12.00, 31.00' RT. (CB #10)                      |              |        |       |             |        |            |        |             |        |            |        |        |             | 1  |      |      |        |            |             |            |      |                                                | FLAT TOP                                    |
| STA. 119+00.00, 5.00' RT. (CB #11)                       |              |        |       |             |        |            |        |             |        |            |        | 1      |             |    |      |      |        |            |             |            |      |                                                | 2' CONE                                     |
| STA. 121+76.93, 5.00' RT. (CB #12)                       |              |        |       |             |        |            |        |             |        |            |        | 1      |             |    |      |      |        |            |             |            |      |                                                | FLAT TOP                                    |
| STA. 122+30.00, 5.00' RT. (CB #13)                       |              |        |       |             |        |            |        |             |        |            |        |        |             |    | 1    |      |        |            |             |            |      |                                                | FLAT TOP                                    |
| STA. 124+75.00, 5.00' RT. (CB #14)                       |              |        |       |             |        |            |        |             |        |            |        |        |             |    |      | 1    |        |            |             |            |      |                                                |                                             |
| CULVERTS                                                 |              |        |       |             |        |            |        |             |        |            |        |        |             |    |      |      |        |            |             |            |      |                                                |                                             |
| CB#1 TO CB#2                                             |              |        |       |             |        |            |        | 12"         | 42'    |            |        |        |             |    |      |      |        |            |             |            |      |                                                |                                             |
| STA. 106+13.85, 37.09' RT. TO STA. 106+73.85, 36.97' RT. |              |        |       | 18"         | 60'    |            |        |             |        |            |        |        |             |    |      |      |        |            |             |            |      |                                                |                                             |
| STA. 108+32.08, 36.48' RT. TO STA. 108+92.08, 36.37' RT. |              |        |       | 18"         | 60'    |            |        |             |        |            |        |        |             |    |      |      |        |            |             |            |      |                                                |                                             |
| CB#5 TO STA. 110+30.27, 34.00' RT.                       |              |        |       |             |        |            |        | 18"         | 34'    |            |        |        |             |    |      |      |        |            |             |            |      |                                                |                                             |
| CB#6 TO STA. 112+65.46, 36.53' RT.                       |              |        |       |             |        |            |        | 18"         | 34'    |            |        |        |             |    |      |      |        |            |             |            |      |                                                | (OUTLET TO EXIST. MH, USE EXIST. CORE HOLE) |
| CB#8 TO CB#10                                            |              |        |       |             |        |            |        | 15"         | 68'    |            |        |        |             |    |      |      |        |            |             |            |      |                                                |                                             |
| CB#9 TO CB#10                                            |              |        |       |             |        |            |        | 15"         | 24'    |            |        |        |             |    |      |      |        |            |             |            |      |                                                |                                             |
| CB#10 TO STA. 116+80.92, 34.33' RT.                      |              |        |       |             |        |            |        | 18"         | 67'    |            |        |        |             |    |      |      |        |            |             |            |      |                                                |                                             |
| CB#12 TO STA. 121+73.92, 35.85' RT.                      | 24"          | 30'    | III   |             |        |            |        |             |        |            |        |        |             |    |      |      |        |            |             |            |      |                                                |                                             |
| CB#14 TO STA. 124+75.03, 37.01' RT.                      |              |        |       |             |        |            |        | 12"         | 31'    |            |        |        |             |    |      |      |        |            |             |            |      |                                                |                                             |
| UNDERDRAIN                                               |              |        |       |             |        |            |        |             |        |            |        |        |             |    |      |      |        |            |             |            |      |                                                |                                             |
| CB#2 TO CB#3                                             |              |        |       |             |        |            |        |             |        |            |        |        |             |    |      |      |        | 15"        | 321'        |            |      |                                                |                                             |
| CB#3 TO CB#4                                             |              |        |       |             |        |            |        |             |        |            |        |        |             |    |      |      |        | 15"        | 321'        |            |      |                                                |                                             |
| CB#4 TO CB#5                                             |              |        |       |             |        |            |        |             |        |            |        |        |             |    |      |      |        | 15"        | 298'        |            |      |                                                |                                             |
| CB#5 TO CB#6                                             |              |        |       |             |        |            |        |             |        |            |        |        |             |    |      |      |        | 18"        | 190'        |            |      |                                                |                                             |
| STA. 112+50.00, 5.87' RT. TO CB#7                        |              |        |       |             |        |            |        |             |        |            |        |        |             |    |      | 223' |        |            |             |            |      |                                                |                                             |
| CB#7 TO CB#9                                             |              |        |       |             |        |            |        |             |        |            |        |        |             |    |      |      |        | 12"        | 121'        |            |      |                                                |                                             |
| STA. 116+50.00, 5.87' RT. TO CB#11                       |              |        |       |             |        |            |        |             |        |            |        |        |             |    |      | 248' |        |            |             |            |      |                                                |                                             |
| CB#11 TO CB#12                                           |              |        |       |             |        |            |        |             |        |            |        |        |             |    |      |      |        | 12"        | 274'        |            |      |                                                |                                             |
| CB#12 TO CB#13                                           |              |        |       |             |        |            |        |             |        |            |        |        |             |    |      |      |        | 12"        | 49'         |            |      |                                                |                                             |
| CB#13 TO STA. 124+00.00, 3.00' RT.                       |              |        |       |             |        |            |        |             |        |            |        |        |             |    |      | 170' |        |            |             |            |      |                                                |                                             |



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

2598500

WIN  
025985.00

HIGHWAY PLANS

YARMOUTH  
U.S. ROUTE 1

DRAINAGE SUMMARY

SHEET NUMBER

4

OF 52

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER

J. STILWELL

BY

DATE

DESIGN-DETAILED

C. HELMICK

C. TOBIN

07/26

CHECKED-REVIEWED

L. ZACHINI

L. ZACHINI

07/26

DESIGN-DETAILED2

DESIGN-DETAILED3

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

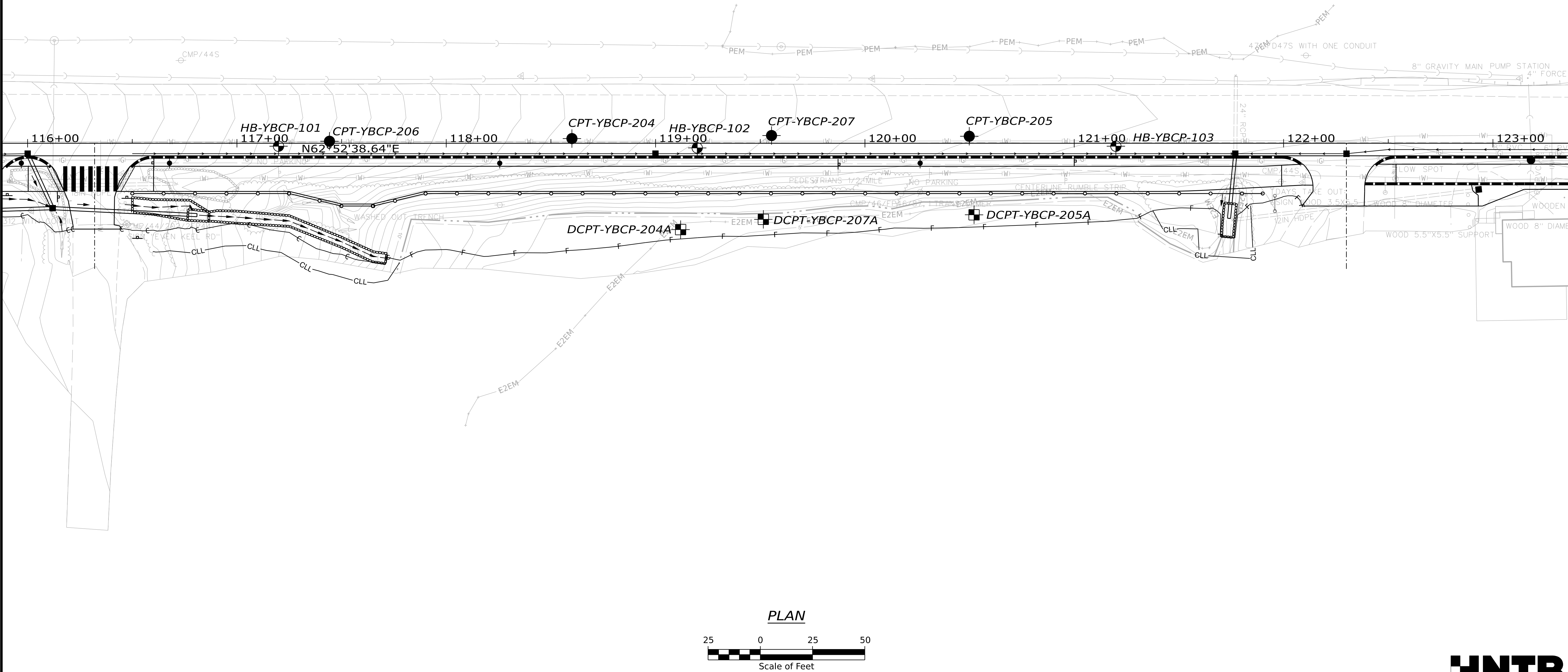
FIELD CHANGES

LEGEND

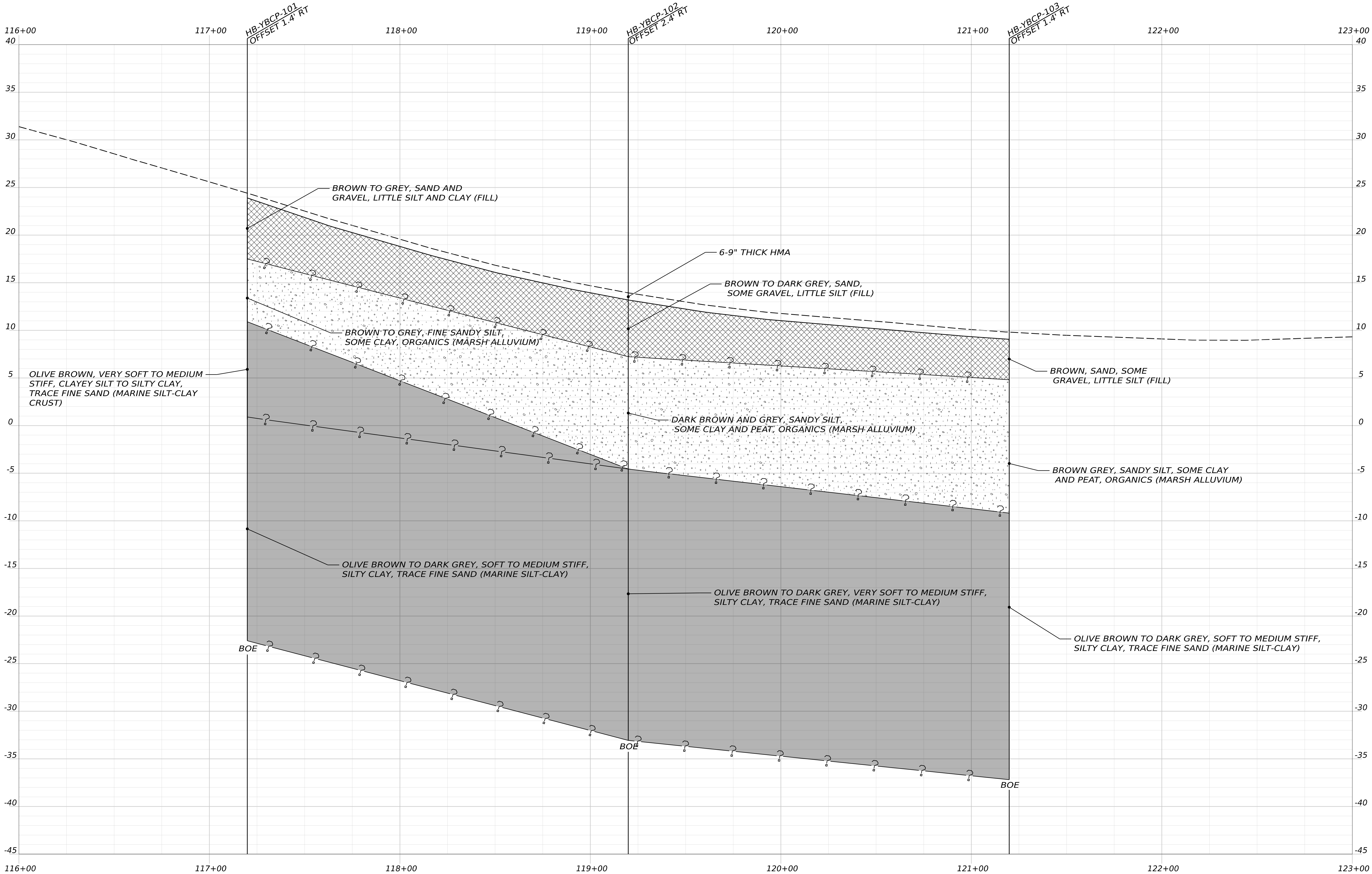
CONE PENETRATION TEST (CPT)

DYNAMIC CONE PENETRATION TEST (DCPT)

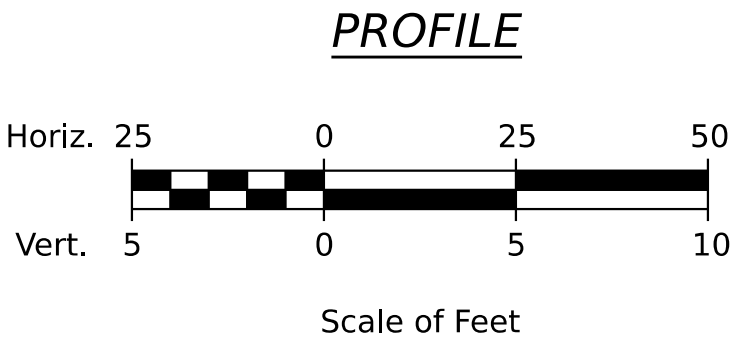
HIGHWAY BORING



|                          |  |                      |  |              |  |       |  |                                                |  |
|--------------------------|--|----------------------|--|--------------|--|-------|--|------------------------------------------------|--|
| YARMOUTH<br>U.S. ROUTE 1 |  | BORING LOCATION PLAN |  | SHEET NUMBER |  | 5     |  | OF 52                                          |  |
|                          |  |                      |  |              |  |       |  |                                                |  |
| PROJ. MANAGER            |  | J. STILLWELL         |  | BY           |  | DATE  |  | STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION |  |
| DESIGNED-DETAILED        |  | C. HELMICK           |  | C. TORIN     |  | 07/26 |  |                                                |  |
| CHECKED-REVIEWED         |  | L. ZACCHINI          |  | L. ZACCHINI  |  | 07/26 |  |                                                |  |
| DESIGNED-DETAILED 2      |  |                      |  |              |  |       |  |                                                |  |
| DESIGNED-DETAILED 3      |  |                      |  |              |  |       |  |                                                |  |
| REVISIONS 1              |  |                      |  |              |  |       |  | 2598500                                        |  |
| REVISIONS 2              |  |                      |  |              |  |       |  |                                                |  |
| REVISIONS 3              |  |                      |  |              |  |       |  | WIN<br>025985.00                               |  |
| REVISIONS 4              |  |                      |  |              |  |       |  |                                                |  |
| FIELD CHANGES            |  |                      |  |              |  |       |  | HIGHWAY PLANS                                  |  |
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NOTES:  
1. This generalized interpretive soil profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.



LEGEND  
STRATA INTERFACE  
BORING  
BOE = BOTTOM OF EXPLORATION



|                                                                |           |                   |                  |           |               |      |       |
|----------------------------------------------------------------|-----------|-------------------|------------------|-----------|---------------|------|-------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION                 | 2598500   |                   | WIN<br>025985.00 |           | HIGHWAY PLANS |      |       |
|                                                                | SIGNATURE |                   | P.E. NUMBER      |           | DATE          |      |       |
| YARMOUTH<br>U.S. ROUTE 1<br>INTERPRETIVE<br>SUBSURFACE PROFILE |           | PROJ. MANAGER     | J. STILWELL      | BY        | C. TOBIN      | DATE | 07/26 |
|                                                                |           | CHECKED-REVIEWED  | C. HELMICK       | L. ZACHNI |               |      |       |
|                                                                |           | DESIGNED-DETAILED | L. ZACHNI        |           |               |      |       |
|                                                                |           | DESIGNED-DETAILED |                  |           |               |      |       |
| SHEET NUMBER                                                   |           | 6                 |                  |           |               |      |       |
| OF 52                                                          |           |                   |                  |           |               |      |       |



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

Project: Shared Use Path Extension  
Beth Condon Pathway - Route 1  
Location: Yarmouth, ME

Boring No. : HB-YBCP-102  
WIN: 25985.00

Driller: New England Boring Contractors  
Operator: Schaefer/ Titus  
Logged By: Schonewald  
Date Start/Finish: 1/3/24; 1115 - 1/4/24; 1030  
Boring Location: Station 119+20, 2.2 ft RT

Elevation (ft.) 14  
Datum: NAVD88  
Rig Type: Mobile Drill B-53 track (NEBC-20)  
Drilling Method: cased wash boring  
Casing ID/DD: HW (4.0/4.5) to 20 ft

Auger ID/DD: SSA (4.5 DD) to 5 ft  
Sampler: standard split-spoon  
Hammer Wt./Fall: 140 lbs/30 inches  
Core Barrel: not applicable  
Water Level\*: 4.8 ft (open, 0 hrs stab)

Hammer Efficiency Factor: 0.742  
Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:  
D = Split Spoon Sample  
MD = Unsuccessful Split Spoon Sample Attempt  
U = Thin Wall Tube Sample  
MU = Unsuccessful Thin Wall Tube Sample Attempt  
V = Field Vane Shear Test, PP = Pocket Penetrometer  
MV = Unsuccessful Field Vane Shear Test Attempt

R = Rock Core Sample  
SSA = Solid Stem Auger  
HSA = Hollow Stem Auger  
RC = Roller Cone  
WDH = Weight of 140lb. Hammer  
WDR/C = Weight of Rods or Casing  
WDIP = Weight of One Person

S<sub>u</sub> = Peak/Remolded Field Vane Undrained Shear Strength (psf)  
S<sub>u</sub>(lab) = Lab Vane Undrained Shear Strength (psf)  
q<sub>u</sub> = Unconfined Compressive Strength  
N = uncorrected = Raw Field SPT N-value  
Hammer Efficiency Factor = Rig Specific Annual Calibration Value  
N<sub>60</sub> = SPT N-uncorrected Corrected for Hammer Efficiency  
N<sub>60</sub> = (Hammer Efficiency Factor/60)\*N-uncorrected

T<sub>v</sub> = Pocket Torvane Shear Strength (psf)  
WC = Water Content, percent  
LL = Liquid Limit  
PL = Plastic Limit  
PI = Plasticity Index  
G = Grain Size Analysis  
C = Consolidation Test

| Depth (ft.) | Sample Information |                 |                         |                                                |               |                 |              | Elevation (ft.) | Graphic Log | Visual Description and Remarks                                                                                                                                                                                                                                                                                  | Laboratory Testing Results/ AASHTO and Unified Class.          |
|-------------|--------------------|-----------------|-------------------------|------------------------------------------------|---------------|-----------------|--------------|-----------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|
|             | Sample No.         | Pen./Rec. (in.) | Sample Depth (ft.)      | Blows (/6 in.) Shear Strength (psf) or ROD (%) | N-uncorrected | N <sub>60</sub> | Casing Blows |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
| 0           |                    |                 |                         |                                                |               |                 |              | SSA             | 13.2        | 9 in HMA                                                                                                                                                                                                                                                                                                        | RWGA #17857-04<br>WC=82.9%<br>ORG CONTENT 25.5%                |
|             |                    |                 |                         |                                                |               |                 |              |                 |             | 2 to 5 ft: Brown sand and gravel, with little silt; boney, (Fill).                                                                                                                                                                                                                                              |                                                                |
|             |                    |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
|             |                    |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
|             |                    |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
| 5           | 1D                 | 24/13           | 5.0 - 7.0               | WDH/12"-3-2                                    | 3             | 4               |              | PUSH            | 7.3         | 5.0-6.0 ft: Red brown, wet, fine to coarse SAND, trace silt, (Fill).<br>6.0-6.7 ft: (1D) Dark grey, damp (tight), desiccated, SILT, some clay, trace to little fine sand; possibly reworked, (Fill).<br>6.7-7.0 ft: (1D-A) Dark grey, moist to wet, fine to medium SAND, little to some silt, (Marsh Alluvium). |                                                                |
|             | 1D-A               |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
|             |                    |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
|             |                    |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
|             |                    |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
| 10          | 2D                 | 24/22           | 10.0 - 12.0             | WDH/18"-1                                      | 0             | 0               |              |                 |             | 10.0-11.2 ft: (2D) Dark grey, fine Sandy SILT, some clay, (Marsh Alluvium).<br>11.2-12.0 ft: (2D-A) Brown, fibrous PEAT, little fine sand, ((Organic) Marsh Alluvium).<br>12 to 15 ft: Peat fibers and silt-clay in wash water.                                                                                 | RWGA #17857-05<br>WC=38.2%<br>ORG CONTENT 3.0%<br>%-#200 91.0% |
|             | 2D-A               |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
|             |                    |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
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|             |                    |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
| 15          | MU 3D              | 24/0 24/18      | 15.0 - 17.0 15.0 - 17.0 | PISTON SAMPLER TUBE INTERVAL                   | --            | --              |              |                 |             | No recovery; push spoon thru tube interval. Brown grey, fine Sandy SILT, little to some clay, with lenses fibrous PEAT and organic bits throughout, (Marsh Alluvium).                                                                                                                                           | RWGA#17857-06<br>WC=37.1%<br>LL=40.7<br>PL=21.8<br>PI=18.9     |
|             |                    |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
|             |                    |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
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|             |                    |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
| 20          | 4D                 | 24/24           | 20.0 - 22.0             | WDH/24"                                        | 0             | 0               |              | OPEN            |             | Dark olive grey, very soft, Clayey SILT, (Marine Silt-Clay).                                                                                                                                                                                                                                                    | RWGA#17857-08<br>WC=32.2%<br>LL=28.9<br>PL=19.6<br>PI=9.3      |
|             |                    |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
|             |                    |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
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|             |                    |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
|             |                    |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
|             |                    |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |
| 25          |                    |                 |                         |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                                                 |                                                                |

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.  
\* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of ??  
Boring No. : HB-YBCP-102

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

Project: Shared Use Path Extension  
Beth Condon Pathway - Route 1  
Location: Yarmouth, ME

Boring No. : HB-YBCP-102  
WIN: 25985.00

Driller: New England Boring Contractors  
Operator: Schaefer/ Titus  
Logged By: Schonewald  
Date Start/Finish: 1/3/24; 1115 - 1/4/24; 1030  
Boring Location: Station 119+20, 2.2 ft RT

Elevation (ft.) 14  
Datum: NAVD88  
Rig Type: Mobile Drill B-53 track (NEBC-20)  
Drilling Method: cased wash boring  
Casing ID/DD: HW (4.0/4.5) to 20 ft

Auger ID/DD: SSA (4.5 DD) to 5 ft  
Sampler: standard split-spoon  
Hammer Wt./Fall: 140 lbs/30 inches  
Core Barrel: not applicable  
Water Level\*: 4.8 ft (open, 0 hrs stab)

Hammer Efficiency Factor: 0.742  
Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:  
D = Split Spoon Sample  
MD = Unsuccessful Split Spoon Sample Attempt  
U = Thin Wall Tube Sample  
MU = Unsuccessful Thin Wall Tube Sample Attempt  
V = Field Vane Shear Test, PP = Pocket Penetrometer  
MV = Unsuccessful Field Vane Shear Test Attempt

R = Rock Core Sample  
SSA = Solid Stem Auger  
HSA = Hollow Stem Auger  
RC = Roller Cone  
WDH = Weight of 140lb. Hammer  
WDR/C = Weight of Rods or Casing  
WDIP = Weight of One Person

S<sub>u</sub> = Peak/Remolded Field Vane Undrained Shear Strength (psf)  
S<sub>u</sub>(lab) = Lab Vane Undrained Shear Strength (psf)  
q<sub>u</sub> = Unconfined Compressive Strength  
N = uncorrected = Raw Field SPT N-value  
Hammer Efficiency Factor = Rig Specific Annual Calibration Value  
N<sub>60</sub> = SPT N-uncorrected Corrected for Hammer Efficiency  
N<sub>60</sub> = (Hammer Efficiency Factor/60)\*N-uncorrected

T<sub>v</sub> = Pocket Torvane Shear Strength (psf)  
WC = Water Content, percent  
LL = Liquid Limit  
PL = Plastic Limit  
PI = Plasticity Index  
G = Grain Size Analysis  
C = Consolidation Test

| Depth (ft.) | Sample Information |                 |                                     |                                                |               |                 |              | Elevation (ft.) | Graphic Log | Visual Description and Remarks                                                                                                                                                                                                                                                                | Laboratory Testing Results/ AASHTO and Unified Class.      |                                                                           |
|-------------|--------------------|-----------------|-------------------------------------|------------------------------------------------|---------------|-----------------|--------------|-----------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|---------------------------------------------------------------------------|
|             | Sample No.         | Pen./Rec. (in.) | Sample Depth (ft.)                  | Blows (/6 in.) Shear Strength (psf) or ROD (%) | N-uncorrected | N <sub>60</sub> | Casing Blows |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
| 25          | 5D V1              | 24/24           | 25.0 - 27.0 25.6 - 26.0             | VANE/18"-WDH Su= 742 /206 psf                  | --            |                 |              |                 |             | Dark olive grey, medium stiff, Silty CLAY, (Marine Silt-Clay).<br>V1: 27 / 7.5 ft-lbs (65 mm x 130 mm vane raw torque readings)<br>Unable to push vane below 26.4 ft.                                                                                                                         | RWGA#17857-07<br>WC=34.6%<br>LL=40.6<br>PL=22.8<br>PI=17.8 |                                                                           |
|             | MV                 |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
| 30          | 6D V2              | 24/*            | 30.0 - 32.0 30.6 - 31.6 31.6 - 32.0 | SAMPLE OFF VANE Su= 646 /151 psf               | --            |                 |              |                 |             | Olive grey, medium stiff, Silty CLAY, (Marine Silt-Clay).<br>*in the interest of time, grabbed sample off of vane; sufficient sample for Atterberg Limits<br>V2: 23.5 / 5.5 ft-lbs (65 mm x 130 mm vane raw torque readings)<br>V3: 26 / 6.5 ft-lbs (65 mm x 130 mm vane raw torque readings) |                                                            | RWGA#17857-11<br>WC=34.2%<br>LL=36.6<br>PL=20.6<br>PI=16.0<br>INCR CONSOL |
|             | V3                 |                 |                                     | Su= 714 /179 psf                               |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
| 35          | U1                 | 24/18           | 35.0 - 37.0                         | PISTON SAMPLER                                 | --            |                 |              |                 |             | Dark grey, Silty CLAY, (Marine Silt-Clay).                                                                                                                                                                                                                                                    | RWGA#17857-08<br>WC=32.2%<br>LL=28.9<br>PL=19.6<br>PI=9.3  |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
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|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
| 40          | 7D V4              | 24/24           | 40.0 - 42.0 40.6 - 41.0 41.6 - 42.0 | PUSH THRU VANE Su= 728 /96 psf                 | --            |                 |              |                 |             | Dark olive grey with black mottling, medium stiff, Silty CLAY, (Marine Silt-Clay).<br>V4: 26.5 / 3.5 ft-lbs (65 mm x 130 mm vane raw torque readings)<br>V5: 20 / 2 ft-lbs (65 mm x 130 mm vane raw torque readings)                                                                          | RWGA#17857-08<br>WC=32.2%<br>LL=28.9<br>PL=19.6<br>PI=9.3  |                                                                           |
|             | V5                 |                 |                                     | Su= 549 /55 psf                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
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|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
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|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
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|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
| 45          | 8D V6              | 24/24           | 45.0 - 47.0 45.6 - 46.0 46.6 - 47.0 | PUSH THRU VANE Su= 440 /14 psf                 | --            |                 |              |                 |             | Dark grey with black mottling, soft, Silty CLAY, (Marine Silt-Clay).<br>V6: 16 / 1 ft-lbs (65 mm x 130 mm vane raw torque readings)<br>V7: 16 / 0.5 ft-lbs (65 mm x 130 mm vane raw torque readings)<br>Bottom of Exploration at 47.0 feet below ground surface. No refusal.                  | RWGA#17857-08<br>WC=32.2%<br>LL=28.9<br>PL=19.6<br>PI=9.3  |                                                                           |
|             | V7                 |                 |                                     | Su= 440 /14 psf                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
|             |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |
| 50          |                    |                 |                                     |                                                |               |                 |              |                 |             |                                                                                                                                                                                                                                                                                               |                                                            |                                                                           |

Remarks:

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\* 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.

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Boring No. : HB-YBCP-102

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

Project: Shared Use Path Extension  
Beth Condon Pathway - Route 1  
Location: Yarmouth, ME

Boring No. : HB-YBCP-103  
WIN: 25985.00

Driller: New England Boring Contractors  
Operator: Schaefer/ Titus  
Logged By: Schonewald  
Date Start/Finish: 1/2/24; 1005- 1/3/24; 1020  
Boring Location: Station 121+20, 1.4 ft RT

Elevation (ft.) 10  
Datum: NAVD88  
Rig Type: Mobile Drill B-53 track (NEBC-20)  
Drilling Method: cased wash boring  
Casing ID/DD: HW (4.0/4.5) to 25 ft

Auger ID/DD: SSA (4.5 DD) to 5 ft  
Sampler: standard split-spoon  
Hammer Wt./Fall: 140 lbs/30 inches  
Core Barrel: not applicable  
Water Level\*: > 7.0 ft

Hammer Efficiency Factor: 0.742  
Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:  
D = Split Spoon Sample  
MD = 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  
WDH = Weight of 140lb. Hammer  
WDR/C = Weight of Rods or Casing  
WDIP = Weight of One Person

S<sub>u</sub> = Peak/Remolded Field Vane Undrained Shear Strength (psf)  
S<sub>u</sub>(lab) = Lab Vane Undrained Shear Strength (psf)  
q<sub>u</sub> = Unconfined Compressive Strength  
N-uncorrected = Raw Field SPT N-value  
Hammer Efficiency Factor = Rig Specific Annual Calibration Value  
N<sub>60</sub> = SPT N-uncorrected Corrected for Hammer Efficiency  
N<sub>60</sub> = (Hammer Efficiency Factor/60%)\*N-uncorrected

T<sub>v</sub> = Pocket Torvane Shear Strength (psf)  
WC = Water Content, percent  
LL = Liquid Limit  
PL = Plastic Limit  
PI = Plasticity Index  
G = Grain Size Analysis  
C = Consolidation Test

| Depth (ft.) | Sample Information |                 |                     |                                                      |               |                 |              | Elevation (ft.) | Graphic Log | Visual Description and Remarks                                                                                                                                                                                                                                  | Laboratory Testing Results/ AASHTO and Unified Class.         |
|-------------|--------------------|-----------------|---------------------|------------------------------------------------------|---------------|-----------------|--------------|-----------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
|             | Sample No.         | Pen./Rec. (in.) | Sample Depth (ft.)  | Blows (/6 in.)<br>Shear Strength (psf)<br>or ROD (%) | N-uncorrected | N <sub>60</sub> | Casing Blows |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
| 0           |                    |                 |                     |                                                      |               |                 |              | SSA             | 9.2         | 9 in HMA                                                                                                                                                                                                                                                        | RWGA#17857-09<br>WC=49.6%<br>ORG CONTENT 5.5%<br>%-#200 73.4% |
|             | 1D                 | 24/7            | 1.0 - 3.0           | 12-15-13-7                                           | 28            | 35              |              |                 | 0.8         | Brown, damp, dense, fine to coarse SAND, some gravel, little silt, (Fill).                                                                                                                                                                                      |                                                               |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
| 5           |                    |                 |                     |                                                      |               |                 |              |                 | 5.0         | Brown grey, damp (tight), loose, fine Sandy SILT, little to some clay, with partings fine Sandy ORGANIC SILT and organic fibers throughout; strong organic odor, ((Organic) Marsh Alluvium).                                                                    |                                                               |
|             | 2D                 | 24/22           | 5.0 - 7.0           | 1-3-3-4                                              | 6             | 7               | 15           |                 |             | 7.3 to 8.2 ft: Roller cone through wood (possible buried tree).                                                                                                                                                                                                 |                                                               |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
| 10          |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
|             | 3D                 | 24/22           | 10.0 - 12.0         | WDH/18"-2                                            | 0             | 0               | 24           |                 |             | Brown grey, very loose, fine Sandy ORGANIC SILT, some clay with thin seams PEAT and wood throughout, ((Organic) Marsh Alluvium).                                                                                                                                |                                                               |
|             |                    |                 |                     |                                                      |               |                 | 23           |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
|             |                    |                 |                     |                                                      |               |                 | 31           |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
|             |                    |                 |                     |                                                      |               |                 | 38           |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
|             |                    |                 |                     |                                                      |               |                 | 48           |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
| 15          |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
|             | 4D                 | 24/13           | 15.0 - 17.0         | 2-4-5-4                                              | 9             | 11              | 35           |                 |             | Grey, medium dense, Silty fine SAND, (Marsh Alluvium).                                                                                                                                                                                                          |                                                               |
|             |                    |                 |                     |                                                      |               |                 | 49           |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
|             |                    |                 |                     |                                                      |               |                 | 36           |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
|             |                    |                 |                     |                                                      |               |                 | 47           |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
|             |                    |                 |                     |                                                      |               |                 | 40           |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
| 20          |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
|             | 5D<br>V1           | 24/20           | 20.0 - 22.0<br>20.6 | PUSH THRU VANE<br>Su= 494 /96 psf                    | --            |                 | PUSH         |                 |             | Olive grey, soft to medium stiff, Silty CLAY, trace very fine sand, with 2 at 1/8-in seams fine Sandy SILT, (Marine Silt-Clay).<br>V1: 18 / 3.5 ft-lbs (65 mm x 130 mm vane raw torque readings)<br>V2: 19 / 4 ft-lbs (65 mm x 130 mm vane raw torque readings) |                                                               |
|             | V2                 |                 | 21.0<br>21.6 - 22.0 | Su= 522 /110 psf                                     |               |                 |              |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                                                                 |                                                               |
| 25          |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                                                                 |                                                               |

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Boring No. : HB-YBCP-103

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

Project: Shared Use Path Extension  
Beth Condon Pathway - Route 1  
Location: Yarmouth, ME

Boring No. : HB-YBCP-103  
WIN: 25985.00

Driller: New England Boring Contractors  
Operator: Schaefer/ Titus  
Logged By: Schonewald  
Date Start/Finish: 1/2/24; 1005- 1/3/24; 1020  
Boring Location: Station 121+20, 1.4 ft RT

Elevation (ft.) 10  
Datum: NAVD88  
Rig Type: Mobile Drill B-53 track (NEBC-20)  
Drilling Method: cased wash boring  
Casing ID/DD: HW (4.0/4.5) to 25 ft

Auger ID/DD: SSA (4.5 DD) to 5 ft  
Sampler: standard split-spoon  
Hammer Wt./Fall: 140 lbs/30 inches  
Core Barrel: not applicable  
Water Level\*: > 7.0 ft

Hammer Efficiency Factor: 0.742  
Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

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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  
WDH = Weight of 140lb. Hammer  
WDR/C = Weight of Rods or Casing  
WDIP = Weight of One Person

S<sub>u</sub> = Peak/Remolded Field Vane Undrained Shear Strength (psf)  
S<sub>u</sub>(lab) = Lab Vane Undrained Shear Strength (psf)  
q<sub>u</sub> = Unconfined Compressive Strength  
N-uncorrected = Raw Field SPT N-value  
Hammer Efficiency Factor = Rig Specific Annual Calibration Value  
N<sub>60</sub> = SPT N-uncorrected Corrected for Hammer Efficiency  
N<sub>60</sub> = (Hammer Efficiency Factor/60%)\*N-uncorrected

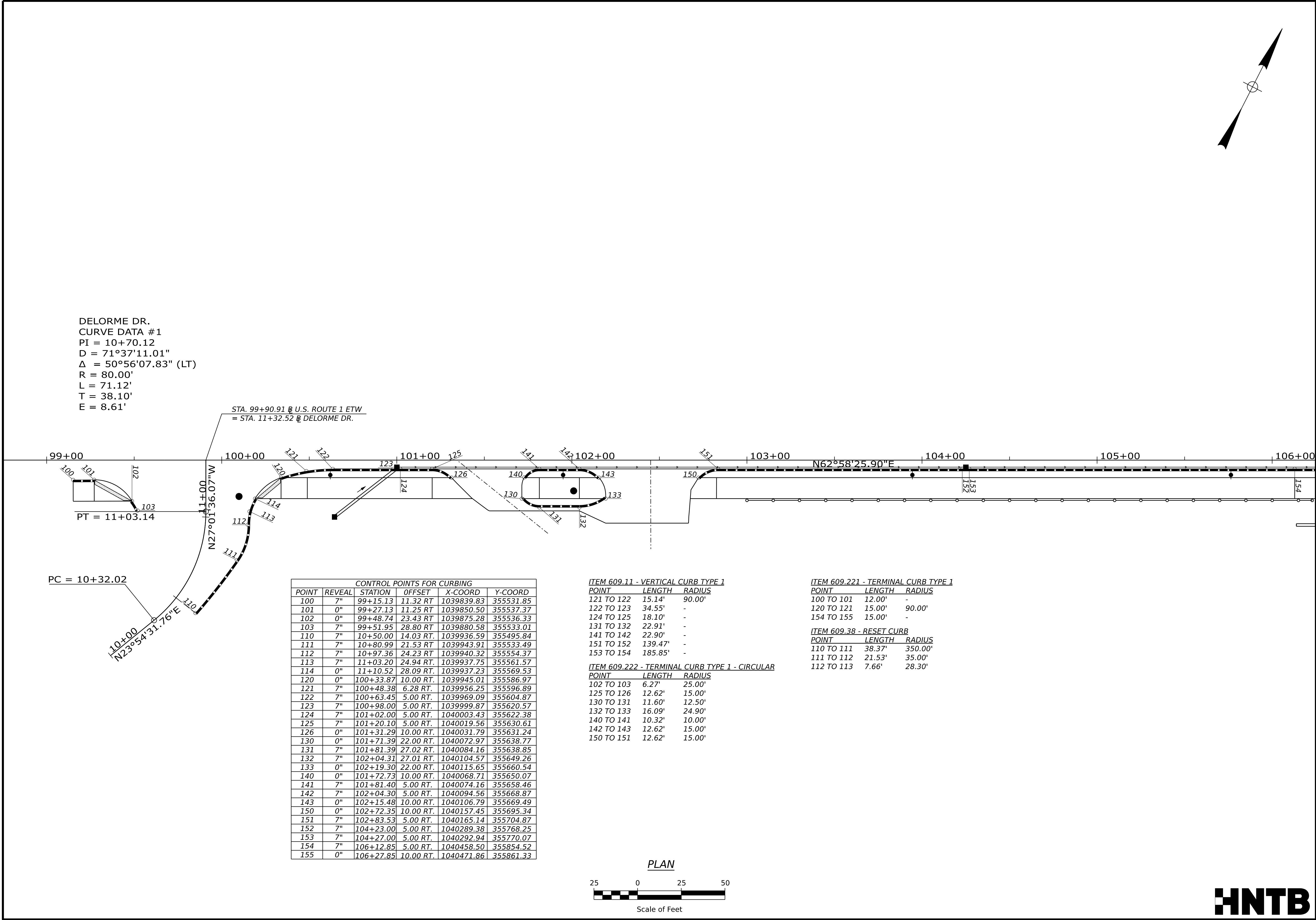
T<sub>v</sub> = Pocket Torvane Shear Strength (psf)  
WC = Water Content, percent  
LL = Liquid Limit  
PL = Plastic Limit  
PI = Plasticity Index  
G = Grain Size Analysis  
C = Consolidation Test

| Depth (ft.) | Sample Information |                 |                     |                                                      |               |                 |              | Elevation (ft.) | Graphic Log | Visual Description and Remarks                                                                                                                                                                                       | Laboratory Testing Results/ AASHTO and Unified Class.                     |
|-------------|--------------------|-----------------|---------------------|------------------------------------------------------|---------------|-----------------|--------------|-----------------|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
|             | Sample No.         | Pen./Rec. (in.) | Sample Depth (ft.)  | Blows (/6 in.)<br>Shear Strength (psf)<br>or ROD (%) | N-uncorrected | N <sub>60</sub> | Casing Blows |                 |             |                                                                                                                                                                                                                      |                                                                           |
| 25          |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      | RWGA#17857-12<br>WC=35.9%<br>LL=39.5<br>PL=22.4<br>PI=17.1<br>INCR CONSOL |
|             | U1                 | 24/23           | 25.0 - 27.0         | PISTON SAMPLER                                       | --            |                 | OPEN         |                 |             | Dark grey, Silty CLAY, (Marine Silt-Clay).                                                                                                                                                                           |                                                                           |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
| 30          |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
|             | 6D<br>V3           | 24/22           | 30.0 - 32.0<br>30.6 | PUSH THRU VANE<br>Su= 604 /124 psf                   | --            |                 |              |                 |             | Dark grey, medium stiff, Silty CLAY, trace very fine sand, (Marine Silt-Clay).<br>V3: 22 / 4.5 ft-lbs (65 mm x 130 mm vane raw torque readings)<br>V4: 21 / 4.5 ft-lbs (65 mm x 130 mm vane raw torque readings)     |                                                                           |
|             | V4                 |                 | 31.0<br>31.6 - 32.0 | Su= 577 /124 psf                                     |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
| 35          |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
|             | 7D<br>V5           | 24/24           | 35.0 - 37.0<br>35.6 | PUSH THRU VANE<br>Su= 604 /110 psf                   | --            |                 |              |                 |             | Dark olive grey, medium stiff, Silty CLAY, trace very fine sand, (Marine Silt-Clay).<br>V5: 22 / 4 ft-lbs (65 mm x 130 mm vane raw torque readings)<br>V6: 18.5 / 3 ft-lbs (65 mm x 130 mm vane raw torque readings) |                                                                           |
|             | V6                 |                 | 36.0<br>36.6 - 37.0 | Su= 508 /82 psf                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
| 40          |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
|             | 8D<br>V7           | 24/24           | 40.0 - 42.0<br>40.6 | PUSH THRU VANE<br>Su= 522 /82 psf                    | --            |                 |              |                 |             | Dark grey with black mottling, soft to medium stiff, Silty CLAY, (Marine Silt-Clay).<br>V7: 19 / 3 ft-lbs (65 mm x 130 mm vane raw torque readings)<br>V8: 16 / 2.5 ft-lbs (65 mm x 130 mm vane raw torque readings) |                                                                           |
|             | V8                 |                 | 41.0<br>41.6 - 42.0 | Su= 440 /69 psf                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
| 45          |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
|             | 9D<br>V9           | 24/24           | 45.0 - 47.0<br>45.6 | PUSH THRU VANE<br>Su= 440 /82 psf                    | --            |                 |              |                 |             | Dark olive grey with black mottling, soft, Silty CLAY, (Marine Silt-Clay).<br>V9: 16 / 3 ft-lbs (65 mm x 130 mm vane raw torque readings)<br>V10: 16 / 3 ft-lbs (65 mm x 130 mm vane raw torque readings)            |                                                                           |
|             | V10                |                 | 46.0<br>46.6 - 47.0 | Su= 440 /82 psf                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
|             |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |
| 50          |                    |                 |                     |                                                      |               |                 |              |                 |             |                                                                                                                                                                                                                      |                                                                           |

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

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

Page 2 of ??  
Boring No. : HB-YBCP-103



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

2598500

WIN  
025985.00

HIGHWAY PLANS

PROJ. MANAGER  
J. STILWELL

BY  
C. TOBIN

DATE  
07/26

CHECKED-REVIEWED  
C. TOBIN

DESIGNED-DETAILED  
L. ZACCINI

DATE  
07/26

SIGNATURE

P.E. NUMBER

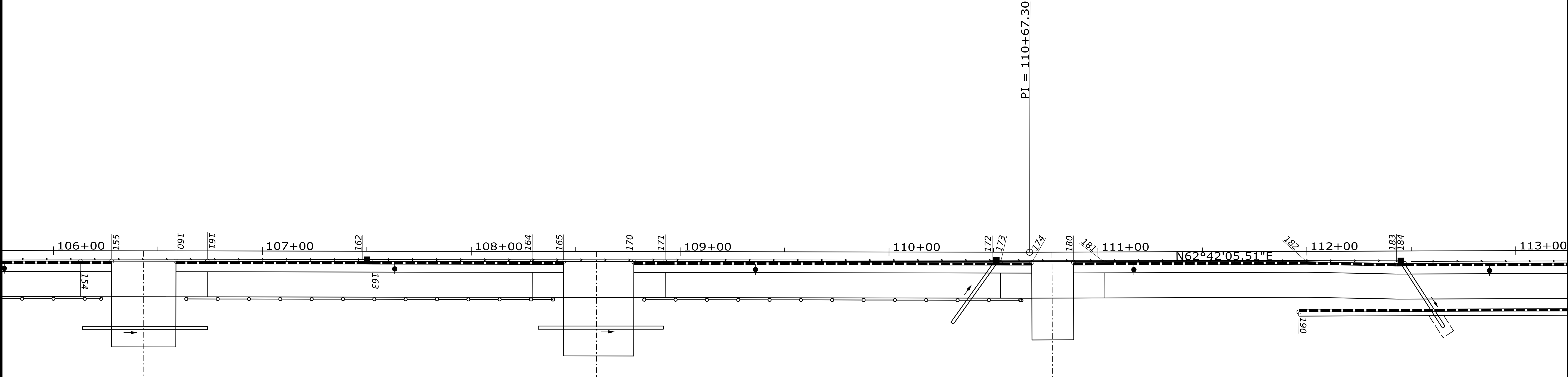
DATE

YARMOUTH  
U.S. ROUTE 1

SHEET NUMBER  
10

OF 52

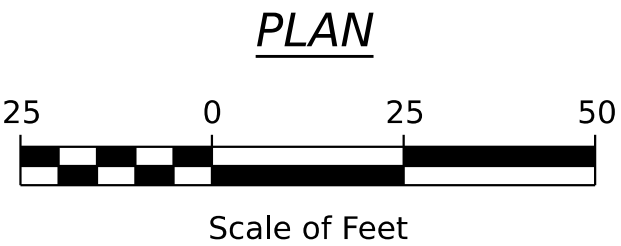
GEOMETRIC & CURB PLAN



| CONTROL POINTS FOR CURBING |        |           |          |            |           |
|----------------------------|--------|-----------|----------|------------|-----------|
| POINT                      | REVEAL | STATION   | OFFSET   | X-COORD    | Y-COORD   |
| 160                        | 0"     | 106+58.63 | 5.00 RT  | 1040499.27 | 355875.32 |
| 161                        | 7"     | 106+73.63 | 5.00 RT  | 1040512.64 | 355882.13 |
| 162                        | 7"     | 107+48.00 | 5.00 RT  | 1040578.89 | 355915.93 |
| 163                        | 7"     | 107+52.00 | 5.00 RT  | 1040582.45 | 355917.75 |
| 164                        | 7"     | 108+29.16 | 5.00 RT  | 1040651.18 | 355952.81 |
| 165                        | 0"     | 108+44.16 | 5.00 RT  | 1040664.55 | 355959.63 |
| 170                        | 0"     | 108+77.84 | 5.00 RT  | 1040694.54 | 355974.93 |
| 171                        | 7"     | 108+92.84 | 5.00 RT  | 1040707.91 | 355981.74 |
| 172                        | 7"     | 110+49.38 | 5.00 RT  | 1040847.36 | 356052.88 |
| 173                        | 7"     | 110+53.38 | 5.00 RT  | 1040850.92 | 356054.70 |
| 174                        | 0"     | 110+68.30 | 5.00 RT  | 1040864.23 | 356061.48 |
| 180                        | 0"     | 110+88.30 | 5.00 RT  | 1040882.00 | 356070.66 |
| 181                        | 7"     | 111+03.29 | 5.00 RT  | 1040895.32 | 356077.54 |
| 182                        | 7"     | 112+00.01 | 5.00 RT  | 1040981.26 | 356121.89 |
| 183                        | 7"     | 112+42.95 | 6.00 RT  | 1041019.88 | 356140.70 |
| 184                        | 7"     | 112+46.95 | 6.00 RT  | 1041023.44 | 356142.53 |
| 190                        | 7"     | 111+96.11 | 29.00 RT | 1040988.81 | 356098.78 |

| ITEM 609.11 - VERTICAL CURB TYPE 1 |         |        |
|------------------------------------|---------|--------|
| POINT                              | LENGTH  | RADIUS |
| 161 TO 162                         | 74.37'  | -      |
| 163 TO 164                         | 77.16'  | -      |
| 171 TO 172                         | 156.55' | -      |
| 181 TO 182                         | 96.71'  | -      |
| 182 TO 183                         | 42.96'  | -      |
| 184 TO 185                         | 136.45' | -      |
| 190 TO 191                         | 196.33' | -      |

| ITEM 609.221 - TERMINAL CURB TYPE 1 |        |        |
|-------------------------------------|--------|--------|
| POINT                               | LENGTH | RADIUS |
| 160 TO 161                          | 15.00' | -      |
| 164 TO 165                          | 15.00' | -      |
| 170 TO 171                          | 15.00' | -      |
| 173 TO 174                          | 14.95' | -      |
| 180 TO 181                          | 15.00' | -      |



| PROJ. MANAGER    | J. STILLWELL    | BY          | DATE  |
|------------------|-----------------|-------------|-------|
| DESIGN-DETAILED  | C. TOBIN        | C. TOBIN    | 07/26 |
| CHECKED-REVIEWED | E. HELMEK       | L. ZACCHINI | 07/26 |
| DESIGN-DETAILED  | DESIGN-DETAILED |             |       |
| REVISIONS 1      |                 |             |       |
| REVISIONS 2      |                 |             |       |
| REVISIONS 3      |                 |             |       |
| REVISIONS 4      |                 |             |       |
| FIELD CHANGES    |                 |             |       |

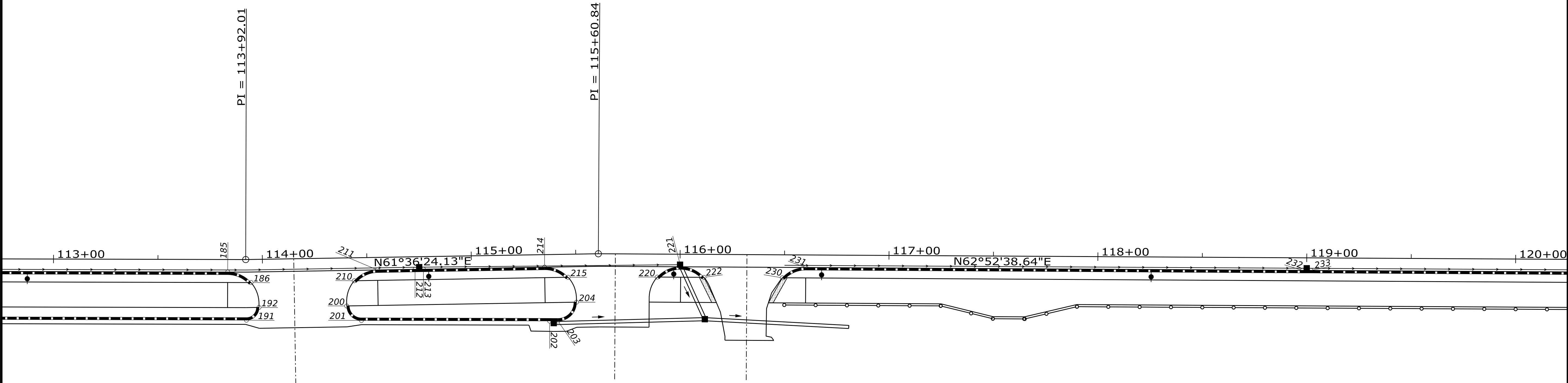
SIGNATURE

P.E. NUMBER

DATE

YARMOUTH  
U.S. ROUTE 1

GEOMETRIC & CURB PLAN



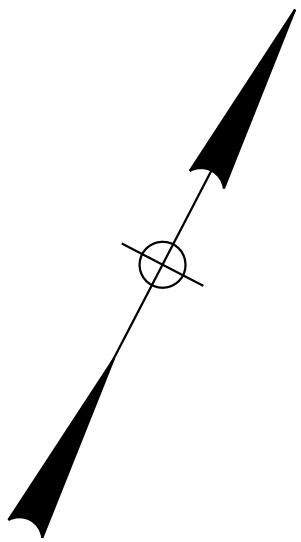
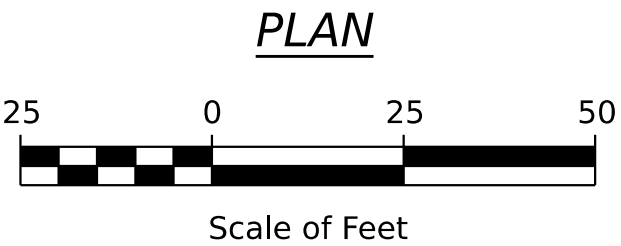
| CONTROL POINTS FOR CURBING |        |           |           |            |           |
|----------------------------|--------|-----------|-----------|------------|-----------|
| POINT                      | REVEAL | STATION   | OFFSET    | X-COORD    | Y-COORD   |
| 185                        | 7"     | 113+83.40 | 6.00 RT.  | 1041144.69 | 356205.11 |
| 186                        | 0"     | 113+94.37 | 11.05 RT. | 1041156.92 | 356205.80 |
| 191                        | 7"     | 113+92.01 | 29.00 RT. | 1041163.27 | 356188.82 |
| 192                        | 0"     | 113+98.00 | 23.00 RT. | 1041165.80 | 356197.01 |
| 200                        | 0"     | 114+40.00 | 23.00 RT. | 1041202.75 | 356216.98 |
| 201                        | 7"     | 114+46.92 | 30.05 RT. | 1041212.19 | 356214.07 |
| 202                        | 7"     | 115+36.98 | 31.78 RT. | 1041292.23 | 356255.38 |
| 203                        | 7"     | 115+41.00 | 31.85 RT. | 1041295.79 | 356257.21 |
| 204                        | 0"     | 115+50.00 | 23.00 RT. | 1041299.51 | 356269.29 |
| 210                        | 0"     | 114+43.82 | 11.00 RT. | 1041200.40 | 356229.36 |
| 211                        | 7"     | 114+55.00 | 6.00 RT.  | 1041207.86 | 356239.07 |
| 212                        | 7"     | 114+73.00 | 6.00 RT.  | 1041223.69 | 356247.63 |
| 213                        | 7"     | 114+77.00 | 6.00 RT.  | 1041227.21 | 356249.53 |
| 214                        | 7"     | 115+35.00 | 6.00 RT.  | 1041278.23 | 356277.11 |
| 215                        | 0"     | 115+46.20 | 11.00 RT. | 1041290.45 | 356278.03 |
| 220                        | 0"     | 115+89.10 | 11.00 RT. | 1041328.31 | 356297.81 |
| 221                        | 4"     | 116+00.32 | 6.00 RT.  | 1041335.98 | 356307.33 |
| 222                        | 0"     | 116+11.48 | 11.00 RT. | 1041348.20 | 356307.97 |
| 230                        | 0"     | 116+49.00 | 11.00 RT. | 1041381.59 | 356325.08 |
| 231                        | 7"     | 116+60.18 | 6.00 RT.  | 1041389.26 | 356334.63 |
| 232                        | 7"     | 118+98.00 | 6.00 RT.  | 1041600.93 | 356443.05 |
| 233                        | 7"     | 119+02.00 | 6.00 RT.  | 1041604.49 | 356444.87 |

ITEM 609.11 - VERTICAL CURB TYPE 1

| POINT      | LENGTH  | RADIUS |
|------------|---------|--------|
| 201 TO 202 | 90.07'  | -      |
| 211 TO 212 | 18.00'  | -      |
| 213 TO 214 | 58.00'  | -      |
| 231 TO 232 | 237.82' | -      |
| 233 TO 234 | 272.93' | -      |

ITEM 609.222 - TERMINAL CURB TYPE 1 - CIRCULAR

| POINT      | LENGTH | RADIUS |
|------------|--------|--------|
| 185 TO 186 | 12.62' | 15.00' |
| 191 TO 192 | 9.55'  | 6.00'  |
| 200 TO 201 | 10.95' | 7.10'  |
| 203 TO 204 | 14.08' | 8.90'  |
| 210 TO 211 | 12.62' | 15.00' |
| 214 TO 215 | 12.62' | 15.00' |
| 220 TO 221 | 12.62' | 15.00' |
| 221 TO 222 | 12.62' | 15.00' |
| 230 TO 231 | 12.62' | 15.00' |



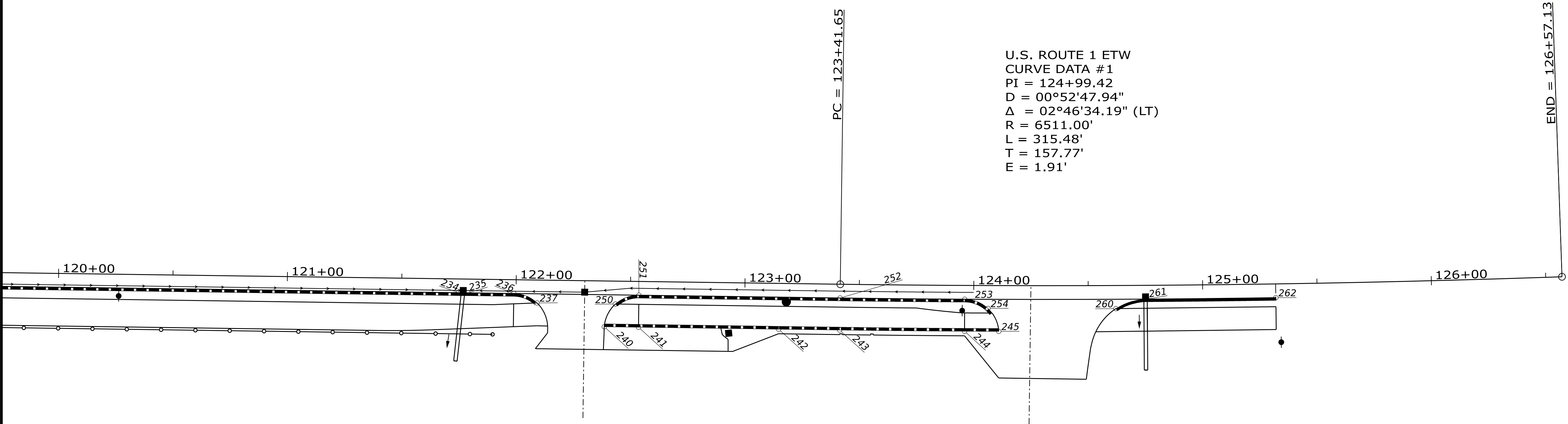
YARMOUTH  
U.S. ROUTE 1  
GEOMETRIC & CURB PLAN

SHEET NUMBER  
12  
OF 52

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
2598500  
WIN  
025985.00  
HIGHWAY PLANS

| PROJ. MANAGER    | J. STILLWELL | BY         | DATE  |
|------------------|--------------|------------|-------|
| DESIGN-DETAILED  | C. TOBIN     | C. TOBIN   | 07/26 |
| CHECKED-REVIEWED | E. HELMECK   | L. ZACCINI | 07/26 |
| DESIGN-DETAILED  |              |            |       |
| DESIGN-DETAILED  |              |            |       |
| REVISIONS 1      |              |            |       |
| REVISIONS 2      |              |            |       |
| REVISIONS 3      |              |            |       |
| REVISIONS 4      |              |            |       |
| FIELD CHANGES    |              |            |       |

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



| CONTROL POINTS FOR CURBING |        |           |           |            |           |
|----------------------------|--------|-----------|-----------|------------|-----------|
| POINT                      | REVEAL | STATION   | OFFSET    | X-COORD    | Y-COORD   |
| 234                        | 7"     | 121+74.93 | 6.00 RT.  | 1041847.41 | 356569.30 |
| 235                        | 7"     | 121+78.93 | 6.00 RT.  | 1041850.97 | 356571.12 |
| 236                        | 7"     | 121+99.05 | 6.00 RT.  | 1041868.88 | 356580.30 |
| 237                        | 0"     | 122+09.25 | 10.00 RT. | 1041879.78 | 356581.38 |
| 240                        | 0"     | 122+38.76 | 20.00 RT. | 1041910.60 | 356585.94 |
| 241                        | 7"     | 122+53.72 | 20.00 RT. | 1041923.92 | 356592.76 |
| 242                        | 7"     | 123+14.97 | 20.00 RT. | 1041978.43 | 356620.68 |
| 243                        | 7"     | 123+41.65 | 20.00 RT. | 1042002.18 | 356632.84 |
| 244                        | 7"     | 123+96.08 | 20.00 RT. | 1042050.66 | 356657.94 |
| 245                        | 0"     | 124+11.00 | 20.00 RT. | 1042063.92 | 356664.89 |
| 250                        | 0"     | 122+43.53 | 10.00 RT. | 1041910.29 | 356597.01 |
| 251                        | 7"     | 122+53.73 | 6.00 RT.  | 1041917.54 | 356605.22 |
| 252                        | 7"     | 123+41.65 | 6.00 RT.  | 1041995.79 | 356645.30 |
| 253                        | 7"     | 123+96.08 | 6.00 RT.  | 1042044.18 | 356670.34 |
| 254                        | 0"     | 124+06.25 | 10.00 RT. | 1042055.06 | 356671.53 |
| 260                        | 0"     | 124+62.05 | 10.08 RT. | 1042104.46 | 356697.63 |
| 261                        | 7"     | 124+75.70 | 6.00 RT.  | 1042114.58 | 356707.70 |
| 262                        | 7"     | 125+31.91 | 6.00 RT.  | 1042163.99 | 356734.59 |

ITEM 609.11 - VERTICAL CURB TYPE 1

| POINT      | LENGTH | RADIUS   |
|------------|--------|----------|
| 235 TO 236 | 20.12' | -        |
| 241 TO 242 | 61.24' | -        |
| 242 TO 243 | 26.68' | -        |
| 243 TO 244 | 54.60' | 6531.00' |
| 251 TO 252 | 87.92' | -        |
| 252 TO 253 | 54.48' | 6517.00' |

ITEM 609.222 - TERMINAL CURB TYPE 1 - CIRCULAR

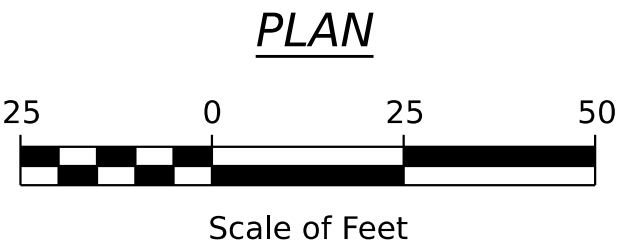
| POINT      | LENGTH | RADIUS |
|------------|--------|--------|
| 236 TO 237 | 11.21' | 15.00' |
| 250 TO 251 | 11.21' | 15.00' |
| 253 TO 254 | 11.21' | 15.00' |

ITEM 609.221 - TERMINAL CURB TYPE 1

| POINT      | LENGTH | RADIUS   |
|------------|--------|----------|
| 240 TO 241 | 14.97' | -        |
| 244 TO 245 | 15.00' | 6531.00' |

ITEM 609.31 - CURB TYPE 3 - MOLD 1

| POINT      | LENGTH | RADIUS   |
|------------|--------|----------|
| 260 TO 261 | 14.48' | 25.00'   |
| 261 TO 262 | 56.26' | 6517.00' |



| PROJ. MANAGER     | J. STILLWELL | BY          | DATE  |
|-------------------|--------------|-------------|-------|
| CHECKED-DETAILED  | C. TOBIN     | C. TOBIN    | 07/26 |
| CHECKED-REVIEWED  | E. HELMECK   | L. ZACCHINI | 07/26 |
| DESIGNED-DETAILED |              |             |       |
| DESIGNED-DETAILED |              |             |       |
| DESIGNED-DETAILED |              |             |       |
| REVISIONS 1       |              |             |       |
| REVISIONS 2       |              |             |       |
| REVISIONS 3       |              |             |       |
| REVISIONS 4       |              |             |       |
| FIELD CHANGES     |              |             |       |

YARMOUTH  
U.S. ROUTE 1

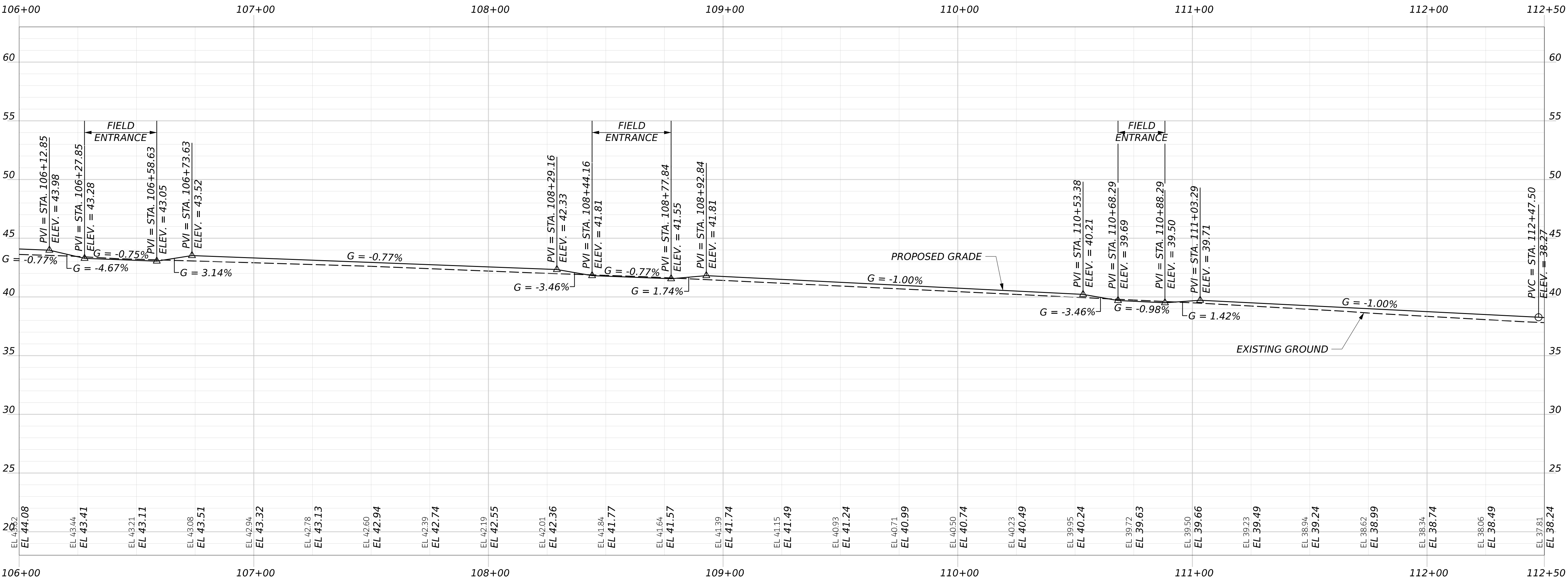
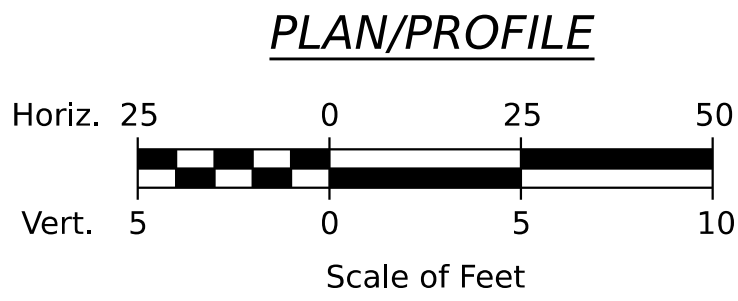
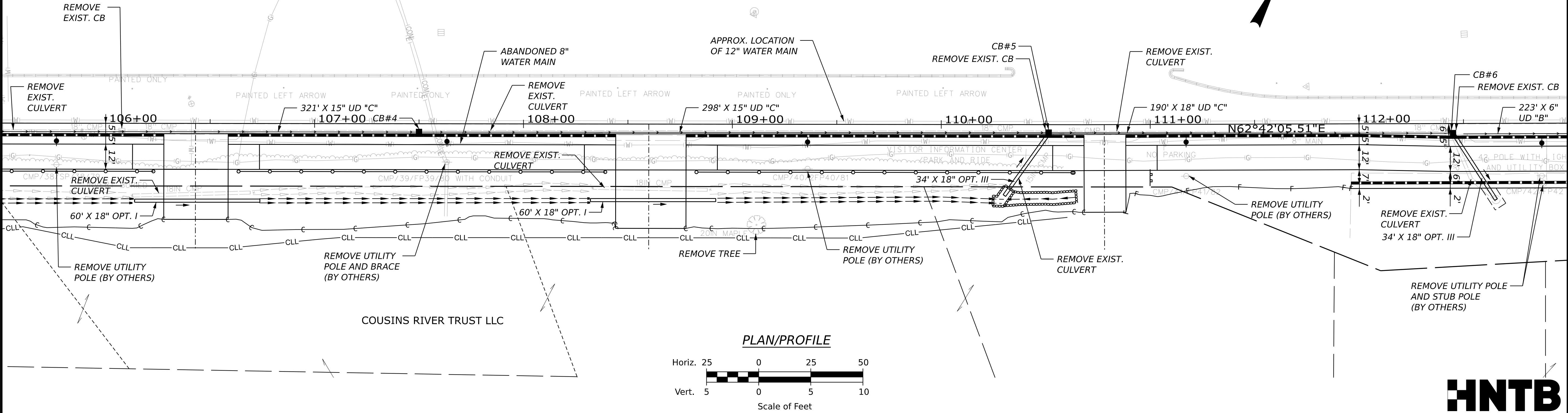
GEOMETRIC & CURB PLAN



| DRIVEWAYS, ENTRANCES, AND WALKWAYS     |             |         |
|----------------------------------------|-------------|---------|
| LOCATION                               | DESCRIPTION | OPENING |
| STA. 106+43.00, RT.                    | GRAVEL      | 31'     |
| STA. 108+60.00, RT.                    | GRAVEL      | 34'     |
| STA. 110+78.00, RT.                    | GRAVEL      | 20'     |
| ITEM 613.319 - EROSION CONTROL BLANKET |             |         |
| STA. 106+59, RT. TO STA. 108+44, RT.   |             |         |
| STA. 108+79, RT. TO STA. 110+68, RT.   |             |         |

|                                               |           |
|-----------------------------------------------|-----------|
| ITEM 201.23 - REMOVING SINGLE TREE - TOP ONLY |           |
| STA. 109+11.60, 48.20' RT.                    | 20" MAPLE |
| ITEM 201.24 - REMOVING STUMP                  |           |
| STA. 109+11.60, 48.20' RT.                    | 20" MAPLE |
| ITEM 606.356 - UNDERDRAIN DELINEATOR POST     |           |
| STA. 110+30.00, 34.00' RT.                    |           |

|                                                          |        |
|----------------------------------------------------------|--------|
| ITEM 607.163 - CHAIN LINK FENCE - 4 FOOT - PVC COATED    |        |
| LOCATION                                                 | LF     |
| STA. 106+63.63, 23.00' RT. TO STA. 108+39.16, 23.00' RT. | 175.5' |
| STA. 108+82.84, 23.00' RT. TO STA. 110+63.39, 23.00' RT. | 180.6' |
| ITEM 610.08 - PLAIN RIPRAP                               |        |
| LOCATION                                                 | CY     |
| STA. 110+24.85 TO STA. 110+34.76, RT.                    | 3.37   |
| STA. 110+29.92 TO STA. 110+64.78, RT.                    | 11.6   |



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

2598500

WIN  
025985.00

HIGHWAY PLANS

|                  |             |            |             |             |       |
|------------------|-------------|------------|-------------|-------------|-------|
| PROJ. MANAGER    | J. STILWELL | BY         | J. STILWELL | DATE        | 07/26 |
| DESIGN-DETAILED  | C. HELMICK  | C. TOBIN   | C. TOBIN    | SIGNATURE   | 07/26 |
| CHECKED-REVIEWED | L. ZACHINI  | L. ZACHINI | L. ZACHINI  | P.E. NUMBER |       |
| DESIGN-DETAILED  |             |            |             | DATE        |       |
| DESIGN-DETAILED  |             |            |             |             |       |
| REVISIONS 1      |             |            |             |             |       |
| REVISIONS 2      |             |            |             |             |       |
| REVISIONS 3      |             |            |             |             |       |
| REVISIONS 4      |             |            |             |             |       |
| FIELD CHANGES    |             |            |             |             |       |

YARMOUTH  
U.S. ROUTE 1

SHEET NUMBER  
15

OF 52

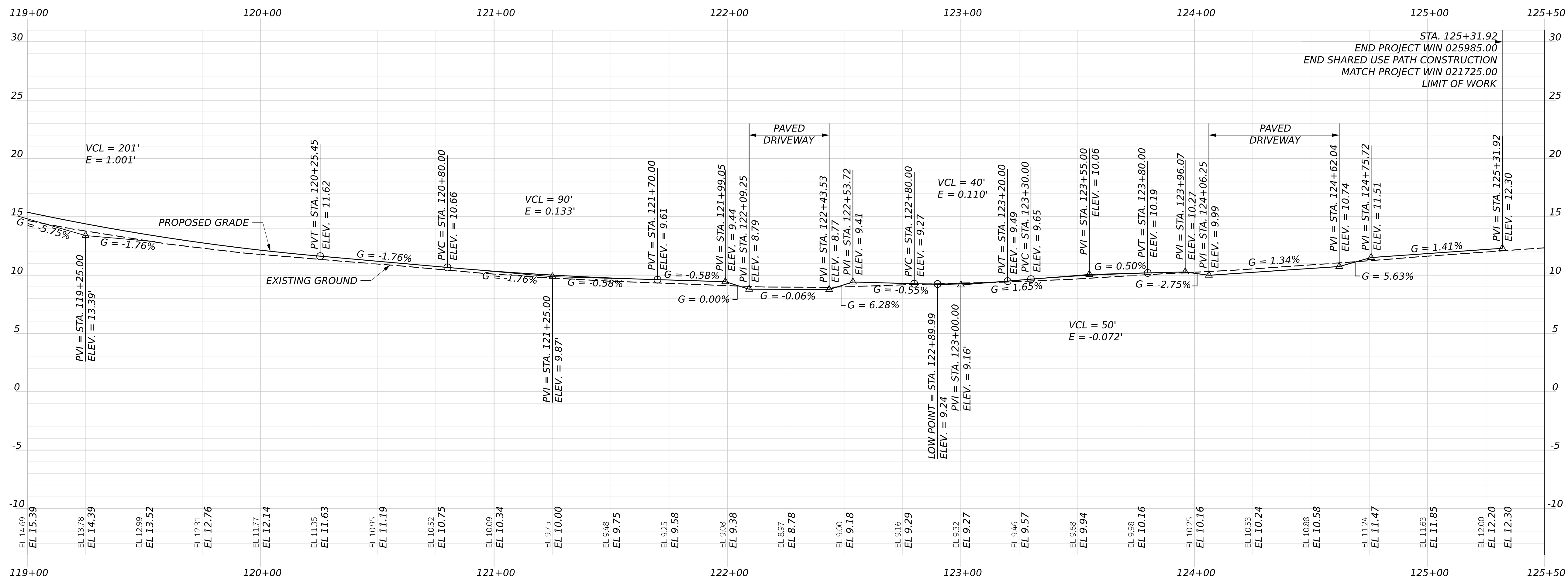
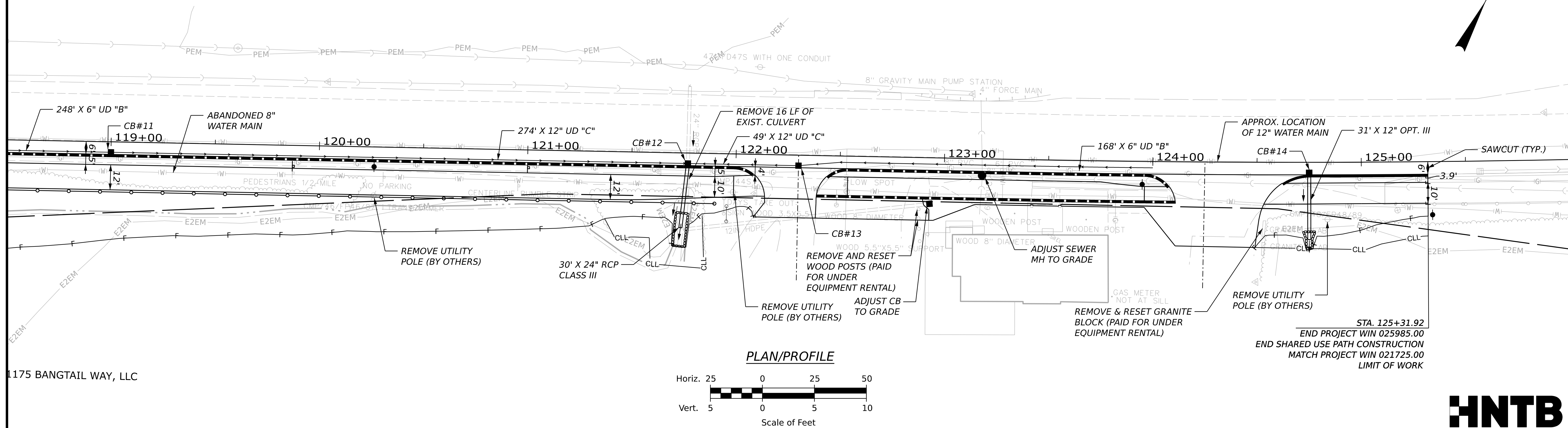


| <u>ITEM 610.08 - PLAIN RIPRAP</u> |           |
|-----------------------------------|-----------|
| <u>LOCATION</u>                   | <u>CY</u> |
| STA. 121+70.06 TO STA. 121+77.60  | 6.03      |
| STA. 124+72.04 TO STA. 124+77.74  | 1.78      |

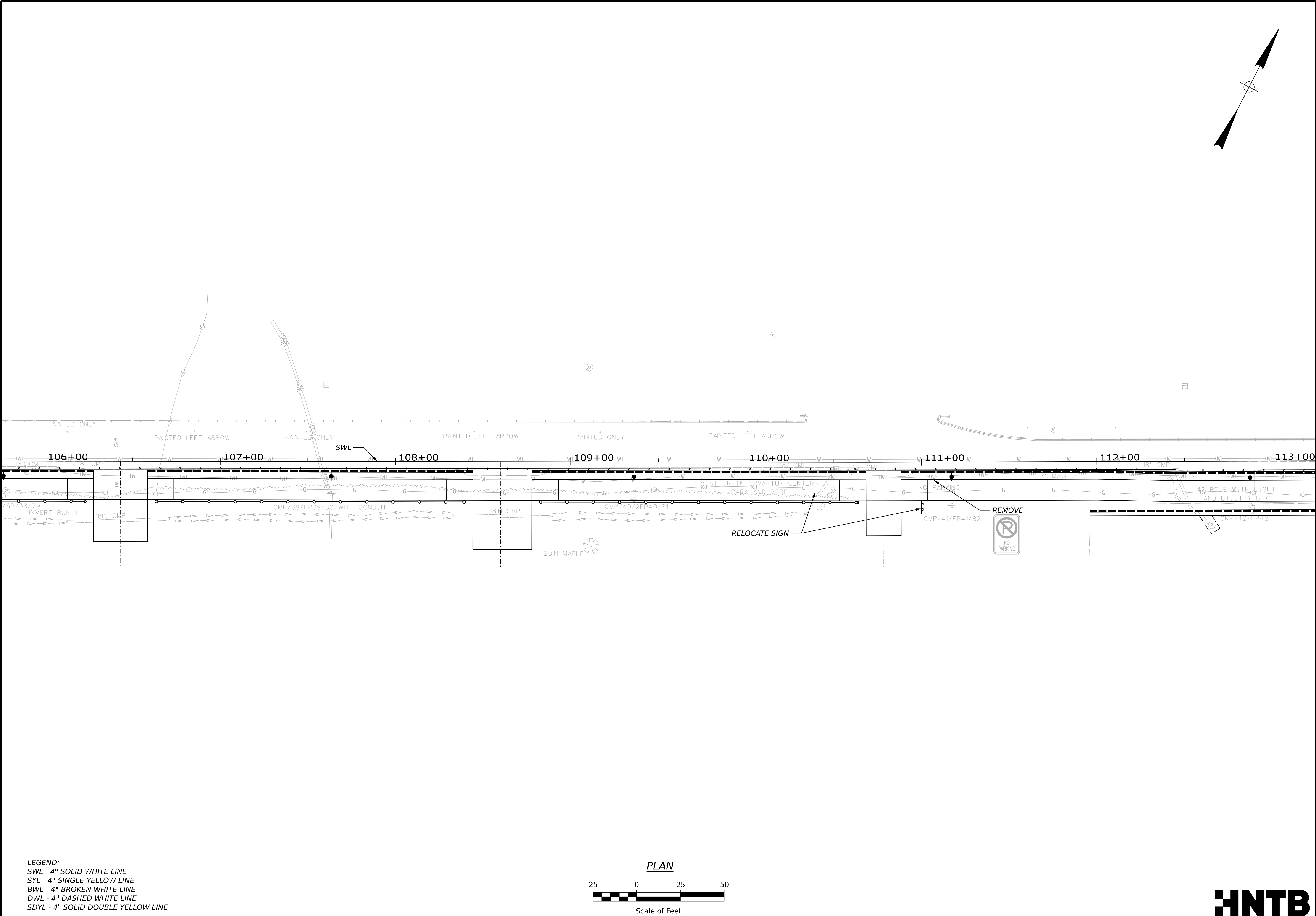
| DRIVEWAYS, ENTRANCES, AND WALKWAYS |             |         |
|------------------------------------|-------------|---------|
| LOCATION                           | DESCRIPTION | OPENING |
| STA. 122+30.00, RT.                | PAVED       | 55'     |
| STA. 124+25.00, RT.                | PAVED       | 80'     |

ITEM 606.356 - UNDERDRAIN DELINEATOR POST  
STA. 121+74, 35.90' RT.  
STA. 124+75, 37.00' RT.

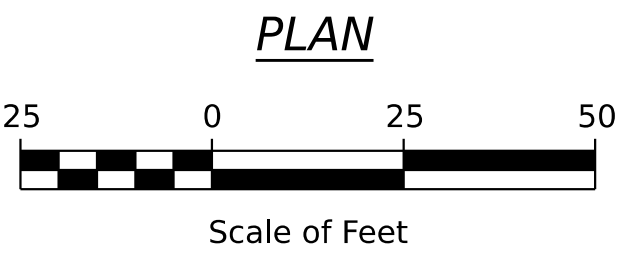
CLEARING (INCIDENTAL)  
STA. 121+31, RT. TO STA. 121+86, RT. (BRUSH)  
STA. 121+54, RT. TO STA. 125+32, RT. (BRUSH)



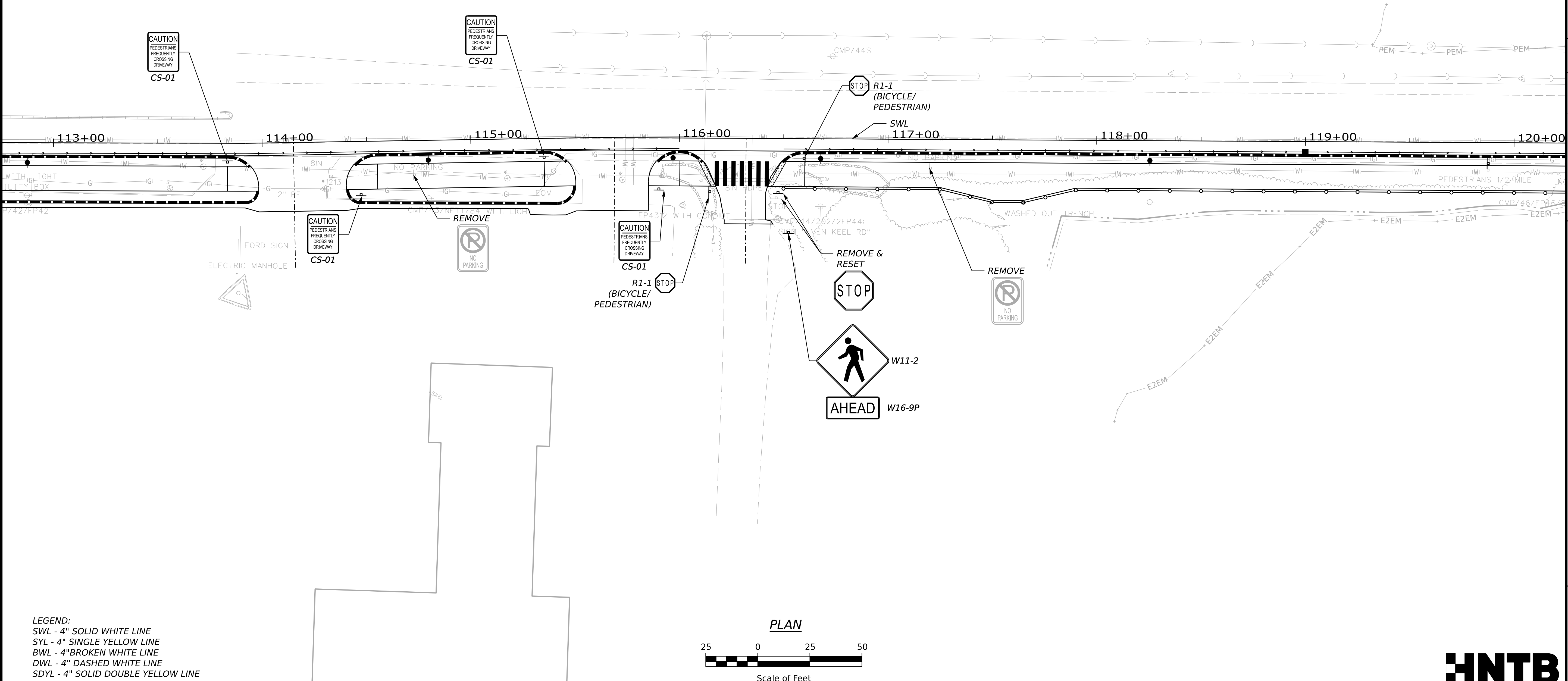




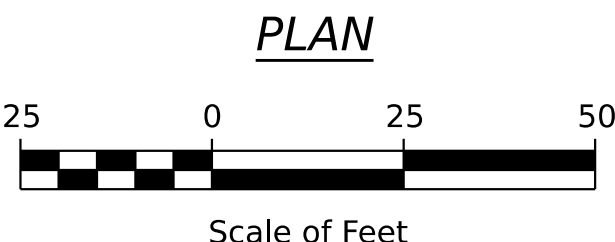
LEGEND:  
SWL - 4" SOLID WHITE LINE  
SYL - 4" SINGLE YELLOW LINE  
BWL - 4" BROKEN WHITE LINE  
DWL - 4" DASHED WHITE LINE  
SDYL - 4" SOLID DOUBLE YELLOW LINE



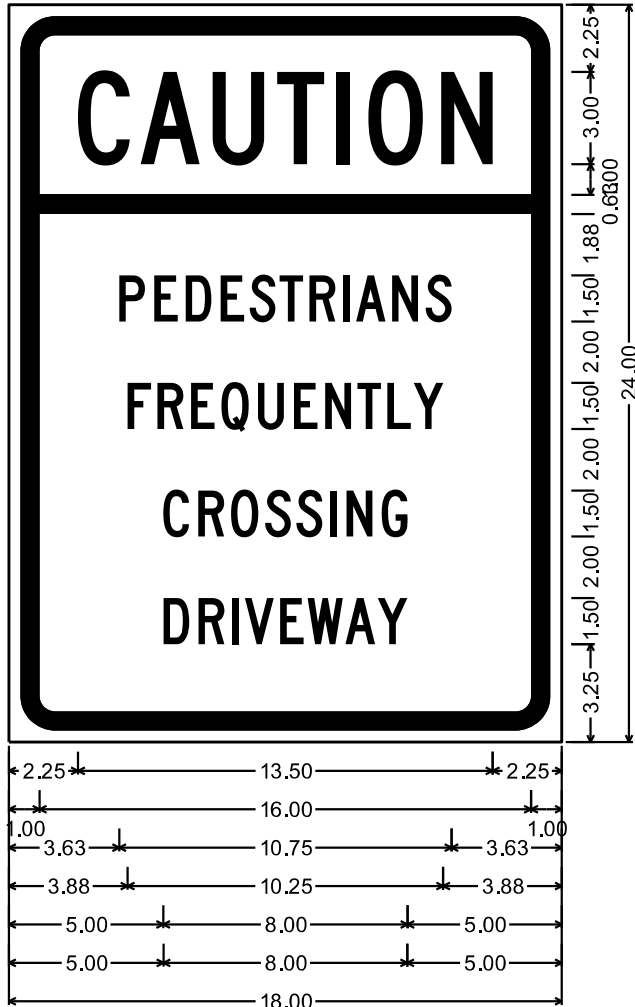
|                                                |  |                                  |                |               |
|------------------------------------------------|--|----------------------------------|----------------|---------------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION |  | SIGNATURE                        |                | DATE          |
|                                                |  | P.E. NUMBER                      |                | DATE          |
|                                                |  | DATE                             |                |               |
| YARMOUTH<br>U.S. ROUTE 1                       |  | PROJ. MANAGER<br>J. STILLWELL    | BY<br>C. TOBIN | DATE<br>07/26 |
| SHEET NUMBER<br><div>19</div> OF 52            |  | CHECKED-REVIEWED<br>C. HELMECK   | C. TOBIN       | 07/26         |
|                                                |  | DESIGNED-DETAILED<br>D. JACCHINI |                |               |
|                                                |  | DESIGNED-DETAILED<br>D. JACCHINI |                |               |
|                                                |  | REVISIONS 1                      |                |               |
|                                                |  | REVISIONS 2                      |                |               |
| SIGNING & STRIPING PLAN                        |  | REVISIONS 3                      |                |               |
|                                                |  | REVISIONS 4                      |                |               |
|                                                |  | FIELD CHANGES                    |                |               |
| SHEET NUMBER                                   |  | DATE                             |                |               |
| 19                                             |  | 07/26                            |                |               |
| OF 52                                          |  | 07/26                            |                |               |
| 2598500                                        |  | 2598500                          |                |               |
| WIN                                            |  | WIN                              |                |               |
| 025985.00                                      |  | 025985.00                        |                |               |
| HIGHWAY PLANS                                  |  | HIGHWAY PLANS                    |                |               |



LEGEND:  
SWL - 4" SOLID WHITE LINE  
SYL - 4" SINGLE YELLOW LINE  
BWL - 4" BROKEN WHITE LINE  
DWL - 4" DASHED WHITE LINE  
SDYL - 4" SOLID DOUBLE YELLOW LINE

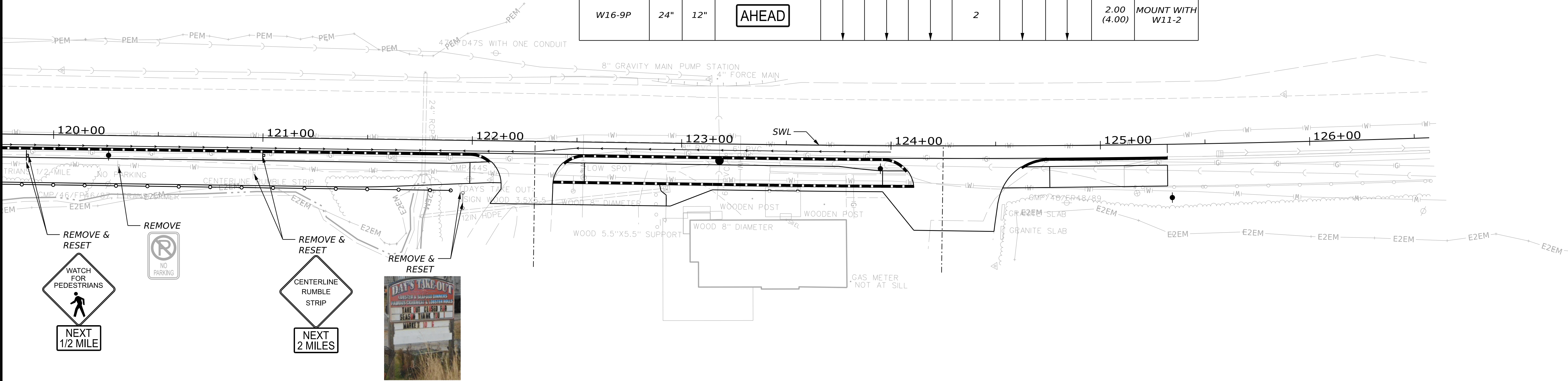


|                                                |              |                         |            |                    |       |               |  |
|------------------------------------------------|--------------|-------------------------|------------|--------------------|-------|---------------|--|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION |              | 2598500                 |            | WIN<br>025985.00   |       | HIGHWAY PLANS |  |
| YARMOUTH<br>U.S. ROUTE 1                       |              | SIGNING & STRIPING PLAN |            | SHEET NUMBER<br>20 |       | OF 52         |  |
| PROJ. MANAGER                                  | J. STILLWELL | BY                      | C. TOBIN   | DATE               | 07/26 | SIGNATURE     |  |
| DESIGNED-DETAILED                              | C. TOBIN     | CHECKED-REVIEWED        | E. HELMECK | DATE               | 07/26 | P.E. NUMBER   |  |
| DESIGNED-DETAILED                              |              | DESIGNED-DETAILED       |            |                    |       |               |  |
| REVISIONS 1                                    |              | REVISIONS 2             |            |                    |       |               |  |
| REVISIONS 3                                    |              | REVISIONS 4             |            |                    |       |               |  |
| FIELD CHANGES                                  |              |                         |            |                    |       |               |  |

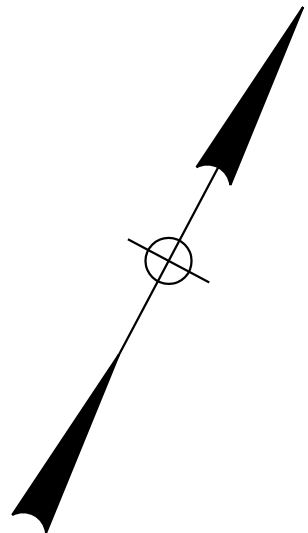
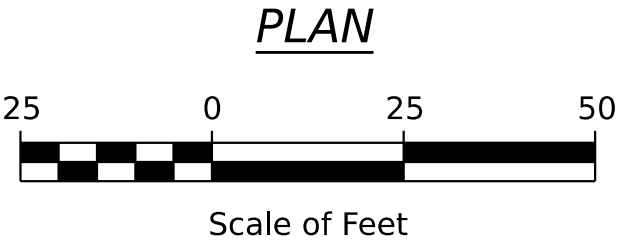


1.50" Radius, 0.63" Border, 0.38" Indent, Black on White;  
"CAUTION", C 2K; "PEDESTRIANS", C 2K;  
"FREQUENTLY", C 2K; "CROSSING", C 2K;  
"DRIVEWAY", C 2K;

| PROPOSED SIGN SUMMARY            |                 |        |                                                              |                                                                       |                     |                    |                                   |                                                              |                  |                                    |                     |
|----------------------------------|-----------------|--------|--------------------------------------------------------------|-----------------------------------------------------------------------|---------------------|--------------------|-----------------------------------|--------------------------------------------------------------|------------------|------------------------------------|---------------------|
| IDENTIFI-<br>CATION<br>NUMBER    | SIZE OF<br>SIGN |        | TEXT                                                         | TEXT DIMENSIONS (INCHES)                                              |                     |                    | NUMBER<br>OF<br>SIGNS<br>REQUIRED | COLOR                                                        |                  | TOTAL<br>AREA IN<br>SQUARE<br>FEET | POST                |
|                                  | WIDTH           | HEIGHT |                                                              | LETTER<br>HEIGHT                                                      | VERTICAL<br>SPACING | ARROW<br>RTE. MKR. |                                   | BACK-<br>GROUND                                              | LEGEND<br>BORDER |                                    |                     |
| CS-01                            | 18"             | 24"    | CAUTION<br>PEDESTRIANS<br>FREQUENTLY<br>CROSSING<br>DRIVEWAY | 2"C<br>2"C<br>2"C                                                     | 2"<br>2"<br>2"      |                    | 5                                 | WHITE                                                        | BLACK            | 3.00<br>(15.00)                    | U-CHANNEL           |
| R1-1                             | 30"             | 30"    | STOP                                                         | TEXT DIMENSIONS<br>SHALL<br>CONFORM TO<br>"STANDARD<br>HIGHWAY SIGNS" |                     |                    | 1                                 | COLORS SHALL<br>CONFORM TO<br>"STANDARD<br>HIGHWAY<br>SIGNS" |                  | 6.25<br>(6.25)                     | WOOD POST           |
| R1-1<br>(BICYCLE/<br>PEDESTRIAN) | 18"             | 18"    | STOP                                                         |                                                                       |                     |                    | 4                                 |                                                              |                  | 2.25<br>(9.00)                     | WOOD POST           |
| R10-7                            | 24"             | 30"    | DO NOT<br>BLOCK<br>INTERSECTION                              |                                                                       |                     |                    | 1                                 |                                                              |                  | 5.00<br>(5.00)                     | U-CHANNEL           |
| W11-2                            | 36"             | 36"    |                                                              |                                                                       |                     |                    | 2                                 |                                                              |                  | 9.00<br>(18.00)                    | WOOD POST           |
| W16-9P                           | 24"             | 12"    | AHEAD                                                        |                                                                       |                     |                    | 2                                 |                                                              |                  | 2.00<br>(4.00)                     | MOUNT WITH<br>W11-2 |

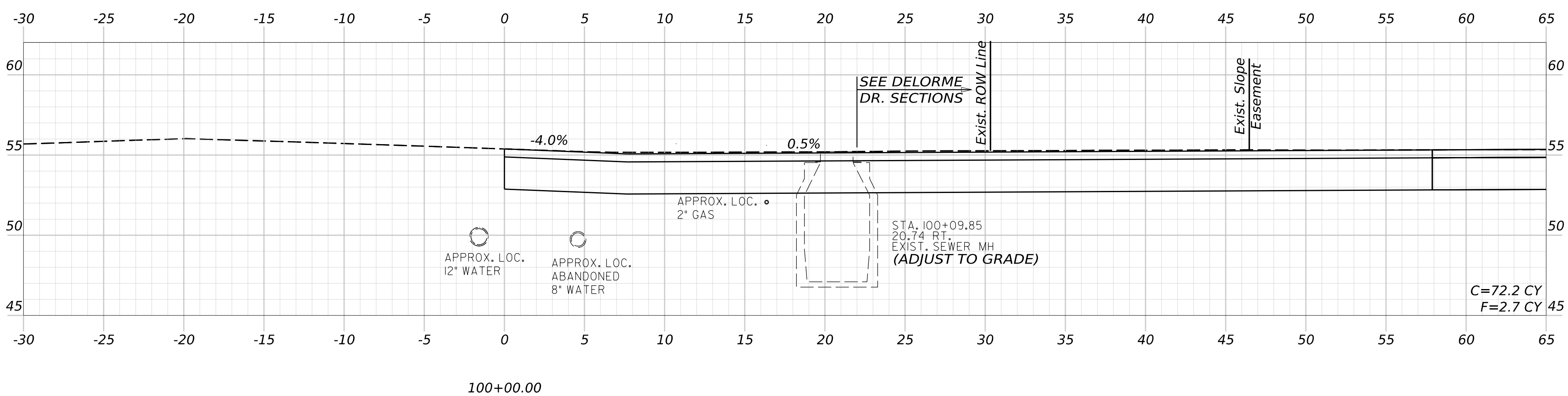
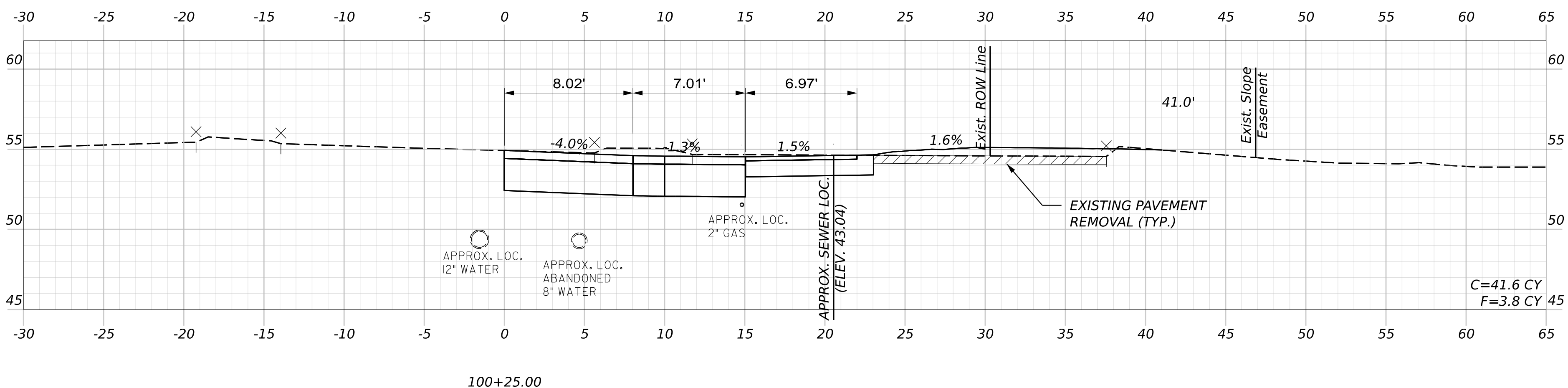
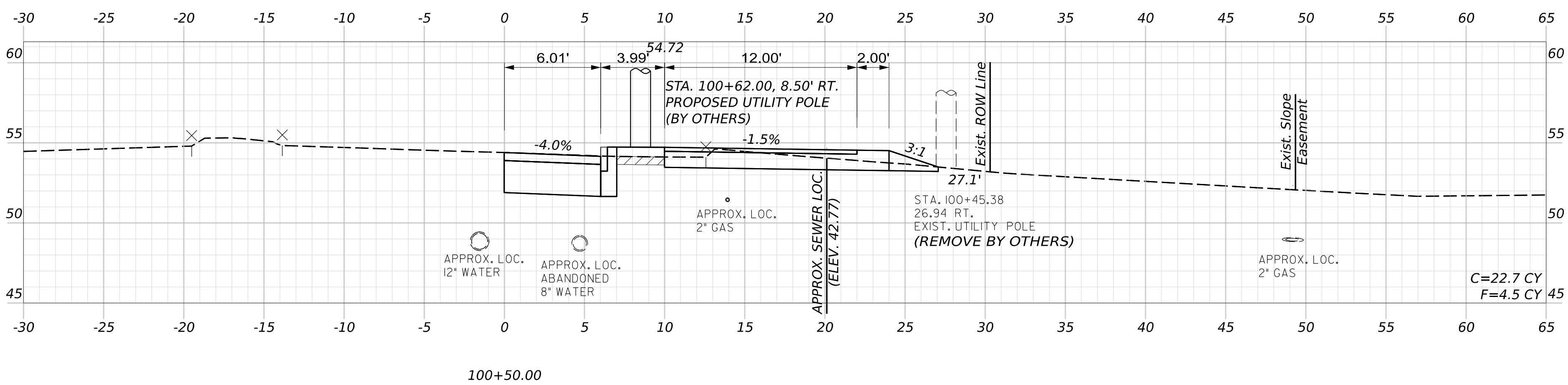
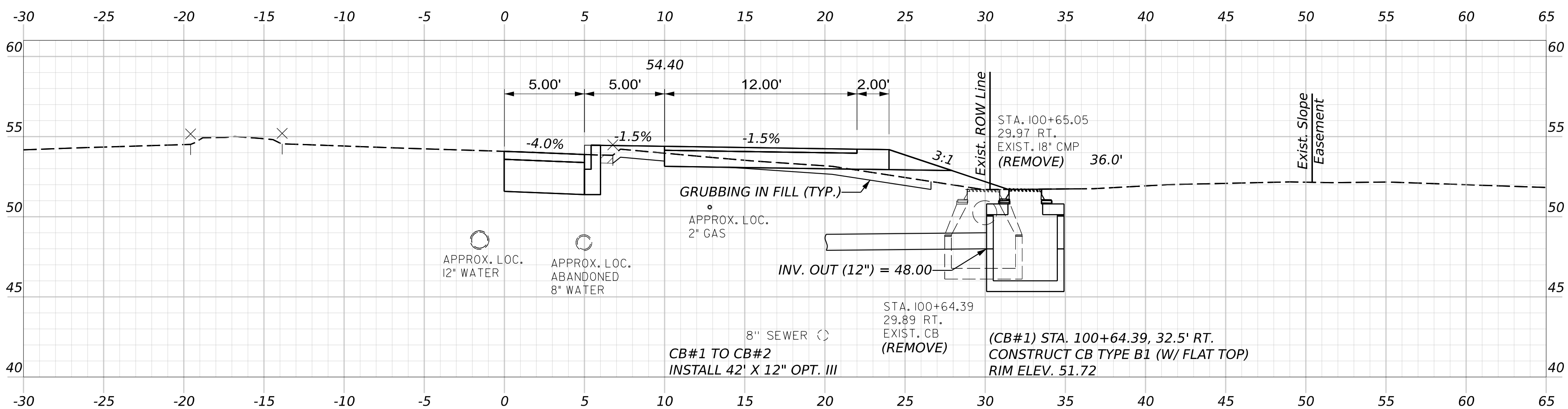
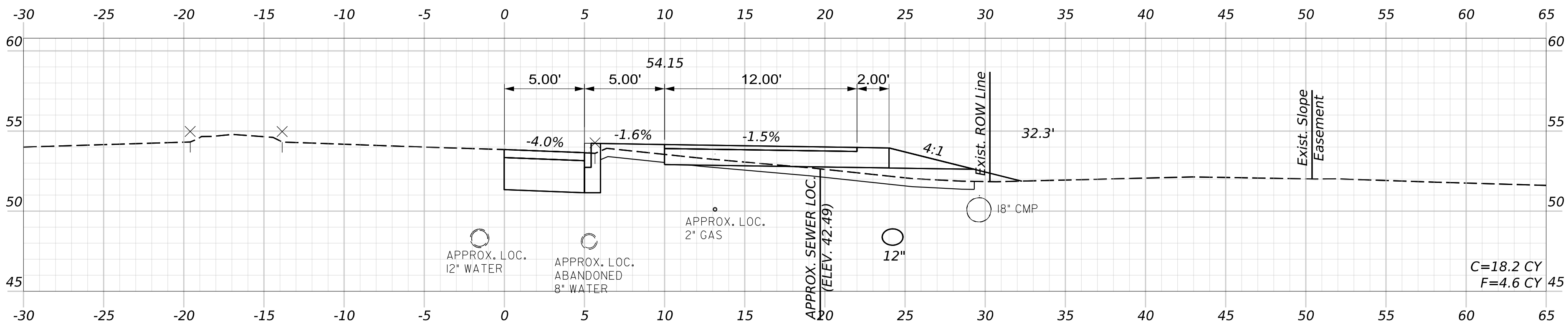


LEGEND:  
SWL - 4" SOLID WHITE LINE  
SYL - 4" SINGLE YELLOW LINE  
BWL - 4" BROKEN WHITE LINE  
DWL - 4" DASHED WHITE LINE  
SDYL - 4" SOLID DOUBLE YELLOW LINE



|                                                         |                   |              |          |             |               |
|---------------------------------------------------------|-------------------|--------------|----------|-------------|---------------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION          | 2598500           |              | WIN      | 025985.00   | HIGHWAY PLANS |
|                                                         |                   |              |          |             |               |
| YARMOUTH<br>U.S. ROUTE 1<br><br>SIGNING & STRIPING PLAN | PROJ. MANAGER     | J. STILLWELL | BY       | C. TOBIN    | DATE          |
|                                                         | CHECKED-REVIEWED  | C. TOBIN     | C. TOBIN | L. ZACCHINI | 07/26         |
|                                                         | DESIGNED-DETAILED | E. HELMECK   |          |             | 07/26         |
|                                                         | DESIGNED-DETAILED | E. HELMECK   |          |             |               |
|                                                         | REVISIONS         | 1            |          |             |               |
| SHEET NUMBER                                            | 21                |              |          |             |               |
| OF                                                      | 52                |              |          |             |               |

Filename: Cross\_Sections\_Route\_1.dgn



STA. 99+15.17  
BEGIN PROJECT WIN 025985.00  
BEGIN SHARED USE PATH CONSTRUCTION  
LIMIT OF WORK



OF 52

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SHEET NUMBER

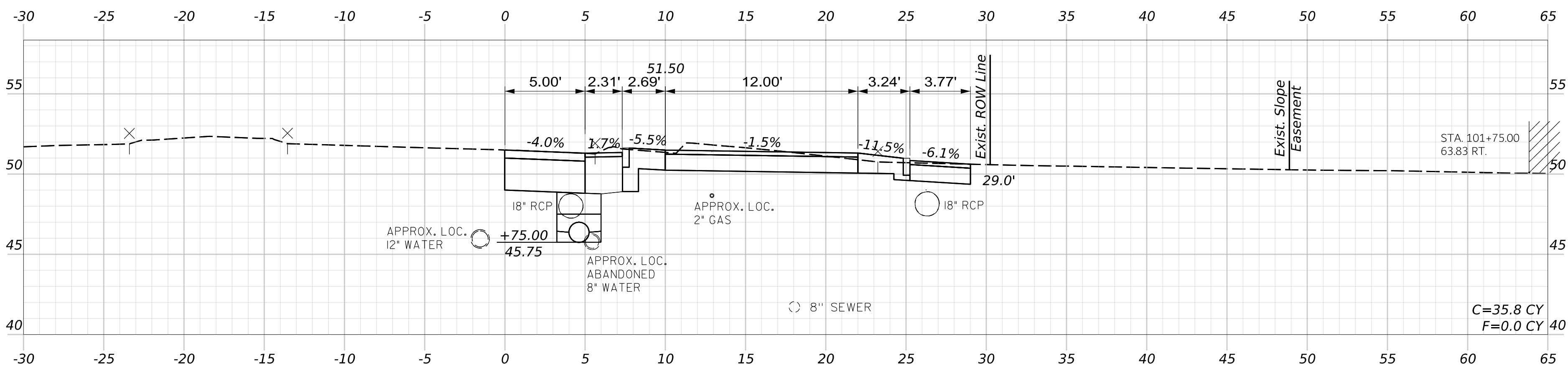
YARMOUTH  
U.S. ROUTE 1  
CROSS SECTIONS

|                  |              |             |       |
|------------------|--------------|-------------|-------|
| PROJ. MANAGER    | J. STILLWELL | BY          | DATE  |
| DESIGN-DETAILED  | C. HELMICK   | C. TOBIN    | 07/26 |
| CHECKED-REVIEWED | L. ZACCHINI  | L. ZACCHINI | 07/26 |
| DESIGN-DETAILED2 |              |             |       |
| DESIGN-DETAILED3 |              |             |       |
| REVISIONS 1      |              |             |       |
| REVISIONS 2      |              |             |       |
| REVISIONS 3      |              |             |       |
| REVISIONS 4      |              |             |       |
| FIELD CHANGES    |              |             |       |

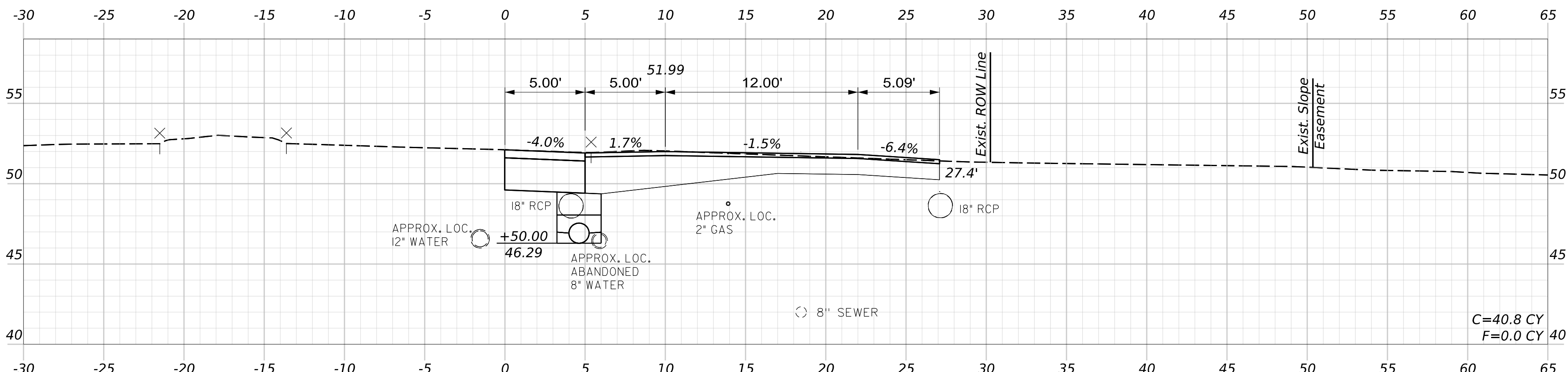
SIGNATURE  
P.E. NUMBER  
DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
2598500  
WIN  
025985.00  
HIGHWAY PLANS

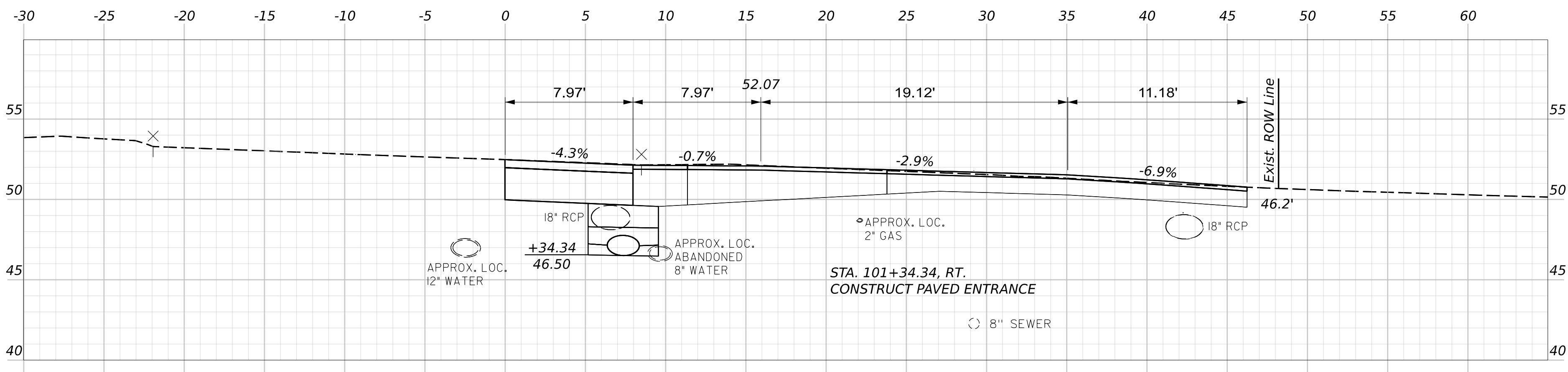
Filename: Cross\_Sections\_Route\_1.dgn



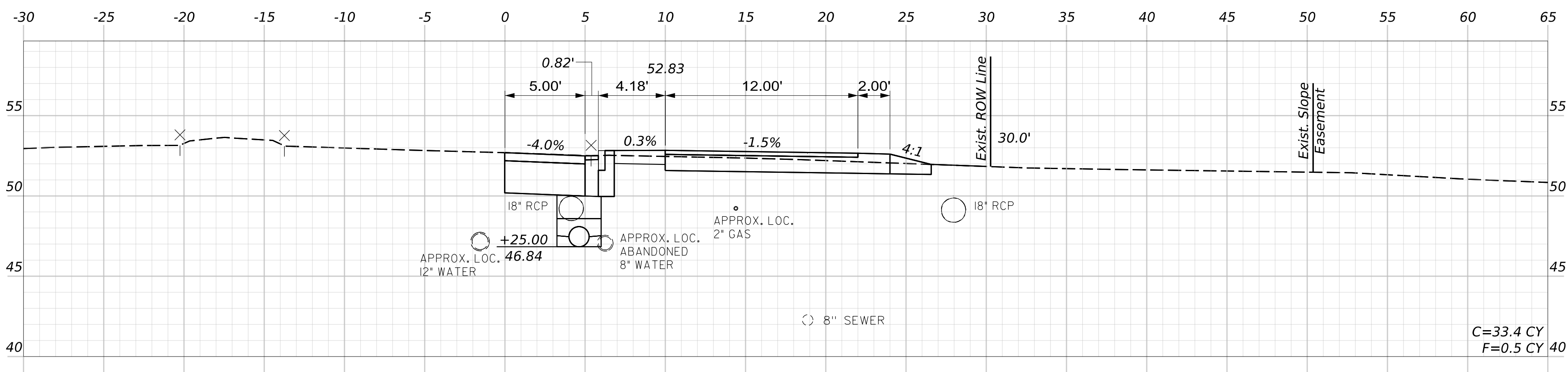
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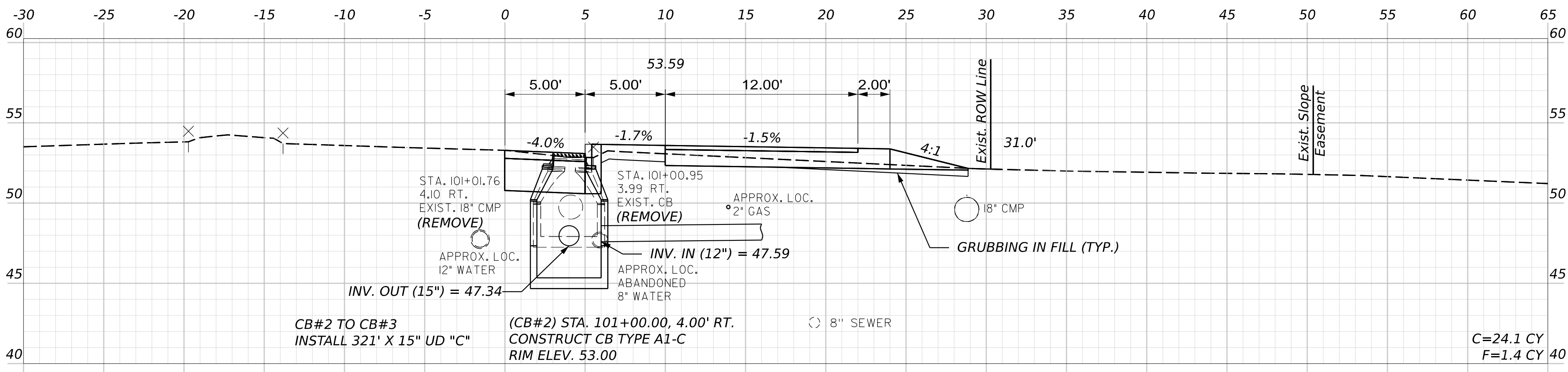
101+50.00



101+34.34 (SKEWED ALONG DRIVEWAY)



101+25.00



101+00.00



OF 52

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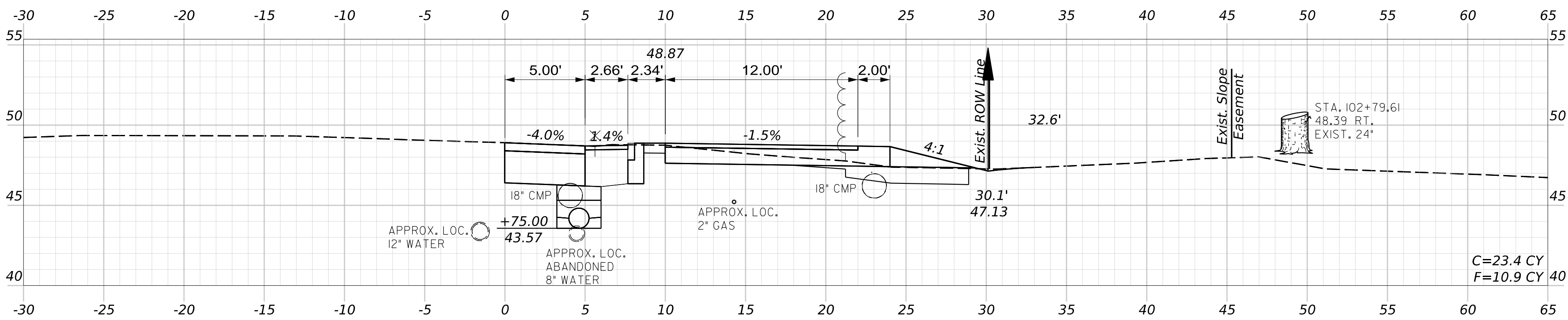
SHEET NUMBER

YARMOUTH  
U.S. ROUTE 1  
CROSS SECTIONS

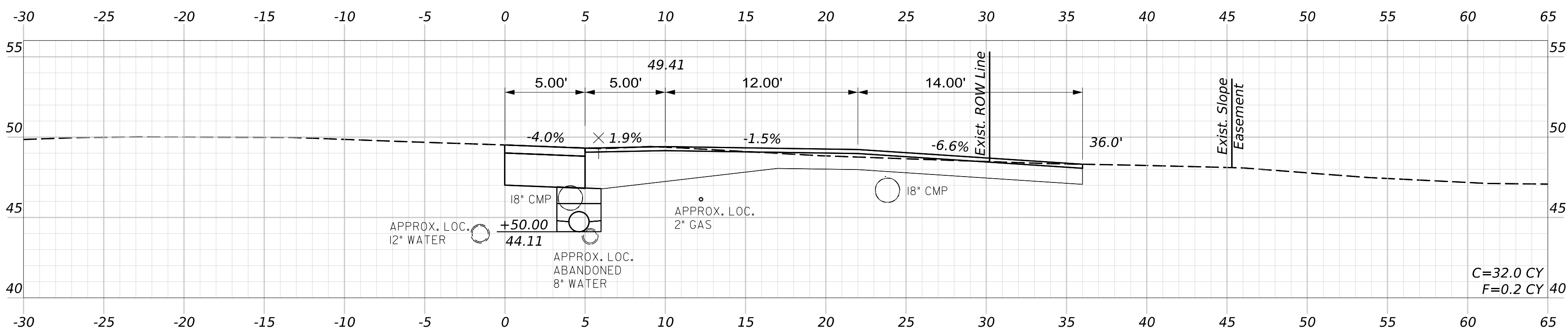
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|------------------|-------------|-------------|-------|------|-------------|
| PROJ. MANAGER    | J. STILWELL | BY          |       | DATE |             |
| DESIGN-DETAILED  | C. HELMICK  | C. TOBIN    | 07/26 |      |             |
| CHECKED-REVIEWED | L. ZACCHINI | L. ZACCHINI | 07/26 |      | SIGNATURE   |
| DESIGN-DETAILED2 |             |             |       |      |             |
| DESIGN-DETAILED3 |             |             |       |      | P.E. NUMBER |
| REVISIONS 1      |             |             |       |      |             |
| REVISIONS 2      |             |             |       |      |             |
| REVISIONS 3      |             |             |       |      | DATE        |
| REVISIONS 4      |             |             |       |      |             |
| FIELD CHANGES    |             |             |       |      |             |

|                                                |               |
|------------------------------------------------|---------------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION |               |
| 2598500                                        |               |
| WIN<br>025985.00                               | HIGHWAY PLANS |

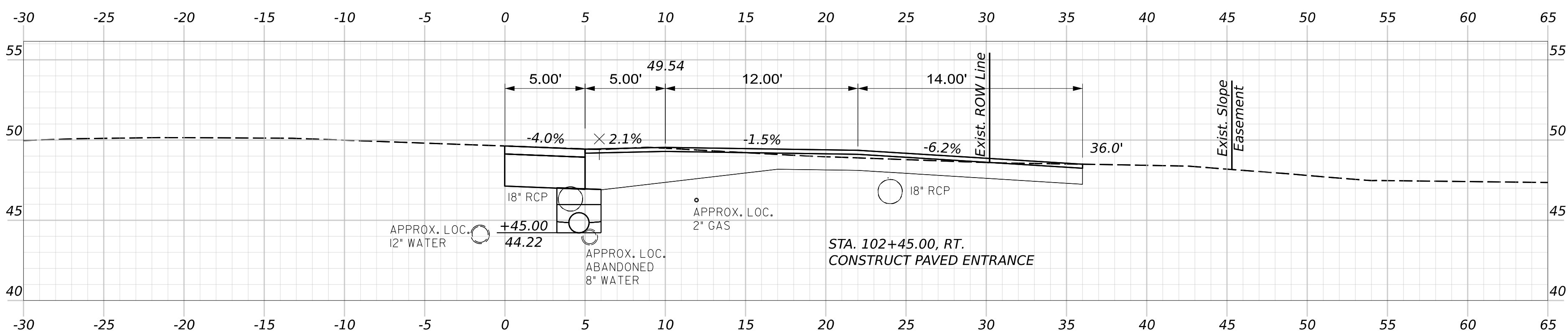
Filename: Cross\_Sections\_Route\_1.dgn



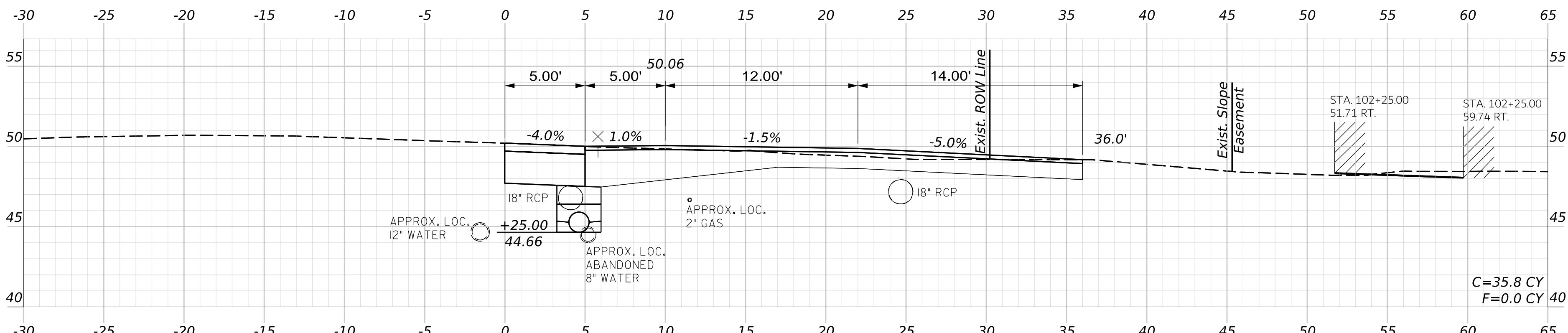
102+75.00



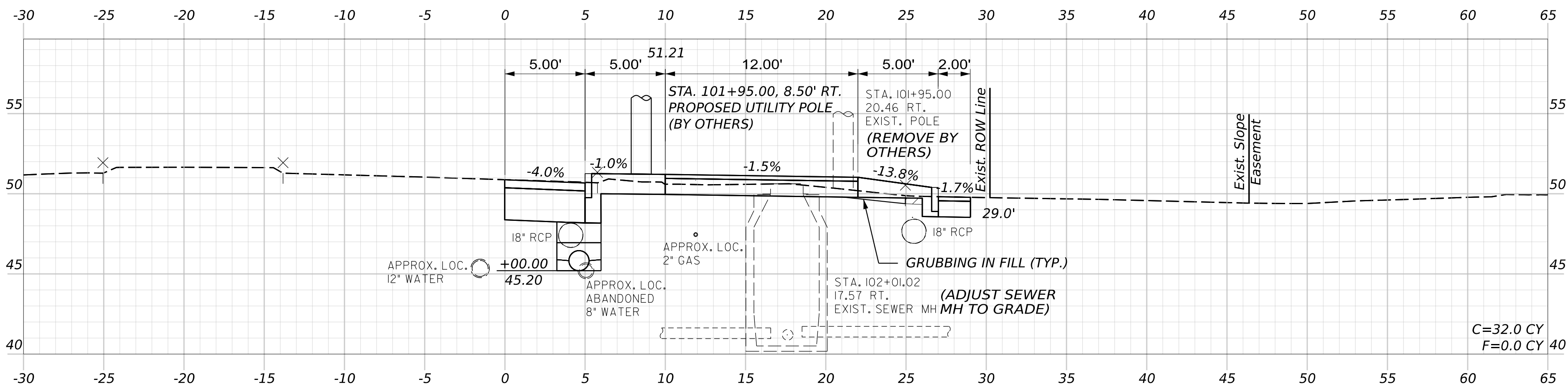
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102+45.00



102+25.00



102+00.00



OF 52

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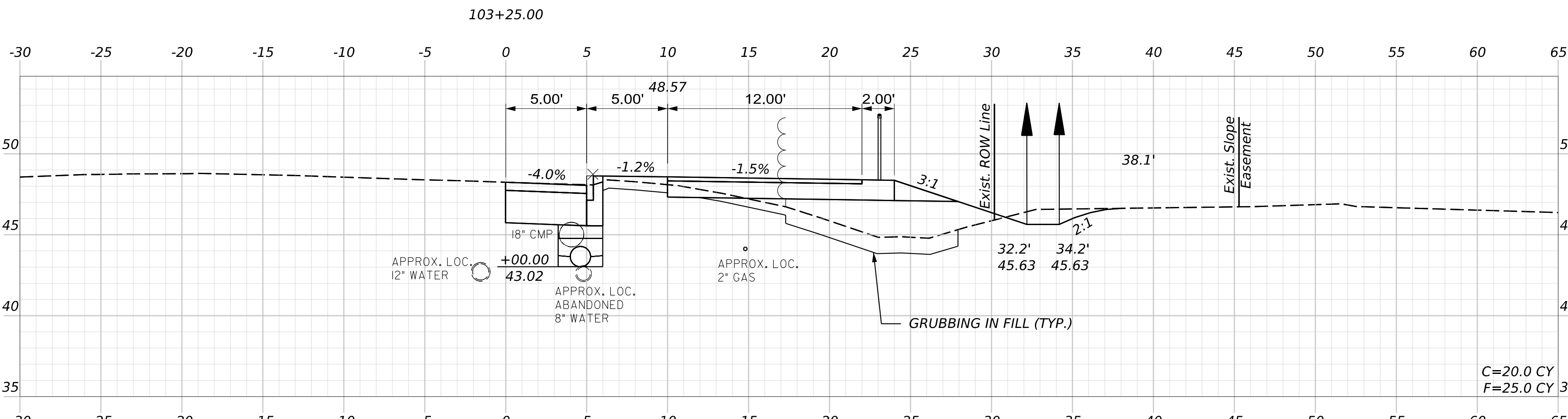
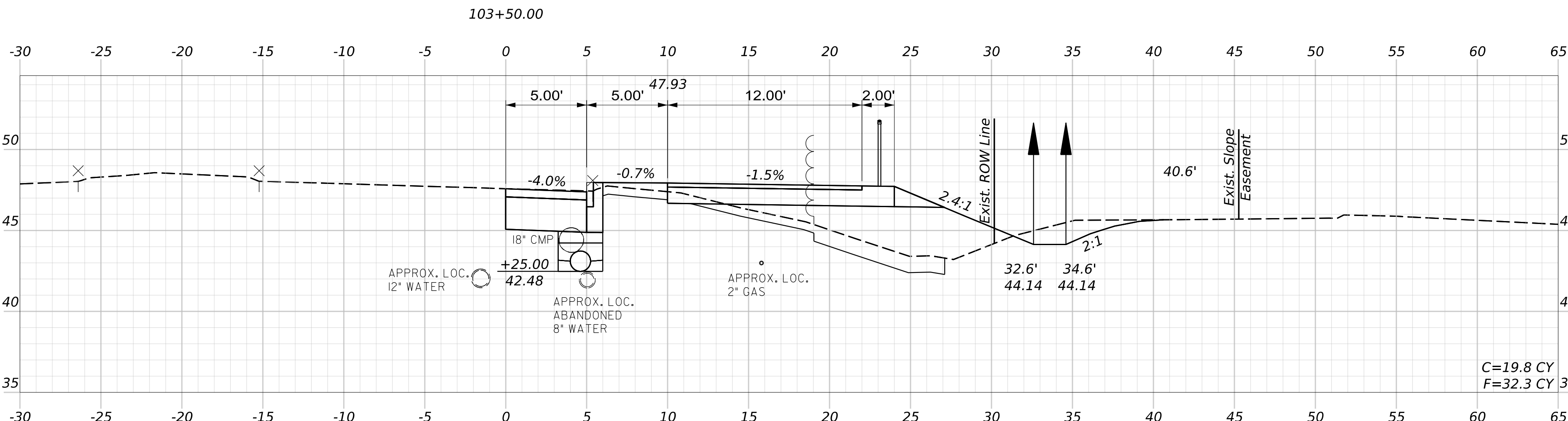
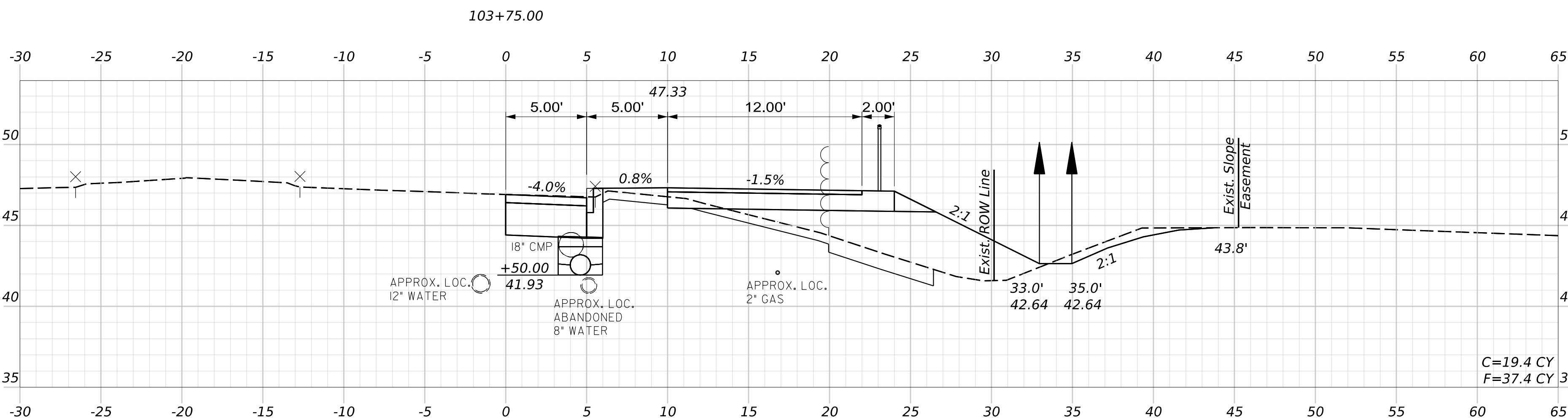
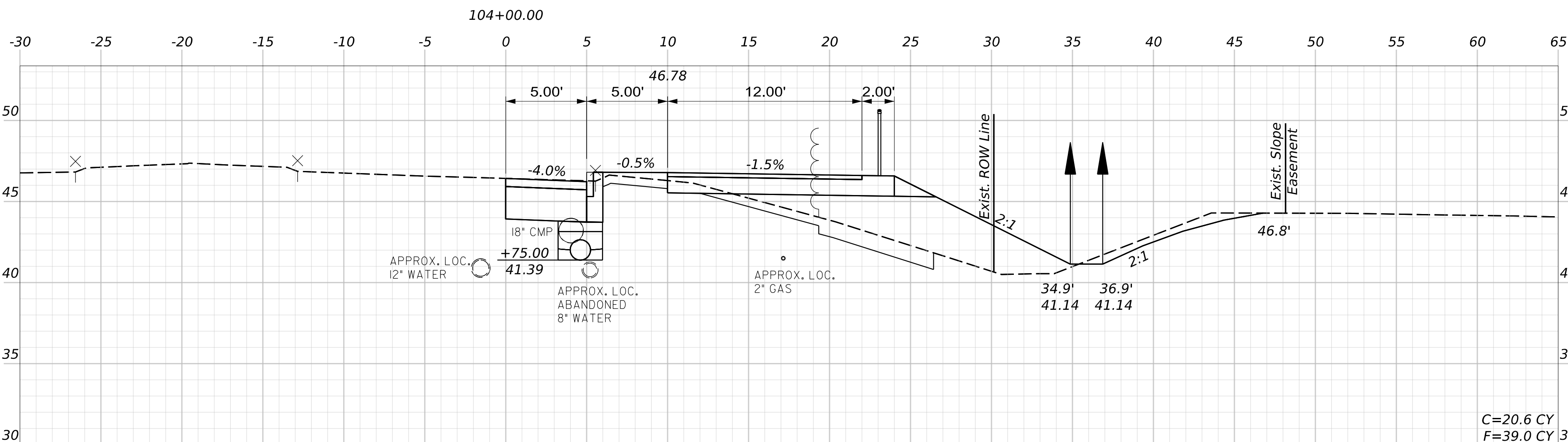
SHEET NUMBER

YARMOUTH  
U.S. ROUTE 1  
CROSS SECTIONS

|                  |             |             |       |
|------------------|-------------|-------------|-------|
| PROJ. MANAGER    | J. STILWELL | BY          | DATE  |
| DESIGN-DETAILED  | C. HELMICK  | C. TOBIN    | 07/26 |
| CHECKED-REVIEWED | L. ZACCHINI | L. ZACCHINI | 07/26 |
| DESIGN-DETAILED2 |             |             |       |
| DESIGN-DETAILED3 |             |             |       |
| REVISIONS 1      |             |             |       |
| REVISIONS 2      |             |             |       |
| REVISIONS 3      |             |             |       |
| REVISIONS 4      |             |             |       |
| FIELD CHANGES    |             |             |       |

SIGNATURE  
P.E. NUMBER  
DATE

|                                                |
|------------------------------------------------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION |
| 2598500                                        |
| WIN<br>025985.00                               |
| HIGHWAY PLANS                                  |



**OF 52**

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**SHEET NUMBER**

# YARMOUTH U.S. ROUTE 1

---

## CROSS SECTIONS

| PROJ. MANAGER     | J. STILWELL | BY         | DATE  |
|-------------------|-------------|------------|-------|
| DESIGN-DETAILED   | C. HELMICK  | C. TOBIN   | 07/26 |
| CHECKED-REVIEWED  | L. ZACCINI  | L. ZACCINI | 07/26 |
| DESIGN2-DETAILED2 |             |            |       |
| DESIGN3-DETAILED3 |             |            |       |
| REVISIONS 1       |             |            |       |
| REVISIONS 2       |             |            |       |
| REVISIONS 3       |             |            |       |
| REVISIONS 4       |             |            |       |
| FIELD CHANGES     |             |            |       |

SIGNATURE

P.E. NUMBER

DATE \_\_\_\_\_

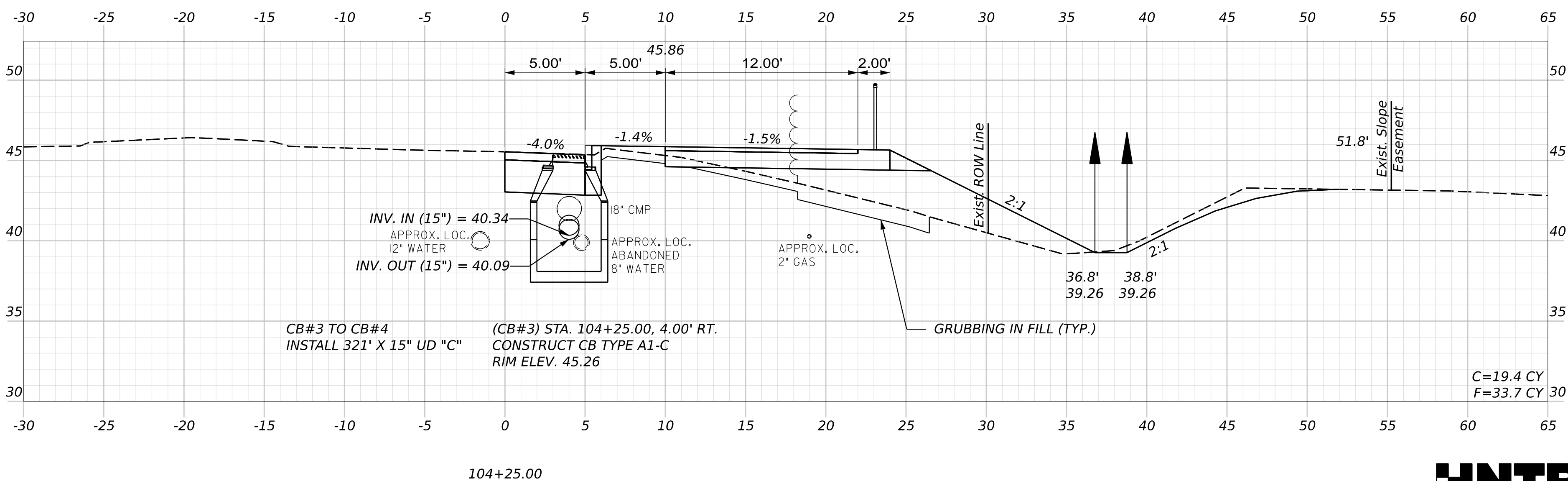
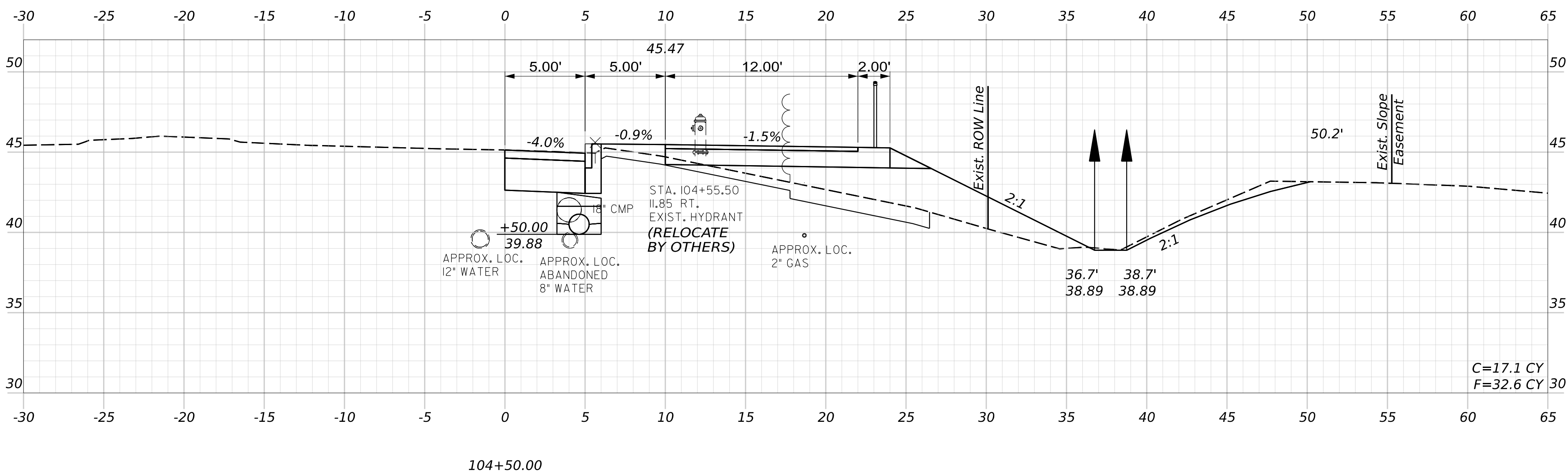
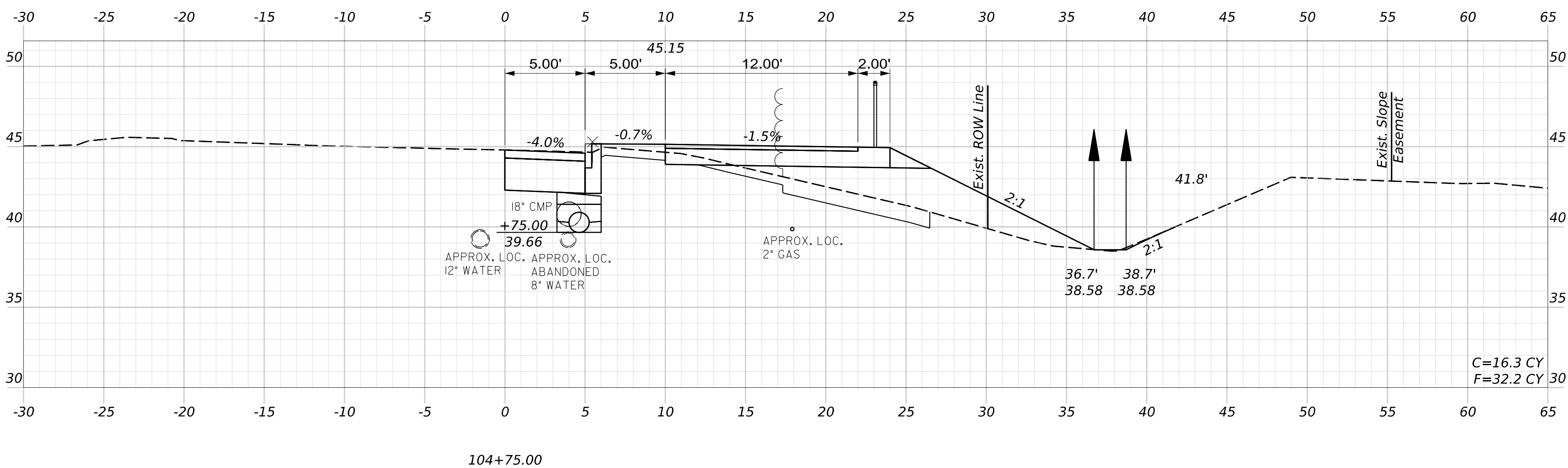
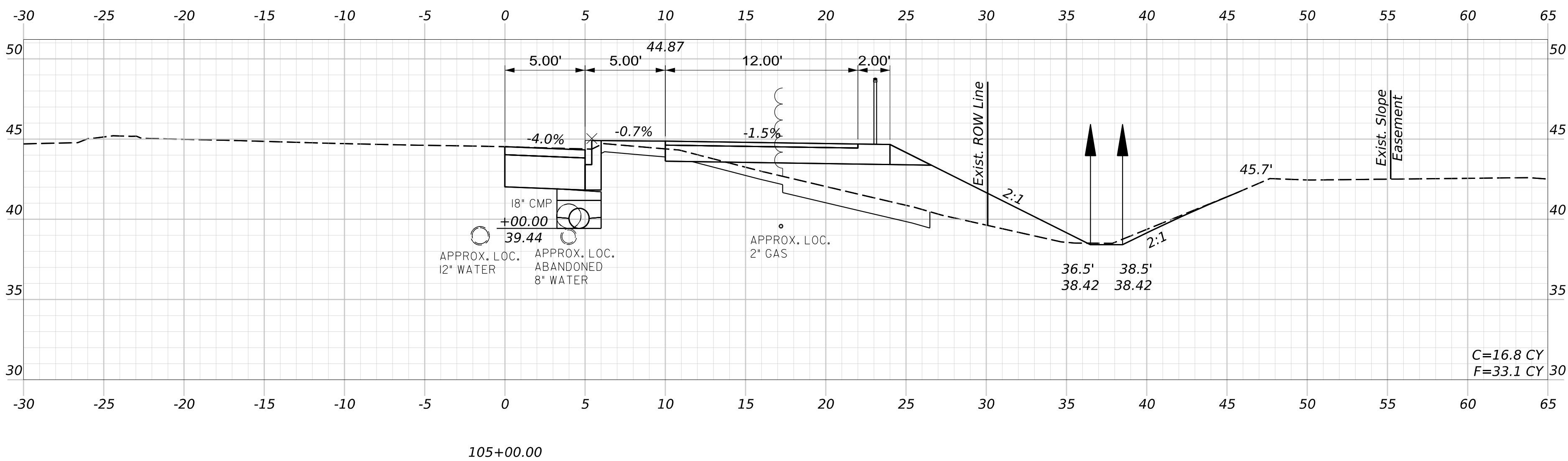
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

2598500

WIN  
025985.00

HIGHWAY PLANS

Filename: Cross\_Sections\_Route\_1.dgn



OF 52

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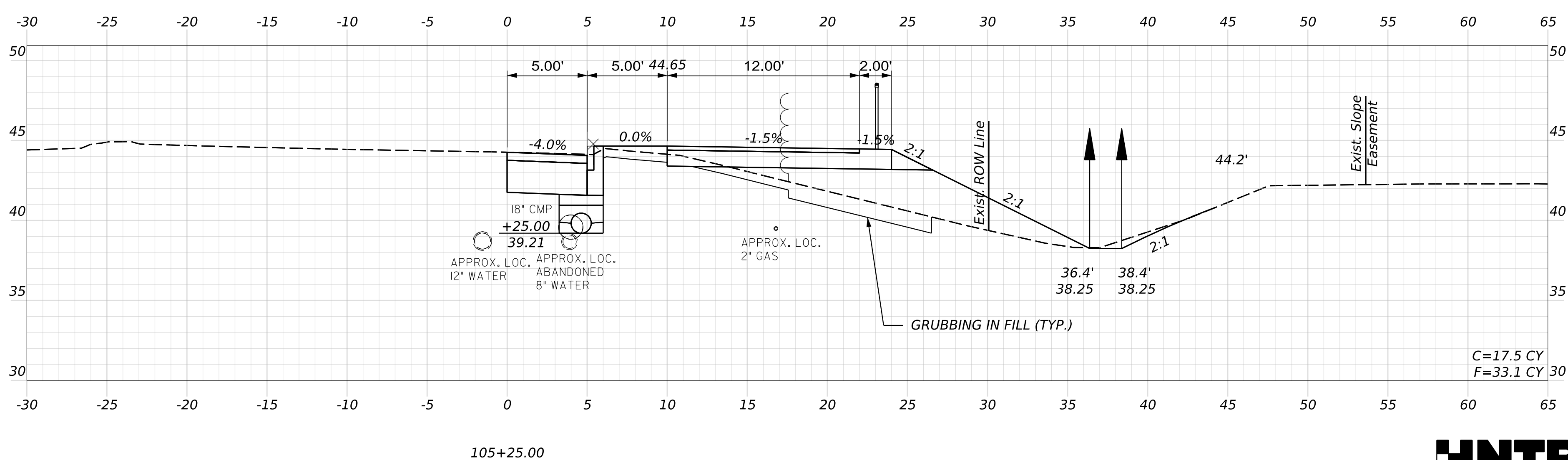
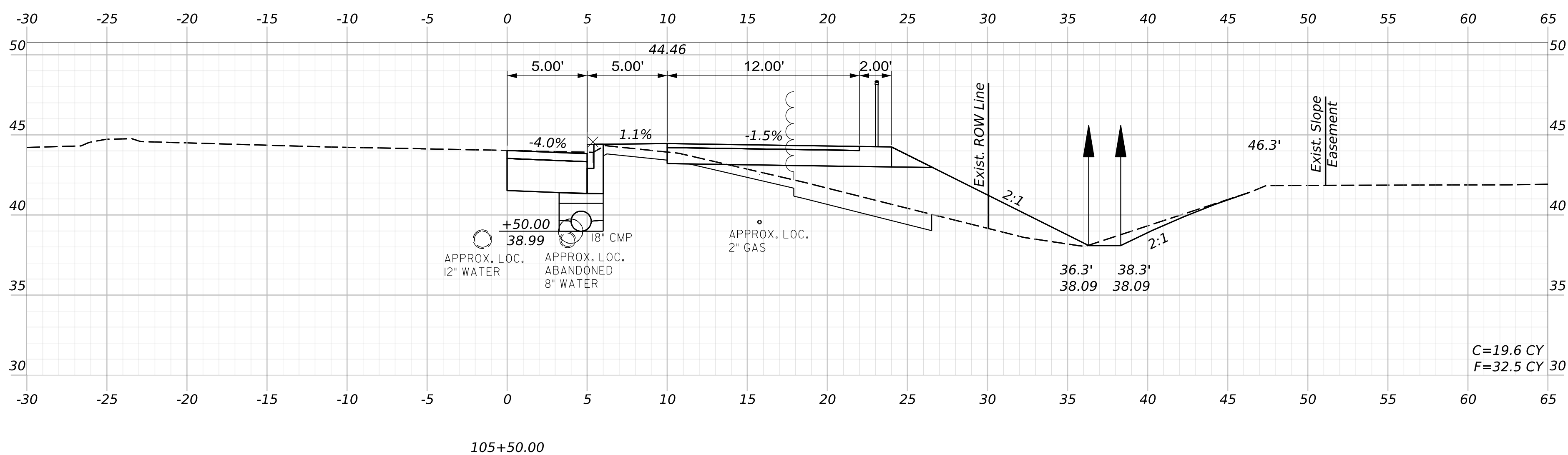
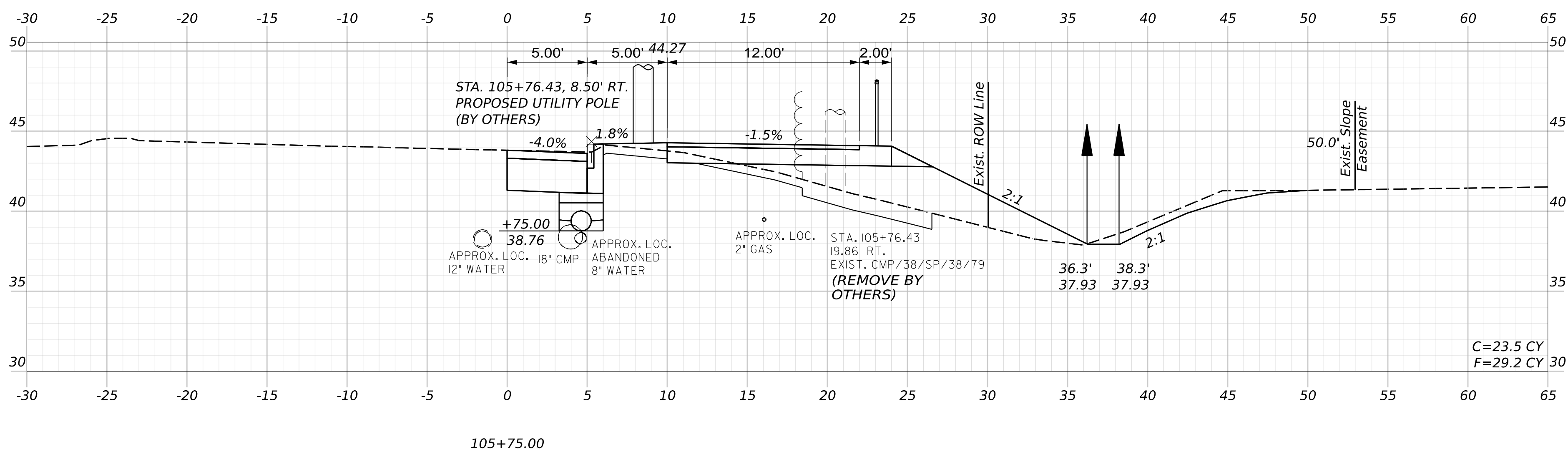
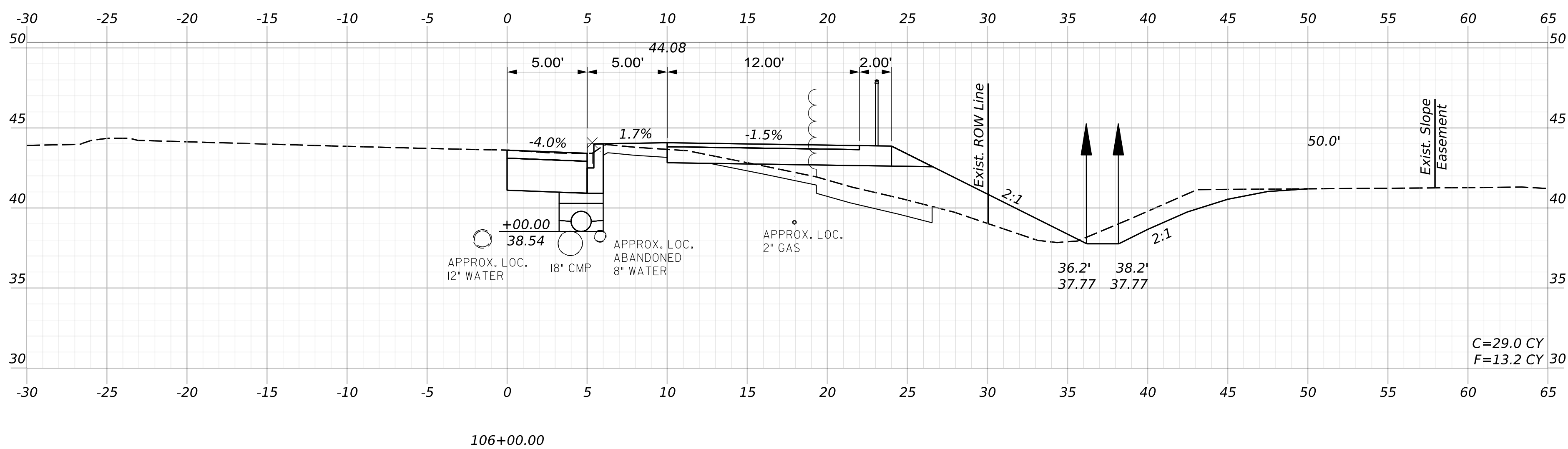
SHEET NUMBER

YARMOUTH  
U.S. ROUTE 1  
CROSS SECTIONS

|                  |             |             |       |
|------------------|-------------|-------------|-------|
| PROJ. MANAGER    | J. STILWELL | BY          | DATE  |
| DESIGN-DETAILED  | C. HELMICK  | C. TOBIN    | 07/26 |
| CHECKED-REVIEWED | L. ZACCHINI | L. ZACCHINI | 07/26 |
| DESIGN-DETAILED2 |             |             |       |
| DESIGN-DETAILED3 |             |             |       |
| REVISIONS 1      |             |             |       |
| REVISIONS 2      |             |             |       |
| REVISIONS 3      |             |             |       |
| REVISIONS 4      |             |             |       |
| FIELD CHANGES    |             |             |       |

SIGNATURE  
P.E. NUMBER  
DATE

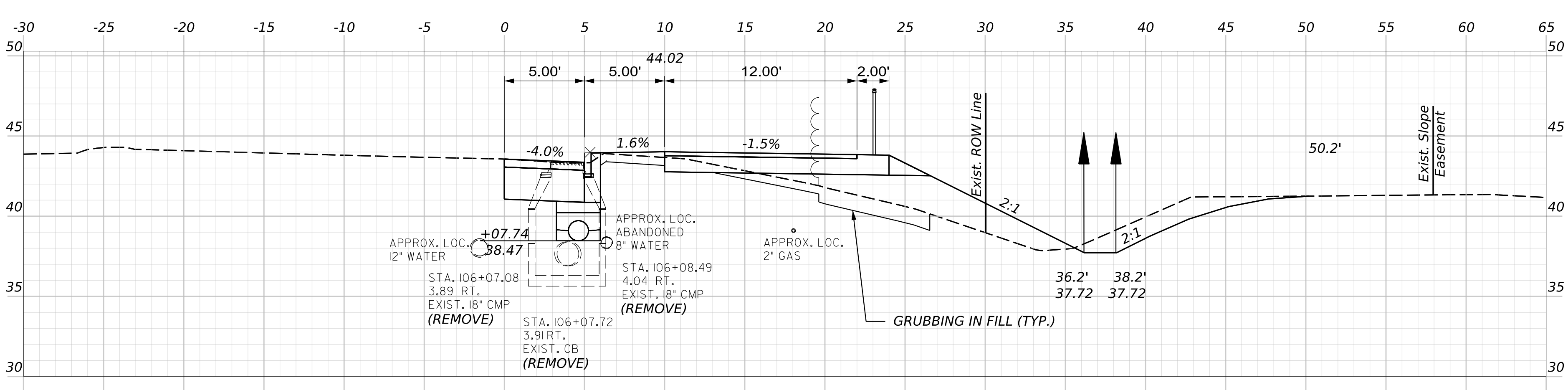
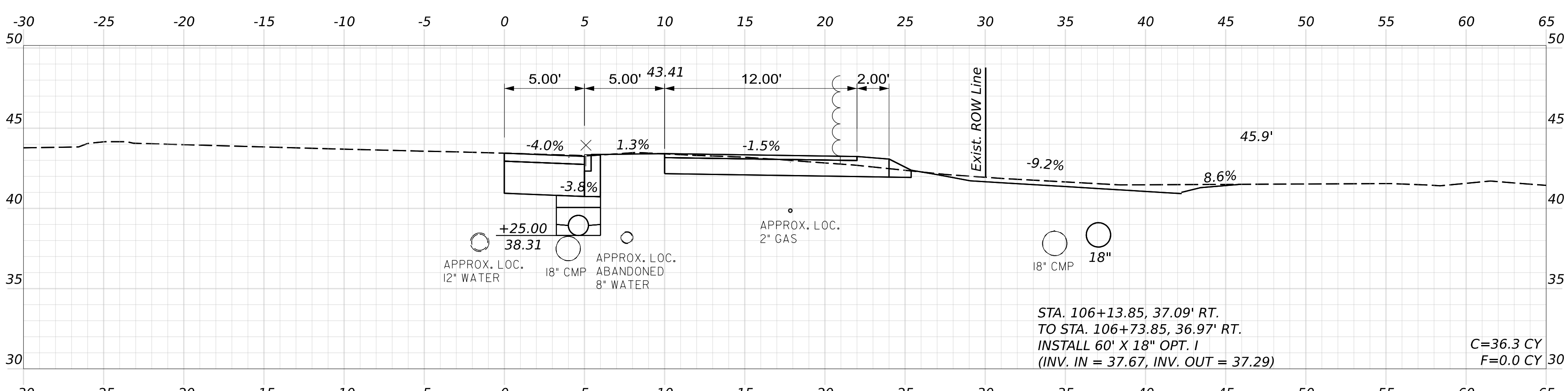
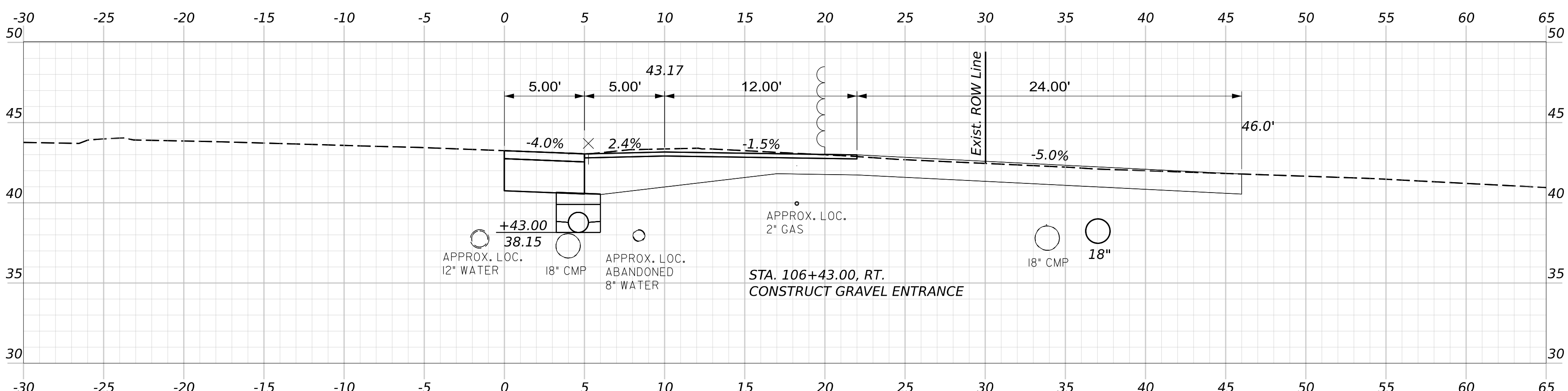
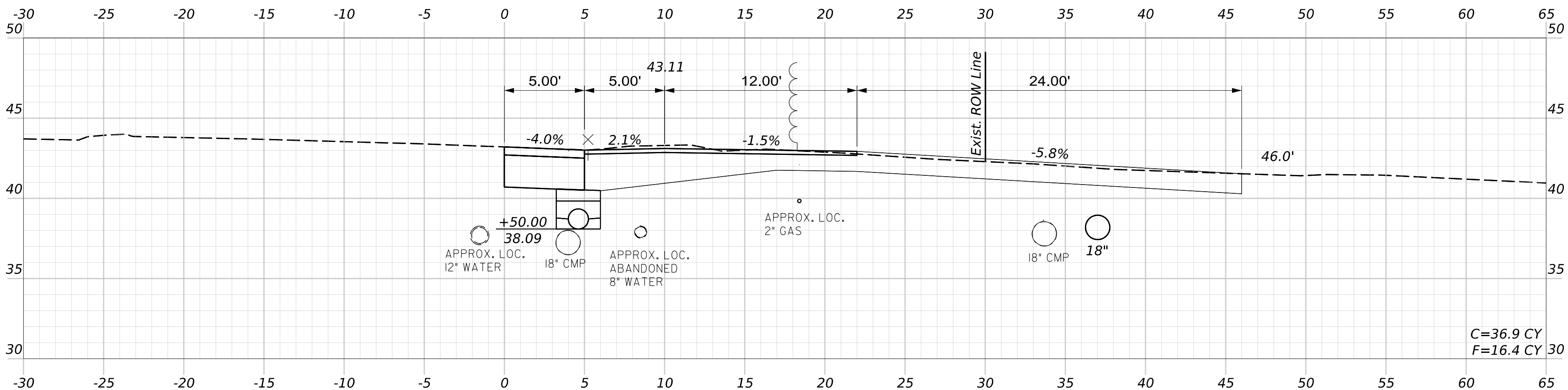
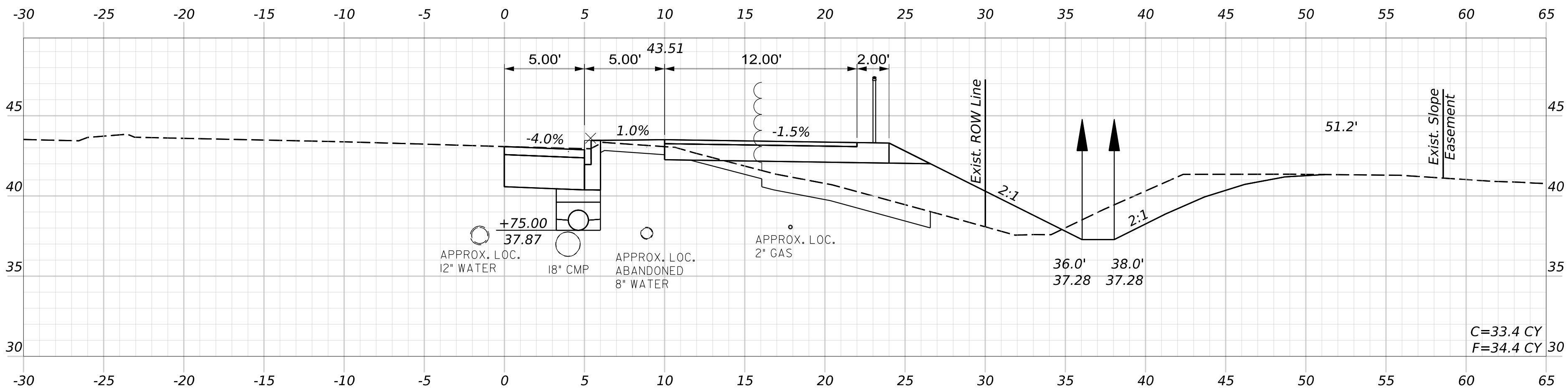
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
2598500  
WIN  
025985.00  
HIGHWAY PLANS



# HNTB

|                                                |                               |                          |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
|------------------------------------------------|-------------------------------|--------------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--|--|---------------|-------------|----|------|------------------|------------|----------|-------|-------------------|-------------|-------------|-------|-------------------|--|--|--|-------------------|--|--|--|-------------|--|--|--|-------------|--|--|--|-------------|--|--|--|-------------|--|--|--|---------------|--|--|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------------------|--|---------|--|------------------|---------------|
| OF 52                                          | SHEET NUMBER<br><div>27</div> | YARMOUTH<br>U.S. ROUTE 1 |             | <table><tr><td>PROJ. MANAGER</td><td>J. STILWELL</td><td>BY</td><td>DATE</td></tr><tr><td>DESIGN-DETAILED1</td><td>C. HELMICK</td><td>C. TOBIN</td><td>07/26</td></tr><tr><td>CHECKED-REVIEWED1</td><td>L. ZACCHINI</td><td>L. ZACCHINI</td><td>07/26</td></tr><tr><td>DESIGN2-DETAILED2</td><td></td><td></td><td></td></tr><tr><td>DESIGN3-DETAILED3</td><td></td><td></td><td></td></tr><tr><td>REVISIONS 1</td><td></td><td></td><td></td></tr><tr><td>REVISIONS 2</td><td></td><td></td><td></td></tr><tr><td>REVISIONS 3</td><td></td><td></td><td></td></tr><tr><td>REVISIONS 4</td><td></td><td></td><td></td></tr><tr><td>FIELD CHANGES</td><td></td><td></td><td></td></tr></table> |       |  |  | PROJ. MANAGER | J. STILWELL | BY | DATE | DESIGN-DETAILED1 | C. HELMICK | C. TOBIN | 07/26 | CHECKED-REVIEWED1 | L. ZACCHINI | L. ZACCHINI | 07/26 | DESIGN2-DETAILED2 |  |  |  | DESIGN3-DETAILED3 |  |  |  | REVISIONS 1 |  |  |  | REVISIONS 2 |  |  |  | REVISIONS 3 |  |  |  | REVISIONS 4 |  |  |  | FIELD CHANGES |  |  |  | <table><tr><td colspan="2">STATE OF MAINE<br/>DEPARTMENT OF TRANSPORTATION</td></tr><tr><td colspan="2">2598500</td></tr><tr><td>WIN<br/>025985.00</td><td>HIGHWAY PLANS</td></tr></table> |  | STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION |  | 2598500 |  | WIN<br>025985.00 | HIGHWAY PLANS |
|                                                |                               | PROJ. MANAGER            | J. STILWELL | BY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | DATE  |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
|                                                |                               | DESIGN-DETAILED1         | C. HELMICK  | C. TOBIN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 07/26 |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
|                                                |                               | CHECKED-REVIEWED1        | L. ZACCHINI | L. ZACCHINI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 07/26 |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
|                                                |                               | DESIGN2-DETAILED2        |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
|                                                |                               | DESIGN3-DETAILED3        |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
|                                                |                               | REVISIONS 1              |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
|                                                |                               | REVISIONS 2              |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
|                                                |                               | REVISIONS 3              |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
|                                                |                               | REVISIONS 4              |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
| FIELD CHANGES                                  |                               |                          |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION |                               |                          |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
| 2598500                                        |                               |                          |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
| WIN<br>025985.00                               | HIGHWAY PLANS                 |                          |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
| CROSS SECTIONS                                 |                               | SIGNATURE                |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
|                                                |                               | P.E. NUMBER              |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
|                                                |                               | DATE                     |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
|                                                |                               |                          |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
|                                                |                               |                          |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
|                                                |                               |                          |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |
|                                                |                               |                          |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |  |  |               |             |    |      |                  |            |          |       |                   |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                                                                                                                                                            |  |                                                |  |         |  |                  |               |

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SHEET NUMBER

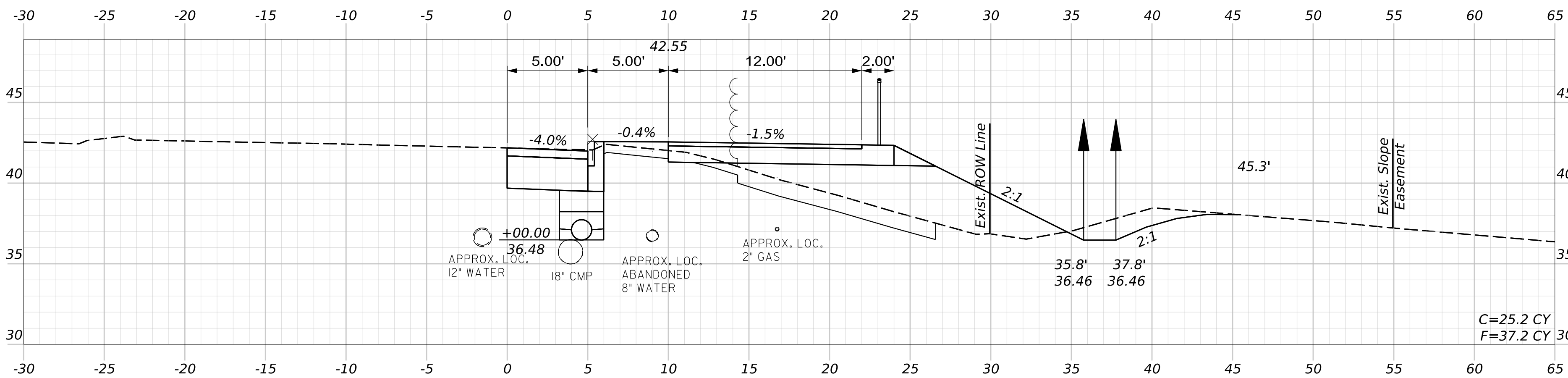
YARMOUTH  
U.S. ROUTE 1  
CROSS SECTIONS

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| PROJ. MANAGER    | J. STILLWELL | BY          |       | DATE |  |
| DESIGN-DETAILED  | C. HELMICK   | C. TOBIN    | 07/26 |      |  |
| CHECKED-REVIEWED | L. ZACCHINI  | L. ZACCHINI | 07/26 |      |  |
| DESIGN-DETAILED2 |              |             |       |      |  |
| DESIGN-DETAILED3 |              |             |       |      |  |
| REVISIONS 1      |              |             |       |      |  |
| REVISIONS 2      |              |             |       |      |  |
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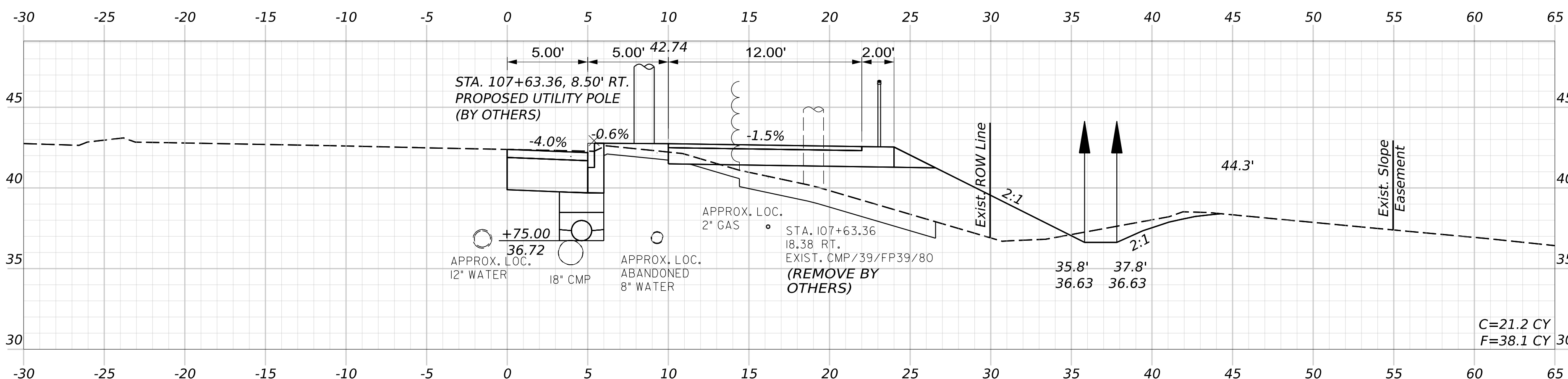
SIGNATURE  
P.E. NUMBER  
DATE

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| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION |
| 2598500                                        |
| WIN<br>025985.00<br>HIGHWAY PLANS              |

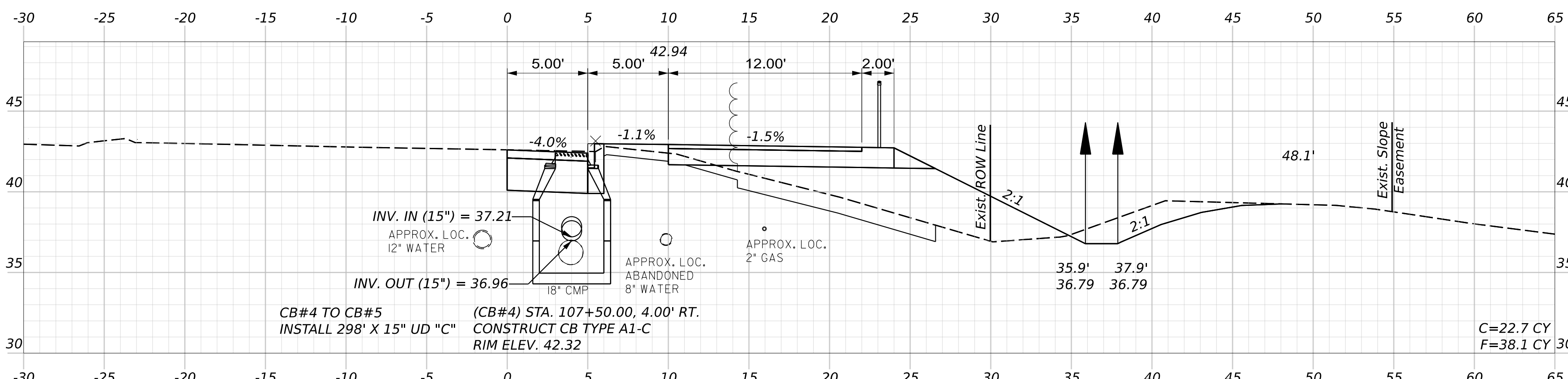
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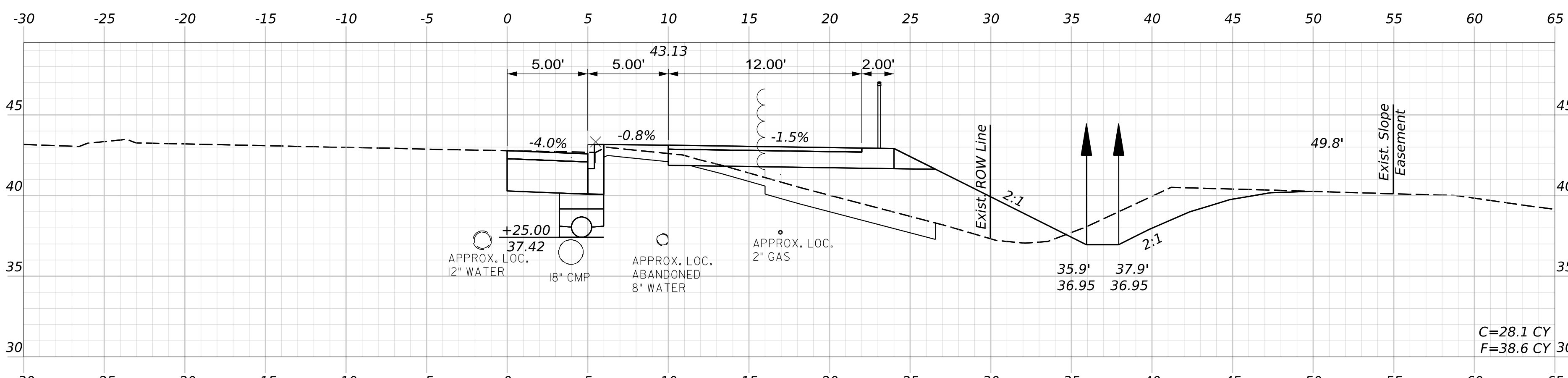
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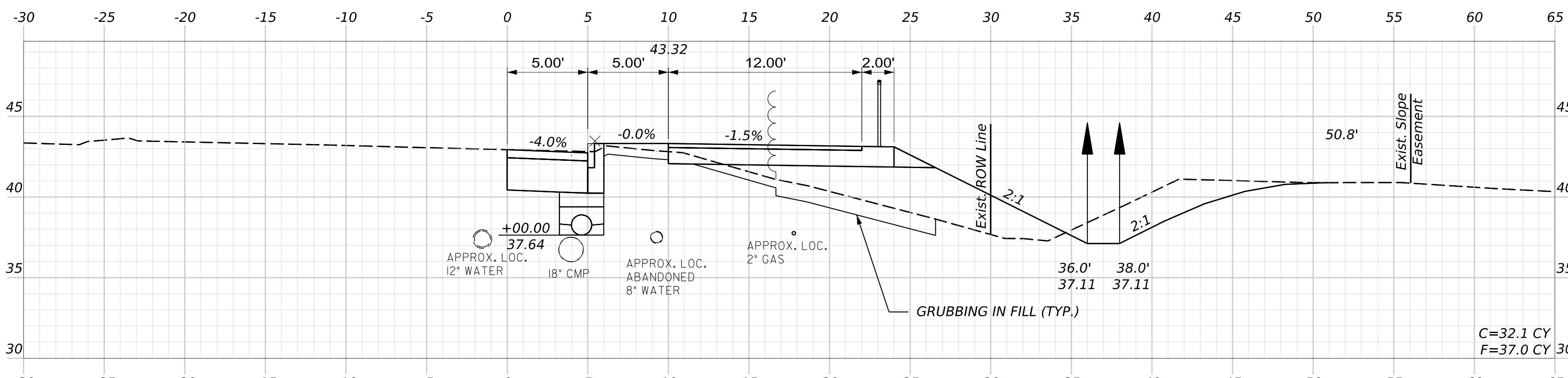
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107+25.00



107+00.00

HNTB

OF 52

29

SHEET NUMBER

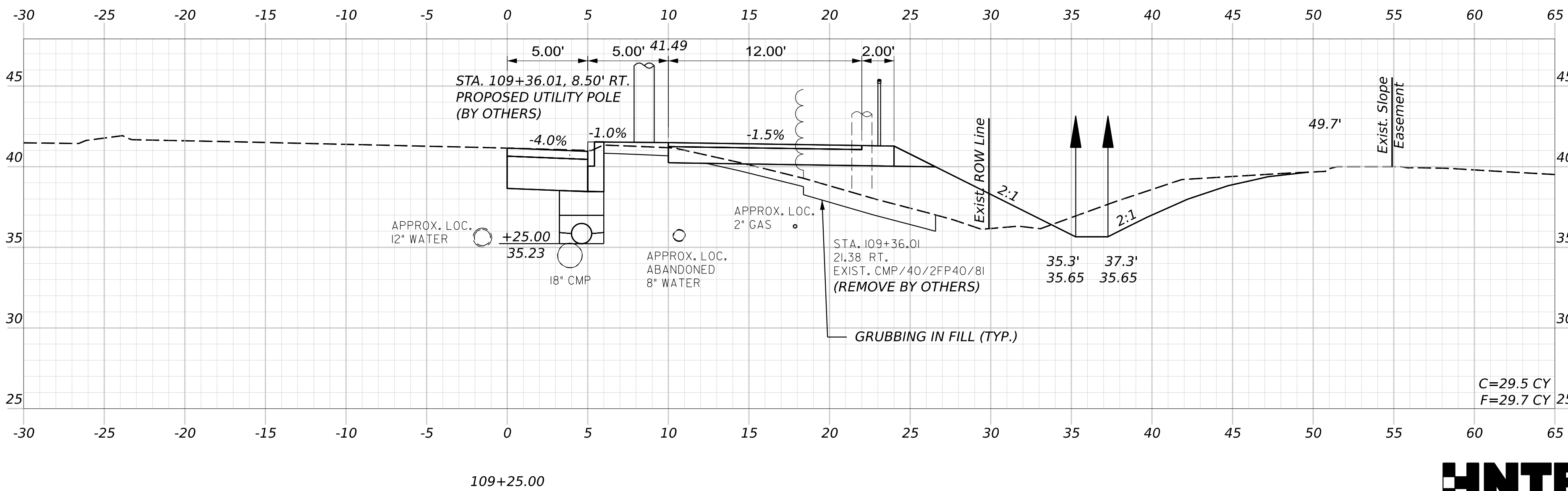
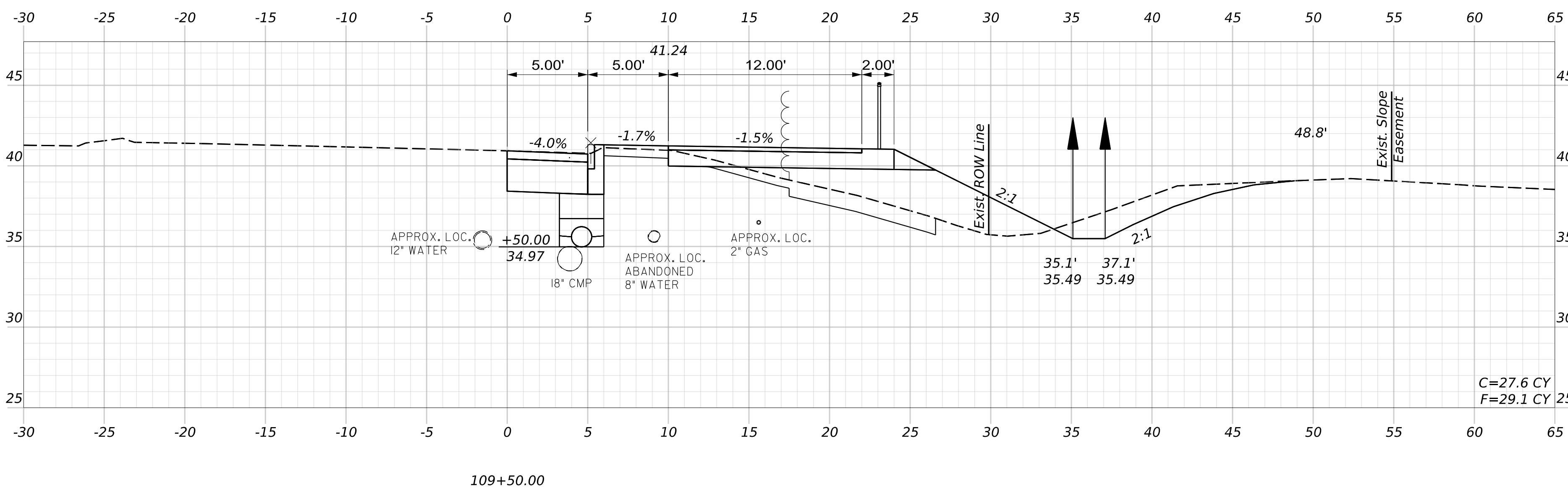
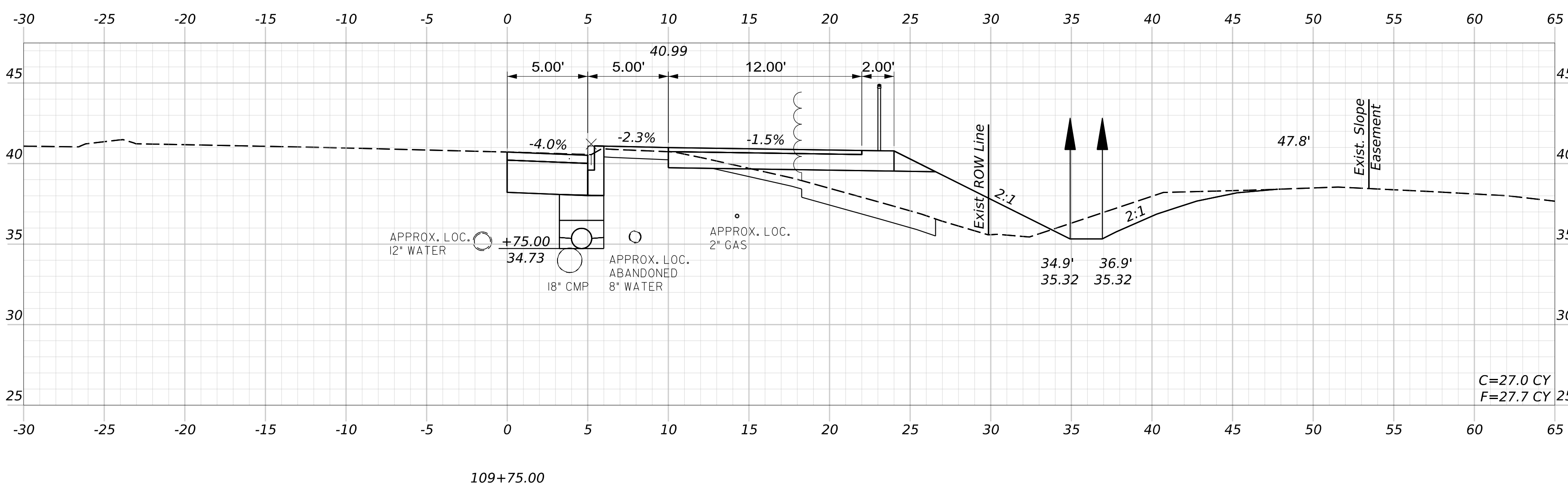
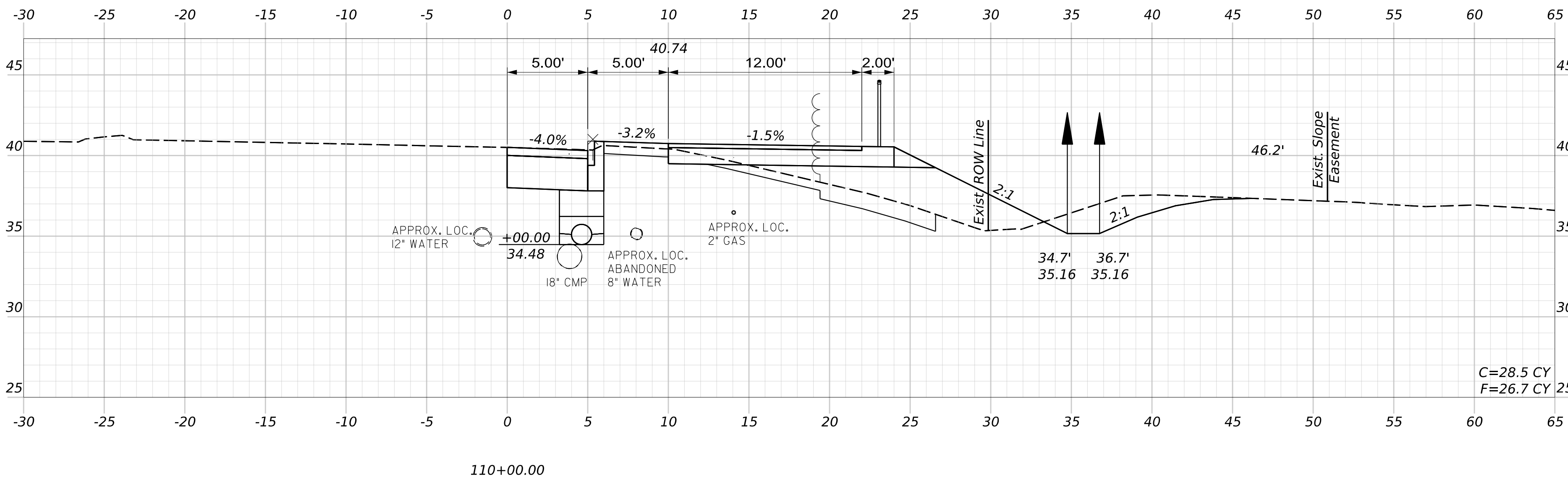
YARMOUTH  
U.S. ROUTE 1  
CROSS SECTIONS

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| PROJ. MANAGER    | J. STILWELL | BY          |       | DATE |             |
| DESIGN-DETAILED  | C. HELMICK  | C. TOBIN    | 07/26 |      |             |
| CHECKED-REVIEWED | L. ZACCHINI | L. ZACCHINI | 07/26 |      | SIGNATURE   |
| DESIGN-DETAILED2 |             |             |       |      |             |
| DESIGN-DETAILED3 |             |             |       |      | P.E. NUMBER |
| REVISIONS 1      |             |             |       |      |             |
| REVISIONS 2      |             |             |       |      |             |
| REVISIONS 3      |             |             |       |      | DATE        |
| REVISIONS 4      |             |             |       |      |             |
| FIELD CHANGES    |             |             |       |      |             |

|                                                |               |
|------------------------------------------------|---------------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION |               |
| 2598500                                        |               |
| WIN<br>025985.00                               | HIGHWAY PLANS |



Filename: Cross\_Sections\_Route\_1.dgn



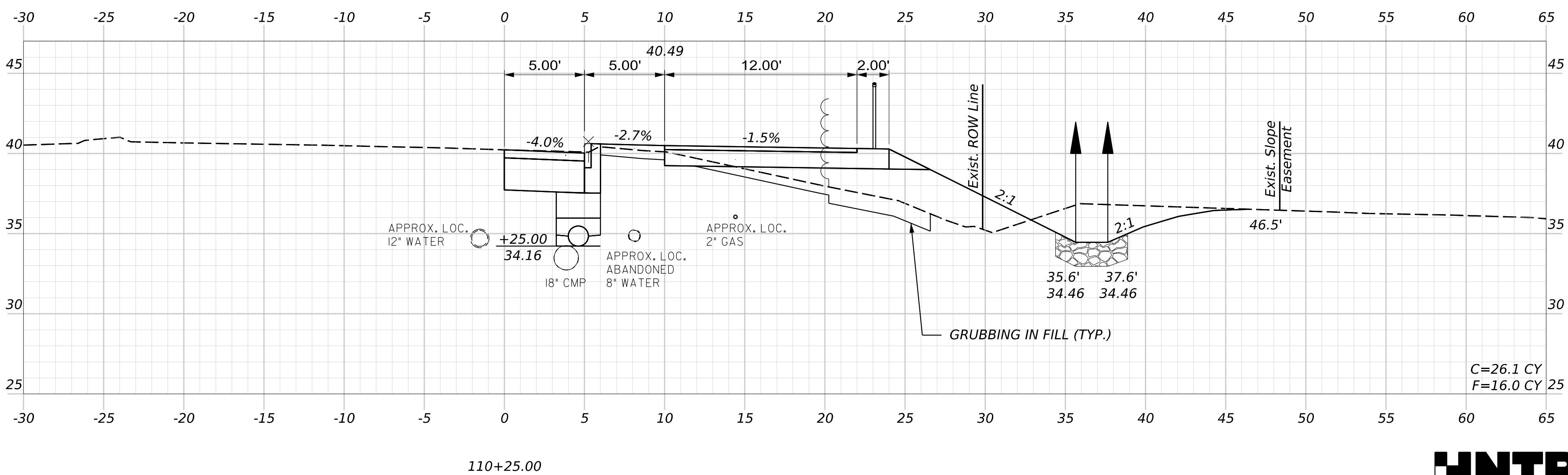
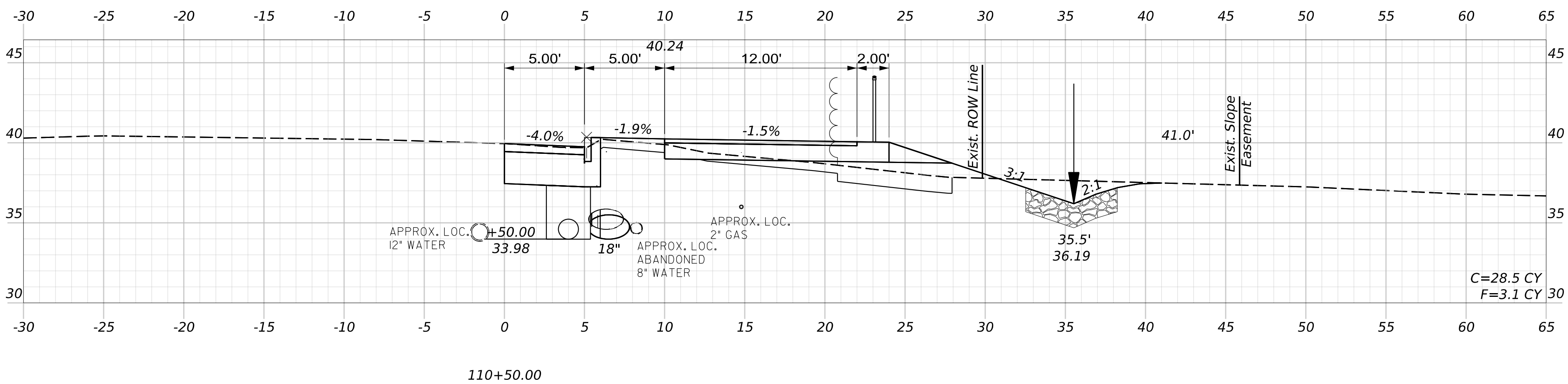
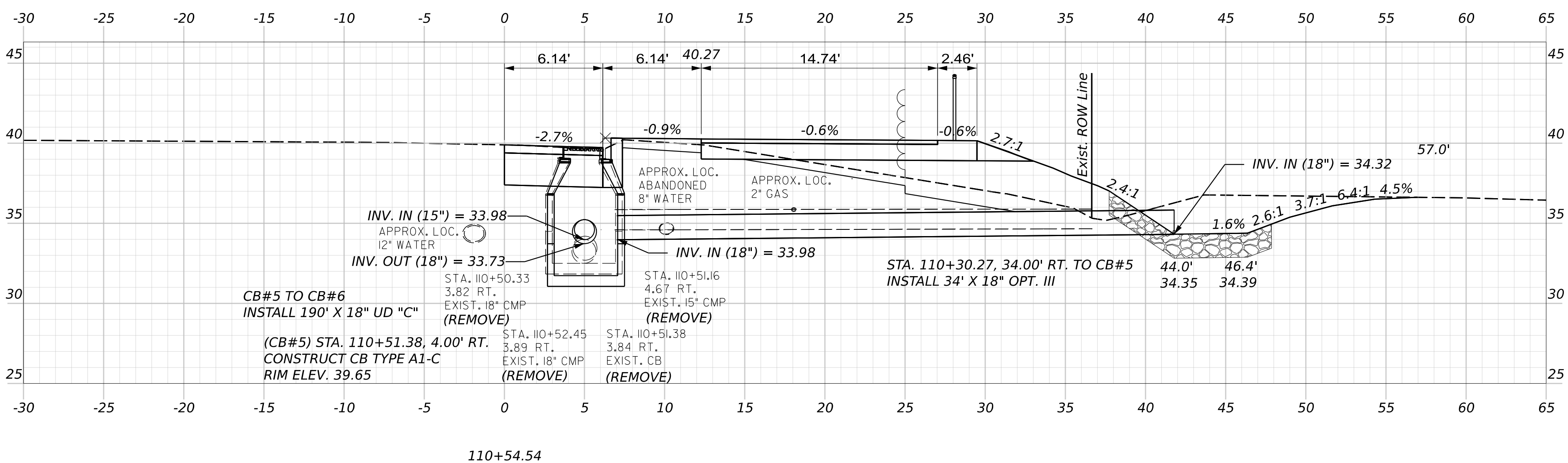
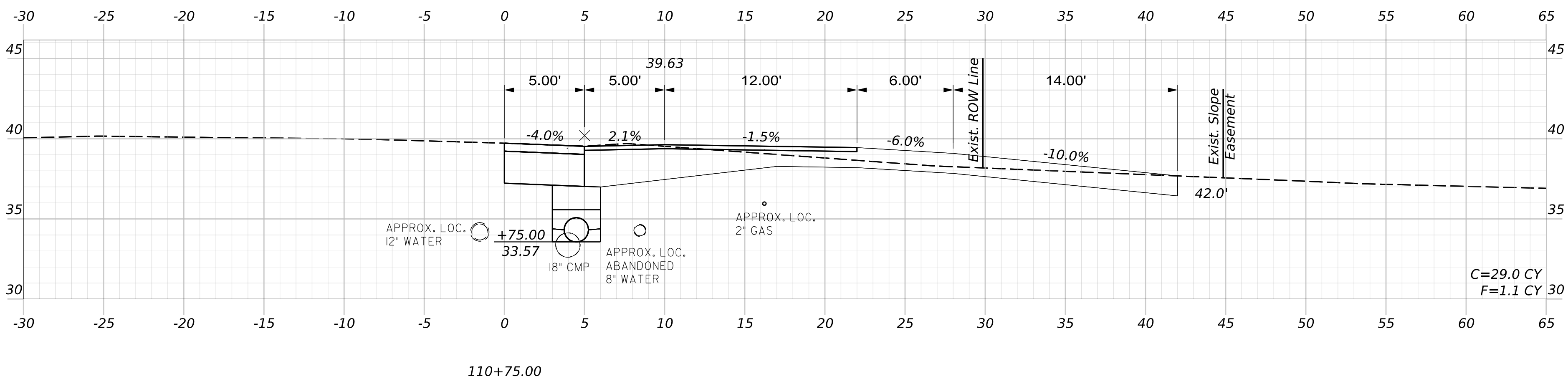
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| PROJ. MANAGER    | J. STILWELL | BY          | DATE  |
| DESIGN-DETAILED  | C. HELMICK  | C. TOBIN    | 07/26 |
| CHECKED-REVIEWED | L. ZACCHINI | L. ZACCHINI | 07/26 |
| DESIGN-DETAILED2 |             |             |       |
| DESIGN-DETAILED3 |             |             |       |
| REVISIONS 1      |             |             |       |
| REVISIONS 2      |             |             |       |
| REVISIONS 3      |             |             |       |
| REVISIONS 4      |             |             |       |
| FIELD CHANGES    |             |             |       |

SIGNATURE

P.E. NUMBER

DATE

Filename: Cross\_Sections\_Route\_1.dgn



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SHEET NUMBER

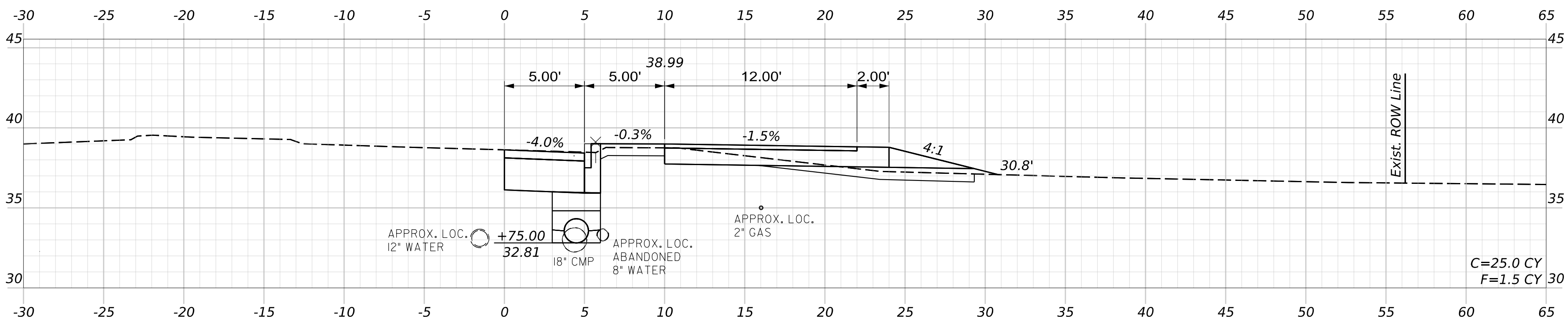
YARMOUTH  
U.S. ROUTE 1  
CROSS SECTIONS

|                  |             |             |       |
|------------------|-------------|-------------|-------|
| PROJ. MANAGER    | J. STILWELL | BY          | DATE  |
| DESIGN-DETAILED  | C. HELMICK  | C. TOBIN    | 07/26 |
| CHECKED-REVIEWED | L. ZACCHINI | L. ZACCHINI | 07/26 |
| DESIGN-DETAILED2 |             |             |       |
| DESIGN-DETAILED3 |             |             |       |
| REVISIONS 1      |             |             |       |
| REVISIONS 2      |             |             |       |
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| FIELD CHANGES    |             |             |       |

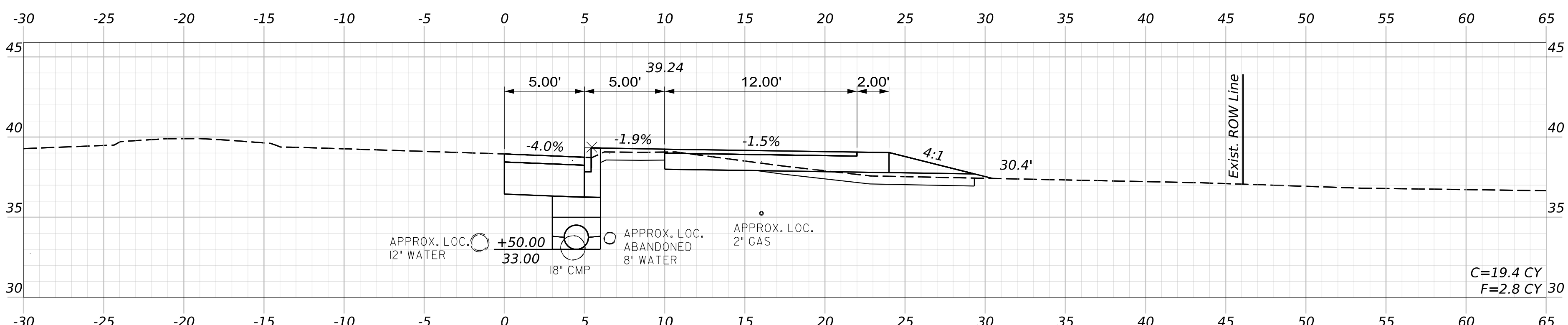
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P.E. NUMBER  
DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
2598500  
WIN  
025985.00  
HIGHWAY PLANS

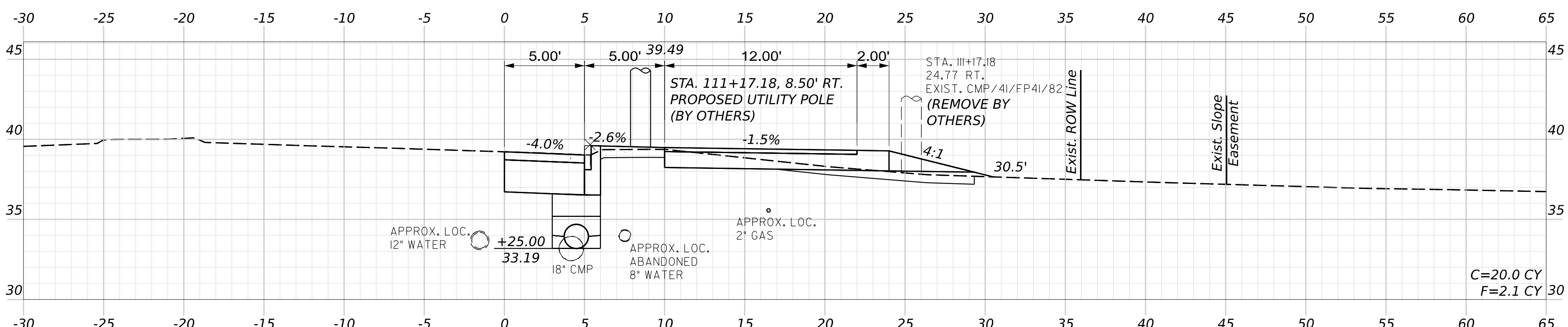
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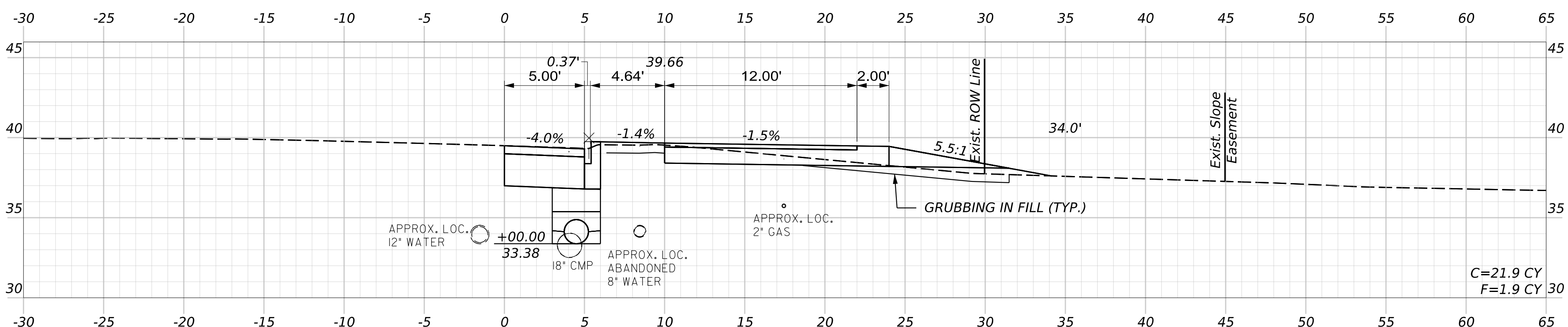
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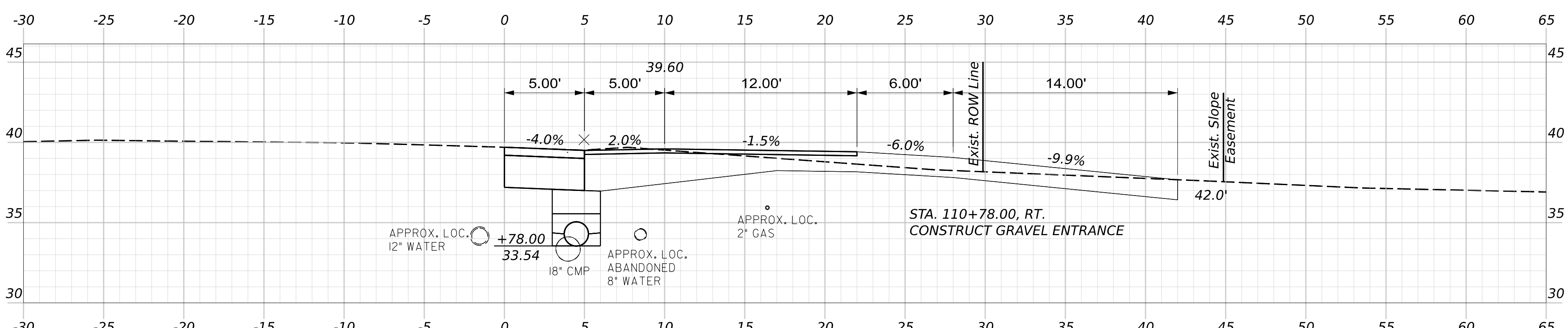
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111+25.00



111+00.00



110+78.00



OF 52

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SHEET NUMBER

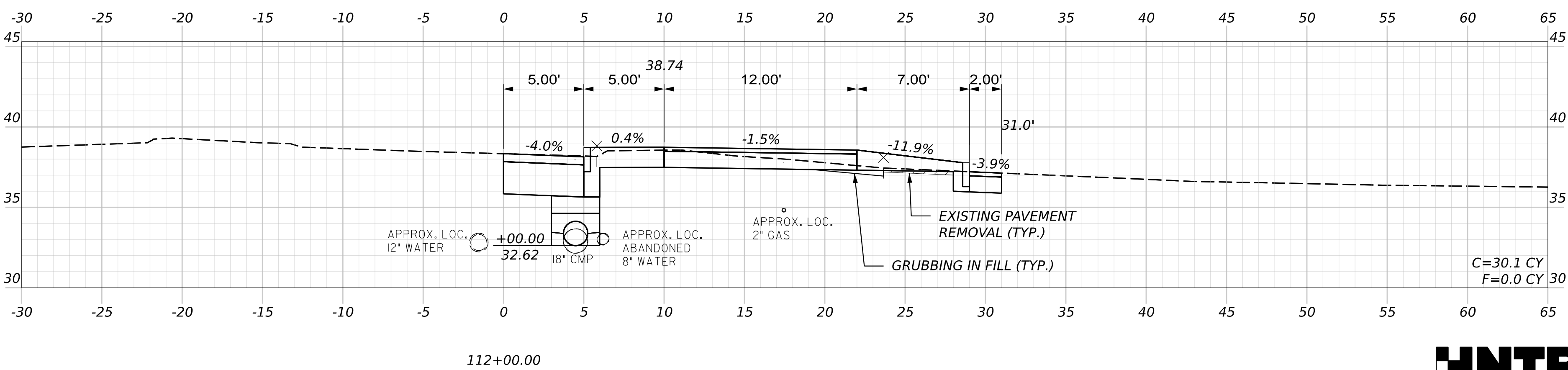
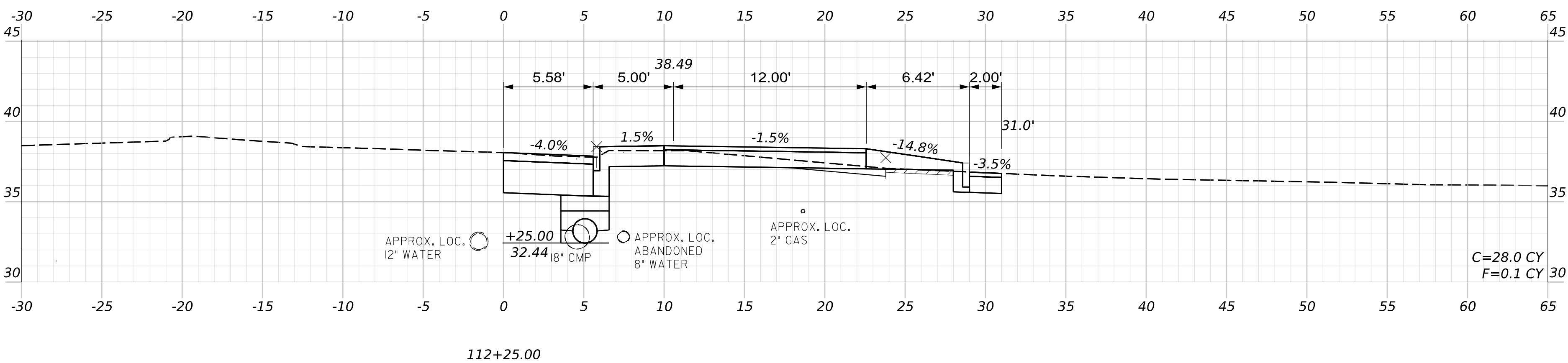
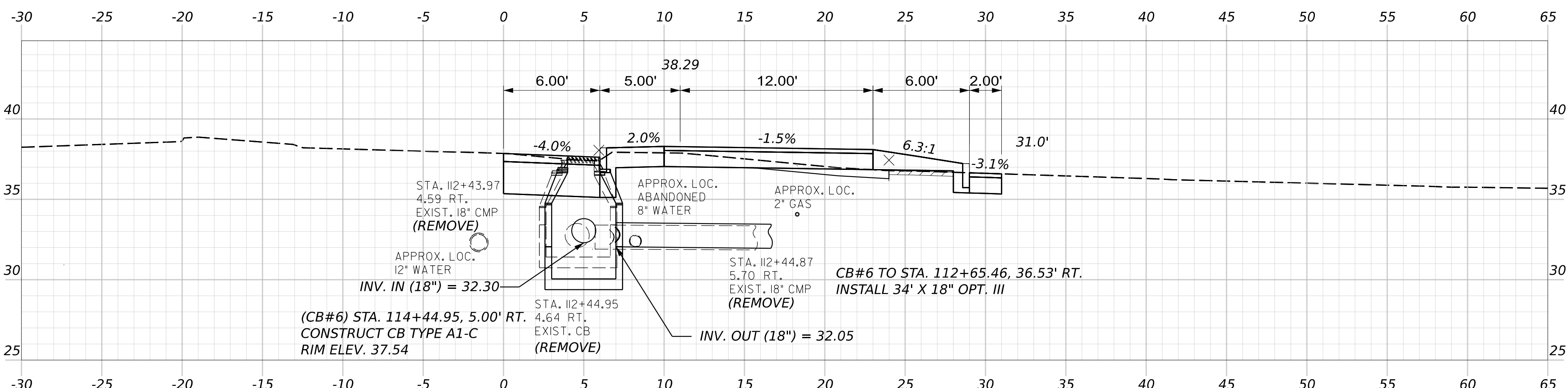
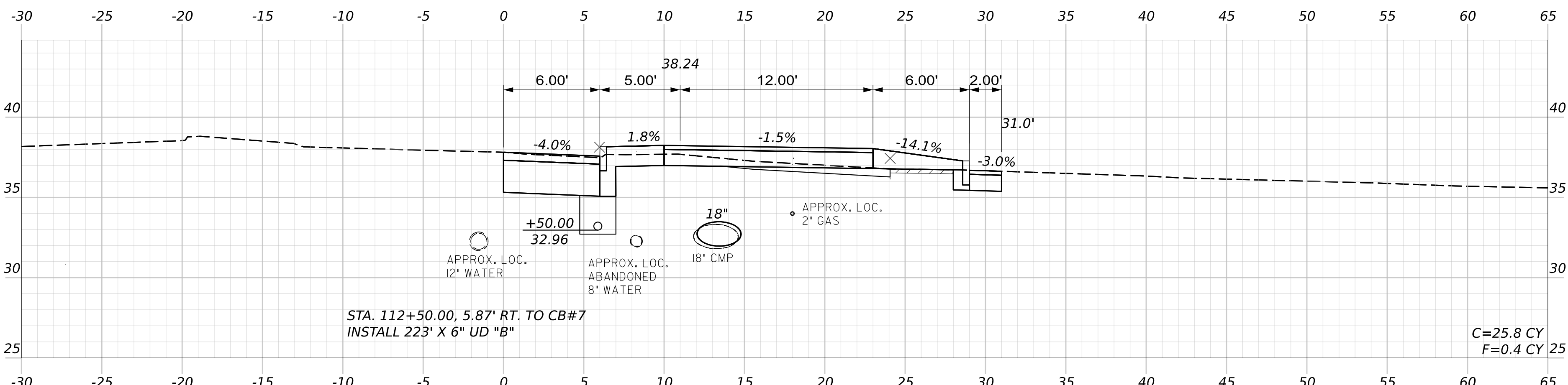
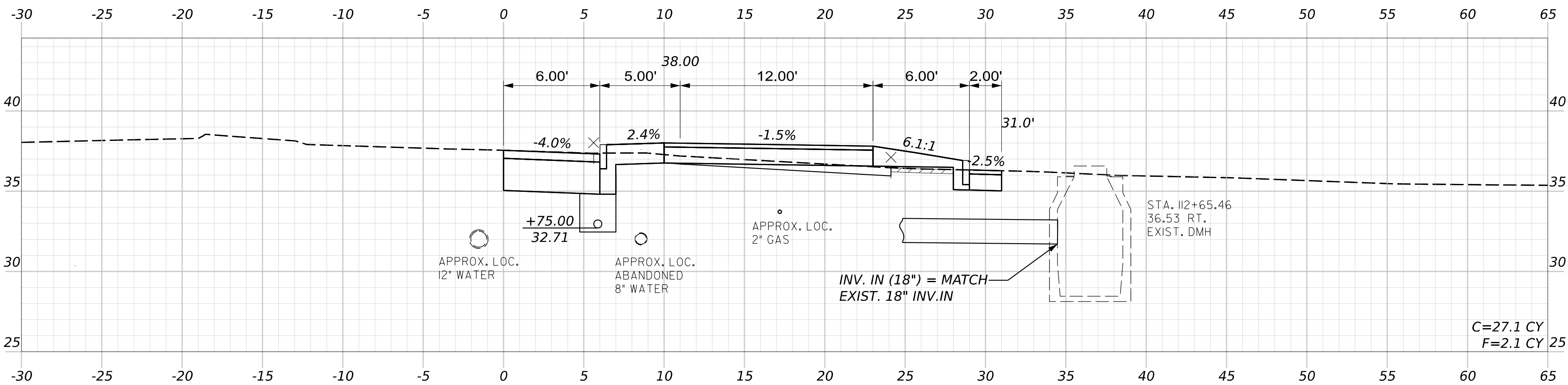
YARMOUTH  
U.S. ROUTE 1  
CROSS SECTIONS

|                  |              |             |       |
|------------------|--------------|-------------|-------|
| PROJ. MANAGER    | J. STILLWELL | BY          | DATE  |
| DESIGN-DETAILED  | C. HELMICK   | C. TOBIN    | 07/26 |
| CHECKED-REVIEWED | L. DRISCOLL  | L. DRISCOLL | 07/26 |
| DESIGN-DETAILED2 |              |             |       |
| DESIGN-DETAILED3 |              |             |       |
| REVISIONS 1      |              |             |       |
| REVISIONS 2      |              |             |       |
| REVISIONS 3      |              |             |       |
| REVISIONS 4      |              |             |       |
| FIELD CHANGES    |              |             |       |

SIGNATURE  
P.E. NUMBER  
DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
2598500  
WIN  
025985.00  
HIGHWAY PLANS

Filename: Cross\_Sections\_Route\_1.dgn

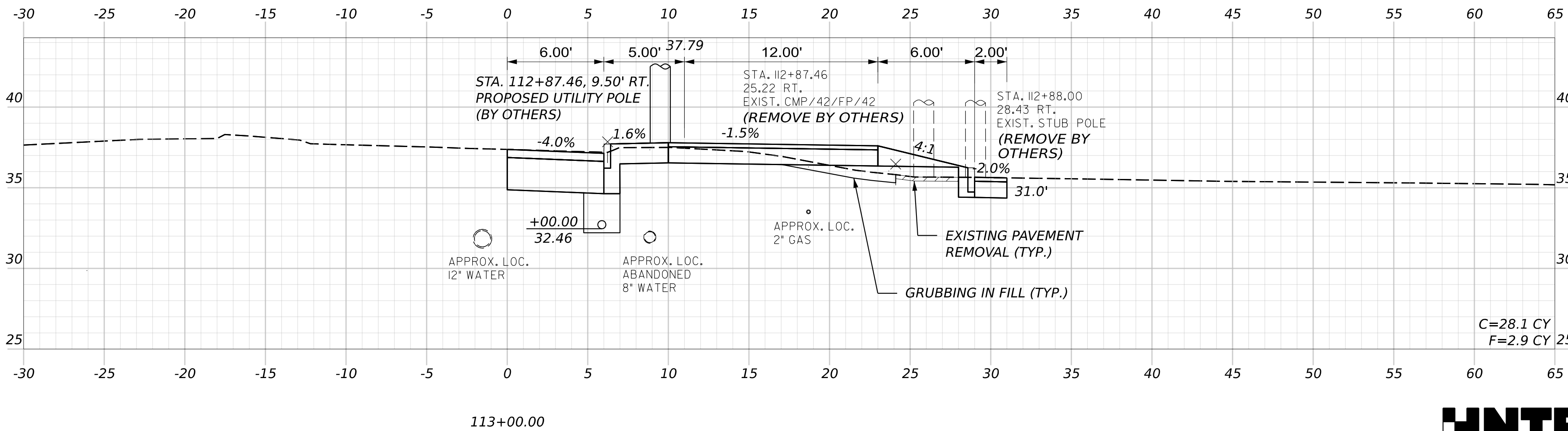
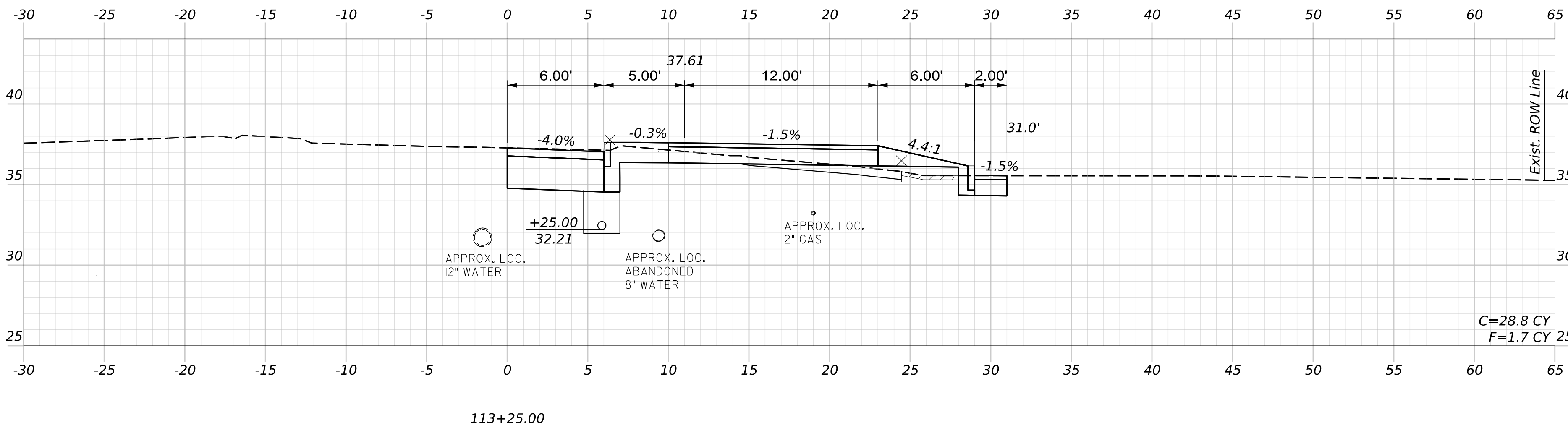
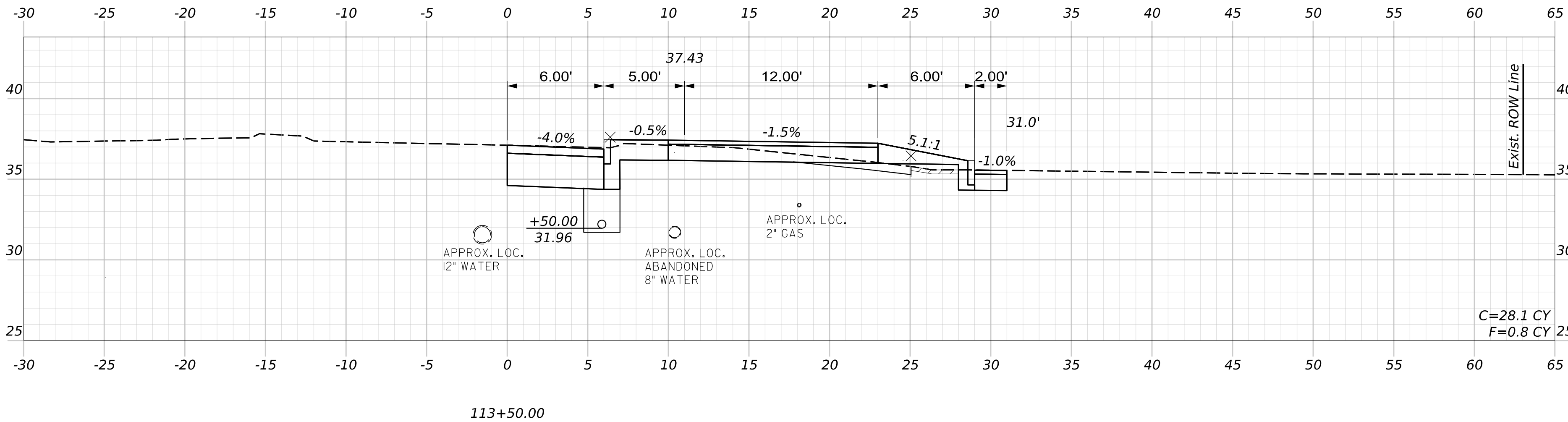
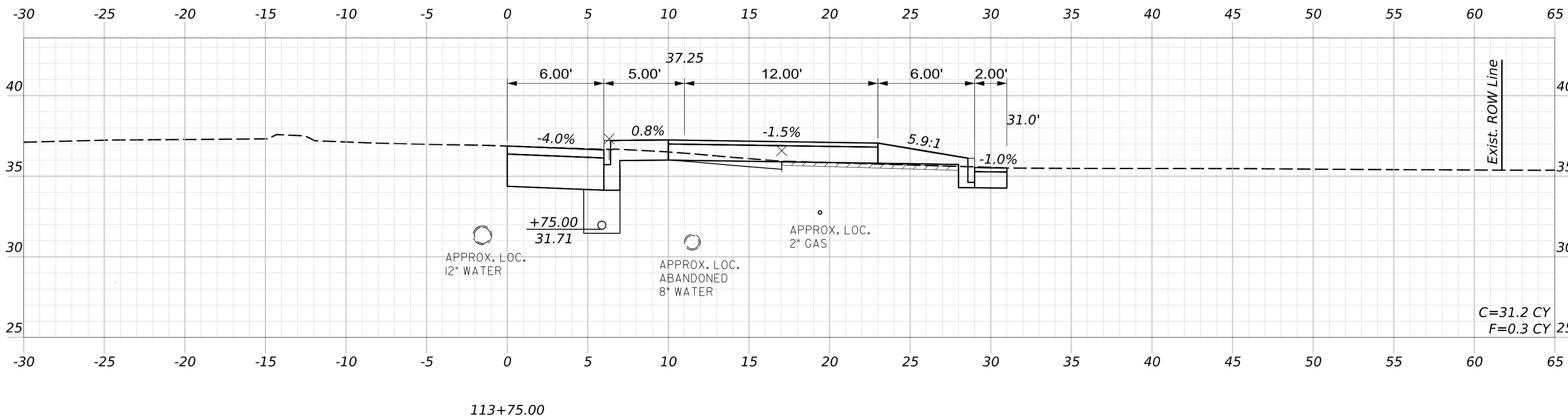
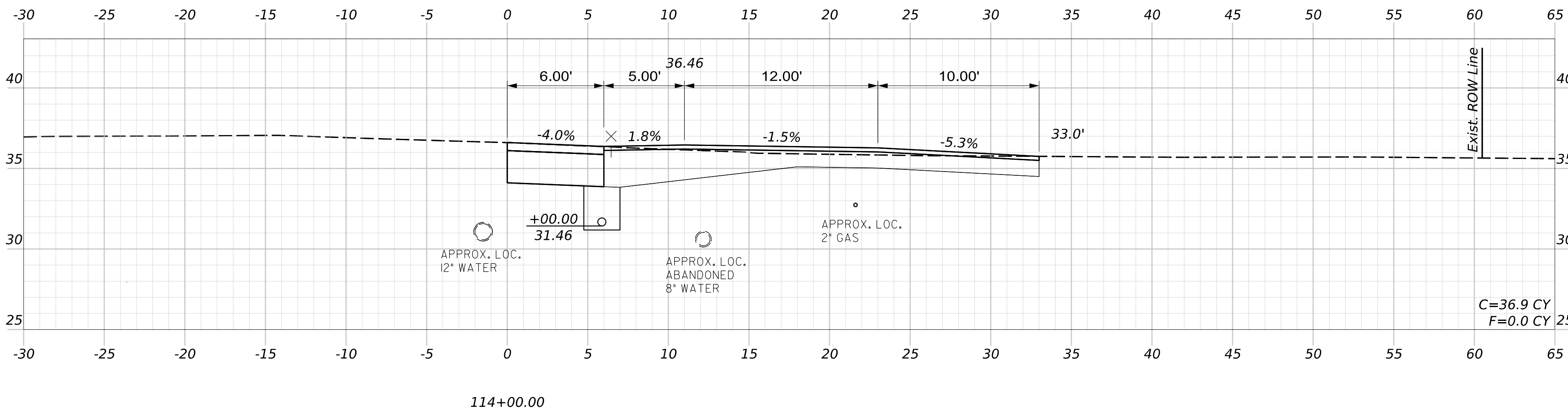


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|------------------|--------------|-------------|-------|
| PROJ. MANAGER    | J. STILLWELL | BY          | DATE  |
| DESIGN-DETAILED  | C. HELMICK   | C. TOBIN    | 07/26 |
| CHECKED-REVIEWED | L. ZACCHINI  | L. ZACCHINI | 07/26 |
| DESIGN-DETAILED2 |              |             |       |
| DESIGN-DETAILED3 |              |             |       |
| REVISIONS 1      |              |             |       |
| REVISIONS 2      |              |             |       |
| REVISIONS 3      |              |             |       |
| REVISIONS 4      |              |             |       |
| FIELD CHANGES    |              |             |       |

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P.E. NUMBER  
DATE

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|------------------------------------------------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION |
| 2598500                                        |
| WIN<br>025985.00                               |
| HIGHWAY PLANS                                  |

Filename: Cross\_Sections\_Route\_1.dgn



OF 52

35

SHEET NUMBER

YARMOUTH  
U.S. ROUTE 1  
CROSS SECTIONS

|                  |              |             |       |      |  |
|------------------|--------------|-------------|-------|------|--|
| PROJ. MANAGER    | J. STILLWELL | BY          |       | DATE |  |
| DESIGN-DETAILED  | C. HELMICK   | C. TOBIN    | 07/26 |      |  |
| CHECKED-REVIEWED | L. ZACCHINI  | L. ZACCHINI | 07/26 |      |  |
| DESIGN-DETAILED2 |              |             |       |      |  |
| DESIGN-DETAILED3 |              |             |       |      |  |
| REVISIONS 1      |              |             |       |      |  |
| REVISIONS 2      |              |             |       |      |  |
| REVISIONS 3      |              |             |       |      |  |
| REVISIONS 4      |              |             |       |      |  |
| FIELD CHANGES    |              |             |       |      |  |

SIGNATURE \_\_\_\_\_

P.E. NUMBER \_\_\_\_\_

DATE \_\_\_\_\_

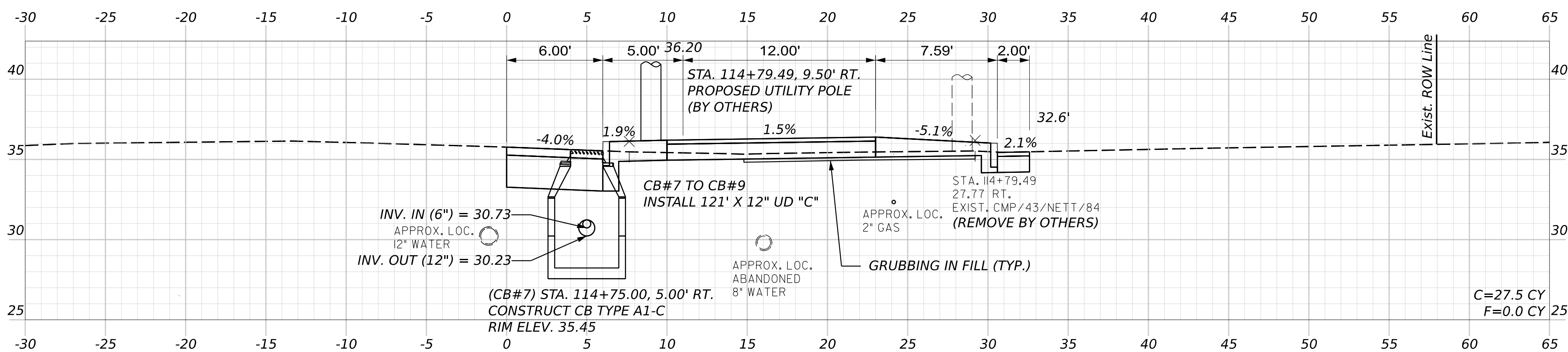
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

2598500

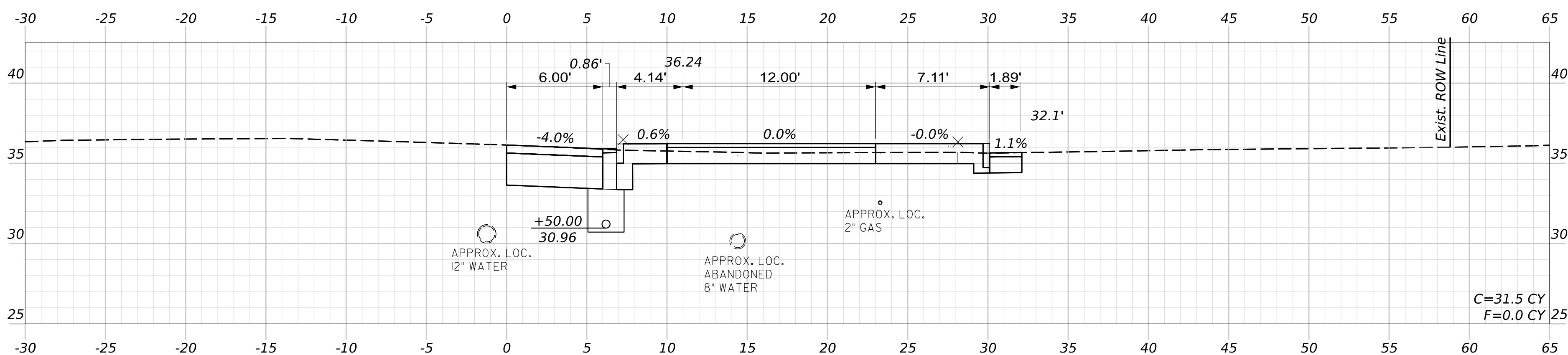
WIN  
025985.00

HIGHWAY PLANS

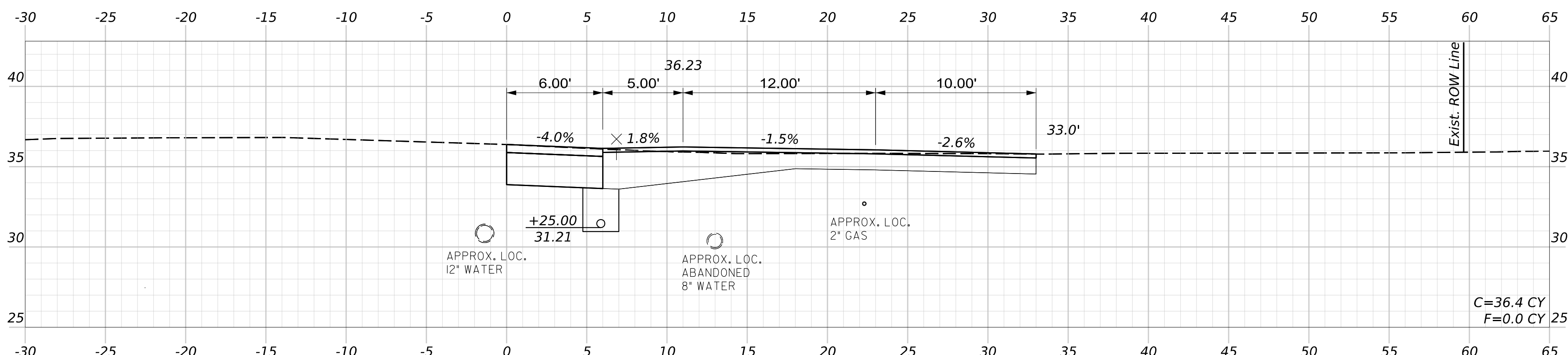
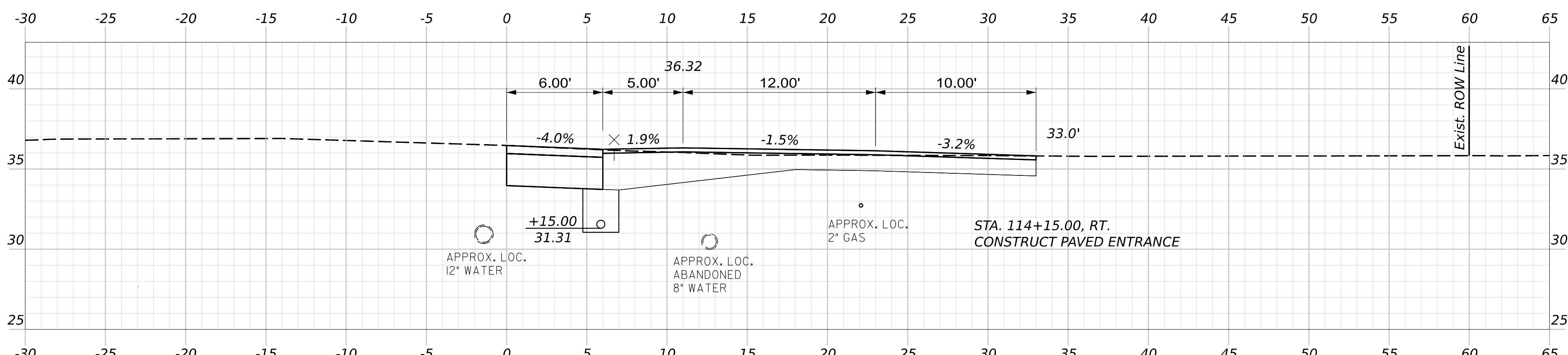
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114+75.00



114+50.00

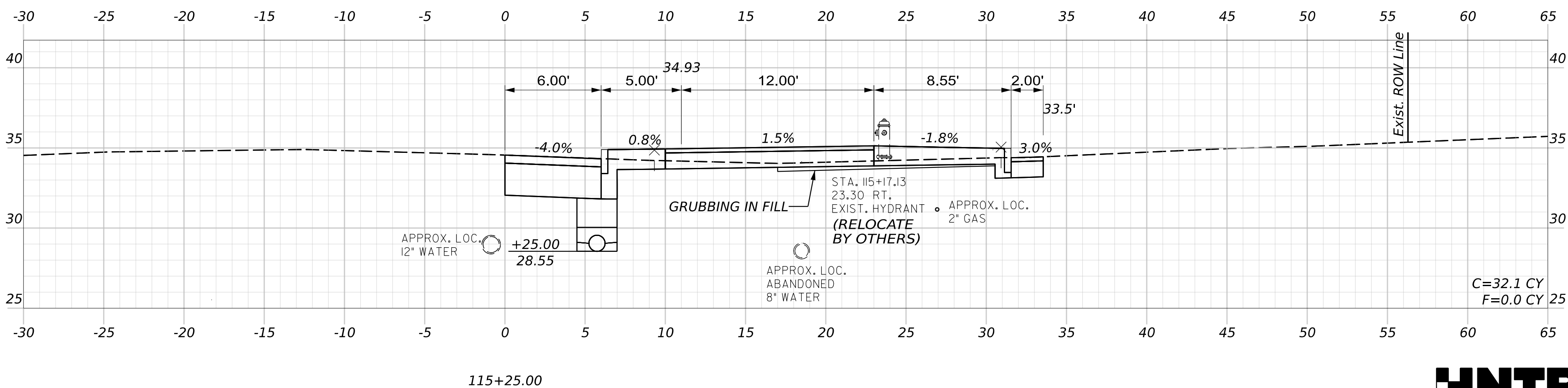
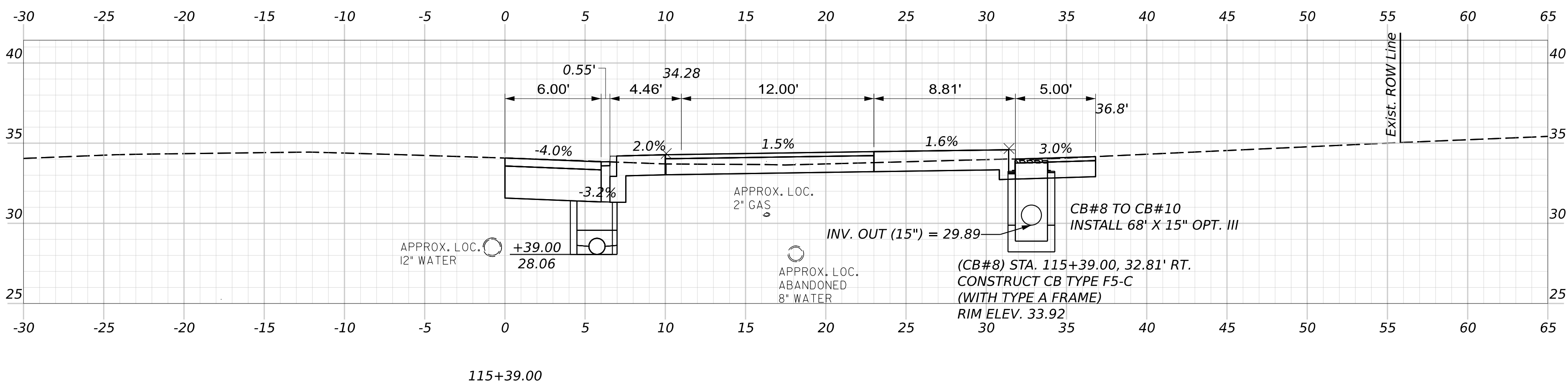
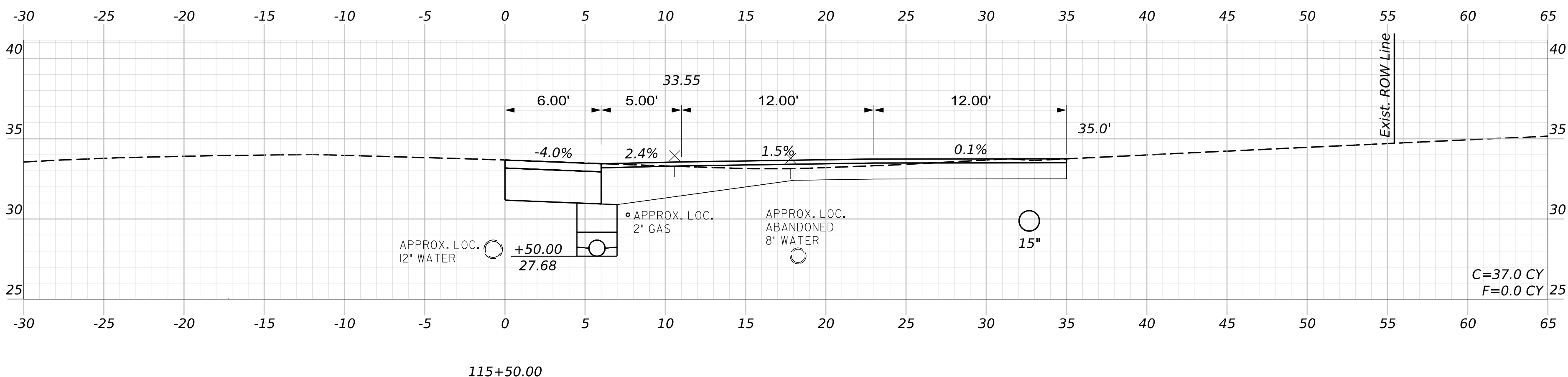
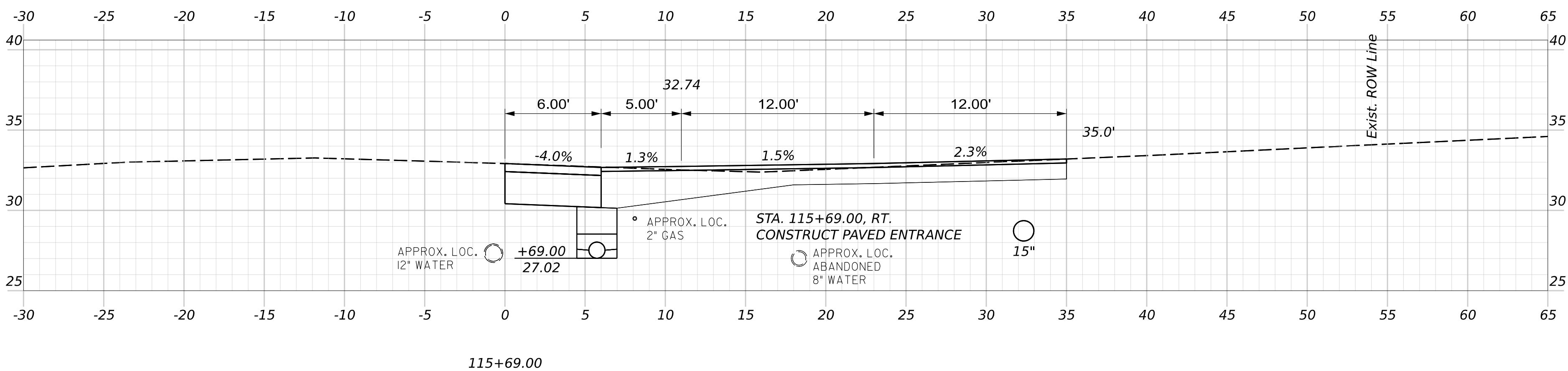
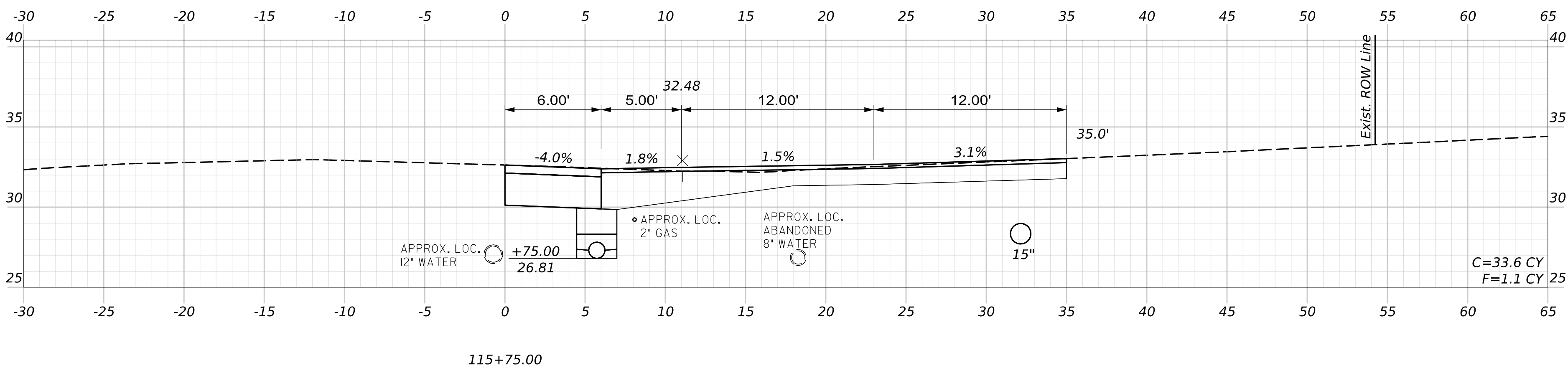
 $114+25.00$ 

114+15 00

# HNTB

|       |                |                          |                           |  |             |             |             |      |                  |                                                |
|-------|----------------|--------------------------|---------------------------|--|-------------|-------------|-------------|------|------------------|------------------------------------------------|
| OF 52 | SHEET NUMBER   | YARMOUTH<br>U.S. ROUTE 1 | PROJ. MANAGER J. STILWELL |  |             |             | BY          | DATE | SIGNATURE        | STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION |
|       |                |                          | DESIGN-DETAILED           |  | C. HELMICK  | C. TORIN    | 07/26       |      |                  |                                                |
|       |                |                          | CHECKED-REVIEWED          |  | L. ZACCHINI | L. ZACCHINI | 07/26       |      |                  |                                                |
|       |                |                          | DESIGN2-DETAILED2         |  |             |             |             |      |                  |                                                |
|       |                |                          | DESIGN3-DETAILED3         |  |             |             |             |      |                  |                                                |
|       | CROSS SECTIONS | REVISIONS 1              |                           |  |             |             | P.E. NUMBER |      |                  |                                                |
|       |                | REVISIONS 2              |                           |  |             |             |             |      |                  |                                                |
|       |                | REVISIONS 3              |                           |  |             |             |             |      |                  |                                                |
|       |                | REVISIONS 4              |                           |  |             |             |             |      |                  |                                                |
|       |                | FIELD CHANGES            |                           |  |             |             |             |      |                  |                                                |
|       |                |                          |                           |  |             |             |             | DATE | WIN<br>025985.00 | HIGHWAY PLANS                                  |

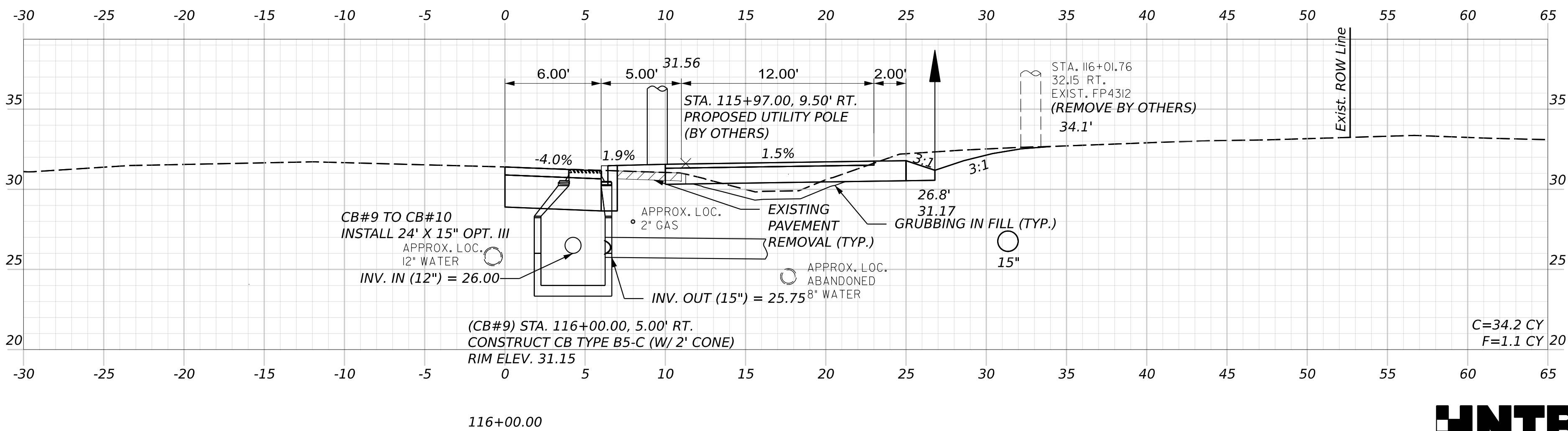
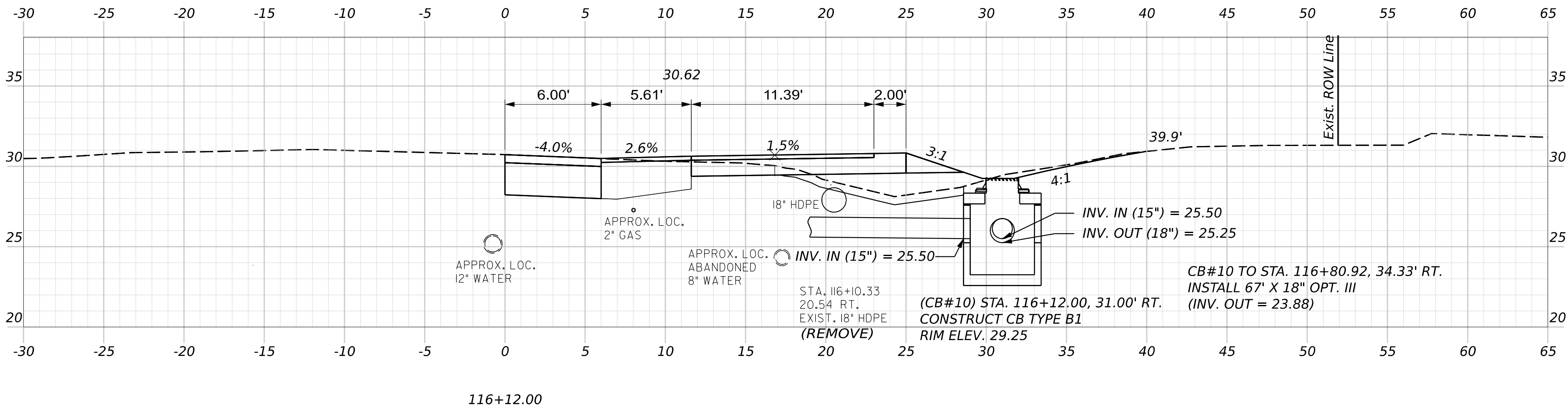
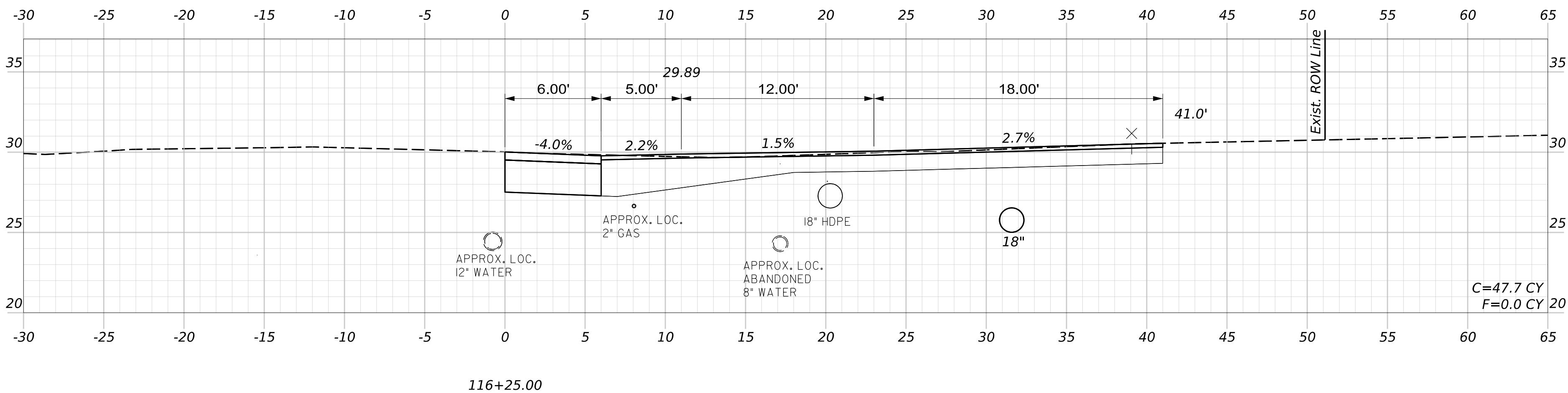
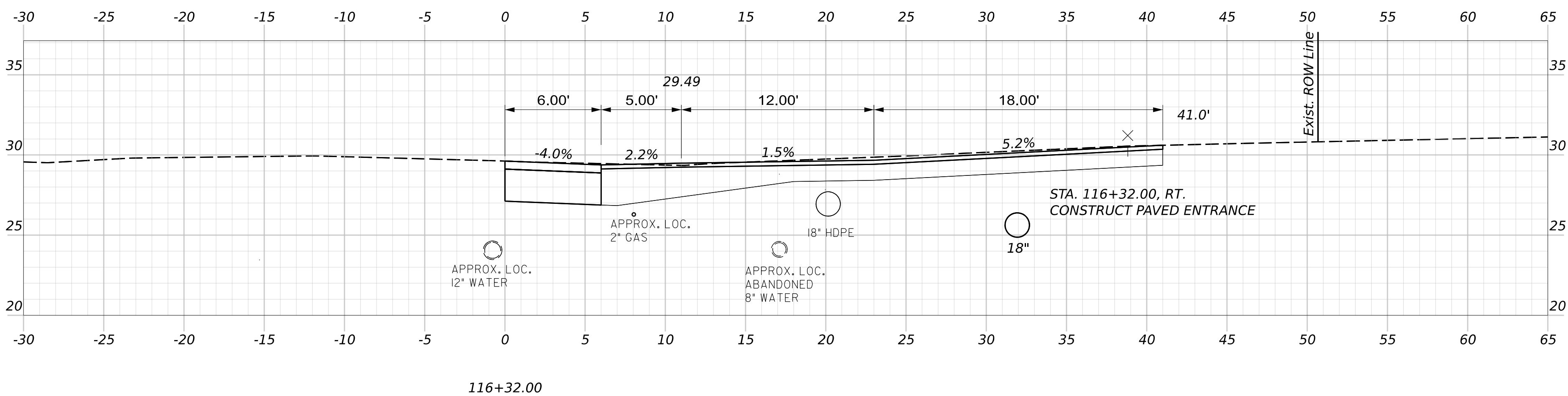
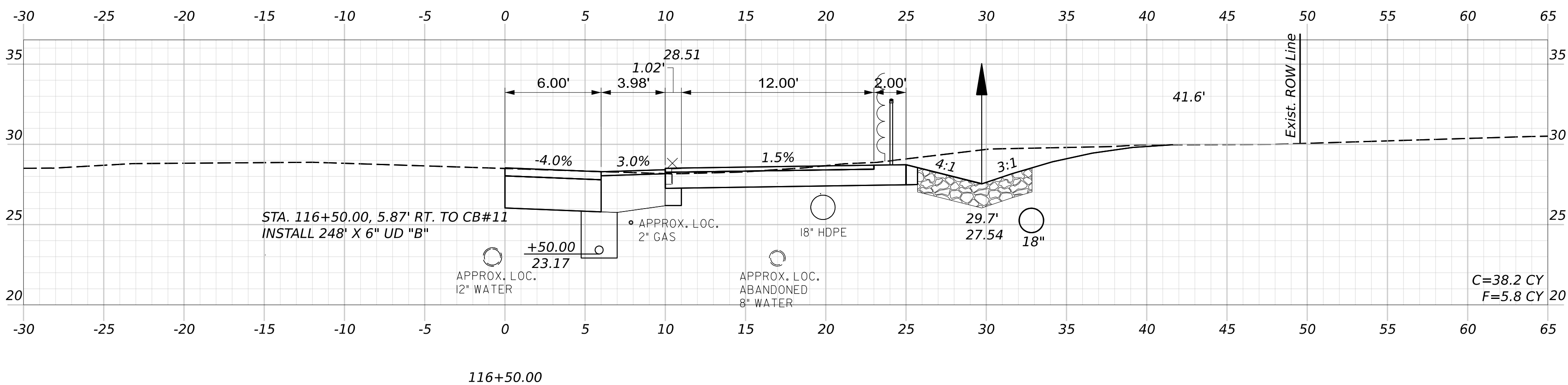
Filename: Cross\_Sections\_Route\_1.dgn



|                  |              |             |       |
|------------------|--------------|-------------|-------|
| PROJ. MANAGER    | J. STILLWELL | BY          | DATE  |
| DESIGN-DETAILED  | C. HELMICK   | C. TOBIN    | 07/26 |
| CHECKED-REVIEWED | L. ZACCHINI  | L. ZACCHINI | 07/26 |
| DESIGN-DETAILED2 |              |             |       |
| DESIGN-DETAILED3 |              |             |       |
| REVISIONS 1      |              |             |       |
| REVISIONS 2      |              |             |       |
| REVISIONS 3      |              |             |       |
| REVISIONS 4      |              |             |       |
| FIELD CHANGES    |              |             |       |

SIGNATURE  
P.E. NUMBER  
DATE

Filename: Cross\_Sections\_Route\_1.dgn



**HNTB**

OF 52

38

SHEET NUMBER

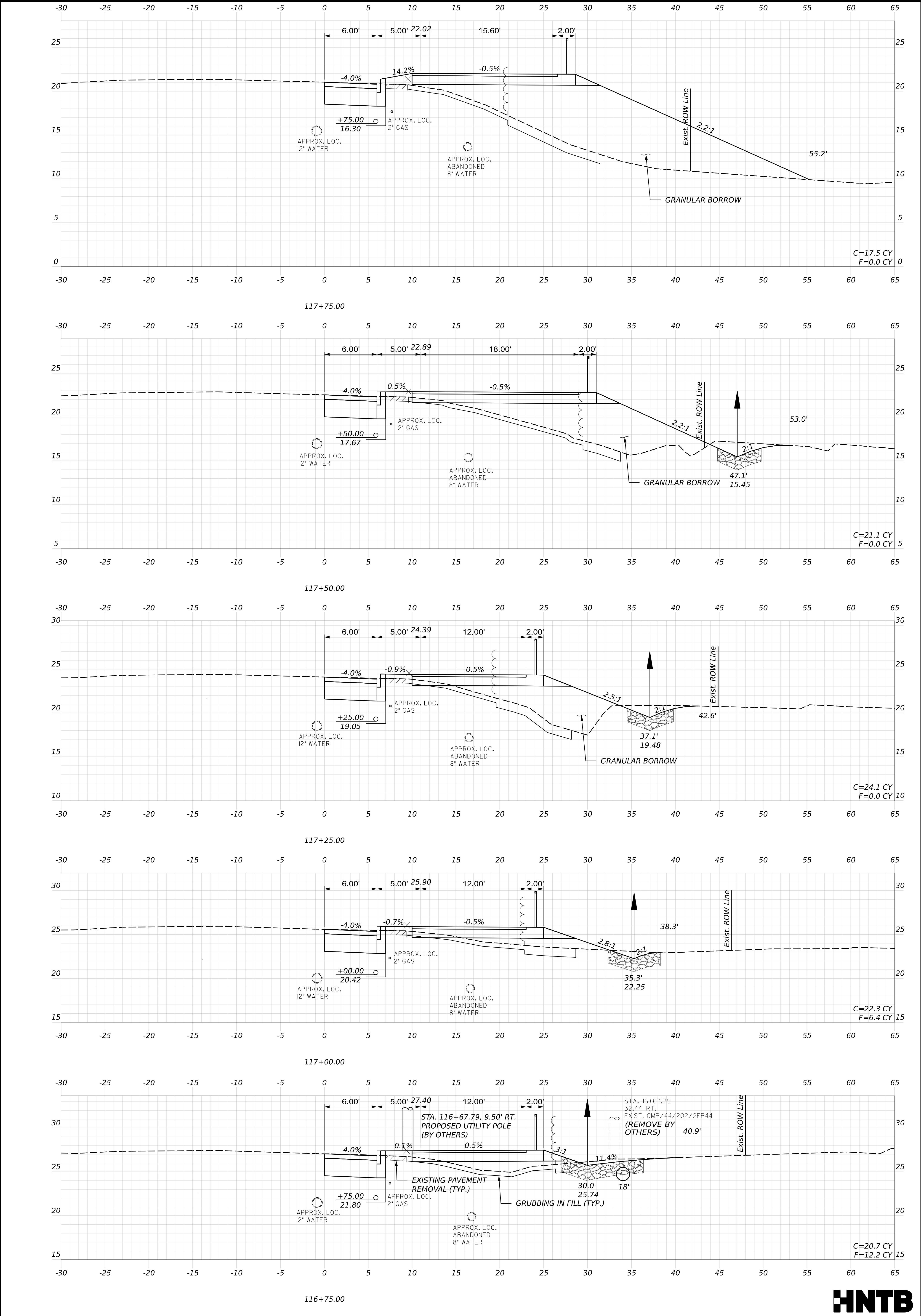
YARMOUTH  
U.S. ROUTE 1  
CROSS SECTIONS

|                  |              |             |       |
|------------------|--------------|-------------|-------|
| PROJ. MANAGER    | J. STILLWELL | BY          | DATE  |
| DESIGN-DETAILED  | C. HELMICK   | C. TOBIN    | 07/26 |
| CHECKED-REVIEWED | L. ZACCHINI  | L. ZACCHINI | 07/26 |
| DESIGN-DETAILED2 |              |             |       |
| DESIGN-DETAILED3 |              |             |       |
| REVISIONS 1      |              |             |       |
| REVISIONS 2      |              |             |       |
| REVISIONS 3      |              |             |       |
| REVISIONS 4      |              |             |       |
| FIELD CHANGES    |              |             |       |

SIGNATURE  
P.E. NUMBER  
DATE

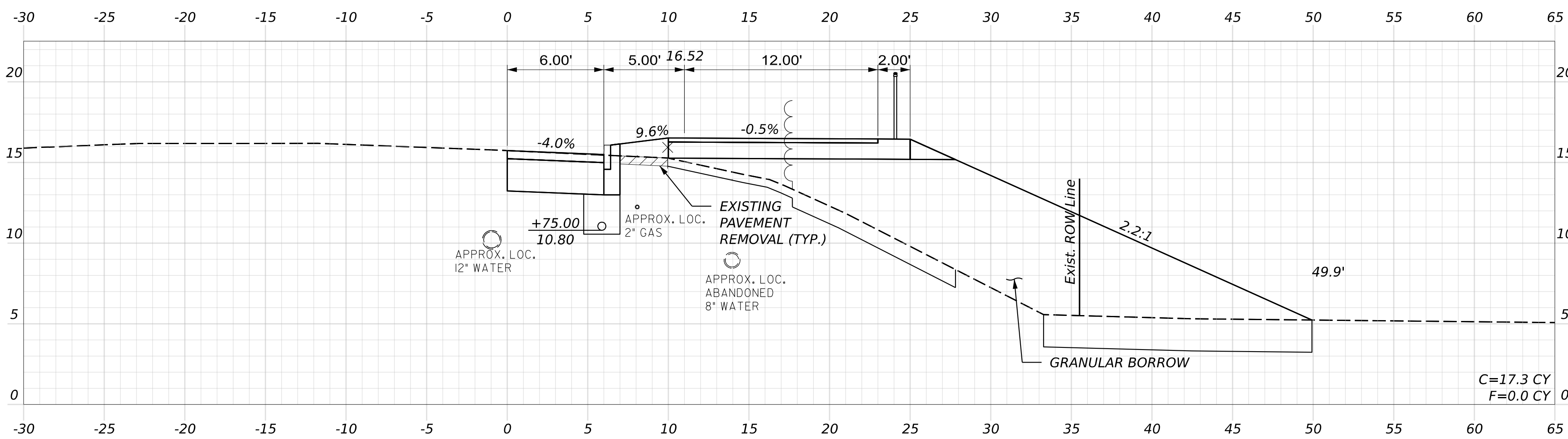
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
2598500  
WIN  
025985.00  
HIGHWAY PLANS

Filename: Cross\_Sections\_Route\_1.dgn

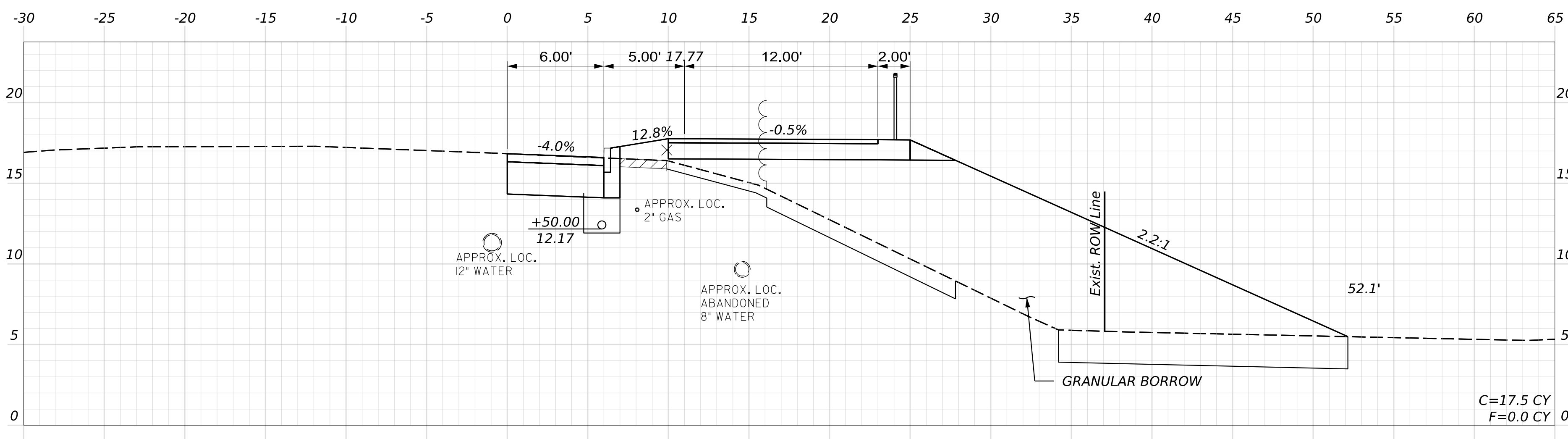


|       |              |                                                |                   |              |             |       |             |                              |  |
|-------|--------------|------------------------------------------------|-------------------|--------------|-------------|-------|-------------|------------------------------|--|
| OF 52 | SHEET NUMBER | YARMOUTH<br>U.S. ROUTE 1<br><br>CROSS SECTIONS | PROJ. MANAGER     | J. STILLWELL | BY          | DATE  | SIGNATURE   | STATE OF MAINE               |  |
|       |              |                                                | DESIGN-DETAILED   | C. HELMICK   | C. TOBIN    | 07/26 |             | DEPARTMENT OF TRANSPORTATION |  |
|       |              |                                                | CHECKED-REVIEWED  | L. ZACCHINI  | L. ZACCHINI | 07/26 |             |                              |  |
|       |              |                                                | DESIGN2-DETAILED2 |              |             |       |             |                              |  |
|       |              |                                                | DESIGN3-DETAILED3 |              |             |       | P.E. NUMBER | 2598500                      |  |
|       |              |                                                | REVISIONS 1       |              |             |       |             |                              |  |
|       |              |                                                | REVISIONS 2       |              |             |       | DATE        | WIN                          |  |
|       |              |                                                | REVISIONS 3       |              |             |       |             | 025985.00                    |  |
|       |              |                                                | REVISIONS 4       |              |             |       |             | HIGHWAY PLANS                |  |
|       |              |                                                | FIELD CHANGES     |              |             |       |             |                              |  |

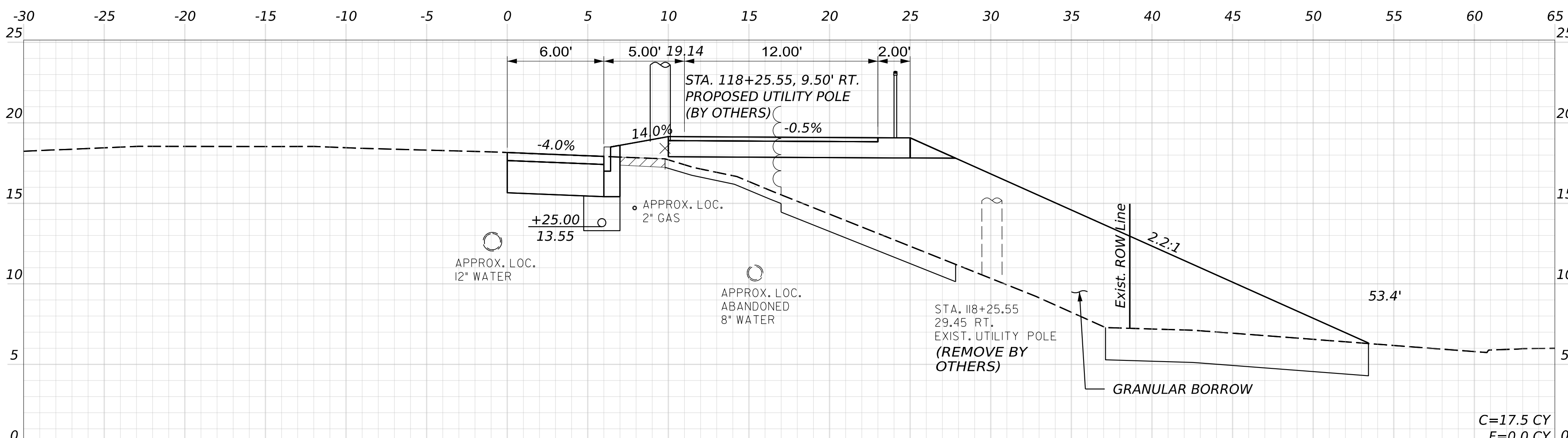
Filename: Cross\_Sections\_Route\_1.dgn



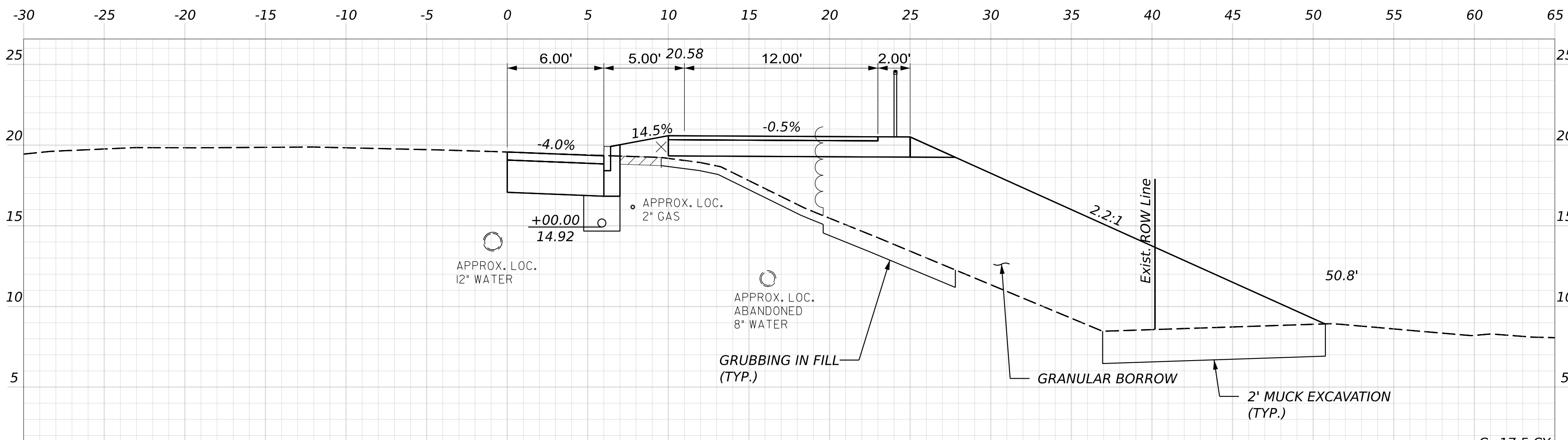
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118+50.00



118+25.00



118+00.00



OF 52

40

SHEET NUMBER

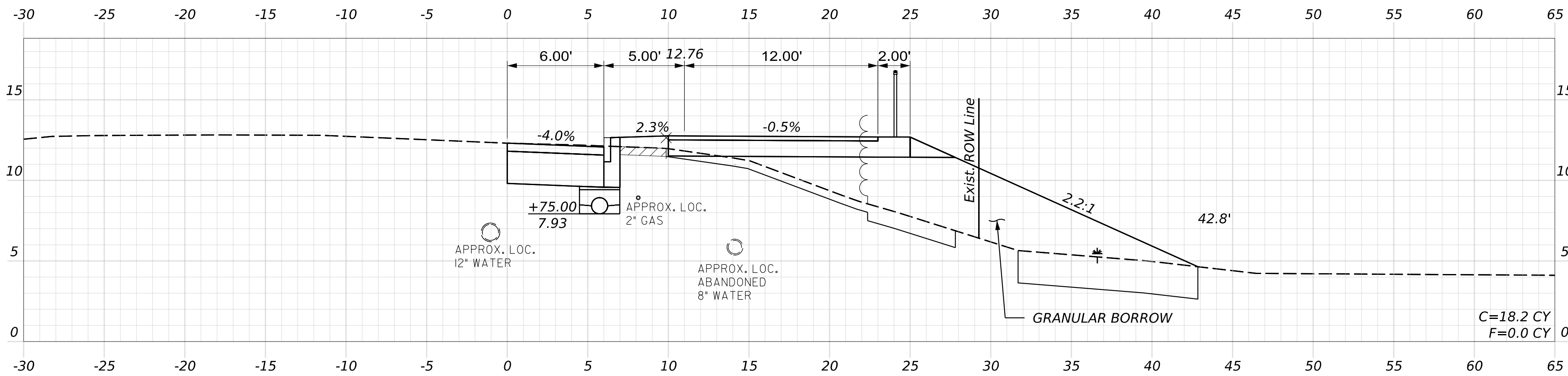
# YARMOUTH U.S. ROUTE 1 CROSS SECTIONS

|                  |              |             |       |
|------------------|--------------|-------------|-------|
| PROJ. MANAGER    | J. STILLWELL | BY          | DATE  |
| DESIGN-DETAILED  | C. HELMICK   | C. TOBIN    | 07/26 |
| CHECKED-REVIEWED | L. ZACCHINI  | L. ZACCHINI | 07/26 |
| DESIGN-DETAILED2 |              |             |       |
| DESIGN-DETAILED3 |              |             |       |
| REVISIONS 1      |              |             |       |
| REVISIONS 2      |              |             |       |
| REVISIONS 3      |              |             |       |
| REVISIONS 4      |              |             |       |
| FIELD CHANGES    |              |             |       |

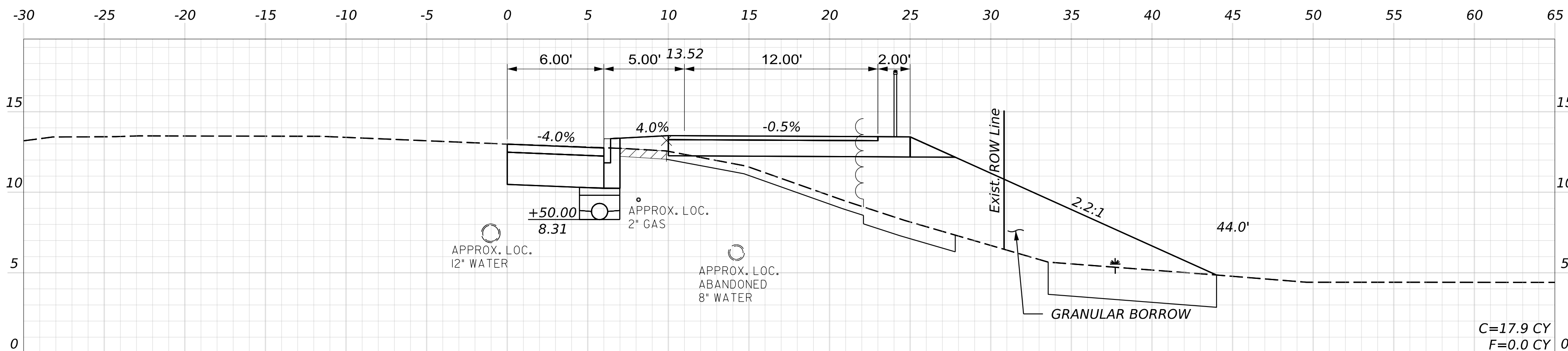
SIGNATURE  
P.E. NUMBER  
DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
2598500  
WIN  
025985.00  
HIGHWAY PLANS

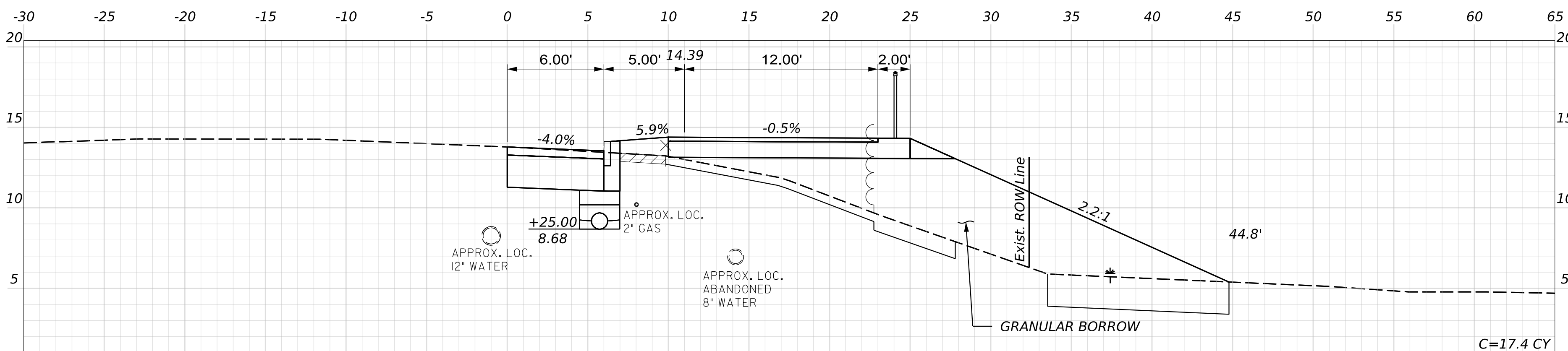
Filename: Cross\_Sections\_Route\_1.dgn



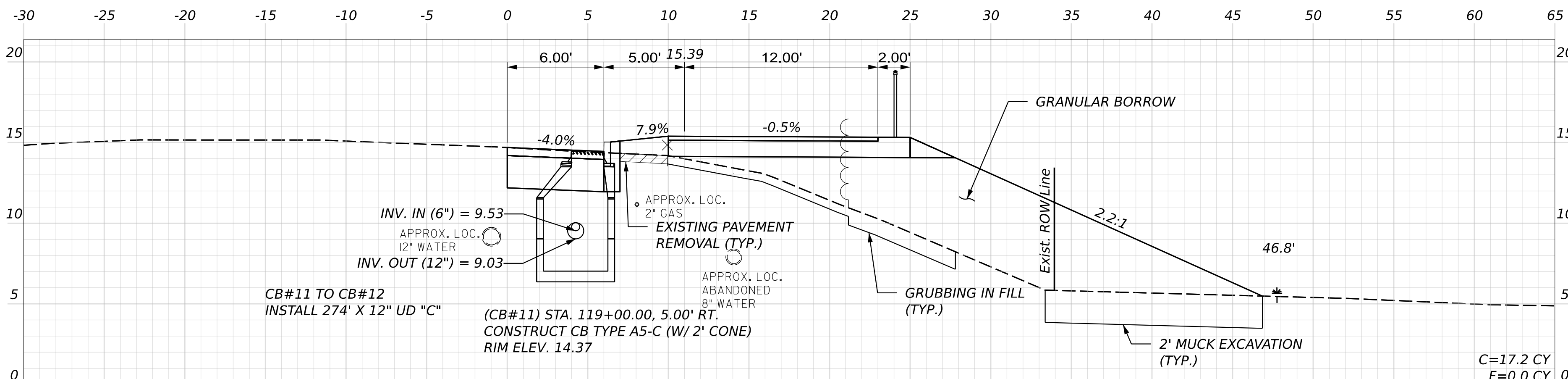
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119+50.00



119+25.00

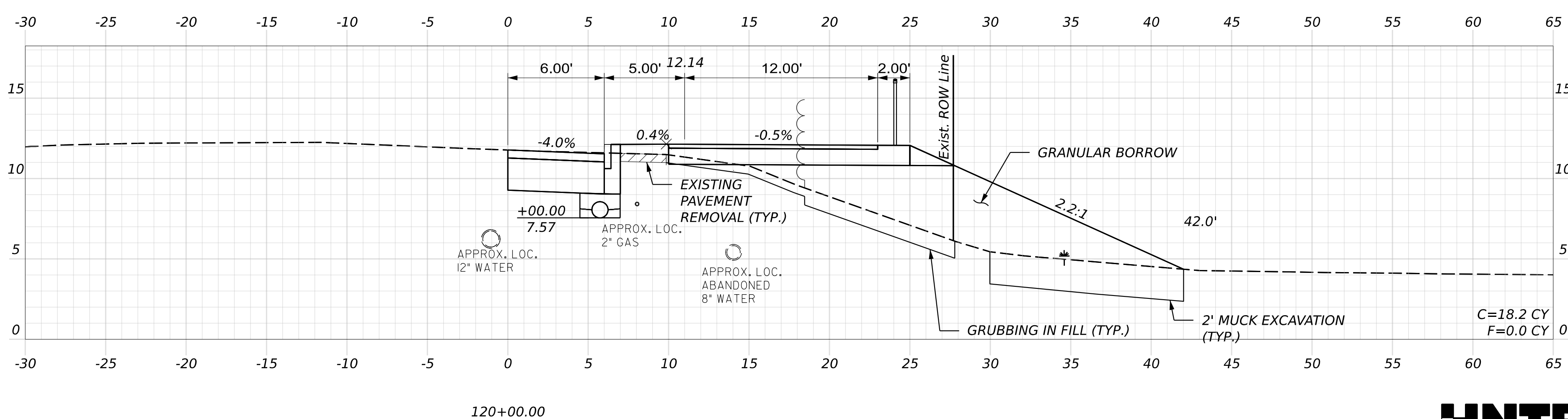
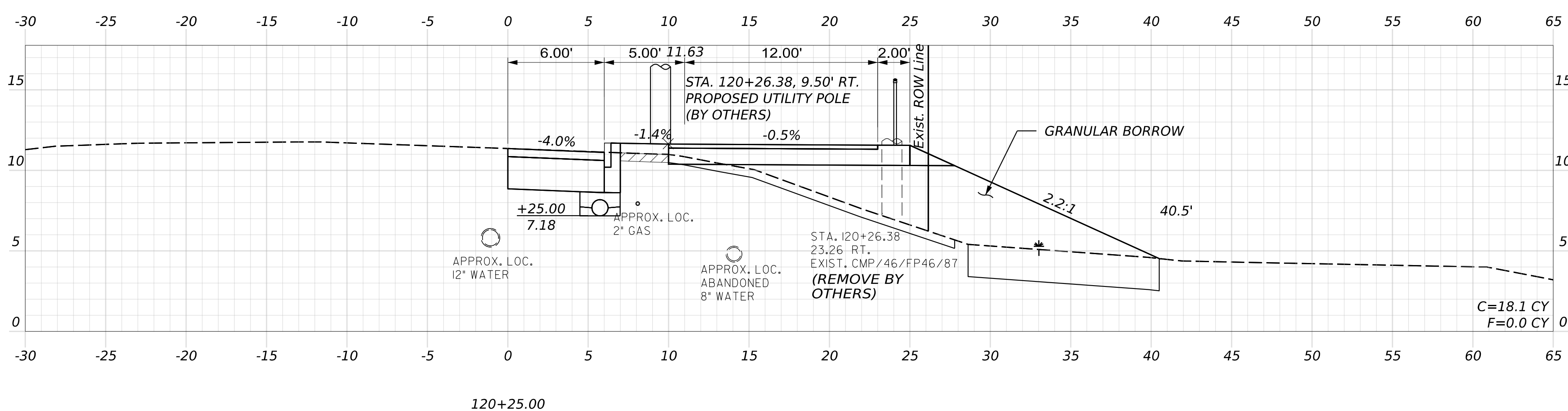
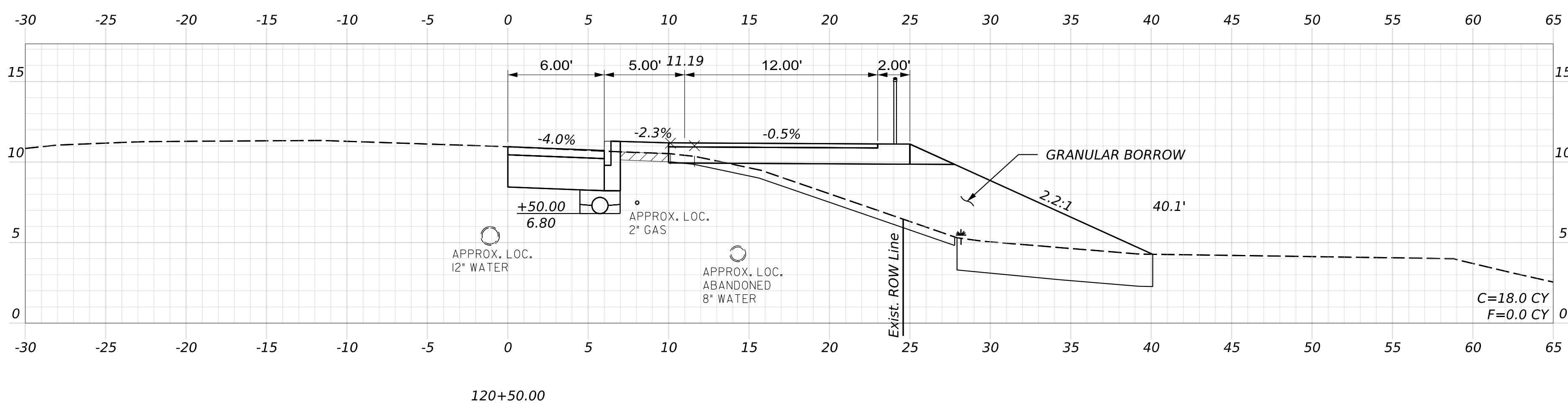
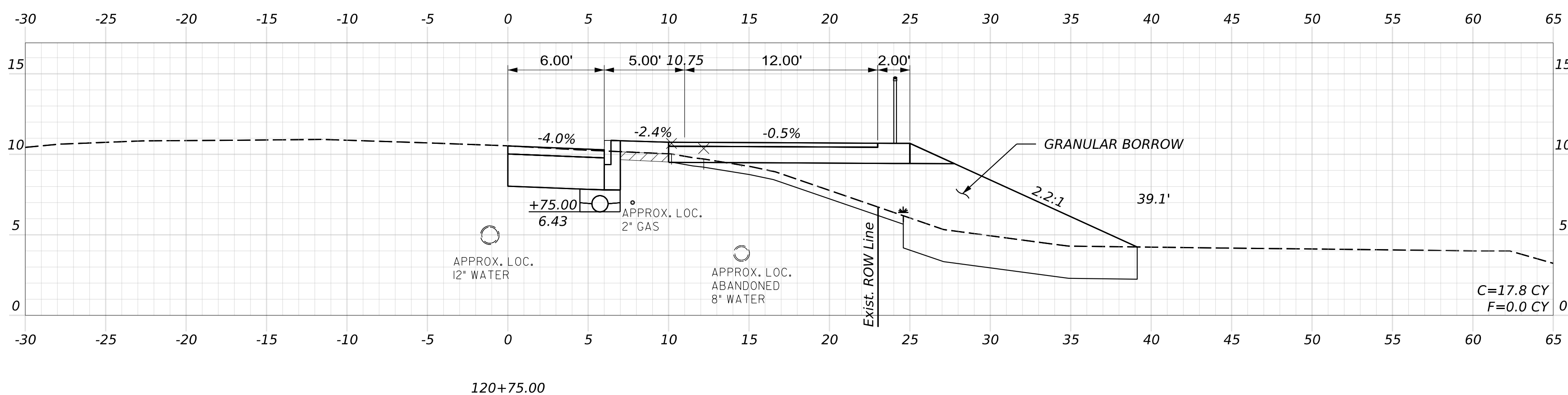
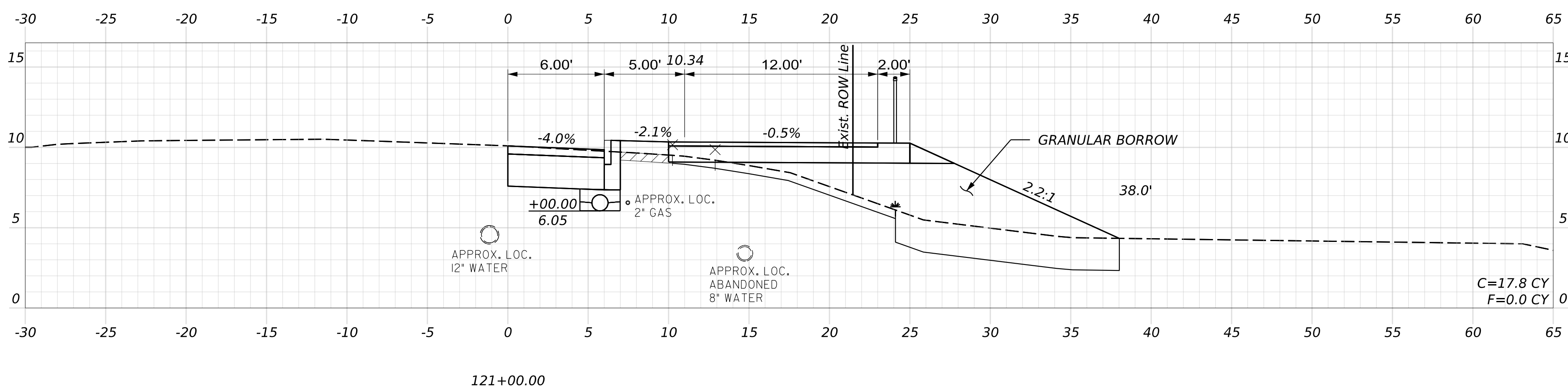


119+00.00



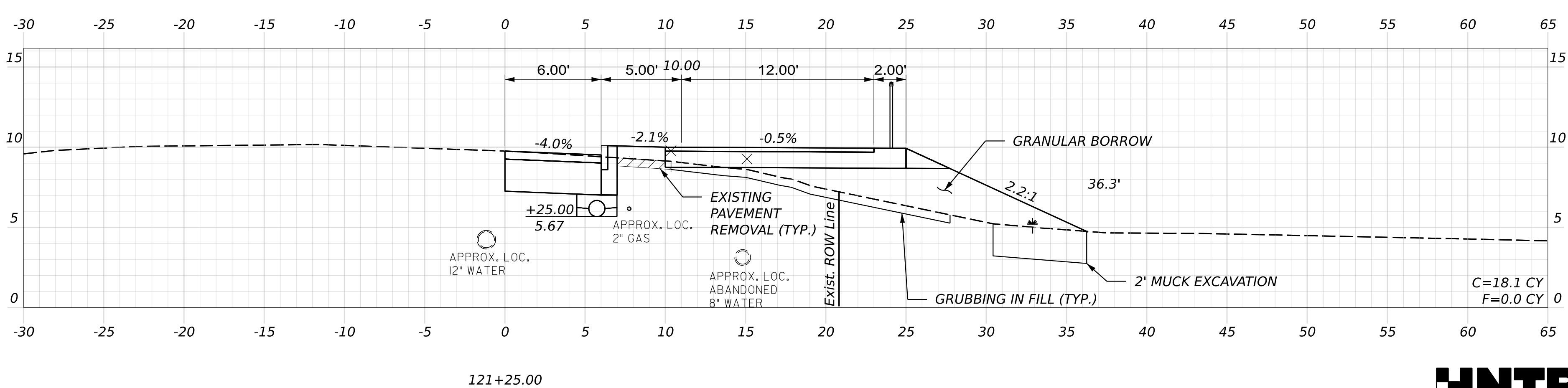
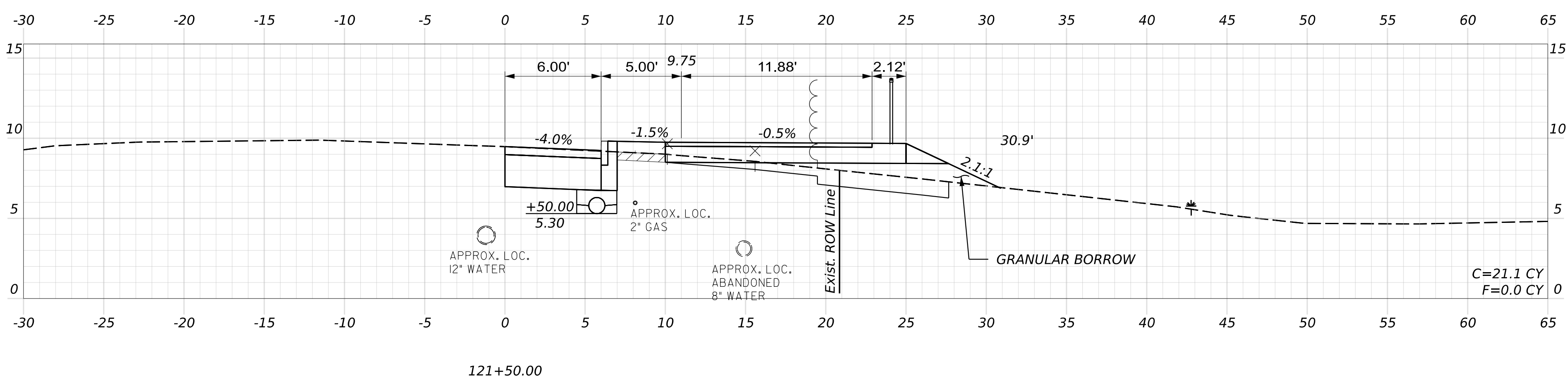
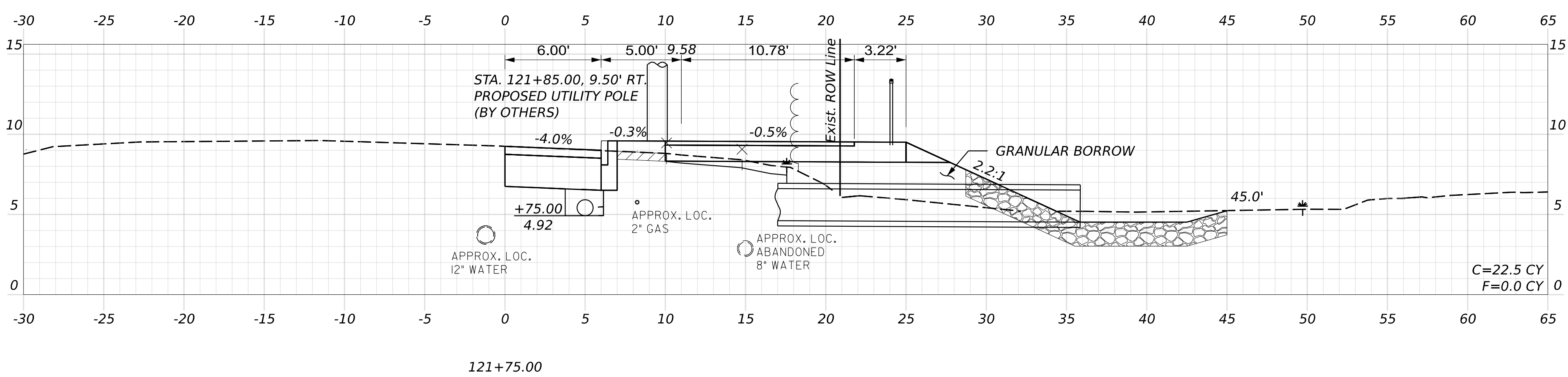
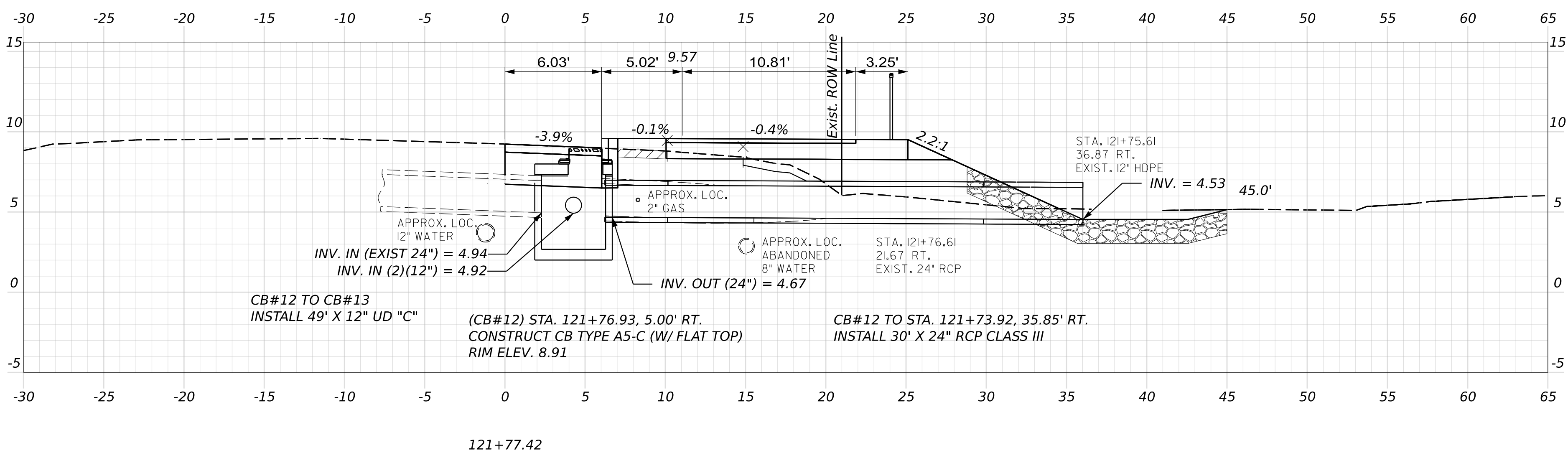
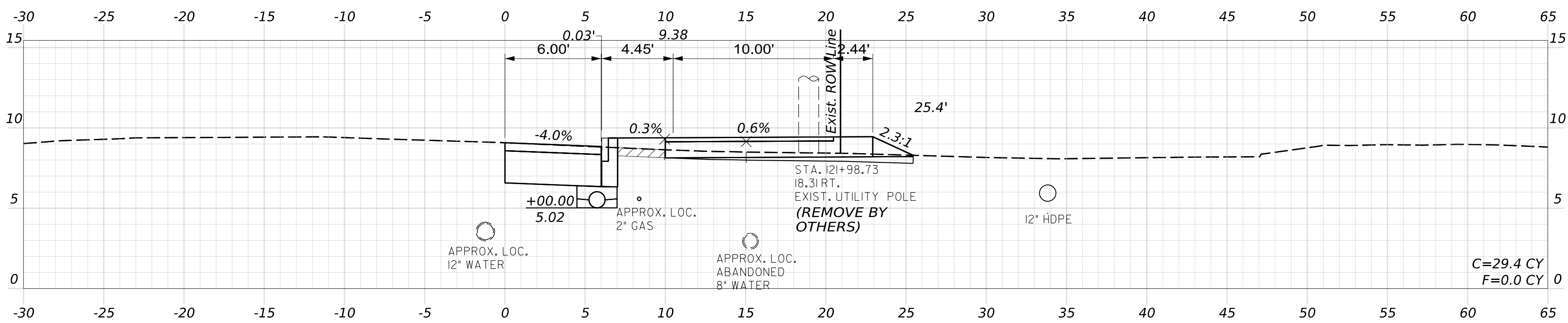
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|------------------|--------------|-------------|-------|------|-------------|
| PROJ. MANAGER    | J. STILLWELL | BY          |       | DATE |             |
| DESIGN-DETAILED  | C. HELMICK   | C. TOBIN    | 07/26 |      |             |
| CHECKED-REVIEWED | L. ZACCHINI  | L. ZACCHINI | 07/26 |      | SIGNATURE   |
| DESIGN-DETAILED2 |              |             |       |      |             |
| DESIGN-DETAILED3 |              |             |       |      | P.E. NUMBER |
| REVISIONS 1      |              |             |       |      |             |
| REVISIONS 2      |              |             |       |      |             |
| REVISIONS 3      |              |             |       |      | DATE        |
| REVISIONS 4      |              |             |       |      |             |
| FIELD CHANGES    |              |             |       |      |             |

|                                                |
|------------------------------------------------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION |
| 2598500                                        |
| WIN<br>025985.00                               |
| HIGHWAY PLANS                                  |



|                |    |              |                          |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |  |               |             |    |      |                 |            |          |       |                  |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                |  |
|----------------|----|--------------|--------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--|--|---------------|-------------|----|------|-----------------|------------|----------|-------|------------------|-------------|-------------|-------|-------------------|--|--|--|-------------------|--|--|--|-------------|--|--|--|-------------|--|--|--|-------------|--|--|--|-------------|--|--|--|---------------|--|--|--|------------------------------------------------|--|
| OF<br>52       | 42 | SHEET NUMBER | YARMOUTH<br>U.S. ROUTE 1 |                  | <table><tr><td>PROJ. MANAGER</td><td>J. STILWELL</td><td>BY</td><td>DATE</td></tr><tr><td>DESIGN-DETAILED</td><td>C. HELMICK</td><td>C. TOBIN</td><td>07/26</td></tr><tr><td>CHECKED-REVIEWED</td><td>L. ZACCHINI</td><td>L. ZACCHINI</td><td>07/26</td></tr><tr><td>DESIGN2-DETAILED2</td><td></td><td></td><td></td></tr><tr><td>DESIGN3-DETAILED3</td><td></td><td></td><td></td></tr><tr><td>REVISIONS 1</td><td></td><td></td><td></td></tr><tr><td>REVISIONS 2</td><td></td><td></td><td></td></tr><tr><td>REVISIONS 3</td><td></td><td></td><td></td></tr><tr><td>REVISIONS 4</td><td></td><td></td><td></td></tr><tr><td>FIELD CHANGES</td><td></td><td></td><td></td></tr></table> |       |  |  | PROJ. MANAGER | J. STILWELL | BY | DATE | DESIGN-DETAILED | C. HELMICK | C. TOBIN | 07/26 | CHECKED-REVIEWED | L. ZACCHINI | L. ZACCHINI | 07/26 | DESIGN2-DETAILED2 |  |  |  | DESIGN3-DETAILED3 |  |  |  | REVISIONS 1 |  |  |  | REVISIONS 2 |  |  |  | REVISIONS 3 |  |  |  | REVISIONS 4 |  |  |  | FIELD CHANGES |  |  |  | STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION |  |
|                |    |              | PROJ. MANAGER            | J. STILWELL      | BY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | DATE  |  |  |               |             |    |      |                 |            |          |       |                  |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                |  |
|                |    |              | DESIGN-DETAILED          | C. HELMICK       | C. TOBIN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 07/26 |  |  |               |             |    |      |                 |            |          |       |                  |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                |  |
|                |    |              | CHECKED-REVIEWED         | L. ZACCHINI      | L. ZACCHINI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 07/26 |  |  |               |             |    |      |                 |            |          |       |                  |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                |  |
|                |    |              | DESIGN2-DETAILED2        |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |  |               |             |    |      |                 |            |          |       |                  |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                |  |
|                |    |              | DESIGN3-DETAILED3        |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |  |               |             |    |      |                 |            |          |       |                  |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                |  |
|                |    |              | REVISIONS 1              |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |  |               |             |    |      |                 |            |          |       |                  |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                |  |
|                |    |              | REVISIONS 2              |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |  |               |             |    |      |                 |            |          |       |                  |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                |  |
|                |    |              | REVISIONS 3              |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |  |               |             |    |      |                 |            |          |       |                  |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                |  |
|                |    |              | REVISIONS 4              |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |  |               |             |    |      |                 |            |          |       |                  |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                |  |
| FIELD CHANGES  |    |              |                          |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |  |               |             |    |      |                 |            |          |       |                  |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                |  |
| CROSS SECTIONS |    | SIGNATURE    |                          | 2598500          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |  |               |             |    |      |                 |            |          |       |                  |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                |  |
|                |    | P.E. NUMBER  |                          |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |  |               |             |    |      |                 |            |          |       |                  |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                |  |
|                |    | DATE         |                          | WIN<br>025985.00 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |  |               |             |    |      |                 |            |          |       |                  |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                |  |
|                |    |              |                          | HIGHWAY PLANS    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |  |               |             |    |      |                 |            |          |       |                  |             |             |       |                   |  |  |  |                   |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |             |  |  |  |               |  |  |  |                                                |  |

Filename: Cross\_Sections\_Route\_1.dgn



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43

SHEET NUMBER

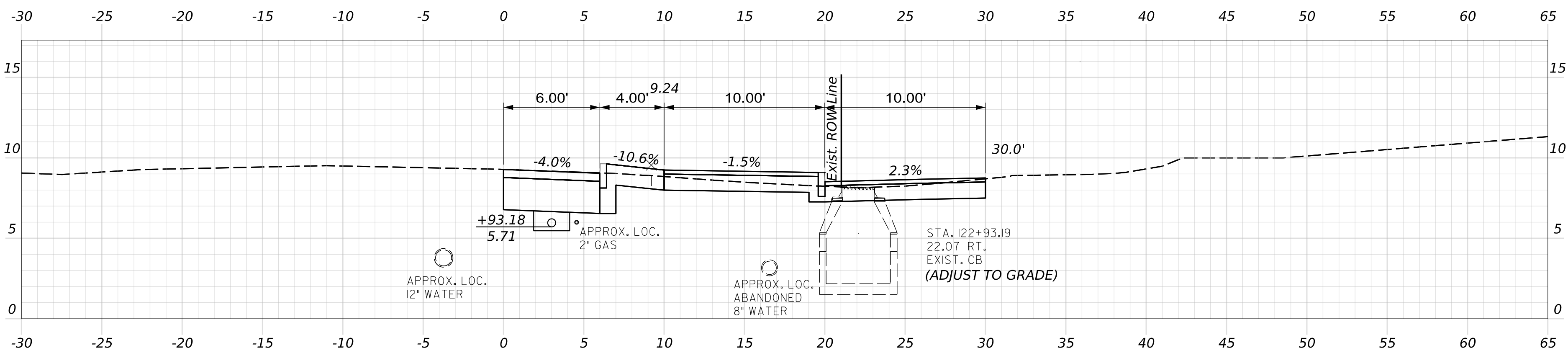
YARMOUTH  
U.S. ROUTE 1  
CROSS SECTIONS

|                  |              |             |       |
|------------------|--------------|-------------|-------|
| PROJ. MANAGER    | J. STILLWELL | BY          | DATE  |
| DESIGN-DETAILED  | C. HELMICK   | C. TOBIN    | 07/26 |
| CHECKED-REVIEWED | L. ZACCHINI  | L. ZACCHINI | 07/26 |
| DESIGN-DETAILED2 |              |             |       |
| DESIGN-DETAILED3 |              |             |       |
| REVISIONS 1      |              |             |       |
| REVISIONS 2      |              |             |       |
| REVISIONS 3      |              |             |       |
| REVISIONS 4      |              |             |       |
| FIELD CHANGES    |              |             |       |

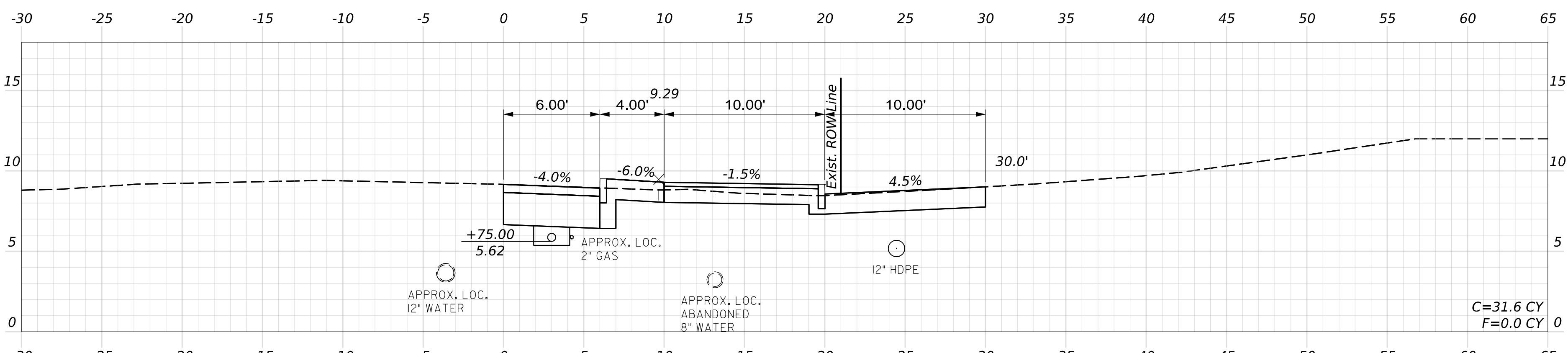
SIGNATURE  
P.E. NUMBER  
DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
2598500  
WIN  
025985.00  
HIGHWAY PLANS

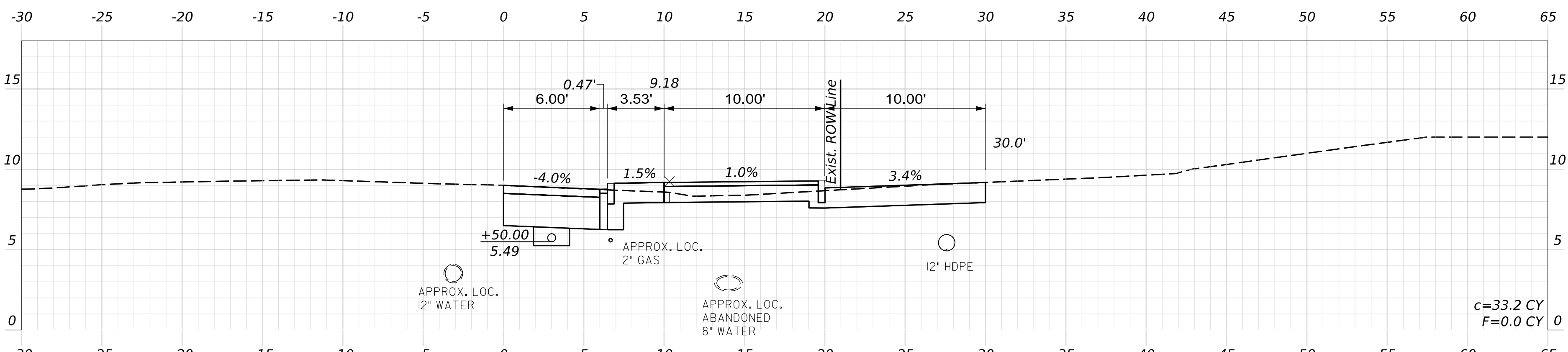
Filename: Cross\_Sections\_Route\_1.dgn



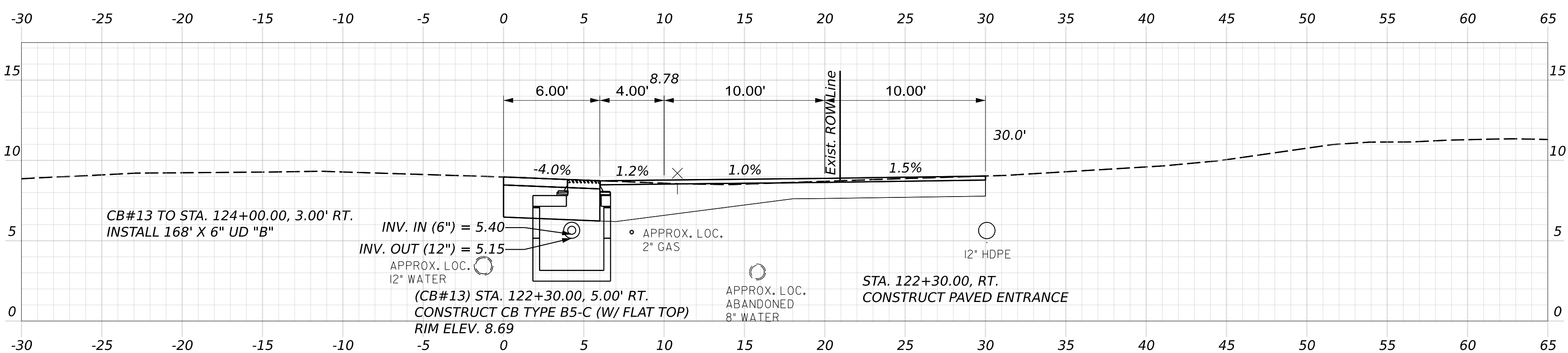
122+93.18



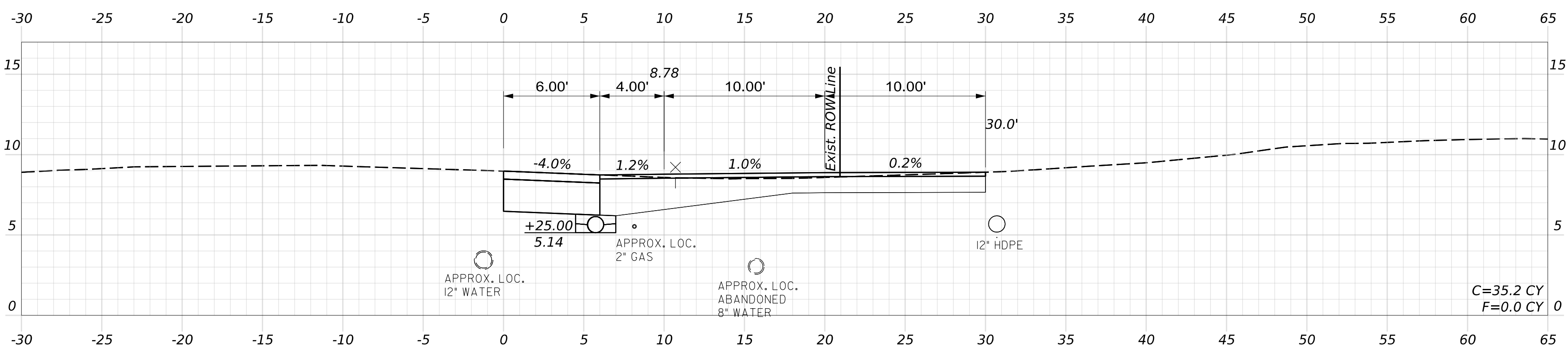
122+75.00



122+50.00



122+30.00



122+25.00



OF 52

44

SHEET NUMBER

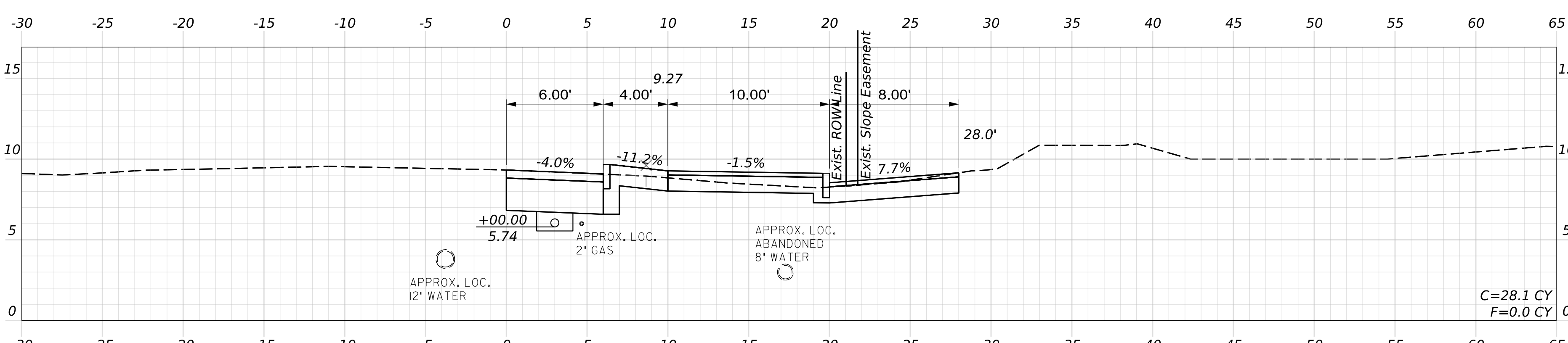
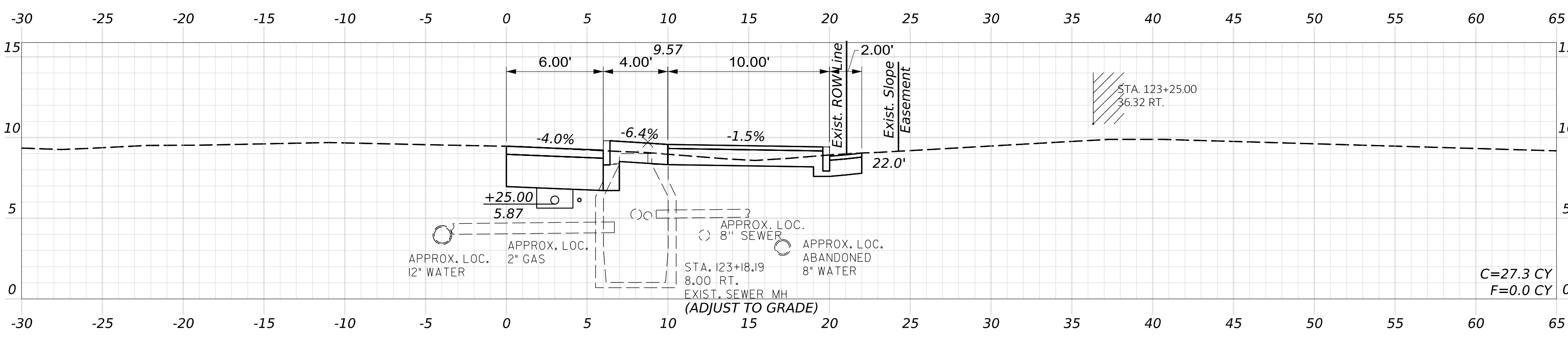
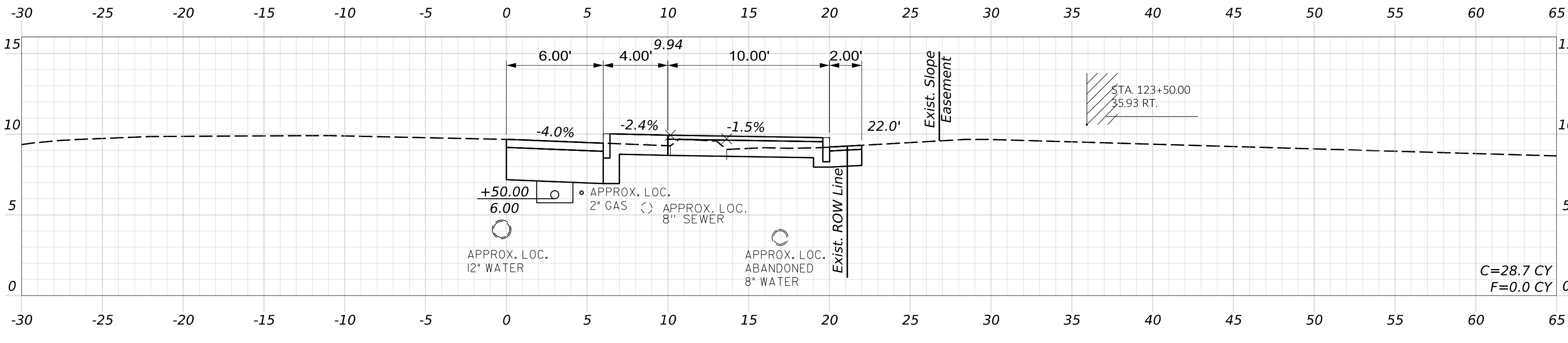
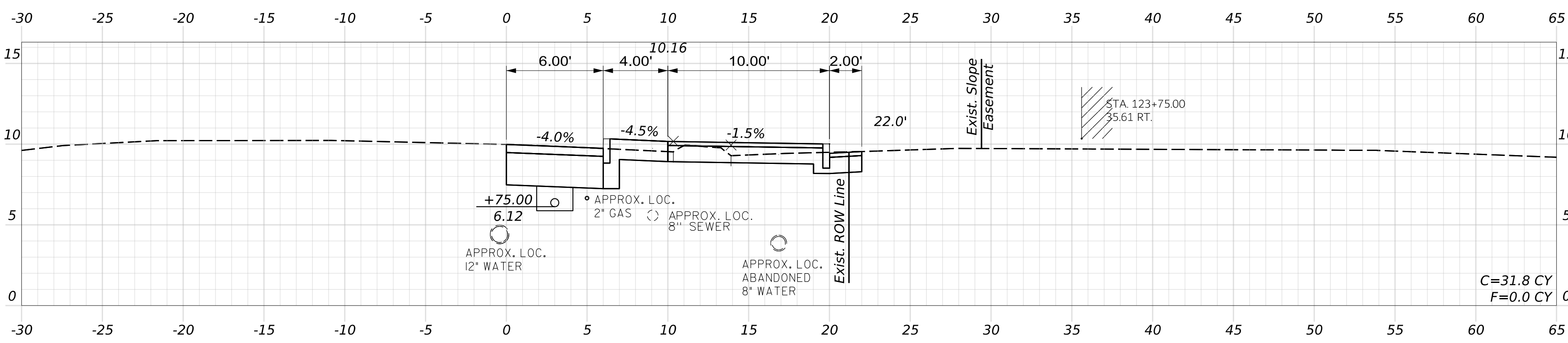
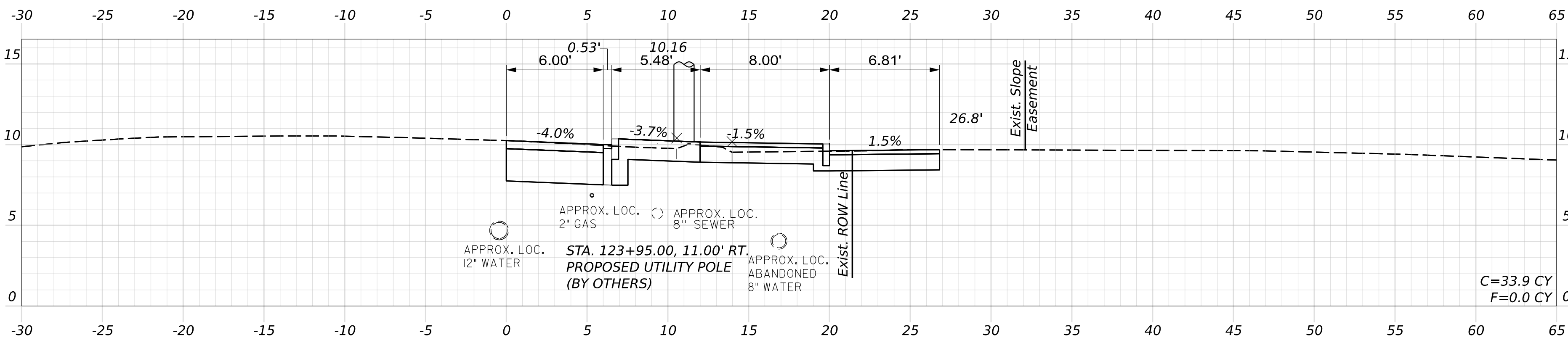
YARMOUTH  
U.S. ROUTE 1  
CROSS SECTIONS

|                  |             |             |       |      |  |
|------------------|-------------|-------------|-------|------|--|
| PROJ. MANAGER    | J. STILWELL | BY          |       | DATE |  |
| DESIGN-DETAILED  | C. HELMICK  | C. TOBIN    | 07/26 |      |  |
| CHECKED-REVIEWED | L. ZACCHINI | L. ZACCHINI | 07/26 |      |  |
| DESIGN-DETAILED2 |             |             |       |      |  |
| DESIGN-DETAILED3 |             |             |       |      |  |
| REVISIONS 1      |             |             |       |      |  |
| REVISIONS 2      |             |             |       |      |  |
| REVISIONS 3      |             |             |       |      |  |
| REVISIONS 4      |             |             |       |      |  |
| FIELD CHANGES    |             |             |       |      |  |

SIGNATURE  
P.E. NUMBER  
DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
2598500  
WIN  
025985.00  
HIGHWAY PLANS

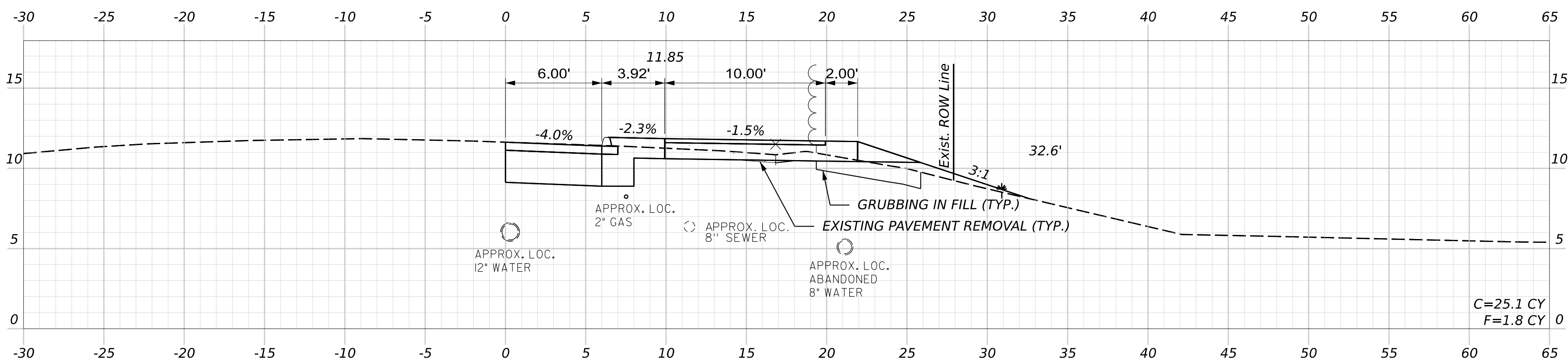
Filename: Cross\_Sections\_Route\_1.dgn



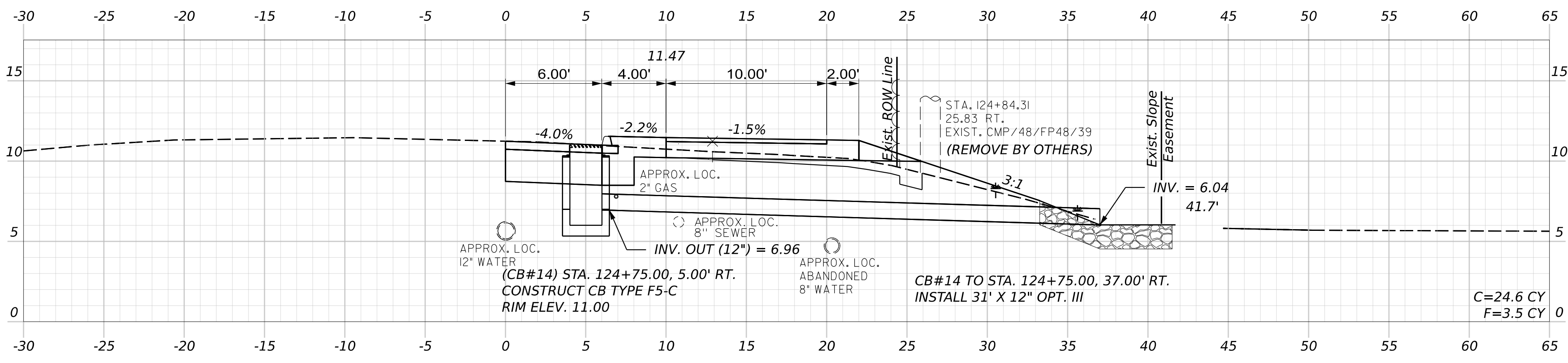
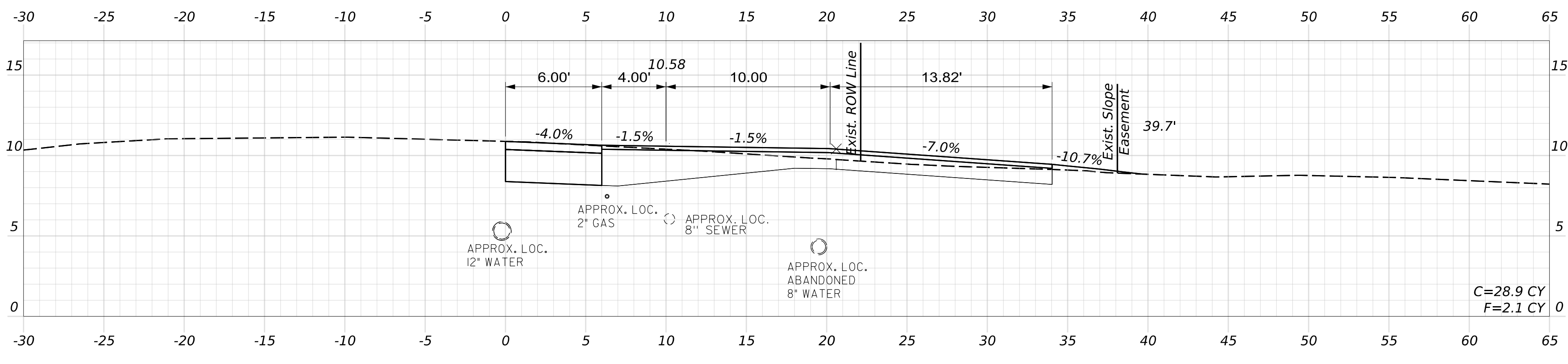
|                  |             |             |       |
|------------------|-------------|-------------|-------|
| PROJ. MANAGER    | J. STILWELL | BY          | DATE  |
| DESIGN-DETAILED  | C. HELMICK  | C. TOBIN    | 07/26 |
| CHECKED-REVIEWED | L. ZACCHINI | L. ZACCHINI | 07/26 |
| DESIGN-DETAILED2 |             |             |       |
| DESIGN-DETAILED3 |             |             |       |
| REVISIONS 1      |             |             |       |
| REVISIONS 2      |             |             |       |
| REVISIONS 3      |             |             |       |
| REVISIONS 4      |             |             |       |
| FIELD CHANGES    |             |             |       |

SIGNATURE  
P.E. NUMBER  
DATE

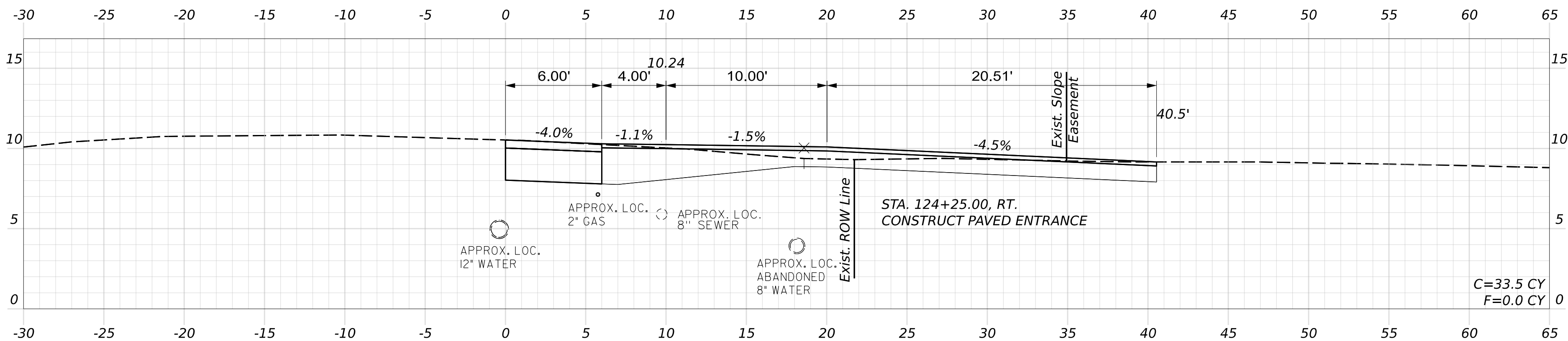
|                                                |
|------------------------------------------------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION |
| 2598500                                        |
| WIN<br>025985.00                               |
| HIGHWAY PLANS                                  |

$125+25.00$ 

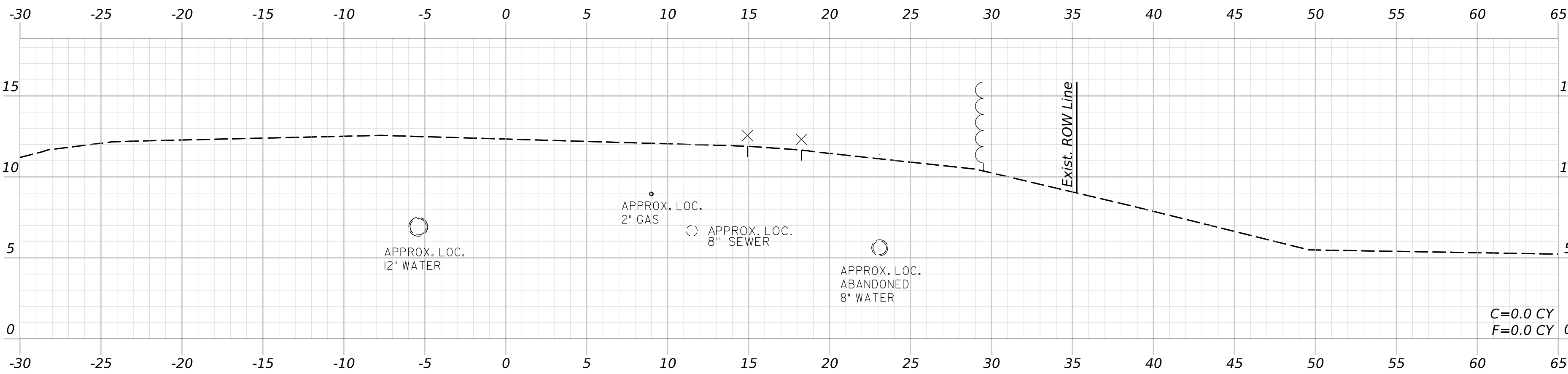
125+00.00

 $124+75.00$ 

124+50.00

 $124+25.00$

Filename: Cross\_Sections\_Route\_1.dgn



125+50.00  
STA. 125+31.92  
END PROJECT WIN 025985.00  
END SHARED USE PATH CONSTRUCTION  
MATCH PROJECT WIN 021725.00  
LIMIT OF WORK



YARMOUTH  
U.S. ROUTE 1

CROSS SECTIONS

|                   |             |             |       |
|-------------------|-------------|-------------|-------|
| PROJ. MANAGER     | J. STILWELL | BY          | DATE  |
| DESIGN-DETAILED   | C. HELMICK  | C. TOBIN    | 07/26 |
| CHECKED-REVIEWED  | L. ZACCHINI | L. ZACCHINI | 07/26 |
| 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

2598500

WIN  
025985.00

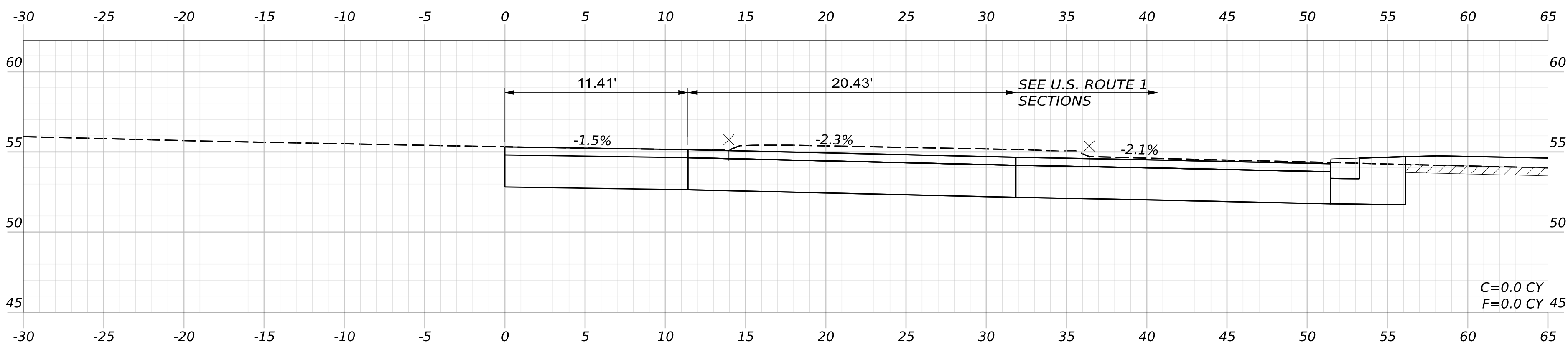
HIGHWAY PLANS

SHEET NUMBER

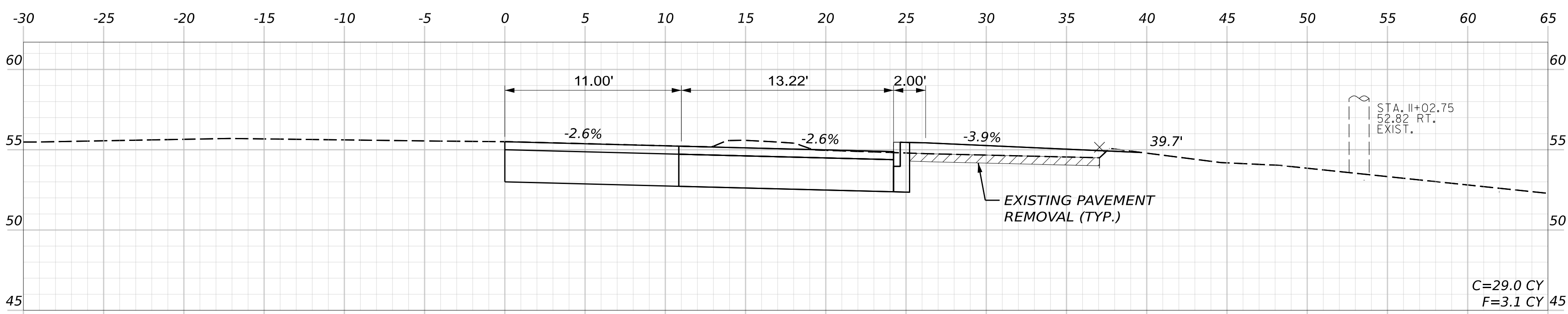
47

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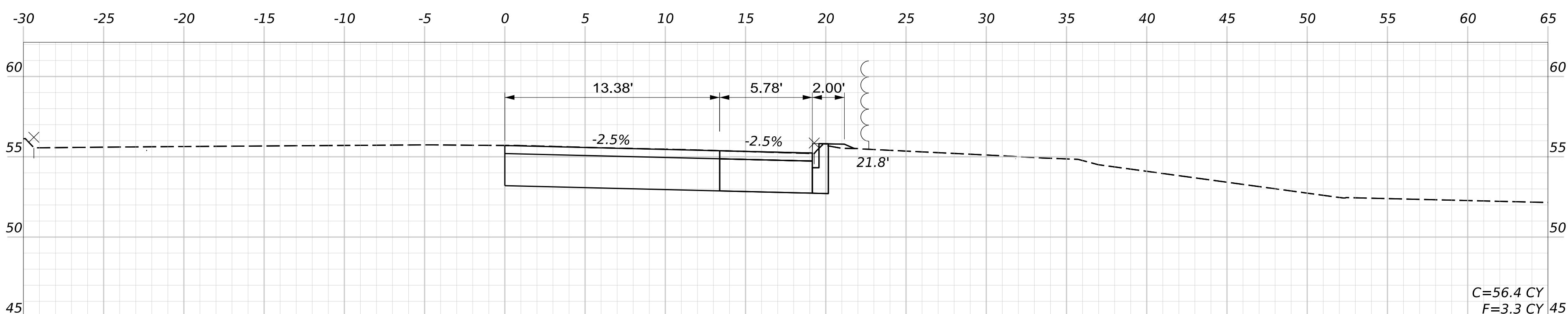
Filename: Cross\_Sections\_Delorme\_Dr.dgn



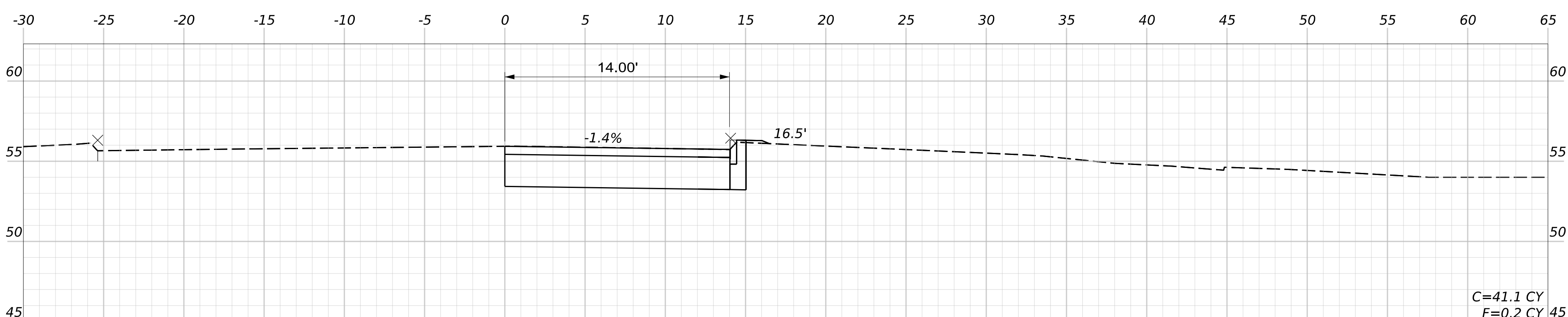
11+25.00



11+00.00



10+75.00



10+50.00

STA. 10+50.00  
LIMIT OF WORK



OF  
52

48

SHEET NUMBER

YARMOUTH  
DELORME DR.  
CROSS SECTIONS

|                   |              |             |       |
|-------------------|--------------|-------------|-------|
| PROJ. MANAGER     | J. STILLWELL | BY          | DATE  |
| DESIGN-DETAILED   | C. HELMICK   | C. TOBIN    | 07/26 |
| CHECKED-REVIEWED  | L. ZACCHINI  | L. ZACCHINI | 07/26 |
| 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  
2598500  
WIN  
025985.00  
HIGHWAY PLANS





