



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

December 27, 2023
Subject: Large Culvert Replacement
State WIN: 023551.00
Location: **Dayton**
Amendment No. 3

Dear Sir/Ms.:

There will be a non mandatory Pre-Bid meeting on January 23, 2024 via Zoom at 2:45 PM

Make the following changes to the bid documents:

In the Bid Book:

Remove pages Twelve through fifteen titled Proposal Schedule of Items dated 12/4/2023 and **Replace** with the attached Proposal Schedule of items dated 1/16/2024

Remove page seventy-one titled SPECIAL PROVISION SECTION 509 STRUCTURAL PLATE PIPES, PIPE ARCHES, ARCHES dated November 17,2023 and **Replace** with the attached titled SPECIAL PROVISION SECTION 509 STRUCTURAL PLATE PIPES, PIPE ARCHES, ARCHES dated December 29,2023

Insert SPECIAL PROVISION SECTION 502 ANNULAR SPACE GROUTING Dated December 29,2023

Insert SPECIAL PROVISION SECTION 517 SHORTCRETE Dated January 10, 2024

Insert Special Provision Section 603 Culvert Slip Lining dated January 5, 2024

In the plan Sheet:

Remove pages one through nineteen Dated 11/29/2023 and **Replace** with the attached Plan Sheets dated 1/11/2024

The following questions have been received:

Question: The Spec item #509.202 just states 48" Culvert Sliplining shall be "Structural Plate Pipes, Pipe Arches, Arches". After having walked this pipe, I am thinking the State may prefer a Tunnel Liner Plate (2 Flange), Snap-Tite, Channeline, a combination of materials or other type of liner that could be easily assembled and slid through the host pipe?

Response: Please refer to the revised Special Provisions 509 and 603. The Department will allow the Contractor to supply a liner that meets the maximum allowable outside dimension provided the fish weir top elevations can be maintained.

Question: The upstream portion measures between 54" and 60" through the host CMP, while the granite/stone box measures closer to 44" horizontal axis in some spots. Are we to assume that some mild cutting/removal of the host stones is going to be required?

Response: Please refer to the revised plan set for the maximum allowable outside dimensions.

Question: We might be able to sneak 54" HDPE (OD) through the CMP and then line with box culvert with box shaped GRP similar to what the State did in St. John's Plantation this past summer. Alternatively, we could use Tunnel Liner Plate and try to chip away at the rock in the box culvert portion.

Response: Please refer to the revised plan set for the maximum allowable outside dimensions.

Consider these changes and information prior to submitting your bid on **February 7, 2024**.

Sincerely,



George M. A. Macdougall P.E.
Contracts & Specifications Engineer

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 023551.00

Project(s): 023551.00

SECTION: 1 HIGHWAY ITEMS

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0010	203.20 COMMON EXCAVATION	130.000 CY	_____	 _____	_____	 _____
0020	203.33 SPECIAL FILL	35.000 CY	_____	 _____	_____	 _____
0030	304.10 AGGREGATE SUBBASE COURSE - GRAVEL	75.000 CY	_____	 _____	_____	 _____
0040	403.213 HOT MIX ASPHALT 12.5 MM BASE	25.000 T	_____	 _____	_____	 _____
0050	409.15 BITUMINOUS TACK COAT - APPLIED	5.000 G	_____	 _____	_____	 _____
0060	509.202 CULVERT SLIPLINING	LUMP SUM		 LUMP SUM	_____	 _____
0070	511.07 COFFERDAM: DOWNSTREAM	LUMP SUM		 LUMP SUM	_____	 _____
0080	511.07 COFFERDAM: UPSTREAM	LUMP SUM		 LUMP SUM	_____	 _____
0090	517.60 SHOTCRETE	20.000 CY	_____	 _____	_____	 _____
0100	606.1304 31" W-BM GR, MID-WAY SPLICE-OVER 15' RAD	59.375 LF	_____	 _____	_____	 _____
0110	606.1305 31" W-BM GR, MID-WAY SPLICE FLARED TERMINAL	1.000 EA	_____	 _____	_____	 _____
0120	606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	2.000 EA	_____	 _____	_____	 _____

1/16/2024

Maine Department of Transportation

Proposal Schedule of Items

Page 2 of 4

Proposal ID: 023551.00

Project(s): 023551.00

SECTION: 1 HIGHWAY ITEMS

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0130	610.08 PLAIN RIPRAP	10.000 CY	_____	 _____	_____	 _____
0140	610.18 STONE DITCH PROTECTION	15.000 CY	_____	 _____	_____	 _____
0150	610.212 STREAMBED ROCK FEATURES	32.000 CY	_____	 _____	_____	 _____
0160	610.213 VOID FILLED RIPRAP	50.000 CY	_____	 _____	_____	 _____
0170	613.319 EROSION CONTROL BLANKET	80.000 SY	_____	 _____	_____	 _____
0180	615.07 LOAM	95.000 CY	_____	 _____	_____	 _____
0190	618.14 SEEDING METHOD NUMBER 2	6.000 UN	_____	 _____	_____	 _____
0200	618.143 SPECIAL SEED MIX: A	17.000 UN	_____	 _____	_____	 _____
0210	618.146 HGM BIOTIC SOIL HYDROMULCH MEDIA	17.000 UN	_____	 _____	_____	 _____
0220	619.12 MULCH	6.000 UN	_____	 _____	_____	 _____
0230	619.14 EROSION CONTROL MIX	20.000 CY	_____	 _____	_____	 _____
0240	620.58 EROSION CONTROL GEOTEXTILE	140.000 SY	_____	 _____	_____	 _____
0250	621.019 EVERGREEN TREES (2 FOOT - 3 FOOT) GROUP A	6.000 EA	_____	 _____	_____	 _____

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 023551.00

Project(s): 023551.00

SECTION: 1 HIGHWAY ITEMS

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0260	621.101 PLUG/ STARTER PLANT	250.000 EA	_____	_____	_____	_____
0270	621.247 LARGE DECIDUOUS TREES (4 FOOT - 5 FOOT) GROUP A	36.000 EA	_____	_____	_____	_____
0280	621.512 HYBRID RHODODENDRON (2 FOOT - 2.50 FOOT)	120.000 EA	_____	_____	_____	_____
0290	629.05 HAND LABOR, STRAIGHT TIME	10.000 HR	_____	_____	_____	_____
0300	631.10 AIR COMPRESSOR (INCLUDING OPERATOR)	10.000 HR	_____	_____	_____	_____
0310	631.11 AIR TOOL (INCLUDING OPERATOR)	10.000 HR	_____	_____	_____	_____
0320	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	10.000 HR	_____	_____	_____	_____
0330	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	10.000 HR	_____	_____	_____	_____
0340	631.18 CHAIN SAW RENTAL (INCLUDING OPERATOR)	10.000 HR	_____	_____	_____	_____
0350	631.32 CULVERT CLEANER (INCLUDING OPERATOR)	10.000 HR	_____	_____	_____	_____
0360	639.19 FIELD OFFICE TYPE B	1.000 EA	_____	_____	_____	_____
0370	652.33 DRUM	50.000 EA	_____	_____	_____	_____

1/16/2024

Maine Department of Transportation

Proposal Schedule of Items

Page 4 of 4

Proposal ID: 023551.00

Project(s): 023551.00

SECTION: 1 HIGHWAY ITEMS

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0380	652.34 CONE	50.000 EA	_____	 _____	_____	 _____
0390	652.35 CONSTRUCTION SIGNS	300.000 SF	_____	 _____	_____	 _____
0400	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	30.000 CD	_____	 _____	_____	 _____
0410	652.38 FLAGGER	750.000 HR	_____	 _____	_____	 _____
0420	652.41 PORTABLE CHANGEABLE MESSAGE SIGN	4.000 EA	_____	 _____	_____	 _____
0430	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM		LUMP SUM	_____	 _____
0440	659.10 MOBILIZATION	LUMP SUM		LUMP SUM	_____	 _____
Section: 1			Total:		_____	 _____
			Total Bid:		_____	 _____

SPECIAL PROVISION
SECTION 509
STRUCTURAL PLATE PIPES, PIPE ARCHES, ARCHES

The provisions of Section 509 of the 2020 Standard Specifications with the following additions and modifications shall apply:

509.01 Description This work consists of designing, furnishing and installing corrugated metal pipe, structural plate, pipe arches, Snap-tite, aluminum tunnel liners, Channeline or other approved equivalent products and associated fish weirs in accordance with the specifications and in reasonably close conformity with the lines and grades shown in the contract documents.

509.09 Basis of Payment

Payment will be made under:

<u>Pay Item</u>		<u>Pay Unit</u>
509.202	CULVERT SLIPLINING (90 LF)	Lump Sum

SPECIAL PROVISION
SECTION 502
ANNULAR SPACE GROUTING

Description This work shall consist of providing and placing non-shrink grout as described below. The annular space (void between the liner and host pipes) shall be completely grouted to support the liner and provide long-term stability. The Contractor shall provide testing of the materials and methods for compliance with the following requirements. Prior to any work the Contractor shall furnish an acceptable plan for performing and testing the grouting.

Preparation After slip liner installation but prior to grouting, bulk heading of the ends and venting shall be constructed.

After bulk heading of the ends and venting, test the integrity of the installed liner pipe and constructed bulkheads for any leaks.

Planned Vents The Contractor shall submit shop drawings or indicate in the installation plan the proposed number and location of vents relative to pipe diameter and stiffness for the grouting operations.

Materials The grout material shall consist of portland cement (portland cement and fly ash) and/or additives as described in the following Subsections of Division 700 - Materials:

Portland Cement	701.01
Water	701.02
Air-Entraining Admixtures	701.03
Fine Aggregate	703.01
Fly Ash	701.10
Chemical Admixtures	701.04
Accelerating Admixtures	AASHTO M-194 Type "C"

(a) Compressive Strength The grout shall have a minimum penetration resistance of 100 psi in 24 hours when tested in accordance with ASTM C403 and a minimum compressive strength of 500 psi in 28 days when tested in accordance with ASTM C495 or C109.

(b) Performance Requirements The Contractor shall submit the proposed grout mix, methods, plans and criteria of the grouting operations. The grouting system shall have sufficient gauges, monitoring devices and tests to determine the effectiveness of the grouting operation and to ensure compliance with the liner pipe specifications and design parameters.

(c) Mix Designs One or more mixes shall be developed to completely fill the annular space based on the following requirements:

- (1) Size of annular void
- (2) Void (size) of the surrounding soil
- (3) Absence or presence of groundwater
- (4) Sufficient strength and durability to prevent movement of the liner pipe, and
- (5) Provide adequate retardation.

Qualifications The Contractor shall demonstrate to the Resident its worker's capabilities of filling the annular space and performing their work in conformance with the Plans and the Specifications.

Grouting Equipment The materials shall be mixed in equipment of sufficient size and capacity to provide the desired amount of grout material for each stage in a single operation. The equipment shall be capable of mixing the grout at densities required for the approved procedure and shall also be capable of changing density as dictated by field conditions any time during the grouting operation.

Injection Procedure and Pressure The gauged pumping pressure shall not exceed the liner pipe Manufacturer's approved recommendations. Pumping equipment shall be of a size sufficient to inject grout at velocity and pressure relative to the size of the annular space. Gauges to monitor grout pressure shall be attached immediately adjacent to each injection port. The gauge shall conform to an accuracy of not more than one-half percent error over the full range of the gauge. The range of the gauge shall be not more than 100 percent greater than the design grout pressure. Pressure gauges shall be instrument oil filled and attached to a saddle type diaphragm seal (gauge saver) to prevent slogging with grout. All gauges shall be certified and calibrated in accordance with ANSI B40 Grade 2A.

Test Section The Contractor shall be required to perform a test on each type of grout and grout system proposed to be used.

Submittals and Required Calculations The Contractor shall submit the following to the Resident for review and approval at least 30 working days prior to the start of the grouting operation:

- (1) The proposed grouting mix
- (2) The proposed densities and viscosities
- (3) Initial set time of the grout
- (4) The proposed grouting method
- (5) The maximum of injection pressures
- (6) The 24-hour and 28-day compressive strengths
- (7) Proposed grout stage volumes
- (8) Bulkhead designs
- (9) Buoyant force calculations

- (10) Flow control
- (11) Provisions for service connections
- (12) Pressure gauge certification
- (13) Vent location plans
- (14) Certification that grouting plan conforms with all provisions, cautions and restrictions or the liner manufacturer.

These shall be submitted as a complete package for a single or sample section only. The Contractor shall notify the Resident of any changes to be made in grouting.

Method of Measurement Grout satisfactorily placed and accepted will be measured by the cubic yard, in accordance with the pay limits established, if such limits have been established. In the absence of pay limits, the Resident may use discretion to accept the delivered quantity as the measurement for payment.

Basis of Payment The accepted work done under Annular Space Grouting including all forms, berms, bulkheads, pumping, and incidentals necessary **will be considered incidental to Item 509.202 Culvert Slip Lining.**

SPECIAL PROVISION
SECTION 517
SHOTCRETE

Description This work shall include preparation of existing surfaces and the application of a shotcrete mix by pneumatic pressure as a means of filling the voids between riprap stones as indicated on the plans and in accordance with this Special Provision.

Shotcrete shall conform to all requirements of ACI 506.2 “Specifications for Materials, Proportioning, and Application of Shotcrete”, published by the American Concrete Institute, Detroit, Michigan, except as modified by the requirements of this project specification. Shotcrete shall consist of an application of one or more layers of mortar or concrete conveyed through a hose and pneumatically projected at a high velocity against a prepared surface.

Shotcrete shall be produced by either a dry-mix or a wet-mix process. The wet-mix process consists of thoroughly mixing all the ingredients except accelerating admixtures but including the mixing water, introducing the mixture into the delivery equipment and delivering it, by positive displacement, to the nozzle. The wet-mix shotcrete shall then be air jetted from the nozzle at high velocity onto the surface. Dry-mix process is shotcrete without mixing water which is conveyed through the hose pneumatically and the mixing water is introduced at the nozzle. For additional descriptive information, the Contractor’s attention is directed to the American Concrete Institute Standard “Guide to Shotcrete (ACI 506R-90)”.

Qualifications The work shall be performed by fully qualified personnel experienced in this type of work.

1. The foreman shall have at least five years of shotcrete experience and at least two years as a nozzleman.
2. The nozzleman shall have at least two years recent experience of satisfactory work as a nozzleman.
3. Evidence of the foreman and nozzleman’s experience of satisfactory work in similar capacities elsewhere shall be provided.

Materials All materials for shotcrete shall conform to the following requirements.

Cement	AASHTO M-85, ASTM C150, Type I, II, III or IV.
Fine Aggregate	AASHTO M-6, ASTM C33 clean, natural.
Coarse Aggregate	AASHTO M-80, Class B for quality.
Water	Potable, clean, and free from substances deleterious to concrete and steel or elements that would stain.
Chemical Admixtures	ASTM C1141 and the following:
Water-reducer	AASHTO M-194, Type A, D, F, G or
Superplasticizer	ASTM C494 Type A, D, F, G
Air-Entraining Agent	AASHTO M-194/ASTM C260
Plasticizers	AASHTO M-194 Type A, D, F, G or ASTM C494
Mineral Admixtures	

Fly Ash	AASHTO M-295, ASTM C618 Type F or C
Silica Fume	ASTM C1240, 90% minimum silicon dioxide solids content, not to exceed 12% by weight of cement. In addition, silica fume shall conform to the requirements of Section 502.
Polypropylene Fibers	ACI Standard, Polypropylene Fibers, 1 inches in length, 1½ lb/yd ³
Steel Fibers	ASTM A820 Type I, II, or III, Deformed, Steel Fibers, 1 in to 1 ⅜ inches in length, minimum aspect ratio of 60.
Curing Compounds	AASHTO M-148 Type 1 D of Type 2
Pre-packaged Shotcrete	ASTM C928

The use of other admixtures shall not be used unless approved by the Resident. Admixtures used to entrain air, to reduce water-cement ratio, to retard or accelerate setting time, or to accelerate the development of strength, shall be thoroughly mixed into the shotcrete at the rate specified by the manufacturer unless specified otherwise. Accelerating additives shall be compatible with the cement used, be non-corrosive to steel and shall not promote other detrimental effects such as cracking or excessive shrinkage. The maximum allowable chloride ion content of all ingredients shall not exceed 0.10% when tested to AASHTO T260.

Premixed and pre-packaged concrete products specifically manufactured as a shotcrete product may be provided for on-site mixed shotcrete if approved by the Resident. The packages shall contain materials conforming to the materials portion of this specification.

Materials Storage and Handling Materials shall be delivered, stored, and handled to prevent contamination, segregation, corrosion, or damage. Liquid admixtures shall be stored to prevent evaporation and freezing.

Cement shall be adequately stored to prevent moisture degradation and partial hydration. Cement that has become caked or lumpy shall not be used.

Aggregates shall be stored so that segregation and the inclusion of foreign materials are prevented. The bottom 6 in of aggregate piles in contact with the ground shall not be used.

Submittals The following submittals shall be provided by the Contractor for the Resident's review and approval. The Contractor will not be allowed to begin culvert repairs until all submittal requirements are satisfied and found acceptable to the Resident. Changes or deviations from the approved submittals must be resubmitted for approval. Adjustments in contract time will not be allowed for incomplete submittals.

At least 21 calendar days prior to initiating the work, the Contractor shall submit to the Resident the following:

1. Written documentation of the foreman's and nozzleman's qualifications and the proposed method of shotcrete placement.
2. Shotcrete mix design including:
 - a) Brand and type of Portland Cement used.

- b) Source, gradation, and quality of aggregates as specified herein.
- c) Proportions of mix by weight.
- d) Proposed admixture, manufacturer, dosage, technical literature (when admixture allowed).
- e) Compressive strength test results from the manufacturer's records, no older than six months, verifying the 28 day compressive strength.

Shotcrete Mix Design Aggregate for shotcrete shall meet the strength and durability requirement of AASHTO M-80 and M-43 and shall meet the following gradation requirements.

<u>Sieve Size</u>	<u>% Passing by Weight</u>
3/8 in	100
No. 4	95 – 100
No. 8	80 – 100
No. 16	50 – 85
No. 30	25 – 60
No. 50	10 – 30
No. 100	2 – 10
No. 200	0-5
FM	2.3 to 3.1

- A. Proportioning Shotcrete shall be proportioned and delivered with a minimum cement content of 650 lb/yd³.
- B. Strength Requirements Shotcrete shall be proportioned to produce a mix capable of attaining 5000 psi compressive strength in 28 days. The average compressive strength of each set of three cores extracted from the test panels shall equal or exceed the specified compressive strength, with no individual core less than 75 percent of the specified compressive strength, in accordance with ACI 506.2R-95.

Mixing and Batching Mixing equipment shall be capable of thoroughly mixing the materials in sufficient quantity to maintain the placing continuity. Shotcrete shall be batched, delivered and placed within 90 minutes of mixing.

Field Quality Control Production test panels shall be required. Qualified personnel shall perform shotcreting and coring of the test panels with the Department's personnel present. The contractor shall provide equipment, materials and personnel as necessary to obtain shotcrete cores for testing including construction of test panel boxes, field curing requirements and coring. The Department will perform compressive strength testing. Shotcrete final acceptance will be based on obtaining the specified 28 day compressive strength.

Shotcreting may commence upon initial approval of the design mix and nozzle men.

Production Test Panels At least one production test panel shall be furnished during each day of production of shotcrete. The production test panels shall be constructed simultaneously with the shotcrete facing installation at times designated by the Resident. Production test panels shall be made with the minimum dimensions of 18 x 18 inch and at least 6 inch thick.

Test Panel Curing, Test Specimen Extraction and Testing Immediately after shooting, the test panels shall be field moist cured by covering and tightly wrapping with a sheet of material meeting the requirements of ASTM C 171 until delivered to the testing lab or test specimens are extracted. The test panels shall not be immersed in water. The test panels for the first 24 hours after shooting shall not be disturbed.

At least three 3 inch diameter core samples shall be cut from each unreinforced production test panel for compressive strength testing. The Contractor shall extract the test specimens from test panels in the field within 48 hours of shooting the panel. The panels shall be kept in their forms when transported.

Cores shall not be taken from the outer 6 inch of test panels measured in from the outside edges of the panel's form.

The cores and container shall be clearly marked to identify the core locations. For production testing, the production section of the unformed superstructure repair represented by the production test panel cores shall be marked on the cores and the container. Immediately wrap cores in wet burlap or material in accordance with the requirements of ASTM C 171 and seal in a plastic bag. The Department shall take possession of the cores immediately after extraction. The remainder of the panels shall become the property of the contractor. The Department will perform the compressive strength testing.

Upon delivery to the testing lab, samples will be placed in the moist room until the time of test. When the test length of a core is less than twice the diameter, the correction factors given in AASHTO T 24/ASTM C 42 will be applied to obtain the compressive strength of individual cores. Three cores will be tested at 28 days for compressive strength per AASHTO T 24/ASTM C 42.

Construction Requirements

The construction sequence shall be in accordance with the approved submittal, unless otherwise approved by the Resident.

A. Equipment

1. The shotcreting equipment selected must be capable of metering the mix through a hose to the nozzle for projecting at high velocity onto the surface to be shotcreted.
2. The gun shall be either the double chamber or the rotary type capable of continuous delivery of material. Gaskets in the equipment must be kept in good condition to avoid reduced pressure and consequent reduced velocity of material through the hose.
3. The air compressor may be any standard type capable of sufficient pressures and volume of air to convey the material through the longest hose delivery. The air compressor capacity must have allowance for air used in removing rebound and other incidental work. The air hose shall be equipped with filters to prevent any oil or grease from contaminating the shotcrete.

4. Water pressure shall be maintained at a minimum 15 psi higher than the highest air pressure required for placing the material. Both air and water pressure shall be uniformly steady.
- B. Surface Preparation The Contractor shall trim vegetation and remove loose foreign materials from within the stone voids of which shotcrete will be applied. Care shall be taken not to disturb existing stones in place. When necessary, earth surfaces to which shotcrete is to be applied shall be firmly compacted. All surfaces shall be moistened before application of shotcrete. Shotcrete shall not be applied to mud, uncompacted earth, surfaces in standing water or frozen surfaces. All such prepared surfaces shall be inspected and accepted by the Resident prior to the application of shotcrete.
- C. Placement The Contractor shall have all equipment and materials required for curing available at the site and ready for use before placement of shotcrete begins. No shotcrete shall be placed except in the presence of the MaineDOT Resident. The Contractor shall give reasonable notice to the Resident each time a shotcrete placement is scheduled. Such notice shall be far enough in advance to give the Resident adequate time to inspect the surfaces of which the shotcrete is to be applied.

Shotcrete shall be delivered to the holes between stones by any means that will insure uniformity and prevent segregation.

The nozzle shall be held at an angle approximately perpendicular to the working face and at a distance so that rebound will be minimal and compaction will be maximized. Thickness, methods of support, air pressure, and rate of placement of shotcrete shall be controlled to prevent sagging or sloughing of freshly applied shotcrete.

The approximate depth of the finished grade of shotcrete between the stones shall be established prior to placement and must be accepted by the Resident. Approximately 75% of the voids or spaces between stones shall be filled with shotcrete.

The Resident may require more or less shotcrete to be applied in areas requiring special attention. The areas requiring special attention are to be identified prior to placement of shotcrete.

The shotcreting procedure may be corrected by adjusting the nozzle distance and orientation perpendicular to the surface, adjusting the water content of the shotcrete mix or other means acceptable to the Resident. Retempering of the mix will not be permitted. The shotcreted surface shall be broomed and roughened to insure proper bond of subsequent layers.

- D. Defective Shotcrete Surface defects shall be repaired as soon as possible after initial placement of the shotcrete. All shotcrete which lacks uniformity, which exhibits segregation, sagging, honeycombing, or lamination, or which contains any voids of sand

pockets shall be removed and replaced with fresh shotcrete by the Contractor in accordance with this specification and to the satisfaction of the Resident.

A clearly defined pattern of continuous horizontal or vertical ridges or depressions at the reinforcing elements after they are covered will be considered an indication of insufficient cover of reinforcement or poor application and probable void. In this case, the application of shotcrete shall be immediately suspended and the work carefully inspected by the Resident. The Contractor shall implement and complete corrective measures prior to resuming the shotcrete operations.

- E. Finish Shotcrete Finish shall be a natural gun finish and roughened before curing. Scraping or cutting to remove high spots shall not be done until the shotcrete has become stiff enough to withstand the pull of the cutting device.
- F. Weather Limitations Shotcrete shall not be placed without cold weather protection when the ambient temperature is below 40° F and falling and/or when the shotcrete is likely to be subjected to freezing temperatures before a minimum strength of 700 psi. Cold weather protection shall be maintained until the strength of the in-place shotcrete is greater than 750 psi. Cold weather protection shall include heating under tents, blankets, or other means acceptable to the Resident. The temperature of the shotcrete, when deposited, shall be above 50° F but less than 90° F.

Shotcrete application shall also be suspended during high winds and heavy rains when, in the opinion of the Resident, the quality of the application is not acceptable. Newly placed shotcrete exposed to rain that washes out cement or otherwise makes the shotcrete unacceptable to the Resident shall be removed and replaced. The Contractor shall provide adequately secured polyethylene sheeting or equivalent when adverse exposure to weather is anticipated.

- G. Curing An approved curing cover (or compound) shall be applied within 18 hours after finishing. After surface water has evaporated from the finished surface, shotcrete exposed to sunlight shall be immediately treated for curing. Finished shotcrete shall be cured for a minimum of 48 hours before flushed with water, unless otherwise directed by the Resident, and flush water must be collected as per Section 656.

Safety Requirements Appropriate eye and dust protection equipment shall be used during shotcrete application. Cement and other admixtures are caustic and may cause eye, skin, and respiratory irritation unless safety measures are taken. Adequate ventilation shall be required. Nozzlemen and helpers shall as a minimum be equipped with gloves, respirators, eye protection and adequate protective clothing during the application of shotcrete. The Contractor is responsible for meeting all Federal, State, and Local Safety Code Requirements.

Method of Measurement The shotcrete used for the filling of voids between riprap stones applied and accepted in accordance with the plans, will be measured by the cubic yard as determined from the theoretical yield of the design mix or in the case of transit mixed shotcrete, by delivery ticket as directed by the Resident.

Basis of Payment The accepted quantity of shotcrete used for the filling of voids between riprap stones will be paid for at the Contract unit price per cubic yard for shotcrete. Payment for the unit price will be full compensation for preparing surfaces, applying shotcrete, constructing test panels, extracting cores, and furnishing all materials, equipment, labor, and incidentals necessary to complete the work.

Payment will be made under:

<u>Pay Item</u>		<u>Pay Unit</u>
517.60	Shotcrete	Cubic Yard

Special Provision
Section 603
Culvert Slip Lining

Description: This work shall consist of inserting a new pipe (liner pipe) into an existing culvert (host pipe), sealing the annular space (void between the liner and host pipes) at the end of the existing culvert, and preparing to fill the annular space with grout in accordance with the plans and specifications. The Contractor shall utilize new pipe meeting the requirements of Special Provision 509

The Contractor shall handle and assemble all elements of the structure in accordance with the manufacturer's recommendations, except as modified herein, on the plans or as directed by the Resident. The Contractor shall submit fabrication details including assembly drawings, pipe insertion methods, internal joint coupling and bracing details to the Resident for approval a minimum of 10 working days prior to beginning work.

Construction Requirements:

Preparation: The Contractor shall dewater, inspect, and clean the existing culvert. If necessary, the Contractor shall provide strutting and bracing to insure the stability of the existing culvert during this operation.

Slip Lining: The liner pipe may be inserted into the existing culvert with a power winch and steel cable connected to the end of the liner pipe in an appropriate manner. The pipe manufacturer's recommendations should be followed regarding the most appropriate method of attaching the cable to the liner pipe. If necessary, a special pulling head may be attached to the end of the liner pipe to facilitate easy connection of the pulling cable. The Contractor may push or pull or use a combination of both in order to get the new pipe sections into place. When pushing is used, the jacking force must be uniformly distributed around the perimeter of the liner pipe to avoid the possibility of damaging the liner pipe due to a concentrated jacking load. The Contractor may utilize skids in the existing culvert, to facilitate placement of the new pipe sections. The displacement between adjacent sections of new pipe shall not exceed 0.5".

The new pipe shall be braced against the existing culvert so that the new pipe shall remain in place during grouting operations. The Contractor is responsible for assuring that the new pipe does not "float" during grouting operations. A minimum 1" of grout shall be between the new pipe and the existing culvert. Bracing material shall not significantly impede grout flow into the annular space.

Joint Requirements: Liner joints shall comply with the manufacturer's specifications and recommendations for watertight joints.

Bulkheads: The Contractor shall provide bulkheads to seal the open points of each run of pipe to

Special Provision
Section 603
Culvert Slip Lining

be grouted. If necessary, penetration of the host pipe may be permitted to facilitate grouting of the annular space. Multiple fill pipes may be required. The Contractor shall vent the annular space to allow for air and excess water to escape and ensure uniform grout placement of the annular space. At minimum, an open ended, high point tap or equivalent vent must be provided and monitored at the bulkhead. Additional vents may be employed which can serve as intermediate grout verification points.

Grouting: The Contractor shall fully grout the annular space in accordance with Special Provision 502 Annular Space Grouting

Method of Measurement: Culvert slip lining will be measured by the length in linear feet along the invert, laid as directed, complete in place and accepted.

Basis of Payment: Payment for culvert slip lining will be paid for at the contract unit price per linear foot. Culvert slip lining includes full compensation for furnishing all labor, materials, and equipment necessary to manufacture, assemble and install the liner pipe complete and in place, including but not limited to dewatering, cleaning, inspecting, strutting, bracing, inserting, bulkheads, annular space grout, installing grout nipples, plugs, fittings, hardware, and damaged pipe repair.

Payment will be made under:

Pay Item

509.202 Culvert Slip Lining

Pay Unit

Lump Sum

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

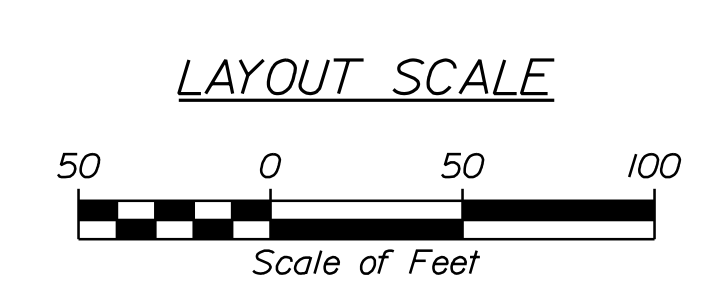
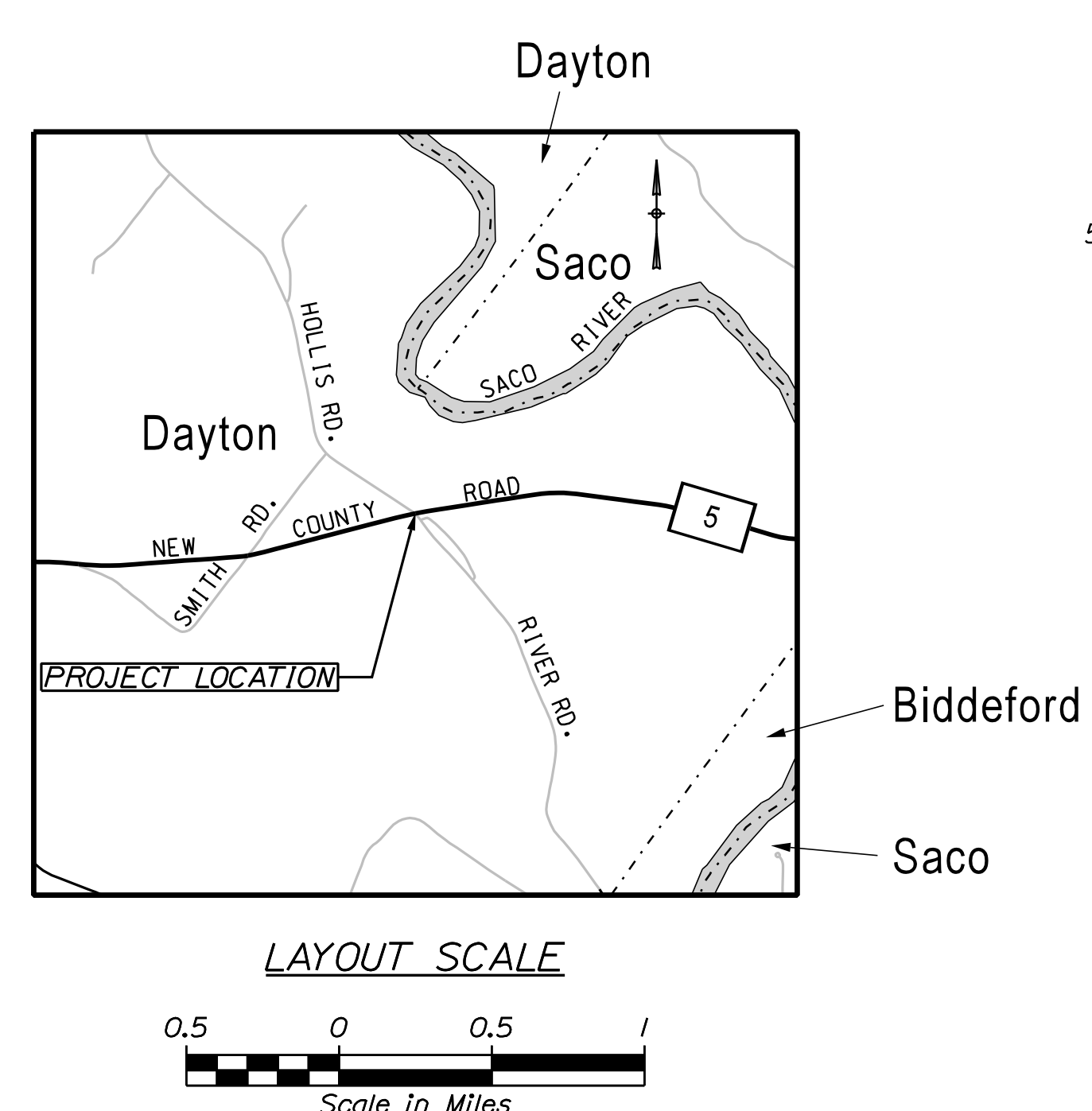
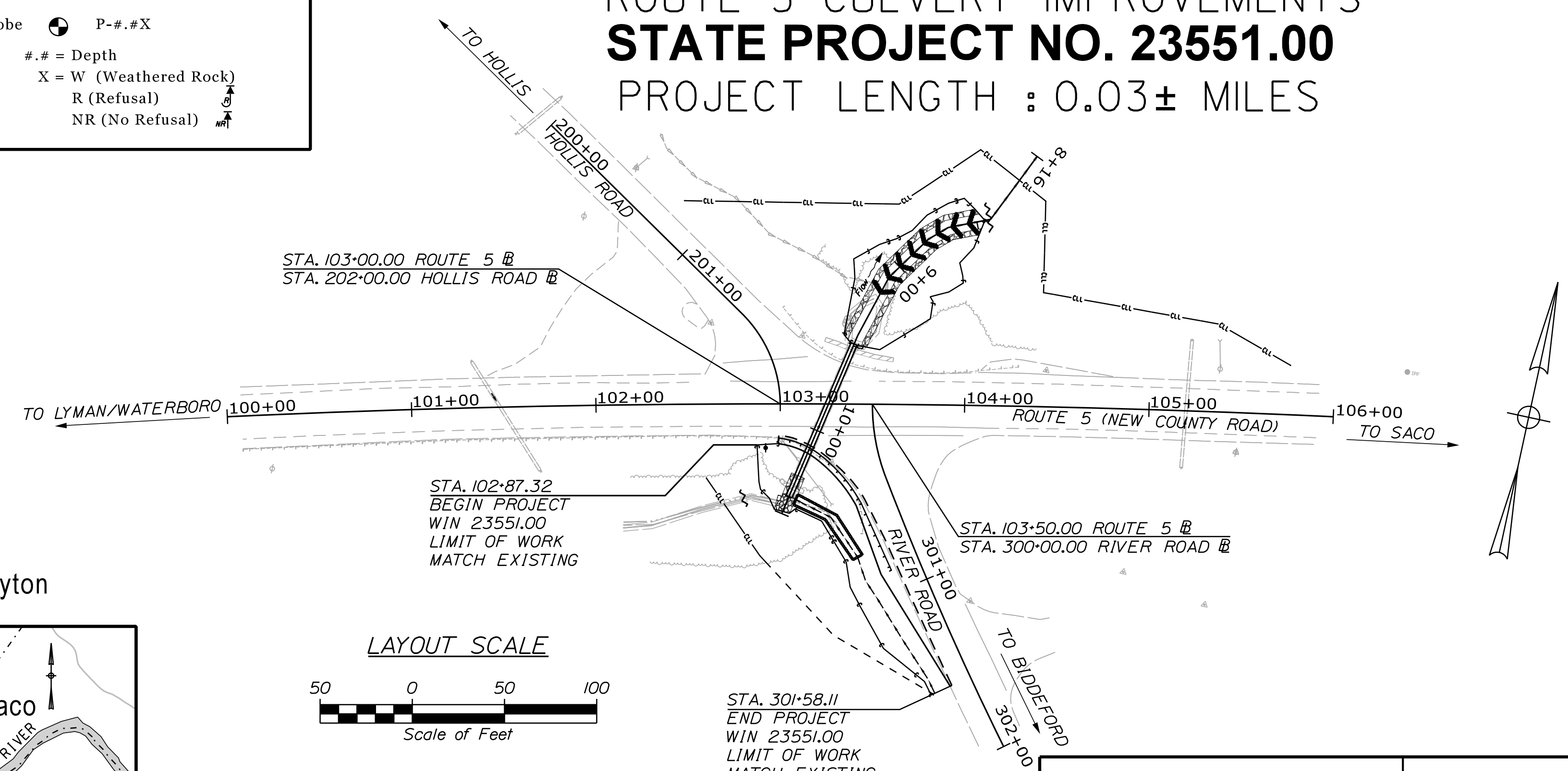


DAYTON YORK COUNTY

ROUTE 5 CULVERT IMPROVEMENTS
STATE PROJECT NO. 23551.00
PROJECT LENGTH : 0.03± MILES

PLAN LEGEND	
Town, County, State	-----
Property Lines	-----
R/W Lines-Existing	-----
R/W Lines-Proposed	-----
Culvert-Existing	-----
Culvert Proposed	-----
Curbing	Existing Proposed
Type 1	-----
Type 3	-----
Type 5	-----
Outline of Bodies of Water	-----
Exposed Bedrock	-----
Buildings	-----
Trees	Conifer Deciduous
Tree Line	-----
Clearing Limit Line	-----
Railroad	-----
Catch Basins	Existing Proposed
Manholes	Existing Proposed
Proposed Underdrain	-----
Proposed Ditch	-----
Existing Ditch	-----
Utility Poles	Existing Proposed
Fire Hydrants	Existing Proposed
Existing Water Line	-----
Existing San. Sewer	-----
Existing San. Sewer Manhole	-----
Guardrail-Existing	-----
Guardrail-Proposed	-----
Guardrail-Cable, Other	-----
Centerline-Existing	-----
Centerline-Proposed	-----
Travelway-Existing	-----
Travelway-Proposed	-----
Boring	HB-XXX-###
Pavement Core	PC-#
Test Pit	TP-XXX-###
Probe	P-#. #X
	#. # = Depth
	X = W (Weathered Rock)
	R (Refusal)
	NR (No Refusal)

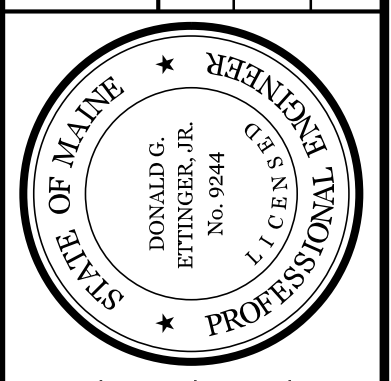
INDEX OF SHEETS	
Description	Sheet No.
Title Sheet	1
Typical Sections	2
Estimated Quantities and General Notes	3
Special Details - Culvert	4
Special Details - Stream Details	5
Special Details - Stream Plan/Profile	6
Special Details - Stream Cross Sections	7-9
General Plan	10
Profile	11
Cross Sections	12-18
Right of Way Plan	19



TRAFFIC DATA	
ROUTE 5	
Latest AADT (Year)	5060 (2019)
Current (2024) AADT	5190
Future (2036) AADT	5500
Future (2044) AADT	5710
DHV - % of AADT	11%
Design Hour Volume	605
% Heavy Trucks (AADT)	8%
% Heavy Trucks (DHV)	7%
Directional Distribution (DHV)	78%
18 kip Equivalent P 2.0	207
18 kip Equivalent P 2.5	197
Design Speed (mph)	50
Functional Class	Major Collector
Highway Corridor Priority	3

PROJECT LOCATION	This project is located in the town of Dayton along Route 5, at the intersection of Route 5, River Road and Hollis Road. (Large Culvert #46526)
PROGRAM AREA	Highway Program
SCOPE OF WORK	Large Culvert Slipline and Grading Improvements

STATE OF MAINE	DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
		COMMISSIONER:	CHIEF ENGINEER:



SIGNATURE	9244	P.E. NUMBER	01-10-2024
		DATE	

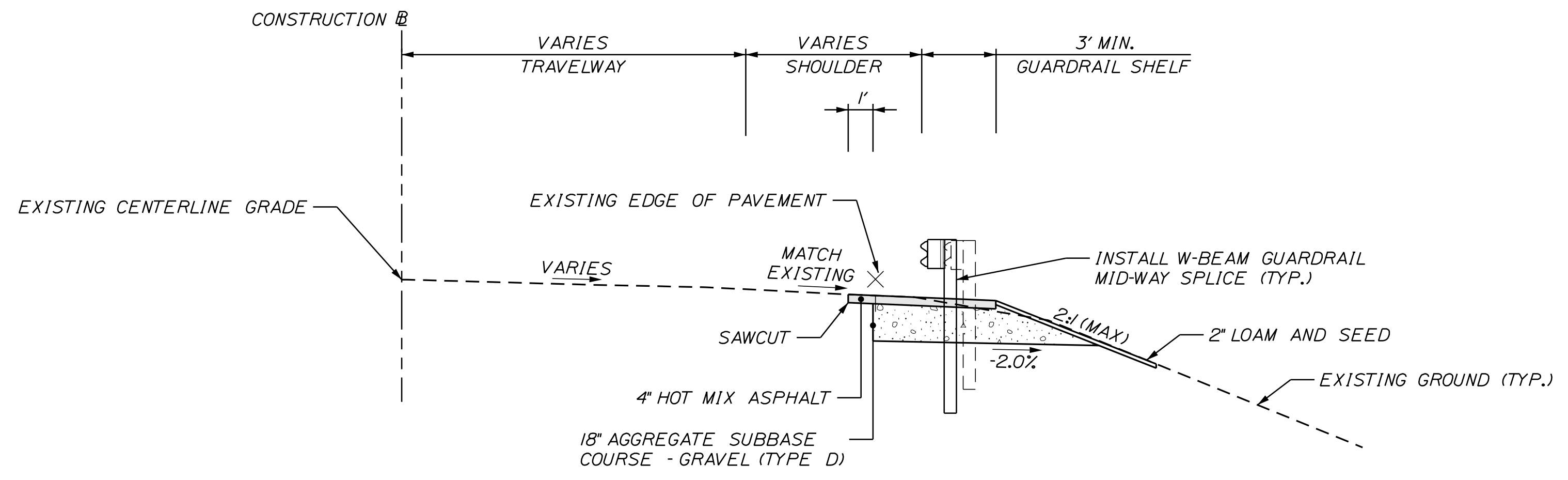
PROJECT INFORMATION	
PROGRAM	HIGHWAY
PROJECT MANAGER	L. HAMILTON
DESIGNER	T. LANDRY
CONSULTANT	GORRILL PALMER
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

DAYTON	ROUTE 5
TITLE SHEET	

SHEET NUMBER	1
OF 19	

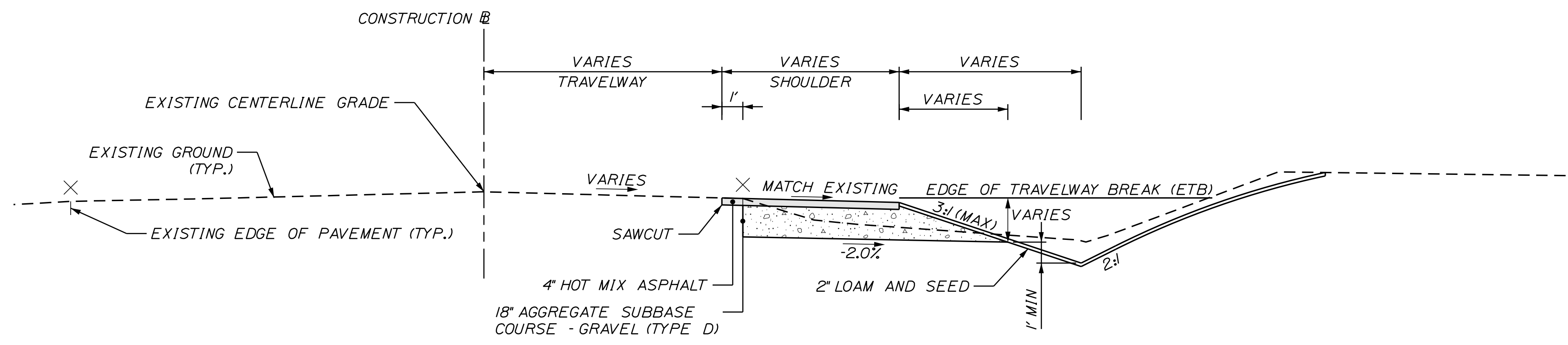
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Filename: ... \000\Highway\001_Title.dgn
 Division: HIGHWAY
 Username: Mike.Cundiff
 Date: 1/11/2024
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**ROUTE 5 & RIVER ROAD
GUARDRAIL REPLACEMENT AND GRADING IMPROVEMENTS**

AGGREGATE SUBBASE COURSE GRAVEL
RIGHT SHOULDER
VARIES CY/100 LF
STATION TO STATION
102+99 TO 300+86



RIVER ROAD

AGGREGATE SUBBASE COURSE GRAVEL
RIGHT SHOULDER
VARIES CY/100 LF
STATION TO STATION
300+86 TO 301+58

NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDERS PAVEMENT SHALL HAVE THE SAME CROSS SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE GRAVEL QUANTITY IS BASED ON A 2" LOAM OR DIRTY BORROW DEPTH.
5. THE ALGEBRAIC DIFFERENCE BETWEEN SHOULDER AND TRAVEL LANE CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
7. BACKSLOPE ROUNDING ACCORDING TO MAINEDOT STANDARD DETAIL 203(03).

NOT TO SCALE

SIGNATURE	DATE
P.E. NUMBER	DATE
WIN	DATE
23551.00	DATE
HIGHWAY PLANS	DATE

PROJ. MANAGER	L. HAMILTON	BY	T. WARREN	DATE	01/24
DESIGN-DETAILED	T. LANDRY	CHECKED-REVIEWED	D. ETINGER	DATE	01/24
DESIGN-DETAILED 2		DESIGN-DETAILED 3			
REVISIONS 1		REVISIONS 2			
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					

**DAYTON
ROUTE 5
TYPICAL SECTIONS**

SHEET NUMBER

2

OF 19



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Division: HIGHWAY

Filename: ... \003_EstQuant&GenNotes.dgn

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ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
203.20	COMMON EXCAVATION	130	CY
203.33	SPECIAL FILL - STREAMBED MATERIAL	35	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	75	CY
403.213	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE (BASE AND INTERMEDIATE BASE COURSE)	25	T
409.15	BITUMINOUS TACK COAT, APPLIED	5	G
509.202	CULVERT SLIPLINING (90 LF)	1	LS
* 511.07	COFFERDAM; UPSTREAM	1	LS
* 511.07	COFFERDAM; DOWNSTREAM	1	LS
517.60	SHOTCRETE	20	CY
606.1304	3" W-BEAM GUARDRAIL-MID-WAY-SPLICE, OVER 15' RADIUS	59.375	LF
606.1305	3" W-BEAM GUARDRAIL-MID-WAY-SPLICE FLARED TERMINAL	1	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	2	EA
610.08	PLAIN RIPRAP	10	CY
610.18	STONE DITCH PROTECTION	15	CY
610.212	STREAMBED ROCK FEATURES	32	CY
610.213	VOID FILLED RIPRAP	50	CY
613.319	EROSION CONTROL BLANKET	80	SY
615.07	LOAM	95	CY
618.14	SEEDING METHOD NUMBER 2	6	UN
618.143	SPECIAL SEED MIX: DAYTON SPECIAL SEED MIX	17	UN
618.146	SEEDING HYDROMULCH GROWTH MEDIUM	17	UN
619.12	MULCH	6	UN
* 619.14	EROSION CONTROL MIX	20	CY
620.58	EROSION CONTROL GEOTEXTILE	140	SY
* 621.019	EVERGREEN TREES 2'-3' GROUP A	6	EA
* 621.101	PLUGS/LINERS/STARTER 6"-12" 2 1/4" CONT.	250	EA
* 621.247	SMALL DECID. TREES 4'-5' GROUP B CONT.	36	EA
* 621.512	DECIDUOUS SHRUBS 15'-18" GROUP A	120	EA
* 629.05	HAND LABOR, STRAIGHT TIME	10	HR
* 631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	10	HR
* 631.11	AIR TOOL (INCLUDING OPERATOR)	10	HR
* 631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	10	HR
* 631.172	TRUCK - LARGE (INCLUDING OPERATOR)	10	HR
* 631.18	CHAIN SAW RENTAL (INCLUDING OPERATOR)	10	HR
* 631.32	CULVERT CLEANER (INCLUDING OPERATORS)	10	HR
* 639.19	FIELD OFFICE, TYPE B	1	EA
* 652.33	DRUM	50	EA
* 652.34	CONE	50	EA
* 652.35	CONSTRUCTION SIGNS	300	SF
* 652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	30	CD
* 652.38	FLAGGERS	750	HR
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	4	EA
* 656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
* 659.10	MOBILIZATION	1	LS

* = UNDETERMINED LOCATION

GENERAL NOTES

- PAVEMENT THICKNESSES SHOWN ON THE TYPICAL SECTIONS ARE INTENDED TO BE NOMINAL.
- CLEARING LIMITS SHALL BE 10 FEET BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.
- 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.
- THE CLEARING AND SELECTIVE CLEARING AND THINNING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING AND THINNING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.
- 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 PURPOSES ONLY. ACTUAL GRUBBING LIMITS MAY VARY BASED ON FIELD CONDITIONS AS DIRECTED BY THE RESIDENT.
- THE CONTRACTOR SHALL PLAN AND CONDUCT WORK SO THAT UPON COMPLETION OF THE PROJECT THERE IS NO DROP-OFF FROM THE EDGE OF THE SHOULDER PAVEMENT.
- 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.
- 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.
- WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW-SIDE SHOULDER, THE LOW-SIDE SHOULDER WILL HAVE SAME SLOPE AS THE TRAVELWAY.
- CROSS SLOPES FOR NORMAL AND SUPERELEVATED SECTIONS WILL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
- THE ALGEBRAIC DIFFERENCE BETWEEN TRAVELWAY AND SHOULDER CROSS SLOPE SHALL NOT EXCEED 8 PERCENT.
- NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
- INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
- 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.
- UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL OTHER AREAS.
- 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.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISIBLE TO THE TRAVELING PUBLIC. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- 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.
- 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.
- AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE SITES SUCH AS EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.
- NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
- "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
- THE CONTRACTOR WILL PLACE APPROPRIATELY-MARKED STAKES AT THE FOLLOWING LOCATIONS ON THE PROJECT: STRIPING PATTERN CHANGES, CROSS-SLOPE CHANGES, AND EVERY 500 FEET FOR STATIONING. THE CONTRACTOR WILL PAINT EVERY FULL STATION (100 FEET) ON THE EXISTING ROADWAY AND WILL TRANSFER THE PAINTED STATIONING THROUGH ALL INTERMEDIATE LIFTS (NOT SURFACE). APPROPRIATELY-SIZED STRIPING PATTERN CHANGES WILL BE PAINTED ON SURFACE. STATIONING CONTROL MUST BE PLACED BEFORE WORK CAN COMMENCE. CROSS-SLOPE AND STRIPING CHANGE CONTROLS MUST BE PLACED BEFORE PAVING CAN COMMENCE.
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH MAINE DEPARTMENT OF TRANSPORTATION BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL (LATEST EDITION).
- GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.
- TWO REFLECTORIZED FLEXIBLE GUARDRAIL MARKERS (STANDARD SPECIFICATIONS ITEM 606.353, REFLECTORIZED FLEXIBLE GUARDRAIL MARKER) WILL BE INSTALLED AT EACH GUARDRAIL END.
- WEIRS LOCATED INSIDE THE PROPOSED CULVERT SLIPLINE SHALL BE INCIDENTAL TO ITEM 509.202.
- ALL PREPARATION OF THE EXISTING STRUCTURE PRIOR TO GROUTING SHALL BE CONSIDERED INCIDENTAL TO ITEM 509.202. PREPARATION OF THE EXISTING STRUCTURE MAY INCLUDE, BUT IS NOT LIMITED TO, TEMPORARY FORMWORK, SHORING OF THE PROPOSED CULVERT SLIPLINE, FILLING OF OVERSIZED VOIDS AND STABILIZATION OF EXISTING STONES. THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ON THE EXACT NATURE OF THIS WORK. SHOTCRETE SHALL BE PAID UNDER ITEM 517.60 SHOTCRETE.
- ALL EXISTING GUARDRAIL REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR. REMOVAL AND DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.
- CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 606, GUARDRAIL.
- THE PROJECT GEOTECHNICAL REPORT TITLED "GEOTECHNICAL DESIGN REPORT FOR THE REHABILITATION OF LARGE CULVERT #46526", SOILS REPORT 2023-34, NOVEMBER 17, 2023 CAN BE ACCESSED AT THE MAINE DOT WEBSITE [HTTP://WWW.MAINE.GOV/MDOT/CONTRACTORS/](http://www.maine.gov/mdot/contractors/).
- PAYMENT FOR REMOVING AND RESETTING OF EXISTING SIGNS SHALL BE INCIDENTAL TO ITEM 203.20 COMMON EXCAVATION.
- PAYMENT FOR EQUIPMENT, LABOR, AND MATERIALS TO ACCESS THE WORK, AS WELL AS RE-ESTABLISH ORIGINAL GROUND, WILL BE CONSIDERED INCIDENTAL TO RELATED CONTRACT ITEMS.
- WITHIN VEGETATED WETLAND AREAS, THE CONTRACTOR SHALL USE TIMBER MATS OR SIMILAR PROTECTIONS TO MINIMIZE DAMAGE TO WETLAND SOIL OR VEGETATION.
- THE CONTRACTOR SHALL RE-USE EXISTING FLOOD PLAIN SOIL TO THE MAXIMUM EXTENT PRACTICABLE, OR AS DIRECTED BY THE RESIDENT.
- THE PROPOSED CULVERT SLIPLINE SHALL HAVE MAXIMUM OUTSIDE DIMENSIONS OF 42" WIDE AND 54" TALL. INSIDE DIMENSIONS SHOWN ON THE PLANS ARE APPROXIMATE AND MAY NEED TO BE ADJUSTED BASED ON THE THICKNESS OF THE PROPOSED CULVERT SLIPLINE CHOSEN BY THE CONTRACTOR.
- WEIR ELEVATIONS WITHIN THE PROPOSED CULVERT SLIPLINE SHALL NOT BE ADJUSTED.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		WIN 23551.00		HIGHWAY PLANS	
DAYTON		ROUTE 5		ESTIMATED QUANTITIES AND GENERAL NOTES		SHEET NUMBER	
3		3		3		3	
OF 19		OF 19		OF 19		OF 19	

Date: 1/11/2024

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ... \Highway\004_Culvert Detail.dgn

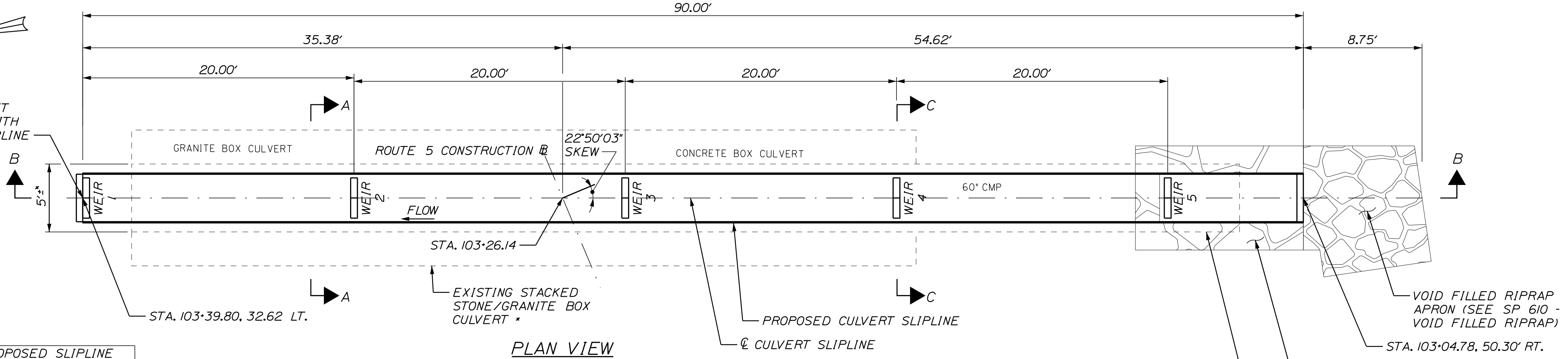
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NOTES:

- COFFERDAMS ARE TO BE PLACED AT BOTH THE DOWNSTREAM AND UPSTREAM ENDS OF THE CULVERT TO ALLOW FOR CONSTRUCTION IN THE DRY.
- ANY DAMAGE TO THE LINER SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT AT THE CONTRACTOR'S EXPENSE.
- SLIPLINING SHALL BE PERFORMED IN ACCORDANCE TO SPECIAL PROVISION 603 - CULVERT SLIPLINING AND THE MANUFACTURER'S RECOMMENDATION, AS APPLICABLE.
- WEIRS SPACED AT 20' O.C.
- WEIR THICKNESS SHOWN IS APPROXIMATE. ACTUAL WEIR THICKNESS WILL BE DETERMINED BY THE MANUFACTURER.
- THE PROPOSED CULVERT SLIPLINE SHALL HAVE MAXIMUM OUTSIDE DIMENSIONS OF 42" WIDE AND 54" TALL. PROPOSED CULVERT SLIPLINE DIMENSIONS SHOWN ON THE PLANS AND DETAILS ARE APPROXIMATE. DIMENSIONS MAY NEED TO BE ADJUSTED DUE TO FINAL CULVERT SLIPLINE SIZE/WALL THICKNESS/SHAPE CHOSEN BY THE CONTRACTOR.
- WEIR DIMENSIONS SHOWN ON THE PLANS ARE APPROXIMATE. FINAL WEIR DIMENSIONS MAY NEED TO BE ADJUSTED DUE TO THE FINAL CULVERT SLIPLINE SIZE/WALL THICKNESS/SHAPE CHOSEN BY THE CONTRACTOR.

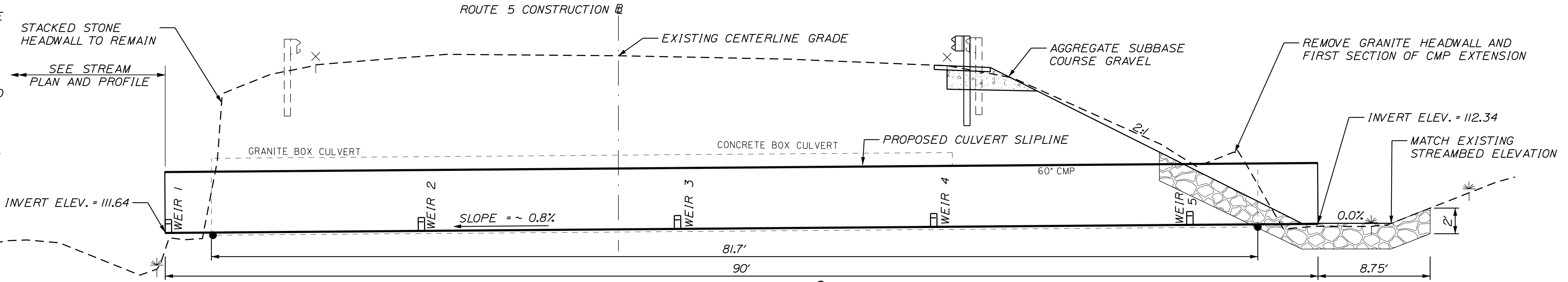
PROPOSED SLIPLINE WEIR NOTCH ELEVATIONS	
WEIR #	NOTCH ELEV.
1	112.50
2	112.66
3	112.81
4	112.97
5	113.13

DOWNSIDE FACE OF THE OUTLET WEIR (WEIR 1) SHALL BE FLUSH WITH THE END OF THE PROPOSED SLIPLINE

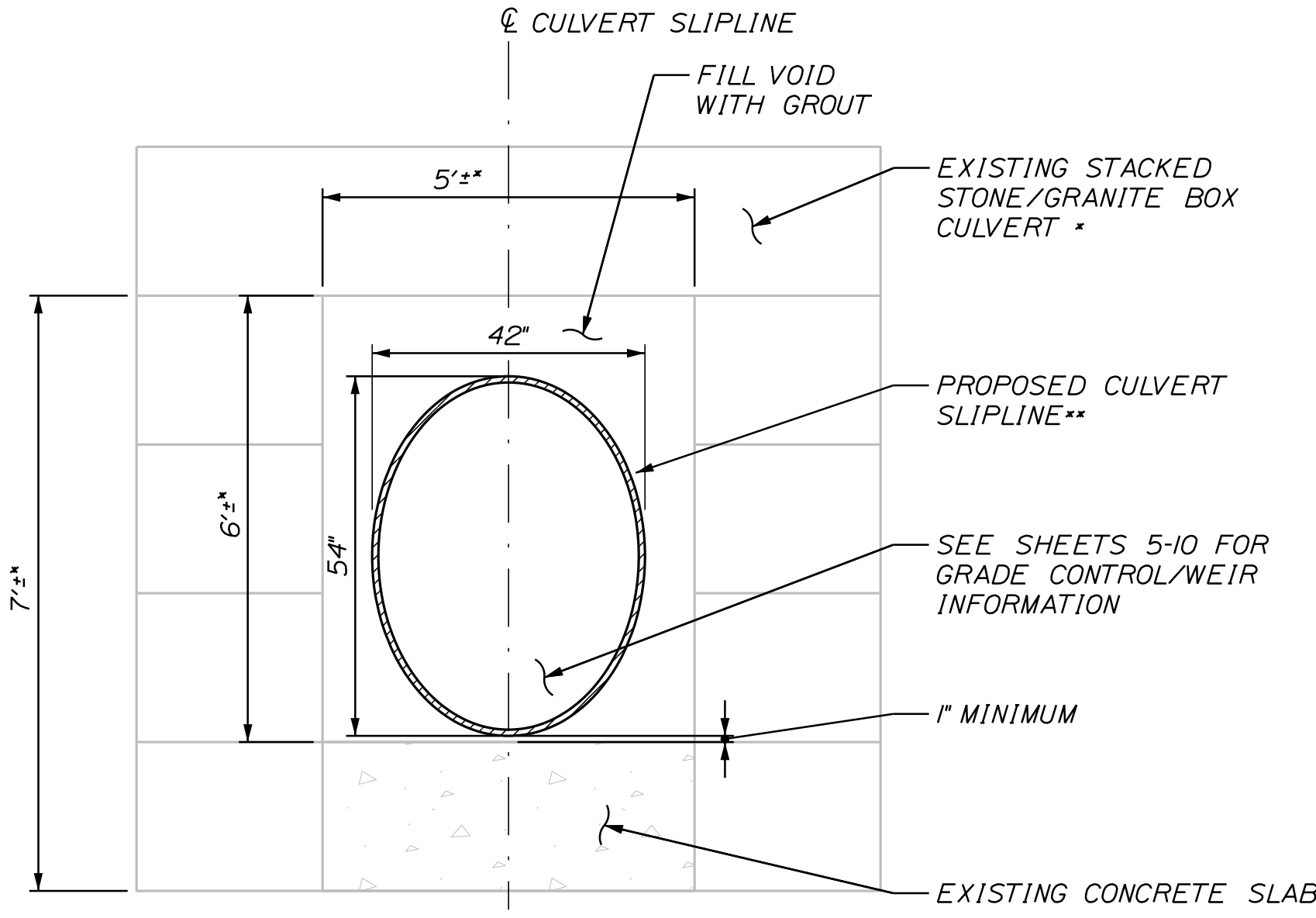


PLAN VIEW

* EXISTING DIMENSIONS ARE APPROXIMATE. STRUCTURE IS COMPRISED OF SECTIONS OF GRANITE BLOCK, CONCRETE BOX AND CORRUGATED METAL PIPE.



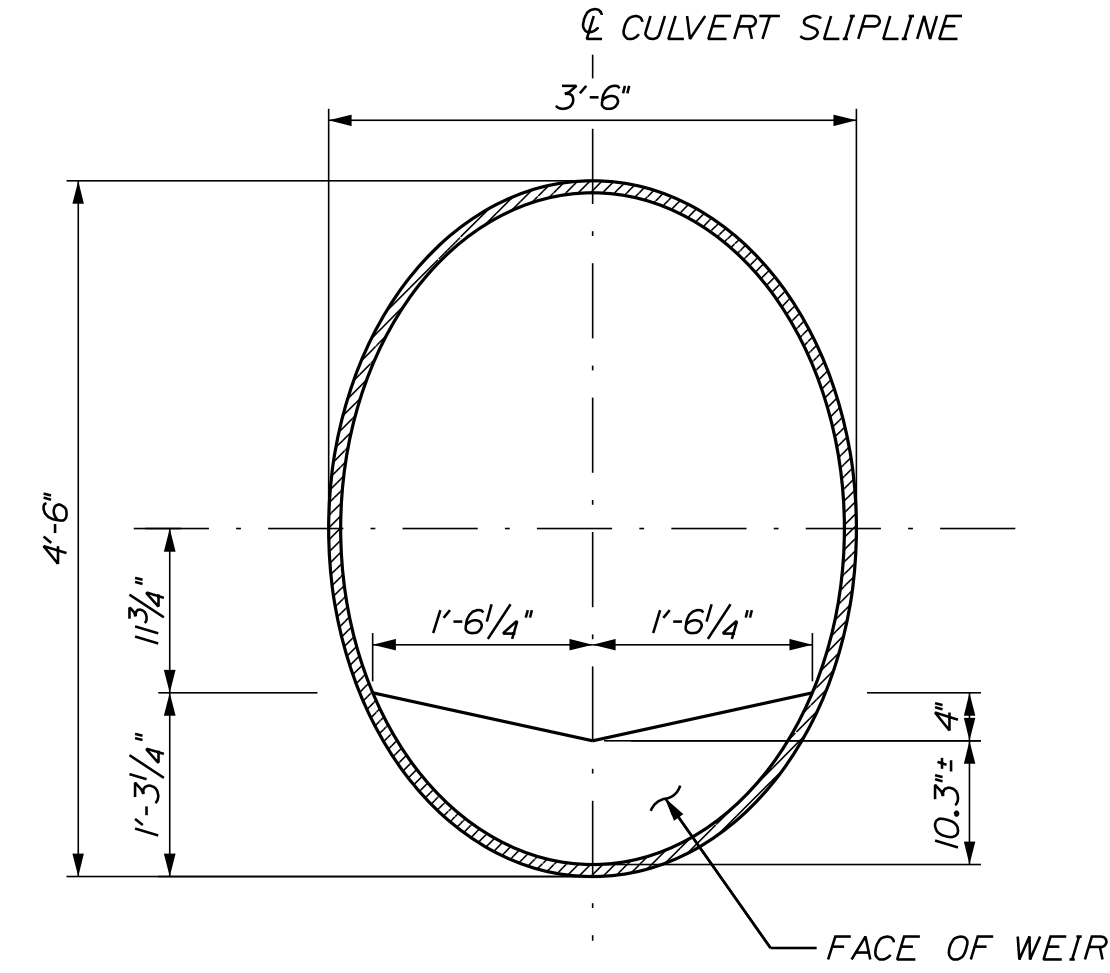
TRANSVERSE SECTION B-B (ALONG CULVERT C)



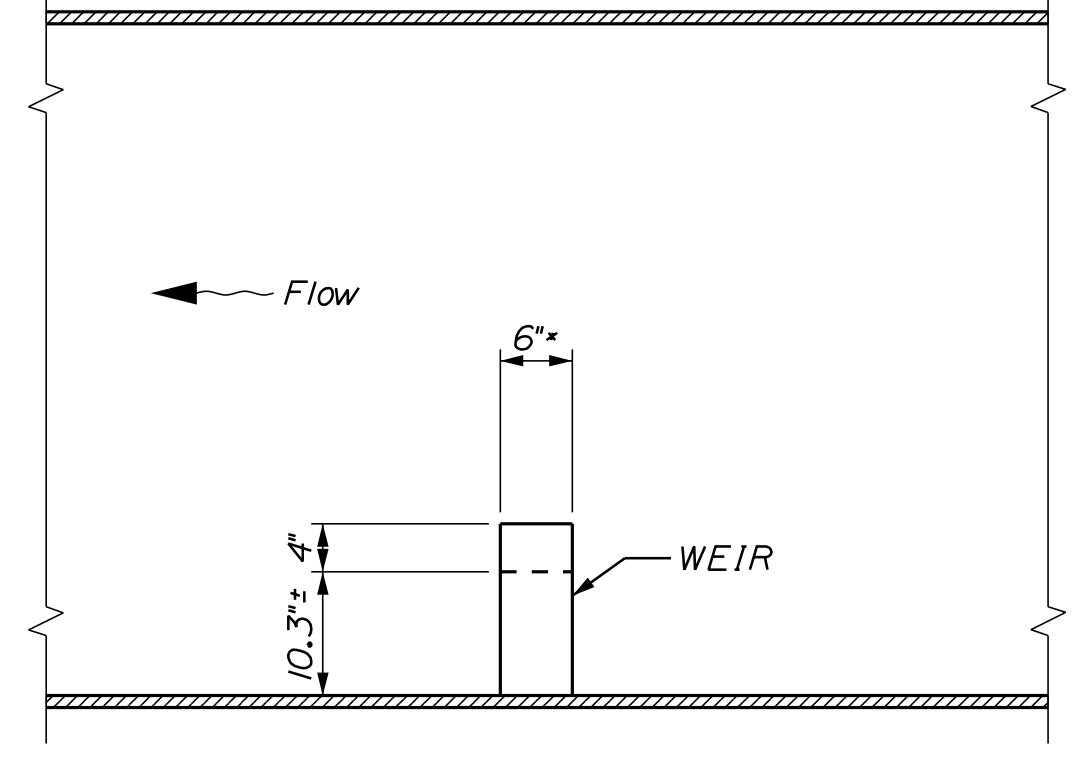
TYPICAL SECTION A-A

* EXISTING DIMENSIONS ARE APPROXIMATE. STRUCTURE IS COMPRISED OF SECTIONS OF GRANITE BLOCK, CONCRETE BOX AND CORRUGATED METAL PIPE.

** CONTRACTOR SHALL BRACE THE PROPOSED CULVERT SLIPLINE AS NEEDED TO PREVENT FLOATING OF THE CULVERT SLIPLINE DURING THE GROUTING PROCESS.

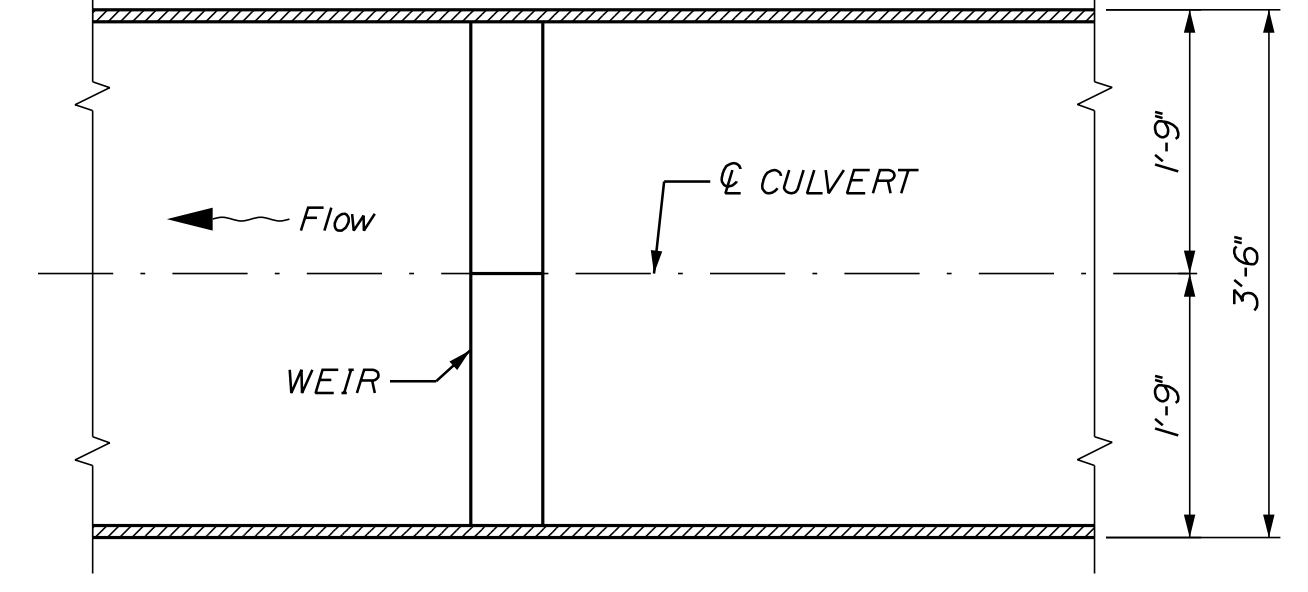


SECTION C-C TYPICAL WEIR



WEIR DETAIL SIDE VIEW

* SEE NOTE 5



WEIR DETAIL TOP VIEW

PROJ. MGR.	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
L. HAMILTON	01/24	T. WARREN	01/24			
DESIGN-DETAILED		T. LANDRY				
CHECKED-REVIEWED		D. ETINGER				
DESIGN-DETAILED						
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

DAYTON
ROUTE 5
SPECIAL DETAILS -
CULVERT

SHEET NUMBER

4

OF 19



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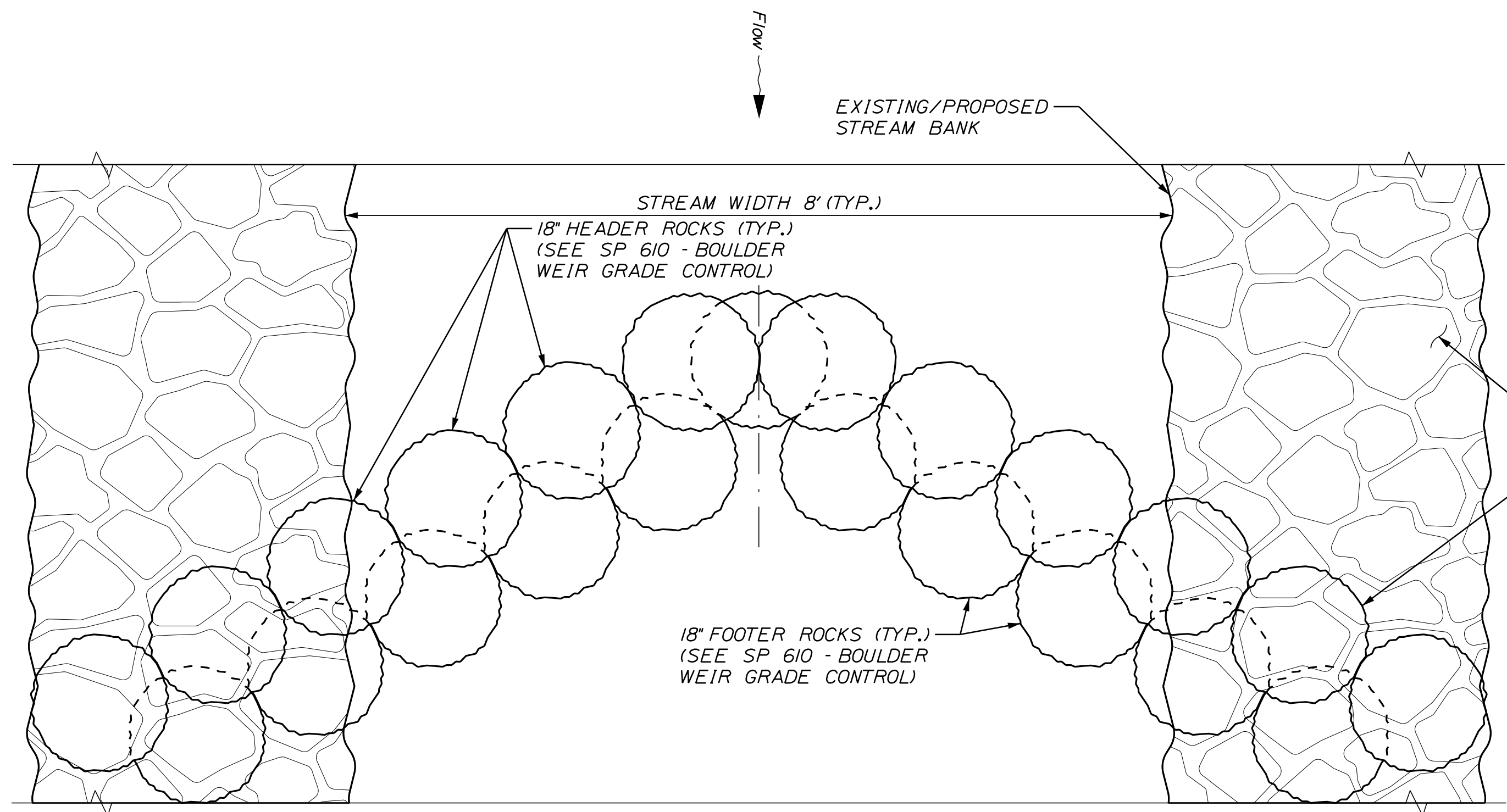
Date: 1/11/2024

Username: Mike.Cundiff

Division: HIGHWAY

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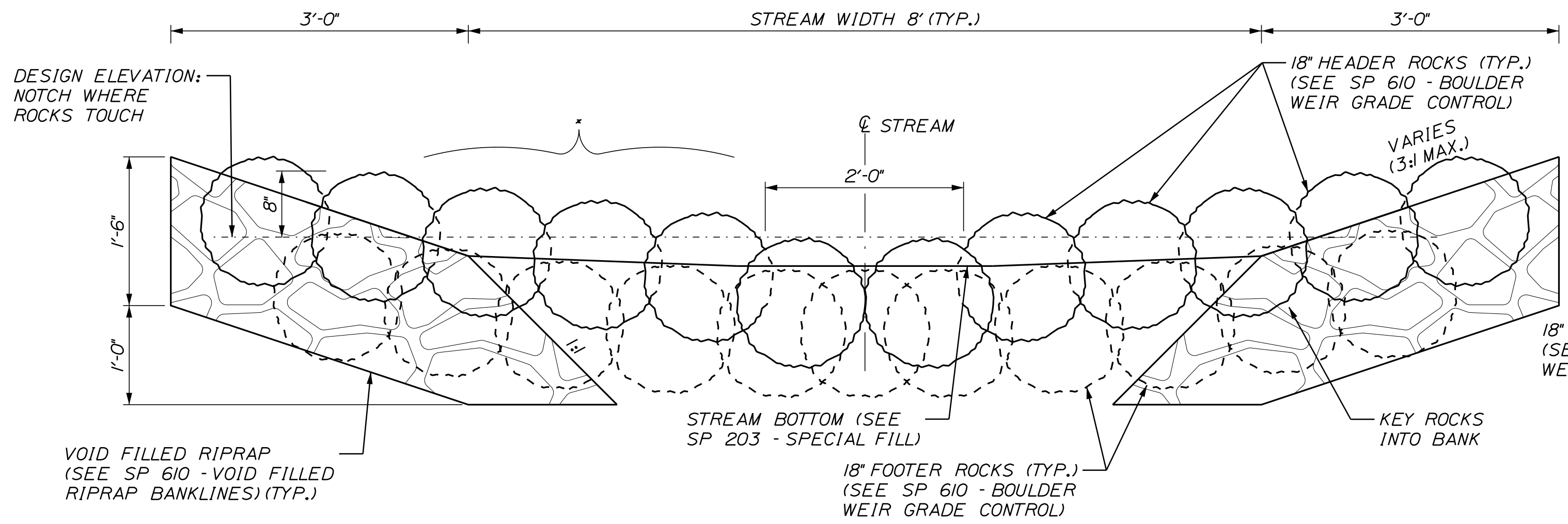
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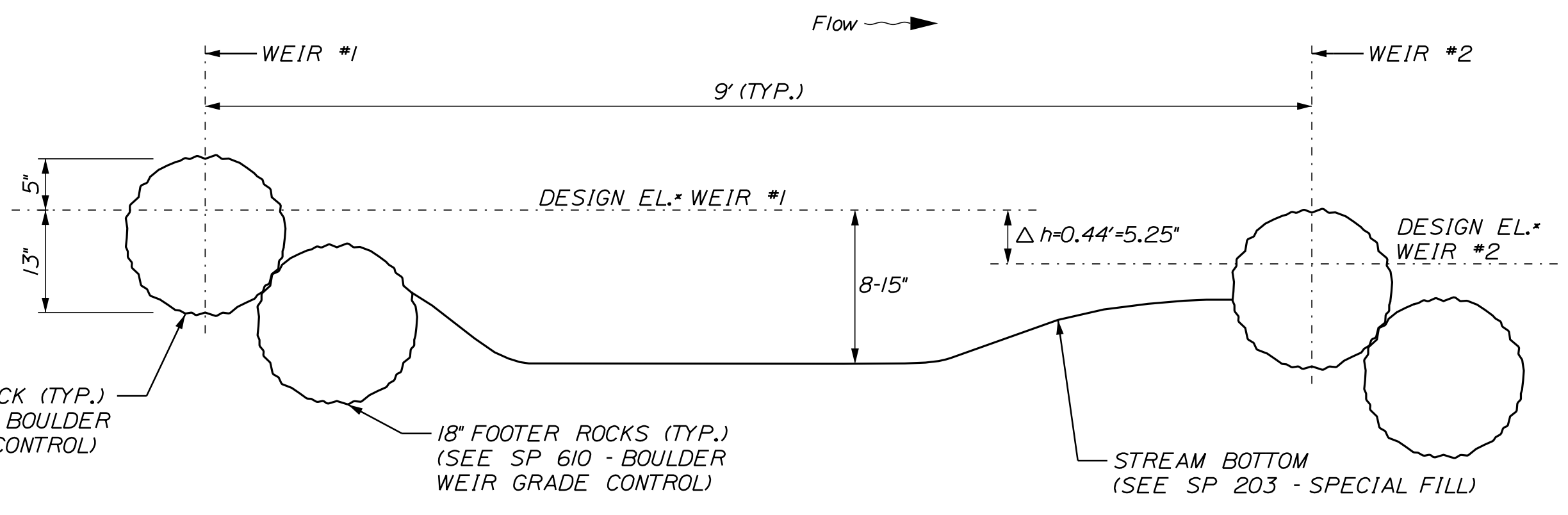
ROCK RAMP
PLAN VIEW

WEIR STATIONING AND DESIGN NOTCH ELEVATIONS	
STATION	ELEVATION
8+70	109.25
8+79	109.69
8+88	110.13
8+97	110.57
9+06	111.01
9+15	111.45
9+24	111.89
9+33	112.33

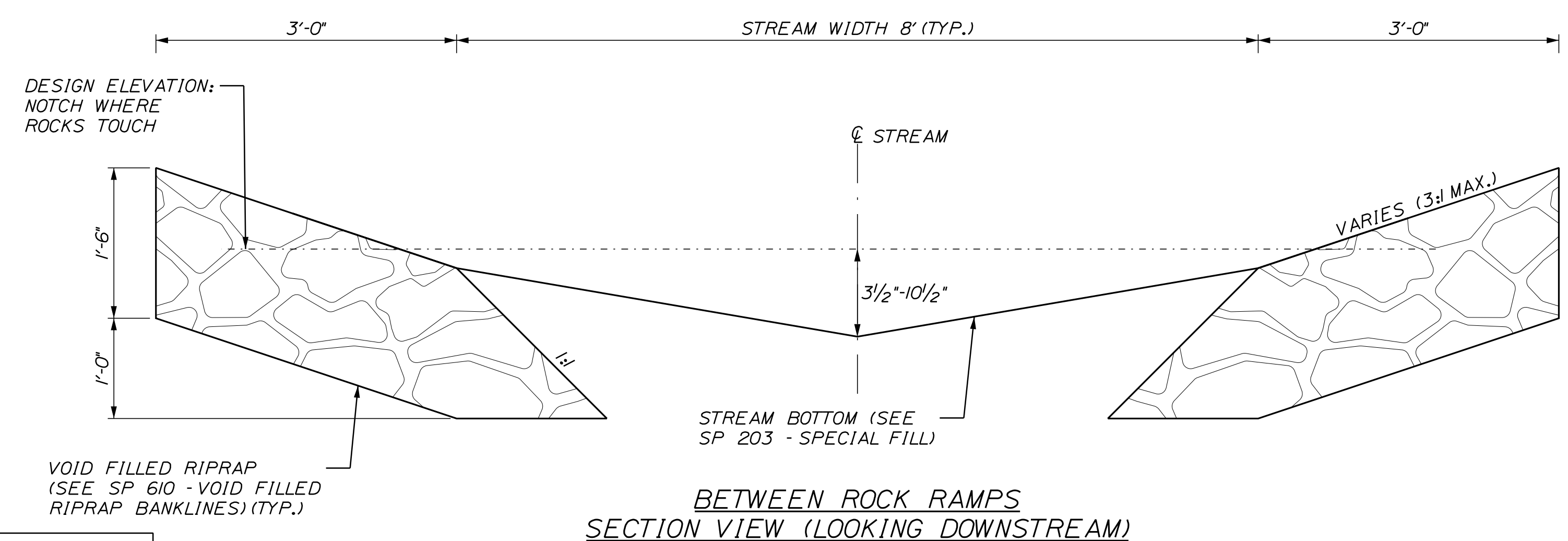
NOTE:
STA. 9+64.62 IS AT THE PROPOSED PIPE OUTLET END.



ROCK RAMP
SECTION VIEW (LOOKING DOWNSTREAM)
* OFF-CENTER ROCKS SLIGHTLY HIGHER, (TYP.)



ROCK RAMP
SIDE/LONGITUDINAL VIEW
* DESIGN ELEVATION: *NOTCH* WHERE ROCKS TOUCH



BETWEEN ROCK RAMPS
SECTION VIEW (LOOKING DOWNSTREAM)

NOT TO SCALE

DATE	BY	DATE	SIGNATURE
01/24	T. WARREN	01/24	
01/24	D. ETINGER		

PROJ. MANAGER	L. HAMILTON	DESIGN-DETAILED	T. LANDRY	CHECKED-REVIEWED	T. LANDRY	DESIGN-DETAILED	T. LANDRY	DESIGN-DETAILED	T. LANDRY	DESIGN-DETAILED	T. LANDRY	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES

SHEET NUMBER

5

OF 19



Relationships. Responsiveness. Results.
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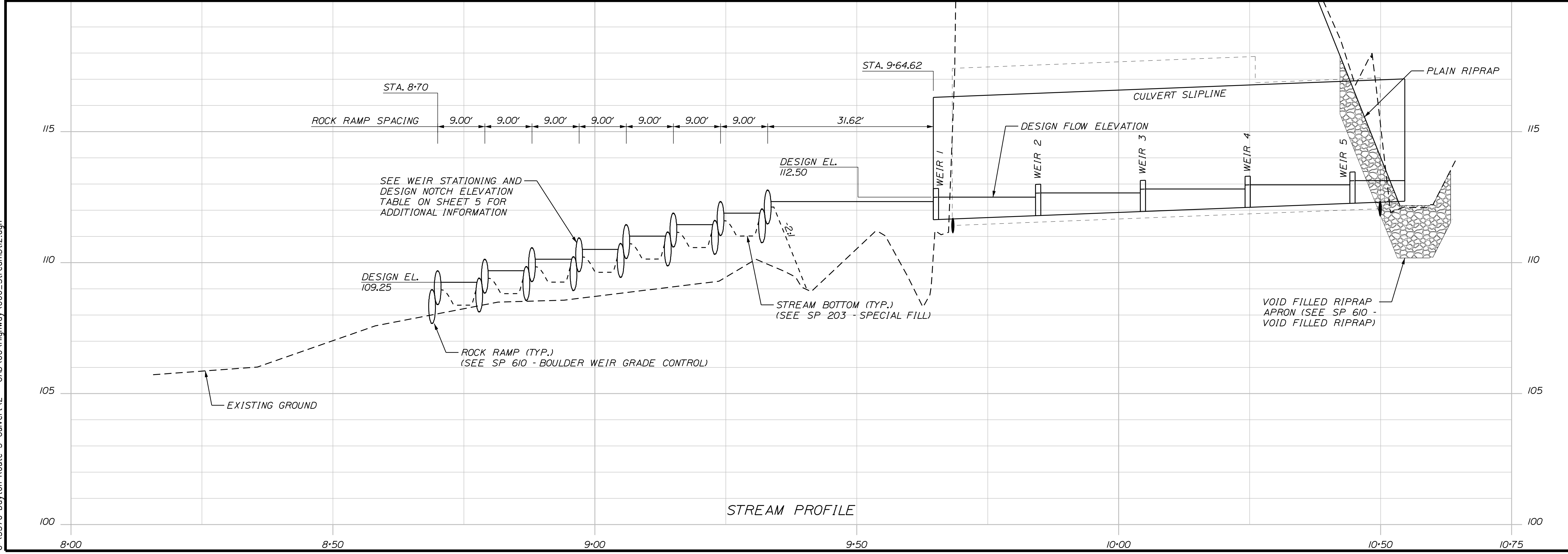
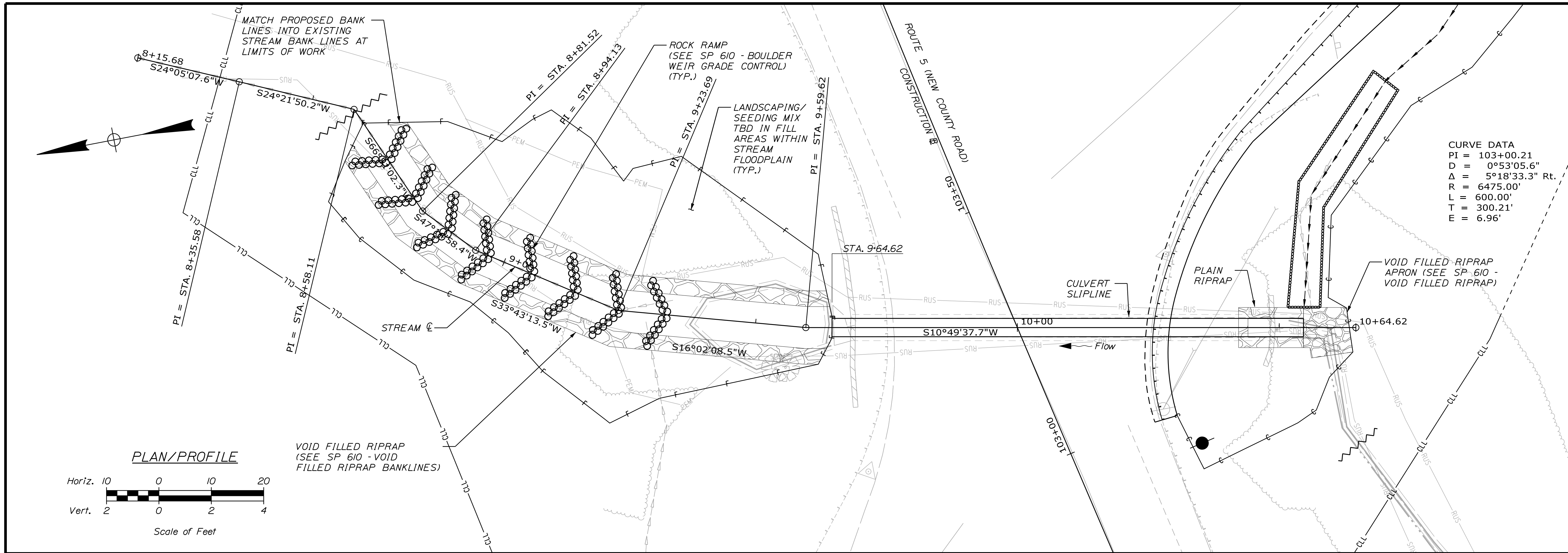
Date: 1/11/2024

Username: Mike.Cundiff

Division: HIGHWAY

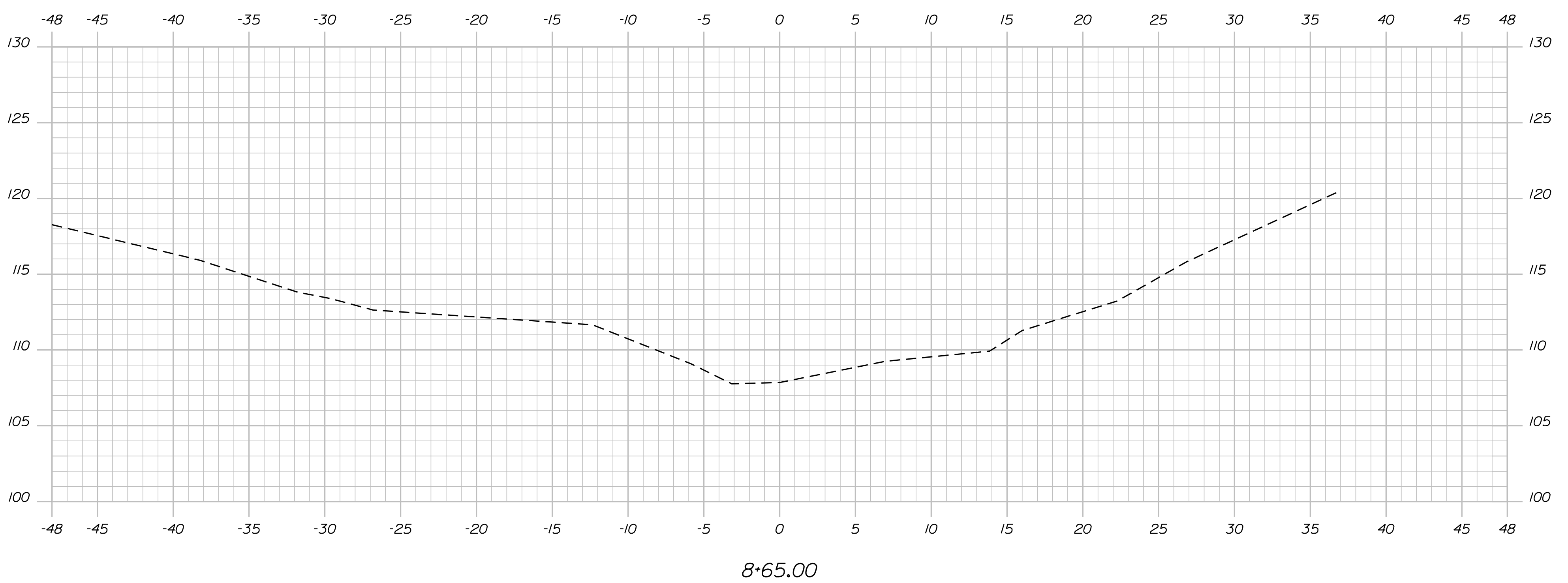
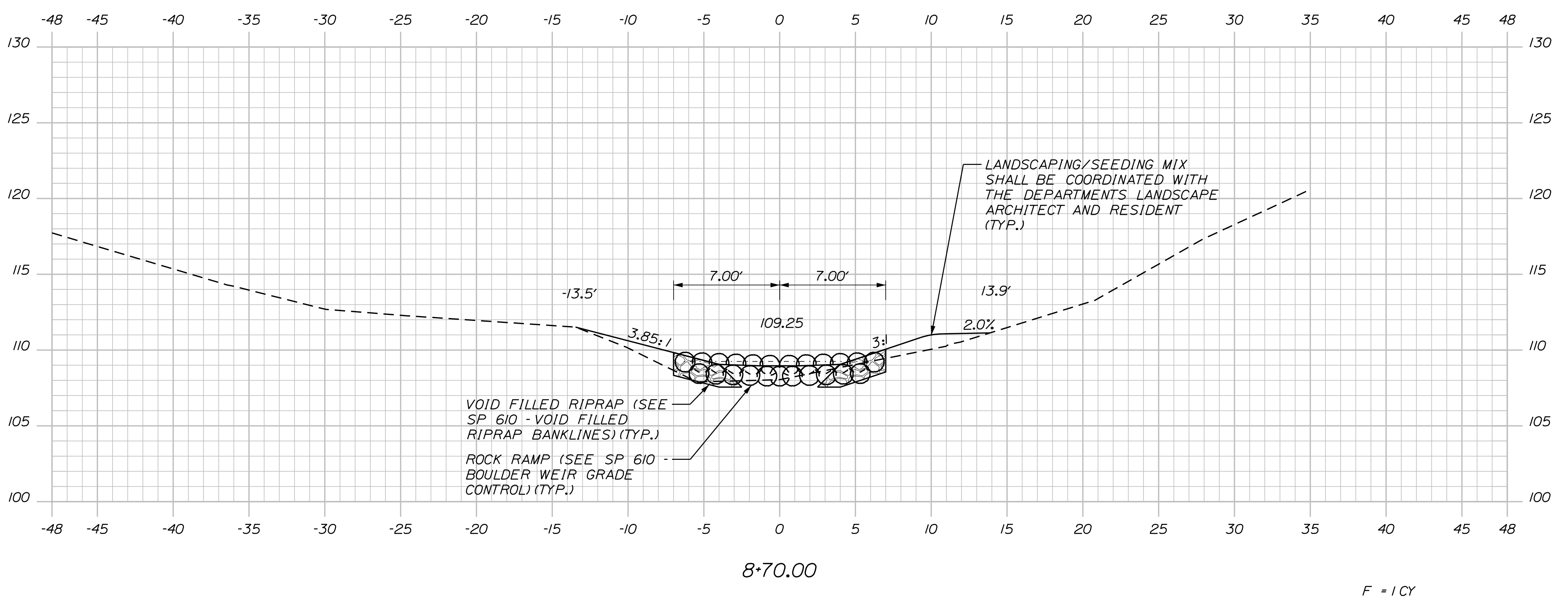
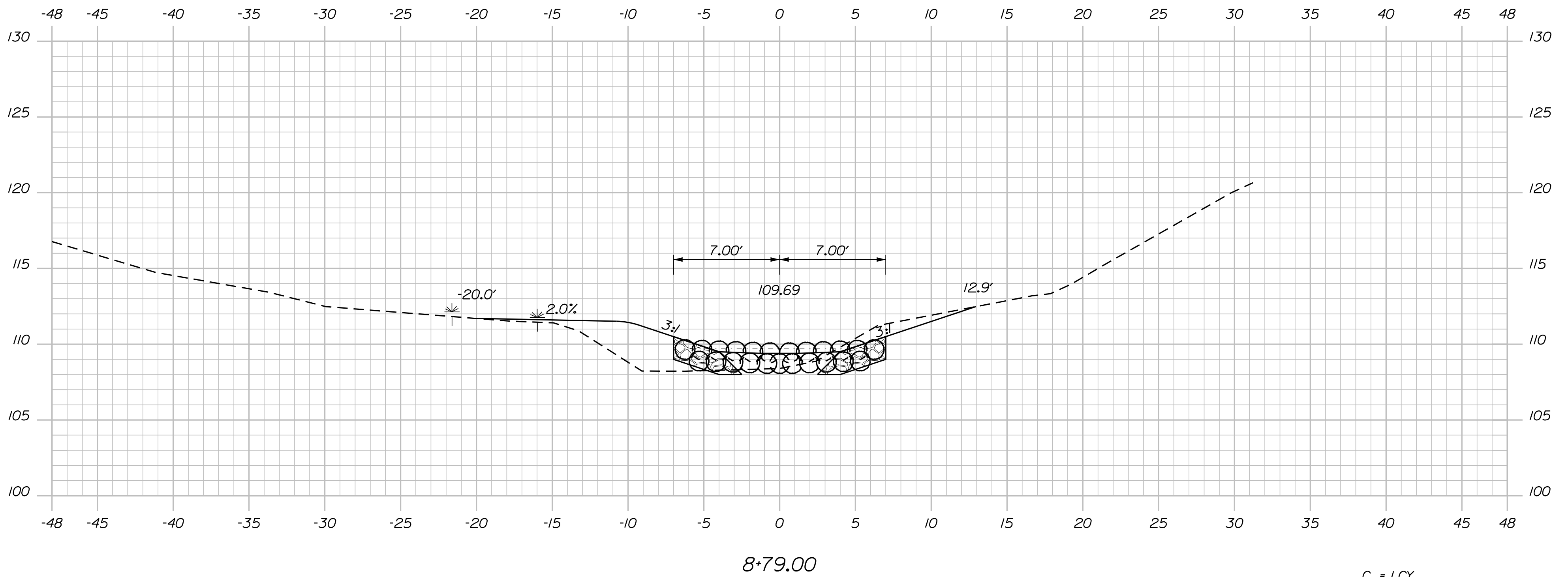
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STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
DAYTON		ROUTE 5	
SPECIAL DETAILS -		STREAM PLAN/PROFILE	
SHEET NUMBER		6	
OF 19		WIN 23551.00	
HIGHWAY PLANS		DATE	
PROJ. MANAGER	L. HAMILTON	BY	T. WARREN
CHECKED/REVIEWED	T. LANDRY	DATE	01/24
DESIGNED/DETAILED	D. ETINGER	DATE	01/24
DESIGNED/DETAILED		SIGNATURE	
REVISIONS 1		P.E. NUMBER	
REVISIONS 2		DATE	
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

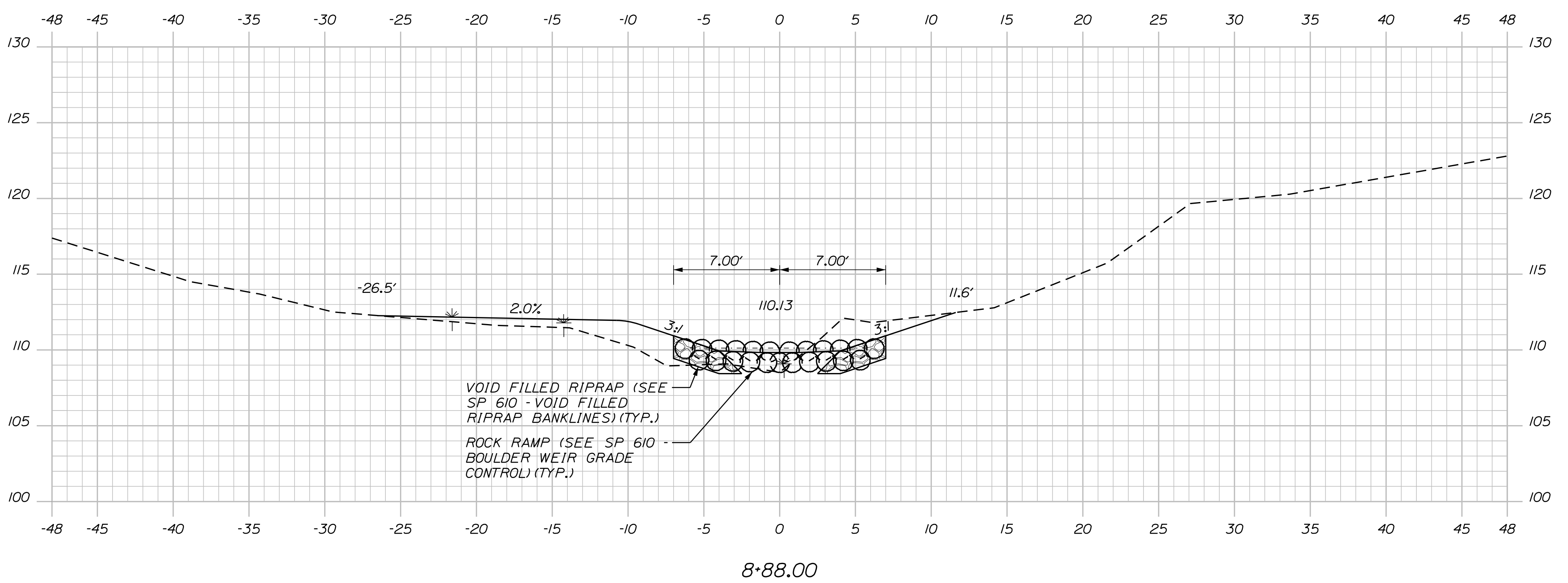
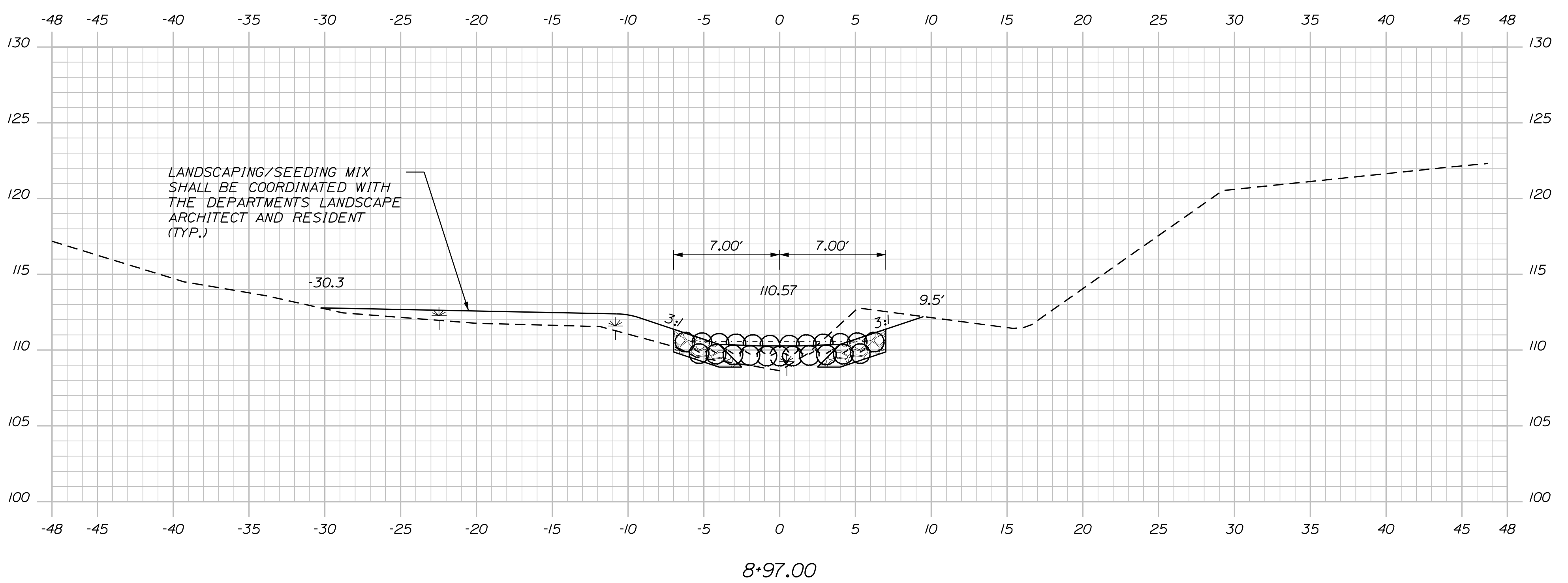
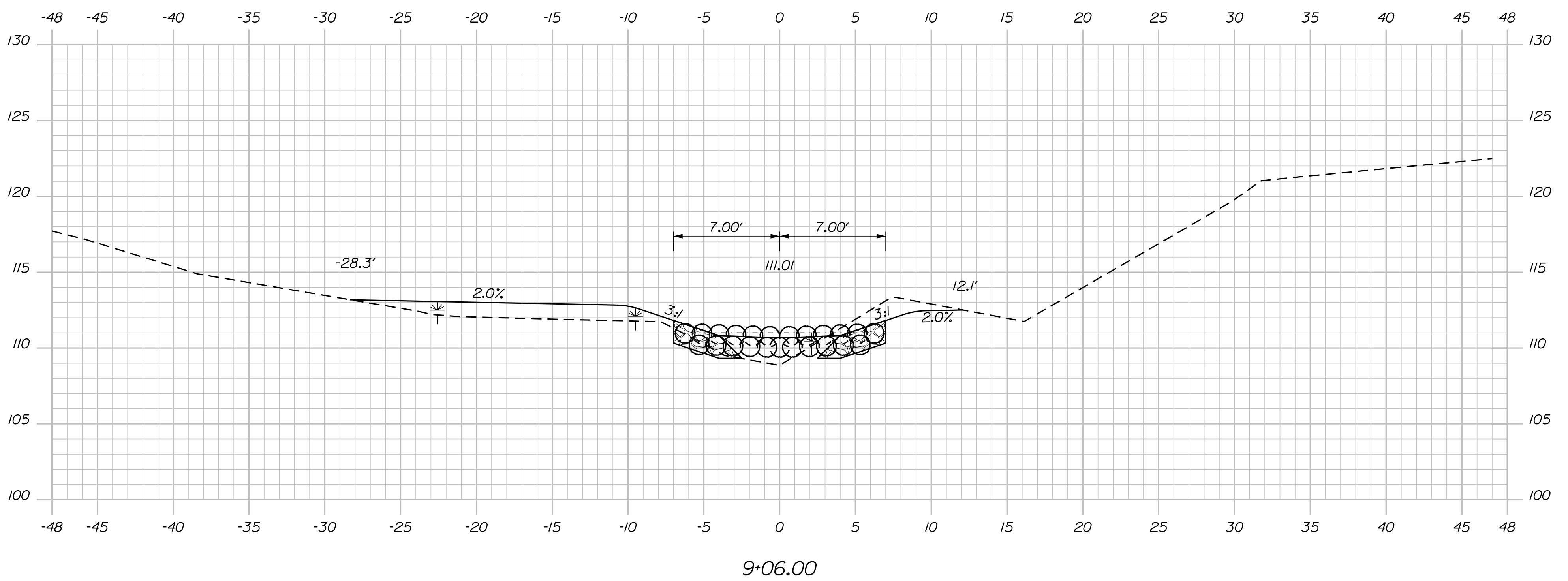
U:\3570-Dayton Route 5 Culvert\Z - CAD\00\Highway\Xsect.dgn



Sta. 8+65.00 to Sta. 8+79.00

OF 19 	DAYTON ROUTE 5	PROJ. MANAGER L. HAMILTON DESIGN-DETAILED T. LANDRY CHECKED-REVIEWED T. LANDRY DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	BY I. WARREN D. ETTINGER - - - - - - -	DATE 01\24 01\24 - - - - - -	SIGNATURE _____ P.E. NUMBER _____ DATE _____	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
	SPECIAL DETAILS - STREAM CROSS SECTIONS					WIN 23551.00	HIGHWAY PLANS
	SHEET NUMBER						

U:\3570-Dayton Route 5 Culvert\Z - CAD\00\Highway\Xsect.dgn



Sta. 8+88.00 to Sta. 9+06.00

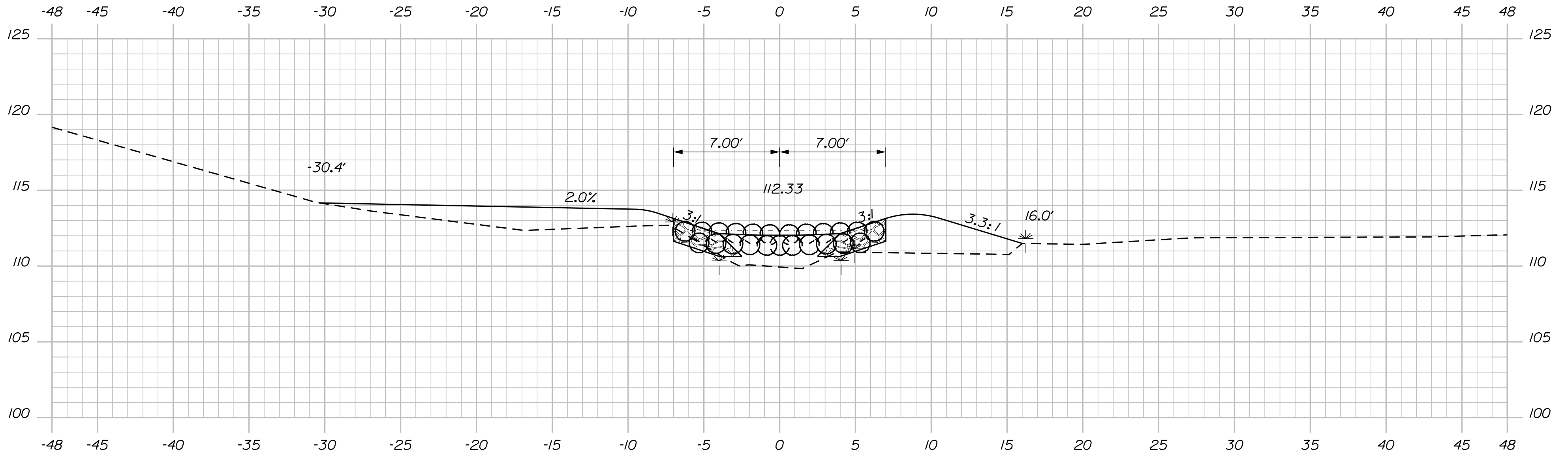
OF 19 8 SHEET NUMBER	DAYTON ROUTE 5	PROJ. MANAGER L. HAMILTON DESIGN-DETAILED T. LANDRY I. WARREN 01\24 CHECKED-REVIEWED T. LANDRY D. ETTINGER 01\24 DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	BY DATE SIGNATURE P.E. NUMBER DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
	SPECIAL DETAILS - STREAM CROSS SECTIONS			WIN 23551.00
				HIGHWAY PLANS

U:\3570-Dayton Route 5 Culvert\Z - CAD\00\Highway\Xsect.dgn

STA. 9+56.44
7.96 RT.
EXIST. 6"DECID
(REMOVE)

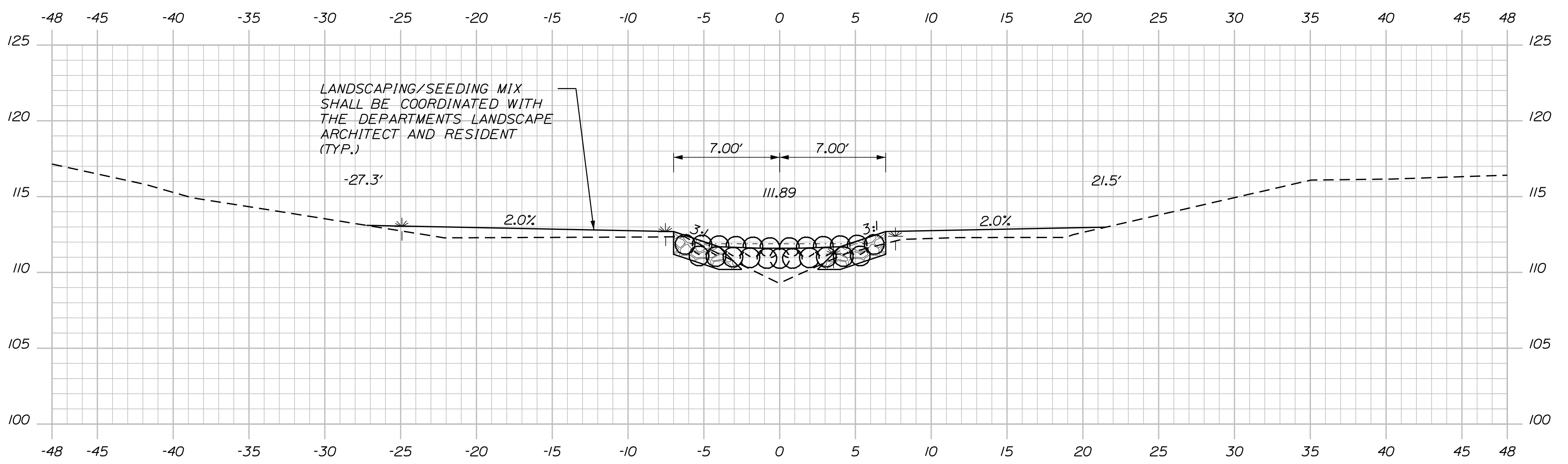
STA. 9+54.54
8.23 RT.
EXIST. 5"DECID
(REMOVE)

F = 22 CY



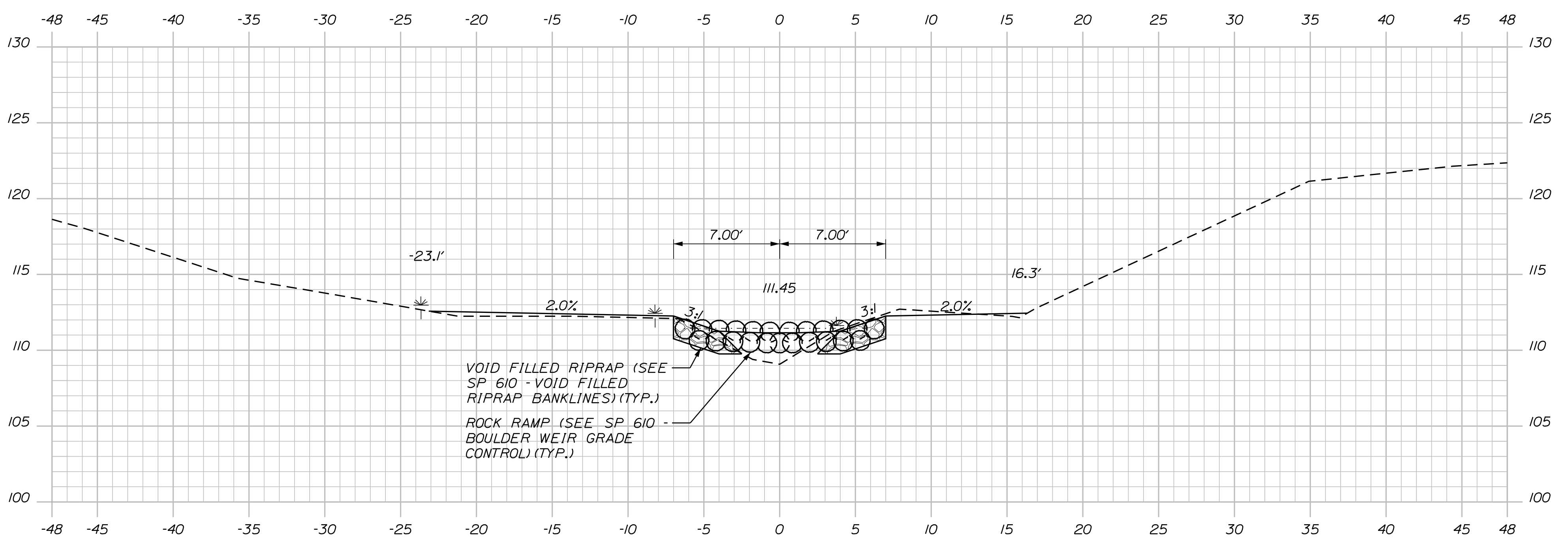
9+33.00

F = 10 CY



9+24.00

C = 1 CY
F = 4 CY



9+15.00

C = 2 CY
F = 4 CY

Sta. 9+15.00 to Sta. 9+33.00

OF 19 9 SHEET NUMBER	DAYTON ROUTE 5	PROJ. MANAGER L. HAMILTON BY DATE DESIGN-DETAILED T. LANDRY I. WARREN 01\24 CHECKED-REVIEWED T. LANDRY D. ETTINGER 01\24 DESIGN2-DETAILED2 - - DESIGN3-DETAILED3 - - REVISIONS 1 - - REVISIONS 2 - - REVISIONS 3 - - REVISIONS 4 - - FIELD CHANGES - -	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
	SPECIAL DETAILS - STREAM CROSS SECTIONS	SIGNATURE _____ P.E. NUMBER _____ DATE _____	WIN 23551.00
			HIGHWAY PLANS

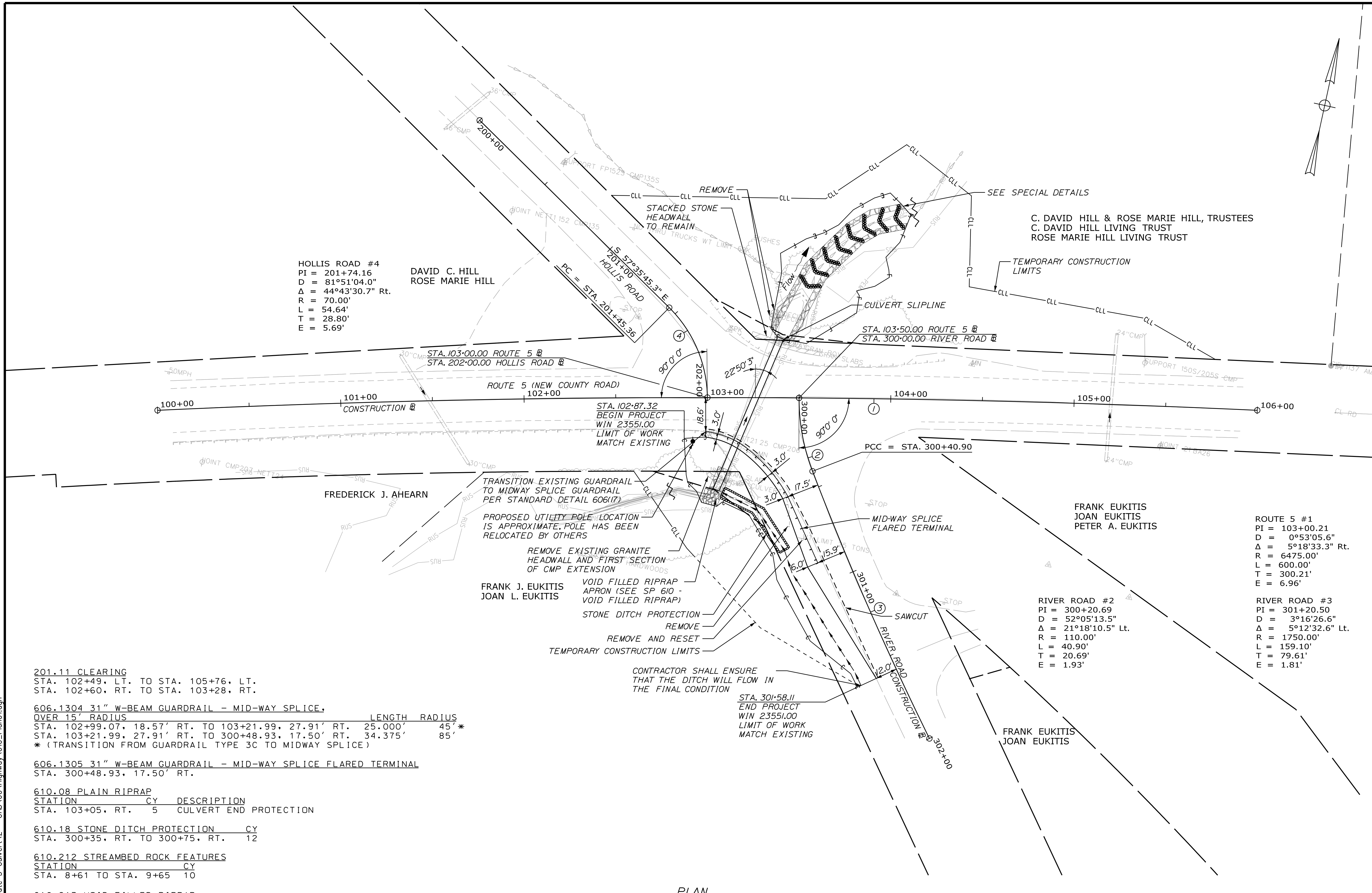
Date: 11/11/2024

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ... \000\Highway\010_Plan01.dgn

U:\3570-Dayton Route 5 Culvert\Z - CAD\00_Highway\010_Plan01.dgn



201.11 CLEARING
 STA. 102+49, LT. TO STA. 105+76, LT.
 STA. 102+60, RT. TO STA. 103+28, RT.

606.1304 31" W-BEAM GUARDRAIL - MID-WAY SPLICE, OVER 15' RADIUS

STATION	LENGTH	RADIUS
STA. 102+99.07, 18.57' RT. TO 103+21.99, 27.91' RT.	25.000'	45'*
STA. 103+21.99, 27.91' RT. TO 300+48.93, 17.50' RT.	34.375'	85'

* (TRANSITION FROM GUARDRAIL TYPE 3C TO MIDWAY SPLICE)

606.1305 31" W-BEAM GUARDRAIL - MID-WAY SPLICE FLARED TERMINAL
 STA. 300+48.93, 17.50' RT.

610.08 PLAIN RIPRAP

STATION	CY	DESCRIPTION
STA. 103+05, RT.	5	CULVERT END PROTECTION

610.18 STONE DITCH PROTECTION

STATION	CY
STA. 300+35, RT. TO 300+75, RT.	12

610.212 STREAMBED ROCK FEATURES

STATION	CY
STA. 8+61 TO STA. 9+65	10

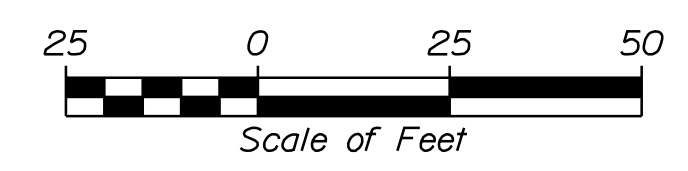
610.213 VOID FILLED RIPRAP

STATION	CY	DESCRIPTION
STA. 8+61 TO STA. 9+65	41	RIPRAP BANKLINES
STA. 103+05, RT.	6	RIPRAP APRON

613.319 EROSION CONTROL BLANKET

STATION	SY
STA. 300+75 TO 301+58, RT.	30

PLAN



Relationships. Responsiveness. Results.
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STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

WIN
 23551.00
 HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
L. HAMILTON	T. WARREN	01/24
DESIGN-DETAILED	D. ETINGER	01/24
CHECKED-REVIEWED		
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

DAYTON
 ROUTE 5
 GENERAL PLAN

SHEET NUMBER

10

OF 19

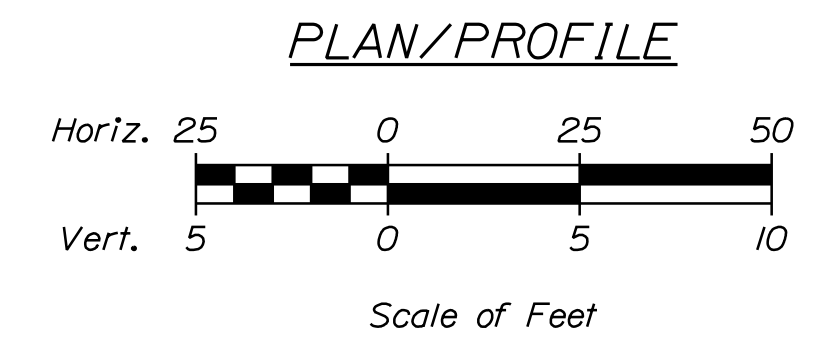
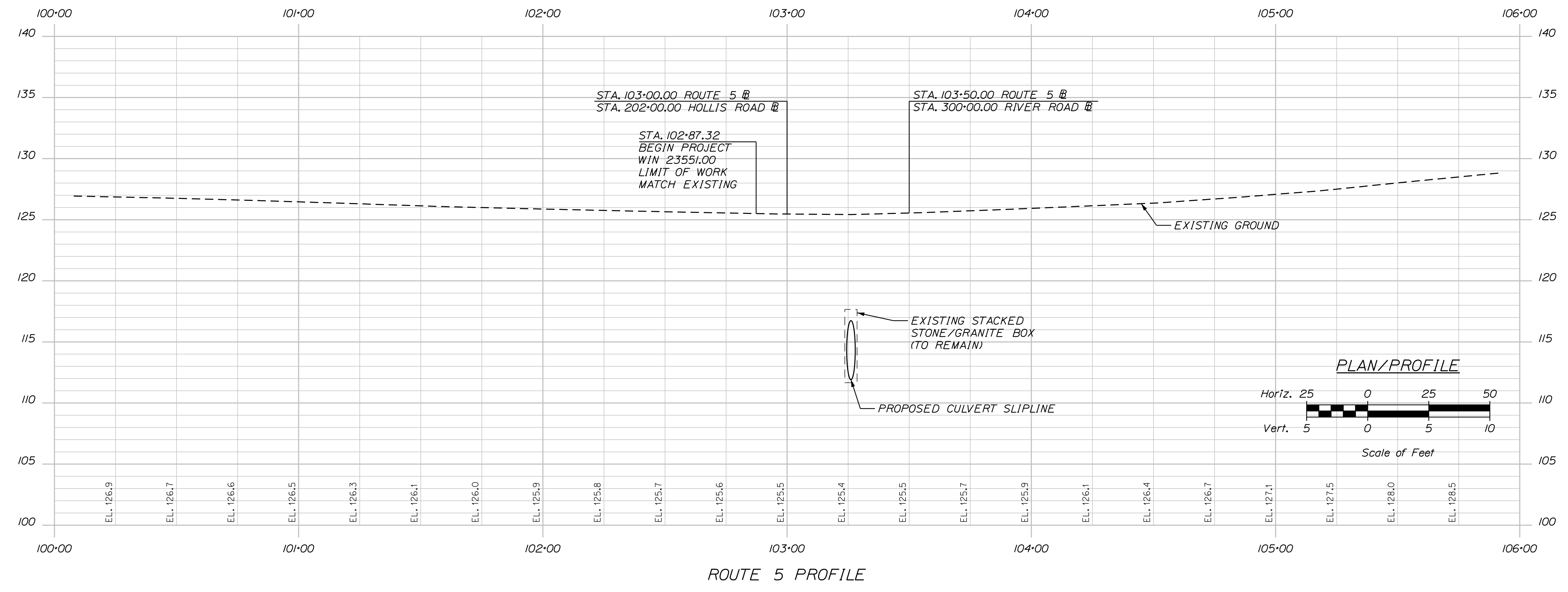
Date: 1/11/2024

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ... \00\Highway\011_Profile.dgn

U:\3570-Doyton Route 5 Culvert\Z - CAD\00.Highway\011_Profile.dgn



Relationships. Responsiveness. Results.
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STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 WIN
 23551.00
 HIGHWAY PLANS

DESIGN-DETAILED	T. LANDRY	01/24	SIGNATURE
CHECKED-REVIEWED	T. LANDRY	01/24	
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			P.E. NUMBER
REVISIONS 2			DATE
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PROJ. MANAGER	L. HAMILTON	BY	T. WARREN	DATE	01/24
DESIGN-DETAILED	T. LANDRY	CHECKED-REVIEWED	T. LANDRY	DATE	01/24
DESIGN-DETAILED		DESIGN-DETAILED			
REVISIONS 1		REVISIONS 1			
REVISIONS 2		REVISIONS 2			
REVISIONS 3		REVISIONS 3			
REVISIONS 4		REVISIONS 4			
FIELD CHANGES		FIELD CHANGES			

DAYTON ROUTE 5 PROFILE

SHEET NUMBER
11
 OF 19

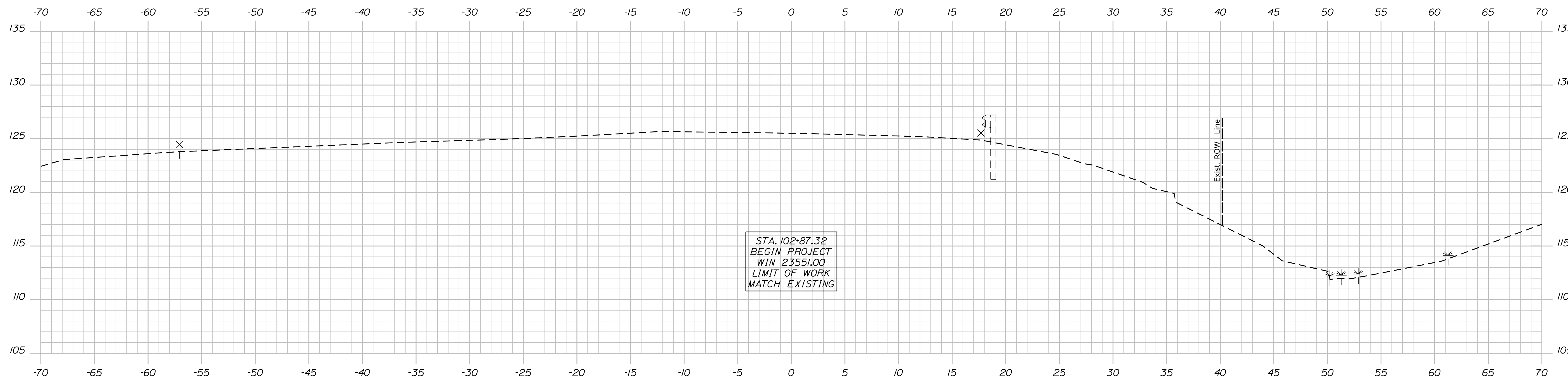
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Username: Mike.Cundiff

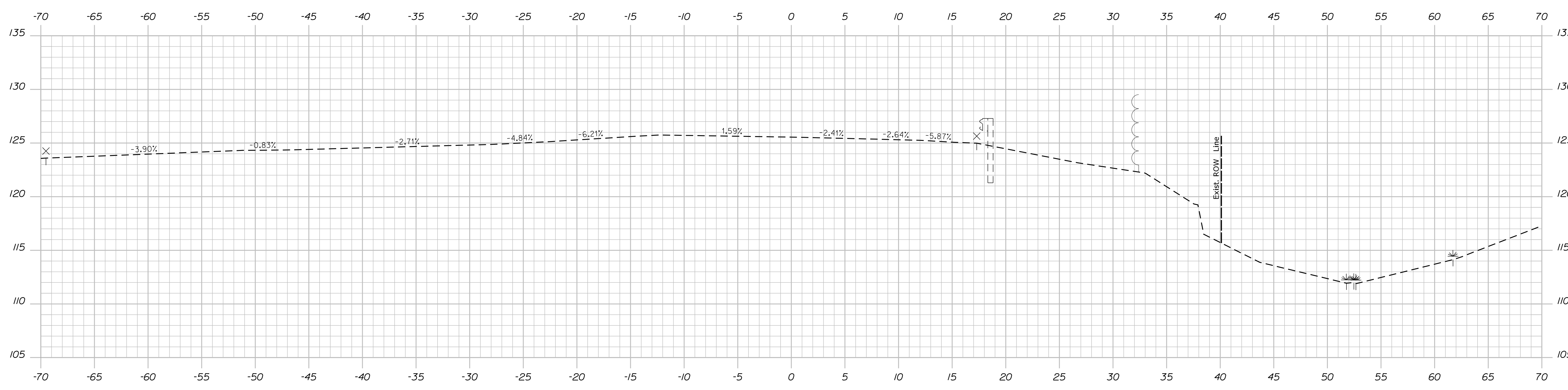
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102+87.32
(LIMIT OF WORK)



102+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	BY	DATE
L. HAMILTON	T. WARREN	01/24
DESIGN-DETAILED	T. LANDRY	01/24
CHECKED-REVIEWED	T. LANDRY	01/24
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

DAYTON
ROUTE 5
CROSS SECTIONS

SHEET NUMBER
12
OF 19

WIN
23551.00
HIGHWAY PLANS

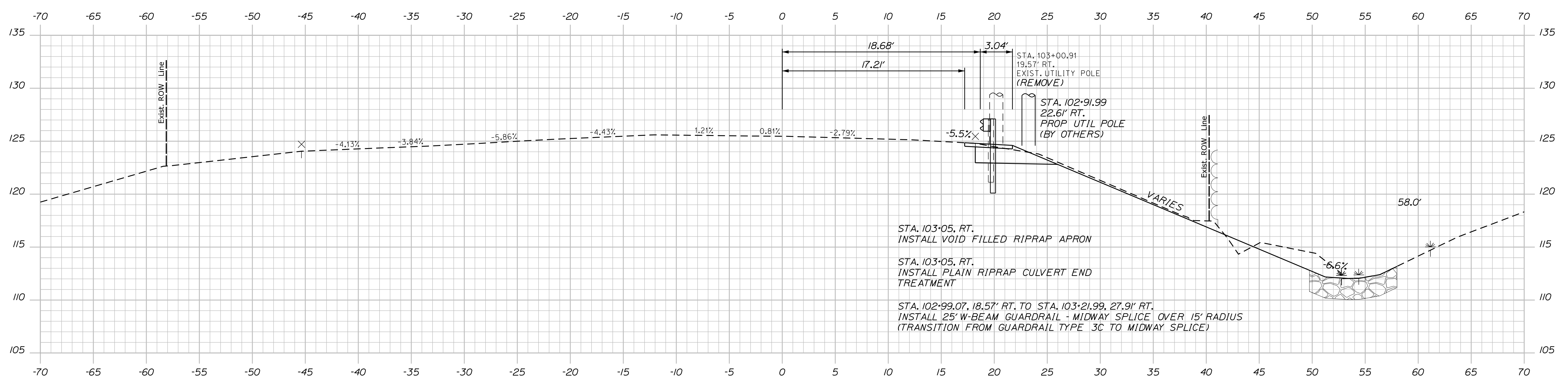
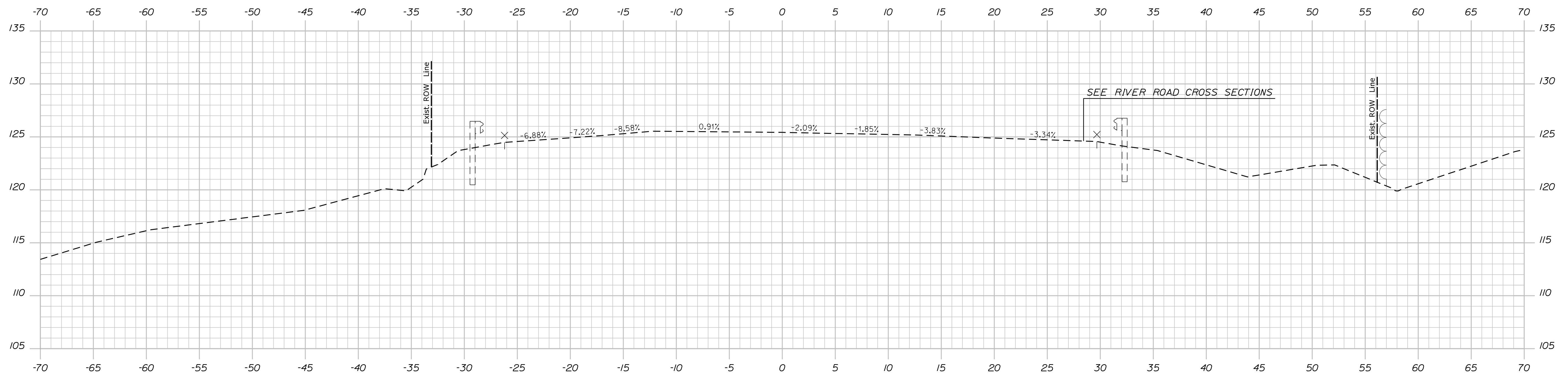
Date: 1/11/2024

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ... \Z - CAD\00\Highway\Xsect.dgn

U:\3570-Dayton Route 5 Culvert\Z - CAD\00\Highway\Xsect.dgn



C = 6 CY
F = 1 CY

DESIGN DETAILED	T. LANDRY	01/24	SIGNATURE
CHECKED/REVIEWED	T. LANDRY	01/24	
DESIGNS DETAILED			
DESIGNS DETAILED			
REVISIONS 1			P.E. NUMBER
REVISIONS 2			DATE
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PROJ. MANAGER	L. HAMILTON		
BY	T. WARREN	01/24	
DATE	D. ETTINGER	01/24	

DAYTON
ROUTE 5
CROSS SECTIONS

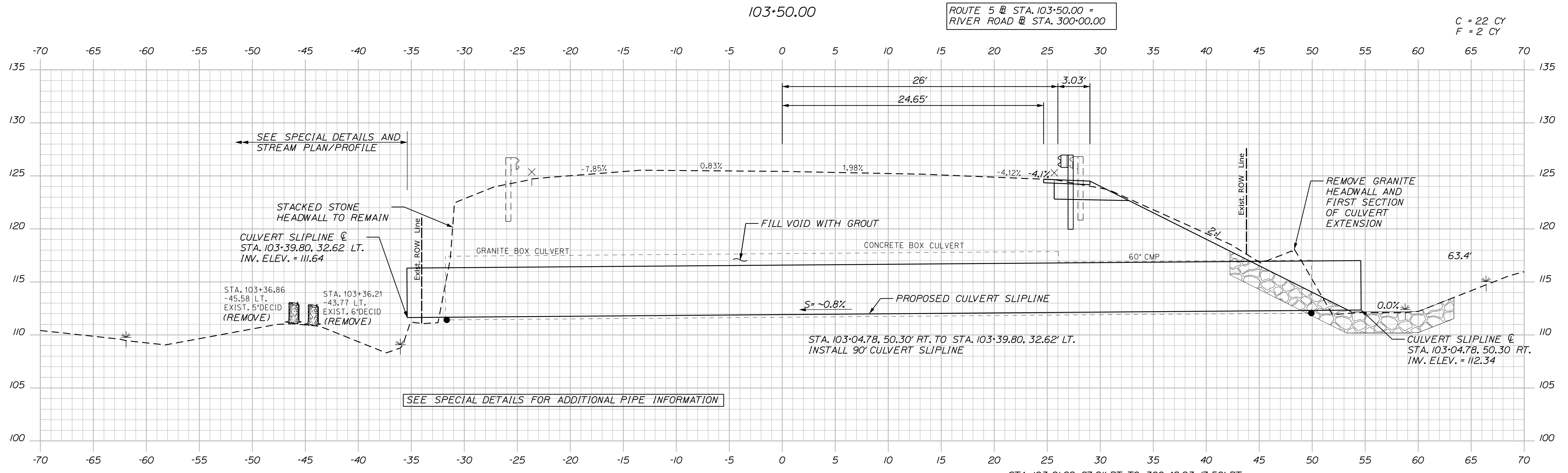
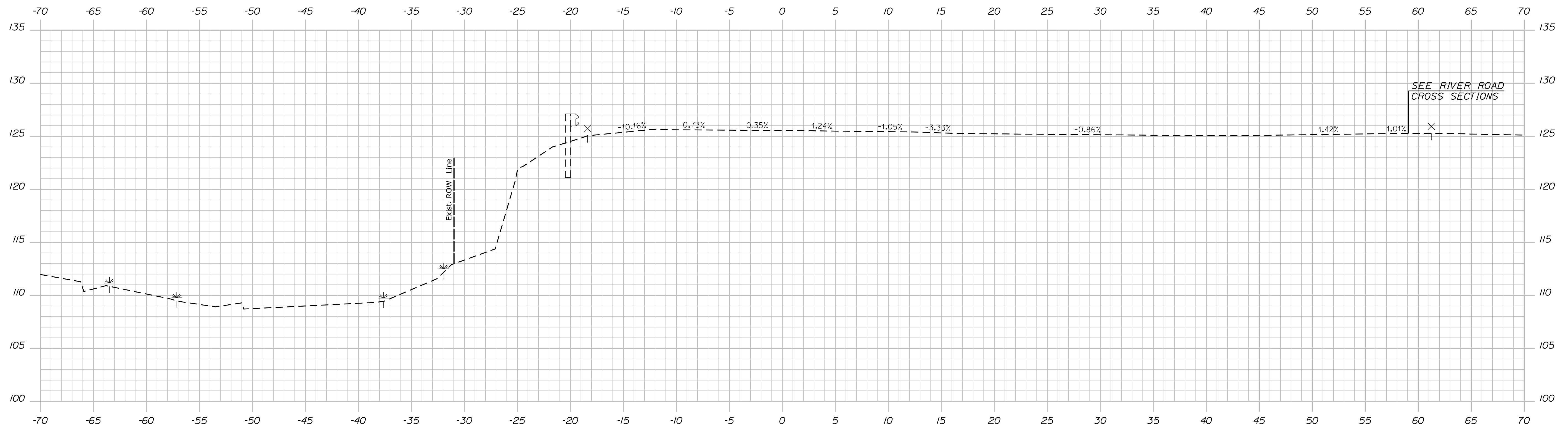
Date: 1/11/2024

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ... \Z - CAD\00\Highway\Xsect.dgn

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
23551.00
HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
L. HAMILTON	T. WARREN	01/24
DESIGN-DETAILED	T. LANDRY	01/24
CHECKED-REVIEWED	T. LANDRY	01/24
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

DAYTON
ROUTE 5
CROSS SECTIONS

SHEET NUMBER
14
OF 19

Sta. 103+26.14 to Sta. 103+50.00

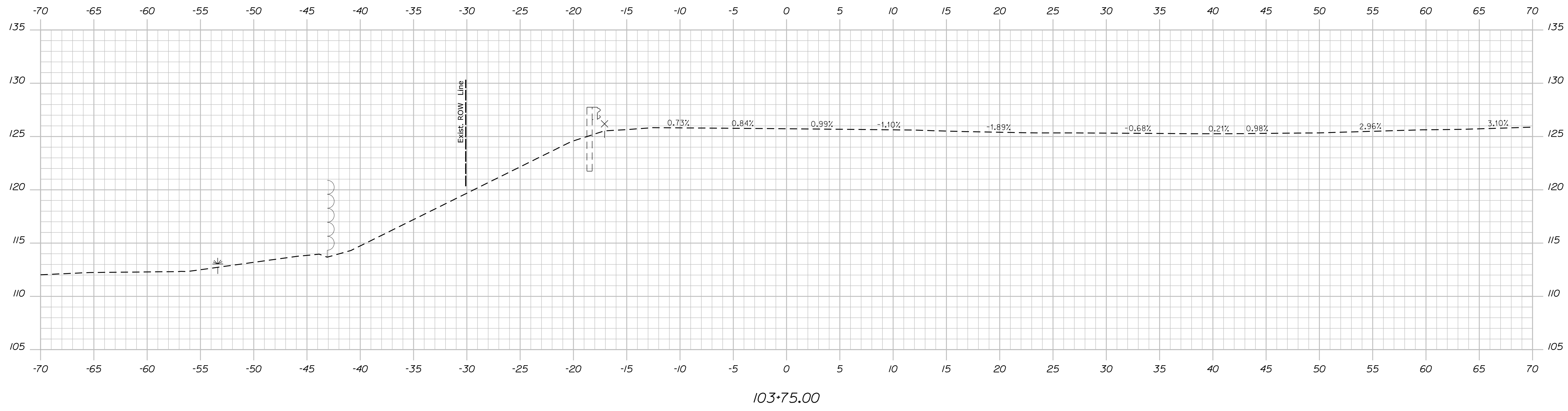
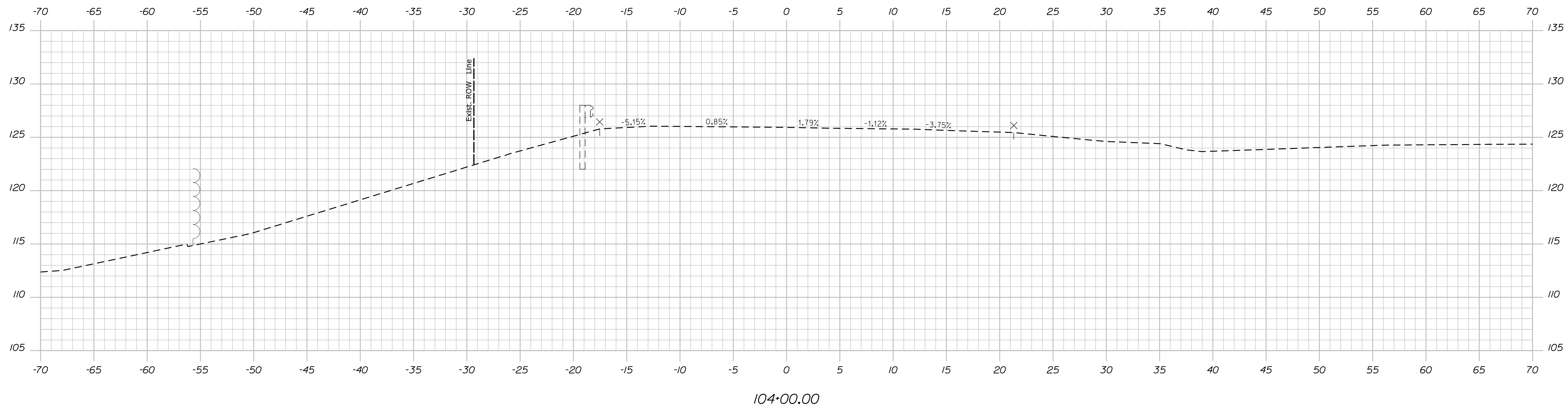
Date: 1/11/2024

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ... \Z - CAD\00\Highway\Xsect.dgn

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	BY	DATE
L. HAMILTON	T. WARREN	01/24
DESIGN-DETAILED	T. LANDRY	01/24
CHECKED-REVIEWED	D. ETTINGER	
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

DAYTON
ROUTE 5
CROSS SECTIONS

SHEET NUMBER
15
OF 19

WIN
23551.00
HIGHWAY PLANS

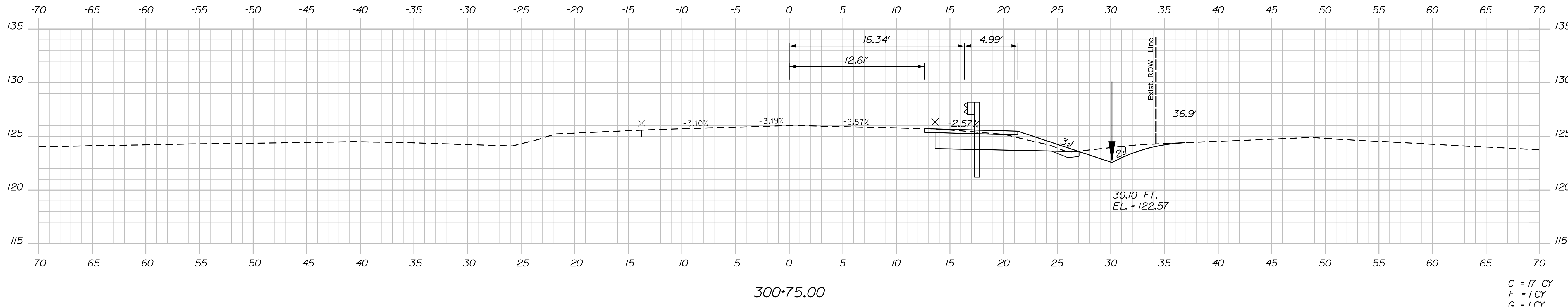
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Username: Mike.Cundiff

Division: HIGHWAY

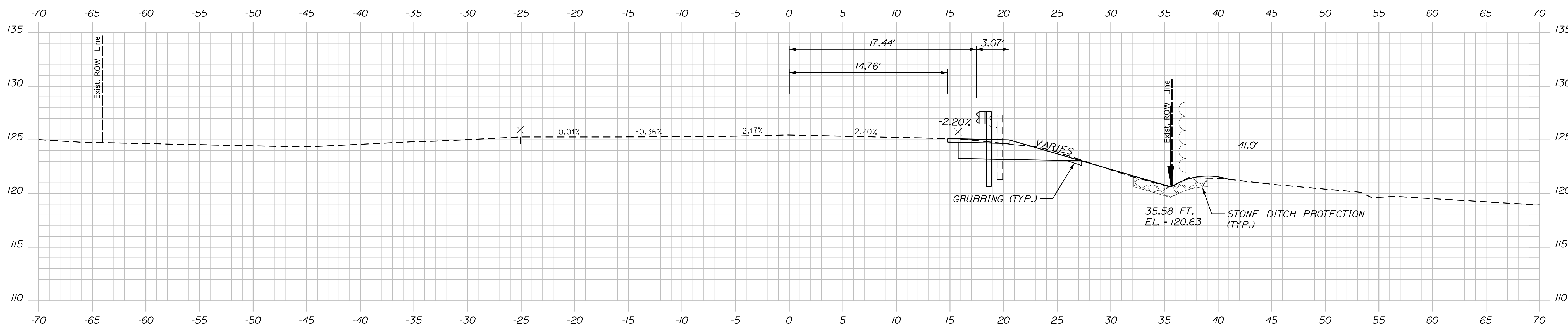
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300+75.00

C = 17 CY
F = 1 CY
G = 1 CY

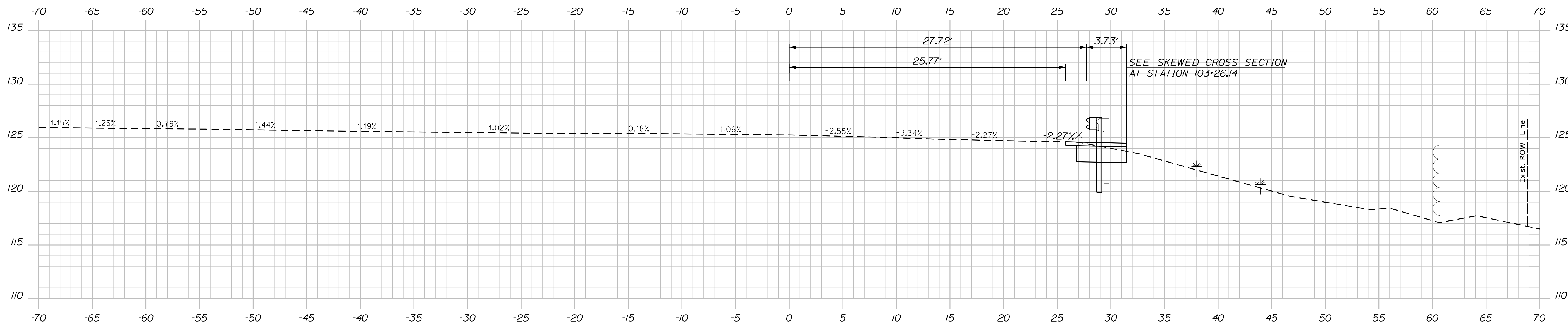


300+50.00

STA. 300+35, RT. TO STA. 300+75, RT.
INSTALL STONE DITCH PROTECTION

STA. 300+48.93, 17.50' RT.
INSTALL W-BEAM GUARDRAIL MIDWAY SPLICE FLARED TERMINAL

C = 11 CY
F = 1 CY
G = 1 CY



300+25.00

C = 4 CY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
23551.00
HIGHWAY PLANS

PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
L. HAMILTON	01/24	T. WARREN	01/24			
DESIGN-DETAILED		T. LANDRY				
CHECKED-REVIEWED		T. LANDRY				
DESIGNS DETAILED						
DESIGNS DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

DAYTON
ROUTE 5
CROSS SECTIONS

SHEET NUMBER
16
OF 19

Sta. 300+25.00 to Sta. 300+75.00

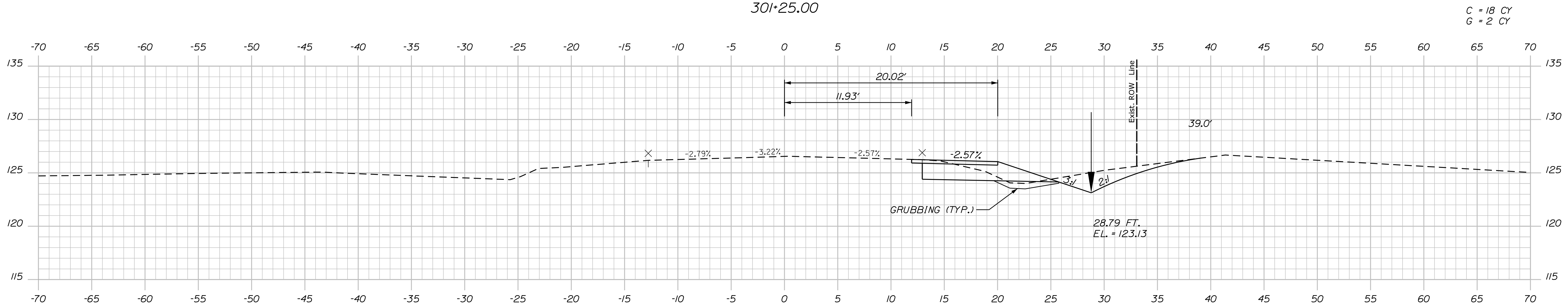
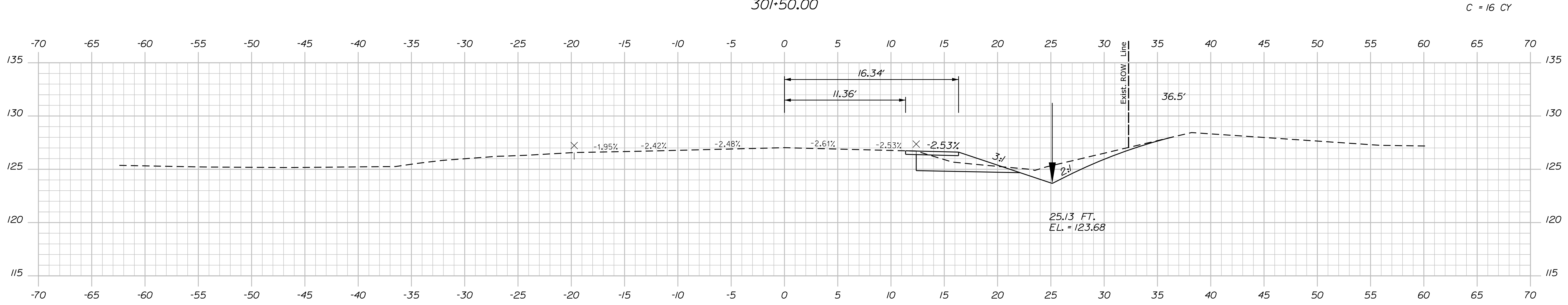
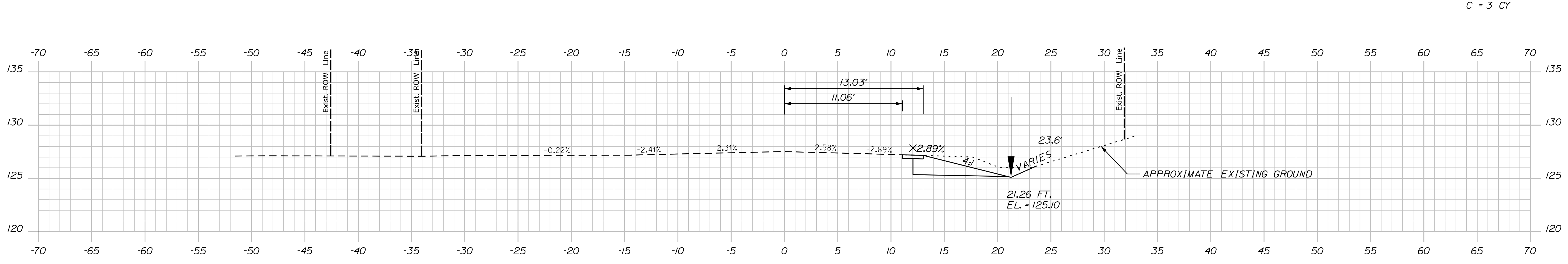
Date: 1/11/2024

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ... \Z - CAD\00\Highway\Xsect.dgn

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STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
DAYTON		ROUTE 5	
CROSS SECTIONS		SHEET NUMBER	
17		OF 19	
PROJ. MANAGER	L. HAMILTON	BY	T. WARREN
CHECKED-REVIEWED	T. LANDRY	DATE	01/24
DESIGN-REVIEWED	T. LANDRY	DATE	01/24
DESIGN-REVIEWED		SIGNATURE	
REVISIONS 1		P.E. NUMBER	
REVISIONS 2		DATE	
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WIN 23551.00 HIGHWAY PLANS

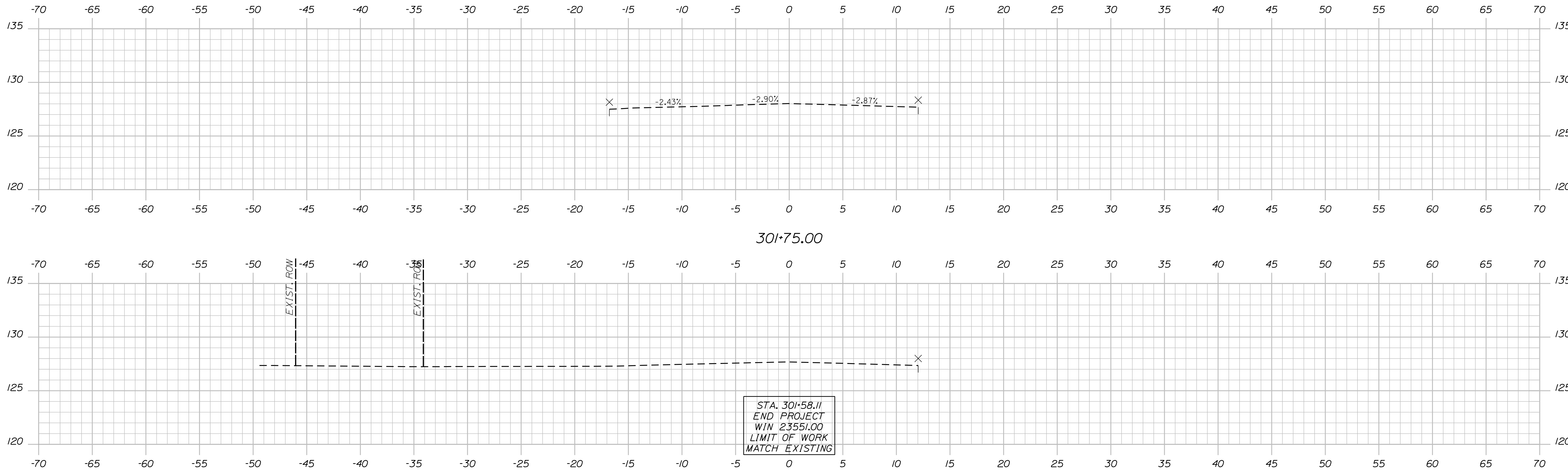
Date: 1/11/2024

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ... \Z - CAD\00\Highway\Xsect.dgn

U:\3570-Dayton Route 5 Culvert\Z - CAD\00\Highway\Xsect.dgn



STA. 301+58.11
 END PROJECT
 WIN 23551.00
 LIMIT OF WORK
 MATCH EXISTING

301+58.11
 (LIMIT OF WORK)

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

SIGNATURE
 P.E. NUMBER
 DATE

PROJ. MANAGER	L. HAMILTON	BY	DATE
DESIGN-DETAILED	T. LANDRY	T. WARREN	01/24
CHECKED-REVIEWED	T. LANDRY	D. ETINGER	01/24
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

DAYTON
 ROUTE 5
 CROSS SECTIONS

SHEET NUMBER
 18
 OF 19

WIN
 23551.00
 HIGHWAY PLANS

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

PLAN LEGEND

New R/W Along Existing R/W	Clearing Limit Line	Sanitary Sewer	Existing	Proposed	Travelled Way	Existing	Proposed	Cut Line	Fill Line
Building	Conifer	Telephone Line	Electric Line	Water Line	Ditch	Catch Basin	Manhole	Stonewall	Retaining Wall
Tree Line	Bush Line	Underdrain Line	Gas Line	Guardrail	Underdrain Line	Sewer Manhole	Utility Pole	Baseline	Traverse Point
Water Edge	Ledge	Flag Pole	Well	Mallbox	Underdrain Line	Fire Hydrant	Curbing	Monument	Iron Rod Found
Fence	Sign	Well	Mallbox					Replacement Pin Set	Pipe Found

CONTROL INFORMATION
 HORIZONTAL DATUM - US STATE PLANE
 NAD83 (2011)
 ZONE - MAINE 2000 WEST ZONE
 VERTICAL DATUM - NAVD 88
 COMBINED SCALE FACTOR - 0.9999805

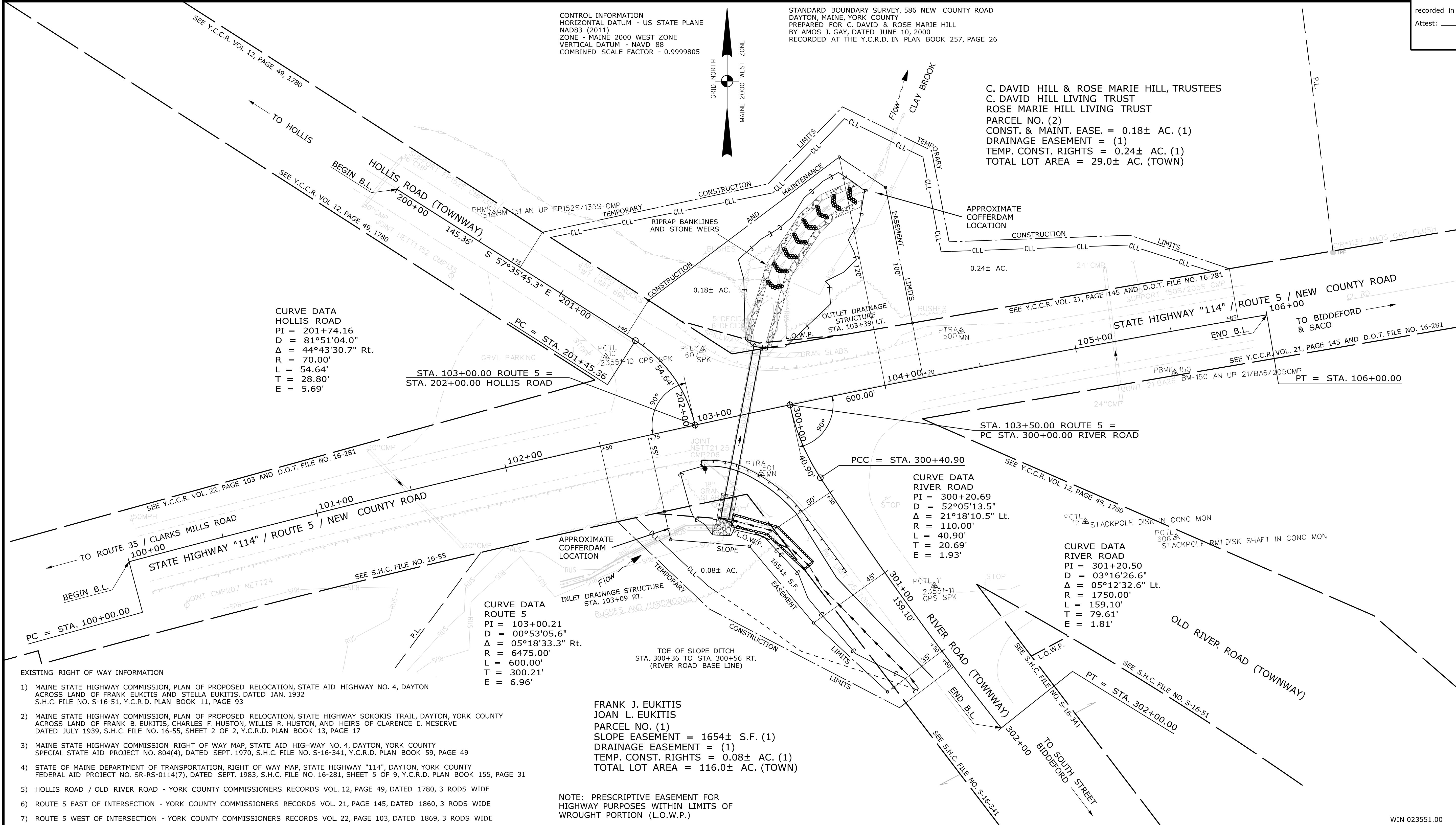
STANDARD BOUNDARY SURVEY, 586 NEW COUNTY ROAD
 DAYTON, MAINE, YORK COUNTY
 PREPARED FOR C. DAVID & ROSE MARIE HILL
 BY AMOS J. GAY, DATED JUNE 10, 2000
 RECORDED AT THE Y.C.R.D. IN PLAN BOOK 257, PAGE 26

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ADJACENT PROPERTY OWNERS.

Scale of Feet
 0 25 50 75 100

STATE OF MAINE
 REGISTRY OF DEEDS

COUNTY _____
 RECEIVED _____,
 at _____ h _____ m _____ M and
 recorded in Plan Bk _____, Pg. _____
 Attest: _____ REGISTER



TECH	CHECKED
R.M.C.	J.H.
ITEM	PLAN
EXISTING CONDITION	FINAL RIGHT OF WAY
AREAS	

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

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

BRUCE A. VAN NOTE
 COMMISSIONER
 JOYCE NOEL TAYLOR
 CHIEF ENGINEER

DATE _____

STATE HIGHWAY "114"
 ROUTE 5 / NEW COUNTY ROAD
 DAYTON YORK COUNTY
 STATE PROJECT NO. 23551.00

JUNE 2023
 SCALE 1" = 25'

RIGHT-OF-WAY MAP
 SHEET 1 OF 1

D.O.T. FILE NO. 16-549

SHEET NUMBER
19
 OF 19

Date: 11/9/2023
 Username: Jude.Hogan
 Division: ROW
 Filename: ...000\ROW\WSTA001_RWP\PLAN1.dgn