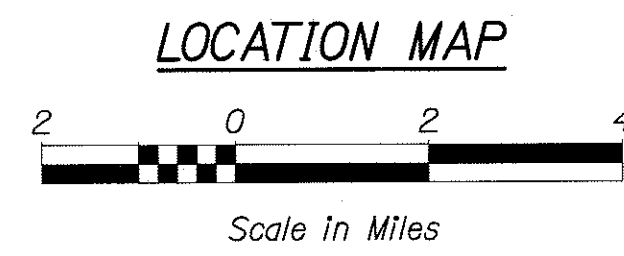
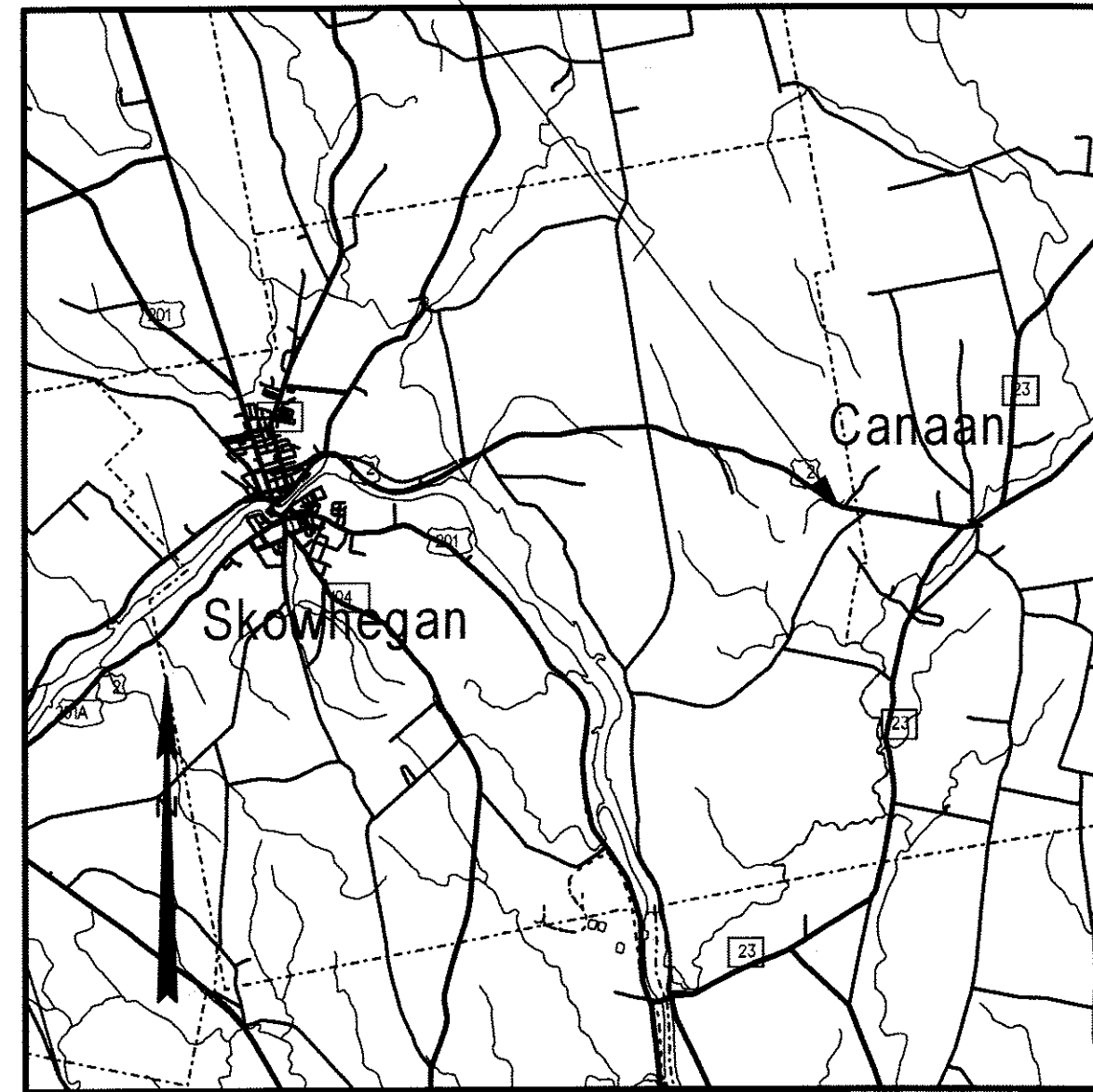


STATE OF MAINE DEPARTMENT OF TRANSPORTATION

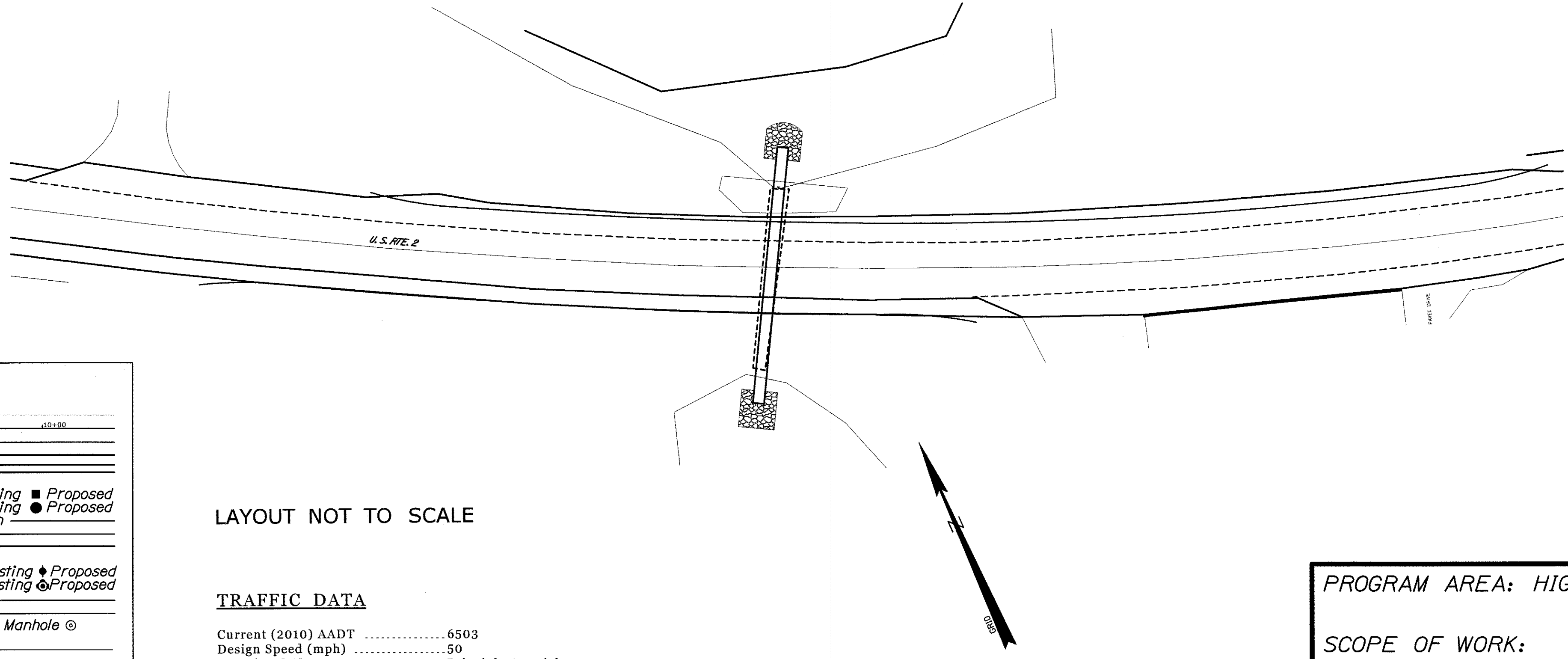


PIN 17539.00
PROJECT LOCATION



SKOWHEGAN SOMERSET COUNTY ROUTE 2 STATE PROJECT NO. 17539.00 PROJECT LENGTH : 0.001 MILES CULVERT SLIPLINE

INDEX OF SHEETS	
Description	Sheet No.
Title Sheet	1
Estimated Quantities	2
Cross Section	3
Plan	4



PLAN LEGEND	
Town, County, State	Centerline-Existing
Property Lines	Centerline-Proposed
R/W Lines-Existing	Travelway-Existing
R/W Lines-Proposed	Travelway-Proposed
Culvert-Existing	Railroad
Culvert Proposed	Catch Basins Existing
Curbing Existing	Manholes Existing
Curbing Proposed	Proposed Underdrain
Type 1	Proposed Ditch
Type 3	Utility Poles Existing
Type 5	Fire Hydrants Existing
Outline of Bodies of Water	Existing Water Line
Ledge	Existing San. Sewer
Buildings	Existing San. Sewer Manhole
Trees	Guardrail-Existing
Tree Line	Guardrail-Proposed
Clearing Limit Line	Guardrail-Cable, Other

LAYOUT NOT TO SCALE

TRAFFIC DATA	
Current (2010) AADT	6503
Design Speed (mph)	50
Functional Class:	Principle Arterial

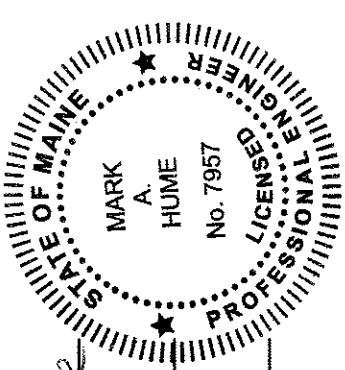
PROGRAM AREA: HIGHWAY PROGRAM
SCOPE OF WORK:
CULVERT SLIPLINE WITH FISH PASSAGE

Filename: ... \00\HIGHWAY\WSTA\001_Title.dgn
 Division: HIGHWAY
 Username: brian.mousseau
 Date: 4/25/2011

PIN 17539.00

SKOWHEGAN
ROUTE 2
TITLE SHEET

SHEET NUMBER
1
OF 4



SIGNATURE: Mark A. Hume
 No. 7957
 P.E. NUMBER: 475-11
 DATE: 4/25/11

PROJECT INFORMATION	
PROGRAM	HIGHWAY
PROJECT MANAGER	SHAWN SMITH
DESIGNER	BRIAN MOUSSEAU
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>	8/10/11
CHIEF ENGINEER: <i>[Signature]</i>	8/8/11

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
203.20	COMMON EXCAVATION	285	CY
203.24	COMMON BORROW	360	CY
509.202	CULVERT SLIPLINING	1	LS
511.07	COFFERDAM (Upstream)	1	LS
511.07	COFFERDAM (Downstream)	1	LS
610.08	PLAIN RIPRAP	30	CY
618.1401	SEEDING METHOD NUMBER 2 - PLAN QUANTITY	2.5	UN
619.12	MULCH	2.5	UN
631.12	ALL-PURPOSE EXC (INC OPERATOR)	5	HR
631.172	TRUCK-LARGE (INC OPERATOR)	5	HR
652.34	CONE	30	EA
652.35	CONSTRUCTION SIGNS	178	SF
652.36	MAINT OF TRAFFIC CONTR DEVICES	30	CD
652.38	FLAGGER	320	HR
656.75	TEMP. SOIL EROS. AND WATER POLL. CONTROL	1	LS
659.10	MOBILIZATION	1	LS

CONSTRUCTION NOTES

Item 203.20 - Common Excavation

This item shall be used to remove any existing beaver dam and debris on the upstream end. Debris from upstream end shall be removed from site and disposed of in an acceptable location. This item shall be used for remove debris from the down stream channel. All debris from the down stream end shall be scattered on the flood plain. The scattering of debris shall be incidental to the contract. This item shall also be used on the outlet end for the excavation of any part of the existing granite structure necessary to install slipline. Excavation limits shall be determined by the Resident. This item shall also be used to pay for the removal of all large rocks within the inslope on the inlet end of the pipe.

Item 203.24 - Common Borrow

This item shall be used to flatten the inlet and outlet banks to a 2:1 slope. Any acceptable common excavation from Item 203.20 shall be used first as directed by the Resident.

Item 509.202 - Culvert Sliplining

This item shall include all work and materials necessary to complete the sliplining. This includes but is not limited to dewatering, cleaning the existing structure, placing 100 feet of new 54" ID culvert according to Special Provision 509, welding any joints in the new culvert, bracing the culvert, and placing annular space grout according to Special Provision 502. The construction and placement of the 11 weirs shall also be incidental to this item.

Item 511.07 - Cofferdams

This item shall include all work necessary to construct cofferdams in accordance with Section 511 of the Standard Specifications and as required by Special Provision 656.75. Seperate payment shall be made for upstream and downstream cofferdams.

Item 610.08 - Plain Rip Rap

This item shall be used on one end of the slipline.

GENERAL NOTES

- The roadway shall remain open to two-way traffic at all times. It may be reduced to one lane with flaggers during the duration of construction.
- For easements, construction limits and right of way lines, refer to the Right of Way Map.
- Any right of way or clearing needed for contractor's equipment access shall be the responsibility of the contractor to acquire.
- Installation shall progress from the downstream end of the pipe so as to avoid aerial utilities.
- Place rip rap on the side slopes up to 12 inches above the top of the installed slip line pipe.
- Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no additional or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:
 - If a Lump Sum Pay Item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.
 - If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.
 - If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation.
- All work required to remove the beaver dam on the upstream end and beaver dam debris on the down stream end will be paid for under Pay Item No. 203.20, Common Excavation. Limits of excavation will be determined by the Resident.
- If beavers are present during the time of construction and/or during beaver dam removal, the Contractor shall contact Maine Department of Inland Fisheries and Wildlife to remove the beavers.
- The Contractor shall perform field measurements before fabrication to insure that the slipline will fit the current conditions.
- The Contractor is responsible for assuring that the pipe does not "Float" during the grouting operation. The cost to restrain the pipe will be incidental to the culvert sliplining.
- The Contractor is responsible for maintaining flow of the stream at all times.
- 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.
- All work shall be done in accordance with the Maine Best Management Practices for Erosion Control & Sediment Control, January 2000.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
17539.00
PIN
17539.00
HIGHWAY PLANS

PROJ. MANAGER	SHAWN SMITH	BY	DATE
DESIGN-DETAILED	DIBMOUS		
CHECKED-REVIEWED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SKOWHEGAN
ROUTE 2
ESTIMATED QUANTITIES

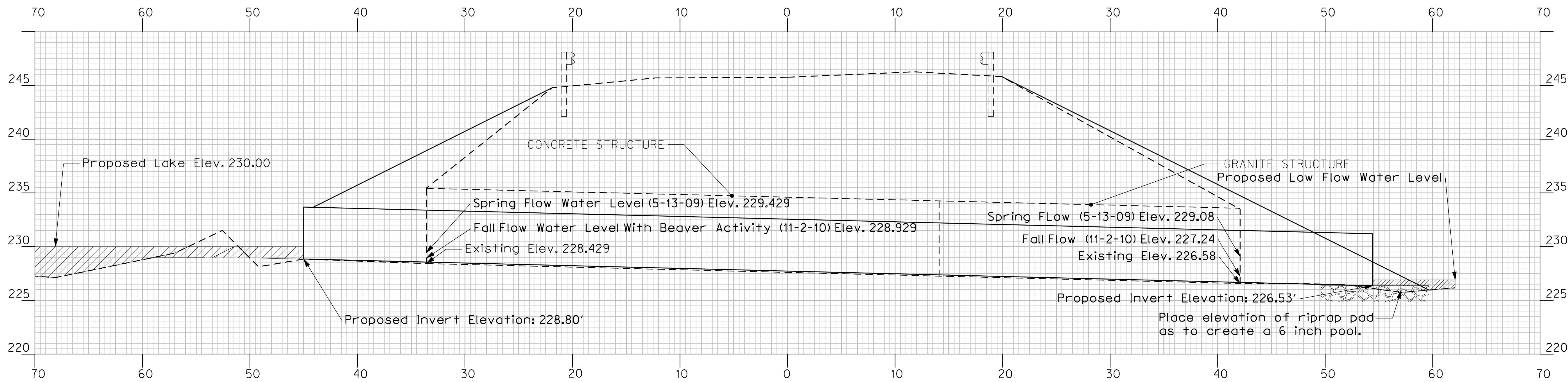
SHEET NUMBER
2
OF 4

Date: 8/17/2011

Username: rhobe.moulton

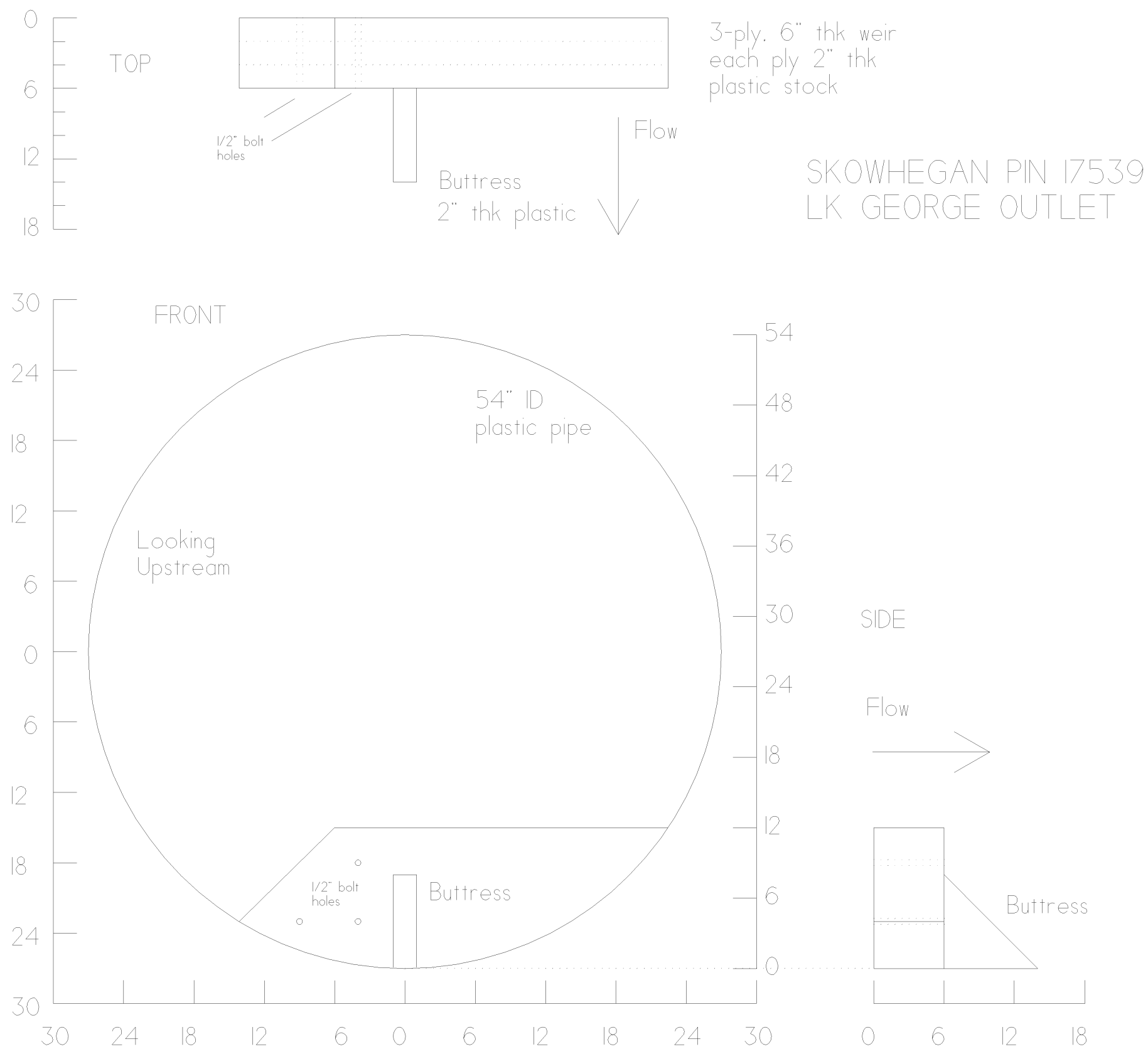
Division: HIGHWAY

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CROSS SECTION DETAIL

The existing structure is 5.8 feet wide, 6.8 feet tall and 75 feet long with a slope of 2.5%. Install a 54 inch inside diameter slipline pipe that is 100 Feet long with a slope of 2.5%. New slipline inlet elevation 228.80. New slipline outlet elevation 226.528. Installation shall progress from the downstream end of the pipe so as to avoid aerial utilities.



WEIR DETAIL

WEIR SPACING FOR 100' LONG PIPE AT A 2.5 % SLOPE
 A TOTAL OF 11 WEIRS SHALL BE PLACED IN THE SLIPLINE.
 THE FIRST WEIR SHALL BE PLACED DIRECTLY AT THE INLET.
 THE LAST WEIR SHALL BE PLACED DIRECTLY AT THE OUTLET.
 THE REMAINING 9 WEIRS SHALL BE EQUALLY SPACED BETWEEN
 LOOKING DOWNSTREAM, THE NOTCH SHALL BE ON THE LEFT SIDE.

DESIRED LAKE ELEVATION IS TO BE 230.00 FEET
 PROPOSED INLET OF LINER IS TO BE 228.80 FEET
 TOP OF WEIR IS 12" HIGH AT THE CENTER.
 NOMINAL CONTROL ELEVATION IS 229.80 FEET

CONSTRUCTION AND INSTALLATION OF THE WEIRS
 SHALL BE CONSIDERED INCIDENTAL TO THE SLIPLINER,
 ITEM 509.202.

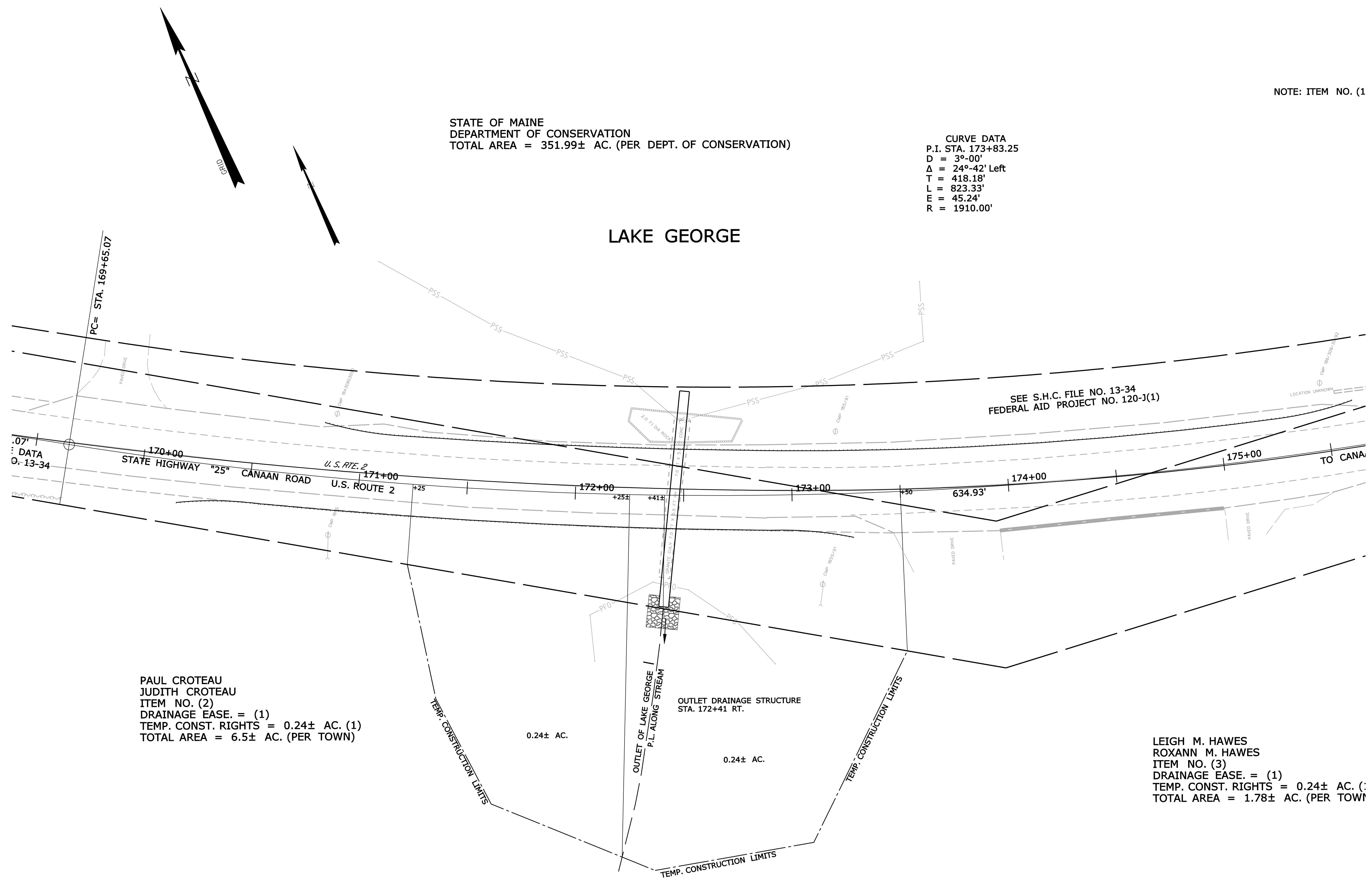
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 17539.00
 PIN 17539.00
 HIGHWAY PLANS

PROJ. MANAGER	SHAWN SMITH	DATE
DESIGN-DETAILED	DIBMOUS	
CHECKED-REVIEWED		
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SKOWHEGAN
 ROUTE 2
 CROSS SECTIONS

SHEET NUMBER
3
 OF 4

Filename: ... \highway\msta\004_HDPlan1.dgn
 Division: HIGHWAY
 Username: rhobe.moulton
 Date: 8/17/2011



STATE OF MAINE
 DEPARTMENT OF CONSERVATION
 TOTAL AREA = 351.99± AC. (PER DEPT. OF CONSERVATION)

CURVE DATA
 P.I. STA. 173+83.25
 D = 3°-00'
 Δ = 24°-42' Left
 T = 418.18'
 L = 823.33'
 E = 45.24'
 R = 1910.00'

NOTE: ITEM NO. (1)

PAUL CROTEAU
 JUDITH CROTEAU
 ITEM NO. (2)
 DRAINAGE EASE. = (1)
 TEMP. CONST. RIGHTS = 0.24± AC. (1)
 TOTAL AREA = 6.5± AC. (PER TOWN)

LEIGH M. HAWES
 ROXANN M. HAWES
 ITEM NO. (3)
 DRAINAGE EASE. = (1)
 TEMP. CONST. RIGHTS = 0.24± AC. (1)
 TOTAL AREA = 1.78± AC. (PER TOWN)

Y REFERENCES

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		17539.00	
SIGNATURE		P.E. NUMBER	
DATE		DATE	
PROJ. MANAGER		SHAWN SMITH	
DESIGN-DETAILED		DIBBOS	
CHECKED-REVIEWED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SKOWHEGAN ROUTE 2		PLANS	
SHEET NUMBER		4	
		OF 4	