

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



WALDOBORO
LINCOLN COUNTY
ROUTE 220
FEDERAL PROJECT NO. 2424300
PROJECT LENGTH: 0.04 MILES

PLAN LEGEND

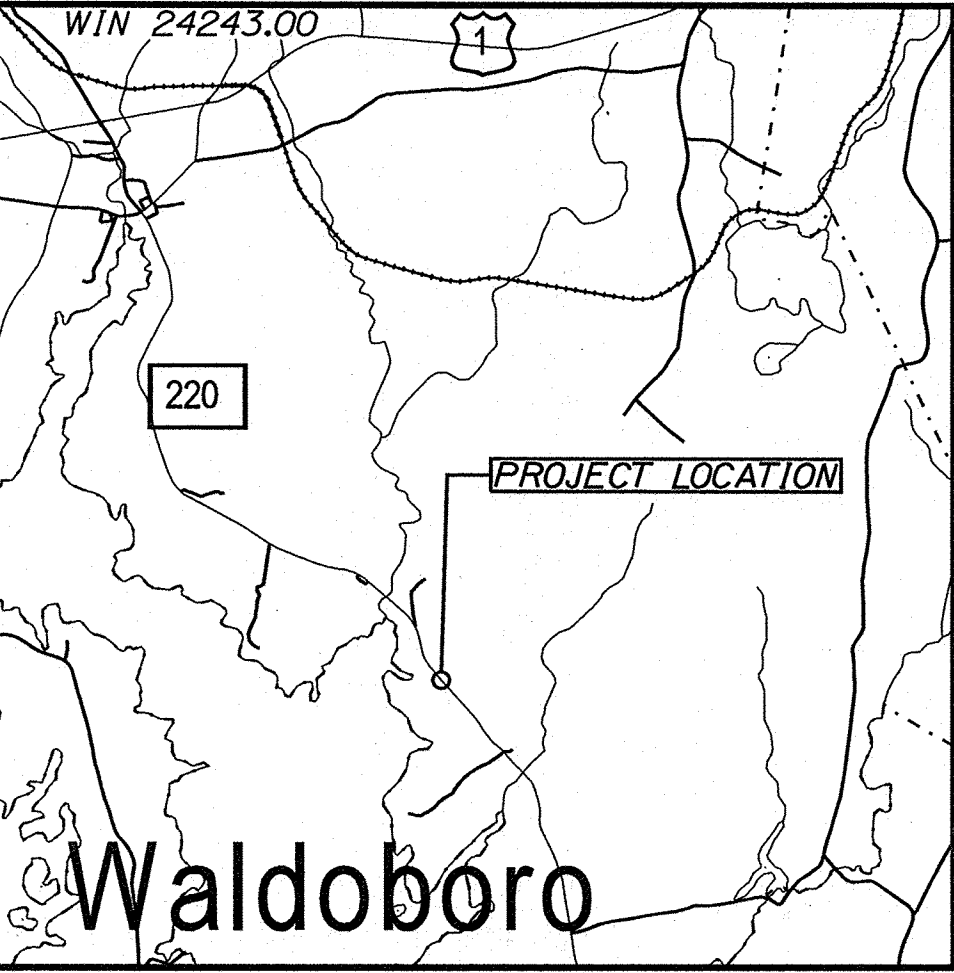
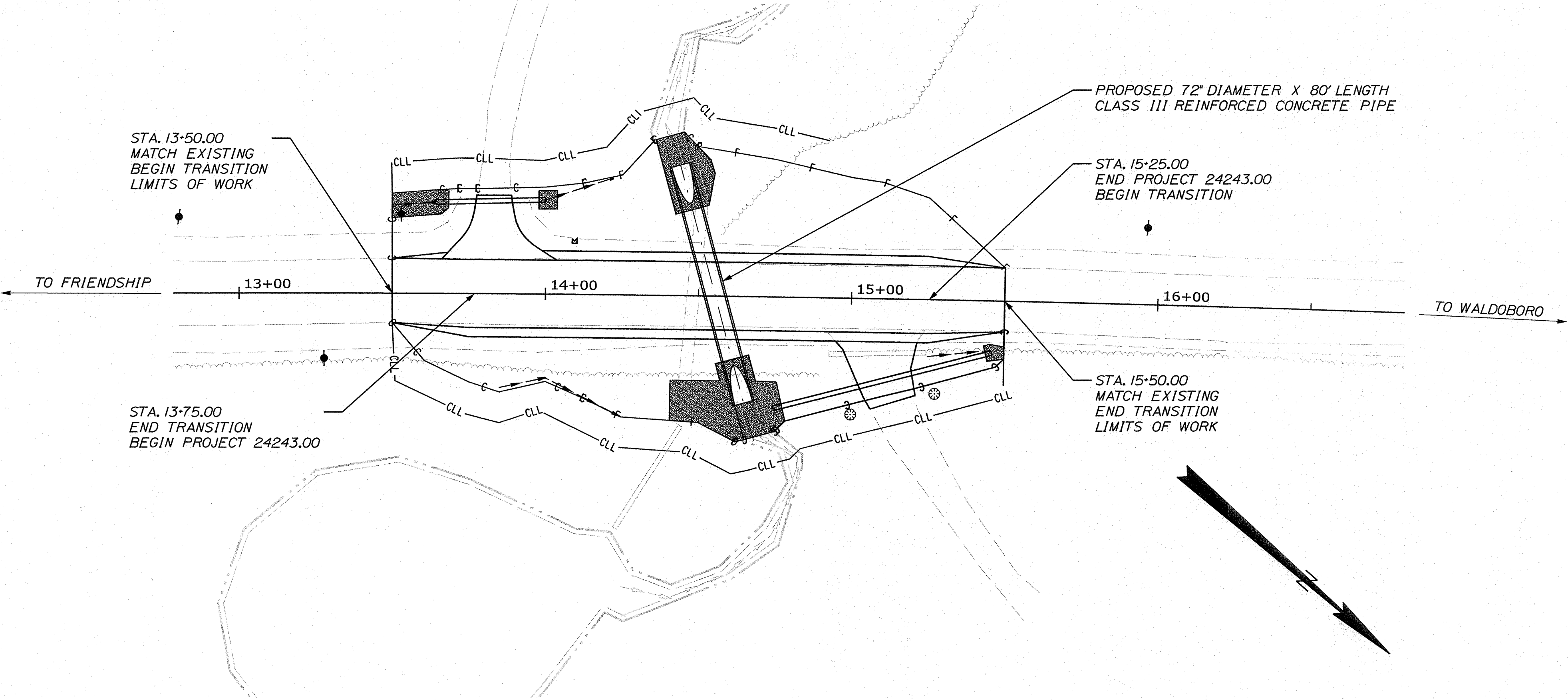
Town, County, State	_____	Catch Basins	Existing	Proposed
Property Lines	-----	Manholes	Existing	Proposed
R/W Lines-Existing	-----	Proposed Underdrain	-----	
R/W Lines-Proposed	-----	Proposed Ditch	-----	
Culvert-Existing	-----	Existing Ditch	-----	
Culvert Proposed	-----	Utility Poles	Existing	Proposed
Curbing	Existing	Fire Hydrants	Existing	Proposed
Type 1	-----	Existing Water Line	-----	
Type 3	-----	Existing San. Sewer	-----	
Type 5	-----	Existing San. Sewer Manhole	Existing	
Outline of Bodies of Water	-----	Guardrail-Existing	-----	
Exposed Bedrock	-----	Guardrail-Proposed	-----	
Buildings	-----	Guardrail-Cable, Other	-----	
Trees	Conifer	Centerline-Existing	-----	
Tree Line	-----	Centerline-Proposed	-----	
Clearing Limit Line	-----	Travelway-Existing	-----	
Railroad	-----	Travelway-Proposed	-----	
Boring	HB-XXX-###	Probe	P-#.X	
Pavement Core	PC-#			
Test Pit	TP-XXX-###			

INDEX OF SHEETS

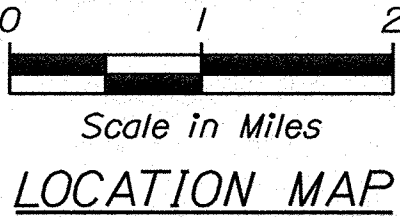
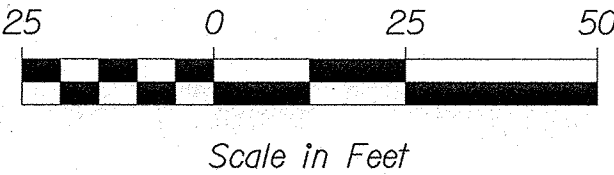
Description	Sheet No.
Title Sheet	1
General Notes, Estimated Quantities, and Typical Section	2
Special Detail - Reinforced Concrete Pipe	3
Boring Location Plan and Subsurface	
Interpretive Profile	4
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Plan / Profile	6
Cross - Sections	7-11
Detour Plan	12
Right of Way Map	13

TRAFFIC DATA

Current (2025) AADT	2120
Future (2045) AADT	2330
DHV - % of AADT	10%
Design Hour Volume	233
% Heavy Trucks (AADT)	4%
% Heavy Trucks (DHV)	4%
Directional Distribution (DHV)	53%
18-kip Equivalent P 2.0	67
18-kip Equivalent P 2.5	64
Design Speed (mph)	50
Corridor Priority	4



LAYOUT SCALE



PROJECT LOCATION:	CROSS CULVERT (#124776) LOCATED 0.51 OF A MILE NORTHWESTERLY OF MAYO ROAD.
PROGRAM AREA:	REGIONAL PROGRAM
SCOPE OF WORK:	LARGE CULVERT REPLACEMENT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED
COMMISSIONER: *Robert K. Betz*
CHIEF ENGINEER: *John D. Taylor*

DATE
4-9-25
4-9-2025

STATE OF MAINE
Robert K. Betz
13022
PROFESSIONAL ENGINEER

Robert K. Betz
SIGNATURE
13022
P.E. NUMBER
3/18/2025
DATE

FEDERAL PROJECT NO. 2424300
WIN 24243.00

WALDOBORO
ROUTE 220
TITLE SHEET

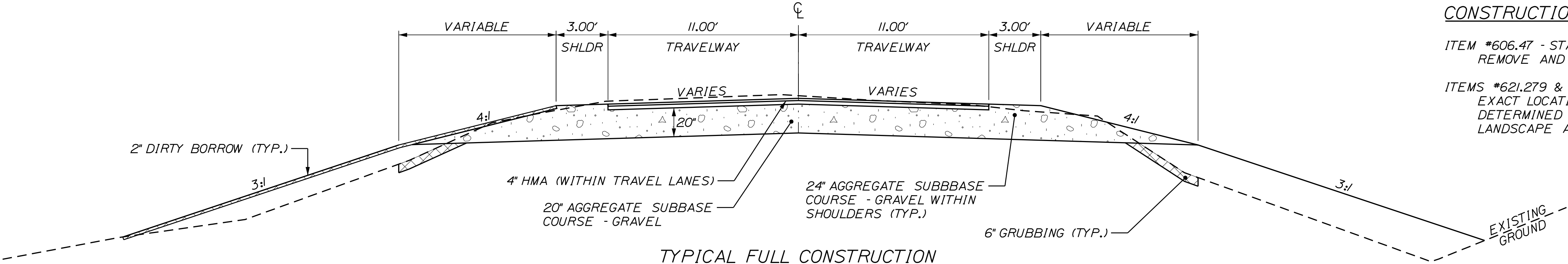
SHEET NUMBER
1
OF 13

GENERAL NOTES:

1. PAVEMENT THICKNESSES SHOWN ON THE TYPICAL SECTIONS ARE INTENDED TO BE NOMINAL.
2. 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.
3. 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.
4. 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.
5. 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.
6. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE FILL SIDE SLOPES WITHOUT GUARDRAIL UNLESS OTHERWISE NOTED ON THE PLANS.
7. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE RESIDENT.GRADING, SEEDING, AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.
8. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS OR IN THE CONSTRUCTION NOTES IS FOR ESTIMATING PURPOSES ONLY.THE ACTUAL TYPE AND LOCATION OF DITCH PROTECTION MAY BE ALTERED BY THE RESIDENT.
9. FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATIONS ITEM 703.9, GRANULAR BORROW.
10. EXISTING INSLOPES IN PROPOSED FILL AREAS SHALL BE BENCHED BY EXCAVATING STEPS OF SUFFICIENT WIDTH TO PERMIT PLACING AND COMPACTING THE FILL MATERIAL ALONG WITH THE MATERIAL REMOVED.
11. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 2 INCHES OF HOT MIXASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
12. GRAVEL ENTRANCES SHALL BE CONSTRUCTED WITH 14 INCHES OF AGGREGATE SUBBASECOURSE GRAVEL OR 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL AND 3 INCHES OF UNTREATED AGGREGATE SURFACE COURSE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
13. A 3-FOOT PAVED LIP SHALL BE PLACED AT ALL UNPAVED ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
14. CROSS SLOPES FOR NORMAL AND SUPERELEVATED SECTIONS WILL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
15. THE ALGEBRAIC DIFFERENCE BETWEEN TRAVELWAY AND SHOULDER CROSS SLOPE SHALL NOT EXCEED 8 PERCENT.
16. EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER THE APPROPRIATE PAY ITEMS.
17. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
18. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
19. DIRTY BORROW HAS BEEN ESTIMATED FOR ALL DISTURBED SLOPE AREAS OTHER THAN LAWN AREAS. ACTUAL PLACEMENT OF THE DIRTY BORROW 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 NO.2 SHALL BE UTILIZED ON ALL OTHER AREAS.
21. DIRTY BORROW SHALL BE PLACED TO A NOMINAL DEPTH OF 2 INCHES 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. THE PROJECT GEOTECHNICAL REPORT TITLED "GEOTECHNICAL DESIGN REPORT FOR THE REPLACEMENT OF CROSS CULVERT *I24776", SOILS REPORT 2025-03, JANUARY 2, 2025 CAN BE ACCESSED AT THE MAINEDOT WEBSITE [HTTP://WWW.MAINE.GOV/MDOT/CONTRACTORS/](http://www.maine.gov/mdot/contractors/).

25. 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.
26. AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE SITES SUCH AS EXCAVATION, DITCH, AND INSLOPE OR EQUIPMENT RENTAL AREAS.
27. 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.
28. ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION, DRAINAGE AND MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL DRAINAGE STRUCTURES. ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED DRAINAGE ITEMS.
29. 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.
30. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACTOR DOCUMENTS OR AS PROVIDED BY THE DEPARTMENT. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.24	REMOVING STUMP	5	EA
203.20	COMMON EXCAVATION	640	CY
203.25	GRANULAR BORROW	220	CY
203.55	CULVERT BEDDING STONE	60	CY
206.061	STRUCTURAL EARTH EXCAVATION - DRAINAGE & MINOR STRUCTURES, BELOW GRADE	30	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	460	CY
403.208	HOT MIX ASPHALT 12.5 MM HMA SURFACE	45	T
403.209	HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS)	10	T
403.213	HOT MIX ASPHALT 12.5 MM BASE	70	T
409.15	BITUMINOUS TACK COAT - APPLIED	20	G
511.07	COFFERDAM - UPSTREAM	1	LS
511.07	COFFERDAM - DOWNSTREAM	1	LS
603.17	18 INCH CULVERT PIPE OPTION I	110	LF
603.275	72 INCH REINFORCED CONCRETE PIPE CLASS III	80	LF
606.47	SINGLE WOOD POST	1	EA
610.08	PLAIN RIPRAP	90	CY
610.213	VOID FILLED RIPRAP	15	CY
613.319	EROSION CONTROL BLANKET	40	SY
615.10	DIRTY BORROW	50	CY
618.14	SEEDING METHOD NUMBER 2	8	UN
619.12	MULCH	8	UN
620.54	STABILIZATION/REINFORCEMENT GEOTEXTILE	240	SY
620.58	EROSION CONTROL GEOTEXTILE	180	SY
620.65	REINFORCEMENT GEOGRID	90	SY
621.279	LARGE DECIDUOUS TREE (2.50" - 3" CALIPER) GROUP A	3	EA
621.28	LARGE DECIDUOUS TREE (2.50" - 3" CALIPER) GROUP B	3	EA
627.33	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	600	LF
629.05	HAND LABOR, STRAIGHT TIME	10	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	5	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	10	HR
639.19	FIELD OFFICE TYPE B	1	EA
652.312	TYPE III BARRICADE	6	EA
652.33	DRUM	15	EA
652.34	CONE	50	EA
652.35	CONSTRUCTION SIGNS	1000	SF
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	36	CD
652.38	FLAGGER	360	HR
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	2	EA
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS



CONSTRUCTION NOTES:

- ITEM #606.47 - STA. 14+08, 17.5' LT
REMOVE AND RESET MAILBOX ON NEW WOOD POST
- ITEMS #621.279 & #621.28
EXACT LOCATIONS OF THE TREES WILL BE
DETERMINED IN THE FIELD BY A MAINEDOT
LANDSCAPE ARCHITECT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2424300

WIN
24243.00

REGIONAL PLANS

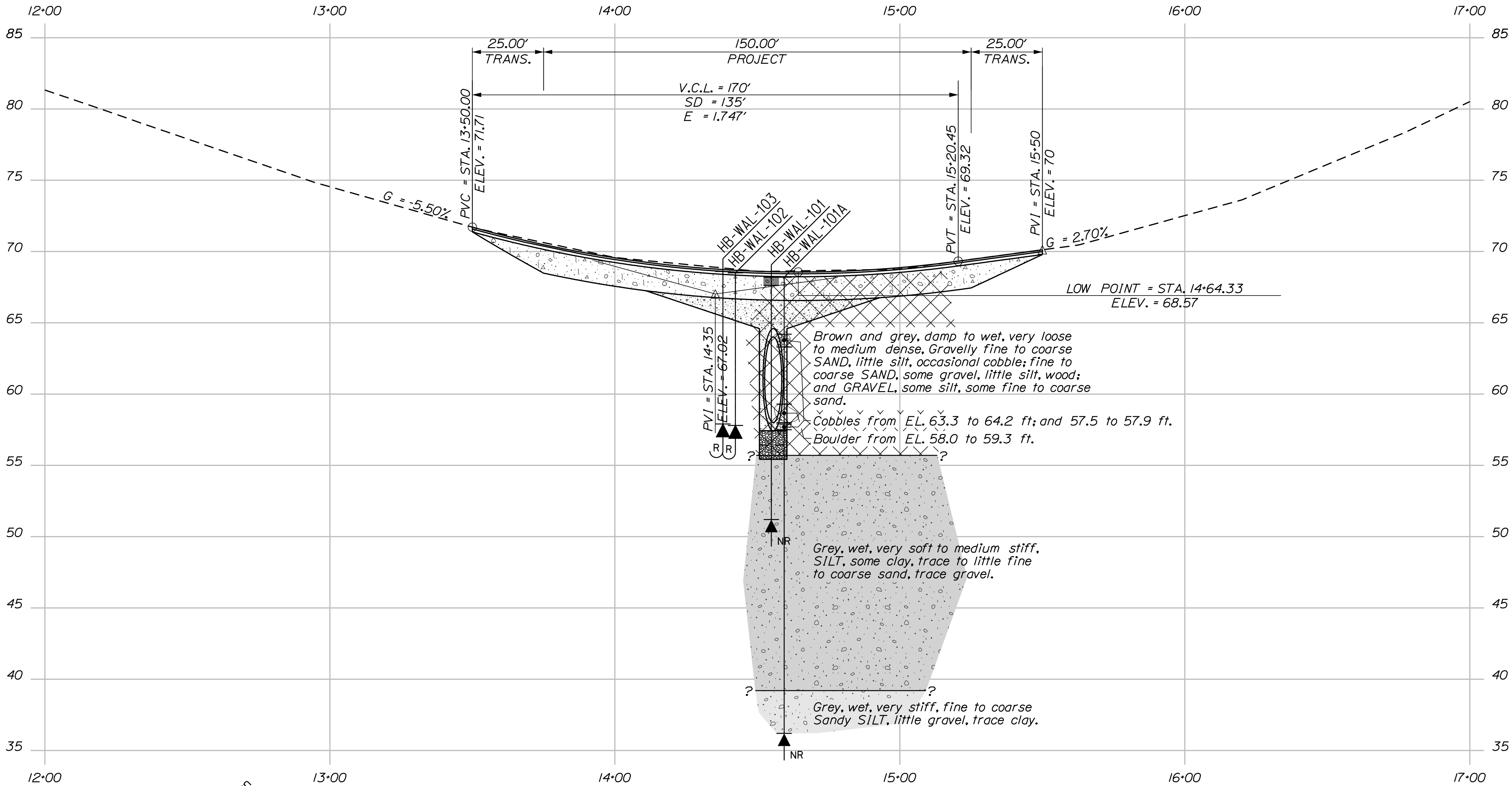
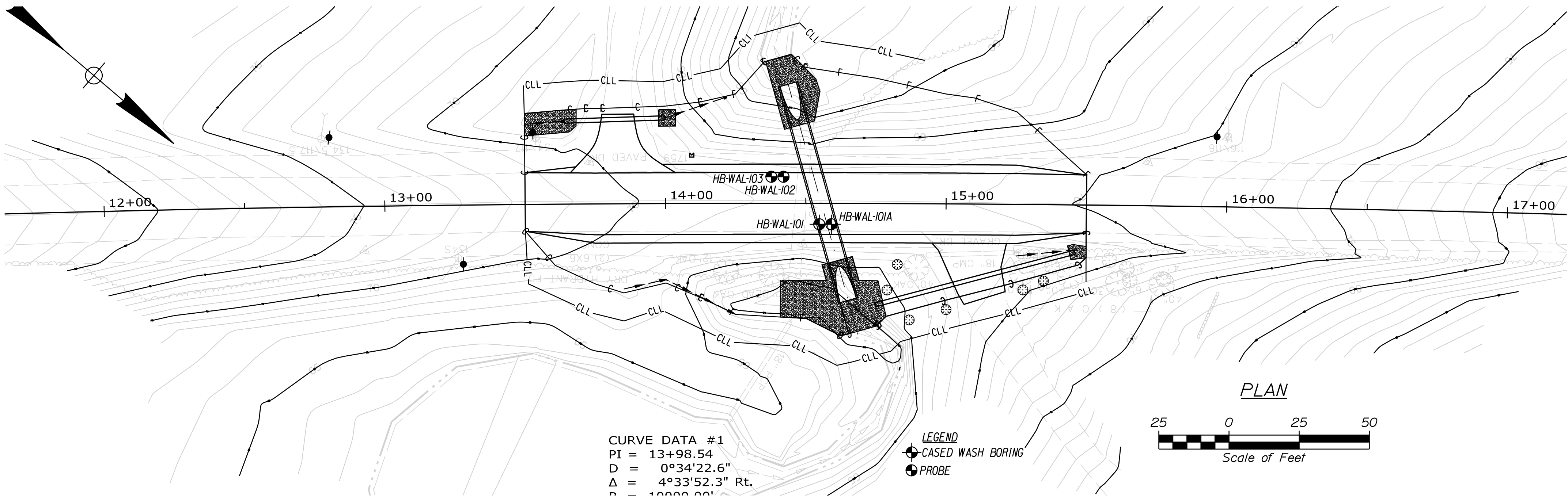
WALDOBORO
ROUTE 220

GENERAL NOTES, ESTIMATED
QUANTITIES AND TYPICAL SECTION

SHEET NUMBER

2

OF 13



Note: 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 and bedrock transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2424300		WIN		24243.00		HIGHWAY PLANS	
WALDOBORO ROUTE 220		BORING LOCATION PLAN & INTERPRETIVE SUBSURFACE PROFILE		SHEET NUMBER		4		OF 13			
		PROJ. MANAGER		D. COOMBS		BY		A. FULLMER		DATE	
		DESIGN-DETAILED		J. BANES		CHECKED-REVIEWED		C. RUSSELL		SIGNATURE	
		DESIGN-DETAILED		T. WHITE		DESIGN-DETAILED		FEB 2025		P.E. NUMBER	
		REVISIONS 1				REVISIONS 2				DATE	
		REVISIONS 3				REVISIONS 4					
		FIELD CHANGES									

Maine Department of Transportation Soil/Block Exploration Log US CUSTOMER UNITS				Project: Large Culvert Replacement on Route 220 Location: Waldoboro, Maine				Boring No.: HB-WAL-101 WIN: 24243.00			
Drillers: MainDOT				Elevation (ft.): 68.2				Auger ID/DD: 5" Solid Stem			
Operator: Daggett/Westtrack				Datum: NAVD88				Sampler: Standard Split Spoon			
Logged By: B.Wilder				Rig Type: CME 45C				Homeer Mt./Fall: 1406/30*			
Date Start/Finish: 1/22/2020-08:00-10:00				Drilling Method: Coiled Wash Boring				Core Barrels: N/A			
Boring Location: 14+54.3, 8.4 ft R/L				Casing ID/DD: NW-3"				Water Level*: 9.0 ft bgs.			
Homeer Efficiency Factor: 0.886				Homeer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐							
Settling: S = Successful Split Spoon Sample MS = Unsuccessful Split Spoon Sample Attempt U = Thin Wall Tube Sample MW = Unsuccessful Thin Wall Tube Sample Attempt F = Field Vane Shear Test N/A = Unsuccessful Field Vane Shear Test Attempt				S _u = Peak/Retained Field Vane Undrained Shear Strength (psf) S _u = Lab Vane Undrained Shear Strength (psf) q _p = Uncorrelated Compressive Strength (ksf) P _L = Plastic Limit PI = Plasticity Index N ₆₀ = Weight of 140lb. Hammer N ₆₀ = SPT Uncorrected Count for Homeer Efficiency N ₆₀ = Homeer Efficiency Factor/68%Uncorrected				S _u = Peak/Retained Field Vane Undrained Shear Strength (psf) S _u = Lab Vane Undrained Shear Strength (psf) q _p = Uncorrelated Compressive Strength (ksf) P _L = Plastic Limit PI = Plasticity Index N ₆₀ = Weight of 140lb. Hammer N ₆₀ = SPT Uncorrected Count for Homeer Efficiency N ₆₀ = Homeer Efficiency Factor/68%Uncorrected			
Sample Information				Visual Description and Remarks				Laboratory Testing Results for AASHTO and Unified Class			
Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows (1/6 in. / 2 in.) Strength (lb/ft ²) or RSD (%)	Penetration (ft.)	Grain Log					
0											
10	24/12	2.00 - 4.00	7/11/1/1	12	18						
5	20	24/6	5.00 - 7.00	1/1/2/3	3	4					
10	30	24/14	10.50 - 12.50	11/5/3/11	14	21					
15	40	24/20	15.00 - 17.00	1/1/3/4	4	6					
20											
25											
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 1 Boring No.: HB-WAL-101											

Maine Department of Transportation Soil/Block Exploration Log US CUSTOMER UNITS				Project: Large Culvert Replacement on Route 220 Location: Waldoboro, Maine				Boring No.: HB-WAL-101A WIN: 24243.00			
Drillers: MainDOT				Elevation (ft.): 68.2				Auger ID/DD: 5" Solid Stem			
Operator: Daggett/Westtrack				Datum: NAVD88				Sampler: Standard Split Spoon			
Logged By: B.Wilder				Rig Type: CME 45C				Homeer Mt./Fall: 1406/30*			
Date Start/Finish: 1/22/2020-10:00-13:00				Drilling Method: Coiled Wash Boring				Core Barrels: N/A			
Boring Location: 14+54.4, 8.4 ft R/L				Casing ID/DD: NW-3" & NW-3"				Water Level*: 9.0 ft bgs.			
Homeer Efficiency Factor: 0.886				Homeer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐							
Settling: S = Successful Split Spoon Sample MS = Unsuccessful Split Spoon Sample Attempt U = Thin Wall Tube Sample MW = Unsuccessful Thin Wall Tube Sample Attempt F = Field Vane Shear Test N/A = Unsuccessful Field Vane Shear Test Attempt				S _u = Peak/Retained Field Vane Undrained Shear Strength (psf) S _u = Lab Vane Undrained Shear Strength (psf) q _p = Uncorrelated Compressive Strength (ksf) P _L = Plastic Limit PI = Plasticity Index N ₆₀ = Weight of 140lb. Hammer N ₆₀ = SPT Uncorrected Count for Homeer Efficiency N ₆₀ = Homeer Efficiency Factor/68%Uncorrected				S _u = Peak/Retained Field Vane Undrained Shear Strength (psf) S _u = Lab Vane Undrained Shear Strength (psf) q _p = Uncorrelated Compressive Strength (ksf) P _L = Plastic Limit PI = Plasticity Index N ₆₀ = Weight of 140lb. Hammer N ₆₀ = SPT Uncorrected Count for Homeer Efficiency N ₆₀ = Homeer Efficiency Factor/68%Uncorrected			
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0											
5											
10											
15											
20	10 MW		20.00 - 22.00	20.63	---						
25	20	24/19	25.00 - 27.00	WDH/WDH/WDH	---						
30	30	24/16	30.00 - 32.00	8/3/8/10	17	25					
35											
40											
45											
50											
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Page 1 of 1 Boring No.: HB-WAL-101A											

Maine Department of Transportation Soil/Block Exploration Log US CUSTOMER UNITS				Project: Large Culvert Replacement on Route 220 Location: Waldoboro, Maine				Boring No.: HB-WAL-102 WIN: 24243.00			
Drilling Contractor: MainDOT				Elevation (ft.): 68.5				Auger ID/DD: 5" Dia.			
Operator: Daggett/Westtrack				Datum: NAVD88				Sampler: N/A			
Logged By: B.Wilder				Rig Type: CME 45C				Homeer Mt./Fall: N/A			
Date Start/Finish: 1/22/2020-1/22/2020				Drilling Method: Solid Stem Auger				Core Barrels: N/A			
Boring Location: 14+42.3, 8.5 ft L/L				Casing ID/DD: N/A				Water Level*: None Observed			
Settling: S = Successful Split Spoon Sample MS = Unsuccessful Split Spoon Sample Attempt U = Thin Wall Tube Sample MW = Unsuccessful Thin Wall Tube Sample Attempt F = Field Vane Shear Test N/A = Unsuccessful Field Vane Shear Test Attempt				S _u = Peak/Retained Field Vane Undrained Shear Strength (psf) S _u = Lab Vane Undrained Shear Strength (psf) q _p = Uncorrelated Compressive Strength (ksf) P _L = Plastic Limit PI = Plasticity Index N ₆₀ = Weight of 140lb. Hammer N ₆₀ = SPT Uncorrected Count for Homeer Efficiency N ₆₀ = Homeer Efficiency Factor/68%Uncorrected				S _u = Peak/Retained Field Vane Undrained Shear Strength (psf) S _u = Lab Vane Undrained Shear Strength (psf) q _p = Uncorrelated Compressive Strength (ksf) P _L = Plastic Limit PI = Plasticity Index N ₆₀ = Weight of 140lb. Hammer N ₆₀ = SPT Uncorrected Count for Homeer Efficiency N ₆₀ = Homeer Efficiency Factor/68%Uncorrected			
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Page 1 of 1 Boring No.: HB-WAL-102											

Maine Department of Transportation Soil/Block Exploration Log US CUSTOMER UNITS				Project: Large Culvert Replacement on Route 220 Location: Waldoboro, Maine				Boring No.: HB-WAL-103 WIN: 24243.00			
Drilling Contractor: MainDOT				Elevation (ft.): 68.6				Auger ID/DD: 5" Dia.			
Operator: Daggett/Westtrack				Datum: NAVD88				Sampler: N/A			
Logged By: B.Wilder				Rig Type: CME 45C				Homeer Mt./Fall: N/A			
Date Start/Finish: 1/22/2020-1/22/2020				Drilling Method: Solid Stem Auger				Core Barrels: N/A			
Boring Location: 14+57.4, 8.5 ft L/L				Casing ID/DD: N/A				Water Level*: None Observed			
Settling: S = Successful Split Spoon Sample MS = Unsuccessful Split Spoon Sample Attempt U = Thin Wall Tube Sample MW = Unsuccessful Thin Wall Tube Sample Attempt F = Field Vane Shear Test N/A = Unsuccessful Field Vane Shear Test Attempt				S _u = Peak/Retained Field Vane Undrained Shear Strength (psf) S _u = Lab Vane Undrained Shear Strength (psf) q _p = Uncorrelated Compressive Strength (ksf) P _L = Plastic Limit PI = Plasticity Index N ₆₀ = Weight of 140lb. Hammer N ₆₀ = SPT Uncorrected Count for Homeer Efficiency N ₆₀ = Homeer Efficiency Factor/68%Uncorrected				S _u = Peak/Retained Field Vane Undrained Shear Strength (psf) S _u = Lab Vane Undrained Shear Strength (psf) q _p = Uncorrelated Compressive Strength (ksf) P _L = Plastic Limit PI = Plasticity Index N ₆₀ = Weight of 140lb. Hammer N ₆₀ = SPT Uncorrected Count for Homeer Efficiency N ₆₀ = Homeer Efficiency Factor/68%Uncorrected			
Sample Information				Visual Description and Remarks				Laboratory Testing Results for AASHTO and Unified Class			
Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows (1/6 in. / 2 in.) Strength (lb/ft ²) or RSD (%)	Penetration (ft.)	Grain Log					
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Page 1 of 1 Boring No.: HB-WAL-103											

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2424300
WIN
24243.00
HIGHWAY PLANS

STATE OF MAINE
Cody A. Russell
1866
PROFESSIONAL ENGINEER
SIGNATURE
FEB 2025
P.E. NUMBER
3/25/2025
DATE

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

WALDOBORO
ROUTE 220
BORING LOGS

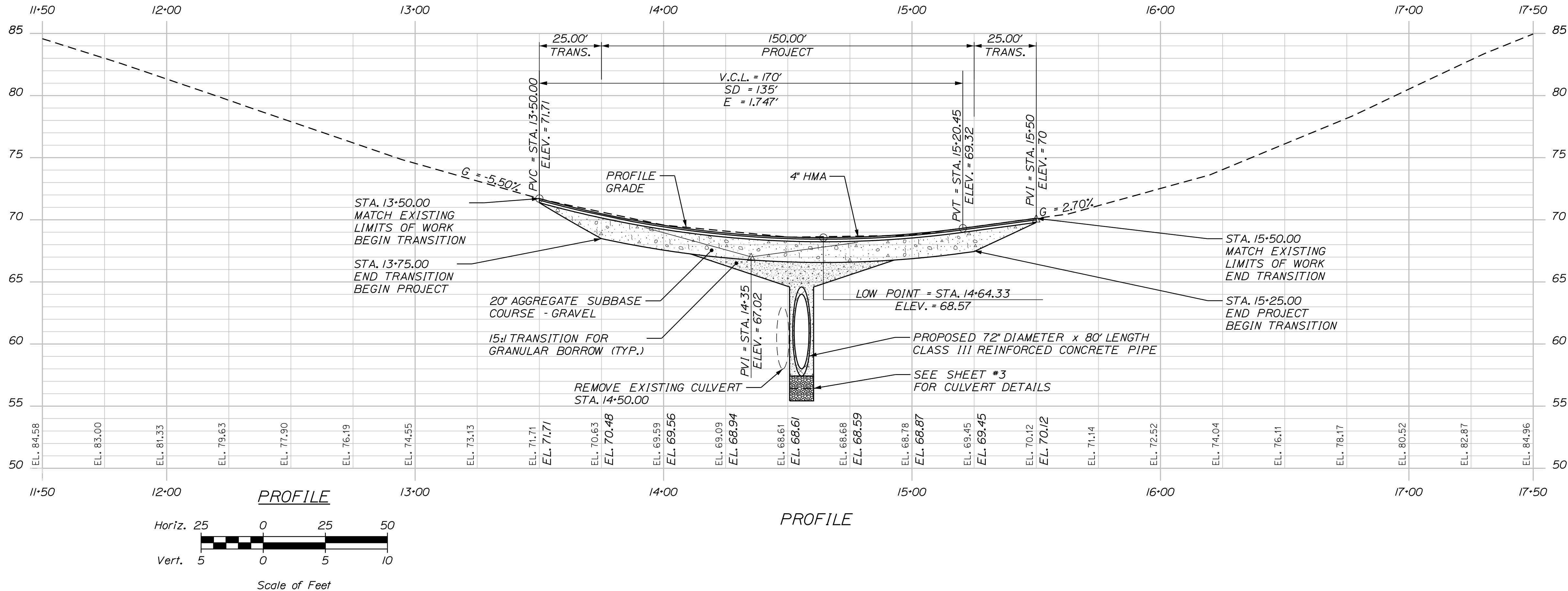
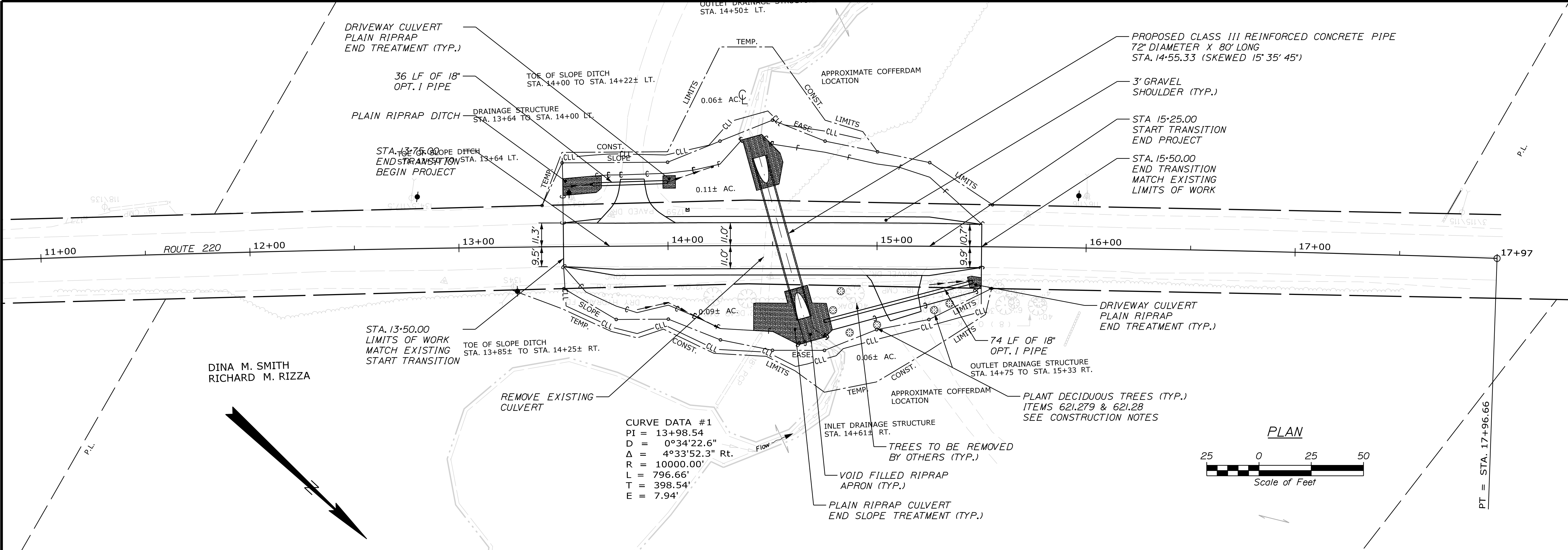
SHEET NUMBER
5
OF 13

Date: 4/2/2025

Username: Adam.Fullmer

Division: HIGHWAY

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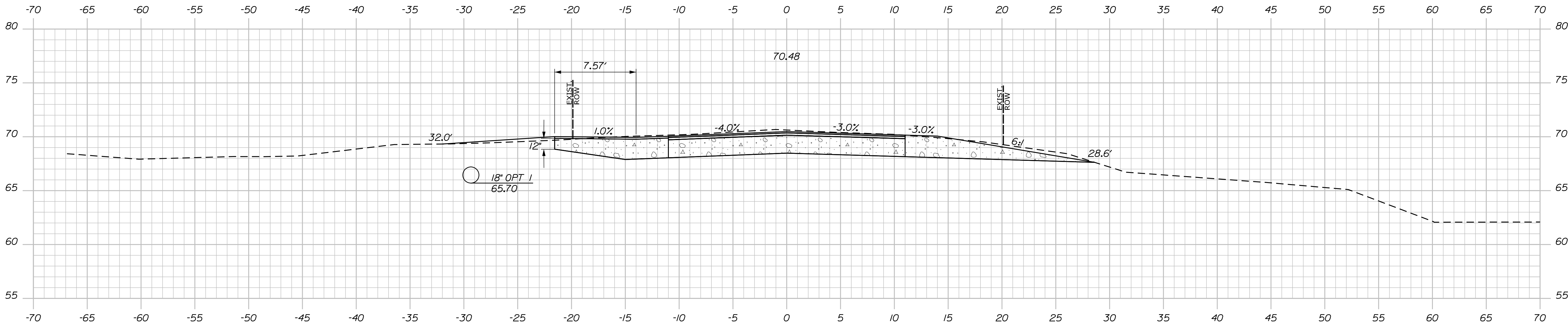


STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2424300		WIN 24243.00		REGIONAL PLANS	
WALDOBORO ROUTE 220		PLAN & PROFILE		SHEET NUMBER 6		OF 13	
PROJ. MANAGER	D. COOMBS	BY	A. FULLMER	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	J. BARNES						
CHECKED-REVIEWED							
DESIGN-DETAILED							
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4							
FIELD CHANGES							

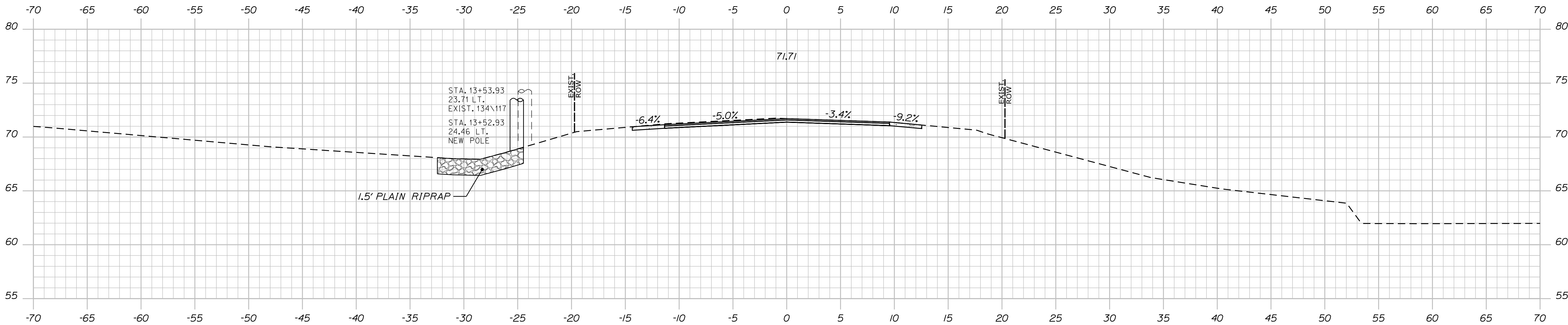
Date:2/18/2025

Username: Adam.Fullmer

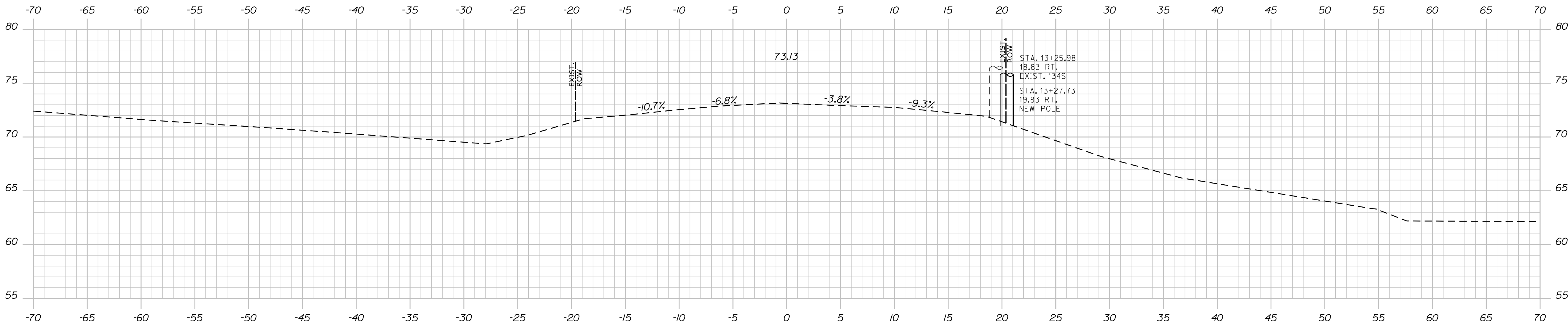
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13+75.00 (END TRANSITION, BEGIN PROJECT)



13+50.00 (BEGIN TRANSITION, LIMITS OF WORK, MATCH EXISTING)



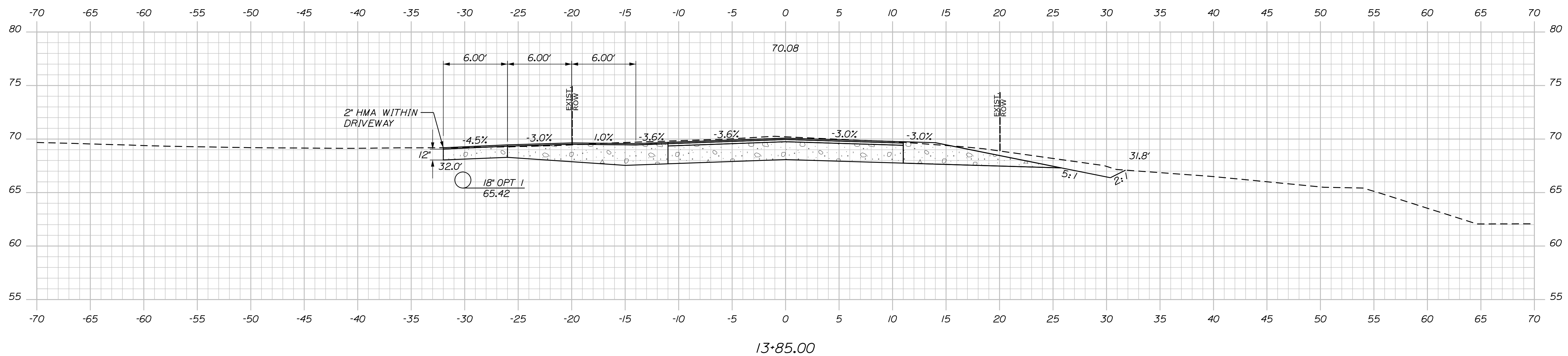
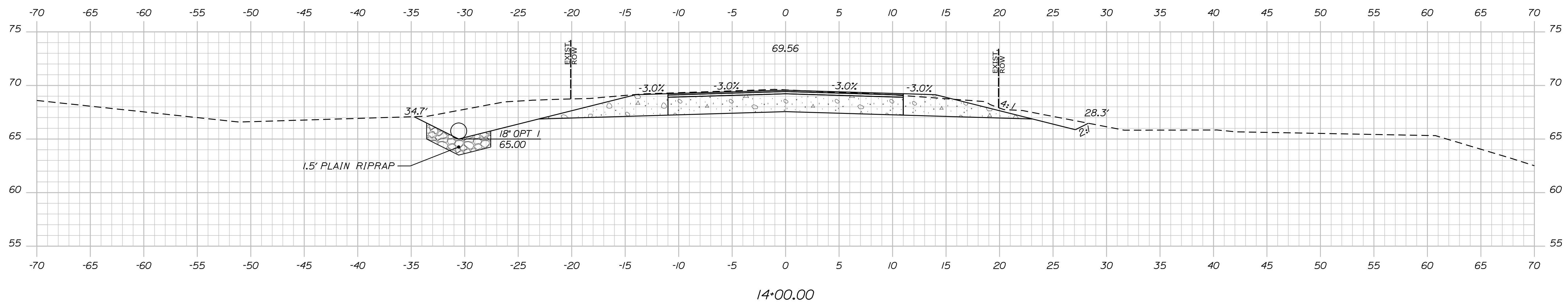
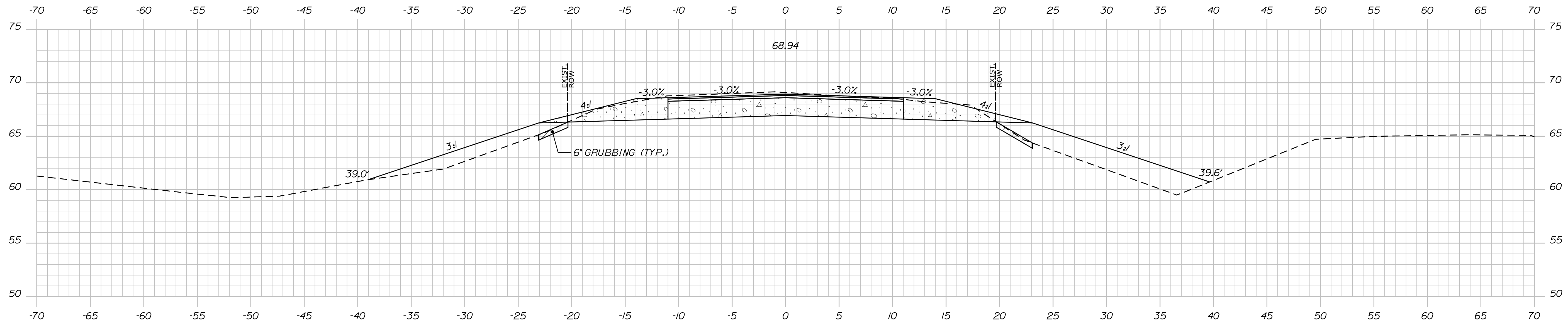
13+25.00

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
2424300	
WIN	
24243.00	
REGIONAL PLANS	

PROJ. MANAGER	D. COOMBS	BY	DATE	SIGNATURE
DESIGN-DETAILED	J. BARNES	A. FULLMER		P.E. NUMBER
DESIGN-DETAILED				DATE
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

WALDOBORO	
ROUTE 220	
CROSS SECTIONS	

SHEET NUMBER	
7	
OF 13	



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION

2424300

WIN

24243.00

REGIONAL PLANS

WALDOBORO
ROUTE 220

ROUTE 220

CROSS SECTIONS

SHEET NUMBER

8

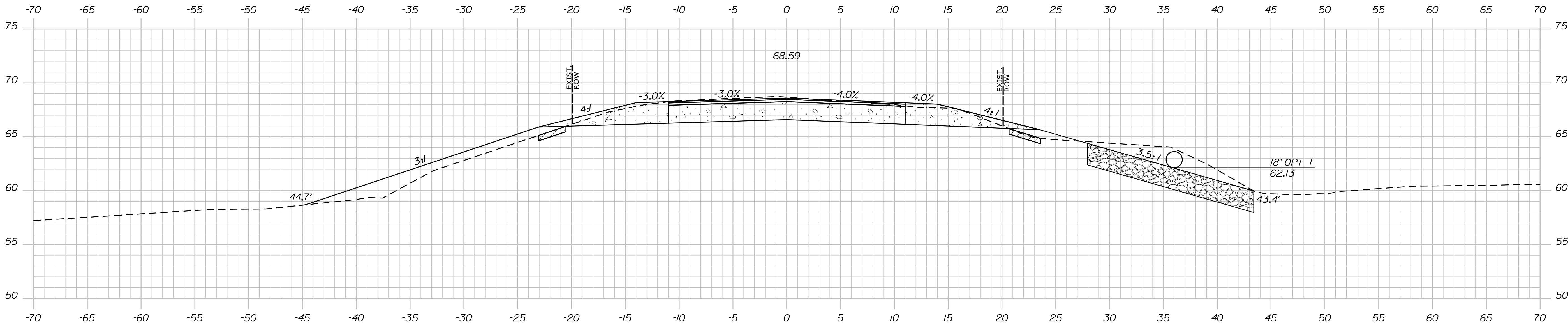
OF 13

Sta. 13+85.00 to Sta. 14+25.00

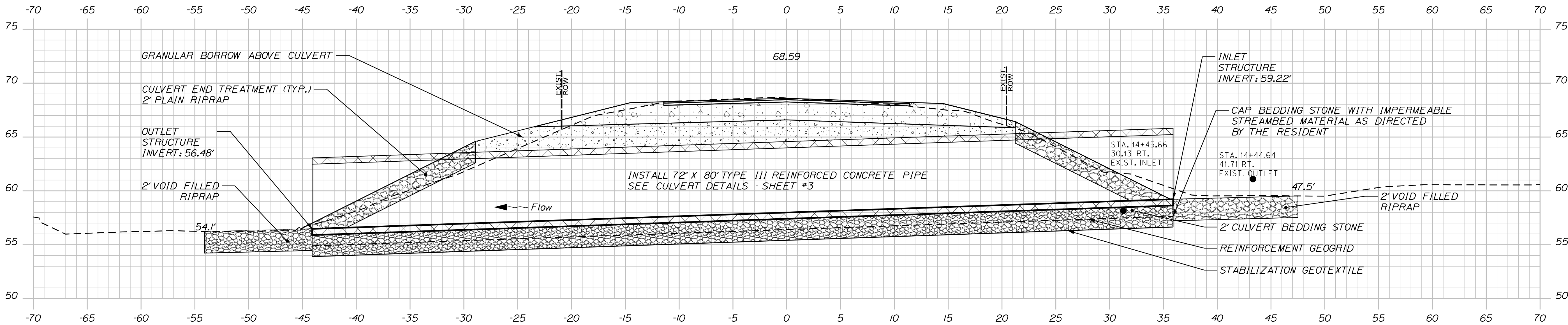
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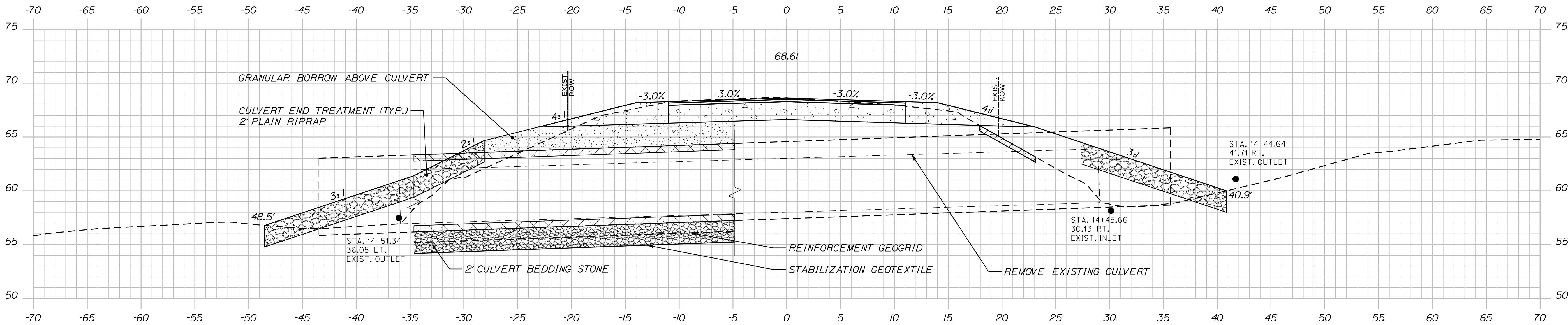
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14+75.00



14+55.33 (SKEWED 15°-35°-45°)



14+50.00

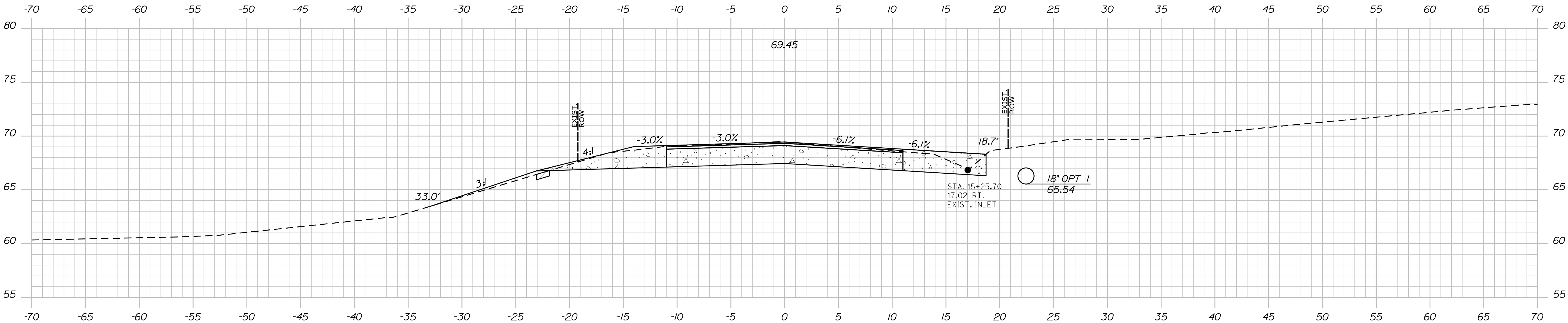
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D. COOMBS	J. BARNES	A. FULLMER							
DATE	DATE	DATE	SIGNATURE	P.E. NUMBER	DATE				

Date:2/18/2025

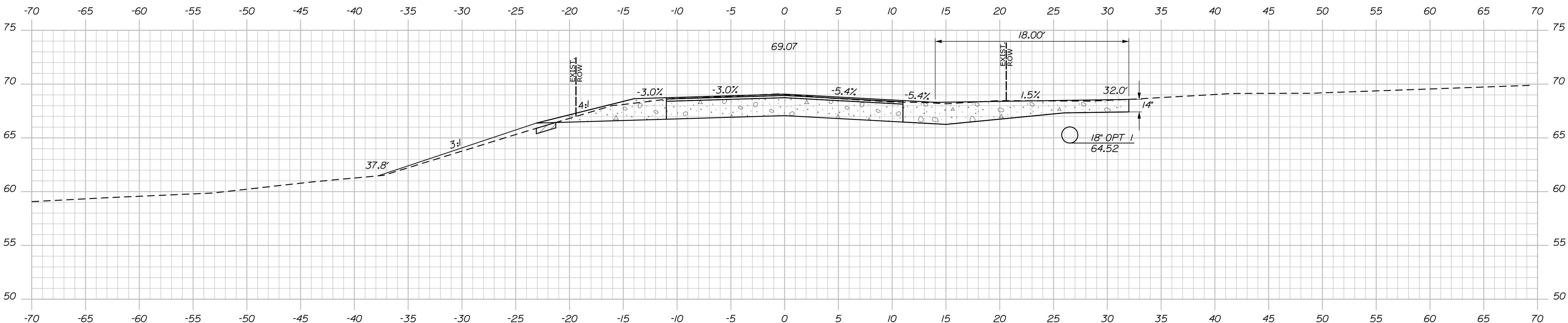
Username: Adam.Fullmer

Division: HIGHWAY

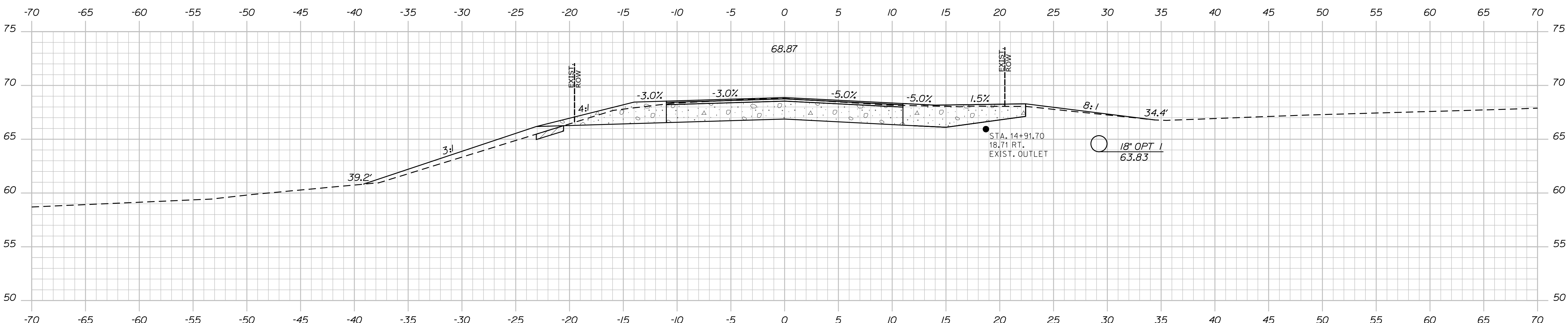
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15+25.00 (END PROJECT, BEGIN TRANSITION)



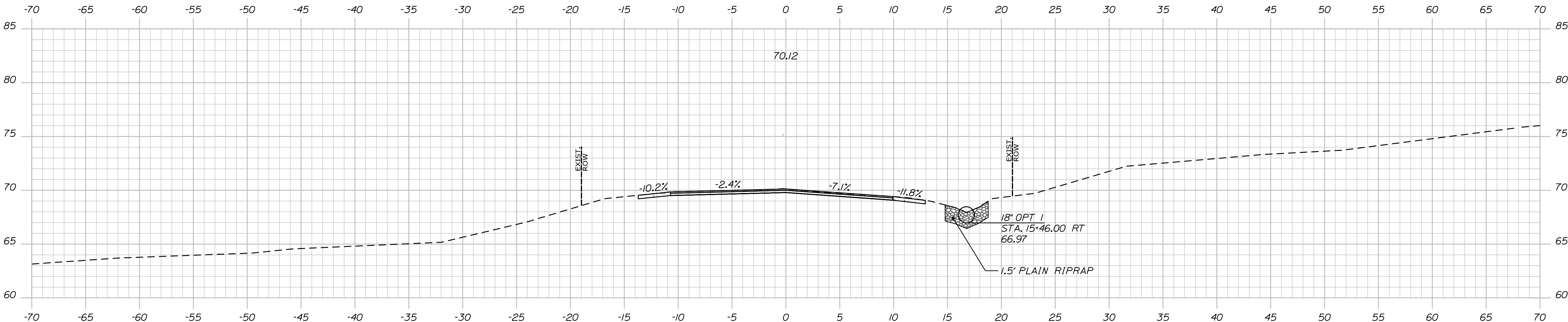
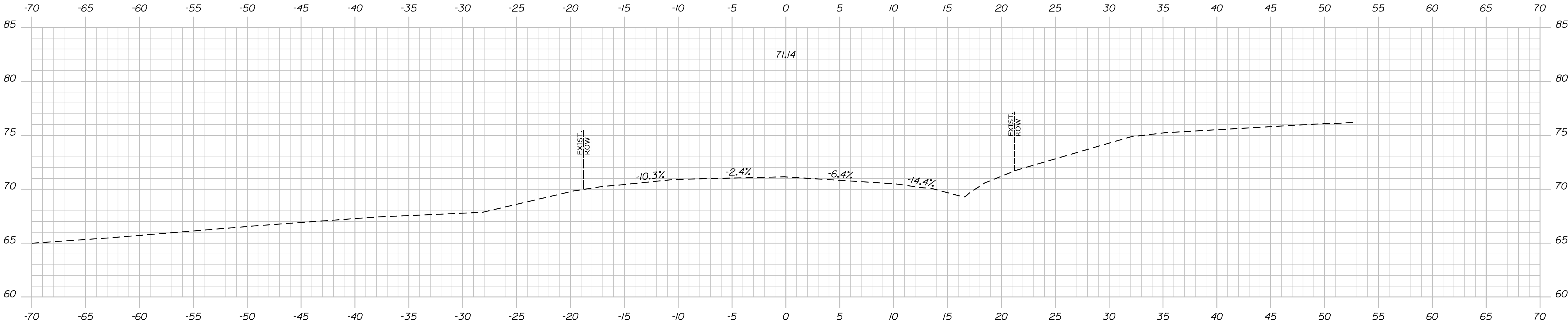
15+10.00



15+00.00

PROJ. MANAGER	D. COOMBS	BY	DATE
CHECKED-DETAILED	J. BARNES	A. FULLMER	
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2424300
WIN
24243.00
REGIONAL PLANS

SIGNATURE
P.E. NUMBER
DATE

DATE
BY
D. COOMBS
J. BARKS
A. FULLMER
CHECKED-REVIEWED
DESIGN-DETAILED
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

WALDOBORO ROUTE 220
CROSS SECTIONS

SHEET NUMBER
11
OF 13

1

ROAD CLOSED
X MILES AHEAD
LOCAL TRAFFIC ONLY
← DETOUR

2

ROAD CLOSED
X MILES AHEAD
LOCAL TRAFFIC ONLY
DETOUR →

3

ROAD
CLOSED

4

DETOUR
SOUTH
220
↙

8

DETOUR
NORTH
220
↙

12

END
DETOUR
220

16

ROAD
CLOSED
500 FT

5

DETOUR
SOUTH
220
←

9

DETOUR
NORTH
220
←

13

DETOUR
SOUTH
220
↑

17

ROAD
CLOSED
1000 FT

6

DETOUR
SOUTH
220
↘

10

DETOUR
NORTH
220
↘

14

DETOUR
NORTH
220
↑

18

ROAD
CLOSED
AHEAD

7

DETOUR
SOUTH
220
→

11

DETOUR
NORTH
220
→

15

220
ROAD CLOSED
.... MILES AHEAD
LOCAL TRAFFIC ONLY

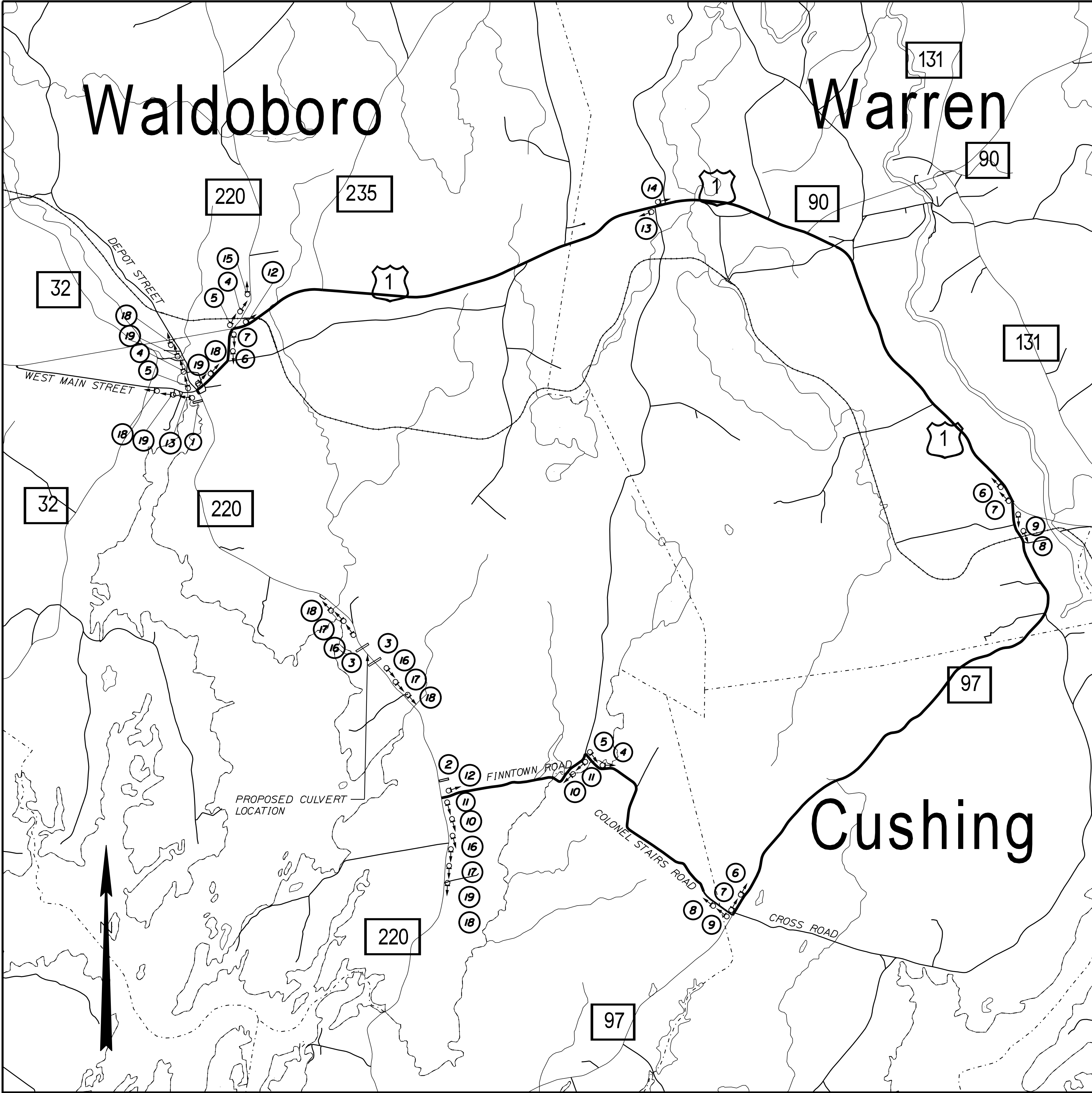
19

DETOUR
AHEAD

DETOUR NOTES:

1. SPACING OF TEMPORARY TRAFFIC CONTROL SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD.

2. COVER ALL CONFLICTING ROUTE AND DIRECTIONAL SIGNS.



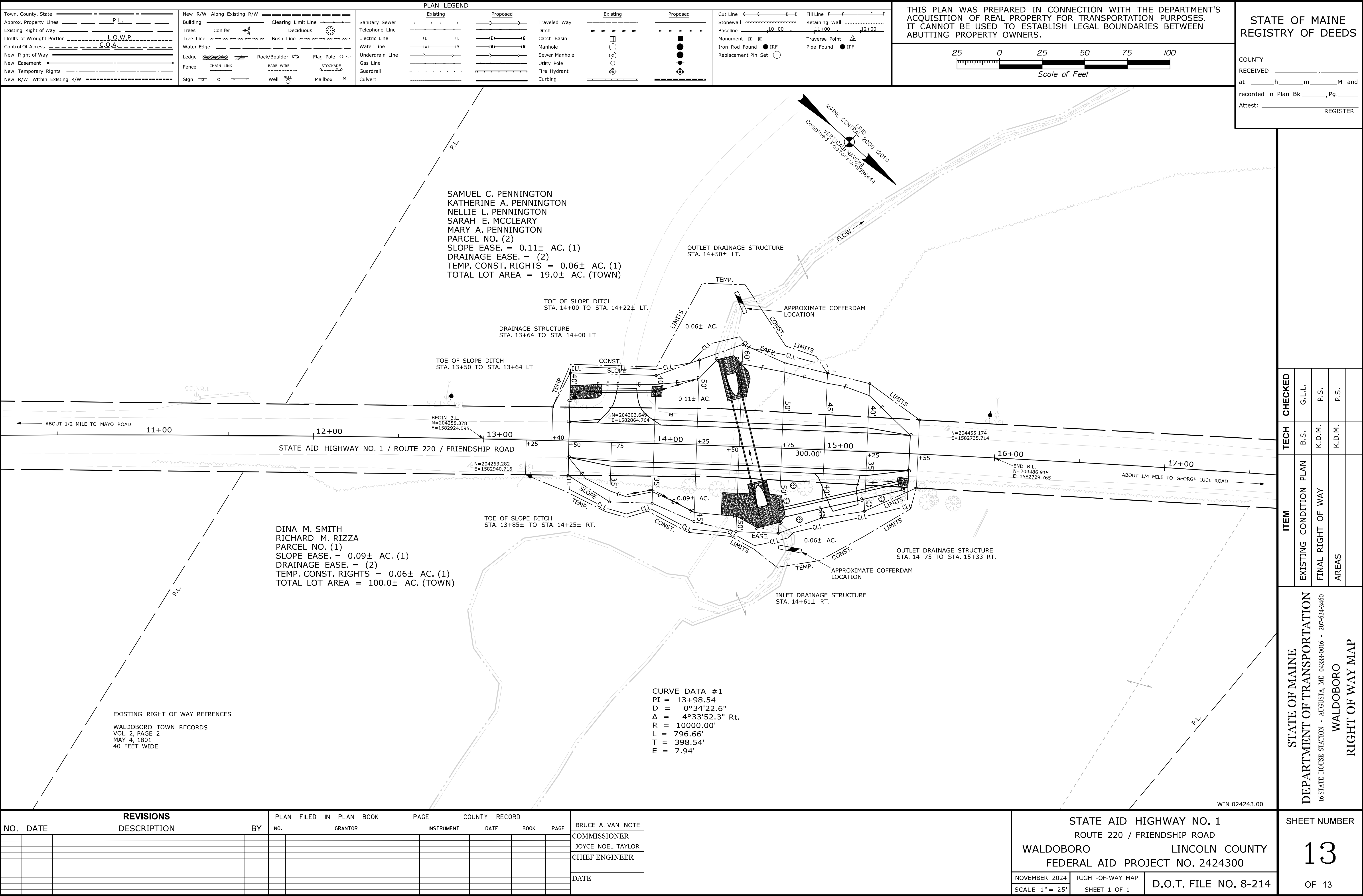
STATE OF MAINE			DEPARTMENT OF TRANSPORTATION			2424300			WIN 24243.00			REGIONAL PLANS		
WALDOBORO ROUTE 220 DETOUR PLAN			PROJ. MANAGER		D. COOMBS		BY		DATE		SIGNATURE			
			DESIGN-DETAILED		J. BAMES		A. FULLMER							
			CHECKED-REVISED											
			DESIGN2-DETAILED2											
			DESIGN3-DETAILED3											
			REVISIONS 1								P.E. NUMBER			
			REVISIONS 2											
			REVISIONS 3											
			REVISIONS 4											
			FIELD CHANGES											
SHEET NUMBER											DATE			
12														
OF 13														

Date:4/2/2025

Username: Adam.Fulmer

Division: HIGHWAY

Filename: ... \00\ROW\MSTA001_RWP\PLAN1.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



WALDOBORO - FRIENDSHIP
LINCOLN & KNOX COUNTIES
FINNTOWN ROAD
STATE PROJECT NO. 24251.00
BRIDGE # 6273
FINNTOWN ROAD BRIDGE

PLAN LEGEND

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

Boring	HB-XXX-###	Probe	P-#.X
Pavement Core	PC-#	#. # = Depth	
Test Pit	TP-XXX-###	X = W (Weathered Rock)	
		R (Refusal)	
		NR (No Refusal)	

INDEX OF SHEETS

Description	Sheet No.
Title Sheet	1
General Notes, Estimated Quantities, and Typical Section	2
Special Detail - Corrugated Metal Pipe Arch	3
Boring Location Plan and Interpretive	
Subsurface Profile	4
Boring Logs	5
Plan / Profile	6
Cross - Sections	7-10
Detour Plan	11
Right of Way Map	12

TRAFFIC DATA

Current (2025) AADT	850
Future (2045) AADT	940
DHV - % of AADT	10%
Design Hour Volume	94
% Heavy Trucks (AADT)	6%
% Heavy Trucks (DHV)	10%
Directional Distribution (DHV)	52%
18-kip Equivalent P 2.0	21
18-kip Equivalent P 2.5	20
Design Speed (mph)	30
Corridor Priority	4

PROJECT LOCATION:	LARGE CULVERT (#46646) LOCATED AT THE FRIENDSHIP - WALDOBORO TOWN LINE
PROGRAM AREA:	REGIONAL PROGRAM
SCOPE OF WORK:	LARGE CULVERT REPLACEMENT



Scale in Miles
LOCATION MAP

LAYOUT SCALE
Scale in Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED
[Signature]
COMMISSIONER
CHIEF ENGINEER: *[Signature]*

DATE
4-9-2025
4-9-2025

PROJECT INFORMATION

PROGRAM	REGIONAL
PROJECT MANAGER	ROBERT BETZ
DESIGNER	ADAM FULLMER
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

WALDOBORO - FRIENDSHIP
FINNTOWN ROAD

TITLE SHEET

STATE PROJECT NO. 24251.00

WIN 24251.00

SHEET NUMBER

1

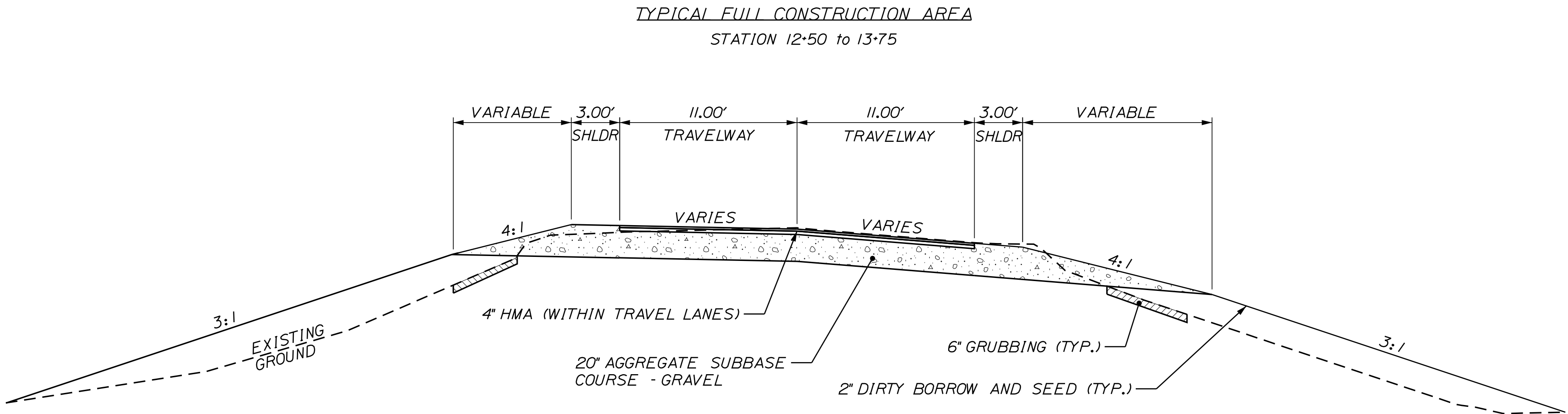
OF 12

GENERAL NOTES

1. PAVEMENT THICKNESSES SHOWN ON THE TYPICAL SECTIONS ARE INTENDED TO BE NOMINAL.
2. 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.
3. 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
4. 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.
5. 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.
6. 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.
7. 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.
8. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1 FOOT ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATIONS ITEM 703.19, GRANULAR BORROW.
9. EXISTING INSLOPES IN PROPOSED FILL AREAS SHALL BE BENCHED BY EXCAVATING STEPS OF SUFFICIENT WIDTH TO PERMIT PLACING AND COMPACTING THE FILL MATERIAL ALONG WITH THE MATERIAL REMOVED.
10. ALL EXISTING PAVED SHOULDERS AND WIDENINGS SHALL BE RESURFACED AS DIRECTED BY THE RESIDENT.
11. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW-SIDE SHOULDER,THE LOW-SIDE SHOULDER WILL HAVE SAME SLOPE AS THE TRAVELWAY.
12. CROSS SLOPES FOR NORMAL AND SUPERELEVATED SECTIONS WILL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
13. THE ALGEBRAIC DIFFERENCE BETWEEN TRAVELWAY AND SHOULDER CROSS SLOPE SHALL NOT EXCEED 8 PERCENT.
14. EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER THE APPROPRIATE PAY ITEMS.
15. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
16. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
17. DIRTY BORROW HAS BEEN ESTIMATED FOR ALL DISTURBED SLOPE AREAS OTHER THAN LAWN AREAS.ACTUAL PLACEMENT OF THE DIRTY BORROW SHALL BE NOTED AS ON THE PLANS OR DESIGNATED BY THE RESIDENT.
18. 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.
19. DIRTY BORROW SHALL BE PLACED TO A NOMINAL DEPTH OF 2 INCHES UNLESS OTHERWISE NOTED OR DIRECTED.
20. 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.
21. THE PROJECT GEOTECHNICAL REPORT TITLED XXXXX,SOILS REPORT 20XX-XX,DATE CAN BE ACCESSED AT THE MAINEDOT WEBSITE [HTTP://WWW.MAINE.GOV/MDOT/CONTRACTORS/](http://www.maine.gov/mdot/contractors/).
22. 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.
23. AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE SITES SUCH AS EXCAVATION,DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.
24. ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION,DRAINAGE AND MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL DRAINAGE STRUCTURES.ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED DRAINAGE ITEMS.
25. 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.
26. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE DEPARTMENT.PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.

27. 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.

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
203.20	COMMON EXCAVATION	630	CY
203.25	GRANULAR BORROW	320	CY
203.55	CULVERT BEDDING STONE	100	CY
206.061	STRUCTURAL EARTH EXCAVATION - DRAINAGE AND MINOR STRUCTURES BELOW GRADE	50	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	370	CY
403.208	HOT MIX ASPHALT 12.5 MM HMA SURFACE	40	T
403.213	HOT MIX ASPHALT 12.5 MM BASE	60	T
409.15	BITUMINOUS TACK COAT - APPLIED	20	G
511.07	COFFERDAM;UPSTREAM	1	LS
511.07	COFFERDAM;DOWNSTREAM	1	LS
603.4070	142" S 9" R CORRUGATED METAL PIPE ARCH	80	LF
610.08	PLAIN RIPRAP	40	CY
610.213	VOID FILLED RIPRAP	80	CY
613.319	EROSION CONTROL BLANKET	10	SY
615.10	DIRTY BORROW	55	CY
618.14	SEEDING METHOD NUMBER 2	10	UN
619.12	MULCH	10	UN
620.54	STABILIZATION/REINFORCEMENT GEOTEXTILE	350	SY
620.58	EROSION CONTROL GEOTEXTILE	280	SY
620.65	REINFORCEMENT GEOGRID	150	SY
627.733	4"WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	530	LF
629.05	HAND LABOR, STRAIGHT TIME	10	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	10	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	10	HR
639.19	FIELD OFFICE TYPE B	1	EA
652.312	TYPE III BARRICADE	7	EA
652.33	DRUM	15	EA
652.34	CONE	50	EA
652.35	CONSTRUCTION SIGNS	800	SF
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	28	CD
652.38	FLAGGER	210	HR
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	3	EA
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS



SUPERELEVATION TABLE				
LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
MATCH	MATCH	12+25	MATCH	MATCH
-1.30%	2.50%	12+50	-9.30%	-9.30%
0.00%	2.50%	12+75	-8.00%	-8.00%
1.30%	2.50%	13+00	-8.00%	-8.00%
2.50%	2.50%	13+25	-8.00%	-8.00%
1.30%	1.30%	13+50	-8.00%	-8.00%
0.00%	0.00%	13+75	-9.00%	-9.00%
MATCH	MATCH	14+00	MATCH	MATCH

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

24251.00

WIN
24251.00

REGIONAL PLANS

DATE

BY

ROB BETZ

PROJ. MANAGER

CHECKED-REVIEWED

DESIGNED-DETAILED

DESIGNED-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

SIGNATURE

P.E. NUMBER

DATE

WALDBORO - FRIENDSHIP
FINNTOWN ROAD

GENERAL NOTES, ESTIMATED
QUANTITIES, AND TYPICAL SECTION

SHEET NUMBER

2

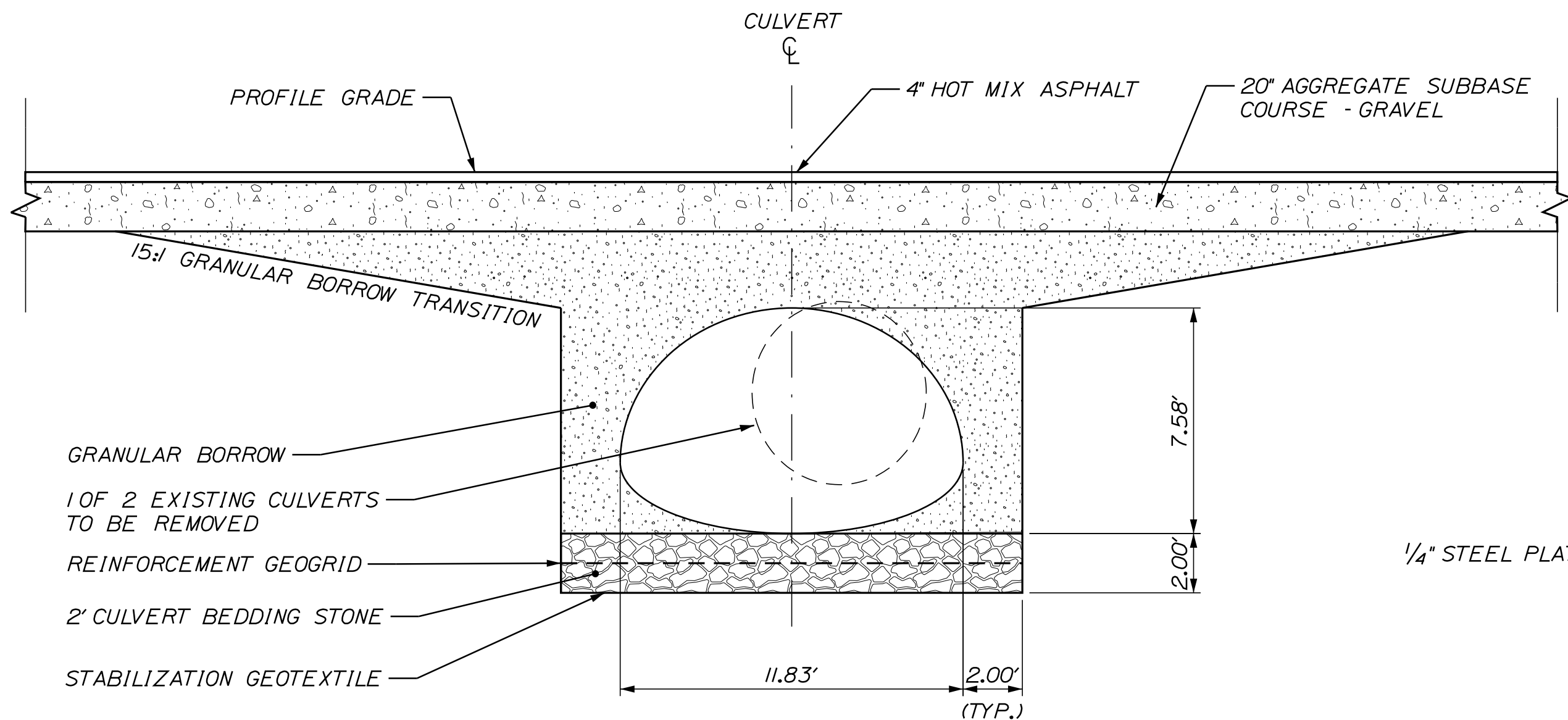
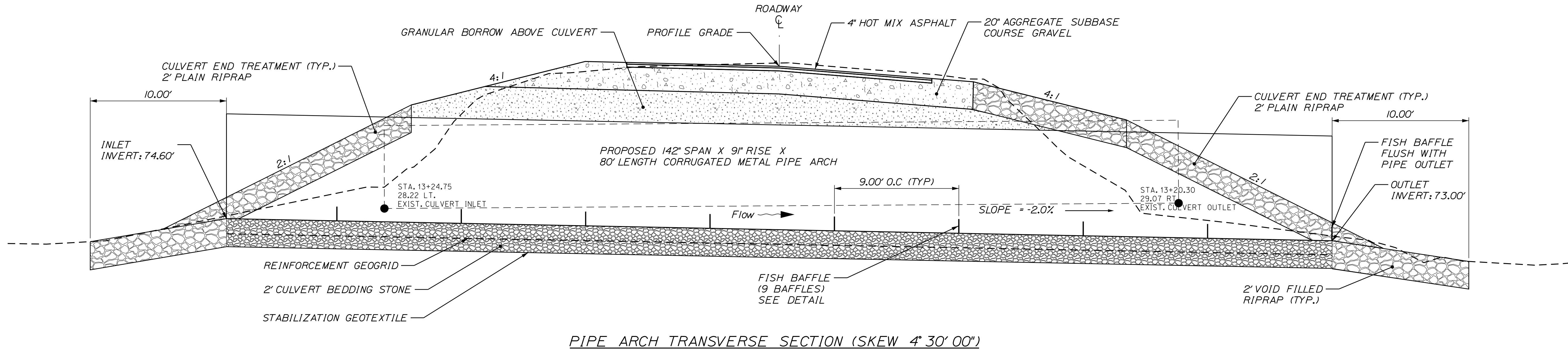
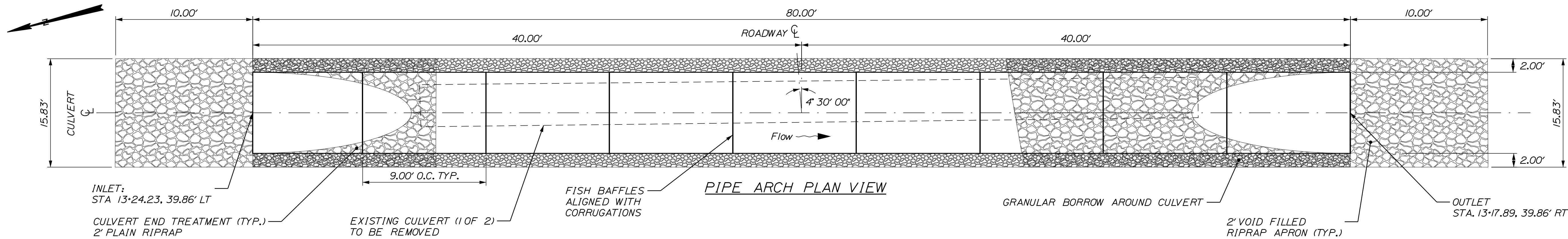
OF 12

Date:2/19/2025

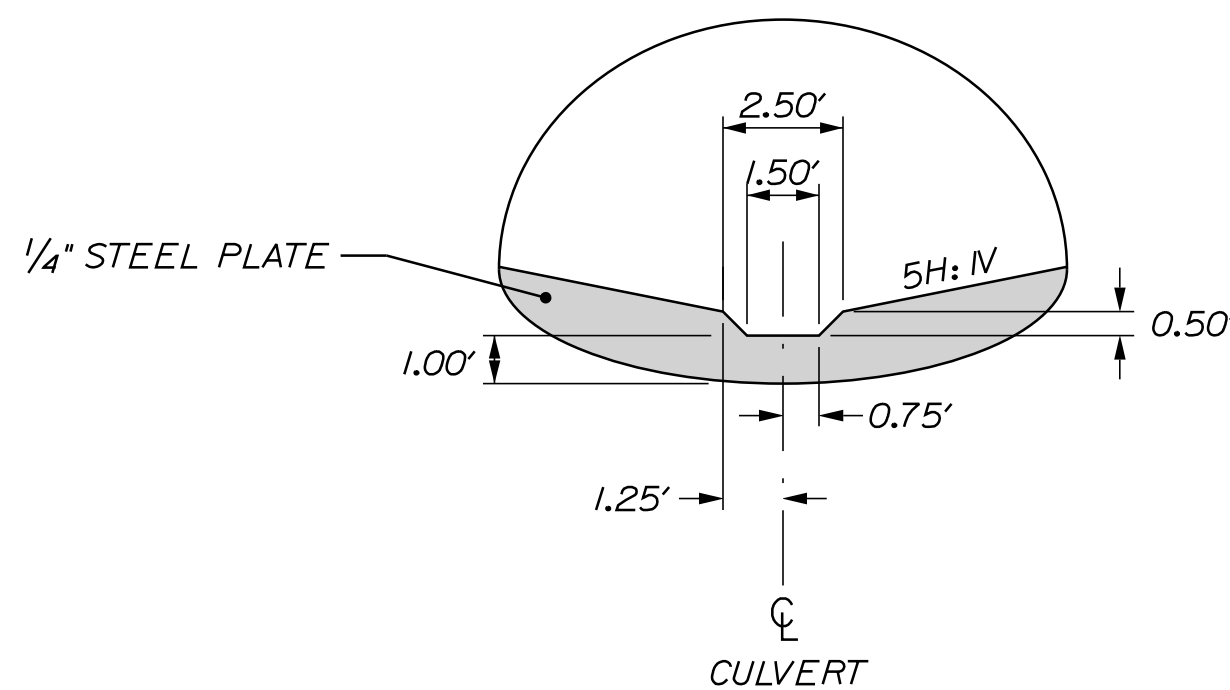
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Division: HIGHWAY

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PIPE ARCH SECTION



FISH BAFFLE DETAIL

PIPE ARCH CULVERT NOTES

1. THE PIPE ARCH CULVERT SHALL BE BEDDED ON A 2 FOOT THICK LAYER OF CULVERT BEDDING STONE (UNDERDRAIN BACKFILL MATERIAL, TYPE C) WITH A LAYER OF REINFORCEMENT GEOGRID AT THE CENTER. THE CULVERT BEDDING STONE SHALL BE WRAPPED IN STABILIZATION GEOTEXTILE. PAYMENT SHALL BE MADE UNDER THE APPROPRIATE CONTRACT ITEMS.
2. THE REINFORCEMENT GEOGRID SHALL MEET THE REQUIREMENTS OF SPECIAL PROVISION 620.
3. THE STABILIZATION GEOTEXTILE SHALL BE OVERLAPPED A MINIMUM OF 3 FEET.
4. A LINEAR LOW DENSITY POLYETHYLENE MEMBRANE SHALL BE PLACED OVER THE PIPE ARCH, AS DIRECTED BY THE RESIDENT. ALL WORK TO OBTAIN AND INSTALL THE MEMBRANE WILL BE INCIDENTAL TO ITEM NO. 603.4070.
5. COFFERDAMS ARE TO BE PLACED AT BOTH THE DOWNSTREAM AND UPSTREAM ENDS OF THE PIPE ARCH TO ALLOW WATER TO BE PUMPED AND REMOVED DURING CONSTRUCTION.
6. RIPRAP SHALL BE USED TO INSLOPE AROUND THE CULVERT ENDS AT BOTH THE INLET AND OUTLET. SEE PLAN FOR LOCATIONS.
7. VOIDS IN RIPRAP APRONS SHALL BE INFILLED WITH SALVAGED STREAMBED OR OTHER MATERIAL APPROVED BY THE RESIDENT, WATERED-IN AND TAMPED.
8. REMOVAL OF THE TWO EXISTING CULVERTS SHALL BE CONSIDERED INCIDENTAL TO ITEM NO. 603.4070. THE EXISTING CULVERTS SHALL BECOME PROPERTY OF THE CONTRACTOR.
9. THERE SHALL BE 9 FISH BAFFLES, SPACED AT 9.00' ON CENTER, STARTING AT THE OUTLET OF THE CULVERT. THE FISH BAFFLE LOCATED AT THE OUTLET OF THE PIPE ARCH SHALL BE FLUSH WITH THE END OF THE CULVERT. ALL WORK TO CONSTRUCT THE FISH BAFFLES WILL BE INCIDENTAL TO ITEM 603.4070.
10. THE FISH BAFFLES SHALL BE FULLY SHOP WELDED, WITHOUT GAPS, TO THE CORRUGATION OF THE CULVERT. BAFFLES SHALL NOT CROSS CORRUGATIONS.

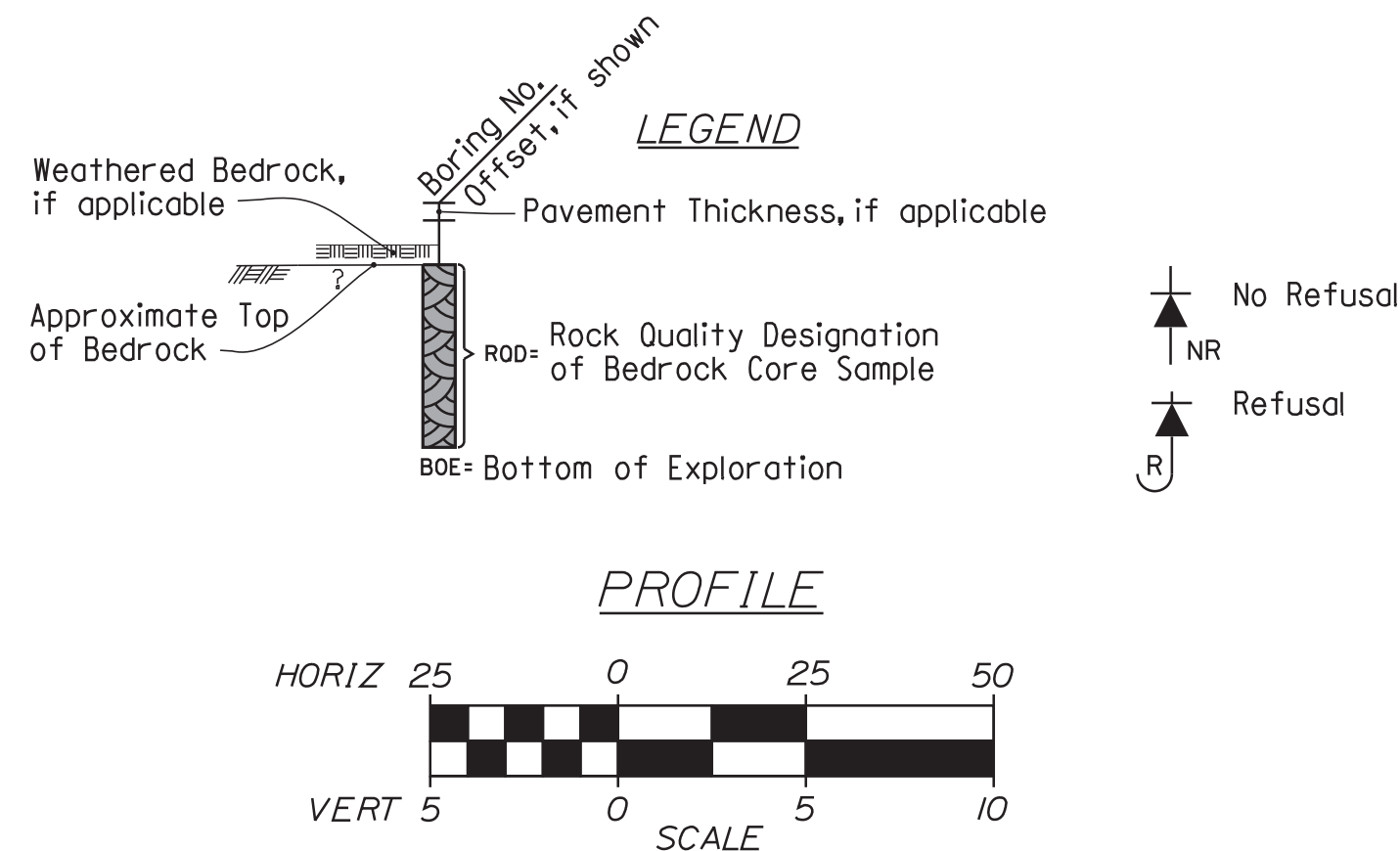
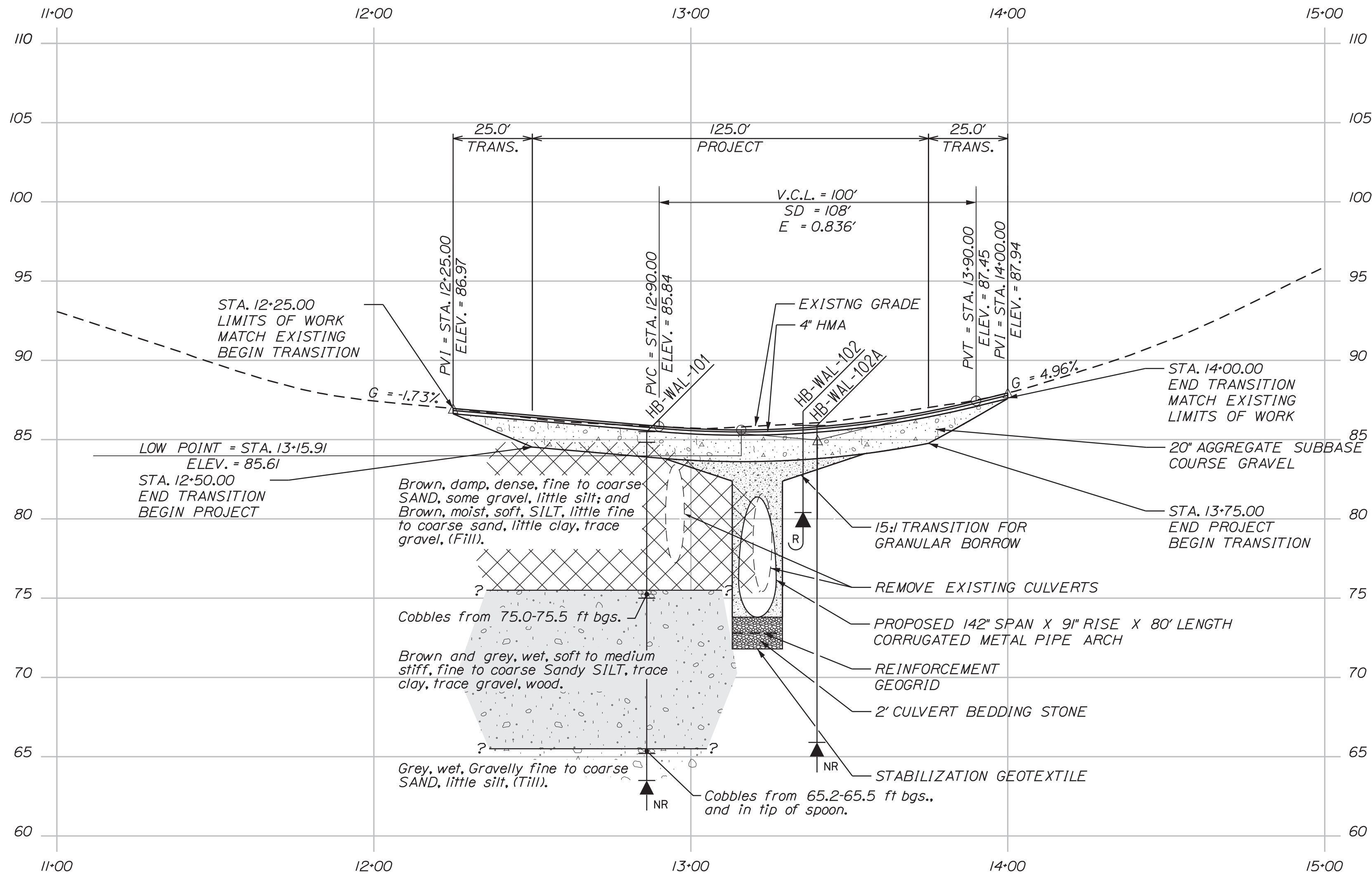
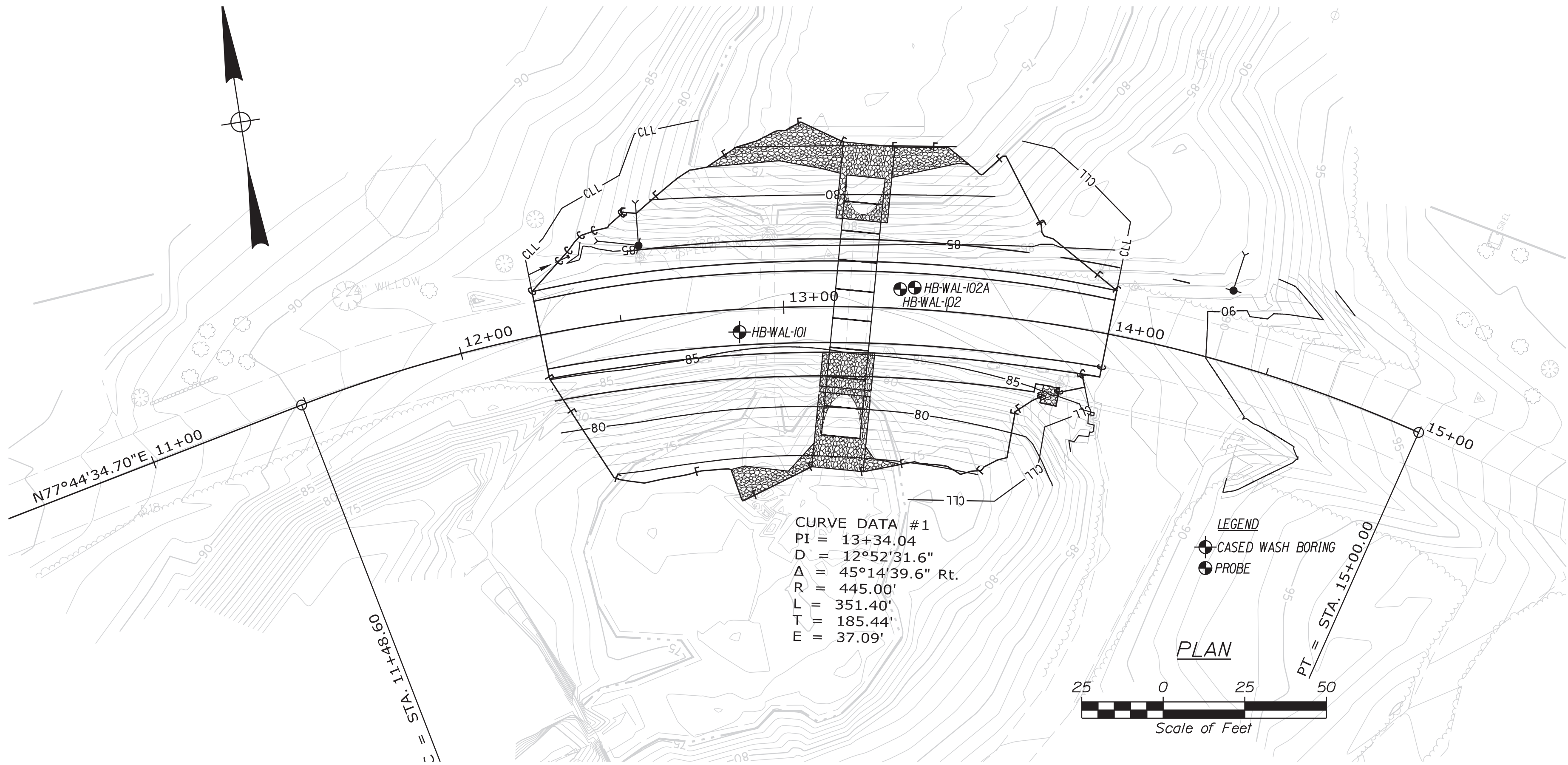
NOT TO SCALE

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
24251.00	
WIN	
24251.00	REGIONAL PLANS

PROJ. MANAGER	ROB. BETZ	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	A. FULLMER					
CHECKED-REVIEWED						
DESIGN-DETAILED						
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

WALDOBORO - FRIENDSHIP FINNTOWN ROAD	SPECIAL DETAIL CORRUGATED METAL PIPE ARCH
---	--

SHEET NUMBER	3
	OF 12



Note: 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 and bedrock transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.



PROJ. MANAGER	DATE	BY	SIGNATURE	P.E. NUMBER	DATE
Cody A. Russell		T. WHITE	15866	3/25/2025	
CHECKED-REVIEWED	Y.T. LEE				
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

WALDOBORO-FRIENDSHIP
FINNTOWN ROAD
BORING LOCATION PLAN &
INTERPRETIVE SUBSURFACE PROFILE

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS				Project: Finntown Road Large Culvert Replacement Location: Waldoboro, Maine				Boring No.: HB-WAL-101																																																																																															
WIN: 24251.00																																																																																																							
Driller: MaineDOT				Elevation (ft.): 85.5				Auger ID/DD: 5" Solid Stem																																																																																															
Operator: Doggett/Niles				Datum: NAVD88				Sampler: Standard Split Spoon																																																																																															
Logged By: C. Russell				Rig Type: CME 45C				Hammer Wt./Fall: 140W/30"																																																																																															
Date Start/Finish: 7/22/2019: 0915-1120				Drilling Method: Cased Wash Boring				Core Barrel: N/A																																																																																															
Boring Location: 12+86.1, 7.0 ft Rt.				Casing ID/DD: NW-3"				Water Level*: None Observed																																																																																															
Hammer Efficiency Factor: 0.888				Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐																																																																																																			
Definitions: S = Split Spoon Sample, R = Rock Core Sample, Su = Peak/Retained Field Vane Undrained Shear Strength (psf), P = Pocket Torvane Shear Strength (psf), D = Split Spoon Sample, SSA = Solid Stem Auger, Su (ag) = Lab Vane Undrained Shear Strength (psf), MC = Water Content, percent, MU = Unsuccessful Split Spoon Sample Attempt, HSA = Hollow Stem Auger, q_u = Unconfined Compressive Strength (ksf), LL = Liquid Limit, U = Thin Wall Tube Sample, RC = Roller Cone, Nuncorrected = Raw Field SPT N-value, PL = Plastic Limit, MU = Unsuccessful Thin Wall Tube Sample Attempt, W = Weight of 140lb. Hammer, Hammer Efficiency Factor = Rig Specific Annual Calibration Value, PI = Plasticity Index, V = Field Vane Shear Test, PP = Pocket Penetrometer, WPRC = Weight of Rods or Casing, Ng = SPT Nuncorrected Corrected for Hammer Efficiency, G = Grain Size Analysis, WU = Unsuccessful Field Vane Shear Test Attempt, WWP = Weight of One Person, WWP = Weight of One Person																																																																																																							
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Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS				Project: Finntown Road Large Culvert Replacement Location: Waldoboro, Maine				Boring No.: HB-WAL-102																																																																																												
WIN: 24251.00																																																																																																				
Drilling Contractor: MaineDOT				Elevation (ft.): 85.9				Auger ID/DD: 5" Dia.																																																																																												
Operator: Doggett/Niles				Datum: NAVD88				Sampler: N/A																																																																																												
Logged By: C. Russell				Rig Type: CME 45C				Hammer Wt./Fall: N/A																																																																																												
Date Start/Finish: 7/22/2019: 1130-1215				Drilling Method: Solid Stem Auger				Core Barrel: N/A																																																																																												
Boring Location: 13+35.4, 5.9 ft Lt.				Casing ID/DD: N/A				Water Level*: None Observed																																																																																												
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Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS				Project: Finntown Road Large Culvert Replacement Location: Waldoboro, Maine				Boring No.: HB-WAL-102A																																																																																												
WIN: 24251.00																																																																																																				
Drilling Contractor: MaineDOT				Elevation (ft.): 85.9				Auger ID/DD: 5" Dia.																																																																																												
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Logged By: C. Russell				Rig Type: CME 45C				Hammer Wt./Fall: N/A																																																																																												
Date Start/Finish: 7/22/2019: 1130-1215				Drilling Method: Solid Stem Auger				Core Barrel: N/A																																																																																												
Boring Location: 13+35.8, 6.6 ft Lt.				Casing ID/DD: N/A				Water Level*: None Observed																																																																																												
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

24251.00

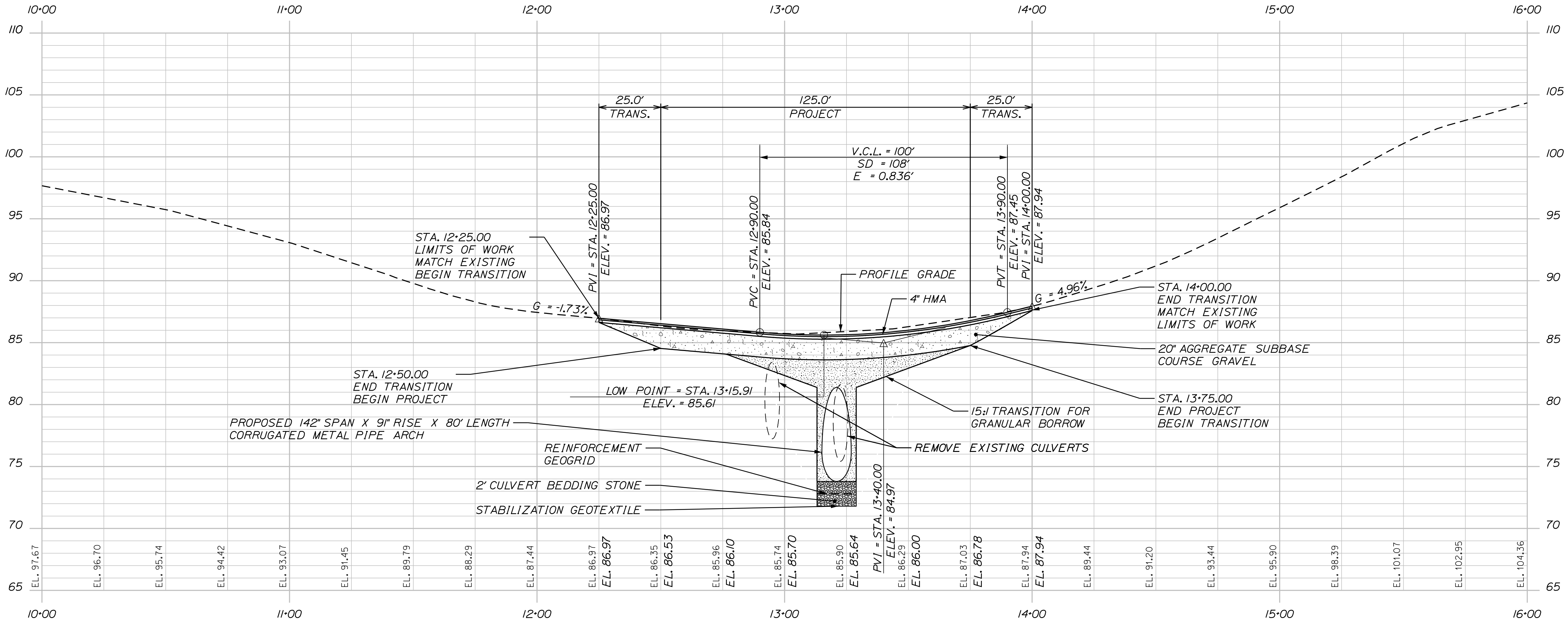
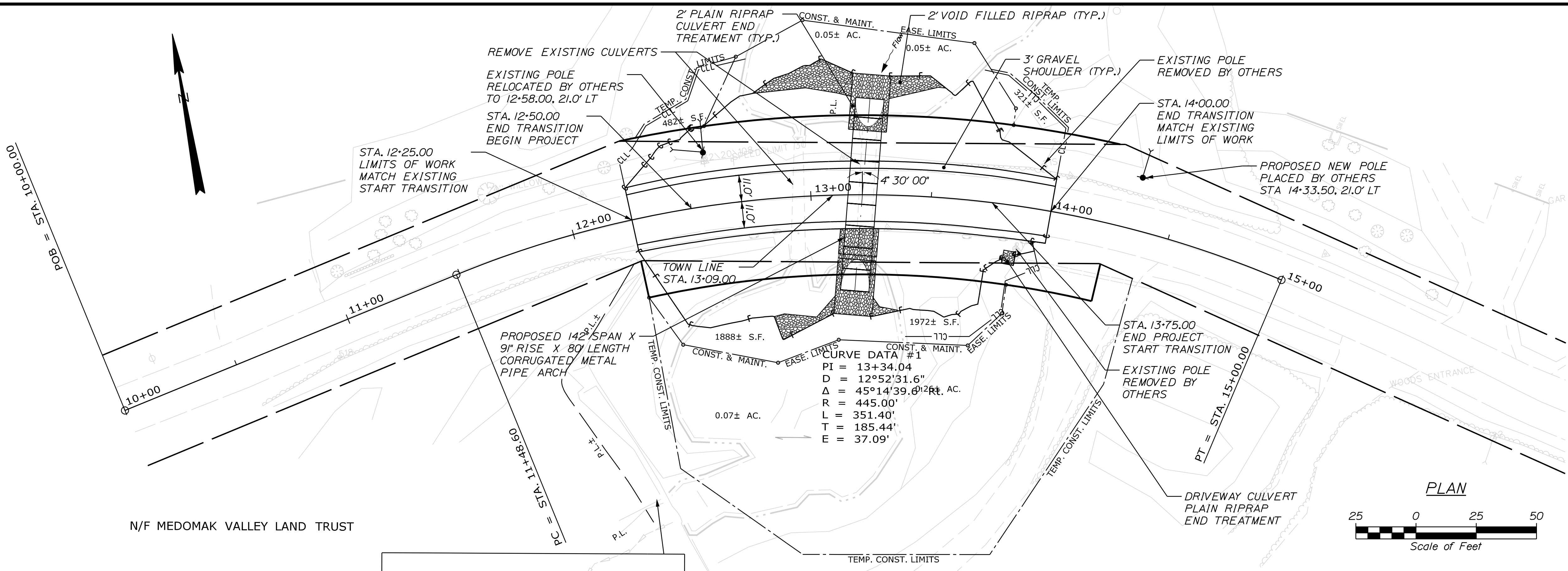
WIN
24251.00
HIGHWAY PLANS

Cody A. Russell
15866
P.E. NUMBER
3/25/2025
DATE

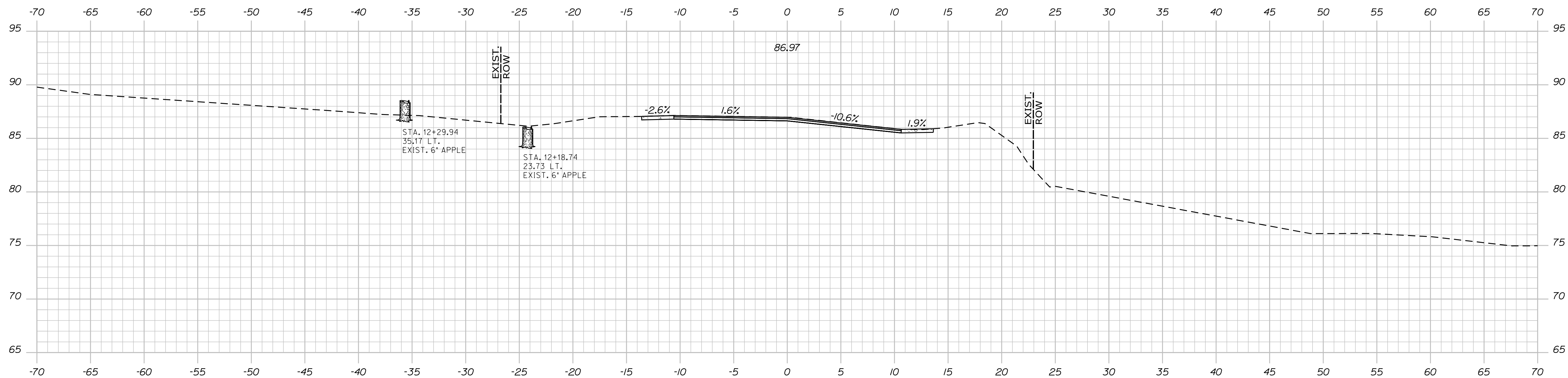
WALDOBORO-FRIENDSHIP
FINNTOWN ROAD

BORING LOGS

SHEET NUMBER
5
OF 12

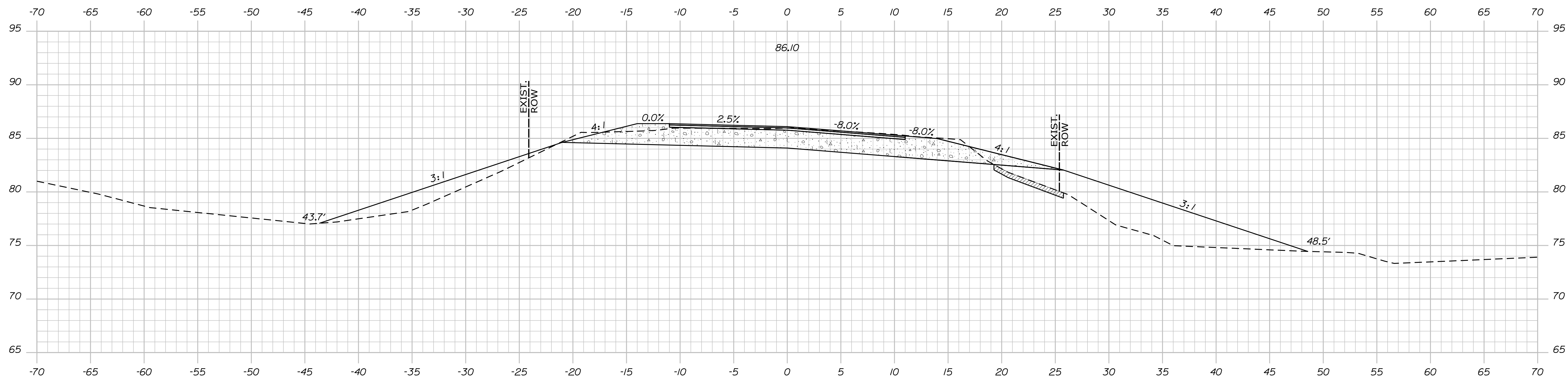


STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		24251.00		WIN		24251.00		REGIONAL PLANS	
WALDOBORO - FRIENDSHIP		FINNTOWN ROAD		PLAN AND PROFILE		SHEET NUMBER		6		OF 12	
PROJ. MANAGER		ROB BETZ		BY		DATE		SIGNATURE		P.E. NUMBER	
DESIGN-DETAILED		A. FULLMER									
CHECKED-REVIEWED											
DESIGN-DETAILED											
REVISIONS 1											
REVISIONS 2											
REVISIONS 3											
REVISIONS 4											
FIELD CHANGES											



12+25.00 (BEGIN TRANSITION, LIMITS OF WORK, MATCH EXISTING)

Filename: ... \00\HIGHWAY\MSTA\007_Xsect.dgn



SHEET NUMBER

8

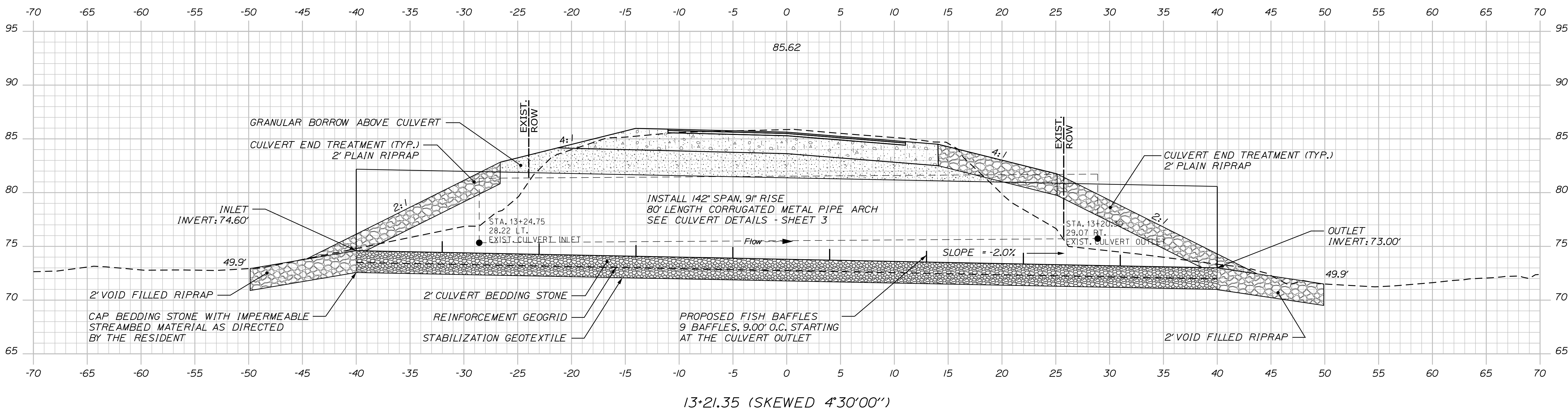
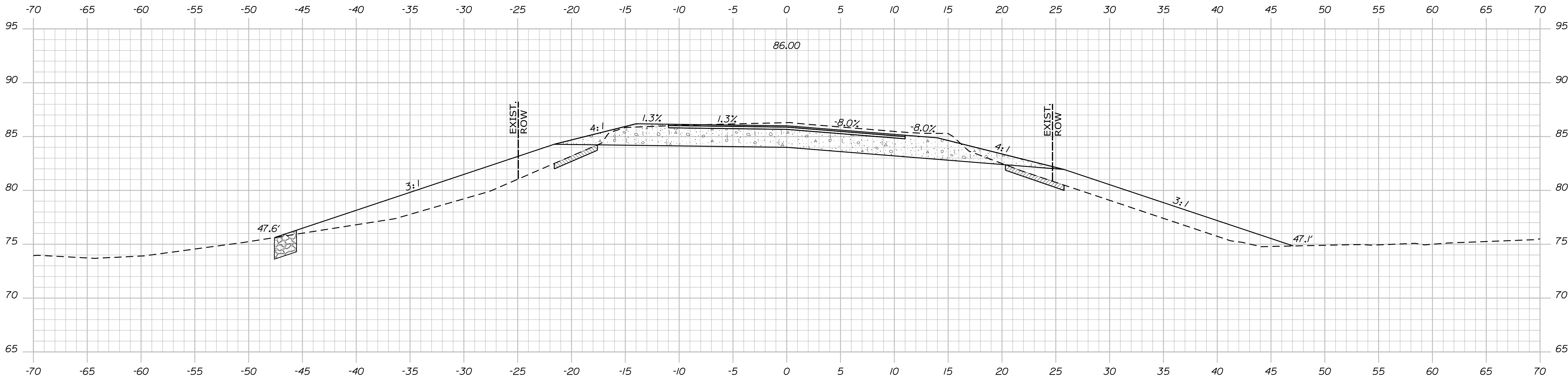
OF 12

Date:2/21/2025

Username: Adam.Fullmer

Division: HIGHWAY

Filename: ...\\00\\HIGHWAY\\MSTA007_Xsect.dgn

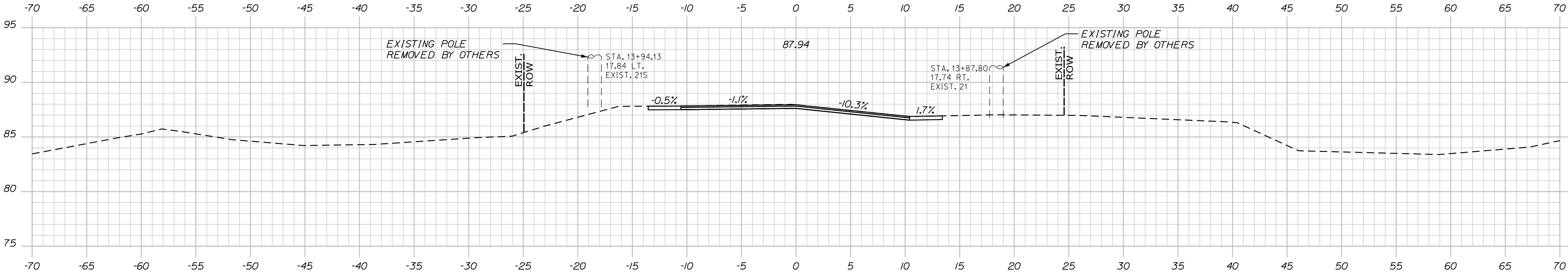


STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
24251.00	
WIN	24251.00
REGIONAL PLANS	

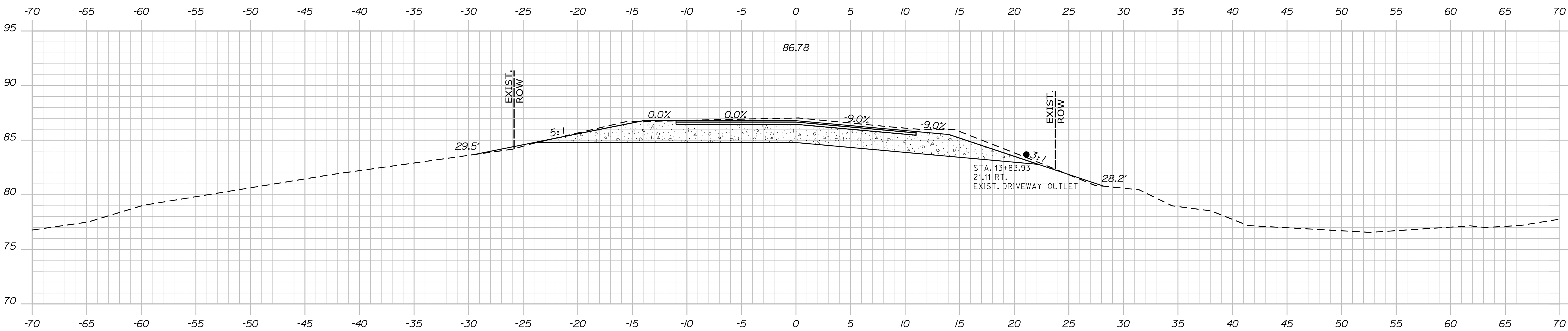
SIGNATURE	
P.E. NUMBER	
DATE	
PROJ. MANAGER	ROB BETZ
CHECKED-REVIEWED	A. FULLMER
DESIGNED-DETAILED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

WALDOBORO - FRIENDSHIP FINNTOWN ROAD	
CROSS SECTIONS	

SHEET NUMBER	
9	
OF 12	



14+00.00 (END TRANSITION, LIMITS OF WORK, MATCH EXISTING)



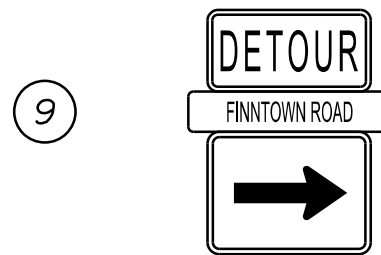
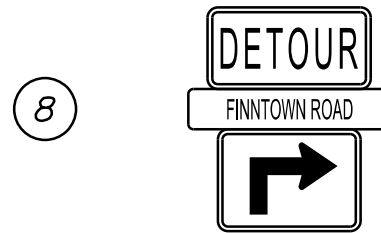
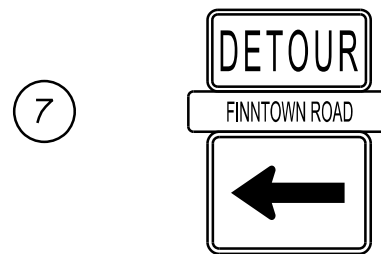
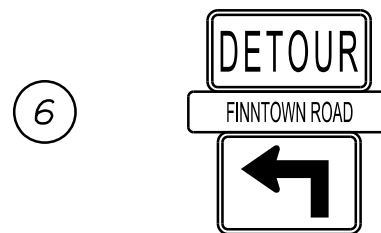
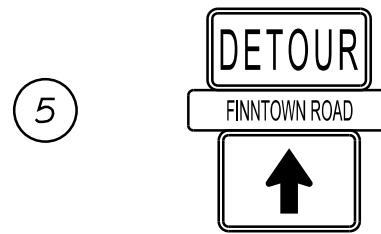
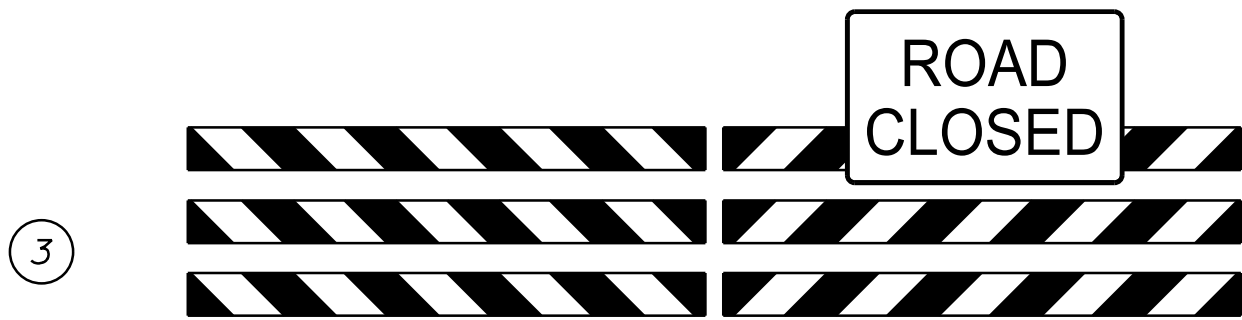
13+75.00 (END PROJECT, BEGIN TRANSITION)

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
24251.00	
WIN	24251.00
REGIONAL PLANS	

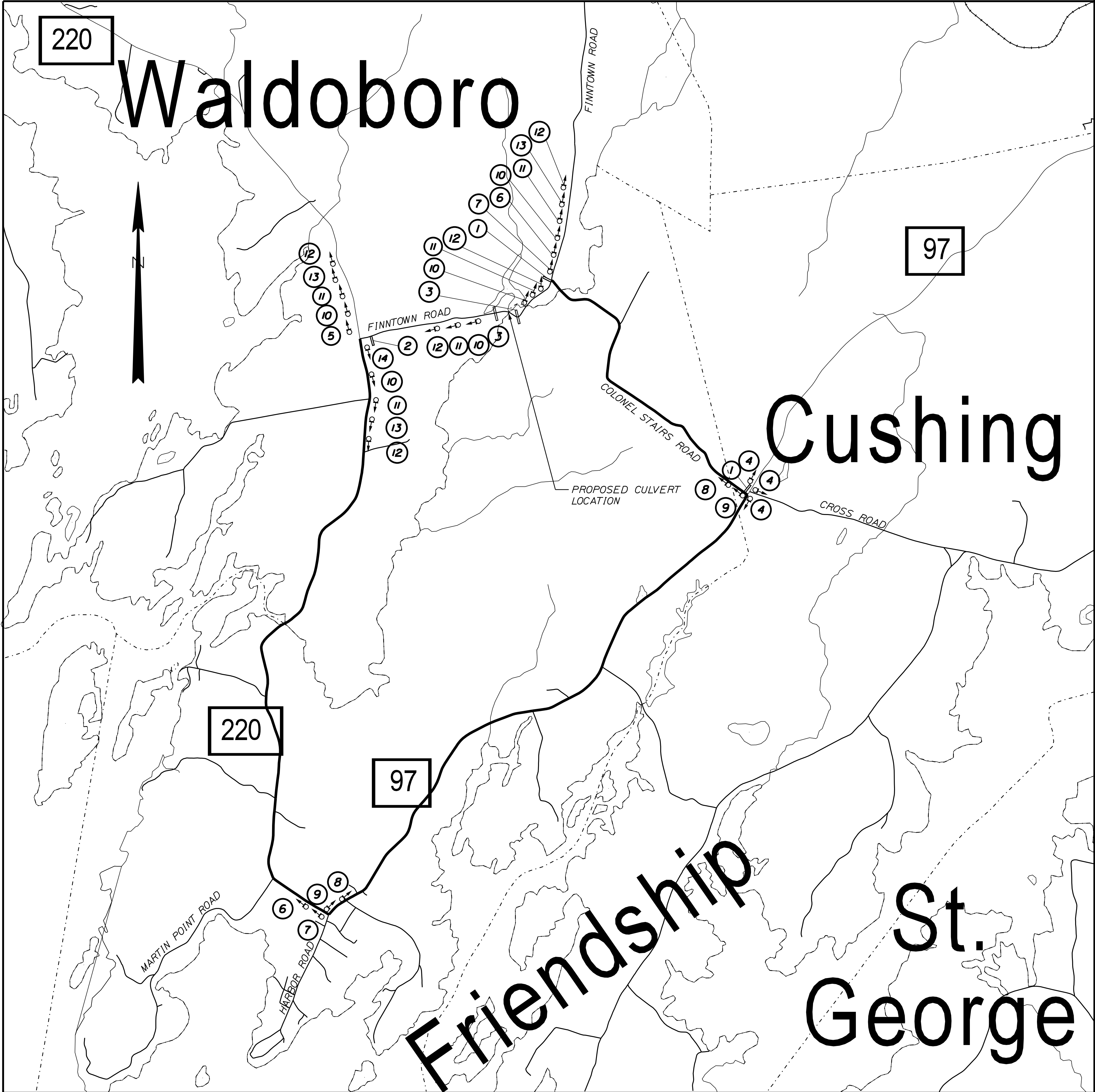
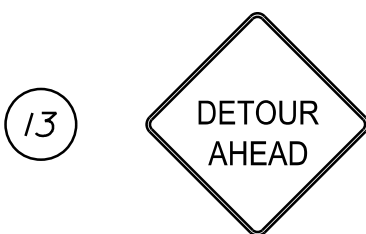
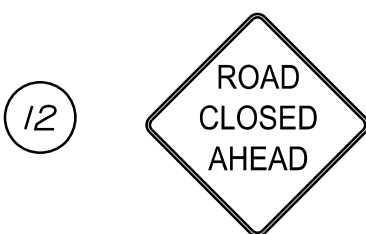
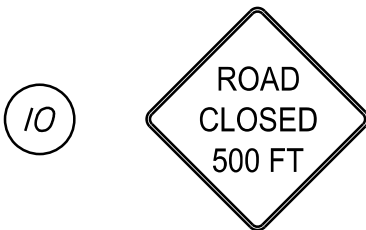
PROJ. MANAGER	ROB BETZ	BY	DATE
	A. FULLMER		
CHECKED-REVIEWED		SIGNATURE	
DESIGN-DETAILED		P.E. NUMBER	
REVISIONS 1		DATE	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WALDOBORO - FRIENDSHIP FINNTOWN ROAD	
CROSS SECTIONS	

SHEET NUMBER	
10	
OF 12	



DETOUR NOTES:
1. SPACING OF TEMPORARY TRAFFIC CONTROL SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD.
2. COVER ALL CONFLICTING ROUTE AND DIRECTIONAL SIGNS.



NOT TO SCALE

STATE OF MAINE				DEPARTMENT OF TRANSPORTATION				24251.00				WIN				24251.00				REGIONAL PLANS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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Date:2/27/2025

Username: Adam.Fulmer

Division: HIGHWAY

Filename: ... \00\ROW\MSTA001_RWP\PLAN1.dgn

