

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



T6-R8 WELS
PENOBSCOT COUNTY
HAY LAKE BRIDGE
GRAND LAKE ROAD
BRIDGE NO. 6673
STATE PROJECT NO. 24247.00
PROJECT LENGTH : 0.02 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	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		

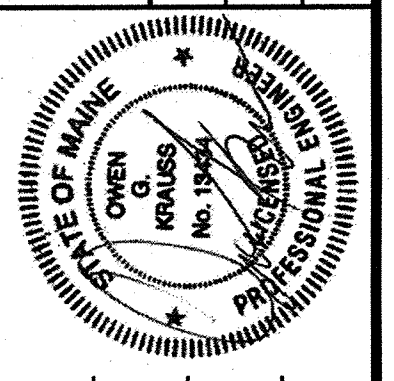
Boring HB-XXX-###
Pavement Core PC-#
Test Pit TP-XXX-###

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

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: [Signature]		3-17-25
CHIEF ENGINEER: [Signature]		3-17-2025

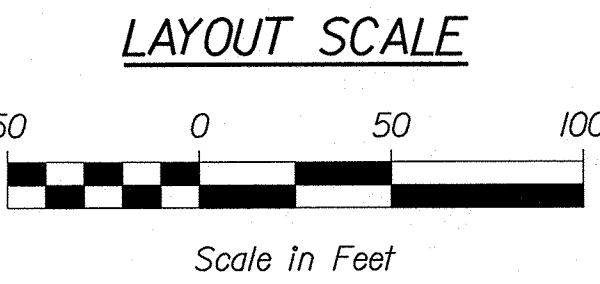
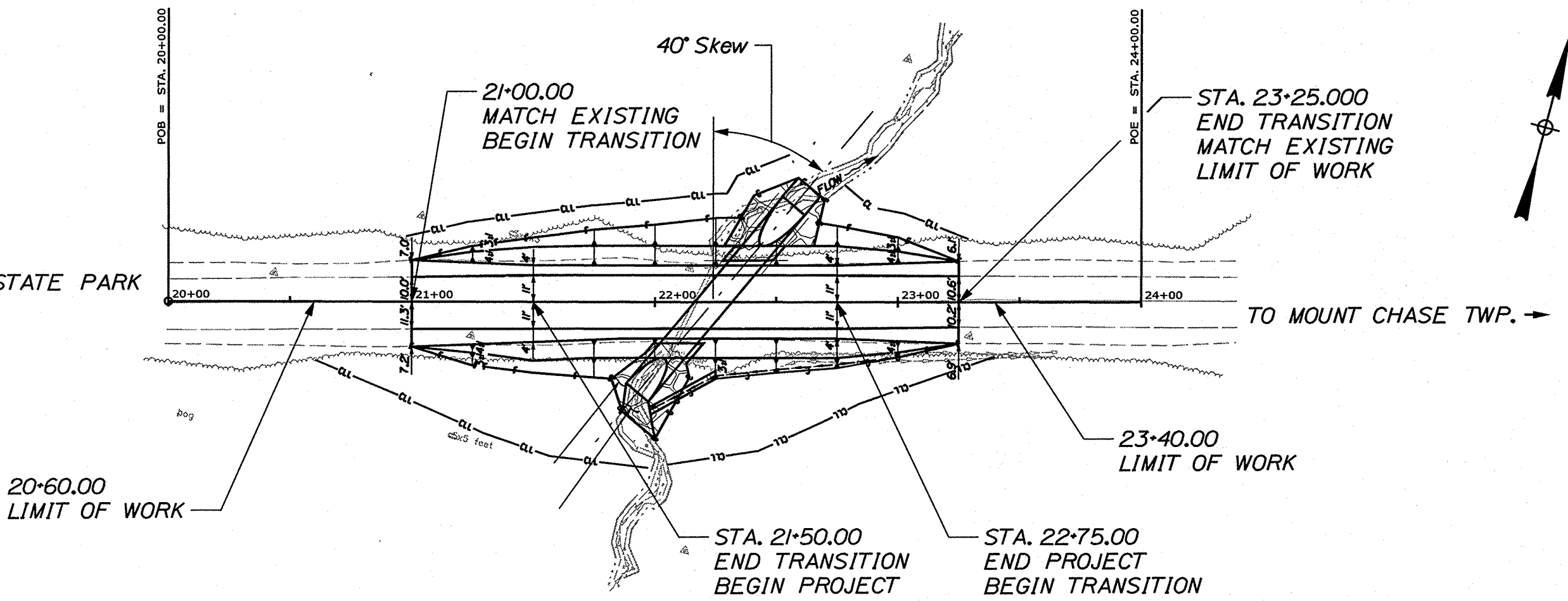


SIGNATURE	P.E. NUMBER	DATE
[Signature]	13434	March 10, 2025

PROJECT INFORMATION	REGIONAL
PROGRAM	R. SOUCY
PROJECT MANAGER	O. KRAUSS
DESIGNER	HOYLE, TANNER & ASSOC.
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

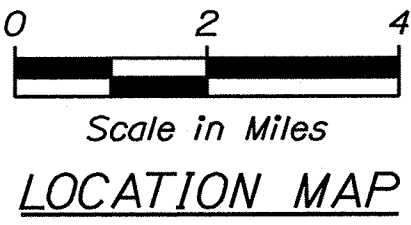
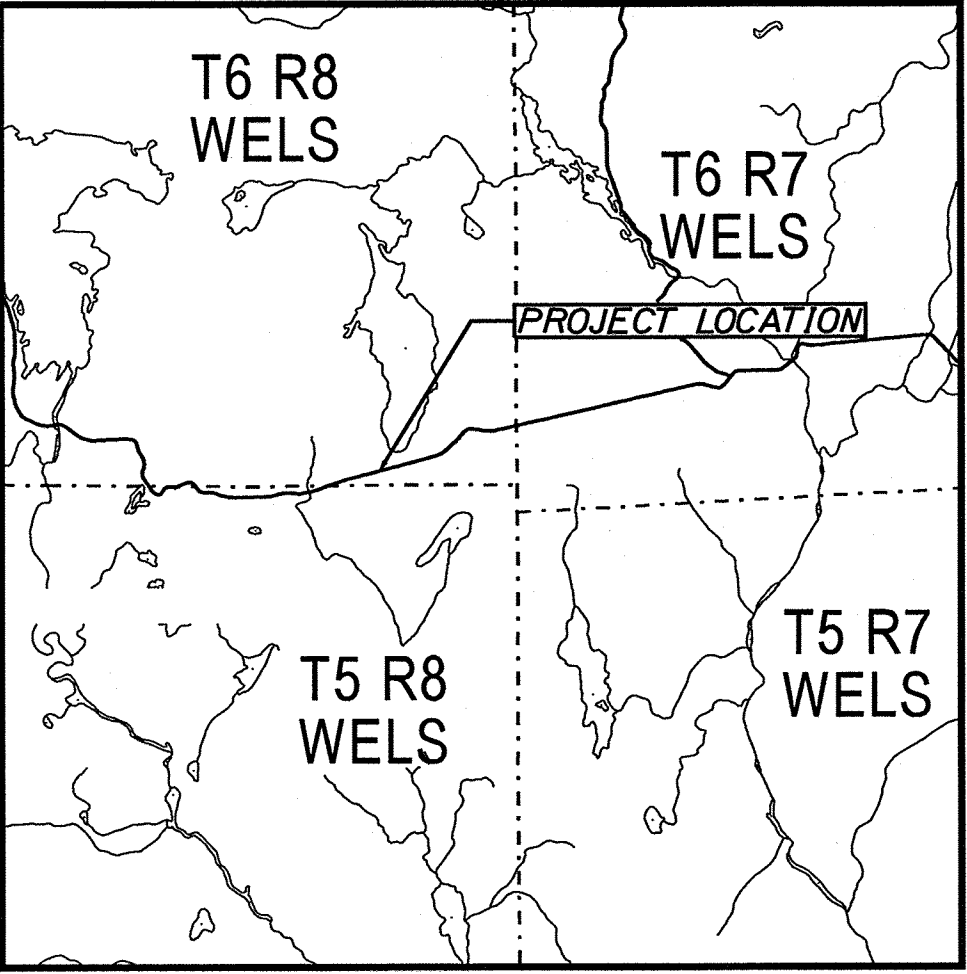
T6-R8 WELS GRAND LAKE ROAD	TITLE SHEET
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SHEET NUMBER
1
OF 14



TRAFFIC DATA	
Current (2025) AADT	150
Future (2045) AADT	170
DHV - % of AADT	16
Design Hour Volume	24
% Heavy Trucks (AADT)	27
% Heavy Trucks (DHV)	36
Directional Distribution (DHV)	50
18-KIP Equivalent P 2.0	47
18-KIP Equivalent P 2.5	45
Design Speed (mph)	45
Functional Class	Minor Collector
Corridor Priority	4

PROJECT LOCATION:	T6 R8 WELS, ON GRAND LAKE ROAD APPROXIMATELY 8.7 MILES WESTERLY OF SNOWSHOED ROAD INTERSECTION LAT./LONG.: 46° 07' 36.75" N, 68° 43' 22.71" W
PROGRAM AREA:	REGIONAL PROGRAM
SCOPE OF WORK:	LARGE CULVERT REPLACEMENT



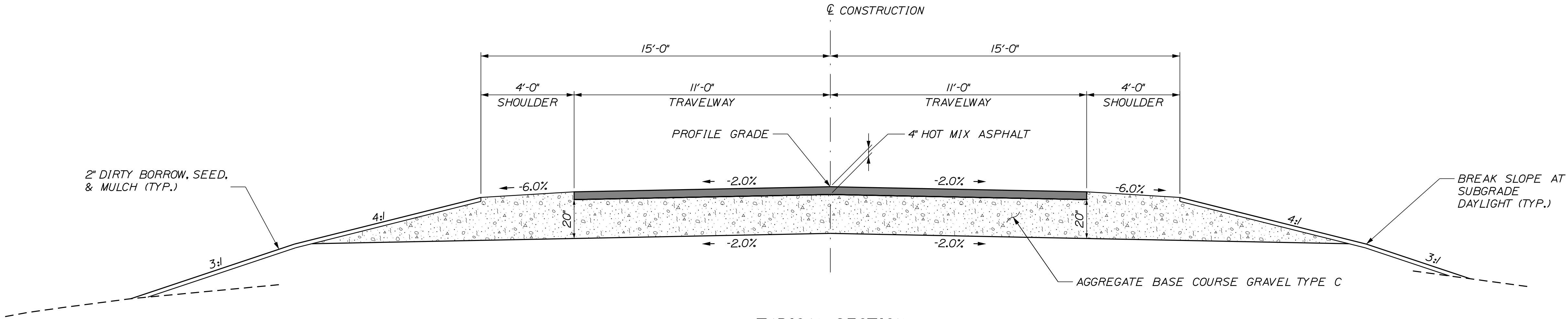
Date:3/10/2025

Username:

Division: BRIDGE

Filename: ...\\00\\HIGHWAY\\MSTA\\001_Title.dgn

WIN 24247.00 STATE PROJECT NO. 24247.00



TYPICAL SECTION STA. 21+50.00 TO STA. 22+75.00		
AGGREGATE BASE COURSE GRAVEL TYPE C		
LEFT SHOULDER VARIES CY/100 LF	11 FT. TRAVEL LANES 67.9 CY/100 LF	RIGHT SHOULDER VARIES CY/100 LF

STATE OF MAINE DEPARTMENT OF TRANSPORTATION					SIGNATURE		
24247.00				P.E. NUMBER			
				DATE			
WIN 24247.00				HIGHWAY PLANS			

T6-R8 WELS GRAND LAKE ROAD	PROJ. MANAGER		R. SOUTCY	BY	DATE
	DESIGN-DETAILED	CHECKED-REVIEWED	O. KRAUSS	O. KRAUSS	FEB. 2025
	DESIGN2-DETAILED2	A. LACHANCE	O. KRAUSS		MAR. 2025
	DESIGN3-DETAILED3				
	REVISIONS 1				
TYPICAL SECTIONS	REVISIONS 2				
	REVISIONS 3				
	REVISIONS 4				
	FIELD CHANGES				

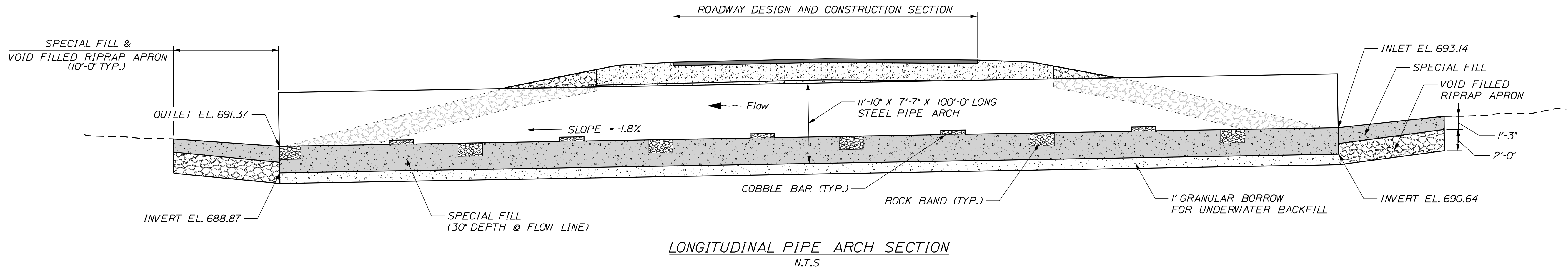
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OF 14	

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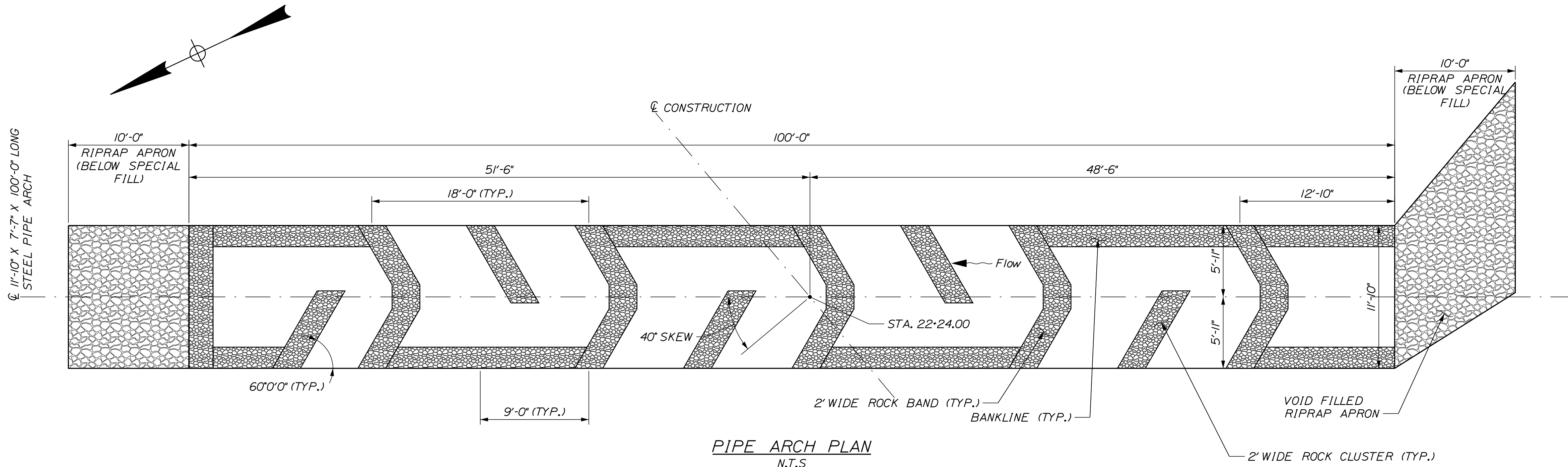
GENERAL NOTES

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. Where deemed necessary by the Resident, unsuitable excess material shall be removed from the edges of shoulders and placed in designated areas or disposed of. Payment will be made under the appropriate Contract items.
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. 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.
8. Cross slopes for normal and superelevated sections will be straight unless otherwise directed by the Department.
9. The algebraic difference between travelway and shoulder cross slope shall not exceed 8 percent.
10. Inlets and outlets of all culverts shall be rippapped unless otherwise noted on the Plans or directed by the Resident.
11. 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.
12. Dirty borrow shall be placed to a nominal depth of 2 inches unless otherwise noted or directed.
13. 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.
14. The Project Geotechnical report titled "Geotechnical Design Report for the Construction of Hay Lake Bridge", Soils Report 2025-02, January 2, 2025 can be accessed at the MaineDOT website <http://www.maine.gov/mdot/contractors/>.
15. 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.
16. "Undetermined locations" shall be determined by the Resident.
17. 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.

3 OF 14		SHEET NUMBER		T6-R8 WELS GRAND LAKE ROAD		PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN2-DETAILED02 DESIGN3-DETAILED03		R. SOUCY O. KRAUSS A. LACHANCE O. KRAUSS		BY O. KRAUSS O. KRAUSS		DATE FEB. 2025 MAR. 2025		SIGNATURE		P.E. NUMBER		DATE		BRIDGE NO. 6673		WIN 24247.00		HIERONIMUS PLANS	
				ESTIMATED QUANTITIES AND GENERAL NOTES		REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4																			
						FIELD CHANGES																			

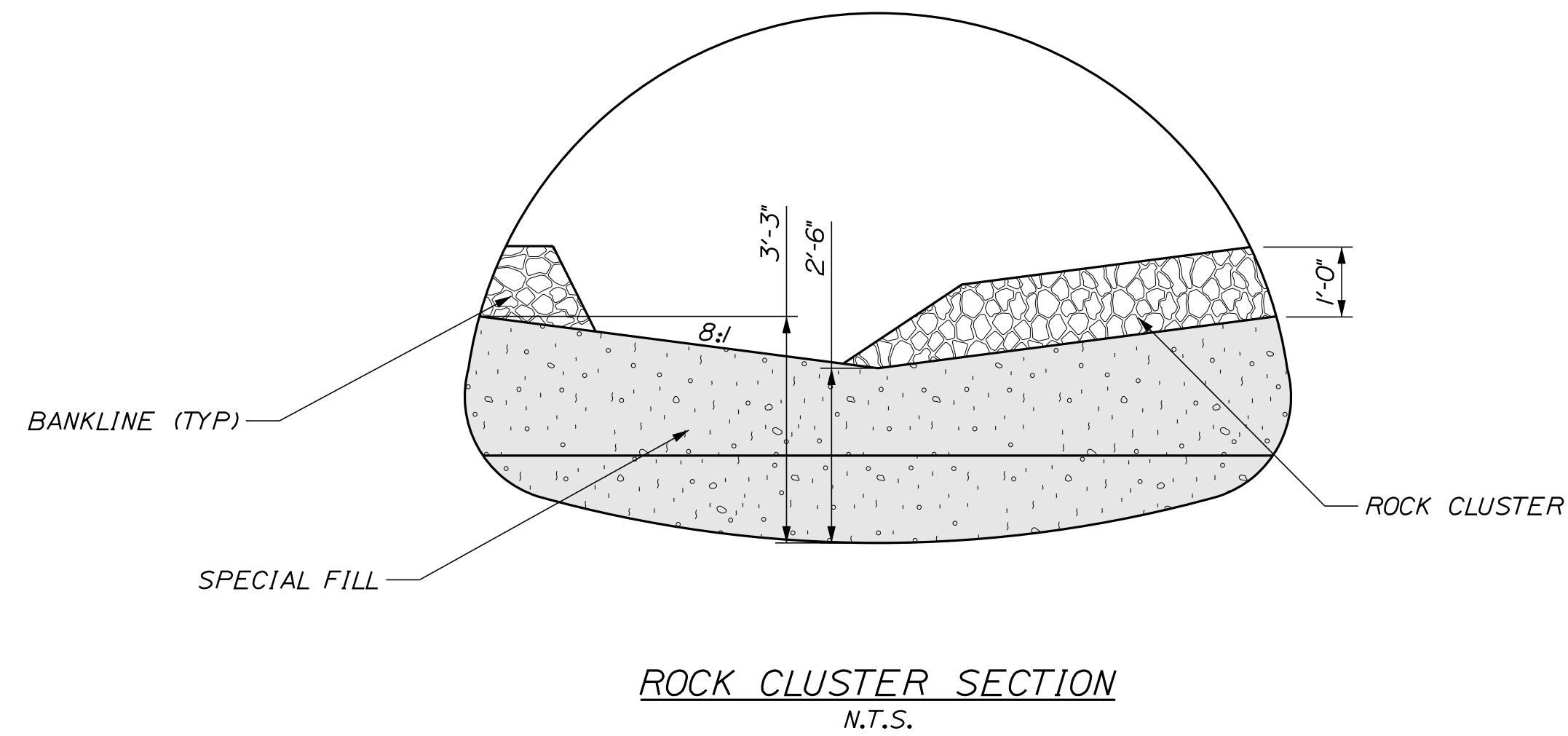
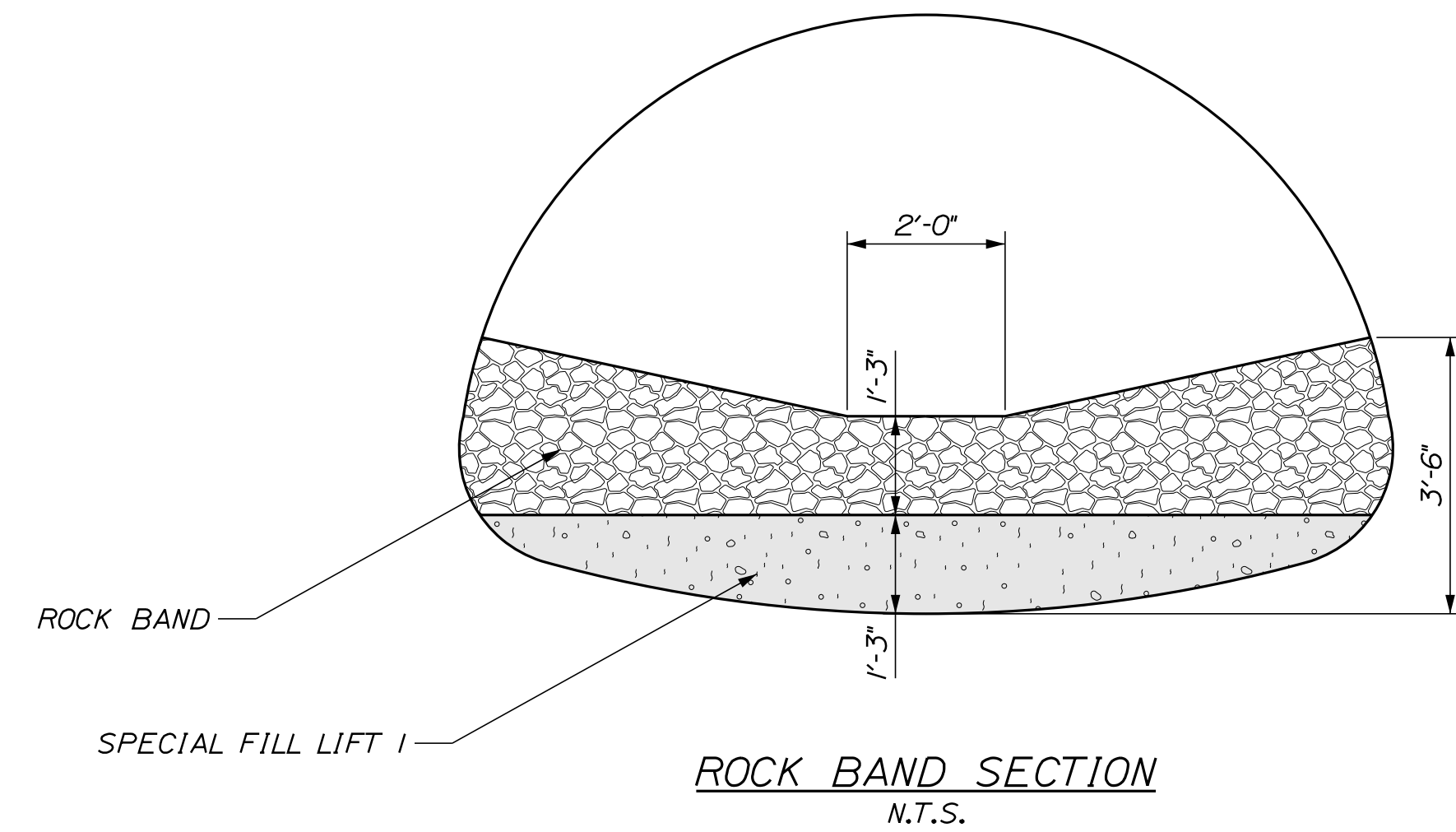
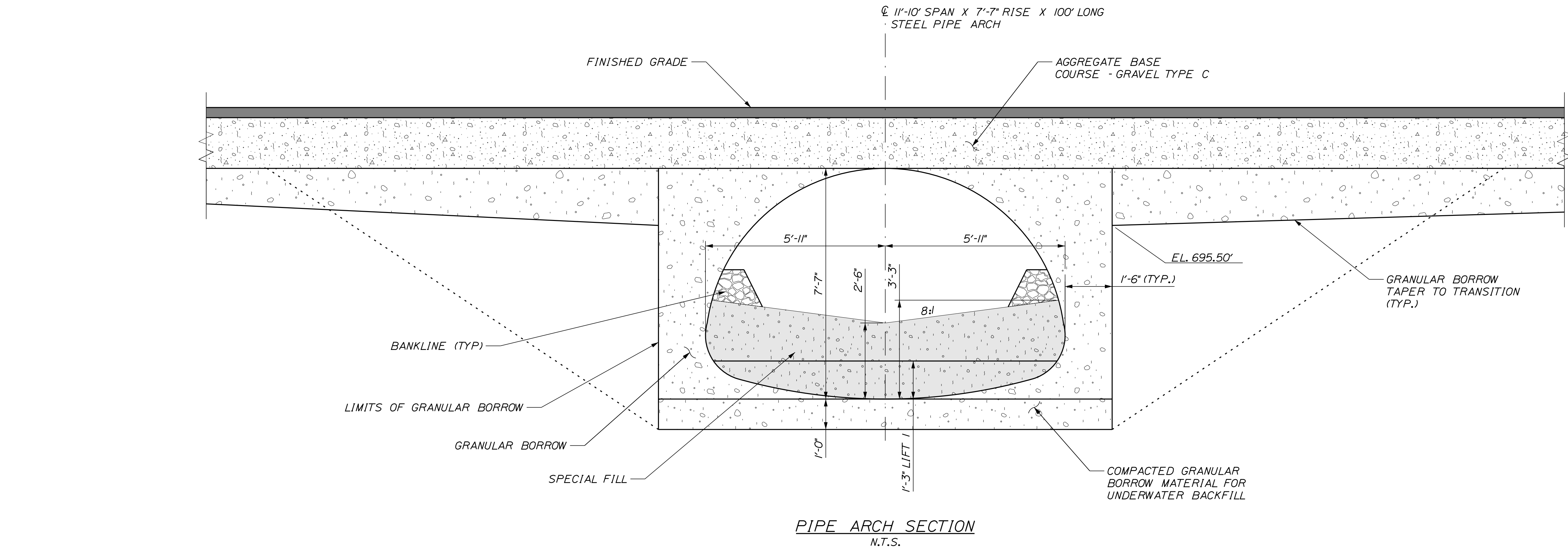


LONGITUDINAL PIPE ARCH SECTION
N.T.S



PIPE ARCH PLAN
N.T.S

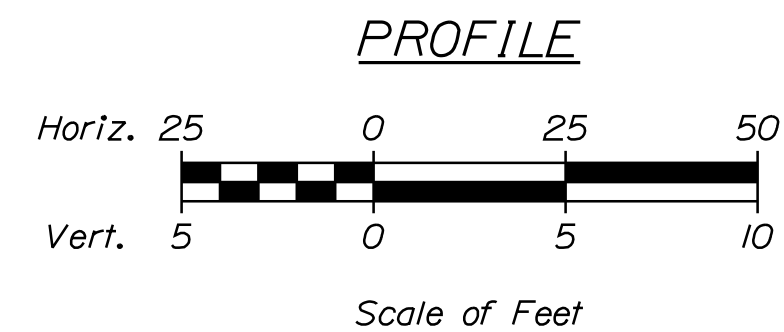
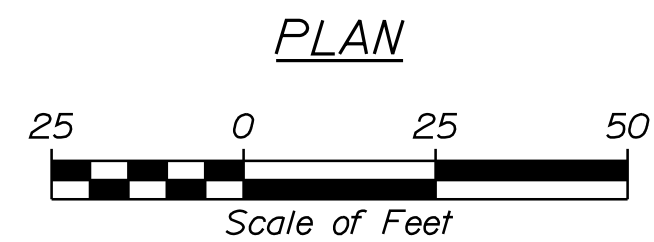
T6-R8 WELS GRAND LAKE ROAD		PROJ. MANAGER		R. SOUTCY	BY	DATE	
		DESIGN-DETAILED	CHECKED-REVIEWED	O. KRAUSS	O. KRAUSS	FEB. 2025	
SPECIAL DETAILS		DESIGN2-DETAILED2	A. LACHANCE	O. KRAUSS	MAR. 2025		
		DESIGN3-DETAILED3					
		REVISIONS 1					
		REVISIONS 2					
		REVISIONS 3					
		REVISIONS 4					
		FIELD CHANGES					
SHEET NUMBER		DATE					
4		P.E. NUMBER					
OF 14		24247.00					
		WIN					
		24247.00					
		BRIDGE NO. 6673					
		HIGHWAY PLANS					

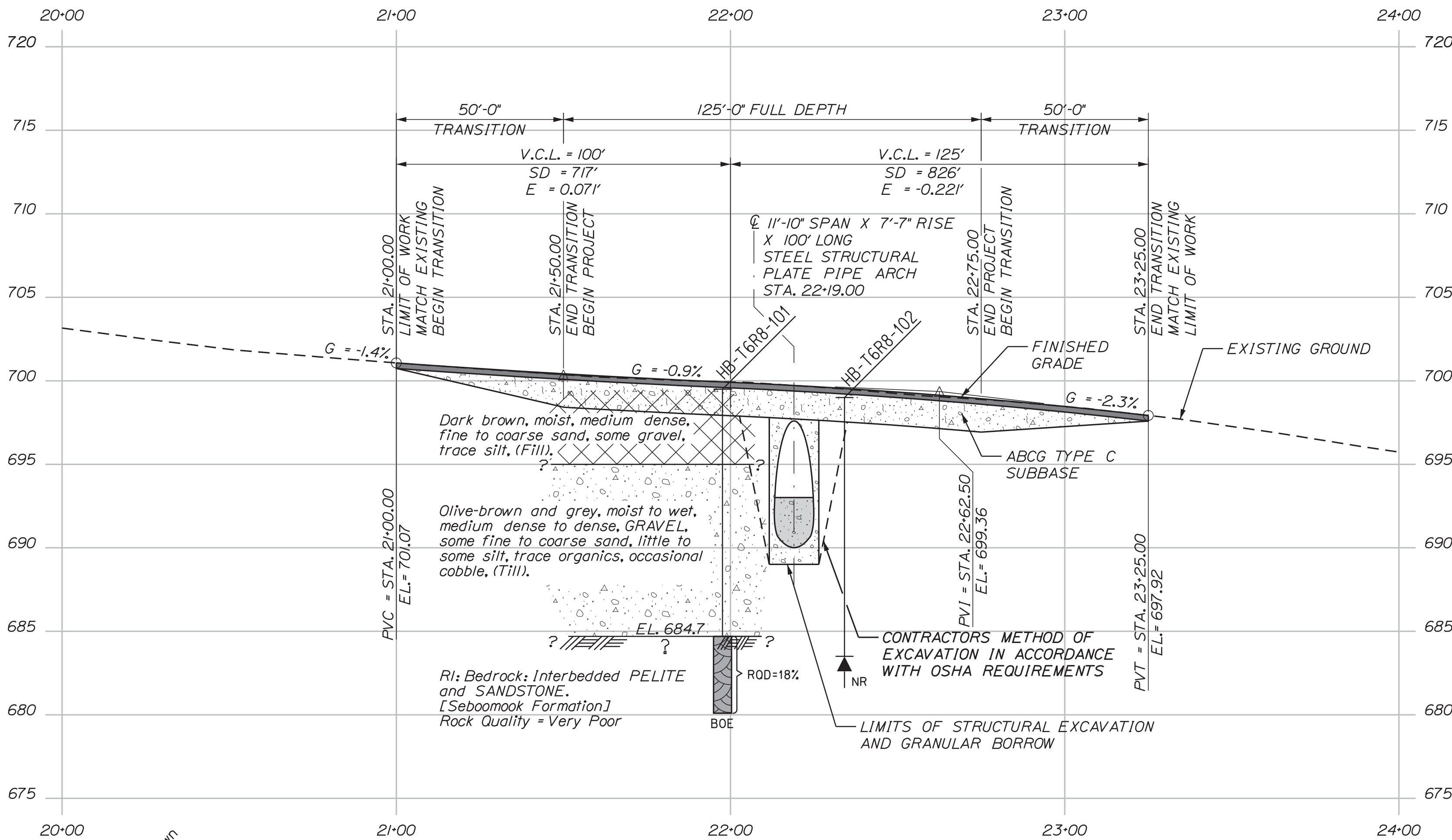


STRUCTURAL PLATE STRUCTURE NOTES

1. THE STRUCTURAL PLATE STRUCTURE SHALL BE CONSTRUCTED IN THE DRY. THE APPROXIMATE WEIGHT OF THE STRUCTURE IS 39,000 LB.(5 GAUGE BELOW WATER LINE, 8 GAUGE ABOVE WATER LINE).
2. THE POLYMER COATED STEEL PIPE SHALL BE BEDDED ON A 1 FT LAYER OF COMPACTED GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL.
3. GRANULAR BORROW SHALL MEET THE REQUIREMENTS OF SUBSECTION 703.19, MATERIAL FOR UNDERWATER BACKFILL.
4. RIPRAP ADJACENT TO THE PIPE SHALL BE CAREFULLY PLACED SO AS NOT TO DAMAGE THE PIPE AND SO THAT THE FINISHED SLOPE WILL MATCH THE ENDS OF THE PIPE. ANY EXTRA LABOR, MATERIAL OR EQUIPMENT USED WILL BE CONSIDERED INCIDENTAL TO ITEM NO. 610.08, PLAIN RIPRAP. ANY DAMAGE DONE TO THE STRUCTURE DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AS DETERMINED BY THE RESIDENT AT THE CONTRACTOR'S EXPENSE.
5. PLACE A 24-IN. WIDE STRIP OF TEMPORARY EROSION CONTROL BLANKET ALONG THE TOP OF THE RIPRAP AND OVER THE STRUCTURE, TYPICAL AT BOTH ENDS.
6. COFFERDAMS ARE TO BE PLACED BOTH UPSTREAM AND DOWNSTREAM OF THE PIPE TO ALLOW FOR INSTALLATION IN THE DRY.
7. THE CONSTRUCTION, HANDLING AND ASSEMBLY OF THE PIPE SHALL BE IN ACCORDANCE WITH THE MAINEDOT STANDARD SPECIFICATION 603.
8. VOID FILLED RIPRAP APRON SHALL BE MIXED WITH 3 PARTS RIPRAP AND 2 PARTS SPECIAL FILL AND SHALL BE PALCED IN LIFTS. WASH EACH LIFT WITH FILLER MATERIAL BEFORE PLACING NEXT LIFT.

OF 14 SHEET NUMBER 5	T6-R8 WELS GRAND LAKE ROAD				PROJ. MANAGER R. SOUCY DESIGN-DETAILED CHECKED-REVIEWED DESIGN2-DETAILED02 DESIGN3-DETAILED03	R. SOUCY 0. KRAUSS A. LACHANCE 0. KRAUSS	BY 0. KRAUSS 0. KRAUSS	DATE FEB 2025 MAR 2025	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
	SPECIAL DETAILS				REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	SIGNATURE			24247.00	
						P.E. NUMBER				
						DATE			WIN	
						BRIDGE NO. 6673			24247.00 HIGHWAY PLANS	





The diagram illustrates a vertical boring log. At the top, a horizontal line represents the ground surface. Below this, a hatched area represents the weathered bedrock. A dashed line indicates the approximate top of the bedrock. A vertical line represents the boring, with a horizontal line indicating the borehole offset. A horizontal line indicates the pavement thickness, if applicable. A horizontal line indicates the rock quality designation of the bedrock core sample. A horizontal line indicates the bottom of exploration (BOE). A legend defines the symbols used in the diagram.

LEGEND

- Weathered Bedrock, if applicable
- Pavement Thickness, if applicable
- Approximate Top of Bedrock
- ROD: Rock Quality Designation of Bedrock Core Sample
- BOE: Bottom of Exploration

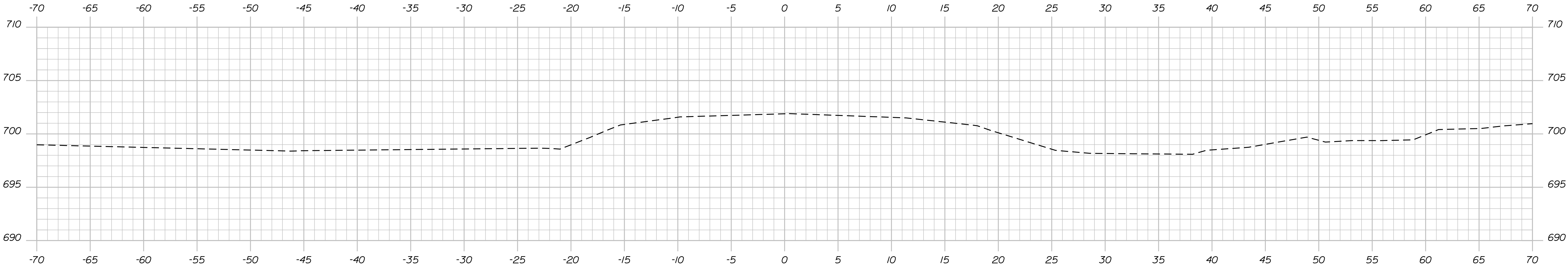
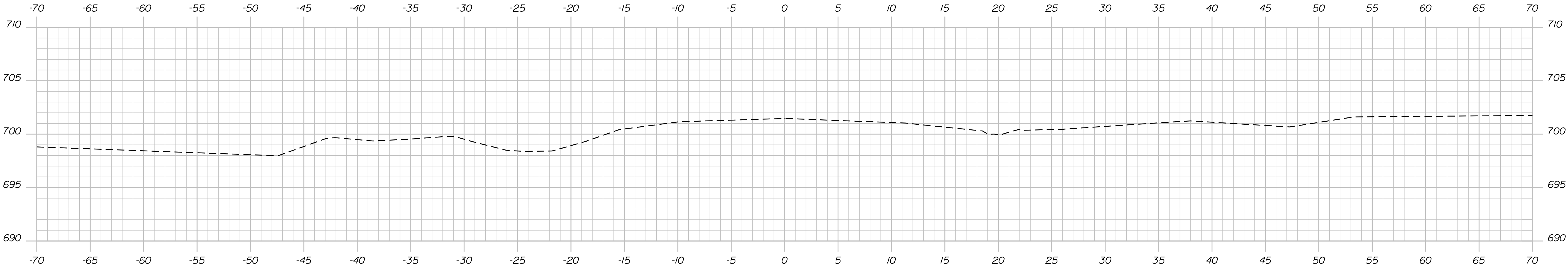
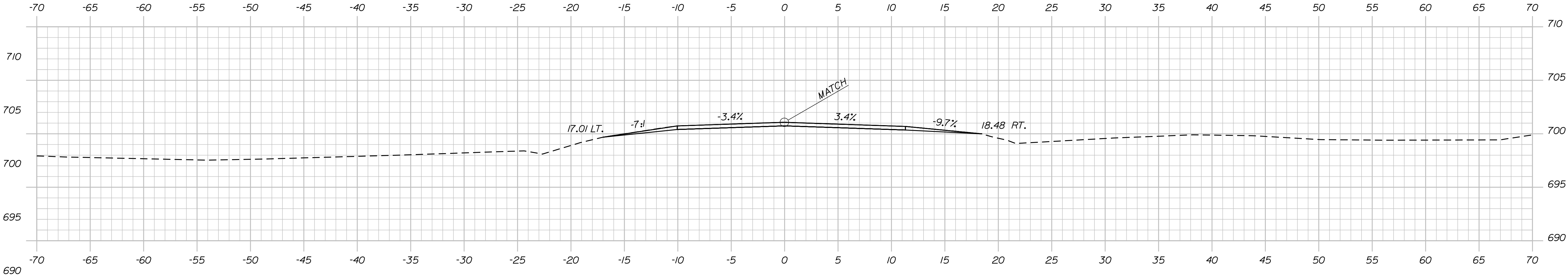
Maine Department of Transportation				Project: Large Culvert Replacement		Boring No.: HB-16R8-102	
Soil/Bore Exploration Log				Location: TE-RB, Maine		WIN: 24247.00	
US CUSTOMARY UNITS							
Drilling Contractor:MatheDOT		Elevation (ft.): 699.0		Auger ID/OD: 5" Dia.			
Operator: Daggett/Niles		Datum: NAVD88		Sampler: N/A			
Logged By: B. Wilder		Rig Types: CM 45C		Hammer Wt./Fall: N/A			
Date Start/Finish: 7/3/2019-7/7/2019		Drilling Method: Solid Stem Auger		Core Boreall: N/A			
Boring Location: 22x34.1x 7.3 ft Lt.		Casing ID/OD: N/A		Water Level*: None Observed			
Symbols: S = Sample off Auger Flights M = Unsuccessful Push-Well Tube Sample Attempt SW = Weight of 1 Pound Su = Push/Retracted Field Vane Undrained Shear Strength (ksf) L = Suction Sample off Auger Flights SA = Solid Stem Auger T₉₀ = 1 min. time undrained Shear Strength (ksf) L₁ = Liquid Limit MD = Unsuccessful Solid Stem Sample Attempt HSA = Hollow Stem Auger N-value = 90 min. time undrained Shear Strength (ksf) P_u = Plastic Limit W = Thin Wall Tube Sample PC = Pusher Cone T_u = Pocket Torque Shear Strength (ksf) P_u = Plastic Limit MW = Unsuccessful Field Vane Shear Test Attempt MW = Weight of 140lb. Hammer T_u = Pocket Torque Shear Strength (ksf) P_u = Plastic Limit S = Field Vane Shear Test SW = Pocket Penetration WSC = Weight of Bore or Casing T_u = Pocket Torque Shear Strength (ksf) </							

Date:3/10/2025

Username:

Division: BRIDGE

Filename: ... \MSTAD08_XSECT_20+50_001.dgn



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
24247.00	
WIN	24247.00
BRIDGE NO. 6673	HIGHWAY PLANS

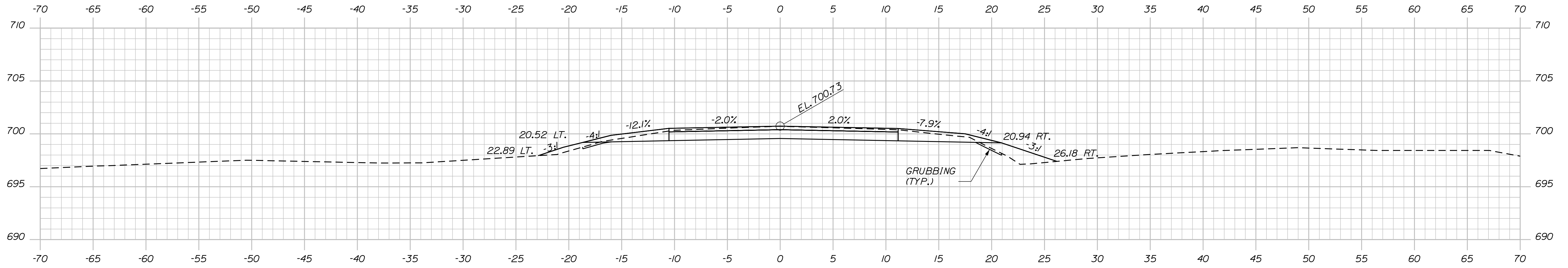
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P.E. NUMBER	
DATE	

PROJ. MANAGER	R. SOUCY	BY	DATE
DESIGN-DETAILED	O. KRALISS	O. KRALISS	FEB. 2025
CHECKED-REVIEWED	A. LACHANCE	O. KRALISS	MAR. 2025
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

T6-R8 WELS GRAND LAKE ROAD
CROSS SECTIONS

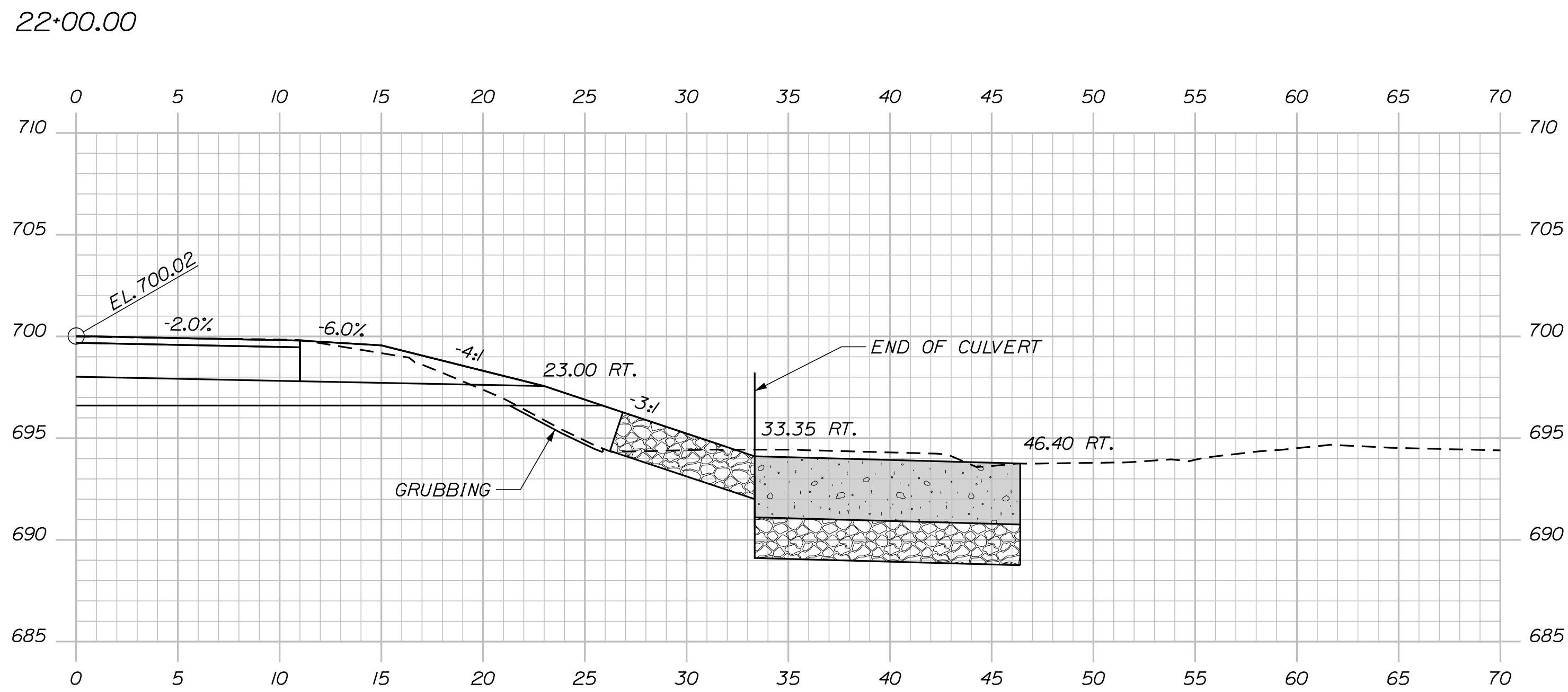
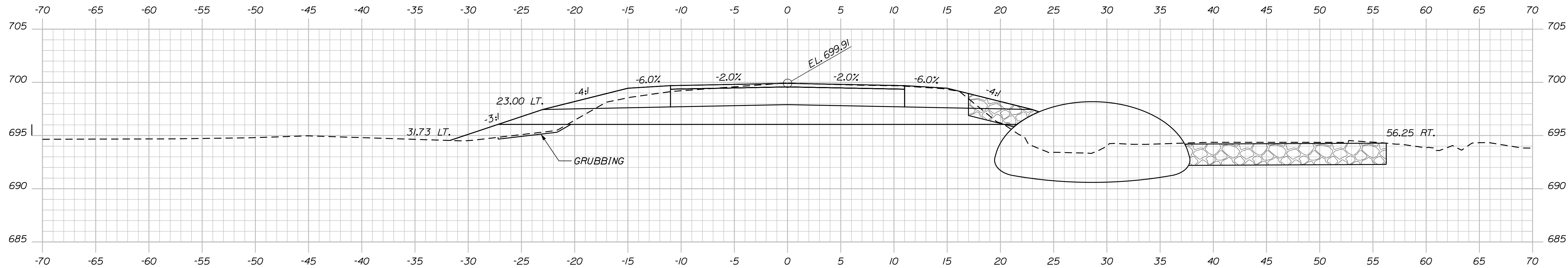
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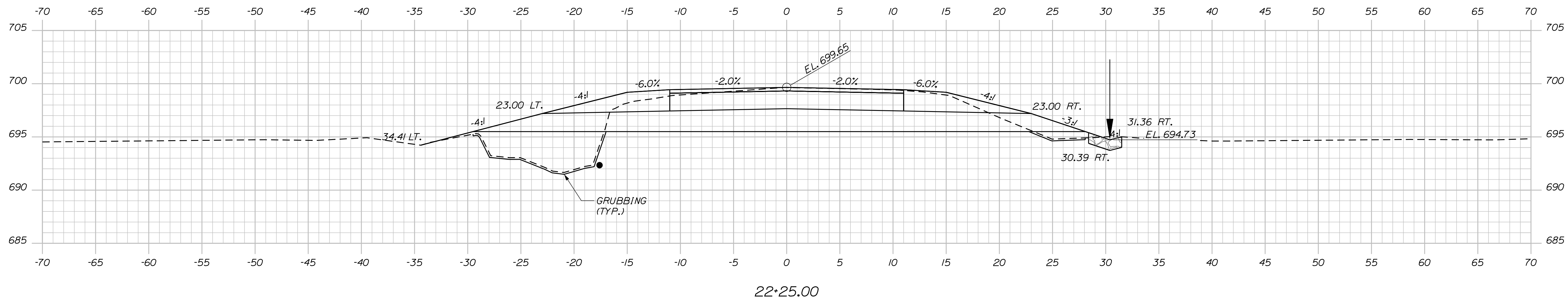
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OF 14	SHEET NUMBER	T6-R8 WELS GRAND LAKE ROAD	DESIGN-DETAILED	R. SOUCY	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
			CHECKED-REVIEWED	O. KRAUSS	O. KRAUSS	FEB. 2025	
			DESIGN2-DETAILED2	A. LACHANCE	O. KRAUSS	MAR. 2025	
			DESIGN3-DETAILED3	P.E. NUMBER			
			REVISIONS 1	DATE			
	CROSS SECTIONS		REVISIONS 2				BRIDGE NO. 6673 WIN 24247.00 HIGHWAY PLANS
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			REVISIONS 4				
			FIELD CHANGES				



21+88.29

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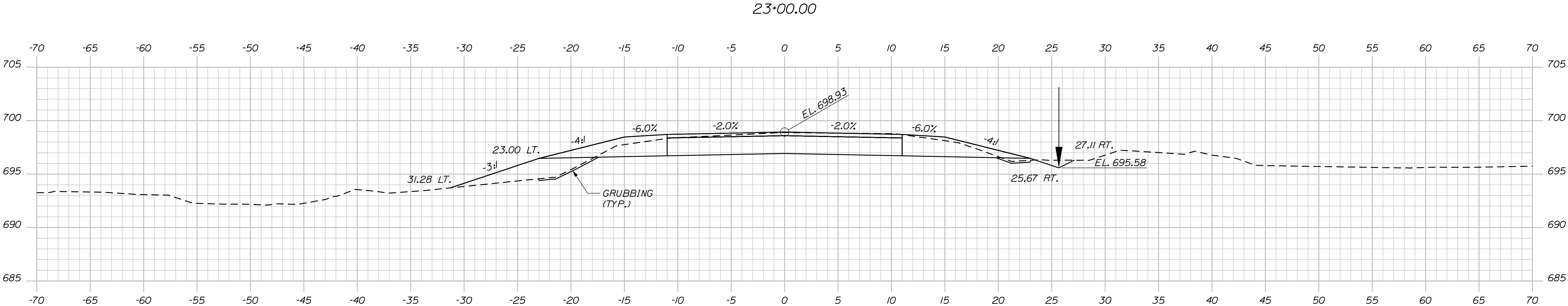
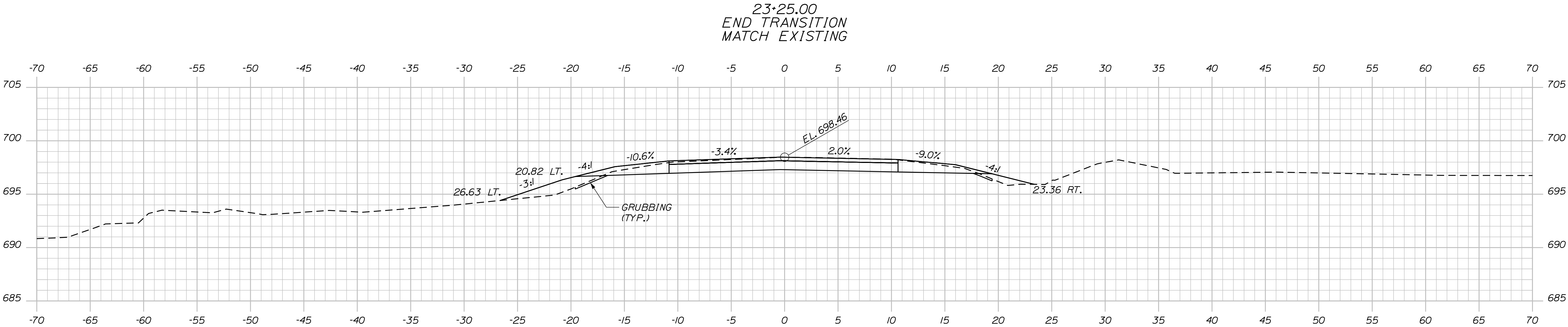
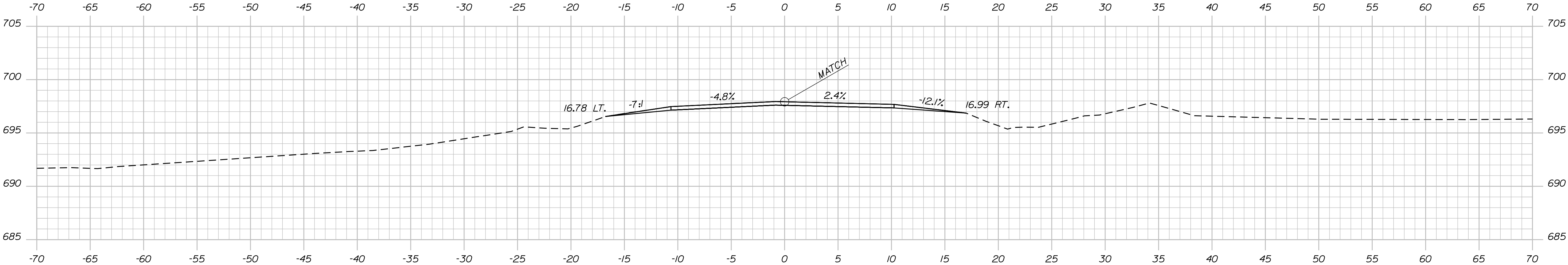
11 OF 14	SHEET NUMBER	T6-R8 WELS GRAND LAKE ROAD CROSS SECTIONS	PROJ. MANAGER				R. SOUCY	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
			DESIGN-DETAILED				O. KRAUSS	O. KRAUSS	FEB. 2025		
	CHECKED-REVIEWED				A. LACHANCE	O. KRAUSS	MAR. 2025	SIGNATURE			
	DESIGN2-DETAILED2										
	DESIGN3-DETAILED3							P.E. NUMBER			
	REVISIONS 1										
	REVISIONS 2										
	REVISIONS 3										
	REVISIONS 4							DATE			
	FIELD CHANGES										
BRIDGE NO. 6673										WIN 24247.00	HIGHWAY PLANS

Date:3/10/2025

Username:

Division: BRIDGE

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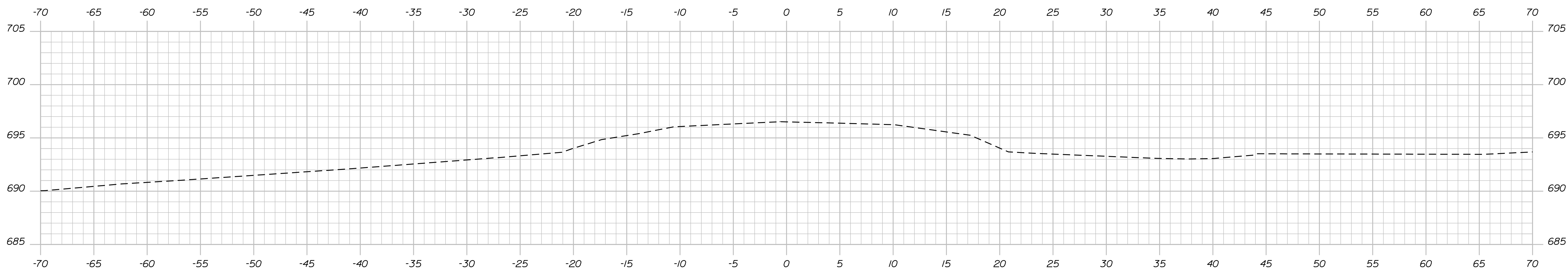


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
24247.00
WIN
24247.00
BRIDGE NO. 6673
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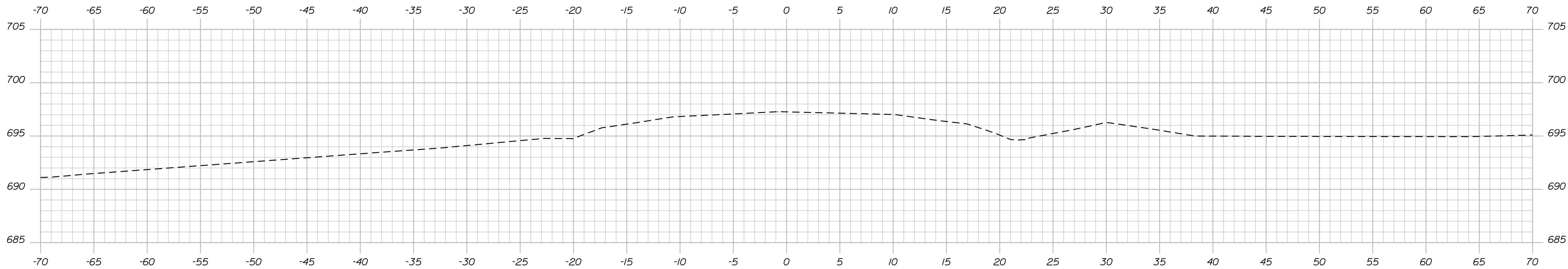
PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	O. KRAISS	FEB. 2025
CHECKED-REVIEWED	A. LACHANCE	MAR. 2025
DESIGN-DETAILED		
REVISIONS 1		
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REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

T6-R8 WELS
GRAND LAKE ROAD
CROSS SECTIONS

SHEET NUMBER
12
OF 14



23+75.00



23+50.00

Sta. 23+50.00 to Sta. 23+75.00

13	SHEET NUMBER	T6-R8 WELS GRAND LAKE ROAD	PROJECT MANAGER R. SOUCY BY DATE	0. KRAUSS A. LACHANCE 0. KRAUSS MAR. 2025	SIGNATURE	STATE OF MAINE
						DEPARTMENT OF TRANSPORTATION
						24247.00
						BRIDGE NO. 6673
						WIN 24247.00
OF 14		CROSS SECTIONS			DATE	HIGHWAY PLANS

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



T6-R8 WELS
PENOBSCOT COUNTY
GRAND LAKE ROAD BRIDGE
GRAND LAKE ROAD
BRIDGE NO. 6672
STATE PROJECT NO. 24263.00
PROJECT LENGTH : 0.02 MILES

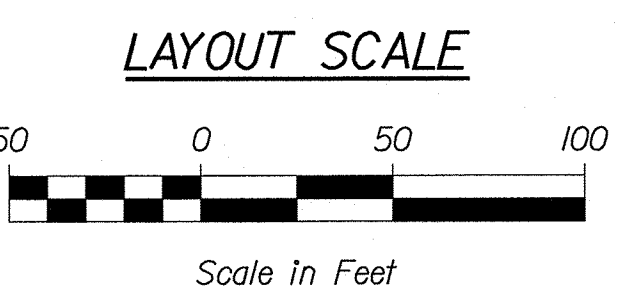
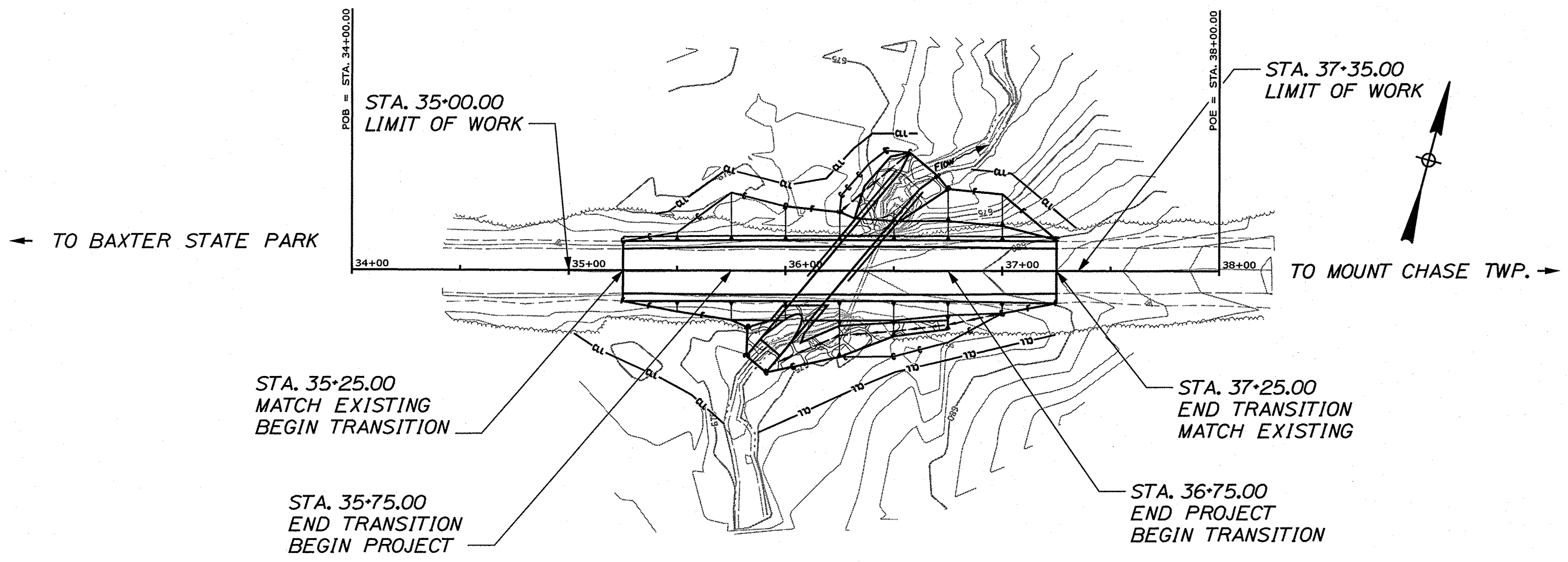
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		#. # = Depth	
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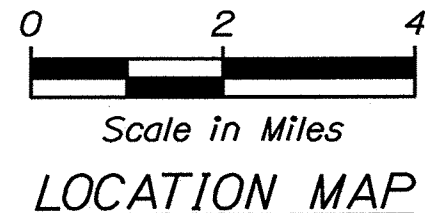
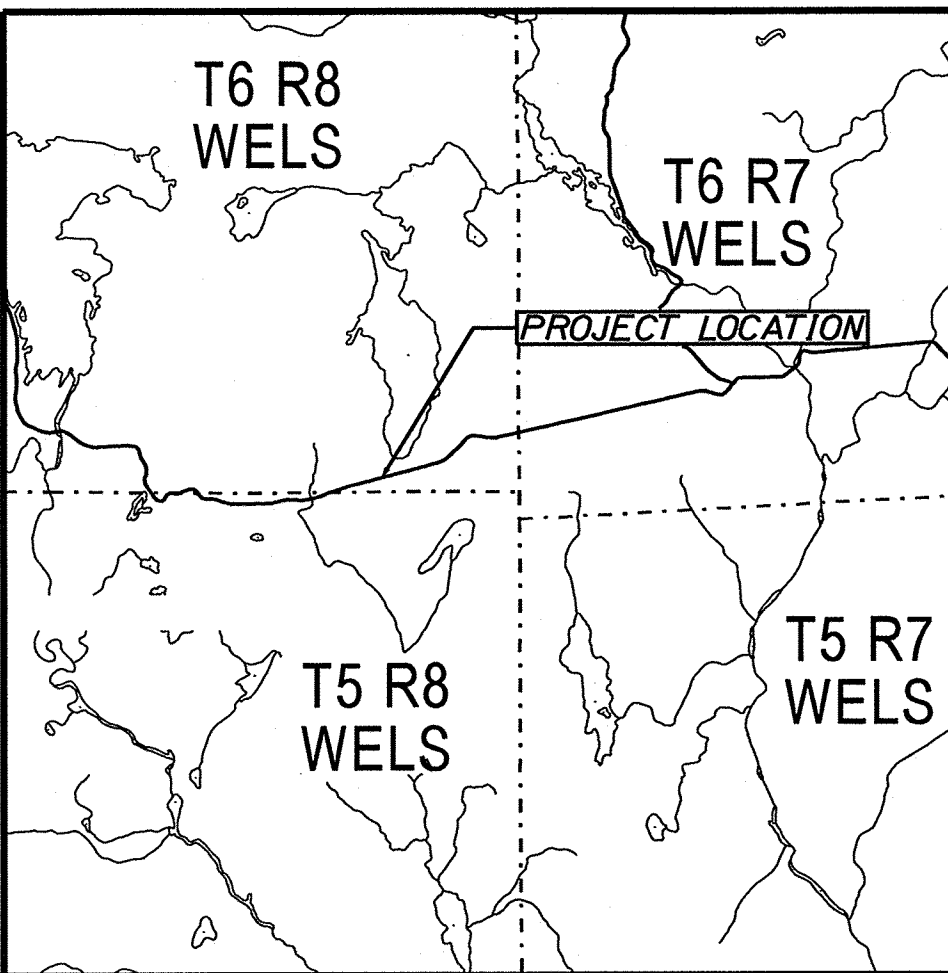
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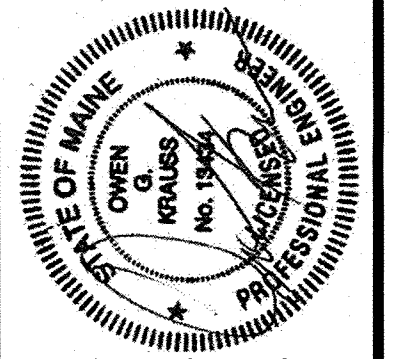


TRAFFIC DATA	
Current (2027) AADT	150
Future (2041) AADT	170
DHV - % of AADT	16
Design Hour Volume	24
% Heavy Trucks (AADT)	27
% Heavy Trucks (DHV)	36
Directional Distribution (DHV)	50
18-KIP Equivalent P 2.0	47
18-KIP Equivalent P 2.5	45
Design Speed (mph)	45
Functional Class	Minor Collector
Corridor Priority	4

PROJECT LOCATION:	T6 R8 WELS, ON GRAND LAKE ROAD APPROXIMATELY 8.4 MILES WEST OF SNOWSHOE ROAD INTERSECTION LAT./LONG.: 46° 07' 40.49" N, 68° 43' 01.93" W
PROGRAM AREA:	REGIONAL PROGRAM
SCOPE OF WORK:	LARGE CULVERT REPLACEMENT



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER		3-17-25
CHIEF ENGINEER		3-17-25



SIGNATURE	P.E. NUMBER	DATE
O. KRAUSS	13434	March 10, 2025

PROJECT INFORMATION	
PROGRAM	REGIONAL
PROJECT MANAGER	R. SOUCY
DESIGNER	O. KRAUSS
CONSULTANT	HOYLE, TANNER & ASSOC.
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

T6-R8 WELS GRAND LAKE ROAD	TITLE SHEET
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SHEET NUMBER
1
OF 14

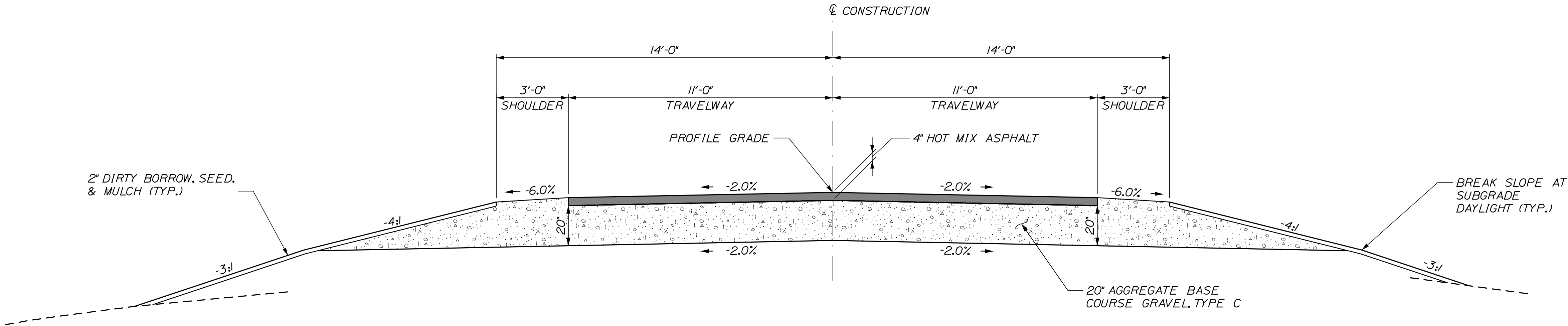
WIN 24263.00 STATE PROJECT NO. 24263.00

Date: 3/10/2025

Username:

Division: BRIDGE

Filename: ...\\00\\HIGHWAY\\MSTA\\001_Title.dgn



TYPICAL SECTION		
STA. 35+75.00 TO STA. 36+75.00		
AGGREGATE BASE COURSE GRAVEL TYPE C		
LEFT SHOULDER VARIES CY/100 LF	11 FT. TRAVEL LANES 67.9 CY/100 LF	RIGHT SHOULDER VARIES CY/100 LF

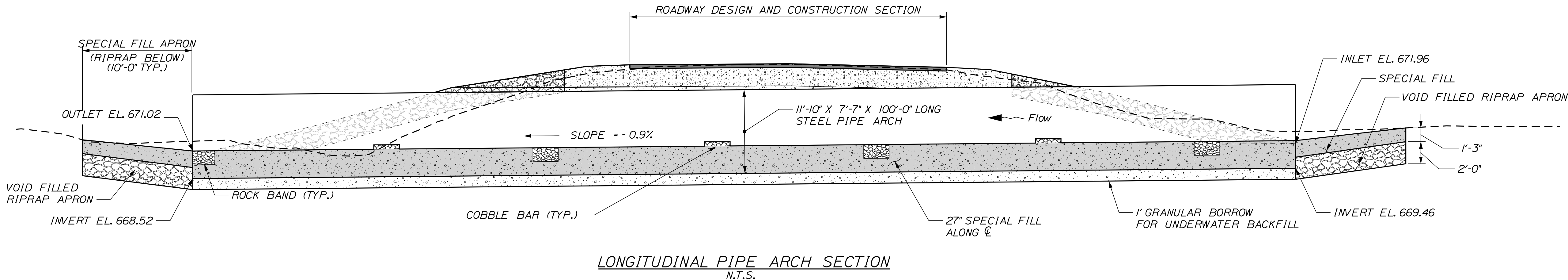
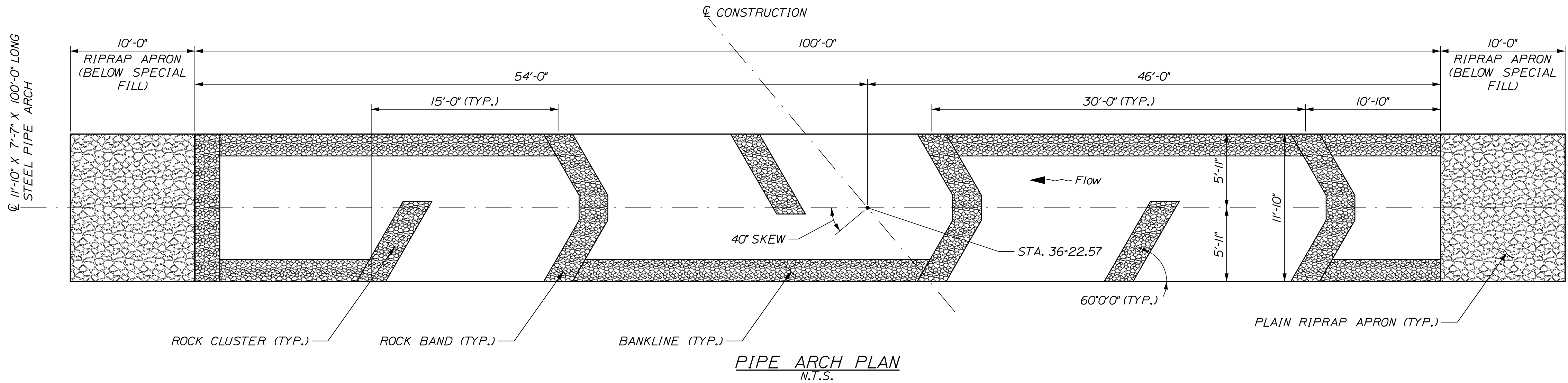
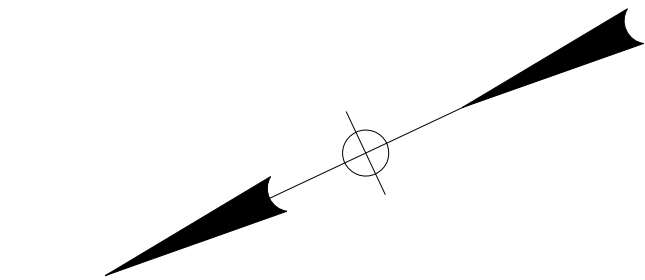
T6-R8 WELS GRAND LAKE ROAD	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
	SIGNATURE			24263.00
	P.E. NUMBER			WIN
	DATE			24263.00 HIGHWAY PLANS
SHEET NUMBER				
2				
OF 14				

[illegible]

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. Where deemed necessary by the Resident, unsuitable excess material shall be removed from the edges of shoulders and placed in designated areas or disposed of. Payment will be made under the appropriate Contract items.
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. 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.
8. Cross slopes for normal and superelevated sections will be straight unless otherwise directed by the Department.
9. The algebraic difference between travelway and shoulder cross slope shall not exceed 8 percent.
10. Inlets and outlets of all culverts shall be rippapped unless otherwise noted on the Plans or directed by the Resident.
11. 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.
12. Dirty borrow shall be placed to a nominal depth of 2 inches unless otherwise noted or directed.
13. 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.
14. The Project Geotechnical report titled "Geotechnical Design Report for the Construction of Grand Lake Road Bridge", Soils Report 2025-01, January 2, 2025 can be accessed at the MaineDOT website <http://www.maine.gov/mdot/contractors/>.
15. 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.
16. "Undetermined locations" shall be determined by the Resident.
17. 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.
18. Grubbing in fill areas has been shown on the cross sections. 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.
19. 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.
20. Areas on the project requiring fill will come from suitable sites such as excavation, ditch and inslope or equipment rental areas.
21. 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.

[illegible]

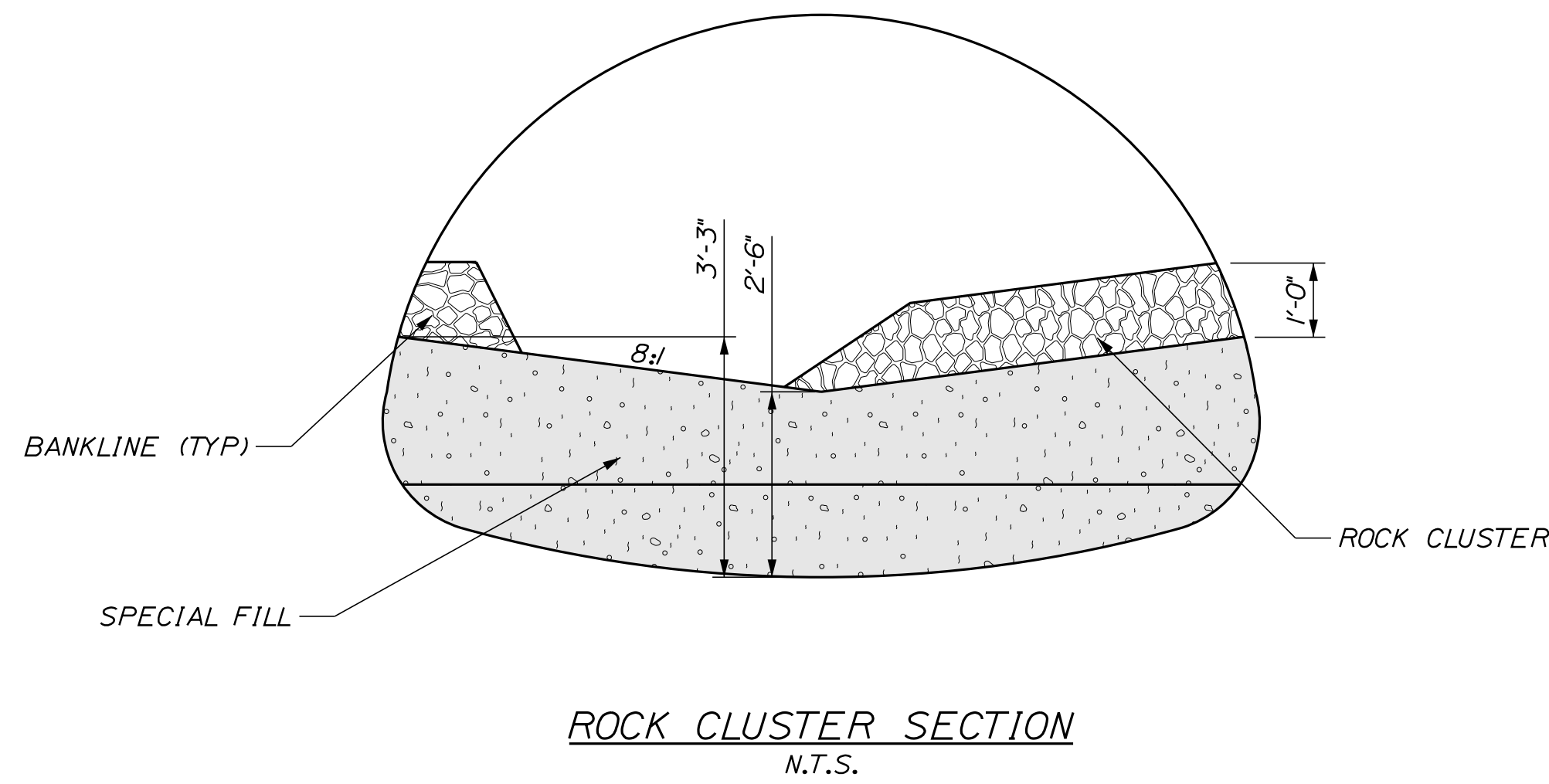


STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
24263.00	
WIN	24263.00
BRIDGE NO. 6672	HIGHWAY PLANS

PROJ. MANAGER	DESIGNED-Detailed	BY	DATE
CHECKED-Reviewed	A. LACHANCE	O. KRAISS	MAR 2025
DESIGNED-Detailed			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

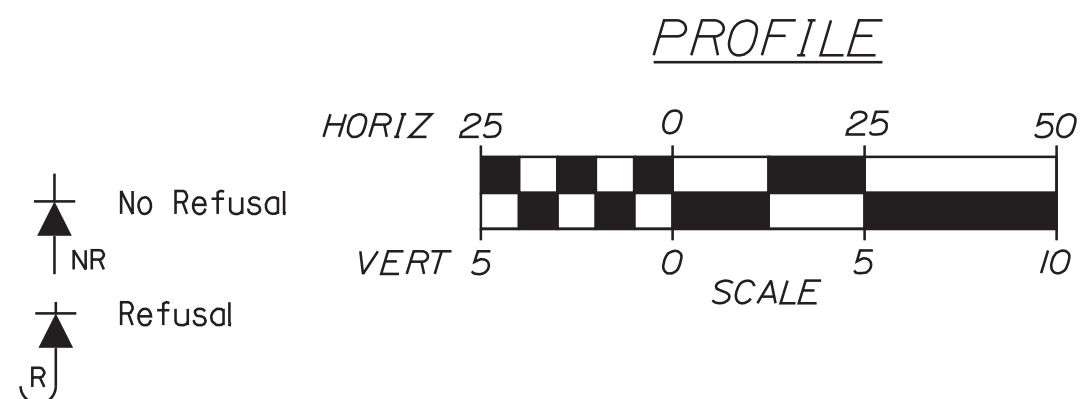
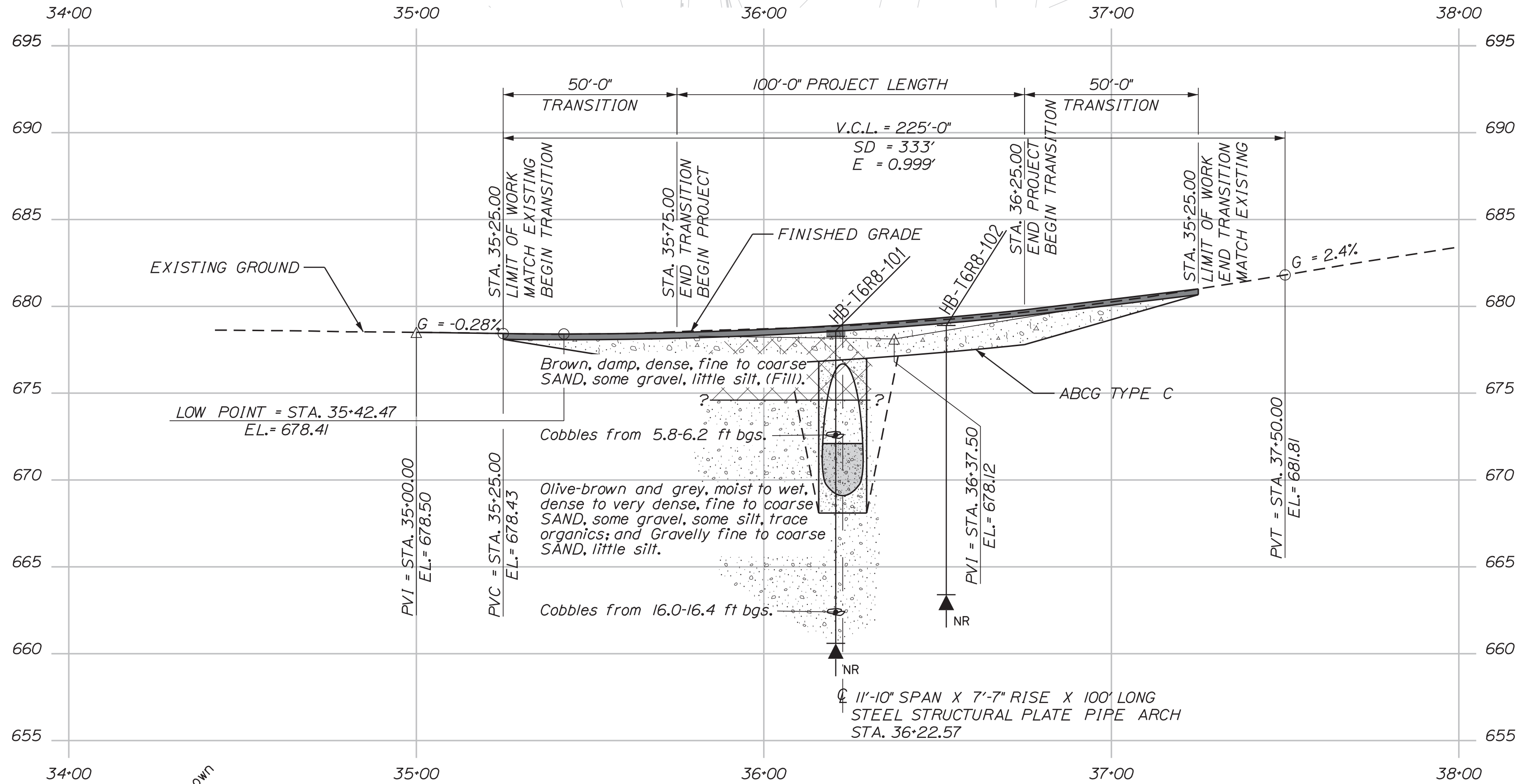
T6-R8 WELS	SIGNATURE
GRAND LAKE ROAD	P.E. NUMBER
SPECIAL DETAILS	DATE

SHEET NUMBER
4
OF 14

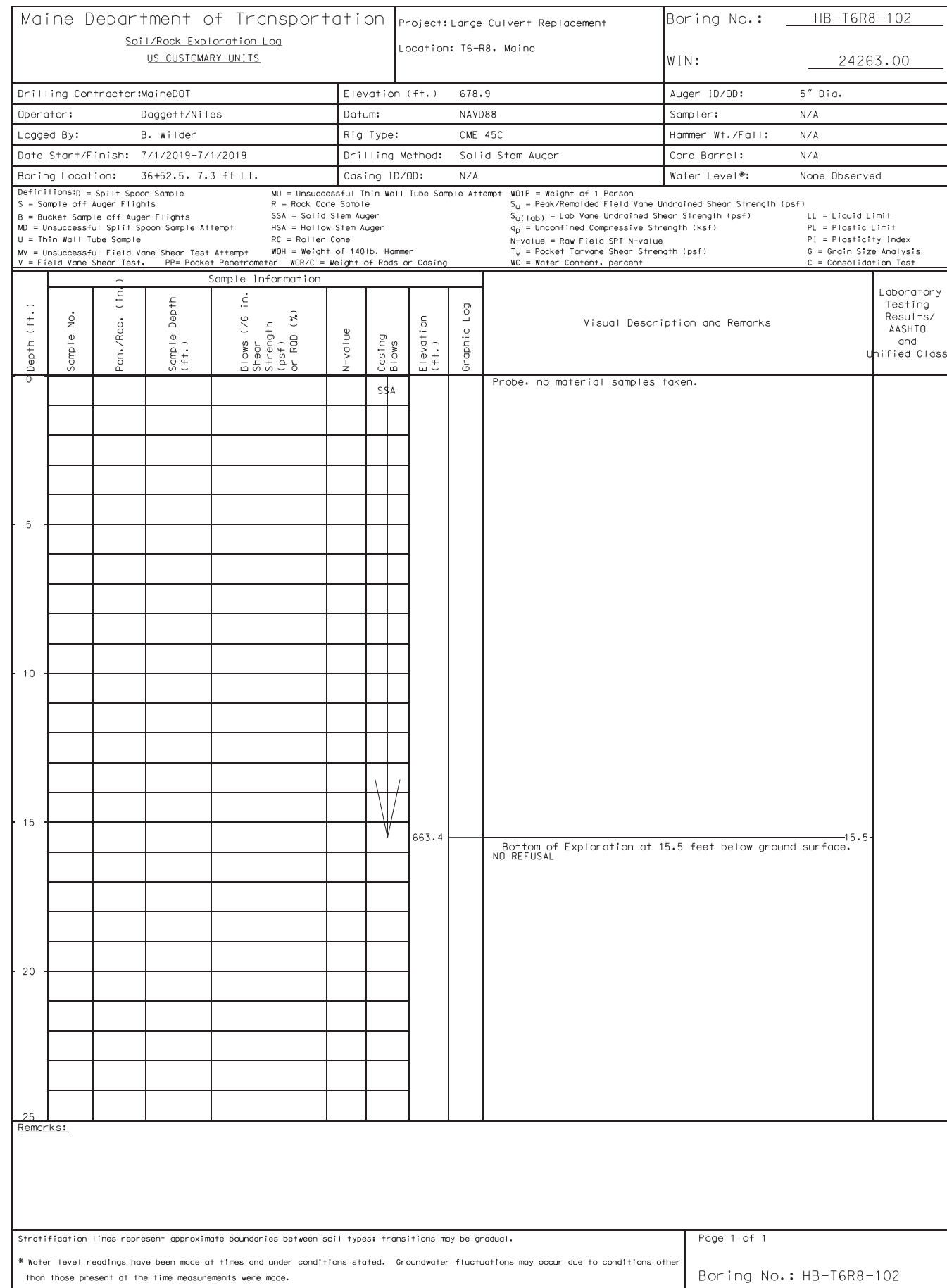


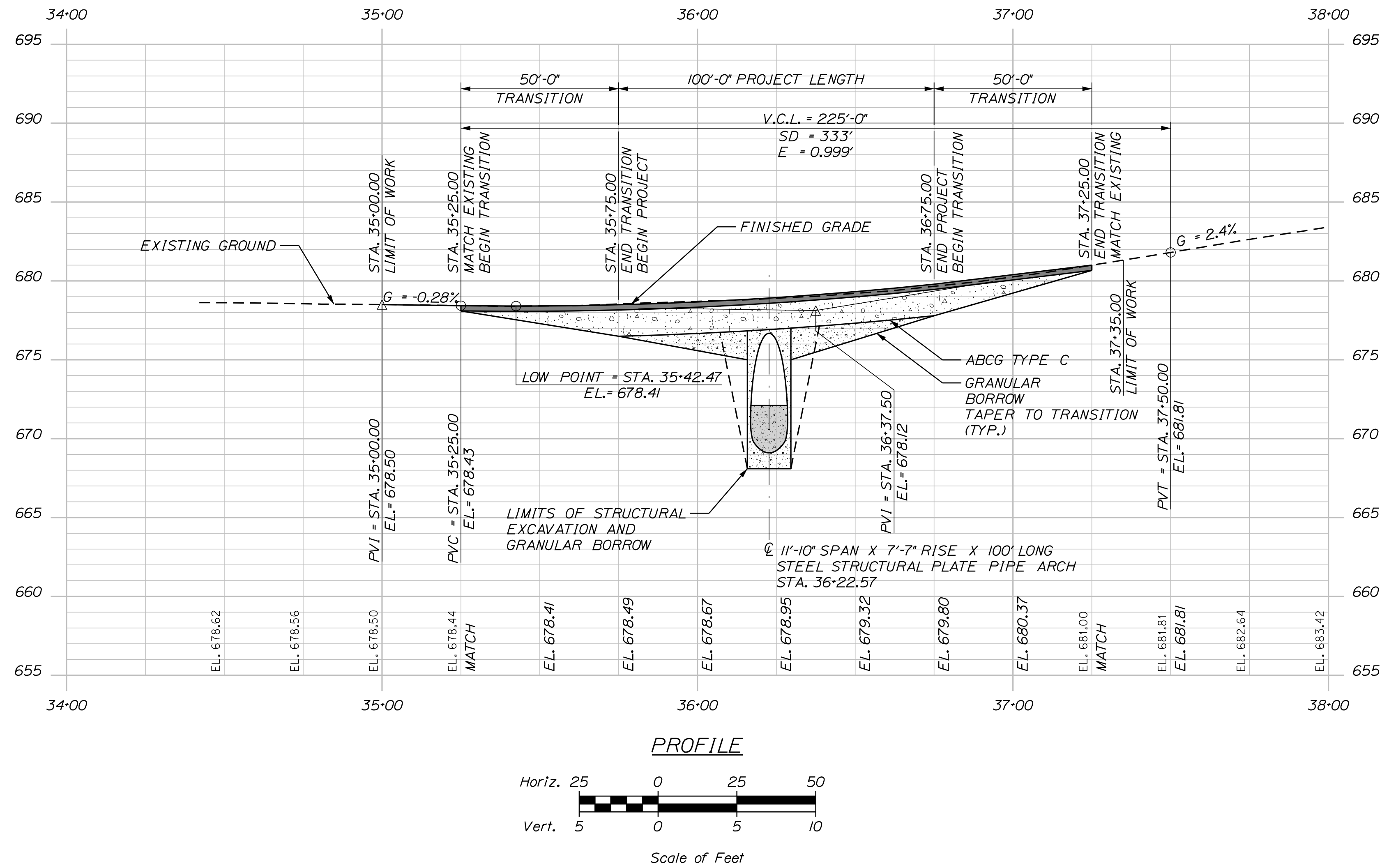
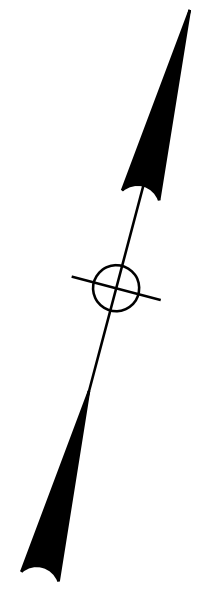
1. THE STRUCTURAL PLATE STRUCTURE SHALL BE CONSTRUCTED IN THE DRY. THE APPROXIMATE WEIGHT OF THE STRUCTURE IS 39,000 LB. (5 GAUGE BELOW WATER LINE, 8 GAUGE ABOVE WATER LINE).
2. THE POLYMER COATED STEEL PIPE SHALL BE BEDDED ON A 1 FT LAYER OF COMPACTED GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL.
3. GRANULAR BORROW SHALL MEET THE REQUIREMENTS OF SUBSECTION 703.19, MATERIAL FOR UNDERWATER BACKFILL.
4. RIPRAP ADJACENT TO THE PIPE SHALL BE CAREFULLY PLACED SO AS NOT TO DAMAGE THE PIPE AND SO THAT THE FINISHED SLOPE WILL MATCH THE ENDS OF THE PIPE. ANY EXTRA LABOR, MATERIAL OR EQUIPMENT USED WILL BE CONSIDERED INCIDENTAL TO ITEM NO. 610.08, PLAIN RIPRAP. ANY DAMAGE DONE TO THE STRUCTURE DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AS DETERMINED BY THE RESIDENT AT THE CONTRACTOR'S EXPENSE.
5. PLACE A 24-IN. WIDE STRIP OF TEMPORARY EROSION CONTROL BLANKET ALONG THE TOP OF THE RIPRAP AND OVER THE STRUCTURE, TYPICAL AT BOTH ENDS.
6. COFFERDAMS ARE TO BE PLACED BOTH UPSTREAM AND DOWNSTREAM OF THE PIPE TO ALLOW FOR INSTALLATION IN THE DRY.
7. THE CONSTRUCTION, HANDLING AND ASSEMBLY OF THE PIPE SHALL BE IN ACCORDANCE WITH THE MAINEDOT STANDARD SPECIFICATION 603.
8. THE STRUCTURAL RIPRAP APRON SHALL BE MIXED WITH 3 PARTS RIPRAP AND 2 PARTS SPECIAL FILL AND SHALL BE PLACED IN LIFTS, WASH EACH LIFT WITH FILLER MATERIAL BEFORE PLACING NEXT LIFT.

5 OF 14 SHEET NUMBER		T6-R8 WELS GRAND LAKE ROAD SPECIAL DETAILS		PROJ. MANAGER	R. SOUCY	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 24263.00 WIN 24263.00 BRIDGE NO. 6672 HIGHWAY PLANS
				DESIGN-DETAILED	O. KRALUSS	O. KRALUSS	MAR. 2025	
				CHECKED-REVIEWED	A. LACHANCE	O. KRALUSS	MAR. 2025	
				DESIGN2-DETAILED02			SIGNATURE	
				DESIGN3-DETAILED03			P.E. NUMBER	
				REVISIONS 1				
				REVISIONS 2				
				REVISIONS 3				
				REVISIONS 4				
				FIELD CHANGES			DATE	



Maine Department of Transportation										Project: Large Culvert Replacement		Boring No.: HB-168-101	
Soil/Bore Exploration Log										Location: 16-89, Maine		WIN: 24263.00	
US CUSTOMARY UNITS													
Driller:		Maimoni		Elevation (ft.):		678.6		Auger (ID):		5" Dia.			
Operator:		Duggan/Phelan		Datum:		NAVD83		Sampler:		Standard Split Spoon			
Logged By:		B. Walker		Rig Types:		DM 45C		Hammer Wt./Fall:		140#/30"			
Date Started/Finished:		7/1/2019 12:00-13:30		Drilling Method:		Solid Stem Auger		Core Barrels:		N/A			
Boring Location:		16-20.7, 7.9 ft R.R.		Casing (ID):		N/A		Water Level:		7.5 ft bgs.			
Hammer Efficiency Factor 0.886				Hammer Type:		Automatic ☐ Hydraulic ☐		Rope & Cablehead ☐					
Description: 1 = Split Spoon Sample 2 = Unconsolidated Split Spoon Sample (approx) 3 = Thin Wall Tube Sample 4 = Unconsolidated Thin Wall Tube Sample (approx) 5 = Field Stone Sample 6 = Unconsolidated Field Stone Sample (approx)				R = Rock Core Sample SA = Split Stem Auger HA = Hollow Stem Auger BT = Borehole Temperature W = Weight of Hole R = Radius of Hole or Casing N/A = Not a Part of Log Section		7 = Hand-Directed Free Type Unconsolidated Shear Strength (ASTM) 8 = Lab Type Unconsolidated Shear Strength (ASTM) 9 = Unconsolidated Compressive Strength (ASTM) 10 = Unconsolidated 11 = Field SPT (ASTM) 12 = Hammer Efficiency Factor = 100 / (Blow Count / 140) = Hammer Efficiency 13 = SPT Unconsolidated Corrected for Hammer Efficiency 14 = Hammer Efficiency Factor (ASTM) Unconsolidated		15 = Pocket Forane Shear Strength (ASTM) 16 = Water Content, percent 17 = Liquid Limit 18 = Plastic Limit 19 = Plasticity Index 20 = Grain Size Analysis 21 = C-19-60-60-20 Test					
Visual Description and Remarks													
Depth (ft.)	Soil No.	Pen. Rec. (in)	Soil Depth (ft.)	Soil Depth (ft.)	Soil Depth (ft.)	Soil Depth (ft.)	Soil Depth (ft.)	Soil Depth (ft.)	Soil Depth (ft.)	Soil Depth (ft.)	Soil Depth (ft.)		
0													
10	24/18	1.00 - 3.00	11/11/13/13	24	25	558	678.6						
5	20	9.6/7	5.00 - 5.80	4/30(3.6")	----		674.6						
10	30	24/19	10.00 - 12.00	32/30/24/21	54	80	671.1						
15	40	12/12	15.00 - 16.00	21/60	----		660.6						
20													
(Remarks)													
Interpretation lines represent approximate boundaries for lithology types; transitions may be gradual. * Water level readings have been made on 11/16 and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.													



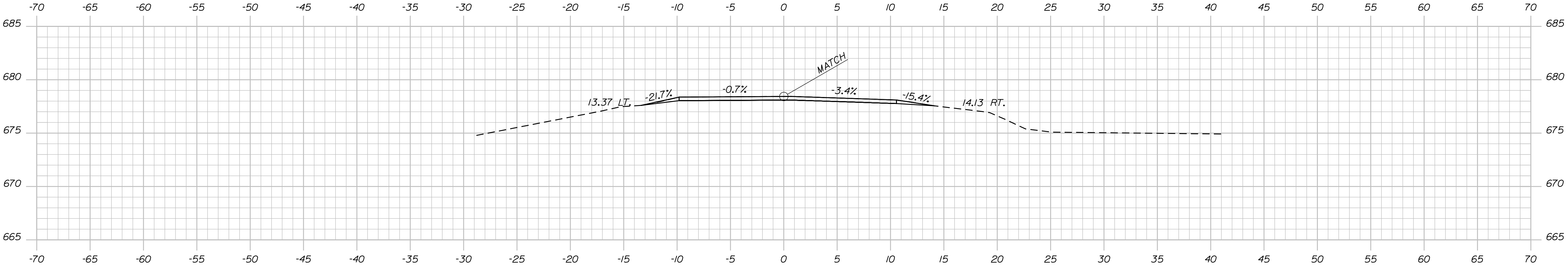


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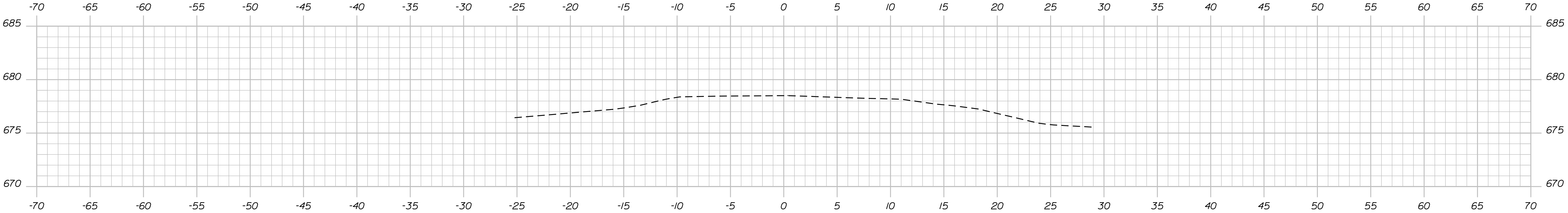
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Division: BRIDGE

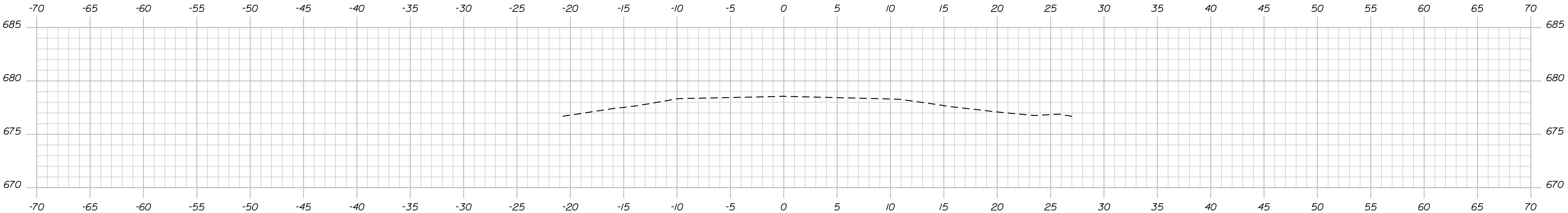
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35+25.00
MATCH EXISTING
BEGIN TRANSITION



35+00.00
LIMIT OF WORK



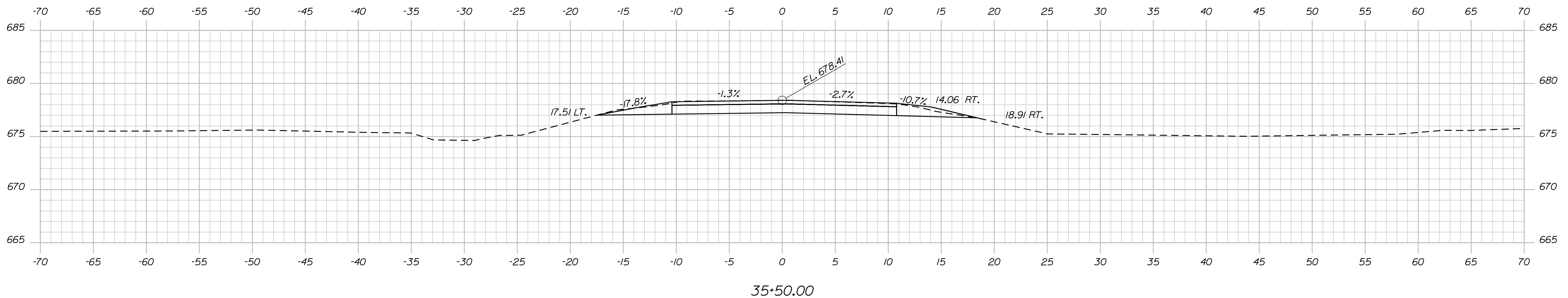
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STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
24263.00	
BRIDGE NO. 6672	WIN 24263.00
HIGHWAY PLANS	

DESIGN-DETAILED	BY	DATE
CHECKED-REVIEWED	O. KRAISS	MAR 2025
DESIGN-DETAILED	A. LACHANCE	MAR 2025
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

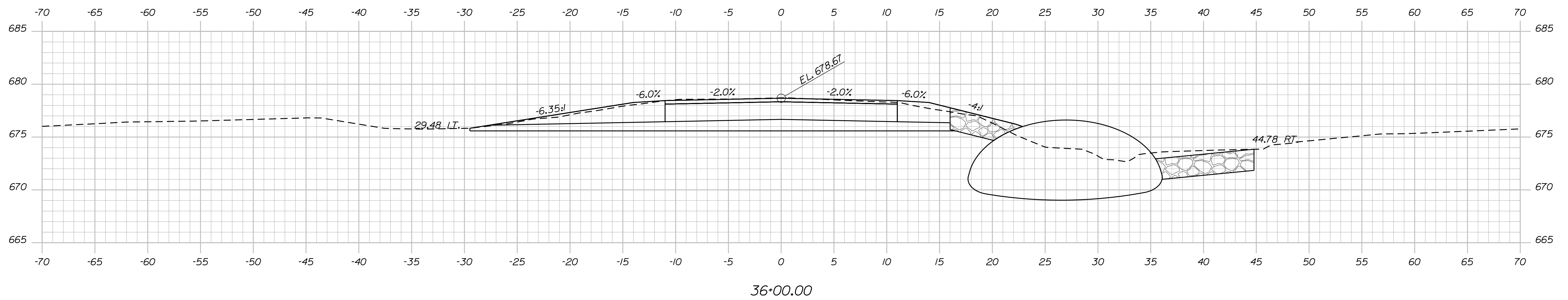
T6-R8 WELS GRAND LAKE ROAD	SIGNATURE
	P.E. NUMBER
	DATE

SHEET NUMBER
8
OF 14



OF 14 9 SHEET NUMBER	T6-R8 WELS GRAND LAKE ROAD CROSS SECTIONS	PROJ. MANAGER				R. SOUCY	BY	DATE
		DESIGN-DETAILED				O. KRAUSS	O. KRAUSS	MAR. 2025
		CHECKED-REVIEWED				A. LACHANCE	O. KRAUSS	MAR. 2025
		DESIGN-DETAILED02						
		DESIGN-DETAILED03						
		P.E. NUMBER						
		REVISIONS 1						
		REVISIONS 2						
		REVISIONS 3						
		REVISIONS 4						
		FIELD CHANGES						
		DATE						
		BRIDGE NO. 6672						
		WIN						
		24263.00						
		HIGHWAY PLANS						
		STATE OF MAINE						
		DEPARTMENT OF TRANSPORTATION						
		24263.00						

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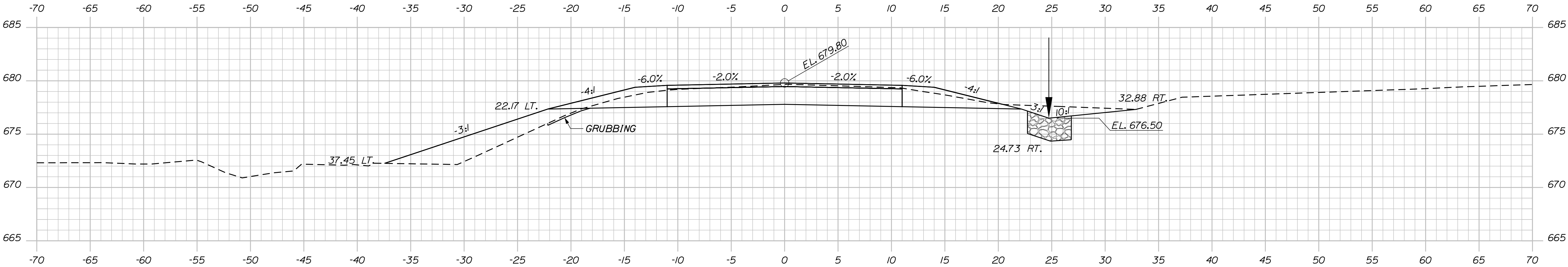
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Date:3/10/2025

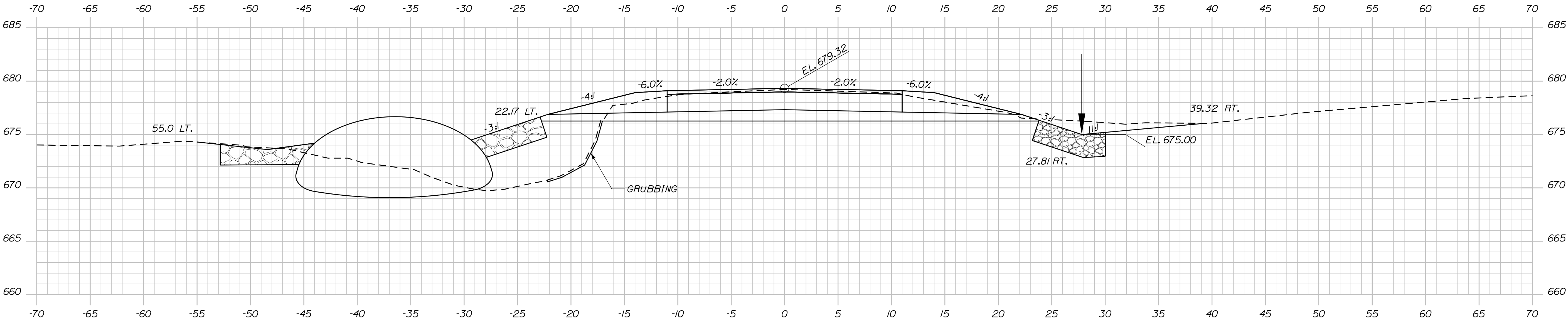
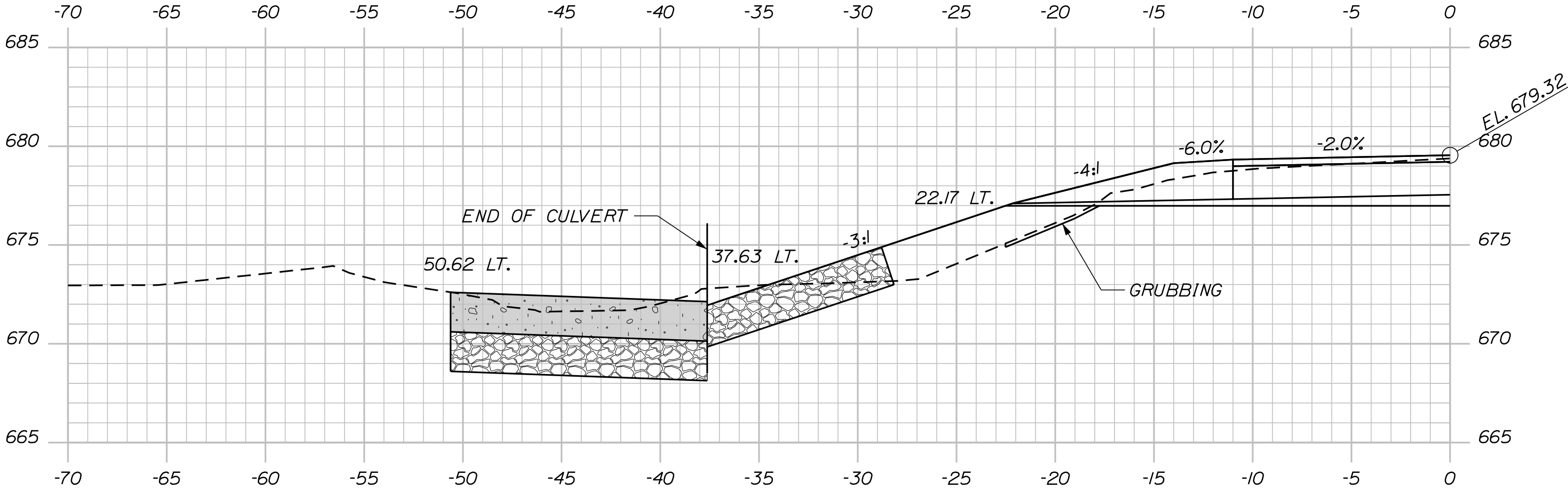
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Division: BRIDGE

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36+75.00
END PROJECT
BEGIN TRANSITION



36+50.00

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
24263.00	
WIN	24263.00
BRIDGE NO. 6672	HIGHWAY PLANS

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
O. KRAISS	O. KRAISS	A. LACHANCE	O. KRAISS					
DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
MAR 2025	MAR 2025	MAR 2025	MAR 2025					
SIGNATURE	P.E. NUMBER	DATE						

T6-R8 WELS GRAND LAKE ROAD
CROSS SECTIONS

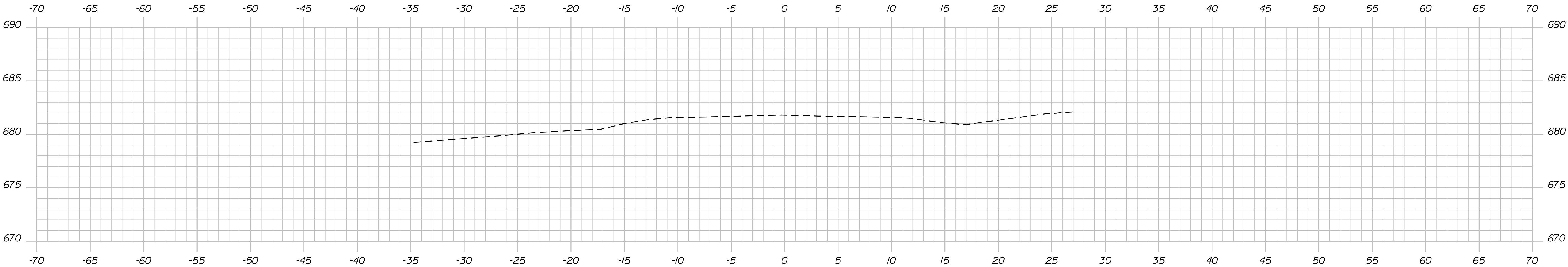
SHEET NUMBER
11
OF 14

Date: 3/10/2025

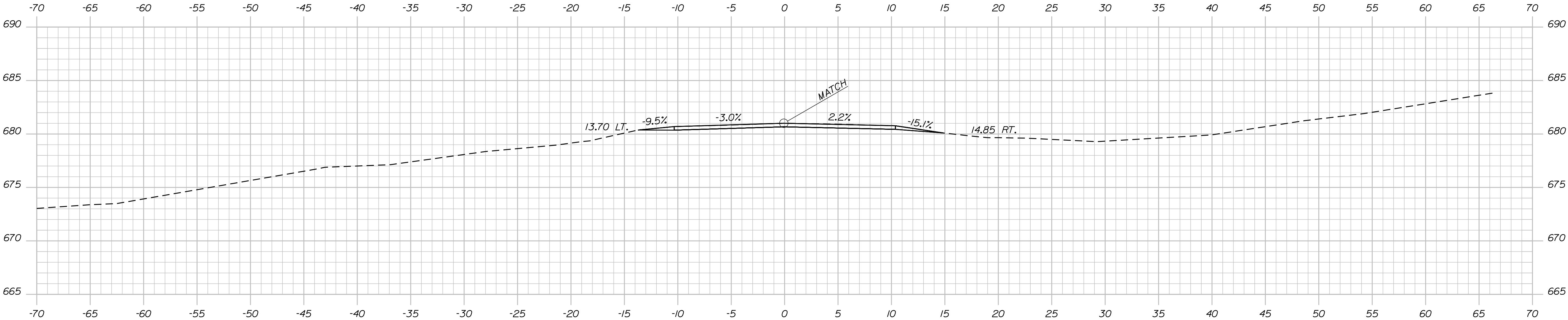
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Division: BRIDGE

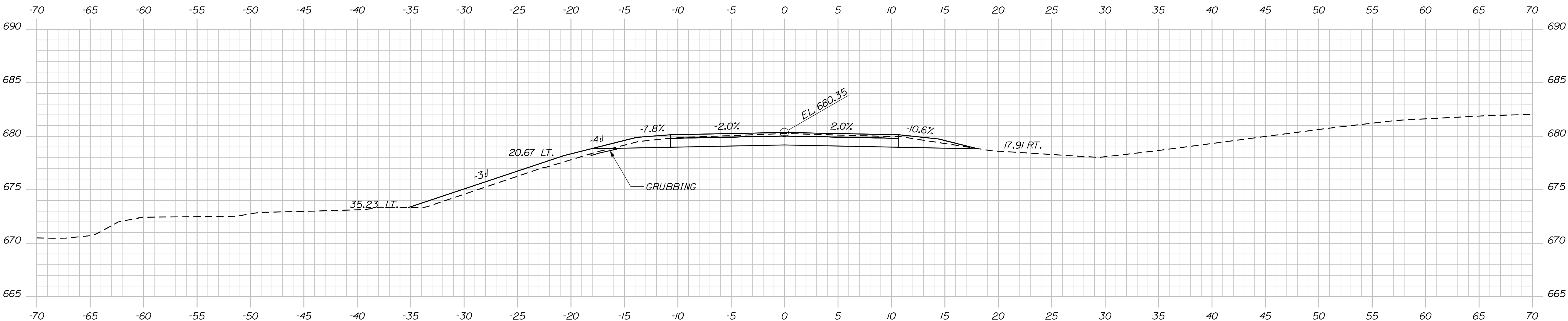
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37+50.00



37+25.00
END TRANSITION
MATCH EXISTING



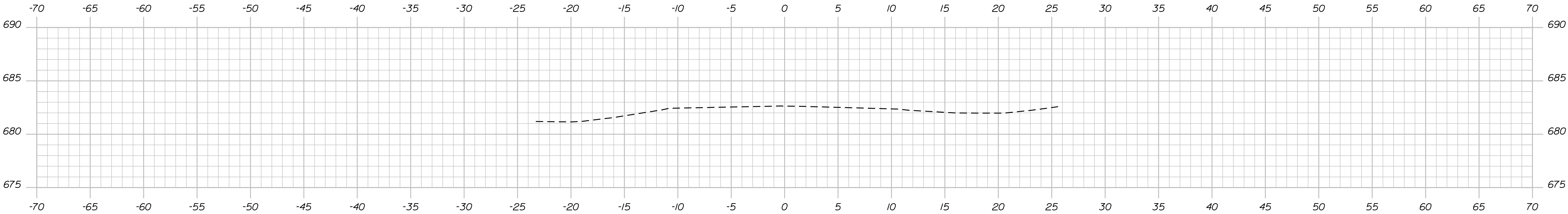
37+00.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
	24263.00	
	WIN	24263.00
BRIDGE NO. 6672		
HIGHWAY PLANS		

PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	PROJ. MANAGER	R. SOURCE	BY	DATE	
	DESIGN-DETAILED	O. KRAUSS	O. KRAUSS	MAR 2025	
	CHECKED-REVIEWED	A. LACHANCE	O. KRAUSS	MAR 2025	SIGNATURE
	DESIGN-DETAILED				
	DESIGN-DETAILED				
	DESIGN-DETAILED				
	DESIGN-DETAILED				
	DESIGN-DETAILED				
	DESIGN-DETAILED				
	DESIGN-DETAILED				
					P.E. NUMBER

T6-R8 WELS GRAND LAKE ROAD	CROSS SECTIONS

SHEET NUMBER	
12	
OF 14	



37+75.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
	24263.00	
	BRIDGE NO. 6672	WIN 24263.00 HIGHWAY PLANS
T6-R8 WELS GRAND LAKE ROAD	PROJ. MANAGER	R. SOUCY
	CHECKED-REVIEWED	O. KRALISS A. LACHANCE
	DESIGN-DETAILED	O. KRALISS O. KRALISS
	DESIGN-DETAILED	O. KRALISS O. KRALISS
CROSS SECTIONS	REVISIONS 1	DATE
	REVISIONS 2	P.E. NUMBER
	REVISIONS 3	DATE
	REVISIONS 4	DATE
FIELD CHANGES		DATE
SHEET NUMBER		13
OF 14		

