

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



DIXFIELD
OXFORD COUNTY
ROUTE 142

FEDERAL AID PROJECT NO. 2637200
PROJECT LENGTH: 0.04 MILES
BRIDGE NO. 6739
BRIDGE NAME: WELD ROAD BRIDGE

PLAN LEGEND

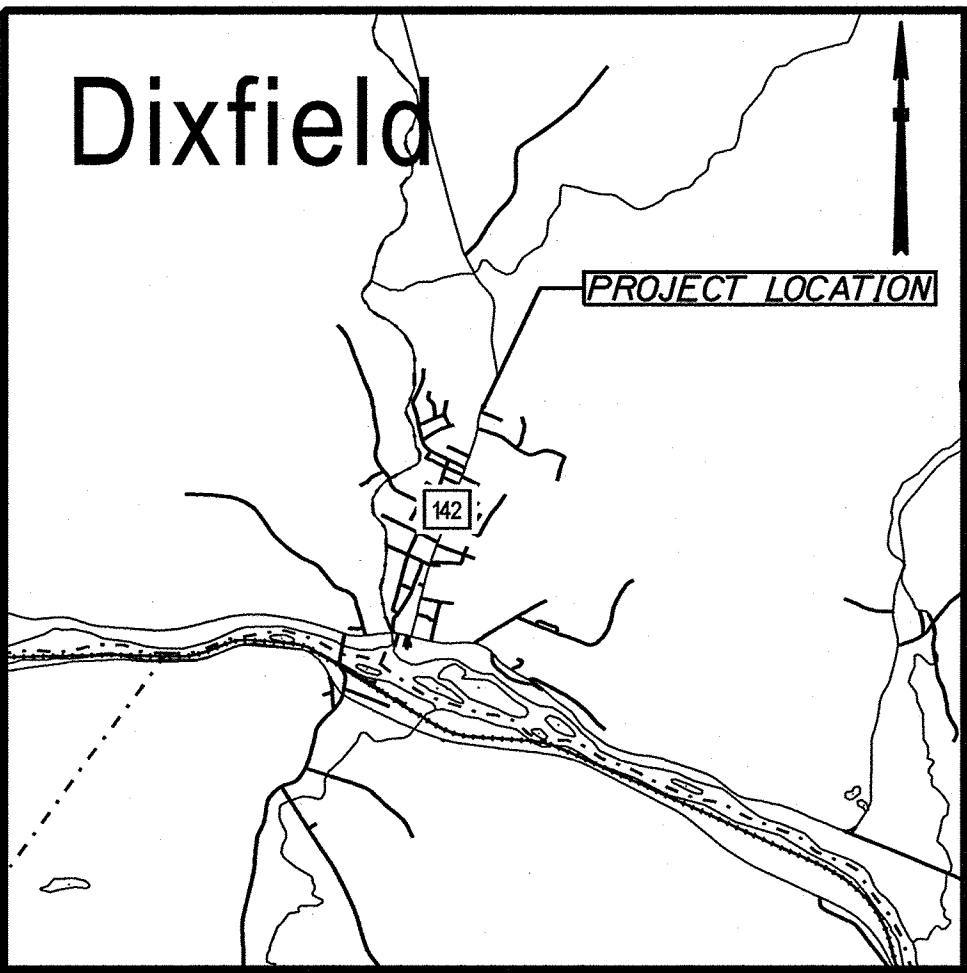
Town, County, State	Catch Basins	Existing	Proposed
Property Lines	Manholes	Existing	Proposed
R/W Lines-Existing	Proposed Underdrain		
R/W Lines-Proposed	Proposed Ditch		
Culvert-Existing	Existing Ditch		
Culvert Proposed	Utility Poles	Existing	Proposed
Curbing	Fire Hydrants	Existing	Proposed
Type 1	Existing 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-###
Pavement Core PC-#
Test Pit TP-XXX-###

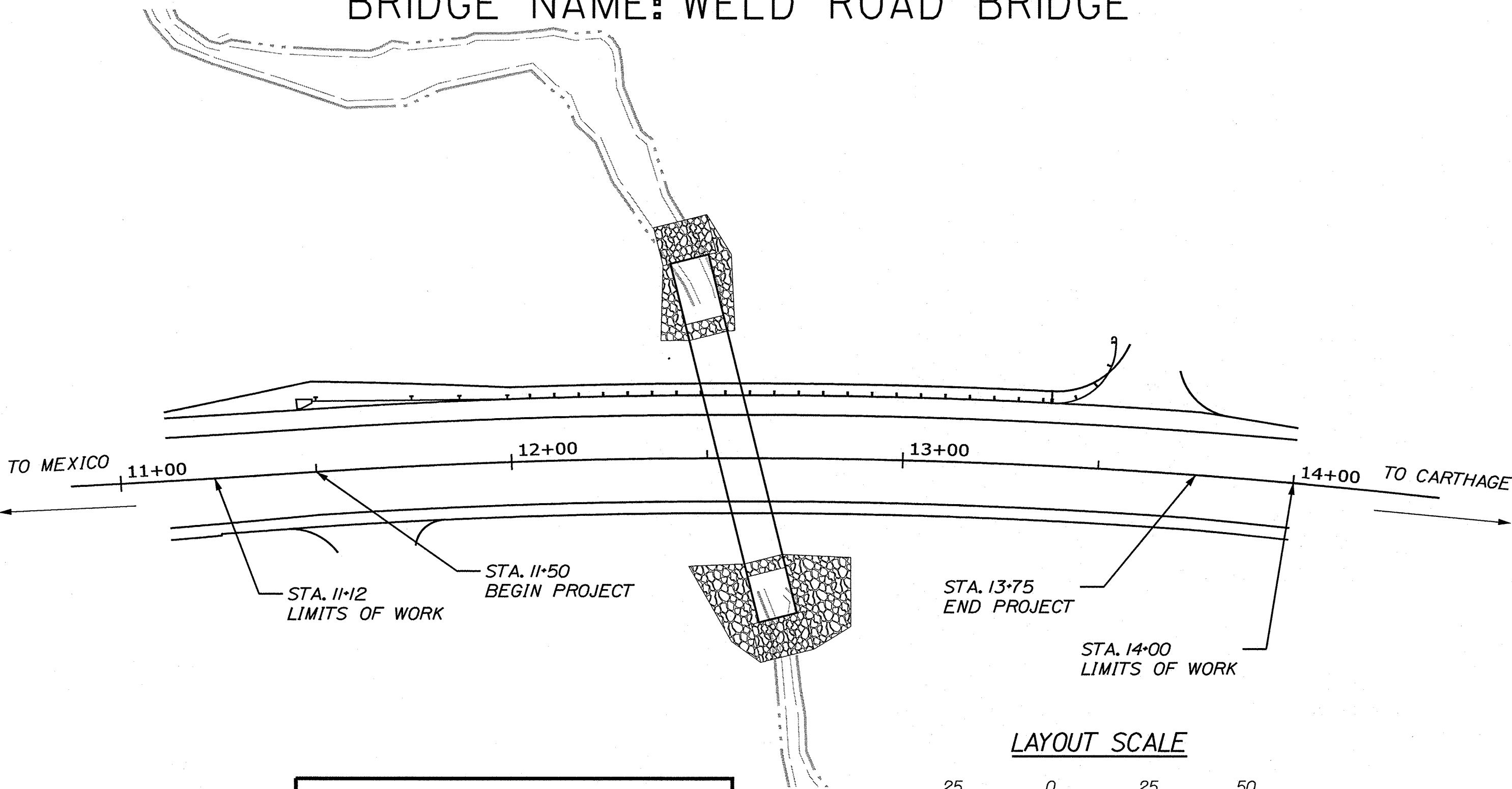
Probe P-#.X
#.= Depth
X = W (Weathered Rock)
R (Refusal)
NR (No Refusal)

INDEX OF SHEETS

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Plan & Profile Station 9+50 to 15+00	U1
Utility Details	U2



Scale in Miles
LOCATION MAP



TRAFFIC DATA

Current (2025) AADT	2550
Future (2037) AADT	2700
DHV - % of AADT	12
Design Hour Volume	324
% Heavy Trucks (AADT)	2
% Heavy Trucks (DHV)	1
Directional Distribution (DHV)	65
18-kip Equivalent P 2.0	27
18-kip Equivalent P 2.5	26
Design Speed (mph)	35
Corridor Priority	4

PROJECT LOCATION:	Located 0.06 of a mile north of Holt Hill Road in Dixfield.
PROGRAM AREA:	Highway Program
SCOPE OF WORK:	Large Culvert Replacement

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER		8-26-25
CHIEF ENGINEER		8-26-2025

SIGNATURE	P.E. NUMBER	DATE
	18643	8/17/2025

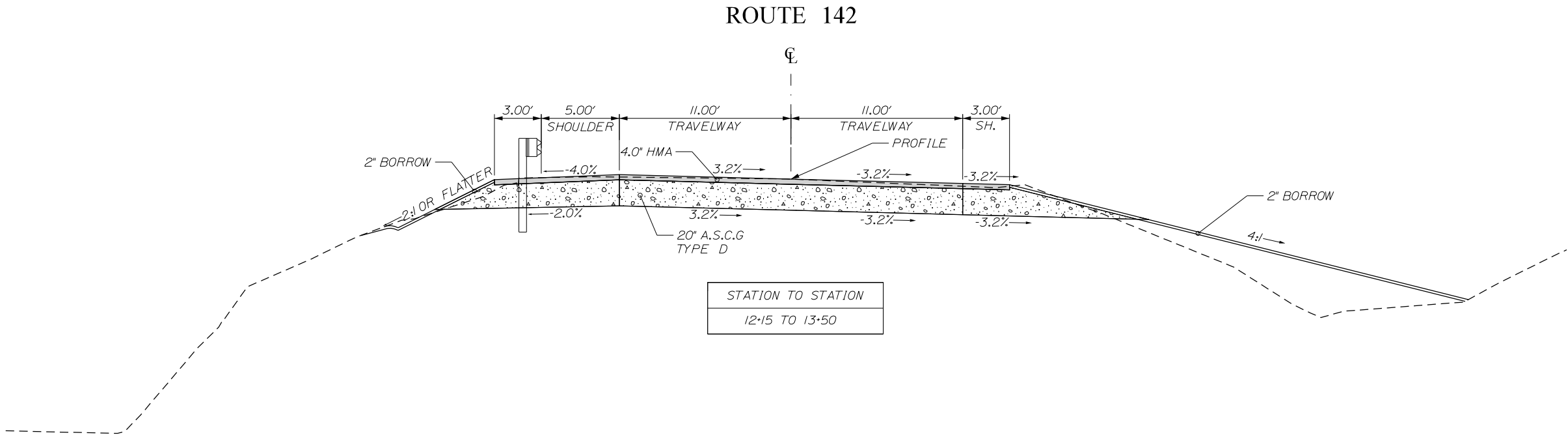
PROJECT INFORMATION	PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
HIGHWAY PROGRAM	L. ROWE	M. MHAU					

DIXFIELD ROUTE 142 TITLE SHEET

SHEET NUMBER
1
OF 17

WIN 26372.00 FEDERAL AID PROJECT NO. 2637200

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROSS SLOPES FOR BOTH NORMAL AND SUPERELEVATION SECTIONS SHALL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
4. THE GRAVEL QUANTITY CALCULATION IS BASED ON A 2" LOAM OR DIRTY BORROW DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.
5. THE ALGEBRAIC DIFFERENCE BETWEEN TRAVELWAY AND SHOULDER CROSS SLOPE SHALL NOT EXCEED 8 PERCENT.
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.



NOT TO SCALE

DIXFIELD ROUTE 142	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
	2637200			
	WIN 26372.00 HIGHWAY PLANS			
TYPICAL SECTIONS	PROJ. MANAGER	L. ROWE	BY	DATE
	CHECKED-REVIEWED	M. MINAIU		
	DESIGN-DETAILED			SIGNATURE
	REVISIONS 1			P.E. NUMBER
	REVISIONS 2			DATE
SHEET NUMBER				
2				
OF 17				

[illegible]

GENERAL NOTES

1. 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.
2. 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.
3. THE CLEARING AND SELECTIVE CLEARING AND THINNING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING AND THINNING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.
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
5. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.
6. 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.
7. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE FILL SIDE SLOPES WITHOUT GUARDRAIL UNLESS OTHERWISE NOTED ON THE PLANS.
8. 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.
9. 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.
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 MIX ASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
12. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT AND 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
13. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
14. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
15. EXISTING ABANDONED WATER MAINS BROKEN BY THE CONTRACTOR DURING CONSTRUCTION SHALL HAVE THE ENDS PLUGGED WITH BRICK AND MORTAR. COST FOR ALL LABOR AND MATERIAL WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO DIRECT PAYMENT WILL BE MADE.
16. GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.
17. TWO REFLECTORIZED FLEXIBLE GUARDRAIL MARKERS (STANDARD SPECIFICATIONS ITEM 606.353, REFLECTORIZED FLEXIBLE GUARDRAIL MARKER) WILL BE INSTALLED AT EACH GUARDRAIL END.
18. ALL EXISTING GUARDRAIL REMOVED AND NOT REUSED ON THE PROJECT WILL BECOME THE PROPERTY OF THE CONTRACTOR. REMOVAL AND DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.
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. ANY BASE PAVEMENT NOT SURFACED BEFORE WINTER WILL REQUIRE TEMPORARY PAVEMENT MARKINGS OF PAINT, BOTH YELLOW CENTERLINE AND WHITE EDGE LINES AND WILL BE CONSIDERED PART OF STANDARD SPECIFICATIONS ITEM 627.78, TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW.
23. 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
24. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISIBLE TO THE TRAVELING PUBLIC. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
25. 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
26. THE PROJECT GEOTECHNICAL REPORT TITLED "GEOTECHNICAL DESIGN REPORT FOR THE CONSTRUCTION OF WELD ROAD BRIDGE", SOILS REPORT 2025-13, MAY 27, 2025 CAN BE ACCESSED AT THE MAINEDOT WEBSITE HTTP://WWW.MAINE.GOV/MDOT/CONTRACTORS/.

27. 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.
28. AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE SITES SUCH AS EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.
29. 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.
30. 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.
31. 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.
32. THE CONTRACTOR WILL PLACE APPROPRIATELY-MARKED STAKES AT THE FOLLOWING LOCATIONS ON THE PROJECT: STRIPING PATTERN CHANGES, CROSS-SLOPE CHANGES, AND EVERY 500 FEET FOR STATIONING. THE CONTRACTOR WILL PAINT EVERY FULL STATION (100 FEET) ON THE EXISTING ROADWAY AND WILL TRANSFER THE PAINTED STATIONING THROUGH ALL INTERMEDIATE LIFTS (NOT SURFACE). APPROPRIATELY-SIZED STRIPING PATTERN CHANGES WILL BE PAINTED ON SURFACE. STATIONING CONTROL MUST BE PLACED BEFORE WORK CAN COMMENCE. CROSS-SLOPE AND STRIPING CHANGE CONTROLS MUST BE PLACED BEFORE PAVING CAN COMMENCE.
33. ALL HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY STRUCTURES SHALL BE A 9.5 MM OR 12.5 MM MAINEDOT APPROVED MIX DESIGN. EXCLUDING WATER AND GAS GATE VALVES, THE CONTRACTOR SHALL SAW CUT THE EXISTING PAVEMENT FOR THE PATCH AT LEAST TWO FEET AWAY FROM THE NEAREST EDGE OF THE STRUCTURE. THE CONTRACTOR SHALL PLACE HMA IN LIFTS OF 2 INCHES OR LESS TO MATCH THE EXISTING PAVEMENT DEPTH OR A MAXIMUM OF 6 INCHES, AS DIRECTED BY THE RESIDENT, AND COMPACT THE HMA USING A MINIMUM OF A 150-POUND PLATE COMPACTOR. HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY STRUCTURES IS CONSIDERED INCIDENTAL TO THE RESPECTIVE PAY ITEM FOR ADJUST, ALTER, OR REBUILD UTILITY STRUCTURE.

DIXFIELD
ROUTE 142

GENERAL NOTES

SHEET NUMBER

4

OF 17

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

2637200

WIN

WIN 26372.00

HIGHWAY PLANS

PROJ. MANAGER	\$PROJMANAGER\$	DESIGN-DETAILED	\$designer1\$	BY	\$tdelider1\$	DATE	\$prodate1\$
CHECKED-REVIEWED							
DESIGN-DETAILED2	\$designer2\$						SIGNATURE
DESIGN-DETAILED3	\$designer3\$						P.E. NUMBER
REVISIONS 1	-----						
REVISIONS 2							
REVISIONS 3	\$revision3\$						DATE
REVISIONS 4	\$revision4\$						
FIELD CHANGES	\$fieldchange\$						

ROUTE 142 SUPERELEVATION				
STATION	LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
11+12	MATCH	MATCH	MATCH	MATCH
11+25	-2.7	-1.3	-2.9	-2.9
11+50	-4.0	-0.1	-3.2	-3.2
11+75	-4.0	1.2	-3.2	-3.2
12+00	-4.0	2.4	-3.2	-3.2
12+15	-4.0	3.2	-3.2	-3.2
12+25	-4.0	3.2	-3.2	-3.2
12+50	-4.0	3.2	-3.2	-3.2
12+75	-4.0	3.2	-3.2	-3.2
13+00	-2.8	3.2	-3.2	-3.2
13+25	-1.5	3.2	-3.2	-3.2
13+50	-0.3	3.2	-3.2	-3.2
13+75	1.0	3.2	-4.0	-4.0
14+00	MATCH	MATCH	MATCH	MATCH

LARGE CULVERT INFORMATION				
ELEV	STATION		ELEV	STATION
454.20	STA 12+45.79, 50.61' LT			
		TO		
			458.60	STA 12+68.37, 40.63' RT

DRIVES & ENTRANCES	
LOCATION	TYPE
11+63.14 RT	PAVED ENTRANCE
13+64.90 LT	PAVED ENTRANCE

ITEM 606.1301 31" W-BM GR, MID-WAY SPLICE-SGL FACED	
LOCATION	LENGTH
STA 12+00, 16.0' LT. TO STA 13+37.35, 16.0' LT.	138.72 LF

ITEM 606.1303 31" W-BM GR, MD-WY SPLC-15' RAD & LESS		
LOCATION	BEAM	LENGTH
STA 13+37.35, 16.0' LT.	2	25 LF

ITEM 606.1306 31" W-BM GR, MD-WY SPLC TANGENT TERM	
LOCATION	QUANTITY
STA 11+50, 18.0' LT. TO STA 12+00, 16.0' LT.	1

ITEM 606.265 TERM END-SGL RAIL - GALVANIZED STEEL	
LOCATION	QUANTITY
STA 13+52.68, 32.2' LT.	1

ITEM 606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	
LOCATION	QUANTITY
STA 11+50, 18.0' LT.	2
STA 13+52.68, 32.2' LT.	2

ITEM 613.319 EROSION CONTROL BLANKET	
LOCATION	AREA
STA 11+75 RT. TO STA 14+00 RT.	130 SY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2637200

WIN 26372.00
HIGHWAY PLANS

DIXFIELD
ROUTE 142

CONSTRUCTION NOTES

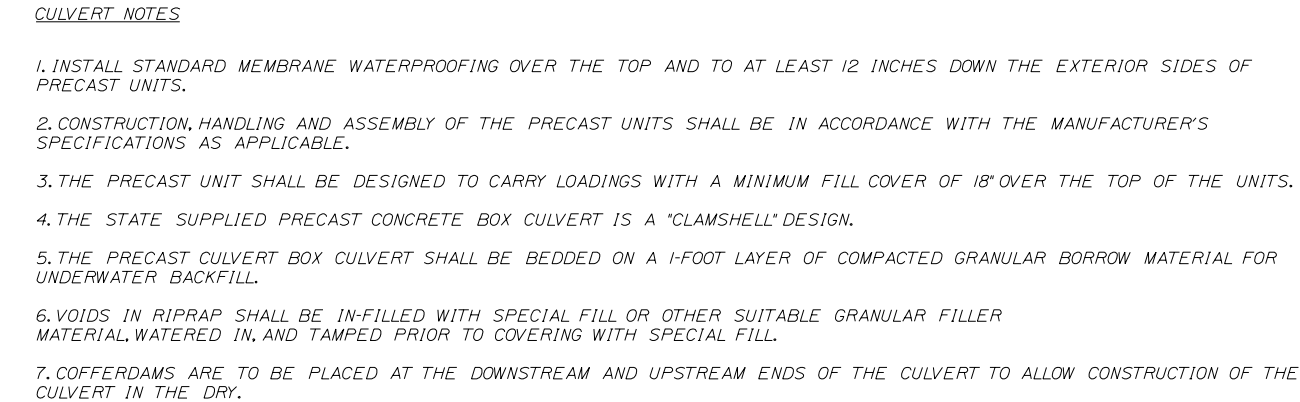
SHEET NUMBER

5

OF 17

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

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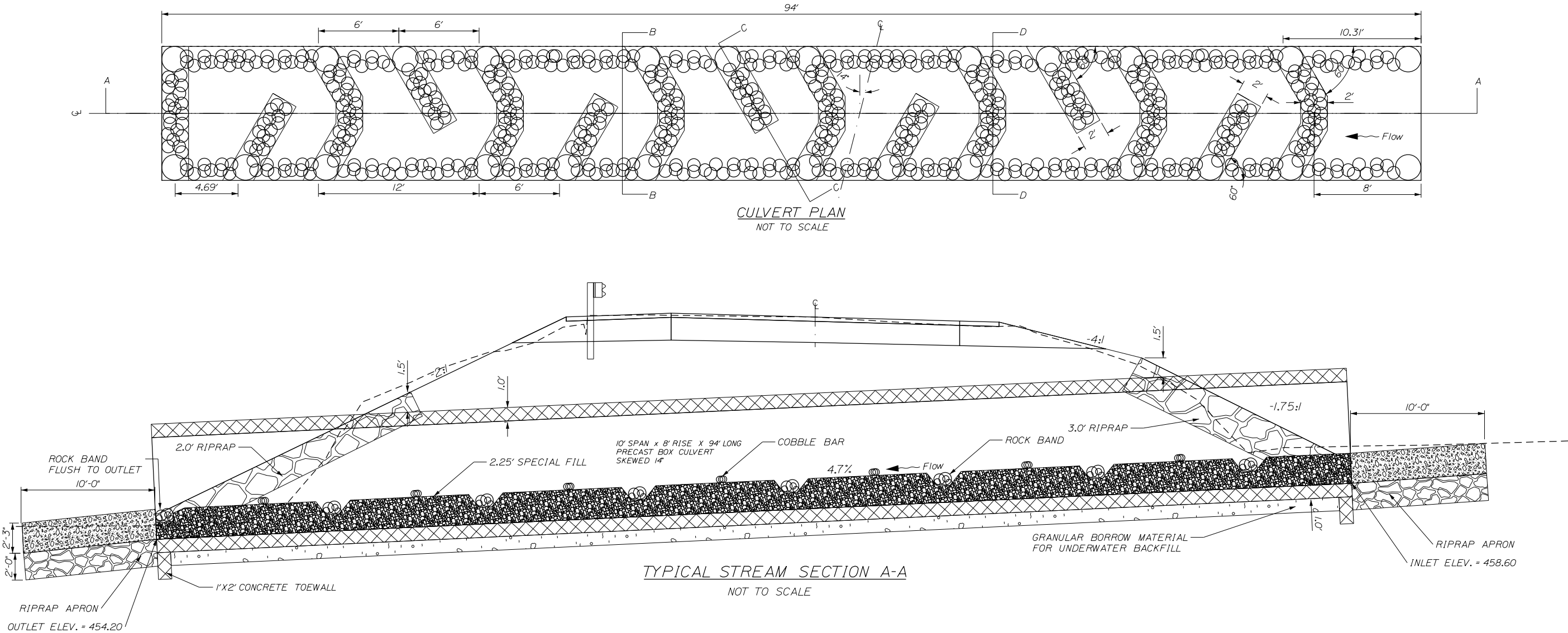
SHEET NUMBER 6 OF 17	DIXFIELD ROUTE 142 SPECIAL DETAILS		PROJ. MANAGER	L. ROWE	BY	DATE
			DESIGN-DETAILED	M. MIHAU		-----
	DESIGN-REVIEWED			SIGNATURE		
	DESIGN2 DETAILD2					
	DESIGN3 DETAILD3			P.E. NUMBER		
	REVISIONS 1					
	REVISIONS 2					
	REVISIONS 3					
	REVISIONS 4			DATE		
	FIELD CHANGES					
STATE OF MAINE DEPARTMENT OF TRANSPORTATION						
2637200						
WIN 26372.00 HIGHWAY PLANS						

Date:6/17/2025

Username: Matthew Mihalou

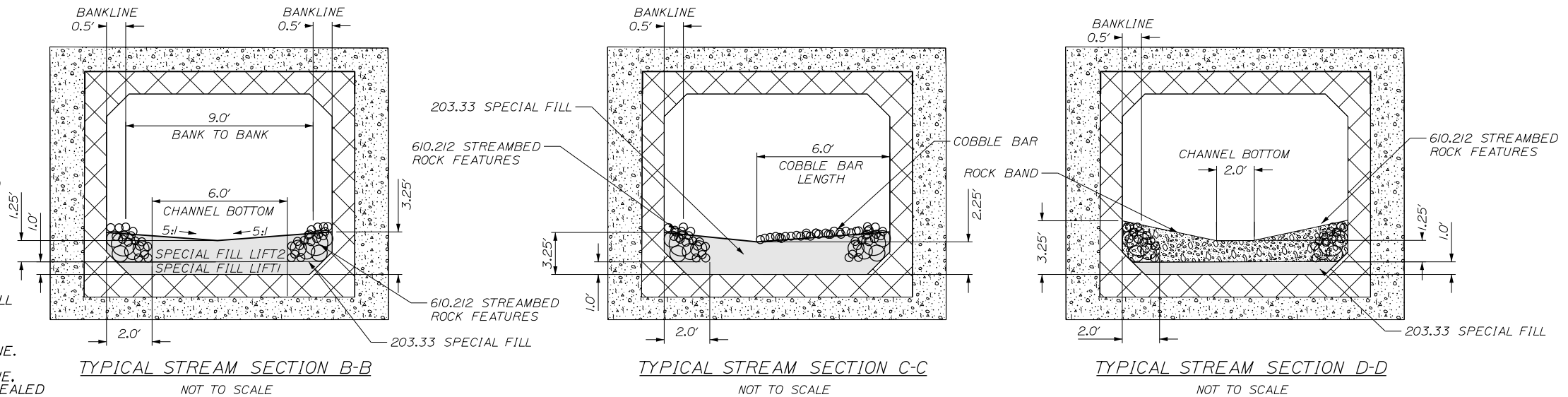
Division: HIGHWAY

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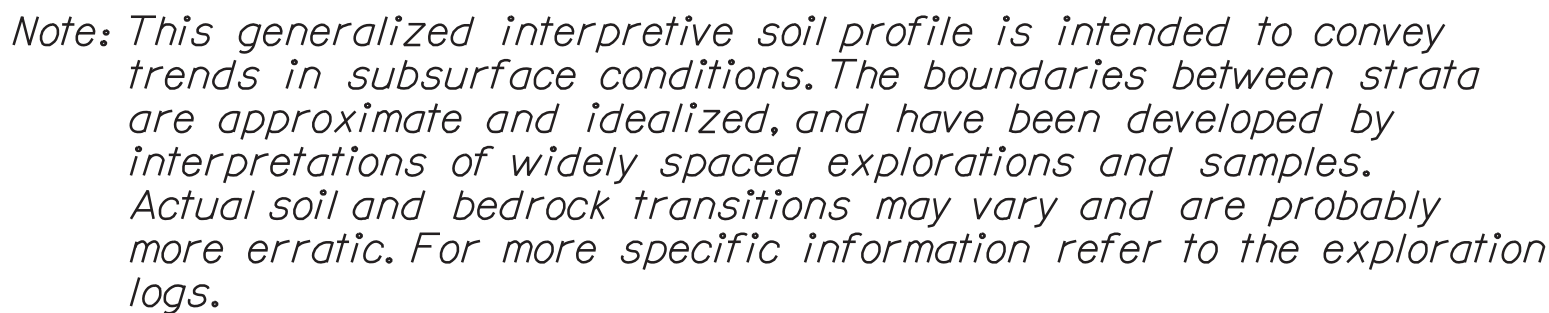
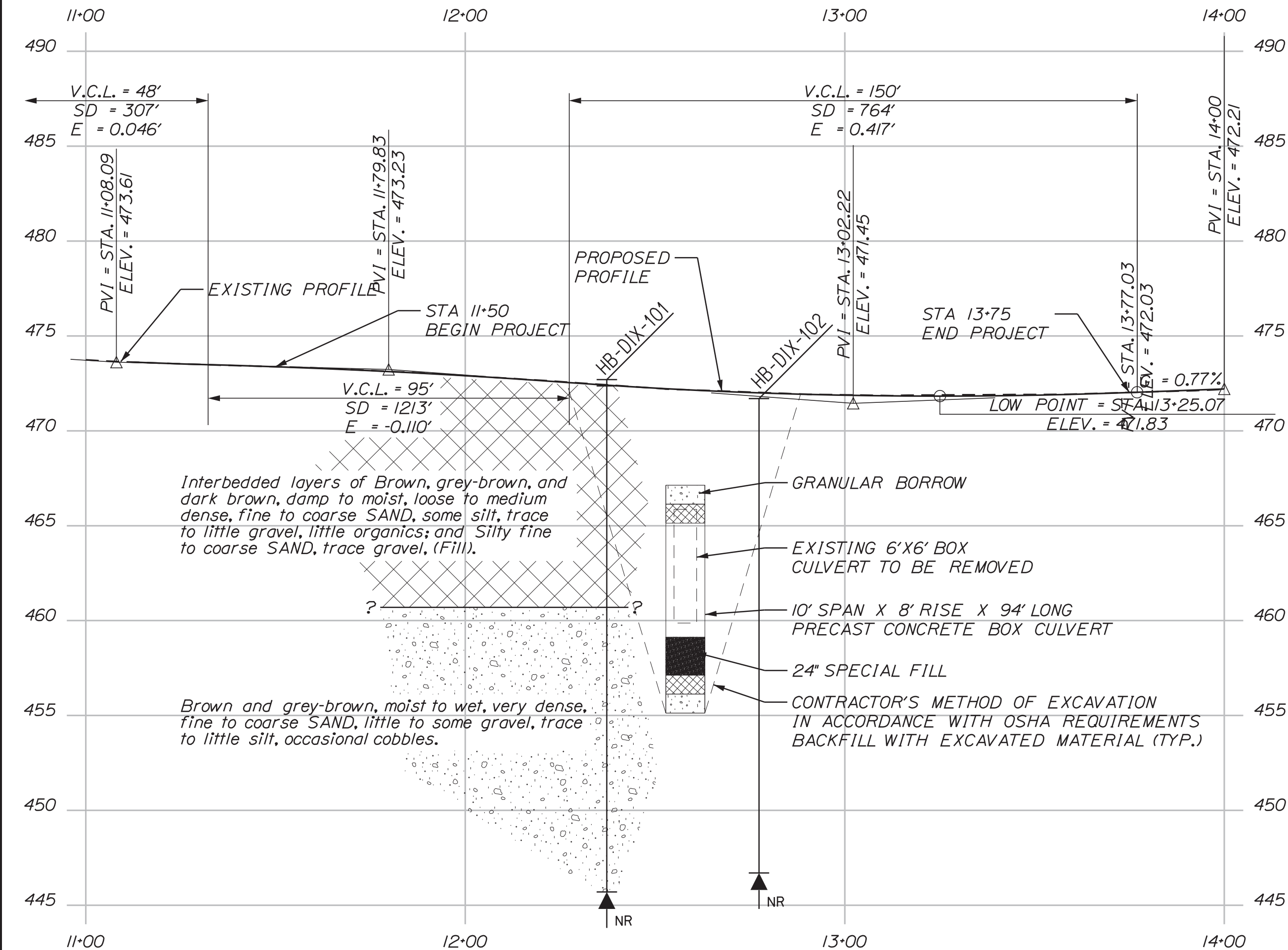


CONSTRUCTION NOTES

1. SPECIAL FILL - STREAMBED MATERIAL SHALL BE THOROUGHLY MIXED PRIOR TO PLACEMENT.
2. PLACE 1.0 FT LIFT OF SPECIAL FILL ON THE INVERT, MACHINE TAMP AND WATER-IN. THE RESIDENT SHALL APPROVE THE LIFT BEFORE PLACEMENT OF THE BANKLINES, ROCKBANDS AND THE FINAL LIFT.
3. PLACE A MINIMUM OF 3 LARGER STONES (24" TO 30") IN EACH ROCK BAND, AND BETWEEN BANDS ALONG THE BANKLINES, APPROXIMATELY AS SHOWN ON THE PLAN AND SECTIONS OR AS DIRECTED.
4. THE ROCK BANDS SHALL BE SLIGHTLY CURVED OR VEE-SHAPED IN PLAN VIEW WITH THE BEND OR VEE POINTED UPSTREAM.
5. THE AVERAGE FLOW LINE OF THE ROCK BANDS SHALL BE 2.5 FEET ABOVE THE INVERT. THE FLOW LINE IS MEASURED AT THE CONTACT POINT BETWEEN ADJACENT ROCKS. THE TOP OF INDIVIDUAL LARGE ROCKS SHALL NOT EXTEND MORE THAN 1/3 THE HEIGHT OF THE STONE.
6. VOIDS IN THE STREAMBED MATERIAL, BANKLINE STONE, COBBLE BAR AND ROCKBANDS SHALL BE FILLED AND SEALED SO THAT WATER REMAINS ON THE SURFACE OF THE CHANNEL, STAYS BETWEEN THE BANKLINES AND DOES NOT PIPE THROUGH THE STONE. REFER TO SPECIAL PROVISIONS 203 AND 610.
7. VOIDS IN RIPRAP APRONS SHALL BE INFILLED WITH GRANULAR BORROW OR OTHER MATERIAL APPROVED BY THE RESIDENT, WATERED-IN AND TAMPED.



PROJ. MANAGER	L. ROWE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	M. MIHALOU					
CHECKED-REVIEWED						
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						



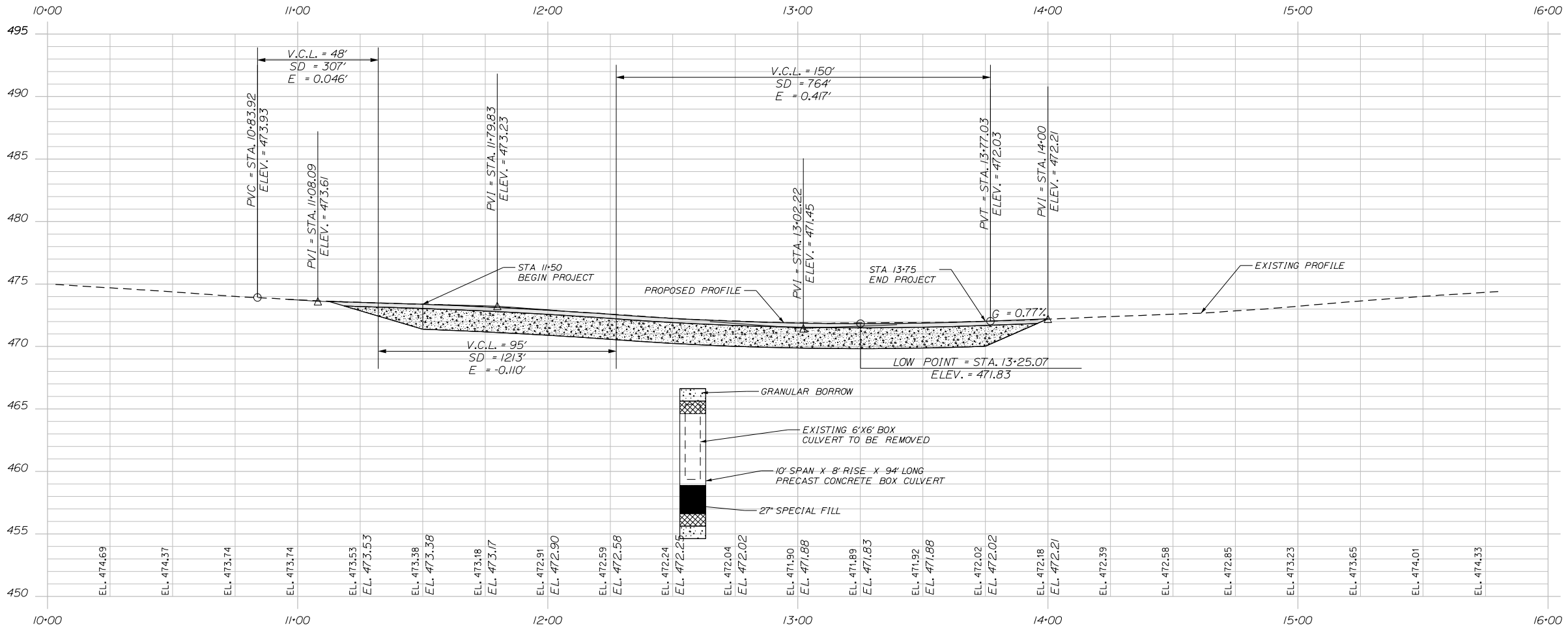
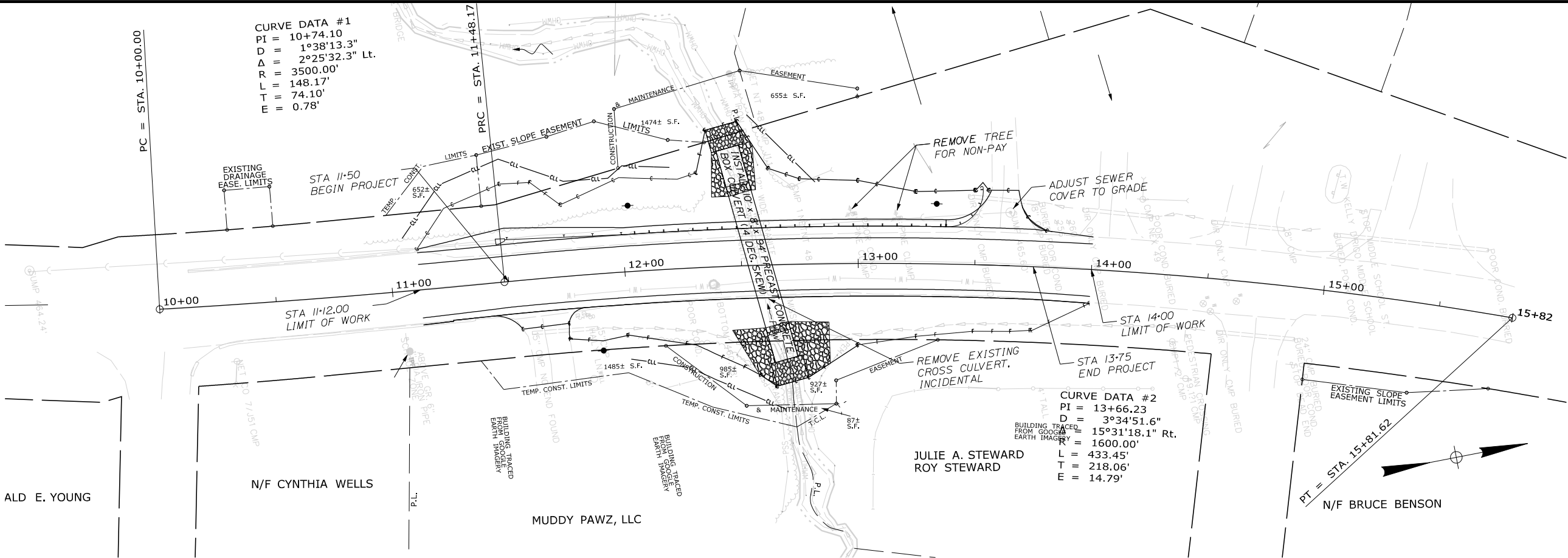
Maine Department of Transportation						Project Route 142 Large Culvert Replacement		Boring No.: HB-DIX-102	
Soil/Bore Exploration Log						Location: Dixfield, Maine		WIN: 26372.00	
US CUSTOMARY UNITS									
Drilling Contractor: Weinstadt						Elevation (ft.):	471.7	Auger ID/OD:	5" Dia.
Operator: Daggett/Andrie						Schum:	NWD88	Sampler:	N/A
Logged By: B. Willard						Rig Type:	CME 45C	Hammer Mt./Fall:	N/A
Date Start/Finish: 11/19/2004 11:00-11:30						Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location: 12+77.4, 12.6 ft Rt.						Casing ID/OD:	N/A	Water Level#:	None Observed
Borehole Data - Split Spoon Sample - S = Sample off Auger Flights - M = Unsuccessful Split Spoon Attempt - W = Unsuccessful Field Vane Shear Test Attempt - T = Field Spoon Shear Test - The tested shear strength is a function of blow or casing Notes - W = Unsuccessful Push/Pull Tube Sample Attempt - SS = Solid Stem Auger - H = Hollow Stem Auger - RC = Rotary Core - MH = Weight of 140lb. Hammer - MS = Weight of 140lb. Hammer Test Results - MTF = Weight of 140lb. Hammer - F_u = Peak/Retained Field Vane Undrained Shear Strength (psi) - F_{un} = Lab Vane Undrained Shear Strength (psi) - C_u = Unconfined Compressive Strength (ksi) - W_{max} = Plasticity Index - T_v = Pocket Torque Shear Strength (psi) - MC = Water Content, percent - L = Liquid Limit - PI = Plasticity Index - G = Grain Size Analysis - C = Compression Test									
Sample Information									
Depth (ft.)	Sample No.	Pen./Blow (in)	Sample Depth (ft.)	Blow Pen./ft. (blows/ft.)	In-situ Shear Strength (psi)	No-value	Casing ID/OD	Elevation (ft.)	Graphic Log
0							471.7		
5									
10									
15									
20									
25							446.7		
Bottom of Exploration at 25.0 feet below ground surface. 25.0									
NO REFUSAL									
Visual Description and Remarks									
Probe, no material samples taken.									
Laboratory Testing Results/ASHTO and Unified Class									

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

* Aster 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

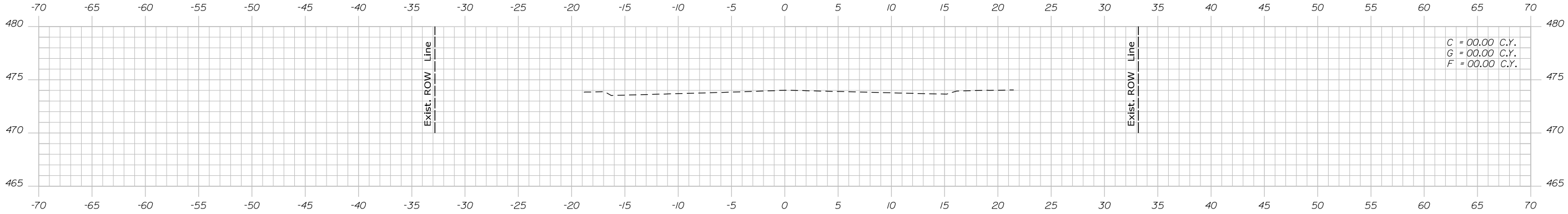
Boring No.: HB-DIX-102



PROFILE

STATE OF MAINE				DEPARTMENT OF TRANSPORTATION			
				2637200			
				WIN			
				26372.00			
				BRIDGE NO.			
				HIGHWAY PLANS			
SHEET NUMBER		DATE		SIGNATURE		P.E. NUMBER	
9							
OF 17							

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WIN
26372.00

DATE _____

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REVISIONS 4	---
FIELD CHANGES	---

CROSS SECTIONS

OF 17

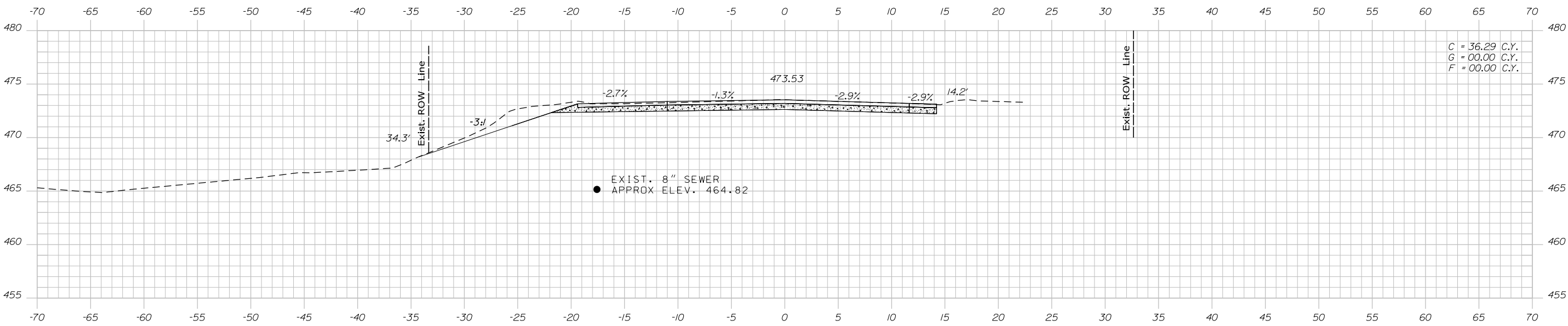
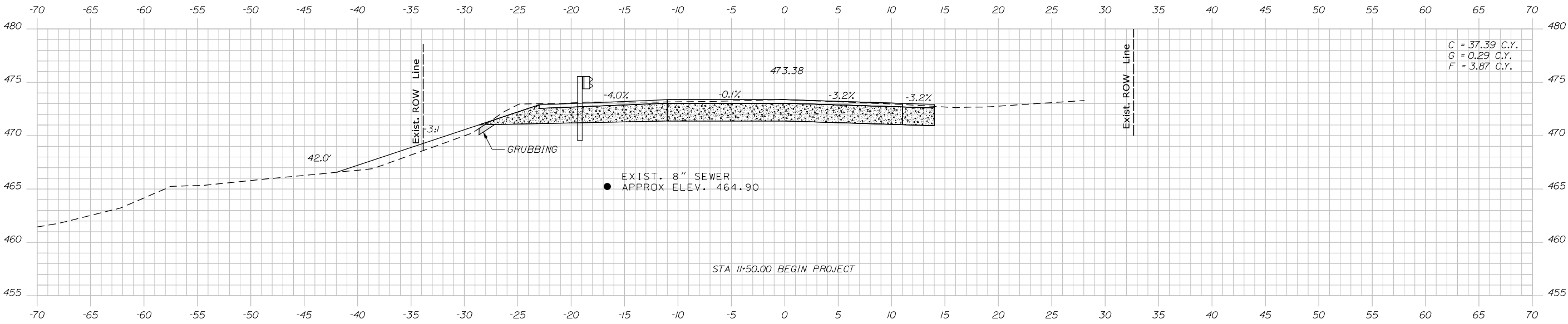
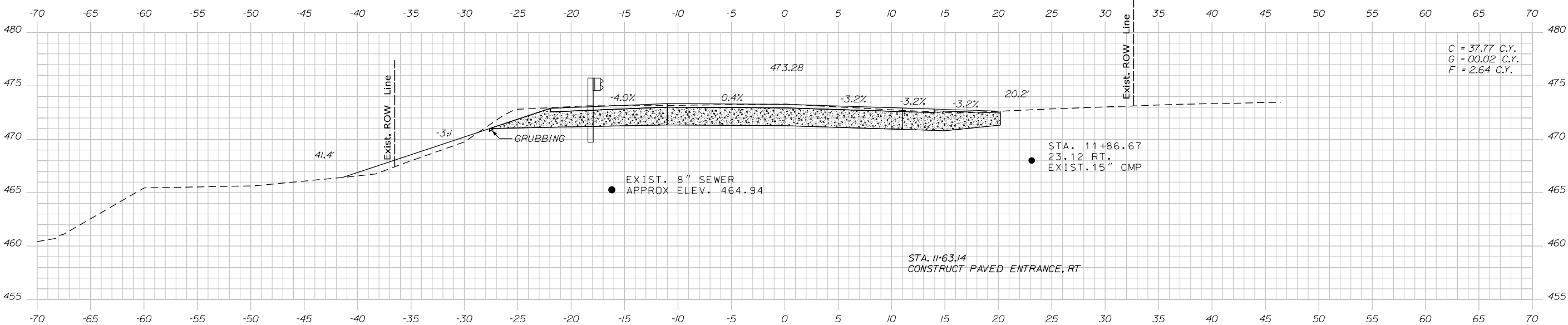
Sta. 10+75.00 to Sta. 11+12.00

Date:6/17/2025

Username: Matthew Mihalju

Division: HIGHWAY

Filename: ... \MSTAN011_XSECT_11+25_002.dgn



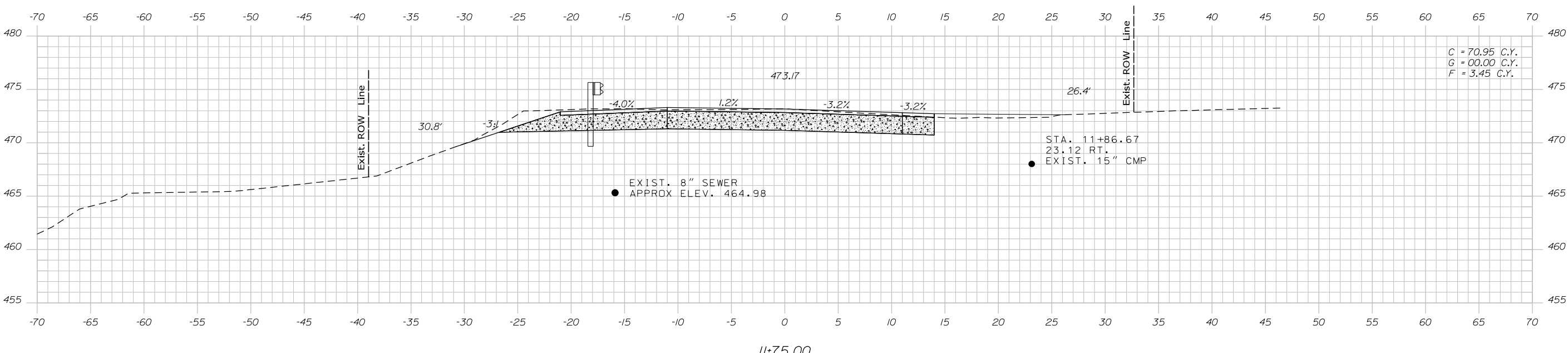
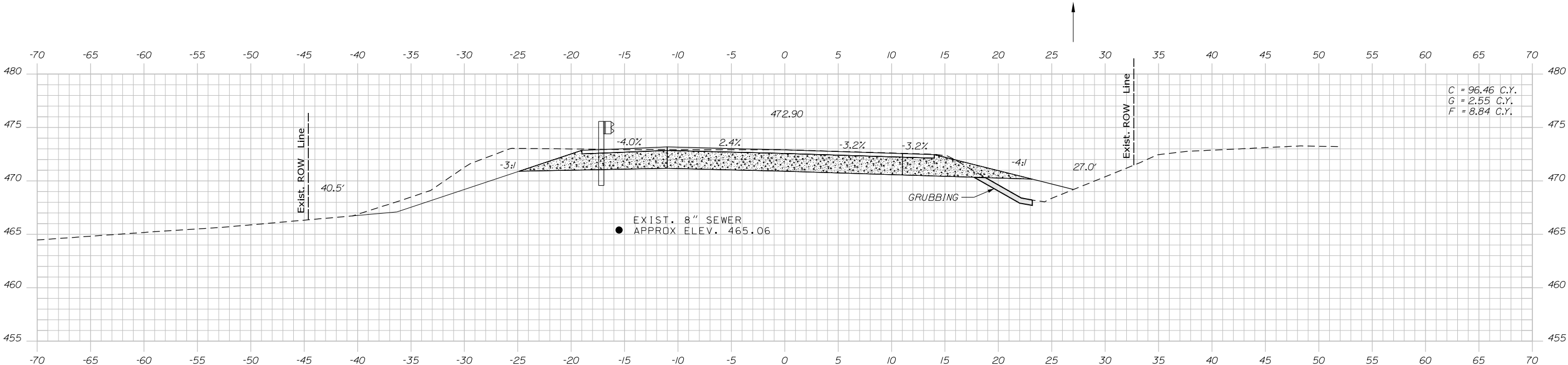
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	-----	-----	-----	-----	-----
CHECKED-REVIEWED	-----	-----	-----	-----	-----
DESIGN-DETAILED	-----	-----	-----	-----	-----
REVISIONS 1	-----	-----	-----	-----	-----
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REVISIONS 3	-----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

Date:6/17/2025

Username: Matthew Minaiu

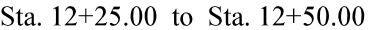
Division: HIGHWAY

Filename: ... \MSTAN012_XSECT_11+75_003.dgn



PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	M. MINAIU				
CHECKED-REVIEWED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

DIXFIELD
ROUTE 142
CROSS SECTIONS

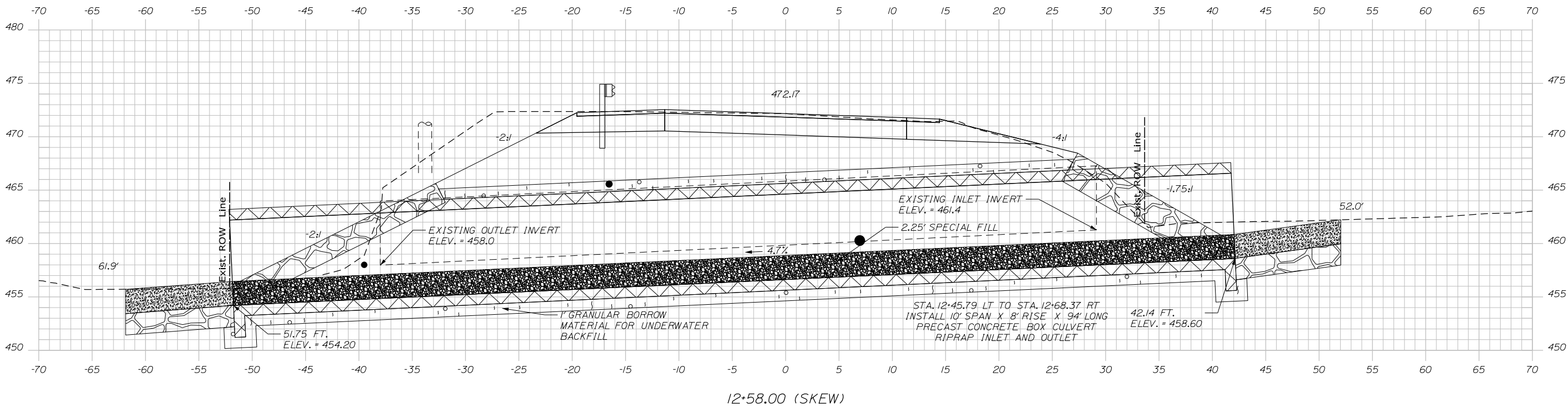
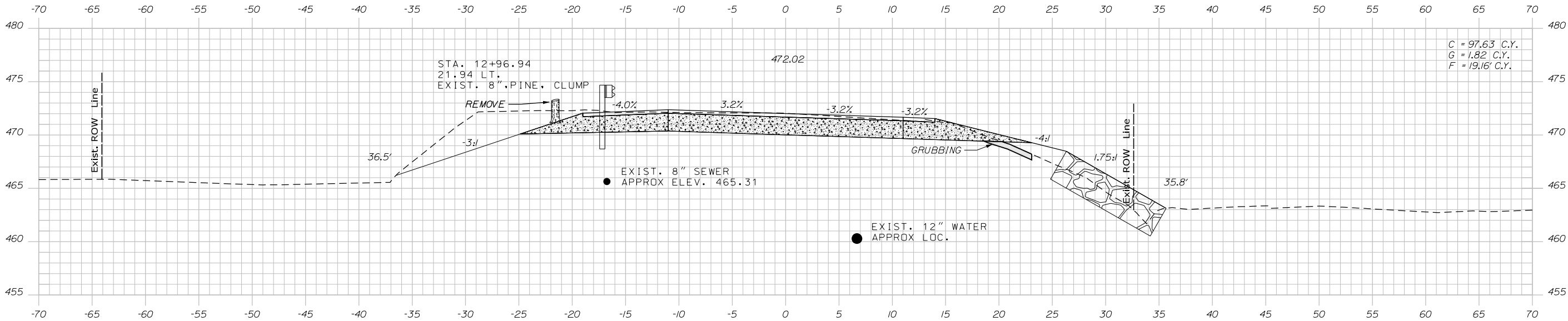


Date:6/17/2025

Username: Matthew Minaiu

Division: HIGHWAY

Filename: ... \MSTAN014_XSECT_12+58_005.dgn



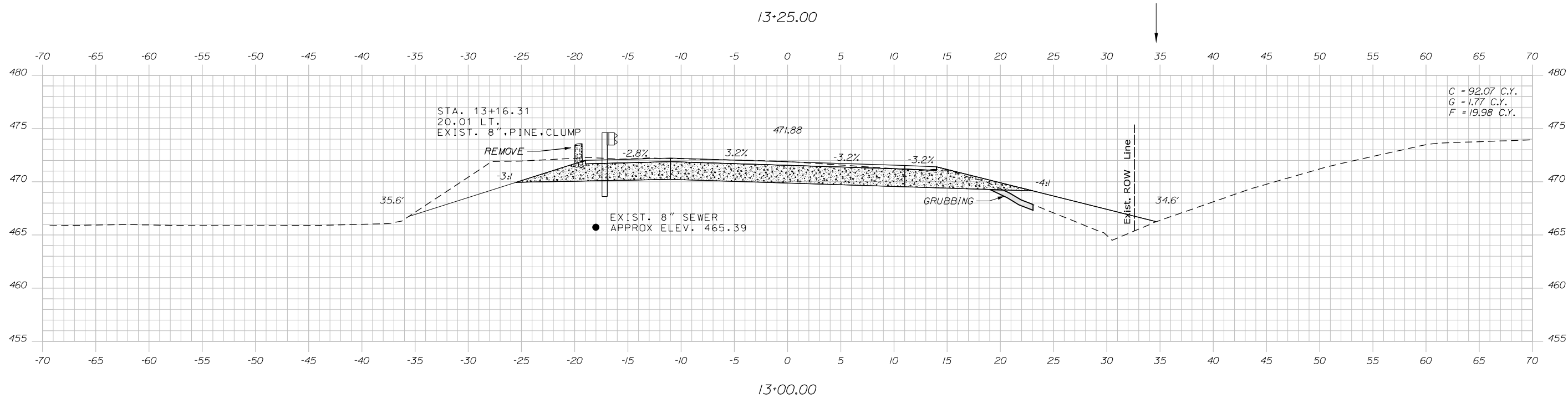
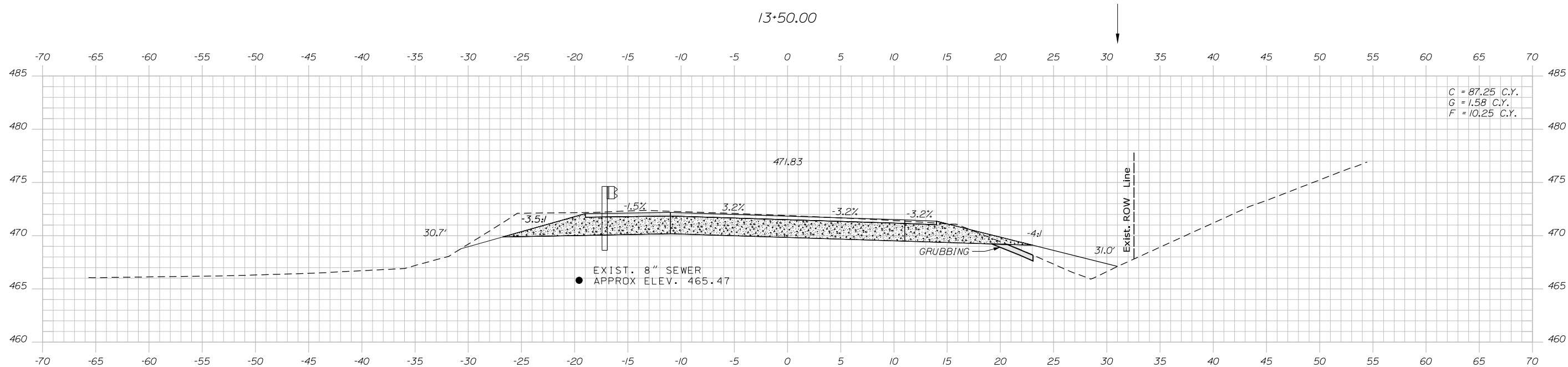
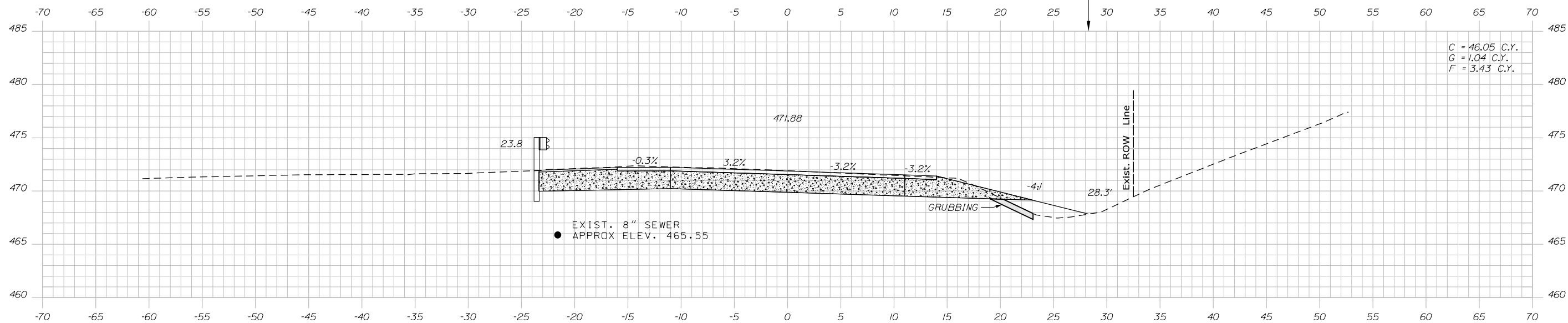
Sta. 12+58.00 to Sta. 12+75.00

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
2637200	
WIN	26372.00
HIGHWAY PLANS	

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	-----	-----	-----	-----	-----
CHECKED-REVIEWED	-----	-----	-----	-----	-----
DESIGN-DETAILED	-----	-----	-----	-----	-----
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FIELD CHANGES	-----	-----	-----	-----	-----

DIXFIELD	
ROUTE 142	
CROSS SECTIONS	

SHEET NUMBER	
14	
OF 17	



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2637200

WIN
26372.0

HIGHWAY PLANS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	M. MIHAJ		
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
DATE			

DIXFIELD
ROUTE 142

CROSS SECTIONS

SHEET NUMBER

15

OF 17

Sta. 13+00.00 to Sta. 13+50.00

Date: 6/17/2025

Username: Matthew.Mihaiu

Division: HIGHWAY

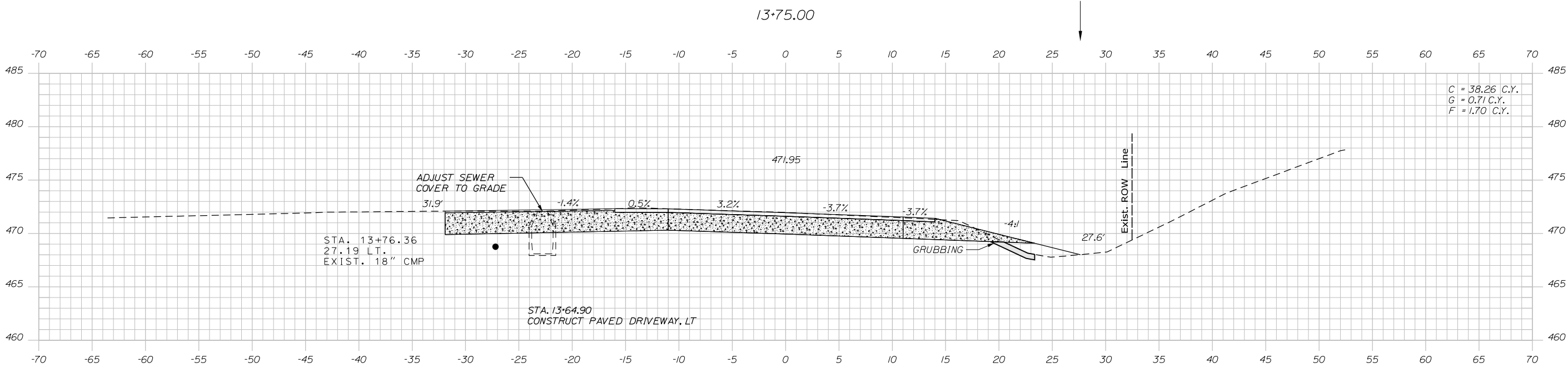
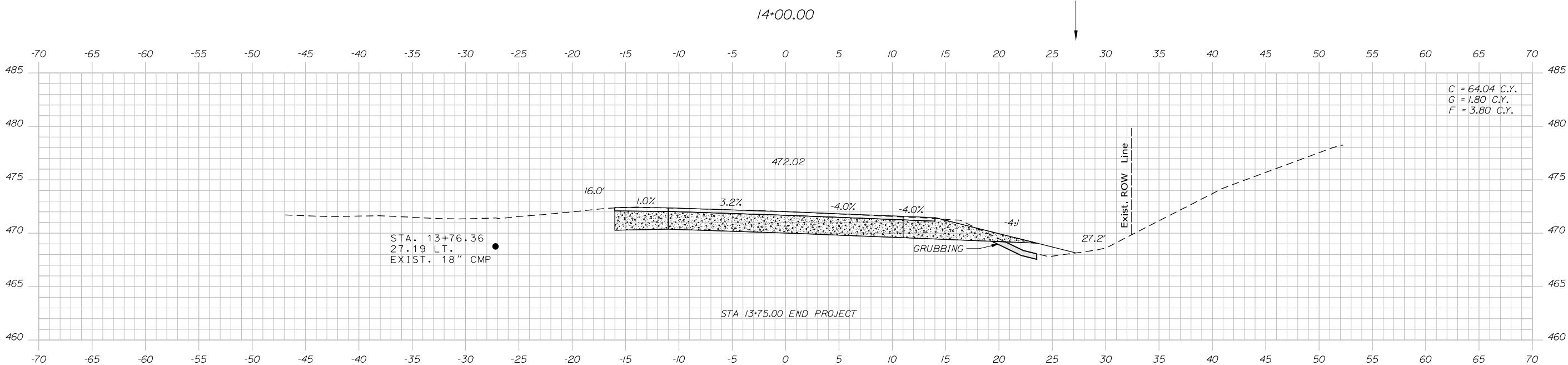
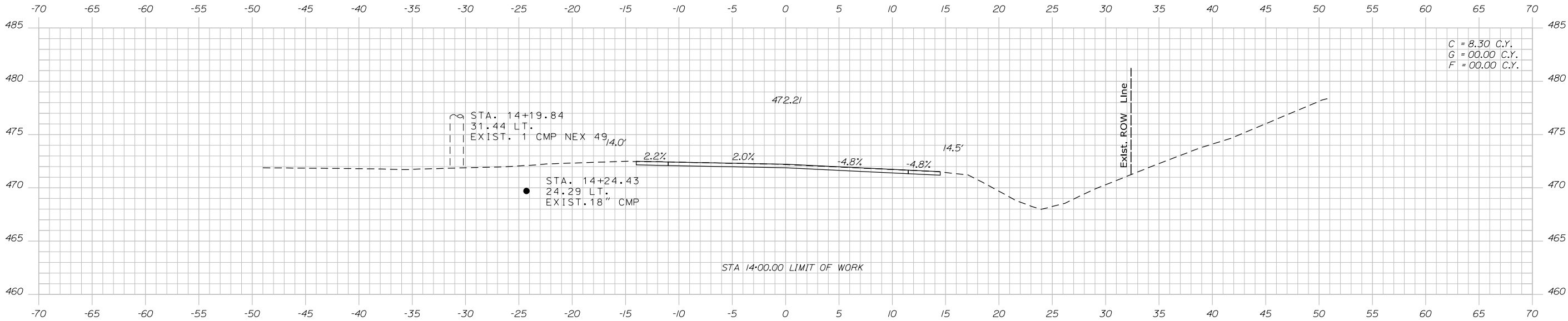
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Date:6/17/2025

Username: Matthew Minoliu

Division: HIGHWAY

Filename: ... \MSTAD016_XSECT_13+64_007.dgn



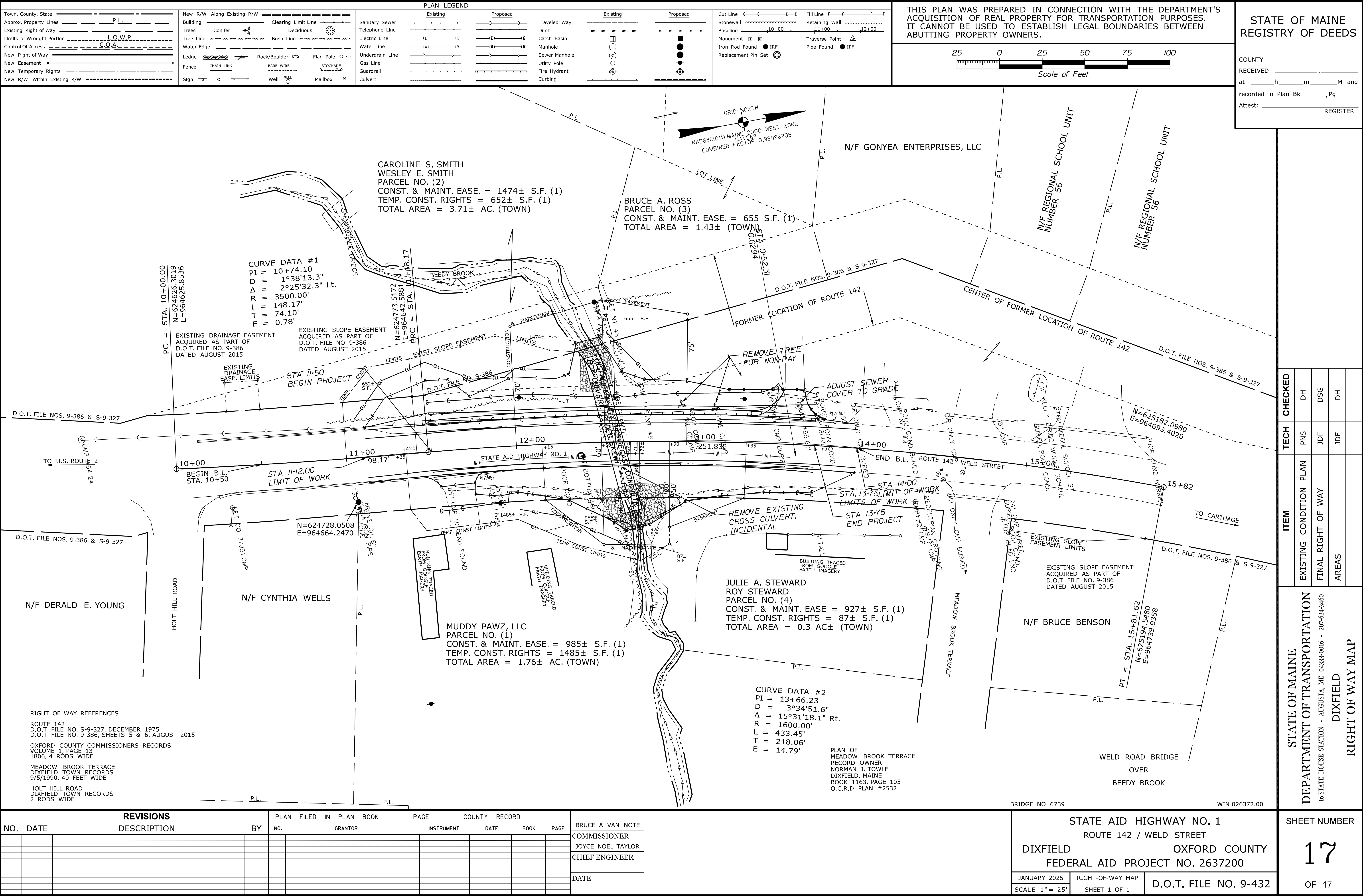
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	-----	-----	-----	-----	-----
CHECKED-REVIEWED	-----	-----	-----	-----	-----
DESIGN-DETAILED	-----	-----	-----	-----	-----
REVISIONS 1	-----	-----	-----	-----	-----
REVISIONS 2	-----	-----	-----	-----	-----
REVISIONS 3	-----	-----	-----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

Date: \$date\$

Username: \$user\$

Division: \$wkgroup\$

Filename: \$file\$



TECH	CHECKED
PNS	DH
JDF	DSG
JDF	DH

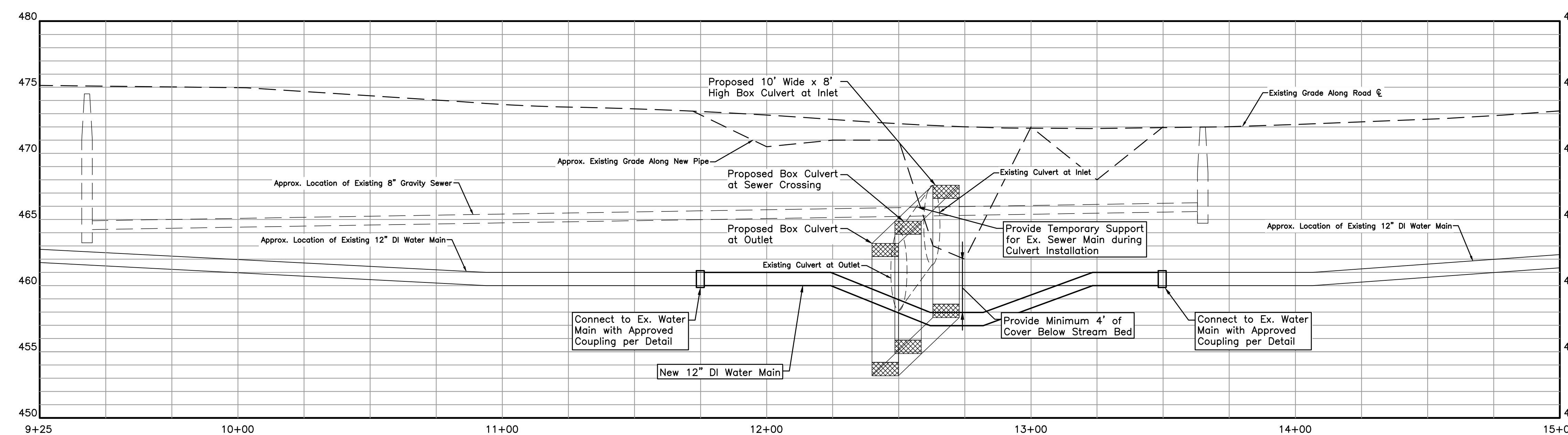
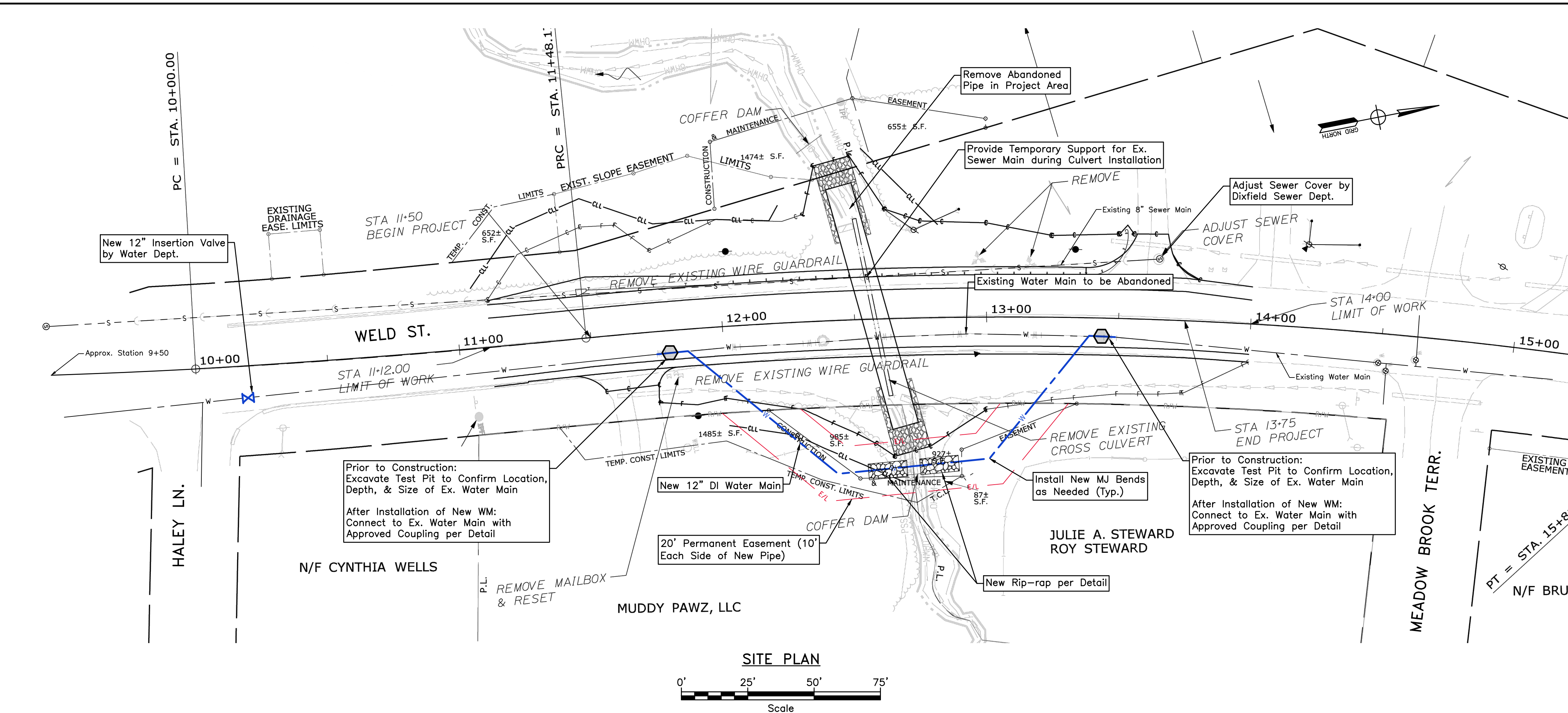
ITEM	EXISTING CONDITION PLAN	FINAL RIGHT OF WAY	AREAS

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

DIXFIELD
RIGHT OF WAY MAP

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

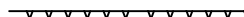
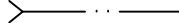
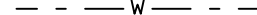
BRUCE A. VAN NOTE COMMISSIONER JOYCE NOEL TAYLOR CHIEF ENGINEER DATE	STATE AID HIGHWAY NO. 1 ROUTE 142 / WELD STREET DIXFIELD OXFORD COUNTY FEDERAL AID PROJECT NO. 2637200 JANUARY 2025 SCALE 1" = 25'	RIGHT-OF-WAY MAP SHEET 1 OF 1 D.O.T. FILE NO. 9-432	SHEET NUMBER 17 OF 17
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- NOTES:

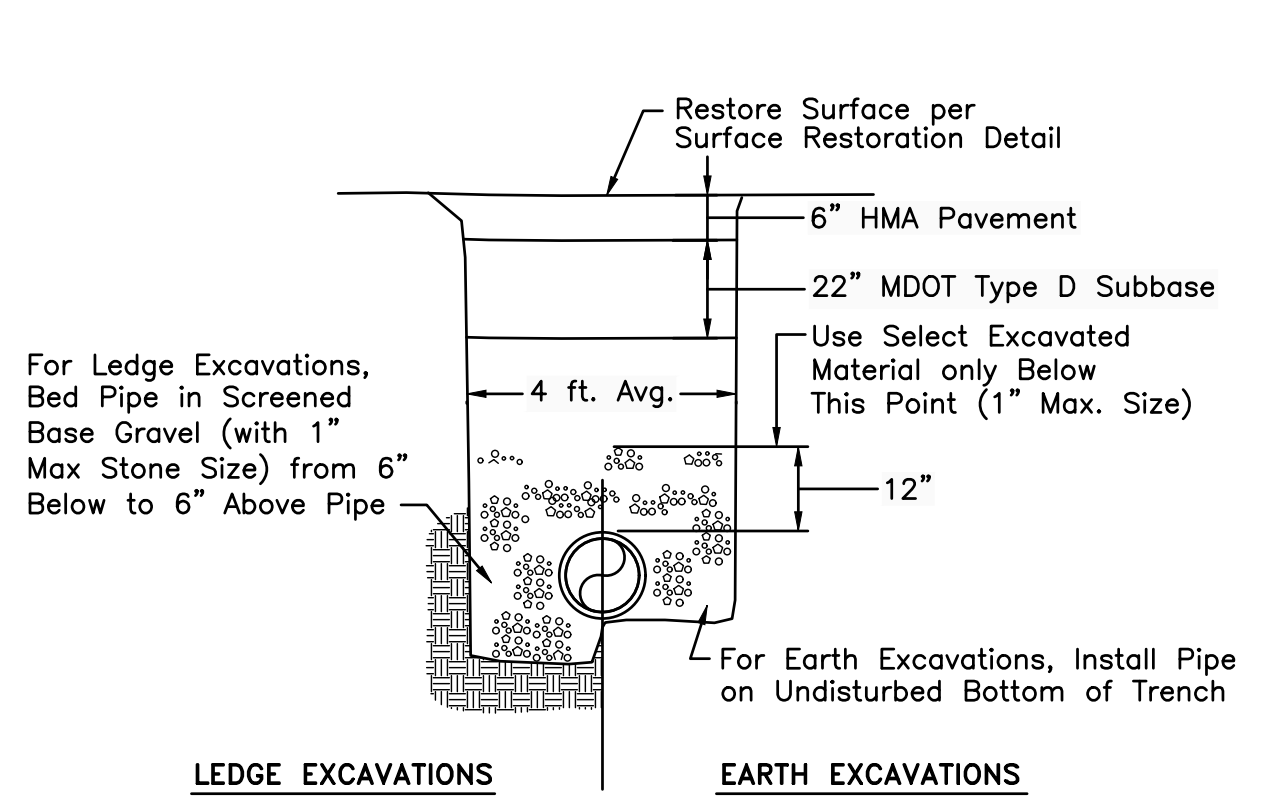
1. Base Plan & Profile provided by Maine DOT with supplemental topographic survey by Dirigo Engineering.
2. The location of the existing utilities shown on the plans were compiled from field survey and various other sources. Locations are approximate and not guaranteed to be accurate nor is it guaranteed that all utilities are shown.
3. Contractor shall design, install, and maintain Erosion Control Measures in conformance with *Maine Erosion and Sediment Control Practices Field Guide for Contractors* (latest edition). Measures shall be installed prior to any construction work.
4. Excavate Test Pits prior to start of any Construction Work. Pipe installation will not be allowed until Test Pits are completed.
5. Cleanup of Work Areas shall be done concurrently with Pipe Installation.
6. Backfilling and Compaction shall be strictly monitored. It is highly recommended that a vibratory roller be used for Compaction of all Trenches.
7. Contractor shall Coordinate with the Electric Utility regarding holding or bracing of utility poles that may need to be held during construction. Any costs related to this shall be borne by the Contractor.
8. Provide 6"—0" min. cover over new main except where noted under the stream in Profile view. Depth of cover shall be measured from the finish grade (typical).
9. Water service shall be maintained to customers at all times. Temporary services will be provided by the Water Department.
10. Utilize Field—Lok gaskets on all push-on joints within 35' of bends.

GENERAL LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	MANHOLE		PAVED ROAD OR DRIVE
	SANITARY SEWER MAIN		GRAVEL ROAD OR DRIVE
	FORCE MAIN		LIGHT
	CATCH BASIN		RETAINING WALL
	STORM DRAIN		GUARD RAIL
	CULVERT		TREE (DECIDUOUS)
	DITCH		TREE (CONIFEROUS)
	PIPE DAYLIGHT		SIGN
	TOP/BOTTOM OF SLOPE OR EDGE OF TRAVEL LANE		EDGE OF WOODS
	WATER MAIN - EXISTING		STONE WALL (FIELD)
	WATER MAIN - NEW		STONE WALL (LAWN/LANDSCAPED)
 OR 	GATE VALVE		TEST PIT
	HYDRANT		BENCH MARK
	CURB STOP		SURVEY STATION
	UTILITY POLE		PROPERTY PIN
	GUY WIRE		IRON PIN
	UNDERGROUND ELECTRICAL		GRANITE MONUMENT
	OVERHEAD ELECTRICAL		PROPERTY LINE
			RIGHT-OF-WAY

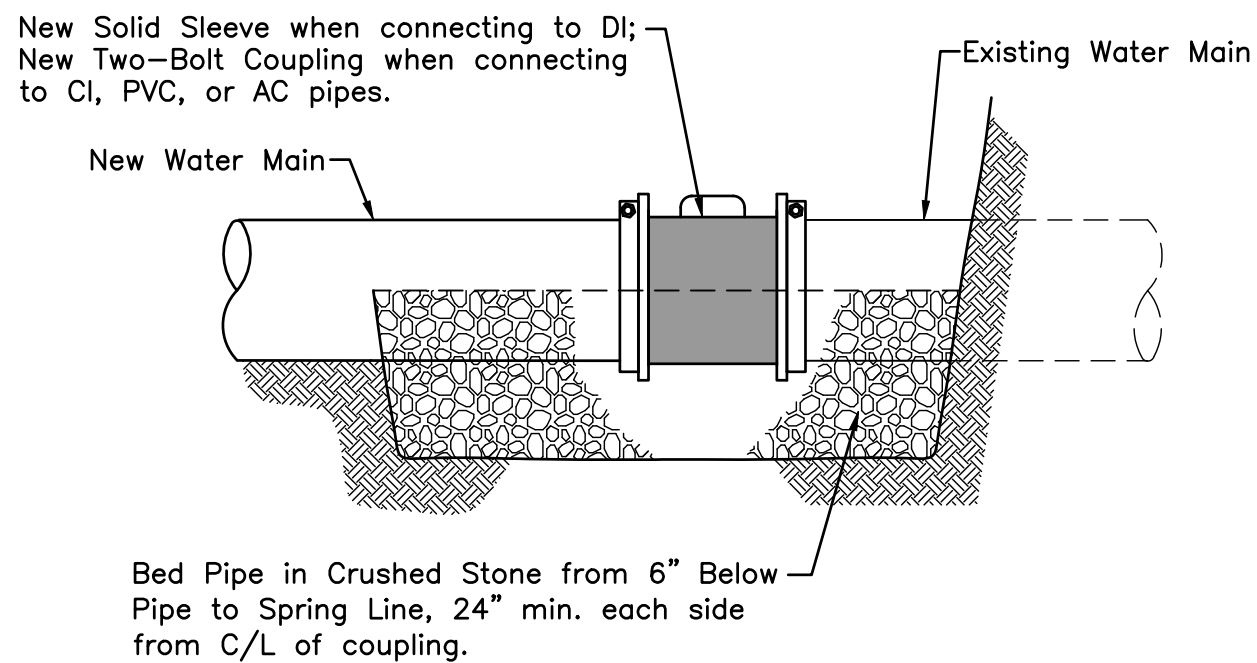
NOTE: NOT ALL ITEMS IN LEGEND WILL BE NECESSARILY SHOWN ON THE PLANS.

				TOWN OF DIXFIELD	
				DIXFIELD, MAINE	
NO.	REVISIONS	DATE		WELD ROAD BRIDGE LARGE CULVERT REPLACEMENT WIN PROJECT NO. 23672.00 PLAN & PROFILE STATION 9+50 TO 15+00	
		VERT. DATUM NAVD88			
		DATE: 6/18/25			
		DRAWN BY: AWD/JAB			
		CHECKED:			
		APPROVED:			
		FIELD BK: -			
		FILE: 01 Weld St WJ Crossing			
		PROJECT NO: 23672.00		SHEET U1	
		2 DIRIGO DRIVE, FAIRFIELD, MAINE 04937 (207) 453-2401			

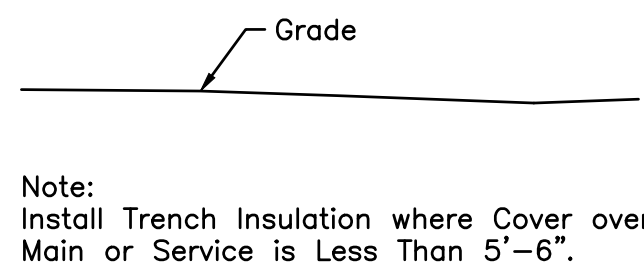


Note: Where 2 mains are installed in same trench, provide 24"± separation.

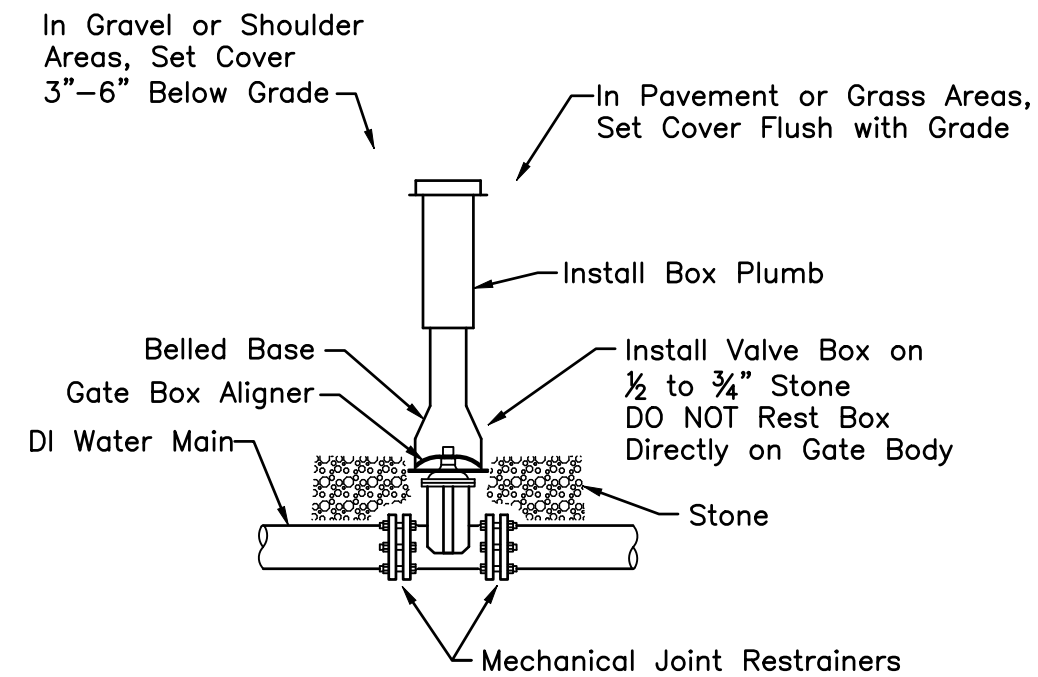
DUCTILE IRON TRENCH DETAIL
NOT TO SCALE



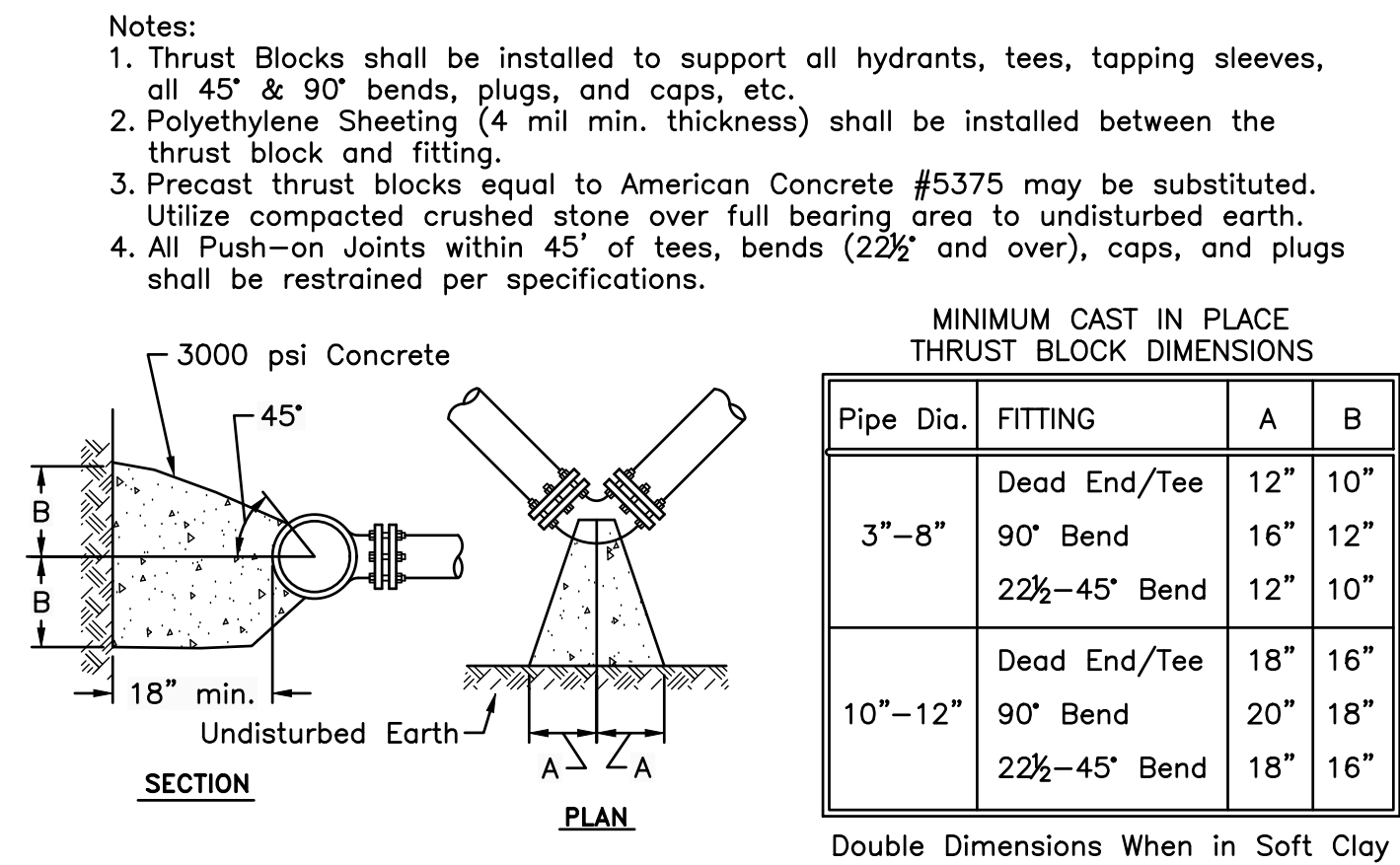
COUPLING/SOLID SLEEVE BEDDING DETAIL
NOT TO SCALE



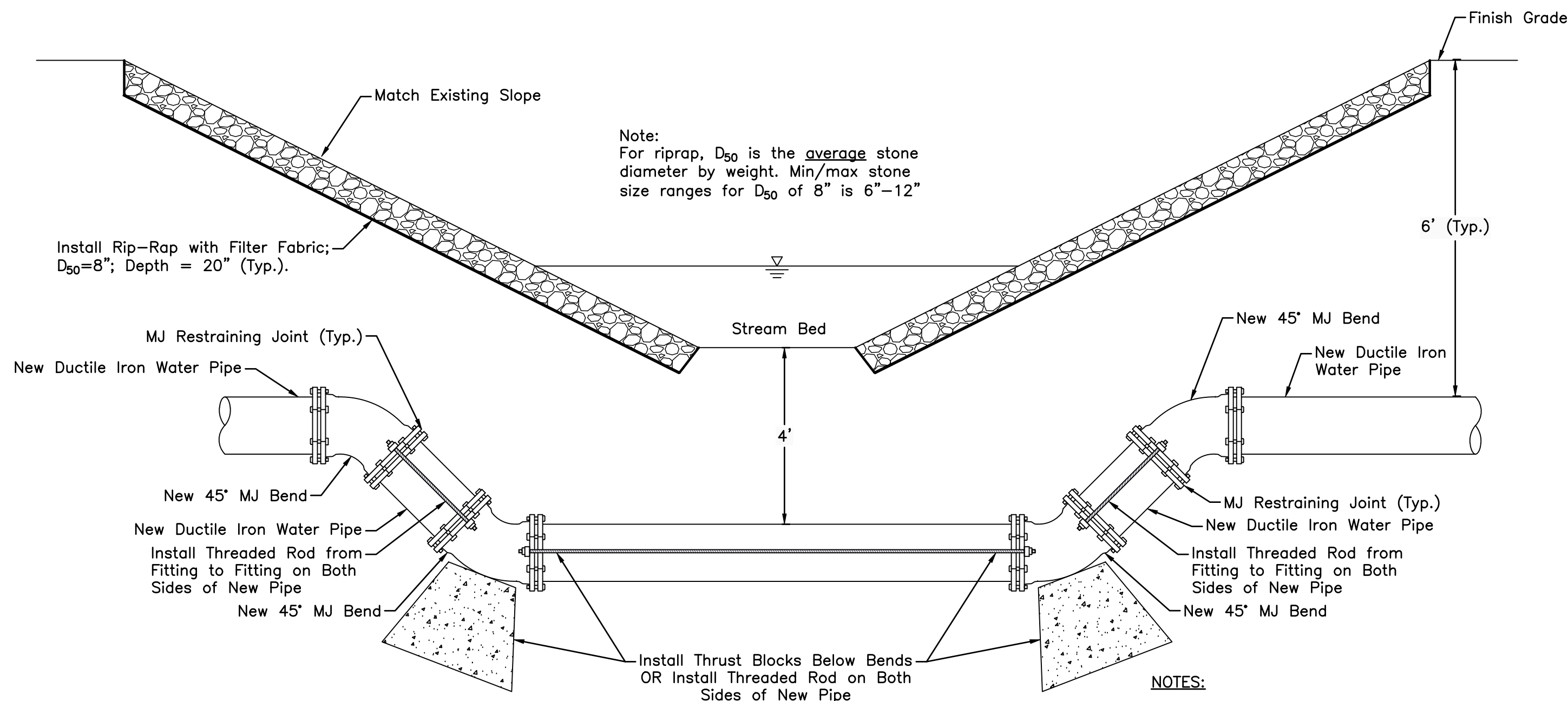
TRENCH INSULATION DETAIL
NOT TO SCALE



TYPICAL VALVE DETAIL
NOT TO SCALE

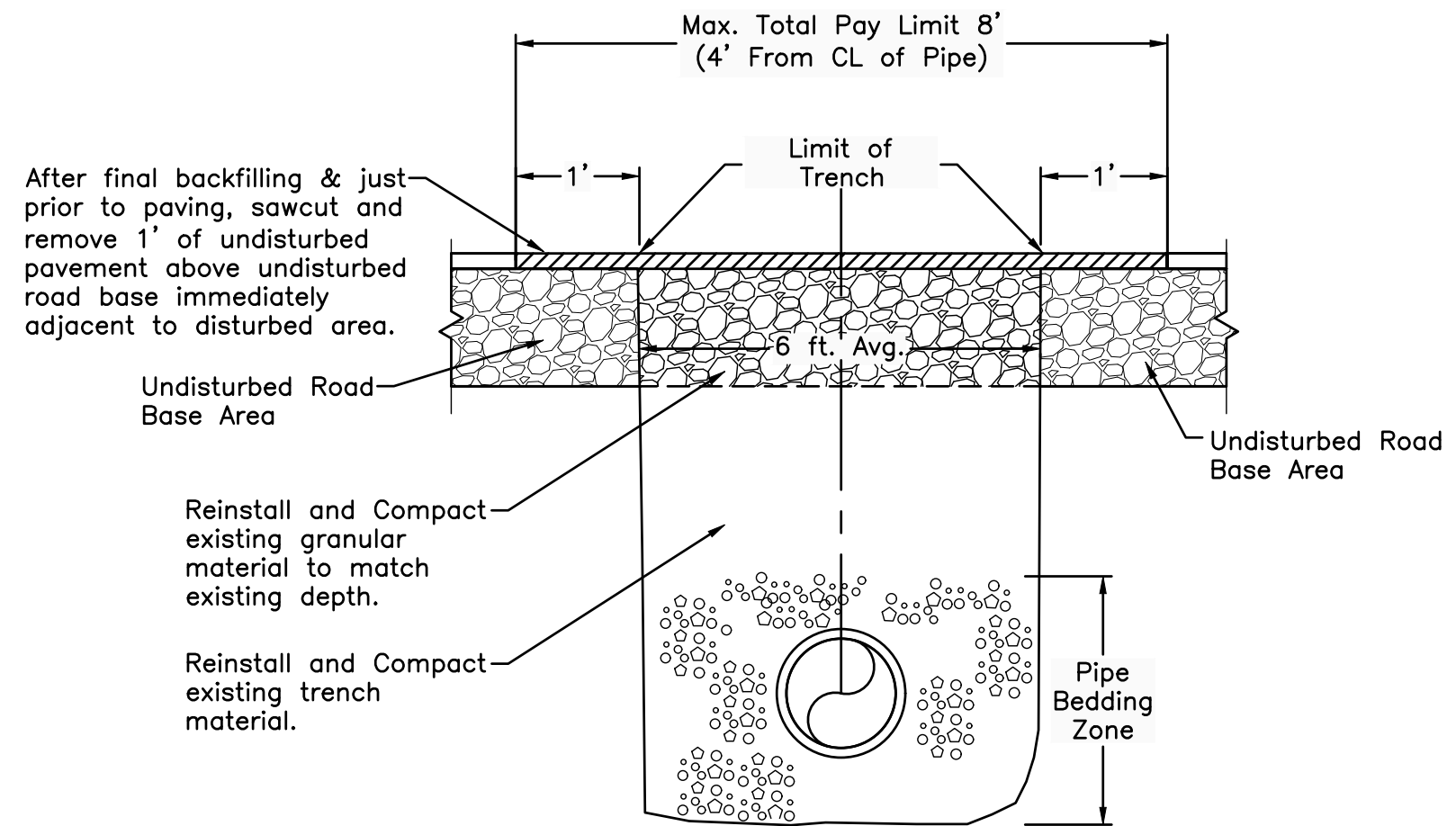


THRUST RESTRAINT DETAIL
NOT TO SCALE



STREAM CROSSING DETAIL
NOT TO SCALE

- NOTES:
- Use Field-Lok Gaskets for All Push-On Joints Within 35' of Bends
 - Insulate New WM per Trench Insulation Detail



- EXCAVATION & BACKFILL NOTES:
- Prior to any excavation in paved areas, Contractor shall sawcut areas to be excavated in neat straight lines.
 - During excavation, separate the existing gravel layer from the common excavation below. Reuse original excavated materials during backfilling, if compactable, in the order that they were removed.
 - Backfill within the pipe bedding zone shall be per Contract Documents and Trench Details.
 - Above the pipe bedding zone and below the road gravel zone, backfill material shall match surrounding soils and shall be placed and compacted in lifts not to exceed one foot.
 - Excavated material with too much water content to compact effectively shall not be used for backfill.
- PAVED SURFACE RESTORATION (OUTSIDE MAINE DOT WORK LIMITS):
- Pavement replacement shall be per the Minimum Pavement Thickness table.
 - The final sawcutting of pavement shall be performed after backfilling and compaction to the top of the existing gravel base is complete. After sawcutting and removing the additional one foot of pavement, the entire exposed gravel layer shall be once again compacted, including the undisturbed gravel portion, prior to paving.
 - The Pavement Pay Limit Shall be 3' Each Side of the Centerline of the Pipe plus the 1' Saw cut Area. Beyond the Trench Limits for a Total Maximum Pavement Pay Limit of 4' Each Side of the Centerline of the Pipe. Any Pavement beyond the 3' Limit and the 1' Sawcut area shall be replaced at the Contractor's Expense.
 - See Maine DOT pay items for work inside Maine DOT project limits.

GRAVEL SURFACE RESTORATION:
Fine Grade & Compact Gravel Surface; Install Compacted Crushed Gravel Shim at Edge of Pavement to match pavement surface and pre-construction slope.

VEGETATED SURFACE RESTORATION:
For all Lawn Areas Disturbed and Other Areas Designated on Plans, Restore Surface with 4" of Loam; Seed & Mulch Surface of Loam.

BACKFILL & SURFACE RESTORATION DETAIL
NOT TO SCALE

Pavement Thickness Requirements				
MDOT Pavement Type	MDOT Travel Lane & Shoulders	Town Roads	Driveways	Sidewalks
9.5mm	—	—	—	2"
12.5mm	6"	3.5"	3.5"	—

Note: Surface Pavement shall be machine placed.

TOWN OF DIXFIELD DIXFIELD, MAINE	
WELD ROAD BRIDGE LARGE CULVERT REPLACEMENT WIN PROJECT NO. 23672.00	
UTILITY DETAILS	
DIRIGO ENGINEERING 2 DIRIGO DRIVE, FAIRFIELD, MAINE 04937 (207) 453-2401	
SHEET U2	

NO.	REVISIONS	DATE
1	VERT. DATUM	NAVD88
2	DATE:	6/18/25
3	DRAWN BY:	AWD/uab
4	CHECKED:	
5	APPROVED:	
6	FIELD BK:	—
7	FILE:	01 Weld St WM Crossing
8	PROJECT:	#28308