

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BUXTON
YORK COUNTY
ROUTE 22

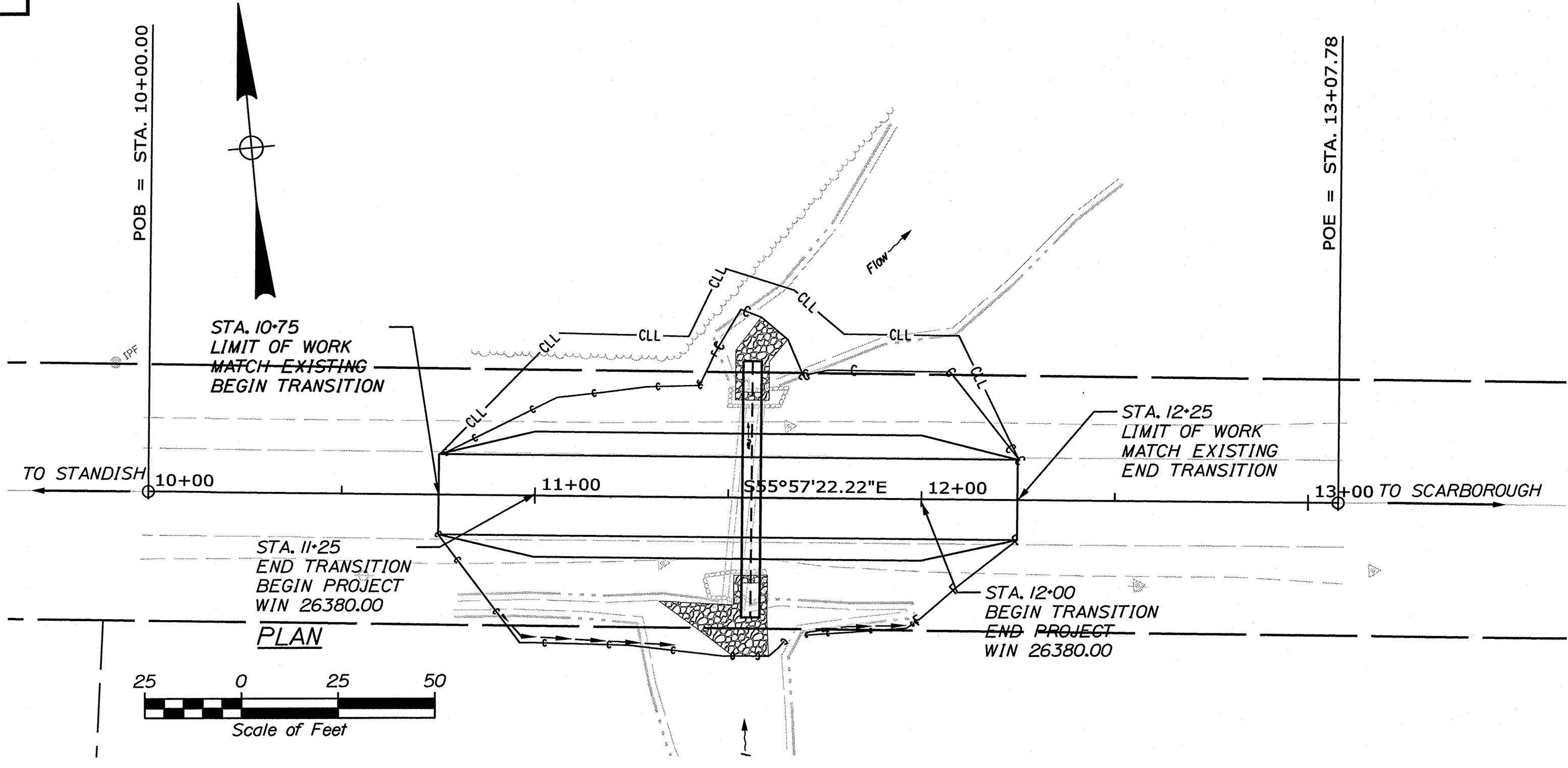
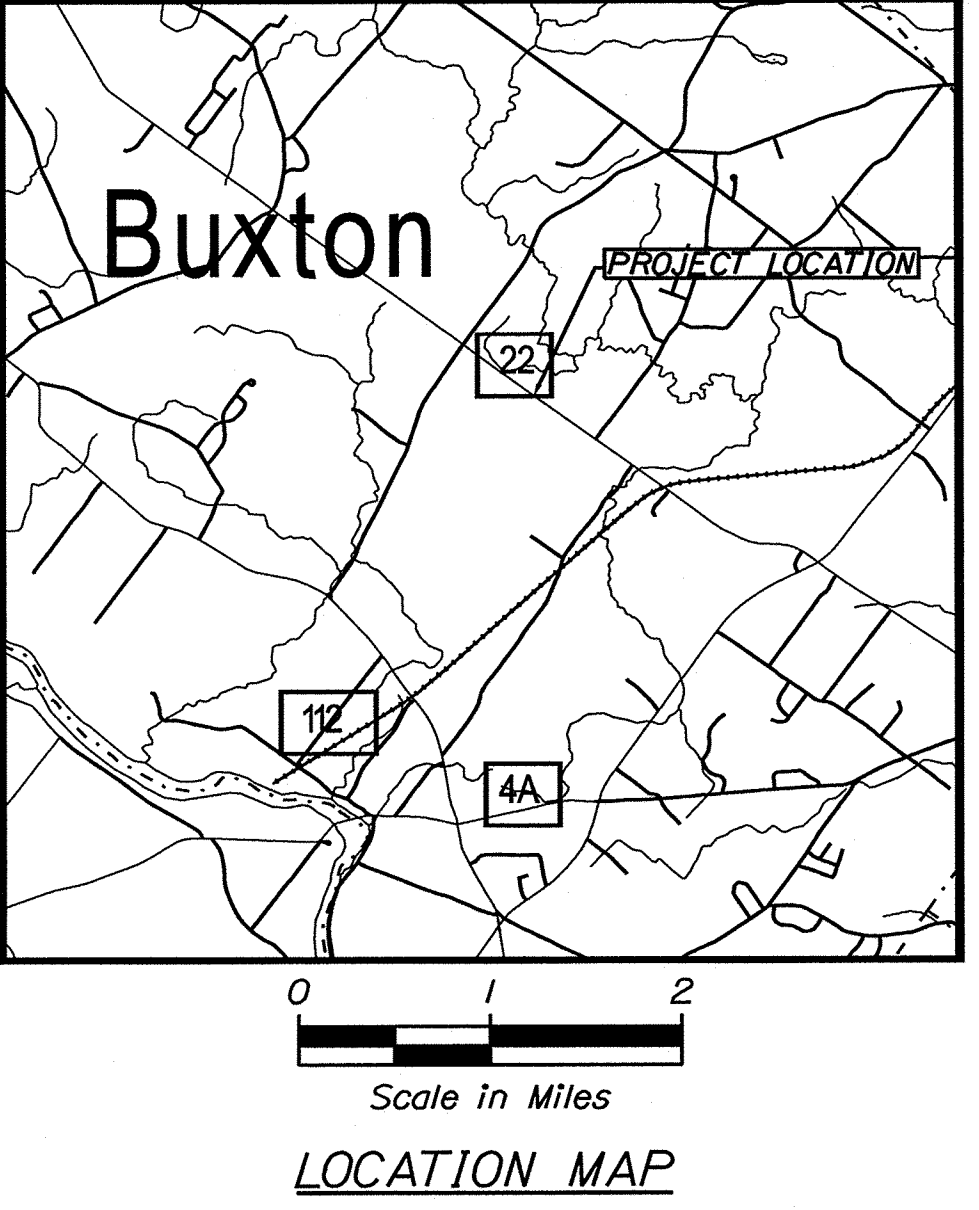
STATE PROJECT NO. 26380.00
PROJECT LENGTH: 0.03 MILES

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 Proposed	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	Conifer Deciduous	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

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Right of Way Map	15



TRAFFIC DATA

Current (2024) AADT	4960
Future (2036) AADT	5260
DHV - % of AADT	12
Design Hour Volume	635
% Heavy Trucks (AADT)	6
% Heavy Trucks (DHV)	6
Directional Distribution (DHV)	80
18-kip Equivalent P 2.0	103
18-kip Equivalent P 2.5	99
Design Speed (mph)	50
Corridor Priority	3

<u>PROJECT LOCATION:</u>	REPLACE LARGE CULVERT (#1063182) located 0.38 MI NORTHWEST OF DUNNELL ROAD.
<u>PROGRAM AREA:</u>	REGIONAL PROGRAM
<u>SCOPE OF WORK:</u>	LARGE CULVERT REPLACEMENT

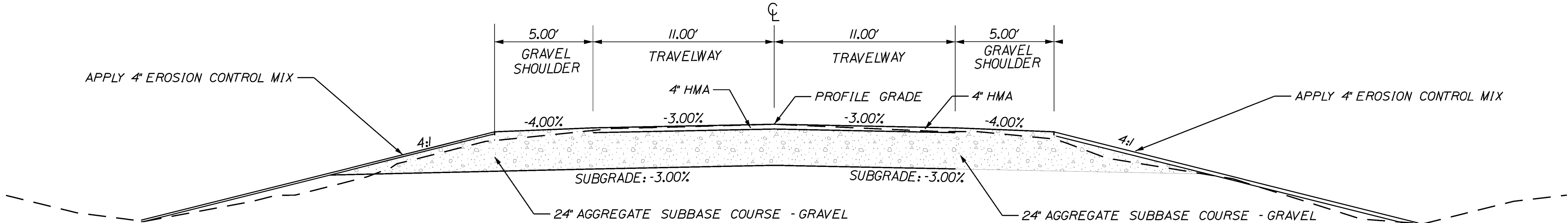
WIN 26380.00 STATE PROJECT NO. 26380.00

BUXTON
ROUTE 22
TITLE SHEET

SHEET NUMBER
1
OF 15

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>	<i>[Signature]</i>	1-6-25
CHIEF ENGINEER: <i>[Signature]</i>	<i>[Signature]</i>	1-2-2025

SIGNATURE	P.E. NUMBER	DATE
<i>[Signature]</i>	12/30/2024	
PROJECT INFORMATION	PROJECT RESIDENT	CONTRACTOR
PROGRAM	DESIGNER	CONSULTANT
REGIONAL PROGRAM	RYAN HOOGAN	YUSUF SULTAN
PROJECT MANAGER		
DESIGNER		
CONSULTANT		
PROJECT RESIDENT		
CONTRACTOR		
PROJECT COMPLETION DATE		



NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE GRAVEL QUANTITY 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 THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STATE PROJECT NO. 2638000
WIN 26380.00
HIGHWAY PLANS

PROJ. MANAGER	LARAY	HAMILTON	YUSUF	SULTAN	DATE	BY	SIGNATURE
DESIGN-DETAILED							
CHECKED-REVIEWED							
DESIGN-DETAILED							
DESIGN-DETAILED							
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4							
FIELD CHANGES							

BUXTON ROUTE 22
TYPICAL SECTIONS

SHEET NUMBER
2
OF 15

NOT TO SCALE

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 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.
4. 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.
5. 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 MAYBE ALTERED BY THE RESIDENT.
6. 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 SPECIFIED IN STANDARD SPECIFICATION 703.19.
- 7.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.
8. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
9. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER,OR DIRECTED BY THE RESIDENT.
- 10.DIRTY BORROW HAS BEEN ESTIMATED FOR ALL DISTURBED SLOPE AREAS OTHER THAN LAWN AREAS. ACTUAL PLACEMENT OF DIRTY BORROW SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
11. UNLESS OTHERWISE NOTED SEEDING METHOD NO.1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING NO.2 SHALL BE UTILIZED ON ALL OTHER AREAS.
- 12.GRUBBING IN FILL AREAS HAS BEEN SHOWN IN 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.

- 13.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.
14. 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.
- 15.THE PROJECT GEOTECHNICAL REPORT TITLED "GEOTECHNICAL DESIGN REPORT FOR THE REPLACEMENT OF LARGE CULVERT #1063182, SOILS REPORT 2024-38, NOVEMBER 13, 2024 CAN BE ACCESSED AT THE MAINEDOT WEBSITE HTTP://WWW.MAINE.GOV/MDOT/CONTRACTORS/.
16. 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 CONCLUSION 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.
17. AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.
18. 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.
- 19.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.

CONSTRUCTION NOTES

1. JOINTS BETWEEN EXISTING AND PROPOSED PAVEMENT SHALL BE SAW CUT, AND WILL BE CONSIDERED INCIDENTAL TO THE PAVING ITEMS.(STANDARD SPECIFICATION 401.16).
2. 652.35 CONSTRUCTION SIGNS ARE PRORATED BETWEEN WIN 26380.00 AND WIN 26382.00.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STATE PROJECT NO. 2638000

WIN
026380.00
HIGHWAY PLANS

PROJ. MANAGER LARAY HAMILTON

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGN-DETAILED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

YUSUF SULAM

DATE

BY

SIGNATURE

P.E. NUMBER

DATE

FEB 2023

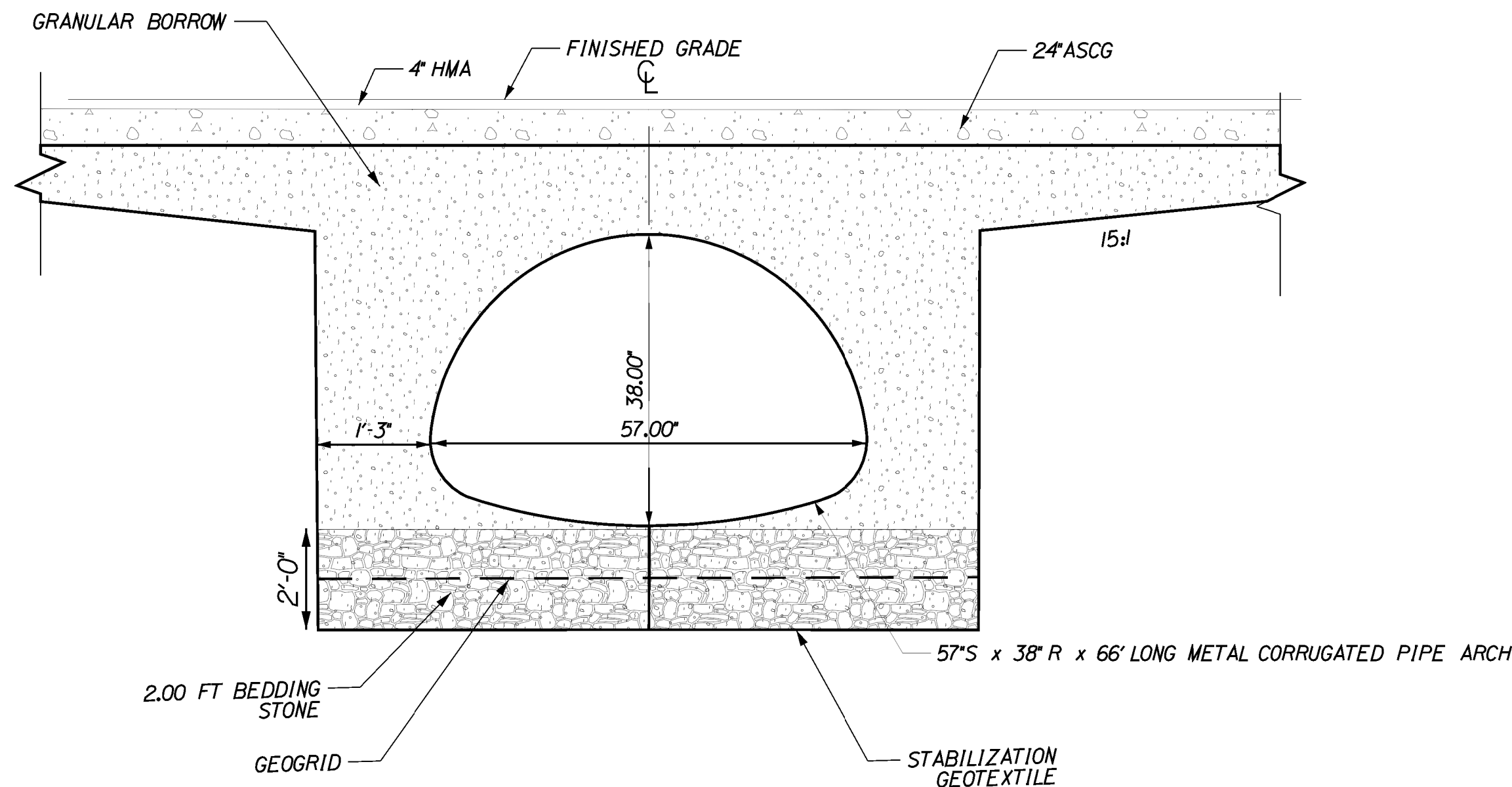
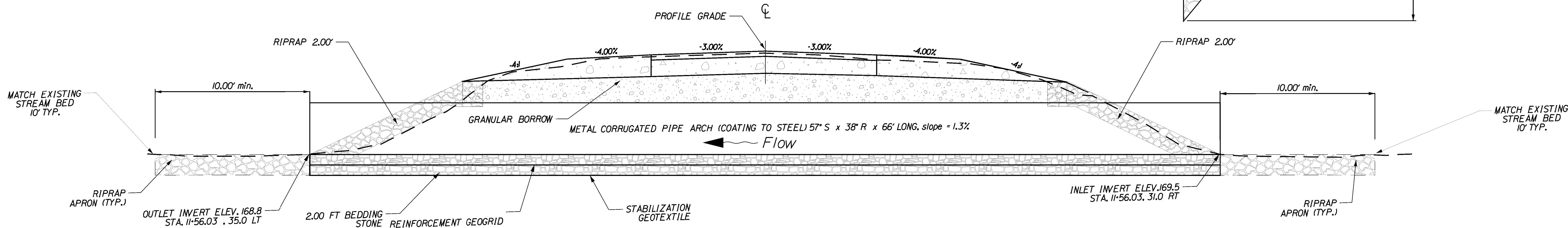
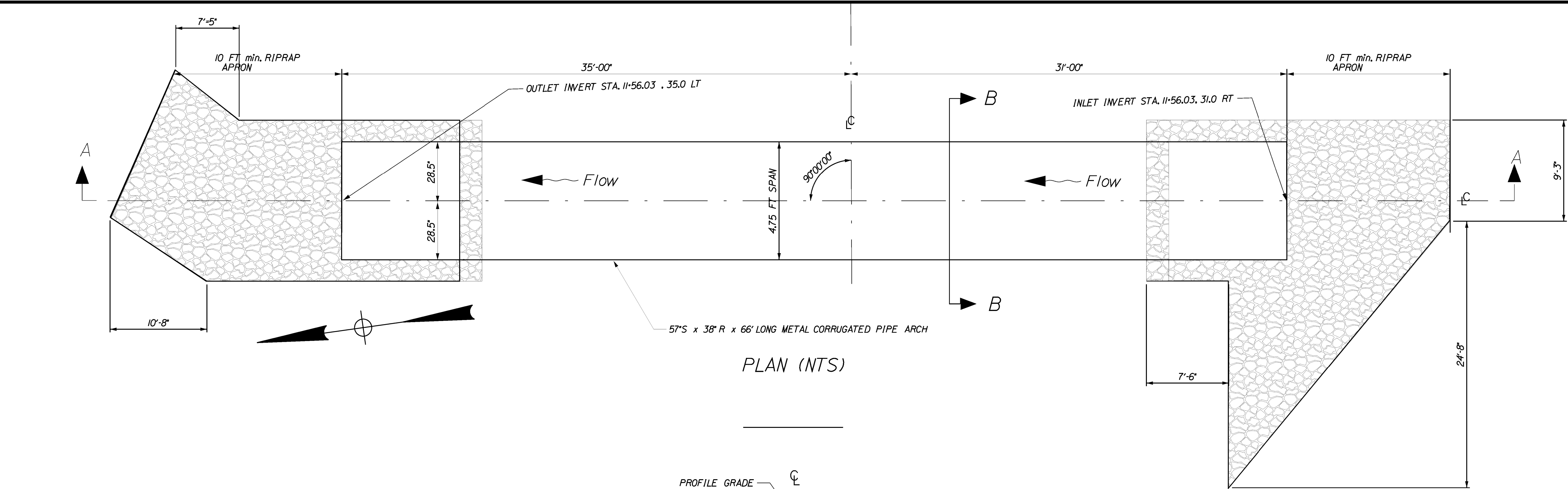
BUXTON
ROUTE 22

GENERAL NOTES

SHEET NUMBER

4

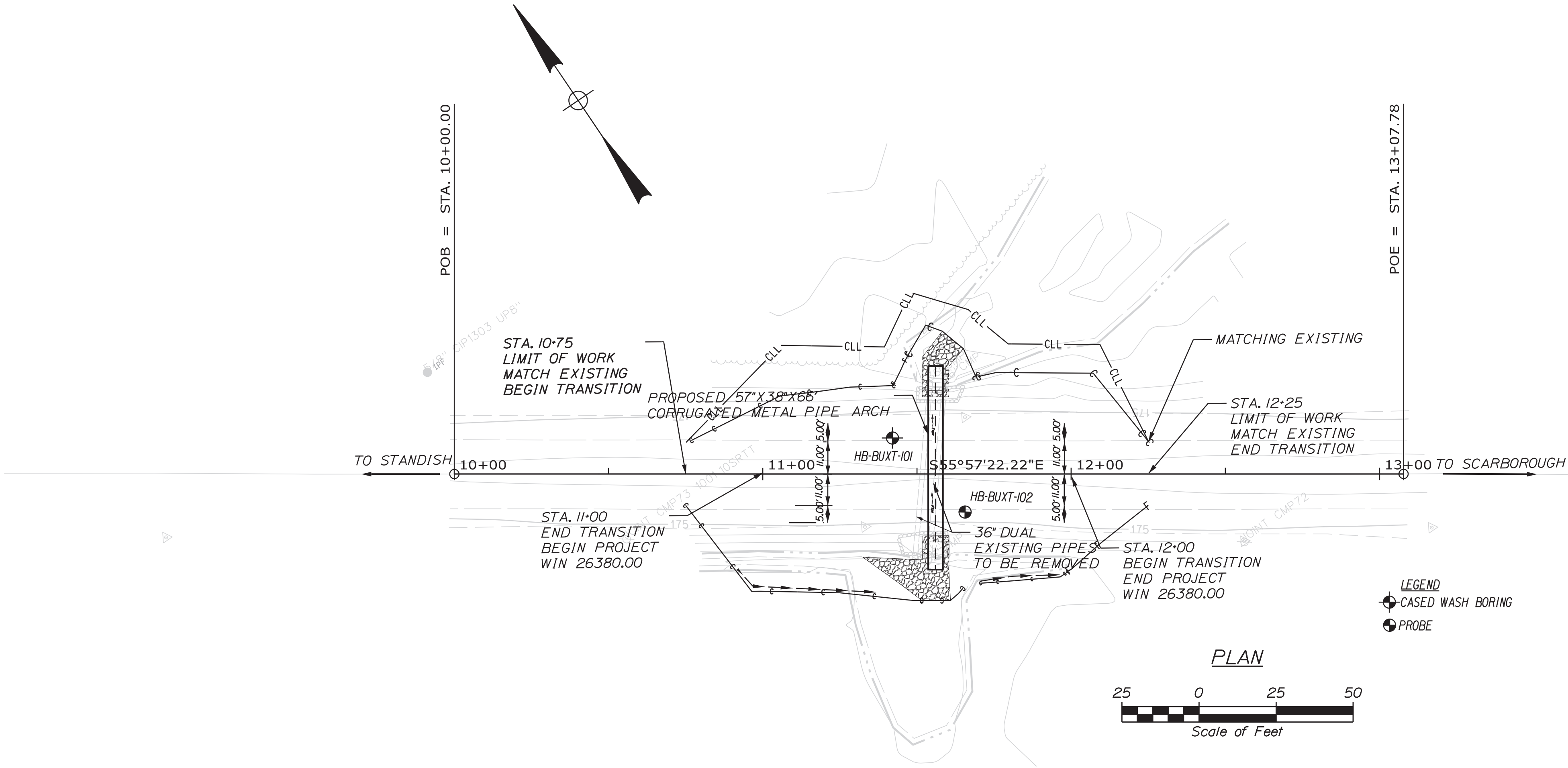
OF 15



METAL CORRUGATED ARCH PIPE NOTES

1. THE PIPE ARCH UNIT SHALL BE DESIGNED TO CARRY CONSTRUCTION LOADINGS WITH A MINIMUM FILL COVER OF 18".
2. THE PIPE ARCH CULVERT SHALL BE BEDDED ON A 2" THICK GEOTEXTILE WRAPPED CULVERT BEDDING STONE WITH A LAYER OF GEOGRID AT THE CENTER. PAYMENT WILL BE MADE UNDER THE APPROPRIATE CONTRACT ITEMS.
3. STABILIZATION GEOTEXTILE SHALL BE OVERLAPPED A MINIMUM OF 3'.
4. THE REINFORCEMENT GEOGRID SHALL MEET THE REQUIREMENTS OF SPECIAL PROVISION 620.
5. THE SOFT SOILS AT THE BEDDING ELEVATION SHOULD BE EXCAVATED USING A SMOOTH-EDGED BACKHOE BUCKET TO MINIMIZE DISTURBANCE TO THE SOFT SOILS AT THE SITE. ANY DISTURBED SOILS AT THE BEDDING ELEVATION RESULTING FROM EXCAVATION ACTIVITIES SHOULD BE REMOVED BY HAND PRIOR TO THE GEOTEXTILE WRAPPED, GEOGRID REINFORCED, CRUSHED STONE MAT.
6. COFFERDAMS ARE TO BE PLACED AT BOTH THE DOWNSTREAM AND UPSTREAM ENDS OF THE STRUCTURE TO ALLOW WATER TO BE PUMPED AND REMOVED DURING CONSTRUCTION OF THE CULVERT.
7. RIPRAP WILL BE USED TO INSLOPE AROUND THE CULVERT ENDS AT BOTH THE INLET AND OUTLET. SEE PLAN FOR LOCATIONS.
8. ANY DISTURBANCE TO WETLAND AREAS NOT SHOWN ON THE PLANS SHALL BE REPAIRED TO PRECONSTRUCTION CONDITIONS TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, PERSONNEL AND MATERIALS NECESSARY TO MAKE REPAIRS SHALL BE AT THE CONTRACTORS EXPENSE.
9. ALL DREDGE MATERIAL SHALL BE REUSED ON SITE AS APPROVED BY THE RESIDENT.
10. VOIDS IN RIPRAP APRONS AT THE CULVERT INLET AND OUTLET SHALL BE FILLED WITH SALVAGED STREAMBED OR OTHER MATERIAL APPROVED BY THE RESIDENT, TAMPED AND WASHED-IN.

SHEET NUMBER				5				OF 15					
BUXTON ROUTE 22 SPECIAL DETAILS CORRUGATED METAL PIPE ARCH				PROJ. MANAGER LARAY HAMILTON		BY		DATE		STATE OF MAINE DEPARTMENT OF TRANSPORTATION 02638000 WIN 026380.00 HIGHWAY PLANS			
				DESIGN-DETAILED		Y. SULTAN							
				CHECKED-REVIEWED				SIGNATURE					
				DESIGN2-DETAILED2									
				DESIGN3-DETAILED3				P.E. NUMBER					
				REVISIONS 1									
				REVISIONS 2									
				REVISIONS 3									
				REVISIONS 4									
				FIELD CHANGES				DATE					



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

26380.00

WIN
26380.00

HIGHWAY PLANS

STATE OF MAINE
Cody A. Russell
15886
LICENSED PROFESSIONAL ENGINEER

Cody A. Russell
SIGNATURE
15886
P.E. NUMBER
12/30/2024
DATE

PROJ. MANAGER

DESIGN-DETAILED

DESIGN-REVIEWED

DESIGN-DETAILED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

BY

DATE

NOV 2024

T. WHITE

Y. T. LEE

PROJ. MANAGER

DESIGN-DETAILED

DESIGN-REVIEWED

DESIGN-DETAILED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

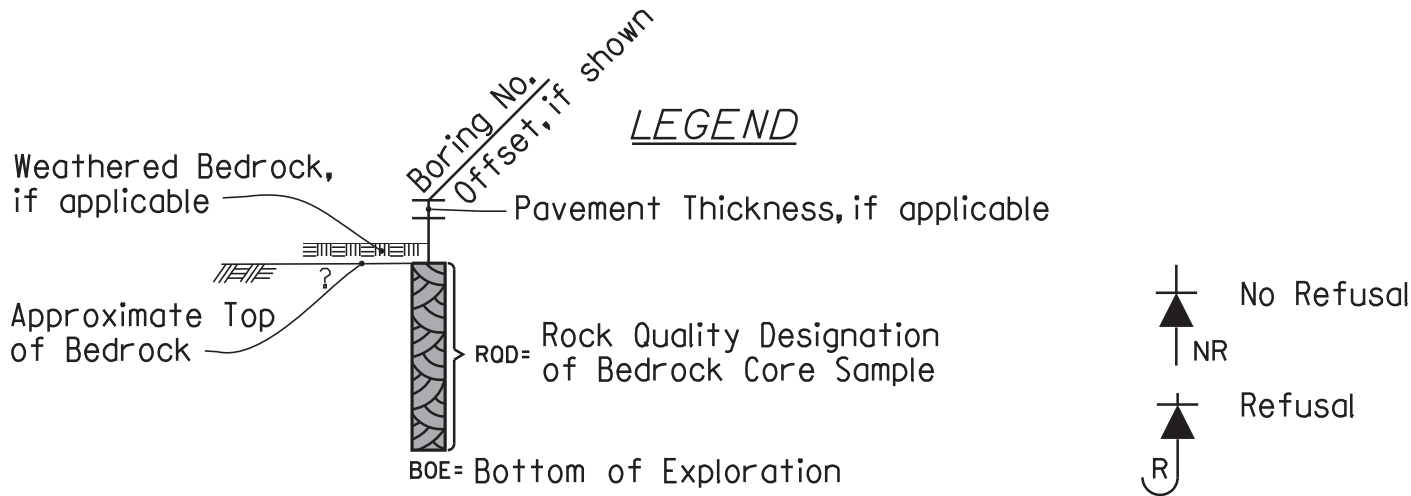
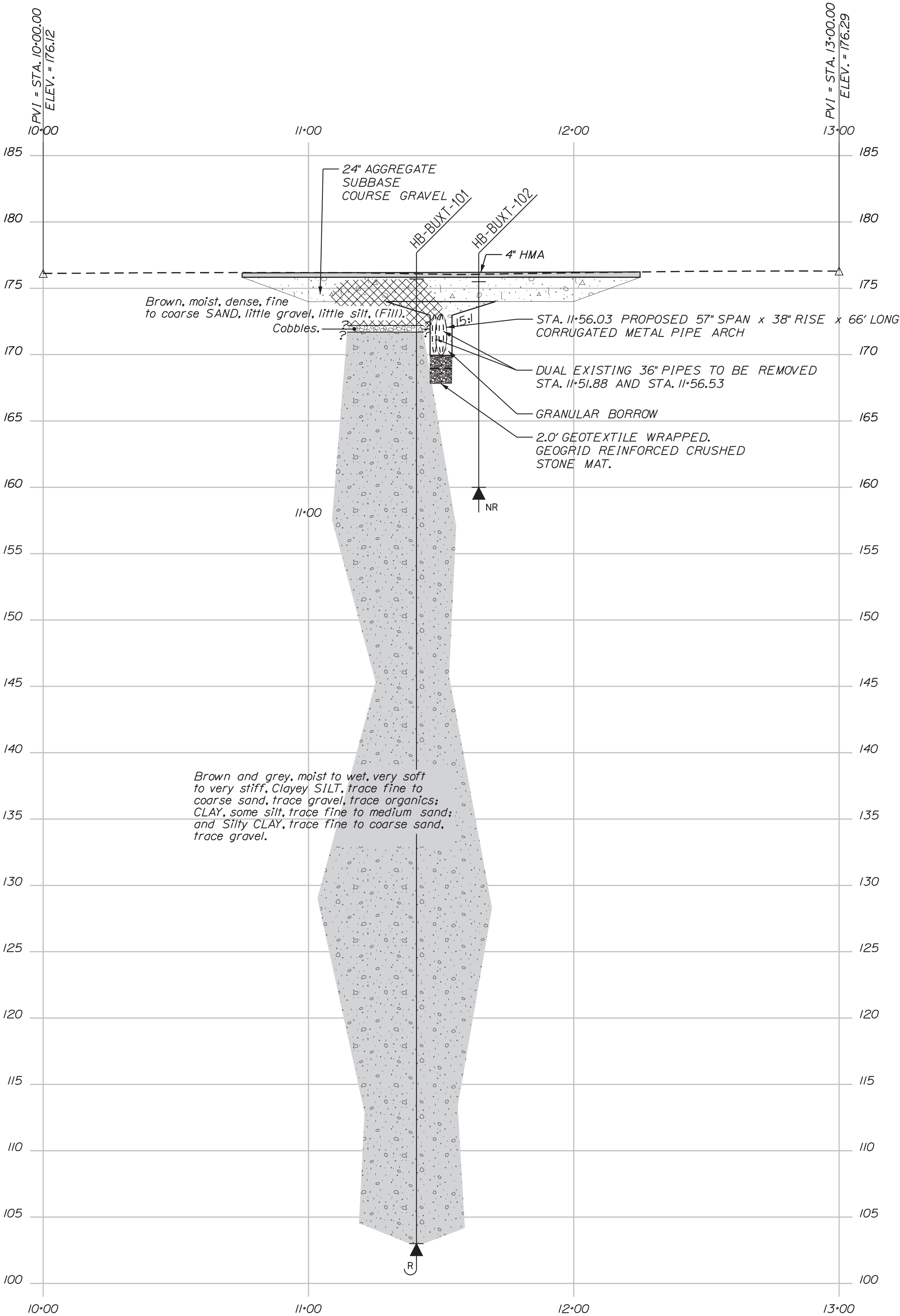
BUXTON
ROUTE 22

BORING LOCATION PLAN

SHEET NUMBER

6

OF 15

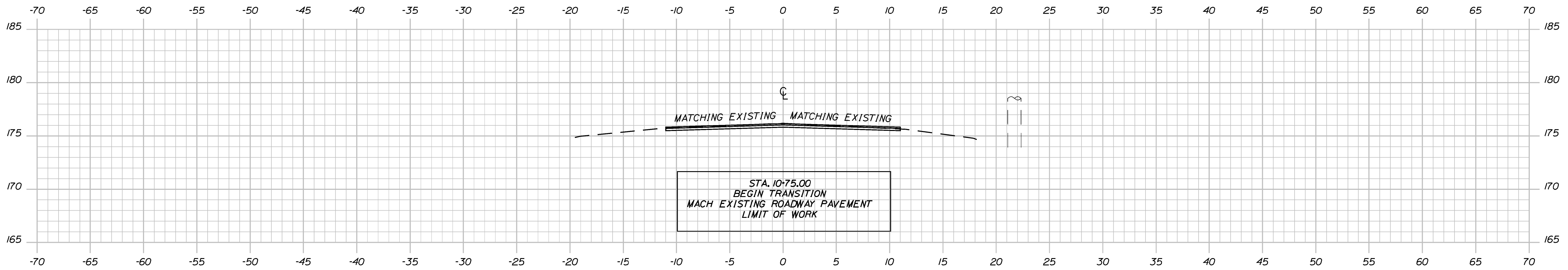


Note: This generalized interpretive soil profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil and bedrock transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		26380.00		WIN 26380.00		HIGHWAY PLANS	
		Cody A. Russell		SIGNATURE		15886	
		NOV 2024		DATE		12/30/2024	
PROJECT MANAGER CHECKED-REVIEWED DESIGNED-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES		BY T. WHITE Y. T. LEE		DATE NOV 2024		P.E. NUMBER 15886	
BUXTON ROUTE 22 INTERPRETIVE SUBSURFACE PROFILE		SHEET NUMBER 7					
		OF 15					

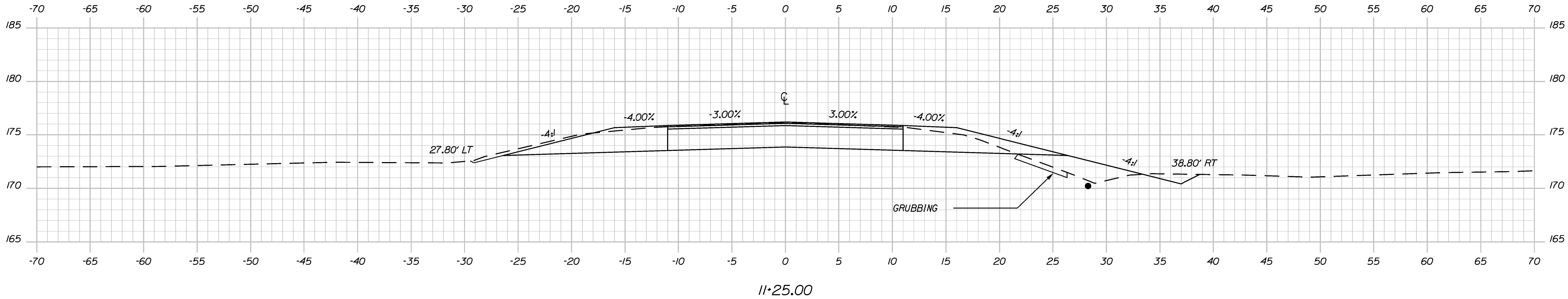
Maine Department of Transportation										Project: Large Culvert #105182 Replacement on Route 22 Location: Burton, Maine		Boring No.: HB-BUXT-102	
Soil/Bore Exploration Log US CUSTOMARY UNITS										WIN:		26380.00	
Drilling Contractor: W&BDDT				Elevation (ft.):		175.5		Auger ID/OD:		5" Dia.			
Operator: Daggett				Datum:		NAVD88		Sampler:		N/A			
Logged By: B. Willner				Rig Type:		CME 45C		Hammer Wt./Fall:		N/A			
Date Start/Finish: 9/8/2021 12:10-13:10				Drilling Method:		Solid Stem Auger		Core Barrel:		N/A			
Boring Location: 11+64.2, 12.0 ft Rt.				Coating ID/OD:		N/A		Water Level:		None Observed			
Test Results = Split-Spoon Sample S = Sample of Auger Flights MS = Unsuccessful Split-Spoon Sample Attempt W = Unsuccessful Field Vane Shear Test Attempt V = Field Vane Shear Test H = Hand-Dug Material				M = Unsuccessful Mini-Rot Tube Sample Attempt R = Rock Core Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Core WH = Weight of 140lb. Hammer HSC = Height of 30in. or Greater				Wp = Weight of 1 Person Sp = Peak/Retained Field Vane Undrained Shear Strength (psf) Sp(1p) = 10 lb. Vane Undrained Shear Strength (psf) Cp = Unconfined Compressive Strength (psf) Hv = Horizontal Field Vane Shear Strength (psf) Tw = Torque Shear Strength (psf) Wt = Water Content (percent)					
Sample Information													
Depth (ft.)	Sample No.	Pen./Reco. (ft.)	Sample Depth (ft.)	Blow C/S (in)	Shear Strength (psf)	Gr. Resist. (lb)	Pen. (lb)	Pen. (lb)	Coating Blow	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ASTM and Unified Class
0													
5													
10													
15										160.0		Bottom of Exploration at 15.5 feet below ground surface. NO REFUGA.	15.5
20													
25													
Laboratory													
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-BUXT-102													

BUXTON ROUTE 22 BORING LOGS	SHEET NUMBER		8		OF 15	
	PROJ. MANAGER		BY		DATE	
	CHECKED-REVIEWED					
	DESIGN2-DETAILED2	Y LILEE	T WHITE		DEC 2024	
	DESIGN3-DETAILED3					
				SIGNATURE		
				P.E. NUMBER		
				DATE		
				REVISED		
				FIELD CHANGES		



10+75.00

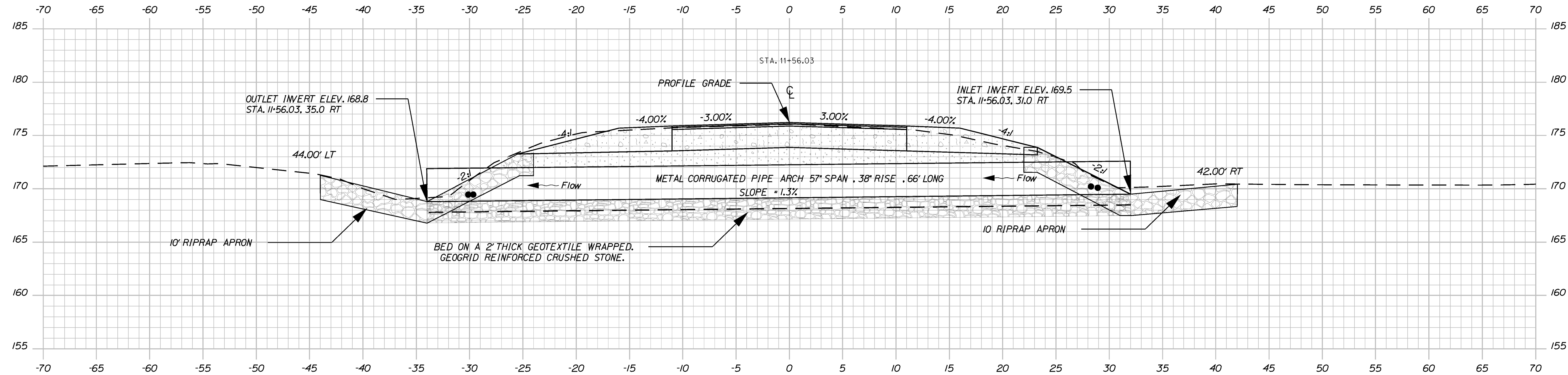
Sta. 10+75.00 to Sta. 11+00.00



Sta. 11+25.00 to Sta. 11+50.00

11	SHEET NUMBER	BUXTON ROUTE 22 CROSS SECTIONS	PROJ. MANAGER \$PROJMANAGER\$ BY \$BY\$ DATE \$DATE\$	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2638000
			CHECKED-DRAWN \$CHECKED-DRAWN\$ DESIGNED \$DESIGNED\$ REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES \$FIELDCHANGES\$	\$DESIGNER1\$ \$DESIGNER2\$ \$DESIGNER3\$ \$DESIGNER4\$ \$DESIGNER5\$ \$DESIGNER6\$ \$DESIGNER7\$ \$DESIGNER8\$ \$DESIGNER9\$ \$DESIGNER10\$ \$DESIGNER11\$ \$DESIGNER12\$ \$DESIGNER13\$ \$DESIGNER14\$ \$DESIGNER15\$ \$DESIGNER16\$ \$DESIGNER17\$ \$DESIGNER18\$ \$DESIGNER19\$ \$DESIGNER20\$ \$DESIGNER21\$ \$DESIGNER22\$ \$DESIGNER23\$ \$DESIGNER24\$ \$DESIGNER25\$ \$DESIGNER26\$ \$DESIGNER27\$ \$DESIGNER28\$ \$DESIGNER29\$ \$DESIGNER30\$ \$DESIGNER31\$ \$DESIGNER32\$ \$DESIGNER33\$ \$DESIGNER34\$ \$DESIGNER35\$ \$DESIGNER36\$ \$DESIGNER37\$ \$DESIGNER38\$ \$DESIGNER39\$ \$DESIGNER40\$ \$DESIGNER41\$ \$DESIGNER42\$ \$DESIGNER43\$ \$DESIGNER44\$ \$DESIGNER45\$ \$DESIGNER46\$ \$DESIGNER47\$ \$DESIGNER48\$ \$DESIGNER49\$ \$DESIGNER50\$ \$DESIGNER51\$ \$DESIGNER52\$ \$DESIGNER53\$ \$DESIGNER54\$ \$DESIGNER55\$ \$DESIGNER56\$ \$DESIGNER57\$ \$DESIGNER58\$ \$DESIGNER59\$ \$DESIGNER60\$ \$DESIGNER61\$ \$DESIGNER62\$ \$DESIGNER63\$ \$DESIGNER64\$ \$DESIGNER65\$ \$DESIGNER66\$ \$DESIGNER67\$ \$DESIGNER68\$ \$DESIGNER69\$ \$DESIGNER70\$ \$DESIGNER71\$ \$DESIGNER72\$ \$DESIGNER73\$ \$DESIGNER74\$ \$DESIGNER75\$ \$DESIGNER76\$ \$DESIGNER77\$ \$DESIGNER78\$ \$DESIGNER79\$ \$DESIGNER80\$ \$DESIGNER81\$ \$DESIGNER82\$ \$DESIGNER83\$ \$DESIGNER84\$ \$DESIGNER85\$ \$DESIGNER86\$ \$DESIGNER87\$ \$DESIGNER88\$ \$DESIGNER89\$ \$DESIGNER90\$ \$DESIGNER91\$ \$DESIGNER92\$ \$DESIGNER93\$ \$DESIGNER94\$ \$DESIGNER95\$ \$DESIGNER96\$ \$DESIGNER97\$ \$DESIGNER98\$ \$DESIGNER99\$ \$DESIGNER100\$ \$DESIGNER101\$ \$DESIGNER102\$ \$DESIGNER103\$ \$DESIGNER104\$ \$DESIGNER105\$ \$DESIGNER106\$ \$DESIGNER107\$ \$DESIGNER108\$ \$DESIGNER109\$ \$DESIGNER110\$ \$DESIGNER111\$ \$DESIGNER112\$ \$DESIGNER113\$ \$DESIGNER114\$ \$DESIGNER115\$ \$DESIGNER116\$ \$DESIGNER117\$ \$DESIGNER118\$ \$DESIGNER119\$ \$DESIGNER120\$ \$DESIGNER121\$ \$DESIGNER122\$ \$DESIGNER123\$ \$DESIGNER124\$ \$DESIGNER125\$ \$DESIGNER126\$ \$DESIGNER127\$ \$DESIGNER128\$ \$DESIGNER129\$ \$DESIGNER130\$ \$DESIGNER131\$ \$DESIGNER132\$ \$DESIGNER133\$ \$DESIGNER134\$ \$DESIGNER135\$ \$DESIGNER136\$ \$DESIGNER137\$ \$DESIGNER138\$ \$DESIGNER139\$ \$DESIGNER140\$ \$DESIGNER141\$ \$DESIGNER142\$ \$DESIGNER143\$ \$DESIGNER144\$ \$DESIGNER145\$ \$DESIGNER146\$ \$DESIGNER147\$ \$DESIGNER148\$ \$DESIGNER149\$ \$DESIGNER150\$ \$DESIGNER151\$ \$DESIGNER152\$ \$DESIGNER153\$ \$DESIGNER154\$ \$DESIGNER155\$ \$DESIGNER156\$ \$DESIGNER157\$ \$DESIGNER158\$ \$DESIGNER159\$ \$DESIGNER160\$ \$DESIGNER161\$ \$DESIGNER162\$ \$DESIGNER163\$ \$DESIGNER164\$ \$DESIGNER165\$ \$DESIGNER166\$ \$DESIGNER167\$ \$DESIGNER168\$ \$DESIGNER169\$ \$DESIGNER170\$ \$DESIGNER171\$ \$DESIGNER172\$ \$DESIGNER173\$ \$DESIGNER174\$ \$DESIGNER175\$ \$DESIGNER176\$ \$DESIGNER177\$ \$DESIGNER178\$ \$DESIGNER179\$ \$DESIGNER180\$ \$DESIGNER181\$ \$DESIGNER182\$ \$DESIGNER183\$ \$DESIGNER184\$ \$DESIGNER185\$ \$DESIGNER186\$ \$DESIGNER187\$ \$DESIGNER188\$ \$DESIGNER189\$ \$DESIGNER190\$ \$DESIGNER191\$ \$DESIGNER192\$ \$DESIGNER193\$ \$DESIGNER194\$ \$DESIGNER195\$ \$DESIGNER196\$ \$DESIGNER197\$ \$DESIGNER198\$ \$DESIGNER199\$ \$DESIGNER200\$ \$DESIGNER201\$ \$DESIGNER202\$ \$DESIGNER203\$ \$DESIGNER204\$ \$DESIGNER205\$ \$DESIGNER206\$ \$DESIGNER207\$ \$DESIGNER208\$ \$DESIGNER209\$ \$DESIGNER210\$ \$DESIGNER211\$ \$DESIGNER212\$ \$DESIGNER213\$ \$DESIGNER214\$ \$DESIGNER215\$ \$DESIGNER216\$ \$DESIGNER217\$ \$DESIGNER218\$ \$DESIGNER219\$ \$DESIGNER220\$ \$DESIGNER221\$ \$DESIGNER222\$ \$DESIGNER223\$ \$DESIGNER224\$ \$DESIGNER225\$ \$DESIGNER226\$ \$DESIGNER227\$ \$DESIGNER228\$ \$DESIGNER229\$ \$DESIGNER230\$ \$DESIGNER231\$ \$DESIGNER232\$ \$DESIGNER233\$ \$DESIGNER234\$ \$DESIGNER235\$ \$DESIGNER236\$ \$DESIGNER237\$ \$DESIGNER238\$ \$DESIGNER239\$ \$DESIGNER240\$ \$DESIGNER241\$ \$DESIGNER242\$ \$DESIGNER243\$ \$DESIGNER244\$ \$DESIGNER245\$ \$DESIGNER246\$ \$DESIGNER247\$ \$DESIGNER248\$ \$DESIGNER249\$ \$DESIGNER250\$ \$DESIGNER251\$ \$DESIGNER252\$ \$DESIGNER253\$ \$DESIGNER254\$ \$DESIGNER255\$ \$DESIGNER256\$ \$DESIGNER257\$ \$DESIGNER258\$ \$DESIGNER259\$ \$DESIGNER260\$ \$DESIGNER261\$ \$DESIGNER262\$ \$DESIGNER263\$ \$DESIGNER264\$ \$DESIGNER265\$ \$DESIGNER266\$ \$DESIGNER267\$ \$DESIGNER268\$ \$DESIGNER269\$ \$DESIGNER270\$ \$DESIGNER271\$ \$DESIGNER272\$ \$DESIGNER273\$ \$DESIGNER274\$ \$DESIGNER275\$ \$DESIGNER276\$ \$DESIGNER277\$ \$DESIGNER278\$ \$DESIGNER279\$ \$DESIGNER280\$ \$DESIGNER281\$ \$DESIGNER282\$ \$DESIGNER283\$ \$DESIGNER284\$ \$DESIGNER285\$ \$DESIGNER286\$ \$DESIGNER287\$ \$DESIGNER288\$ \$DESIGNER289\$ \$DESIGNER290\$ \$DESIGNER291\$ \$DESIGNER292\$ \$DESIGNER293\$ \$DESIGNER294\$ \$DESIGNER295\$ \$DESIGNER296\$ \$DESIGNER297\$ \$DESIGNER298\$ \$DESIGNER299\$ \$DESIGNER300\$ \$DESIGNER301\$ \$DESIGNER302\$ \$DESIGNER303\$ \$DESIGNER304\$ \$DESIGNER305\$ \$DESIGNER306\$

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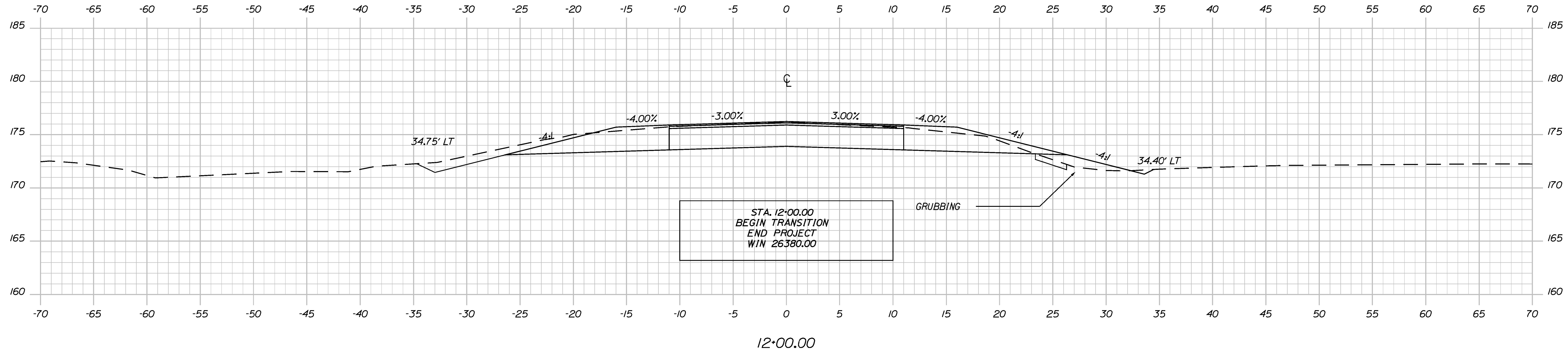
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SHEET NUMBER

12

OF 15

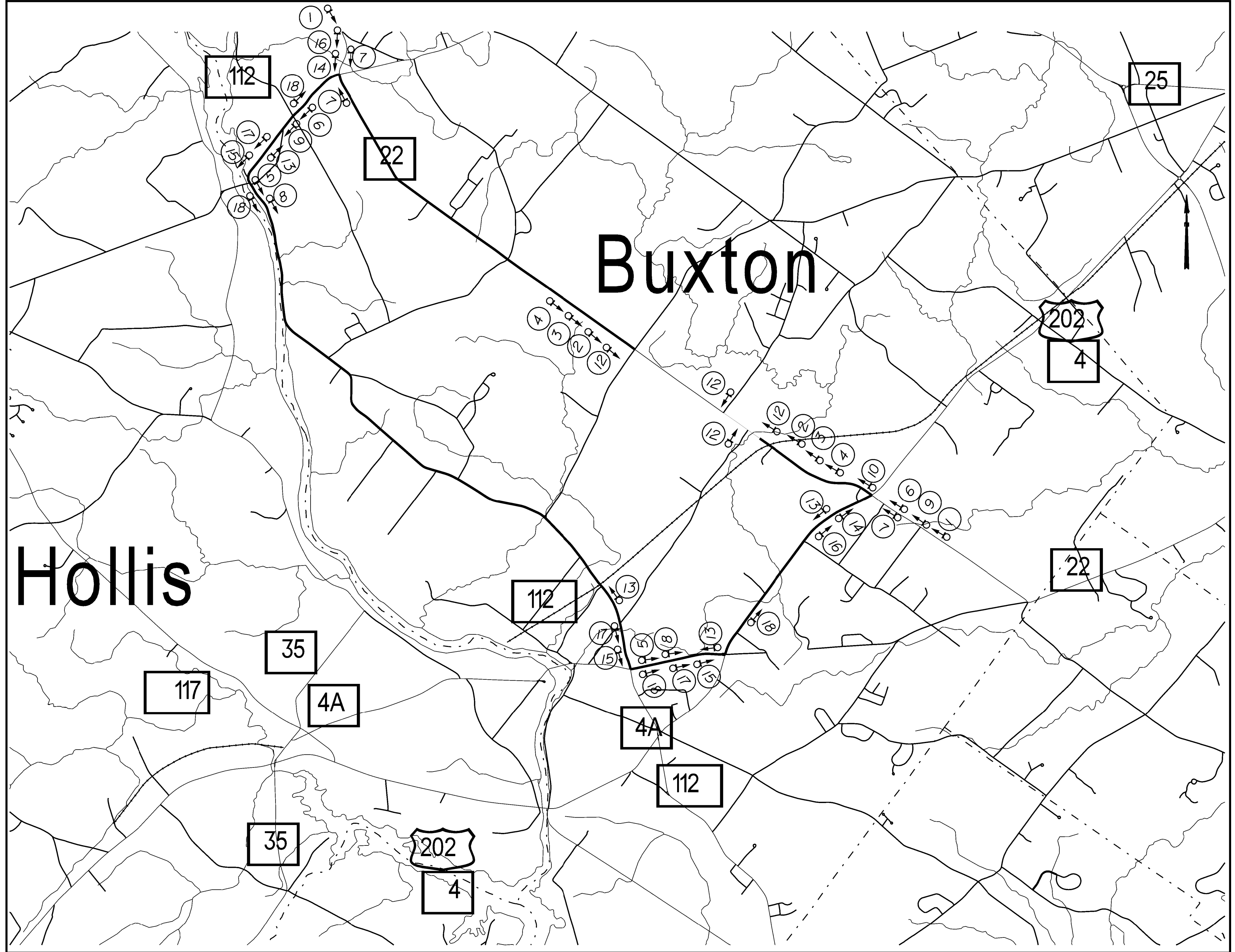
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SHEET NUMBER

13

OF 15



Date:11/21/2024

Username: Coil.M.Armstrong

Division: ROW

Filename: ... \00\ROW\WSTA\001_RWPLAN1.dgn

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

P.L.

L.O.W.P.

C.O.A.

New R/W
Building
Trees
Water Edge
Ledge
Fence
Sign

Along Existing R/W
Conifer
Tree Line
Water Edge
CHAIN LINK
O

Clearing Limit Line
Deciduous
Bush Line
Rock/Boulder
Flag Pole
BARB WIRE
STOCKADE
WELL
Mailbox

PLAN LEGEND

Existing
Proposed

Sanitary Sewer
Telephone Line
Electric Line
Water Line
Underdrain Line
Gas Line
Guardrail
Culvert

→
→
→
→
→
→
→
→

Existing
Proposed

Traveled Way
Ditch
Catch Basin
Manhole
Sewer Manhole
Utility Pole
Fire Hydrant
Curbing

→
→
→
→
→
→
→
→

Cut Line
Stonewall
Baseline
Monument
Iron Rod Found
Replacement Pin Set

→
→
→
→
→
→
→
→

Fill Line
Retaining Wall
Traverse Point
Pipe Found

→
→
→
→
→
→
→
→

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

2500

0255075100

Scale of Feet

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

CONTROL INFORMATION
HORIZONTAL DATUM: US STATE PLANE NAD(83) 2011
VERTICAL DATUM: NAVD88 (2011)
ZONE: MAINE 2000 WEST
COMBINED SCALE FACTOR: 0.9999813

WADE PEABODY
PARCEL NO. (1)
DRAINAGE EASE. LIMITS = 754± S.F. (1)
TEMP. CONST. LIMITS = 0.08± AC. (1)
TOTAL AREA = 40± AC. (TOWN)

OUTLET DRAINAGE STRUCTURE
STA. 11+35 TO STA. 11+80 LT.

TOE OF SLOPE DITCH
STA. 10+94 RT. TO 11+37 RT.

1228± S.F.
SLOPE

EASEMENT
0.07± AC.

DRAINAGE OUTLET
STA. 11+76 RT.

MATTHEW P. EMERY
PARCEL NO. (2)
SLOPE EASEMENT = 1228± S.F. (1)
DRAINAGE EASEMENT = (1)
TEMP. CONST. LIMITS = 0.07 AC. (1)
TOTAL AREA = 163.50± AC. (TOWN)

EXISTING RIGHT OF WAY REFERENCE

LONG PLAINS ROAD / ROUTE 22
YORK COUNTY COMMISSIONERS RECORDS, 1805, VOL. 14, P. 177, 4 RODS (66') WIDE

NO. DATE

REVISIONS
DESCRIPTION

BY

PLAN NO.

FILED IN

PLAN BOOK

PAGE

COUNTY

RECORD

DATE

BOOK

PAGE

BRUCE A. VAN NOTE
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE AID HIGHWAY NO. 4
ROUTE 22 / LONG PLAINS ROAD
BUXTON YORK COUNTY
STATE PROJECT 26380.00

SEPTEMBER 2024
SCALE 1" = 25'

RIGHT-OF-WAY MAP
SHEET 1 OF 1

D.O.T. FILE NO. 16-556

SHEET NUMBER

15

OF 15

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BUXTON
YORK COUNTY

ROUTE 22
LONG PLAINS BRIDGE
BRIDGE NO.6698

STATE PROJECT NO. 26382.00
PROJECT LENGTH: 0.04 MILES

PLAN LEGEND

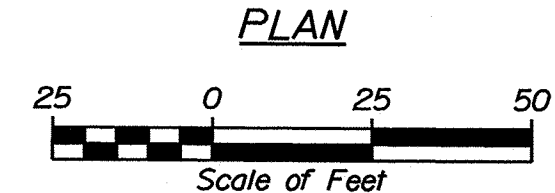
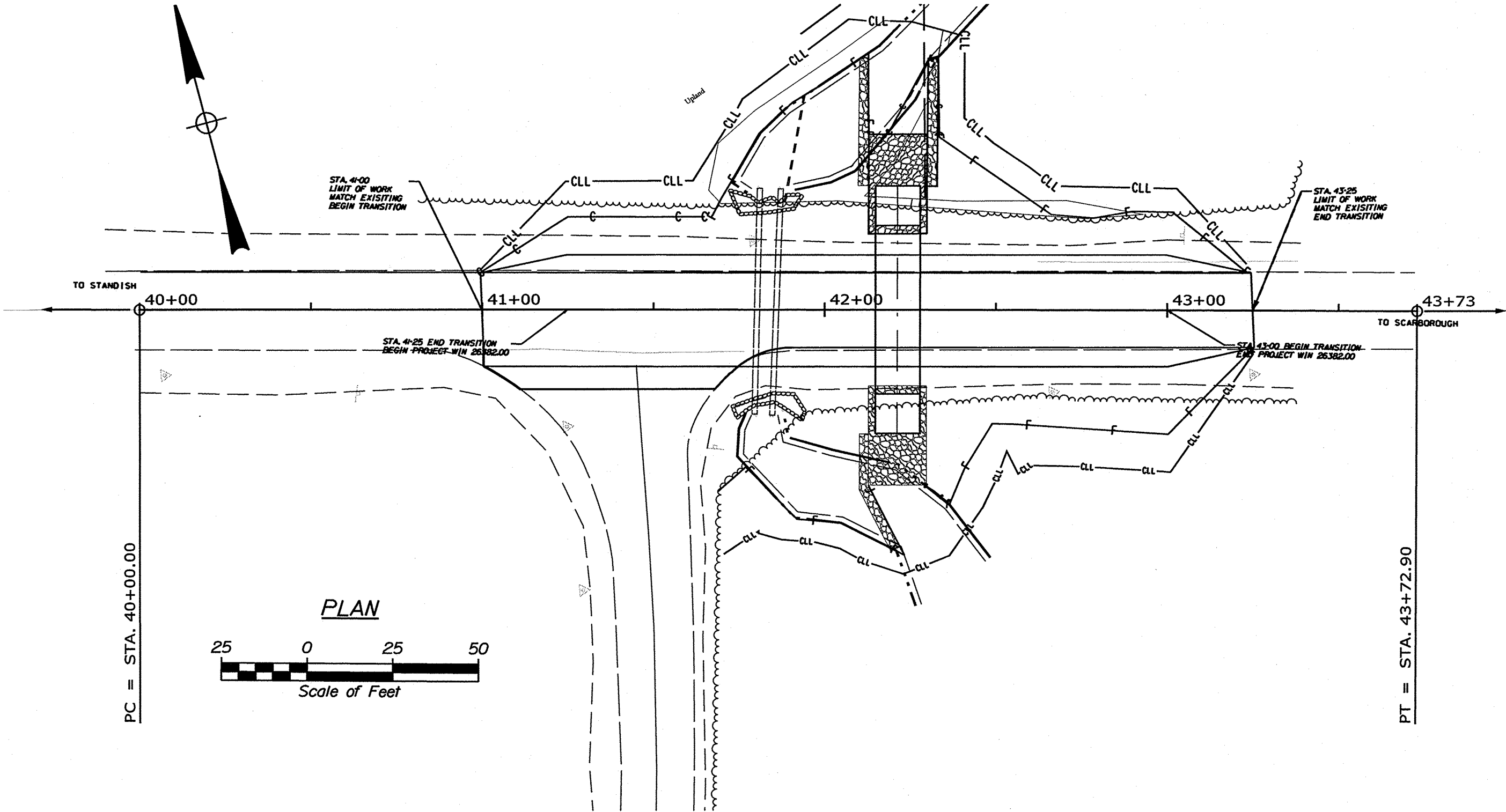
Town, County, State	-----	Catch Basins	Existing	Proposed
Property Lines	-----	Manholes	Existing	Proposed
R/W Lines-Existing	-----	Proposed Underdrain	-----	
R/W Lines-Proposed	-----	Proposed Ditch	-----	
Culvert-Existing	-----	Existing Ditch	-----	
Culvert Proposed	-----	Utility Poles	Existing	Proposed
Curbing	Existing	Fire Hydrants	Existing	Proposed
Type 1	-----	Existing Water Line	-----	
Type 3	-----	Existing San. Sewer	-----	
Type 5	-----	Existing San. Sewer Manhole	-----	
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-###		

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

INDEX OF SHEETS

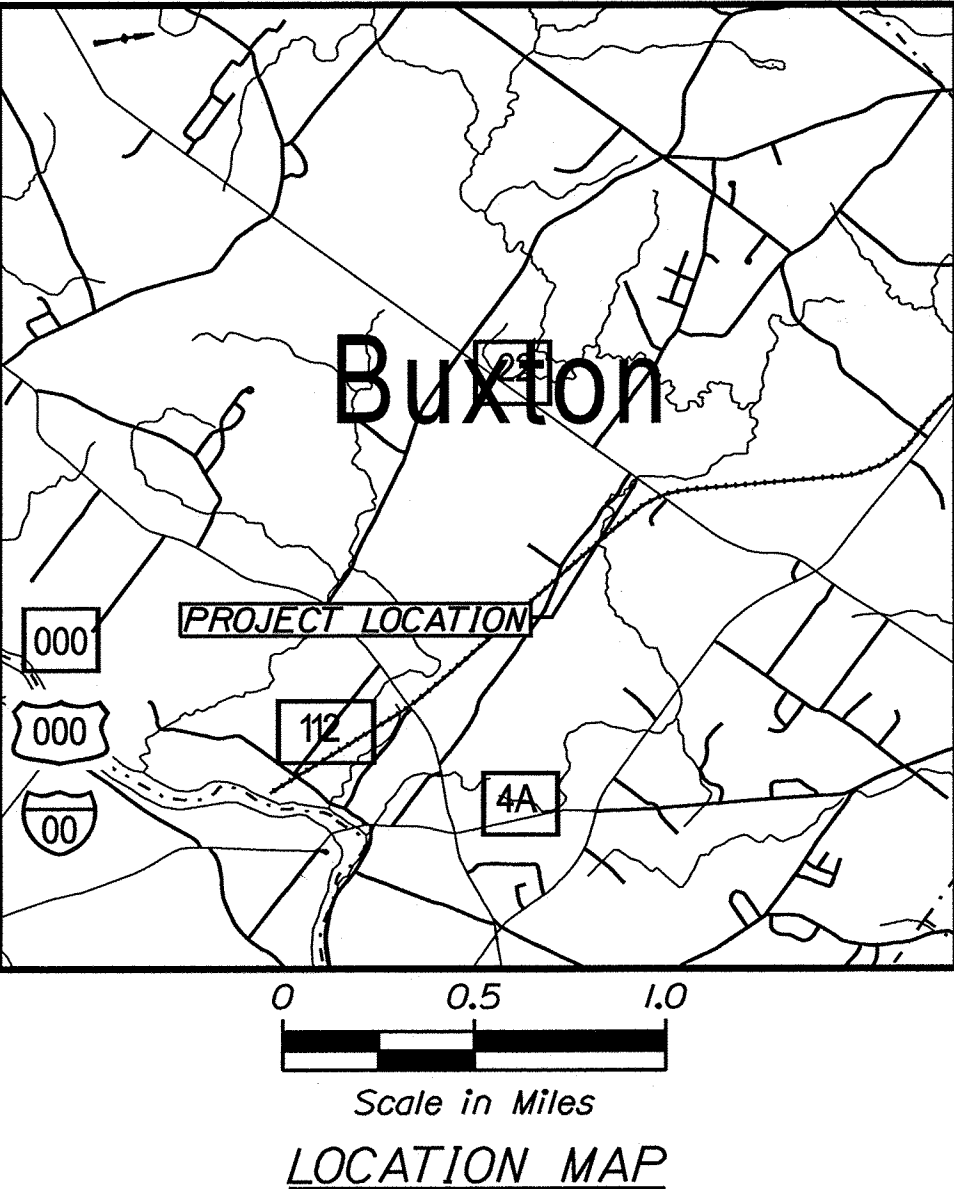
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Title Sheet	1
Typical Sections	2
Estimated Quantities	3
General Notes	4
Special Detail-Precast Concrete Box Culvert	5
Special Detail- Stream Channel	6
Boring Location Plan	7
Interpretive Subsurface Profile	8
Boring Log	9
Plan & Profile	10
Cross Sections	11-14
Detour Plan	15
Right of Way Map	16



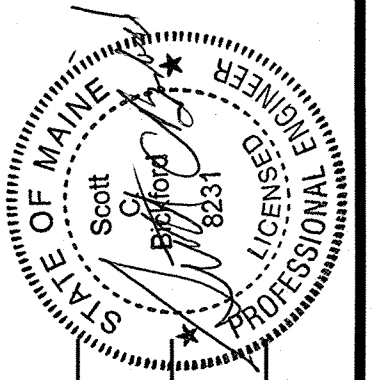
TRAFFIC DATA

Current (2024) AADT	5340
Future (2036) AADT	5660
DHV - % of AADT	11
Design Hour Volume	623
% Heavy Trucks (AADT)	6
% Heavy Trucks (DHV)	6
Directional Distribution (DHV)	80
18-kip Equivalent P 2.0	104
18-kip Equivalent P 2.5	99
Design Speed (mph)	50
Corridor Priority	3

PROJECT LOCATION:	LARGE CULVERT (#1063141) LOCATED 0.01 MI SOUTHEAST OF RANKIN ROAD.
PROGRAM AREA:	REGIONAL PROGRAM
SCOPE OF WORK:	LARGE CULVERT REPLACEMENT



STATE OF MAINE	DEPARTMENT OF TRANSPORTATION	DATE	1-6-25
	APPROVED	COMMISSIONER	1-2-2025
		CHIEF ENGINEER	1-2-2025



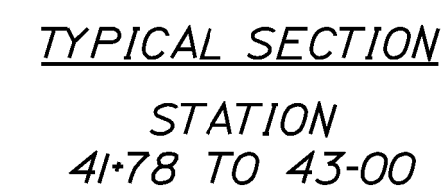
SIGNATURE	DATE
RYAN HODGMAN	12/30/2024
Y. SULTAN	

PROJECT INFORMATION	REGIONAL	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE

BUXTON ROUTE 22	TITLE SHEET
--------------------	-------------

SHEET NUMBER	1
OF 16	

WIN 26382.00 STATE PROJECT NO. 26382.00



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. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
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 THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.

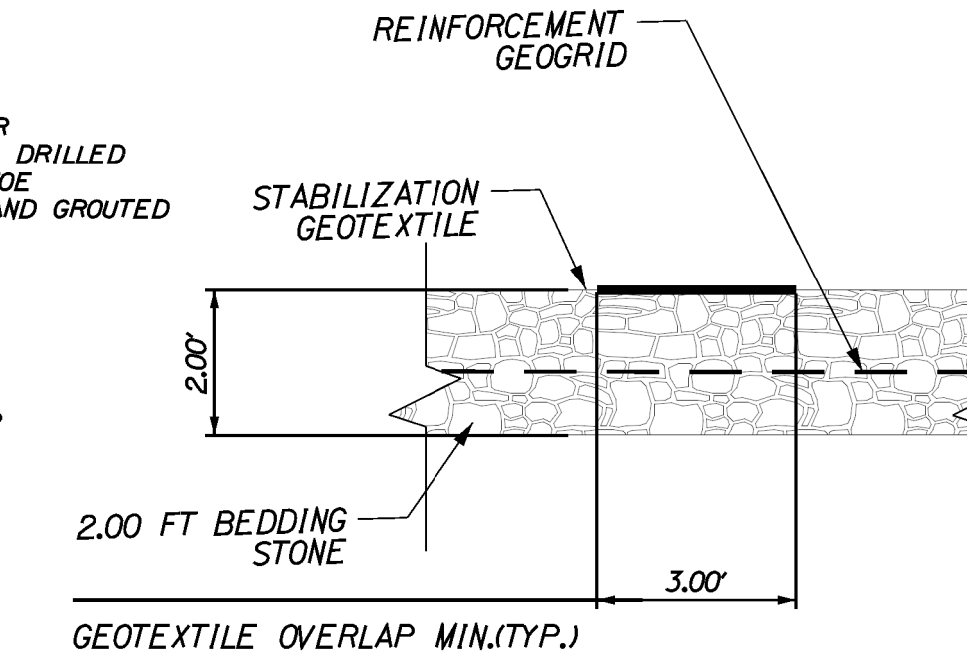
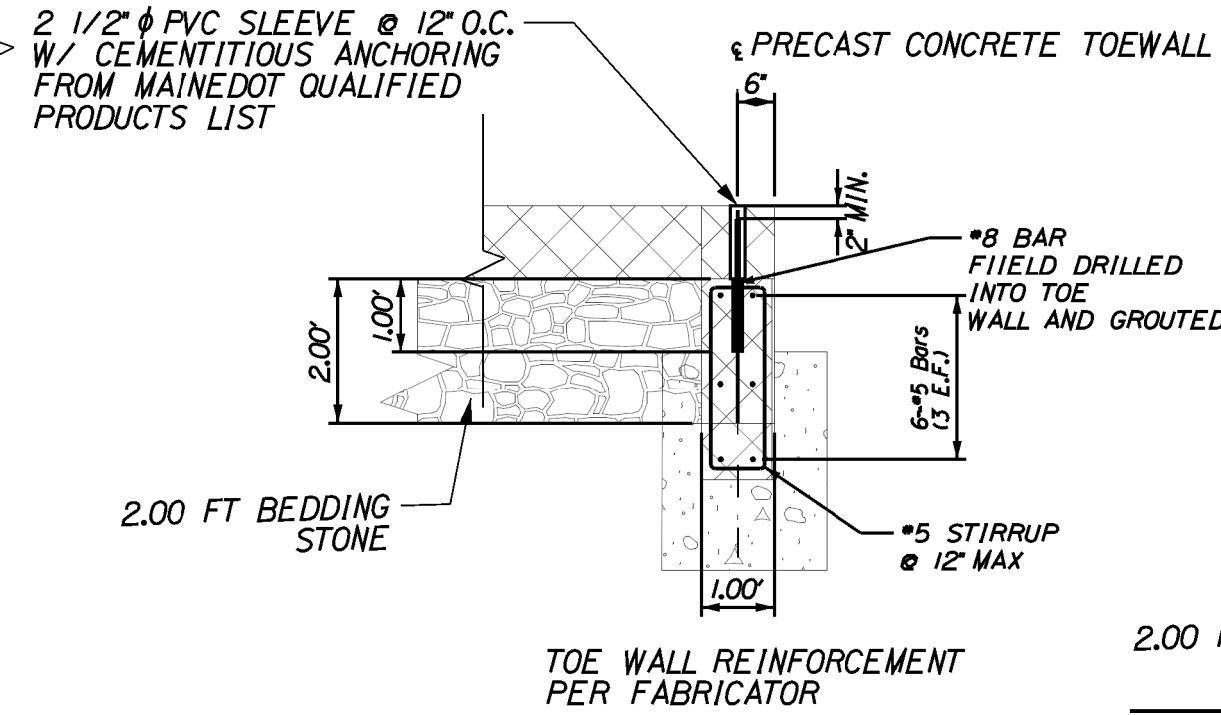
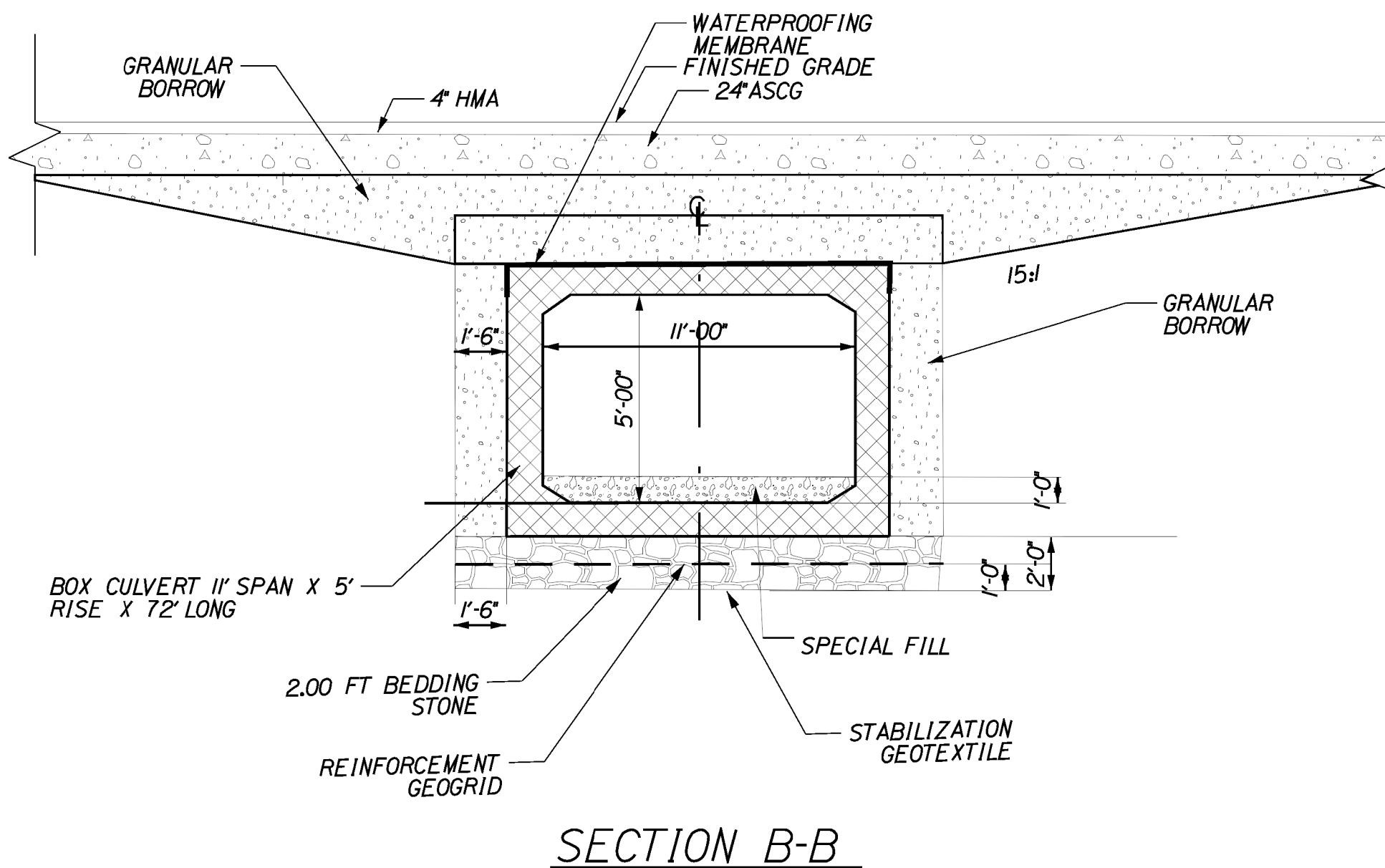
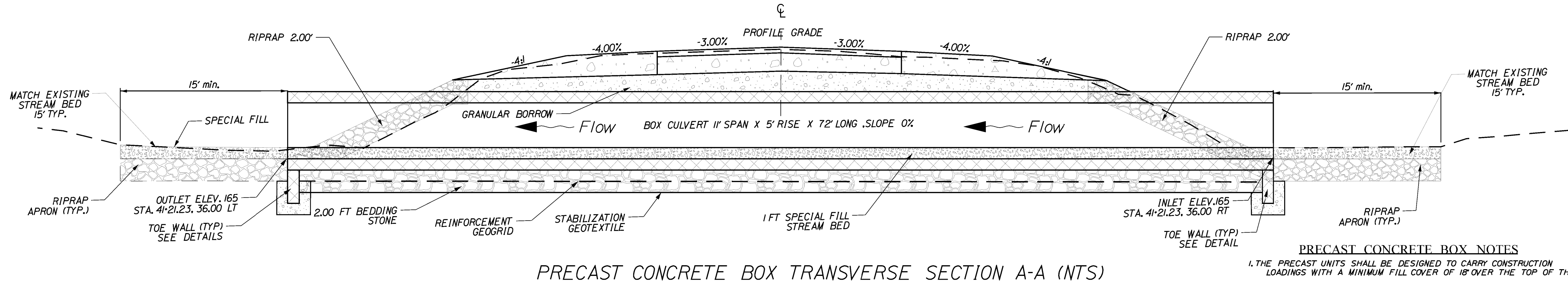
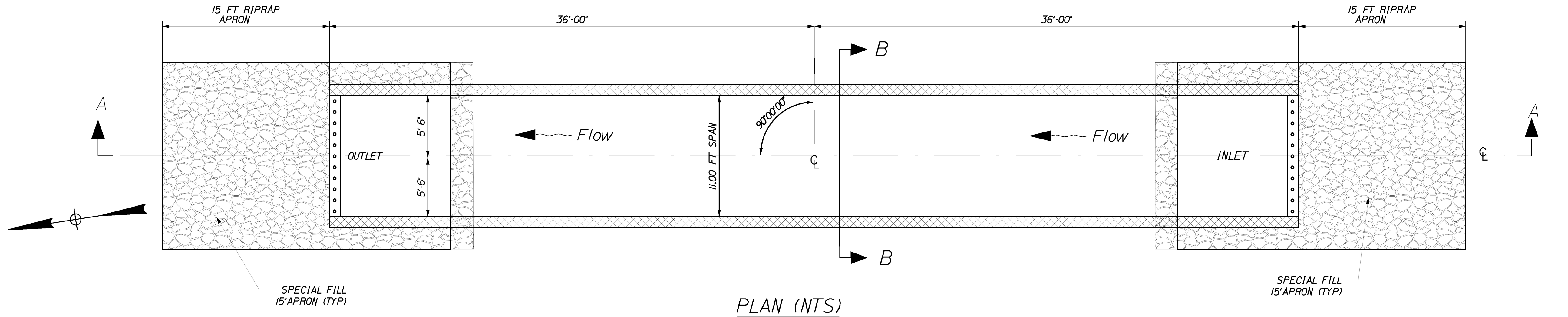
OF 16

Date:12/18/2024

Username: Ineiz.M.Rijo

Division: HIGHWAY

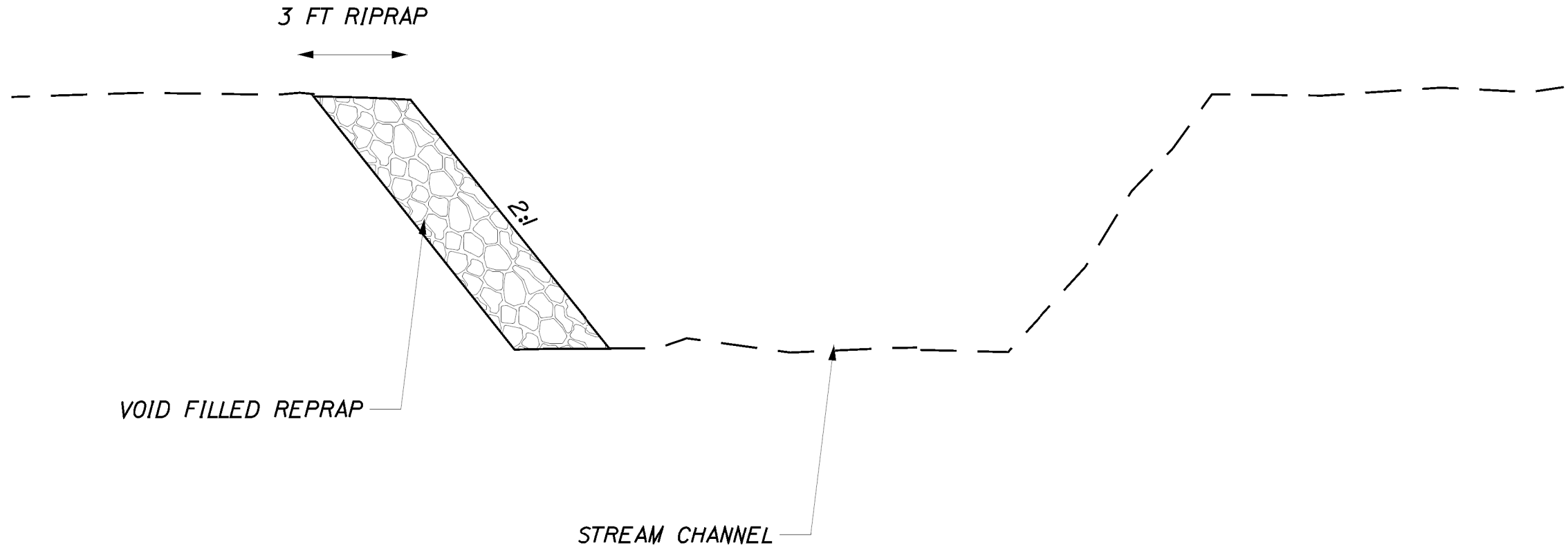
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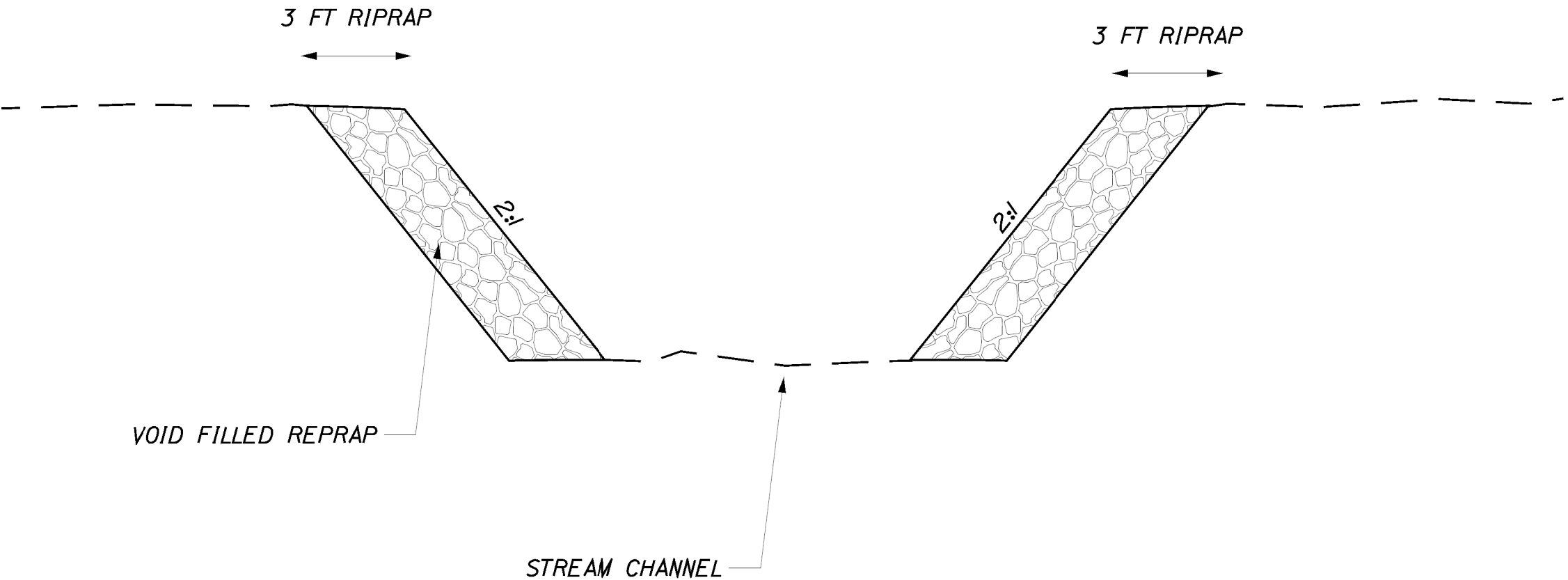
- PRECAST CONCRETE BOX NOTES**
1. THE PRECAST UNITS SHALL BE DESIGNED TO CARRY CONSTRUCTION LOADINGS WITH A MINIMUM FILL COVER OF 18" OVER THE TOP OF THE UNITS.
 2. THE CONSTRUCTION, HANDLING, AND ASSEMBLY OF THE PRECAST UNITS SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 534 PRECAST STRUCTURAL CONCRETE, AND WITH THE MANUFACTURER'S SPECIFICATIONS AS APPLICABLE.
 3. INSTALL STANDARD MEMBRANE WATERPROOFING, THE MEMBRANE SHOULD BE APPLIED TOP OF EXTERIOR OF THE BOX AND 1 FT DOWN OF THE SIDES.
 4. THE PRECAST CONCRETE BOX CULVERT SHALL BE BEDDED ON A 2" THICK GEOTEXTILE WRAPPED, CULVERT BEDDING STONE WITH A LAYER OF GEOGRID AT THE CENTER. PAYMENT WILL BE MADE UNDER THE APPROPRIATE CONTRACT ITEMS.
 5. STABILIZATION GEOTEXTILE SHALL BE OVERLAPPED A MINIMUM OF 3'.
 6. THE REINFORCEMENT GEOGRID SHALL MEET THE REQUIREMENTS OF SPECIAL PROVISION 620.
 7. THE SOFT SOILS AT THE BEDDING ELEVATION SHOULD BE EXCAVATED USING A SMOOTH-EDGED BACKHOE BUCKET TO MINIMIZE DISTURBANCE TO THE SOFT AT THE SITE. ANY DISTURBED SOILS AT THE BEDDING ELEVATION RESULTING FROM EXCAVATION ACTIVITIES SHOULD BE REMOVED BY HAND PRIOR TO THE GEOTEXTILE WRAPPED, GEOGRID REINFORCED, CRUSHED.
 8. COFFERDAMS ARE TO BE PLACED AT BOTH THE DOWNSTREAM AND UPSTREAM ENDS OF THE PRECAST CONCRETE BOX CULVERT TO ALLOW THE CONSTRUCTION OF THE BOX CULVERT IN DRY.
 9. A CLAMSHELL PRECAST CONCRETE BOX CULVERT SHALL BE REQUIRED.
 10. THE CULVERT SHALL BE LINED WITH 1 FOOT OF SPECIAL FILL AND STREAM CHANNEL ROCK IN ACCORDANCE WITH SPECIAL PROVISIONS 203 AND 610.
 11. VOIDS IN RIPRAP APRON SHALL BE INFILLED WITH SPECIAL FILL WATERED-IN AND TAMPED PRIOR TO OPENING COFFERDAMS.

NOT TO SCALE

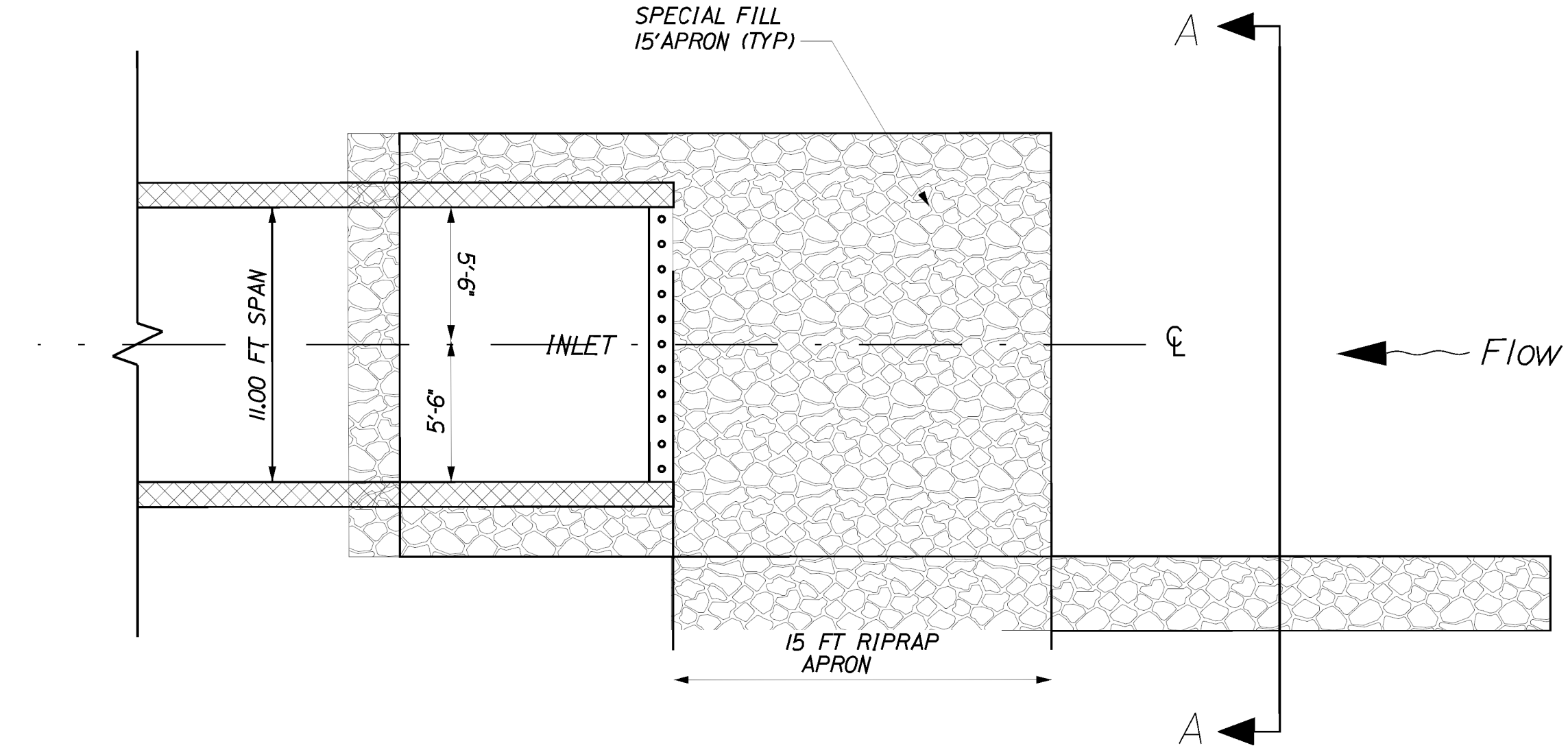
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		WIN		026382.00		HIGHWAY PLANS	
BUXTON		ROUTE 22		SPECIAL DETAILS		PRECAST BOX CULVERT		SHEET NUMBER	
5		OF 16		DATE		P.E. NUMBER		SIGNATURE	
BY		DATE		DESIGN-REVIEWED		DESIGN-REVIEWED		DESIGN-REVIEWED	
PROJECT MANAGER		LARRY HAMILTON		Y. SULTAN		DESIGN-REVIEWED		DESIGN-REVIEWED	
FIELD CHANGES		REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4	



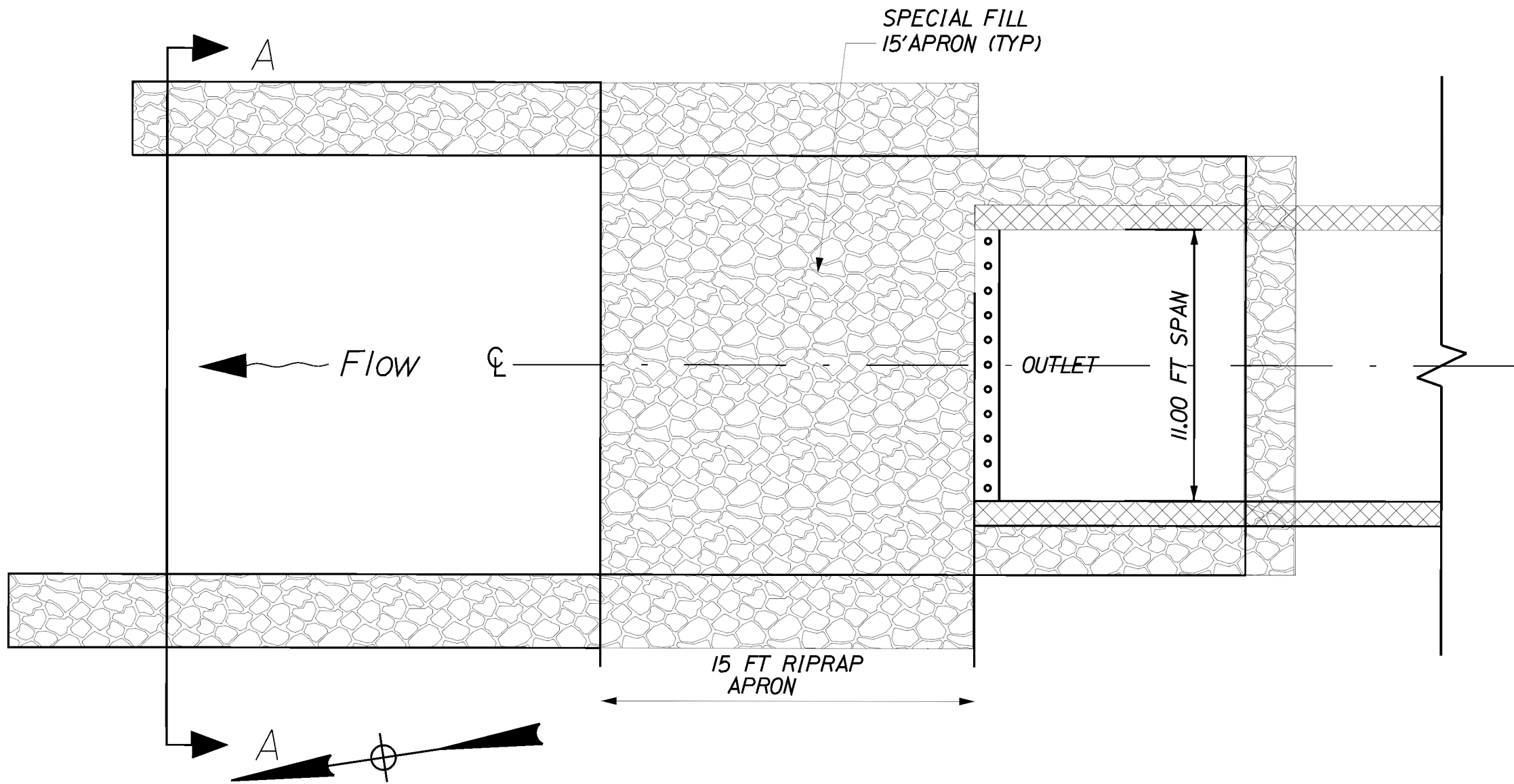
INLET OUTLET CHANNEL SECTION A-A (NTS)



OUTLET OUTLET CHANNEL SECTION A-A (NTS)



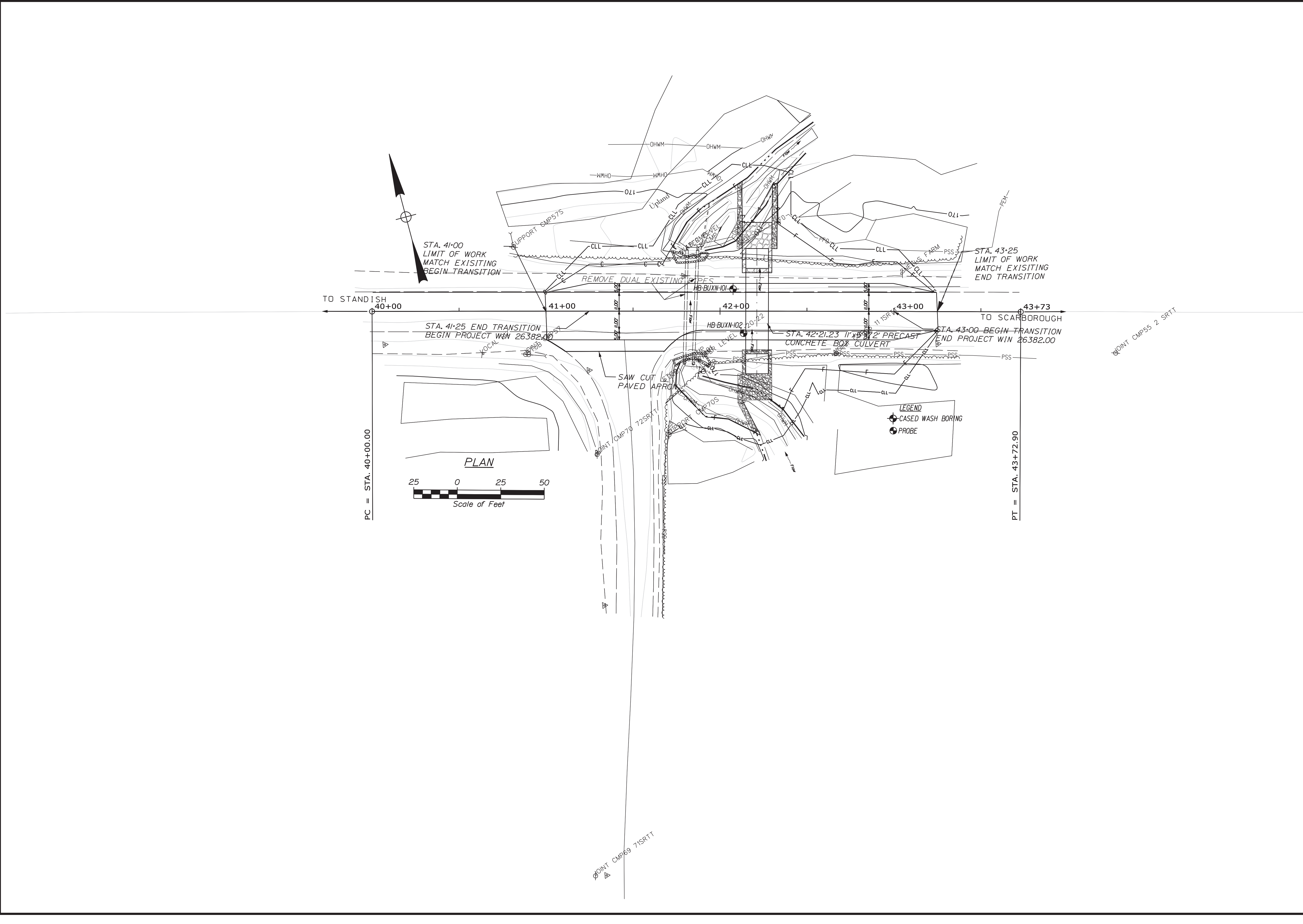
INLET PLAN (NTS)



OUTLET PLAN (NTS)

NOT TO SCALE

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		SIGNATURE	
BUXTON		ROUTE 22		P.E. NUMBER	
SPECIAL DETAILS		DATE		DATE	
STREAM CHANNEL		REVISIONS 1		REVISIONS 1	
		REVISIONS 2		REVISIONS 2	
		REVISIONS 3		REVISIONS 3	
		REVISIONS 4		REVISIONS 4	
		FIELD CHANGES		FIELD CHANGES	
SHEET NUMBER		BY		DATE	
6		Y. SULTAN			
OF 16		WIN		026382.00	
		HIGHWAY PLANS			



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

26382.00

WIN
26382.00

HIGHWAY PLANS

STATE OF MAINE
Cody A. Russell
15866
PROFESSIONAL ENGINEER

Cody A. Russell

SIGNATURE

15866

P.E. NUMBER

12/30/2024

DATE

PROJ. MANAGER

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGN-DETAILED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

BY

DATE

Y. SULTAN

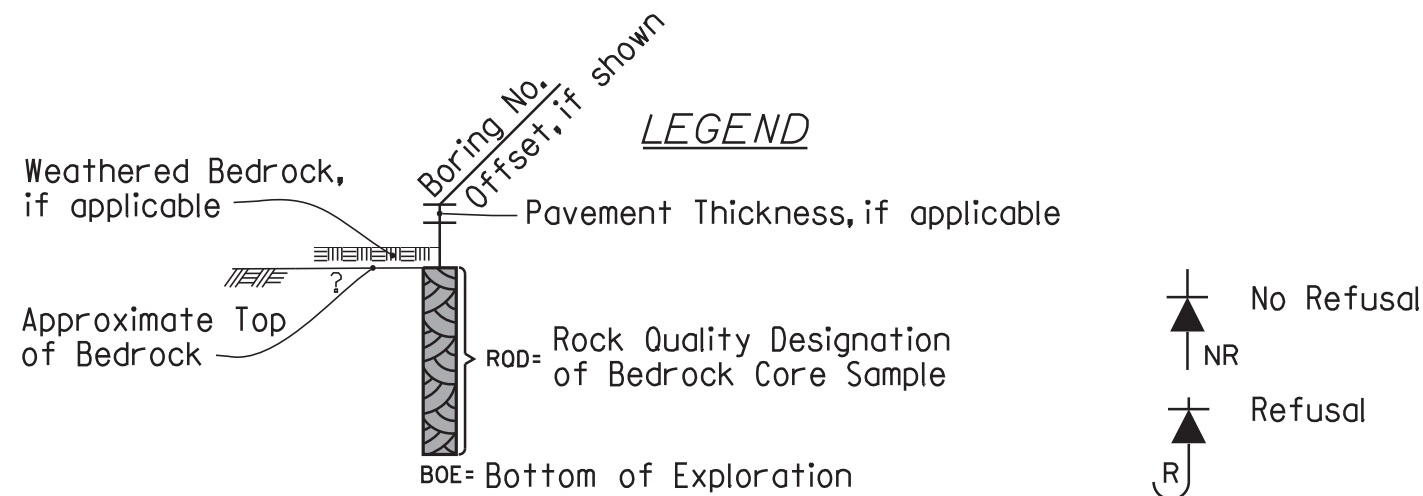
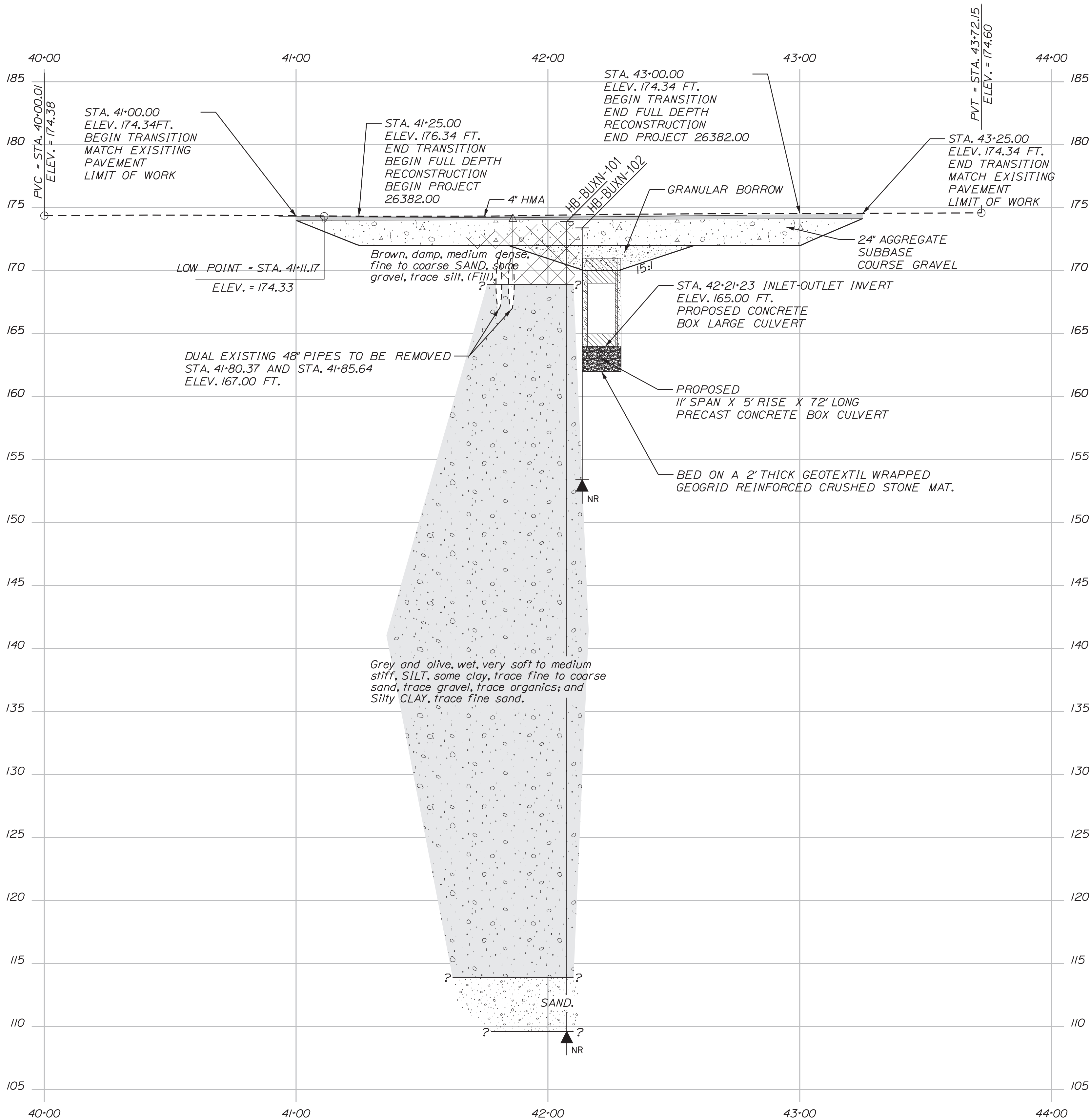
APR 2023

T. WHITE

15866

BUXTON
ROUTE 22
BORING LOCATION PLAN

SHEET NUMBER
7
OF 16



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		26382.00		WIN 26382.00		HIGHWAY PLANS	
Cody A. Russell 15886 12/30/2024		Cody A. Russell 15886 12/30/2024		Cody A. Russell 15886 12/30/2024		Cody A. Russell 15886 12/30/2024	
PROJ. MANAGER		BY		DATE		DATE	
DESIGN-DETAILED		Y. SULTAN		APR 2023		APR 2023	
CHECKED-REVIEWED		C. RUSSELL		T. WHITE		T. WHITE	
DESIGN-DETAILED		C. RUSSELL		T. WHITE		T. WHITE	
REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4	
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES	
BUXTON ROUTE 22		BUXTON ROUTE 22		BUXTON ROUTE 22		BUXTON ROUTE 22	
INTERPRETIVE SUBSURFACE PROFILE		INTERPRETIVE SUBSURFACE PROFILE		INTERPRETIVE SUBSURFACE PROFILE		INTERPRETIVE SUBSURFACE PROFILE	
SHEET NUMBER		SHEET NUMBER		SHEET NUMBER		SHEET NUMBER	
8		8		8		8	
OF 16		OF 16		OF 16		OF 16	

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS										Project: Large Culvert #063441 Relocation on Route 22 Location: Burton, Maine		Boring No.: HB-BUXN-101																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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Sample No. 10										1D										24/17										10.00 - 2.00										Blow U/S in. 3/8/7/1										17										28										SSA										Brown, wet, medium dense, fine to coarse SAND, some gravel, trace silt, IFILL.										G578859 A-B, CL MC44.1% LL=29 PI=18																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													

Maine Department of Transportation					Boring No.: HB-BUXN-102					
Soil/Bore Exploration Log US CUSTOMARY UNITS			Project: Large Culvert #D63141 Replacement on Route 22 Location: Buxton, Maine		WIN: 26382.00					
Drilling Contractor:k&wDOT			Elevation (ft.): 173.4	Auger ID/OID: 5" Dia.						
Operator: Doggett			Datum: NAVD88	Sampler: N/A						
Logged By: B. Miller			Rig Type: CME 45C	Hammer Wt./Fall: N/A						
Date Start/Finish: 9/8/2022-9/8/2022			Drilling Method: Split Stem Auger	Core Barrel: N/A						
Boring Location: 42+13.6, 12.7 ft R.R.			Coating (lb/OZI): N/A	Water Level Ft: None Observed						
Terminology - Split Stem Auger - S = Sample off Auger Flights - M = Unsuccessful Split Stem Auger Flings - T = Thin Wall Tube Sample - W = Unsuccessful Field Vane Shear Test Attempt - L = Failed Vane Shear Tests -- Per Federal Regulations, MDCG - Weight at Top of Coating Terminology - Solid Stem Auger - F = Flush Core Sample - SSA = Solid Stem Auger - G = Hollow Stem Auger - NSA = Solid Stem Auger - BSA = Baller Core - W = Weight of 140lb. hammer - P = Power Torque Shear Strength - MDCG = Weight at Top of Coating Terminology - Field Vane - S_y = Peak/Retained Field Vane Undrained Shear Strength (psf) - S_u = 1/2 lab vane undrained shear strength (psf) - Q_c = Unconfined Compressive Strength (psi) - I_p = Plastic Limit - P_i = Plasticity Index - G = Grain Size Analysis - C = Consolidation Test										
Depth (ft.) ±	Sample No.	Pen./Reac. (in)	Sample Depth (ft.) ±	Blows / 6 In. Penetration (ASTM D 1586) or SPT	Void Ratio	Castling Blows	Sealant (ft.) ±	Grainlog Log	Visual Description and Remarks	Laboratory Testing Result(s) and Field Class
									Prove no material samples taken.	
5										
10										
15										
20									Bottom of Exploration at 20.0 feet below ground surface. NO REFUSAL	20.0
25										
Remarks:										
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.										
Boring No.: HB-BUXN-102										

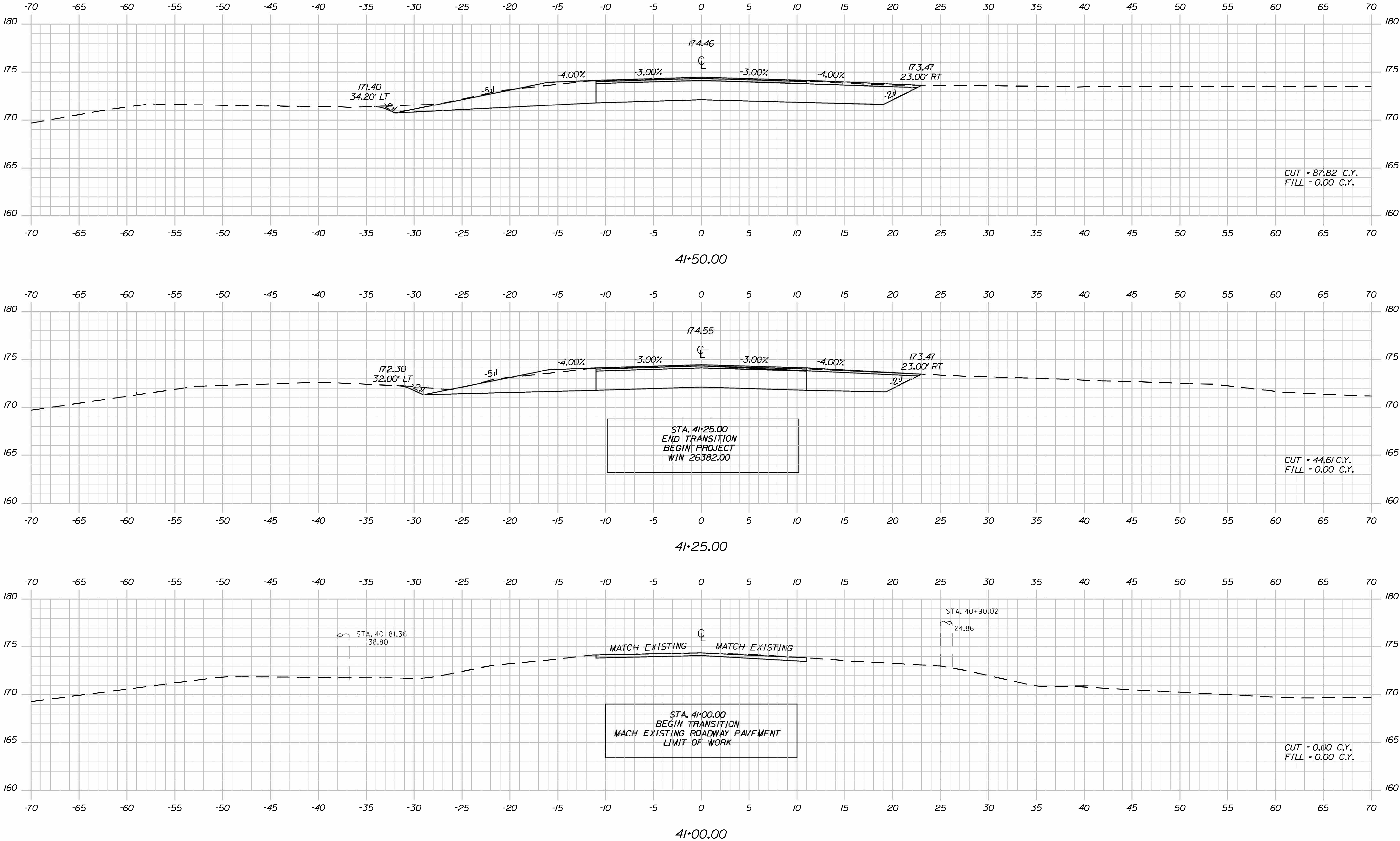
BUXTON ROUTE 22 BORING LOGS	PROJ. MANAGER		BY		DATE	<i>Cathy A. Russell</i>		STATE OF MAINE DEPARTMENT OF TRANSPORTATION
	DESIGN-DETAILED	Y. SULTAN						
	CHECKED-REVIEWED							
	DESIGN2-DETAILED2	C. RUSSELL	T. WHITE		DEC. 2024	SIGNATURE		
	DESIGN3-DETAILED3					15866		
	REVISONS 1					P.E. NUMBER		
REVISONS 2						12/30/2024		
REVISONS 3								
REVISONS 4								
FIELD CHANGES								
SHEET NUMBER	9							
OF 16								

Date:12/18/2024

Username: Ineliz.M.Rijo

Division: HIGHWAY

Filename: ... \CAD Files\All\Xsect.dgn



PROJ. MANAGER	BY	DATE	SIGNATURE
DESIGN-DETAILED	DESIGNER	PROJECT	
DESIGN-DETAILED	DESIGNER	PROJECT	
DESIGN-DETAILED	DESIGNER	PROJECT	
REVISIONS 1	REVISION	DATE	
REVISIONS 2	REVISION	DATE	
REVISIONS 3	REVISION	DATE	
REVISIONS 4	REVISION	DATE	
FIELD CHANGES	FIELD	DATE	

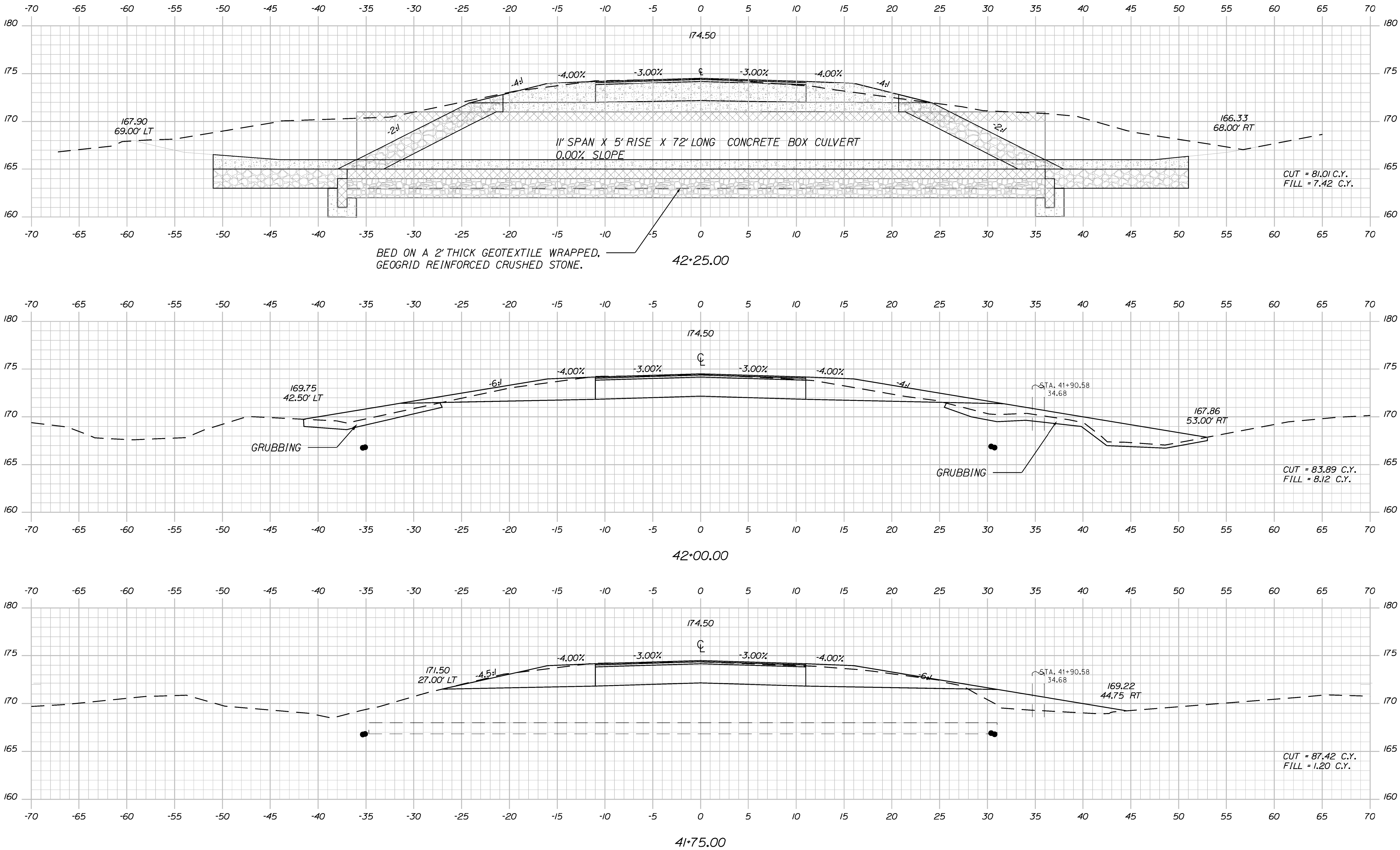
BUXTON
ROUTE 22
CROSS SECTIONS

Date:12/18/2024

Username: Ineiz.M.Rijo

Division: HIGHWAY

Filename: ... \CAD Files\All\Xsect.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2638200

WIN 026382.00
HIGHWAY PLANS

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES	
\$projmgr\$	\$designer\$	\$checker\$	\$designer2\$	\$designer3\$	-----	-----	-----	-----	\$fieldchng\$	
DATE	BY	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	
\$prodate\$	\$bdate\$	\$prodate\$	\$prodate\$	\$prodate\$	\$revdate1\$	\$revdate2\$	\$revdate3\$	\$revdate4\$	\$fielddate\$	
SIGNATURE					P.E. NUMBER					DATE

BUXTON
ROUTE 22

CROSS SECTIONS

SHEET NUMBER

12

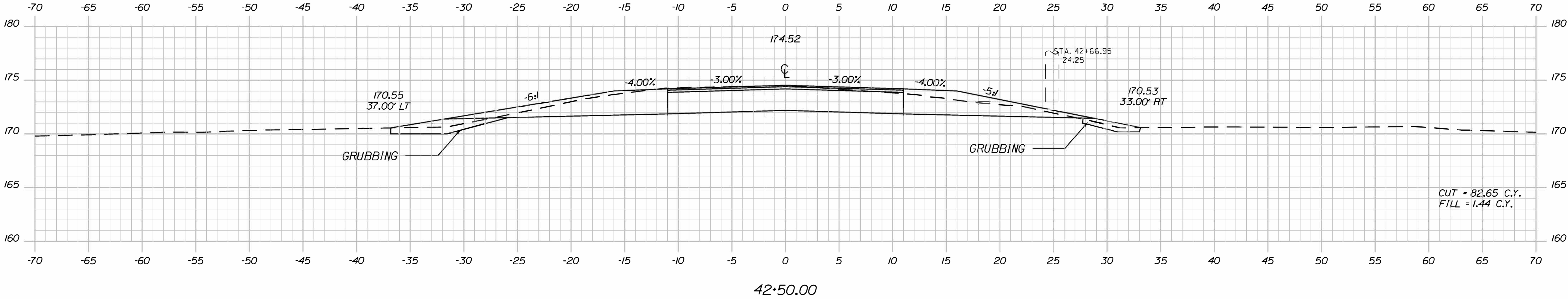
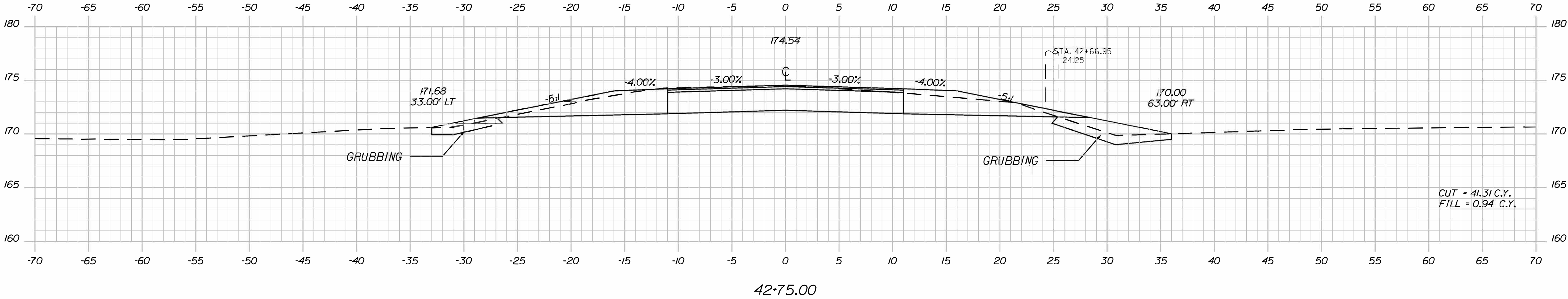
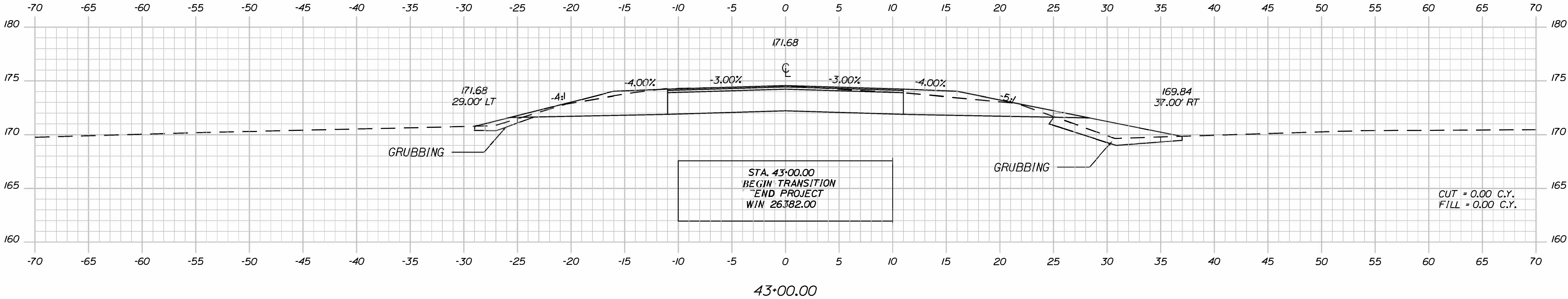
OF 16

Date:12/18/2024

Username: Ineliz.M.Rijo

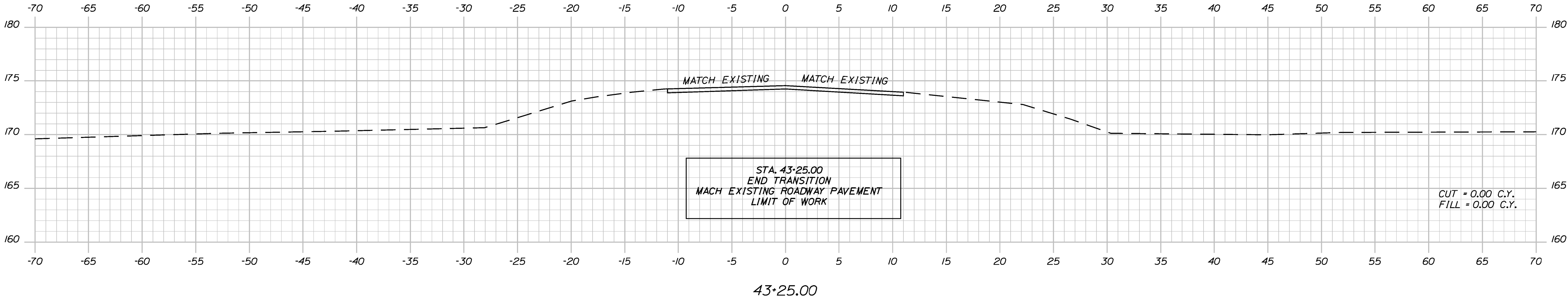
Division: HIGHWAY

Filename: ... \CAD Files\All\Xsect.dgn



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

DESIGN-DETAILED	DESIGNER	DATE
CHECKED-REVIEWED	DESIGNER	DATE
DESIGN-DETAILED	DESIGNER	DATE
DESIGN-DETAILED	DESIGNER	DATE
REVISIONS 1	DESIGNER	DATE
REVISIONS 2	DESIGNER	DATE
REVISIONS 3	DESIGNER	DATE
REVISIONS 4	DESIGNER	DATE
FIELD CHANGES	DESIGNER	DATE



BUXTON
ROUTE 22

CROSS SECTIONS

SHEET NUMBER
14
OF 16

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
2638200
WIN WIN 026382.00
HIGHWAY PLANS

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
\$projmanager\$	\$designer\$	\$checked\$	\$designer2\$	-----	-----	\$revision3\$	\$revision4\$	\$fieldchange\$
BY	DATE	SIGNATURE	P.E. NUMBER	DATE				
\$redteller\$	\$prodate1\$							
\$redteller2\$	\$prodate2\$							
\$redteller3\$	\$prodate3\$							
\$redteller4\$	\$prodate4\$							

1

DETOUR
AHEAD

2

ROAD
CLOSED
500 FT

3

ROAD
CLOSED
1000 FT

4

ROAD
CLOSED
1/2 MILE

11

ROAD CLOSED
4 MILES AHEAD
LOCAL TRAFFIC ONLY

12

ROAD
CLOSED

5

DETOUR
WEST
22
→

14

DETOUR
EAST
22
→

6

DETOUR
WEST
22
←

15

DETOUR
EAST
22
←

7

END
DETOUR

10

ROAD CLOSED
1 MILE AHEAD
LOCAL TRAFFIC ONLY

8

DETOUR
WEST
22
↗

16

DETOUR
EAST
22
↗

9

DETOUR
WEST
22
↖

17

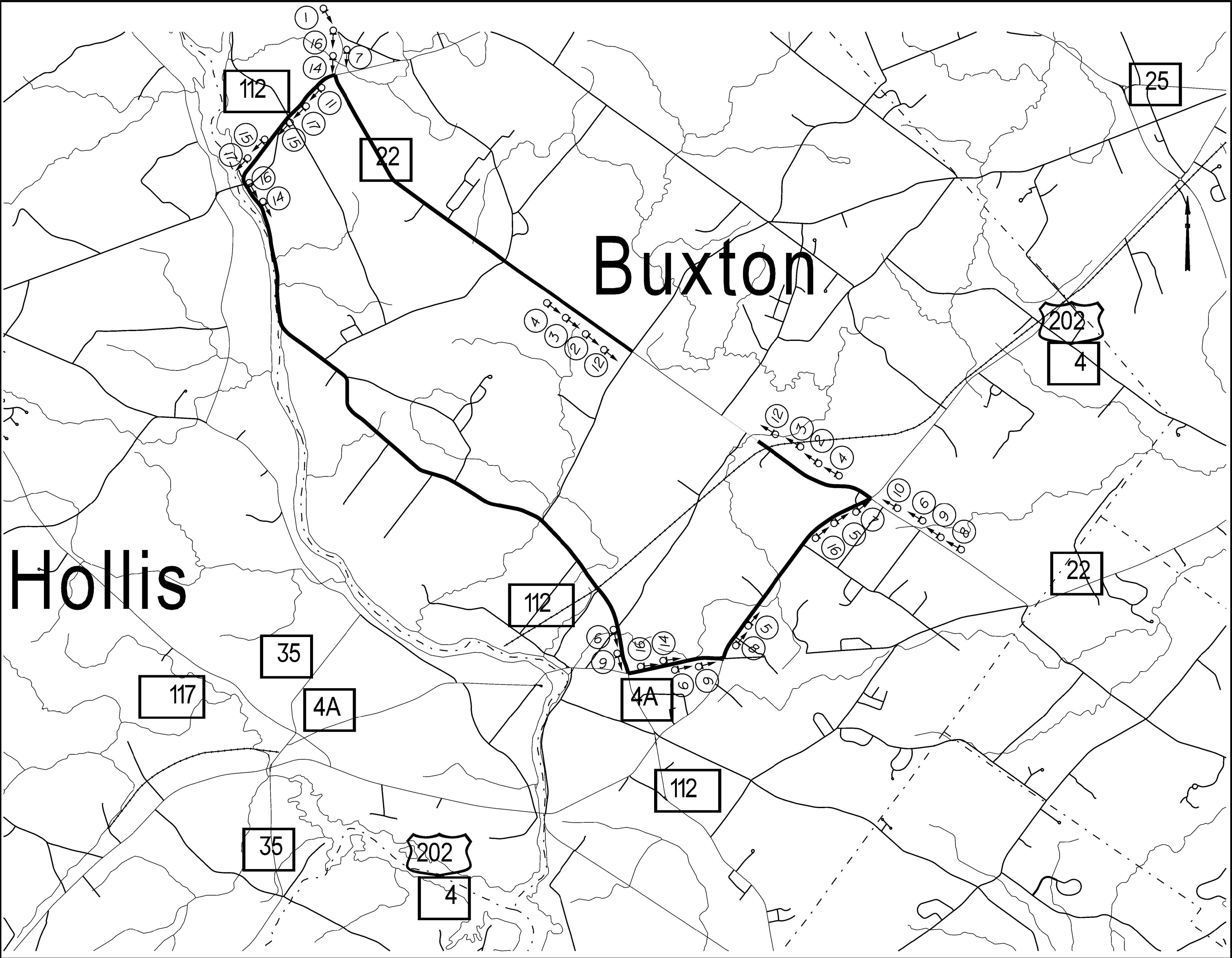
DETOUR
EAST
22
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13

DETOUR
WEST
22
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6

DETOUR
EAST
22
↑



NOTE: ALL EXISTING SPEED LIMIT SIGNS SHALL BE REMOVED ALONG PROSPECT STREET, BROCK ROAD, AND OLD COUNTY ROAD WITHIN THE DETOUR LIMITS PRIOR TO THE DETOUR BECOMING OPERATIONAL. THESE SIGNS SHALL BE RESET FOLLOWING THE COMPLETION OF THE DETOUR OR AS DIRECTED BY THE RESIDENT

Date:11/21/2024

Username: Col.M.Armstrong

Division: ROW

Filename: ...\\00\\ROW\\MSTA\\001_RWPLAN1.dgn

