STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Tenth Edition 2024.

DESIGN LOADING

Live Load ..... HL - 93 Modified for Strength I

HYDROLOGIC DATA

Hydrologic Data on the Plan Title Sheet

Drainage Area	6.2 sq mi
Discharge (Q10)	595 cfs
Design Discharge (Q50)	880 cfs
Check Discharge (Q100)	1,010 cfs
Peak Headwater Elevation (Q10) for Average Tides	10.29 ft
Peak Headwater Elevation (Q50) for Average Tides	10.30 ft
Peak Headwater Elevation (Q100) for Average Tides	10.31 ft
Mean Lower Low Water (MLLW)	-10.3 ft
Mean Low Water (MLW)	-9.8 ft
Mean Tide Level (MTL)	0.3 ft
Mean High Water (MHW)	9.3 ft
Mean Higher High Water (MHHW)	9.7 ft
Highest Astronomical Tide (HAT)	13.9 ft

MATERIALS

Concrete:	
Precast	Class "P"
All Other	Class "A"
Reinforcing:	
Plain Reinforcing Steel	ASTM A615, Grade 60
Glass Fiber Reinforcing Polymer (GFRP)	ASTM D7957
Low-Carbon Chromium Steel:	ASTM A1035, Type CS, Grade 100
Prestressing Strands	AASHTO M 203 (ASTM A416), Grade 270, Low Relaxation

BASIC DESIGN STRESSES

Concrete:	
Class "A"	f 'c = 4,000 psi
Class "P"	f 'c = 8,000 psi
	f 'ci = 6,500 psi
Reinforcing:	
Plain Reinforcing Steel	f y = 60,000 psi
Glass Fiber Reinforced Polymer	
Minimum Tensile Strength	f fu = 100,000 psi
Minimum Elastic Modulus	E f = 8,700,000 psi
Minimum Nominal Design Tensile Strain	e fu = 1.1%
Low-Carbon Chromium Steel:	f y = 100,000 psi
Prestressing Strand	F μ = 270,000 psi

ROBBINSTON
WASHINGTON COUNTY
MILL COVE NEW BRIDGE
OVER
MILL COVE

U.S. ROUTE 1
FEDERAL AID PROJECT NO. 02663006
BRIDGE NO. 6205
PROJECT LENGTH 0.095 MILES

LIST OF DRAWINGS

UTILITIES

Eastern Maine Electrical Coop
Charter Communications, Inc
Consolidated Communications
FirstLight

TRAFFIC DATA

Current (2024) AADT	1930
Future (2036) AADT	2050
DHV - % of AADT	12
Design Hour Volume	246
Heavy Trucks (% of AADT)	4
Heavy Trucks (% of DHV)	3
Directional Distribution (% of DHV)	59
18 kip Equivalent P 2.0	54
18 kip Equivalent P 2.5	52
Design Speed (mph)	50

MAINTENANCE OF TRAFFIC

Maintain one lane of alternating one - way traffic controlled by temporary traffic signals on temporary detour upstream of existing bridge.

Thornton Tomasetti

PROJECT LOCATION	Mill Cove Bridge (#6205) over Mill Cove, 0.08 of a mile north of Ridge Road. FHWA Grant Recipient Lat./Long. 43°03'29.7" N 67°76'02.0" W
OUTLINE OF WORK	Bridge Replacement

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED — DATE 8-25-25
ACTING COMMISSIONER:
CHIEF ENGINEER: — DATE 8-20-25

STATE OF MAINE · ELIZABETH S. BROWNELL · No. 14337 · REGISTERED PROFESSIONAL ENGINEER

		DATE
SIGNATURE	BY	7/9/2025
14337	D. BURGESS	7/9/2025
P.E. NUMBER	J. BURGESS	
8/12/2025		
DATE		

PROJ. MANAGER	MARK PAILLIN
DESIGN-DETAILED	E. BROWNELL
CHECKED-REVIEWED	B. POMEROY
DESIGN2-DETAILED2	LEB2
DESIGN3-DETAILED3	LEB3
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

TITLE SHEET

SHEET NUMBER
1
OF 60

Date: 8/12/2025
Username: EBrownell

Filename: P:\ME1\Projects\P24771.00 - Mill Cove\CADD Drawings\MSTN\26630\06\BRIDGE\TitleSheet.dgn

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.11	CLEARING	1.2	AC
202.19	REMOVING EXISTING BRIDGE - ABANDONED (500 CY)	1	LS
202.19	REMOVING EXISTNG BRIDGE (50 CY)	1	LS
202.202	REMOVING PAVEMENT SURFACE	440	SY
203.20	COMMON EXCAVATION	10200	CY
203.2318	DISPOSAL OF SPECIAL WASTE	276	T
203.25	GRANULAR BORROW	560	CY
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES	817	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	1700	CY
403.2081	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE (POLYMER MODIFIED)	226	T
403.209	HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS)	65	T
403.211	HOT MIX ASHALT NOMINAL MAXIMUM SIZE (SHIMMING)	12	T
403.2131	HOT MIX ASPHALT, 12.5 MM NOMINAL MAX SIZE (BASE AND INTERMEDIATE COURSE POLYMER MODIFIED)	511	T
409.15	BITUMINOUS TACK COAT, APPLIED	247	G
461.131	TEMPORARY PAVEMENT	270	T
501.231	DYNAMIC LOADING TESTS	2	EA
501.54	STEEL H-BEAM PILES 117 LB/FT, DELIVERED	870	LF
501.541	STEEL H-BEAM PILES 117 LB/FT, IN PLACE	870	LF
501.90	PILE TIPS	12	EA
501.91	PILE SPLICES	12	EA
501.92	PILE DRIVING EQUIPMENT MOBILIZATION	1	LS
502.219	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS (160 CY)	1	LS
502.261	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON CONCRETE BRIDGE (140 CY)	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLABS (24 CY)	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS (15 CY)	1	LS
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	18000	LB
503.13	REINFORCING STEEL, PLACING	18000	LB
503.19	LOW-CARBON CHROMIUM REINFORCEMENT, FABRICATED AND DELIVERED	19000	LB
503.20	LOW-CARBON CHROMIUM REINFORCEMENT, PLACING	19000	LB
507.0821	STEEL BRIDGE RAILING, 3 BAR (287 LF)	1	LS
507.0822	STEEL APPROACH RAILING, 3 BAR	4	EA
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE (460 SY)	1	LS
510.10	SPECIAL DETOUR, VEHICULAR AND PEDESTRIAN TRAFFIC NOT SEPARATED	1	LS
511.07	COFFERDAM	1	LS
512.081	FRENCH DRAINS (106 LF)	1	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (24 SY)	1	LS
526.301	TEMPORARY CONCRETE BARRIER TYPE I (25 LF)	1	LS
527.34	WORK ZONE CRASH CUSHION	2	UN
530.30	GFRP, REINFORCEMENT BARS, FABRICATED & DELIVERED	38000	LF
530.31	GFRP, REINFORCEMENT BARS, PLACING	38000	LF
535.61	PRESTRESSED STRUCTURAL CONCRETE I-GIRDERS (608 LF)	1	LS
604.161	ALTERING CATCH BASIN	2	EA
604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	1	EA
606.1301	31" W-BEAM GUARDRAIL-MID-WAY SPLICE - SINGLE FACED	1075	LF
606.1303	31" W-BEAM GUARDRAIL-MID-WAY-SPLICE, 15' RADIUS OR LESS	50	LF
606.1304	31" W-BEAM GUARDRAIL-MID-WAY-SPLICE, OVER 15' RADIUS	150	LF
606.1721	BRIDGE TRANSITION - TYPE 1	4	EA
606.259	ANCHORAGE ASSEMBLY	1	EA
606.265	TERMINAL END-SINGLE RAIL - GALVANIZED STEEL	3	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	8	EA
606.47	SINGLE WOOD POST	2	EA
609.31	CURB TYPE 3	140	LF
609.34	CURB TYPE 5	215	LF
609.35	CURB TYPE 5 - CIRCULAR	15	LF
610.08	PLAIN RIPRAP	1350	CY
610.16	HEAVY RIPRAP	5858	CY
610.18	STONE DITCH PROTECTION	15	CY
613.319	EROSION CONTROL BLANKET	310	SY
615.07	LOAM	75	CY
618.14	SEEDING METHOD NUMBER 2	12	UN
619.12	MULCH	12	UN
619.14	EROSION CONTROL MIX	49	CY
620.58	EROSION CONTROL GEOTEXTILE	8650	SY
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	2300	LF
629.05	HAND LABOR, STRAIGHT TIME	15	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	10	HR
631.14	GRADER (INCLUDING OPERATOR)	10	HR
631.15	ROLLER, EARTH AND BASE COURSE (INCLUDING OPERATOR)	10	HR
631.172	TRUCK-LARGE (INCLUDING OPERATOR)	10	HR
631.18	CHAIN SAW RENTAL (INCLUDING OPERATOR)	10	HR
631.20	STUMP CHIPPER RENTAL (INCLUDING OPERATOR)	10	HR
631.22	FRONT END LOADER (INCLUDING OPERATOR)	10	HR
631.32	CULVERT CLEANER (INCLUDING OPERATORS)	10	HR
639.19	FIELD OFFICE TYPE B	1	EA
643.66	RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL (RDTS)	1	EA
643.72	TEMPORARY TRAFFIC SIGNAL	1	LS
645.292	REGULATORY, WARNING, CONFIRMATION, AND ROUTE MARKER ASSEMBLY SIGNS TYPE II	40	SF
652.312	TYPE III BARRICADES	10	EA
652.33	DRUM	75	EA
652.34	CONE	25	EA
652.35	CONSTRUCTION SIGNS	400	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1	LS
652.38	FLAGGERS	420	HR
652.41	PORTABLE CHANGEABLE MESSAGE BOARD	2	EA

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
658.20	ACRYLIC LATEX COLOR FINISH	250	SY
659.10	MOBILIZATION	1	LS

GENERAL CONSTRUCTION NOTES

1. For easements, construction limits, and right of way lines, refer to the Right of Way Map.

2. The clearing limits as shown on the plans are approximate. The actual clearing limits for payment will be established in the field by the Resident.

3. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.

4. Existing signs within the Project limits shall be removed and reset as directed by the Resident. Payment for removal and reinstallation of existing signs will be considered incidental to the Contract. No separate payment will be made.

5. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.

6. In areas where the Resident directs the Contractor not to excavate to the subgrade line shown on the plans, payment for removing existing pavement, grubbing, shaping, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items.

7. All embankment material, except as otherwise shown, placed below EL. 18.0 shall be Granular Borrow meeting the requirements of Standard Specifications Subsection 703.19, Granular Borrow, for Material for Underwater Backfill.

8. Place riprap on sideslopes up to EL. 18.0.

9. Construct the riprap shelf at EL. 26.75 at Abutment No. 1 and at El. 28.00 at Abutment No. 2.

10. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.

11. Seeding Method No. 2 is anticipated on all undisturbed slope areas.

12. Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Pay Item 619.14, Erosion Control Mix.

13. Place a 24 inch wide strip of Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.

14. A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.

15. Where it is apparent that runoff will cause continual erosion, Erosion Control Blanket, seeded gutters, riprap downspouts, and other gutters lined with Stone Ditch Protection shall be constructed after paving and shoulder work is completed. Payment will be made under the appropriate Contract Items.

16. Where called for on the plans, where new pavement joins existing pavement, the existing pavement shall be sawcut along a smooth line to a neat, even, vertical joint as directed by the Resident. Broken or raveled edges will not be permitted. All work necessary for the preparation of this joint will be considered incidental to the related Contract Items.

17. Inlets and outlets of all culverts shall be riprapped unless otherwise noted on the plans or directed by the Resident.

18. No existing drainage shall be removed, abandoned, or plugged without prior approval of the Resident.

19. Existing culverts and catch basins will be cleaned as directed by the Resident under the appropriate Contract Items.

20. Sign posts and any associated breakaway devices necessary will be considered incidental to Item 645.292, Regulatory, Warning, Confirmation, and Route Marker Assembly Signs Type II.

21. Two relfectorized guardrail markers shall be installed at each guardrail end.

22. Protective Coating for Concrete Surfaces shall be applied to the following areas:

All exposed surfaces of concrete curbs,
Fascias down to the drip notch,
Top of abutment backwalls and wingwalls, and
To one foot below the ground on vertical walls against earth.

23. Project information referred to below may be accessed at the following MaineDOT web address: https://www.maine.gov/dot/doing-business/bid-opportunities

24. The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.

25. Reports on hydrology and/or hydraulics applicable to the bridge site may be accessed at the MaineDOT web address. The reports are based on MaineDOT's interpretation of the information obtained for the subject site. No assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.

26. The project geotechnical report titled: Geotechnical Design Report, Mill Cove Bridge, Soils Report 2025-08-13 may be accessed at the MaineDOT web address.

27. Geotechnical information furnished or referred to in this plan set is for the use of the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidders' or Contractor's interpretations of, or conclusions drawn from, the geotechnical information. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between the boring locations.

28. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:

a. If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.

b. If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.

c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation and Time.

29. This site lends itself to different cofferdam configurations, depending on the Contractor's means and methods. Rather than speculate on how the bidders will configure the cofferdams, the Department has provided a single pay item to be used to cover all cofferdams on the project, regardless of how many are actually used.

30. Payment for equipment, labor and materials to access the work, as well as to re-establish original ground, will be considered incidental to related Contract Items.

31. The Contractor will be responsible for maintaining all existing mailboxes to ensure that mail will be deliverable. Payment for this work will be considered incidental to the Contract.

32. Provide four large boulders (roughly 48 inches in diameter) across the width of the old roadway at each approach as indicated on the plan. Each boulder shall weigh a minimum of 2,500 pounds. Boulders shall be evenly spaced at 8 feet on center across the opening and shall be located approximately 10 feet from the embankment slope break, or as directed by the Resident. Place a 12 inch by 36 inch MUTC OM3 aluminum object marker sign mounted to a galvanized steel, 2 lbs/ft, 10 foot long U-Channel post behind each boulder. The bottom of the sign shall be 5 feet above grade and the post shall be embedded at least 3 feet into the ground. Retroreflective strip on the post is not required. Payment for procurement and placement of boulders (including all labor, equipment, and related incidentals) shall be considered incidental to Item 203.20 Common Excavation. Payment for the object marker and posts shall be under Item 645.292 Warning Signs Type II.

Thornton Tomasetti

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ MANAGER	MARK PARLIN		
DESIGN-DETAILED	E. BROWNELL	D. BURGESS	6/6/2025
CHECKED-REVIEWED	B. POMEROY	J. BURGESS	6/6/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

ESTIMATED QUANTITIES AND GENERAL NOTES

SHEET NUMBER

2

OF 60

Date: 8/12/2025

Username: EBrownell

Filename: P:\ME1\Projects\P24771.00 - Mill Cove\CADD Drawings\MSTN\26630\06\BRIDGE\Quantities.dgn

Item 609.34 Curb Type 5	Radius	LF
Sta. 201+70.11, 3.35' Lt. to Sta. 202+34.65, 9.92' Lt.	-	66.0
Sta. 202+34.65, 9.92' Lt. to Sta. 202+73.70, 3.18' Lt.	50	41.5
Sta. 201+69.47, 2.58' Rt. to Sta. 202+46.33, 11.08' Rt.	-	75.7
Sta. 202+46.33, 11.08' Rt. to Sta. 202+74.03, 1.79' Rt.	50	29.1

Item 609.35 Curb Type 5 - Circular	Radius	LF
Sta. 201+70.11, 3.35' Lt. to Sta. 201+69.47, 2.58' Rt.	3	8.7
Sta. 202+74.03, 1.79' Rt. to Sta. 202+73.70, 3.18' Lt.	3	5.9

CURVE DATA
PI = 200+62.93
D = 07°09'43.10"
Δ = 09°49'23.51" (RT)
R = 800.00'
L = 137.16'
T = 68.75'
E = 2.95'

CURVE DATA
PI = 202+08.90
D = 16°22'12.80"
Δ = 24°59'28.29" (RT)
R = 350.00'
L = 152.66'
T = 77.56'
E = 8.49'

CURVE DATA
PI = 20+58.04
D = 03°00'56.04"
Δ = 48°53'53.88" (RT)
R = 1900.00'
L = 1621.53'
T = 863.84'

PC = 199+94.18
PCC = 201+31.34
PT = 202+84.00
S77°45'30.2"E
RIDGE ROAD STA. 203+00.00 = ROUTE 1 STA. 20+86.66
Ridge Road Construction ℄
Construction ℄ U.S. ROUTE 1
TO PERRY

Proposed Utility Pole with Guy Wire Sta. 200+86.44, 32.44' Lt.
Existing Riser Pole to Remain Add Guy Wire Sta. 200+89.88, 57.41' Lt.
Stone Ditch Protection
Terminal End Single Rail
W-Beam Guardrail with 15' Radius
R4-7 3" Wide Retroreflective Strip
Place 4 Boulders and 4 OM3-C Signs Across End of Abandoned Roadway
Remove Utility Pole (By Others)
Remove Existing Bridge to 1' Below Streambed
Proposed Slack Span Pole with Guy Wire Sta. 202+15.03, 49.37' Lt.
Erosion Control Mix
Remove Light Pole (By others)
Proposed Utility Pole Sta. 22+95.80, 31.70' Lt.
℄ Brg. Abut. No. 1 Sta. 23.16.00
120'-0" Span
℄ Brg. Abut. No. 2 Sta. 24+36.02
Plain Riprap Downspout and Outlet Protection
Alter Catch Basin to Type B with Solid Cover
Maintain Existing Drainage Outlet
Guardrail Berm (Typ.)
Approach Slab (Typ.)
Proposed Utility Pole with Guy Wire and Street Light Sta. 21+52.00, 47.00' Lt.
Remove Curb and Guardrail
Alter Catch Basin to Type B with Solid Cover
Reconstruct Island
Adjust Catch Basin to Grade
Proposed Utility Pole Sta. 19+10.0, 43.5' Lt.
To Remain
Existing Utility Pole to Remain Sta. 18+72.2, 158.5' Lt.
CS-1
R4-7
3" Wide Retroreflective Strip
Sawcut Line (Typ.)
Precast Concrete Transition Curb (Typ.)
Precast Concrete Curb (Typ.)
Remove Curb and Guardrail
Heavy Riprap (Typ.)
W-Beam Guardrail Mid-Splice (Typ.)
Remove and Reset W1-7 and Om1-2
Existing Culvert (To be Removed)
Sta. 17+40± Limit of Work
Terminal End Single Rail
Remove and Reset W2-2

7+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

2:1 3:1 4:1 1.75:1

PLAN
25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 02663006
WIN 026630.06

	BY	DATE
PROJ MANAGER	MARK PARLIN	
DESIGN-DETAILED	L. BENTLEY	08/2025
CHECKED-REVIEWED	M. RICHARD	08/2025
DESIGN2-DETAILED2	B. HAVU	
DESIGN3-DETAILED3	K. RICHARD	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE
P.E. NUMBER
DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

GENERAL PLAN

SHEET NUMBER
3
OF 60

Date: 8/12/2025
Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Plan_Route 1.dgn

Item 609.31 Curb Type 3	LF
Sta. 26+93 to Sta. 27+57, Lt.	140

Place 4 Boulders and 4 OM3-C Signs Across End of Abandoned Roadway

Erosion Control Mix

Precast Concrete Curb (Typ.)

Precast Concrete Transition Curb (Typ.)

Remove and Reset OBDS Signs on New Wood Posts

Remove and Reset W2-2

Proposed Utility Pole Sta. 24+71.8, 28.0' Lt.

Remove Guardrail

Anchorage Assembly

Existing Utility Pole to Remain, Add Guy Wire

Proposed Utility Pole with Guy Wire Sta. 26+50.5, 28.0' Lt.

W-Beam Guardrail with 15' Radius

W-Beam Guardrail Mid-Way Splice (Typ.)

Remove Curb and Guardrail

W-Beam Guardrail with 20' Radius

Terminal End Single Rail

Sawcut (Typ.)

Existing Utility Pole to Remain

24+00 25+00 26+00 27+00 28+00 29+00 30+00

Construction ℄

TO CALAIS

N34°13'37.59"E

PT = 28+15.22

CURVE DATA
PI = 20+58.04
D = 03°00'56.04"
Δ = 48°53'53.88" (RT)
R = 1900.00'
L = 1621.53'
T = 863.84'
E = 187.16'

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ. MANAGER	MARK PARLIN		
DESIGNED-DETAILED	M. RICHARD	08/2025	
CHECKED-REVIEWED	B. HAVU	08/2025	
DESIGNED-DETAILED2			
DESIGNED-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

GENERAL PLAN

SHEET NUMBER

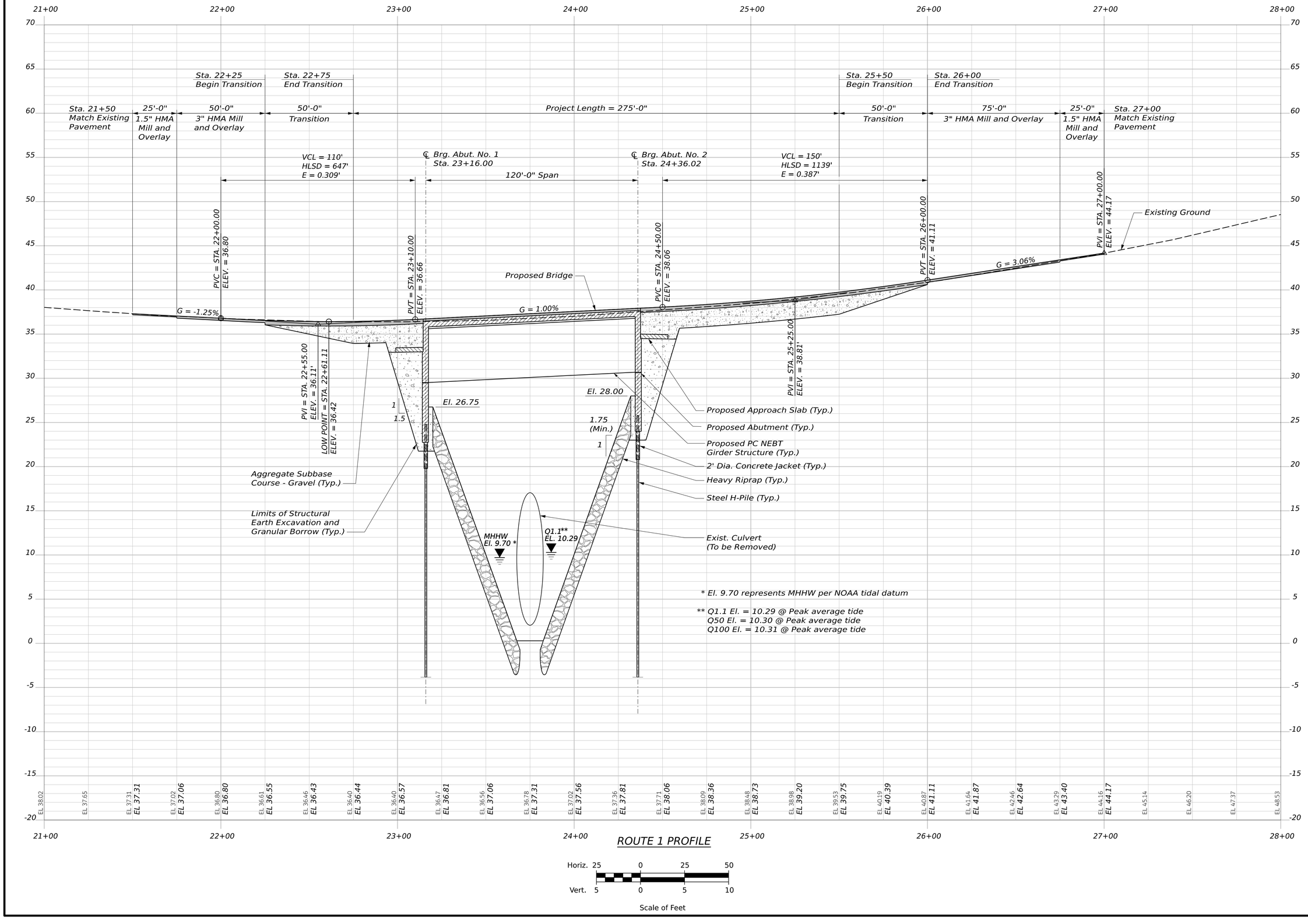
4

OF 60

Date: 8/12/2025

Username: Matt.Richard

Filename: C:\Users\diana\Dropbox\DCS-Projects\Thornton Tomasetti\26630_06\BRIDGE\Plan_Route 1.dgn



ROUTE 1 PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ. MANAGER	MARK PARLIN		
DESIGNED-DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED-REVIEWED	B. HAVU	B. HAVU	08/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

PROFILES

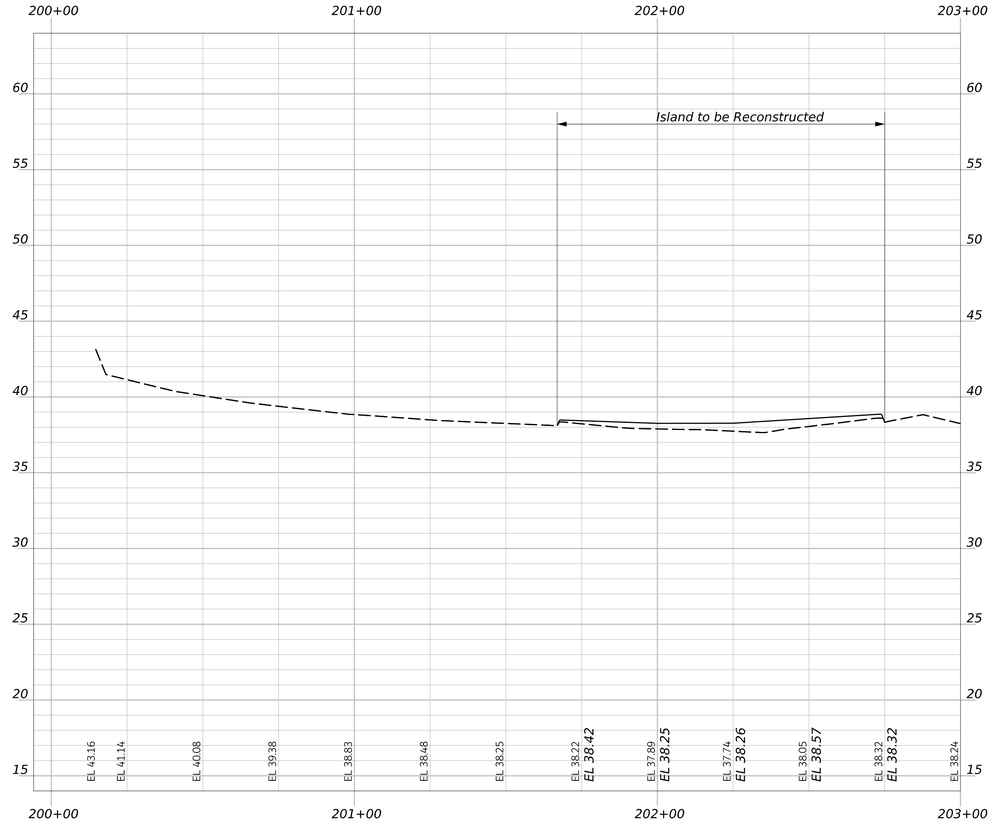
SHEET NUMBER

5

OF 60

Username: Matt.Richard Date: 8/12/2025

Filename: C:\Users\diana\Dropbox\DCS-Projects\Thornton Tomasetti\26630_06\BRIDGE\Profile_Route 1.dgn



RIDGE ROAD PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

Username: Matt.Richard Date: 8/12/2025

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Alignment_Ridge Road.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ MANAGER	MARK PARLIN		
DESIGN-DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED-REVIEWED	B. HAVU		08/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

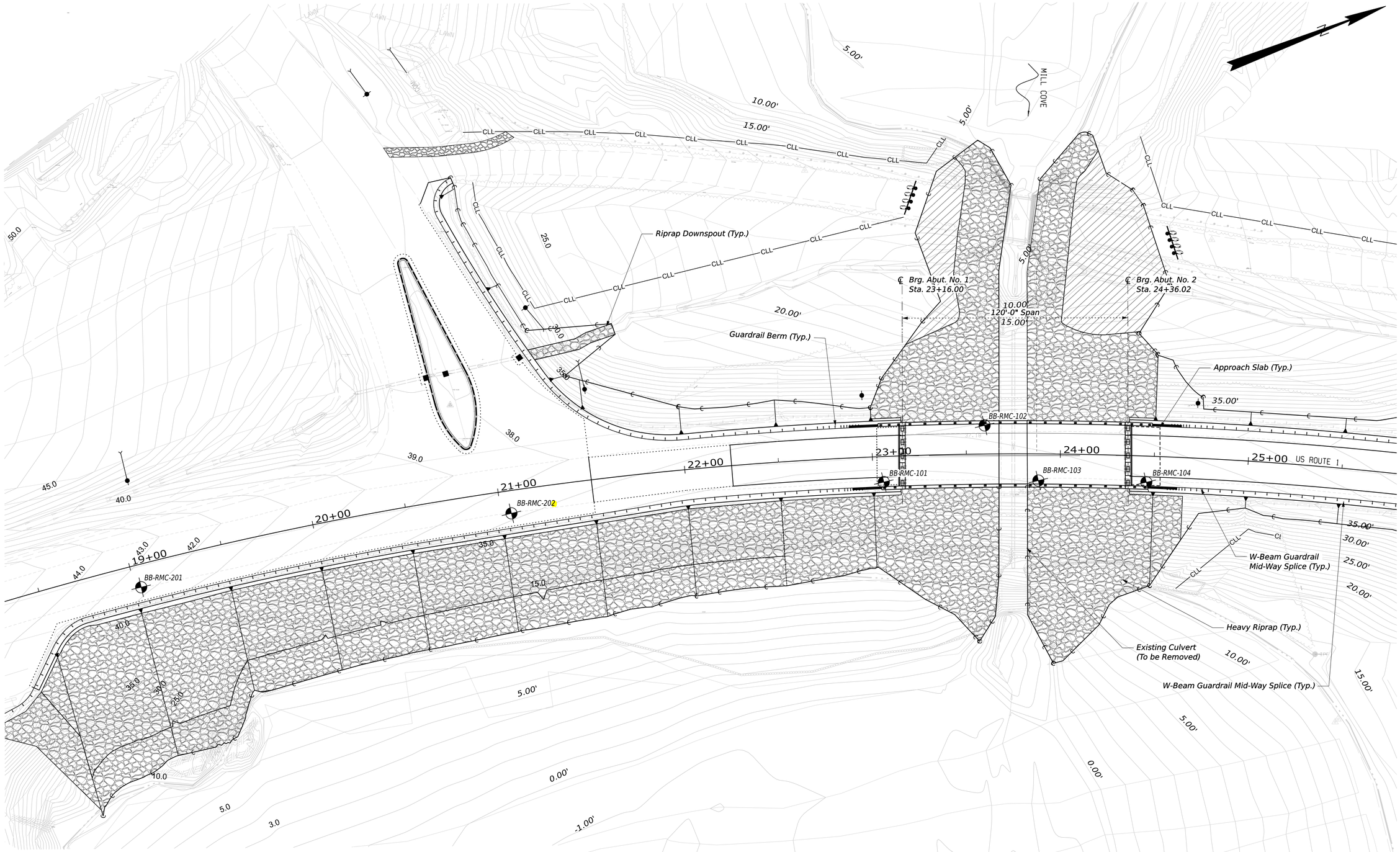
U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

PROFILES

SHEET NUMBER

6

OF 60



LEGEND

CASED WASHED BORINGS

SOURCE

Base plan is developed from electronic files (Ground.dgn, Topo.dgn, z_abutment.dgn) provided to GEI by Thornton Tomasetti on August 12, 2024, electronic files (Alignment_Rt1.dgn) provided to GEI by Thornton Tomasetti on May 22, 2025 and electronic files (Corridor_Route 1_Linework.dgn) provided to GEI by Thornton Tomasetti on June 31, 2025

NOTES

1. *Borings BB-RMC-101 through BB-RMC-104 were drilled by New England Boring Contractors of Hermon, Maine between March 25 and April 11, 2024 and were observed by GEI personnel.*
2. *Borings BB-RMC-201 and BB-RMC-202 were drilled by New England Boring Contractors of Hermon, Maine between May 12 and May 13, 2025 and were observed by GEI personnel.*
3. *As-drilled boring locations for borings BB-RMC-101 through BB-RMC-104 were surveyed by MaineDOT and provided to GEI.*
4. *As-drilled boring locations for borings BB-RMC-201 and BB-RMC-202 were estimated using tape ties and should be considered accurate to the degree implied.*

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED — DATE

COMMISSIONER:

CHIEF ENGINEER:

	BY	DATE
PROJ. MANAGER	M. JOHNESCU	
DESIGN-DETAILED	M. JOHNESCU	Y.SOJO 7/17/2025
CHECKED-REVIEWED	M. JOHNESCU	N. BETANCUR 8/5/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

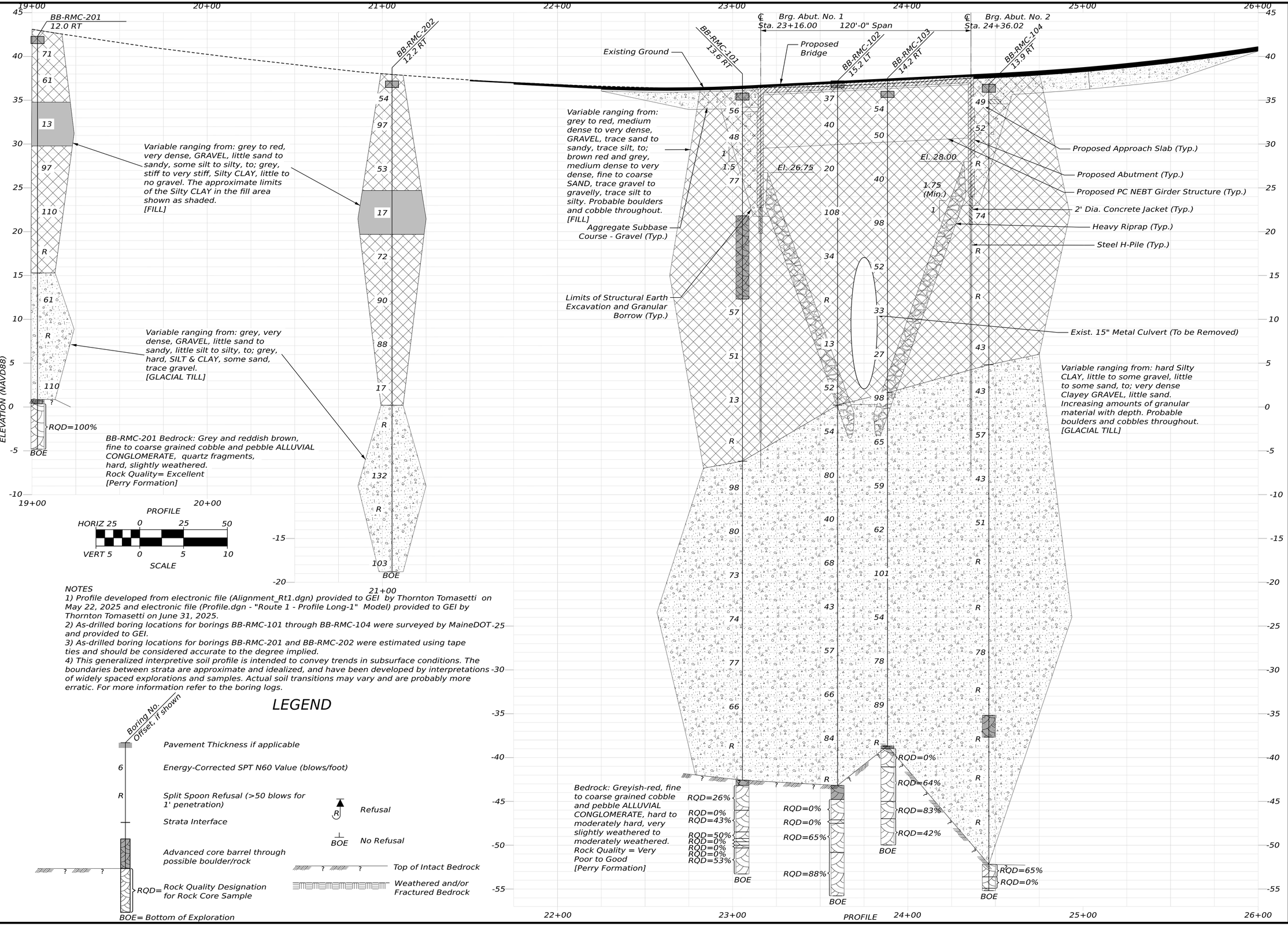
U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

BORING LOCATION PLAN

SHEET NUMBER

7

OF 60



NOTES

1) Profile developed from electronic file (Alignment_Rt1.dgn) provided to GEI by Thornton Tomasetti on May 22, 2025 and electronic file (Profile.dgn - "Route 1 - Profile Long-1" Model) provided to GEI by Thornton Tomasetti on June 31, 2025.
2) As-drilled boring locations for borings BB-RMC-101 through BB-RMC-104 were surveyed by MaineDOT and provided to GEI.
3) As-drilled boring locations for borings BB-RMC-201 and BB-RMC-202 were estimated using tape ties and should be considered accurate to the degree implied.
4) 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 transitions may vary and are probably more erratic. For more information refer to the boring logs.

LEGEND

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED — DATE

COMMISSIONER:

CHIEF ENGINEER:

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	M. JOHNESCU	
DESIGN-DETAILED	M. JOHNESCU	7/17/2025
CHECKED-REVIEWED	Y.SOJO	
DESIGN-DETAILED2	M. JOHNESCU	8/5/2025
DESIGN-DETAILED3	N. BETANCUR	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER

8

OF 60

Filename: B:\Working\THORNTON TOMASETTI\I2502334 MaineDOT Downeast Bridges Phase II\00__CAD\DGN\03__Robbinston\SHT\003__GeoProfile-Robbinston.dgn

USERNAME:SOJO YONATHAN DIVISION:

FILENAME:...\SHT\008_BORINGLOGS.DGN DATE:8/5/2025

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Mill Cove New Bridge #6205 carries Route 1 over Mill Cove
Location: Robbinston, Maine

Boring No.: BB-RMC-101
WIN: 026630.06

Driller:	New England Boring Contractors	Elevation (ft):	35.8
Operator:	G. McDougal	Datum:	NAVD88
Logged By:	M. Schaaff	Rig Type:	Mobile B-53
Date Start/Finish:	3/28/24-4/2/24	Drilling Method:	Driver/Spin & Wash
Boring Location:	N 447399.3, E 2492113.1	Casing ID/OD:	HW-4" & NW-3"
Hammer Efficiency Factor: 0.765		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Solid Stem Auger		
Sampler:	Standard Split Spoon		
Hammer Wt./Fall:	140 lbs/30"		
Core Barrel:	N2-2"		
Water Level*:	Not Measured		

Definitions:
D = Split Spoon Sample
SSA = Solid Stem Auger
WO = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOH/R = Weight of Hammer/Rods
S_{UC} = Unconfined Compressive Strength (psf)
S_{UR} = Remolded Field Vane Undrained Shear Strength (psf)
$S_{UV(MIN)}$ = Lab Vane Shear Strength (psf)
N_M = Uncorrected Pocket Penetrometer Tsf Value
N = Uncorrected Raw Field SPT N-Value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-value Corrected for Hammer Efficiency
Hammer Efficiency Factor (60% Recommended)
T_{UV} = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information								Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Strength (psf) or RQD (%)	Uncorrected N	N_{60}	Casing Blows			
							SSA		10": ASPHALT	
0	1D	24/10	1.0 - 3.0	20/27/17/11	44	56			Brown and grey, damp, very dense, fine to coarse SAND, some gravel, little silt, (Till)	
									Top 1" Block/asphalt	
	2D	24/13	4.0 - 6.0	11/19/19/30	38	48	84		Grey and brown, damp, dense, fine to medium SAND, some silt, trace gravel, (Till)	A-2-(0), SM WC=13.9%
5							152			
							132			
							117			
							145			
10	3D	24/3	9.0 - 11.0	25/23/37/40	60	77	63		Red and grey, wet, very dense, GRAVEL, (Till). Rock fragment in tip of spoon.	
							177			
							96		163 blows for 0.4 ft.	
							631			
15	R1	54/32	14.0 - 18.5	--			N2		R1: Cobble/Boulder: Red, fine to coarse grained, cobble and pebble, siliuvial conglomerate. 59% Recovery	
	R2	60/3	18.5 - 23.5	--			N2		R2: Cobble/Boulder: Red, fine to coarse grained, cobble and pebble, siliuvial conglomerate. 5% Recovery. R2: Core Times (min sec) 18.5-19.5 ft (1:19) 19.5-20.5 ft (1:31) 20.5-21.5 ft (2:09) 21.5-22.5 ft (1:50) 22.5-23.5 ft (2:15)	
20										
25	4D	24/8	24.0 - 26.0	7/21/24/27	45	57	SPT'N		Grey to reddish brown, wet, very dense, Sandy GRAVEL, trace silt, (Till).	A-1-b, GW WC=6.9%
30	5D	24/4	29.0 - 31.0	12/19/21/7	40	51			Rolled ahead of casing 31 ft to 49 ft.	
							208			
							107			
							70			
35	6D	24/1	34.0 - 36.0	15/6/4/10	10	13	19		Grey to reddish brown, wet, medium dense, GRAVEL, trace sand, (Till). Rock fragment tip of spoon, 1.25-in piece of gravel.	
							29			
							54			
							68			
							76			
40	7D	16/6	39.0 - 40.3	38/35/50(4")	--	--	26		Black to reddish brown, wet, very dense, GRAVEL, little sand, (Till).	
							114			
							190			
							178			
							109			
45	8D	24/24	44.0 - 46.0	24/42/35/44	77	98	61		Grey, wet, hard, Silty CLAY, little gravel, (Glacial Till).	A-4, CL WC=10.4% LL=24.1 PL=15.9 PI=8.8
							108			
							80			
							78			
							86			
50	9D	24/24	49.0 - 51.0	21/29/34/47	63	80	125		Grey, wet, hard, Silty CLAY, trace gravel, (Glacial Till).	
							887		1 88 blows for 0.8 ft.	
							92			
							94		Casing refusal at 51.8 ft, rolled ahead of casing to 79 ft.	
							96			
55	10D	24/24	54.0 - 56.0	24/26/31/39	57	73	91		Grey, wet, hard, Silty CLAY, some sand, trace gravel, (Glacial Till).	A-4, CL WC=11.2% LL=23.8 PL=15.5 PI=8.3
							72			
							73			
							63			
							76			
60	11D	24/23	59.0 - 61.0	36/29/29/38	58	74	79		Grey, wet, hard, Silty CLAY, some sand, trace gravel, (Glacial Till).	
							77			
							92			
							97			
							101			
65	12D	24/22	64.0 - 66.0	18/27/33/42	60	77	60		Grey, wet, hard, Silty CLAY, some sand, trace gravel, (Glacial Till).	
							93			
							104			
							108			
							117			
70	13D	24/24	69.0 - 71.0	15/22/30/42	52	66	76		Grey, wet, hard, Silty CLAY, trace gravel, (Glacial Till).	
							71			
							78			
							115			
75	14D	11/10	74.0 - 74.9	18/50(5")	--	--	92		Grey, wet, hard, Silty CLAY, little gravel, (Glacial Till).	

Remarks:
1. Automatic hammer NEBC D-28. Energy Transfer Ratio = 0.765.
2. Borehole backfilled with bentonite chips, soil cuttings, gravel, and patched with cold patch asphalt.

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.

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS
Project: Mill Cove New Bridge #6205 carries Route 1 over Mill Cove
Location: Robbinston, Maine
Boring No.: BB-RMC-101
WIN: 026630.06
Driller: New England Boring Contractors
Operator: G. McDougal
Logged By: M. Schaaff
Date Start/Finish: 3/28/24-4/2/24
Boring Location: N 447399.3, E 2492113.1
Elevation (ft): 35.8
Datum: NAVD88
Rig Type: Mobile B-53
Drilling Method: Driver/Spin & Wash
Casing ID/OD: HW-4" & NW-3"
Hammer Efficiency Factor: 0.765
Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD: 5" Solid Stem Auger
Sampler: Standard Split Spoon
Hammer Wt./Fall: 140 lbs/30"
Core Barrel: N2-2"
Water Level*: Not Measured
Definitions: D = Split Spoon Sample; SSA = Solid Stem Auger; WO = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; WU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test, PP = Pocket Penetrometer; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR = Weight of Rods or Casing; WOH/R = Weight of Hammer/Rods; S_{UC} = Unconfined Compressive Strength (psf); S_{UR} = Remolded Field Vane Undrained Shear Strength (psf); $S_{UV(MIN)}$ = Lab Vane Shear Strength (psf); N_M = Uncorrected Pocket Penetrometer Tsf Value; N = Uncorrected Raw Field SPT N-Value; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT N-value Corrected for Hammer Efficiency; Hammer Efficiency Factor (60% Recommended); T_{UV} = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information								Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Strength (psf) or RQD (%)	Uncorrected N	N_{60}	Casing Blows			
75							94		Fractured rock at 7'.	
							93			
							87			
							70			
80	M0 #3	0/0 34/30	79.0 - 79.0 - 81.8	50(0") RQD = 26%	--	--			Approximate Top of Bedrock at Elev. -42.6 ft. Rod rock cuttings in return, roller cone slowed, increased pressure, rolled to 79 ft. R3: Bedrock: Grey and reddish brown, fine to coarse grained, cobble and pebble siliuvial CONGLOMERATE, quartz fragments, hard, very slight to slightly weathered, horizontal to low angle, close, tight to open joints with clay infilling. [Perry Formation] Rock Quality: Poor 88% Recovery R3: Core Times (min sec) 78.5-79.5 ft (2:50) 79.5-80.5 ft (3:09) 80.5-81.3 ft (2:20) R4: Bedrock: Grey and reddish brown, fine to coarse grained, cobble and pebble siliuvial CONGLOMERATE, hard, slightly weathered, very close, open joints. [Perry Formation] Rock Quality: Very Poor 100% Recovery R4: Core Times (min sec) 81.3-81.8 ft (4:21) R5: Bedrock: Grey and reddish brown, fine to coarse grained, cobble and pebble siliuvial CONGLOMERATE, with clay infilling at bottom 1.5", hard, very slightly weathered, low angle, very close to close, tight to open joints. [Perry Formation] Rock Quality: Poor 100% Recovery R5: Core Times (min sec) 81.8-82.8 ft (7:04) 82.8-83.8 ft (3:24) 83.8-84.3 ft (1:40) R6: Bedrock: Grey and reddish brown, fine to coarse grained, cobble and pebble siliuvial CONGLOMERATE, hard, very slightly weathered, low angle, very close to close, tight to open joints with clay infilling 5.0- 6.5". [Perry Formation] Rock Quality: Poor 100% Recovery R6: Core Times (min sec) 84.3-85.1 ft (5:19) R7: Bedrock: Grey and reddish brown, fine to coarse grained, cobble and pebble siliuvial CONGLOMERATE, quartz intrusion at 4", hard, slightly to mod. weathered, low angle, very close open joints with clay infilling 1.0-2.0". [Perry Formation] Rock Quality: Very Poor 90% Recovery R7: Core Times (min sec) 85.0-85.4 ft (2:12) R8: Bedrock: Grey and reddish brown, fine to coarse grained, cobble and pebble siliuvial CONGLOMERATE, hard to mod. hard, moderate weathered, very close, open joints. [Perry Formation] Rock Quality: Very Poor 100% Recovery R8: Core Times (min sec) 85.4-85.8 ft (2:45) R9: Bedrock: Grey and reddish brown, fine to coarse grained, cobble and pebble siliuvial CONGLOMERATE, mod. hard, moderate weathered, very close open joints. [Perry Formation] Rock Quality: Very Poor 100% Recovery R9: Core Times (min sec) 85.8-86.1 ft (2:45) R10: Bedrock: Grey and reddish brown, fine to coarse grained, cobble and pebble siliuvial CONGLOMERATE, hard, very slightly weathered, low angle to mod dipping, very close to close, tight to open joints. [Perry Formation] Rock Quality: Very Poor 100% Recovery R9: Core Times (min sec) 86.1-87.1 ft (6:01) 87.1-88.1 ft (4:55) 88.1-89.1 ft (2:40) Bottom of Exploration at 89.1 feet below ground surface.	
	R4 #5	6/6 30/30	81.3 - 81.8 - 84.3	RQD = 0% RQD = 43%	--	--				
	R6	9/9	84.3 - 85.1	RQD = 50%						
	R7 #8	5/4.5 6/6	85.0 - 85.4	RQD = 0% RQD = 0%						
	R10	36/31	85.8 - 86.1 - 89.1	RQD = 53%						
85										
90										
95										
100										
105										
110										
115										

Remarks:
1. Automatic hammer NEBC D-28. Energy Transfer Ratio = 0.765.
2. Borehole backfilled with bentonite chips, soil cuttings, gravel, and patched with cold patch asphalt.

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.

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS
Project: Mill Cove New Bridge #6205 carries Route 1 over Mill Cove
Location: Robbinston, Maine
Boring No.: BB-RMC-102
WIN: 026630.06
Driller: New England Boring Contractors
Operator: G. McDougal
Logged By: M. Schaaff
Date Start/Finish: 3/25/24-3/27/24
Boring Location: N 447460.2, E 2492104.2
Elevation (ft): 37.2
Datum: NAVD88
Rig Type: Mobile B-53
Drilling Method: Drive & Wash
Casing ID/OD: HW-4" & NW-3"
Hammer Efficiency Factor: 0.765
Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD: 5" Solid Stem Auger
Sampler: Standard Split Spoon
Hammer Wt./Fall: 140 lbs/30"
Core Barrel: N2-2"
Water Level*: 18.5 ft bgs.
Definitions: D = Split Spoon Sample; SSA = Solid Stem Auger; WO = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; WU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test, PP = Pocket Penetrometer; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR = Weight of Rods or Casing; WOH/R = Weight of Hammer/Rods; S_{UC} = Unconfined Compressive Strength (psf); S_{UR} = Remolded Field Vane Undrained Shear Strength (psf); $S_{UV(MIN)}$ = Lab Vane Shear Strength (psf); N_M = Uncorrected Pocket Penetrometer Tsf Value; N = Uncorrected Raw Field SPT N-Value; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT N-value Corrected for Hammer Efficiency; Hammer Efficiency Factor (60% Recommended); T_{UV} = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information								Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Strength (psf) or RQD (%)	Uncorrected N	N_{60}	Casing Blows	Elevation (ft.)		
0							SSA	36.4	10": ASPHALT	
	1D	24/7	1.0 - 3.0	14/15/14/14	29	37		0.1	Brown, damp, dense, fine to coarse SAND, some gravel, some silt, (Fill).	
	2D	24/16	4.0 - 6.0	13/13/18/25	31	40	881		Brown, damp, dense, Silty fine to medium SAND, trace gravel, (Fill). 1 88 blows for 0.8 ft.	
5							181			
							232			
							180			
							105			
10	3D	24/5	9.0 - 11.0	8/8/8/7	16	20	41		Brown and reddish brown, wet, medium dense, Gravelly fine to coarse SAND, trace silt, (Fill).	A-1-a, SW WC=10.3%
							54			
							82			
							81			
							263			
15	4D	24/11	14.0 - 16.0	35/48/37/34	85	108	215		Brown and reddish brown, wet, very dense, GRAVEL, some silt, little sand, medium plasticity, (Fill).	
							153			
							149			
							244			
							153			
20	5D	24/7	19.0 - 21.0	21/13/14/17	27	34	49		Rolled ahead of casing 19 ft to 29 ft. Brown, wet, medium dense, fine to coarse SAND, some silt, little gravel, medium plasticity, (Fill).	
							38			
							43			
							86			
							117			
25	6D	24/5	24.0 - 26.0	20/23/50(3")	--	--	50		Brown, wet, very dense, Sandy GRAVEL, little silt, (Fill). Probable boulder/cobbles 25.3 to 26 ft.	
							66			
							100			
							85			
							84			
30	7D	24/1	29.0 - 31.0	8/7/3/5	10	13	60		Grey and reddish brown, wet, medium dense, GRAVEL, trace sand, (Till).	
							55			
							55			
							62			
							76			
35	8D	24/1	34.0 - 36.0	13/16/25/24	41	52	90		Grey and reddish brown, wet, medium dense, GRAVEL, trace sand, (Till). 1.8-in piece of gravel at tip.	
							134	0.2		
							146			
							188			
							198	37.0		
40	9D	24/16	39.0 - 41.0	17/20/22/29	42	54	160		Grey, wet, hard, Silty CLAY, little sand, trace gravel, (Glacial Till).	A-4, CL WC=10.0% LL=24.8 PL=15.9 PI=8.9
							130			
							328			
							178			
							189		Rolled ahead of casing 43 to 47 ft.	
45	10D	24/2	44.0 - 46.0	6/28/35/42	63	80	149		Grey, wet, hard, SILT, some gravel, some sand, (Glacial Till). Rock in tip.	
							120			
							145			
							PUSH			
50	11D	24/24	49.0 - 51.0	13/17/14/55	31	40	149		Grey, wet, hard, Silty CLAY, trace gravel, (Glacial Till).	
							144			
							144			
							314		Possible gravel layer based on drill rig behavior.	
							330		Rolled ahead of casing 54 to 82 ft.	
55	12D	24/6	54.0 - 56.0	19/23/30/35	53	68	61		Grey, wet, hard, Silty CLAY, little gravel, (Glacial Till).	
							90			
							162			
							165			
							199			
60	13D	24/2	59.0 - 61.0	15/15/19/27	34	43	153		Grey, wet, hard, Silty CLAY, some gravel, (Glacial Till).	
							173			
							184			
							157			
							192			
65	14D	24/6	64.0 - 66.0	13/18/27/26	45	57	151		Grey, wet, hard, Silty CLAY, some gravel, some sand, (Glacial Till).	A-4(0), SM WC=12.3%
							205			
							153			
							124			
							203			
70	15D	24/22	69.0 - 71.0	26/15/37/50	52	66	222		Grey, wet, hard, Silty CLAY, little gravel, little sand, (Glacial Till).	
							277			
							134			
							164			
							128			
75	16D	24/22	74.0 - 76.0	30/35/31/37	66	84	92		Grey, wet, hard, Silty CLAY, little sand, trace gravel, (Glacial Till).	

Remarks:
1. Automatic hammer NEBC D-28. Energy Transfer Ratio = 0.765.
2. Water level measured on beginning of shift on 3/26/24 @ 8:20.
3. Borehole backfilled with bentonite chips, soil cuttings, and gravel. Top patched with cold patch asphalt.

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.

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS
Project: Mill Cove New Bridge #6205 carries Route 1 over Mill Cove
Location: Robbinston, Maine
Boring No.: BB-RMC-102
WIN: 026630.06
Driller: New England Boring Contractors
Operator: G. McDougal
Logged By: M. Schaaff
Date Start/Finish: 3/25/24-3/27/24
Boring Location: N 447460.2, E 2492104.2
Elevation (ft): 37.2
Datum: NAVD88
Rig Type: Mobile B-53
Drilling Method: Drive & Wash
Casing ID/OD: HW-4" & NW-3"
Hammer Efficiency Factor: 0.765
Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD: 5" Solid Stem Auger
Sampler: Standard Split Spoon
Hammer Wt./Fall: 140 lbs/30"
Core Barrel: N2-2"
Water Level*: 18.5 ft bgs.
Definitions: D = Split Spoon Sample; SSA = Solid Stem Auger; WO = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; WU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test, PP = Pocket Penetrometer; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR = Weight of Rods or Casing; WOH/R = Weight of Hammer/Rods; S_{UC} = Unconfined Compressive Strength (psf); S_{UR} = Remolded Field Vane Undrained Shear Strength (psf); $S_{UV(MIN)}$ = Lab Vane Shear Strength (psf); N_M = Uncorrected Pocket Penetrometer Tsf Value; N = Uncorrected Raw Field SPT N-Value; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT N-value Corrected for Hammer Efficiency; Hammer Efficiency Factor (60% Recommended); T_{UV} = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information								Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Strength (psf) or RQD (%)	Uncorrected N	N_{60}	Casing Blows			
75							114		Grey, wet, hard, Silty CLAY, little gravel, trace sand, (Glacial Till). 0.75-in red rock fragment at tip.	
							109			
							139			
							152			
80	17D	17/17	79.0 - 80.4	32/24/50(5")	--	--		RC		
									Approximate Top of Bedrock at Elev. -43.2 ft. Roller Cone ahead to 82 ft kgs.	
	R1	28/28	82.0 - 84.3	RQD = 0%			N2		R1: Bedrock: Grey to reddish brown, fine to coarse grained, cobble and pebble siliuvial CONGLOMERATE, quartz intrusion at 27.5", hard, slightly weathered, 1-9" fragments, 20-30" fragments. Horizontals to low angle, very close to close, tight joints with sand and silt infilling. [Perry Formation] Rock Quality: Very Poor 100% Recovery R1: Core Times (min sec) 82.0-83.0 ft (6:08) 83.0-84.0 ft (3:24) 84.0-84.3 ft (1:52) R2: Bedrock: Grey to reddish brown, fine to coarse grained, cobble and pebble siliuvial CONGLOMERATE, hard, slightly weathered. One horizontal, tight joint with sand infilling. [Perry Formation] Rock Quality: Very Poor 100% Recovery R2: Core Times (min sec) 84.3-84.7 ft (6:46) R3: Bedrock: Grey to reddish brown, fine to coarse grained, cobble and pebble siliuvial CONGLOMERATE, 24-25" soft rock, hard, slightly weathered, horizontal to low angle, very close to close, tight to open joints with sand and silt infilling. [Perry Formation] Rock Quality: Fair 100% Recovery R3: Core Times (min sec) 84.7-85.7 ft (9:30) 85.7-86.7 ft (7:23) 86.7-87.7 ft (6:51) 87.7-88.0 ft (1:51) R4: Bedrock: Grey to reddish brown, fine to coarse grained, cobble and pebble siliuvial CONGLOMERATE, quartz intrusion, hard, slightly weathered, horizontal to mod. dipping, very close to mod. close, tight to open joints with sand infilling. One vertical joint from 50'-57' probable driller break. [Perry Formation] Rock Quality: Good 100% Recovery R4: Core Times (min sec) 88.0-89.0 ft (5:05) 89.0-90.0 ft (3:19) 90.0-91.0 ft (3:57) 91.0-92.0 ft (2:09) 92.0-93.0 ft (2:25) Bottom of Exploration at 93.0 feet below ground surface.	
	R2 #3	5/5 40/40	84.3 - 84.7 - 88.0	RQD = 0% RQD = 63%						
85	R4	60/60	88.0 - 93.0	RQD = 88%						
90										
95										
100										
105										

Remarks:
1. Automatic hammer NEBC D-28. Energy Transfer Ratio = 0.765.
2. Water level measured on beginning of shift on 3/26/24 @ 8:20.
3. Borehole backfilled with bentonite chips, soil cuttings, and gravel. Top patched with cold patch asphalt.

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.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED		DATE
COMMISSIONER:		
CHIEF ENGINEER:		

PROJ. MANAGER	M. JOHNESCU		
DESIGNED-DETAILED	M. JOHNESCU	Y.SOJO	7/17/2025
CHECKED-REVIEWED	M. JOHNESCU	I. BETANCUR	8/5/2025
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

BORING LOGS (1 OF 3)

SHEET NUMBER
9
OF 60

Filename: B:\Working\THORNTON TOMASETTI\2502334 MaineDOT Downeast Bridges Phase II\00__CAD\DGN\03__Robbinston\SHT\008__Boringlogs.dgn

USERNAME:SOJO YONATHAN DATE:8/5/2025

FILENAME:..\SHT\009_BORINGLOGS.DGN DIVISION:

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Mill Cove New Bridge #6205 carries Route 1 over Mill Cove
Location: Robbinston, Maine

Boring No.: BB-RMC-103
WIN: 026630.06

Driller:	New England Boring Contractors	Elevation (ft):	36.0
Operator:	G. McDougal	Datum:	NAVD88
Logged By:	M. Schaaff	Rig Type:	Mobile B-53
Date Start/Finish:	4/2/24-4/8/24	Drilling Method:	Drive & Wash
Boring Location:	N 447476. 3, E 2492141. 9	Casing ID/OD:	HW-4" & NW-3"
Hammer Efficiency Factor: 0.765		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Solid Stem Auger		
Sampler:	Standard Split Spoon		
Hammer Wt./Fall:	140 lbs/30"		
Core Barrel:	N2-2"		
Water Level*:	12.3 ft bgs.		

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOH = Weight of the Person
S_{UV} = Peak/Residual Field Vane Undrained Shear Strength (psf)
$S_{UP(psf)}$ = Lab Vane Shear Strength (psf)
q_p = Unconfined Compressive Strength (tsf)
N=uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
Hammer Efficiency Factor/60% if unspecified
T_V = Pocket Torvane Shear Strength (tsf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (ft.-lb.) Strength (psf) or RQD (%)	N=uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	35.3		8" ASPHALT	
	1D	24/12	1.0 - 3.0	15/25/17/11	42	54		0.7		Brown and grey, damp, very dense, fine to coarse SAND, little gravel, little silt, (Cf-ii).	
	2D	24/15	4.0 - 6.0	10/16/23/27	39	50				Brown, damp, dense, fine to medium SAND, little silt, (Cf-iii).	
10	3D	24/11	9.0 - 11.0	15/14/17/18	31	40	60			Brown and reddish brown, wet, dense, Sandy GRAVEL, little silt, (Cf-iii). Red rock fragments.	
	4D	24/14	14.0 - 16.0	43/42/35/26	77	98	53			Rolled shesd of casing 14 ft to 39 Ft Brown and grey, wet, very dense, Fine to coarse SAND, some gravel, little silt, (Cf-ii). Red and grey rock fragments.	A-1-b, SM WC=9.3%
15							109				
							101				
							177				
							235				
20	5D	24/7	19.0 - 21.0	33/20/21/19	41	52	112			(0-3'): Grey to reddish brown, wet, very dense GRAVEL, some sand, (Cf-ii). (3'-7'): Brown and grey, wet, very dense, fine to coarse SAND, some gravel, little silt, (Cf-ii).	
							31				
							34				
							79				
							139				
	6D	24/7	24.0 - 26.0	16/16/10/8	26	33	44			Brown, wet, dense, fine to coarse SAND, some gravel, little silt, (Cf-ii).	
25							58				
							351 OPEN			135 blows for 0.8 ft.	
							42			Spin casing to 27 ft to tighen new piece of casing.	
							47				
30	7D	24/10	29.0 - 31.0	21/14/7/7	21	27	53			Grey and reddish brown, wet, medium dense, Gravelly medium to coarse SAND, trace silt, (Cf-ii).	
							74				
							161				
							174				
							189				
35	8D	23/11	34.0 - 35.9	18/41/36/50(5")	77	98	92	1.6		(0-5'): Light grey and reddish brown, wet, very dense GRAVEL, (Cf-iii).	A-1-a, SP WC=0.3%
							127	-34.4		(5'-11"): Grey, wet, very dense, fine to coarse SAND, some gravel, trace silt, rock fragments, (Glacial Till).	
							168				
							163				
40	9D	24/22	39.0 - 41.0	20/24/27/49	51	65	OPEN			Grey, wet, hard, Silty CLAY, trace gravel, (Glacial Till).	A-4, CL WC=10.0% LL=25.4 PL=16.0 PI=9.4
45	10D	24/24	44.0 - 46.0	14/21/25/34	46	59				Grey, wet, hard, Silty CLAY, trace gravel, trace sand, (Glacial Till).	
50	11D	24/20	49.0 - 51.0	21/22/27/29	49	62				Grey, wet, hard, Silty CLAY, little gravel, trace sand, (Glacial Till).	
55	12D	24/9	54.0 - 56.0	25/38/41/33	79	101				Grey, wet, hard, Silty CLAY, some gravel, little sand, (Glacial Till).	
60	13D	24/24	59.0 - 61.0	10/19/23/34	42	54				Grey, wet, hard, Silty CLAY, trace gravel, trace coarse sand, (Glacial Till).	
65	14D	24/21	64.0 - 66.0	21/30/31/38	61	78				Grey, wet, hard, Silty CLAY, trace gravel, little sand, (Glacial Till).	
70	15D	24/24	69.0 - 71.0	16/32/38/50	70	89				Grey, wet, hard, Silty CLAY, trace gravel, trace sand, (Glacial Till).	
75	16D	8/6	74.0 - 74.7	35/50(2")	--	--		-38.7		Purple, wet, very dense, Fine to coarse SAND, some silt, little gravel, rock fragments in top 1", (Glacial Till)	A-2(0), SM WC=14.3%
								-74.2			

Remarks:
1. Automatic hanner NEBC D-28. Energy Transfer Ratio = 0.765
2. Water level measured three times between 4/3/2024 and 4/8/2024, average of 12.3 ft bgs.
3. Borehole backfilled with bentonite chips, soil cuttings, and gravel. Top patched with cold patch asphalt.

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 2
Boring No.: BB-RMC-103

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Mill Cove New Bridge #6205 carries Route 1 over Mill Cove
Location: Robbinston, Maine

Boring No.: BB-RMC-103
WIN: 026630.06

Driller:	New England Boring Contractors	Elevation (ft):	36.0
Operator:	G. McDougal	Datum:	NAVD88
Logged By:	M. Schaaff	Rig Type:	Mobile B-53
Date Start/Finish:	4/2/24-4/8/24	Drilling Method:	Drive & Wash
Boring Location:	N 447476. 3, E 2492141. 9	Casing ID/OD:	HW-4" & NW-3"
Hammer Efficiency Factor: 0.765		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Solid Stem Auger		
Sampler:	Standard Split Spoon		
Hammer Wt./Fall:	140 lbs/30"		
Core Barrel:	N2-2"		
Water Level*:	12.3 ft bgs.		

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOH = Weight of the Person
S_{UV} = Peak/Residual Field Vane Undrained Shear Strength (psf)
$S_{UP(psf)}$ = Lab Vane Shear Strength (psf)
q_p = Unconfined Compressive Strength (tsf)
N=uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
Hammer Efficiency Factor/60% if unspecified
T_V = Pocket Torvane Shear Strength (tsf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (ft.-lb.) Strength (psf) or RQD (%)	N=uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
75	R1	25/16	75.0 - 77.1	RQD = 0%			ND			Approximate top of Bedrock at Elev. -38.7 ft. R1: Bedrock: Grey and reddish brown, fine to coarse grained, cobble and pebble alluvial CONGLOMERATE, hard, slightly to moderately weathered, highly weathered from 8" to 13", horizontal to steep, very close to close, tight to open joints with sand infilling. (Perry Formation) Rock Quality: Very Poor 64% Recovery R1: Core Times (min sec) 75.0-76.0 ft (6 11) 76.0-77.0 ft (10 25) 77.0-77.1 ft (1 33) Low drilling head pressure. R2: Bedrock: Grey and reddish brown, fine to coarse grained, cobble and pebble alluvial CONGLOMERATE, hard, slightly weathered, horizontal to low angle, very close to close, tight to open joints with clay and sand infilling. Red and brown clay from 2-3.5'. (Perry Formation) Rock Quality: Fair 100% Recovery R2: Core Times (min sec) 77.1-78.1 ft (5 50) 78.1-79.1 ft (6 57) 79.1-80.1 ft (4 41) 80.1-81.0 ft (6 38) R3: Bedrock: Grey and reddish brown, fine to coarse grained, cobble and pebble alluvial CONGLOMERATE, hard, slightly weathered, low angle, very close to close, tight to open joints with silt infilling. (Perry Formation) Rock Quality: Good 100% Recovery R3: Core Times (min sec) 81.0-82.0 ft (7 14) 82.0-83.0 ft (7 50) R4: Bedrock: Grey and reddish brown, fine to coarse grained, cobble and pebble alluvial CONGLOMERATE, hard, slightly weathered, horizontal to low angle, very close to close, open joints with sand infilling. (Perry Formation) Rock Quality: Poor 100% Recovery R4: Core Times (min sec) 83.0-84.0 ft (7 15) 84.0-85.0 ft (8 44) 85.0-86.0 ft (7 46)	
80	R2	47/47	77.1 - 81.0	RQD = 64%							
85	R3	24/24	81.0 - 83.0	RQD = 83%							
90	R4	36/36	83.0 - 86.0	RQD = 42%				-50.0			
95											
100								-86.0		Bottom of Exploration at 86.0 feet below ground surface	

Remarks:
1. Automatic hanner NEBC D-28. Energy Transfer Ratio = 0.765
2. Water level measured three times between 4/3/2024 and 4/8/2024, average of 12.3 ft bgs.
3. Borehole backfilled with bentonite chips, soil cuttings, and gravel. Top patched with cold patch asphalt.

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 2 of 2
Boring No.: BB-RMC-103

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Mill Cove New Bridge #6205 carries Route 1 over Mill Cove
Location: Robbinston, Maine

Boring No.: BB-RMC-104
WIN: 026630.06

Driller:	New England Boring Contractors	Elevation (ft):	36.0
Operator:	G. McDougal	Datum:	NAVD88
Logged By:	M. Schaaff	Rig Type:	Mobile B-53
Date Start/Finish:	4/9/2024 - 4/11/2024	Drilling Method:	Drive & Wash
Boring Location:	N 447529. 6, E 2492163. 4	Casing ID/OD:	HW-4" & NW-3"
Hammer Efficiency Factor: 0.765		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Solid Stem Auger		
Sampler:	Standard Split Spoon		
Hammer Wt./Fall:	140 lbs/30"		
Core Barrel:	N2-2"		
Water Level*:	26.1 ft bgs.		

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOH = Weight of the Person
S_{UV} = Peak/Residual Field Vane Undrained Shear Strength (psf)
$S_{UP(psf)}$ = Lab Vane Shear Strength (psf)
q_p = Unconfined Compressive Strength (tsf)
N=uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
Hammer Efficiency Factor/60% if unspecified
T_V = Pocket Torvane Shear Strength (tsf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (ft.-lb.) Strength (psf) or RQD (%)	N=uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	35.9		11" ASPHALT	
	1D	24/12	1.0 - 3.0	22/25/13/20	38	49		0.9		Brown and grey, damp, dense, fine to coarse SAND, little gravel, trace silt, (Cf-ii).	
	2D	24/20	4.0 - 6.0	16/19/22/20	41	52	92			Brown, damp, very dense, fine to medium SAND, some silt, (Cf-ii).	
10							133				
							144				
							179				
	MD	1/0	9.0 - 9.1	50(1")	--	--	168/1 50/1			7168 blows for 0.5 ft. Probable boulder/cobble at 8.5 Ft. Rolled ahead of casing 8.5 to 35 Ft. 7150 blows for 0.5 Ft. No recovery. Probable boulder/cobbles 9.1 to 9.8 Ft.	
							172				
							92			Probable boulder/cobbles 11.5 to 13.5 Ft.	
							122				
							155				
							175				
30	3D	24/12	14.0 - 16.0	21/32/26/38	58	74	59			Brown, wet, very dense, fine to coarse SAND, little gravel, little silt, (Cf-ii).	A-1-b, SM WC=10.4%
							61				
							68				
							137				
							205				
	MD	0/0	19.0 - 19.0	50(0")	--	--	187			Split Spoon Refusal/No penetration. Probable boulder/cobbles.	
							137				
							122				
							129				
							162				
40	4D	4/4	24.0 - 24.3	50(4")	--	--	171			Brown and reddish brown, wet, GRAVEL, some sand, trace silt, (Cf-ii). Probable boulder/cobbles 24.7 to 26.5.	
							143				
							118				
							147				
							190				
	5D	24/9	29.0 - 31.0	28/21/13/12	34	43	109			Grey and reddish brown, wet, dense, fine to medium SAND, little silt, trace gravel, (Cf-ii).	A-2(0), SM WC=15.3%
35							103				
							104				
							112				
							106				
	6D	24/10	34.0 - 36.0	9/11/23/40	34	43	126			Grey, wet, hard, Silty CLAY, some gravel, little sand, (Glacial Till).	
							OPEN				
40	7D	24/18	39.0 - 41.0	13/20/25/18	45	57				Grey, wet, very dense, Clayey fine to coarse SAND, some silt, trace gravel, (Glacial Till).	
45	8D	24/17	44.0 - 46.0	10/14/20/25	34	43				Grey, wet, hard, Silty CLAY, some gravel, trace sand, (Glacial Till).	
50	9D	24/15	49.0 - 51.0	17/18/22/25	40	51				Grey, wet, hard, Silty CLAY, some sand, little gravel, (Glacial Till).	A-4(0), ML WC=10.8%
55	10D	11/11	54.0 - 54.9	8/50(5")	--	--				Grey, wet, hard, Silty CLAY, some sand, little gravel, (Glacial Till). Probable cobbles/gravel based on drill rig beahviour 56 to 58 Ft.	A-4, CL WC=8.7% LL=23.0 PL=14.7 PI=8.3
60	11D	17/8	59.0 - 60.4	26/24/50(5")	--	--				Grey, wet, very dense, fine to coarse SAND, some silt, some gravel, medium plasticity fines, (Glacial Till).	A-2(0), SM WC=11.3%
65	12D	20/10	64.0 - 65.7	27/27/34/50(2")	61	78				Grey, wet, hard, Gravelly Silty CLAY, trace sand, (Glacial Till).	
70	13D	2/2	69.0 - 69.2	50(2")	--	--				Grey and brown, wet, hard, Gravelly SILT, some sand, (Glacial Till). Reddish sandy clay in bottom 1".	
	R1	30/19	72.0 - 74.5	--			ND			R1: Cobble/Boulder: Grey and reddish brown, fine to coarse grained, cobble and pebble alluvial CONGLOMERATE, hard, slightly to moderate weathered. Cobble matrix, rounded edges, sand and clay infilling. 63% Recovery R1: Core Times (min sec) 72.0-73.0 ft (8 56)	
75	14D	5/5	74.5 - 74.9	50(5")	--	--	SAMP				

Remarks:
1. Automatic hanner NEBC D-28. Energy Transfer Ratio = 0.765
2. Samples R2 and R3 were cored outside casing. After R3, 3-in ass driven to 92 ft, but core barrel ass pinched at 86.2 ft.
3. Water level measured before drilling activities on 4/10 and 4/11 and had an average of 26.1 ft bgs.
4. Borehole backfilled with bentonite chips, soil cuttings, and gravel. Top patched with cold patch asphalt.

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 2
Boring No.: BB-RMC-104

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Mill Cove New Bridge #6205 carries Route 1 over Mill Cove
Location: Robbinston, Maine

Boring No.: BB-RMC-104
WIN: 026630.06

Driller:	New England Boring Contractors	Elevation (ft):	36.0
Operator:	G. McDougal	Datum:	NAVD88
Logged By:	M. Schaaff	Rig Type:	Mobile B-53
Date Start/Finish:	4/9/2024 - 4/11/2024	Drilling Method:	Drive & Wash
Boring Location:	N 447529. 6, E 2492163. 4	Casing ID/OD:	HW-4" & NW-3"
Hammer Efficiency Factor: 0.765		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Solid Stem Auger		
Sampler:	Standard Split Spoon		
Hammer Wt./Fall:	140 lbs/30"		
Core Barrel:	N2-2"		
Water Level*:	26.1 ft bgs.		

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOH = Weight of the Person
S_{UV} = Peak/Residual Field Vane Undrained Shear Strength (psf)
$S_{UP(psf)}$ = Lab Vane Shear Strength (psf)
q_p = Unconfined Compressive Strength (tsf)
N=uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
Hammer Efficiency Factor/60% if unspecified
T_V = Pocket Torvane Shear Strength (tsf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (ft.-lb.) Strength (psf) or RQD (%)	N=uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
75										74.9-74.9 ft (1 100) 74.9-74.5 ft (4 55) Grey and reddish brown, wet, very dense, Sandy GRAVEL, some silt, (Glacial Till). Possible boulder/cobbles.	
	15D	3/1	79.0 - 79.3	50(3")	--	--					
80										Grey and reddish brown, wet, very dense, Gravelly fine to coarse SAND, little silt, (Glacial Till).	
	16D	4/4	84.0 - 84.3	50(4")	--	--					
85										Possible boulder/cobbles. Brown and grey, wet, very dense, Gravelly fine to coarse SAND, some silt, (Glacial Till).	
								-52.2		No Recovery	
90	MR R2	0/0 17/11	89.0 - 89.0 89.0 - 90.4	50(0") RQD = 65%	--	--	ND			Approximate Top of Bedrock at Elev. -52.2 ft. R2: Bedrock: Grey and reddish brown, medium to coarse grained, GRANODIORITE, hard, fresh to slightly weathered, low angle, open joint at 8.5" with sand infilling. (Perry Formation) Rock Quality: Fair 65% Recovery R2: Core Times (min sec) 80.0-90 ft (8 40) 90.0-90.4 ft (0 47) R3: Bedrock: Grey and reddish brown, fine to coarse grained, cobble and pebble alluvial CONGLOMERATE, hard, moderate weathered, low angle to mod. dipping close to open joint with sand infilling. 0-3" gravel/cobbles. (Perry Formation) Rock Quality: Very Poor 38% Recovery R3: Core Times (min sec) 90.4-91.4 ft (9 31) 91.4-91.7 ft (3 27) At 86.2' core barrel did not get thru casing. Abandon hole	
	R3	16/6	90.4 - 91.7	RQD = 0%				-55.2			
95											
100								-92.0		Bottom of Exploration at 92.0 feet below ground surface.	

Remarks:
1. Automatic hanner NEBC D-28. Energy Transfer Ratio = 0.765.
2. Samples R2 and R3 were cored outside casing. After R3, 3-in ass driven to 92 ft, but core barrel ass pinched at 86.2 ft.
3. Water level measured before drilling activities on 4/10 and 4/11 and had an average of 26.1 ft bgs.
4. Borehole backfilled with bentonite chips, soil cuttings, and gravel. Top patched with cold patch asphalt.

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 2 of 2
Boring No.: BB-RMC-104

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED — DATE

COMMISSIONER:

CHIEF ENGINEER:

	BY	DATE
PROJ. MANAGER	M. JOHNESCU	
DESIGN-DETAILED	M. JOHNESCU	Y.SOJO 8/5/2025
CHECKED-REVIEWED	M. JOHNESCU	N.BETANCUR 8/5/2025
DESIGN-DETAILED2		
DESIGN-DETAILED3		
REVISIONS-1		
REVISIONS-2		
REVISIONS-3		
REVISIONS-4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

BORING LOGS (2 OF 3)

SHEET NUMBER
10
OF 60

Filename: B:\Working\THORNTON TOMASETTI\2502334 MaineDOT Downeast Bridges Phase II\00__CAD\DGN\03__Robbinston\SHT\009__Boringlogs.dgn

USERNAME:SOJO YONATHAN DATE:8/5/2025

FILENAME:...\SHT\0010_BORINGLOGS.DGN DIVISION:

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Mill Cove New Bridge (#6205) carries Route 1 over Mill Cove
Location: Robbinston, Maine

Boring No.: BB-RMC-201
WIN: 026630.06

Driller:	New England Boring Contractors	Elevation (ft.):	42.3
Operator:	B. Enos	Datum:	NAVD88
Logged By:	S. Corvajal	Rig Type:	Mobile B-53
Date Start/Finish:	5/12/25 - 5/12/25	Drilling Method:	Drive & Wash
Boring Location:	N: 447010.7, E: 2492023.4	Casing ID/OD:	HW-4" & NW-3"
Hammer Efficiency Factor:	0.834	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Solid Stem Auger		
Sampler:	Standard Split Spoon		
Hammer Wt./Fall:	140 lb/30"		
Core Barrel:	NQ-2"		
Water Level*:	18.2 ft bgs		

Definitions:
S = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
WOR/C = weight of Rods or Casing
WOP = weight of One Person
S_{uv} = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{uv(rem)}$ = Low Vane Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60}=Hammer Eff.-Energy Factor/60)(N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6 in. or Pen. Resist. (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA			10" ASPHALT	
								41.5		0.8	
	1D	24/24	1.0 - 3.0	34/29/22/18	51	71				Light brown, dry, very dense, fine to coarse SAND, some gravel, little silt, slight hydrocarbon odor, (Fill).	
	2D	24/10	4.0 - 6.0	13/18/26/25	44	61	SPIN			Brown, damp, very dense, fine to coarse SAND, some silt, trace gravel, (Fill).	
5							SPIN				
							39				
							38				
							63				
	3D	24/24	9.0 - 11.0	5/4/5/3	9	13	48			Grey, moist, stiff, Silty CLAY, (Fill).	A-6, CL WC=26.8% LL=37.6 PL=21.9 PI=15.7
10							58				
							83			Rolled ahead of casing from 11 ft to 39 ft.	
							81				
							83				
	4D	23/11	14.0 - 15.9	10/21/49/50(5")	70	97	77			Light brown to grey, moist, very dense, fine to coarse SAND, some silt, little gravel, (Fill).	
15							77				
							60				
							61			Rattling from 17 ft to 19 ft.	
							94				
	5D	24/8	19.0 - 21.0	50/41/38/51	79	110	98			Brown to red, wet, very dense, fine to coarse SAND, some silt, little gravel, (Fill).	A-2(0), SM WC=8.5%
20							49				
							62				
							63				
							62			Rattling from 22 ft to 24 ft.	
	6D	16/7	24.0 - 25.3	43/54/50(4")	--	--	46			Grey to red, wet, Sandy GRAVEL, some silt, (Fill).	
25							47				
							61				
							90	15.3		27.0	
							91			Rattling at 27 ft.	
	7D	24/8	29.0 - 31.0	20/22/22/41	44	61	63			Grey, wet, very dense, fine to coarse SAND, some gravel, some silt, (Glacial Till).	A-2(0), SM WC=8.2%
30							50				
							103				
							74				
							140				
35	8D	3/2	34.0 - 34.3	50(3")	--	--	110			Grey, wet, Gravelly fine to coarse SAND, little silt, (Glacial Till).	
							94				
							102			Rattling from 37 ft to 38 ft.	
							130				
							289				
	9D	22/5	39.0 - 40.8	55/45/34/50(4")	79	110				Grey, wet, very dense, Sandy GRAVEL, little silt, (Glacial Till).	
40								0.7		41.6	
	R1	60/60	42.1 - 47.1	RQD = 100%			CORE			Approx. Top of Bedrock at Elev. 0.7 ft. R1: Bedrock: Grey and reddish brown, fine to coarse grained, cobble and pebble silluvial CONGLOMERATE, quartz fragments, hard, slighty weathered. Joints are horizontal to low angle, close to mod. close, open with silt infilling. (Perry formation) Rock Quality: Excellent 100% Recovery R1: Core Times (min:sec) 42.1-43.1 ft (3:47) 43.1-44.1 ft (2:36) 44.1-45.1 ft (2:35) 45.1-46.1 ft (2:16) 46.1-47.1 ft (2:32)	
45								-4.8		47.1	
										Bottom of Exploration at 47.1 feet below ground surface.	
50 ✓											

Remarks:
1. Automatic hammer NEBC D-23. Energy Transfer Ratio = 0.834.
2. The boring coordinates and elevation were estimated using tape ties and a topographic survey provided by MaineDOT, and should be considered accurate to the degree implied.
3. Advance SSA to 4.0 ft, switch to drive and the degree implied wash; advance 4-in casing to 39 ft. Telescope 3-in casing for coring to 42.1 ft.
4. Water level measured at end of drilling.
5. Borehole backfilled with soil cuttings, gravel, and patched with cold patch asphalt.

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.: BB-RMC-201

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Mill Cove New Bridge (#6205) carries Route 1 over Mill Cove
Location: Robbinston, Maine

Boring No.: BB-RMC-202
WIN: 026630.06

Driller:	New England Boring Contractors	Elevation (ft.):	37.2
Operator:	B. Enos	Datum:	NAVD88
Logged By:	S. Corvajal	Rig Type:	Mobile B-53
Date Start/Finish:	5/13/25 - 5/13/25	Drilling Method:	Drive & Wash
Boring Location:	N: 447208.5, E: 2492057.5	Casing ID/OD:	4.00"-/4.50"
Hammer Efficiency Factor:	0.834	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Solid Stem Auger		
Sampler:	Standard Split Spoon		
Hammer Wt./Fall:	140 lb/30"		
Core Barrel:	NA		
Water Level*:	7.1 ft bgs		

Definitions:
S = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
WOR/C = weight of Rods or Casing
WOP = weight of One Person
S_{uv} = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{uv(rem)}$ = Low Vane Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60}=Hammer Eff.-Energy Factor/60)(N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6 in. or Pen. Resist. (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA			9" ASPHALT	
								36.4		0.8	
	1D	24/12	1.0 - 3.0	25/21/18/12	39	54				Light brown to dark grey, dry, very dense, fine to coarse SAND, some gravel, trace silt, slight hydrocarbon odor, (Fill).	
	2D	24/24	4.0 - 6.0	24/40/30/15	70	97	PUSH			Light brown, damp, very dense, fine to coarse SAND, some silt, little gravel, (Fill).	A-2(0), SM WC=6.8%
5							76				
							223				
							108				
							120				
	3D	24/8	9.0 - 11.0	10/16/22/18	38	53	48			Brown to reddish brown, wet, very dense, fine to coarse SAND, some gravel, some silt, (Fill).	
10							101				
							144				
							78				
							58				
	4D	24/10	14.0 - 16.0	3/4/8/13	12	17	SPIN			Brown to grey, wet, very stiff, Silty CLAY, little gravel, (Fill).	A-6, CL WC=28.1% LL=29.6 PL=20.1 PI=13.5
15							SPIN				
							90			Rolled ahead of casing from 16 ft to bottom of exploration.	
							102			Rattling at 17 ft to 18 ft.	
							51				
	5D	24/3	19.0 - 21.0	20/22/30/41	52	72	90			Brown to grey, wet, very dense, Silty GRAVEL, little sand, (Fill).	
20							103				
							109				
							135			Rattling 22 ft to 23 ft.	
							113				
	6D	24/12	24.0 - 26.0	29/33/32/25	65	90	108			Brown to reddish brown, wet, very dense, Gravelly fine to coarse SAND, little silt, (Fill).	
25							116				
							153				
							235			Rattling at 28 ft.	
							163				
	7D	24/3	29.0 - 31.0	18/30/33/36	63	88	132			Reddish brown to black, wet, very dense, Sandy GRAVEL, little silt, strong hydrocarbon odor, (Fill).	
30							110				
							147			Rattling from 31 ft to 33 ft.	
							105				
							172			Reddish brown, wet, medium dense, fine to coarse SAND, little gravel, trace silt, (Fill).	
35	8D	24/17	34.0 - 36.0	6/6/6/3	12	17	94				
							122				
							121	0.2		37.0	
							263				
							300				
	9D	5/3	39.0 - 39.4	50(3")	--	--				Grey, wet, GRAVEL, little sand, little silt, (Glacial Till).	
40											
	10D	24/12	44.0 - 46.0	36/50/45/41	95	132				Grey, wet, hard, SILT, little gravel, little sand, (Glacial Till).	
45											
	11D	12/6	49.0 - 50.0	45/110(6")	--	--				Grey, wet, Silty GRAVEL, some sand, (Glacial Till).	
50											
	12D	24/13	54.0 - 56.0	22/33/41/51	74	103				Grey, wet, hard, SILT & CLAY, some sand, trace gravel, (Glacial Till).	A-4, CL WC=10.4% LL=23.8 PL=16.1 PI=7.7
55								-18.8		56.0	
										Bottom of Exploration at 56.0 Feet below ground surface.	
60											
65											
70											

Remarks:
1. Automatic hammer NEBC D-23. Energy Transfer Ratio = 0.834.
2. The boring coordinates and elevation were estimated using tape ties and a topographic survey provided by MaineDOT, and should be considered accurate to the degree implied.
3. Advance SSA to 4.0 ft, switch to drive and wash; advance 4-in casing to 39 ft.
4. Water level measured at end of drilling.
5. Borehole backfilled with soil cuttings, gravel, and patched with cold patch asphalt.

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.: BB-RMC-202

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

	DATE
APPROVED	
COMMISSIONER:	
CHIEF ENGINEER:	

	BY	DATE
PROJ MANAGER	M. JOHNESCU	
DESIGNED-DETAILED	M. JOHNESCU / SOJO	7/17/2025
CHECKED-REVIEWED	M. JOHNESCU / N. BETANCUR	8/5/2025
DESIGNED-DETAILED2		
DESIGNED-DETAILED3		
REVISIONS-1		
REVISIONS-2		
REVISIONS-3		
REVISIONS-4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

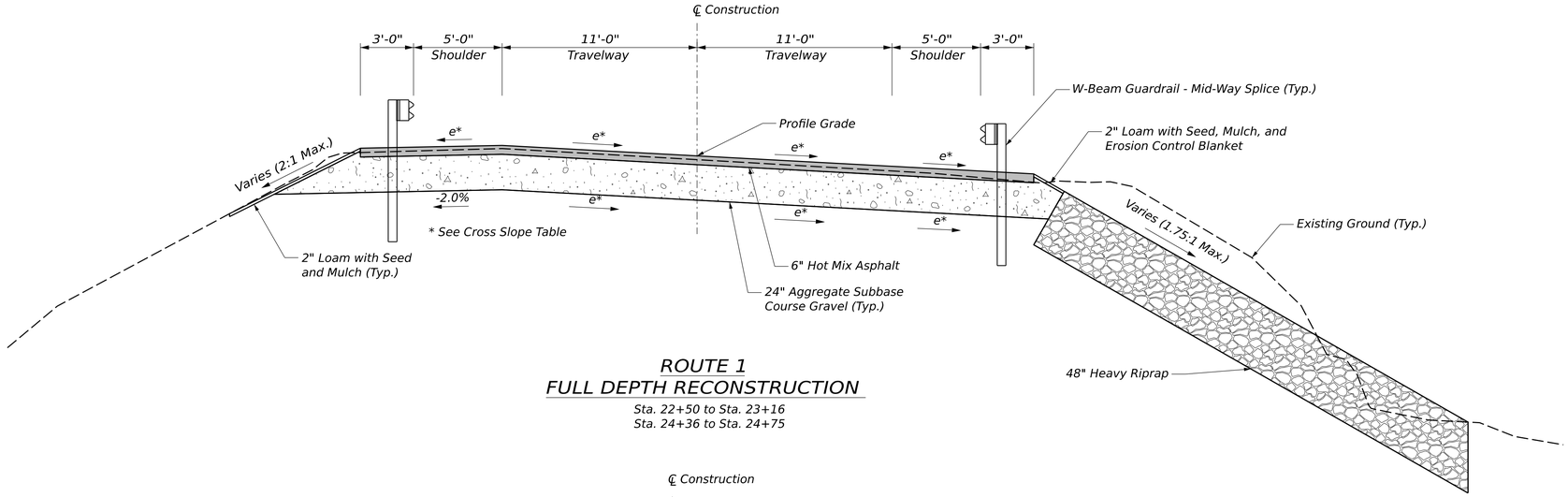
BORING LOGS (3 OF 3)

SHEET NUMBER

11

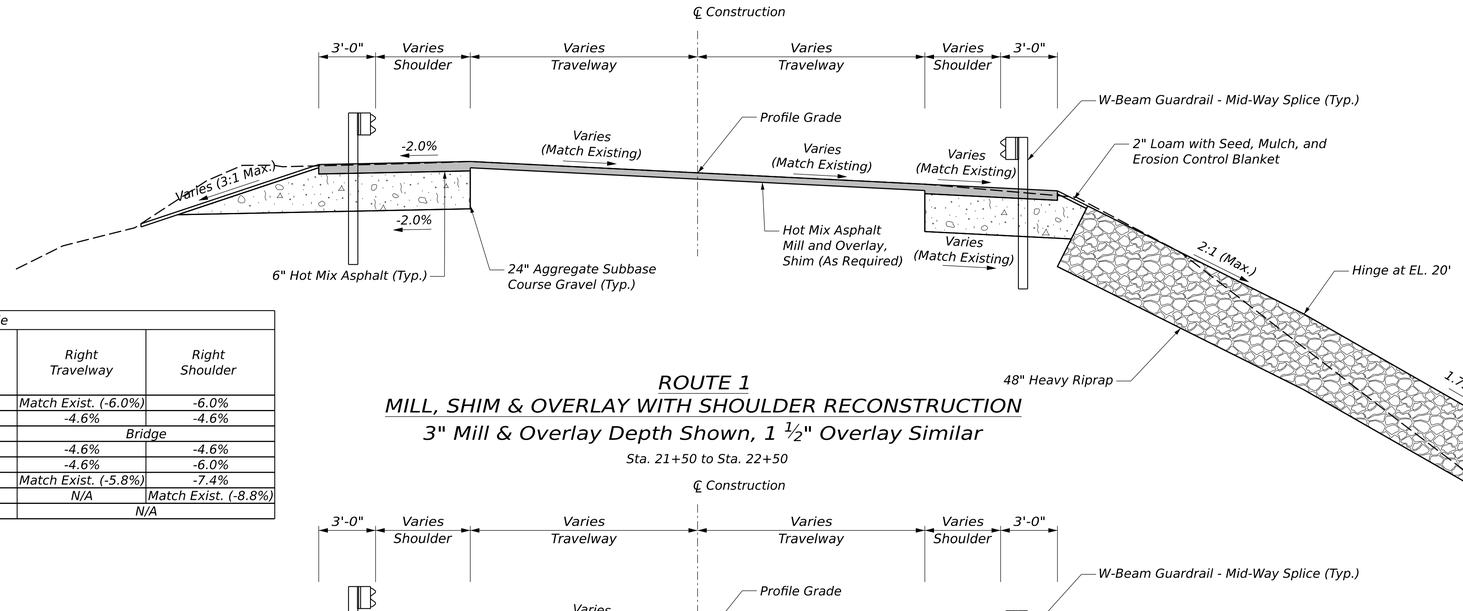
OF 60

Filename: B:\Working\THORNTON TOMASETTI\2502334 MaineDOT Downeast Bridges Phase II\00__CAD\DGN\03__Robbinston\SHT\0010__Boringlogs.dgn



ROUTE 1
FULL DEPTH RECONSTRUCTION

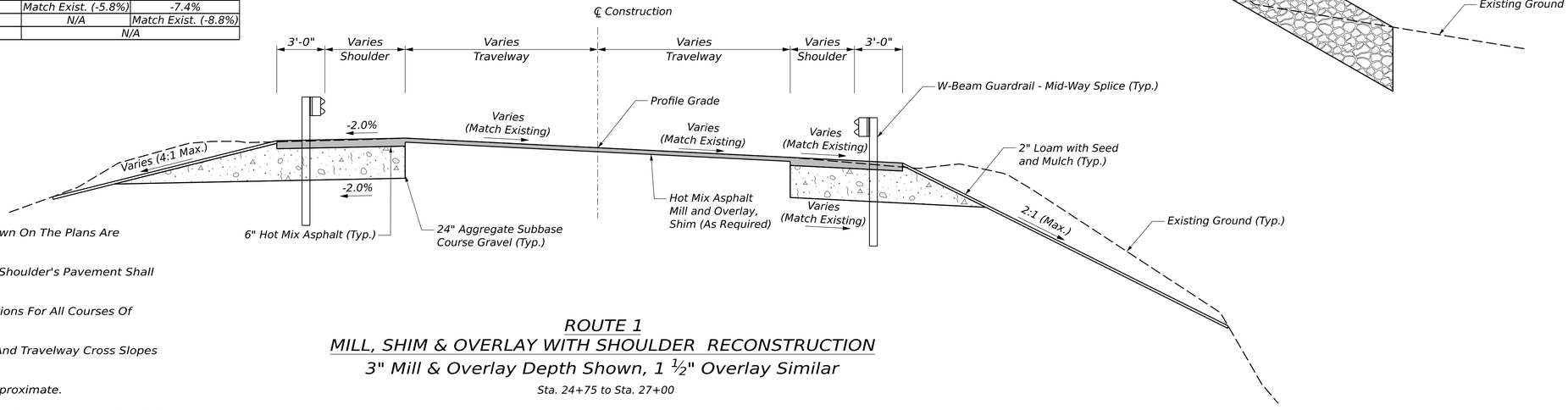
Sta. 22+50 to Sta. 23+16
Sta. 24+36 to Sta. 24+75



ROUTE 1
MILL, SHIM & OVERLAY WITH SHOULDER RECONSTRUCTION
3" Mill & Overlay Depth Shown, 1 ½" Overlay Similar

Sta. 21+50 to Sta. 22+50

Cross Slope Table				
Left Shoulder	Left Travelway	Station	Right Travelway	Right Shoulder
-3.8%	Match Exist. (4.6%)	21+50	Match Exist. (-6.0%)	-6.0%
-2.0%	4.6%	22+00	-4.6%	-4.6%
Bridge		TO	Bridge	
-2.0%	4.6%	26+00	-4.6%	-4.6%
		26+50	-4.6%	-6.0%
	Match Exist. (4.6%)	27+00	Match Exist. (-5.8%)	-7.4%
	N/A	27+50	N/A	Match Exist. (-8.8%)
Match Exist. (-3.6%)	N/A	28+00	N/A	



ROUTE 1
MILL, SHIM & OVERLAY WITH SHOULDER RECONSTRUCTION
3" Mill & Overlay Depth Shown, 1 ½" Overlay Similar

Sta. 24+75 to Sta. 27+00

Notes:

1. The Pavement, Base And Subbase Depths As Shown On The Plans Are Intended To Be Nominal.
2. When Superelevation Exceeds 4%, The Low Side Shoulder's Pavement Shall Have The Same Cross Slope As The Travelway.
3. Crowns For Both Normal And Superelevation Sections For All Courses Of Subbase And Pavement Shall Be Straight.
4. The Algebraic Difference Between The Shoulder And Travelway Cross Slopes "Rollover" Shall Not Exceed 8%.
5. The Stationing In The Typical Section Tables Is Approximate.
6. Embankment Grading Presented On The Cross Sections Represents The Final Finished Grade Elevations (Top Of Loam To Be Placed).
7. Acrylic Latex Color Finish Green (Standard Specifications Item 658.20, Acrylic Latex Color Finish) Shall Be Placed On All Paved Islands.

Not to Scale

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ MANAGER	MARK PARLIN		
DESIGN-DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED-REVIEWED	B. HAVU		08/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

TYPICAL SECTIONS

SHEET NUMBER

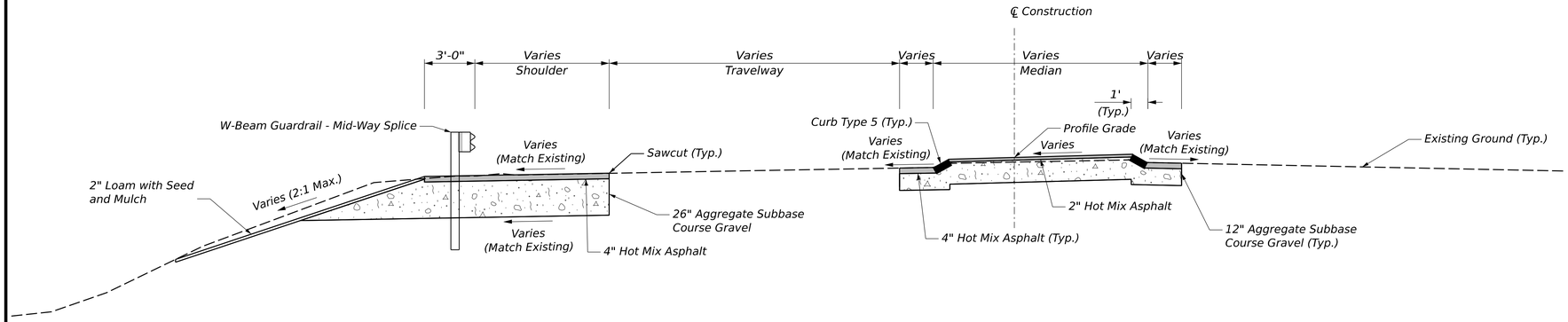
12

OF 60

Date: 8/12/2025

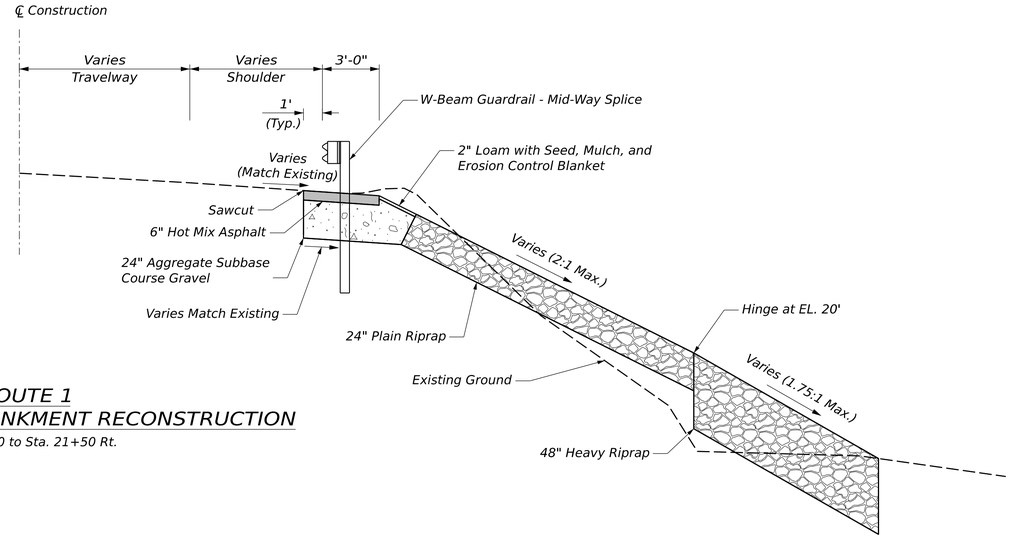
Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Typical_Approach.dgn



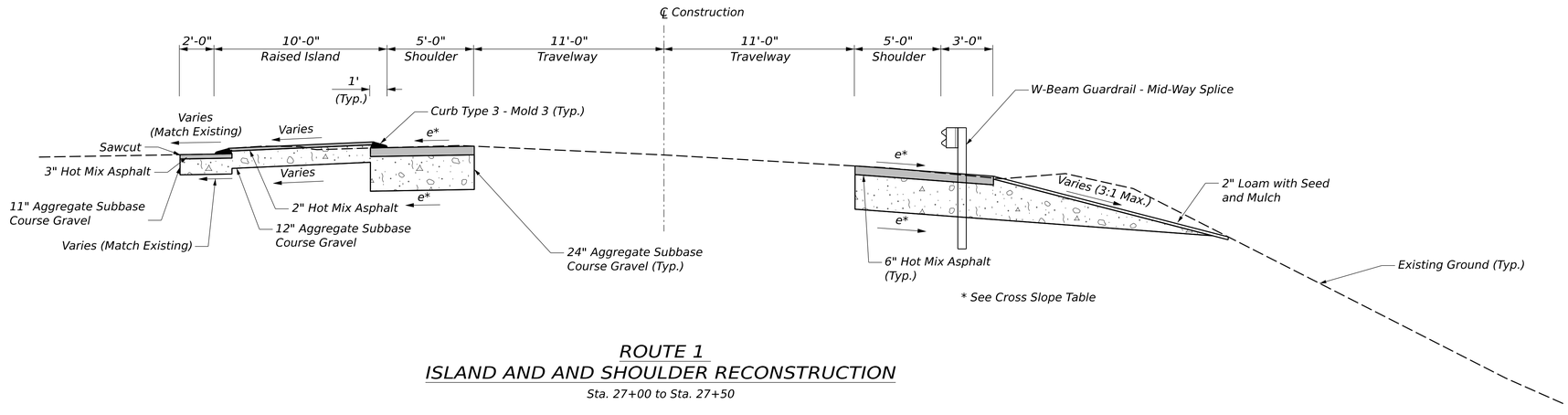
RIDGE ROAD
ISLAND AND SHOULDER RECONSTRUCTION

Sta. 201+67 to Sta. 202+75



ROUTE 1
GUARDRAIL AND EMBANKMENT RECONSTRUCTION

Sta. 18+30 to Sta. 21+50 Rt.



ROUTE 1
ISLAND AND AND SHOULDER RECONSTRUCTION

Sta. 27+00 to Sta. 27+50

Notes:

1. *See Previous Page For Notes.*

Not to Scale

Username: Matt.Richard Date: 8/12/2025

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Typical_Approach.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ MANAGER	MARK PARLIN		
DESIGN-DETAILED	M. RICHARD	01	08/2025
CHECKED-REVIEWED	B. HAVU		
DESIGN2-DETAILED2		02	
DESIGN3-DETAILED3		03	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

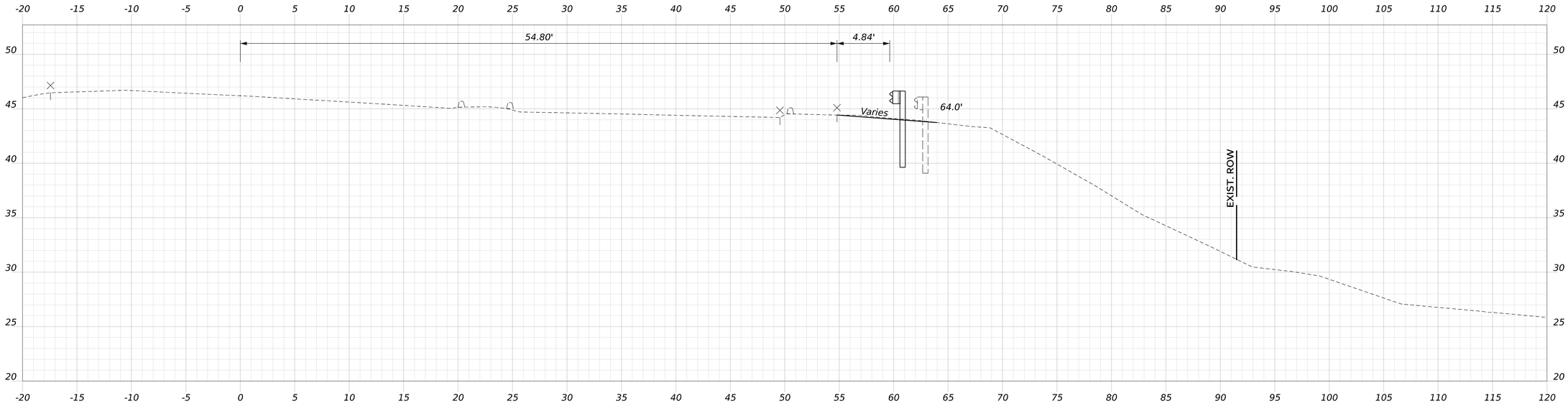
TYPICAL SECTIONS

SHEET NUMBER

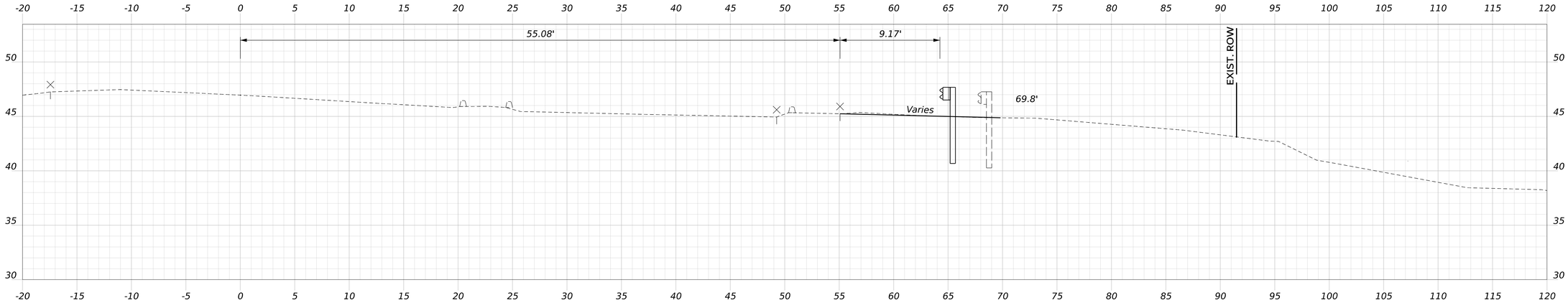
13

OF 60

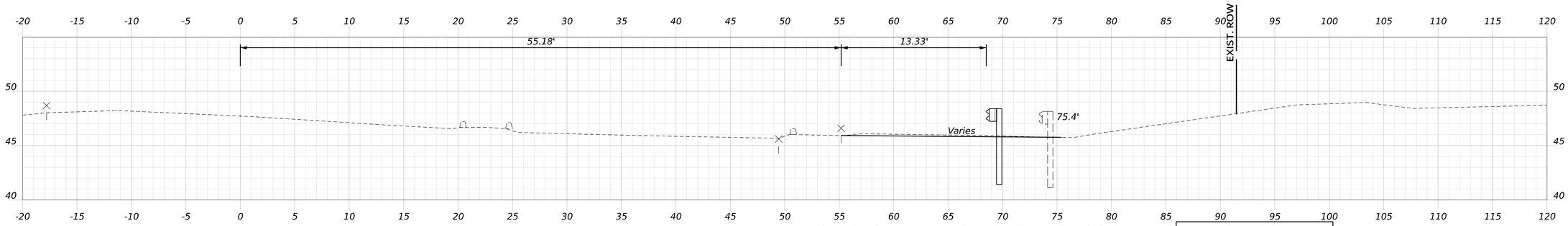
Sta. 18+21.07, Rt. to Sta. 18+32.04, Rt.
Install 12.5' W-Beam Guardrail - Mid-way Splice with 20' Radius



18+00.00



17+75.00



17+50.00

Sta. 17+44.85, Rt.
Install Terminal End - Single Rail

Sta. 17+44.85, Rt. to Sta. 18+21.07, Rt.
Install 75' W-Beam Guardrail - Mid-way Splice

Sta. 17+40±
Limit of Work

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	MARK PARLIN	
DESIGN-DETAILED	M. RICHARD	08/2025
CHECKED-REVIEWED	B. HAVU	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

14

OF 60

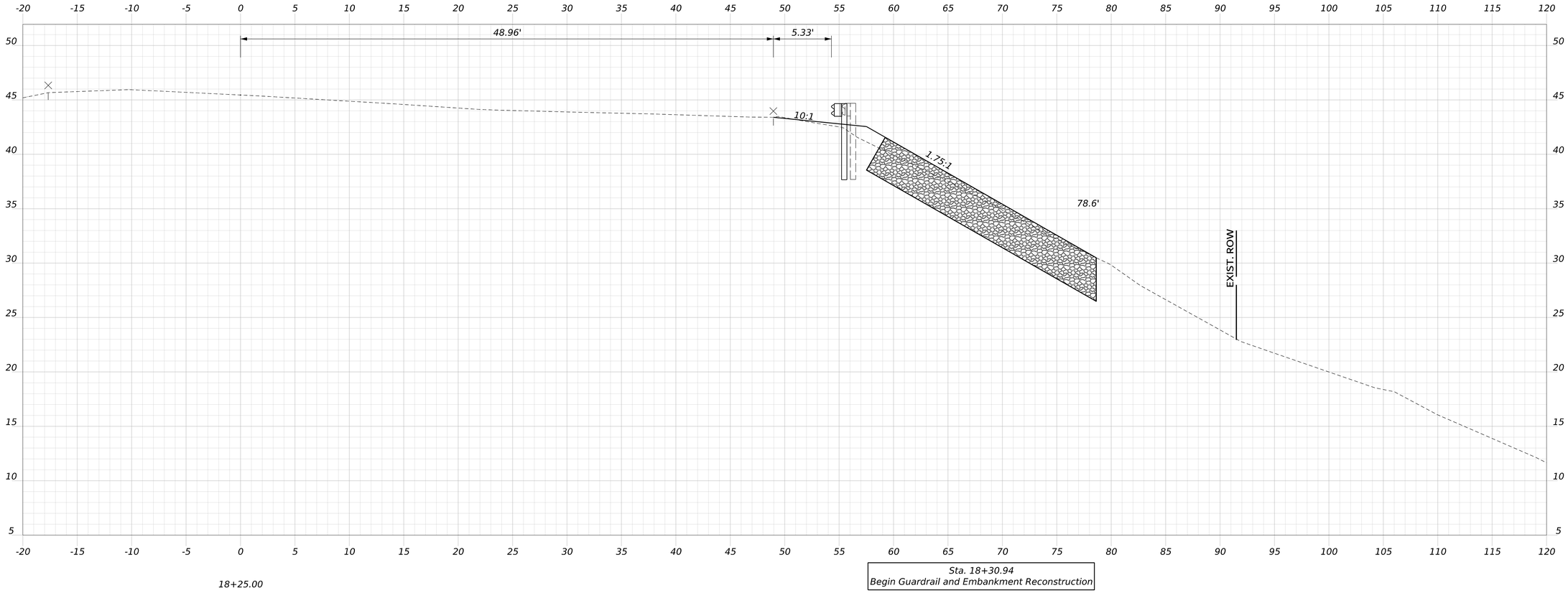
Date: 8/12/2025

Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn

Sta. 18+49.06, Rt. to Sta. 18+58.95, Rt.
Install 12.5' W-Beam Guardrail - Mid-way Splice With 35' Radius

Sta. 18+32.04, Rt. to Sta. 18+49.06, Rt.
Install 25' W-Beam Guardrail - Mid-way Splice



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ MANAGER	MARK PARLIN	
DESIGN-DETAILED	M. RICHARD	08/2025
CHECKED-REVIEWED	L. BENTLEY	08/2025
DESIGN2-DETAILED2	B. HAVU	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

15

OF 60

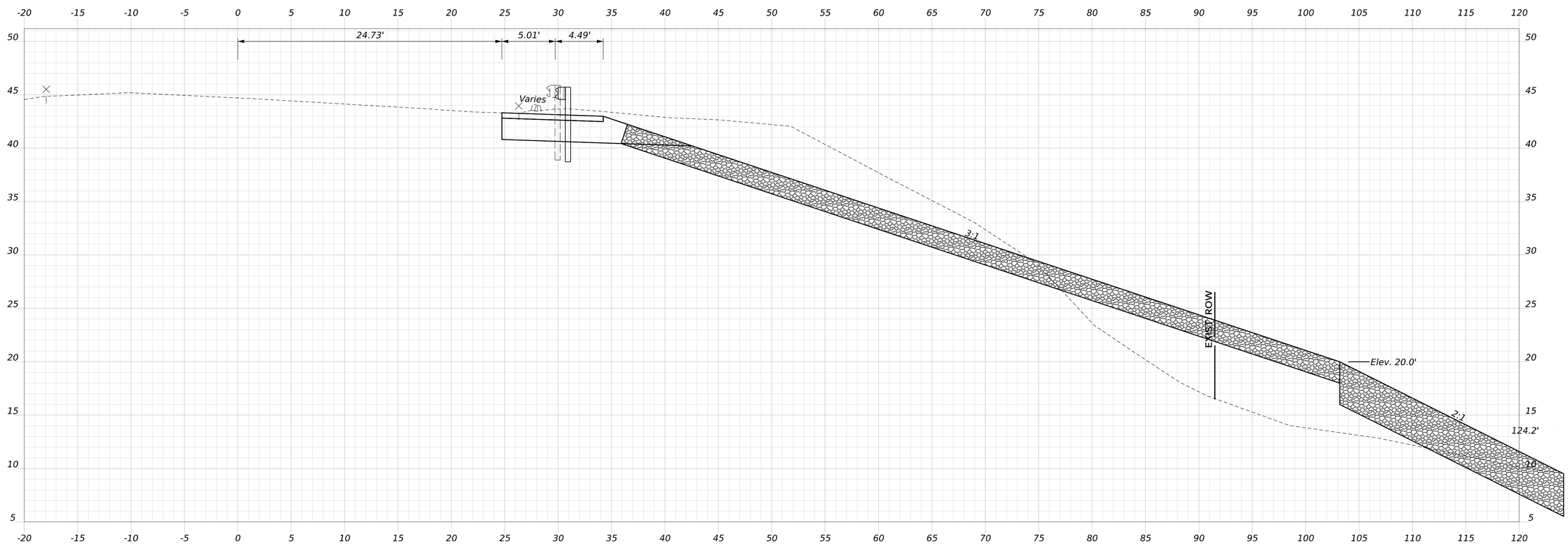
Date: 8/12/2025

Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn

Sta. 18+71.08, Rt. to Sta. 22+75.01, Rt.
Install 400' W-Beam Guardrail - Mid-way Splice

Sta. 18+58.95, Rt. to Sta. 18+71.08, Rt.
Install 12.5' W-Beam Guardrail - Mid-way Splice With 25' Radius



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	MARK PARLIN	
DESIGNED-DETAILED	M. RICHARD	08/2025
CHECKED-REVIEWED	B. HAVU	
DESIGNED-DETAILED2		
DESIGNED-DETAILED3		
REVISIONS 1	L. BENTLEY	08/2025
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

16

OF 60

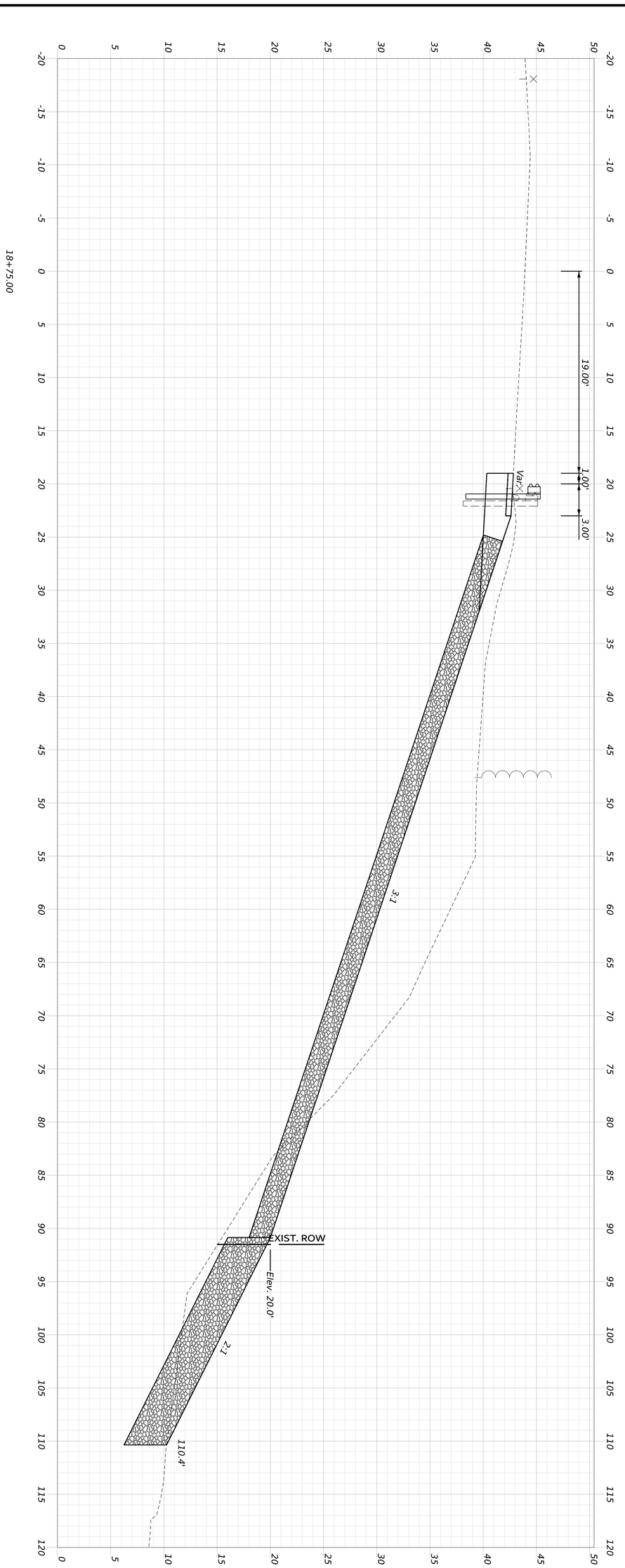
Date: 8/12/2025

Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn

Username: Matt.Richard Date: 8/12/2025

Filename: U:\Thornton Tomasetti\012964\A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn



U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

	PROJ. MANAGER	MARK PARLIN	BY	DATE
	DESIGN=DETAILED	M. RICHARD	L. BENTLEY	08/2025
	CHECKED=REVIEWED	B. HAVU		08/2025
	DESIGN2=DETAILED2			
	DESIGN3=DETAILED3			
	REVISIONS 1			
	REVISIONS 2			
	REVISIONS 3			
	REVISIONS 4			
	FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

SHEET NUMBER 17 OF 60

Sta. 19+10.00,
-43.50' Lt.
Prop. Util. Pole

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

		SIGNATURE	
		P.E. NUMBER	
		DATE	

PROJ. MANAGER	MARK PARLIN		
DESIGN-DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED-REVIEWED	B. HAVU		08/2025
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

18

OF 60

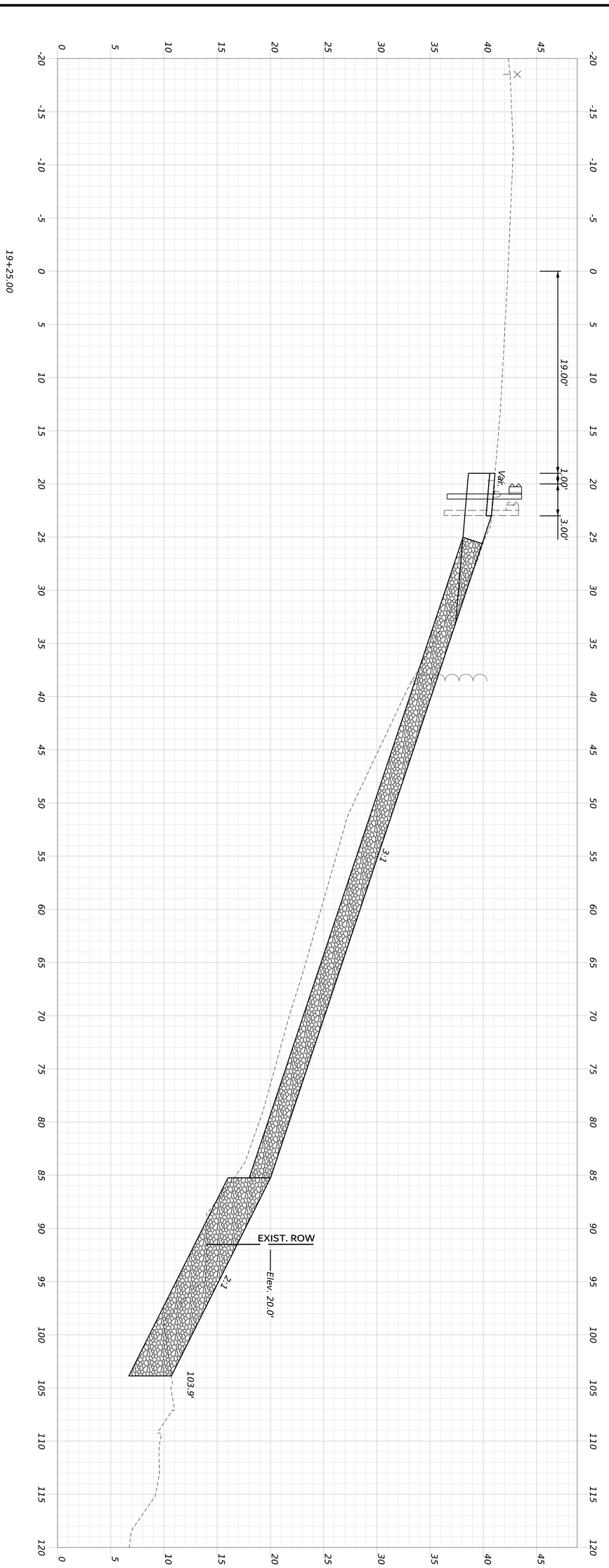
Date: 8/12/2025

Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn

Username: Matt.Richard Date: 8/12/2025

Filename: U:\Thornton Tomasetti\012964\1A.00 - Robbinston - Mill Cove New Bridge, Phase II\2 - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn



U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

PROJ. MANAGER	MARK PARLIN	BY	DATE
DESIGN=DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED=REVIEWED	B. HAVU		08/2025
DESIGN2=DETAILED2			
DESIGN3=DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

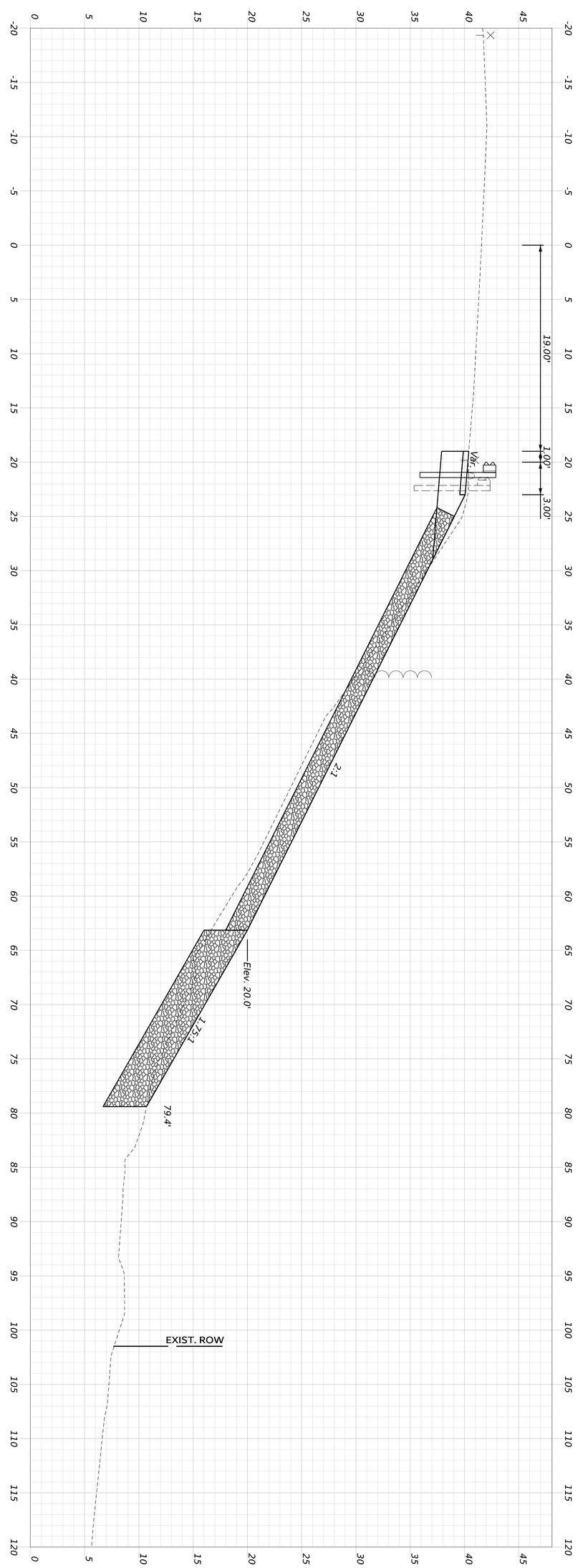
Federal Project No. 02663006

WIN 026630.06

SHEET NUMBER 19 OF 60

Username: Matt.Richard Date: 8/12/2025

Filename: U:\Thornton Tomasetti\012964\A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn



PROJ. MANAGER	MARK PARLIN	BY	DATE	
DESIGN=DETAILED	M. RICHARD	L. BENTLEY	08/2025	
CHECKED=REVIEWED	B. HAVU		08/2025	SIGNATURE
DESIGN2=DETAILED2				
DESIGN3=DETAILED3				P.E. NUMBER
REVISIONS 1				
REVISIONS 2				DATE
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

SHEET NUMBER 20 OF 60

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

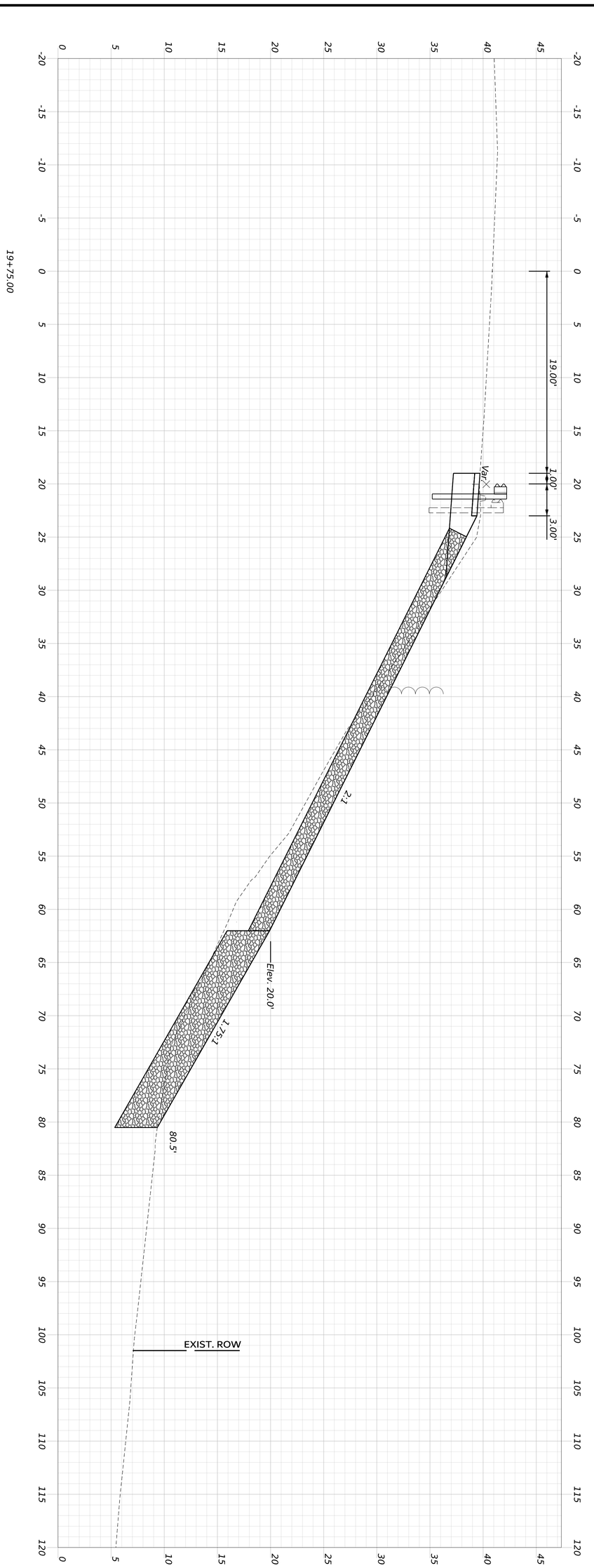
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

Username: Matt.Richard Date: 8/12/2025

Filename: U:\Thornton Tomasetti\012964\A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn



PROJ. MANAGER	MARK PARLIN	BY	DATE
DESIGN=DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED=REVIEWED	B. HAVU		08/2025
DESIGN2=DETAILED2			
DESIGN3=DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SHEET NUMBER 21 OF 60

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

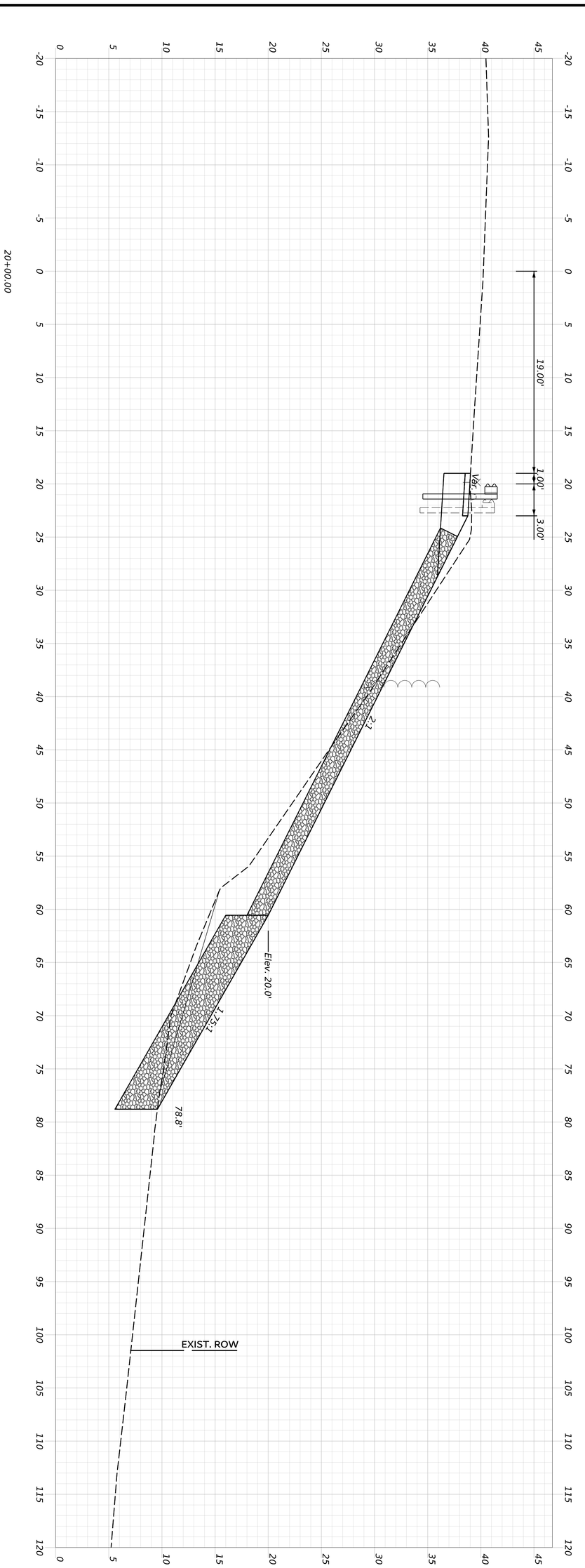
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

Username: Matt.Richard Date: 8/12/2025

Filename: U:\Thornton Tomasetti\012964\A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn



PROJ. MANAGER	MARK PARLIN	BY	DATE
DESIGN=DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED=REVIEWED	B. HAVU		08/2025
DESIGN2=DETAILED2			
DESIGN3=DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SHEET NUMBER 22 OF 60

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

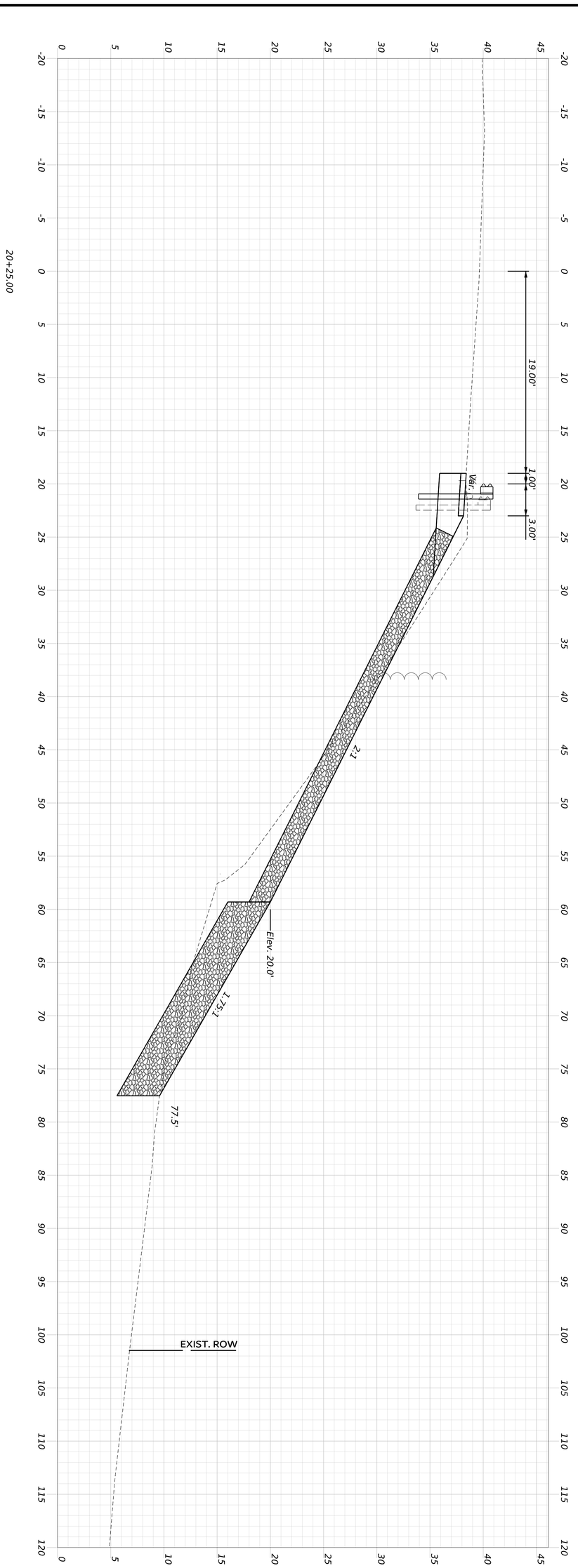
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

Username: Matt.Richard Date: 8/12/2025

Filename: U:\Thornton Tomasetti\012964\A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn



SHEET NUMBER 23 OF 60

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

PROJ. MANAGER	MARK PARLIN	BY	DATE
DESIGN=DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED=REVIEWED	B. HAVU		08/2025
DESIGN2=DETAILED2			
DESIGN3=DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

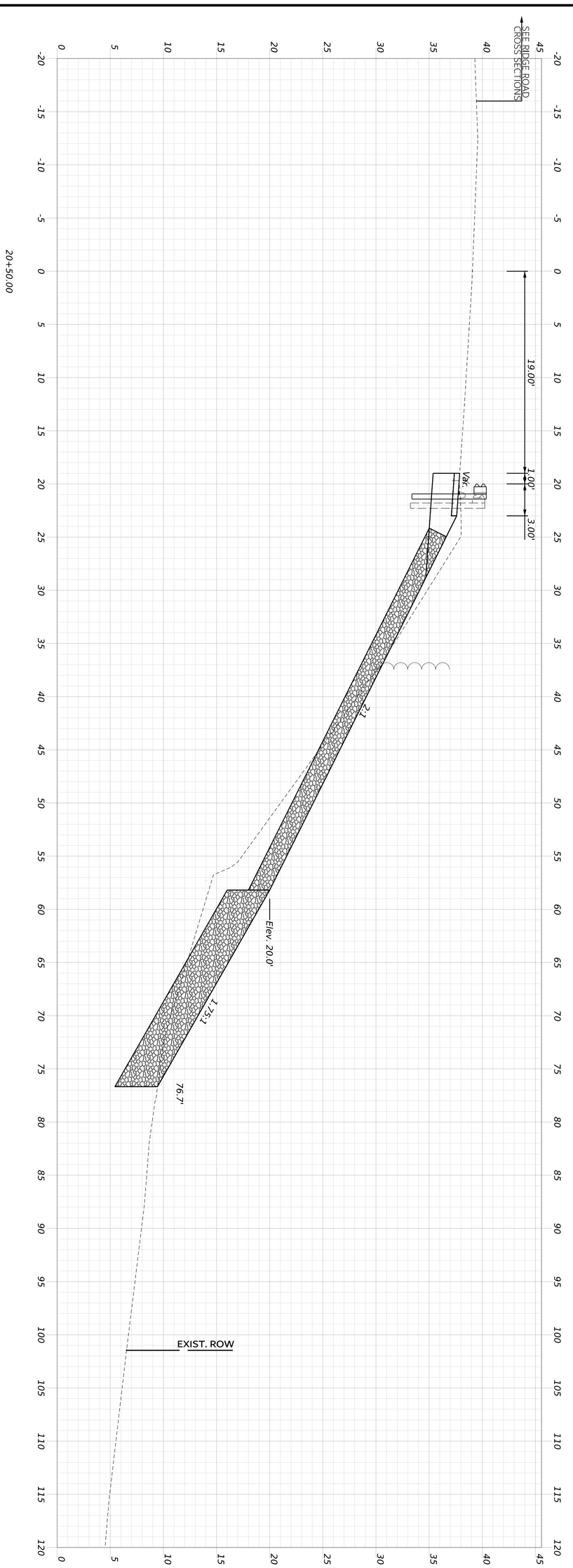
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

Username: Matt.Richard Date: 8/12/2025

Filename: U:\Thornton Tomasetti\012964\A.00 - Robbinston - Mill Cove New Bridge, Phase II\2 - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn



PROJ. MANAGER	MARK PARLIN	BY	DATE
DESIGN=DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED=REVIEWED	B. HAVU		08/2025
DESIGN2=DETAILED2			
DESIGN3=DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SHEET NUMBER 24 OF 60

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

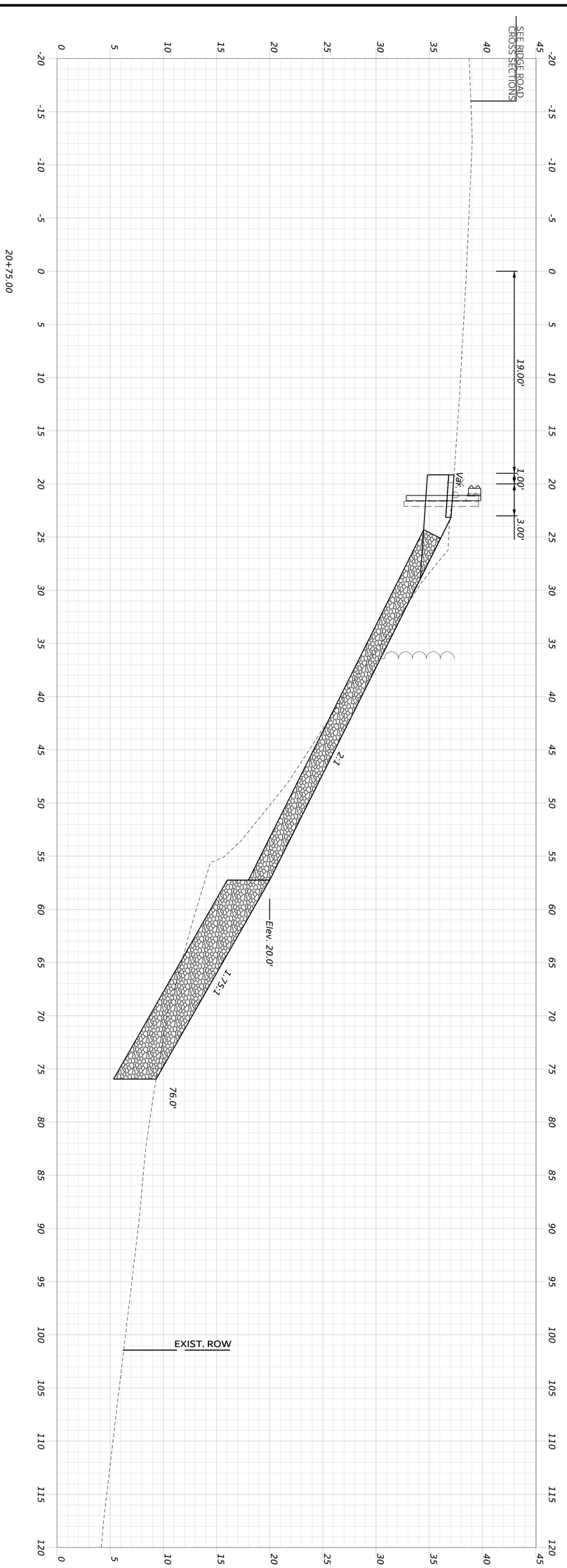
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

Username: Matt.Richard Date: 8/12/2025

Filename: U:\Thornton Tomasetti\012964\A.00 - Robbinston - Mill Cove New Bridge, Phase II\2 - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn



PROJ. MANAGER	MARK PARLIN	BY	DATE
DESIGN=DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED=REVIEWED	B. HAVU		08/2025
DESIGN2=DETAILED2			
DESIGN3=DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SHEET NUMBER 25 OF 60

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

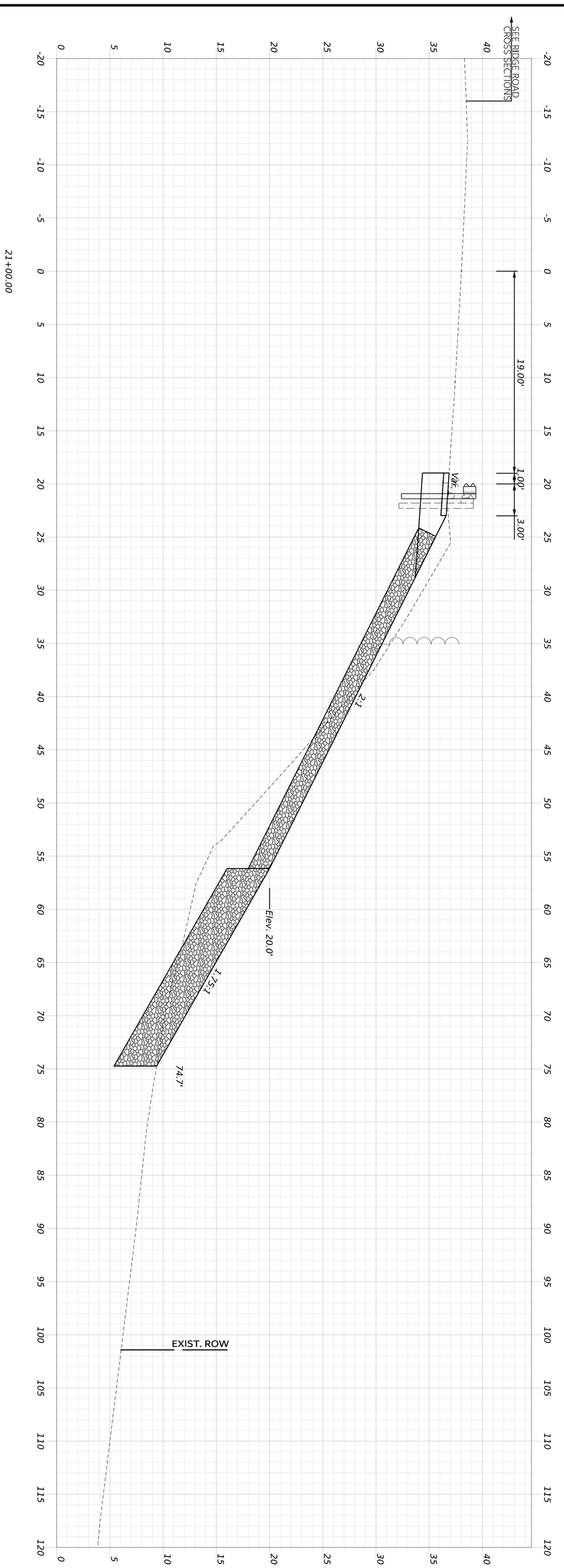
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

Username: Matt.Richard Date: 8/12/2025

Filename: U:\Thornton Tomasetti\012964\A.00 - Robbinston - Mill Cove New Bridge, Phase II\2 - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn



PROJ. MANAGER	MARK PARLIN	BY	DATE
DESIGN=DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED=REVIEWED	B. HAVU		08/2025
DESIGN2=DETAILED2			
DESIGN3=DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SHEET NUMBER 26 OF 60

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

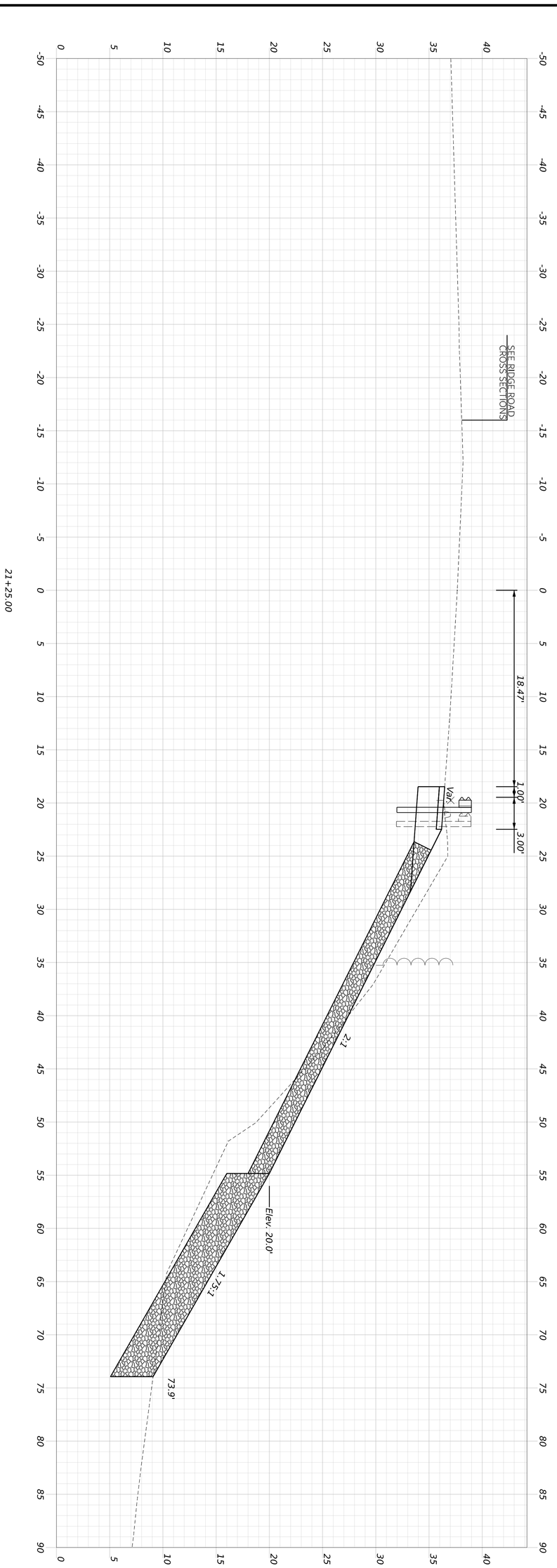
CROSS SECTIONS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

Filename: U:\Thornton Tomasetti\012964\A.00 - Robbinston - Mill Cove New Bridge, Phase II\2 - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn



U.S. ROUTE 1 BRIDGE NO. 6205 CROSSING MILL COVE ROBBINSTON	PROJ. MANAGER	MARK PARLIN	BY	DATE
	DESIGN=DETAILED	M. RICHARD	L. BENTLEY	08/2025
	CHECKED=REVIEWED	B. HAVU		08/2025
	DESIGN2=DETAILED2			
	DESIGN3=DETAILED3			
	REVISIONS 1			
	REVISIONS 2			
	REVISIONS 3			
	REVISIONS 4			
	FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

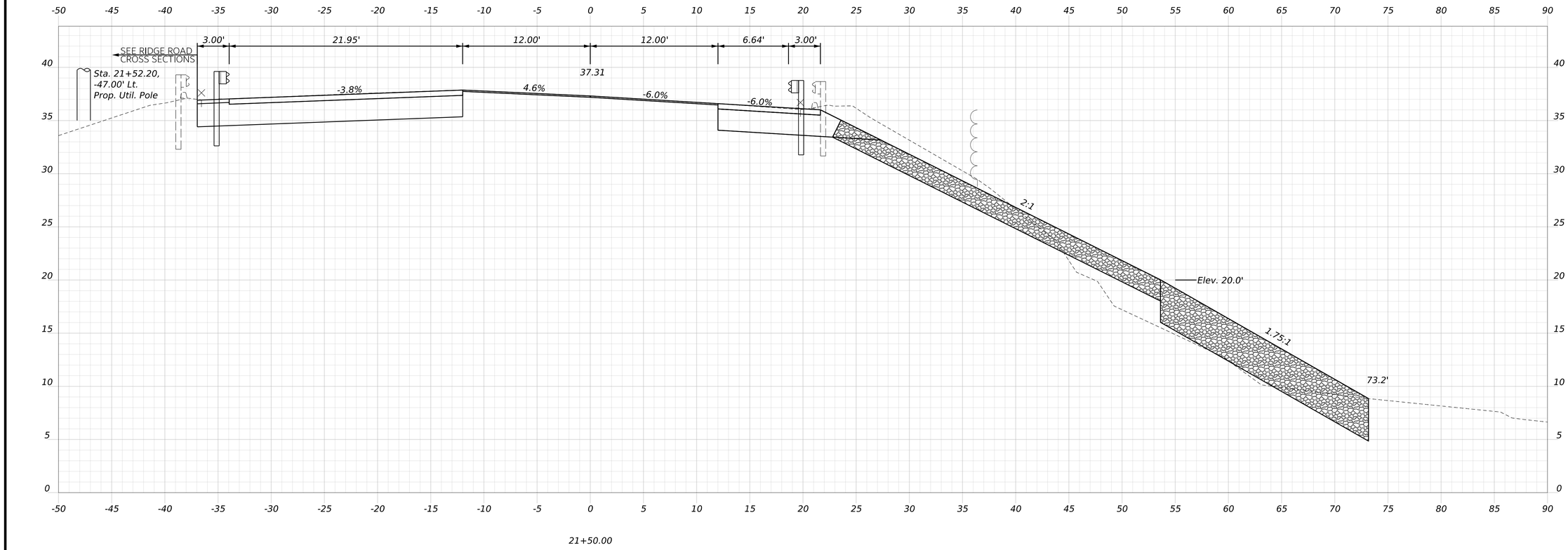
Federal Project No. 02663006

WIN 026630.06

CROSS SECTIONS

SHEET NUMBER 27 OF 60

Sta. 21+50
Begin Project
End Guardrail and Embankment Reconstruction
Begin Mill and Overlay with Shoulder Reconstruction
Match Existing Pavement



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ. MANAGER	MARK PARLIN		
DESIGN-DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED-REVIEWED	B. HAVU		08/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

28

OF 60

Date: 8/12/2025

Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn

SEE RIDGE ROAD CROSS SECTIONS

3.17' | 8.83' | 11.33' | 11.67' | 5.82' | 3.00'

-2.9% | 4.6% | -5.3% | -5.3%

37.02

Elev. 20.0'

1.75:1

70.9'

21+75.00

PROJ MANAGER	MARK PARLIN			
DESIGN-DETAILED	M. RICHARD	00	BY	DATE
CHECKED-REVIEWED	B. HAVU	01	L. BENTLEY	08/2025
DESIGN2-DETAILED2		02	B HAVU	08/2025
DESIGN3-DETAILED3		03		
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

29

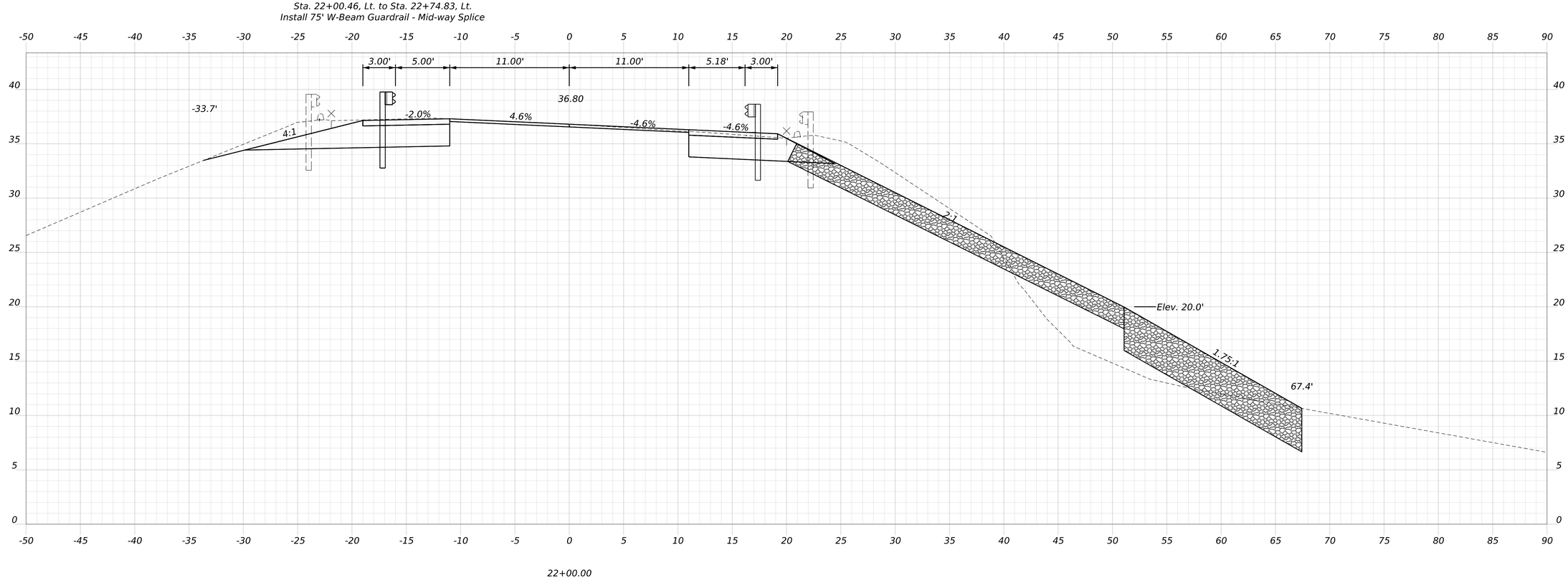
OF 60

Username: Matt.Richard

Date: 8/12/2025

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn

Sta. 22+00.46, Lt. to Sta. 22+74.83, Lt.
Install 75' W-Beam Guardrail - Mid-way Splice



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ. MANAGER	MARK PARLIN		
DESIGNED-DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED-REVIEWED	B. HAVU		08/2025
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

30

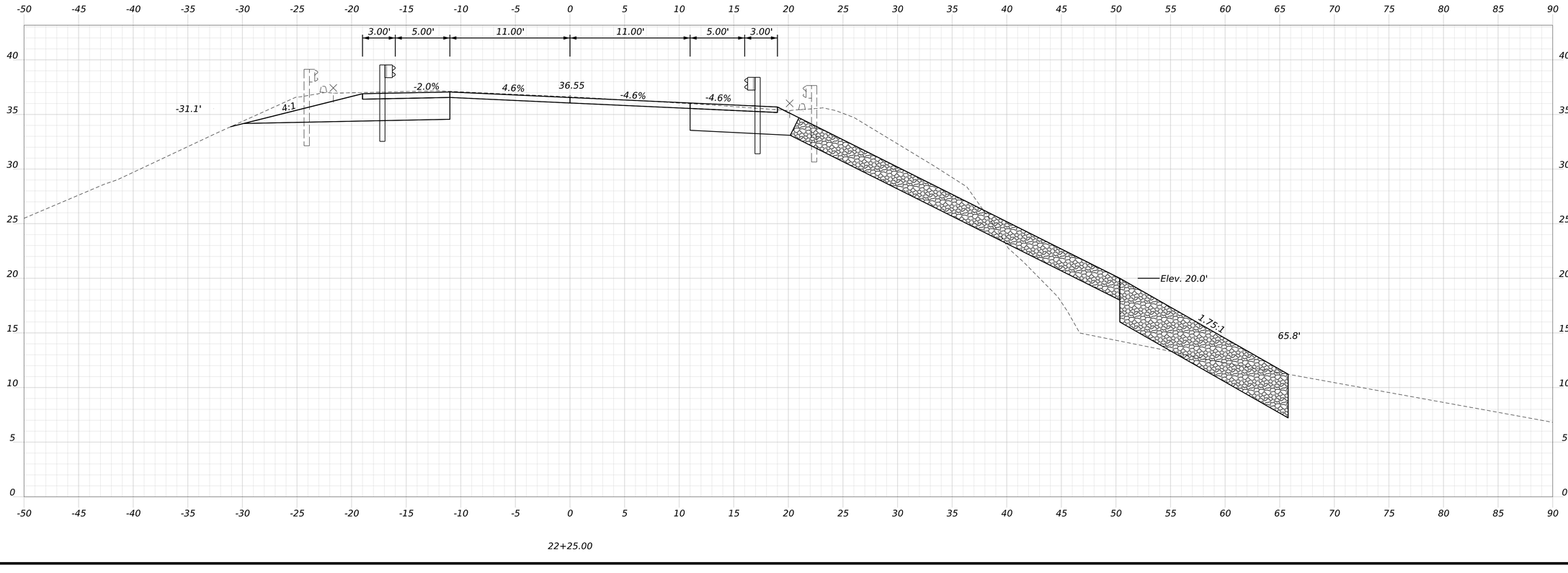
OF 60

Date: 8/12/2025

Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn

Sta. 22+25
End Mill and Overlay with Shoulder Reconstruction
Begin Transition



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ. MANAGER	MARK PARLIN		
DESIGN-DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED-REVIEWED	B. HAVU		08/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

31

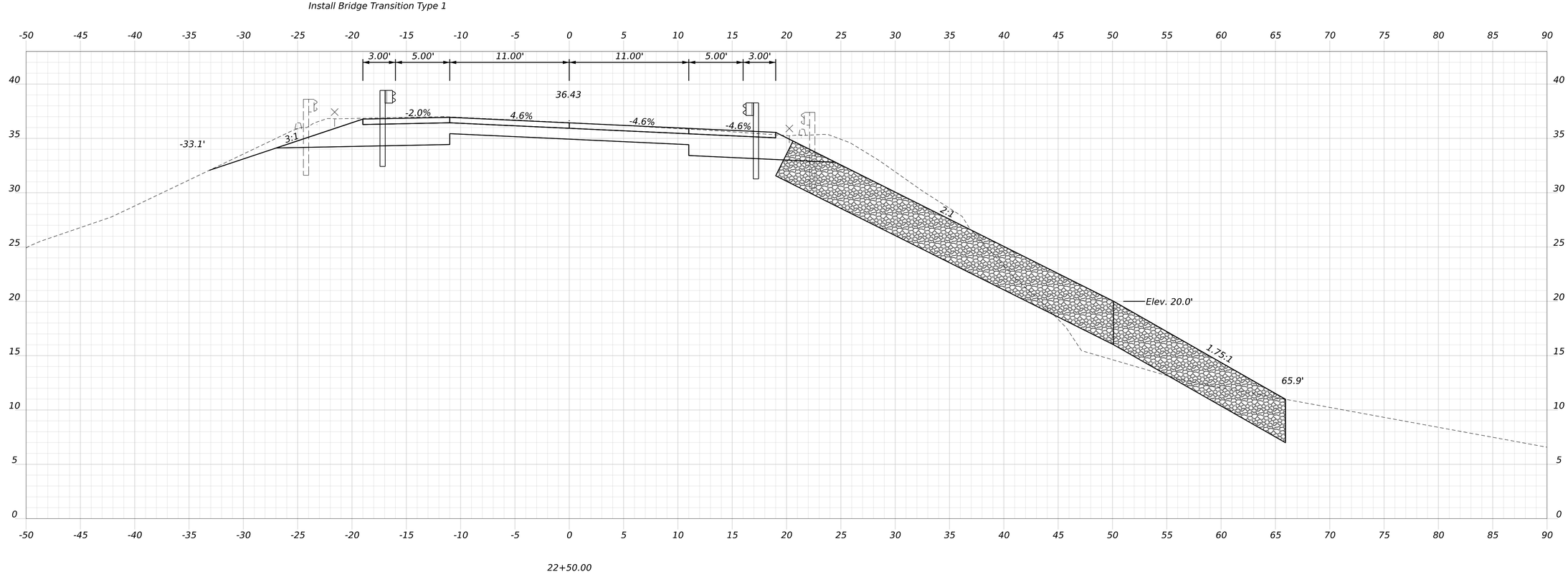
OF 60

Date: 8/12/2025

Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn

Sta. 22+74.83, 16.00' Lt. to Sta. 22+95.14, 16.00' Lt.
Install Bridge Transition Type 1



PROJ. MANAGER	MARK PARLIN		
DESIGN-DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED-REVIEWED	B. HAVU		08/2025
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

32

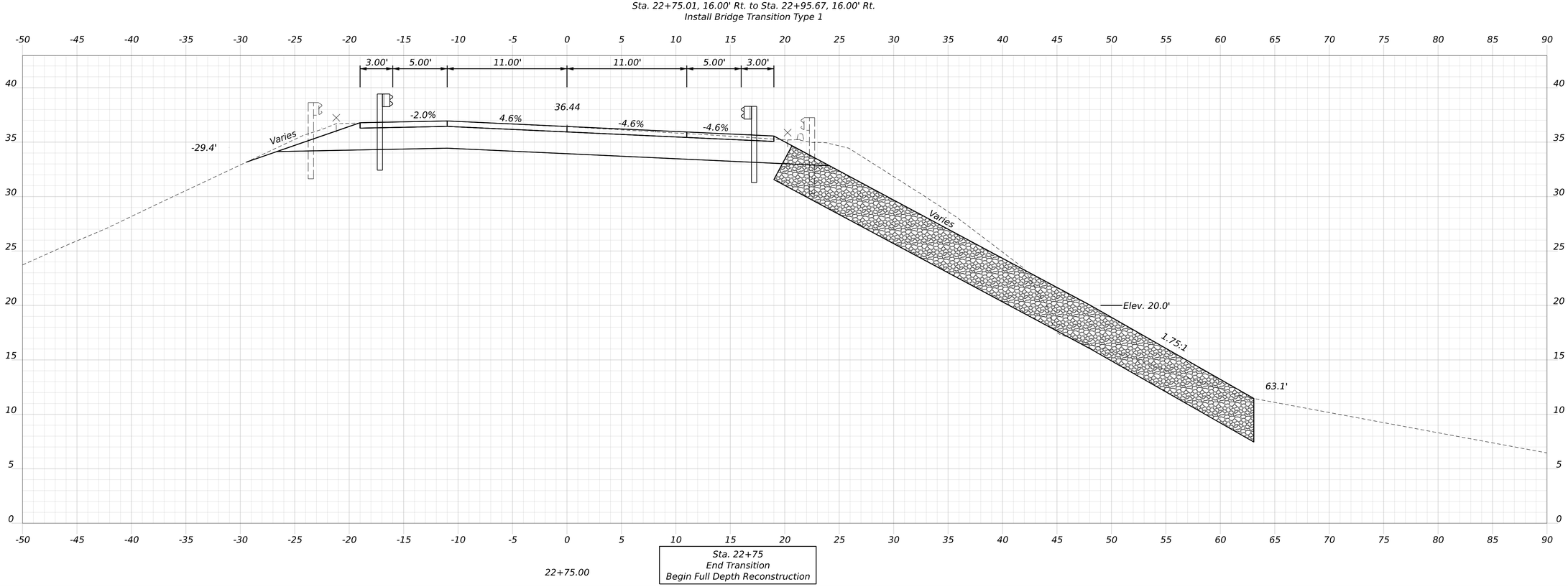
OF 60

Date: 8/12/2025

Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn

Sta. 22+75.01, 16.00' Rt. to Sta. 22+95.67, 16.00' Rt.
Install Bridge Transition Type 1



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ. MANAGER	MARK PARLIN		
DESIGN-DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED-REVIEWED	B. HAVU		08/2025
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

33

OF 60

Date: 8/12/2025

Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn

PROJ. MANAGER	MARK PARLIN	BY	DATE
DESIGNED-DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED-REVIEWED	B. HAVU		08/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

34

OF 60

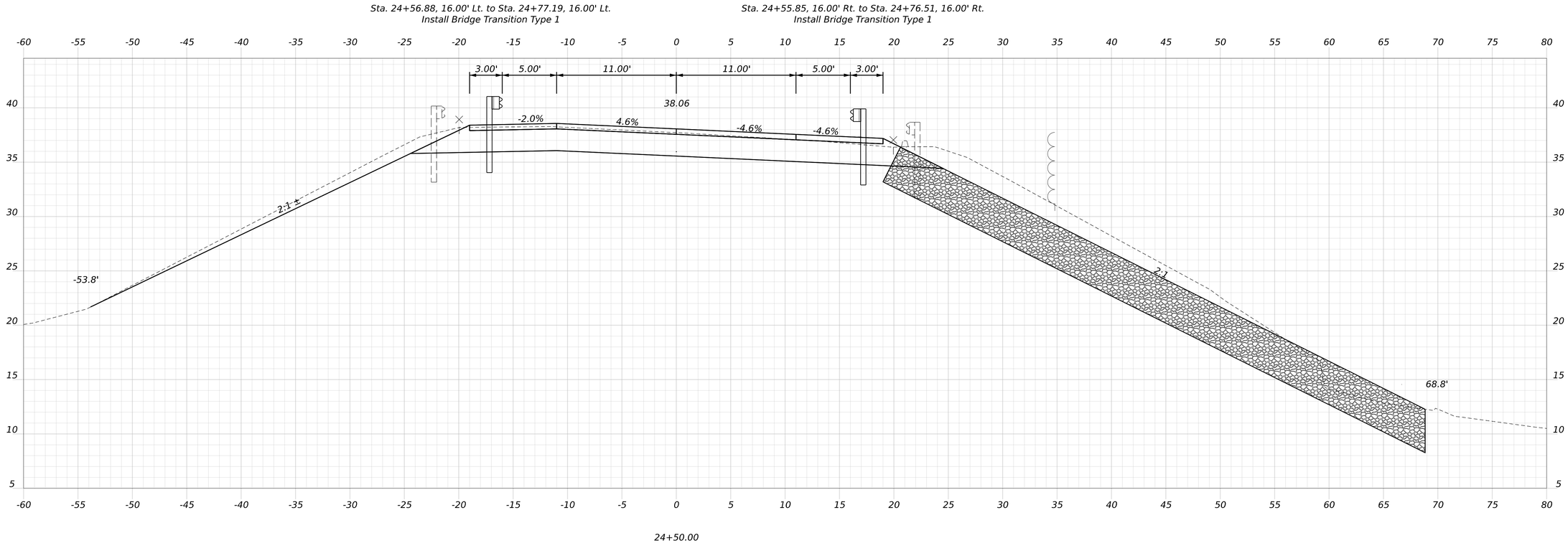
Date: 8/12/2025

Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn

Sta. 24+56.88, 16.00' Lt. to Sta. 24+77.19, 16.00' Lt.
Install Bridge Transition Type 1

Sta. 24+55.85, 16.00' Rt. to Sta. 24+76.51, 16.00' Rt.
Install Bridge Transition Type 1



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

			DATE
PROJ. MANAGER	MARK PARLIN	BY	DATE
DESIGNED-DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED-REVIEWED	B. HAVU		08/2025
DESIGNED-DETAILED2			
DESIGNED-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

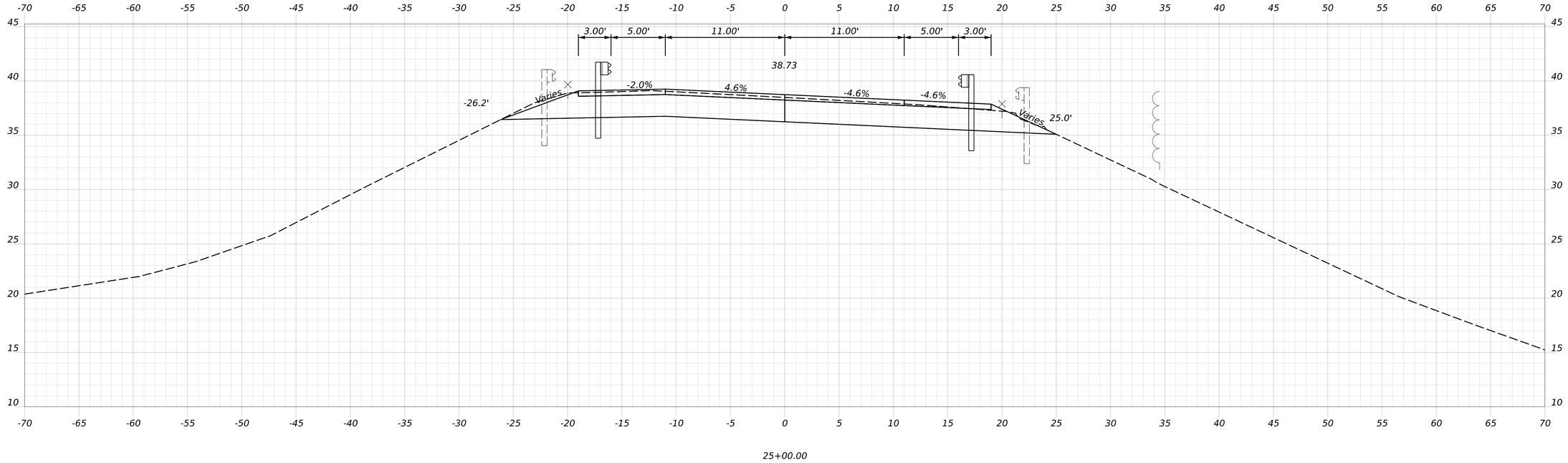
SHEET NUMBER

35

OF 60

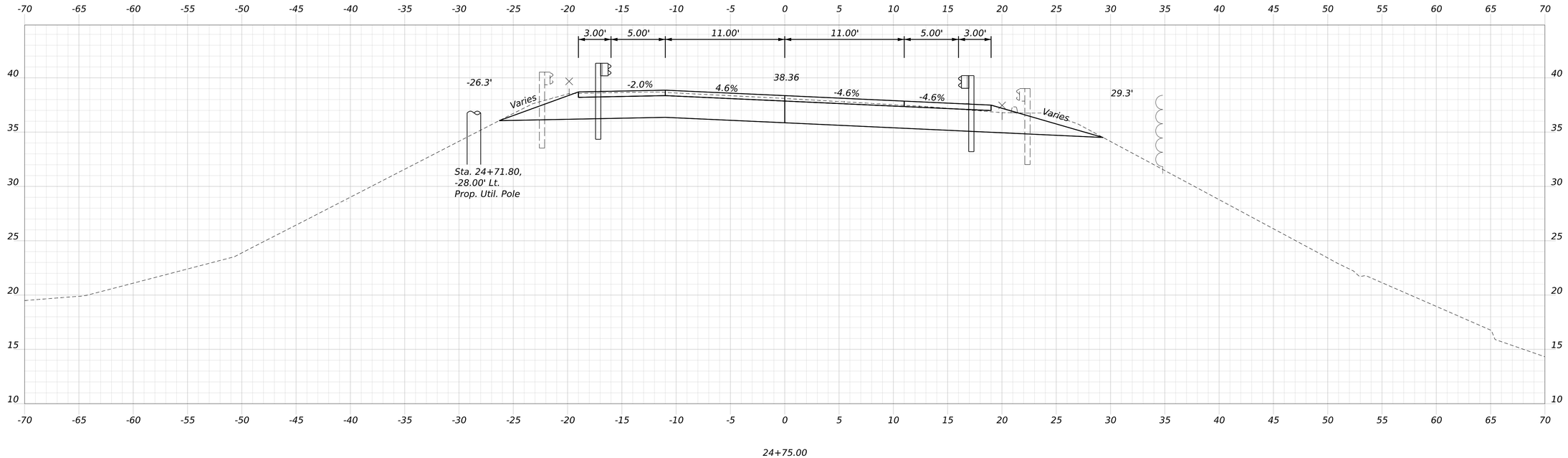
Username: Matt.Richard Date: 8/12/2025

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn



Sta. 24+77.19, Lt. to Sta. 26+01.15, Lt.
Install 125' W-Beam Guardrail - Mid-way Splice

Sta. 24+76.51, Rt. to Sta. 27+28.63, Rt.
Install 250' W-Beam Guardrail - Mid-way Splice



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	MARK PARLIN	
DESIGN-DETAILED	M. RICHARD	08/2025
CHECKED-REVIEWED	B. HAVU	08/2025
DESIGN1-DETAILED2	L. BENTLEY	
DESIGN1-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

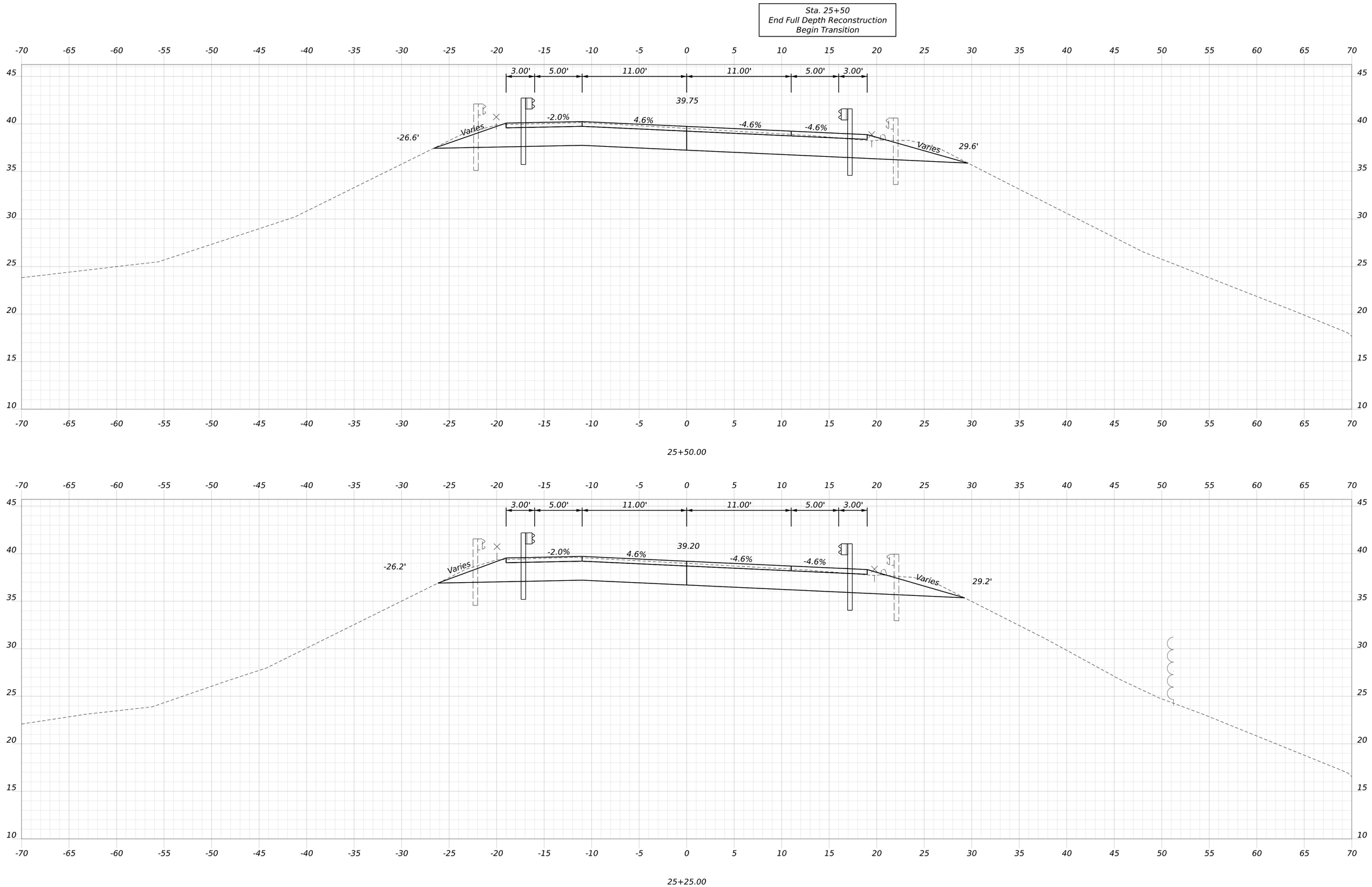
36

OF 60

Date: 8/12/2025

Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

SIGNATURE

P.E. NUMBER

DATE

PROJ MANAGER	MARK PARLIN	
DESIGN-DETAILED	M. RICHARD	08/2025
CHECKED-REVIEWED	B. HAVU	08/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

37

OF 60

Date: 8/12/2025

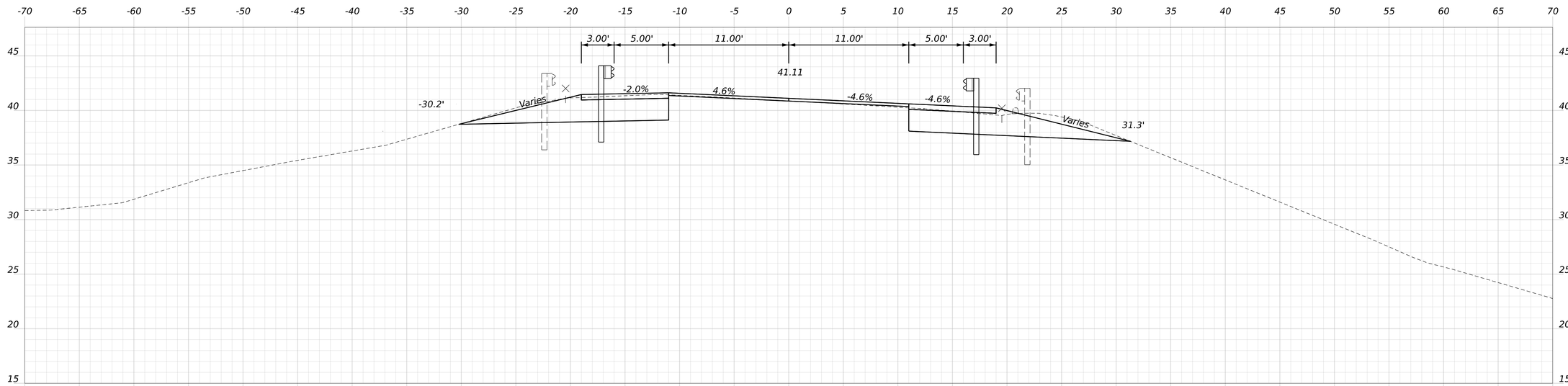
Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn

Sta. 26+14.57, Lt.
Install Anchorage Assembly

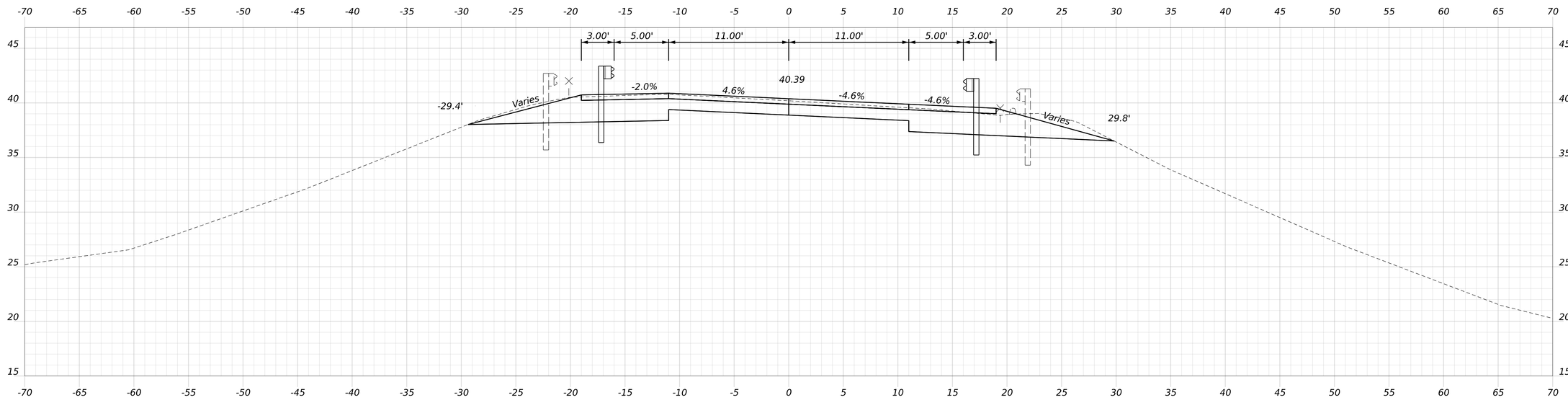
Sta. 26+15.83, Lt. to Sta. 26+14.57, Lt.
Install 12.5' W-Beam Guardrail - Mid-way Splice

Sta. 26+01.15, Lt. to Sta. 26+15.83, Lt.
Install 25' W-Beam Guardrail - Mid-way Splice with 15' Radius



26+00.00

Sta. 26+00
End Transition
Begin Mill and Overlay with Shoulder Reconstruction



25+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ MANAGER	MARK PARLIN		
DESIGN-DETAILED	M. RICHARD	BY	DATE
CHECKED-REVIEWED	B. HAVU	L. BENTLEY	08/2025
DESIGN2-DETAILED2		E0	08/2025
DESIGN3-DETAILED3		D2	
REVISIONS 1		D3	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

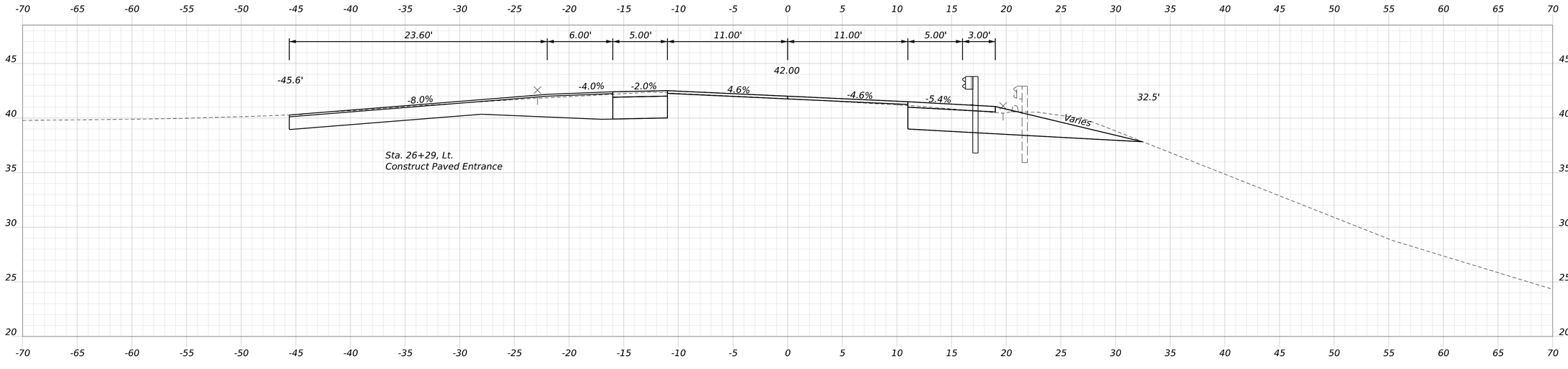
SHEET NUMBER

38

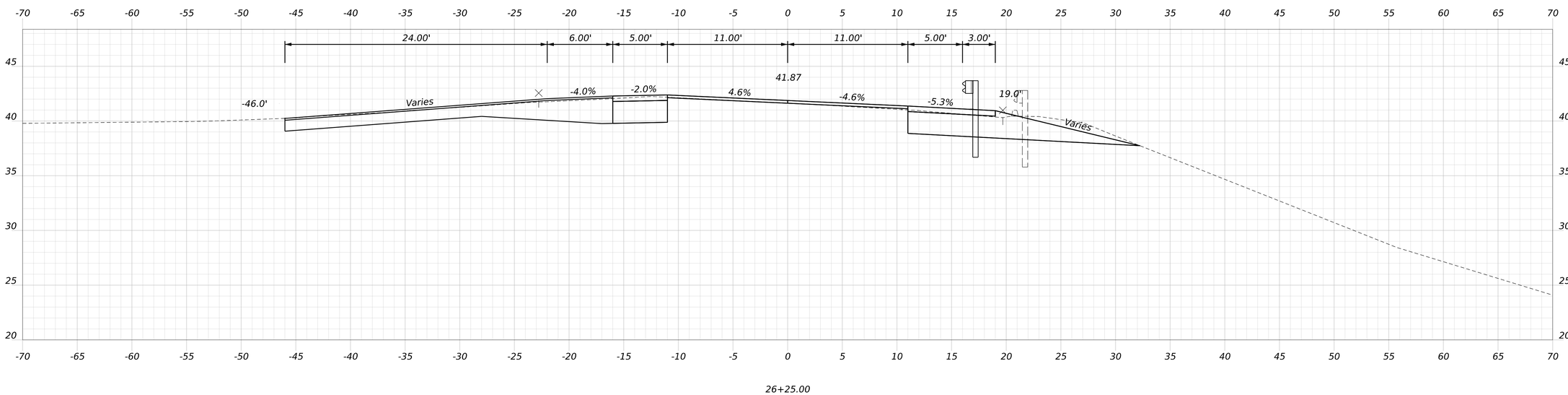
OF 60

Username: Matt.Richard Date: 8/12/2025

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn



(Residential Paved Entrance) 26+29.00



26+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	MARK PARLIN		
DESIGN-DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED-REVIEWED	B. HAVU		08/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

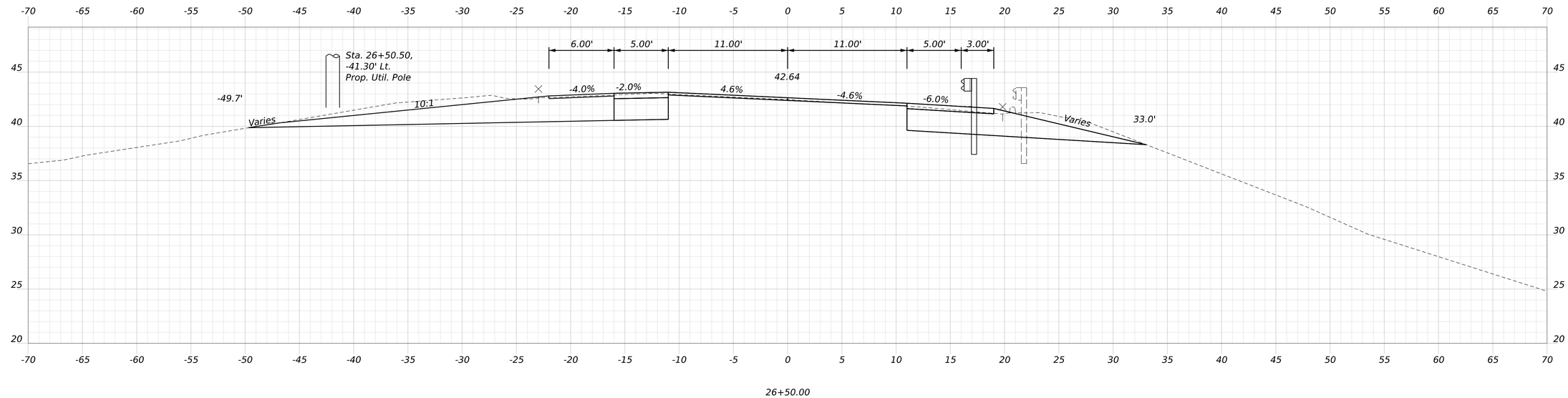
SHEET NUMBER

39

OF 60

Username: Matt.Richard Date: 8/12/2025

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn



PROJ. MANAGER	MARK PARLIN	BY	DATE
DESIGN-DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED-REVIEWED	B. HAVU		08/2025
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

40

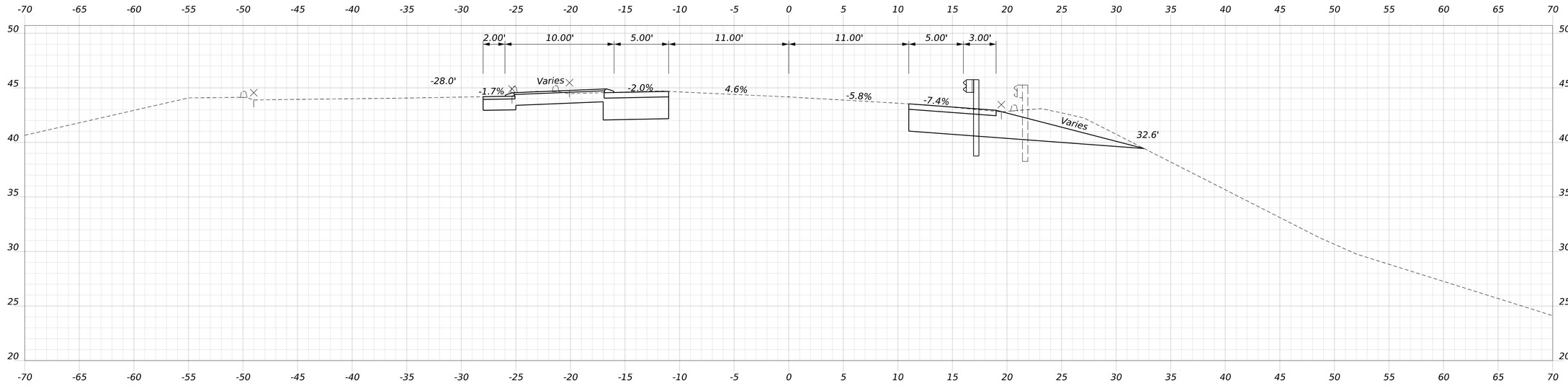
OF 60

Date: 8/12/2025

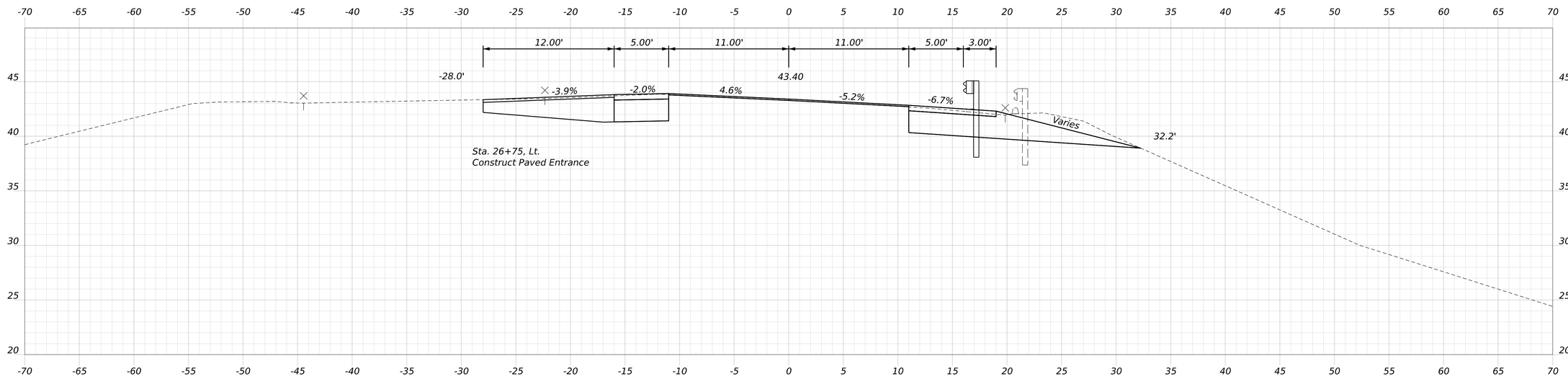
Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn

Sta. 27+00
End Project
End Mill and Overlay with Shoulder Reconstruction
Match Existing Pavement
Begin Shoulder Reconstruction



27+00.00



(Commercial Paved Entrance) 26+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

SIGNATURE

P.E. NUMBER

DATE

	MARK PARLIN	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED-REVIEWED	B. HAVU		08/2025
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

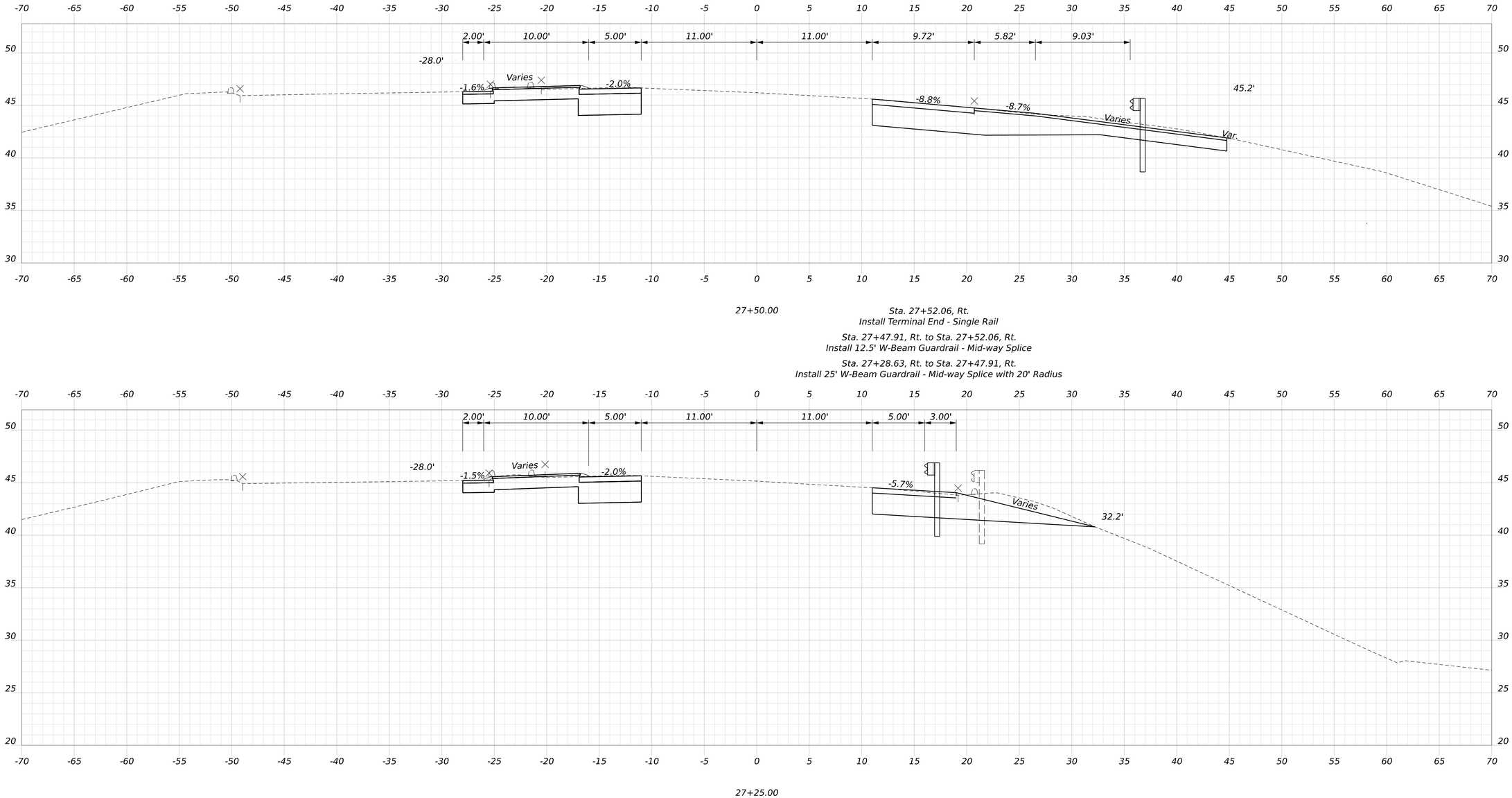
41

OF 60

Date: 8/12/2025

Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ. MANAGER	MARK PARLIN		
DESIGN-DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED-REVIEWED	B. HAVU		
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

42

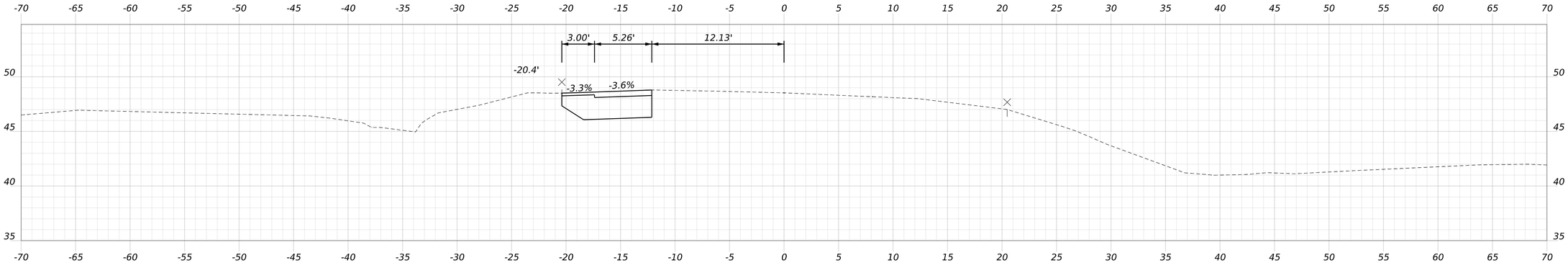
OF 60

Date: 8/12/2025

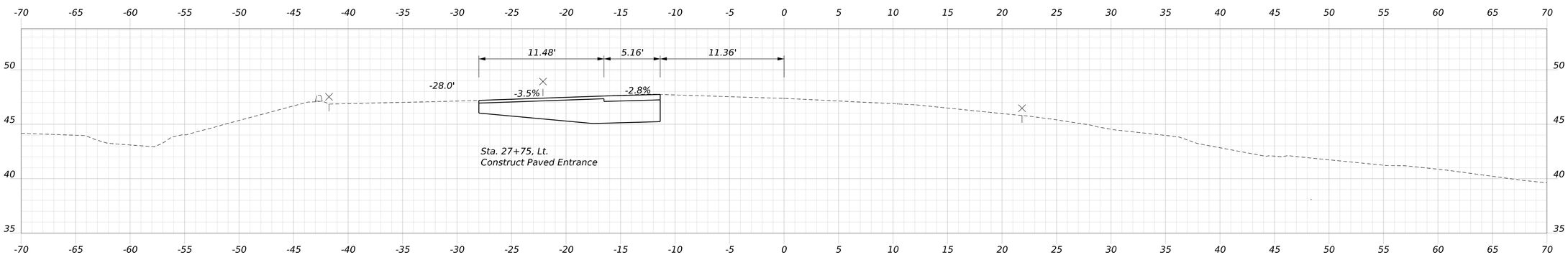
Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn

Sta. 28+07±
End Shoulder Reconstruction
Limit of Work



28+00.00



Sta. 27+75, Lt.
Construct Paved Entrance

(Commercial Paved Entrance) 27+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	MARK PARLIN		
DESIGN-DETAILED	M. RICHARD	08/2025	DATE
CHECKED-REVIEWED	B. HAVU		
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1	L. BENTLEY	08/2025	BY
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

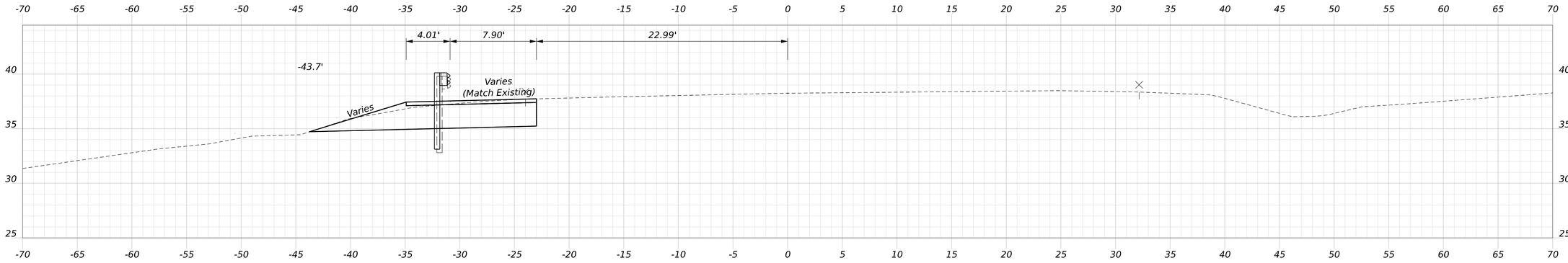
43

OF 60

Username: Matt.Richard Date: 8/12/2025

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections Route 1_GP.dgn

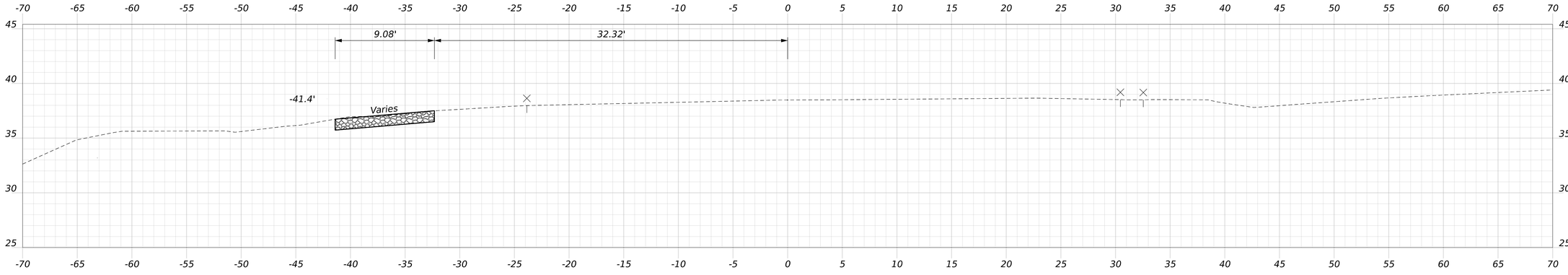
Sta. 201+57.85, Lt. to Sta. 202+46.83, Lt.
Install 100' W-Beam Guardrail - Mid-way Splice



Sta. 201+44.67, Lt. to Sta. 201+57.85, Lt.
Install 25' W-Beam Guardrail - Mid-way Splice with 15' Radius

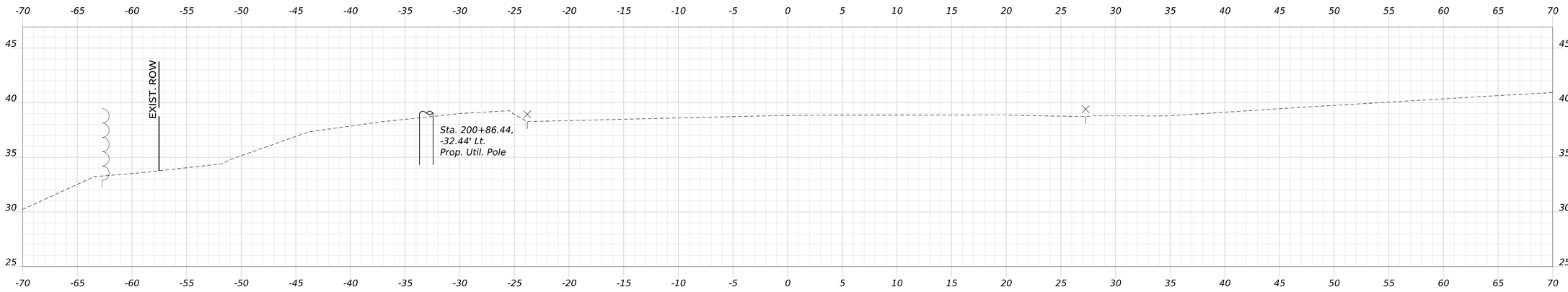
201+50.00

Sta. 201+44.67, Lt.
Install Terminal End - Single Rail



Sta. 201+14, Lt. to Sta. 201+44, Lt.
Install Stone Ditch Protection

201+25.00



201+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

SIGNATURE

P.E. NUMBER

DATE

PROJ MANAGER	MARK PARLIN	DATE
DESIGN-DETAILED	M. RICHARD	08/2025
CHECKED-REVIEWED	B. HAYU	08/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

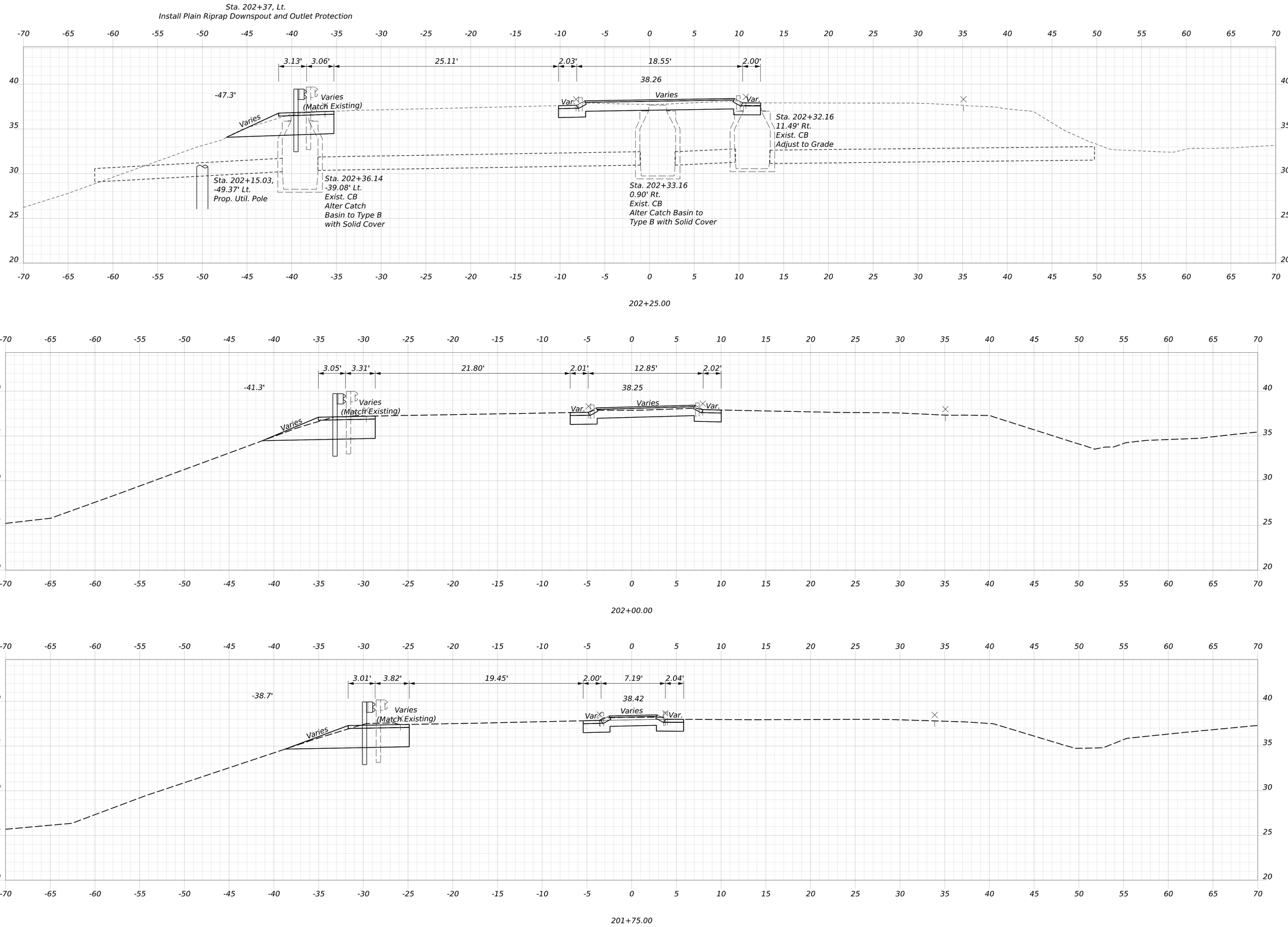
44

OF 60

Date: 8/12/2025

Username: Matt.Richard

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections_Ridge Road_GP.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ MANAGER	MARK PARLIN		
DESIGN-DETAILED	M. RICHARD	08/2025	
CHECKED-REVIEWED	B. HAVU		
DESIGN2-DETAILED2	L. BENTLEY	08/2025	
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

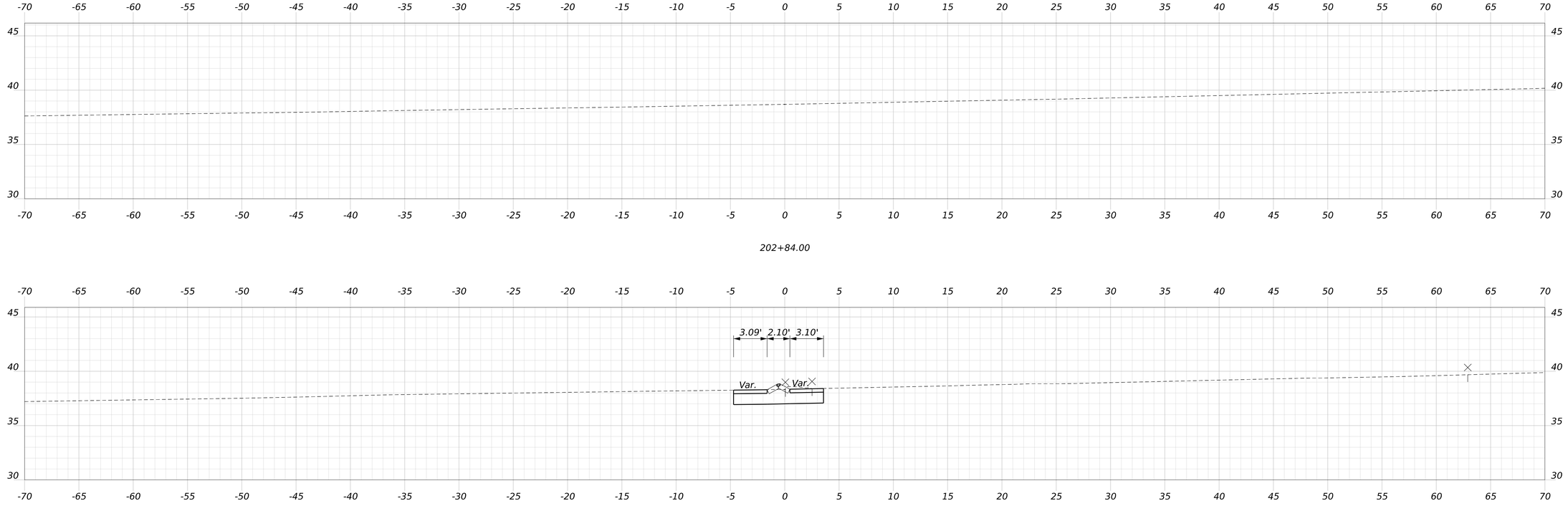
SHEET NUMBER

45

OF 60

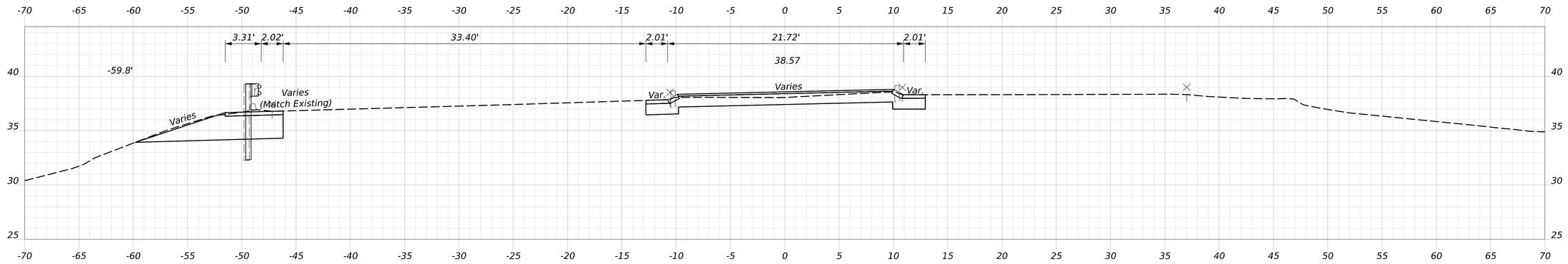
Username: Matt.Richard Date: 8/12/2025

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections_Ridge Road_GP.dgn



202+84.00

202+75.00



Sta. 202+46.83, Lt. to Sta. 22+00.46, Lt.
Install 87.5' W-Beam Guardrail - Mid-way Splice with 85' Radius

202+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

SIGNATURE

P.E. NUMBER

DATE

	MARK PARLIN	BY	DATE
PROJ MANAGER			
DESIGN-DETAILED	M. RICHARD	L. BENTLEY	08/2025
CHECKED-REVIEWED	B. HAVU		08/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CROSS SECTIONS

SHEET NUMBER

46

OF 60

Username: Matt.Richard Date: 8/12/2025

Filename: U:\Thornton Tomasetti\0129641A.00 - Robbinston - Mill Cove New Bridge, Phase II\Z - CAD\DGN\Highway\Cross Sections_Ridge Road_GP.dgn

CURVE DATA
PI = 51+17.41
D = 03°00'56.04"
Δ = 07°04'19.22" (RT)
R = 1900.00'
L = 234.52'
T = 117.41'
E = 3.62'

S69°11'57.72"W

83+00

PT = 82+70.15

82+00

PRC = 52+34.52

RIDGE ROAD

81+00

S88°09'46.29"W

= 53+72.27

CURVE DATA
PI = 81+71.78
D = 09°32'57.47"
Δ = 18°57'48.56" (LT)
R = 600.00'
L = 198.59'
T = 100.21'
E = 8.31'

Stop Sign to Remain

PC = 80+71.57

80+00

53+00

54+00

55+00

56+00

57+00

58+00

59+00

60+00

52+00

51+00

50+00

CURVE DATA
PI = 54+54.71
D = 22°55'05.92"
Δ = 36°29'54.20" (RT)
R = 250.00'
L = 159.25'
T = 82.43'
E = 13.24'

Temporary Bridge or Culvert

N20°51'28.20"E

CURVE DATA
PI = 57+44.69
D = 22°55'05.92"
Δ = 36°44'15.18" (RT)
R = 250.00'
L = 160.30'
T = 83.01'
E = 13.42'

PRC = 58+21.97

PRC = 59+59.95

CURVE DATA
PI = 60+09.19
D = 03°00'56.04"
Δ = 02°58'07.11" (RT)
R = 1900.00'
L = 98.44'
T = 49.23'
E = 0.64'

RDTS

Approximate Location of Temporary Traffic Signal and Stop Bar (Typ. of 2 Locations)

Residential Driveway Traffic Signal (RDTS)

TO PERRY

U.S. ROUTE 1

TO CALAIS

U.S. ROUTE 1

N34°13'37.59"E

CURVE DATA
PI = 53+04.63
D = 19°05'54.94"
Δ = 26°18'35.36" (LT)
R = 300.00'
L = 137.76'
T = 70.12'
E = 8.08'

PT = 55+31.53

PC = 56+61.68

CURVE DATA
PI = 58+92.21
D = 19°05'54.94"
Δ = 26°21'06.70" (LT)
R = 300.00'
L = 137.98'
T = 70.23'
E = 8.11'

PT = 60+58.40

PLAN

50 0 50 100
Scale of Feet

℄ Roadway
18'-0"
Travelway
+2%
-2%
3:1
3:1
2:1
2" Loam and Seed (Typ.)
4" Hot Mix Asphalt
18" Aggregate Subbase - Course Gravel
1'-0"

TYPICAL DETOUR SECTION
Not to Scale

50+00 51+00 52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00

PVI = STA. 50+25.00
ELEV. = 45.45

G = -2.50%

PVC = STA. 53+10.00
ELEV. = 38.32

PVI = STA. 53+60.00
ELEV. = 37.07

PVT = STA. 54+10.00
ELEV. = 32.07

PVC = STA. 54+20.00
ELEV. = 31.07

VCL = 100'
HLSD = 100'
E = 1.312'

G = -10.00%

PVT = STA. 55+20.00
ELEV. = 26.32

80'-0" Bridge

G = 0.50%

PVC = STA. 56+70.00
ELEV. = 27.07

VCL = 100'
HLSD = 100'
E = 1.187'

PVT = STA. 57+70.00
ELEV. = 32.32

PVC = STA. 58+00.00
ELEV. = 35.32

G = 10.00%

PVI = STA. 58+50.00
ELEV. = 40.32

PVT = STA. 59+00.00
ELEV. = 42.45

G = 4.25%

PVI = STA. 60+38.00
ELEV. = 48.32

VCL = 100'
SSD = 194'
E = 194'

VCL = 100'
SSD = 238'
E = 238'

PVI = STA. 54+70.00
ELEV. = 26.07

LOW POINT = STA. 55+15.24
ELEV. = 26.31

PVI = STA. 57+20.00
ELEV. = 27.32

PROFILE

Horiz. 50 0 50 100
Vert. 5 0 5 10
Scale of Feet

70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 -5 -10 -15 -20 -25

EL. 46.20
EL. 45.45 EL. 45.45
EL. 44.70 EL. 44.82
EL. 43.92 EL. 44.20
EL. 43.10 EL. 43.57
EL. 42.31 EL. 42.95
EL. 41.58 EL. 42.32
EL. 40.87 EL. 41.70
EL. 40.24 EL. 41.07
EL. 39.64 EL. 40.45
EL. 39.09 EL. 39.82
EL. 38.65 EL. 39.20
EL. 38.43 EL. 38.57
EL. 38.12 EL. 37.87
EL. 37.46 EL. 36.72
EL. 34.86 EL. 35.12
EL. 28.15 EL. 33.04
EL. 24.05 EL. 30.59
EL. 22.25 EL. 28.55
EL. 20.72 EL. 27.16
EL. 19.48 EL. 26.43
EL. 18.23 EL. 26.35
EL. 17.05 EL. 26.47
EL. 14.73 EL. 26.60
EL. 14.11 EL. 26.72
EL. 17.32 EL. 26.85
EL. 17.55 EL. 26.97
EL. 18.10 EL. 27.11
EL. 19.24 EL. 27.65
EL. 20.37 EL. 28.79
EL. 22.78 EL. 30.51
EL. 25.15 EL. 32.82
EL. 30.53 EL. 35.32
EL. 37.12 EL. 37.65
EL. 41.28 EL. 39.61
EL. 42.46 EL. 41.21
EL. 43.05 EL. 42.45
EL. 43.66 EL. 43.51
EL. 44.46 EL. 44.58
EL. 45.43 EL. 45.64
EL. 46.54 EL. 46.70
EL. 47.71 EL. 47.77
EL. 48.87
EL. 50.06

50+00 51+00 52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00

Thornton Tomasetti

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	MARK PARLIN	
DESIGN-DETAILED	E. BROWNELL	8/6/2025
CHECKED-REVIEWED	B. POMEROY	8/6/2025
DESIGN-DETAILED2	J. BURGESS	8/6/2025
DESIGN-DETAILED3		
REVISION 1		
REVISION 2		
REVISION 3		
REVISION 4		
FIELD CHANGES		

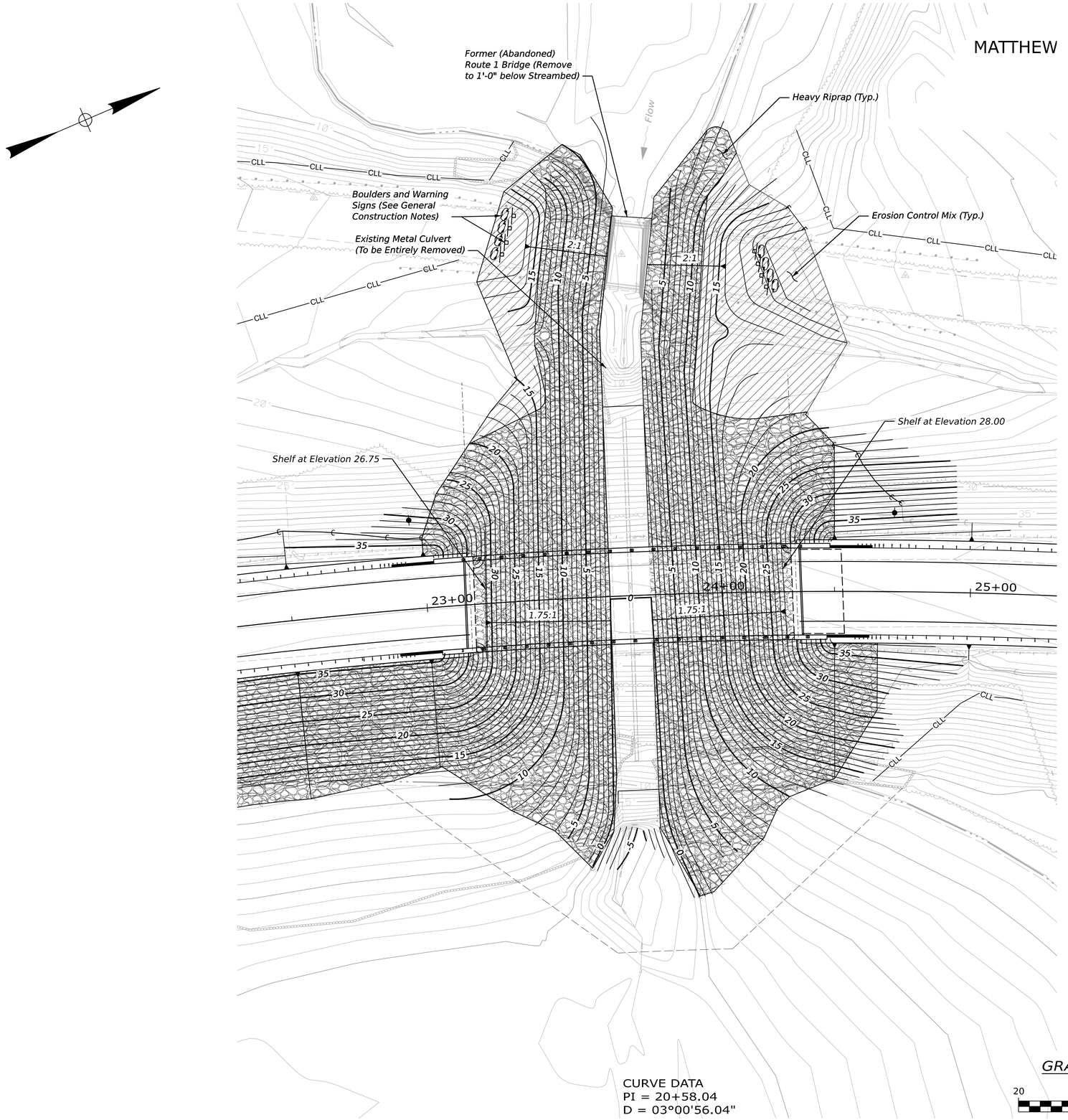
U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

CONCEPTUAL DETOUR PLAN

SHEET NUMBER
47
OF 60

Date: 8/6/2025
Username: diana

Filename: P:\ME1\Projects\P24771.00 - Mill Cove\CADD Drawings\MSTN\26630\06\BRIDGE\Detour (1).dgn



Thornton Tomasetti

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ. MANAGER	MARK PARLIN		
DESIGNED-DETAILED	E. BROWNELL	D. BURGESS	8/6/2025
CHECKED-REVIEWED	B. POMEROY	J. BURGESS	8/6/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

BRIDGE REMOVAL GRADING PLAN

SHEET NUMBER

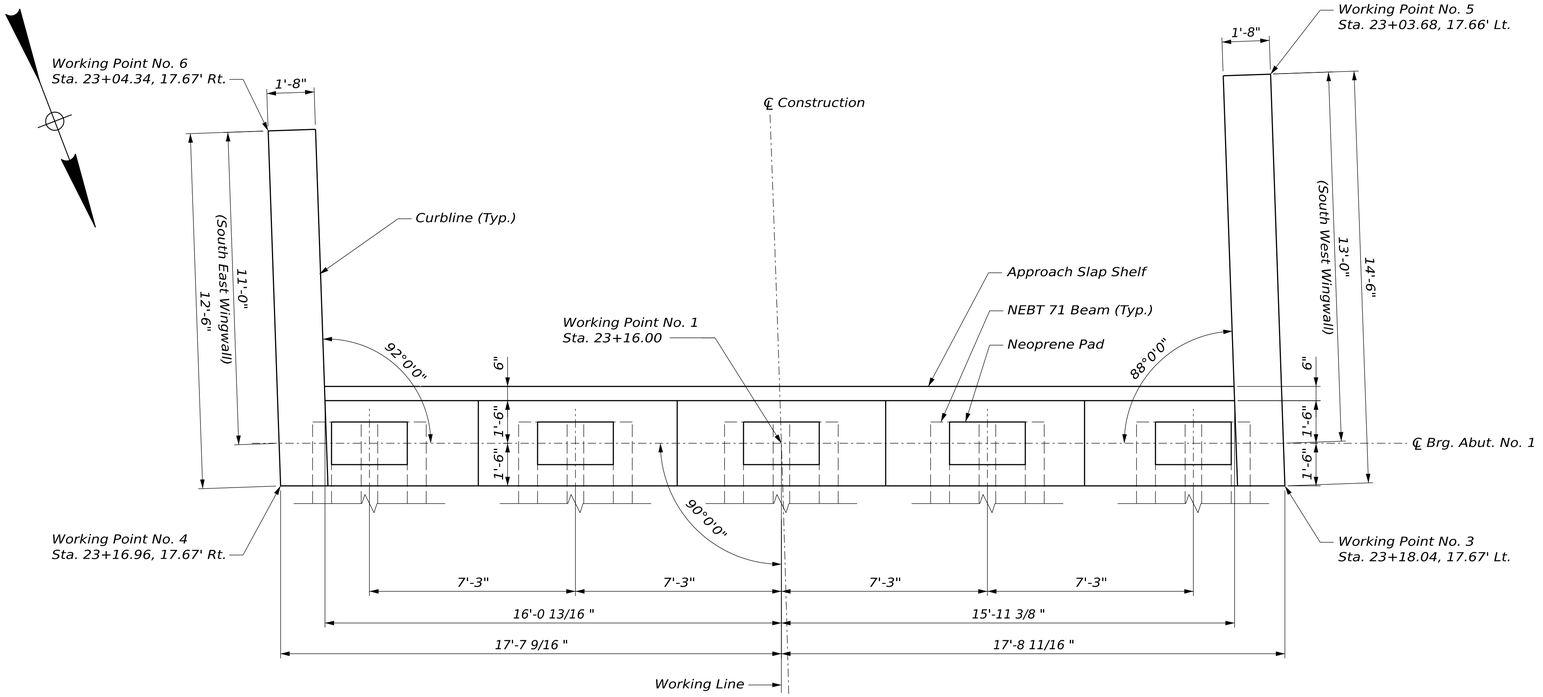
48

OF 60

Date: 8/6/2025

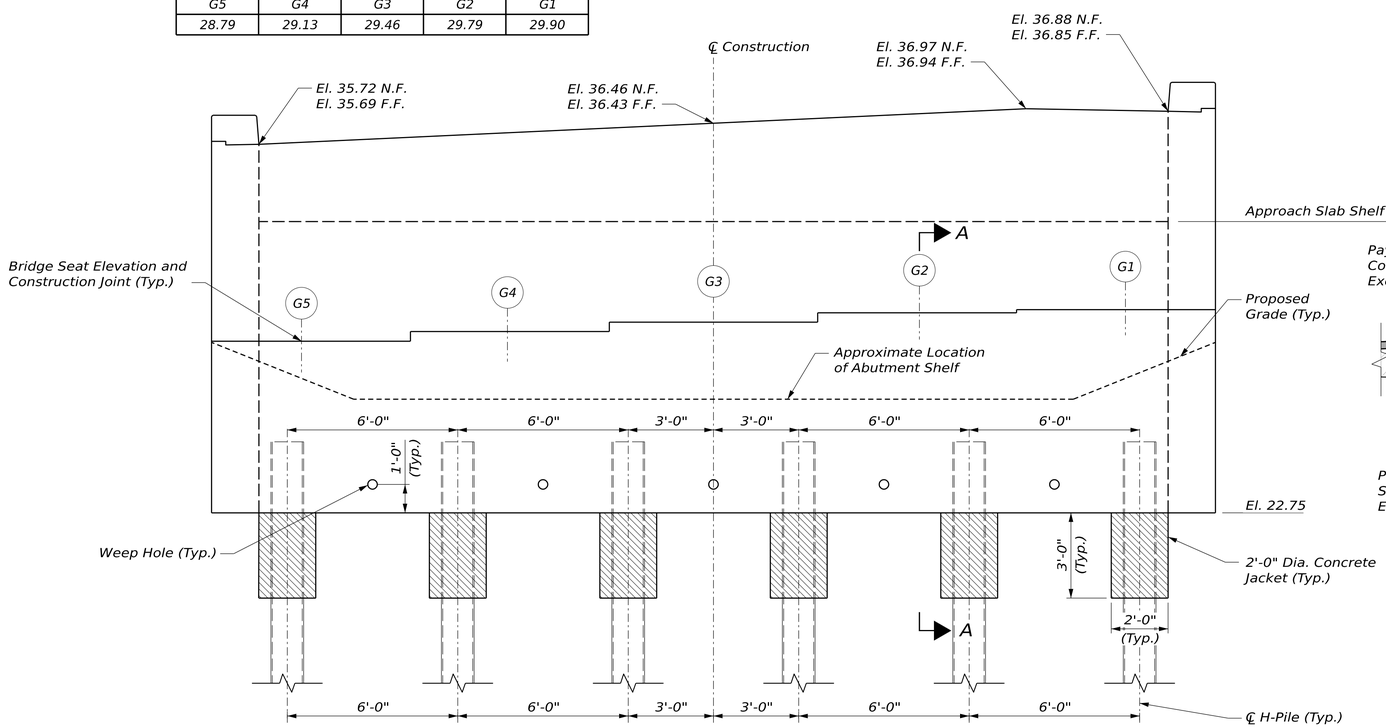
Username: diana

Filename: C:\Users\diana\Dropbox\DCS-Projects\Thornton Tomasetti\26630_06\BRIDGE\Grading_Bridge.dgn



ABUTMENT NO. 1 - PLAN

BRIDGE SEAT ELEVATION - ABUTMENT NO. 1				
G5	G4	G3	G2	G1
28.79	29.13	29.46	29.79	29.90



ABUTMENT NO. 1 - ELEVATION

ABUTMENT NOTES

1. Reinforcing steel shall have a minimum concrete cover of 2 inches.

2. Cover joints where waterstops are not required in accordance with Standard Details Section 502.

3. Place drains with a 4-inch diameter in the breastwall and wingwalls at 10 feet maximum spacing. The exact location will be determined by the Resident.

4. Payment for the concrete jackets around the tops of the H-piles will not be paid for directly but will be considered incidental to Pay Item 502.219 Structural Concrete Abutments and Retaining Walls. Fill Concrete may be used for the concrete jackets.

5. Structural Earth Excavation, Abutments and Retaining Walls, required more than 12 inches below the bottom of the structure will be paid for in accordance with Standard Specifications Section 206, Structural Excavation.

6. Abutments, wingwalls, and their footings shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits.

PILE NOTES

1. The maximum factored pile load is 360 kips at the Strength Limit State.

2. Piles shall be driven to the required resistance on or within bedrock in accordance with Standard Specification Section 501.

3. Estimate of piles required:

   Abutment No. 1: 6 ~HP 14X117 at 67 feet
   Abutment No. 2: 6 ~HP 14X117 at 78 feet

The order lengths of the piles shall include an additional 5 feet of length for each test pile to accommodate dynamic pile testing equipment.

4. H-pile material shall be ASTM A572, Grade 50.

5. H-pile splices shall be in accordance with Standard Detail 501(03).

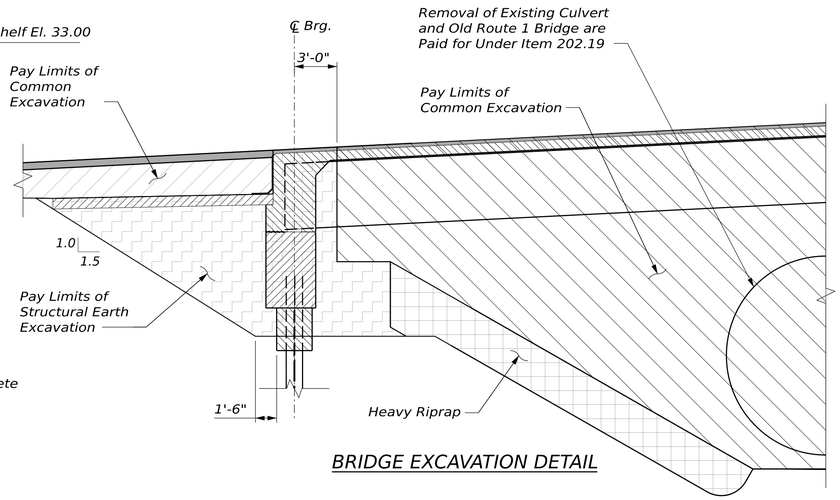
6. All piles shall be equipped with a pile tip in accordance with Standard Specifications Subsections 501.048 , Prefabricated Pile Tips and 711.10 H-Beam Piles, Spliced and Tips (or 711.01 Steel Pipe Piles, Splices and Tips).

7. Piles shall not be out of position shown by more than 2 inches in any direction.

8. The Contractor shall perform and submit two (2) wave equation analyses, one (1) for the Abutment No. 1 piles an one (1) for the Abutment No. 2 piles, for review and acceptance by the Resident. The maximum allowable driving stress is 0.90 times Fy. The submittal analyses shall include the proposed stopping criteria based on the wave equation analysis and the proposed driving system.

9. The Contractor shall perform a total of four (4) dynamic load tests with 24-hour (minimum) restrike tests at the abutments, to confirm the nominal resistance of the piles. Each dynamic pile test at each abutment will be performed on the first pile production pile driven during each of the 2 stages of construction. The required nominal resistance for the pile is the factored axial pile load divided by a resistance factor of 0.65 per LRFD Specifications.

10. Based of the results of the end of initial drive (EOD) and beginning of redrive (BOR) dynamic pile tests, and subsequent CAPWAP analyses, any driving criteria for pile end bearing in soil shall be carried out for six (6) consecutive inches. The Resident shall have final approval of the driving criteria.



BRIDGE EXCAVATION DETAIL

Thornton Tomasetti

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

	NAME	BY	DATE
PROJ. MANAGER	MARK PARLIN		
DESIGN-DETAILED	E. BROWNELL	D. BURGESS	8/6/2025
CHECKED-REVIEWED	B. POMEROY	J. BURGESS	8/6/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

ABUTMENT NO. 1 PLAN AND ELEVATION

SHEET NUMBER

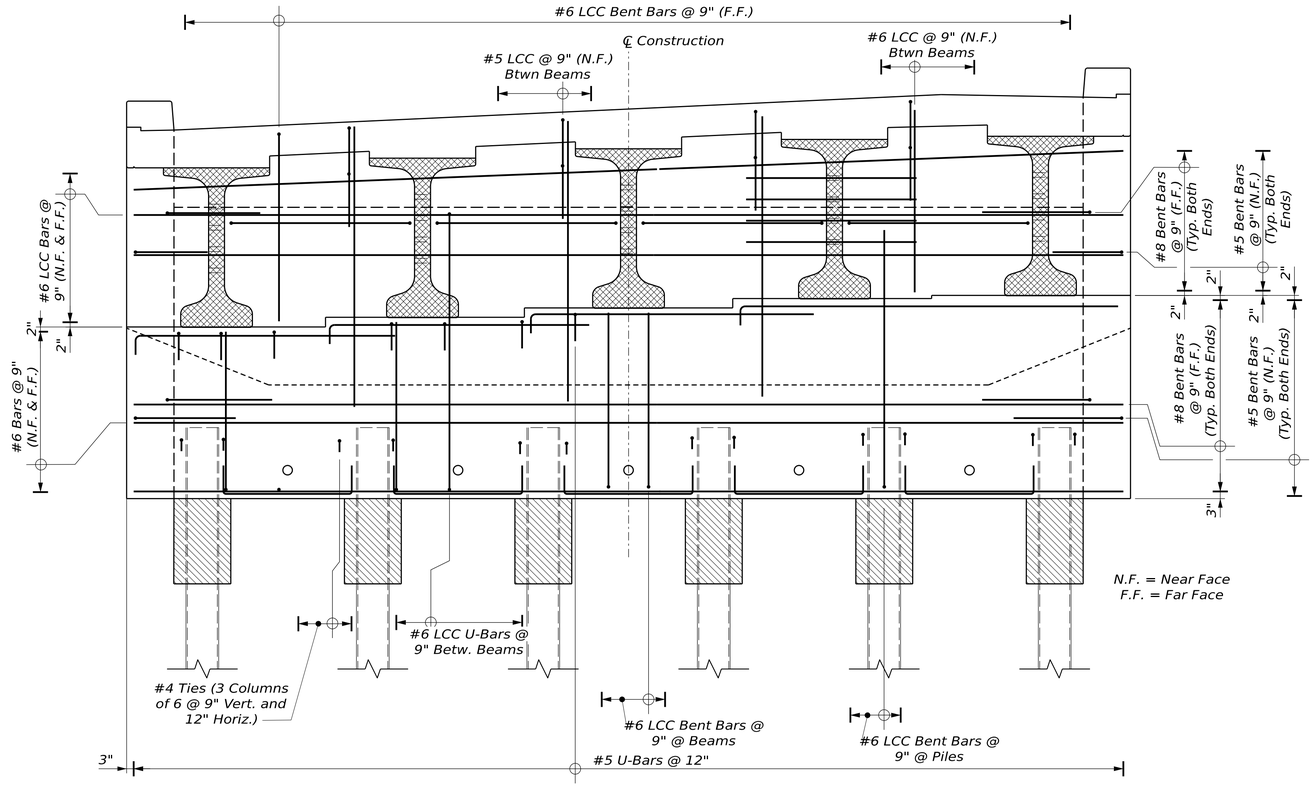
49

OF 60

Date: 8/6/2025

Username: diana

Filename: C:\Users\diana\Dropbox\DCS-Projects\Thornton Tomasetti\26630_06\BRIDGE\Substructures.dgn



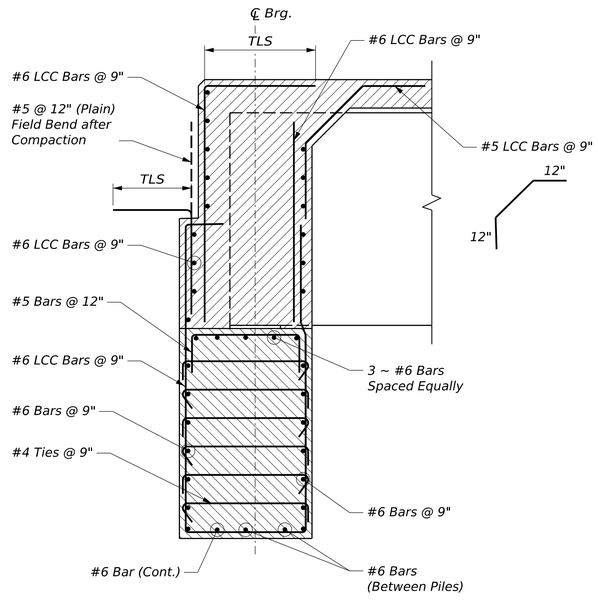
ABUTMENT NO. 1 - REINFORCEMENT ELEVATION

Notes:
1. Reinforcement shown is typical unless noted otherwise. Details are provided to show required size and spacing. Reinforcing schedule, bar layout, and bending diagrams have not been provided and are incidental to the related Contract Items.

2. All bars below construction joint (bridge seat) shall be plain reinforcing steel. All bars placed or extending above construction joint shall be low carbon chromium (LCC) reinforcing steel.

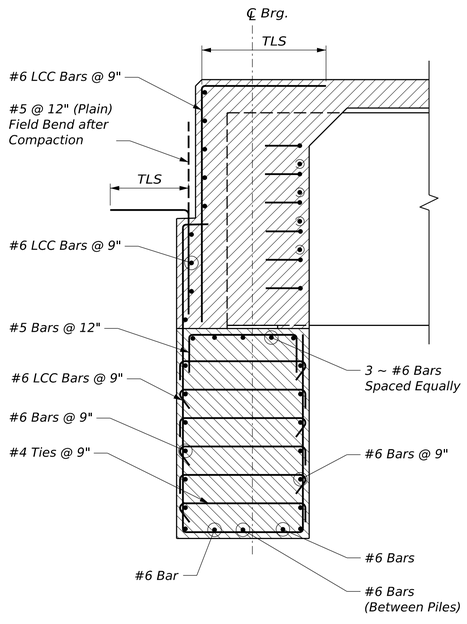
Legend:

LCC = Low Carbon Chromium
N.F. = Near Face
F.F. = Far Face
E.F. = Each Face
TLS = Tension Lap Splice



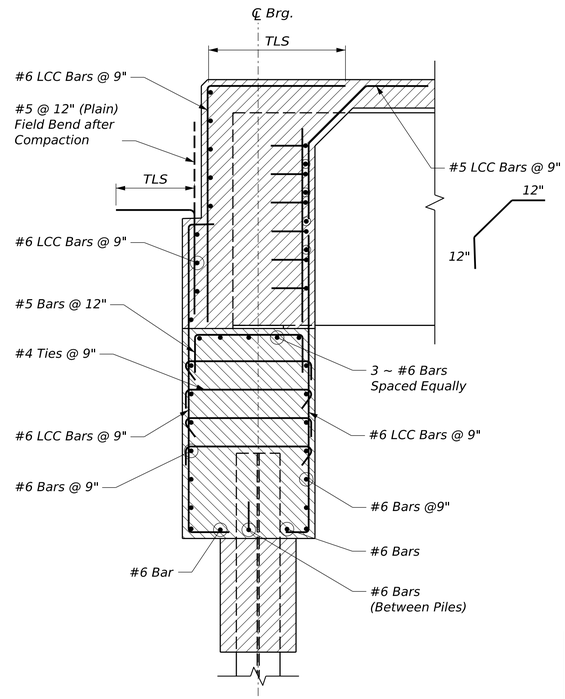
ABUTMENT SECTION BETWEEN PILES AND BEAMS

Abutment No. 1 Shown, Abutment No. 2 Similar



ABUTMENT SECTION AT BEAM

Abutment No. 1 Shown, Abutment No. 2 Similar



ABUTMENT SECTION AT PILES

Abutment No. 1 Shown, Abutment No. 2 Similar

Thornton Tomasetti

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ MANAGER	MARK PARLIN		
DESIGN-DETAILED	E. BROWNELL	D. BURGESS	8/6/2025
CHECKED-REVIEWED	B. POMEROY	J. BURGESS	8/6/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

ABUTMENT REINFORCEMENT

SHEET NUMBER

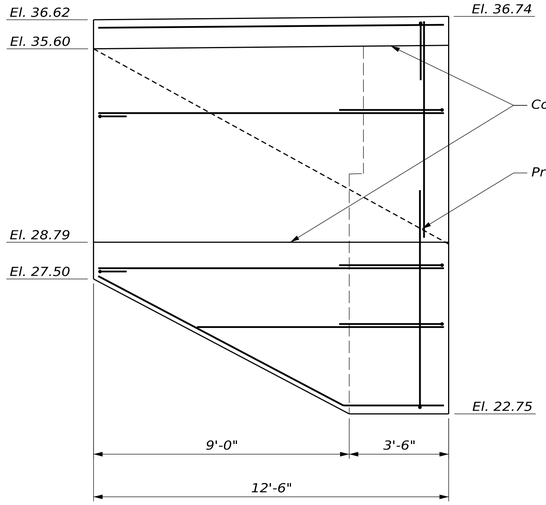
50

OF 60

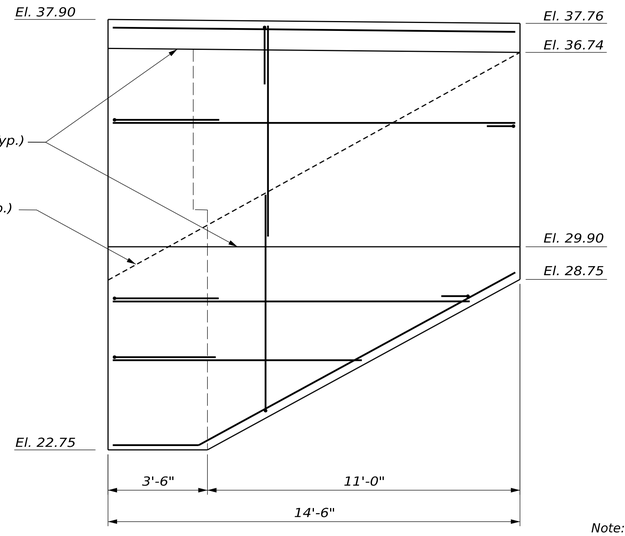
Date: 8/6/2025

Username: diana

Filename: C:\Users\diana\Dropbox\DCS-Projects\Thornton Tomasetti\26630_06\BRIDGE\Substructures.dgn

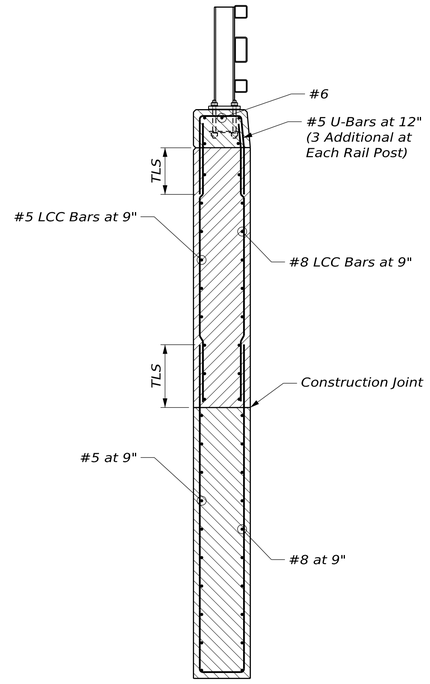


ABUTMENT NO. 1
SOUTHEAST WINGWALL ELEVATION

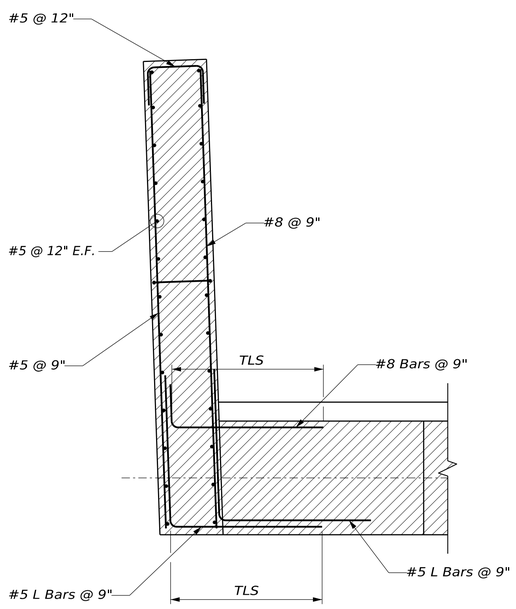


ABUTMENT NO. 1
SOUTHWEST WINGWALL ELEVATION

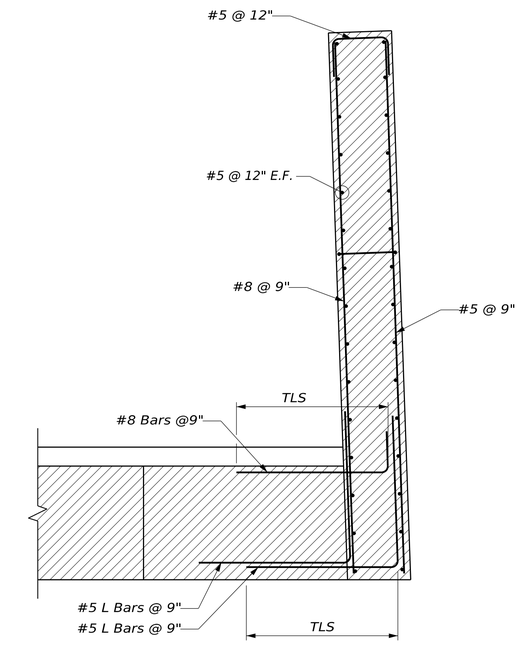
Note:
All bars below construction joint to be plain reinforcing steel. All bars above construction joint to be low carbon chromium (LCC) reinforcing steel.



TYPICAL WINGWALL REINFORCEMENT SECTION



SOUTHEAST WINGWALL PLAN SECTION



SOUTHWEST WINGWALL PLAN SECTION

Thornton Tomasetti

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ MANAGER	MARK PARLIN	
DESIGN-DETAILED	E. BROWNELL	D. BURGESS 8/6/2025
CHECKED-REVIEWED	B. POMEROY	J. BURGESS 8/6/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

ABUTMENT NO. 1 WINGWALLS AND REINFORCEMENT

SHEET NUMBER

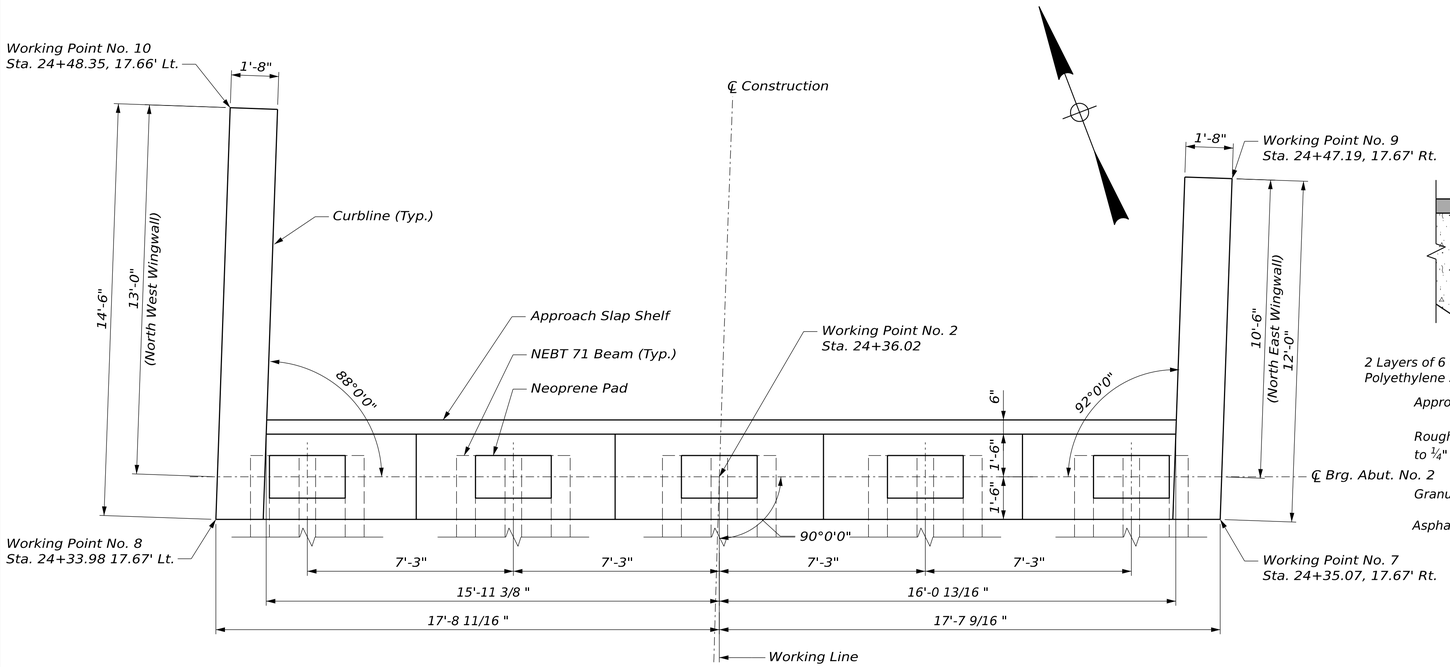
51

OF 60

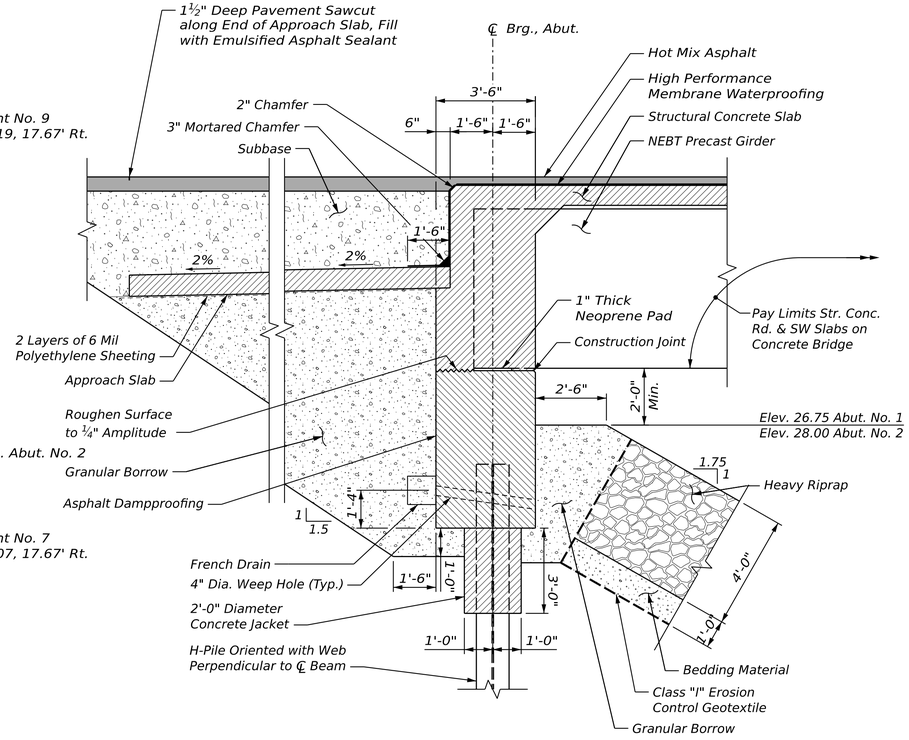
Date: 8/6/2025

Username: diana

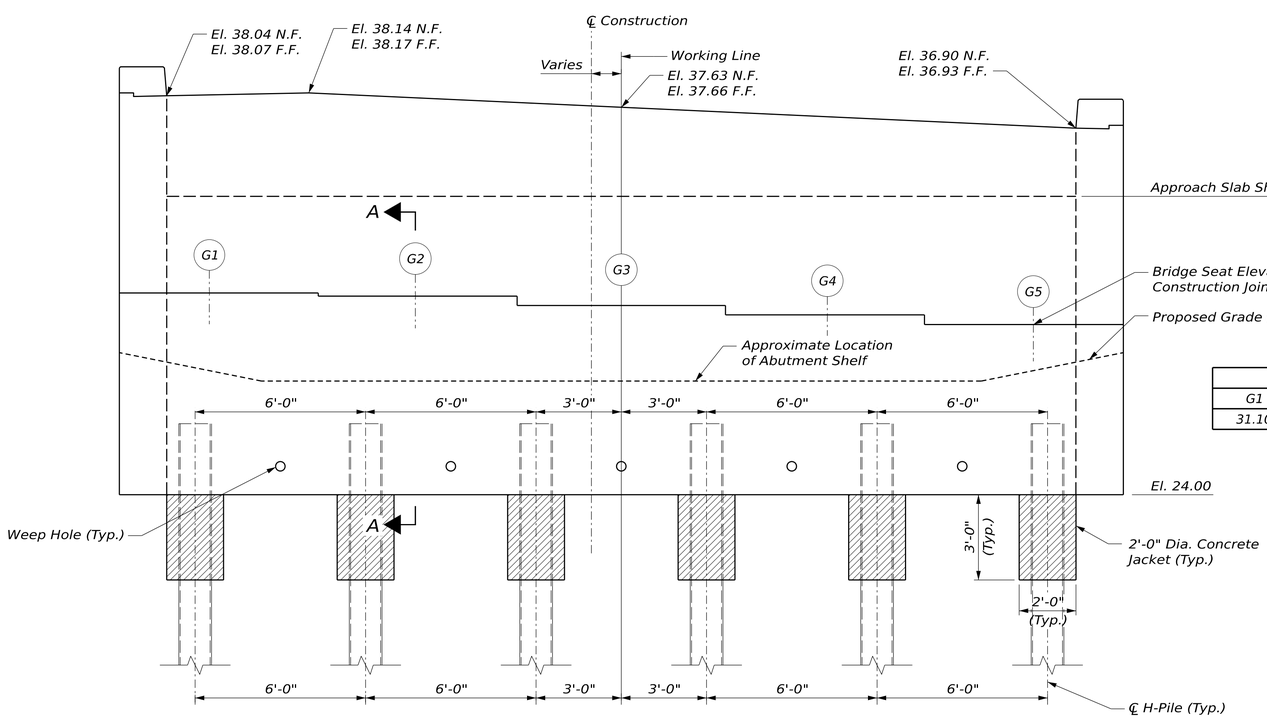
Filename: C:\Users\diana\Dropbox\DCS-Projects\Thornton Tomasetti\26630_06\BRIDGE\Substructures.dgn



ABUTMENT NO. 2 - PLAN



SECTION A-A



ABUTMENT NO. 2 - ELEVATION

BRIDGE SEAT ELEVATION - ABUTMENT NO. 2				
G1	G2	G3	G4	G5
31.10	30.99	30.66	30.33	29.99

Notes:

1. Transverse sawcuts in the pavement at the ends of the approach slabs shall be sealed with emulsified asphalt sealing compound conforming to Specification 702.12. The sawcut and emulsified sealing shall not be paid for directly, but considered incidental to related Contract Items.

2. Payment for mortared chamfer at approach slabs shall not be paid for directly, but shall be considered incidental to related Contract Items.

3. Asphalt Dampproofing shall meet the requirements of either ASTM D449 Type II, ASTM D1227 Type II-Class I, or ASTM D1227 Type III-Class I. The product shall be applied in accordance with the manufacturer's recommendations.

4. Asphalt Dampproofing shall be applied to the backside of the wingwalls up to 1 foot below grade, in additional to the locations show in Section A-A.

5. Payment for Asphalt Dampproofing will not be made directly, but will be considered incidental to related Contract Items.

Thornton Tomasetti

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

SIGNATURE

P.E. NUMBER

DATE

PROJ MANAGER	MARK PARLIN	
DESIGN-DETAILED	E. BROWNELL	8/6/2025
CHECKED-REVIEWED	B. POMEROY	8/6/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

ABUTMENT NO. 2
PLAN AND ELEVATION

SHEET NUMBER

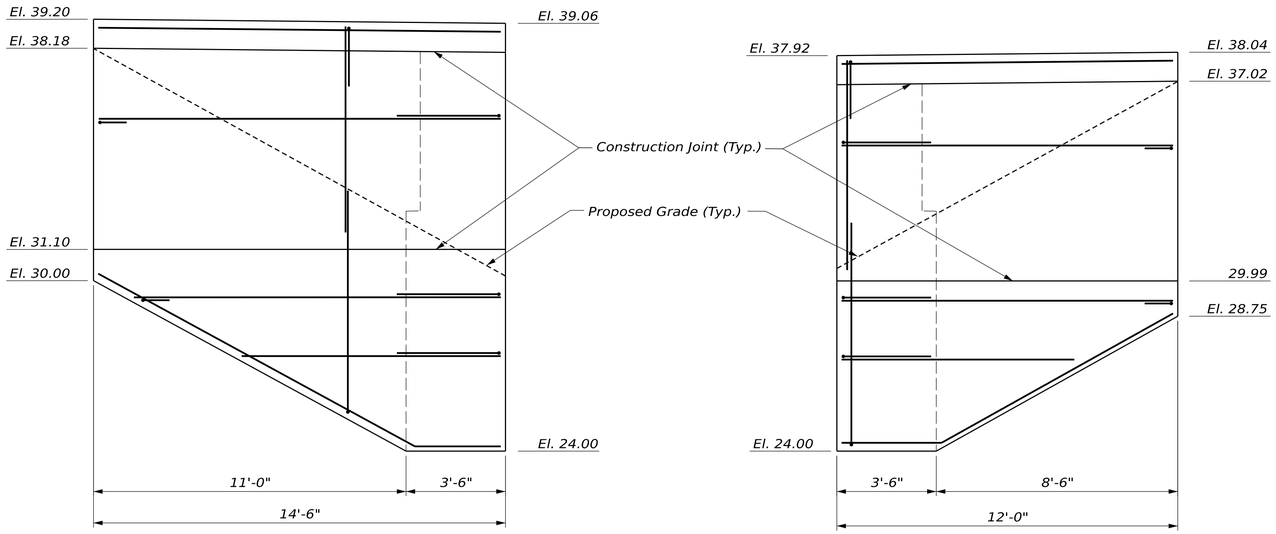
52

OF 60

Date: 8/6/2025

Username: diana

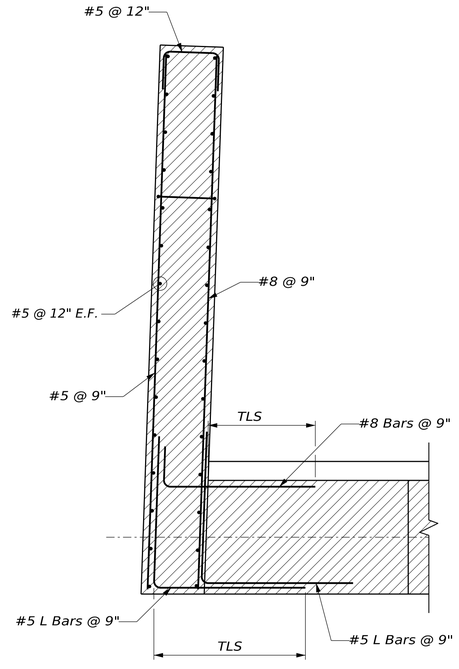
Filename: C:\Users\diana\Dropbox\DCS-Projects\Thornton Tomasetti\26630_06\BRIDGE\Substructures.dgn



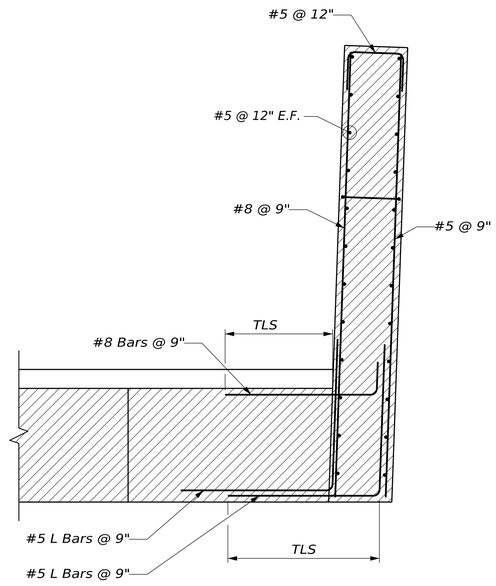
ABUTMENT NO. 2
NORTHWEST WINGWALL ELEVATION

ABUTMENT NO. 2
NORTHEAST WINGWALL ELEVATION

Note:
All bars below construction joint to be plain reinforcing steel. All bars above construction joint to be low carbon chromium (LCC) reinforcing steel.



NORTHWEST WINGWALL PLAN SECTION



NORTHEAST WINGWALL PLAN SECTION

Thornton Tomasetti

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ. MANAGER	MARK PARLIN		
DESIGN-DETAILED	E. BROWNELL	D. BURGESS	8/6/2025
CHECKED-REVIEWED	B. POMEROY	J. BURGESS	8/6/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

ABUTMENT NO. 2 WINGWALLS AND REINFORCEMENT

SHEET NUMBER

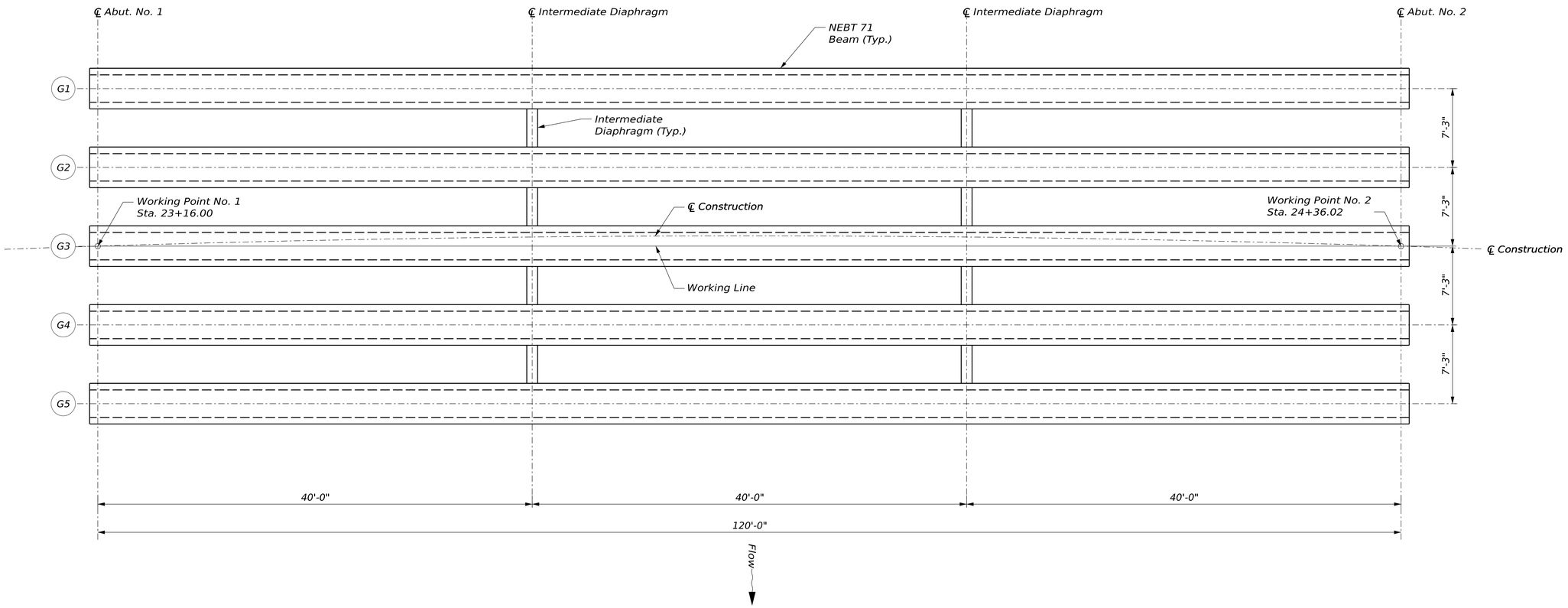
53

OF 60

Date: 8/6/2025

Username: diana

Filename: C:\Users\diana\Dropbox\DCS-Projects\Thornton Tomasetti\26630_06\BRIDGE\Substructures.dgn



FRAMING PLAN

Thornton Tomasetti

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

SIGNATURE

P.E. NUMBER

DATE

PROJ MANAGER	MARK PARLIN		
DESIGNED-DETAILED	E. BROWNELL	D. BURGESS	8/6/2025
CHECKED-REVIEWED	B. POMEROY	J. BURGESS	8/6/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

FRAMING PLAN

SHEET NUMBER

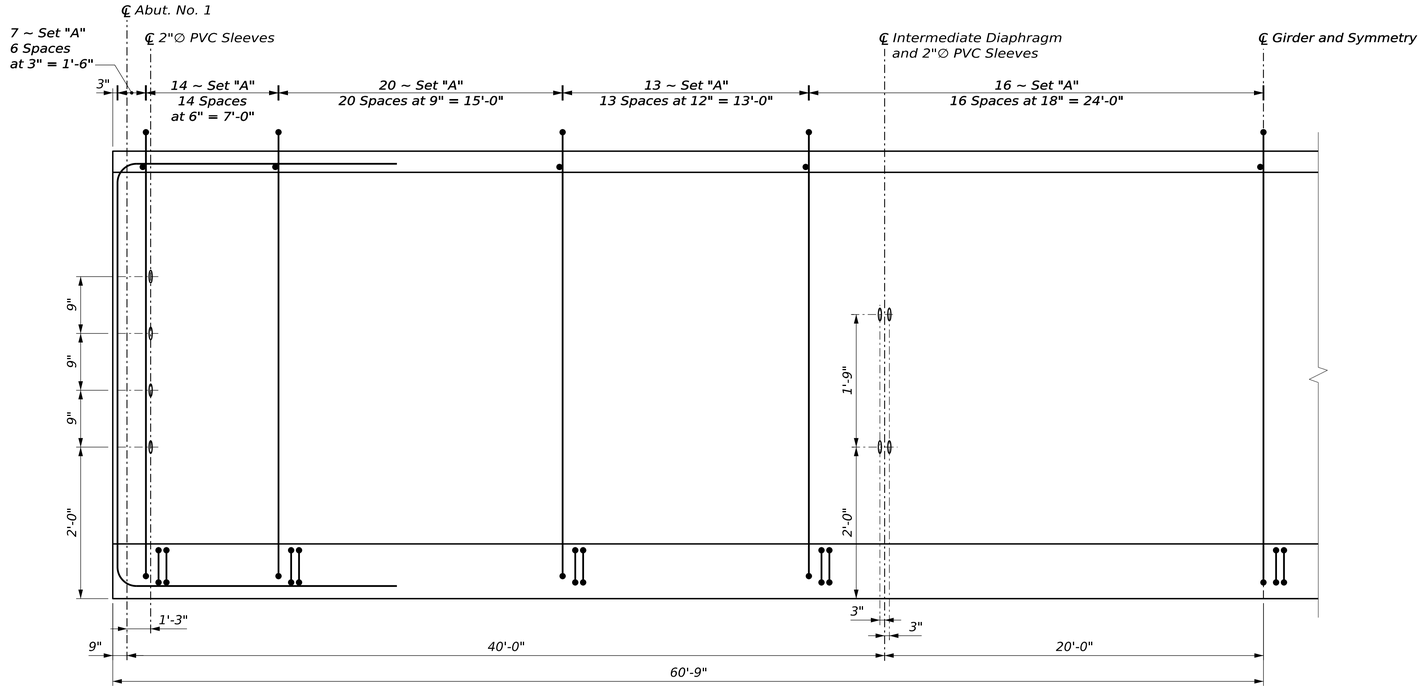
54

OF 60

Date: 8/6/2025

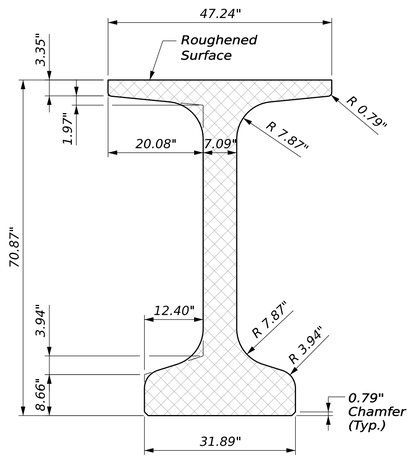
Username: diana

Filename: C:\Users\diana\Dropbox\DCS-Projects\Thornton Tomasetti\26630_06\BRIDGE\Superstructures.dgn



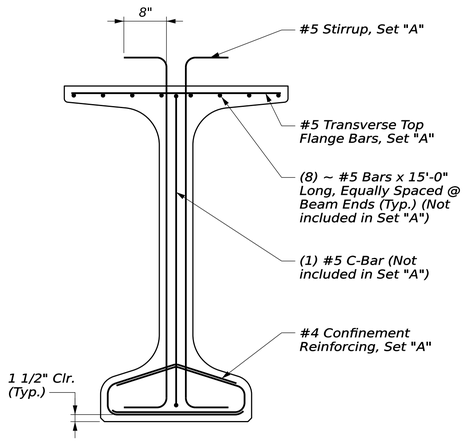
NEBT 71 PRECAST GIRDER ELEVATION

(Vertical Scale Exaggerated for Clarity)



TYPICAL BEAM SECTION

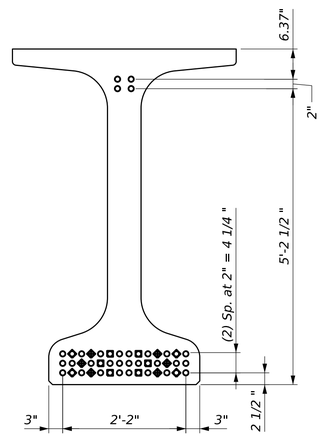
NEBT 71



BEAM REINFORCING

Set "A"

(See Precast Girder Elevation for Spacing)



PRESTRESSING STRANDS

PRESTRESSING LEGEND

- (30) 0.6"∅ Strand
- (6) Strand Debonded 7'-4"
- (6) Strand Debonded 14'-8"
- (6) Strand Debonded 22'-0"

NEBT PRECAST GIRDER NOTES

1. Prestressing strands shall be 0.6-in. diameter. The tensioning force is 44 kips per prestressing strand including the top strands.

2. Reinforcing steel shall have a minimum concrete cover of 1.5 inches unless otherwise noted.

3. Unless otherwise noted, rake the top surface of the upper flange of the prestressed beams to a surface roughness of +/-1/4 inch, except at location corresponding to the blocking points. At these locations, finish a flattened area of sufficient size to facilitate taking elevations for setting the bottom of slab elevations.

4. Do not drill or use powder actuated tools on the prestressed beams without the approval of the Fabrication Engineer.

5. The estimated camber at release is 1.85 inches and the estimated camber at erection is 3.26 inches. Beam seat elevations are set for a minimum of 1 inch haunch at mid-span. Refer to Special Provision 535, Precast, Prestressed Concrete Superstructure - Camber.

6. All mild reinforcing shall be Low Carbon Chromium Steel, ASTM A1035, Type CS, Grade 100.

7. The lateral stability of the beams shall be the responsibility of the Contractor during erection and construction. A lateral support system shall be designed by the Contractor in accordance with the AASHTO LRFD Bridge Design and Bridge Construction Specifications.

8. At girder diaphragm locations, 2 inch diameter PVC sleeves shall be provided. All sleeves and threaded inserts shall be placed perpendicular to the girder.

9. Suggested end zone reinforcement may be adjusted by Fabricator to reflect Fabricator's experience and to reduce the potential for cracking. All adjustments shall be clearly flagged on the girder shop drawings and will be subject to Engineer's approval.

10. Threaded inserts shall not interfere with the prestressing strands. Payment for fabrication and installation shall be incidental to Item 535.61. Prestressed Structural Concrete I-Girders.

11. Neoprene pads shall be either polychloroprene or natural polyisoprene of 50 +/- 5 Shore A durometer hardness, and shall conform to the requirements of Division 2, Section 18.2 of AASHTO Standard Specifications for Highway Bridges. Neoprene pads will not be paid for directly, but will be considered incidental to related Contract items.

Thornton Tomasetti

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

SIGNATURE

P.E. NUMBER

DATE

PROJ MANAGER	MARK PARLIN	
DESIGN-DETAILED	E. BROWNELL	D. BURGESS 8/6/2025
CHECKED-REVIEWED	B. POMEROY	J. BURGESS 8/6/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

GIRDER DETAILS (1 OF 2)

SHEET NUMBER

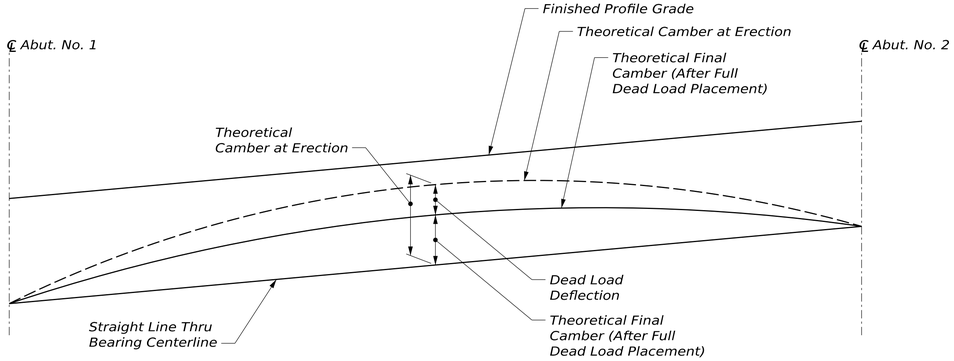
55

OF 60

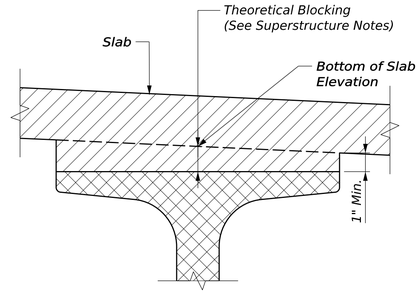
Date: 8/6/2025

Username: diana

Filename: C:\Users\diana\Dropbox\DCS-Projects\Thornton Tomasetti\26630_06\BRIDGE\Superstructures Framing.dgn

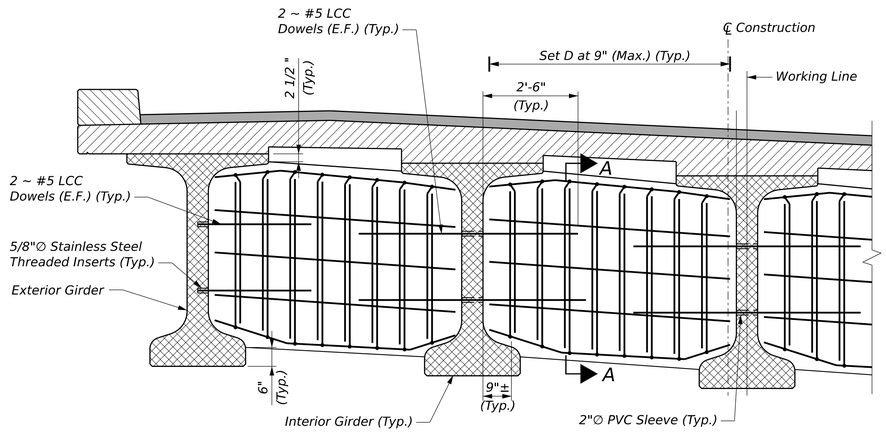


GIRDER CAMBER DIAGRAM



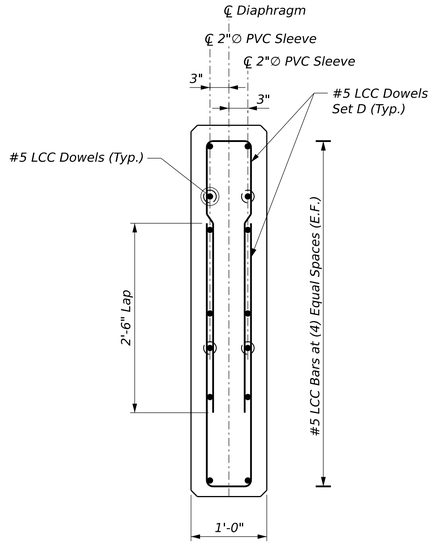
BLOCKING DETAIL

BOTTOM OF SLAB ELEVATIONS											
GIRDER	℄ BRG. ABUT. NO. 1	0.1xL	0.2xL	0.3xL	0.4xL	0.5xL	0.6xL	0.7xL	0.8xL	0.9xL	℄ BRG. ABUT. NO. 2
G1	36.22	36.39	36.55	36.70	36.83	36.96	37.07	37.17	37.26	37.34	37.41
G2	36.12	36.26	36.40	36.54	36.67	36.79	36.91	37.02	37.12	37.22	37.31
G3	35.78	35.93	36.07	36.21	36.34	36.46	36.58	36.69	36.79	36.89	36.98
G4	35.45	35.59	35.73	35.87	36.00	36.13	36.24	36.35	36.46	36.55	36.65
G5	35.11	35.25	35.39	35.53	35.66	35.78	35.90	36.01	36.12	36.22	36.32



INTERMEDIATE DIAPHRAGM ELEVATION

(Bays 1 and 2 Shown, Bays 3 and 4 Similar)



SECTION A-A

Thornton Tomasetti

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ MANAGER	MARK PARLIN		
DESIGN-DETAILED	E. BROWNELL	D. BURGESS	8/6/2025
CHECKED-REVIEWED	B. POMEROY	J. BURGESS	8/6/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

GIRDER DETAILS (2 OF 2)

SHEET NUMBER

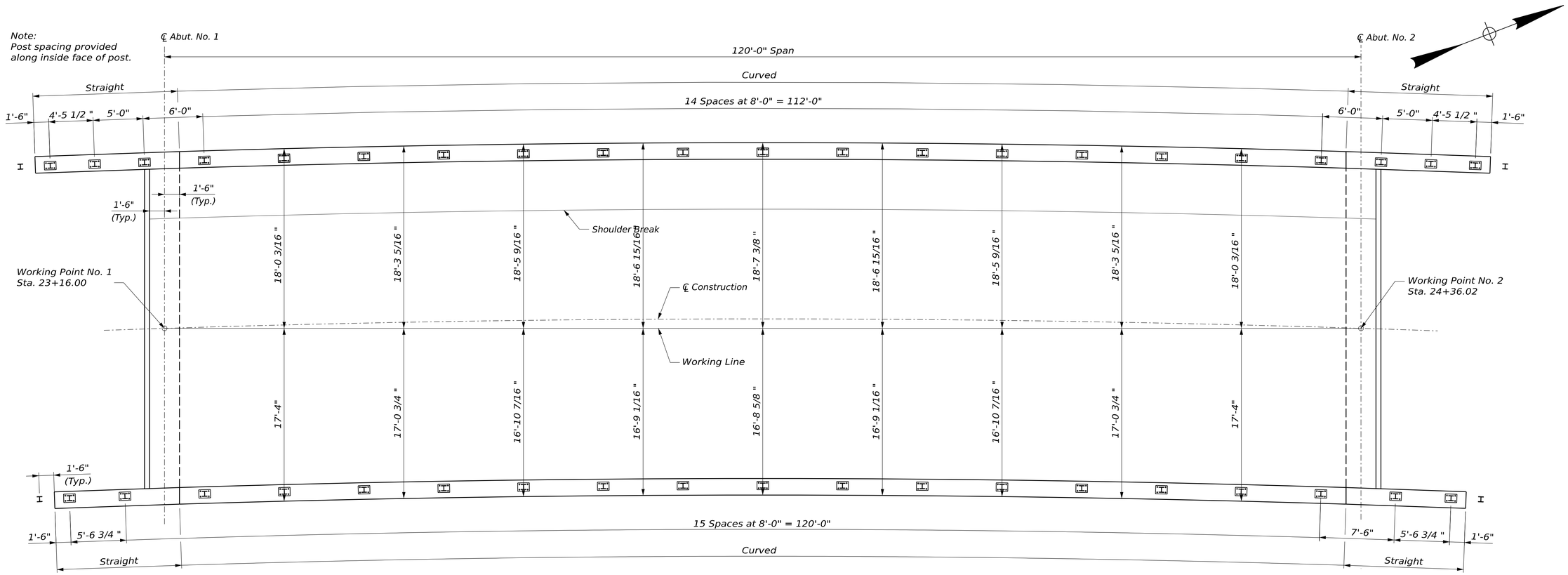
56

OF 60

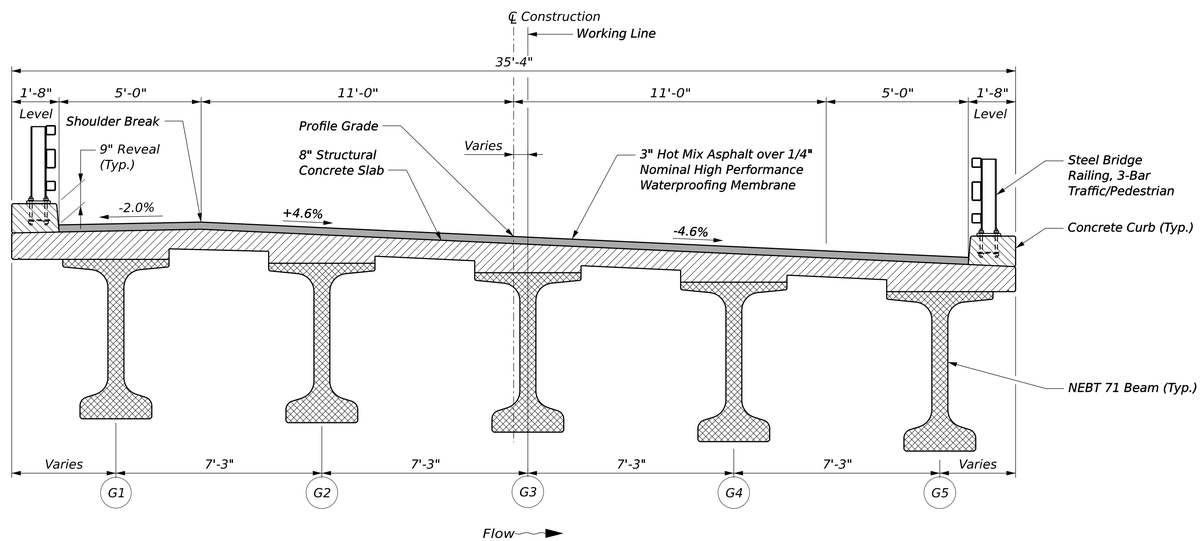
Date: 8/6/2025

Username: diana

Filename: C:\Users\diana\Dropbox\DCS-Projects\Thornton Tomasetti\26630_06\BRIDGE\Superstructures Framing.dgn



SUPERSTRUCTURE PLAN



PRELIMINARY TRANSVERSE SECTION

SUPERSTRUCTURE NOTES

1. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.

2. The superstructure slab and end diaphragm shall be placed in one continuous operation and the concrete shall be kept plastic until the entire placement has been made.

3. The theoretical blocking used for design of the structure is 4 inches at the centerline of bearing of the abutments. Refer to Girder Details for blocking details.

4. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.

5. Bar supports for GFRP reinforcement shall be plastic, dielectric material, or other approved material. See Special Provision Subsection 530.05 for additional requirements.

6. Precast Concrete Deck Panels are not allowed on this project.

7. End diaphragm concrete will be paid for under Item No. 502.261, Structural Concrete Roadway and Sidewalk Slabs on Concrete Bridges and shall be palced with the deck.

Thornton Tomasetti

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

PROJ. MANAGER	MARK PARLIN		
DESIGNED-DETAILED	E. BROWNELL	D. BURGESS	8/6/2025
CHECKED-REVIEWED	B. POMEROY	J. BURGESS	8/6/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

SUPERSTRUCTURE PLAN AND TRANSVERSE SECTION

SHEET NUMBER

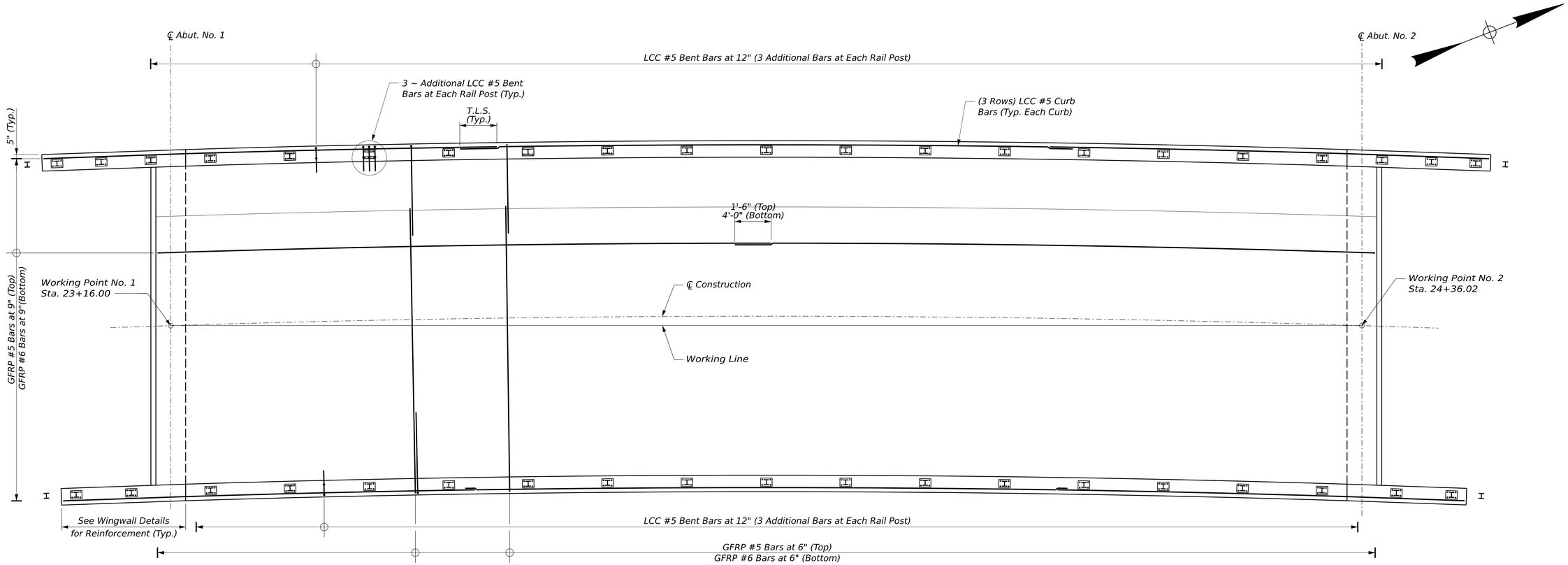
57

OF 60

Date: 8/6/2025

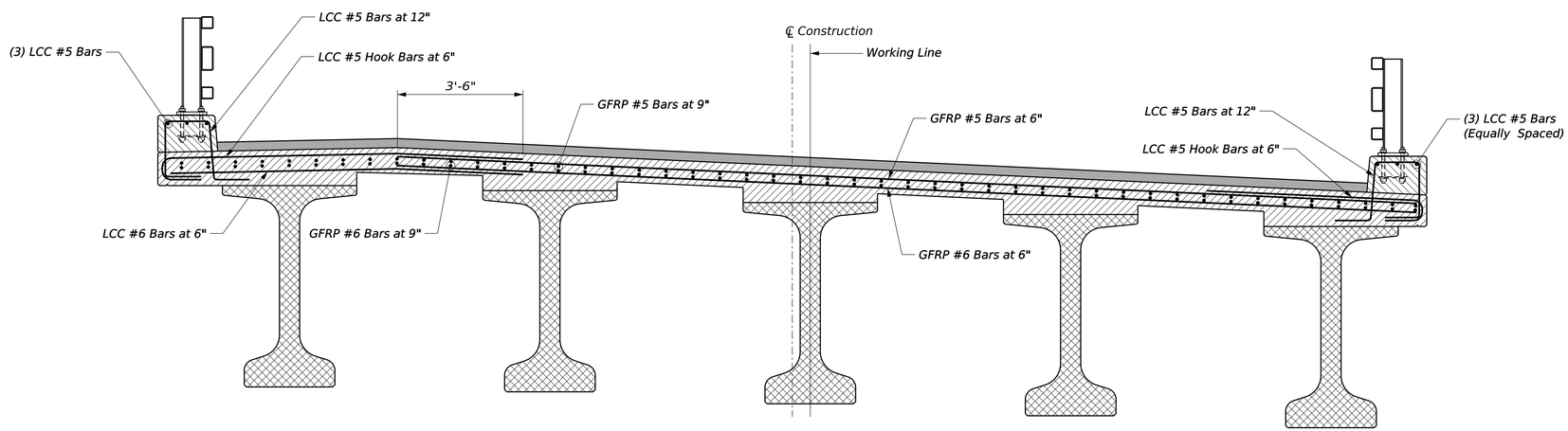
Username: diana

Filename: C:\Users\diana\Dropbox\DCS-Projects\Thornton Tomasetti\26630_06\BRIDGE\Superstructures Deck.dgn



SUPERSTRUCTURE REINFORCEMENT PLAN

Legend:
LCC = Low Carbon Chromium Reinforcing Steel
GFRP = Glass Fiber Reinforced Polymer Reinforcement



TRANSVERSE SECTION - REINFORCEMENT

Thornton Tomasetti

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02663006

WIN 026630.06

SIGNATURE

P.E. NUMBER

DATE

	MARK PARLIN	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	E. BROWNELL	D. BURGESS	8/6/2025
CHECKED-REVIEWED	B. POMEROY	J. BURGESS	8/6/2025
DESIGN2-DETAILED2			
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REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

U.S. ROUTE 1 BRIDGE NO. 6205
CROSSING MILL COVE
ROBBINSTON

SUPERSTRUCTURE REINFORCEMENT

SHEET NUMBER

58

OF 60

Date: 8/6/2025

Username: diana

Filename: C:\Users\diana\Dropbox\DCS-Projects\Thornton Tomasetti\26630_06\BRIDGE\Superstructures Deck.dgn

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W	Cut Line — Fill Line
Approx. Property Lines	Building — Clearing Limit Line — CLL	Stonewall — Retaining Wall
Existing Right of Way	Trees Conifer Deciduous	Baseline 10+00 11+00 12+00
Limits of Wrought Portion LIMITS OF WROUGHT PORTION	Tree Line — Bush Line	Monument — Traverse Point
Control Of Access	Water Edge	Iron Rod Set IRS — Pipe Found IPF
New Right of Way	Ledge Rock/Boulder Flag Pole	
New Easement	Fence CHAIN LINK BARB WIRE STOCKADE	
New Temporary Rights TEMP. CONST. LIMITS	Sign Well Mailbox	
New R/W Within Existing R/W		

	Existing	Proposed
Sanitary Sewer	SA	SA
Com. Line UG	COM	UG COMM
Electric Line	E	UG POW
Water Line	W	WL
Underdrain Line		
Gas Line	G	GAS
Guardrail		
Culvert		

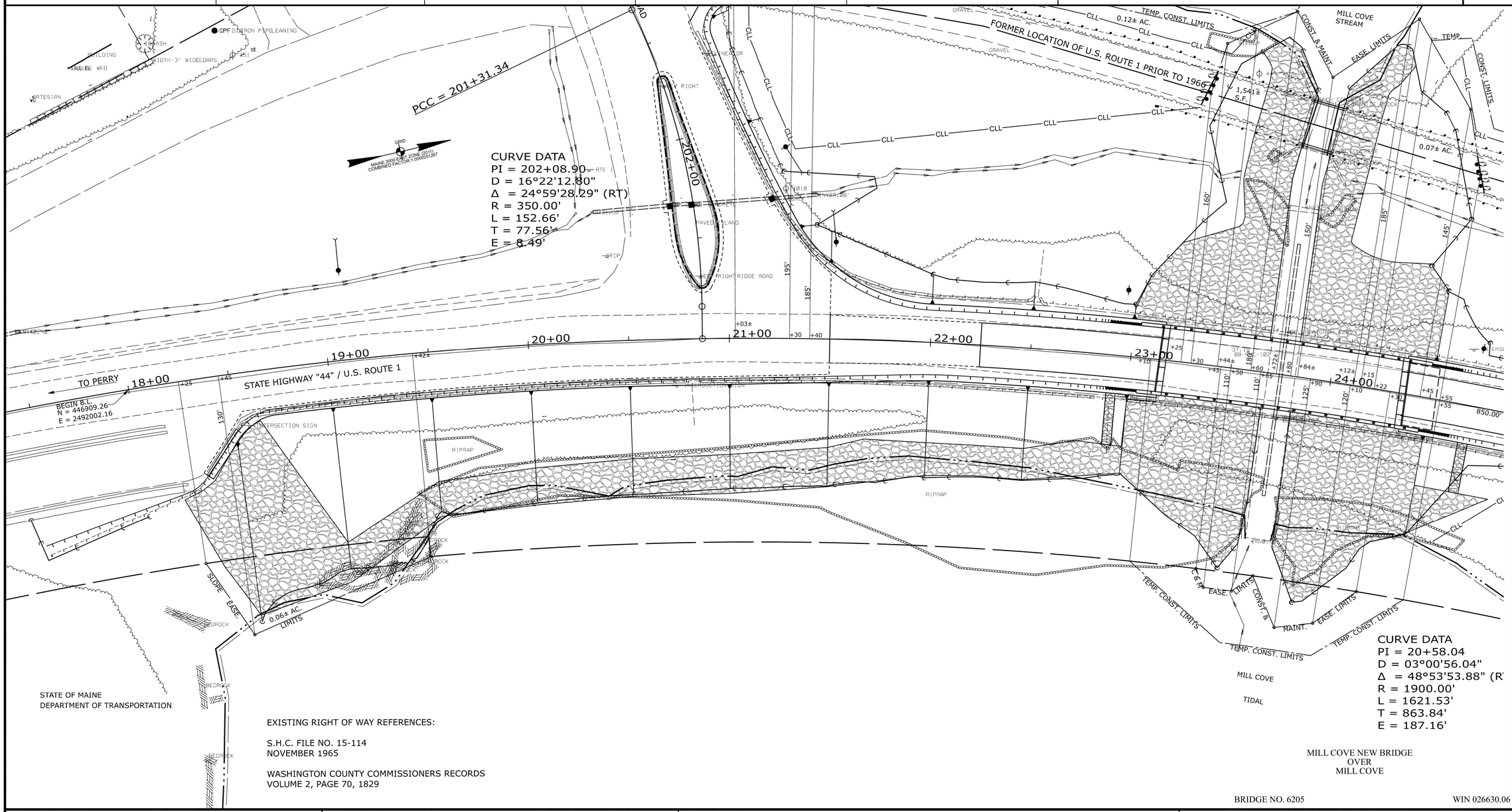
	Existing	Proposed
Traveled Way		
Ditch		
Catch Basin		
Manhole		
Sewer Manhole		
Utlity Pole		
Fire Hydrant		
Curbing		

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.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY OF _____
RECEIVED _____, 20____
AT _____ HRS. _____ MINS. _____ .M.
AND RECORDED IN
PLAN BOOK (OR FILE NO.) _____, PAGE _____
ATTEST: _____
REGISTER



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

EXISTING RIGHT OF WAY REFERENCES:

S.H.C. FILE NO. 15-114
NOVEMBER 1965

WASHINGTON COUNTY COMMISSIONERS RECORDS
VOLUME 2, PAGE 70, 1829

MILL COVE NEW BRIDGE
OVER
MILL COVE

BRIDGE NO. 6205 WIN 026630.06

REVISIONS NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK	PAGE	COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	08-04-25	5215	110

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

TECH	C.D.P.	C.D.P.	C.D.P.
CHECKED	J.D.F.	P.N.S.	K.D.M.

ITEM	
EXISTING CONDITION PLAN	C.D.P.
FINAL RIGHT OF WAY	C.D.P.
AREAS	C.D.P.

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

STATE HIGHWAY "44"
U.S. ROUTE 1
ROBBINSTON WASHINGTON COUNTY
FEDERAL AID PROJECT NO. 2663000

MAY 2025	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 15-352
SCALE 1"= 25'	SHEET 1 OF 2	

SHEET NUMBER
59
OF 60

Username: carlton.d.peabody Date: 8/12/2025

Filename: C:\Users\carlton.d.peabody\State of Maine\MaineDOT Work - WIN\26630_06\ROW\Right-of-Way.dgn

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W	Sanitary Sewer — SA	Traveled Way
Approx. Property Lines	Building — Clearing Limit Line — CLL	Com. Line UG — UG COMM	Ditch
Existing Right of Way	Trees — Conifer — Deciduous	Electric Line — UG POW	Catch Basin
Limits of Wrought Portion — LIMITS OF WROUGHT PORTION	Tree Line — Bush Line	Water Line — WL	Manhole
Control Of Access	Water Edge	Underdrain Line	Sewer Manhole
New Right of Way	Ledge — Rock/Boulder — Flag Pole	Gas Line — GAS	Utlity Pole
New Easement	Fence — CHAIN LINK — BARB WIRE — STOCKADE	Guardrail	Fire Hydrant
New Temporary Rights — TEMP. CONST. LIMITS	Sign — Well — Mailbox	Culvert	Curbing

	Existing	Proposed
Traveled Way		
Ditch		
Catch Basin		
Manhole		
Sewer Manhole		
Utlity Pole		
Fire Hydrant		
Curbing		

Cut Line C — C — C Fill Line F — F — F

Stonewall Retaining Wall

Baseline 10+00 — 11+00 — 12+00

Monument Traverse Point

Iron Rod Set IRS Pipe Found IPF

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.

25 0 25 50 75 100

Scale of Feet

STATE OF MAINE REGISTRY OF DEEDS

COUNTY OF _____

RECEIVED _____, 20____

AT _____ HRS. _____ MINS. _____ .M. AND RECORDED IN

PLAN BOOK (OR FILE NO.) _____, PAGE _____

ATTEST: _____ REGISTER

PATRICK DRISCOLL
ELAINE DRISCOLL
PARCEL NO. (1)
DRAINAGE EASE. = 721± S.F. (1)
CONST. & MAINT. EASE. = 1,541± S.F. (1)
TEMP. CONST. RIGHTS =0.12 ± AC. (1)
TOTAL AREA = 2.08± AC. (CALC.)

OUTLET DRAINAGE STRUCTURE
STA. 21+03 TO STA. 21+40 LT.

MATTHEW F. GAGNER
VAUGHN POTTLE
PARCEL NO. (2)
CONST. & MAINT. EASE. = 0.07± AC. (1)
TEMP. CONST. RIGHTS = 0.07± AC. (1)
TOTAL AREA = 23.04± AC. (CALC.)

GRID
MAINE 2000 EAST ZONE (0011)
COMBINED FACTOR 1.00005387

DRAINAGE EASE. LIMITS
TEMP. CONST. LIMITS
721± S.F.
0.12± AC.
1,541± S.F.
0.07± AC.
0.07± AC.
FORMER LOCATION OF U.S. ROUTE 1 PRIOR TO 1966
RIDGE ROAD
201+06
202+00
TIDAL
MILL COVE STREAM
CONST. & MAINT. EASE. LIMITS
TEMP. CONST. LIMITS
P.I.
STATE HIGHWAY "44" / U.S. ROUTE 1
END B.L.
N = 2492240.34
E = 447717.83
TO CALAIS
850.00'
20+00
21+00
22+00
23+00
24+00
25+00
26+00
27+00
RIPRAP
MILL COVE
TIDAL
TEMP. CONST. LIMITS
C & M EASE. LIMITS
CONST. & MAINT. EASE. LIMITS
TEMP. CONST. LIMITS
IPF DIAREBAR CES 2054
EXISTING DITCH DRAINAGE
STA. 231+25
S.H.C. FILE NO. 15-114
N/F CAROL A. KOCH & CRAIG G. KOCH
MILL COVE NEW BRIDGE
OVER
MILL COVE
BRIDGE NO. 6205
WIN 026630.06

EXISTING RIGHT OF WAY REFERENCES:

S.H.C. FILE NO. 15-114
NOVEMBER 1965

WASHINGTON COUNTY COMMISSIONERS RECORDS
VOLUME 2, PAGE 70, 1829

CURVE DATA
PI = 20+58.04
D = 03°00'56.04"
Δ = 48°53'53.88" (RT)
R = 1900.00'
L = 1621.53'
T = 863.84'
E = 187.16'

REVISIONS NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK	PAGE	COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	08-04-25	5215	110

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

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	C.D.P.	J.D.F.
FINAL RIGHT OF WAY	C.D.P.	P.N.S.
AREAS	C.D.P.	K.D.M.

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

ROBBINSTON
RIGHT OF WAY MAP

STATE HIGHWAY "44"
U.S. ROUTE 1

ROBBINSTON — WASHINGTON COUNTY

FEDERAL AID PROJECT NO. 2663000

MAY 2025 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 15-352

SCALE 1"= 25' | SHEET 2 OF 2

SHEET NUMBER

60

OF 60

Date: 8/12/2025

Username: carlton.d.peabody

Filename: C:\Users\carlton.d.peabody\State of Maine\MaineDOT Work - WIN\26630_06\ROW\Right-of-Way.dgn