

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



PERRY
WASHINGTON COUNTY
ROUTE 1
EAST BAY BRIDGE 2
BRIDGE NO. 6776

FEDERAL PROJECT NO. 2663012
PROJECT LENGTH: 0.03 MILES

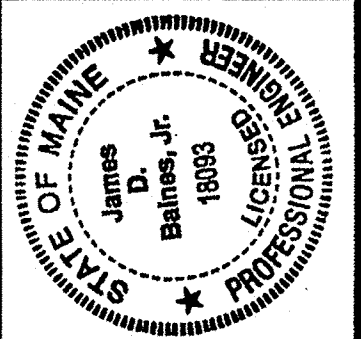
PLAN LEGEND

Town, County, State	-----	Catch Basins	Existing	Proposed
Property Lines	-----	Manholes	Existing	Proposed
R/W Lines-Existing	-----	Proposed Underdrain	-----	-----
R/W Lines-Proposed	-----	Proposed Ditch	-----	-----
Culvert-Existing	-----	Existing Ditch	-----	-----
Culvert Proposed	-----	Utility Poles	Existing	Proposed
Curbing	Existing	Fire Hydrants	Existing	Proposed
Type 1	-----	Existing Water Line	-----	-----
Type 3	-----	Existing San. Sewer	-----	-----
Type 5	-----	Existing San. Sewer Manhole	-----	-----
Outline of Bodies of Water	-----	Guardrail-Existing	-----	-----
Exposed Bedrock	-----	Guardrail-Proposed	-----	-----
Buildings	-----	Centerline-Existing	-----	-----
Trees	Conifer	Centerline-Proposed	-----	-----
Tree Line	-----	Travelway-Existing	-----	-----
Clearing Limit Line	-----	Travelway-Proposed	-----	-----
Railroad	-----			
Boring	HB-XXX-###	Probe	P-#. #X	
Pavement Core	PC-#		#. # = Depth	
Test Pit	TP-XXX-###		X = W (Weathered Rock)	
			R (Refusal)	
			NR (No Refusal)	

INDEX OF SHEETS

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
ACTING COMMISSIONER		8/25/25
CHIEF ENGINEER		8-25-25

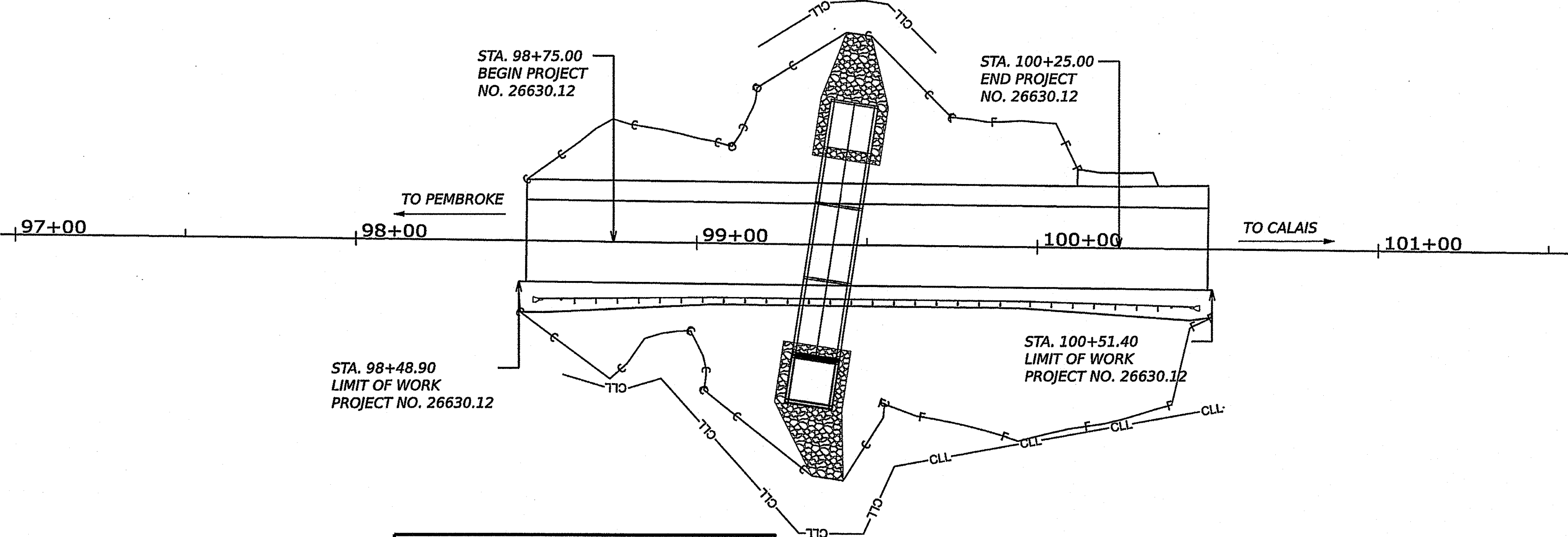
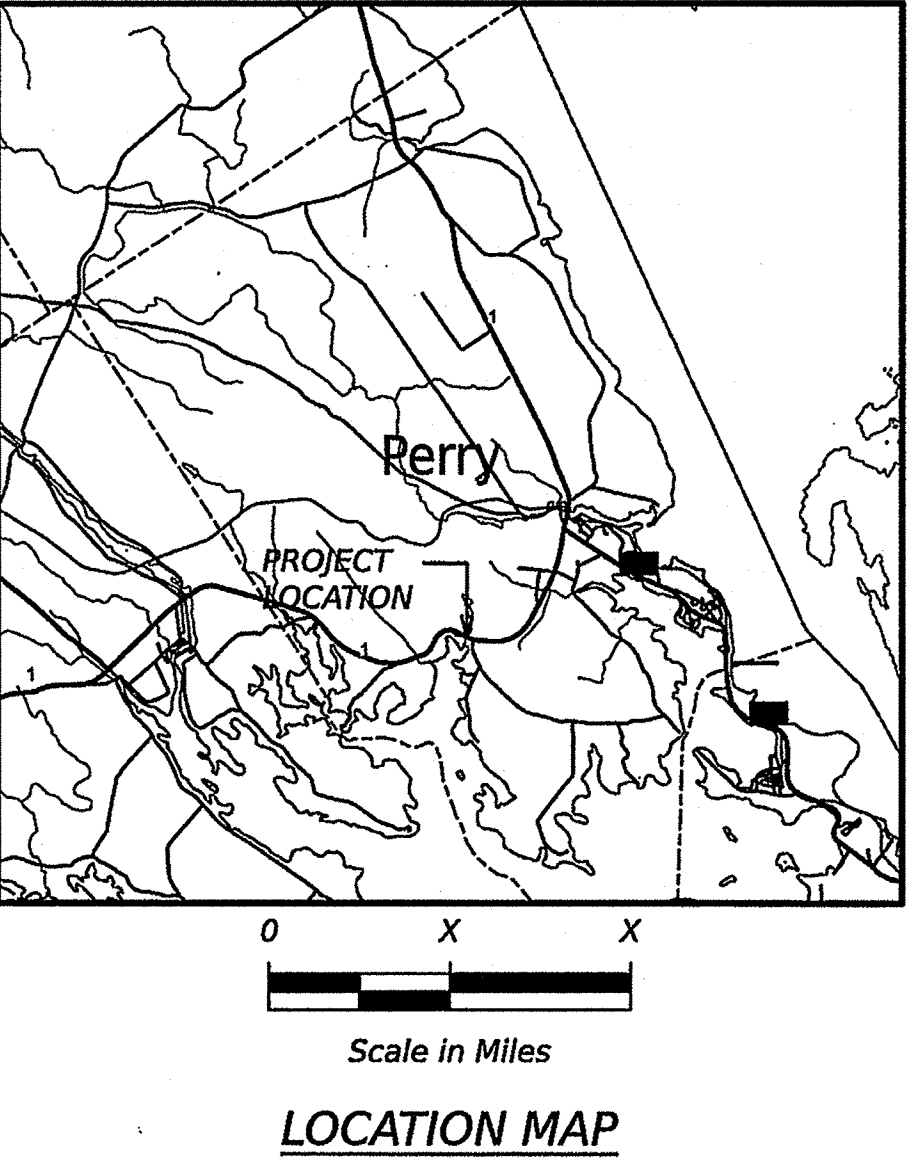


SIGNATURE	8/18/2025	P.E. NUMBER	18093	DATE
R. BARROWS				
J. BAINES				
CONSULTANT				
PROJECT RESIDENT				
CONTRACTOR				
PROJECT COMPLETION DATE				

PROJECT INFORMATION	
PROGRAM	REGIONAL
PROJECT MANAGER	R. BARROWS
DESIGNER	J. BAINES
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

PERRY ROUTE 1 TITLE SHEET

SHEET NUMBER	1
OF	15

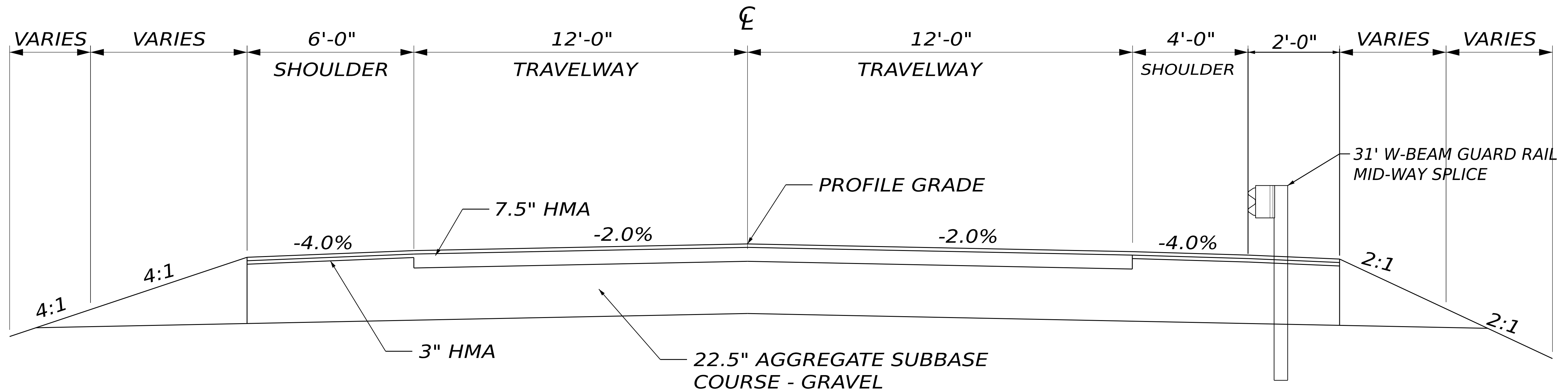


TRAFFIC DATA

Current (2025) AADT	1720
Future (2045) AADT	1890
DHV - % of AADT	13%
Design Hour Volume	246
% Heavy Trucks (AADT)	11%
% Heavy Trucks (DHV)	8%
Directional Distribution (DHV)	52%
18-kip Equivalent P 2.0	86
18-kip Equivalent P 2.5	82
Design Speed (mph)	55
Corridor Priority	2

PROJECT LOCATION:	CROSS CULVERT (#88085) LOCATED 0.12 OF A MILE WEST OF CANNON HILL ROAD.
PROGRAM AREA:	REGIONAL
SCOPE OF WORK:	LARGE CULVERT REPLACEMENT

TYPICAL SECTIONS



NOTES:

1. THE PAVEMENT BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
5. THE STATIONING SHOWN UNDER EACH TYPICAL SECTION IS APPROXIMATE.

31" W-BEAM GUARD RAIL WITH 2:1 SIDE SLOPES
STATION TO STATION
98+50 TO 100+50

[illegible]

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	26630.12	WIN 26630.12	HIGHWAY PLANS
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[illegible]

PERRY ROUTE 1
TYPICAL SECTIONS

SHEET NUMBER

2

OF 15

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
203.20	Common Excavation	620	CY
203.25	Granular Borrow	260	CY
203.33	Special Fill	120	CY
304.10	Aggregate Subbase Coarse Gravel - Type D	710	CY
403.2081	Hot Mix Asphalt - 12.5 mm Nominal Maximum Size (Polymer Modified)	70	T
403.213	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size	180	T
409.15	Tack	20	G
508.13	Sheet Waterproofing Membrane (40 SY)	1	LS
511.07	Cofferdam - Upstream	1	LS
511.07	Cofferdam - Downstream	1	LS
534.71	Precast Concrete Box Culvert	1	LS
606.1301	31" W-Beam Guardrail, Mid-Way Splice-Single Faced	90	LF
606.1306	31" W-Beam Guardrail, Mid-Way Splice-Tangent Terminal	2	EA
606.353	Relectorized Flexible Guardrail Marker	2	EA
610.08	Plain Riprap	30	CY
610.21	Stream Channel Rock	30	CY
610.213	Void-Filled Riprap	50	CY
615.10	Dirty Borrow	50	CY
618.14	Seeding Method Number 2	5	UN
619.12	Mulch	5	UN
620.58	Erosion Control Geotextile	100	SY
627.733	4 inch White or Yellow Painted Pavement Mark Line	600	LF
629.05	Hand Labor, Straight Time	40	HR
631.12	All Purpose Excavator (including operator)	40	HR
631.172	Truck - Large (including operator)	40	HR
631.18	Chainsaw Rental (including operator)	10	HR
639.19	Field Office Type B	1	EA
643.72	Temporary Traffic Signal	1	LS
652.312	Barricade Type III	6	EA
652.33	Drum	30	EA
652.34	Cone	100	EA
652.35	Construction Signs	260	SF
652.36	Maintainance of Traffic Control Devices	30	CD
652.38	Flagger	250	HR
652.41	Portable Changeable Message Sign	2	EA
652.61	Staged Construction and Traffic Control	1	LS
656.75	Temporary Soil Erosion and Water Pollution Control Plan	1	LS
659.10	Mobilization	1	LS

GENERAL NOTES

1. CLEARING LIMITS SHALL BE 10 FEET BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.
2. ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AS INDICATED ON THE PLANS AND APPROVED BY THE RESIDENT.
3. THE CLEARING AND SELECTIVE CLEARING AND THINNING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING AND THINNING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.
4. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.
5. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE RESIDENT. GRADING, SEEDING AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.
6. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS OR IN THE CONSTRUCTION NOTES IS FOR ESTIMATING PURPOSES ONLY. THE ACTUAL TYPE AND LOCATION OF DITCH PROTECTION MAY BE ALTERED BY THE RESIDENT.
7. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1 FOOT ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATIONS ITEM 703.19, GRANULAR BORROW.
8. GRAVEL ENTRANCES SHALL BE CONSTRUCTED WITH 14 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL OR 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL AND 3 INCHES OF UNTREATED AGGREGATE SURFACE COURSE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
9. A 3-FOOT PAVED LIP SHALL BE PLACED AT ALL UNPAVED ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
10. EXISTING INSLOPES IN PROPOSED FILL AREAS SHALL BE BENCHED BY EXCAVATING STEPS OF SUFFICIENT WIDTH TO PERMIT PLACING AND COMPACTING THE FILL MATERIAL ALONG WITH THE MATERIAL REMOVED.
11. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING (OR MILLING) SHALL BE INCIDENTAL TO THE RELATED PAVING (OR MILLING) ITEMS. THIS INCLUDES KILLING AND REMOVAL OF ALL VEGETATIVE MATTER.
12. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW-SIDE SHOULDER, THE LOW-SIDE SHOULDER WILL HAVE SAME SLOPE AS THE TRAVELWAY.
13. CROSS SLOPES FOR NORMAL AND SUPERELEVATED SECTIONS WILL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
14. THE ALGEBRAIC DIFFERENCE BETWEEN TRAVELWAY AND SHOULDER CROSS SLOPE SHALL NOT EXCEED 8 PERCENT.
15. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
16. GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.

17. ALL EXISTING GUARDRAIL REMOVED AND NOT REUSED ON THE PROJECT WILL BECOME THE PROPERTY OF THE CONTRACTOR. REMOVAL AND DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.
18. TWO REFLECTORIZED FLEXIBLE GUARDRAIL MARKERS (STANDARD SPECIFICATIONS ITEM 606.353, REFLECTORIZED FLEXIBLE GUARDRAIL MARKER) WILL BE INSTALLED AT EACH GUARDRAIL END.
19. CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 606, GUARDRAIL.
20. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNs AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL OTHER AREAS.
21. DIRTY BORROW SHALL BE PLACED TO A NOMINAL DEPTH OF 2 INCHES UNLESS OTHERWISE NOTED OR DIRECTED.
22. ANY BASE PAVEMENT NOT SURFACED BEFORE WINTER WILL REQUIRE TEMPORARY PAVEMENT MARKINGS OF PAINT, BOTH YELLOW CENTERLINE AND WHITE EDGE LINES AND WILL BE CONSIDERED PART OF STANDARD SPECIFICATIONS ITEM 627.78, TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW.
23. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT
24. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISIBLE TO THE TRAVELING PUBLIC. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
25. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
26. THE PROJECT GEOTECHNICAL REPORT TITLED "GEOTECHNICAL DESIGN REPORT FOR THE CONSTRUCTION OF EAST BAY BRIDGE 2", SOILS REPORT 2025-33, AUGUST 1, 2025 CAN BE ACCESSED AT THE MAINEDOT WEBSITE [HTTPS://WWW.MAINE.GOV/DOT/DOING-BUSINESS/BID-OPPORTUNITIES](https://www.maine.gov/dot/doing-business/bid-opportunities)
27. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THE BID DOCUMENTS IS FOR THE USE OF THE BIDDERS. NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF THE ACTUAL SUBSURFACE CONDITIONS THROUGHOUT THE CONSTRUCTION SITE. MAINEDOT WILL NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR CONCLUSIONS DRAWN FROM THE GEOTECHNICAL INFORMATION. THE BORING LOGS PROVIDED IN THE BID DOCUMENTS (IF ANY) PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS. DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.
28. AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE SITES SUCH AS EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.
29. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
30. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE DEPARTMENT. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2663012

WIN
26630.12

HIGHWAY PLANS

PERRY
ROUTE 1

GENERAL NOTES AND
ESTIMATED QUANTITIES

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN-DETAILED2
DESIGN-DETAILED3
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

R. BARROWS
J. BAINES
N. GEMMA

BY
V. GEMMA

DATE
AUG 2025

SIGNATURE

P.E. NUMBER

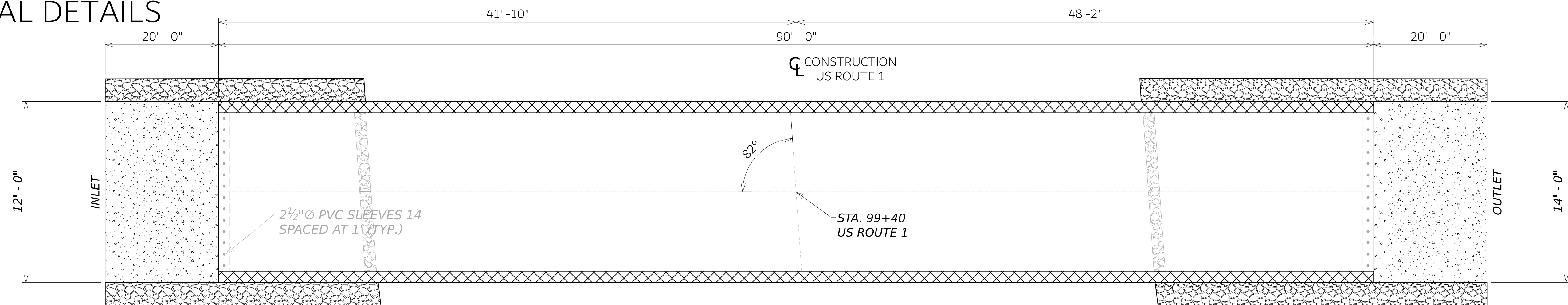
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SHEET NUMBER

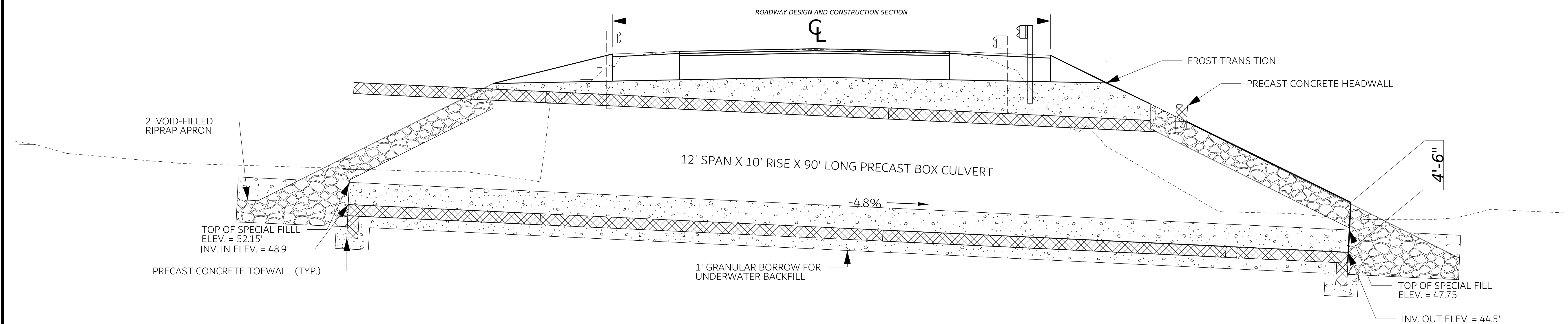
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OF 15

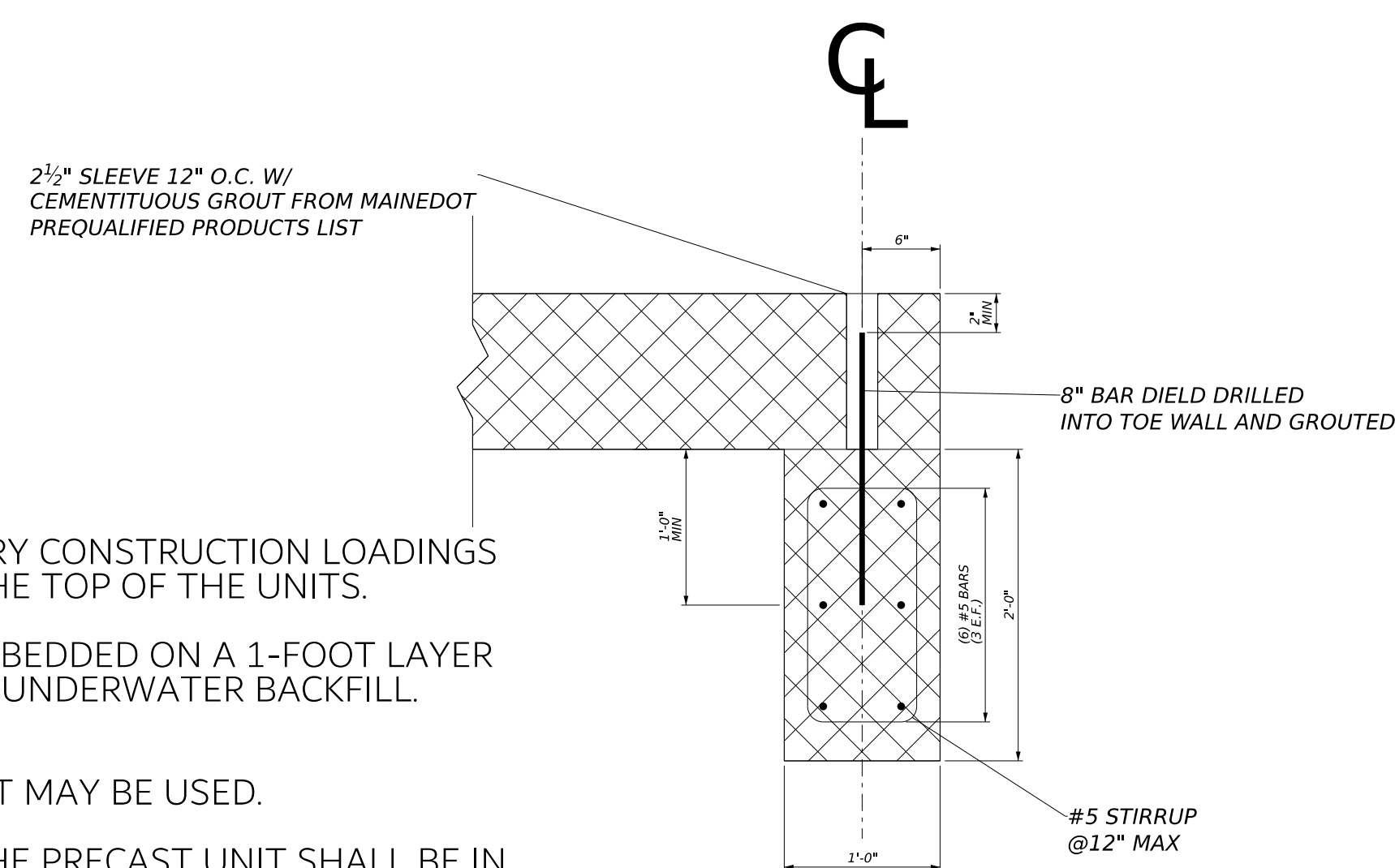
SPECIAL DETAILS



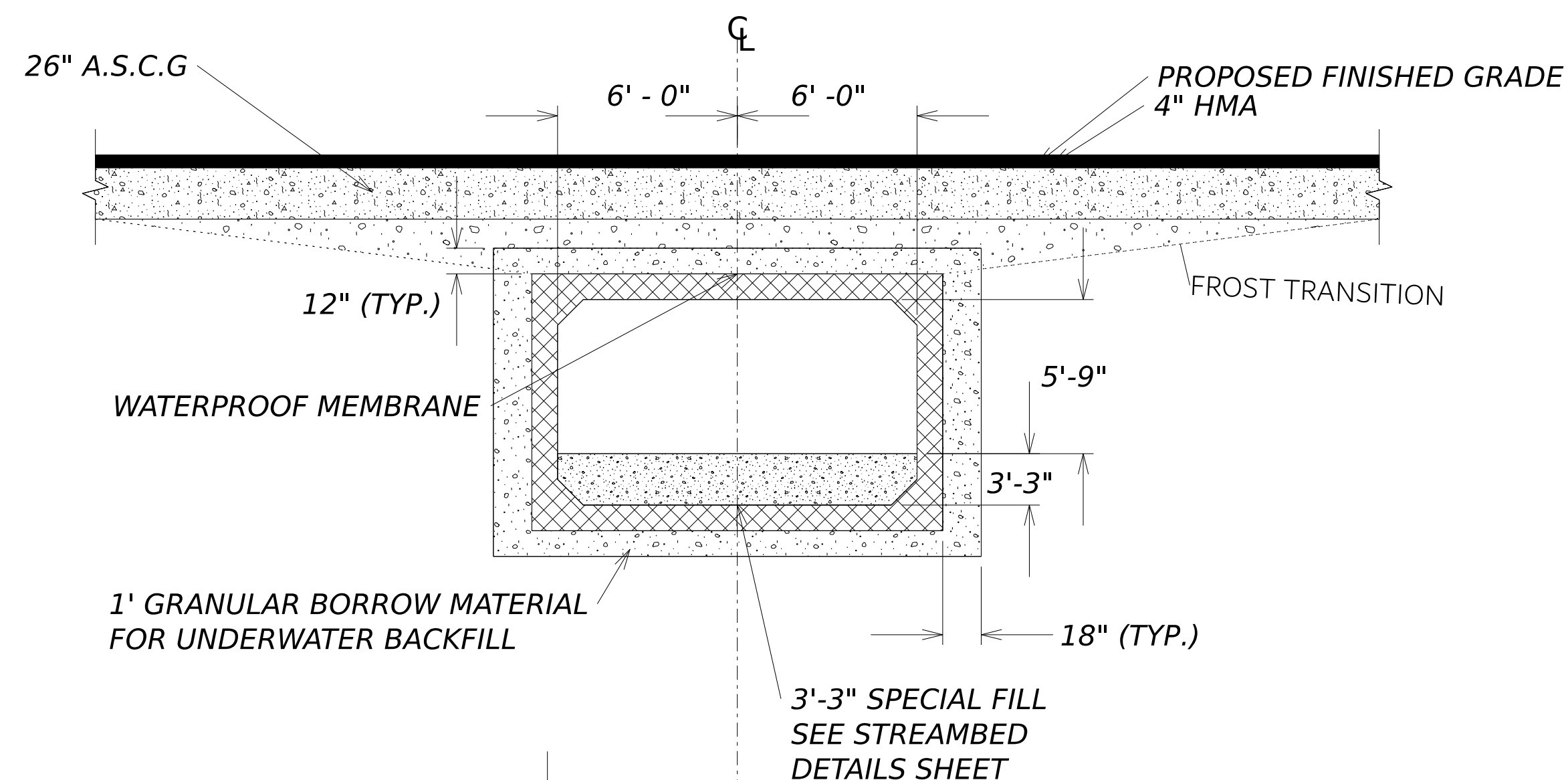
TYPICAL PRECAST CONCRETE BOX CULVERT PLAN VIEW



TYPICAL PRECAST CONCRETE BOX CULVERT TRANSVERSE SECTION (ALONG CULVERT)



TYPICAL PRECAST CONCRETE TOEWALL DETAIL



TYPICAL PRECAST CONCRETE BOX CULVERT CROSS SECTION

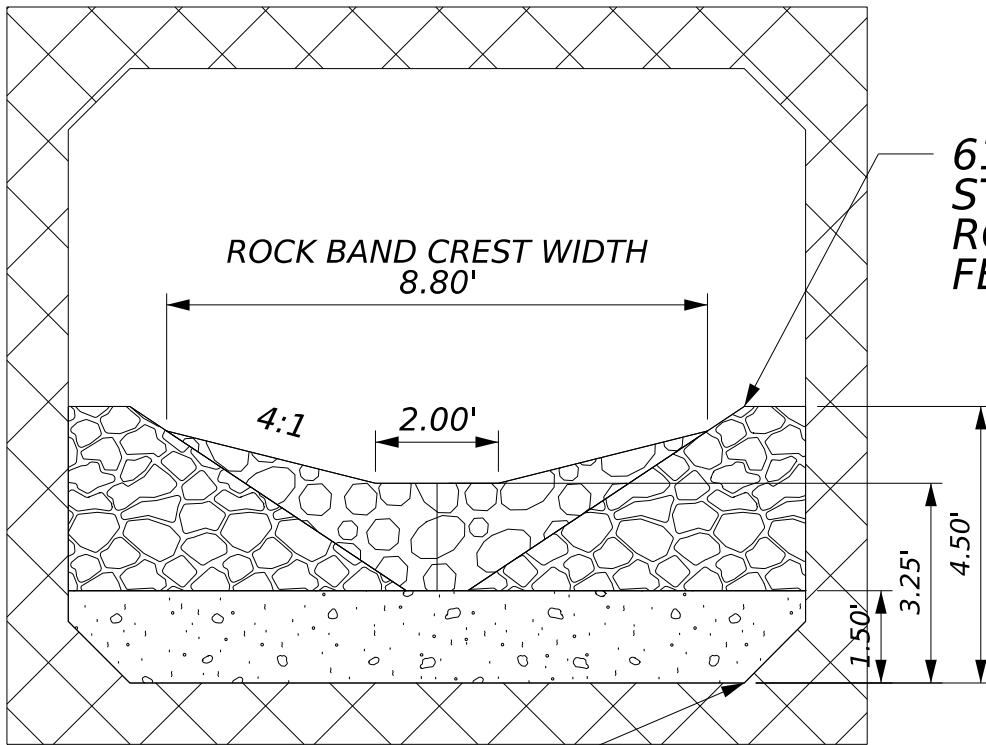
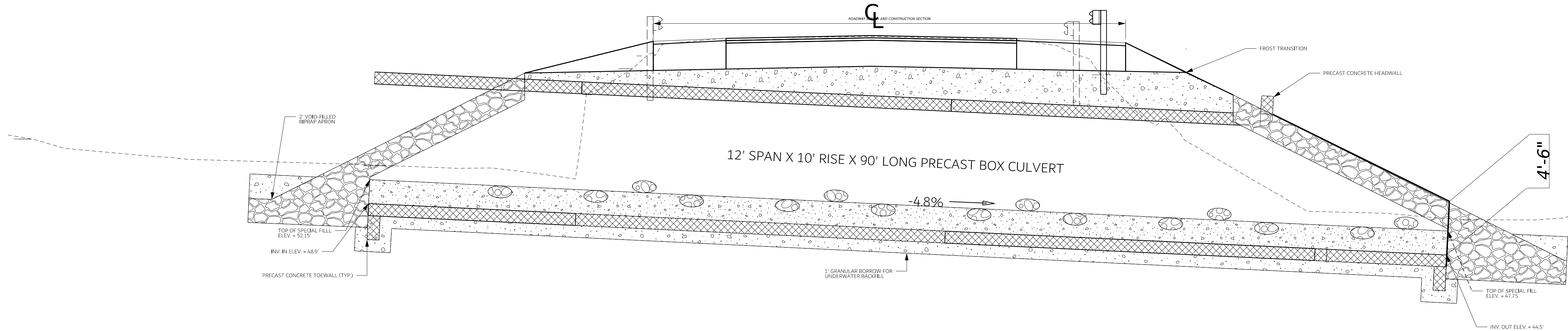
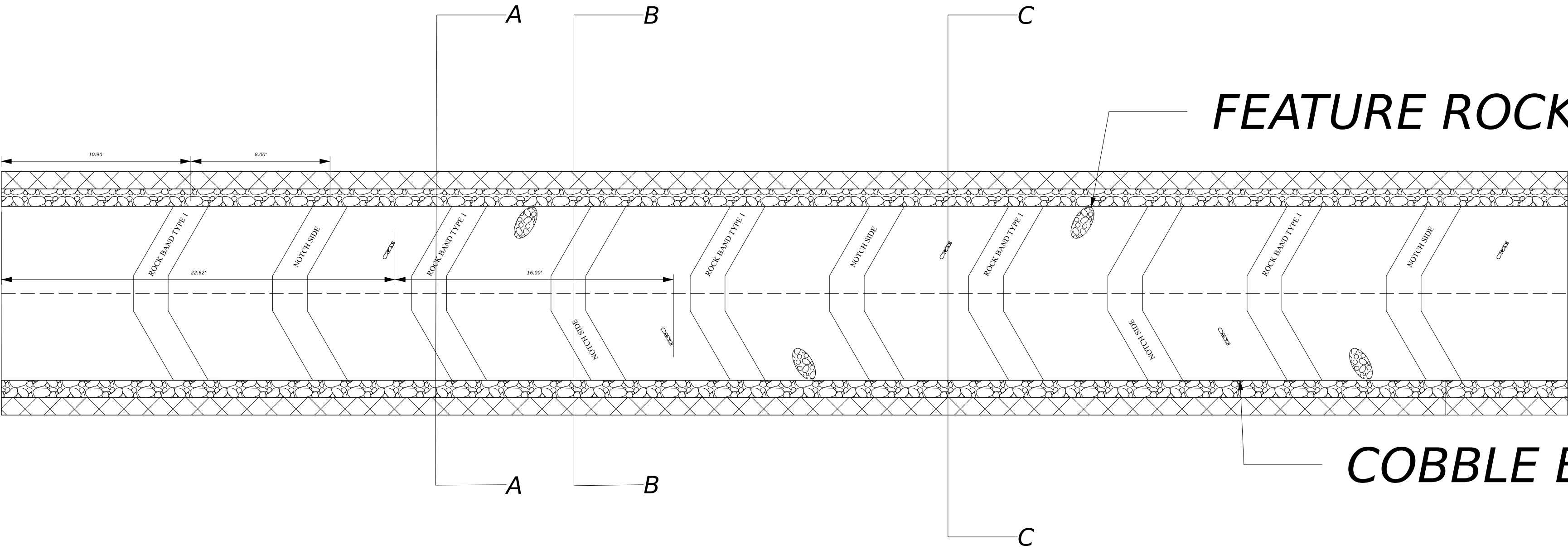
NOT TO SCALE

- PRECAST CONCRETE BOX CULVERT NOTES:

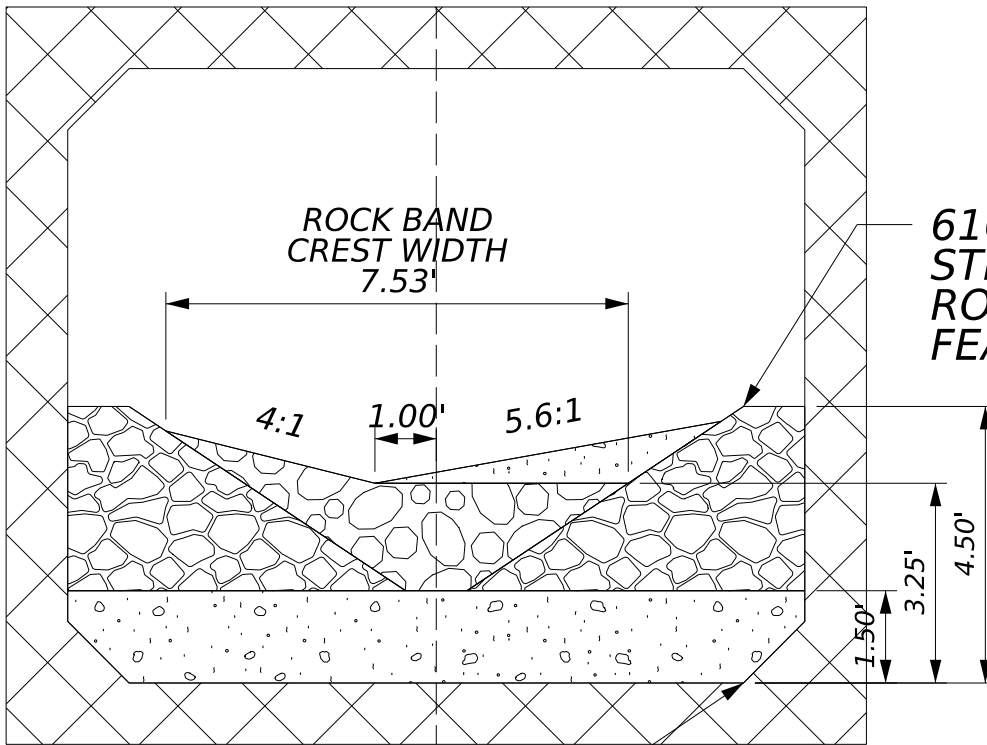
1. THE PRECAST UNITS SHALL BE DESIGNED TO CARRY CONSTRUCTION LOADINGS WITH A MINIMUM FILL COVER OF 18 INCHES OVER THE TOP OF THE UNITS.
2. THE PRECAST CONCRETE BOX CULVERT SHALL BE BEDDED ON A 1-FOOT LAYER OF COMPACTED GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL. SPECIFICATIONS AS APPLICABLE.
3. A "CLAMSHELL" PRECAST CONCRETE BOX CULVERT MAY BE USED.
4. CONSTRUCTION, HANDLING AND ASSEMBLY OF THE PRECAST UNIT SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION 534 AND THE MANUFACTURER'S

[illegible]

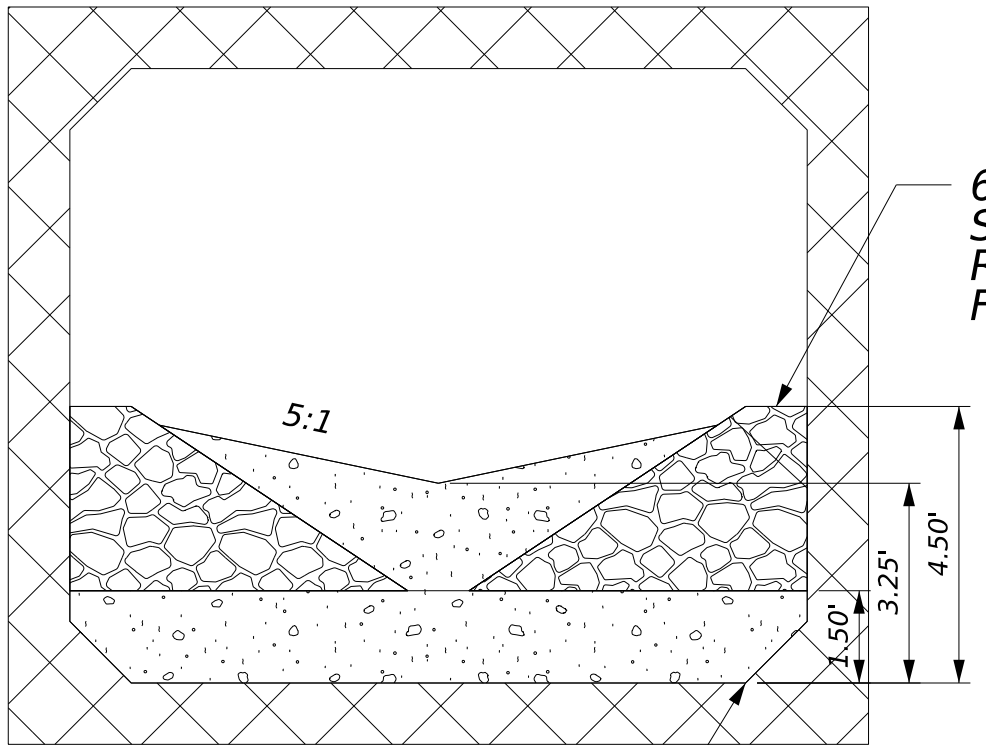
STREAMBED DETAILS



CROSS SECTION A-A



CROSS SECTION B-B

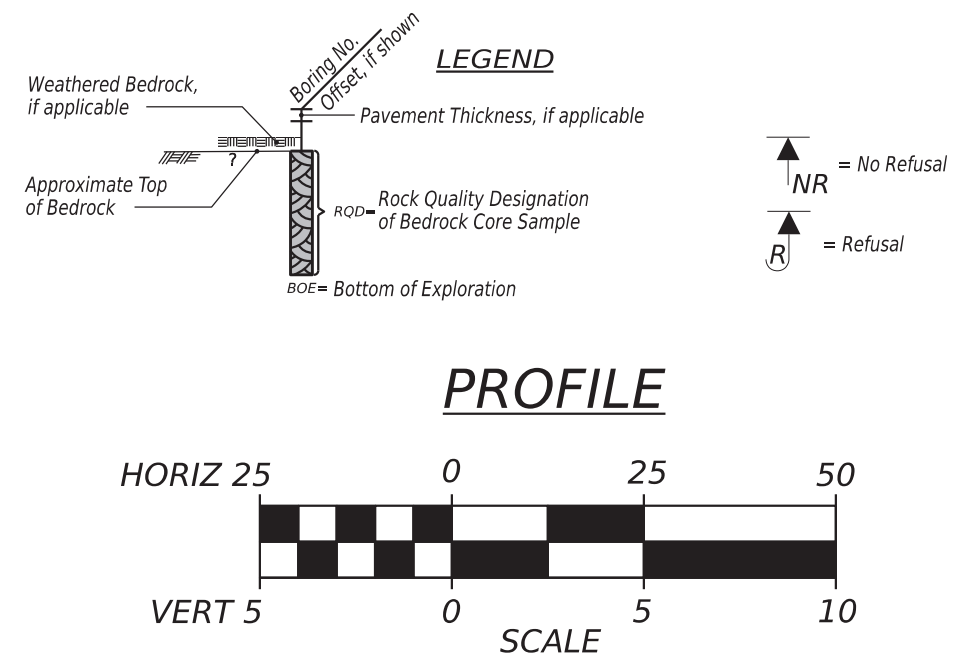
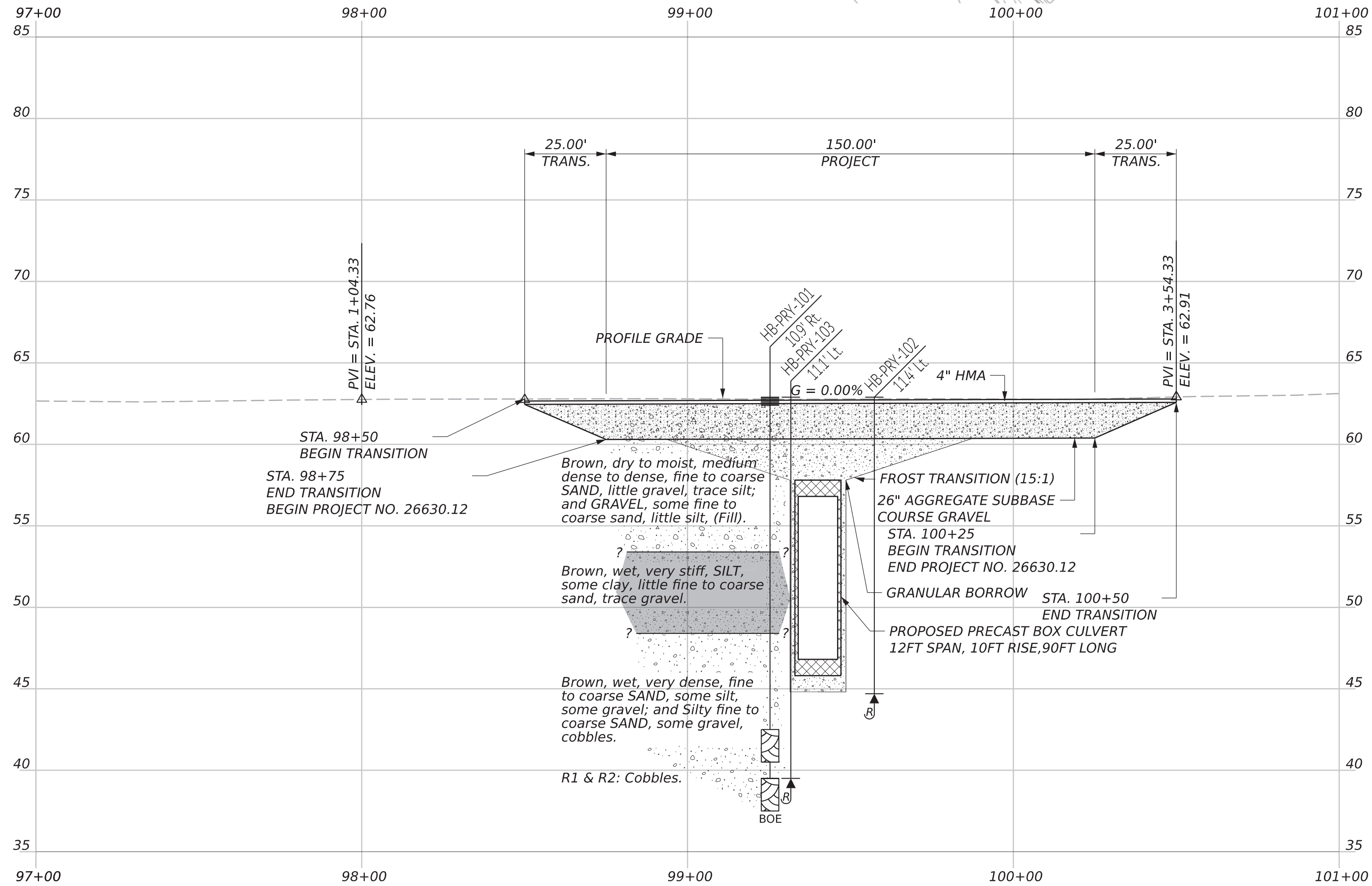
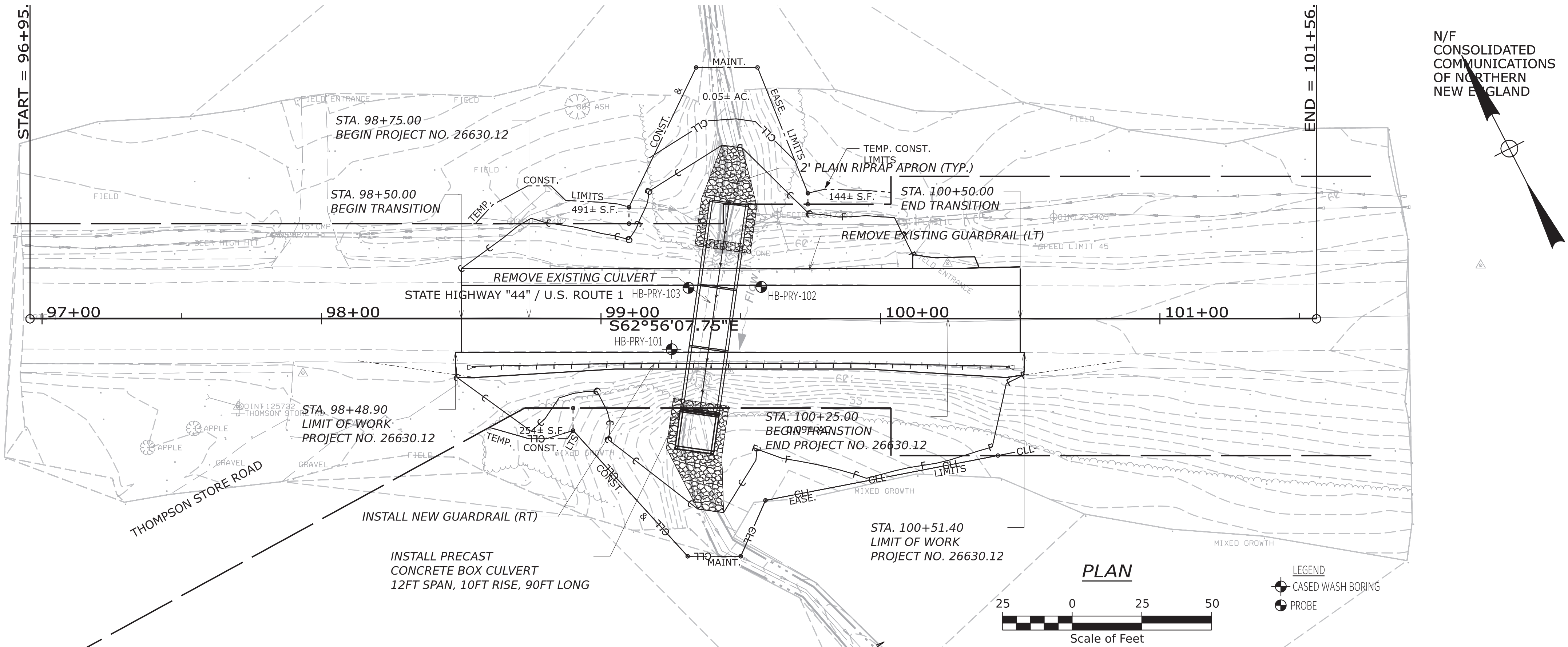


CROSS SECTION C-C

CONSTRUCTION NOTES

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

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2663012		WIN 26630.12		HIGHWAY PLANS	
	SIGNATURE		P.E. NUMBER		DATE	
	DATE		DATE		DATE	
PERRY ROUTE 1	PROJ. MANAGER	R. BARNES	BY	V. GEMMA	DATE	AUG. 2025
	DESIGN-DETAILED	J. BAINES	CHECKED-REVIEWED			
	DESIGN-DETAILED		DESIGN-DETAILED			
	REVISIONS 1		REVISIONS 2			
	REVISIONS 3		REVISIONS 4			
FIELD CHANGES						
STREAMBED DETAILS						
SHEET NUMBER						
5						
OF 15						



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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2663012

26630.12

HIGHWAY PLANS

STATE OF MAINE
Cody Russell
15866
LICENSED PROFESSIONAL ENGINEER

Cody A. Russell

SIGNATURE

15866

P.E. NUMBER

8/14/2025

DATE

PROJ. MANAGER

DESIGNED-DETAILED

CHECKED-REVIEWED

DESIGNED-DETAILED

DESIGNED-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

DATE

BY

DATE

BY

DATE

BY

DATE

BY

DATE

BY

DATE

PERRY
U.S. ROUTE 1

BORING LOCATION PLAN &
INTERPRETIVE SUBSURFACE PROFILE

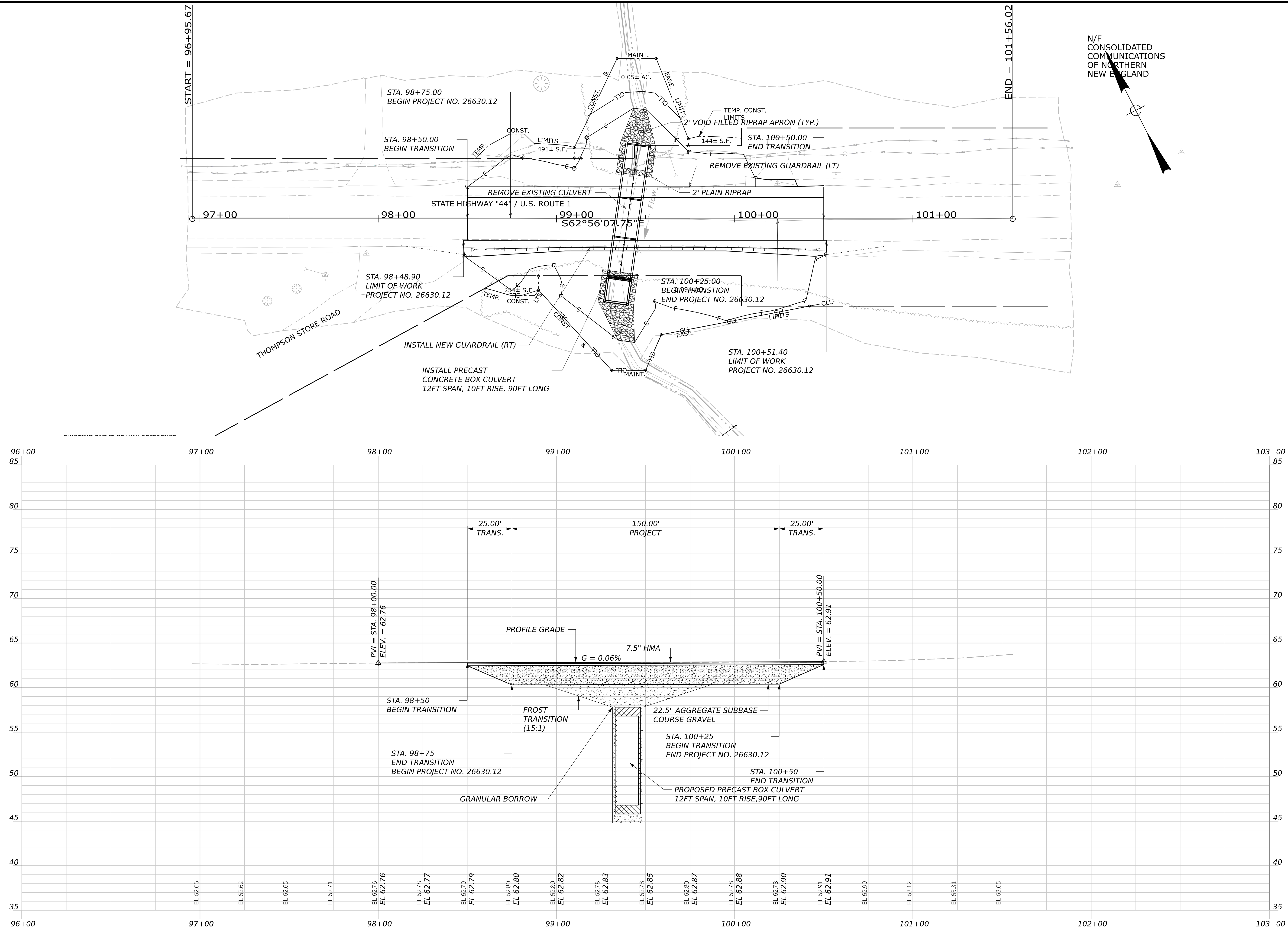
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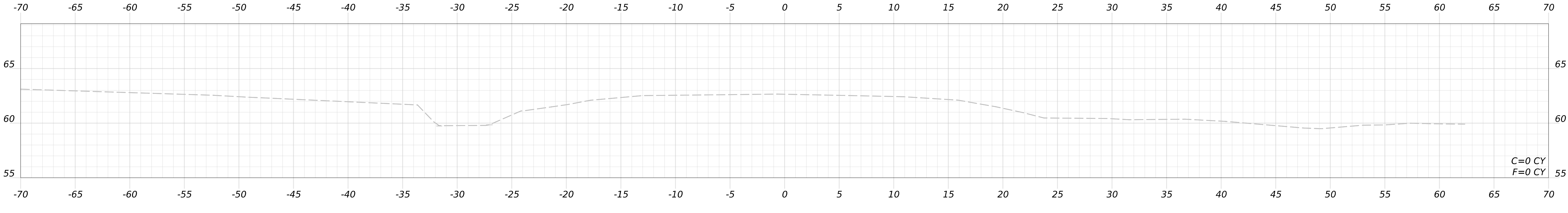
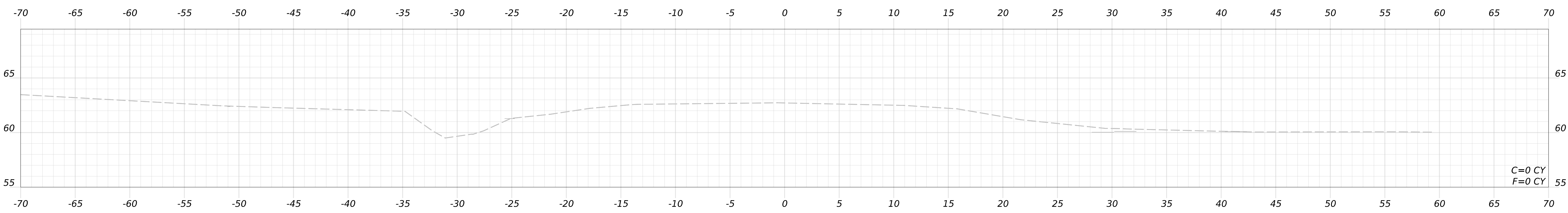
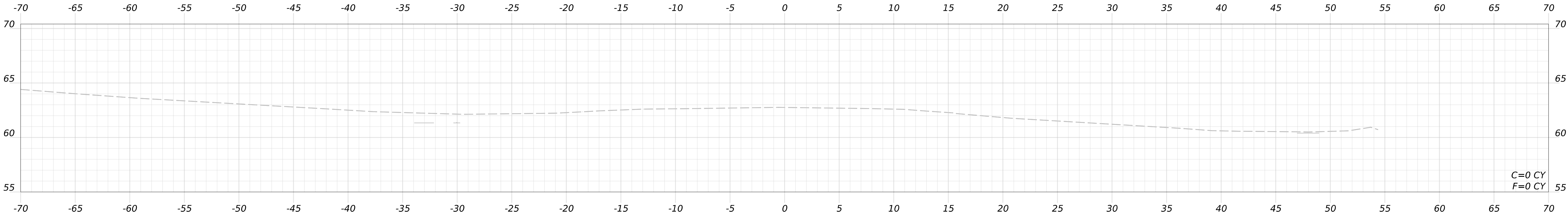
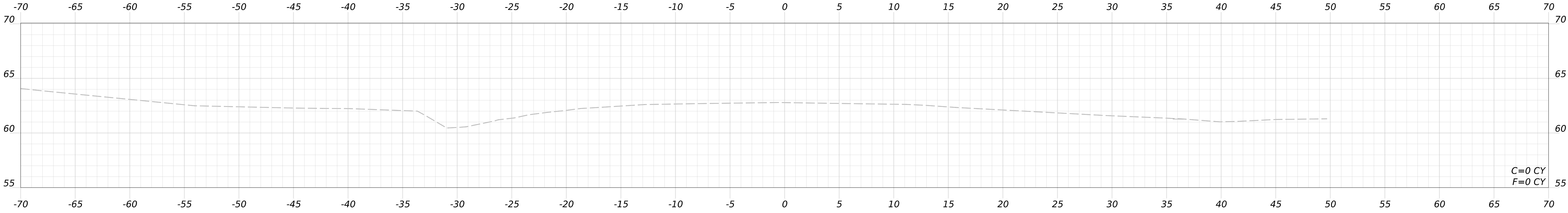
6

OF 16

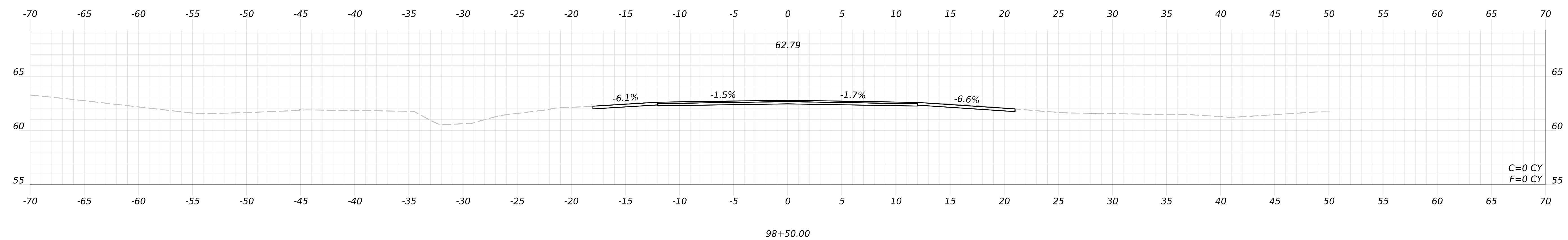
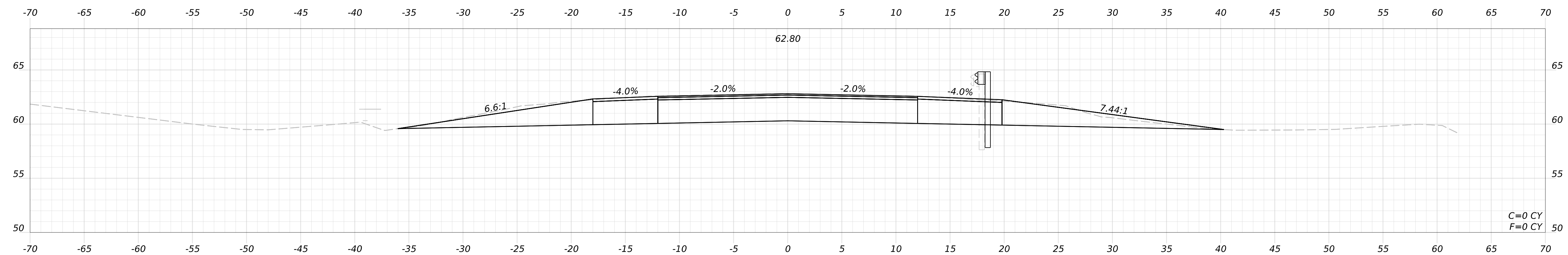
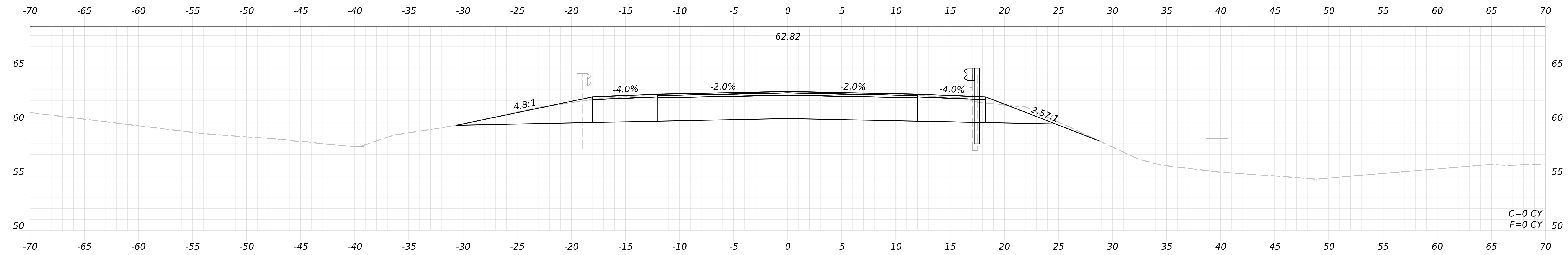
Water Department of Transportation				Project Route 1 Cross Culvert Replacement		Boring No.: HB-PRY-102	
Sol/Rock Exploration Log - US CUSTOMARY UNITS				Location: Perry, Maine		W/N: P663012	
Drilling Contractor: MaineDOT		Elevation (ft.): 629		Auger ID/OD		3" Dia.	
Operator: Daggett/Annie		Datum: NAVD88		Sampler:		N/A	
Logged By: B. Vidler		Rig Type: CME 45C		Hammer Wt./Fall:		N/A	
Date Start/Finish: 10/31/2023-10/31/2023		Drilling Method: Solid Stem Auger		Core Barrel:		N/A	
Boring Location: 99+57.3, 114 Ft. LT		Casing ID/OD: N/A		Water Level*:		None Observed	
Definition: 1" = 100 Spon Sample S = Sample of Auger Flights R = Bucket Sample of Auger Flights M = Unconsolidated Field Vane Shear Test Attempt V = Field Vane Shear Test 100 = Pocket Penetration 100-C = Weight of Blow on Casing				WSP = Weight of 1 Person S _u = Peak/Retained Field Vane Undrained Shear Strength (psf) S _{u,100} = 100 lbm Undrained Shear Strength (psf) Q _p = Uncorrected Compressive Strength (psf) R _{max} = Raw Field SPT Blows T _u = Pocket Torque Shear Strength (psf) V _u = Vane Torque, percent 1" = Blow or Equal too			
Sample Information							
Depth (ft.)	Sample No.	Pen./Roc. (in.)	Sample Depth (ft.)	Blows (1/5 ft) Shear Strength (psf) or 1000 C/S	N-value	Casing Blank	Elevation (ft.)
0					SSA		
5							
10							
15							
20							
25							
* 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.							
Visual Description and Remarks Probe, no material samples taken Very dense from 130-182 Ft bgs, cobbles, some boulders. Bottom of Exploration at 182 feet below ground surface - 182 - REUSAL							
Laboratory Testing Results/ Analysis and Unified Class							

[illegible]





PROJ. MANAGER	BY	DATE
R. BARROWS	J. BAINES	AUG 2025
DESIGN-DETAILED		SIGNATURE
CHECKED-REVIEWED		P.E. NUMBER
DESIGN-DETAILED2		DATE
DESIGN-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2663012

WIN
26630.12
HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE _____

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**PERRY
ROUTE 1**

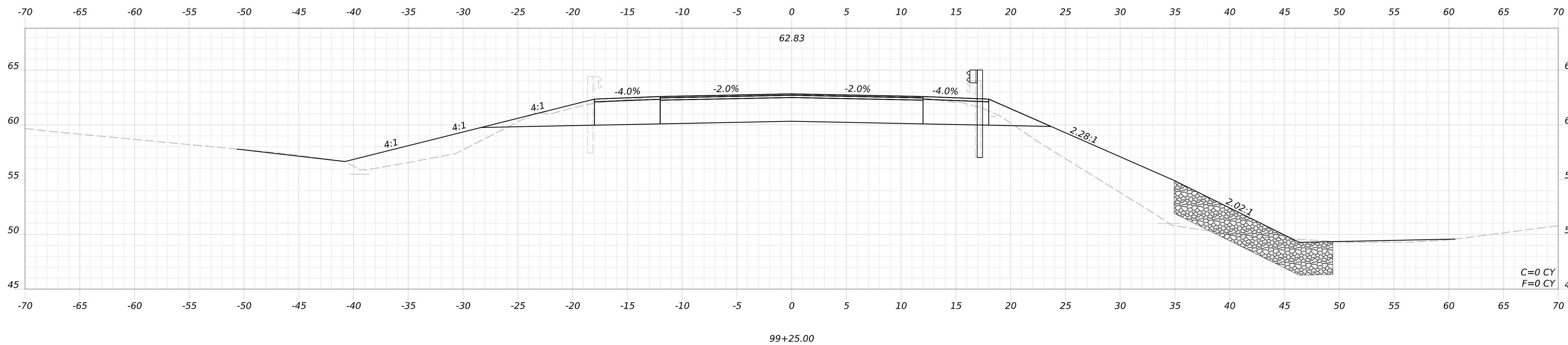
CROSS SECTIONS

SHEET NUMBER

10

OF 15

Username: James.Baines



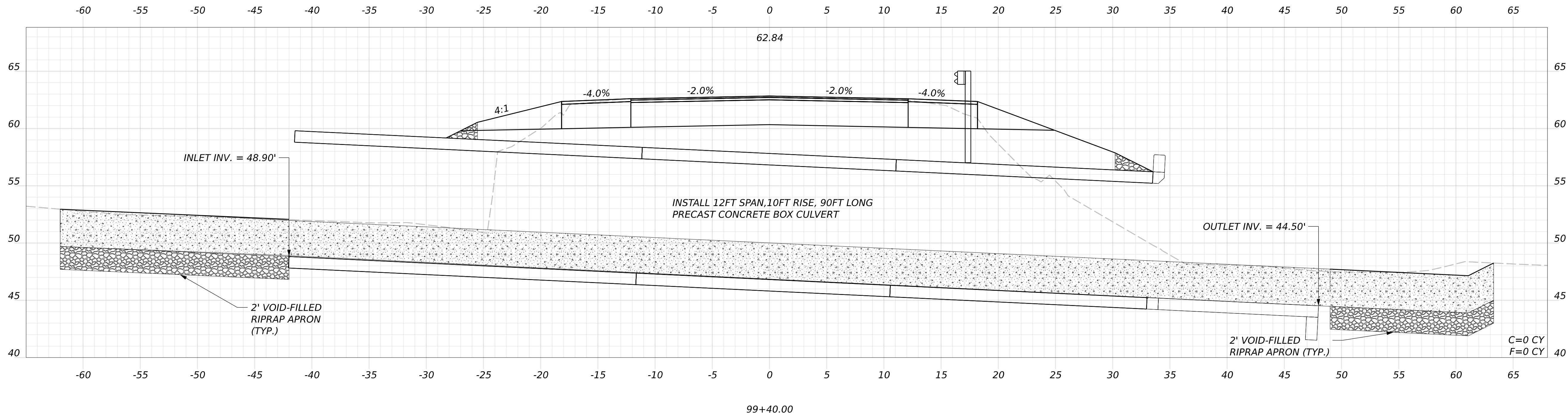
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HIGHWAY PLANS

PERRY ROUTE 1 CROSS SECTIONS

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OF 15



STATE OF MAINE DEPARTMENT OF TRANSPORTATION																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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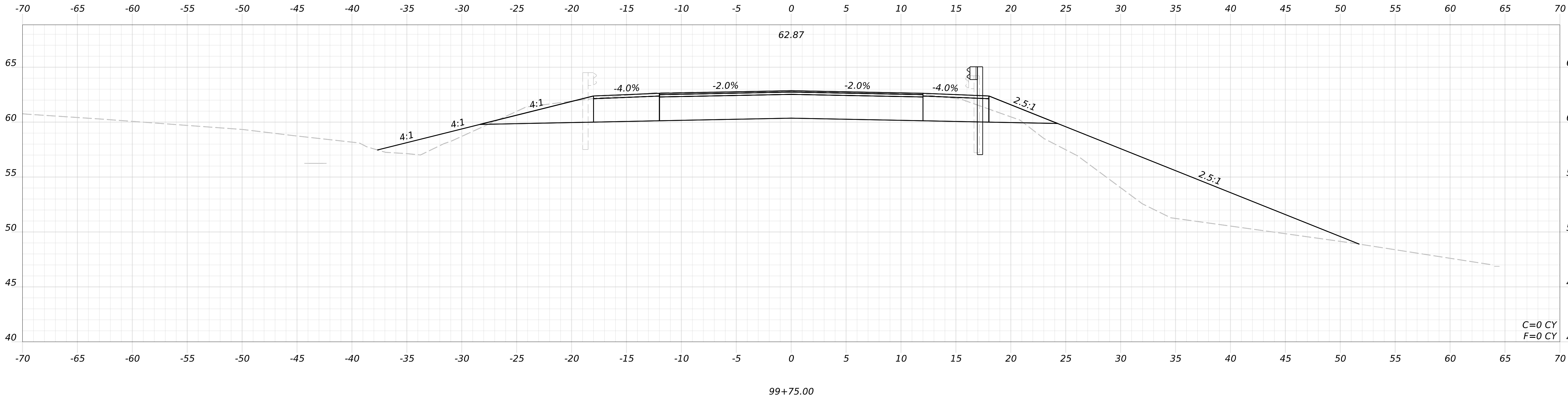
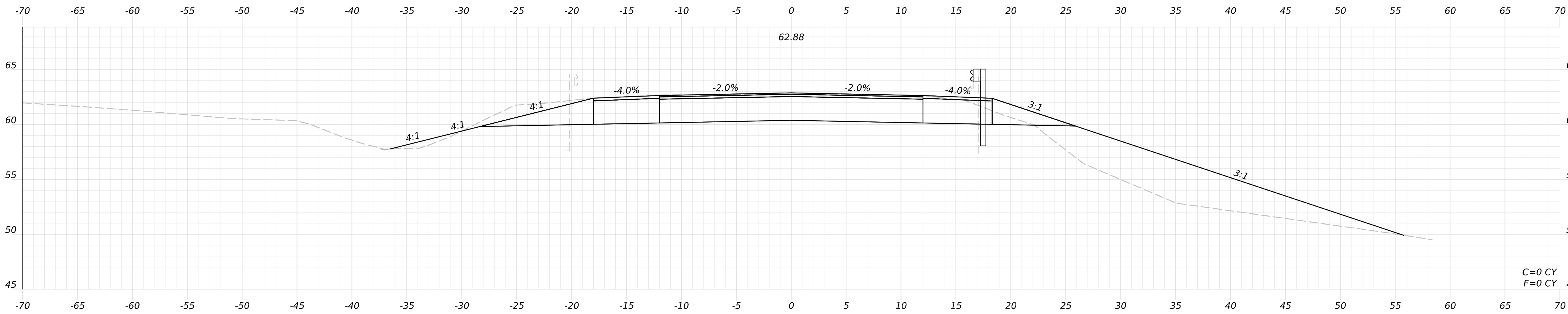
PERRY
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

12

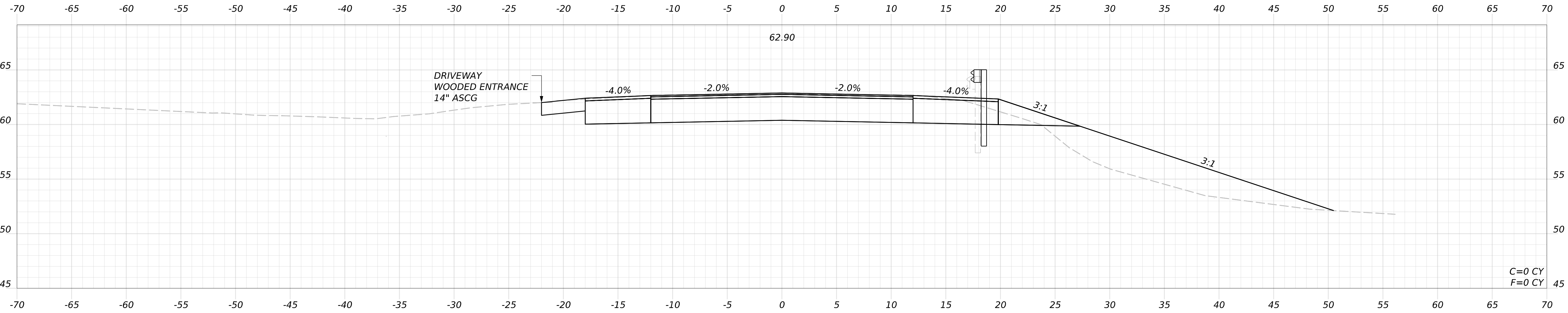
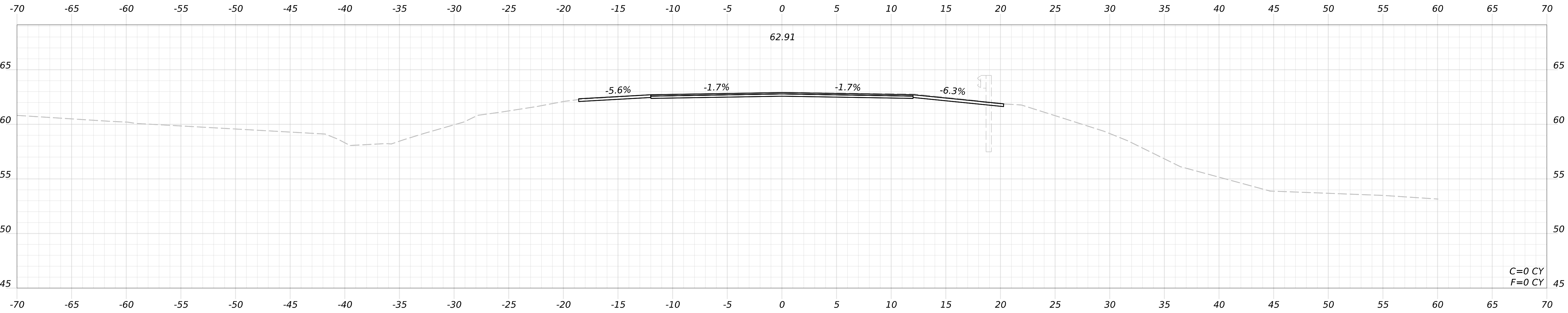
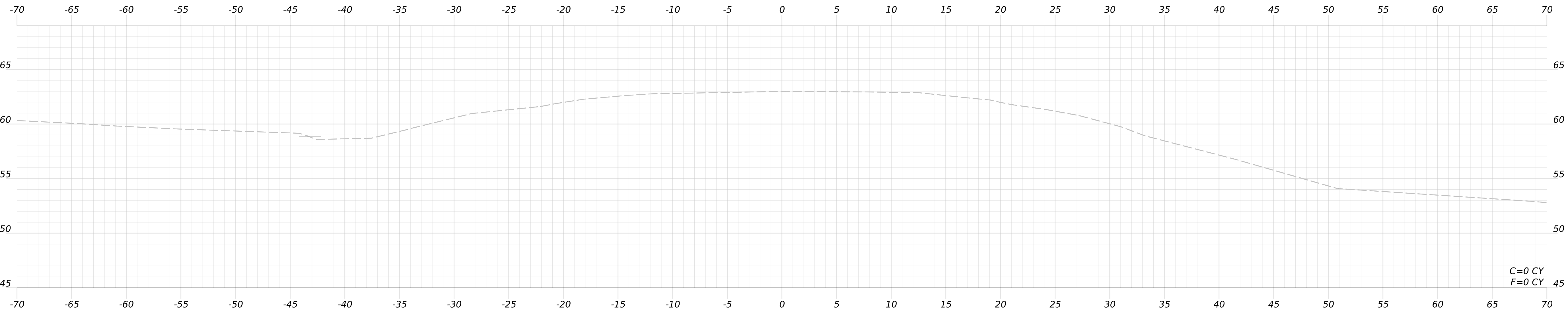
OF 15



PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	BY	DATE
R. BARROWS	J. BAINES	V. GEMVA		AUG 2025
DESIGN-DETAILED2				
DESIGN-DETAILED3				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

SIGNATURE	P.E. NUMBER	DATE

PERRY
ROUTE 1
CROSS SECTIONS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2663012

WIN
26630.12

HIGHWAY PLANS

PROJ. MANAGER	R. BARROWS	BY	N. GEMMA	DATE	AUG 2025
CHECKED-REVIEWED	J. BAINES			SIGNATURE	
DESIGN-DETAILED				P.E. NUMBER	
DESIGN-DETAILED2				DATE	
DESIGN-DETAILED3					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

PERRY
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

14

OF 15

