

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



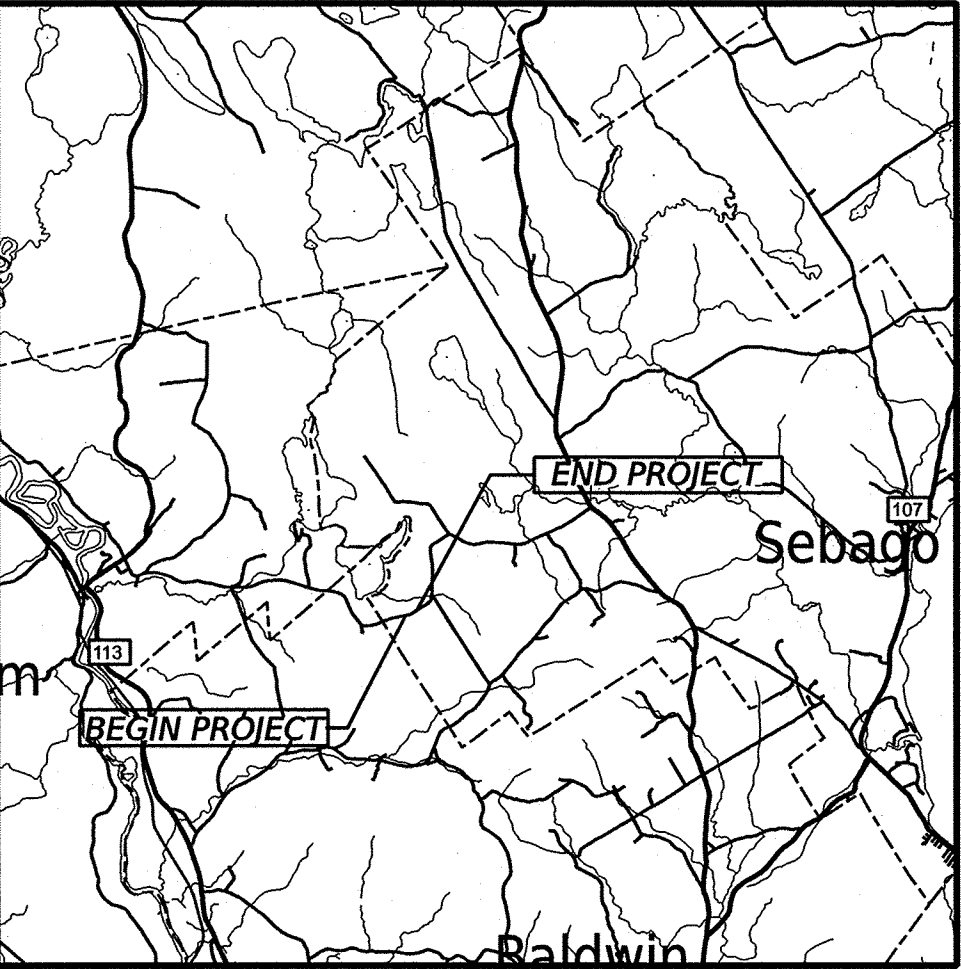
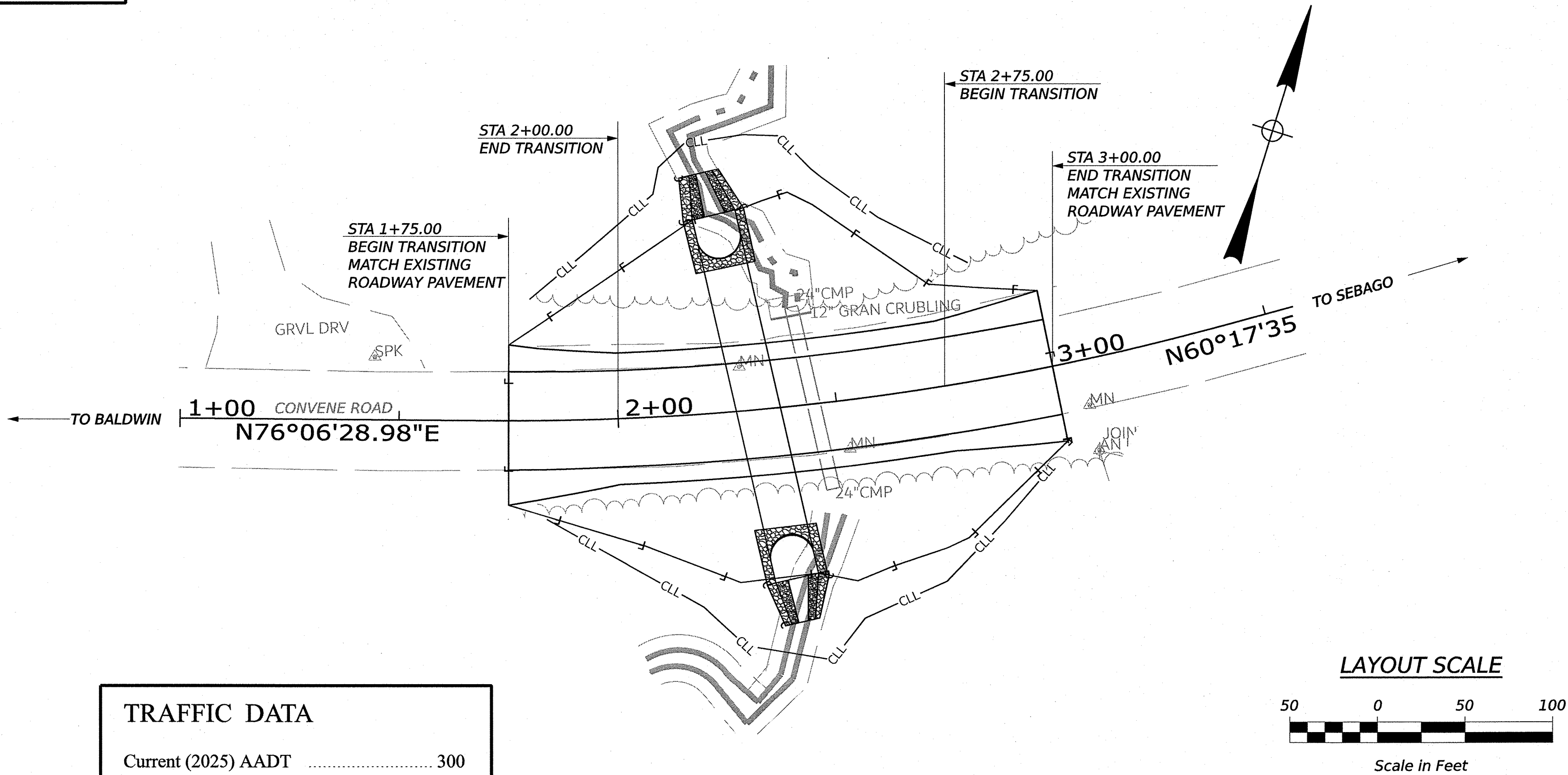
SEBAGO
CUMBERLAND COUNTY
CONVENE ROAD
STATE PROJECT NO. 28150.00

PLAN LEGEND

Town, County, State	-----	Catch Basins	Existing	Proposed
Property Lines	-----	Manholes	Existing	Proposed
R/W Lines-Existing	-----	Proposed Underdrain	-----	-----
R/W Lines-Proposed	-----	Proposed Ditch	-----	-----
Culvert-Existing	-----	Existing Ditch	-----	-----
Culvert Proposed	-----	Utility Poles	Existing	Proposed
Curbing	Existing Proposed	Fire Hydrants	Existing	Proposed
Type 1	-----	Existing Water Line	-----	-----
Type 3	-----	Existing San. Sewer	-----	-----
Type 5	-----	Existing San. Sewer Manhole	-----	-----
Outline of Bodies of Water	-----	Guardrail-Existing	-----	-----
Exposed Bedrock	-----	Guardrail-Proposed	-----	-----
Buildings	-----	Centerline-Existing	-----	-----
Trees	Conifer Deciduous	Centerline-Proposed	-----	-----
Tree Line	-----	Travelway-Existing	-----	-----
Clearing Limit Line	CLL	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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Right of Way Map	13

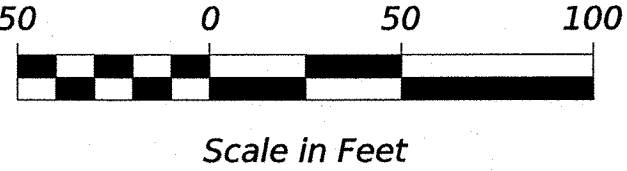


LOCATION MAP

TRAFFIC DATA

Current (2025) AADT	300
Future (2045) AADT	330
DHV - % of AADT	13%
Design Hour Volume	43
% Heavy Trucks (AADT)	16%
% Heavy Trucks (DHV)	15%
Directional Distribution (DHV)	63%
18-kip Equivalent P 2.0	24
18-kip Equivalent P 2.5	22
Design Speed (mph)	45
Corridor Priority	4

LAYOUT SCALE



PROJECT LOCATION:	0.30 OF A MILE EAST OF THE BALDWIN TOWN LINE
PROGRAM AREA:	REGIONAL PROGRAM
SCOPE OF WORK:	LARGE CULVERT REPLACEMENT

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
	COMMISSIONER: [Signature]	6-24-26
	CHIEF ENGINEER: [Signature]	6-25-26

PROJECT INFORMATION	REGIONAL	PROJECT MANAGER	R. HODGMAN	DESIGNER	K. WOOD	CONSULTANT	K. WOOD	PROJECT RESIDENT	K. WOOD	CONTRACTOR		PROJECT COMPLETION DATE	
SIGNATURE													
P.E. NUMBER	16423												
DATE	6/24/2026												

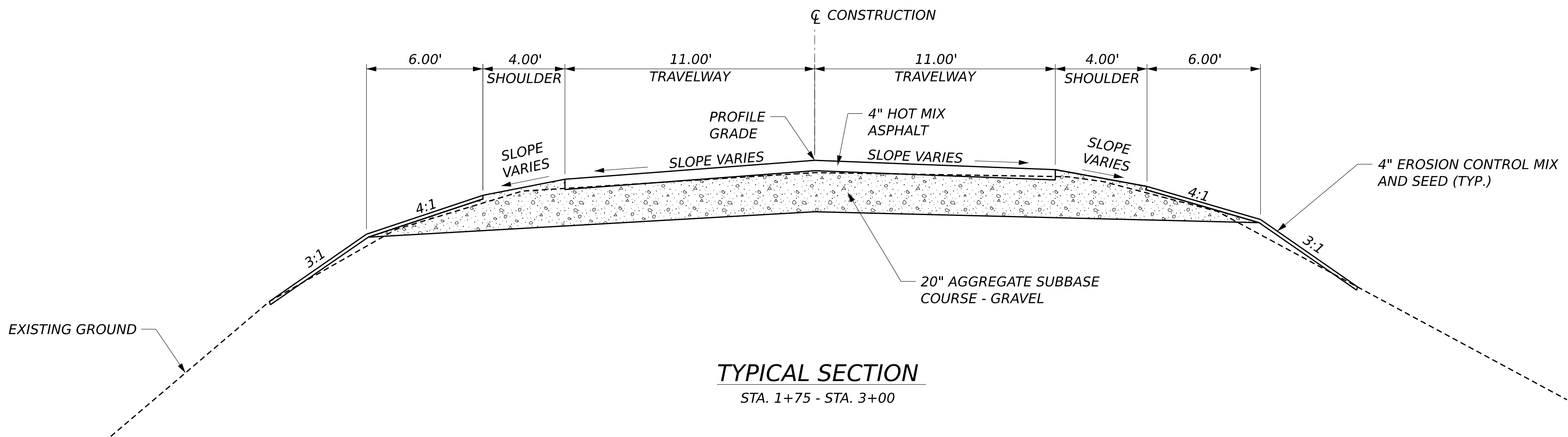
SEBAGO
CONVOLVE ROAD
TITLE SHEET

SHEET NUMBER	1
OF	13

WIN 28150.00

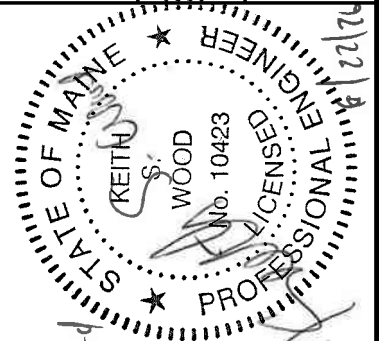
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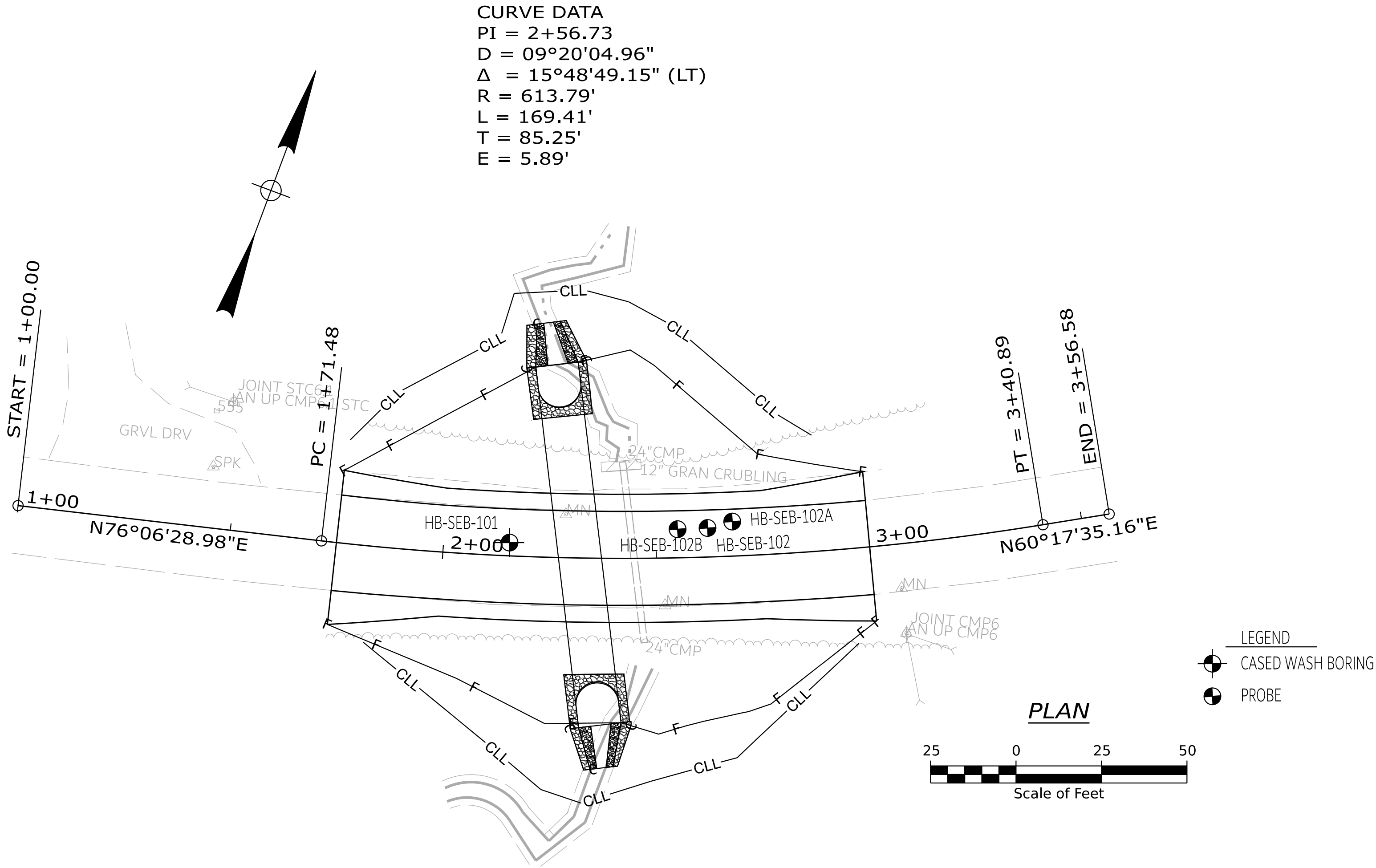
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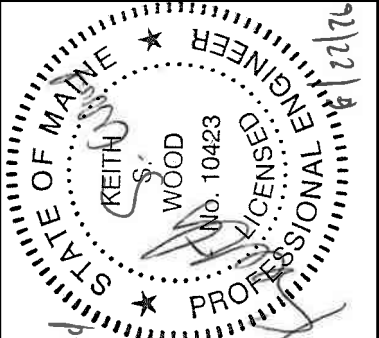
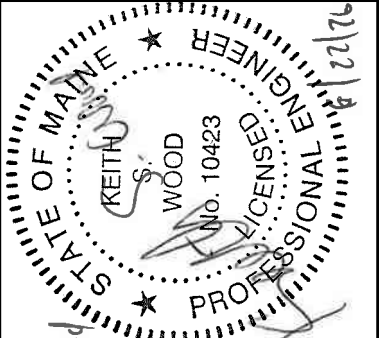


NOTES

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. CROSS SLOPES SHALL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
3. THE ALGEBRAIC DIFFERENCE BETWEEN TRAVELWAY AND SHOULDER CROSS SLOPE SHALL NOT EXCEED 8 PERCENT.
4. THE STATIONING SHOWN UNDER EACH TYPICAL SECTION IS APPROXIMATE.

SEBAGO CONVENE ROAD TYPICAL SECTIONS	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
	STATE PROJECT NUMBER 28150.00	
SHEET NUMBER 2 OF 13		
	SIGNATURE: <i>Keith S. Wood</i> P.E. NUMBER: 10423 DATE: 6/27/2026	
PROJ. MANAGER: R. HODGMAN		DATE: 5/20/25
DESIGN-DETAILED: K. WOOD		BY: P. MARTIN
CHECKED-REVIEWED: K. WOOD		BY: A. BOWEN
DESIGN-DETAILED: 3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		
WIN		28150.00
HIGHWAY PLANS		



STATE OF MAINE DEPARTMENT OF TRANSPORTATION STATE PROJECT NUMBER 28150.00		DATE	BY	PROJ. MANAGER	R. HODGMAN	BY	DATE		STATE OF MAINE DEPARTMENT OF TRANSPORTATION STATE PROJECT NUMBER 28150.00		
		DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED2 DESIGN-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	P. MARTIN K. WOOD T. WHITE Y. LEE	JUNE 2026 JUNE 2026 MAY 2026			SIGNATURE 10423 P.E. NUMBER 10423 DATE 6/21/2026				
SEBAGO CONVENE ROAD					BORING LOCATION PLAN					SHEET NUMBER 5 OF 13	
										WIN 28150.00 HIGHWAY PLANS	

Maine Department of Transportation Soil/Bank Exploration Log <i>(USE CUSTOMARY UNITS)</i>						Project: Canyone Road Large Culvert Replacement Location: Sebago, Maine		Boring No.: HB-SEB-101			
Driller: MinedOT						Elevation (ft.):	549.8	WIN:	28150.00		
Operator: Daggett/Andrie						Date:	MAY08B				
Logged By: YI, LEE						Rig Type:	CHE 45C	Hammer Mt./Fall:	140#/30"		
Date Start/Finish: 7/22/2025; 10:35-12:00						Drilling Method:	Cased Wash Boring	Core Barrel:	N/A		
Boring Location: 2+15.5, 3.1 ft Lt.						Casing ID/OD:	NH-3"	Water Level:	9.0 ft bgs.		
Hammer Efficiency Factor: 0.92						Hammer Type:	☒ Automatic ☐ Hydraulic ☐ Rope & Cathead ☐				
Termination: S = Split Spoon Sample SS = Plasticized Split Spoon Sample Attempt U = Thin Wall Tube Sample M = Mechanical Thin Wall Tube Sample Attempt V = Field Vane Shear Test PP = Pocket Penetrometer As a successful field test, see last column.						R = Rock Core Sample SA = Solid Stem Auger MA = Mason Stem Auger BC = Rebar Core WB = Weight of Hole Hammer WBC = Weight of Hole or Casing AS = Result of the Drive N = Blow Count N ₆₀ = Standard Penetration Test (SPT) blow count N ₆₀ = SPT Uncorrected for Hammer Efficiency N ₆₀ = SPT Uncorrected for Rod Length N ₆₀ = SPT Uncorrected for Energy Factor					
L = Point Load Shear Strength (PSF) UC = Water Content, percent LL = Liquid Limit PL = Plastic Limit PI = Plasticity Index G = Grain Size Analysis E = Seepage Rate (cm/hr)											
Sample Information						Graphic Log					
Depth (ft.)	Sample No.	Perc. / RMC	Sample Depth (ft.)	Blows / 6 in. Shear Vane Depth (lb-ft) or WBC (%)	Uncorrected	N ₆₀	Casing Status	Correction Factor	Visual Description and Remarks	Laboratory Testing Results / AASHTO and Unified Class	
0											
5	10	24/17	1.00 - 3.00	2/34/4	7	11	SSA	349.2	Brown, damp, stiff, SILT, some fine to coarse sand, trace gravel, (T.I.I.).	GX38351 A=4, SL WC=11.5%	
5	20	24/15	5.00 - 7.00	3/11/1	2	3			Brown, damp, soft, SILT, some fine to coarse sand, trace gravel, (T.I.I.).		
10	30	24/19	10.00 - 12.00	10/19/34/23	53	81		359.8	Light brown, wet, very dense, fine to coarse SAND, silt, some gravel, (T.I.I.).	GX38352 A=4, SL WC=16.4%	
15	40	24/18	15.00 - 17.00	8/9/17/39	26	40			Light brown, wet, dense, fine to coarse SAND, silt, some gravel, (T.I.I.).		
20	50	24/14	20.00 - 22.00	19/15/14/17	29	44	OPEN HOLE	329.8	Dark brown, wet, dense, silty fine to coarse SAND, trace gravel, (T.I.I.).	GX38353 A=4, SL WC=15.2%	
25	60	24/13	25.00 - 27.00	18/24/20/36	92	141			Grey-brown, wet, very dense, silty fine to coarse SAND, trace gravel, (T.I.I.).	GX38354 A=4, SL WC=13.6%	
30									Bottom of Exploration at 27.0 feet below ground surface. No RTUGA.	27'-0"	
35											
40											
45											
50											

* 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.

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

Page 2 of 2
 Boring No.: HB-SEB-101

Maine Department of Transportation				Project: Canine Road Large Culvert Replacement Location: Sebago, Maine		Boring No.: HB-SEB-102																																																																																																																																																																																			
Soil/Rock Exploration Log US CUSTOMARY UNITS				VIN: 28150_00																																																																																																																																																																																					
Drilling Contractor: MaineDOT		Elevation (ft.): 545.9		Auger ID/DB: 5" Dia.																																																																																																																																																																																					
Operator: Daggett/Andrie		Datum: NAVD83		Sampler: N/A																																																																																																																																																																																					
Logged By: Y.T. LEE		Rig Type: CME 45C		Hammer Mt./Fall: N/A																																																																																																																																																																																					
Date Start/Finish: 7/22/2025, 09:00-09:44		Drilling Method: Solid Stem Auger		Core Barrel: N/A																																																																																																																																																																																					
Boring Location: 2+62.2, 6.8 ft. Lt.		Casing ID/DB: N/A		Water Level: None Observed																																																																																																																																																																																					
Drilling Log: 5' Split Spoon Sample S = Sample of Auger Flights HS = Hand Sample of Auger Flights HB = Unconsolidated Split Spoon Sample Attempt U = Thin Wall Tube Sample W = Unconsolidated Fine Wire Test Attempt V = Liquid Vane Shear Test, 20% Pocket Penetration		M = Unconsolidated Thin Wall Tube Sample Attempt B = Rock Core Sample SSB = Solid Stem Auger MS = Hollow Stem Auger MC = Rotary Core WH = Weight of 140lb. Hammer WFC = Weight of Blow or Casing		WDP = Weight of 3 Person S _u = Peak/Retained Field Vane Unsurvived Shear Strength (psf) C _u test = Low Vane Unsurvived Shear Strength (psf) A _u = Unconfined Compressive Strength (psf) W = Water Content, percent L _u = Plastic Limit P _L = Plasticity Index G = Grain Size Analysis C = Consolidation Test																																																																																																																																																																																					
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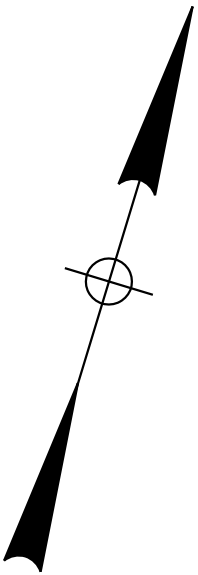
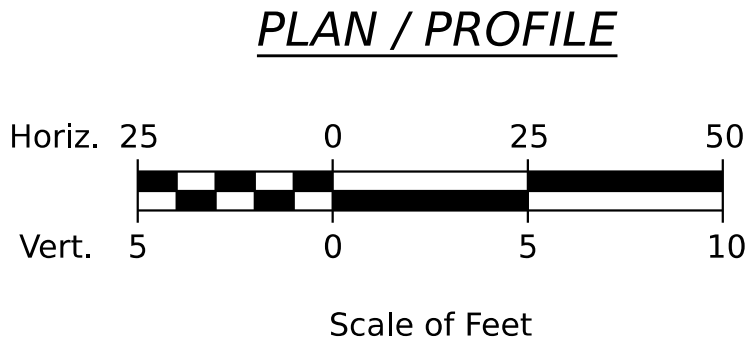
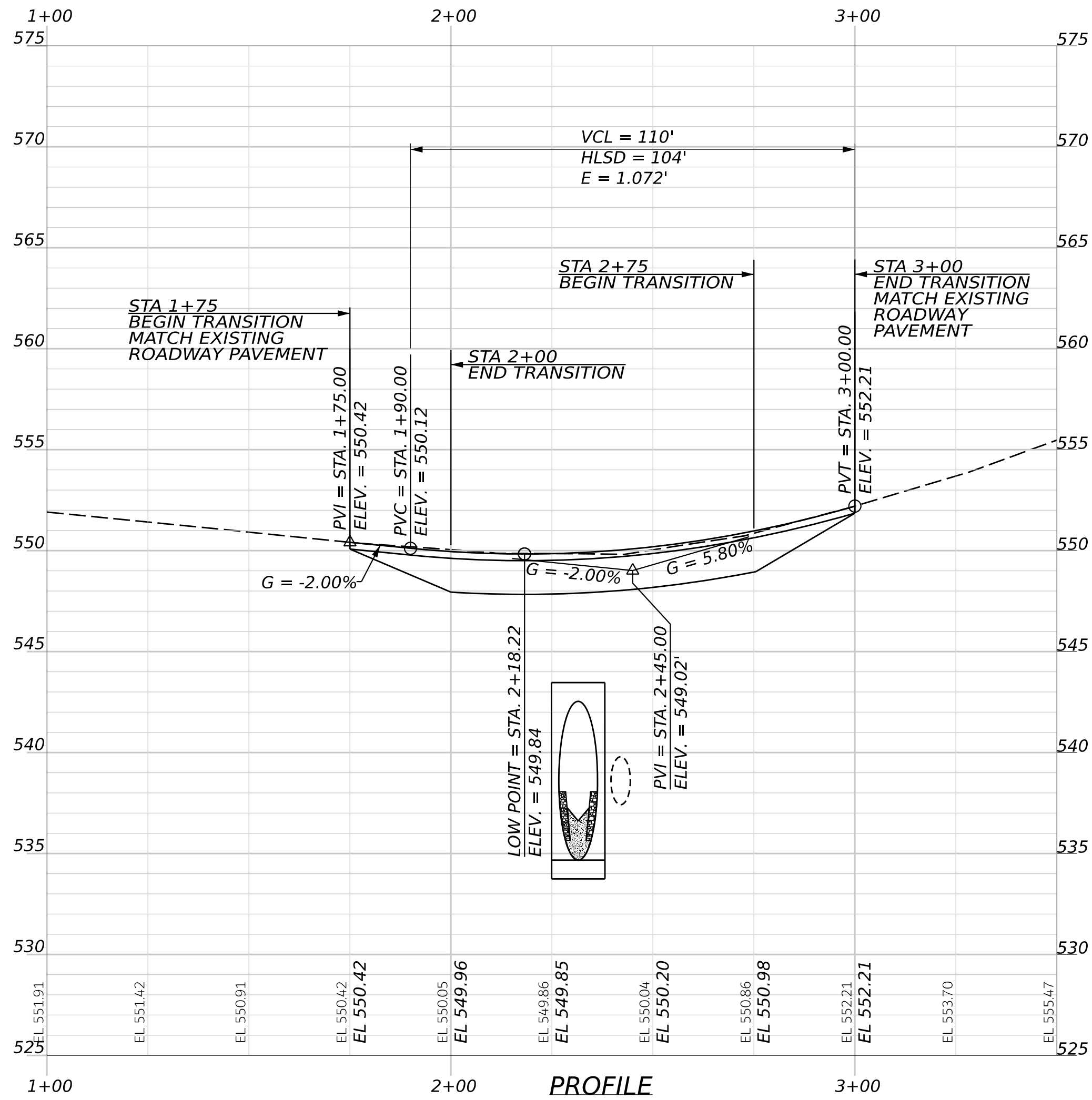
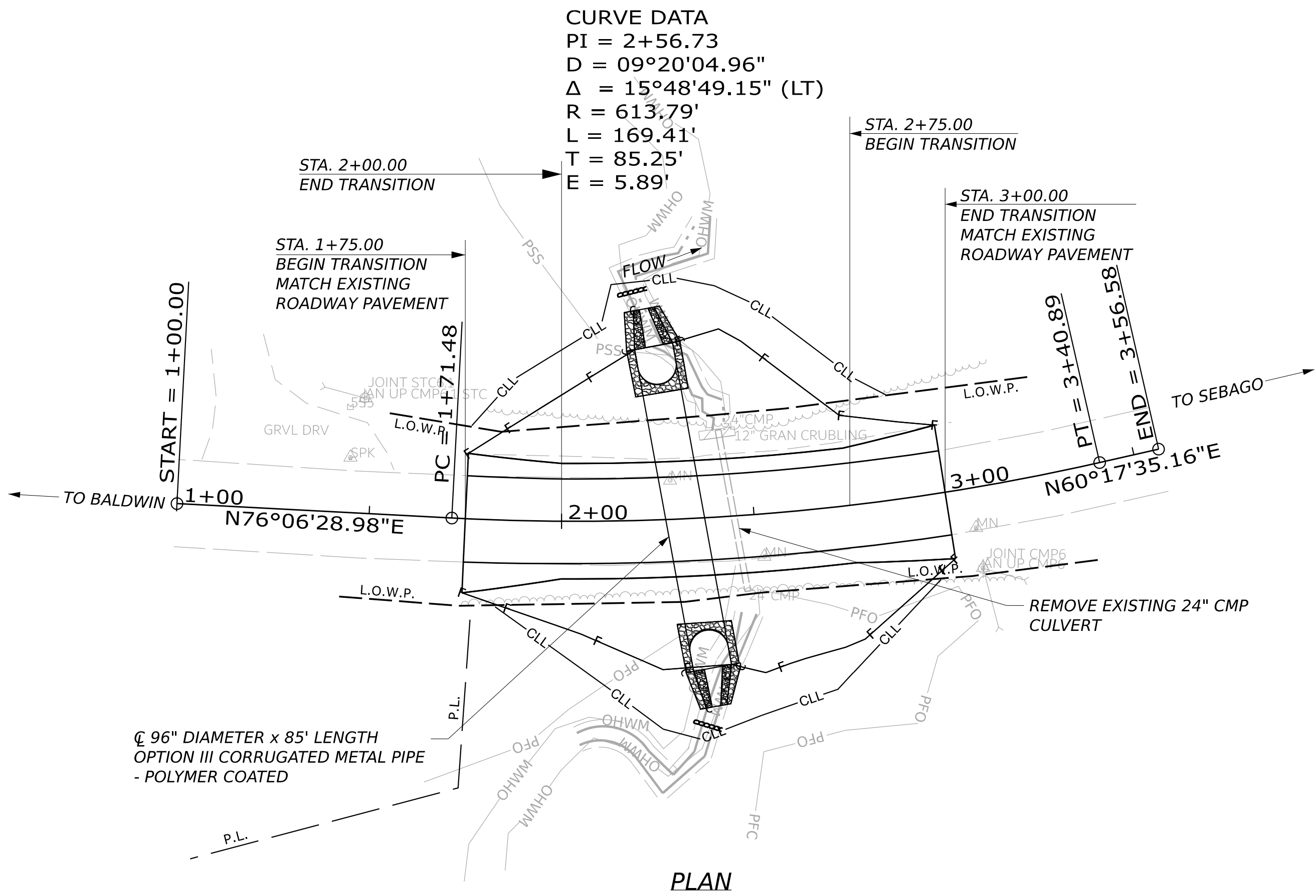
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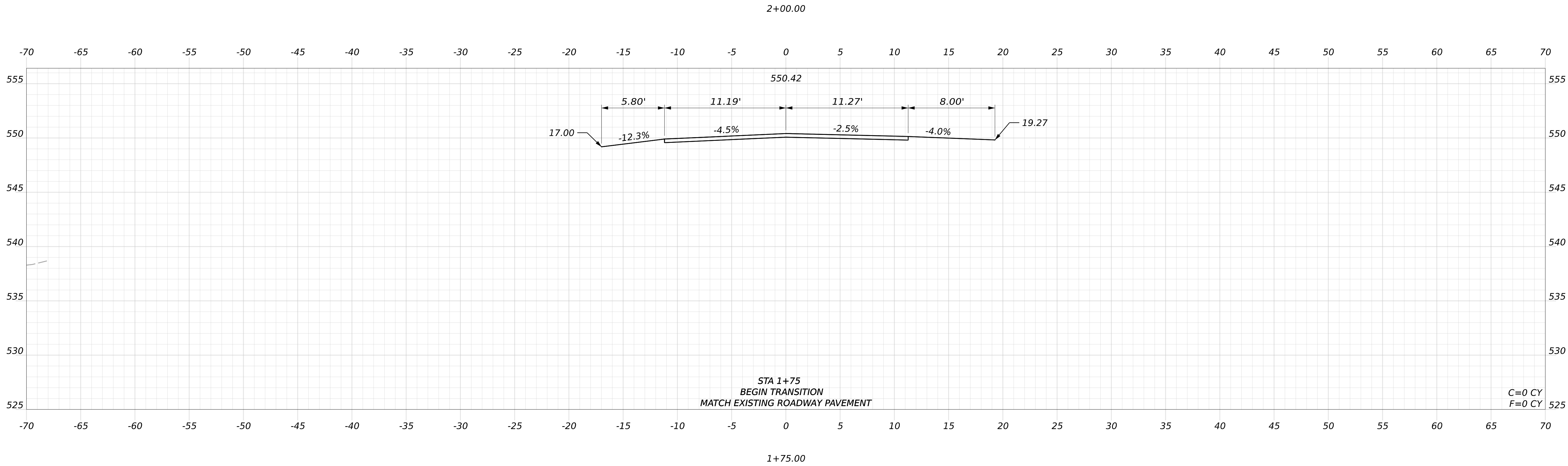
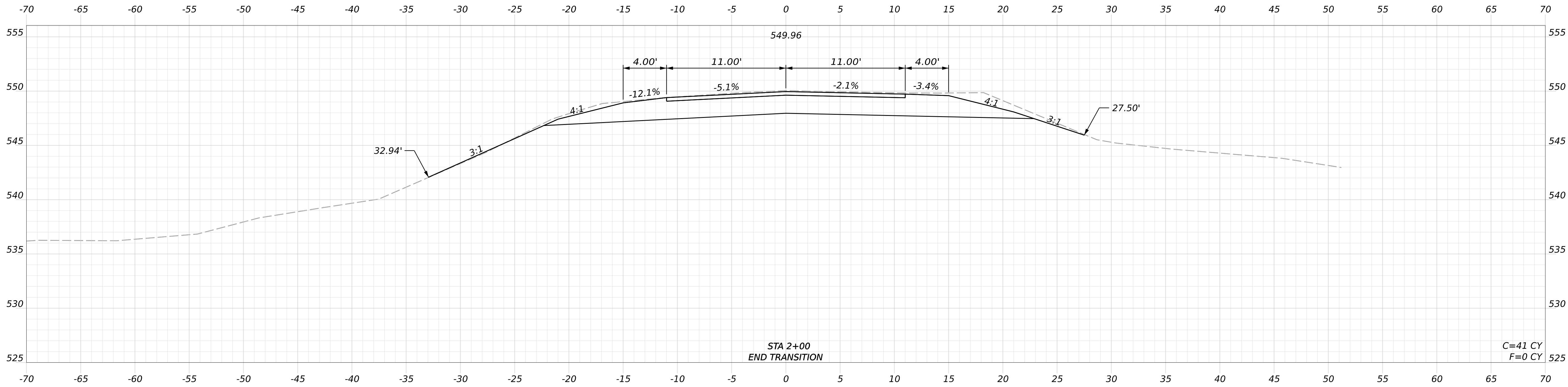
Page 1 of 1

Boring No.: HB-SEB-102

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STATE PROJECT NUMBER 28150.00		WIN 28150.00		HIGHWAY PLANS	
SEBAGO CONVENE ROAD		SHEET NUMBER 7		OF 13		PLAN AND PROFILE	
PROJ. MANAGER	R. HODGMAN	BY	P. MARTIN	DATE	5/20/25	SIGNATURE	6/22/2026
DESIGN-DETAILED	K. WOOD	CHECKED-REVIEWED	K. WOOD	DATE	6/20/25	P.E. NUMBER	10423
DESIGN-DETAILED		DESIGN-DETAILED				DATE	6/22/2026
REVISIONS 1		REVISIONS 2					
REVISIONS 3		REVISIONS 4					
FIELD CHANGES							



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STATE PROJECT NUMBER 28150.00

WIN
28150.00
HIGHWAY PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROFESSIONAL ENGINEER
KETH WOOD
10023
12/17

Signature

16423

6/22/2026

PROJ. MANAGER
R. HODGMAN

DESIGN-DETAILED
K. WOOD

CHECKED-REVIEWED
K. WOOD

DESIGN-DETAILED
K. WOOD

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

DATE
5/20/25
6/20/25

BY
P. MARTIN
A. BONNEY

SIGNATURE
KETH WOOD

P.E. NUMBER
10023

DATE
6/22/2026

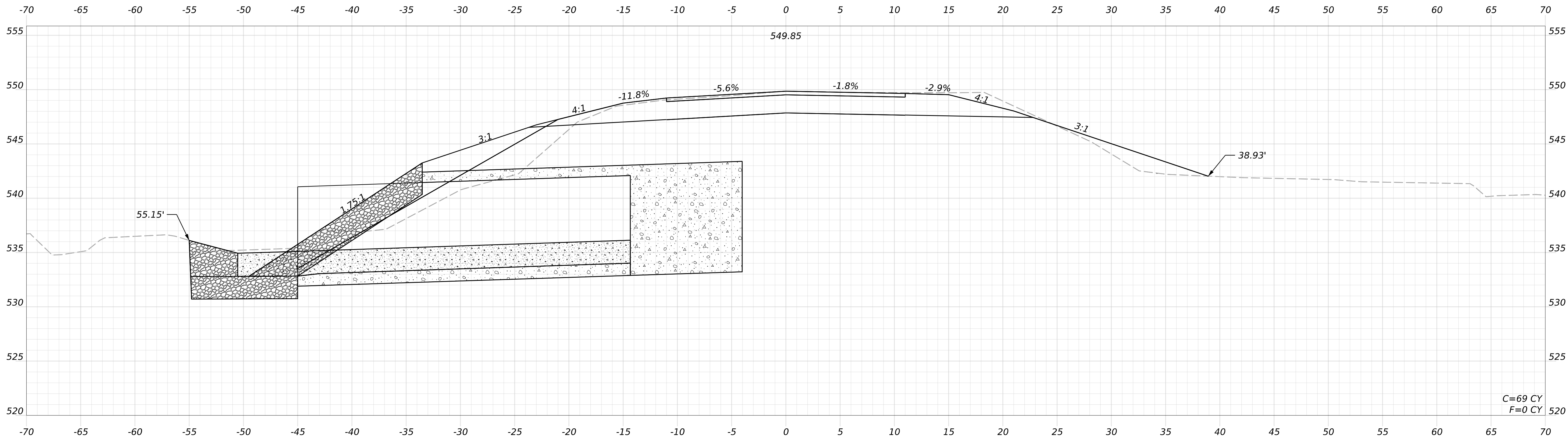
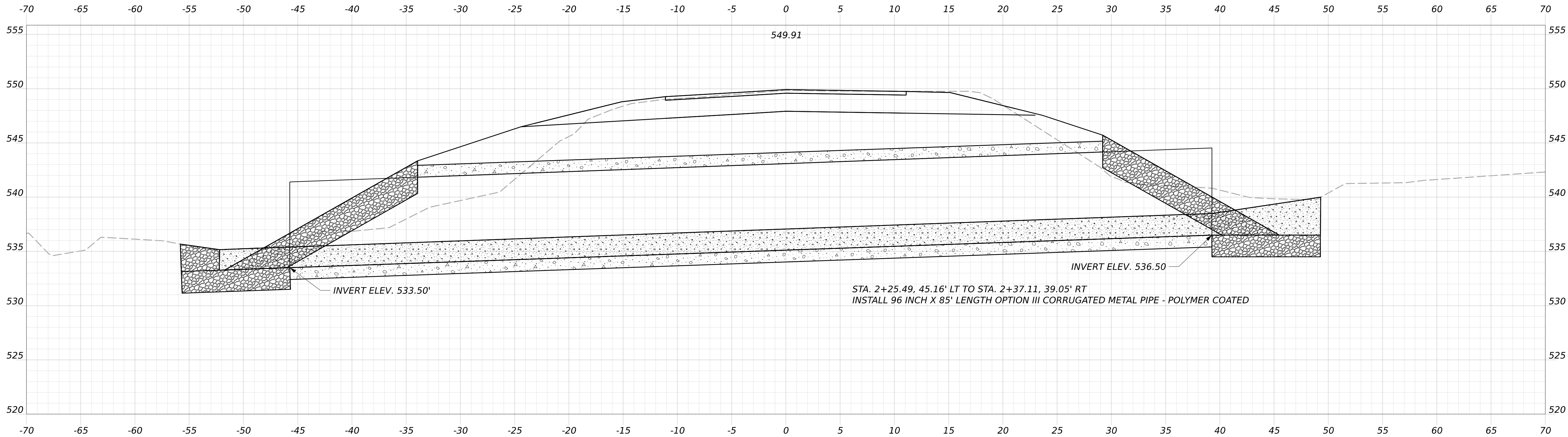
SEBAGO
CONVENE ROAD

CROSS SECTIONS

SHEET NUMBER

8

OF 13



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STATE PROJECT NUMBER 28150.00

WIN
28150.00
HIGHWAY PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROFESSIONAL ENGINEER
KATHY S. WOOD
10423
6/21/2026

SIGNATURE
10423
P.E. NUMBER
10423
DATE
6/21/2026

PROJ. MANAGER	R. HODGSON	BY	DATE
DESIGN-DETAILED	K. WOOD	P. MARTIN	5/2025
CHECKED-REVIEWED	K. WOOD	A. BONNEY	6/2025
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

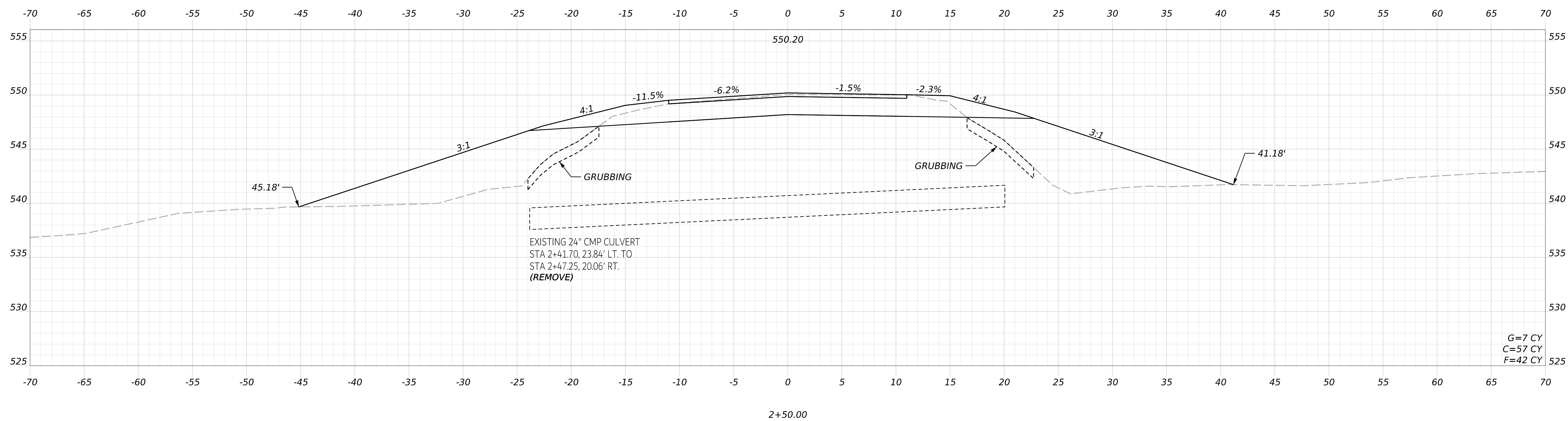
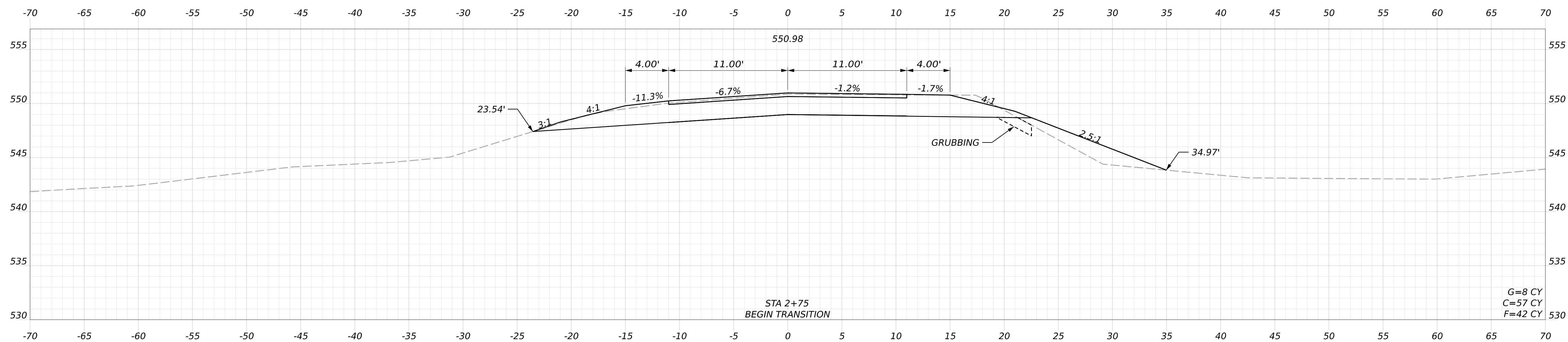
SEBAGO
CONVENE ROAD

CROSS SECTIONS

SHEET NUMBER

9

OF 13



Username: Paul.Martin

[illegible]

①

DETOUR
AHEAD

②

ROAD
CLOSED
500 FT.

③

ROAD
CLOSED
1000 FT.

④

CONVENE
ROAD
DETOUR

←

⑤

CONVENE
ROAD
DETOUR

→

⑥

CONVENE
ROAD
DETOUR

↑

⑦

ROAD
CLOSED
1/2 MILE

⑧

END
DETOUR

⑨

CONVENE
ROAD
DETOUR

↙

⑩

CONVENE
ROAD
DETOUR

↘

⑪

ROAD CLOSED
X MILE AHEAD
LOCAL TRAFFIC ONLY

←

DETOUR

⑫

ROAD CLOSED
X MILE AHEAD
LOCAL TRAFFIC ONLY

DETOUR

→

⑬

ROAD
CLOSED

⑭

ROAD
CLOSED
AHEAD



- DETOUR NOTES**
- SPACING TO BE IN ACCORDANCE WITH MUTCD.
 - CONFLICTING DIRECTIONAL SIGNS SHALL BE COVERED.
 - PROVIDE ADDITIONAL SIGN 6 AT A MAXIMUM SPACING OF 3 MILES ON ROUTES 107 AND 113 BETWEEN SIGNS SHOWN ON THE DETOUR PLAN.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STATE PROJECT NUMBER 28150.00		WIN 28150.00		HIGHWAY PLANS		
SEBAGO CONVENE ROAD PRELIMINARY DETOUR PLAN		SHEET NUMBER 12 OF 13		STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROFESSIONAL ENGINEER K. WOOD 10423 6/22/2026 Signature 6/22/2026 DATE				
PROJ. MANAGER R. HODGMAN	BY P. MARTIN	DATE 5/20/25	DESIGN-REVIEWED K. WOOD	3/20/26	DESIGN-REVIEWED K. WOOD	3/20/26	DESIGN-REVIEWED K. WOOD	3/20/26
DESIGN-REVIEWED K. WOOD	DESIGN-REVIEWED K. WOOD	DESIGN-REVIEWED K. WOOD	DESIGN-REVIEWED K. WOOD	DESIGN-REVIEWED K. WOOD	DESIGN-REVIEWED K. WOOD	DESIGN-REVIEWED K. WOOD	DESIGN-REVIEWED K. WOOD	
REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	REVISIONS 5	REVISIONS 6	REVISIONS 7	REVISIONS 8	
FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	

