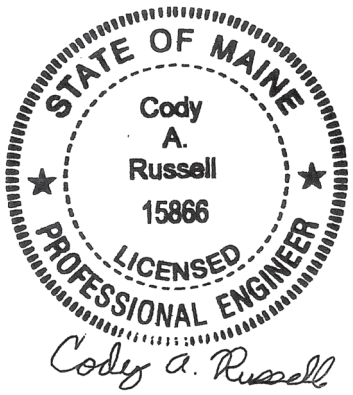
MAINE DEPARTMENT OF TRANSPORTATION
HIGHWAY PROGRAM
GEOTECHNICAL SECTION
AUGUSTA, MAINE

GEOTECHNICAL DESIGN REPORT

For the Replacement of

LARGE CULVERT #227865
HUGHES ROAD
MAPLETON, MAINE

Prepared by:
Yueh-Ti Lee
Assistant Geotechnical Engineer



Reviewed by:
Cody Russell, P.E.
Senior Geotechnical Engineer

Aroostook County
WIN 25411.00

Soils Report 2026-04
January 15, 2026

PROJECT DETAILS

The purpose of this Geotechnical Design Report is to present subsurface information and make geotechnical design and construction recommendations for the replacement of an existing cross culvert (#227865) consisting of an approximately 18-inch diameter, 49-foot long corrugated metal pipe (CMP) on Hughes Road in Mapleton, Maine. The existing culvert is in poor condition and needs replacement both from an infrastructure and environmental standpoint. The culvert is located approximately 1.15 of a mile south of Route 227 as shown in the attached Location Map. Hughes Road is a Highway Corridor Priority 4 road.

The proposed replacement structure will be a 83-inch span by 57-inch rise by 63-foot long polymer coated corrugated steel pipe arch culvert on a skew of approximately 3.3 degrees. The invert of the proposed culvert is approximately 8 feet below the existing road grade at the roadway centerline. The roadway embankment slopes at the proposed culvert inlet and outlet shall be no steeper than 2H:1V to protect against erosion.

SUBSURFACE INVESTIGATION

Two (2) borings (HB-MAP-101 and HB-MAP-103) and two (2) probes (HB-MAP-102 and HB-MAP-104) were drilled for this project on August 3, 2021 by the MaineDOT drill crew using a trailer-mounted drill rig. Exploration locations are shown on the attached Boring Location Plan & Interpretive Subsurface Profile. Details and sampling methods used, field data obtained, and soil and groundwater conditions encountered are shown on the attached Boring Logs.

Borings HB-MAP-101 and HB-MAP-103 were drilled using solid stem auger, cased wash boring, and roller cone drilling techniques. Soil samples were obtained in borings HB-MAP-101 and HB-MAP-103 at 5-foot intervals using Standard Penetration Test (SPT) methods. The MaineDOT drill rig is equipped with an automatic hammer to drive the split spoon. The MaineDOT calibrated automatic hammer delivers approximately 48 percent more energy during driving than the standard rope and cathead system. All N-values discussed in this report are corrected values (N_{60}) computed by applying an average energy transfer factor of 0.890 to the raw field N-values. Probes HB-MAP-102 and HB-MAP-104 were drilled using solid stem auger techniques. No soil samples were obtained in the probes.

The MaineDOT Geotechnical Team member selected the boring and probe locations, drilling methods, designated type and depth of sampling, reviewed field logs for accuracy and identified field and laboratory testing requirements. A NorthEast Transportation Training and Certification (NETTCP) certified Subsurface Investigator logged the subsurface conditions encountered. The boring and probe were located in the field by taping to surveyed site features after completion of the drilling program.

LABORATORY TESTING

A laboratory testing program was conducted to assist in soil classification, evaluation of engineering properties of the soils and geologic assessment of the project site. Laboratory testing consisted of four (4) standard grain size analyses with natural water content, and two (2) grain size

analyses with hydrometer and natural water content. The results of the laboratory testing program are discussed in the following section and are shown on the attached Boring Logs, Laboratory Testing Summary Sheet, and Grain Size Distribution Curve sheet.

SUBSURFACE CONDITIONS

Subsurface conditions encountered in the test borings and probes were generally fill consisting of sand underlain by native sand, sandy silt and silt underlain by glacial till consisting of silt and sandy gravel. An interpretive subsurface profile depicting the generalized soil stratigraphy at the boring location is shown on the attached Boring Location Plan & Interpretive Subsurface Profile.

Borings HB-MAP-101 and HB-MAP-103 were drilled to depths of approximately 17.0 feet below ground surface (bgs) without encountering a refusal surface. Probes HB-MAP-102 and HB-MAP-104 were drilled to depths of approximately 15.0 feet bgs and 15.5 feet bgs, respectively, without encountering a refusal surface. The sections below summarize the field and laboratory information obtained in borings HB-MAP-101 and HB-MAP-103.

Fill Materials

Borings HB-MAP-101 and HB-MAP-103 encountered fill soils beginning at the ground surface consisting of:

- Brown, moist to wet, fine to coarse sand, some gravel, little silt, occasional cobbles.

The thickness of the fill ranged from approximately 4.5 to 5.5 feet. Two (2) N_{60}-values obtained in the fill were 22 blows per foot (bpf) and 27 bpf, indicating that the fill is medium dense in consistency.

Water content from one (1) sample obtained within the fill was approximately 6.9%. A grain size analysis conducted on one (1) sample of the fill resulted in the soil being classified as an A-1-b under the AASHTO Soils Classification System and an SM under the Unified Soil Classification System.

Peat

In boring HB-MAT-101 the fill soils were underlain by a 0.7 foot thick layer of peat. One (1) loss on ignition test conducted on the peat sample resulted in a 35.3% loss.

Native Sand, Sandy Silt, and Silt

The peat and/or fill soils were underlain by layers of native soils consisting of interbedded layers of:

- Dark brown and brown, wet, fine to coarse sand, some silt, little to some gravel, little clay, organics, wood.
- Olive grey, moist, fine sandy silt.

- Grey, wet, silt, some clay, little fine to coarse sand, trace gravel.

The thickness of the native soils ranged from approximately 1.5 to 4.0 feet. Two (2) N_{60}-values obtained in the sand were 7 bpf and 16 bpf, indicating that the sand is loose to medium dense in consistency. Two (2) N_{60}-values obtained in the silt and sandy silt were 7 bpf and 15 bpf, indicating that the silt is medium stiff to stiff in consistency.

Water contents from three (3) samples obtained within the native soils ranged from approximately 23.6% to 38.5%. Grain size analyses conducted on three (3) samples of the native soils resulted in the soil being classified as an A-4 or A-1-b under the AASHTO Soils Classification System and a SC-SM, CL, or SM under the Unified Soil Classification System.

Till

The native sand, sandy silt, and silt were underlain by till consisting of:

- Brown and grey, wet, silt, some fine to coarse sand, some gravel, occasional cobbles.
- Grey, wet, fine to coarse sandy gravel, little silt, occasional cobbles.

The thickness of the till ranged from approximately 3.5 to 4.5 feet. One (1) N_{60}-value obtained in the silt till was 18 bpf, indicating that the till is very stiff in consistency. One (1) N_{60}-value obtained in the sandy gravel till was 95 bpf, indicating that the till is very dense in consistency.

Water contents from two (2) samples obtained within the till ranged from approximately 9.0% to 12.1%. Grain size analyses conducted on two (2) samples of the till resulted in the soil being classified as an A-4 or A-1-b under the AASHTO Soils Classification System and a SM or GM under the Unified Soil Classification System.

GEOTECHNICAL DESIGN AND CONSTRUCTION RECOMMENDATIONS

The following sections discuss geotechnical recommendations for the design and construction of the proposed polymer-coated corrugated steel pipe arch culvert.

Polymer-Coated Corrugated Steel Pipe Arch Culvert Design and Construction – The proposed replacement structure will consist of an 83-inch span by 57-inch rise by 63-foot polymer-coated corrugated steel pipe arch culvert on a skew of approximately 3.3 degrees. The proposed structure inlet and outlet slopes shall be riprapped with slopes no steeper than 2H:1V to protect against erosion. The proposed polymer-coated corrugated steel pipe arch culvert shall be designed and constructed in accordance with MaineDOT Standard Specification 603. The invert of the proposed polymer-coated corrugated steel pipe arch culvert ranges from approximately 573.46 feet at the inlet end to approximately 573.73 feet at the outlet end with a slope of approximately 0.5%.

The full nature of the proposed culvert bearing surface will not become evident until the culvert excavation is made. Any cobbles or boulders encountered in excess of 6 inches shall be removed and replaced with compacted Granular Borrow Material for Underwater Backfill or Crushed Stone ¾-Inch. The prepared subgrade shall be proof-rolled using a static roller to visually confirm the

prepared subgrade is firm and stable. The exposed subgrade shall be free of ponded water so that bedding material placement and compaction can be completed in the dry.

The proposed structure shall be bedded on a 1-foot thick layer of Granular Borrow, Material for Underwater Backfill meeting the requirements of MaineDOT Standard Specification 703.19. The soil envelope and backfill shall consist of Standard Specification 703.19 - Granular Borrow with a maximum particle size of 4 inches. The granular borrow bedding and backfill material shall be placed in lifts of 6 to 8 inches loose measure and compacted to the manufacturer's specifications or, in the absence of manufacturer's specifications. The bedding and backfill soil shall be compacted to at least 92 percent of the AASHTO T-180 maximum dry density. All subgrade surfaces should be protected from construction traffic in order to limit disturbance.

Settlement – No settlement issues are anticipated at the site. The proposed polymer-coated corrugated steel pipe arch culvert is larger than the existing culvert and will result in a net unloading of the site soils at the proposed structure location. Placement of fill soils at the location of the existing structure is not anticipated to exceed the past loading condition of the site soils. Any settlement due to elastic compression of the bedding material will be immediate and negligible.

Scour and Riprap – Both the inlet and outlet of the polymer-coated corrugated steel pipe arch culvert shall be protected against scour with riprap conforming to MaineDOT Standard Specification Section 703.26 Plain and Hand Laid Riprap. The roadway embankment slopes at the proposed culvert inlet and outlet shall be no steeper than 2H:1V. No specific scour protection recommendations are needed other than armoring with riprap. The riprap on the slopes shall be underlain by a 1-foot layer of protective aggregate cushion consisting of Granular Borrow Material for Underwater Backfill (703.19) that is underlain by a non-woven, Class 1 Erosion Control Geotextile meeting the requirements of MaineDOT Standard Specification 722.03. The toe of the riprap sections shall be keyed into the existing soils 1 foot below the streambed elevation.

Construction Considerations – Construction activities will include construction of cofferdams and earth support systems to control stream flow during construction. Construction activities will also include common earth excavation. Construction of the corrugated metal pipe arch culvert will require soil excavation. Earth support systems shall be implemented if laying back slopes is not feasible. It is likely that the use of complex (four-sided) braced excavations with dewatering will be necessary due to the depth of the excavation. If this is the case, adequate embedment into the native soils will be necessary to allow for the excavation and maintenance of a stable excavation bottom. All earth support systems shall be designed by a Professional Engineer licensed in the State of Maine. Regardless of the method of excavation, all excavations and earth support systems shall meet all applicable OSHA regulations.

The Contractor shall control groundwater and surface water infiltration using temporary ditches, sumps, granular drainage blankets, stone ditch protection or hand-laid riprap with geotextile underlayment to divert groundwater and surface water as needed to maintain a stable excavation and allow work in the dry.

Using the excavated native soils as backfill around the culvert shall not be permitted. The native soils may only be used as Common Borrow in accordance with MaineDOT Standard Specifications 203 and 703.

The Contractor will have to excavate the existing subbase and subgrade fill soils in the vicinity of the culvert. These materials should not be used to re-base the roadway. Excavated subbase sand and gravel may be used as fill below roadway subgrade level in fill areas provided all other requirements of MaineDOT Standard Specifications 203 and 703 are met.

CLOSURE

This report has been prepared for the use of the MaineDOT Highway Program and their project design consultant for specific application to the proposed replacement of a cross culvert (#227865) under Hughes Road in Mapleton, Maine in accordance with generally accepted geotechnical and foundation engineering practices. No other intended use or warranty is expressed or implied.

In the event that any changes in the nature, design, or location of the proposed project are planned, this report should be reviewed by a geotechnical engineer to assess the appropriateness of the conclusions and recommendations and to modify the recommendations as appropriate to reflect the changes in design. These analyses and recommendations are based in part upon a limited subsurface investigation at discrete exploratory location completed at the site. If variations from the conditions encountered during the investigation appear evident during construction, it may also become necessary to re-evaluate the recommendations made in this report.

It is recommended that a geotechnical engineer be provided the opportunity for a review of the design and specifications in order that the earthwork and foundation recommendations and construction considerations presented in this report are properly interpreted and implemented in the design and specifications.

Attachments:

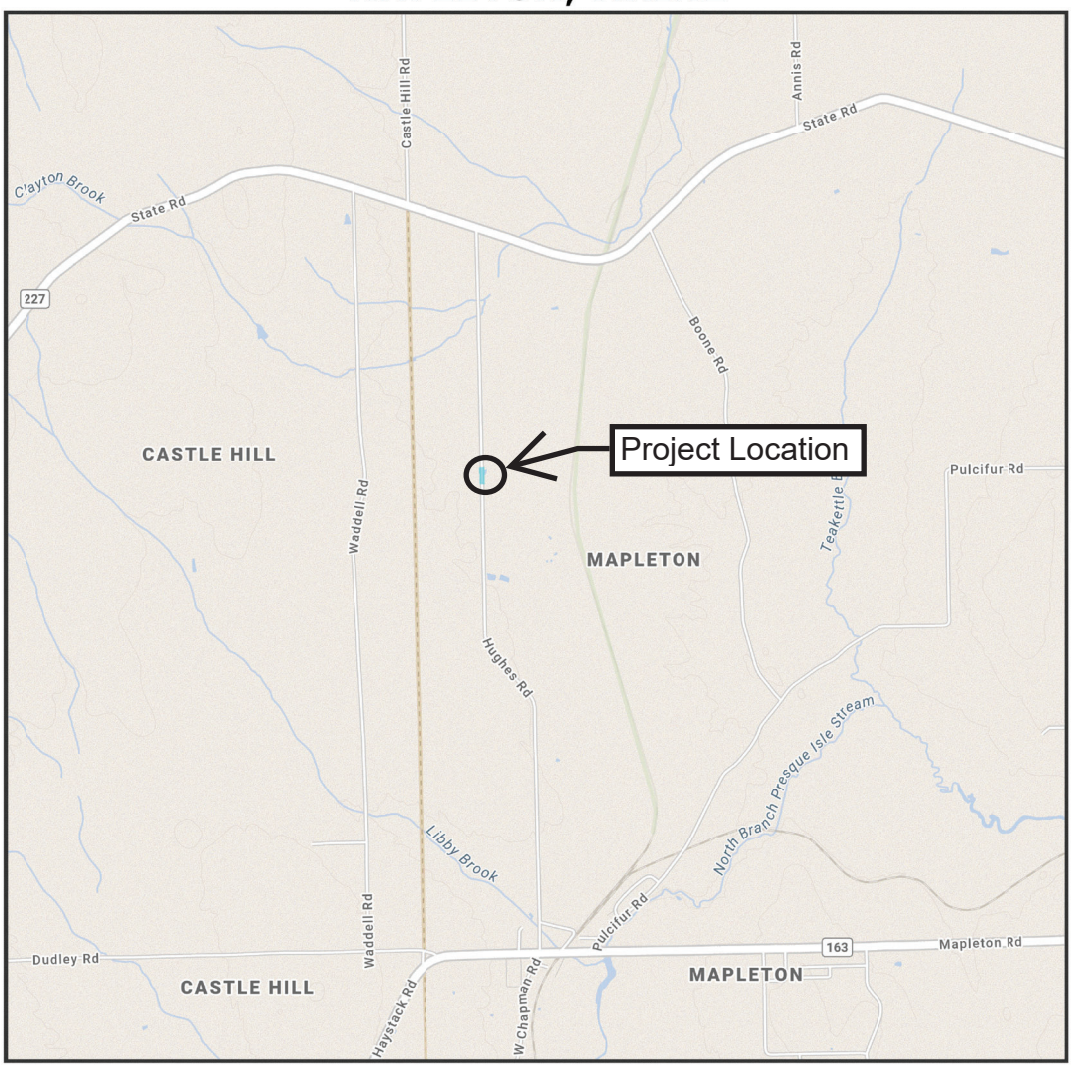
Location Map
Boring Location Plan & Interpretive Subsurface Profile
Key to Soil and Rock Descriptions and Terms
Boring Logs
Laboratory Testing Summary Sheet
Grain Size Distribution Curve Sheet

Date:1/20/2026

Division:

Username: Cody.A.Russell

MAPLETON, MAINE



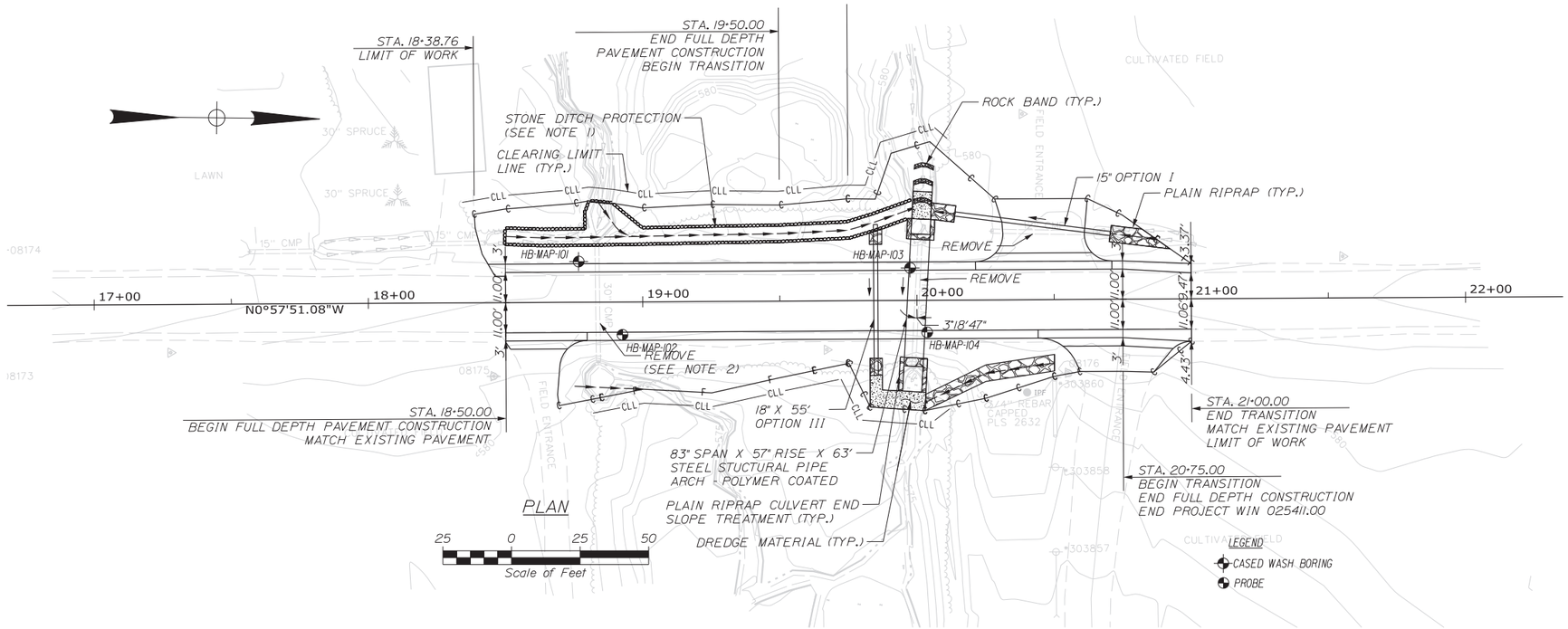
The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

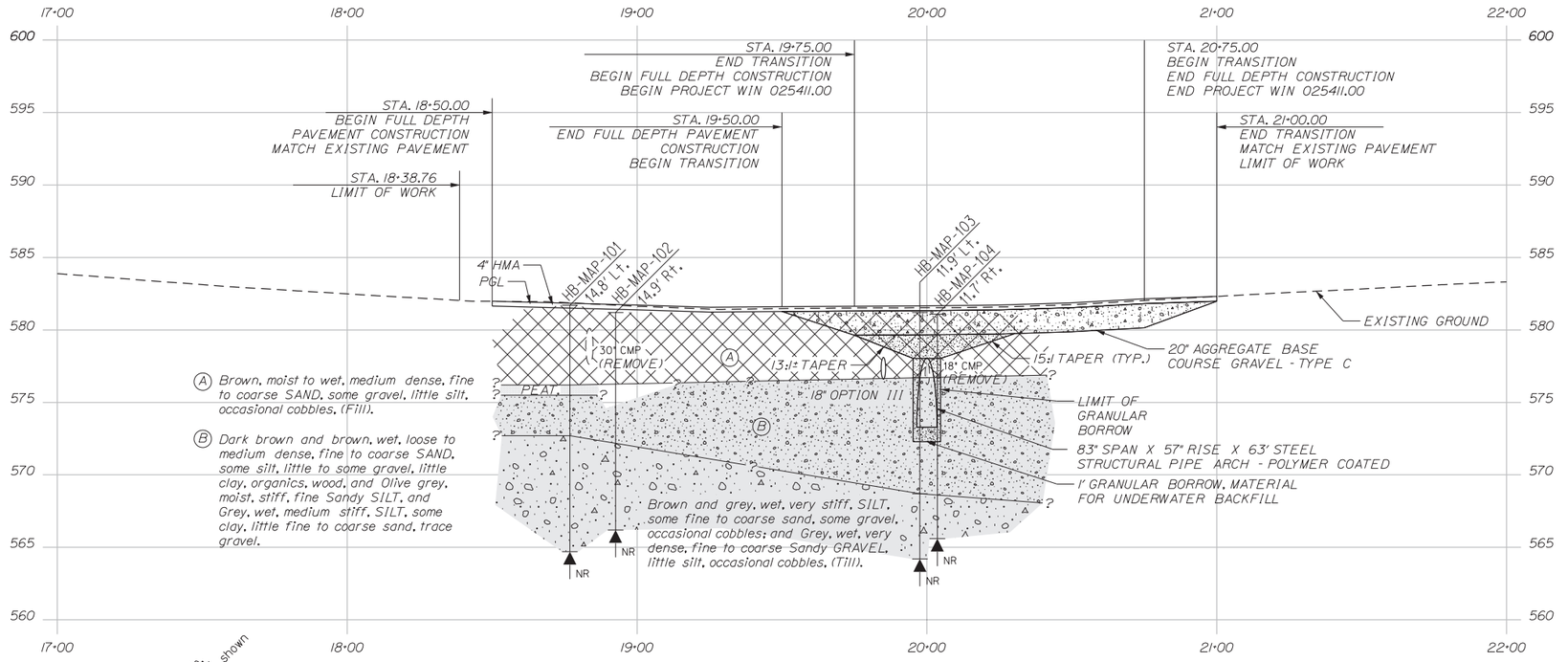
0.85 Miles

1 inch =0.9 miles

Date: 6/10/2025
Time: 12:32:09 PM

SHEET NUMBER 1 OF 2	MAPLETON HUGHES ROAD LOCATION MAP	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 25411.00 WIN 25411.00 HIGHWAY PLANS





LEGEND

Weathered Bedrock, if applicable

Boring No. Offset, if shown

Pavement Thickness, if applicable

Approximate Top of Bedrock

RQD= Rock Quality Designation of Bedrock Core Sample

BOE= Bottom of Exploration

NR No Refusal

R Refusal

PROFILE

HORIZ 25 0 25 50

VERT 5 0 5 10

SCALE

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

25411.00

WIN 25411.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	ROGER SOUCY	
DESIGN-DETAILED	T. WHITE	JAN 2026
CHECKED-REVIEWED	YT LEE	-----
DESIGN2-DETAILED2	-----	-----
DESIGN3-DETAILED3	-----	-----
REVISIONS 1	-----	-----
REVISIONS 2	-----	-----
REVISIONS 3	-----	-----
REVISIONS 4	-----	-----
FIELD CHANGES	-----	-----

SIGNATURE

P.E. NUMBER

DATE

MAPLETON
HUGHES ROAD

BORING LOCATION PLAN &
INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER

2

OF 2

UNIFIED SOIL CLASSIFICATION SYSTEM

MAJOR DIVISIONS			GROUP SYMBOLS	TYPICAL NAMES
COARSE-GRAINED SOILS (more than half of material is larger than No. 200 sieve size)	GRAVELS (more than half of coarse fraction is larger than No. 4 sieve size)	CLEAN GRAVELS (little or no fines)	GW	Well-graded gravels, gravel-sand mixtures, little or no fines.
			GP	Poorly-graded gravels, gravel sand mixtures, little or no fines.
		GRAVEL WITH FINES (Appreciable amount of fines)	GM	Silty gravels, gravel-sand-silt mixtures.
			GC	Clayey gravels, gravel-sand-clay mixtures.
	SANDS (more than half of coarse fraction is smaller than No. 4 sieve size)	CLEAN SANDS (little or no fines)	SW	Well-graded sands, Gravelly sands, little or no fines
			SP	Poorly-graded sands, Gravelly sand, little or no fines.
		SANDS WITH FINES (Appreciable amount of fines)	SM	Silty sands, sand-silt mixtures
			SC	Clayey sands, sand-clay mixtures.
FINE-GRAINED SOILS (more than half of material is smaller than No. 200 sieve size)	SILTS AND CLAYS (liquid limit less than 50)		ML	Inorganic silts and very fine sands, rock flour, Silty or Clayey fine sands, or Clayey silts with slight plasticity.
			CL	Inorganic clays of low to medium plasticity, Gravelly clays, Sandy clays, Silty clays, lean clays.
			OL	Organic silts and organic Silty clays of low plasticity.
	SILTS AND CLAYS (liquid limit greater than 50)		MH	Inorganic silts, micaceous or diatomaceous fine Sandy or Silty soils, elastic silts.
			CH	Inorganic clays of high plasticity, fat clays.
			OH	Organic clays of medium to high plasticity, organic silts.
	HIGHLY ORGANIC SOILS		Pt	Peat and other highly organic soils.

Desired Soil Observations (in this order, if applicable):

Color (Munsell color chart)
Moisture (dry, damp, moist, wet)
Density/Consistency (from above right hand side)
Texture (fine, medium, coarse, etc.)
Name (Sand, Silty Sand, Clay, etc., including portions - trace, little, etc.)
Gradation (well-graded, poorly-graded, uniform, etc.)
Plasticity (non-plastic, slightly plastic, moderately plastic, highly plastic)
Structure (layering, fractures, cracks, etc.)
Bonding (well, moderately, loosely, etc.,)
Cementation (weak, moderate, or strong)
Geologic Origin (till, marine clay, alluvium, etc.)
Groundwater level

Maine Department of Transportation
Geotechnical Section
Key to Soil and Rock Descriptions and Terms
Field Identification Information

MODIFIED BURMISTER SYSTEM

Descriptive Term	Portion of Total (%)
trace	0 - 10
little	11 - 20
some	21 - 35
adjective (e.g. Sandy, Clayey)	36 - 50

TERMS DESCRIBING DENSITY/CONSISTENCY

Coarse-grained soils (more than half of material is larger than No. 200 sieve): Includes (1) clean gravels; (2) Silty or Clayey gravels; and (3) Silty, Clayey or Gravelly sands. Density is rated according to standard penetration resistance (N-value).

Density of Cohesionless Soils	Standard Penetration Resistance N-Value (blows per foot)
Very loose	0 - 4
Loose	5 - 10
Medium Dense	11 - 30
Dense	31 - 50
Very Dense	> 50

Fine-grained soils (more than half of material is smaller than No. 200 sieve): Includes (1) inorganic and organic silts and clays; (2) Gravelly, Sandy or Silty clays; and (3) Clayey silts. Consistency is rated according to undrained shear strength as indicated.

Consistency of Cohesive soils	SPT N-Value (blows per foot)	Approximate Undrained Shear Strength (psf)	Field Guidelines
Very Soft	WOH, WOR, WOP, <2	0 - 250	Fist easily penetrates
Soft	2 - 4	250 - 500	Thumb easily penetrates
Medium Stiff	5 - 8	500 - 1000	Thumb penetrates with moderate effort
Stiff	9 - 15	1000 - 2000	Indented by thumb with great effort
Very Stiff	16 - 30	2000 - 4000	Indented by thumbnail
Hard	>30	over 4000	Indented by thumbnail with difficulty

Rock Quality Designation (RQD):

$$\text{RQD (\%)} = \frac{\text{sum of the lengths of intact pieces of core* > 4 inches}}{\text{length of core advance}}$$

*Minimum NQ rock core (1.88 in. OD of core)

Rock Quality Based on RQD

Rock Quality	RQD (%)
Very Poor	≤25
Poor	26 - 50
Fair	51 - 75
Good	76 - 90
Excellent	91 - 100

Desired Rock Observations (in this order, if applicable):

Color (Munsell color chart)
Texture (aphanitic, fine-grained, etc.)
Rock Type (granite, schist, sandstone, etc.)
Hardness (very hard, hard, mod. hard, etc.)
Weathering (fresh, very slight, slight, moderate, mod. severe, severe, etc.)
Geologic discontinuities/jointing:
- -dip (horiz - 0-5 deg., low angle - 5-35 deg., mod. dipping - 35-55 deg., steep - 55-85 deg., vertical - 85-90 deg.)
- -spacing (very close - <2 inch, close - 2-12 inch, mod. close - 1-3 feet, wide - 3-10 feet, very wide >10 feet)
- -tightness (tight, open, or healed)
- -infilling (grain size, color, etc.)

Formation (Waterville, Ellsworth, Cape Elizabeth, etc.)
RQD and correlation to rock quality (very poor, poor, etc.)
ref: ASTM D6032 and FHWA NHI-16-072 GEC 5 - Geotechnical Site Characterization, Table 4-12
Recovery (inch/inch and percentage)
Rock Core Rate (X.X ft - Y.Y ft (min:sec))

Sample Container Labeling Requirements:

WIN
Bridge Name / Town
Boring Number
Sample Number
Sample Depth
Blow Counts
Sample Recovery
Date
Personnel Initials

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Two Large Culvert Replacements on Hughes Road
Location: Mapleton, Maine

Boring No.: HB-MAP-101
WIN: 25411.00

Driller:	MaineDOT	**Elevation (ft.)**	581.7	**Auger ID/OD:**	5" Solid Stem
Operator:	Daggett/Jay	**Datum:**	NAVD88	**Sampler:**	Standard Split Spoon
Logged By:	B. Wilder	**Rig Type:**	CME 45C	**Hammer Wt./Fall:**	140#/30"
Date Start/Finish:	8/3/2021; 10:00-11:00	**Drilling Method:**	Cased Wash Boring	**Core Barrel:**	N/A
Boring Location:	18+76.8, 14.8 ft Lt.	**Casing ID/OD:**	NW-3"	**Water Level*:**	9.5 ft bgs.
Hammer Efficiency Factor:	0.89	**Hammer Type:**	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

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/C = Weight of Rods or Casing
WO1P = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = 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 Efficiency 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.) Shear 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	1D	24/15	0.00 - 2.00	5/8/7/7	15	22	SSA			Brown, wet, medium dense, fine to coarse SAND, some gravel, little silt, (Fill).	G#340990 A-1-b, SM WC=6.9%
5	2D/A	24/15	5.50 - 7.50	3/5/5/5	10	15	11	576.2		5.5	
							17	575.5		2D (5.5-6.2 ft bgs.) PEAT. 6.2	#340991 Loss on Ignition 35.3%
							30			2D/A (6.2-7.0 ft bgs.) Olive grey, moist, stiff, fine Sandy SILT.	
							39				
							52	572.7		9.0	
10	3D	24/13	10.00 - 12.00	9/6/6/7	12	18	RC			Grey, wet, very stiff, SILT, some fine to coarse sand, some gravel, (Till). Roller Coned ahead to 17.0 ft bgs.	G#340992 A-4, SM WC=12.1%
								568.2		13.5	
15	4D	14.4/10	15.00 - 16.20	5/14/50(2.2")	64	95				Grey, wet, very dense, fine to coarse Sandy GRAVEL, little silt, occasional cobbles, (Till).	G#340993 A-1-b, GM WC=9.0%
								564.7		17.0	
20										**Bottom of Exploration at 17.0 feet below ground surface.** NO REFUSAL	
25											

Remarks:

Artisan Water Pressure at 15.0 ft bgs.

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

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Boring No.: HB-MAP-101

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Two Large Culvert Replacements on Hughes Road
Location: Mapleton, Maine

Boring No.: HB-MAP-102
WIN: 25411.00

Drilling Contractor:	MaineDOT	**Elevation (ft.)**	581.2	**Auger ID/OD:**	5" Dia.
Operator:	Daggett/Jay	**Datum:**	NAVD88	**Sampler:**	N/A
Logged By:	B. Wilder	**Rig Type:**	CME 45C	**Hammer Wt./Fall:**	N/A
Date Start/Finish:	8/3/2021-8/3/2021	**Drilling Method:**	Solid Stem Auger	**Core Barrel:**	N/A
Boring Location:	18+92.6, 11.9 ft Rt.	**Casing ID/OD:**	N/A	**Water Level*:**	None Observed

Definitions:
D = Spilt Spoon Sample
S = Sample off Auger Flights
B = Bucket Sample off Auger Flights
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MV = Unsuccessful Field Vane Shear Test Attempt
V = Field Vane Shear Test, PP= Pocket Penetrometer
MU = Unsuccessful Thin Wall Tube Sample 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
WO1P = Weight of 1 Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N-value = Raw Field SPT N-value
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent ≅ = Similar or Equal too
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample Information: Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA			Probe, no material samples taken.	
15							566.2		15.0 **Bottom of Exploration at 15.0 feet below ground surface.** NO REFUSAL	

Remarks:

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

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Two Large Culvert Replacements on Hughes Road
Location: Mapleton, Maine

Boring No.: HB-MAP-103
WIN: 25411.00

Driller:	MaineDOT	**Elevation (ft.)**	581.2	**Auger ID/OD:**	5" Solid Stem
Operator:	Daggett/Jay	**Datum:**	NAVD88	**Sampler:**	Standard Split Spoon
Logged By:	B. Wilder	**Rig Type:**	CME 45C	**Hammer Wt./Fall:**	140#/30"
Date Start/Finish:	8/3/2021; 09:00-10:00	**Drilling Method:**	Cased Wash Boring	**Core Barrel:**	N/A
Boring Location:	19+97.6, 11.9 ft Lt.	**Casing ID/OD:**	NW-3"	**Water Level*:**	9.0 ft bgs.
Hammer Efficiency Factor:	0.89	**Hammer Type:**	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

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/C = Weight of Rods or Casing
WO1P = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = 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 Efficiency 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.) Shear 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	1D	24/17	0.00 - 2.00	9/10/8/7	18	27	SSA			Brown, moist, medium dense, fine to coarse SAND, some gravel, little silt, occasional cobbles, (Fill).	
								576.7		4.5	
5	2D/A	24/20	5.00 - 7.00	2/2/3/5	5	7				2D (5.0-6.0 ft bgs.) Dark brown, wet, loose, fine to coarse SAND, some silt, little gravel, little clay, organics, wood.	G#340994 A-4, SC-SM WC=38.5%
								575.2		6.0	
										2D/A (6.0-7.0 ft bgs.) Grey, wet, medium stiff, SILT, some clay, little fine to coarse sand, trace gravel.	G#340995 A-4, CL WC=29.5%
10	3D	24/10	10.00 - 12.00	3/3/8/26	11	16	8	571.2		10.0	
							13			Brown, wet, medium dense, fine to coarse SAND, some gravel, some silt.	G#340996 A-1-b, SM WC=23.6%
							77	568.7		12.5	
							225 RC			Roller Coned ahead to 17.0 ft bgs.	
15	4D	4.8/4.8	15.00 - 15.40	60(4.8")	---					Brown, wet, hard, SILT, some fine to coarse sand, some gravel, occasional cobbles, (Till).	
								564.2		17.0	
20										**Bottom of Exploration at 17.0 feet below ground surface.** NO REFUSAL	
25											

Remarks:

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

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Boring No.: HB-MAP-103

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Two Large Culvert Replacements on Hughes Road
Location: Mapleton, Maine

Boring No.: HB-MAP-104
WIN: 25411.00

Drilling Contractor:	MaineDOT	**Elevation (ft.)**	581.1	**Auger ID/OD:**	5" Dia.
Operator:	Daggett/Jay	**Datum:**	NAVD88	**Sampler:**	N/A
Logged By:	B. Wilder	**Rig Type:**	CME 45C	**Hammer Wt./Fall:**	N/A
Date Start/Finish:	8/3/2021-8/3/2021	**Drilling Method:**	Solid Stem Auger	**Core Barrel:**	N/A
Boring Location:	20+03.6, 11.7 ft Rt.	**Casing ID/OD:**	N/A	**Water Level*:**	None Observed

Definitions:
D = Spilt Spoon Sample; S = Sample off Auger Flights; B = Bucket Sample off Auger Flights; MD = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MV = Unsuccessful Field Vane Shear Test Attempt; V = Field Vane Shear Test, PP= Pocket Penetrometer
MU = Unsuccessful Thin Wall Tube Sample 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
WO1P = Weight of 1 Person; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-value = Raw Field SPT N-value; T_v = Pocket Torvane Shear Strength (psf); WC = Water Content, percent ≅ = Similar or Equal too
LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample Information: Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA			Probe, no material samples taken.	
5										
10										
15							565.6		15.5 **Bottom of Exploration at 15.5 feet below ground surface.** NO REFUSAL	
20										
25										

Remarks:

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

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

State of Maine - Department of Transportation

Laboratory Testing Summary Sheet

Town(s): Mapleton Work Number: 25411.00

Boring & Sample Identification Number	Station (Feet)	Offset (Feet)	Depth (Feet)	Reference Number	G.S.D.C. Sheet	W.C. %	L.L.	P.I.	Classification		
									Unified	AASHTO	Frost
HB-MAP-101, 1D	18+76.8	14.8 Lt.	0.0-2.0	340990	1	6.9			SM	A-1-b	II
HB-MAP-101, 3D	18+76.8	14.8 Lt.	10.0-12.0	340992	1	12.1			SM	A-4	III
HB-MAP-101, 4D	18+76.8	14.8 Lt.	15.0-16.2	340993	1	9.0			GM	A-1-b	II
HB-MAP-103, 2D	19+97.6	11.9 Lt.	5.0-6.0	340994	1	38.5			SC-SM	A-4	III
HB-MAP-103, 2D/A	19+97.6	11.9 Lt.	6.0-7.0	340995	1	29.5			CL	A-4	IV
HB-MAP-103, 3D	19+97.6	11.9 Lt.	10.0-12.0	340996	1	23.6			SM	A-1-b	II
							Loss on Ignition, % (T 267)				
HB-MAP-101, 2D	18+76.8	14.8 Lt.	5.0-6.2	340991	---	---	35.3				

Classification of these soil samples is in accordance with AASHTO Classification System M-145-40. This classification is followed by the "Frost Susceptibility Rating" from zero (non-frost susceptible) to Class IV (highly frost susceptible). The "Frost Susceptibility Rating" is based upon the MaineDOT and Corps of Engineers Classification Systems.

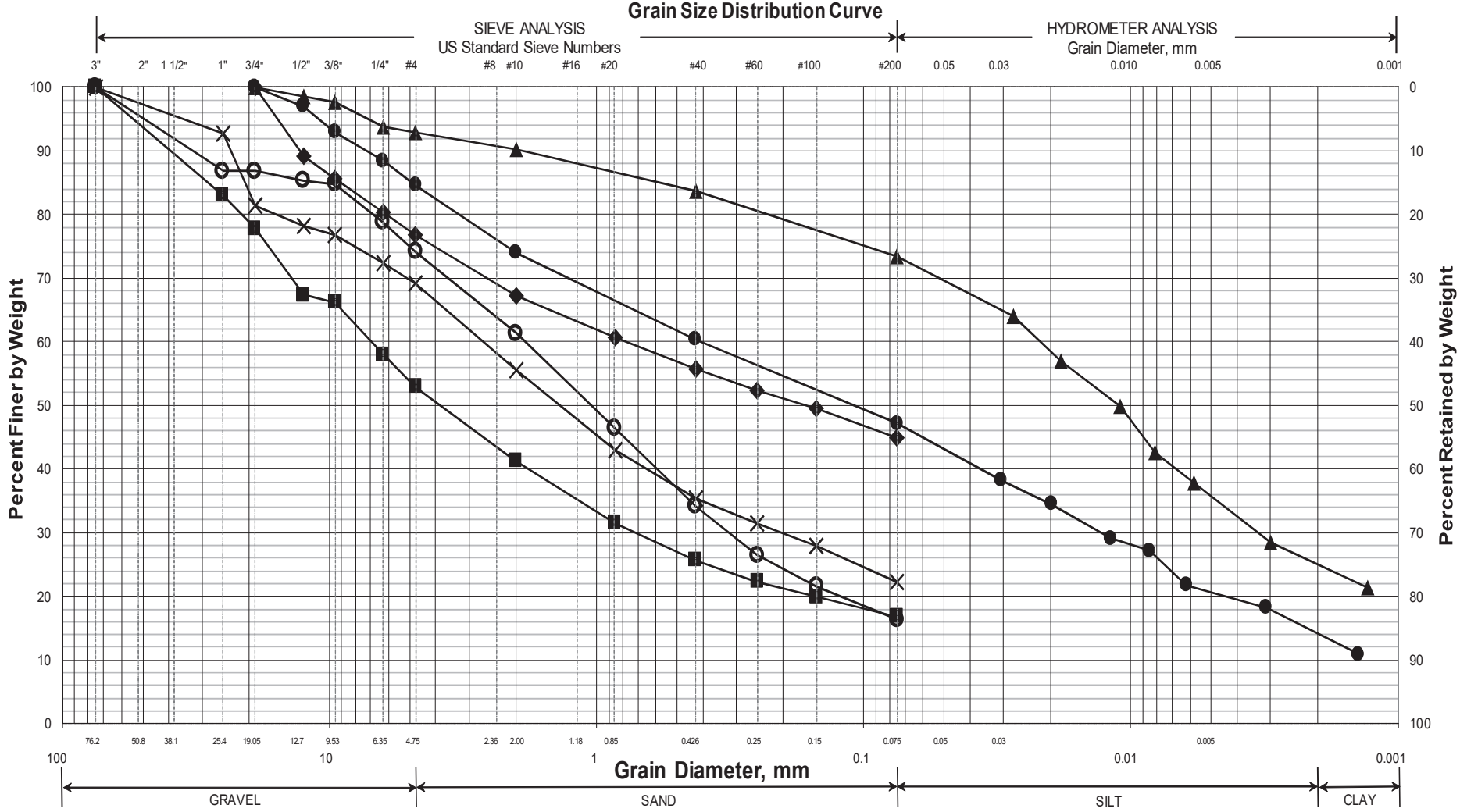
GSDC = Grain Size Distribution Curve as determined by AASHTO T 88-93 (1996) and/or ASTM D 422-63 (Reapproved 1998)

WC = water content as determined by AASHTO T 265-93 and/or ASTM D 2216-98

LL = Liquid limit as determined by AASHTO T 89-96 and/or ASTM D 4318-98 NP = Non Plastic

PI = Plasticity Index as determined by AASHTO 90-96 and/or ASTM D4318-98

Maine Department of Transportation
Grain Size Distribution Curve



UNIFIED CLASSIFICATION

	Boring/Sample No.	Station	Offset, ft	Depth, ft	Description	WC, %	LL	PL	PI
○	HB-MAP-101/1D	18+76.8	14.8 LT	0.0-2.0	SAND, some gravel, little silt.	6.9			
◆	HB-MAP-101/3D	18+76.8	14.8 LT	10.0-12.0	SILT, some sand, some gravel.	12.1			
■	HB-MAP-101/4D	18+76.8	14.8 LT	15.0-16.2	Sandy GRAVEL, little silt.	9.0			
●	HB-MAP-103/2D	19+97.6	11.9 LT	5.0-6.0	SAND, some silt, little gravel, little clay.	38.5			
▲	HB-MAP-103/2DA	19+97.6	11.9 LT	6.0-7.0	SILT, some clay, little sand, trace gravel.	29.5			
×	HB-MAP-103/3D	19+97.6	11.9 LT	10.0-12.0	SAND, some gravel, some silt.	23.6			

WIN
025411.00
Town
Mapleton
Reported by/Date
WHITE, TERRY A 6/10/2025