STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

JEFFERSON
LINCOLN COUNTY
DAVIS NO. 2 BRIDGE
OVER
DAVIS STREAM
GOOSE HILL ROAD
FEDERAL AID PROJECT NO. BR-1708(200)X
PROJECT LENGTH 0.024 mi.
BRIDGE REPLACEMENT
BRIDGE NO. 3405

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Fifth Edition 2010 and Interim Specifications through 2010.

DESIGN LOADING

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

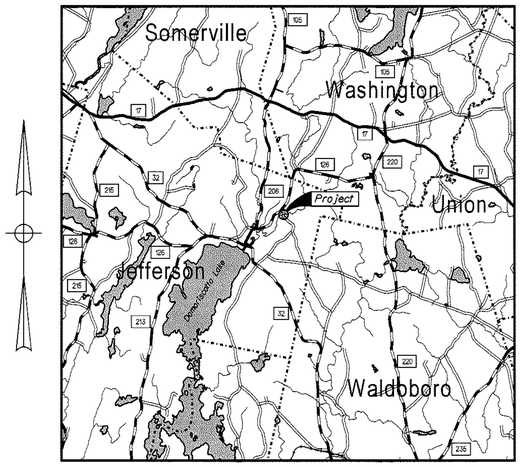
TRAFFIC DATA

Current (2010) AADT	300
Future (2030) AADT	360
DHV - % of AADT	13
Design Hour Volume	47
Heavy Trucks (% of AADT)	8
Heavy Trucks (% of DHV)	6
Directional Distribution (% of DHV)	60
18 kip Equivalent P 2.0	13
18 kip Equivalent P 2.5	13

HYDROLOGIC DATA *

Drainage Area	15.45 sq mi
Design Discharge (Q50)	1550.4 cfs
Check Discharge (Q100)	1799.3 cfs
Headwater Elevation (Q50)	146.39 ft
Headwater Elevation (Q100)	147.01 ft
Discharge Velocity (Q50)	12.28 fps
Discharge Velocity (Q100)	12.9 fps
Headwater Elevation (Q1.1)	142.66 ft
Discharge Velocity (Q1.1)	6.73 fps
Headwater Elevation (Q25)	145.77 ft

* Headwater Elevation and Discharge Velocity based on a 30'-0" span



LOCATION MAP

2 0 2 4
Scale of Miles

LIST OF DRAWINGS

Title Sheet	1
Estimated Quantities and General Construction Notes	2
General Plan	3
Profile	4
Boring Location Plan and Interpretive Subsurface Profile	5
Boring Logs	6
Highway Approach Cross - Sections	7-10
Right of Way Map	11
Detour Plan	12

UTILITIES

Central Maine Power Company
Northern New England Telephone Operations, L.L.C.
Time Warner Cable

MAINTENANCE OF TRAFFIC

The bridge will be closed to traffic during construction. Traffic will be maintained on State and local roads.

PIN 17082.00

BR-1708(200)X

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

	APPROVED	DATE
COMMISSIONER		3/17/11
CHIEF ENGINEER		3/14/11

STATE OF MAINE ★ STEPHEN E. BODGE ★ 10925 ★ REGISTERED PROFESSIONAL ENGINEER

SIGNATURE
10925
P.E. NUMBER
March 15, 2011
DATE

PROJECT INFORMATION

PROGRAM	BRIDGE
PROJECT MANAGER	S. BODGE
DESIGNER	R. MYERS
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

JEFFERSON
DAVIS NO. 2 BRIDGE

TITLE SHEET

SHEET NUMBER
1
OF 12

Filename: \00\BRIDGE\MSTA\001_Title.dgn Division: BRIDGE Username: david.show Date: 3/14/2011

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
203.20	COMMON EXCAVATION	235	CY
203.24	COMMON BORROW	5	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	330	CY
403.210	HOT MIX ASPHALT 9.5 MM HMA	105	T
409.15	BITUMINOUS TACK COAT - APPLIED	16	G
511.07	COFFERDAM: ABUTMENT NO. 1	1	LS
511.07	COFFERDAM: ABUTMENT NO. 2	1	LS
527.303	ENERGY ABSORBING SYSTEM (ET-PLUS)	1	EA
531.51	BRIDGE STRUCTURE - DETAIL BUILD	1	LS
606.23	GUARDRAIL TYPE 3C - SINGLE RAIL	115	LF
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	8	EA
606.78	LOW VOLUME GUARDRAIL ENDS - TYPE 3	3	EA
610.18	STONE DITCH PROTECTION	5	CY
613.319	EROSION CONTROL BLANKET	75	SY
615.07	LOAM	18	CY
618.1301	SEEDING METHOD NUMBER 1 - PLAN QUANTITY	3	UN
619.1201	MULCH - PLAN QUANTITY	3	UN
619.1401	EROSION CONTROL MIX	18	CY
629.05	HAND LABOR, STRAIGHT TIME	20	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	40	HR
631.14	GRADER (INCLUDING OPERATOR)	20	HR
631.15	ROLLER, EARTH AND BASE COURSE (INCLUDING OPERATOR)	10	HR
631.16	ROLLER, PAVEMENT (INCLUDING OPERATOR)	5	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	40	HR
639.19	FIELD OFFICE TYPE B	1	EA
645.271	REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGNS, TYPE 1	26.5	SF
652.312	TYPE III BARRICADE	6	EA
652.33	DRUM	10	EA
652.34	CONE	10	EA
652.35	CONSTRUCTION SIGNS	364	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES (120 CD)	1	LS
652.38	FLAGGER	40	HR
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS

GENERAL CONSTRUCTION NOTES

1. During construction, the road will be closed to traffic for a time period specified in the Special Provisions.

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

3. The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to Contract items.

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

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. Place plain riprap on sideslopes up to EL. 147.0'.

8. Stones which cannot be rolled or compacted into the surface of the shoulder shall be removed by hand raking. Payment for hand raking will be considered incidental to Item No. 304.10, Aggregate Subbase Course - Gravel.

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

10. In the approach south of the bridge structure, Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. In all other areas, including over the bridge (if applicable), Erosion Control Mix may NOT be substituted. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Item No. 619.1401, Erosion Control Mix.

11. Place a 24-in. wide strip of Temporary Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.

12. Guardrail posts as shown in the Standard Details shall be modified from the indicated length of 6 feet to a length of 7 feet with an embedment of 4.5 feet. Payment will be considered incidental to the guardrail pay items.

13. A Low Volume Guardrail End shall be installed concurrently with the placement of each section of beam guardrail unless otherwise indicated.

14. Extended-use 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, where it is apparent that runoff will cause continual erosion. Payment will be made under the appropriate Contract items.

15. The Contractor shall use caution around the existing well on the northwest corner of the project at approximately Station 12+29, 21' Lt. in order to avoid disturbing the well. If the well is damaged during construction, the Contractor is responsible for repairing the well at his own expense.

16. If disturbed during construction, the stone stairs and stone wall on the Northwest corner of the project (~Station 12+15 LT.~) shall be returned to existing conditions by the Contractor as directed by the Resident. Payment will be incidental to Pay Item No. 531.51, Bridge Structure - Detail Build.

17. Project information referred to below may be accessed at the following MaineDOT web address: http://www.maine.gov/mdot/comprehensive-list-projects/project-information.php.

18. The existing superstructure plans may be accessed at the MaineDOT web address. There are no plans for the substructures. 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.

19. The hydrologic report of the bridge site may be accessed at the MaineDOT web address. The hydrologic report is 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.

20. The project geotechnical report titled: Geotechnical Design Report for the replacement of Davis #2 Bridge Over Davis Stream, Jefferson, Maine, Soils Report No. 2011-02, January 10, 2011 may be accessed at the MaineDOT web address.

21. 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.

22. 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.

23. The existing bridge shall be removed by and become the property of the Contractor. The steel portions of the existing bridge are coated with a lead-based paint system. The Contractor is responsible for the containment, proper management and disposal of all lead-contaminated hazardous waste generated by the process of demolishing the bridge. The Contractor is responsible for implementing appropriate OSHA mandated personal protection standards related to this process. Once the existing bridge is removed, the Contractor is solely responsible for the care, custody and control of the components of the existing bridge and any hazardous waste generated as a result of the storage, recycling or disposal of the bridge components, including lead-coated steel. The Contractor shall recycle or reuse the steel in accordance with the Maine Department of Environmental Protection's "Maine Hazardous Waste Management Regulations," Chapter 850. A copy of this regulation is available at MaineDOT's offices on Child Street in Augusta. Payment for all labor, materials, equipment and other costs required to remove and dispose of the existing bridge will be considered incidental to Pay Item No. 531.51, Bridge Structure - Detail Build.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1708(200)X

PIN 17082.00

BRIDGE NO. 3405

BRIDGE PLANS

PROJ. MANAGER	S. BOOGE		
DESIGN-DETAILED	R. MYERS	D. SHAW	AUG 2010
CHECKED-REVIEWED	M. WIGHT	M. POULIN	MAR 2011
DESIGN2-DETAILED2			------
DESIGN3-DETAILED3			------
REVISIONS 1			------
REVISIONS 2			------
REVISIONS 3			------
REVISIONS 4			------
FIELD CHANGES			------

SIGNATURE

P.E. NUMBER

DATE

DAVIS NO. 2 BRIDGE
DAVIS STREAM
JEFFERSON LINCOLN COUNTY

ESTIMATED QUANTITIES AND GENERAL CONSTRUCTION NOTES

SHEET NUMBER

2

OF 12

Filename: ...\bridge\rmsto\002_Estimate.dgn Division: BRIDGE Username: david.show Date:3/21/2011

Install sign combination
800 feet from
end of bridge

30"x30" sign
(Yellow Background)

ONE LANE BRIDGE AHEAD

18"x8" sign
(Yellow Background)

800 FT

CURVE DATA #1
PI = 12+01.67
D = 4°35'01.2"
Δ = 5°13'06.5" Lt.
R = 1250.00'
L = 113.85'
T = 56.96'
E = 1.30'

CURVE DATA #2
PI = 13+72.77
D = 5°43'46.5"
Δ = 5°25'03.7" Lt.
R = 1000.00'
L = 94.56'
T = 47.31'
E = 1.12'

POB = STA. 10+39.68
PC = STA. 11+44.70
PT = STA. 12+58.55
PC = STA. 13+25.45
PT = STA. 14+20.01

Limit of gravel shoulder
Sta. 10+75

Construct
Gravel shoulder

Plain Riprap (Typ.)

Stone stairs
and stonewall
(See notes)

Energy Absorbing System
(ET-PLUS)

To Linscott Road

To Route 126

10+40
11+00
12+00
13+00
14+00
14+20

N 13°35'46.94" E

N 8°22'40.39" E

Goose Hill Road

Limit of New Pavement

Low Volume Guardrail Ends
(Typ.)

Proposed Pole

Proposed Pole
with Anchor

Flow

Davis Stream

Structure shown for
illustrative purposes only.
See Special Provision 531.

PLAN

25 0 25 50
Scale of Feet

24" sign
(White Background)

24"x18" sign
(White Background)

YIELD
TO ONCOMING TRAFFIC

Install sign combination
100 feet from end of bridge

Install 30"x30" sign
(Yellow Background)
400 feet from
end of bridge

ONE LANE BRIDGE AHEAD
30"x30" sign
(Yellow Background)
800 FT
18"x8" sign
(Yellow Background)
Install sign combination
800 feet from
end of bridge

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1708(200)X

PIN 17082.00

BRIDGE NO. 3405

BRIDGE PLANS

PROJ. MANAGER	S. BOOGE		
DESIGN-DETAILED	R. MYERS	D. SHAW	AUG 2010
CHECKED-REVIEWED	M. WIGHT	M. POULIN	MAR 2011
DESIGN2-DETAILED2	------	------	------
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

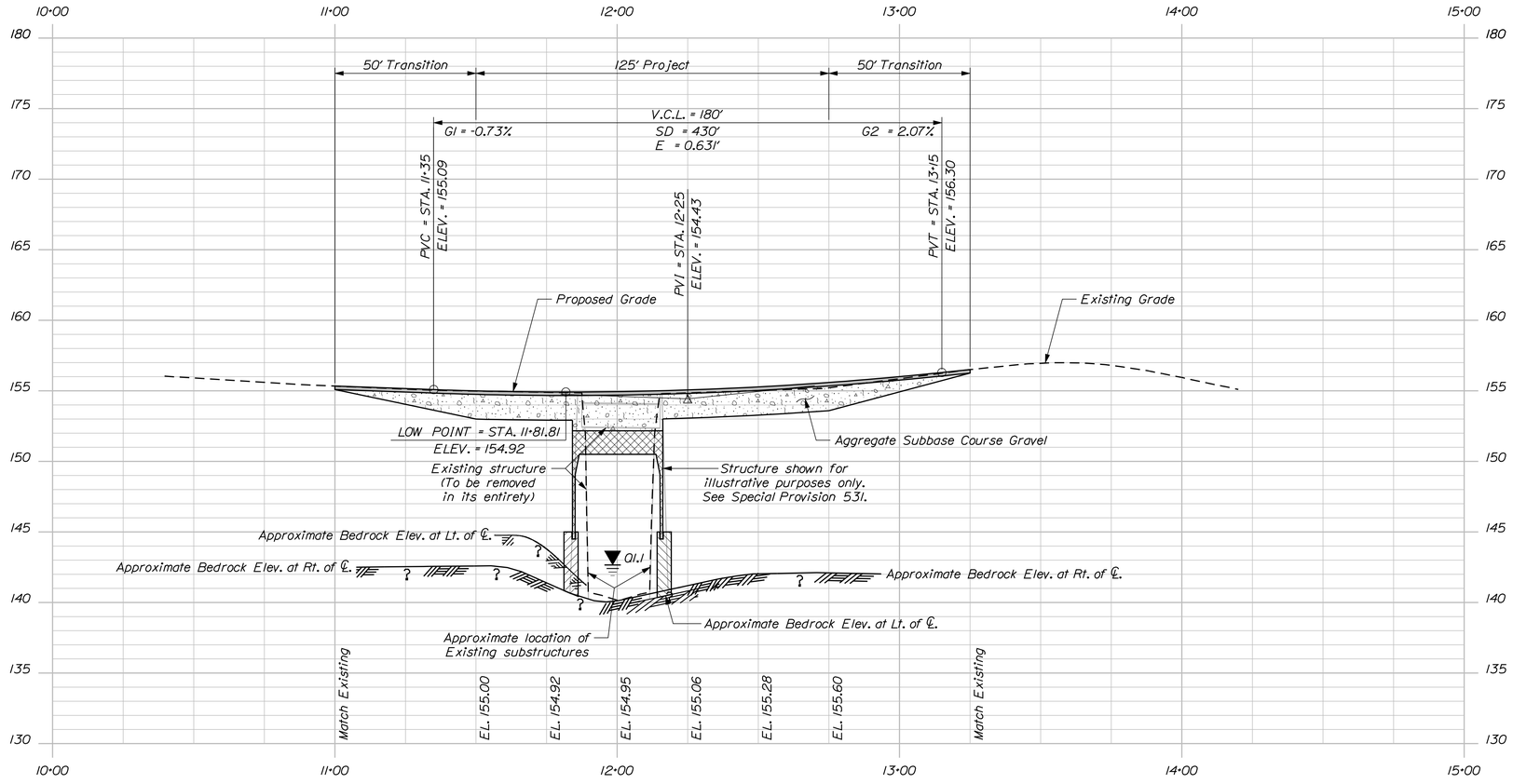
DAVIS NO. 2 BRIDGE
DAVIS STREAM
JEFFERSON LINCOLN COUNTY

GENERAL PLAN

SHEET NUMBER

3

OF 12



PROFILE

Filename: ...\00\bridge\vmsto\004_Profile.dgn Division: BRIDGE Date:3/21/2011 Username: david.shaw

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1708(200)X

PIN 17082.00

BRIDGE NO. 3405

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	S. BODGE		
DESIGN-DETAILED	R. MYERS	D. SHAW	AUG 2010
CHECKED-REVIEWED	M. WIGHT	M. POULIN	MAR 2011
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

DAVIS NO. 2 BRIDGE
DAVIS STREAM
LINCOLN COUNTY
JEFFERSON

PROFILE

SHEET NUMBER

4

OF 12

CURVE DATA #1
PI = 12+01.67
D = 4°35'01.2"
Δ = 5°13'06.5" Lt.
R = 1250.00'
L = 113.85'
T = 56.96'
E = 1.30'

CURVE DATA #2
PI = 13+72.77
D = 5°43'46.5"
Δ = 5°25'03.7" Lt.
R = 1000.00'
L = 94.56'
T = 47.31'
E = 1.12'

POB = STA. 10+39.68
PC = STA. 11+44.70
PT = STA. 12+58.55
PC = STA. 13+25.45
PT = STA. 14+20.01

Limit of gravel shoulder Sta. 10+75
Construct Gravel shoulder
Plain Riprap (Typ.)
Stone stairs and stonewall (See notes)
Energy Absorbing System (ET-PLUS)
To Linscott Road
To Route 126
10+40
11+00
12+00
13+00
14+00
14+20
N 13°35'46.94" E
N 8°22'40.39" E
Goose Hill Road
BB-JDS-101
BB-JDS-102
BB-JDS-103
BB-JDS-104
Limit of New Pavement
Low Volume Guardrail Ends (Typ.)
Proposed Pole with Anchor
Proposed Pole
Structure shown for illustrative purposes only. See Special Provision 531.
Flow
Doris Stream
CLL
E
155
150
145

PLAN

LEGEND
CASED WASH BORING

25 0 25 50
Scale of Feet

10+00 11+00 12+00 13+00 14+00 15+00
170 165 160 155 150 145 140 135 130

50' Transition | 125' Project | 50' Transition
V.C.L. = 180'
G1 = -0.73%
SD = 430'
E = 630.631'
G2 = 2.07%

PVC = STA. 11+35
ELEV. = 155.09
PVI = STA. 12+28
ELEV. = 154.43
PVT = STA. 13+15
ELEV. = 156.30

Proposed Grade
Existing Grade
Aggregate Subbase Course Gravel

LOW POINT = STA. 11+81.81
ELEV. = 154.92
Existing Q50 EL. 147.96
Proposed Q50 EL. 146.39

Brown, moist to damp, loose to medium dense, fine to coarse SAND, little gravel and silt, (Fill).
Brown, moist, medium dense to dense, fine to coarse SAND, some gravel, little silt, (Fill).
Brown, moist to wet, hard SILT with some fine to coarse sand and gravel; or medium dense, silty fine to medium SAND, little gravel, (Glaciomarine? Moraine?).
Brown, moist to wet, loose to dense, fine to coarse SAND, some gravel and silt; or silty fine to medium SAND, little gravel, occasional cobbles, (Glaciomarine? Moraine?).
Weathered ROCK.
Approximate Bedrock Elev. at Rt. of ℄.
Approximate Bedrock Elev. at Lt. of ℄.
Lt.
Rt.
RQD=60%
RQD=15%
RQD=58%
RQD=16%
BOE

All Bedrock: Grey, fine-grained, hard, METASANDSTONE, fresh to slightly weathered, joints along bedding planes 30-45 degrees from horizontal, very close to close, generally tight with some open, minor silt in-filling and iron staining. Rock Mass Quality: Very Poor to Fair [Bucksport Formation]

Boring No.
Offset, if shown
Pavement Thickness if applicable
Strata Interface
Boring
RQD= Rock Quality Designation for Rock Core Sample
BOE= Bottom Of Exploration

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 transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1708(200)X
PIN 17082.00
BRIDGE NO. 3405
BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	S. BOOGE	
DESIGN-DETAILED	M.MOREAU	AUG 2010
CHECKED-REVIEWED	T. WHITE	
DESIGN2-DETAILED2	-----	-----
DESIGN3-DETAILED3	-----	-----
REVISIONS 1	-----	-----
REVISIONS 2	-----	-----
REVISIONS 3	-----	-----
REVISIONS 4	-----	-----
FIELD CHANGES	-----	-----

SIGNATURE
P.E. NUMBER
DATE

DAVIS NO. 2
DAVIS STREAM
JEFFERSON LINCOLN COUNTY

BORING LOCATION PLAN & INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER
5
OF 12

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Davis No.2 Bridge #3405 carries Goose Hill Road over Davis Stream
Location: Jefferson, Maine

Boring No.: BB-JDS-101
PIN: 17082.00

Driller: MaineDOT	Elevation (ft.): 154.5	Auger ID/OD:	5" Solid Stem
Operator: Giguere/Giles	Datum: NAD 1983	Sampler:	Standard Split Spoon
Logged By: B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish: 5/11/01 07:00-10:00	Drilling Method: SSA and Cased Wash Boring	Core Barrel:	NQ-2
Boring Location: 11+55.3, 8.0 Rt.	Casing ID/OD: NW	Water Level*:	1.6' bgs.
Hammer Efficiency Factor: 0.84	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
ND = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
WO = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Tests. PP = Pocket Penetrometer
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOR = Weight of rods or casing
WOH = Weight of 140lb. hammer
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
Nc = Hammer Efficiency Factor/60%-Nuncorrected
S_u = Insitu Field Vane Shear Strength (psf)
S_r = Pocket Torvane Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
C = Grain Size Analysis
C = Consolidation Test
$S_u(lab)$ = Lab Vane Shear Strength (psf)
MC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index

(Depth (ft.))	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Sample Information: Blows/6 in. Spoon Strength 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	154.00		PAVEMENT. 0.50	
	10	24/18	1.00 - 3.00	14/10/8/5	18	25				Brown, damp, medium dense, fine to coarse SAND, little gravel and silt. (Fill).	GM237541 A-1-b, SM WC=5.0%
5	20	4.8/4.8	5.00 - 5.40	50(4.8")	---			149.50		Olive-brown, moist, hard, SILT, some fine to coarse sand and gravel. (Glaciomarine? Moraine?). 5.00	
10	30	16.8/16.8	10.00 - 11.40	19/25/50(4.8")	---		63				GM237542 A-4, ML WC=13.8%
	R1	60/53	11.90 - 16.90	RQD = 15%			051 NQ-2	143.10 / 142.60		Similar to above, except wet. 051 blows for 0.4'. 11.40 Roller Coned ahead to 11.9' bgs. Weathered ROCK. 11.90 Bedrock: Grey, fine-grained, hard, METASANDSTONE, fresh to slightly weathered, joints along bedding planes typically 30-45 degrees from horizontal, very close to close, generally tight with some open, minor silt in-filling and iron staining. Rock Mass Quality is Very Poor. [Bucksport Formation] R1:Core Times (minisec) 11.9-12.9' (3:10) 12.9-13.9' (4:28) 13.9-14.9' (3:15) 14.9-15.9' (2:40) 15.9-16.9' (2:45) 88% Recovery 16.90 Bottom of Exploration at 16.90 feet below ground surface.	
15								137.60			
20											
25											

Remarks:
300-500# of down pressure on Core Barrel.

Stratification lines represent approximate boundaries between soil typest 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-JDS-101

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Davis No.2 Bridge #3405 carries Goose Hill Road over Davis Stream
Location: Jefferson, Maine

Boring No.: BB-JDS-102
PIN: 17082.00

Driller: MaineDOT	Elevation (ft.): 154.3	Auger ID/OD:	5" Solid Stem
Operator: Giguere/Giles	Datum: NAD 1983	Sampler:	Standard Split Spoon
Logged By: B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish: 5/11/01 10:30-14:30	Drilling Method: SSA and Cased Wash Boring	Core Barrel:	NQ-2
Boring Location: 11+68.2, 6.2 Lt.	Casing ID/OD: NW	Water Level*:	None Observed
Hammer Efficiency Factor: 0.84	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
ND = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
WO = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Tests. PP = Pocket Penetrometer
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOR = Weight of rods or casing
WOH = Weight of 140lb. hammer
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
Nc = Hammer Efficiency Factor/60%-Nuncorrected
S_u = Insitu Field Vane Shear Strength (psf)
S_r = Pocket Torvane Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
C = Grain Size Analysis
C = Consolidation Test
$S_u(lab)$ = Lab Vane Shear Strength (psf)
MC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index

(Depth (ft.))	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Sample Information: Blows/6 in. Spoon Strength 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	153.80		PAVEMENT. 0.50	
	10	24/15	1.00 - 3.00	5/2/3/5	5	7				Brown, moist, loose, fine to coarse SAND, little gravel, little silt. (Fill) .	
5	20	24/12	5.00 - 7.00	2/5/11/17	16	22		149.30		Brown, wet, medium dense, silty, fine to medium SAND, little gravel. (Glaciomarine? Moraine?). 5.00	
							104			Cobble from 7.0-7.8' bgs.	
10	R1	60/53	9.70 - 14.70	RQD = 60%			90 NQ-2	144.60		Roller Coned ahead to 9.7' bgs.	
										Bedrock: Grey, fine-grained, hard, METASANDSTONE, fresh to slightly weathered, joints along bedding planes typically 30-45 degrees from horizontal, very close to close, generally tight with some open, minor silt in-filling and iron staining. Rock Mass Quality is Fair. [Bucksport Formation] 9.70	
15								139.60		R1:Core Times (minisec) 9.7-10.7' (2:05) 10.7-11.7' (2:30) 11.7-12.7' (2:40) 12.7-13.7' (2:30) 13.7-14.7' (3:00) 88% Recovery No water return. 14.70 Bottom of Exploration at 14.70 feet below ground surface.	
20											
25											

Remarks:
400-600# of down pressure on Core Barrel.

Stratification lines represent approximate boundaries between soil typest 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-JDS-102

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Davis No.2 Bridge #3405 carries Goose Hill Road over Davis Stream
Location: Jefferson, Maine

Boring No.: BB-JDS-103
PIN: 17082.00

Driller: MaineDOT	Elevation (ft.): 153.1	Auger ID/OD:	5" Solid Stem
Operator: Giguere/Giles	Datum: NAD 1983	Sampler:	Standard Split Spoon
Logged By: B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish: 5/11/01 13:30-15:00	Drilling Method: SSA and Cased Wash Boring	Core Barrel:	NQ-2
Boring Location: 12+20.3, 10.3 Lt.	Casing ID/OD: NW	Water Level*:	7.6' bgs.
Hammer Efficiency Factor: 0.84	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
ND = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
WO = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Tests. PP = Pocket Penetrometer
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOR = Weight of rods or casing
WOH = Weight of 140lb. hammer
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
Nc = Hammer Efficiency Factor/60%-Nuncorrected
S_u = Insitu Field Vane Shear Strength (psf)
S_r = Pocket Torvane Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
C = Grain Size Analysis
C = Consolidation Test
$S_u(lab)$ = Lab Vane Shear Strength (psf)
MC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index

(Depth (ft.))	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Sample Information: Blows/6 in. Spoon Strength 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	152.70		PAVEMENT. 0.40	
	10	24/17	1.00 - 3.00	11/15/10/11	25	35				Brown, moist, dense, fine to coarse SAND, some gravel, little silt. (Fill).	GM237543 A-1-b, SM WC=5.4%
5	20	24/16	5.00 - 7.00	2/2/4/8	6	8		148.60		Brown, wet, loose, fine to coarse SAND, some gravel and silt. (Glaciomarine? Moraine?). 4.50	GM237544 A-2-4, SM WC=12.4%
10	30	24/14	10.00 - 12.00	11/21/24/22	45	63	24			Similar to above, except very dense.	
	R1	60/55	12.50 - 17.50	RQD = 58%			050 NQ-2	140.60 / 135.60		050 blows for 0.5'. 12.50 Bedrock: Grey, fine-grained, hard, METASANDSTONE, fresh to slightly weathered, joints along bedding planes typically 30-45 degrees from horizontal, very close to close, generally tight with some open, minor silt in-filling and iron staining. Rock Mass Quality is Fair. [Bucksport Formation] R1:Core Times (minisec) 12.5-13.5' (3:15) 13.5-14.5' (3:10) 14.5-15.5' (3:00) 15.5-16.5' (3:10) 16.5-17.5' (2:45) 92% Recovery 17.50 Bottom of Exploration at 17.50 feet below ground surface.	
15											
20											
25											

Remarks:
400-600# of down pressure on Core Barrel.

Stratification lines represent approximate boundaries between soil typest 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-JDS-103

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Davis No.2 Bridge #3405 carries Goose Hill Road over Davis Stream
Location: Jefferson, Maine

Boring No.: BB-JDS-104
PIN: 17082.00

Driller: MaineDOT	Elevation (ft.): 154.3	Auger ID/OD:	5" Solid Stem
Operator: Giguere/Giles	Datum: NAD 1983	Sampler:	Standard Split Spoon
Logged By: B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish: 5/12/01 07:30-10:00	Drilling Method: SSA and Cased Wash Boring	Core Barrel:	NQ-2
Boring Location: 12+35.8, 1.4 Rt.	Casing ID/OD: NW	Water Level*:	6.8' bgs.
Hammer Efficiency Factor: 0.84	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
ND = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
WO = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Tests. PP = Pocket Penetrometer
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOR = Weight of rods or casing
WOH = Weight of 140lb. hammer
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
Nc = Hammer Efficiency Factor/60%-Nuncorrected
S_u = Insitu Field Vane Shear Strength (psf)
S_r = Pocket Torvane Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
C = Grain Size Analysis
C = Consolidation Test
$S_u(lab)$ = Lab Vane Shear Strength (psf)
MC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index

(Depth (ft.))	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Sample Information: Blows/6 in. Spoon Strength 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	153.90		PAVEMENT. 0.40	
	10	24/17	1.00 - 3.00	9/10/7/7	17	24				Brown, moist, medium dense, fine to coarse SAND, some gravel, little silt. (Fill).	
5	20	24/20	5.00 - 7.00	6/9/25/21	34	48		150.30		Brown, moist, dense, silty fine to medium SAND, little gravel, occasional cobbles. (Moraine). 4.00	
10	30	24/18	10.00 - 12.00	7/10/17/42	27	38	23			Cobble from 8.5-9.0' bgs.	
	R1	60/60	12.60 - 17.60	RQD = 16%			65 0100 NQ-2	141.70		Similar to above, except wet.	
15										0100 blows for 0.6'. 12.60 Bedrock: Grey, fine-grained, hard, METASANDSTONE, fresh to slightly weathered, joints along bedding planes typically 30-45 degrees from horizontal, very close to close, generally tight with some open, minor silt in-filling and iron staining. Rock Mass Quality is Very Poor. [Bucksport Formation] R1:Core Times (minisec) 12.6-13.6' (2:55) 13.6-14.6' (2:40) 14.6-15.6' (2:40) 15.6-16.6' (3:10) 16.6-17.6' (3:12) 100% Recovery 17.60 Bottom of Exploration at 17.60 feet below ground surface.	
20								136.70			
25											

Remarks:
400-600# of down pressure on Core Barrel.

Stratification lines represent approximate boundaries between soil typest 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-JDS-104

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1708(200)X

PIN 17082.00
BRIDGE NO. 3405

BRIDGE PLANS

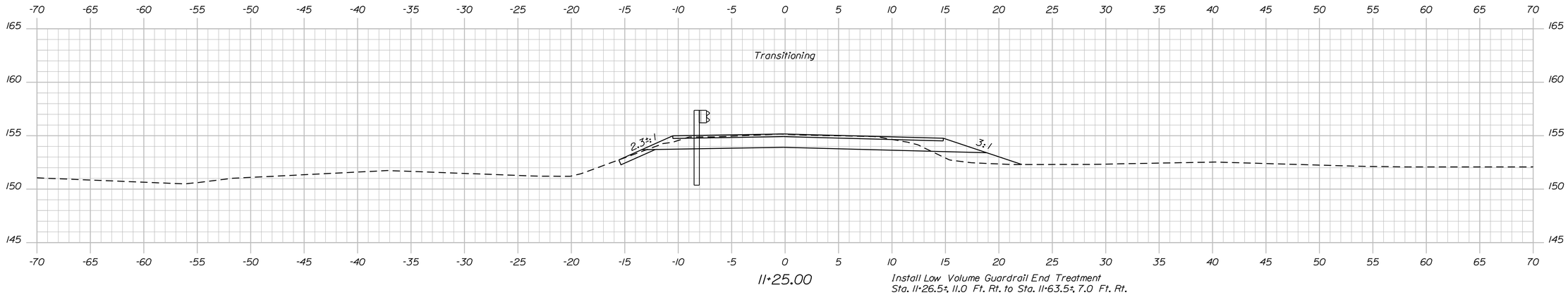
PROJ. MANAGER	S. BODGE		
DESIGN-DETAILED	M.MOREAU	BY	T. WHITE
CHECKED-REVIEWED	-----	DATE	AUG 2010
DESIGN2-DETAILED2	-----	SIGNATURE	
DESIGN3-DETAILED3	-----	P.E. NUMBER	
REVISIONS 1	-----	DATE	
REVISIONS 2	-----		
REVISIONS 3	-----		
REVISIONS 4	-----		
FIELD CHANGES	-----		

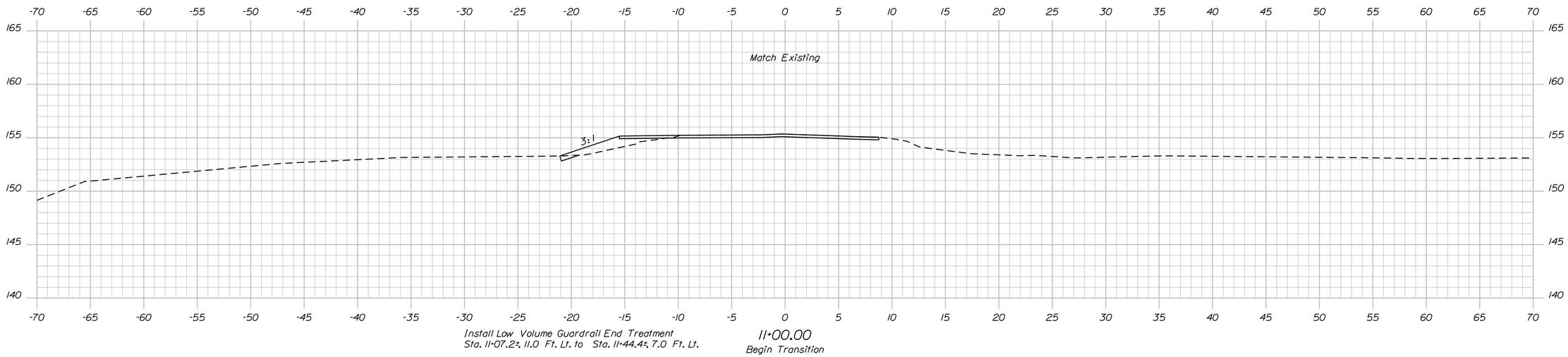
DAVIS NO. 2
DAVIS STREAM
JEFFERSON LINCOLN COUNTY

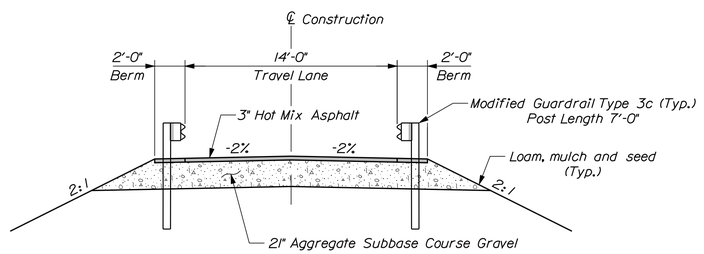
BORING LOGS

SHEET NUMBER
6
OF 12

Filename: ...\MSTA\006_BORING LOGS1.dgn Username: david.shaw Division: BRIDGE Date:3/21/2011







TYPICAL APPROACH SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1708(200)X

PIN 17082.00

BRIDGE NO. 3405

BRIDGE PLANS

PROJ. MANAGER	S. BODGE		
DESIGN-DETAILED	R. MYERS	D. SHAW	AUG 2010
CHECKED-REVIEWED	M. WIGHT	M. POULIN	MAR 2011
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

DAVIS NO. 2 BRIDGE
DAVIS STREAM
JEFFERSON LINCOLN COUNTY

CROSS SECTIONS

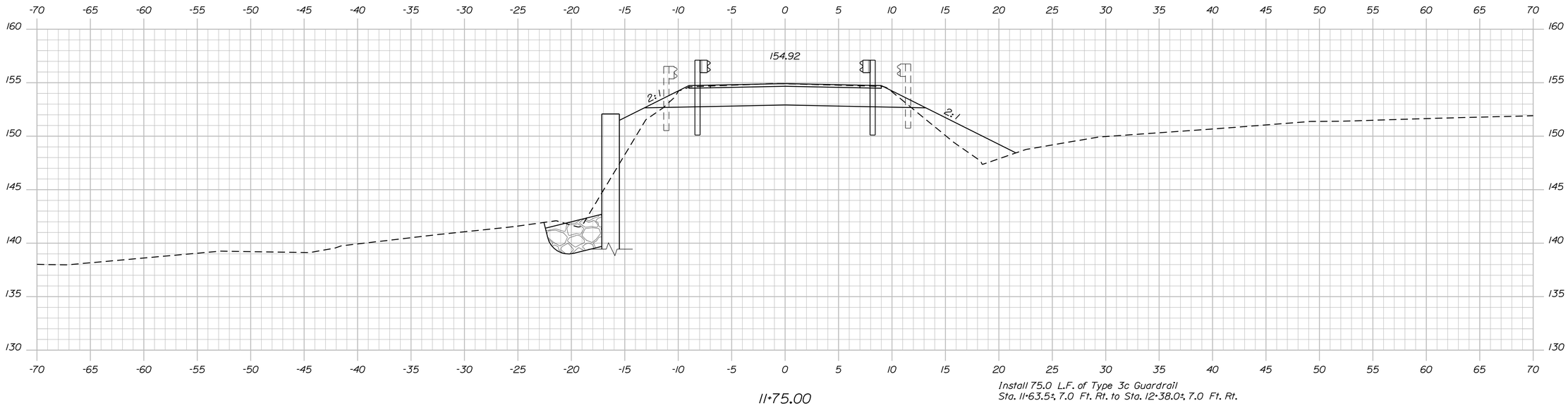
SHEET NUMBER

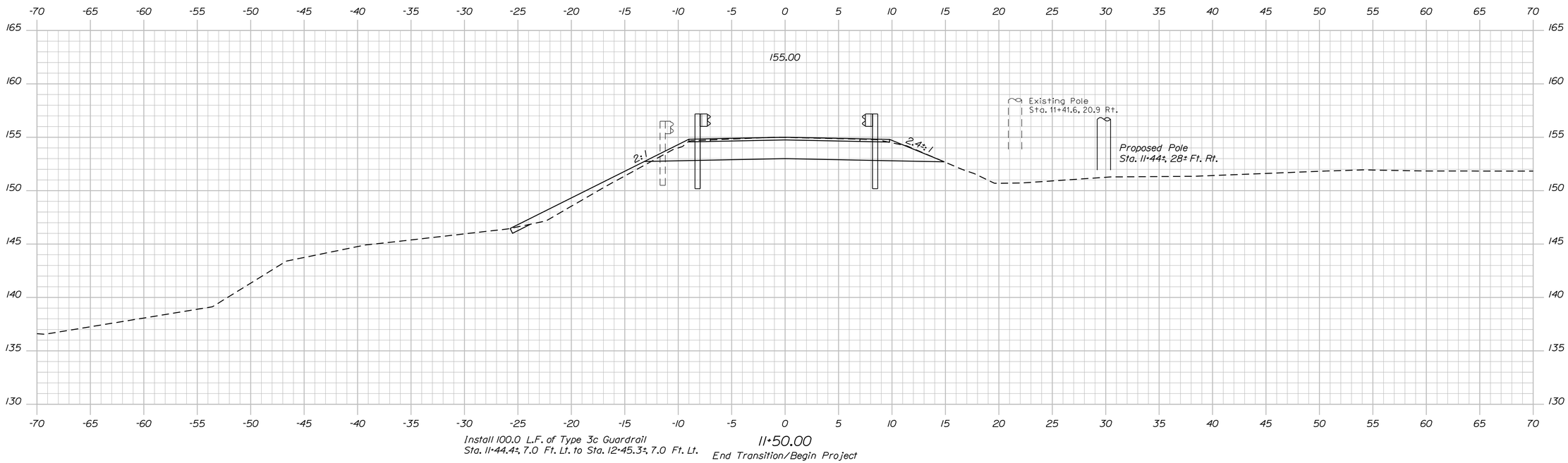
7

OF 12

Sta. 11+00.00 to Sta. 11+25.00

Filename: ...\MSTA\007_Xsect_11+00-11+25.dgn Division: BRIDGE Username: david.shaw Date:3/21/2011





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1708(200)X

PIN 17082.00

BRIDGE NO. 3405

BRIDGE PLANS

PROJ. MANAGER	S. BRIDGE		
DESIGN-DETAILED	R. MYERS	BY	DATE
CHECKED-REVIEWED	M. WIGHT	D. SHAW	AUG 2010
DESIGN2-DETAILED2		M. POULIN	MAR 2011
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

DAVIS NO. 2 BRIDGE
DAVIS STREAM
JEFFERSON LINCOLN COUNTY

CROSS SECTIONS

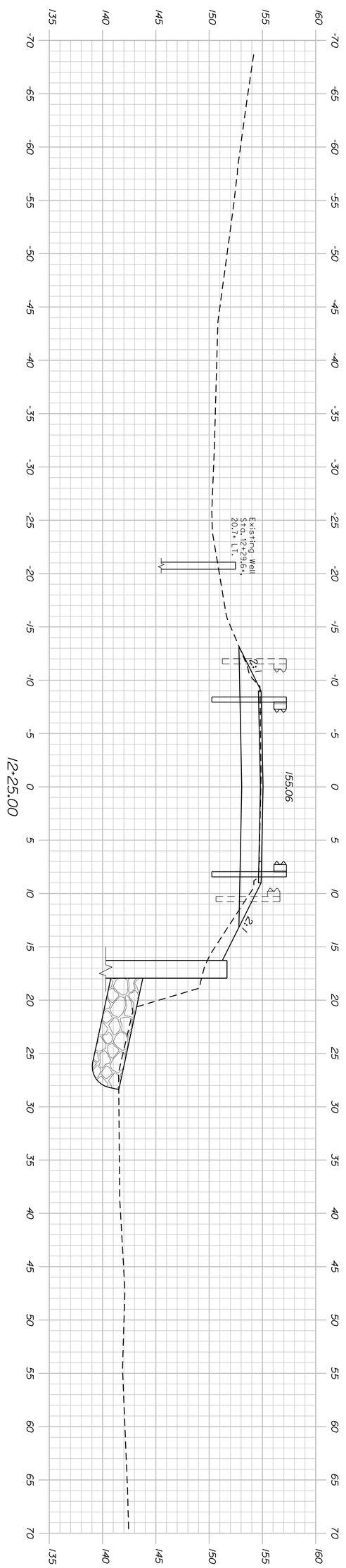
SHEET NUMBER

8

OF 12

Sta. 11+50.00 to Sta. 11+75.00

Filename: ...\MSTA\008_Xsect_11+50-11+75.dgn Division: BRIDGE Username: david.shaw Date:3/21/2011



SHEET NUMBER 9 OF 12

Sta. 12+25.00

DAVIS NO. 2 BRIDGE
DAVIS STREAM
JEFFERSON LINCOLN COUNTY

CROSS SECTIONS

PROJ. MANAGER	S. BODGE	BY	DATE
DESIGN-DETAILED	R. MYERS	D. SHAW	AUG 2010
CHECKED-REVIEWED	M. WIGHT	M. POULIN	MAR 2011
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

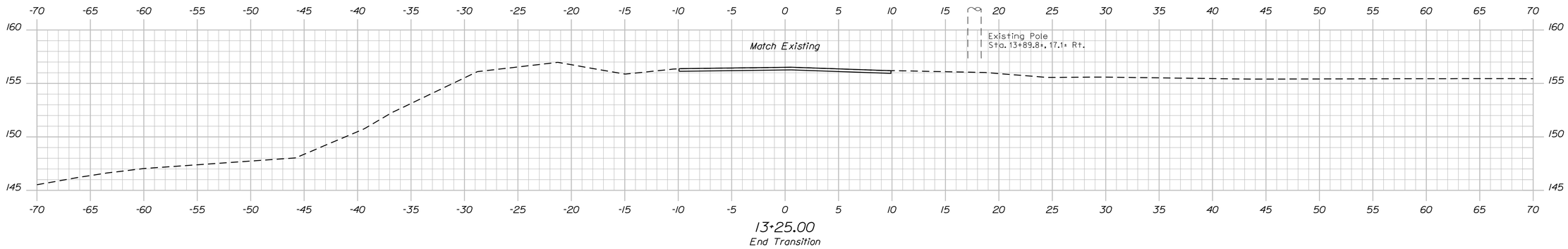
P.E. NUMBER

DATE

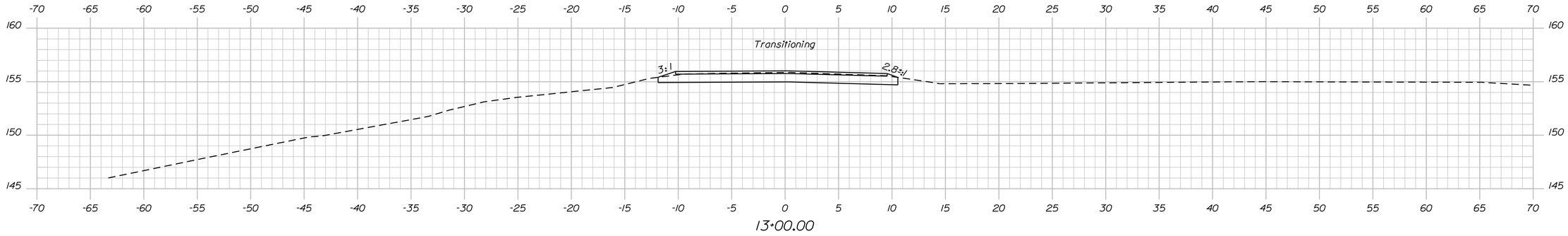
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1708(200)X

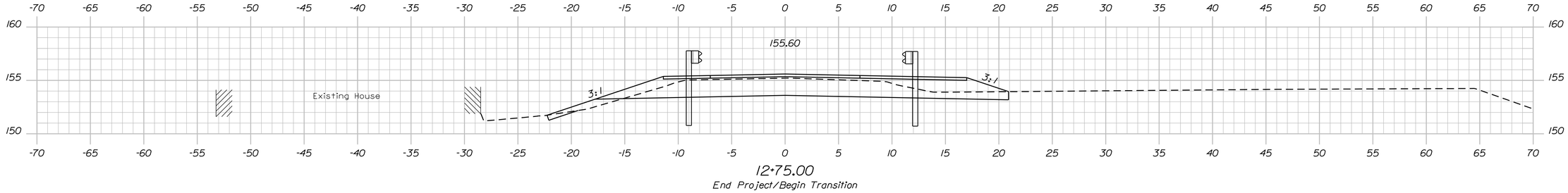
BRIDGE NO. 3405 PIN 17082.00 BRIDGE PLANS



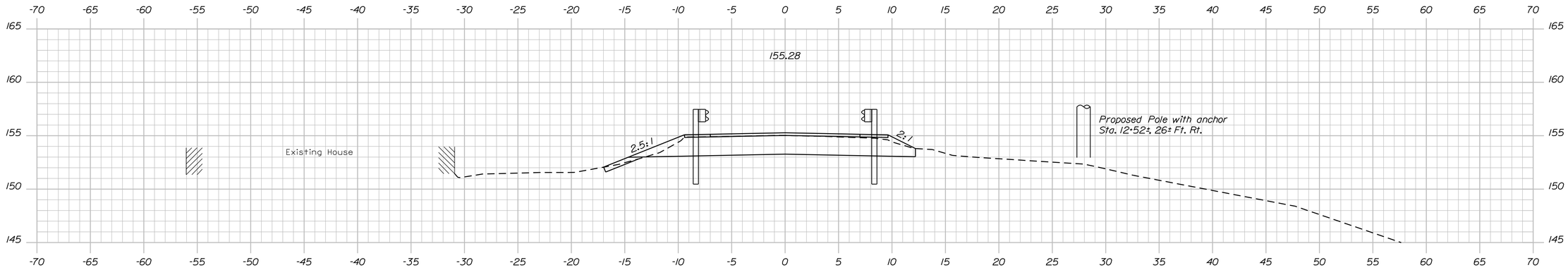
13+25.00
End Transition



13+00.00



12+75.00
End Project/Begin Transition



Install Energy Absorbing System (ET-PLUS)
Sta. 12+45.3±, 7.0 Ft. Lt. to Sta. 12+82.8±, 8.0 Ft. Lt.

12+50.00

Install Low Volume Guardrail End Treatment
Sta. 12+38.0±, 7.0 Ft. Rt. to Sta. 12+75.0±, 11.0 Ft. Rt.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1708(200)X

PIN 17082.00

BRIDGE NO. 3405

BRIDGE PLANS

PROJ. MANAGER	S. BRIDGE		
DESIGN-DETAILED	R. MYERS	AUG 2010	
CHECKED-REVIEWED	M. WIGHT	MAR 2011	
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BY: D. SHAW, M. POULIN

SIGNATURE

P.E. NUMBER

DATE

DAVIS NO. 2 BRIDGE
DAVIS STREAM
LINCOLN COUNTY
JEFFERSON

CROSS SECTIONS

SHEET NUMBER

10

OF 12

Sta. 12+50.00 to Sta. 13+25.00

Filename: ...\MSTA\010_Xsect_12+50-13+25.dgn Division: BRIDGE Username: david.shaw Date:3/21/2011

GRID ZONE

ONE LANE BRIDGE AHEAD

TAX MAP 18 LOT 6 NON-LOCUS

TAX MAP 18 LOT 8 LOCUS

TAX MAP 18 LOT 7 LOCUS

LYNNE M. JACKSON
SUZANNE HAMILTON
PARCEL NO. (3)
LAND = 1020± S.F. (EASE. FOR HIGHWAY PURPOSES)
TEMP. CONST. RIGHTS = 1075± S.F. (1)
TOTAL AREA = 0.88± AC. (CALC.)

N/F
JOHN MORRISON
YVONNE MORRISON

CURVE DATA #1
PI = 12+01.67
D = 4°35'01.2"
Δ = 5°13'06.5" Lt.
R = 1250.00'
L = 113.85'
T = 56.96'
E = 1.30'

CURVE DATA #2
PI = 13+72.77
D = 5°43'46.5"
Δ = 5°25'03.7" Lt.
R = 1000.00'
L = 94.56'
T = 47.31'
E = 1.12'

AMY ALEXANDER
f/k/a AMY HOEY
PARCEL NO. (2)
LAND = 0.06± AC. (EASE. FOR HIGHWAY PURPOSES)
TOTAL AREA = 0.80± AC. (CALC.)

POB = STA. 10+39.68
PC = STA. 11+44.70
PT = STA. 12+58.55
PC = STA. 13+25.45
PT = STA. 14+20.01

TEMPORARY CONSTRUCTION LIMITS
SEPTIC SYSTEM
HOUSE
TO ROUTE 126
GOOSE HILL ROAD
BEGIN B.L.
END B.L.
N 13°35'46.9" E 105.02'
N 8°22'40.4" E 66.90'
113.85'
94.56'
84.70'
117.49'
41.45'
0.06± AC.
0.11± AC.
385± S.F.
1075± S.F.
635± S.F.
LIMITS OF WROUGHT PORTION
TO LINSCOTT ROAD
20' R/W
P.L.
CLL
FLOW
field entrance
brick light fixture
NOTE: UNDERGROUND POWER LINE BETWEEN LIGHT FIXTURES

SEE SURVEY - PROPERTY OF RODNEY D. ORFF
1965
RECORDED LINCOLN COUNTY REG. OF DEEDS
PLAN BOOK 13 PAGE 3A

N/F
RUTH H. BENNER

TAX MAP 22 LOT 9 NON-LOCUS

JANICE F. ORFF
LINCOLN O. ORFF
PARCEL NO. (1)
LAND = 0.11± AC. (EASE. FOR HIGHWAY PURPOSES)
TOTAL AREA = 30± AC. (OWNER)

TO ONCOMING TRAFFIC

JANICE F. ORFF
LINCOLN O. ORFF
PARCEL NO. (1)

f/k/a DAVIS STREAM
a/k/a EAST BRANCH STREAM
a/k/a JACKSON STREAM

SEE SURVEY - LINCOLN O. ORFF HOME LOT
1976
BY S.T. MANK
UNRECORDED

NOTE: JEFFERSON TOWN RECORDS
BOOK NO. 2
PAGE 15-19
NO WIDTH FOUND

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)

TAX MAP 22 LOT 6 LOCUS

TAX MAP 22 LOT 6 LOCUS

BRIDGE NO. 3405

DAVIS NO. 2 OVER DAVIS STREAM

PIN 17082.00

SYMBOLS
- IP or ⊕ IPF (IRON PIPE or PIN FOUND)
- ST. (SEPTIC TANK)
- ⊕DM (TRAVERSE POINT)
- ○WELL (WELL)
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE P.L.
- LIMITS OF WROUGHT PORTION (L.O.W.P.)
- W WATER LINE
- G GAS LINE
- E ELECTRIC LINE
- T TELEPHONE LINE
- SEWER LINE
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS

ITEM	TECH	CHECKED
BASE MAP		P.N.S.
EXIST. R/W	D.W.B.	
PROP. LINES	D.W.B.	
AREAS	D.W.B.	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016
JEFFERSON
RIGHT OF WAY MAP

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK		PAGE	COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	3/7/11	4380	119

DAVID A. COLE
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

GOOSE HILL ROAD

JEFFERSON LINCOLN COUNTY
FEDERAL AID PROJECT NO. BR-1708(200)X

DECEMBER 2010 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 8-171
SCALE 1"= 25' | SHEET 1 OF 1

SHEET NUMBER
11
OF 12

1 ROAD CLOSED, TYPE III BARRICADES

2 ROAD CLOSED 500 FT

3 ROAD CLOSED 850 FEET AHEAD LOCAL TRAFFIC ONLY, TYPE III BARRICADE

4 DETOUR GOOSE HILL RD

5 DETOUR GOOSE HILL RD

6 DETOUR GOOSE HILL RD

7 END DETOUR GOOSE HILL RD

8 ROAD CLOSED 0.4 MILES AHEAD LOCAL TRAFFIC ONLY, DETOUR, TYPE III BARRICADE

9 ROAD CLOSED 1.5 MILES AHEAD LOCAL TRAFFIC ONLY, DETOUR

10 DETOUR GOOSE HILL RD

11 DETOUR GOOSE HILL RD

12 ROAD CLOSED 1000 FT

13 ROAD CLOSED 1.9 MILES AHEAD LOCAL TRAFFIC ONLY, GOOSE HILL RD, DETOUR

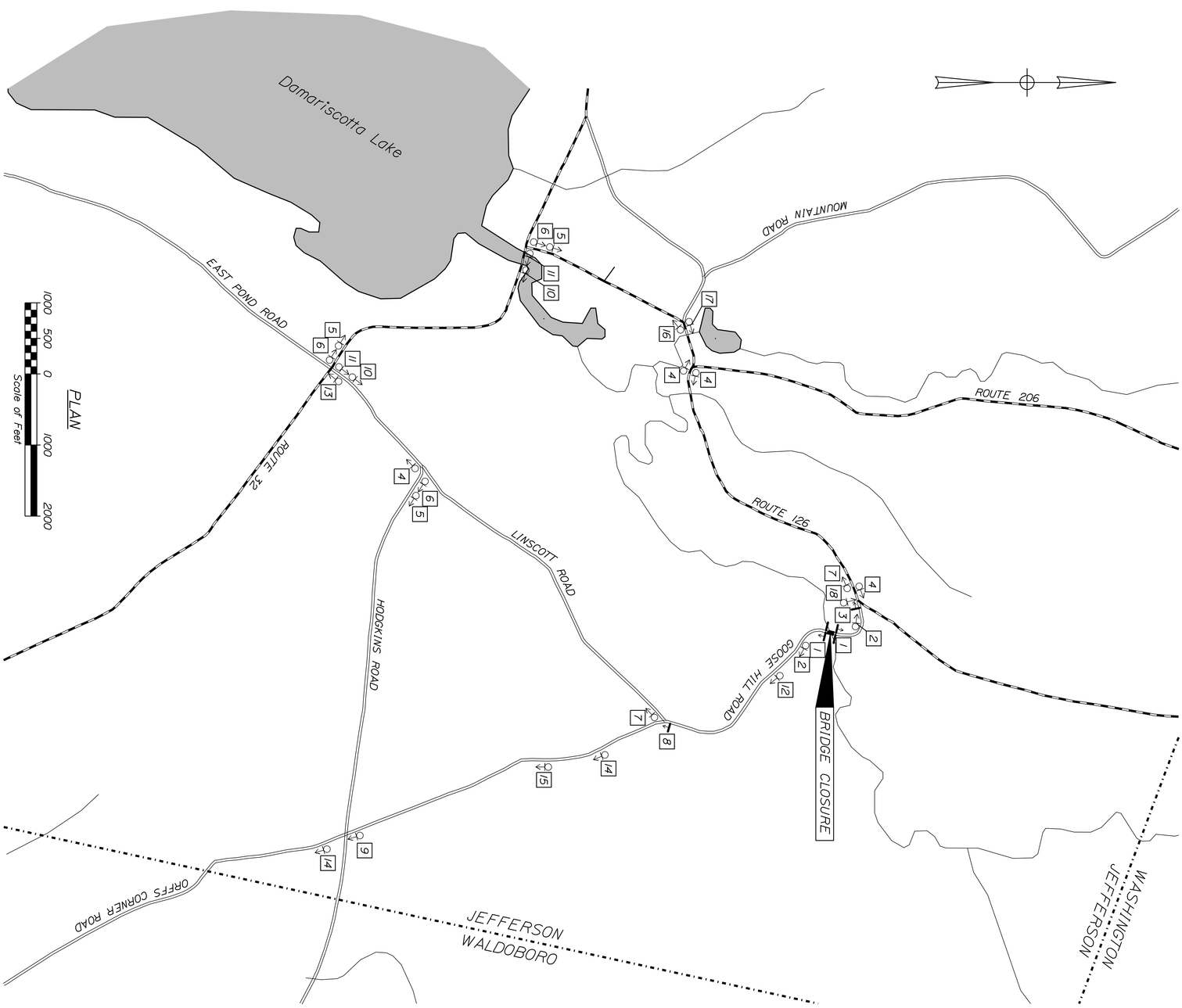
14 DETOUR AHEAD

15 ROAD CLOSED AHEAD

16 DETOUR GOOSE HILL RD

17 DETOUR GOOSE HILL RD

18 DETOUR (Post mounted)



SHEET NUMBER 12 OF 12

DAVIS NO. 2 BRIDGE
DAVIS STREAM
JEFFERSON LINCOLN COUNTY

DETOUR PLAN

PROJ. MANAGER	S. BODGE	BY	DATE
DESIGN-DETAILED	R. MYERS	D. SHAW	AUG 2010
CHECKED-REVIEWED	M. WIGHT	M. POULIN	MAR 2011
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

BR-1708(200)X

BRIDGE NO. 3405 PIN 17082.00 BRIDGE PLANS