STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Eighth Edition 2017.

DESIGN LOADING

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

TRAFFIC DATA

Current (2018) AADT	950
Future (2038) AADT	1140
DHV - % of AADT	14
Design Hour Volume	160
Heavy Trucks (% of AADT)	9
Heavy Trucks (% of DHV)	3
Directional Distribution (% of DHV)	65
18 kip Equivalent P 2.0	45
18 kip Equivalent P 2.5	43

HYDROLOGIC DATA

Drainage Area	15.9 sq mi
Design Discharge (Q50)	1229.1 cfs
Check Discharge (Q100)	1419.3 cfs
Headwater Elevation (Q1.1)	380.4 ft
Headwater Elevation (Q25)	384.2 ft
Headwater Elevation (Q50)	384.2 ft
Headwater Elevation (Q100)	384.4 ft
Discharge Velocity (Q1.1)	3.1 fps
Discharge Velocity (Q25)	8.8 fps
Discharge Velocity (Q50)	8.6 fps
Discharge Velocity (Q100)	8.5 fps

MATERIALS

Concrete:	
Precast	Class "P"
All Other	Class "A"
Reinforcing Steel	ASTM A 615/A 615M, Grade 60
Welded Wire Reinforcement	ASTM A185/A185 M or ASTM A497/A497M

BASIC DESIGN STRESSES

Concrete	f 'c = 4000 psi
Precast Concrete	f 'c = 5000 psi
Reinforcing Steel	f y = 60,000 psi
Welded Wire Reinforcement	f y = 65,000 psi

FRYEBURG
OXFORD COUNTY
KIMBALL BROOK BRIDGE
OVER
KIMBALL BROOK
STATE ROUTE 113
NORTH FRYEBURG ROAD
FEDERAL AID PROJECT NO. STP-2169(100)
PROJECT LENGTH 0.014 mi.
BRIDGE NO. 5573

LIST OF DRAWINGS

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Detour Plan	13

UTILITIES

Spectrum Cable
Fairpoint Communications
Central Maine Power Company

MAINTENANCE OF TRAFFIC

The bridge will be closed during construction with traffic detoured onto local roads.

PROJECT LOCATION	In Fryeburg, on State Route 113 (North Fryeburg Road), 0.9 miles south of the Stow town line. Lat./Long. 44°07'16.8" N 70°58'40.7" W
PROGRAM AREA	Highway Bridges - Traditional
OUTLINE OF WORK	Bridge Culvert Replacement

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED — DATE
COMMISSIONER: — 12/17/18
CHIEF ENGINEER: — 12-17-18

STATE OF MAINE GARRETT GUSTAFSON 13553 LICENSED PROFESSIONAL ENGINEER

SIGNATURE 13553
P.E. NUMBER
DATE 12-14-18

PROJECT INFORMATION

PROGRAM	BRIDGE PROGRAM
PROJECT MANAGER	JOEL KITTREDGE
DESIGNER	KENDRA NASH
CONSULTANT	N/A
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

WIN021691.00

STP-2169(100)

FRYEBURG
KIMBALL BROOK BRIDGE

TITLE SHEET

SHEET NUMBER
1
OF 13

Filename: \00\BRIDGE\MSTA\001_Title.dgn Division: BRIDGE Username: Mark.Poulin Date:12/14/2018

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.23	REMOVING SINGLE TREE TOP ONLY	1	EA
201.24	REMOVING STUMP	1	EA
202.202	REMOVING PAVEMENT SURFACE	220	SY
203.20	COMMON EXCAVATION	500	CY
203.24	COMMON BORROW	20	CY
203.25	GRANULAR BORROW	157	CY
206.061	STRUCTURAL EARTH EXCAVATION - MINOR BELOW GRADE	14	CY
304.10	AGGREGATE BASE COURSE - GRAVEL	396	CY
403.2081	HOT MIX ASPHALT 12.5 MM HMA SURFACE (POLYMER MODIFIED)	82	T
403.209	HOT MIX ASPHALT 9.5 MM (INCIDENTALS)	10	T
403.211	HOT MIX ASPHALT (SHIM)	6	T
403.213	HOT MIX ASPHALT 12.5 MM BASE	109	T
409.15	BITUMINOUS TACK COAT - APPLIED	36	G
508.13	SHEET WATERPROOFING MEMBRANE (145 SY)	1	LS
511.07	COFFERDAM: UPSTREAM	1	LS
511.07	COFFERDAM: DOWNSTREAM	1	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (40 SY)	1	LS
526.301	TEMPORARY CONCRETE BARRIER, TYPE I (120 LF)	1	LS
527.34	WORK ZONE CRASH CUSHIONS	2	UN
534.71	PRECAST CONCRETE BOX CULVERT (215 CY)	1	LS
606.1301	31" W-BEAM GUARDRAIL - MID-WAY SPLICE	113	LF
606.1304	31" W-BEAM GUARDRAIL - MID-WAY SPLICE - OVER 15' RADIUS	50	LF
606.1305	31" W-BEAM GUARDRAIL - MID-WAY SPLICE FLARED TERMINAL	1	EA
606.1306	31" W-BEAM GUARDRAIL - MID-WAY SPLICE TANGENT TERMINAL	1	EA
606.265	TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	2	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	7	EA
610.08	PLAIN RIPRAP	280	CY
610.09	HAND LAID RIPRAP	2	CY
613.319	EROSION CONTROL BLANKET	53	SY
615.07	LOAM	9	CY
618.14	SEEDING METHOD NUMBER 2	2	UN
619.12	MULCH	2	UN
619.14	EROSION CONTROL MIX	17	CY
620.58	EROSION CONTROL GEOTEXTILE	172	SY
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	720	LF
629.05	HAND LABOR, STRAIGHT TIME	20	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	20	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	20	HR
639.19	FIELD OFFICE TYPE B	1	EA
652.312	TYPE III BARRICADE	6	EA
652.33	DRUM	20	EA
652.34	CONE	20	EA
652.35	CONSTRUCTION SIGNS	910	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES (30 CD)	1	LS
652.38	FLAGGER	300	HR
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	6	EA
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS
834.322	DRY HYDRANT - INSTALL ONLY	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. All embankment material, except as otherwise shown, placed below EL. 384.2 shall be Granular Borrow meeting the requirements of Subsection 703.19, Material for Underwater Backfill.

8. Place riprap on sideslopes up to 2 feet from the edge of shoulder pavement.

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

10. Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Item No. 619.14, 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 culvert walls.

12. An NCHRP350 or MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.

13. Extended-use Erosion Control Blanket 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.

14. Project information referred to below may be accessed at the following MaineDOT web address: http://www.maine.gov/mdot/contractors/.

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

16. 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.

17. The project geotechnical report titled: Preliminary Design Report, Soils Report No. 17-0683, dated January 2, 2018 may be accessed at the MaineDOT web address.

18. 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.

19. 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.

20. The Contractor shall maintain the excavation so that the box culvert is constructed in-the-dry. The excavation will be completed beneath the groundwater table. Water should be controlled by pumping.

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

Concrete headwalls, including to one foot inside the box;
Exposed tops of vertical walls and to one foot below the ground on the back side;
Exposed faces of vertical walls to one foot inside the box.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2169(100)

WIN 021691.00

BRIDGE NO. 5573

BRIDGE PLANS

PROJ. MANAGER	J. Kittredge		
DESIGN-DETAILED	K. Nash	BY	DATE
CHECKED-REVIEWED		D. Damren	DEC. 2018
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

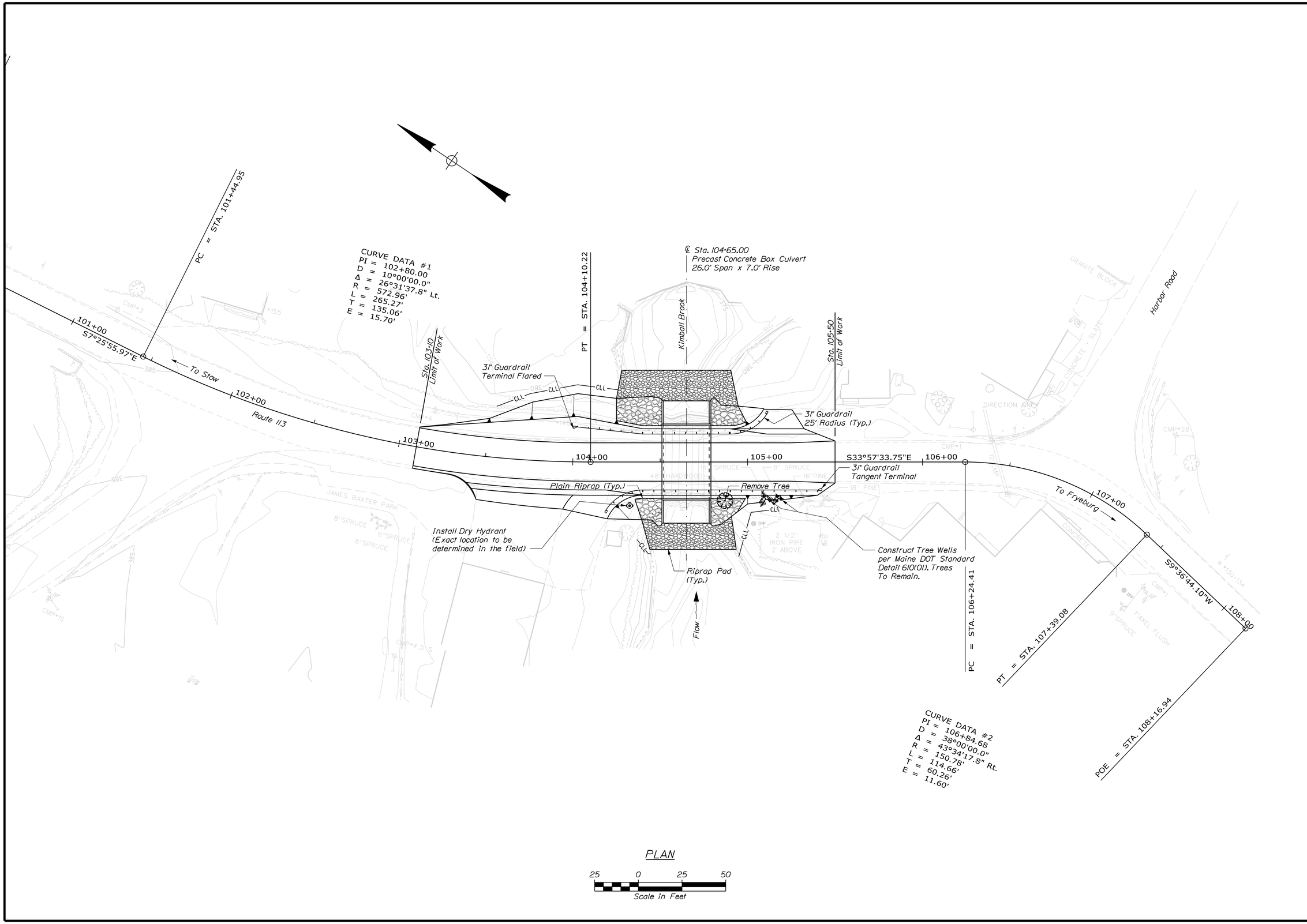
DATE

KIMBALL BROOK BRIDGE
KIMBALL BROOK
FRYEBURG OXFORD COUNTY

ESTIMATED QUANTITIES &
GENERAL CONSTRUCTION NOTES

SHEET NUMBER
2
OF 13

Filename: ...\BRIDGE\MSTA\002_Estimate.dgn Division: BRIDGE Username: Kendra.Nash Date:12/17/2018



Filename: ...\MSTA\003_GeneralPlan.dgn Division: BRIDGE Username: Mark.Poulin Date:12/14/2018

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2169(100)

WIN 021691.00

BRIDGE NO. 5573

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J. Kilteredge		
DESIGN-DETAILED	K. Nash	D. Damren	DEC. 2018
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

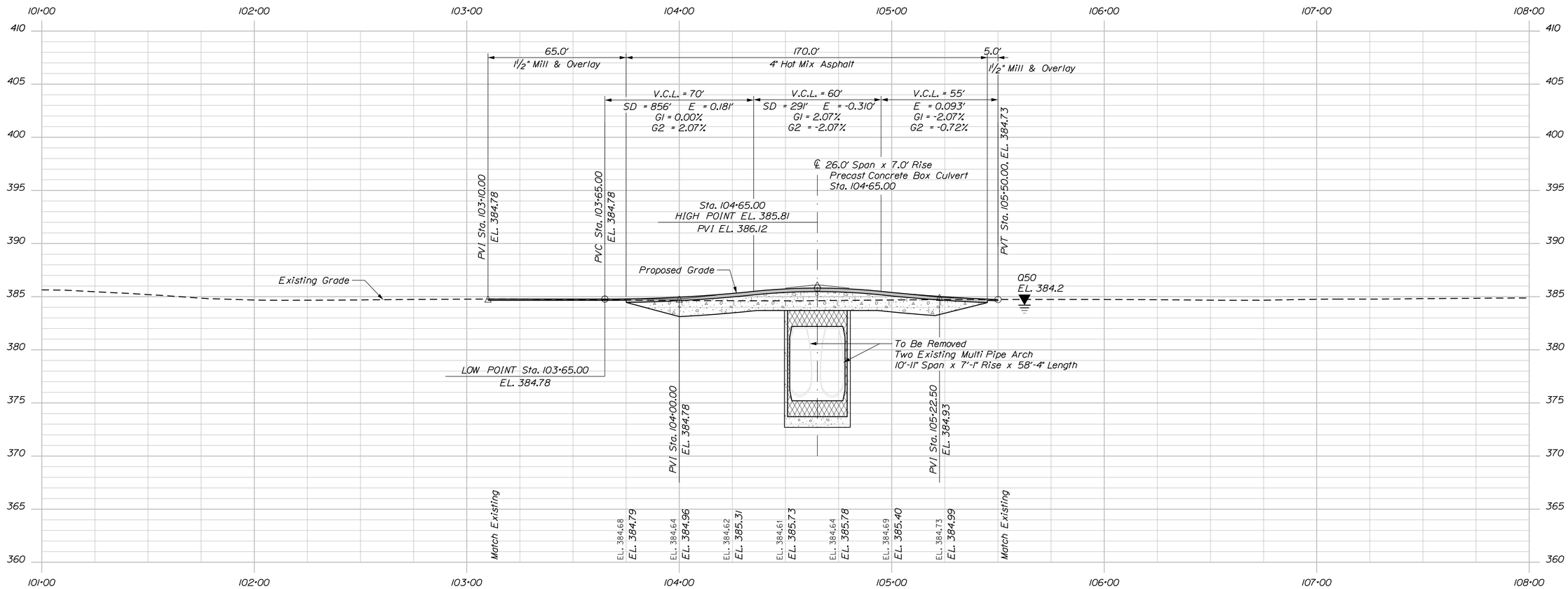
KIMBALL BROOK BRIDGE
KIMBALL BROOK
FRYEBURG OXFORD COUNTY

GENERAL PLAN

SHEET NUMBER

3

OF 13



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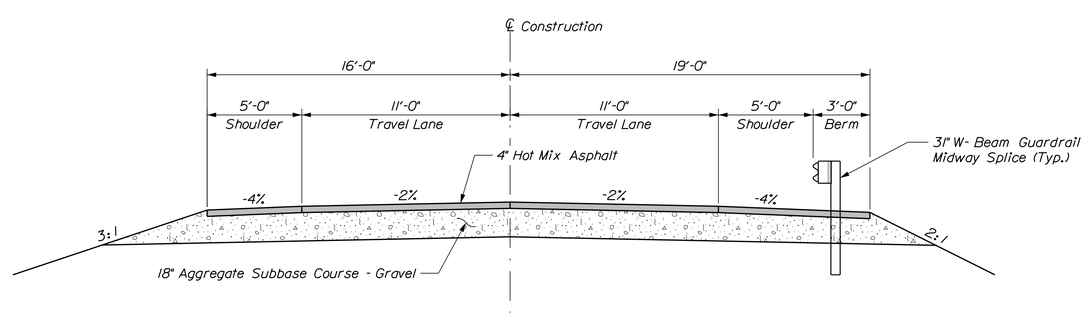


APPROACH DESIGN SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2169(100)

WIN 021691.00

BRIDGE NO. 5573

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J. Kilteredge		
DESIGN-DETAILED	K. Nash	D. Damren	DEC. 2018
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

KIMBALL BROOK BRIDGE
KIMBALL BROOK
FRYEBURG OXFORD COUNTY

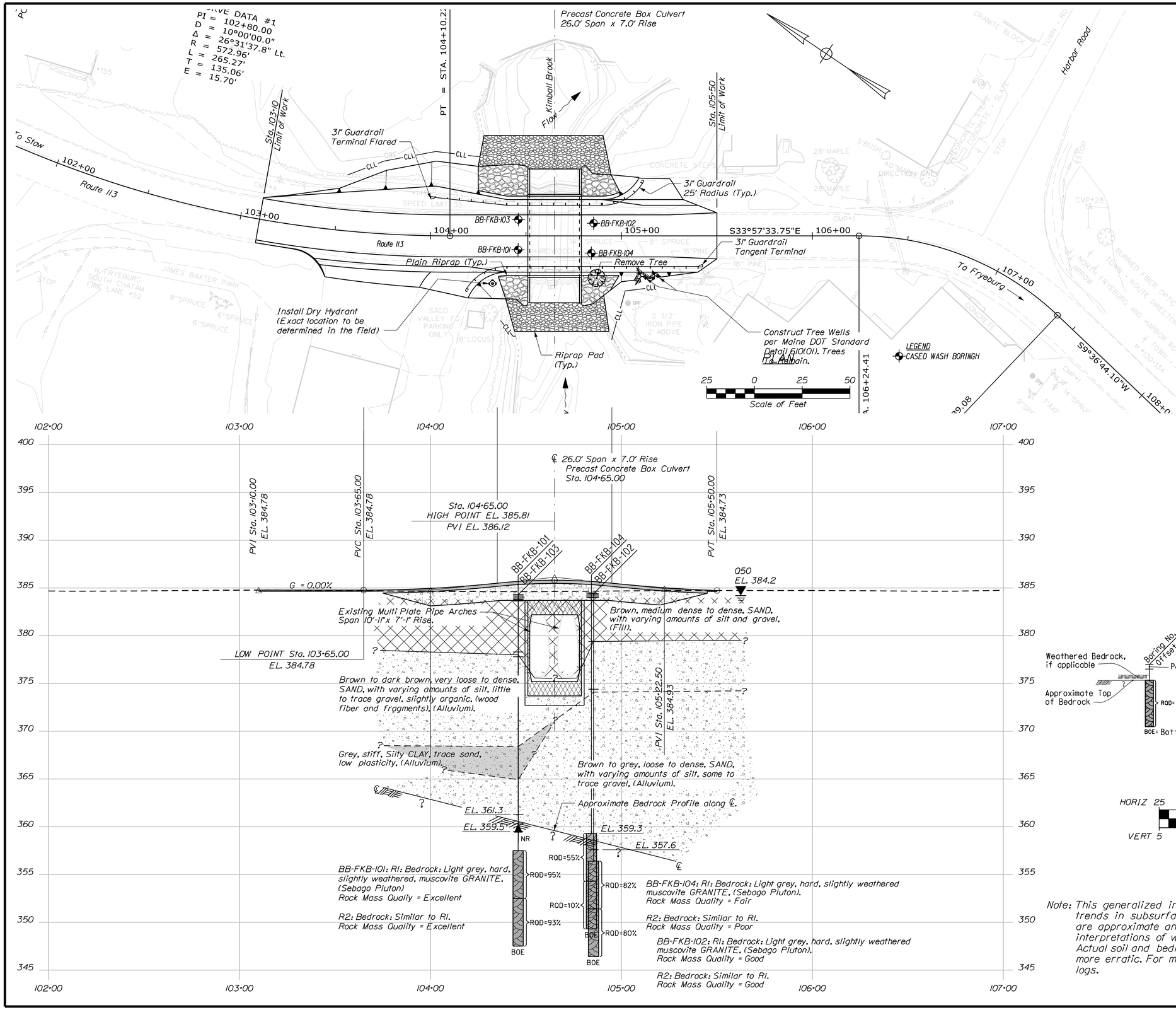
PROFILE &
APPROACH DESIGN SECTION

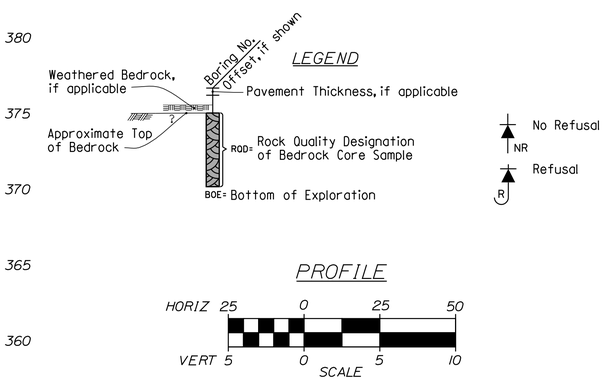
SHEET NUMBER

4

OF 13

Filename: ...\00\BRIDGE\MSTA\004_Profile.dgn Division: BRIDGE Username: Mark.Poulin Date:12/14/2018





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

STP-2169(100)

WIN 21691.00

BRIDGE NO. 5573

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J. Kittredge		
DESIGN-DETAILED	K. Nash	D. Domren	
CHECKED-REVIEWED			
DESIGN2-DETAILED2	M.ST.PIERRE	T.WHITE	SEP 2018
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

KIMBALL BROOK BRIDGE
KIMBALL BROOK
FRYEBURG OXFORD COUNTY

BORING LOCATION PLAN &
INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER
5
OF 13

Filename: ...\GEOTECH\MSTA\005_BLP&ISP1.dgn Division: BRIDGE Username: Mark.Poulin Date:12/14/2018

Filename: ...\MSTA\006_BORING LOGS1.dgn Division: BRIDGE Username: Mark.Poulin Date:12/14/2018

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Kimball Brook Bridge #5573 carries Route 113 over Kimball
Location: Fryeburg, Maine

Boring No.: BB-FKB-101
WIN: 21691

Driller:	S. W. Cole Explorations, LLC	Elevation (ft.)	384.3
Operator:	J. Lee	Datum:	NAVD88
Logged By:	E. Walker	Rig Type:	CME 850
Date Start/Finish:	07-26-17	Drilling Method:	Cased Wash
Boring Location:	Sta. 104+65.9, 7.2 Rt.	Casing ID/OD:	HW 4"/4.5"
Hammer Efficiency Factor:	0.813	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Solid Stem	Sampler:	Standard Split Spoon
Hammer Wt./Fall:	140#/30"	Core Barrel:	NQ2
Water Level*:	5.5' (after drilling)		

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); Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; N_{60} = (Hammer Efficiency Factor/60%)*Nuncorrected; 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 (%)	Nuncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	10	24/16	0.90 - 2.90	7/12/11/12	23	31	SSA	383.6	8" of Pavement (0.7)	
									Brown, damp, dense, Gravelly SAND, little silt, (Fill).	
5	20	24/18	2.90 - 4.90	10/7/13/12	20	27			Dark brown, moist, medium dense, SAND, some gravel, little silt, (Fill). Red brick at 3.5 ft bgs.	
	30	24/18	5.00 - 7.00	2/11/3/2	14	19		378.3	3D(A): Dark brown, moist, medium dense, Silty SAND, little gravel, (Fill). (6.0)	
								377.8	3D(B): Dark brown, moist, soft, PEAT, some sand, little gravel, (Alluvium). (6.5)	
	40	24/18	7.00 - 9.00	6/5/11/30	16	22			3D(C): Grey-brown, wet, medium dense, SAND, some gravel, trace silt, (Alluvium). Dark brown, wet, medium dense, SAND, some silt, little gravel, little wood fiber/fragments, (Alluvium).	
10	50	24/18	10.00 - 12.00	3/4/16/14	20	27	85		Grey-brown, wet, medium dense, SAND, little gravel, trace silt, trace wood fiber/fragments, (Alluvium).	GM243337 A-1-b, SP WC=24.2%
							64			
	60	24/15	12.00 - 14.00	5/5/3/3	8	11	79		Similar to above.	
							49			
							56			
15	70	24/17	15.00 - 17.00	13/5/3/4	8	11	50		7D(A): Grey-brown, wet, medium dense, SAND, little gravel, trace silt, (Alluvium). (16.0)	
							61	368.3	7D(B): Grey, wet, stiff, stiff, Silty CLAY, trace sand, (Alluvium).	GM243338 A-6, CL WC=35.0% LL=36 PL=24 PI=12
							64			
							55			
							56			
20	80	24/15	20.00 - 22.00	4/3/3/4	6	8	36	364.3	Layered grey, wet, medium stiff, Silty CLAY and grey, loose, Silty SAND, (Alluvium). (20.0)	
							34			
							75			
							64			
							74 OPEN	359.5	Top of Bedrock at Elev. 359.5 ft. (24.8)	
25	R1	60/58	26.80 - 31.80	RQD = 95%			N02		Advanced by rollercone from 24.8 to 26.8 ft bgs. R1:Bedrock: Light grey, fine- to medium-grained, GRANITE, hard, slightly weathered, joints are horizontal (0-5 degrees), moderately close and tight, (Sebago Pluton). Rock Mass Quality = Excellent. R1:Core Times (min:sec) 26.8-27.8 ft (2:23) 27.8-28.8 ft (2:26) 28.8-29.8 ft (2:27) 29.8-30.8 ft (2:36) 30.8-31.8 ft (2:39) 97% Recovery.	
30	R2	60/58	31.80 - 36.80	RQD = 93%					R2:Bedrock: Similar to above. Rock Mass Quality = Excellent. R1:Core Times (min:sec) 31.8-32.8 ft (2:02) 32.8-33.8 ft (1:49) 33.8-34.8 ft (2:11) 34.8-35.8 ft (2:15) 35.8-36.8 ft (2:13) 97% Recovery.	
35								347.5	Bottom of Exploration at 36.8 feet below ground surface. (36.8)	
40										
45										
50										

Remarks:
-bgs = below ground surface.
-PP = Pocket Penetrometer Test
No water circulation/return below 31.7 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.

Page 1 of 1
Boring No.: BB-FKB-101

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Kimball Brook Bridge #5573 carries Route 113 over Kimball
Location: Fryeburg, Maine

Boring No.: BB-FKB-103
WIN: 21691

Driller:	S. W. Cole Explorations, LLC	Elevation (ft.)	384.3
Operator:	J. Lee	Datum:	NAVD88
Logged By:	E. Walker	Rig Type:	CME 850
Date Start/Finish:	07-25-17	Drilling Method:	Cased Wash
Boring Location:	Sta. 104+46.0, 8.5 Lt.	Casing ID/OD:	HW 4"/4.5"
Hammer Efficiency Factor:	0.813	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Solid Stem	Sampler:	Standard Split Spoon
Hammer Wt./Fall:	140#/30"	Core Barrel:	NQ2
Water Level*:	5.8' (after drilling)		

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); Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; N_{60} = (Hammer Efficiency Factor/60%)*Nuncorrected; 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 (%)	Nuncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	10	24/15	0.70 - 2.70	11/9/10/8	19	26	SSA	383.6	6" of Pavement (0.5)	
									Brown, damp, medium dense, Gravelly SAND, some silt, (Fill).	GM243342 A-1-b, SM WC=6.0%
5	20	24/16	5.00 - 7.00	1/1/8/7	9	12		379.3	Dark brown, wet, medium dense, SAND, some silt, trace gravel, with organics and wood, (Alluvium). (5.0)	
									Cobbles.	
									Cobbles.	
10	30	24/18	10.00 - 12.00	14/13/10/5	23	31	142		3D(A): Dark brown, wet, medium dense, SAND, some silt, with wood fiber, (Alluvium).	
							154		3D(B): Brown, wet, medium dense, SAND, some silt, trace gravel, trace wood fiber.	#243343 WC=22.1% Loss on Ignition 1.2%
							97			
							108			
							76			
15	40	24/6	15.00 - 17.00	18/7/3/3	10	14	51	369.3	4D(A): Dark brown, wet, medium dense, Silty SAND, little gravel, trace wood fiber, (Alluvium). (15.2)	
							51		4D(B): Grey, wet, stiff, Silty CLAY, little sand, (Alluvium).	#243344 A-4, CL WC=26.3% LL=24 PL=18 PI=10
							47			
							58			
							50	365.3	Grey, wet, loose, SAND, some silt, some gravel, (Alluvium). (19.0)	
20	50	24/15	20.00 - 22.00	3/2/4/5	6	8	74			
							60			
							75			
							100	361.3	Top of Bedrock at Elev. 361.3 ft. Advanced by rollercone from 23.0 to 24.0 ft bgs. (23.0)	
								360.3	Bottom of Exploration at 24.0 feet below ground surface. (24.0)	
25										
30										
35										
40										
45										
50										

Remarks:
-bgs = below ground surface.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: BB-FKB-103

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Kimball Brook Bridge #5573 carries Route 113 over Kimball
Location: Fryeburg, Maine

Boring No.: BB-FKB-104
WIN: 21691

Driller:	S. W. Cole Explorations, LLC	Elevation (ft.)	384.5
Operator:	J. Lee	Datum:	NAVD88
Logged By:	E. Walker	Rig Type:	CME 850
Date Start/Finish:	07-26-17	Drilling Method:	Cased Wash
Boring Location:	Sta. 104+44.3, 9.0 Rt.	Casing ID/OD:	HW 4"/4.5"
Hammer Efficiency Factor:	0.813	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Solid Stem	Sampler:	Standard Split Spoon
Hammer Wt./Fall:	140#/30"	Core Barrel:	NQ2
Water Level*:	5.6' (after drilling)		

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); Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; N_{60} = (Hammer Efficiency Factor/60%)*Nuncorrected; 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 (%)	Nuncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	1D	24/16	0.60 - 2.60	8/11/11/9	22	30	SSA	384.0	6" of Pavement (0.5)	
									Brown, damp, dense, Gravelly SAND, little silt, (Fill).	GM243345 A-4, SM WC=6.2%
5	2D	24/20	5.00 - 7.00	2/2/1/1	3	4		379.5	Brown, wet, loose, Sandy SILT, trace gravel, with rootlets, (Alluvium). (5.0)	
	3D	24/22	7.00 - 9.00	1/2/2/2	4	5			2" diameter wood fragment at 6.7 ft bgs. Dark brown, wet, loose, SILT, some sand, with wood fiber, (Alluvium).	GM243346 A-4, SM WC=56.2% Loss on Ignition 3.5%
10	4D	24/23	10.00 - 12.00	1/2/3/4	5	7	29	374.5	Brown, wet, loose, SAND, little gravel, trace silt, (Alluvium). (10.0)	GM243347 A-3, SP WC=23.1%
							36			
							44			
							48			
							44			
15	5D	24/14	15.00 - 17.00	3/3/3/3	6	8	20		Similar to above.	
							23			
							37			
							50			
							64			
20	6D	24/14	20.00 - 22.00	3/6/7/13	13	18	22		Grey, wet, medium dense, SAND, some silt, little gravel, (Alluvium).	
							41			
							103			
							100			
							58	359.3	Grey, wet, very dense, Gravelly SAND, some silt, (Alluvium). (25.2)	
25	7D R1	3/3 60/59	25.00 - 25.25 25.25 - 30.20	50-3" RQD = 55%	- -		25		Top of Bedrock at Elev. 359.3 ft. R1:Bedrock: Light grey, medium to coarse-grained, GRANITE, hard, slightly to moderately weathered, joints are horizontal (0-5 degrees) to low angle (5-35 degrees), moderately close and tight, (Sebago Pluton). Rock Mass Quality = Fair. R1:Core Times (min:sec) 25.25-26.2 ft (1:37) 26.2-27.2 ft (2:04) 27.2-28.2 ft (2:51) 28.2-29.2 ft (3:21) 29.2-30.2 ft (3:00) 98% Recovery.	
30	R2	60/48	30.20 - 35.20	RQD = 10%					R2:Bedrock: Similar to above except moderately hard, moderately weathered with moderately severely weathered zones, joints low angle (5-35 degrees) to steep (55-85 degrees) and very close to close with open fracture at 32 ft bgs. Rock Mass Quality = Good. R1:Core Times (min:sec) 30.2-31.2 ft (2:14) 31.2-32.2 ft (2:13) 32.2-33.2 ft (1:26) 33.2-34.2 ft (2:00) 34.2-35.2 ft (3:06) 80% Recovery.	
35								349.3	Bottom of Exploration at 35.2 feet below ground surface. (35.2)	
40										
45										
50										

Remarks:
-bgs = below ground surface.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: BB-FKB-104

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Kimball Brook Bridge #5573 carries Route 113 over Kimball
Location: Fryeburg, Maine

Boring No.: BB-FKB-102
WIN: 21691

Driller:	S. W. Cole Explorations, LLC	Elevation (ft.)	384.4
Operator:	J. Lee	Datum:	NAVD88
Logged By:	E. Walker	Rig Type:	CME 850
Date Start/Finish:	07-25-17	Drilling Method:	Cased Wash
Boring Location:	Sta. 104+85.4, 6.6 Lt.	Casing ID/OD:	HW 4"/4.5"
Hammer Efficiency Factor:	0.813	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	5" Solid Stem	Sampler:	Standard Split Spoon
Hammer Wt./Fall:	140#/30"	Core Barrel:	NQ2
Water Level*:	5.3' (after drilling)		

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); Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Rig Specific Annual Calibration; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; N_{60} = (Hammer Efficiency Factor/60%)*Nuncorrected; 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 (%)	Nuncorrected	N_{60}	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	10	24/19	0.50 - 2.50	5/7/9/6	16	22	SSA	384.0	5" Pavement (0.4)	
									Brown, damp, medium dense, SAND, some gravel, little silt, (Fill).	
	20	24/12	2.50 - 4.50	2/7/20/12	27	37			Similar to above except brown to dark brown and dense.	GM243339 A-1-b, SM WC=11.7%
5	30	24/24	5.00 - 7.00	2/1/1-12"	2	3		379.4	Dark brown, moist, soft, PEAT, some sand, (Alluvium). (5.0)	
	40	24/15	7.00 - 9.00	1/1/1/1	2	3			Similar to above except wet.	#243340 WC=68.2% Loss on Ignition 4.9%
10	50	24/20	10.00 - 12.00	1/3/4/5	7	9	22	374.4	5D(A): Dark brown, wet, medium dense, SAND, some silt, little wood fiber, (Alluvium). (10.0)	
							34	373.4	5D(B): Grey-brown, wet, medium dense, SAND, trace silt, (Alluvium).	GM243341 A-1-b, SP WC=24.4%
							47			
							46			
							41			
15	60	24/6	15.00 - 17.00	2/1/4/3	5	7	14		6D(A): Brown, wet, loose, SAND, trace silt, (Alluvium). (16.0)	GM270349 A-1-b, SP WC=22.0%
							13	368.4	6D(B): Grey, wet, loose, SAND, some gravel, some silt, trace clay, (Alluvium).	
							22			
							35			
							44			
20	70	24/15	20.00 - 22.00	6/5/4/3	9	12	28		Grey, wet, medium dense, Silty SAND, some gravel, (Alluvium).	GM270350 A-2-4, SM WC=10.6%
							34			
							52			
							47			
							48			
25	80	21/18	25.00 - 26.75	10/9/17/50-3"	26	35	46		Grey, wet, dense, Silty SAND, some gravel, (Alluvium).	
							130 OPEN	357.6	Top of Bedrock at Elev. 357.6 ft. (26.8)	
30	R1	60/54	28.00 - 33.00	RQD = 82%			N02		Advanced by rollercone from 26.8 to 28.0 ft bgs. R1:Bedrock: Light grey, medium-grained, GRANITE, hard, slightly weathered, joints are low angle (5-35 degrees), moderately close and tight, (Sebago Pluton). Rock Mass Quality = Good. R1:Core Times (min:sec) 28.0-29.0 ft (2:58) 29.0-30.0 ft (3:10) 30.0-31.0 ft (2:57) 31.0-32.0 ft (3:04) 32.0-33.0 ft (2:38) 90% Recovery.	
35	R2	60/55	33.00 - 38.00	RQD = 80%					R2:Bedrock: Similar to above except medium to coarse-grained, slightly to moderately weathered, with low angle (5-35 degrees) to moderately dipping (35-55 degrees) joints. Rock Mass Quality = Good. R1:Core Times (min:sec) 33.0-34.0 ft (1:57) 34.0-35.0 ft (2:14) 35.0-36.0 ft (1:34) 36.0-37.0 ft (1:38) 37.0-38.0 ft (1:53) 92% Recovery.	
								346.4	Bottom of Exploration at 38.0 feet below ground surface. (38.0)	
40										
45										
50										

Remarks:
-bgs = below ground surface.
No water circulation/return below 32.2 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.

Page 1 of 1
Boring No.: BB-FKB-102

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2169(100)

WIN 21691.00

BRIDGE PLANS

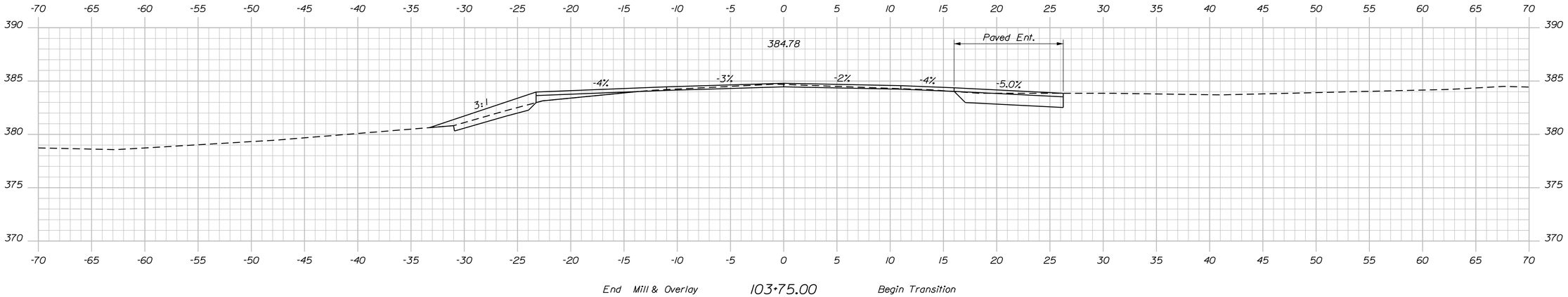
BRIDGE NO. 5573

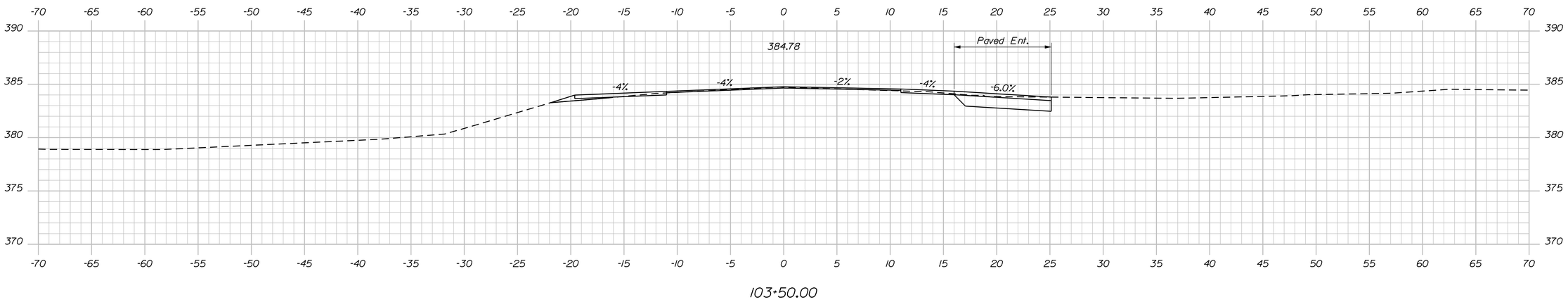
PROJ. MANAGER	J. Kittredge	BY	DATE
DESIGN-DETAILED	K. Nash	D. Damren	----
CHECKED-REVIEWED	----	----	SIGNATURE
DESIGN2-DETAILED2	M.ST.PIERRE	T.WHITE	SEP 2018
DESIGN3-DETAILED3	----	----	P.E. NUMBER
REVISIONS 1	----	----	----
REVISIONS 2	----	----	----
REVISIONS 3	----	----	DATE
REVISIONS 4	----	----	----
FIELD CHANGES	----	----	----

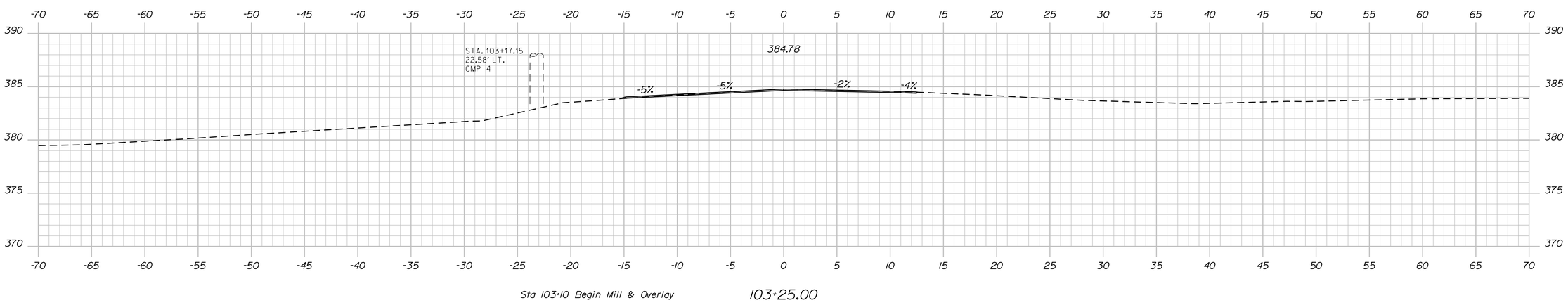
KIMBALL BROOK BRIDGE
KIMBALL BROOK
FRYEBURG OXFORD COUNTY

BORING LOGS

SHEET NUMBER
6
OF 13







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2169(100)

WIN 021691.00

BRIDGE NO. 5573

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J. Kittredge		
DESIGN-DETAILED	K. Nash	D. Damren	DEC. 2018
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

KIMBALL BROOK BRIDGE
KIMBALL BROOK
FRYEBURG OXFORD COUNTY

CROSS SECTIONS

SHEET NUMBER
7
OF 13

Sta. 103+25.00 to Sta. 103+75.00

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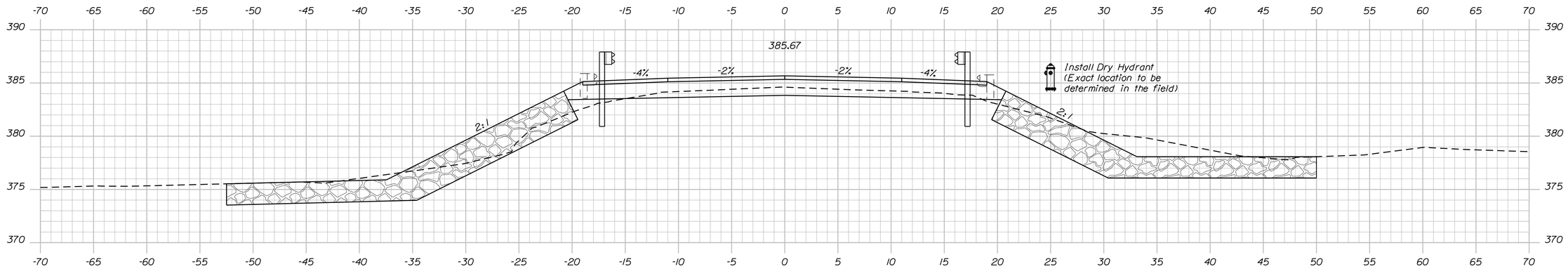
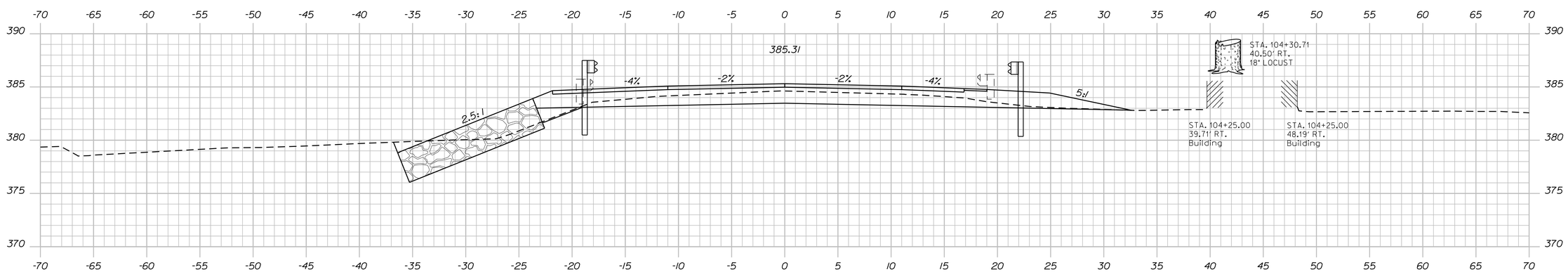


Sta. 104+40.00, 16' Lt. to Sta. 104+90.00, 16' Lt.
Install 50 L.F. W-Beam GR Mid-way Splice

104+45.00

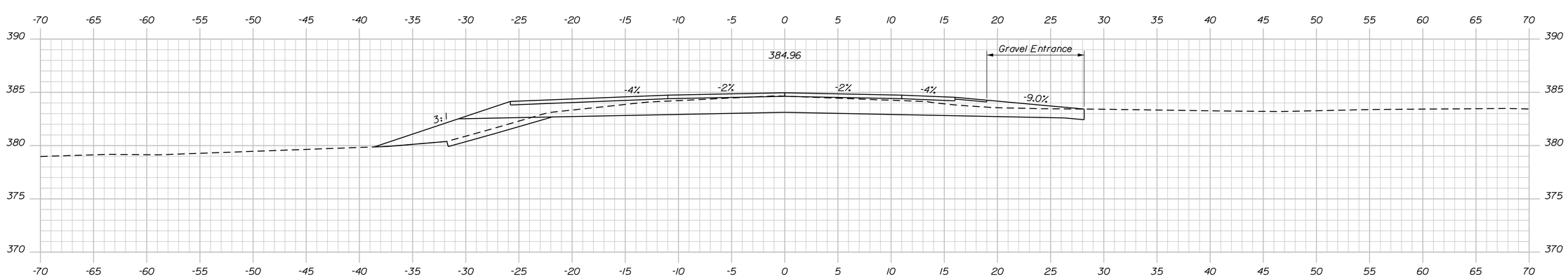
Sta. 104+40.00, 16' Rt. to Sta. 105+02.50, 16' Rt.
Install 62.5 L.F. W-Beam GR Mid-way Splice



Sta. 104+02.45, 20' Lt. to Sta. 104+40.00, 16' Lt.
Install W-Beam GR Mid-way Splice Flared Terminal

104+25.00

Sta. 104+18.96, 27.5' Rt. to Sta. 104+40.00, 16' Rt.
Install 25 L.F. W-Beam GR Mid-way Splice @ 25' Radius with Terminal End



End Transition

104+00.00

Begin Project

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2169(100)

WIN
021691.00

BRIDGE NO. 5573

BRIDGE PLANS

PROJ. MANAGER	J. Kilkredge	BY	DATE
DESIGN-DETAILED	K. Nash	D. Damren	DEC. 2018
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

KIMBALL BROOK BRIDGE
KIMBALL BROOK
FRYEBURG OXFORD COUNTY

CROSS SECTIONS

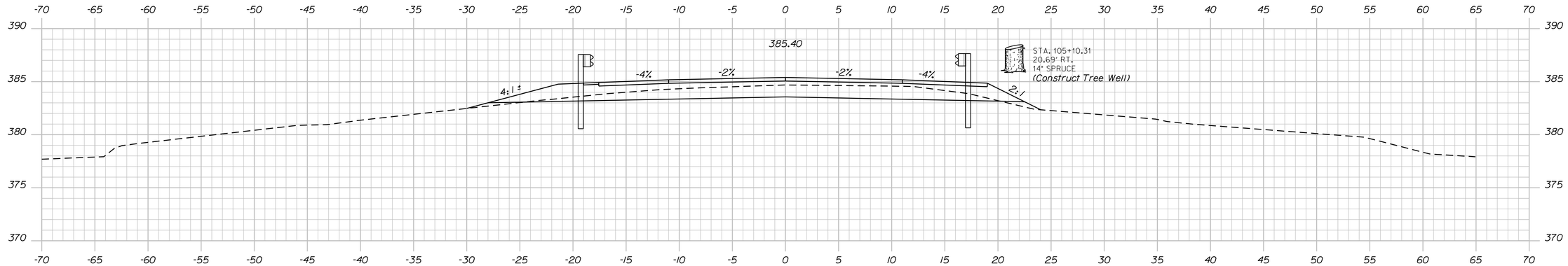
SHEET NUMBER

8

OF 13

Sta. 104+00.00 to Sta. 104+45.00

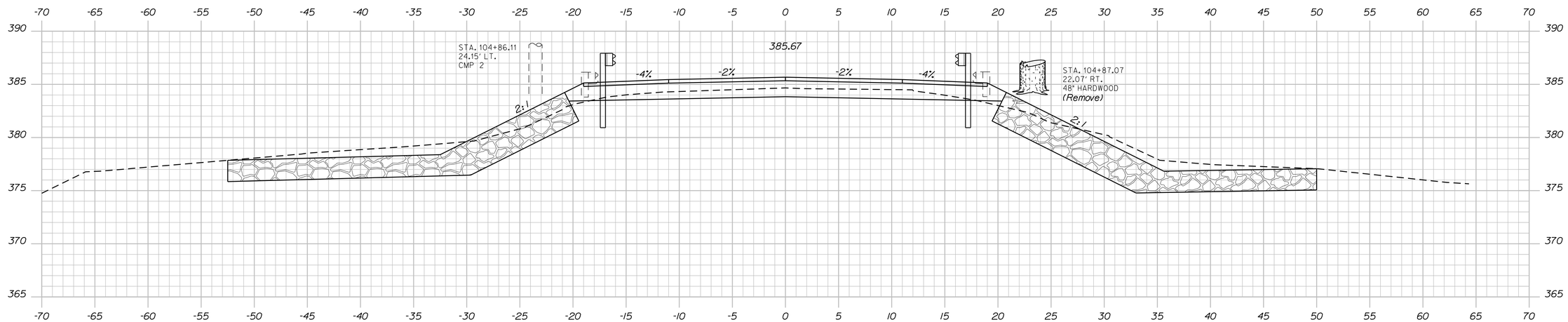
Filename: ...\MSTA\008_Xsect_104+00_002.dgn Division: BRIDGE Username: Mark.Poulin Date:12/14/2018



Sta. 104+90.00, 16' Lt. to Sta. 105+11.04, 27.5' Lt.
Install 25 L.F. W-Beam GR Mid-way Splice @ 25' Radius with Terminal End

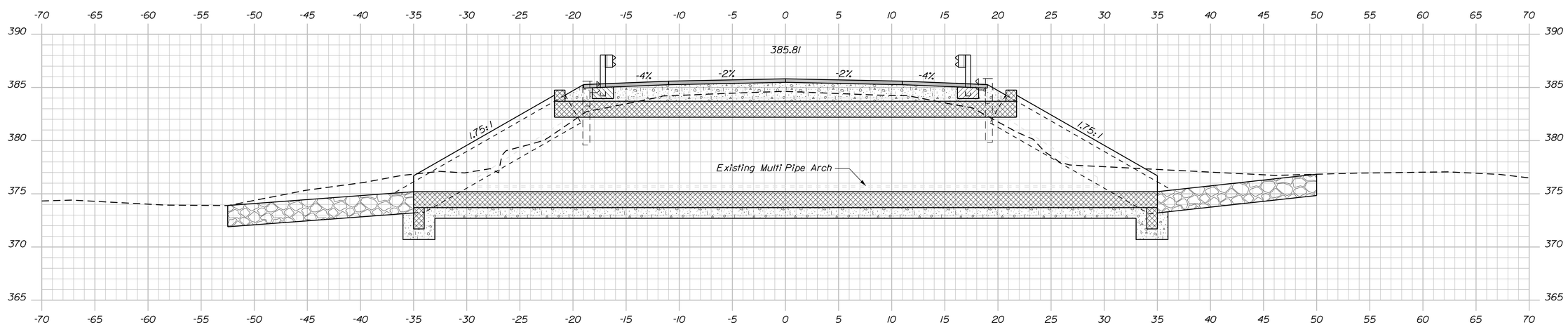
105+00.00

Sta. 105+02.50, 16' Rt. to Sta. 105+40.00, 16' Rt.
Install 31" W-Beam Guardrail - Mid-Way Splice Tangent Terminal



104+85.00

Sta. 104+77.50, 16' Rt. to Sta. 104+90.00, 16' Rt.
Install 12.5 L.F. W-Beam GR Mid-way Splice with Double Beam & Posts



104+65.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2169(100)

WIN 021691.00

BRIDGE NO. 5573

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J. Kittredge		
DESIGN-DETAILED	K. Nash	D. Damren	DEC. 2018
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

KIMBALL BROOK BRIDGE
KIMBALL BROOK
FRYEBURG OXFORD COUNTY

CROSS SECTIONS

SHEET NUMBER
9
OF 13

Sta. 104+65 to Sta. 105+00.00

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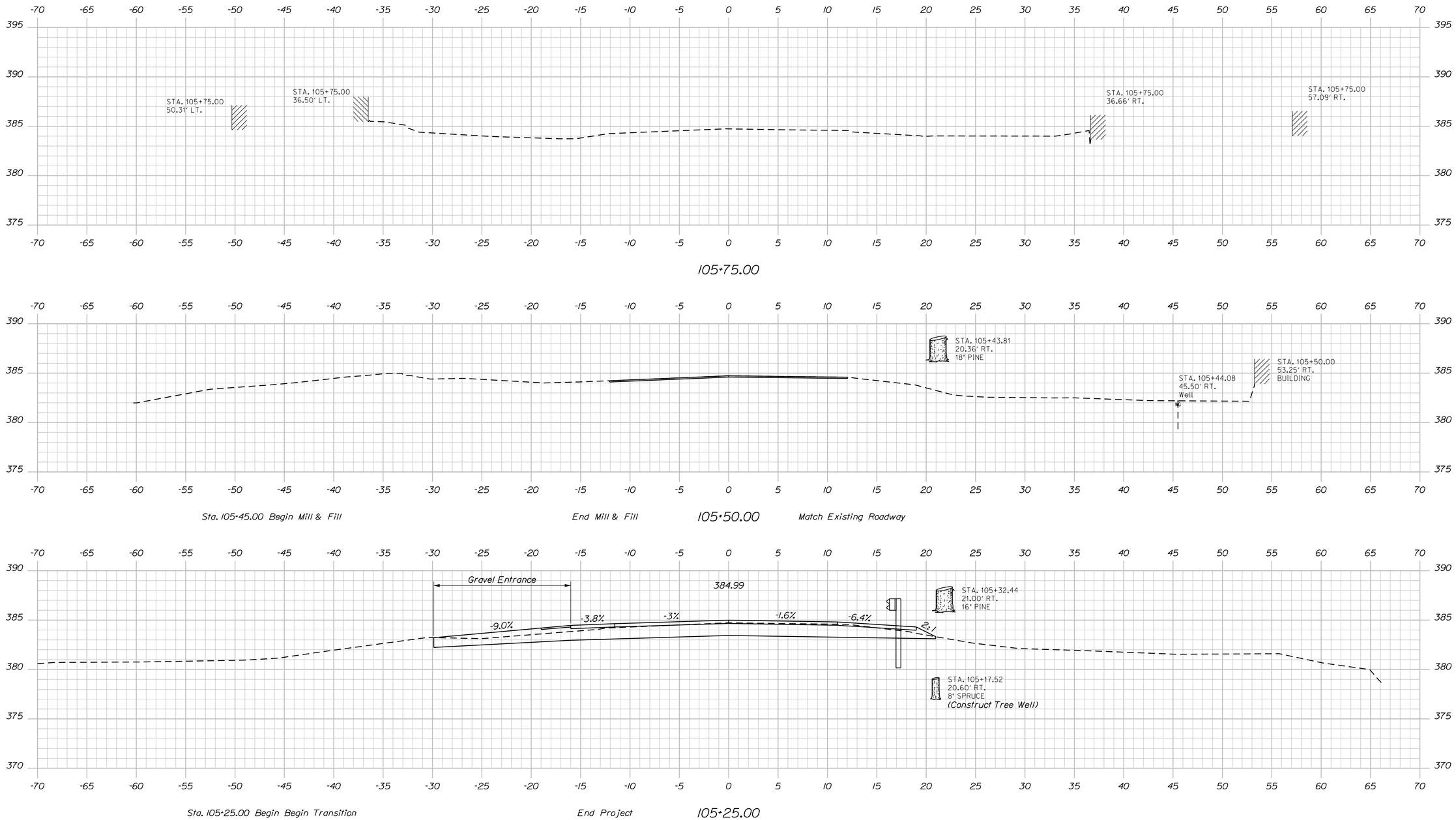

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2169(100)

WIN 021691.00

BRIDGE NO. 5573

BRIDGE PLANS

PROJ. MANAGER	J. Kittredge		
DESIGN-DETAILED	K. Nash	D. Damren	DEC. 2018
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

KIMBALL BROOK BRIDGE
KIMBALL BROOK
FRYEBURG OXFORD COUNTY

CROSS SECTIONS

SHEET NUMBER
10
OF 13

Sta. 105+25.00 to Sta. 105+75.00

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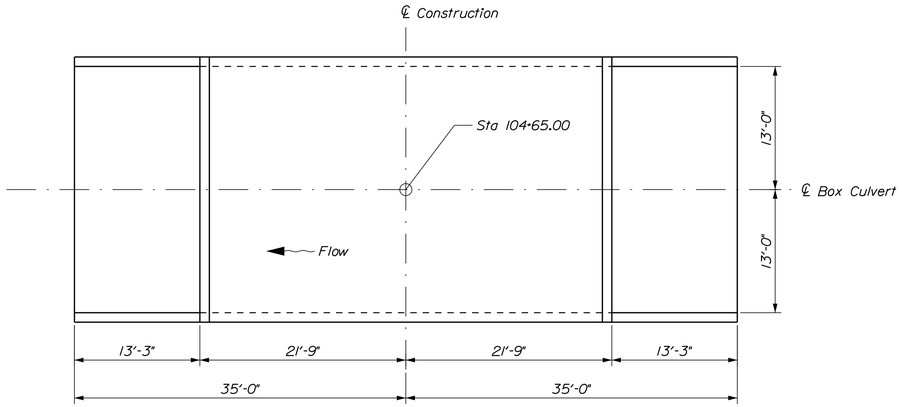
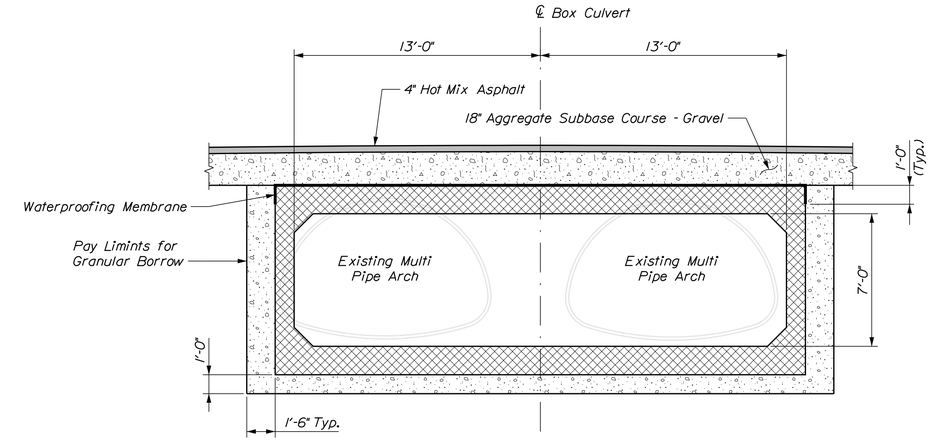
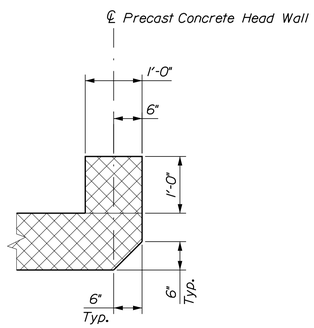


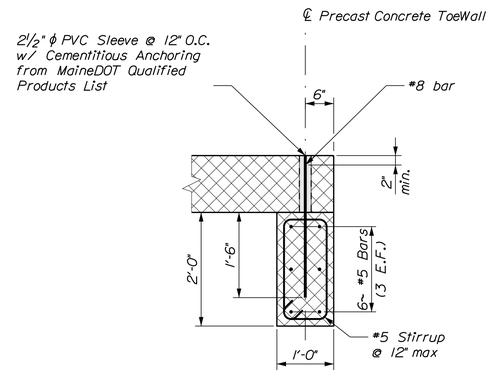
PRECAST CONCRETE BOX CULVERT PLAN



PRECAST CONCRETE BOX CULVERT SECTION



PRECAST CONCRETE HEADWALL DETAIL



PRECAST CONCRETE TOEWALL DETAIL

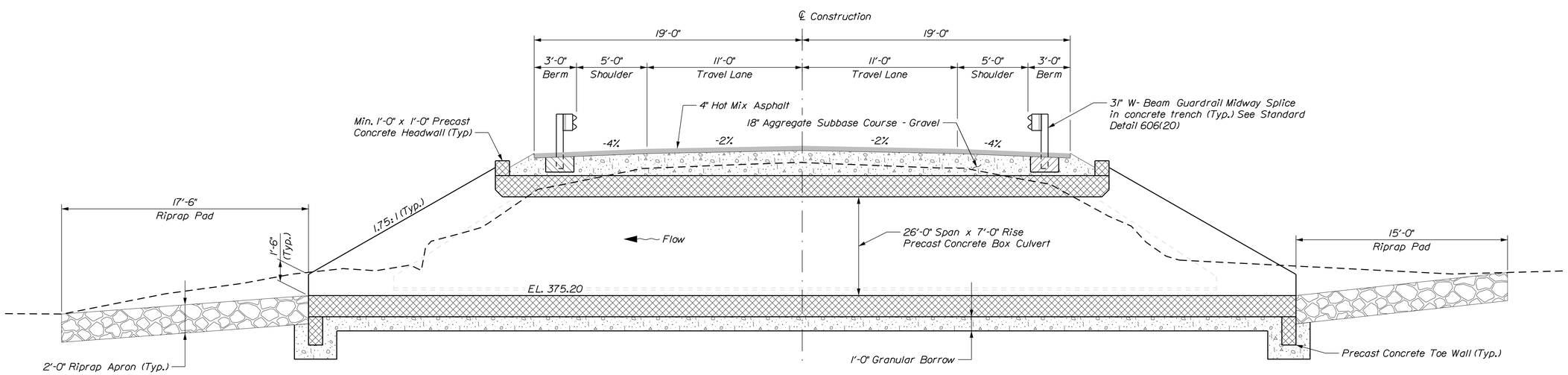
PRECAST CONCRETE BOX CULVERT NOTES

1. The construction, handling, and assembly of the precast units shall be in accordance with Special Provisions Section 534, Precast Structural Concrete, and with the manufacturer's specifications as applicable.

2. Install standard membrane waterproofing over the top and to 12 inches down the exterior sides of the precast units.

3. Concrete headwalls and toe-walls will be paid for under Item No. 534.71, Precast Concrete Box Culvert.

4. The precast units shall be designed to carry construction loadings with a minimum fill cover of 18 inches over the top of the units.



PROPOSED BRIDGE SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2169(100)

WIN 021691.00

BRIDGE NO. 5573

BRIDGE PLANS

PROJ. MANAGER	J. Kittredge	BY	DATE	
DESIGN-DETAILED	K. Nash	D. Damren	DEC. 2018	
CHECKED-REVIEWED				SIGNATURE
DESIGN2-DETAILED2				
DESIGN3-DETAILED3				P.E. NUMBER
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				DATE
REVISIONS 4				
FIELD CHANGES				

KIMBALL BROOK BRIDGE
KIMBALL BROOK
FRYEBURG OXFORD COUNTY

BOX CULVERT DETAILS

SHEET NUMBER
11
OF 13

Filename: ...\MSTA\011_Box_Culvert.dgn Division: BRIDGE Username: Mark.Poulin Date:12/14/2018

PLAN LEGEND

Town, County, State
Approx. Property Lines — P.L.
Existing Right of Way
Limits of Wrought Portion — L.O.W.P.
Control Of Access — C.O.A.
New Right of Way
New Easement
New Temporary Rights
New R/W Within Existing R/W

New R/W Along Existing R/W
Building — Clearing Limit Line — CLL
Trees — Conifer — Deciduous
Tree Line — Bush Line
Water Edge
Ledge — Rock/Boulder — Flag Pole
Fence — CHAIN LINK — BARB WIRE — STOCKADE
Sign — Well — Mailbox

	Existing	Proposed
Sanitary Sewer		
Telephone Line	T	T
Electric Line	E	E
Water Line	W	W
Underdrain Line		
Gas Line	G	G
Guardrail		
Culvert		

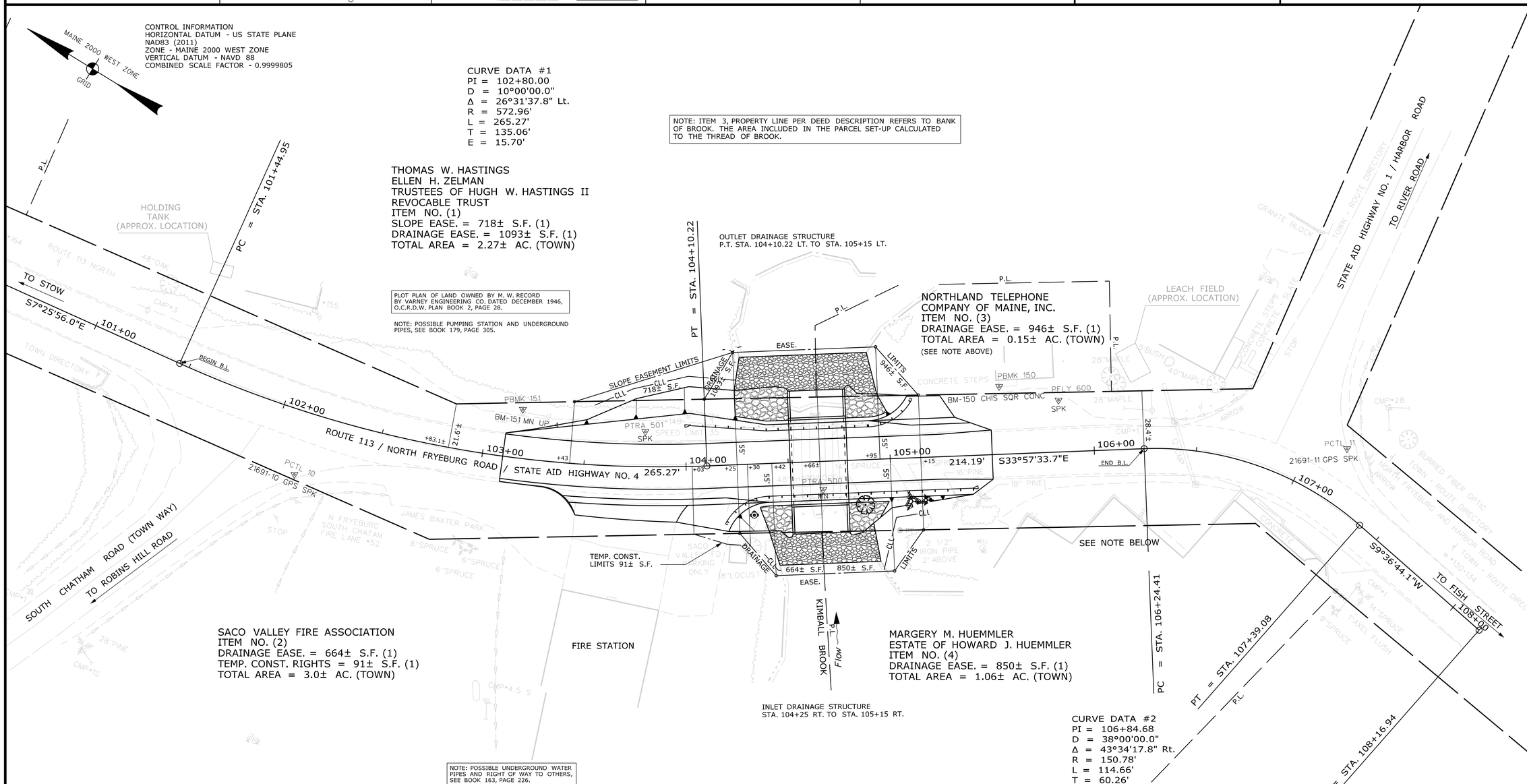
	Existing	Proposed
Traveled Way		
Ditch		
Catch Basin		
Manhole		
Sewer Manhole		
Utility Pole		
Fire Hydrant		
Curbing		

Cut Line — C — Fill Line — F
Stonewall — Retaining Wall
Baseline — 10+00 — 11+00 — 12+00
Monument — Traverse Point
Iron Rod Found — IRF — Pipe Found — IPF
Replacement Pin Set

STATE OF MAINE
REGISTRY OF DEEDS
COUNTY _____
RECEIVED _____, _____
at _____h_____m_____M and recorded in
Plan Book _____, Page _____
Attest: _____
REGISTER

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

25 0 25 50 75 100
Scale of Feet



EXISTING RIGHT OF WAY INFORMATION

1) OXFORD COUNTY COMMISSIONERS RECORDS
ROUTE 113, VOLUME 1, PAGE 310, 1823, 4 RODS (66-FEET)

2) OXFORD COUNTY COMMISSIONERS RECORDS
HARBOR ROAD, VOLUME 2, PAGE 58, 1832, 3 RODS (49.5-FEET)

NOTE: A PORTION OF THE BUILDING EXISTS WITHIN THE LIMITS OF THE EXISTING HIGHWAY RIGHT OF WAY AND IS A PERMITTED TEMPORARY ENCROACHMENT UNDER MAINE LAW FOR THE LIFE OF THE BUILDING ONLY. IF THE BUILDING IS REMOVED, THE ORIGINAL ESTABLISHED RIGHT OF WAY LINE SHALL REMAIN THE BOUNDARY OF THE HIGHWAY RIGHT OF WAY (SEE OXFORD COUNTY COMMISSIONER'S RECORD, VOL 1, PAGE 310, 1823 4 RODS (66-FEET)).

KIMBALL BROOK BRIDGE
OVER
KIMBALL BROOK

BRIDGE NO. 5573 — WIN 021691.00

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	R.M.C.	C.W.K.
FINAL RIGHT OF WAY	R.M.C.	N.T.A.
AREAS	R.M.C.	N.T.A.

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

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

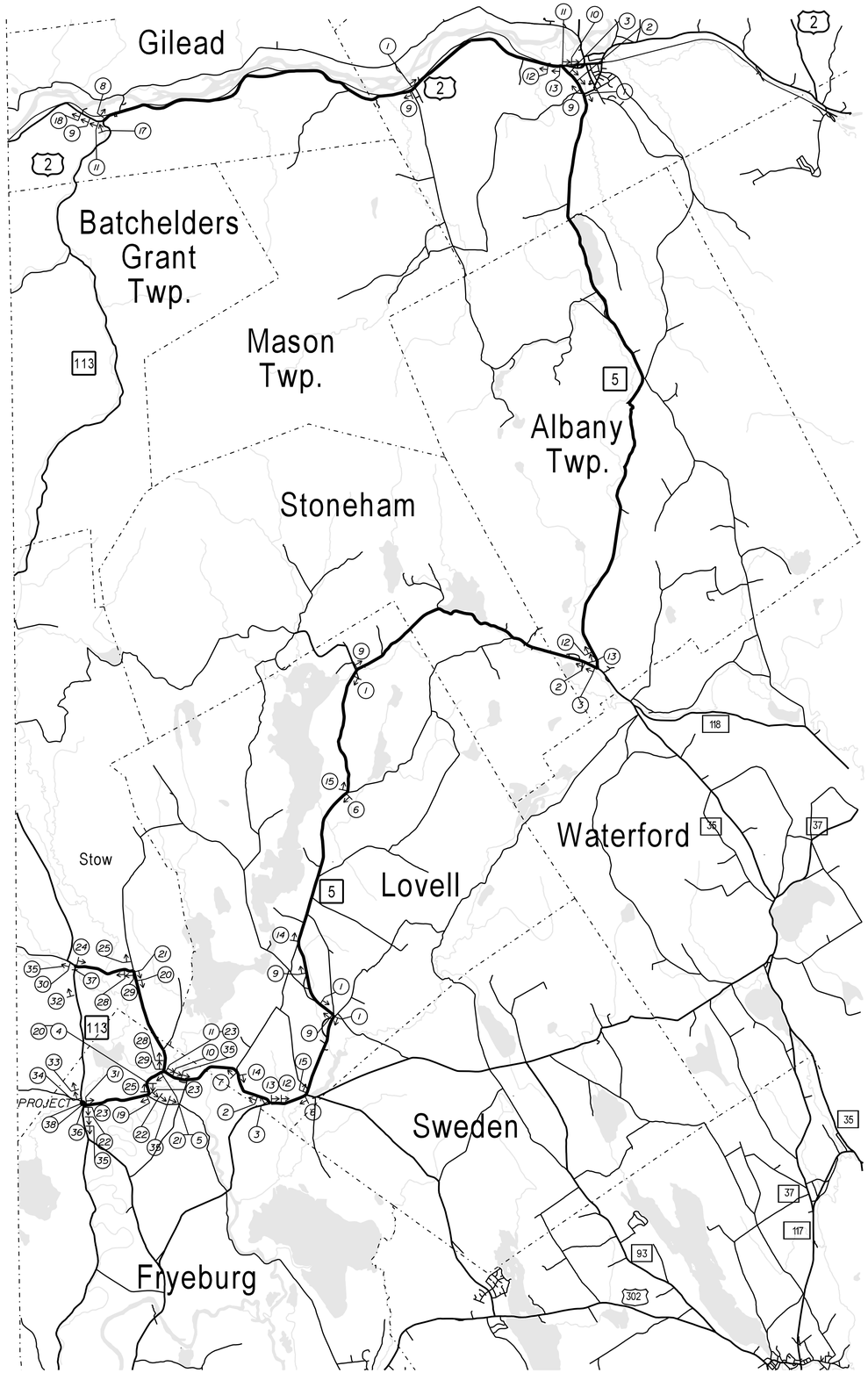
To the best of my knowledge and belief the Highway Right of Way lines depicted hereon are based upon a survey conforming to the Standards of Practice promulgated by the Maine Board of Licensure for Professional Land Surveyors 02-360 CMR, Chapter 90; Exceptions: (1) No separate survey report, (2) Monumentation only as shown on plan. See sheet X of this plan set for coordinates. (3) Other boundary lines, including lines between abutters are approximate and for general reference purposes only.

STATE AID HIGHWAY NO. 4
NORTH FRYEBURG ROAD / ROUTE 113
FRYEBURG — OXFORD COUNTY
FEDERAL AID PROJECT NO. STP-2169(100)

JULY 2018 — RIGHT-OF-WAY MAP — D.O.T. FILE NO. 9-399
SCALE 1" = 25' — SHEET 1 OF 2

SHEET NUMBER
12
OF 13

Filename: ...\00\ROW\MSTA\012_RWPLAN1.dgn Division: BRIDGE Username: Mark.Poulin Date:12/14/2018



DETOUR NOTES

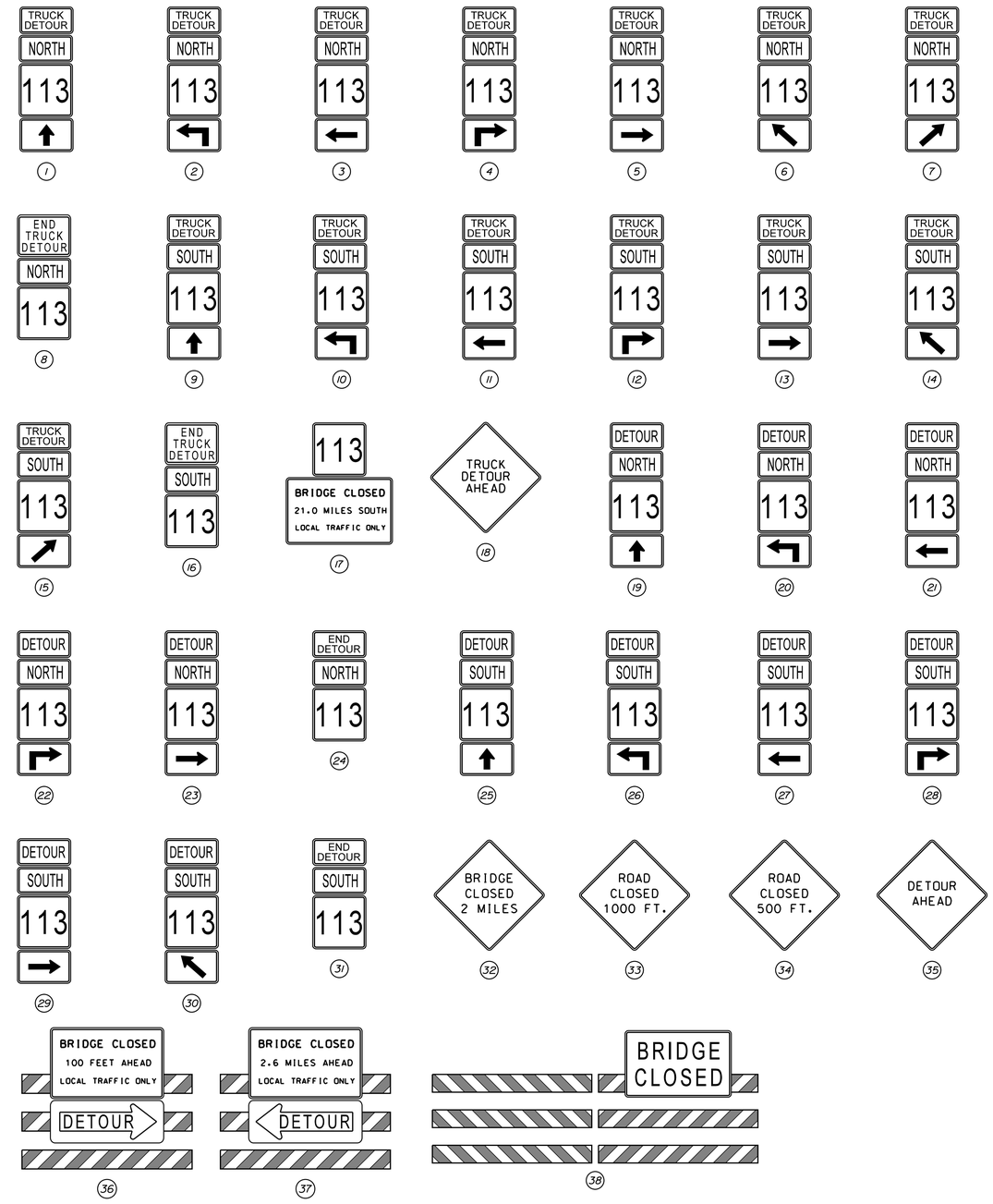
1. All modifications to traffic control devices shall be in accordance with the Manual on Uniform Traffic Control Devices.

2. Any and all changes and adjustments to traffic control devices shall be included in the Traffic Control Plan submitted, designed and stamped by a Professional Engineer licensed in the State of Maine, and shall be approved by the Resident prior to implementation.

3. Cover all conflicting route signs.

4. Install 30 feet of Temporary Concrete Barrier at each end of the project (60 feet total). Payment will be made under Item No. 526.301, Temporary Concrete Barrier.

DETOUR SIGNS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2169(100)

WIN 021691.00

BRIDGE NO. 5573

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KIMBALL BROOK BRIDGE
KIMBALL BROOK
FRYEBURG OXFORD COUNTY

DETOUR PLAN

SHEET NUMBER

13

OF 13

Filename: ...\MSTA\013_Detour Plan.dgn Division: BRIDGE Username: Mark.Poulin Date:12/14/2018