

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION



SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Eighth Edition 2017 with 2018 Interim Revisions.

TRAFFIC DATA

|                                     |      |
|-------------------------------------|------|
| Current (2018) AADT                 | 3660 |
| Future (2038) AADT                  | 4390 |
| DHV - % of AADT                     | 10%  |
| Design Hour Volume                  | 439  |
| Heavy Trucks (% of AADT)            | 8%   |
| Heavy Trucks (% of DHV)             | 7%   |
| Directional Distribution (% of DHV) | 68%  |
| 18 kip Equivalent P 2.0             | 224  |
| 18 kip Equivalent P 2.5             | 213  |
| Design Speed (mph)                  | 50   |

HYDROLOGIC DATA

|                            |            |
|----------------------------|------------|
| Drainage Area              | 0.50 sq mi |
| Design Discharge (Q50)     | 48.8 cfs   |
| Check Discharge (Q100)     | 57.0 cfs   |
| Headwater Elevation (Q1.1) | 275.11 ft  |
| Headwater Elevation (Q25)  | 275.25 ft  |
| Headwater Elevation (Q50)  | 275.29 ft  |
| Headwater Elevation (Q100) | 275.41 ft  |
| Discharge Velocity (Q1.1)  | 0.43 fps   |
| Discharge Velocity (Q50)   | 2.26 fps   |
| Discharge Velocity (Q100)  | 2.52 fps   |

MATERIALS

|                   |                             |
|-------------------|-----------------------------|
| Concrete:         |                             |
| Precast           | Class "P"                   |
| All Other         | Class "A"                   |
| Reinforcing Steel | ASTM A 615/A 615M, Grade 60 |

BASIC DESIGN STRESSES

|                   |                  |
|-------------------|------------------|
| Concrete          | f 'c = 4,000 psi |
| Precast Concrete  | f 'c = 5,000 psi |
| Reinforcing Steel | f y = 60,000 psi |

LIST OF DRAWINGS

|                                                        |       |
|--------------------------------------------------------|-------|
| Title Sheet                                            | 1     |
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STANDISH  
CUMBERLAND COUNTY  
WATCHIC BRIDGE  
OVER  
PAGE BROOK  
ROUTE 113 \ PEQUAWKET TRAIL  
FEDERAL PROJECT NO. STP-2170(300)  
PROJECT LENGTH 0.028 mi.  
BRIDGE NO. 2914

UTILITIES

|                             |         |
|-----------------------------|---------|
| CMP                         | Charter |
| Consolidated Communications |         |

MAINTENANCE OF TRAFFIC

Road will be closed to traffic during Construction.  
Traffic will be detoured using State Routes.

|                  |                                                                                                                                                                                                                |
|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PROJECT LOCATION | Watchic Bridge #2914 in Standish carrying Peqwauket Trail / State Route 113 over the Page Brook, located 1.6 miles Northwesterly of Ossipee Trail / State Route 25. Lat./Long. 43° 45'0.58" N -70°36' 39.66" W |
| PROGRAM AREA     | Highway Bridges - Traditional                                                                                                                                                                                  |
| OUTLINE OF WORK  | Bridge Replacement with 400' of approaches, including transitions.                                                                                                                                             |

WIN 21703.00

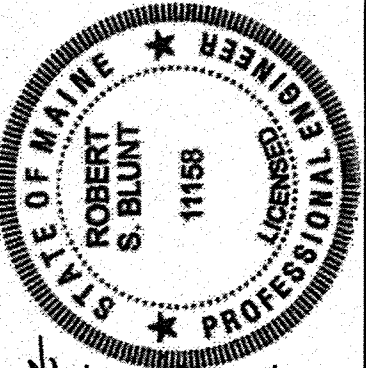
STP-2170(300)

STANDISH  
WATCHIC BRIDGE  
TITLE SHEET

SHEET NUMBER

1

OF 18



|                 |                 |
|-----------------|-----------------|
| Signature       | Signature       |
| SIGNATURE       | SIGNATURE       |
| 11158           | 11158           |
| P.E. NUMBER     | P.E. NUMBER     |
| October 3, 2019 | October 3, 2019 |
| DATE            | DATE            |

|                         |             |
|-------------------------|-------------|
| PROGRAM                 | BRIDGE      |
| PROJECT MANAGER         | M. KERSHGEN |
| DESIGNER                | VHB         |
| CONSULTANT              | VHB         |
| PROJECT RESIDENT        |             |
| CONTRACTOR              |             |
| PROJECT COMPLETION DATE |             |

|                                                |                |          |
|------------------------------------------------|----------------|----------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION | APPROVED       | DATE     |
|                                                | COMMISSIONER   | 11-13-19 |
|                                                | CHIEF ENGINEER | 11-12-19 |

Date:10/25/2019

Username: PDonovan

Division: BRIDGE

Filename: ... \BRIDGE\WSTA\001\_Title.dgn

| ESTIMATED QUANTITIES |                                                                     |          |      |
|----------------------|---------------------------------------------------------------------|----------|------|
| ITEM NO.             | DESCRIPTION                                                         | QUANTITY | UNIT |
| 202.19               | Removing Existing Bridge (80 CY)                                    | 1        | LS   |
| 202.202              | Removing Pavement Surface                                           | 520      | SY   |
| 203.20               | Common Excavation                                                   | 840      | CY   |
| 203.2318             | Disposal of Special Waste                                           | 720      | T    |
| 203.24               | Common Borrow                                                       | 30       | CY   |
| 203.25               | Granular Borrow                                                     | 220      | CY   |
| 203.33               | Special Fill                                                        | 60       | CY   |
| 203.55               | Culvert Bedding Stone                                               | 235      | CY   |
| 206.061              | Structural Earth Excavation - Drainage Minor Structures Below Grade | 310      | CY   |
| 304.10               | Aggregate Subbase Course - Gravel                                   | 735      | CY   |
| 403.208              | Hot Mix Asphalt, 12.5mm Nominal Maximum Size                        | 115      | T    |
| 403.213              | Hot Mix Asphalt, 12.5mm Nominal Maximum Size (Base Course)          | 155      | T    |
| 409.15               | Bituminous Tack Coat, Applied                                       | 50       | G    |
| 508.13               | Sheet Waterproofing Membrane (225 SY)                               | 1        | LS   |
| 511.07               | Cofferdam: Upstream                                                 | 1        | LS   |
| 511.07               | Cofferdam: Downstream                                               | 1        | LS   |
| 515.21               | Protective Coating for Concrete Surfaces (31 SY)                    | 1        | LS   |
| 526.301              | Temporary Concrete Barrier, Type I (80 LF)                          | 1        | LS   |
| 527.34               | Work Zone Crash Cushions                                            | 4        | Unit |
| 534.71               | Precast Concrete Box Culvert (1165 CY)                              | 1        | LS   |
| 606.1301             | 31" W-Beam Guardrail - Midway Splice (Steel Post, 8" Off-block)     | 300      | LF   |
| 606.1303             | 31" W-Beam Guardrail - 15' Radius and Less                          | 25       | LF   |
| 606.1305             | 31" W-Beam Guardrail - Midway Splice Flared Terminal (31" Height)   | 3        | EA   |
| 606.353              | Reflectorized Flexible Guardrail Marker                             | 8        | EA   |
| 610.08               | Plain Riprap                                                        | 115      | CY   |
| 610.18               | Stone Ditch Protection                                              | 5        | CY   |
| 610.213              | Void-Filled Riprap                                                  | 205      | CY   |
| 613.319              | Erosion Control Blanket                                             | 415      | SY   |
| 615.07               | Loam                                                                | 25       | CY   |
| 618.14               | Seeding Method Number 2                                             | 4        | Unit |
| 619.12               | Mulch                                                               | 4        | Unit |
| 619.14               | Erosion Control Mix                                                 | 15       | CY   |
| 620.54               | Stabilization/Reinforcement Geotextile                              | 540      | SY   |
| 620.58               | Erosion Control Geotextile                                          | 210      | SY   |
| 627.733              | 4" White or Yellow Painted Pavement Marking Line                    | 1575     | LF   |
| 629.05               | Hand Labor, Straight Time                                           | 20       | HR   |
| 631.12               | All Purpose Excavator (Including Operator)                          | 20       | HR   |
| 631.131              | Small Bulldozer-Grader (Including Operator)                         | 20       | HR   |
| 631.15               | Roller, Earth and Base (Including Operator)                         | 20       | HR   |
| 631.172              | Truck - Large (Including Operator)                                  | 20       | HR   |
| 631.21               | Road Broom (Including operators and hauler)                         | 20       | HR   |
| 639.19               | Field Office, Type B                                                | 1        | EA   |
| 652.312              | Type III Barricades                                                 | 6        | EA   |
| 652.33               | Drum                                                                | 25       | EA   |
| 652.34               | Cone                                                                | 25       | EA   |
| 652.35               | Construction Signs                                                  | 350      | SF   |
| 652.361              | Maintenance of Traffic                                              | 1        | LS   |
| 652.38               | Flagger                                                             | 160      | HR   |
| 652.41               | Portable Changeable Message Sign                                    | 2        | EA   |
| 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. Riprap adjacent to the box culvert shall be placed to avoid damaging the culvert. Any damage to the box culvert during construction shall be repaired or replaced as determined by the Resident at the Contractor's expense.
8. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.
9. 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.
10. Place a 24-in. wide strip of Temporary Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.
11. Guardrail posts as shown in the Standard Details shall be modified from the indicated length of 6 feet to a length of 8 feet with an embedment of 4.5 feet. Payment will be considered incidental to the guardrail pay items.
12. An NCHRP350 compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.
13. 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.
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: "Geotechnical Design Report for the replacement of Watchic Bridge No. 2914, State Route 113 over Page Brook, Standish, Maine" Soils Report 2018-55C, December 19, 2018, may be accessed at the MaineDOT website.
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.

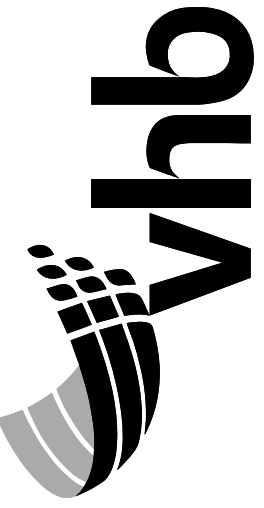
20. The Contractor shall maintain the excavation so that the box culvert is constructed in-the-dry. The excavation will be completed beneath the groundwater table. Water should be controlled by pumping from sumps.
21. The native soil subgrade shall be excavated using smooth edged bucket to minimize disturbances to the soil. The use of heavy equipment (i.e. equipment weights greater than a skid steer) on the native soil subgrade shall be prohibited. If the subgrade is disturbed, weakened, softened or otherwise rendered unacceptable by the Resident, the Contractor shall over-excavate the disturbed subgrade one (1) foot and replace with compacted Granular Borrow to the subgrade level at the Contractor's expense.
22. Summer water levels are controlled by the Watchic Dam, which is maintained by the Watchic Lake Dam LLC.
23. All embankment material, except as otherwise noted, shall be Granular Borrow meeting the requirements of Subsection 703.19, Material for Underwater Backfill.
24. 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 backside  
Exposed faces of vertical walls to one foot inside the box

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

STP-2170(300)

WIN  
21703.00

BRIDGE NO. 2914  
BRIDGE PLANS



|                   |             |         |         |
|-------------------|-------------|---------|---------|
| PROJ. MANAGER     | M. KERBEREN | BY      | DATE    |
| DESIGN-DETAILED   | JAW         | KOW     | 10/2019 |
| CHECKED-REVIEWED  | JAW         | RSELUNT | 10/2019 |
| DESIGNS-DETAILED3 |             |         |         |
| REVISIONS 1       |             |         |         |
| REVISIONS 2       |             |         |         |
| REVISIONS 3       |             |         |         |
| REVISIONS 4       |             |         |         |
| FIELD CHANGES     |             |         |         |

WATCHIC BRIDGE  
PAGE BROOK  
CUMBERLAND COUNTY

STANDISH

ESTIMATED QUANTITIES  
AND GENERAL NOTES

SHEET NUMBER

2

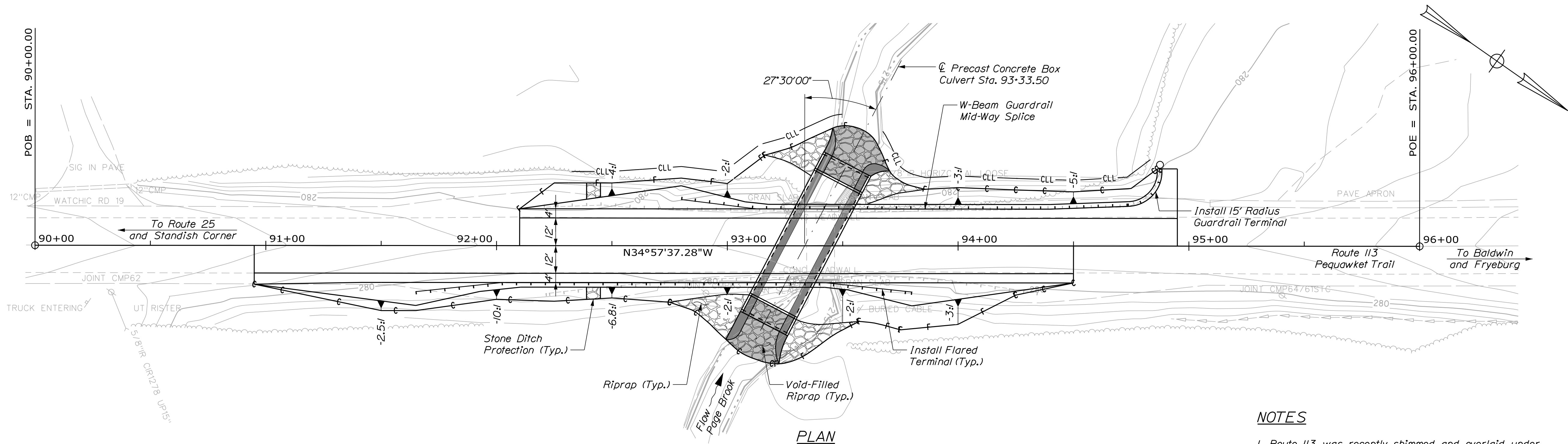
OF 18

Date:10/25/2019

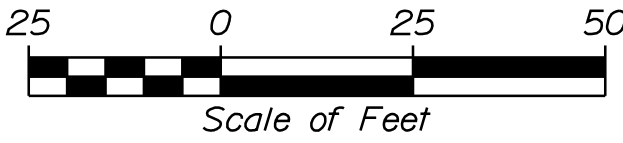
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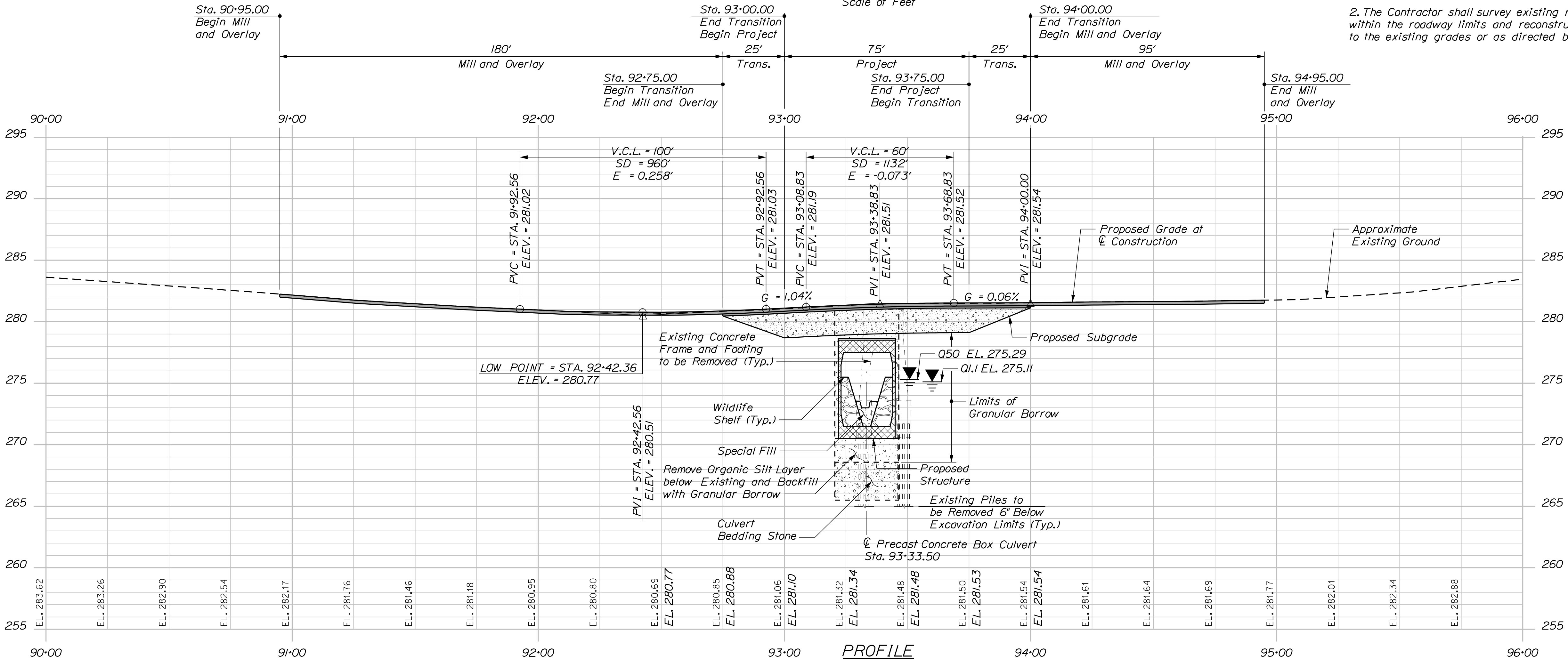


PLAN

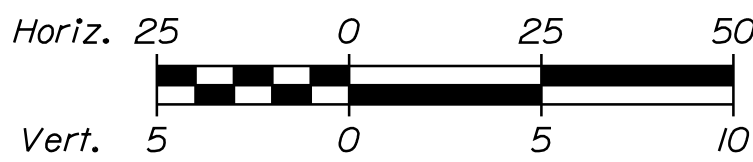


NOTES

1. Route 113 was recently shimmed and overlaid under State Project 23402.00. Therefore, profile grades and cross slopes may not match field conditions and may require slight field adjustments.
2. The Contractor shall survey existing roadway grades within the roadway limits and reconstruct the roadway to the existing grades or as directed by the Resident.



PROFILE



| PROJ. MANAGER    | BY      | DATE    |
|------------------|---------|---------|
| M. KERSBERGEN    | KW      | 10/2019 |
| CHECKED-REVIEWED | JAW     | 10/2019 |
| DESIGN-DETAILED  | RSBLINT | 10/2019 |
| DESIGN-DETAILED2 |         |         |
| DESIGN-DETAILED3 |         |         |
| REVISIONS 1      |         |         |
| REVISIONS 2      |         |         |
| REVISIONS 3      |         |         |
| REVISIONS 4      |         |         |
| FIELD CHANGES    |         |         |

WATCHIC BRIDGE  
PAGE BROOK  
CUMBERLAND COUNTY  
STANDISH  
GENERAL PLAN AND PROFILE

SHEET NUMBER

3

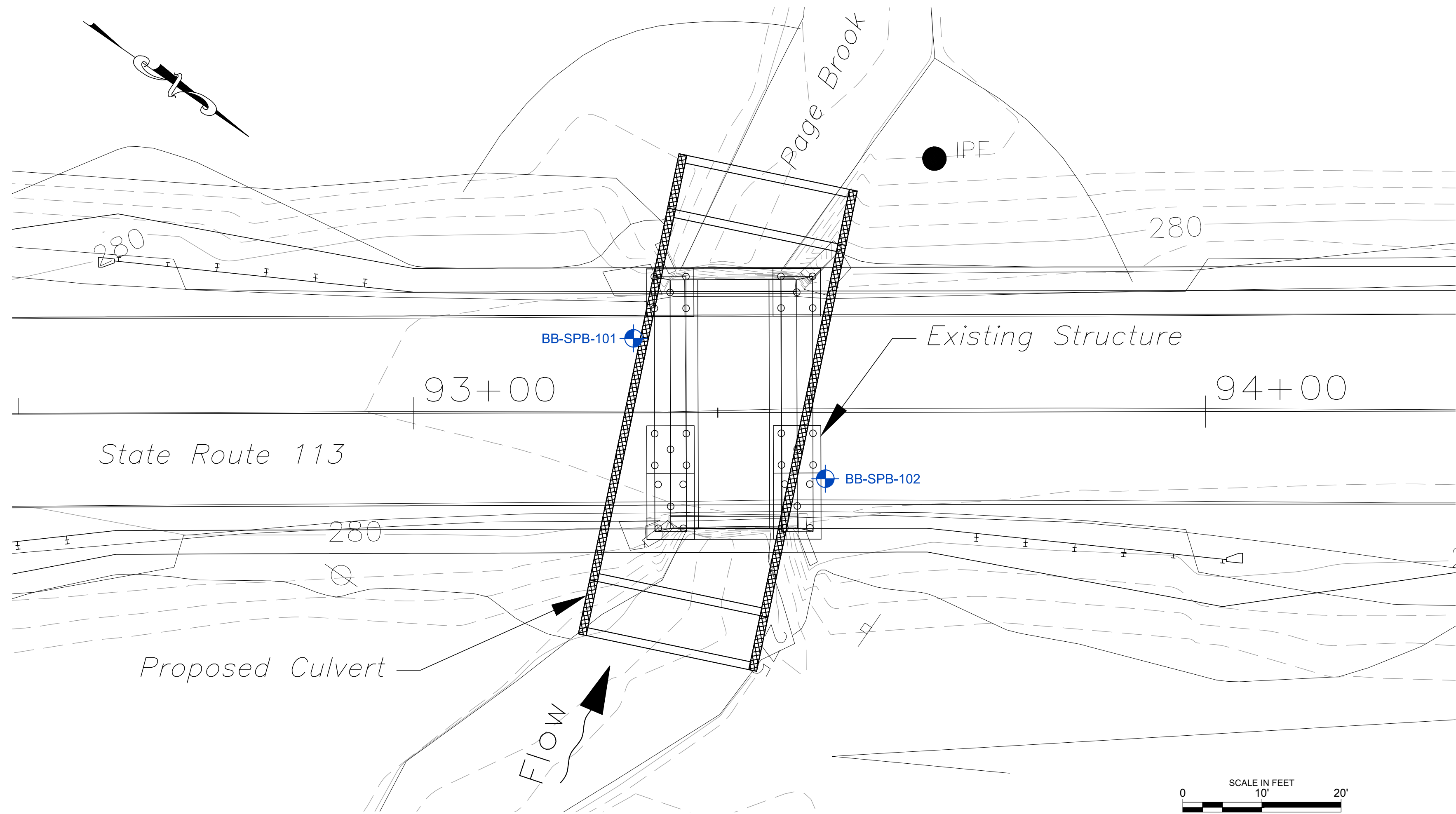
OF 18

Date: 09/25/2019

Username:

Division: BRIDGE

Filename:



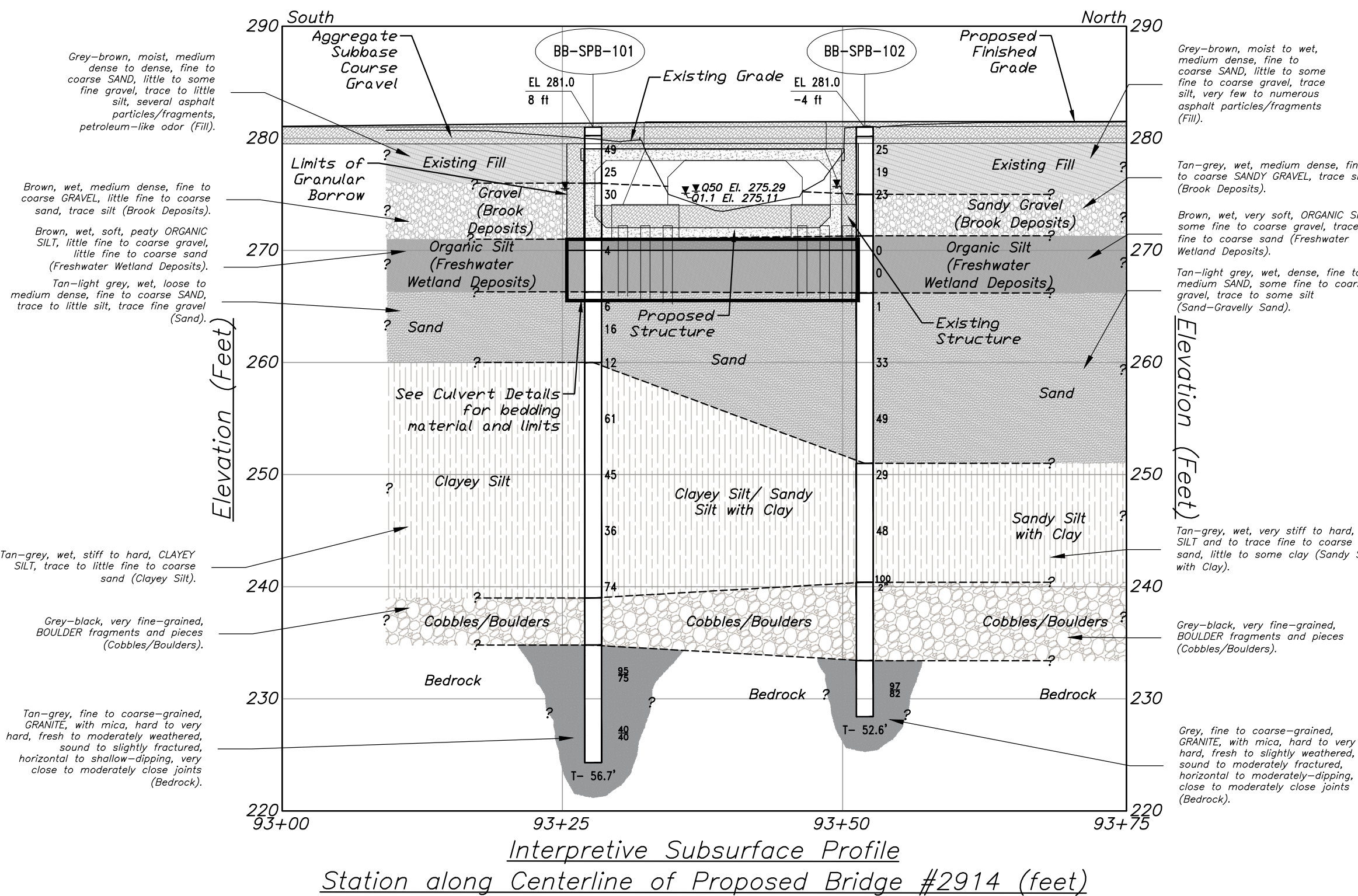
Legend

BB-SPB-101

Boring location observed by Nobis

Note:

1. For additional information relating to the nature and results of the test borings observed by Nobis, refer to the Nobis Design Basis Memorandum, dated January, 2018.



Strata Legend

- Proposed Fill
- Existing Fill
- Proposed Culvert
- Proposed Culvert Bedding Stone
- Gravel/Sandy Gravel (Brook Deposits)
- Organic Silt (Freshwater Wetland Deposits)
- Sand
- Clayey Silt/Sandy Silt with Clay
- Cobbles/Boulders
- Cored Bedrock

Exploration Legend

- BB-SPB-101 Exploration Designation
- EL 281.0 Approx. Ground Surface Elevation
- 8 ft Approx. Offset from Baseline (Feet)\*
- 49 Approximate Existing Ground Surface
- Corrected SPT  $N_{60}$ -Value
- Observed Water Level
- Major Stratum Boundary Between Different Soil Types
- 150 Number of Blows/Depth Sampler
- Rock Core Recovery (%)
- Rock Quality Designation (%)
- T-Termination Depth
- \*Positive offsets are in the west direction
- negative offsets are in the east direction

Note:

1. This 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 subsurface explorations and samples. Actual soil transitions may vary. For more specific information refer to the Nobis Boring Logs.

|                                                               |  |  |  |                   |           |            |                                                                                     |                                                   |          |
|---------------------------------------------------------------|--|--|--|-------------------|-----------|------------|-------------------------------------------------------------------------------------|---------------------------------------------------|----------|
| WATCHIC BRIDGE<br>PAGE BROOK<br>CUMBERLAND COUNTY<br>STANDISH |  |  |  | PROJ. MANAGER     | BY        | DATE       |  | STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION    |          |
|                                                               |  |  |  | DESIGN-DETAILED   | P. CLARKE | 01.08.2018 |                                                                                     | SIGNATURE<br><i>K. Jelinek</i>                    | 21703.00 |
|                                                               |  |  |  | CHECKED-REVIEWED  | B. W.     | 01.10.2018 |                                                                                     |                                                   |          |
|                                                               |  |  |  | DESIGN2-DETAILED2 | K. KOCIA  | 09.25.2019 |                                                                                     |                                                   |          |
|                                                               |  |  |  | DESIGN3-DETAILED3 | --        | --         |                                                                                     |                                                   |          |
|                                                               |  |  |  | REVISIONS 1       | --        | --         | P.E. NUMBER                                                                         | BRIDGE NO.2914<br>WIN<br>21703.00<br>BRIDGE PLANS |          |
|                                                               |  |  |  | REVISIONS 2       | --        | --         | October 25, 2019                                                                    |                                                   |          |
|                                                               |  |  |  | REVISIONS 3       | --        | --         | DATE                                                                                |                                                   |          |
|                                                               |  |  |  | REVISIONS 4       | --        | --         |                                                                                     |                                                   |          |
|                                                               |  |  |  | FIELD CHANGES     | --        | --         |                                                                                     |                                                   |          |
| BORING LOCATION PLAN &<br>INTERPRETIVE SUBSURFACE PROFILE     |  |  |  |                   |           |            |                                                                                     |                                                   |          |
| SHEET NUMBER                                                  |  |  |  |                   |           |            |                                                                                     |                                                   |          |
| 4                                                             |  |  |  |                   |           |            |                                                                                     |                                                   |          |
| OF 18                                                         |  |  |  |                   |           |            |                                                                                     |                                                   |          |

Maine Department of Transportation

Soil/Rock Exploration Log

US CUSTOMARY UNITS

Project:

Watchic Bridge (2914) State Route 113

over Page Brook

Location:

Standish, Maine

Boring No.:

BB-SPB-101

WIN:

21703.00

Driller:

New England Boring Contractors

Operator:

M. Porter

Logged By:

K. Kocia (Nobis)

Date Start/Finish:

November 1, 2017/November 2, 2017

Boring Location:

STA 93+28.9' LT

Hammer Efficiency Factor:

.869

Elevation (ft.)

281

Datum:

NAVD=88

Rig Type:

B-59 Mobile Truck

Drilling Method:

Drive and Wash

Casing ID/OD:

373.5"

Hammer Type:

Automatic☒ Hydraulic☐ Rope & Cablehead☐

Auger ID/OD:

N/A

Sampler:

1-3/8" Split-Spoon

Hammer Wt/Fall:

140#/3'

Core Barrel:

NG2

Water Level<sup>1</sup>:

5.5' bgs

Definitions:

R = Rock Core Sample  
D = Split Spoon Sample  
UD = 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/L = Unsuccessful Field Vane Shear Tests Above

R = Rock Core Sample  
SSA = Solid Stem Auger  
HSA = Hollow Stem Auger  
RC = Roller Cone  
WDCH = Weight of 140lb Hammer  
WOPC = Weight of Rods or Casing  
WOPC = Weight of One Section

S<sub>u</sub> = Peak/Revised Field Vane Undrained Shear Strength (psf)  
S<sub>u(gap)</sub> = Lab Vane Undrained Shear Strength (psf)  
q<sub>c</sub> = Uncorrected Compressive Strength (psf)  
Nuncorrected = Raw Field SPT N-value  
Hammer Efficiency Factor = Rig Specific Annual Calibration Value  
Ngg = SPT N uncorrected Corrected for Hammer Efficiency  
Ngw = Hammer Efficiency Factor(50%)/Un-nuncorrected

T<sub>v</sub> = Pocket Torvane Shear Strength (psf)  
WC = Water Content, percent  
U<sub>L</sub> = Liquid Limit  
PL = Plastic Limit  
PI = Plasticity Index  
G = Grain Size Analysis  
C = Consolidation Test

Sample Information

| Depth (ft.) | Sample No. | Pen./Rec. (in.) | Sample Depth (ft.) | Blows (6 in.) Shallow Stringing or RQD (%) | Nuncorreccted | Ngd | Casing Blows | Elevation (ft.) | Graphic Log | Visual Description and Remarks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Laboratory Testing Results/<br>AASHTO and Unified Class. |
|-------------|------------|-----------------|--------------------|--------------------------------------------|---------------|-----|--------------|-----------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|
| 50          | R4         | 60/24           | 51.70 - 56.70      | RQD = 40%                                  |               |     |              |                 |             | very hard, slightly to moderately weathered, slightly fractured, horizontal to shallow-dipping, very close to moderately close joints. RQD = 75% (Fair).<br>R3: Core Times (min:sec)<br>46:7-47:7 (3:00)<br>47:7-48:7 (3:30)<br>48:7-49:7 (2:15)<br>49:7-50:7 (2:30)<br>50:7-51:7 (1:30)<br>R4: Tan to grey, fine to coarse-grained GRANITE with mica, hard to very hard, fresh to slightly weathered, sand, horizontal to shallow-dipping, moderately close joints. RQD = 40% (Poor).<br>R4: Core Times (min:sec)<br>51:7-52:7 (1:45)<br>52:7-53:7 (1:30)<br>53:7-54:7 (1:30)<br>54:7-55:7 (1:00)<br>55:7-56:7 (1:25) |                                                          |
| 55          |            |                 |                    |                                            |               |     |              | 224.30          |             | Bottom of Exploration at 56.70 feet below ground surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | -56.70                                                   |
| 60          |            |                 |                    |                                            |               |     |              |                 |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                          |
| 65          |            |                 |                    |                                            |               |     |              |                 |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                          |
| 70          |            |                 |                    |                                            |               |     |              |                 |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                          |
| 75          |            |                 |                    |                                            |               |     |              |                 |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                          |
| 80          |            |                 |                    |                                            |               |     |              |                 |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                          |
| 85          |            |                 |                    |                                            |               |     |              |                 |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                          |
| 90          |            |                 |                    |                                            |               |     |              |                 |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                          |
| 95          |            |                 |                    |                                            |               |     |              |                 |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                          |

Remarks:

-No casing blow counts were recorded.  
-Borehole backfilled with native soils and sand.  
-Pavement surfaced with asphalt cold patch.  
-bgs = below ground surface.

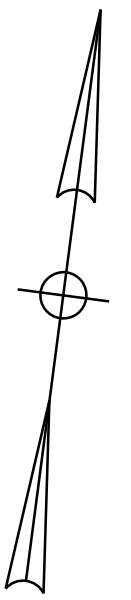
Stratification lines represent approximate boundaries between soil types, transitions may be gradual.

Page 2 of 2

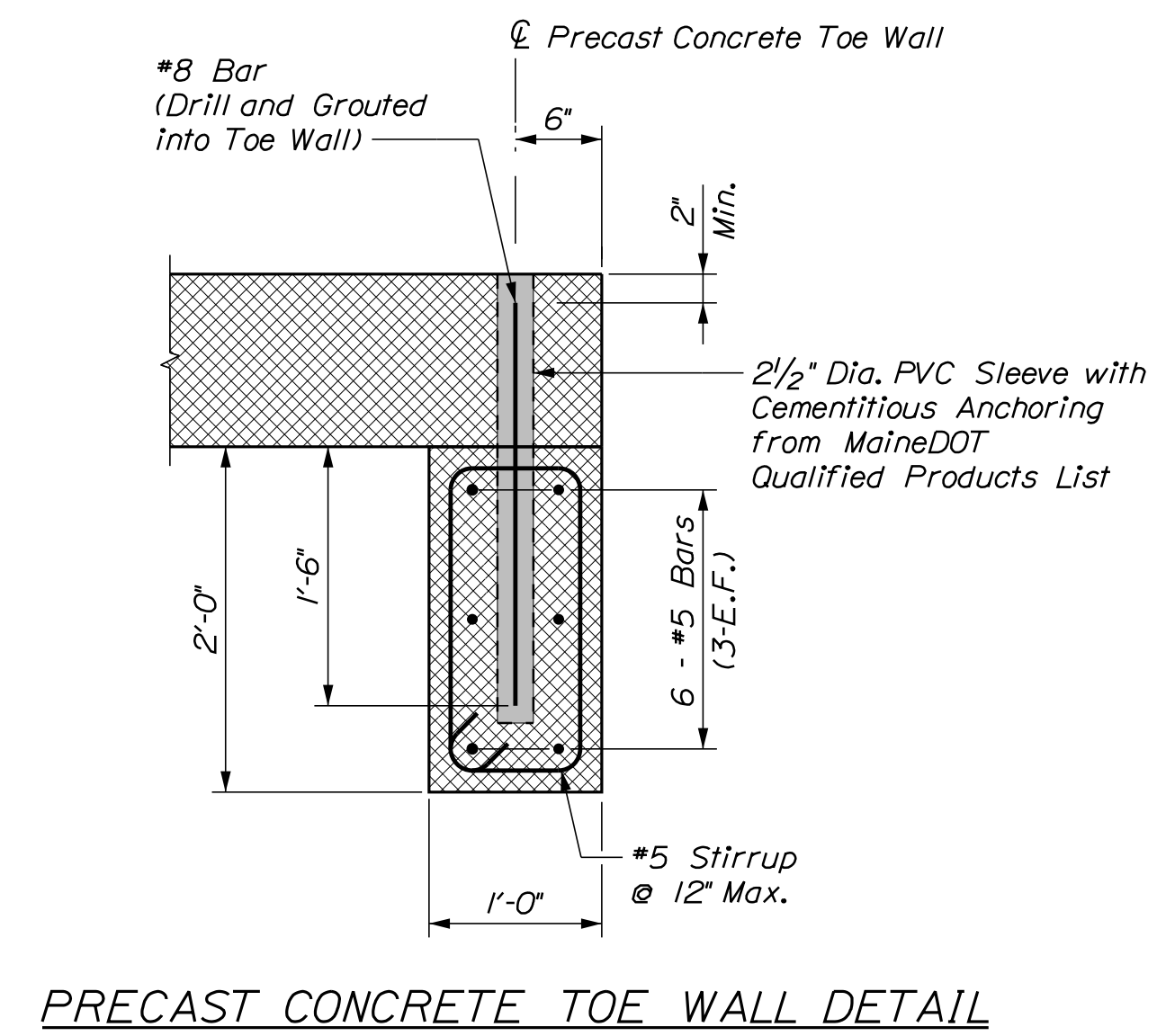
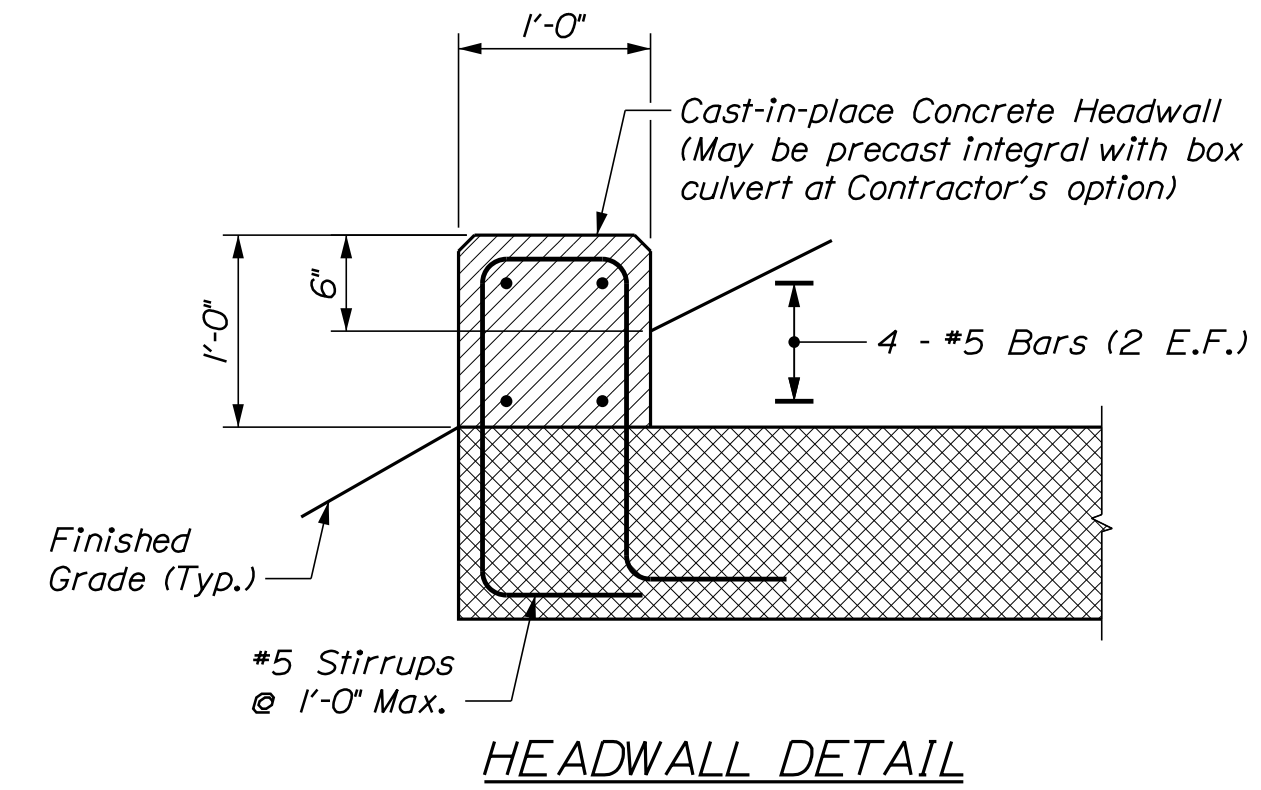
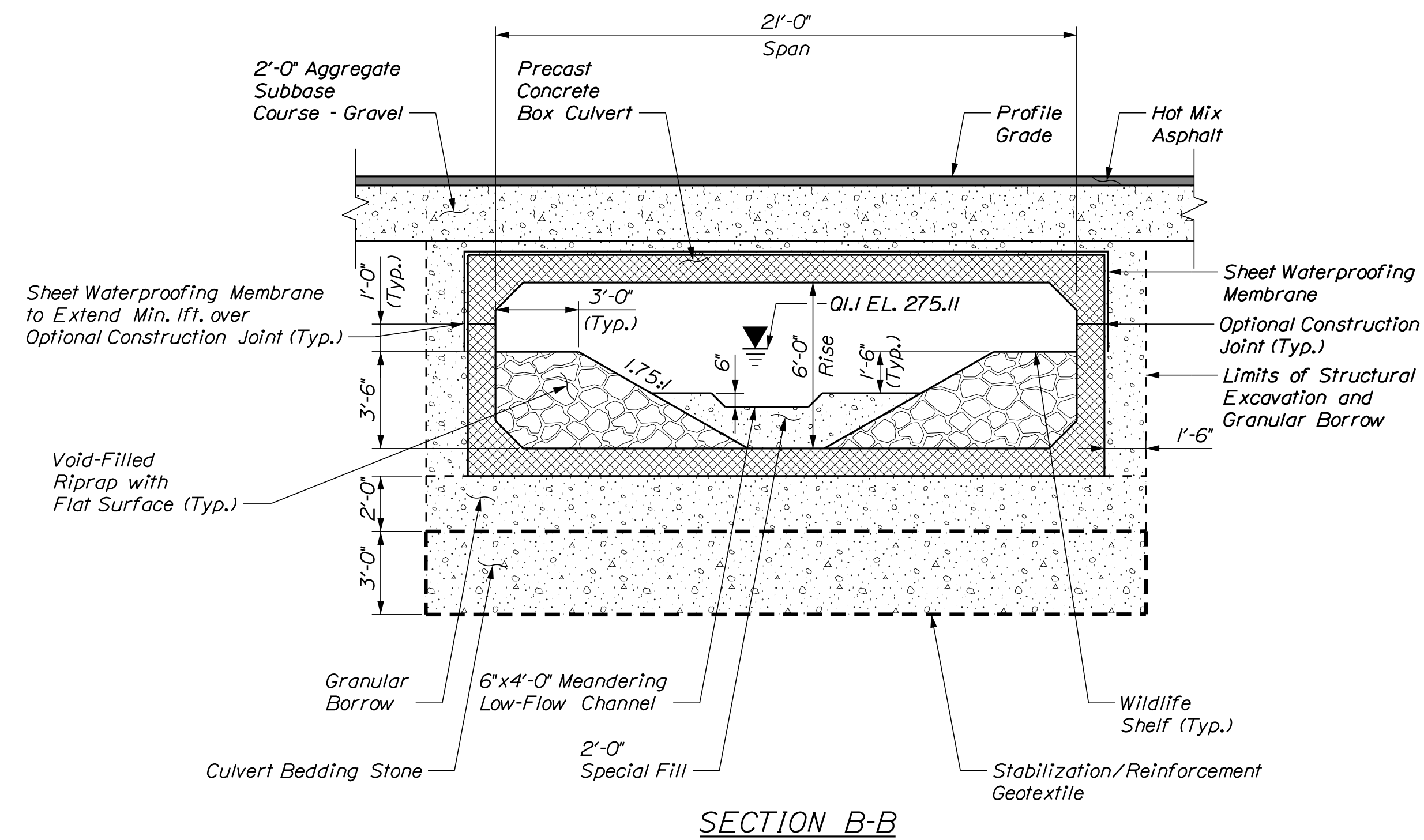
\* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Boring No.: BB-SPB-101

|                                                                                                                                                                                                                                                                                                   |            |                                                                                                                                                                                                  |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |                                                                                                                                                                                      |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| Maine Department of Transportation                                                                                                                                                                                                                                                                |            |                                                                                                                                                                                                  |                    | Project: Watchic Bridge (2914) State Route 113<br>over Page Brook<br>Standish, Maine                                                                                                                                                                                                                                                                                                                                                                                  |             | Boring No.: BB-SPB-102                                                                                                                                                               |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| Soil/Rock Exploration Log<br>US CUSTOMARY UNITS                                                                                                                                                                                                                                                   |            |                                                                                                                                                                                                  |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             | WIN: 21703.00                                                                                                                                                                        |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| Driller: New England Boring Contractors                                                                                                                                                                                                                                                           |            | Elevation (ft.): 281                                                                                                                                                                             |                    | Auger ID/OD: N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                      |             |                                                                                                                                                                                      |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| Operator: M. Porter                                                                                                                                                                                                                                                                               |            | Datum: NAVD=88                                                                                                                                                                                   |                    | Sampler: 1-3/8" Split-Spoon                                                                                                                                                                                                                                                                                                                                                                                                                                           |             |                                                                                                                                                                                      |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| Logged By: K. Kocia (Nobis)                                                                                                                                                                                                                                                                       |            | Rig Type: B-59 Mobile, ATV                                                                                                                                                                       |                    | Hammer Wt/Fall: 140#/39"                                                                                                                                                                                                                                                                                                                                                                                                                                              |             |                                                                                                                                                                                      |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| Date Start/Finish: November 2, 2017/November 3, 2017                                                                                                                                                                                                                                              |            | Drilling Method: B-53 Mobile Truck                                                                                                                                                               |                    | Core Barrel: NQ2                                                                                                                                                                                                                                                                                                                                                                                                                                                      |             |                                                                                                                                                                                      |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| Boring Location: STA 93+52, W RT                                                                                                                                                                                                                                                                  |            | Casing ID/OD: 37.5"                                                                                                                                                                              |                    | Water Level <sup>2</sup> : 5.3' bgs                                                                                                                                                                                                                                                                                                                                                                                                                                   |             |                                                                                                                                                                                      |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| Hammer Efficiency Factor: .869                                                                                                                                                                                                                                                                    |            | Hammer Type: Automatic <input type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cablehead <input type="checkbox"/>                                                                     |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |                                                                                                                                                                                      |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| Definitions:<br>D = Split Spoon Sample<br>H2 = Unsuccessful Split Spoon Sample Attempt<br>U = Thin Wall Tube Sample<br>MU = Unsuccessful Thin Wall Tube Sample Attempt<br>V = Field Vane Shear Test, PP = Pocket Penetrometer<br>MV/U = Unsuccessful Field Vane Shear Test Attempt                |            | R = Rock Core Sample<br>SSA = Solid Stem Auger<br>HSA = Hollow Stem Auger<br>RC = Roller Core<br>WCH = Weight of 140lb. Hammer<br>WCHC = Weight of Rods or Casing<br>WCHP = Weight of One Piston |                    | S <sub>u</sub> = Peak/Remolded Field Vane Undrained Shear Strength (psf)<br>S <sub>u(90)</sub> = Lab Vane Undrained Shear Strength (psf)<br>q <sub>u</sub> = Unconfined Compressive Strength (psf)<br>N-uncorrected = Raw Field SPT N-value<br>Hammer Efficiency Factor = Rig Specific Annual Calibration Value<br>N <sub>60</sub> = SPT N-uncorrected Corrected for Hammer Efficiency<br>N <sub>60</sub> = Hammer Efficiency Factor(90)/N <sub>60</sub> -uncorrected |             | T <sub>90</sub> = Pocket Torvane Shear Strength (psf)<br>WC = Water Content, percent<br>LL = Liquid Limit<br>PI = Plastic Index<br>Q = Grain Size Analysis<br>C = Consolidation Test |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| Sample Information                                                                                                                                                                                                                                                                                |            |                                                                                                                                                                                                  |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |                                                                                                                                                                                      |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| Depth (ft.)                                                                                                                                                                                                                                                                                       | Sample No. | Pen./Rec. (in.)                                                                                                                                                                                  | Sample Depth (ft.) | Rock (6 in.) Shear Strength or RQD (%)                                                                                                                                                                                                                                                                                                                                                                                                                                | Uncorrected | N <sub>60</sub>                                                                                                                                                                      | Casing Blows/ft. | Exposition (ft.) | Graphic Log | Visual Description and Remarks                                                                                                                                                                                                                                                                                                                          | Laboratory Testing Results/ AASHTO and Unified Class. |
| 50                                                                                                                                                                                                                                                                                                |            |                                                                                                                                                                                                  |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |                                                                                                                                                                                      |                  | 228.40           |             | R2: Grey, fine to coarse-grained GRANITE with mica, hard to very hard, slightly weathered to fresh, moderately fractured to sound, horizontal to moderately-dipping, close to moderately close joints. RQD = 82% (Good)<br>R1: Core Times (min:sec)<br>47.6-48.6 (3.00)<br>48.6-49.6 (1.15)<br>49.6-50.6 (1.30)<br>50.6-51.6 (1.30)<br>51.6-52.6 (1.30) | 23,275 psi                                            |
| 55                                                                                                                                                                                                                                                                                                |            |                                                                                                                                                                                                  |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |                                                                                                                                                                                      |                  |                  |             | Bottom of Exposition at 52.60 feet below ground surface.                                                                                                                                                                                                                                                                                                |                                                       |
| 60                                                                                                                                                                                                                                                                                                |            |                                                                                                                                                                                                  |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |                                                                                                                                                                                      |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| 65                                                                                                                                                                                                                                                                                                |            |                                                                                                                                                                                                  |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |                                                                                                                                                                                      |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| 70                                                                                                                                                                                                                                                                                                |            |                                                                                                                                                                                                  |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |                                                                                                                                                                                      |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| 75                                                                                                                                                                                                                                                                                                |            |                                                                                                                                                                                                  |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |                                                                                                                                                                                      |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| 80                                                                                                                                                                                                                                                                                                |            |                                                                                                                                                                                                  |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |                                                                                                                                                                                      |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| 85                                                                                                                                                                                                                                                                                                |            |                                                                                                                                                                                                  |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |                                                                                                                                                                                      |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| 90                                                                                                                                                                                                                                                                                                |            |                                                                                                                                                                                                  |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |                                                                                                                                                                                      |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| 95                                                                                                                                                                                                                                                                                                |            |                                                                                                                                                                                                  |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |                                                                                                                                                                                      |                  |                  |             |                                                                                                                                                                                                                                                                                                                                                         |                                                       |
| Remarks:<br>-No casing blow counts were recorded.<br>-Borehole backfilled with native soils and sand.<br>-Pavement surfaced with asphalt cold patch.<br>-bgs = below ground surface.<br><br>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 2 of 2<br><br>Boring No.: BB-SPB-102                                                                                                                                                                                                                                                                                                               |                                                       |



| PROJ. MANAGER    | M. KERBERGREN | BY     | DATE    |
|------------------|---------------|--------|---------|
| DESIGN-DETAILED  | JAW           | KOW    | 10/2019 |
| CHECKED-REVIEWED | JAW           | RSLUNT | 10/2019 |
| DESIGN-DETAILED2 |               |        |         |
| DESIGN-DETAILED3 |               |        |         |
| REVISIONS 1      |               |        |         |
| REVISIONS 2      |               |        |         |
| REVISIONS 3      |               |        |         |
| REVISIONS 4      |               |        |         |
| FIELD CHANGES    |               |        |         |

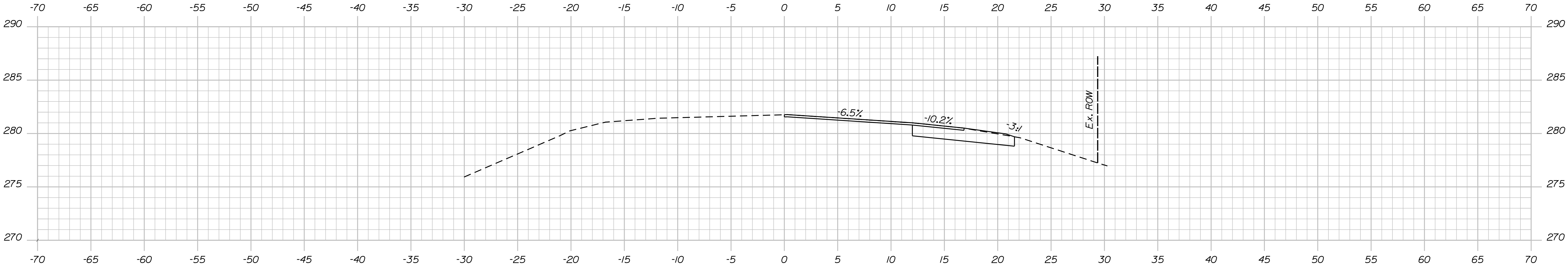


Date:10/25/2019

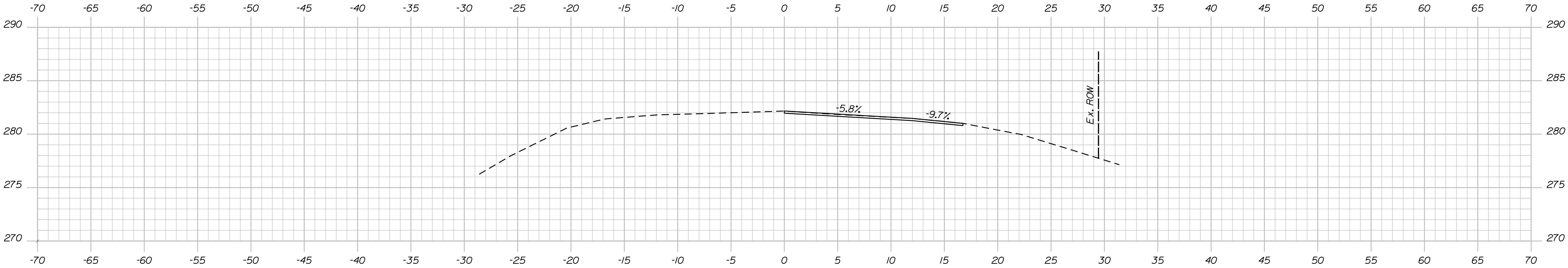
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Division: BRIDGE

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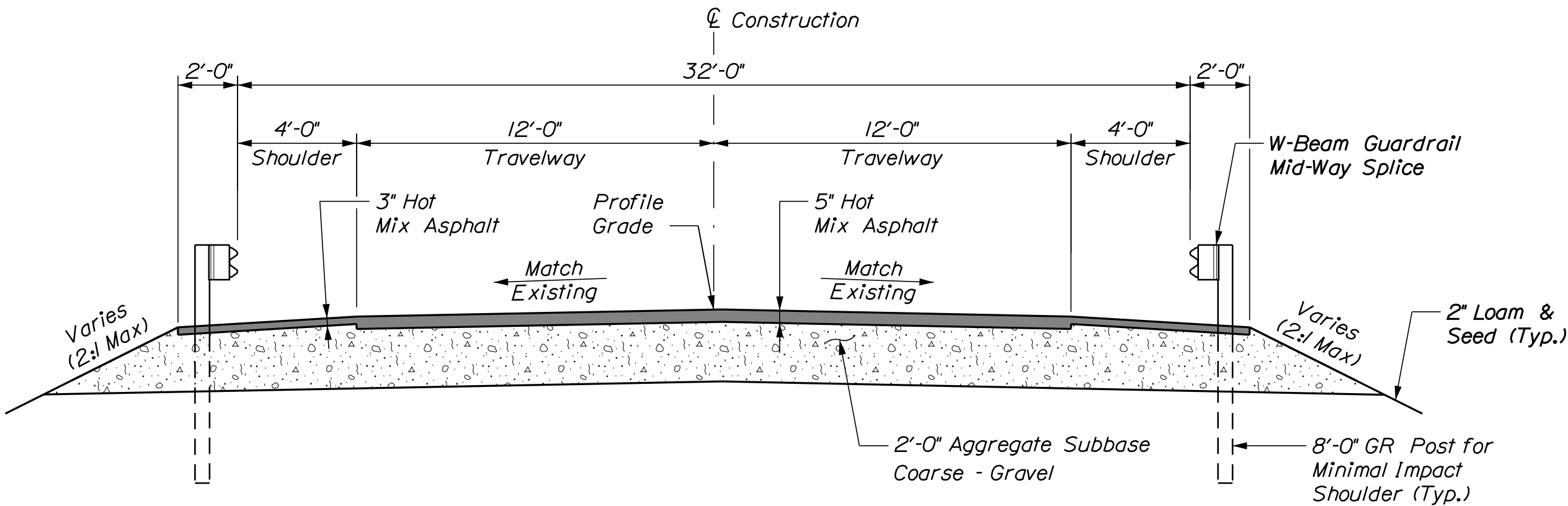


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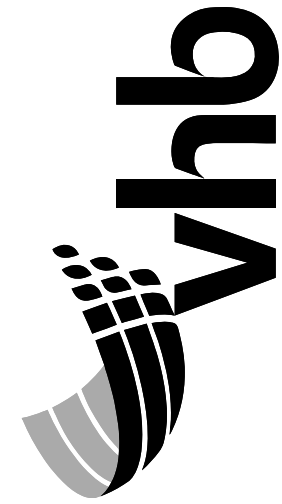


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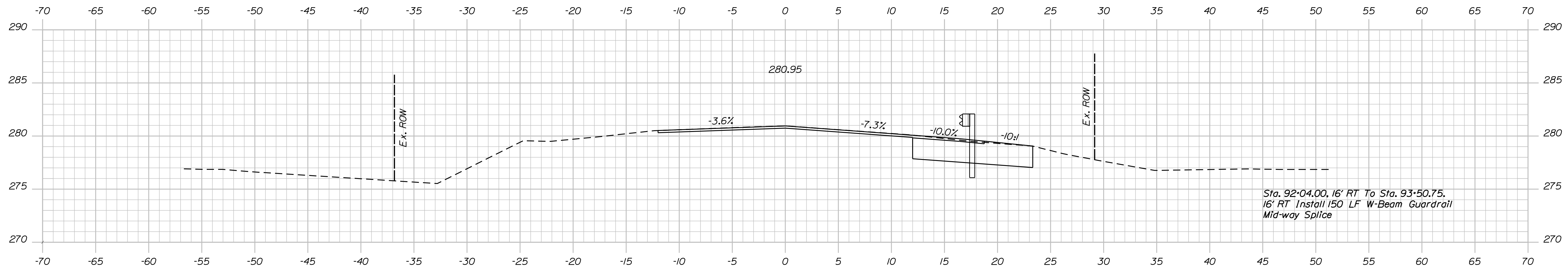
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Begin Mill and Overlay, RT



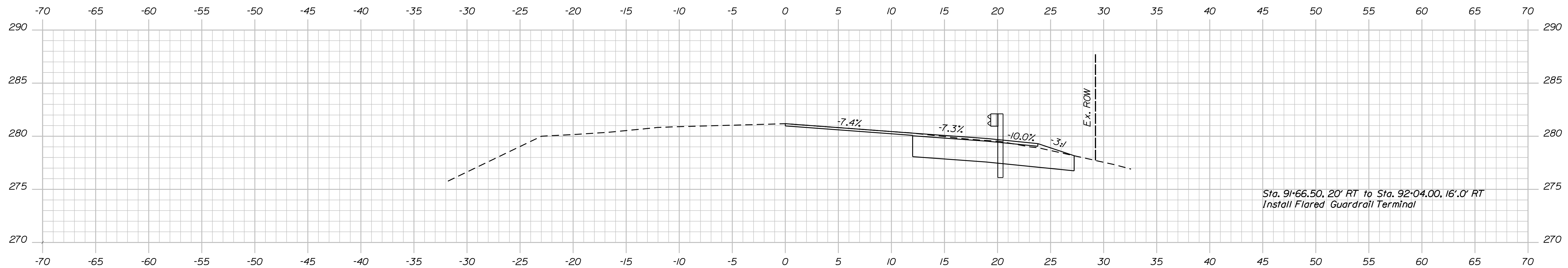
APPROACH ROADWAY SECTION  
(See Cross Sections For Cross Slopes)



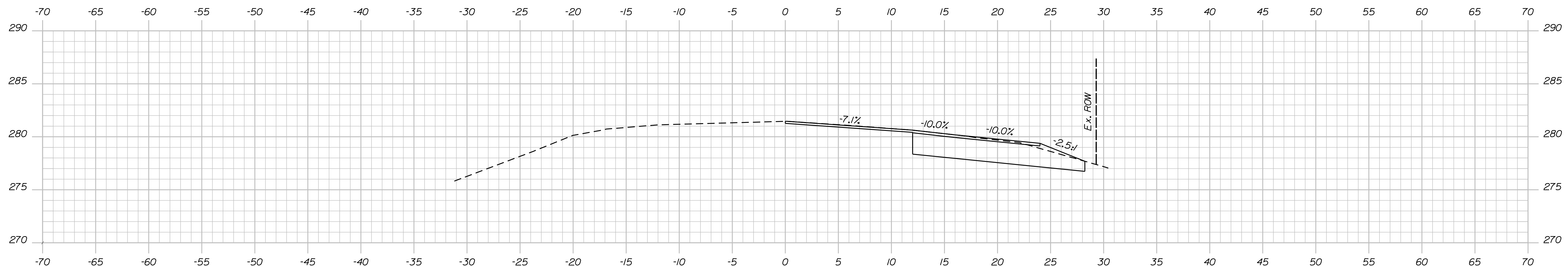
| PROJ. MANAGER     | M. KERSBERGEN | BY       | DATE    |
|-------------------|---------------|----------|---------|
| DESIGN-DETAILED   | JAW           | KDW      | 10/2019 |
| CHECKED-REVIEWED  | JAW           | RSEBLINT | 10/2019 |
| DESIGN2-DETAILED2 |               |          |         |
| DESIGN3-DETAILED3 |               |          |         |
| REVISIONS 1       |               |          |         |
| REVISIONS 2       |               |          |         |
| REVISIONS 3       |               |          |         |
| REVISIONS 4       |               |          |         |



92+00.00  
Begin Shoulder Widening, LT  
Begin Mill and Overlay, LT



91+75.00



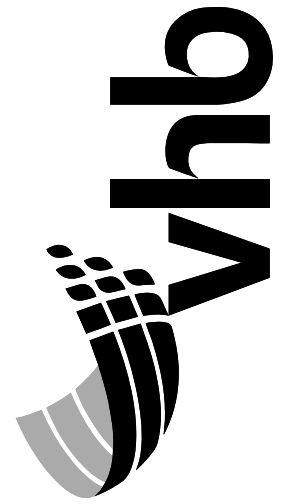
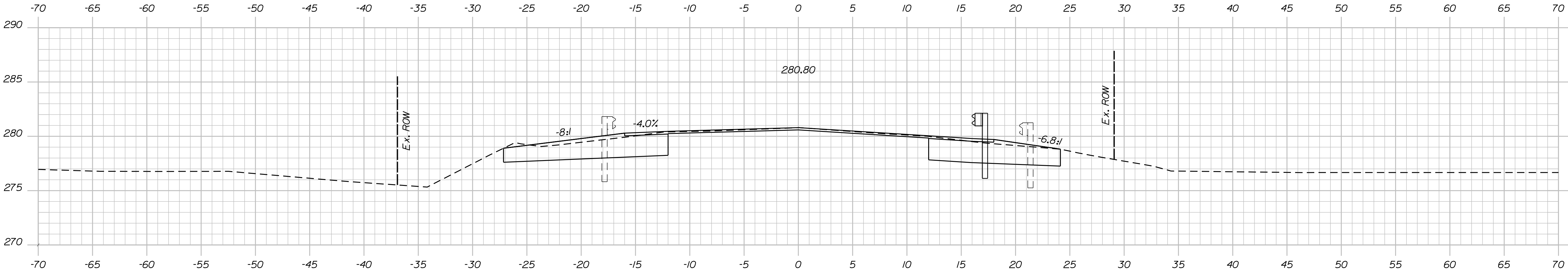
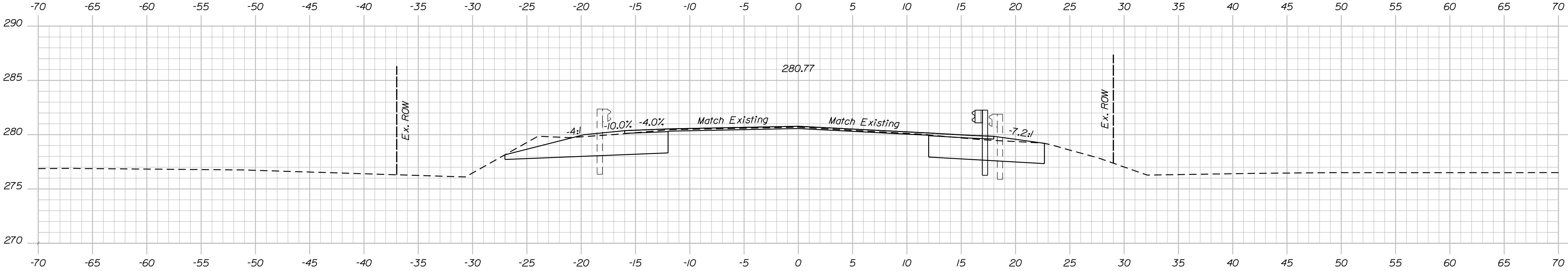
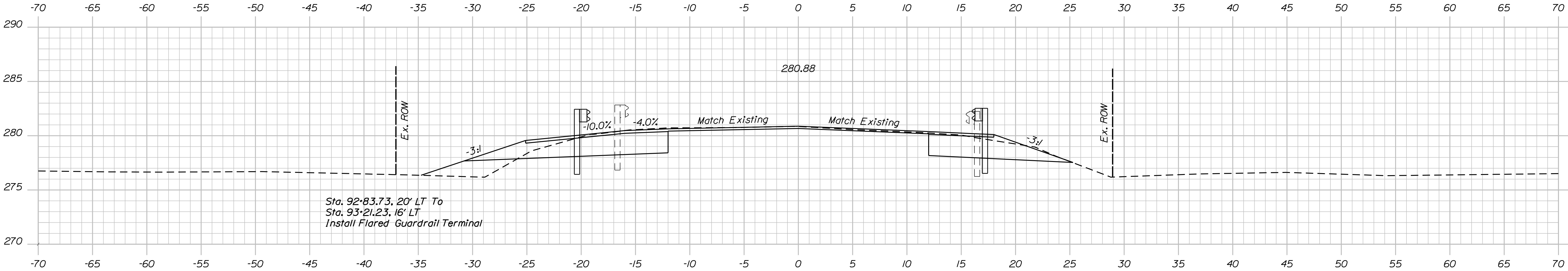
| PROJ. MANAGER     |     | M. KERBERGEN | BY      | DATE    |
|-------------------|-----|--------------|---------|---------|
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| CHECKED-REVIEWED  | JAW |              | RSBLUNT | 10/2019 |
| DESIGNS-DETAILED2 |     |              |         |         |
| DESIGNS-DETAILED3 |     |              |         |         |
| REVISIONS 1       |     |              |         |         |
| REVISIONS 2       |     |              |         |         |
| REVISIONS 3       |     |              |         |         |
| REVISIONS 4       |     |              |         |         |
| FIELD CHANGES     |     |              |         |         |

Date:10/25/2019

Username: PDonovan

Division: BRIDGE

Filename: ...\\BRIDGE\\MSTA\\011\_xsec02.dgn



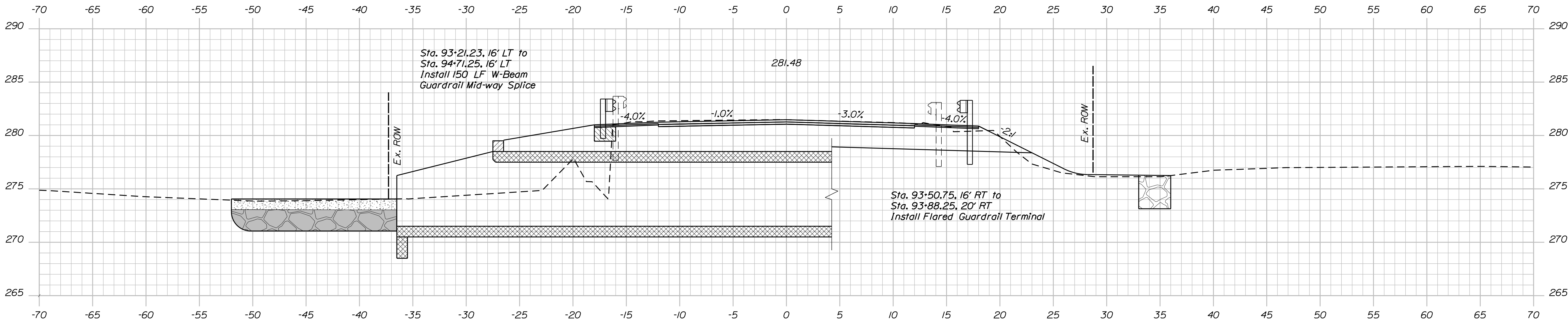
| PROJ. MANAGER     | BY      | DATE    |
|-------------------|---------|---------|
| M. KERBEREN       | KOW     | 10/2019 |
| DESIGN-DETAILED   | JAW     | 10/2019 |
| CHECKED-REVIEWED  | RSELUNT | 10/2019 |
| DESIGNS-DETAILED3 |         |         |
| REVISIONS 1       |         |         |
| REVISIONS 2       |         |         |
| REVISIONS 3       |         |         |
| REVISIONS 4       |         |         |
| FIELD CHANGES     |         |         |

Date:10/28/2019

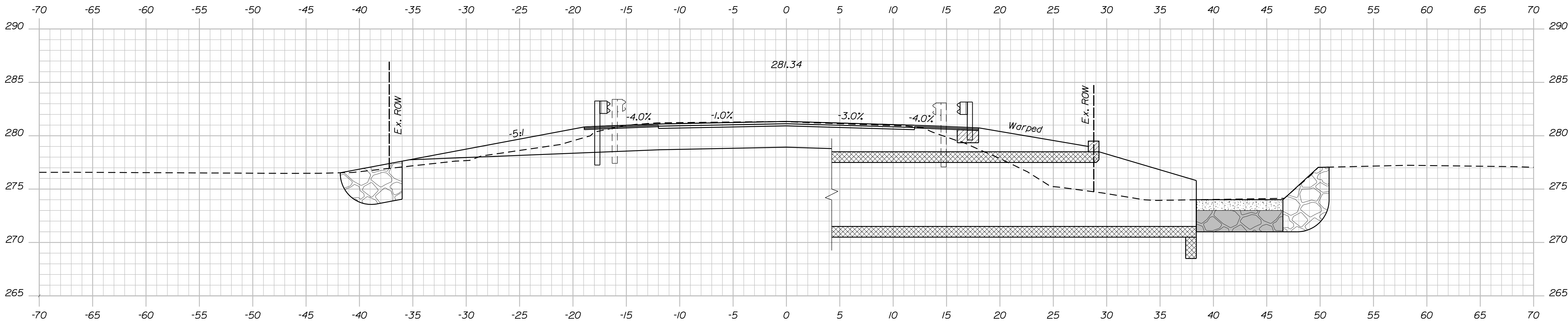
Username: JWhitmore

Division: HIGHWAY

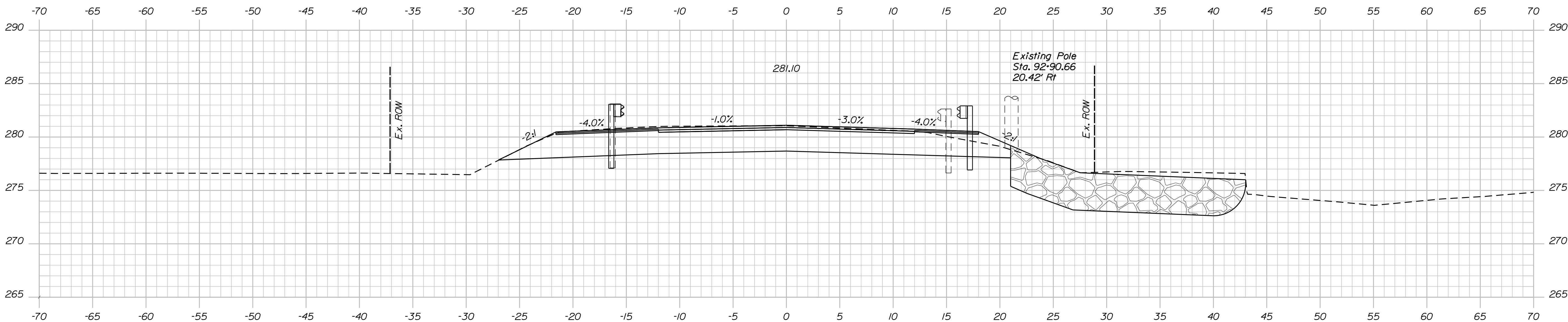
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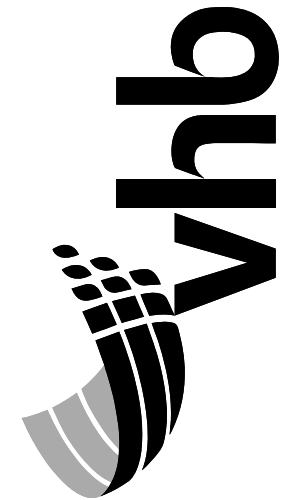


93+25.00



93+00.00

End Transition and Begin Poject



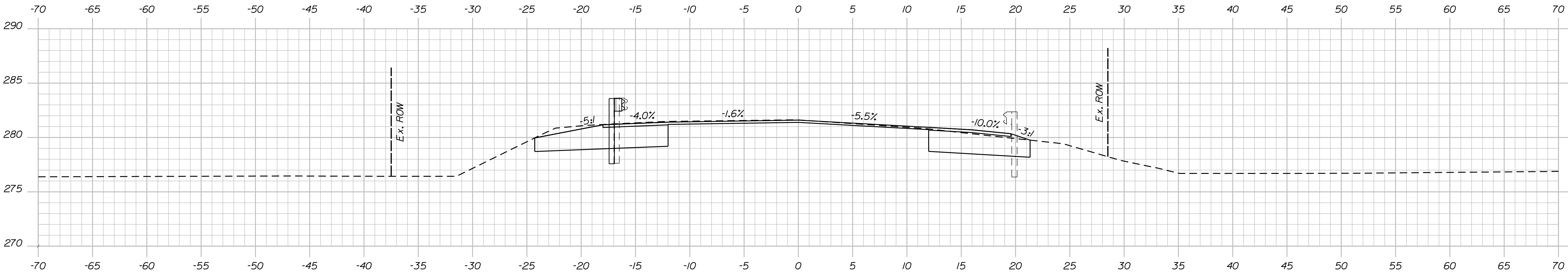
| PROJ. MANAGER     | M. KERSBERGEN | BY     | DATE    |
|-------------------|---------------|--------|---------|
| DESIGN-DETAILED   | JAW           | KOW    | 10/2019 |
| CHECKED-REVIEWED  | JAW           | RSEUNT | 10/2019 |
| DESIGNS-DETAILED2 |               |        |         |
| DESIGNS-DETAILED3 |               |        |         |
| REVISIONS 1       |               |        |         |
| REVISIONS 2       |               |        |         |
| REVISIONS 3       |               |        |         |
| REVISIONS 4       |               |        |         |
| FIELD CHANGES     |               |        |         |

Date:10/25/2019

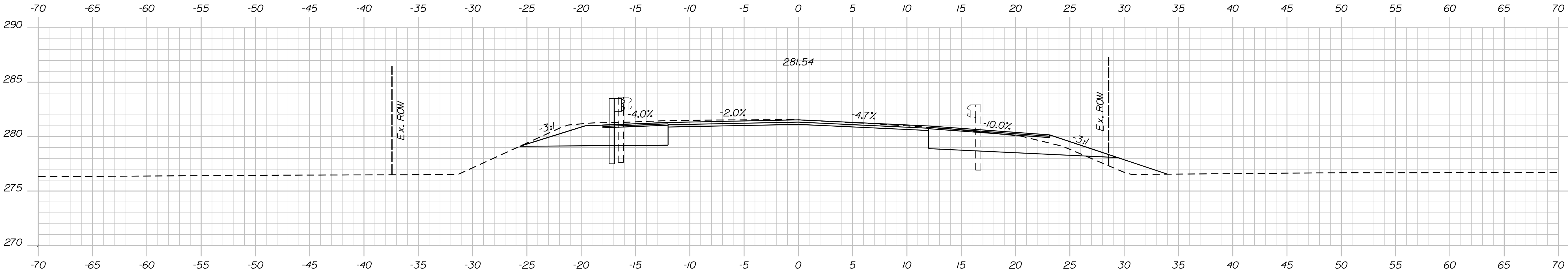
Username: PDonovan

Division: BRIDGE

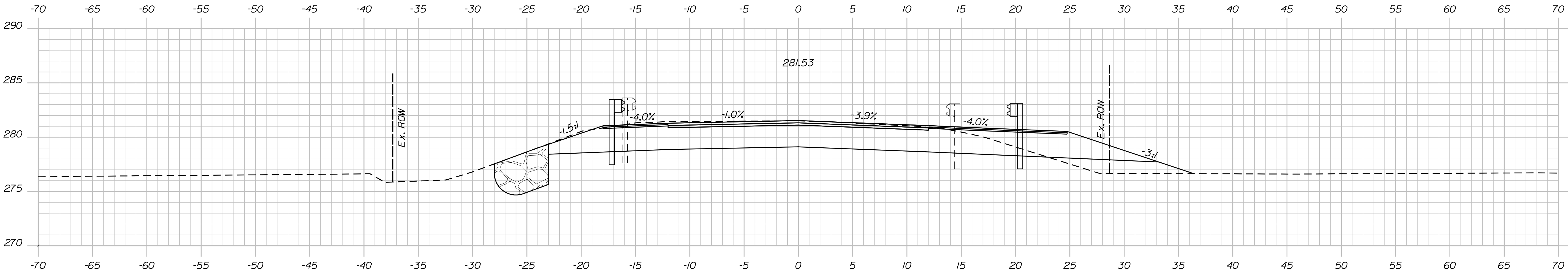
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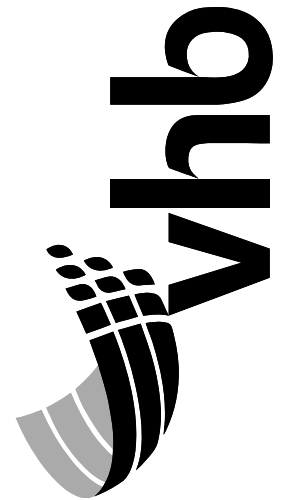
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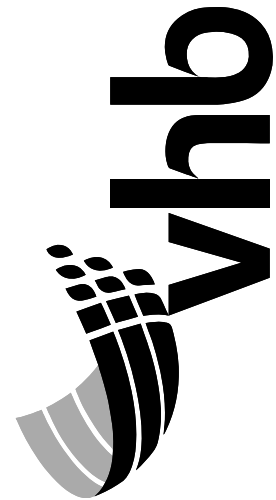
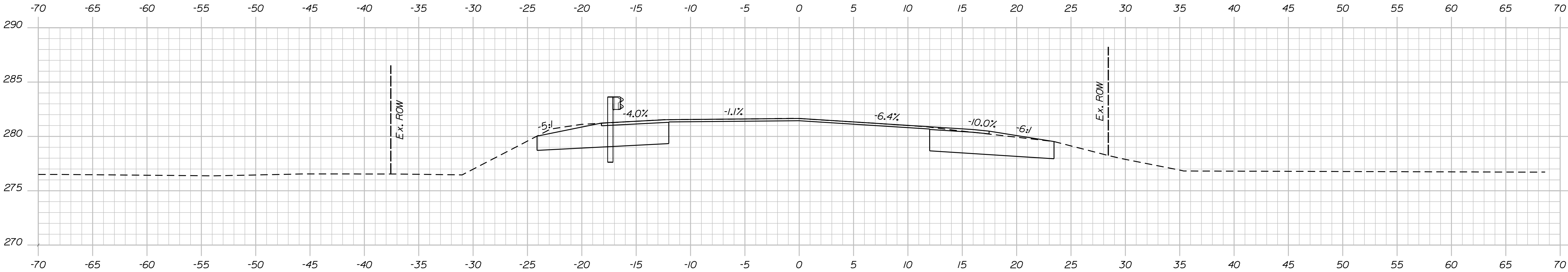
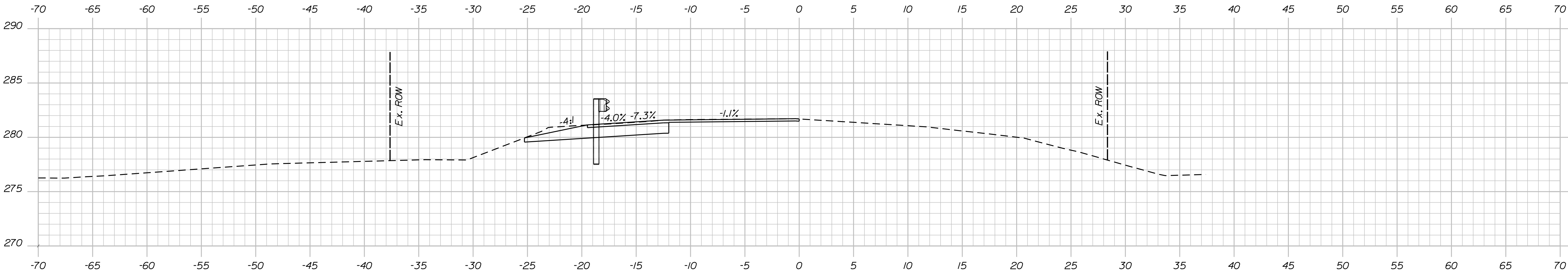
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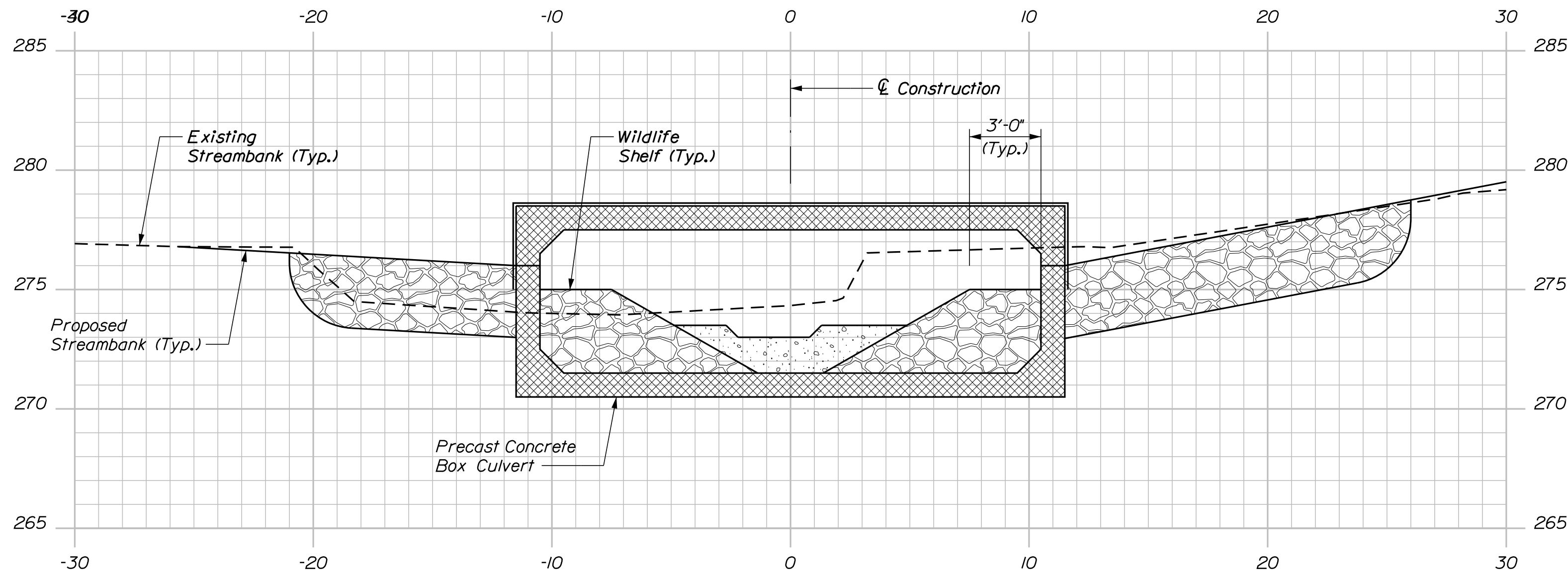
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Begin Transition



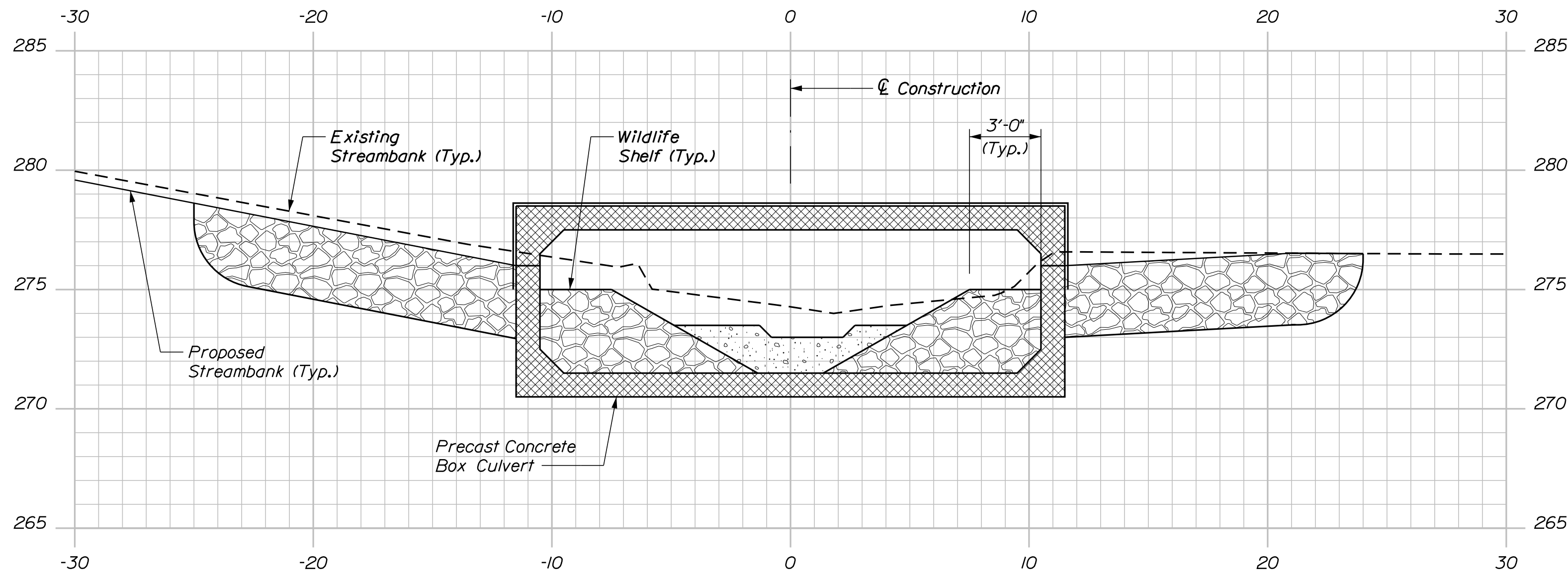
| PROJ. MANAGER    | M. KERSBERGEN | BY      | DATE    |
|------------------|---------------|---------|---------|
| DESIGN-DETAILED  | JAW           | KOW     | 10/2019 |
| CHECKED-REVIEWED | JAW           | RSUBUNT | 10/2019 |
| DESIGN-DETAILED2 |               |         |         |
| DESIGN-DETAILED3 |               |         |         |
| REVISIONS 1      |               |         |         |
| REVISIONS 2      |               |         |         |
| REVISIONS 3      |               |         |         |
| REVISIONS 4      |               |         |         |
| REVISIONS 5      |               |         |         |



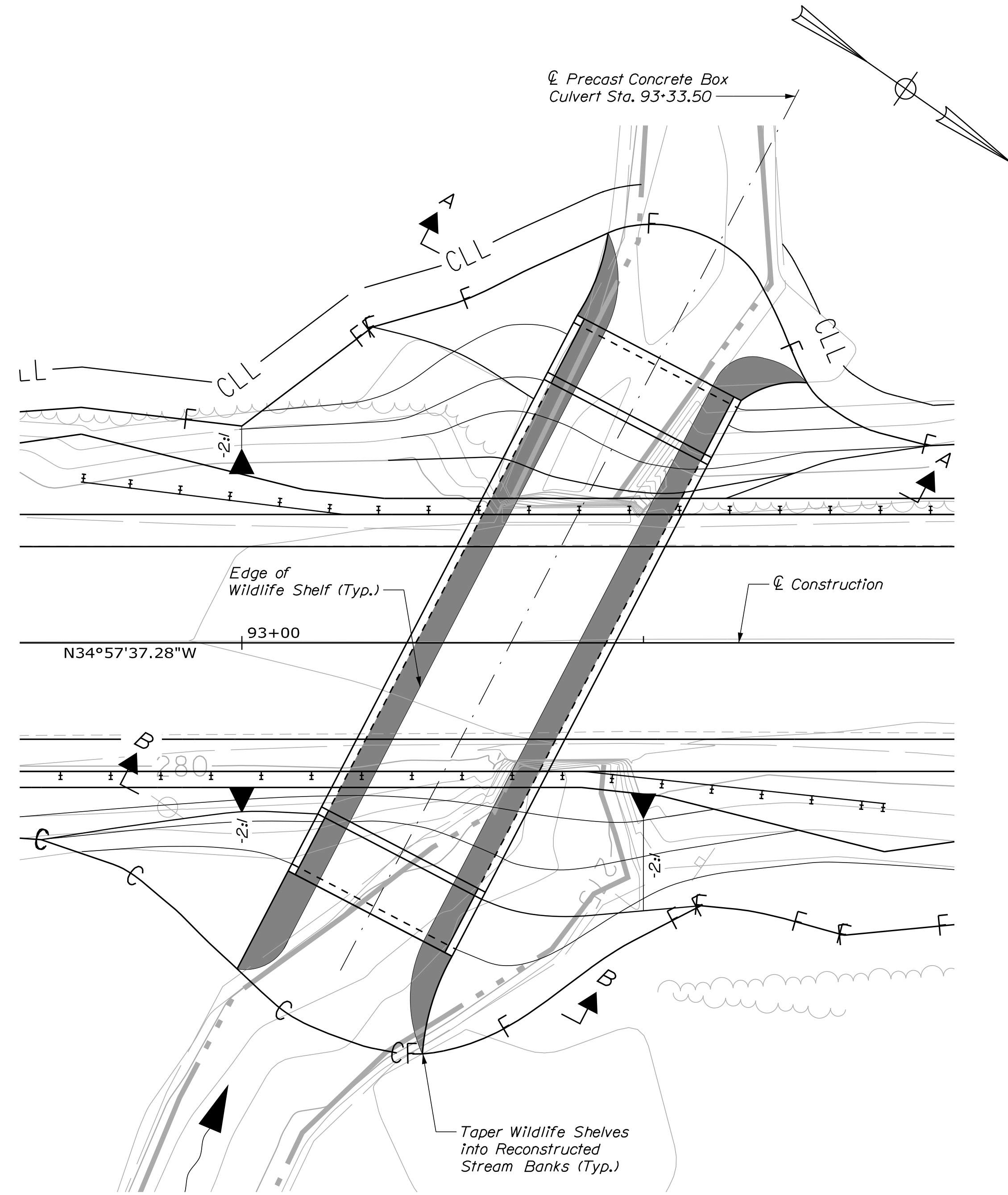
| PROJ. MANAGER    | BY      | DATE    |
|------------------|---------|---------|
| M. KERSHNER      | KDW     | 10/2019 |
| DESIGN-DETAILED  | RSBLUNT | 10/2019 |
| CHECKED-REVIEWED |         |         |
| DESIGNS-DETAILED |         |         |
| REVISIONS 1      |         |         |
| REVISIONS 2      |         |         |
| REVISIONS 3      |         |         |
| REVISIONS 4      |         |         |
| FIELD CHANGES    |         |         |



SECTION A-A  
PROPOSED DOWNSTREAM STREAMBANK



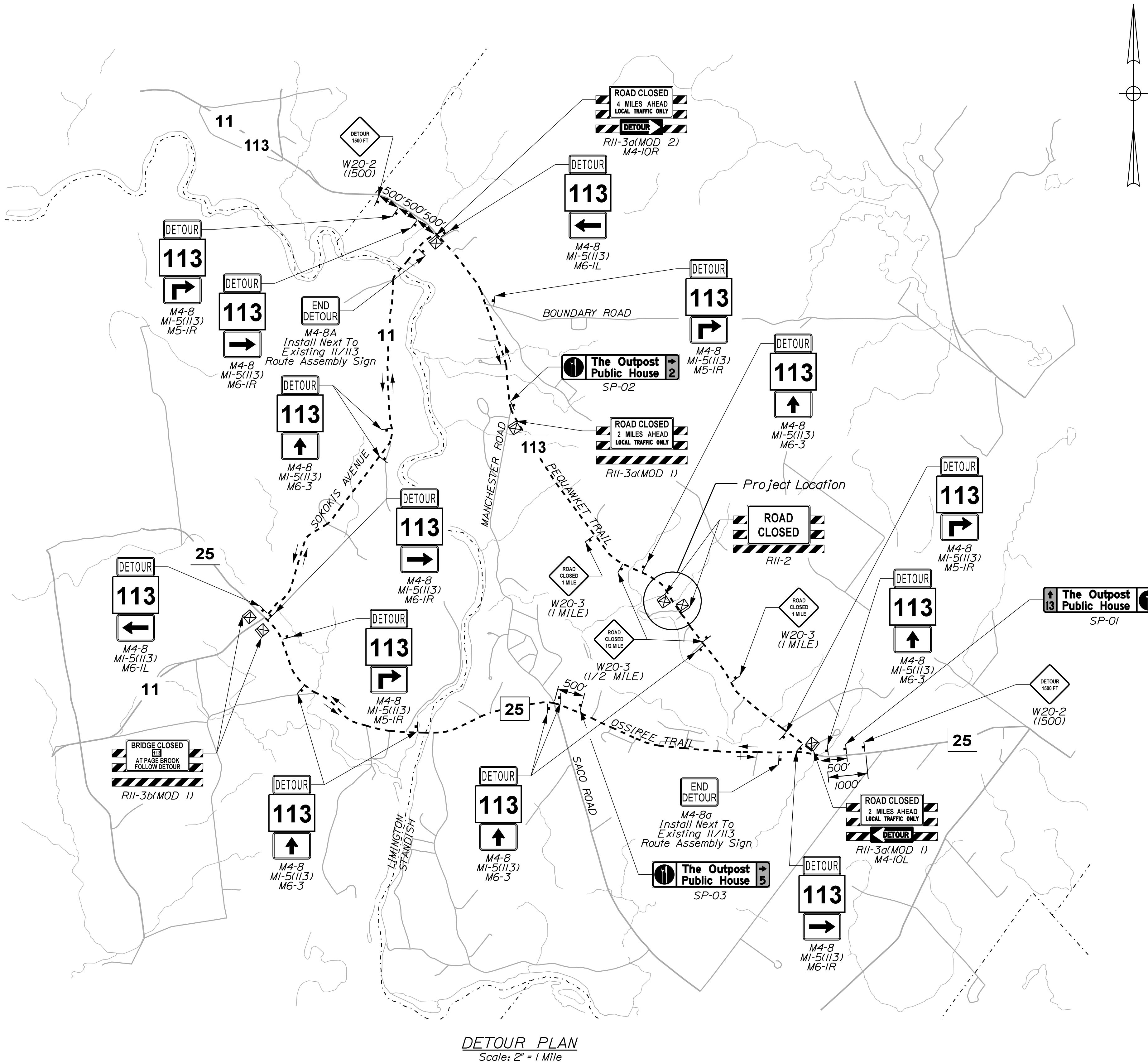
SECTION B-B  
PROPOSED UPSTREAM STREAMBANK



PROPOSED BANK AND  
SHOULDER PLAN



| PROJ. MANAGER     | DATE    | BY      |
|-------------------|---------|---------|
| DESIGN-DETAILED   | 10/2019 | KOW     |
| CHECKED-REVIEWED  | 10/2019 | RSELUNT |
| DESIGNS-DETAILED3 |         |         |
| REVISIONS 1       |         |         |
| REVISIONS 2       |         |         |
| REVISIONS 3       |         |         |
| REVISIONS 4       |         |         |
| FIELD CHANGES     |         |         |



DETOUR PLAN  
Scale: 2" = 1 Mile

LEGEND

Detour Sign on Easel

Type 3 Barricade with Detour Sign

Detour Route

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

STP-2170(300)

BRIDGE NO. 2914  
WIN  
21703.00  
BRIDGE PLANS

| PROJ. MANAGER    | M. KERSBERN | BY      | DATE    |
|------------------|-------------|---------|---------|
| DESIGN-DETAILED  | JAW         | KOW     | 10/2019 |
| CHECKED-REVIEWED | JAW         | RSELINT | 10/2019 |
| DESIGNS-DETAILED |             |         |         |
| REVISIONS 1      |             |         |         |
| REVISIONS 2      |             |         |         |
| REVISIONS 3      |             |         |         |
| REVISIONS 4      |             |         |         |
| FIELD CHANGES    |             |         |         |

WATCHIC BRIDGE  
PAGE BROOK  
CUMBERLAND COUNTY

STANDISH

DETOUR PLAN

SHEET NUMBER

16

OF 18

TEMPORARY TRAFFIC CONTROL GENERAL NOTES

1. All traffic control equipment and layouts shall conform to the 2009 edition of the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), chapter 6. All traffic control signs, sign support structures, channelizing devices, flashing arrow panels (FAP), portable changeable message signs (PCMS), and other traffic control equipment along the roadside shall meet or exceed NCHRP 350 test level 2 (TL-2) requirements regardless of where implemented on the project.
2. All traffic control equipment and devices shall conform to the latest edition of the Maine Department of Transportation (MaineDOT) Standard Specifications and applicable traffic control standards and practices.
3. All traffic control signs shall be maintained in like-new condition. Placement of signs shall be adjusted to avoid obstructing existing signs and to ensure proper sight lines to the construction signs as determined by the Resident. Where an existing conflicts with construction signs, the contractor shall temporarily remove or cover the conflicting existing sign(s) during construction. The existing sign(s) shall be uncovered or re-installed following construction.
4. Contractor shall provide advanced notice of all road closures with PCMS at least seven working days prior to the proposed closure. PCMS for the bridge closure shall be placed within 500 feet of the bridge along Watchic Bridge.
5. At the completion of the work, the temporary detour shall be removed.

| DETOUR SIGN SUMMARY |                          |                  |             |                                                                |
|---------------------|--------------------------|------------------|-------------|----------------------------------------------------------------|
| Sign                | Text Dimensions (Inches) |                  | Size        | Quantity and Color                                             |
|                     | Letter Height            | Vertical Spacing |             |                                                                |
| MI-5(113)           |                          | SHSB             | 30x24       | 18 - Black on White                                            |
| M4-8                |                          |                  | 24x12       | 18 - Black on Orange                                           |
| M4-8a               |                          |                  | 24x18       | 2 - Black on Orange                                            |
| M4-10L              |                          |                  | 48x18       | 1 - Black on Orange                                            |
| M4-10R              |                          |                  | 48x18       | 1 - Black on Orange                                            |
| M5-1R               |                          |                  | 21x15       | 4 - Black on White                                             |
| M6-1R               |                          |                  | 21x15       | 3 - Black on White                                             |
| M6-1L               |                          |                  | 21x15       | 2 - Black on White                                             |
| M6-3                |                          |                  | 21x15       | 9 - Black on White                                             |
| W20-2(1500)         |                          |                  | 36x36       | 2 - Black on Orange                                            |
| W20-3 (1/2 MILE)    |                          |                  | 36x36       | 2 - Black on Orange                                            |
| W20-3 (1 MILE)      |                          |                  | 36x36       | 2 - Black on Orange                                            |
| R11-2               |                          |                  | 48x30       | 2 - Black on White                                             |
| R11-3a(MOD 1)       |                          |                  | 60x30       | 2 - Black on White                                             |
| R11-3a(MOD 2)       |                          |                  | 60x30       | 1 - Black on White                                             |
| R11-3b(MOD 1)       |                          |                  | 60x30       | 2 - Black on White                                             |
| SP-01               |                          | 5<br>5           | 2<br>2<br>2 | 1 - White on Blue /<br>Black on Orange<br>(Distance and Arrow) |
| SP-02               |                          | 5<br>5           | 2<br>2<br>2 | 1 - White on Blue /<br>Black on Orange<br>(Distance and Arrow) |
| SP-03               |                          | 5<br>5           | 2<br>2<br>2 | 1 - White on Blue /<br>Black on Orange<br>(Distance and Arrow) |
|                     |                          |                  |             |                                                                |

SHSB - Text Dimensions Shall Conform to "Standard Highway Signs Book" - 2012 Edition.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
STP-2170(300)

WIN  
21703.00  
BRIDGE NO. 2914  
BRIDGE PLANS

|                   |             |         |         |
|-------------------|-------------|---------|---------|
| PROJ. MANAGER     | M. KERSBERN | BY      | DATE    |
| DESIGN-DETAILED   | JAW         | KOW     | 10/2019 |
| CHECKED-REVIEWED  | JAW         | RSELUNT | 10/2019 |
| DESIGNS-DETAILED3 |             |         |         |
| REVISIONS 1       |             |         |         |
| REVISIONS 2       |             |         |         |
| REVISIONS 3       |             |         |         |
| REVISIONS 4       |             |         |         |
| FIELD CHANGES     |             |         |         |

WATCHIC BRIDGE  
PAGE BROOK  
CUMBERLAND COUNTY

STANDISH  
DETOUR PLAN

SHEET NUMBER

17

OF 18

[illegible]