

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



PATTEN PENOBSCOT COUNTY

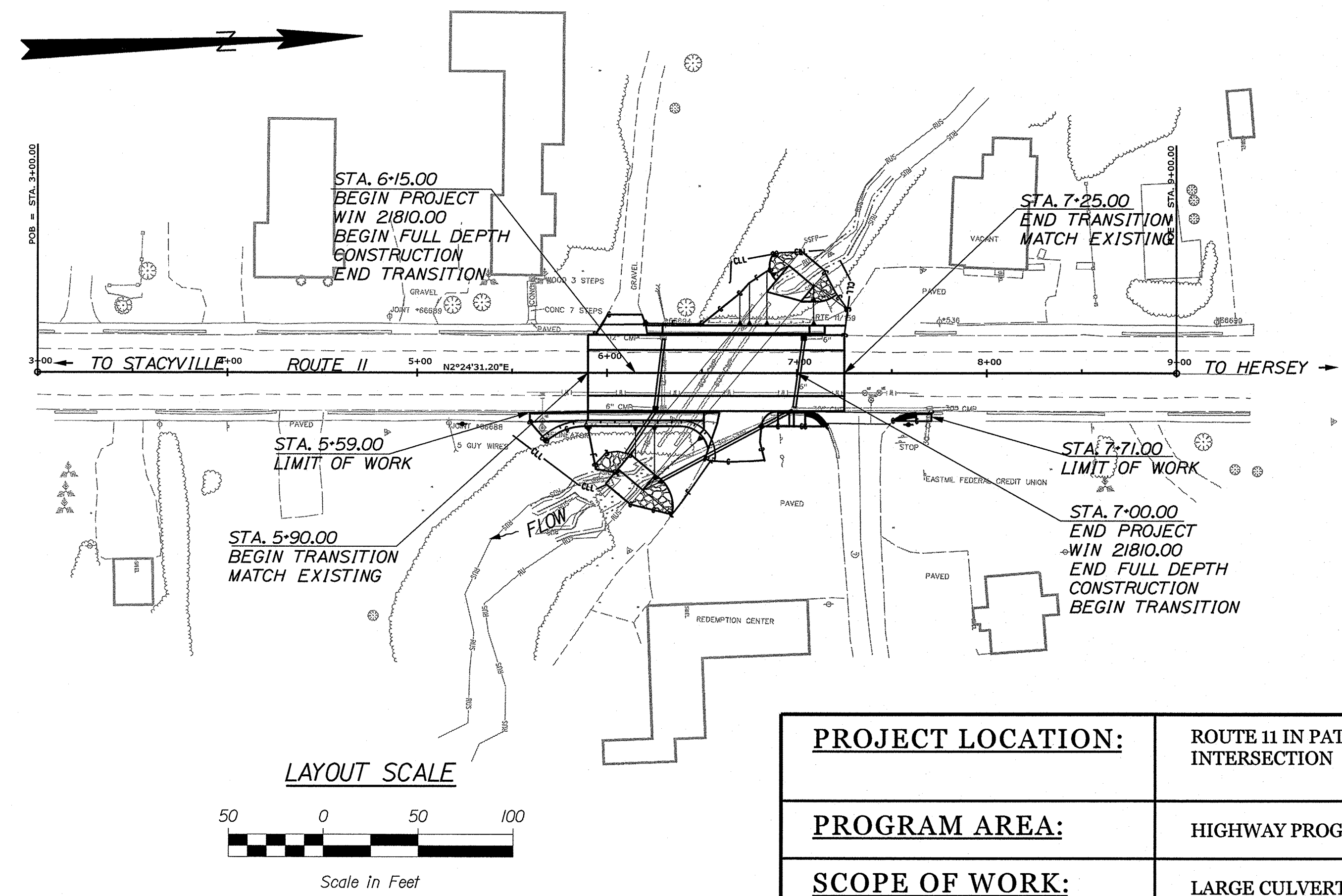
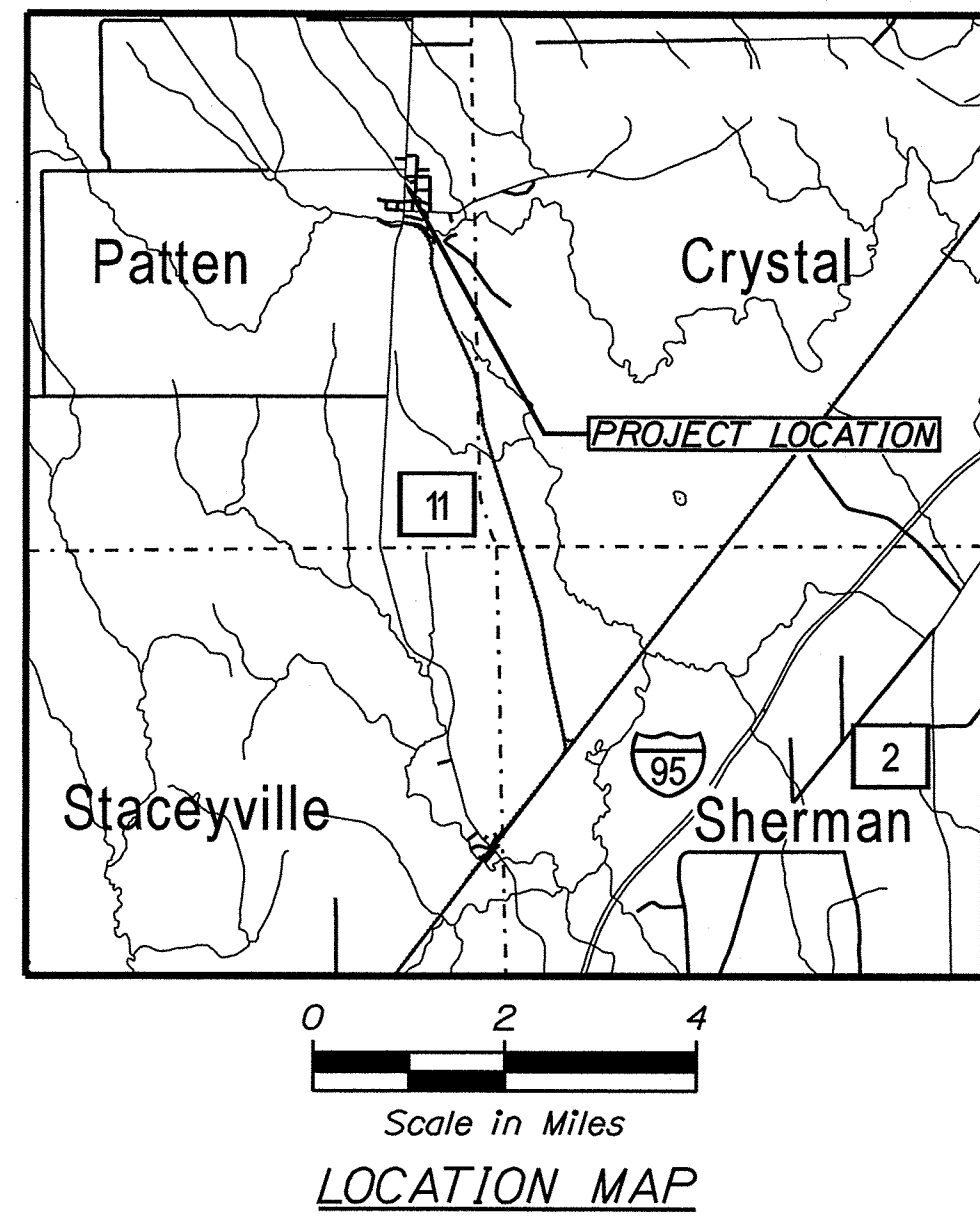
ROUTE 11\159
WEBB BROOK BRIDGE
BRIDGE NO. 6567

STATE PROJECT NO. 21810.00
PROJECT LENGTH: 0.02 MILES

PLAN LEGEND	
Town, County, State	-----
Property Lines	-----
R/W Lines-Existing	-----
R/W Lines-Proposed	-----
Culvert-Existing	-----
Culvert Proposed	-----
Curbing	-----
Type 1	-----
Type 3	-----
Type 5	-----
Outline of Bodies of Water	-----
Exposed Bedrock	-----
Buildings	-----
Trees	-----
Tree Line	-----
Clearing Limit Line	-----
Railroad	-----
Catch Basins	Existing Proposed
Manholes	Existing Proposed
Proposed Underdrain	-----
Proposed Ditch	-----
Existing Ditch	-----
Utility Poles	Existing Proposed
Fire Hydrants	Existing Proposed
Existing Water Line	-----
Existing San. Sewer	-----
Existing San. Sewer Manhole	-----
Guardrail-Existing	-----
Guardrail-Proposed	-----
Guardrail-Cable, Other	-----
Centerline-Existing	-----
Centerline-Proposed	-----
Travelway-Existing	-----
Travelway-Proposed	-----
Boring	HB-XXX-###
Pavement Core	PC-#
Test Pit	TP-XXX-###
Probe	P-#. #X
	## = Depth
	X = W (Weathered Rock)
	R (Refusal)
	NR (No Refusal)

INDEX OF SHEETS	
Description	Sheet No.
Title Sheet	1
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Estimated Quantities and General Notes	3
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Boring Location Plan & Interpretive Subsurface Profile With Boring Logs	5
Plan and Profile	6
Cross Sections	7-11
Right of Way Map	12
Water Pipe Removal and Replacement Site Plan & Profile	13

TRAFFIC DATA	
Current (2018) AADT	2300
Future (2038) AADT	2760
DHV - % of AADT	11%
Design Hour Volume	304
% Heavy Trucks (AADT)	7%
% Heavy Trucks (DHV)	8%
Directional Distribution (DHV)	50%
18 kip Equivalent P 2.0	199
18 kip Equivalent P 2.5	189
Design Speed (mph)	25
Functional Class	Major Collector
Corridor Priority	3



UTILITIES

Emera Maine
Spectrum Charter Communications
FirstLight Fiber
Town of Patten Water District

Consolidated Communications of Northern New England
Consolidated Communications of Maine

MAINTENANCE OF TRAFFIC

Maintain one 11'-0" wide lane of alternating one - way traffic using traffic signals.

PROJECT LOCATION:	ROUTE 11 IN PATTEN, 0.01 MILES SOUTH OF THE ROUTE 11/CHURCH STREET INTERSECTION
PROGRAM AREA:	HIGHWAY PROGRAM
SCOPE OF WORK:	LARGE CULVERT REPLACEMENT

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>	<i>[Signature]</i>	2-6-2020
CHIEF ENGINEER: <i>[Signature]</i>	<i>[Signature]</i>	2-5-2020

<i>[Signature]</i>	SIGNATURE
13294	P.E. NUMBER
JANUARY 24, 2020	DATE

PROGRAM	HIGHWAY PROGRAM
PROJECT MANAGER	ROGER SOUCY
DESIGNER	OWEN KRAUSS
CONSULTANT	HOYLE, TANNER & ASSOC., INC.
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

WIN 21810.00 STATE PROJECT NO. 21810.00

**PATTEN
ROUTE 11\159
TITLE SHEET**

SHEET NUMBER
1
OF 13

Date: 1/24/2020

Username:

Division: HIGHWAY

Filename: ...:\00\HIGHWAY\MSTA\001_Title.dgn

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
203.20	COMMON EXCAVATION	550	CY
203.21	ROCK EXCAVATION	210	CY
203.25	GRANULAR BORROW	460	CY
203.33	SPECIAL FILL	112	CY
304.16	AGGREGATE BASE COURSE - TYPE C	430	CY
403.2081	12.5 MM POLYMER MODIFIED HOT MIX ASPHALT	55	T
403.209	HOT MIX ASPHALT 9.5MM (SIDEWALKS, DRIVES, & INCIDENTALS)	40	T
403.213	HOT MIX ASPHALT 12.5 MM BASE	160	T
409.15	BITUMINOUS TACK COAT - APPLIED	20	G
508.13	SHEET WATERPROOFING MEMBRANE (255 SY)	1	LS
511.07	COFFERDAM: UPSTREAM	1	LS
511.07	COFFERDAM: DOWNSTREAM	1	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (65 SY)	1	LS
534.7101	PRECAST CONCRETE BOX CULVERT (STATE SUPPLIED)	1	LS
603.159	12 INCH CULVERT PIPE OPTION III	75	LF
603.179	18 INCH CULVERT PIPE OPTION III	30	LF
603.209	30 INCH CULVERT PIPE OPTION III	80	LF
604.092	CATCH BASIN TYPE B1-C	2	EA
606.1301	3" W-BM GR, MID-WY SPLICE - SINGLE FACED	50	LF
606.1304	3" W-BM GR, MID-WAY SPLICE - OVER 15 FT RADIUS	55	LF
606.265	TERMINAL END - SINGLE RAIL - GALV. STEEL	2	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	4	EA
608.26	CURB RAMP DETECTABLE WARNING FIELD	72	SF
609.31	CURB TYPE 3	217	LF
610.08	PLAIN RIPRAP	75	CY
610.210	STREAM CHANNEL ROCK	83	CY
610.212	STREAM ROCK FEATURES	5	CY
613.319	EROSION CONTROL BLANKET	450	SY
615.07	LOAM	25	CY
618.14	SEEDING METHOD NUMBER 2	4	UN
619.12	MULCH	4	UN
620.58	EROSION CONTROL GEOTEXTILE	130	SY
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	410	LF
627.744	6" WHITE PAVEMENT MARKING LINE	90	LF
631.12	EXCAVATOR (INCLUDING OPERATOR) TRUCK - LARGE	15	HR
631.172	(INCLUDING OPERATOR)	15	HR
643.72	TEMPORARY TRAFFIC SIGNAL (4)	1	LS
652.312	TYPE III BARRICADE	14	EA
652.33	DRUM	25	EA
652.34	CONE	25	EA
652.35	CONSTRUCTION SIGN	56	SF
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	60	CD
652.38	FLAGGER	125	HR
652.61	STAGED CONSTRUCTION AND TRAFFIC CONTROL	1	LS
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS
822.3531	10" WATER MAIN	1	LS
825.3491	WATER MAIN DISCONNECT/REMOVAL	1	LS

GENERAL NOTES

- PAVEMENT THICKNESSES SHOWN ON THE TYPICAL SECTIONS ARE INTENDED TO BE NOMINAL.
- CLEARING LIMITS SHALL BE 10 FEET BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.
- ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AS INDICATED ON THE PLANS AND APPROVED BY THE RESIDENT.
- THE CLEARING AND SELECTIVE CLEARING AND THINNING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING AND THINNING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.
- PRIOR TO REMOVING ANY PAVEMENT OR PLACING ANY SHIM PAVEMENT, THE ROADWAY WILL BE INSPECTED FOR POSSIBLE SUBSURFACE BOULDERS, WHICH WILL BE REMOVED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT RENTAL ITEMS. BACKFILL WILL BE PLACED TO SUBGRADE WITH MATERIAL CONSISTENT WITH THE SURROUNDING MATERIAL. AGGREGATE SUBBASE COURSE GRAVEL WILL BE PLACED FROM SUBGRADE TO FINISH GRADE AND WILL BE PAID UNDER THE APPROPRIATE ITEM.
- THE CONTRACTOR SHALL PLAN AND CONDUCT WORK SO THAT UPON COMPLETION OF THE PROJECT THERE IS NO DROP-OFF FROM THE EDGE OF THE SHOULDER PAVEMENT.
- DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE FILL SIDE SLOPES WITHOUT GUARDRAIL UNLESS OTHERWISE NOTED ON THE PLANS.
- GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1 FOOT ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATIONS ITEM 703.19, GRANULAR BORROW.
- RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 2 INCHES OF HOT MIX ASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
- COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT AND 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
- GRAVEL ENTRANCES SHALL BE CONSTRUCTED WITH 14 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL OR 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL AND 3 INCHES OF UNTREATED AGGREGATE SURFACE COURSE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
- A 3-FOOT PAVED LIP SHALL BE PLACED AT ALL UNPAVED ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
- ALL PAVED WALKS SHALL BE CONSTRUCTED WITH 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL AND 2 INCHES OF HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
- CROSS SLOPES FOR NORMAL AND SUPERELEVATED SECTIONS WILL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
- EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER THE APPROPRIATE PAY ITEMS.
- NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
- ANY NECESSARY CUTTING OF EXISTING PIPES TO FIT IN AREAS OF PROPOSED CATCH BASINS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATION SECTION 604, MANHOLES, INLETS AND CATCH BASINS.
- ANY NECESSARY CUTTING OF EXISTING CATCH BASINS TO ALLOW FOR PROPOSED PIPE CONNECTIONS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 603, PIPE CULVERTS AND STORM DRAINS OR STANDARD SPECIFICATIONS SECTION 605, UNDERDRAINS.
- GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.
- ALL EXISTING GUARDRAIL SHALL BE REMOVED AND WILL BECOME THE PROPERTY OF THE CONTRACTOR. REMOVAL AND DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.
- TWO REFLECTORIZED FLEXIBLE GUARDRAIL MARKERS (STANDARD SPECIFICATIONS ITEM 606.353, REFLECTORIZED FLEXIBLE GUARDRAIL MARKER) WILL BE INSTALLED AT EACH GUARDRAIL END.
- UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL OTHER AREAS.
- LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS AND 2 INCHES IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISIBLE TO THE TRAVELING PUBLIC. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

25. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.

26. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THE BID DOCUMENTS IS FOR THE USE OF THE BIDDERS. NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF THE ACTUAL SUBSURFACE CONDITIONS THROUGHOUT THE CONSTRUCTION SITE. MAINE DOT WILL NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR CONCLUSIONS DRAWN FROM THE GEOTECHNICAL INFORMATION. THE BORING LOGS PROVIDED IN THE BID DOCUMENTS (IF ANY) PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS. DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.

27. AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE SITES SUCH AS EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
21810.00
WIN
21810.00
BRIDGE NO. 6567
HIGHWAY PLANS

PROJ. MANAGER	ROGER SOUCY	DATE
DESIGN-DETAILED	B. NICHOLS	
CHECKED-REVIEWED	O. KRALUS	
DESIGN DET ALEOD		
DESIGN DET ALEODS		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PATTEN
ROUTE 11\159
ESTIMATED QUANTITIES
AND GENERAL NOTES

SHEET NUMBER

3

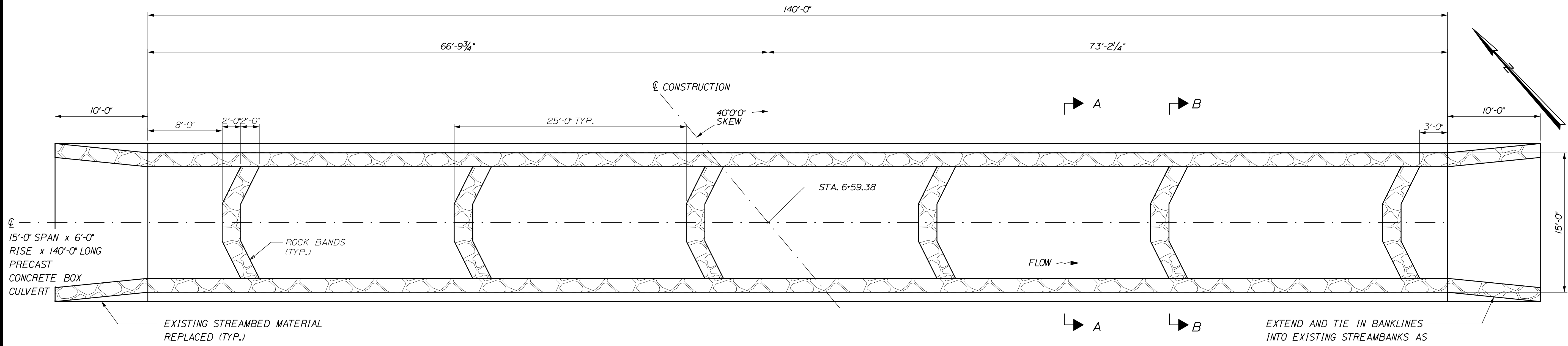
OF 13

Date: 1/24/2020

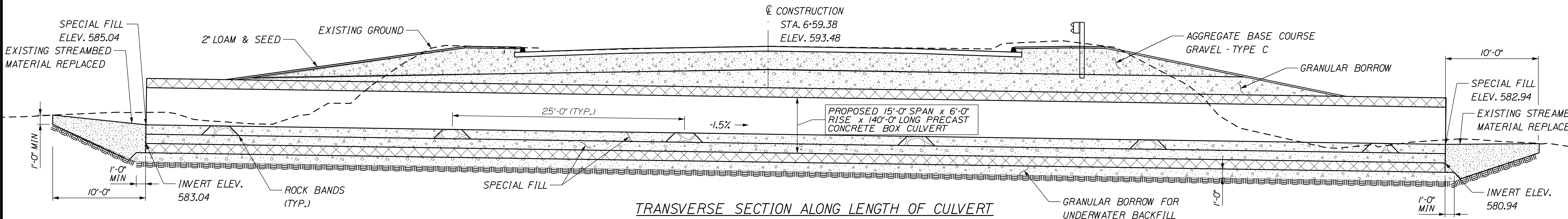
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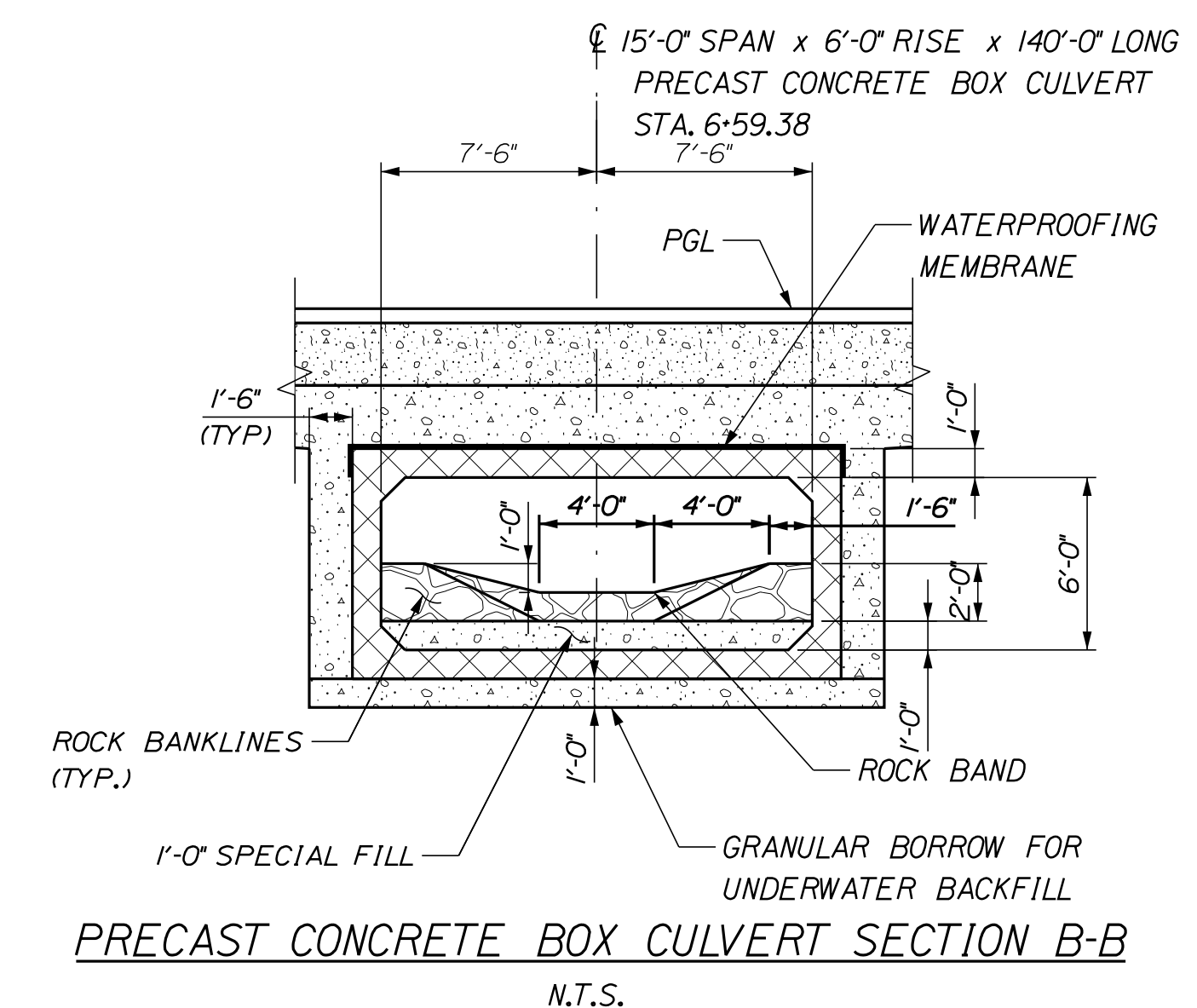
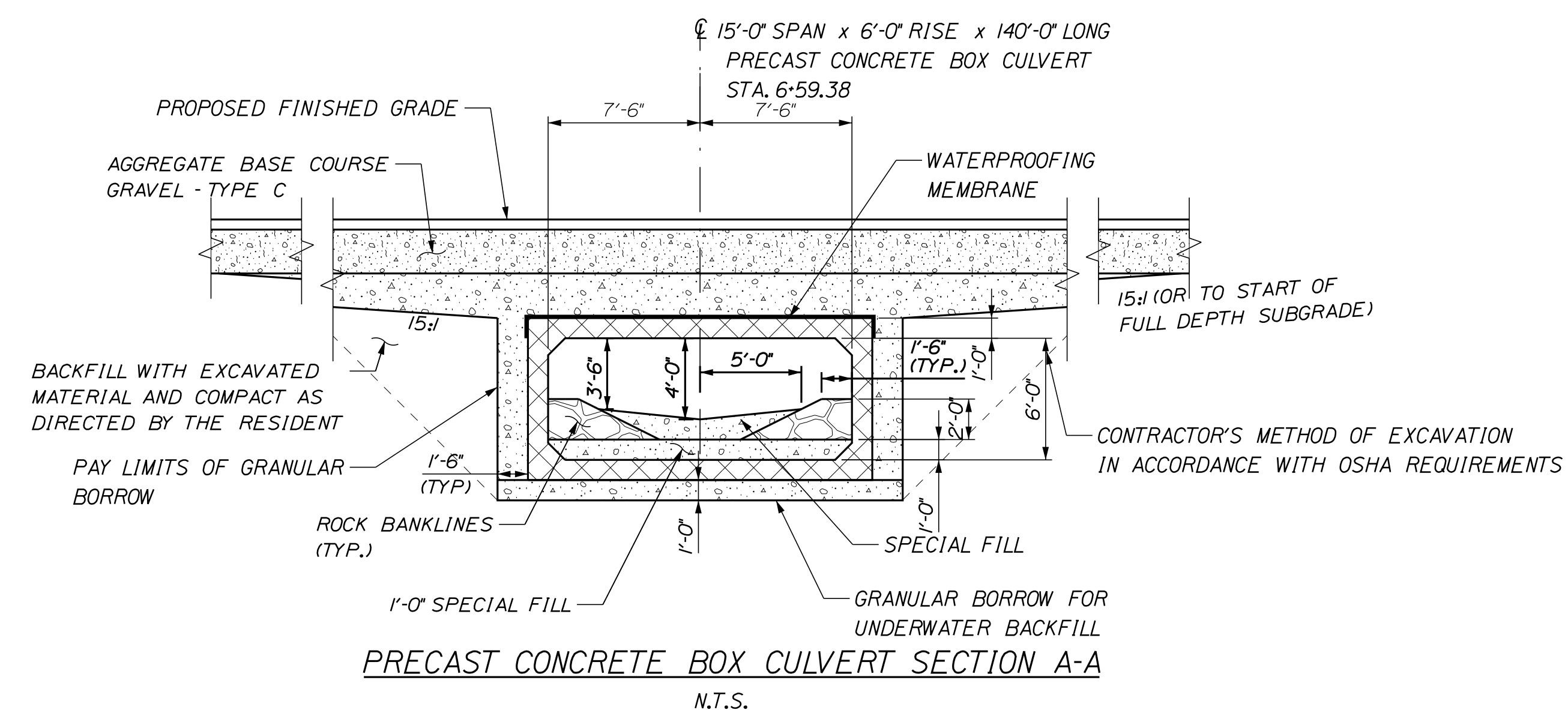
PLAN VIEW N.T.S.



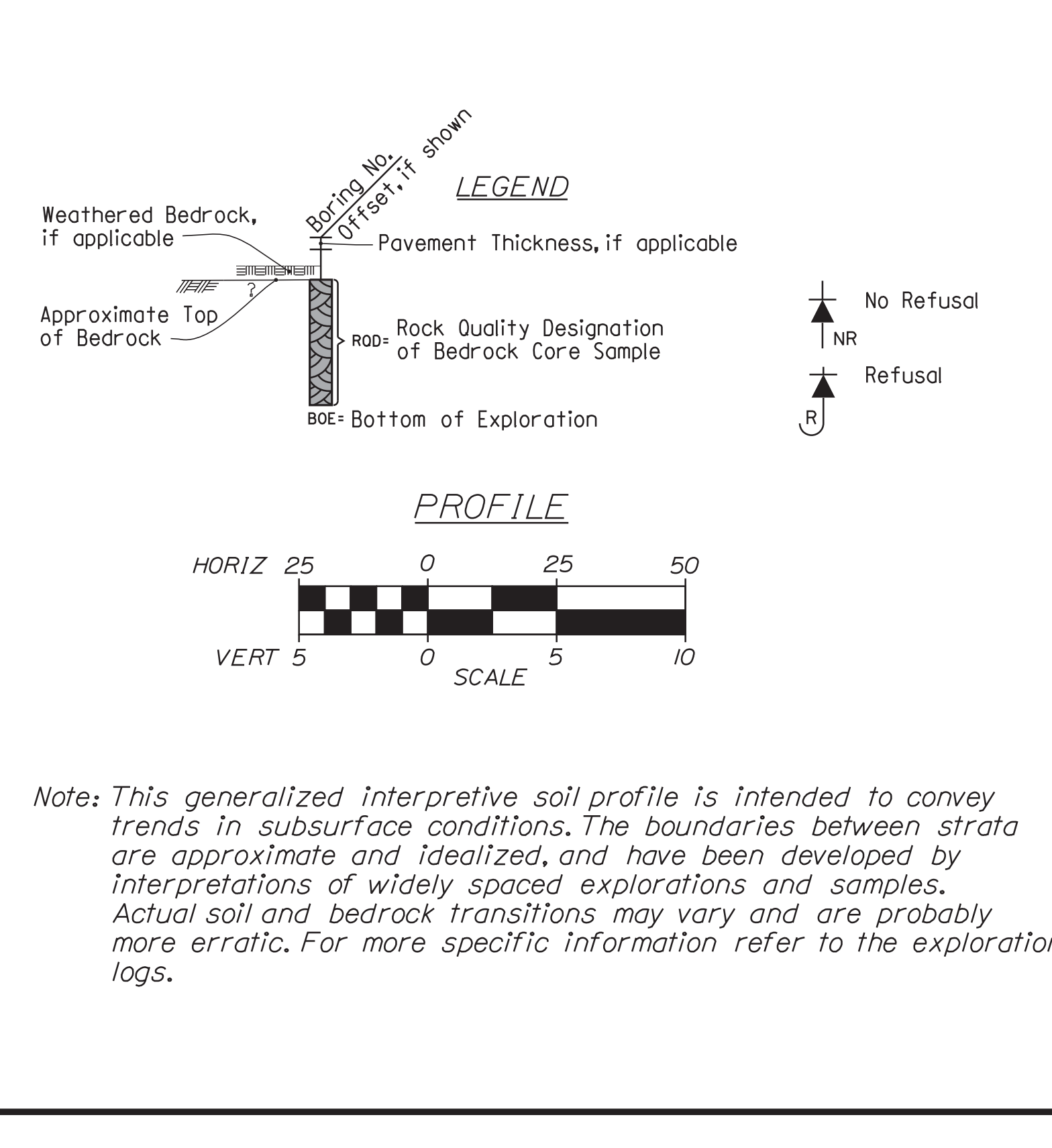
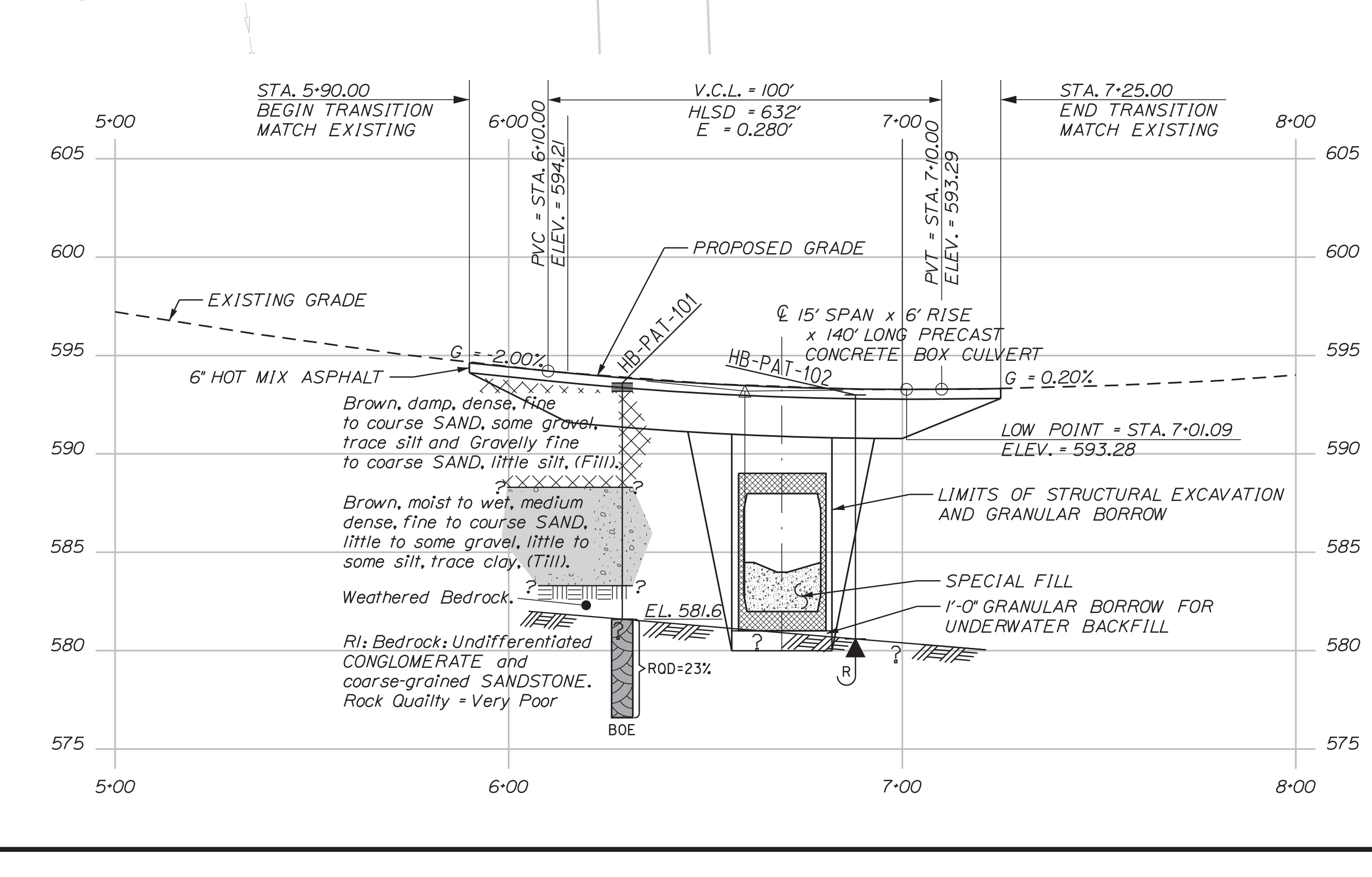
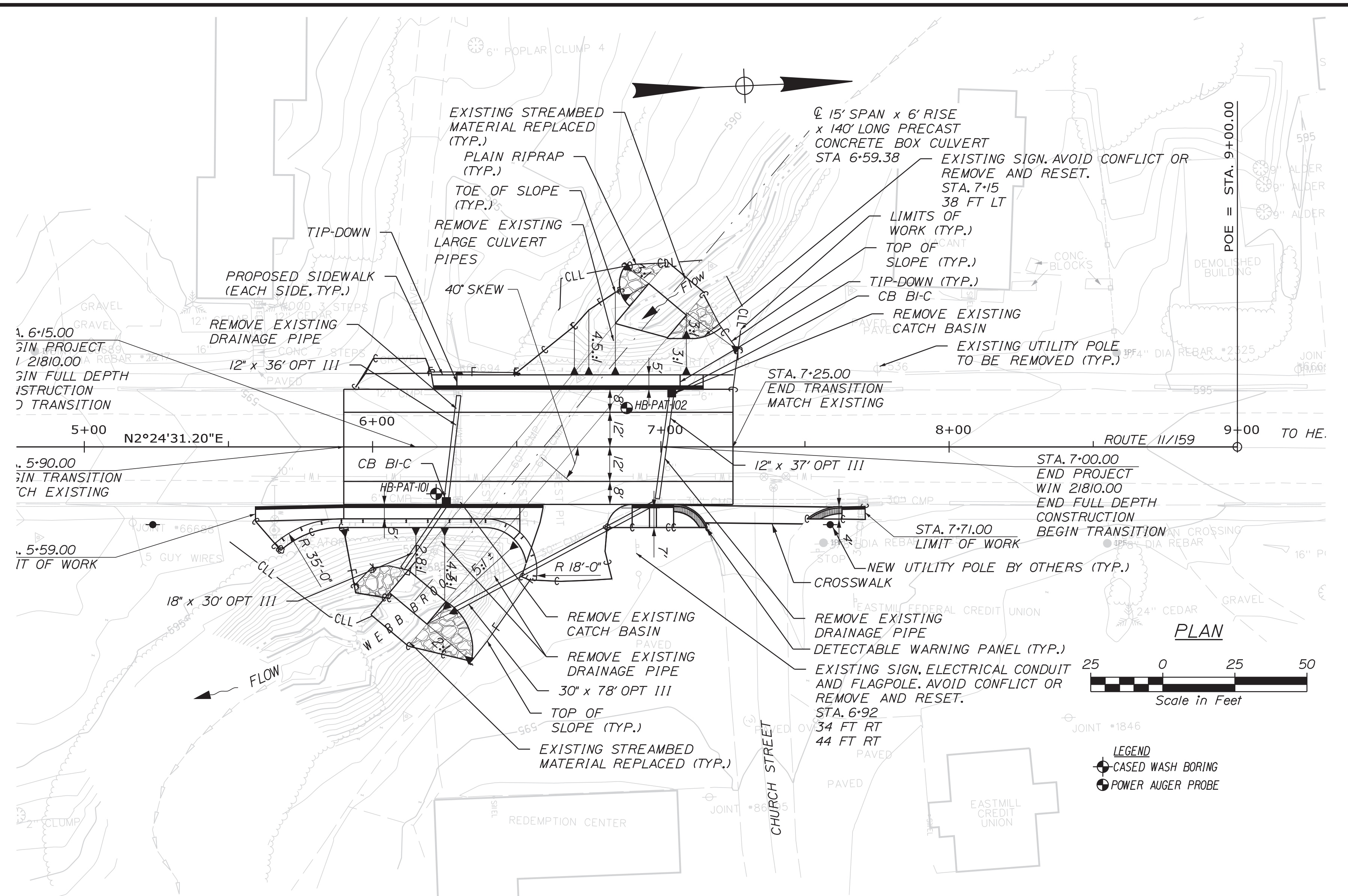
TRANSVERSE SECTION ALONG LENGTH OF CULVERT N.T.S.

PRECAST CONCRETE BOX CULVERT NOTES:

1. THE PRECAST UNITS SHALL BE DESIGNED TO CARRY CONSTRUCTION LOADINGS WITH A MINIMUM FILL COVER OF 18 INCHES OVER THE TOP OF THE UNITS.
2. INSTALL STANDARD MEMBRANE WATERPROOFING OVER THE TOP AND TO 12 INCHES DOWN THE EXTERIOR SIDES OF THE PRECAST UNITS.
3. THE PRECAST CONCRETE BOX CULVERT SHALL BE BEDDED ON A 1-FOOT LAYER OF COMPACTED GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL.
4. COFFERDAMS ARE TO BE PLACED AT BOTH THE DOWNSTREAM AND UPSTREAM END OF THE PRECAST CONCRETE BOX CULVERT TO ALLOW FOR THE CONSTRUCTION OF THE PRECAST CONCRETE BOX CULVERT IN THE DRY.
5. RIPRAP WILL BE USED TO INSLOPE AROUND THE CULVERT ENDS AT BOTH THE INLET AND OUTLET, SEE PLAN AND PROFILE FOR LOCATIONS.
6. THE PRECAST CONCRETE BOX CULVERT SHALL BE LINED WITH 2-FEET OF SPECIAL FILL IN ACCORDANCE WITH SPECIAL PROVISION 203.
7. A "CLAMHELL" PRECAST CONCRETE BOX CULVERT SHALL BE USED.
8. CONSTRUCTION, HANDLING AND ASSEMBLY OF THE PRECAST UNIT SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS APPLICABLE.



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		21810.00	
WEBB BROOK BRIDGE		WEBB BROOK		PENOBSCOT COUNTY	
PATTEN		SPECIAL DETAILS		SHEET NUMBER 4 OF 13	
PROJ. MANAGER	ROGER SOUCY	BY	B. NICHOLS	DATE	
DESIGNED	O. KRASS	CHECKED		SIGNATURE	
DESIGNED		DESIGNED		P.E. NUMBER	
REVISIONS	1	REVISIONS	2	DATE	
REVISIONS	3	REVISIONS	4		
FIELD CHANGES					
BRIDGE NO. 6567		WIN		21810.00	
BRIDGE PLANS					



Maine Department of Transportation Soil/Borehole Exploration Log		Project: Large Culvert Replacement carries Route 11 over Webb Brook		Boring No.: HB-PAT-101																																																					
S.U. CUSTOMARY UNITS		Location: Patten, Maine		WIN: 21810.00																																																					
Driller: MaineDOT	Elevation (ft.): 593.6	Auger (ID/OD): 5" Solid Stem	Boring Log																																																						
Operator: Travis Austin	Status: NAD88	Sampler: Standard Split Spoon	Visual Description and Remarks																																																						
Logger: B. Willard	Rig Type: CME 45C	Hammer Wt./Fall: 130#/30"	Laboratory Testing Results (ASTM and Unified Class)																																																						
Date Start/Finish: 8/16/2016 07:30-11:30	Drilling Method: Cased Wash Boring	Core Barrels: ND-2"	<table border="1"> <tr> <th>Depth (ft.)</th> <th>Sample No.</th> <th>Pen./Roc. (ft)</th> <th>Sample Length (ft)</th> <th>Notes</th> <th>Remarks</th> </tr> <tr> <td>0-1</td> <td>1D</td> <td>24/18</td> <td>1.00-2.00</td> <td>10/13/10/11</td> <td>21 35</td> <td>593.2</td> <td>3" H.M.C.</td> <td>Brown, damp, dense, fine to coarse SAND, some gravel, trace silt, (FIII).</td> <td>GW304265 U-1-2, SCLM WC=3.8%</td> </tr> <tr> <td>5-5.5</td> <td>2D/A</td> <td>24/17</td> <td>5.00-7.00</td> <td>1/4/3/4</td> <td>7 11</td> <td>589.1</td> <td>2D/A (5.0-5.5 ft bgs) Brown, damp, Gravelly fine to coarse SAND, little silt, (FIII).</td> <td>GW304267 U-1-2, SCLM WC=3.2%</td> </tr> <tr> <td>10-10.5</td> <td>3D</td> <td>12/11</td> <td>10.00-11.00</td> <td>3/6/0</td> <td>---</td> <td>588.1</td> <td>3D (10.0-11.0 ft bgs) Brown, moist, medium dense, fine to coarse SAND, some gravel, little silt, (FIII).</td> <td>GW304268 U-1-2, SCLM WC=1.5%</td> </tr> <tr> <td>15-15.5</td> <td>R1</td> <td>60/48</td> <td>12.00-17.00</td> <td>ROD = 23%</td> <td>ND-2"</td> <td>581.6</td> <td>Top of Bedrock at Elev. 581.6 ft. R1: Bedrock: Undifferentiated CONGLOMERATE and coarse-grained SANDSTONE. R1: Core (11.5 ft) (1150)</td> <td>GW304269 U-1-2, SCLM WC=1.5%</td> </tr> <tr> <td>20-20.4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>576.6</td> <td>Bottom of Exploration at 17.0 feet below ground surface.</td> <td></td> </tr> </table>			Depth (ft.)	Sample No.	Pen./Roc. (ft)	Sample Length (ft)	Notes	Remarks	0-1	1D	24/18	1.00-2.00	10/13/10/11	21 35	593.2	3" H.M.C.	Brown, damp, dense, fine to coarse SAND, some gravel, trace silt, (FIII).	GW304265 U-1-2, SCLM WC=3.8%	5-5.5	2D/A	24/17	5.00-7.00	1/4/3/4	7 11	589.1	2D/A (5.0-5.5 ft bgs) Brown, damp, Gravelly fine to coarse SAND, little silt, (FIII).	GW304267 U-1-2, SCLM WC=3.2%	10-10.5	3D	12/11	10.00-11.00	3/6/0	---	588.1	3D (10.0-11.0 ft bgs) Brown, moist, medium dense, fine to coarse SAND, some gravel, little silt, (FIII).	GW304268 U-1-2, SCLM WC=1.5%	15-15.5	R1	60/48	12.00-17.00	ROD = 23%	ND-2"	581.6	Top of Bedrock at Elev. 581.6 ft. R1: Bedrock: Undifferentiated CONGLOMERATE and coarse-grained SANDSTONE. R1: Core (11.5 ft) (1150)	GW304269 U-1-2, SCLM WC=1.5%	20-20.4						576.6	Bottom of Exploration at 17.0 feet below ground surface.	
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Maine Department of Transportation Soil/Borehole Exploration Log		Project: Large Culvert Replacement carries Route 11 over Webb Brook		Boring No.: HB-PAT-102																									
S.U. CUSTOMARY UNITS		Location: Patten, Maine		WIN: 21810.00																									
Drilling Contractor: MaineDOT	Elevation (ft.): 593.0	Auger (ID/OD): 5" Dia.	Boring Log																										
Operator: Travis Austin	Status: NAD88	Sampler: N/A	Visual Description and Remarks																										
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STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 021810-00
 HIGHWAY PLANS

STATE OF MAINE
 CODY A. RUSSELL
 19866
 PROFESSIONAL ENGINEER

PROJ. MANAGER: ROGER SOUCY
 CHECKED/REVIEWED: T. WHITE
 DESIGNED/Detailed: C. RUSSELL
 REVISIONS: 1, 2, 3, 4
 FIELD CHANGES: 1, 2, 3, 4

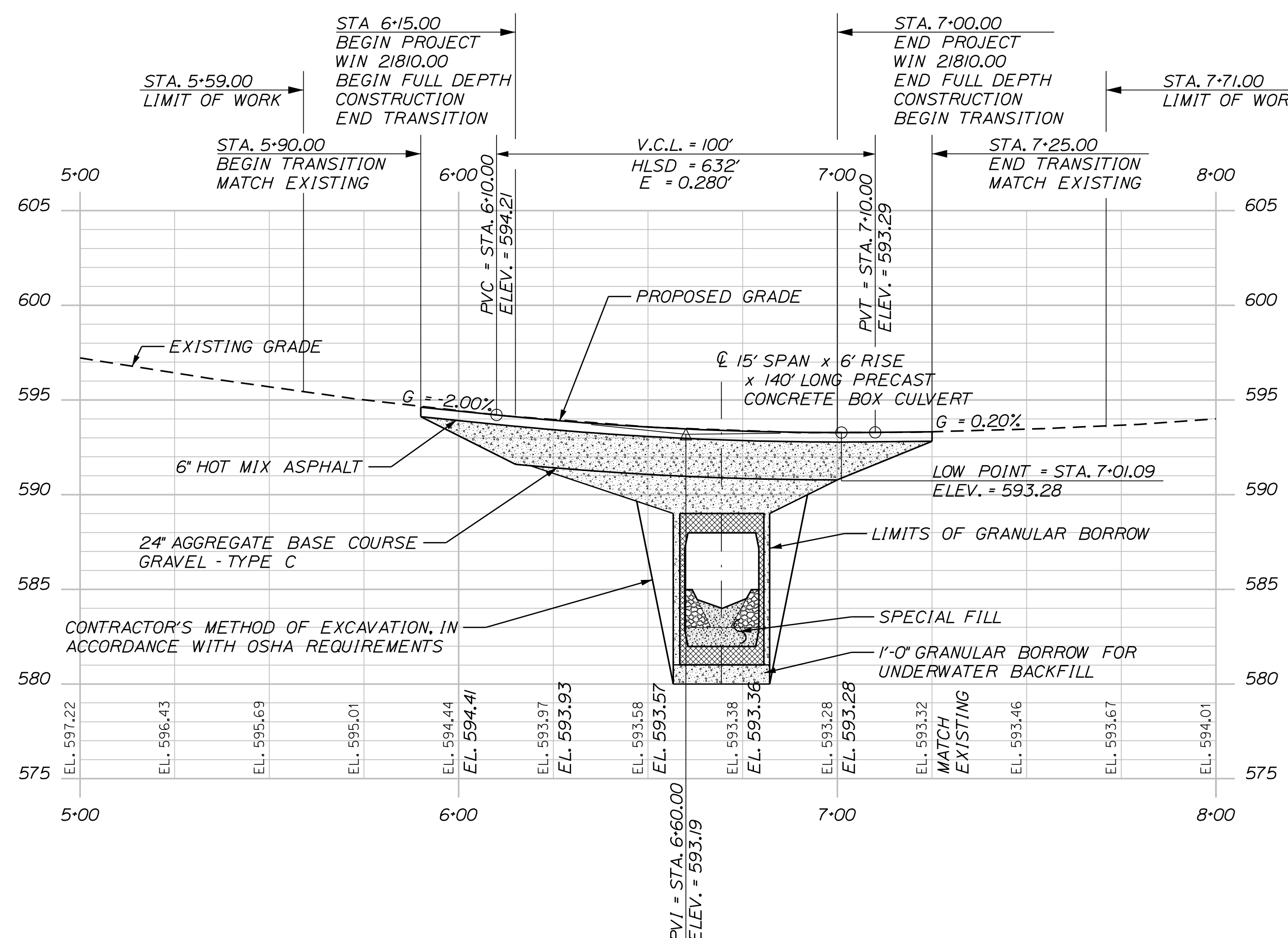
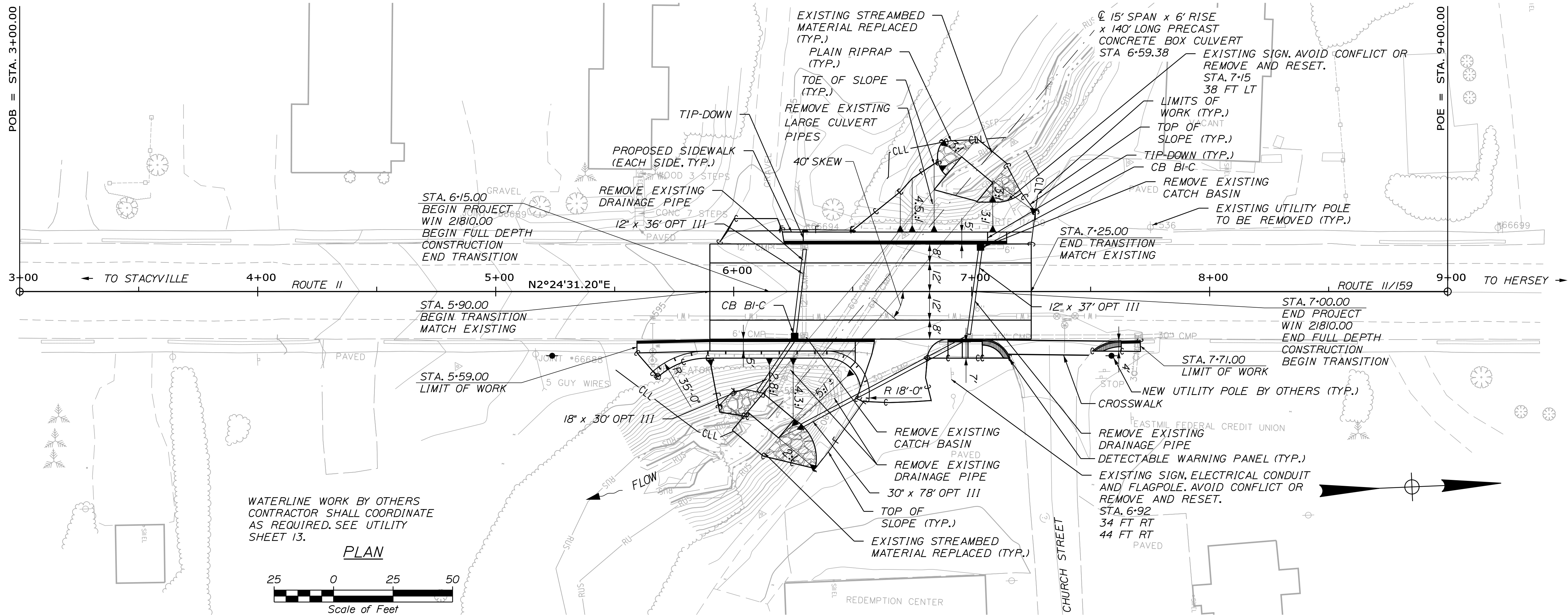
PATTEN
 ROUTE 11
 BORING LOCATION PLAN &
 INTERPRETIVE SUBSURFACE PROFILE
 WITH BORING LOGS

SHEET NUMBER
 5
 OF 13

Date: 1/24/2020

Username:

Filename: ... \00\HIGHWAY\STA006_HDP\plan.dgn Division: HIGHWAY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
21810.00
WIN 21810.00
BRIDGE NO. 6567
HIGHWAY PLANS

PROJ. MANAGER	ROGER SOUCY	BY	DATE
DESIGN-DETAILED	O. KRALUS	B. NICHOLS	
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PATTEN
ROUTE 11\159
PLAN AND PROFILE

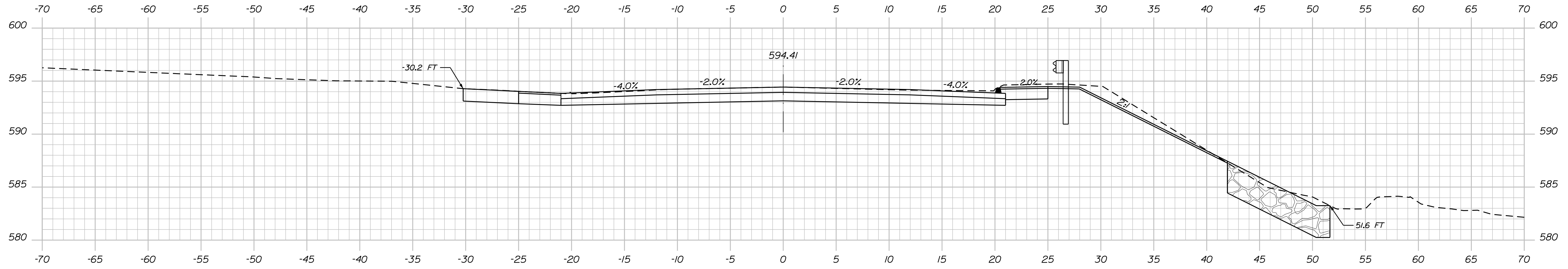
SHEET NUMBER
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OF 13

Date: 1/24/2020

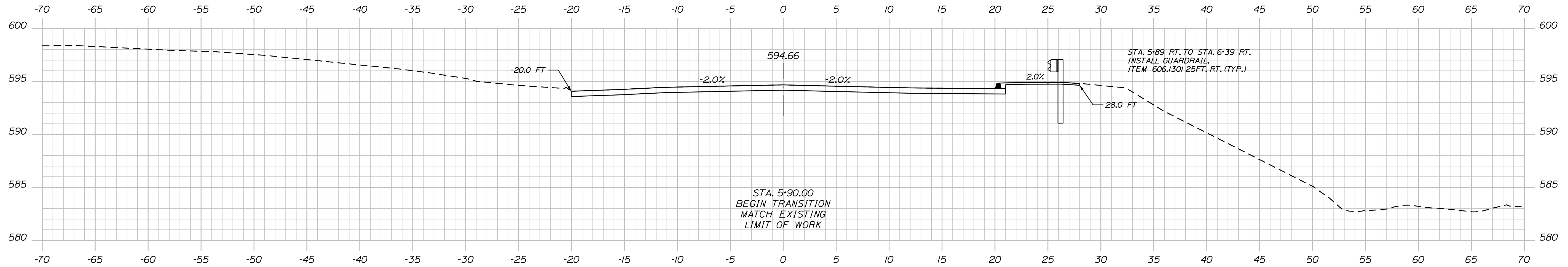
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Division: HIGHWAY

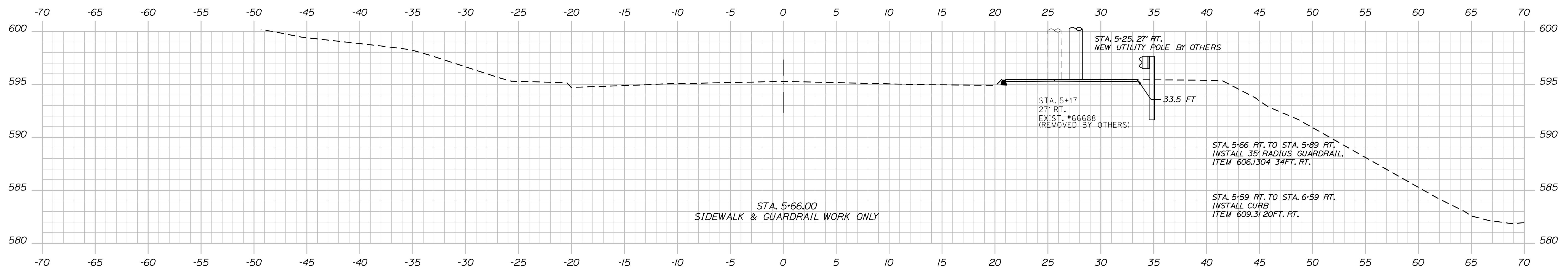
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6+00



5+90



5+66

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

21810.00

BRIDGE NO. 6567 WIN 21810.00 HIGHWAY PLANS

PROJ. MANAGER	ROGER SOUCY	DATE	SIGNATURE
CHECKED	O. KRALISS		
DESIGN	B. NICHOLS		
REVISIONS			
REVISIONS			
REVISIONS			
FIELD CHANGES			

PATTEN
ROUTE 11\159
CROSS SECTIONS

SHEET NUMBER

7

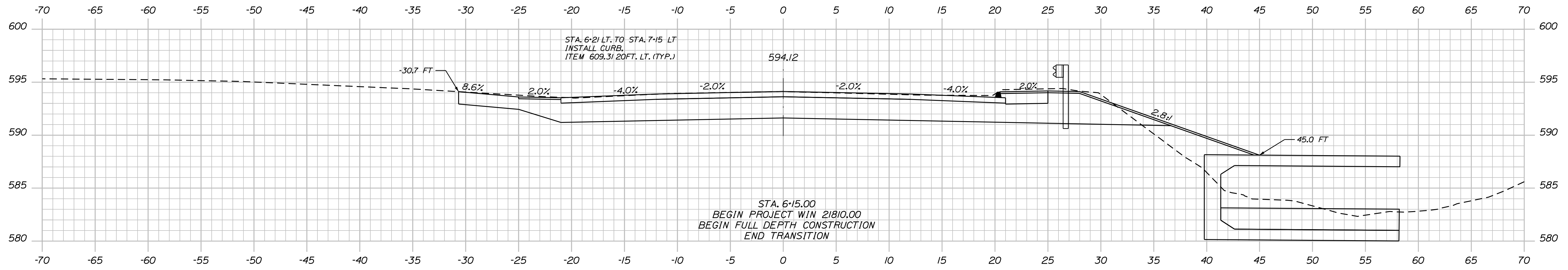
OF 13

Date: 1/24/2020

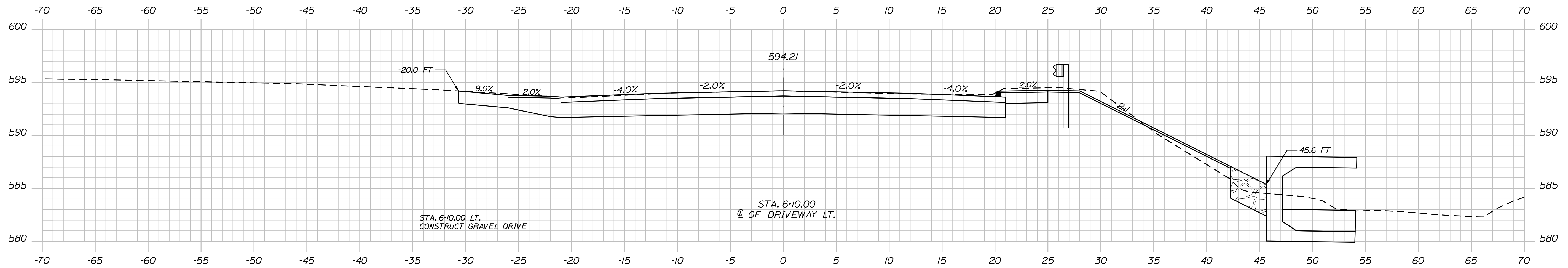
Username:

Division: HIGHWAY

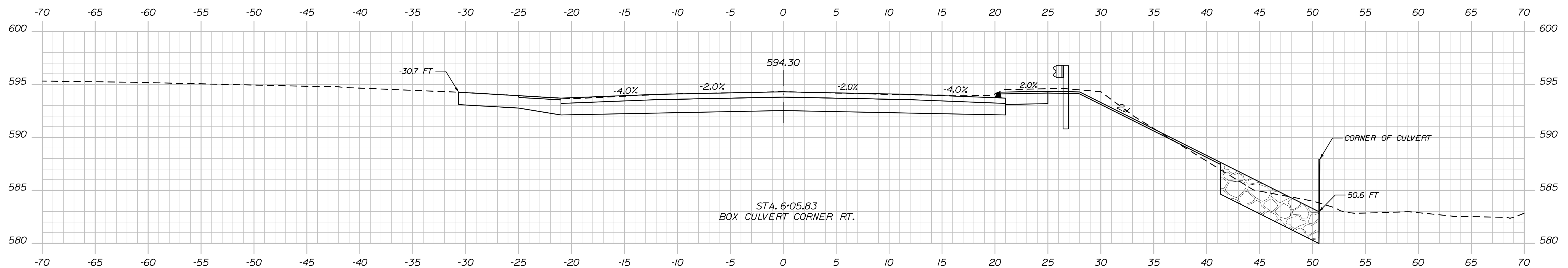
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6+15



6+10



6+05.83

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

21810.00

WIN

BRIDGE NO. 6567

HIGHWAY PLANS

DATE

BY
B. NICHOLS

PROJ. MANAGER
ROGER SOUCY

DESIGN-DETAILED
O. KRALUSS

CHECKED-REVIEWED
B. NICHOLS

DESIGN-DETAILED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

SIGNATURE

P.E. NUMBER

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

PATTEN
ROUTE 11\159

CROSS SECTIONS

SHEET NUMBER

8

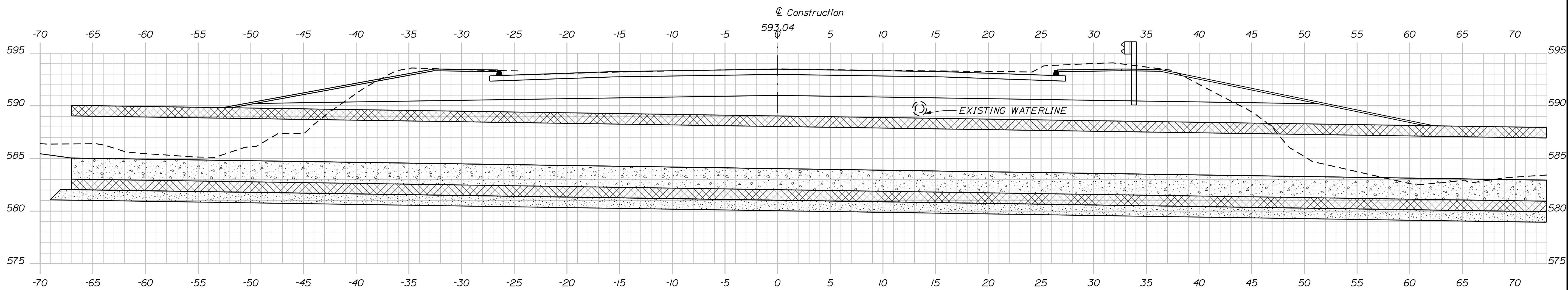
OF 13

Date: 1/24/2020

Username:

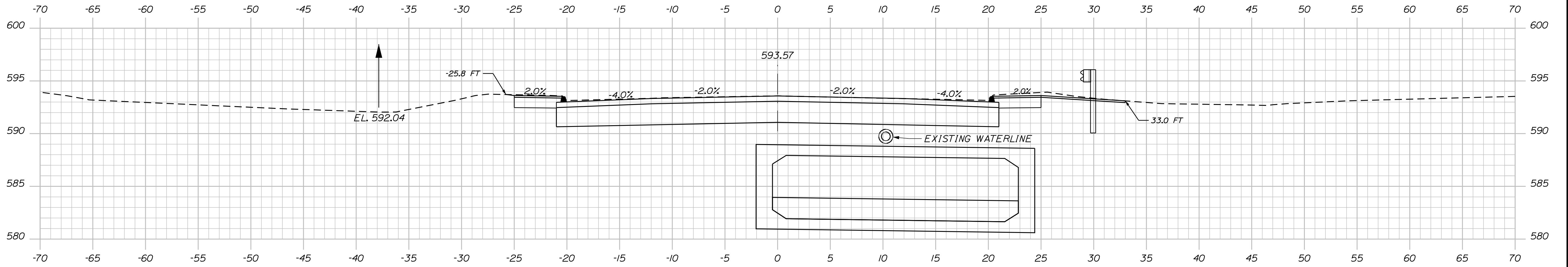
Division: HIGHWAY

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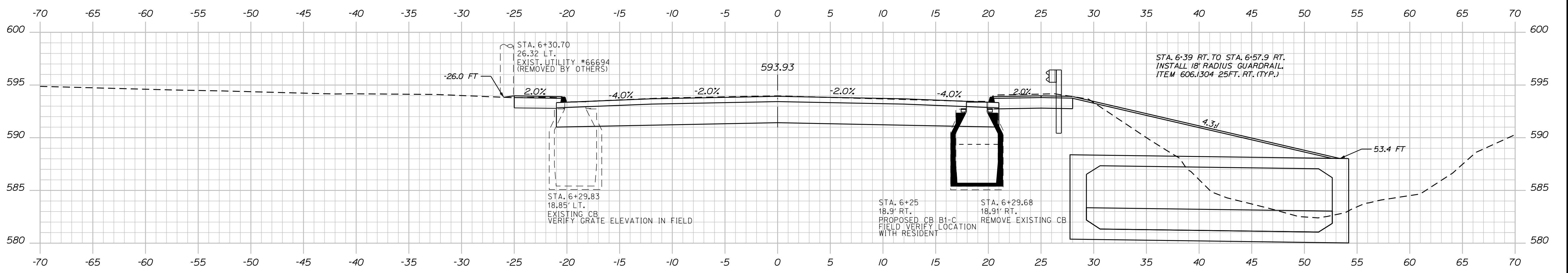


SECTION ALONG CULVERT - 40° SKEW
(STA. 6+59.38)

EXISTING WATERLINE SHOWN ON SECTIONS 6+50 AND 6+59.38 ONLY
CONTRACTOR TO COORDINATE AND VERIFY DEPTH OF WATERLINE
WITHIN PROJECT LIMITS



6+50



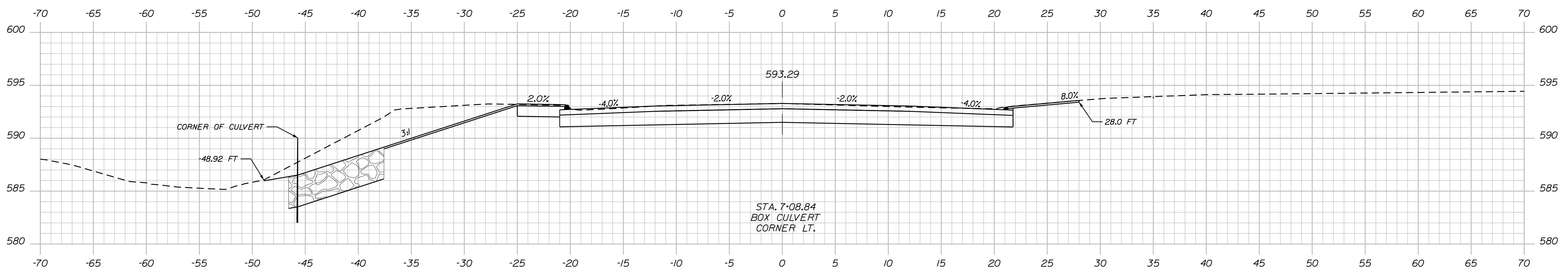
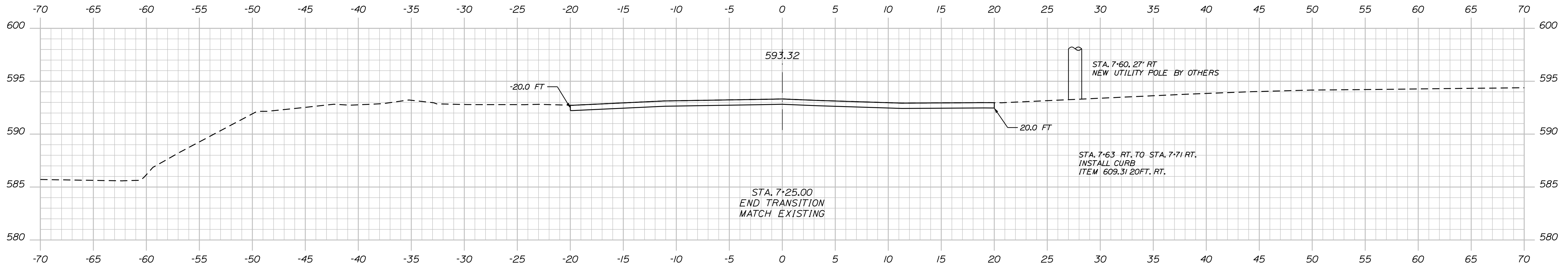
6+25

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
21810.00
WIN
21810.00
BRIDGE NO. 6567
HIGHWAY PLANS

PROJ. MANAGER	ROGER SOUCY	DATE
DESIGN-DETAILED	O. KRALUSS	
CHECKED-REVIEWED	B. NICHOLS	
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PATTEN
ROUTE 11\159
CROSS SECTIONS

SHEET NUMBER
9
OF 13



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
21810.00
BRIDGE NO. 6567 WIN 21810.00 HIGHWAY PLANS

PROJ. MANAGER	ROGER SOUCY	DATE
DESIGN-DETAILED	O. KRALISS	BY
CHECKED-REVIEWED	B. NICHOLS	DATE
DESIGN-DETAILED		SIGNATURE
REVISIONS 1		P.E. NUMBER
REVISIONS 2		DATE
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PATTEN
ROUTE 11 \ 159
CROSS SECTIONS

SHEET NUMBER
11
OF 13

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

New R/W Along Existing R/W _____
 Building _____
 Trees Conifer _____
 Tree Line _____
 Water Edge _____
 Ledge _____
 Fence CHAIN LINK _____
 Sign _____

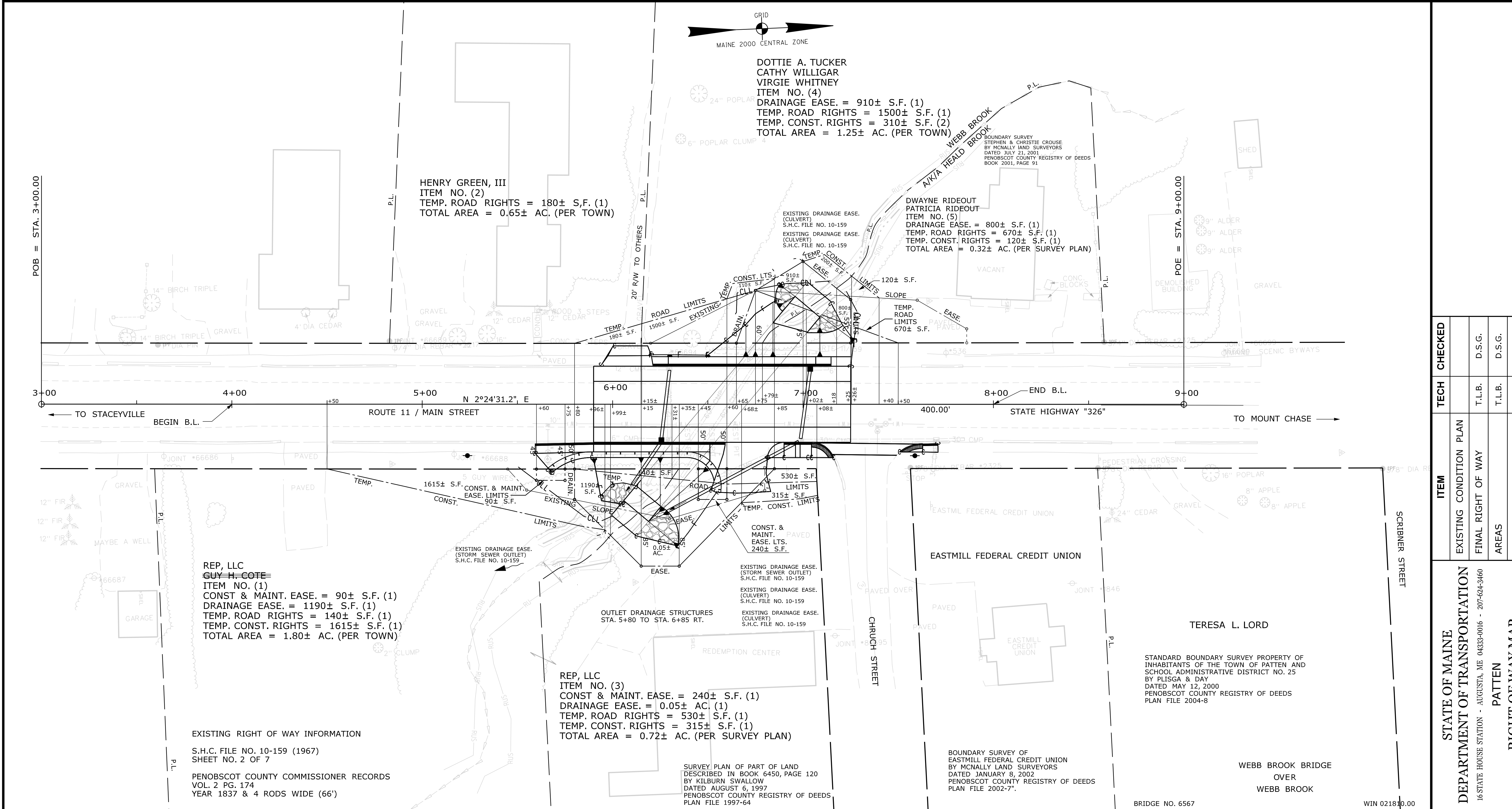
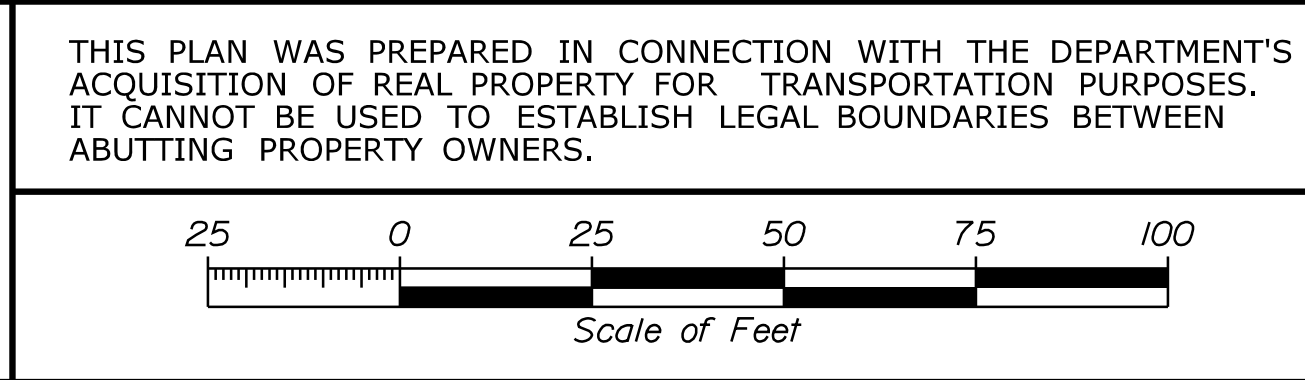
Clearing Limit Line _____
 Deciduous _____
 Bush Line _____
 Rock/Boulder _____
 Flag Pole _____
 BARB WIRE _____
 STOCKADE _____
 WELL _____
 Mailbox _____

Sanitary Sewer _____
 Telephone Line _____
 Electric Line _____
 Water Line _____
 Underdrain Line _____
 Gas Line _____
 Guardrail _____
 Culvert _____

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

Cut Line _____
 Stonewall _____
 Baseline _____
 Monument _____
 Iron Rod Found _____ IRF
 Replacement Pin Set _____

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



NO.	DATE	REVISIONS DESCRIPTION	BY

PLAN FILED IN PLAN BOOK		PAGE		COUNTY RECORD	
NO.	GRANTOR	NO.	INSTRUMENT	DATE	PAGE
			COND.	10/15/19	15315

DAVID BERNHARDT
 COMMISSIONER
 JOYCE NOEL TAYLOR
 CHIEF ENGINEER
 DATE _____

STATE HIGHWAY "326"
 ROUTE 11 / MAIN STREET
 PATTEN PENOBSCOT COUNTY
 STATE PROJECT NO. 21810.00
 OCTOBER 2017 RIGHT-OF-WAY MAP
 SCALE 1" = 25' SHEET 1 OF 1
 D.O.T. FILE NO. 10-510

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN		
FINAL RIGHT OF WAY AREAS	T.L.B.	D.S.G.
	T.L.B.	D.S.G.

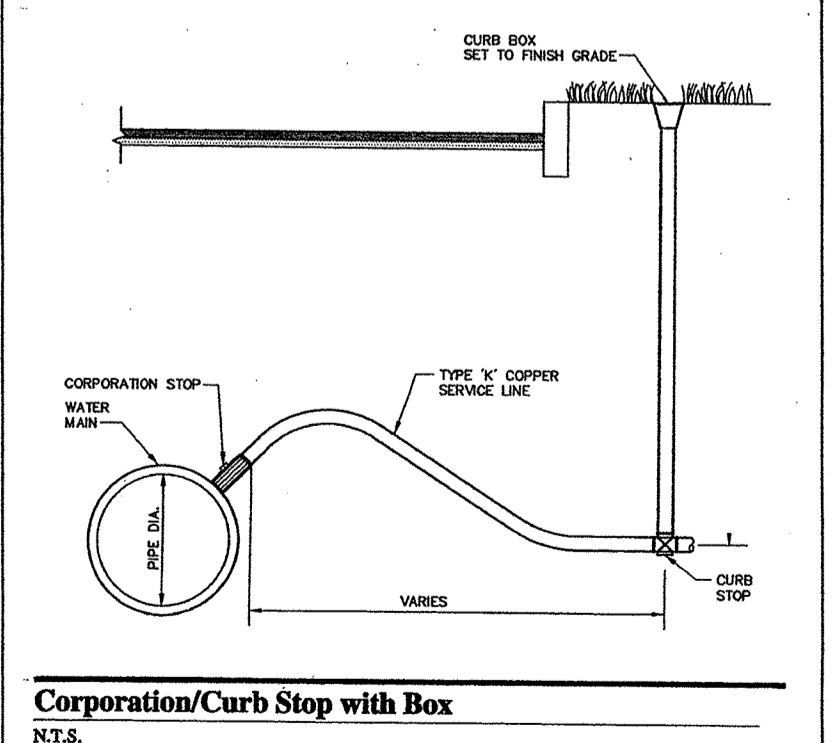
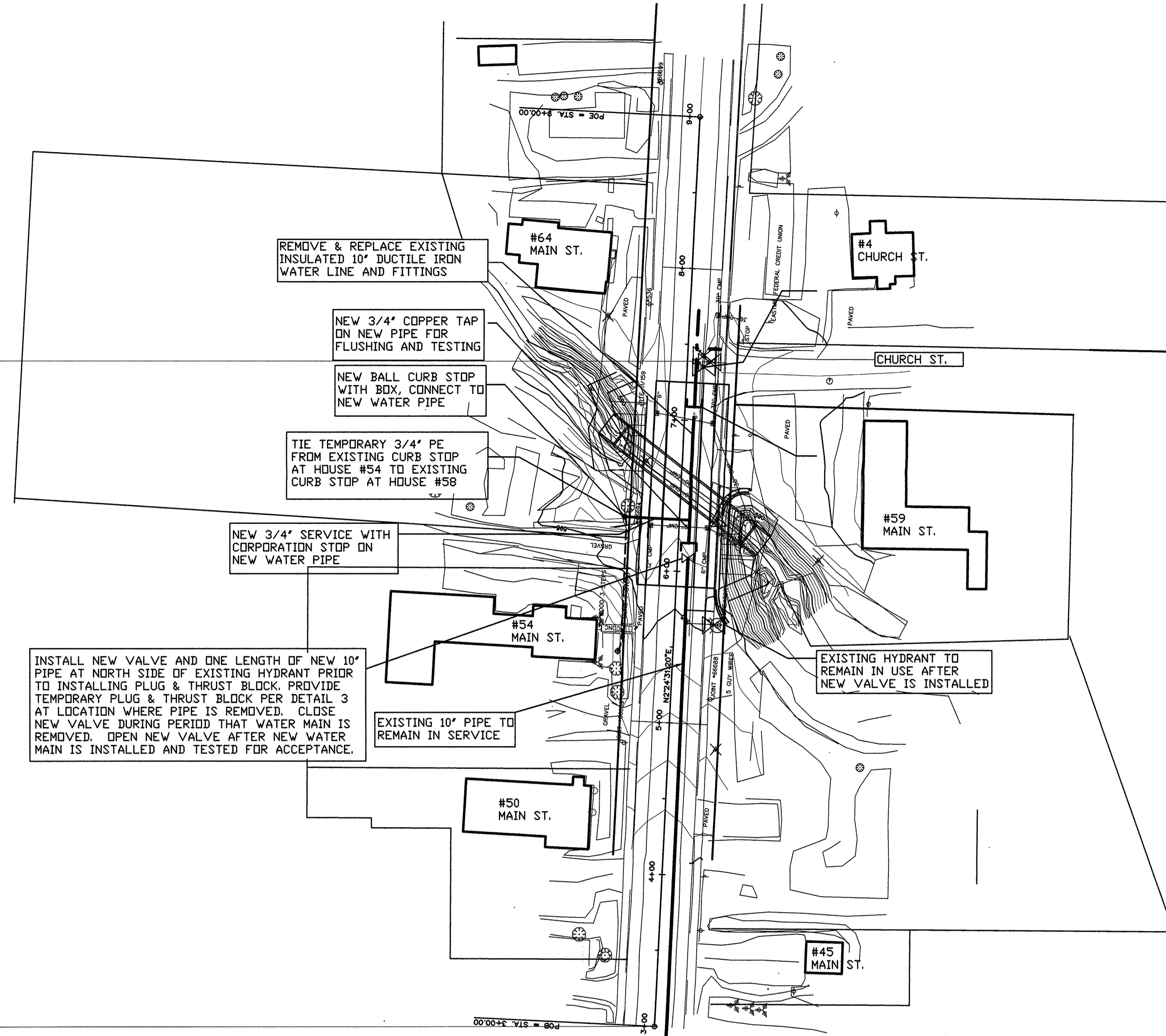
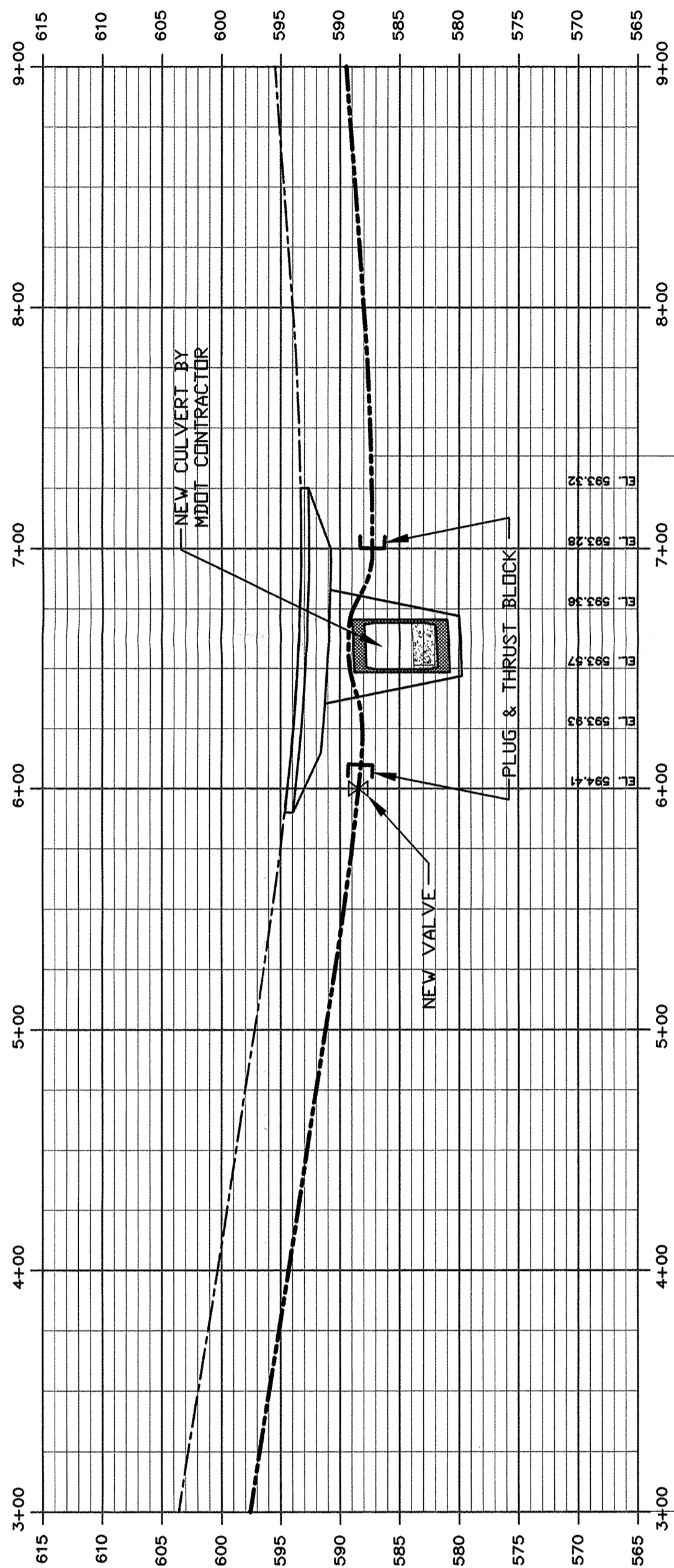
SHEET NUMBER
12
 OF 13

Date: 1/27/2020

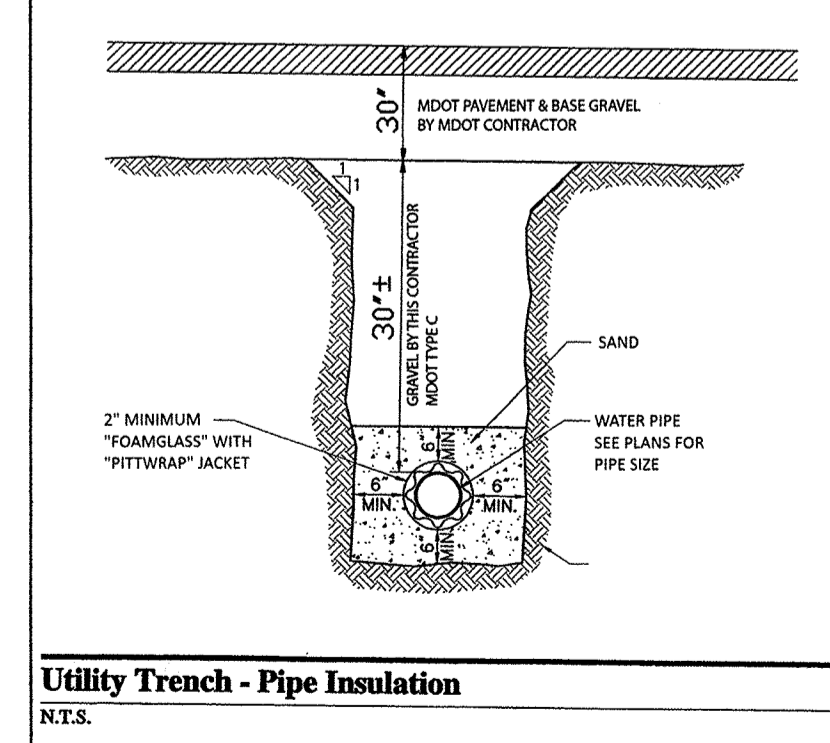
Username: terril.blair

Division: ROW

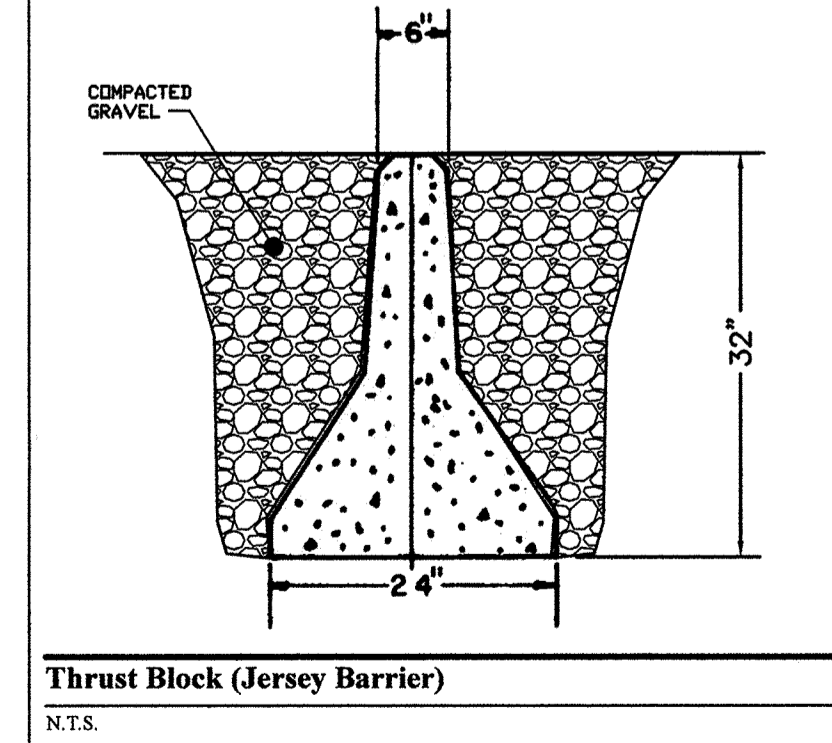
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DETAIL 1

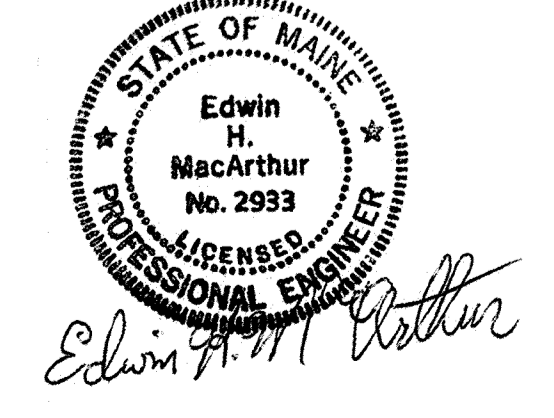


DETAIL 2



DETAIL 3

- WATER MAIN
CONSTRUCTION SEQUENCE**
1. Close 3 existing valves at Church Street intersection and in front of House # 39.
 2. Install temporary 3/4 inch PE service pipe from existing curb stop at House # 54 to existing curb stop at House # 58.
 3. Drill a drain hole in the existing 10 inch pipe at approximate station 7+00 to drain the pipe between the closed valves at Church Street and the valve at house # 39. Prior to drilling hole, make arrangements to drain water to the downstream side of the Webb Brook culvert. (See specifications 3.01.D.)
 4. Disconnect existing 10 inch water main at approximate station 6+00.
 5. Install a new 10 inch valve on south side of pipe disconnect an install one length of 10 inch pipe northerly from the new valve with a corporation connection for a new service to house # 58.
 6. Install a plug and thrust block at the northerly end of the new length of 10 inch pipe.
 7. Close new valve and open existing valve in front of House # 39 to provide service to the area.
 8. Cut 10 inch main at approximate station 7+00 and install plug and thrust block.
 9. Remove existing 10 inch water main between stations 6+00 and 7+00.
 10. Coordinate all work with Maine DOT contractor for removal and reinstallation of water main.
 11. After Maine DOT culvert installation is completed, reinstall a new 10 inch pipe between station 6+00 and 7+00 and make appropriate connections to existing main left in place.
 12. Flush, chlorinate, and test new 10 inch pipe. Provide corporations and blow offs as required for flush and tests.
 13. Reconnect new 3/4 inch service to House # 58 and disconnect the temporary service at house # 54.
 14. Provide acceptable test results to Town of Patten Water Department.



EXISTING 10" PIPE TO REMAIN IN SERVICE

EXISTING VALVE TO BE CLOSED WHILE NEW VALVE, PLUG & THRUST BLOCK ARE INSTALLED AT APPROX. STATION 6+00.

OPEN EXISTING VALVE TO MAINTAIN WATER SERVICE DURING MDOT CONSTRUCTION OF CULVERT

EXISTING HYDRANT TO REMAIN IN USE

APPROX. HOUSE LOCATION #39 MAIN ST.

REVISION 1: MAINE DEPARTMENT OF TRANSPORTATION COMMENTS PER LETTER DATED 10/15/2019

WATER PIPE REMOVAL AND REPLACEMENT MAIN STREET, PATTEN, MAINE SITE PLAN & PROFILE	
MACARTHUR ENGINEERING 10 McPhee Lane, Mount Chase P.O. Box 302 Patten, Maine 04765 207-528-2663	
DRAFTED BY: GBM	APPROVED BY: EHM
SCALE: 1" = 50'	DATE: 09/25/2019
SHEET #: 1 of 1	REVISED: 11/25/2019