

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



TRESCOTT TOWNSHIP
WASHINGTON COUNTY
RICE BRIDGE
OVER
RICE STREAM
ROUTE 191/DIXIE ROAD
FEDERAL AID PROJECT NO. 02608900
BRIDGE NO. 2714

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Tenth Edition 2024 With Interim Updates Sept. 2025 Errata.

DESIGN LOADING

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

HYDROLOGIC DATA

Drainage Area.....3.19 sq mi
Design Discharge (Q50).....365 cfs
Check Discharge (Q100).....415 cfs
Headwater Elevation (Q1.1).....17.89 ft
Headwater Elevation (Q25).....20.52 ft
Headwater Elevation (Q50).....20.98 ft
Headwater Elevation (Q100).....21.39 ft
Discharge Velocity (Q1.1).....1.88 fps
Discharge Velocity (Q50).....3.14 fps
Discharge Velocity (Q100).....3.28 fps

MATERIALS

Concrete:
Precast.....Class "P"
All Other.....Class "A"
Reinforcing:
Plain Reinforcing Steel.....ASTM A615, Grade 60

BASIC DESIGN STRESSES

Concrete:
Class "A".....f 'c = 4,000 psi
Class "P".....f 'c = 5,000 psi
Reinforcing:
Plain Reinforcing Steel.....f y = 60,000 psi

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UTILITIES

Versant Power
Consolidated Communications

TRAFFIC DATA

Current (2025) AADT.....	250
Future (2045) AADT.....	280
DHV - % of AADT.....	14
Design Hour Volume.....	39
Heavy Trucks (% of AADT).....	13
Heavy Trucks (% of DHV).....	9
Directional Distribution (% of DHV).....	53
18 kip Equivalent P 2.0.....	25
18 kip Equivalent P 2.5.....	24
Design Speed (mph).....	45

MAINTENANCE OF TRAFFIC

Maintain one lane of alternating one-way traffic on a temporary bridge using temporary traffic signals.

PROJECT LOCATION	Rice Bridge (#2714), on Route 191 over Rice Stream. Located 0.05 of a mile south of Ackley Road. Lat. 44° 44' 23" N; Long. 67° 07' 25"W
OUTLINE OF WORK	Replacement of Rice Bridge (#2714) in Trescott Township with 425' of associated approach work.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED
COMMISSIONER:
CHIEF ENGINEER:

DATE
5-7-26
5-6-26

PROJECT INFORMATION

PROGRAM	BRIDGE
PROJECT MANAGER	D. TAYLOR
DESIGNER	W. CASEY
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

TRESCOTT TOWNSHIP
RICE BRIDGE

TITLE SHEET

SHEET NUMBER

1

OF 25

[illegible]

GENERAL CONSTRUCTION NOTES

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

2. 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.

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

4. Existing signs within the Project limits shall be removed and reset as directed by the Resident. Payment for removal and reinstallation of existing signs will be considered incidental to the Contract. No separate payment will be made.

5. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.

6. In areas where the Resident directs the Contractor not to excavate to the subgrade line shown on the plans, payment for removing existing pavement, grubbing, shaping, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items.

7. All embankment material, except as otherwise shown, placed below EL 18.0 shall be Granular Borrow meeting the requirements of Standard Specification Subsection 703.19, Granular Borrow, Material for Underwater Backfill with the additional requirement that the maximum particle size be limited to 4 inches.

8. Place riprap on sideslopes as shown on the plans.

9. Construct the riprap shelf at Abutment No. 1 at EL. 18.0

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

11. 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 Pay Item 619.14, Erosion Control Mix.

12. Place a 24 inch wide strip of Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.

13. Guardrail posts as shown in the Standard Details shall be modified from the indicated length of 7 feet to a length of 8 feet with an embedment of 5.25 feet. Payment will be considered incidental to the guardrail pay items.

14. A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.

15. Where it is apparent that runoff will cause continual erosion, 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. Payment will be made under the appropriate Contract items.

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

*Top of abutment backwalls and wingwalls, and
To one foot below the ground on vertical walls against earth.*

17. Project information referred to below may be accessed at the following MaineDOT web address: <https://www.maine.gov/dot/doing-business/bid-opportunities>

18. 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.

19. Reports on hydrology and/or hydraulics applicable to the bridge site may be accessed at the MaineDOT web address. The reports are based on MaineDOT's interpretation of the information obtained for the subject site. No assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.

20. The project geotechnical report titled: *Geotechnical Design Report for the Replacement of Rice Bridge, Trescott Township, Maine, Soils Report 2026-19*, dated March 6, 2026, may be accessed at the MaineDOT web address.

21. Geotechnical information furnished or referred to in this plan set is for the use of the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidders' Contractor's interpretations of, or conclusions drawn from, the information or interpretation. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between the boring locations.

22. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:

a. If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.

b. If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.

c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation and Time.

23. Payment for the removal and disposal of any material that is adjacent to the existing bridge and outside the limits of Structural Earth Excavation of the new bridge shall be considered incidental to Pay Item No. 202.19, Removing Existing Bridge.

24. The Resident shall be informed a minimum of 2 weeks prior to performing any Work that may disturb the survey control marker within the project limits. The Geodetic Control and Survey Data section shall also be notified using the phone number on the MaineDOT website so that they can set a temporary benchmark. Disturbed markers will remain the property of the Department and shall be transferred to the Resident to return the marker to the Senior Geodetic Technician

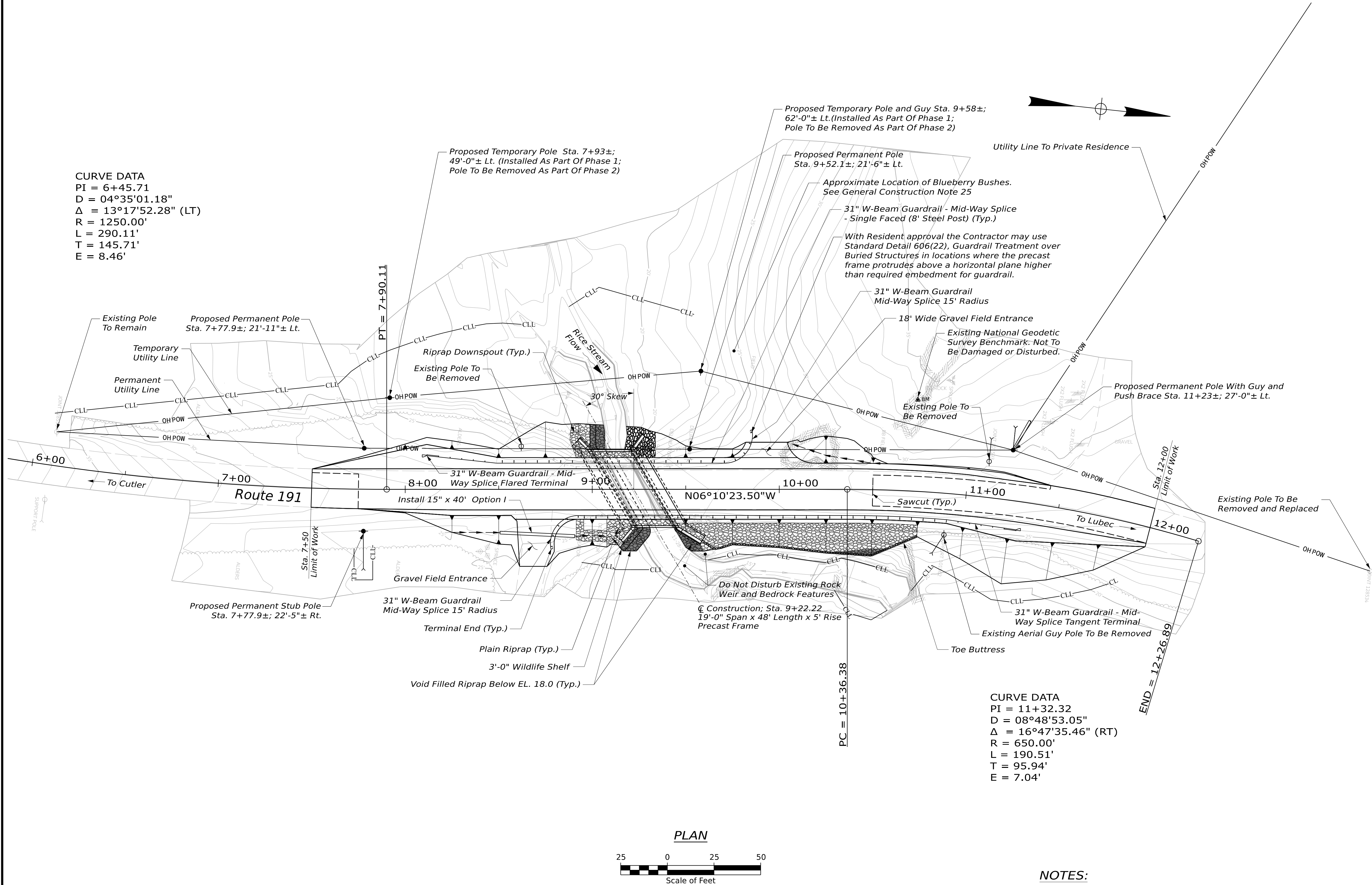
25. Fill for the Special Detour shall be placed over separation geotextile covers in the following areas:

*Between Stations 9+50 and 11+00.
Over any blueberry plants identified within areas impacted by the
Special Detour.*

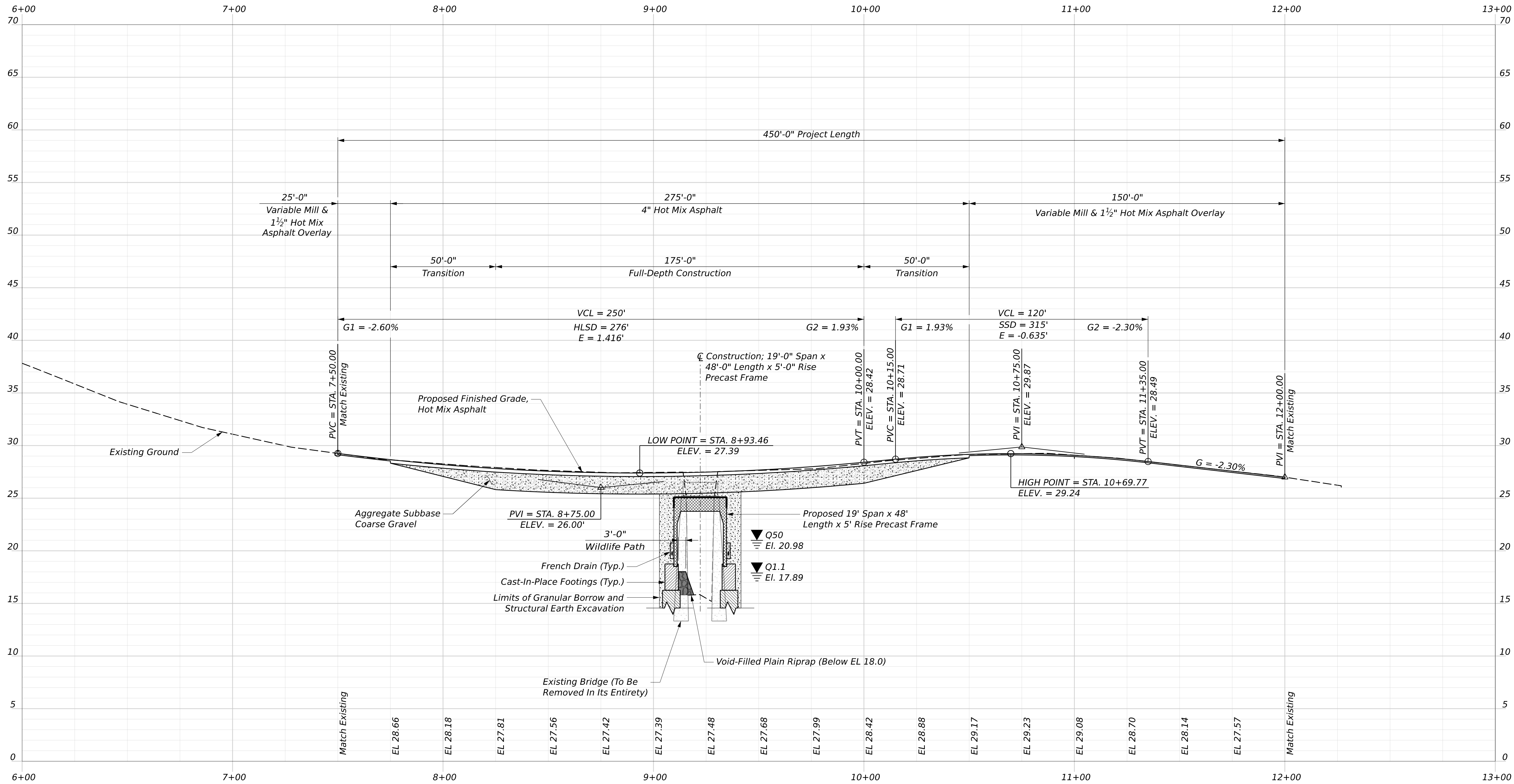
Geotextile shall conform to Standard Specification 722.04 - Separation Geotextiles and shall be placed in a manner consistent with section 620.03 of the Standard Specifications. Geotextile used for fill protection shall be considered incidental to the Special Detour.

26. Fill for the Special Detour between Stations 9+50 and 11+00 shall be no more than 3 feet deep.

SHEET NUMBER	RICE BRIDGE NO. 2714 CROSSING RICE STREAM TRESCOTT TOWNSHIP										PROJ. MANAGER	DORIAN TAYLOR	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
	ESTIMATED QUANTITIES & GENERAL CONSTRUCTION NOTES										DESIGN-DETAILED	I.W. CASEY	R. MATYER	APR 2026	SIGNATURE	
											CHECKED-REVIEWED					
											DESIGN-2-DETAILED2					
											DESIGN-3-DETAILED3					
											REVISIONS 1					
											REVISIONS 2				P.E. NUMBER	
											REVISIONS 3					
											REVISIONS 4					
											FIELD CHANGES					
										DATE				Federal Project No. 02608900		
										WIN 026089.00						

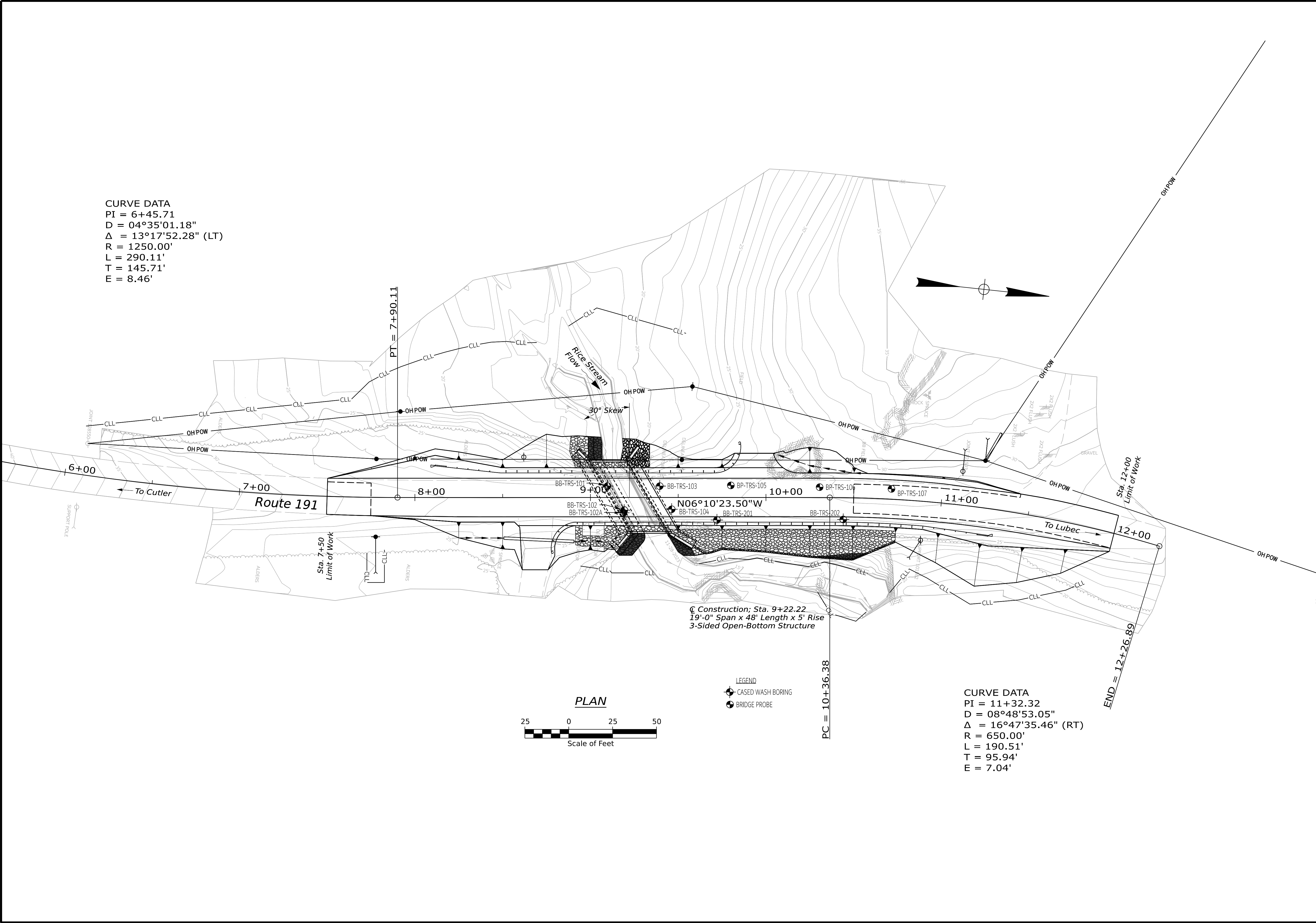


STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		Federal Project No. 02608900		WIN 026089.00	
RICE BRIDGE NO. 2714		CROSSING RICE STREAM		TRESCOTT TOWNSHIP		GENERAL PLAN	
SHEET NUMBER		3		OF		25	
PROJ. MANAGER	DOMAN TAYLOR	BY	R. MAYER	DATE	APR 2026	SIGNATURE	
DESIGN-DETAILED	W. CASEY					P.E. NUMBER	
CHECKED-REVIEWED						DATE	
DESIGN-DETAILED2							
DESIGN-DETAILED3							
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4							
FIELD CHANGES							

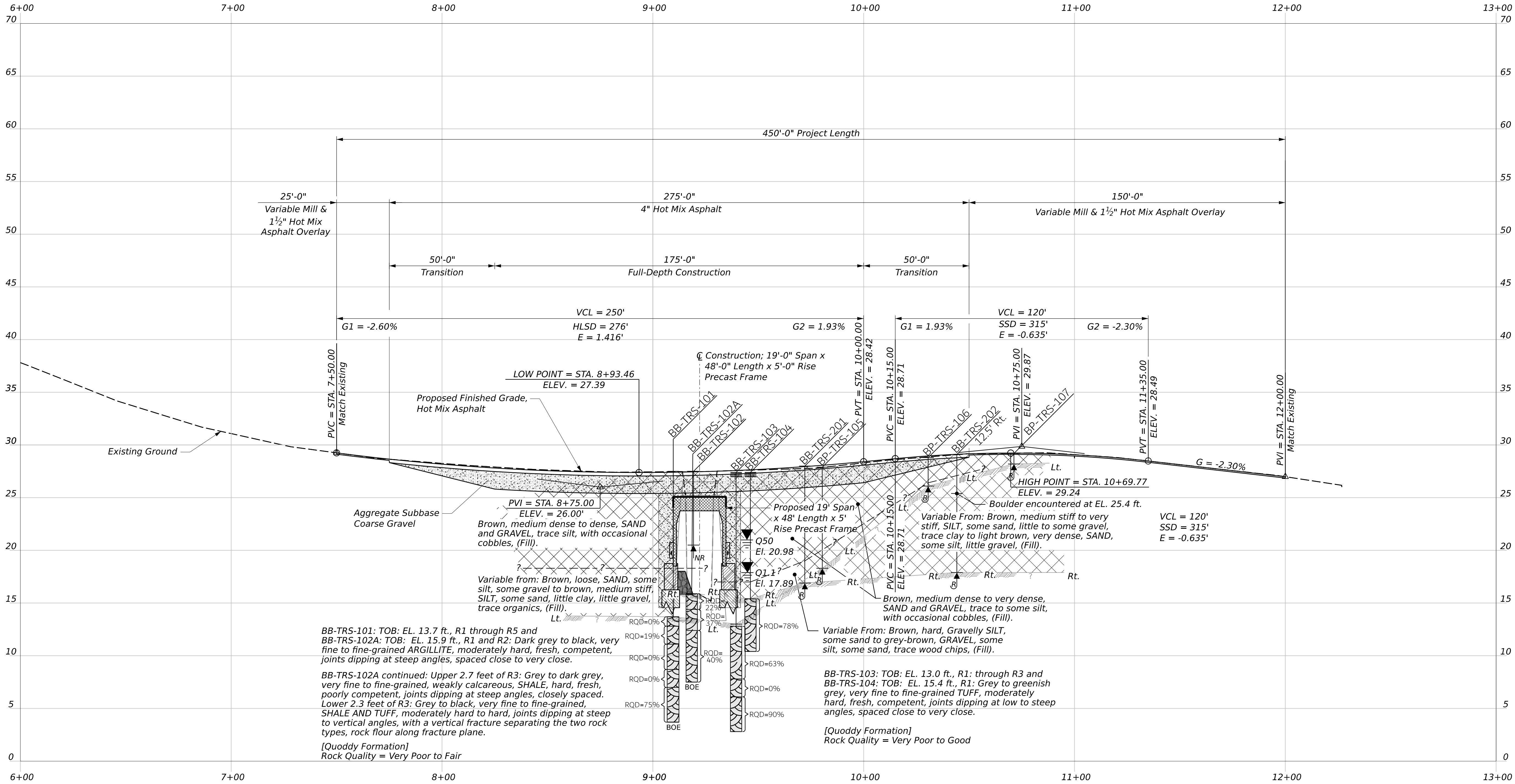


PROFILE

PROJ. MANAGER	BY	DATE	SIGNATURE
DOMAN TAYLOR	R. MAYER	APR 2026	
DESIGN-DETAILED	W. CASEY		
CHECKED-REVIEWED			
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SIGNATURE			
	FEDERAL PROJECT NO. 2608900			
WIN 26089.00				
BRIDGE PLANS				
RICE BRIDGE NO. 2714 CROSSING RICE STREAM TRESCOTT TOWNSHIP		PROJ. MANAGER	BY	DATE
		CHECKED-REVIEWED	INQUIRY	JUL 2025
		DESIGNED-DETAILED	DESIGNED-DETAILED	P.E. NUMBER
		REVISIONS 1	REVISIONS 2	DATE
		REVISIONS 3	REVISIONS 4	DATE
BORING LOCATION PLAN		FIELD CHANGES		
		SHEET NUMBER		
		5		
		OF 25		



LEGEND

Weathered Bedrock, if applicable

Approximate Top of Bedrock

Boring No. _____

Offset, if shown

Pavement Thickness, if applicable

Rock Quality Designation of Bedrock Core Sample

BOE = Bottom of Exploration

NR = No Refusal

R = Refusal

TOB = Top of Bedrock



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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2608900
WIN 26089.00

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN-DETAILED
DESIGN-DETAILED
REVIEWS 1
REVIEWS 2
REVIEWS 3
REVIEWS 4
FIELD CHANGES

BY
R. MAYER
W. CASEY
N. WAY
T. WHITE

DATE
APR 2026

RICE BRIDGE NO. 2714
CROSSING RICE STREAM
TRESCOTT TOWNSHIP

INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER

6

OF 25

[illegible]

Maine Department of Transportation				Project: Rice Bridge #2714 carries Route 191 over Rice Stream Location: Trescott Township, Maine				Boring No.: BP-TRS-105														
Soil/Rock Exploration Log				US CUSTOMARY UNITS				WIN: 26089.00														
Drillers:		MaineDOT		Elevation (ft.):		27.9		Auger ID/OD:		5" Dia.												
Operator:		Daggett/Andrie		Datum:		NAVB08		Sampler:		N/A												
Logged By:		N. Pukay		Rig Type:		CME 45C		Hammer Wt./Fall:		N/A												
Date Start/Finish:		6/14/2024: 10:50-11:00		Drilling Method:		Solid Stem Auger		Core Barrel:		N/A												
Boring Location:		9480.4, 6.9 ft Lt.		Casing ID/OD:		N/A		Water Level*:		Not Observed												
Hammer Efficiency Factor: 0.962				Hammer Type:		Automatic ☒ Hydraulic ☐ Rope & Cathead ☐																
Definitions:				B = Rock Core Sample S = Soil Spoon Sample SSA = Solid Stem Auger MS = Unsuccessful Split Spoon Sample Attempt U = Thin Wall Tube Sample RC = Roller Core N/A = Unsuccessful Thin Wall Tube Sample Attempt W = Field Vane Shear Test PP = Pocket Penetrometer WMC = Weight of Rock or Casing No = Hammer Efficiency Factor/ASMT/Unconnected C = Consolidation Test				N/A = Plasticized Fields were indicated their strength (ASTM) = Pocket Sample shear strength (ASTM) N/A = Lab rate unadjusted shear strength (ASTM) N/A = Standardized Compressive Strength Test N/A = Plastic Limit N/A = Plasticity Index N/A = Grain Size Analysis N/A = Consolidation Test														
Sample Information				B = Rock Core Sample S = Soil Spoon Sample SSA = Solid Stem Auger MS = Unsuccessful Split Spoon Sample Attempt U = Thin Wall Tube Sample RC = Roller Core N/A = Unsuccessful Thin Wall Tube Sample Attempt W = Field Vane Shear Test PP = Pocket Penetrometer WMC = Weight of Rock or Casing No = Hammer Efficiency Factor/ASMT/Unconnected C = Consolidation Test																		
Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows 1/6 in. Shear Strength or RSD (%)	Unconnected	N/A	Casing Block	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ASMTD and Unified Class											
0								27.9		3" HMA	-0.4											
5	10	24/7	1.00 - 3.00	11/39/15/7	54	87				Brown, dry, very dense, Sandy GRAVEL, trace silt, (F111).												
	20/A	24/6	5.00 - 7.00	7/8/10/10	18	29	4			20 (Top 3") Brown, moist, medium dense, Sandy GRAVEL, trace silt, (F111).												
	30	24/5	7.00 - 9.00	14/12/10/11	22	35	15			20/A (Bottom 3") Brown, moist, medium dense, SAND, some silt, some gravel, (F111).												
10	40	15/6	10.70 - 12.00	3/10/59/3.6"	---		10			30 Brown, moist, dense, Gravely SAND, little silt, (F111).	0450894 A-1 to SM WC=0.1%											
15	B1	60/60	12.00 - 17.00	RSD = 78%			NO-2			Grey-brown, wet, GRAVEL, some silt, some sand, trace wood chips, (F111). Bedrock in tip of spoon.												
20										Top of Bedrock at Elev. 15.4 ft. B1 Bedrock: Grey to greenish grey, very fine to fine-grained (UFF), moderately hard, fresh, competent, joints dipping at steep angles, closely spaced, with a fracture zone near the bottom of run. (Quality Formation) Rock Quality = Good R1 Core Times (minutes) 15.0-13.0 ft (2145) 15.0-14.0 ft (2139) 15.0-15.0 ft (2155) 15.0-16.0 ft (2135) 15.0-17.0 ft (2153) 100% Recovery	-12.0											
25	Bottom of Exploration at 17.0 feet below ground surface. Spoon Refusal. Presumed Top of Bedrock.																					
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.																						
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.																						
Page 1 of 1 Boring No.: BP-TRS-105																						

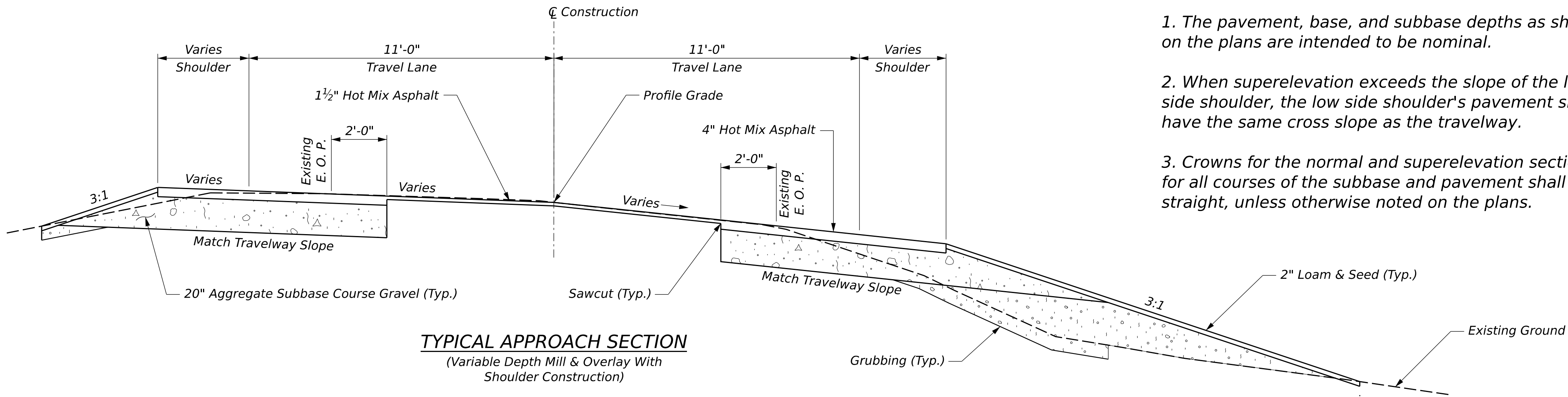
Maine Department of Transportation				Project:Rice Bridge #2714 carries Route 191 over Rice Stream Location: Trescott Township, Maine				Boring No.: BP-TRS-106														
Soil/Rock Exploration Log				US CUSTOMARY UNITS				WIN: 26089.00														
Drillers: MaineDOT		Elevation (ft.): 28.8		Operator: Daggett/Andrie		Datum: NAVD88		Sampler: N/A														
Logged By: N. Pukay		Rig Type: CME 45C		Header Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		Header Efficiency Factor: 0.962		Header Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		Header Efficiency Factor: 0.962												
Date Start/Finish: 6/14/2024: 11:00-11:10		Drilling Method: Solid Stem Auger		Core Barrel: N/A		Water Level: Not Observed																
Boring Location: 10430.6, 5.9 ft Lt.		Casing ID/OD: N/A																				
Definitions:				B = Rock Core Sample S = Soil Spoon Sample SSA = Solid Stem Auger MS = Unsuccessful Split Spoon Sample Attempt U = Thin Wall Tube Sample RC = Roller Core N/A = Unsuccessful Thin Wall Tube Sample Attempt W = Field Vane Shear Test PP = Pocket Penetrometer WMC = Weight of Rock or Casing No = Hammer Efficiency Factor/ASMT/Unconnected C = Consolidation Test																		
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Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows 1/6 in. Shear Strength or RSD (%)	Unconnected	N/A	Casing Block	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ASMTD and Unified Class											
0								28.8		No material descriptions.	-0.4											
5																						
10																						
15																						
20																						
25	Bottom of Exploration at 27.7 feet below ground surface. Auger REFUSAL. Presumed top of bedrock at 2.7 ft bgs.																					
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.																						
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.																						
Page 1 of 1 Boring No.: BP-TRS-106																						

Maine Department of Transportation				Project: Rice Bridge #2714 carries Route 191 over Rice Stream Location: Trescott Township, Maine				Boring No.: BP-TRS-107			
Soil/Rock Exploration Log				US CUSTOMARY UNITS				WIN: 26089.00			
Drillers: MaineDOT		Elevation (ft.): 29.2		Operator: Daggett/Andrie		Datum: NAVD88		Auger ID/OD: N/A		5" Dia.	
Operator: N. Pukay		Rig Type: CME 45C		Sampler: Hammer Wt./Fall: N/A		Core Barrel: N/A		Water Level: Not Observed			
Date Start/Finish: 6/14/2024: 11:00-11:15		Drilling Method: Solid Stem Auger		Casing ID/OD: N/A		Header Efficiency Factor: 0.962		Header Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐			
Boring Location: 10471.3, 5.9 ft Lt.		Casing ID/OD: N/A		Header Efficiency Factor: 0.962		Header Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		Header Efficiency Factor: 0.962		Header Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	
Definitions:		B = Rock Core Sample		SSA = Solid Stem Auger		N/A = Unsuccessful Split Spoon Sample Attempt		U = Thin Wall Tube Sample		RC = Roller Core	
B = Rock Core Sample		SSA = Solid Stem Auger		N/A = Unsuccessful Split Spoon Sample Attempt		U = Thin Wall Tube Sample		RC = Roller Core		N/A = Unsuccessful Thin Wall Tube Sample Attempt	
SSA = Solid Stem Auger		N/A = Unsuccessful Split Spoon Sample Attempt		U = Thin Wall Tube Sample		RC = Roller Core		N/A = Unsuccessful Thin Wall Tube Sample Attempt		W = Field Vane Shear Test	
N/A = Unsuccessful Split Spoon Sample Attempt		U = Thin Wall Tube Sample		RC = Roller Core		N/A = Unsuccessful Thin Wall Tube Sample Attempt		W = Field Vane Shear Test		PP = Pocket Penetrometer	
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N/A = Unsuccessful Thin Wall Tube Sample Attempt		W = Field Vane Shear Test		PP = Pocket Penetrometer		WMC = Weight of Rock or Casing		No = Hammer Efficiency Factor/ASMT/Unconnected		C = Consolidation Test	
W = Field Vane Shear Test		PP = Pocket Penetrometer		WMC = Weight of Rock or Casing		No = Hammer Efficiency Factor/ASMT/Unconnected		C = Consolidation Test			
PP = Pocket Penetrometer		WMC = Weight of Rock or Casing		No = Hammer Efficiency Factor/ASMT/Unconnected		C = Consolidation Test					
WMC = Weight of Rock or Casing		No = Hammer Efficiency Factor/ASMT/Unconnected		C = Consolidation Test							
No = Hammer Efficiency Factor/ASMT/Unconnected		C = Consolidation Test									
C = Consolidation Test											

Maine Department of Transportation				Project:Rice Bridge #2714 carries Route 191 over Rice Stream Location: Trescott Township, Maine				Boring No.: BB-TRS-104			
Soil/Rock Exploration Log				US CUSTOMARY UNITS				WIN: 26089.00			
Drillers: MaineDOT		Elevation (ft.): 27.4		Operator: Daggett/Andrie		Date: NAV088		Sampler: Standard Split Spoon		Drillers: MaineDOT	
Logged By: N. Pukay		Rig type: CME 45C		Operator: Daggett/Andrie		Date: NAV088		Sampler: Standard Split Spoon		Drillers: MaineDOT	
Date Start/Finish: 6/5/2024: 10:15-12:00		Drilling Method: Cased Wash Boring		Operator: Daggett/Andrie		Date: NAV088		Sampler: Standard Split Spoon		Drillers: MaineDOT	
Boring Location: 9446.3, 6.7 ft Rt.		Casing ID/OD: HW4"/4.5" I, NW3"/3.5" I		Operator: Daggett/Andrie		Date: NAV088		Sampler: Standard Split Spoon		Drillers: MaineDOT	
Header Efficiency Factor: 0.962		Header Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		Operator: Daggett/Andrie		Date: NAV088		Sampler: Standard Split Spoon		Drillers: MaineDOT	
Definitions:		B = Rock Core Sample		Operator: Daggett/Andrie		Date: NAV088		Sampler: Standard Split Spoon		Drillers: MaineDOT	
S = Split Spoon Sample		SSA = Solid Stem Auger		Operator: Daggett/Andrie		Date: NAV088		Sampler: Standard Split Spoon		Drillers: MaineDOT	
MS = Unsuccessful Split Spoon Sample Attempt		N/A = Thin Wall Tube Sample		Operator: Daggett/Andrie		Date: NAV088		Sampler: Standard Split Spoon		Drillers: MaineDOT	
U = Thin Wall Tube Sample		RC = Roller Core		Operator: Daggett/Andrie		Date: NAV088		Sampler: Standard Split Spoon		Drillers: MaineDOT	
N/A = Unsuccessful Thin Wall Tube Sample Attempt		W = Field Vane Shear Test		Operator: Daggett/Andrie		Date: NAV088		Sampler: Standard Split Spoon		Drillers: MaineDOT	
PP = Pocket Penetrometer		WMC = Weight of Rock or Casing		Operator: Daggett/Andrie		Date: NAV088		Sampler: Standard Split Spoon		Drillers: MaineDOT	
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No = Unsuccessful Field Vane Shear Test Attempt		WMC = Weight of Rock or Casing		Operator: Daggett/Andrie		Date: NAV088		Sampler: Standard Split Spoon		Drillers: MaineDOT	
No = Unsuccessful Field Vane Shear Test Attempt		WMC = Weight of Rock or Casing		Operator: Daggett/Andrie		Date: NAV088		Sampler: Standard Split Spoon		Drillers: MaineDOT	
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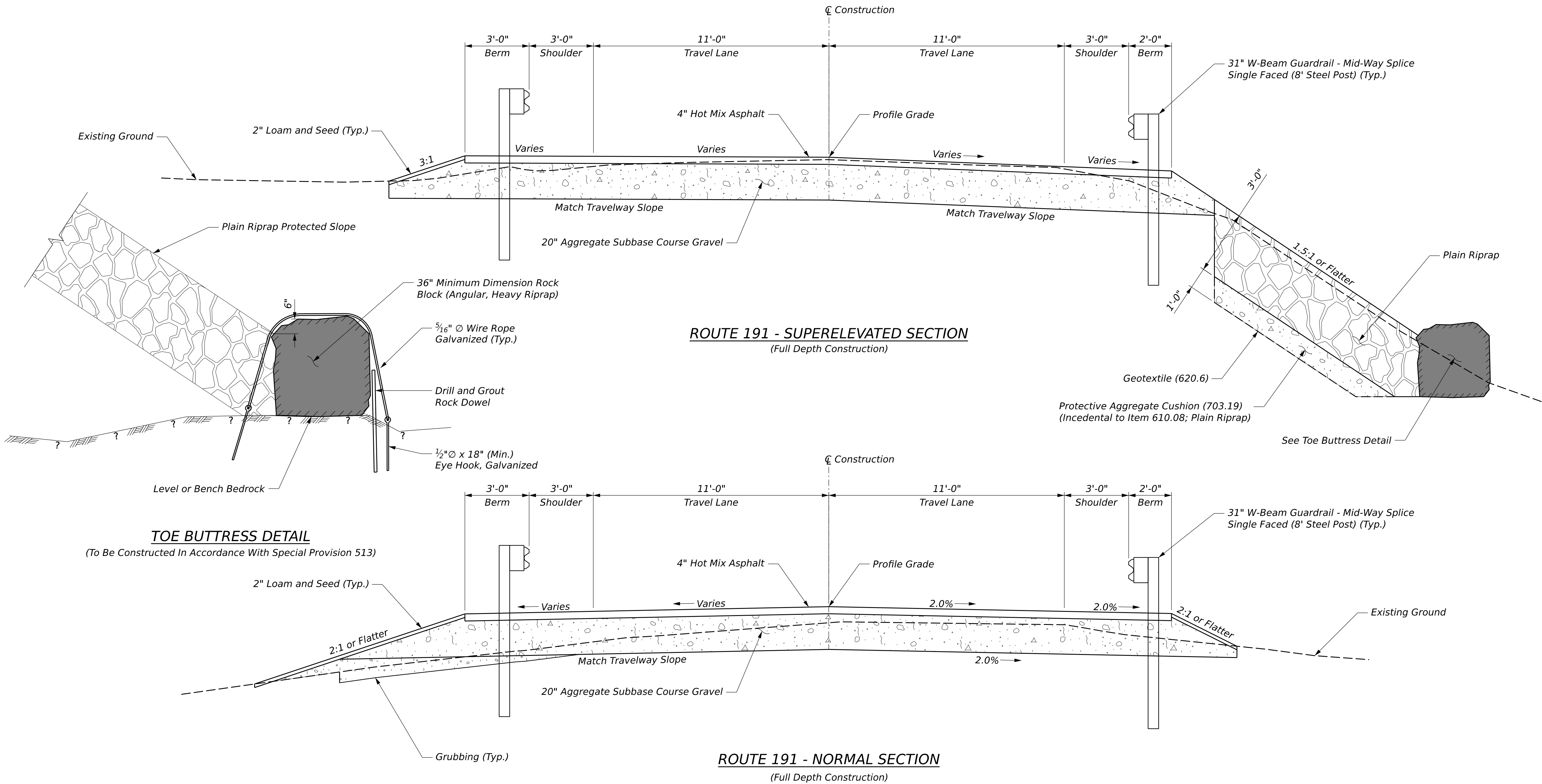
Maine Department of Transportation				Project:Rice Bridge #2714 carries Route 191 over Rice Stream Location: Trescott Township, Maine				Boring No.: BB-TRS-201			
Soil/Rock Exploration Log				US CUSTOMARY UNITS				WIN: 26089.00			
Drillers: MaineDOT		Elevation (ft.): 28.0		Operator: Daggett/Andrie		Datum: NAVD83		Sampler: Standard Split Spoon			
Logged By: N. Pukay		Rig Type: CME 45C		Hammer Mt./Fall: 140W/30"		Core Barrel: N/A		Water Level: 8.5 ft bgs.			
Date Start/Finish: 12/9/2024: 12:05-13:15				Drilling Method: Solid Stem Auger							
Boring Location: 9472.1, 12.0 ft Rt.				Casing ID/OD: N/A							
Header Efficiency Factor: 0.862				Header Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐							
Definitions: B = Rock Core Sample S = Soil Spoon Sample SSA = Solid Stem Auger MS = Unsuccessful Split Spoon Sample Attempt U = Thin Wall Tube Sample RC = Roller Core N/A = Unsuccessful Thin Wall Tube Sample Attempt W = Field Vane Shear Test PP = Pocket Penetrometer WMC = Weight of Rock or Casing No = Hammer Efficiency Factor/ASMT/Unconnected C = Consolidation Test				S = Rock/Handed Field Data Unchecked Shear Strength (sft/s) C (s) = Lab Data Unchecked Shear Strength (sft/s) C (k) = Lab Data Unchecked Shear Strength (kPa) N = Rock/Handed Consolidative Strength (ksi) Unconnected = Base Fall SPT value Header Efficiency Factor = Rig Weight of Auger Rig = SPT Unconnected Corrected for Header Efficiency No = Hammer Efficiency Factor/ASMT/Unconnected				Pocket Torque Shear Strength (sft/s) = Water Content, percent L = Liquid Limit P = Plasticity Index FI = Plasticity Index G = Grain Size Analysis C = Consolidation Test			
Soilcore Information											
Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (S / F)	Sample Length (ft.)	Grain Size (mm)	Grain Size (%)	Unconnected	N/A	Casing Depth (ft.)	Penetration (sft/s)
0-5											SSA
5	24/5	4.00 - 6.00		1/11/1	2	3					
	24/3	6.50 - 8.50		3/3/11/6	14	20					
10	30/4	24/13	8.50 - 10.50		2/5/2/3	7	10				
	40	7-2/5	10.50 - 11.10	24/50(1.2")	----						
15											
20											
25											
Remarks:											
Stratification lines represent approximate boundaries between soil types transitions may be gradual.											
* Water level readings have been made on 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-TRS-201										Laboratory Testing Results/ASMT and Unfired Class	

Route 191 Cross Slope Table				
Left Shoulder	Left Travel Lane	Station	Right Travel Lane	Right Shoulder
Match Existing		7+50	Match Existing	
-6.2%	-6.2%	7+75	-1.3%	-1.3%
-5.2%	-5.2%	8+00	-2.0%	-2.0%
-4.1%	-4.1%	8+25	-2.0%	-2.0%
-3.1%	-3.1%	8+50	-2.0%	-2.0%
-2.0%	-2.0%	8+75	-2.0%	-2.0%
-2.0%	-2.0%	9+00	-2.0%	-2.0%
-2.0%	-2.0%	9+25	-2.0%	-2.0%
-2.0%	-1.2%	9+50	-2.0%	-2.0%
-2.0%	-0.4%	9+75	-3.0%	-3.0%
-2.0%	0.4%	10+00	-4.0%	-4.0%
-2.0%	1.2%	10+25	-5.0%	-5.0%
-2.0%	2.0%	10+50	-6.0%	-6.0%
-2.0%	3.0%	10+75	-7.2%	-7.2%
-1.3%	3.0%	11+00	-8.3%	-8.3%
-0.5%	3.0%	11+25	-9.5%	-9.5%
-	3.7%	11+50	-10.6%	-10.6%
-	4.0%	11+75	-10.9%	-10.9%
Match Existing		12+00	Match Existing	



NOTES:

1. The pavement, base, and subbase depths as shown on the plans are intended to be nominal.
2. When superelevation exceeds the slope of the low side shoulder, the low side shoulder's pavement shall have the same cross slope as the travelway.
3. Crowns for the normal and superelevation sections for all courses of the subbase and pavement shall be straight, unless otherwise noted on the plans.

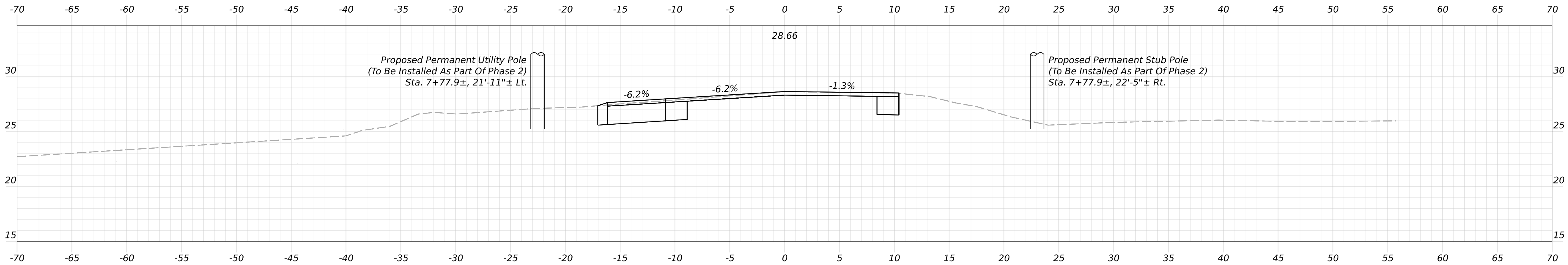


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 02608900
WIN 026089.00

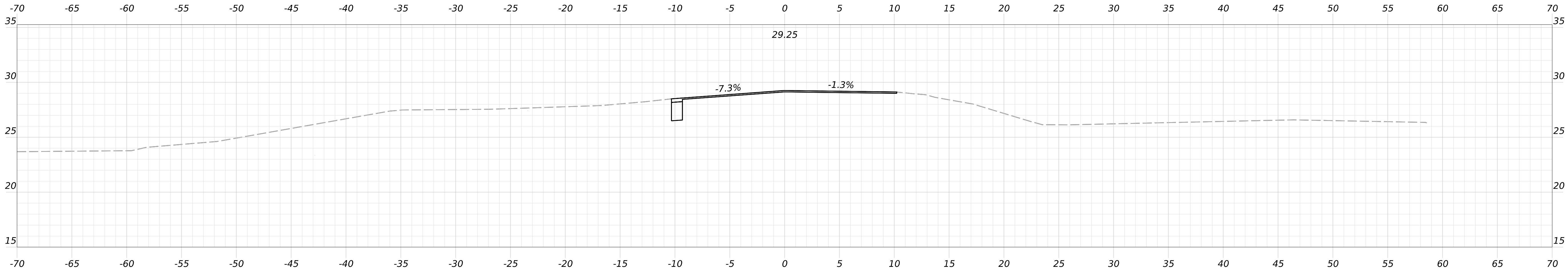
PROJ. MANAGER	DESIGN-CHECKED	DATE	BY	SIGNATURE
DORIAN TAYLOR	W. CASEY	APR 2026	R. MAYER	
DESIGN-REVIEWED	DESIGN-REVIEWED			P.E. NUMBER
DESIGN-REVIEWED2				
DESIGN-REVIEWED3				
REVISIONS 1				DATE
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

RICE BRIDGE NO. 2714 CROSSING RICE STREAM TRESCOTT TOWNSHIP
TYPICAL SECTIONS

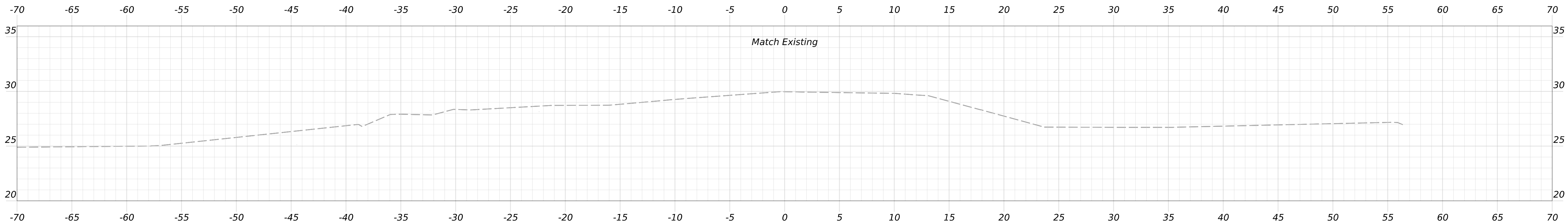
SHEET NUMBER
9
OF 25



7+75.00
End Variable Mill and 1½" Hot Mix Asphalt Overlay,
Begin 4" Hot Mix Asphalt
Begin Subbase Transition



7+50.00
Begin Variable Mill and 1½" Hot Mix Asphalt Overlay
With Full-Depth Shoulder Construction



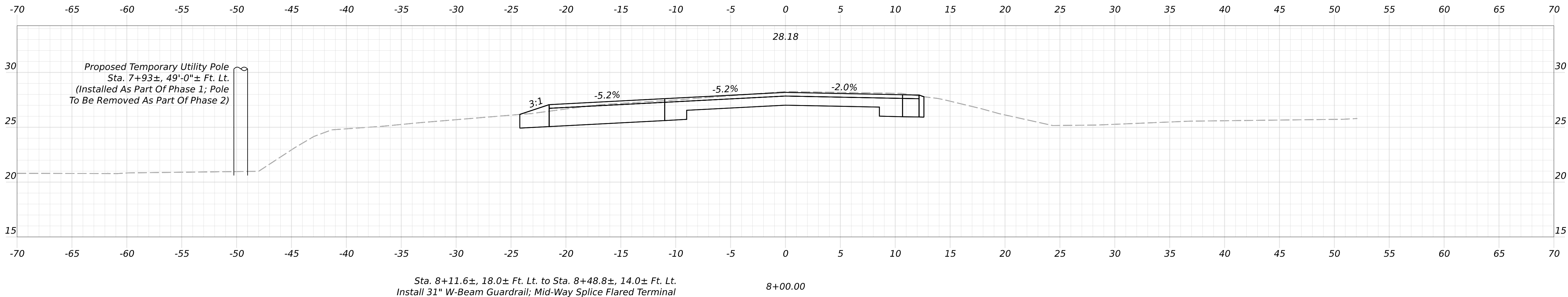
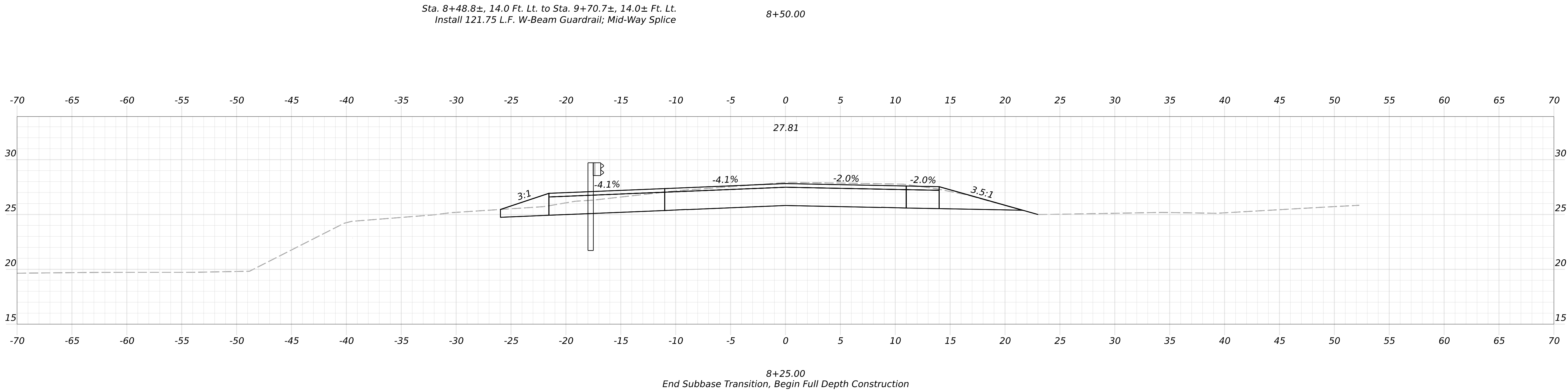
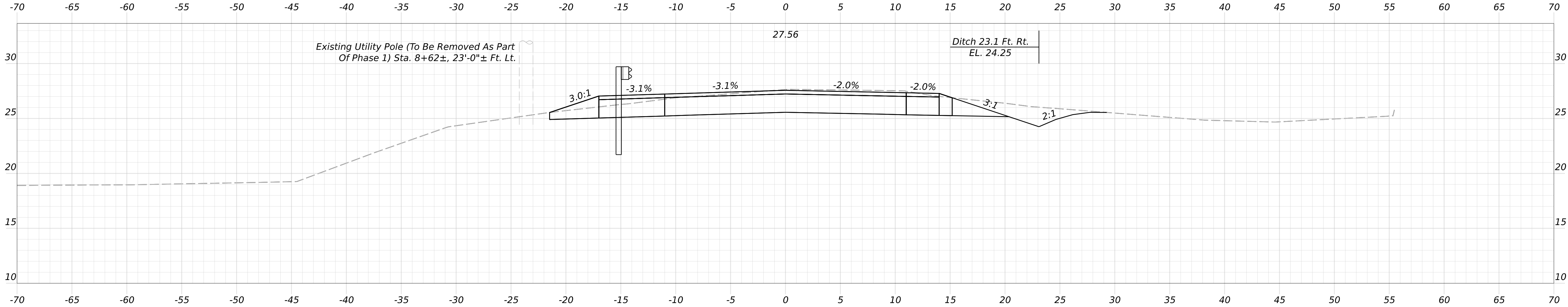
7+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 02608900
WIN 026089.00

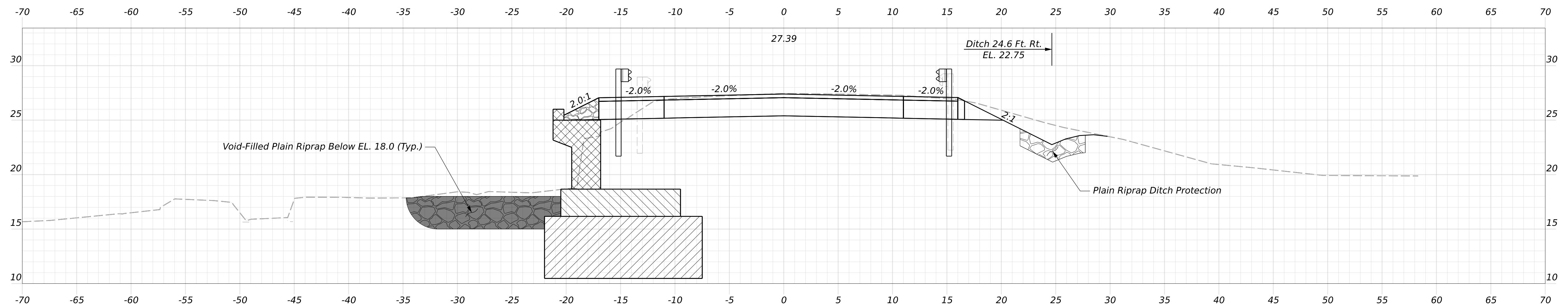
PROJ. MANAGER	DOMINIC TAYLOR	BY	DATE
DESIGN-DETAILED	W. CASEY	R. MAYER	APR 2026
CHECKED-REVIEWED			
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

RICE BRIDGE NO. 2714 CROSSING RICE STREAM TRESCOTT TOWNSHIP
CROSS SECTIONS

SHEET NUMBER
10
OF 25

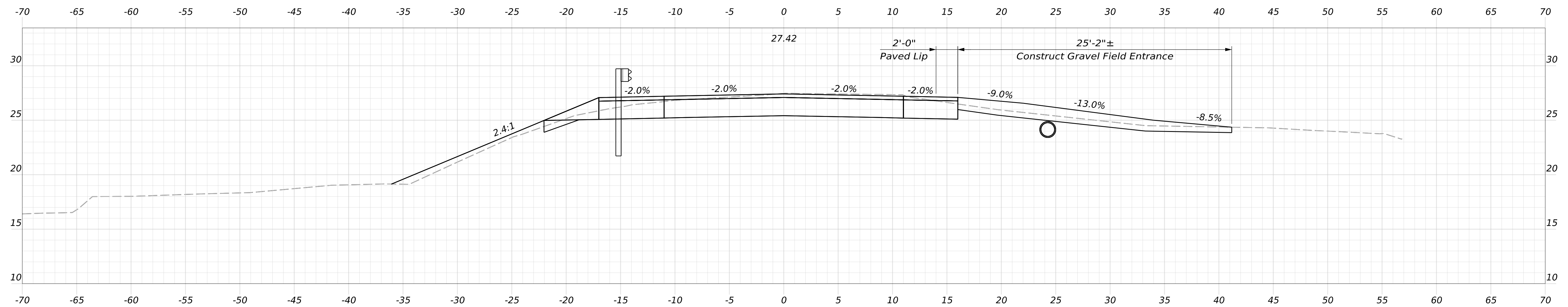


PROJ. MANAGER	DATE	BY	SIGNATURE	P.E. NUMBER	DATE
DORIAN TAYLOR	APR 2026	R. MAYER			
DESIGN-DETAILED					
CHECKED-REVIEWED					
DESIGN-DETAILED2					
DESIGN-DETAILED3					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					



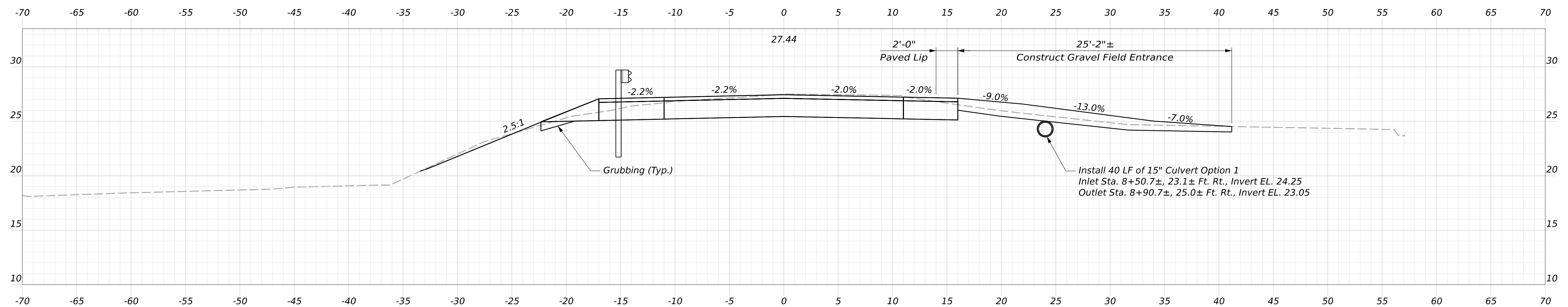
9+00.00

Sta. 8+92.7±, 14.0± Ft. Rt. to Sta. 10+90.7±, 14.0± Ft. Rt.
Install 196.875 L.F. of 31" W-Beam Guardrail, Mid-Way Splice



8+75.00

Sta. 8+77.7±, 30.4± Ft. Rt. to Sta. 8+92.7±, 14.0± Ft. Rt.
Install 31" W-Beam Guardrail; Mid-Way Splice 15' Radius



8+70.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 02608900

WIN 026089.00

PROJ. MANAGER	BY	DATE
DORIAN TAYLOR	R. MAYER	APR 2006
DESIGN-RETAILED	W. CASEY	
CHECKED-REVIEWED		
DESIGN-2-DETAILED2		
DESIGN-3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		
SIGNATURE		
P.E. NUMBER		
DATE		

RICE BRIDGE NO. 2714
CROSSING RICE STREAM
TRESCOTT TOWNSHIP

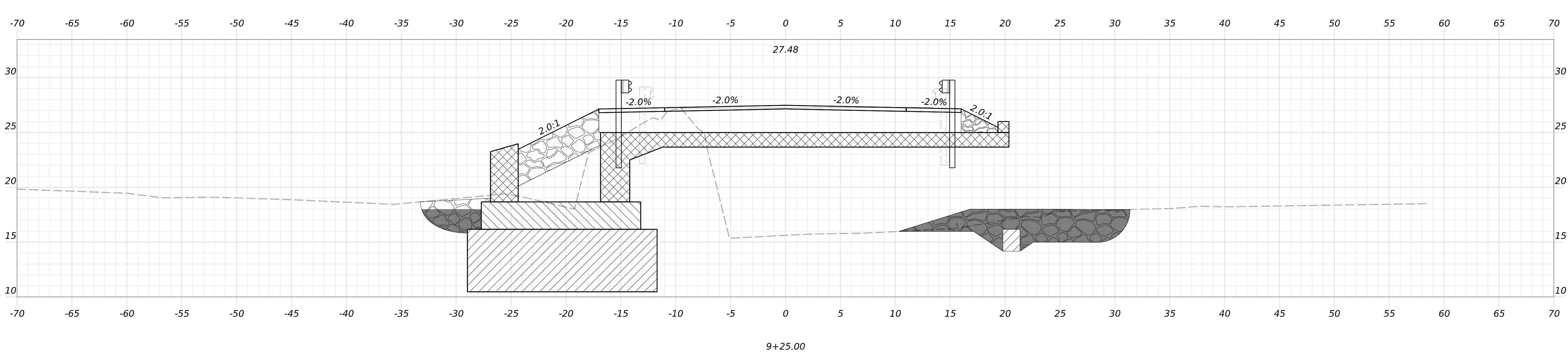
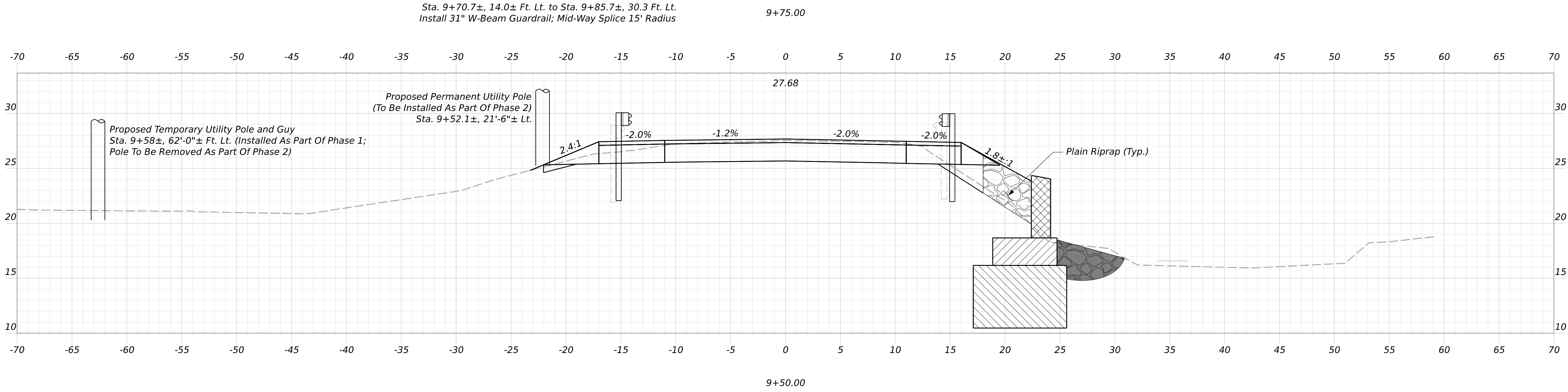
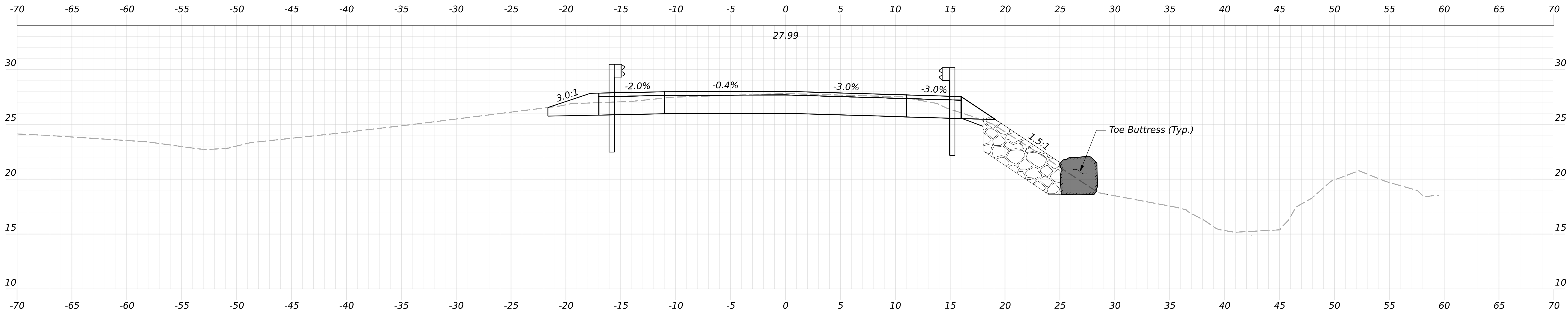
CROSS SECTIONS

SHEET NUMBER

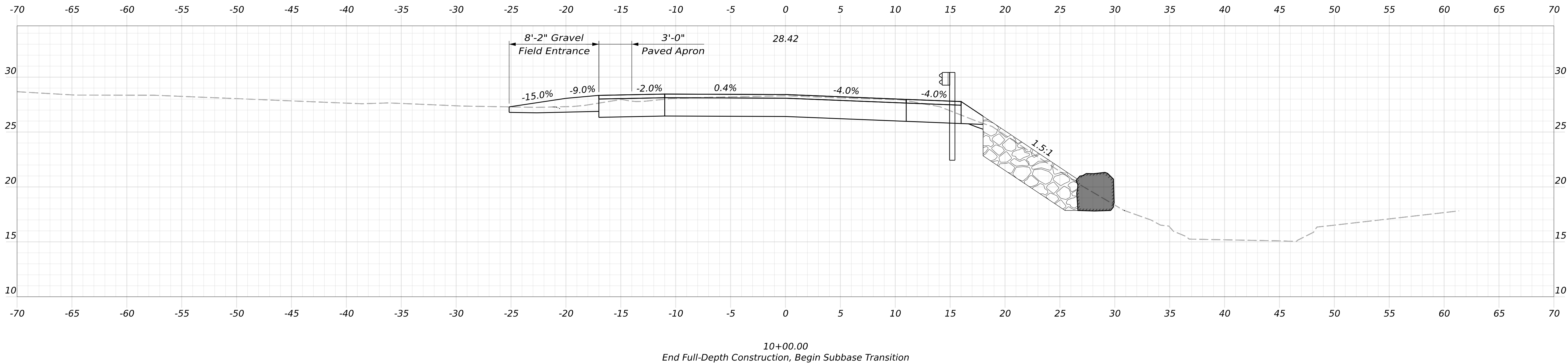
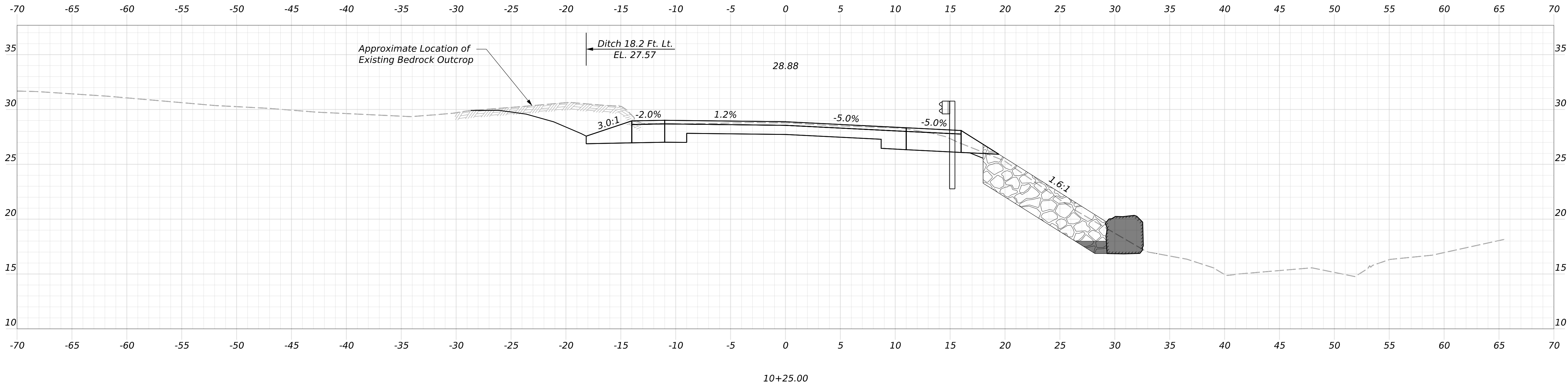
12

OF 25

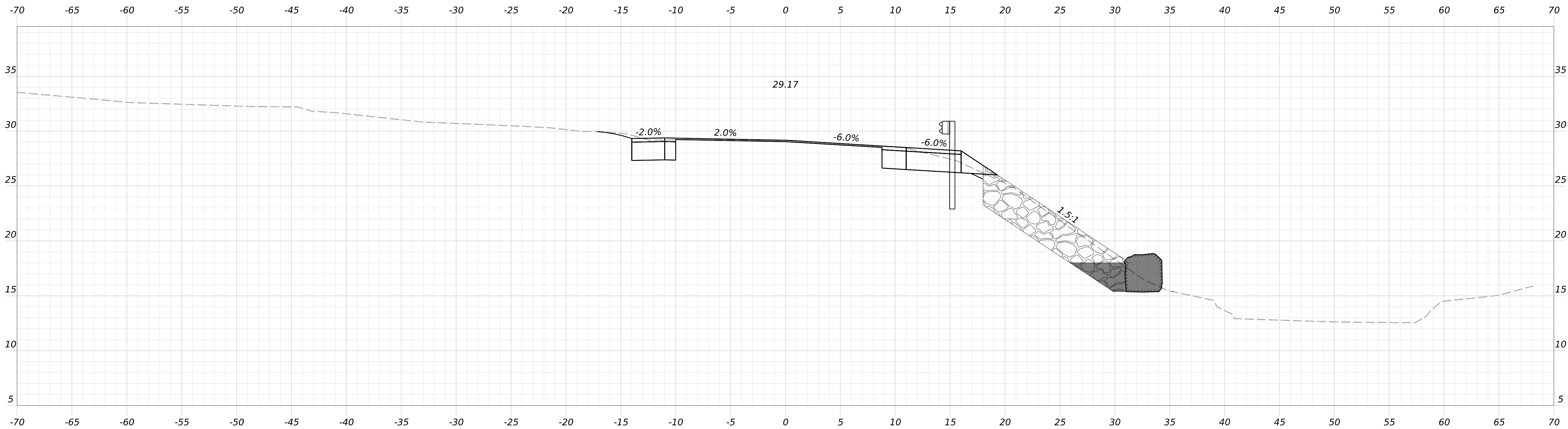
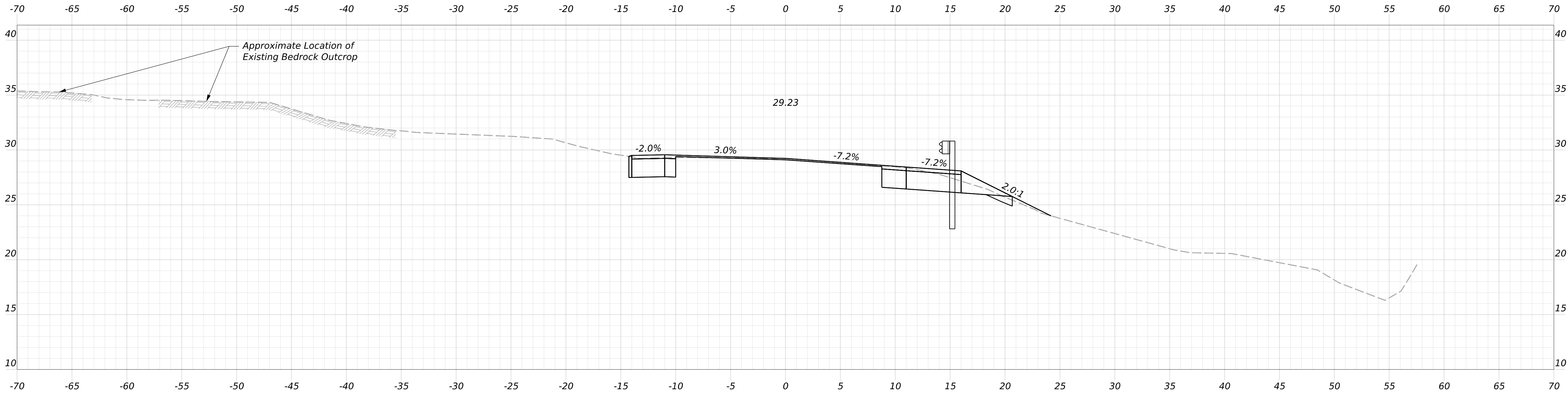
Username: Richard Mayer Date: 4/7/2026



PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DORIAN TAYLOR	R. MAYER	APR 2026			
DESIGN-DETAILED	W. CASEY				
CHECKED-REVIEWED					
DESIGN-DETAILED2					
DESIGN-DETAILED3					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					



PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DORIAN TAYLOR	W. CASEY									R. MAYER	APR 2026			



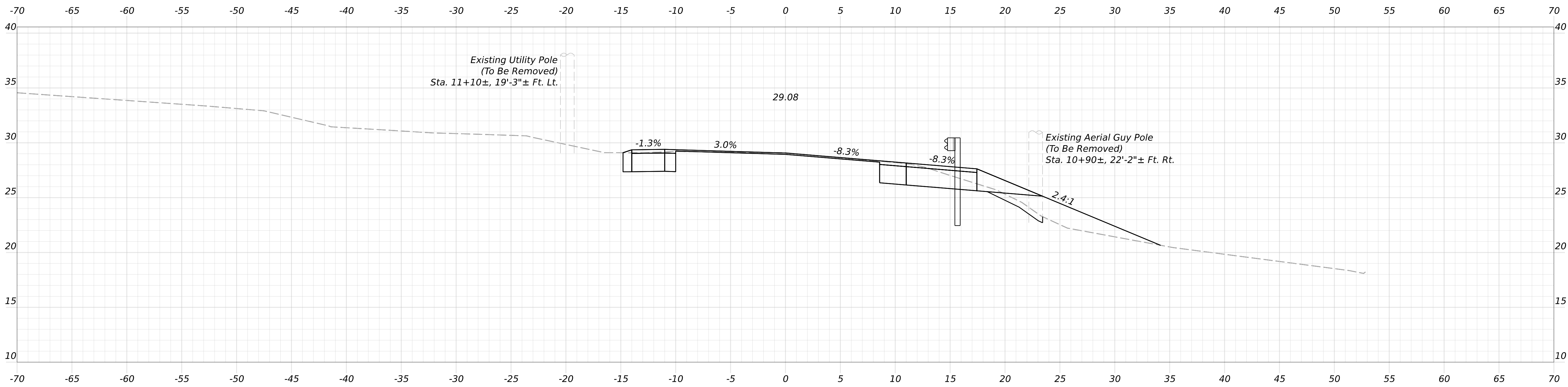
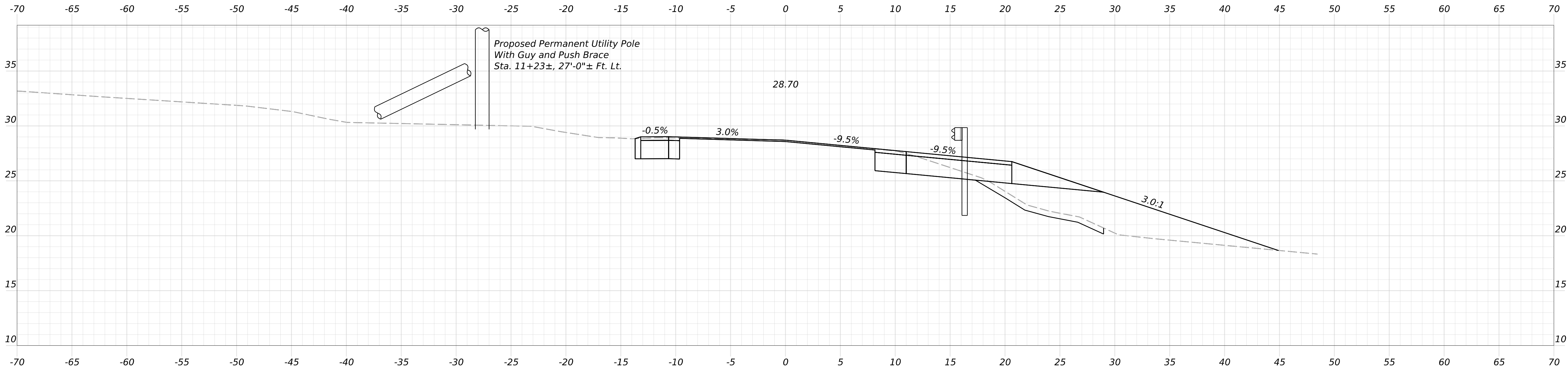
10+50.00
End Subbase Transition, Begin Variable Mill and 1½" Hot Mix Asphalt Overlay
With Full-Depth Shoulder Construction

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 02608900
WIN 026089.00

PROJ. MANAGER	DOMAN TAYLOR	BY	DATE
DESIGN-DETAILED	W. CASEY	R. MAYER	APR 2026
CHECKED-REVIEWED			
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

RICE BRIDGE NO. 2714 CROSSING RICE STREAM TRESCOTT TOWNSHIP
CROSS SECTIONS

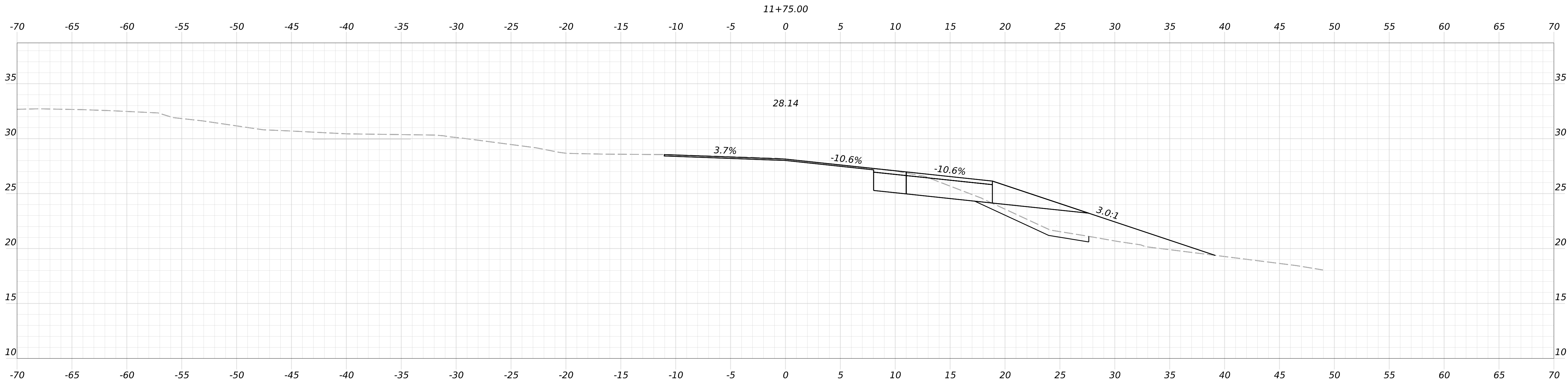
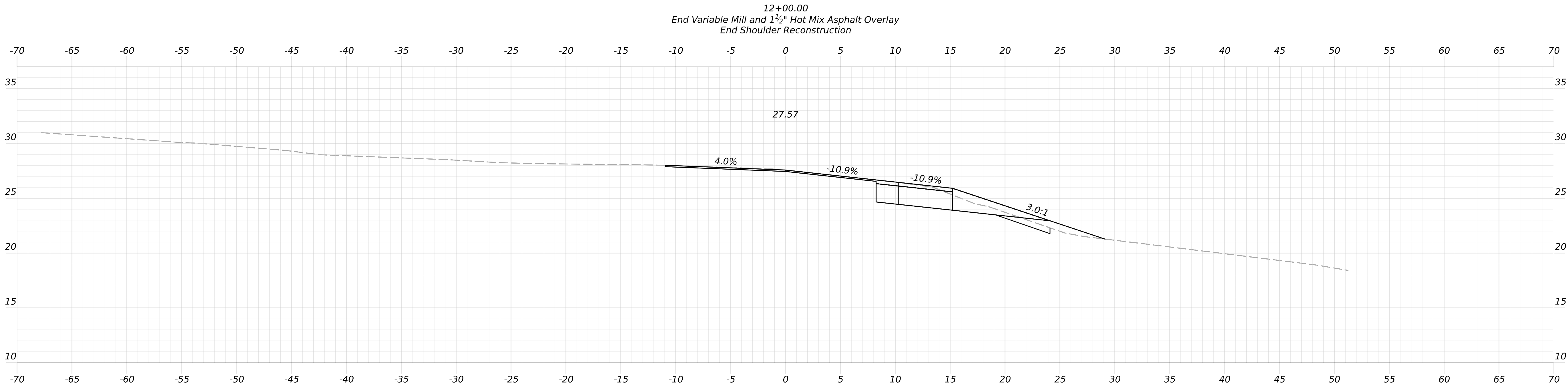
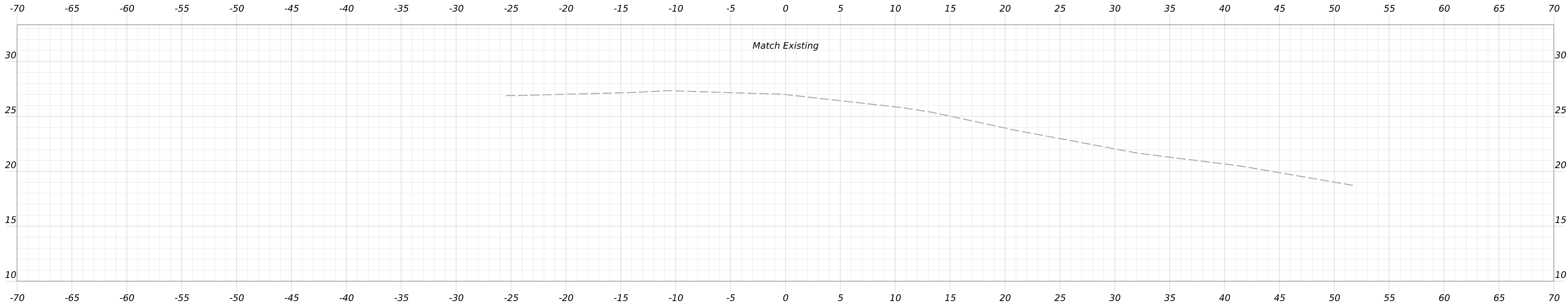
SHEET NUMBER
15
OF 25



11+00.00

Sta. 10+90.7±, 14.0± Ft. Rt. to Sta. 11+29.0±, 15.2± Ft. Rt.
Install 31" W-Beam Guardrail, Mid-Way Splice Tangent Terminal

PROJ. MANAGER	BY	DATE	SIGNATURE
DORIAN TAYLOR	R. MAYER	APR 2026	
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

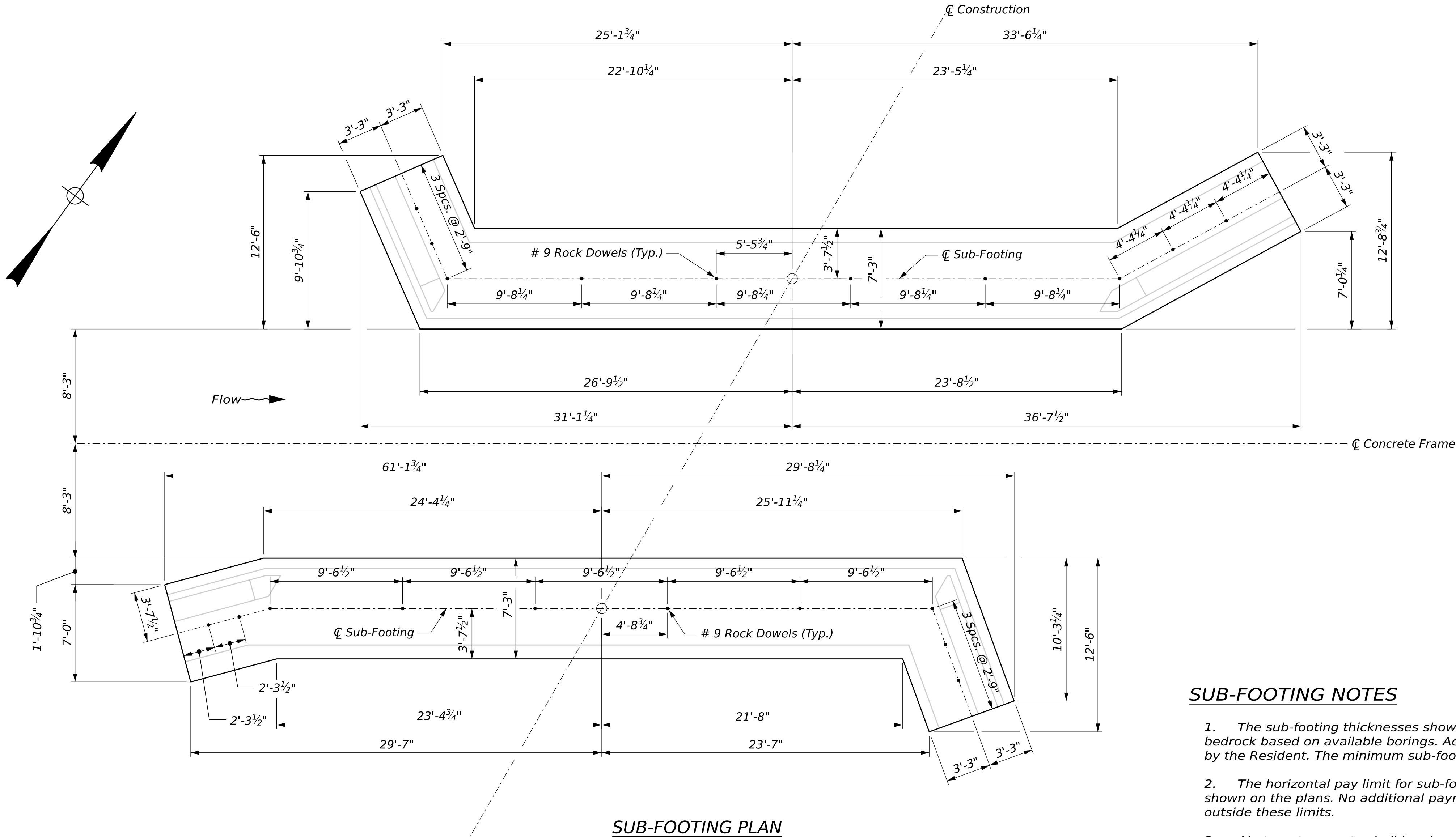


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 02608900
WIN 026089.00

PROJ. MANAGER	DOMAN TAYLOR	BY	DATE
DESIGN-DETAILED	W. CASEY	R. MAYER	APR 2026
CHECKED-REVIEWED			
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

RICE BRIDGE NO. 2714 CROSSING RICE STREAM TRESCOTT TOWNSHIP
CROSS SECTIONS

SHEET NUMBER
17
OF 25



SUB-FOOTING NOTES

- The sub-footing thicknesses shown are based on estimated depths of sound bedrock based on available borings. Actual sub-footing depths shall be determined by the Resident. The minimum sub-footing thickness shall be 4 inches.
- The horizontal pay limit for sub-footing concrete will be to the dimensions shown on the plans. No additional payment will be made for concrete placed outside these limits.
- Abutment concrete shall be placed on bedrock cleaned of all weathered rock, loose fractured rock and soil. The bedrock subgrade shall be confirmed to be relatively level. Where the bedrock slope exceeds 4H:1V, the bedrock surface shall be benched to create level steps or made completely level. The Resident shall approve the bedrock subgrade prior to the placement of the abutment concrete.
- Prior to placing abutment concrete, if placed in the dry, the bedrock subgrade shall be washed with high-pressure water and air.
- Sub-footing concrete shall be Class "A".

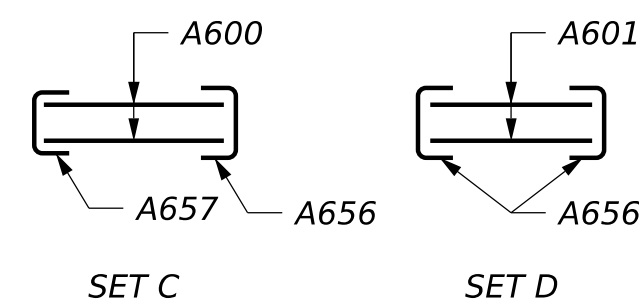
ROCK DOWEL NOTES

- Rock dowels shall be #9 plain reinforcing steel bars conforming to ASTM A615, with a minimum yield strength of 60 ksi.
- Grout shall have a minimum 28-day compressive strength of 6000 psi.
- Rock dowels shall have a minimum embedment of 36" into the bedrock.
- Rock dowels shall be paid for as a Lump Sum, Item No. 504.906 - Rock Dowels. Payment for Rock Dowels shall include compensation for providing all materials, equipment, personnel, labor, tools, mobilization/demobilization costs and incidental items necessary to complete the dowel installation.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
RICE BRIDGE NO. 2714		Federal Project No. 02608900	
CROSSING RICE STREAM		WIN 026089.00	
TRESPOTT TOWNSHIP			
SUB-FOOTING PLAN			
SHEET NUMBER			
18			
OF 25			

PROJ. MANAGER	DATE	BY	SIGNATURE
DOMAN TAYLOR	APR 2026	R. MAYER	
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

1. The maximum factored applied footing pressure is 15 ksf at the Strength Limit State.
2. Precast frame, stemwalls, wingwalls, and their footings shall be backfilled with Granular Borrow, meeting the requirements of Material for Underwater Backfill. Pay limits will be the structural excavation limits in cut areas and a vertical plane located 10 feet behind the walls in fill areas.
3. Reinforcing steel shall have a minimum concrete cover of 2 inches in the walls and 3 inches in the footings unless otherwise noted.
4. Place drains with a 4-inch diameter in the wingwalls at 10 feet maximum spacing. The exact location will be determined by the Resident.
5. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
6. Place the parapet portions of the wingwalls after erection of the precast units.
7. When bedrock protrudes above the bottom of footing, the footing may be raised and the vertical reinforcing may be cut in the field with the approval of the Resident. The minimum footing elevations are shown on the Plans and shall not be lowered without prior approval of the Engineer of Record. Payment for adjusting the footing elevations and reinforcing steel will be considered incidental to the related Contract Items. No separate payment will be made.
8. At the option of the Resident, bedrock which protrudes above a horizontal plane 12 inches below the proposed bottom of footing elevation may be removed. Payment for bedrock removal shall be made under Item No. 206.092 Structural Rock Excavation - Major Structures.



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. In accordance with Standard Specification Subsection 534.04, Precast Structural Concrete, the Contractor shall submit design calculations for the precast structure to the Department for review. The calculations shall demonstrate that the factored bearing pressures at the Strength Limit State do not exceed the factored bearing pressure provided on Sheet 19.
3. Install Standard Waterproofing Membrane over the top and at least 12 inches down the exterior sides of precast frame sections.
4. Construction, handling and assembly of the precast units shall be in accordance with the Manufacturer's specifications as applicable.

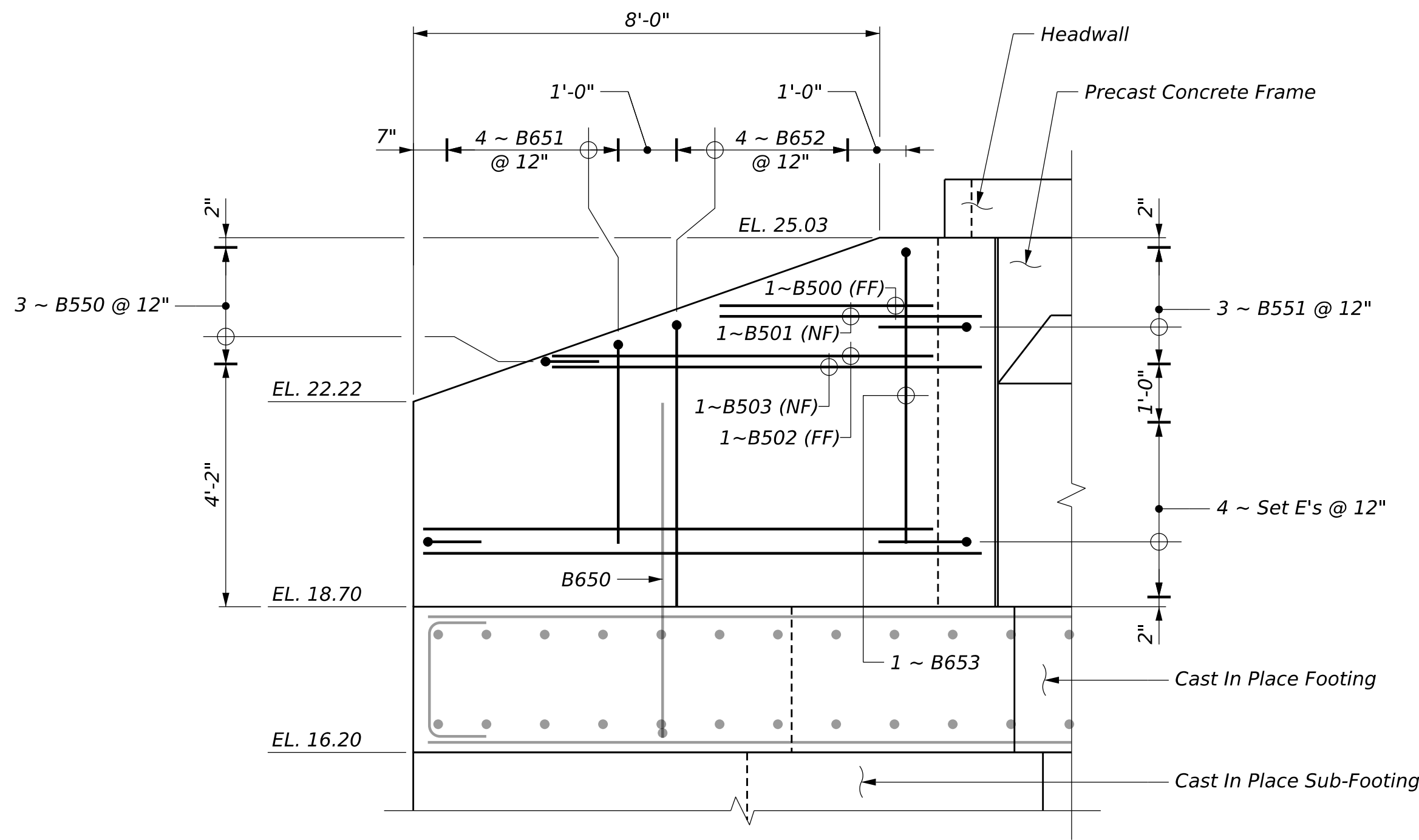


RICE BRIDGE NO. 2714
CROSSING RICE STREAM
TRESCOTT TOWNSHIP

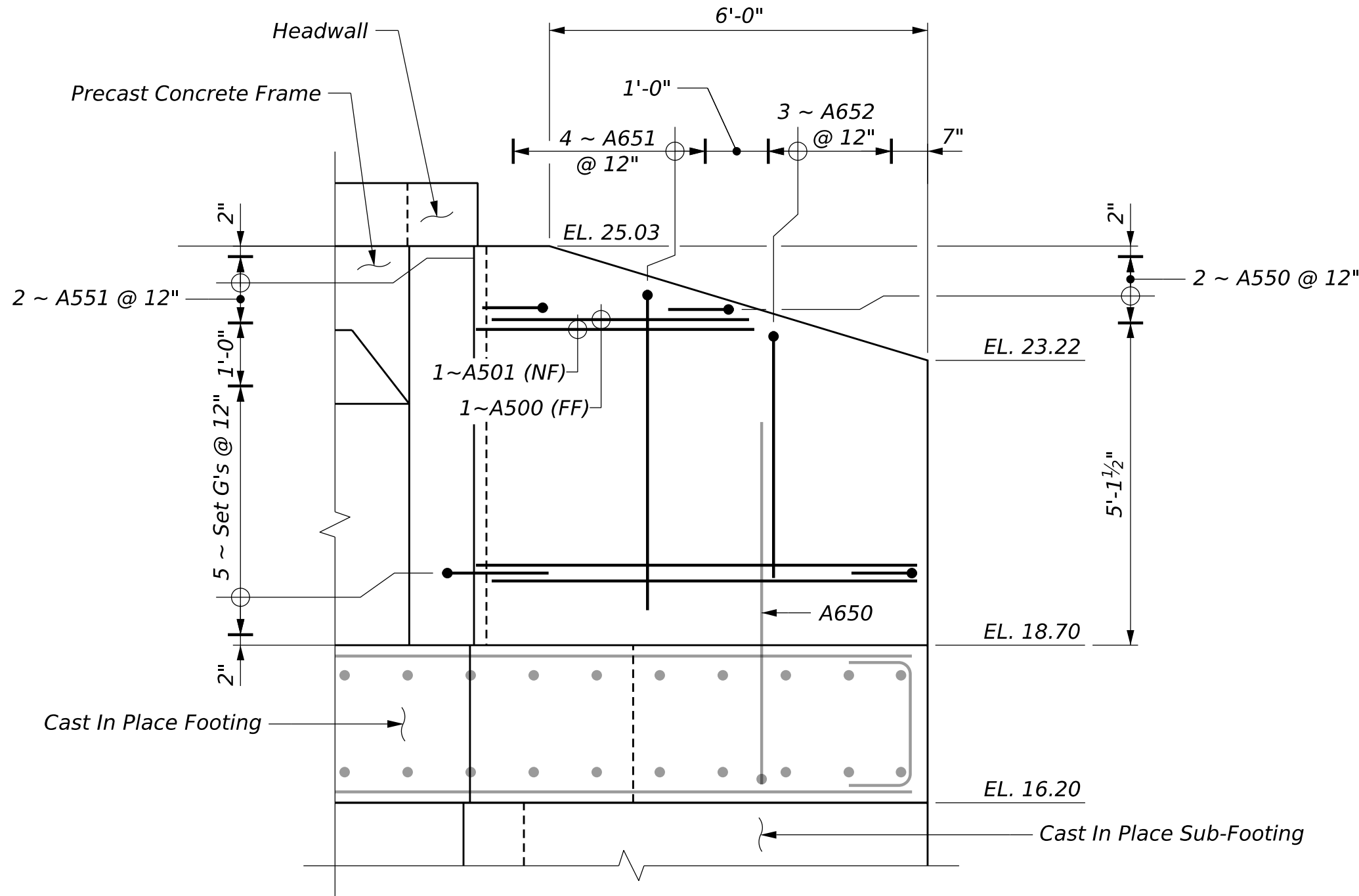
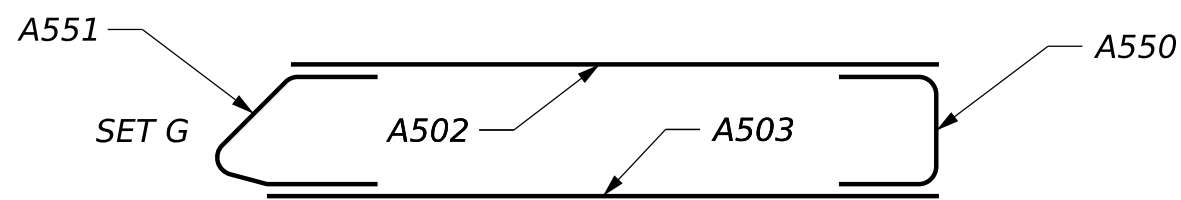
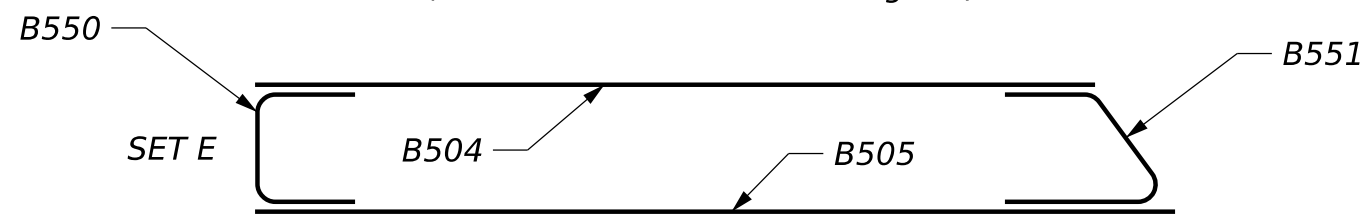
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21

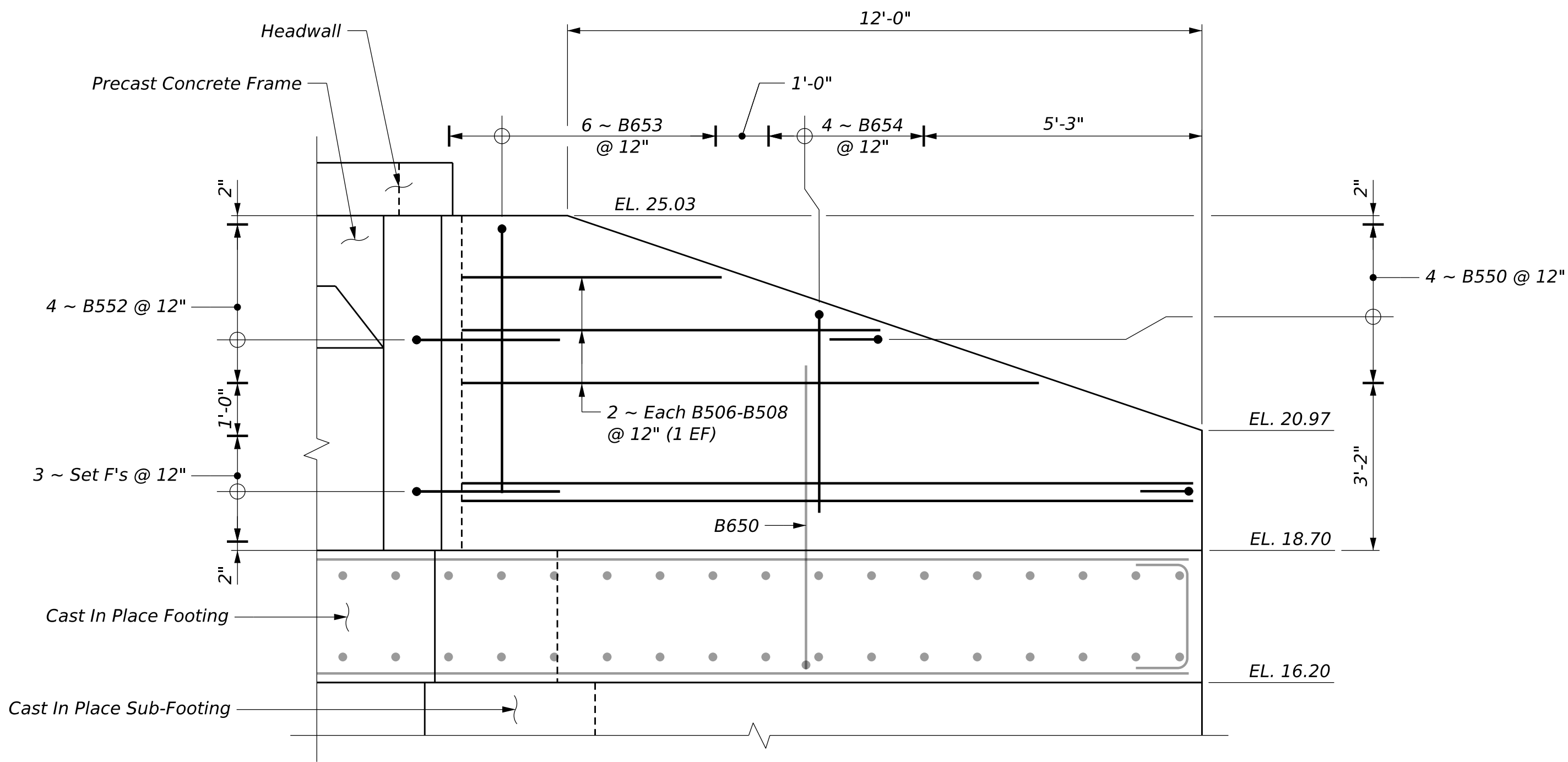
OF 25



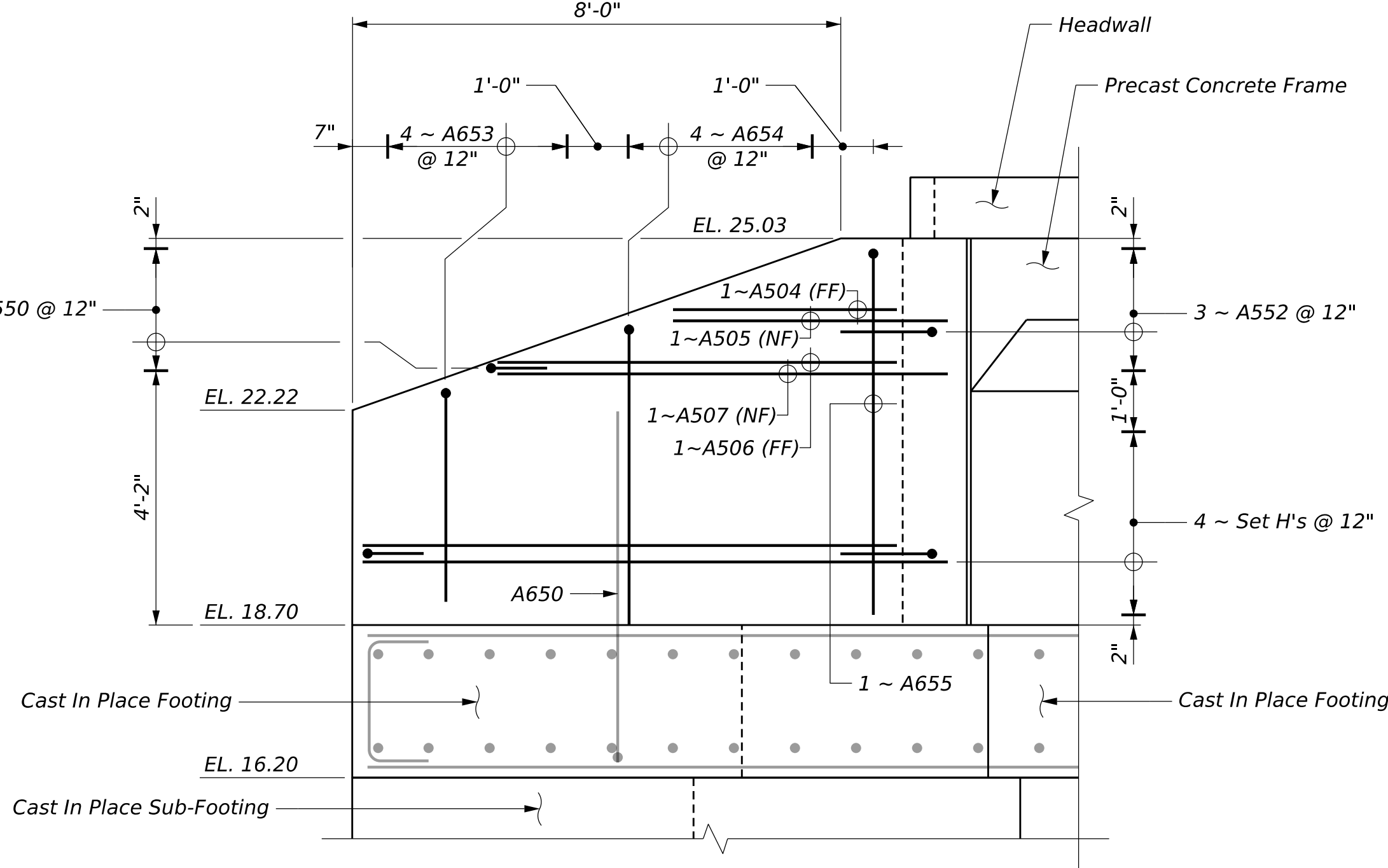
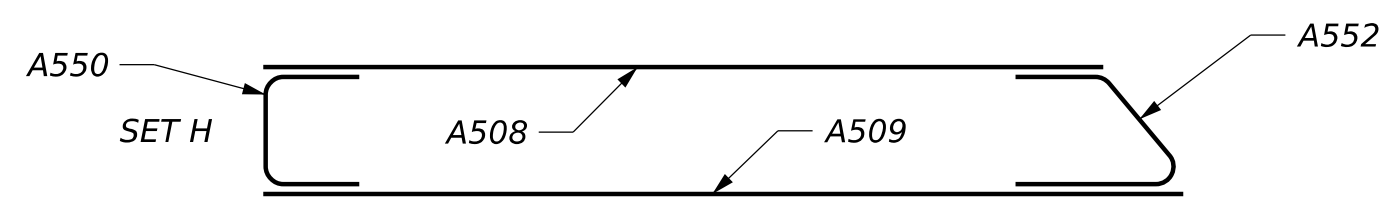
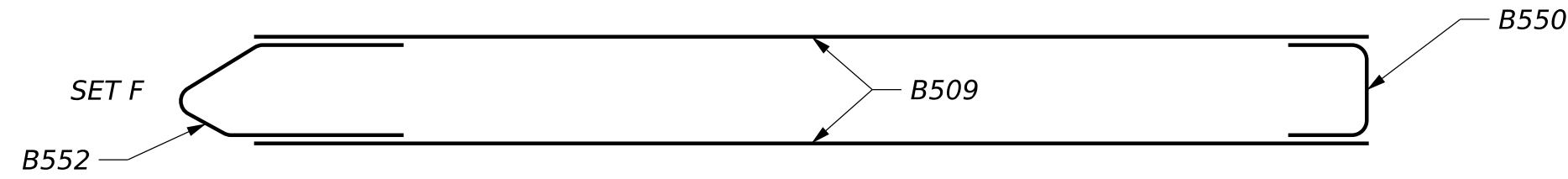
NORTHWEST WINGWALL ELEVATION
(View Normal To Face Of Wingwall)



SOUTHWEST WINGWALL ELEVATION
(View Normal To Face Of Wingwall)



NORTHEAST WINGWALL ELEVATION
(View Normal To Face Of Wingwall)

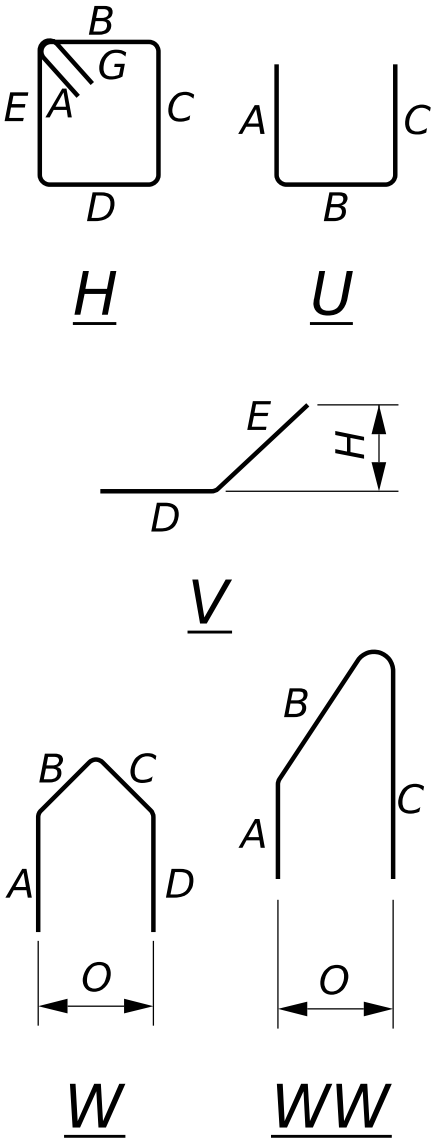


SOUTHEAST WINGWALL ELEVATION
(View Normal To Face Of Wingwall)

PROJ. MANAGER	DATE	BY	SIGNATURE	P.E. NUMBER	DATE
DORIAN TAYLOR	APR 2026	R. MAYER			
DESIGN-DETAILED					
CHECKED-REVIEWED					
DESIGN-DETAILED2					
DESIGN-DETAILED3					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

STRAIGHT BARS							
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION
A500	1	4'-1"	SW WINGWALL	B500	1	3'-8"	NW WINGWALL
A501	1	4'-5"	SW WINGWALL	B501	1	4'-6"	NW WINGWALL
A502	5	6'-9"	SW WINGWALL	B502	1	6'-6½"	NW WINGWALL
A503	5	7'-0"	SW WINGWALL	B503	1	7'-4½"	NW WINGWALL
A504	1	3'-8"	SE WINGWALL	B504	4	8'-9"	NW WINGWALL
A505	1	4'-6"	SE WINGWALL	B505	4	9'-7"	NW WINGWALL
A506	1	6'-6 ½"	SE WINGWALL	B506	2	4'-11"	NE WINGWALL
A507	1	7'-4½"	SE WINGWALL	B507	2	7'-11"	NE WINGWALL
A508	4	8'-9"	SE WINGWALL	B508	2	10'-11"	NE WINGWALL
A509	4	9'-7"	SE WINGWALL	B509	6	13'-10"	NE WINGWALL
A510	12	49'-5"	FOOTING	B510	12	49'-7"	FOOTING
A600	100	5'-0"	FOOTING	B600	98	5'-0"	FOOTING
A601	36	4'-6"	FOOTING	B601	52	4'-6"	FOOTING

BENT BARS															
MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
A550	14	3'-2"	U	1'-0"	1'-2"	1'-0"								WINGWALLS	
A551	7	4'-1¼"	W	1'-2½"	7¾"	1'-3"	1'-0"					1'-2"		SW WINGWALL	
A552	7	3'-11¾"	WW	1'-0"	1'-4"	1'-7¾"						1'-2"		SE WINGWALL	
A553	2	10'-0"	V				8'-0"	2'-0"			6½"			FOOTING	
A554	2	9'-8"	V				7'-8"	2'-0"			6½"			FOOTING	
A555	2	9'-3"	V				7'-3"	2'-0"			6½"			FOOTING	
A556	2	8'-2"	V				4'-5"	3'-9"			1'-0"			FOOTING	
A557	2	7'-10"	V				4'-3"	3'-7"			11½"			FOOTING	
A558	2	8'-3"	V				6'-3"	2'-0"			1'-11"			FOOTING	
A559	2	8'-11"	V				6'-11"	2'-0"			1'-11"			FOOTING	
A560	2	10'-8"	V				8'-8"	2'-0"			1'-11"			FOOTING	
A561	2	11'-4"	V				9'-4"	2'-0"			1'-11"			FOOTING	
A562	2	12'-1"	V				10'-1"	2'-0"			1'-11"			FOOTING	
A563	10	3'-8"	U	10"	2'-0"	10"								FOOTING	
A650	16	12'-6½"	U	5'-9"	1'-0½"	5'-9"								WINGWALLS	
A651	4	11'-6½"	U	5'-3"	1'-0½"	5'-3"								SW WINGWALL	
A652	3	9'-2½"	U	4'-1"	1'-0½"	4'-1"								SW WINGWALL	
A653	4	8'-0½"	U	3'-6"	1'-0½"	3'-6"								SE WINGWALL	
A654	4	10'-10½"	U	4'-11"	1'-0½"	4'-11"								SE WINGWALL	
A655	1	13'-0½"	U	6'-0"	1'-0½"	6'-0"								SE WINGWALL	
A656	86	4'-0"	U	1'-0"	2'-0"	1'-0"								FOOTING	
A657	50	3'-9"	U	1'-0"	1'-9"	1'-0"								FOOTING	
B550	14	3'-2"	U	1'-0"	1'-2"	1'-0"								WINGWALLS	
B551	7	3'-10½"	WW	1'-0"	1'-3½"	1'-7"						1'-2"		NW WINGWALL	
B552	7	6'-2"	W	2'-3"	9½"	1'-3¼"	1'-10¼"					1'-2"		NE WINGWALL	
B553	2	8'-4"	V				6'-4"	2'-0"			1'-10½"			FOOTING	
B554	2	9'-0"	V				7'-0"	2'-0"			1'-10½"			FOOTING	
B555	2	10'-9"	V				8'-9"	2'-0"			1'-10½"			FOOTING	
B556	2	11'-5"	V				9'-5"	2'-0"			1'-10½"			FOOTING	
B557	2	11'-11"	V				9'-11"	2'-0"			1'-10½"			FOOTING	
B558	2	16'-8"	V				14'-8"	2'-0"			11½"			FOOTING	
B559	2	16'-5"	V				14'-5"	2'-0"			11½"			FOOTING	
B560	2	16'-2"	V				14'-2"	2'-0"			11½"			FOOTING	
B561	2	14'-6"	V				12'-0"	2'-6"			1'-3"			FOOTING	
B562	2	13'-11"	V				11'-9"	2'-2"			1'-1"			FOOTING	
B563	10	3'-8"	U	10"	2'-0"	10"								FOOTING	
B650	17	12'-6½"	U	5'-9"	1'-0½"	5'-9"								WINGWALLS	
B651	4	8'-0½"	U	3'-6"	1'-0½"	3'-6"								NW WINGWALL	
B652	4	10'-10½"	U	4'-11"	1'-0½"	4'-11"								NW WINGWALL	
B653	7	11'-2½"	U	5'-1"	1'-0½"	5'-1"								WINGWALLS	
B654	4	8'-8½"	U	3'-10"	1'-0½"	3'-10"								NE WINGWALL	
B655	1	14'-11"	H	8"	1'-0½"	5'-9"	1'-0½"	5'-9"		8"				NE WINGWALL	
B656	1	14'-3"	H	8"	1'-0½"	5'-5"	1'-0½"	5'-5"		8"				NE WINGWALL	
B657	1	13'-7"	H	8"	1'-0½"	5'-1"	1'-0½"	5'-1"		8"				NE WINGWALL	
B658	1	12'-11"	H	8"	1'-0½"	4'-9"	1'-0½"	4'-9"		8"				NE WINGWALL	
B659	1	12'-3"	H	8"	1'-0½"	4'-5"	1'-0½"	4'-5"		8"				NE WINGWALL	
B660	101	4'-0"	U	1'-0"	2'-0"	1'-0"								FOOTING	
B661	49	3'-9"	U	1'-0"	1'-9"	1'-0"								FOOTING	
MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	



All dimensions are out-to-out of bar.

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.

Plain Reinforcing Steel: ASTM A 615, Grade 60
Glass Fiber Reinforced Polymer: ASTM D7957
Low-Carbon Chromium Steel: ASTM A1035
Type CS, Grade 100

GENERAL NOTES

1. The first digit(s) following the letter(s) of the mark indicate the size of the bar:

Mark "A502" = bar size #5
Mark "P805" = bar size #8
Mark "S650" = bar size #6
Mark "P1404" = bar size #14

2. All reinforcement bars shall be Plain Reinforcing Steel unless the bar number is followed by a lower case letter. The lower case letter following the bar number indicates the material of the bar.

"S500p", p = Glass Fiber Reinforced Polymer
"P510c", c = Low-Carbon Chromium Steel

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 02608900
WIN 026089.00

RICE BRIDGE NO. 2714
CROSSING RICE STREAM
TRESPOTT TOWNSHIP

REINFORCING
STEEL SCHEDULE

SHEET NUMBER

24

OF 25

