STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Tenth Edition 2024.

DESIGN LOADING

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

TRAFFIC DATA

Current (2023) AADT	750
Future (2043) AADT	830
DHV - % of AADT	11%
Design Hour Volume	91
Heavy Trucks (% of AADT)	4%
Heavy Trucks (% of DHV)	3%
Directional Distribution (% of DHV)	56%
18 kip Equivalent P 2.0	6
18 kip Equivalent P 2.5	6
Design Speed (mph)	45

HYDROLOGIC DATA

Drainage Area	18.7 sq mi
Design Discharge (Q50)	1255 cfs
Check Discharge (Q100)	1415 cfs
Headwater Elevation (Q1.1)	110.4 ft
Headwater Elevation (Q25)	113.1 ft
Headwater Elevation (Q50)	113.6 ft
Headwater Elevation (Q100)	114.0 ft
Discharge Velocity (Q1.1)	4.3 fps
Discharge Velocity (Q50)	7.8 fps
Discharge Velocity (Q100)	8.2 fps

MATERIALS

Concrete:	
Precast	Class "P"
Seal	Class "S"
Deck and Curbs	Class "A1"
All Other	Class "A"
Reinforcing:	
Plain Reinforcing Steel	ASTM A615, Grade 60
Glass Fiber Reinforcing Polymer (GFRP)	ASTM D7957
Low-Carbon Chromium Steel	ASTM A1035, Type CS, Grade 100
Prestressing Strands	AASHTO M 203 (ASTM A416), Grade 270, Low Relaxation

BASIC DESIGN STRESSES

Concrete:	
Class "A" and Class "A1"	f 'c = 4,000 psi
Class "S"	f 'c = 3,000 psi
Class "P"	f 'c = 8,000 psi f 'ci = 6,500 psi
Reinforcing:	
Plain Reinforcing Steel	f y = 60,000 psi
Glass Fiber Reinforced Polymer	
Minimum Tensile Strength	f fu = 100,000 psi
Minimum Elastic Modulus	E f = 8,700,000 psi
Minimum Nominal Design Tensile Strain	Ɛfu = 1.1%
Low-Carbon Chromium Steel	f y = 100,000 psi
Prestressing Strand	Fμ = 270,000 psi

MARIAVILLE
HANCOCK COUNTY
TANNERY BRIDGE
OVER
TANNERY BROOK
ROUTE 181
FEDERAL AID PROJECT NO. 2610700
PROJECT LENGTH 0.099 mi.
BRIDGE NO. 3511

LIST OF DRAWINGS

UTILITIES

Versant Power
Union River Telephone

MAINTENANCE OF TRAFFIC

Maintain one lane of alternating traffic using on site special detour with temporary traffic signals.

PROJECT LOCATION	Tannery Bridge (#3511) over Tannery Brook. Located 0.16 of a mile north of Olive Carr Road. Lat./Long. 44°42'3.9" N 68°24' 46.6" W
PROGRAM AREA	Bridge
OUTLINE OF WORK	Bridge Replacement and Associated Approach Work

WIN 26107.00

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED

ACTING COMMISSIONER: _____ DATE 11-17-25

CHIEF ENGINEER: _____ DATE 11-13-25

STATE OF MAINE * KATHERINE L WIGHT * No. 16804 * LICENSED PROFESSIONAL ENGINEER

Katherine Wight
SIGNATURE
16804
P.E. NUMBER
October 10, 2025
DATE

PROJECT INFORMATION	
PROGRAM	BRIDGE PROGRAM
PROJECT MANAGER	CHARLES GUY
DESIGNER	KATHERINE WIGHT
CONSULTANT	STANTEC
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

MARIAVILLE
TANNERY BRIDGE

TITLE SHEET

SHEET NUMBER
1
OF 35

USERNAME:PHARRIMAN DATE:10/7/2025

FILENAME:C:\PW_WORKING\INFRA03\PHARRIMAN\D017600\TITLESHEET.DGN

ESTIMATE QUANTITIES			
ITEM NO.	DESCRIPTION	QTY	UNIT
202.19	REMOVING EXISTING BRIDGE (250 CY)	1	LS
202.202	REMOVING PAVEMENT SURFACE	280	SY
203.20	COMMON EXCAVATION	700	CY
203.2318	DISPOSAL OF SPECIAL WASTE	570	T
203.25	GRANULAR BORROW	610	CY
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES, PLAN QUANTITY	1250	CY
206.092	STRUCTURAL ROCK EXCAVATION - MAJOR STRUCTURES	50	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	930	CY
403.208	HOT MIX ASPHALT - 12.5 mm	150	T
403.209	HOT MIX ASPHALT - 9.5 mm (SIDEWALKS, DRIVES, & INCIDENTALS)	2	T
403.213	HOT MIX ASPHALT - 12.5 mm (BASE AND INTERMEDIATE COURSE)	200	T
409.15	BITUMINOUS TACK COAT, APPLIED	79	G
461.131	TEMPORARY PAVEMENT	120	T
502.219	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS (161 CY)	1	LS
502.22	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS (PLACED UNDER WATER)	219	CY
502.261	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON CONCRETE BRIDGES (59 CY)	1	LS
502.291	SAW CUT GROOVING (1450 SF)	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLAB (21 CY)	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS (5 CY)	1	LS
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	17100	LB
503.13	REINFORCING STEEL, PLACING	17100	LB
503.19	LOW-CARBON CHROMIUM REINFORCEMENT, FABRICATED AND DELIVERED	3500	LB
503.20	LOW-CARBON CHROMIUM REINFORCEMENT, PLACING	3500	LB
507.0821	STEEL BRIDGE RAILING, 3 BAR (103 LF)	1	LS
507.0822	STEEL APPROACH RAIL, 3-BAR	4	EA
510.10	SPECIAL DETOUR 18FT ROADWAY WIDTH VEHICULAR AND PEDESTRIAN TRAFFIC NOT SEPARATED	1	LS
511.07	COFFERDAM: ABUTMENT NO. 1	1	LS
511.07	COFFERDAM: ABUTMENT NO. 2	1	LS
512.081	FRENCH DRAINS (120 LF)	1	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (320 SY)	1	LS
527.34	WORK ZONE CRASH CUSHIONS	4	UN
530.30	GFRP, REINFORCEMENT BARS, FABRICATED & DELIVERED	10600	LF
530.31	GFRP, REINFORCEMENT BARS, PLACING	10600	LF
535.622	PRESTRESSED STRUCTURAL CONCRETE NEXT BEAM (46 CY)	1	LS
606.1301	31" W-BEAM GUARDRAIL - MID-WAY SPLICE - SINGLE FACED	187.5	LF
606.1303	31" W-BEAM GUARDRAIL - MID-WAY SPLICE, 15' RADIUS AND LESS	12.5	LF
606.1304	31" W-BEAM GUARDRAIL - MID-WAY SPLICE, OVER 15' RADIUS	25	LF
606.1305	31" W-BEAM GUARDRAIL - MID-WAY SPLICE FLARED TERMINAL	2	EA
606.1721	BRIDGE TRANSITION - TYPE I	4	EA
606.265	TERMINAL END-SINGLE RAIL- GALVANIZED STEEL	2	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	8	EA
606.51	MULTIPLE MAILBOX SUPPORT	1	EA
610.08	PLAIN RIPRAP	90	CY
610.18	STONE DITCH PROTECTION	9	CY
610.213	VOID-FILLED RIPRAP	200	CY
613.319	EROSION CONTROL BLANKET	120	SY
615.07	LOAM	41	CY
618.13	SEEDING METHOD NUMBER 1	1	UN
618.14	SEEDING METHOD NUMBER 2	7	UN
619.12	MULCH	7	UN
619.14	EROSION CONTROL MIX	82	CY
620.58	EROSION CONTROL GEOTEXTILE	360	SY
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	1600	LF
627.77	REMOVING EXISTING PAVEMENT MARKING	54	SF
627.78	TEMPORARY 4" PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	1750	LF
629.05	HAND LABOR, STRAIGHT TIME	40	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	40	HR
631.172	TRUCK-LARGE (INCLUDING OPERATOR)	40	HR
639.19	FIELD OFFICE, TYPE B	1	EA
643.72	TEMPORARY TRAFFIC SIGNAL	1	LS
652.312	TYPE III BARRICADES	4	EA
652.33	DRUM	50	EA
652.34	CONE	50	EA
652.35	CONSTRUCTION SIGNS	210	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1	LS
652.38	FLAGGERS	520	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. 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 113.60 shall be Granular Borrow meeting the requirements of Standard Specification Subsection 703.19, Granular Borrow, for Material for Underwater Backfill, with the additional requirement that the maximum particle size be limited to 4 inches.

8. Place Void FIlled Riprap at and below EL. 110.40, unless noted otherwise, see Special Provision 610. Place Plain Riprap on sideslopes up to EL 113.60.

9. Construct the riprap shelf at each abutment at EL. 110.40.

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

11. 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.

12. 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.

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

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:

All exposed surfaces of concrete curbs,
Fascias down to the drip notch,
Concrete wearing surfaces,
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:
http://www.maine.gov/mdot/contractors/

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, Tannery Brook Bridge No. 3511, Mariaville Road Over Tannery Brook, Mariaville, Maine; Dated August 2025 may be accessed at the MaineDOT web address.

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

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

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

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

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

23. The Contractor will be responsible for maintaining all existing mailboxes during construction to ensure that the mail will be deliverable. Payment for this work will be considered incidental to the contract.

24. Residential paved entrances shall be constructed with 2 inches of hot mix asphalt and 12 inches of aggregate subbase course gravel.

25. 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.

26. A 3-foot paved lip shall be placed at all unpaved entrances unless otherwise noted in the Plans or directed by the Resident.

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

SIGNATURE

P.E. NUMBER

DATE

	C. GAY	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	KLW/CHL	KLW/CHL	OCT 2025
CHECKED-REVIEWED	SJW/PLP	SJW/PLP	OCT 2025
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

ESTIMATED QUANTITIES AND
GENERAL CONSTRUCTION NOTES

SHEET NUMBER

2

OF 35

Username: kwight Date: 10/30/2025

Filename: c:\pw_working\infra03\kwight\d0176004\Quantities.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

GENERAL PLAN

SHEET NUMBER 3 OF 35

	BY	DATE
C. CAY		
DESIGNED-DETAILED	KLW/CHL	OCT 2025
CHECKED-REVIEWED	SJW/RLP	OCT 2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		
PROJ. MANAGER		

SIGNATURE

P.E. NUMBER

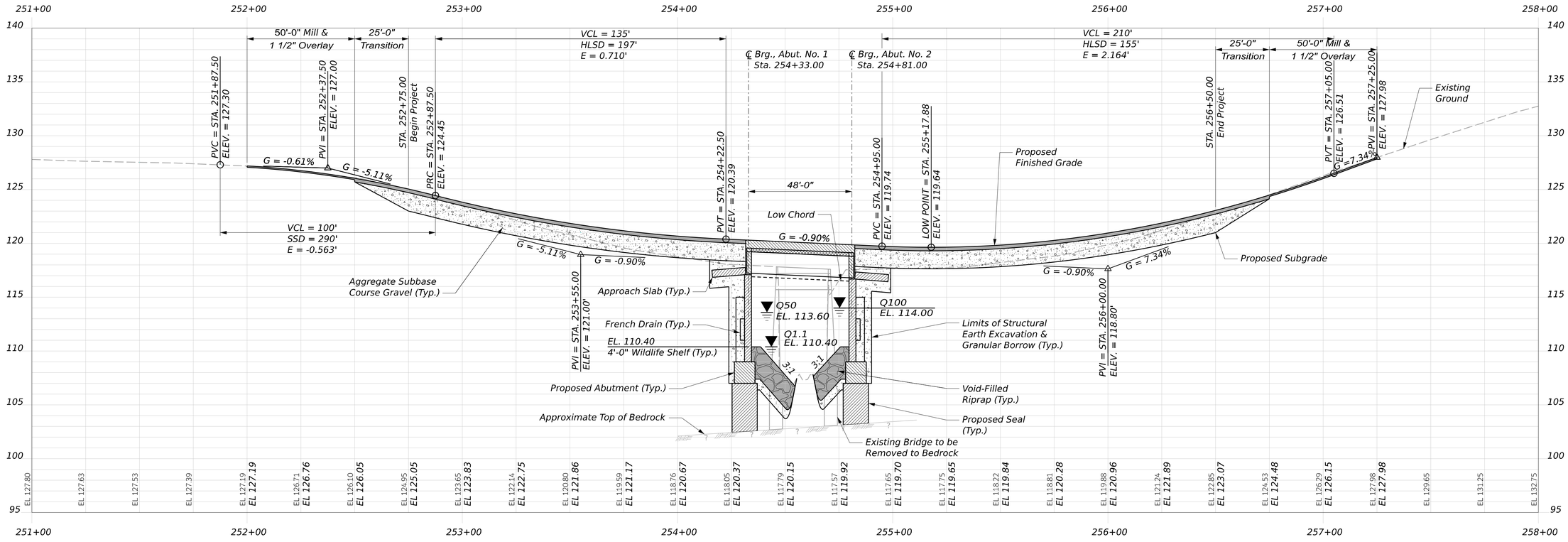
DATE

Stantec

Date: 10/16/2025

Username: pharriman

Filename: c:\pw_working\infra03\kwight\d0176004\Plan_Route181.dgn



PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

Date: 10/16/2025

Username: pharriman

Filename: c:\pw_working\infra03\cloukes\d0176004\Profile_Route181.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

	BY	DATE
C. GUY		
KLW/CHL	KLW/CHL	OCT 2025
SJW/PLP	SJW/PLP	OCT 2025

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	
DESIGN-DETAILED	KLW/CHL
CHECKED-REVIEWED	SJW/PLP
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

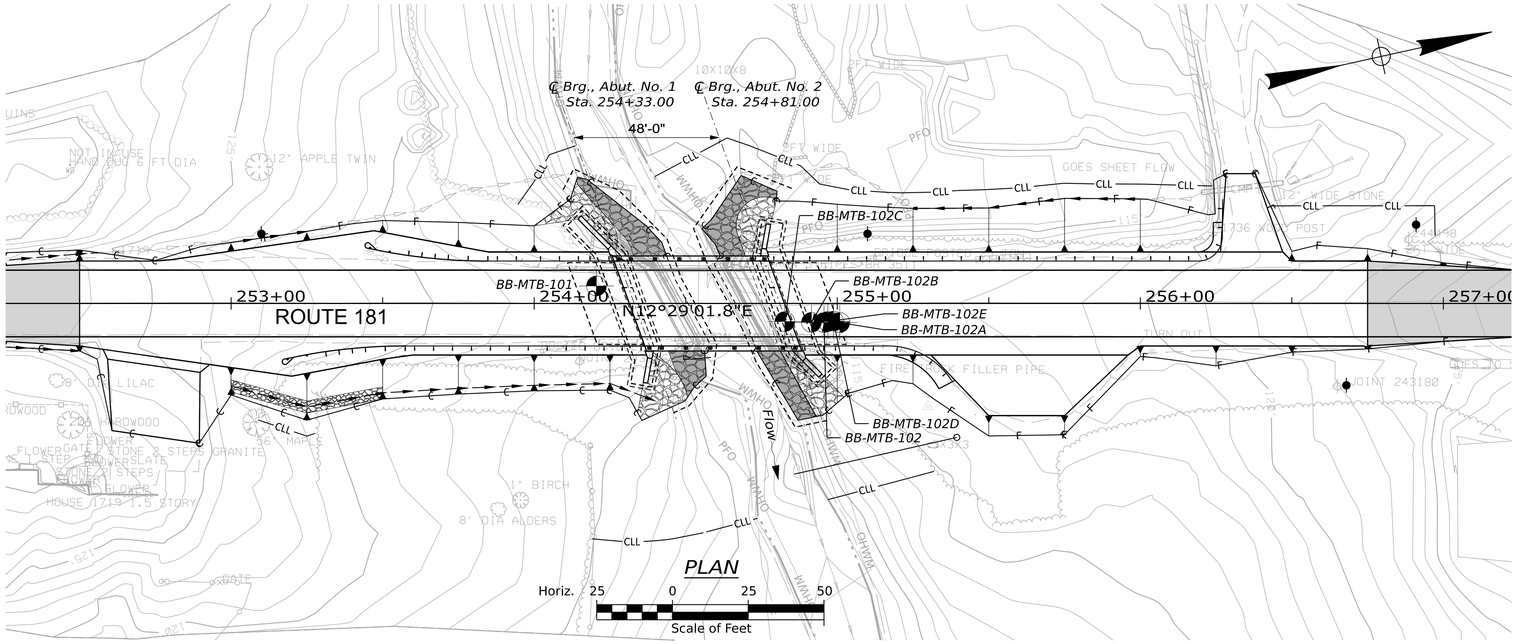
PROFILE

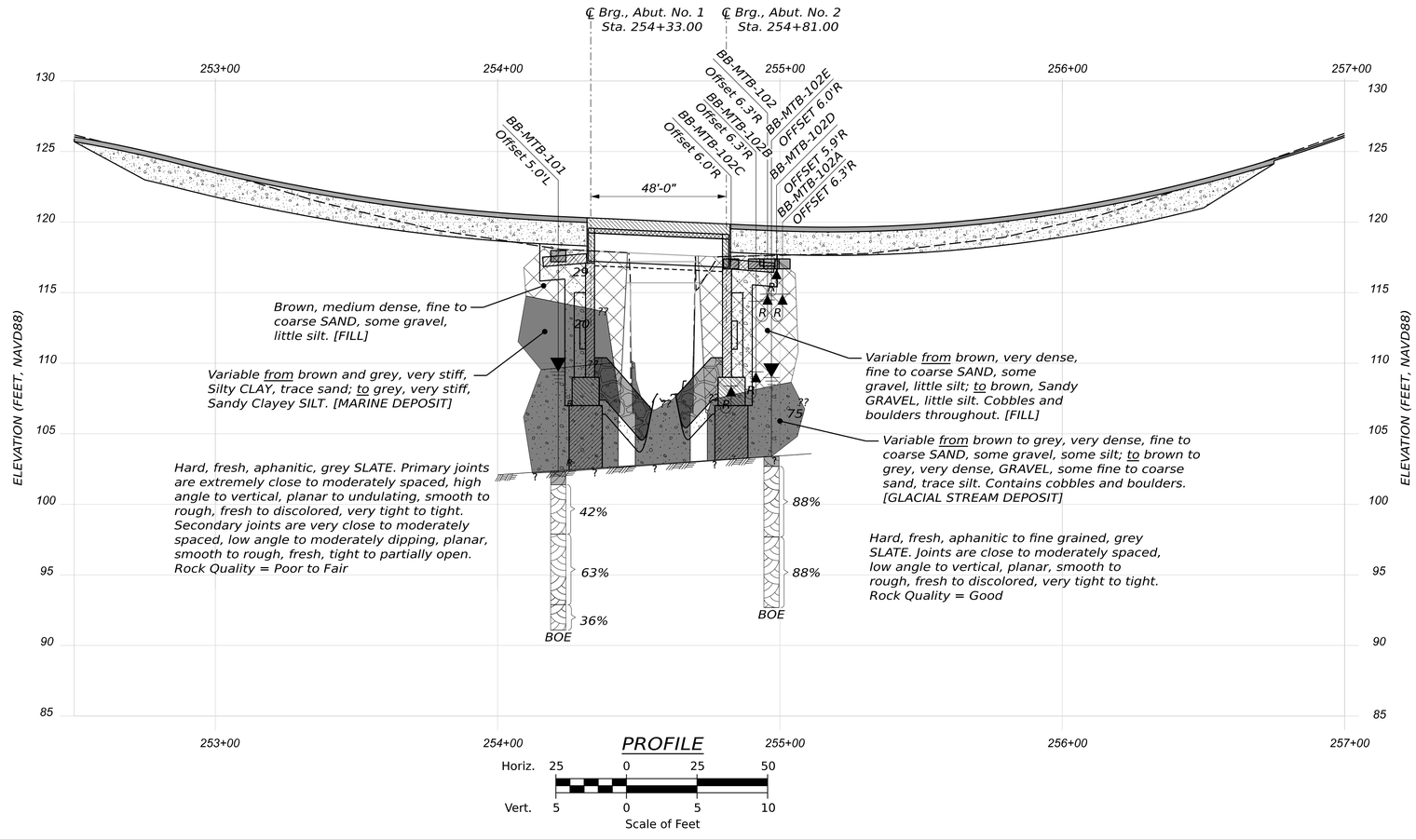
SHEET NUMBER

4

OF 35

Stantec





NOTES

1. Base map developed from electronic files provided by Stantec on March 18, 2025 (Alignment_route181.dgn, Bridge.dgn, Ground.dgn, Topo.dgn, and Profile_route181.dgn),

2. The as-drilled locations of the test borings were surveyed and provided by MaineDOT in an electronic file (Borings.dgn) on May 15, 2023.

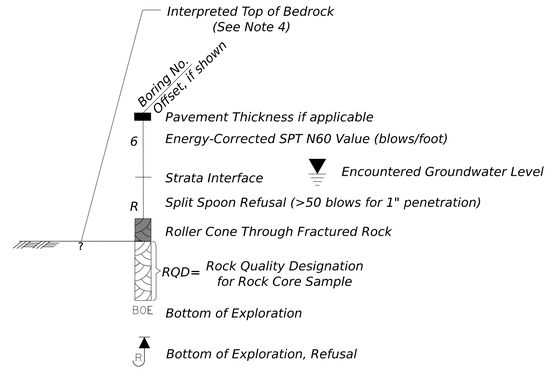
3. BB-MTB-100 series borings were performed by New England boring Contractors and observed by GZA personnel between October 25 and October 26, 2022.

4. 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.

BORING LOCATION PLAN LEGEND

BB-MTB-102 — Location and designation of borings

INTERPRETIVE SUBSURFACE PROFILE LEGEND



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

Andrew R. Blaisdell 12052 LICENSED PROFESSIONAL ENGINEER

	SIGNATURE	P.E. NUMBER	DATE

	BY	DATE
C. GUY		
PROJ. MANAGER		
DESIGN1-DETAILED	NVW	MAR 2025
CHECKED-REVIEWED	ARB	
DESIGN2-DETAILED2	CLS	MAR 2025
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

BORING LOCATION PLAN & INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER

5

OF 35

Date: 10/16/2025

Username: pharriman

Filename: c:\pw_working\infra03\cloukes\d0176004\BLP_ISP_OpenRds_Grayscale.dgn

Maine Department of Transportation — BB-MTB-101

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Mariaville Road over Tannery Brook Bridge #3511
Location: Mariaville, Maine

Boring No.: BB-MTB-101
WIN: 26107.00

Driller:	New England Boring Contractors	Elevation (ft):	118	Auger ID/OD:	6.0"
Operator:	M. D'Ambrosio	Datum:	NAVD88	Sampler:	Standard Splitspoon
Logged By:	L. Navarrete	Rig Type:	G-Tech GTB Truck	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	10/25/22-10/25/22	Drilling Method:	Drive & Wash	Core Barrel:	NQ
Boring Location:	254+205, 5.8' LT	Casing ID/OD:	4.25/4.5", 3.25/3.5"	Water Level*:	8.6
Hammer Efficiency Factor:	0.87	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb hammer
WOR = weight of rods
WOP = weight of one person
S_v = Insitu Field Vane Shear Strength (psf); $S_{vr(lab)}$ = Lab Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = Hammer Efficiency Factor/60(1#b-uncorrected
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/8	0.0 - 2.0	12-11-9-6	20	29	SSA	117.1		0'-0.8': Asphalt	
										Bottom 5": Brown, moist, medium dense, fine to coarse SAND, some gravel, little silt, (Fill).	22-S-4335 A-1-b, SM WC=6.3%
							50			0.9	
							69				
							60	114.2		Top 12": Brown and grey, moist, very stiff, Silty CLAY, trace sand, (Marine Deposit). Bottom 12": Grey, wet, very stiff, Sandy Clayey SILT, (Marine Deposit).	22-L-4336 CL, WC=22% LL=23, PL=18 22-S-4337 A-4(0), ML, WC=16.7%
							63			3.8	
5	2D	24/24	5.0 - 7.0	5-6-8-16	14	20	75				
							120				
							RC	109.5		8.5	
	3D	7/4	10.0 - 10.6	29-56/1"	R					Brown, wet, very dense, fine to coarse SAND, some gravel, some silt, (Glacial Stream Deposit). Note bottom 2" of spoon contained gravel-size pieces.	
10											
	4D	8/8	15.0 - 15.7	28-50/2"	R			102.3		Grey, wet, very dense, GRAVEL, some fine to coarse sand, trace silt, (Glacial Stream Deposit).	22-S-4338 A-1-a, GW-GM WC=5.4%
										15.7	
	R1	42/42	16.5 - 20.0	RQD = 42%						Advanced roller bit to 16.5'. Roller cone penetration resistance increase throughout. Dark grey rock in wash return. Set up to core at 16.5'. R1: Hard, fresh, aphanitic, grey, SLATE, with calcite stringers. Primary joints are extremely close to close, high angle to vertical, planar to undulating, smooth to rough, fresh to discolored, very tight to tight. Secondary joints are close, low angle to moderately dipping, planar, smooth to rough, fresh to discolored, tight to partially open. Recovery = 100% Rock Quality = Poor Rock Core Tines (minsec): 16.5-17.5' (5:02), 17.5-18.5' (3:45), 18.5-19.5' (3:50), 19.5-20.5' (2:33)	
15											
	R2	60/60	20.0 - 25.0	RQD = 63%						R2: Hard, fresh, aphanitic, grey, SLATE. Primary joints are extremely close to moderately spaced, high angle to vertical, planar to undulating, smooth to rough, fresh, very tight to tight. Secondary joints are very close to moderately spaced, low angle to moderately dipping, planar, rough to smooth, fresh, tight to partially open. Recovery = 100% Rock Quality = Fair Rock Core Tines (minsec): 20.0-21.0' (3:27), 21.0-22.0' (4:22), 22.0-23.0' (3:43), 23.0-24.0' (4:02), 24.0-25.0' (3:58)	22-S-4407 q_p=858.4 ksf
20											
	R3	22/22	25.0 - 26.8	RQD = 36%				91.2		R3: Hard, fresh, aphanitic, grey, SLATE, with calcite stringers. Primary joints are extremely close to close, high angle to vertical, planar, smooth to rough, fresh to discolored, tight. Secondary joints are close, low angle, planar, rough, fresh to discolored, partially open. Recovery = 100% Rock Quality = Poor Rock Core Tines (minsec): 25.0-26.0' (3:00), 26.0-26.8' (2:24)	
25										26.8	
										Bottom of Exploration at 26.8 feet below ground surface	
30											
35											
40											
45											
50											

Remarks:
1. Coordinates N316768.5, E2156699.2. Datum NAD83 (2011) Maine 2000 East. As-drilled boring locations were surveyed by MaineDOT.
3. Fine grained soil descriptions on this log are based on plasticity estimated using visual manual classification techniques or laboratory Atterberg Limt tests if available, rather than the MaineDOT Standard based percentages passing specific grain sizes.
4. Automatic hanner NCB #4712-A-GTB-P energy transfer rate = 0.87.
5. Water level measured immediately after removal of casing.

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

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

Maine Department of Transportation — BB-MTB-102C

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Mariaville Road over Tannery Brook Bridge #3511
Location: Mariaville, Maine

Boring No.: BB-MTB-102C
WIN: 26107.00

Driller:	New England Boring Contractors	Elevation (ft):	117.4	Auger ID/OD:	6.0"
Operator:	M. D'Ambrosio	Datum:	NAVD88	Sampler:	Standard Splitspoon
Logged By:	L. Navarrete	Rig Type:	G-Tech GTB Truck	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	10/25/22-10/25/22	Drilling Method:	Drive & Wash	Core Barrel:	--
Boring Location:	254+827, 6.0' RT	Casing ID/OD:	4.25/4.5"	Water Level*:	--
Hammer Efficiency Factor:	0.87	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb hammer
WOR = weight of rods
WOP = weight of one person
S_v = Insitu Field Vane Shear Strength (psf); $S_{vr(lab)}$ = Lab Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = Hammer Efficiency Factor/60(1#b-uncorrected
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	116.7		0'-0.7': Asphalt	
							45			No samples taken. Casing removed; auger spoils consisted of: Brown, dry, GRAVEL and fine to coarse sand, little silt, (Fill). Straight casing orientation could not be maintained At 9.0' casing broke off threads.	
							50			0.7	
							70				
5							34				
							21				
							42				
							131	108.4		9.0	
10										Bottom of Exploration at 9.0 feet below ground surface.	
15											
20											
25											

Remarks:
1. Coordinates N316866.6, E2156724.1. Datum NAD83 (2011) Maine 2000 East. As-drilled boring locations were surveyed by MaineDOT.
3. Automatic hanner NCB #4712-A-GTB-P energy transfer rate = 0.87.
4. Offset 3.5' north of BB-MTB-102 for BB-MTB-102B. Encountered refusal just below the asphalt, so the boring was abandoned and relocated to BB-MTB-102E.

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

Page 1 of 1
Boring No.: BB-MTB-102C

Maine Department of Transportation — BB-MTB-102E

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Mariaville Road over Tannery Brook Bridge #3511
Location: Mariaville, Maine

Boring No.: BB-MTB-102E
WIN: 26107.00

Driller:	New England Boring Contractors	Elevation (ft):	117.4	Auger ID/OD:	6.0"
Operator:	M. D'Ambrosio	Datum:	NAVD88	Sampler:	Standard Splitspoon
Logged By:	L. Navarrete	Rig Type:	G-Tech GTB Truck	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	10/26/22-10/26/22	Drilling Method:	Spin & Wash	Core Barrel:	NQ
Boring Location:	254+96.9, 6.0' RT	Casing ID/OD:	4.25/4.5", 3.25/3.5"	Water Level*:	8.3
Hammer Efficiency Factor:	0.87	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb hammer
WOR = weight of rods
WOP = weight of one person
S_v = Insitu Field Vane Shear Strength (psf); $S_{vr(lab)}$ = Lab Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = Hammer Efficiency Factor/60(1#b-uncorrected
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SPIN	116.7		0'-0.7': Asphalt	
										Casing advancement difficult; probable cobbles.	
										0.7	
5											
										Casing janned at 9.0'. Roller cone cuttings consist of dark grey rock, wood, and silt (Fill).	
								108.4		9.0	
							RC			Grey, wet, very dense, Gravelly fine to coarse SAND, little silt, (Glacial Stream Deposit).	
10	1D	19/11	10.0 - 11.6	14-19-33-40/1"	52	75	SPIN				22-S-4341 A-1-b, SM WC=12.3%
							RC				
								103.4		14.0	
15	R1	60/60	14.5 - 19.5	RQD = 88%			NQ			Casing spin refusal at 14.0'. Placed 3" casing and roller bit. Advanced roller bit to 14.5'. Dark grey rock in wash return. Set up to core at 14.5'. R1: Hard, fresh, aphanitic to fine grained, grey, SLATE. Joints are moderately spaced, high angle to vertical, planar, smooth, fresh, tight. Recovery = 100% Rock Quality = Good Rock Core Tines (minsec): 14.5-15.5' (3:10), 15.5-16.5' (3:25), 16.5-17.5' (4:15), 17.5-18.5' (4:29), 18.5-19.5' (5:17)	22-S-4408 q_p=1982 ksf 22-S-4409 PL,b=47.5 ksf PL,a=42.8 ksf
20	R2	60/60	19.5 - 24.5	RQD = 88%				92.9		R2: Hard, fresh, aphanitic to fine grained, grey, SLATE. Primary joints are close to moderately spaced, low angle, planar, rough, fresh to discolored, tight, with calcite stringers and silt infilling. One joint is vertical, planar, smooth, fresh, very tight. Recovery = 100% Rock Quality = Good Rock Core Tines (minsec): 19.5-20.5' (2:31), 20.5-21.5' (3:15), 21.5-22.5' (3:43), 22.5-23.5' (2:38), 23.5-24.5' (3:41)	
25										24.5	
										Bottom of Exploration at 24.5 feet below	

Remarks:
1. Coordinates N316840.5, E2156727.2. Datum NAD83 (2011) Maine 2000 East. As-drilled boring locations were surveyed by MaineDOT.
3. Automatic hanner NCB #4712-A-GTB-P energy transfer rate = 0.87.
4. 6" solid sten finless auger utilized to drill through pavement.
5. Offset 15' north of BB-MTB-102.

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

Page 1 of 1
Boring No.: BB-MTB-102E

Maine Department of Transportation — BB-MTB-102B

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Mariaville Road over Tannery Brook Bridge #3511
Location: Mariaville, Maine

Boring No.: BB-MTB-102B
WIN: 26107.00

Driller:	New England Boring Contractors	Elevation (ft):	117.4	Auger ID/OD:	6.0"
Operator:	M. D'Ambrosio	Datum:	NAVD88	Sampler:	Standard Splitspoon
Logged By:	L. Navarrete	Rig Type:	G-Tech GTB Truck	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	10/25/22-10/25/22	Drilling Method:	Drive & Wash	Core Barrel:	--
Boring Location:	254+915, 6.3' RT	Casing ID/OD:	4.25/4.5"	Water Level*:	--
Hammer Efficiency Factor:	0.87	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb hammer
WOR = weight of rods
WOP = weight of one person
S_v = Insitu Field Vane Shear Strength (psf); $S_{vr(lab)}$ = Lab Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = Hammer Efficiency Factor/60(1#b-uncorrected
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	116.7		0'-0.7': Asphalt	
										(Fill), based on BB-MTB-102.	
										0.7	
								114.4		3.0	
5	1D	18/11	5.0 - 6.5	7-20-50/6"	--		180			Brown, moist, very dense, fine to coarse SAND, some gravel, little silt, (Glacial Stream Deposit). Rock piece at spoon tip. Attempted to drive casing. Casing would not remain straight after several attempts to correct orientation. Abandoned borehole.	22-S-4340 A-1-b, SM WC=8.7%
							223				
								109.4		8.0	
10										Bottom of Exploration at 8.0 feet below ground surface.	
15											
20											
25											

Remarks:
1. Coordinates N316835.2, E2156726.2. Datum NAD83 (2011) Maine 2000 East. As-drilled boring locations were surveyed by MaineDOT.
3. Automatic hanner NCB #4712-A-GTB-P energy transfer rate = 0.87.

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

Page 1 of 1
Boring No.: BB-MTB-102B

Maine Department of Transportation — BB-MTB-102A

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Mariaville Road over Tannery Brook Bridge #3511
Location: Mariaville, Maine

Boring No.: BB-MTB-102A
WIN: 26107.00

Driller:	New England Boring Contractors	Elevation (ft):	117.4	Auger ID/OD:	6.0"
Operator:	M. D'Ambrosio	Datum:	NAVD88	Sampler:	Standard Splitspoon
Logged By:	L. Navarrete	Rig Type:	G-Tech GTB Truck	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	10/25/22-10/25/22	Drilling Method:	Drive & Wash	Core Barrel:	--
Boring Location:	255+00.9, 6.3' RT	Casing ID/OD:	--	Water Level*:	--
Hammer Efficiency Factor:	0.87	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb hammer
WOR = weight of rods
WOP = weight of one person
S_v = Insitu Field Vane Shear Strength (psf); $S_{vr(lab)}$ = Lab Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = Hammer Efficiency Factor/60(1#b-uncorrected
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D						SSA	116.7		0'-0.7': Asphalt	
										No sample collected. Soil visible is brown, dry, fine to coarse SAND, some gravel, little silt, (Fill). Auger refusal on cobble. Cobbles visible 4"-7" size in bore hole.	
								114.9		0.7	
5										2.5 Bottom of Exploration at 2.5 feet below ground surface.	
10											
15											
20											
25											

Remarks:
1. Coordinates N316844.3, E2156728.3. Datum NAD83 (2011) Maine 2000 East. As-drilled boring locations were surveyed by MaineDOT.
3. Automatic hanner NCB #4712-A-GTB-P energy transfer rate = 0.87.

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

Page 1 of 1
Boring No.: BB-MTB-102A

Maine Department of Transportation — BB-MTB-102

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Mariaville Road over Tannery Brook Bridge #3511
Location: Mariaville, Maine

Boring No.: BB-MTB-102
WIN: 26107.00

Driller:	New England Boring Contractors	Elevation (ft):	117.4	Auger ID/OD:	6.0"
Operator:	M. D'Ambrosio	Datum:	NAVD88	Sampler:	Standard Splitspoon
Logged By:	L. Navarrete	Rig Type:	G-Tech GTB Truck	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	10/25/22-10/25/22	Drilling Method:	Drive & Wash	Core Barrel:	--
Boring Location:	254+956, 6.3' RT	Casing ID/OD:	--	Water Level*:	--
Hammer Efficiency Factor:	0.87	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb hammer
WOR = weight of rods
WOP = weight of one person
S_v = Insitu Field Vane Shear Strength (psf); $S_{vr(lab)}$ = Lab Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = Hammer Efficiency Factor/60(1#b-uncorrected
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	6/6	0.5 - 1.0	17/6"	--		119	116.9		0'-0.5': Asphalt.	
							120			Brown, dry, fine to coarse SAND, some gravel, little silt, hydrocarbon odor, (Fill).	22-S-4339 A-1-b, SM WC=3.9%
								114.9		0.5 Refusal on probable cobble.	
5										2.5 Bottom of Exploration at 2.5 feet below ground surface.	
10											
15											
20											
25											

Remarks:
1. Coordinates N316839.2, E2156727.2. Datum NAD83 (2011) Maine 2000 East. As-drilled boring locations were surveyed by MaineDOT.
3. Automatic hanner NCB #4712-A-GTB-P energy transfer rate = 0.87.

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

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

Date: 10/16/2025
Username: pharriman

Filename: c:\pw_working\infra03\cloukes\d0176004\Boring_Log_Plan.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

Andrew R. Blaisdell 12952 LICENSED PROFESSIONAL ENGINEER

P.E. NUMBER

SIGNATURE

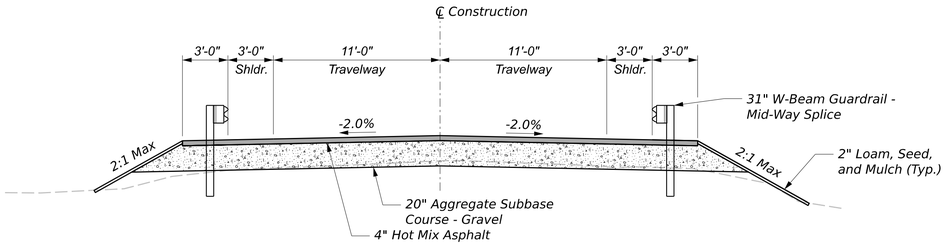
DATE

	BY	DATE
C. GUY		
PROJ. MANAGER	NVW	OCT 2025
DESIGN-DETAILED	NVW	OCT 2025
CHECKED-REVIEWED	CLS	
DESIGN2-DETAILED2	ARB	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

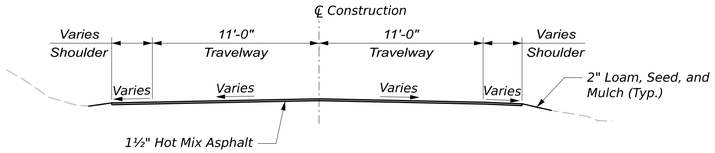
BORING LOGS

SHEET NUMBER
6
OF 35



FULL DEPTH CONSTRUCTION

Sta. 252+50 to Bridge
Bridge to Sta. 256+75



MILL AND OVERLAY

Sta. 252+00 to Sta. 252+50
Sta. 256+75 to Sta. 257+25

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

	C. GUY	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	KLW/CHL	KLW/CHL	OCT 2025
CHECKED-REVIEWED	SJW/PLP	SJW/PLP	OCT 2025
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

TYPICAL SECTIONS

Stantec

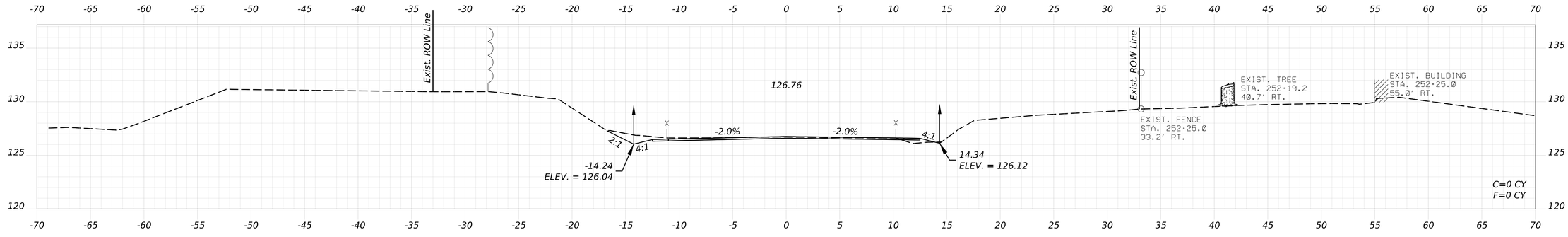
SHEET NUMBER

7

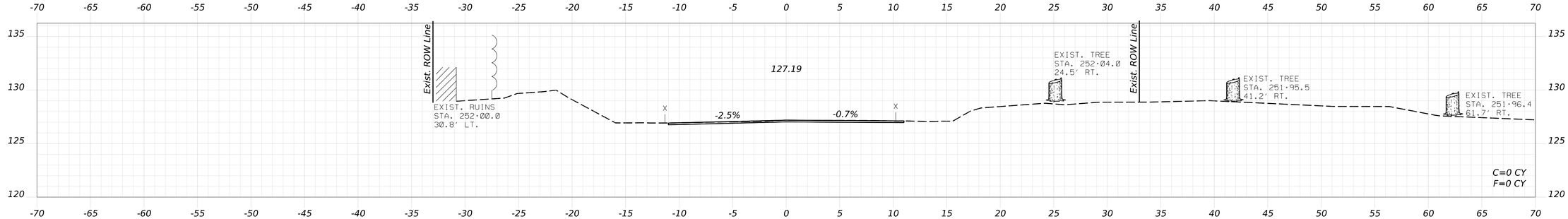
OF 35

Username: pharriman Date: 10/16/2025

Filename: c:\pw_working\infra03\kwight\d0176004\Typical.dgn

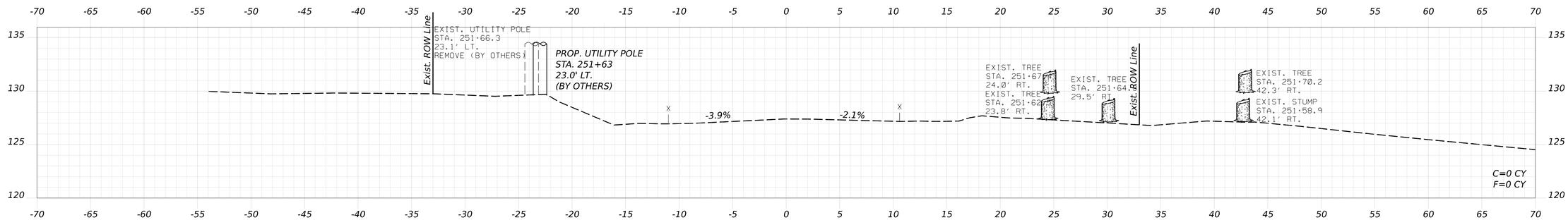


252+25.00



252+00.00

Sta. 252+00
Limit of Work
Begin Mill and 1½" Overlay



251+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00 BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
C. GAY	CHL/AFS	OCT 2025
CHL/AFS	PLP	OCT 2025

PROJ. MANAGER	C. GAY
DESIGN-DETAILED	CHL/AFS
CHECKED-REVIEWED	PLP
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

CROSS SECTIONS

SHEET NUMBER

8

OF 35

Stantec

Date: 10/16/2025

Username: pharriman

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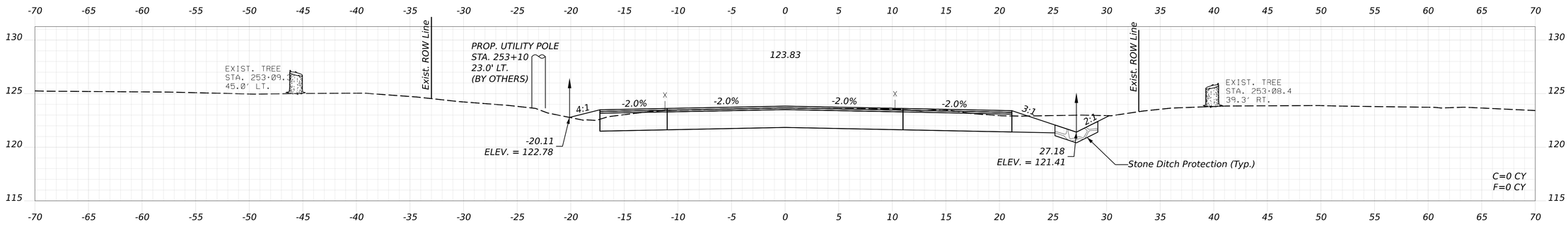
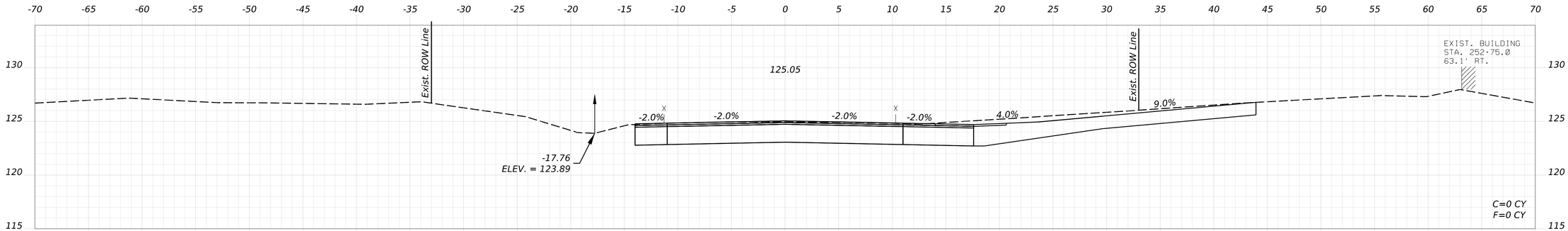
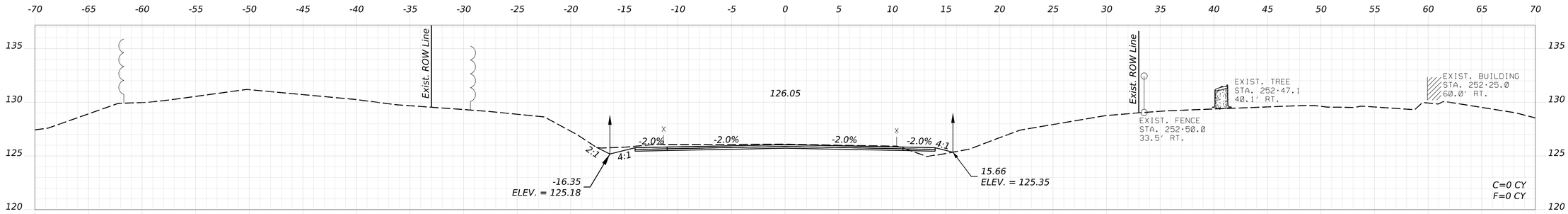


253+00.00



Sta. 252+75
End Transition
Begin Full Depth Construction
Begin Project

252+75.00



Sta. 252+50
Begin Transition
End Mill and 1½" Overlay

252+50.00

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00 BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

	C.GUY	BY	DATE
PROJ MANAGER			
DESIGN-DETAILED	CHL/AFS	CHL/AFS	OCT 2025
CHECKED-REVIEWED	CHL/AFS	PLP	OCT 2025
DESIGN2-DETAILED2	PLP		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

CROSS SECTIONS

SHEET NUMBER

9

OF 35

Date: 10/16/2025

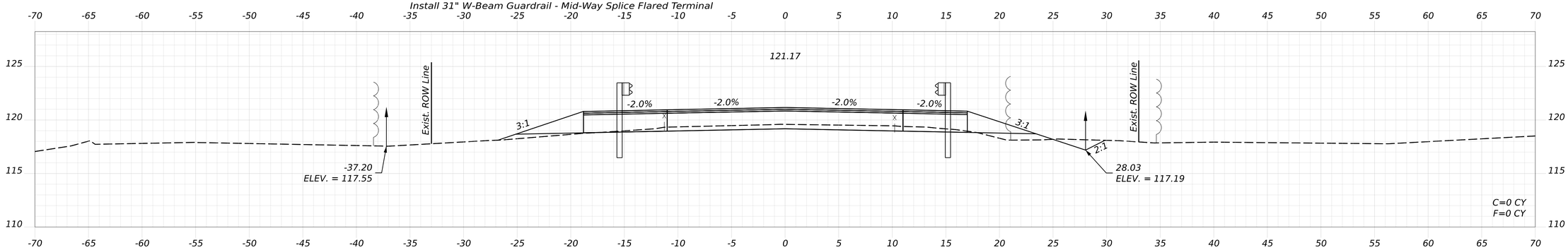
Username: pharriman

Filename: c:\pw_working\infra03\cloukes\d0176004\Cross_Sections_Route181.dgn

Sta. 253+97.24, 14.00' Lt. to Sta. 254+26.32, 14.00' Lt.
Install Bridge Transition - Type I and Steel Approach Rail, 3-Bar

Sta. 253+84.74, 14.00' Lt. to Sta. 253+97.24, 14.00' Lt.
Install 12.5' 31" W-Beam Guardrail - Mid-Way Splice - Single Faced

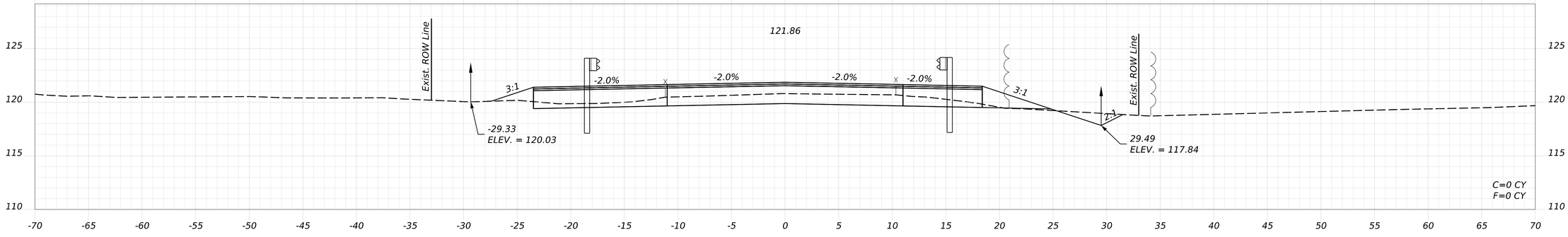
Sta. 253+84.74, 14.00' Lt.
Install 31" W-Beam Guardrail - Mid-Way Splice Flared Terminal



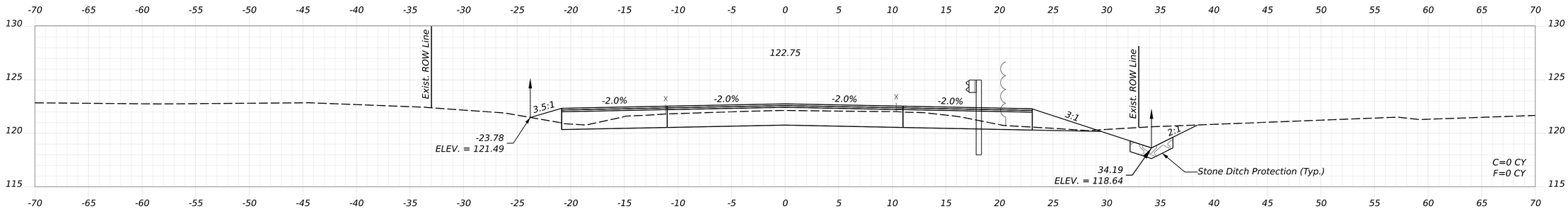
253+75.00

Sta. 253+57.43, 14.00' Rt. to Sta. 254+07.43, 14.00' Rt.
Install 50' 31' W-Beam Guardrail - Mid-Way Splice - Single Faced

Sta. 253+57.43, 14.00 Rt.
Install 31" W-Beam Guardrail - Mid-Way Splice Flared Terminal



253+50.00



253+25.00

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
C. GAY	CHL/AFS	OCT 2025
CHL/AFS	PLP	OCT 2025
PLP		

PROJ. MANAGER	C. GAY
DESIGN-DETAILED	CHL/AFS
CHECKED-REVIEWED	PLP
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

CROSS SECTIONS

SHEET NUMBER

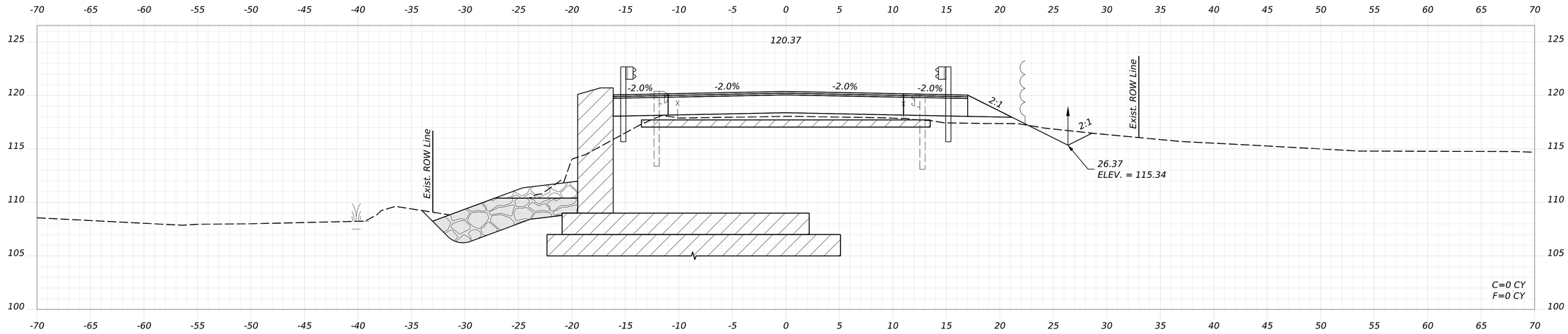
10

OF 35

Date: 10/16/2025

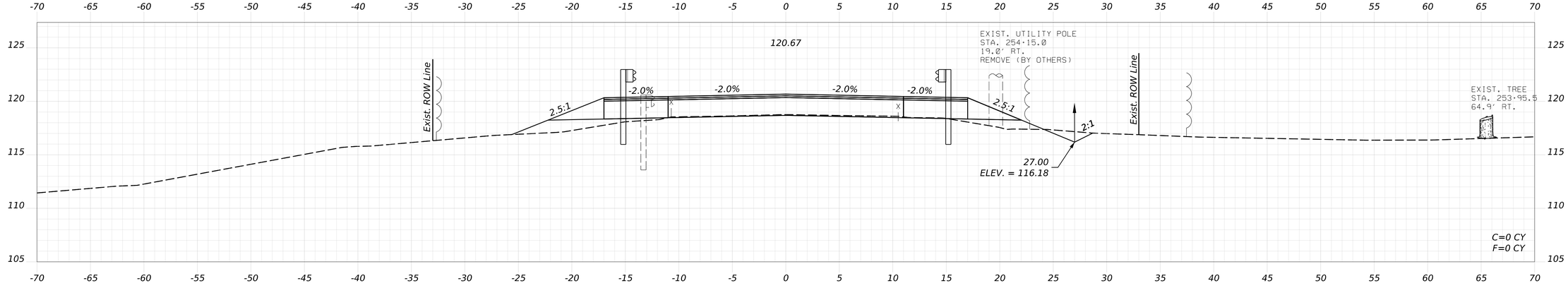
Username: pharriman

Filename: c:\pw_working\infra03\cloukes\d0176004\Cross_Sections_Route181.dgn



254+25.00

Sta. 254+07.43, 14.00 Rt. to Sta. 254+38.01, 14.00 Rt.
Install Bridge Transition - Type I and Steel Approach Rail, 3-Bar



254+00.00

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00 BRIDGE PLANS

	C.GAY	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	CHL/AFS	CHL/AFS	OCT 2025
CHECKED-REVIEWED	CHL/AFS	PLP	OCT 2025
DESIGN2-DETAILED2	PLP		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

CROSS SECTIONS

SHEET NUMBER

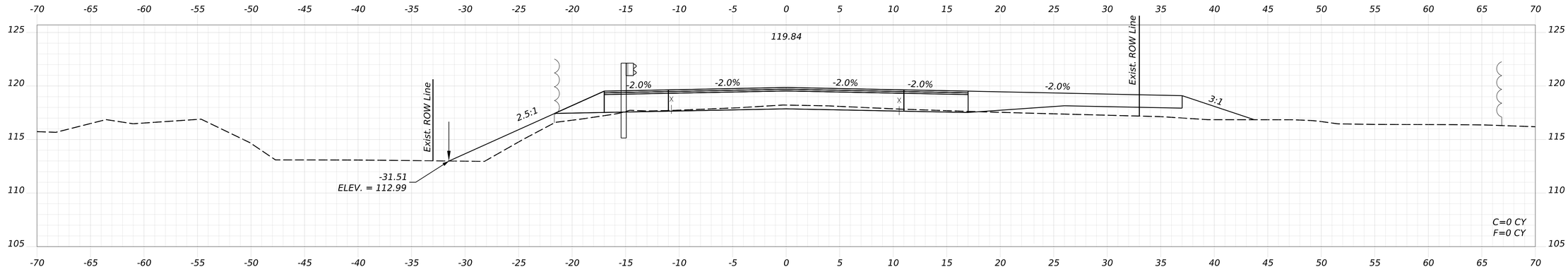
11

OF 35

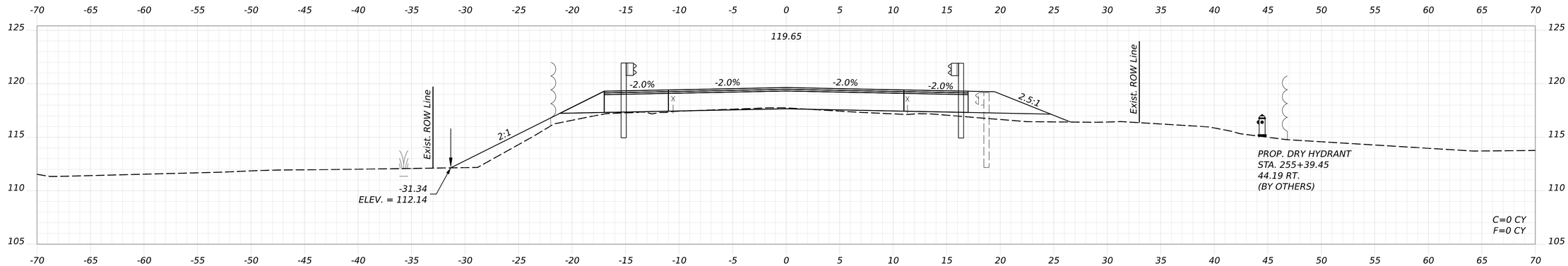
Date: 10/16/2025

Username: pharriman

Filename: c:\pw_working\infra03\cloukes\d0176004\Cross_Sections_Route181.dgn



255+50.00



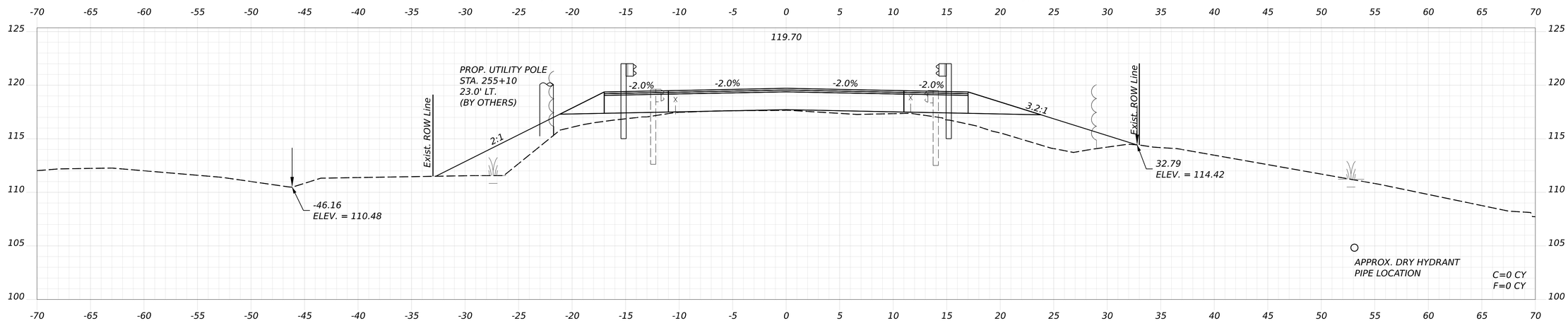
255+25.00

Sta. 255+06.57, 14.00' Lt. to Sta. 256+19.07, 14.00' Lt.
Install 112.5' 31" W-Beam Guardrail - Mid-Way Splice - Single Faced

Sta. 254+77.49, 14.00 Lt. to Sta 255+06.57, 14.00 Lt.
Install Bridge Transition - Type I and Steel Approach Rail, 3-Bar

Sta. 255+16.76, 14.00' Rt. to Sta. 255+37.80, 25.50' Rt.
Install 25' 31" W-Beam Guardrail - Mid-Way Splice, Over 15' Radius

Sta. 254+87.68, 14.00 Rt. to Sta 255+16.76, 14.00 Rt.
Install Bridge Transition - Type I and Steel Approach Rail, 3-Bar



255+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

BRIDGE PLANS

	SIGNATURE	P.E. NUMBER	DATE

	BY	DATE
C. GAY		
DESIGN-DETAILED	CHL/AFS	OCT 2025
CHECKED-REVIEWED	PLP	OCT 2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROJ. MANAGER

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

CROSS SECTIONS

SHEET NUMBER

12

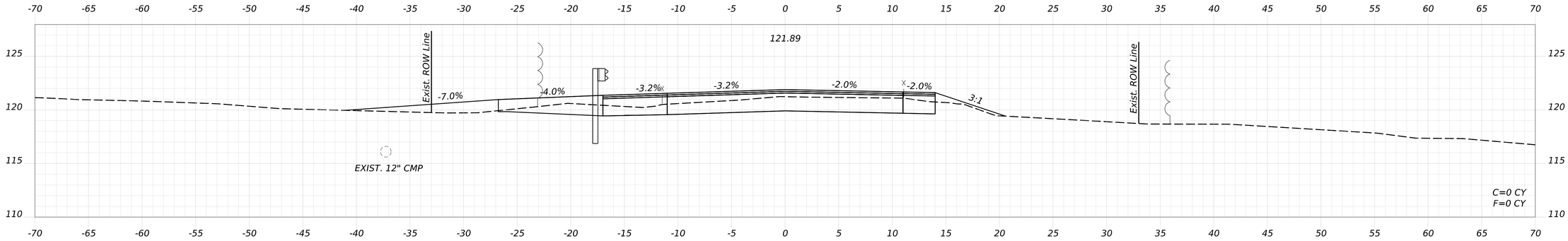
OF 35

Stantec

Date: 10/16/2025

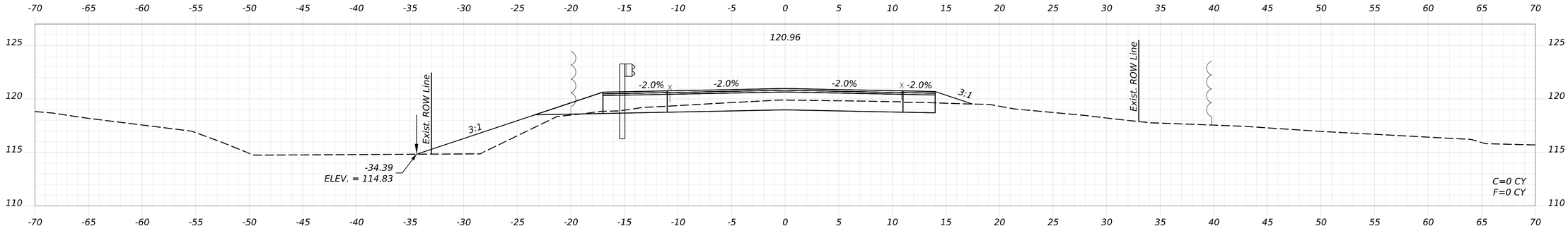
Username: pharriman

Filename: c:\pw_working\infra03\cloukes\d0176004\Cross_Sections_Route181.dgn

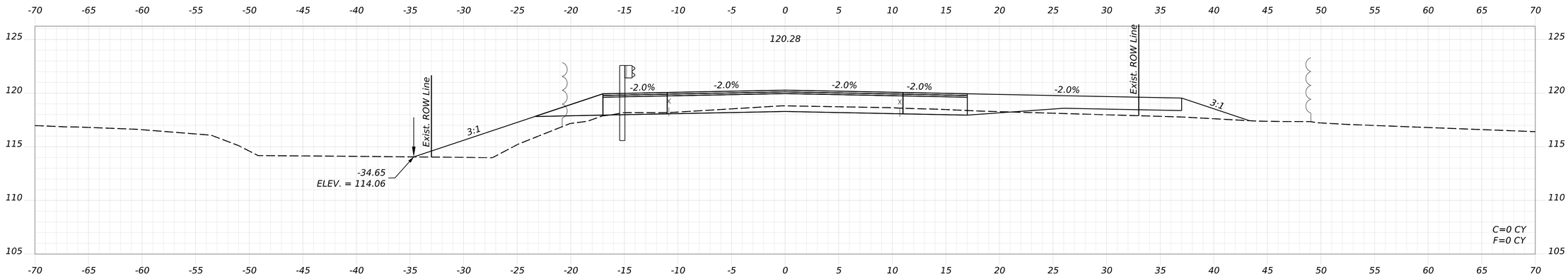


256+25.00

Sta. 256+19.07, 14.00 Lt. to Sta. 256+27.07, 21.93 Lt.
Install 12.5' 31" W-Beam Guardrail - Mid-Way Splice, 15' Radius And Less



256+00.00



255+75.00

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

	C.GUY	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	CHL/AFS	CHL/AFS	OCT 2025
CHECKED-REVIEWED	CHL/AFS	PLP	OCT 2025
DESIGN2-DETAILED2	PLP		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

CROSS SECTIONS

SHEET NUMBER

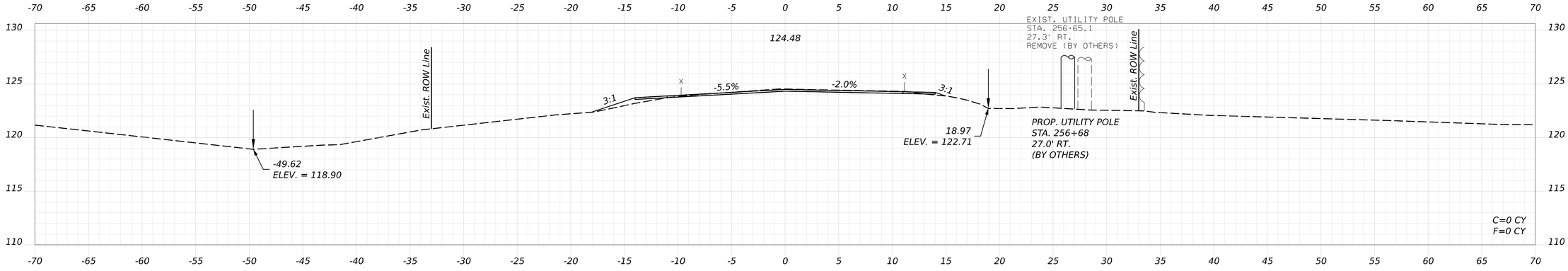
13

OF 35

Date: 10/16/2025

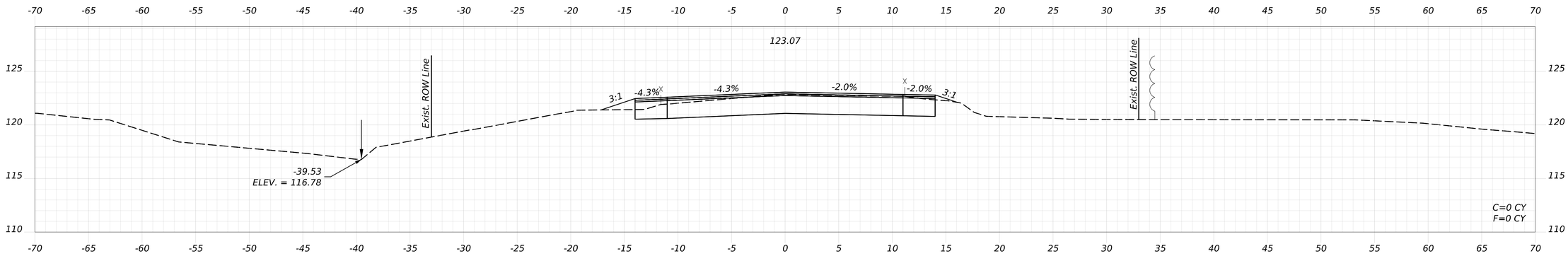
Username: pharriman

Filename: c:\pw_working\infra03\cloukes\d0176004\Cross_Sections_Route181.dgn



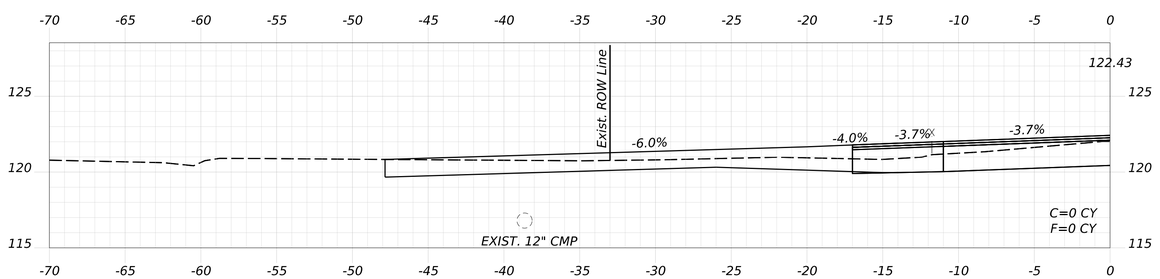
Sta. 256+75
End Transition
Begin Mill and 1½" Overlay

256+75.00



Sta. 256+50
End Full Depth Construction
Begin Transition
End Project

256+50.00



256+37.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00 BRIDGE PLANS

	SIGNATURE
	P.E. NUMBER
	DATE

	BY	DATE
C. GUY	CHL/AFS	OCT 2025
CHL/AFS	PLP	OCT 2025

PROJ. MANAGER	
DESIGN-DETAILED	
CHECKED-REVIEWED	
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

CROSS SECTIONS

SHEET NUMBER

14

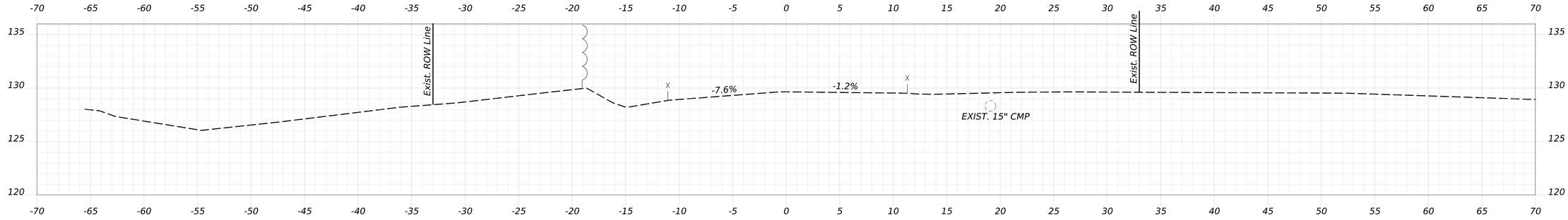
OF 35

Stantec

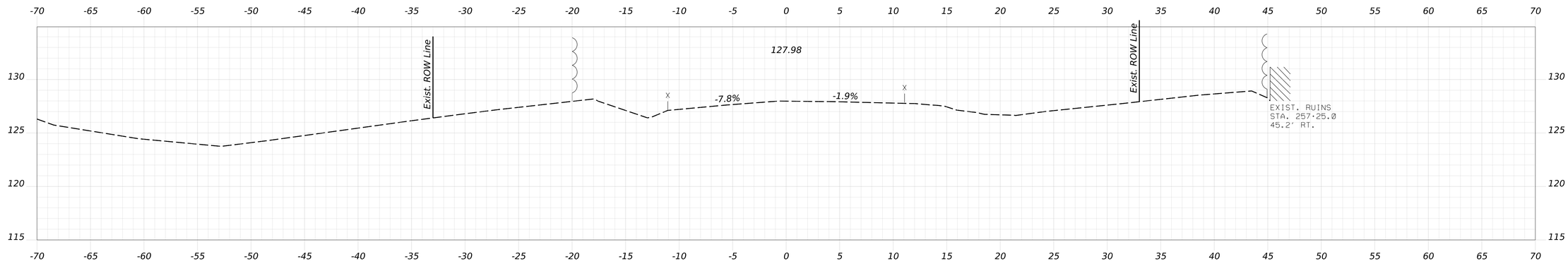
Date: 10/16/2025

Username: pharriman

Filename: c:\pw_working\infra03\kwight\d0176004\Cross_Sections_Route181.dgn

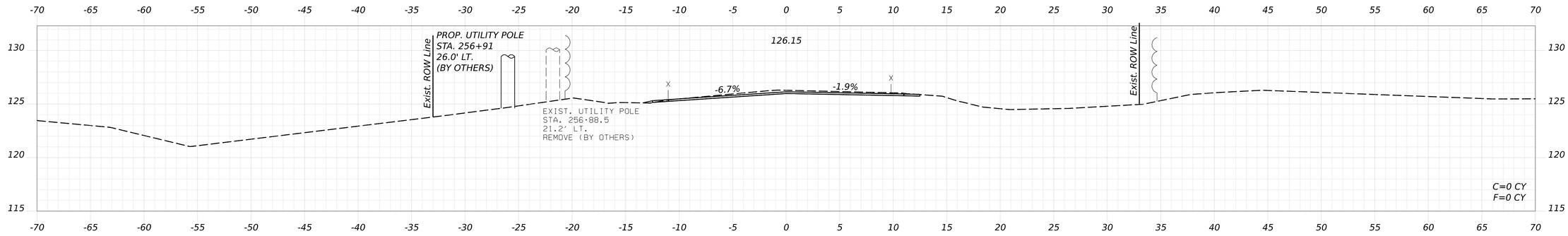


257+50.00



257+25.00

Sta. 257+25
End Mill and 1½" Overlay
Limit of Work



257+00.00

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00 BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

	C GMY	BY	DATE
PROJ MANAGER			
DESIGN-DETAILED	CHL/AFS	CHL/AFS	OCT 2025
CHECKED-REVIEWED	PLP	PLP	OCT 2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

CROSS SECTIONS

SHEET NUMBER

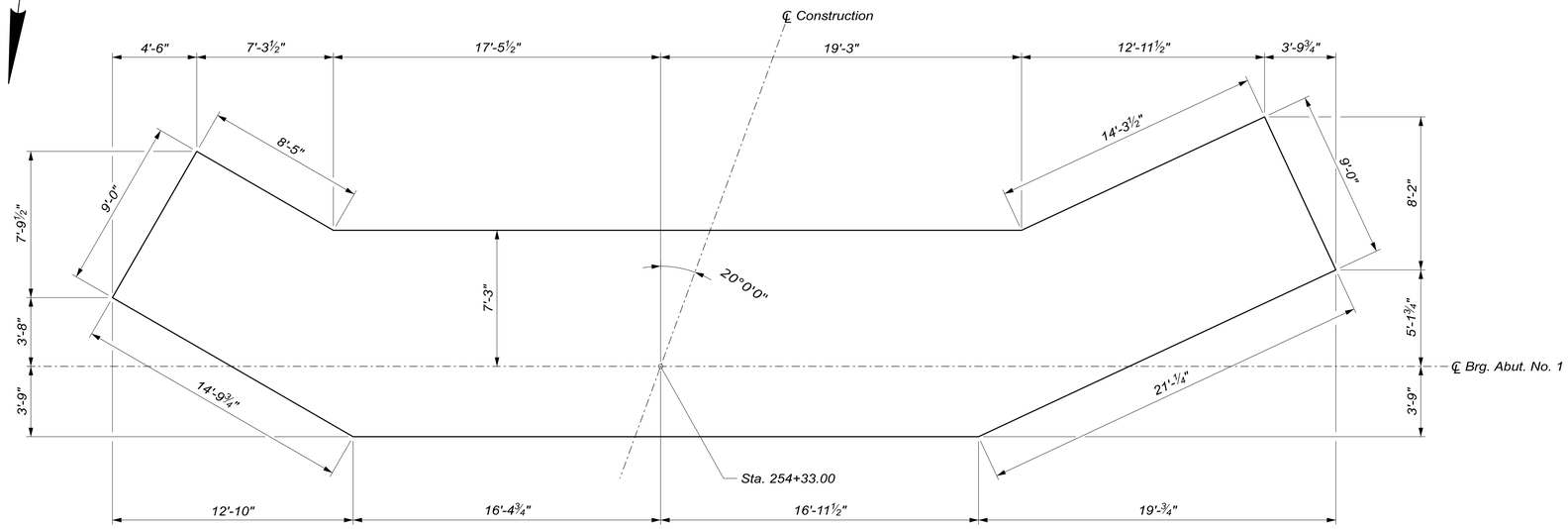
15

OF 35

Date: 10/16/2025

Username: pharriman

Filename: c:\pw_working\infra03\cloukes\d0176004\Cross_Sections_Route181.dgn



ABUTMENT NO. 1 SEAL PLAN

SEAL COFFERDAM NOTES

1. When sheet piling is used for seal cofferdams, appropriate rolled corners shall be used, and the inside face of the sheet piling shall be at or outside of the seal concrete dimensions shown.

2. The seal concrete placement dimensions shown represent the minimum seal size necessary to meet design requirements and are not based on the use of any particular sheet pile section.

3. The horizontal pay limit for seal concrete will be to the dimensions shown on the plans. No additional payment will be made for concrete placed outside these limits.

4. The depth of the seal is set for a maximum water surface elevation of EL. 110.40. If the water elevation at the time of construction is higher, the depth of the seal shall be adjusted.

5. Prior to placing the seal, the Contractor shall survey the topography of the prepared bedrock surface and provide the topography to the Resident. Sufficient elevation measurements shall be obtained to demonstrate the prepared surface meets the slope and/or benching requirements. At a minimum, the elevation shall be determined at 20 evenly distributed locations across the seal at a maximum 5 foot spacing. Payment will be incidental to related Contract items.

6. If the seal concrete is being placed on exposed bedrock that is not underwater, prior to placing concrete the bedrock shall be washed with high-pressure water and air.

7. If the seal concrete is being placed underwater, the seal shall be cored full depth in at least 4 locations per substructure unit to ensure that the seal is satisfactorily placed. Each core run shall sample the bedrock interface and a minimum of 1 foot of bedrock. Seal core locations will be approved by the Department. Seal concrete cores will be a minimum 3 inch outer diameter and be stored in boxes and labeled. In the event of voids or other defects are indicated, the Contractor shall correct the defects in a manner approved by the Department. For each core that reveals a defect, 2 additional cores shall be taken in approximately the same area in locations approved by the Department. All core holes shall be filled using non-shrink grout selected from the MaineDOT Qualified Product List of Grout Materials. The cost of coring and repairs will be considered incidental to related pay items.

8. Seals shall be placed on either bedrock cleaned of weathered rock, loose fractured bedrock, boulders and soil or on existing sound cleaned concrete founded on bedrock, as determined by the Resident. Where bedrock inclination is steeper than 4H:1V under the abutment and wingwalls, the bedrock shall be benched in steps to create an effective slope of less than 4H:1V. Dowels may be installed in accordance with an approved design submittal in lieu of meeting the slope requirement; dowels shall be quantified for payment under Items 503.12 Reinforcing Steel, Fabricated and Delivered and 503.13 Reinforcing Steel, Placing. The Resident shall approve the bedrock or other subgrade prior to placement of the seal concrete.

9. Roughen the top surface of the seal concrete to a surface roughness of 1/4"± prior to placing footing concrete.

10. If the bedrock elevations vary from the elevations assumed in the development of these Plans, the abutments and/or wingwalls may need to be modified. The Contractor shall grant the Department seven (7) days to modify the plans from the date the Resident accepts the bedrock survey.

11. Where the bedrock protrudes above the bottom of the footing, the footing may be raised and vertical reinforcing may be cut in the field with the approval of the Resident. Payment for adjusting the footing elevations and reinforcing steel will be considered incidental to related Contract items. No separate payment will be made.

12. 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 Strutures.

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 26107.00

	C. GAY	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	PBH	PBH	OCT 2025
CHECKED-REVIEWED	KLW	KLW	OCT 2025
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

ABUTMENT NO. 1 SEAL PLAN

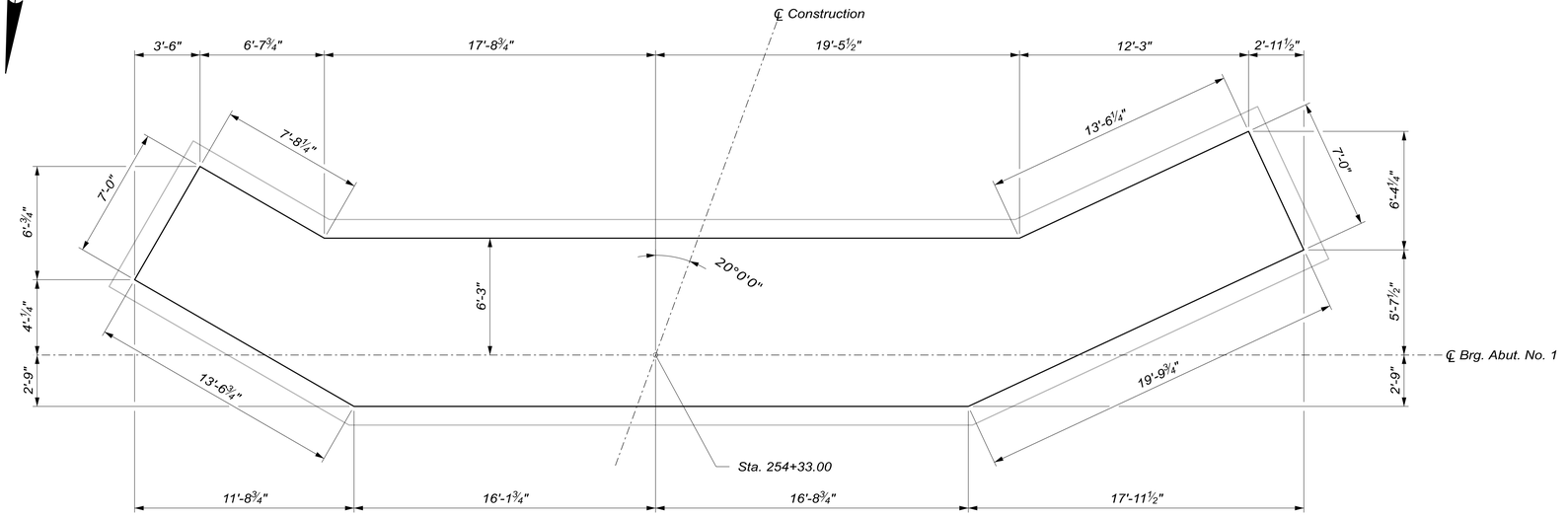
SHEET NUMBER

16

OF 35

Username: pharriman Date: 10/16/2025

Filename: c:\pw_working\infra03\cloukes\d0176004\Substructures.dgn



ABUTMENT NO. 1 FOOTING PLAN

ABUTMENT NOTES

1. The maximum factored applied footing pressure is 11.3 ksf at the Strength I Limit State.

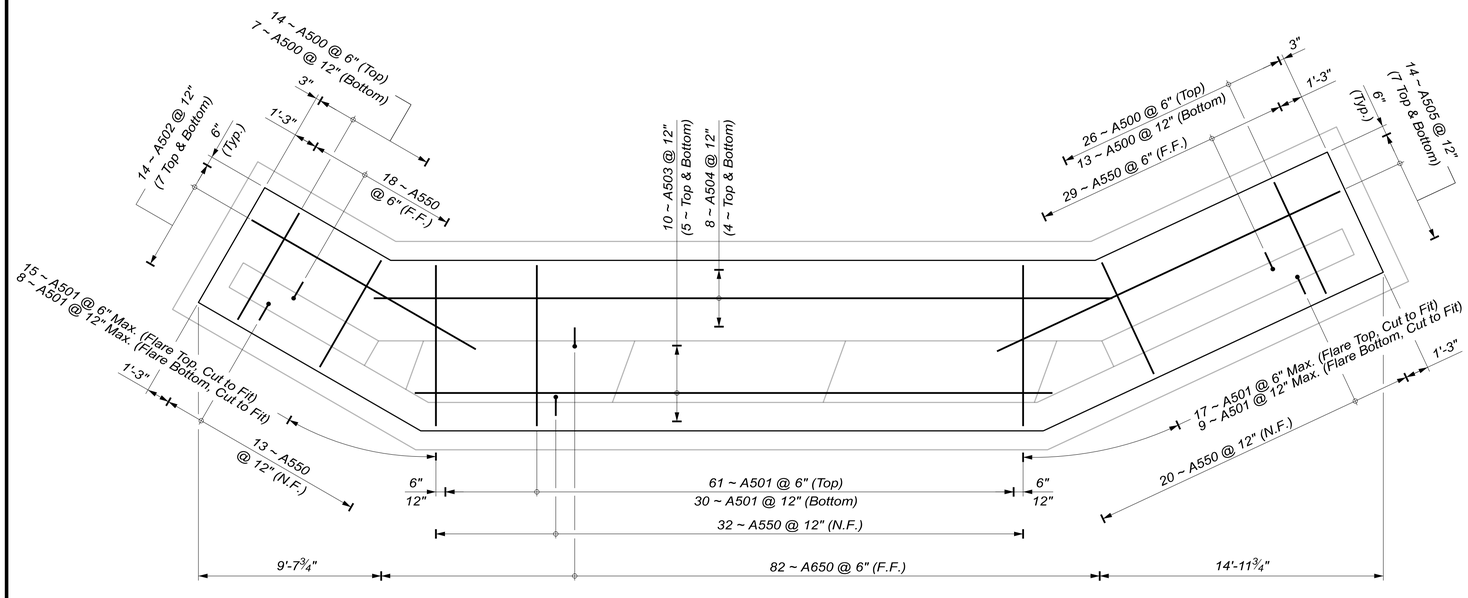
2. Abutments, wingwalls, and their footings shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits in cut areas and a vertical plane located 10 feet behind the walls in fill areas.

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 4-in. diameter drains in the breastwall and wingwalls at 10-ft maximum spacing. The exact location will be determined by the Resident.

5. Place the parapet portions of the wingwalls after erection of the precast units.

6. Cover joints where waterstops are not required in accordance with Standard Details Section 502.



ABUTMENT NO. 1 FOOTING REINFORCING PLAN

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

	C. GAY	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	PBH/AA	PBH/AA	OCT 2025
CHECKED-REVIEWED	KLW	KLW	OCT 2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

ABUTMENT NO. 1
FOOTING PLAN

SHEET NUMBER

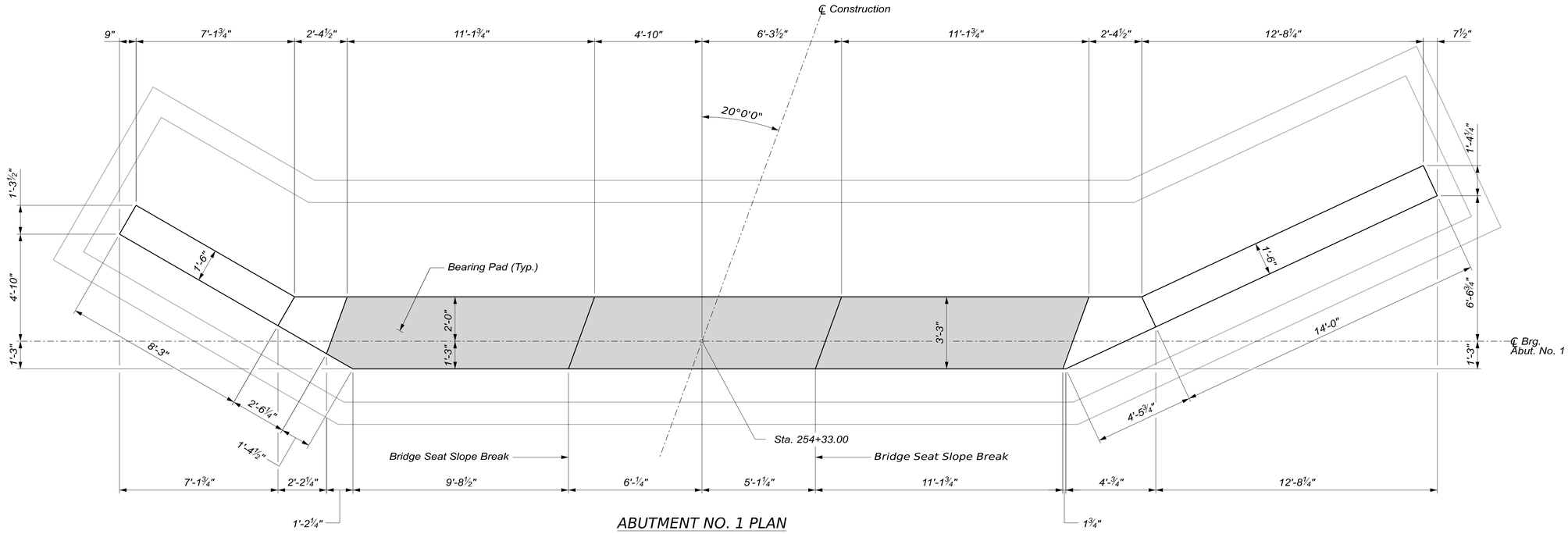
17

OF 35

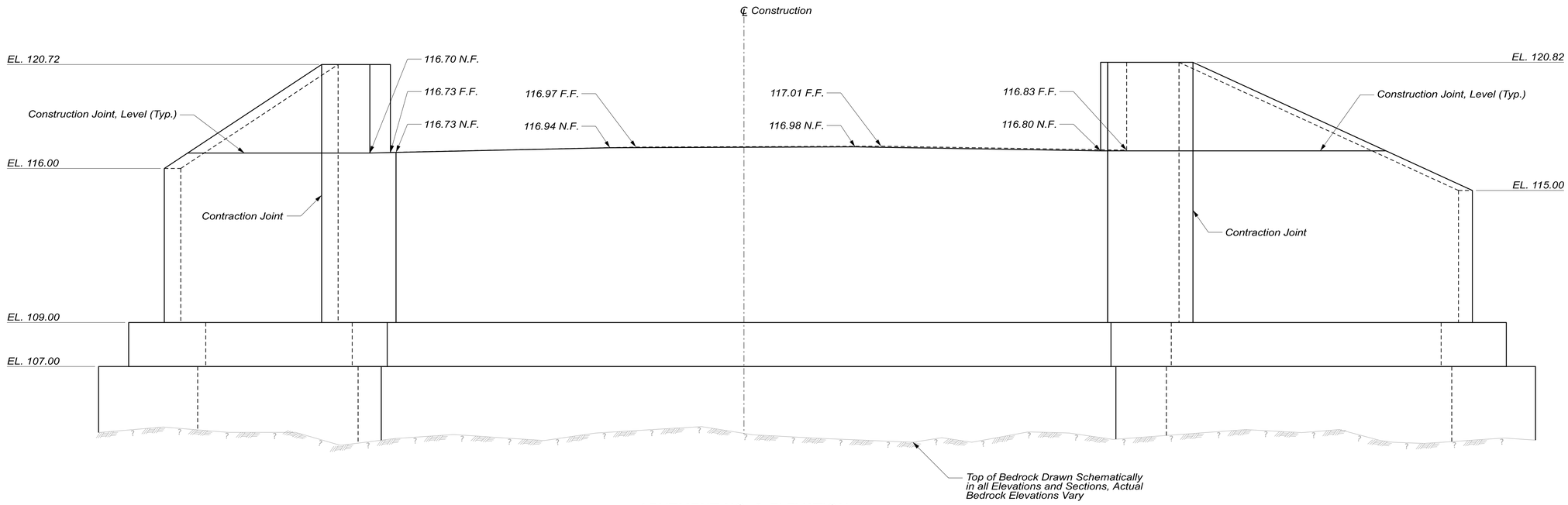
Date: 10/16/2025

Username: pharriman

Filename: c:\pw_working\infra03\cloukes\d0176004\Substructures.dgn



ABUTMENT NO. 1 PLAN



ABUTMENT NO. 1 ELEVATION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

		BY	DATE
PROJ. MANAGER	C. GAY		
DESIGN-DETAILED	PBH	PBH	OCT 2025
CHECKED-REVIEWED	KLW	KLW	OCT 2025
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

ABUTMENT NO. 1 PLAN & ELEVATION

SHEET NUMBER

18

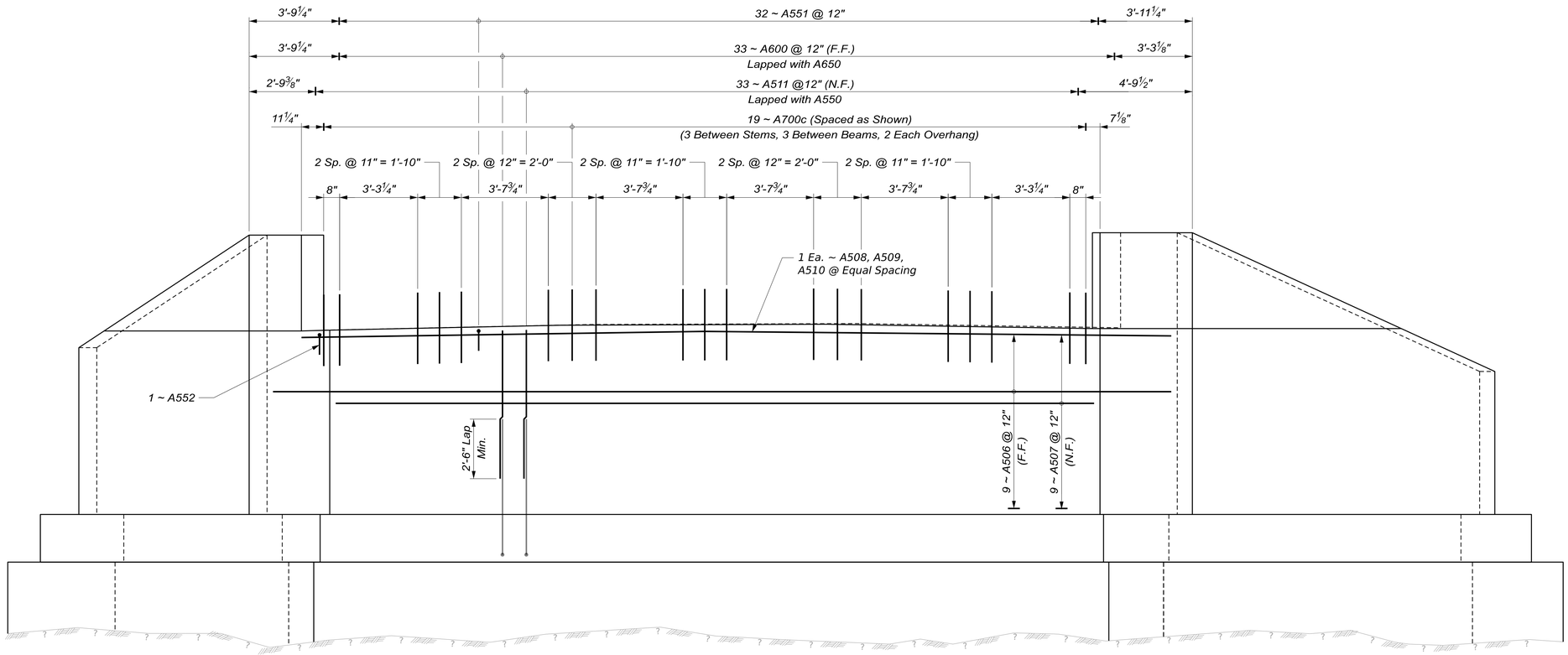
OF 35

Stantec

Date: 10/16/2025

Username: pharriman

Filename: c:\pw_working\infra03\cloukes\d0176004\Substructures.dgn



ABUTMENT NO. 1 REINFORCING ELEVATION

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

C. GUY			
PROJ. MANAGER			
DESIGN-DETAILED	AA	OCT 2025	
CHECKED-REVIEWED	KLW	OCT 2025	
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

ABUTMENT NO. 1 REINFORCING ELEVATION

SHEET NUMBER

19

OF 35

Username: pharriman Date: 10/16/2025

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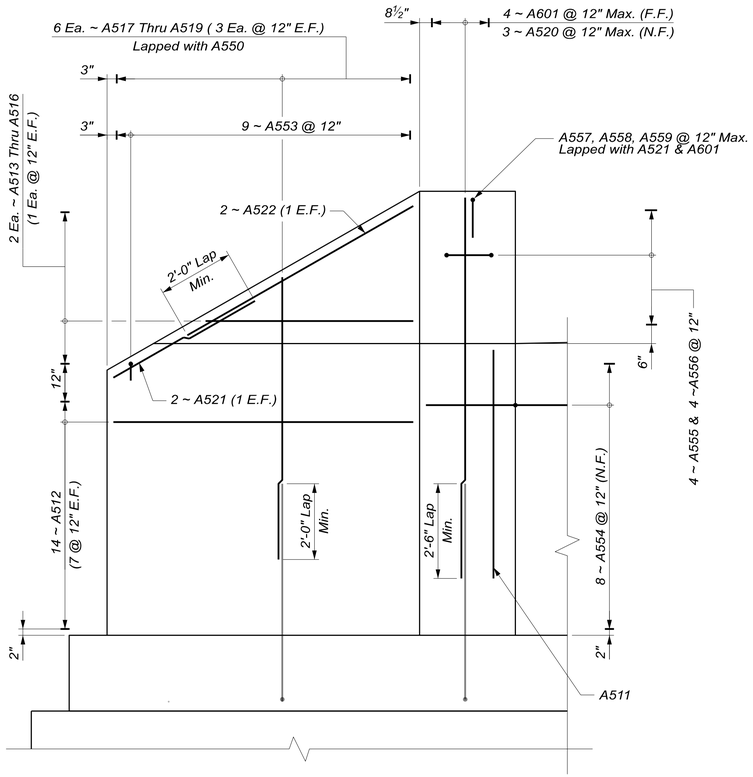
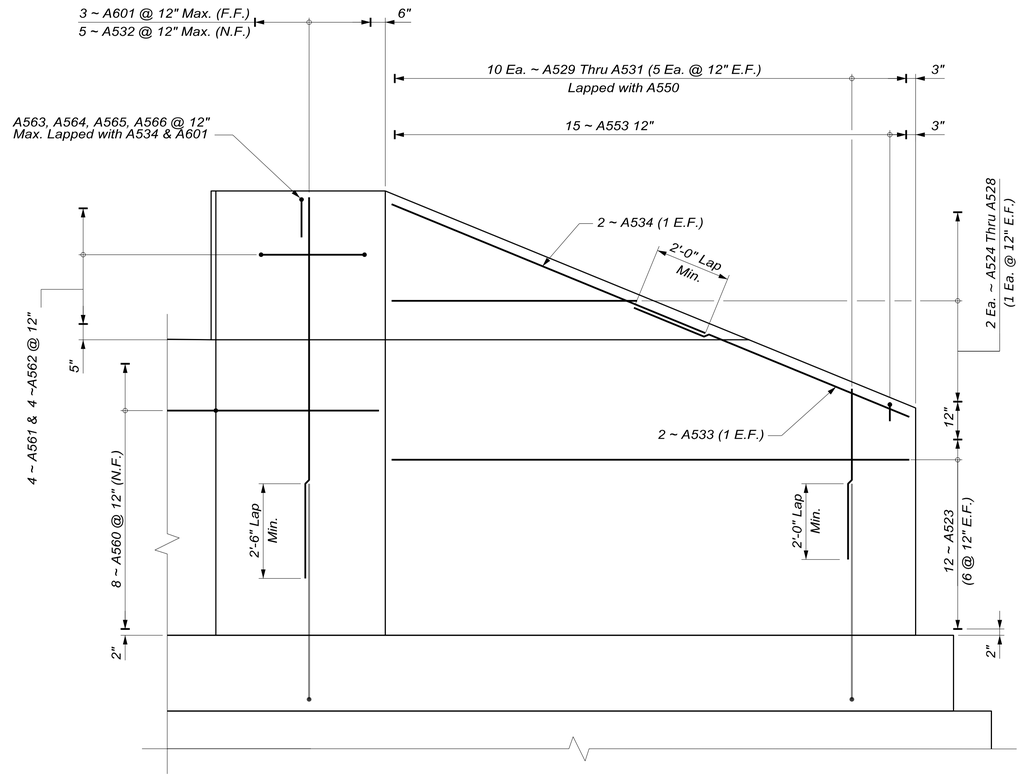


SOUTHEAST WINGWALL REINFORCING ELEVATION



SOUTHWEST WINGWALL REINFORCING ELEVATION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

		BY	DATE
C. GUY			
PROJ. MANAGER			
DESIGN-DETAILED	AA	AA	OCT 2025
CHECKED-REVIEWED	KLW	KLW	OCT 2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
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REVISIONS 4			
FIELD CHANGES			

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TANNERY BRIDGE NO. 3511
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MARIAVILLE

ABUTMENT NO. 1
WINGWALL REINFORCING

SHEET NUMBER

20

OF 35

Stantec

Username: pharriman Date: 10/16/2025

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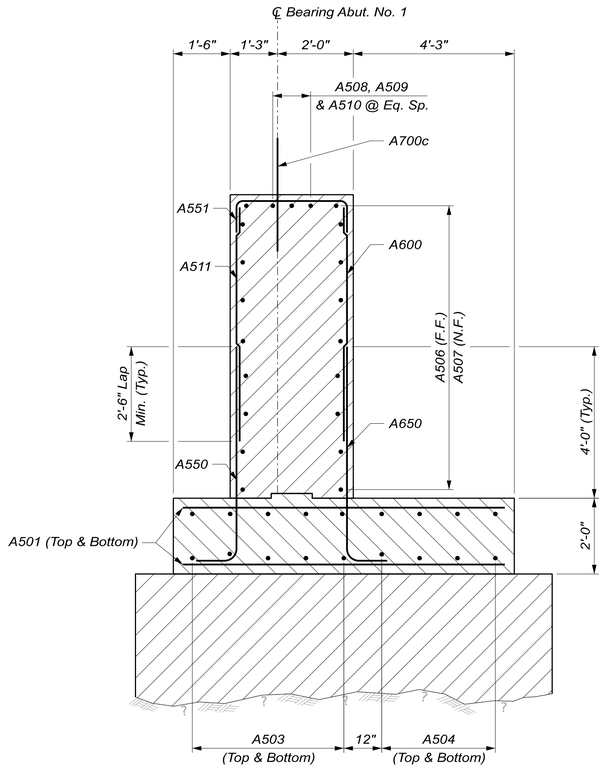
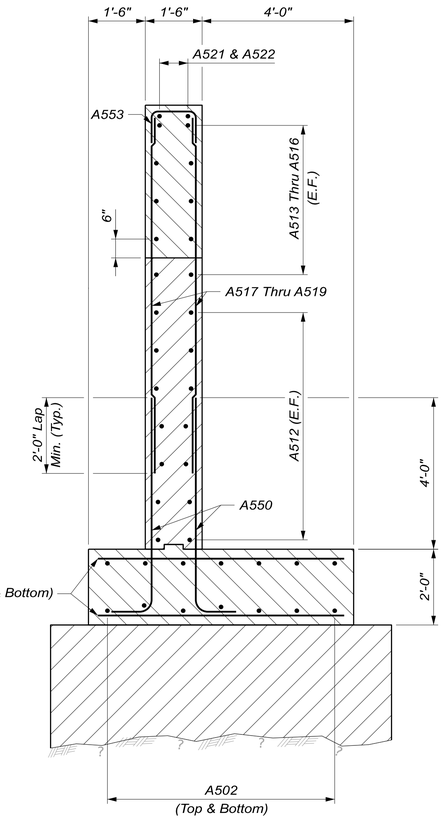


ABUTMENT NO. 1 SECTION



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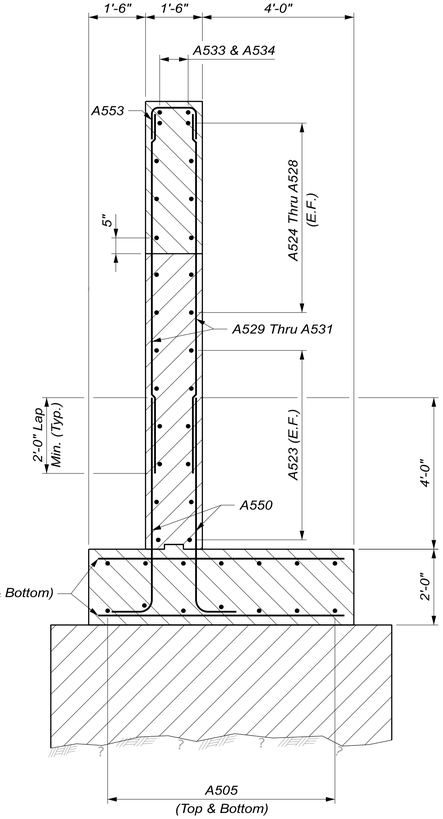

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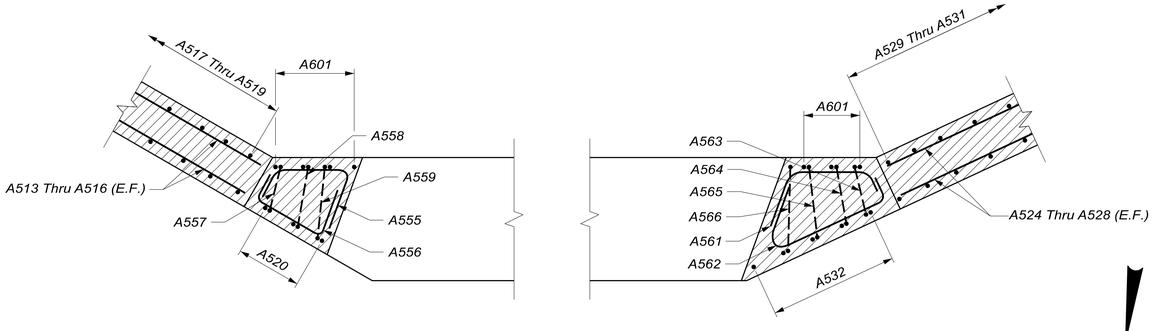
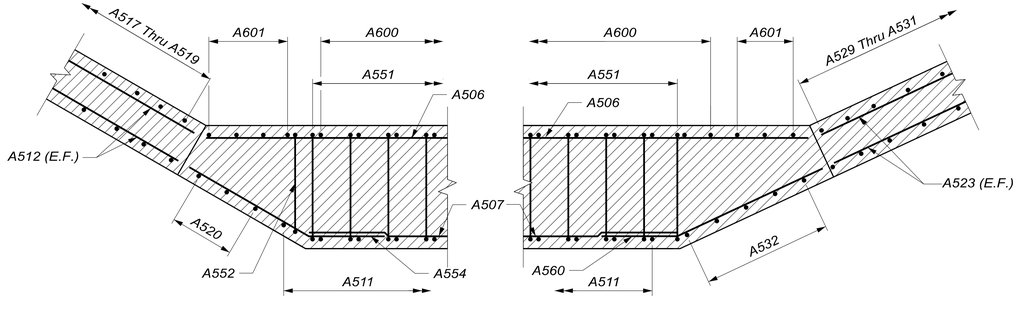


CORNER REINFORCING ABOVE BEAM SEAT



CORNER REINFORCING BELOW BEAM SEAT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

	BY	DATE
C. GUY		
PROJ. MANAGER		
DESIGN-DETAILED	AA	OCT 2025
CHECKED-REVIEWED	KLW	OCT 2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

ABUTMENT NO. 1 SECTIONS

SHEET NUMBER

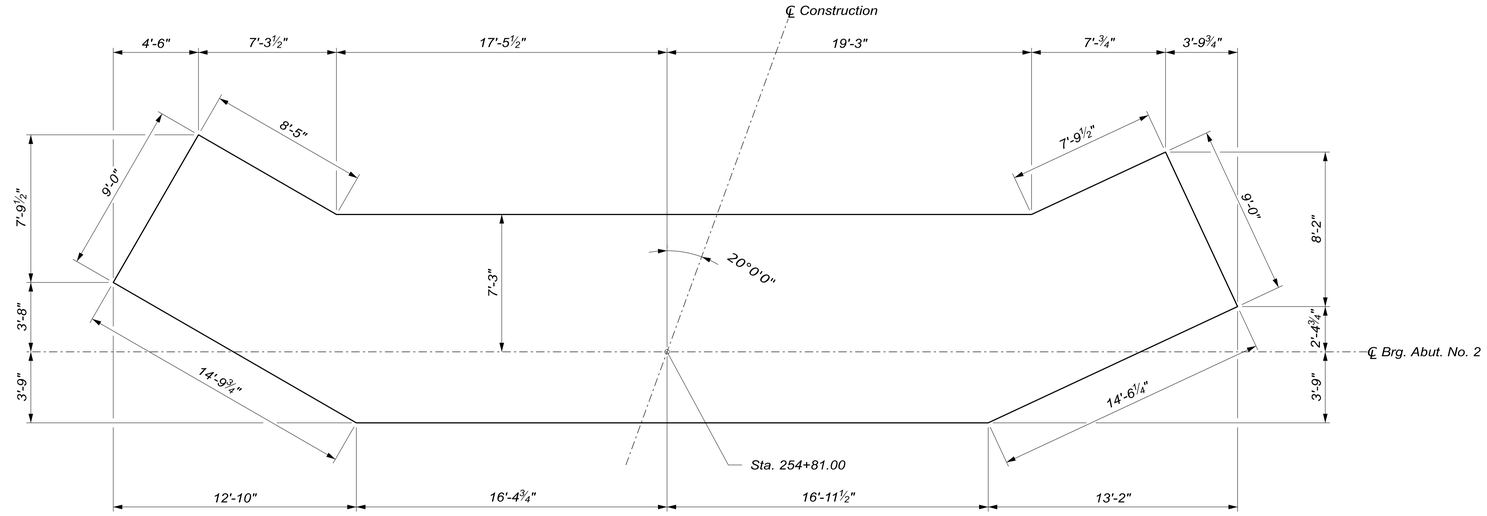
21

OF 35

Stantec

Username: pharriman
Date: 10/16/2025

Filename: c:\pw_working\infra03\cloukes\d0176004\Substructures.dgn



ABUTMENT NO. 2 SEAL PLAN

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STATE OF MAINE
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Federal Project No. 2610700

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CHECKED-REVIEWED	KLW	KLW	OCT 2025
DESIGN1-DETAILED2			
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REVISIONS 1			
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REVISIONS 4			
FIELD CHANGES			

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CROSSING TANNERY BROOK
MARIAVILLE

ABUTMENT NO. 2 SEAL PLAN

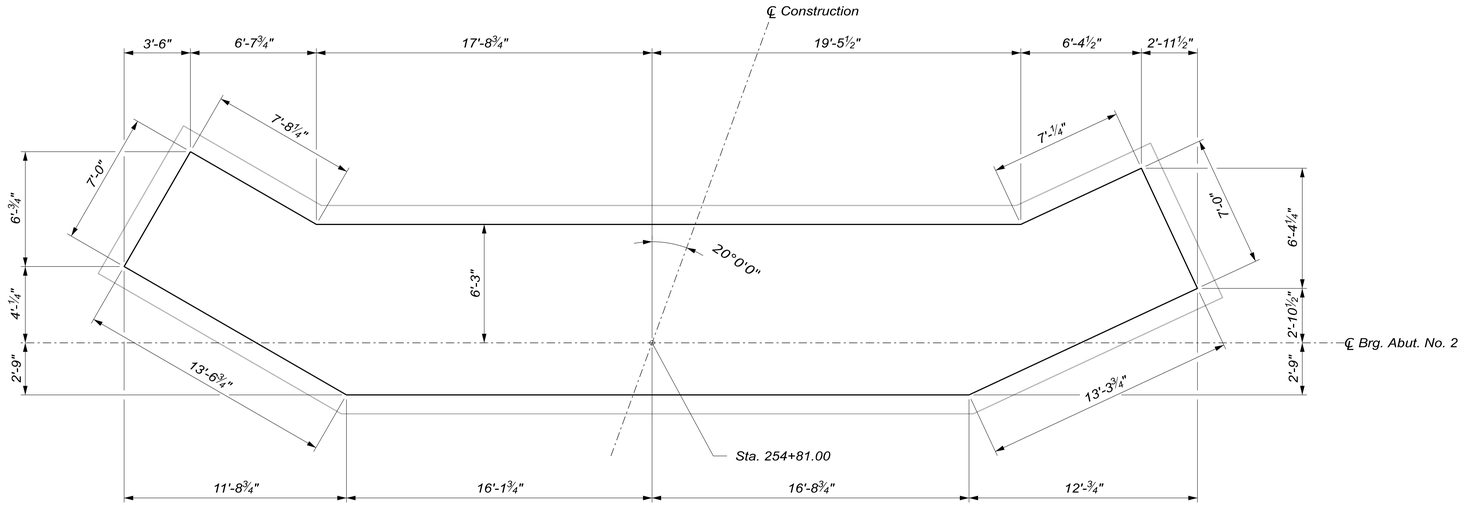
SHEET NUMBER

22

OF 35

Username: pharriman Date: 10/16/2025

Filename: c:\pw_working\infra03\cloukes\d0176004\Substructures.dgn



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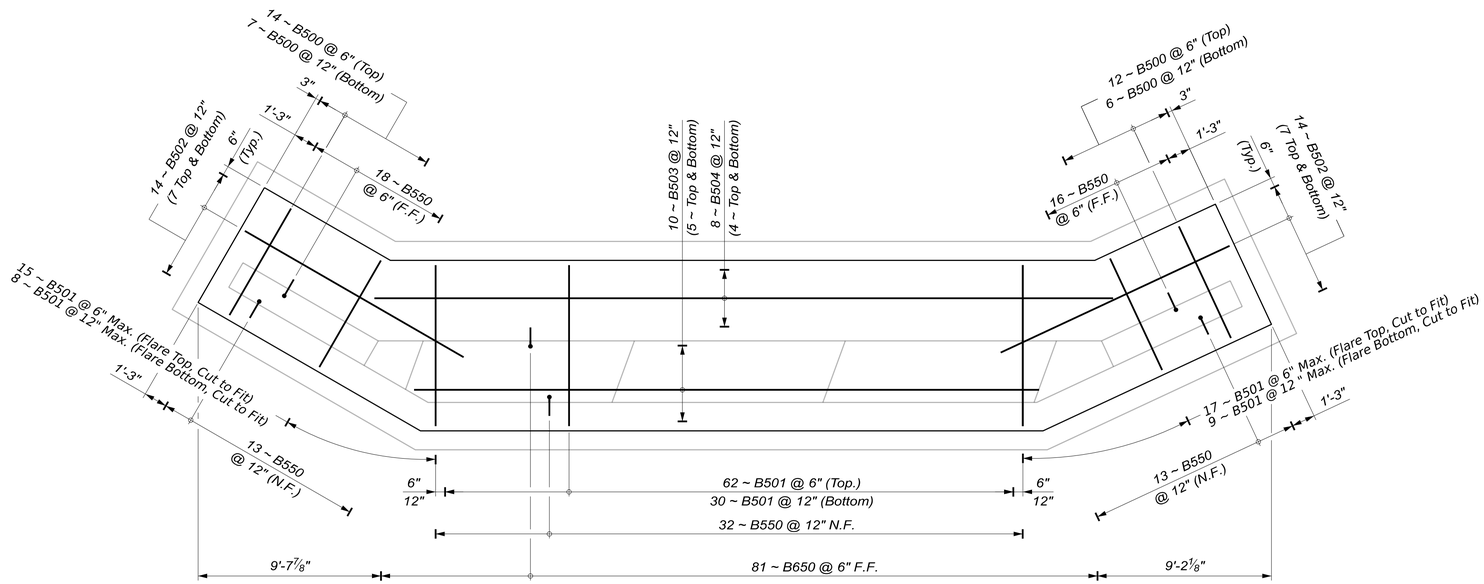

ABUTMENT NO. 2 FOOTING REINFORCING PLAN

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Federal Project No. 2610700

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	C. GUY	BY:	DATE
PROJ. MANAGER			
DESIGN-DETAILED	PBH/AA	PBH/AA	OCT 2025
CHECKED-REVIEWED	KLW	KLW	OCT 2025
DESIGN1-DETAILED2			
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

ABUTMENT NO. 2 FOOTING PLAN

SHEET NUMBER

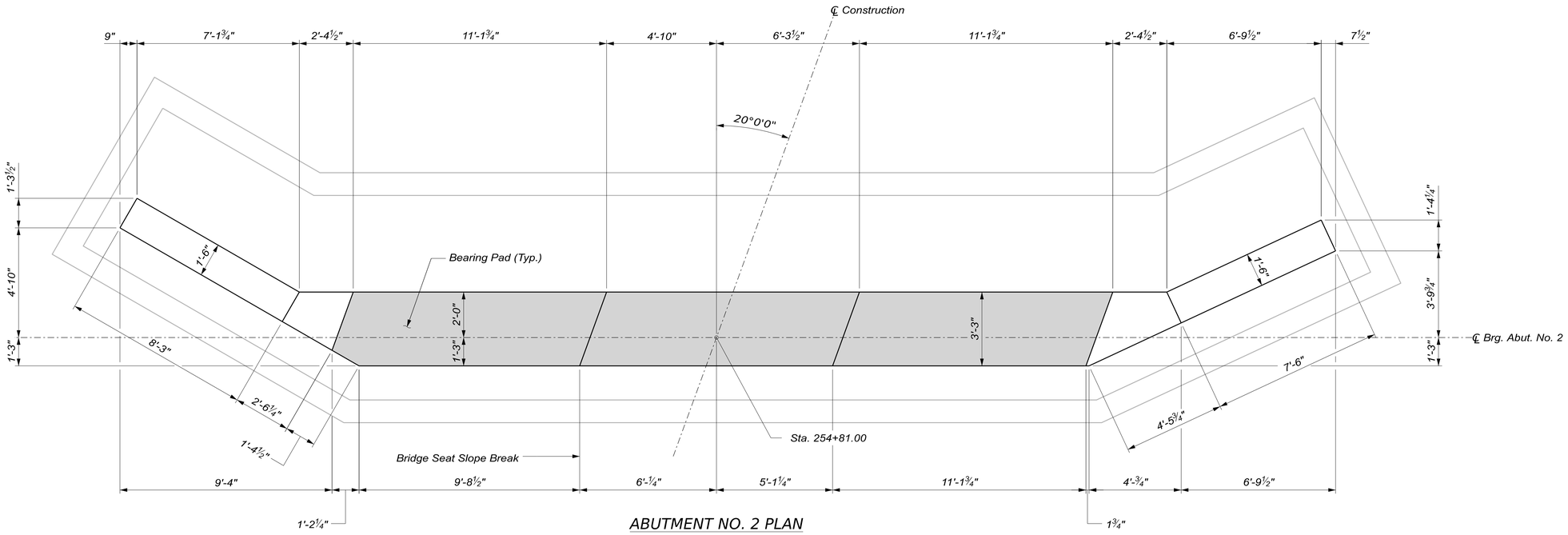
23

OF 35

Stantec

Username: pharriman Date: 10/16/2025

Filename: c:\pw_working\infra03\cloukes\d0176004\Substructures.dgn



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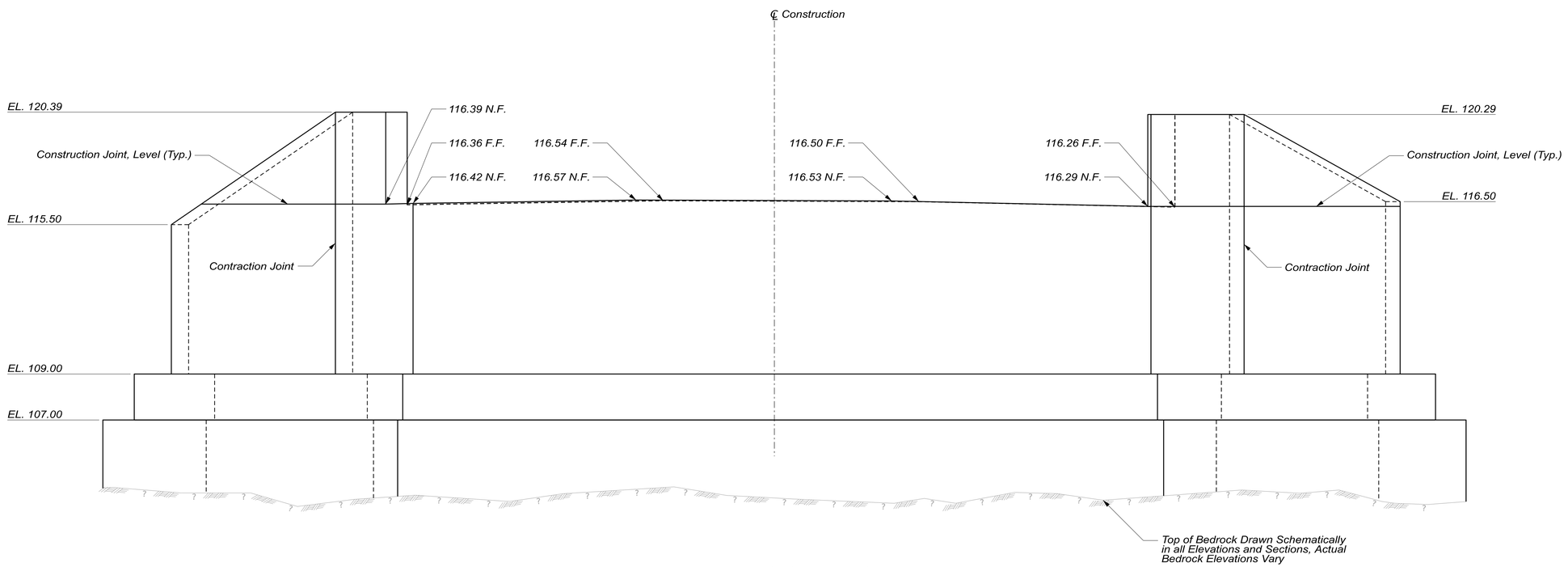

ABUTMENT NO. 2 ELEVATION

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Federal Project No. 2610700

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C. GUY		
PROJ. MANAGER		
DESIGNED-DETAILED	PBH	OCT 2025
CHECKED-REVIEWED	KLW	OCT 2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

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TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

ABUTMENT NO. 2
PLAN & ELEVATION

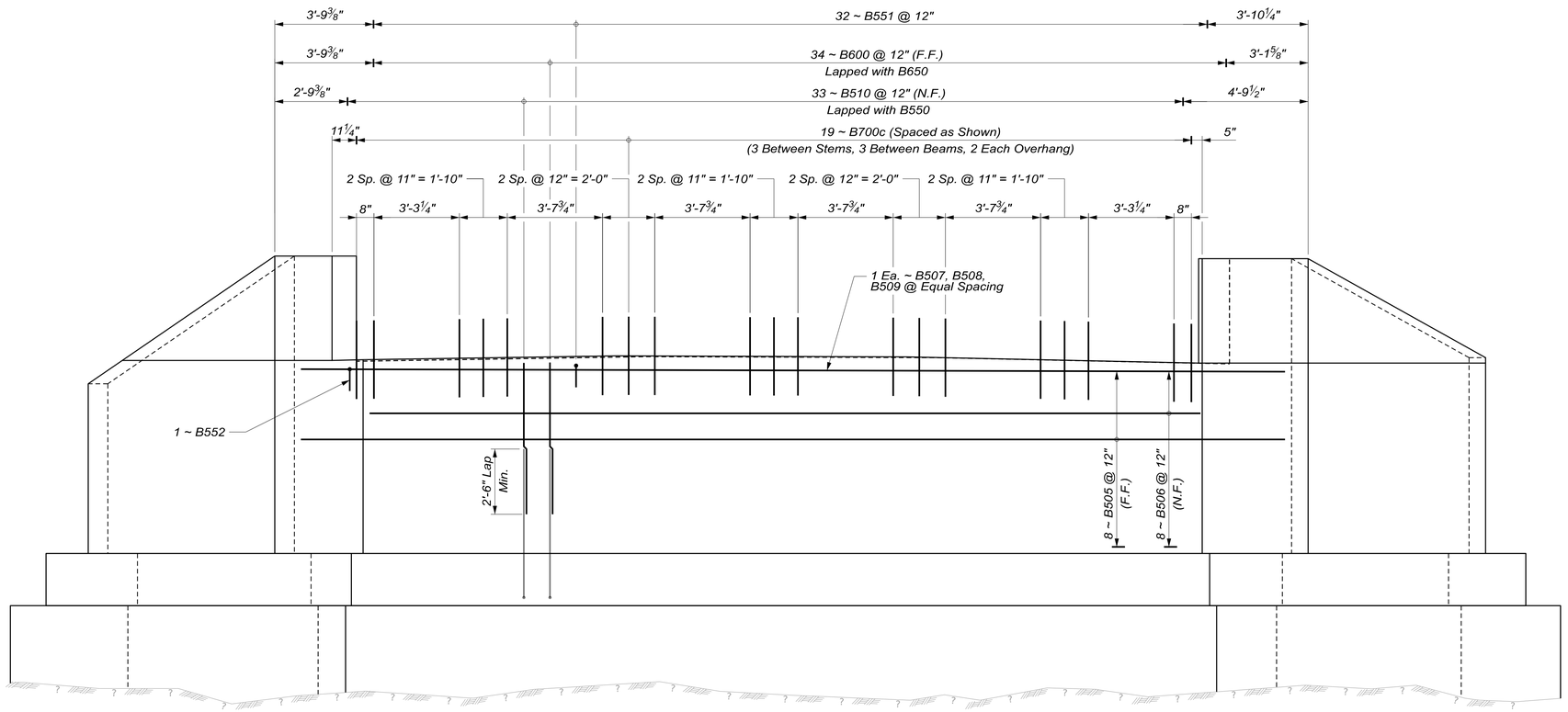
SHEET NUMBER

24

OF 35

Username: pharriman Date: 10/16/2025

Filename: c:\pw_working\infra03\cloukes\d0176004\Substructures.dgn



ABUTMENT NO. 2 REINFORCING ELEVATION

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

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P.E. NUMBER

DATE

	C. GUY	BY	DATE
PROJ. MANAGER			
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
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REVISIONS 4			
FIELD CHANGES			

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

ABUTMENT NO. 2 REINFORCING ELEVATION

SHEET NUMBER

25

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Username: pharriman Date: 10/16/2025

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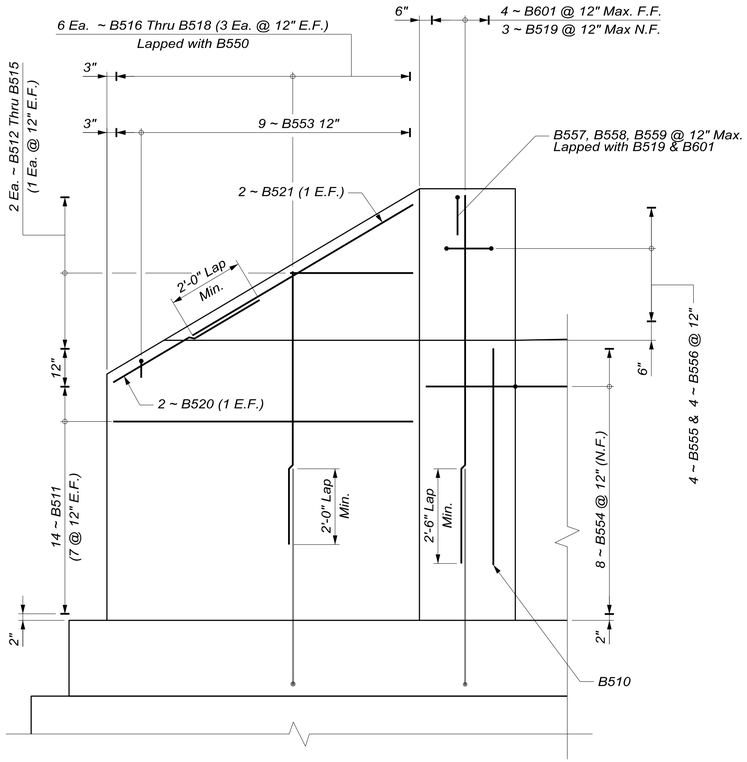
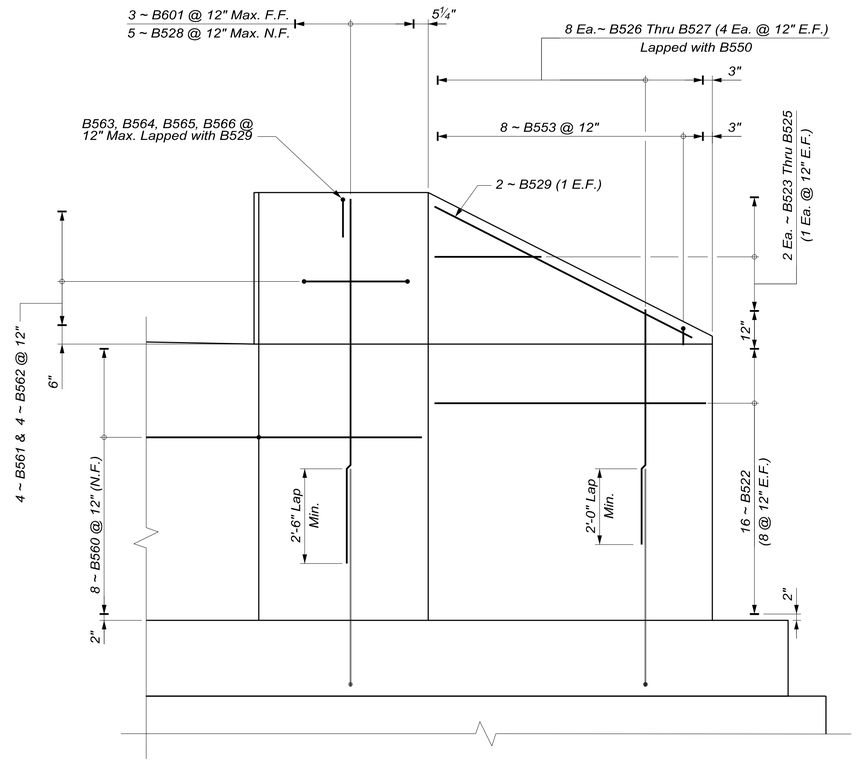


NORTHWEST WINGWALL REINFORCING ELEVATION



NORTHEAST WINGWALL REINFORCING ELEVATION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

		BY	DATE
PROJ. MANAGER	C. GUY		
DESIGN-DETAILED	AA	AA	OCT 2025
CHECKED-REVIEWED	KLW	KLW	OCT 2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

ABUTMENT NO. 2
WINGWALL REINFORCING

SHEET NUMBER

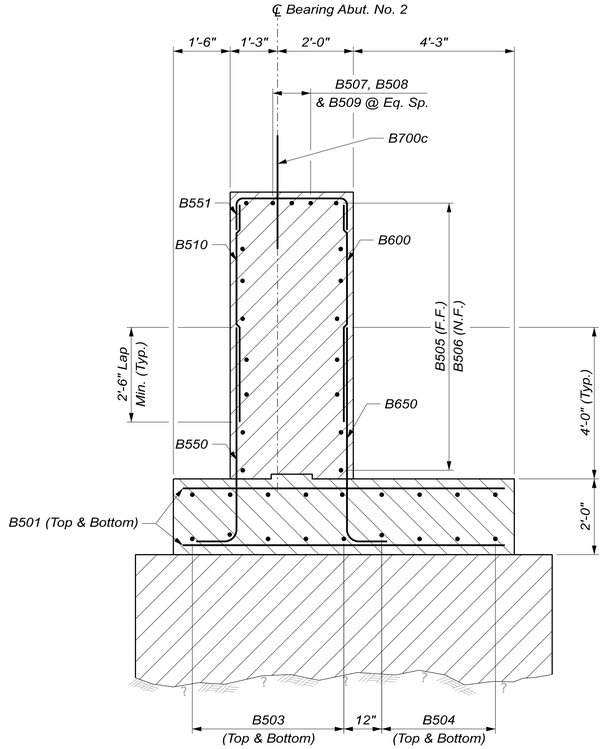
26

OF 35

Stantec

Username: phariman Date: 10/16/2025

Filename: c:\pw_working\infra03\cloukes\d0176004\Substructures.dgn



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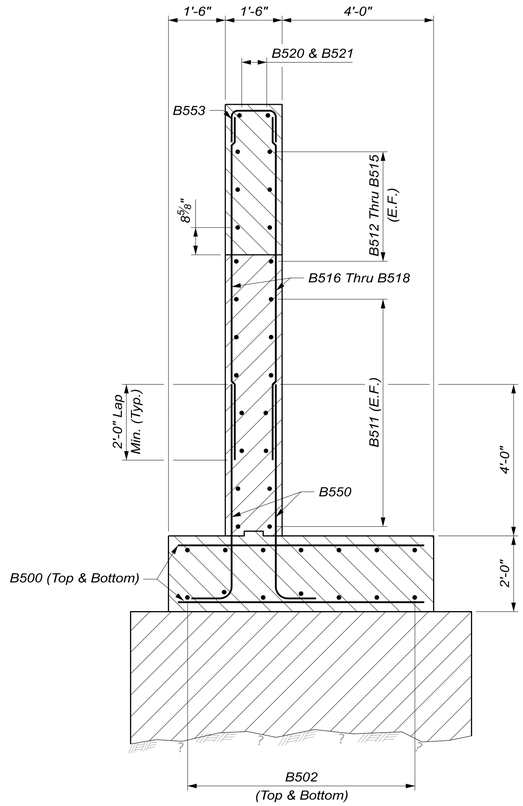
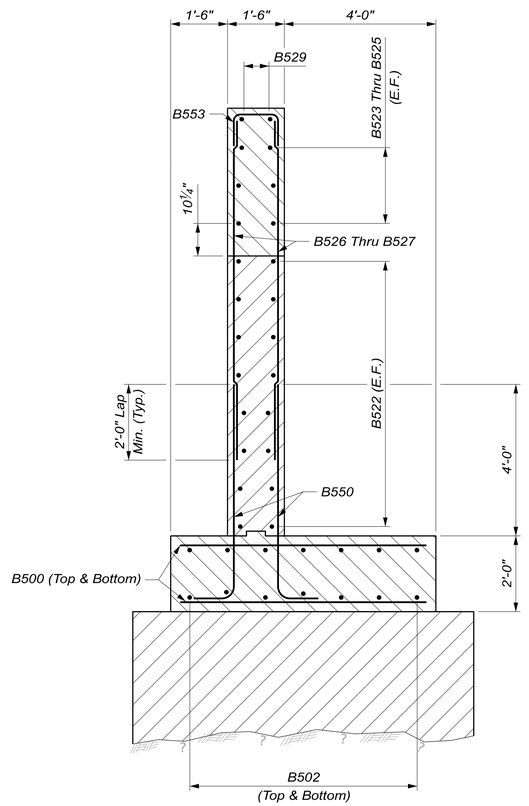
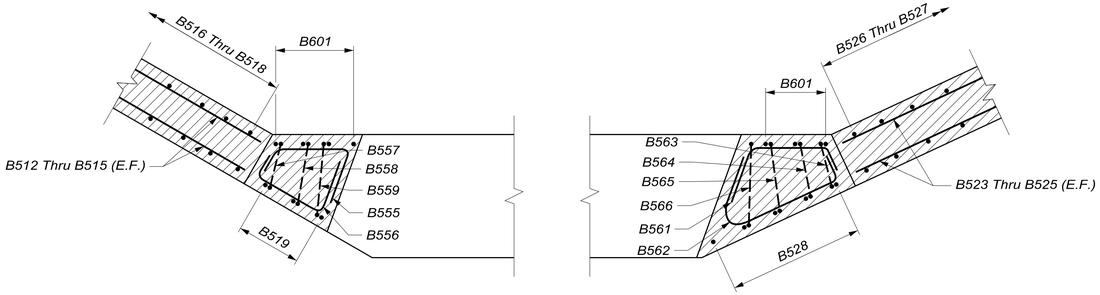


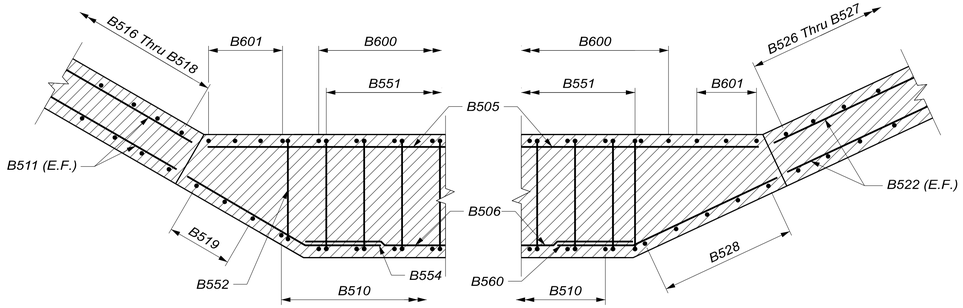
NORTHWEST WINGWALL SECTION



NORTHEAST WINGWALL SECTION



CORNER REINFORCING ABOVE BEAM SEAT



CORNER REINFORCING BELOW BEAM SEAT

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

		BY	DATE
PROJ. MANAGER	C. GUY		
DESIGN-DETAILED	AA	AA	OCT 2025
CHECKED-REVIEWED	KLW	KLW	OCT 2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

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DATE

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

ABUTMENT NO. 2 SECTIONS

SHEET NUMBER

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Date: 10/16/2025

Username: pharriman

Filename: c:\pw_working\infra03\cloukes\d0176004\Substructures.dgn

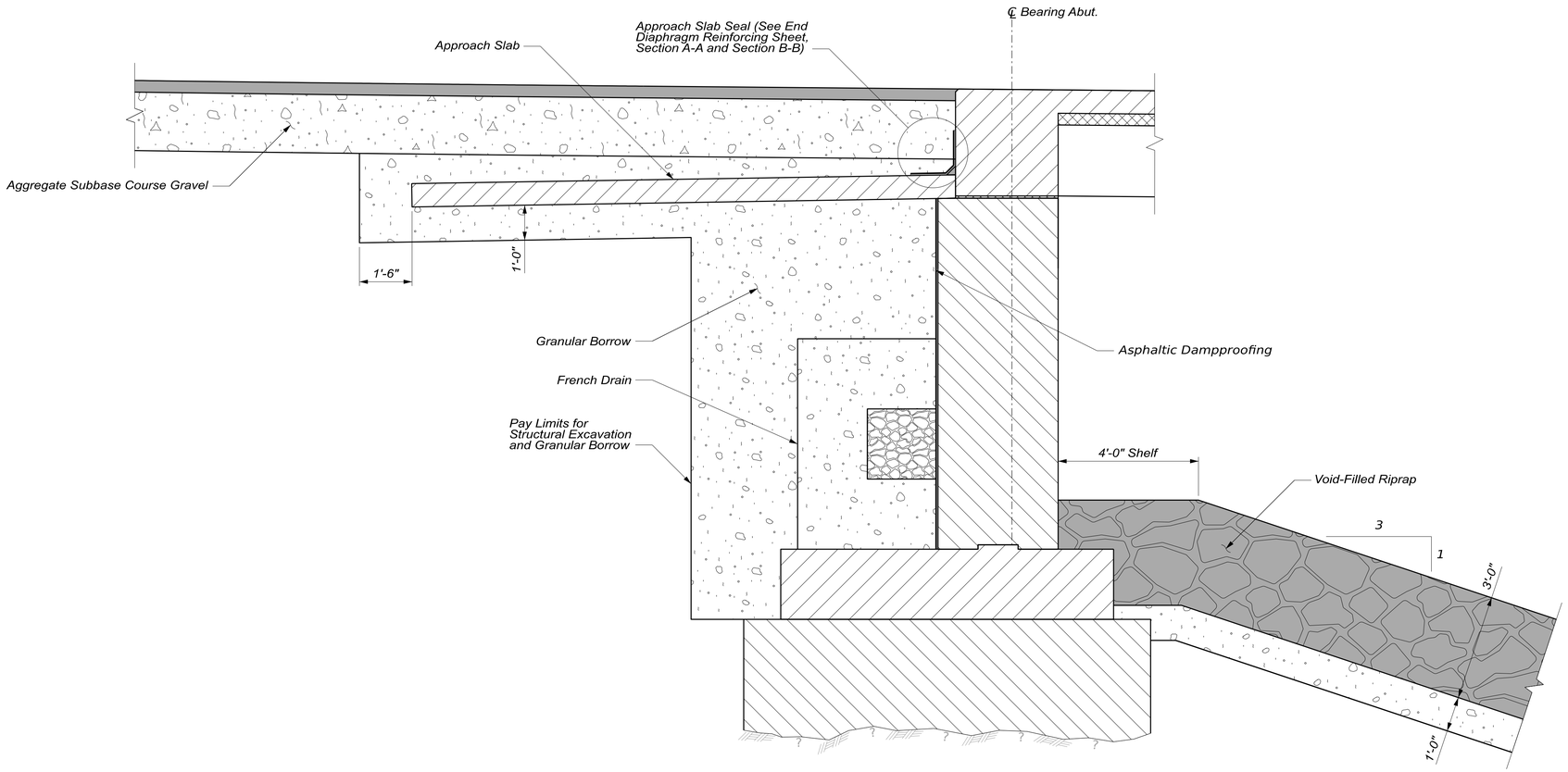
NOTES:

1. Payment for mortared chamfer at approach slabs will not be made directly and shall be considered incidental to related Contract Items.

2. Asphalt Dampproofing shall meet the requirements of either ASTM D449 Type II, ASTM D1227 Type II-Class I, or ASTM D1227 Type III-Class I. The product shall be applied in accordance with the manufacturer's recommendations.

3. Asphalt Dampproofing shall be applied to the backside of the wingwalls up to 1 foot below grade, in addition to the locations shown on End Diaphragm Reinforcing Sheet Section A-A & Section B-B.

4. Payment for Asphalt Dampproofing will not be made directly and shall be considered incidental to related Contract Items.



ABUTMENT BACKFILL DETAIL

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DEPARTMENT OF TRANSPORTATION

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WIN 26107.00

	SIGNATURE
P.E. NUMBER	
DATE	

	C. GAY	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	PBH	PBH	OCT 2025
CHECKED-REVIEWED	KLW	KLW	OCT 2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

ABUTMENT DETAILS

SHEET NUMBER

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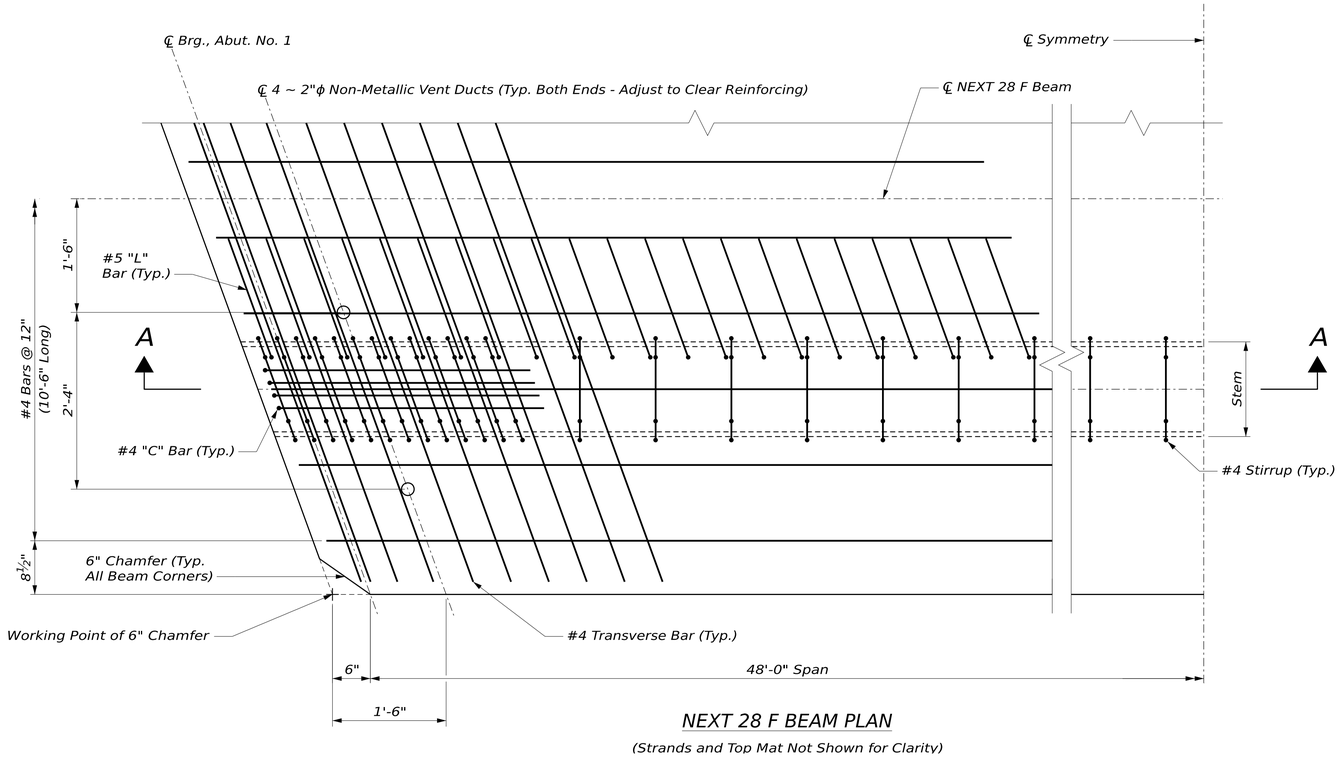
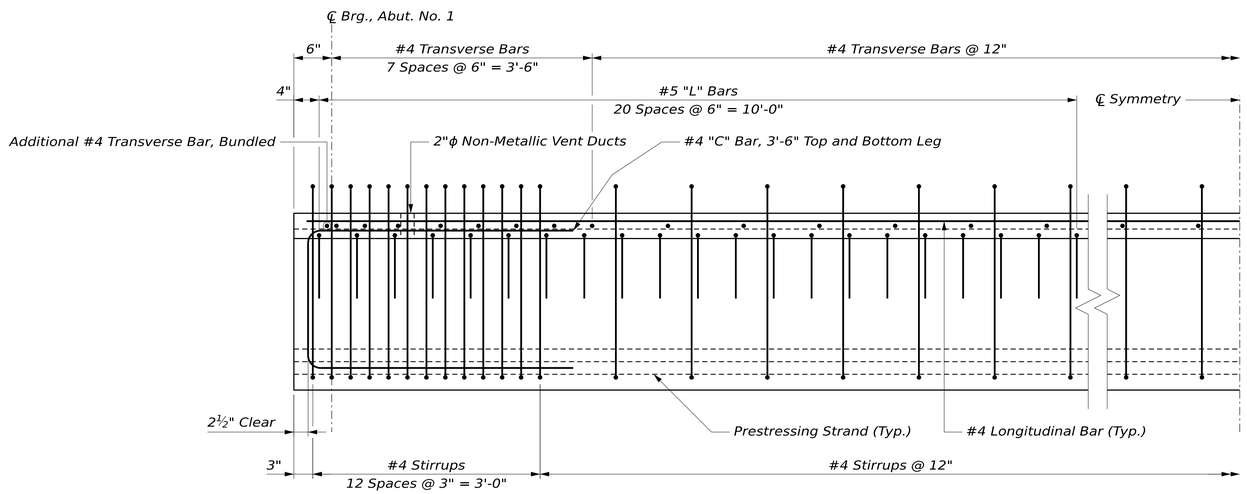
Username: pharriman Date: 10/16/2025

Filename: c:\pw_working\infra03\cloukes\d0176004\Substructures.dgn



NEXT 28 F BEAM PLAN

(Strands and Top Mat Not Shown for Clarity)



SECTION A-A

PRECAST NEXT BEAM NOTES

1. NEXT F Beams are a non-proprietary shape developed by PCI Northeast (PCINE). Standardized section properties and details may be found at http://www.pcine.org/pcine.

2. The estimated camber at release is 0.72 inches; the estimated camber at erection is 0.92 inches; and the estimated final camber at completion of the project is 0.63 inches.

3. Prestressing strands shall be 0.6 inch diameter. The tensioning force is 44 kips per prestressing strand, including the top strands.

4. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.

5. Do not drill holes or use powder actuated tools on the prestressed beams without the approval of the Fabrication Engineer.

6. Unless otherwise noted, rake the top surface of the upper flange of the prestressed beams to a surface roughness of ± ¼ inch, except at locations corresponding to the blocking points. At these locations, finish a flattened area of sufficient size to facilitate taking elevations for setting the bottom of slab elevations.

7. Neoprene pad shall be either polychloroprene or natural polyisoprene of 50 ± 5 Shore A durometer hardness, and shall confirm to the requirements of Division 2, Section 18.2 of AASHTO Standard Specifications for Highway Bridges. Neoprene pads will not be paid for directly but will be considered incidental to related Contract items.

8. Lifting loops and temporary storage/shipping dunnage shall be a maximum of 2 feet from each beam end.

9. Additional strands may be debonded, provided that the latest provisions for debonding in the AASHTO LRFD Bridge Design Specifications (Article 5.9.4.3.3) are followed.

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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

BEAM DETAILS (1 OF 2)

SHEET NUMBER

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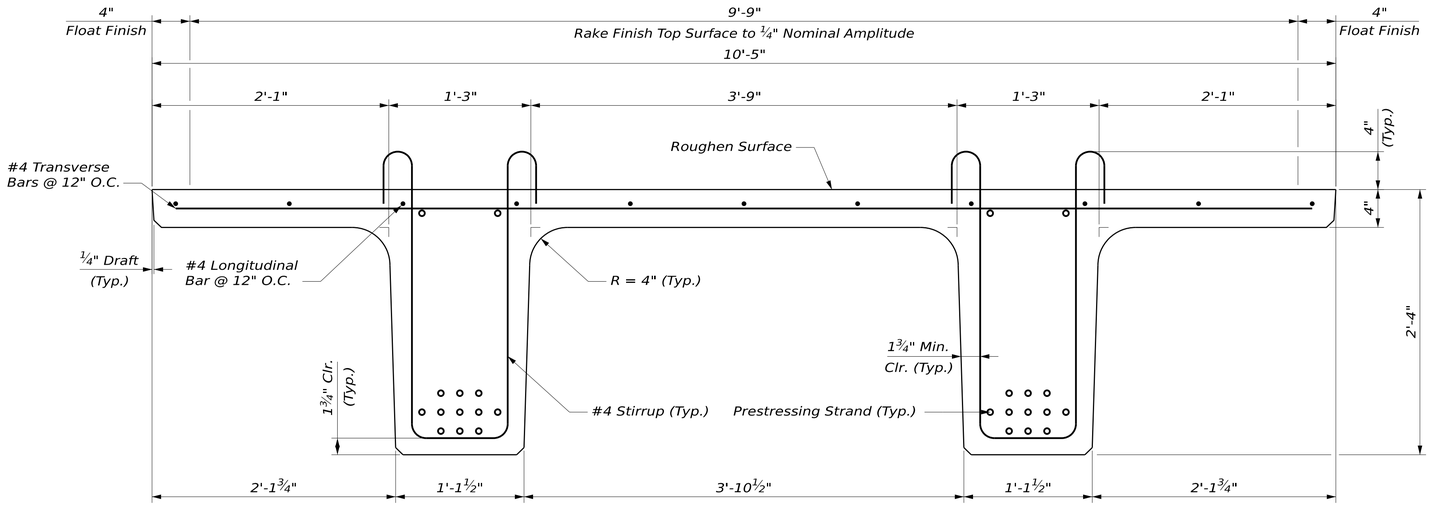
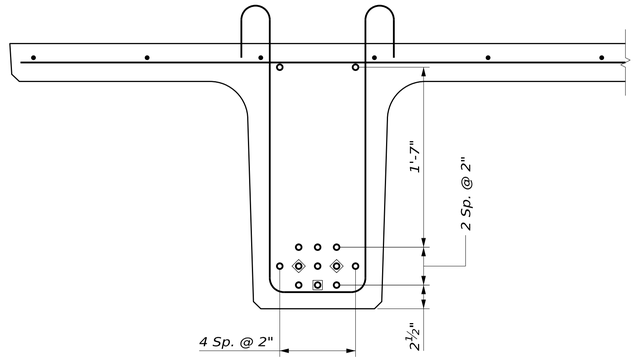
Date: 10/16/2025

Username: pharriman

Filename: c:\pw_working\infra03\cloukes\d0176004\Superstructures.dgn



NEXT 28 F BEAM TYPICAL SECTION - MIDSPAN

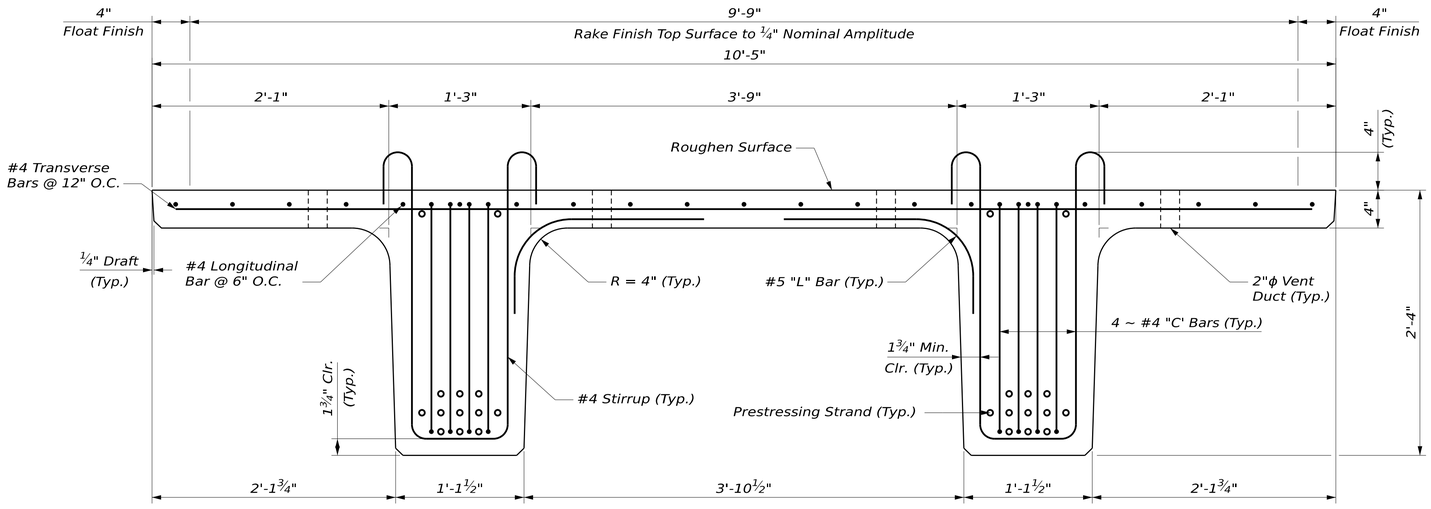


NEXT 28 F BEAM STRAND PATTERN

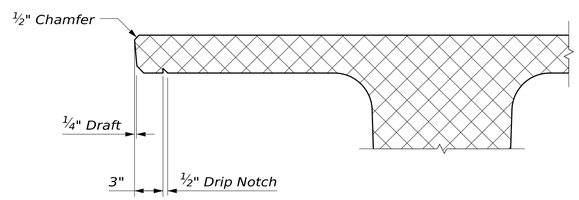
(Left Stem Shown, Right Stem is Similar
Mirrored about Beam Centerline)

◈ Strands Debonded 6ft

◈ Strands Debonded 3ft



NEXT 28 F BEAM TYPICAL SECTION - AT ENDS



FASCIA OVERHANG DETAIL

STATE OF MAINE
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P.E. NUMBER

DATE

C. GAY	BY	DATE
PROJ. MANAGER		
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CHECKED-REVIEWED	LSF	OCT 2025
DESIGN2-DETAILED2	KLW	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

BEAM DETAILS (2 OF 2)

SHEET NUMBER

30

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Date: 10/16/2025

Username: pharriman

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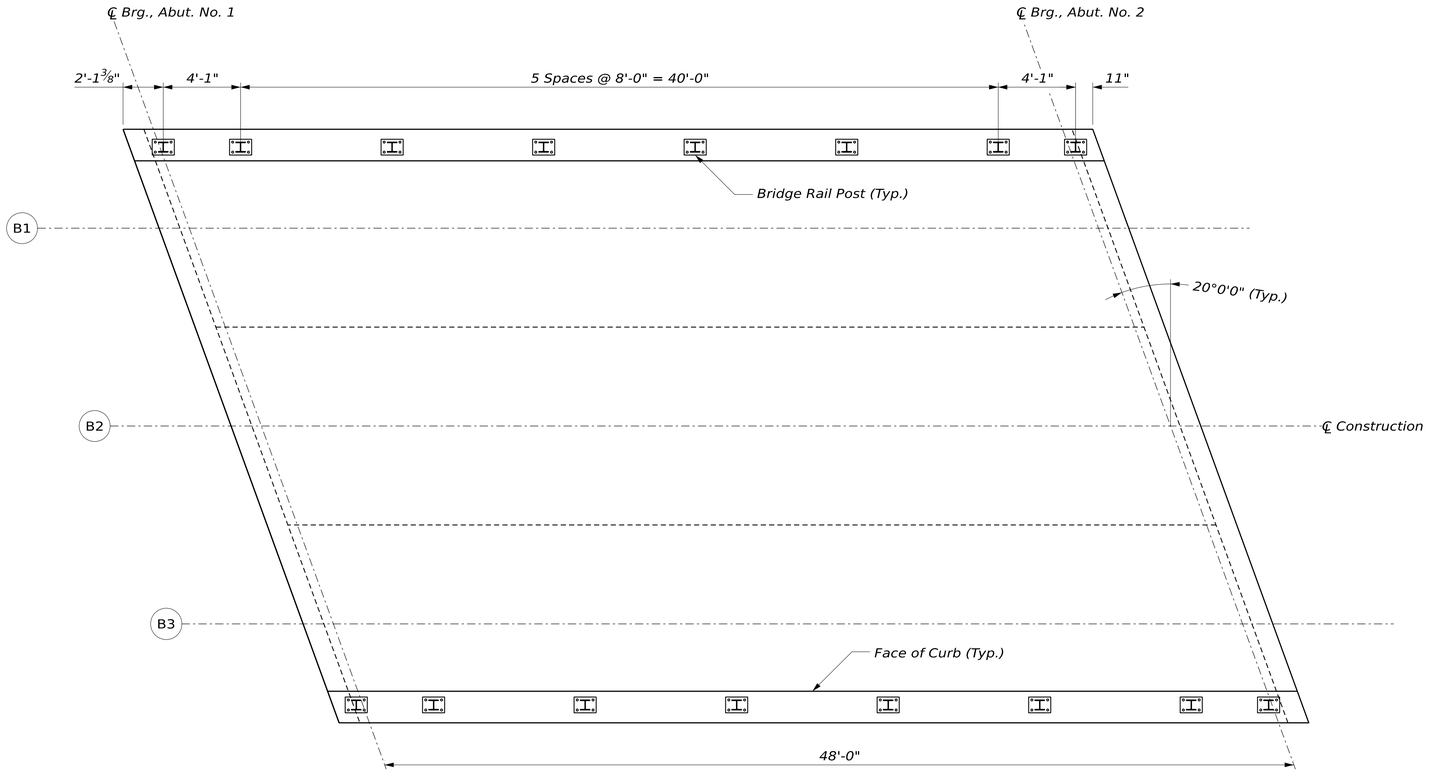
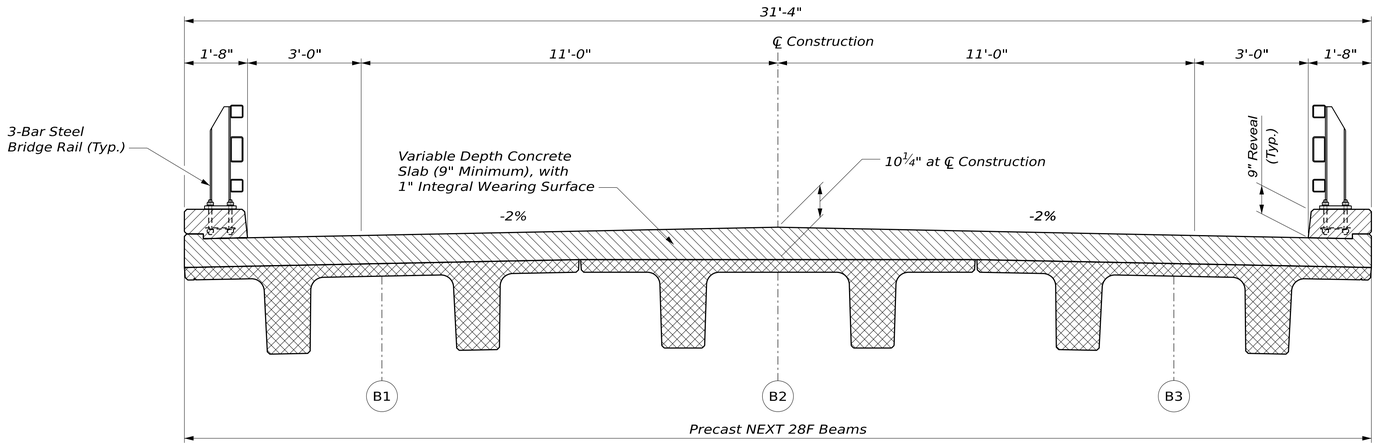
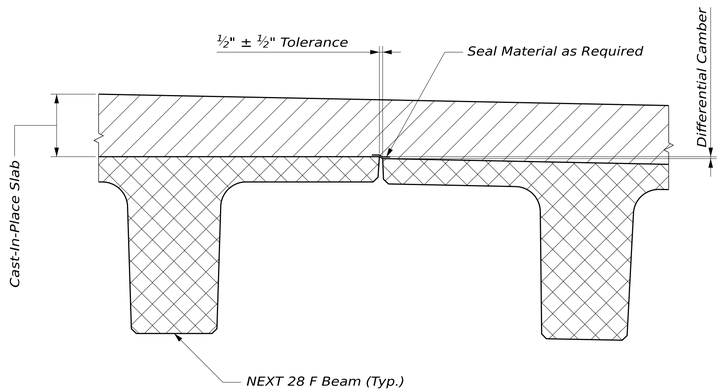


SUPERSTRUCTURE PLAN



TYPICAL BRIDGE SECTION



NEXT BEAM GAP FORM DETAIL

SUPERSTRUCTURE NOTES

1. The bearing elevation and deck thickness shall be adjusted in accordance with Special Provision 535 - Precast, Prestressed Concrete Superstructure (Camber).

2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.

3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.

4. Payment for End Diaphragm Concrete will be made under Item No. 502.261 Structural Concrete Roadway and Sidewalk Slabs on Concrete Bridges.

5. The superstructure slab and end diaphragm concrete shall be placed in one continuous operation and shall be kept plastic until the entire placement has been made.

6. The Saw Cut Grooving shall be in the longitudinal direction.

7. Payment for Seal Material over joints between adjacent NEXT Beams will not be made directly and shall be considered incidental to related Contract Items. Material used shall be submitted to the Resident for approval.

8. Payment for Preformed Expansion Joint Filler between parapets and the superstructure will not be made directly and shall be considered incidental to related Contract Items.

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REVISIONS 1			
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REVISIONS 4			
FIELD CHANGES			

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

SUPERSTRUCTURE PLAN

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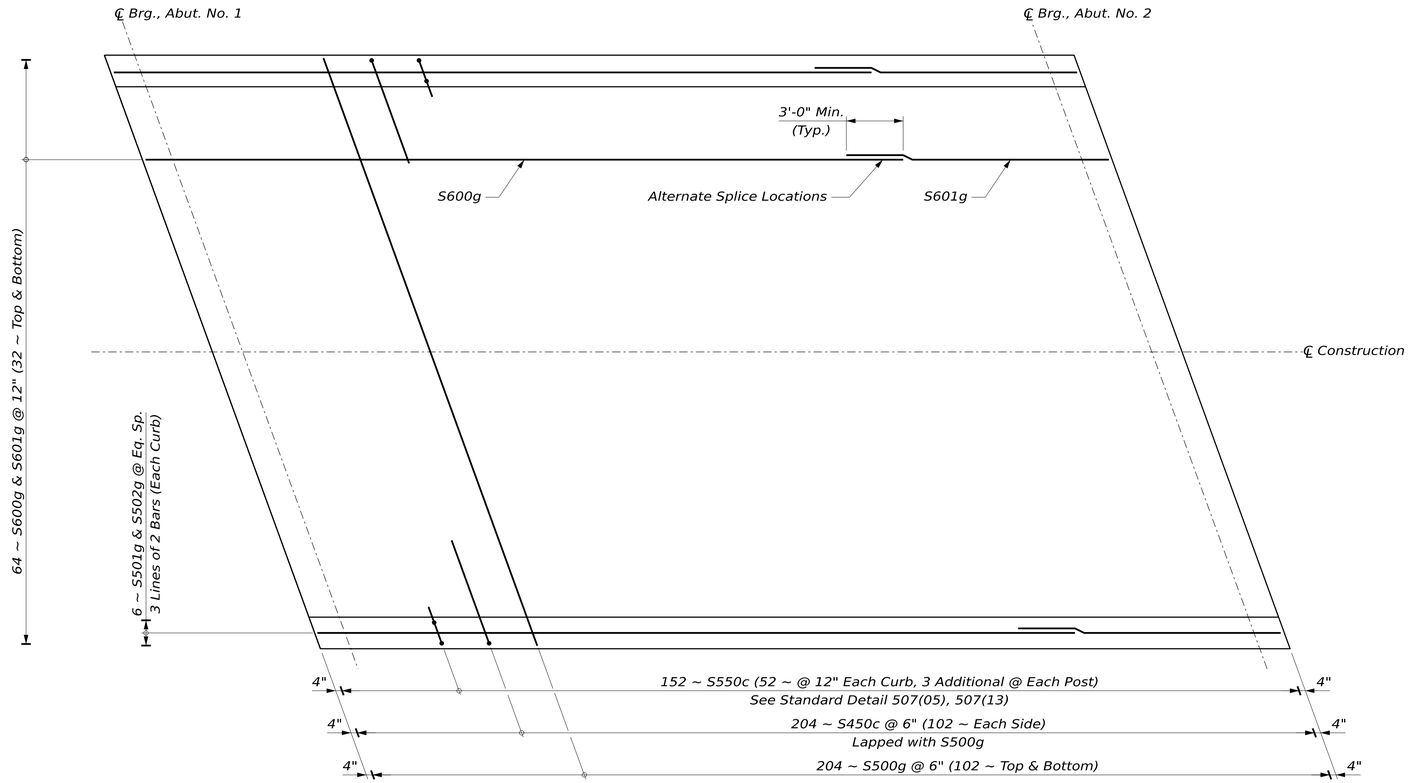
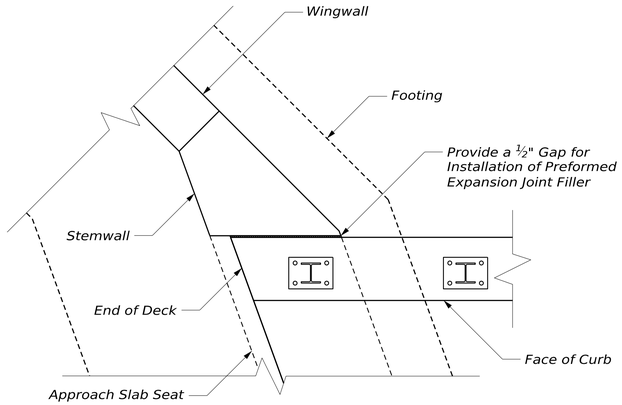
Username: pharriman Date: 10/16/2025

Filename: c:\pw_working\infra03\cloukes\d0176004\Superstructures.dgn



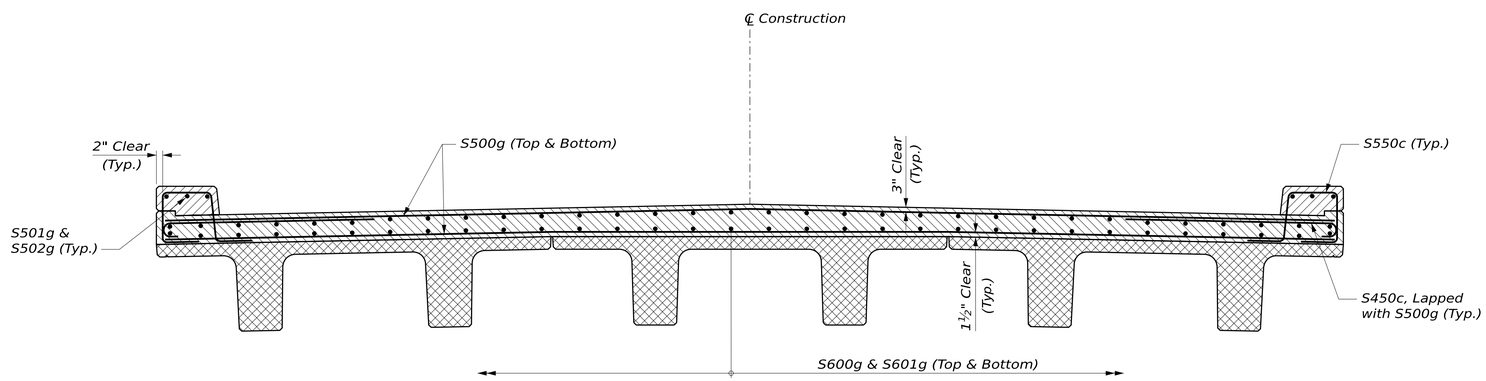
SUPERSTRUCTURE REINFORCING PLAN

(NEXT Beam Limits Not Shown for Clarity)

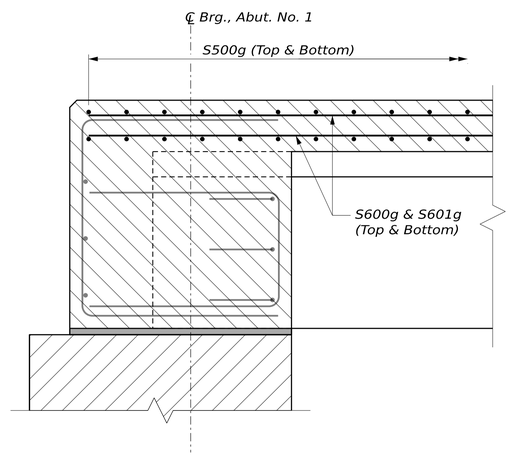


PREFORMED EXPANSION JOINT FILLER DETAIL

(Southwest Corner Shown, Other Corners Similar)



TRANSVERSE REINFORCING SECTION



PARTIAL LONGITUDINAL SECTION

(End Diaphragm Reinforcing Shown Screened for Clarity)
(Abut. No. 1 Shown, Abut. No. 2 Opposite Hand)

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

		BY	DATE
C. GUY			
PROJ. MANAGER			
DESIGNA-DETAILED	PBH	PBH	OCT 2025
CHECKED-REVIEWED	KLW	KLW	OCT 2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

SUPERSTRUCTURE REINFORCING

SHEET NUMBER

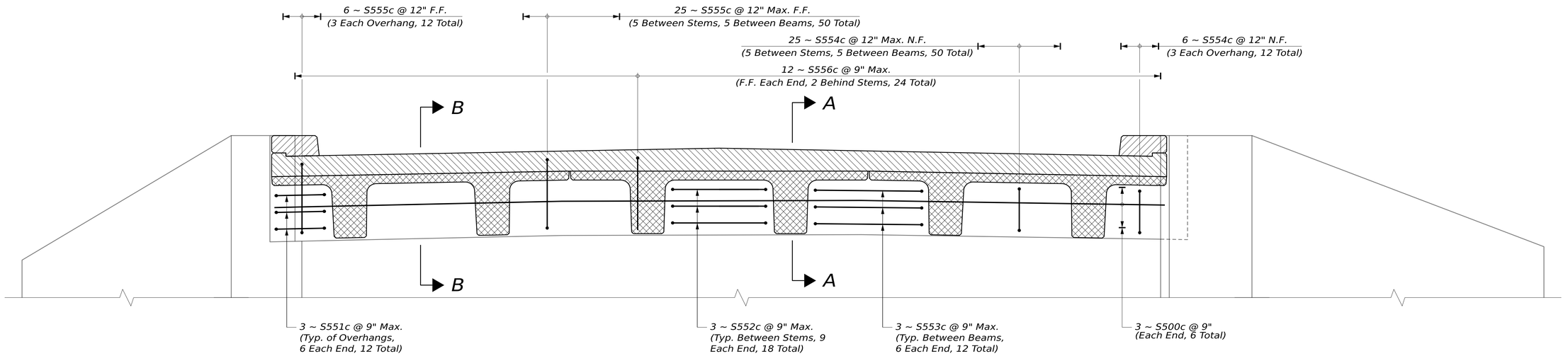
32

OF 35

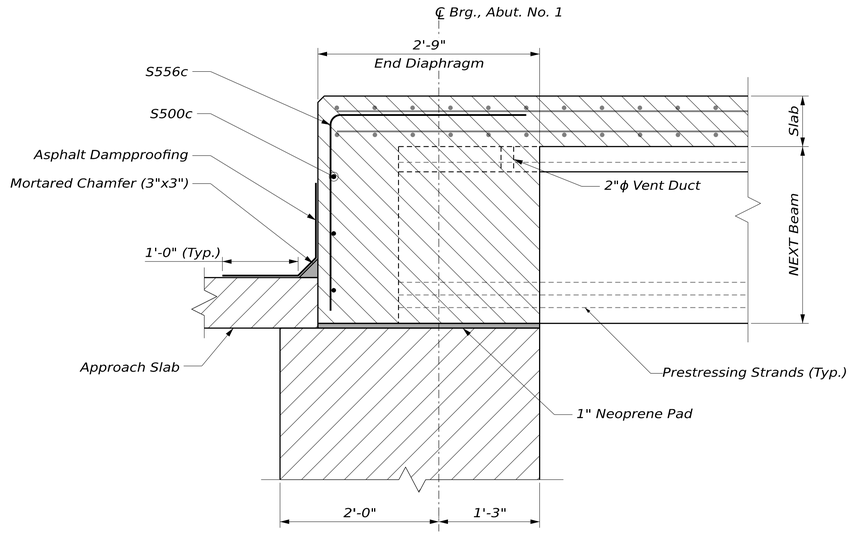
Date: 10/16/2025

Username: pharriman

Filename: c:\pw_working\infra03\cloukes\d0176004\Superstructures.dgn

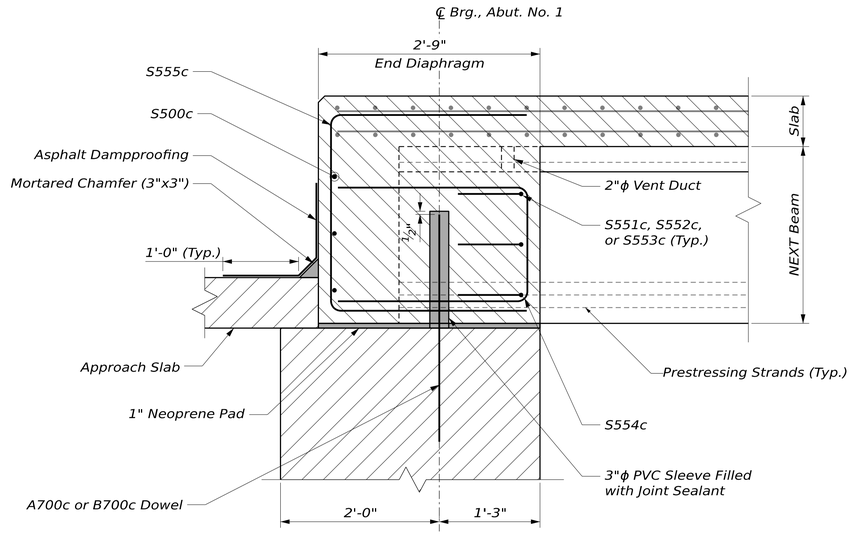


END DIAPHRAGM REINFORCEMENT ELEVATION



SECTION A-A

(Abut. No. 1 Shown, Abut. No. 2 Opposite Hand)



SECTION B-B

(Abut. No. 1 Shown, Abut. No. 2 Opposite Hand)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

SIGNATURE

P.E. NUMBER

DATE

		BY	DATE
PROJ. MANAGER			
DESIGNED-DETAILED	PBH	PBH	OCT 2025
CHECKED-REVIEWED	KLW	KLW	OCT 2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

END DIAPHRAGM REINFORCING

SHEET NUMBER

33

OF 35

Stantec

Date: 10/16/2025

Username: pharriman

Filename: c:\pw_working\infra03\cloukes\d0176004\Superstructures.dgn

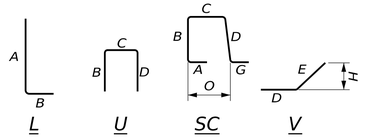
STRAIGHT BARS

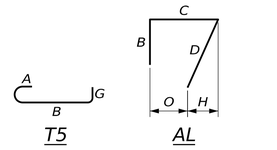
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION
Abutment No. 1				Abutment No. 2			
A500	60	6'-6"	Footing	B500	39	6'-6"	Footing
A501	140	8'-6"	Footing	B501	141	8'-6"	Footing
A502	14	13'-8"	Footing	B502	28	13'-4"	Footing
A503	10	33'-8"	Footing	B503	10	33'-0"	Footing
A504	8	39'-0"	Footing	B504	8	39'-0"	Footing
A505	14	20'-0"	Footing	B505	8	38'-0"	Stem, Horizontal F.F.
A506	9	38'-0"	Stem, Horizontal F.F.	B506	8	32'-0"	Stem, Horizontal N.F.
A507	9	32'-0"	Stem, Horizontal N.F.	B507	1	35'-0"	Stem Cap, Horizontal
A508	1	38'-9"	Stem Cap, Horizontal	B508	1	37'-8"	Stem Cap, Horizontal
A509	1	37'-8"	Stem Cap, Horizontal	B509	1	38'-9"	Stem Cap, Horizontal
A510	1	35'-0"	Stem Cap, Horizontal	B510	33	6'-0"	Stem, Vertical N.F.
A511	33	6'-6"	Stem, Vertical N.F.	B511	14	7'-11"	NW Wing, Horizontal
A512	14	7'-11"	SE Wing, Horizontal	B512	2	6'-7"	NW Wing, Horizontal
A513	2	7'-5"	SE Wing, Horizontal	B513	2	4'-11"	NW Wing, Horizontal
A514	2	5'-8"	SE Wing, Horizontal	B514	2	3'-3"	NW Wing, Horizontal
A515	2	3'-11"	SE Wing, Horizontal	B515	2	1'-6"	NW Wing, Horizontal
A516	2	2'-2"	SE Wing, Horizontal	B516	6	6'-0"	NW Wing, Vertical
A517	6	6'-3"	SE Wing, Vertical	B517	6	7'-9"	NW Wing, Vertical
A518	6	8'-0"	SE Wing, Vertical	B518	6	9'-6"	NW Wing, Vertical
A519	6	9'-9"	SE Wing, Vertical	B519	3	9'-8"	NW Parapet, Vertical N.F.
A520	3	10'-2"	SE Parapet, Vertical N.F.	B520	2	4'-6"	NW Wing, Stem Cap
A521	2	4'-3"	SE Wing, Stem Cap	B521	2	6'-9"	NW Wing, Stem Cap
A522	2	7'-0"	SE Wing, Stem Cap	B522	16	7'-1"	NE Wing, Horizontal
A523	12	13'-8"	SW Wing, Horizontal	B523	2	5'-8"	NE Wing, Horizontal
A524	2	12'-11"	SW Wing, Horizontal	B524	2	3'-9"	NE Wing, Horizontal
A525	2	10'-6"	SW Wing, Horizontal	B525	2	1'-9"	NE Wing, Horizontal
A526	2	8'-1"	SW Wing, Horizontal	B526	8	7'-3"	NE Wing, Vertical
A527	2	5'-7"	SW Wing, Horizontal	B527	8	9'-3"	NE Wing, Vertical
A528	2	3'-2"	SW Wing, Horizontal	B528	5	9'-10"	NE Parapet, Vertical N.F.
A529	10	9'-9"	SW Wing, Vertical	B529	2	7'-10"	NE Wing, Stem Cap
A530	10	7'-9"	SW Wing, Vertical				
A531	10	5'-9"	SW Wing, Vertical	B600	34	6'-0"	Stem, Vertical F.F.
A532	5	10'-2"	SW Parapet, Vertical N.F.	B601	7	9'-10"	Parapet, Vertical F.F.
A533	2	8'-0"	SW Wing, Stem Cap				
A534	2	9'-0"	SW Wing, Stem Cap				
A600	33	6'-6"	Stem, Vertical F.F.				
A601	7	10'-2"	Parapet, Vertical F.F.				
Abutment No. 1				Abutment No. 2			
A700c	19	3'-0"	Superstructure Dowel	B700c	19	3'-0"	Superstructure Dowel
Superstructure				Superstructure			
S500g	204	33'-0"	Deck, Transverse	S500c	6	33'-2"	End Diaphragm, F.F. Horizontal
S501g	6	40'-0"	EB & WB Curb, Longitudinal				
S502g	6	13'-11"	EB & WB Curb, Longitudinal	Approach Slab			
				AS500	32	28'-4 1/2"	Approach Slab, Transverse
S600g	64	40'-0"	Deck, Longitudinal				
S601g	64	13'-11"	Deck, Longitudinal	AS600	108	15'-0"	Approach Slab, Longitudinal
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION

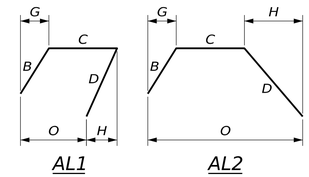
BENT BARS

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
Abutment No. 1														
A550	112	6'-7"	L	5'-9"	10"									Footing
A551	32	4'-7"	U		10"	2'-11"	10"							Abutment Stem Cap
A552	1	4'-2"	U		10"	2'-6"	10"							Abutment Stem Cap
A553	24	2'-10"	U		10"	1'-2"	10"							Wing, Stem Cap
A554	8	5'-8"	V				2'-0"	3'-8"			1'-10"			SE Wing Horizontal
A555	4	5'-2"	AL1		1'-2"	1'-11"	2'-1"			6 5/8"	8 1/2"	1'-9 1/8"		SE Wing Parapet Stirrup
A556	4	5'-3"	AL		1'-1"	2'-1"	2'-1"				4 3/8"	1'-8 5/8"		SE Wing Parapet Stirrup
A557	1	3'-0"	U		10"	1'-4"	10"							SE Wing Parapet Cap
A558	1	3'-5"	U		10"	1'-9"	10"							SE Wing Parapet Cap
A559	1	3'-8"	U		10"	2'-0"	10"							SE Wing Parapet Cap
A560	8	6'-3"	V				2'-0"	4'-3"			1'-9 1/2"			SW Wing Horizontal
A561	4	6'-0"	AL2		1'-1"	2'-1"	2'-10"			5 1/2"	11 5/8"	3'-6 1/8"		SW Wing Parapet Stirrup
A562	4	7'-10"	AL		1'-2"	3'-10"	2'-10"				1'-11 3/8"	1'-10 5/8"		SW Wing Parapet Stirrup
A563	1	3'-1"	U		10"	1'-5"	10"							SW Wing Parapet Cap
A564	1	3'-4"	U		10"	1'-8"	10"							SW Wing Parapet Cap
A565	1	3'-8"	U		10"	2'-0"	10"							SW Wing Parapet Cap
A566	1	4'-0"	U		10"	2'-4"	10"							SW Wing Parapet Cap
A650	82	6'-9"	L	5'-9"	1'-0"									Footing
Abutment No. 2														
B550	92	6'-7"	L	5'-9"	10"									Footing
B551	32	4'-7"	U		10"	2'-11"	10"							Abutment Stem Cap
B552	1	4'-2"	U		10"	2'-6"	10"							Abutment Stem Cap
B553	17	2'-10"	U		10"	1'-2"	10"							Wing, Stem Cap
B554	8	5'-8"	V				2'-0"	3'-8"			1'-10"			NW Wing Horizontal
B555	4	5'-4"	AL1		1'-2"	2'-0"	2'-2"			6"	8 1/4"	1'-9 3/4"		NW Wing Parapet Stirrup
B556	4	5'-4"	AL		1'-2"	2'-0"	2'-2"				4 3/8"	1'-7 3/4"		NW Wing Parapet Stirrup
B557	1	3'-0"	U		10"	1'-4"	10"							NW Wing Parapet Cap
B558	1	3'-5"	U		10"	1'-9"	10"							NW Wing Parapet Cap
B559	1	3'-8"	U		10"	2'-0"	10"							NW Wing Parapet Cap
B560	8	6'-3"	V				2'-0"	4'-3"			1'-9 1/2"			NE Wing Horizontal
B561	4	6'-0"	AL2		1'-1"	2'-1"	2'-10"			5 1/2"	11 5/8"	3'-6 1/8"		NE Wing Parapet Stirrup
B562	4	7'-10"	AL		1'-2"	3'-10"	2'-10"				2'-0"	1'-10"		NE Wing Parapet Stirrup
B563	1	2'-11"	U		10"	1'-3"	10"							NE Wing Parapet Cap
B564	1	3'-2"	U		10"	1'-6"	10"							NE Wing Parapet Cap
B565	1	3'-7"	U		10"	1'-11"	10"							NE Wing Parapet Cap
B566	1	3'-11"	U		10"	2'-3"	10"							NE Wing Parapet Cap
B650	81	6'-9"	L	5'-9"	1'-0"									Footing
Superstructure														
S450c	204	6'-6"	T5	7"	5'-5"					0"				Transverse Overhang
S550c	152	5'-4"	SC	10"	1'-1 1/2"	1'-3"	1'-3 1/2"			10"		1'-5"		Curb, Transverse & Railing
S551c	12	3'-7"	U		10"	1'-11"	10"							End Diaphragm, Horizontal
S552c	18	5'-3"	U		10"	3'-7"	10"							End Diaphragm, Horizontal
S553c	12	5'-9"	U		10"	4'-1"	10"							End Diaphragm, Horizontal
S554c	62	6'-8"	U		2'-6"	1'-8"	2'-6"							End Diaphragm, NF Vert.
S555c	62	7'-10"	U		2'-7"	2'-8"	2'-7"							End Diaphragm, FF Vert.
S556c	24	5'-6"	L	2'-9"	2'-9"									End Diaphragm, FF Vert.
MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

TYPE - BENDING DIAGRAMS







All dimensions are out-to-out of bar.

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

Reinforcing Bar:	*ASTM A615/A615M, Grade 60*
Stainless Steel Reinforcing:	*ASTM A955, Grade 75*
Glass-Fiber Reinforced Polymer:	*ASTM D7957*
Low-Carbon Chromium Steel:	*ASTM A1035, Type CS, Grade 100*

GENERAL NOTES

1. *The first two digits 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. *The lower case letter following the bar number indicates the material of the bar.*

   "A500b", b = (Black) Plain Steel
   "A550s", s = Stainless Steel
   "S500g", g = Glass Fiber Reinforced Polymer
   "P510c", c = Low-carbon Chromium Steel

Stantec

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2610700

WIN 26107.00

	SIGNATURE	P.E. NUMBER	DATE
C. GUY			
PROJ MANAGER			
DESIGN-DETAILED	PBH/AA		OCT 2025
CHECKED-REVIEWED	KLW		OCT 2025
DESIGN2-DETAILED2	KLW		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TANNERY BRIDGE NO. 3511
CROSSING TANNERY BROOK
MARIAVILLE

REINFORCING SCHEDULE

SHEET NUMBER

34

OF 35

Date: 10/16/2025

Username: pharriman

Filename: c:\pw_working\infra03\cloukes\d0176004\Reinforcing_Schedule.dgn

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W		Existing	Proposed		Existing	Proposed
Approx. Property Lines	Building / Clearing Limit Line CLL		Sanitary Sewer	SA		Traveled Way	
Existing Right of Way	Trees Conifer / Deciduous		Com. Line UG	COM / UG COMM		Ditch	
Limits of Wrought Portion LIMITS OF WROUGHT PORTION	Tree Line / Bush Line		Electric Line	E / UG POW		Catch Basin	
Control Of Access	Water Edge		Water Line	W / WL		Manhole	
New Right of Way	Ledge / Rock/Boulder / Flag Pole		Underdrain Line			Sewer Manhole	
New Easement	Fence CHAIN LINK / BARB WIRE / STOCKADE		Gas Line	G / GAS		Utlity Pole	
New Temporary Rights TEMP. CONST. LIMITS	Sign / Well / Mailbox		Guardrail			Fire Hydrant	
New R/W Within Existing R/W			Culvert			Curbing	

Cut Line C C C — Fill Line F F F

Stonewall — Retaining Wall

Baseline 10+00 11+00 12+00

Monument — Traverse Point

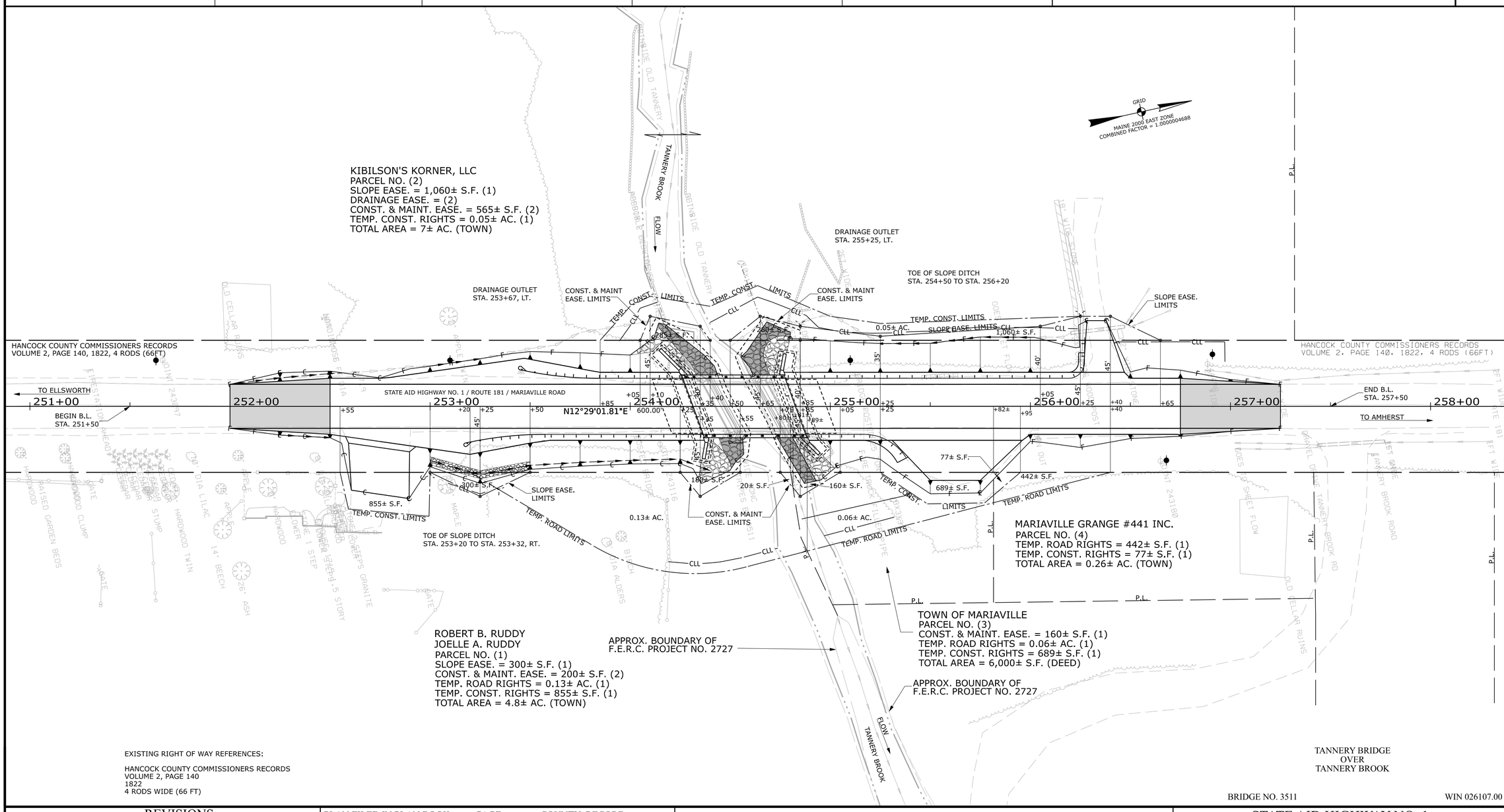
Iron Rod Set IRS — Pipe Found IPF

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

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY OF _____
RECEIVED _____, 20____
AT_____ HRS. _____ MINS. _____ .M.
AND RECORDED IN
PLAN BOOK (OR FILE NO.) _____, PAGE _____
ATTEST: _____
REGISTER



EXISTING RIGHT OF WAY REFERENCES:

HANCOCK COUNTY COMMISSIONERS RECORDS
VOLUME 2, PAGE 140
1822
4 RODS WIDE (66 FT)

REVISIONS NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE	NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
COUNTY RECORD						

DALE F. DOUGHTY
ACTING COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

STATE AID HIGHWAY NO. 1
ROUTE 181 / MARIAVILLE ROAD

MARIAVILLE — HANCOCK COUNTY

FEDERAL AID PROJECT NO. 2610700

APRIL 2025	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 5-323
SCALE 1"= 25'	SHEET 1 OF 1	

SHEET NUMBER
35
OF 35

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	C.D.P.	J.D.F.
FINAL RIGHT OF WAY	C.D.P.	P.N.S.
AREAS	C.D.P.	S.A.N.

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

MARIAVILLE
RIGHT OF WAY MAP

Date: 10/17/2025
Username: Benjamin.Singer

Filename: C:\Users\Benjamin.Singer\State of Maine\MaineDOT Work - 26107_00\ROW\Right-of-Way.dgn