STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Ninth Edition 2020.

DESIGN LOADING

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

MATERIALS

Concrete:
- Precast ..... Class "P"
- All Other ..... Class "A"

Reinforcing:
- Plain Reinforcing Steel ..... ASTM A615, Grade 60

BASIC DESIGN STRESSES

Concrete:
- Class "A" ..... f 'c = 4,000 psi
- Class "P" ..... f 'c = 5,000 psi

Reinforcing:
- Plain Reinforcing Steel ..... ASTM A 615/A 615M, f y = 60,000 psi

TRAFFIC DATA

Current (2023) AADT	2240
Future (2043) AADT	2460
DHV - % of AADT	10
Design Hour Volume	246
Heavy Trucks (% of AADT)	10
Heavy Trucks (% of DHV)	4
Directional Distribution (% of DHV)	52
18 kip Equivalent P 2.0	135
18 kip Equivalent P 2.5	128
Design Speed (mph)	50

PITTSFIELD
SOMERSET COUNTY
FARNHAM BRIDGE
OVER
FARNHAM BROOK
STATE ROUTE 11/ STATE ROUTE 100
PROJECT LENGTH 0.090 MILES
BRIDGE NO. 2274

OSBORNE BRIDGE
OVER
FARNHAM BROOK
STATE ROUTE 11/ STATE ROUTE 100
PROJECT LENGTH 0.090 MILES
BRIDGE NO. 2634

LIST OF DRAWINGS

Title Sheet 1
Estimated Quantities and General Construction Notes 2
General Plan and Profile: Farnham Bridge WIN 26109.00 3
General Plan and Profile: Osborne Bridge WIN 26111.00 4
Typical Roadway Sections 5
Geotechnical Plans: Farnham Bridge WIN 26109.00 6-9
Geotechnical Plans: Osborne Bridge WIN 26111.00 10-13

Farnham Bridge WIN 26109.00
- Precast Concrete Box Details 14-15
- Wingwall Details 16-17

Osborne Bridge WIN 26111.00
- Precast Concrete Box Details 18-19
- Culvert Mounted Guardrail System Details 20

Detour Plan 21
Cross Sections: Farnham Bridge WIN 26109.00 22-29
Cross Sections: Osborne Bridge WIN 26111.00 30-36
Water Main Modification Plan and Details 37-38
Right of Way Maps 39-40

STATE OF MAINE
DAVID ALAN MUNRO
No. 19719
LICENSED
PROFESSIONAL ENGINEER
2/17/2026
Roadway

UTILITIES

Central Maine Power Company
GoNetSpeed
Consolidated Communications
Charter Communications
Pittsfield Water Company

MAINTENANCE OF TRAFFIC

Bridges will be closed during construction with traffic detoured to state routes.

PROJECT LOCATION	State Routes 11 / 100 over Farnham Brook Located 1.3 miles south of the junction of State Routes 11 and 69 Lat./Long. 44°46'11.24"N 69°24'05.18"W
PROGRAM AREA	Bridge Program
OUTLINE OF WORK	Replace existing culverts with precast concrete box culverts. Rebuild 950 feet of road work and install guardrail around concrete box culverts.

02610900 & 02611100 WIN 26109.00 & 26111.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED
COMMISSIONER: DATE 2-20-26
CHIEF ENGINEER: DATE 2-20-26

STATE OF MAINE
SHANNON REED BEAUMONT
No. 17116
LICENSED PROFESSIONAL ENGINEER

Shannon Beaumont
SIGNATURE
17116
P.E. NUMBER
2/17/2026
DATE

PROJ. MANAGER	B. NICHOLS		
DESIGN-DETAILED	J. BICE	M. SMITH	02/17/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/17/26
DESIGN2-DETAILED2	A. VOMACKA	M. RAENZ	02/17/26
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PITTSFIELD
FARNHAM AND OSBORNE BRIDGE

TITLE SHEET

SHEET NUMBER
1
OF 40

Date: 2/17/2026
Username: robert.lupien

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\TitleSheet.dgn

ESTIMATED QUANTITIES					
ITEM NO.	DESCRIPTION	BR# 2274 WIN 26109.00	BR# 2634 WIN 26111.00	TOTAL QUANTITY	UNIT
201.23	REMOVING SINGLE TREE TOP ONLY	1		1	EA
201.24	REMOVING STUMP	3		3	EA
202.11	REMOVING PORTLAND CEMENT CONCRETE PAVEMENT	570	520	1090	SY
202.19	REMOVING OF EXISTING BRIDGE - BRIDGE #2274 (486 CY)	1		1	LS
202.19	REMOVING OF EXISTING BRIDGE - BRIDGE #2634 (211 CY)		1	1	LS
202.202	REMOVING PAVEMENT SURFACE	480	530	1010	SY
203.20	COMMON EXCAVATION	1300	930	2230	CY
203.21	ROCK EXCAVATION	15	10	25	CY
203.2318	DISPOSAL OF SPECIAL WASTE		240	240	TON
203.25	GRANULAR BORROW	430	160	590	CY
203.35	CRUSHED STONE 3/4-INCH	15		15	CY
203.55	CULVERT BEDDING STONE	50	50	100	CY
304.10	AGGREGRATE SUBBASE COURSE-GRAVEL	1300	1150	2450	CY
403.2081	HOT MIX ASPHALT, 12.5 MM (POLYMER MODIFIED)	170	170	340	T
403.2131	HOT MIX ASPHALT, 12.5 MM (BASE & INTERMEDIATE BASE COURSE, POLYMER MODIFIED)	290	280	570	T
409.15	BITUMINOUS TACK COAT, APPLIED	120	115	235	G
508.13	SHEET WATERPROOFING MEMBRANE - BRIDGE #2274 (120 SY)	1		1	LS
508.13	SHEET WATERPROOFING MEMBRANE - BRIDGE #2634 (93 SY)		1	1	LS
511.07	COFFERDAM: DOWNSTREAM - BRIDGE #2274	1		1	LS
511.07	COFFERDAM: DOWNSTREAM - BRIDGE #2634		1	1	LS
511.07	COFFERDAM: UPSTREAM - BRIDGE #2274	1		1	LS
511.07	COFFERDAM: UPSTREAM - BRIDGE #2634		1	1	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES - BRIDGE #2274 (40 SY)	1		1	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES - BRIDGE #2634 (55 SY)		1	1	LS
526.301	TEMPORARY CONCRETE BARRIER, TYPE I (100 LF)	0.5	0.5	1	LS
534.71	PRECAST CONCRETE BOX CULVERT - BRIDGE #2274 (115 CY)	1		1	LS
534.71	PRECAST CONCRETE BOX CULVERT - BRIDGE #2634 (100 CY)		1	1	LS
606.1301	31" W-BEAM GUARDRAIL, MID-WAY SPLICE - SINGLE FACED	575	475	1050	LF
606.1305	31" W-BEAM GUARDRAIL, MID-WAY SPLICE FLARED TERMINAL	2	2	4	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	4	4	8	EA
606.743	GUARDRAIL - SINGLE RAIL CULVERT MOUNTED		100	100	LF
610.08	PLAIN RIPRAP	170	155	325	CY
610.213	VOID-FILLED RIPRAP	135		135	CY
613.319	EROSION CONTROL BLANKET	160	38	198	SY
615.07	LOAM	90	60	150	CY
618.13	SEEDING METHOD NUMBER 1	2		2	UN
618.14	SEEDING METHOD NUMBER 2	11	9	20	UN
619.12	MULCH	13	9	22	UN
619.14	EROSION CONTROL MIX	140	110	250	CY
620.54	STABILIZATION/REINFORCEMENT GEOTEXTILE	170	160	330	SY
620.58	EROSION CONTROL GEOTEXTILE	495	285	780	SY
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	3800	3800	7600	LF
629.05	HAND LABOR, STRAIGHT TIME	20	20	40	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	15	15	30	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	15	15	30	HR
639.19	FIELD OFFICE, TYPE B	0.5	0.5	1	EA
652.312	TYPE III BARRICADE	2	2	4	EA
652.33	DRUM	10	10	20	EA
652.34	CONE	20	20	40	EA
652.35	CONSTRUCTION SIGNS	275	275	550	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	0.5	0.5	1	LS
652.38	FLAGGERS	150	150	300	HR
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	2	2	4	EA
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	0.5	0.5	1	LS
659.10	MOBILIZATION	0.5	0.5	1	LS
672.10	PRECAST CONCRETE BLOCK GRAVITY WALL	350		350	SF

TOWN OF PITTSFIELD WATER MAIN			
ITEM NO.	DESCRIPTION	TOTAL QUANTITY	UNIT
801.03	TEST PITS	3	EA
822.33	6" CLASS 52 DUCTILE IRON PIPE	120	LF
827.331	TRENCH INSULATION	110	SY

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. 169 shall be Granular Borrow meeting the requirements of Standard Specifications 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. Stone which cannot be rolled or compacted into the surface of the shoulder shall be removed by hand raking. Payment for hand raking will be considered incidental to Pay Item 304.10, Aggregate Subbased Course - Gravel.

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

10. Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Pay Item 619.14, Erosion Control Mix.

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

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

13. 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.

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

Top of wingwalls,
On all concrete headwalls,
Box surfaces that are exposed extending one foot inside the box,
To one foot below the ground on vertical walls against earth.

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

16. 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.

17. The project geotechnical report titled: Geotechnical Design Report on Farnham Bridge Over Farnham Brook, Bridge 2274, February 2026 and Geotechnical Design Report on Osborne Bridge over Farnham Brook, Bridge 2634, February 2026 may be accessed at the MaineDOT web address.

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

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

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

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

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02610900 & 02611100
WIN
26109.00 & 26111.00
BRIDGE NO. 2274 & 2634

BRIDGE PLANS

		BY	DATE
PROJ MANAGER	B. NICHOLS		
DESIGN-DETAILED	J. BICE	M. SMITH	02/17/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/17/26
DESIGN2-DETAILED2	A. VOMACKA	M. RAENZ	02/17/26
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

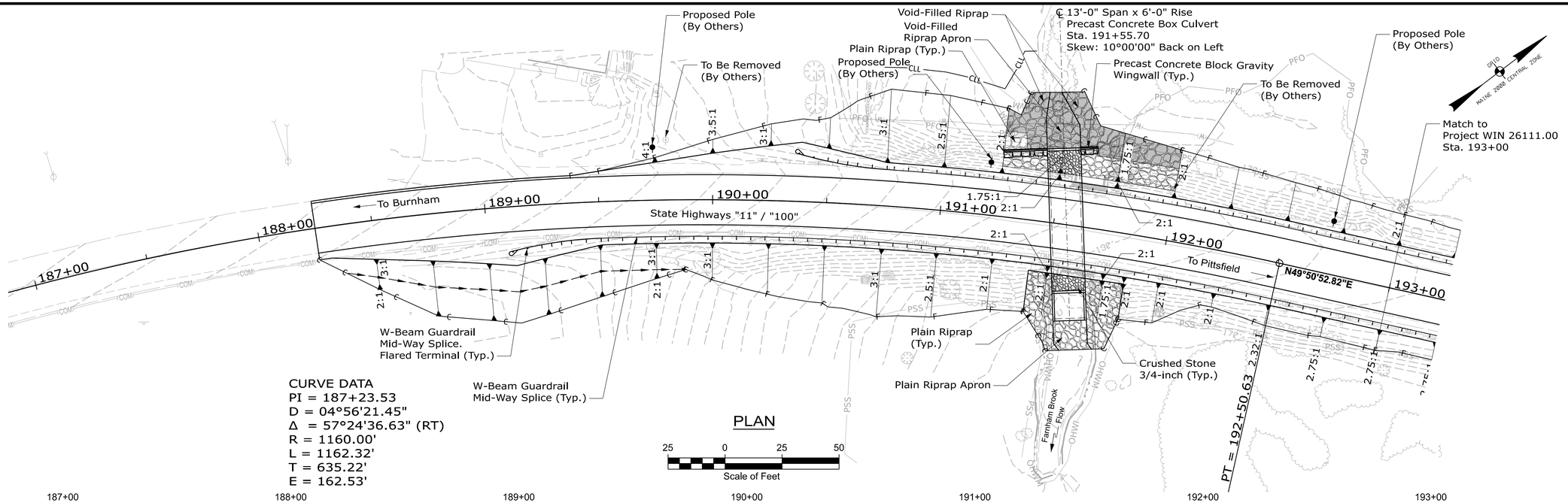
FARNHAM AND OSBORNE BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

ESTIMATED QUANTITIES AND GENERAL CONSTRUCTION NOTES

SHEET NUMBER
2
OF 40

Date: 2/17/2026
Username: robert.lupien

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Quantities.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02610900

WIN
26109.00

BRIDGE PLANS

BRIDGE NO. 2274

SIGNATURE

P.E. NUMBER

DATE

	B. NICHOLS	BY	DATE
PROJ. MANAGER			
DESIGNED-DETAILED	J. BICE	M. SMITH	02/17/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/17/26
DESIGN2-DETAILED2	A. VOMACKA	M. RAENZ	02/17/26
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

FARNHAM BRIDGE
FARNHAM BROOK
SOMERSET COUNTY

PITTSFIELD

GENERAL
PLAN & PROFILE

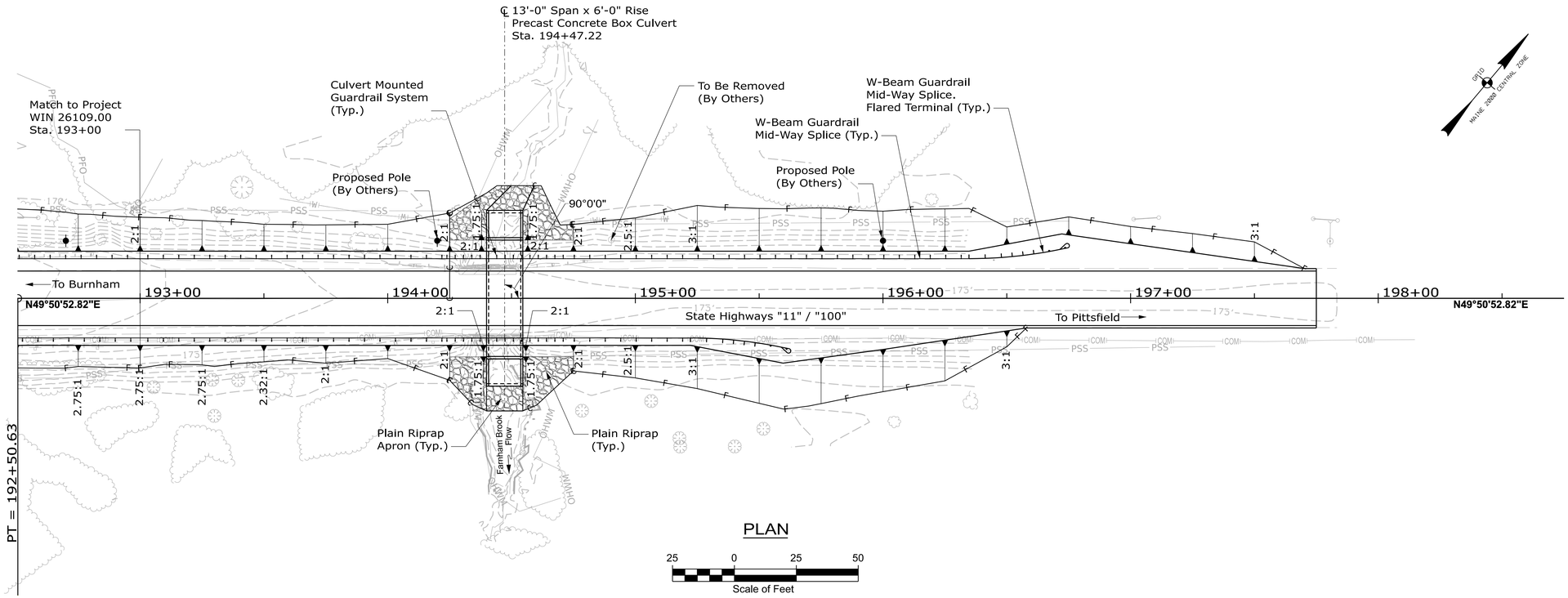
SHEET NUMBER

3

OF 40

Username: robert.lupien Date: 2/17/2026

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\PlanProfile_Route100.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02611100

WIN
26111.00

BRIDGE NO. 2634

BRIDGE PLANS

PROJ. MANAGER	B. NICHOLS		
DESIGN-DETAILED	J. BICE	M. SMITH	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/06/26
DESIGN1-DETAILED2	A. VOMACKA	M. RAENZ	02/06/26
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

OSBORNE BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

GENERAL
PLAN & PROFILE

SHEET NUMBER

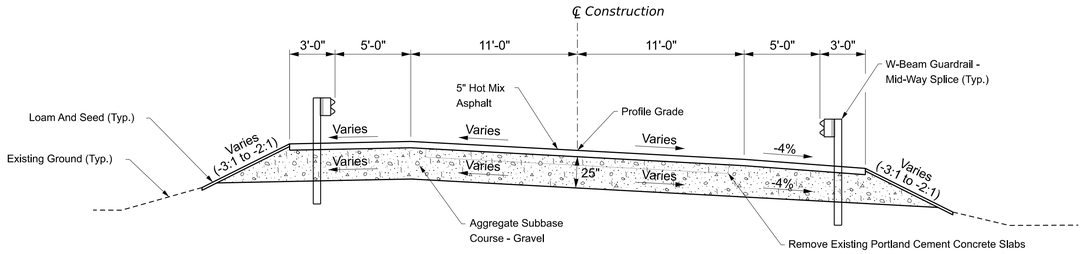
4

OF 40

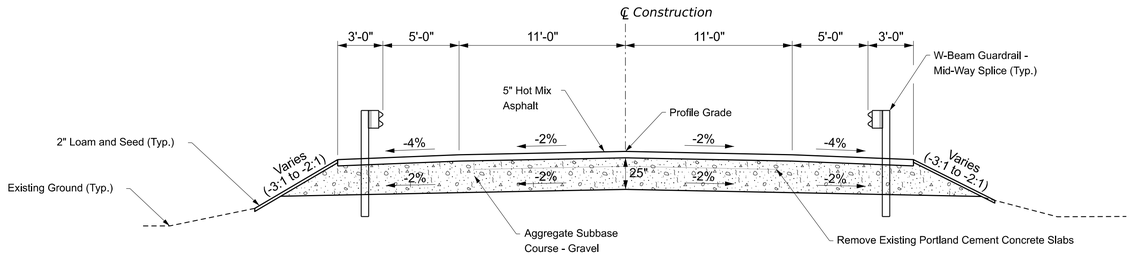
Date: 2/17/2026

Username: robert.lupien

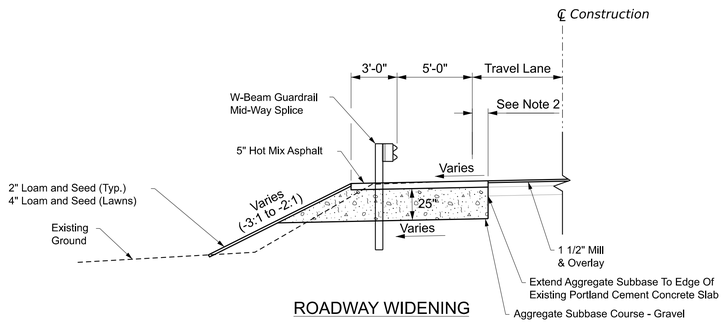
Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\PlanProfile_Route100.dgn



SUPERELEVATED APPROACH SECTION

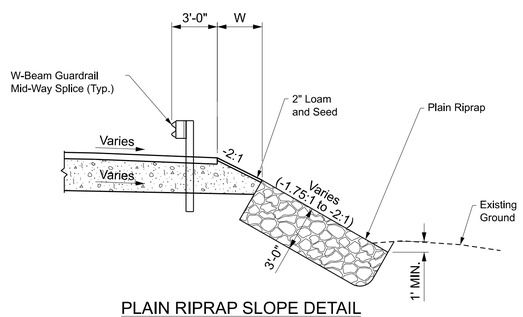


TYPICAL APPROACH SECTION



ROADWAY WIDENING

188+25 to 190+25 RT
189+40 to 190+50 LT
195+25 to 197+75 LT
195+50 to 196+60 RT



PLAIN RIPRAP SLOPE DETAIL

191+25 to 192+00 LT (W = 3.0')
191+40 to 191+90 RT (W = 3.0')
194+25 to 194+75 LT (W = 4.5')
194+25 to 194+75 RT (W = 4.5')

Notes:

1. As-Built Plans Indicate that Portland Cement Concrete Slabs are Present Beneath the Roadway Throughout the Project Limits. The Exact Depth and Thickness of the Slabs is Unknown and Will Vary Along the Project.

2. Offset to Edge of Existing Portland Cement Concrete Slab Will Vary but is Approximated to be 10-ft on Average Left and Right of the Roadway Centerline Based on As-Built Plans.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02610900 & 02611100
WIN
26109.00 & 26111.00

BRIDGE NO. 2274 & 2634

BRIDGE PLANS

PROJ. MANAGER	B. NICHOLS		
DESIGN-DETAILED	J. BICE	M. SMITH	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/06/26
DESIGN1-DETAILED2	A. VOMACKA	M. RAENZ	02/06/26
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARNHAM AND OSBORNE BRIDGE
FARNHAM BROOKE
SOMERSET COUNTY
PITTSFIELD

TYPICAL ROADWAY SECTIONS

SHEET NUMBER

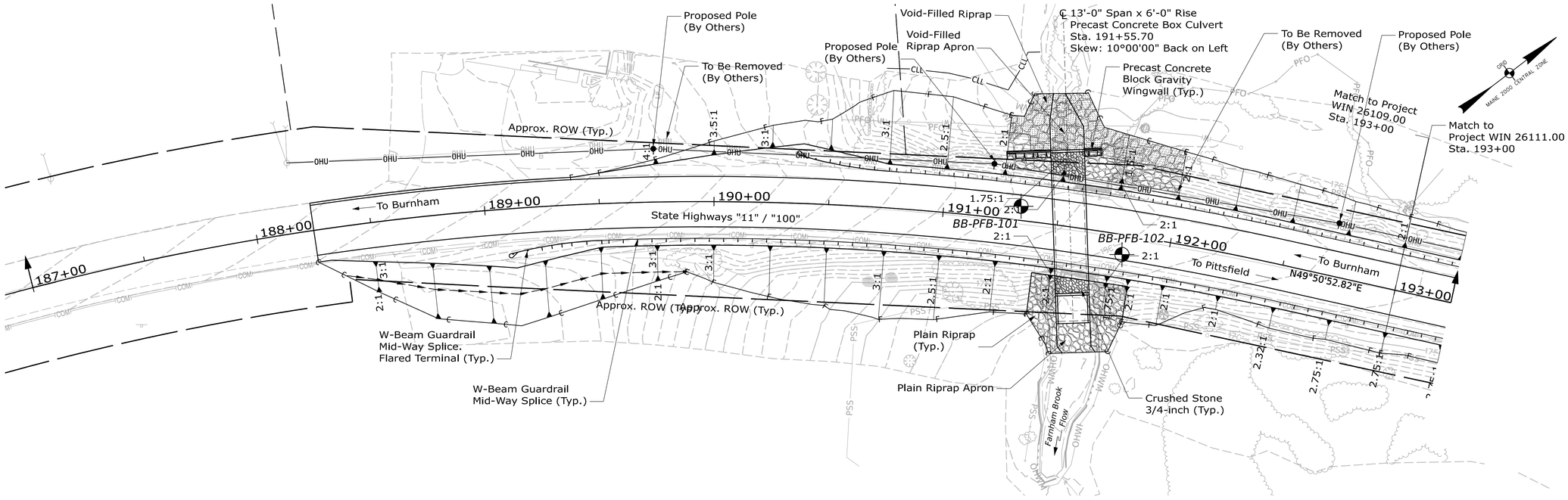
5

OF 40

Date: 2/6/2026

Username: Mike.Smith

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Typical.dgn



PLAN

25 0 25 50

Scale of Feet

LEGEND:

BB-PFB-101 — Designation and as-drilled location of preliminary phase test boring drilled by New England Boring Contractors and monitored by Haley & Aldrich, Inc. in August 2023.

Approximate location and orientation of interpretive subsurface profile (see Figure 3).

Key

BB = Bridge Boring

NOTES:

1. Existing ground surface elevations and stationing were taken from the electronic files provided by Fuss & O'Neill on January 29, 2026.
2. As-drilled locations of test borings were determined in the field by Haley & Aldrich by taping from existing site features.
3. Refer to Apendix A and the boring log sheets for test boring logs and bedrock core photographs and Appendix B for laboratory test results.
4. Elevations are in feet and reference the North American Vertical Datum of 1988 (NAVD 88).

HALEY ALDRICH

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2610900

WIN 26109.00

BRIDGE NO. 2274

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ MANAGER	B. NICHOLS	
DESIGN-DETAILED	E.HUNSTEN	K. POST 1/26
CHECKED-REVIEWED	E.HUNSTEN	E. FORCE 2/26
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FARNHAM BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

EXPLORATION LOCATION PLAN

SHEET NUMBER

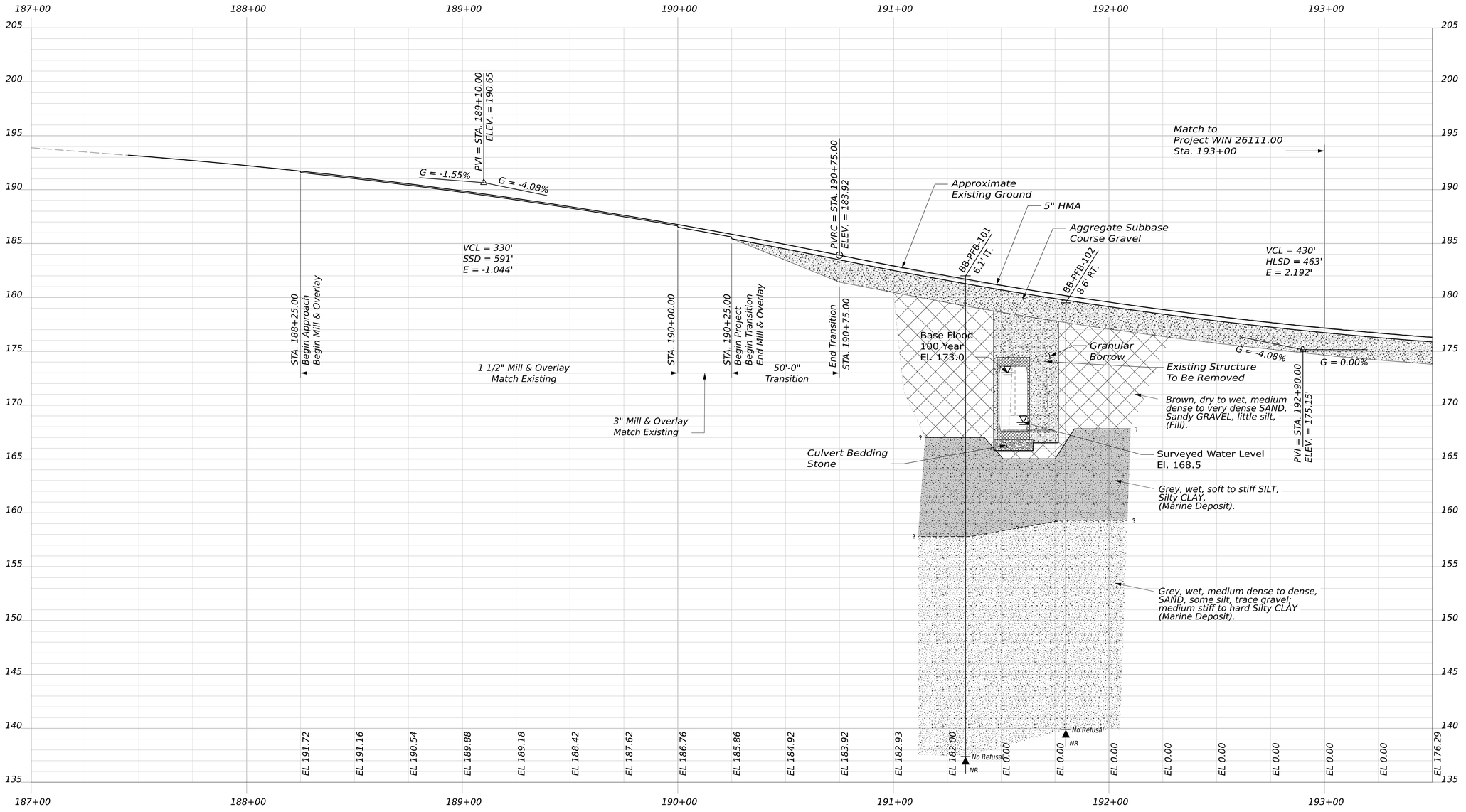
6

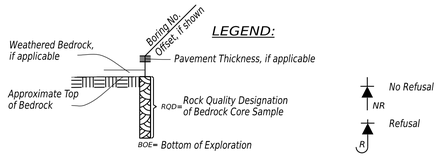
OF 40

Date: 2/4/2026

Username: kpostolowski

Filename: \\haleyaldrich.com\share\CF\Projects\0208476\CAD\0208476_001_Boring Plan.dgn





NOTE:

1. *This generalized interpretive subsurface 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 information refer to the exploration logs.*
2. *Boring offset is based on the proposed Route 100 baseline.*
3. *Elevations are in feet and reference the North American Vertical Datum of 1988 (NAVD 88).*
4. *Test borings were monitored in the field by Haley & Aldrich, Inc.*
5. *Refer to the preliminary geotechnical design report for test boring logs and rock core photographs.*

PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

HALEY ALDRICH

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

0 2610900

WIN
26109.00

BRIDGE NO. 2274

BRIDGE PLANS

PROJ. MANAGER	B. NICHOLS	BY	DATE
DESIGN-DETAILED	E. HUNSTEIN	K. POST	1/25
CHECKED-REVIEWED	E. HUNSTEIN	E. FORCE	2/26
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARNHAM BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER

7

OF 40

Date: 2/4/2026

Username: kpostolowski

Filename: \\haleyaldrich.com\share\CF\Projects\0208476\CAD\Client Files\2026-1\2026-0129 updated microstation plans\0202476-77_Profiles_Route100.dgn

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Farnham Bridge No. 2274
Location: Pittsfield, Maine

Boring No.: BB-PFB-101
WIN: 26109.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	182.0	**Auger ID/OD:**	--
Operator:	B. Gome	**Datum:**	NAVD 88	**Sampler:**	Standard Split Spoon
Logged By:	H. Hollauer	**Rig Type:**	Mobile B-53	**Hammer Wt./Fall:**	HW-140#/30"; SS-140#/30"
Date Start/Finish:	8-24-2023/8-25-2023	**Drilling Method:**	HW to 43.5 ft	**Core Barrel:**	--
Boring Location:	See plan.	**Casing ID/OD:**	HW-4.0 in. ID	**Water Level*:**	11 ft (Approx.)
Hammer Efficiency Factor:	0.76	**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 = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WO1P = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							1			Asphalt and Concrete 0 to 2.1 ft.	
							1			Note: No samples taken 0 to 5.0 ft.	
							3	179.9		2.1	
										Note: Drill action indicates probable cobbles and boulders from 2.1 to 4.2 ft .	
							33				
5	1D	24/16	5.0 - 7.0	16/23/16/15	39	49	47			Brown, dry, dense, fine to coarse SAND, some gravel, little silt, well-graded, (Fill).	G#744574 A-1-b, SM
							81				
	2D	24/2	7.0 - 9.0	25/31/28/27	59	75	93			Similar to 1D above, except wet, very dense, possibly pushed a cobble, (Fill).	
							85				
	3D	24/1	9.0 - 11.0	7/14/12/6	26	33	89			Broken rock fragments and pieces, possibly pushed a cobble, (Fill).	
10							12				
	4D	24/0	11.0 - 13.0	5/4/5/8	9	11	43			No Recovery Note: Possibly pushing a cobble.	
							31				
							29				
							28			Note: Lost water from approximately 13.0 to 15.0 ft. Drill action indicates possible cobbles.	
15	5D	24/8	15.0 - 17.0	1/1/6/5	7	9	27	167.0		15.0 Grey-brown, wet, stiff, SILT, (Marine Deposit).	G#744571 WC=25 LL=40 PL=29 PI=11
							25			Note: Lost all drill water at approximately 19.0 ft.	
							19				
							22				
							24				
20											
	6D V1	24/18	23.0 - 25.0 23.6 - 24.0	WOR/WOR/11/19 Su=270/80 psf	11	14				Similar to 5D, except soft to stiff, (Marine Deposit). 55 x 110 mm vane raw torque readings:	
25	V2		24.6 - 25.0	Su=1,395/310 psf				157.8		V1: 70/20 in-lbs V2: 360/80 in-lbs 24.2	

Remarks:

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.

Boring No.: BB-PFB-101

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Farnham Bridge No. 2274
Location: Pittsfield, Maine

Boring No.: BB-PFB-101
WIN: 26109.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	182.0	**Auger ID/OD:**	--
Operator:	B. Gome	**Datum:**	NAVD 88	**Sampler:**	Standard Split Spoon
Logged By:	H. Hollauer	**Rig Type:**	Mobile B-53	**Hammer Wt./Fall:**	HW-140#/30"; SS-140#/30"
Date Start/Finish:	8-24-2023/8-25-2023	**Drilling Method:**	HW to 43.5 ft	**Core Barrel:**	--
Boring Location:	See plan.	**Casing ID/OD:**	HW-4.0 in. ID	**Water Level*:**	11 ft (Approx.)
Hammer Efficiency Factor:	0.76	**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 = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140 lb. Hammer
WOR/C = Weight of Rods or Casing
WO1P = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
25										Brown-grey, wet, stiff, Silty CLAY, some fine sand, (Marine Deposit).	
								154.0		28.0	
30	7D	24/12	30.0 - 32.0	16/16/19/22	35	44				Grey-brown, wet, dense, fine to coarse SAND, some silt, some gravel, poorly-graded, well bonded, (Marine Deposit).	G#744575 A-2-4, SM
35	8D	24/12	35.0 - 37.0	1/2/4/8	6	8		147.0		35.0 Dark grey, wet, medium stiff, CLAY, (Marine Deposit).	G#744572 WC=25 LL=36 PL=23 PI=13
40	9D	24/20	40.0 - 42.0	5/11/19/28	30	38				Similar to S8, except hard, (Marine Deposit).	
	10D	24/16	42.0 - 44.0	6/10/27/42	37	47				Dark grey, wet, hard, Silty CLAY with occasional fine sand seams, (Marine Deposit).	
								138.5		43.5	
45								138.0		Grey, wet, dense, fine SAND, little silt, (Marine Deposit). 44.0	
										Bottom of Exploration at 44.0 feet below ground surface.	
50											

Remarks:

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.

Boring No.: BB-PFB-101

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02610900

WIN 26109.00

BRIDGE NO. 2274

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	B. NICHOLS	
DESIGNED-DETAILED	J. BICE	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	02/06/26
DESIGN2-DETAILED2	A. VOMACKA	02/06/26
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FARNHAM BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

BORING LOGS

SHEET NUMBER
8
OF 40

Username: Mike.Smith Date: 2/6/2026

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Boring_Log_Plan.dgn

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Farnham Bridge No. 2274
Location: Pittsfield, Maine

Boring No.: BB-PFB-102
WIN: 26109.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	179.5	**Auger ID/OD:**	--
Operator:	B. Gome	**Datum:**	NAVD 88	**Sampler:**	Standard Split Spoon
Logged By:	R. Estes/H. Hollauer	**Rig Type:**	Mobile B-53	**Hammer Wt./Fall:**	HW-140#/30"; SS-140#/30"
Date Start/Finish:	8-18-2023/8-21-2023	**Drilling Method:**	HW to 39 ft	**Core Barrel:**	--
Boring Location:	See plan.	**Casing ID/OD:**	HW-4.0 in. ID	**Water Level*:**	5.6 ft
Hammer Efficiency Factor:	0.76	**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 = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WO1P = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0										Bituminous Concrete (19 in.)	
	1D	24/13	1.6 - 3.6	5/10/11/12	21	27		177.9		1.6 Brown, dry, medium dense, Sandy fine to coarse GRAVEL, trace silt, well-graded, (Fill). PID Reading = 4.7 ppm	G#744576 A-1-a, GW-GM
							74				
							68				
	2D	5/4	4.0 - 4.4	50(5")			41			Similar to S1, except very dense, SPT refusal on cobble, (Fill). PID Reading = 3.0 ppm	G#744577 A-1-a, GW-GM
5	3D	24/12	5.0 - 7.0	37/19/17/17	36	46	81			Brown, moist, dense, Sandy fine to coarse GRAVEL, little silt, few cobbles, well-graded, (Fill). PID Reading = 2.9 ppm	
							174				
	4D	24/6	7.0 - 9.0	3/13/11/8	24	30	84			Similar to S3, except medium dense, trace silty clay, (Fill). PID Reading = 2.9 ppm	
							67				
	5D	24/2	9.0 - 11.0	19/12/16/31	28	35	11			Similar to S3, except dense, (Fill). Note: Encountered wood from 9.6 to 10.5 ft. PID Reading = 3.1 ppm	
10							9				
	6D	24/15	11.0 - 13.0	5/5/5/5	10	13	21	167.8		11.7	
							17	167.7		Dark brown ORGANIC SILT 11.8	
							33			Grey-brown to grey mottled, wet, stiff, Silty CLAY, (Marine Deposit). PID Reading = 3.4 ppm Note: Attempt vane at 13.0 ft, unable to push vane.	
15											
	7D		15.0 - 17.0	WOH(24")			10			Grey, wet, stiff to medium stiff, Lean CLAY, (Marine Deposit).	G#744573 WC=31 LL=31 PL=21 PI=10
	V1		15.6 - 16.0	~~Su=1,085/215 psf~~						55 x 110 mm vane raw torque readings: V1: 280/55 in-lbs V2: 210/45 in-lbs	
	V2		16.6 - 17.0	Su=815/175 psf			6				
							7				
	U1	24/24	18.2 - 20.2	Push			7				
							10				
20	8D	24/24	20.2 - 22.2	13/12/12/23	24	30	21	159.3		20.2 Grey, wet, medium dense, fine SAND, little silt, poorly-graded, (Marine Deposit). PID Reading = 0 ppm Note: Vane refusal at 20.6 ft. Grey, medium dense, fine to coarse SAND, little silt, trace fine gravel, moderately bonded, no odor, (Marine Deposit).	
							15				
							22				
							26				
25							39				

Remarks:

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.

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Farnham Bridge No. 2274
Location: Pittsfield, Maine

Boring No.: BB-PFB-102
WIN: 26109.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	179.5	**Auger ID/OD:**	--
Operator:	B. Gome	**Datum:**	NAVD 88	**Sampler:**	Standard Split Spoon
Logged By:	R. Estes/H. Hollauer	**Rig Type:**	Mobile B-53	**Hammer Wt./Fall:**	HW-140#/30"; SS-140#/30"
Date Start/Finish:	8-18-2023/8-21-2023	**Drilling Method:**	HW to 39 ft	**Core Barrel:**	--
Boring Location:	See plan.	**Casing ID/OD:**	HW-4.0 in. ID	**Water Level*:**	5.6 ft
Hammer Efficiency Factor:	0.76	**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 = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140 lb. Hammer
WOR/C = Weight of Rods or Casing
WO1P = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
25	9D	24/10	25.0 - 27.0	14/20/15/10	35	44	40			Grey, wet, dense, fine to coarse SAND, some silt, trace fine gravel, poorly-graded, no odor, (Marine Deposit). PID Reading = 0 ppm	G#744578 A-2-4, SM
							35				
							30				
							24				
							27				
30	10D	24/6	30.0 - 32.0	WOH/10/17/20	27	34	25			Grey, wet, dense, fine to coarse SAND, little silt, trace fine to coarse gravel, trace clay, well-graded, moderately bonded, no odor, (Marine Deposit). PID Reading = 0 ppm	
							31				
							36				
							89				
							96				
35	11D	24/6	35.0 - 37.0	2/3/3/2	6	8				Gravel wash, advanced casing to 37.0 ft and resampled. PID Reading = 0 ppm	
	12D	24/12	37.0 - 39.0	12/11/24/37	35	44				Grey to dark grey, wet, dense, fine SAND, little silt, trace medium to coarse sand, poorly-graded, no odor, (Marine Deposit). PID Reading = 0 ppm	
								140.5		39.0 **Bottom of Exploration at 39.0 feet below ground surface.**	
40											
45											
50											

Remarks:

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.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02610900

WIN
26109.00

BRIDGE NO. 2274

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	B. NICHOLS		
DESIGNED-DETAILED	J. BICE	M. SMITH	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/06/26
DESIGNED-DETAILED2	A. VOMACKA	M. RAENZ	02/06/26
DESIGNED-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARNHAM BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

BORING LOGS

SHEET NUMBER

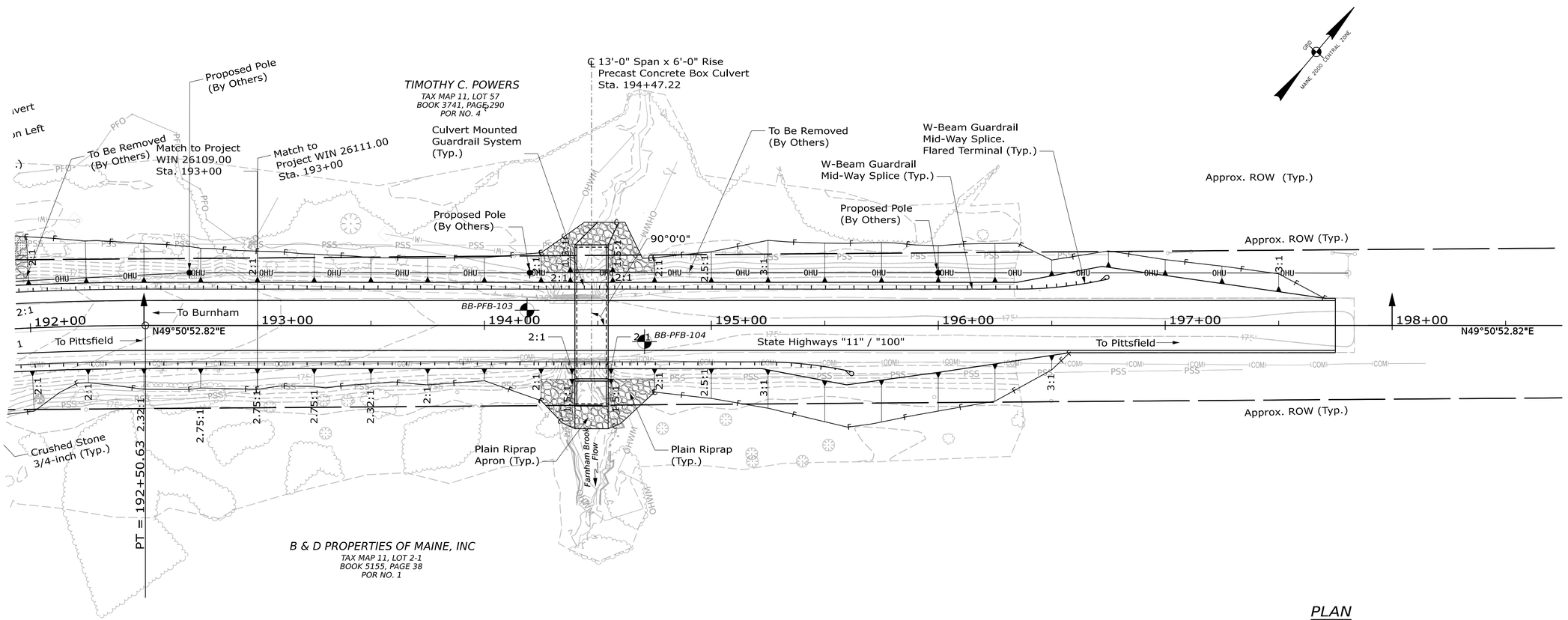
9

OF 40

Date: 2/6/2026

Username: Mike.Smith

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Boring_Log_Plan.dgn



PLAN

25 0 25 50

Scale of Feet

LEGEND:

BB-PFB-103

Designation and as-drilled location of preliminary phase test boring drilled by New England Boring Contractors and monitored by Haley & Aldrich, Inc. in August 2023.

Approximate location and orientation of interpretive subsurface profile

Key

BB = Bridge boring

NOTES:

1. *Existing site and topographic information and project stationing were taken from electronic files provided by Fuss & O'Neill on January 29, 2026.*
2. *As-drilled locations of test borings were determined in the field by Haley & Aldrich by taping from existing site features.*
3. *Elevations are in feet and reference the North American Vertical Datum of 1988 (NAVD 88).*
4. *Refer to Appendix A for test boring logs.*
5. *Borings BB-PFB-101 and BB-PFB-102 were drilled for the adjacent Farnham bridge.*

HALEY ALDRICH

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2611100

WIN 26111.00
BRIDGE NO. 2634

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	B. NICHOLS	
DESIGN-DETAILED	E. HUNSTEIN	K. POST 1/25
CHECKED-REVIEWED	E. HUNSTEIN	E. FORCE 2/26
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

OSBORNE BRIDGE
FARNHAM BROOK
PITTSFIELD SOMERSET COUNTY

EXPLORATION LOCATION PLAN

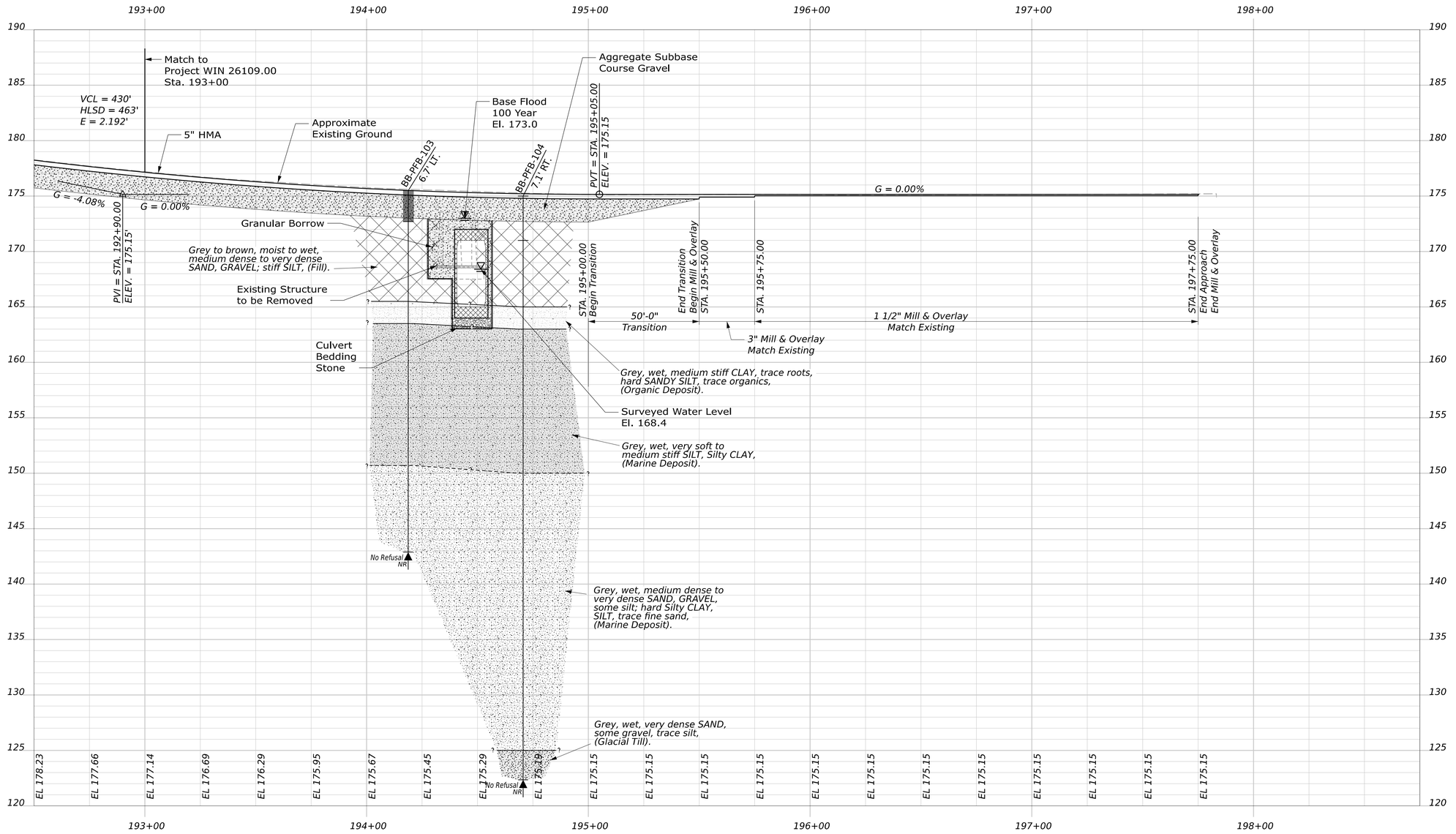
SHEET NUMBER

10

OF 40

Username: kpostolowski Date: 2/4/2026

Filename: \\haleyaldrich.com\share\CF\Projects\0208477\CAD\0208477_001_Boring Plan.dgn

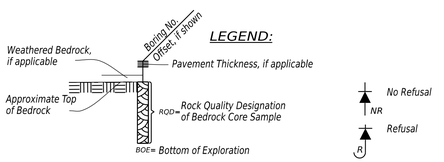


PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet



NOTE:

1. This generalized interpretive subsurface 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 information refer to the exploration logs.
2. Boring offset is based on the proposed Route 100 baseline.
3. Elevations are in feet and reference the North American Vertical Datum of 1988 (NAVD 88).
4. Test borings were monitored in the field by Haley & Aldrich, Inc.
5. Refer to the preliminary geotechnical design report for test boring logs and rock core photographs.

HALEY ALDRICH

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02611100

WIN 26111.00

BRIDGE NO. 2634

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	B. NICHOLS		
DESIGNED-DETAILED	E. HUNSTEN	K. POST	1/25
CHECKED-REVIEWED	E. HUNSTEN	E. FORCE	2/26
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

OSBORNE BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER

11

OF 40

Date: 2/5/2026

Username: kpostolowski

Filename: \\haleyaldrich.com\share\CF\Projects\0208476\CAD\Client Files\2026-1\2026-0129 updated microstation plans\0202476-77_Profiles_Route100.dgn

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Osborne Bridge No. 2634
Location: Pittsfield, Maine

Boring No.: BB-PFB-103
WIN: 26111.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	175.5	**Auger ID/OD:**	--
Operator:	B. Gome	**Datum:**	NAVD 88	**Sampler:**	Standard Split Spoon
Logged By:	H. Hollauer	**Rig Type:**	Mobile B-53	**Hammer Wt./Fall:**	HW-140#/30"; SS-140#/30"
Date Start/Finish:	8-23-2023/8-24-2023	**Drilling Method:**	HW to 32 ft	**Core Barrel:**	--
Boring Location:	See plan.	**Casing ID/OD:**	HW-4.0 in. ID	**Water Level*:**	11.2 ft
Hammer Efficiency Factor:	0.76	**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 = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WO1P = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							0			No Samples collected from 0 to 5 ft. Unable to determine asphalt thickness. Metal rebar encountered at approximately 1.5 ft. Used SSA to penetrate. Solid material, possibly concrete from 1.2 to 2.8 ft. Drill action indicates dense material with occasional obstruction from 2.8 to 5.0 ft.	
							0				
							16				
							6	172.7		2.8	
							29			Note: Advanced SSA to 5.0 ft.	
5	1D	24/6	5.0 - 7.0	11/11/12/6	23	29	36			Grey-brown, wet, medium dense, Gravelly fine to coarse SAND, little silt, well-graded, (Fill). PID Reading = 0 ppm	G#744587 A-1-b, SM
							43				
	2D	24/10	7.0 - 9.0	21/29/61/31	90	114	37			Brown grading to grey slightly mottled, moist, very dense, Silty SAND, trace clay, poorly-graded, (Fill).	G#744588 A-1-b, GM
							159			Grey-brown changing to orange-brown, wet, very dense, Sandy fine to coarse GRAVEL, little silt, well-graded, oxidized, (Fill). PID Reading = 0 ppm	
	3D	24/10	9.0 - 11.0	17/36/3/3	39	49	149			Similar to above, except dense, (Fill). PID Reading = 0 ppm	
10							65	165.5		10.0	
	4D	24/4	11.0 - 13.0	14/36/41/49	77	98	77			Grey to grey-brown, wet, hard, fine Sandy SILT, trace organics (roots, peat fibers, depositional structure), (Organic Deposit).	
							51	163.5		Similar to 3D, (Organic Deposit).	
							65			12.0	
							62				
15	5D	24/24	15.0 - 17.0	WOH/24"			21			Dark grey, wet, very soft to medium stiff, SILT, (Marine Deposit)	G#744583 WC=30 LL=40 PL=27 PI=13
							26				
							29				
	V1		18.6 - 19.0	Su=760/165 psf			33	156.9		18.6	
	V2		19.6 - 20.0	Su=875/190 psf			30			65 x 110 mm vane raw torque readings: V1: 320/70 in-lbs V2: 370/80 in-lbs	
20											
	6D	24/24	22.0 - 24.0	WOR/24"						Dark grey, wet, soft to medium stiff, Silty CLAY, (Marine Deposit).	
	~~V3~~		~~22.6 - 23.0~~	~~Su=380/95 psf~~						65 x 110 mm vane raw torque readings: V3: 160/40 in-lbs V4: 350/70 in-lbs	
	V4		23.6 - 24.0	Su=830/165 psf							
25								150.7		24.8	
	7D	24/14	25.0 - 27.0	17/12/15/35	27	34				Dark grey, wet, dense, Silty fine SAND, trace gravel, poorly-graded, (Marine Deposit).	G#744589 A-4, SM
								148.3		27.2	
30											

Remarks:

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.

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Osborne Bridge No. 2634
Location: Pittsfield, Maine

Boring No.: BB-PFB-103
WIN: 26111.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	175.5	**Auger ID/OD:**	--
Operator:	B. Gome	**Datum:**	NAVD 88	**Sampler:**	Standard Split Spoon
Logged By:	H. Hollauer	**Rig Type:**	Mobile B-53	**Hammer Wt./Fall:**	HW-140#/30"; SS-140#/30"
Date Start/Finish:	8-23-2023/8-24-2023	**Drilling Method:**	HW to 32 ft	**Core Barrel:**	--
Boring Location:	See plan.	**Casing ID/OD:**	HW-4.0 in. ID	**Water Level*:**	11.2 ft
Hammer Efficiency Factor:	0.76	**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 = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140 lb. Hammer
WOR/C = Weight of Rods or Casing
WO1P = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
30	8D	24/6	30.0 - 32.0	18/28/24/30	52	66		143.5		Grey, wet, very dense, fine to coarse SAND, little silt, trace fine to coarse gravel, well-graded, (Marine Deposit).	
										32.0	
										Bottom of Exploration at 32.0 feet below ground surface. No Refusal	
35											
40											
45											
50											
55											
60											

Remarks:

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.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02611100

WIN 26111.00

BRIDGE NO. 2634

BRIDGE PLANS

PROJ. MANAGER	B. NICHOLS		
DESIGN-DETAILED	J. BICE	M. SMITH	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/06/26
DESIGN2-DETAILED2	A. VOMACKA	M. RAENZ	02/06/26
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

OSBORNE BRIDGE
FARNHAM BROOK
PITTSFIELD SOMERSET COUNTY

BORING LOGS

SHEET NUMBER
12
OF 40

Date: 2/6/2026
Username: Mike.Smith

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Boring_Log_Plan.dgn

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Osborne Bridge No. 2634
Location: Pittsfield, Maine

Boring No.: BB-PFB-104
WIN: 26111.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	175.0	**Auger ID/OD:**	--
Operator:	B. Gome	**Datum:**	NAVD 88	**Sampler:**	Standard Split Spoon
Logged By:	H. Hollauer	**Rig Type:**	Mobile B-53	**Hammer Wt./Fall:**	HW-140#/30"; SS-140#/30"
Date Start/Finish:	8-21-2023/8-21-2023	**Drilling Method:**	HW to 52 ft	**Core Barrel:**	--
Boring Location:	See plan.	**Casing ID/OD:**	HW-4.0 in. ID	**Water Level*:**	10.2 ft
Hammer Efficiency Factor:	0.76	**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 = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WO1P = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							0			Note: SSA refusal at approxiamtely 18 in. Moved over approximately 3 ft N, SSA refusal again at approximately 18 in. Moved 5 ft N. At third attempt, used SSA to advance to 4.0 ft. Solid material from 0 to 4 ft. Unable to determine asphalt thickness. Possible concrete beneath asphalt. Very hard/dense material. Used maximum downpressure.	
							0				
							19				
							49				
	1D	24/20	4.0 - 6.0	2/3/4/4	7	9	29	171.0		4.0	
5							10			Grey, moist to wet at 6 ft, stiff, SILT, trace clay, trace fine to coarse sand, slightly plastic, trace organics, slightly mottled from 5.5 to 6 ft, bonded, (Fill/Reworked Marine Deposit). PID Reading = 0 ppm	
	2D	24/14	6.0 - 8.0	4/4/8/5	12	15	28			Dark grey, wet, stiff, SILT, trace clay, trace coarse gravel, (Fill/ Reworked Marine Deposit). PID Reading = 0 ppm	
							49				
							29			Note: Wood/timber fragments in wash at approximately 10 ft.	
							39				
10	3D	24/18	10.0 - 12.0	WOH/1/3/2	4	5	Push	165.0		10.0	G#744584 WC=34 LL=36 PL=22 PI=14
										Blue-grey, wet, medium stiff, CLAY, dark brown organic silt layer, trace roots, (Organic Deposit). PID Reading = 0 ppm	
	4D	24/24	12.0 - 14.0	WOH/24"						Dark grey, wet, very soft, Silty CLAY, moderately plastic, (Marine Deposit). PID Reading = 0 ppm	G#744585 WC=32 LL=38 PL=25 PI-13
	V1		14.6 - 15.0	Su=405/45 psf						65 x 130 mm vane raw torque readings: V1: 170/20 in-lbs V2: 180/30 in-lbs	
15	V2		15.6 - 16.0	Su=425/70 psf							
										U1: Shelby Tube collected 17.0-19.0 ft.	
	U1	24/24	17.0 - 19.0								
	V3		19.6 - 20.0	Su=235/80 psf						55 x 110 mm vane raw torque readings: V3: 60/20 in-lbs V4: 180/40 in-lbs	
20	V4		20.6 - 21.0	Su=700/155 psf							
25	5D	24/10	25.0 - 27.0	10/12/11/13	23	29	42	150.0		25.0	
							51			Dark grey, wet, medium dense, fine SAND, little silt, trace medium to coarse sand, poorly-graded, (Marine Deposit).	
							55				
							49				
30							53				

Remarks:

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.

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Osborne Bridge No. 2634
Location: Pittsfield, Maine

Boring No.: BB-PFB-104
WIN: 26111.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	175.0	**Auger ID/OD:**	--
Operator:	B. Gome	**Datum:**	NAVD 88	**Sampler:**	Standard Split Spoon
Logged By:	H. Hollauer	**Rig Type:**	Mobile B-53	**Hammer Wt./Fall:**	HW-140#/30"; SS-140#/30"
Date Start/Finish:	8-21-2023/8-21-2023	**Drilling Method:**	HW to 52 ft	**Core Barrel:**	--
Boring Location:	See plan.	**Casing ID/OD:**	HW-4.0 in. ID	**Water Level*:**	10.2 ft
Hammer Efficiency Factor:	0.76	**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 = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140 lb. Hammer
WOR/C = Weight of Rods or Casing
WO1P = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
30	6D	24/10	30.0 - 32.0	12/19/11/12	30	38	70			Dark grey, wet, dense, fine to medium SAND, some silt, some gravel, poorly-graded, (Marine Deposit).	G#744590 A-2-4, SM
							75				
							68				
							72				
							69				
35	7D	24/2	35.0 - 37.0	9/15/16/24	31	39	65			Similar to 6D, (Marine Deposit).	
							72				
							95	137.6		37.4	
							108			Dark grey, wet, very dense, Sandy fine to coarse GRAVEL, little silt, (Marine Deposit).	
							115	133.6		41.4	
40	8D	24/22	40.0 - 42.0	26/40/32/39	72	91				Dark grey, wet, hard, Silty CLAY, (Marine Deposit).	
								131.5		43.5	
										Dark grey, wet, very dense, Sandy fine to coarse GRAVEL, little silt, (Marine Deposit).	
45	9D	24/18	45.0 - 47.0	18/24/27/28	51	65		128.5		46.5	
										Dark grey, wet, hard, SILT, trace fine sand, (Marine Deposit).	
								125.0		50.0	
50	10D	24/16	50.0 - 52.0	48/88/62/49	150	190				Dark grey, wet, very dense, fine to coarse SAND, some fine to coarse gravel, trace silt, well-graded, (Glacial Till). Note: Roller bit split. Unable to advance boring after 10D sample.	
								123.2		51.8	
								123.0		Dark grey, wet, very dense, fine to coarse SAND, trace silt, poorly-graded, moderately bonded, (Glacial Till).	
55										52.0	
										Bottom of Exploration at 52.0 feet below ground surface. No Refusal	
60											

Remarks:

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.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02611100

WIN
26111.00

BRIDGE NO. 2634

BRIDGE PLANS

PROJ. MANAGER	B. NICHOLS		
DESIGN-DETAILED	J. GICE	M. SMITH	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/06/26
DESIGN3-DETAILED2	A. VOMACKA	M. RAENZ	02/06/26
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

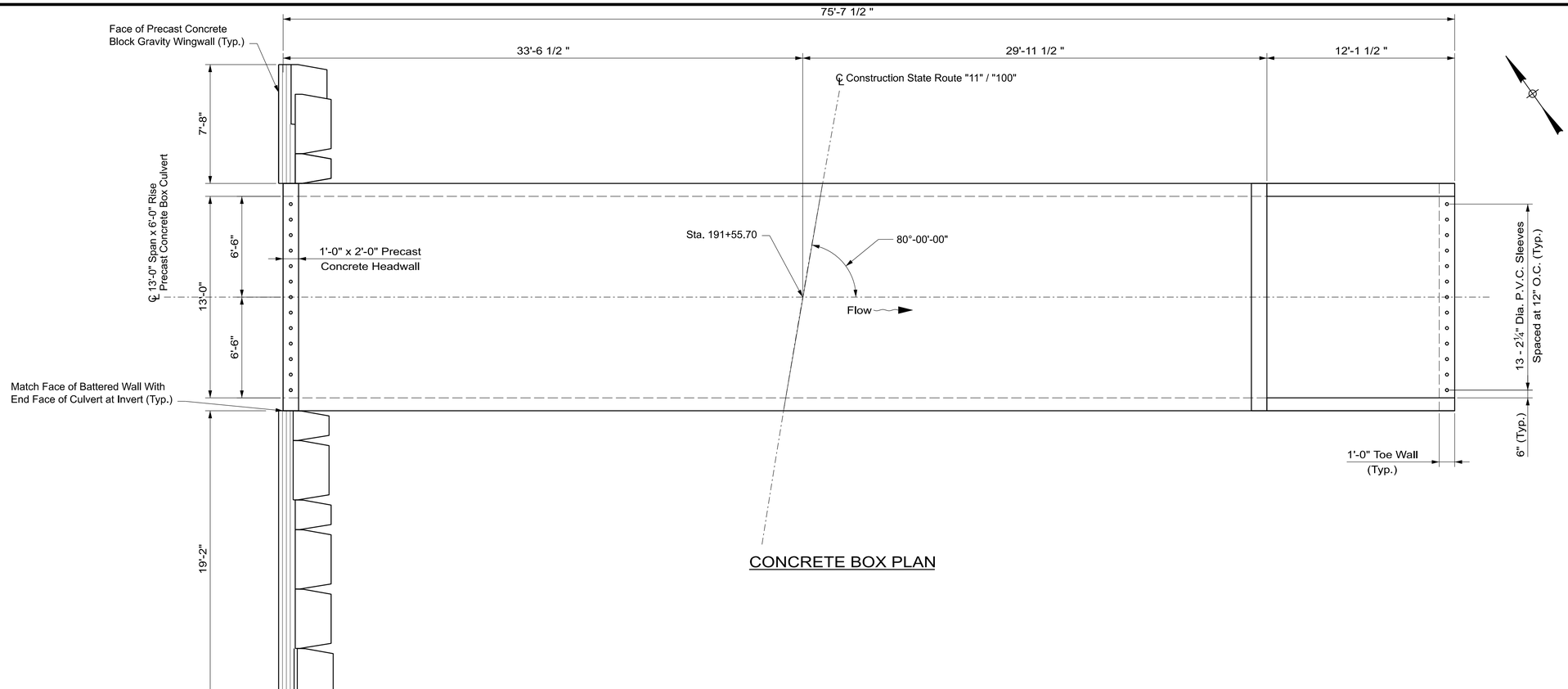
OSBORNE BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

BORING LOGS

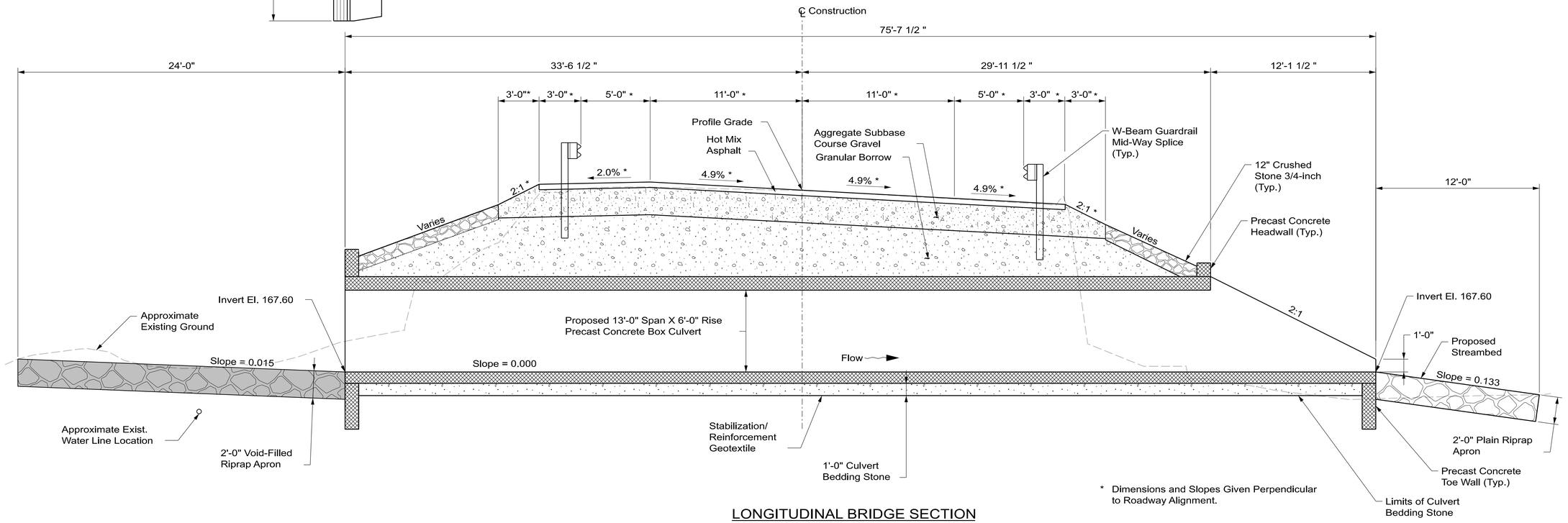
SHEET NUMBER
13
OF 40

Username: MikeSmith Date: 2/6/2026

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Boring_Log_Plan.dgn



CONCRETE BOX PLAN



* Dimensions and Slopes Given Perpendicular to Roadway Alignment.

LONGITUDINAL BRIDGE SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02610900

WIN
26109.00

BRIDGE NO. 2274

BRIDGE PLANS

	B. NICHOLS	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	J. BICE	M. SMITH	02/17/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/17/26
DESIGN1-DETAILED2	A. VOMACKA	M. RAENZ	02/17/26
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARNHAM BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

PRECAST CONCRETE BOX DETAILS 1

SHEET NUMBER

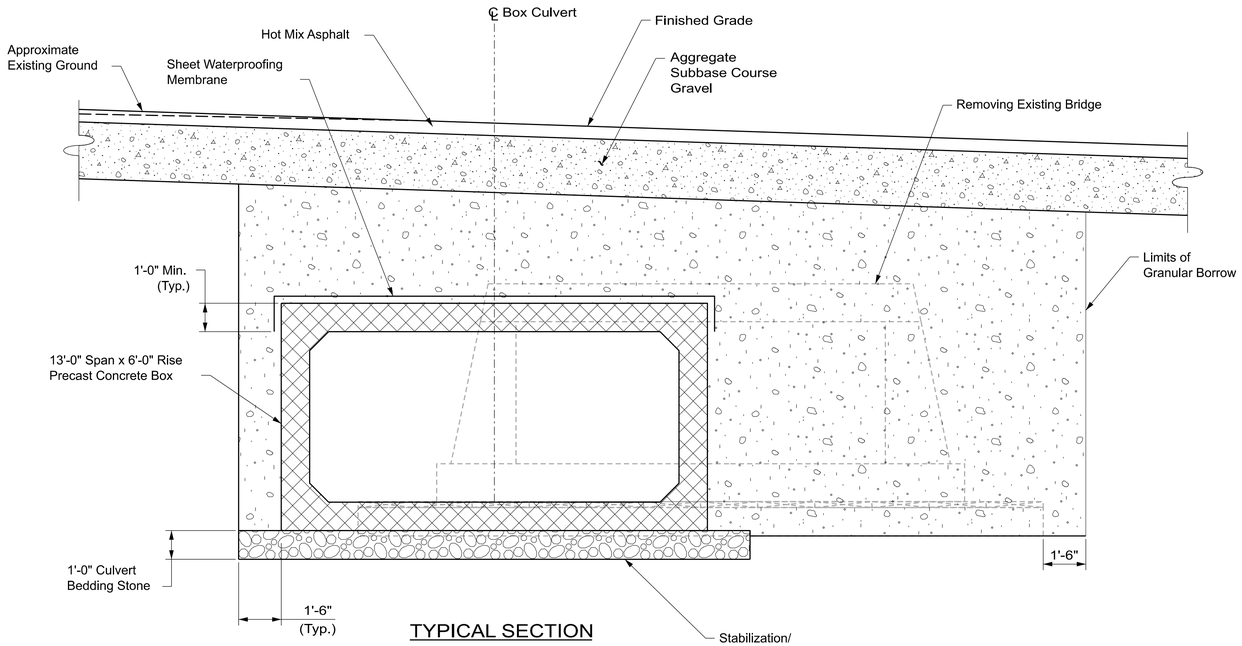
14

OF 40

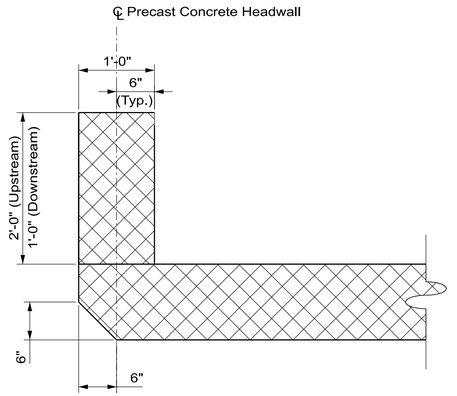
Date: 2/17/2026

Username: robert.lupien

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Substructures_26109.dgn



TYPICAL SECTION



PRECAST CONCRETE HEADWALL DETAIL

PRECAST CONCRETE BOX NOTES

1. The precast units shall be designed to carry construction loadings with a minimum fill cover of 2 feet over the top of the units.

2. The construction, handling, and assembly of the precast units shall be in accordance with Special Provision Section 534 Precast Structural Concrete, and the Manufacturer's Specifications as applicable.

3. In accordance with Standard Specification Subsection 534.04, Precast Structural Concrete, the Contractor shall submit design calculations for the precast structure to the Department for review. The calculations shall demonstrate that the factored bearing pressures at the Strength Limit and Service Limits State shall not exceed the factored geotechnical bearing resistances provided in the project geotechnical design report.

4. The Contractor shall maintain the excavation so that the box culvert and culvert bedding layer are installed in-the-dry. Groundwater shall be controlled by pumping from sumps or other dewatering systems selected by the Contractor. Cofferdams may be required to divert flow away from the excavation during construction. Where excavation side slopes are cut back, excavation slope geometries shall be in accordance with OSHA regulations, or flatter.

5. The box culvert will bear on a 1-foot thick layer of Underdrain Backfill Material, Type C (Culvert Bedding Stone) separated from the native marine silt and clay on the bottom and sides by Stabilization/Reinforcement Geotextile.

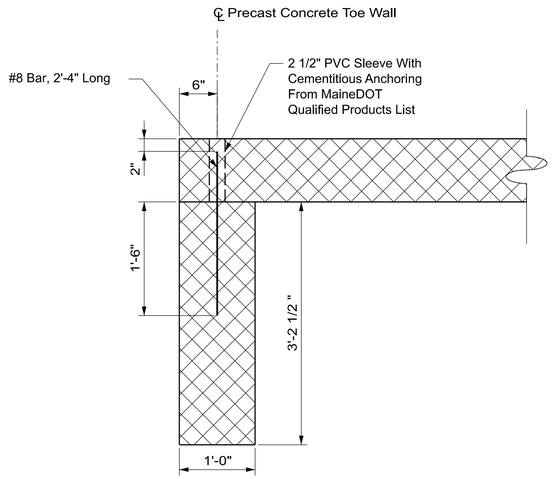
6. It is anticipated that an organic deposit will be encountered near the culvert bearing elevation. Prior to placing the Stabilization/Reinforcement Geotextile and culvert bedding material, all unsuitable material (e.g. organic deposit) shall be over-excavated from within the zone of influence (ZOI) of the culvert. The ZOI is defined as the area below the bottom edges of the culvert structure and below imaginary lines that extend 1 foot laterally beyond the bottom edges of the culvert and down on a one horizontal to one vertical (1H:1V) slope to the top of acceptable bearing material (i.e., undisturbed marine deposit).

7. All unsuitable material, if present as determined by the Resident and/or Geotechnical Engineer, shall be over-excavated with the the ZOI beneath the bottom of the culvert down to the top of acceptable bearing material to the satisfaction of the Resident and/or Geotechnical Engineer, and replaced with Underdrain Backfill Material, Type C.

8. Exposed subgrades shall be examined in the field by the Resident and/or Geotechnical Engineer to verify strength and bearing resistance prior to fill placement.

9. The native soil subgrade shall be excavated using a smooth-edged bucket and to avoid disturbance of the subgrade. The Contractor shall not operate heavy equipment over the excavated subgrade to minimize subgrade disturbance. Limit vibration-induced disturbance to the saturated subgrade. If the subgrade is disturbed, weakened, or overexcavated, the Contractor shall excavate the disturbed material and replace with compacted Underdrain Backfill Material, Type C, to the subgrade level at the Contractor's expense.

10. The Stabilization/Reinforcement Geotextile shall be deployed onto the prepared subgrade prior to installing the culvert bedding material. Adjoining sections of the geotextile shall be overlapped by a minimum of 2 feet. The culvert bedding material shall be placed in maximum 6-inch-thick lifts and each lift compacted with several passes of a walk-behind roller or large plate compactor.



PRECAST CONCRETE TOE WALL DETAIL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02610900

WIN
26109.00

BRIDGE NO. 2274

BRIDGE PLANS

PROJ. MANAGER	B. NICHOLS		
DESIGNED-DETAILED	J. BICE	REVISIONS 1	
CHECKED-REVIEWED	S. BEAUMONT	REVISIONS 2	
DESIGNED-DETAILED2	A. VOMACKA	REVISIONS 3	
DESIGNED-DETAILED3		REVISIONS 4	
		FIELD CHANGES	

	BY	DATE
	M. SMITH	02/06/26
	D. MUNRO	02/06/26
	M. RAENZ	02/06/26

SIGNATURE

P.E. NUMBER

DATE

FARNHAM BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

PRECAST CONCRETE BOX DETAILS 2

SHEET NUMBER

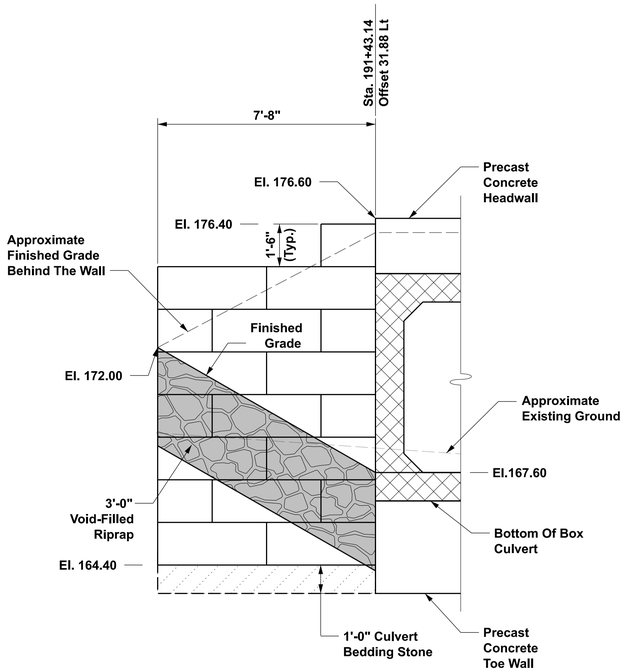
15

OF 40

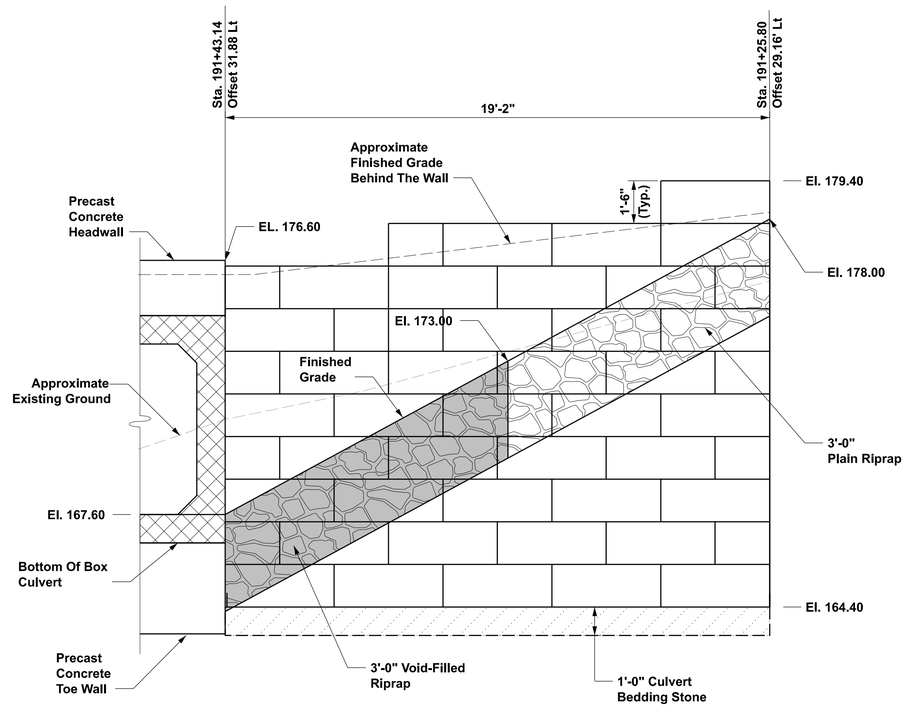
Date: 2/6/2026

Username: MikeSmith

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Substructures_26109.dgn



EAST PRECAST CONCRETE BLOCK
GRAVITY WINGWALL ELEVATION



WEST PRECAST CONCRETE BLOCK
GRAVITY WINGWALL ELEVATION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02610900

WIN
26109.00

BRIDGE NO. 2274

BRIDGE PLANS

PROJ. MANAGER	B. NICHOLS		
DESIGNED-DETAILED	J. DICE	M. SMITH	02/17/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/17/26
DESIGNED-DETAILED2	A. VOMACKA	M. RAENZ	02/17/26
DESIGNS-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARNHAM BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

WINGWALL DETAILS 1

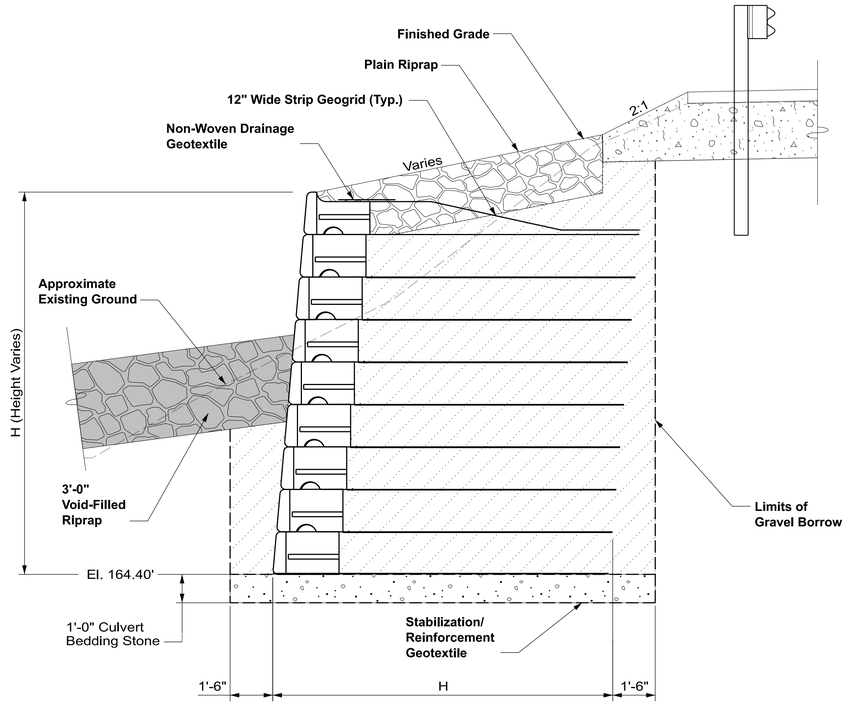
SHEET NUMBER

16

OF 40

Username: robert.lupien Date: 2/17/2026

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Substructures_26109.dgn



TYPICAL PRECAST CONCRETE BLOCK GRAVITY WINGWALL SECTION

WINGWALL NOTES

1. The Contractor shall provide a precast concrete block gravity wall in accordance with Standard Specification 672. The wall design shall meet the requirements of the standard specification and AASHTO LRFD Bridge Design Specifications, current edition. The design computations and shop drawings shall be stamped by a licensed professional engineer. Plan details are shown for estimating purposes only.

2. The Contractor shall submit design calculations for the wall to the Department for review. The calculations shall demonstrate that the factored bearing pressures at the Strength Limit and Service Limit States do not exceed the factored geotechnical bearing resistances provided in the project geotechnical design report.

3. The minimum reinforcement length shall be 1.0 times the wall height.

4. Backfill and foundation soil parameters for use in the submitted design shall be in accordance with Standard Specification 672.

5. The Contractor shall maintain the excavation so that the wall and bedding layer are installed in-the-dry. Groundwater shall be controlled by pumping from sumps or other dewatering systems selected by the Contractor. Cofferdams may be required to divert flow away from the excavation during construction. Where excavation side slopes are cut back, excavation slope geometries shall be in accordance with OSHA regulations, or flatter.

6. The wall and reinforcement will bear on a 1-foot thick layer of Underdrain Backfill Material, Type C (Culvert Bedding Stone) separated from the native marine silt and clay on the bottom and sides by Stabilization/Reinforcement Geotextile.

7. Prior to placing the Stabilization/Reinforcement Geotextile and bedding layer beneath the wall and reinforcement, all unsuitable material (e.g. organic deposits) shall be over-excavated from within the zone of influence (ZOI). The ZOI is defined as the area below the bottom edges of the wall and reinforcement and below imaginary lines that extend 1 ft laterally beyond the bottom edges of the wall and reinforcement, and down on a one horizontal to one vertical (1H:1V) slope to the top of acceptable bearing material (i.e., undisturbed marine deposit).

8. All unsuitable material, if present as determined by the Resident and/or Geotechnical Engineer, shall be over-excavated within the ZOI beneath the bottom of the wall and reinforcement down to the top of acceptable bearing material to the satisfaction of the Resident and/or Geotechnical Engineer, and replaced with Underdrain Backfill Material, Type C.

9. Exposed subgrades shall be examined in the field by the Resident and/or Geotechnical Engineer to verify strength and bearing resistance prior to fill placement.

10. The native soil subgrade shall be excavated using a smooth-edged bucket and to avoid disturbance of the subgrade. The Contractor shall not operate heavy equipment over the excavated subgrade to minimize subgrade disturbance. Limit vibration-induced disturbance to the saturated subgrade. If the subgrade is disturbed, weakened, or overexcavated, the Contractor shall excavate the disturbed material and replace with compacted Underdrain Backfill Material, Type C, to the subgrade level at the Contractor's expense.

11. A drainage system shall be provided for the precast concrete gravity block walls. All materials required for the drainage system shall be considered incidental to Pay Item 672.10.

12. The Contractor shall submit a sequence of construction for the walls and box culvert.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02610900

WIN
26109.00

BRIDGE NO. 2274

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	B. NICHOLS	
DESIGN-DETAILED	J. BICE	02/17/26 M. SMITH
CHECKED-REVIEWED	S. BEAUMONT	02/17/26 D. MUNRO
DESIGN2-DETAILED2	A. VOMACKA	02/17/26 M. RAENZ
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FARNHAM BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

WINGWALL DETAILS 2

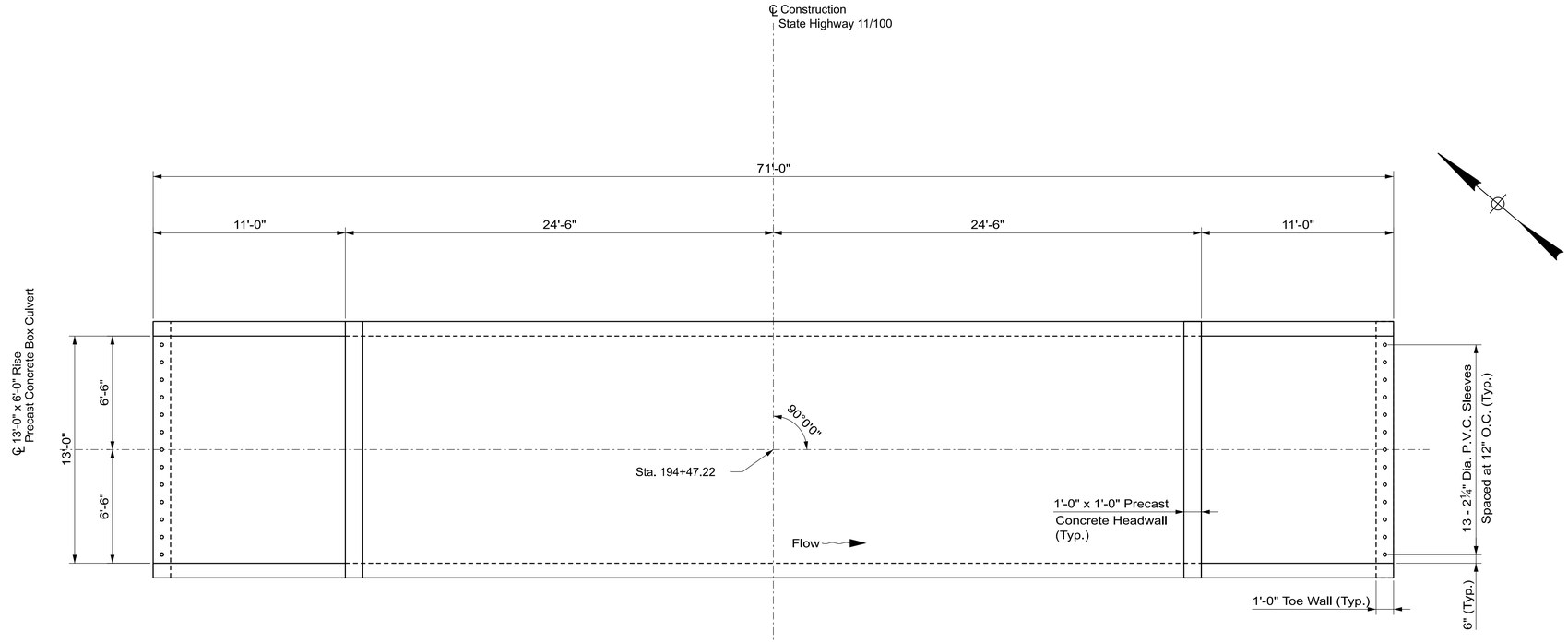
SHEET NUMBER

17

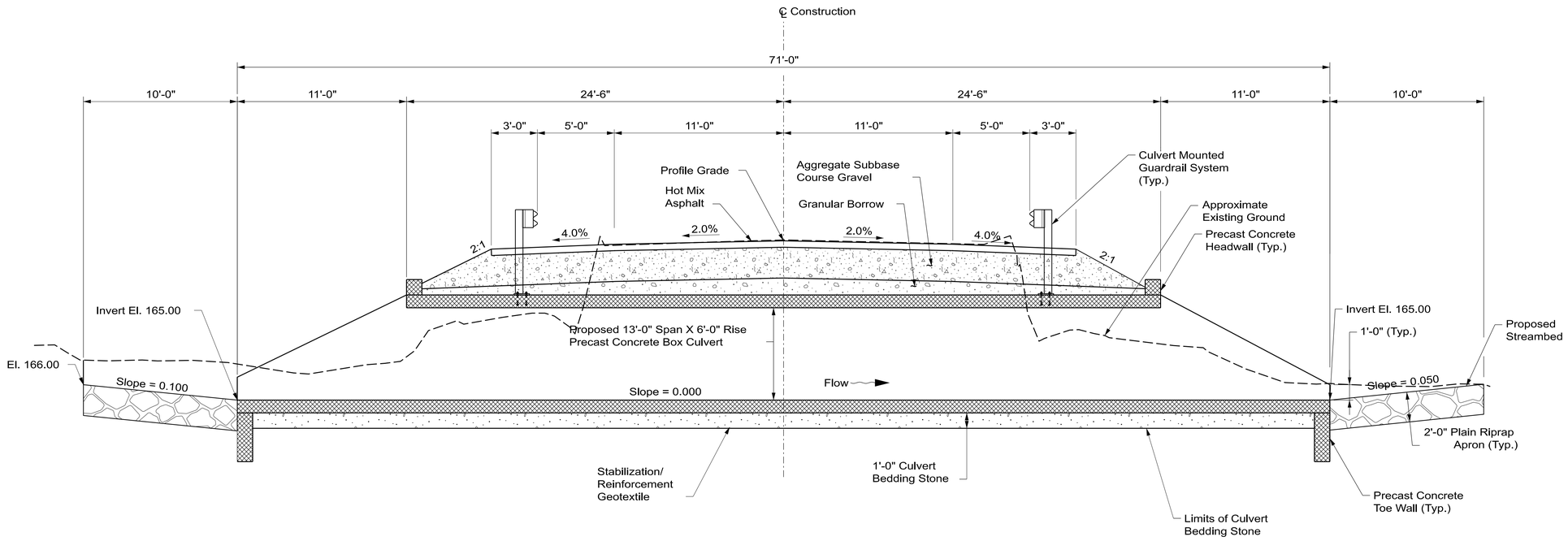
OF 40

Username: robert.lupien Date: 2/17/2026

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Substructures_26109.dgn



CONCRETE BOX PLAN



LONGITUDINAL BRIDGE SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02611100

WIN
26111.00

BRIDGE NO. 2634

BRIDGE PLANS

PROJ. MANAGER	B. NICHOLS		
DESIGN-DETAILED	J. BICE	M. SMITH	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/06/26
DESIGN1-DETAILED2	A. VOMACKA	M. RAENZ	02/06/26
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

OSBORNE BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

PRECAST CONCRETE BOX DETAILS 1

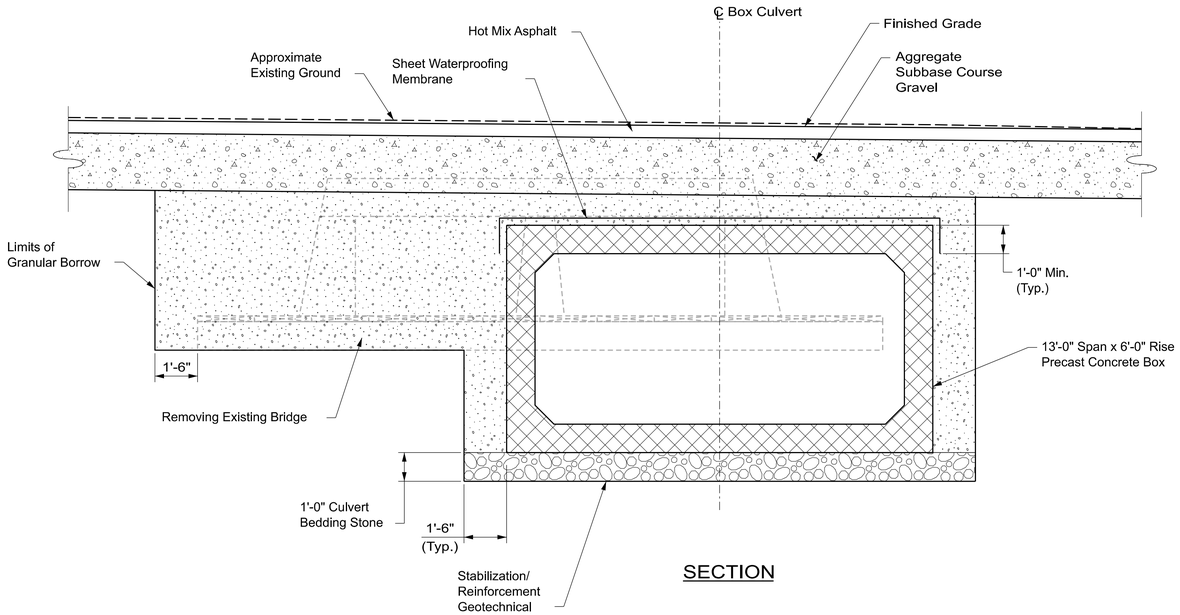
SHEET NUMBER

18

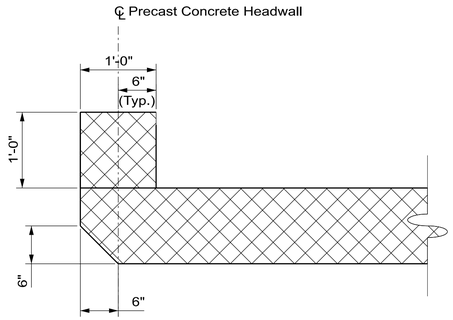
OF 40

Username: Mike.Smith Date: 2/6/2026

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Substructures_26111.dgn



SECTION



PRECAST CONCRETE HEADWALL DETAIL

PRECAST CONCRETE BOX NOTES

1. The precast units shall be designed to carry construction loadings with a minimum fill cover of 2 feet over the top of the units.

2. The construction, handling, and assembly of the precast units shall be in accordance with Special Provision Section 534 Precast Structural Concrete, and the Manufacturer's Specifications as applicable.

3. In accordance with Standard Specification Subsection 534.04, Precast Structural Concrete, the Contractor shall submit design calculations for the precast structure to the Department for review. The calculations shall demonstrate that the factored bearing pressures at the Strength Limit and Service Limits State shall not exceed the factored geotechnical bearing resistances provided in the project geotechnical design report.

4. The Contractor shall maintain the excavation so that the box culvert and culvert bedding layer are installed in-the-dry. Groundwater shall be controlled by pumping from sumps or other dewatering systems selected by the Contractor. Cofferdams may be required to divert flow away from the excavation during construction. Where excavation side slopes are cut back, excavation slope geometries shall be in accordance with OSHA regulations, or flatter.

5. The box culvert will bear on a 1-foot thick layer of Underdrain Backfill Material, Type C (Culvert Bedding Stone) separated from the native marine silt and clay on the bottom and sides by Stabilization/Reinforcement Geotextile.

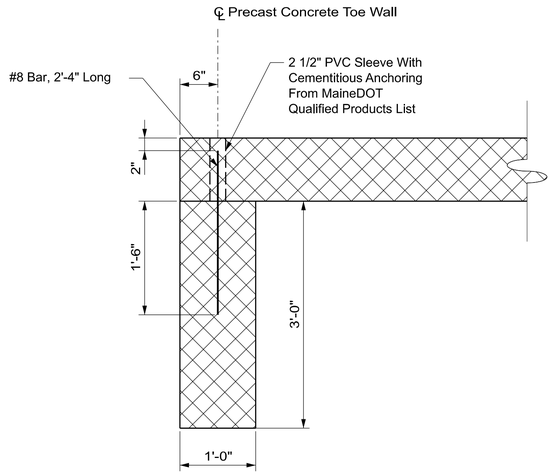
6. It is anticipated that an organic deposit will be encountered near the culvert bearing elevation. Prior to placing the Stabilization/Reinforcement Geotextile and culvert bedding material, all unsuitable material (e.g. organic deposit) shall be over-excavated from within the zone of influence (ZOI) of the culvert. The ZOI is defined as the area below the bottom edges of the culvert structure and below imaginary lines that extend 1 foot laterally beyond the bottom edges of the culvert and down on a one horizontal to one vertical (1H:1V) slope to the top of acceptable bearing material (i.e., undisturbed marine deposit).

7. All unsuitable material, if present as determined by the Resident and/or Geotechnical Engineer, shall be over-excavated with the the ZOI beneath the bottom of the culvert down to the top of acceptable bearing material to the satisfaction of the Resident and/or Geotechnical Engineer, and replaced with Underdrain Backfill Material, Type C.

8. Exposed subgrades shall be examined in the field by the Resident and/or Geotechnical Engineer to verify strength and bearing resistance prior to fill placement.

9. The native soil subgrade shall be excavated using a smooth-edged bucket and to avoid disturbance of the subgrade. The Contractor shall not operate heavy equipment over the excavated subgrade to minimize subgrade disurbance. Limit vibration-induced disturbance to the saturated subgrade. If the subgrade is disturbed, weakened, or overexcavated, the Contractor shall excavate the disturbed material and replace with compacted Underdrain Backfill Material, Type C, to the subgrade level at the Contractor's expense.

10. The Stabilization/Reinforcement Geotextile shall be deployed onto the prepared subgrade prior to installing the culvert bedding material. Adjoining sections of the geotextile shall be overlapped by a minimum of 2 feet. The culvert bedding material shall be placed in maximum 6-inch-thick lifts and each lift compacted with several passes of a walk-behind roller or large plate compactor.



PRECAST CONCRETE TOE WALL DETAIL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02611100

WIN
26111.00

BRIDGE NO. 2634

BRIDGE PLANS

PROJ. MANAGER	B. NICHOLS		
DESIGNED-DETAILED	J. BICE	M. SMITH	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/06/26
DESIGN3-DETAILED2	A. VOMACKA	M. RAENZ	02/06/26
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

OSBORNE BRIDGE
FARNHAM BROOK
SOMERSET COUNTY

PITTSFIELD

PRECAST CONCRETE BOX DETAILS 2

SHEET NUMBER

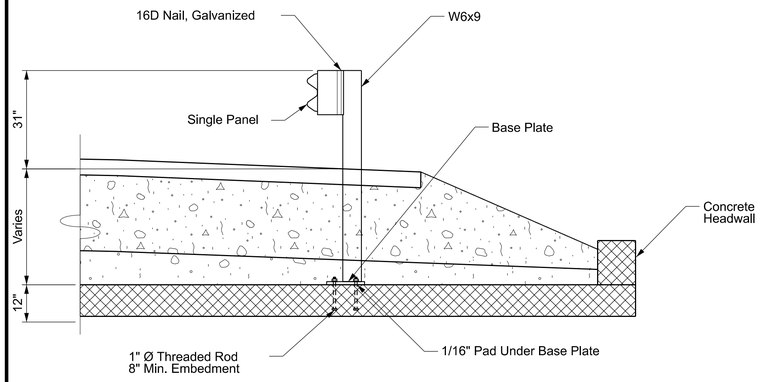
19

OF 40

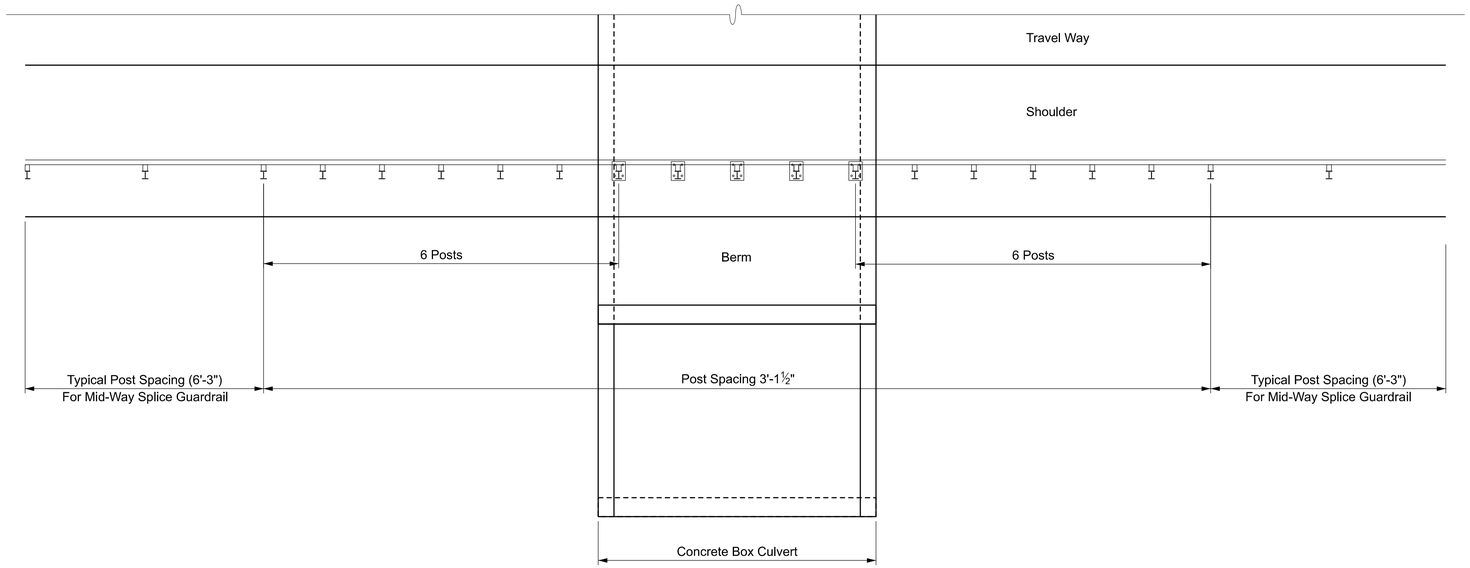
Date: 2/6/2026

Username: Mike.Smith

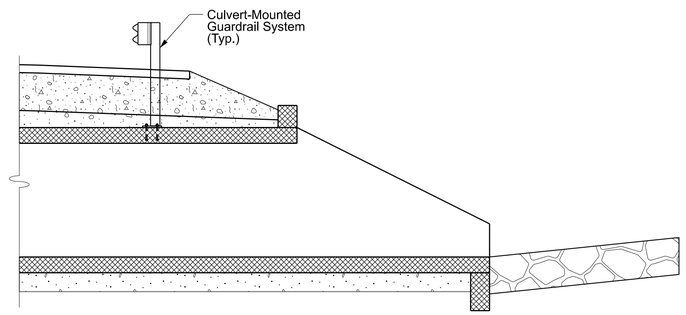
Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Substructures_26111.dgn



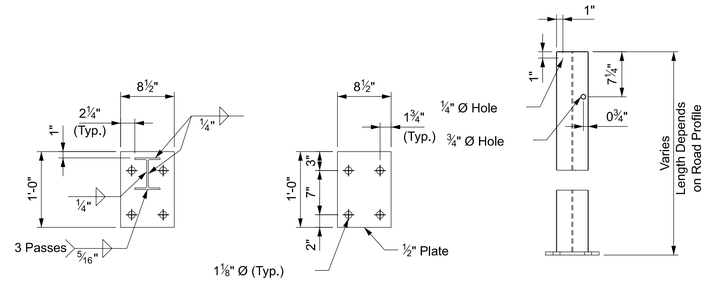
CULVERT MOUNTED GUARDRAIL SYSTEM



POST SPACING FOR GUARDRAIL



LONGITUDINAL END SECTION
OF CONCRETE BOX



POST ASSEMBLY BASE PLATE ELEVATION

CULVERT MOUNTED GUARDRAIL NOTES

1. Threaded rod shall be ASTM A307 with a minimum strength of 60 ksi.
2. Additional guardrail posts at 3'-1 1/2" spacing may be added beyond what is shown if required for the guardrail splice locations.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02611100

WIN 26111.00

BRIDGE NO. 2634

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

	B. NICHOLS	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	J. BICE	M. SMITH	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/06/26
DESIGN1-DETAILED2	A. VOMACKA	M. RAENZ	02/06/26
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OSBORNE BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

CULVERT MOUNTED GUARDRAIL SYSTEM DETAILS

SHEET NUMBER

20

OF 40

Date: 2/6/2026

Username: Mike.Smith

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Bridge Railing 26111.dgn

1 — ROAD CLOSED 500 FT. — W20-3 (36"X36")

2 — ROAD CLOSED 1000 FT. — W20-3 (36"X36")

3 — DETOUR AHEAD — W20-2 (36"X36")

4 — ROAD CLOSED — R11-2 (48"X30")
TYPE III BARRICADE

5S — DETOUR / SOUTH SOUTH / 100 11 — M4-8P (24"X12") (2) X M3-3P (24"X12") (2) M1-5 (30"X24") AND (24"X24") M6-1P (21"X15")

5N — DETOUR / NORTH NORTH / 100 11 — M4-8P (24"X12") (2) X M3-1P (24"X12") (2) M1-5 (30"X24") AND (24"X24") M6-1P (21"X15")

6S — DETOUR / SOUTH SOUTH / 100 11 — M4-8P (24"X12") (2) X M3-3P (24"X12") (2) M1-5 (30"X24") AND (24"X24") M6-1P (21"X15")

6N — DETOUR / NORTH NORTH / 100 11 — M4-8P (24"X12") (2) X M3-1P (24"X12") (2) M1-5 (30"X24") AND (24"X24") M6-1P (21"X15")

7S — DETOUR / SOUTH SOUTH / 100 11 — M4-8P (24"X12") (2) X M3-3P (24"X12") (2) M1-5 (30"X24") AND (24"X24") M6-3P (21"X15")

8S — END DETOUR / SOUTH SOUTH / 100 11 — M4-8A (24"X18") (2) X M3-3P (24"X12") (2) M1-5 (30"X24") AND (24"X24")

8N — END DETOUR / NORTH NORTH / 100 11 — M4-8A (24"X18") (2) X M3-1P (24"X12") (2) M1-5 (30"X24") AND (24"X24")

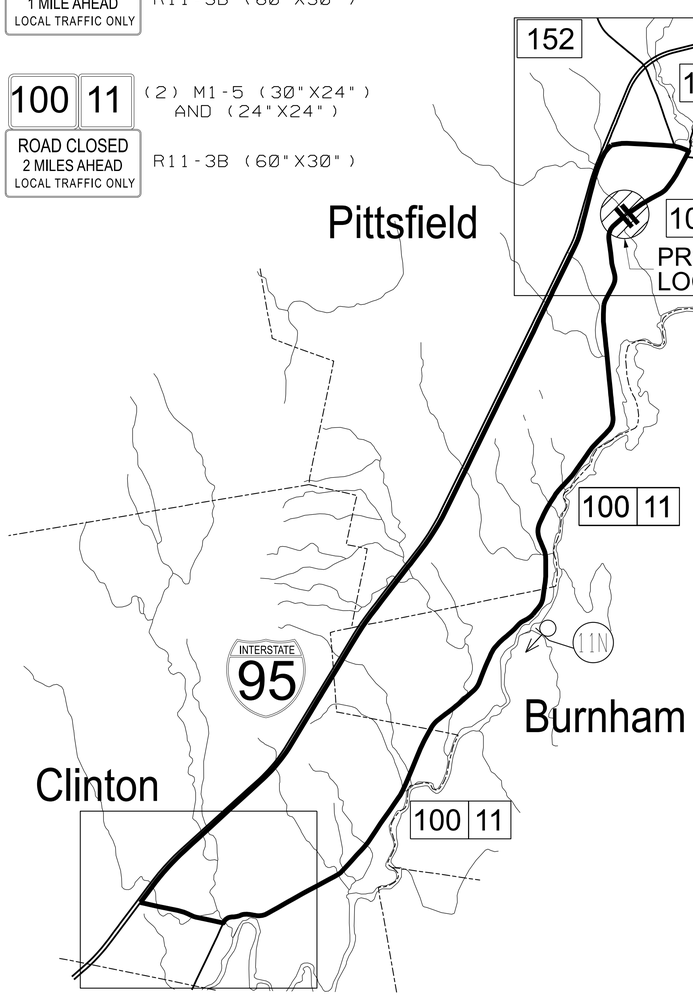
9 — ROAD CLOSED 1 MILE AHEAD LOCAL TRAFFIC ONLY — R11-3B (60"X30")

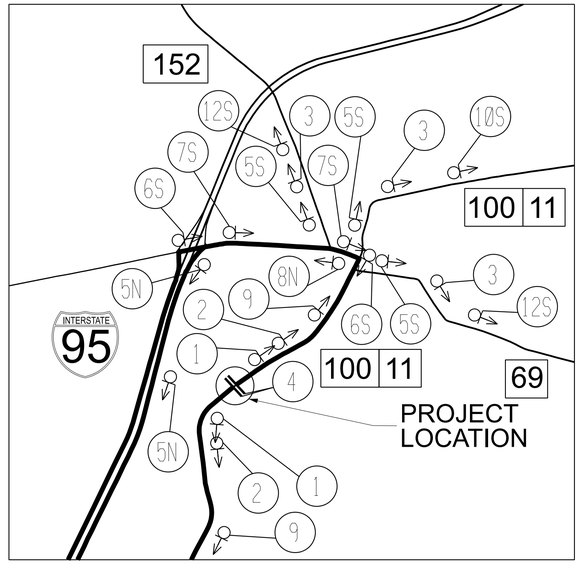
10S — 100 11 — (2) M1-5 (30"X24") AND (24"X24") — ROAD CLOSED 2 MILES AHEAD LOCAL TRAFFIC ONLY — R11-3B (60"X30")

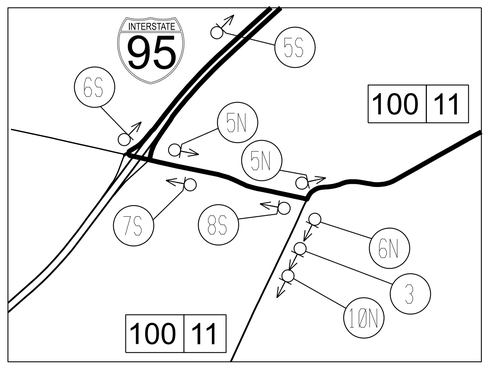
10N — 100 11 — (2) M1-5 (30"X24") AND (24"X24") — ROAD CLOSED 11.5 MILES AHEAD LOCAL TRAFFIC ONLY — R11-3B (60"X30")

11N — ROAD CLOSED 6 MILES AHEAD LOCAL TRAFFIC ONLY — R11-3B (60"X30")

12S — 100 11 — (2) M1-5 (30"X24") AND (24"X24") — ROAD CLOSED 2 MILES SOUTH LOCAL TRAFFIC ONLY — R11-3B (60"X30")







Detour Notes:
1. Spacing to be Determined by the Resident in Accordance with MUTCD.
2. Other Signs May be Needed as Directed by the Resident.
3. Conflicting Directional and Route Signs Shall be Covered.
4. Place Advanced Warning Signs per Special Provision 652.
5. The Resident Shall Approve Locations and Text on Message Boards.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02610900 & 02611100

WIN 26109.00 & 26111.00

BRIDGE NO. 2274 & 2634

BRIDGE PLANS

PROJ. MANAGER	B. NICHOLS		
DESIGNED-DETAILED	J. BICE	M. SMITH	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/06/26
DESIGN3-DETAILED2	A. VOMACKA	M. RAENZ	02/06/26
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARNHAM AND OSBORNE BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

DETOUR PLAN

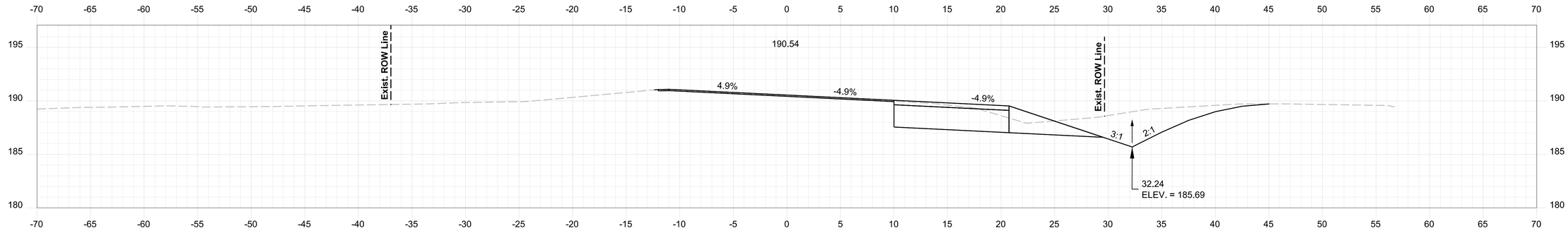
SHEET NUMBER 21

OF 40

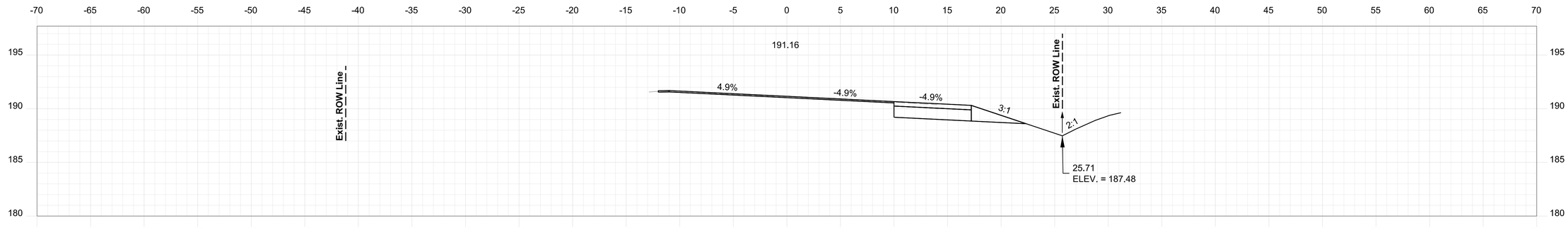
Date: 2/6/2026

Username: MikeSmith

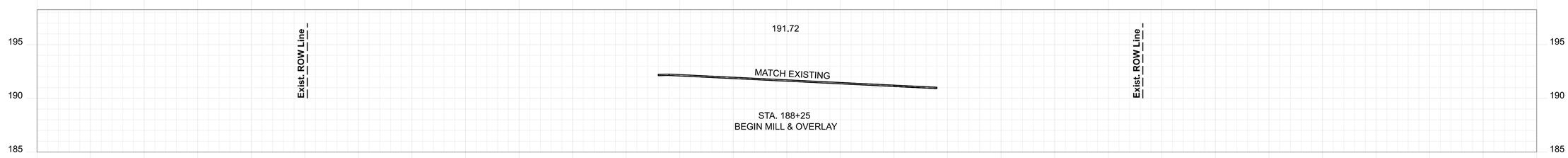
Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Detour.dgn



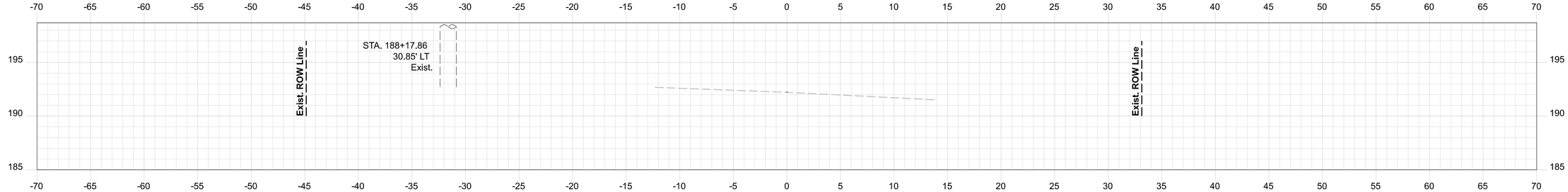
188+75.00



188+50.00



188+25.00



188+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02610900

WIN
26109.00

BRIDGE NO. 2274

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	B. NICHOLS	
DESIGN-DETAILED	J. BICE	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	02/06/26
DESIGN2-DETAILED2	A. VOMACKA	02/06/26
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FARNHAM BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

CROSS SECTIONS

SHEET NUMBER

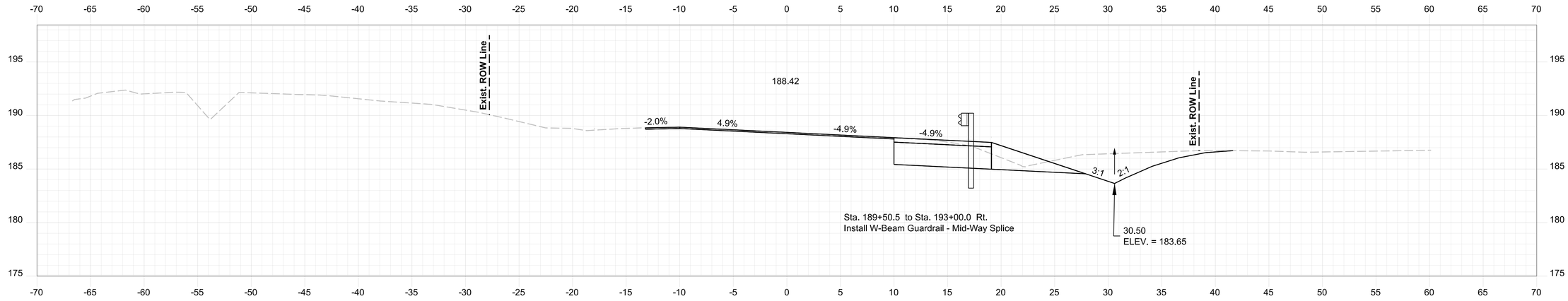
22

OF 40

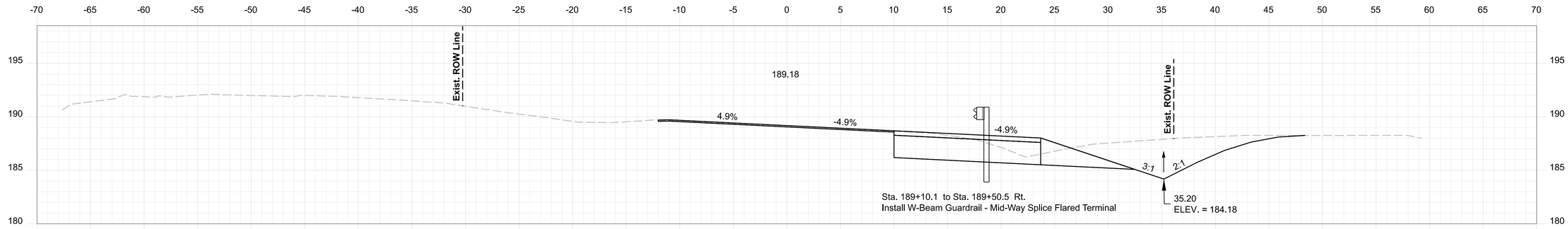
Date: 2/6/2026

Username: Mike.Smith

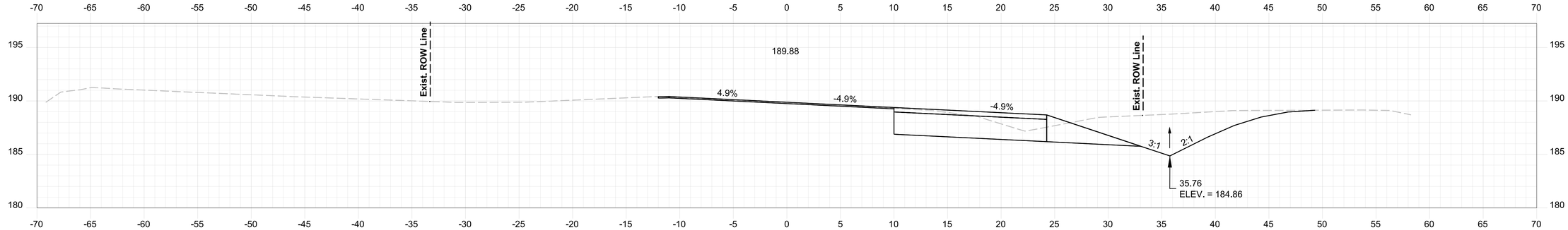
Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Cross_Sections_Route100.dgn



189+50.00



189+25.00



189+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02610900

WIN
26109.00

BRIDGE NO. 2274

BRIDGE PLANS

PROJ. MANAGER	B. NICHOLS		
DESIGN-DETAILED	J. BICE	M. SMITH	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/06/26
DESIGN2-DETAILED2	A. VOMACKA	M. RAENZ	02/06/26
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARNHAM BRIDGE
FARNHAM BROOK
SOMERSET COUNTY

PITTSFIELD

CROSS SECTIONS

SHEET NUMBER

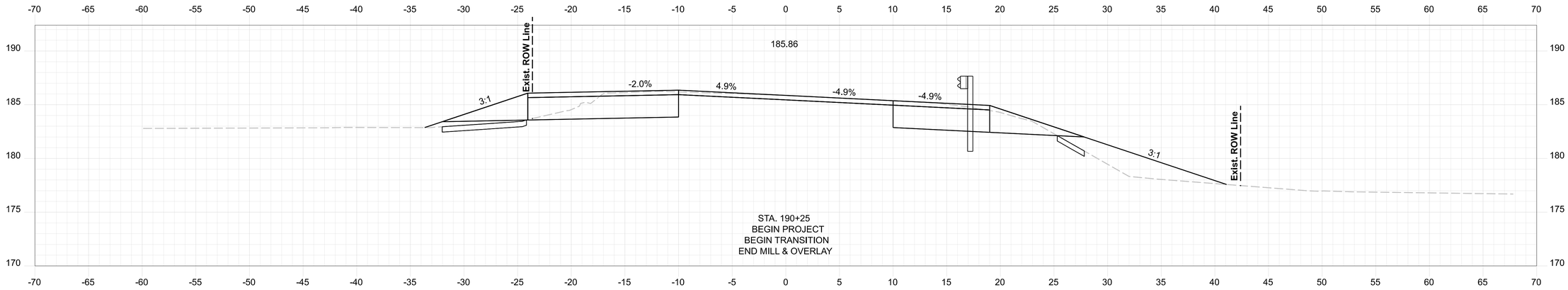
23

OF 40

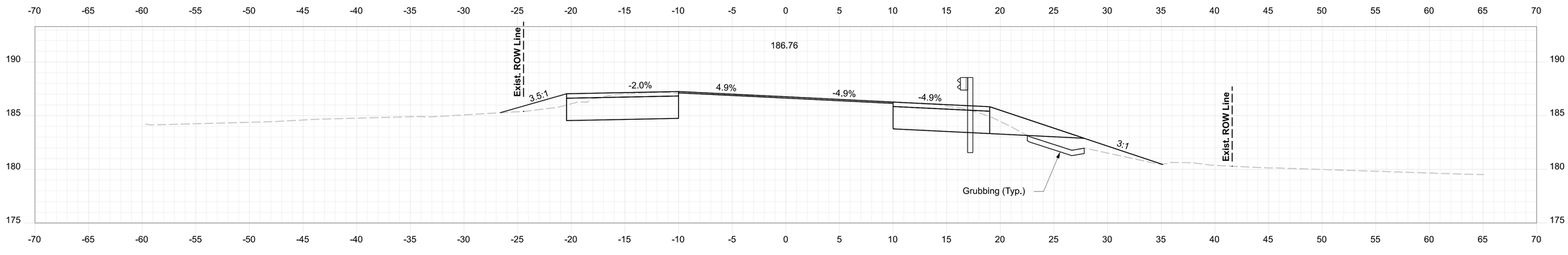
Date: 2/6/2026

Username: Mike.Smith

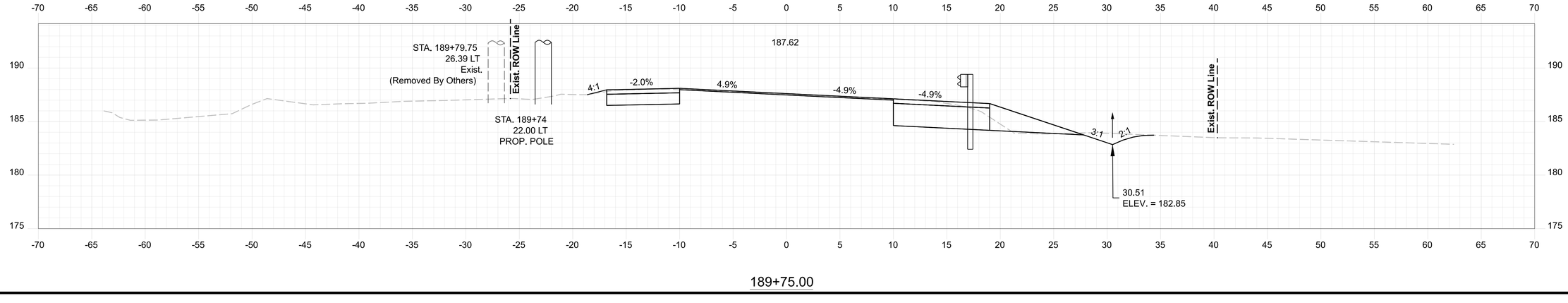
Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Cross_Sections_Route100.dgn



190+25.00



190+00.00



189+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02610900

WIN
26109.00

BRIDGE NO. 2274

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	B. NICHOLS	
DESIGN-DETAILED	J. DICE	M. SMITH 02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO 02/06/26
DESIGN2-DETAILED2	A. VOMACKA	M. RAENZ 02/06/26
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FARNHAM BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

CROSS SECTIONS

SHEET NUMBER

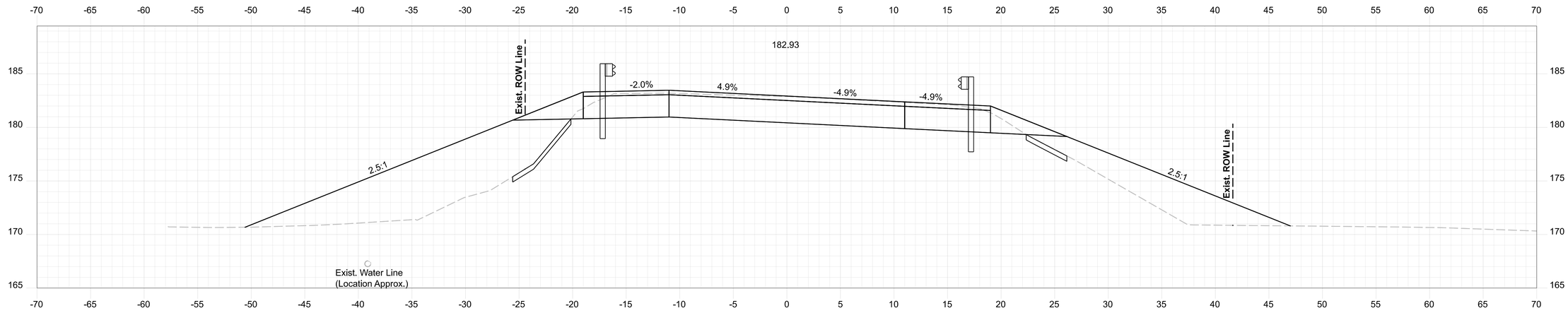
24

OF 40

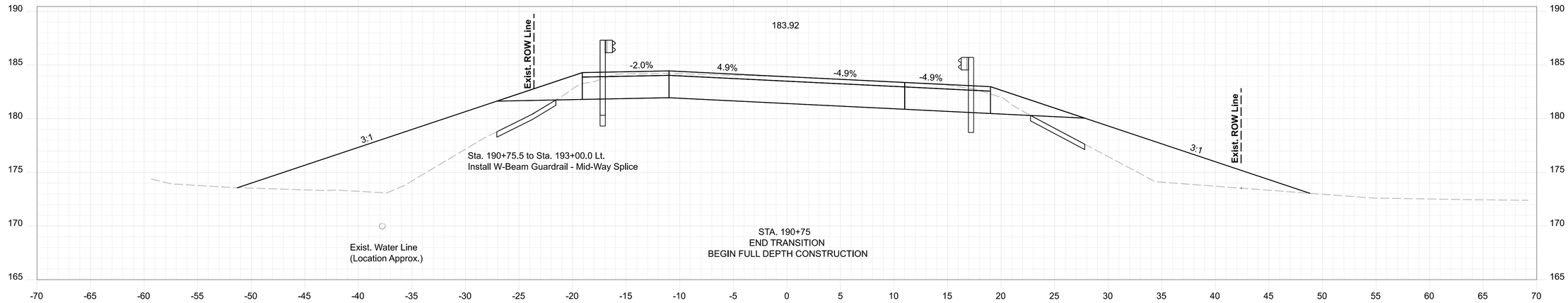
Date: 2/6/2026

Username: MikeSmith

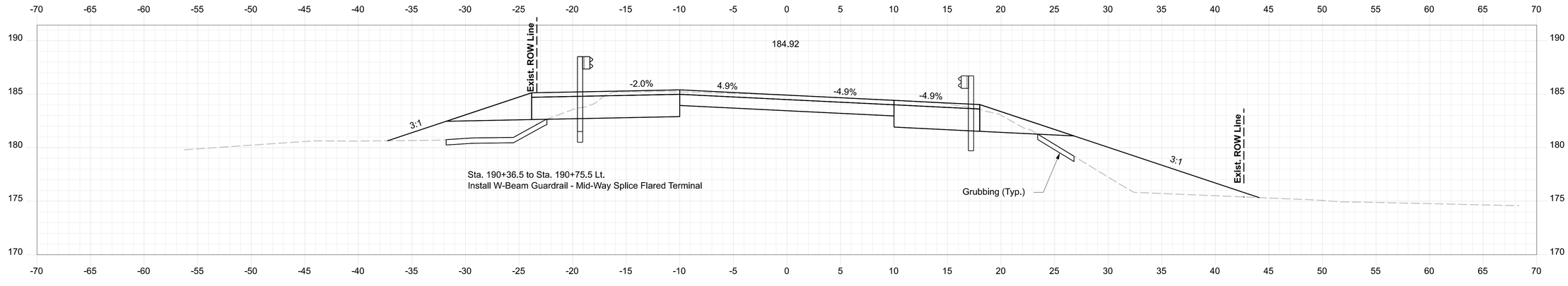
Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Cross_Sections_Route100.dgn



191+00.00



190+75.00



190+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02610900

WIN
26109.00

BRIDGE NO. 2274

BRIDGE PLANS

PROJ. MANAGER	B. NICHOLS		
DESIGN-DETAILED	J. BICE	M. SMITH	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/06/26
DESIGN2-DETAILED2	A. VOMACKA	M. RAENZ	02/06/26
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FARNHAM BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

CROSS SECTIONS

SHEET NUMBER

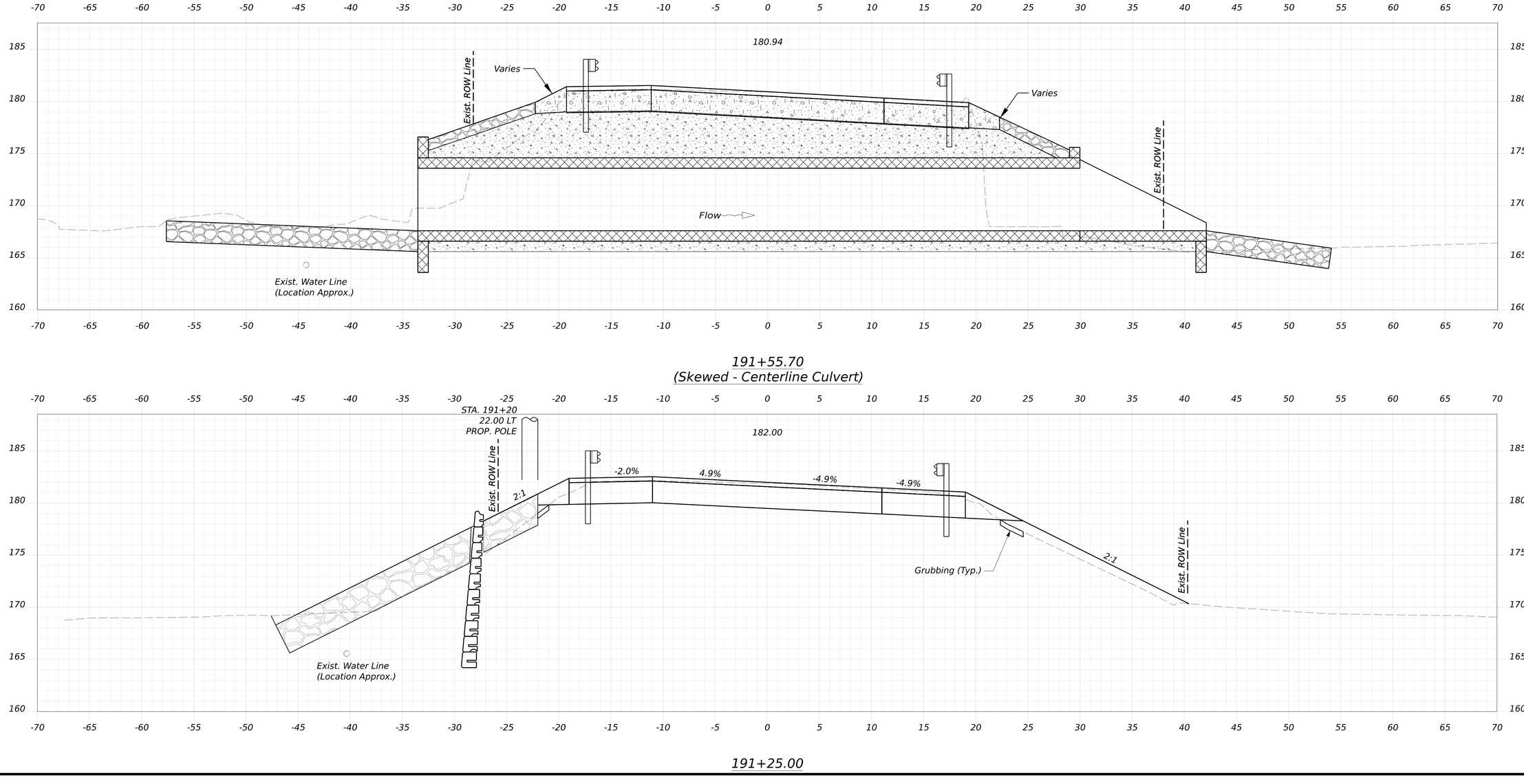
25

OF 40

Date: 2/6/2026

Username: Mike.Smith

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Cross_Sections_Route100.dgn



191+55.70
(Skewed - Centerline Culvert)

191+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02610900

WIN
26109.00

BRIDGE NO. 2274

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	B. NICHOLS	
DESIGN-DETAILED	J. DICE	M. SMITH 02/17/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO 02/17/26
DESIGN2-DETAILED2	A. VOMACKA	M. RAENZ 02/17/26
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

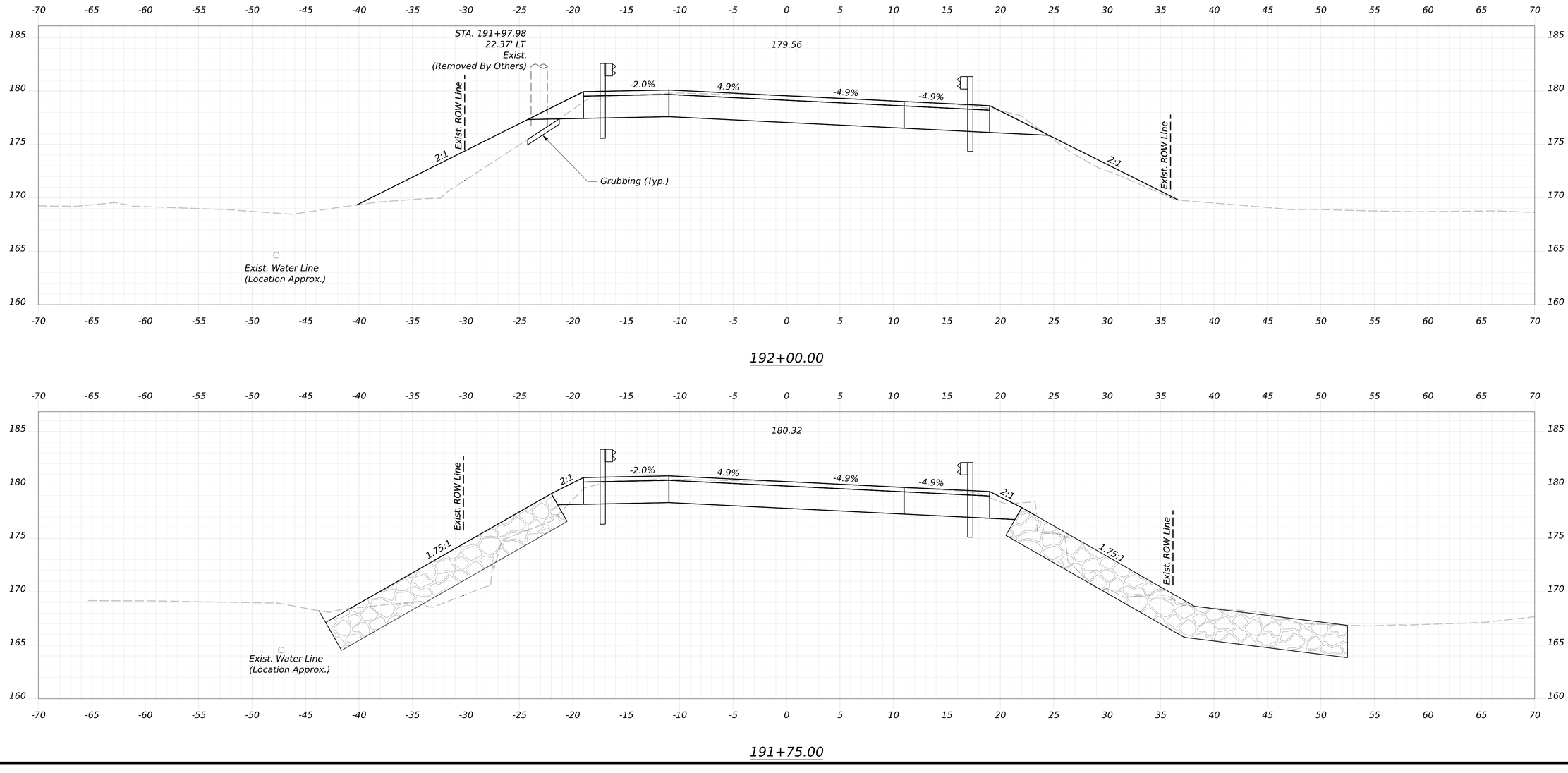
FARNHAM BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

CROSS SECTIONS

SHEET NUMBER
26
OF 40

Username: robert.lupien Date: 2/17/2026

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Cross_Sections_Route100.dgn



Date: 2/6/2026

Username: Mike.Smith

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Cross_Sections_Route100.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02610900

WIN
26109.00

BRIDGE NO. 2274

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	B. NICHOLS		
DESIGN-DETAILED	J. BICE	M. SMITH	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/06/26
DESIGN2-DETAILED2	A. VOMACKA	M. RAENZ	02/06/26
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

FARNHAM BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

CROSS SECTIONS

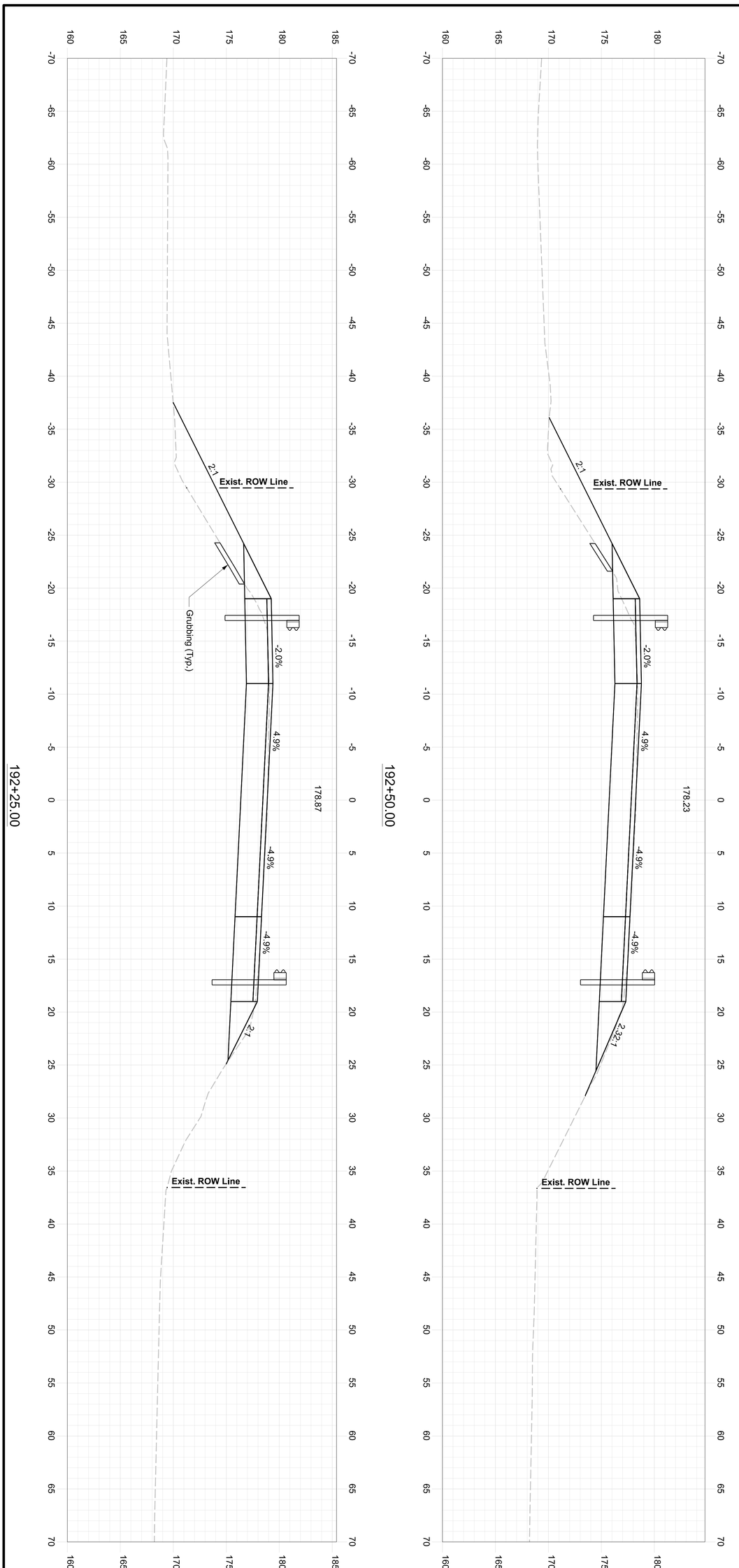
SHEET NUMBER

27

OF 40

Username: Mike.Smith Date: 2/6/2026

Filename: J:\DWG\P2019\06251F10\26109_00\BRIDGE\Cross_Sections_Route100.dgn



PROJ. MANAGER	B. NICHOLS	BY	DATE	
DESIGN=DETAILED	J. BICE	M. SMITH	02/06/26	
CHECKED=REVIEWED	S. BEAUMONT	D. MUNRO	02/06/26	SIGNATURE
DESIGN2=DETAILED2	A. VOMACKA	M. RAENZ	02/06/26	
DESIGN3=DETAILED3				P.E. NUMBER
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				DATE
REVISIONS 4				
FIELD CHANGES				

SHEET NUMBER 28 OF 40

FARNHAM BRIDGE
FARNHAM BROOK
PITTSFIELD SOMERSET COUNTY

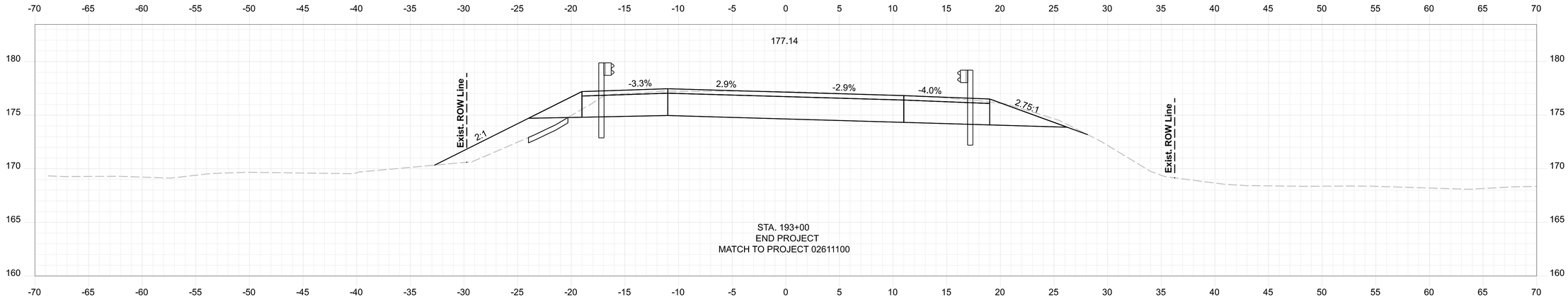
CROSS SECTIONS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

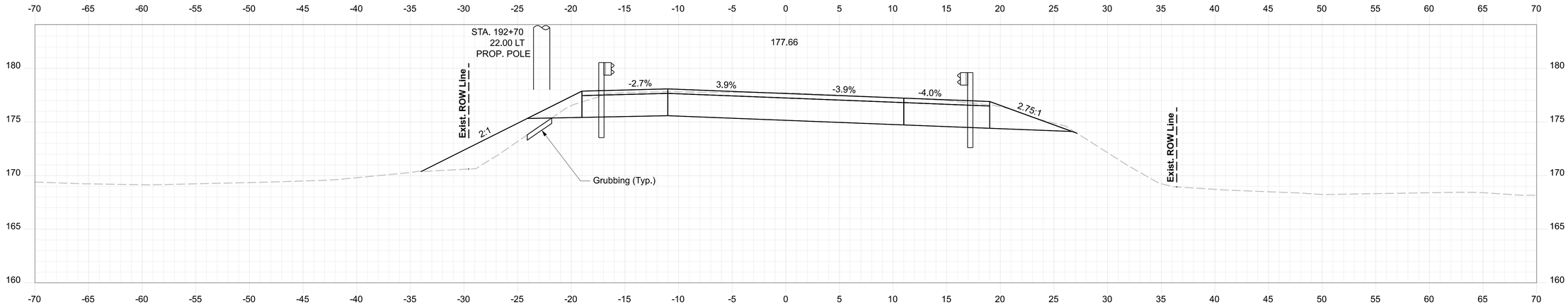
02610900

WIN
26109.00

BRIDGE NO. 2274 BRIDGE PLANS



193+00.00



192+75.00

Username: Mike.Smith
Date: 2/6/2026

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Cross_Sections_Route100.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02610900

WIN
26109.00

BRIDGE NO. 2274

BRIDGE PLANS

PROJ. MANAGER	B. NICHOLS		
DESIGNED-DETAILED	J. BICE	BY	DATE
CHECKED-REVIEWED	S. BEAUMONT	M. SMITH	02/06/26
DESIGN2-DETAILED2	A. VOMACKA	D. MUNRO	02/06/26
DESIGN3-DETAILED3		M. RAENZ	02/06/26
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

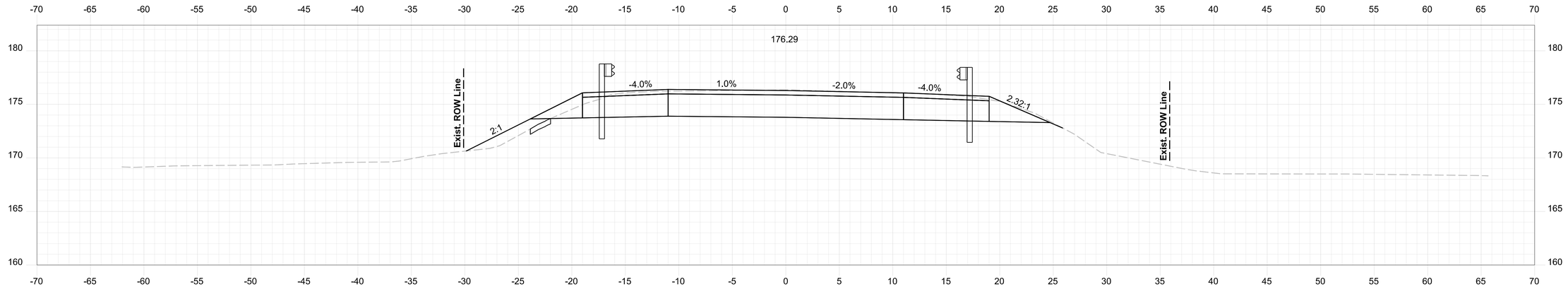
FARNHAM BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

CROSS SECTIONS

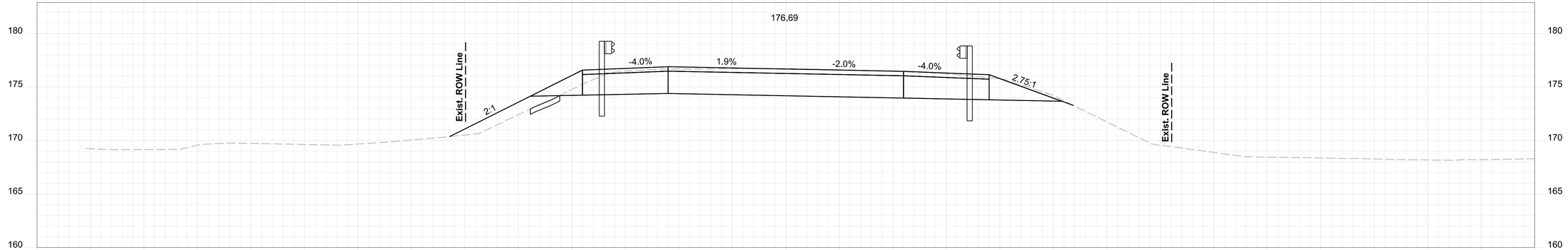
SHEET NUMBER

29

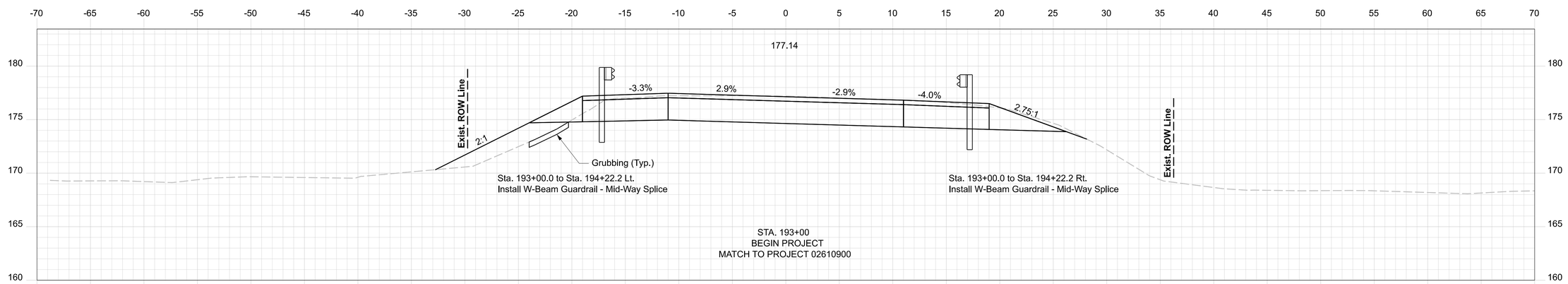
OF 40



193+50.00



193+25.00



193+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02611100

WIN
26111.00

BRIDGE NO. 2634

BRIDGE PLANS

PROJ. MANAGER	B. NICHOLS		
DESIGN-DETAILED	J. BICE	M. SMITH	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/06/26
DESIGN2-DETAILED2	A. VOMACKA	M. RAENZ	02/06/26
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

OSBORNE BRIDGE
FARNHAM BROOK
PITTSFIELD
SOMERSET COUNTY

CROSS SECTIONS

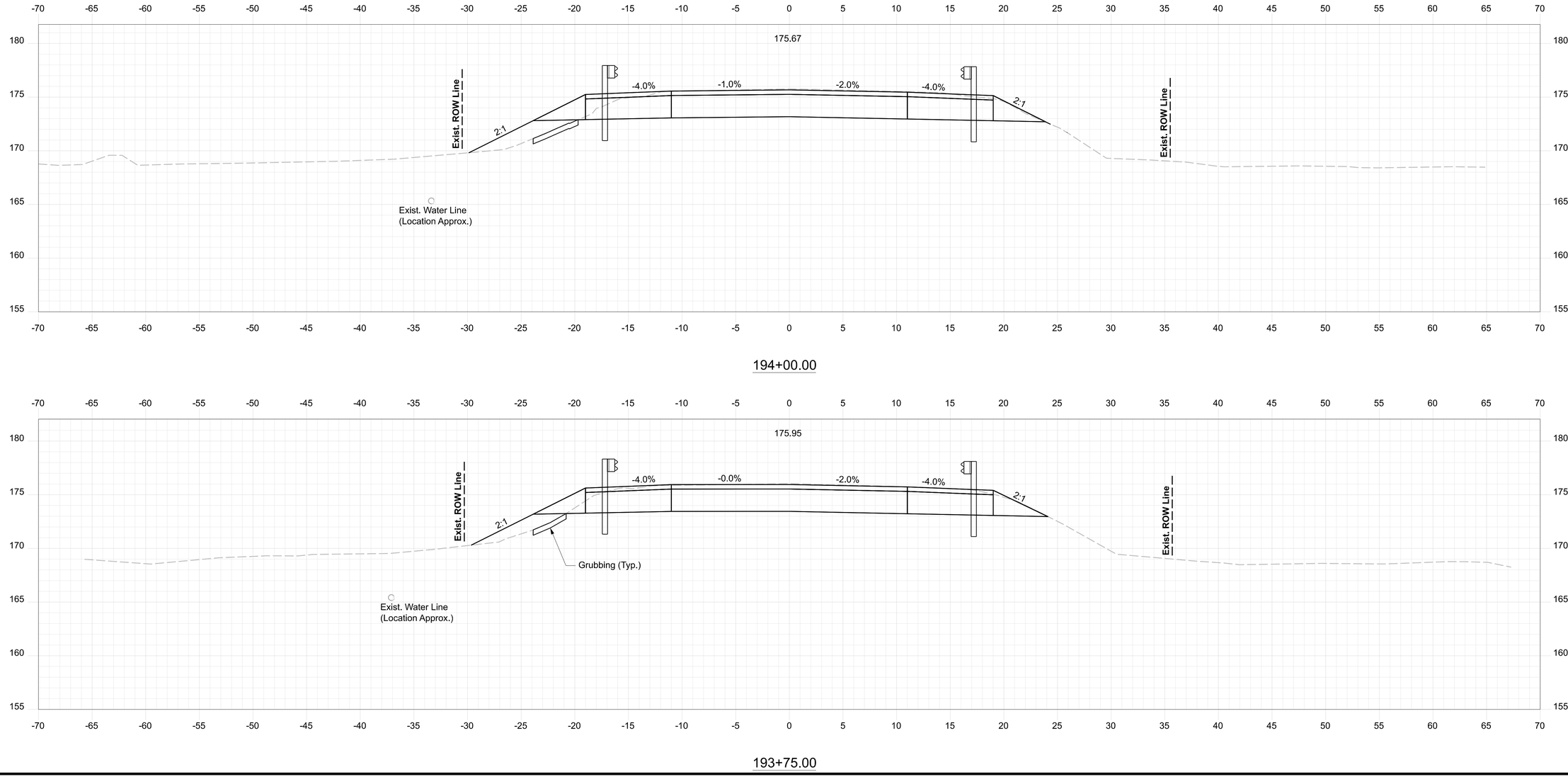
SHEET NUMBER

30

OF 40

Username: MikeSmith Date: 2/6/2026

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Cross_Sections_Route11.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02611100

WIN
26111.00

BRIDGE NO. 2634

BRIDGE PLANS

PROJ. MANAGER	B. NICHOLS		
DESIGN-DETAILED	J. BICE	M. SMITH	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/06/26
DESIGN1-DETAILED2	A. VOMACKA	M. RAENZ	02/06/26
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

OSBORNE BRIDGE
FARNHAM BROOK
PITTSFIELD SOMERSET COUNTY

CROSS SECTIONS

SHEET NUMBER

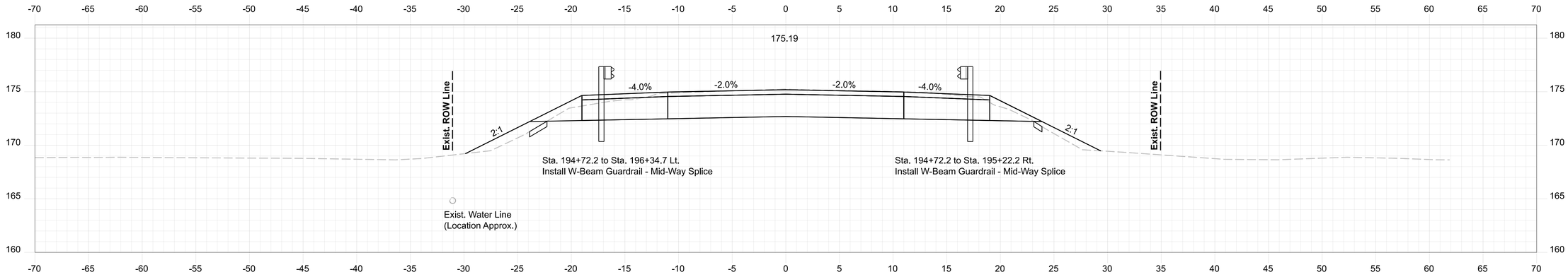
31

OF 40

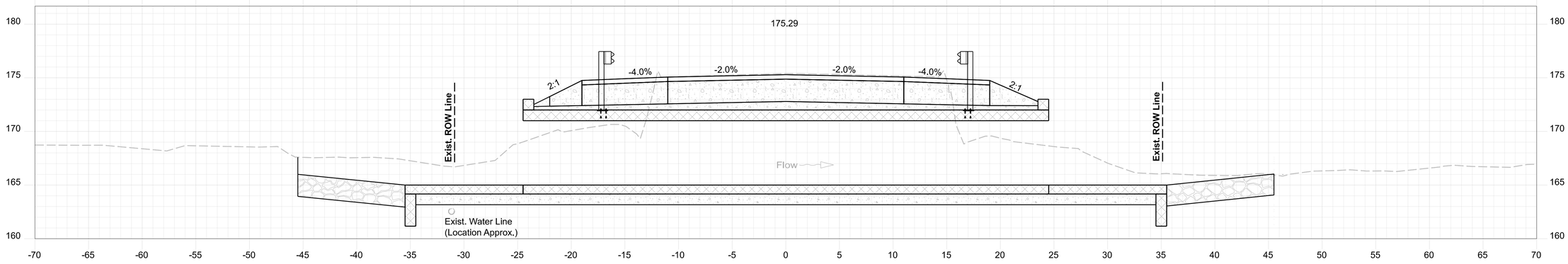
Date: 2/6/2026

Username: Mike.Smith

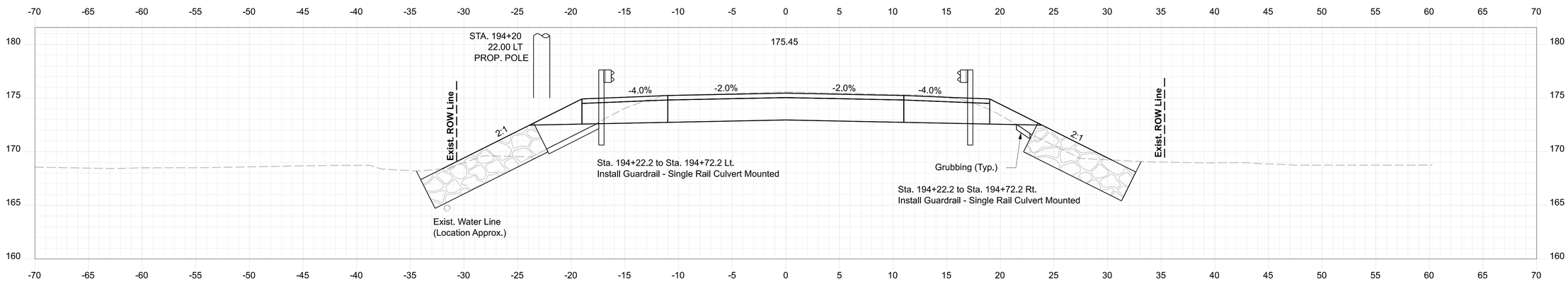
Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Cross_Sections_Route11.dgn



194+75.00



194+50.00



194+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02611100

WIN
26111.00

BRIDGE NO. 2634

BRIDGE PLANS

PROJ MANAGER	B. NICHOLS	
DESIGN-DETAILED	J. BICE	M. SMITH 02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO 02/06/26
DESIGN2-DETAILED2	A. VOMACKA	M. RAENZ 02/06/26
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

OSBORNE BRIDGE
FARNHAM BROOK
PITTSFIELD SOMERSET COUNTY

CROSS SECTIONS

SHEET NUMBER

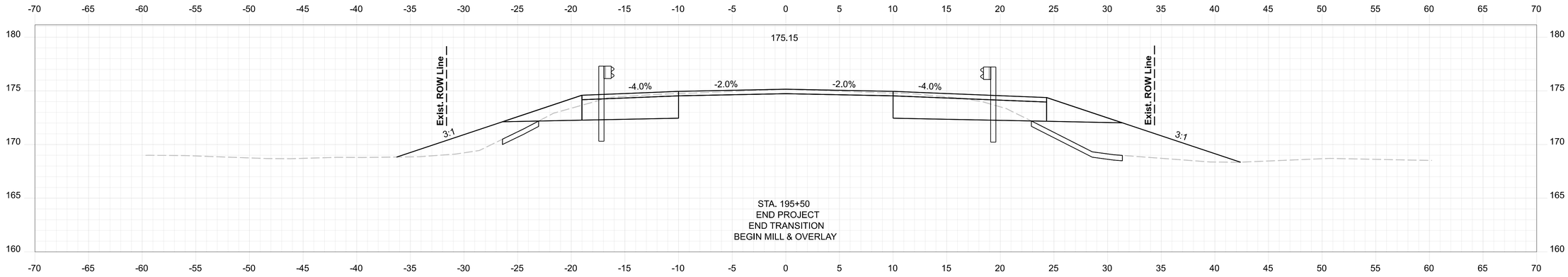
32

OF 40

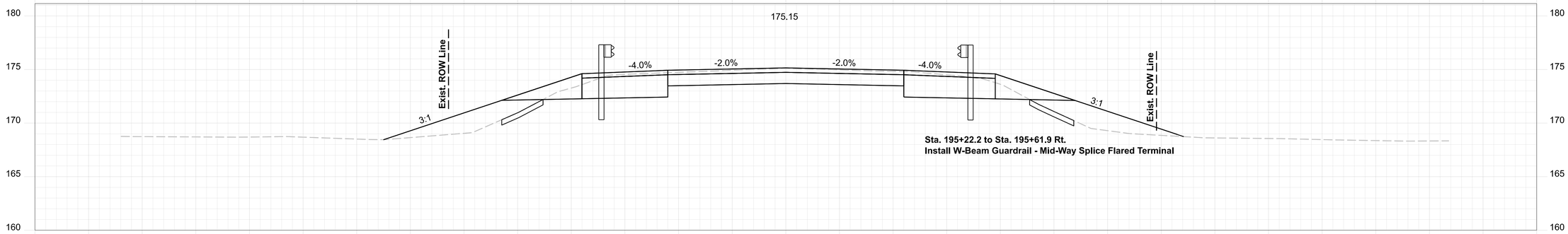
Date: 2/6/2026

Username: Mike.Smith

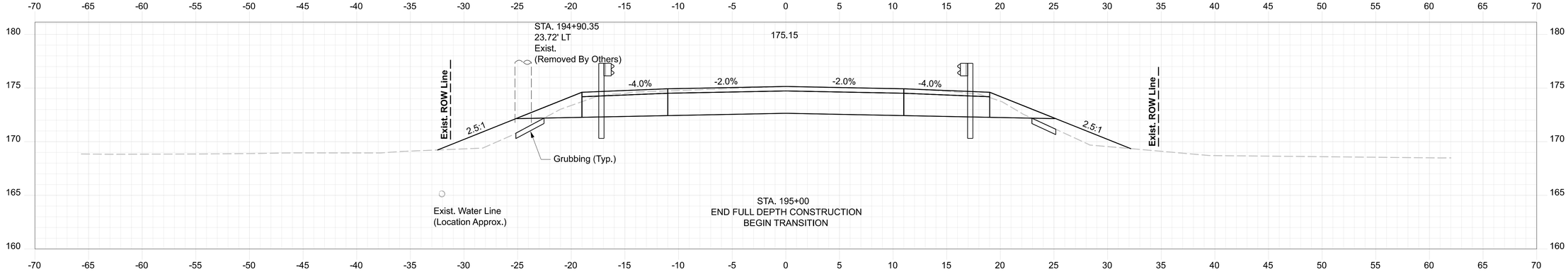
Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Cross_Sections_Route11.dgn



195+50.00



195+25.00



195+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02611100

WIN
26111.00

BRIDGE NO. 2634

BRIDGE PLANS

PROJ MANAGER	B. NICHOLS	
DESIGN-DETAILED	J. BICE	M. SMITH 02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO 02/06/26
DESIGN2-DETAILED2	A. VOMACKA	M. RAENZ 02/06/26
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

OSBORNE BRIDGE
FARNHAM BROOK
PITTSFIELD
SOMERSET COUNTY

CROSS SECTIONS

SHEET NUMBER

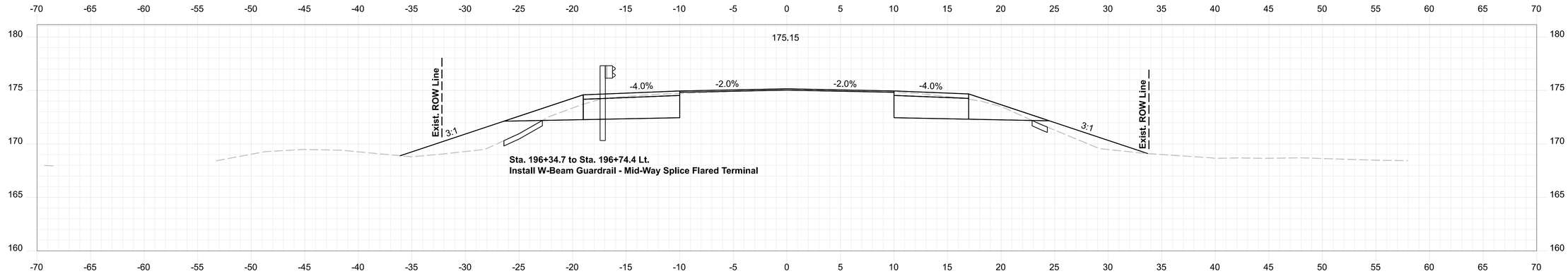
33

OF 40

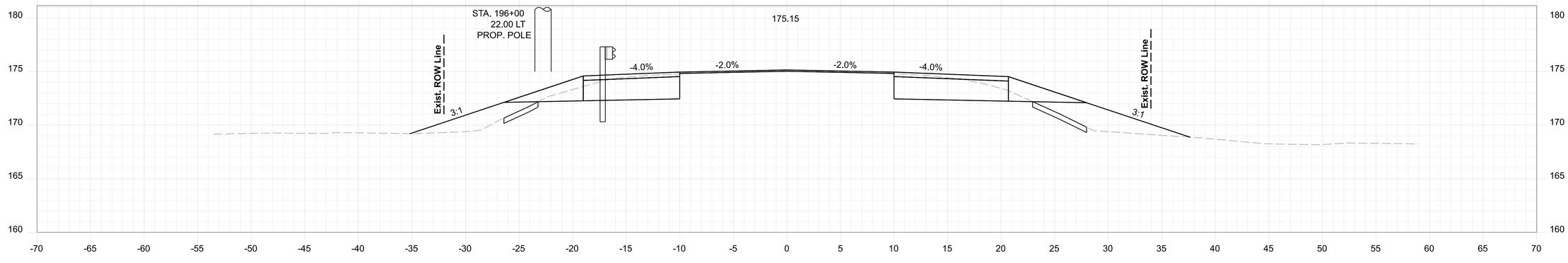
Date: 2/6/2026

Username: Mike.Smith

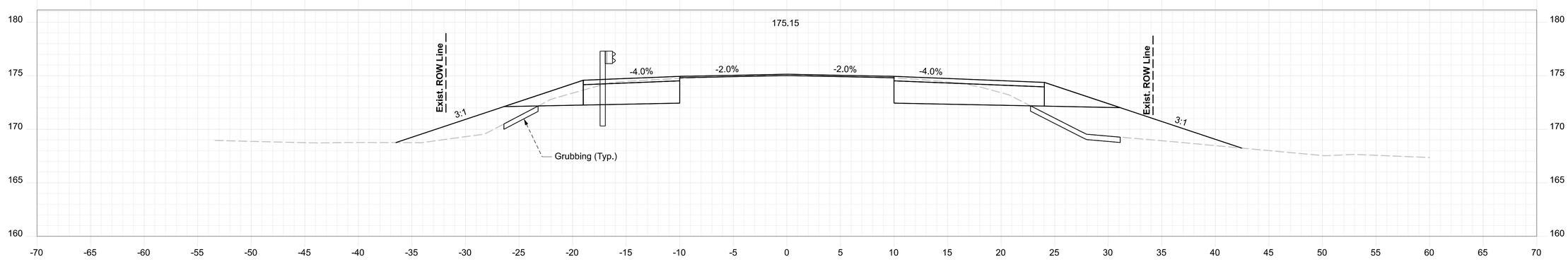
Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Cross_Sections_Route11.dgn



196+25.00



196+00.00



195+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02611100

WIN
26111.00

BRIDGE NO. 2634

BRIDGE PLANS

P.E. NUMBER

DATE

SIGNATURE

	BY	DATE
PROJ. MANAGER	B. NICHOLS	
DESIGN-DETAILED	M. SMITH	02/06/26
CHECKED-REVIEWED	J. BICE	02/06/26
DESIGN2-DETAILED2	D. MUNRO	02/06/26
DESIGN3-DETAILED3	S. BEAUMONT	
REVISIONS 1	A. VOMACKA	02/06/26
REVISIONS 2	M. RAENZ	
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

OSBORNE BRIDGE
FARNHAM BROOK
PITTSFIELD SOMERSET COUNTY

CROSS SECTIONS

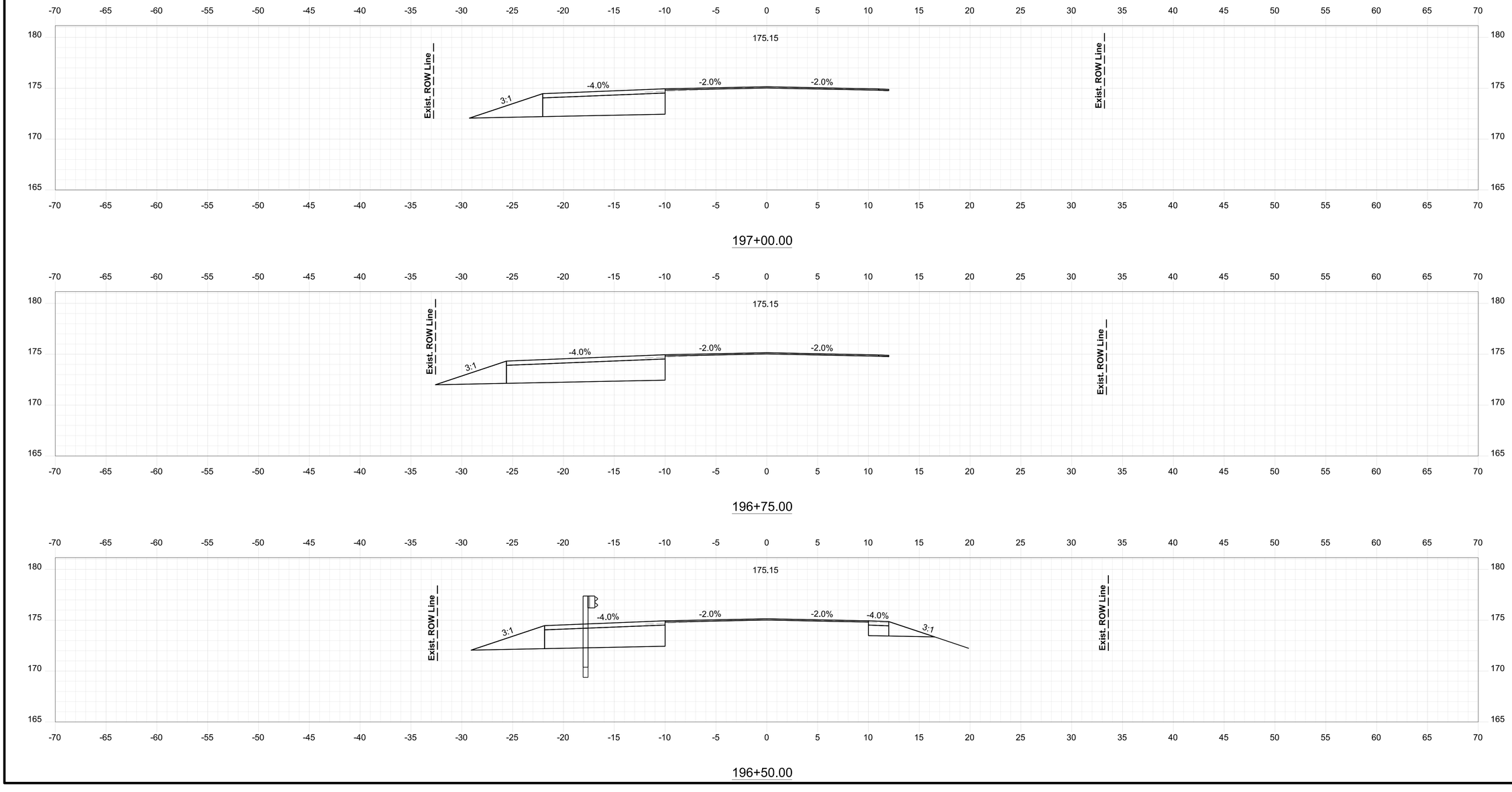
SHEET NUMBER

34

OF 40

Username: Mike.Smith Date: 2/6/2026

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Cross_Sections_Route11.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02611100

WIN
26111.00

BRIDGE NO. 2634

BRIDGE PLANS

PROJ. MANAGER	B. NICHOLS		
DESIGN-DETAILED	J. BICE	M. SMITH	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/06/26
DESIGN1-DETAILED2	A. VOMACKA	M. RAENZ	02/06/26
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

OSBORNE BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

CROSS SECTIONS

SHEET NUMBER

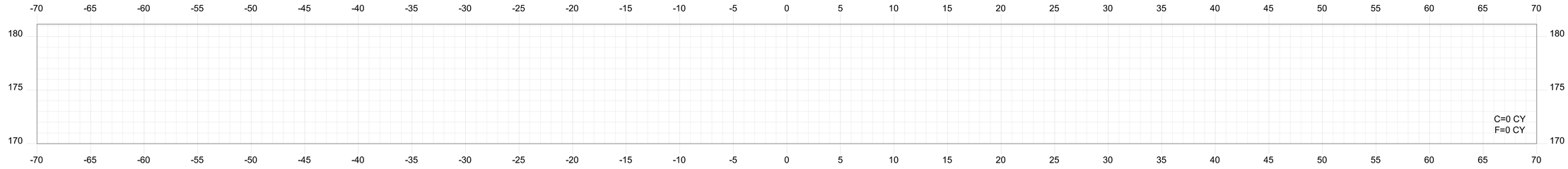
35

OF 40

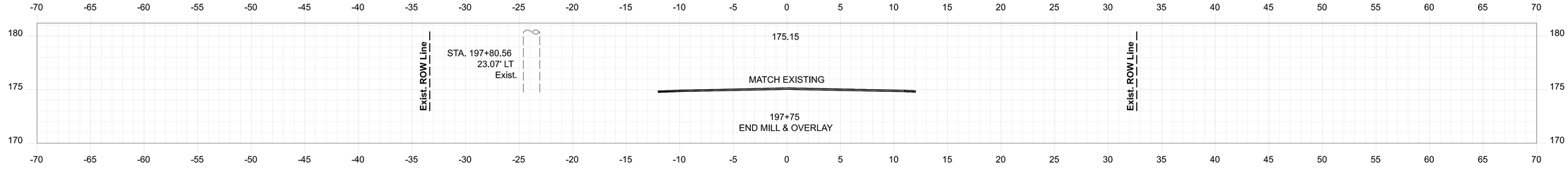
Date: 2/6/2026

Username: Mike.Smith

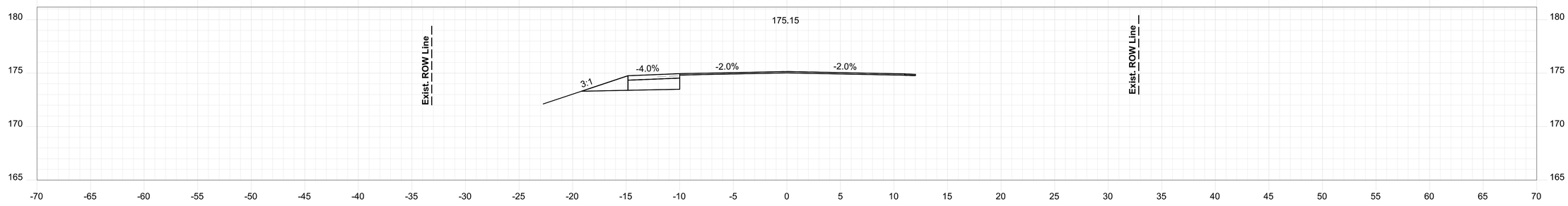
Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Cross_Sections_Route11.dgn



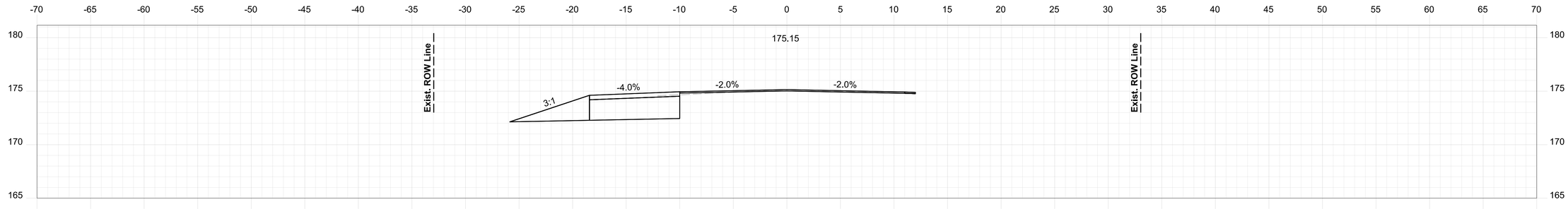
198+00.00



197+75.00



197+50.00



197+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02611100

WIN
26111.00

BRIDGE NO. 2634

BRIDGE PLANS

PROJ. MANAGER	B. NICHOLS		
DESIGNED-DETAILED	J. BICE	M. SMITH	02/06/26
CHECKED-REVIEWED	S. BEAUMONT	D. MUNRO	02/06/26
DESIGN1-DETAILED2	A. VOMACKA	M. RAENZ	02/06/26
DESIGN1-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

OSBORNE BRIDGE
FARNHAM BROOK
SOMERSET COUNTY
PITTSFIELD

CROSS SECTIONS

SHEET NUMBER

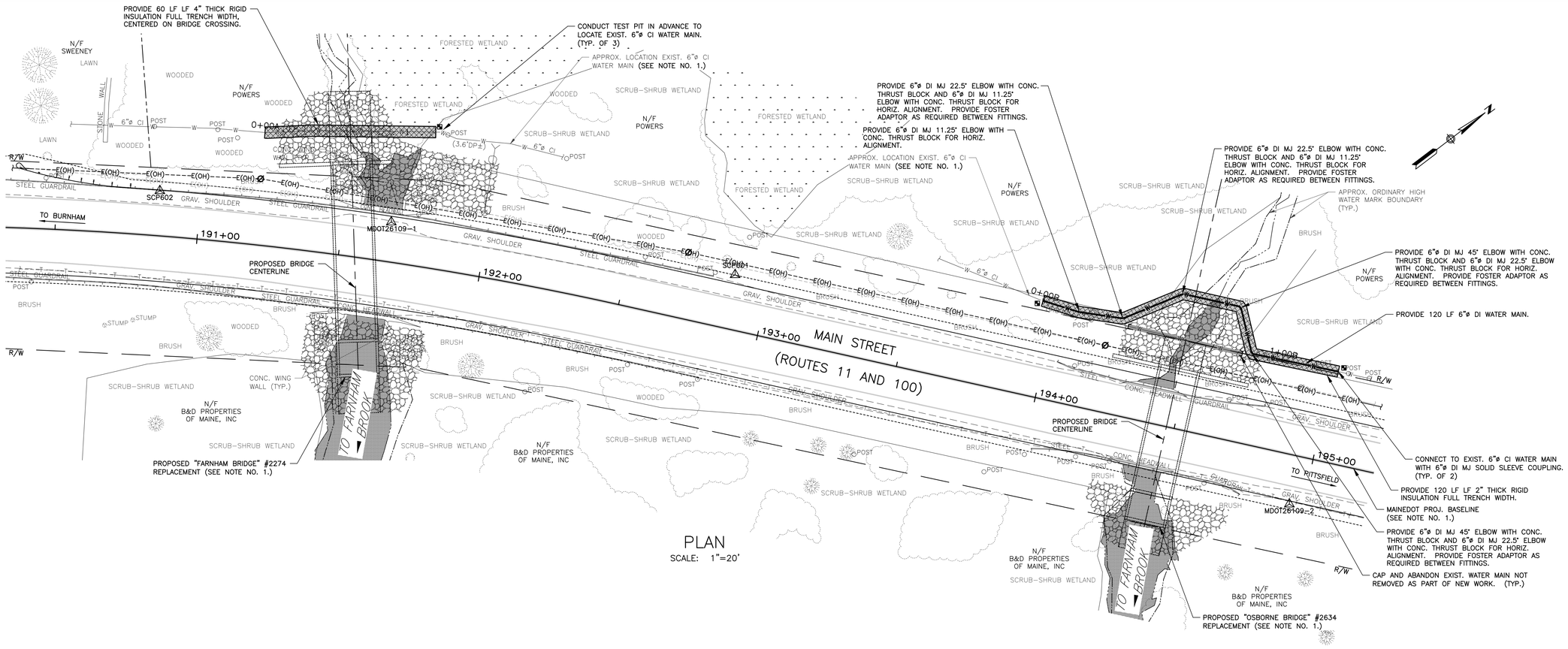
36

OF 40

Date: 2/6/2026

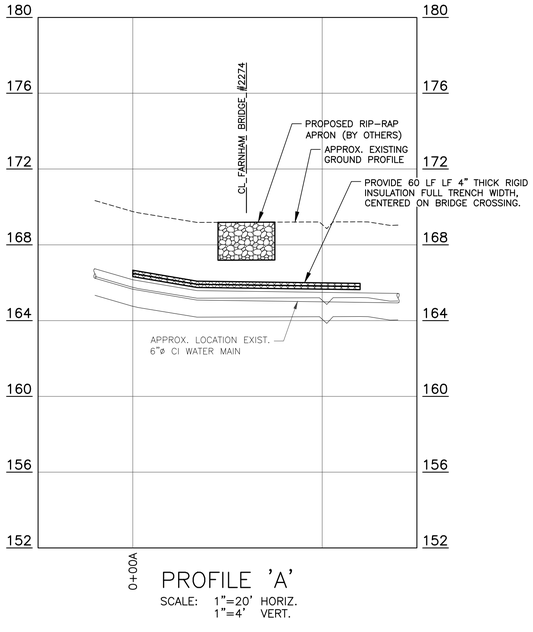
Username: Mike.Smith

Filename: J:\DWG\P2019\0625\F10\26109_00\BRIDGE\Cross_Sections_Route11.dgn



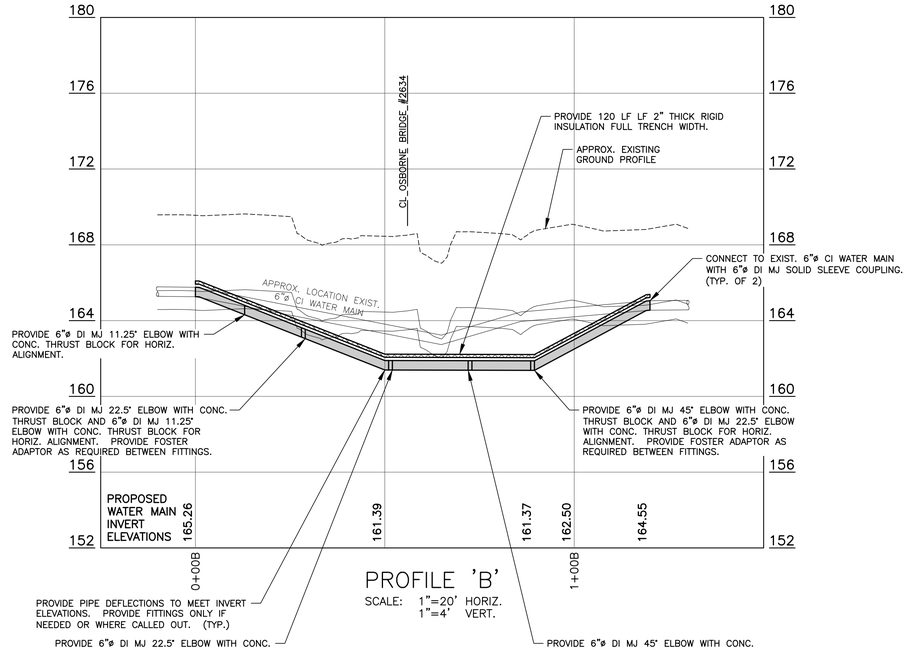
PLAN

SCALE: 1"=20'



PROFILE 'A'

SCALE: 1"=20' HORIZ.
1"=4' VERT.



PROFILE 'B'

SCALE: 1"=20' HORIZ.
1"=4' VERT.

NOTES:

1) EXISTING SURVEY DATA, PROPOSED BRIDGE REPLACEMENT LAYOUT (BY OTHERS), AND MAINEDOT PROJECT BASELINE ARE SHOWN BASED UPON PLANS TITLED "STATE OF MAINE DEPT. OF TRANSPORTATION, ROUTE 11 & ROUTE 100 BRIDGE NO. 2274 & 2634 CROSSING FARNHAM BROOK PITTSFIELD – GENERAL PLAN & PROFILE, SHEETS 2 AND 3 OF 24, WIN PROJECT NO. 26109.00 & 26111.00", DATED MARCH 27, 2025 AND "STATE OF MAINE DEPT. OF TRANSPORTATION, PITTSFIELD RIGHT-OF-WAY MAP, SHEETS 1 AND 2 OF 2 DATED OCTOBER, 2025. NO LEGAL REPRESENTATION OF PROPERTY LINE AND RIGHT-OF-WAY INFORMATION IS INTENDED, NOR WAS ANY FORMAL BOUNDARY SURVEY CONDUCTED.

2) REMOVE AND RESET OR RELOCATE ALL EXIST. SITE FEATURES AS REQUIRED TO CONDUCT NEW WORK OR AS SHOWN ON DRAWINGS. COORDINATE WITH ENGINEER IN FIELD AND PROPERTY OWNER. LOAM AND SEED ALL DISTURBED VEGETATED AREAS WITH 4" LOAM, HYDROSEED, AND MULCH.

3) NO TREES OR LANDSCAPING ALONG PROJECT ROUTE SHALL BE TRIMMED OR REMOVED WITHOUT PRIOR PERMISSION OF ENGINEER.

4) TEMPORARY WATER SERVICE SHALL BE REQUIRED FOR NEW WATER REPLACEMENT WORK AT "OSBORNE BRIDGE" #2634 AND SHALL BE COORDINATED WITH ENGINEER AND THE PITTSFIELD WATER DEPARTMENT.

5) ALL EXISTING WATER LINES TO BE REPLACED THAT ARE NOT EXCAVATED AND REMOVED AS PART OF NEW WORK SHALL BE CAPPED AND ABANDONED AT ALL OPEN PIPE ENDS.

6) CONTRACTOR SHALL CONDUCT TEST PITS IN ADVANCE AT ALL CONNECTIONS OF NEW WATER MAIN TO EXISTING WATER MAIN TO VERIFY ELEVATION, SIZE AND MATERIAL PRIOR TO ORDERING MATERIALS AND PIPE COUPLINGS.

7) DESIGN INTENT IS TO PROVIDE MINIMUM 5'-0" OF COVER OVER ALL WATER MAINS AND SERVICE LINES.

8) ALL WATER MAINS WITH LESS THAN 5'-0" OF COVER SHALL BE INSULATED WITH 2" RIGID INSULATION AT FULL TRENCH WIDTH UNLESS 4" IS REQUIRED.

9) PROVIDE CONCRETE THRUST BLOCKS AT ALL ELBOWS AND CHANGES IN WATER MAIN DIRECTION. (SEE DETAIL SHEET C-2.)

10) CONTRACTOR SHALL BE RESPONSIBLE FOR PRODUCING AND DISTRIBUTING ALL NOTIFICATIONS TO WATER UTILITY USERS AS PART OF SCHEDULED WATER SYSTEM SHUT-DOWNS. NOTIFICATIONS SHALL BE REVIEWED AND APPROVED BY ENGINEER AND THE PITTSFIELD WATER DEPARTMENT AND DISTRIBUTED IN ADVANCE OF SCHEDULED SHUT DOWNS AS REQUIRED BY THE PITTSFIELD WATER DEPARTMENT.

11) THE MAINEDOT HAS OBTAINED TEMPORARY CONSTRUCTION EASEMENTS AS REQUIRED TO CONDUCT THE WORK. ALL WORK IN AREAS BEYOND THE TOWN'S RIGHT-OF-WAY SHALL BE CONDUCTED WITHIN THE TEMPORARY CONSTRUCTION EASEMENTS. NO WORK SHALL BE CONDUCTED BEYOND THE DELINEATED LIMITS.

12) ALL WATER MAIN FITTINGS FOR CHANGES IN DIRECTION SHALL BE RESTRAINED MECHANICAL JOINT.

PROJECT NO.:
26109.00 & 26111.00

OLVER ASSOCIATES INC.
ENVIRONMENTAL ENGINEERS
290 SOUTH MAIN STREET WINTERPORT, MAINE

STATE OF MAINE * REGISTERED * ANNALEIS HAYFORD No. 11562 PROFESSIONAL ENGINEER
12-26-25

DATE	ADDITION OR REVISION	DR.BY:	OK.BY:
		DES.BY: AH	DR.BY: RMR
		SCALE: AS NOTED	OA PROJECT NO.: 2481
		DATE: NOVEMBER, 2025	SHEET: C-1

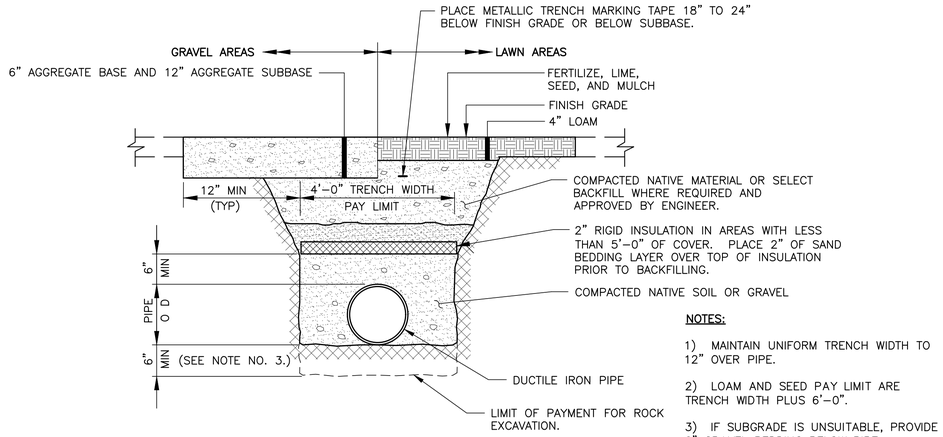
TOWN OF PITTSFIELD, MAINE
MAINEDOT NO. 2274 "FARNHAM BRIDGE" AND NO. 2634 "OSBORNE BRIDGE" REPLACEMENTS

WATER MAIN MODIFICATIONS PLAN AND PROFILES

SHEET NUMBER

37

OF 40



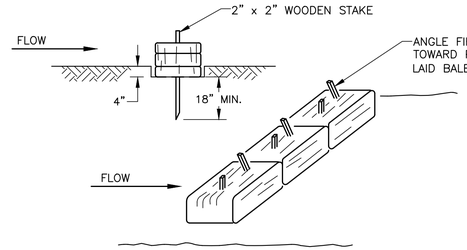
TYPICAL WATER TRENCH DETAIL

NOTES:

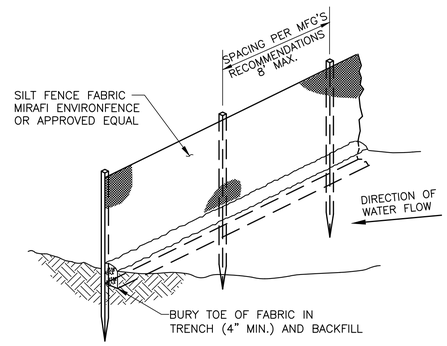
1) MAINTAIN UNIFORM TRENCH WIDTH TO 12" OVER PIPE.

2) LOAM AND SEED PAY LIMIT ARE TRENCH WIDTH PLUS 6'-0".

3) IF SUBGRADE IS UNSUITABLE, PROVIDE 6" GRAVEL BEDDING BELOW PIPE.



HAY BALE BARRIER DETAIL

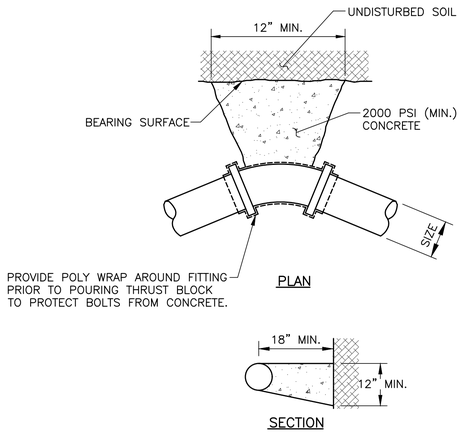


SILT FENCE DETAIL

EROSION CONTROL NOTES

EROSION CONTROL DURING THE CONSTRUCTION OF THIS PROJECT SHALL BE CARRIED OUT UTILIZING THE FOLLOWING MEASURES AND IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION.

1. HAY BALES AND/OR SILT FENCES SHALL BE INSTALLED AS SHOWN ON THIS PLAN AND ON THE "DOWNSTREAM" SLOPE OF ALL CONSTRUCTION AREAS PRIOR TO THE START OF CONSTRUCTION IN THAT AREA. UTILIZE HAY BALES AS NECESSARY TO RESTRICT SOIL TRANSPORT DURING DITCH RESHAPING. TEMPORARY EROSION CONTROL BARRIERS SHALL BE MAINTAINED UNTIL PERMANENT GROUND PROTECTION IS ESTABLISHED.
2. CONSTRUCTION OPERATIONS SHALL BE SCHEDULED IN SUCH A MANNER THAT THE LEAST PRACTICAL AMOUNT OF SOIL IS DISTURBED THAT CANNOT HAVE PERMANENT EROSION CONTROL MEASURES APPLIED IMMEDIATELY.
3. ALL DISTURBED SURFACES SHALL BE LOAMED AND SEEDED IMMEDIATELY AFTER FINAL GRADING IS COMPLETED.
4. ALL DISTURBED SURFACES NOT BEING FINAL GRADED SHALL BE MULCHED WITH HAY OR STRAW AT 46 LBS. PER 1000 SQ. FT. (2 TONS PER ACRE) OR STABILIZED WITH EROSION CONTROL MAT (ANTI-WASH/GEOJUTE OR EQUAL).
5. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES AFTER EVERY RAINFALL OR A MINIMUM OF ONCE A WEEK AND PERFORM ANY NECESSARY MAINTENANCE OF THESE MEASURES. MAINTENANCE PROCEDURES FOR EROSION CONTROL MEASURES INCLUDE:
   - A. REPAIRING ANY BARRIERS WHICH HAVE BECOME INEFFECTIVE OR DISLODGED.
   - B. REPLACING ANY BARRIER WHICH HAS DETERIORATED OR BECOME INEFFECTIVE.
   - C. REMOVING SEDIMENT DEPOSITS FROM THE BARRIERS WHEN THE DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER.



NOTES:

1) THRUST BLOCK CONFIGURATION SHALL BE APPROX. SQUARE AT BEARING SURFACE, THEN TRANSITION IN DEPTH AND WIDTH TO PIPE, 12"x 12" MINIMUM AT BEARING SURFACE AND 18" MINIMUM DEPTH.

2) THRUST BLOCKS ARE REQUIRED AT ALL CHANGES OF DIRECTION AND FITTINGS IN PRESSURIZED FORCE MAINS OR GRAVITY SIPHON SEWERS.

3) THRUST BLOCK BEARING SURFACES BASED UPON UP TO 100 PSI LINE PRESSURE IN SAND/GRAVEL WITH SOIL BEARING PRESSURE OF 3000 PSI. (ADJUSTMENTS TO SURFACE AREA MAY BE REQUIRED IN POOR QUALITY SOILS OR IF LINE PRESSURE EXCEEDS 100 PSI.)

4) SAFETY FACTOR = 1.5.

SIZE, IN	BEARING SURFACE, FT²			
	TEE, 90°	45°	22 1/2°	11 1/4°
2	1.0	1.0	1.0	1.0
3	1.0	1.0	1.0	1.0
4	1.2	1.0	1.0	1.0
6	2.6	1.4	1.0	1.0
8	4.6	2.5	1.4	1.0
10	7.2	3.9	2.0	1.0
12	9.9	5.4	2.7	1.4
14	13.0	7.0	3.6	1.8
16	16.8	9.1	4.6	2.4

THRUST BLOCK DETAIL

PROJECT NO.: **26109.00 & 26111.00**

OLVER ASSOCIATES INC.
ENVIRONMENTAL ENGINEERS
290 SOUTH MAIN STREET WINTERPORT, MAINE

STATE OF MAINE * ANNALEE HAYFORD * No. 11562 * REGISTERED PROFESSIONAL ENGINEER
Annalee Hayford 1-26-26

DATE	ADDITION OR REVISION	DES.BY:	DR.BY:	CK.BY:
		AH	RMF	AH
		SCALE:	AS NOTED	OA PROJECT NO.: 2481
		DATE:	NOVEMBER, 2025	SHEET: C-2

TOWN OF PITTSFIELD, MAINE
MAINEDOT NO. 2274 "FARNHAM BRIDGE" AND
NO. 2634 "OSBORNE BRIDGE" REPLACEMENTS

CIVIL DETAILS

SHEET NUMBER
38
OF 40

PLAN LEGEND

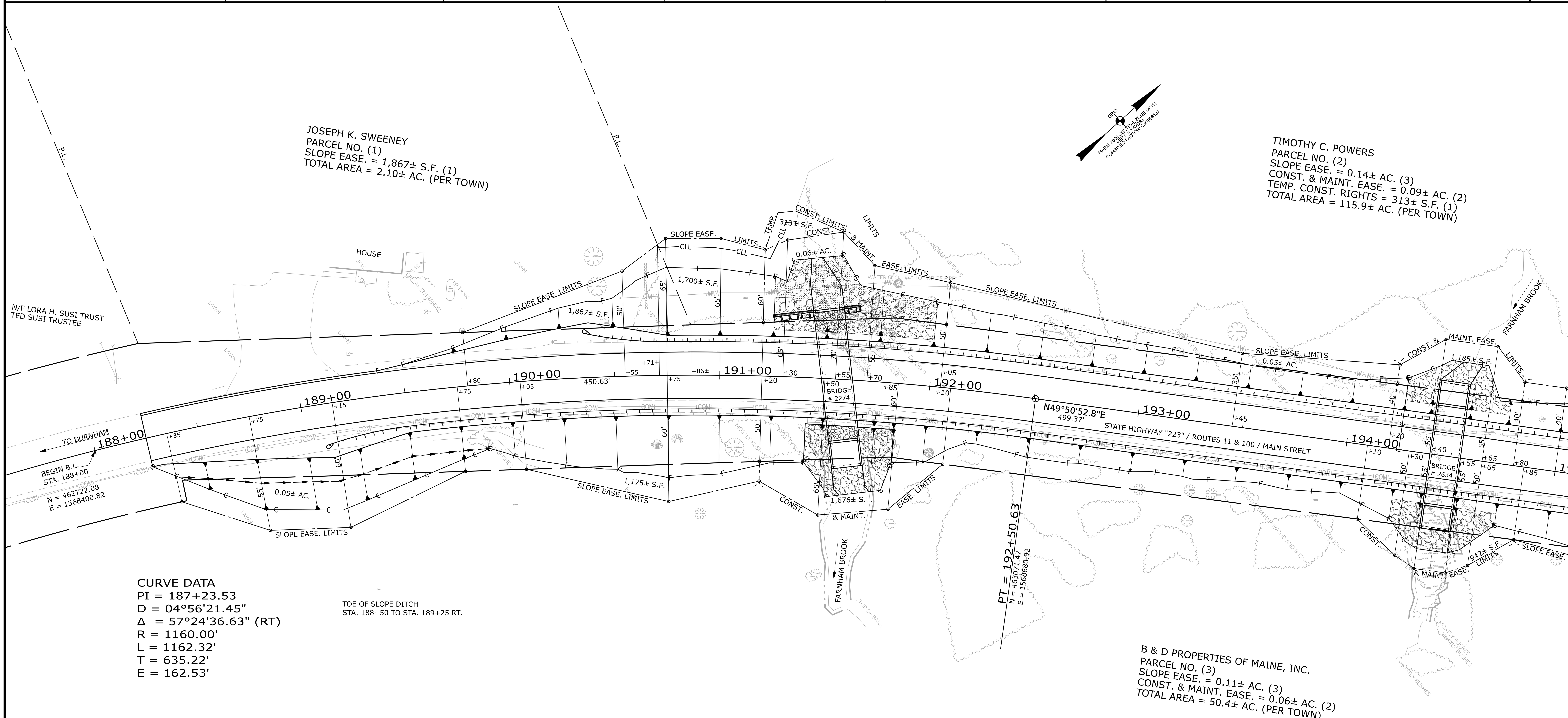
	Existing	Proposed
Town, County, State		
Approx. Property Lines		
Existing Right of Way		
Limits of Wrought Portion (LIMITS OF WROUGHT PORTION)		
Control Of Access		
New Right of Way		
New Easement		
New Temporary Rights (TEMP. CONST. LIMITS)		
New R/W Within Existing R/W		
New R/W Along Existing R/W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

Scale of Feet: 25 0 25 50 75 100

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



CURVE DATA
PI = 187+23.53
D = 04°56'21.45"
Δ = 57°24'36.63" (RT)
R = 1160.00'
L = 1162.32'
T = 635.22'
E = 162.53'

EXISTING RIGHT OF WAY REFERENCE:

SOMERSET COUNTY COMMISSIONERS RECORDS
VOLUME 4, PAGE 293
1852
4 RODS WIDE (66 FT.)

MAINE STATE HIGHWAY COMMISSION FILE NO. 13-39
APRIL 8, 1932, BOOK 415, PAGE 176

FARNHAM BRIDGE OVER FARNHAM BROOK BRIDGE NO. 2274 W.I.N. 026109.00

OSBORNE BRIDGE OVER FARNHAM BROOK BRIDGE NO. 2634 W.I.N. 026111.00

CADD .dng in W.I.N. 026109.00

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

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

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK ____ PAGE ____ COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	01-20-26	6378	241

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

STATE HIGHWAY "223"
ROUTE 100 / ROUTE 11 / MAIN STREET
PITTSFIELD SOMERSET COUNTY
WORK IDENTIFICATION NOS. (WIN) 026109.00 & 026111.00

OCTOBER 2025 | SCALE 1"= 25' | RIGHT-OF-WAY MAP SHEET 1 OF 2 | D.O.T. FILE NO. 13-415

SHEET NUMBER
39
OF 40

Username: carlton.d.peabody Date: 2/12/2026

Filename: C:\Users\carlton.d.peabody\State of Maine\MaineDOT Work - 26109_00\ROW\Right-of-Way.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			Traveled Way
Existing Right of Way	Trees: Conifer / Deciduous	Com. Line UG (COM)			Ditch
Limits of Wrought Portion (LIMITS OF WROUGHT PORTION)	Tree Line / Bush Line	Electric Line (E)			Catch Basin
Control Of Access	Water Edge	Water Line (W)			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)			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____

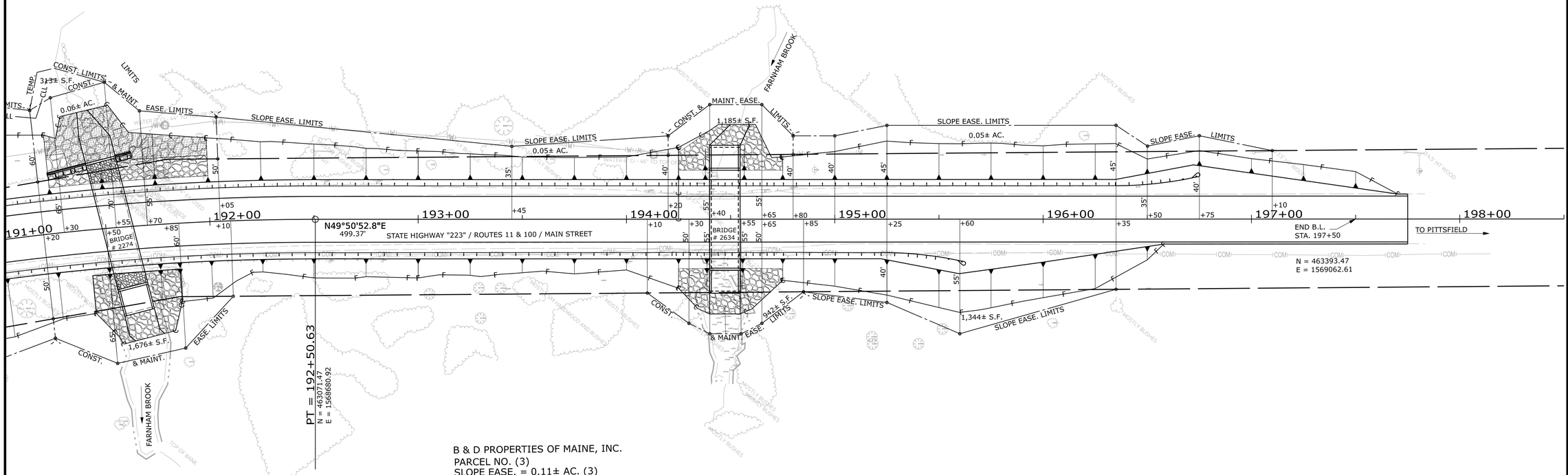
AT_____ HRS. _____ MINS. _____ .M.
AND RECORDED IN

PLAN BOOK (OR FILE NO.) _____, PAGE _____

ATTEST: _____
REGISTER

GRID
MAINE 2000 CENTRAL ZONE (0011)
COMBINED FACTOR 0.99998137

TIMOTHY C. POWERS
PARCEL NO. (2)
SLOPE EASE. = 0.14± AC. (3)
CONST. & MAINT. EASE. = 0.09± AC. (2)
TEMP. CONST. RIGHTS = 313± S.F. (1)
TOTAL AREA = 115.9± AC. (PER TOWN)



B & D PROPERTIES OF MAINE, INC.
PARCEL NO. (3)
SLOPE EASE. = 0.11± AC. (3)
CONST. & MAINT. EASE. = 0.06± AC. (2)
TOTAL AREA = 50.4± AC. (PER TOWN)

EXISTING RIGHT OF WAY REFERENCE:

SOMERSET COUNTY COMMISSIONERS RECORDS
VOLUME 4, PAGE 293
1852
4 RODS WIDE (66 FT.)

MAINE STATE HIGHWAY COMMISSION FILE NO. 13-39
APRIL 8, 1932, BOOK 415, PAGE 176

FARNHAM BRIDGE OVER FARNHAM BROOK BRIDGE NO. 2274 W.I.N. 026109.00

OSBORNE BRIDGE OVER FARNHAM BROOK BRIDGE NO. 2634 W.I.N. 026111.00

CADD .dgn in W.I.N. 026109.00

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

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

PITTSFIELD
RIGHT OF WAY MAP

REVISIONS NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK	PAGE	COUNTY RECORD NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
				COND.	01-20-26	6378	241

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

STATE HIGHWAY "223"
ROUTE 100 / ROUTE 11 / MAIN STREET
PITTSFIELD — SOMERSET COUNTY
WORK IDENTIFICATION NOS. (WIN) 026109.00 & 026111.00

OCTOBER 2025	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 13-415
SCALE 1"= 25'	SHEET 2 OF 2	

SHEET NUMBER
40
OF 40

Date: 2/12/2026
Username: carlton.d.peabody

Filename: C:\Users\carlton.d.peabody\State of Maine\MaineDOT Work - 26109_00\ROW\Right-of-Way.dgn