STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ADDISON
WASHINGTON COUNTY
LOT NORTON BRIDGE
OVER
KNOWLES RIVER

EAST SIDE ROAD
FEDERAL AID PROJECT NO. 2716000
BRIDGE NO. 3754
PROJECT LENGTH 0.206 MILES

SPECIFICATIONS

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

DESIGN LOADING

Live Load _____ HL - 93 Modified for Strength I

HYDROLOGIC DATA

Drainage Area	2.5 sq mi
Design Discharge (Q50 Upland Flow + Highest Astronomical Tides)	1234.5 cfs
Check Discharge (Q1.1 Upland Flow + Category 1 Storm Tide)	1741.8 cfs
Headwater Elevation (Q50 Upland Flow + Highest Astronomical Tides)	7.5 ft
Headwater Elevation (Q1.1 Upland Flow + Category 1 Storm Tide)	11.4 ft
Discharge Velocity (Q50 Upland Flow + Highest Astronomical Tides)	2.2 ft
Discharge Velocity (Q1.1 Upland Flow + Category 1 Storm Tide)	2.6 ft
Mean Lower Low Water (MLLW)	-5.95 ft
Mean Low Water (MLW)	-5.57 ft
Mean High Water (MHW)	5.00 ft
Mean Higher High Water (MHHW)	5.43 ft

MATERIALS

Concrete:
Precast _____ Class "P"

Reinforcing:
Reinforcing Steel _____ ASTM A615/ A615 M, Grade 60
Steel Welded Wire Reinforcement _____ AASHTO M 336

BASIC DESIGN STRESSES

Concrete:
Class "P" _____ f 'c = 5,000 psi

Reinforcing Steel:
ASTM A615, Grade 60 _____ Fy = 60,000 psi
AASHTO M 336 _____ Fy varies as described in specification

LIST OF DRAWINGS

UTILITIES

Versant Power, Charter Communications
Fidium Fiber

TRAFFIC DATA

Current (2023) AADT	840
Future (2043) AADT	920
DHV - % of AADT	10%
Design Hour Volume	92
Heavy Trucks (% of AADT)	12%
Heavy Trucks (% of DHV)	11%
Directional Distribution (% of DHV)	52%
18 kip Equivalent P 2.0	34
18 kip Equivalent P 2.5	33
Design Speed (mph)	35 mph

MAINTENANCE OF TRAFFIC

Bridge will be close to traffic during construction with traffic detoured off-site

PROJECT LOCATION	LOT NORTON BRIDGE (#3754) OVER KNOWLES RIVER. LOCATED EAST SIDE ROAD 2.3 MILES SOUTHWEST OF JUNCTION ROUTE 187
OUTLINE OF WORK	BRIDGE REPLACEMENT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED
COMMISSIONER: Dale Finch DATE 9/2/26
CHIEF ENGINEER: [signature] DATE 9-2-2026

STATE OF MAINE — DANIEL S. MYERS No. 12572 — LICENSED PROFESSIONAL ENGINEER
SIGNATURE [signature] DATE
P.E. NUMBER 12572 August 2026

PROJECT INFORMATION

PROGRAM	BRIDGE
PROJECT MANAGER	CHARLES GUY
DESIGNER	D.MYERS
CONSULTANT	TYLIN
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

WIN 27160.00

ADDISON
LOT NORTON BRIDGE

TITLE SHEET

SHEET NUMBER
1
OF 32

Username: nicholas.dimariano Date: 8/12/2026

Filename: c:\bms\tyli-pw\daniel.myers@tylin.com\d0478159\Title Sheet.dgn

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.23	Removing Single Tree Top Only	3	EA
201.24	Removing Stump	3	EA
203.20	Common Excavation	1750	CY
203.2318	Disposal of Special Waste	830	T
203.25	Granular Borrow	1040	CY
203.33	Special Fill	170	CY
203.4338	Lightweight Fill Foamed Glass Aggregate	1700	CY
203.55	Culvert Bedding Stone	190	CY
304.10	Aggregate Subbase Course - Gravel	2500	CY
403.208	Hot Mix Asphalt - 12.5mm Nominal Max Size	335	T
403.213	Hot Mix Asphalt, 12.5mm Nominal Maximum Size (Base and Intermediate Base Course)	550	T
409.15	Bituminous Tack Coat, Applied	125	G
508.13	Sheet Waterproofing Membrane (120 SY)	1	LS
511.07	Cofferdam (Box Culvert)	1	LS
511.07	Cofferdam (Approach Embankment)	1	LS
515.21	Protective Coating for Concrete Surfaces (170 SY)	1	LS
526.301	Portable Concrete Barrier, Type I (60 LF)	1	LS
534.71	Precast Concrete Box Culvert	1	LS
606.1301	31" W-Beam Guardrail, Mid-Way Splice - Single Faced	1808	LF
606.1306	31" W-Beam Guardrail, Mid-Way Splice -Tangent Terminal	4	EA
606.353	Reflectorized Flexible Guardrail Marker	8	EA
610.16	Heavy Riprap	4150	CY
610.18	Stone Ditch Protection	65	CY
610.213	Void Filled Riprap	110	CY
613.319	Erosion Control Blanket	700	SY
615.07	Loam	91	CY
618.14	Seeding Method Number 2	15	UN
619.12	Mulch	15	UN
619.14	Erosion Control Mix	182	CY
620.54	Stabilization / Reinforcement Geotextile	320	SY
620.58	Erosion Control Geotextile	3600	SY
620.65	Reinforcement Geogrid	280	SY
627.733	4" White or Yellow Painted Pavement Marking Line	3300	LF
629.05	Hand Labor, Straight Time	50	HR
631.12	All Purpose Excavator (Including Operator)	50	HR
631.172	Truck - Large (Including Operator)	50	HR
639.19	Field Office, Type B	1	EA
652.312	Type III Barricades	4	EA
652.33	Drum	20	EA
652.34	Cone	20	EA
652.35	Construction Signs	350	SF
652.361	Maintenance of Traffic Control Devices	1	LS
652.38	Flaggers	200	HR
656.75	Temporary Soil Erosion and Water Pollution Control	1	LS
659.10	Mobilization	1	LS

GENERAL CONSTRUCTION NOTES:

1. For easements, construction limits, and right of way lines, refer to 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. Stones 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 Subbase Course Gravel.
7. 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.
8. All embankment material, except as otherwise shown, shall be Granular Borrow meeting the requirements of Standard Specifications Subsection 703.19, Granular Borrow, for Material for Underwater Backfill.
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:

    Concrete headwalls, including to one foot inside the box;
    Exposed tops of vertical walls and to one foot below the ground on the back side;
    Exposed faces of vertical walls and to one foot inside the box.

15. Project information referred to below may be accessed at the following MaineDOT web address:
    http://www.maine.gov/mdot/doing-business/bid-opportunities
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. Reports on hydrology and/or hydraulics applicable to the bridge site may be accessed at the MaineDOT web address. The reports are based on MaineDOT's interpretation of the information obtained for the subject site. No assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.
18. The project geotechnical report titled: Geotechnical Design Report, Noyes Bridge #5932 Replacement, dated October 2025, may be accessed at the MaineDOT web address.
19. 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.
20. 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.

21. This site lends itself to different cofferdam configurations, depending on the Contractor's means and methods and considering that a temporary earth support system will be needed. Rather than speculate on how the bidders will configure the cofferdams, the Department has provided two pay items to be used to cover the cofferdams on the project, one for the culvert, and another for the embankment, regardless of how many are actually used.
22. Water flow from Knowles River into the ocean shall be maintained with bypass pipe(s). The pipe(s) shall be placed at the elevation of the E2EM wetland line (Approximately elevation 5.0') or as approved by the Resident, and shall at a minimum be able to convey 20 cfs at a headwater elevation of 6.5'.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	CHARLES GUY	
DESIGNED-DETAILED	N. DIMARIANO	07/2026
CHECKED-REVIEWED	D. MYERS	07/2026
DESIGNED-DETAILED2		
DESIGNED-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

ESTIMATED QUANTITIES AND GENERAL NOTES

SHEET NUMBER

2

OF 32

Username: nicholas.dimariano Date: 8/24/2026

Filename: c:\bms\pwcache\nicholas.dimariano@tylin.com\tylin americas\d0478159\Estimated Quantites & General Notes.dgn

Match Existing Limit of Work Sta. 5+50

Existing Pole

Midway Splice Flared Terminal (Typ.)

Existing Pole

Heavy Riprap (Typ.)

Temporary Pole by Others Sta. 9+25, 60' Lt.

Relocate Existing Poles by Others

New Pole by Others Sta. 9+00, 19' Lt.

Stream Grading Limits

Special Fill

Precast Concrete Box Culvert Sta. 10+00

4+00 5+00 6+00 7+00 8+00 9+00 10+00

to South Addison

Stone Ditch Protection (Typ.)

New Stub Pole by Others Sta. 7+02, 20' Rt.

Doubled Guardrail Beam per Std. 606(22) (Typ.)

CURVE DATA
PI = 8+38.62
D = 00°14'49.84"
Δ = 02°39'54.46" (RT)
R = 23180.00'
L = 1078.22'
T = 539.21'
E = 6.27'

Stream Grading Limits

Special Fill

Knowles River

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

	SIGNATURE	P.E. NUMBER	DATE
CHARLES GUY			
PROJ. MANAGER			
DESIGN-DETAILED	T. KELLY		
CHECKED-REVIEWED	S. DAVIS		
DESIGN-DETAILED2			
DESIGN-DETAILED3			

	BY	DATE
REVISIONS 1	T. KELLY	06/2025
REVISIONS 2	D. MYERS	06/2025
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

GENERAL PLAN 1 OF 2

SHEET NUMBER
3
OF 32

TYLin

Date: 8/20/2026
Username: daniel.myers

Filename: c:\bms\pwcache\nicholas.dimariano@tylin.com\tylin americas\d0478159\Plan_East Side Rd.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

Temporary Pole by Others Sta. 12+20, 60.0' Lt.

Relocate Existing Pole by Others

New Pole by Others Sta. 10+90, 20' Lt.

New Pole by Others Sta. 12+80, 21.6' Lt.

New Pole by Others Sta. 14+70, 25' Lt.

Relocate Existing Pole by Others

Temporary Pole by Others Sta. 15+00, 60.0' Lt.

Stone Ditch Protection (Typ.)

Match Existing Limit of Work Sta. 16+50

Replace Existing Pole by Others

New Pole by Others Sta. 16+72, 21' Lt.

11+00 12+00 13+00 14+00 15+00 16+00 17+00

to Addison

Doubled Guardrail Beam per Std. 606(22) (Typ.)

Remove Existing Guardrail (Typ.)

Heavy Riprap (Typ.)

Midway Splice Flared Terminal (Typ.)

Temporary Stub Pole by Others Sta. 16+72, 24' Rt.

PCC = 13+77.63

CURVE DATA
PI = 16+79.04
D = 00°46'27.36"
Δ = 04°39'53.53" (RT)
R = 7400.00'
L = 602.49'
T = 301.41'
E = 6.14'

PLAN

25 0 25 50
Scale of Feet

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

GENERAL PLAN 2 OF 2

CHARLES GUY	BY	DATE	
PROJ. MANAGER	CHARLES GUY		
DESIGN-DETAILED	T. KELLY	06/2025	
CHECKED-REVIEWED	S. DAVIS	06/2025	
DESIGN2=DETAILED2			
DESIGN3=DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SHEET NUMBER
4
OF 32

TYLin

Date: 8/20/2026
Username: daniel.myers

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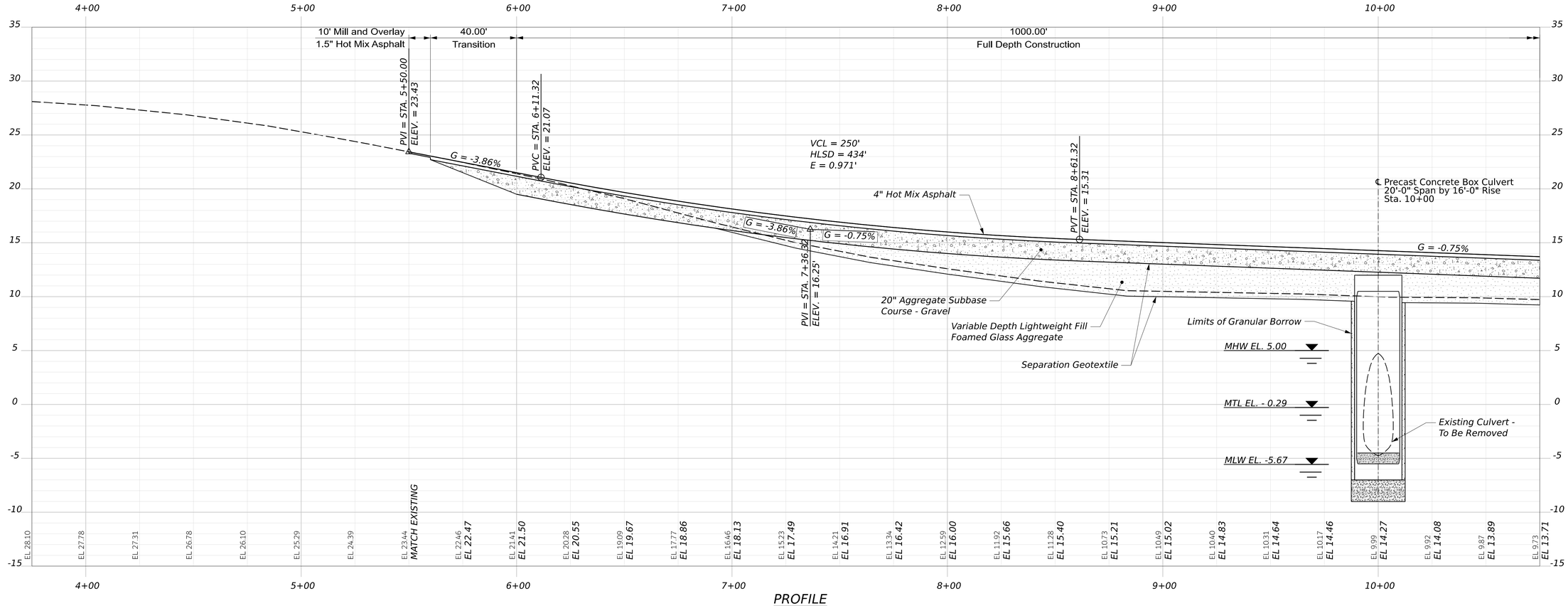


PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

PROJ MANAGER	CHARLES GUY		
DESIGNED-DETAILED	T. KELLY	T. KELLY	06/2025
CHECKED-REVIEWED	S. DAVIS	D. MYERS	06/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

PROFILE 1 OF 2

SHEET NUMBER

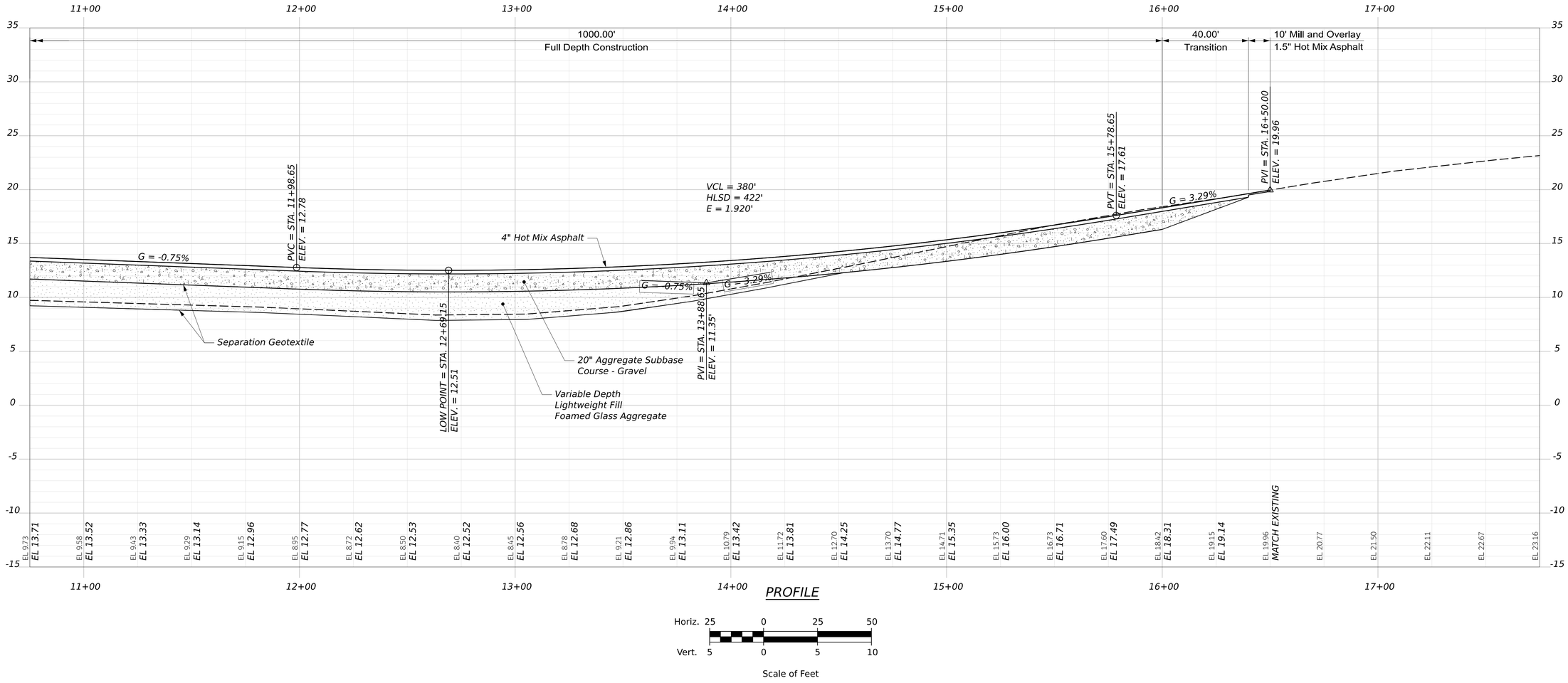
5

OF 32

TYLin

Username: daniel.myers Date: 8/20/2026

Filename: c:\bms\pwcache\tim.kelley@tylin.com\tylin americas\d0478159\Profile_East Side Rd.dgn



PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

PROJ MANAGER	CHARLES GUY	BY	DATE
DESIGNED-DETAILED	T. KELLY	T. KELLY	06/2025
CHECKED-REVIEWED	S. DAVIS	D. MYERS	06/2025
DESIGN3-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

PROFILE 2 OF 2

SHEET NUMBER

6

OF 32

TYLin

Username: daniel.myers Date: 8/20/2026

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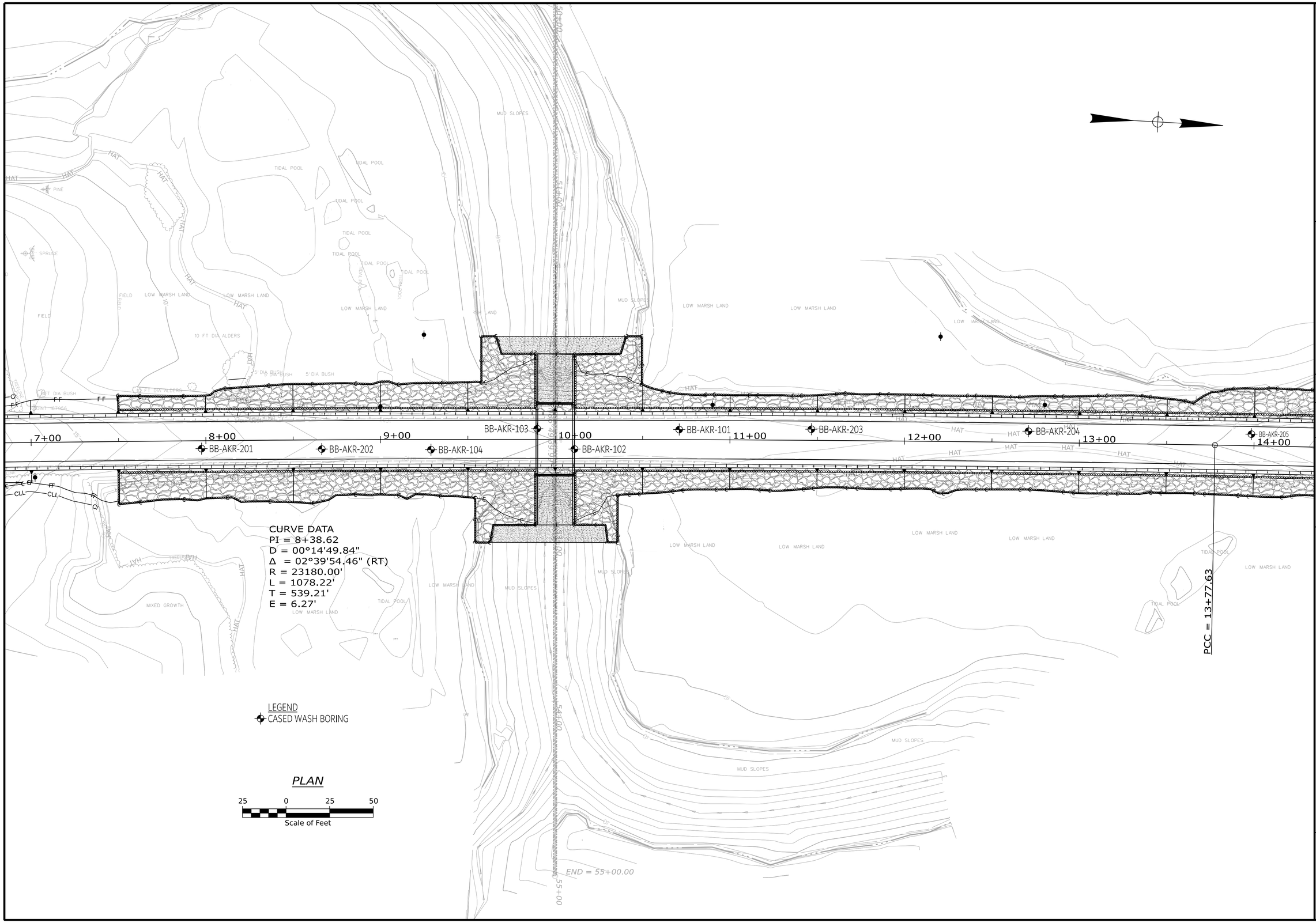


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2716000

WIN 27160.00

BRIDGE NO. 3754

BRIDGE PLANS

PROJ. MANAGER	C. GUY		
DESIGN-DETAILED	BY	M.STPIERRE	JUN 2026
CHECKED-REVIEWED	BY	M.STPIERRE	
DESIGN2-DETAILED2	BY	M.STPIERRE	
DESIGN3-DETAILED3	BY	T.WHITE	
REVISIONS 1	BY	T.WHITE	
REVISIONS 2	BY	T.WHITE	
REVISIONS 3	BY	T.WHITE	
REVISIONS 4	BY	T.WHITE	
FIELD CHANGES	BY	T.WHITE	

SIGNATURE

P.E. NUMBER

DATE

LOT NORTON BRIDGE
KNOWLES RIVER
ADDISON WASHINGTON CO.

BORING LOCATION PLAN

SHEET NUMBER

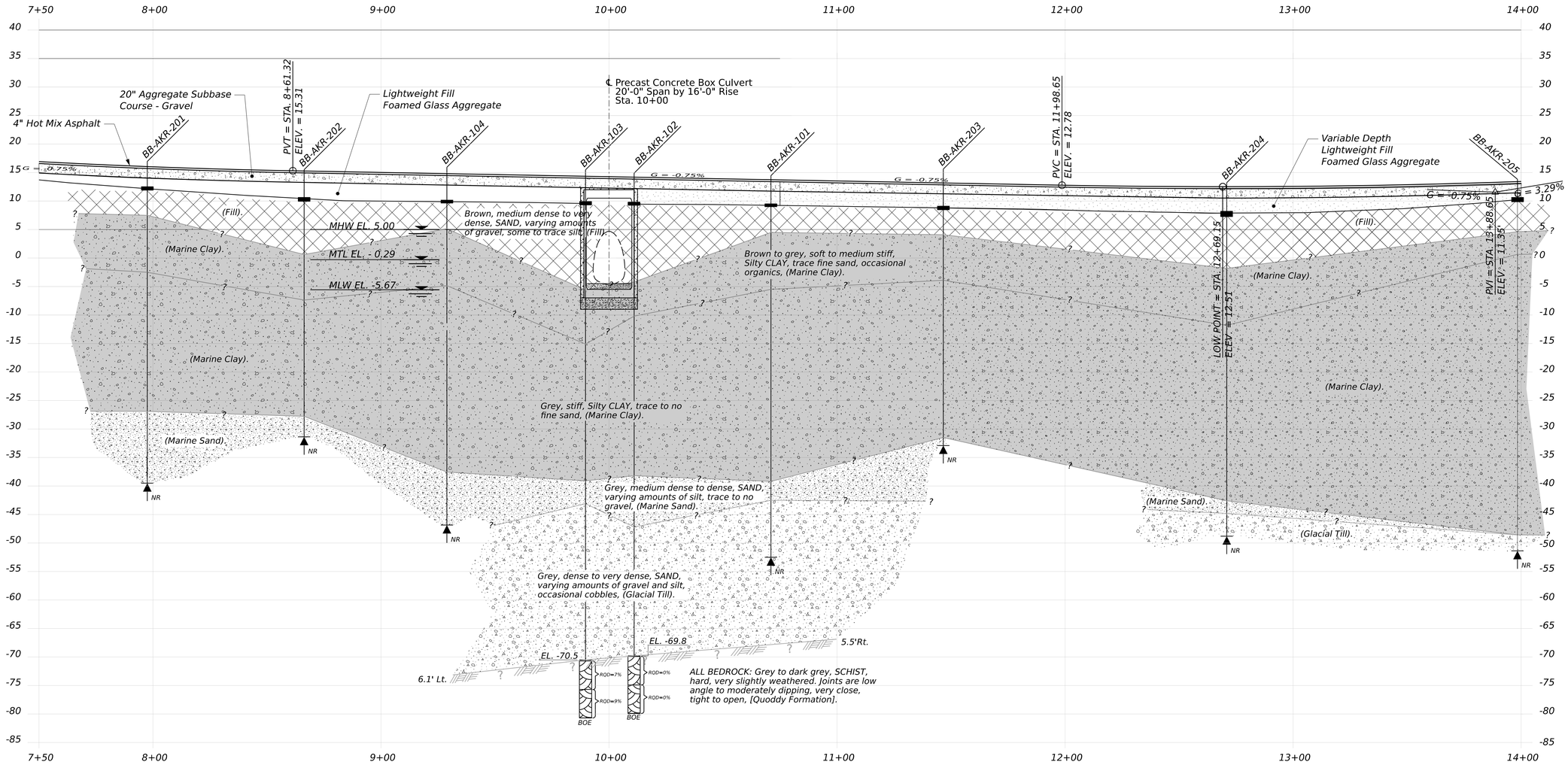
7

OF 32

Date: 7/6/2026

Username: Terry.White

Filename: C:\Users\Terry.White\State of Maine\MaineDOT Work - 27160_00\GEOTECH\BLP1.dgn



LEGEND

Weathered Bedrock, if applicable

Approximate Top of Bedrock

Boring No. Offset, if Shown

Pavement Thickness, if applicable

RQD= Rock Quality Designation of Bedrock Core Sample

BOE= Bottom of Exploration

NR No Refusal

R Refusal

PROFILE

HORIZ 25 0 25 50

VERT 5 0 5 10

SCALE

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2716000

WIN 27160.00

BRIDGE NO. 3754

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

	C.GUY	BY	DATE
PROJ MANAGER			
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN2-DETAILED2	M.STREBRE	T.WHITE	JUN 2026
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

LOT NORTON BRIDGE
KNOWLES RIVER
ADDISON WASHINGTON CO.

INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER

8

OF 32

Date: 7/6/2026

Username: Terry.White

Filename: C:\Users\Terry.White\State of Maine\MaineDOT Work - 27160_00\GEOTECH\ISP1.dgn

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Lot Norton Bridge #3754 carries East Side Road over Knowles River
Location: Addison, ME

Boring No.: BB-AKR-101
WIN: 27160.00

Driller:	Seaboard Drilling	Elevation (ft.)	9.50	Auger ID/OD:	5" Solid-Stem
Operator:	K. Hanscom	Datum:	NAVD88	Sampler:	Standard Split-Spoon
Logged By:	J. Celamy	Rig Type:	Track-mounted Diedrich D-50	Hammer Wt./Fall:	140 lb / 30"
Date Start/Finish:	11-29-2023 / 11-30-2023	Drilling Methods:	Cased Wash Boring	Core Barrel:	N/A
Boring Location:	10+71, 5.8 ft Lt.	Casing ID/OD:	HW 4" / 4.5"	Water Level*:	Tidally Influenced
Hammer Efficiency Factor: 1.066		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
MS = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test
MV = Unsuccessful Field Vane Shear Test Attempt
PP = Pocket Penetrometer
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
WOP = 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%-Hammer
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. Pen. Resistance or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	10	24/9	0.60 - 2.60	12-15-14-11	29	52	SSA	9.0		6" of Pavement.	
										Brown, moist, very dense. SAND, some gravel, little silt. (Fill).	0.5
5	20	24/22	5.00 - 7.00	2-1-1-1	2	4		4.5		Brown to dark brown, moist, soft, Silty CLAY, trace fine sand, with organics (rootlets). (Marine Clay).	5.0 ID 15329A A-7-5, CH WC=97.5% OC=15.1%
10	30	24/23	10.00 - 12.00	WOH/18-1	- -					Grey, wet, very soft, Silty CLAY, trace fine sand, with organics (rootlets/roots). (Marine Clay).	ID 15330A A-7-5, CH WC=63.8% LL=56 PL=30 PI=26
15	40	24/22	15.00 - 17.00	WOH-1-1-1	2	4		-5.5		Grey, wet, soft to medium stiff, Silty CLAY. (Marine Clay). PP=1.0 ksf	15.0
20	1U	24/24	20.00 - 22.00	PUSH						Grey, wet, stiff, Silty CLAY. (Marine Clay).	
	WV/50	24/24	22.00 - 24.00	4-1-2-3	5	9				55x110 mm vane Wt: failed vane attempt: could not push. PP=3.0 ksf	
25	WV/60	24/24	25.00 - 27.00	1-2-2-4	4	7				55x110 mm vane Wt: failed vane attempt, could not push.	
										Grey, wet, stiff, Silty CLAY, occasional sand seams. (Marine Clay). PP=2.5 ksf	
30	2U	24/24	30.00 - 32.00	PUSH						Grey, wet, medium stiff, Silty CLAY. (Marine Clay).	
	WV/70	24/24	32.00 - 34.00	WOH-2-1-2	3	5				55x110 mm vane Wt: failed vane attempt, could not push.	
35	80	24/24	35.00 - 37.00	WOH/12"-1-1	1	2				Similar to above. Grey streaked black, wet, soft, Silty CLAY, fine to medium sand seam. (Marine Clay).	
40	90	24/24	40.00 - 42.00	1-1-4-2	5	9				Grey, wet, stiff, Silty CLAY, little gravel (drop stone). (Marine Clay).	ID 15331A A-6, CL WC=13.6%
45	100	24/24	45.00 - 47.00	WOH-2-2-2	4	7				Grey, wet, medium stiff, Silty CLAY. (Marine Clay).	
								-39.2			48.7
50	11D	24/20	50.00 - 52.00	5-3-7-7	10	18		-42.5		Grey, wet, medium dense, Silty SAND, trace gravel. (Marine Sand).	52.0 ID 15332A A-4, SM WC=9.8%
55	120	24/12	55.00 - 57.00	26-20-18-13	38	68				Grey, wet, very dense, Sandy GRAVEL, little silt. (Glacial Till).	ID 15333A A-2-4, GM WC=8.0%
60	13D	24/9	60.00 - 62.00	7-8-17-14	25	44		-52.5		Grey, wet, dense, Gravelly SAND, some silt, (Glacial Till).	62.0
65										Bottom of Exploration at 62.0 feet below ground surface.	
70											
75											

Remarks:
Autohammer SN 367: Calibrated 11/03/2023.
bgs = below ground surface

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

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Lot Norton Bridge #3754 carries East Side Road over Knowles River
Location: Addison, ME

Boring No.: BB-AKR-102
WIN: 27160.00

Driller:	Seaboard Drilling	Elevation (ft.)	9.80	Auger ID/OD:	5" Solid-Stem
Operator:	K. Hanscom	Datum:	NAVD88	Sampler:	Standard Split-Spoon
Logged By:	J. Celamy	Rig Type:	Track-mounted Diedrich D-50	Hammer Wt./Fall:	140 lb / 30"
Date Start/Finish:	11-20-2023 / 11-21-2023	Drilling Methods:	Cased Wash Boring	Core Barrel:	NQ2 2"
Boring Location:	10+11, 5.5 ft Rt.	Casing ID/OD:	HW 4"/4.5" NW 3"/3.5"	Water Level*:	Tidally Influenced
Hammer Efficiency Factor: 1.066		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
MS = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test
MV = Unsuccessful Field Vane Shear Test Attempt
PP = Pocket Penetrometer
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
WOP = 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%-Hammer
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. Pen. Resistance or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	10	24/15	0.70 - 2.70	12-37-33-33	70	124	SSA	9.3		6.5" of Pavement.	
										Brown, damp, very dense, SAND, some gravel, little silt, occasional cobbles. (Fill).	0.5
5	20	24/13	5.00 - 7.00	13-14-12-10	26	46				Brown, moist, dense, Gravelly SAND, trace silt. (Fill).	ID 15334A A-1-b, SM WC=2.0%
10	30	24/3	10.00 - 12.00	6-8-11-21	19	34				Brown, wet, dense, SAND, little silt, little gravel. (Fill).	
								-4.2			14.0
15	40	24/21	15.00 - 17.00	1-1-1-2	2	4				Grey, wet, soft to medium stiff, Silty CLAY, trace fine sand, with organics (rootlets). (Marine Clay). PP=1.5 ksf	ID 15335A A-7-5, CH WC=42.1%
20	50	24/24	20.00 - 22.00	1-2-3-2	5	9		-10.2		Grey, wet, stiff, Silty CLAY, with trace shells. (Marine Clay). PP=2.5 ksf	20.0
	60 V1	24/24	25.00 - 27.00	WOH/12"-1-2 Su=1,186/288 psf	- -					Grey with black staining, wet, stiff, Silty CLAY, trace sand (Marine Clay). V1: 40/6 ff-lbs raw torque readings	ID 15336A A-6, CL WC=30.3% LL=40 PL=23 PI=17
	V2		26.40 - 27.00	Su=1,875/446 psf						V1: 40/6 ff-lbs V2: 42/10 ff-lbs	
30	70	24/16	30.00 - 32.00	WOH-1-3-2	4	7				Similar to above, except medium stiff.	
35	WV/80	24/24	35.00 - 37.00	1-3-3-3	6	11				Grey, wet, stiff, Silty CLAY, with fine to medium sand seams. (Marine Clay). 55x110 mm vane Wt: failed vane attempt: could not push.	
40	90 V3	24/24	40.00 - 42.00	WOH-1-3-3 Su=1,436/491 psf	- -					Grey, wet, stiff, Silty CLAY, Marine Clay). 55x110 mm vane raw torque readings V3: 38/11 ff-lbs	ID 15338A A-6, CL WC=25.1% LL=40 PL=22 PI=18
	V4		41.00 - 41.64	Su=1,741/491 psf						V4: 39/11 ff-lbs	
			42.00								
45	100	24/24	45.00 - 47.00	WOH-3-3-3	6	11		-38.2		Similar to above.	48.0
50	11D	24/9	50.00 - 52.00	4-4-8-10	12	21				Grey, wet, medium dense, Silty SAND, trace gravel. (Marine Sand).	
55	120	24/24	55.00 - 57.00	8-8-11-16	19	34		-47.2		Grey, wet, dense, Silty SAND, trace gravel. (Marine Sand).	ID 15339A A-4, SM WC=9.0%
60	13D	17/7	60.00 - 61.42	17-16-50/5"	- -					Grey, wet, very dense, Gravelly SAND, little silt. (Glacial Till). HW Casing refusal at ±60.3 ft bgs. Place NW Casing. Advanced by wash and drive.	103 BPOR
65	140	24/4	65.00 - 67.00	12-18-20-21	38	68				Grey, wet, very dense, Gravelly SAND, little silt. (Glacial Till).	
70	MD	2/0	70.00 - 70.17							No recovery.	
75											

Remarks:
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Page 1 of 2
Boring No.: BB-AKR-102

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Lot Norton Bridge #3754 carries East Side Road over Knowles River
Location: Addison, ME

Boring No.: BB-AKR-102
WIN: 27160.00

Driller:	Seaboard Drilling	Elevation (ft.)	9.80	Auger ID/OD:	5" Solid-Stem
Operator:	K. Hanscom	Datum:	NAVD88	Sampler:	Standard Split-Spoon
Logged By:	J. Celamy	Rig Type:	Track-mounted Diedrich D-50	Hammer Wt./Fall:	140 lb / 30"
Date Start/Finish:	11-20-2023 / 11-21-2023	Drilling Methods:	Cased Wash Boring	Core Barrel:	NQ2 2"
Boring Location:	10+11, 5.5 ft Rt.	Casing ID/OD:	HW 4"/4.5" NW 3"/3.5"	Water Level*:	Tidally Influenced
Hammer Efficiency Factor: 1.066		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
MS = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test
MV = Unsuccessful Field Vane Shear Test Attempt
PP = Pocket Penetrometer
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
WOP = 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%-Hammer
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. Pen. Resistance or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
75	150	21/11	75.00 - 76.75	41-44-47-50/3"	91	162				Grey, wet, very dense, Gravelly SAND, little silt, (Glacial Till).	ID 15340A A-1, SM WC=6.8%
80	R1	60/28	79.70 - 84.70	RQD = 0%			NW2	-69.8		Top of Bedrock at Elev -69.8 ft. R1: Bedrock: Grey to dark grey, SCHIST with quartzite veins, hard, very slight weathering, joints are low angle to moderately dipping, very close, tight to open. (Buddy Formation). Rock Quality = Very Poor. R1: Core Times (min:sec): 79.7-80.7 ft (4:18) 80.7-81.7 ft (7:56) 81.7-82.7 ft (6:06) 82.7-83.7 ft (9:20) 83.7-84.7 ft (5:34): 41% Recovery	79.6
85	R2	60/30	84.70 - 89.70	RQD = 0%				-79.9		R2: Bedrock: Similar to R1, except joints are very close to close. Rock Quality = Very Poor. R2: Core Times (min:sec): 84.7-85.7 ft (4:01) 85.7-86.7 ft (5:45) 86.7-87.7 ft (5:36) 87.7-88.7 ft (8:51) 88.7-89.7 ft (5:51) 50% Recovery	
90										Bottom of Exploration at 89.7 feet below ground surface.	89.7
95											
100											

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Page 2 of 2
Boring No.: BB-AKR-102

PROJ MANAGER			
DESIGNED-DETAILED	C. GUY	BY	DATE
CHECKED-REVIEWED			
DESIGN2-DETAILED2	M.STPIERRE	T.WHITE	JUN 2026
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2716000

WIN 27160.00

BRIDGE NO. 3754

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

LOT NORTON BRIDGE
KNOWLES RIVER
ADDISON WASHINGTON CO.

BORING LOGS

SHEET NUMBER
9
OF 32

Date: 7/6/2026
Username: Terry.White

Filename: C:\Users\Terry.White\State of Maine\MaineDOT Work - 27160_00\GEOTECH\Boring_Log_Plan1.dgn

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Lot Norton Bridge #3754 carries East Side Road over Knowles River
Location: Addison, ME

Boring No.: BB-AKR-103
WIN: 27160.00

Driller:	Seaboard Drilling	Elevation (ft.):	9.90	Auger ID/OD:	5" Solid-Stem
Operator:	K. Hanscom	Datum:	NAVD88	Sampler:	Standard Split-Spoon
Logged By:	J. Celamy / N. Strout	Rig Type:	Track-mounted Diedrich D-50	Hammer Wt./Fall:	140 lb / 30"
Date Start/Finish:	11-27-2023 / 11-29-2023	Drilling Method:	Cased Wash Boring	Core Barrel:	N22 2"
Boring Location:	9483.7+, 6+1 Rt Ln.	Casing ID/OD:	HW 4"/4.5" NW 3"/3.5"	Water Level*:	Tidally Influenced
Hammer Efficiency Factors 1.066		Hammer Type:	Automatic ☒ Hydraulic ☐		Rope & Cathead ☐

Definitions:
D = Split Spoon Sample
WD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Tests. PP = Pocket Penetrometer
WV = 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 = Weight of Rods or Casing
WCR = Weight of Core 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 (tsf)
Nuncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N60 = SPT N-uncorrected Corrected for Hammer Efficiency
N60 = 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.) Strength (psf) *(psi) (tsf)	N-uncorrected	%G	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0										7" of Pavement.	
	1D	24/13	0.80 – 2.80	11-31-45-32	76	135	SSA	9.1		0.6 Brown, moist, very dense. SAND, some gravel, little silt, (Fill).	
5	2D	24/10	5.00 – 7.00	9-10-8-9	18	32				Brown, moist, dense, SAND, some gravel, some silt, (Fill).	
10	3D	24/11	10.00 – 12.00	3-8-9-13	17	30	54			Brown, wet, medium dense, SAND, some silt, some gravel, (Fill).	
							85				
							97				
							89				
15	4D	24/4	15.00 – 17.00	14-4-2-2	8	14	37			15.5 4D(A) Similar to above.	ID 15341A A-3, SW-SM WC=9.5%
							27	-5.4		4D(B) Grey, wet, stiff, SILT some clay, with organics (rootlets, wood fiber). (Marine Clay).	
							37				
20	5D	24/6	20.00 – 22.00	2-2-2-2	4	7	55			Grey, wet, medium stiff, SILT, some clay, some gravel, trace sand, with organics (rootlets). (Marine Clay).	ID 15342A A-7-6, CL WC=43.0% LL=44 PL=26 PI=18
							72				
							60				
							64				
							67				
25	6D	24/24	25.00 – 27.00	WOH/12"-1-2	1	2	69	-15.1		Grey streaked black, wet, medium stiff, Silty CLAY. (Marine Clay). PP=1.5 ksf 25.0	
							64				
							68				
							78				
							80				
30	7D V1	24/16	30.00 – 32.00 30.64 –	WOH/12"-1-2 Sum=1,116/223 psf	-	-	40			Grey, wet, stiff, Silty CLAY, trace sand. (Marine Clay). 55x110 mm vane raw torque readings V1: 25/5 ft-lbs V2: 30/6 ft-lbs	ID 15343A A-6, CL WC=30.9% LL=39 PL=23 PI=16
	V2		31.00 – 31.64 – 32.00	Sum=1,339/357 psf			80				
							80				
							84				
35	8D	24/24	35.00 – 37.00	WOH/12"-1-2	1	2	85			Similar to above.	
							89				
							96				
							112				
							122				
40	9D V3	24/24	40.00 – 42.00 40.64 –	WOH-1-2-3 Sum=1,786/536 psf	-	-	99			Grey, wet, stiff, Silty CLAY, trace gravel (drop stone). (Marine Clay). 55x110 mm vane raw torque readings V3: 40/12 ft-lbs V4: 42/14 ft-lbs	ID 15344A A-6, CL WC=24.9% LL=36 PL=22 PI=14
	V4		41.00 – 41.64 – 42.00	Sum=1,875/625 psf			100				
							125				
							142				
45	10D	24/24	45.00 – 47.00	WOH-1-2-3	3	5	100			Similar to above, except medium stiff.	
							100				
							112				
							129				
50							157	-39.1		49.0	
	11D	24/17	50.00 – 52.00	3-4-5-5	7	12	99			Grey, wet, medium dense, Silty SAND, trace gravel. (Marine Sand).	
							83				
							127				
							328	-43.1		53.0	
							378			HW Casing refusal at ±54.8 ft bgs. Prace NW Casing. Advanced by wash and drive below 55 ft bgs.	
55	12D	24/11	55.00 – 57.00	9-18-14-20	32	57	WASH			Grey, wet, very dense, Silty SAND, little gravel. (Glacial Till).	ID 15345A A-2-4, SM WC=7.6%
60	13D	24/8	60.00 – 62.00	32-24-36-42	60	107				Grey, wet, very dense, Gravelly SAND, little silt, (Glacial Till).	
65	14D	24/4	65.00 – 67.00	26-20-25-26	45	80				Similar to above.	
70	MD	24/0	70.00 – 72.00	20-35-43-46	78	139				No recovery.	
75											

Remarks:
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Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Lot Norton Bridge #3754 carries East Side Road over Knowles River
Location: Addison, ME

Boring No.: BB-AKR-103
WIN: 27160.00

Driller:	Seaboard Drilling	Elevation (ft.):	9.90	Auger ID/OD:	5" Solid-Stem
Operator:	K. Hanscom	Datum:	NAVD88	Sampler:	Standard Split-Spoon
Logged By:	J. Celamy / N. Strout	Rig Type:	Track-mounted Diedrich D-50	Hammer Wt./Fall:	140 lb / 30"
Date Start/Finish:	11-27-2023 / 11-29-2023	Drilling Method:	Cased Wash Boring	Core Barrel:	N22 2"
Boring Location:	9483.7+, 6+1 Rt Ln.	Casing ID/OD:	HW 4"/4.5" NW 3"/3.5"	Water Level*:	Tidally Influenced
Hammer Efficiency Factors 1.066		Hammer Type:	Automatic ☒ Hydraulic ☐		Rope & Cathead ☐

Definitions / Sample Information / Graphic Log / Laboratory Testing Results/ AASHTO and Unified Class — same as above

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Strength (psf) *(psi) (tsf)	N-uncorrected	%G	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
75	15D	17/9	75.00 – 76.42	45-48-50/5"	-	-				Grey, wet, very dense, Gravelly SAND, little silt, (Glacial Till).	
80	MD R1	1/0 60/53	80.00 – 80.08 80.08 – 85.60	50/1" RQD = 1%	-	-	NQ2	-70.5		No recovery. 80.4 Top of Bedrock at Elev -70.5 ft. R1: Bedrock: Grey to dark grey, SCHIST with quartzite veins, hard, very slight weathering, joints are low angle to moderately dipping, very close to close, tight to open, (Quoddy Formation). Rock Quality = Very Poor. RQD = 1% (Three Times Intersect) 80.4-80.8 ft (4:20) 81.6-82.6 ft (6:10) 82.4-83.6 ft (6:12) 83.6-84.6 ft (6:21) 84.2-85.6 ft (3:44) 55% Recovery R2: Bedrock: Similar to R1. Rock Quality = Very Poor. R2: Core Times (Intersect) 85.6-86.6 ft (4:24) 86.4-87.6 ft (5:48) 87.6-88.6 ft (6:20) 88.6-89.6 ft (4:02) 89.6-90.6 ft (5:11) 91% Recovery	
85	R2	60/58	85.60 – 90.60	RQD = 9%							
90								-80.7		90.6 Bottom of Exploration at 90.6 feet below ground surface.	
95											
100											

Remarks:
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bgs = below ground surface

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Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Lot Norton Bridge #3754 carries East Side Road over Knowles River
Location: Addison, ME

Boring No.: BB-AKR-104
WIN: 27160.00

Driller:	Seaboard Drilling	Elevation (ft.):	10.15	Auger ID/OD:	5" Solid-Stem
Operator:	K. Hanscom	Datum:	NAVD88	Sampler:	Standard Split-Spoon
Logged By:	J. Celamy	Rig Type:	Track-mounted Diedrich D-50	Hammer Wt./Fall:	140 lb / 30"
Date Start/Finish:	11-30-2023	Drilling Method:	Cased Wash Boring	Core Barrel:	N/A
Boring Location:	9428.3+, 5.8 Rt Rt.	Casing ID/OD:	HW 4"/4.5"	Water Level*:	Tidally Influenced
Hammer Efficiency Factors 1.066		Hammer Type:	Automatic ☒ Hydraulic ☐		Rope & Cathead ☐

Definitions / Sample Information / Graphic Log / Laboratory Testing Results/ AASHTO and Unified Class — same as above

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Strength (psf) *(psi) (tsf)	N-uncorrected	%G	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0										6" of Pavement.	
	1D	24/13	0.50 – 2.50	18-16-13-9	29	52	SSA	9.6		0.5 Brown, moist, very dense, SAND, some gravel, little silt, (Fill).	
5	2D	24/13	5.00 – 7.00	2-1-1-1	2	4		5.2		5.0 Grey, wet, soft, Silty CLAY, with organics (rootlets). (Marine Clay).	
10	3D	24/22	10.00 – 12.00	WOH/6"-1/18"	1	2	3			Grey streaked black, moist, soft, Silty CLAY, with organics (rootlets). (Marine Clay).	ID 15346A A-7-5, OH WC=59.5% LL=54 PL=26 PI=28 OC=6.9%
							5				
							8				
15	4D	24/4	15.00 – 17.00	1-2-2-3	4	7	22	-4.9		15.0 Grey, wet, medium stiff, Silty CLAY. (Marine Clay).	
							29				
							39				
							46				
20	MV/50	24/16	20.00 – 22.00	1-2-3-4	5	9	37			Grey, wet, stiff, Silty CLAY. (Marine CLAY). 55x110 mm vane Wt: Failed vane attempt, would not push	
							40				
							46				
							45				
25	1U	24/24	25.00 – 27.00	PUSH			44			Similar to above, except little gravel (drop stone).	270801 A-6, CL WC=35.4% LL=37 PL=23 PI=14
							40				
	MV						48			55x110 mm vane Wt: Failed vane attempt, could not push.	
							51				
							53				
30	6D	24/24	30.00 – 32.00	WOH-1-2-2	3	5	46			Grey, wet, medium stiff, Silty CLAY. (Marine Clay).	
							55				
							55				
							58				
35	2U	24/24	35.00 – 37.00	PUSH			57			Similar to above.	270802 A-6, CL WC=30.0% LL=35 PL=21 PI=14
							57				
	MV						58			55x110 mm vane Wt: Failed vane attempt, could not push.	
							78				
40	7D	24/24	40.00 – 42.00	WOH-1-2-3	3	5	OPEN			Grey, wet, medium stiff, Silty CLAY, (Glaciomarine Clay). PP=1.5 ksf	
45	8D	24/24	45.00 – 47.00	WOH-1-3-3	4	7				Similar to above.	
								-37.6		47.7	
50	9D	24/17	50.00 – 52.00	10-9-7-9	16	28				Grey, wet, medium dense, SAND, little silt, (Marine Sand).	ID 15347A A-4, SM WC=27.2%
								-46.9		Similar to above.	
55	10D	24/17	55.00 – 57.00	7-6-10-16	16	28				57.0 Bottom of Exploration at 57.0 feet below ground surface.	
60											
65											
70											
75											

Remarks:
Autohammer SN 367: Calibrated 11/03/2023.
bgs = below ground surface

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: Lot Norton Bridge #3754 carries East Side Road over Knowles River
Location: Addison, ME

Boring No.: BB-AKR-201
WIN: 27160.00

Driller:	Seaboard Drilling	Elevation (ft.):	12.45	Auger ID/OD:	5" Solid-Stem
Operator:	R. Hackett	Datum:	NAVD88	Sampler:	Standard Split-Spoon
Logged By:	E. Dennis	Rig Type:	Track-mounted Diedrich D-50	Hammer Wt./Fall:	140 lb / 30"
Date Start/Finish:	09-15-2025	Drilling Method:	Cased Wash Boring	Core Barrel:	N/A
Boring Location:	7497.5+, 4.5 Rt Rt.	Casing ID/OD:	HW 4"/4.5"	Water Level*:	Tidally Influenced
Hammer Efficiency Factors 0.985		Hammer Type:	Automatic ☒ Hydraulic ☐		Rope & Cathead ☐

Definitions / Sample Information / Graphic Log / Laboratory Testing Results/ AASHTO and Unified Class — same as above

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Strength (psf) *(psi) (tsf)	N-uncorrected	%G	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0										7" of Pavement.	
	1D	24/10	0.80 – 2.80	12-9-5-5	14	23	SSA	11.6		0.6 Brown, damp, medium dense, SAND, some gravel, little silt, (Fill).	
5	2D	24/16	5.00 – 7.00	2-2-2-2	4	7	PUSH	7.5		5.0 Grey, wet, medium stiff, Clayey SILT, little sand, trace fine gravel, trace organics. (Marine Clay).	
10	3D	24/20	10.00 – 12.00	5-4-3-6	7	11	51			Grey-brown, wet, stiff, Silty CLAY. (Marine Clay).	
							57				
							72				
15	WV/4D	24/24	15.00 – 17.00	1-2-3-2	5	8	OPEN	-2.4		15.0 Grey, wet, medium stiff, Silty CLAY. (Marine Clay). 55x110 mm vane Wt: Failed vane attempt could not push.	
							85				
							54				
20	5D V1	24/24	20.00 – 22.00 20.64 –	WOH/24" Sum=1,214/161 psf	-	-				Grey, wet, stiff, Silty CLAY. (Marine Clay). 55x110 mm vane raw torque readings V1: 27.2/3.6 ft-lbs	ID 16700A A-6, CL WC=32.2% LL=38 PL=17 PI=21
	V2		21.00 – 21.64 – 22.00	Sum=1,268/152 psf						V2: 28.4/3.4 ft-lbs	
25	6D V3	24/24	25.00 – 27.00 25.64 –	WOH/24" Sum=1,492/228 psf	-	-				Grey streaked black, wet, stiff, Silty CLAY. (Marine Clay). 55x110 mm vane raw torque readings V3: 37.9/5.1 ft-lbs	
	V4		26.00 – 26.64 – 27.00	Sum=1,179/241 psf						V4: 26.4/5.4 ft-lbs	
30	WV/7D	24/24	30.00 – 32.00	WOH/18"-3	-	-				Grey, wet, stiff, Silty CLAY. (Marine Clay). 55x110 mm vane Wt: Failed vane attempts could not push.	
35	8D V5	24/24	35.00 – 37.00 35.64 –	WOR/12"-WOH-3 Sum=1,069/333 psf	-	-				Grey, wet, stiff, Silty CLAY. (Marine Clay). 55x110 mm vane raw torque readings V5: 23.5/8.8 ft-lbs	ID 16701A A-6, CL WC=27.2% LL=26 PL=18 PI=8
	MV		36.00							V6: Failed vane attempts could not push	
40	9D	24/24	40.00 – 42.00	4-6-3-3	9	15		-27.0		39.4 Grey, wet, medium dense, Silty SAND, little clay, trace gravel. (Marine Sand).	
45	10D	24/23	45.00 – 47.00	5-5-6-6	11	18				Grey, wet, medium dense, Silty SAND, trace gravel. (Marine Sand).	
50	11D	24/17	50.00 – 52.00	5-8-9-20	17	28		-39.6		52.0 Bottom of Exploration at 52.0 feet below ground surface.	
55											
60											
65											
70											
75											

Remarks:
Autohammer SN 362: Calibrated 10-11-2024.
bgs = below ground surface

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2716000
WIN 27160.00
BRIDGE NO. 3754

BRIDGE PLANS

PROJ. MANAGER			
DESIGN-DETAILED	C. GUY	BY	
CHECKED-REVIEWED	M.STPIERRE	T.WHITE	JUN. 2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

LOT NORTON BRIDGE
KNOWLES RIVER
ADDISON WASHINGTON CO.

BORING LOGS

SHEET NUMBER
10
OF 32

Date: 7/6/2026
Username: Terry.White

Filename: C:\Users\Terry.White\State of Maine\MaineDOT Work - 27160_00\GEOTECH\Boring_Log_Plan2.dgn

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Lot Norton Bridge #3754 carries East Side Road over Knowles River
Location: Addison, ME

Boring No.: BB-AKR-202 | WIN: 27160.00

Driller:	Seaboard Drilling	Elevation (ft.):	10.63	Auger ID/OD:	5" Solid-Stem
Operator:	R. Hackett	Datum:	NAVD88	Sampler:	Standard Split-Spoon
Logged By:	E. Dennis	Rig Type:	Track-mounted Diedrich D-50	Hammer Wt./Fall:	140 lb / 30"
Date Start/Finish:	09-15-2025 / 09-16-2025	Drilling Methods:	Cased Wash Boring	Core Barrel:	N/A
Boring Location:	8+66.3, 5.2 Rt Rt.	Casing ID/OD:	HW 4" / 4.5"	Water Level*:	Tidally Influenced
Hammer Efficiency Factor: 0.985		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 Tests. 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
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf) / S_{ur} = Pocket Torvane Shear Strength (psf)
$S_{u(qp)}$ = 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-value Corrected for Hammer Efficiency
N$_{60}$ = Hammer Efficiency Factor/60%*N-uncorrected
W.C. = 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. Sheer Strength (psf) or (PID) (*)	N-uncorrected	N$_{60}$	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	1D	24/15	0.70 - 2.70	17-19-15-13	34	56	SSA	10.6		8" of Pavement	
								9.9		Brown, damp, very dense, Gravelly SAND, little silt. (Fill).	
5	2D	24/7	5.00 - 7.00	2-1-1-2	2	3		5.0		Brown, wet, very loose, SAND, little gravel, little silt, (Fill).	
10	3D	24/21	10.00 - 12.00	1-1-2-1	3	5		0.6		Dark brown, wet, medium stiff, Silty CLAY, with organics (roots, wood fragments), (Marine Clay).	
15	4D	24/24	15.00 - 17.00	1-2-3-5	5	8		-7.4		Brown-grey, wet, stiff, Silty CLAY, trace rootlets, (Marine Clay).	
20	1U	24/18	20.00 - 22.00	PUSH			OPEN			Grey, wet, medium stiff, Silty CLAY, (Marine Clay). 55x110 mm vane raw torque readings V1: 21.7/5.9 ft-lbs V2: 20.6/6.9 ft-lbs	ID 16737B A-6, CL W=32.0% LL=39 PL=21 PI=18
	5D V1	24/24	22.00 - 24.00 23.00 - 24.00	S-3-6-4 Su=853/283 psf	- -						
	V2			Su=920/308 psf							
25	MV-60	24/24	25.00 - 27.00	WOH/12"-1-2	- -					Grey, wet, soft to medium stiff, Silty CLAY, (Marine Clay). 55x110 mm vane WV: Failed vane attempts could not push.	
30	7D MV	24/24	30.00 - 32.00 30.64 - 31.00	WOR-WOH-1-2	- -					Grey, wet, stiff, Silty CLAY, (Marine Clay). 55x110 mm vane WV: Failed vane attempts could not rotate	ID 16702A A-6, CL W=26.0% LL=40 PL=16 PI=24
35	MV-80	24/24	35.00 - 37.00	WOH/12"-2-3	2	3				Grey, wet, stiff, Silty CLAY, (Marine Clay). 55x110 mm vane WV: Failed vane attempts could not push	
40	9D	24/21	40.00 - 42.00	3-5-4-2	9	15		-27.8		Grey, wet, medium dense, Silty SAND, little gravel, (Marine Sand).	
								-31.4		Bottom of Exploration at 42.0 feet below ground surface.	
45								-38.4			
50								-42.0			

Remarks:
Autohammer SN 3621 Calibrated 10-11-2024.
bgs = below ground surface

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

Page 1 of 1 — Boring No.: BB-AKR-202

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Lot Norton Bridge #3754 carries East Side Road over Knowles River
Location: Addison, ME

Boring No.: BB-AKR-203 | WIN: 27160.00

Driller:	Seaboard Drilling	Elevation (ft.):	9.09	Auger ID/OD:	5" Solid-Stem
Operator:	R. Hackett	Datum:	NAVD88	Sampler:	Standard Split-Spoon
Logged By:	E. Dennis	Rig Type:	Track-mounted Diedrich D-50	Hammer Wt./Fall:	140 lb / 30"
Date Start/Finish:	09-18-2025	Drilling Methods:	Cased Wash Boring	Core Barrel:	N/A
Boring Location:	11+46.6, 6.4 ft Lt.	Casing ID/OD:	HW 4" / 4.5"	Water Level*:	Tidally Influenced
Hammer Efficiency Factor: 0.985		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions / Sample Information / Laboratory Testing Results/ AASHTO and Unified Class — same as BB-AKR-202

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Sheer Strength (psf) or (PID) (*)	N-uncorrected	N$_{60}$	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	1D	24/16	0.80 - 2.80	16-15-13-12	28	46	SSA	8.4		7" of Pavement	
								7.8		Brown, damp, dense, SAND, some gravel, little silt, (Fill).	
5	2D	24/4	5.00 - 7.00	5-3-2-2	5	8		4.1		Brown, wet, medium stiff, Clayey SILT, with organics (rootlets and roots), (Marine Clay).	
10	MD							-3.9		Wood obstructing casing. Advanced by rollercone to clear.	
15	3D	24/22	15.00 - 17.00	1-1-1-1	2	3				Grey, wet, medium stiff, Silty CLAY, occasional rootlets, (Marine Clay).	ID 16703A A-7-6, CL W=38.4% LL=49 PL=24 PI=25
20	MV-40	24/23	20.00 - 22.00	3-7-7-6	14	23				Grey streaked black, very stiff, Silty CLAY, with fine sand layers, and shell fragments, (Marine Clay). 55x110 mm vane WV: Failed vane attempts could not push	
25	MV-50	24/20	25.00 - 27.00	WOH-2-3-3	5	8				Grey, wet, stiff, Silty CLAY, with sand layers, (Marine Clay). 55x110 mm vane WV: Failed vane attempts could not push	
30	1U	24/15	30.00 - 32.00	PUSH						Grey streaked black, wet, stiff, Silty CLAY, (Marine Clay). 55x110 mm vane raw torque readings V1: 30.7/8.8 ft-lbs WV: Failed vane attempts could not push	
	6D V1	24/24	32.00 - 34.00 33.00 - 34.00	WOR-3-2-4 Su=1,317/393 psf	- -						
	MV		34.00 - 35.64								
35	7D V2	24/24	35.00 - 37.00 36.00 - 36.64	WOR/12"-WOH/12" Su=853/219 psf	- -					Grey, wet, medium stiff to stiff, Silty CLAY, (Marine Clay). 55x110 mm vane raw torque readings V2: 19.7/4.9 ft-lbs V3: 24.2/6.8 ft-lbs	ID 16704A A-6, CL W=33.3% LL=37 PL=18 PI=19
	V3			Su=1,080/304 psf							
40	MV-80	24/24	40.00 - 42.00	1-3-11-25	14	23		-31.5		BD1A1: Grey, wet, stiff, Silty CLAY, with sand seams, (Marine Clay).	
								-32.9		BD1B1: Grey, wet, medium dense, Silty SAND, some clay, little gravel (Marine SAND).	
45								-40.6			
50								-42.0		Bottom of Exploration at 42.0 feet below ground surface.	

Remarks:
Autohammer SN 3621 Calibrated 10-11-2024.
bgs = below ground surface

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Page 1 of 1 — Boring No.: BB-AKR-203

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Lot Norton Bridge #3754 carries East Side Road over Knowles River
Location: Addison, ME

Boring No.: BB-AKR-204 | WIN: 27160.00

Driller:	Seaboard Drilling	Elevation (ft.):	8.22	Auger ID/OD:	5" Solid-Stem
Operator:	R. Hackett	Datum:	NAVD88	Sampler:	Standard Split-Spoon
Logged By:	E. Dennis	Rig Type:	Track-mounted Diedrich D-50	Hammer Wt./Fall:	140 lb / 30"
Date Start/Finish:	09-17-2025	Drilling Methods:	Cased Wash Boring	Core Barrel:	N/A
Boring Location:	12+70.9, 6.4 ft Lt.	Casing ID/OD:	HW 4" / 4.5"	Water Level*:	Tidally Influenced
Hammer Efficiency Factor: 0.985		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions / Sample Information / Laboratory Testing Results/ AASHTO and Unified Class — same as BB-AKR-202

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Sheer Strength (psf) or (PID) (*)	N-uncorrected	N$_{60}$	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	7.3		11" of Pavement.	
	1D	24/14	1.00 - 3.00	13-16-15-13	31	51		6.9		Brown, moist, very dense, Gravelly SAND, little silt, (Fill).	
5	2D	24/12	5.00 - 7.00	2-4-19-15	23	38		-1.8		Brown, wet, dense, SAND, some gravel, little silt, (Fill).	
10	3D	24/15	10.00 - 12.00	2-2-1-2	3	5				Brown-grey, wet, medium stiff, Silty CLAY, with organics (roots, rootlets, wood fragments), (Marine Clay).	
15	4D	24/19	15.00 - 17.00	1-1-7-9	8	13		-11.8		Grey-brown, wet, medium stiff, Silty CLAY, (4D(A1) with grey, wet, medium dense, SAND, some silt, trace gravel layers (4D(B1)), (Marine Clay).	
20	5D	24/24	20.00 - 22.00	3-2-2-1	4	7		-20.0		Grey, wet, loose, Silty SAND, trace gravel, (Marine Sand).	
	1U	24/12	25.00 - 27.00	PUSH							ID 33478B A-6, CL W=29.0% LL=39 PL=19 PI=20
25	MV-60	24/24	27.00 - 29.00	3-3-5-4	8	13				Grey streaked black, wet, stiff, Silty CLAY, (Marine Clay). PP=3.5 ksf 55x110 mm vane WV: Failed vane attempts could not push	
30	2U	24/19	30.00 - 32.00	PUSH							ID 33479B A-7-6, CL W=34.3% LL=43 PL=21 PI=22
	MV-70	24/24	32.00 - 34.00	1-3-3-3	6	10				Grey, wet, stiff to medium stiff, Silty CLAY, (Marine Clay). PP=2.0 ksf 55x110 mm vane WV: Failed vane attempts could not push	
35	MV-80	24/24	35.00 - 37.00	WOH-2-3-4	5	8				Similar to above except, medium stiff. PP=1.5 ksf 55x110 mm vane WV: Failed vane attempt: could not push	
40	3U	24/10	40.00 - 42.00	PUSH							ID 33480B A-7-6, CL W=? LL=45 PL=20 PI=22
	MV-90	24/24	42.00 - 44.00	2-2-4-5	6	10				Grey, wet, medium stiff, Silty CLAY, (Marine Clay). PP=1.0 ksf 55x110 mm vane WV: Failed vane attempts could not push	
45	V-100	24/24	45.00 - 47.00	1-1-3-3	4	7				Similar to above. PP=1.0 ksf 55x110 mm vane WV: Failed vane attempts could not push	
50	11D	24/24	50.00 - 52.00	WOR-WOH/12"-4	- -			-42.6		Grey, wet, medium stiff, Silty CLAY, (Marine Clay).	
								-44.3		Gray, wet, medium dense, Silty SAND, (Marine Sand).	
55								-52.5			
60	12D	24/18	55.00 - 57.00	15-23-24-21	47	77		-48.2		Grey-brown, wet, very dense, Gravelly SAND, little silt, (Glacial Till).	
65								-57.0		Bottom of Exploration at 57.0 feet below ground surface.	
70											
75											

Remarks:
Autohammer SN 3621 Calibrated 10-11-2024.
bgs = below ground surface

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Page 1 of 1 — Boring No.: BB-AKR-204

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Lot Norton Bridge #3754 carries East Side Road over Knowles River
Location: Addison, ME

Boring No.: BB-AKR-205 | WIN: 27160.00

Driller:	Seaboard Drilling	Elevation (ft.):	10.62	Auger ID/OD:	5" Solid-Stem
Operator:	R. Hackett	Datum:	NAVD88	Sampler:	Standard Split-Spoon
Logged By:	E. Dennis	Rig Type:	Track-mounted Diedrich D-50	Hammer Wt./Fall:	140 lb / 30"
Date Start/Finish:	09-16-2025	Drilling Methods:	Cased Wash Boring	Core Barrel:	N/A
Boring Location:	13+98.4, 6.7 ft Lt.	Casing ID/OD:	HW 4" / 4.5"	Water Level*:	Tidally Influenced
Hammer Efficiency Factor: 0.985		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions / Sample Information / Laboratory Testing Results/ AASHTO and Unified Class — same as BB-AKR-202

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Sheer Strength (psf) or (PID) (*)	N-uncorrected	N$_{60}$	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	9.7		9" of Pavement.	
	1D	24/14	0.80 - 2.80	11-11-11-12	22	36		8.8		Brown, damp, dense, SAND, some gravel, little silt, (Fill).	
5	2D	24/11	5.00 - 7.00	8-12-6-2	18	30		4.6		Brown, damp, medium dense, SAND, some gravel, little silt, with cobble (Fill).	
								4.0		Brown, moist, stiff, Silty CLAY, (Marine Clay).	
10	3D	24/1	10.00 - 12.00	28-2-3-6	5	8		0.6		Brown, wet, medium stiff, Silty CLAY, some gravel, with organics (wood fragments), (Marine Clay).	
15	4D	24/10	15.00 - 17.00	3-3-5-5	8	13				Brown, wet, stiff, Silty CLAY, little sand, with organics (wood fragments), (Marine Clay).	ID 16705A A-6, CL W=25.0% LL=25 PL=17 PI=8
20	5D	24/7	20.00 - 22.00	4-4-4-4	8	13				Similar to above.	
	1U	24/5	25.00 - 27.00	1-1-2-1	3	5				Grey, wet, medium stiff, Silty CLAY with, organics (wood fragments, rootlets), (Marine Clay). 55x110 mm vane WV: Failed vane attempts could not push	
25	MV-60	24/5	25.00 - 27.00								
30	MV-70	24/3	30.00 - 32.00	1-2-2-1	4	7				Grey, wet, medium stiff, Silty CLAY, (Marine Clay). 55x110 mm vane WV: Failed vane attempts could not push	
	8D V1	24/24	32.00 - 34.00 33.00 - 34.00	WOR/24" Su=1,058/205 psf	- -						
35	V2		34.00 - 36.00 36.64 - 37.00	Su=996/205 psf						Grey streaked black, wet, medium stiff to stiff, Silty CLAY, (Marine Clay). 55x110 mm vane raw torque readings V1: 24.6/4.6 ft-lbs V2: 22.3/4.6 ft-lbs	
40	9D V3	24/24	40.00 - 42.00 40.64 - 41.00	WOR/18"-2 Su=1,054/250 psf	- -					Grey streaked black, wet, stiff, Silty CLAY, (Marine Clay). 55x110 mm vane raw torque readings V3: 23.6/5.6 ft-lbs V4: 24.4/6.0 ft-lbs	ID 16707A A-6, CL W=32.5% LL=39 PL=21 PI=18
	V4		41.64 - 42.00	Su=1,089/268 psf							
45	10D V5	24/24	45.00 - 47.00 46.00 - 46.64	WOR/18"-1 Su=1,062/268 psf	- -					Similar to above. 55x110 mm vane raw torque readings V5: 23.8/6.0 ft-lbs V6: 24.4/6.0 ft-lbs	
	V6		46.64 - 47.00	Su=1,089/268 psf							
50	11D V7	24/24	50.00 - 52.00 50.64 - 51.00	WOR/24" Su=1,004/287 psf	- -					Grey, wet, stiff, Silty CLAY, (Marine Clay). 55x110 mm vane raw torque readings V7: 23.8/6.0 ft-lbs V8: 24.3/6.1 ft-lbs	ID 16708A A-6, CL-M W=30.6% LL=37 PL=19 PI=19
	V8		51.00 - 51.64 52.00	Su=1,085/287 psf							
55	12D V9	24/24	55.00 - 57.00 56.00 - 56.64 57.00	WOR/24" Su=1,085/268 psf	- -					Similar to above. 55x110 mm vane raw torque readings V9: 24.3/6.0 ft-lbs V10: 31.3/6.4 ft-lbs	
	V10			Su=1,397/286 psf							
60	13D	23/13	60.00 - 61.92	24-22-20-50	42	69		-48.4		Grey, wet, very dense, Gravelly SAND, little silt, (Glacial Till).	
65								-51.4		Bottom of Exploration at 62.0 feet below ground surface.	
70								-59.2			
75								-62.0			

Remarks:
Autohammer SN 3621 Calibrated 10-11-2024.
bgs = below ground surface

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

Page 1 of 1 — Boring No.: BB-AKR-205

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2716000

WIN 27160.00

BRIDGE PLANS

BRIDGE NO. 3754

	BY	DATE	SIGNATURE
PROJ. MANAGER	C. GUY		
DESIGN-DETAILED			
CHECKED-REVIEWED	T.WHITE	JUN. 2026	
DESIGN2-DETAILED2	M.STPIERRE		P.E. NUMBER
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			DATE

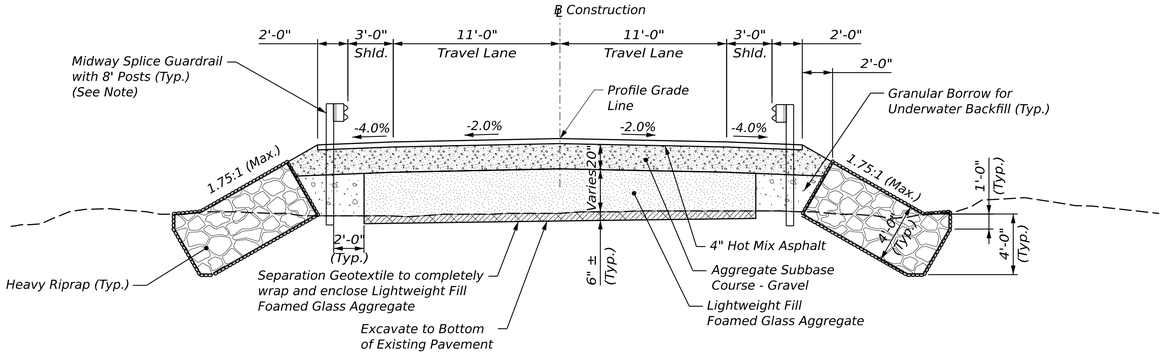
LOT NORTON BRIDGE
KNOWLES RIVER
ADDISON
WASHINGTON CO.

BORING LOGS

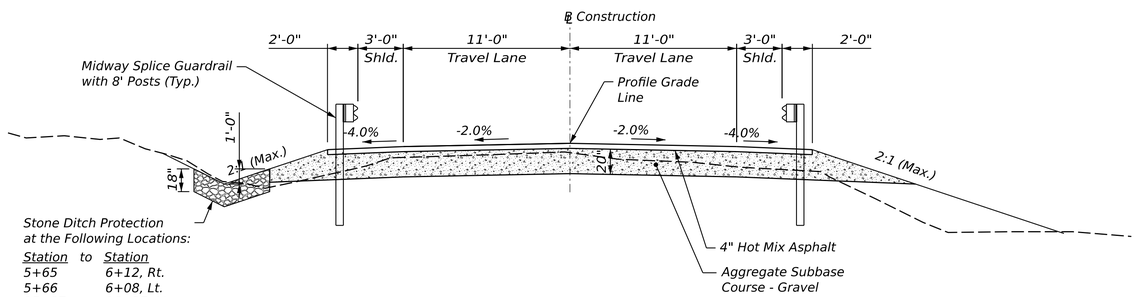
SHEET NUMBER
11
OF 32

Username: Terry.White Date: 7/6/2026

Filename: C:\Users\Terry.White\State of Maine\MaineDOT Work - 27160_00\GEOTECH\Boring_Log_Plan3.dgn



FULL RECONSTRUCTION with LIGHTWEIGHT FILL FOAMED GLASS AGGREGATE



FULL RECONSTRUCTION

SUPERELEVATION TABLE

LT. SHOULDER	LT. TRAVEL LANE	STATION	RT. TRAVEL LANE	RT. SHOULDER
Match Existing	Match Existing		Match Existing	Match Existing
-6.7%	-5.3%	5+50	-7.9%	-2.8%
-6.1%	-4.6%	5+80	-6.7%	-4.0%
-5.8%	-4.2%	6+00	-5.9%	-4.0%
-4.9%	-3.1%	6+50	-4.0%	-4.0%
-4.0%	-2.0%	7+00	-2.0%	-4.0%
		to		
-4.0%	-2.0%	13+50	-2.0%	-4.0%
-5.4%	-2.0%	14+00	-2.0%	-5.9%
-6.8%	-2.0%	14+50	-2.0%	-7.9%
-8.2%	-2.0%	15+00	-2.0%	-9.8%
-8.9%	-2.0%	15+25	-2.0%	-10.7%
-9.6%	-2.4%	15+50	-2.9%	-11.7%
-11.00%	-3.3%	16+00	-4.8%	-13.6%
-12.6%	-4.1%	16+50	-6.6%	-15.5%
Match Existing	Match Existing		Match Existing	Match Existing

Note:
Guardrail Posts as Shown in the Standard Details Shall be Modified from the Indicated Length of 7 Feet to a Length of 8 Feet with an Embedment of 5.25 Feet. Payment will be Considered Incidental to the Guardrail Pay Items.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

PROJ. MANAGER	CHARLES GUY		
DESIGN-DETAILED	T. KELLY	BY	T. KELLY
CHECKED-REVIEWED	S. DAVIS	BY	D. MYERS
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES		DATE	06/2025

SIGNATURE

P.E. NUMBER

DATE

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

TYPICAL SECTIONS

SHEET NUMBER

12

OF 32

TYLin

Username: nicholas.dimariano Date: 8/12/2026

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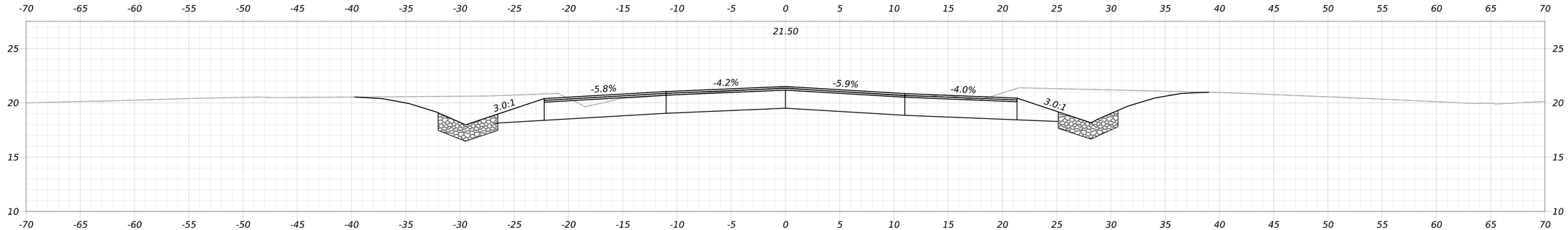

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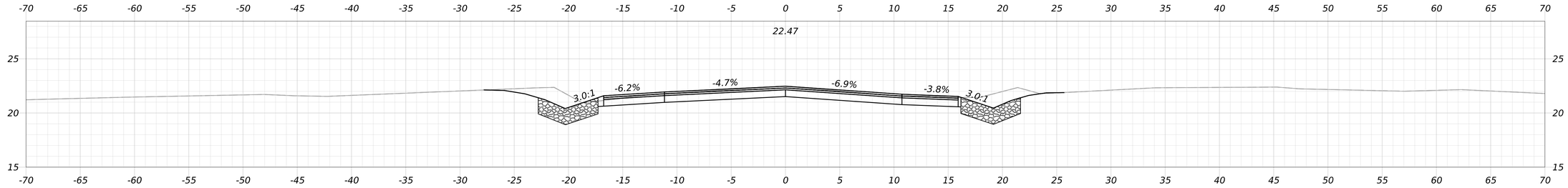

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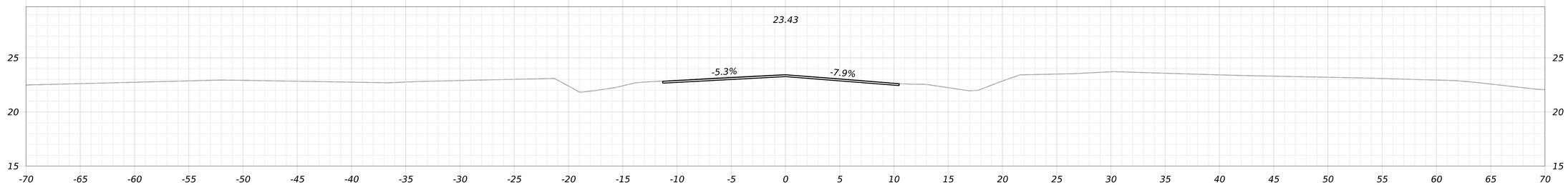

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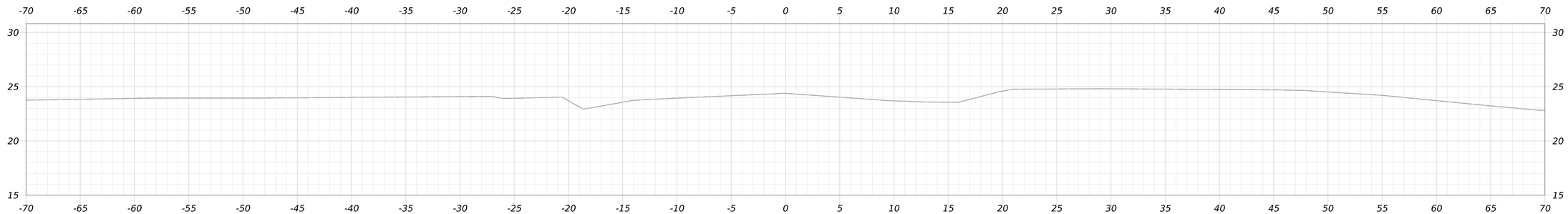

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

PROJ. MANAGER	CHARLES GUY		
DESIGN-DETAILED	T. KELLY	10/2024	
CHECKED-REVIEWED	S. DAVIS	10/2024	
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

APPROACH CROSS SECTIONS

SHEET NUMBER

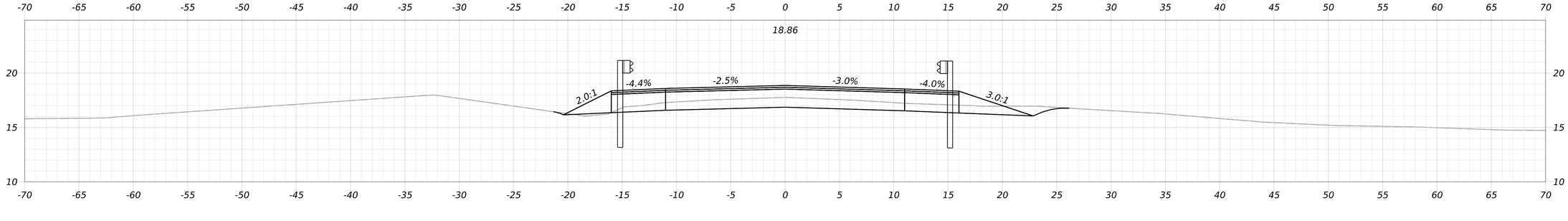
13

OF 32

TYLin

Username: daniel.myers Date: 8/26/2026

Filename: c:\bms\pwcache\tim.kelley@tylin.com\tylin americas\d0478159\XSections_East Side Rd.dgn



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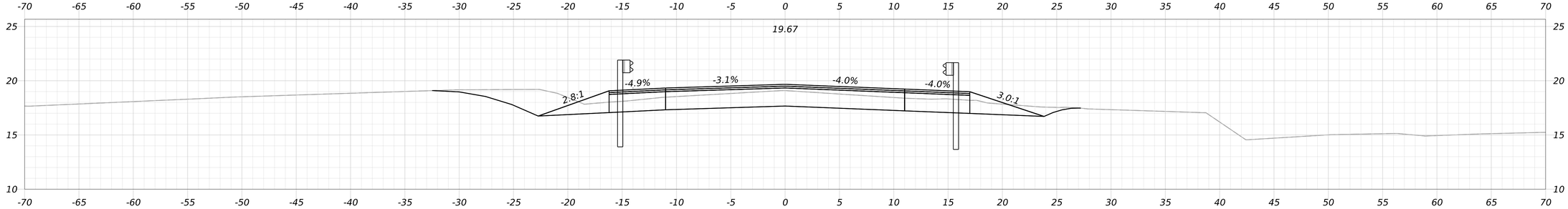

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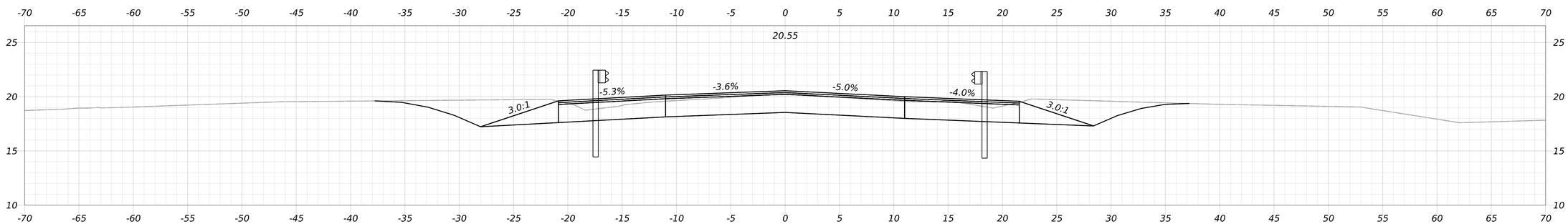

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

PROJ. MANAGER	CHARLES GUY		
DESIGN-DETAILED	T. KELLY	10/2024	
CHECKED-REVIEWED	S. DAVIS	10/2024	
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

APPROACH CROSS SECTIONS

SHEET NUMBER

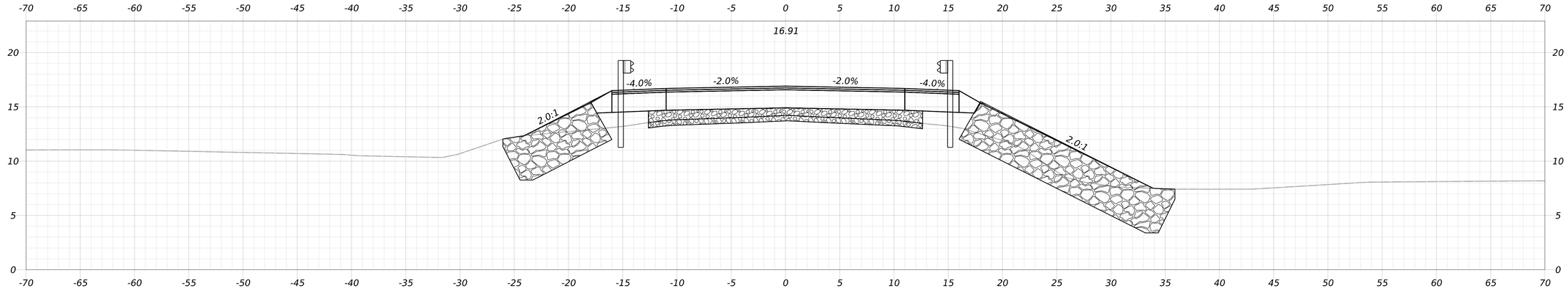
14

OF 32

TYLin

Username: daniel.myers Date: 8/26/2026

Filename: c:\bms\pwcache\tim.kelley@tylin.com\tylin americas\d0478159\XSections_East Side Rd.dgn



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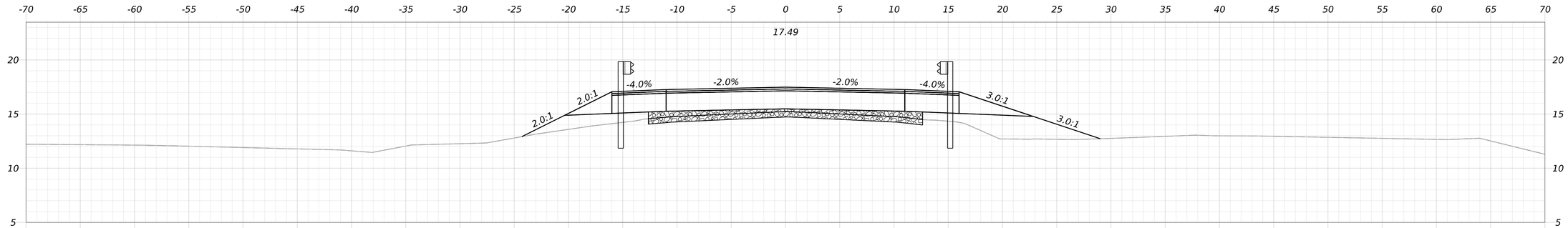

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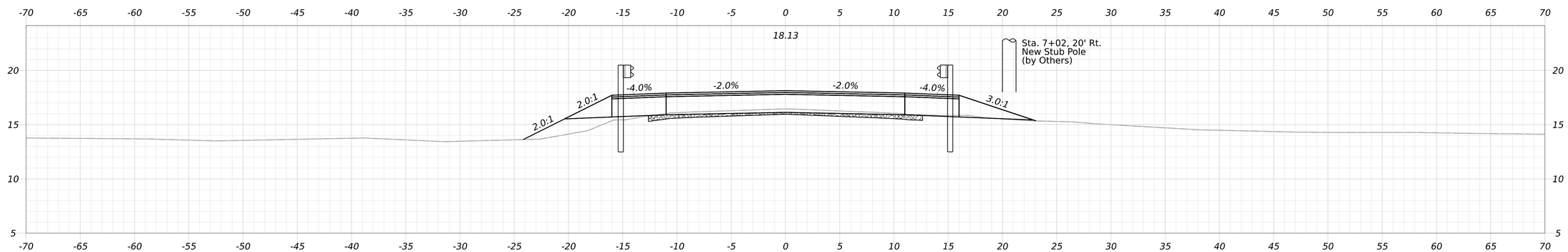

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	CHARLES GUY	
DESIGN-DETAILED	T. KELLY	10/2024
CHECKED-REVIEWED	S. DAVIS	10/2024
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

APPROACH CROSS SECTIONS

SHEET NUMBER

15

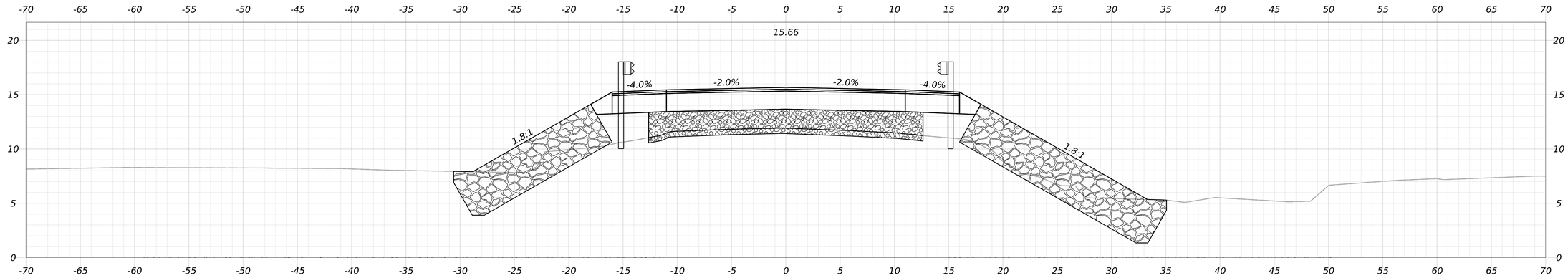
OF 32

TYLin

Date: 8/26/2026

Username: daniel.myers

Filename: c:\bms\pwcache\nicholas.dimariano@tylin.com\tylin americas\d0478159\XSections_East Side Rd.dgn



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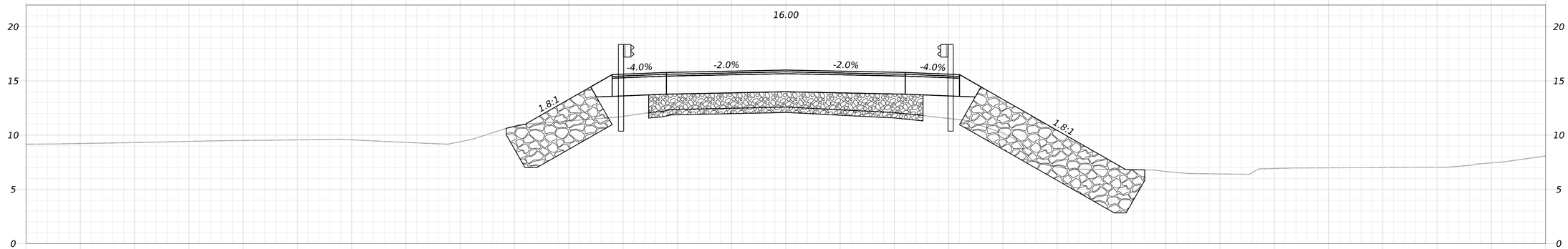

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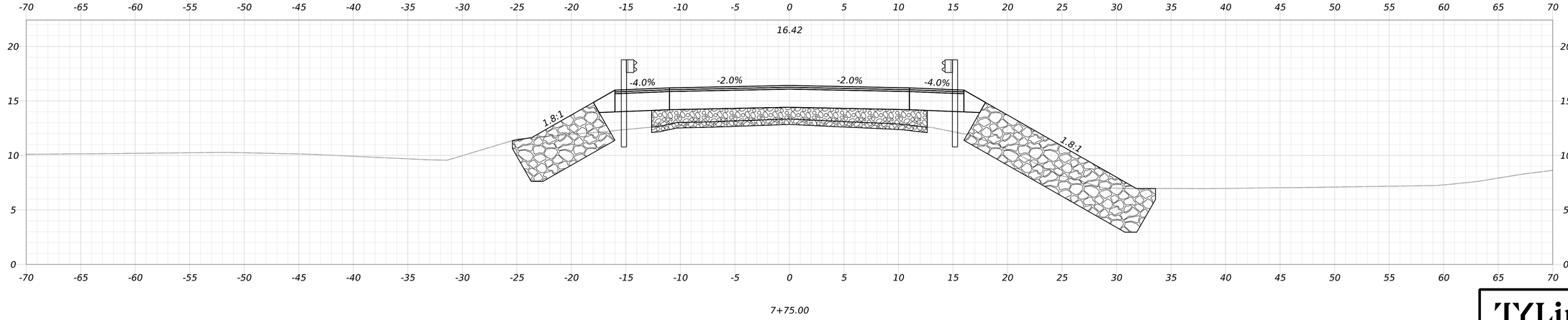


7+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	CHARLES GUY	
DESIGN-DETAILED	T. KELLY	10/2024
CHECKED-REVIEWED	S. DAVIS	10/2024
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

APPROACH CROSS SECTIONS

SHEET NUMBER

16

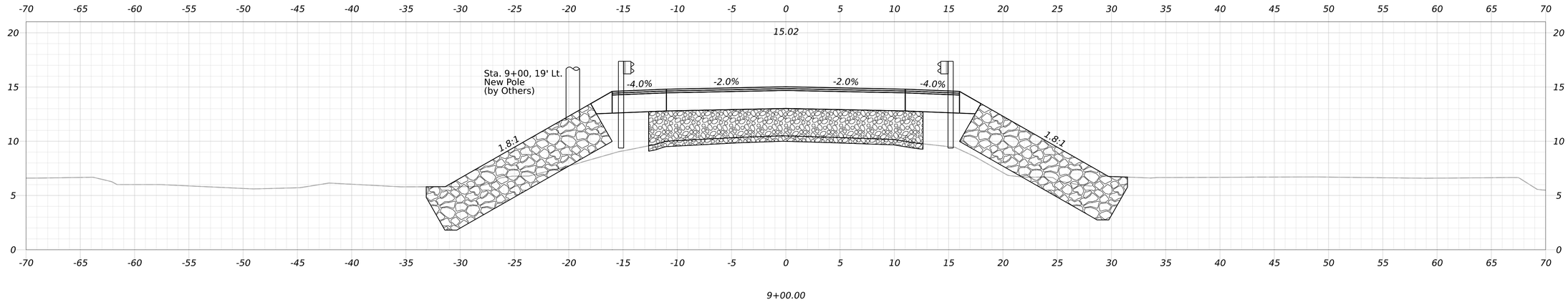
OF 32

TYLin

Date: 8/26/2026

Username: daniel.myers

Filename: c:\bms\pwcache\nicholas.dimariano@tylin.com\tylin americas\d0478159\XSections_East Side Rd.dgn



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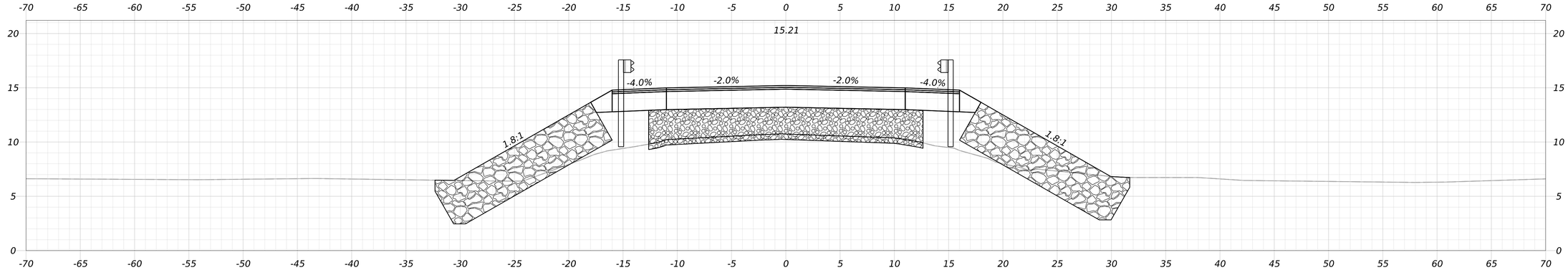

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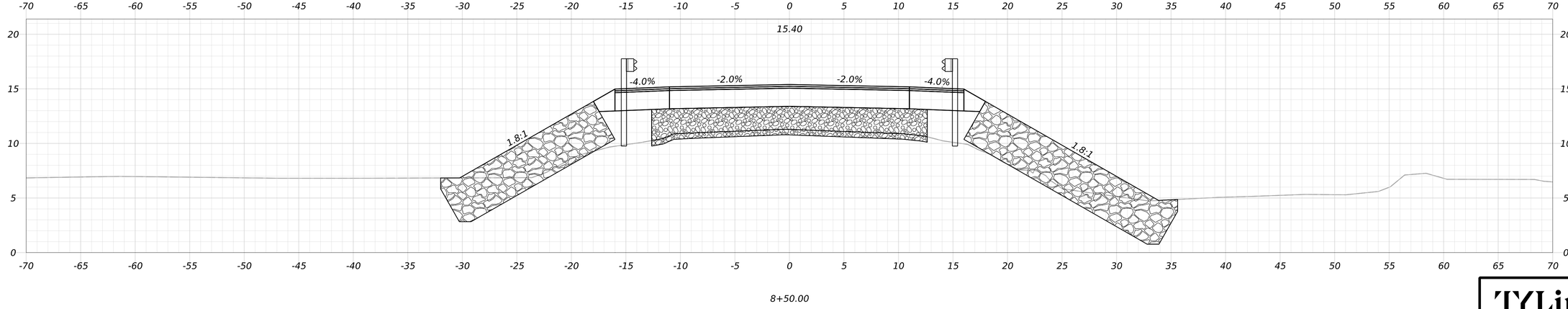

8+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	CHARLES GUY	
DESIGN-DETAILED	T. KELLY	10/2024
CHECKED-REVIEWED	S. DAVIS	10/2024
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

APPROACH CROSS SECTIONS

SHEET NUMBER

17

OF 32

TYLin

Username: daniel.myers
Date: 8/26/2026

Filename: c:\bms\pwcache\nicholas.dimariano@tylin.com\tylin americas\d0478159\XSections_East Side Rd.dgn

SEE CULVERT DETAILS SHEET FOR CROSS SECTION DETAILS

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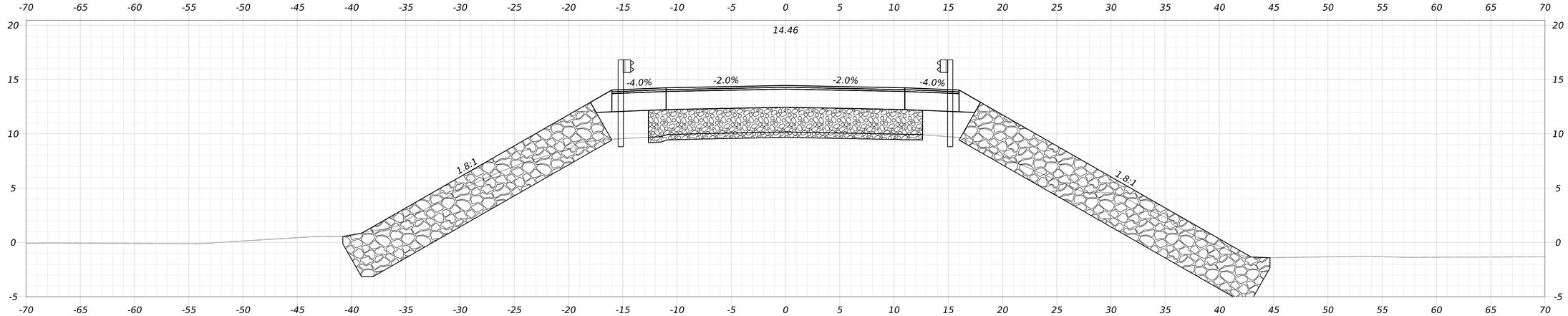

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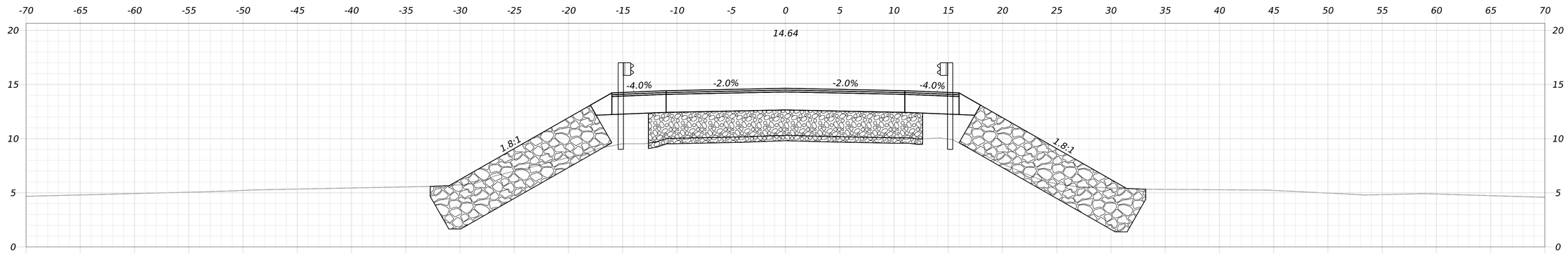

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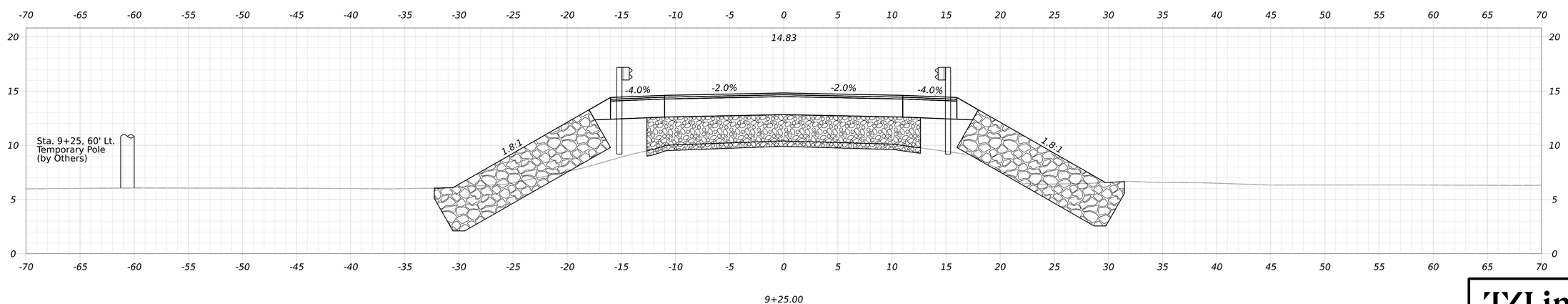

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	CHARLES GUY		
DESIGN-DETAILED	T. KELLY	BY	T. KELLY
CHECKED-REVIEWED	S. DAVIS	BY	D. MYERS
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

DATE
10/2024
10/2024

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

APPROACH CROSS SECTIONS

SHEET NUMBER

18

OF 32

TYLin

Username: daniel.myers Date: 8/26/2026

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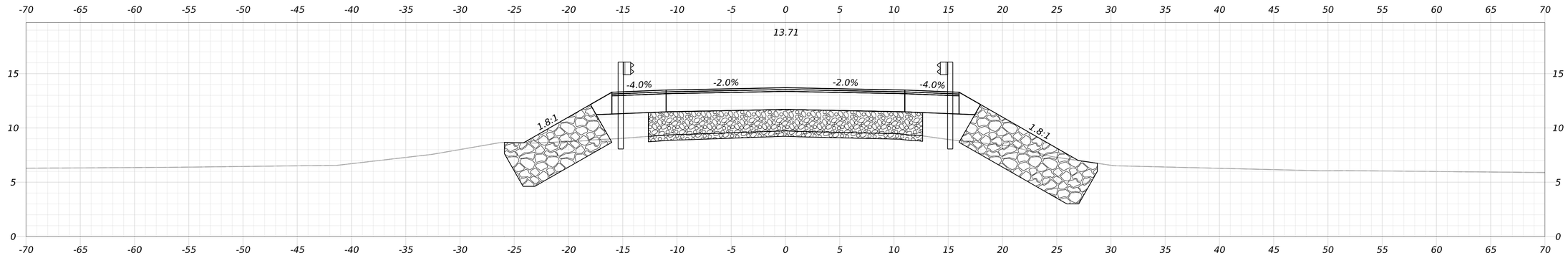

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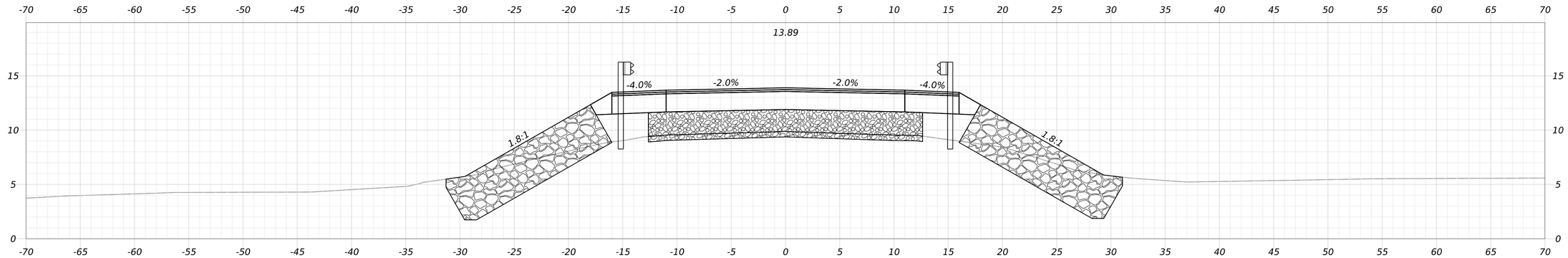

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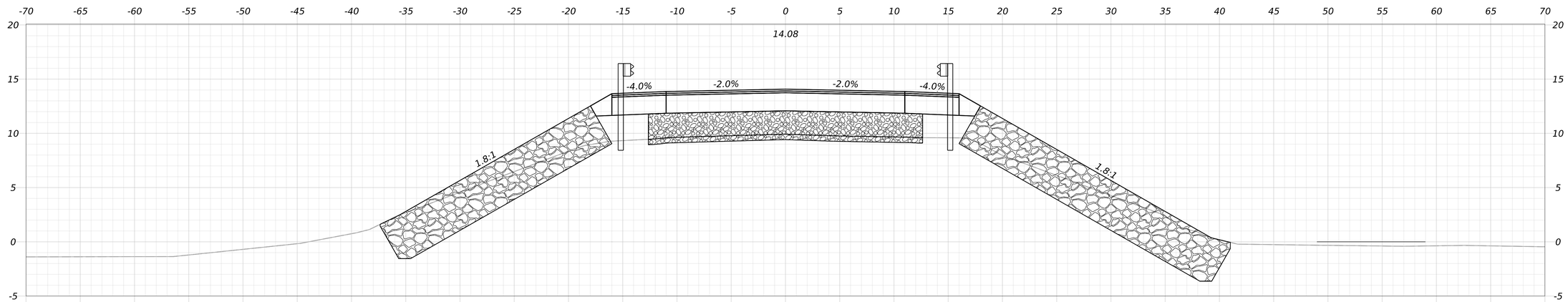

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	CHARLES GUY	
DESIGN-DETAILED	T. KELLY	T. KELLY
CHECKED-REVIEWED	S. DAVIS	D. MYERS
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

APPROACH CROSS SECTIONS

SHEET NUMBER

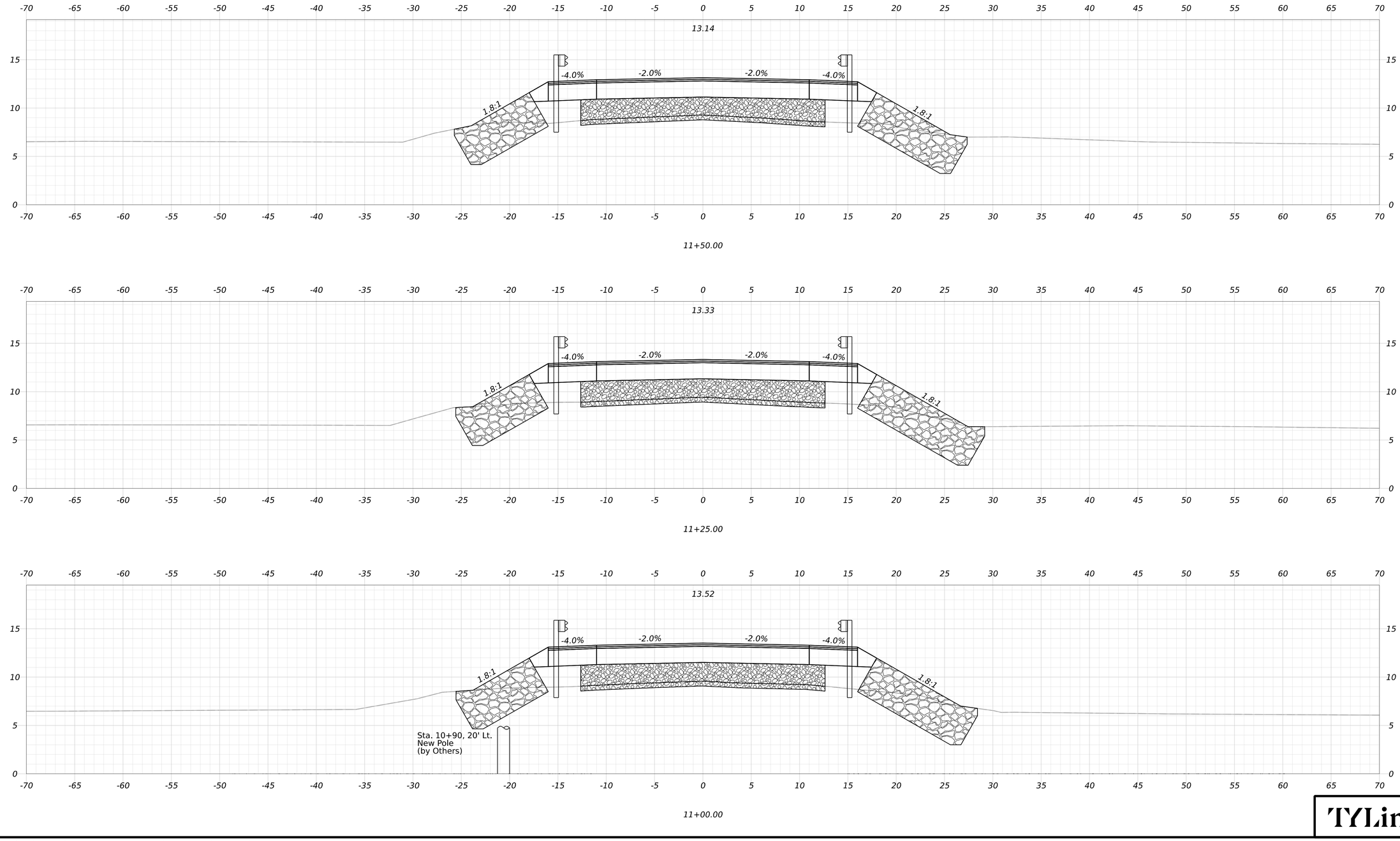
19

OF 32

TYLin

Username: daniel.myers
Date: 8/26/2026

Filename: c:\bms\pwcache\tim.kelley@tylin.com\tylin americas\d0478159\XSections_East Side Rd.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	CHARLES GUY	
DESIGN-DETAILED	T. KELLY	10/2024
CHECKED-REVIEWED	S. DAVIS	10/2024
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

APPROACH CROSS SECTIONS

SHEET NUMBER

20

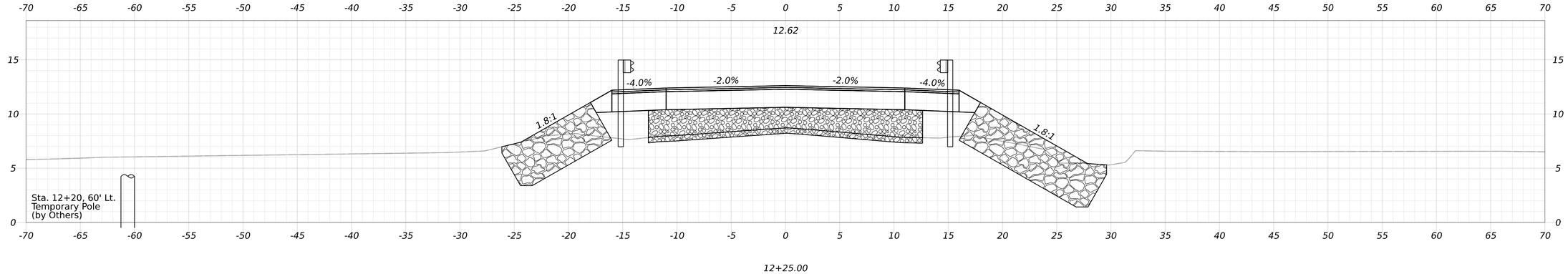
OF 32

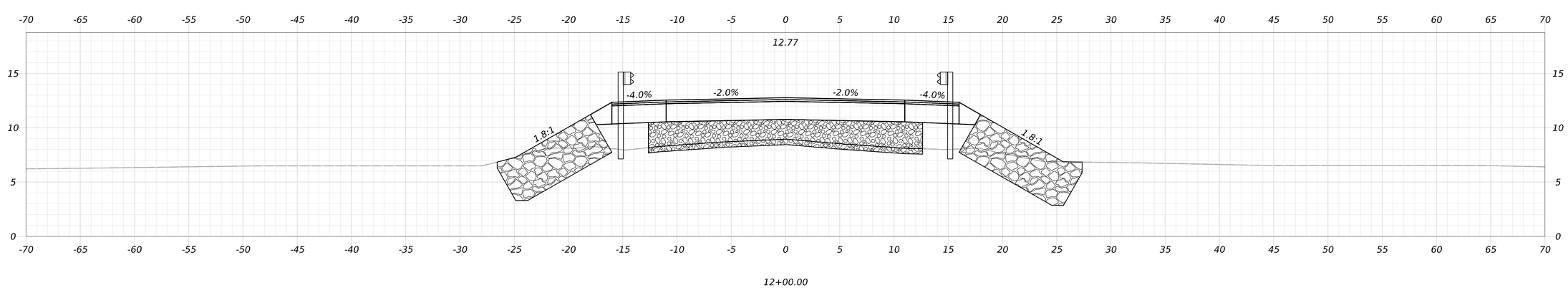
TYLin

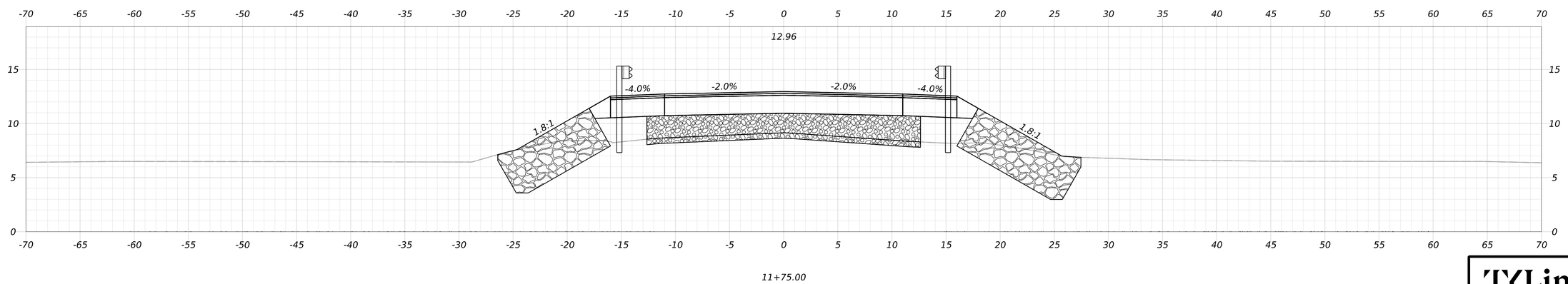
Date: 8/26/2026

Username: daniel.myers

Filename: c:\bms\pwcache\nicholas.dimariano@tylin.com\tylin americas\d0478159\XSections_East Side Rd.dgn







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

PROJ. MANAGER	CHARLES GUY	
DESIGN-DETAILED	T. KELLY	10/2024
CHECKED-REVIEWED	S. DAVIS	10/2024
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

APPROACH CROSS SECTIONS

SHEET NUMBER

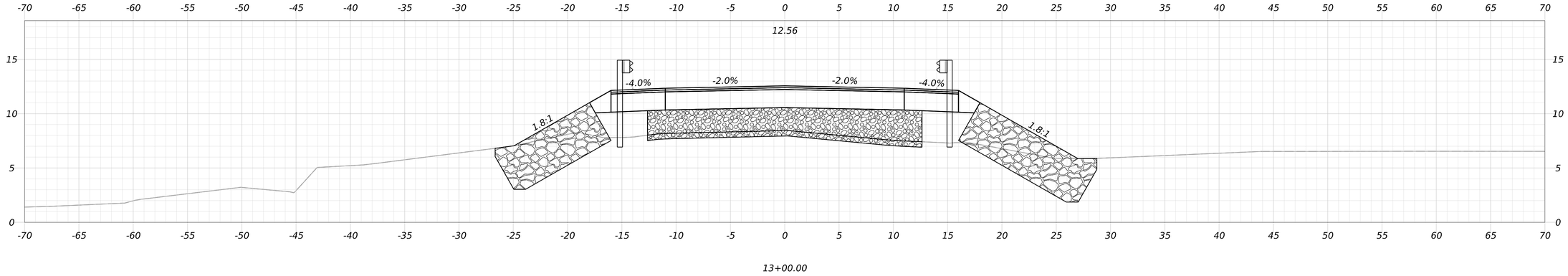
21

OF 32

TYLin

Username: daniel.myers Date: 8/26/2026

Filename: c:\bms\pwcache\nicholas.dimariano@tylin.com\tylin americas\d0478159\XSections_East Side Rd.dgn



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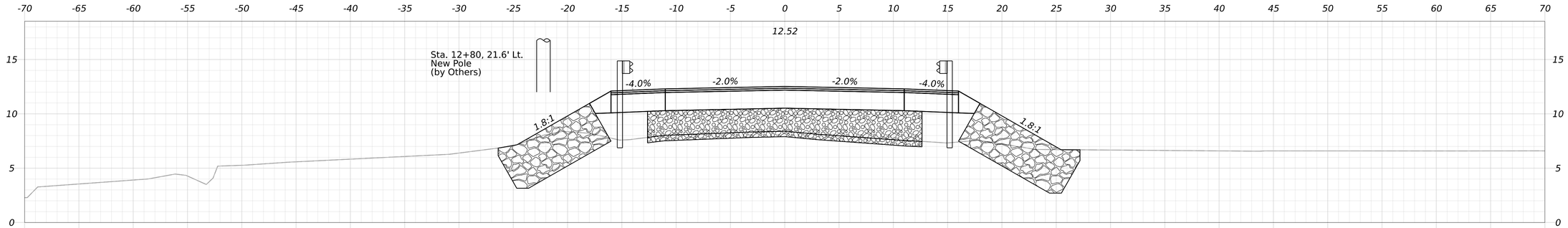

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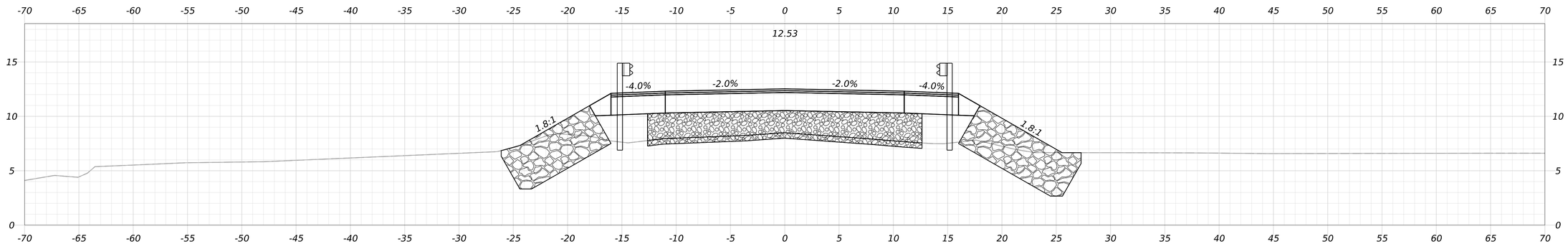


12+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

	SIGNATURE	P.E. NUMBER	DATE

	CHARLES GUY	BY	DATE
PROJ MANAGER			
DESIGN-DETAILED	T. KELLY	T. KELLY	10/2024
CHECKED-REVIEWED	S. DAVIS	D. MYERS	10/2024
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

APPROACH CROSS SECTIONS

SHEET NUMBER

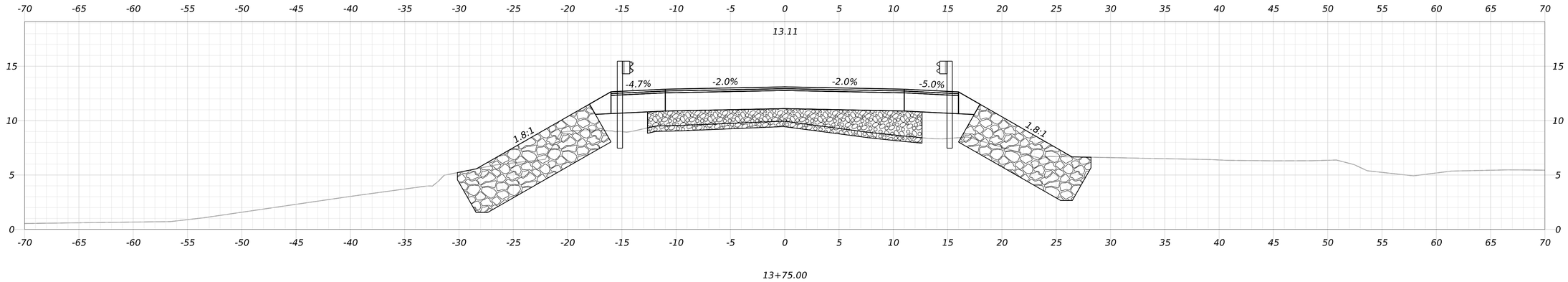
22

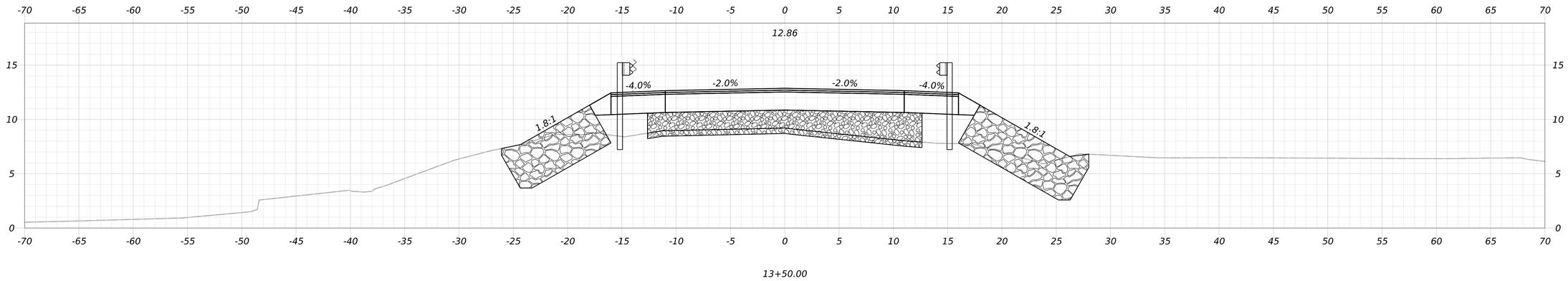
OF 32

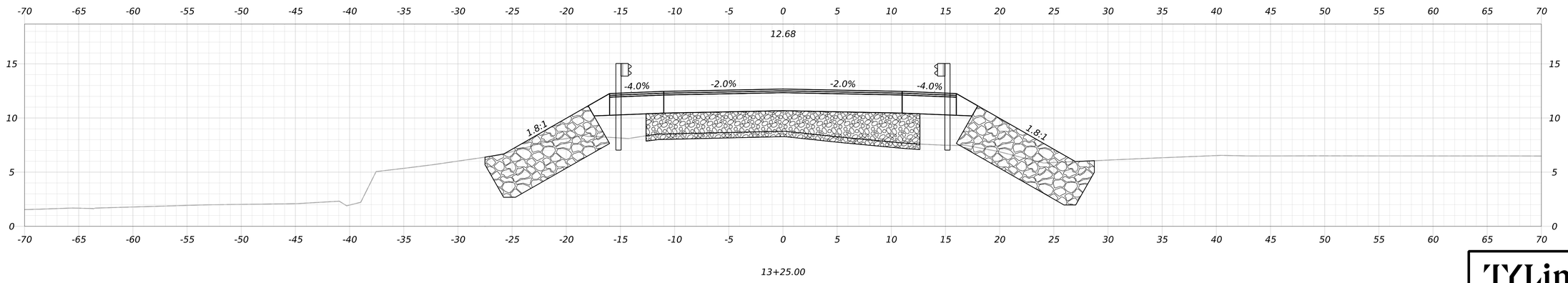
TYLin

Username: daniel.myers Date: 8/26/2026

Filename: c:\bms\pwcache\nicholas.dimariano@tylin.com\tylin americas\d0478159\XSections_East Side Rd.dgn







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

SIGNATURE

P.E. NUMBER

DATE

		BY	DATE
PROJ. MANAGER	CHARLES GUY		
DESIGNED-DETAILED	T. KELLY	T. KELLY	10/2024
CHECKED-REVIEWED	S. DAVIS	D. MYERS	10/2024
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
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REVISIONS 4			
FIELD CHANGES			

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

APPROACH CROSS SECTIONS

TYLin

SHEET NUMBER

23

OF 32

Date: 8/26/2026

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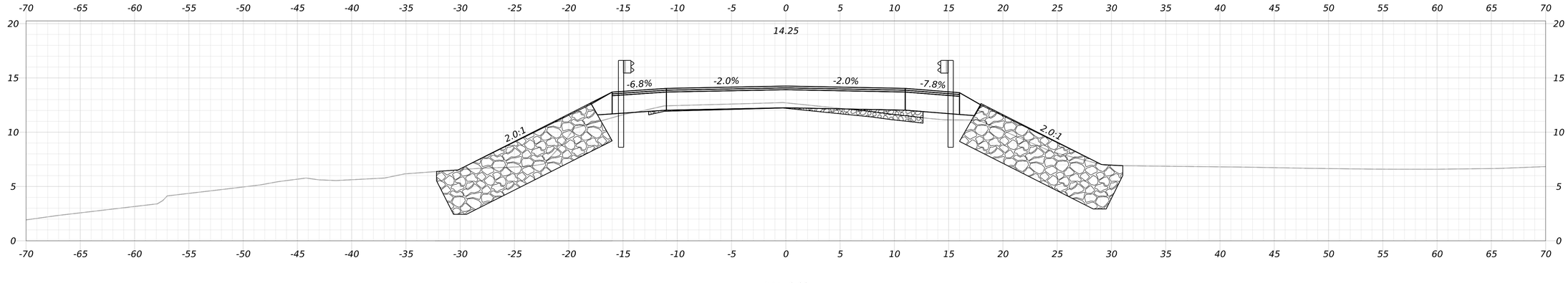

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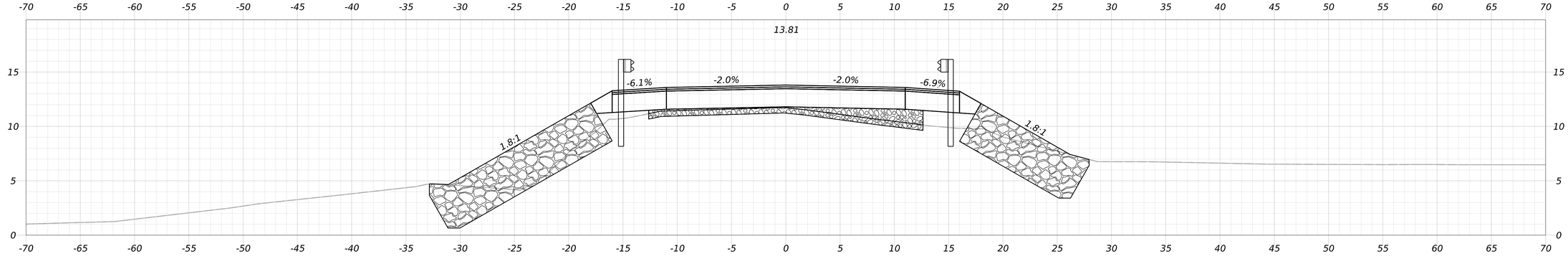

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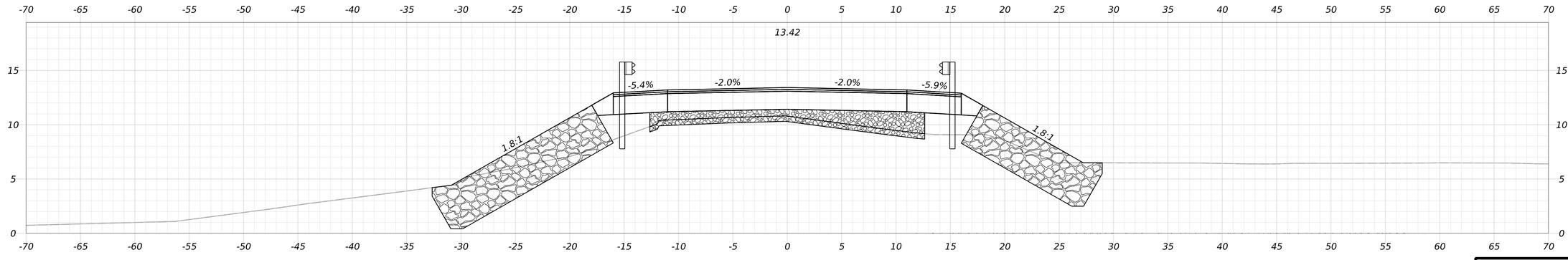


14+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	CHARLES GUY	
DESIGN-DETAILED	T. KELLY	10/2024
CHECKED-REVIEWED	S. DAVIS	10/2024
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BY / DATE

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

APPROACH CROSS SECTIONS

SHEET NUMBER

24

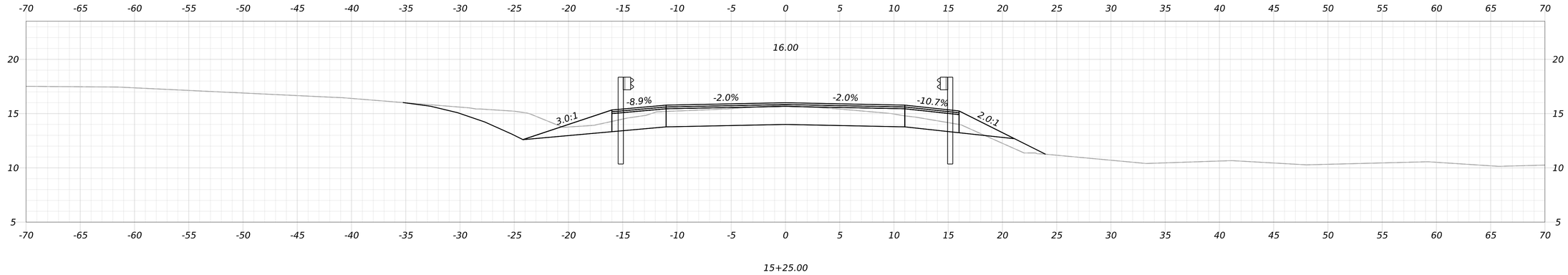
OF 32

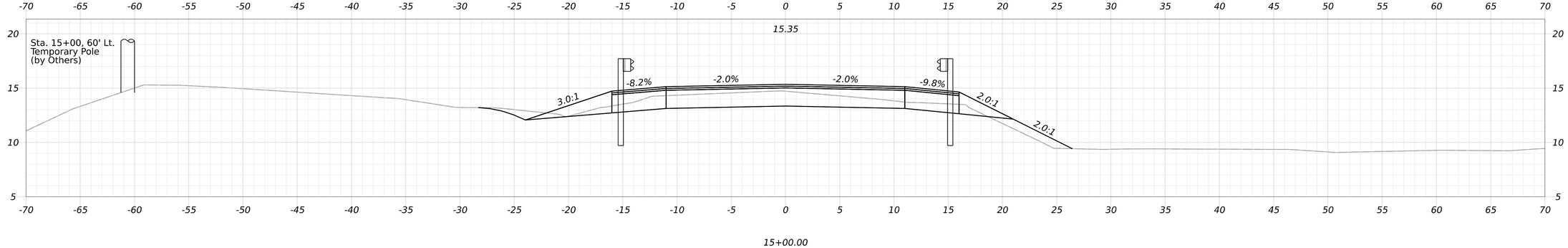
TYLin

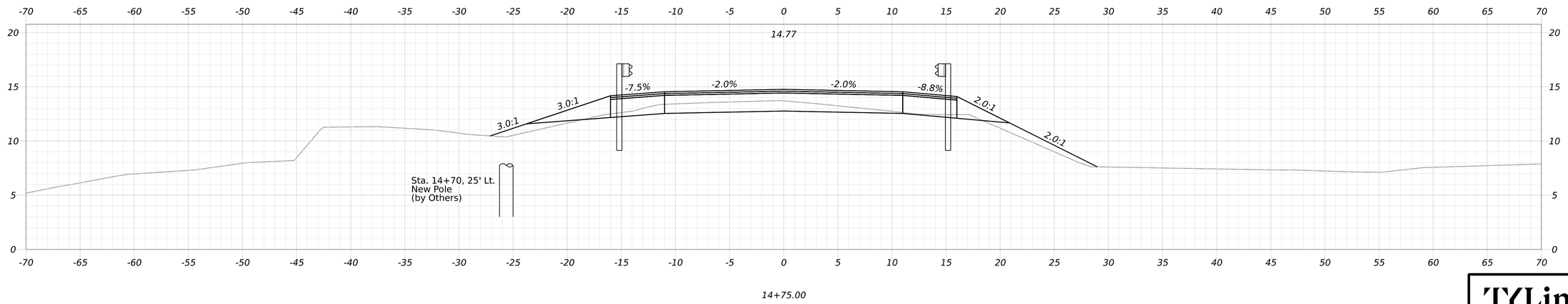
Date: 8/26/2026

Username: daniel.myers

Filename: c:\bms\pwcache\nicholas.dimariano@tylin.com\tylin americas\d0478159\XSections_East Side Rd.dgn







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

	SIGNATURE	P.E. NUMBER	DATE

	BY	DATE
PROJ. MANAGER	CHARLES GUY	
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CHECKED-REVIEWED	S. DAVIS	10/2024
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DESIGN3-DETAILED3		
REVISIONS 1		
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REVISIONS 4		
FIELD CHANGES		

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

APPROACH CROSS SECTIONS

SHEET NUMBER

25

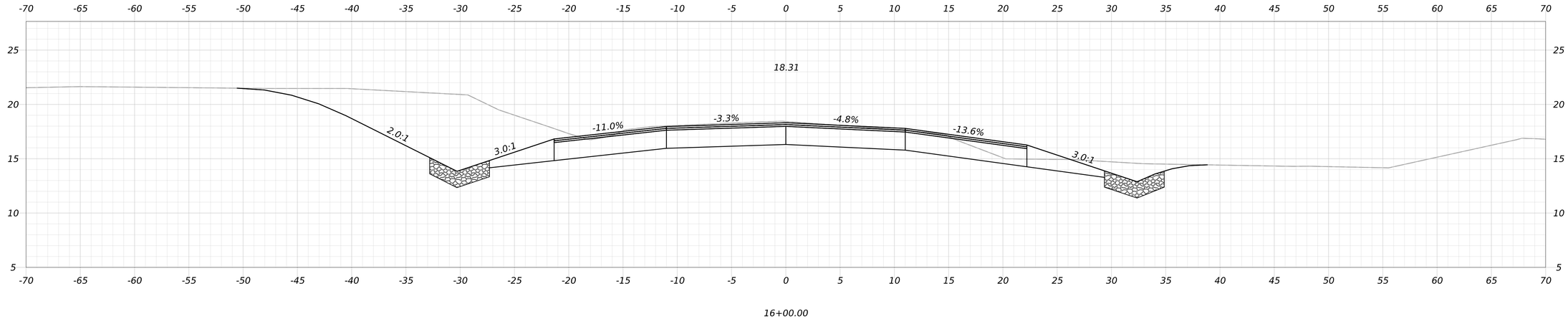
OF 32

TYLin

Date: 8/26/2026

Username: daniel.myers

Filename: c:\bms\pwcache\tim.kelley@tylin.com\tylin americas\d0478159\XSections_East Side Rd.dgn



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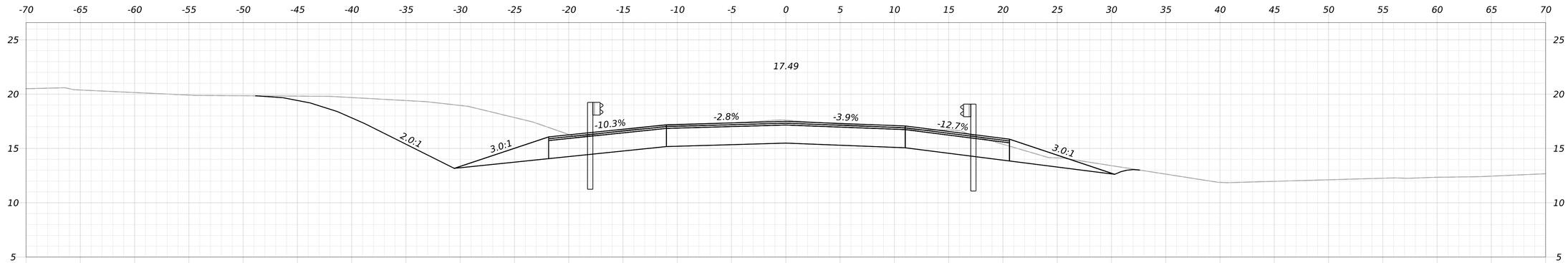

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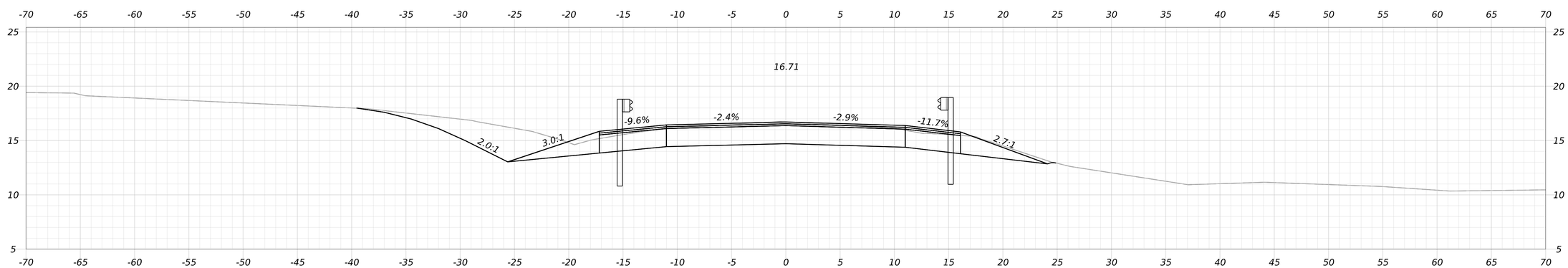

15+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	CHARLES GUY	
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CHECKED-REVIEWED	S. DAVIS	10/2024
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DESIGN3-DETAILED3		
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REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

APPROACH CROSS SECTIONS

SHEET NUMBER

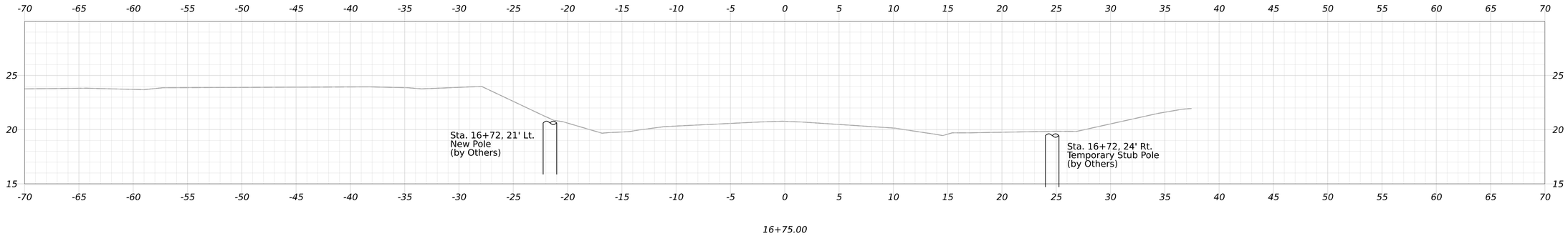
26

OF 32

TYLin

Username: daniel.myers Date: 8/26/2026

Filename: c:\bms\pwcache\tim.kelley@tylin.com\tylin americas\d0478159\XSections_East Side Rd.dgn



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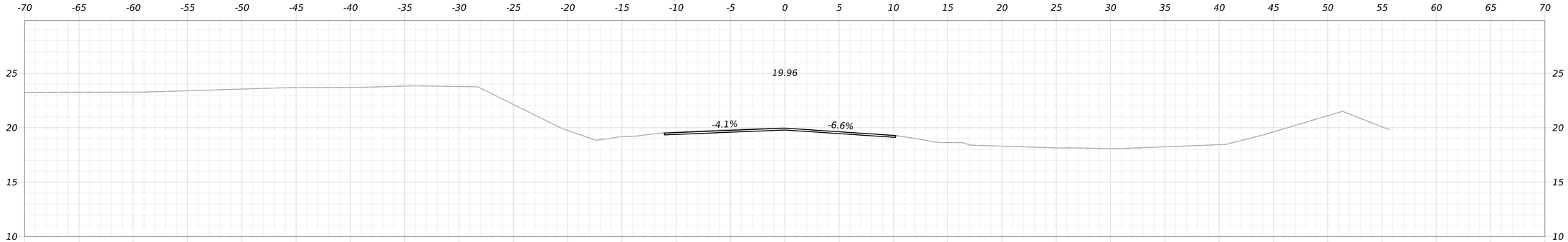

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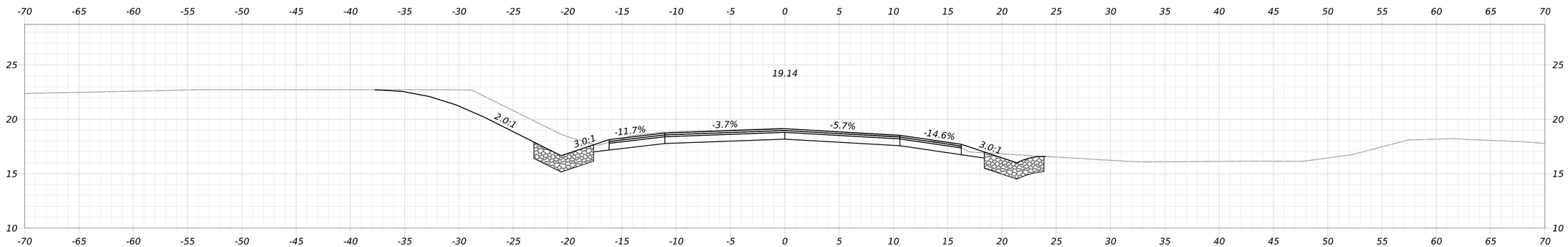

16+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

	SIGNATURE	P.E. NUMBER	DATE

	CHARLES GUY	BY	DATE
PROJ MANAGER			
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FIELD CHANGES			

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

APPROACH CROSS SECTIONS

SHEET NUMBER

27

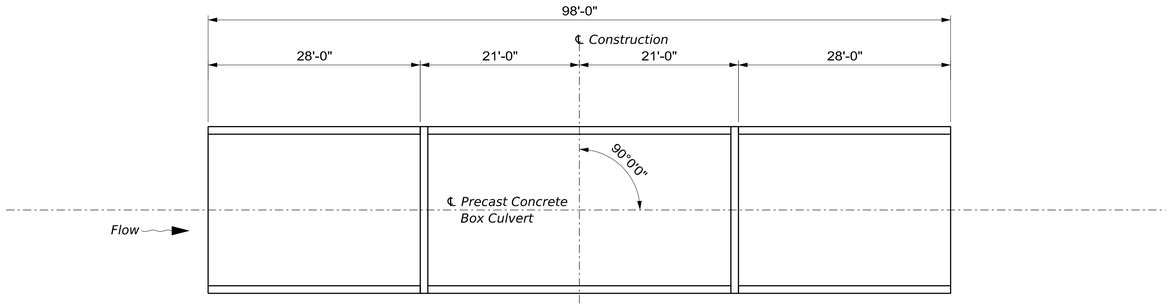
OF 32

TYLin

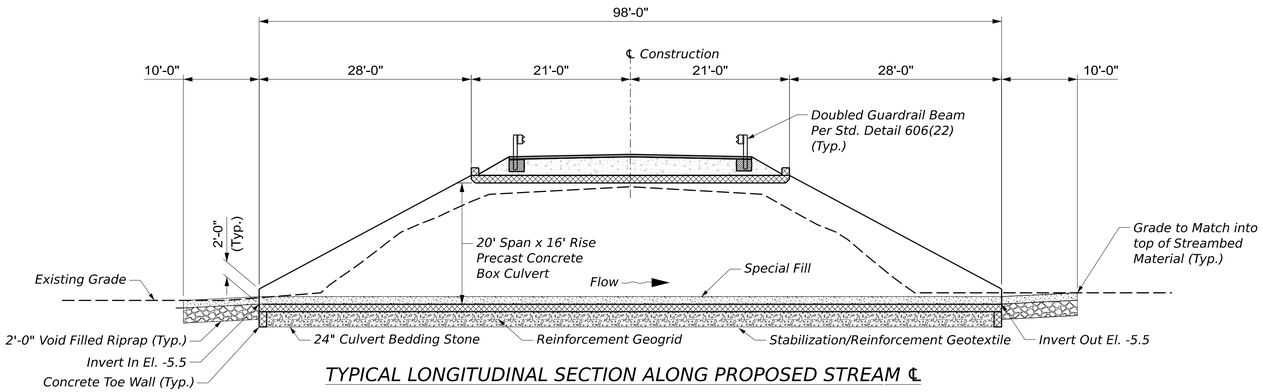
Date: 8/26/2026

Username: daniel.myers

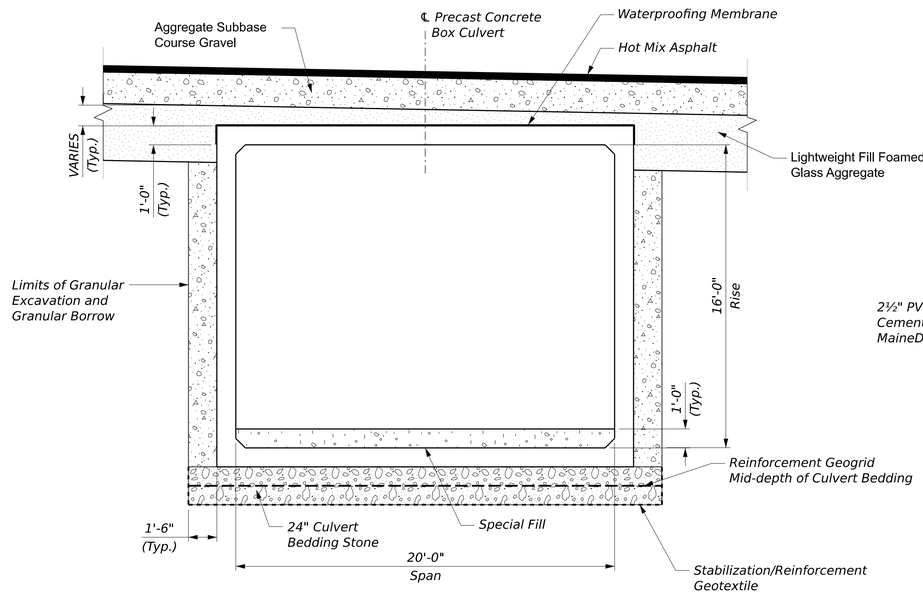
Filename: c:\bms\pwcache\tim.kelley@tylin.com\tylin americas\d0478159\XSections_East Side Rd.dgn



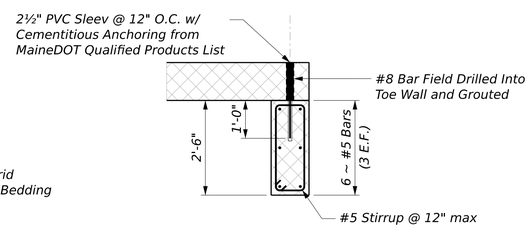
PRECAST CONCRETE BOX CULVERT



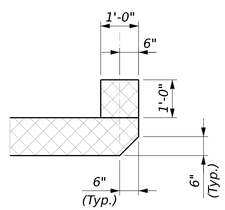
TYPICAL LONGITUDINAL SECTION ALONG PROPOSED STREAM ℄



BOX CULVERT SECTION



PRECAST CONCRETE TOE WALL DETAIL



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 18 inches over the top of the units.

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

3. The bearing surface for the Box Culvert bearing pad, below the geotextile-underlain crushed stone (Culvert Bedding Stone), is within a tidal area and anticipated to be below groundwater. It is in a sensitive, marine silty clay deposit. The full nature of the bearing surface will not be evident until the culvert excavation is made. More information is provided in the project geotechnical design report.

4. A temporary earth support system will be necessary to maintain a stable excavation. Sloping the sides of the excavation should not be considered feasible. Should the Contractor propose sloping the sideslopes (open cutting), it shall be at the contractor's risk. Regardless of the method of excavation, all excavations and earth support systems shall meet all applicable OSHA regulations.

5. The contractor's temporary earth support system (cofferdam) design shall include provisions for continuous dewatering, shall have adequate embedment to protect against bottom heave, and shall address phasing the shut down of the dewatering system to avoid a condition under which the culvert floats. Payment for design, installation, and removal of the temporary earth support system shall be incidental to the cofferdam pay item.

6. 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.

7. The native soil subgrade shall be excavated using a smooth-edged bucket and proper grade control to avoid disturbance of the subgrade and underlying deposits. The contractor shall not operate heavy equipment over the excavated subgrade to minimize subgrade disturbance and limit vibration-induced disturbance to the saturated subgrade. If the subgrade becomes disturbed, weakened, or excavated below the design bearing surface, the Contractor shall remove the disturbed soils, place non-woven Stabilization/ Reinforcement Geotextile and backfill with additional culvert bedding stone. Additional bedding stone (beyond the design 2-foot depth) to make up for the overexcavation will be at no additional cost to the Department.

8. The box culvert will bear on a 2-foot thick layer of crushed stone (Culvert Bedding Stone) that is surrounded by (Up 2-foot sidewalls and underlain) non-woven Stabilization/Reinforcement Geotextile fabric. A geogrid will be embedded at the midpoint of geotextile-wrapped, 2-foot thick crushed stone layer. Payment for the Stabilization/Reinforcement Geotextile fabric and embedded geogrid that is part of the bearing pad shall be part of the 620.54 Stabilization/ Reinforcement Geotextile and 620.65 Reinforcement Geogrid pay items.

9. The Stabilization/Reinforcement Geotextile shall be placed on the excavated subgrade surface prior to placement of the culvert bedding stone. 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 a walk-behind vibrator-type compactor.

STATE OF MAINE
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Federal Project No. 2716000

WIN 27160.00

PROJ. MANAGER	CHARLES GUY		
DESIGN-DETAILED	N. DIMARIANO	10/2024	SIGNATURE
CHECKED-REVIEWED	D. MYERS	10/2024	
DESIGN2-DETAILED2			P.E. NUMBER
DESIGN3-DETAILED3			
REVISIONS 1			DATE
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

CULVERT DETAILS

SHEET NUMBER

28

OF 32

TYLin

Username: daniel.myers Date: 8/20/2026

Filename: c:\bms\pwcache\nicholas.dimariano@tylin.com\tylin americas\d0478159\Buried_Structures.dgn

Harrington Rd
Water St
Point St
Indian River Rd
Ridge Rd
Old Addison Rd
West Side Rd
Wescogus Rd
Marshville Rd
East Side Rd
Ripley Rd
Basin Rd
Mason Bay Rd
Harrington
Addison
Jonesport
Project Location
1
1A
187
M4-8P DETOUR
M3-3 SOUTH
D3-1 EAST SIDE ROAD
M5-1L
W20-2 DETOUR AHEAD
M4-8A END DETOUR
CS-1 EAST SIDE ROAD CLOSED USE DETOUR
M3-1 NORTH
M5-1R
M6-3P
W16-103P
R11-3a BRIDGE CLOSED 800 FEET AHEAD LOCAL TRAFFIC ONLY
4.5 MILES AHEAD
Y MILE AHEAD
LOCAL TRAFFIC ONLY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2716000

WIN 27160.00

SIGNATURE

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DATE

PROJ. MANAGER	CHARLES GUY	
DESIGN-DETAILED	P. MCCLURE	06/2026
CHECKED-REVIEWED	D. MYERS	06/2026
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

DETOUR PLAN

SHEET NUMBER

29

OF 32

Username: nicholas.dimariano Date: 8/12/2026

Filename: c:\bms\pwcache\nicholas.dimariano@tylin.com\tylin americas\d0478159\Detour Plan.dgn

DETOUR SIGN SUMMARY

IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	TEXT DIMENSIONS (INCHES) LETTER HEIGHT	TEXT DIMENSIONS (INCHES) VERTICAL SPACING	TEXT DIMENSIONS (INCHES) ARROW RTE. MKR.	NUMBER OF SIGNS REQUIRED	COLOR BACK-GROUND	COLOR LEGEND BORDER	BORDER RADIUS	AREA IN SQUARE FEET	NOTES
CS-1	60"	40"	EAST SIDE ROAD CLOSED USE DETOUR	TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS" - 2009 (TYP.)			4	WHITE	BLACK		16.67 (66.68)	
D3-1	54"	12"	EAST SIDE ROAD				9	ORANGE	BLACK		4.50 (40.5)	
M3-1	24"	12"	NORTH				5	WHITE	BLACK		2.00 (10)	
M3-3	24"	12"	SOUTH				4	WHITE	BLACK		2.00 (8)	
M4-8A	24"	18"	END DETOUR				2	ORANGE	BLACK		3.00 (6)	
M4-8P	24"	12"	DETOUR				9	ORANGE	BLACK		2.00 (18)	
M5-1L	21"	15"					5	WHITE	BLACK		2.19 (10.95)	
M5-1R	21"	15"					3	WHITE	BLACK		2.19 (6.57)	
M6-3P	21"	15"					1	WHITE	BLACK		2.19 (2.19)	
R11-3a	60"	30"	BRIDGE CLOSED 800 FEET AHEAD LOCAL TRAFFIC ONLY				2	WHITE	BLACK		12.50 (25)	
W16-103P (1)	24"	18"	1 MILE AHEAD				1	WHITE	BLACK		3.00 (3)	
W16-103P (4.5)	24"	18"	4.5 MILES AHEAD				1	WHITE	BLACK		3.00 (3)	
W20-2	36"	36"	DETOUR AHEAD				5	ORANGE	BLACK		9.00 (45)	

STATE OF MAINE
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CHECKED>REVIEWED	D. MYERS	06/2026	
DESIGN2>DETAILED2			
DESIGN3>DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

LOT NORTON BRIDGE NO. 3754
CROSSING KNOWLES RIVER
ADDISON

DETOUR SIGN SUMMARY

SHEET NUMBER

30

OF 32

Username: nicholas.dimariano Date: 8/12/2026

Filename: c:\bms\pwcache\nicholas.dimariano@tylin.com\tylin americas\d0478159\Detour Sign Summary.dgn

PLAN LEGEND

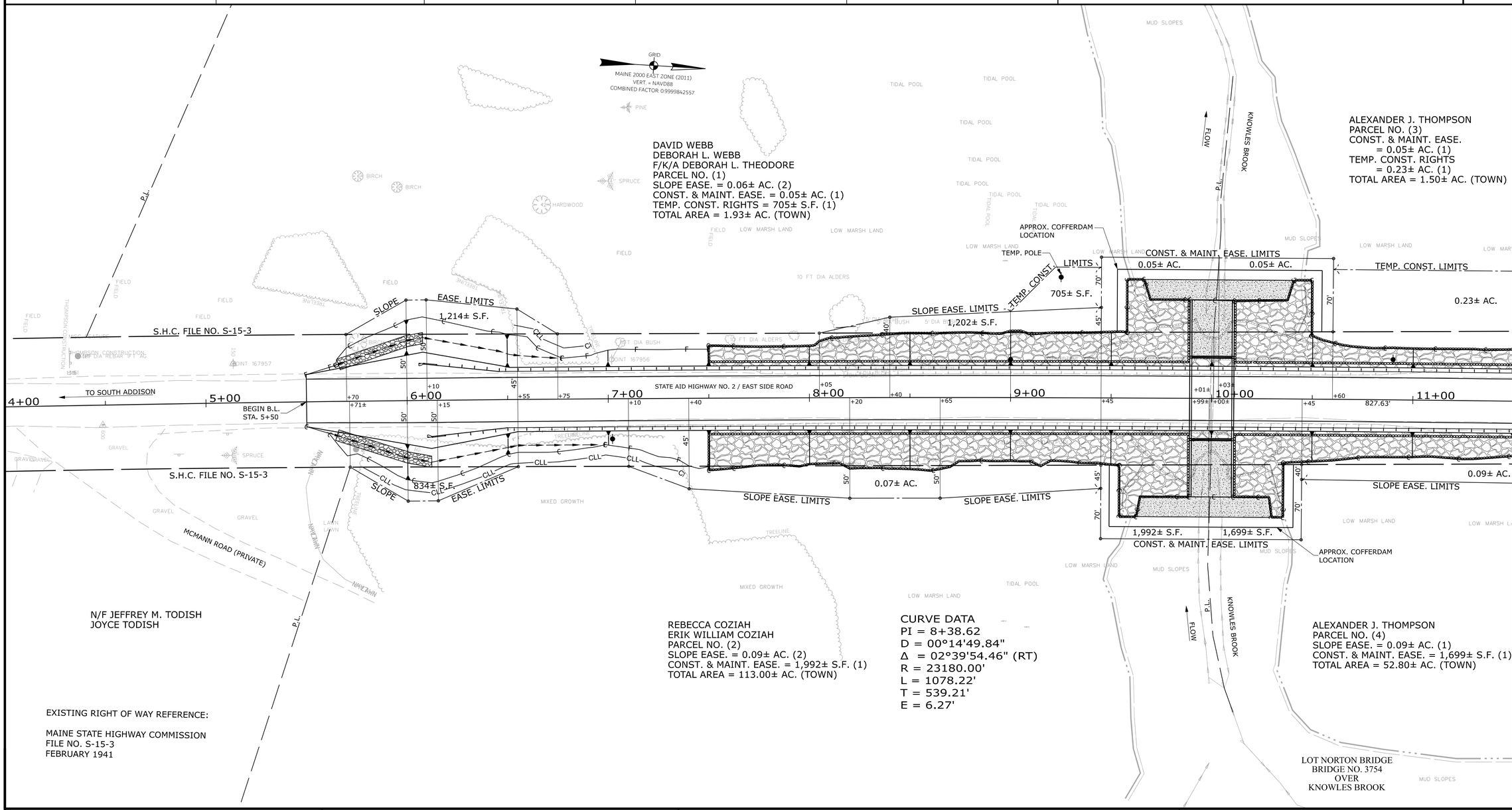
	Existing	Proposed
Town, County, State		
Approx. Property Lines		
Existing Right of Way		
Limits of Wrought Portion	LIMITS OF WROUGHT PORTION	
Control Of Access		
New Right of Way		
New Easement		
New Temporary Rights	TEMP. CONST. LIMITS	
New R/W Within Existing R/W		
New R/W Along Existing R/W		
Building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



CHECKED	J.D.F.	P.N.S.	S.A.N.	
TECH	C.D.P.	C.D.P.	C.D.P.	

ITEM	DATE
EXISTING CONDITION PLAN	
FINAL RIGHT OF WAY	
AREAS	

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

ADDISON
RIGHT OF WAY MAP

REVISIONS NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK	PAGE	COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	06-01-26	5293	92

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

STATE AID HIGHWAY NO. 2
EAST SIDE ROAD
ADDISON WASHINGTON COUNTY
WORK IDENTIFICATION NO. (W.I.N.) 027160.00

MARCH 2026	RIGHT-OF-WAY MAP	D.O.T FILE NO. 15-363
SCALE 1"= 25'	SHEET 1 OF 2	

SHEET NUMBER
31
OF 32

Username: carlton.d.peabody Date: 8/3/2026

Filename: C:\Users\carlton.d.peabody\State of Maine\MaineDOT Work - WIN\27160_00\ROW\Right-of-Way.dgn

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W		Existing / Proposed	Existing / Proposed	Cut Line C C C — Fill Line F F F
Approx. Property Lines	Building — Clearing Limit Line —CLL—		Sanitary Sewer	Traveled Way	Stonewall — Retaining Wall
Existing Right of Way	Trees Conifer Deciduous		Com. Line UG COM COM	Ditch	Baseline 10+00 11+00 12+00
Limits of Wrought Portion LIMITS OF WROUGHT PORTION	Tree Line — Bush Line		Electric Line E E	Catch Basin	Monument — Traverse Point
Control Of Access	Water Edge		Water Line W W	Manhole	Iron Rod Set IRS — Pipe Found IPF
New Right of Way	Ledge Rock/Boulder Flag Pole		Underdrain Line	Sewer Manhole	
New Easement	Fence CHAIN LINK BARB WIRE STOCKADE		Gas Line G G	Utlity Pole	
New Temporary Rights TEMP. CONST. LIMITS	Sign Well Mailbox		Guardrail	Fire Hydrant	
New R/W Within Existing R/W			Culvert	Curbing	

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 EAST ZONE (2011)
VERT. = NAVD88
COMBINED FACTOR: 0.9999842557

ALEXANDER J. THOMPSON
PARCEL NO. (3)
CONST. & MAINT. EASE.
= 0.05± AC. (1)
TEMP. CONST. RIGHTS
= 0.23± AC. (1)
TOTAL AREA = 1.50± AC. (TOWN)

PLEASANT RIVER

SUSAN MCDONALD BARDEN
PARCEL NO. (5)
SLOPE EASE. = 1,900± S.F. (1)
TEMP. CONST. RIGHTS = 0.09± AC. (1)
TOTAL AREA = 1.50± AC. (TOWN)

SINGLE STORY HOUSE

TEMP. CONST. LIMITS
0.23± AC.
TEMP. POLE
APPROX. COFFERDAM LOCATION
P.I.
0.09± AC.
S.H.C. FILE NO. S-15-3
TEMP. CONST. LIMITS
SLOPE EASE. LIMITS
1,900± S.F.
TEMP. POLE
END B.L. STA. 16+50
TO ADDISON
STATE AID HIGHWAY NO. 2 / EAST SIDE ROAD
827.63'
272.37'
0.09± AC.
SLOPE EASE. LIMITS
S.H.C. FILE NO. S-15-3
382± S.F.
752± S.F.
SLOPE EASE. LIMITS
TOE OF SLOPE DITCH
STA. 15+75 TO STA. 16+05 RT.
APPROX. COFFERDAM LOCATION
PCC = 13+77.63
N 279902
E 2332270

ALEXANDER J. THOMPSON
PARCEL NO. (4)
SLOPE EASE. = 0.09± AC. (1)
CONST. & MAINT. EASE. = 1,699± S.F. (1)
TOTAL AREA = 52.80± AC. (TOWN)

CURVE DATA
PI = 16+79.04
D = 00°46'27.36"
Δ = 04°39'53.53" (RT)
R = 7400.00'
L = 602.49'
T = 301.41'
E = 6.14'

SUSAN MCDONALD BARDEN
PARCEL NO. (6)
SLOPE EASE. = 1,134± S.F. (2)
TOTAL AREA = 1.80± AC. (TOWN)

EXISTING RIGHT OF WAY REFERENCE:

MAINE STATE HIGHWAY COMMISSION
FILE NO. S-15-3
FEBRUARY 1941

LOT NORTON BRIDGE
BRIDGE NO. 3754
OVER
KNOWLES BROOK

ITEM	CHECKED	J.D.F.	P.N.S.	S.A.N.	
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

ADDISON
RIGHT OF WAY MAP

REVISIONS NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE	COUNTY RECORD NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
			COND.	06-01-26	5293	92

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

STATE AID HIGHWAY NO. 2
EAST SIDE ROAD
ADDISON WASHINGTON COUNTY
WORK IDENTIFICATION NO. (W.I.N.) 027160.00

MARCH 2026	RIGHT-OF-WAY MAP	D.O.T FILE NO. 15-363
SCALE 1"= 25'	SHEET 2 OF 2	

SHEET NUMBER
32
OF 32

Date: 8/3/2026
Username: carlton.d.peabody

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