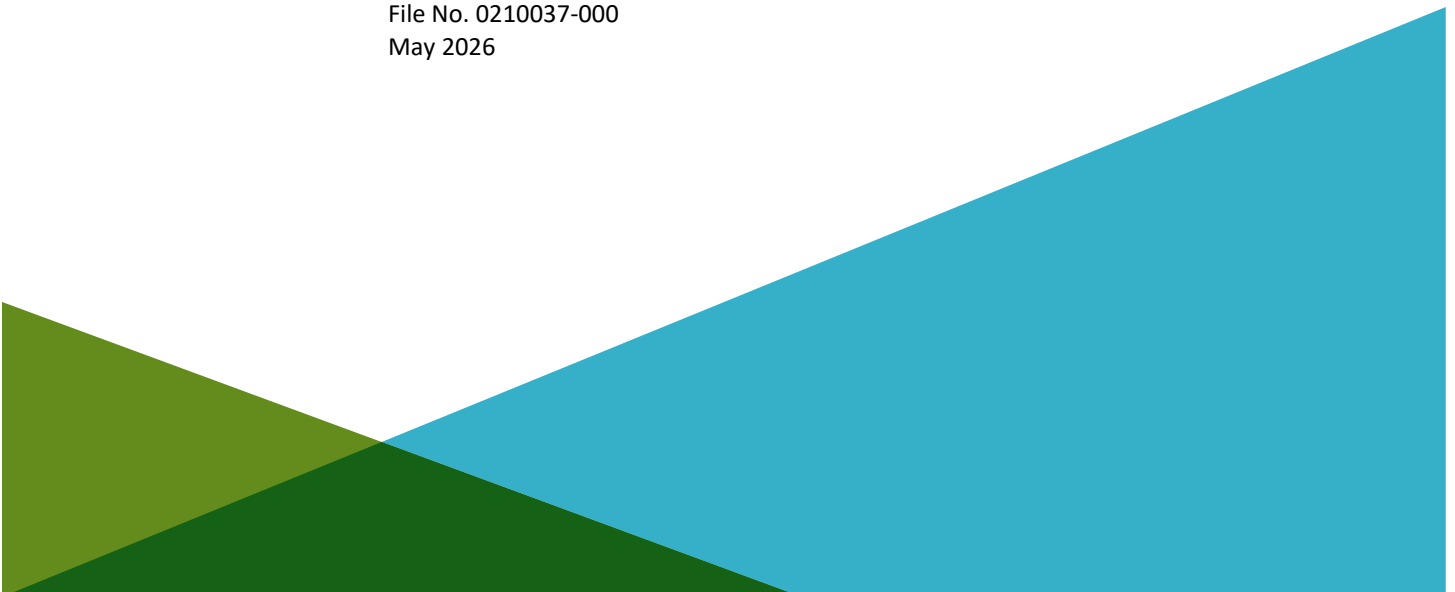


PHASE I GEOTECHNICAL DATA REPORT
PARKWAY SOUTH OVER INTERSTATE 395
BRIDGE NO. 1562, MAINEDOT WIN 029484.00
BREWER, MAINE

by
Haley & Aldrich, Inc.
Portland, Maine

for
Maine Department of Transportation
Augusta, Maine

File No. 0210037-000
May 2026





HALEY & ALDRICH, INC.
75 Washington Avenue
Suite 1A
Portland, ME 04101
207.482.4600

May 15, 2026
File No. 0210037-000

Maine Department of Transportation
16 State House Station
Augusta, Maine 04333-0016

Attention: Laura Krusinski, P.E.
Senior Geotechnical Engineer

Subject: Phase I Geotechnical Data Report
Parkway South over Interstate 395
Bridge No. 1562, MaineDOT WIN 029484.00
Brewer, Maine

Ladies and Gentlemen:

This Phase I Geotechnical Data Report presents the data compilation and results of the historical geotechnical field investigations completed for construction of the existing Parkway South bridge (existing bridge) and provides the Maine Department of Transportation (MaineDOT) and their bridge subconsultant (HNTB Corporation; HNTB) initial geotechnical information for the proposed bridge replacement in Brewer, Maine (see Figures 1 and 2). This work has been completed in accordance with our proposal dated March 5, 2024, which was authorized on March 18, 2024. This report supersedes our November 8, 2024 report.

A site-specific field investigation has been conducted to support development of the design build (DB) request for proposals (RFP) document and is summarized in the Phase II Geotechnical Data Report dated May 15, 2026.

Project Background

EXISTING BRIDGE STRUCTURE

The existing 240-foot (ft)-long, two-span bridge carries the Parkway South roadway over Interstate 395 (I-395; see Figure 2). Based on our review of the historical bridge drawings (dated April and December 1983) the existing cast-in-place concrete abutments, wingwalls, and pier are supported on spread footings bearing on bedrock (see historical bridge drawings Sheet Nos. 2 through 7). A near-vertical bedrock slope is exposed below the existing abutment footings, as shown in the photographs below (approximate limits shown on Figure 2). The exposed bedrock slope height present below the footings varies from approximately 5 to 10 ft at the west abutment (with a limited zone of only a few feet on the south side) and approximately 15 ft at the east abutment.



Photograph 1 – West abutment footing bearing on bedrock. Note presence of half casts from drillholes used as perimeter control during bedrock removal for the existing bridge. Note the variable top of bedrock surface.



Photograph 2 – East abutment footing bearing on bedrock. Note presence of half casts from drillholes used as perimeter control during bedrock removal for the existing bridge.

PROPOSED BRIDGE STRUCTURE

Based on discussions with HNTB, the project will include a full bridge replacement.

Geologic Setting

According to Maine Geological Survey's Bangor Surficial Geology Quadrangle, Maine (2011), the surficial geologic unit mapped within the site vicinity is glacial till which consists of loose to very compact, poorly sorted, massive to weakly stratified mixture of sand, silt, and gravel-size rock debris with bedrock outcrops/thin-drift areas. According to Maine Geological Survey's Bangor Bedrock Geology Quadrangle, Maine (2011), bedrock at the site vicinity is mapped as the Brewer Formation of the Vassalboro Group which consists of Silurian Age siltstone and claystone slate.

Historical Geotechnical Field Investigations

Two phases of geotechnical field investigations (investigations) were conducted at the subject site by MainesDOT in 1981 and 1982. The results of these investigations are summarized in the report titled, "Soils Report 83-11, Brewer – Penobscot County, Parkway South Over I-395, Project 395-8(79)," dated April 1983 (Soils Report) and is included for reference in Appendix A. Based on the Soils Report, the investigations consisted of conducting 19 wash borings, 10 rod soundings, two auger borings, and four test pits to support design and construction of the existing bridge.

Generalized Subsurface Conditions

The subsurface conditions encountered in the investigations generally consisted of the following geologic units presented in order of increasing depth below ground surface (BGS): in-situ fill, glacial deposit, glacial till, and bedrock. A general description of each geologic and bedrock unit encountered in the available historical wash borings is provided separately below.

GEOLOGIC UNIT DESCRIPTIONS

Geologic Unit	Approximate Range in Encountered Thickness (ft)	Generalized Description
Fill	2 to 6	Loose, brown, silty SAND and GRAVEL.
Glacial Deposit	0 to 13	Stiff, brown, fine sandy SILT/CLAY. Note: The Soils Report did not provide a geologic unit classification for this stratum. Based on the descriptions of this stratum on the boring logs, we have classified this stratum as a glacial deposit.
Glacial Till	0 to 18.5	Medium dense to dense, brown, sandy SILT/CLAY, with varying amounts of gravel.

BEDROCK CONDITIONS

Bedrock was cored in eight of the historical wash borings. In these borings, the top of the bedrock surface ranged from approximately 5.5 ft to 23 ft BGS (approximately El. 127.5¹ to approximately El. 106.7). The cored bedrock was generally described as metasiltstone, phyllite, and calcareous metagraywacke, with calcite veins and high angles of foliation. In several historical wash borings, the upper approximately 5 ft of bedrock was described as fractured and weathered.

POST-CONSTRUCTION BEDROCK CONDITIONS

Due to the weathered and fractured nature of the upper section of bedrock at the site, it is our understanding (based on our review of the historical bridge drawings) that bedrock was removed during construction to provide “solid” bedrock at the substructures. Post-construction bedrock elevations vary from approximately El. 106 to El. 118 at Abutment No. 1 (west side of I-395), approximately El. 120 to El. 127 at Abutment No. 2 (east side of I-395), and approximately El. 90 to El. 94 at the pier. The lower elevation of bedrock at the pier occurs on the northern side of the substructure. Note that these post-construction bedrock elevations were determined from the historical bridge drawings and change orders submitted by the Contractor (Reed & Reed, Inc.) to the MaineDOT during construction.

WATER ELEVATIONS

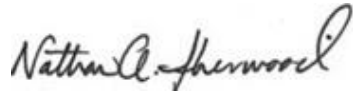
Historical groundwater levels were not recorded. An indication of soil sample saturation was not indicated on the historical boring logs.

¹ Please note that a reference elevation datum was not indicated in the Soils Report.

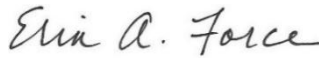
Closure

We appreciate the opportunity to provide engineering services on this project. Please do not hesitate to contact us if you have any questions or comments.

Sincerely yours,
HALEY & ALDRICH, INC.



Nathan A. Sherwood, P.E.
Senior Project Manager



Erin A. Force, P.E.
Senior Associate



Enclosures:

- Figure 1 – Project Locus
- Figure 2 – Historical Subsurface Exploration Location Plan
- Appendix A – Historical Soils Report

<https://haleyaldrich.sharepoint.com/sites/MaineDepartmentofTransportation2/Shared Documents/0210037.MaineDOT-Brewer I-395 Design Build/Deliverables/Phase 1 - Historic Geotech Data Reports/Parkway South Bridge No. 1562/2026-0515-HAI-I395-Parkway South Bridge-Phase I GR-F.docx>

References

1. Syverson, Kent M., & Thompson, Andrew H., *Surficial Geology Bangor Quadrangle, Maine*, Maine Geological Survey, Department of Conservation, Augusta, Maine, Open File Report No. 11-6, 2011.
2. Pollock, Stephen G., *Bedrock Geology of the Bangor Quadrangle, Maine*, Maine Geological Survey, Department of Conservation, Augusta, Maine, Open File Report No. 11-57, 2011.

<https://haleyaldrich.sharepoint.com/sites/MaineDepartmentofTransportation2/Shared Documents/0210037.MaineDOT-Brewer I-395 Design Build/Deliverables/Phase 1 - Historic Geotech Data Reports/Parkway South Bridge No. 1562/2026-0515-HAI-I395-Parkway South Bridge-Phase I GR-F.docx>

FIGURES



210037-LOCUS HALEYALDRICH/DUBOIS



SITE COORDINATES: 44°46'49"N, 68°45'31"W



MAP SOURCE: USGS

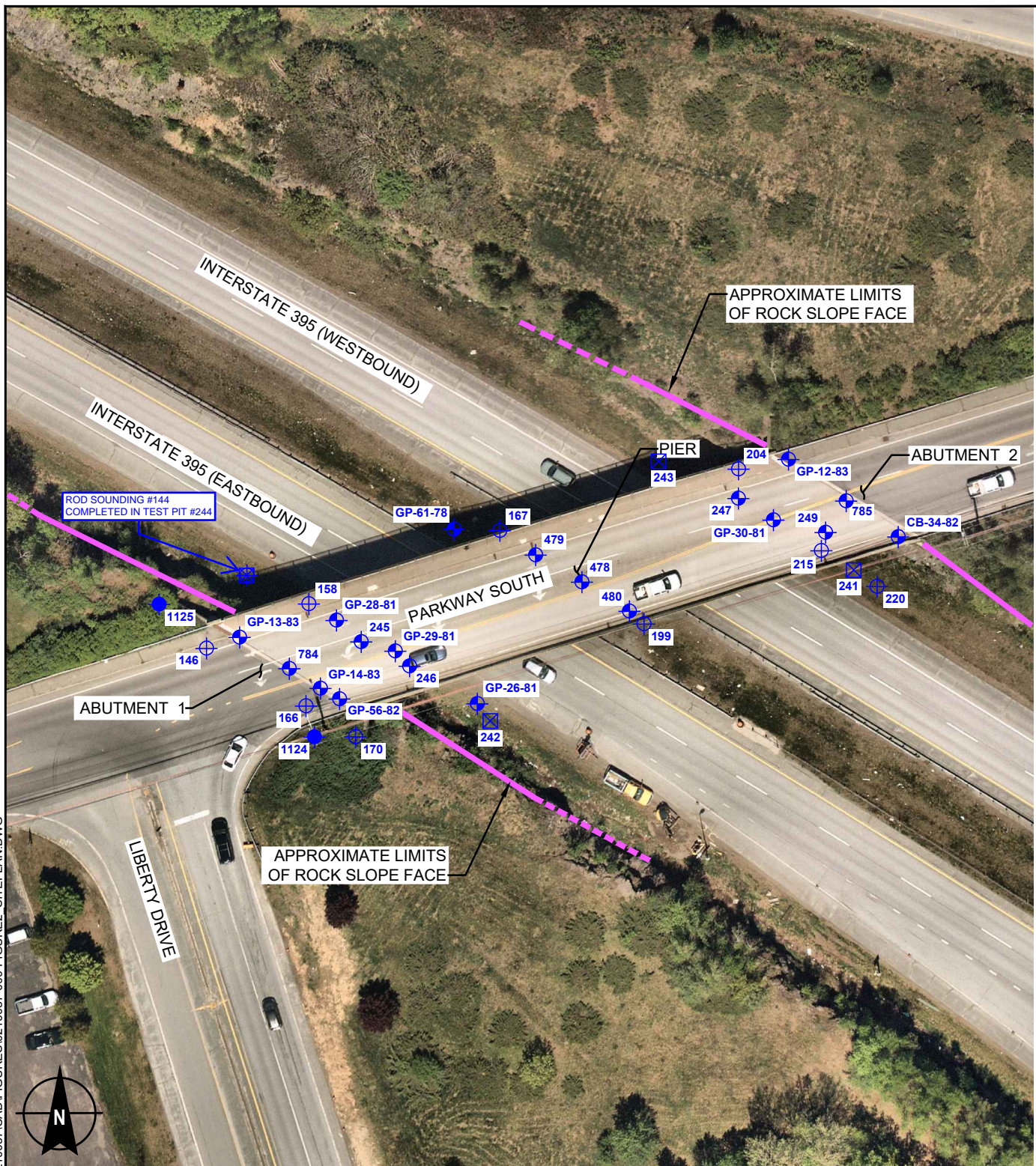
**HALEY
ALDRICH**

PARKWAY SOUTH OVER INTERSTATE 395
BRIDGE NO. 1562, MAINEDOT WIN 029484.00
BREWER, MAINE

PROJECT LOCUS

APPROXIMATE SCALE: 1 INCH = 2,000 FEET
MAY 2026

FIGURE 1

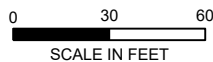


LEGEND

- ROCK SLOPE FACE
- GP-26-81 APPROXIMATE LOCATION OF HISTORICAL TEST WASH BORING BASED ON SEPTEMBER 1982 SOILS REPORT
- ⊕ 146 APPROXIMATE LOCATION OF HISTORICAL ROD SOUNDING BASED ON SEPTEMBER 1982 SOILS REPORT
- 1124 APPROXIMATE LOCATION OF HISTORICAL AUGER BORING BASED ON SEPTEMBER 1982 SOILS REPORT
- ⊠ 241 APPROXIMATE LOCATION OF HISTORICAL TEST PIT BASED ON SEPTEMBER 1982 SOILS REPORT

NOTE

1. AERIAL IMAGE SHOWN IS DATED MAY 22, 2023 AND WAS DOWNLOADED FROM THE NEARMAP ONLINE DATABASE



**HALEY
ALDRICH**

PARKWAY SOUTH OVER INTERSTATE 395
 BRIDGE NO. 1562, MAINEDOT WIN 029484.00
 BREWER, MAINE

HISTORICAL SUBSURFACE EXPLORATION LOCATION PLAN

SCALE: AS SHOWN
 MAY 2026

FIGURE 2

APPENDIX A

Historical Soils Report

Soils Report 83-11
Brewer - Penobscot County
Parkway South Over I-395
Project 395-8(79)
April 1983

Maine Department of Transportation

Materials and Research Division

Soils Section

SUBSURFACE INVESTIGATION FOR THE PROPOSED CONSTRUCTION

OF A STRUCTURE TO CARRY PARKWAY SOUTH OVER I-395

IN THE CITY OF BREWER

Penobscot County

Project 395-8(79)
April 1983

Soils Report 83-11

BANGOR

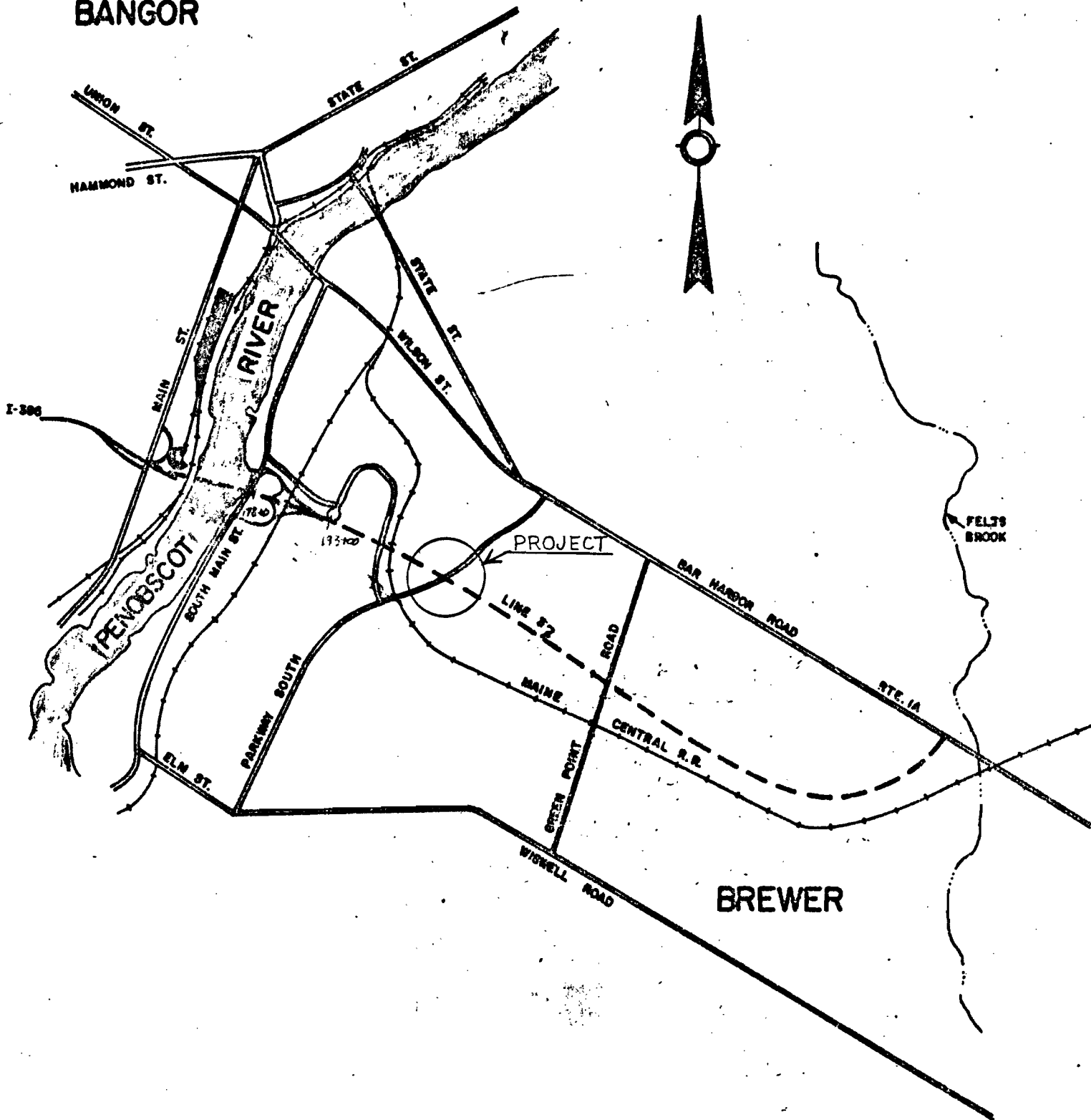


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Foundation Survey (Plan, Profile, Transverse Sections).	7

INTRODUCTION

A subsurface investigation has been completed for the proposed construction of a structure to carry Parkway South over I-395 in Brewer, Penobscot County. Several washborings, test pits and quarry bit probes were made through Parkway South by crews supervised by Mr. Gary Paine and Mr. Chris Bark in 1981 and 1982. The locations and details of the explorations are shown on the plan, profile and detail sheets included in the illustrations of this report. The masters of these sheets will be forwarded to the Design Section for inclusion in the construction plans.

All soil samples and rock cores were forwarded to the Central Laboratory in Bangor for index tests and visual identification.

GENERAL CONDITIONS

The existing Parkway South roadway runs in an east-west orientation and rises gradually on a 2+ percent grade towards the east. The existing roadway width is 34+ feet and the condition of the bituminous wearing surface is very good.

The soils explorations indicate that a relatively small thickness of soil overburden overlies the ledge surface at the proposed substructure locations. A few feet of granular roadway base course exists above natural deposits of medium to dense brown and gray pebbly sandy clay-silt. Ledge was core drilled and described as metasiltstone with calcite veins and some phyllite zones and a high angle of foliation. In several of the borings, the upper 5+ feet of the ledge was weathered and fractured easily during the drilling operation.

SUBSTRUCTURE DETAILS

Abutment No. 1

The proposed centerline of bearing of Abutment No. 1 intersects the Parkway South construction centerline at Station 23+49.67 and is skewed ahead

42 degrees 14 minutes on the right side. The finished grade of the approach to the new abutment will be less than one foot lower than the existing grade. Four explorations were made along the proposed abutment location.

Washboring GP-56-82 (Elevation 127.36) was made in the shoulder at Station 23+65, 18 feet right of the Parkway South construction centerline. There exists at this location 3 feet of brown silty gravel fill over 4 feet of stiff brown fine sandy clay-silt and 8 1/2 feet of dense till described as brown pebbly fine sandy clay-silt. At Elevation 111.86, rock was core drilled for 5 feet and the recovered sample was described as fragments of phyllite, quartz, etc. This is believed to be weathered and fractured ledge above the solid ledge surface which occurs below Elevation +107. Approximately 7 feet away from this boring, Washboring GP-14-83, (Elevation 127.60) was made at Station 23+60, 13 feet right of the construction centerline of Parkway South primarily in an attempt to determine where solid ledge lies. Three feet of brown silty gravel fill overlies 5 feet of stiff gray-brown mottled fine sandy clay-silt and 3 feet 3 inches of dense till described as gray-brown pebbly clay-silt. At Elevation 116.35, rock was core drilled for 6 feet 9 inches, however, solid rock was not encountered until Elevation 111.1. The initial 5 feet 3 inches of rock drilling was through weathered metasiltstone and phyllite which exhibited a high angle of foliation and the following 1 1/2 feet was through solid metasiltstone with calcareous zones and a high angle of foliations.

At Station 23+51 on the Parkway South centerline, a probe (#784) was made using a quarry bit on the washboring rig to refusal at Elevation 112.38. The overburden consists of brown and gray sand and gravel fill over brownish gray glacial till.

Washboring GP-13-83 (Elevation 126.6) was made at Station 23+30, 21 feet left of construction centerline. Five feet of loose brown silty sandy gravel

fill material was found over 1 1/2 feet of dense glacial till. Solid ledge was encountered at Elevation 119.8 and core drilled 6 feet and described by the Materials Geologist as metasiltstone grading to phyllite. It is weathered and eroded along veins of quartz and calcite.

These washboring details are shown on Sheet 6 and a transverse section along the proposed abutment is shown on Sheet 7.

Pier

The proposed pier's centerline of bearing coincides with the I-395 mainline median centerline and Station 215+68.15 of the I-395 centerline coincides with the Parkway South centerline at Station 24+69.67. Five explorations were made near the proposed footing location.

Explorations #478, #479 and #480 were probes to refusal made through Parkway South with a quarry bit. The refusal elevations indicate a sharp rise in the ledge surface on the right side. Rod sounding #199 verified this rise reaching refusal at a depth of 5.5 feet. Five feet right of Station 215+15, Washboring GP-61-78 (B-26) was made during the preliminary subsurface investigation and encountered refusal on what is believed to be ledge at Elevation 115.0. The soil overburden at this location consists of 2 feet of brown silty gravel, 5 feet of brown sandy clay-silt, and 7 feet 8 inches of medium to dense brown pebbly sandy silt with angular pieces of gravel.

A transverse section illustrating the subsurface conditions at the pier is shown on Sheet 7.

Abutment No. 2

The proposed centerline of bearing of Abutment No. 2 intersects the Parkway South construction centerline at Station 25+89.67 and is skewed ahead 42 degrees 14 minutes on the right side. The proposed finished grade elevation behind this abutment is 1.5± feet lower than the existing roadway elevation. Three explorations were made near the proposed abutment location.

Washboring CB-34-82 (Elevation 133.52) was made 18 feet right of Station 26+02 on Parkway South. Below the 3 inch pavement, there is 2 feet 9 inches of brown sand and gravel fill over 4 feet of brown clay-silt till. At Elevation 126.5, rock core drilling was started and advanced for 5 feet. The upper 8 inches of this core sample consisted of various pebbles and the bedrock surface was encountered at Elevation 125.8. The ledge sample was described as calcareous metagraywacky with a high angle of foliation. On the Parkway South centerline at Station 25+86, Exploration #785 was made with a quarry bit by the washboring rig. Refusal was encountered at a depth of 6.5 feet after penetrating over 4 feet of brown sand and gravel and 2 feet of brown and gray till. Refusal is believed to be on the ledge surface at Elevation 127.2₊. Washboring GP-12-83 (Elevation 132.8) was made through the pavement at Station 25+68, 25 feet left of Parkway South construction centerline. Five feet three inches of brown silty gravel was found over the ledge surface at Elevation 127.5. Five feet of ledge was core drilled and described by the Materials Geologist as metasiltstone with some phyllite zones and veins of quartz and calcite and has a high angle of foliation.

These boring details are shown on Sheets 5 and 6 and a transverse section showing the subsurface stratification is shown on Sheet 7.

DESIGN CONSIDERATIONS

It is recommended that the three substructure units be constructed directly on the solid ledge surface. Judging from all of the field explorations in this area, it appears that the bedrock surface is quite variable and that sharp changes in elevation within short distances are common. Also, there are several locations where the ledge was found to be weathered and deteriorated in the top portions to the point where it fractures easily and should be removed prior to concrete placement.

At the proposed location of Abutment No. 1, the solid ledge surface elevation on the left end is 120.0₊ and it drops to Elevation 112.5₊ near centerline. To

the right of centerline, the upper 5 feet of the ledge is weathered and fractured easily during drilling and solid bedrock appears to be below Elevation 107.0₊ on the far right end. Nearby washborings that were made along a skewed line through Station 23+8₄ encountered the solid ledge surface at Elevation 106.8₊ near the construction centerline and thus, it can be reasonably presumed that the solid rock surface along the abutment's centerline of bearing is probably near Elevation 106. Transverse sections across these two stations are shown on Sheet 7.

Since solid ledge lies below the proposed footing elevation over some of the abutment footing area, some till and weathered ledge will have to be removed and replaced with concrete fill before pouring the footing.

The proposed pier location is directly along the I-395 median centerline and the ledge surface is quite variable from left to right. Near Station 215+30 on median centerline, the solid ledge surface was found at Elevation 115₊ and rises gradually to Elevation 116.5₊ near the Parkway South centerline. From the centerline to the right end of the pier, the ledge surface rises sharply to Elevation 124₊. The transverse section at this pier location is shown on Sheet 7. Though the ledge surface is erratic beneath the pier location, the proposed footing elevation is well below the ledge surface (I-395 is in a ledge cut through this structure) so the footing will be founded on ledge.

At the site of Abutment No. 2, the solid ledge surface is relatively level from left to right. From the left end to the centerline, the ledge elevation is 127.3₊ and then dips slightly to 125.8 on the right end. A transverse section showing this ledge line is shown on Sheet 7. It may be necessary to remove some till and/or weathered ledge beneath the right end of this abutment footing and replace it with concrete fill.

Other explorations were made along a skewed line through Station 25+57 of the Parkway South centerline (originally proposed abutment location) and refusal or ledge was encountered in the six explorations. As shown by the transverse section on Sheet 7, the ledge surface is at Elevation 124.5_± on the left side, rises to Elevation 127.3_± at the centerline, and to Elevation 131.0_± on the right side across this section.

SUMMARY

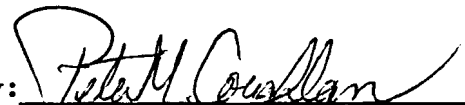
Several subsurface explorations have been made at the proposed locations of the abutments and pier for the Parkway South structure over I-395. All explorations encountered refusal on the probable ledge surface and several ledge core samples were obtained. These samples were later identified by the Materials Geologist as metasiltstone and phyllite with veins of quartz and calcite and a high angle of foliation. Evidence of erosion and weathering in these calcite veins is common in some areas. Some borings penetrated several feet of weathered ledge before reaching solid bedrock.

It is recommended to construct the substructure footings directly on the solid ledge surface. Any loose and fractured ledge should be removed before concrete placement. At the site of Abutment No. 1, ledge drops sharply from left to right along the centerline of bearing. Ledge elevations range from +120.0_± on the left end to +112.5_± at the centerline and to below +107 on the right end. It will be necessary to remove some till and weathered ledge below the proposed footing elevation and replace it with concrete fill. At the pier location ledge rises from Elevation 115_± on the left end to 124_± on the right side. The Interstate will be in ledge cut through this structure and the proposed pier footing elevation is well below the ledge surface. Along the centerline of bearing of Abutment No. 2, the ledge surface appears to be relatively level dipping slightly from Elevation 127.5

on the left end to 125.8₊ on the right side. The proposed footing elevation for Abutment No. 2 is below the ledge surface left of centerline, but on the right end some till and/or weathered ledge may have to be excavated and replaced with concrete fill.

It can be seen that the ledge surface at this bridge site is quite variable and its elevation and slope change abruptly within a small area. However, it is believed that the number of explorations made at the individual substructure locations gives a relatively accurate indication of the ledge elevations.

Prepared By:



Peter M. Coughlan

Associate Geotechnical Engineer

Approved By:



Guy L. Baker

Assistant Soils Engineer

LEGEND

PLAN SYMBOLS

 _____ ROD SOUNDING

 _____ AUGER BORING

 _____ BORING & SOUNDING

 _____ POWER AUGER

 _____ WASH BORING

 _____ SEISMIC : SHOT LOCATION

 _____ RESISTIVITY : TEST LOCATION

 _____ TEST PIT

 _____ LEDGE ON SURFACE

EXPLORATION NOTES


 _____ WATER LEVEL


 _____ BLOWS PER FOOT - ROD SOUNDINGS

 _____ MATERIAL & SAMPLE NO. - AUGER BORING

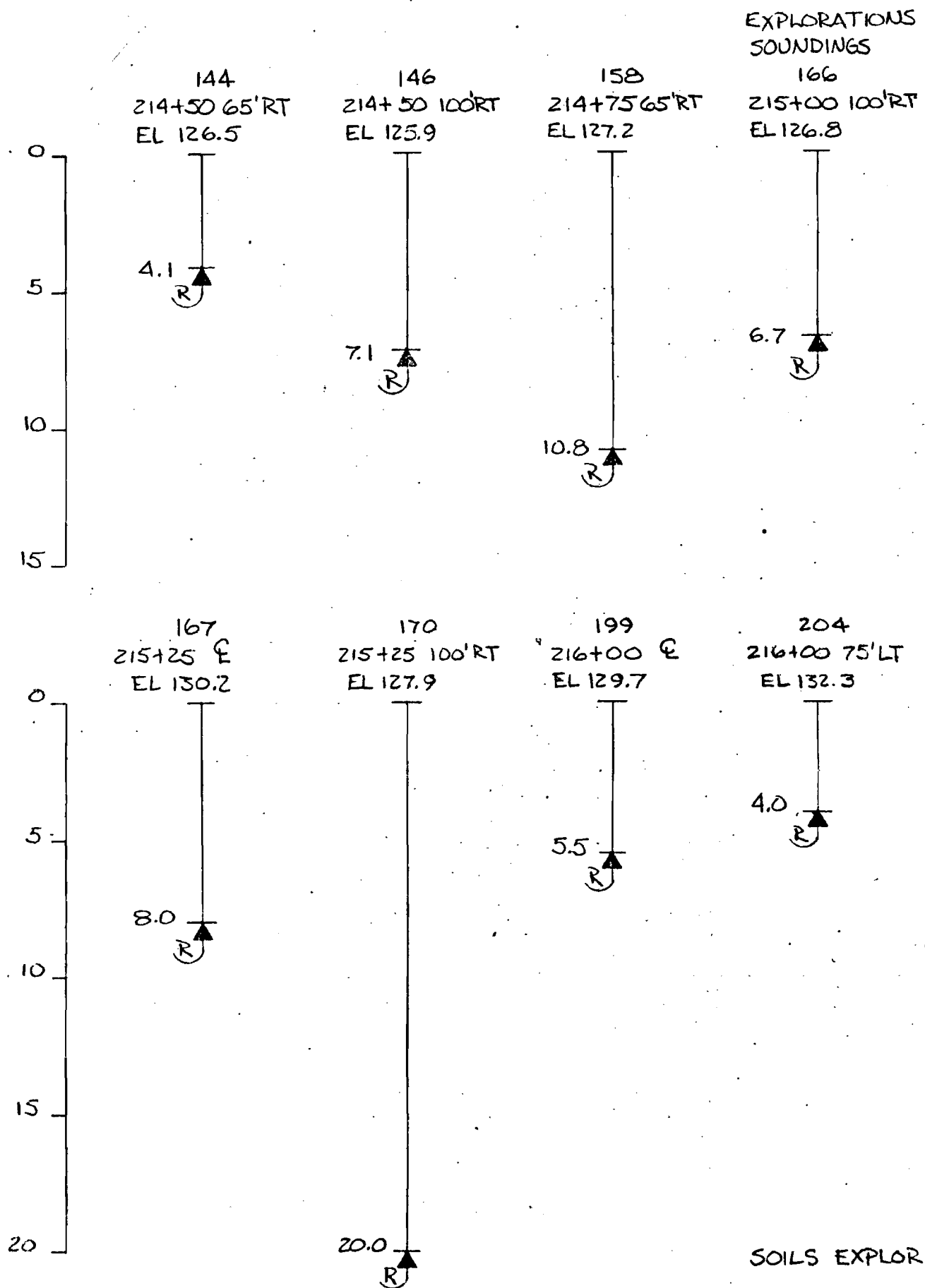
 _____ DEPTH OF MATERIAL CHANGE (IN FEET)

 _____ BOTTOM OF EXPLORATION

 _____ REFUSAL

 _____ LEDGE

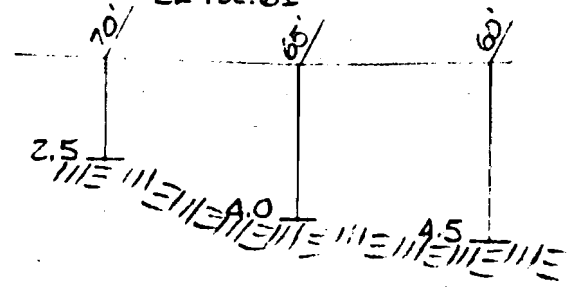
DEPTH (FEET)



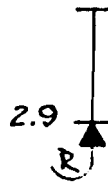
SEPT. 1981

EXPLORATIONS

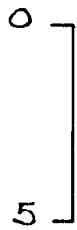
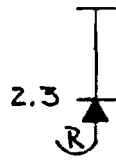
241 SOUNDINGS+ TEST PITS
216+65 LEFT
EL 132.6±



215
216+50 65' LT
EL 132.8

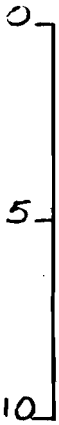
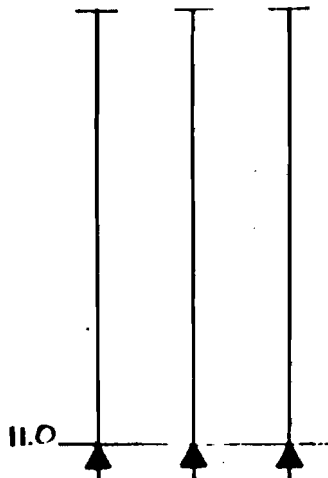


220
216+75 65' LT
EL 133.7

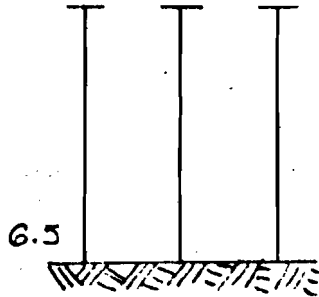


DEPTH (FEET)

242
215+65+075 65 RT
EL



243
215+65+075 65' LT
EL 131.6

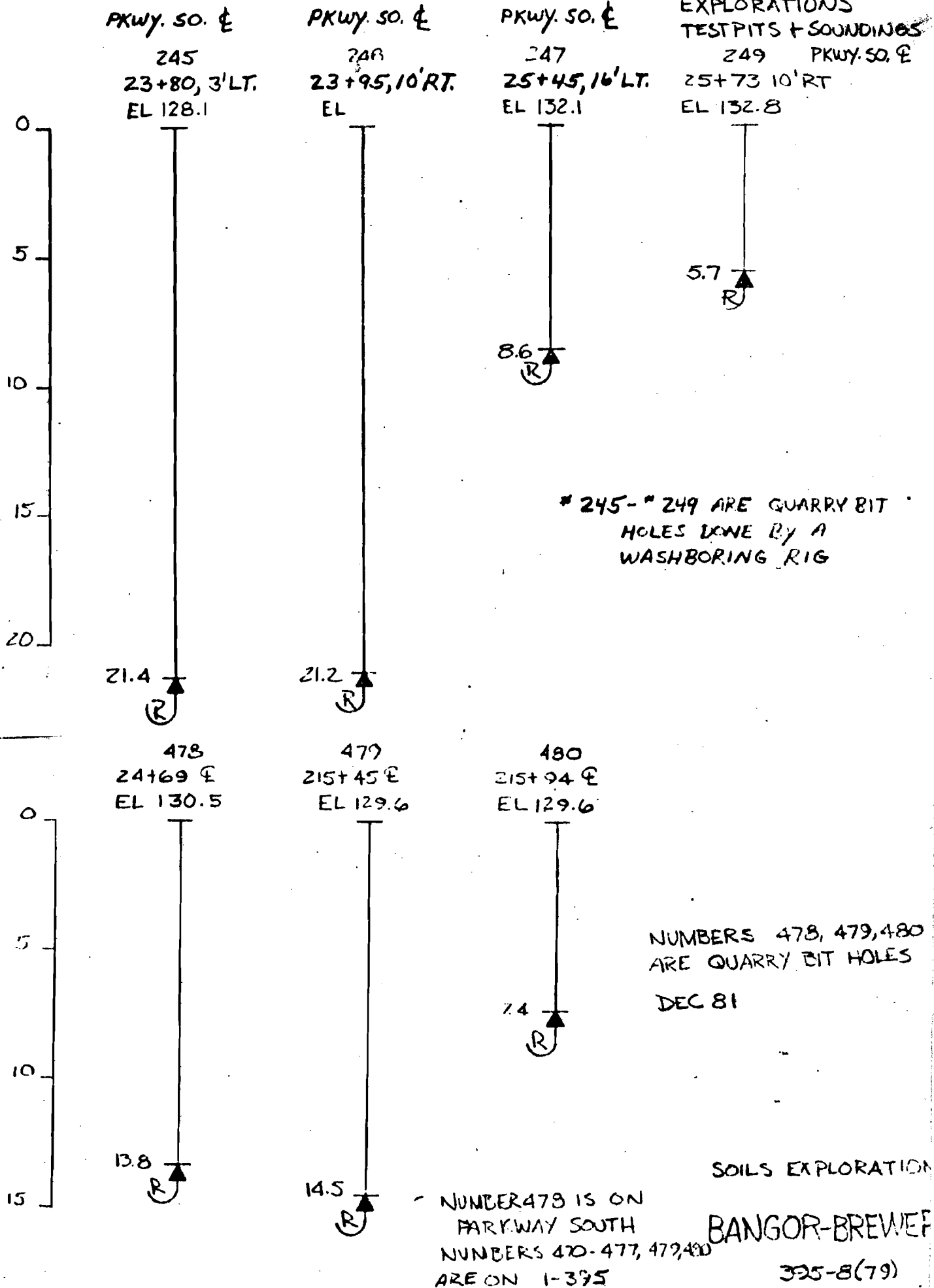


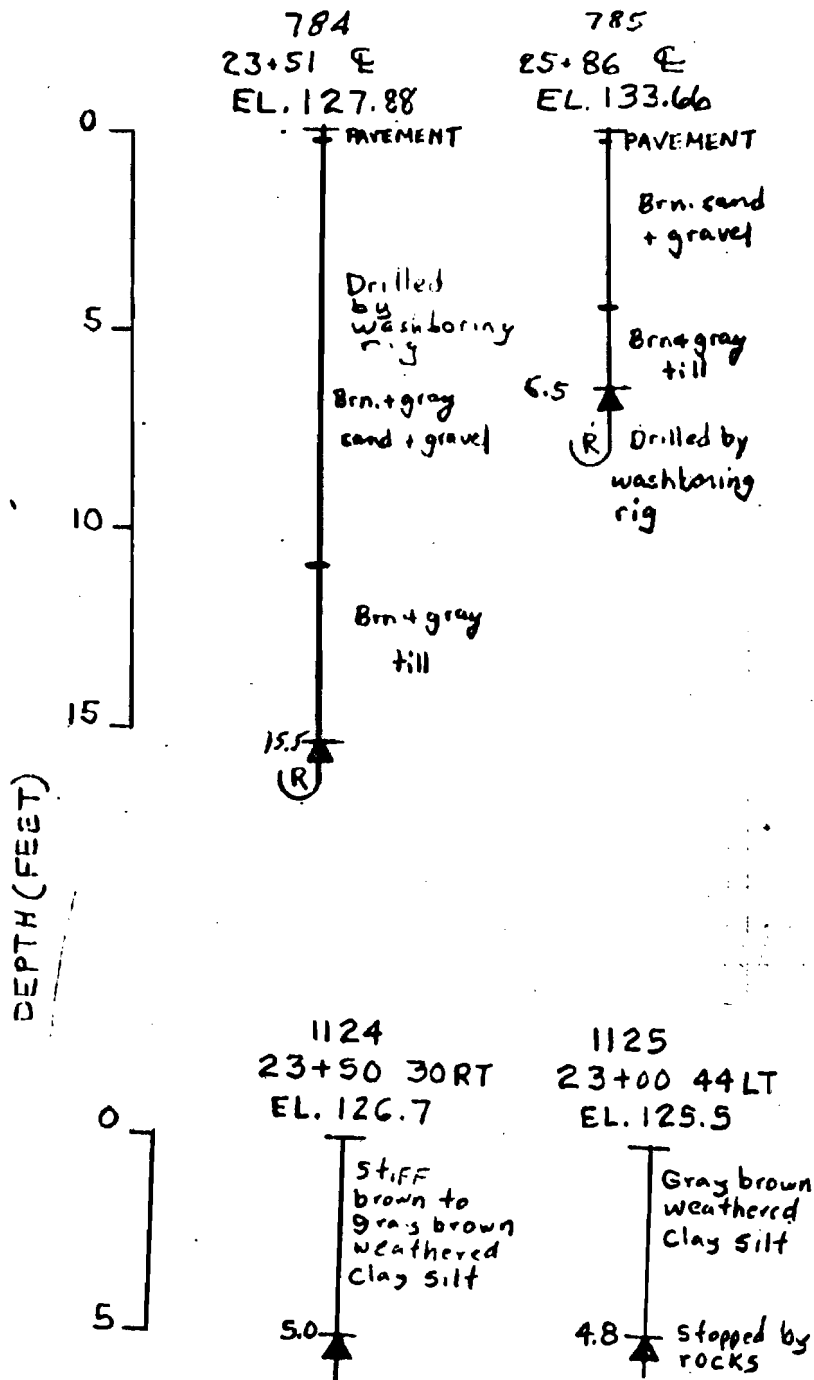
244
214+50 60', 65', 70' RT.
EL 126.3, 126.5, 126.8



SOILS EXPLORATIONS

BANGOR-BREWER
395-8(79)



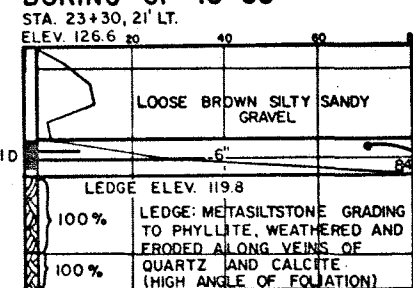
EXPLORATIONS
TEST PITS & POWER AUGERS

SOILS EXPLORATIONS

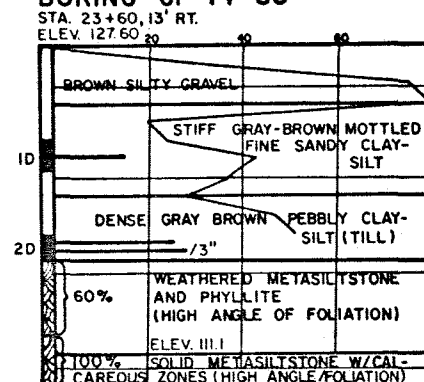
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EXPLORATIONS
1120 - 1127
PARKWAY SO. E

BREWER
395-8(79)

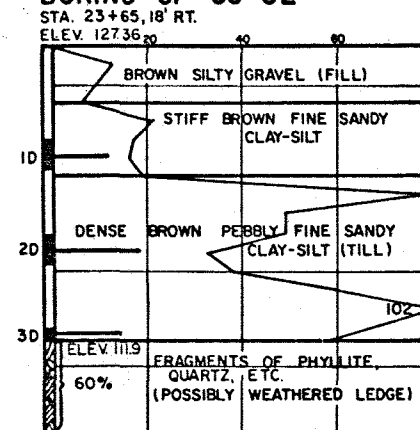
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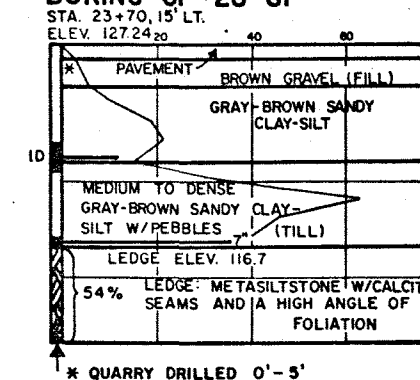
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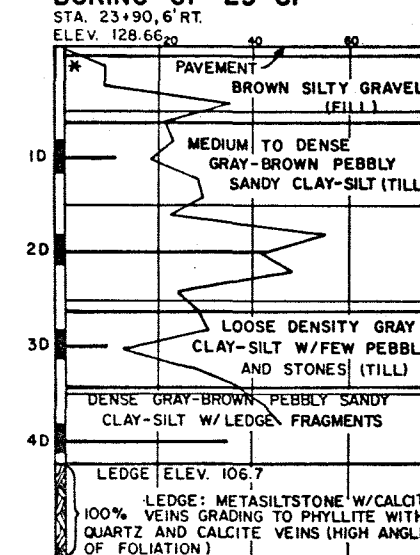
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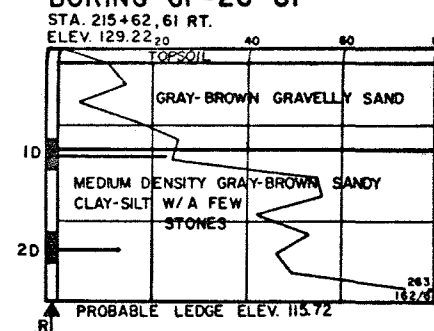
BORING GP-28-81



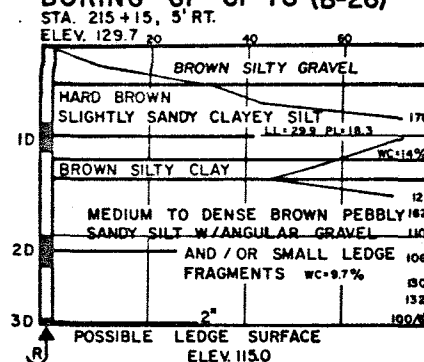
BORING GP-29-81



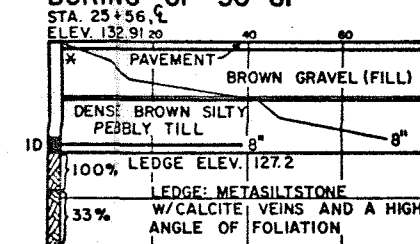
BORING GP-26-81



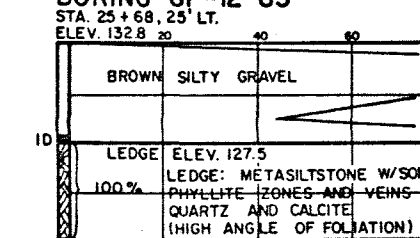
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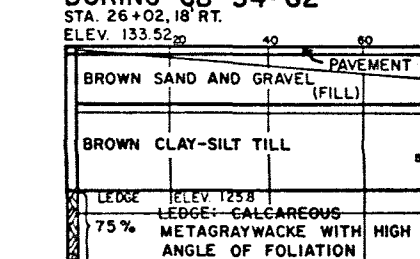
BORING GP-30-81



BORING GP-12-83



BORING CB-34-82

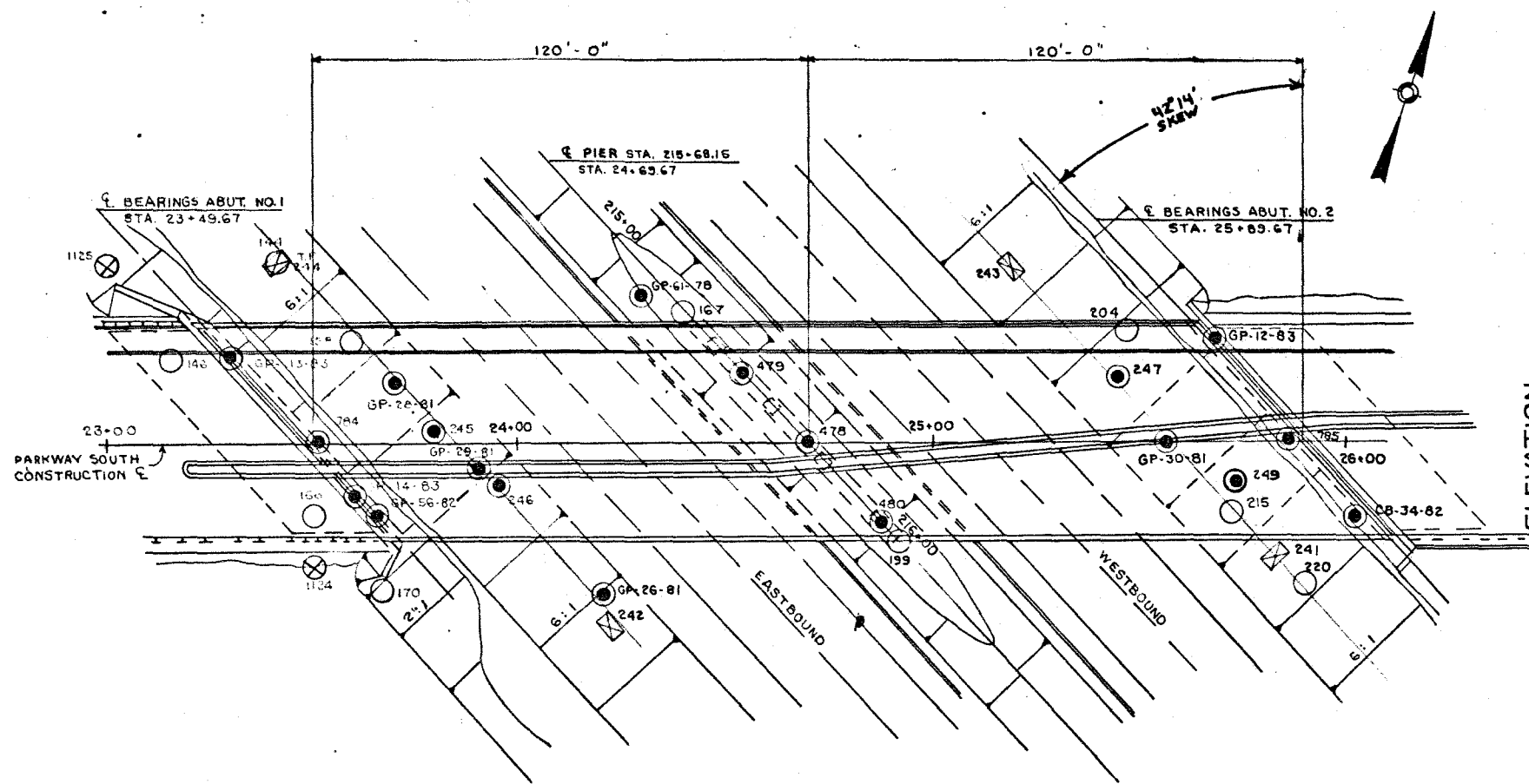


BORING NOTES

- All samples and vane are made ahead of casing
- Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow
- Location of sample or sample attempt
IDSBH Sampler #1290's
- Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow
- Bottom of boring (may not be bottom of soil strata)
- Refusal of drill rods or casing (may not be ledge)
- Locations cored by diamond bit and percent recovery of rock

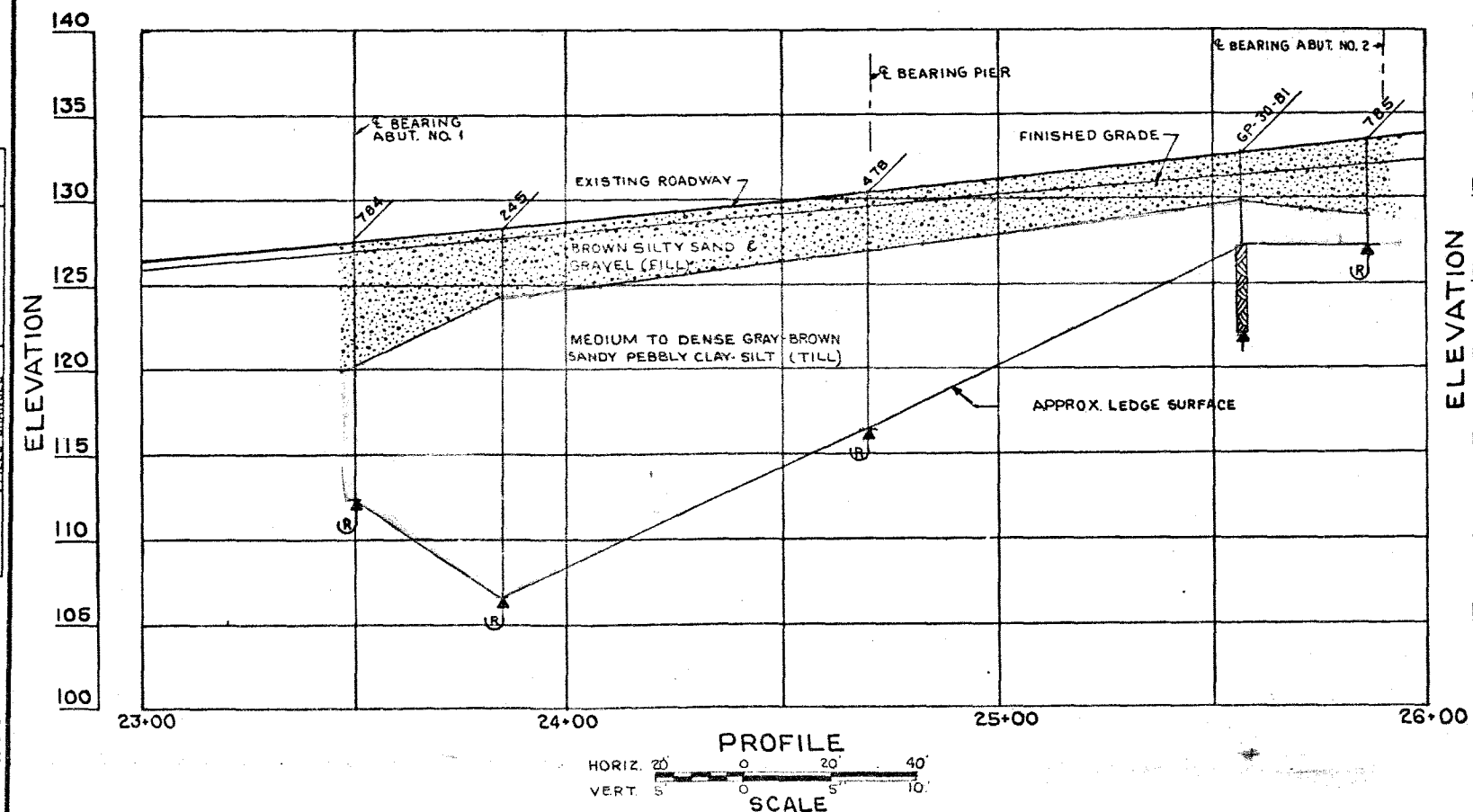
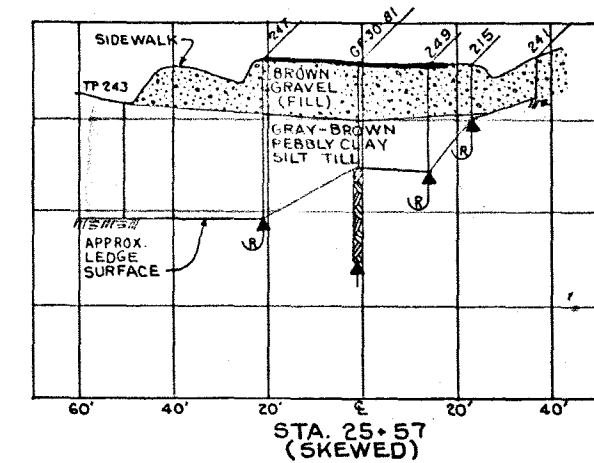
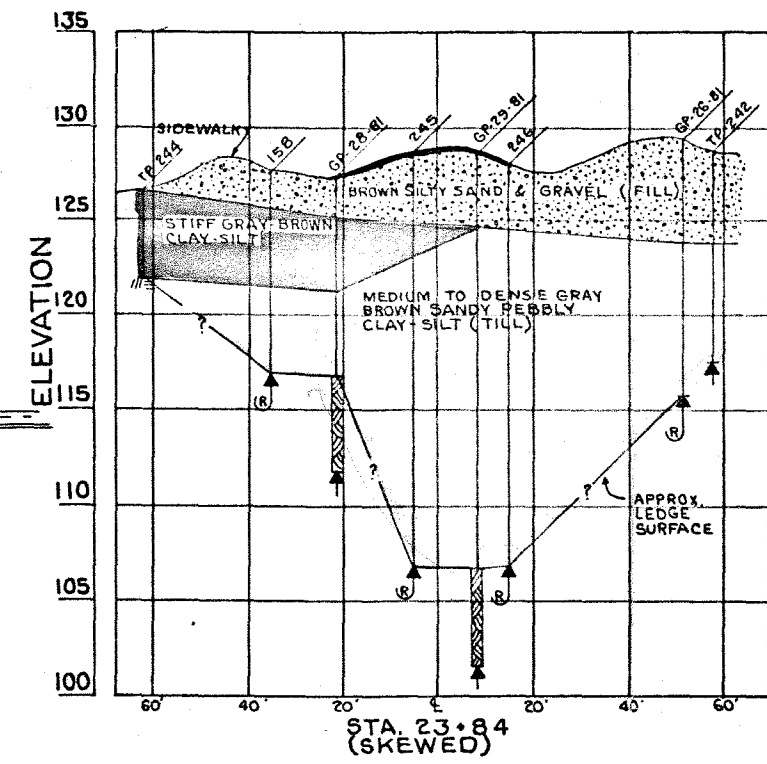
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PARKWAY SOUTH BRIDGE
OVER
I-395
IN THE CITY OF BREWER
BREWER
PENOBSCOT COUNTY
BORING DETAILS

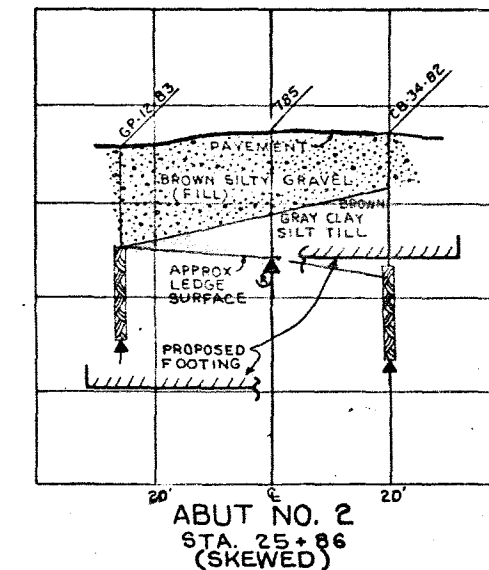
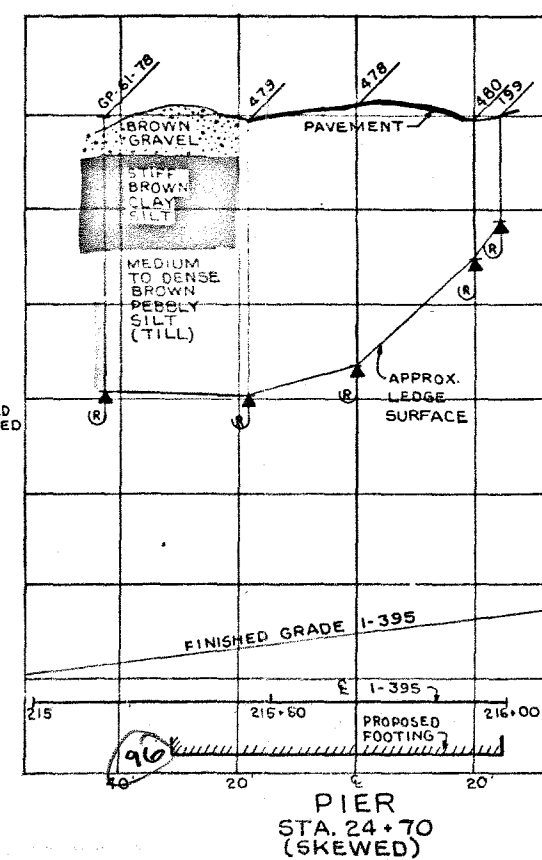
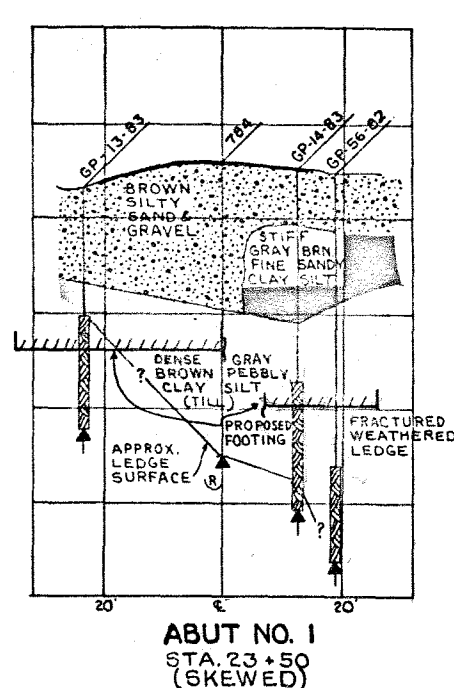


PLAN
SCALE
20' 0 20' 40'

TRANSVERSE SECTIONS



PROFILE
SCALE
HORIZ. 20' 0 20' 40'
VERT. 5' 0 5' 10'



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PARKWAY SOUTH BRIDGE
OVER
I-395
IN THE CITY OF
BREWER
PENOBSCOT COUNTY
FOUNDATION SURVEY

SHEET OF AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
BY	
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

BRUNING 44-132-45710

MAINE DEPARTMENT OF TRANSPORTATION

CHANGE OR EXTRA WORK ORDER

EXTRA WORK ORDER No. 6

PROJECT No. I-IG-395-8(84) TOWN BREWER DATE December 13, 1983

to: (Contractor) REED & REED INC. You are hereby notified:

- ☒ The following change is authorized
- ☐ The following work is to be accomplished in accordance with the provisions of your Contract

PAYMENT WILL BE MADE: ☐ AT BID PRICES ☒ AT AGREED PRICES ☐ FORCE ACCOUNT

DESCRIPTION Lower the structural concrete footing of the pier at the Parkway South structure 7 foot (new top elevation to be 98.00 maintain 3.0 foot min. thickness), and increase column height accordingly. Reinforce the top foot of the columns by spacing the top five P400's equally and splicing 3 feet of #5 bars to the vertical bars to maintain 3 inches of top cover. Place concrete fill within the excavation from excavated bottom to elevation 95.0±

This work (has) ~~(has not)~~ been accomplished.

REASON Ledge in the area of the pier was found to be severely broken. In order to provide a sound ledge foundation for the pier the bottom of the excavation tapered from 0.9 ft. over depth on the east end to 4.8 ft. over depth on the west end. This change is necessary to alleviate the over depth problem economically while maintaining structural stability and integrity.

ADDITIONAL COSTS:

52 CY CONCRETE FILL at \$ 109.31 = \$ 5684.12

Item 503.12 169 LB REINF STEEL F & D at \$.21 = \$ 35.49

Item 503.13 169 LB REINF STEEL B at \$.17 = \$ 28.73

Item 502.2302 2.14 CY CONC. PIERS at \$ 200.00 = \$ 427.61

TOTAL EXTRA COST = \$ 6176.04

Thomas A. New Resident (signed)

(signed)

Contractor (if required)

Do not write below this line — for office use only

Recommended:

John L. Cull
Asst. Division or Project Engineer ARBCB

☐ Participating ☐ Non-Participating

(signed)

(Right of Way, if required)

William J. Goulet 12/19/83
(other, if required)

Shane
Construction Engineer

Approved:

DEPARTMENT OF TRANSPORTATION

By Paul R. Stevens Date 12-20-83

Amt. available for Contingencies 0

Amt. Approved Orders to Date 22,992.26

Amt. of this Order 6,176.04

Total Amt. of all Orders 29,168.30

Balance of Contingent Fund 29,168.30

(This space for F.H.W.A. use)

APPROVED FOR FEDERAL PARTICIPATION

Paul R. Stevens
Division Administrator
Federal Highway Administration

Date JAN 9 1984

John Day Reed, Chairman
Carlton Day Reed, Jr., President
Edward L. Hunter, Treasurer

REED & REED, INC.

WOOLWICH, MAINE 04579

Area Code 207 - 443-9747



December 8, 1983

Mr. Thomas Doe
Lebanon Road
Winterport, Maine 04496

Re: Project #I-IG-395-8(84)176
Parkway South over I-395
Brewer

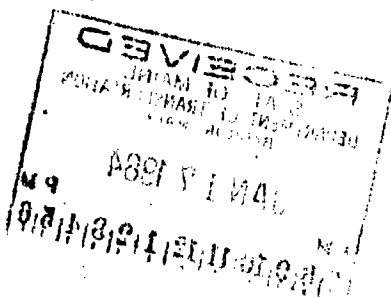
Dear Tom:

Regarding the above project, we hereby quote a price of \$109.31 for placing concrete fill in the overexcavated pier area. Any dewatering would be done on a force account basis. Our price is based on the price we quoted at MCRR over I-395 plus the cost of heated concrete.

Very truly yours,

Jackson A. Parker
Treasurer

JAP/bv



MAINE DEPARTMENT OF TRANSPORTATION

CHANGE OR EXTRA WORK ORDER

CHANGE

ORDER No. 8

PROJECT No. 1-16-395-8(84)

TOWN BREWER

DATE February 3, 1984

to: (Contractor) REED & REED INC.

You are hereby notified:

- ☒ The following change is authorized
- ☐ The following work is to be accomplished in accordance with the provisions of your Contract

PAYMENT WILL BE MADE:

☒ AT BID PRICES

☐ AT AGREED PRICES

☐ FORCE ACCOUNT

DESCRIPTION Construct abutment 1 at the Parkway South structure as shown on plan sheet 3A.

This work (has) ~~(not)~~ been accomplished.

REASON The ledge in the area of this abutment was not of the quality expected. The westerly half of the abutment overblasted between inspite of the contractors (1-16-395-8(83)) efforts. The overblast or breakage varies between 1 foot at the west end of the abutment and 4.5 feet at the centerline. There was also a span of rotten ledge just westerly of the east wingwall. The design change was necessary to maintain structural integrity and stability while increasing the height of the abutment. Additional reinforcing steel will be made up from deleted bars in the redesigned footing.

Cost of this change: add 45 cy of item 502.2101 at \$ 150.00/cy = \$ 6750.00

(signed)

Resident

(signed)

Contractor

(if required)

Do not write below this line --- for office use only

Recommended:

Asst. Division or Project Engineer A. R. C. E.

☒ Participating

☐ Non-Participating

(signed)

(Right of Way, if required)

(other, if required)

Construction Engineer

Approved:

DEPARTMENT OF TRANSPORTATION

By Robert A. Strom Date 3-10-84

Amt. available for Contingencies

Amt. Approved Orders to Date

Amt. of this Order

Total Amt. of all Orders

Balance of Contingent Fund

31,630.90

6,750.00

38,380.90

38,380.90

(This space for F.H.W.A. use)

APPROVED FOR FEDERAL PARTICIPATION

Robert R. Brandy

Division Administrator
Federal Highway Administration

FEB 27 1984

Date



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION ONE

Room 614, Federal Building
Augusta, Maine 04330

February 22, 1984
IN REPLY REFER TO:

HEC-ME

Mr. Dana F. Connors
Commissioner
Maine Department of Transportation
Augusta, Maine 04333

Dear Mr. Connors:

Subject: Employment Statistics

The third and final set of projects has been selected to provide certain employment-related information. The information provided for these and previously selected projects will enable FHWA to analyze the employment consequences of the 1982 STAA. We do not anticipate any further additions to the list. The new projects are:

I-395-8(82)
IR-000S(6)
RS-331(3)
RS-282(8)
BR/BH-250(14)
I-95-9(102)

Information received prior to March 1, 1984 will be used to produce an interim report on or about April 1, 1984. Information received after March 1 will be used for later stages of the study.

Your efforts in providing high quality employment information are appreciated.

Sincerely yours,

Robert R. Beaudry

Robert R. Beaudry
Assistant Division Administrator

