

# STATE OF MAINE DEPARTMENT OF TRANSPORTATION



## AUBURN ANDROSCOGGIN COUNTY OAKDALE BRIDGE (NB) OVER LITTLE ANDROSCOGGIN RIVER FEDERAL AID PROJECT NO. BH-1833(500) U.S. ROUTE 202, ROUTE 100/4 (WASHINGTON STREET) PROJECT LENGTH 0.17 mi. BRIDGE NO. 2625

### SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Sixth Edition 2012 with 2013 Interims.

### DESIGN LOADING

Live Load ..... HL - 93 Modified

### MATERIALS

Concrete:  
 Curbs & Transition Barriers ..... Class "LP"  
 All Other ..... Class "A"  
 Reinforcing Steel ..... ASTM A 615/A 615M, Grade 60  
 Structural Steel:  
 All Material (except as noted) ..... ASTM A 709, Grade 50W (unpainted)  
 High Strength Bolts ..... ASTM A 325, Type 3  
 Steel H-Piles ..... ASTM A572, Grade 50  
 Steel Pipe Piles ..... ASTM A252, Grade 3 (Mod.)

### BASIC DESIGN STRESSES

Concrete .....  $f'c = 4,350$  psi  
 Reinforcing Steel .....  $f_y = 60,000$  psi  
 Structural Steel:  
 ASTM A 709, Grade 50W .....  $F_y = 50,000$  psi  
 ASTM A 709, Grade 36 .....  $F_y = 36,000$  psi  
 ASTM A 325 .....  $F_u = 120,000$  psi  
 Steel H-Piles .....  $F_y = 50,000$  psi  
 Steel Pipe Piles .....  $F_y = 50,000$  psi

### MAINTENANCE OF TRAFFIC

Traffic will be maintained using a detour. Access to drives shall be maintained at all times.

### UTILITIES

Central Maine Power  
 FairPoint Communications  
 Time Warner Cable

### TRAFFIC DATA

Current (2012) AADT ..... 7410  
 Future (2032) AADT ..... 8890  
 DHV - % of AADT ..... 9%  
 Design Hourly Volume ..... 800  
 % Heavy Trucks (AADT) ..... 18%  
 % Heavy Trucks (DHV) ..... 11%  
 Directional Distribution (DHV) ..... 100%  
 18 kip Equivalent P 2.0 ..... 1106  
 18 kip Equivalent P 2.5 ..... 1053  
 Design Speed (mph) ..... 45 mph  
 Functional Class: ..... Principal Arterial

### HYDROLOGIC DATA

Drainage Area ..... 334 sq. mi.  
 Existing Waterway Opening ..... 2,218 sf  
 Proposed Waterway Opening ..... 2,786 sf  
 Existing Headwater Elev. @ Q50 ..... 199.54 ft  
 Proposed Headwater Elev. @ Q50 ..... 199.45 ft  
 Existing Freeboard @ Q50 ..... 1.13 ft  
 Proposed Freeboard @ Q50 ..... 2.55 ft  
 Existing Velocity @ Q50 ..... 5.63 ft/s  
 Proposed Velocity @ Q50 ..... 5.15 ft/s  
 Design Discharge (Q50) ..... 12,000 cfs  
 Check Discharge (Q100) ..... 14,400 cfs  
 Headwater Elevation (Q100) ..... 201.20 ft  
 Discharge Velocity (Q100) ..... 5.47 ft/s  
 Headwater Elevation (Q1.1) ..... 188.72 ft  
 Discharge Velocity (Q1.1) ..... 2.85 ft/s  
 Headwater Elevation (Q25) ..... 197.61 ft

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
	<i>[Signature]</i>	11/27/13
	COMMISSIONER	11-26-13
	CHIEF ENGINEER	

STATE OF MAINE GREGORY S. GOODRICH No. 13225 LICENSED PROFESSIONAL ENGINEER	SIGNATURE	P.E. NUMBER	DATE
<i>[Signature]</i>	13225	NOVEMBER 25, 2013	

PROJECT INFORMATION	PROGRAM	BRIDGE PROGRAM
PROJECT MANAGER	N. BENNETT	
DESIGNER	G. GOODRICH	
CONSULTANT	VHB	
PROJECT RESIDENT		
CONTRACTOR		
PROJECT COMPLETION DATE		

AUBURN  
OAKDALE BRIDGE (NB)  
TITLE SHEET

SHEET NUMBER  
**1**  
OF 49

PLANS PREPARED BY:  
**Vanasse Hangen Brustlin, Inc.**  
 Transportation Land Development Environmental Services  
 500 Southborough Drive, Suite 105B  
 South Portland, Maine 04106  
 207 889 3150 - FAX 207 253 5596

<b>PROJECT LOCATION:</b>	1.58 miles North along U.S. Route 202, Route 100/4 (Washington Street) from Exit 75 of I-95 North (0.07 miles North of Chasse Street).
<b>PROGRAM AREA:</b>	Bridge Program
<b>OUTLINE OF WORK:</b>	Bridge replacement and approach work

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 Division: Structures  
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 Date: 11/25/2013

WIN 18335.00

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.19	Removing Existing Bridge	(1400 CY)	LS
202.202	Removing Pavement Surface	886	SY
203.20	Common Excavation	1,125	CY
203.24	Common Borrow	225	CY
203.25	Granular Borrow	490	CY
205.51	Widening Existing Shoulder, Plan Quantity	125	SY
206.061	Structural Earth Excavation - Drainage Minor Structures Below Grade	30	CY
206.082	Structural Earth Excavation - Major Structures, Plan Quantity	1,535	CY
304.09	Aggregate Base Course - Crushed - Type B	1,450	CY
304.10	Aggregate Subbase Course - Gravel	2	CY
403.207	Hot Mix Asphalt, 19.0 mm Nominal Maximum Size	515	TON
403.2081	12.5 mm Polymer Modified HMA	320	TON
403.2131	12.5 mm Polymer Modified HMA Base	300	TON
409.15	Bituminous Tack Coat, Applied	545	GAL
501.231	Dynamic Loading Testing	3	EA
501.54	Steel H-Beam Piles 117 lbs/ft, Delivered	625	LF
501.541	Steel H-Beam Piles 117 lbs/ft, In Place	625	LF
501.70	Steel Pipe Piles, Delivered	370	LF
501.701	Steel Pipe Piles, In Place	370	LF
501.90	Pile Tips	16	EA
501.91	Pile Spllices	32	EA
501.92	Pile Driving Equipment Mobilization	1	LS
502.219	Structural Concrete, Abutment and Retaining Walls	(160 CY)	LS
502.239	Structural Concrete Piers	(52 CY)	LS
502.26	Structural Concrete Roadway and Sidewalk Slabs on Steel Bridges	(210 CY)	LS
502.31	Structural Concrete Approach Slab	(29 CY)	LS
502.49	Structural Concrete Curbs and Sidewalks	(27 CY)	LS
502.72	FRP Bridge Drain - Type A	2	EA
503.12	Reinforcing Steel, Fabricated and Delivered	31,000	LB
503.13	Reinforcing Steel, Placing	31,000	LB
504.702	Structural Steel Fabricated and Delivered, Welded	(306,000 LB)	LS
504.71	Structural Steel Erection	(306,000 LB)	LS
505.08	Shear Connectors	(3,723 EA)	LS
506.9105	Polyurea Elastomer Coating	1	LS
507.0811	Steel Bridge Railing, 2 Bar	(405 LF)	LS
508.14	High Performance Waterproofing Membrane	(805 SY)	LS
510.10	Special Detour, 12-Foot Roadway Width Vehicular and Ped Traffic Not Separated	1	LS
512.081	French Drains	(95 LF)	LS
514.06	Curing Box for Concrete Cylinder	1	EA
515.21	Protective Coating for Concrete Surfaces	(220 SY)	LS
523.52	Bearings Installation	5	EA
523.5401	Laminated Elastomeric Bearings, Fixed	5	EA
526.301	Temporary Concrete Barrier, Type 1	(80 LF)	LS
526.34	Permanent Concrete Transition Barrier	4	EA
605.09	6 in Underdrain Type B	103	LF
605.10	6 in Underdrain Outlet	21	LF
606.1721	Bridge Transition - Type 1	4	EA
606.23	Guardrail Type 3c - Single Rail	725	LF
606.231	Guardrail Type 3c - 15 ft Radius and Less	12.5	LF
606.232	Guardrail Type 3c - 15 ft Radius and More	50	LF
606.258	Cable Releasing Terminal Anchorage	2	EA
606.2602	Terminal End - Trailing End	3	EA
606.353	Reflectorized Flexible Guardrail Marker	12	EA
606.79	Guardrail 350 Flared Terminal	1	EA
607.25	Remove and Reset Chain Link Fence	90	LF
610.08	Plain Riprap	880	CY
610.18	Stone Ditch Protection	5	CY
613.319	Erosion Control Blanket	40	SY
615.0701	Loam - Plan Quantity	82	CY
618.1301	Seeding Method Number 1, Plan Quantity	2	UNIT
618.1411	Seeding Method Number 3, Plan Quantity	10	UNIT
618.15	Temporary Seeding	36	LB
619.1201	Mulch, Plan Quantity	12	UNIT
619.1401	Erosion Control Mix	82	CY
620.58	Erosion Control Geotextile	1,125	SY
627.733	4" White or Yellow Painted Pavement Marking Line	2,625	LF
629.05	Hand Labor, Straight Time	80	HR
631.12	All Purpose Excavator (Including Operator)	80	HR
631.14	Grader (Including Operator)	20	HR
631.15	Roller, Earth and Base Course (Including Operator)	20	HR
631.172	Truck - Large (Including Operator)	40	HR
637.071	Dust Control	1	LS
639.18	Field Office, Type A	1	EA
645.106	Demount Regulatory, Warning, Confirmation and Route Marker Assembly Sign	5	EA
645.108	Demount Pole	10	EA
645.271	Regulatory, Warning, Confirmation and Route Assembly Sign, Type 1	17	SF
645.292	Regulatory, Warning, Confirmation and Route Marker Assembly Signs Type II	35	SF
645.301	Demountable Reflectorized Delineator, Single	3	EA
645.306	Flexible Reflectorized Delineator	230	EA
652.30	Flashing Arrow	2	EA
652.312	Type III Barricades	6	EA
652.32	Battery Operated Light	44	EA
652.33	Drum	130	EA
652.342	42 Inch Cone	25	EA
652.35	Construction Signs	727	SF
652.361	Maintenance of Traffic Control Devices	(180 Days)	LS
652.38	Flaggers	100	HR
652.381	Traffic Officers	50	HR
652.41	Portable-Changeable Message Sign	2	EA
656.75	Temporary Soil Erosion and Water Pollution Control	1	LS
659.10	Mobilization	1	LS

**GENERAL CONSTRUCTION NOTES**

- During construction, the road will be closed to traffic for a time period specified in the Special Provisions.
- For easements, construction limits and right of way lines, refer to Right of Way Map.
- 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.
- All utility facilities shall be adjusted by the respective utilities unless otherwise noted.
- Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.
- 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.
- All embankment material behind abutments and wingwalls, except as otherwise shown, shall be Granular Borrow meeting the requirements of Subsection 703.19, Material for Underwater Backfill.
- Construct the riprap shelf sloping from EL. 200 to EL. 199 (east to west) for Abutment No. 1 and EL 200 for Abutment No. 2.
- Loam shall be placed to a nominal depth of 4 inches in lawn areas and 2 inches in all other areas unless otherwise noted or directed by the Resident.
- 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 Item No. 619.1401, Erosion Control Mix.
- Place a 24-in. wide strip of Temporary Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.
- An NCHRP350 compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.
- Extended-use 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, where it is apparent that runoff will cause continual erosion. Payment will be made under the appropriate Contract items.
- Protective Coating for Concrete Surfaces shall be applied to the following areas:  
All exposed surfaces of concrete curbs  
Fascias down to the drip notch,  
All exposed surfaces of Concrete Transition Barriers
- Driveway fill side slopes shall be the same as the non-guardrail fill slopes unless otherwise noted on the plans.
- All waste material not used on the project shall be disposed of off the project in waste areas approved by the resident.
- Existing inslopes steeper than 2:1 in proposed fill areas shall be benched.
- All existing guardrail shall be removed and become the property of the contractor. All cost for removal of the existing guardrail shall be incidental to Item 203.20, Common Excavation.
- Two reflectorized flexible guardrail markers will be installed at each guardrail end. A delineator post will be installed at each underdrain outlet and at the end of each section of bituminous curb.
- Saw cut existing pavement at all drives. Cost to be incidental to the project.
- Paved drive entrances shall be constructed with 3 inches hot mix asphalt and 12 inches of aggregate subbase course-crushed.
- The contractor will be responsible for maintaining all existing mailboxes to ensure that the mail will be deliverable. No separate payment will be made for this work. It shall be considered incidental to the contract.

**GENERAL CONSTRUCTION NOTES (CONT.)**

- Project information referred to below may be accessed at the following MaineDOT web address: [http://www.maine.gov/mdot/contractors/\\*project/b1](http://www.maine.gov/mdot/contractors/*project/b1).  
a. 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.  
b. The hydrologic report of the bridge site may be accessed at the MaineDOT web address. The hydrologic report is 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.  
c. The project geotechnical report titled: Geotechnical Design Report for the replacement of Oakdale Bridge Northbound over Little Androscoggin River, US Route 202 and State Routes 100 and 4 Auburn, Maine. Soils Report No. 2013-21, July 24, 2013 may be accessed at the MaineDOT web address.
- 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.
- 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.
- The Contractor shall submit a Bridge Demolition Plan to the Resident at least 10 business days prior to the start of demolition work. The plan shall outline the methods and equipment to be used to remove and dispose of all materials included in the existing bridge. No work related to the removal of the bridge shall be undertaken by the Contractor until MaineDOT has reviewed the Bridge Demolition Plan for appropriateness and completeness. Payment for all work necessary for developing, submitting and finalizing the Demolition Plan will be considered incidental to the bridge removal pay item. The existing bridge substructure shall be removed 3 feet below finished grade or in its entirety if it interferes with constructing the proposed substructure and plain riprap.
- The Maine Department of Environmental Protection (MDEP) has found evidence of petroleum-related soil contamination along the proposed project. Maine Department of Transportation (MaineDOT) performed environmental borings at numerous locations between MaineDOT stations 109+75 to roughly MaineDOT station 114+00 right and left of center and did not detect obvious indications of subsurface contamination in the right-of-way. However, in light of MDEP's and MaineDOT's findings, the contractor shall employ appropriate health and safety measures to protect its workers against hazards associated with working near petroleum-impacted soils. Furthermore, the Contractor shall remain alert for any additionally evidence of contamination. If the Contractor encounters evidence of soil or groundwater contamination, the Contractor shall secure the excavation, stop work in the contaminated area, and immediately notify the Resident. The Resident shall contact the Hydrogeologist in MDOT's Environmental Office at 207-624-3100 and the Maine Department of Environmental Protection at 800-482-0777. Work may only continue with authorization from the Resident.
- Lawn areas shall use Seeding Method Number 1. All other areas unless otherwise noted or directed by the Resident shall use Seeding Method Number 3.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		BH-1833(500)		WIN		BRIDGE NO. 2625		BRIDGE PLANS	
OAKDALE BRIDGE (NB)		LITTLE ANDROSCOGGIN RIVER		AUBURN		ANDROSCOGGIN COUNTY		QUANTITIES & NOTES		SHEET NUMBER	
PROJ. MANAGER	#PROJ/MANAGER	BY	DATE	DESIGN DETAILED	GSC	CHECKED-REVIEWED	CLC	DESIGNS DETAILED	---	REVISIONS 1	---
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									---	REVISIONS 3	---
									---	REVISIONS 4	---
									---	FIELD CHANGES	---
2											
OF 49											

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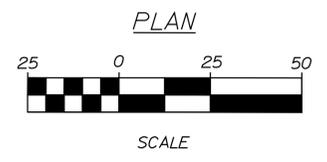
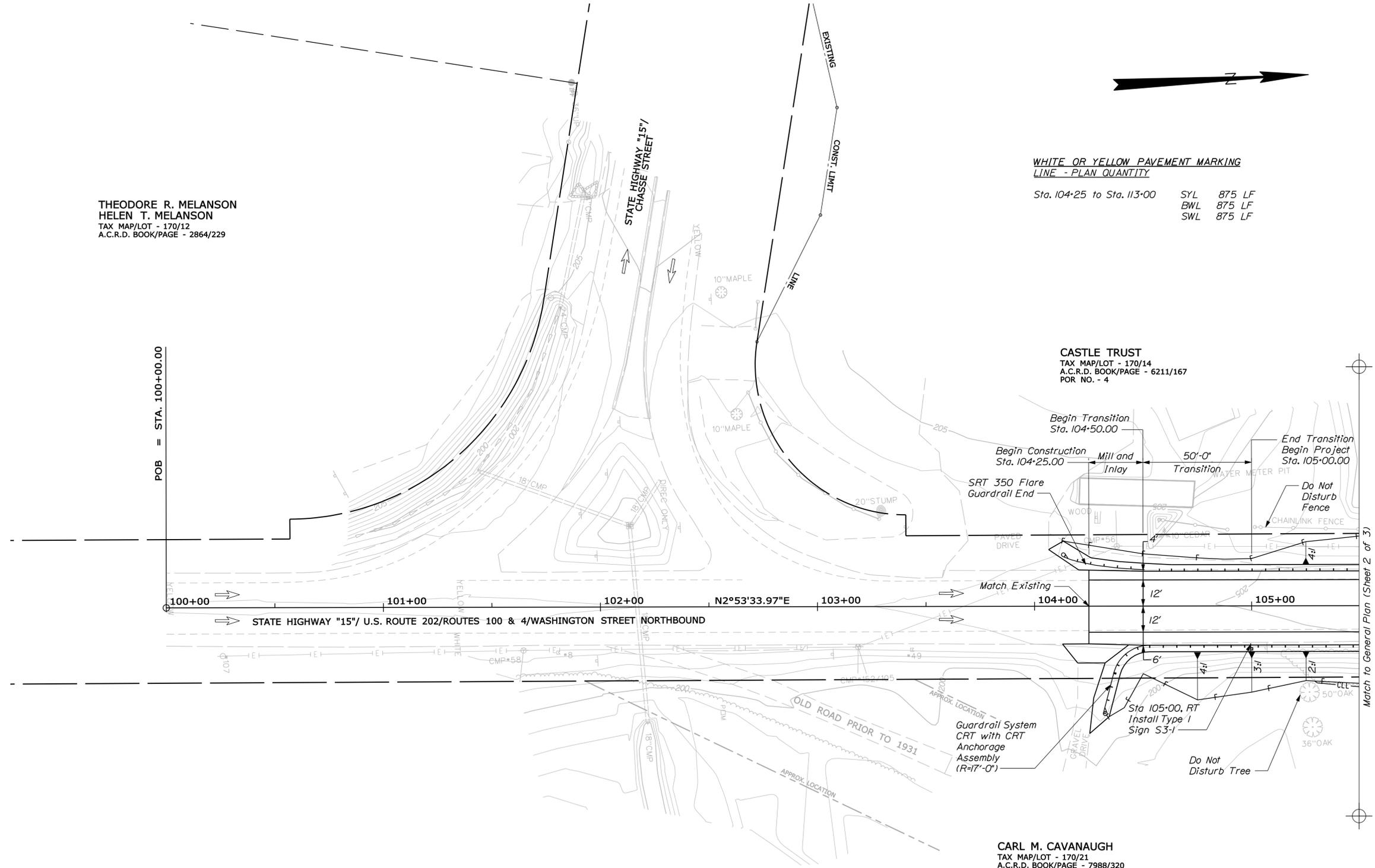
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THEODORE R. MELANSON  
HELEN T. MELANSON  
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A.C.R.D. BOOK/PAGE - 2864/229

WHITE OR YELLOW PAVEMENT MARKING  
LINE - PLAN QUANTITY  
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BWL 875 LF  
SWL 875 LF

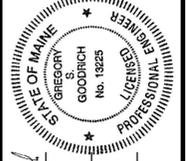
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POR NO. - 4

CARL M. CAVANAUGH  
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A.C.R.D. BOOK/PAGE - 7988/320  
POR NO. - 5



VERTICAL DATUM NAVD88

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)  
WIN  
18335.00  
BRIDGE NO. 2625  
BRIDGE PLANS



SIGNATURE  
P.E. NUMBER  
DATE

DATE	BY	PROJ. MANAGER	DESIGN CHECKED	DESIGN REVIEWED	DESIGN DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
12/16/13	B.M.	G. GOODRICH	M.B.R.	C.S.G.						
12/16/13	C.S.G.									

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN  
ANDROSCOGGIN COUNTY  
GENERAL PLAN (1 OF 3)

SHEET NUMBER  
3  
OF 49

Date: 12/15/2013

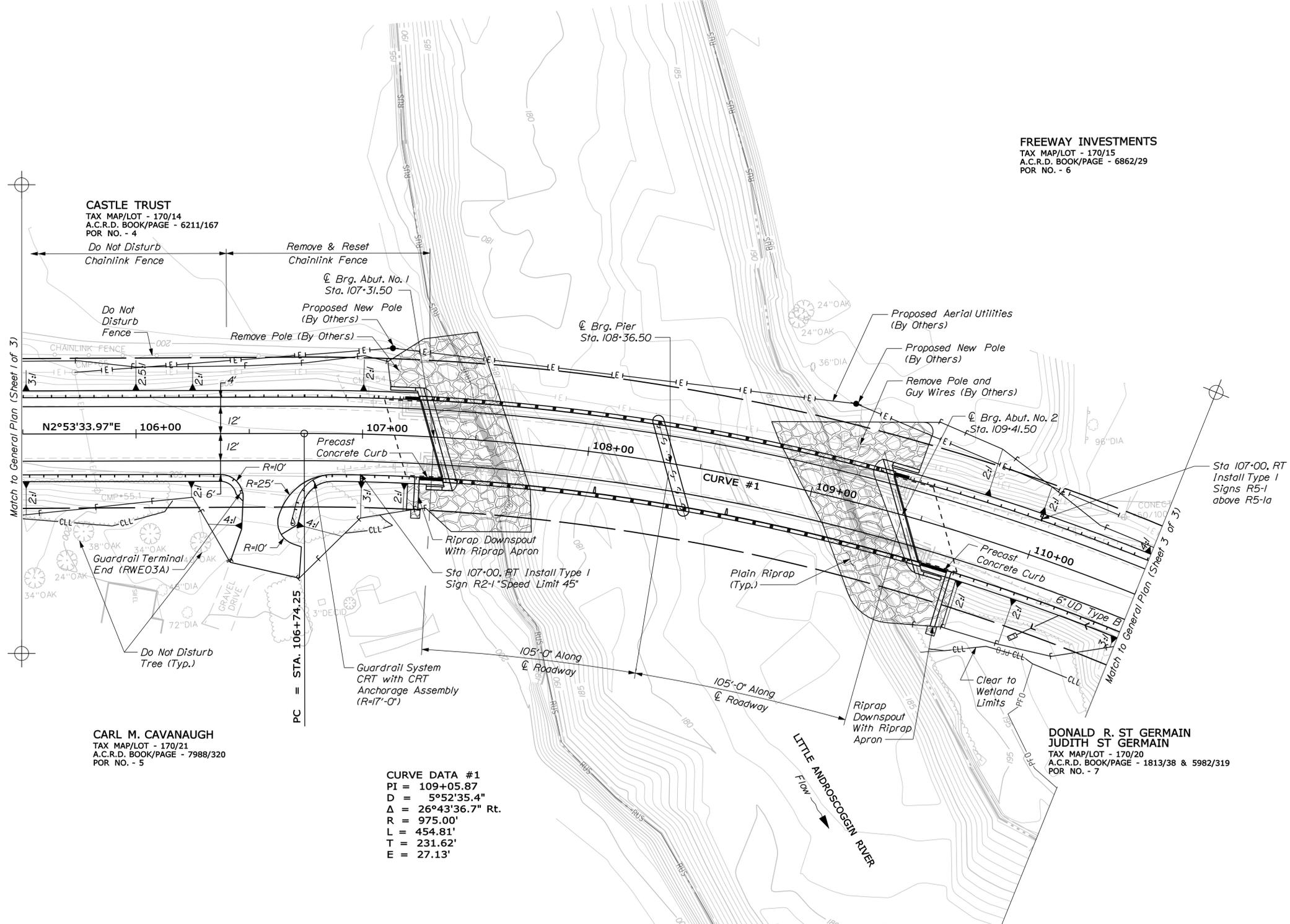
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**FREEWAY INVESTMENTS**  
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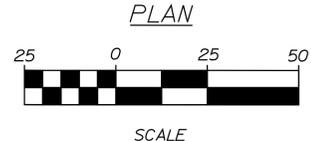


**CASTLE TRUST**  
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POR NO. - 4

**CARL M. CAVANAUGH**  
TAX MAP/LOT - 170/21  
A.C.R.D. BOOK/PAGE - 7988/320  
POR NO. - 5

**DONALD R. ST GERMAIN**  
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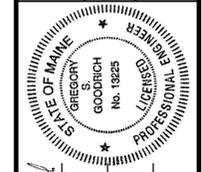
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Δ = 26°43'36.7" Rt.  
R = 975.00'  
L = 454.81'  
T = 231.62'  
E = 27.13'



PLAN

VERTICAL DATUM NAVD88

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)  
BRIDGE NO. 2625  
WIN  
18335.00  
BRIDGE PLANS



*Gregory S. Goodrich*  
SIGNATURE  
12/25  
P.E. NUMBER  
18225  
DATE  
DECEMBER 6, 2013

PROJ. MANAGER	DATE	BY	REVISIONS	FIELD CHANGES
G. GOODRICH	12/13/13	B.M.	DESIGN DETAILED	
	12/16/13	C.S.G.	CHECKED-REVIEWED	
			DESIGN DET AILED	
			DESIGN DET AILED	
			REVISIONS 1	
			REVISIONS 2	
			REVISIONS 3	
			REVISIONS 4	

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN  
ANDROSCOGGIN COUNTY  
GENERAL PLAN (2 OF 3)

SHEET NUMBER

4

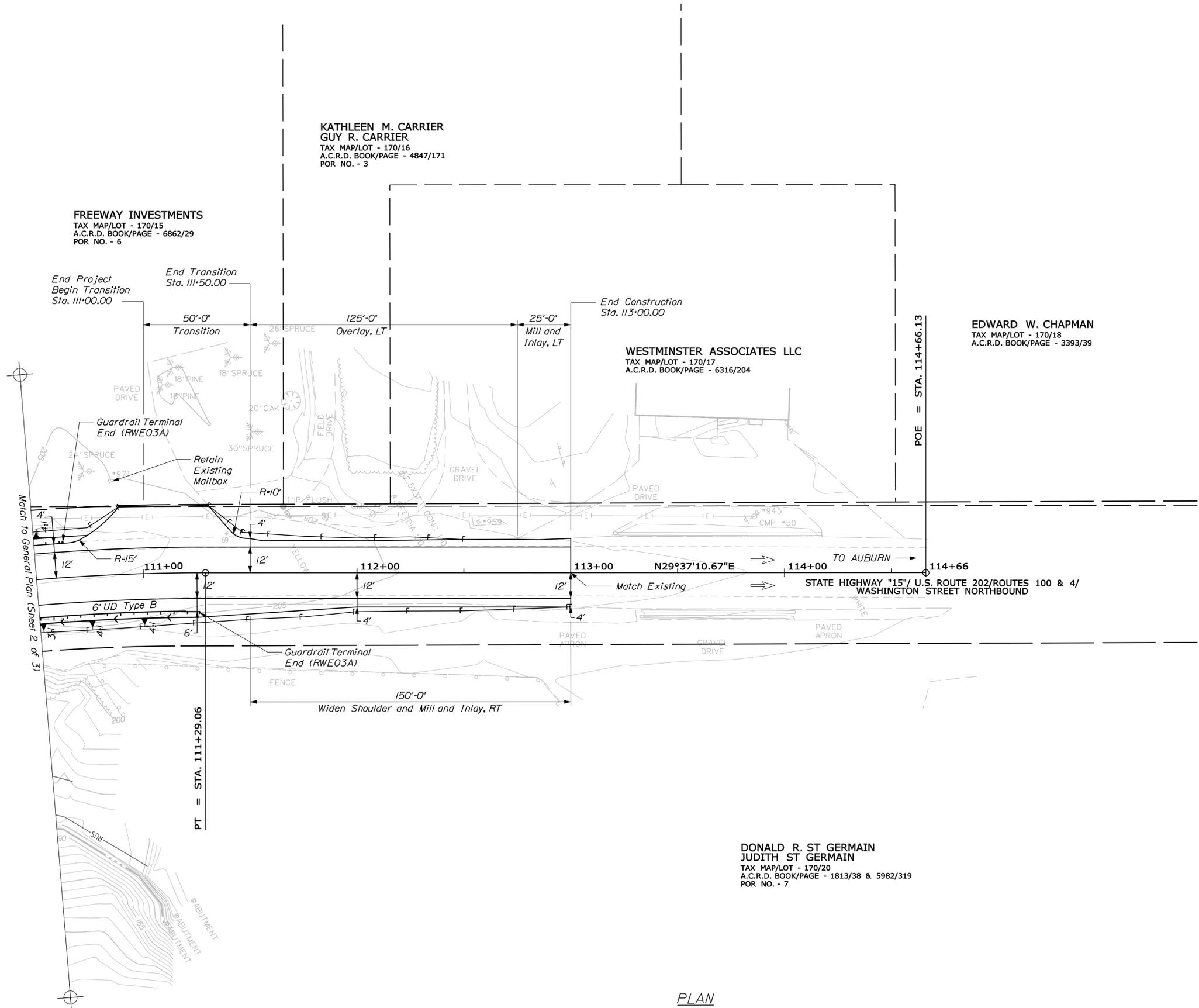
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Division: Structures

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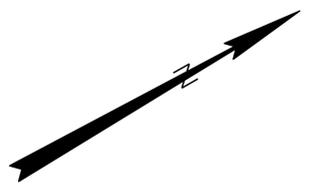
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 GUY R. CARRIER  
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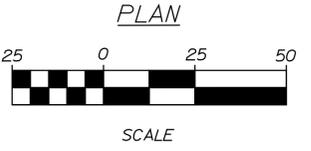
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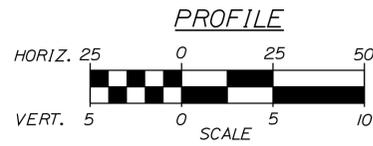
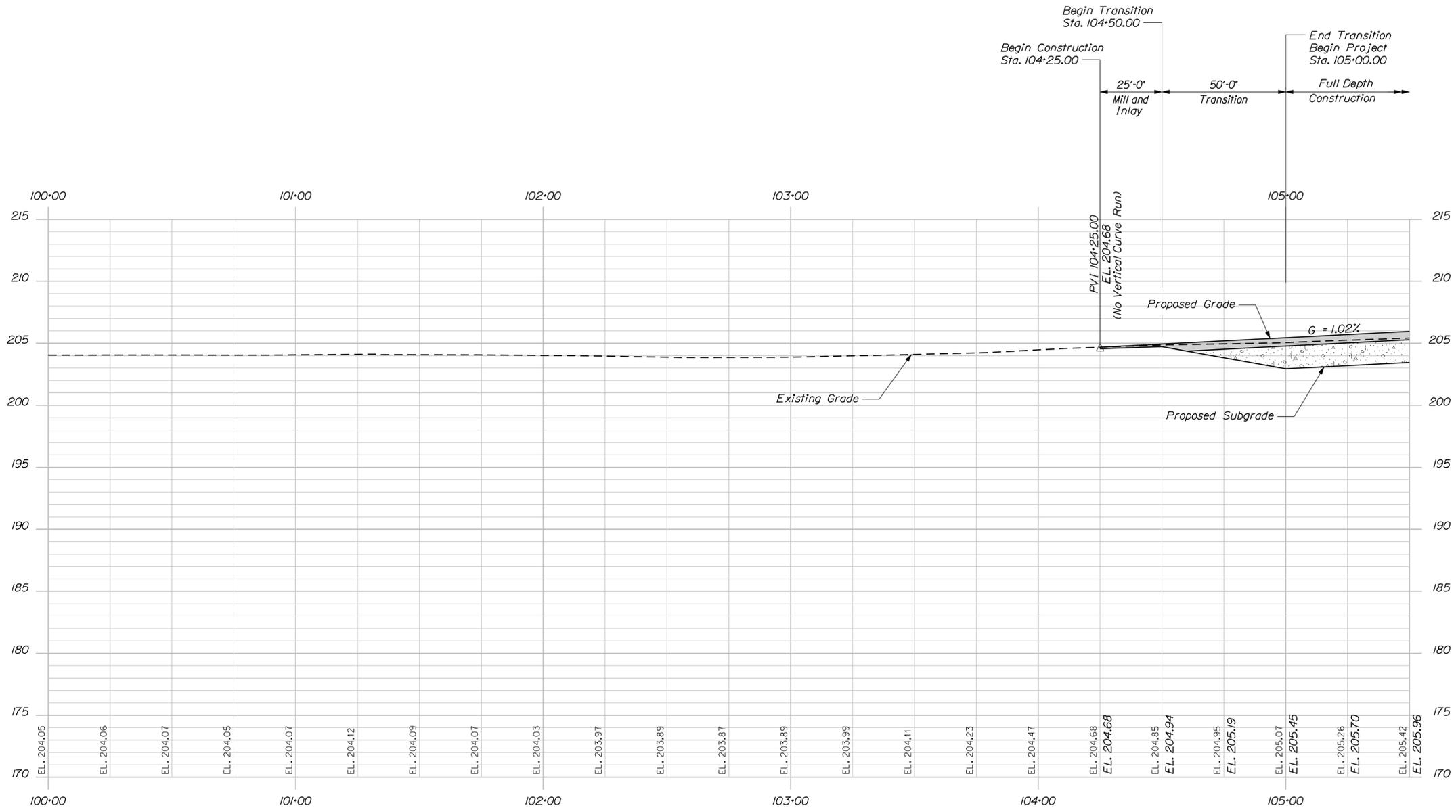
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 JUDITH ST GERMAIN  
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VERTICAL DATUM NAVD88

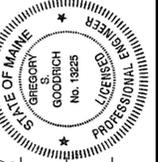


STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1833(500)		BRIDGE NO. 2625	WIN 18335.00	BRIDGE PLANS
OAKDALE BRIDGE (NB) LITTLE ANDROSCOGGIN RIVER AUBURN ANDROSCOGGIN COUNTY		GENERAL PLAN (3 OF 3)		SHEET NUMBER <b>5</b> OF 49		
PROJ. MANAGER G. GOODRICH		DATE 12/16/13		SIGNATURE GREGORY S. GOODRICH No. 18225 LICENSED PROFESSIONAL ENGINEER		
DESIGN-DETAILED MIR		BY CSG		P.E. NUMBER 13225		
CHECKED-REVIEWED CIC		DATE 12/16/13		DATE DECEMBER 6, 2013		
DESIGN-DETAILED ---		---		---		
REVISIONS 1 ---		---		---		
REVISIONS 2 ---		---		---		
REVISIONS 3 ---		---		---		
REVISIONS 4 ---		---		---		
FIELD CHANGES ---		---		---		



VERTICAL DATUM NAVD88

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)  
WIN  
18335.00  
BRIDGE NO. 2625  
BRIDGE PLANS



*Gregory S. Goodrich*  
SIGNATURE  
13225  
P.E. NUMBER  
DECEMBER 6, 2013  
DATE

PROJ. MANAGER	DATE	BY
G. GOODRICH	12/13/13	B.M.
DESIGN-DETAILED	12/13/13	C.S.G.
CHECKED-REVIEWED		
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN ANDROSCOGGIN COUNTY  
PROFILE (1 OF 3)

SHEET NUMBER

6

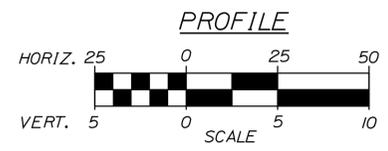
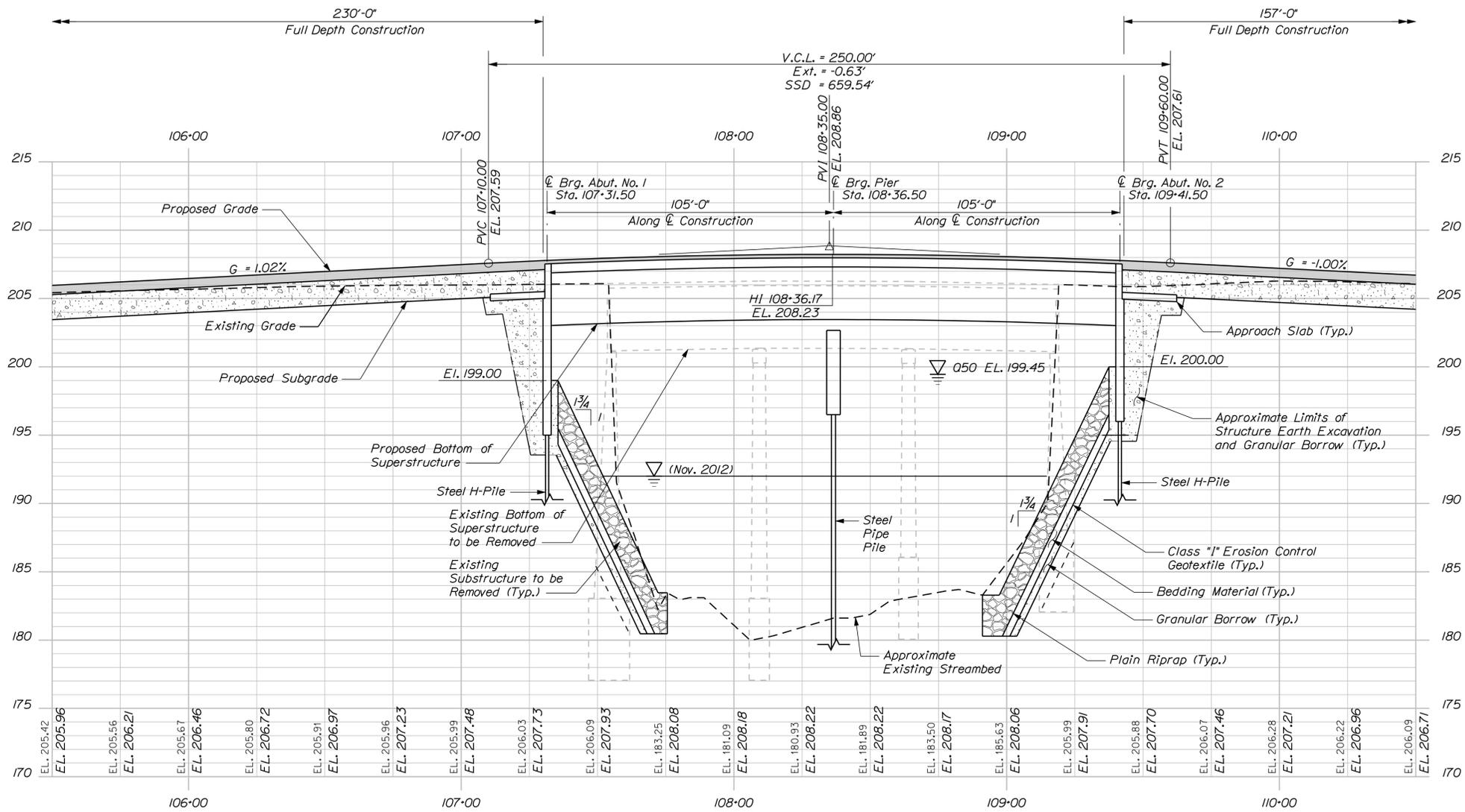
OF 49

Date: 12/15/2013

Username: bmasse

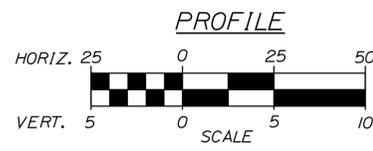
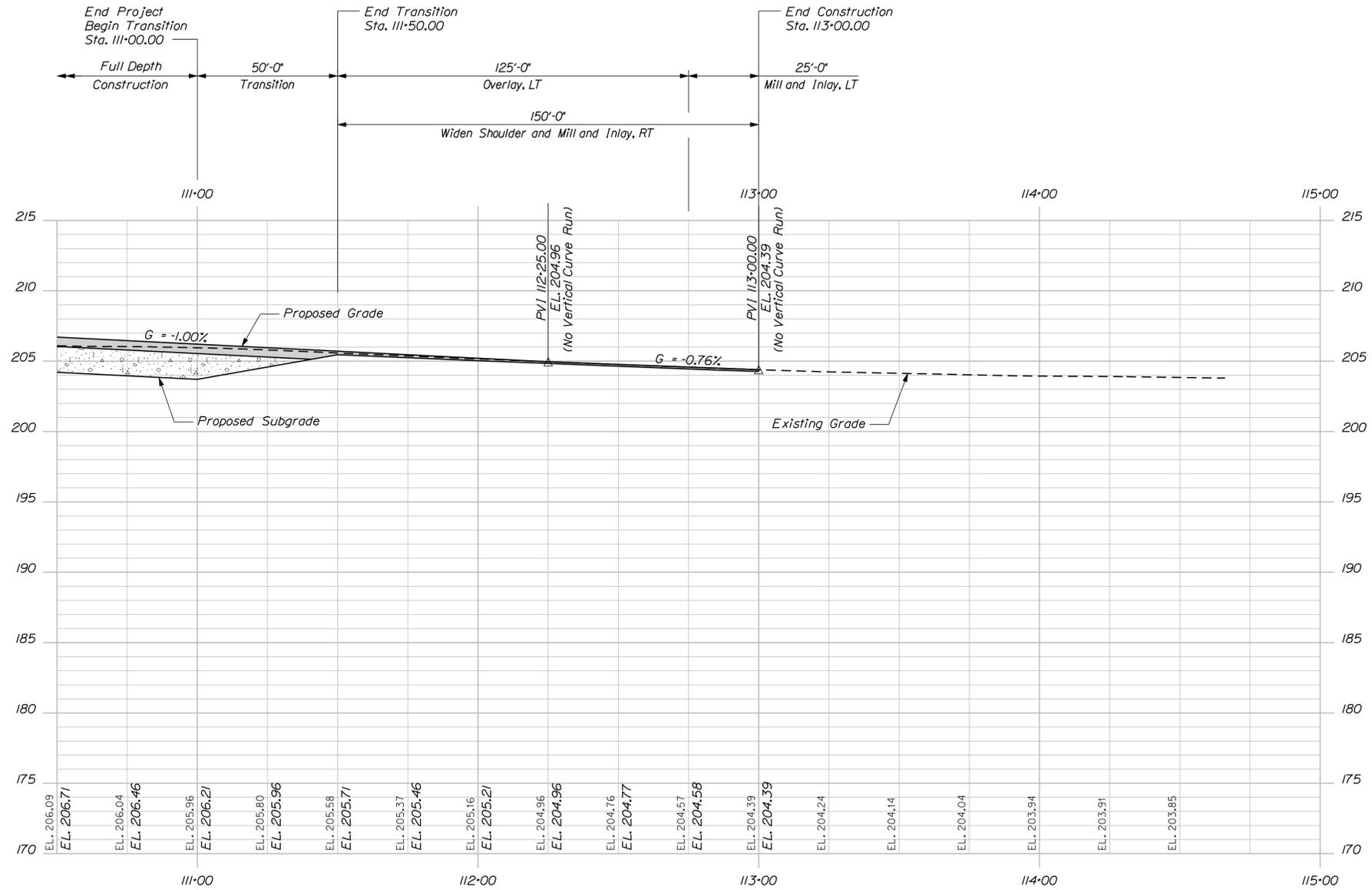
Division: Structures

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VERTICAL DATUM NAVD88

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BH-1833(500)		BRIDGE NO. 2625 WIN 18335.00	BRIDGE PLANS
		SIGNATURE GREGORY S. GOODRICH No. 18225 12/25 P.E. NUMBER DATE DECEMBER 6, 2013	DATE 12/13/13
			BY GSG
PROJ. MANAGER G. GOODRICH	CHECKED-REVIEWED MIR GSG	DESIGN-DETAILED GSG	DESIGN-REVIEWED GSG
DESIGN-DETAILED GSG	DESIGN-REVIEWED GSG	DESIGN-DETAILED GSG	DESIGN-REVIEWED GSG
REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4
FIELD CHANGES			
OAKDALE BRIDGE (NB) LITTLE ANDROSCOGGIN RIVER AUBURN ANDROSCOGGIN COUNTY		PROFILE (2 OF 3)	
SHEET NUMBER		7	
		OF 49	



VERTICAL DATUM NAVD88

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1833(500)	
BRIDGE NO. 2625		WIN 18335.00	
BRIDGE PLANS			
		SIGNATURE 13225	
P.E. NUMBER 13225		DATE DECEMBER 6, 2013	
REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES			
OAKDALE BRIDGE (NB) LITTLE ANDROSCOGGIN RIVER AUBURN ANDROSCOGGIN COUNTY			
PROFILE (3 OF 3)			
SHEET NUMBER <span style="font-size: 2em;">8</span>			
OF 49			

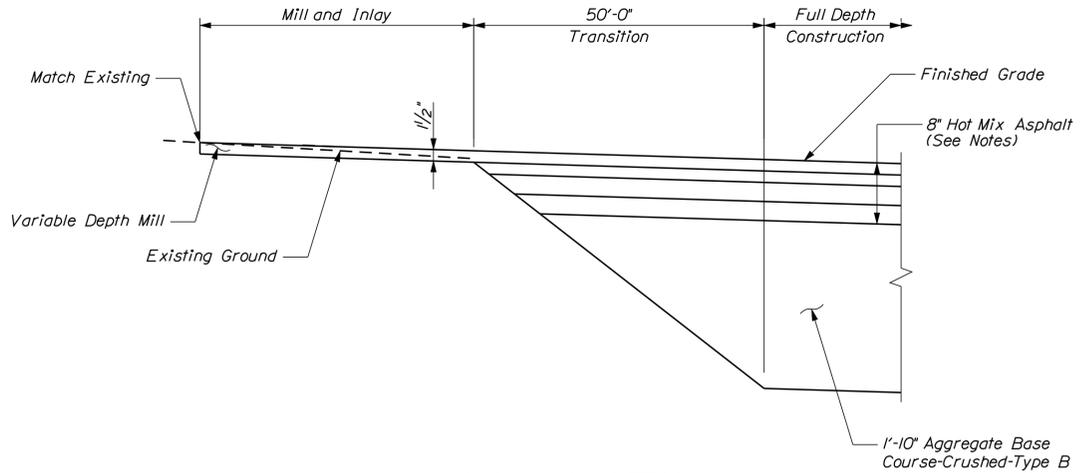
Date: 12/15/2013

Username: bmasse

Division: Structures

Filename: ... \cod\ve\planset\009\_Typical.dgn

SUPERELEVATION TABLE				
Left Shoulder %	Left Travelway %	Station	Right Travelway %	Right Shoulder %
-2.26	-2.20	104+25.00	-2.84	-2.31
		104+35.00	-2.42	-3.16
		104+45.00		
-4.00	-2.00	105+00.00	-2.00	-4.00
	0.00	105+53.33		
	+2.00	106+07.00		
	+3.25	106+40.00	-3.25	
-1.29	+4.00	106+60.00	-4.00	
+4.14	+5.50	107+00.00		
+5.50	+5.50	107+10.00	-5.50	-5.50
		to		
		109+50.00		
-2.50	+5.50	110+10.00		
		to		
		111+00.00		
	+4.00	111+36.81	-4.00	
	+2.00	111+85.89		
-4.00	0.00	112+34.97	-2.00	-4.00
	-2.04	112+85.00		
-2.65	-2.65	113+00.00	-1.33	-1.33



MILL AND INLAY DETAIL

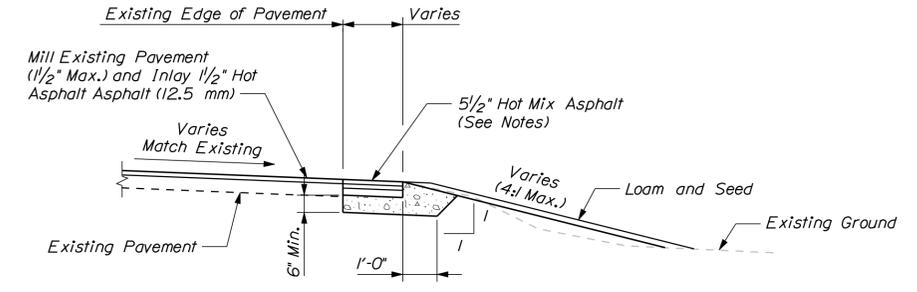
- Notes**
1. See Special Provision Section 40.3 Hot Mix Asphalt Overlay for mixture information (polymer modified PGAB).
  2. Tack coat shall be applied at the rate of 0.025 gal/sy between intermediate courses.
  3. The pavement, base and subbase depths as shown on the plans are intended to be nominal.
  4. When superelevation exceeds the slope of the low side shoulder, the low side shoulders pavement shall have the same slope as the travelway.
  5. The algebraic difference between shoulder and travel lane cross slope "rollover" shall not exceed 8%.
  6. Crowns for both normal and superelevation sections for all courses of subbase and pavement shall be straight.
  7. The stationing shown under each typical is approximate.
  8. Hot Mix Asphalt shall be placed as follows:

**Travel Lanes**  
 Wearing Surface: 1 1/2" (12.5 mm)  
 Base Course: 1 1/2" (12.5 mm)  
 Base Course: 2 lifts of 2 1/2" (19.0 mm)

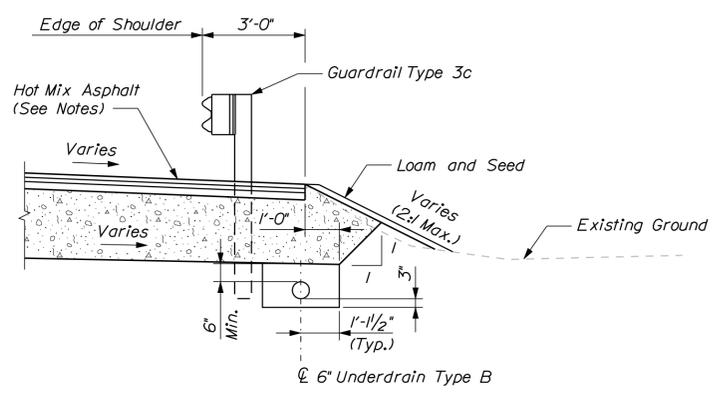
**Left Shoulder**  
 Wearing Surface: 1 1/2" (12.5 mm)  
 Base Course: 1 1/2" (12.5 mm)

**Right Shoulder**  
 Wearing Surface: 1 1/2" (12.5 mm)  
 Base Course: 1 1/2" (12.5 mm)  
 Base Course: 2 1/2" (19.0 mm)

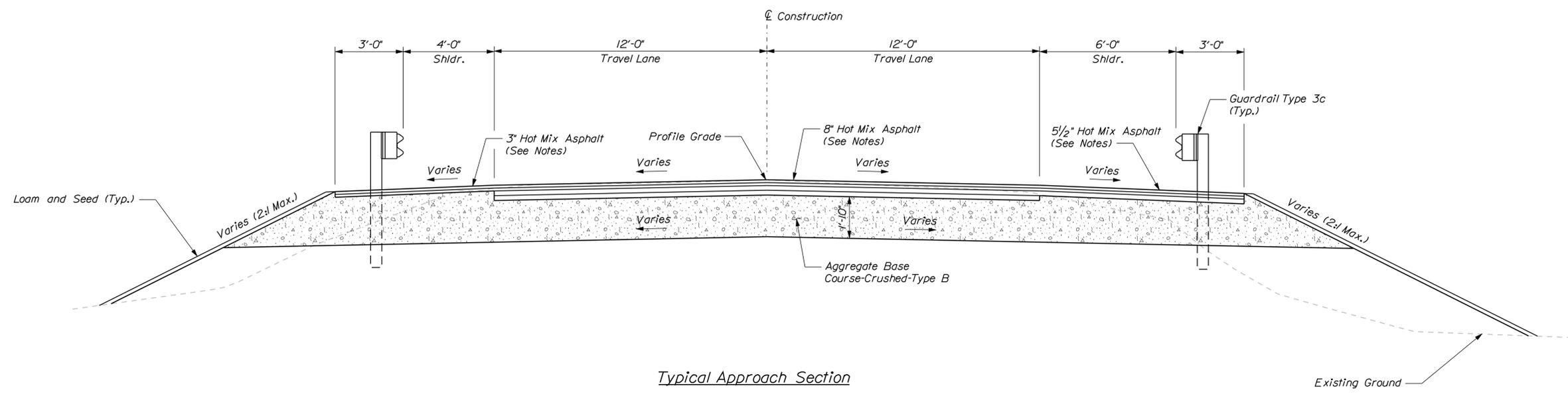
**Drives**  
 Wearing Surface: 1 1/2" (12.5 mm)  
 Base Course: 1 1/2" (12.5 mm)  
 or  
 3" Aggregate Subbase Course - Gravel



Widened Shoulder Detail  
 Sta. 111+25 to Sta. 113+00 RT



Typical Underdrain Detail  
 Sta. 110+25 to Sta. 113+25 RT



Typical Approach Section

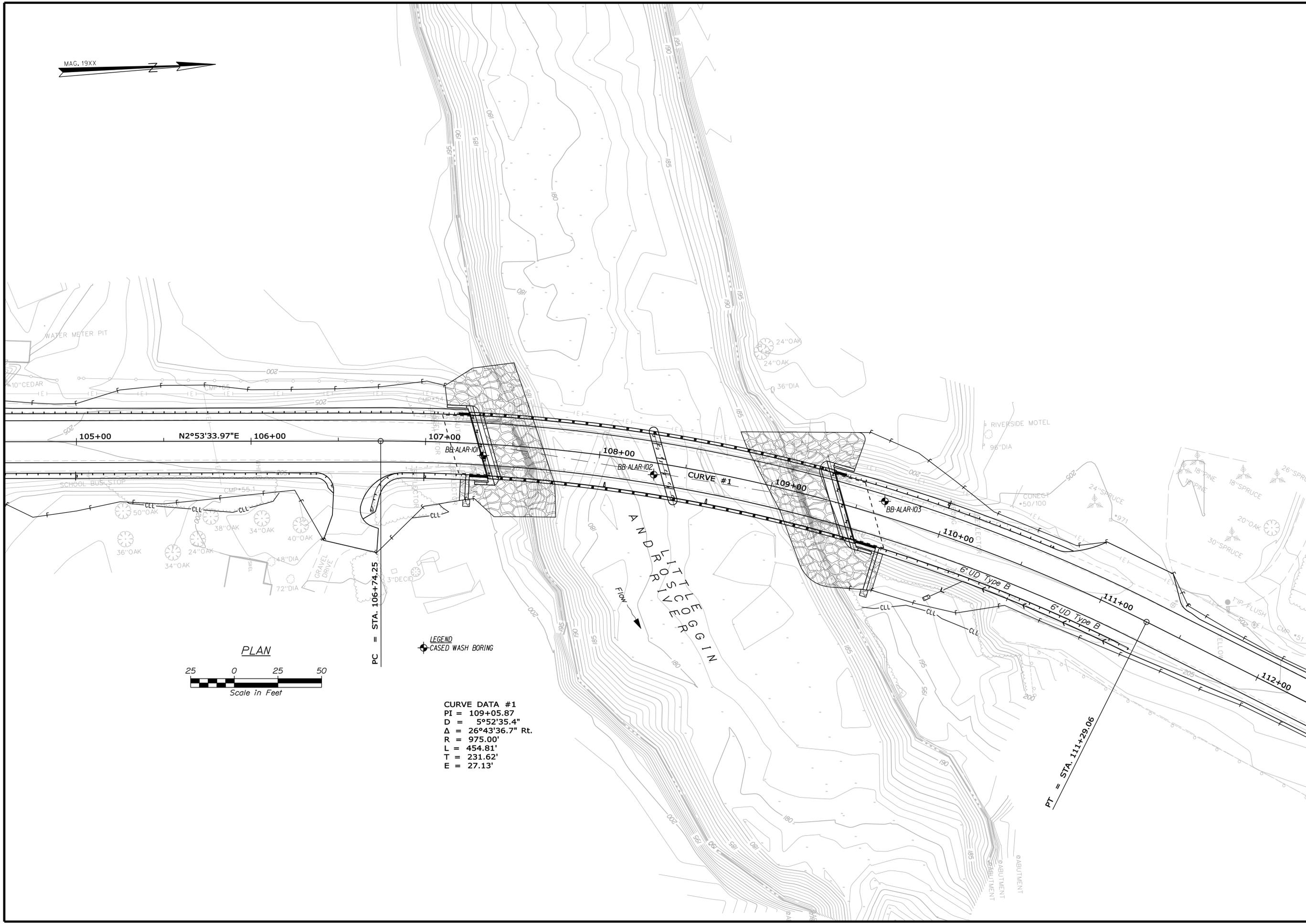
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1833(500)		BRIDGE NO. 2625		WIN 18335.00		BRIDGE PLANS	
		SIGNATURE		P.E. NUMBER		DATE			
		DATE		DATE		DATE			
PROJ. MANAGER	G. GOODRICH	CHECKED-REVIEWED	MIR	DESIGNED-DETAILED	...	REVISIONS 1	...	REVISIONS 2	...
DESIGN-DETAILED	...	CHECKED-REVIEWED	CLC	DESIGNED-DETAILED	...	REVISIONS 3	...	REVISIONS 4	...
BY	BAM	DATE	12/16/13	DATE	12/16/13	DATE	...	DATE	...
OAKDALE BRIDGE (NB) LITTLE ANDROSCOGGIN RIVER AUBURN ANDROSCOGGIN COUNTY TYPICAL SECTION									
SHEET NUMBER <b>9</b> OF 49									

Date: 12/15/2013

Username: bmasse

Division: Structures

Filename: ... \cod\st\planset\010\_BLP1.dgn



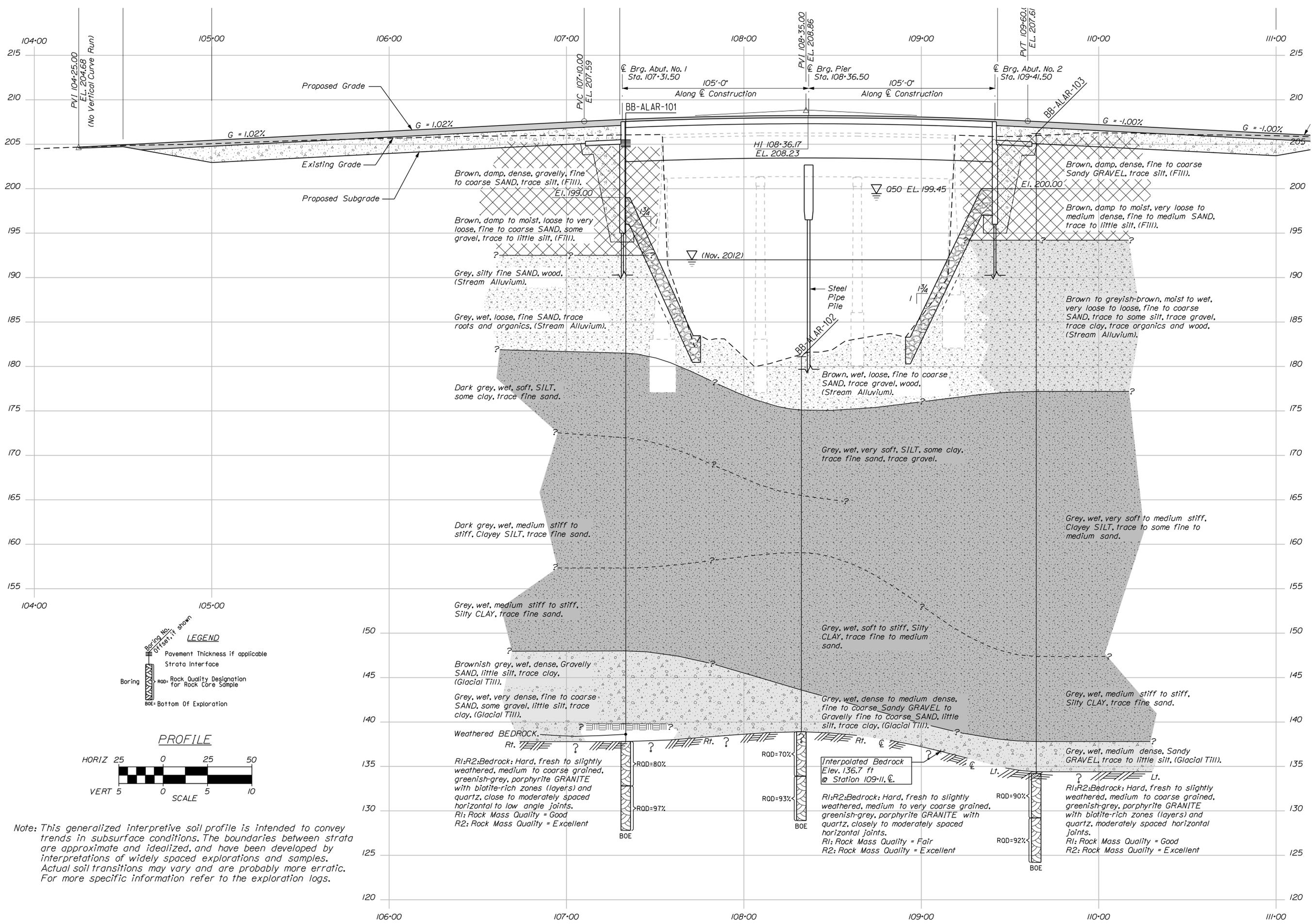
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
BH-1833(500)		BRIDGE NO. 2625	
WIN		18335.00	
BRIDGE PLANS			
PROJ. MANAGER	BY	DATE	SIGNATURE
CHECKED-REVIEWED	T. WHITE	MAR 2013	
DESIGNS DET A/D/D	K. MAGUIRE		
DESIGNS DET A/D/D			
REVISIONS 1			P.E. NUMBER
REVISIONS 2			
REVISIONS 3			DATE
REVISIONS 4			
FIELD CHANGES			
OAKDALE NORTHBUND BRIDGE			
LITTLE ANDROSCOGGIN RIVER			
AUBURN ANDROSCOGGIN COUNTY			
BORING LOCATION PLAN			
SHEET NUMBER			
10			
OF 49			

Date: 12/15/2013

Username: bmasse

Division: Structures

Filename: ... \cod\st\planset\011\_ISP1.dgn



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
BH-1833(500)		BRIDGE NO. 2625	
WIN		18335.00	
BRIDGE PLANS			
PROJ. MANAGER	BY	DATE	
DESIGN DETAILED	CHECKED/REVIEWED	SIGNATURE	
DESIGNS DETAILED	DESIGNS DETAILED	P.E. NUMBER	
DESIGNS DETAILED	DESIGNS DETAILED	DATE	
REVISIONS 1	REVISIONS 2		
REVISIONS 3	REVISIONS 4		
REVISIONS 4	FIELD CHANGES		
OAKDALE NORTHBOUND BRIDGE			
LITTLE ANDROSCOGGIN RIVER			
ANDROSCOGGIN COUNTY			
AUBURN			
INTERPRETIVE SUBSURFACE PROFILE			
SHEET NUMBER			
11			
OF 49			

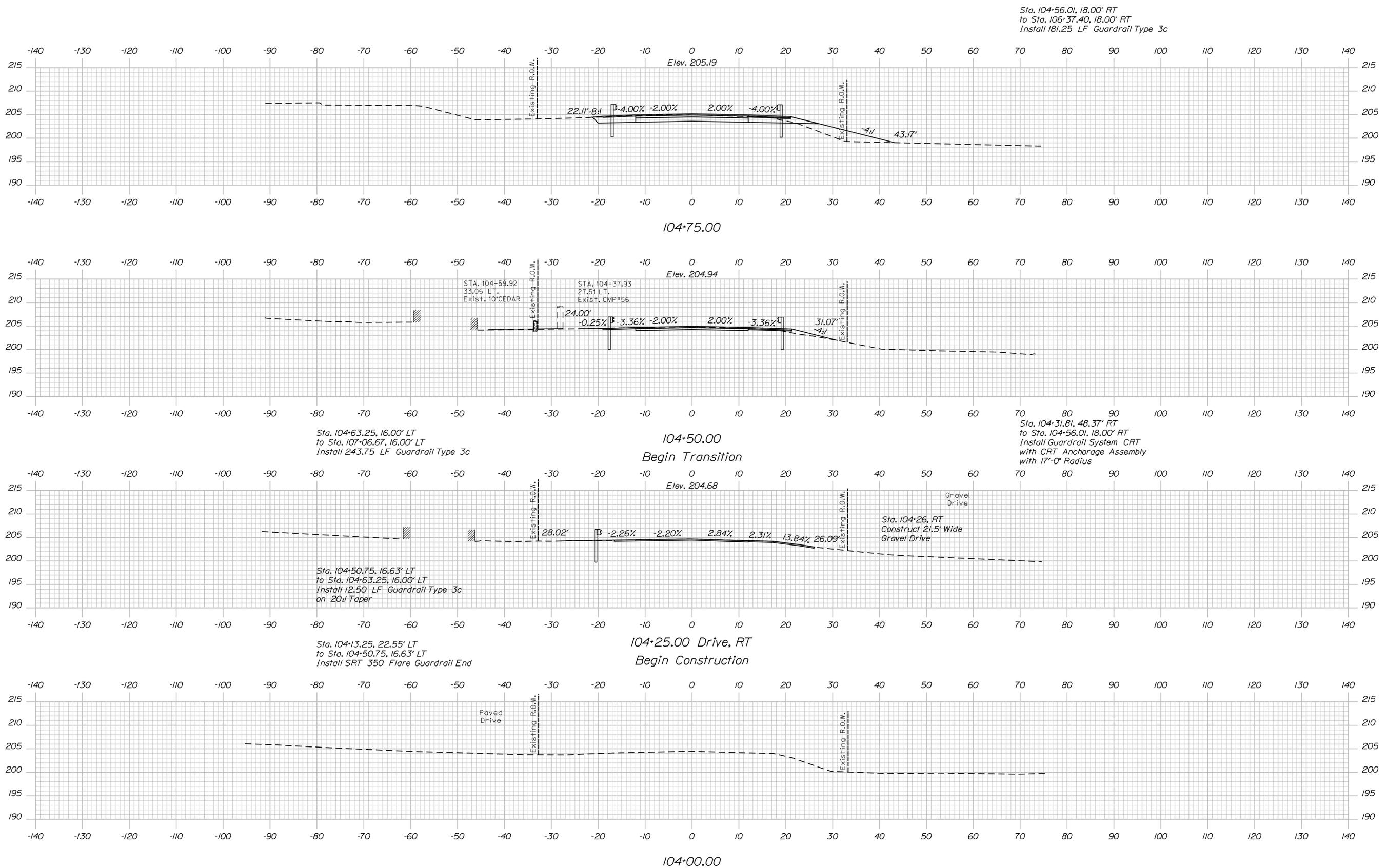


Date: 12/15/2013

Username: bmasse

Division: Structures

Filename: ... \acad\ve\planset\XS\_01.dgn



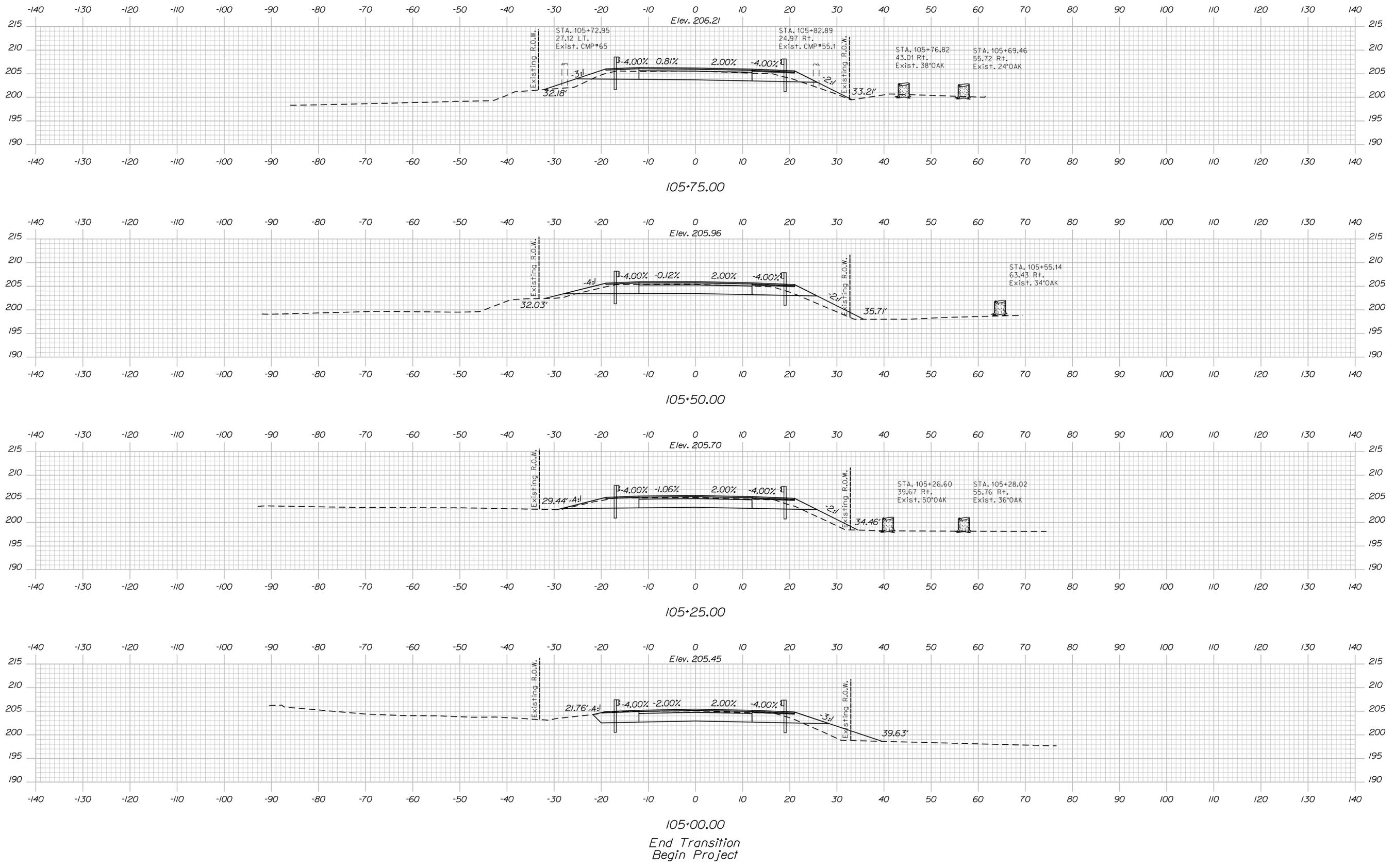
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1833(500)		BRIDGE NO. 2625		WIN 18335.00		BRIDGE PLANS	
		SIGNATURE		P.E. NUMBER		DATE			
		G. GOODRICH		1325		DECEMBER 6, 2013			
PROJ. MANAGER	DESIGN DETAILED	BY	DATE	DATE	DATE	DATE	DATE	DATE	DATE
G. GOODRICH	MIR	B.M.	12/15/13	12/15/13	12/15/13	12/15/13	12/15/13	12/15/13	12/15/13
	CHECKED-REVIEWED	CSC							
	DESIGN DETAILED								
	REVISIONS 1								
	REVISIONS 2								
	REVISIONS 3								
	REVISIONS 4								
	FIELD CHANGES								
OAKDALE BRIDGE (NB) LITTLE ANDROSCOGGIN RIVER AUBURN ANDROSCOGGIN COUNTY					CROSS SECTIONS				
SHEET NUMBER					13				
					OF 49				

Date: 12/15/2013

Username: bmasse

Division: Structures

Filename: ... \cod\te\planset\XS\_01.dgn



**STATE OF MAINE**  
**DEPARTMENT OF TRANSPORTATION**  
**BH-1833(500)**  
**WIN**  
**18335.00**  
**BRIDGE NO. 2625**  
**BRIDGE PLANS**

**GREGORY S. GOODRICH**  
 LICENSED PROFESSIONAL ENGINEER  
 No. 19225

**Signature:** [Signature]  
**DATE:** DECEMBER 6, 2013  
**P.E. NUMBER:** 19225

PROJ. MANAGER	BY	DATE
G. GOODRICH	B.M.	12/15/13
	C.S.G.	12/16/13

DESIGN DETAILED	CHECKED-REVIEWED	DESIGN DETAILED	REVISIONS
M.B.R.	C.L.C.		1
			2
			3
			4

**OAKDALE BRIDGE (NB)**  
**LITTLE ANDROSCOGGIN RIVER**  
**AUBURN ANDROSCOGGIN COUNTY**  
**CROSS SECTIONS**

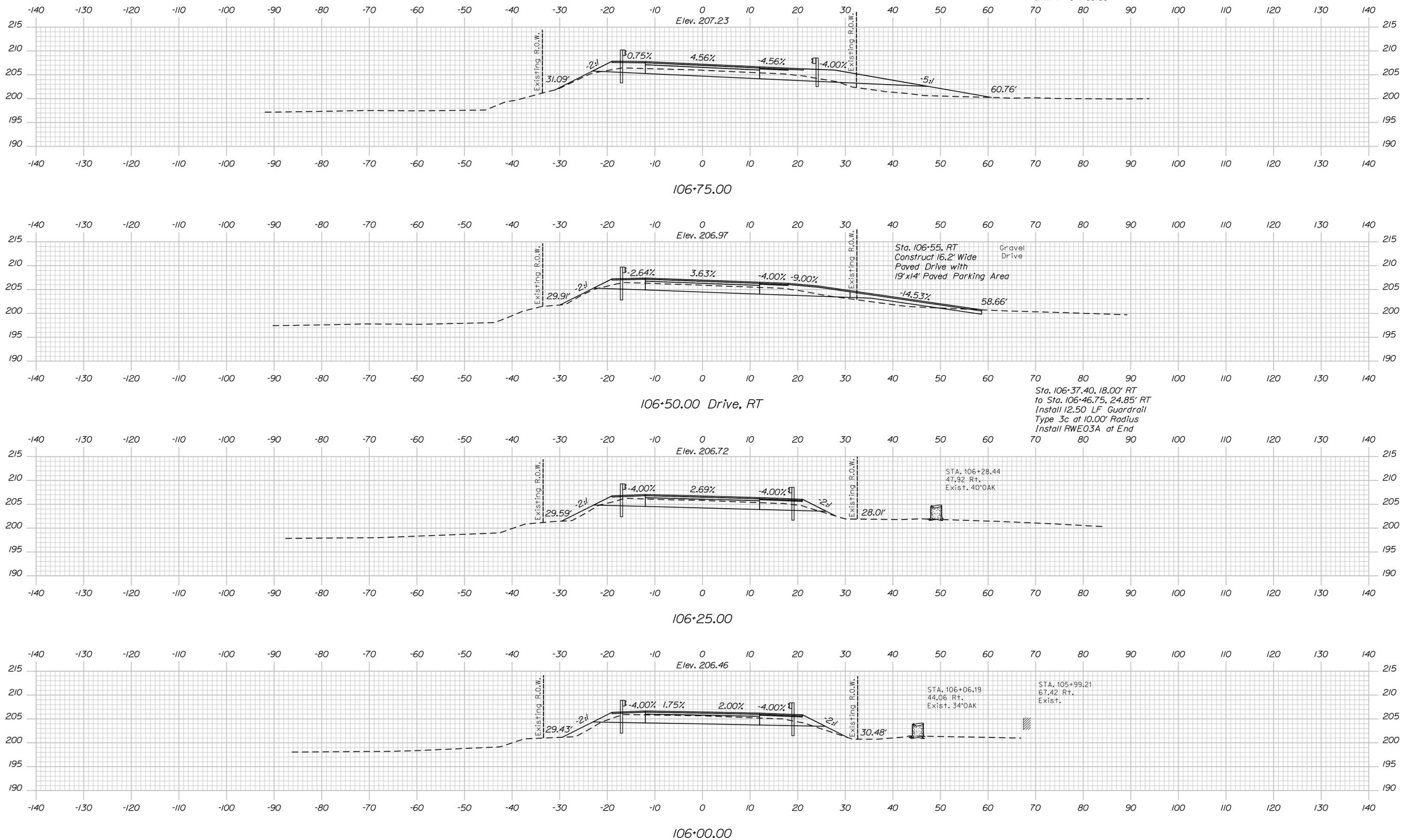
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**OF 49**

Date: 12/15/2013

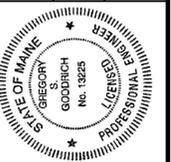
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Division: Structures

Filename: ... \cod\ve\planset\XS\_01.dgn



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)  
WIN  
18335.00  
BRIDGE NO. 2625  
BRIDGE PLANS



SIGNATURE: Gregory S. Goodrich  
P.E. NUMBER: 13225  
DATE: DECEMBER 6, 2013

PROJ. MANAGER	DATE	BY	DATE
G. GOODRICH	12/16/13	B.M.	12/16/13
CHECKED-REVIEWED		C.S.G.	
DESIGN DETAILED			
CHECKED-REVIEWED			
DESIGN DETAILED			
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN  
ANDROSCOGGIN COUNTY  
CROSS SECTIONS

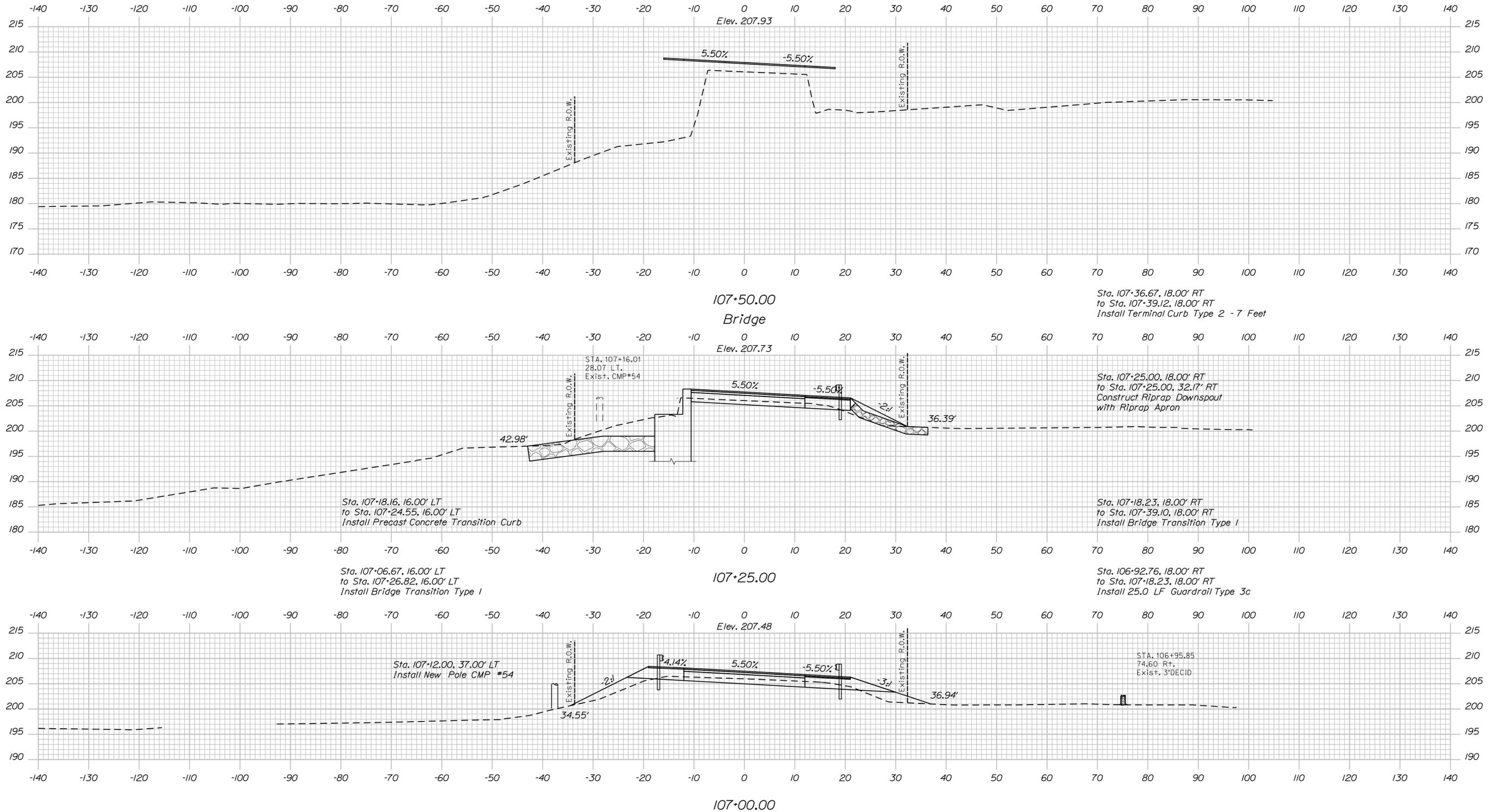
SHEET NUMBER  
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OF 49

Date: 12/15/2013

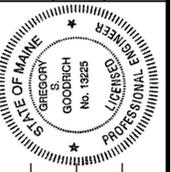
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Division: Structures

Filename: ... \acad\ve\planset\XS\_01.dgn



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)  
WIN  
18335.00  
BRIDGE NO. 2625  
BRIDGE PLANS



Signature: Gregory S. Goodrich  
P.E. NUMBER: 13225  
DATE: DECEMBER 6, 2013

PROJ. MANAGER	DATE	BY	REVISIONS	FIELD CHANGES
G. GOODRICH	12/16/13	BAM	1	
	12/16/13	CSG	2	
			3	
			4	

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN  
ANDROSCOGGIN COUNTY  
CROSS SECTIONS

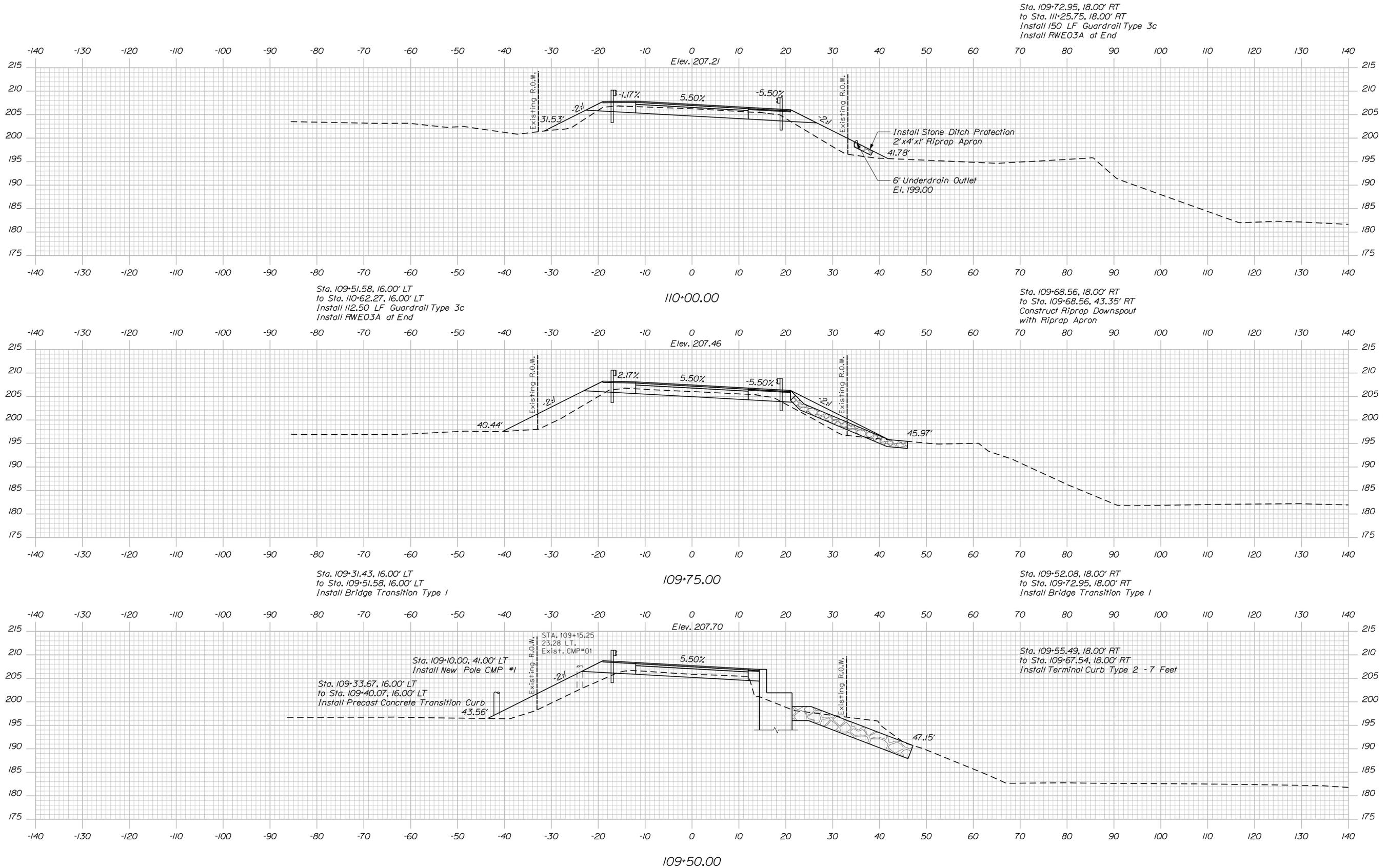
SHEET NUMBER  
**16**  
OF 49

Date: 12/15/2013

Username: bmasse

Division: Structures

Filename: ... \acad\ve\planset\XS\_02.dgn



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1833(500)	
OAKDALE BRIDGE (NB) LITTLE ANDROSCOGGIN RIVER AUBURN ANDROSCOGGIN COUNTY		CROSS SECTIONS	
SHEET NUMBER		BRIDGE NO. 2625	
17		WIN 18335.00	
OF 49		BRIDGE PLANS	

PROJ. MANAGER	G. GOODRICH	DATE	12/15/13
DESIGN DETAILED	MJB	BY	BAM
CHECKED-REVIEWED	CLC	DATE	12/16/13
DESIGN DETAILED	---	DATE	---
DESIGN DETAILED	---	DATE	---
REVISIONS 1	---	P.E. NUMBER	13225
REVISIONS 2	---	DATE	DECEMBER 6, 2013
REVISIONS 3	---	DATE	---
REVISIONS 4	---	DATE	---
FIELD CHANGES	---	DATE	---

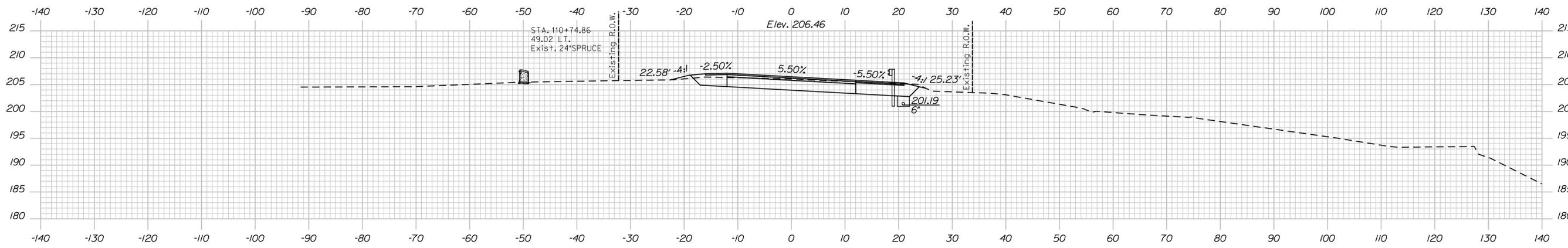
STATE OF MAINE DEPARTMENT OF TRANSPORTATION GREGORY S. GOODRICH No. 18225 LICENSED PROFESSIONAL ENGINEER	SIGNATURE
<i>[Signature]</i>	DATE

Date: 12/15/2013

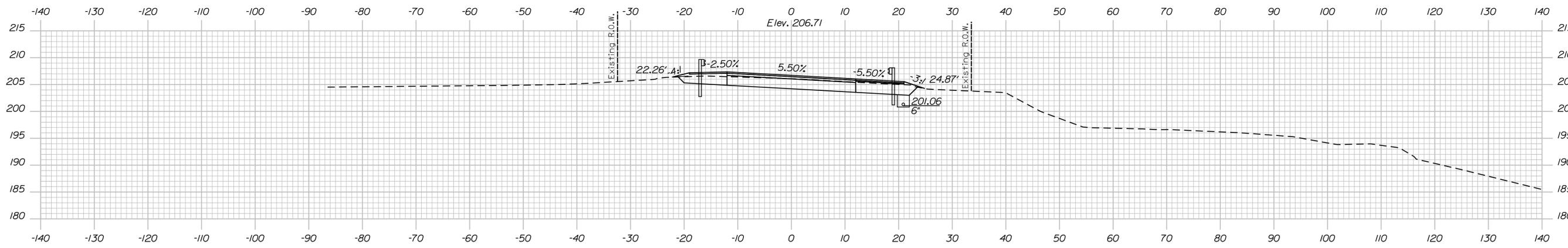
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Division: Structures

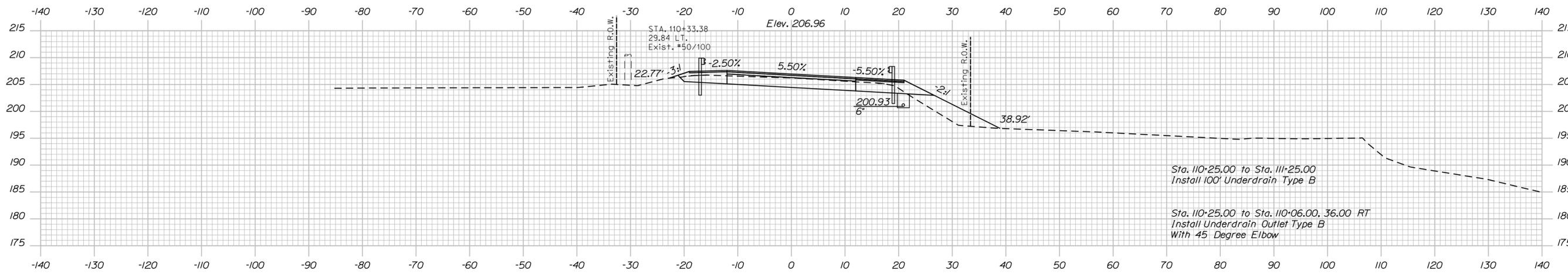
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110+75.00



110+50.00

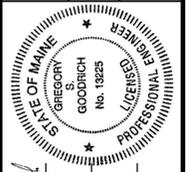


110+25.00

Sta. 110+25.00 to Sta. 111+25.00  
Install 100' Underdrain Type B

Sta. 110+25.00 to Sta. 110+06.00, 36.00 RT  
Install Underdrain Outlet Type B  
With 45 Degree Elbow

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)  
WIN  
18335.00  
BRIDGE NO. 2625  
BRIDGE PLANS



SIGNATURE  
P.E. NUMBER  
DATE

DATE	BY	PROJ. MANAGER	CHECKED	DESIGNED	REVISIONS	FIELD CHANGES
12/13/13	BAM	G. GOODRICH	MIR	CSG	1	
12/16/13	CSG		CIC		2	
					3	
					4	

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN  
ANDROSCOGGIN COUNTY  
CROSS SECTIONS

SHEET NUMBER  
**18**  
OF 49

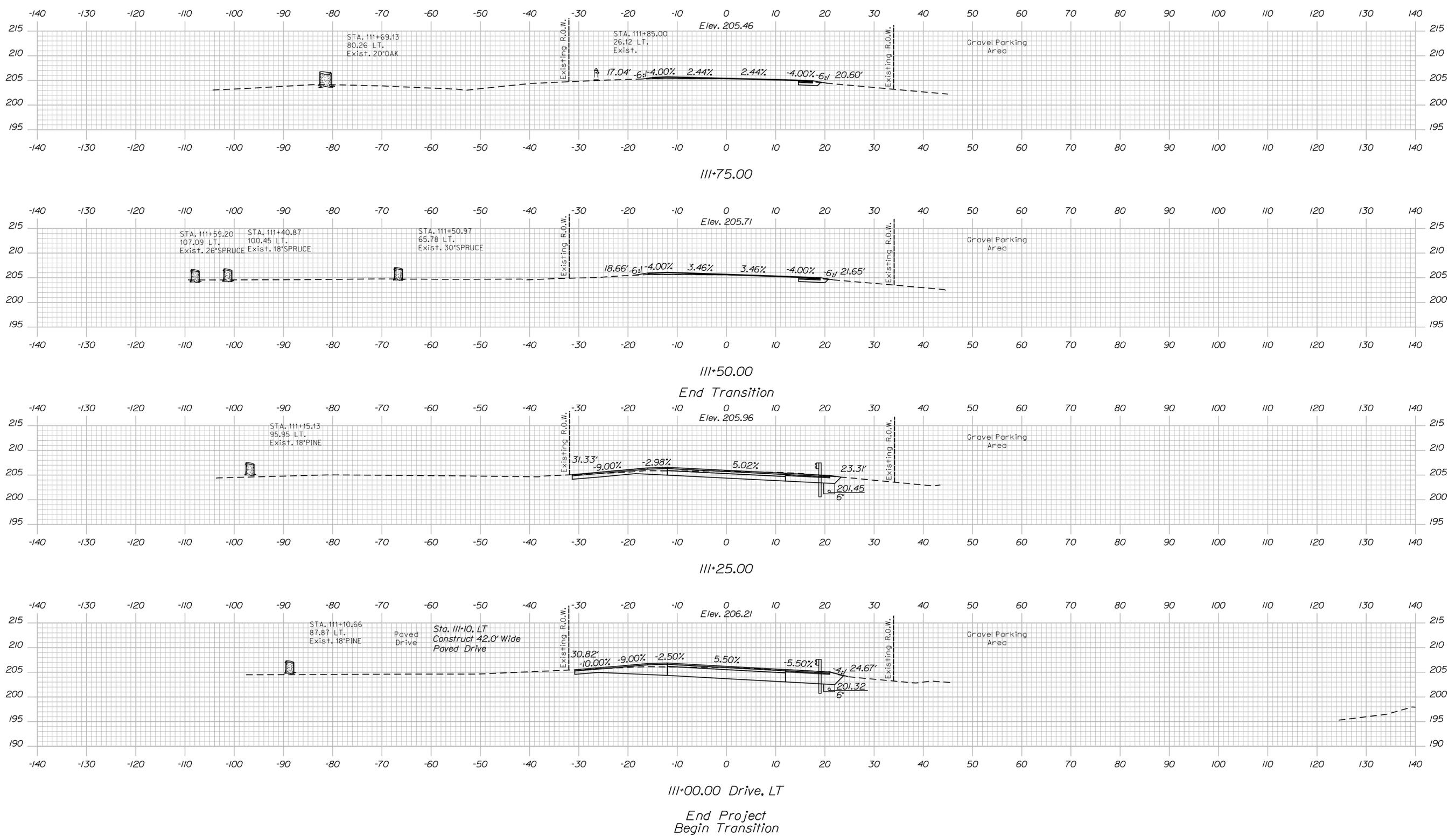
Sta. 110+25.00 to Sta. 110+75.00

Date: 12/15/2013

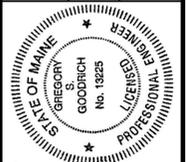
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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)  
BRIDGE NO. 2625  
WIN  
18335.00  
BRIDGE PLANS



SIGNATURE  
P.E. NUMBER  
DATE

PROJ. MANAGER	BY	DATE
G. GOODRICH	B.M.	12/15/13
DESIGN-DETAILED	C.S.G.	12/16/13
CHECKED-REVIEWED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN  
ANDROSCOGGIN COUNTY  
CROSS SECTIONS

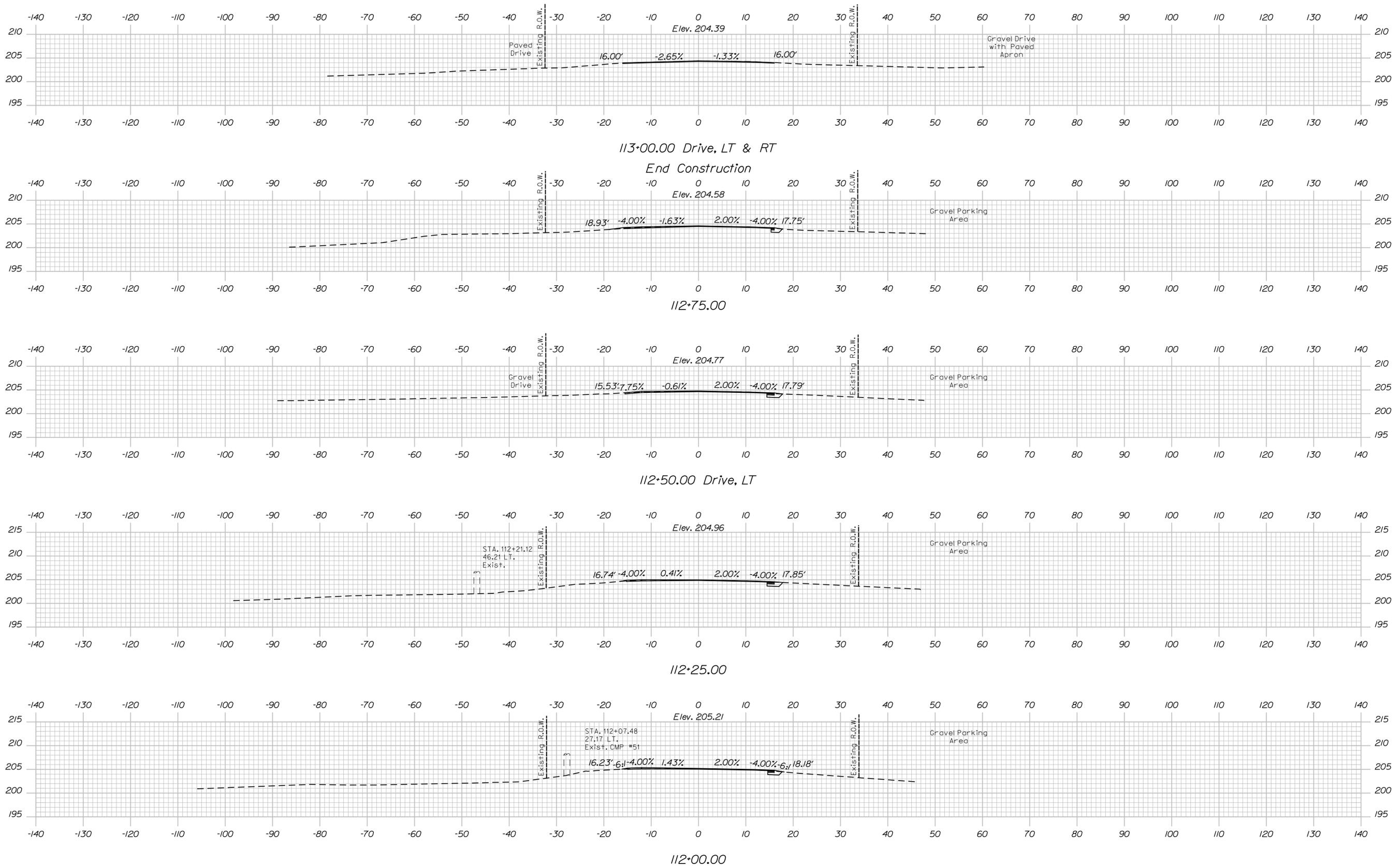
SHEET NUMBER  
**19**  
OF 49

Date: 12/15/2013

Username: bmasse

Division: Structures

Filename: ... \acad\ve\planset\XS\_02.dgn



**STATE OF MAINE**  
**DEPARTMENT OF TRANSPORTATION**  
**BH-1833(500)**

**OAKDALE BRIDGE (NB)**  
**LITTLE ANDROSCOGGIN RIVER**  
**AUBURN ANDROSCOGGIN COUNTY**

**CROSS SECTIONS**

**SHEET NUMBER**  
**20**  
 OF 49

**WIN**  
**18335.00**  
 BRIDGE NO. 2625  
 BRIDGE PLANS

**PROFESSIONAL ENGINEER**  
 GREGORY S. GOODRICH  
 No. 19225  
 LICENSE NUMBER  
 DATE: DECEMBER 6, 2013

PROJ. MANAGER	BY	DATE
G. GOODRICH	B.M.	12/15/13
CHECKED-REVIEWED	C.S.G.	12/16/13
DESIGN DETAILED		
DESIGN DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

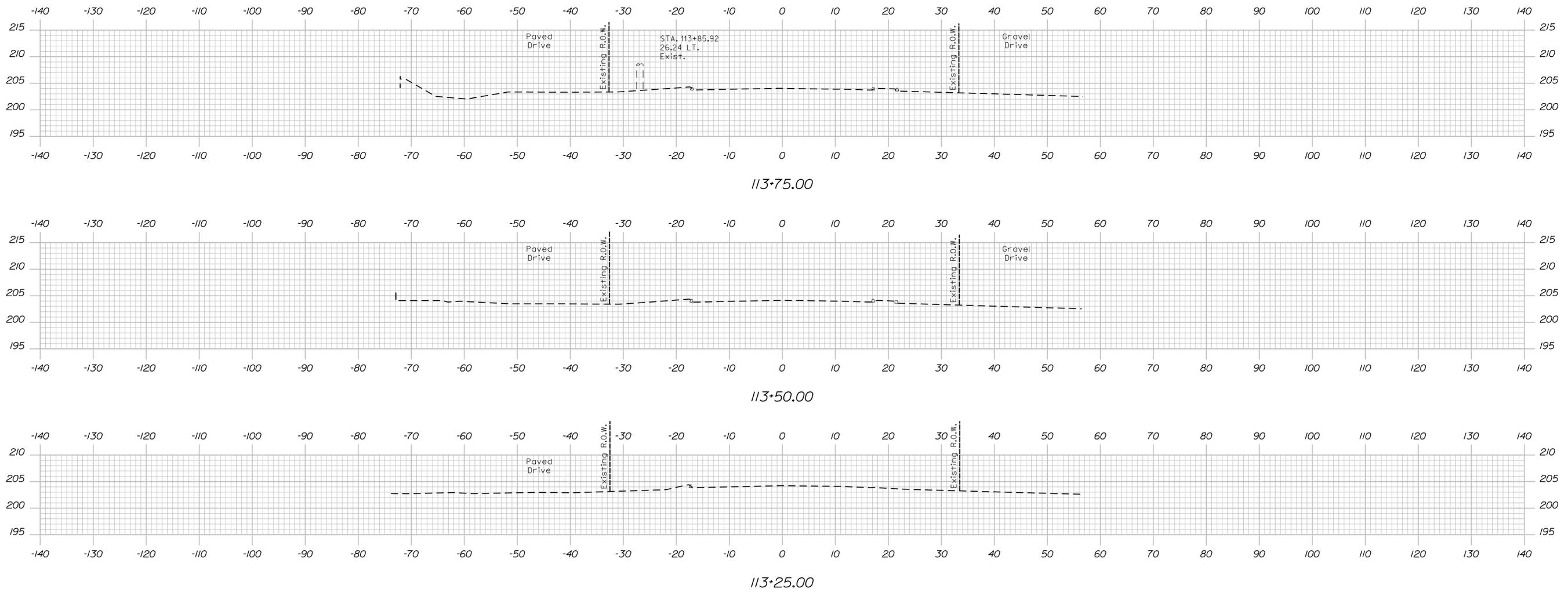
Sta. 112+00.00 to Sta. 113+00.00

Date: 12/15/2013

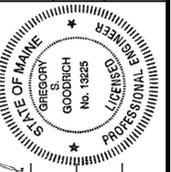
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Division: Structures

Filename: ... \acad\ve\planset\XS\_02.dgn



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)



SIGNATURE  
P.E. NUMBER  
DATE

PROJ. MANAGER	DATE	BY
G. GOODRICH	12/16/13	B.M.
DESIGN-DETAILED	12/16/13	CSG
CHECKED-REVIEWED		
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN ANDROSCOGGIN COUNTY  
CROSS SECTIONS

SHEET NUMBER  
21  
OF 49

BRIDGE NO. 2625  
WIN  
18335.00  
BRIDGE PLANS

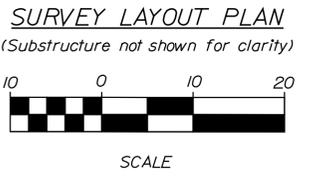
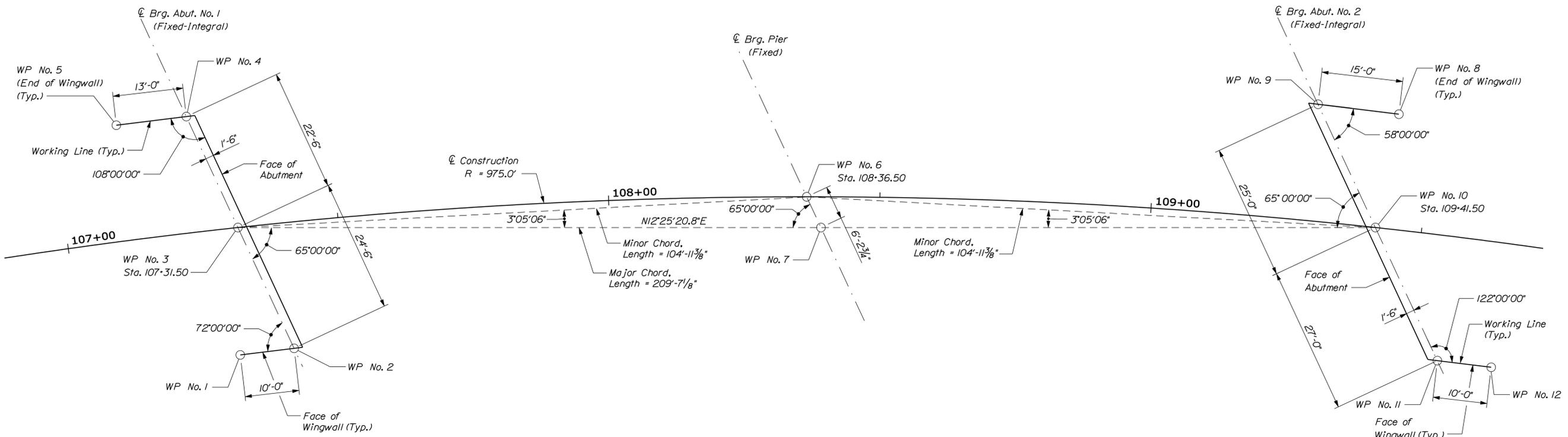


Date: 12/15/2013

Username: bmasse

Division: Structures

Filename: ... \cod\st\planset\023\_Survey.dgn



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3	446919.1294	1016337.5262
4	446914.2316	1016315.5657
5	446901.2899	1016314.3362
6	447022.6867	1016354.5625
7	447024.0434	1016360.6453
8	447132.5170	1016363.2195
9	447118.3710	1016358.2303
10	447123.8130	1016382.6308
11	447129.6903	1016408.9834
12	447139.1210	1016412.3095

WP = Working Point

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**BH-1833(500)**

BRIDGE NO. 2625  
WIN  
18335.00  
BRIDGE PLANS

**SIGNATURE**  
Gregory S. Goodrich

**P.E. NUMBER**  
18225

**DATE**  
12/15/13

**DATE**  
DECEMBER 6, 2013

**BY**  
GSG

**DATE**  
12/15/13

**PROJ. MANAGER**  
G. GOODRICH

**DATE**  
12/15/13

**DESIGN DETAILED**  
ELM

**DATE**  
12/15/13

**CHECKED-REVIEWED**  
LSC

**DATE**  
12/15/13

**DESIGN DETAILED**  
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**DATE**  
---

**REVISIONS 1**  
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**DATE**  
---

**REVISIONS 2**  
---

**DATE**  
---

**REVISIONS 3**  
---

**DATE**  
---

**REVISIONS 4**  
---

**DATE**  
---

**FIELD CHANGES**  
---

**DATE**  
---

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN  
ANDROSCOGGIN COUNTY

**SURVEY LAYOUT PLAN**

**SHEET NUMBER**

**23**

**OF 49**

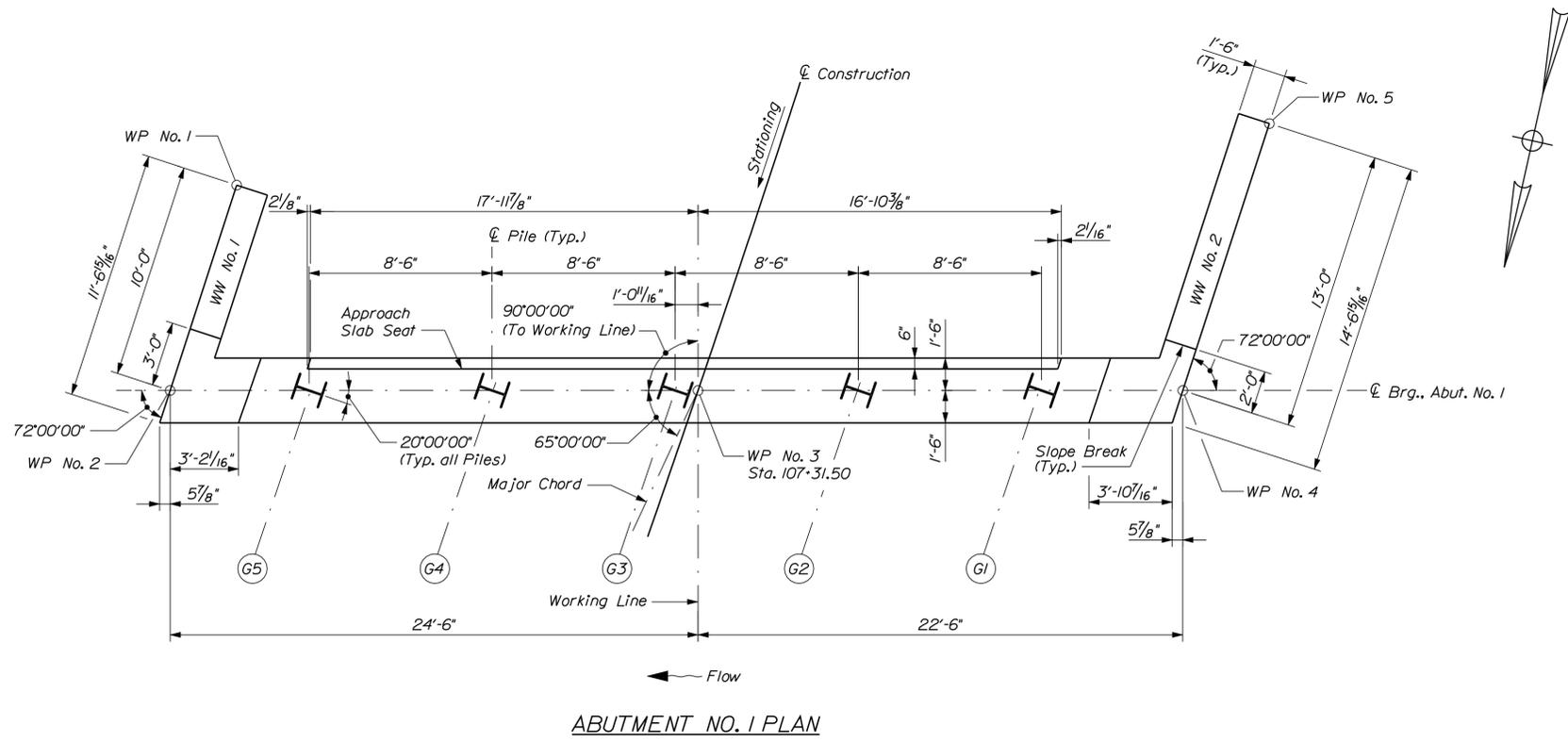
**OF 49**

Date: 12/15/2013

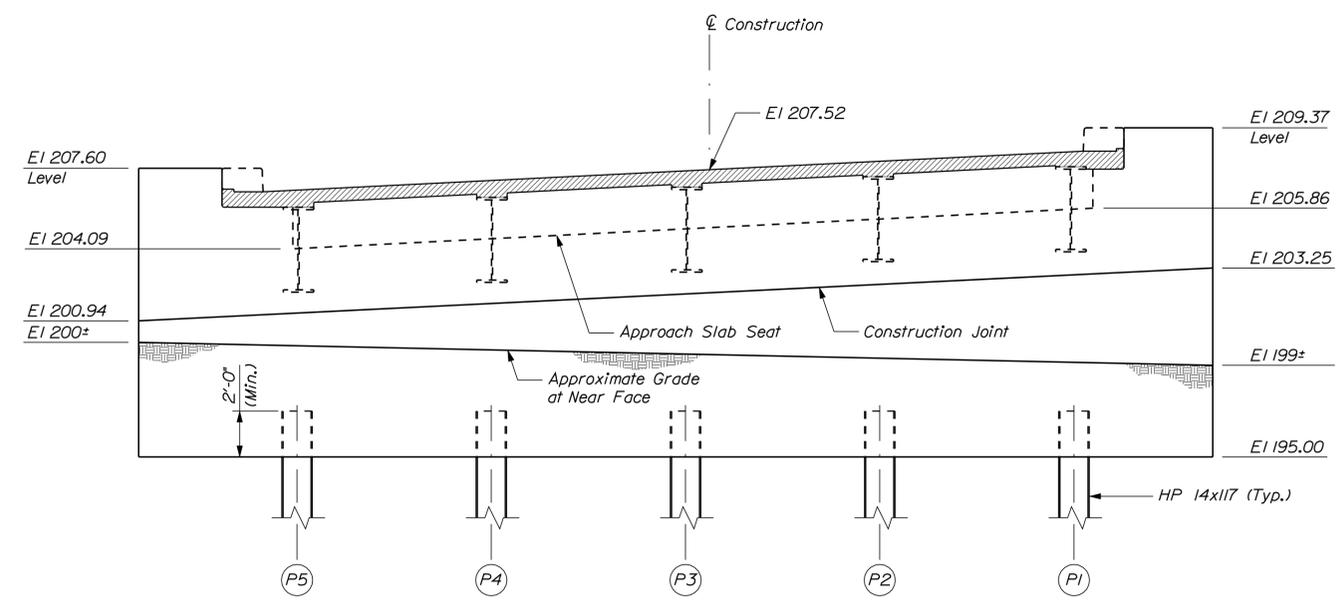
Username: bmasse

Division: Structures

Filename: ... \planset\024\_Abutment1\_01.dgn



ABUTMENT NO. 1 PLAN



ABUTMENT NO. 1 ELEVATION

**ABUTMENT NOTES**

1. Structural Earth Excavation, Abutments and Retaining Walls, required more than 12 inches below the bottom of the structure, will be paid for in accordance with Standard Specifications Section 206, Structural Excavation.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches in the wingwalls and 3 inches in the abutment caps unless otherwise noted.
3. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
4. Construct French Drains behind the abutments and wingwalls in accordance with Standard Specifications Section 512, French Drains.
5. Abutments and wingwalls shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits in cut areas and a vertical plane located 10 feet behind the walls in fill areas.

**STEEL H-PILE NOTES**

1. The maximum factored pile load is 630 kips (including 155 kips allowed for downdrag).
2. H-pile material shall be ASTM A 572, Grade 50.
3. Estimate of pile lengths as determined from available soils information: (Not including any additional pile length for load testing)  
 Abutment No. 1: 5 ~ HP 14x117 @ 60 feet  
 Abutment No. 2: 5 ~ HP 14x117 @ 65 feet
4. All piles shall be equipped with a pile tip in accordance with Standard Specifications Section 501.10, Prefabricated Pile Tips.
5. Piles shall not be out of position shown by more than 2 inches in any direction.
6. The Contractor shall perform and submit a wave equation analysis for review and acceptance by the Resident. The maximum allowable driving stress is 0.90 times Fy. The submittal analyses shall include the proposed stopping criteria based on the wave equation analysis and the proposed driving system. The stopping criteria shall include the blows per inch and the number of 1-in. intervals at which pile installation may be terminated. The cost of performing the wave equation analysis will be considered incidental to Item No. 501.92, Pile Driving Equipment Mobilization.
7. The Contractor shall perform two (2) dynamic load test(s) (one at each abutment) to confirm the ultimate capacity of the piles. The required nominal resistance for the pile is the factored axial pile load divided by a resistance factor of 0.65 per LRFD Specifications. The dynamic test shall be performed on the first production pile driven.
8. Piles shall be driven to bedrock in accordance with Section 501 of the Standard Specifications.
9. It is anticipated that the Contractor may encounter obstructions during pile driving operations. Clearing of obstructions shall be as specified in Section 501 of the Standard Specifications. The method of clearing obstructions shall be approved by the resident. The cost of clearing obstructions will be considered incidental to related contract items.
10. All existing timber pile shall be removed to 1 foot below stream bed. Payment shall be considered incidental Bridge Removal.

**LEGEND**

- (P) = Pile Number
- (G) = Girder Number

**SHEET NOTE**

1. See Abutment No. 2 Details sheet for Abutment Detail and Girder Elevation Table.

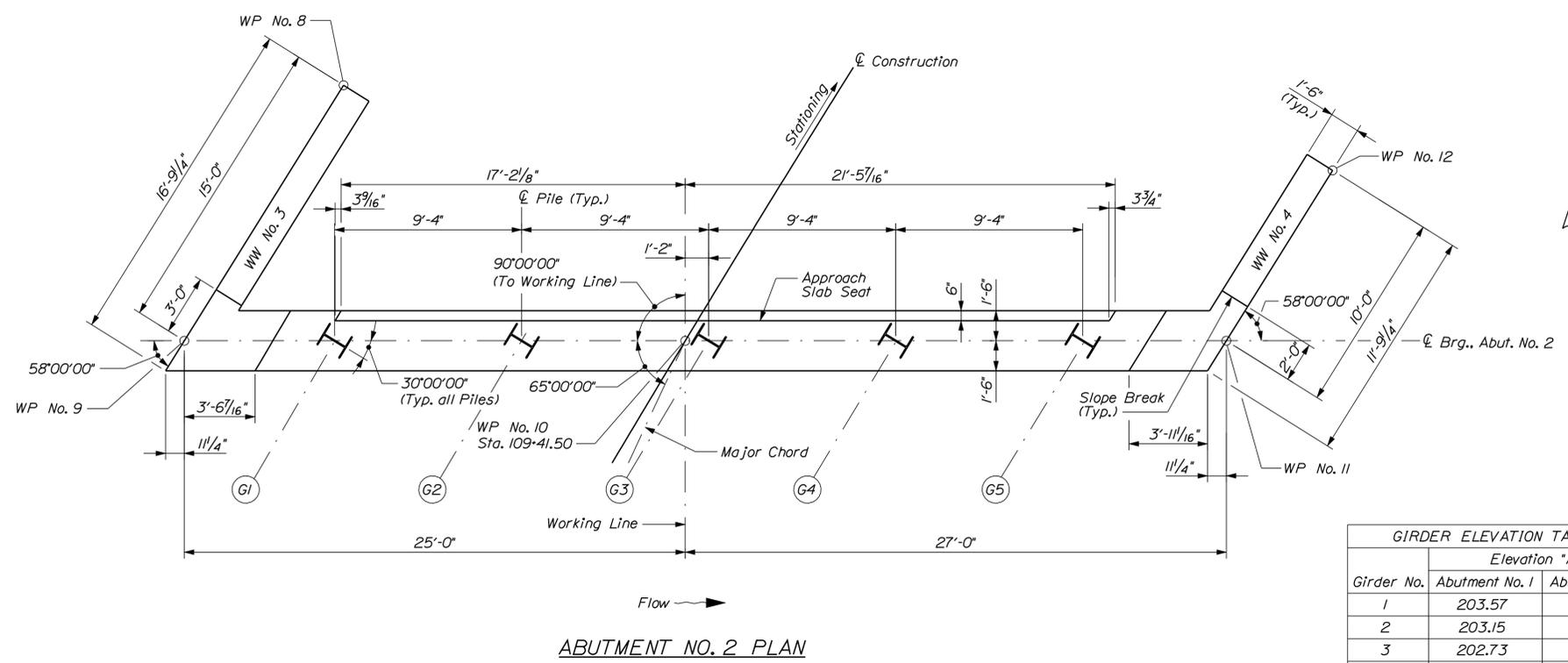
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1833(500)		BRIDGE NO. 2625 WIN 18335.00		BRIDGE PLANS	
		SIGNATURE		P.E. NUMBER		DATE	
		GREGORY S. GOODRICH		13225		DECEMBER 6, 2013	
OAKDALE BRIDGE (NB) LITTLE ANDROSCOGGIN RIVER AUBURN ANDROSCOGGIN COUNTY		ABUTMENT NO. 1		SHEET NUMBER		24	
						OF 49	

Date: 12/15/2013

Username: bmasse

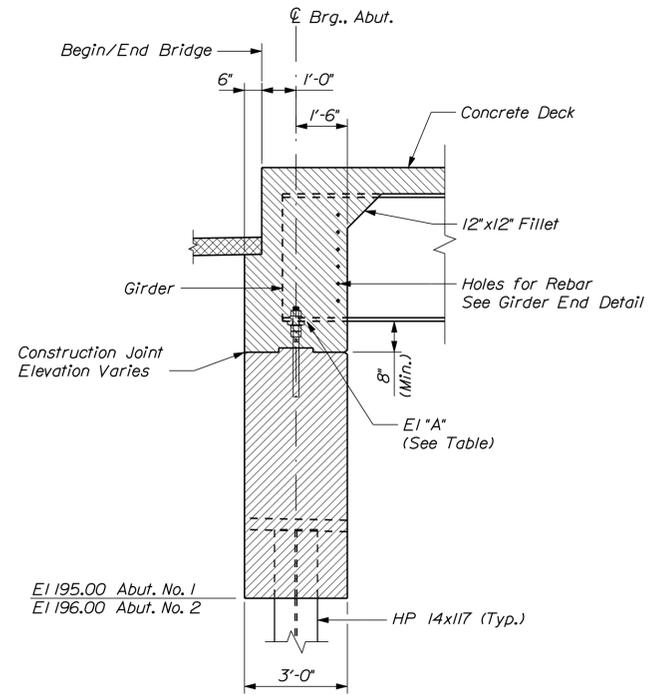
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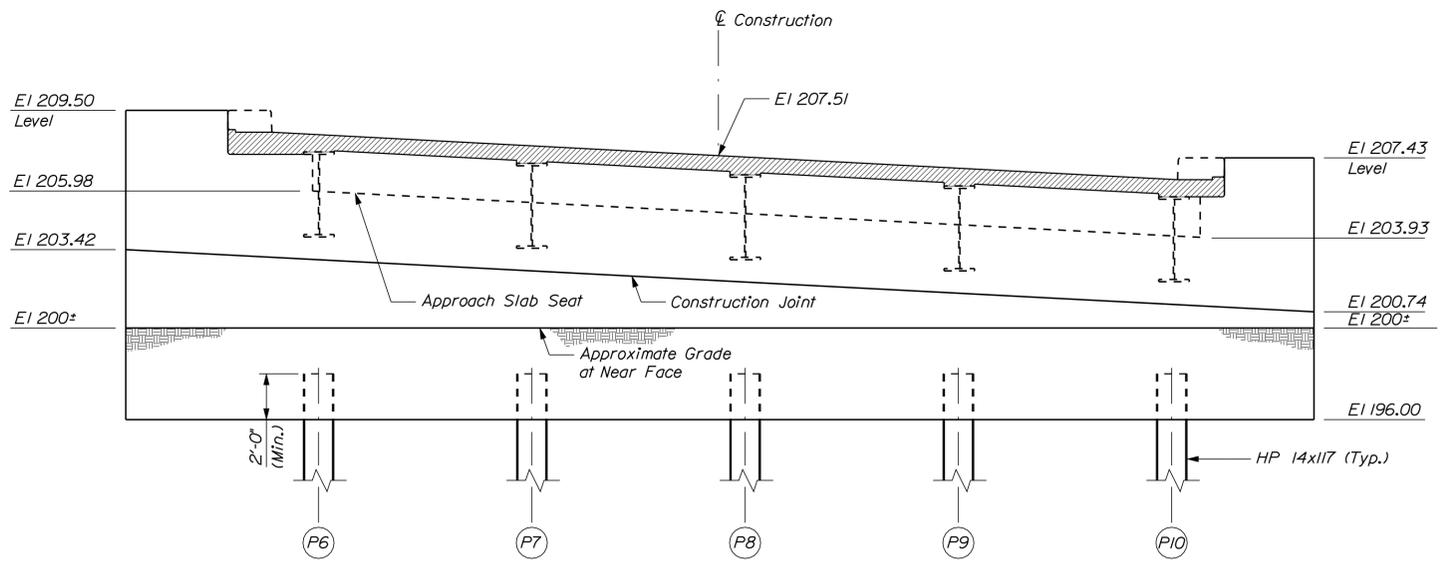


ABUTMENT NO. 2 PLAN

GIRDER ELEVATION TABLE		
Girder No.	Elevation "A"	
	Abutment No. 1	Abutment No. 2
1	203.57	203.68
2	203.15	203.20
3	202.73	202.72
4	202.32	202.24
5	201.90	201.75



BRIDGE END DETAIL



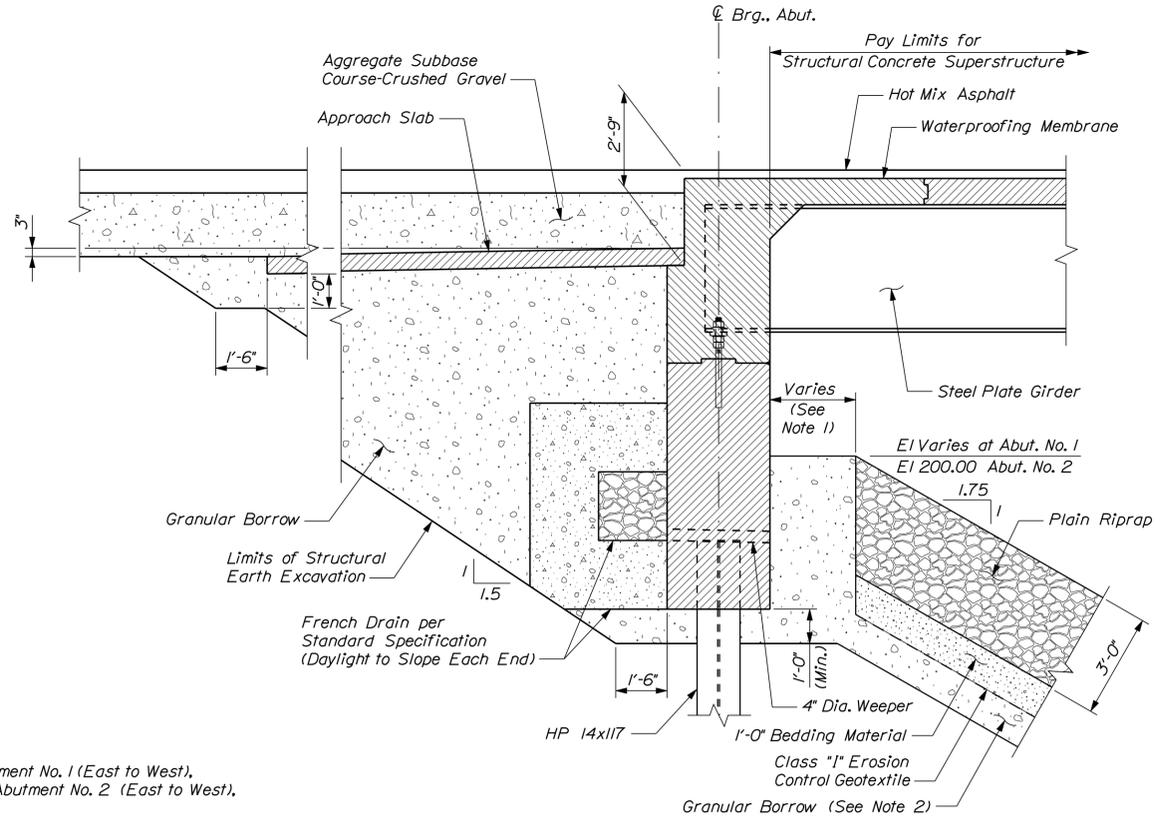
ABUTMENT NO. 2 ELEVATION

LEGEND

- P\_ = Pile Number
- G\_ = Girder Number

NOTES:

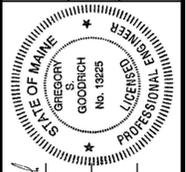
1. Berm width varies from 3'-3" to 2'-6" at Abutment No. 1 (East to West), and varies from 2'-6" to 6'-0" under bridge at Abutment No. 2 (East to West), tapering to 0'-0" at West corner
2. All Granular Borrow placed below Plain Riprap shall be considered incidental to Plain Riprap and no separate payment will be made.



ABUTMENT DETAIL

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1833(500)	
OAKDALE BRIDGE (NB) LITTLE ANDROSCOGGIN RIVER AUBURN ANDROSCOGGIN COUNTY		ABUTMENT NO. 2	
SHEET NUMBER		BRIDGE PLANS	
25		WIN 18335.00	
OF 49		BRIDGE NO. 2625	

**SIGNATURE**  
 GREGORY S. GOODRICH  
 No. 19225  
 12/25  
**DATE**  
 DECEMBER 6, 2013

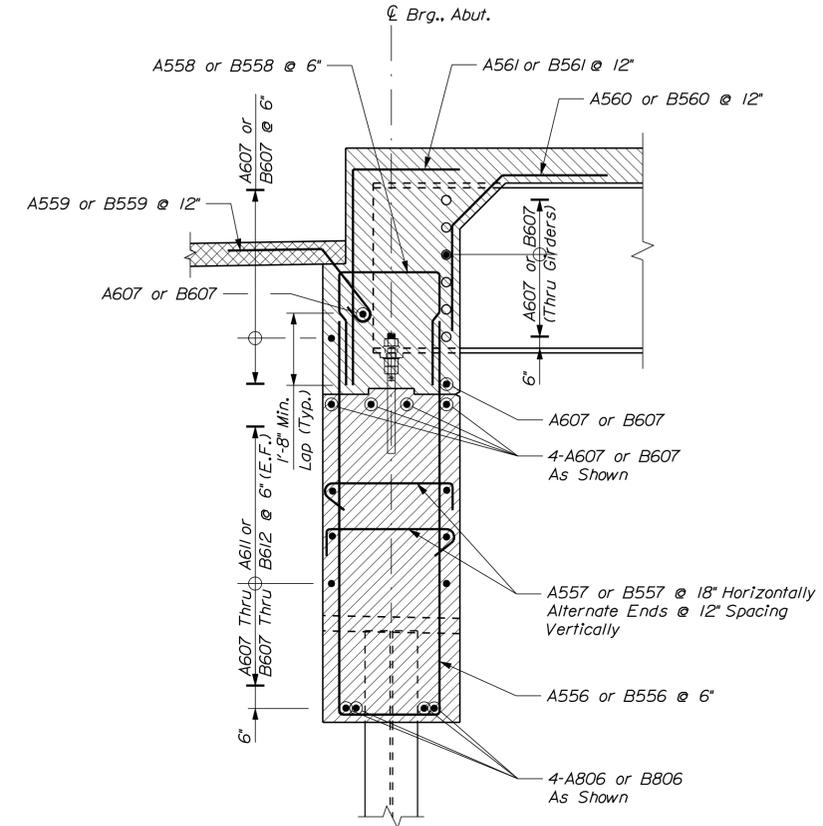
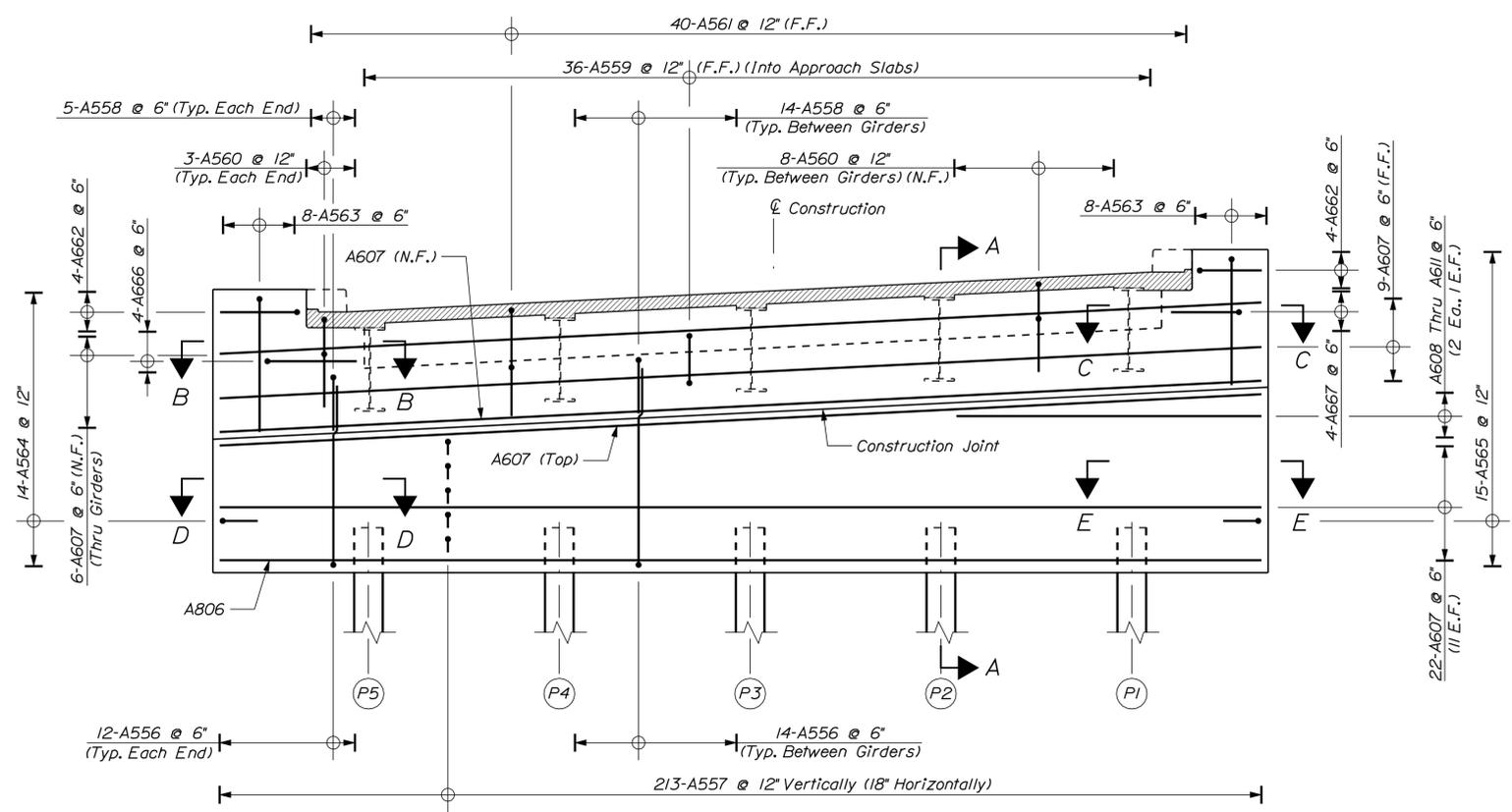


SIGNATURE  
GREGORY S. GOODRICH  
12/25  
P.E. NUMBER  
19225  
DATE  
DECEMBER 6, 2013

PROJ. MANAGER	BY	DATE
G. GOODRICH	BAM	12/13/13
DESIGN DETAILED	LSC	12/13/13
CHECKED-REVIEWED	ADG	12/13/13
DESIGN DETAILED	---	---
DESIGN DETAILED	---	---
REVISIONS 1	---	---
REVISIONS 2	---	---
REVISIONS 3	---	---
REVISIONS 4	---	---
FIELD CHANGES	---	---

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN  
ANDROSCOGGIN COUNTY  
**ABUTMENT REINFORCING**  
(1 OF 2)

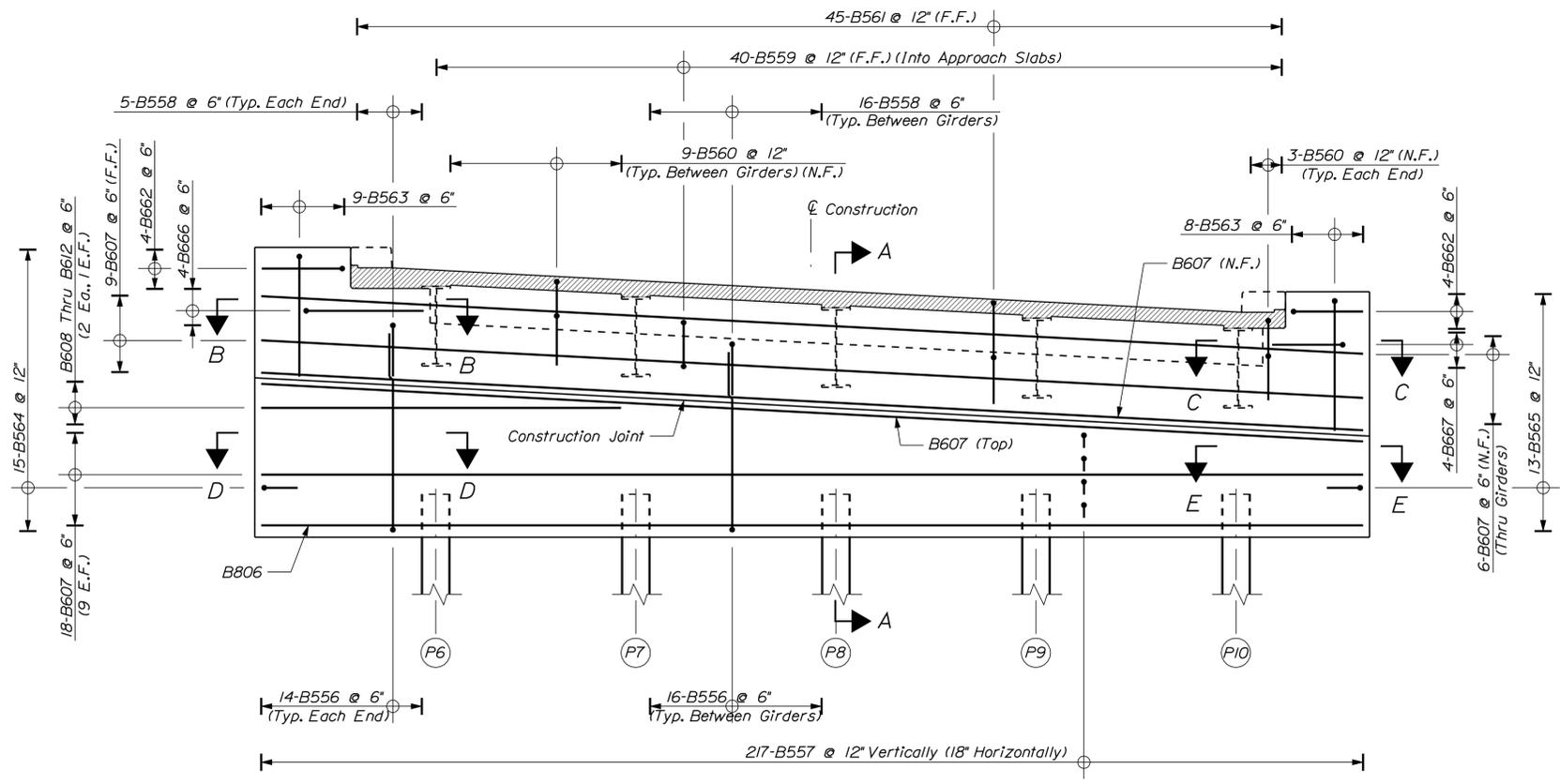
SHEET NUMBER  
**26**  
OF 49

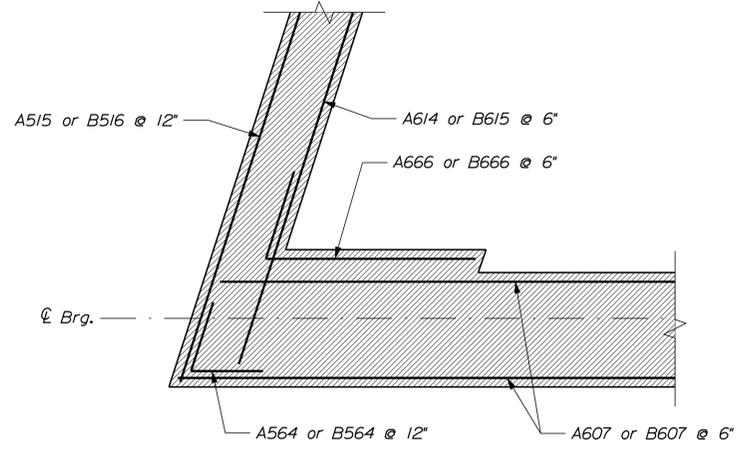


**LEGEND**  
P<sub>-</sub> = Pile Number

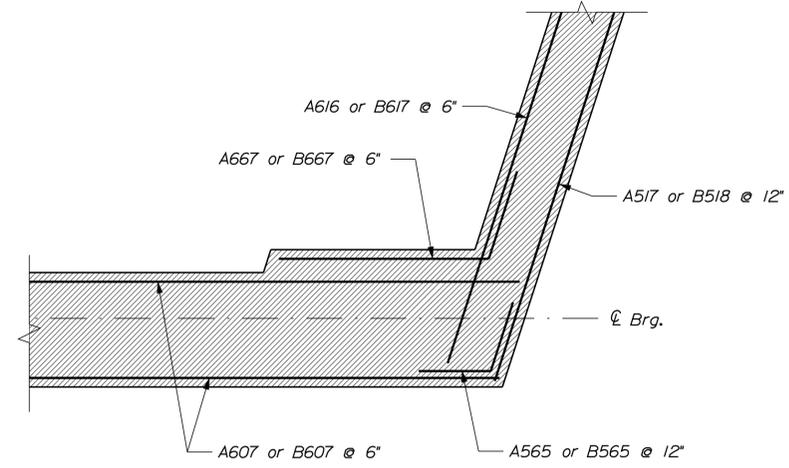
**REINFORCING KEY**  
N.F. = Near Face  
F.F. = Far Face  
E.F. = Each Face  
▲ = Cut in Field

**NOTE:**  
1. See Abutment Reinforcing (2 of 2) for Section B-B, Section C-C, Section D-D, and Section E-E.

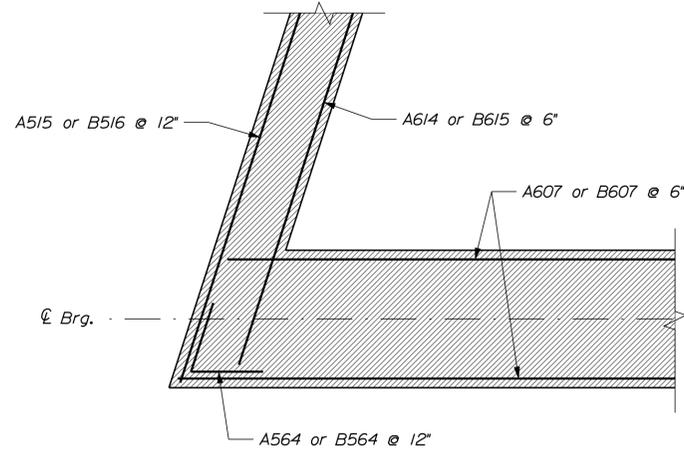




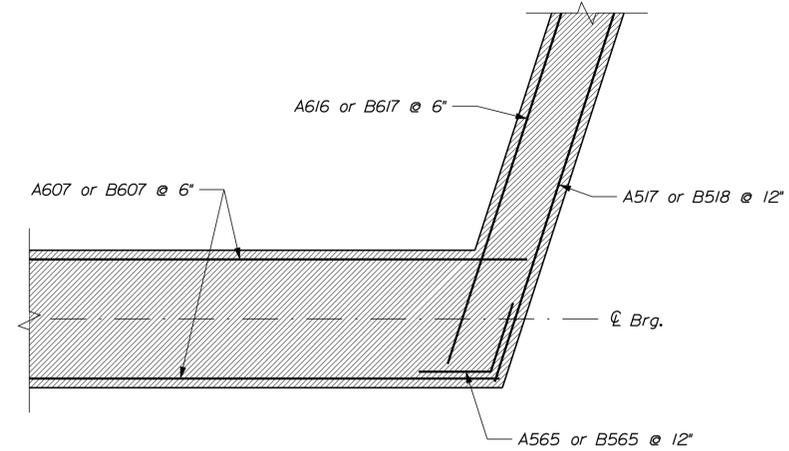
**SECTION B-B**  
(Wingwall No. 1 Shown, Wingwall No. 3 Similar)



**SECTION C-C**  
(Wingwall No. 2 Shown, Wingwall No. 4 Similar)



**SECTION D-D**  
(Wingwall No. 1 Shown, Wingwall No. 3 Similar)

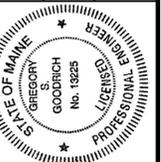


**SECTION E-E**  
(Wingwall No. 2 Shown, Wingwall No. 4 Similar)

**REINFORCING KEY**

- N.F. = Near Face
- F.F. = Far Face
- E.F. = Each Face
- ▲ = Cut in Field

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)  
BRIDGE NO. 2625 WIN 18335.00  
BRIDGE PLANS



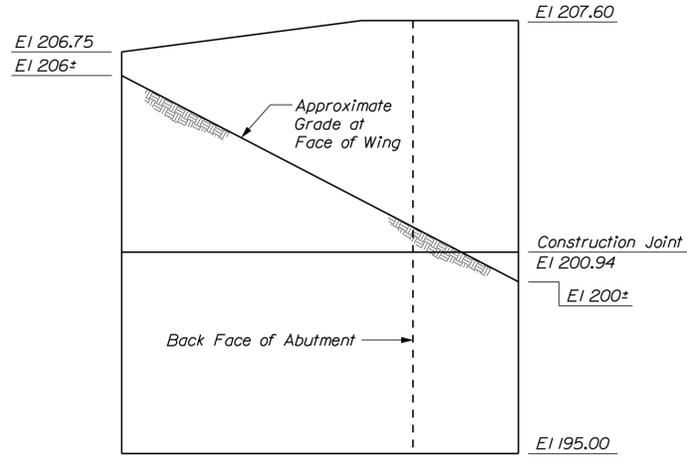
*Gregory S. Goodrich*  
SIGNATURE  
12/25  
P.E. NUMBER  
DECEMBER 6, 2013  
DATE

PROJ. MANAGER	G. GOODRICH	BY	DATE
DESIGN-DETAILED	LSC	BJM	12/13/13
CHECKED-REVIEWED	AGD	CSG	12/16/13
DESIGN-DETAILED	---	---	---
DESIGN-DETAILED	---	---	---
REVISIONS 1	---	---	---
REVISIONS 2	---	---	---
REVISIONS 3	---	---	---
REVISIONS 4	---	---	---
FIELD CHANGES	---	---	---

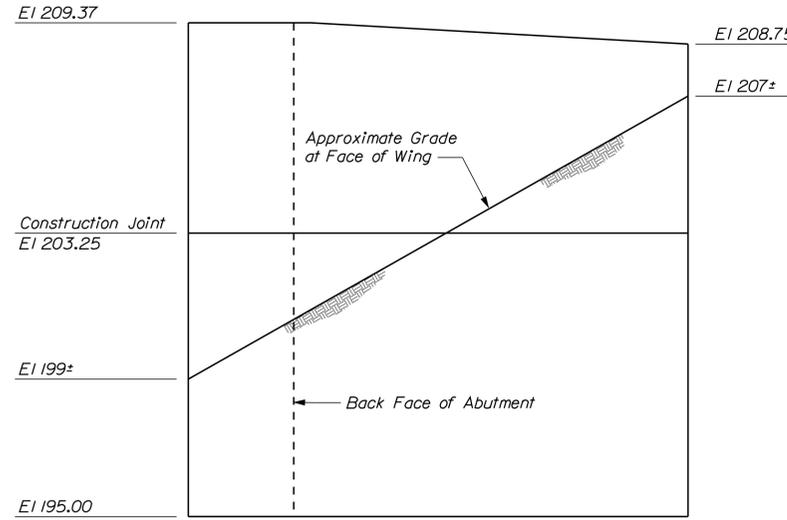
OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN ANDROSCOGGIN COUNTY  
**ABUTMENT REINFORCING**  
(2 OF 2)

SHEET NUMBER

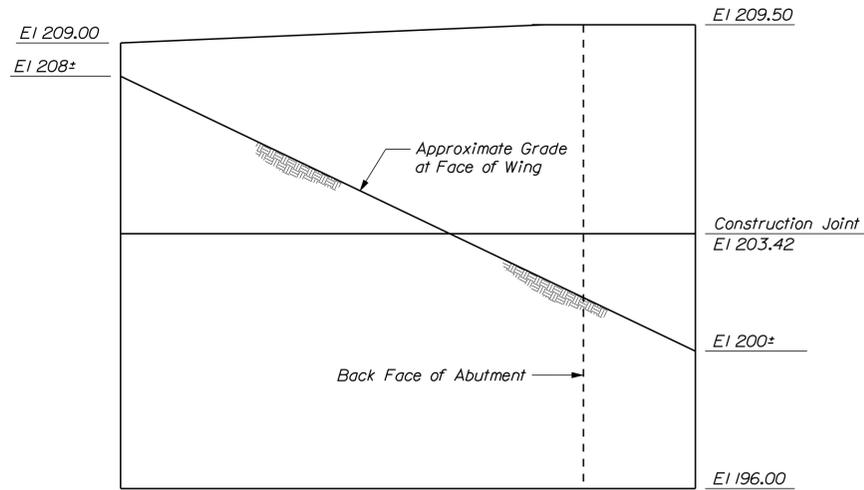
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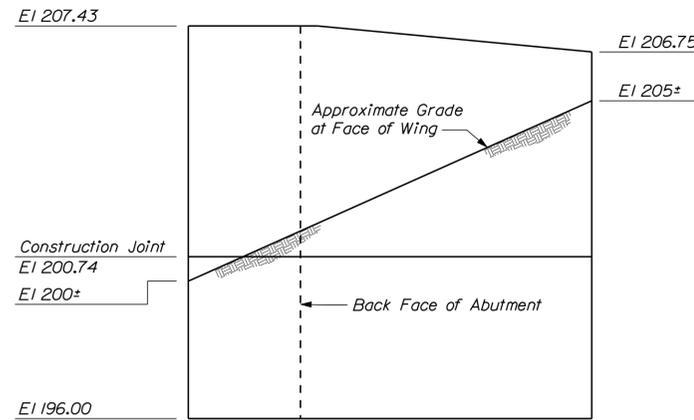
WINGWALL NO. 1 ELEVATION



WINGWALL NO. 2 ELEVATION

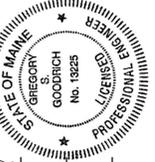


WINGWALL NO. 3 ELEVATION



WINGWALL NO. 4 ELEVATION

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)



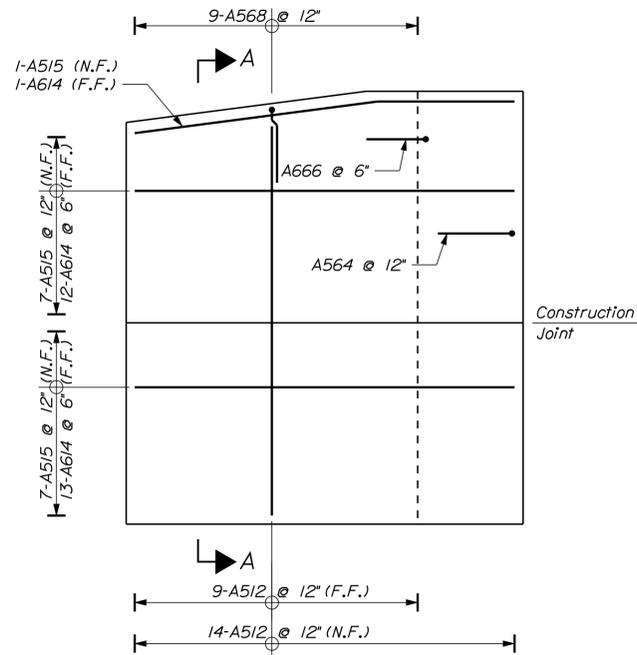
*Gregory S. Goodrich*  
SIGNATURE  
13225  
P.E. NUMBER  
DECEMBER 6, 2013  
DATE

PROJ. MANAGER	G. GOODRICH	BY	DATE
DESIGN-DETAILED	LSC	BJM	12/16/13
CHECKED-REVIEWED	AD	CSG	12/16/13
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

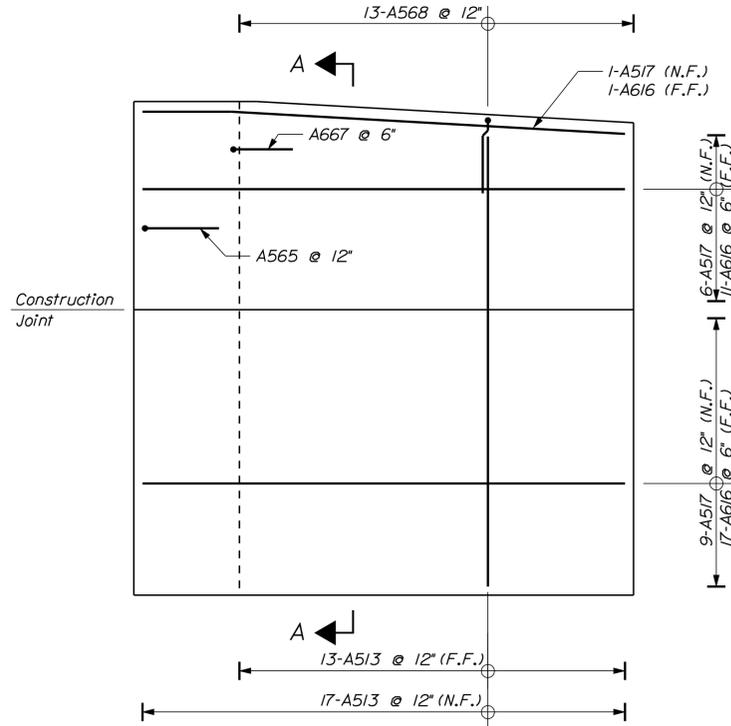
OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN  
ANDROSCOGGIN COUNTY  
WING WALLS

SHEET NUMBER  
**28**  
OF 49

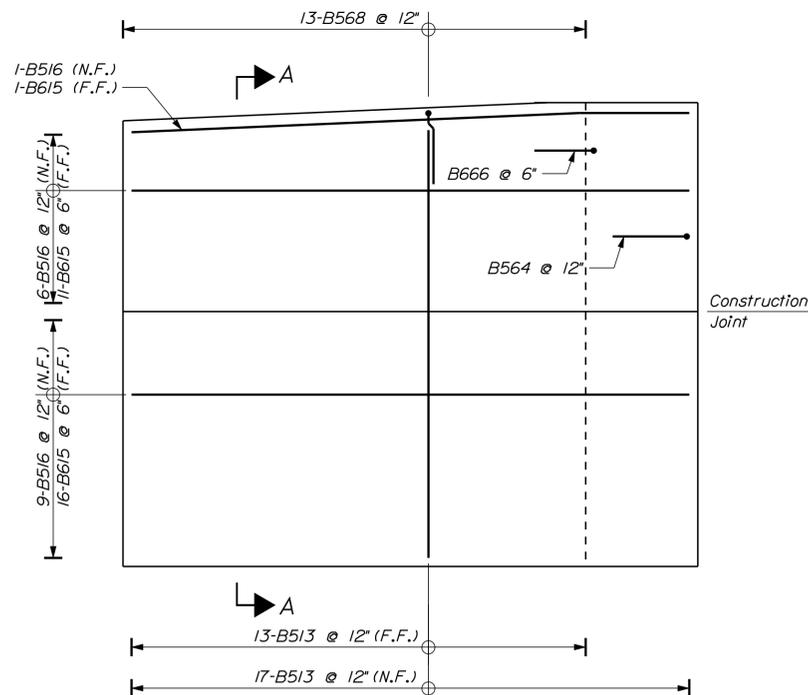
BRIDGE NO. 2625  
WIN  
18335.00  
BRIDGE PLANS



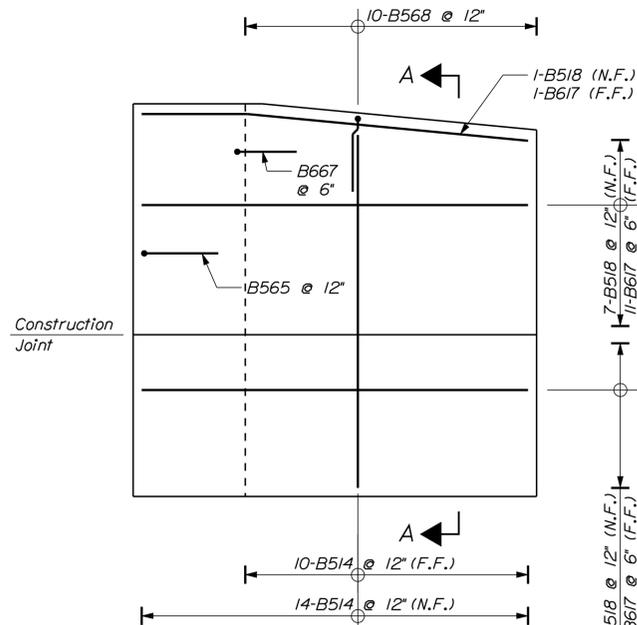
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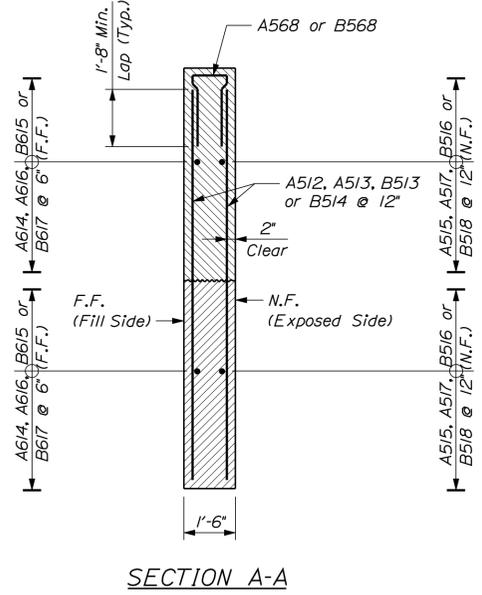
WINGWALL NO. 2 ELEVATION



WINGWALL NO. 3 ELEVATION



WINGWALL NO. 4 ELEVATION



SECTION A-A

**REINFORCING KEY**  
 N.F. = Near Face  
 F.F. = Far Face  
 E.F. = Each Face  
 ▲ = Cut in Field

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1833(500)		BRIDGE NO. 2625	WIN 18335.00	BRIDGE PLANS
OAKDALE BRIDGE (NB) LITTLE ANDROSCOGGIN RIVER AUBURN		ANDROSCOGGIN COUNTY		WINGWALL REINFORCING		
SHEET NUMBER		29				
OF 49						

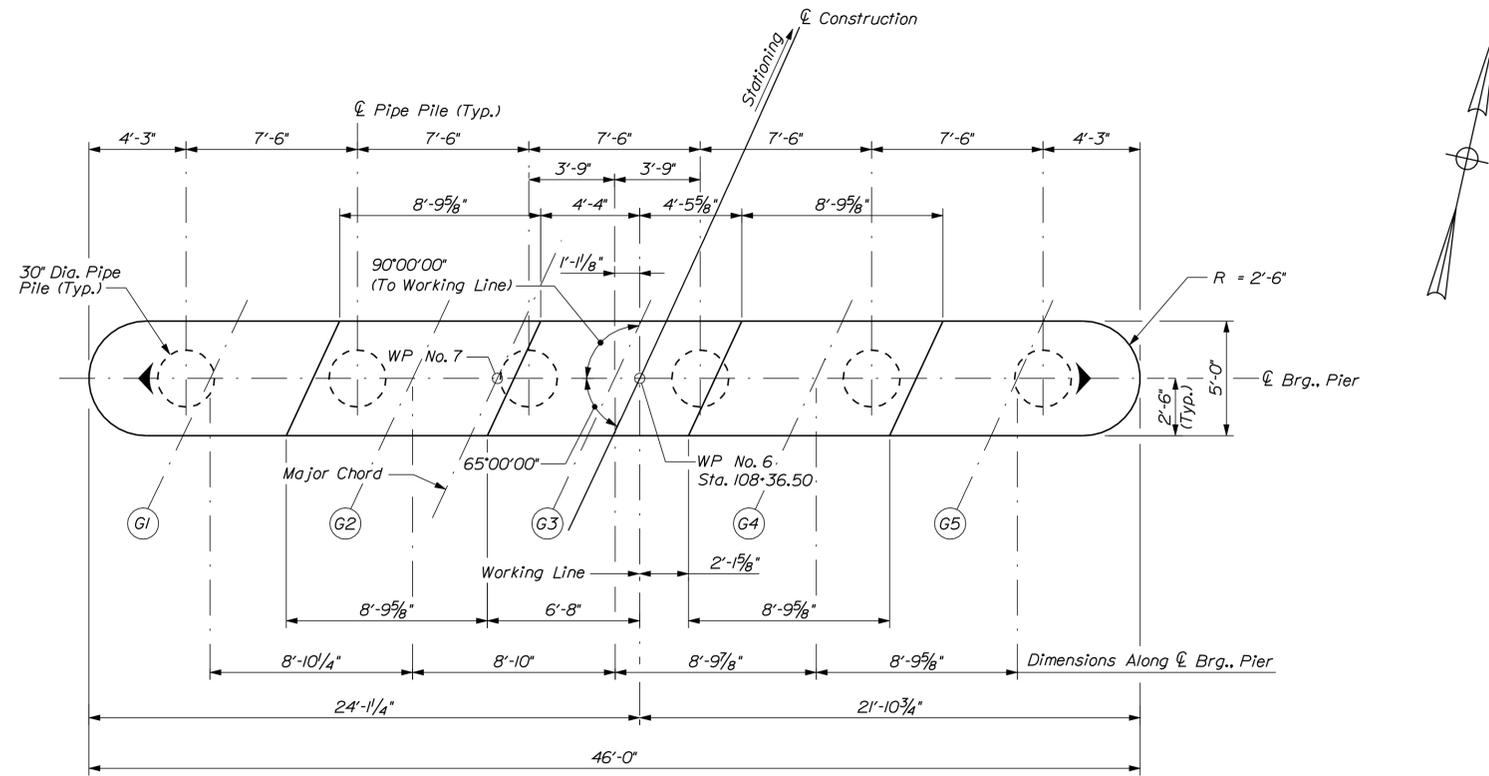
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DESIGN DETAILED	L.S.C.	12/16/13	B.M.	12/16/13	 GREGORY S. GOODRICH No. 18225 LICENSED PROFESSIONAL ENGINEER
CHECKED-REVIEWED	A.O.	12/16/13	C.S.G.	12/16/13	
DESIGNS DETAILED	---	---	---	---	
DESIGNS DETAILED	---	---	---	---	
REVISIONS 1	---	---	---	---	P.E. NUMBER
REVISIONS 2	---	---	---	---	18225
REVISIONS 3	---	---	---	---	DATE
REVISIONS 4	---	---	---	---	DECEMBER 6, 2013
FIELD CHANGES					

Date: 12/15/2013

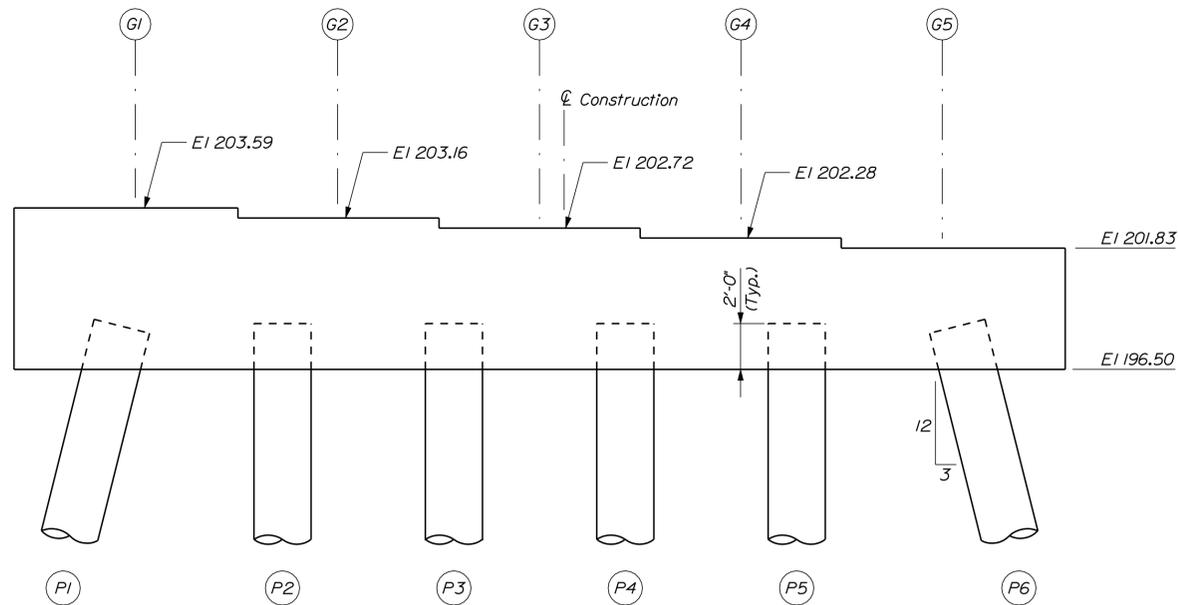
Username: bmasse

Division: Structures

Filename: ... \cod\st\planset\030\_Pier\_01.dgn



**PLAN**  
(Dimensions to Battered Piles are at Base of Cap)



**ELEVATION**

**PIER NOTES**

1. Reinforcing steel shall have a minimum concrete cover of 3 inches unless otherwise noted.

**PIPE PILE NOTES**

1. The maximum factored pile load is (excluding selfweight) 639 kips for strength and 834 kips for extreme.

2. Pipe pile material shall be ASTM A 252, Grade 3, (Mod.) (Fy = 50 ksi)

3. Estimate of pile lengths as determined from available soils information: (Not including any additional pile length allowance for load testing)

Pier No. 1 Piles 1 and 6: 2 - 30" Dia. x 1/2" thick x 65 feet long  
Piles 2 thru 5: 4 - 30" Dia. x 1/2" thick x 60 feet long

4. Piles shall be driven close ended and shall be equipped with a 60" conical tip conforming to the strength requirements of ASTM A148, Grade 90-60.

5. Piles marked with an arrow shall be battered as shown in the plans.

6. Piles shall not be out of position shown by more than 2 inches in any direction.

7. It is anticipated that the Contractor may encounter obstructions during pile driving operations. Clearing of obstructions shall be as specified in Section 501 of the Standard Specifications. The method of clearing obstructions shall be approved by the Resident. The cost of clearing obstructions will be considered incidental to related Contract Items.

8. The Contractor shall perform and submit a wave equation analysis for review and acceptance by the Resident. The maximum allowable driving stress is 0.90 times Fy. The submittal analyses shall include the proposed stopping criteria based on the wave equation analysis and the proposed driving system. The stopping criteria shall include the blows per inch and the number of 1-in. intervals at which pile installation may be terminated. The cost of performing the wave equation analysis will be considered incidental to Item No. 501.92, Pile Driving Equipment Mobilization.

9. The Contractor shall perform one dynamic load test to confirm the ultimate capacity of the pipe piles. The required nominal resistance for the pile is the factored axial pile load divided by a resistance factor of 0.65 per LRFD Specifications. The dynamic test shall be performed on the first production pile driven.

10. Pipe pile shall be filled with Class "A" concrete. Placement of the concrete and reinforcing steel placed inside the pipe piles shall be considered incidental to Item 501.701, Steel Pipe Pile in Place.

11. The Contractor will take care to prevent damage to the pile coating during driving activities. All driving frames shall be lined to help prevent damage to the pile coating. Driving frame liners shall be approved by the Resident.

12. Pile surfaces to be coated shall be prepared in accordance with Special Provisions 506 and 711.

13. Pipe piles shall be driven to bedrock in accordance with Section 501 of the Standard Specifications.

14. Existing pier shall be removed to a min. of 1 foot below the river bed. Payment shall be considered incidental to Bridge Removal.

**PIER DESIGN CRITERIA**

1. Critical AASHTO Group Loading - Extreme I (seismic zone 2) for axial loads and Extreme II for lateral loads.

2. Streamflow: Velocity of 5.15 fps at 0 degrees to longitudinal centerline flow.

3. Ice: Elastic collision force calculated 1'-6" deep ice and 200 psi pressure.

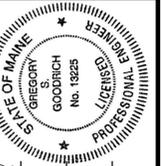
**LEGEND**

(P-) = Pile Number

(G-) = Girder Number

(or) = Direction of Pile Batter (12:3)

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)  
WIN  
18335.00  
BRIDGE NO. 2625  
BRIDGE PLANS



Signature: Gregory S. Goodrich  
P.E. NUMBER: 19225  
DATE: DECEMBER 6, 2013

DATE	BY	PROJ. MGR.	DESIGN DET.	CHECKED	DESIGN DET.	REVISIONS	FIELD CHANGES
12/16/13	BAM	G. GOODRICH	GME	LSC	---	1	---
12/16/13	CSG	---	LSC	---	---	2	---
---	---	---	---	---	---	3	---
---	---	---	---	---	---	4	---

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN  
ANDROSCOGGIN COUNTY  
PIER

SHEET NUMBER

30

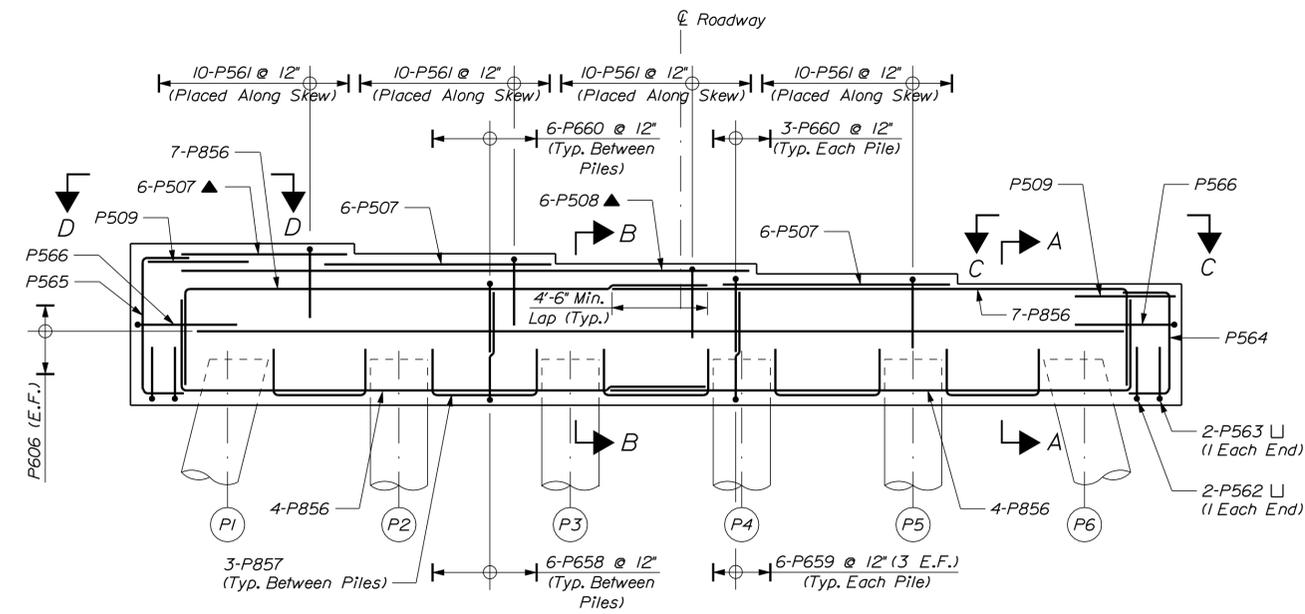
OF 49

Date: 12/15/2013

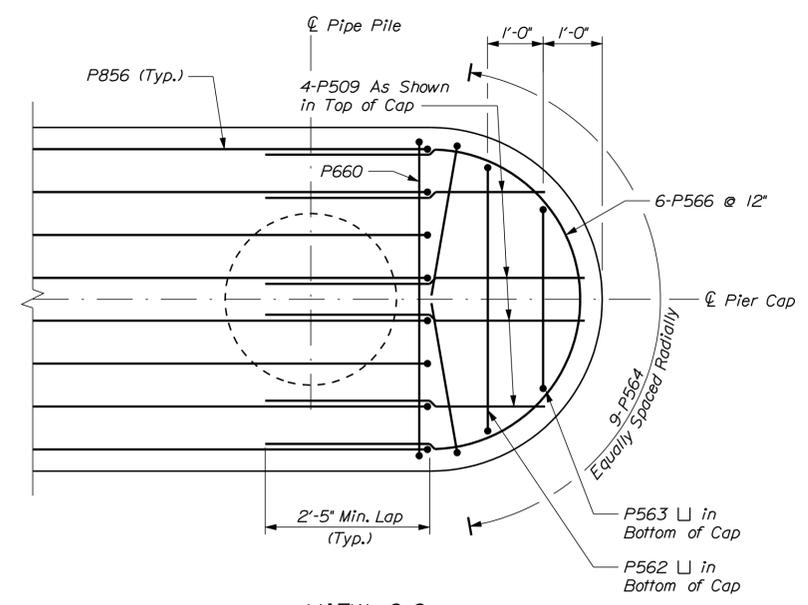
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Division: Structures

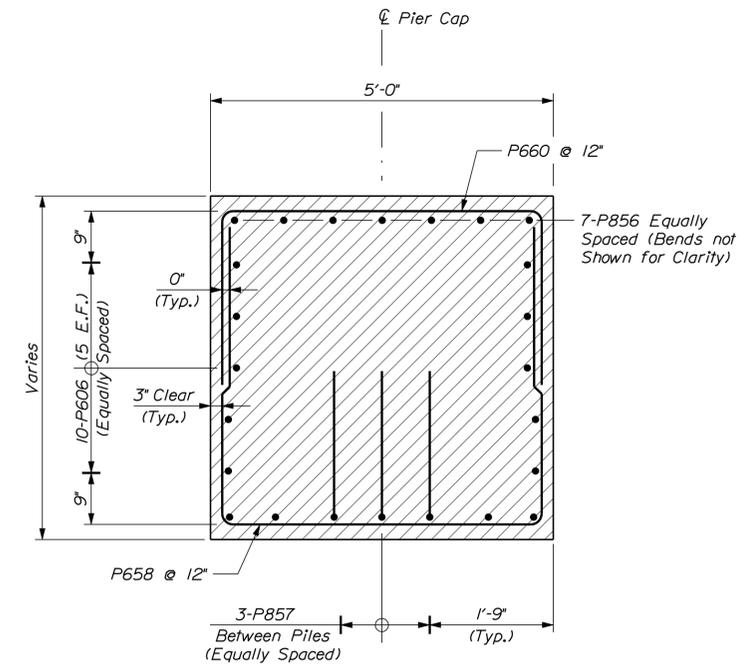
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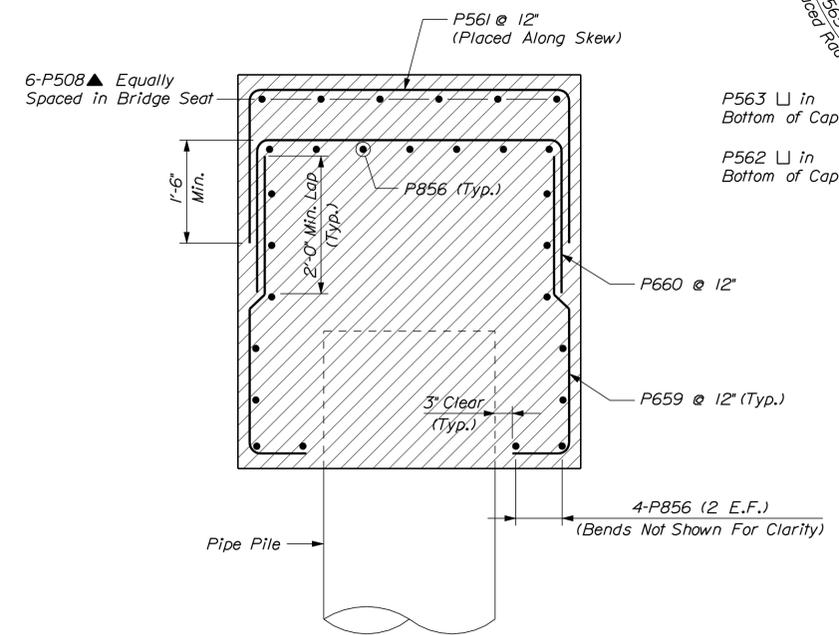
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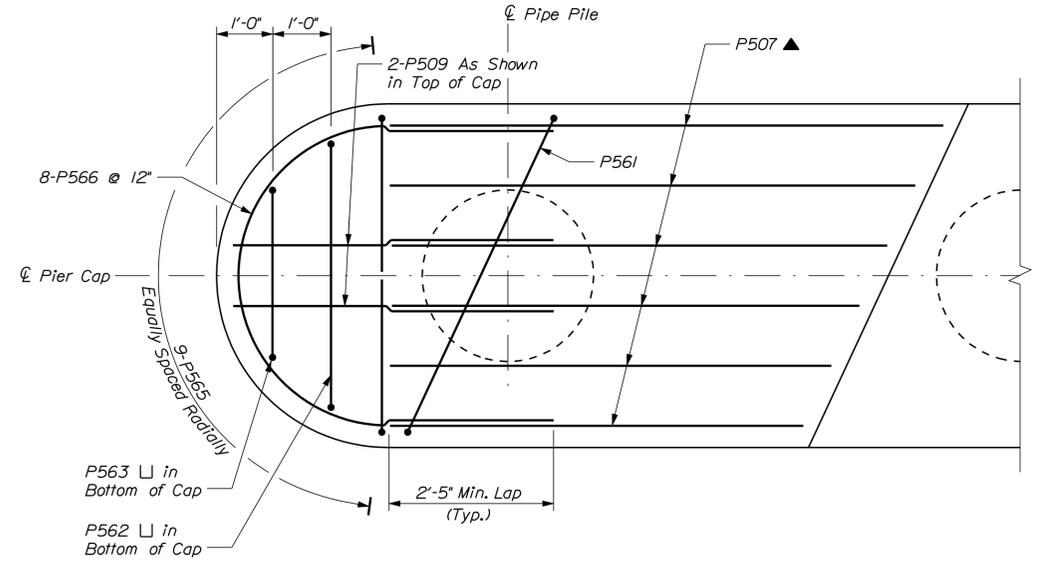
VIEW C-C



SECTION A-A



SECTION B-B



VIEW D-D

LEGEND  
 (P-) = Pile Number

REINFORCING KEY  
 N.F. = Near Face  
 F.F. = Far Face  
 E.F. = Each Face  
 ▲ = Cut in Field

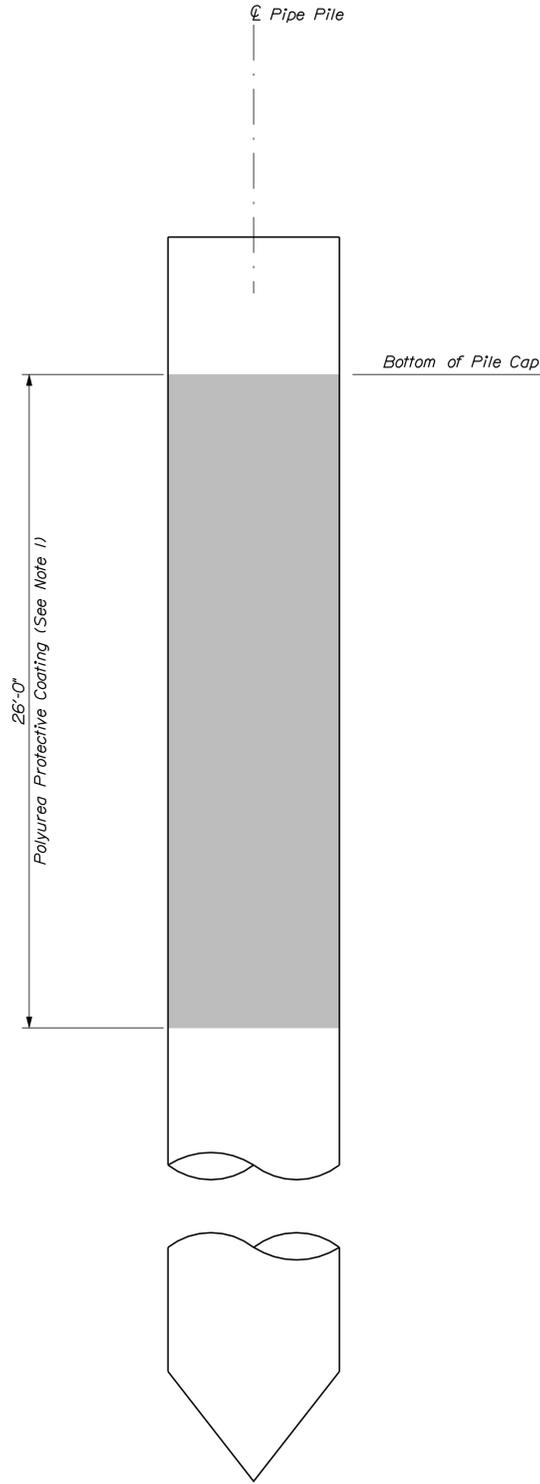
STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 BH-1833(500)  
 BRIDGE NO. 2625  
 WIN 18335.00  
 BRIDGE PLANS

PROJ. MANAGER  
 G. GOODRICH  
 DATE  
 12/13/13  
 BY  
 B.M.  
 CHECKED-REVIEWED  
 LSC  
 DESIGN-REVIEWED  
 LSC  
 DESIGN-REVIEWED  
 LSC  
 REVISIONS 1  
 REVISIONS 2  
 REVISIONS 3  
 REVISIONS 4  
 FIELD CHANGES

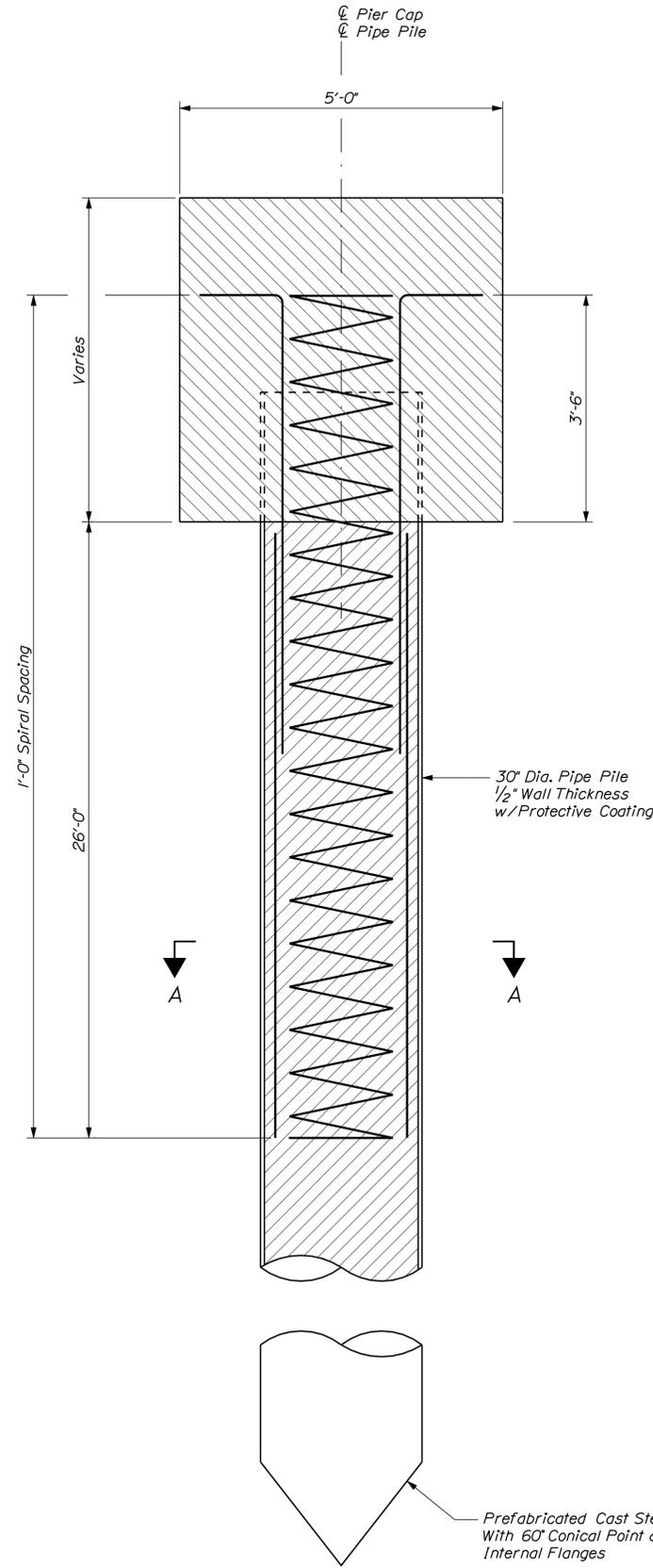
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 G. GOODRICH  
 No. 1325  
 LICENSED PROFESSIONAL ENGINEER  
 P.E. NUMBER  
 13225  
 DATE  
 DECEMBER 6, 2013

OAKDALE BRIDGE (NB)  
 LITTLE ANDROSCOGGIN RIVER  
 AUBURN ANDROSCOGGIN COUNTY  
 PIER REINFORCING

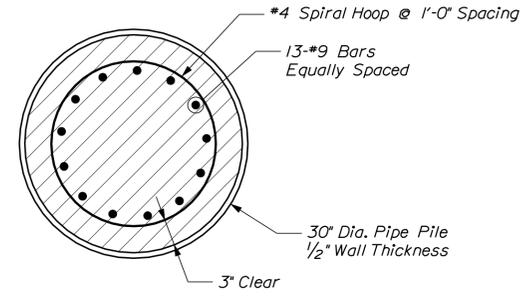
SHEET NUMBER  
 31  
 OF 49



**PIPE PILE ELEVATION**  
Not to Scale



**PIPE PILE SECTION**  
(Pier Cap Reinforcing not Shown for Clarity)

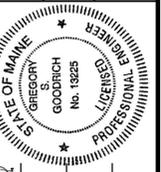


**SECTION A-A**

**NOTE:**

1. Pile surfaces to be coated shall be prepared in accordance with Special Provisions 506 and 711.

Prefabricated Cast Steel Tip With 60° Conical Point and Internal Flanges



*Gregory S. Goodrich*  
SIGNATURE  
12/25  
P.E. NUMBER  
18225  
DATE  
DECEMBER 6, 2013

PROJ. MANAGER	DATE	BY	DATE
G. GOODRICH	12/16/13	B.M.	12/16/13
L.S.C.	12/16/13	C.S.G.	12/16/13
CHECKED-REVIEWED	...	...	...
DESIGN DETAILED	...	...	...
DESIGN DETAILED	...	...	...
REVISIONS 1	...	...	...
REVISIONS 2	...	...	...
REVISIONS 3	...	...	...
REVISIONS 4	...	...	...
FIELD CHANGES	...	...	...

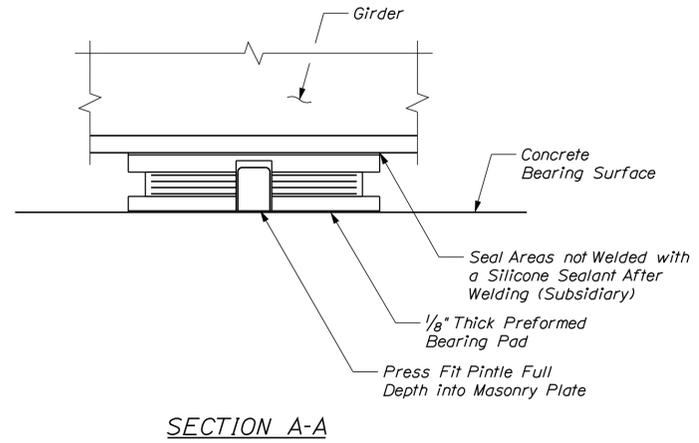
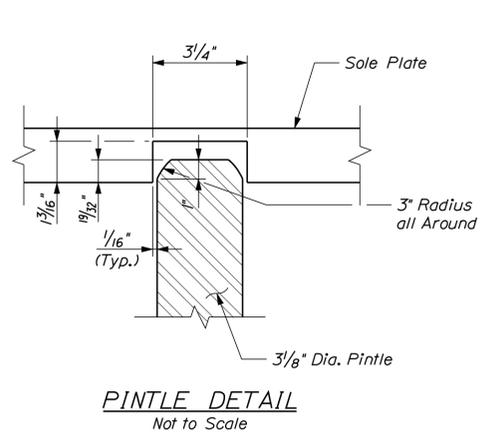
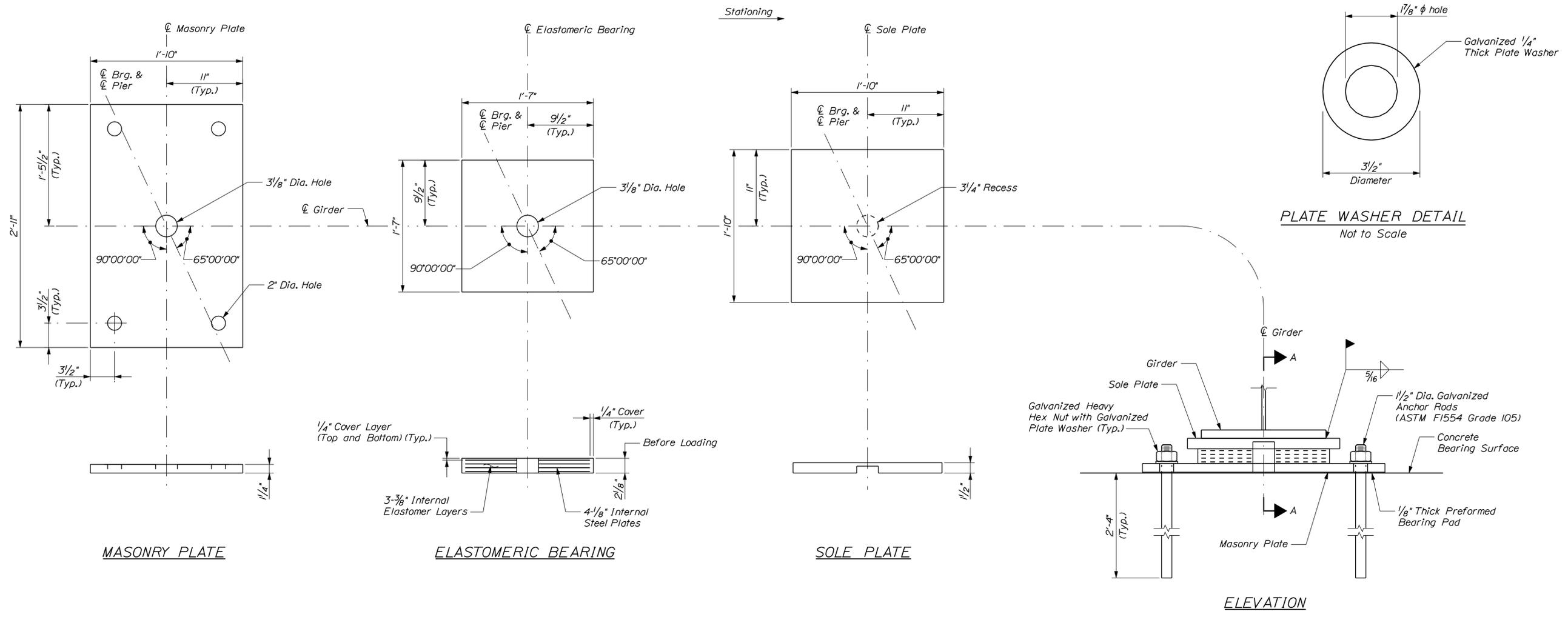
OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN ANDROSCOGGIN COUNTY  
**PILE DETAILS**

Date: 12/15/2013

Username: bmasse

Division: Structures

Filename: ...\\cod\st\planset\033\_Bearing.dgn



**ELASTOMERIC BEARING NOTES**

1. The shear modulus of the elastomer shall be between 95 and 130 psi.
2. Elastomer shall either be neoprene or natural rubber with a durometer of 50.
3. Vulcanizing of the elastomer to the steel plates shall be done during the primary mold process.
4. Masonry plates, sole plates, and pintles shall meet the requirements of ASTM A 709/A 709M, Grade 50. Anchor rods shall meet the requirements of ASTM F 1554, Grade 105 and shall be swaged on the embedded portion of the rod.
5. All plates shall be galvanized in accordance with Section 506. Anchor rods, washers, nuts and pintles shall be galvanized to ASTM A 153 or ASTM B 695, Class 50, Type 1.
6. All bearings shall be marked prior to shipping. The marks shall include the bearing location on the bridge and a direction arrow which points upstation. All marks shall be permanent and shall be visible after the bearing is installed.
7. Bearings shall be covered during transit.
8. All necessary precautions shall be taken to protect bearing components from field weld flash and spatter. Heat from welding operations shall be controlled such that steel adjacent to the elastomer does not exceed 200 °F. The temperature shall be verified by the use of temperature indicating crayons or other suitable means.
9. Burr the threads on the anchor rods after assembly of the bearing. Touch up damaged areas with zinc-rich primer/paint.
10. Apply approved silicone sealant along the edges and up and around to the fillet weld termination.

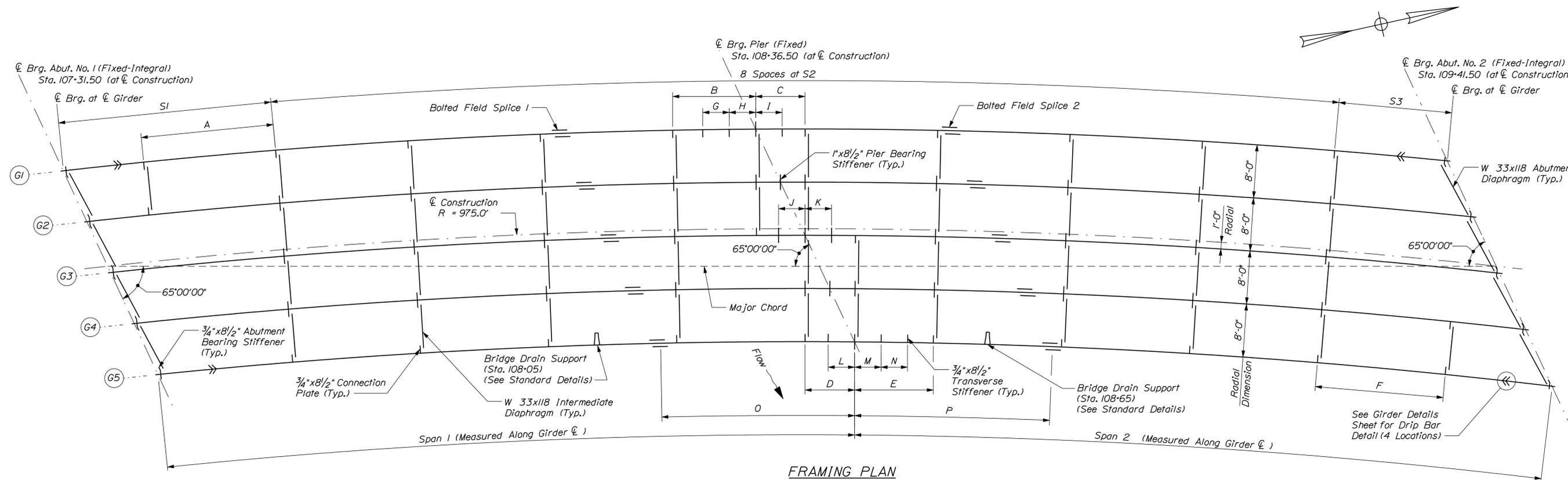
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BRIDGE NO. 2625		BRIDGE PLANS	
BH-1833(500)		WIN		18335.00	
		GREGORY S. GOODRICH No. 18225 LICENSED PROFESSIONAL ENGINEER		BRIDGE NO. 2625 WIN 18335.00	
PROJ. MANAGER	G. GOODRICH	DATE	12/16/13	SIGNATURE	12/25
DESIGN-DETAILED	ONE	BY	BAM	P.E. NUMBER	DECEMBER 6, 2013
CHECKED-REVIEWED	LSC	DATE	12/16/13	DATE	12/25
DESIGN-DETAILED	---	---	---	---	---
REVISIONS 1	---	---	---	---	---
REVISIONS 2	---	---	---	---	---
REVISIONS 3	---	---	---	---	---
REVISIONS 4	---	---	---	---	---
FIELD CHANGES	---	---	---	---	---
OAKDALE BRIDGE (NB) LITTLE ANDROSCOGGIN RIVER AUBURN ANDROSCOGGIN COUNTY			BEARING DETAILS		
SHEET NUMBER			33		
			OF 49		

Date: 12/15/2013

Username: bmasse

Division: Structures

Filename: ... \cod\st\planset\034\_Framing.dgn



FRAMING PLAN

**TABLE OF DIMENSIONS (FT)**

Girder	Span 1	Span 2	Radius	S1	S2	S3	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
G1	104'-8 <sup>5</sup> / <sub>16</sub> "	104'-6 <sup>1</sup> / <sub>2</sub> "	990'-0"	32'-2 <sup>1</sup> / <sub>2</sub> "	20'-0"	17'-0 <sup>5</sup> / <sub>16</sub> "	20'-0"	12'-6 <sup>7</sup> / <sub>16</sub> "	7'-5 <sup>9</sup> / <sub>16</sub> "	-	-	-	4'-0"	4'-0"	4'-0"	-	-	-	-	-	27'-9"	30'-3 <sup>1</sup> / <sub>8</sub> "
G2	104'-10 <sup>3</sup> / <sub>16</sub> "	104'-9 <sup>7</sup> / <sub>16</sub> "	982'-0"	29'-3 <sup>3</sup> / <sub>16</sub> "	19'-10 <sup>1</sup> / <sub>16</sub> "	21'-8 <sup>5</sup> / <sub>16</sub> "	19'-10 <sup>1</sup> / <sub>16</sub> "	12'-5 <sup>1</sup> / <sub>4</sub> "	7'-4 <sup>3</sup> / <sub>16</sub> "	-	-	-	-	-	-	-	-	-	-	-	28'-4 <sup>1</sup> / <sub>2</sub> "	28'-7 <sup>1</sup> / <sub>16</sub> "
G3	105'-0 <sup>7</sup> / <sub>16</sub> "	105'-0 <sup>5</sup> / <sub>16</sub> "	974'-0"	26'-3 <sup>3</sup> / <sub>16</sub> "	19'-8 <sup>1</sup> / <sub>8</sub> "	26'-3 <sup>3</sup> / <sub>16</sub> "	-	12'-4"	7'-4 <sup>1</sup> / <sub>8</sub> "	7'-7 <sup>5</sup> / <sub>16</sub> "	12'-0 <sup>7</sup> / <sub>8</sub> "	-	-	-	4'-0"	4'-0"	-	-	-	-	28'-6 <sup>1</sup> / <sub>4</sub> "	28'-5 <sup>3</sup> / <sub>4</sub> "
G4	105'-1 <sup>5</sup> / <sub>16</sub> "	105'-3 <sup>3</sup> / <sub>8</sub> "	966'-0"	23'-4 <sup>1</sup> / <sub>16</sub> "	19'-6 <sup>3</sup> / <sub>16</sub> "	30'-11 <sup>7</sup> / <sub>16</sub> "	-	-	-	7'-6 <sup>1</sup> / <sub>2</sub> "	11'-11 <sup>1</sup> / <sub>16</sub> "	19'-6 <sup>3</sup> / <sub>16</sub> "	-	-	-	-	-	-	-	-	28'-1 <sup>7</sup> / <sub>8</sub> "	28'-10 <sup>1</sup> / <sub>16</sub> "
G5	105'-3 <sup>1</sup> / <sub>16</sub> "	105'-6 <sup>1</sup> / <sub>2</sub> "	958'-0"	20'-5"	19'-4 <sup>1</sup> / <sub>4</sub> "	35'-7 <sup>5</sup> / <sub>16</sub> "	-	-	-	7'-5 <sup>3</sup> / <sub>4</sub> "	11'-10 <sup>1</sup> / <sub>2</sub> "	19'-4 <sup>1</sup> / <sub>4</sub> "	-	-	-	-	4'-0"	4'-0"	4'-0"	-	29'-9 <sup>3</sup> / <sub>4</sub> "	28'-2 <sup>5</sup> / <sub>16</sub> "

**LEGEND**  
 (G-) = Girder Number

**STRUCTURAL STEEL NOTES**

1. Camber ordinates are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.
2. No transverse butt weld splices will be allowed in the flange plates or web plates within 10 feet or 10 percent of the span length (whichever is greater) from the points of maximum negative moment or maximum positive moment. Butt weld splices in flanges shall be not less than three feet from transverse butt welds in the web plates and no transverse web or flange butt welds shall be located within three feet of other transverse welds (e.g. connection plates to web welds) on either flange or web. No transverse butt weld splices will be allowed in areas of stress reversal.
3. Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall be not less than 10 feet in length unless otherwise shown on the plans.
4. Bearing stiffeners shall be plumb after erection and dead loading of the structure. Intermediate web stiffeners may be either plumb or normal to the top flange.
5. Diaphragm connection plates may be either plumb or normal to the top flange.
6. Filler plates may be steel conforming to the requirements of A709, Grade 36.

7. Bolted field splice connections shall be made using 7/8" diameter ASTM A325 Type 3 H.S. bolts. Hole size shall be 15/16" unless otherwise shown. Bolt threads shall be excluded from the shear plane of field splice connections.
8. Prior to structural steel erection, the Contractor shall submit an erection sequence to the Engineer for approval.
9. A minimum of two adjacent girders and adjoining diaphragms shall be erected in a given span prior to erecting the following span. At no time shall more than two girder segments of a single girder be erected without being connected to an adjacent girder through the use of diaphragms.
10. All web, flange, field splice plates, and diaphragms (including connection plates) in tension or stress reversal areas shall conform to zone 2 Charpy V-notch impact test requirements of AASHTO M270.
11. Girder webs shall be vertical under full dead load.
12. All costs for abutment bearing assembly, including threaded studs, leveling plate, and nuts shall be incidental to Item 504.702, Structural Steel Fabricated and Delivered, Welded.
13. Girder ends shall be coated a distance of 6 feet from each end for all girders. The coating shall be in accordance with Special Provision Section 506, Protective Coating - Steel (Zinc Rich Coating System).

**STATE OF MAINE**  
**DEPARTMENT OF TRANSPORTATION**  
**BH-1833(500)**

**OAKDALE BRIDGE (NB)**  
**LITTLE ANDROSCOGGIN RIVER**  
**AUBURN**  
**ANDROSCOGGIN COUNTY**

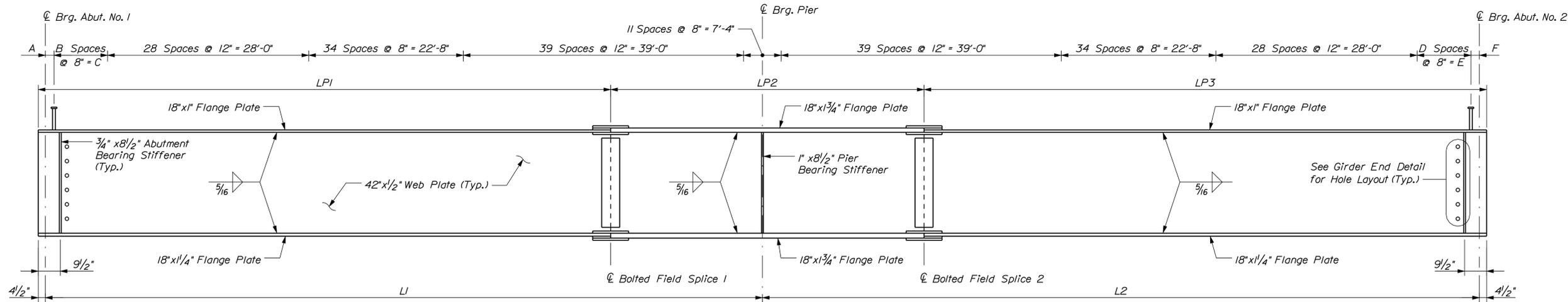
**FRAMING PLAN**

**SHEET NUMBER**  
**34**  
 OF 49

BRIDGE NO. 2625  
 WIN  
 18335.00  
 BRIDGE PLANS

DATE: 12/16/13  
 BY: GSG  
 CHECKED: MIM  
 DESIGN: MIM  
 DESIGN: MIM  
 REVISIONS: 1  
 REVISIONS: 2  
 REVISIONS: 3  
 REVISIONS: 4  
 FIELD CHANGES

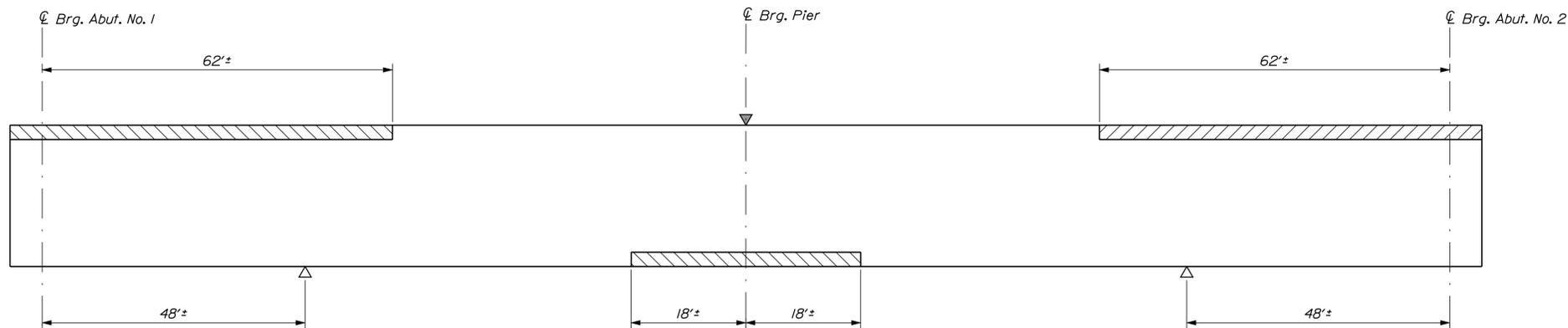
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 P.E. NUMBER: 13225  
 DATE: DECEMBER 6, 2013



**GIRDER ELEVATION AND STUD LAYOUT**  
(Connection Plates and Transverse Stiffeners Not Shown)

SHEAR STUD LAYOUT							
Girder	A	B	C	D	E	F	Total No. of Studs (3 Per Row)
G1	5"	17	11'-4"	16	10'-8"	2 1/2"	741
G2	6 1/2"	16	10'-8"	17	11'-4"	5 1/2"	741
G3	0"	18	12'-0"	17	11'-4"	0"	747
G4	2"	17	11'-4"	18	12'-0"	3 1/2"	747
G5	3 1/2"	18	12'-0"	17	11'-4"	6"	747

DIMENSIONS ALONG G GIRDER					
Girder	L1	L2	LP1	LP2	LP3
G1	104'-8 5/16"	104'-6 1/2"	77'-4 1/2"	58'-0"	74'-8"
G2	104'-10 3/16"	104'-9 1/16"	76'-10 1/2"	57'-0"	76'-6 3/8"
G3	105'-0 3/16"	105'-0 5/16"	76'-10 1/2"	57'-0"	76'-11 1/8"
G4	105'-1 5/16"	105'-3 3/8"	77'-4 1/2"	57'-0"	76'-9 7/8"
G5	105'-3 1/16"	105'-6 1/2"	75'-10 1/2"	58'-0"	77'-8 3/4"



**GIRDER STRESS DIAGRAM**  
Not to Scale

- Indicates Areas Always in Compression. All Other Areas Are in Tension or Have Stress Reversal.
- Approximate Location of Maximum Positive Moment
- Point of Maximum Negative Moment

Date: 12/15/2013

Username: bmasse

Division: Structures

Filename: ... \cod\st\planset\035\_Girder.dgn

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)

BRIDGE NO. 2625  
WIN  
18335.00

BRIDGE PLANS

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN  
ANDROSCOGGIN COUNTY

GIRDER ELEVATION  
& DETAILS

PROJ. MANAGER	DATE	BY	DATE
G. GOODRICH	12/16/13	BAM	12/16/13
DESIGN-DETAILED		LSC	
CHECKED-REVIEWED		CSG	
DESIGN-DETAILED		MJM	
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE
	18225	DECEMBER 6, 2013

SHEET NUMBER

# 35

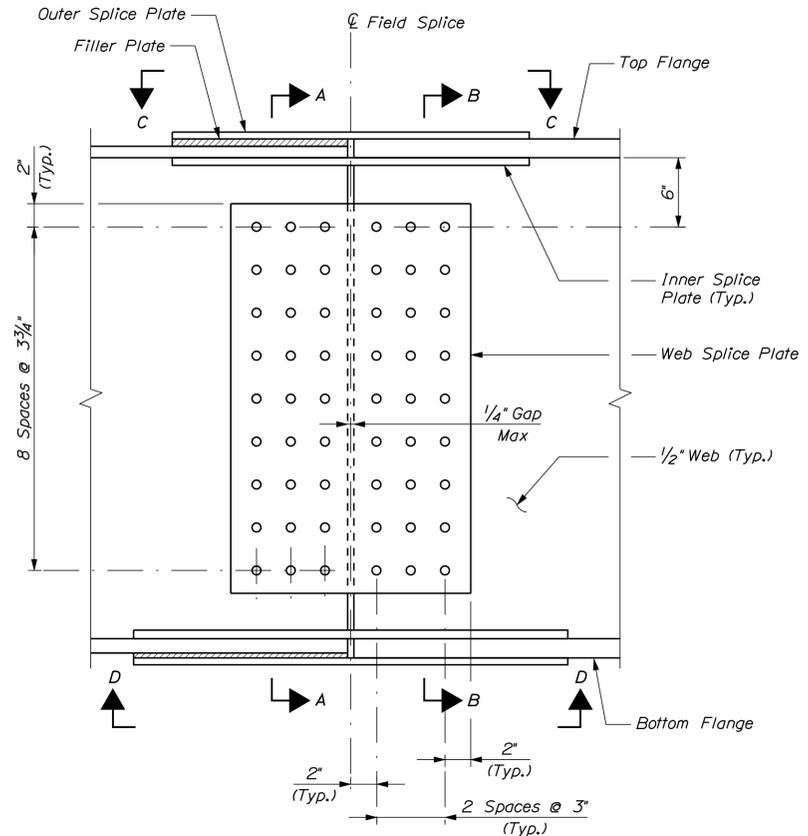
OF 49

Date: 12/15/2013

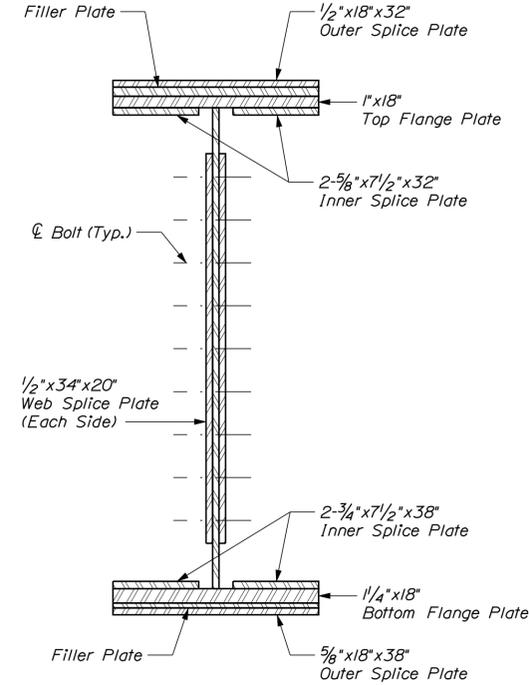
Username: bmasse

Division: Structures

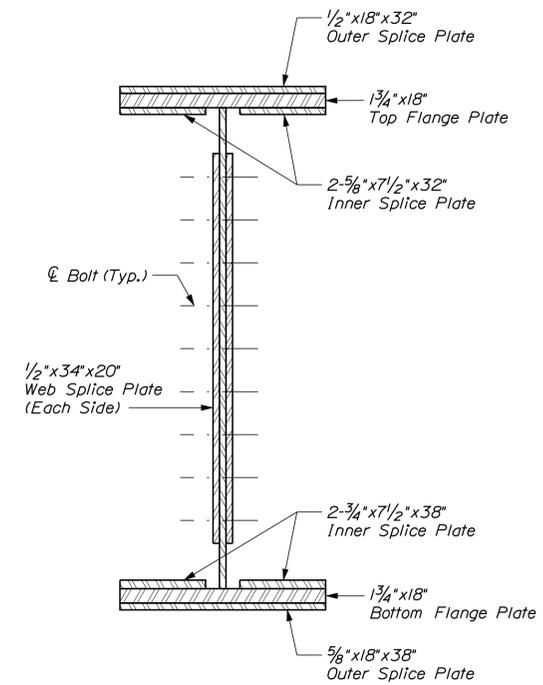
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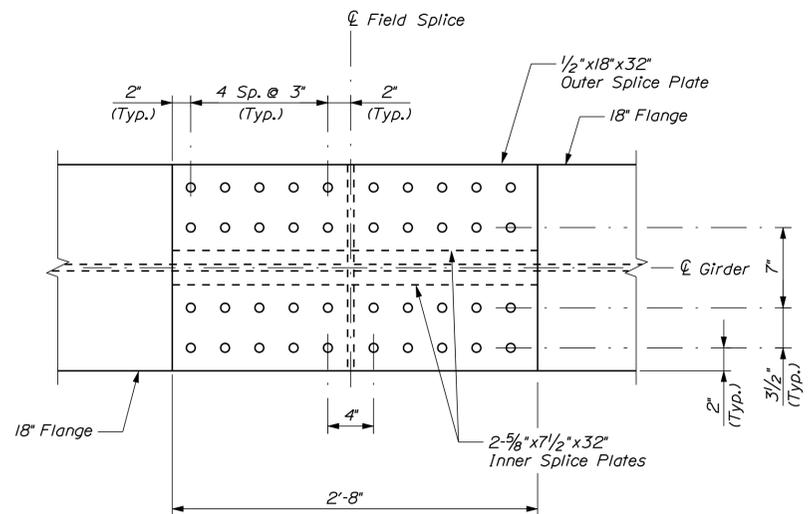
**BOLTED FIELD SPICE ELEVATION**  
Not to Scale



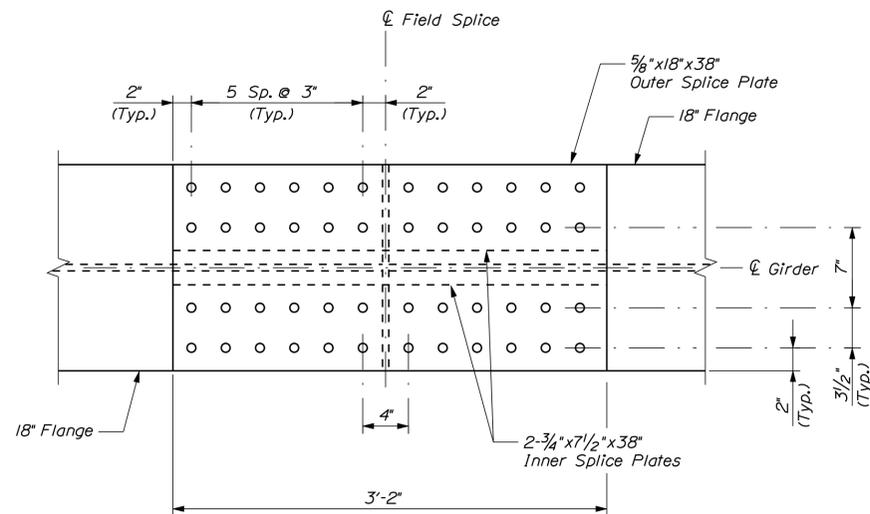
**SECTION A-A**  
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**SECTION B-B**  
Not to Scale

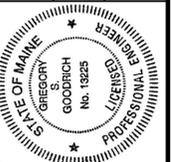


**VIEW C-C**  
(Stud Shear Connectors and Filler Plate Not Shown)  
Not to Scale



**VIEW D-D**  
(Filler Plate Not Shown)  
Not to Scale

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)



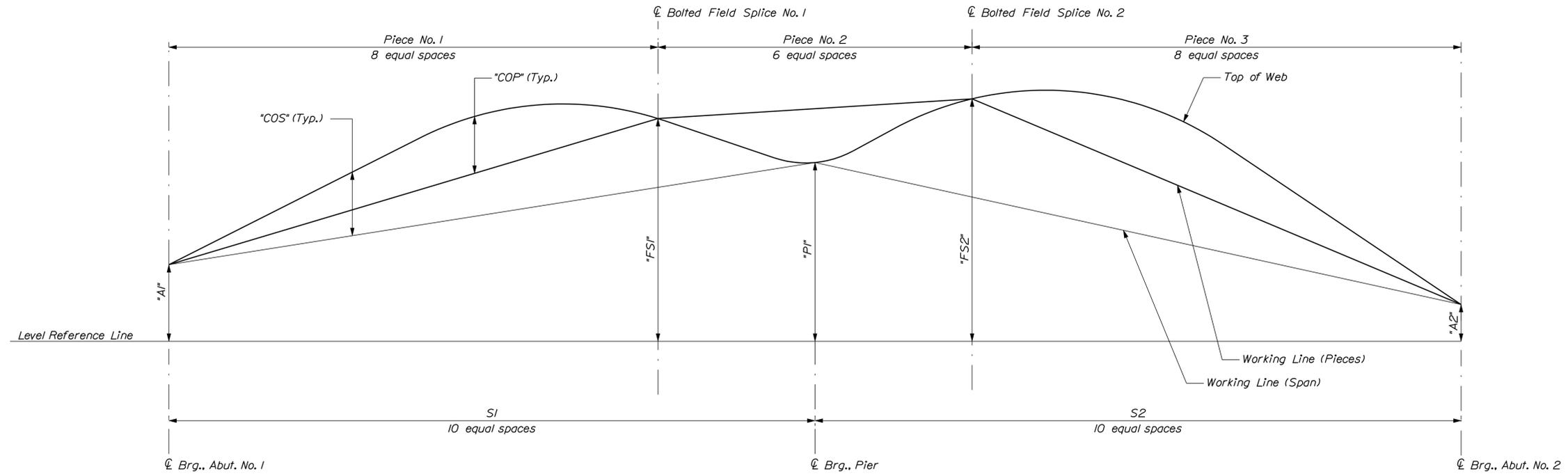
PROJ. MANAGER: G. GOODRICH  
DATE: 12/16/13  
BY: B.M. / C.S.G.  
CHECKED-REVIEWED: M.M.  
DESIGN DETAILED: ...  
SIGNATURE: [Signature]  
P.E. NUMBER: 13225  
DATE: DECEMBER 6, 2013

PROJ. MANAGER	DATE	BY	REVISIONS	FIELD CHANGES
G. GOODRICH	12/16/13	B.M.	1	
	12/16/13	C.S.G.	2	
			3	
			4	

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN ANDROSCOGGIN COUNTY  
**FIELD SPICE DETAILS**

SHEET NUMBER  
**36**  
OF 49

BRIDGE NO. 2625  
WIN 18335.00  
BRIDGE PLANS



**CAMBER DIAGRAM**  
Not to Scale

**TABLE OF CAMBER ORDINATES PER PIECE ("COP") (in)**

Girder	Piece No. 1									Piece No. 2						Piece No. 3								Girder		
	0/8	1/8	2/8	3/8	4/8	5/8	6/8	7/8	8/8	0/6	1/6	2/6	3/6	4/6	5/6	6/6	0/8	1/8	2/8	3/8	4/8	5/8	6/8		7/8	8/8
1	0.00	0.93	1.66	2.12	2.29	2.13	1.67	0.93	0.00	0.00	-0.26	-0.50	-0.60	-0.48	-0.25	0.00	0.00	0.84	1.52	1.95	2.11	1.97	1.54	0.87	0.00	1
2	0.00	0.91	1.62	2.08	2.24	2.09	1.63	0.91	0.00	0.00	-0.24	-0.47	-0.59	-0.48	-0.26	0.00	0.00	0.87	1.57	2.01	2.17	2.02	1.59	0.91	0.00	2
3	0.00	0.96	1.63	2.04	2.18	2.03	1.59	0.88	0.00	0.00	-0.23	-0.46	-0.57	-0.46	-0.24	0.00	0.00	0.87	1.56	2.00	2.16	2.02	1.60	0.93	0.00	3
4	0.00	0.94	1.61	2.03	2.18	2.03	1.58	0.88	0.00	0.00	-0.20	-0.40	-0.53	-0.42	-0.21	0.00	0.00	0.87	1.56	2.01	2.16	2.01	1.57	0.88	0.00	4
5	0.00	0.87	1.51	1.91	2.07	1.92	1.51	0.85	0.00	0.00	-0.19	-0.39	-0.52	-0.43	-0.22	0.00	0.00	0.90	1.61	2.12	2.22	2.07	1.62	0.91	0.00	5

**TABLE OF CAMBER ORDINATES PER SPAN ("COS") (in)**

Girder	Span No. 1										Span No. 2										Girder		
	0/10	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	10/10	0/10	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10		9/10	10/10
1	0.00	1.30	2.36	3.09	3.45	3.42	3.04	2.37	1.55	0.70	0.00	0.00	0.59	1.33	2.09	2.73	3.14	3.22	2.93	2.26	1.26	0.00	1
2	0.00	1.27	2.31	3.02	3.37	3.34	2.97	2.33	1.53	0.70	0.00	0.00	0.61	1.37	2.13	2.77	3.15	3.20	2.89	2.23	1.25	0.00	2
3	0.00	1.32	2.30	2.97	3.30	3.28	2.91	2.28	1.49	0.68	0.00	0.00	0.65	1.42	2.18	2.80	3.17	3.21	2.90	2.24	1.27	0.00	3
4	0.00	1.29	2.25	2.92	3.25	3.22	2.86	2.24	1.48	0.71	0.00	0.00	0.66	1.45	2.21	2.83	3.21	3.25	2.93	2.24	1.24	0.00	4
5	0.00	1.25	2.21	2.87	3.20	3.18	2.83	2.22	1.46	0.69	0.00	0.00	0.68	1.48	2.26	2.90	3.27	3.30	2.97	2.27	1.26	0.00	5

**TABLE OF CAMBER DIMENSIONS (ft)**

Girder	A1	FS1	PI	FS2	A2	SI	S2	Girder
1	4.89	5.33	5.37	5.35	5.00	104.74	104.55	1
2	4.95	5.37	5.41	5.39	5.00	104.88	104.79	2
3	5.01	5.42	5.45	5.42	5.00	105.02	105.03	3
4	5.08	5.47	5.49	5.45	5.00	105.16	105.28	4
5	5.15	5.52	5.54	5.49	5.00	105.31	105.54	5

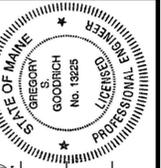
Date: 12/15/2013

Username: bmasse

Division: Structures

Filename: ... \st\plan\set\037\_camber\_01.dgn

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)



SIGNATURE  
P.E. NUMBER  
DATE

PROJ. MANAGER	DATE	BY	CLC	CSG	DESIGN DETAILED	CHECKED-REVIEWED	DESIGN DET. TAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
G. GOODRICH	12/16/13	CLC	OSG									

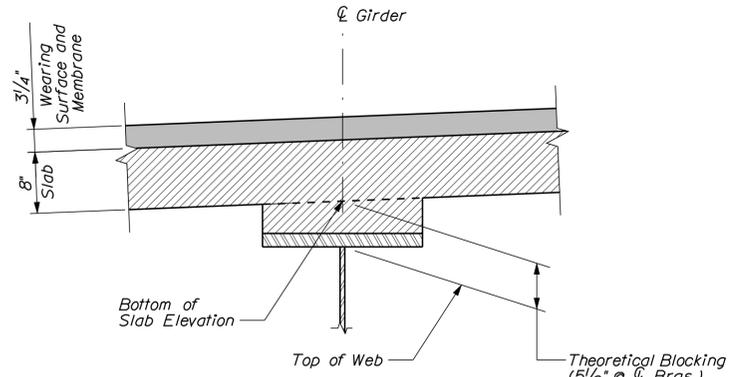
OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN ANDROSCOGGIN COUNTY  
CAMBER DIAGRAM

SHEET NUMBER

37

OF 49

BRIDGE NO. 2625  
WIN  
18335.00  
BRIDGE PLANS



**BLOCKING DETAIL**  
Not to Scale

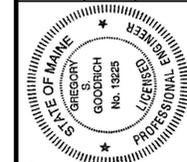
**BOTTOM OF SLAB ELEVATIONS @ 10th POINTS**

Girder	℄ Brg., Abut. No. 1	Span 1										℄ Brg., Pier
		1.10	1.20	1.30	1.40	1.50	1.60	1.70	1.80	1.90		
Span 1	1	207.63	207.77	207.90	208.00	208.07	208.12	208.14	208.15	208.14	208.12	208.11
	2	207.21	207.35	207.47	207.57	207.64	207.69	207.71	207.71	207.70	207.68	207.68
	3	206.80	206.94	207.05	207.15	207.21	207.26	207.28	207.28	207.26	207.25	207.24
	4	206.38	206.52	206.63	206.72	206.79	206.83	206.84	206.84	206.83	206.81	206.80
	5	205.96	206.09	206.20	206.29	206.35	206.39	206.41	206.40	206.39	206.37	206.35
Girder	℄ Brg., Pier	Span 2										
		2.10	2.20	2.30	2.40	2.50	2.60	2.70	2.80	2.90	℄ Brg., Abut. No. 2	
Span 2	1	208.11	208.12	208.14	208.16	208.17	208.16	208.13	208.07	207.98	207.87	207.74
	2	207.68	207.68	207.70	207.71	207.72	207.70	207.66	207.60	207.51	207.40	207.26
	3	207.24	207.24	207.25	207.26	207.26	207.24	207.20	207.13	207.04	206.92	206.78
	4	206.80	206.80	206.81	206.81	206.81	206.78	206.74	206.66	206.56	206.44	206.30
	5	206.35	206.35	206.36	206.36	206.35	206.33	206.27	206.19	206.09	205.96	205.81

**TABLE OF DEFLECTIONS (in)**

Girder	Load	Span No. 1										Span No. 2											
		0/10	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	10/10	0/10	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	10/10
		1	Steel Dead Load	0.00	0.17	0.30	0.40	0.44	0.42	0.35	0.25	0.14	0.05	0.00	0.00	0.02	0.10	0.19	0.29	0.36	0.39	0.36	0.28
Fluid Dead Load	0.00		0.51	0.94	1.23	1.34	1.29	1.08	0.76	0.42	0.14	0.00	0.00	0.08	0.30	0.60	0.89	1.12	1.20	1.13	0.88	0.49	0.00
Superimposed Dead Load	0.00		0.16	0.29	0.39	0.43	0.42	0.37	0.27	0.16	0.06	0.00	0.00	0.03	0.11	0.22	0.31	0.37	0.39	0.36	0.27	0.15	0.00
Vertical Curve Ordinate	0.00		0.46	0.83	1.08	1.24	1.29	1.24	1.08	0.83	0.46	0.00	0.00	0.46	0.82	1.08	1.23	1.28	1.23	1.08	0.82	0.46	0.00
2	Steel Dead Load	0.00	0.16	0.29	0.38	0.42	0.40	0.33	0.24	0.13	0.04	0.00	0.00	0.03	0.10	0.20	0.29	0.36	0.38	0.35	0.27	0.15	0.00
	Fluid Dead Load	0.00	0.49	0.90	1.18	1.29	1.23	1.03	0.73	0.40	0.13	0.00	0.00	0.08	0.31	0.61	0.90	1.11	1.18	1.10	0.85	0.48	0.00
	Superimposed Dead Load	0.00	0.15	0.28	0.36	0.40	0.40	0.34	0.26	0.15	0.05	0.00	0.00	0.03	0.12	0.22	0.31	0.36	0.38	0.34	0.26	0.15	0.00
	Vertical Curve Ordinate	0.00	0.47	0.84	1.10	1.26	1.31	1.26	1.10	0.84	0.47	0.00	0.00	0.47	0.84	1.10	1.26	1.31	1.26	1.10	0.84	0.47	0.00
3	Steel Dead Load	0.00	0.17	0.29	0.36	0.40	0.38	0.32	0.22	0.12	0.04	0.00	0.00	0.03	0.11	0.21	0.30	0.36	0.38	0.35	0.27	0.16	0.00
	Fluid Dead Load	0.00	0.52	0.89	1.14	1.23	1.18	0.98	0.69	0.37	0.12	0.00	0.00	0.10	0.33	0.62	0.91	1.11	1.18	1.09	0.85	0.49	0.00
	Superimposed Dead Load	0.00	0.15	0.27	0.35	0.38	0.38	0.33	0.24	0.14	0.04	0.00	0.00	0.04	0.12	0.22	0.31	0.36	0.37	0.33	0.26	0.15	0.00
	Vertical Curve Ordinate	0.00	0.48	0.86	1.13	1.29	1.34	1.29	1.12	0.86	0.48	0.00	0.00	0.48	0.86	1.13	1.29	1.34	1.29	1.12	0.86	0.48	0.00
4	Steel Dead Load	0.00	0.16	0.27	0.35	0.38	0.36	0.30	0.21	0.12	0.04	0.00	0.00	0.03	0.11	0.21	0.30	0.36	0.38	0.35	0.27	0.15	0.00
	Fluid Dead Load	0.00	0.49	0.85	1.09	1.19	1.13	0.94	0.65	0.35	0.12	0.00	0.00	0.10	0.34	0.63	0.91	1.11	1.18	1.09	0.84	0.46	0.00
	Superimposed Dead Load	0.00	0.15	0.26	0.33	0.37	0.36	0.31	0.23	0.13	0.05	0.00	0.00	0.04	0.12	0.22	0.31	0.36	0.37	0.34	0.26	0.14	0.00
	Vertical Curve Ordinate	0.00	0.49	0.87	1.15	1.31	1.37	1.31	1.15	0.87	0.49	0.00	0.00	0.49	0.87	1.15	1.31	1.37	1.31	1.15	0.87	0.49	0.00
5	Steel Dead Load	0.00	0.15	0.26	0.33	0.37	0.35	0.29	0.20	0.11	0.04	0.00	0.00	0.04	0.12	0.22	0.31	0.37	0.39	0.36	0.28	0.15	0.00
	Fluid Dead Load	0.00	0.46	0.81	1.04	1.14	1.08	0.90	0.62	0.33	0.11	0.00	0.00	0.10	0.34	0.65	0.93	1.13	1.19	1.10	0.84	0.46	0.00
	Superimposed Dead Load	0.00	0.14	0.25	0.32	0.36	0.35	0.30	0.22	0.12	0.04	0.00	0.00	0.04	0.13	0.23	0.31	0.37	0.38	0.34	0.26	0.14	0.00
	Vertical Curve Ordinate	0.00	0.50	0.89	1.17	1.34	1.39	1.34	1.17	0.89	0.50	0.00	0.00	0.50	0.89	1.17	1.34	1.40	1.34	1.17	0.89	0.50	0.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)



BRIDGE NO. 2625  
WIN  
18335.00  
BRIDGE PLANS

PROJ. MANAGER	G. GOODRICH	DATE	12/15/13
DESIGN-DETAILED	LSC	BY	CLC
CHECKED-REVIEWED	KMR	DATE	12/16/13
DESIGN-DETAILED	---	BY	OSG
DESIGN-DETAILED	---	DATE	---
REVISIONS 1	---	SIGNATURE	---
REVISIONS 2	---	P.E. NUMBER	19225
REVISIONS 3	---	DATE	DECEMBER 6, 2013
REVISIONS 4	---	DATE	---
FIELD CHANGES	---	DATE	---

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN ANDROSCOGGIN COUNTY  
**TABLE OF DEFLECTIONS & BOTTOM OF SLAB ELEVATIONS**

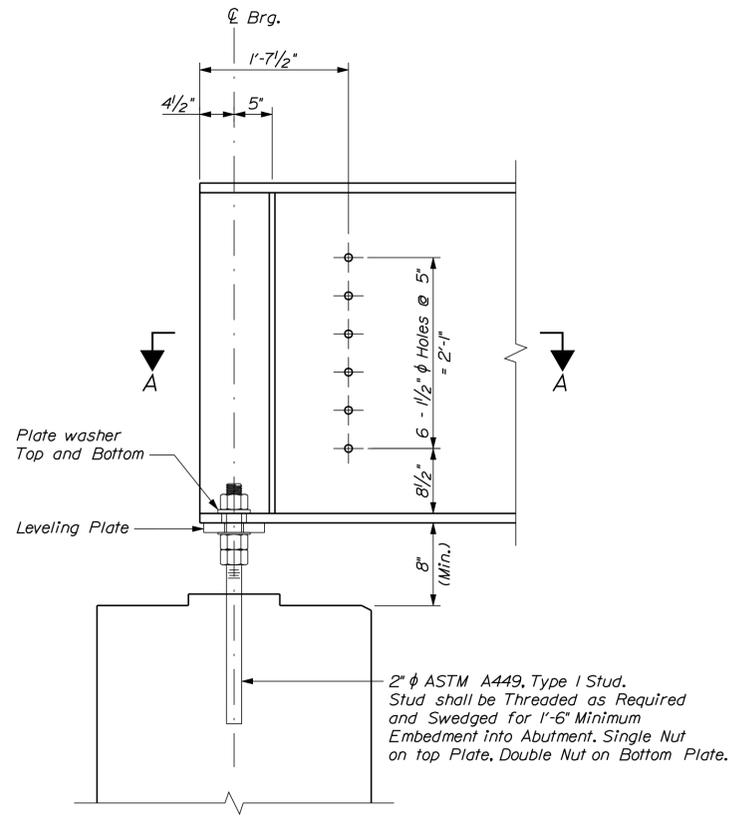
SHEET NUMBER  
**38**  
OF 49

Date: 12/15/2013

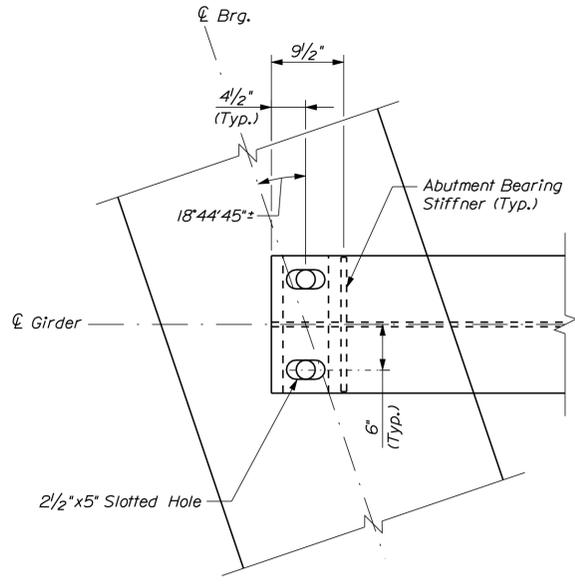
Username: bmasse

Division: Structures

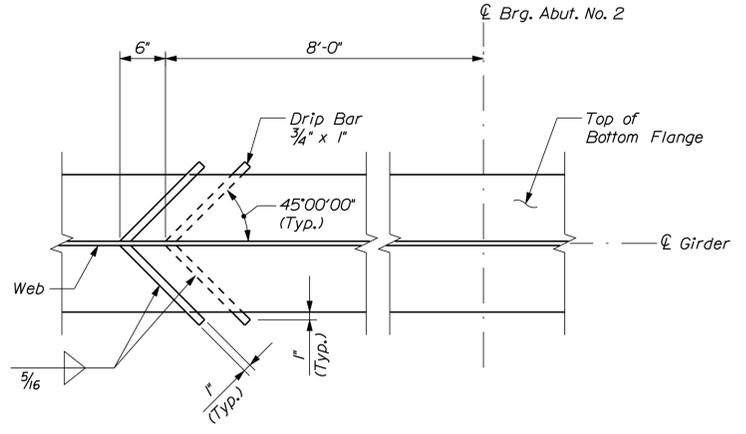
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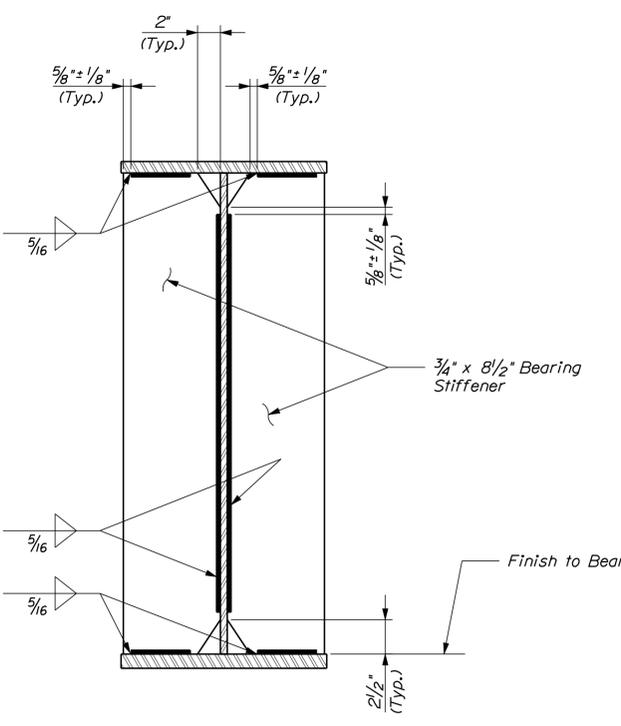
GIRDER END DETAIL



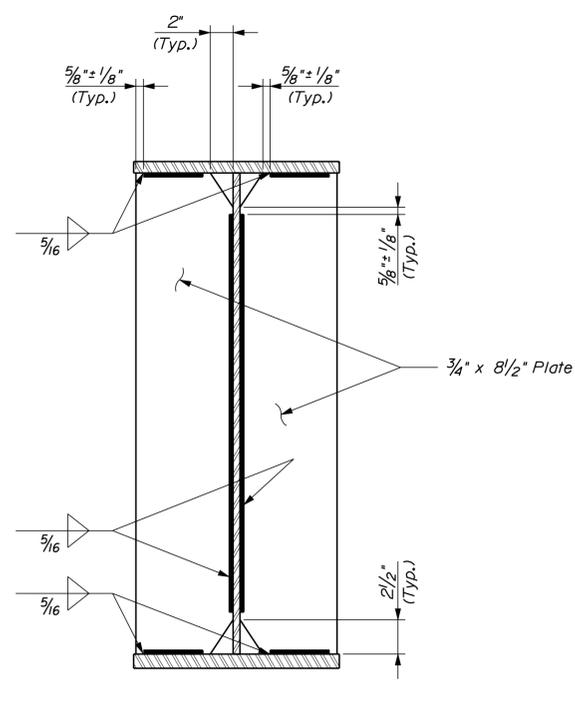
SECTION A-A  
(Abutment No. 1 Shown, Abutment No. 2 Similar)



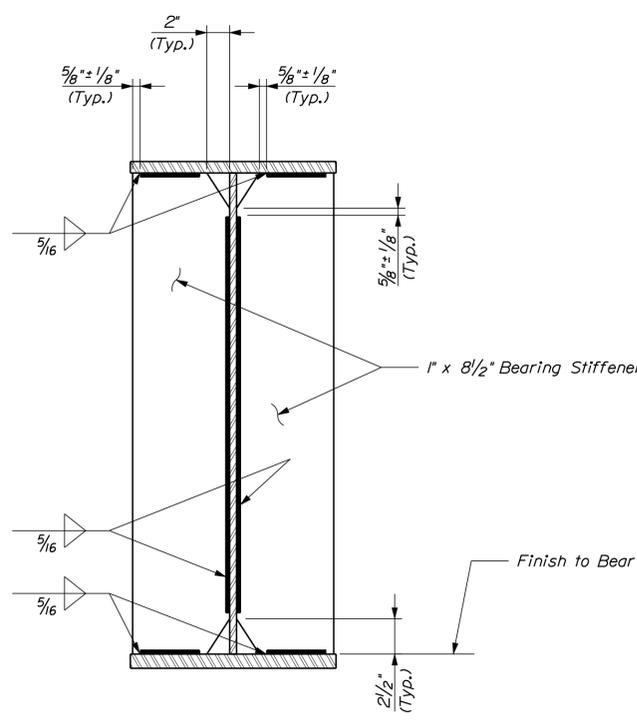
DRIP BAR DETAIL  
(Abutment No. 2 Location Shown, Abutment No. 1 Opposite Hand)



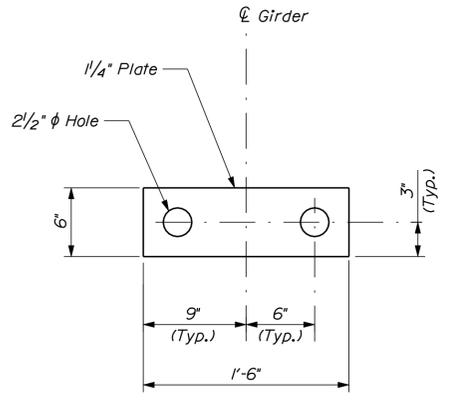
ABUTMENT BEARING STIFFENER



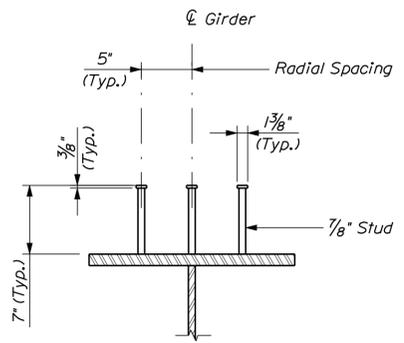
TRANSVERSE STIFFENER AND CONNECTION PLATE  
(Interior Girder Shown)



PIER BEARING STIFFENER



LEVELING PLATE



SHEAR CONNECTOR DETAIL  
Not to Scale

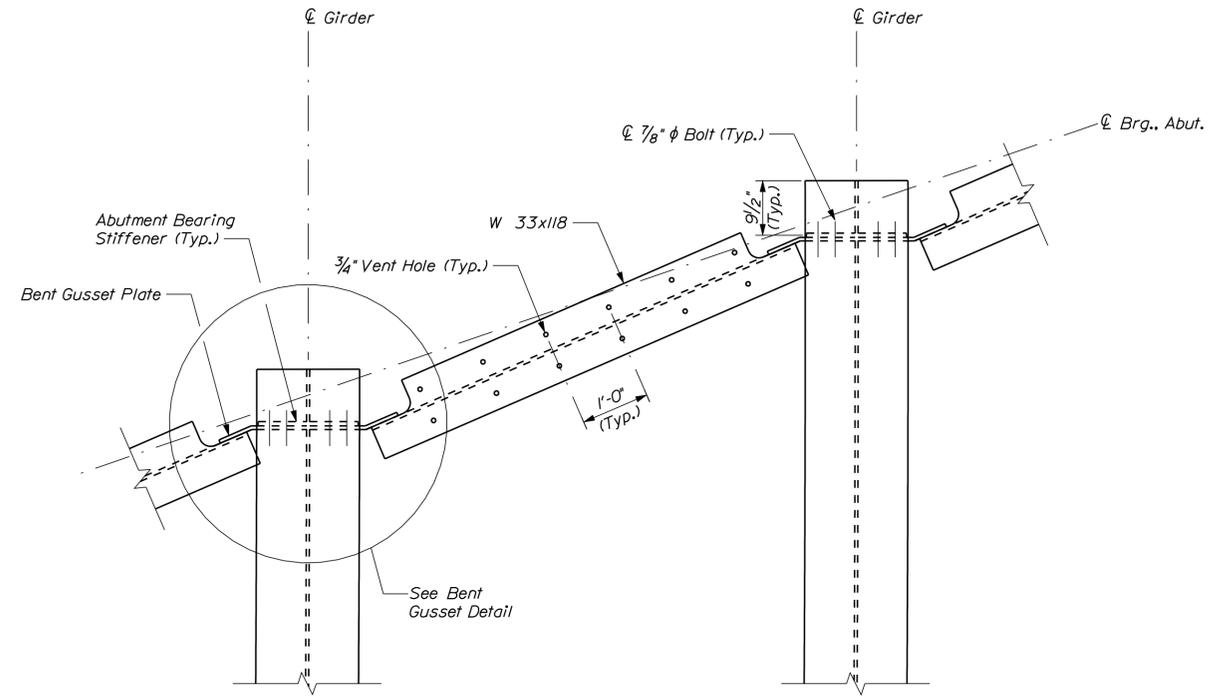
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1833(500)		BRIDGE NO. 2625		WIN 18335.00		BRIDGE PLANS	
		SIGNATURE		P.E. NUMBER		DATE			
				13225		DECEMBER 6, 2013			
PROJ. MANAGER	G. GOODRICH	BY	B.M. GSG	DATE	12/16/13	DESIGN DETAILED	L.S.C.	DESIGN REVIEWED	M.M.
CHECKED	...	DESIGNED	...	REVISIONS 1	...	REVISIONS 2	...	REVISIONS 3	...
DESIGNED	...	REVISIONS 4	...	FIELD CHANGES	...				
OAKDALE BRIDGE (NB) LITTLE ANDROSCOGGIN RIVER AUBURN ANDROSCOGGIN COUNTY					GIRDER DETAILS				
SHEET NUMBER					39				
					OF 49				

Date: 12/15/2013

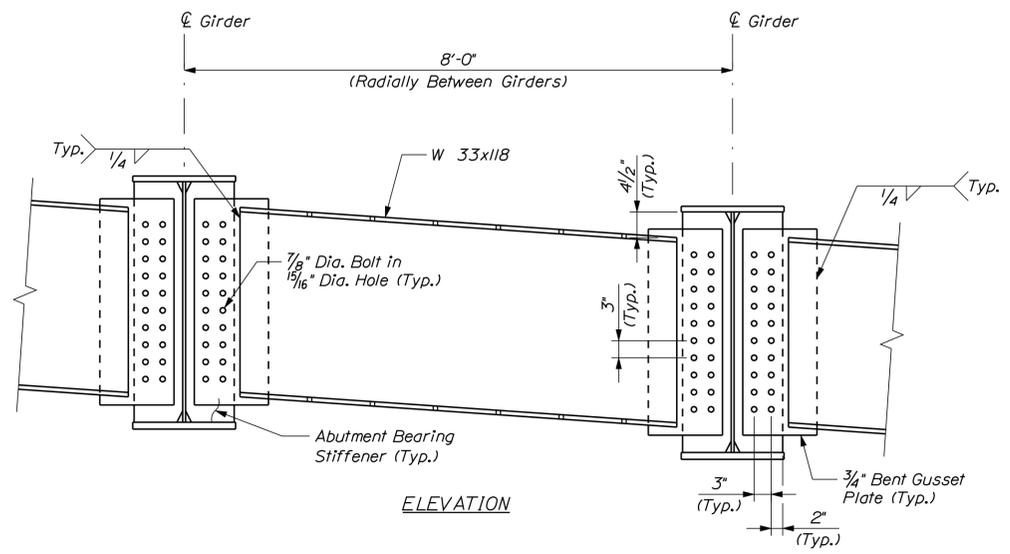
Username: bmasse

Division: Structures

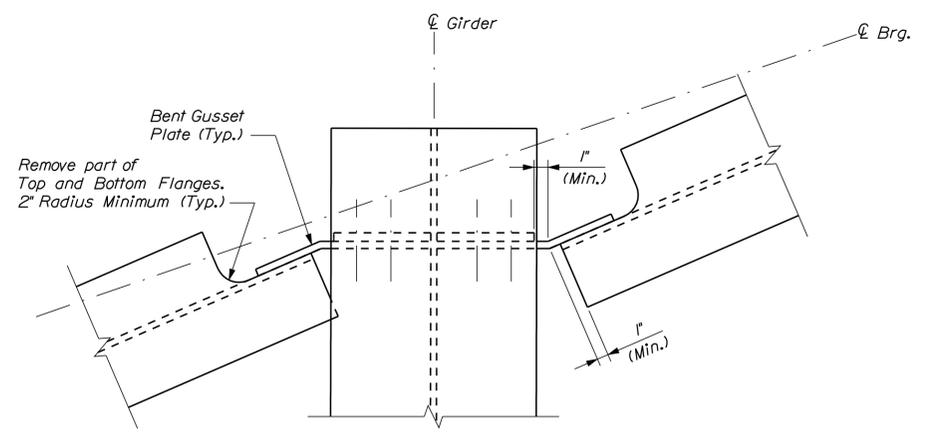
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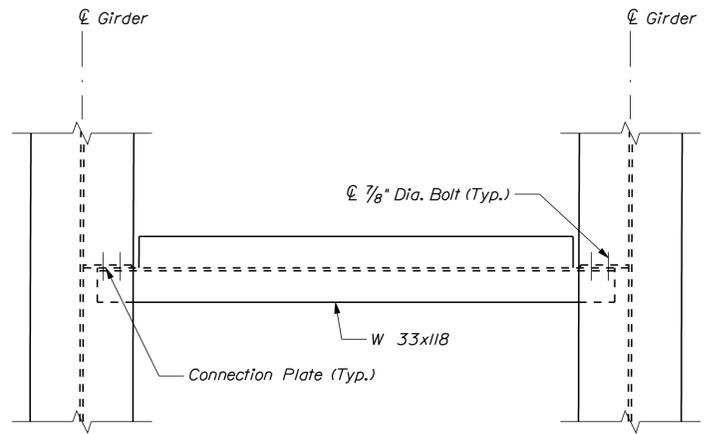
PLAN



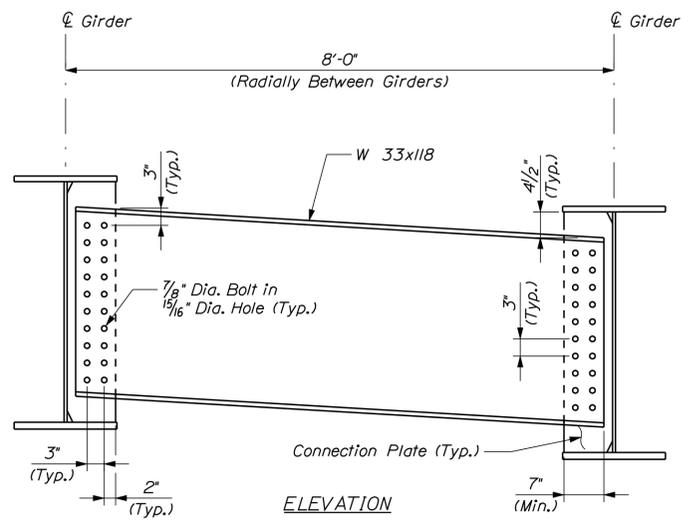
**ABUTMENT DIAPHRAGM**  
(Typical all Bays)  
(Abutment No. 2 Shown, Abutment No. 1 Similar)



**BENT GUSSET DETAIL**  
(Abutment Diaphragm Only)

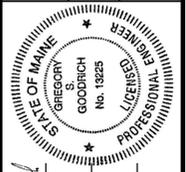


PLAN



**INTERMEDIATE DIAPHRAGM**  
(Typical all Bays)  
(Looking Up Station)

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)



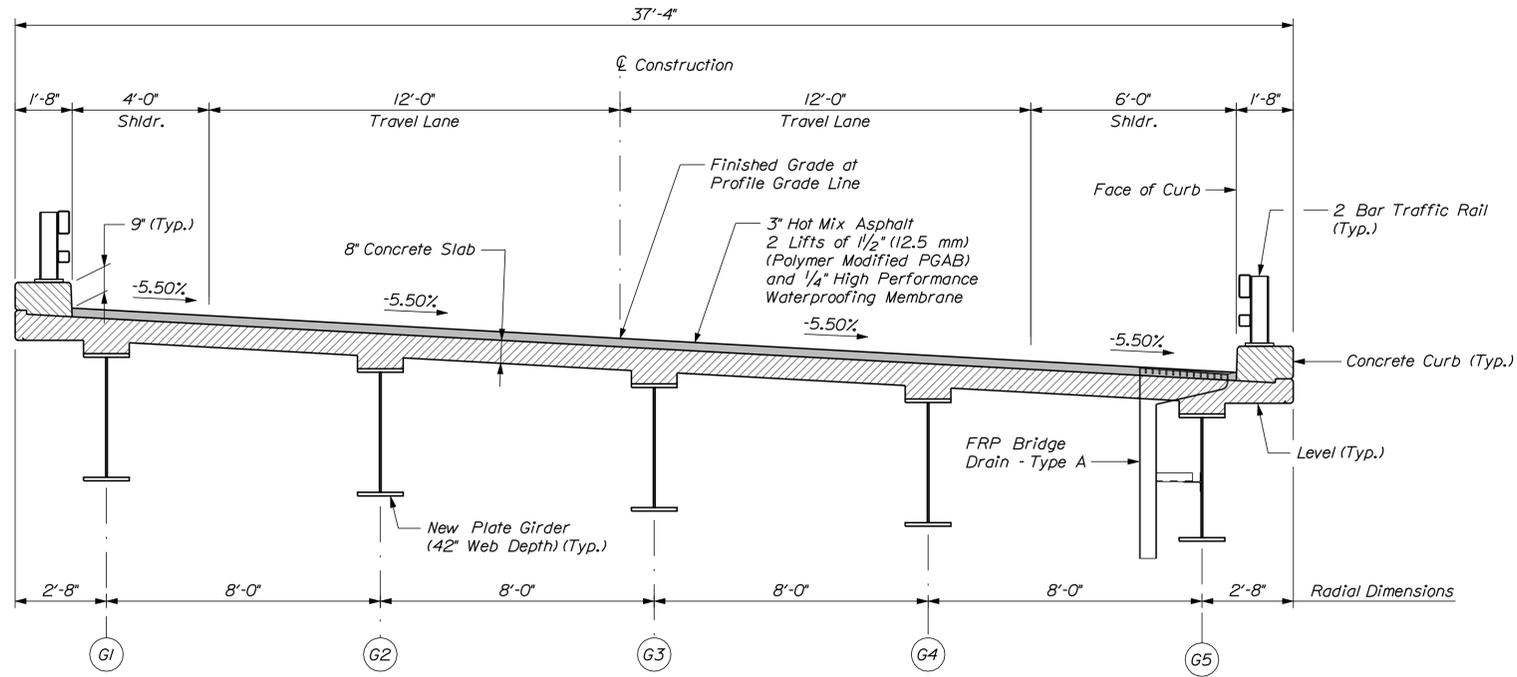
SIGNATURE  
DATE  
P.E. NUMBER  
13225  
DECEMBER 6, 2013

PROJ. MANAGER	G. GOODRICH	BY	DATE
DESIGN-DETAILED	LSC	BAM	12/16/13
CHECKED-REVIEWED	MJM	CSG	12/16/13
DESIGNS-DETAILED			
DESIGNS-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN  
ANDROSCOGGIN COUNTY  
**DIAPHRAGM DETAILS**

SHEET NUMBER  
**40**  
OF 49

BRIDGE NO. 2625  
WIN  
18335.00  
BRIDGE PLANS



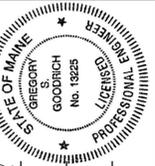
TYPICAL BRIDGE SECTION

LEGEND

G<sub>1</sub> = Girder Number

SUPERSTRUCTURE NOTES

1. The theoretical blocking used for design of the structure is 5/2 inches at the centerline of bearing of the abutments and pier. Refer to Standard Detail 502(02) for blocking details.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. Adjust reinforcing steel to fit around the bridge drains in a manner approved by the Resident. Do not cut transverse reinforcing bars.
4. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
5. The superstructure slab concrete for each span (except for end 6 feet) shall be placed continuously and shall be kept plastic until the entire placement has been made. The beginning and end 6 feet of the deck shall be a separate pour. A minimum of 5 days shall elapse between successive partial placements.
6. Precast Deck Panels shall not be used in place of the full depth cast-in-place deck slab.
7. Provide 3 additional stirrups in the curbs at each Transition Barrier location.
8. The Contractor shall install Transition Barrier vertical closed stirrups, as shown in Standard Details Section 526, prior to the placement of the curb or sidewalk concrete.
9. Type A FRP bridge drains shall be installed in accordance with Special Provision 502.72, Fiber Reinforced Polymer Bridge Drains.
10. Payment for all Reinforcing Steel Fabricated, Delivered, and Placed in the structural concrete slab and curbs will be considered incidental to the appropriate Standard Specifications Section 502 pay item.



*Gregory S. Goodrich*  
SIGNATURE  
12/25  
P.E. NUMBER  
18225  
DATE  
DECEMBER 6, 2013

PROJ. MANAGER	DATE	BY	G. GOODRICH
DESIGN DETAILED	12/16/13	BAM	
CHECKED-REVIEWED	12/16/13	GSC	
DESIGN DETAILED	---	---	
DESIGN DETAILED	---	---	
REVISIONS 1	---	---	
REVISIONS 2	---	---	
REVISIONS 3	---	---	
REVISIONS 4	---	---	
FIELD CHANGES	---	---	

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN  
ANDROSCOGGIN COUNTY  
TYPICAL BRIDGE SECTION

SHEET NUMBER

41

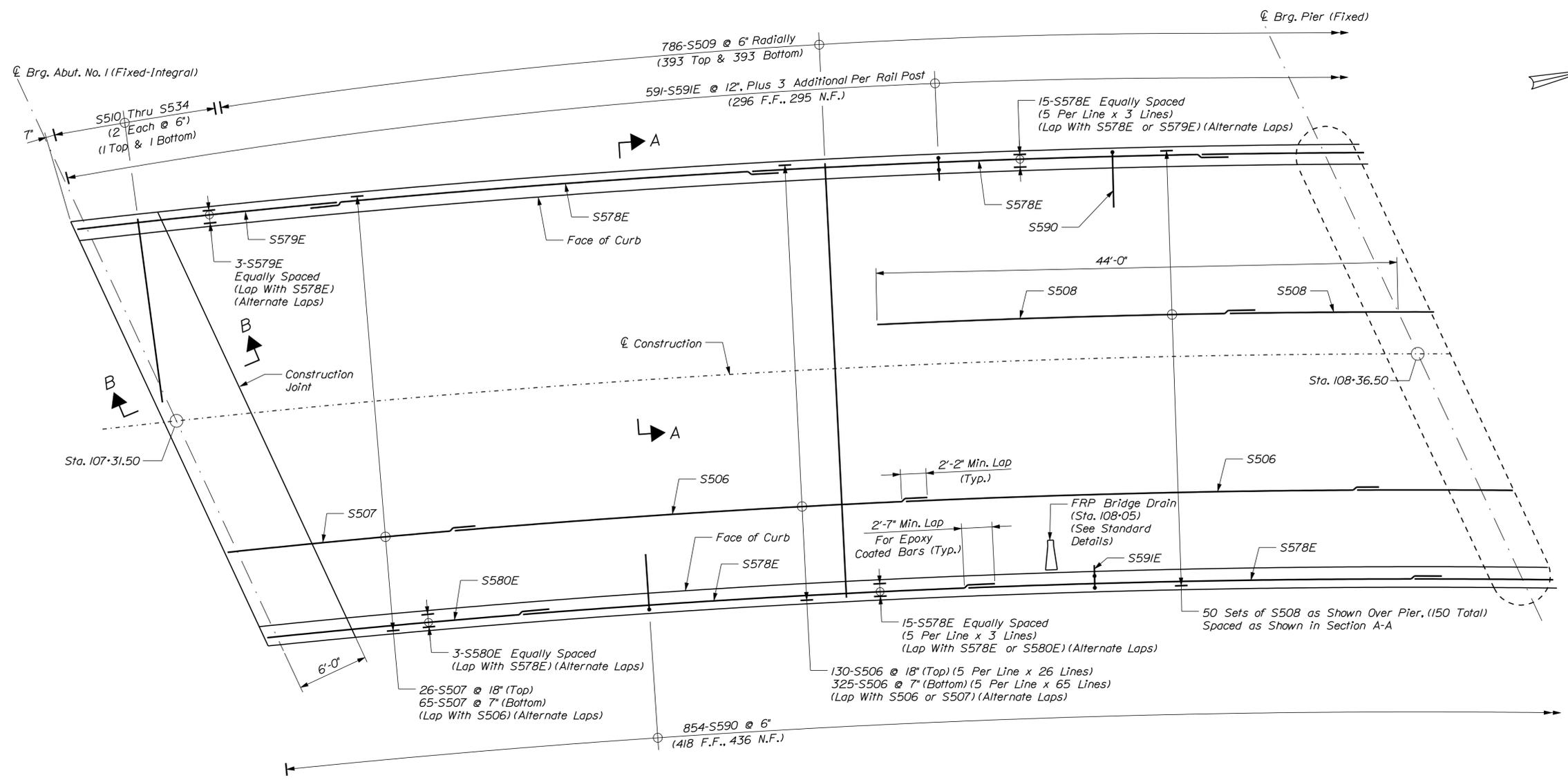
OF 49

Date: 12/15/2013

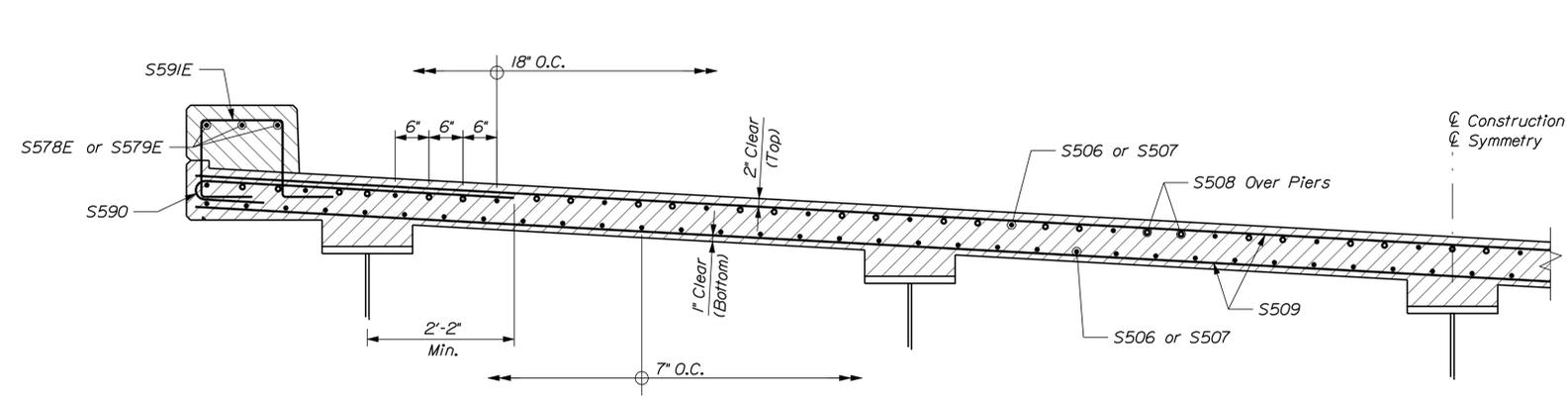
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Division: Structures

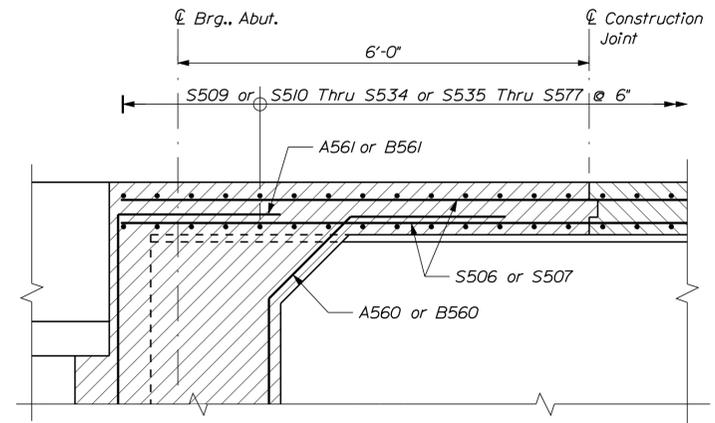
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SLAB REINFORCING PLAN - SPAN NO. 1



SECTION A-A

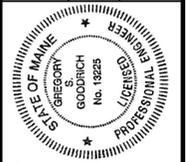


SECTION B-B  
(Abutment Reinforcing not Shown for Clarity)

REINFORCING KEY

- N.F. = Near Face
- F.F. = Far Face
- E.F. = Each Face
- ▲ = Cut in Field

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)  
BRIDGE NO. 2625 WIN 18335.00  
BRIDGE PLANS



PROJ. MANAGER: G. GOODRICH  
DATE: 12/15/13  
BY: B.M. / G.S.G.  
CHECKED-REVIEWED: L.S.C.  
DESIGNED-DETAILED: ...  
DESIGNED-DETAILED: ...  
REVISIONS: 1, 2, 3, 4

SIGNATURE: [Signature]  
P.E. NUMBER: 13225  
DATE: DECEMBER 6, 2013  
FIELD CHANGES: ...

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN ANDROSCOGGIN COUNTY  
SLAB REINFORCING PLAN  
(1 OF 2)

SHEET NUMBER

42

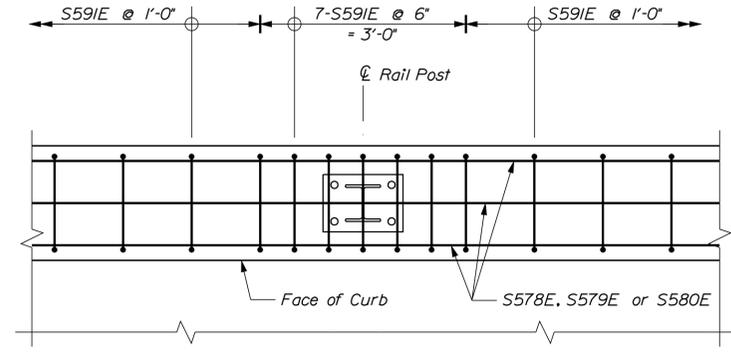
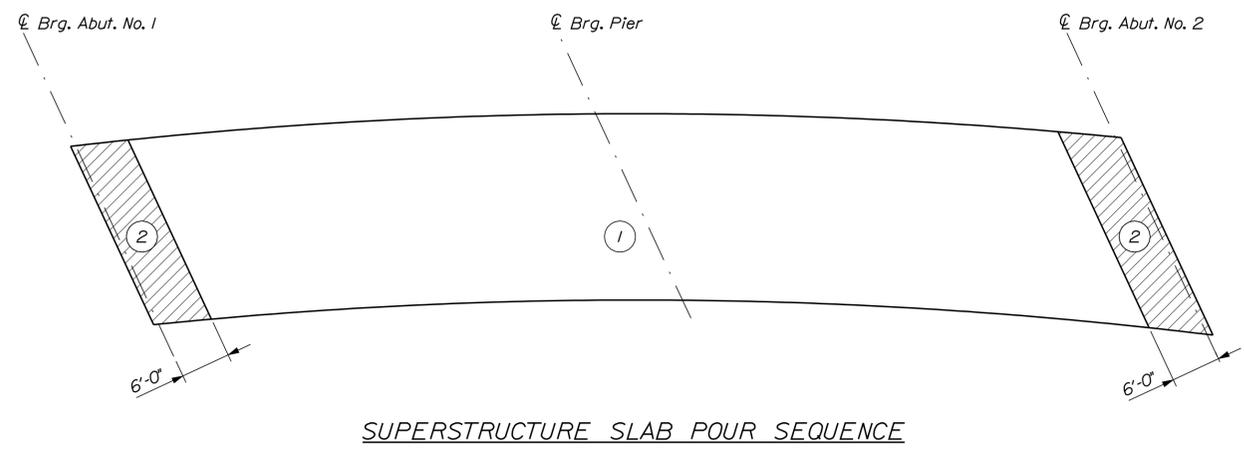
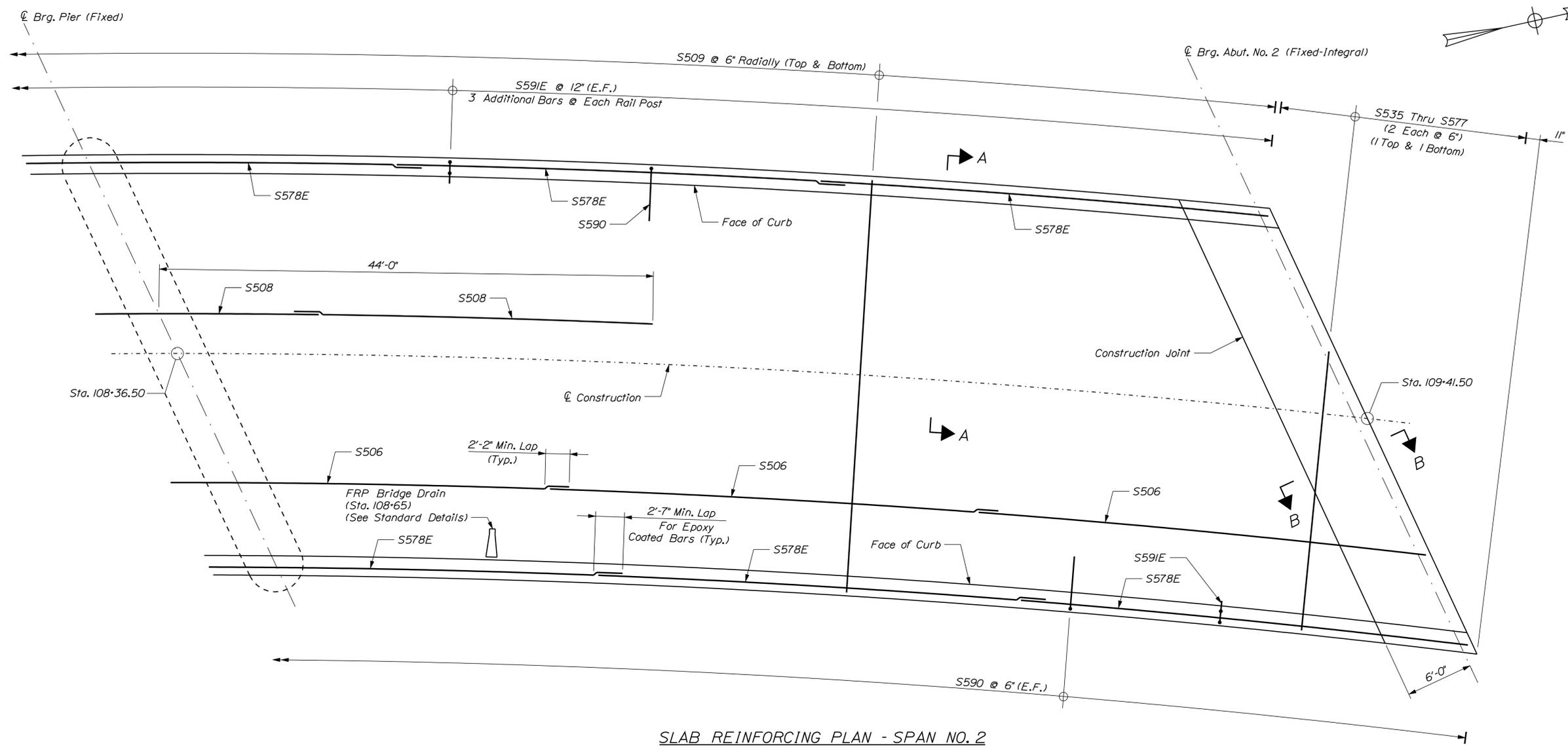
OF 49

Date: 12/15/2013

Username: bmasse

Division: Structures

Filename: ... \cod\st\planset\043\_Slab\_02.dgn



**REINFORCING KEY**  
 N.F. = Near Face  
 F.F. = Far Face  
 E.F. = Each Face  
 ▲ = Cut in Field

**NOTE**  
 1. See Slab Reinforcing Plan (1 of 2) for Section A-A and B-B.

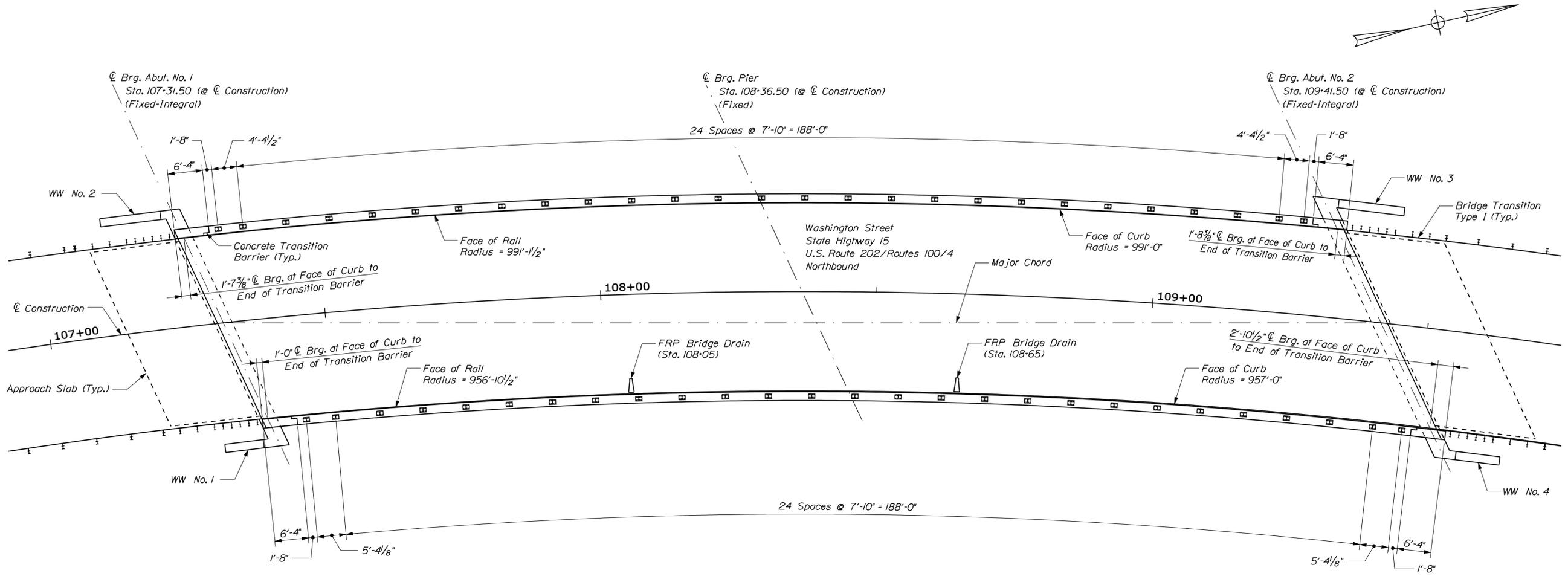
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1833(500)		BRIDGE NO. 2625		WIN 18335.00		BRIDGE PLANS	
		SIGNATURE		P.E. NUMBER		DATE			
		GREGORY S. GOODRICH		18225		DECEMBER 6, 2013			
PROJ. MANAGER	G. GOODRICH	BY	B.M.	DATE	12/16/13	DESIGN-DETAILED	ONE	DATE	12/16/13
CHECKED-REVIEWED	LSC	BY	CSG	DATE	---	DESIGN-REVIEWED	LSC	DATE	---
DESIGN-DETAILED	---	BY	---	DATE	---	DESIGN-DETAILED	---	DATE	---
REVISIONS	1	BY	---	DATE	---	REVISIONS	1	DATE	---
REVISIONS	2	BY	---	DATE	---	REVISIONS	2	DATE	---
REVISIONS	3	BY	---	DATE	---	REVISIONS	3	DATE	---
REVISIONS	4	BY	---	DATE	---	REVISIONS	4	DATE	---
FIELD CHANGES	---	BY	---	DATE	---	FIELD CHANGES	---	DATE	---
OAKDALE BRIDGE (NB) LITTLE ANDROSCOGGIN RIVER AUBURN ANDROSCOGGIN COUNTY <b>SLAB REINFORCING PLAN</b> (2 OF 2)									
SHEET NUMBER <b>43</b> OF 49									

Date: 12/15/2013

Username: bmasse

Division: Structures

Filename: ... \cadd\st\planset\044\_Rail\_01.dgn



**BRIDGE RAIL LAYOUT PLAN**  
 (All Rail Dimensions are along Curve at Face of Rail)

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1833(500)	WIN 18335.00	BRIDGE NO. 2625 BRIDGE PLANS
OAKDALE BRIDGE (NB) LITTLE ANDROSCOGGIN RIVER AUBURN ANDROSCOGGIN COUNTY		BRIDGE RAIL LAYOUT		
SHEET NUMBER		44		
OF 49				

PROJ. MANAGER	G. GOODRICH	BY	G. GOODRICH	DATE	
DESIGN-DETAILED	CIC	BAM	GSG	12/16/13	SIGNATURE
CHECKED-REVIEWED	LSC	---	---	12/16/13	P.E. NUMBER
DESIGN-DETAILED	---	---	---	---	DATE
REVISIONS 1	---	---	---	---	12/25
REVISIONS 2	---	---	---	---	DECEMBER 6, 2013
REVISIONS 3	---	---	---	---	---
REVISIONS 4	---	---	---	---	---
FIELD CHANGES	---	---	---	---	---

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Date: 12/15/2013

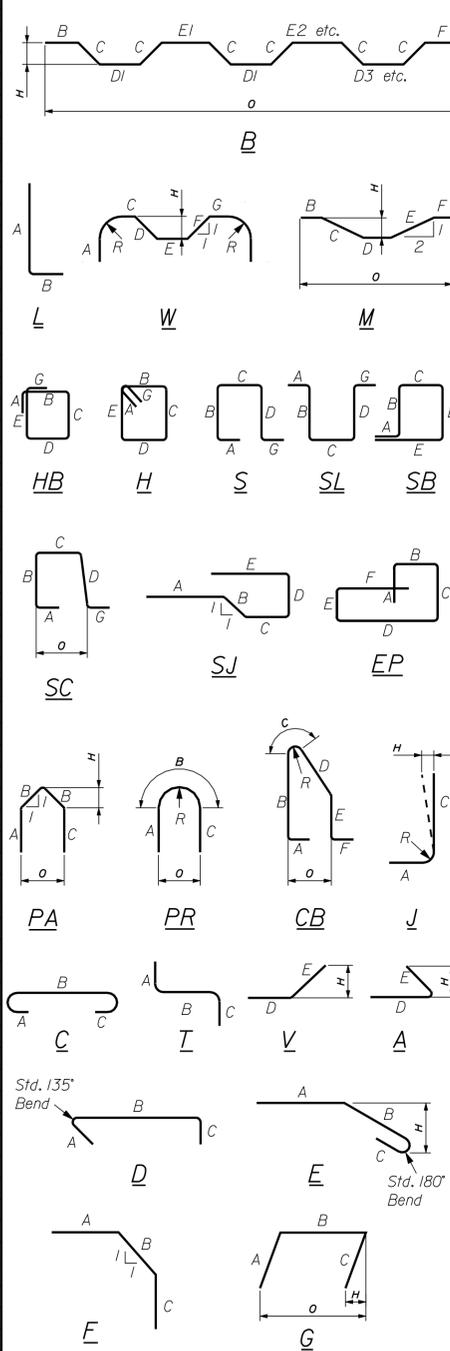
Username: bmasse

Division: Structures

Filename: ... \st\plan\set\045\_Rebar\_01.dgn

STRAIGHT BARS				BENT BARS																				
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION		
<b>Abutment No. 1</b>				<b>Abutment No. 1</b>																				
A512	23	11'-5"	Wingwall 1, Vertical	A556	80	22'-1"	SL	0"	9'-11"	2'-3"	9'-11"											Cap Bottom		
A513	30	13'-5"	Wingwall 2, Vertical	A557	213	3'-6"	D	6"	2'-6"	6"												Cap		
A515	15	11'-2"	Wingwall 1, N.F. Horiz.	A558	66	6'-9"	SL	0"	2'-3"	2'-3"												Backwall		
A517	16	14'-2"	Wingwall 2, N.F. Horiz.	A559	36	4'-3"	E	2'-0"	1'-9"	6"									1'-5/2"			Backwall to Approach Slab		
A607	43	46'-6"	Cap and Backwall, Horiz.	A560	38	6'-0"	F	2'-3"	1'-6"	2'-3"												Backwall, N.F.		
A608	2	10'-0"	Cap, Horiz.	A561	40	6'-9"	L	4'-9"	2'-0"													Backwall, F.F.		
thru 2 Ea.	inc.	9'-2 5/16"	Cap, Horiz.	A563	16	13'-8"	SL	0"	5'-7"	2'-6"	5'-7"											Backwall Top		
A611	2	37'-7"	Cap, Horiz.	A564	14	3'-4"	A				1'-8"	1'-8"									1'-7"	Corner to Wingwall 1		
A614	26	11'-2"	Wingwall 1, F.F. Horiz.	A565	15	3'-4"	V														1'-7"	Corner to Wingwall 2		
A616	29	14'-2"	Wingwall 2, F.F. Horiz.	A568	22	6'-4"	SL	0"	2'-7"	1'-2"	2'-7"											Wingwall 1 & 2, Top		
A806	4	46'-6"	Cap Bottom, Horiz.	A662	8	8'-9"	G	3'-1"	2'-7"	3'-1"											1'-0"	3'-7/8"	Backwall	
				A666	4	6'-4"	A															1'-11"	Corner to Wingwall 1	
				A667	4	6'-5"	V															1'-11"	Corner to Wingwall 2	
<b>Abutment No. 2</b>				<b>Abutment No. 2</b>																				
B513	30	12'-8"	Wingwall 3, Vertical	B556	92	20'-5"	SL	0"	9'-1"	2'-3"	9'-1"											Cap Bottom		
B514	24	10'-5"	Wingwall 4, Vertical	B557	217	3'-6"	D	6"	2'-6"	6"												Cap		
B516	16	16'-5"	Wingwall 3, N.F. Horiz.	B558	74	7'-1"	SL	0"	2'-5"	2'-3"	2'-5"											0"	Backwall	
B518	14	11'-5"	Wingwall 4, N.F. Horiz.	B559	40	4'-3"	E	2'-0"	1'-9"	6"												1'-5/2"	Backwall to Approach Slab	
B607	39	51'-6"	Cap and Backwall, Horiz.	B560	42	6'-0"	F	2'-3"	1'-6"	2'-3"													Backwall, N.F.	
B608	2	9'-11"	Cap, Horiz.	B561	45	6'-10"	L	4'-10"	2'-0"														Backwall, F.F.	
thru 2 Ea.	inc.	8'-4 1/2"	Cap, Horiz.	B563	17	13'-8"	SL	0"	5'-7"	2'-6"	5'-7"												Backwall Top	
B612	2	43'-5"	Cap, Horiz.	B564	15	3'-4"	A				1'-8"	1'-8"									1'-5"	Corner to Wingwall 3		
B615	28	16'-5"	Wingwall 3, F.F. Horiz.	B565	13	3'-4"	V				1'-8"	1'-8"									1'-5"	Corner to Wingwall 4		
B617	22	11'-5"	Wingwall 4, F.F. Horiz.	B568	23	6'-0"	SL	0"	2'-5"	1'-2"	2'-5"											0"	Wingwall 3 & 4, Top	
B806	4	51'-6"	Cap Bottom, Horiz.	B662	8	9'-7"	G	3'-4"	2'-11"	3'-4"												1'-9"	4'-8"	Backwall
				B666	4	7'-0"	A				5'-0"	2'-0"										1'-8 3/8"	Corner to Wingwall 3	
				B667	4	6'-9"	V				4'-9"	2'-0"										1'-8 3/8"	Corner to Wingwall 4	
<b>Pier</b>				<b>Pier</b>																				
P507	18	11'-3"	Steps, Horiz., Cut to Fit	P561	40	11'-6"	SL	0"	3'-3"	5'-0"	3'-3"											0"	Steps	
P508	6	25'-9"	Steps, Horiz., Cut to Fit	P562	2	7'-2"	SL	0"	1'-6"	4'-2"	1'-6"											0"	Cap Ends, Bottom	
P509	6	4'-8"	Cap Ends, Horiz.	P563	2	6'-1"	SL	0"	1'-6"	3'-1"	1'-6"											0"	Cap Ends, Bottom	
P606	10	41'-0"	E.F. Horiz.	P564	9	9'-1"	SL	0"	2'-2"	4'-9"	2'-2"											0"	Cap Ends	
				P565	9	10'-10"	SL	0"	2'-2"	6'-6"	2'-2"											0"	Cap Ends	
				P566	14	11'-9 5/8"	PR	2'-6"	6'-9 5/8"	2'-6"												4'-4"	2'-2"	Cap Ends
				P658	30	14'-2"	SL	0"	4'-10"	4'-6"	4'-10"											0"	Stirrups, Cap Bottom	
				P659	36	5'-4"	L	4'-10"	6"													0"	Stirrups, Cap Bottom	
				P660	48	8'-8"	SL	0"	2'-1"	4'-6"	2'-1"											0"	Stirrups, Cap Top	
				P856	22	27'-6"	L	22'-9"	4'-9"													0"	Cap Top and Bottom	
				P857	15	8'-0"	SL	0"	2'-0"	4'-0"	2'-0"											0"	Between Piles	
<b>Superstructure</b>				<b>Superstructure</b>																				
S506	455	40'-0"	Top and Btm., Longitudinal	S590	854	5'-6"	C	10"	4'-8"	0"												10"	Deck Fascias	
S507	91	24'-9"	Top and Btm., Longitudinal	S591E	603	5'-8"	S	10"	1'-4"	1'-4"	1'-4"												10"	Curbs, Transverse, Epoxy
S508	150	30'-10"	Over Pier, Longitudinal																					
S509	786	37'-0"	Main Transverse																					
S510	2	11"	Corner, Longitudinal																					
thru 2 Ea.	inc.	4'-5 5/16"	Corner, Longitudinal																					
S534	2	35'-7"	Corner, Longitudinal																					
S535	2	11"	Corner, Longitudinal																					
thru 2 Ea.	inc.	10 1/16"	Corner, Longitudinal																					
S577	2	36'-2"	Corner, Longitudinal																					
S578E	30	40'-0"	Curbs, Longitudinal, Epoxy																					
S579E	3	25'-5"	Curbs, Longitudinal, Epoxy																					
S580E	3	26'-10"	Curbs, Longitudinal, Epoxy																					
<b>Approach Slab 1</b>				<b>Approach Slab 1</b>																				
IAS506	17	34'-4"	Transverse																					
IAS607	67	15'-1"	Longitudinal																					
<b>Approach Slab 2</b>				<b>Approach Slab 2</b>																				
2AS506	17	38'-4"	Transverse																					
2AS607	67	15'-1"	Longitudinal																					

TYPE - BENDING DIAGRAMS



All dimensions are out-to-out of bar.

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

Reinforcing Bar: ASTM A615/A615M, Grade 60

GENERAL NOTES

- The first two digits following the letter(s) of the mark indicate the size of the bar:  
 Mark 'A502' = bar size #5  
 Mark 'P805' = bar size #8  
 Mark 'S650' = bar size #6
- Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case shall be based on crank bars as schedule on the plans.

**STATE OF MAINE**  
**DEPARTMENT OF TRANSPORTATION**

**BH-1833(500)**

**BRIDGE NO. 2625**  
**WIN 18335.00**  
**BRIDGE PLANS**

PROJ. MANAGER: G. GOODRICH  
 DESIGN-DETAILED: GME  
 CHECKED-REVIEWED: LSC  
 DESIGNS DET. TAILED: ...  
 REVISIONS 1: ...  
 REVISIONS 2: ...  
 REVISIONS 3: ...  
 REVISIONS 4: ...  
 FIELD CHANGES: ...

**OAKDALE BRIDGE (NB)**  
**LITTLE ANDROSCOGGIN RIVER**  
**AUBURN ANDROSCOGGIN COUNTY**

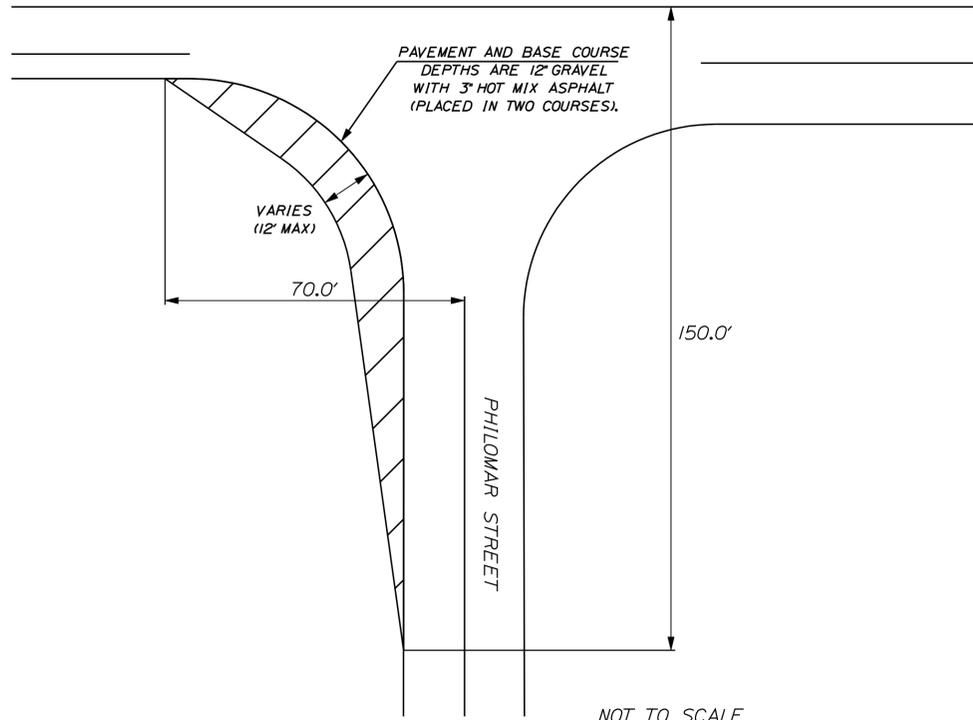
**REINFORCING STEEL SCHEDULE**

**SHEET NUMBER**  
**45**  
**OF 49**

**TEMPORARY TRAFFIC CONTROL GENERAL NOTES:**

- The traffic control plan for this project is to close the northbound bridge over the Little Androscoggin River and detour Route 100/202 northbound traffic onto the southbound roadway between Chasse St and Philomar St. See Detour Plan (Sheet XX) for details.
- All traffic control equipment and devices shall conform to the latest edition of the Maine Department of Transportation (MaineDOT) Standard Specifications and applicable traffic control standards and practices of the MaineDOT.
- All traffic control equipment and layouts shall conform to the 2009 edition of the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), chapter 6. All traffic control signs, sign support structures, channelizing devices, flashing arrow panels (FAP), portable changeable message signs (PCMS), and other traffic control equipment along the roadside shall meet or exceed NCHRP 350 test level 3 (TL-3) requirements regardless of where implemented on the project.
- All traffic control signs shall have high intensity retroreflective sheeting (ASTM, Type III or better) and shall be maintained in like-new condition. Placement of signs shall be adjusted to avoid obstructing existing signs and to ensure proper sight lines to the construction signs as determined by the Resident.
- Any signs, equipment, or devices found to be damaged or unserviceable shall be replaced.
- During night operations, temporary work lighting shall be directed away from approaching lanes of traffic.
- All lane closures shall require approval of MaineDOT a minimum of three working days in advance of the lane closure.
- Contractor shall provide advanced notice of the detour and temporary traffic patterns with PCMS at least seven working days prior to the proposed changes. PCMS shall be placed within 500 feet of Chasse St northbound and within 500 feet of Philomar St southbound.
- Contractor shall remove the existing median along Chasse Street and provide temporary pavement to permit vehicles to cross-over the median. Contractor shall also provide temporary pavement on the inside of the temporary right turn radius from the left lane along Route 100/202 southbound to Philomar Street.
- At the completion of the bridge work, the special detour shall be removed. The pavement repair and striping shall remain along Chasse Street, leaving Chasse Street a one way street from the northbound roadway to the southbound roadway. Sign SP-01 shall remain and a new R3-2 (No Left Turn) sign shall be installed 50 feet north of the northeast corner of the Route 202 and Chasse Street intersection to restrict left turns from the southbound roadway to Chasse Street. The R3-2 sign shall be supplemented with two R5-1 (Do Not Enter) signs mounted at the northeast corner of the Route 202 and Chasse Street intersection and on the channelizing island. Chasse Street shall be striped as a single one-way lane between the northbound roadway and the southbound roadway. Final sign locations and striping shall be determined by the Resident in the field.

STATE HIGHWAY "15"/ ROUTES 202 & 100 & 4/WASHINGTON STREET SOUTH BOUND



**TEMPORARY LANE & ROADWAY CLOSURES**

**DETOUR SIGN SUMMARY**

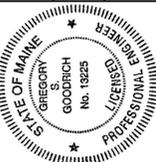
Sign	Text Dimensions (Inches)		Size	Quantity and Color
	Letter Height	Vertical Spacing		
R1-1		Text Dimensions Shall Conform to "Standard Highway Signs" - 2012	30"x30"	2 - White on Red
R1-2			36"x36"x36"	2 - White on Red
R2-1			36"x48"	6 - Black on White
R2-6aP			24"x18"	6 - Black on White
R2-12			36"x24"	2 - Black on White
R3-7			30"x30"	2 - Black on White
R6-1			36"x12"	2 - White on Black
R11-2		5" 5"	48"x30"	2 - Black on White
R11-3a		6" 5" 4"	60"x30"	1 - Black on White
W1-6		Text Dimensions Shall Conform to "Standard Highway Signs" - 2012	48"x24"	1 - Black on Orange
W4-2(L)			48"x48"	2 - Black on Orange
W4-2(R)			48"x48"	2 - Black on Orange
W6-3			48"x48"	3 - Black on Orange
W9-3R			48"x48"	2 - Black on Orange
W9-3L			48"x48"	2 - Black on Orange
W12-1			48"x48"	1 - Black on Orange
W20-1 (AHEAD)			48"x48"	4 - Black on Orange
W20-2 (AHEAD)			48"x48"	1 - Black on Orange

**TEMPORARY LANE & ROADWAY CLOSURES**

**DETOUR SIGN SUMMARY**

Sign	Text Dimensions (Inches)		Size	Quantity and Color
	Letter Height	Vertical Spacing		
W20-3 (AHEAD)		Text Dimensions Shall Conform to "Standard Highway Signs" - 2012	48"x48"	1 - Black on Orange
W20-3 (500)			48"x48"	2 - Black on Orange
W20-3 (1000)			48"x48"	1 - Black on Orange
M4-8			24"x12"	9 - Black on White
M4-8a			24"x18"	1 - Black on White
M4-10L			48"x18"	1 - Black on Orange
G20-5aP			24"x18"	6 - Black on Orange
M3-1			24"x12"	5 - Black on White
M3-3			24"x12"	3 - Black on White
M4-5			24"x12"	1 - Black on White
M5-1L			24"x12"	3 - Black on White
M5-1R			24"x12"	2 - Black on White
M5-4			24"x18"	1 - Black on White
M5-6			24"x18"	1 - Black on White
M6-1			21"x15"	L - 3 - Black on White R - 2 - Black on White
MI-4 (202)			30"x24"	12 - Black on White
MI-5 (100)			30"x24"	12 - Black on White
SP-01			36"x42"	1 - White on Green

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BH-1833(500)  
WIN  
18335.00  
BRIDGE NO. 2625  
BRIDGE PLANS



SIGNATURE  
GREGORY S. GOODRICH  
P.E. NUMBER  
19225  
DATE  
DECEMBER 6, 2013

DATE	BY	PROJ. MANAGER	CHECKED	DESIGNED	REVISIONS	FIELD CHANGES
12/16/13	BAM	G. GOODRICH	LSC	MJM	1	
12/16/13	CSG				2	
					3	
					4	

OAKDALE BRIDGE (NB)  
LITTLE ANDROSCOGGIN RIVER  
AUBURN  
ANDROSCOGGIN COUNTY  
TCP NOTES & SIGN SUMMARY

SHEET NUMBER

46

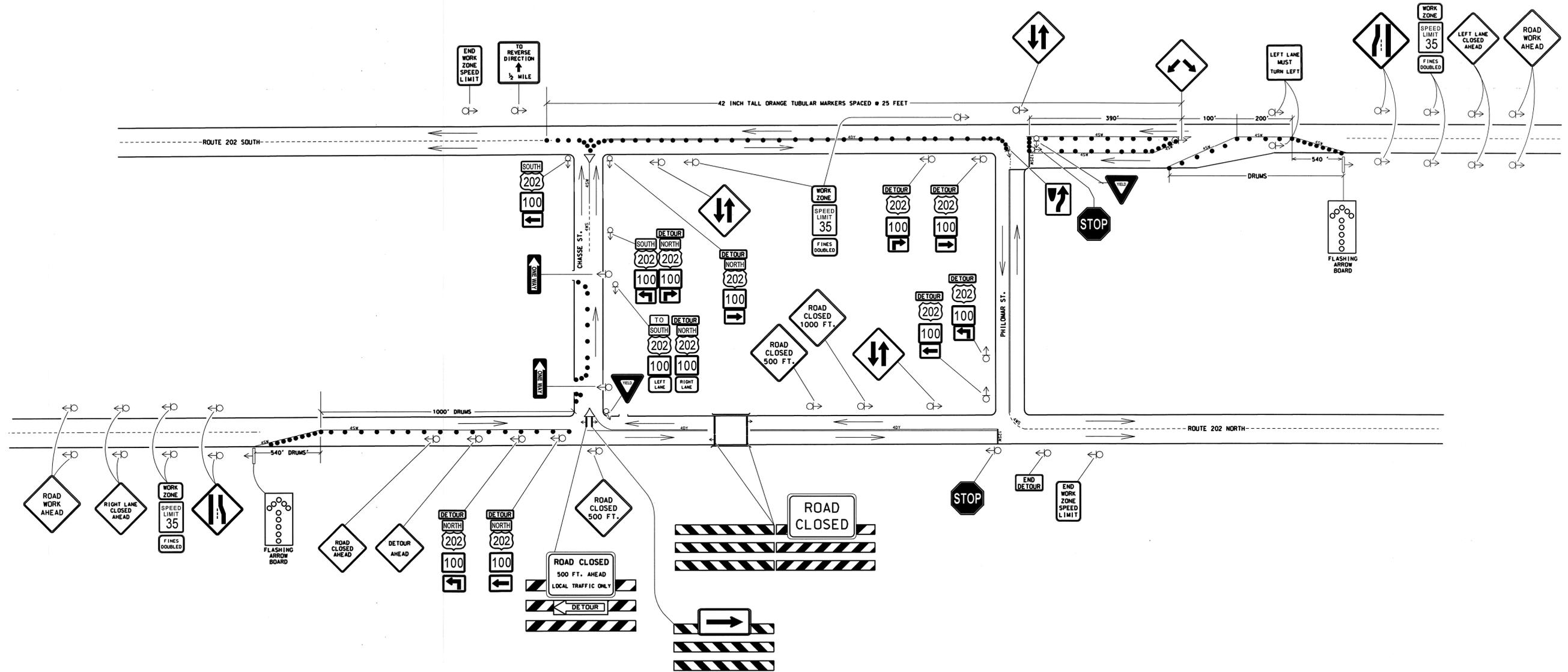
OF 49

Date: 12/15/2013

Username: bmasse

Division: Structures

Filename: ... \cod\ve\planset\046\_TCP.dgn



Striping Legend

- 4SW = 4 INCH SINGLE WHITE LINE
- 4DY = 4 INCH DOUBLE YELLOW LINE
- 12SW = 12 INCH SINGLE WHITE LINE
- 4WS = 4 INCH WHITE SKIPS

General Notes

- 1) Other signs may be needed as directed by the Resident.
- 2) The Resident shall approve locations and text on message boards.
- 3) Cover all conflicting regulatory, route and directional signs.
- 4) All traffic control devices shall be in compliance with Part 6 of the 2009 MUTCD. If not specified, the color, size, and spacing of all devices shall be in accordance with the standards and guidelines set forth in Part 6 of the 2009 MUTCD. The actual locations of all traffic control devices shall be as approved by the Resident.
- 5) All channelizing devices shall be drums with the exception of the tubular markers shown in the area with opposing traffic.
- 6) Remove all median on Chasse Street.



NOT TO SCALE



Date: 11/25/2013

Username: Brian.J.Nichols

Division: BRIDGE

Filename: ...\\00\ROW\MSTA\049\_RWPLAN2.dgn

PARCEL NO. (3) MAY BE SUBJECT TO FLOWAGE RIGHTS AS DESCRIBED IN BOOK 6862, PAGE 29, DATED AUGUST 7, 2006, WHICH STATES CENTRAL MAINE POWER COMPANY BY PURCHASE FROM THE LITTLE ANDROSCOGGIN WATER COMPANY HAS CERTAIN FLOWAGE RIGHTS IN THE LITTLE ANDROSCOGGIN RIVER.

WATER LINE EASEMENT NOTE: PARCEL NO. (3) IS SUBJECT TO A WATER LINE EASEMENT BENEFITING THE AUBURN WATER DISTRICT AS DESCRIBED IN A.C.R.D. BOOK 2198, PAGE 90, DATED NOVEMBER 4, 1988. (LOCATION OF THIS EASEMENT IS NOT DESCRIBED IN SAID DEED. HOWEVER THE LOCATION OF SAID EASEMENT IS ASSUMED TO BE THE WATERLINE AS SHOWN ON THIS PLAN)

PARCEL NO. (3) IS SUBJECT TO A UTILITY EASEMENT GRANTED TO CENTRAL MAINE POWER COMPANY IN BOOK 721, PAGE 379, DATED AUGUST 12, 1954.

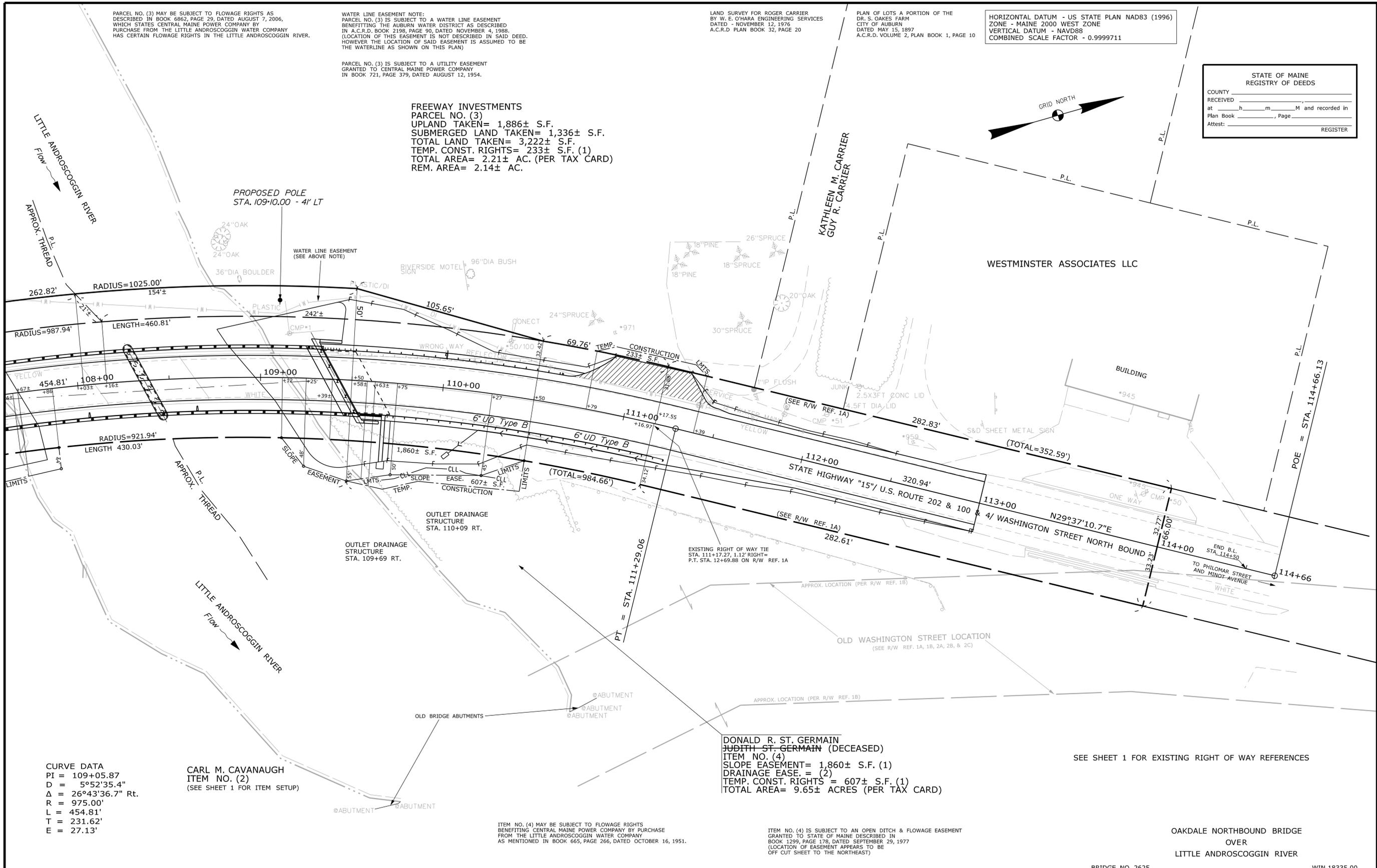
LAND SURVEY FOR ROGER CARRIER BY W. E. O'HARA ENGINEERING SERVICES DATED - NOVEMBER 12, 1976 A.C.R.D. PLAN BOOK 32, PAGE 20

PLAN OF LOTS A PORTION OF THE DR. S. OAKES FARM CITY OF AUBURN DATED MAY 15, 1897 A.C.R.D. VOLUME 2, PLAN BOOK 1, PAGE 10

HORIZONTAL DATUM - US STATE PLAN NAD83 (1996) ZONE - MAINE 2000 WEST ZONE VERTICAL DATUM - NAVD88 COMBINED SCALE FACTOR - 0.9999711

STATE OF MAINE REGISTRY OF DEEDS RECEIVED at h m M and recorded in Plan Book Page Attest: REGISTER

FREeway INVESTMENTS PARCEL NO. (3) UPLAND TAKEN= 1,886± S.F. SUBMERGED LAND TAKEN= 1,336± S.F. TOTAL LAND TAKEN= 3,222± S.F. TEMP. CONST. RIGHTS= 233± S.F. (1) TOTAL AREA= 2.21± AC. (PER TAX CARD) REM. AREA= 2.14± AC.



CURVE DATA PI = 109+05.87 D = 5°52'35.4" Δ = 26°43'36.7" Rt. R = 975.00' L = 454.81' T = 231.62' E = 27.13'

CARL M. CAVANAUGH ITEM NO. (2) (SEE SHEET 1 FOR ITEM SETUP)

ITEM NO. (4) MAY BE SUBJECT TO FLOWAGE RIGHTS BENEFITING CENTRAL MAINE POWER COMPANY BY PURCHASE FROM THE LITTLE ANDROSCOGGIN WATER COMPANY AS MENTIONED IN BOOK 665, PAGE 266, DATED OCTOBER 16, 1951.

ITEM NO. (4) IS SUBJECT TO AN OPEN DITCH & FLOWAGE EASEMENT GRANTED TO STATE OF MAINE DESCRIBED IN BOOK 1299, PAGE 178, DATED SEPTEMBER 29, 1977 (LOCATION OF EASEMENT APPEARS TO BE OFF CUT SHEET TO THE NORTHEAST)

DONALD R. ST. GERMAIN JUDITH ST. GERMAIN (DECEASED) ITEM NO. (4) SLOPE EASEMENT= 1,860± S.F. (1) DRAINAGE EASE. = (2) TEMP. CONST. RIGHTS = 607± S.F. (1) TOTAL AREA= 9.65± ACRES (PER TAX CARD)

SEE SHEET 1 FOR EXISTING RIGHT OF WAY REFERENCES

OAKDALE NORTHBOUND BRIDGE OVER LITTLE ANDROSCOGGIN RIVER

BRIDGE NO. 2625

WIN 18335.00

Table with columns: NO., DATE, REVISIONS DESCRIPTION, BY, PLAN FILED IN PLAN BOOK, PAGE, COUNTY RECORD, INSTRUMENT, DATE, BOOK, PAGE. Includes entries for David Bernhardt, Commissioner, and Joyce Noel Taylor, Chief Engineer.

Professional Surveyor seal for Christopher W. Knight, State of Maine. Includes a disclaimer: 'To the best of my knowledge and belief the Highway Right of Way lines depicted hereon are based upon a survey conforming to the Standards of Practice promulgated by the Maine Board of Licensure for Professional Land Surveyors 02-360 CMR, Chapter 90; Exceptions: (1) No separate survey report, (2) Monumentation only as shown on plan. See sheet X of this plan set for coordinates. (3) Other boundary lines, including lines between abutters are approximate and for general reference purposes only.'

STATE HIGHWAY "15" AUBURN ANDROSCOGGIN COUNTY FEDERAL AID PROJECT NO. BH-1833(500) OCTOBER 2013 RIGHT-OF-WAY MAP SCALE 1" = 25' SHEET 2 OF 2 D.O.T. FILE NO. 1-318

SHEET NUMBER 49 OF 49

Table with columns: ITEM, TECH, CHECKED. Rows include Base Map, Existing R/W, Prop. Lines, Areas, and various symbols like Well, Construction Limit Line, Property Line, etc.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION AUBURN RIGHT OF WAY MAP 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016