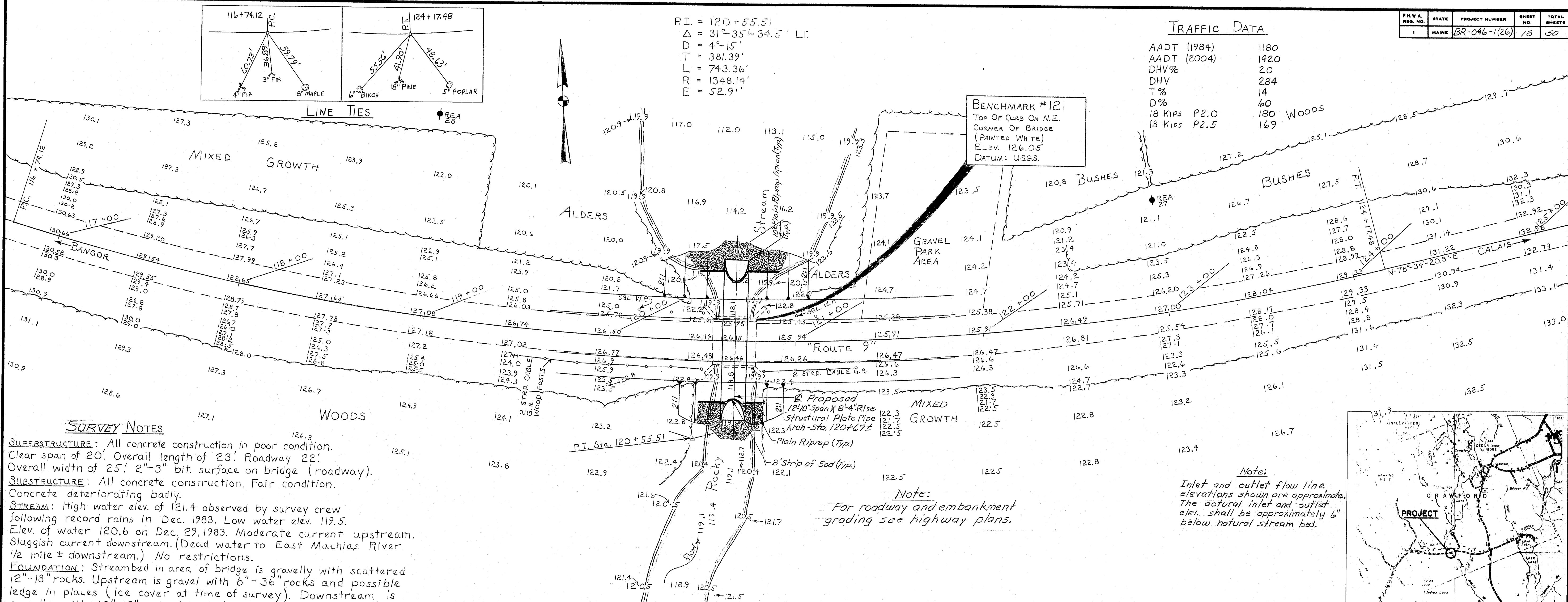
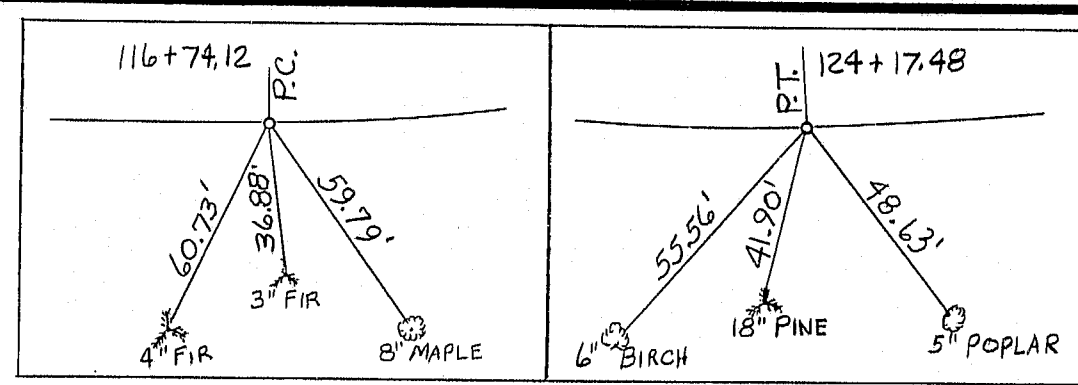


### TRAFFIC DATA

AADT (1984)	1180
AADT (2004)	1420
DHV%	20
DHV	284
T%	14
D%	60
18 KIPS P2.0	180
18 KIPS P2.5	169
WOODS	

P.I. = 120 + 55.51  
 $\Delta = 31^\circ - 35' - 34.5''$  LT.  
 D = 4'-15"  
 T = 381.39'  
 L = 743.36'  
 R = 1348.14'  
 E = 52.91'



### SURVEY NOTES

**SUPERSTRUCTURE:** All concrete construction in poor condition. Clear span of 20'. Overall length of 23'. Roadway 22'. Overall width of 25'. 2"-3" bit. surface on bridge (roadway).  
**SUBSTRUCTURE:** All concrete construction. Fair condition. Concrete deteriorating badly.  
**STREAM:** High water elev. of 121.4 observed by survey crew following record rains in Dec. 1983. Low water elev. 119.5. Elev. of water 120.6 on Dec. 29, 1983. Moderate current upstream. Sluggish current downstream. (Dead water to East Machias River 1/2 mile ± downstream.) No restrictions.  
**FOUNDATION:** Streambed in area of bridge is gravelly with scattered 12"-18" rocks. Upstream is gravel with 6"-36" rocks and possible ledge in places (ice cover at time of survey). Downstream is gravelly with 12"-18" rocks to 100', then soft and mucky (dead water).  
**APPROACHES:** 20' pavement (old fashioned tar with 1 or more overlays of hot bit. pavement). 4'-5' gravel shoulders. Slightly descending grade with 4"-15' curve going East to bridge. Fair condition. Slightly ascending grade with 4"-15' curve going East from bridge. Fair condition.  
**UTILITIES:** Eastern Maine Electric Co-op - overhead wires. New England Telephone Co. - overhead wires.

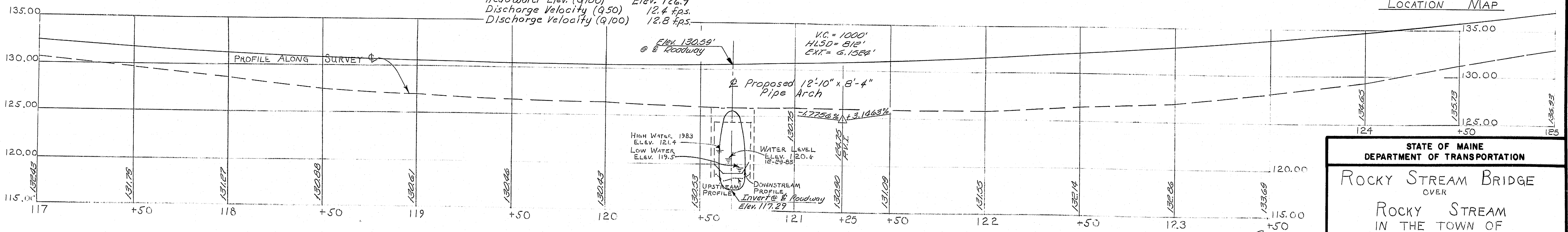
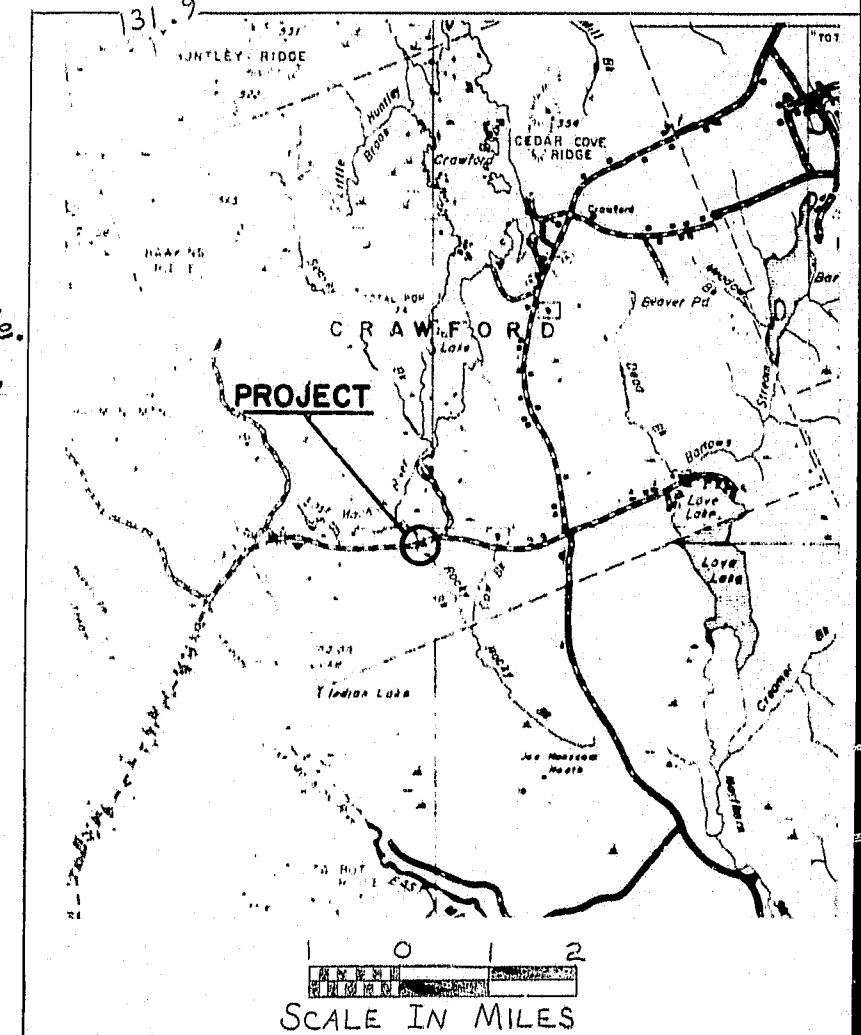
### HYDROLOGIC DATA

Drainage Area 6.68 Square Mi.  
 Slope 23 ft./mile  
 Storage 12.3 %  
 Design Discharge (Q50) 600 C.F.S.  
 Check Discharge (Q100) 730 C.F.S.  
 Headwater Elev. (Q50) Elev. 125.8  
 Headwater Elev. (Q100) Elev. 126.9  
 Discharge Velocity (Q50) 12.4 fps.  
 Discharge Velocity (Q100) 12.8 fps.

### SURVEY PLAN

Scale in Feet

Note:  
 Inlet and outlet flow line elevations shown are approximate. The actual inlet and outlet elev. shall be approximately 6" below natural stream bed.



### PROFILE

R92-01

References:  
 Maine Dept. of Transportation Field Survey Notebooks # 46-149 and 46-150.  
 BRIDGE No. 3620

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

ROCKY STREAM BRIDGE  
OVER  
 ROCKY STREAM  
IN THE TOWN OF  
 CRAWFORD  
 WASHINGTON COUNTY  
 SURVEY PLAN & PROFILE  
 GENERAL PLAN

SHEET 1 OF 2  
 AUGUSTA, MAINE June 84

Survey Plotted by AHG, 4/84

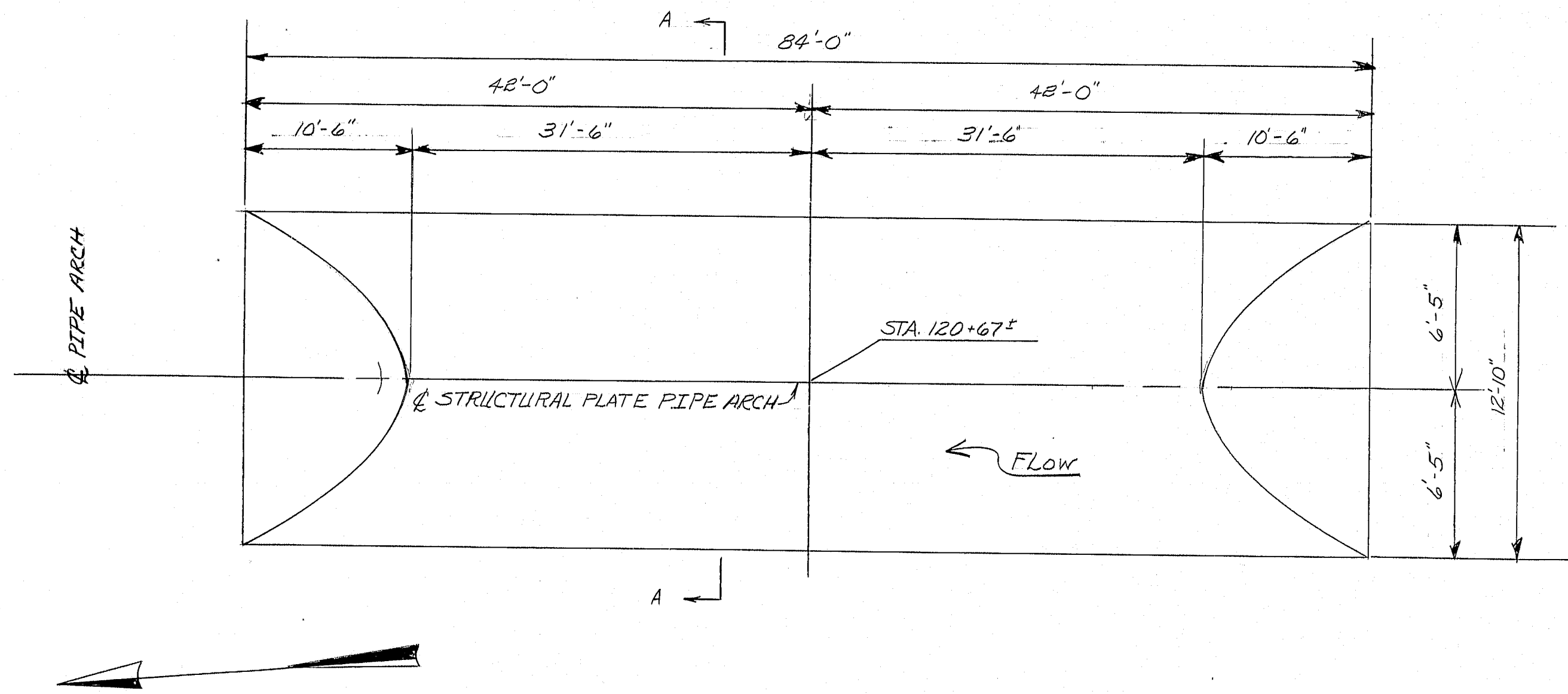
DATE	BY	PROJECT DESIGN ENGINEER	DESIGN - CHECKED	DESIGN - DETAIL	REVISIONS	FIELD CHANGES
2/85	DL	DL	DL	DL		
3/85	DL	DL	DL	DL		

BRUNING 44-132 45710-1

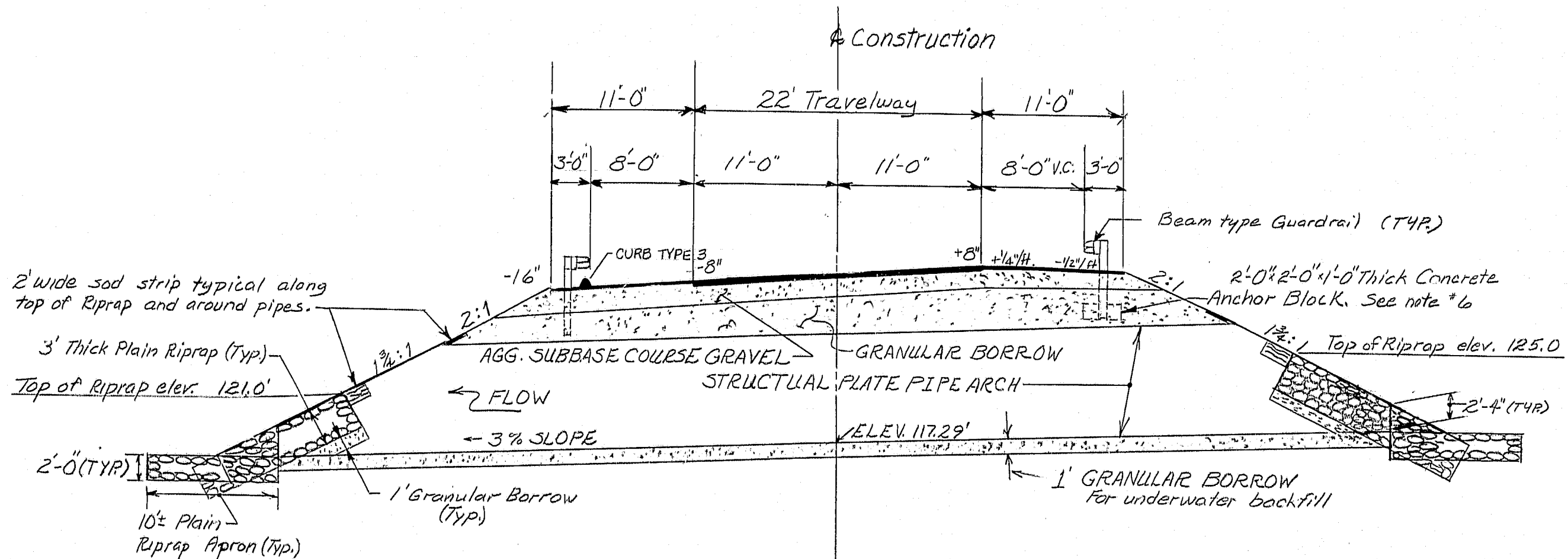
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-046-1(26)	19	50

### Pipe Arch Notes

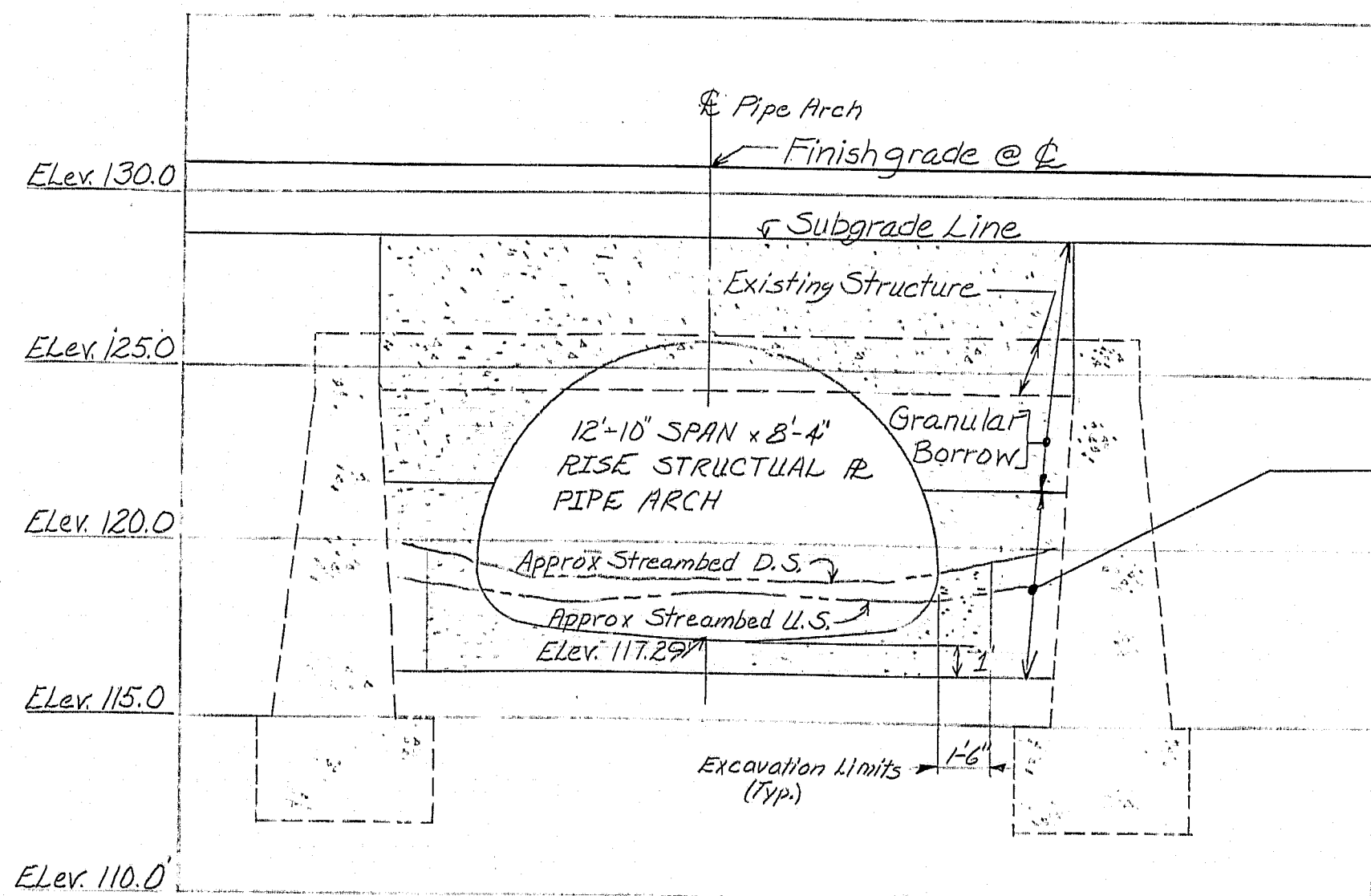
1. One 154 inch span, 100 inch rise Structural Plate Pipe Arch required. Top plates shall be 0.138 inch, bottom, and corner plates shall be 0.188 inch.
2. Ends shall be cut on a 1%:1 bevel normal to centerline construction.
3. Granular Borrow placed below Elev. 122.00 shall meet the requirements of Subsection 703.19, Material for Underwater Backfill.
4. Riprap adjacent to the pipe shall be carefully placed so as not to damage the pipe and so that the finished slope will match the ends of the pipe. Any extra labor, material or equipment used will be considered incidental to Item 610.08, Plain Riprap.
5. Place a 2' wide strip of sod along the top of the riprap and over the the pipe arch, typical at both ends of the pipe arch.
6. Guardrail posts within the limits of the structural plate structures shall be cut to length in the field, as required to clear the structure by a minimum of 6 inches. Cut posts shall be imbedded 9 inches in a concrete base 2'-0" square by 1'-0" thick. The concrete mix shall be as approved by the Engineer. ALL costs for cutting posts and constructing concrete bases will be considered incidental to to guardrail items.
7. Granular backfill material shall be deposited evenly on all sides of the pipe arch see section 509 of the Standard Specification.
8. The Pipe Arch may be assembled other than in the final position and lifted into place. Dewatering will not be required; however, the bedding material shall be placed uniformly and the Pipe Arch moved back and forth longitudinally to shape and compact it prior to placing the Pipe Arch in its final position. The bedding material and pipe arch shall not be placed during periods of high flow. The Contractor shall obtain the Engineers approval prior to placing the bedding material and the pipe arch.
9. Granular Borrow may be omitted under the pipe arch if the existing material is suitable as determined by the Engineer.
10. Payment for removal of existing superstructure, property of the Contractor, will be made under Item 202.10.
11. Traffic shall be maintained on a special detour. Fill material in the temporary detour shall be of granular material. There shall be a minimum of 12" of gravel base on the roadway. Guard rail shall be used where the side slopes are steeper than 3:1. The special detour shall have a minimum width available to traffic of 22 feet. Minimum curve radius shall be 200 feet. Payment for all materials necessary in the construction of the special detour will be included in the lump sum payment for Item 510.10 Special Detour, 22' Roadway Width Vehicular and Pedestrian Traffic not Separated.



PLAN



TYPICAL SECTION



SECTION A-A

**R92-02**

As Built - L. Murphy 6/86

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
ROCKY STREAM BRIDGE  
OVER  
ROCKY STREAM  
IN THE TOWN OF  
CRAWFORD  
WASHINGTON COUNTY  
STRUCTURAL PLATE PIPE ARCH

SHEET 2 OF 2 AUGUSTA, MAINE FEB. 1985

CRAWFORD

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	BEU	UND
CHECKED	DL	3/85
REVISIONS		
FIELD CHANGES		