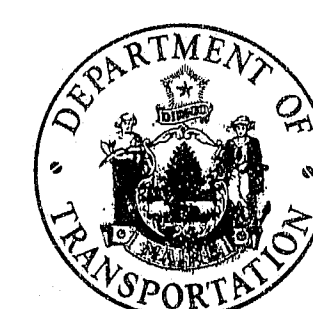


STATE OF MAINE DEPARTMENT OF TRANSPORTATION

F.H.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	003348.00	1	30

BR-0005(117)

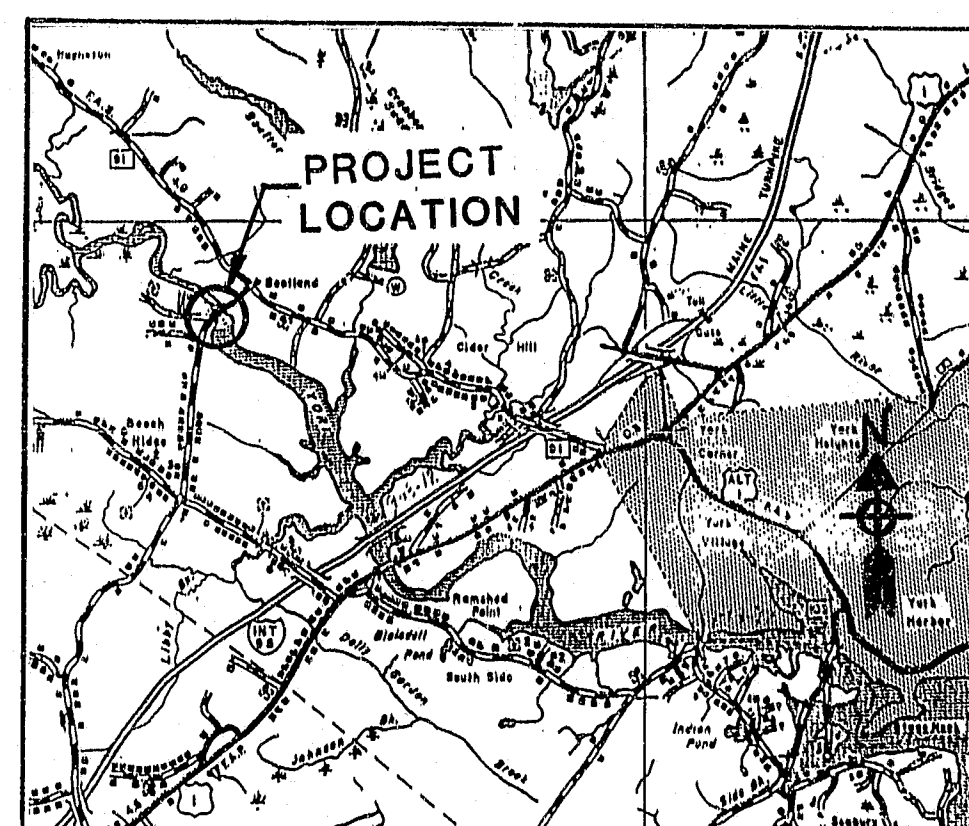
CONVENTIONAL SIGNS	
COUNTY LINES	=====
TOWN LINES	=====
PROPERTY LINES	=====
R/W LINES-EXISTING	=====
R/W LINES-NEW-ACCESS CONTROL	=====
R/W LINES-NEW-NO ACCESS CONTROL	=====
CULVERT-EXISTING	=====
CULVERT-PROPOSED	=====
CURBING-EXISTING	=====
CURBING-PROPOSED	=====
TRAVELLED WAY-EXISTING	=====
TRAVELLED WAY-PROPOSED	=====
UNDERGROUND UTILITIES-EXISTING	=====
UNDERGROUND UTILITIES-PROPOSED	=====
RAILROAD-SINGLE TRACK	=====
RAILROAD-DOUBLE TRACK	=====
UTILITY POLE-EXISTING	=====
UTILITY POLE-JOINT OCCUPANCY	=====
PROPOSED UTILITY POLE-TEMPORARY	=====
PROPOSED UTILITY POLE-PERMANENT	=====
TREES	=====
WOODS	=====



PLANS

SCOTLAND BRIDGE OVER THE YORK RIVER IN THE TOWN OF YORK YORK COUNTY

BR-0005(117)
PROJECT NO. 003348.00



LOCATION MAP
SCALE: 1" = 2000'

TRAFFIC DATA

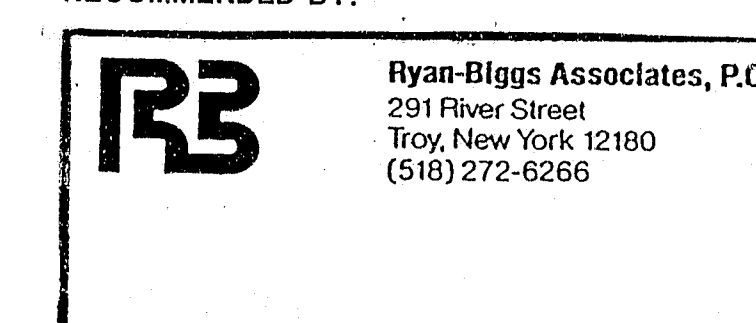
A.A.D.T. 1989 - 570
A.A.D.T. 2009 - 800
D.H.V. 104
T. (%) 8 OF A.A.D.T.
D. (%) 60
V. 25 MPH
P.S.D. (%) 6
18 KIPS 11

NOTE

All work contemplated under this contract to be governed by and in conformity with the STANDARD SPECIFICATIONS (revision of October 1990) and supplementals thereto, except as modified on the plans and in the special provisions.

SHEET NO.	INDEX OF SHEETS DESCRIPTION
1.	TITLE SHEET
2.	ESTIMATED QUANTITIES
3.	GENERAL PLAN AND PROFILE
4.	TYPICAL SECTIONS AND NOTES
5.	FOUNDATION SURVEY
6.	CROSS SECTIONS
7.	CROSS SECTIONS
8.	CROSS SECTIONS AND GABION DETAILS
9.	W. ABUT. PLAN AND DETAILS
10.	PIER PLAN AND DETAILS
11.	E. ABUT. PLAN AND DETAILS
12.	BRIDGE PLAN AND SECTIONS
13.	SLAB UNIT DETAILS
14.	REINFORCING STEEL
15-18	BRIDGE STANDARD DETAILS
19-26	HIGHWAY STANDARD DETAILS
27-29	TRAFFIC CONTROL PLANS
30	RIGHT OF WAY MAP

RECOMMENDED BY:

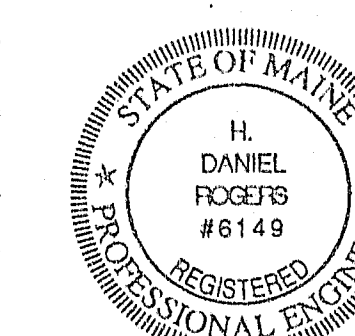


H. Daniel Rogers 2/1/91
H. DANIEL ROGERS DATE

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
COMMISSIONER
Richard A. Coleman
CHIEF ENGINEER

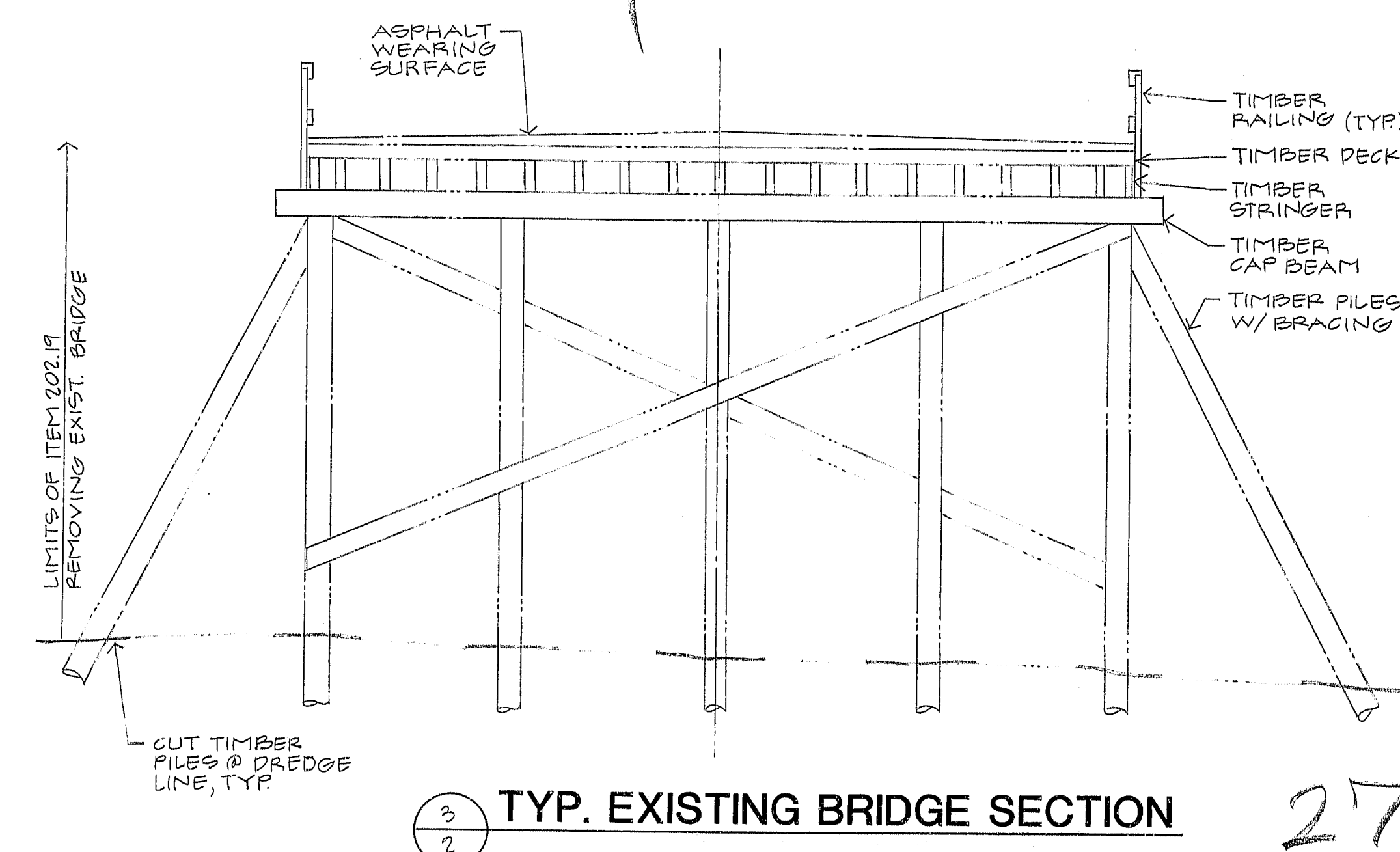
DATE
Feb 15, 1991
Feb 15, 1991



107-338
273
REVISED AS-BUILT 1991 John Anger

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1
APPROVED:
DIVISION ADMINISTRATOR DATE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	PJS	MD
CHECKED	H.D. Rogers	2/1/91
REVISIONS		
FIELD CHANGES		

[illegible]

REVISED AS-BUILT 1991 John Meyer

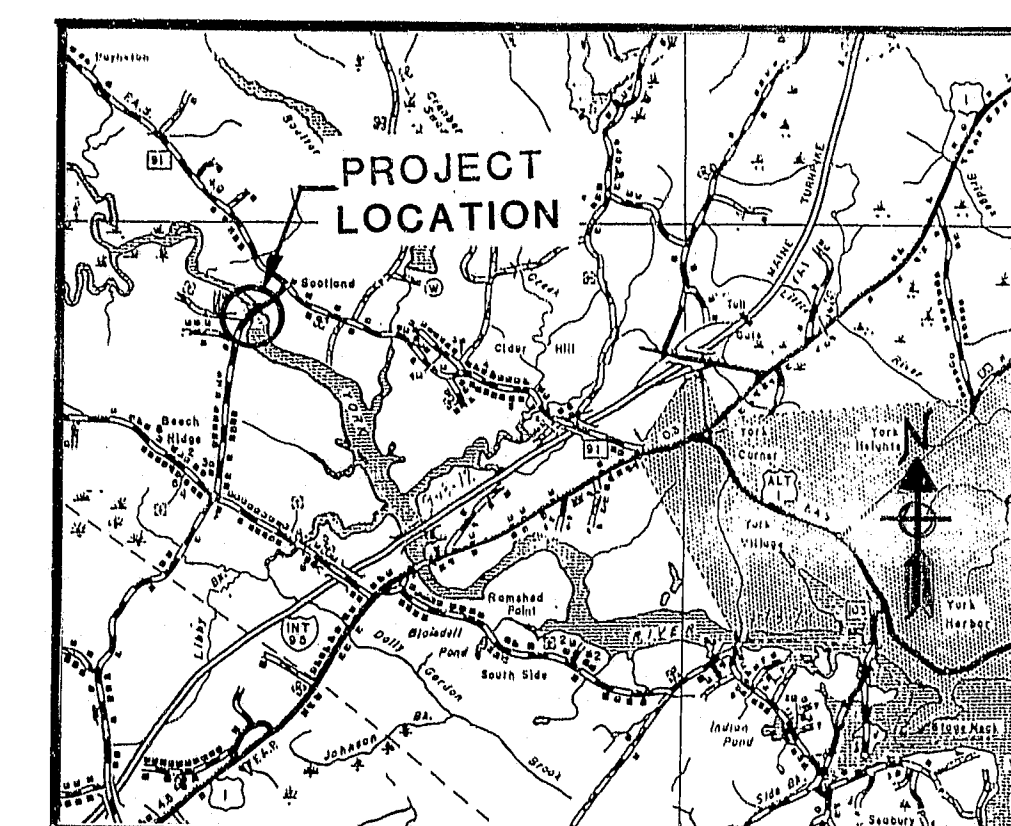
RYAN-BIGGS ASSOCIATES, P.C.
291 RIVER STREET
TROY, NEW YORK 12180

SCOTLAND BRIDGE
OVER
YORK RIVER
IN THE TOWN OF
YORK
YORK COUNTY

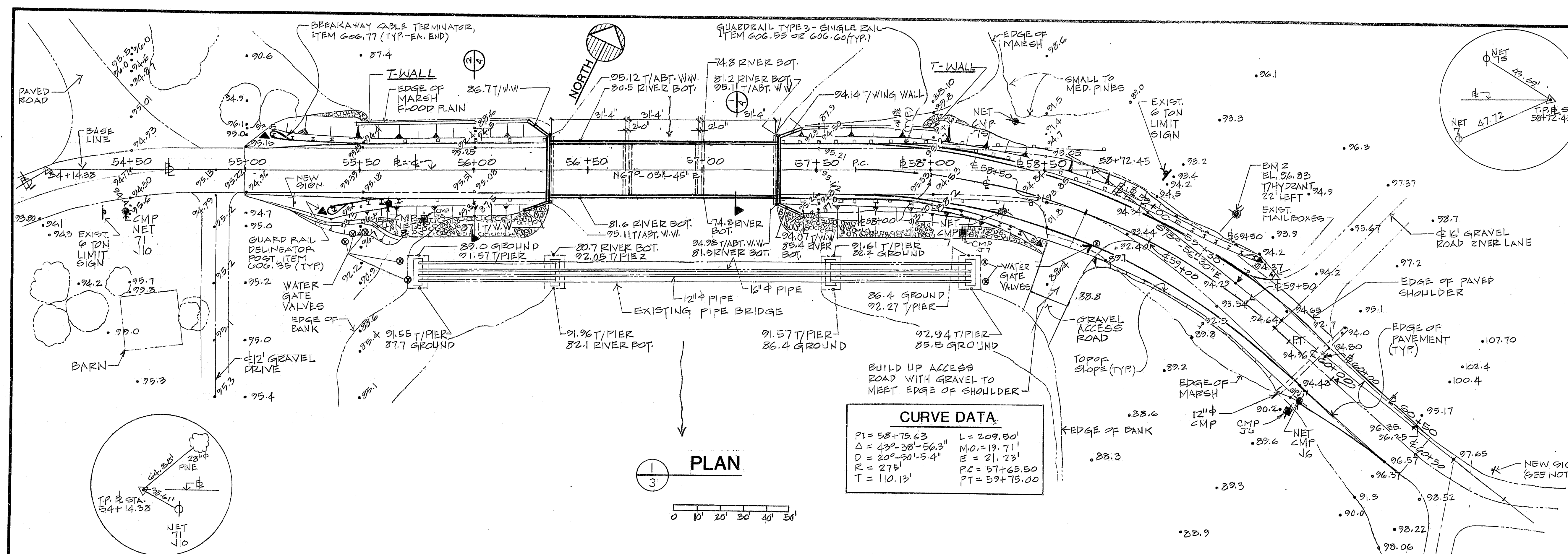
ESTIMATED QUANTITIES

SHEET 2 OF 30 AUGUSTA, MAINE

F.R.N.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	003348.00	3	30



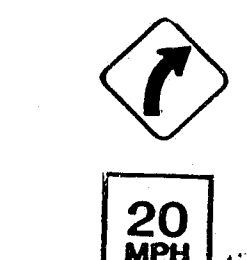
LOCATION MAP
SCALE 1" = 2000 FT.



CURVE DATA	
PI = 58+73.63	L = 209.30'
Δ = 49° 38' 56.3"	M.O. = 19.71'
D = 20° 30' 5.4"	E = 21.73'
R = 275'	PC = 57+63.50
T = 110.13'	PT = 59+73.00

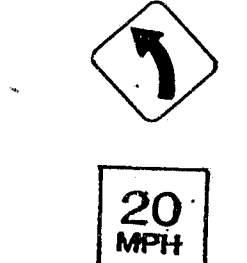
SIGN AND MAILBOX NOTES

- Remove existing load limit signs at Sta. 54 + 35 right and Sta. 58 + 95 left. Store for pick up by Town of York. Payment for this work will be incidental to other work.
- Preserve and protect existing mailboxes at Sta. 59 + 50 left. Payment for this work will be incidental to other work.
- Add the following signs:
 - At Sta. 55 + 25 right:
 - W1-2R (30"x30")
 - W13-1 (18"x18")
 - At Sta. 60 + 75 left:
 - W1-2L (30"x30")
 - W13-1 (18"x18")



Item 645.292

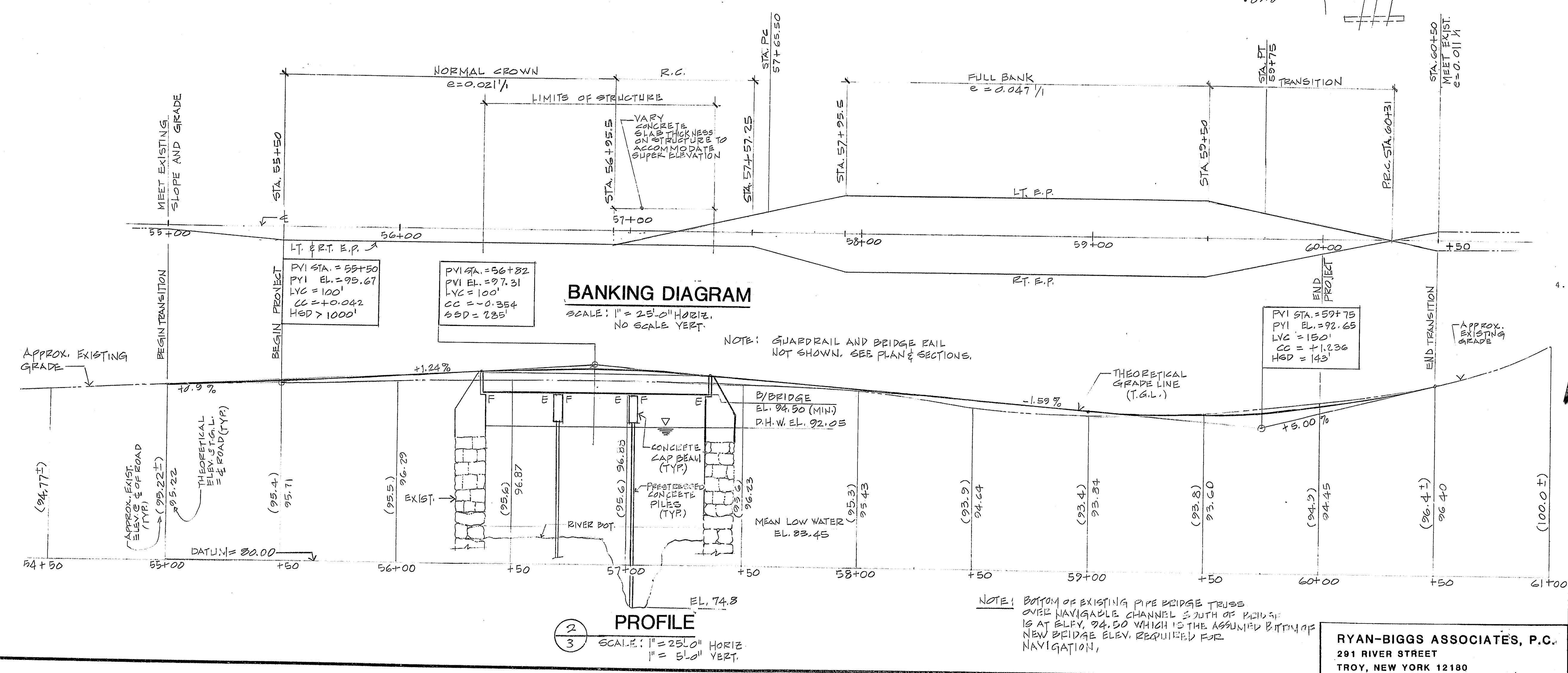
b. At Sta. 60 + 75 left:



Item 645.292

- Signs shall be installed on 4"x4" pressure treated wood posts in accordance with the "Manual on Uniform Traffic Control Devices for Streets and Highways", FHWA, 1988.

107-340
REVISED AS BUILT 1991 John Gungor



BANKING DIAGRAM

SCALE: 1" = 25'-0" HORIZ.
NO SCALE VERT.

PROFILE

SCALE: 1" = 25'-0" HORIZ.
1" = 5'-0" VERT.

RYAN-BIGGS ASSOCIATES, P.C.
291 RIVER STREET
TROY, NEW YORK 12180

BRIDGE NO. 2750, FIELD BOOK NO.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

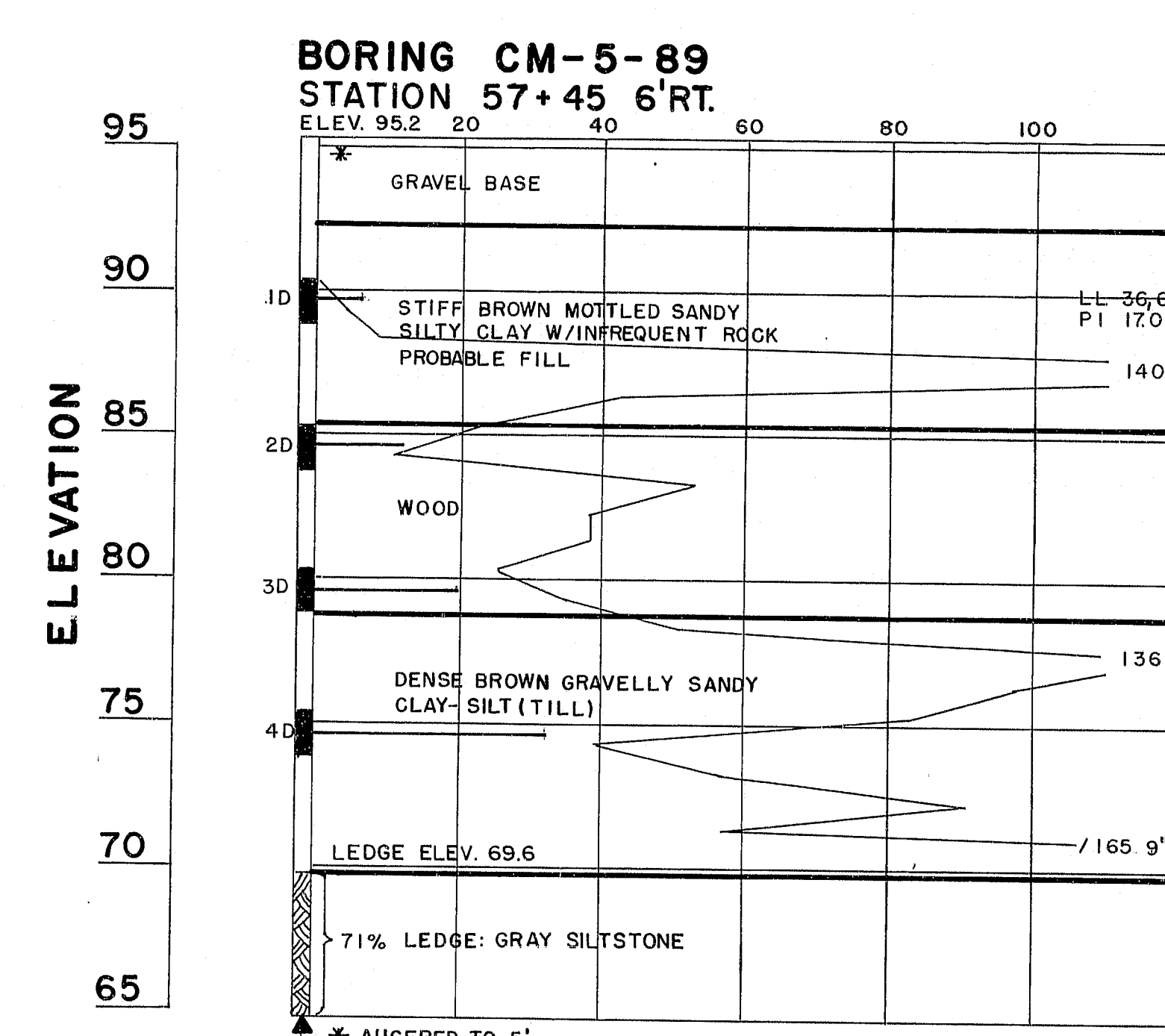
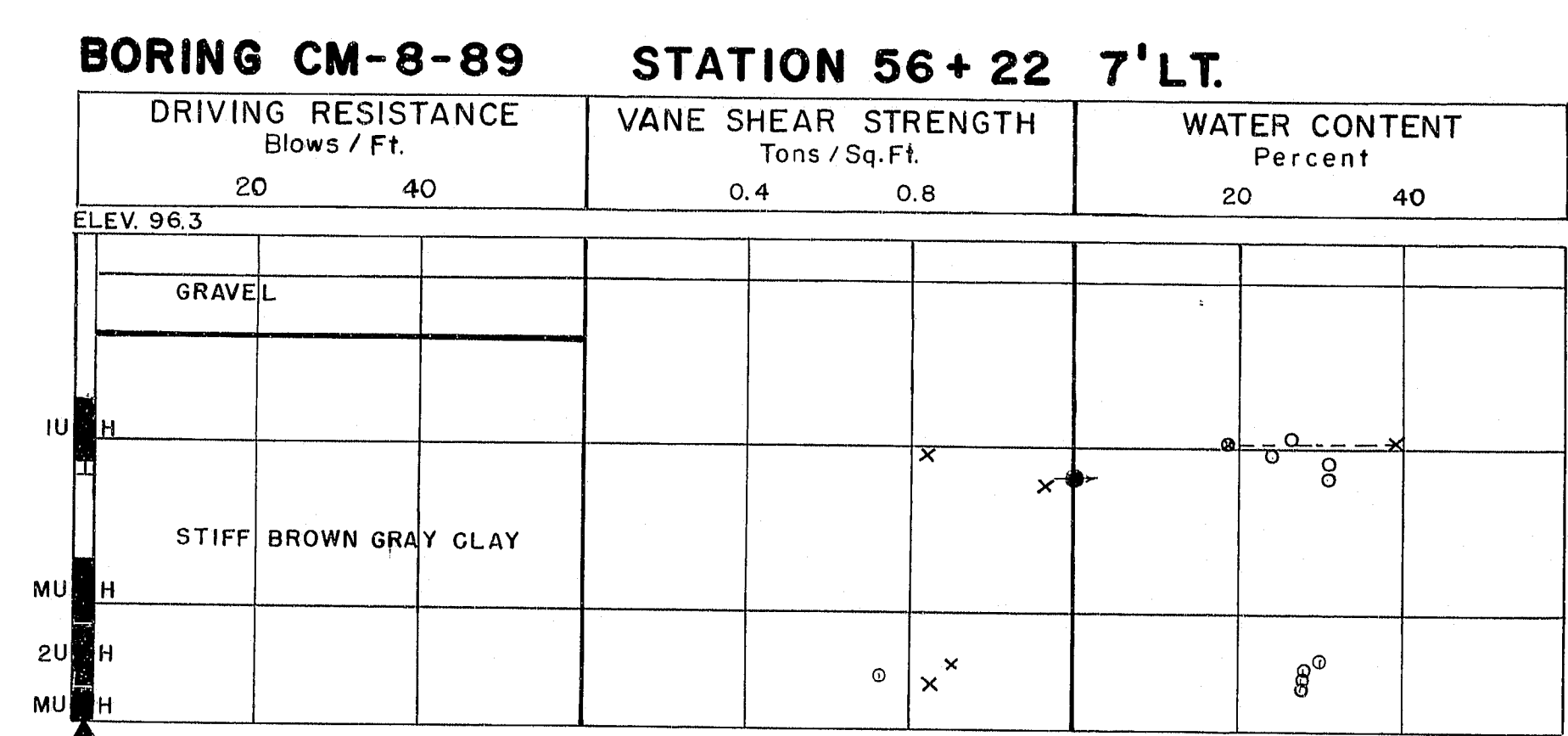
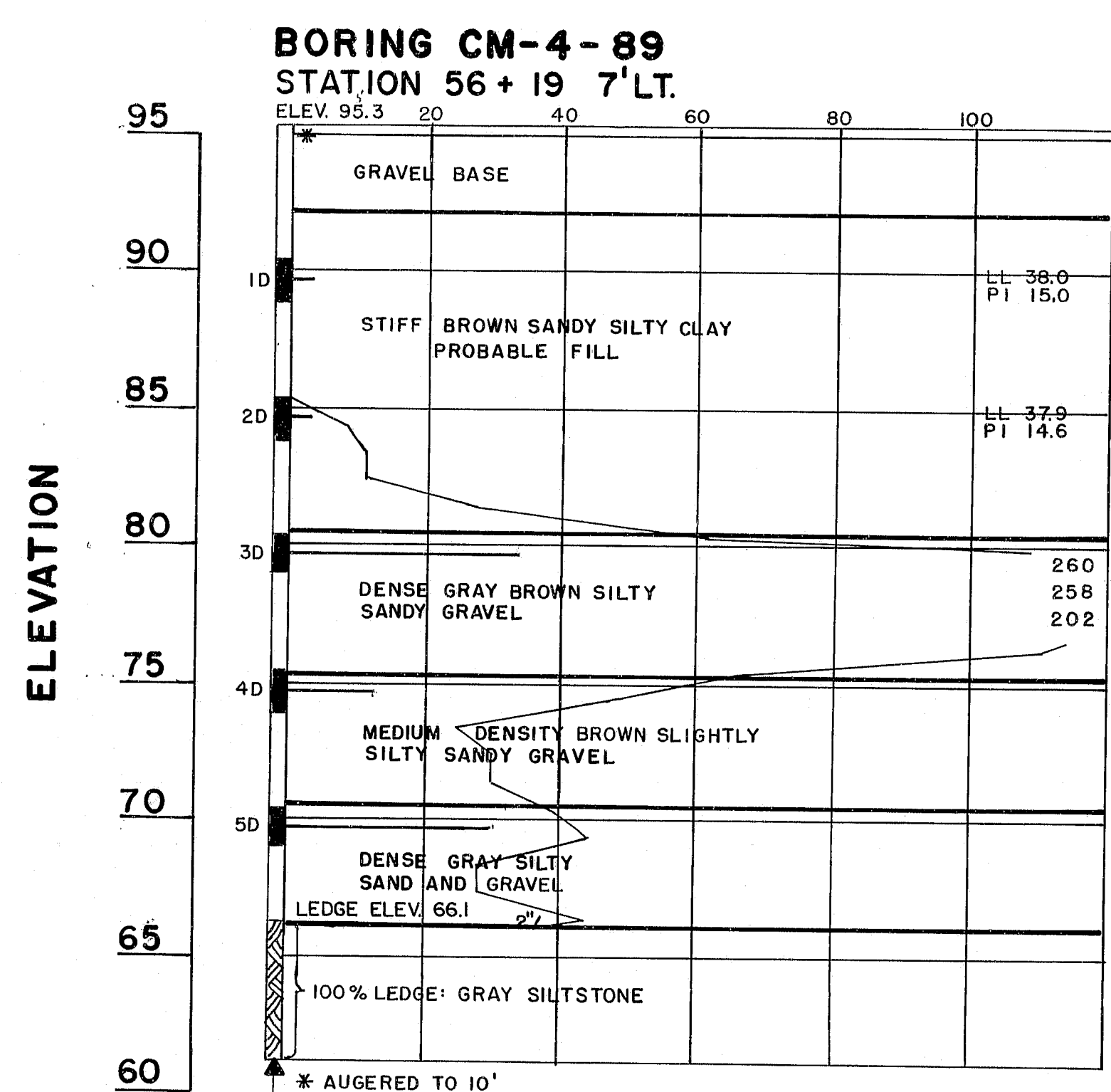
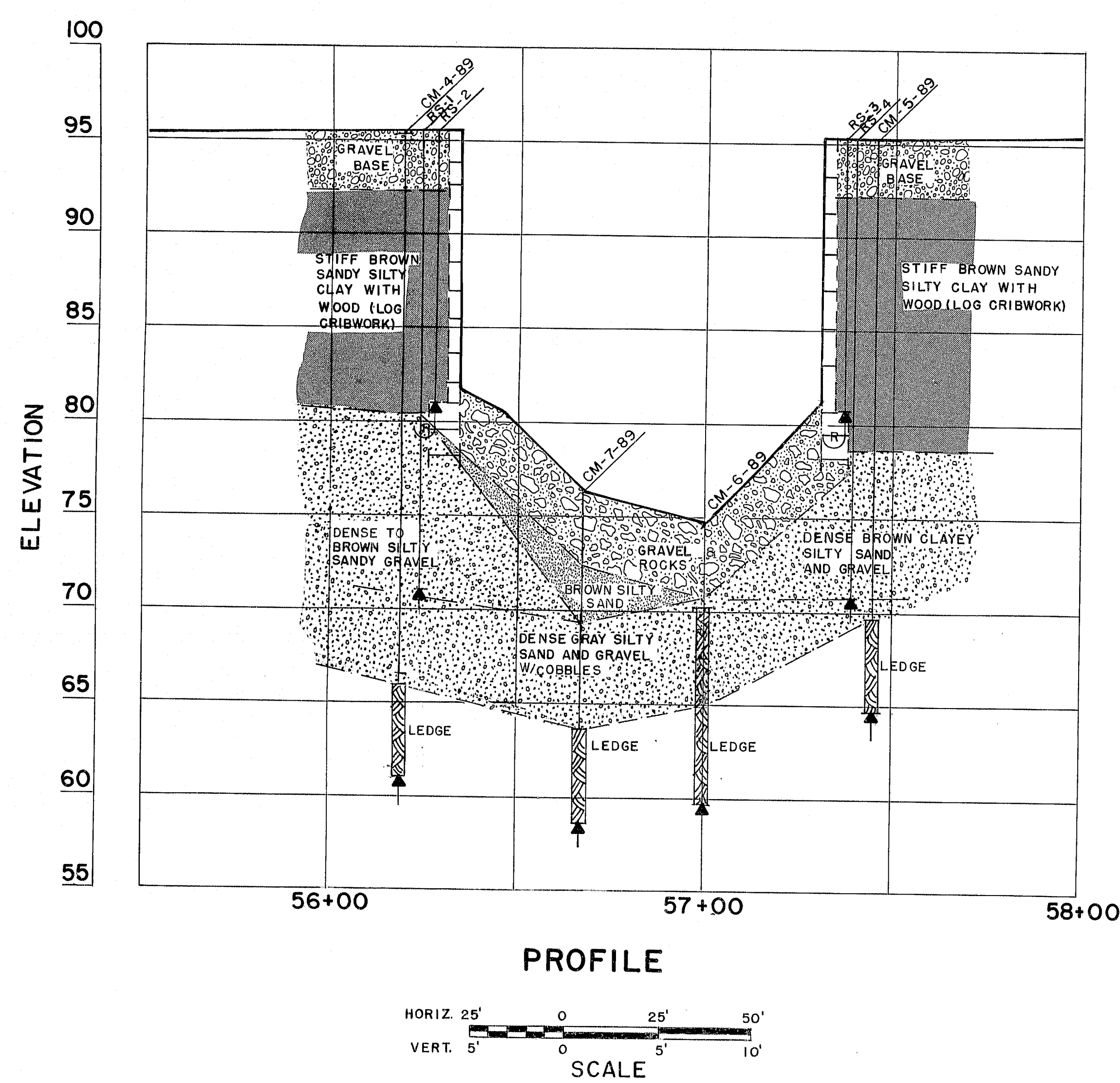
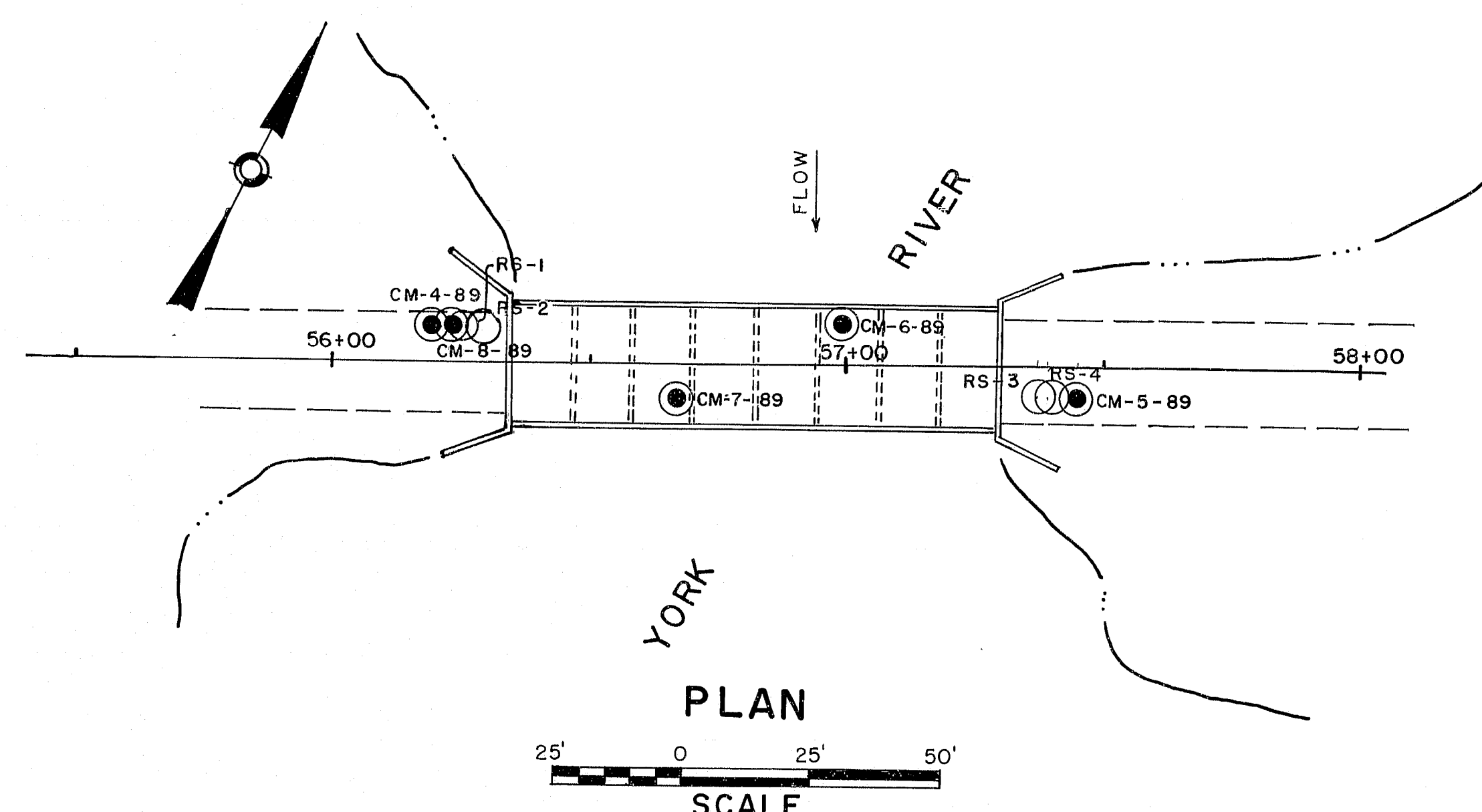
SCOTLAND BRIDGE
OVER
YORK RIVER
IN THE TOWN OF
YORK
YORK COUNTY

GENERAL PLAN AND PROFILE

SHEET 3 OF 30 AUGUSTA, MAINE



3449



BORING NOTES

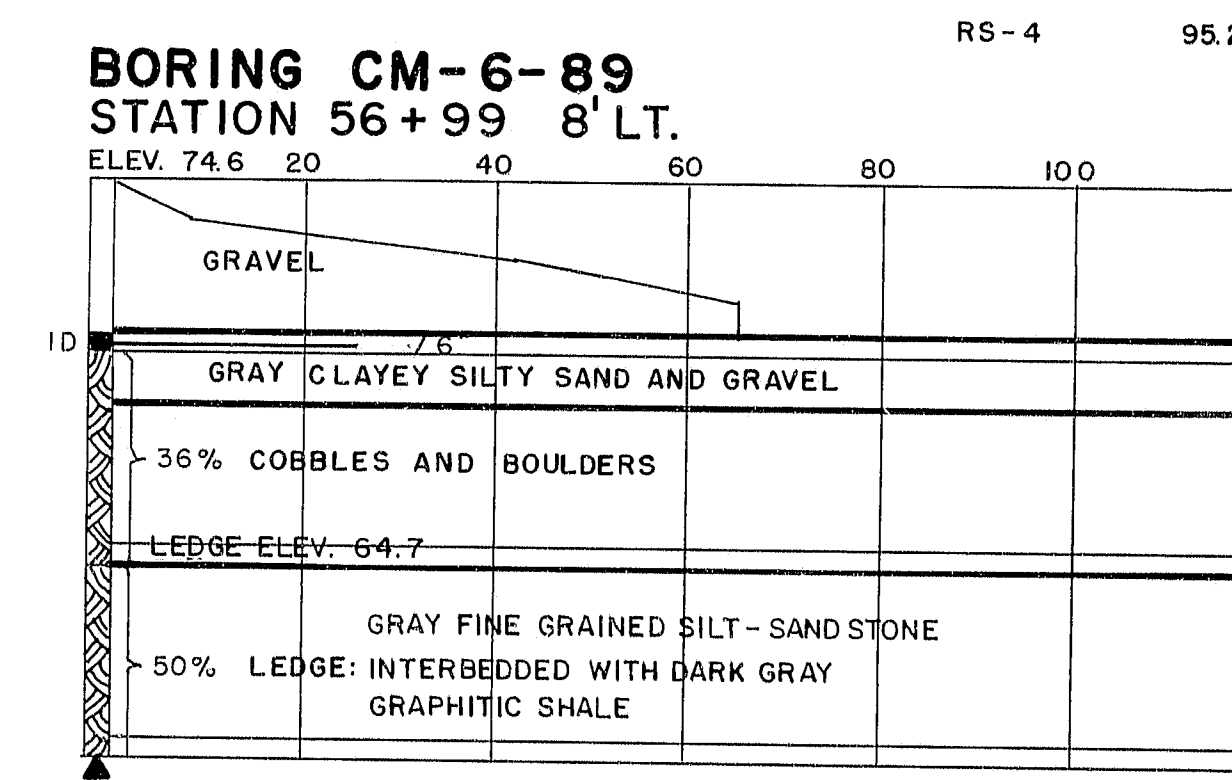
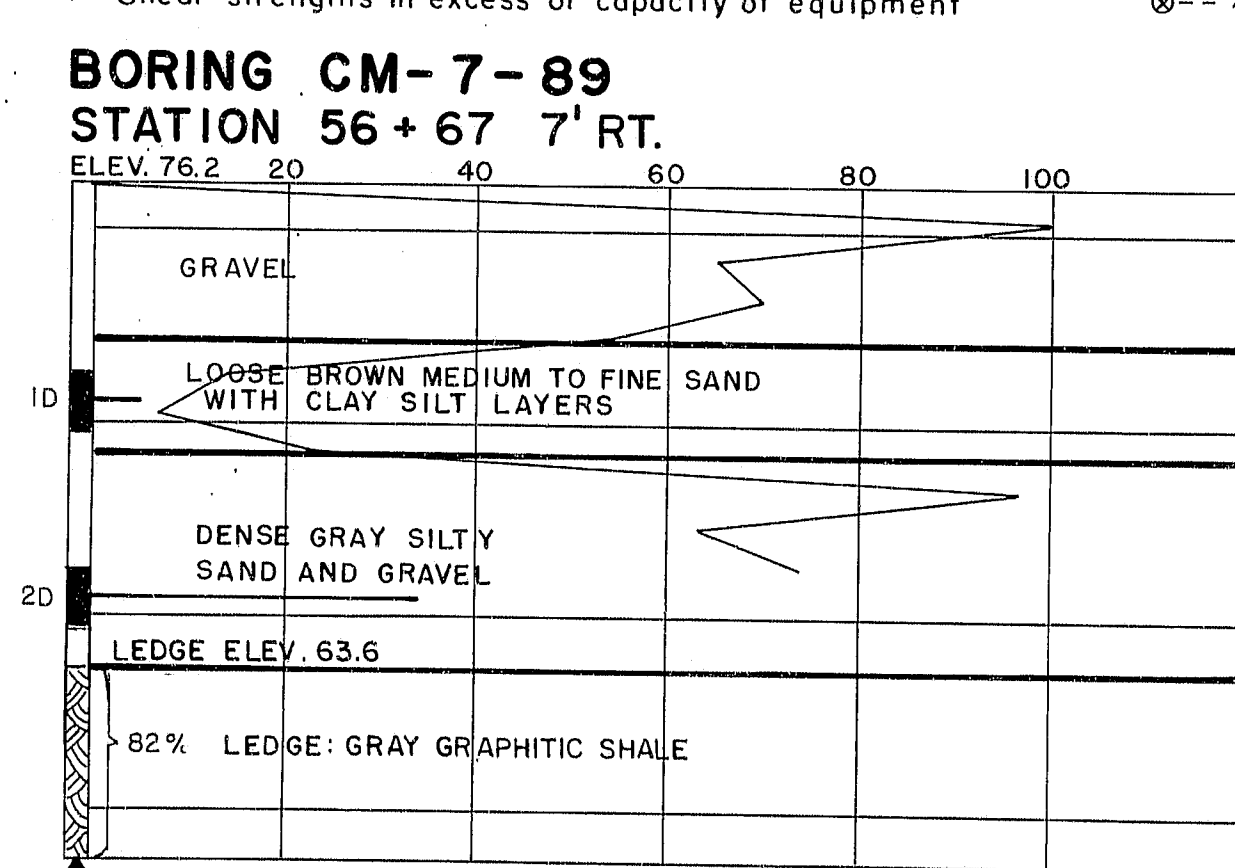
- All samples and vanes are made ahead of casing
- Number of blows required to drive extra heavy casing one foot with 400ft. lbs. of energy per blow
- Location of sample or sample attempt
- Number and type of dry sample
- ID S & H Sampler #1290's
- IU 3 1/2" O.D. 16ga. seamless tubing
- MD Unsuccessful sample attempt and type of sampler
- Number of blows required to drive spoon or tubing one foot with 350ft. lbs. of energy per blow
- H Sampling spoon or seamless tubing driven by static weight of drill rods and hammer
- Field vane test
- Bottom of boring (may not be bottom of soil strata)
- Locations cored by diamond bit and percent recovery of rock

SHEAR NOTES

- Field vane shear strengths
- Laboratory vane shear strengths
- Shear strengths in excess of capacity of equipment

WATER CONTENT NOTES

- Natural water contents given as percent of dry weight
- Plastic and liquid limits



ROD SOUNDINGS

NO.	ELEV.	STATION	OFFSET	DEPTH	REMARKS
RS-1	95.3	56+24	7' LEFT	24.5	NO REFUSAL
RS-2	95.3	56+28	7' LEFT	14.5	REFUSAL
RS-3	95.2	57+37	6' RIGHT	14.5	REFUSAL
RS-4	95.2	57+39	6' RIGHT	24.5	NO REFUSAL

107-342

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SCOTLAND BRIDGE
OVER

YORK RIVER 277

IN THE TOWN OF

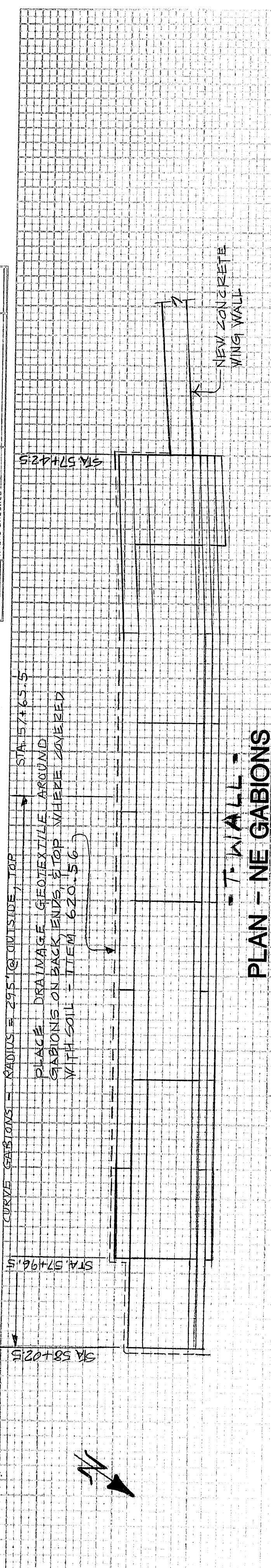
YORK

YORK COUNTY

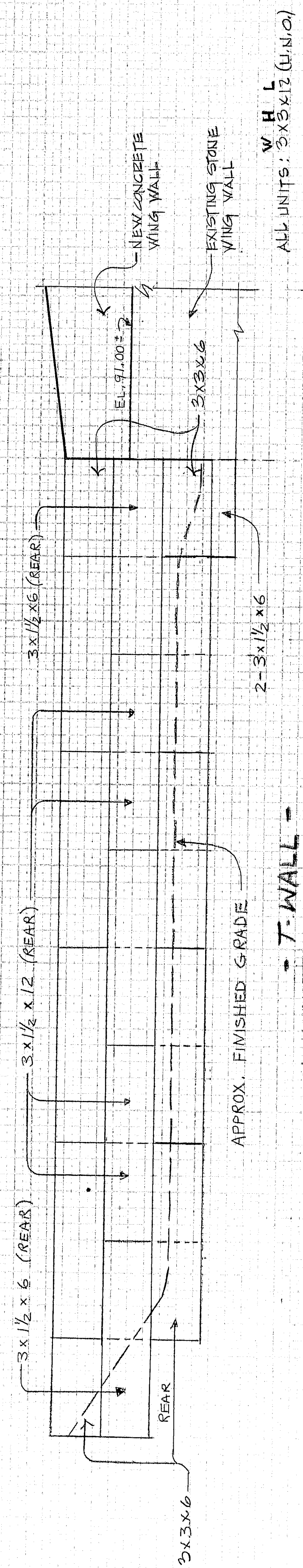
FOUNDATION SURVEY

SHEET 5 OF 30 AUGUSTA, MAINE

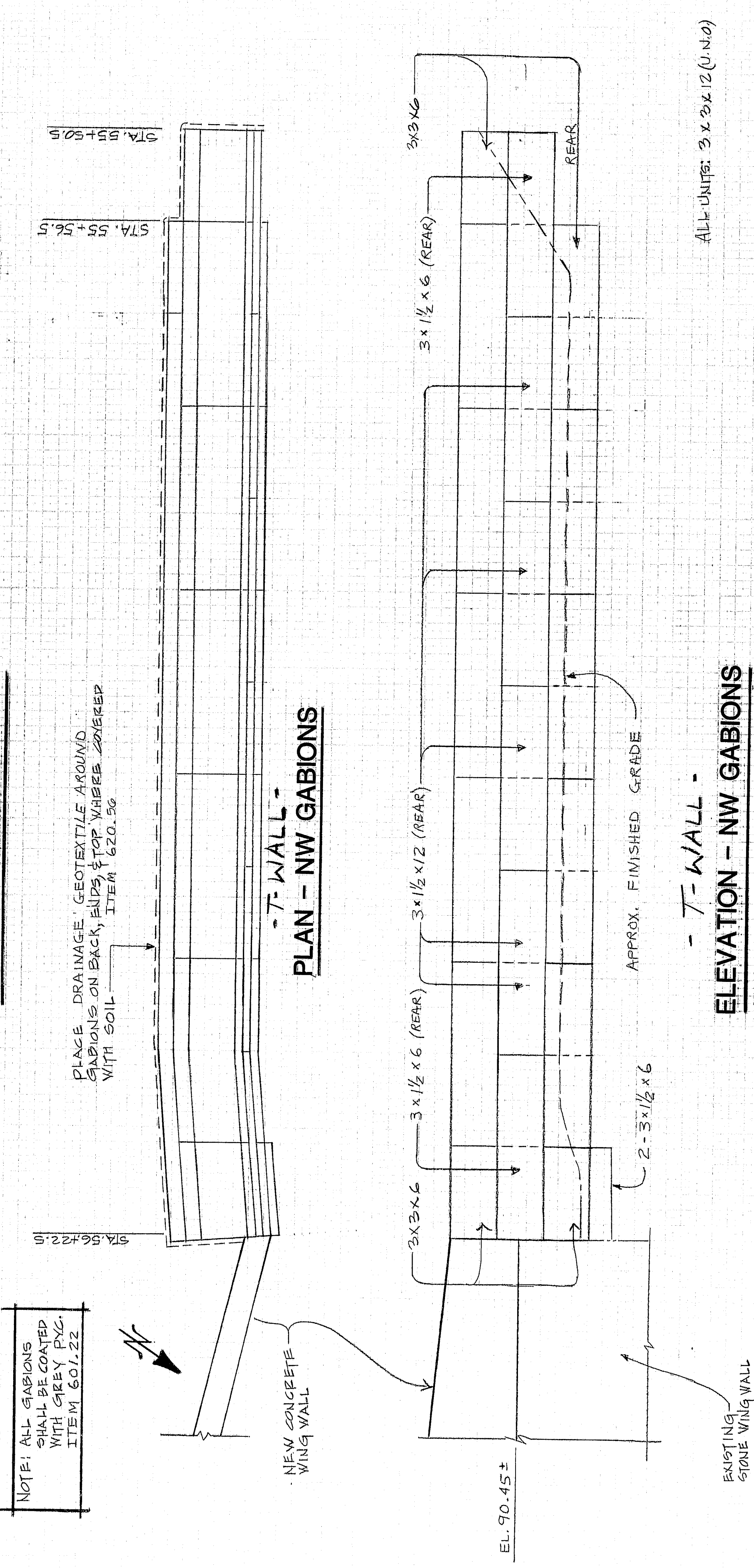
ORIGINAL	SURVIVED	BY	DATE
SURVEY	FLOTTED		
NOT RICH	EMPLANT		
	SPREAD		
	APPEAR CHANGED		



- T. WALL -
PLAN - NE GABIONS

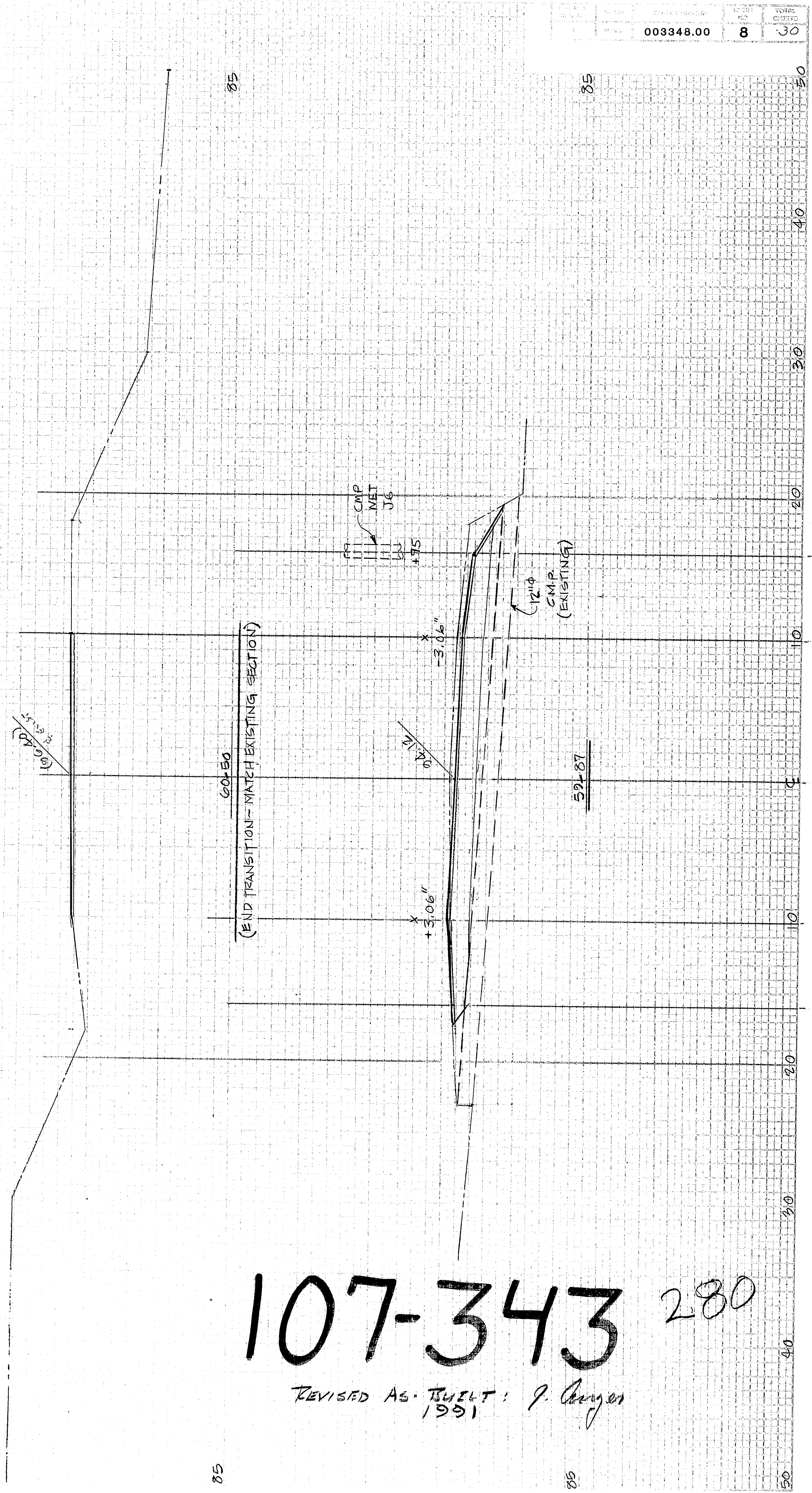


- T-WALL -
ELEVATION - NE GABIONS

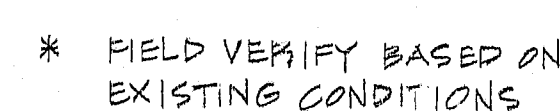


ELEVATION - NW GABIONS

*NOTE: T-WALL RETAINING WALL SYSTEM USED IN LIEU OF GRATIONS; TEEF CO. No. 5. THE T-WALL RETAINING WALL SYSTEM IS MANUFACTURED BY SUPERIOR CONCRETE, AUBURN, ME.



107-343 280
REVISED AS. TULST: P. Boyer
1991

RUNING 45710.1

Hand-drawn cross-section diagram of a bridge structure. The diagram shows a central span (ITEM 502.21) supported by piers. On the left, there is an existing stone masonry structure with a low tide level indicated. On the right, there is a wing wall structure. Various elevations are marked on the left side: EL. 96.44 T/WALL, EL. 94.73 T/BRIDGE SEAT, and EL. 90.45 ± * T/EXISTING STONE MASONRY. A callout indicates a 1/2" preformed exp joint filler (TYP) to be included in ITEM 502.21. On the right side, elevations EL. 96.44 T/WALL and EL. 93.00 are marked. A note indicates to construct the top portion of the wing wall after erection of precast slab units. A point of existing stone masonry above the low tide level is also noted, with a reference to detail 3/4.

10-A503 (2 x 3 ROWS)

2-A503 (4 x 2 ROWS)

10-A501 (2 x 5 ROWS)

2-A501 (3 x 2 ROWS)

10-A502 (TOP 10A END)

10-A500 (10 BACK, 14 FRONT)

2-A500 (2 x 2 ROWS)

1'-0"

2'-0"

1

A501

29 - A550 @ 1'-0" ±

29 - A500 @ 2'-0" ±

TOP, 29 A511 BOTTOM

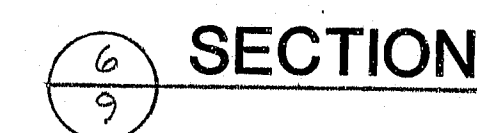
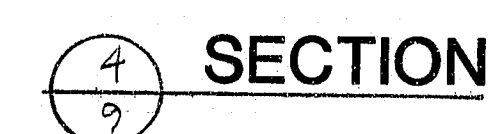
(15 BACK, 14 FRONT)

A500 NOT SHOWN

A500 NOT SHOWN SEE 4/9

LEGEND

- NOTES
1. SEE SHEET 11 FOR SUBSTRUCTURE NOTES.
 2. SEE SHEET 14 FOR REINFORCING STEEL DETAILS.



107-344 ~~281~~

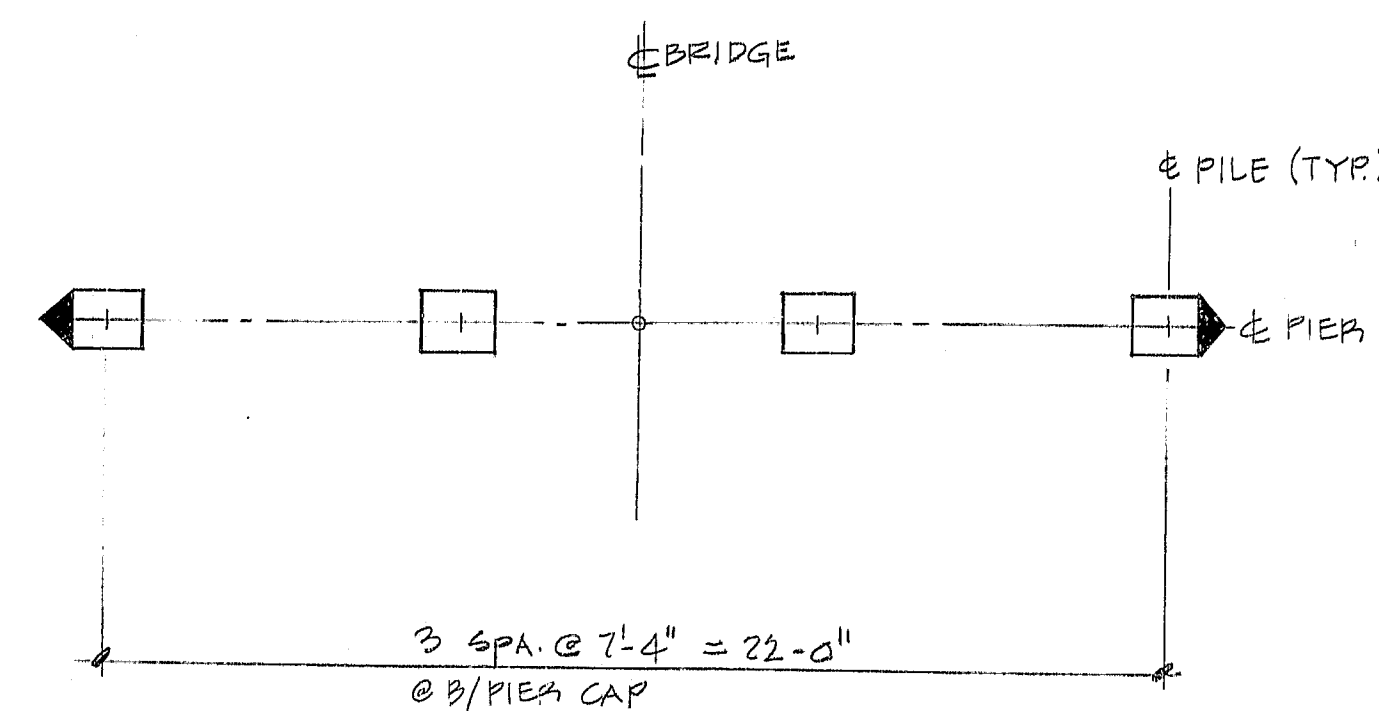
SCOTLAND BRIDGE
OVER
YORK RIVER
IN THE TOWN OF
YORK
YORK COUNTY

W. ABUT. PLAN & DETAILS\$

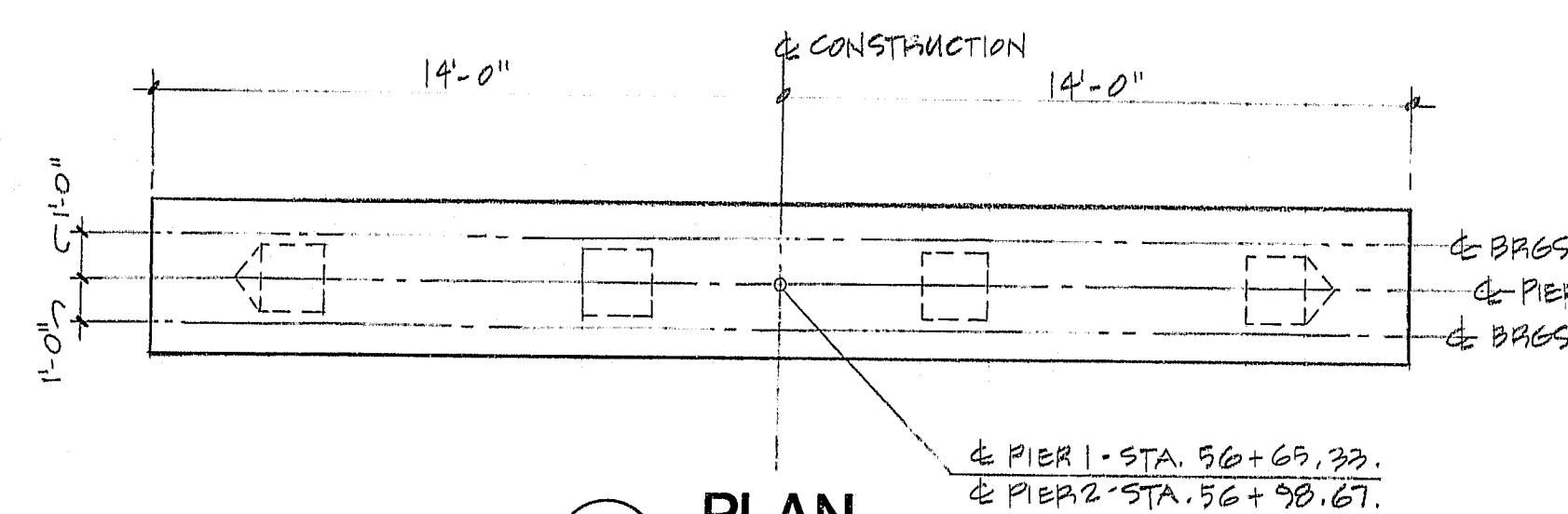
RYAN-BIGGS ASSOCIATES, P.C.
291 RIVER STREET
TROY, NEW YORK 12180

SHEET 9 OF 30 AUGUSTA, MAINE

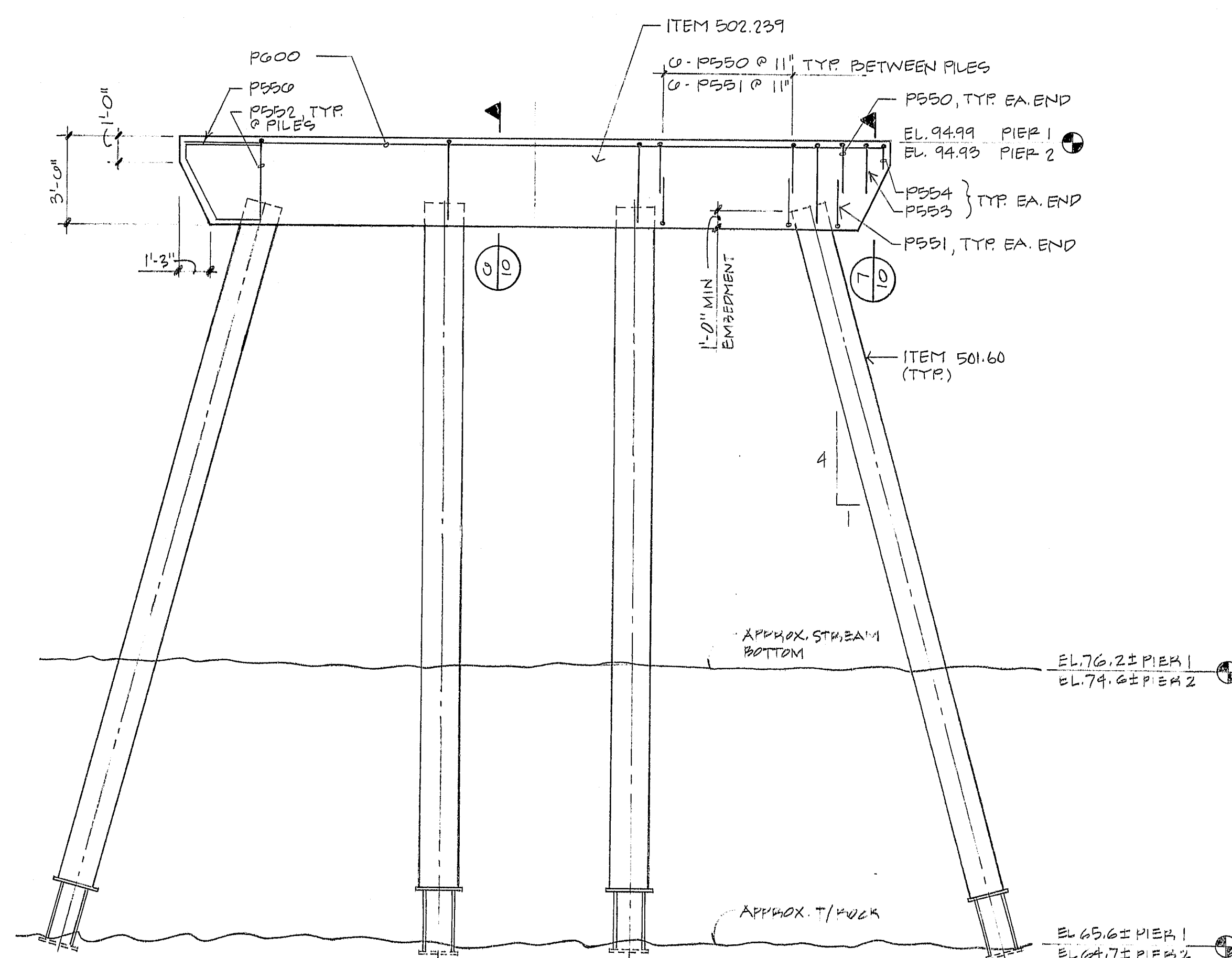
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	008348.00	10	30



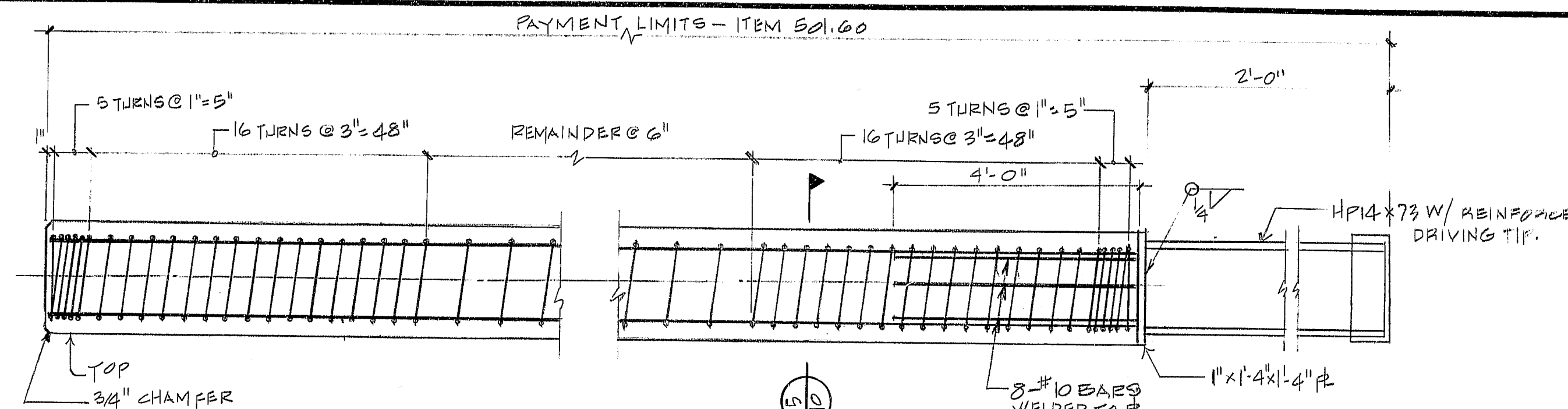
1
10
PILE LAYOUT



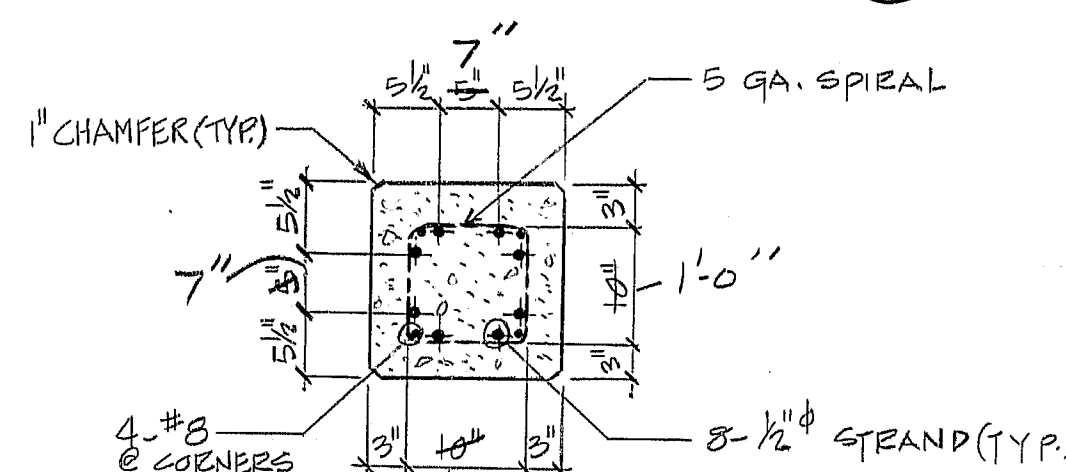
2
10
PLAN



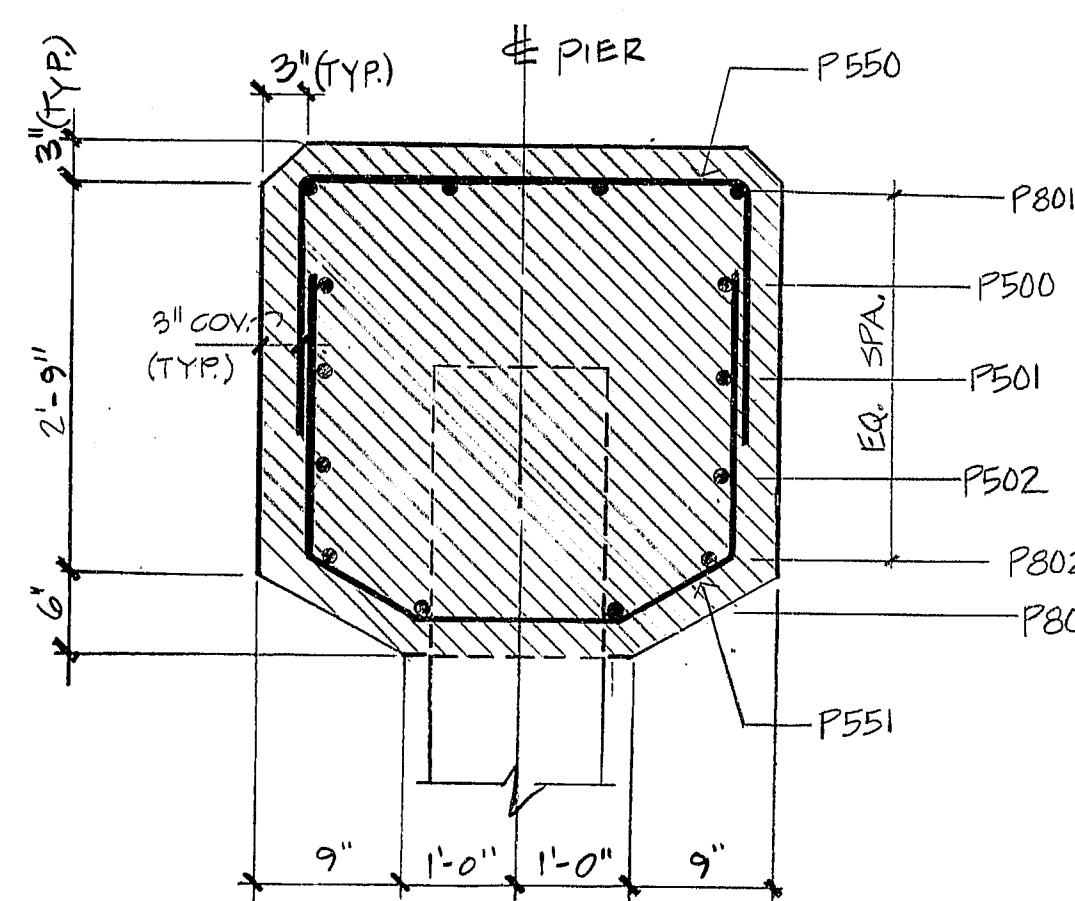
3
10
ELEVATION



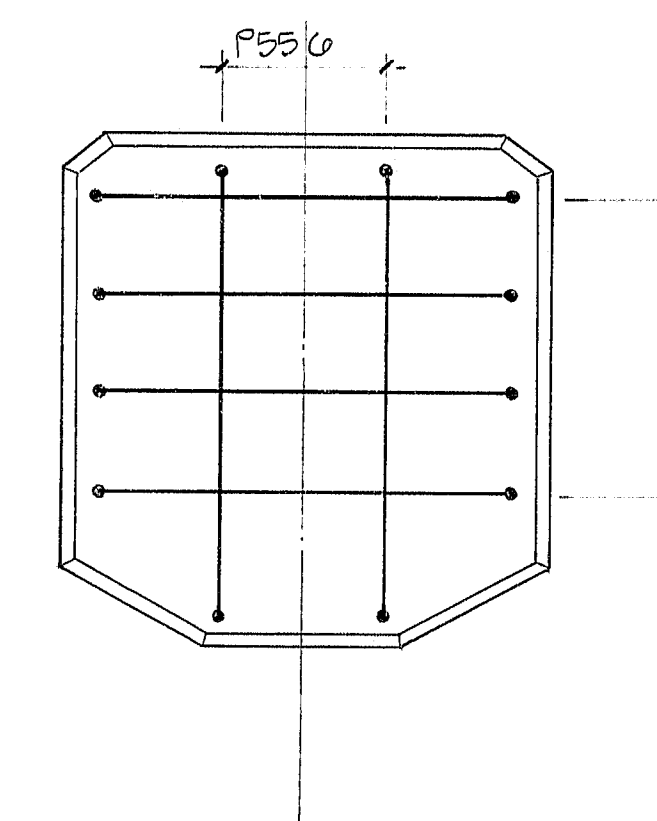
4
10
PRECAST CONCRETE PILE



5
10
SECTION



6
10
PIER SECTION



7
10
END ELEVATION

PIER NOTES

- Reinforcing steel shall have 3 inches of cover in piles and piers unless otherwise indicated.
- Maximum calculated pile load is 190,000 pounds.
- Jacking force on prestressing strands in piles shall be 29,000 pounds per strand.
- Required minimum concrete strength in piles:
At Transfer of Prestress - 4,000 psi.
At 28 days - 5,000 psi.
- Estimate of piles required - 8 precast concrete piles. See Detail 3/10 for lengths and batter.
- Anchor rods for precast concrete slab units shall be cored and grouted after the units are set in place. Place reinforcing steel in pier caps to clear drilling for anchor rods.
- The final positions of piles shall be within two inches of the locations shown on the drawings measured perpendicular to the centerline of the pier and within six inches measured parallel to the centerline.
- Design Criteria:
Critical AASHTO Loading - Group IX.
Buoyancy - Water level assumed at El. 92.05.
Stream Flow - Velocity of 1.3 feet per second skewed at zero degrees to longitudinal centerline of pier.
Wind - 90 miles per hour.
Ice Thickness - 18 inches.
Ice Pressure - 100 psi at El. 91.3.
30 percent of nose force applied transverse to pier.

107-345

282

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

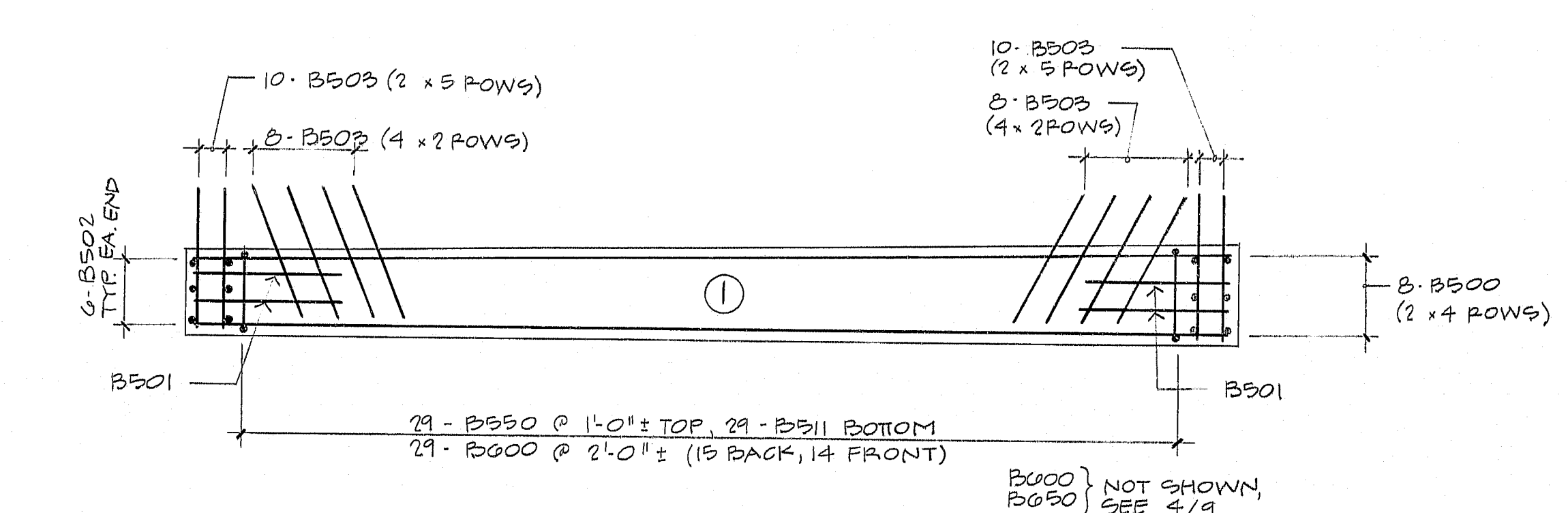
SCOTLAND BRIDGE
OVER
YORK RIVER
IN THE TOWN OF
YORK
YORK COUNTY

PIER PLAN AND DETAILS

SHEET 10 OF 30 AUGUSTA, MAINE

REVISED AS BUILT 1991: J. Anger
RYAN-BIGGS ASSOCIATES, P.C.
291 RIVER STREET
TROY, NEW YORK 12180

3-4-9



* FIELD VERIFY BASED ON EXISTING CONDITIONS

PLAN

EL. 96.58 T/WALL

EL. 95.00

EL. 94.56 T/BIDGE SEAT

EL. 91.00 * T/EXISTING STONE MASONRY

1/2" PREFORMED EXP. JOINT FILLER (CTP) (INCLUDE IN ITEM 502.21)

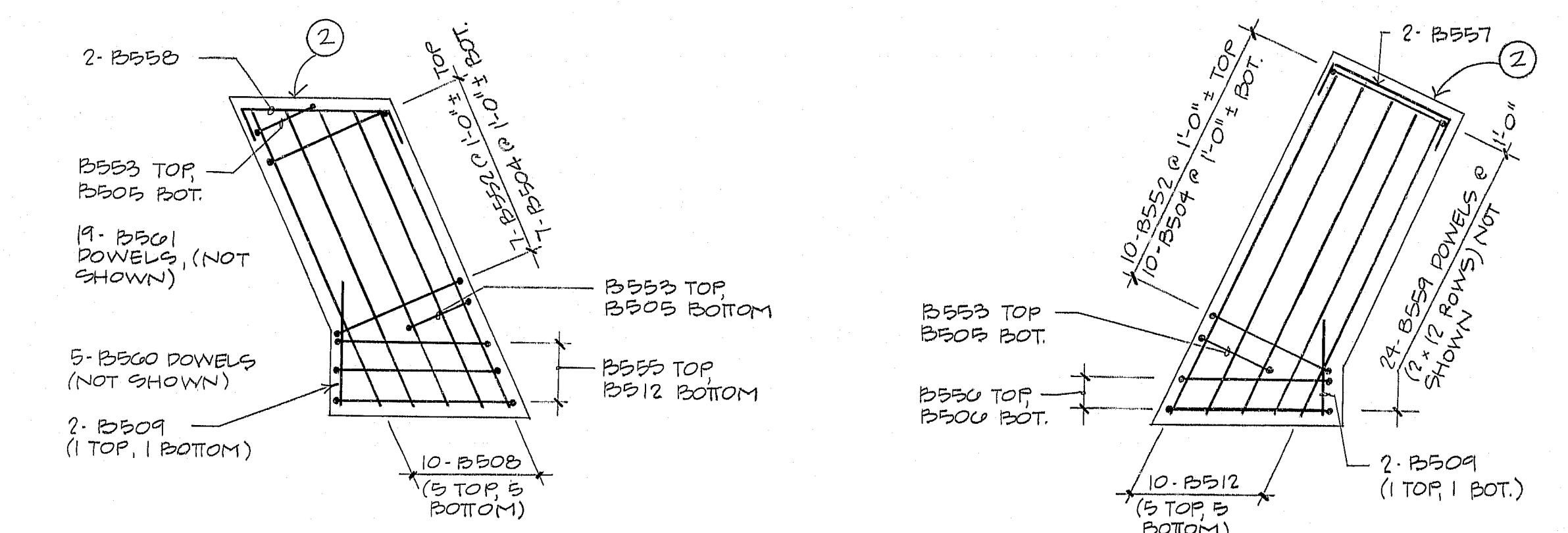
EL. 95.98 (CTP)

ITEM 502.21

EL. 96.27 T/WALL

CONSTRUCT TOP PORTION OF WINDOW WALL AFTER ERECTION OF PRECAST CONG. SLAB UNITS (CT)

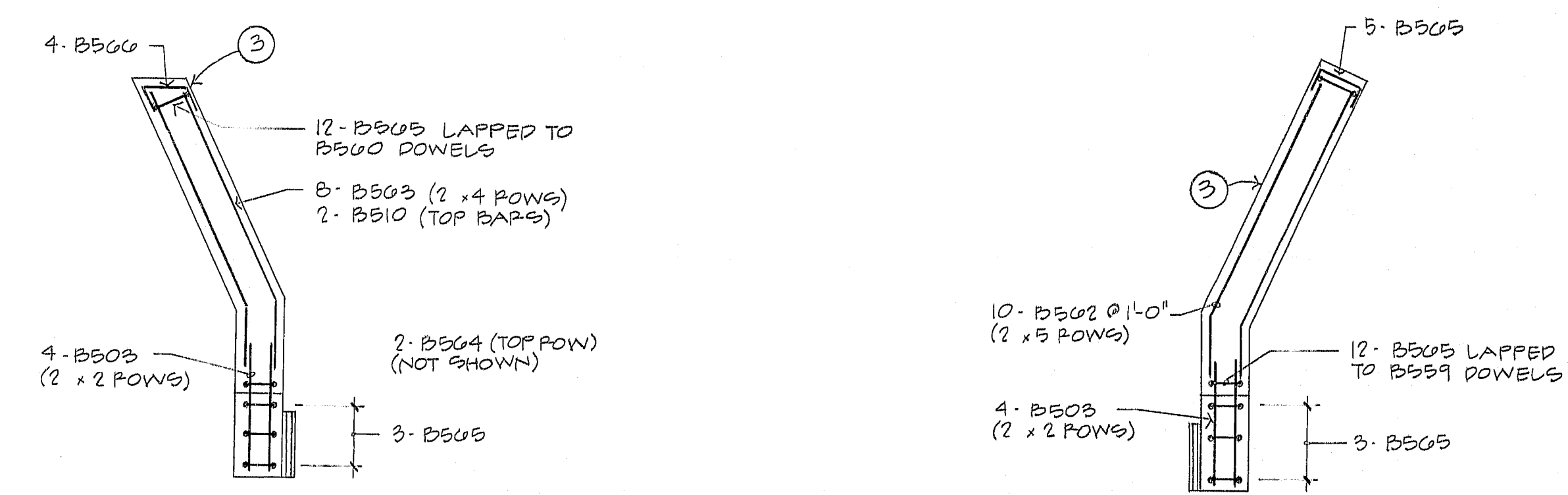
POINT EXIST. STONE



LOW TIDE LEVEL.
SEE DETAIL 3/4.

ELEVATION

2
11.0



1. Reinforcing steel shall have the following cover unless otherwise indicated:

Footings and Bridge Seats	3"
Walls	2"
2. Footings have been designed for a soil bearing pressure of 1.5 tons per square foot (3000 psf)
3. All dimensions to, of, and between existing grade abutments and wingwalls shall be verified in field by Contractor.
4. Do not place footings in water nor on frozen ground. Provide dewatering operations as necessary to establish and maintain unsaturated bearing surfaces for all footings.
5. Item 502.21, Structural Concrete shall be Class A.
6. Chamfer all exposed edges of concrete 1 inch unless noted otherwise.
7. See Standard Detail Sheet BD 501-89 for construction and contraction joint details.
8. Anchor rods for precast concrete slab units shall be cored and grouted after the units are set in place. Place reinforcing steel in bridge seat to clear drilling for anchor rods.

107-346

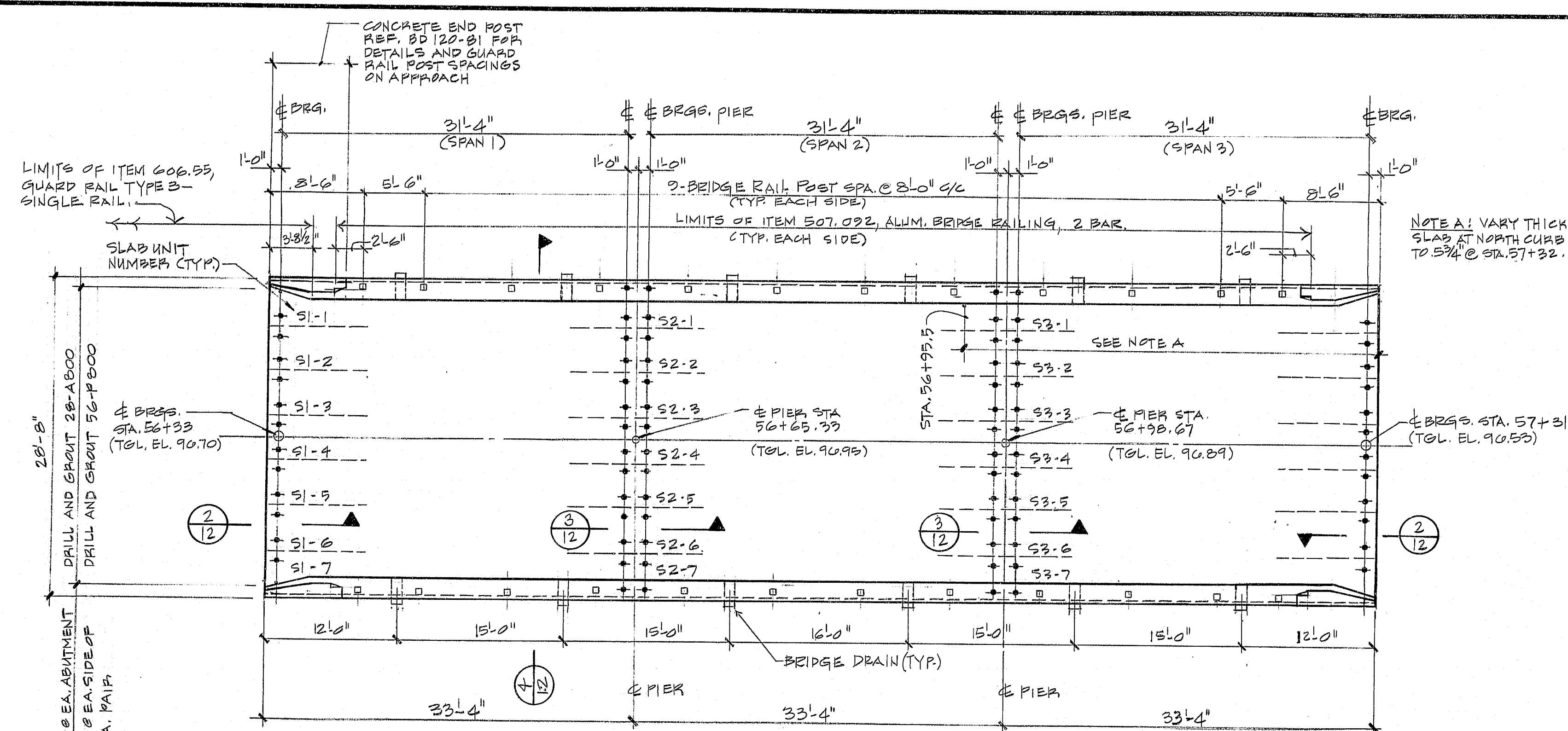
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SCOTLAND BRIDGE
OVER
YORK RIVER
IN THE TOWN OF
YORK
YORK COUNTY

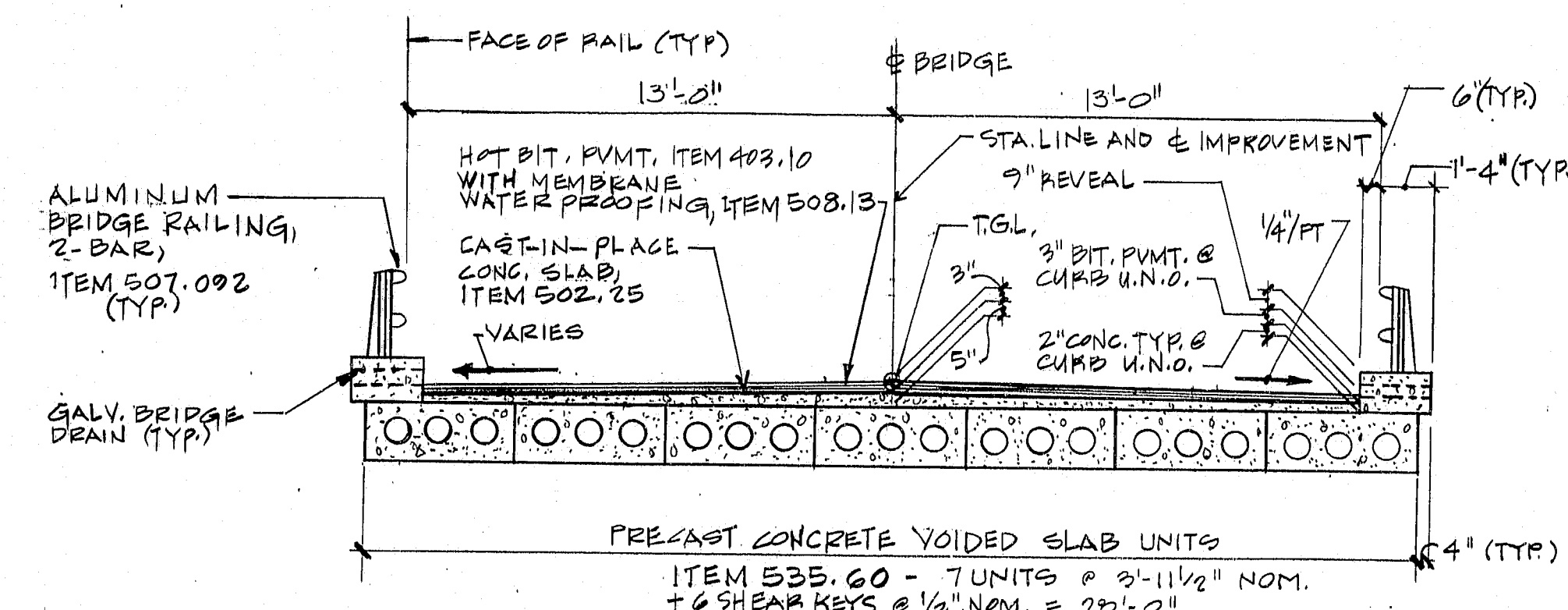
E. ABUT. PLAN & DETAILS

SHEET 11 OF 30 AUGUSTA, MAINE

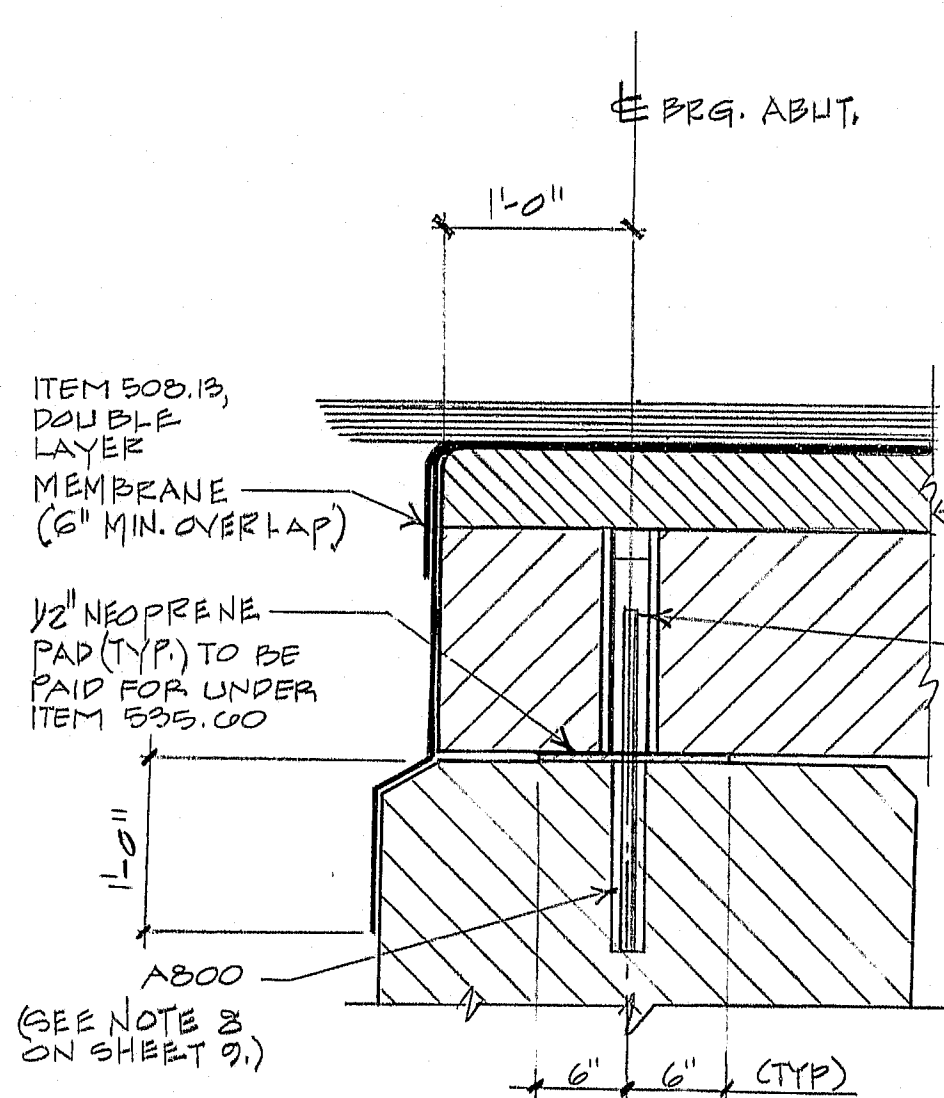
REV.	NO.	DATE	BY	CHKD.	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAIN				003348.00	12	30



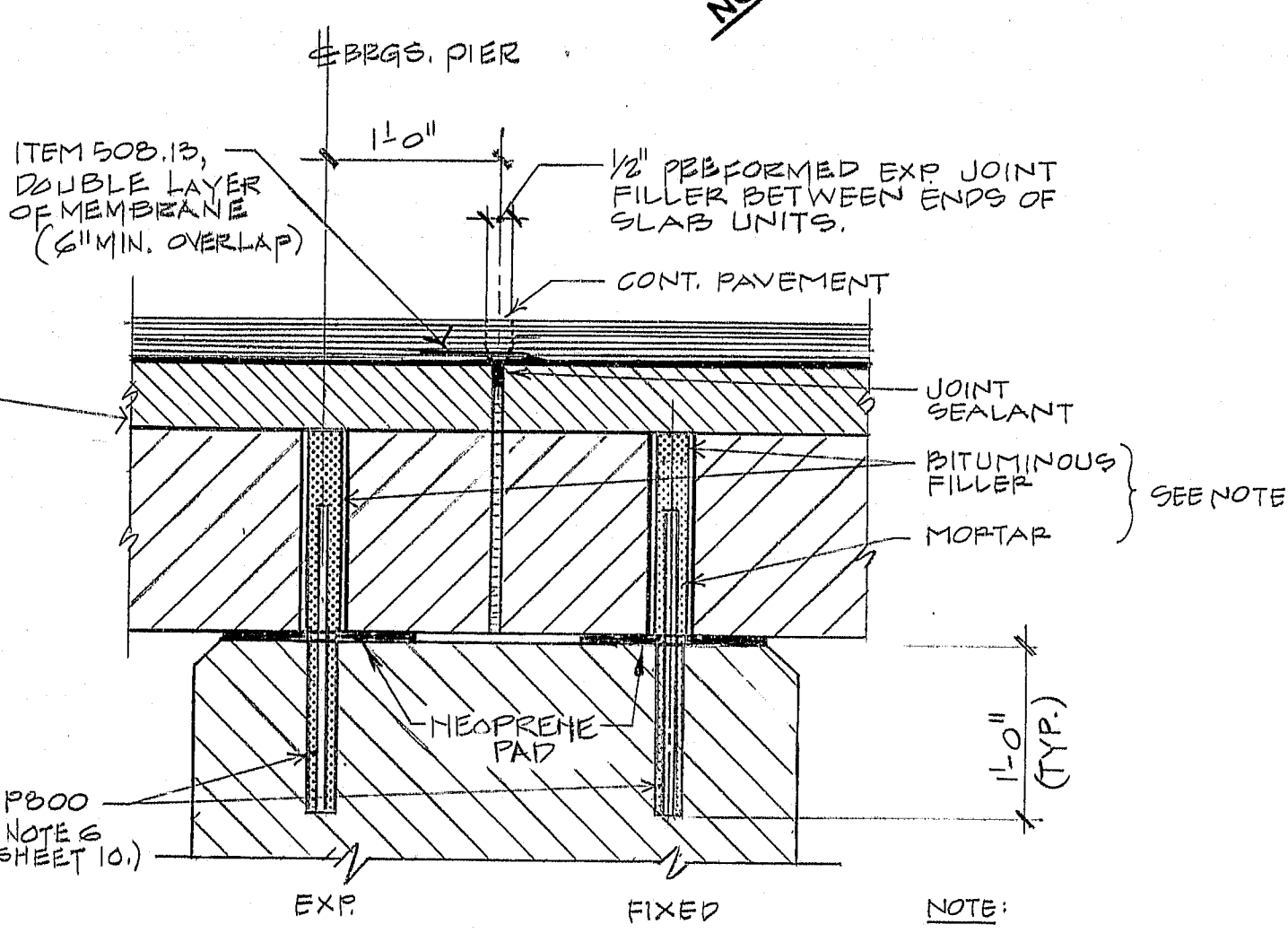
PLAN



SECTION



SECTION



SECTION

- NOTES
- The top surface of the precast panels shall be cleaned by dry sandblasting or other method approved by the Engineer, within a 24-hour period prior to placement of the concrete slab.
 - Turn the membrane waterproofing up three inches against the face of the curbs.
 - The one-half inch thick neoprene pads shall extend from fascia to fascia at the abutments and piers.

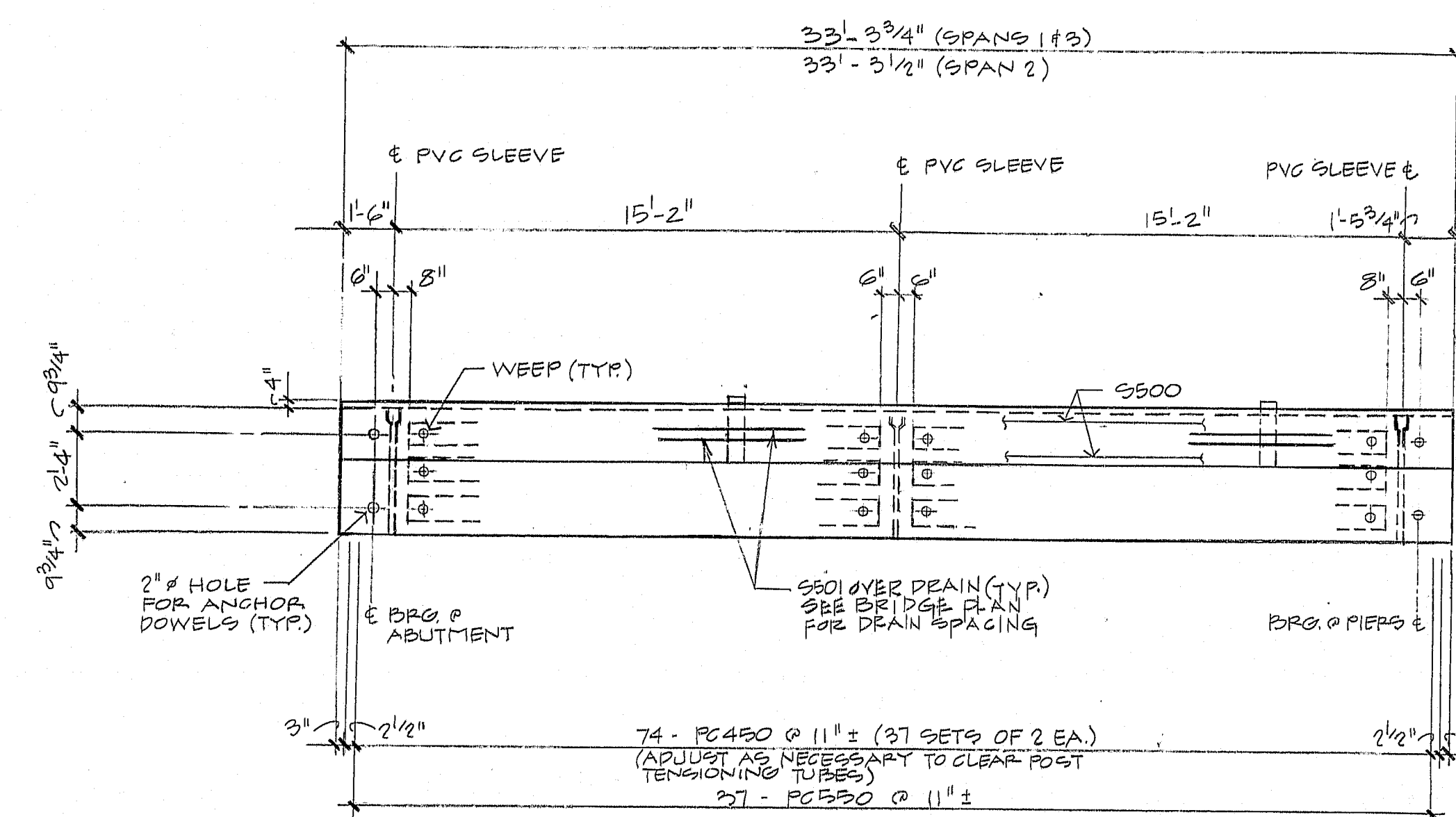
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	MD	2/1/91
CHECKED	H.D.	2/1/91
REVISIONS		
FIELD CHANGES		

107-347

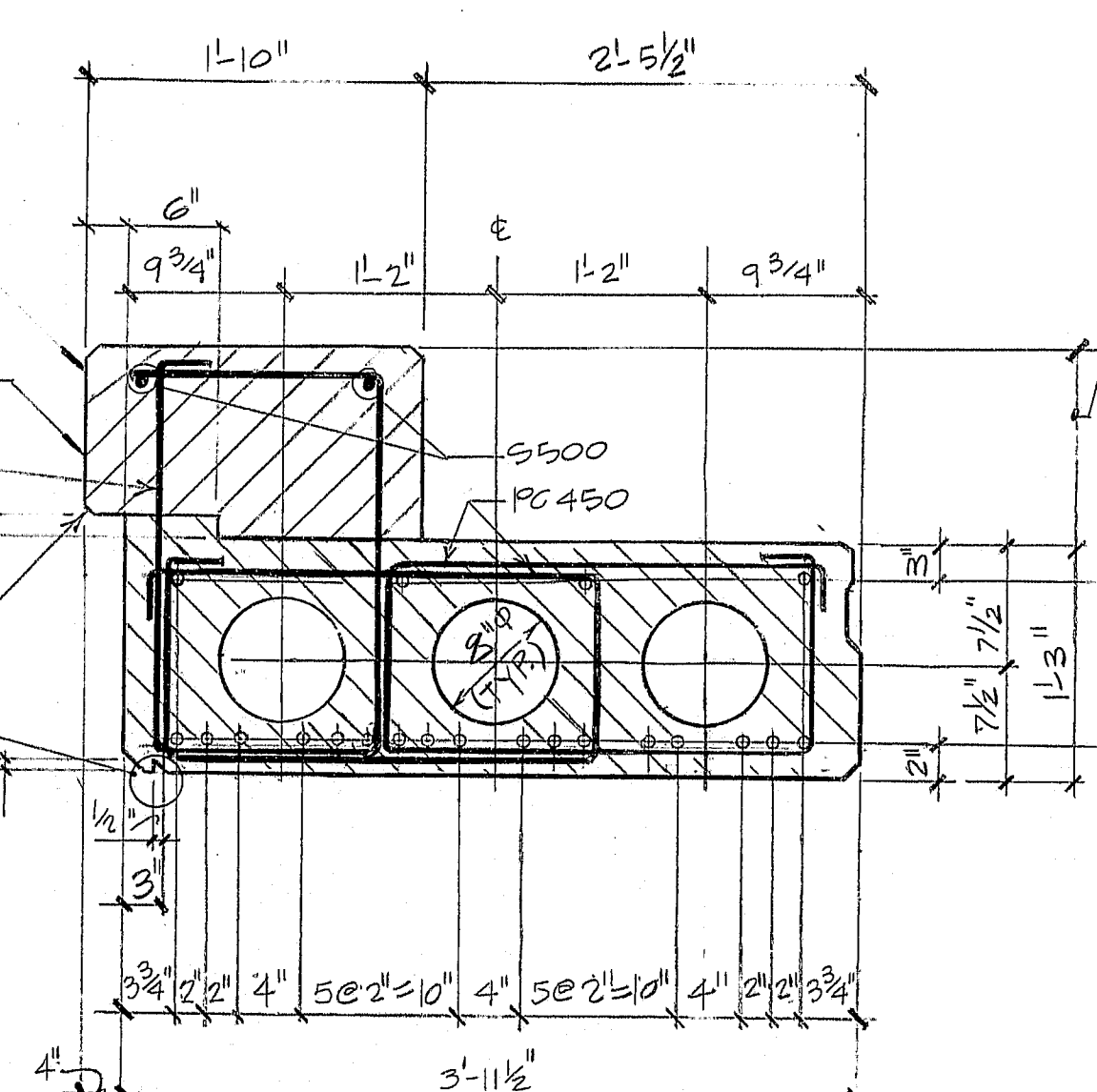
RYAN-BIGGS ASSOCIATES, P.C.
201 RIVER STREET
TROY, NEW YORK 12180

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
SCOTLAND BRIDGE
OVER
YORK RIVER
IN THE TOWN OF
YORK
YORK COUNTY
BRIDGE PLAN AND SECTIONS
SHEET 12 OF 30 AUGUSTA, MAINE

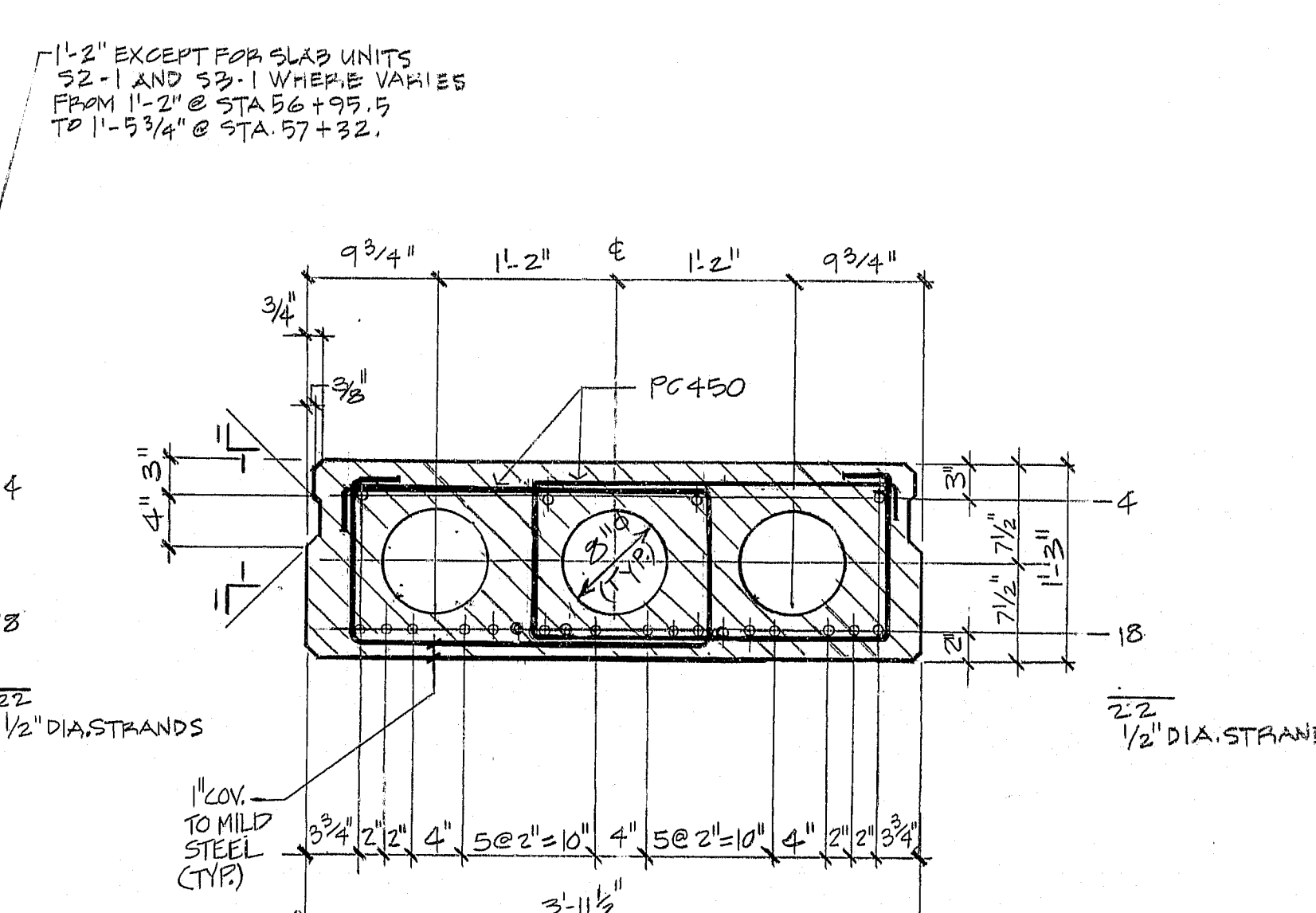
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	003348.00	13	30



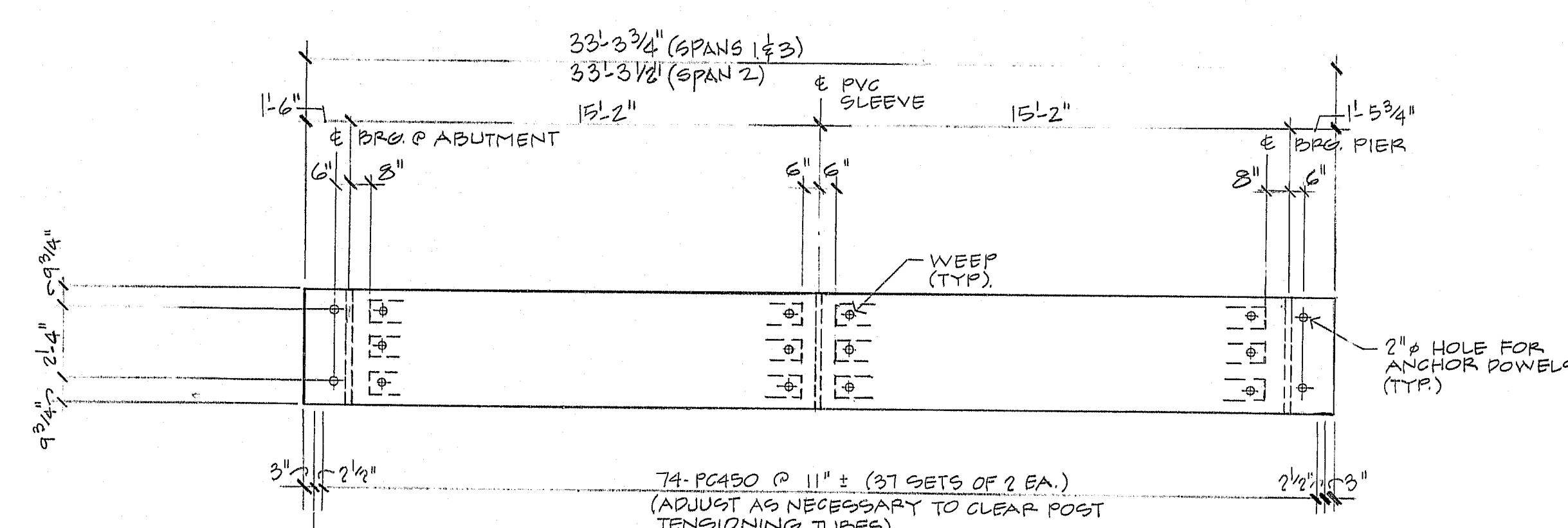
1
13
EXTERIOR SLAB UNIT PLAN
(SPAN 1 - SHOWN, SPAN 2 - SIM., SPAN 3 - OPPOSITE HAND)



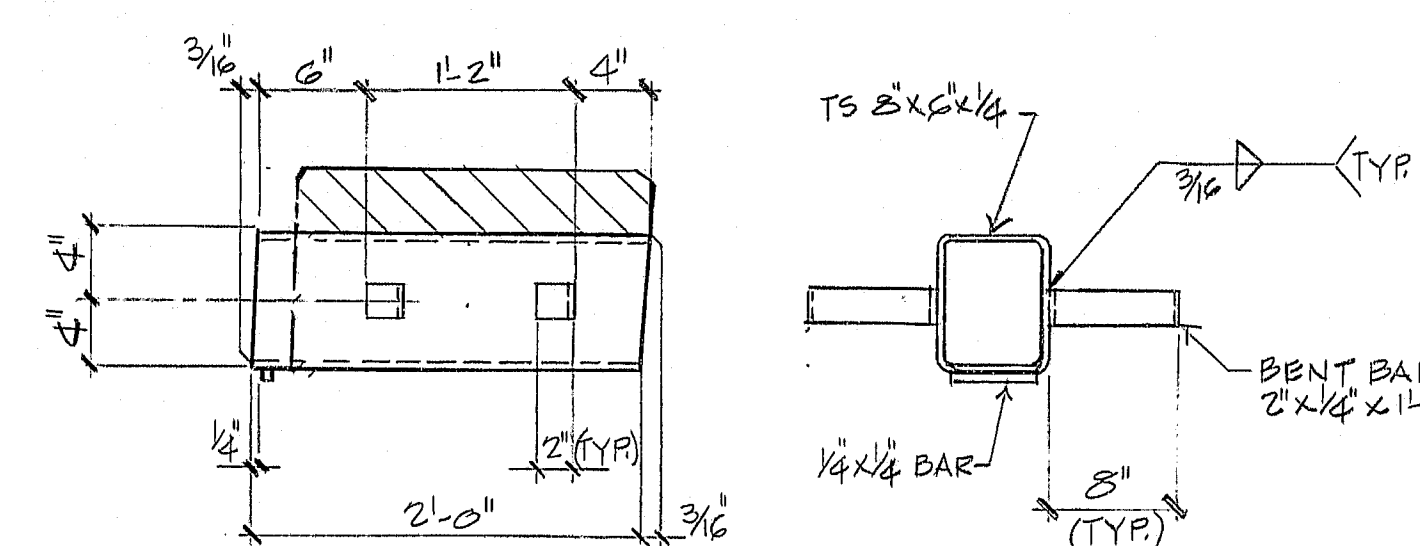
5
13
EXTERIOR SLAB UNIT SECTION



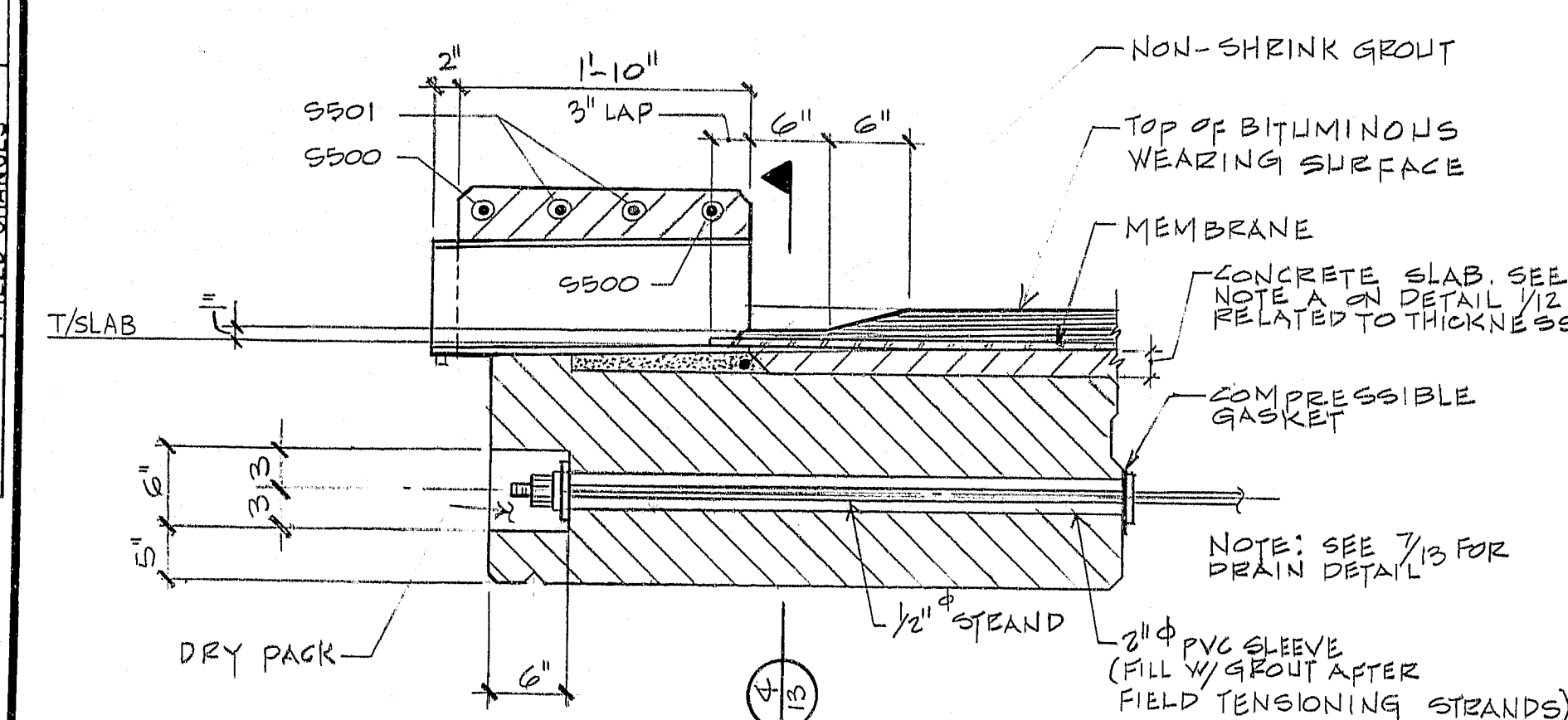
6
13
INTERIOR SLAB UNIT SECTION



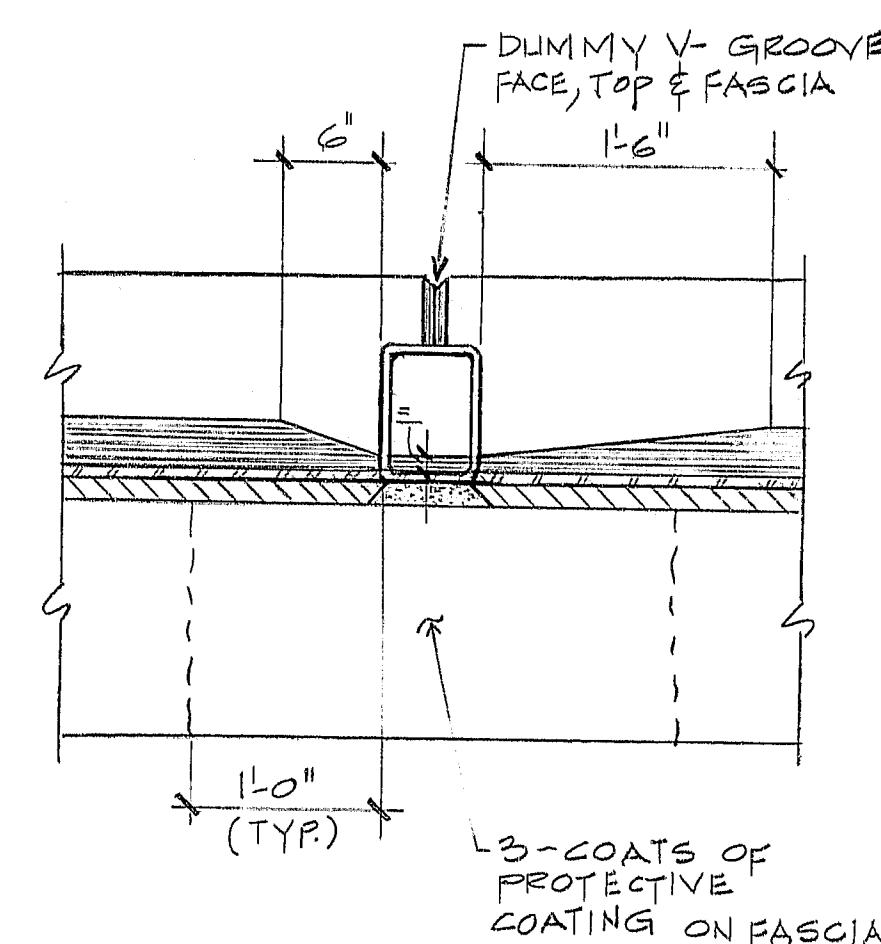
2
13
INTERIOR SLAB UNIT PLAN
(SPAN 1 - SHOWN, SPAN 2 - SIM., SPAN 3 - OPPOSITE HAND)



7
13
BRIDGE DRAIN DETAIL



3
13
POST - TENSIONING & DRAIN



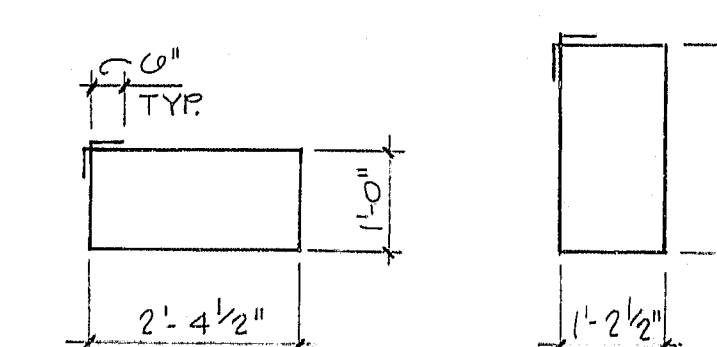
4
13
SECTION

NOTES

1. Install a two-inch diameter non-metallic weep hole in the bottom of both ends of each void as shown.
2. Bridge drains shall be ASTM A36 steel, hot-dip galvanized in accordance with ASTM A123 or ASTM A153.
3. Bridge Railing Anchorages shall be installed as shown on BD114. Payment will be considered incidental to Item No. 507.092.
4. Protective Coating for Concrete Surfaces shall be applied to top, face and abutment ends of curbs, to the fascias down to the drip notch, and to all exposed surfaces of the concrete and posts. Payment will be considered incidental to Item No. 535.60.
5. The concrete curbs may be placed in the precasting shop or constructed in the field. In either case, payment for all work and materials will be included under Item 502.25. Bridge drains will be considered incidental to this item.
6. Jacking Force = 29,000 lbs. per strand.
7. Required minimum concrete strength at transfer = 4000 psi.
8. Required minimum concrete strength at 28 days = 5000 psi.
9. The allowable tension in the prestressed concrete units at transfer = $3\sqrt{f'_{ci}}$ psi.
10. The allowable tension in the prestressed concrete units at 28 days = $3\sqrt{f'_c}$ psi.
11. The tops of prestressed units shall receive a transverse stiff broom finish.
12. All exposed corners shall be chamfered $3/4$ ".
13. The ends of beams and anchor dowl holes shall be made vertical $1/4$ " under full dead load and grade. Anchor dowl hole fill material shall be included in the unit price bid for Item 535.60 and shall meet material requirements of Subsection 702.09.

REINFORCING STEEL

MARK	QTY.	LENGTH	LOCATION
PC450	1030	7'-9"	PANEL STIRRUPS
PC550	222	7'-7"	CURB STIRRUPS



PC450 PC550

BAR SIZE: PC4XX = #4 BAR
PC5XX = #5 BAR

DIMENSIONS ARE OUT-TO-OUT OF BAR.

BRIDGE NO. 2750, FIELD BOOK NO. 285

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SCOTLAND BRIDGE
OVER
YORK RIVER
IN THE TOWN OF
YORK
YORK COUNTY

SLAB UNIT DETAILS

SHEET 13 OF 30 AUGUSTA, MAINE

RYAN-BIGGS ASSOCIATES, P.C.
291 RIVER STREET
TROY, NEW YORK 12180

107-348

REINFORCING STEEL SCHEDULE																												
STRAIGHT BARS													BENT BARS															
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION		
ABUTMENTS				PIERS				SUPER STRUCTURE				ABUTMENTS																
A500	8	31'-9"	BRIDGE SEAT LONGITUDINAL	P500	4	27'-6"	LONGITUDINAL BARS	S500	12	33'-0"	CURBS	A550	29	10'-10"	S	0	3'-10"	2'-5"	4'-1"								BRIDGE SEAT	
A501	4	4'-0"	BRIDGE SEAT OVERHANG	P501	4	20'-5"	LONGITUDINAL BARS	S501	24	4'-0"	CURBS	A551	14	4'-0"	V					2'-9"	1'-9"						1'-5"	DOWELS
A502	12	5'-0"	DOWELS IN BRIDGE SEAT	P502	4	25'-10"	" "					A552	10	0'-0"	S	0	1'-0"	4'-0"	1'-0"									WINGWALL FTG'S
A503	20	4'-0"	DOWELS IN WW FOOTINGS									A553	3	4'-0"	S	0	1'-0"	2'-0"	1'-0"									" "
A504	10	4'-0"	WINGWALL FTG.									A554	5	7'-0" AVG.	S	0	1'-0"	5'-0" AVG.	1'-0"									SOUTH WINGWALL
A505	3	2'-0"	" "	P500	20	2'-0"	DOWELS							VARIES				VARIES 4'-3" to 5'-4"										
A506	5	5'-0" AVG.	SOUTH WINGWALL	P501	8	27'-6"	LONGITUDINAL BARS					A557	2	0'-0"	S	0	1'-0"	4'-0"	1'-0"									SOUTH WW FTG.
		VARIES 4'-3" to 5'-9"		P502	4	25'-6"	" "					A558	2	7'-0"	U	1'-0"	5'-0"	1'-0"										NORTH WW FTG.
A507	10	10'-5" AVG.	SOUTH WINGWALL	P503	4	25'-0"	" "					A559	24	0'-9"	L	1'-0"	5'-9"											SOUTH WW DOWELS
		VARIES 9'-0" to 11'-4"										A560	7	0'-9"	L	1'-0"	5'-9"											NORTH WW DOWELS
A508	10	10'-9"	NORTH WINGWALL									A561	17	0'-0"	L	1'-0"	5'-0" AVG.											" "
A509	2	5'-0"	WINGWALL															VARIES 4'-3" to 5'-4"										
A510	10	10'-9"	NORTH WINGWALL LONG.									A562	10	10'-0"	V				4'-0"	0'-0"								SOUTH WW, LONG.
A511	29	2'-5"	BRIDGE SEAT									A565	34	3'-2"	S	0	1'-0"	1'-2"	1'-0"									TOP/SOUTH END CAPS
A500	29	2'-0"	DOWELS INTO EXIST.									A566	4	3'-3"	U	1'-0"	1'-3"	1'-0"										NORTH END CAPS
A500	14	2'-0"	P/G DOWELS									A560	4	39'-5"	S	0	3'-10"	3'-10"	3'-10"									BRIDGE SEAT
B500	8	31'-5"	BRIDGE SEAT LONGITUDINAL									B550	29	9'-11" AVG.	S	0	3'-4"	2'-5" AVG.	3'-4"									BRIDGE SEAT
B501	4	4'-0"	BRIDGE SEAT OVERHANG											VARIES				VARIES 2'-5" to 2'-8"										
B502	12	4'-10"	DOWELS IN BRIDGE SEAT									B552	17	0'-0"	S	0	1'-0"	4'-0"	1'-0"									WINGWALL FTG'S
B503	44	4'-0"	DOWELS INTO WW FOOTINGS									B553	3	4'-0"	S	0	1'-0"	2'-0"	1'-0"									" "
B504	17	4'-0"	WINGWALL FTG.									B555	3	7'-0" AVG.	S	0	1'-0"	5'-0" AVG.	1'-0"									NORTH WINGWALL
B505	3	2'-0"	" "											VARIES				VARIES 4'-3" to 5'-4"										
B506	2	5'-1 1/2" AVG.	SOUTH WINGWALL									B556	2	7'-1" AVG.	S	0	1'-0"	5'-1" AVG.	1'-0"									SOUTH WW FTG.
		VARIES 4'-0" to 5'-9"												VARIES				VARIES 4'-0" to 5'-7"										
B507	10	11'-0" AVG.	SOUTH WINGWALL									B557	2	0'-0"	S	0	1'-0"	4'-0"	1'-0"									SOUTH WW FTG.
		VARIES 10'-9" to 12'-3"										B558	2	0'-5"	U	1'-0"	4'-5"	1'-0"										NORTH WW FTG.
B508	10	10'-0" AVG.	NORTH WINGWALL									B559	24	0'-1"	L	1'-0"	5'-1"											SOUTH WW DOWELS
B512	3	5'-0" AVG.	" "									B560	5	0'-4"	L	1'-0"	5'-4"											NORTH WW DOWELS
		VARIES 4'-5" to 5'-7"										B561	19	5'-7" AVG.	L	1'-0"	4'-7" AVG.											" " "
B509	4	5'-0"	WINGWALL															VARIES 3'-10" to 5'-4"										
B510	2	7'-9"	NORTH WINGWALL LONG. (TOP BARS)									B562	10	10'-0"	V				2'-4"	2'-4"								SOUTH WW, LONG.
B511	29	2'-5" AVG.	BRIDGE SEAT									B563	5	10'-2"	V				2'-5"	7'-0"								NORTH WW, LONG.
		VARIES 2'-2" to 2'-8"										B564	2	3'-0"	V				2'-0"	1'-0"								NORTH WW, LONGITUDINAL TOP
B500	29	2'-0"	DOWELS INTO EXIST.									B565	25	3'-2"	S	0	1'-0"	1'-2"	1'-0"									TOP/SOUTH END CAPS
B500	14	2'-0"	P/G DOWELS									B566	4	3'-3"	U	1'-0"	1'-3"	1'-0"										NORTH END CAPS
												B560	4	35'-1"	S	0	3'-4"	3'-5"	3'-4"									BRIDGE SEAT

LEGEND	
A	WEST ABUTMENT
B	EAST ABUTMENT
P	PIERS
S	SUPER STRUCTURE

FWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	003348.00	14	30

TYPE-BENDING DIAGRAMS

All dimensions are out to out of reinf. bar.
Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Δ
Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

- First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 603) bar size - #6
- Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

107-349

Δ New Bent Bar Type 33
Δ Revised ACI Standard

REVISIONS	DATE
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	

**SCOTLAND BRIDGE
OVER
YORK RIVER
IN THE TOWN OF
YORK
YORK COUNTY**

REINFORCING STEEL

SHEET 14 OF 30 AUGUSTA, MAINE