









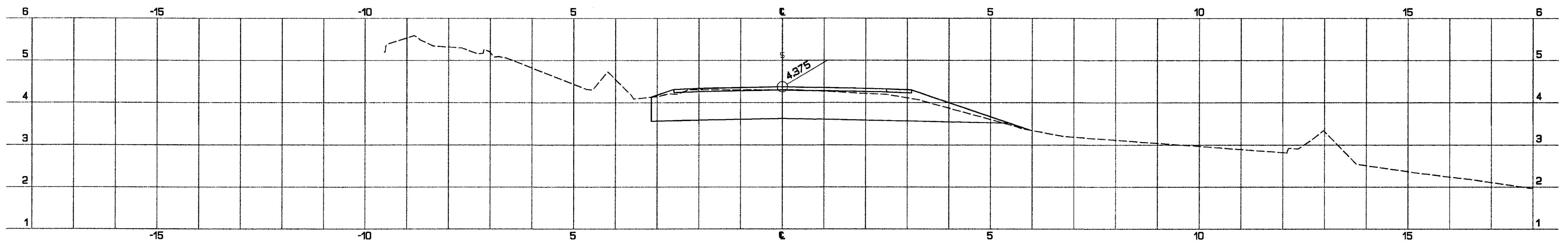


| F.H.V.A.<br>SER. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|----------------------|-------|----------------|-----------|--------------|
| 1                    | MAINE | BR-7956(00)X   | 40        | 51           |

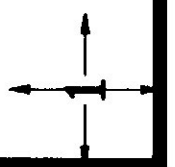
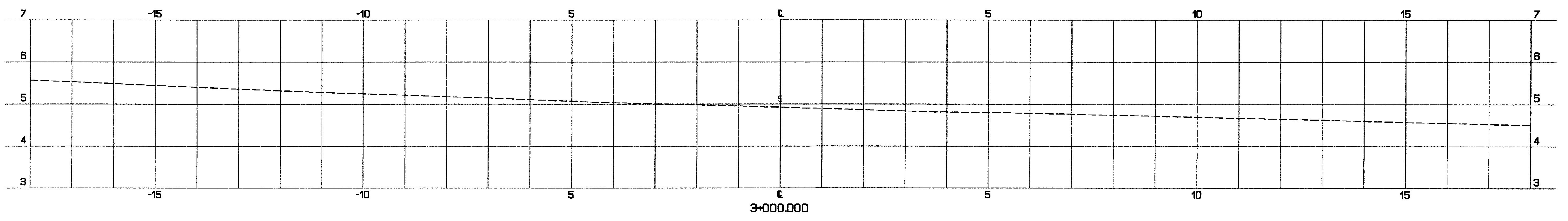
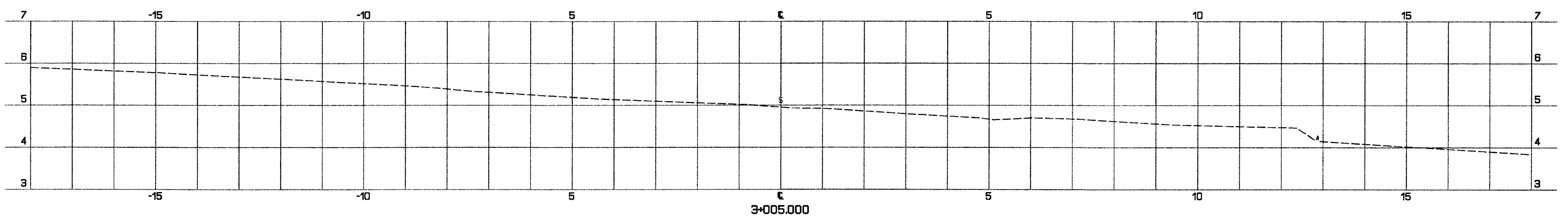
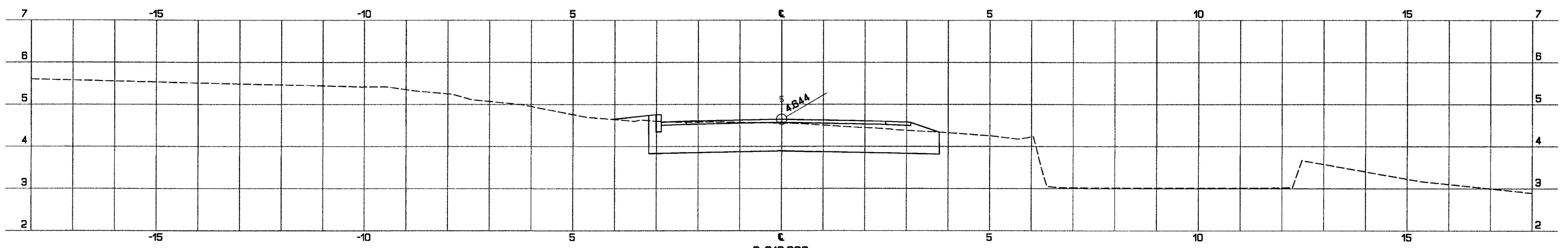
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|------------------------|--|
| DATE                   |  |
| BY                     |  |
| SAVED                  |  |
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| DATE                   |  |
| AREA                   |  |
| CHECKED                |  |
| NO.                    |  |
| FINAL SURVEY NOTE BOOK |  |

|                           |  |
|---------------------------|--|
| DATE                      |  |
| BY                        |  |
| SAVED                     |  |
| PLOTTED                   |  |
| DATE                      |  |
| AREA                      |  |
| CHECKED                   |  |
| NO.                       |  |
| ORIGINAL SURVEY NOTE BOOK |  |

X18  
10FEB00-01.00.20



Sta. 3+013.2±  
Limit of Vertical Curb Type 1  
Install Terminal Curb Type 1 - 12 m

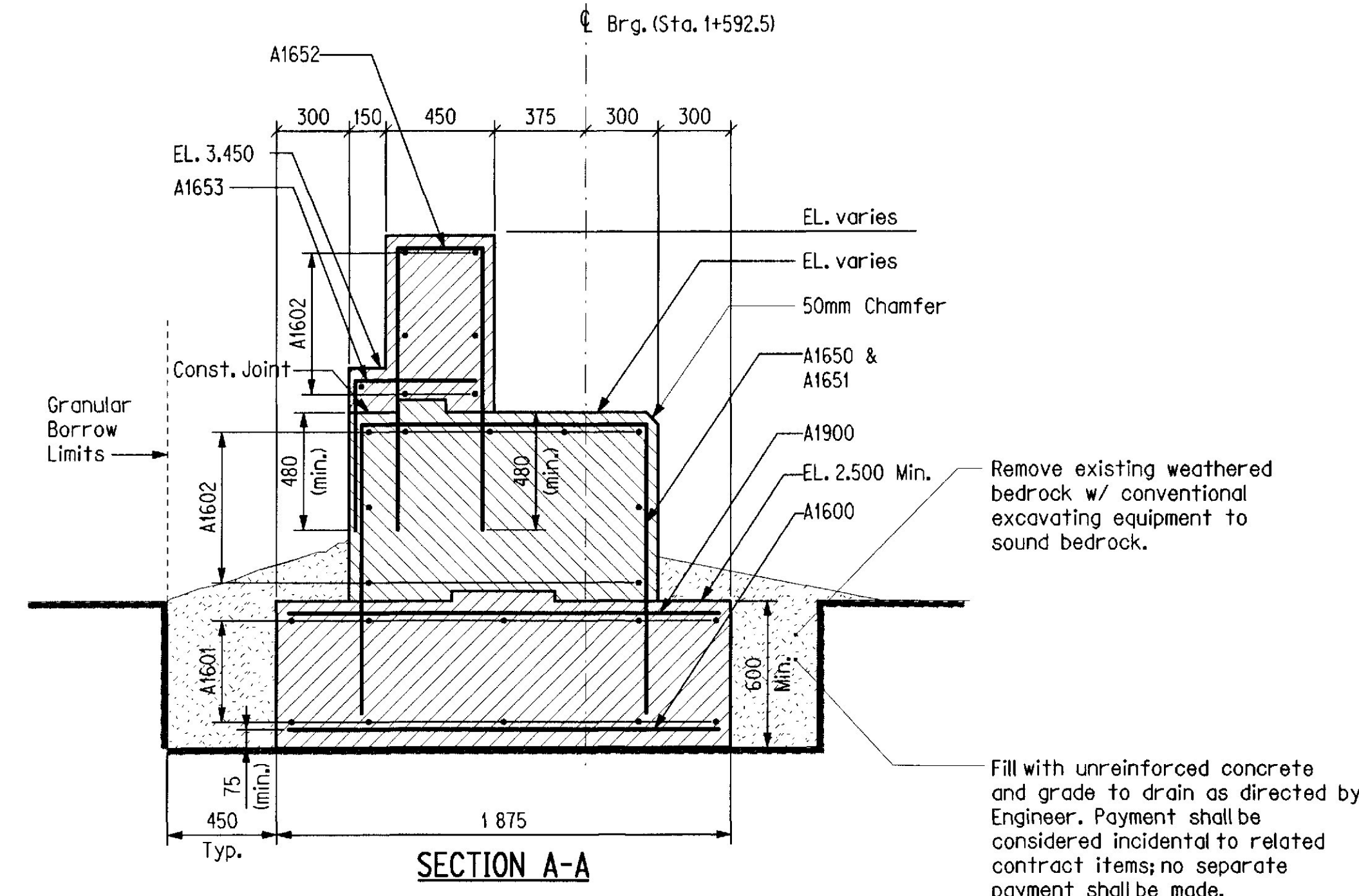
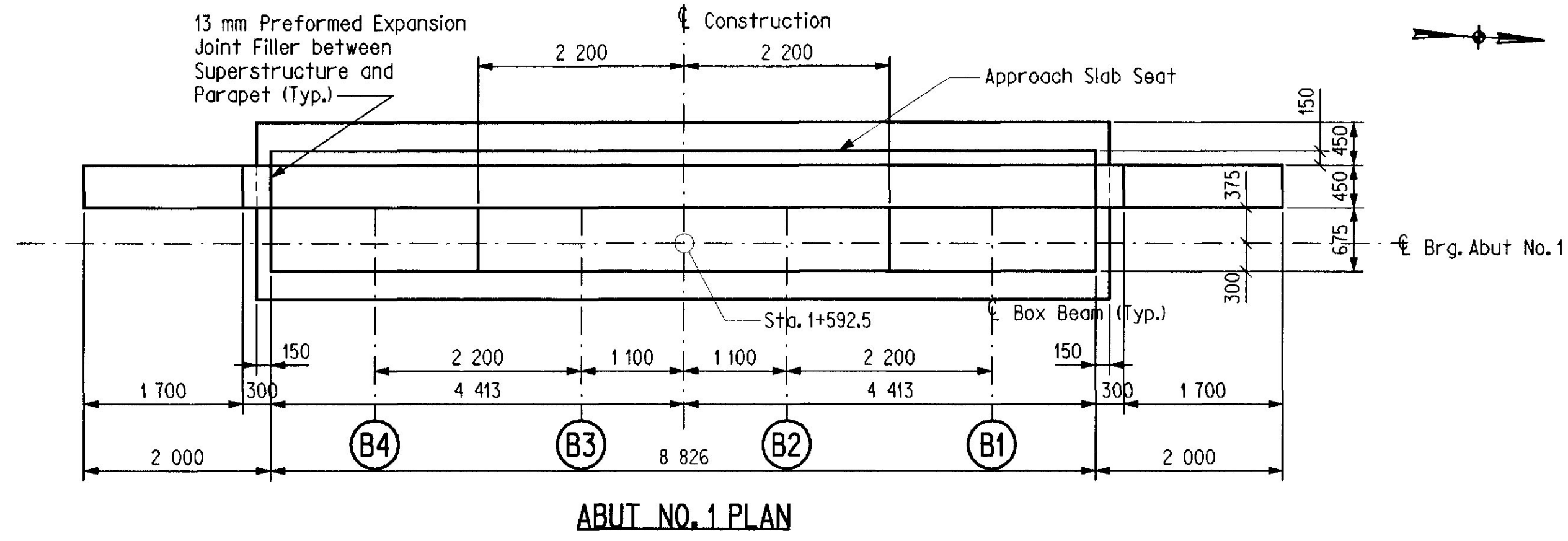




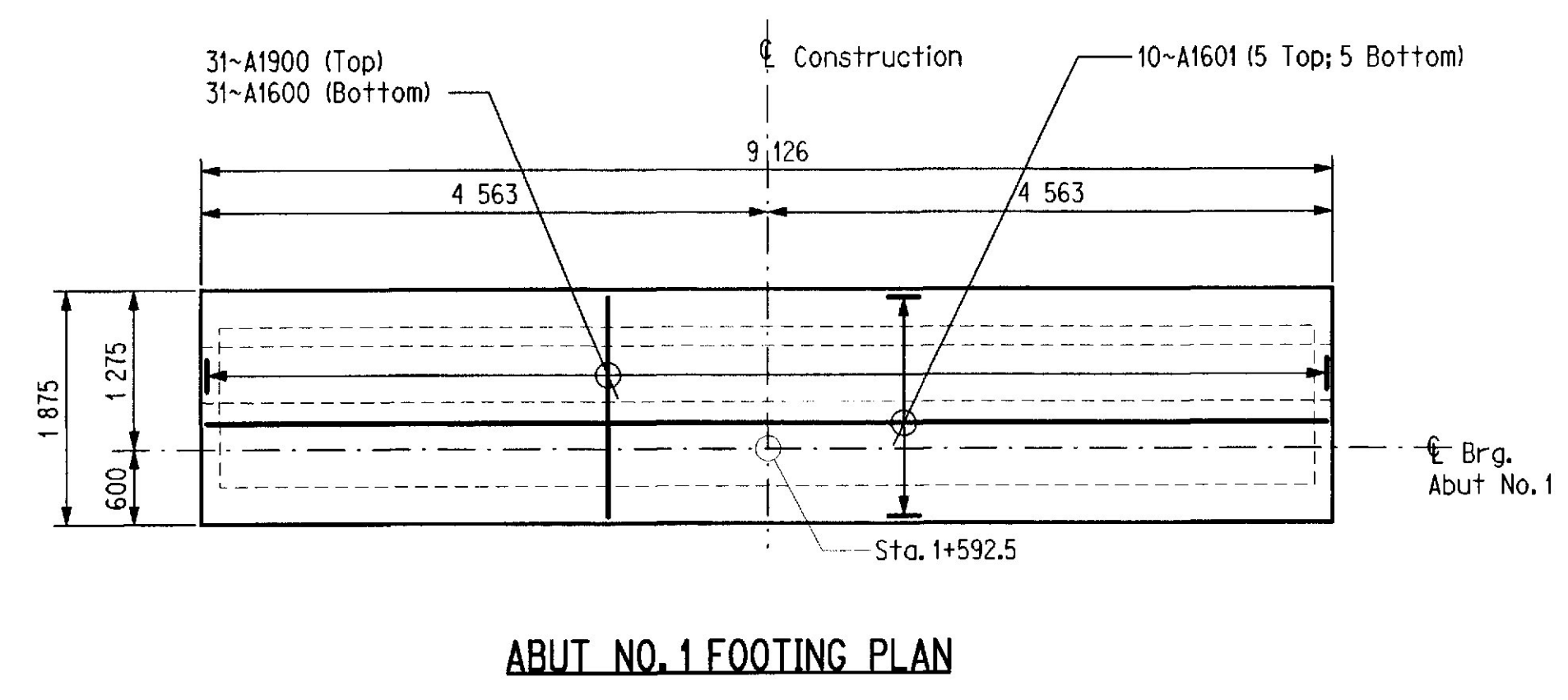
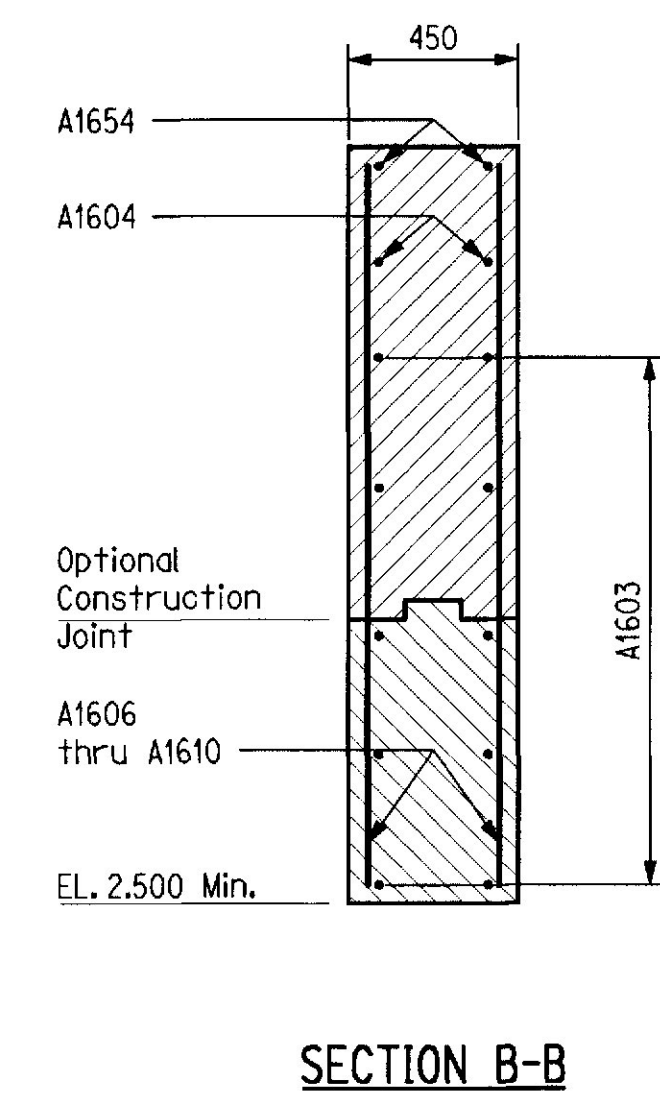
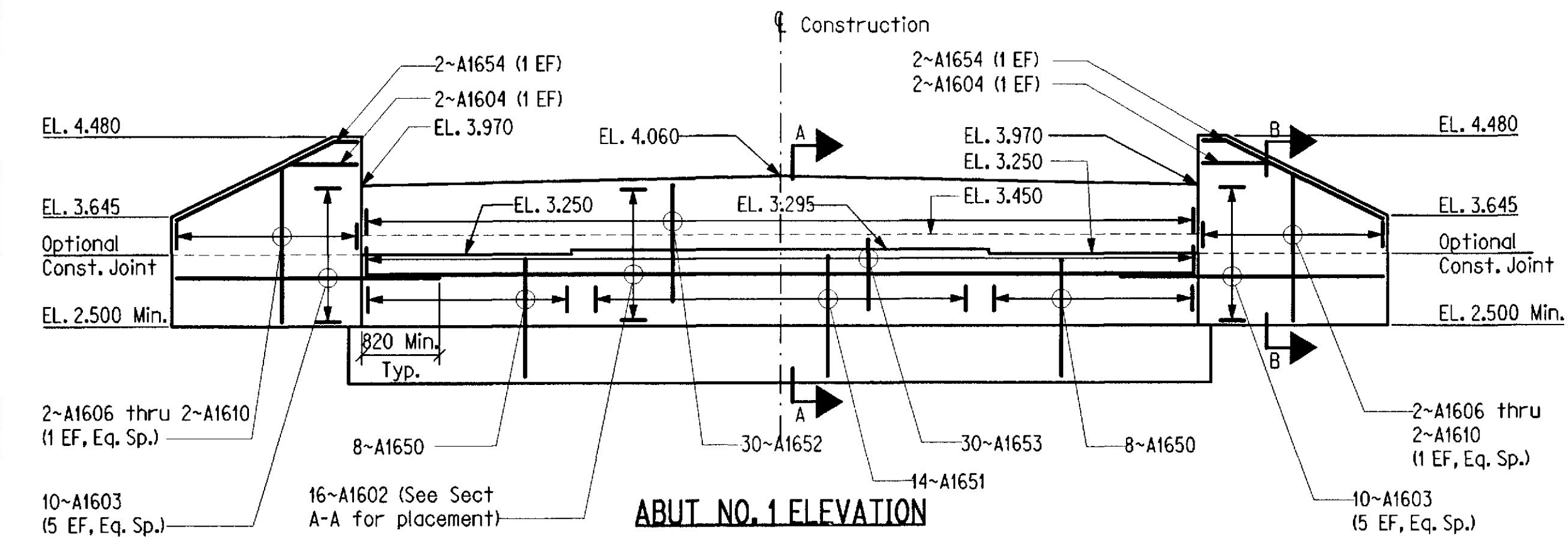
**METRIC** 1. All dimensions are in millimeters unless otherwise noted.  
2. All elevations and stations are in meters.

| F.H.W.A. REG. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|-------------------|-------|----------------|-----------|--------------|
| 1                 | MAINE | BR-795900X     | 42        | 51           |

007959.00



- ABUTMENT NOTES**
- Reinforcing steel shall have 50mm cover unless otherwise indicated.
  - Reinforcing steel shall be epoxy coated.
  - Reinforcing Steel shall be spaced at 300mm unless otherwise noted.
  - Protective coating for concrete surfaces shall be applied to the following areas:  
300mm down back face of backwalls  
Top of parapets and wings  
Face of wings
  - Place 13 mm of Preformed Expansion Joint Filler between parapets and superstructure.
  - Maximum calculated footing pressure under service loads is 400 kPa under Svc. Loads, and 650 kPa @ Str-1.
  - Allowable bearing capacity of bearing material is 670 kPa.
  - If sound ledge is found higher than shown at either abutment, the footings may be raised at the discretion of the Engineer, and vertical reinforcing may be cut to fit in the field. This additional work shall be considered incidental to related contract items. No additional payment shall be made.
  - Abutment wings shall be cast on sound ledge or granular borrow meeting the requirements of underwater backfill. Payment shall be incidental to related contract items.
  - Place French Drains 600mm x 600mm behind abutments at elevation to be determined by the Engineer in the field. Place 100mm  $\phi$  drains in breastwall and wings at 1200mm spacing. Exact location to be determined by the Engineer in the field.
  - Place 100 mm diameter drains in breastwall and wings at 1200 mm maximum spacing. Exact location to be determined by Engineer in Field.



|                         |     |      |
|-------------------------|-----|------|
| PROJECT DESIGN ENGINEER | BY  | DATE |
| DESIGN-DETAILED         | ETC | 5/00 |
| CHECKED                 | RWR | 5/00 |
| REVISIONS               |     |      |
| FIELD CHANGES           |     |      |

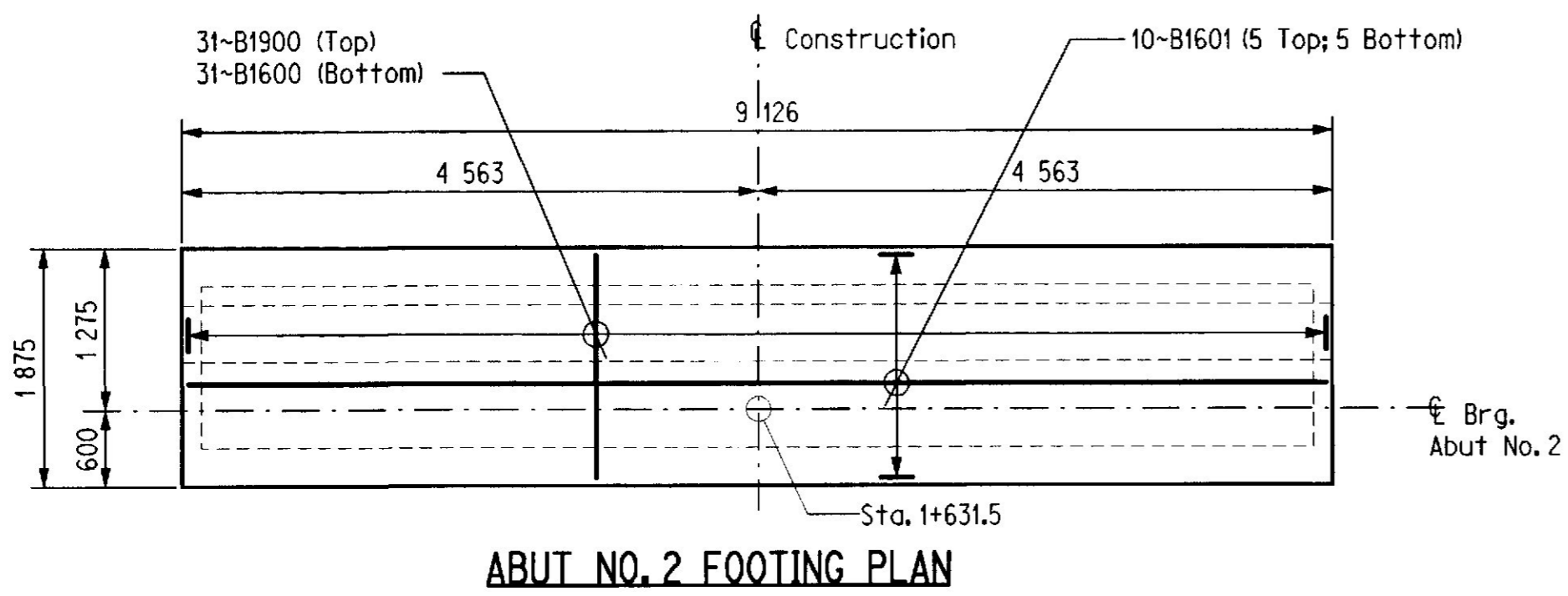
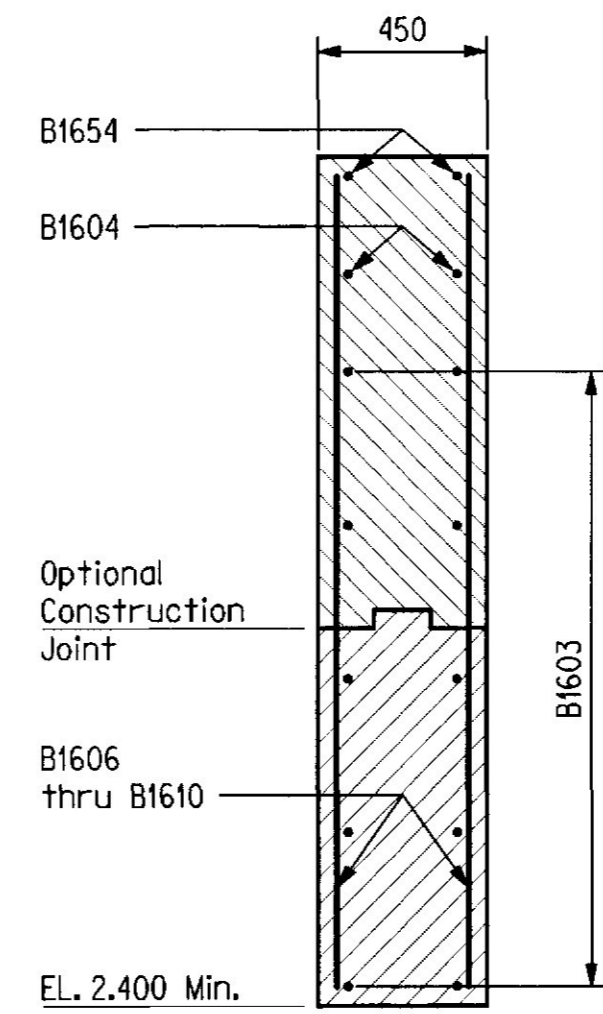
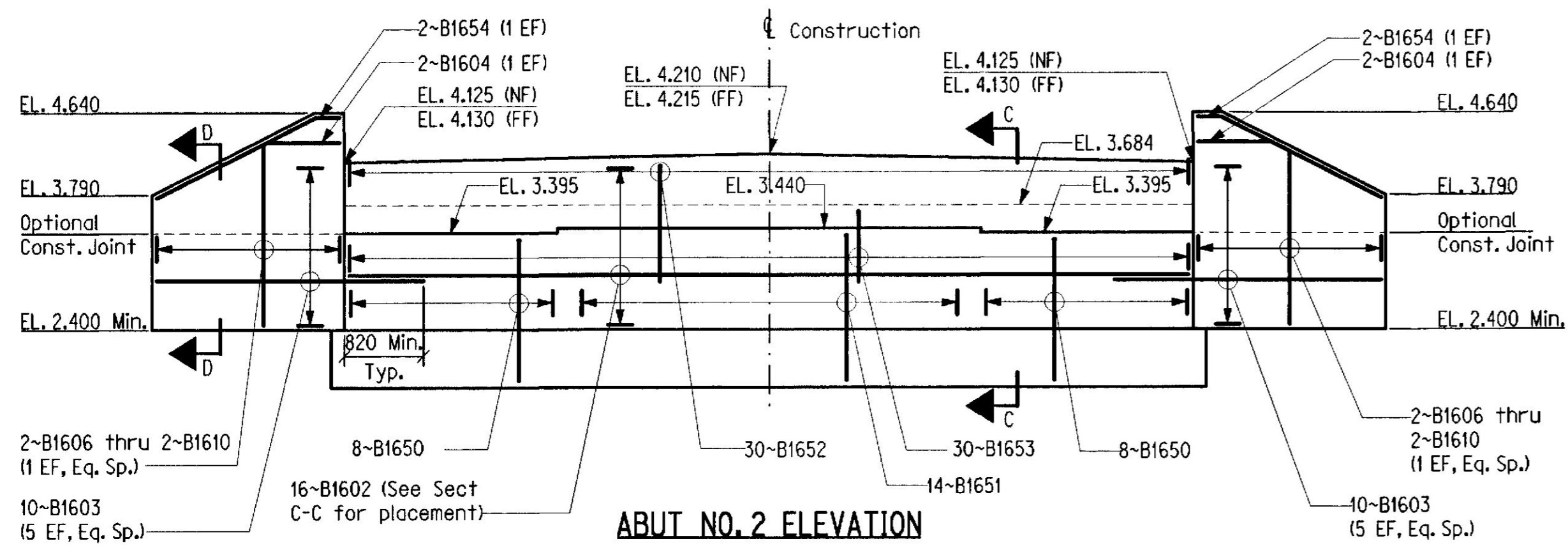
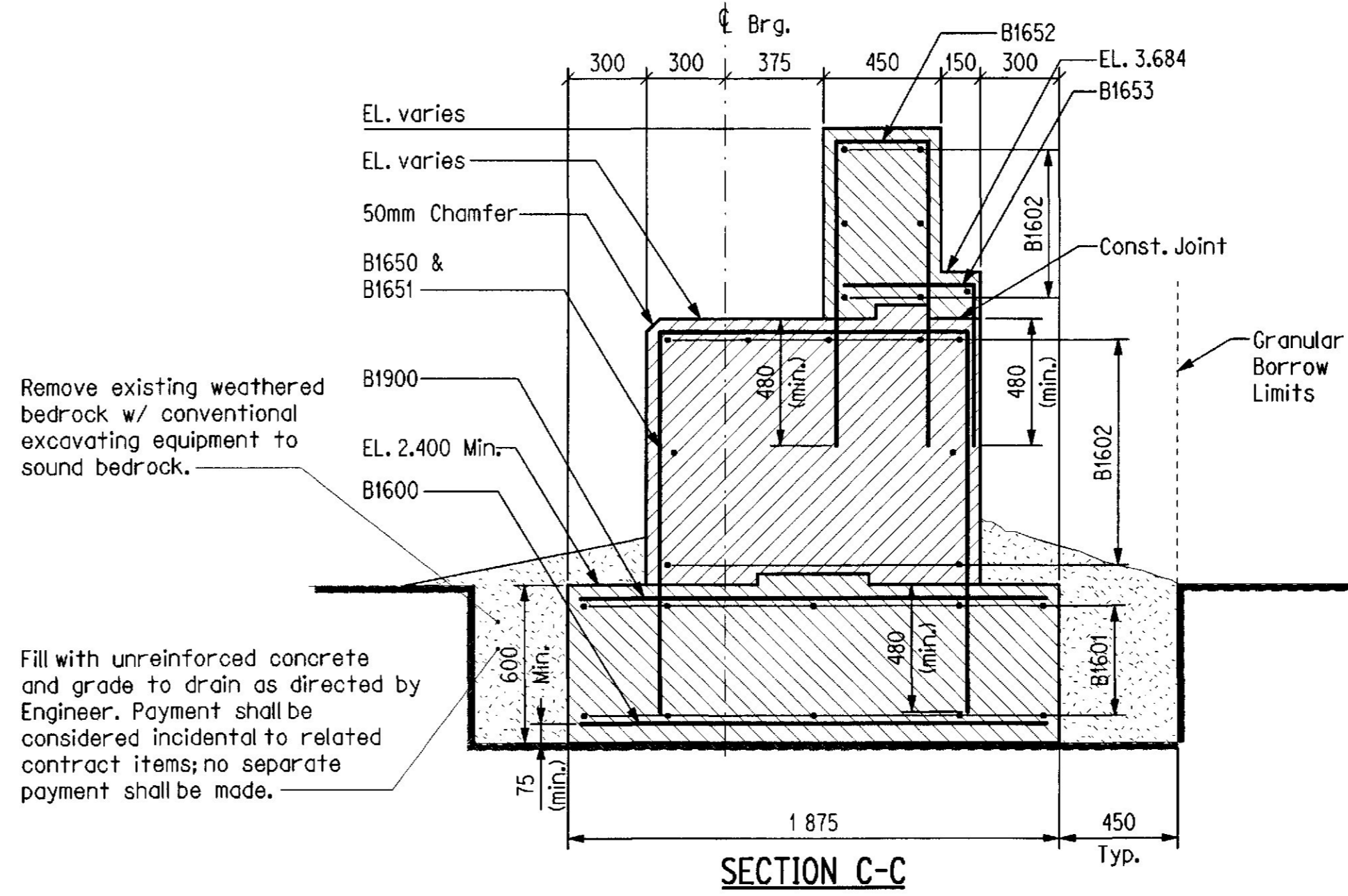
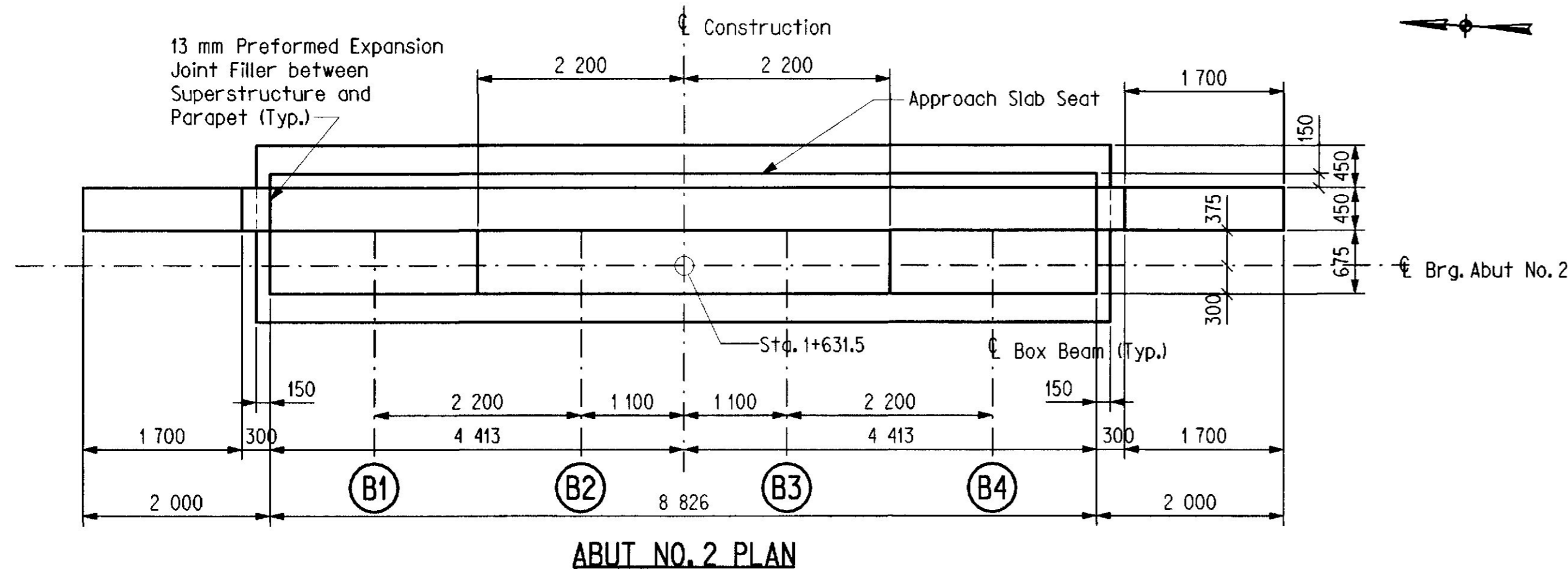
**PLANS**

BRIDGE NO. 2248  
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**EAST BRIDGE**  
OVER  
**ROBINHOOD COVE**  
IN THE TOWN OF  
**GEORGETOWN**  
SAGADAHOC COUNTY  
**ABUT NO. 1**

**METRIC** 1. All dimensions are in millimeters unless otherwise noted.  
2. All elevations and stations are in meters.

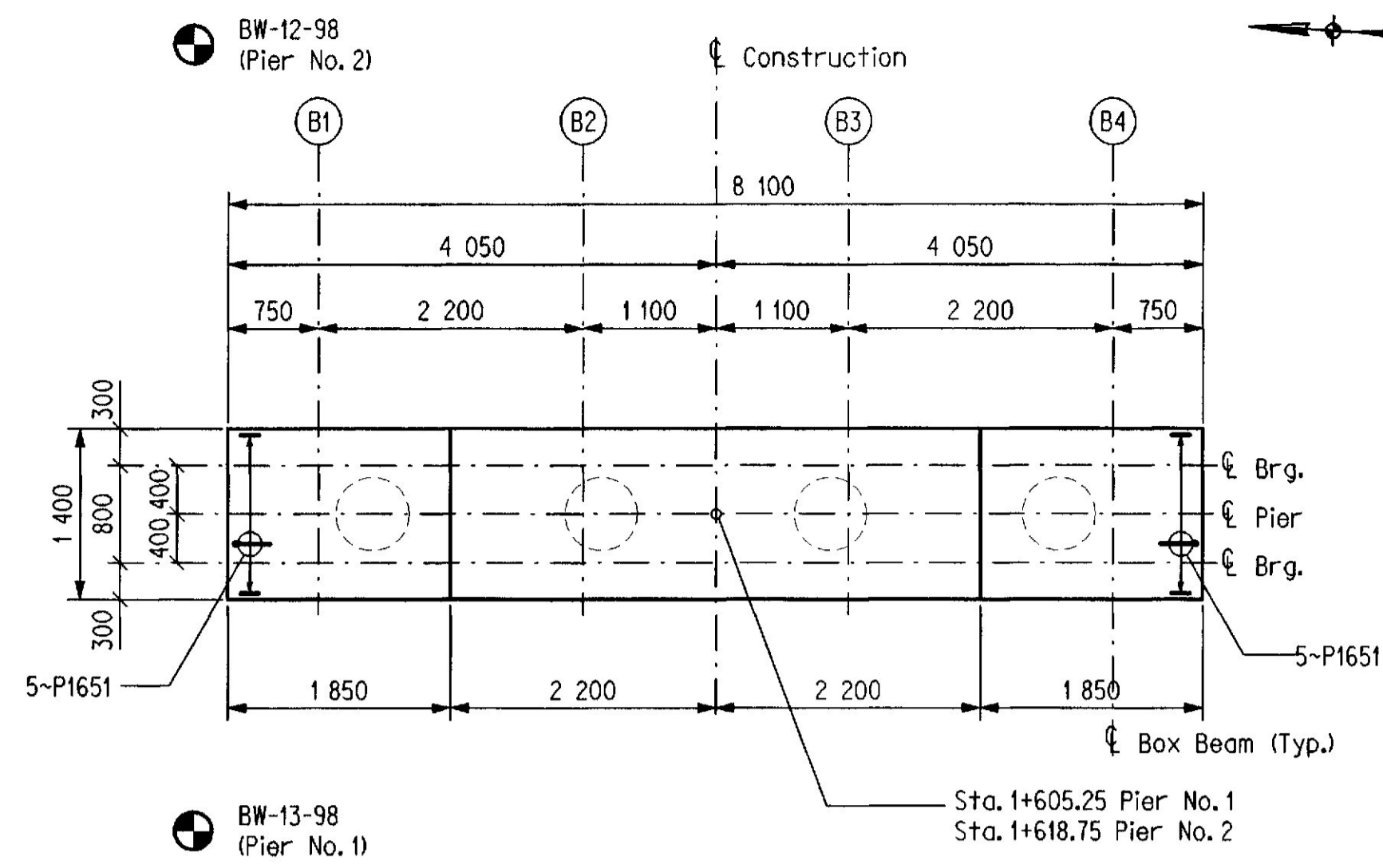
| F H W A<br>REG. NO. | STATE | PROJECT NUMBER | SHEET<br>NO. | TOTAL<br>SHEETS |
|---------------------|-------|----------------|--------------|-----------------|
| 1                   | MAINE | BR-7959001X    | 43           | 51              |

007959.00



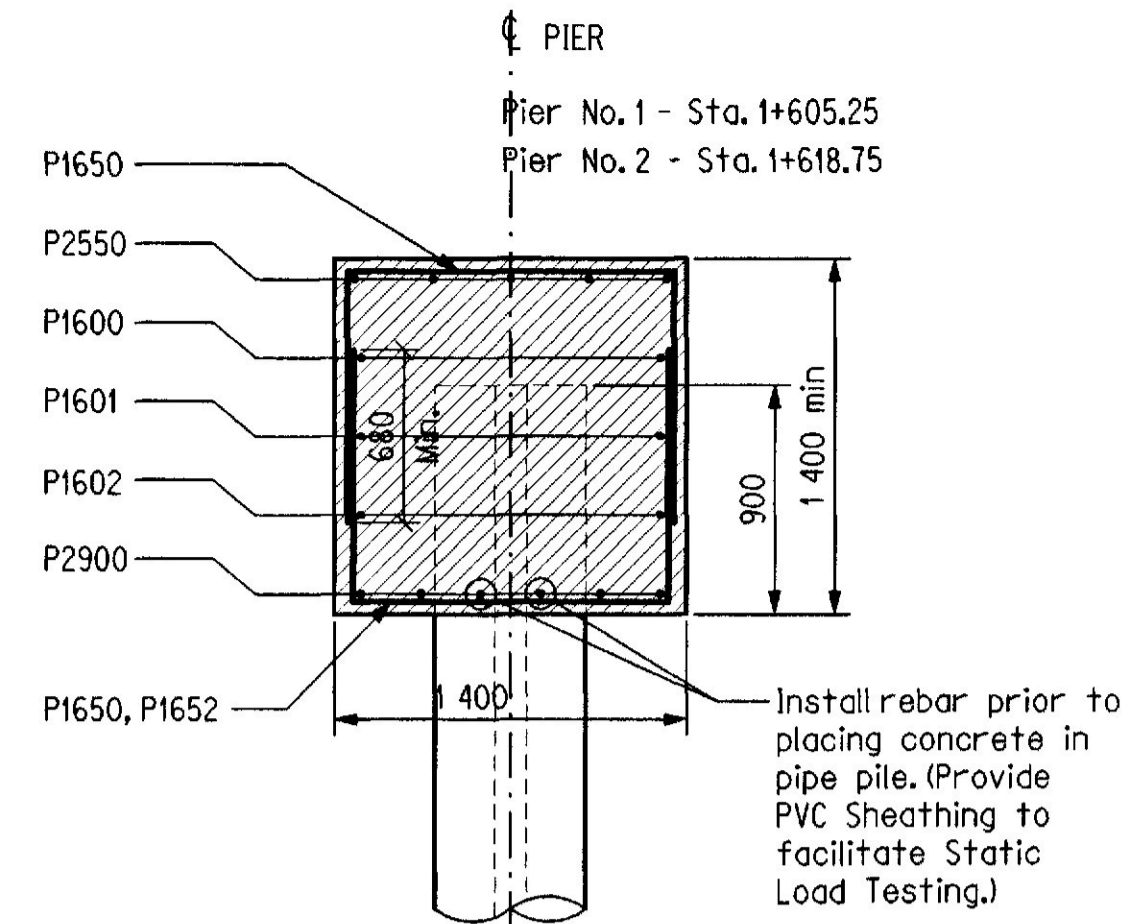
| PROJECT DESIGN ENGINEER | DATE |
|-------------------------|------|
| BY                      | 5/00 |
| DESIGN-DETAILED         | 5/00 |
| CHECKED                 |      |
| REVISIONS               |      |
| FIELD CHANGES           |      |

BRIDGE NO. 2248  
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
EAST BRIDGE  
OVER  
ROBINHOOD COVE  
IN THE TOWN OF  
GEORGETOWN  
SAGADAHOC COUNTY  
**ABUT NO.2**



**TYPICAL PIER PLAN**

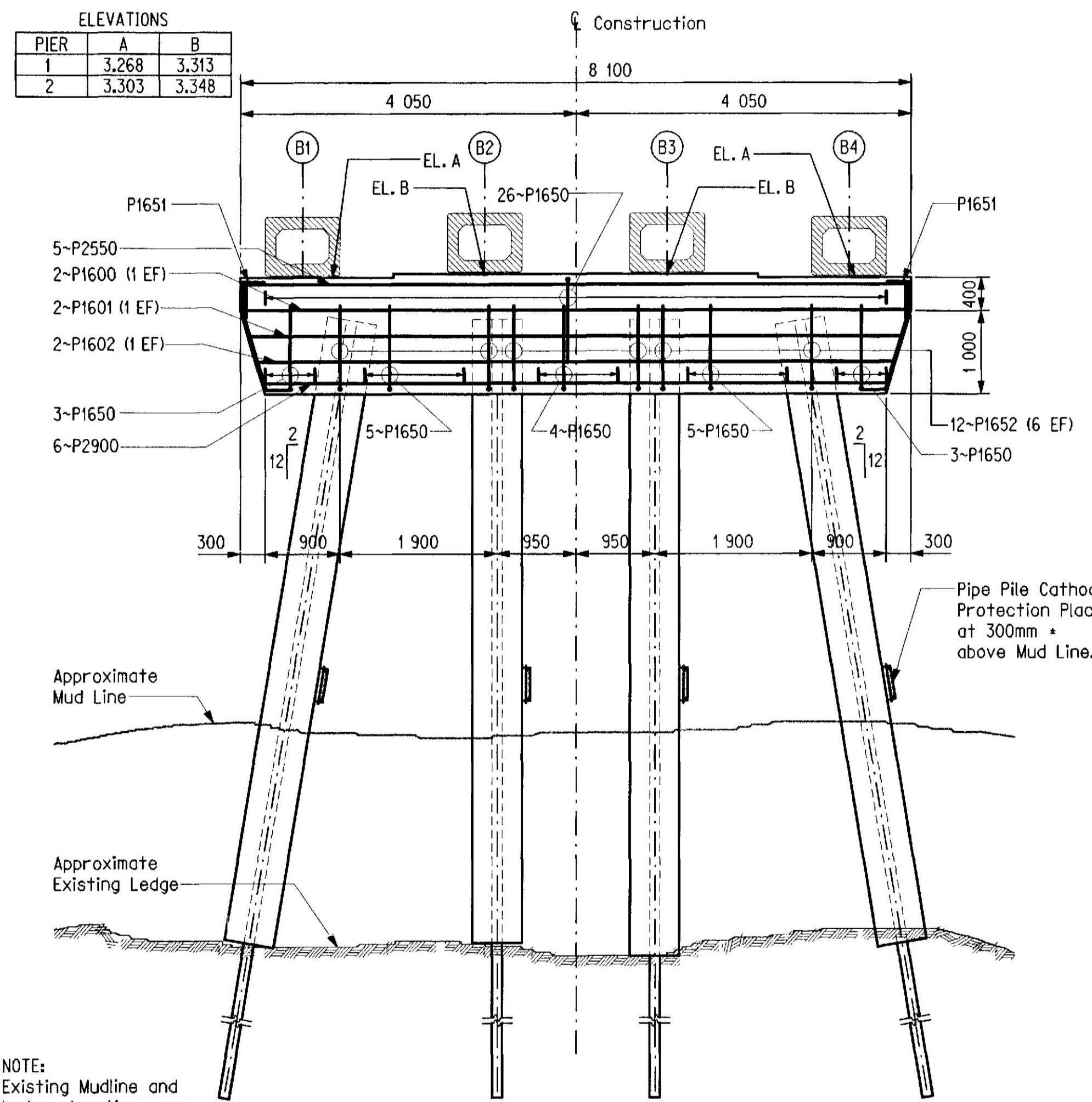
Bars shown with a mark number beginning with a 'P' denote 'PA' for Pier-1 and 'PB' for Pier-2.



**TYPICAL PIER SECTION**

'P' Bars (above) denote 'PA' bars for Pier No. 1 and 'PB' bars for Pier No. 2

| PIER | A     | B     |
|------|-------|-------|
| 1    | 3.268 | 3.313 |
| 2    | 3.303 | 3.348 |

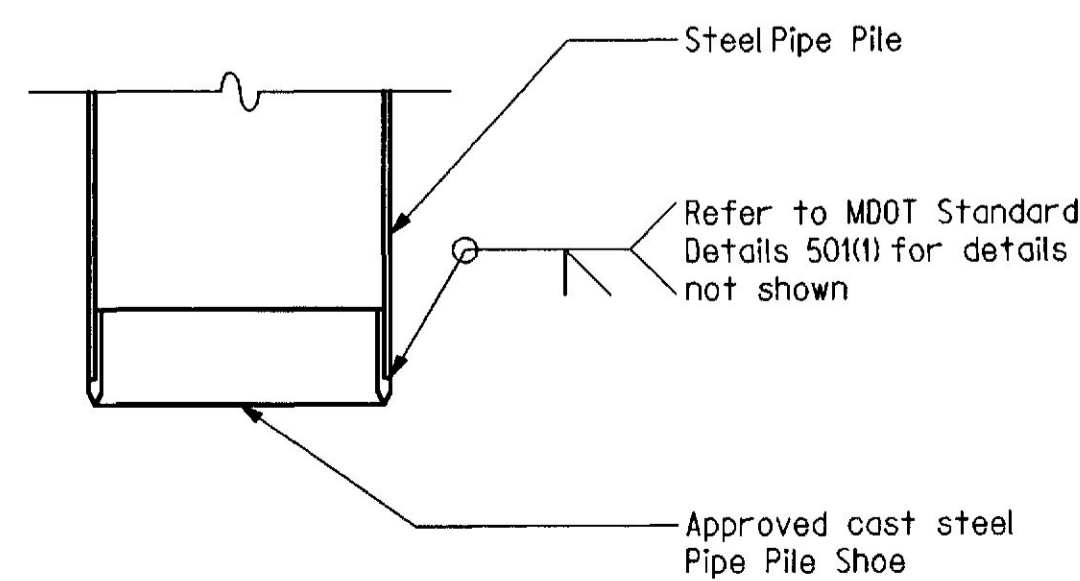


**TYPICAL PIER ELEVATION**

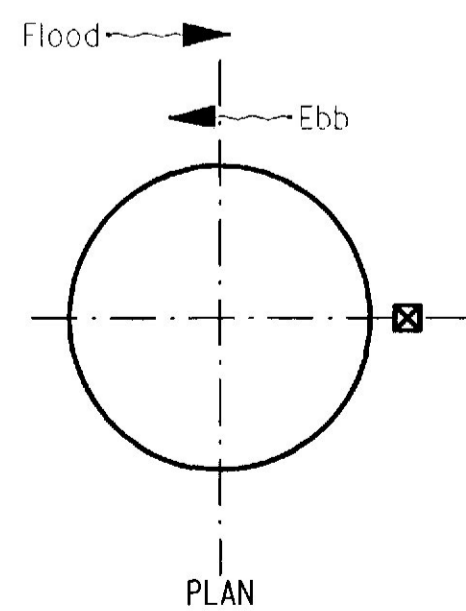
NOTE: Existing Mudline and Ledge elevations are approximate and based upon Borings BW-13-98 and BW-12-98

'P' Bars (above) denote 'PA' for Pier-1 and 'PB' for Pier-2.

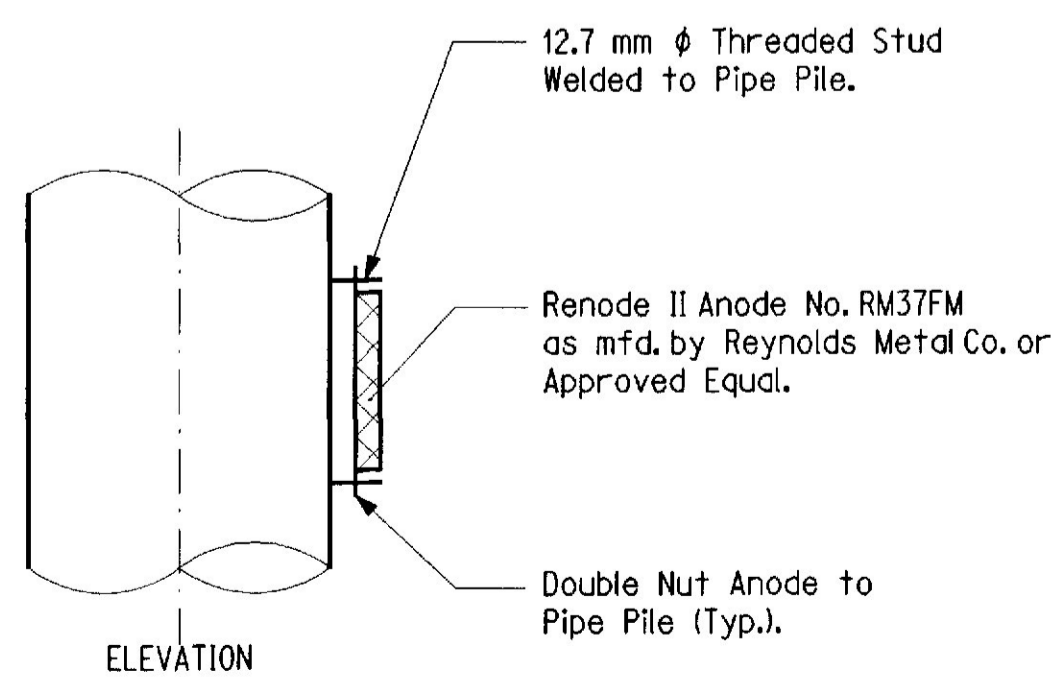
| PROJECT DESIGN ENGINEER | DATE |
|-------------------------|------|
| DESIGN-DETAILED         | 5/00 |
| CHECKED                 | 5/00 |
| REVISIONS               |      |
| FIELD CHANGES           |      |



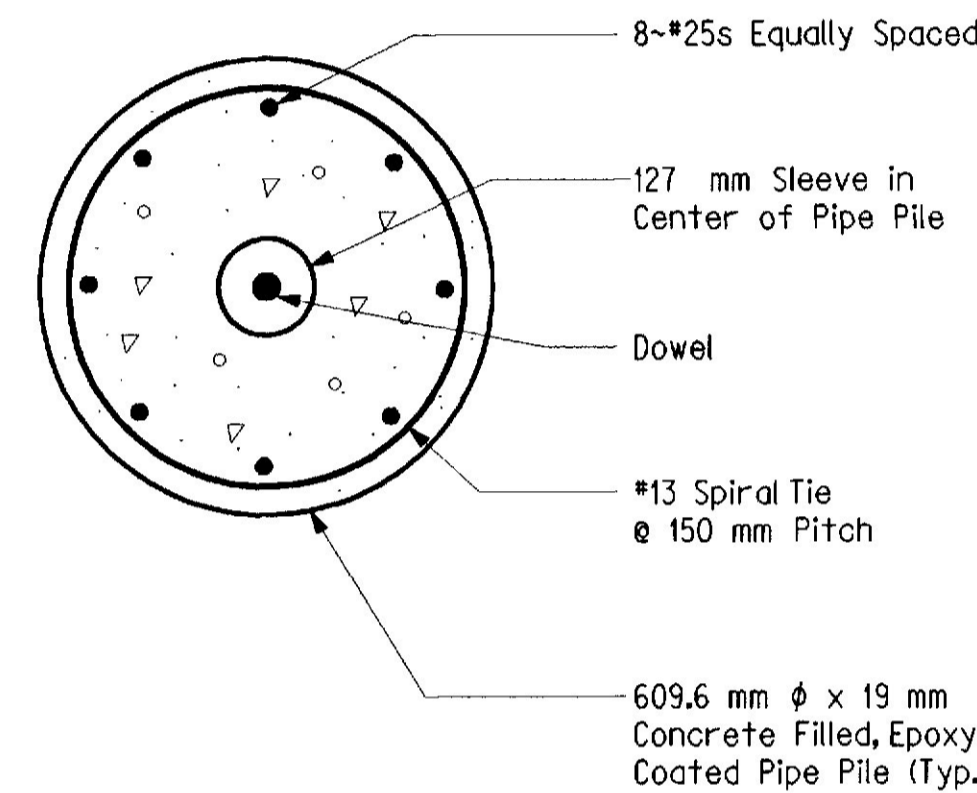
**PILE DRIVING SHOE**



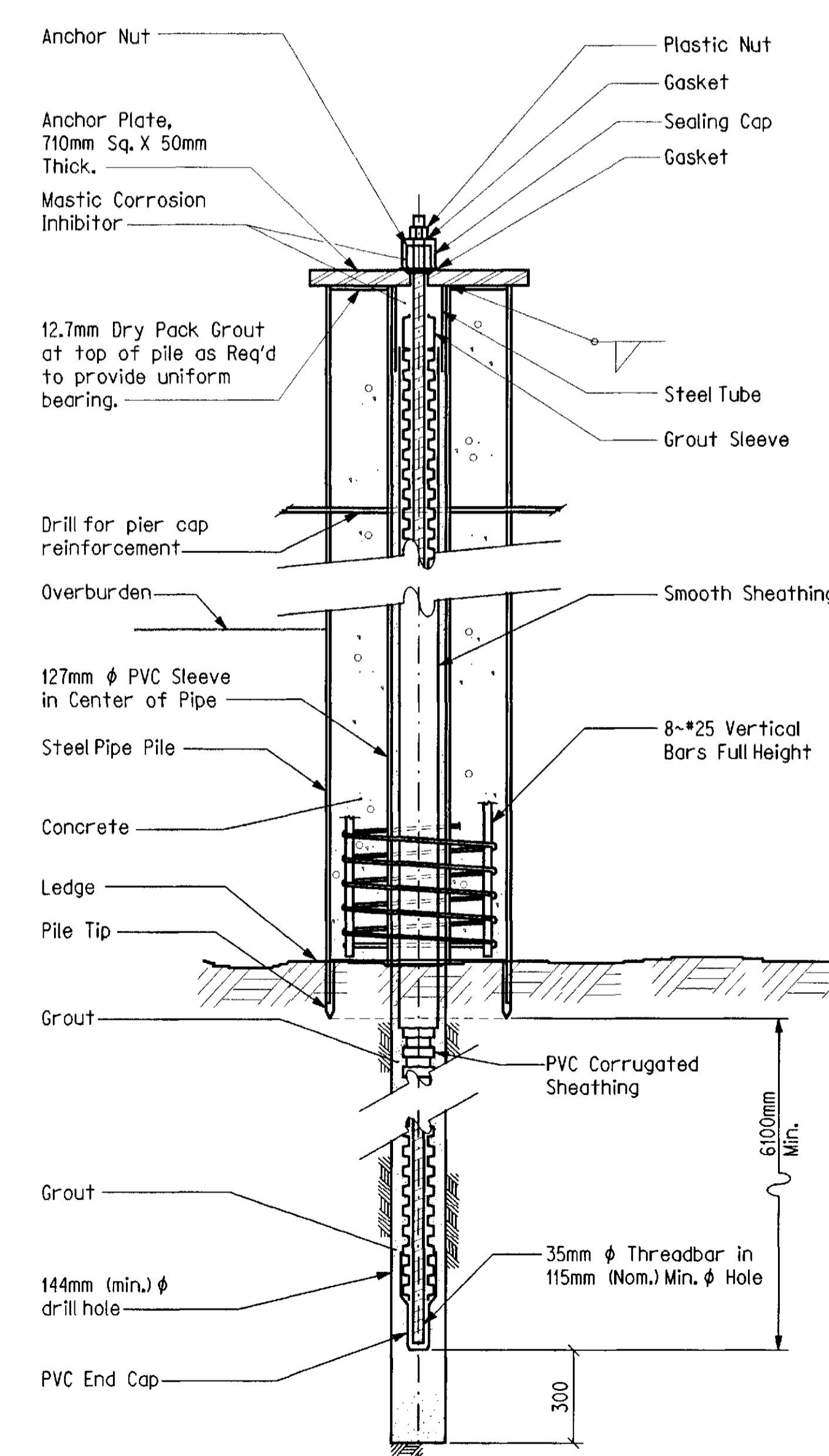
**CATHODIC PROTECTION - PIPE PILES**



**ELEVATION**



**PILE SECTION**



**ROCK DOWEL DETAIL**

**ROCK DOWEL NOTES**

- The rock dowels shall have a 35mm nominal threadbar diameter with a 3000 mm minimum bonded length at Pier No. 1, 4500 mm min. bonded length at Pier No. 2.
- Rock dowel design, testing, and installation shall be in accordance with the post-tensioning manual, 5th edition. Rock dowels shall be locked off at 20 kips.
- Rock dowels shall be solid threaded bar meeting ASTM A722M, Type II, with a minimum yield strength of 1030 MPa (150 KSI).
- Grout for rock dowel installation shall have a non-shrink additive, maximum water-cement ratio of 0.45 by weight and have a minimum unconfined compressive strength of 27.5 MPa at time of testing.
- No torch cutting of threadbar is permitted. All dowel rods shall be saw cut in accordance with the manufacturer's recommendations.
- Contractor may be required to grout and redrill areas of poor quality rock to stabilize hole for dowel installation.
- Plastic sheathing and sleeves shall be polyvinyl chloride. Corrugated sheathing shall have a minimum tensile and compressive strength of 7000 psi. Sleeves shall be schedule 40 PVC plastic pipe conforming to ASTM D1785.

**PIER NOTES**

- Reinforcing Steel shall have a 50 mm cover unless otherwise indicated.

**DESIGN CRITERIA**

- Critical AASHTO Loading - Strength I and Extreme Event II
- Buoyancy - Water level assumed at Elevation 1.4
- Stream flow - Velocity of 1.5 m/s skewed at 0° to longitudinal centerline of pier.
- Wind - 160 km/h.
- Ice - Thickness 225 mm, pressure 0.77 MPa at EL. 1.4

**PILE NOTES**

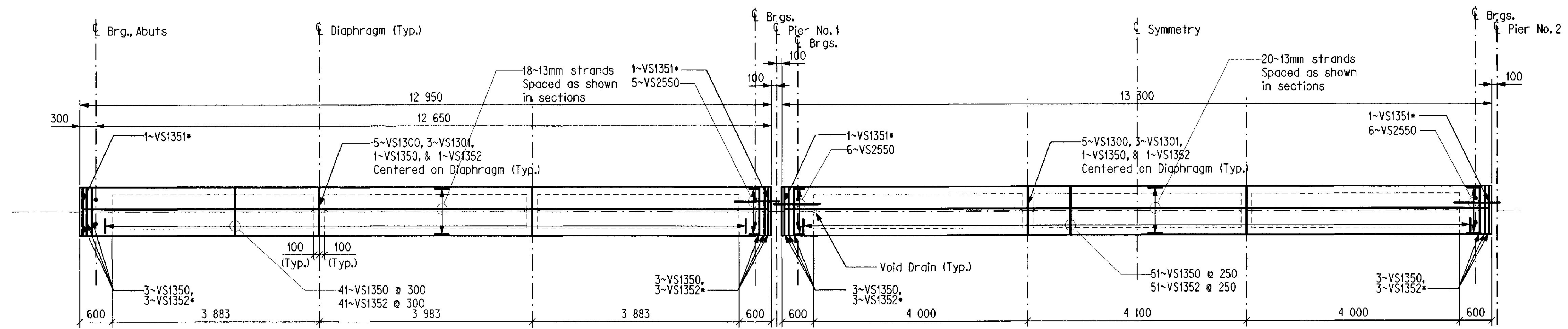
- Piles shall not be out of position shown by more than 50 mm in any direction.
- Payment for acquisition, delivery, and installation of cathodic protection shall be considered incidental to Item No. 502.253, Pile Protective Coating no separate payment will be made for this work.
- Estimates of pile lengths are determined from available soils information with no allowance for uncertain bedrock profile:  
Battered Piles: 7.7m each  
Interior Piles: 7.6m each
- Pile installation procedure shall be in accordance with Special Provision 504 - Rock Dowels and Supplemental Specification Section 501 Foundation Piles. Piles shall be driven to sound ledge and cleaned of soil or other debris. If cleaning operations disturb bearing material, or indicates the pile is not on bedrock, the pile shall be redriven to the criteria established by the wave equation and the PDA. After cleaning, holes in bedrock shall be drilled for rock dowels, cleaned and rock dowels installed and grouted. Install rebar and Class A concrete in pipe piles in accordance with 501.20 and 501.21.
- Piles shall be fitted with an approved cast steel pile driving shoe, conforming to the strength requirements of ASTM A148, Grade 90-60.
- A wave equation analysis shall be performed by the Contractor to estimate driving stresses and driving criteria for review by the Engineer. The wave equation analysis shall be performed for driving open ended pipe pile to the factored Service pile load of 2038 kN (includes resistance factor of 0.60 per AASHTO LRFD Table 10.5.5-2). Preparation and submission of the analysis shall be considered incidental to Item 501.701.
- The Contractor shall perform 2 dynamic tests with a Pile Driving Analyzer (PDA) to verify axial capacity and driving stresses. The first plumb pipe pile of Pier 1 and Pier 2 shall be driven to the factored pile load of 2038 kN (includes resistance factor of 0.60 per LRFD 10.5.5-2).
- Prior to installation of production piles, a static load test shall be performed to verify the ultimate pile capacity. At the Contractor's option, the first production pile shall be static load tested. The static load test shall be performed after the pipe pile is driven and tested with a PDA to the criteria in Note 7, and after clean-out, rock-dowel installation, reinforcing and concreting operations are complete. Static load testing shall be in accordance with ASTM D 1143, using the quick load test method and Section 501 'Foundation Piles,' except that the test shall be taken to the factored maximum axial load of 2625 kN (Strength I max. Axial pile load with a resist. factor of 0.80 per LRFD) or plunging failure, whichever occurs first. Static load testing shall be paid for under item number 501.23.
- Holes shall be drilled in piles to allow placement of longitudinal cap reinforcement.
- Pile material shall be ASTM A252 Grade 2 Fy=250 Mpa.
- Embedment of piles in pier cap may vary from 950mm to 950mm and the actual embedment length will be included in the measurement for payment.
- The concrete and reinforcing placed inside the pipe piles shall be considered incidental to Pay Item 501.701, Steel Pipe Piles in Place.
- The contractor shall be required to support all pipe pile laterally in their final position until such time as the superstructure is complete and in place. Payment for this work shall be considered incidental to related contract items. No additional payment will be made.
- Pile protective coating shall be applied full length to each pipe pile. Color shall be a dark brown to closely match the existing timber pile.

BRIDGE NO. 2248

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**EAST BRIDGE**  
OVER  
**ROBINHOOD COVE**  
IN THE TOWN OF  
**GEORGETOWN**  
SAGADAHOC COUNTY  
**PIERS**

**PRECAST BOX BEAM NOTES**

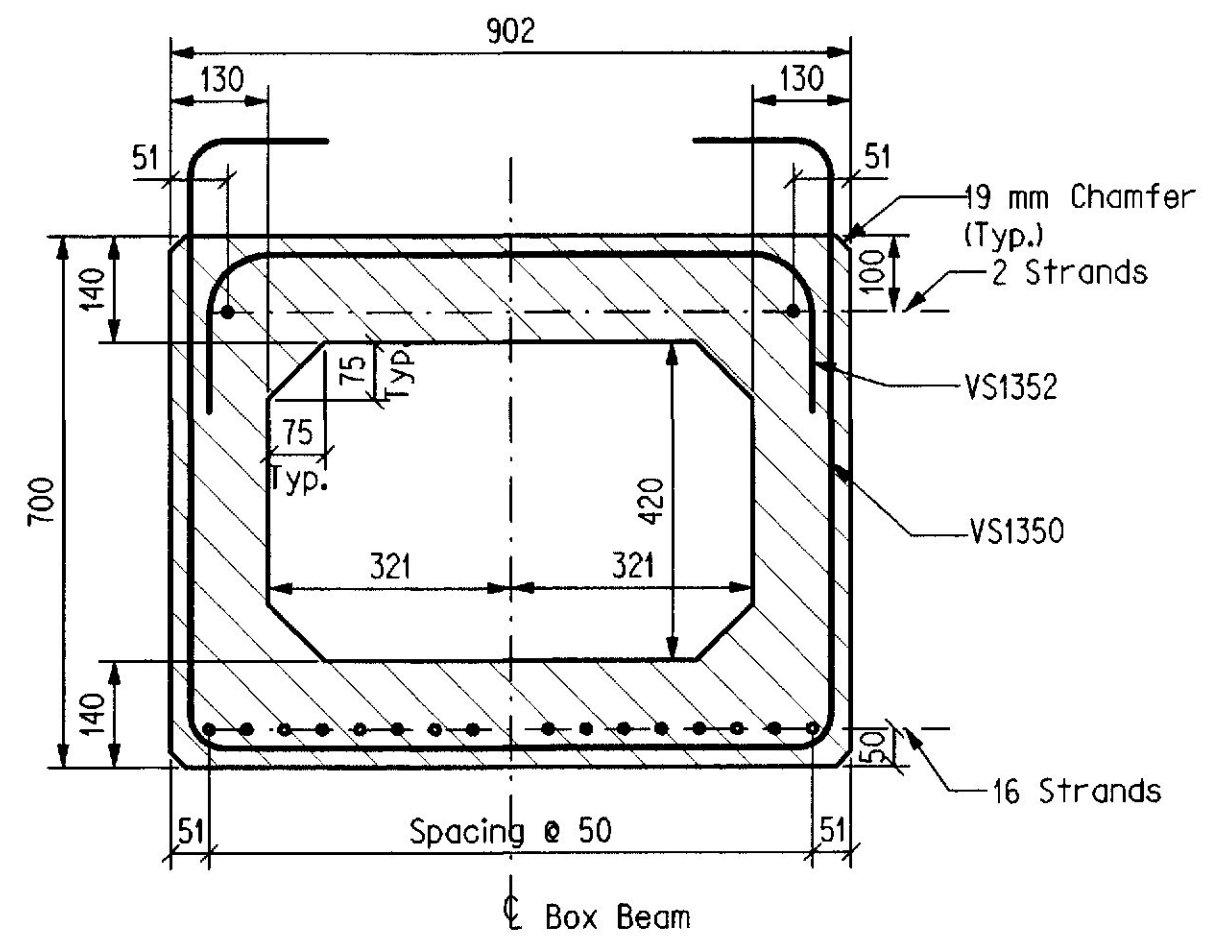
1. Prestressing strands shall be 13 mm diameter seven wire strand, conforming to AASHTO M203 (ASTM A416), Grade 270 Low Relaxation, Initial Force = 138 000 N per strand.
2. Minimum concrete strength at release,  $f'_{ci}$  = 30000 kPa at 28 days,  $f'_{cs}$  = 42000 kPa.
3. Class P concrete shall contain a calcium nitrite admixture. See Special Provision 502 (Use of Calcium Nitrite Admixture).
4. Reinforcing steel, sleeves, threaded inserts and steel strands used in the prestressed girders shall be paid for under Item 535.62 Prestressed Structural Concrete Box Beam.
5. The top surface of the upper flange of the prestressed beams shall be raked to a surface roughness of +6mm except at blocking points.
6. Install a 26mm diameter non-metallic void drain in the bottom of each void at each end.
7. All transverse reinforcement extending out of box beams shall be epoxy coated. Payment shall be incidental to related contract items.
8. Reference Typical Ends of Slab at Pier Detail on Superstructure Details sheet for VS2550 reinforcement dimensions.



**PRECAST BOX BEAM PLAN SPAN 1**  
(SPAN 3 SIM. OPP. HAND)

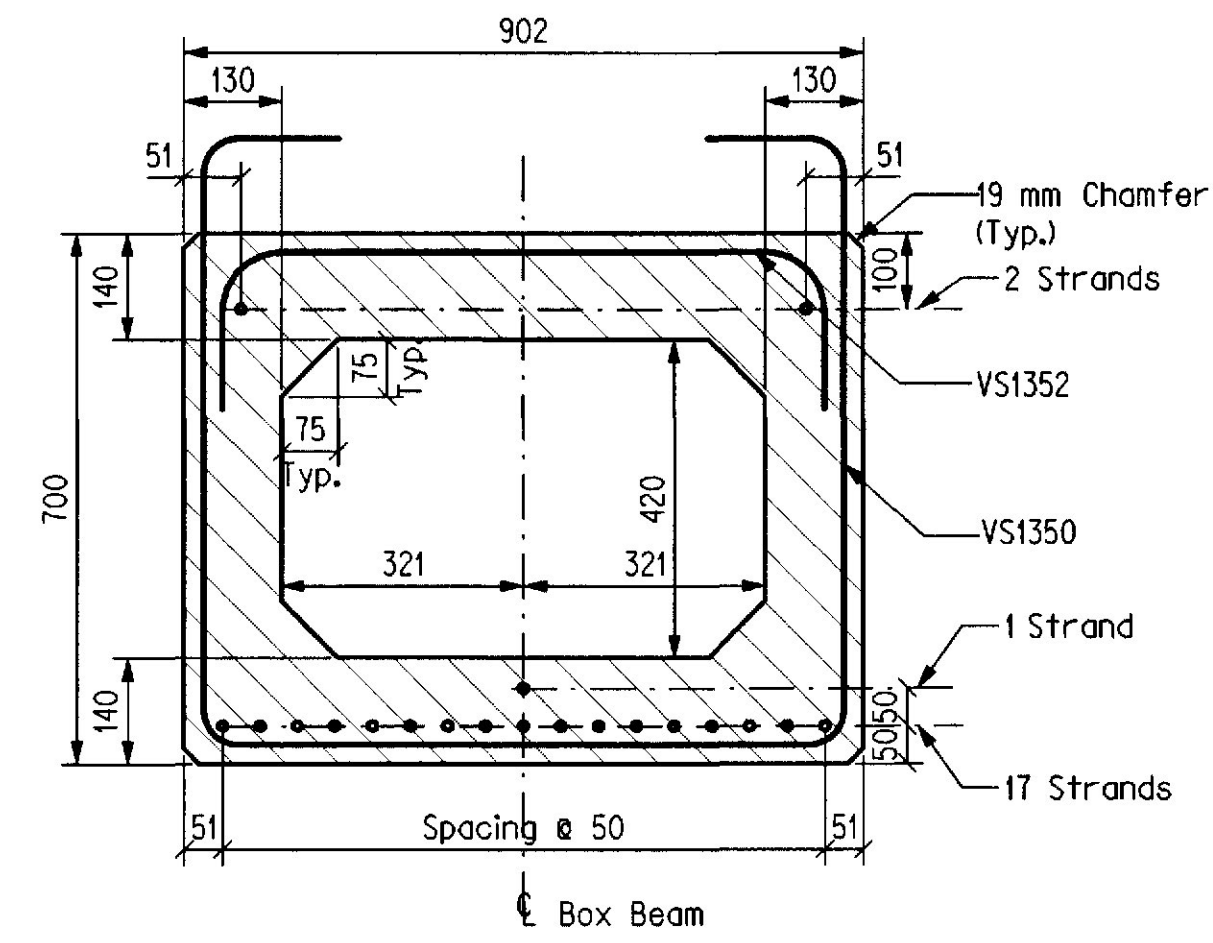
**PRECAST BOX BEAM PLAN SPAN 2**

\*See Beam End Details for spacing of transverse reinforcing.



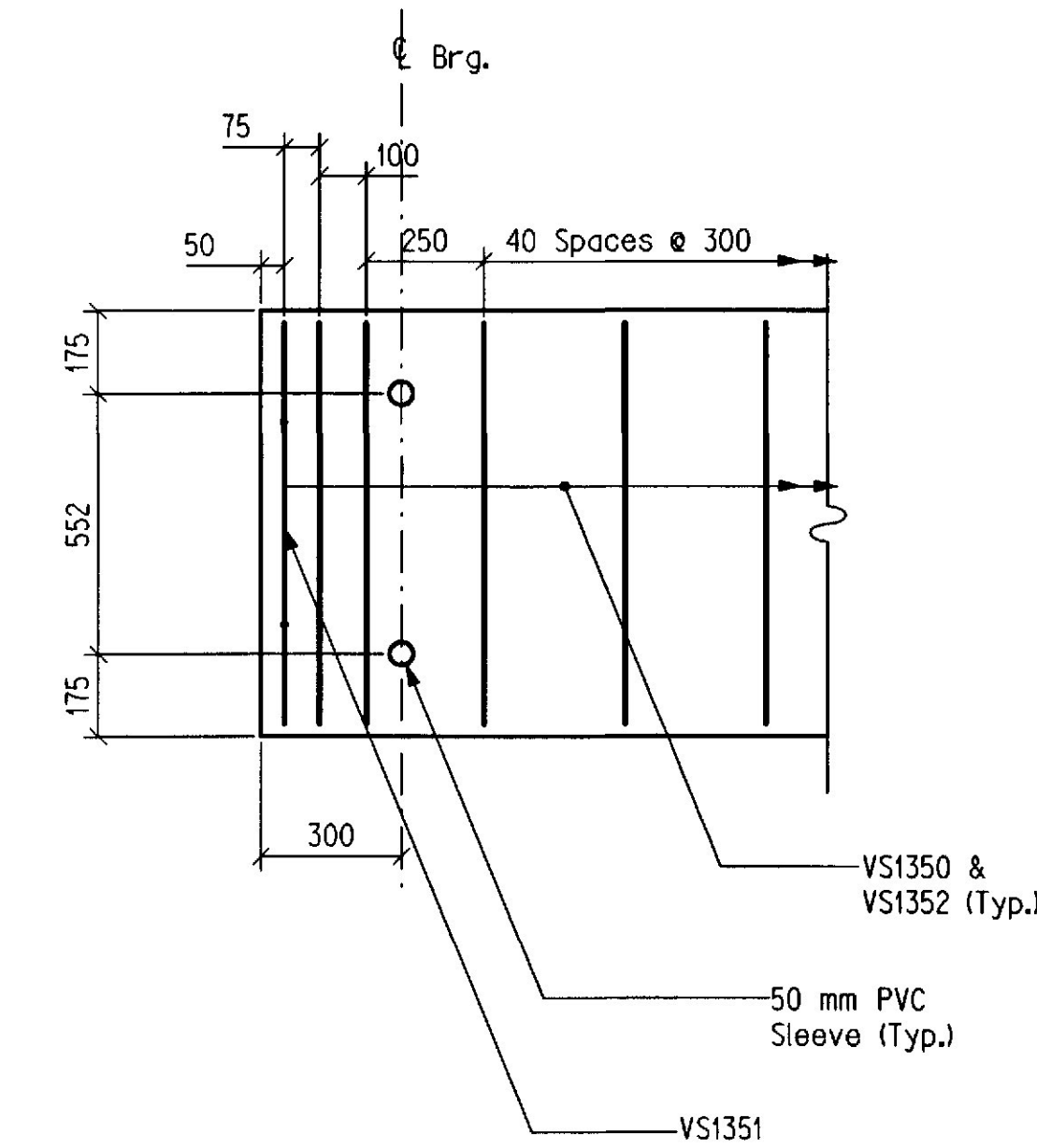
**TYPICAL BOX BEAM SPANS 1&3**

• Prestressing Strand



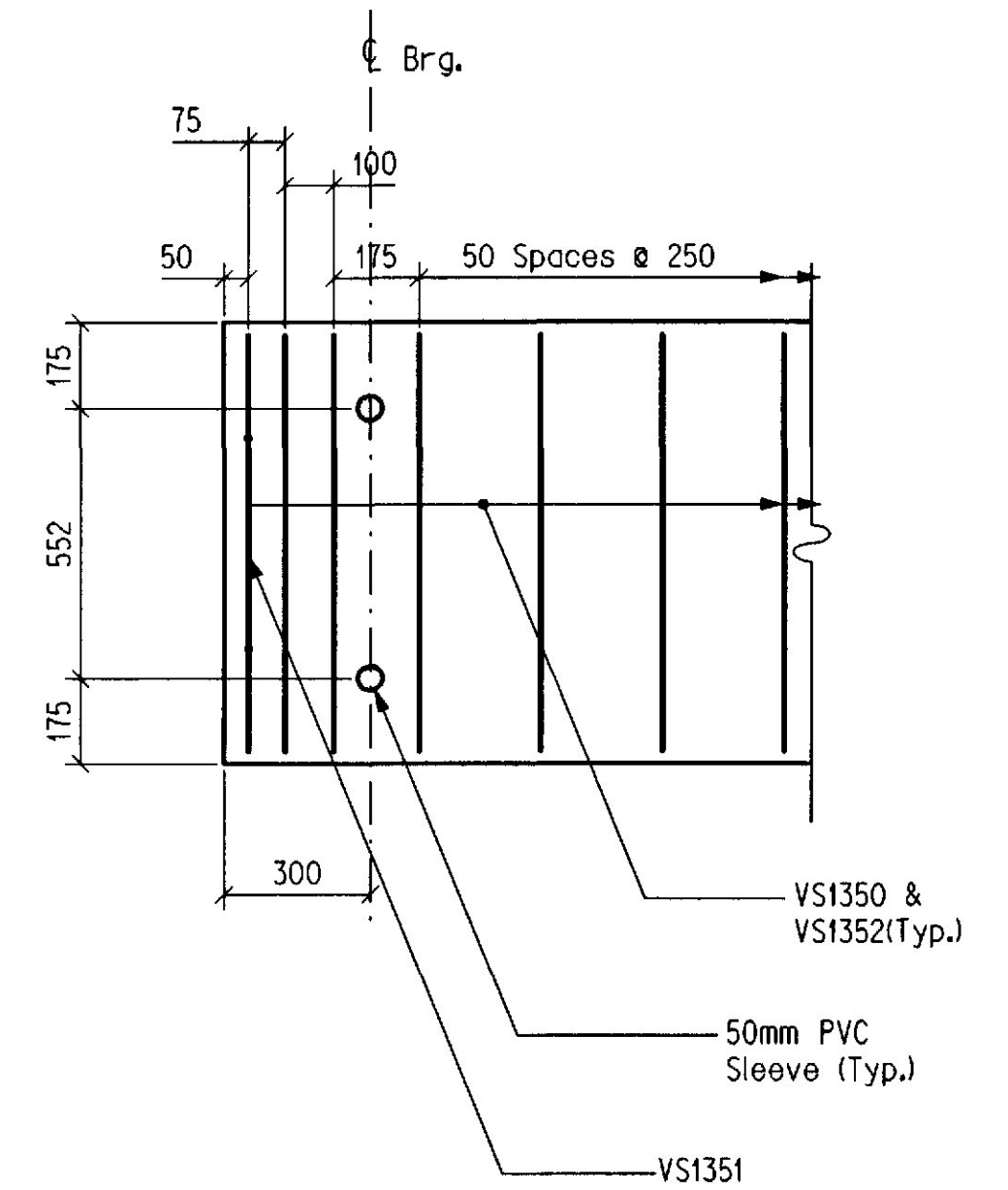
**TYPICAL BOX BEAM SPAN 2**

• Prestressing Strand



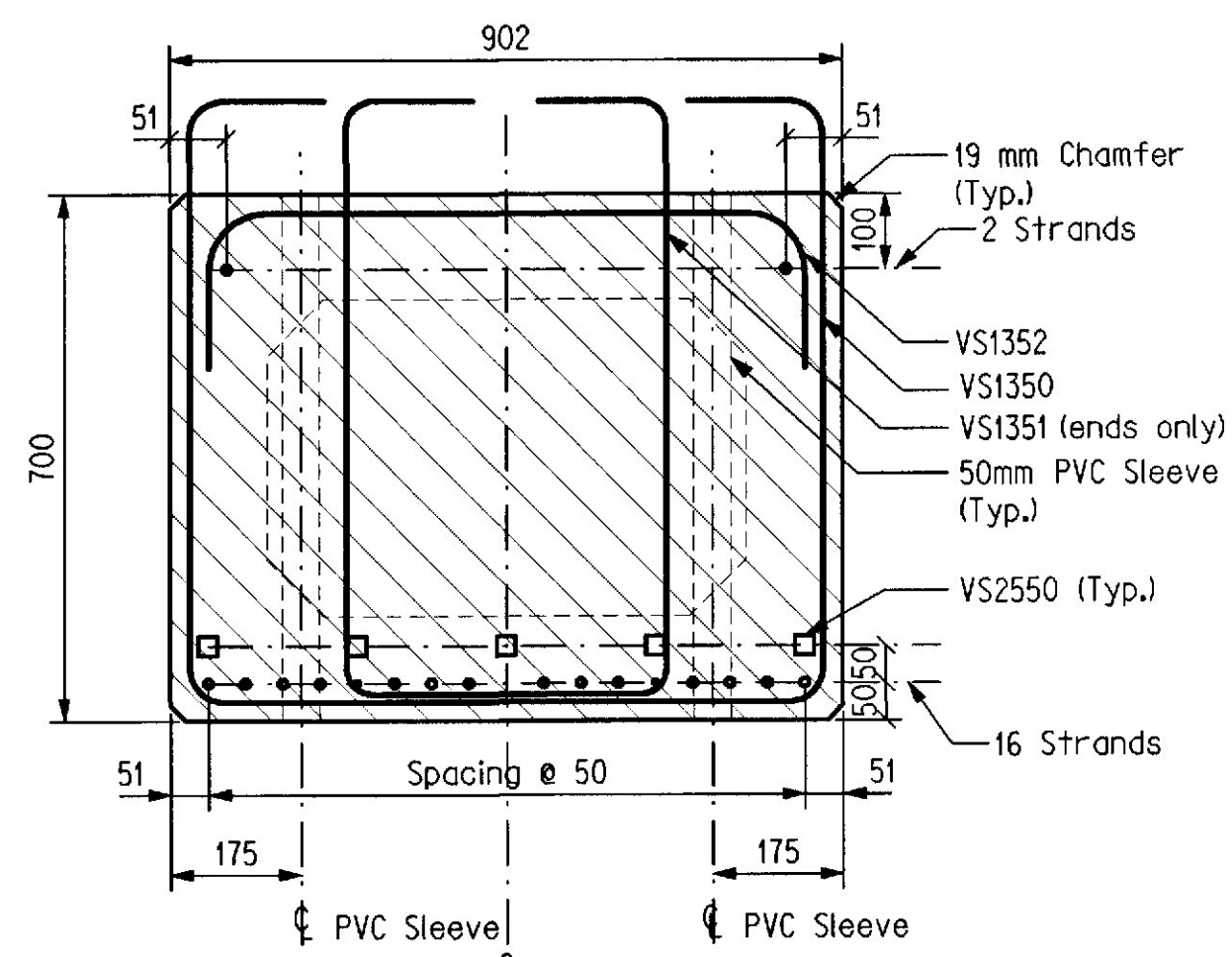
**BEAM END DETAIL SPANS 1&3**

Far end Sim., Opp. Hand.



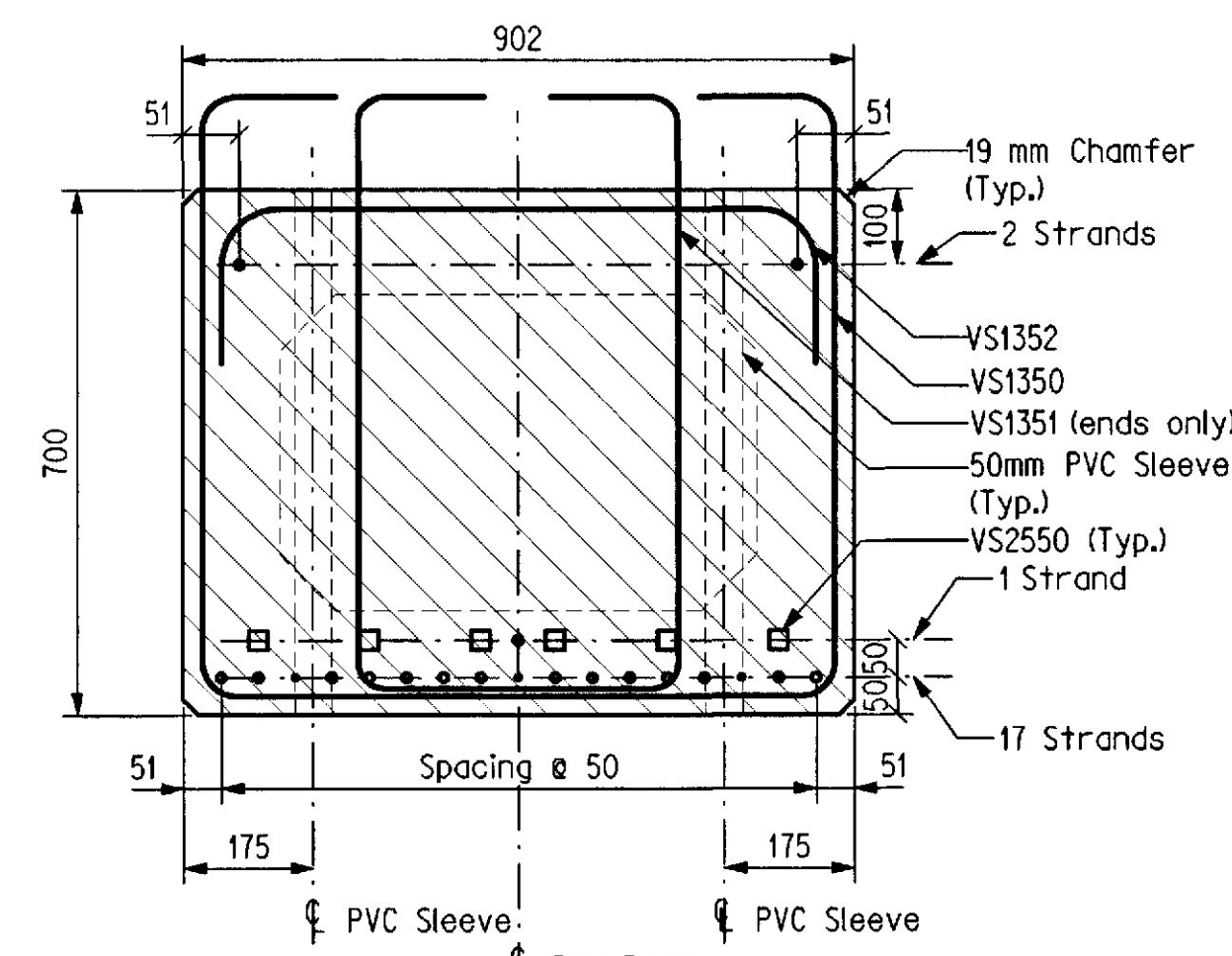
**BEAM END DETAIL SPAN 2**

Far end Sim., Opp. Hand.



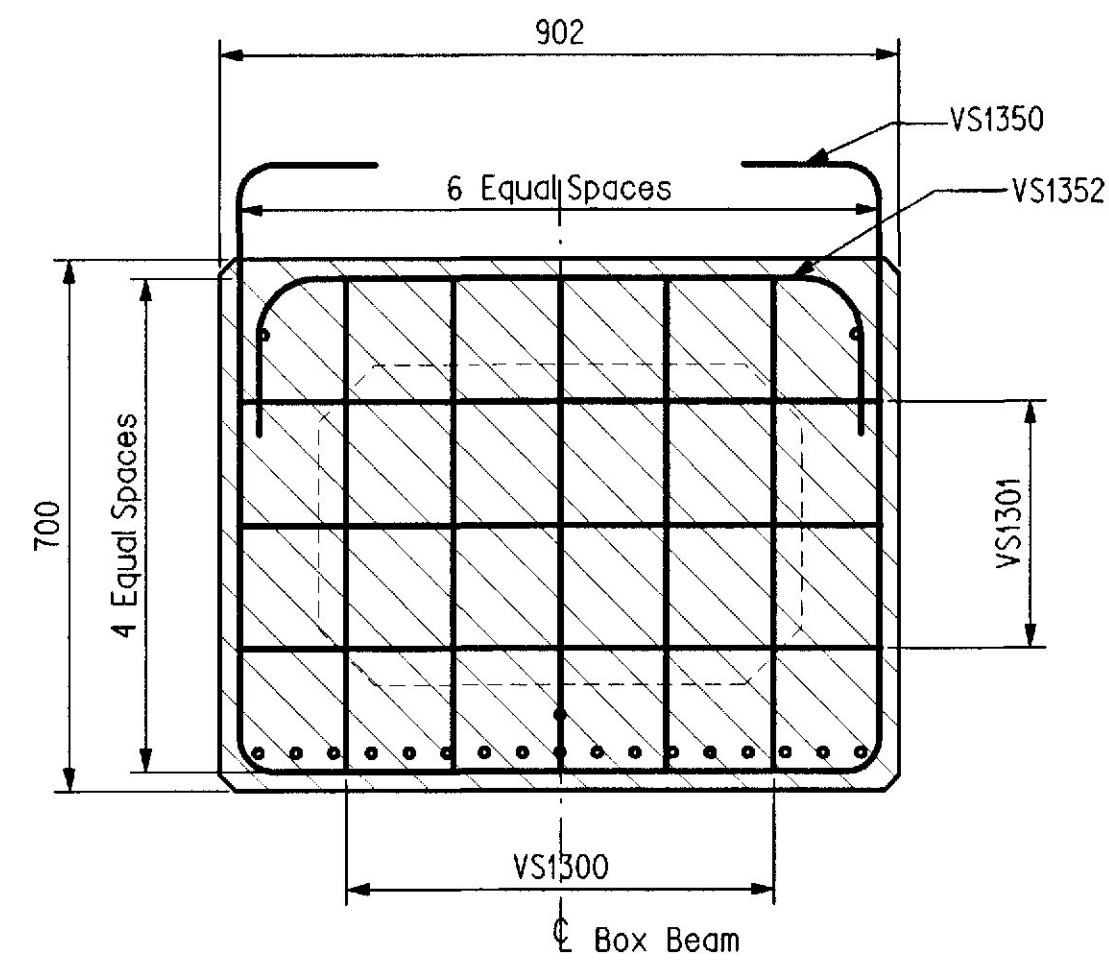
**BOX BEAM END SECTION SPANS 1&3**

• Prestressing Strand  
• Prestressing Strand (Debonded 2 m)  
□ VS2550 Reinforcing (Pier end only)



**BOX BEAM END SECTION SPAN 2**

• Prestressing Strand  
• Prestressing Strand (Debonded 2 m)  
□ VS2551 Reinforcing



**TYPICAL DIAPHRAGM SECTION**

|                         |      |
|-------------------------|------|
| PROJECT DESIGN ENGINEER | DATE |
| DESIGN-DETAILED         | 5/00 |
| CHECKED                 | 5/00 |
| REVISIONS               |      |
| FIELD CHANGES           |      |

**PLANS**

Filename: ...045-precast.dgn Division: BRIDGE Date: 30 MAY 2000 Username: Kevin McLoggan

BRIDGE NO. 2248

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

**EAST BRIDGE**  
OVER  
**ROBINHOOD COVE**  
IN THE TOWN OF  
**GEORGETOWN**  
SAGADAHOC COUNTY

**PRECAST BOX BEAMS**

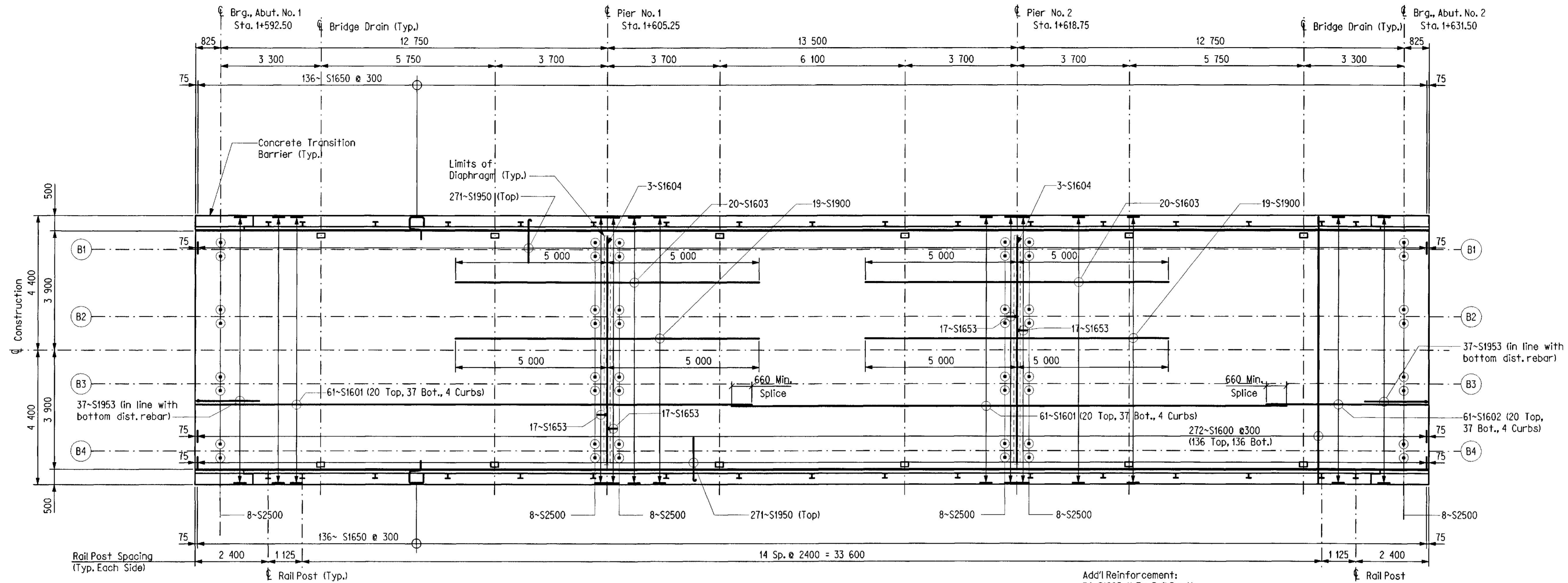
SHEET OF AUGUSTA, MAINE



**METRIC** 1. All dimensions are in millimeters unless otherwise noted.  
2. All elevations and stations are in meters.

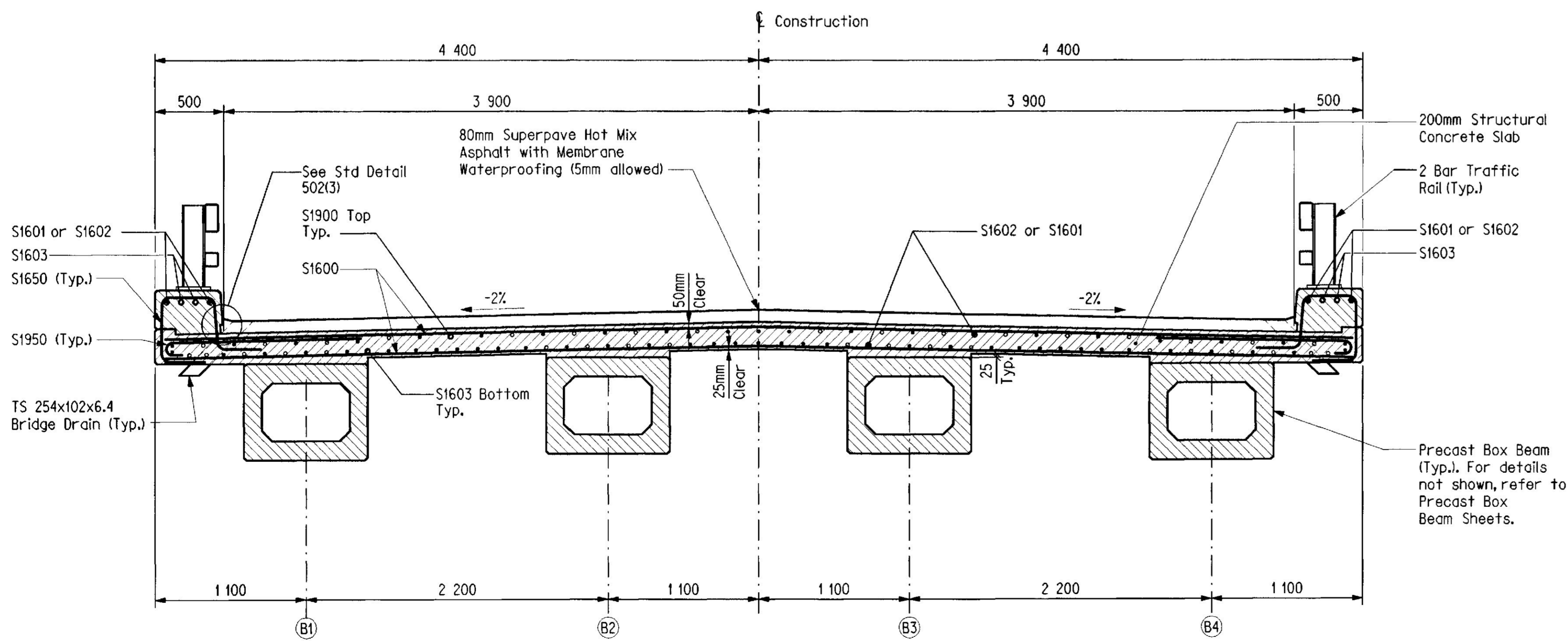
| F.M.A. REG. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|-----------------|-------|----------------|-----------|--------------|
| 1               | MAINE | BR-795900X     | 47        | 51           |

007959.00



**PLAN**

Add'l Reinforcement:  
34-S1605 (1 Ea. Rail Post)  
126-S1650 (3 Ea. Rail Post, 6 Ea. Trans. Barrier)  
20-S1951 (5 Ea. Trans. Barrier)  
8-S1952 (2 Ea. Trans. Barrier)



**TRANSVERSE SECTION**

| PROJECT DESIGN ENGINEER | BY      | DATE |
|-------------------------|---------|------|
| DESIGN-DETAILED         | CER/JCC | 5/00 |
| CHECKED                 | FWR     | 5/00 |
| REVISIONS               |         |      |
| FIELD CHANGES           |         |      |

**PLANS**

BRIDGE NO. 2248  
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**EAST BRIDGE**  
OVER  
**ROBINHOOD COVE**  
IN THE TOWN OF  
**GEORGETOWN**  
SAGadahoc COUNTY  
**SUPERSTRUCTURE**

SHEET OF AUGUSTA, MAINE

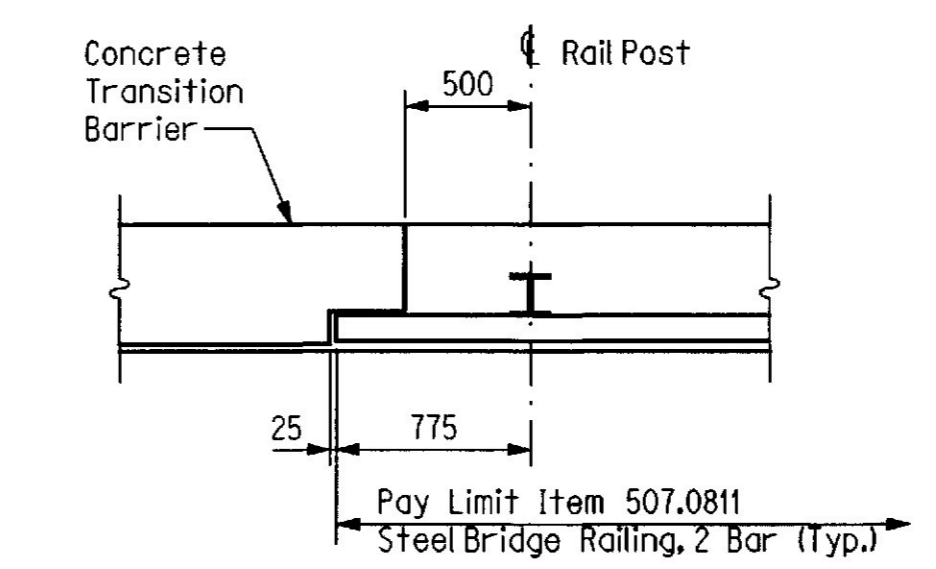
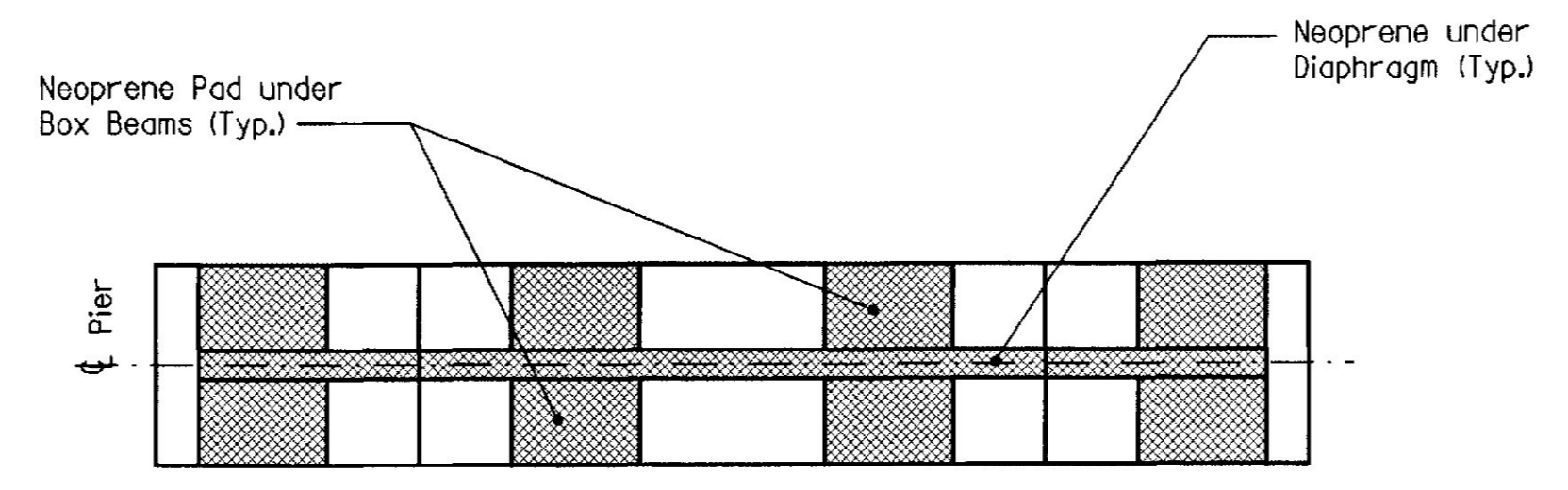
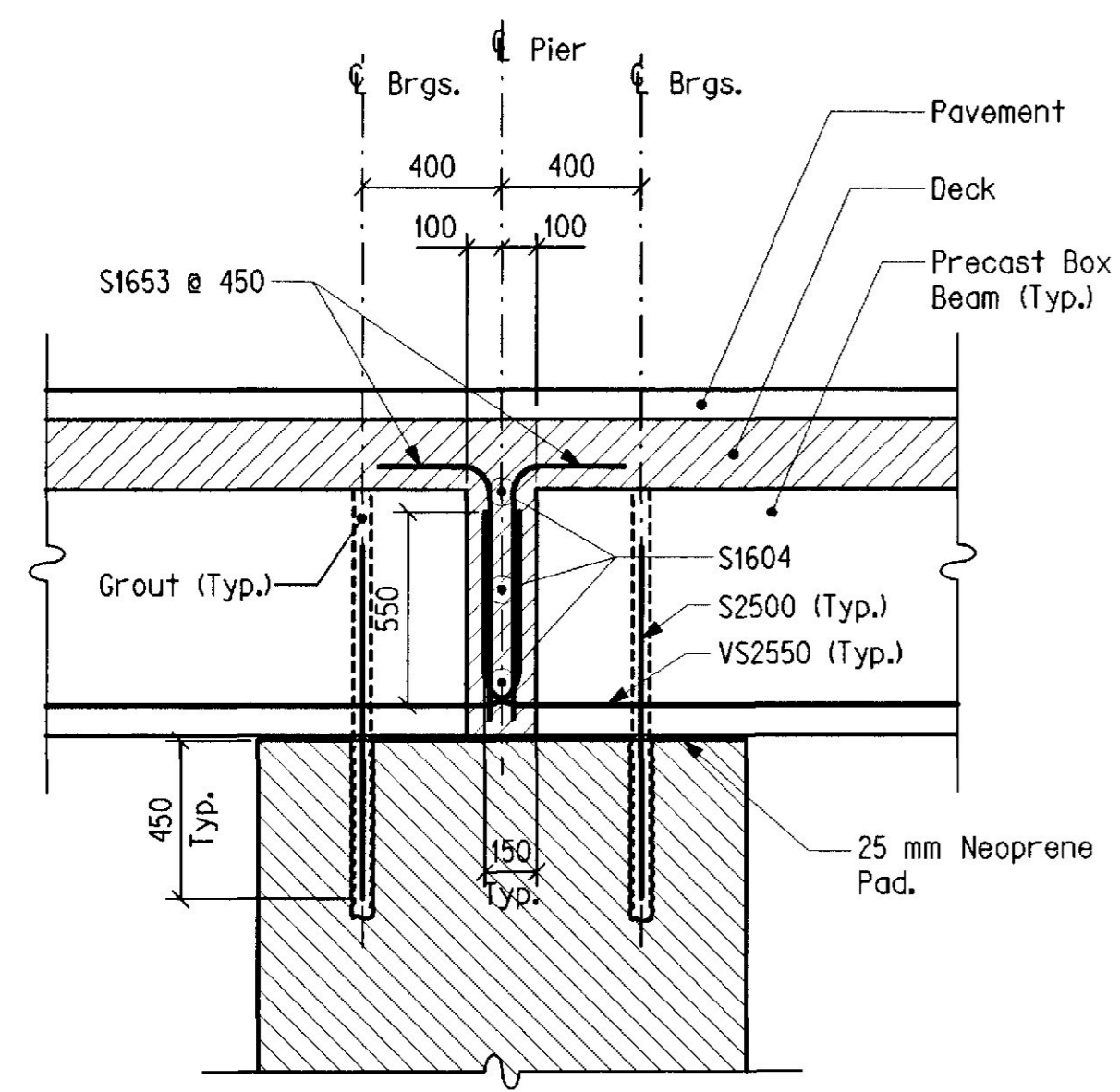
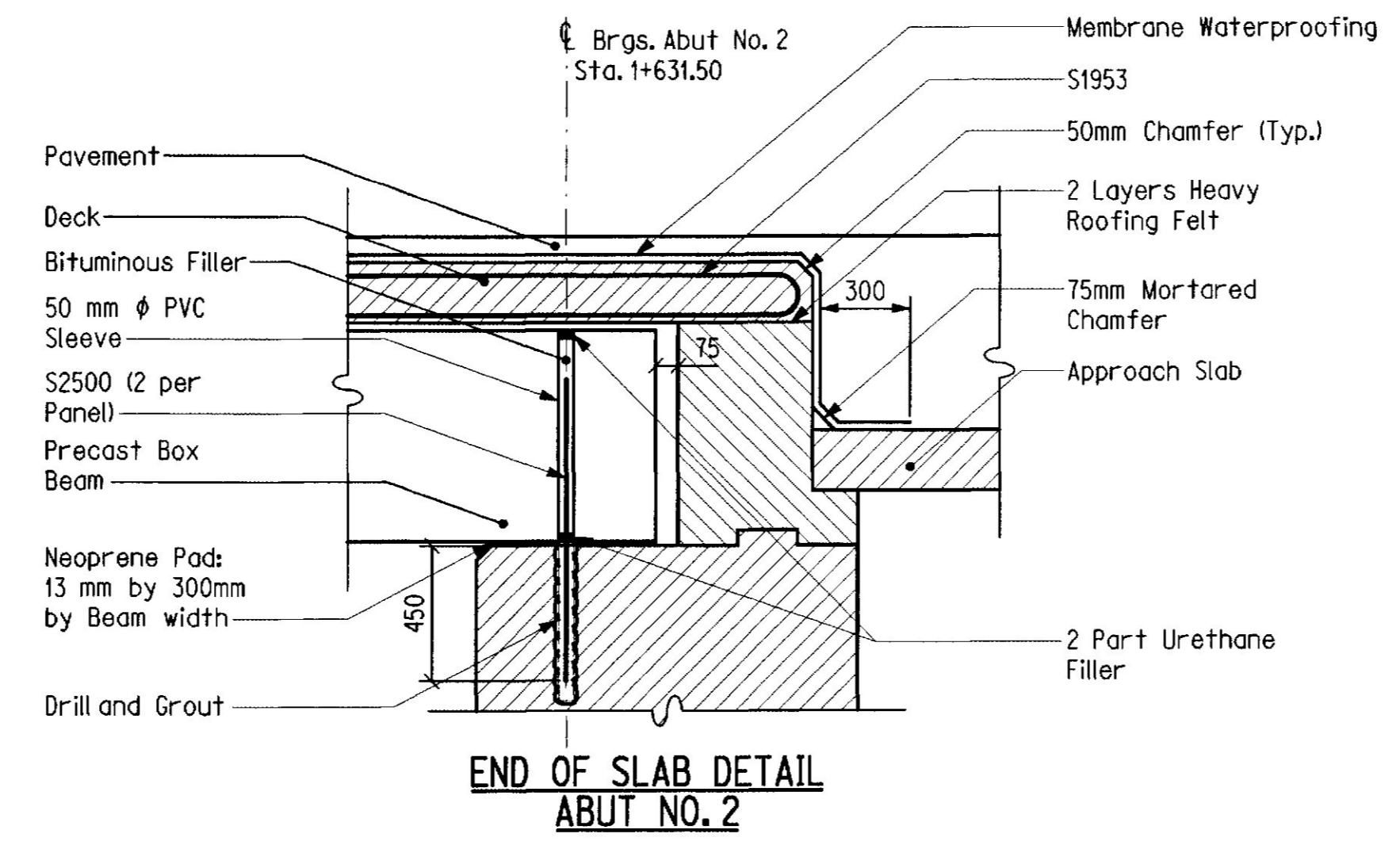
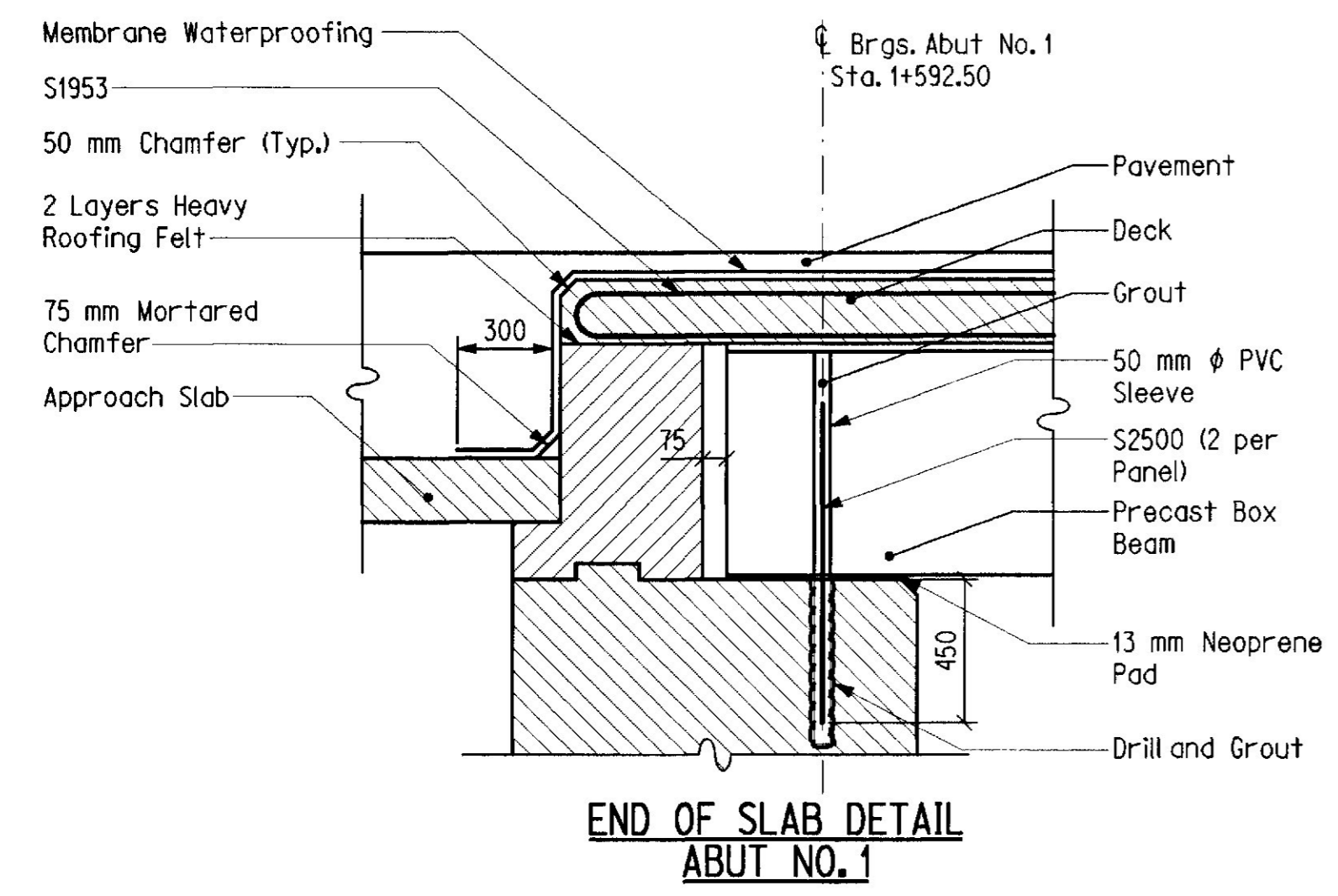
Username: Kevin McLaggan Date: 30 MAY 2000  
Division: BRIDGE  
Filename: ...047\_sup.dgn

**SUPERSTRUCTURE NOTES**

- Form a 30 mm V-groove on the fascias at the horizontal joint between the curb and deck.
- Reinforcing steel shall have a minimum cover of 50 mm unless otherwise indicated.
- The superstructure slab concrete shall be placed continuously and shall be kept plastic until the entire span has been placed.
- Protective coating for concrete surfaces shall be applied to the following areas:  
-All exposed surfaces of concrete curbs  
-Fascia including exterior face of exterior box beams  
-All exposed surfaces of concrete transition barriers
- Concrete for the deck shall be paid for under Item 502.4221, Structural Concrete Roadway Slab on Concrete Bridge.
- The drilling of holes in the prestressed beams and the use of power actuated tools on the beams will not be permitted.
- Neoprene pads shall be either polychloroprene or natural polyisoprene of 50+5 Shore A durometer hardness, and shall conform to the requirements of Division 2, Section 18.2 of A.A.S.H.T.O. Standard Specifications for Highway Bridges. Neoprene pads will not be paid for directly, but will be considered incidental to related contract items.
- Adjust reinforcing steel to fit around drains in a manner approved by the Engineer. Do not cut transverse reinforcing bars.

**BRIDGE DRAIN NOTES**

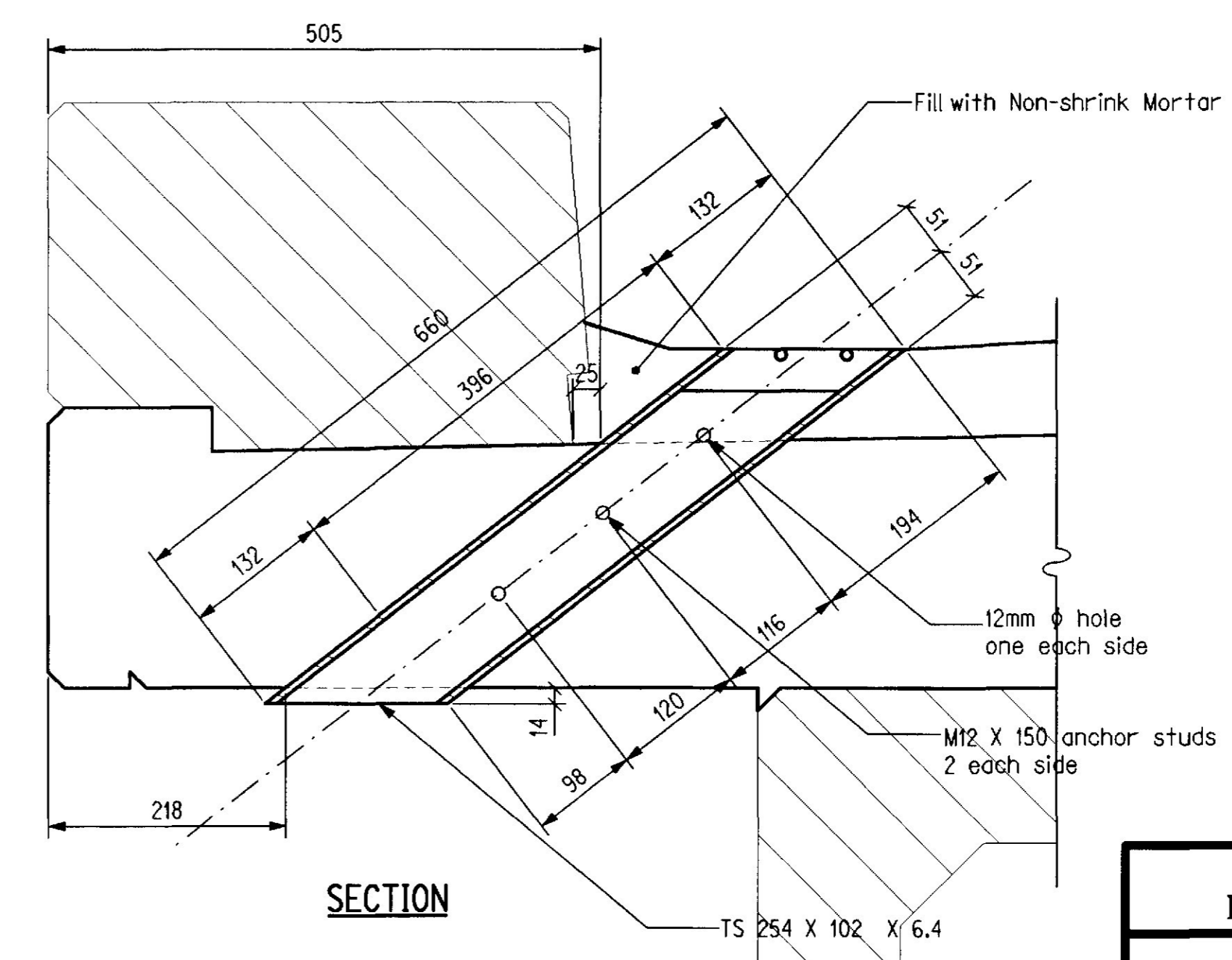
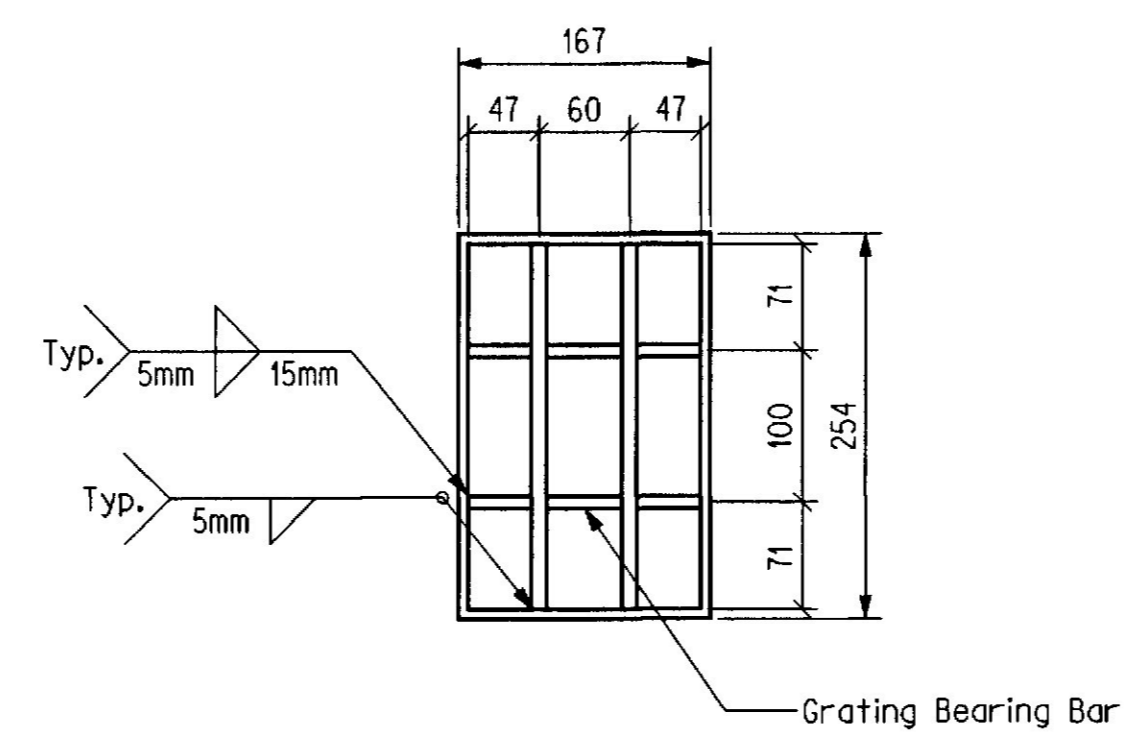
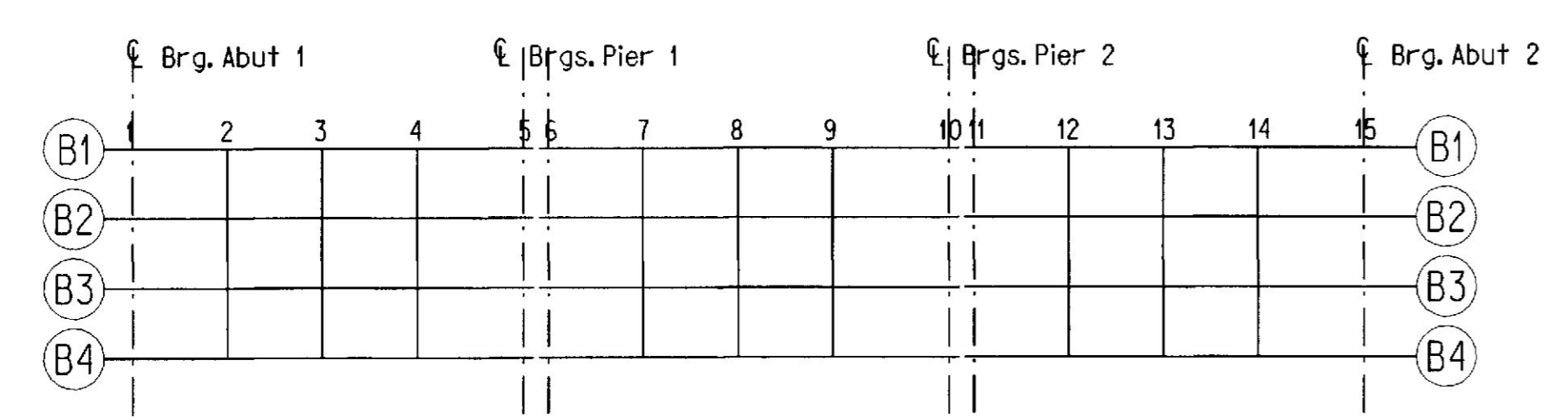
- Bridge drain shall be galvanized TS 254 x 102 x 6.4 conforming to ASTM A500 Grade B.
- Grating shall be a commercial heavy-duty grating with 38 x 8mm bearing bars and 10mm  $\phi$  cross bars.
- Taper pavement around drains.
- Fill void between drain and curb with non-shrink mortar. See Standard Detail 502 (5).
- Payment for bridge drains will be specified under Subsection 502.19 of the Standard Specifications.
- Locate 12mm  $\phi$  drain hole 6mm above deck.



**TYPICAL ENDS OF SLAB AT PIER DETAIL**  
NOTE: Deck reinforcing not shown for clarity.

**TYPICAL NEOPRENE BEARING PAD LAYOUT ON PIERS**

**RAIL TRANSITION DETAIL (TYP. 4 CORNERS)**



**BRIDGE DRAIN DETAILS**

**BOTTOM OF SLAB ELEVATIONS LAYOUT PLANS**

**PLAN**

**SECTION**

| Point    | Abut #1 | Span 1 |       |       |       | Pier #1 |       | Span 2 |       |       |       | Pier #2 |       | Span 3 |       |  | Abut #2 |
|----------|---------|--------|-------|-------|-------|---------|-------|--------|-------|-------|-------|---------|-------|--------|-------|--|---------|
|          | 1       | 2      | 3     | 4     | 5     | 6       | 7     | 8      | 9     | 10    | 11    | 12      | 13    | 14     | 15    |  |         |
| Distance | 0       | 3000   | 6000  | 9000  | 12350 | 0       | 3000  | 6000   | 9000  | 12700 | 0     | 3000    | 6000  | 9000   | 12350 |  |         |
| B1       | 3.995   | 4.011  | 4.021 | 4.027 | 4.026 | 4.028   | 4.045 | 4.056  | 4.063 | 4.060 | 4.062 | 4.079   | 4.098 | 4.118  | 4.141 |  |         |
| B2       | 4.039   | 4.055  | 4.065 | 4.071 | 4.070 | 4.072   | 4.089 | 4.100  | 4.107 | 4.104 | 4.106 | 4.123   | 4.142 | 4.162  | 4.185 |  |         |
| B3       | 4.039   | 4.055  | 4.065 | 4.071 | 4.070 | 4.072   | 4.089 | 4.100  | 4.107 | 4.104 | 4.106 | 4.123   | 4.142 | 4.162  | 4.185 |  |         |
| B4       | 3.995   | 4.011  | 4.021 | 4.027 | 4.026 | 4.028   | 4.045 | 4.056  | 4.063 | 4.060 | 4.062 | 4.079   | 4.098 | 4.118  | 4.141 |  |         |

BRIDGE NO. 2248

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

**EAST BRIDGE**  
OVER  
**ROBINHOOD COVE**  
IN THE TOWN OF  
**GEORGETOWN**  
SAGADAHOC COUNTY  
**SUPERSTRUCTURE**  
**DETAILS**

SHEET OF AUGUSTA, MAINE

|                         |      |
|-------------------------|------|
| PROJECT DESIGN ENGINEER | DATE |
| DESIGN-DETAILED         | 5/00 |
| CHECKED                 | 5/00 |
| REVISIONS               |      |
| FIELD CHANGES           |      |

PLANS

Filename: ...048\_suptdts.dgn Division: BRIDGE Date: 30 MAY 2000 Username: Kevin McLaggan

REINFORCING STEEL SCHEDULE

METRIC

1. All dimensions are in millimeters unless otherwise noted.  
2. All elevations and stations are in meters.

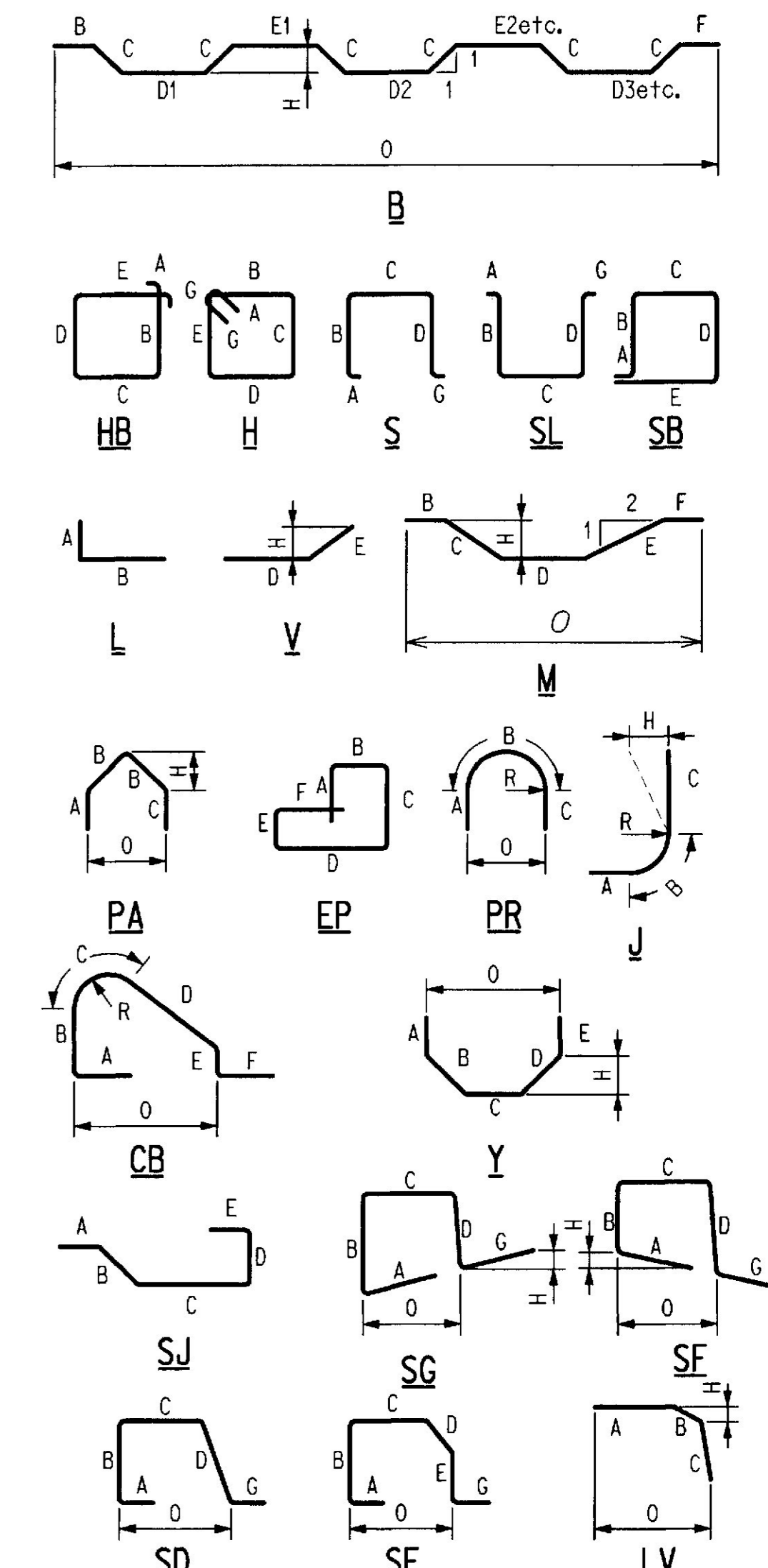
| F.H.W.A. REG NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|------------------|-------|----------------|-----------|--------------|
| 1                | MAINE | BR-759/001X    | 49        | 51           |

007958.00

| STRAIGHT BARS  |      |        |                       |        |      |        |             |
|----------------|------|--------|-----------------------|--------|------|--------|-------------|
| MARK           | QTY. | LENGTH | LOCATION              | MARK   | QTY. | LENGTH | LOCATION    |
| ABUTMENT NO. 1 |      |        | SUPERSTRUCTURE        |        |      |        |             |
| A1600          | 31   | 1770   | Footing               | S1600  | 272  | 8700   | Deck        |
| A1601          | 10   | 9020   | Footing               | S1601  | 122  | 18288  | Deck        |
| A1602          | 16   | 8720   | Breastwall & Backwall | S1602  | 61   | 5300   | Deck        |
| A1603          | 20   | 2770   | Wings                 | S1603  | 40   | 10000  | Neg. Moment |
| A1604          | 4    | 720    | Wings                 | S1604  | 6    | 7400   | Diaphragm   |
|                |      |        |                       | S1605  | 34   | 1500   | Curb        |
| A1606          | 4    | 1850   | Wings                 |        |      |        |             |
| A1607          | 4    | 1730   | Wings                 | S1900  | 38   | 10000  | Neg. Moment |
| A1608          | 4    | 1500   | Wings                 | S2500  | 48   | 1100   | Dowel       |
| A1609          | 4    | 1260   | Wings                 |        |      |        |             |
| A1610          | 4    | 1030   | Wings                 |        |      |        |             |
| A1900          | 31   | 1770   | Footing               |        |      |        |             |
| ABUTMENT NO. 2 |      |        | APPROACH SLAB         |        |      |        |             |
| B1600          | 31   | 1770   | Footing               | AS1600 | 32   | 10720  | App Slabs   |
| B1601          | 10   | 9020   | Footing               |        |      |        |             |
| B1602          | 16   | 8720   | Breastwall & Backwall |        |      |        |             |
| B1603          | 20   | 2770   | Wings                 | AS1900 | 106  | 4565   | App Slabs   |
| B1604          | 4    | 750    | Wings                 |        |      |        |             |
| B1606          | 4    | 2100   | Wings                 |        |      |        |             |
| B1607          | 4    | 1990   | Wings                 |        |      |        |             |
| B1608          | 4    | 1750   | Wings                 |        |      |        |             |
| B1609          | 4    | 1510   | Wings                 |        |      |        |             |
| B1610          | 4    | 1270   | Wings                 |        |      |        |             |
| B1900          | 31   | 1770   | Footing               |        |      |        |             |
| PIER NO. 1     |      |        |                       |        |      |        |             |
| PA1600         | 2    | 8000   | Pier Cap              |        |      |        |             |
| PA1601         | 2    | 7810   | Pier Cap              |        |      |        |             |
| PA1602         | 2    | 7620   | Pier Cap              |        |      |        |             |
| PA2900         | 6    | 7420   | Pier Cap              |        |      |        |             |
| PIER NO. 2     |      |        |                       |        |      |        |             |
| PB1600         | 2    | 8000   | Pier Cap              |        |      |        |             |
| PB1601         | 2    | 7810   | Pier Cap              |        |      |        |             |
| PB1602         | 2    | 7620   | Pier Cap              |        |      |        |             |
| PB2900         | 6    | 7420   | Pier Cap              |        |      |        |             |
| MARK           | QTY. | LENGTH | LOCATION              | MARK   | QTY. | LENGTH | LOCATION    |

| BENT BARS      |      |        |      |      |      |      |      |      |   |     |     |      |    |                    |
|----------------|------|--------|------|------|------|------|------|------|---|-----|-----|------|----|--------------------|
| MARK           | QTY. | LENGTH | TYPE | A    | B    | C    | D    | E    | F | G   | H   | O    | R  | LOCATION           |
| ABUTMENT NO. 1 |      |        |      |      |      |      |      |      |   |     |     |      |    |                    |
| A1650          | 16   | 3625   | S    | -    | 1225 | 1175 | 1225 | -    | - | -   | -   | -    | -  | Breastwall         |
| A1651          | 14   | 3715   | S    | -    | 1270 | 1175 | 1270 | -    | - | -   | -   | -    | -  | Breastwall         |
| A1652          | 30   | 2740   | S    | -    | 1195 | 350  | 1195 | 1348 | - | -   | -   | -    | -  | Backwall           |
| A1653          | 30   | 1130   | L    | 500  | 630  | -    | -    | -    | - | -   | -   | -    | -  | Breastwall         |
| A1654          | 4    | 2089   | V    | -    | -    | -    | 1851 | 238  | - | -   | 105 | -    | -  | Wings              |
| ABUTMENT NO. 2 |      |        |      |      |      |      |      |      |   |     |     |      |    |                    |
| B1650          | 16   | 4115   | S    | -    | 1470 | 1175 | 1470 | -    | - | -   | -   | -    | -  | Breastwall         |
| B1651          | 14   | 4205   | S    | -    | 1515 | 1175 | 1515 | -    | - | -   | -   | -    | -  | Breastwall         |
| B1652          | 30   | 2950   | S    | -    | 1300 | 350  | 1300 | -    | - | -   | -   | -    | -  | Backwall           |
| B1653          | 30   | 1220   | L    | 500  | 720  | -    | -    | -    | - | -   | -   | -    | -  | Breastwall         |
| B1654          | 4    | 2096   | V    | -    | -    | -    | 1858 | 238  | - | -   | 107 | -    | -  | Wings              |
| PIER NO. 1     |      |        |      |      |      |      |      |      |   |     |     |      |    |                    |
| PA1650         | 46   | 3330   | S    | -    | 1015 | 1300 | 1015 | -    | - | -   | -   | -    | -  | Pier Cap           |
| PA1651         | 10   | 1863   | Y    | 260  | -    | 343  | 1000 | 260  | - | -   | 287 | 1300 | -  | Pier Cap           |
| PA1652         | 12   | 1315   | L    | 1015 | 300  | -    | -    | -    | - | -   | -   | -    | -  | Pier Cap           |
| PA2550         | 5    | 8766   | S    | -    | 400  | 7966 | 400  | -    | - | -   | -   | -    | -  | Pier Cap           |
| PIER NO. 2     |      |        |      |      |      |      |      |      |   |     |     |      |    |                    |
| PA1650         | 46   | 3330   | S    | -    | 1015 | 1300 | 1015 | -    | - | -   | -   | -    | -  | Pier Cap           |
| PA1651         | 10   | 1863   | Y    | 260  | -    | 343  | 1000 | 260  | - | -   | 287 | 1300 | -  | Pier Cap           |
| PA1652         | 12   | 1315   | L    | 1015 | 300  | -    | -    | -    | - | -   | -   | -    | -  | Pier Cap           |
| PB2550         | 5    | 8766   | S    | -    | 400  | 7966 | 400  | -    | - | -   | -   | -    | -  | Pier Cap           |
| SUPERSTRUCTURE |      |        |      |      |      |      |      |      |   |     |     |      |    |                    |
| S1650          | 398  | 1879   | SD   | 310  | 444  | 378  | 437  | -    | - | 310 | -   | 414  | -  | Curb               |
| S1651          | 75   | 2725   | S    | -    | 2050 | 125  | 550  | -    | - | -   | -   | -    | -  | Ends               |
| S1653          | 68   | 976    | L    | 260  | 716  | -    | -    | -    | - | -   | -   | -    | -  | Diaphragm          |
| S1950          | 542  | 1666   | PR   | 1390 | 196  | 80   | -    | -    | - | -   | -   | 125  | 63 | Overhang           |
| S1951          | 20   | 2784   | H    | 200  | 817  | 375  | 817  | 375  | - | 200 | -   | -    | -  | Transition Barrier |
| S1952          | 8    | 2524   | H    | 200  | 817  | 245  | 817  | 245  | - | 200 | -   | -    | -  | Transition Barrier |
| S1953          | 74   | 2735   | S    | -    | 1305 | 125  | 1305 | -    | - | -   | -   | -    | -  | End Of Slab        |
| MARK           | QTY. | LENGTH | TYPE | A    | B    | C    | D    | E    | F | G   | H   | O    | R  | LOCATION           |

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 318.  
Reinforcing Bar: ASTM A615/A615M, Grade 420

GENERAL NOTES

- The first two digits following the letter(s) of the mark indicate the size of the bar:  
Mark 'A1602' = bar size #16  
Mark 'P2501' = bar size #25  
Mark 'S1950' = bar size #19
- 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 scheduled on the plans.
- Refer to standard details for Transition Barrier Reinforcing steel not shown on this schedule. Payment for those bars shall be considered incidental to Item No. 526.34.

BRIDGE NO. 2248  
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**EAST BRIDGE**  
OVER  
**ROBINHOOD COVE**  
IN THE TOWN OF  
**GEORGETOWN**  
SAGADAHOC COUNTY  
**REINFORCING**

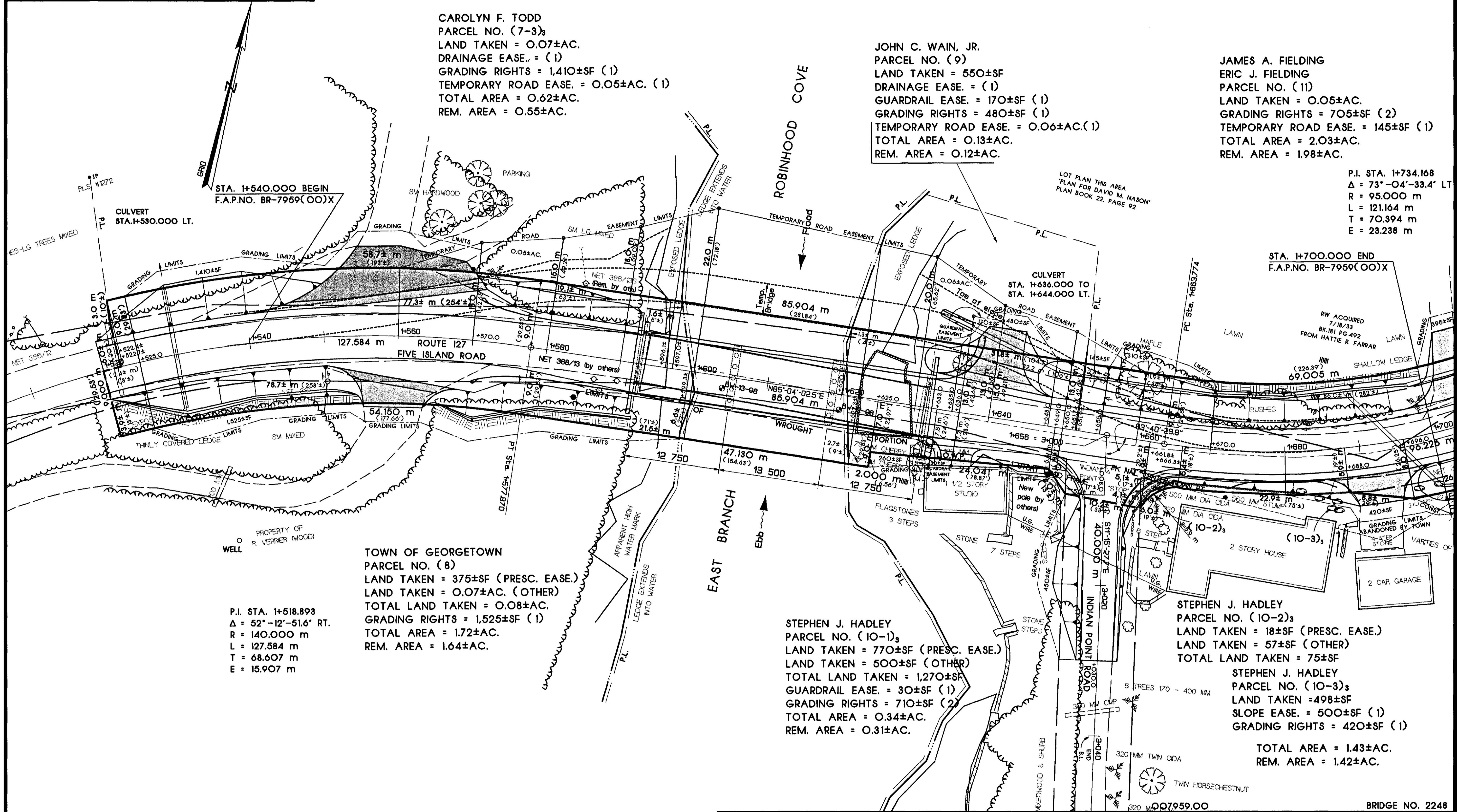
|                         |      |
|-------------------------|------|
| PROJECT DESIGN ENGINEER | DATE |
| DESIGN DETAILER         | 5/00 |
| CHECKED                 | 5/00 |
| REVISIONS               |      |
| FIELD CHANGES           |      |

Filename: ...\_049\_rebar.dgn  
User: Kevin McLagan  
Date: 30 MAY 2000  
Division: BRIDGE

| ITEM        | TECH | CHECKED | REVISIONS |      |             |
|-------------|------|---------|-----------|------|-------------|
|             |      |         | NO.       | DATE | DESCRIPTION |
| BASE MAP    |      |         |           |      |             |
| EXIST. R/W  |      |         |           |      |             |
| PROP. LINES |      |         |           |      |             |
| AREAS       |      |         |           |      |             |

**METRIC**

| F.H.V.A. REG. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|-------------------|-------|----------------|-----------|--------------|
| 1                 | MAINE |                | 50        | 51           |



CAROLYN F. TODD  
 PARCEL NO. (7-3)  
 LAND TAKEN = 0.07±AC.  
 DRAINAGE EASE. = (1)  
 GRADING RIGHTS = 1,410±SF (1)  
 TEMPORARY ROAD EASE. = 0.05±AC. (1)  
 TOTAL AREA = 0.62±AC.  
 REM. AREA = 0.55±AC.

JOHN C. WAIN, JR.  
 PARCEL NO. (9)  
 LAND TAKEN = 550±SF  
 DRAINAGE EASE. = (1)  
 GUARDRAIL EASE. = 170±SF (1)  
 GRADING RIGHTS = 480±SF (1)  
 TEMPORARY ROAD EASE. = 0.06±AC.(1)  
 TOTAL AREA = 0.13±AC.  
 REM. AREA = 0.12±AC.

JAMES A. FIELDING  
 ERIC J. FIELDING  
 PARCEL NO. (11)  
 LAND TAKEN = 0.05±AC.  
 GRADING RIGHTS = 705±SF (2)  
 TEMPORARY ROAD EASE. = 145±SF (1)  
 TOTAL AREA = 2.03±AC.  
 REM. AREA = 1.98±AC.

P.I. STA. 1+518.893  
 Δ = 52°-12'-51.6" RT.  
 R = 140.000 m  
 L = 127.584 m  
 T = 68.607 m  
 E = 15.907 m

TOWN OF GEORGETOWN  
 PARCEL NO. (8)  
 LAND TAKEN = 375±SF (PRES. EASE.)  
 LAND TAKEN = 0.07±AC. (OTHER)  
 TOTAL LAND TAKEN = 0.08±AC.  
 GRADING RIGHTS = 1,525±SF (1)  
 TOTAL AREA = 1.72±AC.  
 REM. AREA = 1.64±AC.

STEPHEN J. HADLEY  
 PARCEL NO. (10-1)  
 LAND TAKEN = 770±SF (PRES. EASE.)  
 LAND TAKEN = 500±SF (OTHER)  
 TOTAL LAND TAKEN = 1,270±SF  
 GUARDRAIL EASE. = 30±SF (1)  
 GRADING RIGHTS = 710±SF (2)  
 TOTAL AREA = 0.34±AC.  
 REM. AREA = 0.31±AC.

STEPHEN J. HADLEY  
 PARCEL NO. (10-2)  
 LAND TAKEN = 18±SF (PRES. EASE.)  
 LAND TAKEN = 57±SF (OTHER)  
 TOTAL LAND TAKEN = 75±SF  
 STEPHEN J. HADLEY  
 PARCEL NO. (10-3)  
 LAND TAKEN = 498±SF  
 SLOPE EASE. = 500±SF (1)  
 GRADING RIGHTS = 420±SF (1)  
 TOTAL AREA = 1.43±AC.  
 REM. AREA = 1.42±AC.

| PLAN FILED IN PLAN BOOK |         | PAGE       |      |
|-------------------------|---------|------------|------|
| NO.                     | GRANTOR | INSTRUMENT | DATE |
|                         |         |            |      |
|                         |         |            |      |
|                         |         |            |      |
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|                         |         |            |      |
|                         |         |            |      |
|                         |         |            |      |
|                         |         |            |      |
|                         |         |            |      |

EXISTING R/W REFERENCES  
 TOWN RECORDS  
 BOOK 1 PAGE 255  
 2 RODS  
 10/26/1804  
 (NOTE: SECTIONS OF LAYOUT NO LONGER NECESSARY  
 DUE TO 1933 RELOCATION ARE CONSIDERED ABANDONED BY THE TOWN  
 OF GEORGETOWN. SEE PLAN FOR LOCATIONS.)  
 D.O.T. FILE NO. S-12-26  
 1933

| SYMBOLS   |                   |      |                         |       |      |
|---|-------------------|------|-------------------------|-------|------|
| ●   | RAILROAD SPIKE    |      |                         |       |      |
| ▲   | CONTROL MONUMENTS |      |                         |       |      |
| MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL |                   |      |                         |       |      |
| MAINE STATE COORDINATE SYSTEM - ZONE                    |                   |      |                         |       |      |
| CENTERLINE CONTROL MONUMENTS                            |                   |      | TRAVERSE CONTROL POINTS |       |      |
| STATION   | NORTH             | EAST | NUMBER                  | NORTH | EAST |
|   |                   |      |                         |       |      |
| LIMITS OF WROUGHT PORTION                               |                   |      |                         |       |      |
| EXISTING RIGHT OF WAY                                   |                   |      |                         |       |      |
| NEW RIGHT OF WAY  |                   |      |                         |       |      |
| NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY           |                   |      |                         |       |      |
| CONTROL OF ACCESS                                       |                   |      |                         |       |      |

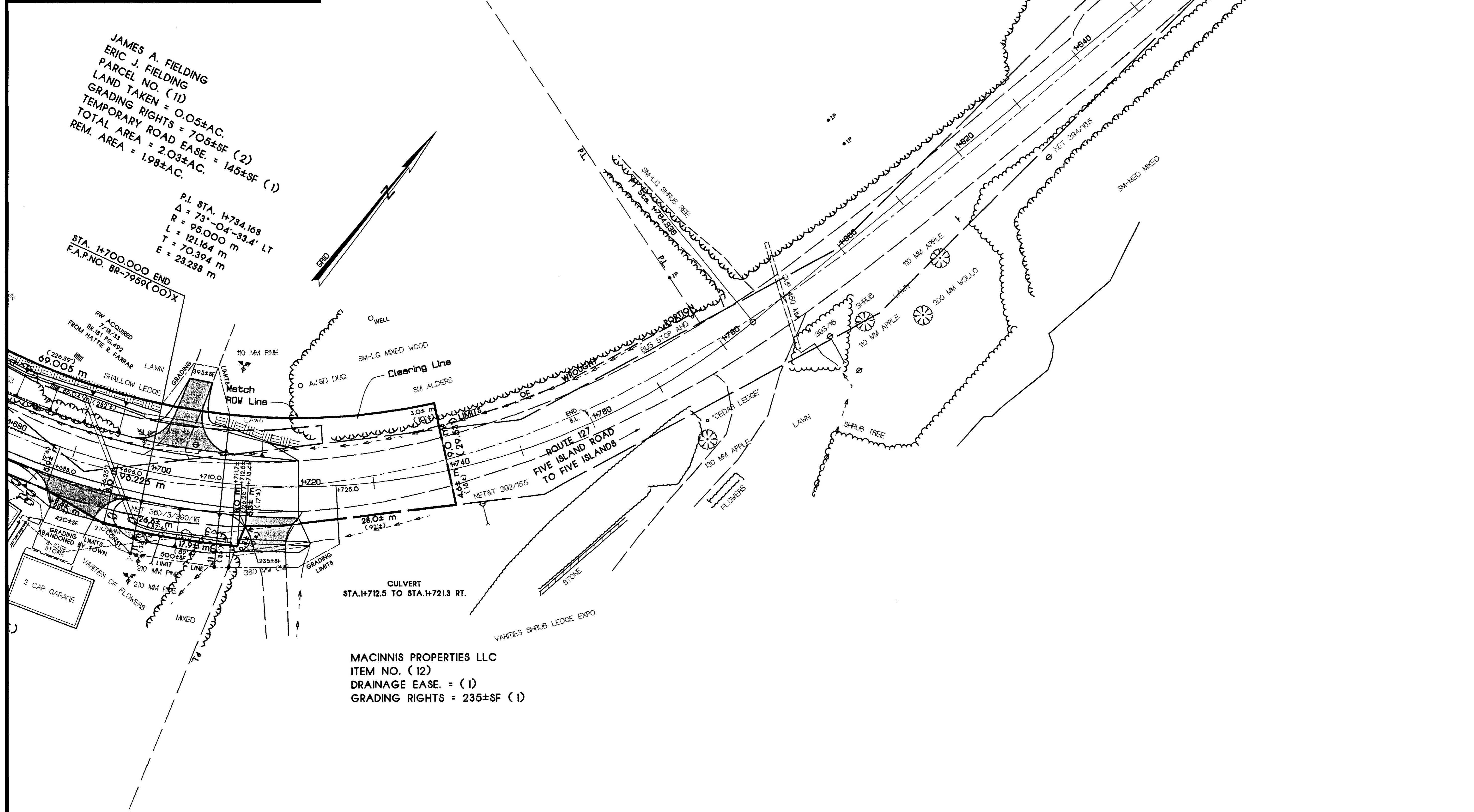
STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 RIGHT OF WAY MAP  
 STATE AID HIGHWAY NO. 1  
 GEORGETOWN SAGADAHOC COUNTY  
 FEDERAL AID PROJECT NO. BR-7959(OO)X  
 DATE: DECEMBER 1999  
 SCALE: 1 = 250  
 SHEET NO. 3 OF 4 SHEETS  
 D.O.T. FILE NO. 12-107

JOHN G. MELROSE  
 COMMISSIONER

JOHN E. DORITY  
 CHIEF ENGINEER

CARLSON

| ITEM        | TECH | CHECKED | REVISIONS |      |             |
|-------------|------|---------|-----------|------|-------------|
|             |      |         | NO.       | DATE | DESCRIPTION |
| BASE MAP    |      |         |           |      |             |
| EXIST. R/W  |      |         |           |      |             |
| PROP. LINES |      |         |           |      |             |
| AREAS       |      |         |           |      |             |



| PLAN FILED IN PLAN BOOK |         | PAGE       |      |
|-------------------------|---------|------------|------|
| NO.                     | GRANTOR | INSTRUMENT | DATE |
|                         |         |            |      |
|                         |         |            |      |
|                         |         |            |      |
|                         |         |            |      |
|                         |         |            |      |
|                         |         |            |      |
|                         |         |            |      |
|                         |         |            |      |
|                         |         |            |      |

EXISTING R/W REFERENCES  
TOWN RECORDS  
BOOK 1 PAGE 255  
2 RODS  
10/26/1804  
(NOTE: SECTIONS OF LAYOUT NO LONGER NECESSARY DUE TO 1933 RELOCATION ARE CONSIDERED ABANDONED BY THE TOWN OF GEORGETOWN. SEE PLAN FOR LOCATIONS.)  
D.O.T. FILE NO. 5-12-26  
1933

| SYMBOLS |   |
|---------|---|
| ●       | RAILROAD SPIKE                                |
| ▲       | CONTROL MONUMENTS                             |
| ○       | IRON PIPE OR PIN                              |
| □       | SEPTIC TANK                                   |
| — —     | WATER LINE                                    |
| — —     | GAS LINE                                      |
| — —     | ELECTRIC LINE                                 |
| — —     | TELEPHONE LINE                                |
| — —     | SEWER LINE                                    |
| — —     | PROPERTY LINE                                 |
| — —     | LIMITS OF WROUGHT PORTION                     |
| — —     | EXISTING RIGHT OF WAY                         |
| — —     | NEW RIGHT OF WAY                              |
| — —     | NEW RIGHT OF WAY WITHIN EXISTING RIGHT OF WAY |
| — —     | CONTROL OF ACCESS                             |

007959.00 BRIDGE NO. 2248

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
RIGHT OF WAY MAP  
STATE AID HIGHWAY NO. 1  
GEORGETOWN SAGadahoc COUNTY  
FEDERAL AID PROJECT NO. BR-7959(00)X

DATE: DECEMBER 1999  
SCALE: 1 = 250  
SHEET NO. 4 OF 4 SHEETS  
D.O.T. FILE NO. 12-107

JOHN G. MELROSE  
COMMISSIONER

JOHN E. DORITY  
CHIEF ENGINEER

CARLSON