

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



CAMDEN
KNOX COUNTY
SPRING BROOK BRIDGE
OVER
SPRING BROOK
US ROUTE 1
PROJECT NO. NHPP-2260(800)
PROJECT LENGTH 0.16 mi.
BRIDGE NO. 2794

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Ninth Edition 2020.

DESIGN LOADING

Live Load HL - 93 Modified for Strength I

TRAFFIC DATA

Current (2020) AADT 7760
Future (2040) AADT 8540
DHV - % of AADT 10
Design Hour Volume 854
Heavy Trucks (% of AADT) 8
Heavy Trucks (% of DHV) 5
Directional Distribution (% of DHV) 54
18 kip Equivalent P 2.0 571
18 kip Equivalent P 2.5 544
Design Speed (mph) 50

HYDROLOGIC DATA

Drainage Area 2.00 sq mi
Design Discharge (Q50) 336.5 cfs
Check Discharge (Q100) 393.8 cfs
Headwater Elevation (Q1.1) 51.7 ft
Headwater Elevation (Q25) 52.9 ft
Headwater Elevation (Q50) 53.1 ft
Headwater Elevation (Q100) 53.3 ft
Discharge Velocity (Q1.1) 7.1 fps
Discharge Velocity (Q50) 10.6 fps
Discharge Velocity (Q100) 11.1 fps

MATERIALS

Concrete:
Curbs Class "LP"
All Other Class "A"
Concrete Reinforcing:
Plain Reinforcing Steel ASTM A 615/ Grade 60
Low Carbon Chromium ASTM A 1035, Type CS, Grade 100
Glass Fiber Reinforced Polymer (GFRP) ASTM D7957
Structural Steel:
All Material ASTM A 709, Grade 50W (Weathering)
High Strength Bolts ASTM F3125, Grade A325, Type 3
Steel H-Piles ASTM A572, Grade 50

BASIC DESIGN STRESSES

Concrete
Class "LP" f 'c = 5,000 psi
Class "A" f 'c = 4,000 psi
Reinforcing Steel:
Plain Reinforcing Steel f y = 60,000 psi
Low Carbon Chromium f y = 100,000 psi
Glass Fiber Reinforced Polymer (GFRP)
#5 Ff_u = 100,000 psi
#6 Ff_u = 100,000 psi
Minimum Elastic Modulus Ef = 6,150,00 psi
Minimum Ultimate Tensile Strain ε_{uf}=1.10%
Structural Steel:
ASTM A 709, Grade 50W F y = 50,000 psi
ASTM F 3125, Grade A325, Type 3 F μ = 120,000 psi
ASTM F1554 F y = 36,000 psi
F μ = 58,000 psi
Steel H-Piles F y = 50,000 psi

LIST OF DRAWINGS

Title Sheet	1
Estimated Quantities/General Notes	2
General Plan	3&4
Profile	5&6
Boring Location Plan	7
Interpretive Subsurface Profile	8
Boring Logs 1	9
Boring Logs 2	10
Cross Sections	11-21
Check Dam Details	22
Stream Reconstruction Plan	23
Stream Typical Profile	24
Typical In-Structure Cross Sections	25
Stream Cross Sections	26-34
Abutment No. 1	35
Abutment No. 2	36
Abutment Details	37
Abutment Reinforcing	38
Abutment Sections	39
Girder Support Details	40
Framing Plan	41
Structural Steel Details	42&43
Superstructure Plan	44
Superstructure Reinforcing	45
Reinforcing Steel Schedule	46
Right Of Way Plan	47-60

UTILITIES

Central Maine Power Company
Consolidated Communications
First Light Fiber
Lincolntown Telephone Company
Spectrum

MAINTENANCE OF TRAFFIC

Traffic will be maintained with a two lane on site detour.

PROJECT LOCATION	Route 1 in Camden, approx. 0.9 miles southerly of Lincolntown T/L. Lat./Long. 44° 14' 20" N, 69° 02' 22" W
PROGRAM AREA	Bridge Program
OUTLINE OF WORK	Bridge replacement with 760' of Approach Work

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED
COMMISSIONER
9-1-23
8/30/23

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT INFORMATION
BRIDGE
PROGRAM
PROJECT MANAGER
DESIGNER
CONSULTANT
PROJECT RESIDENT
CONTRACTOR
COMPLETION DATE

ERIC CALDERWOOD
No. 9099
P.E. NUMBER
MAY 23
DATE

CAMDEN
SPRING BROOK BRIDGE
TITLE SHEET

SHEET NUMBER
1
OF 60

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.19	Removing Existing Bridge (420 CY)	1	LS
202.202	Removing Pavement Surface	3125	SY
203.20	Common Excavation	20	CY
203.2318	Disposal of Special Waste	20	T
203.24	Common Borrow	100	CY
203.25	Granular Borrow	510	CY
203.33	Special Fill	350	CY
206.082	Structural Earth Excavation	440	CY
304.10	Aggregate Subbase Course-Gravel	2520	CY
403.2081	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (Polymer Modified)	320	T
403.2131	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (Base & Intermediate Base Course Polymer Modified)	620	T
409.15	Bituminous Tack Coat, Applied	120	G
461.131	Temporary Pavement	790	T
501.239	Dynamic Loading Test - Provided For	2	EA
501.50	Steel H-beam Piles 89 lb/ft, delivered	380	LF
501.501	Steel H-beam Piles 89 lb/ft, in place	320	LF
501.903	Pile Tips - Rock Injector Point	12	EA
501.92	Pile Driving Equipment Mobilization	1	LS
502.219	Structural Concrete, Abutments and Retaining Walls (84 CY)	1	LS
502.26	Structural Concrete Roadway and Sidewalk Slabs on Steel Bridges (230 CY)	1	LS
502.31	Structural Concrete Approach Slab (26 CY)	1	LS
502.49	Structural Concrete Curbs and Sidewalks (18 CY)	1	LS
503.12	Reinforcing Steel, Fabricated and Delivered	14,200	LB
503.13	Reinforcing Steel, Placing	14,200	LB
503.19	Low-Carbon Chromium Reinforcement, Fabricated & Delivered	6000	LB
503.20	Low-Carbon Chromium Reinforcement, Placing	6000	LB
504.702	Structural Steel Fabricated and Delivered, Welded (251,400 LBS)	1	LS
504.71	Structural Steel Erection (251,400 LBS)	1	LS
505.08	Shear Connectors (1080 EA)	1	LS
507.0821	Steel Bridge Railing, 3-bar (288 LF)	1	LS
507.0822	Steel Approach Railing, 3-bar	4	EA
508.14	High Performance Waterproofing Membrane (550 SY)	1	LS
510.10	Special Detour, 28 Foot Roadway Width Vehicular and Pedestrian Traffic Not Separated	1	LS
511.07	COFFERDAM: Abutment 1	1	LS
511.07	COFFERDAM: Abutment 2	1	LS
515.21	Protective Coating for Concrete Surfaces (170 SY)	1	LS
519.60	Expansion Device - Asphaltic Plug Joint	65	LF
527.34	Work Zone Crash Cushions	2	UN
530.30	GFRP, Reinforcement Bars, Fabricated & Delivered	43,700	LF
530.31	GFRP, Reinforcement Bars, Placing	43,700	LF
603.17	18 Inch Culvert Pipe Option I	78	LF
603.195	24 Inch Reinforced Culvert Pipe Class III	56	LF
603.199	24 Inch Culvert Pipe Option III	32	LF
603.229	42 Inch Culvert Pipe Option III	74	LF
604.072	Catch Basin Type A1-C	4	EA
606.1301	31" W Beam GR, Mid-Way Splice, Single Faced	1025	LF
606.1303	31" W Beam GR, Mid-Way Splice, 15' Radius or Less	50	LF
606.1305	31" W Beam GR, Mid-Way Splice Flared Terminal	1	EA
606.1721	Bridge Transition Type I	4	EA
606.353	Reflectorized Flexible Guardrail Marker	8	EA
606.366	Guardrail, Remove and Reset	188	LF
610.08	Plain RipRap	1700	CY
610.16	Heavy Riprap	1650	CY
610.18	Stone Ditch Protection	390	CY
610.210	Stream Channel Rock	400	CY
610.212	Streambed Rock Features	320	CY
613.319	Erosion Control Blanket	180	SY
620.58	Erosion Control Geotextile	3100	SY
620.66	Drainage Geocomposite	125	SY
629.05	Hand Labor, Straight Time	40	HR
631.12	All Purpose Excavator (including operator)	20	HR
631.172	Truck-Large (including operator)	20	HR
652.312	Type III Barricade	9	EA
652.33	Drum	20	EA
652.34	Cone	50	EA
652.35	Construction Signs	500	SF
652.361	Maintenance of Traffic Control Devices	1	LS
652.38	Flaggers	120	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

1. For easements, construction limits and right of way lines, refer to Right of Way Map.
2. The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the resident. Clearing for Route 1 project corridor will be done under a separate contract prior to the construction of Spring Brook Bridge. Additional clearing may be required for the Contractor's access to install cofferdams and perform in-stream work. Payment for additional clearing will be considered incidental to Contract Items.
3. All utility facilities shall be adjusted by the respective utilities unless otherwise noted. The Contractor is responsible for coordinating/assisting work activities along the Route 1 project corridor specific to installation of new poles sets and removal of existing/temporary poles from coordinates 44.23169, -69.046675 to 44.251291, -69.031813 (approximately 1.5 miles) See "Special Provision Section 104 Utilities" in the Contract Book.
4. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.
5. Existing signs within the Project limits shall be removed and reset as directed by the Resident. Payment for removal and reinstallation of existing signs will be considered incidental to the Contract. No separate Payment will be made.
6. 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.
7. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.
8. 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. 619.14, Erosion Control Mix.
9. Place a 24-in. wide strip of Temporary Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.
10. A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.
11. Where it is apparent that runoff will cause continual erosion, Erosion Control Blanket, seed gutters, riprap downspouts, and other gutters lined with Stone Ditch Protection shall be constructed after paving and shoulder work is completed. Payment will be made and the appropriate Contract Items.
12. Protective Coating for Concrete Surfaces shall be applied to the following areas:

All exposed surfaces of concrete curbs and sidewalks, Fascias down to the drip notch, On all concrete headwalls and concrete wall surfaces that are exposed and to limit lines, one foot beyond intersections of concrete surfaces with the ground.

13. Required ditch protection shown on the Plans or in the construction notes is for estimating purposed only. The actual type and location of ditch protection may be altered by the Resident
14. Common Excavation required between the abutments to grade the slopes and to remove the existing bridge shall be considered incidental to item number 202.19, Removing Existing Bridge, no separate payment shall be made.
15. Limits of temporary pavement are 3" pavement depth for a 26 foot width over the length of the temporary approaches and for a 26 foot width over the width of the temporary bridge. Temporary roadway length including the 100 foot bridge span is approximately 700 feet long.

16. Project information referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/contractors/>.
17. 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.
18. 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.
19. The project geotechnical report titled: Geotechnical Design Basis Memorandum, Spring Brook Bridge No. 2794, April 30, 2021 may be accessed at the MaineDOT web address.
20. 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.
21. 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.
22. Removal of the fence and mortared stone pillars at Sta. 114+94 LT & RT will be considered incidental to the Contract. No separate payment will be made.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-2260(800)
WIN
22608.00
BRIDGE NO. 2794
BRIDGE PLANS

SPRING BROOK BRIDGE
SPRING BROOK
CAMDEN
KNOX COUNTY

ESTIMATED QUANTITIES & GENERAL CONSTRUCTION NOTES

PROJ. MANAGER ANDREW LATHE
DESIGN-DETAILED ETC
CHECKED-REVIEWED TDC
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

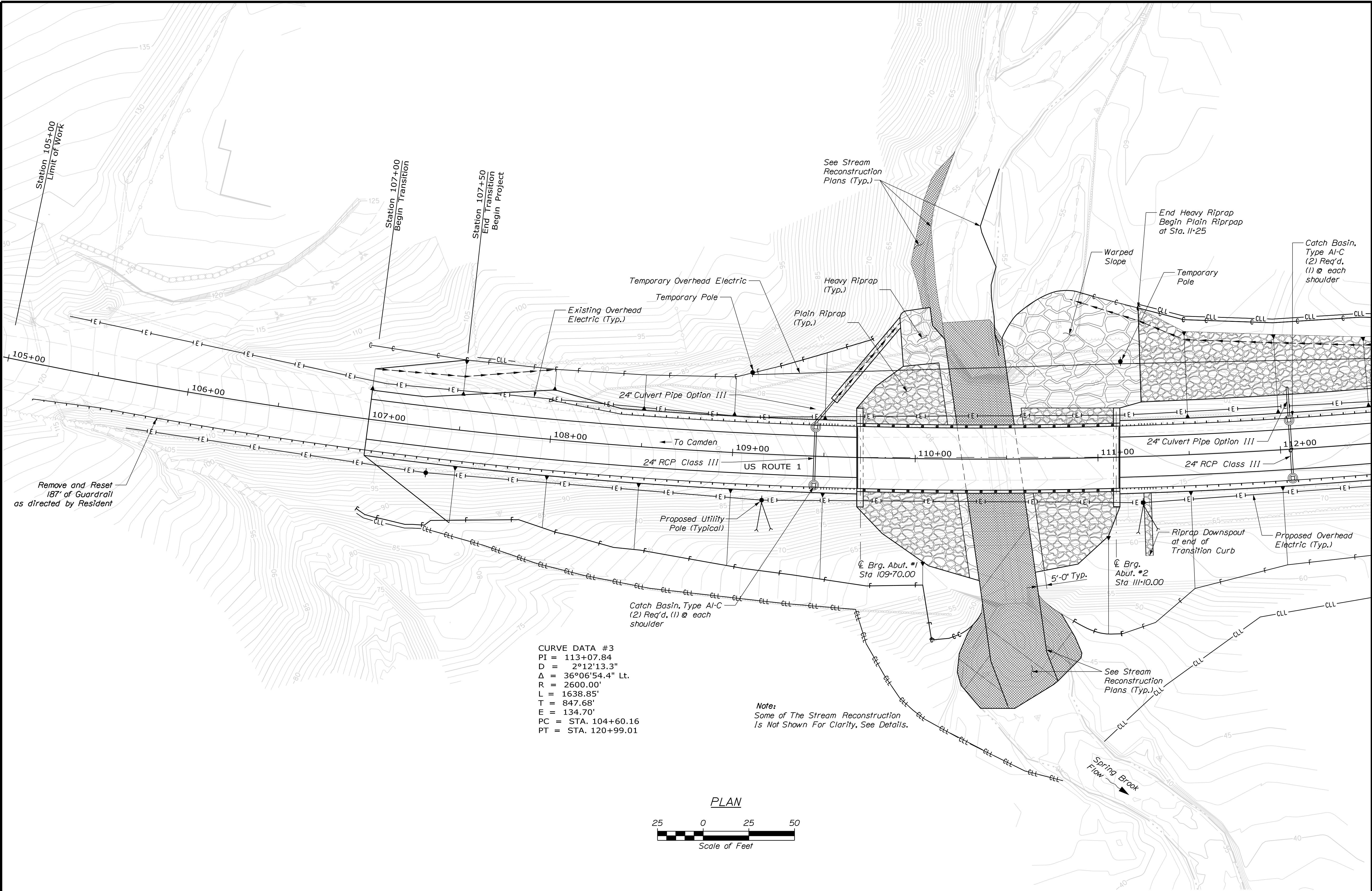
DATE
05/20/23
05/20/23

BY
JH
ETC

SIGNATURE
P.E. NUMBER
DATE

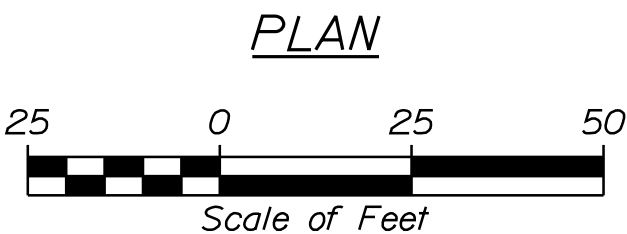
SHEET NUMBER
2
OF 60





CURVE DATA #3
 PI = 113+07.84
 D = 2°12'13.3"
 Δ = 36°06'54.4" Lt.
 R = 2600.00'
 L = 1638.85'
 T = 847.68'
 E = 134.70'
 PC = STA. 104+60.16
 PT = STA. 120+99.01

Note:
 Some of The Stream Reconstruction
 Is Not Shown For Clarity, See Details.



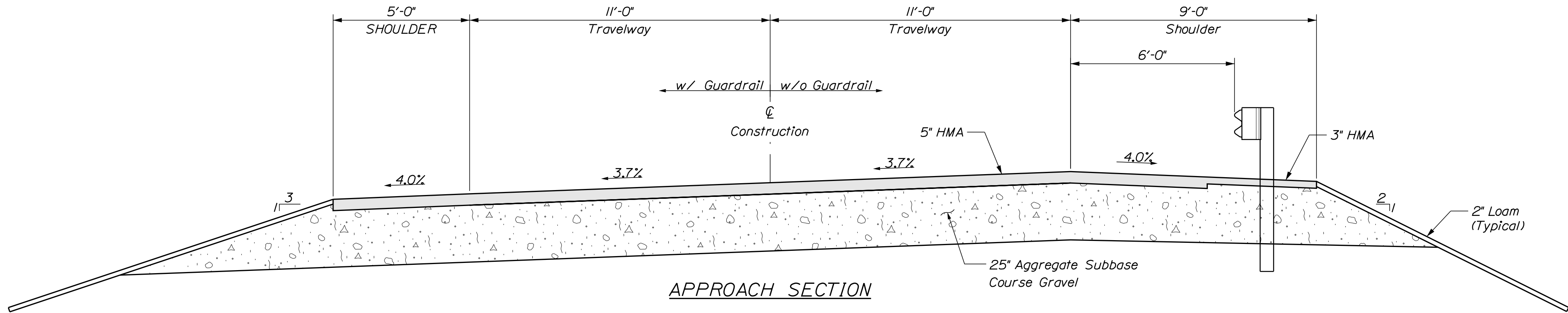
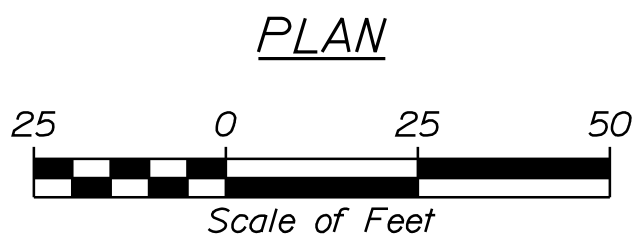
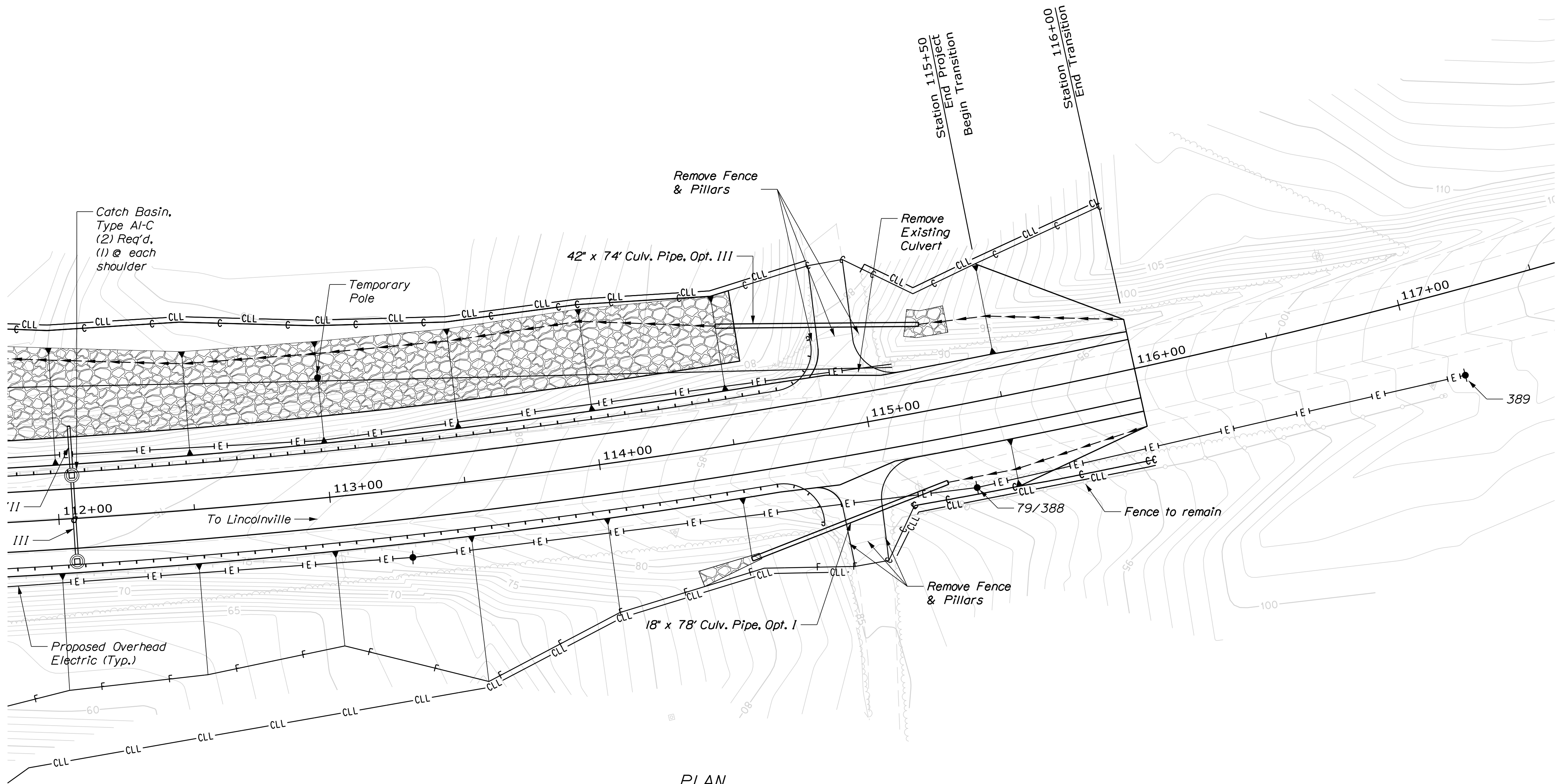
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		NHP-2260(800)		BRIDGE NO. 2794 WIN 22608.00	
SPRING BROOK BRIDGE SPRING BROOK KNOX COUNTY		GENERAL PLAN 1 of 2		SHEET NUMBER 3 OF 60	
DATE	BY	PROJ. MANAGER	CHECKED	DESIGNED	REVISIONS
05/2023	JH	ANDREW LATHE	ETC	ETC	1
05/2023	ETC	ETC	ETC	ETC	2
					3
					4
					FIELD CHANGES
SIGNATURE		P.E. NUMBER		DATE	

Date:8/9/2023

Username: common

Division: HIGHWAY

Filename: ... \004_GeneralPlan_to12.dgn

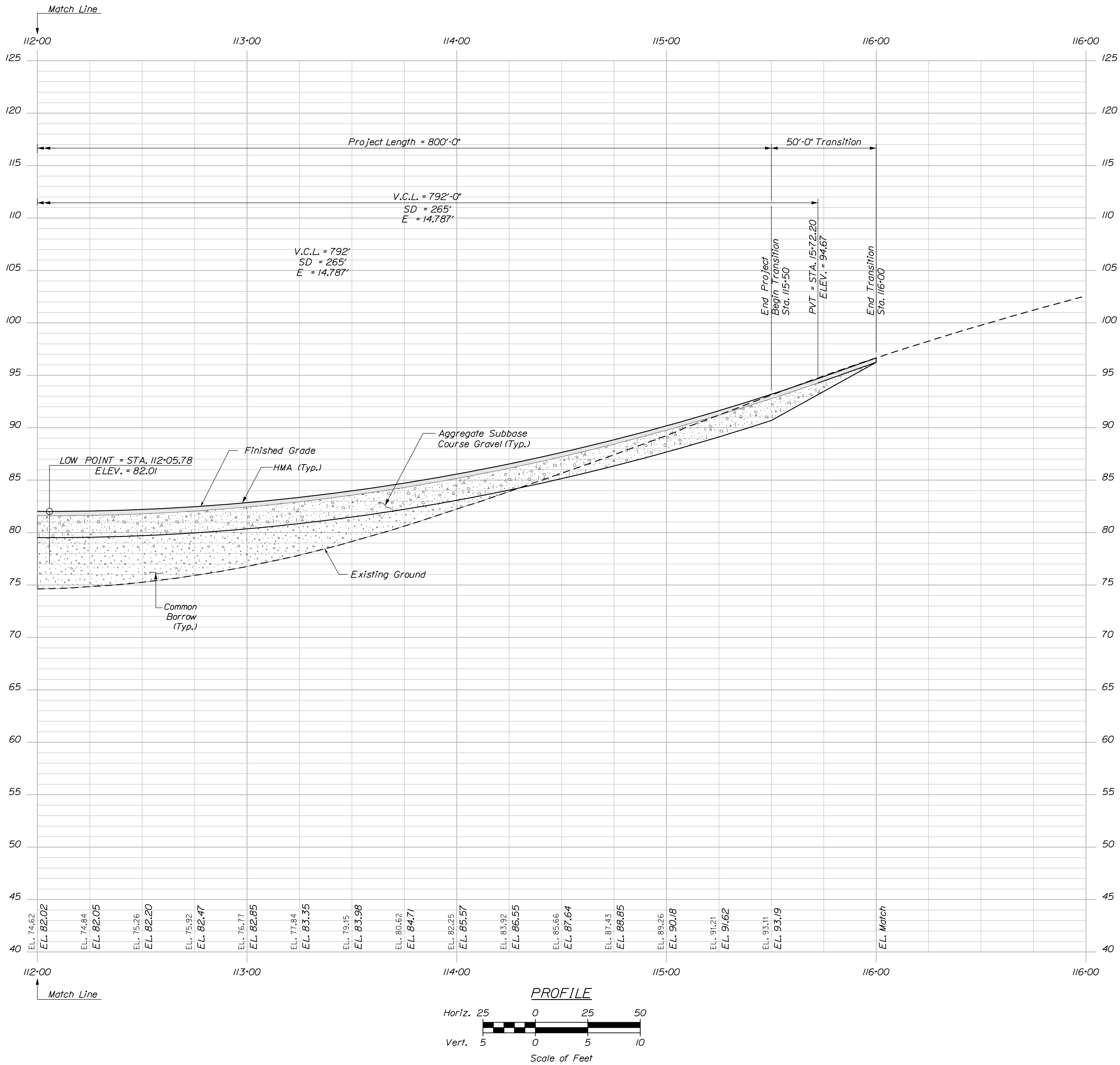


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHPP-2260(800)
WIN
BRIDGE NO. 2794
22608.00
BRIDGE PLANS

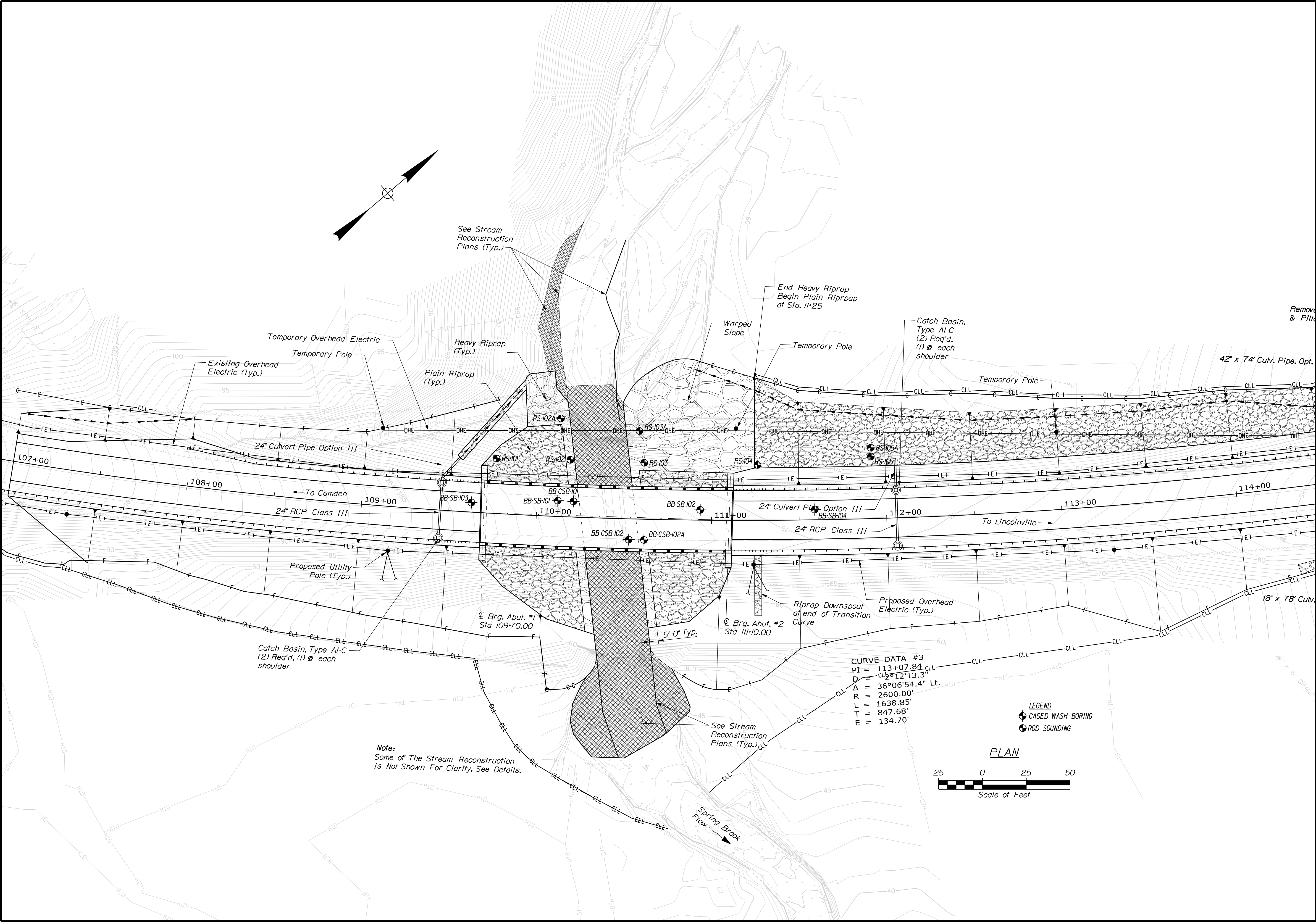
PROJ. MANAGER	ANDREW LATHE	BY	DATE
DESIGNED-DETAILED	ETC	JH	05/2023
CHECKED-REVIEWED	TOC	ETC	05/2023
DESIGNS-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SPRING BROOK BRIDGE	KNOX COUNTY
SPRING BROOK	
CAMDEN	
GENERAL PLAN 2 of 2	
& APPROACH SECTION	

SHEET NUMBER
4
OF 60



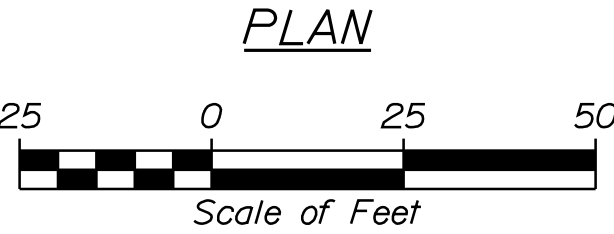
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
NHP-2260(800)		BRIDGE NO. 2794	
WIN		22608.00	
BRIDGE PLANS			
SPRING BROOK BRIDGE		KNOX COUNTY	
SPRING BROOK		PROFILE	
CAMDEN		2 of 2	
SHEET NUMBER		6	
		OF 60	
DATE		SIGNATURE	
P.E. NUMBER		DATE	
FIELD CHANGES			
DESIGN-DETAILED		05/2023	
CHECKED-REVIEWED		05/2023	
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
BY			
PROJECT MANAGER			
ANDREW LATHE			
ETC			
JH			
ETC			



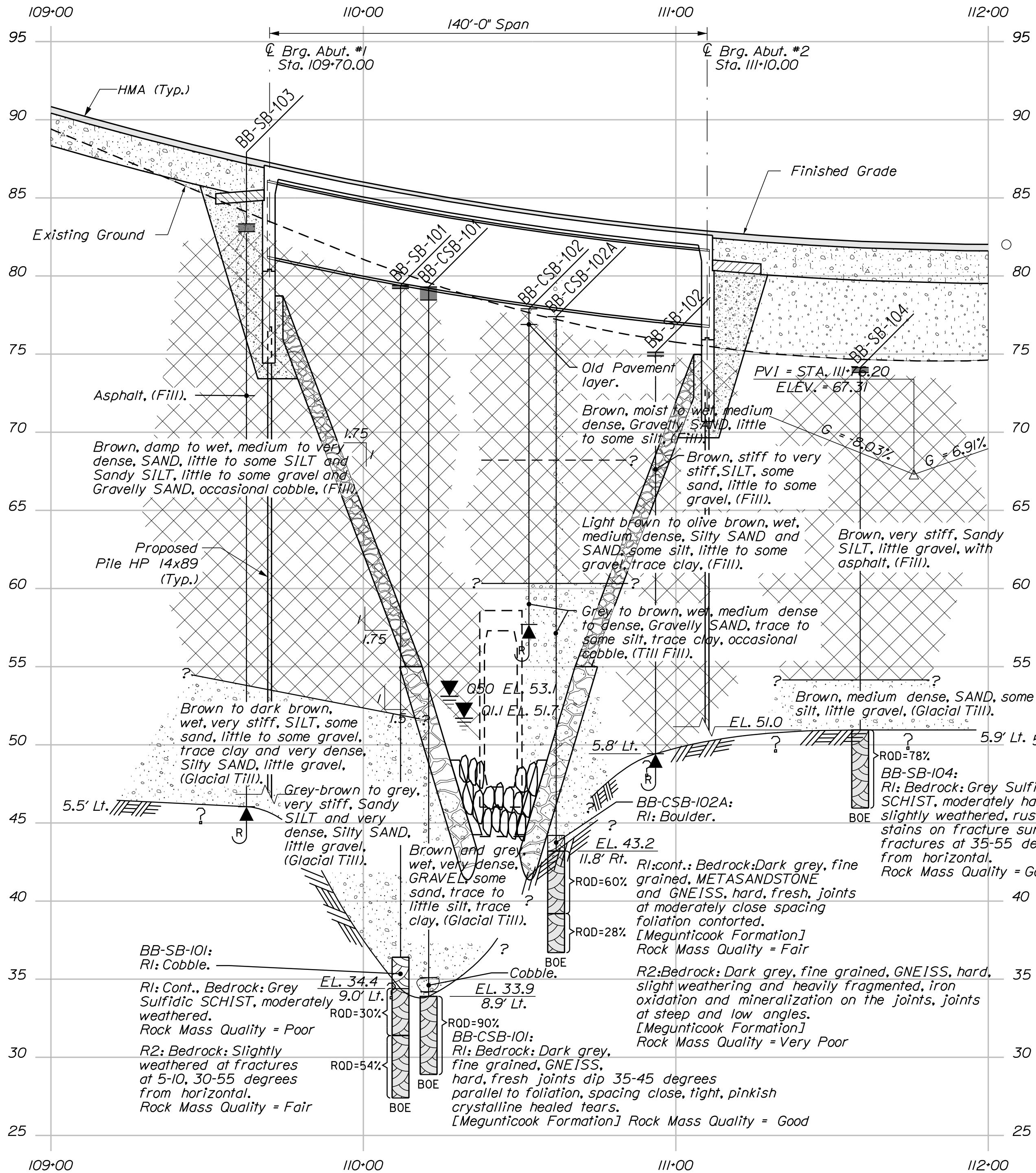
Note:
Some of The Stream Reconstruction
Is Not Shown For Clarity. See Details.

CURVE DATA #3
PI = 113+07.84
D = 12'13.3"
Δ = 36°06'54.4" Lt.
R = 2600.00'
L = 1638.85'
T = 847.68'
E = 134.70'

LEGEND
◆ CASED WASH BORING
● ROD SOUNDING



SHEET NUMBER 7 OF 60	SPRING BROOK BRIDGE SPRING BROOK CAMDEN				KNOX COUNTY		PROJ. MANAGER	ALATHE	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION NHP-2260(800) BRIDGE NO. 2794 WIN 22608.00 BRIDGE PLANS
							CHECKED-REVIEWED				
							DESIGN2-DETAILED2	L KRUSINSKI	T. WHITE	JUL 2023	
							DESIGN3-DETAILED3				
							REVISIONS 1			P.E. NUMBER	
							REVISIONS 2				
							REVISIONS 3				
							REVISIONS 4			DATE	
							FIELD CHANGES				



LEGEND

Weathered Bedrock, if applicable

Approximate Top of Bedrock

Boring No. Offset, if shown

Pavement Thickness, if applicable

ROD = Rock Quality Designation of Bedrock Core Sample

BOE = Bottom of Exploration

No Refusal

Refusal

PROFILE

HORIZ 25 0 25 50

VERT 5 0 5 10

SCALE

Note: This generalized interpretive soil profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil and bedrock transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
NHP-2260(800)		SIGNATURE	
WIN		P.E. NUMBER	
22608.00		DATE	
BRIDGE NO. 2794		FIELD CHANGES	
SPRING BROOK BRIDGE		KNOX COUNTY	
SPRING BROOK		INTERPRETIVE SUBSURFACE PROFILE	
CAMDEN		SHEET NUMBER	
8		OF 60	

Stratification lines represent approximate boundaries between soil type transitions may be gradual.	Page 1 of 1
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.	Boring No.: BB-CSB-101

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.	Page 1 of 1
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.	Boring No.: BB-CSB-102

Stratification lines represent approximate boundaries between soil type transitions may be gradual.	Page 1 of 1
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.	Boring No.: BB-CSB-102A

9

Maine Department of Transportation						Projectus RT, 1 SPRING BROOK SLOPE REMEDIATIONS PROJECTUS RT, 1 CAMDEN, MAINE		Boring No.: BB-SB-103
Soil/Rock Exploration Log US CUSTOMARY UNITS								WIN: 2268.00
Driller: MAINE TEST BORING, INC.			Elevation (ft.): 83.34	Auger ID/DD:		Sampler		SS
Operator: MEL COFFIN			Datum:	Rig Type:		Hammer Wt./Fall:		140w/30"
Logged By: JAMES GRENIER				Drilling Method:		Cora Barrel:		
Date Started/Finished: 04-01-03			Coring Depth (ft.):	Casing ID/DD:		Water Level/F:		
Boring Location: 09H42.6, 5-5 ft LEFT			Coring ID/DD:	NW		Water Level/F:		Caved To 22.3 ft, MET
Definitions: S = Split Spoon Sample L = Sample off Auger Flight M = Unsuccessful Split Spoon Sample attempt T = Thinness Test Sample H = Rock Core Sample P = Push Down Sampler SS = Solid Stem Auger B = Bucket Sample off Auger Flange			Definitions: F ₁ = 1st Field cone shear strength (pcf) F ₂ = 2nd Field cone shear strength (pcf) F ₃ = 3rd Field cone shear strength (pcf) F ₄ = 4th Field cone shear strength (pcf) F ₅ = 5th Field cone shear strength (pcf) F ₆ = 6th Field cone shear strength (pcf) F ₇ = 7th Field cone shear strength (pcf) F ₈ = 8th Field cone shear strength (pcf) F ₉ = 9th Field cone shear strength (pcf) F ₁₀ = 10th Field cone shear strength (pcf)			Definitions: RC = water content, percent Z = Liquid or Equal Non-Liquid Limit AC = Roller Cone Index LL = Liquid Limit PL = Plastic Limit PI = Plasticity Index G = Grain Size Analysis C = Consolidation Test		
Depth (ft.)	Sample Information						Visual Description and Remarks	Laboratory Testing Results AND Unified Class
	Sample No.	Item/Proc. (L)	Sample Depth (ft.)	Blow c/s (in Shear Strength test) or RQD (%)	N-value	Coring Blows		
0							BITUMINOUS PAVEMENT	-0.50
5	1D	24/8	4.20 - 6.20	29-26-17-14	43	24	- VERY DENSE -	
10	2D	24/8	10.00 - 12.00	17-16-22-35	38	16	BROWN SAND, SOME GRAVEL, LITTLE SILT, WITH ASPHALT (FILL) - DENSE -	w=15%
15	3D	24/8	15.00 - 17.00	16-11-8-10	19	21	- MEDIUM DENSE -	
20							BROWN SAND, SOME GRAVEL, SOME SILT (FILL) - DENSE -	
25	5D	24/1	25.00 - 27.00	15-13-22-45	35	19		
30	6D	24/12	29.50 - 31.50	6-12-14-16	28	102	DARK BROWN SILT, SOME SAND, LITTLE GRAVEL	-29.50
35	TD	16/12	35.00 - 36.33	17-30-100V, 3'	54	236	GRAY-BROWN SANDY SILT, LITTLE GRAVEL (FILL) - VERY DENSE -	
40							Bottom of Exploration at 37.30 feet below ground surface. REFUSE OR PROBABLY BEDROCK	-37.30
45								
50								
Remarks:								
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.								
* Water level readings have been made at 11:00 and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.								

Maine Department of Transportation				Project: US RT. 1 SPRING BROOK SLOPE REMEDIATION		Boring No.: BB-SB-101	
Soil/Rock Exploration Log				Location: RT. 1, CAMDEN, MAINE			
US CUSTOMARY UNITS						WIN: 22608.00	
Driller: MAINE TEST BORING, INC.		Elevation (ft.): 79.4		Auger ID/OD:		Auger ID/OD:	
Operator: MEL COFFIN		Datum:		Sampler:		55	
Logged By: TAMMY GRENIER		Rig Type: TRAILER MOUNT		Hammer Wt./Fall:		140#/30"	
Date Started/Finished: 3-26-03		Drilling Method: CASING		Cone Barrels:		B	
Boring Location: 110+1.9, 9.0 FT LEFT		Casing ID/OD:		Water Level:		CAVED TO 28.0 FT, DRY	
Definitions:				Definitions:			
B = Split Spoon Sample, 1 = Sample off Auger Flight				W = water content, percent			
M = unconsolidated Split Spoon Sample strength				LL = Liquid Limit			
N = Unconsolidated Split Spoon Sample				PL = Plastic Limit			
H = Rock Core Sample				PI = Plasticity Index			
P = Plasticity Index				C = Grain Size Analysis			
SS = Silty Sand Auger				S = Sand (ASTM 2.0mm)			
SCL = Silty Clay Auger				CL = Clay (ASTM 2.0mm)			
SL = Silty Loam Auger				LO = Loam (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				LL = Liquid Limit			
PL = Plastic Limit				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index			
C = Grain Size Analysis				C = Grain Size Analysis			
S = Sand (ASTM 2.0mm)				S = Sand (ASTM 2.0mm)			
CL = Clay (ASTM 2.0mm)				CL = Clay (ASTM 2.0mm)			
LL = Liquid Limit				LL = Liquid Limit			
PI = Plasticity Index				PI = Plasticity Index</			

[illegible]

Maine Department of Transportation										Boring No.: BB-SB-104	
Soil/Rock Exploration Log										REHABILITATIONS	
US CUSTOMARY UNITS										Location: RT. 1, CUMSEY, MAINE	
Project: US RT. 1 SPRING BROOK SLOPE										W/N: 22608.00	
Driller: MAINE TEST BORING, INC.										Elevation (ft.): 74.15	
Supervisor: MIC. GIFFIN										Auger ID/OD: SS	
Logged By: TAMMY GRENIER										Sampler: SS	
Boring Type: TRAILER MOUNT/MOBILE										Header Wt./Ft.: 140W/30"	
Date Start/Finish: 04-01-03										Drilling Method: CASING	
Boring Location: S1+59, 5.9 ft LEFT										Casing ID/OD: N	
Water Level: 27.0 FT. CAVED TO 22.6 FT.										Definitions	
Definitions: S = Split Spoon Sample S = Sample off Auger Flight M = Unsuccessful Split Spoon Sample attempt L = Thin Wall Tube Sample R = Rock Core Sample T = Torque Shear Test SSS = Split Stem Auger B = Bucket Sample off Auger Flight										Definitions: f _c = Uniaxial Field Vane Shear Strength (psf) f _v = Pocket Torque Shear Strength (psf) q _u = Unconfined Compressive Strength (psf) f _{up} = Lab Vane Shear Strength (psf) MW = weight of moist. mass MW = weight of casing	
Definitions: RC = water content, percent L = Siltier or Equal too LL = Liquid Limit HC = Roller cone shear PL = Plasticity Index C = Grain Size Analysis C = Consolidation Test											
Sample Information										Laboratory Testing Results	
Depth (ft.)	Casings No.	Pen./Rec. (in.)	Sample Depth (ft.)	Notes (S, M, L, R, T, SSS, B, MW)	Voiding	Casing	Elevation (ft.)	Visual Description and Remarks	Unified Class		
0							73.82	BITUMINOUS PAVEMENT	0-33		
5							32				
							11				
							7				
							6				
10	10	24/7	10.00 - 12.00	15-14-10-32	24	14	22	BROWN SANDY SILT, LITTLE GRAVEL, WITH ASPHALT (FILL)	w=15.5%		
							47	- MEDIUM DENSE -			
							31				
15	20	24/2	15.00 - 17.00	19-10-13-8	23	8	9				
							19				
							30				
20	30	24/1	20.00 - 22.00	5-8-9-8	17	7	54.15	BROWN SAND, SOME SILT, LITTLE GRAVEL (FILL)	20-00		
							9	- MEDIUM DENSE -			
							25				
25	1R	60/60	23.20 - 28.20	78%			50.95	GRAY SILTICIOUS SILT MODERATELY HARD, SLIGHTLY WEATHERED, RUSTY STAINS ON FRACTURE SURFACES FRACTURES AT 35°-45°-55° FROM HORIZONTAL	23-20		
30							45.95	Bottom of Exploration at 28.20 feet below ground surface.	28-20		
35											
40											
45											
50											

REMARKS:
OUTCROPS ABOUT 300.0 ft TO THE NE OF RT. 1.

Stratification lines represent approximate boundaries between soil types. Transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Boring No.: BB-SB-104

SHEET NUMBER 10 OF 60		SPRING BROOK BRIDGE SPRING BROOK CAMDEN KNOX COUNTY				PROJ. MANAGER	ALLATHE	BY	DATE
		BORING LOGS				DESIGN-DETAILED	KCN	JAB	03.07.2018
						CHECKED-REVIEWED			
						DESIGN'S DETAIL D02	L KRUSINSKI	T WHITE	DEC. 2019
				DESIGN'S DETAIL D03					
				REVISIONS 1					
				REVISIONS 2					
				REVISIONS 3					
				REVISIONS 4					
				FIELD CHANGES					
		STATE OF MAINE DEPARTMENT OF TRANSPORTATION NHPP-2260(800) BRIDGE NO. 2794 WIN 22608.00 BRIDGE PLAN							

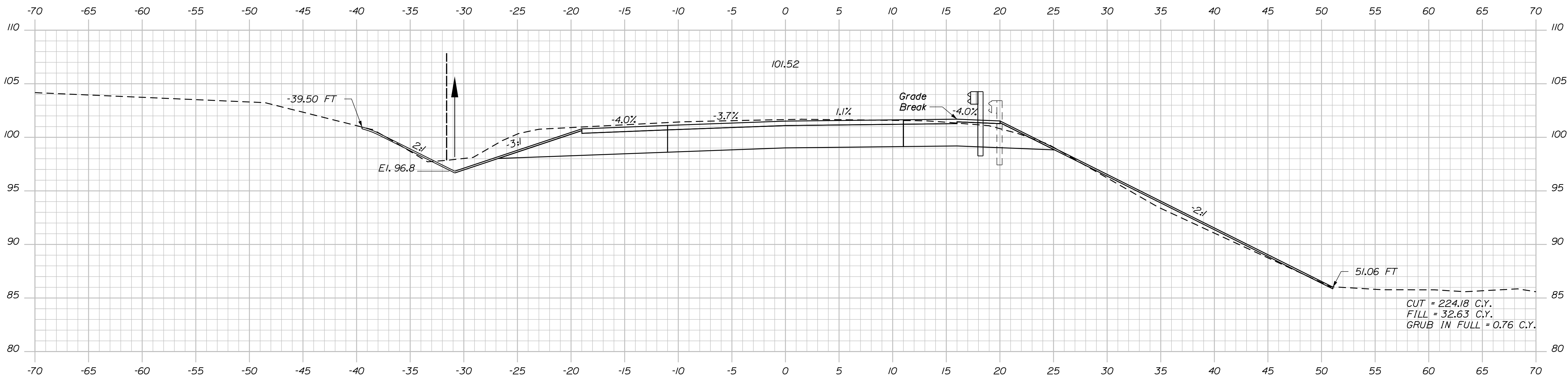
Rod Sounding Probe Summary Sheet						
Town(s):	Camden			Project Number: 22608.00		
Sounding Number	Station (Feet)	Offset (Feet)	Refusal (Feet)	No Refusal (Feet)	Water Elev.(ft)	Ground Surface Elevation (Feet)
RS-101	109+75.6	31.4 Lt.		6.0		76
RS-102	110+18.2	32.6 Lt.		6.0		71.1
RS-102A	110+11.8	55.9 Lt.		6.0		68.9
RS-103	110+60.9	32.2 Lt.		6.0		58.7
RS-103A	110+57.8	50.3 Lt.	3.6			58.5
RS-104	111+26.3	31.6 Lt.		6.0		69.5
RS-105	111+91.8	35.4 Lt.	3.7			65.9
RS-105A	111+92	40.3 Lt.	5.1			63.7

Date:8/9/2023

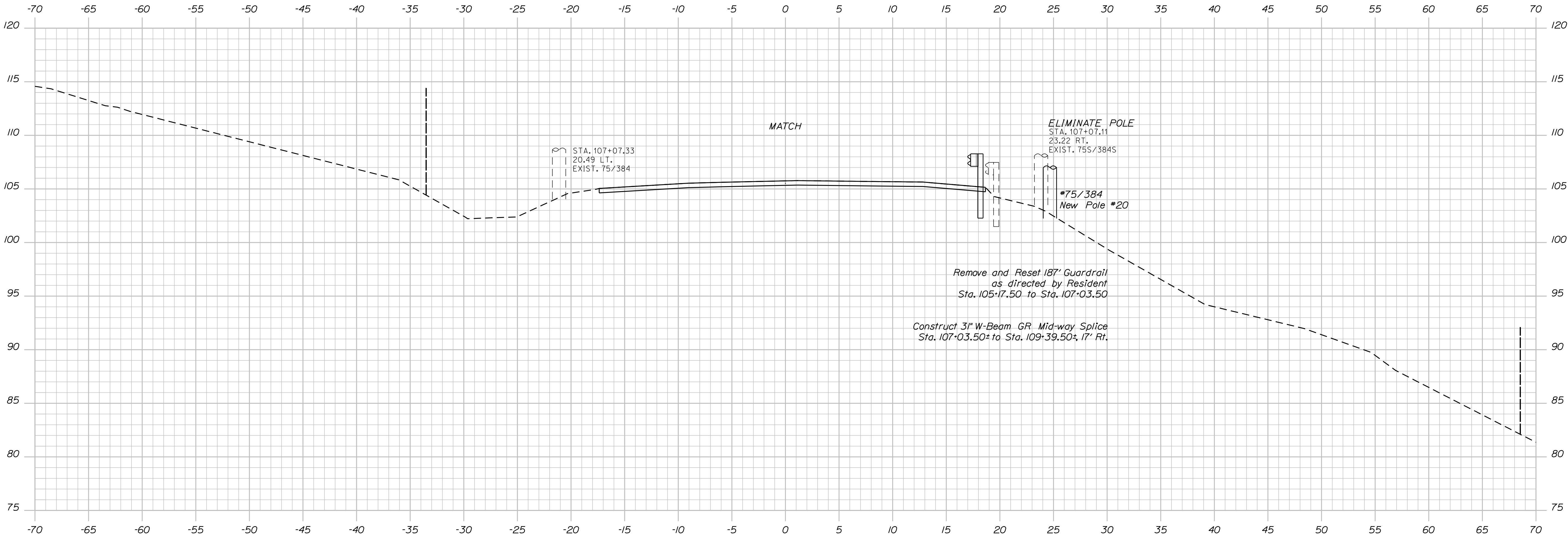
Username: common

Division: HIGHWAY

Filename: ... \Details\011_xsect_107+00.dgn



107+50.00



107+00.00



Sta. 107+00.00 to Sta. 107+50.00

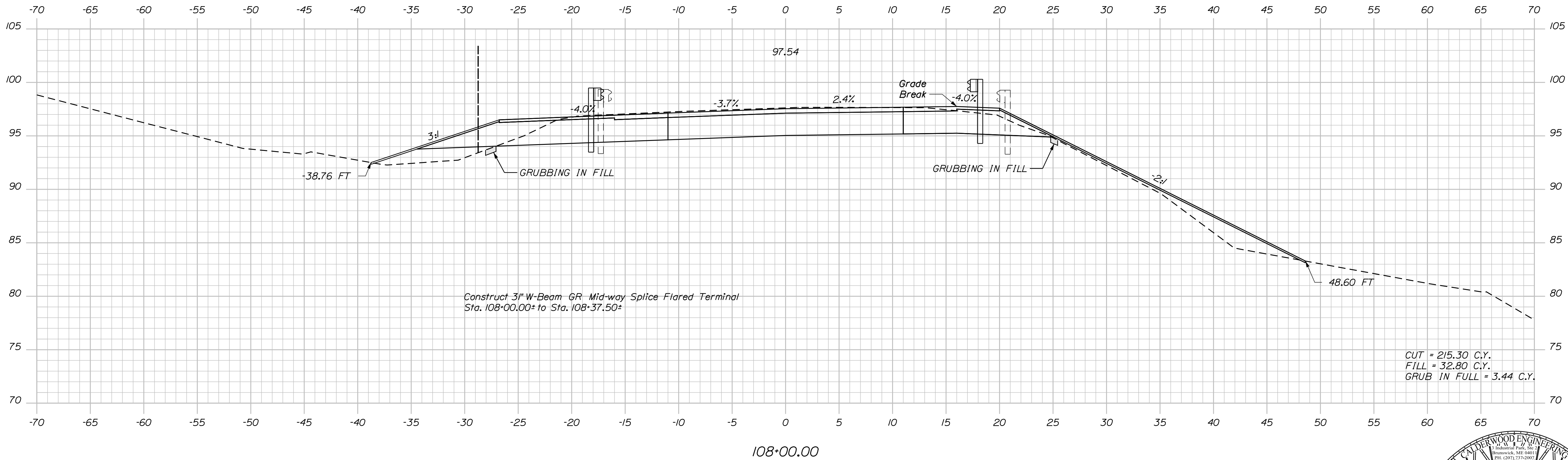
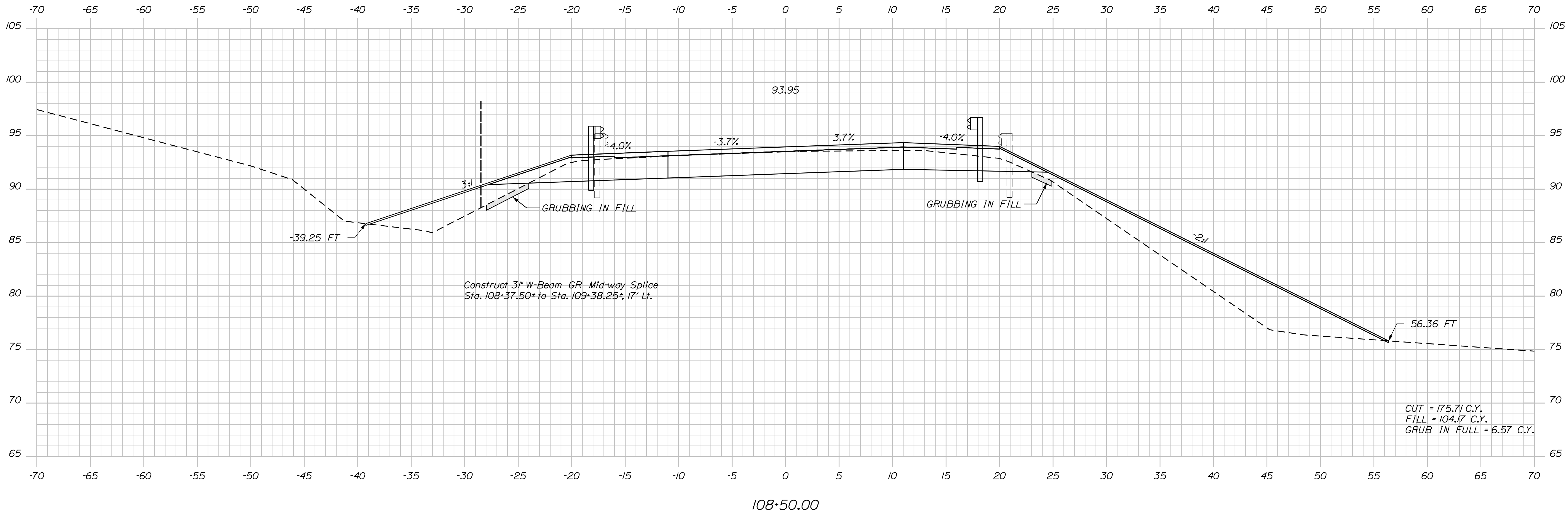
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		NHP-2260(800)		WIN		22608.00		BRIDGE NO. 2794		BRIDGE PLANS	
SPRING BROOK BRIDGE		SPRING BROOK		KNOX COUNTY		CAMDEN		SHEET NUMBER		11		OF 60	
DESIGNED-Detailed		CHECKED-Reviewed		DESIGNED-Detailed		CHECKED-Reviewed		DESIGNED-Detailed		CHECKED-Reviewed		DESIGNED-Detailed	
DATE		BY		DATE		BY		DATE		BY		DATE	
05/2023		JH		05/2023		ETC		05/2023		ETC		05/2023	
SIGNATURE		P.E. NUMBER		DATE		DATE		DATE		DATE		DATE	
ELIMINATE POLE		STA. 107+07.11		23.22 RT.		EXIST. 75/384S		#75/384		New Pole #20		Remove and Reset 187' Guardrail	
as directed by Resident		Sta. 105+17.50 to Sta. 107+03.50		Construct 3" W-Beam GR Mid-way Splice		Sta. 107+03.50± to Sta. 109+39.50±, 17' Rt.							

Date:8/9/2023

Username: common

Division: HIGHWAY

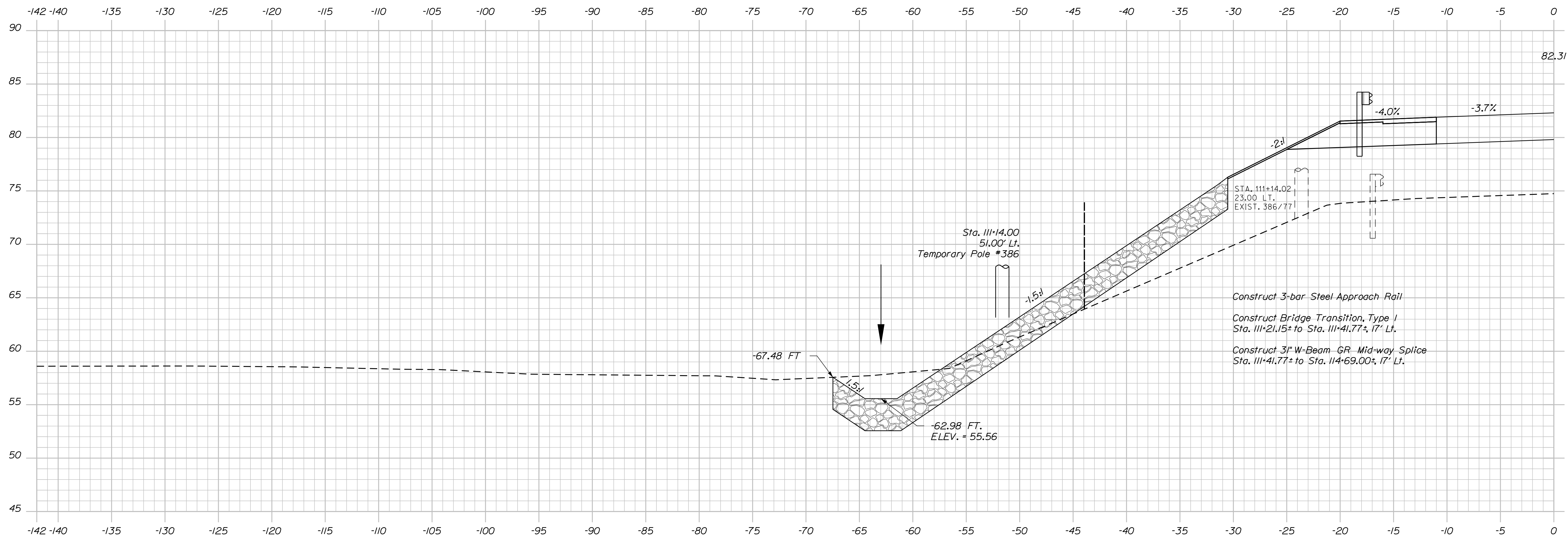
Filename: ... \Details\012_Xsect_108+00.dgn



Sta. 108+00.00 to Sta. 108+50.00

PROJ. MANAGER	DATE	BY	SIGNATURE
ANDREW LATHE	05/2023	JH	
DESIGN-DETAILED	05/2023	ETC	
CHECKED-REVIEWED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SPRING BROOK BRIDGE	KNOX COUNTY
SPRING BROOK	
CAMDEN	



III+50.00



Sta. 111+50.00 to Sta. 111+50.00

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

NHPP-2260(800)

BRIDGE NO. 2794

22608.00

SPRING BROOK BRIDGE

SPRING BROOK

KNOX COUNTY

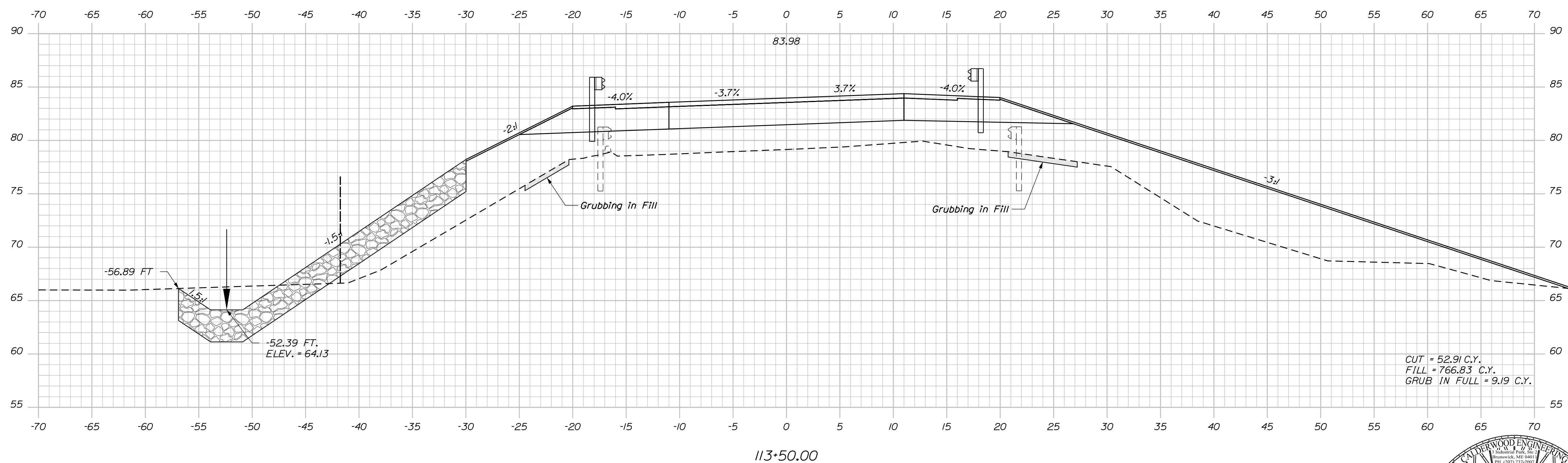
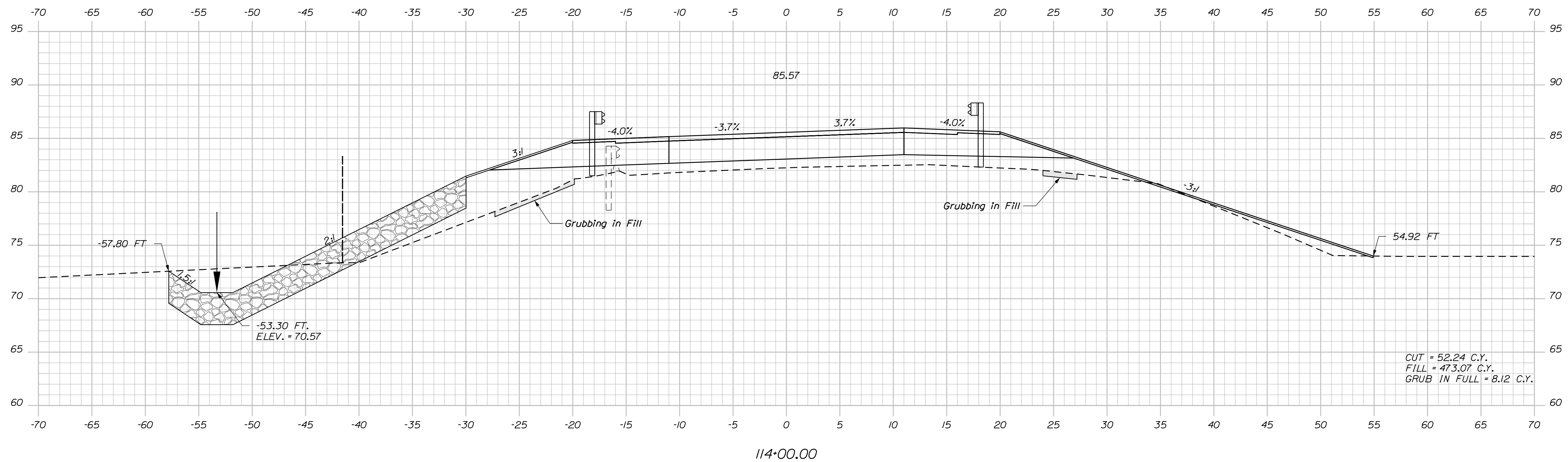
CAMDEN

CROSS SECTIONS

SHEET NUMBER

14

OF 60



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
NHPP-2260(800)	
BRIDGE NO. 2794	WIN 22608.00
BRIDGE PLANS	

PROJ. MANAGER	ANDREW	LATHE	BY	DATE
DESIGN-DETAILED	ETC		UJH	05/2023
CHECKED-REVIEWED	TDC		ETC	05/2023
DESIGN-DETAILED	02			SIGNATURE
DESIGN-DETAILED	03			P.E. NUMBER
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				DATE
FIELD CHANGES				

/	SPRING BROOK BRIDGE	KNOX COUNTY
/	SPRING BROOK	
CAMDEN		
CROSS SECTIONS		

SHEET NUMBER

18

OF 60

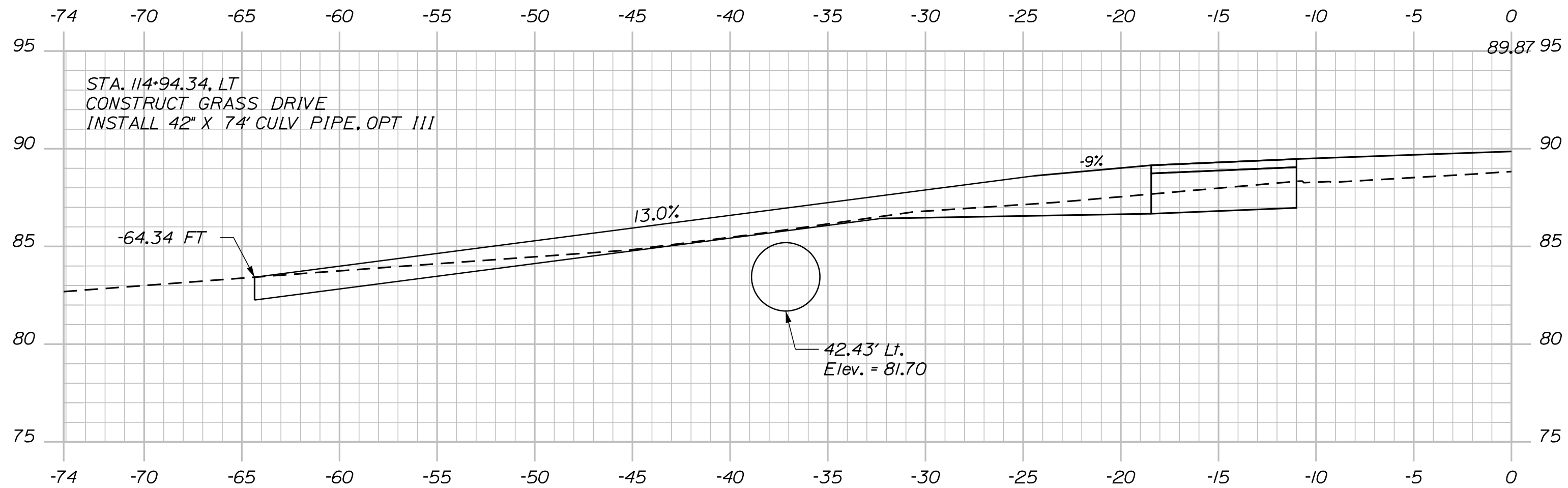


Date:8/9/2023

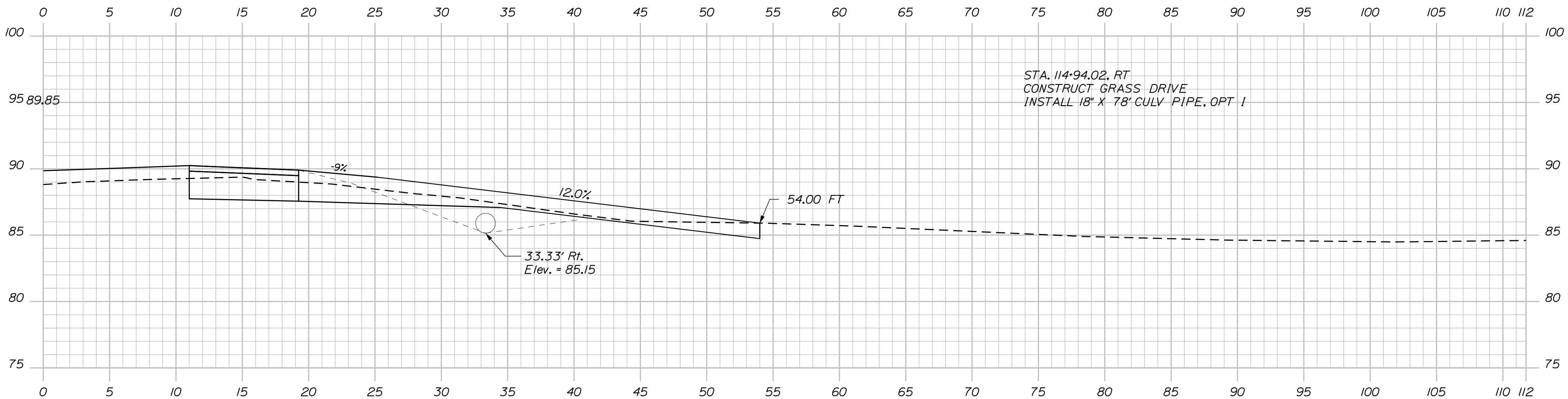
Username: common

Division: HIGHWAY

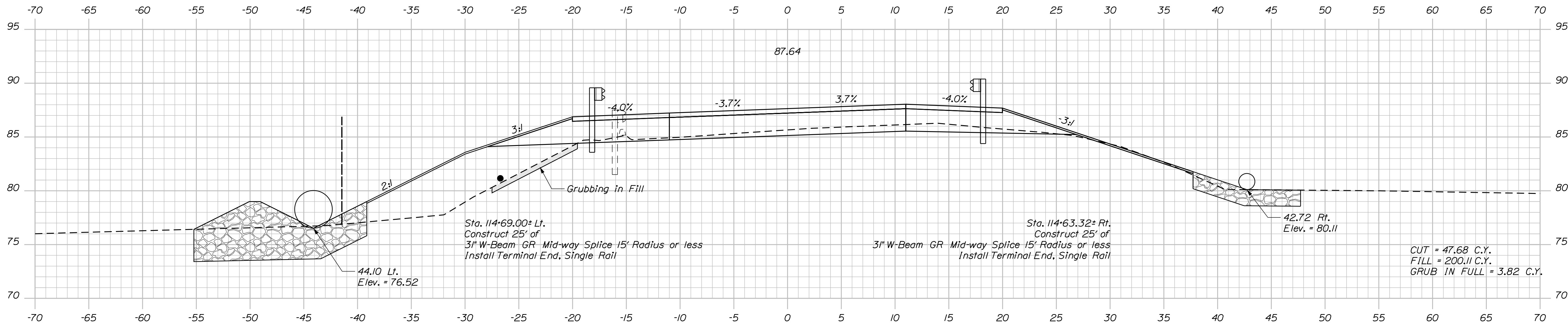
Filename: ... \Details\019_Xsect_114+50.dgn



114+94.34



114+94.02



114+50.00



Sta. 114+50.00 to Sta. 114+94.34

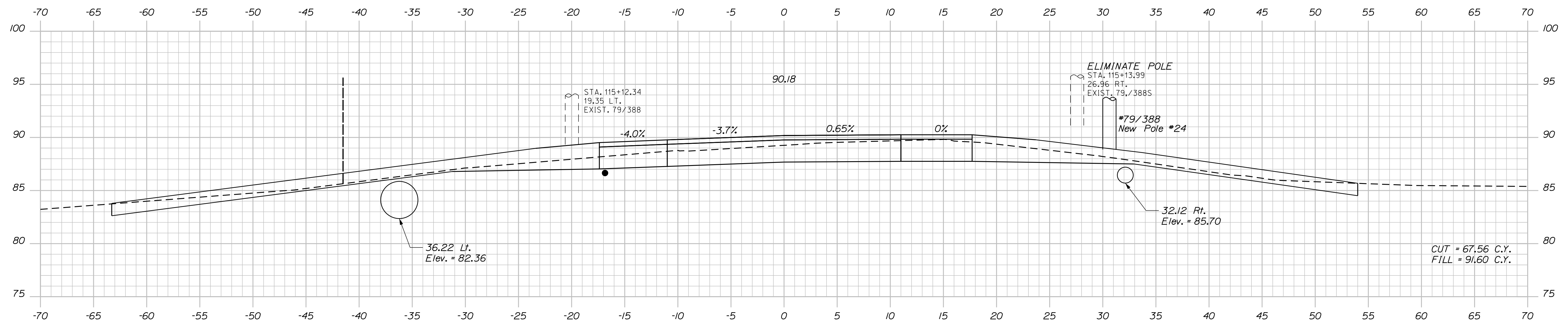
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHPP-2260(800)
BRIDGE NO. 2794
WIN 22608.00
BRIDGE PLANS

PROJ. MANAGER	ANDREW LATHE	BY	DATE
DESIGN-DETAILED	ETC	JUH	05/2023
CHECKED-REVIEWED	TDC	ETC	05/2023
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SPRING BROOK BRIDGE	KNOX COUNTY
SPRING BROOK	
CAMDEN	
CROSS SECTIONS	

SHEET NUMBER
19
OF 60

Filename: ... \Details\020_Xsect_115+00.dgn



CALDERWOOD ENGINEERING
3 Industrial Park, Ste 2
Brunswick, ME 04011
PH. (207) 737-2007

Sta. 115+00.00 to Sta. 115+50.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	NHPP-2260(800)	WIN 22608.00	BRIDGE PLANS
		BRIDGE NO. 2794	

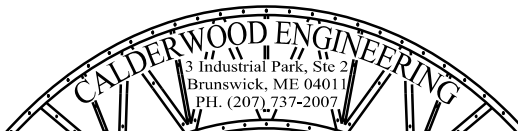
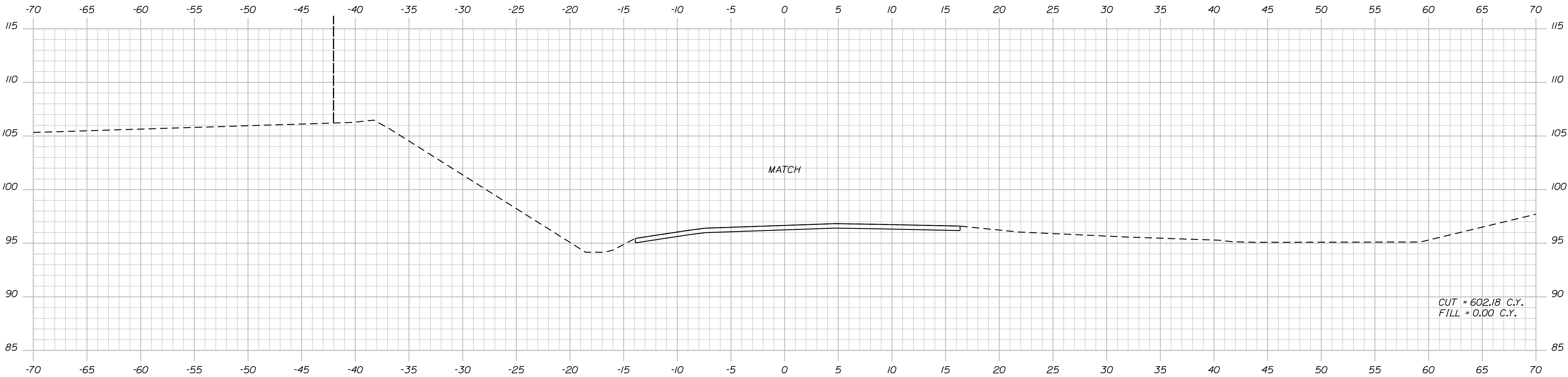
PROJ. MANAGER	ANDREW	BY	DATE
DESIGN-DETAILED	ETC	JH	05/2023
CHECKED-REVIEWED	TDC	ETC	05/2023
DESIGN-DETAILED	02		
DESIGN-DETAILED	03		
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
DATE			
P.E. NUMBER			
SIGNATURE			

CAMDEN SPRING BROOK BRIDGE SPRING BROOK KNOX COUNTY CROSS SECTIONS

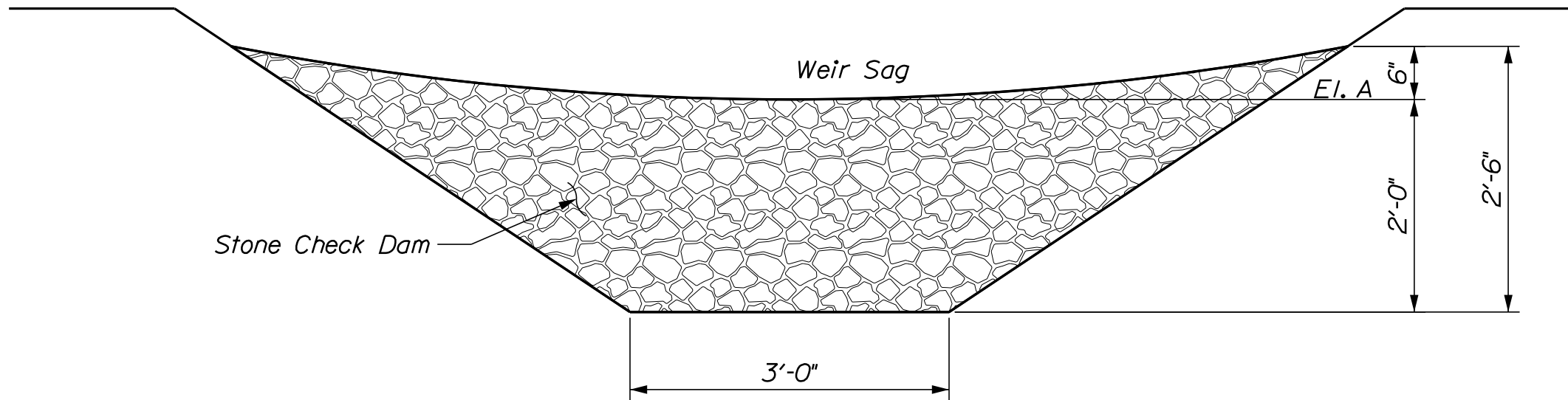
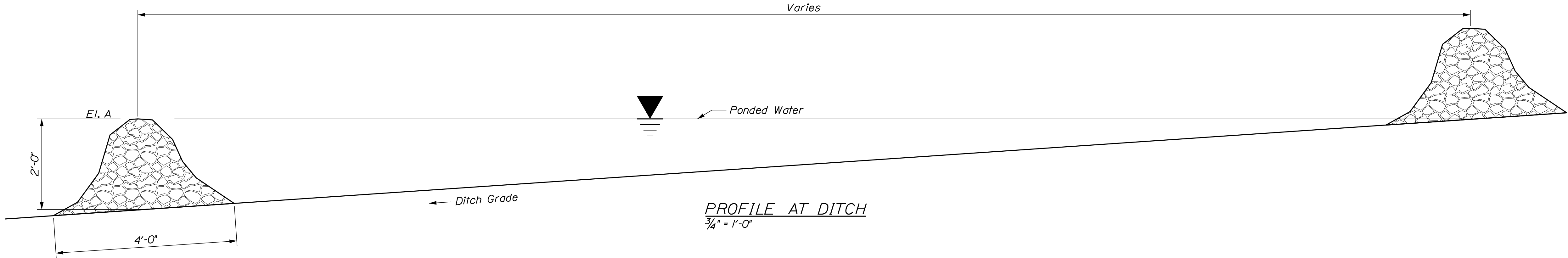
SHEET NUMBER

20

OF 60



SPRING BROOK BRIDGE		STATE OF MAINE	
SPRING BROOK		DEPARTMENT OF TRANSPORTATION	
KNOX COUNTY		NHP-2260(800)	
CAMDEN		BRIDGE NO. 2794	
CROSS SECTIONS		WIN	
SHEET NUMBER		22608.00	
21		BRIDGE PLANS	
OF 60			



STONE CHECK DAM CROSS SECTION
 3/4" = 1'-0"

Stone Check Dam Location Chart	
El. 58.5	Sta. 111+69.1
El. 60.5	Sta. 112+06.5
El. 62.5	Sta. 112+35.8
El. 64.5	Sta. 112+98.4
El. 66.5	Sta. 113+52.9
El. 68.5	Sta. 113+68.4
El. 70.5	Sta. 113+84.0
El. 72.5	Sta. 113+99.5
El. 74.5	Sta. 114+16.4
El. 76.5	Sta. 114+33.0



STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

NHPP-2260(800)

BRIDGE NO. 2794

WIN 22608.00

BRIDGE PLANS

SPRING BROOK BRIDGE

SPRING BROOK

CAMDEN

KNOX COUNTY

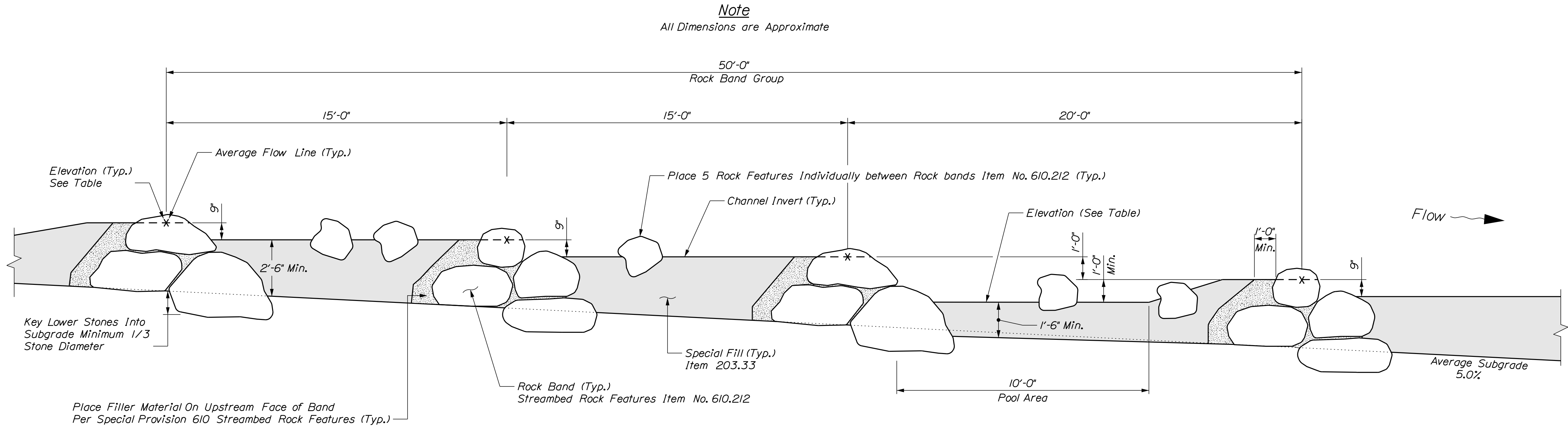
STONE CHECK DAM DETAILS

SHEET NUMBER

22

OF 60

PROJ. MANAGER	ANDREW LATHE	BY	DATE	SIGNATURE P.E. NUMBER DATE
DESIGNED-DETAILED	ETC	JH	05/2023	
CHECKED-REVIEWED	TDC	ETC	05/2023	
DESIGNS-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				



TYPICAL ROCK BAND AND POOL GROUP DETAIL
(TOTAL OF 5 GROUPS REQUIRED)

ROCK BAND NOTES

1. Place Stones to Form Low Flow Channel with Minimum Depth as Shown.
2. Maintain Effective Low Flow Opening Width of 6ft Min Between Rocks.
3. Key Rock Band Stones into Banklines.
4. Filler Material shall be paid under Item No. 203.33 Special Fill. See Special Provision 203 Special Fill for Material Requirements.

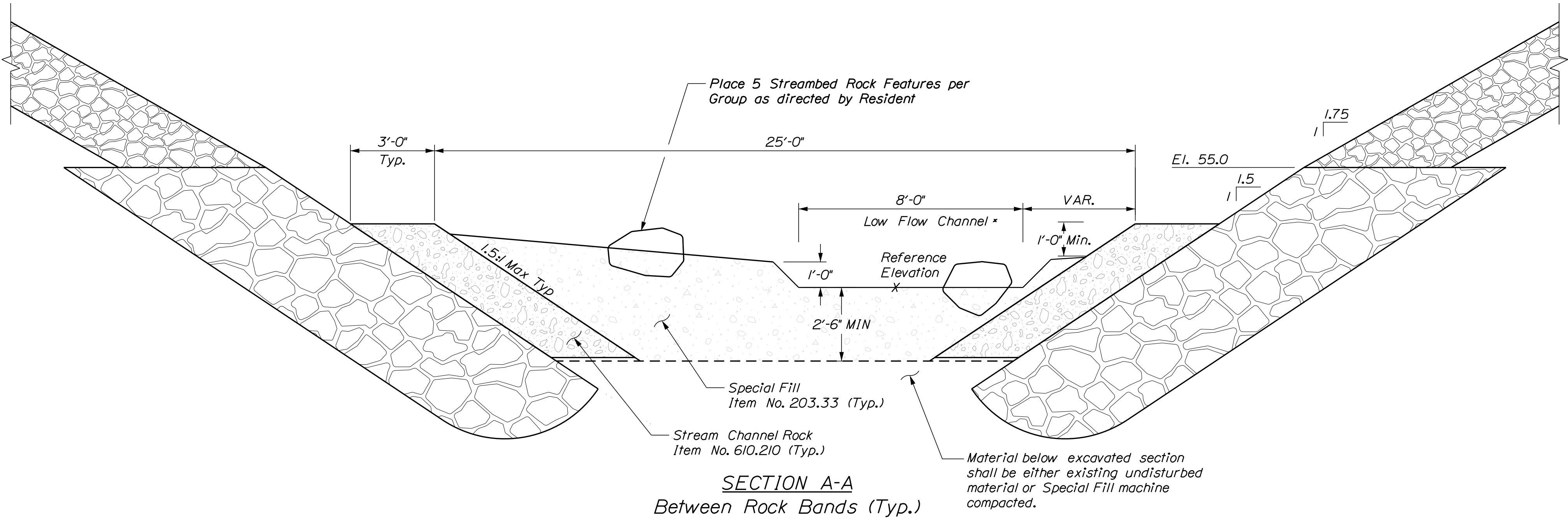
Station	Elevation	Feature	Group
0+50	53.8	Rock Band 16	5
0+65	53.1	Rock Band 15	
0+80	52.3	Rock Band 14	
0+90	50.3	Pool 5	
1+00	51.3	Rock Band 13	4
1+15	50.6	Rock Band 12	
1+30	49.8	Rock Band 11	
1+40	47.8	Pool 4	
1+50	48.8	Rock Band 10	3
1+65	48.1	Rock Band 9	
1+80	47.3	Rock Band 8	
1+90	45.3	Pool 3	
2+00	46.3	Rock Band 7	2
2+15	45.6	Rock Band 6	
2+30	44.8	Rock Band 5	
2+40	42.8	Pool 2	
2+50	43.8	Rock Band 4	1
2+65	43.1	Rock Band 3	
2+80	42.3	Rock Band 2	
2+90	40.3	Pool 1	
3+00	41.3	Rock Band 1	



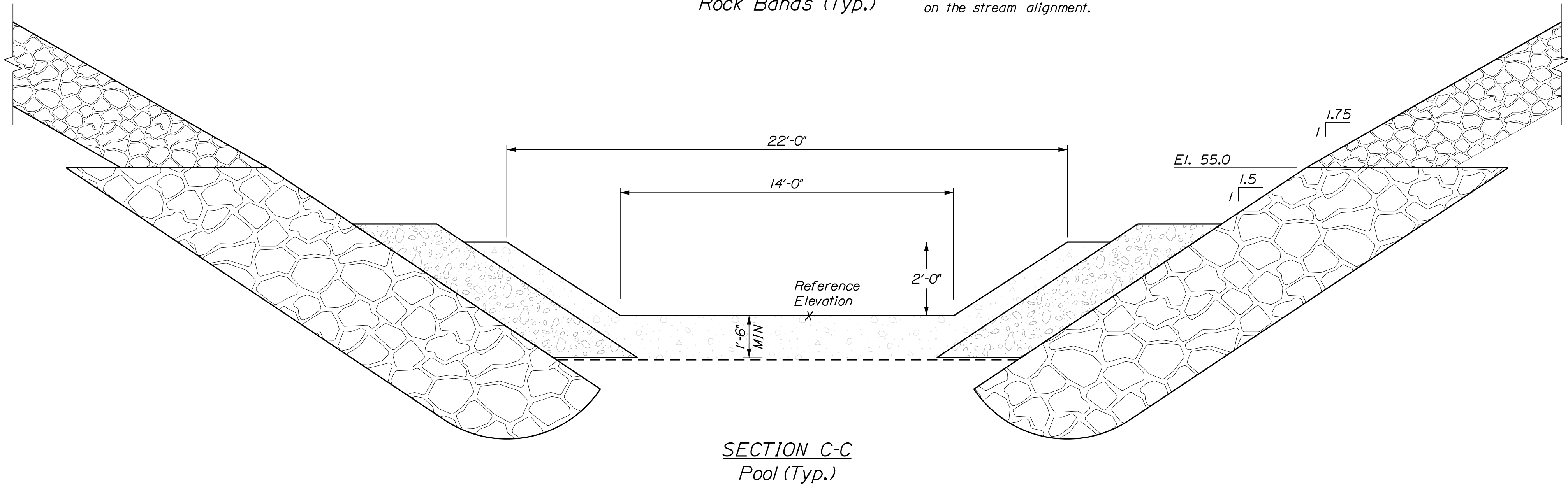
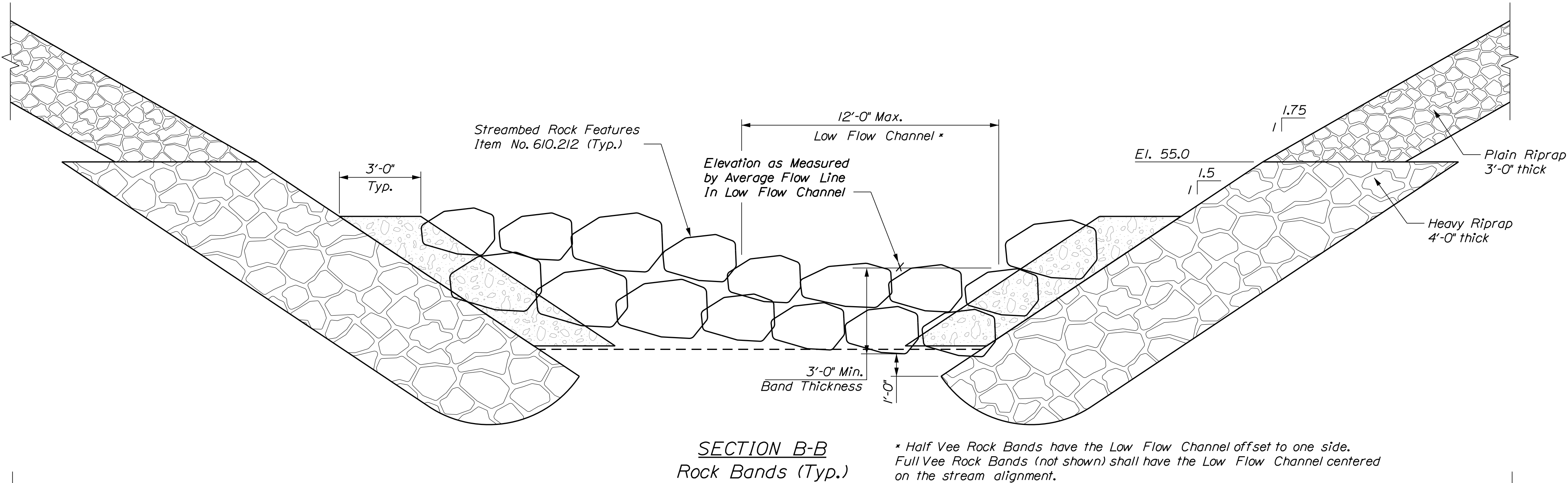
STATE OF MAINE DEPARTMENT OF TRANSPORTATION NHPP-2260(800)	SIGNATURE		DATE
	P.E. NUMBER		DATE
	BRIDGE NO. 2794		BRIDGE PLANS

SPRING BROOK BRIDGE SPRING BROOK CAMDEN KNOX COUNTY	DESIGNED-Detailed	KCN	01/2020
	CHECKED-Reviewed	GAC	01/2020
	DESIGNED-Detailed	M. Lucas	01/2020
	REVISIONS 1		
	REVISIONS 2		
STREAM TYPICAL PROFILE	REVISIONS 3		
	REVISIONS 4		
	FIELD CHANGES		

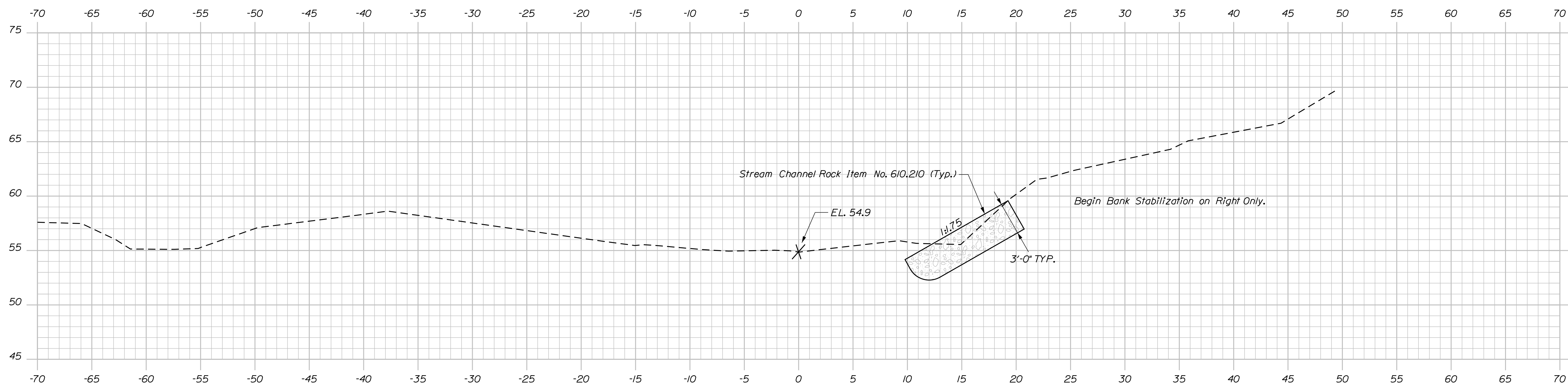
SHEET NUMBER
24
OF 60



NOTE:
1. Stationing and elevations for features are given in the table on the previous sheet.



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		NHP-2260(800)		BRIDGE PLANS	
SPRING BROOK BRIDGE		KNOX COUNTY		SHEET NUMBER		25	
SPRING BROOK		TYPICAL STREAM		OF 60			
CAMDEN		CROSS SECTIONS					
PROJ. MANAGER	ANDREW LATHE	BY	J. Brunelle	DATE	07/2020	SIGNATURE	
CHECKED	REVIEWED	CAC	MRP	DATE	07/2020	P.E. NUMBER	
DESIGN	DETAILS	M. Lickus		DATE	07/2020	DATE	
REVISIONS	1						
REVISIONS	2						
REVISIONS	3						
REVISIONS	4						
FIELD CHANGES							



0+20.00



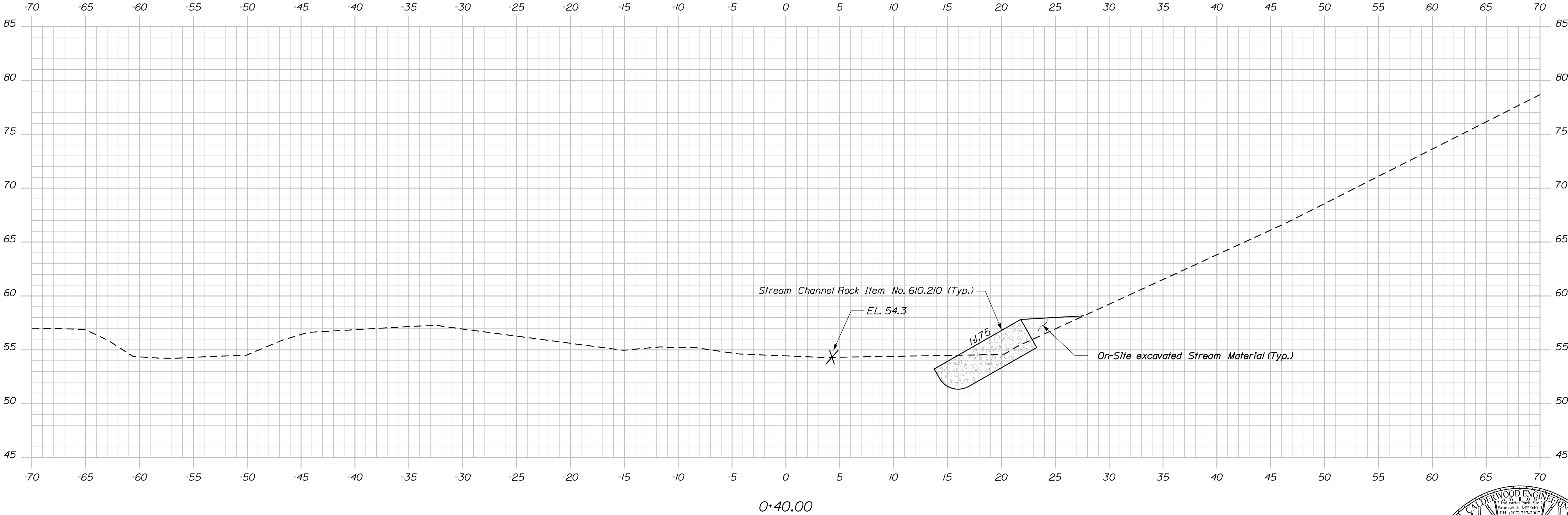
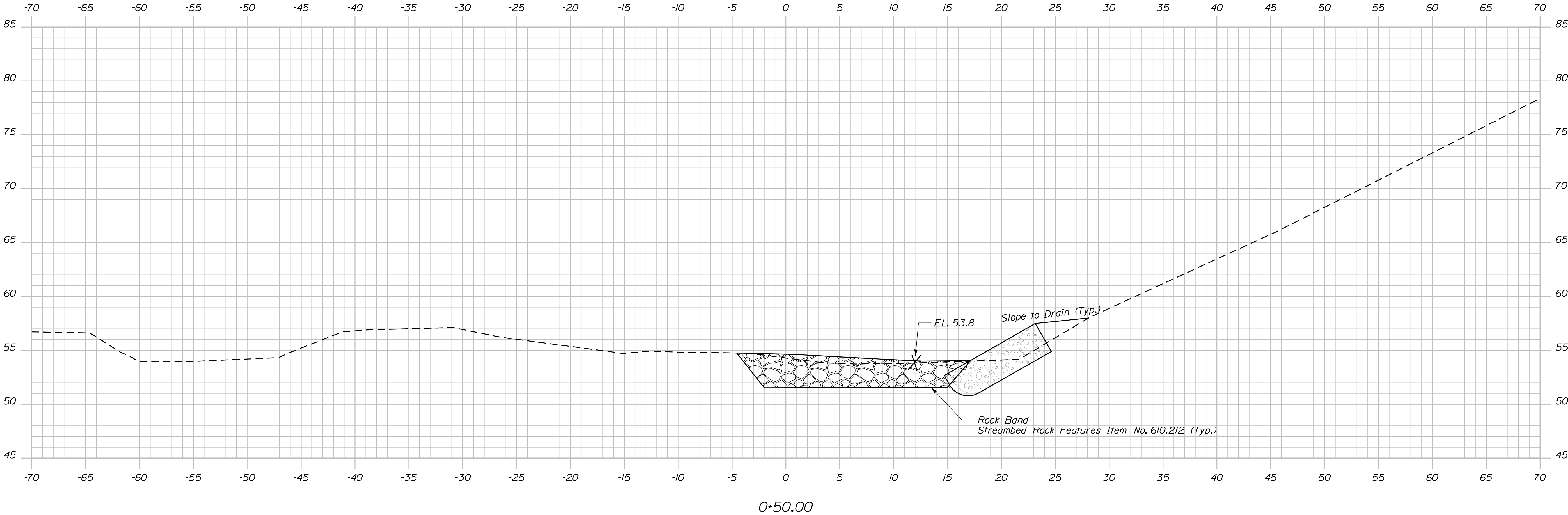
3 Industrial Park, Ste 2
Brunswick, ME 04011
PH. (207) 737-2007

SPRING BROOK BRIDGE						PROJ. MANAGER	ANDREW LATHE	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION NHPP-2260(800)	
SPRING BROOK											
CAMDEN						DESIGN-DETAILED	J. Brunelle	01/2020			
KNOX COUNTY						CHECKED-REVIEWED	GAC	01/2020			
						DESIGN2-DETAILED2	M. Lickus	01/2020			
						DESIGN3-DETAILED3					
STREAM CROSS SECTIONS						REVISIONS 1					
						REVISIONS 2					
						REVISIONS 3					
						REVISIONS 4					
						FIELD CHANGES					
SHEET NUMBER						26			BRIDGE NO. 2794	WIN 226008.00	BRIDGE PLANS
						OF 60					

Date:8/9/2023

Username: common

Filename: ... \Details\027_XSECT_0+40_002.dgn Division: HIGHWAY



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
NHP-2260(800)	
BRIDGE NO. 2794	WIN 22608.00
BRIDGE PLANS	

PROJ. MANAGER	ANDREW LATHE	BY	DATE
DESIGN-DETAILED	KON	J. Brunelle	07/2020
CHECKED-REVIEWED	CAC	MRP	07/2020
DESIGN-DETAILED	M. Lickus		07/2020
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

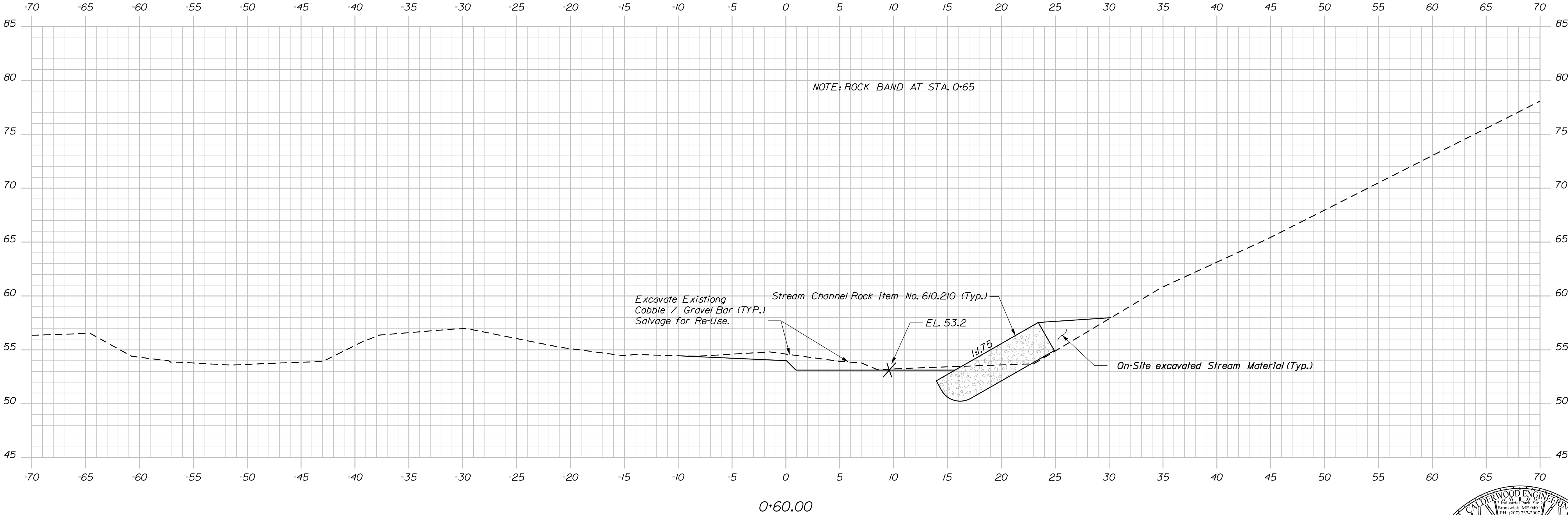
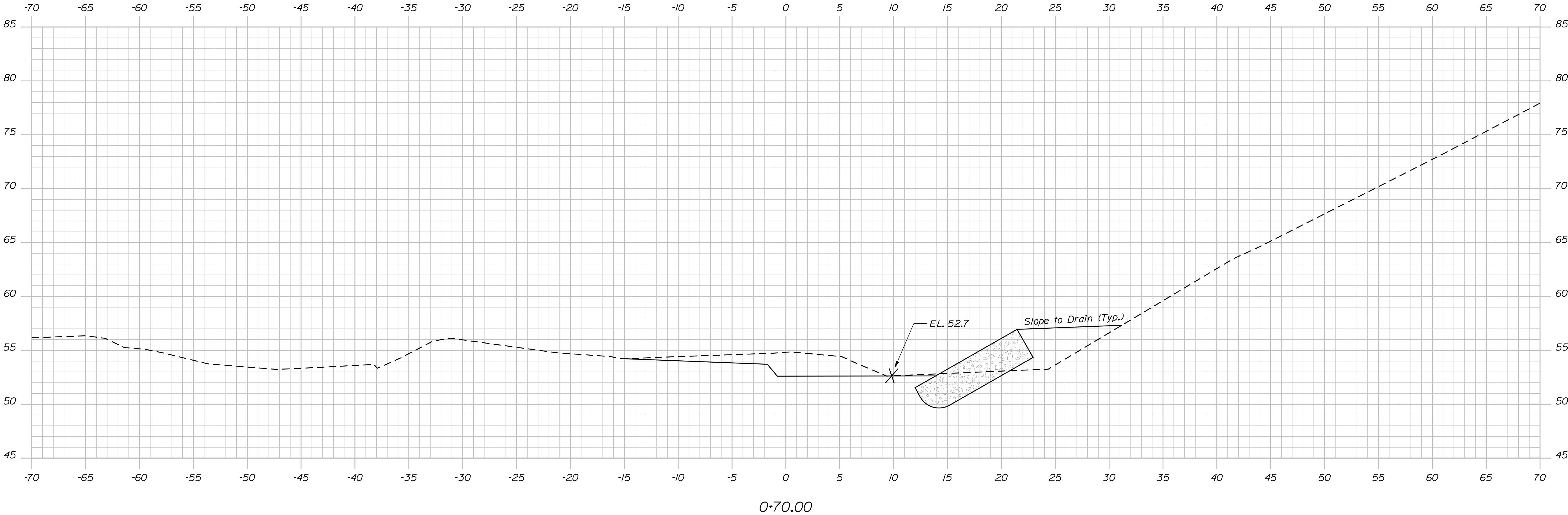
SPRING BROOK BRIDGE	
SPRING BROOK	
KNOX COUNTY	
CAMDEN	
STREAM CROSS SECTIONS	

SHEET NUMBER	
27	
OF 60	

Date:8/9/2023

Username: common

Filename: ... \Details\028_XSECT_0+60_003.dgn Division: HIGHWAY



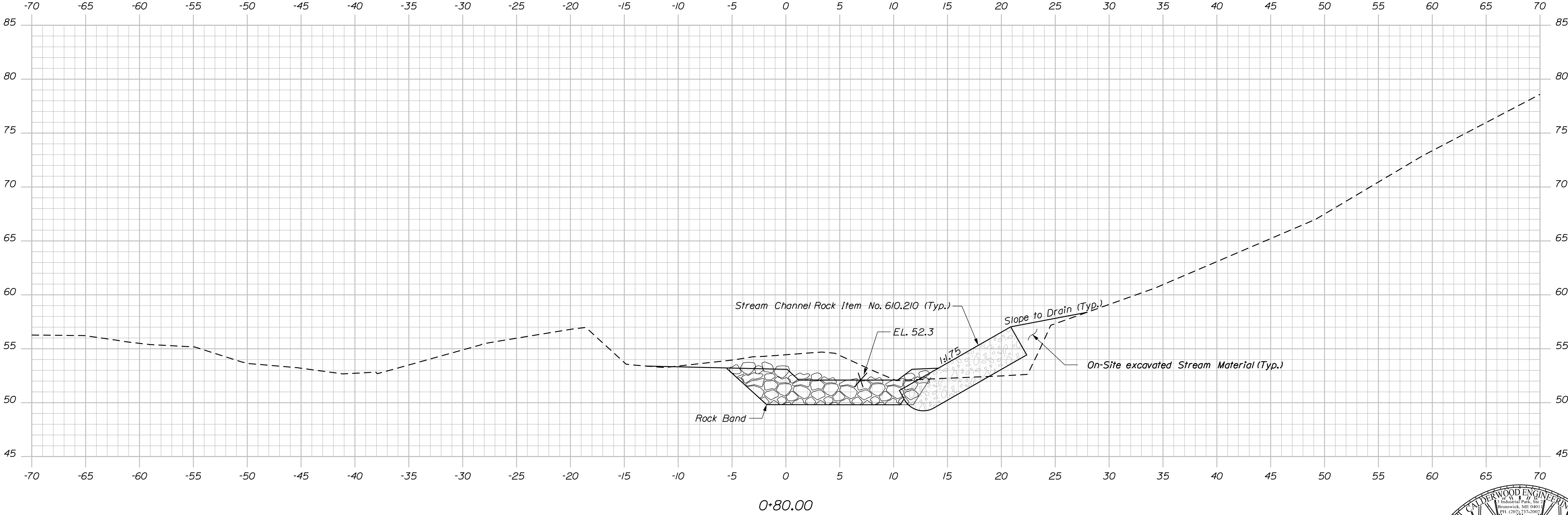
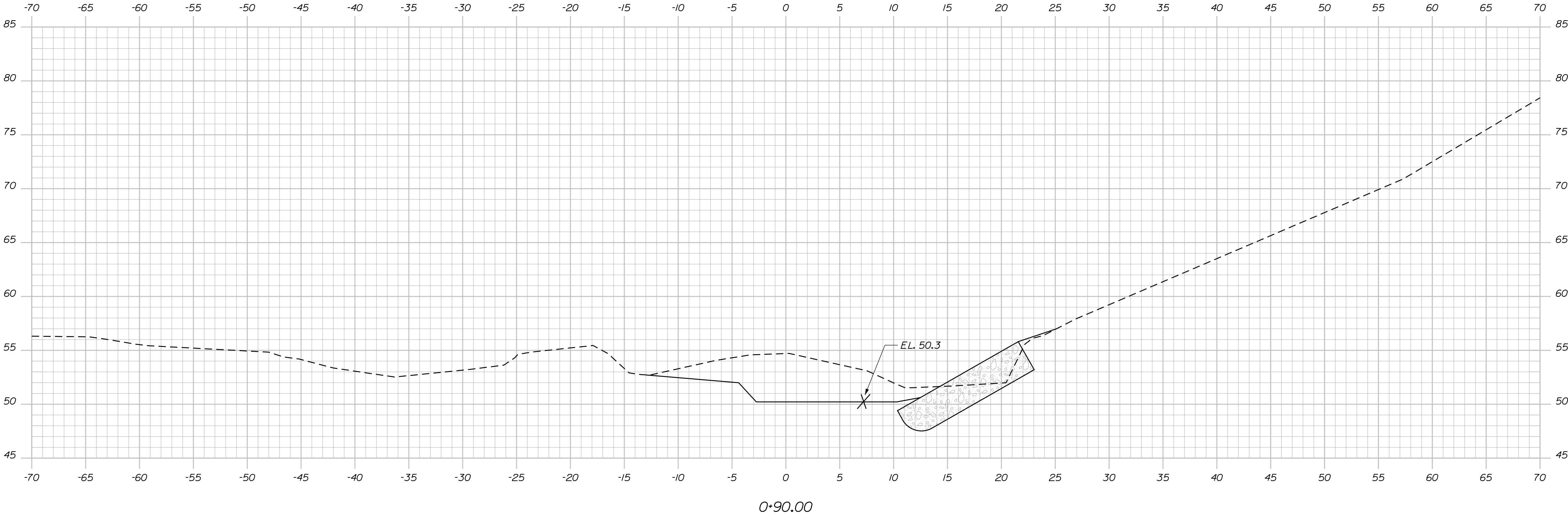
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
NHP-2260(800)		WIN	
BRIDGE NO. 2794		22608.00	
BRIDGE PLANS			
SPRING BROOK BRIDGE		KNOX COUNTY	
SPRING BROOK		CAMDEN	
SHEET NUMBER		28	
OF 60		STREAM CROSS SECTIONS	
DATE		SIGNATURE	
P.E. NUMBER		DATE	
BY		DATE	
J. Brunelle		07/2020	
MRP		07/2020	
M. Lucas		07/2020	
REVISIONS 1		REVISIONS 2	
REVISIONS 3		REVISIONS 4	
FIELD CHANGES			

Sta. 0+60.00 to Sta. 0+70.00

Date:8/9/2023

Username: common

Filename: ... \Details\029_XSECT_0+80_004.dgn Division: HIGHWAY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHPP-2260(800)
BRIDGE NO. 2794
WIN
22608.00
BRIDGE PLANS

PROJ. MANAGER	ANDREW LATHE	BY	DATE
DESIGN-DETAILED	KON	J. Brunelle	07/2020
CHECKED-REVIEWED	GAC	MRP	07/2020
DESIGN-DETAILED	M. LUKAS		07/2020
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SPRING BROOK BRIDGE	KNOX COUNTY
SPRING BROOK	
CAMDEN	
STREAM CROSS SECTIONS	

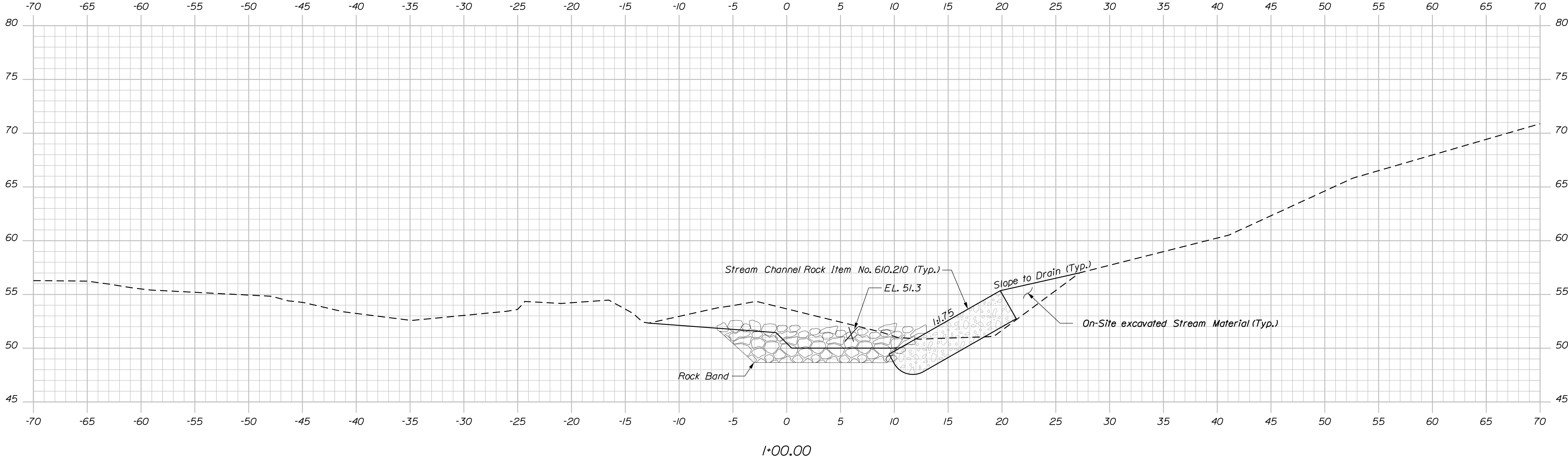
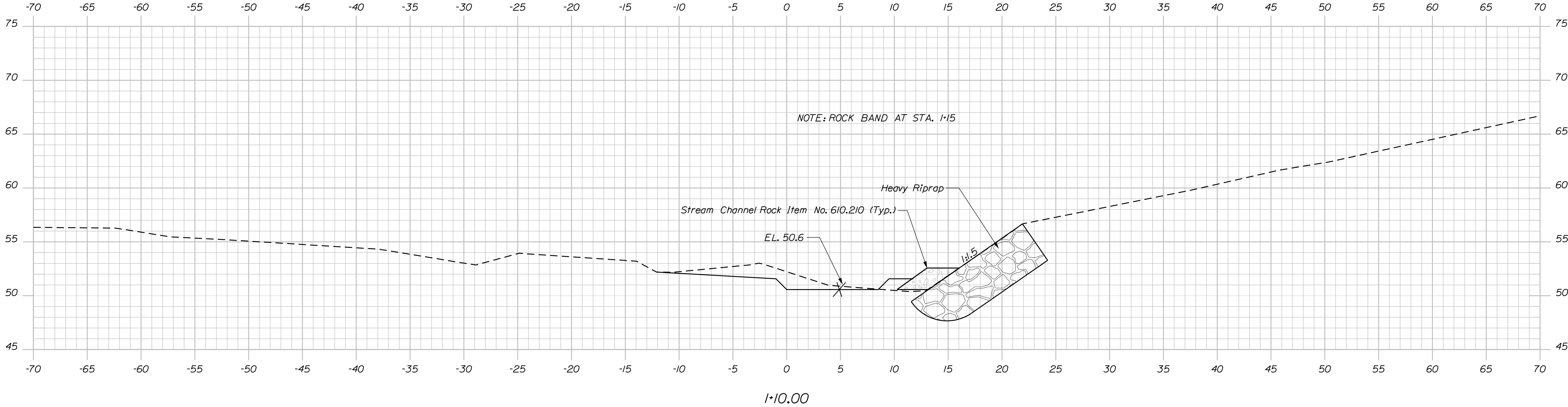
SHEET NUMBER
29
OF 60

Sta. 0+80.00 to Sta. 0+90.00

Date:8/9/2023

Username: common

Filename: ... \Details\030_XSECT_1+00_005.dgn Division: HIGHWAY



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
	NHP-2260(800)	
	WIN	22608.00
BRIDGE NO. 2794		
BRIDGE PLANS		

PROJ. MANAGER ANDREW LATHE	BY	DATE	SIGNATURE
CHECKED-REVIEWED KCN	MRP	07/2020	P.E. NUMBER
DESIGN-DETAILED GAG	M. LICKUS	07/2020	DATE
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SPRING BROOK BRIDGE SPRING BROOK CAMDEN	KNOX COUNTY	STREAM CROSS SECTIONS

SHEET NUMBER	
30	
OF 60	

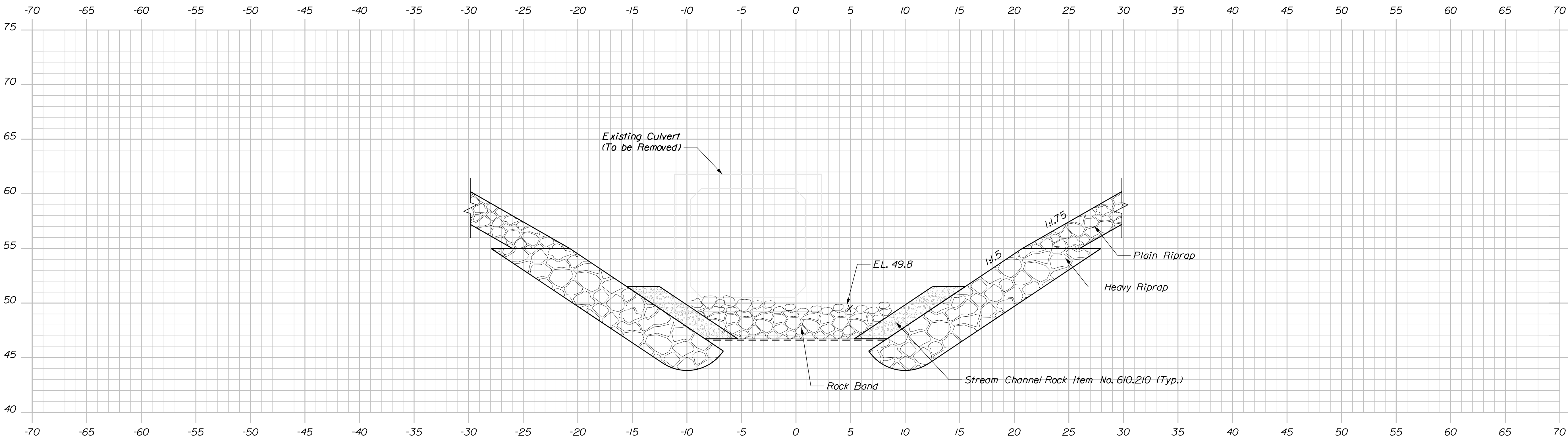
Sta. 1+00.00 to Sta. 1+10.00

Date:8/9/2023

Username: common

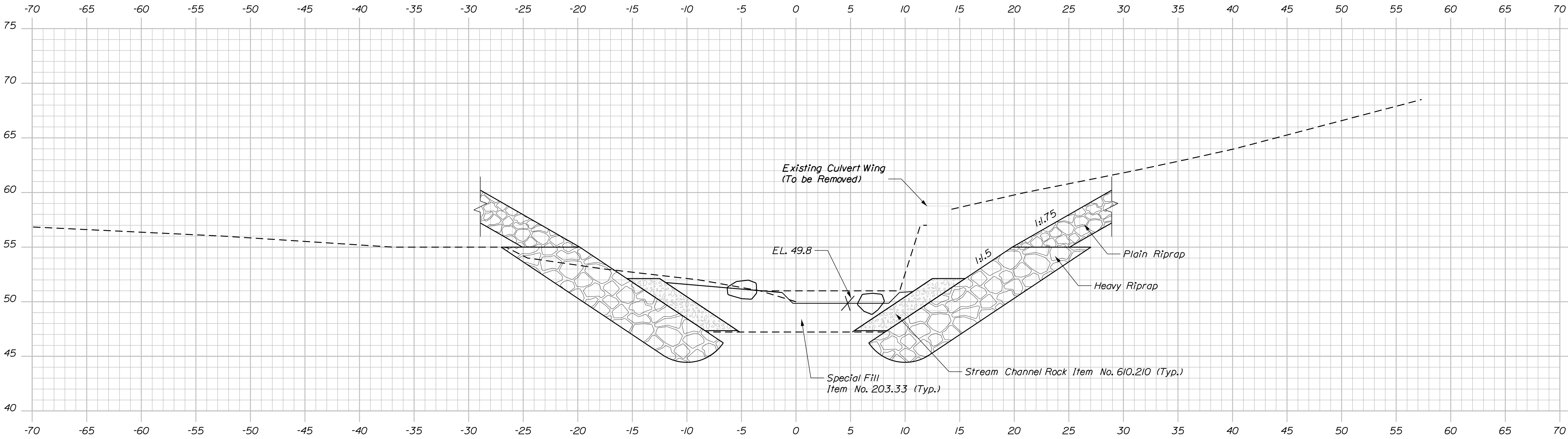
Division: HIGHWAY

Filename: ... \Details\031_XSECT_1+20_006.dgn



1+30.00

Note:
Stream Cross Sections from Sta. 1+40.00 to Sta. 2+50.00 are similar
to the section at Sta. 1+30.00.
See sheets 23-25 for additional details and elevations.



1+20.00



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	NHP-2260(800)	
	WIN	22608.00
	BRIDGE NO. 2794	

PROJ. MANAGER ANDREW LATHE	BY J. Brunelle MRP	DATE 07/2020	SIGNATURE
		07/2020	P.E. NUMBER
		07/2020	DATE
		07/2020	DATE
DESIGN-DETAILED	KCN	07/2020	
CHECKED-REVIEWED	GAC	07/2020	
DESIGN-DETAILED	M. Lucas	07/2020	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SPRING BROOK BRIDGE SPRING BROOK CAMDEN	KNOX COUNTY	STREAM CROSS SECTIONS

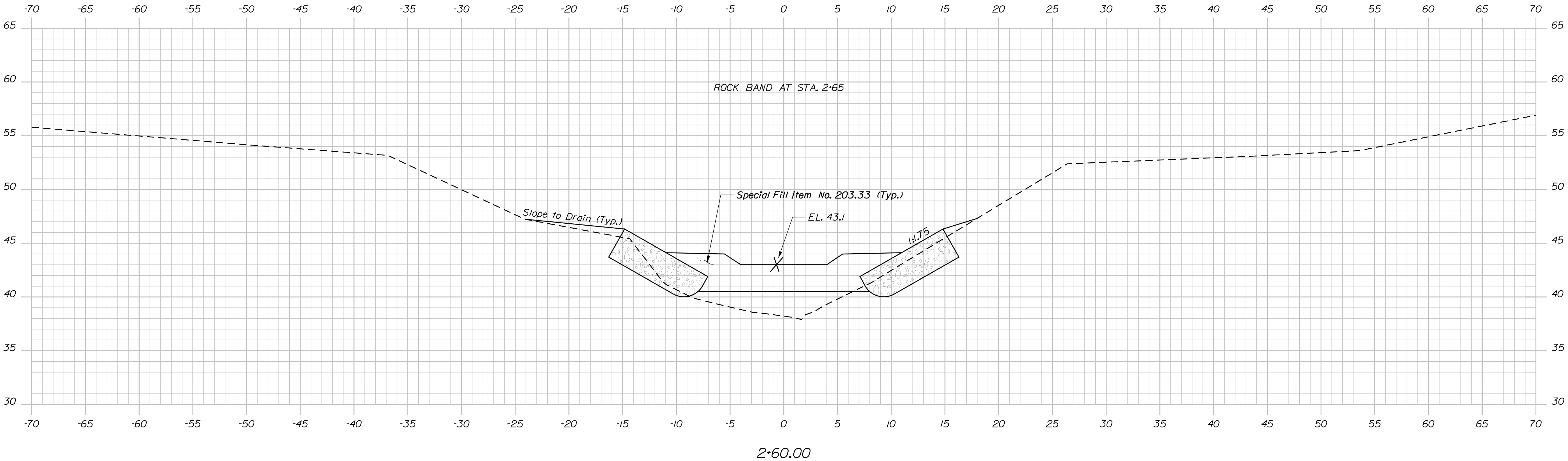
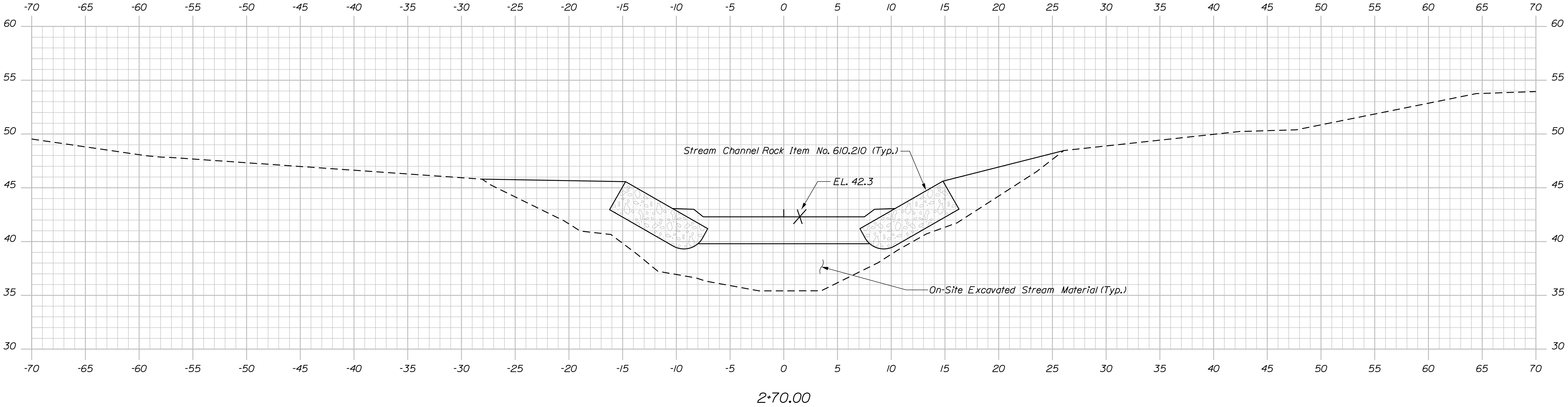
SHEET NUMBER
31
OF 60

Sta. 1+20.00 to Sta. 2+50.00

Date:8/9/2023

Username: common

Filename: ... \Details\032_XSECT_2-50_007.dgn Division: HIGHWAY



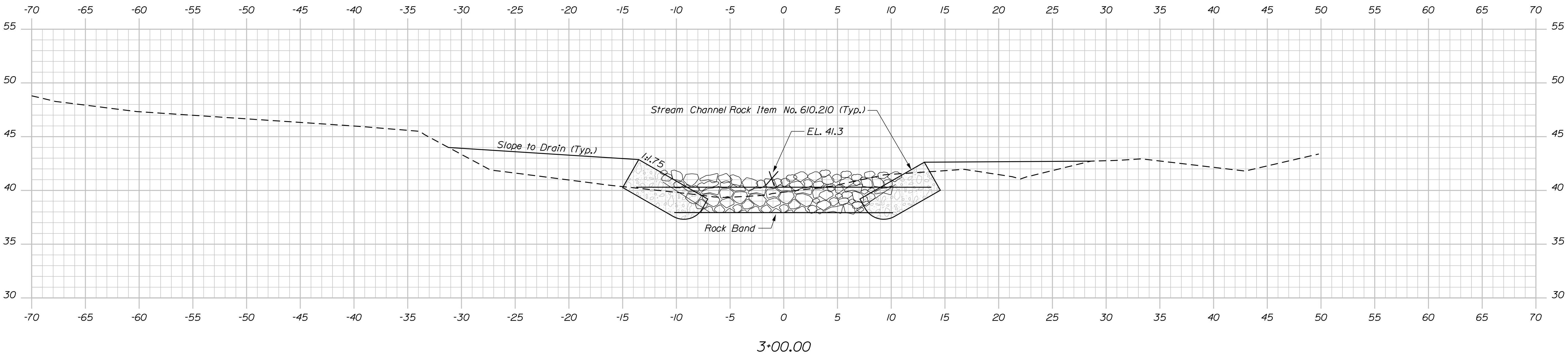
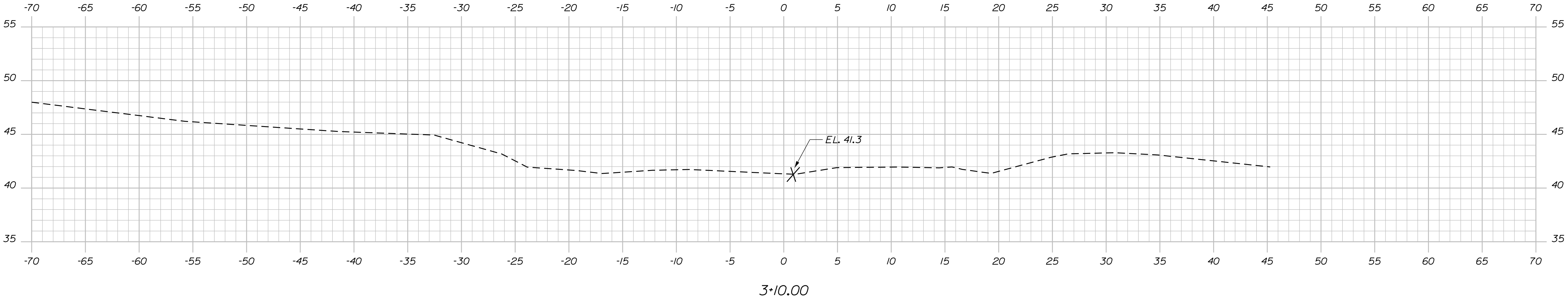
STATE OF MAINE		DATE		BY		PROJ. MANAGER	
DEPARTMENT OF TRANSPORTATION		07/2020		J. Brunelle		ANDREW LATHE	
NHP-2260(800)		SIGNATURE		MRP		KON	
WIN		P.E. NUMBER				M. Lickus	
22608.00		DATE				REVISIONS 1	
BRIDGE NO. 2794						REVISIONS 2	
BRIDGE PLANS						REVISIONS 3	
						REVISIONS 4	
						FIELD CHANGES	
SPRING BROOK BRIDGE		KNOX COUNTY		SHEET NUMBER		32	
SPRING BROOK		CAMDEN		OF 60			
STREAM CROSS SECTIONS							

Date:8/9/2023

Username: common

Division: HIGHWAY

Filename: ... \Details\034_XSECT_2-90_009.dgn



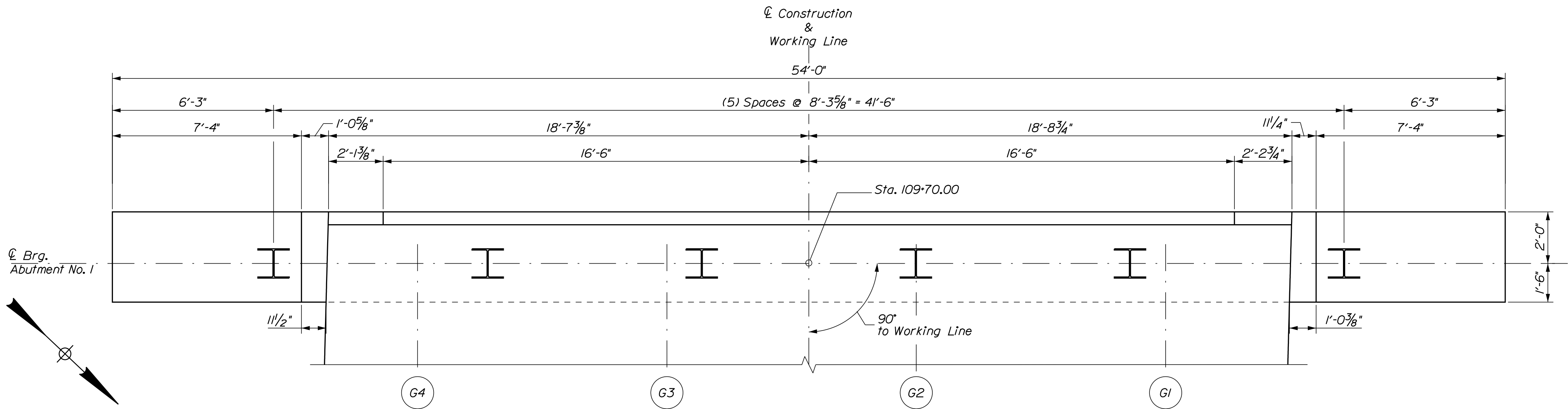
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHPP-2260(800)
BRIDGE NO. 2794
WIN
22608.00
BRIDGE PLANS

DESIGN-DETAILED	DATE	BY	PROJ. MANAGER
CHECKED-REVIEWED	07/2020	J. Brunelle	ANDREW LATHE
DESIGN-DETAILED	07/2020	MRP	
DESIGN-DETAILED	07/2020		
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

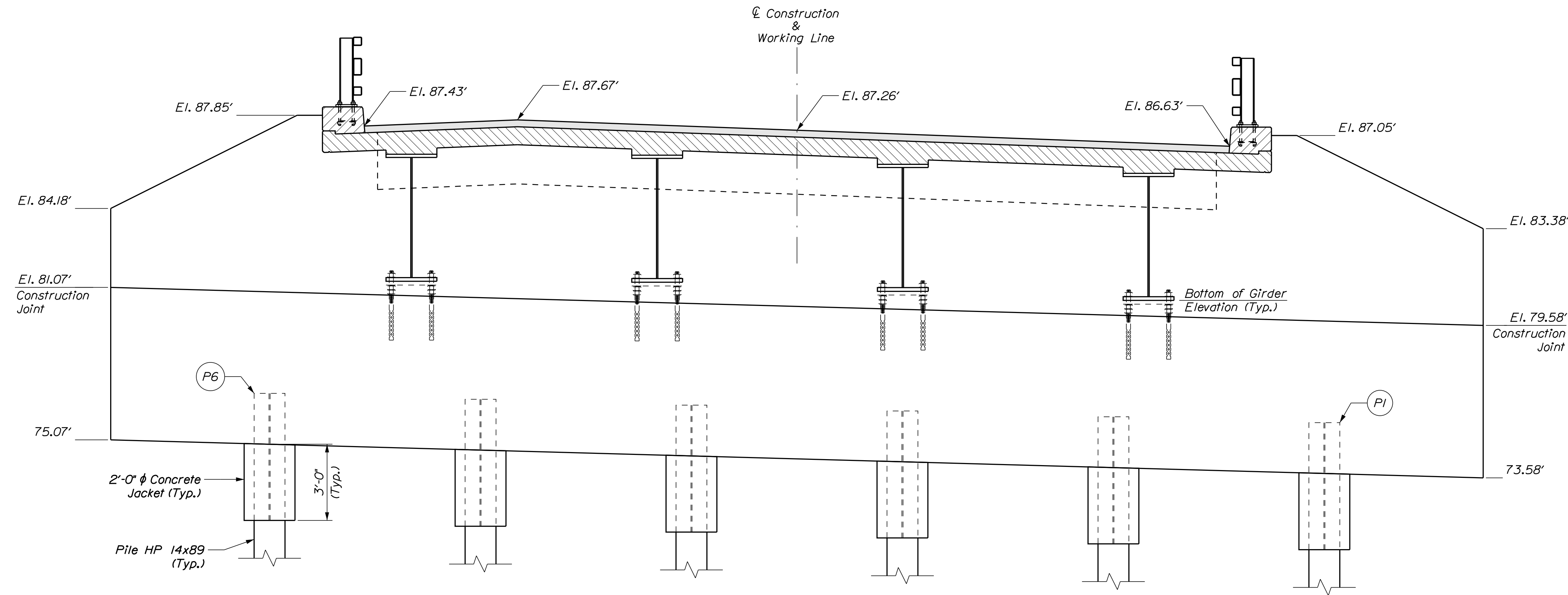
SPRING BROOK BRIDGE	KNOX COUNTY
SPRING BROOK	
CAMDEN	
STREAM CROSS SECTIONS	

SHEET NUMBER
34
OF 60

Sta. 3+00.00 to Sta. 3+10.00



ABUTMENT NO. 1 PLAN



ABUTMENT NO. 1 ELEVATION

ABUTMENT NO. 1 PILE CUT-OFF ELEVATIONS	
Pile No.	Elevation
P1	75.75'
P2	75.98'
P3	76.21'
P4	76.44'
P5	76.67'
P6	76.90'

ABUTMENT NOTES

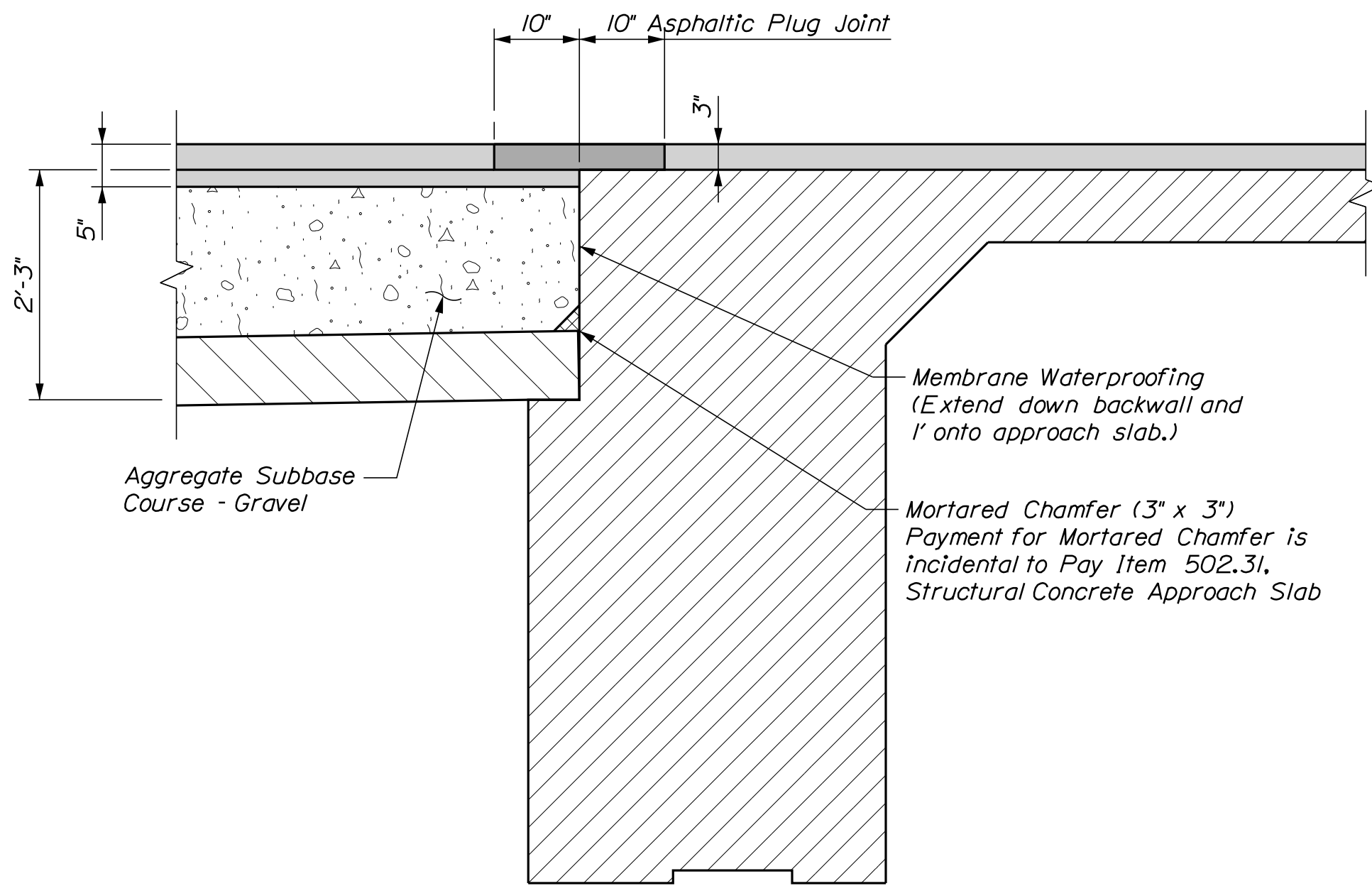
1. Reinforcing steel shall have a minimum concrete cover of 2".
2. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
3. Payment for concrete jacket around the tops of the H-piles will not be paid for directly, but shall be incidental to Item 502.219, Structural Concrete, Abutments and Retaining Walls. Fill concrete may be used for the concrete jackets.
4. 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.
5. Abutments, wingwalls and their footings shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits.
6. Install Drainage Geocomposite behind the abutments and wingwalls up to the approach slab seat elevation in accordance with Special Provision Section 620, Drainage Geocomposite.

PILE NOTES

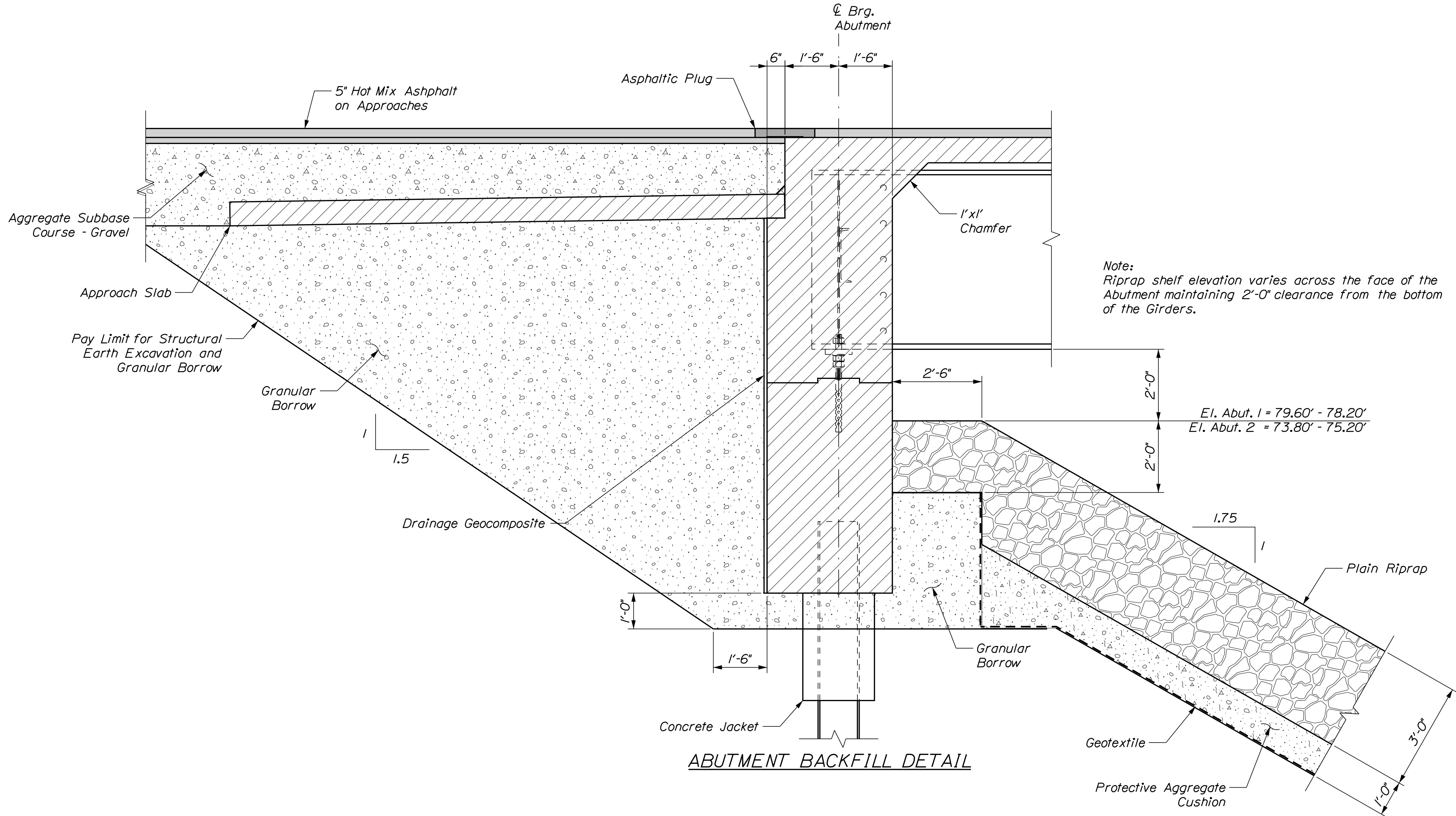
1. The maximum factored pile load is 340 kips.
2. H-pile material shall be ASTM A 572, Grade 50.
3. Estimate of piles required:
Abutment No. 1: 6 ~ HP 14x89 @ 32 feet
Abutment No. 2: 6 ~ HP 14x89 @ 24 feet
4. All piles shall be equipped with a pile tip in accordance with Standard Specifications Section 501.048, Prefabricated Pile Tips and 711.10 H-Beam Piles, Spliced and Tips.
5. Piles shall be driven to the required nominal resistance on or within bedrock in accordance with Standard Specification Section 501.
6. Piles shall not be out of position shown by more than 2 inches in any direction.
7. The Contractor shall submit to the Department, for review and acceptance, their proposed pile driving equipment with a compiled "Pile Driving and Equipment Data Form, Figure 1", of Standard Section 501 - Foundation Piles. Approval of the proposed pile driving equipment by the Department will be based on the Department conducted wave equation analyses and the criteria specified in Section 501 and Subsection 501.042, Equipment for Driving Piles. If the Department conducted wave equation analyses show that the proposed system(s) is unacceptable, the Contractor shall modify or replace the proposed pile driving equipment in an amendment of the QCP, at their own expense, until subsequent wave equation analyses by the Department indicate the pile can be driven to the required resistance without damage or excessive blows.
8. The Contractor shall provide access for the agents of the Department to perform 2 dynamic load tests with signal matching and 24-hour minimum restrrike, as specified in Special Provision 501 - Dynamic Load Test, to confirm the nominal resistance of the piles. The dynamic load tests will be completed on the first production pile driven at each abutment. The required nominal resistance for the piles is the maximum factored axial pile load divided by 0.65 for the controlling Strength Limit State.



STATE OF MAINE DEPARTMENT OF TRANSPORTATION NHP-2260(800)	BRIDGE NO. 2794 WIN 22608.00 BRIDGE PLANS
SPRING BROOK BRIDGE SPRING BROOK CAMDEN KNOX COUNTY ABUTMENT NO. 1	SHEET NUMBER 35 OF 60



ASPHALTIC PLUG JOINT DETAIL



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHPP-2260(800)
BRIDGE NO. 2794
WIN 22608.00
BRIDGE PLANS

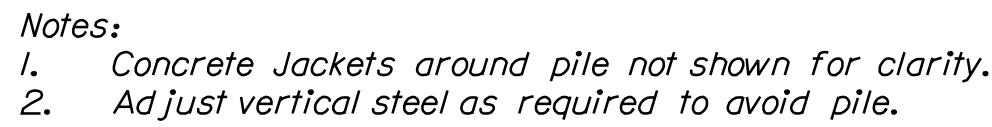
PROJ. MANAGER	ANDREW LATHE	BY	DATE
DESIGN-DETAILED	ETC	JH	05/2023
CHECKED-REVIEWED	TOC	ETC	05/2023
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE

SPRING BROOK BRIDGE	KNOX COUNTY
SPRING BROOK	
CAMDEN	
ABUTMENT DETAILS	

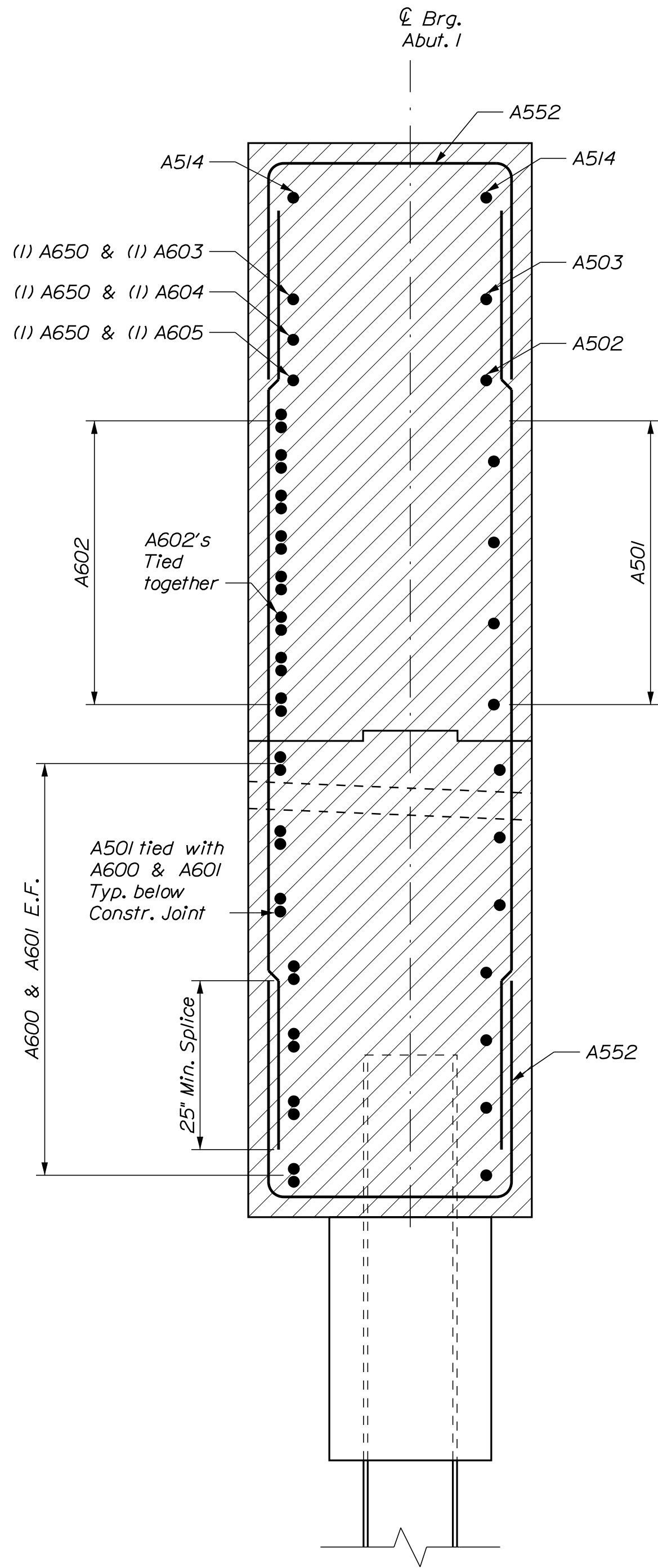
SHEET NUMBER
37
OF 60



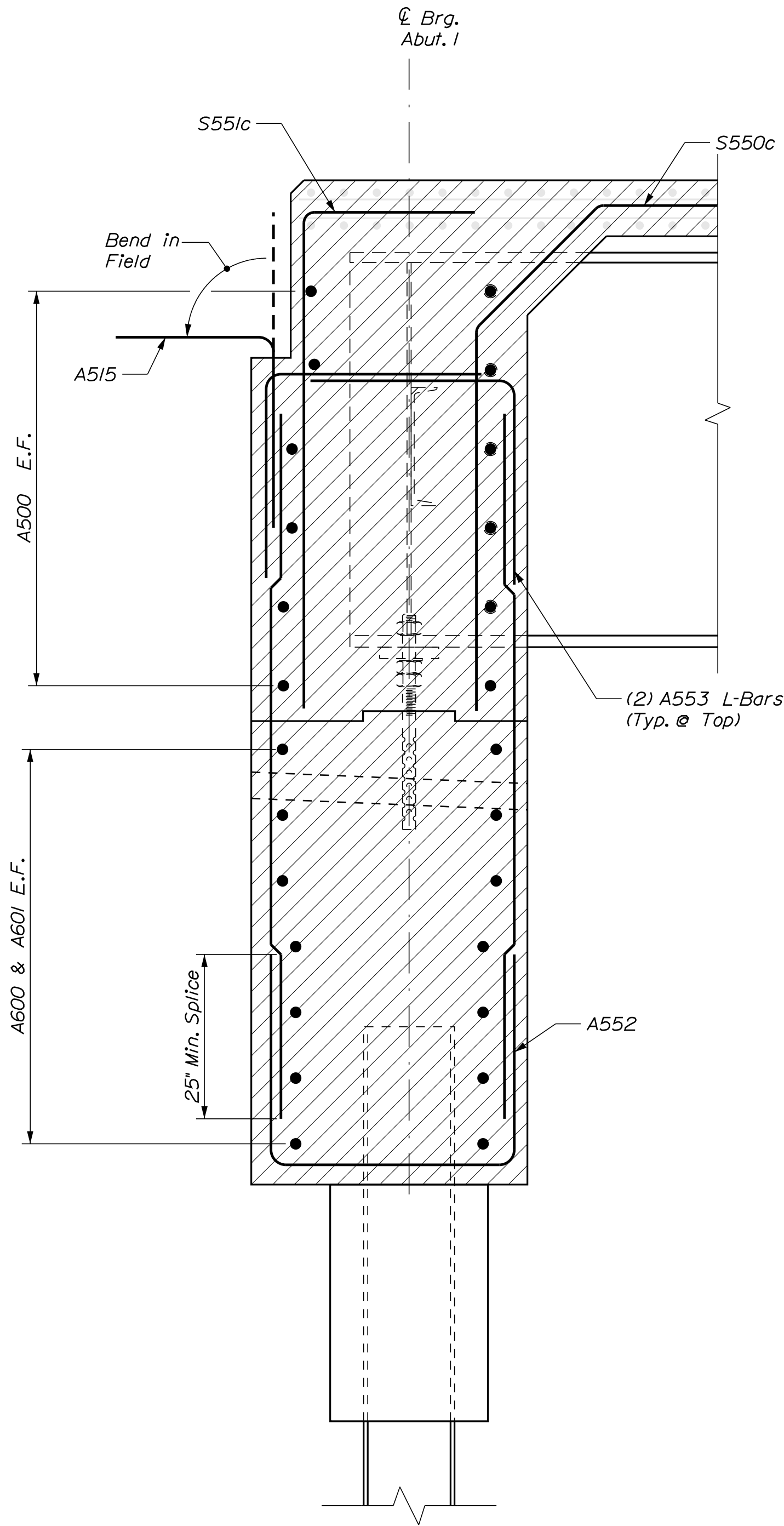


ABUTMENT NO. 2 REINFORCING

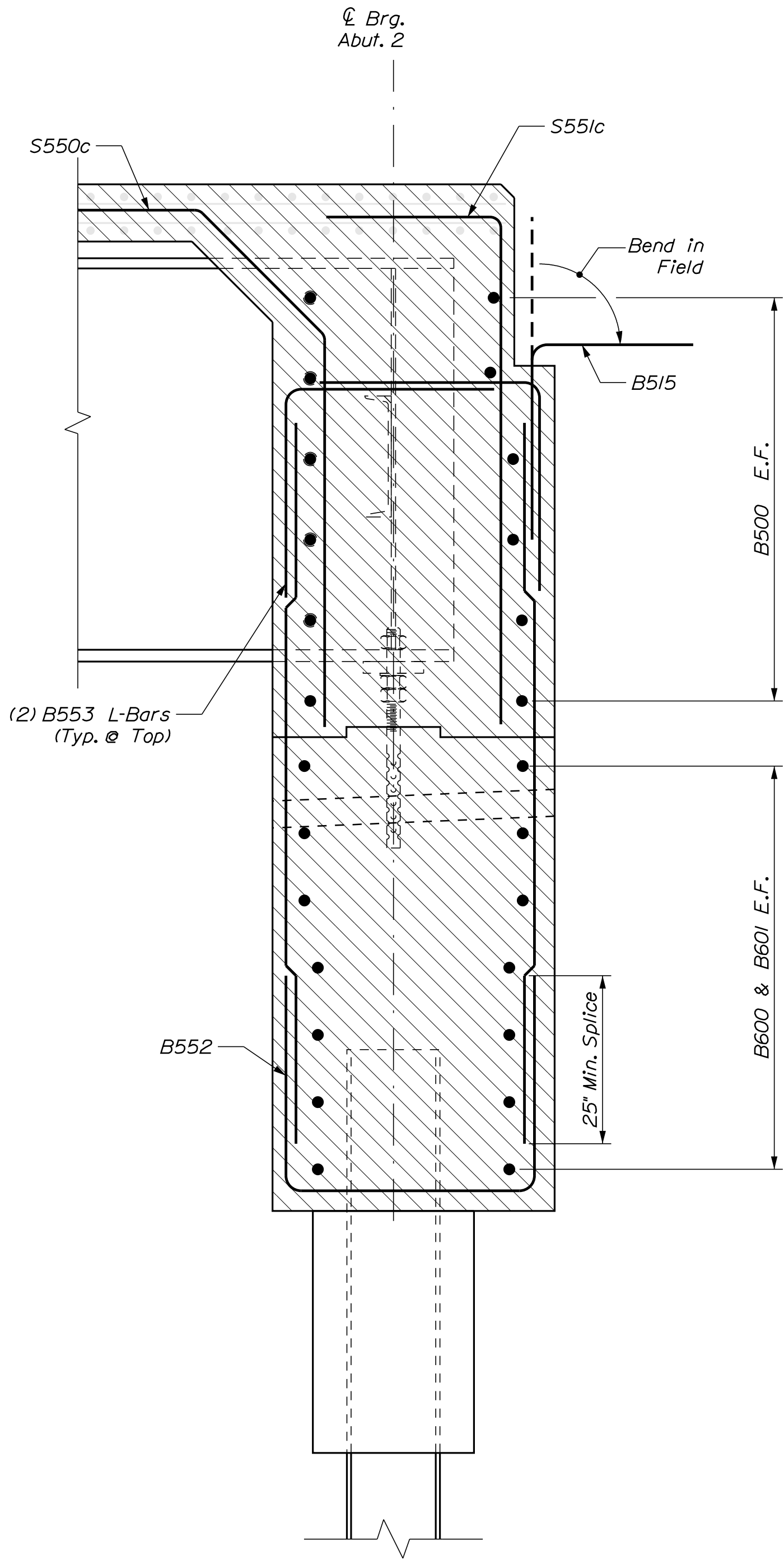




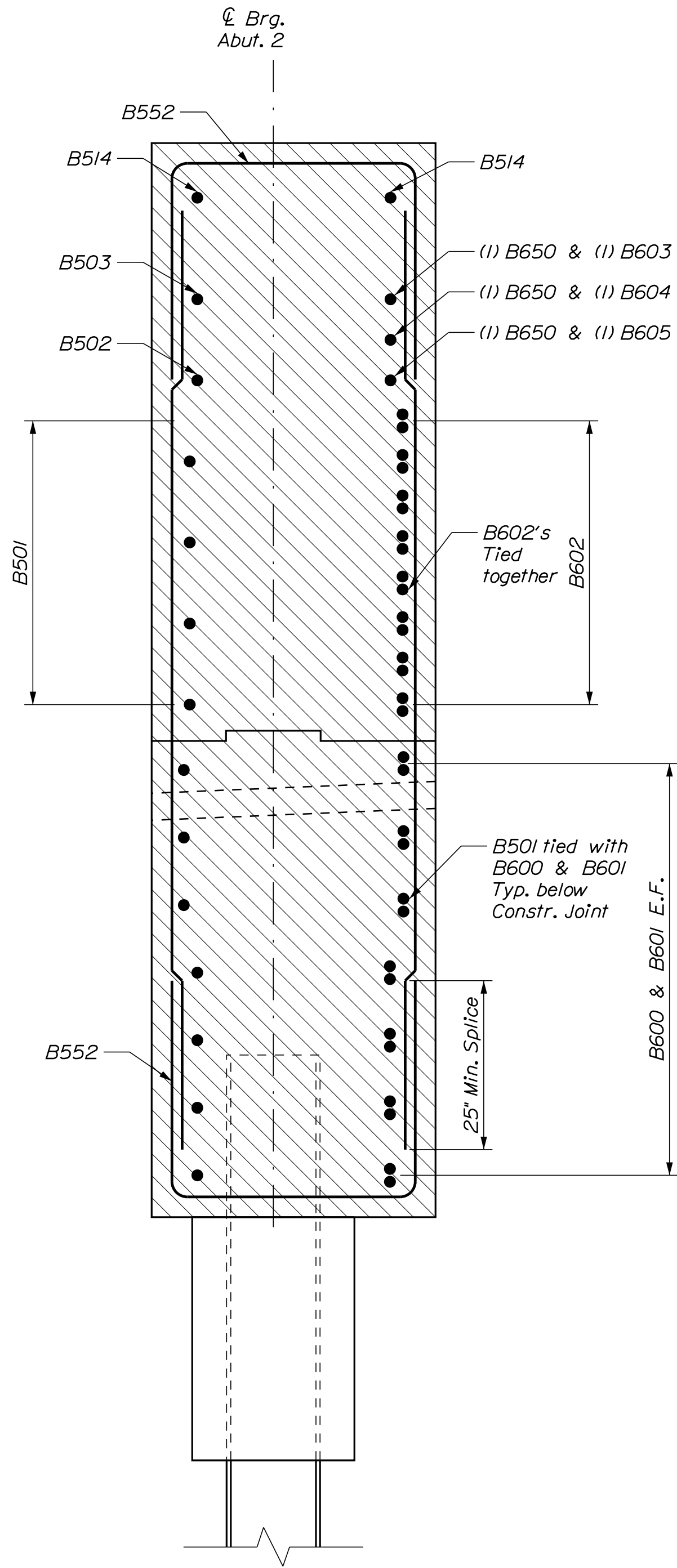
ABUTMENT NO. 1 WINGWALL SECTION



ABUTMENT NO. 1 SECTION



ABUTMENT NO. 2 SECTION



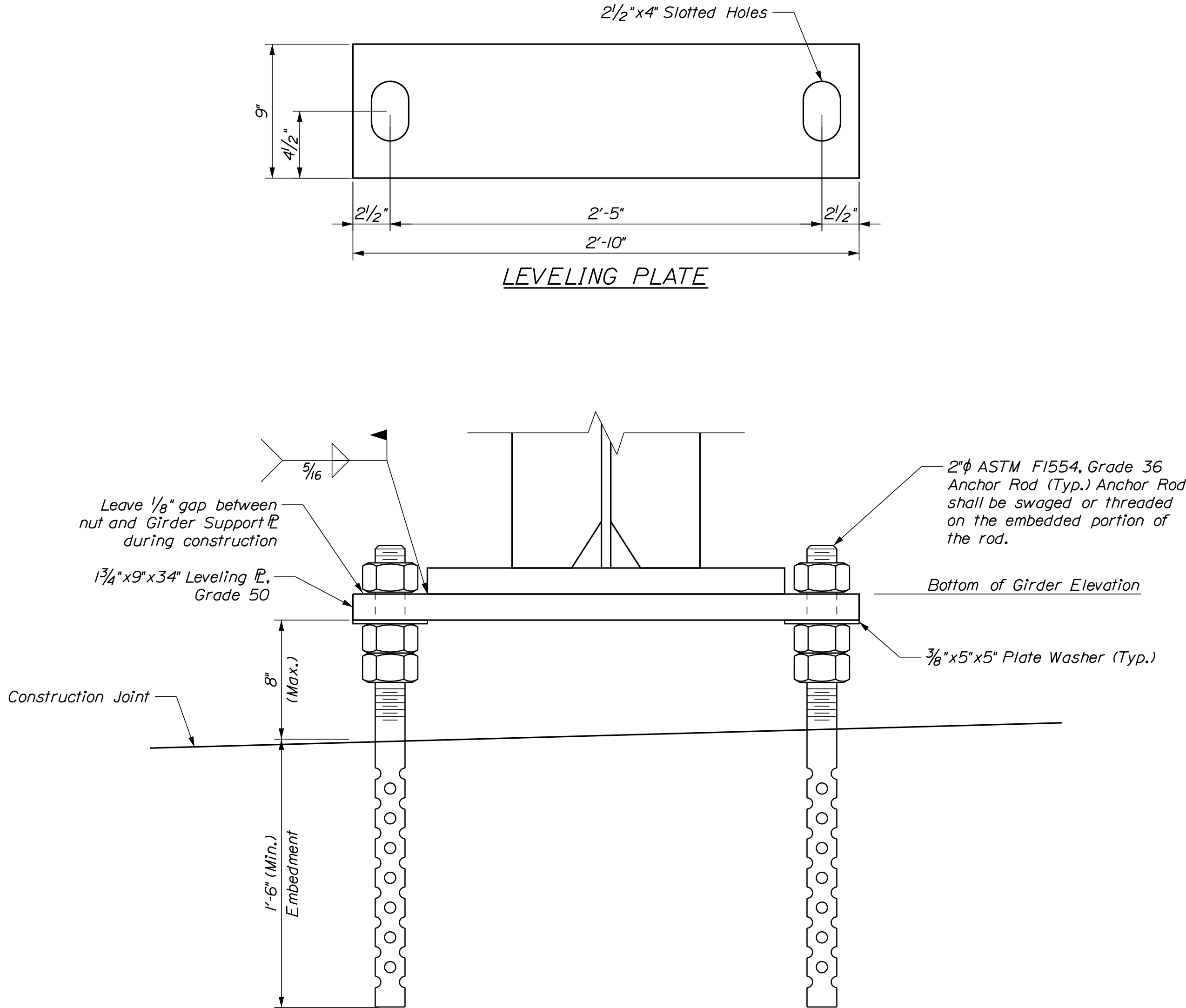
ABUTMENT NO. 2 WINGWALL SECTION



STATE OF MAINE DEPARTMENT OF TRANSPORTATION										SIGNATURE									
NHP-2260(800)										P.E. NUMBER									
BRIDGE NO. 2794										DATE									
WIN 22608.00										BRIDGE PLANS									

SPRING BROOK BRIDGE										BY										DATE									
SPRING BROOK										J.H.										05/2023									
CAMDEN										E.T.C.										05/2023									
KNOX COUNTY										DESIGN-DETAILED										T.D.C.									
ABUTMENT REINFORCING										DESIGN2-DETAILED2																			
SECTIONS										DESIGN3-DETAILED3																			
										REVISIONS 1																			
										REVISIONS 2																			
										REVISIONS 3																			
										REVISIONS 4																			
										FIELD CHANGES																			

SHEET NUMBER									
39									
OF 60									



GIRDER SUPPORT DETAIL

GIRDER SUPPORT NOTES

1. Payment for fabrication and installation of the girder support assemblies at the abutments will be considered incidental to related Contract items.

ABUTMENT NO. 1 BOTTOM OF GIRDER ELEVATIONS	
Girder	Elevation
G1	80.56'
G2	80.92'
G3	81.28'
G4	81.31'

ABUTMENT NO. 2 BOTTOM OF GIRDER ELEVATIONS	
Girder	Elevation
G1	76.18'
G2	76.54'
G3	76.90'
G4	76.93'



STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

NHPP-2260(800)

BRIDGE NO. 2794

WIN

22608.00

BRIDGE PLANS

SPRING BROOK BRIDGE

SPRING BROOK

CAMDEN

KNOX COUNTY

GIRDER SUPPORT DETAILS

PROJ. MANAGER

ANDREW LATHE

BY

JH

ETC

DATE

05/2023

05/2023

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGN-DETAILED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

SIGNATURE

P.E. NUMBER

DATE

SHEET NUMBER

40

OF 60



GIRDER	DEAD LOAD COMPONENT	DEAD LOAD DEFLECTIONS (INCHES)											
		℄ BRG., ABUT. NO. 1	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	℄ BRG., ABUT. NO. 2	
G1	Steel Dead Load	0.00	0.55	1.04	1.42	1.66	1.75	1.66	1.42	1.04	0.55	0.00	
	Deck Concrete Load	0.00	1.21	2.28	3.13	3.66	3.85	3.66	3.13	2.28	1.21	0.00	
	Super Imposed Dead Load	0.00	0.39	0.75	1.02	1.19	1.25	1.19	1.02	0.75	0.39	0.00	
G2	Steel Dead Load	0.00	0.55	1.04	1.42	1.66	1.75	1.66	1.42	1.04	0.55	0.00	
	Deck Concrete Load	0.00	1.27	2.40	3.29	3.85	4.04	3.85	3.29	2.40	1.27	0.00	
	Super Imposed Dead Load	0.00	0.39	0.73	1.00	1.17	1.23	1.17	1.00	0.73	0.39	0.00	
G3	Steel Dead Load	0.00	0.55	1.04	1.42	1.66	1.75	1.66	1.42	1.04	0.55	0.00	
	Deck Concrete Load	0.00	1.27	2.40	3.29	3.85	4.04	3.85	3.29	2.40	1.27	0.00	
	Super Imposed Dead Load	0.00	0.39	0.73	1.00	1.17	1.23	1.17	1.00	0.73	0.39	0.00	
G4	Steel Dead Load	0.00	0.55	1.04	1.42	1.66	1.75	1.66	1.42	1.04	0.55	0.00	
	Deck Concrete Load	0.00	1.16	2.19	3.00	3.51	3.68	3.51	3.00	2.19	1.16	0.00	
	Super Imposed Dead Load	0.00	0.39	0.75	1.02	1.19	1.25	1.19	1.02	0.75	0.39	0.00	

1. Camber ordinates, as shown, 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 one foot from transverse butt welds in the web plates and no transverse web or flange butt welds shall be located within one foot 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 25'-9" 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. Crossframe or diaphragm connection plates may be either plumb or normal to the top flange.

6. Filler plates may be steel conforming to the requirements of ASTM A 709, Grade 36.

8. Girder ends shall be coated to a distance of 10 feet from the centerline of bearing at the abutments in accordance with Maine Standard Specification, Section 506-Shop Applied Protective Coating-Steel (Zinc Rich Coating System), except NEPCOAT Qualified Products List C may be used. Payment for the coating will be incidental to Pay Item 504.702.

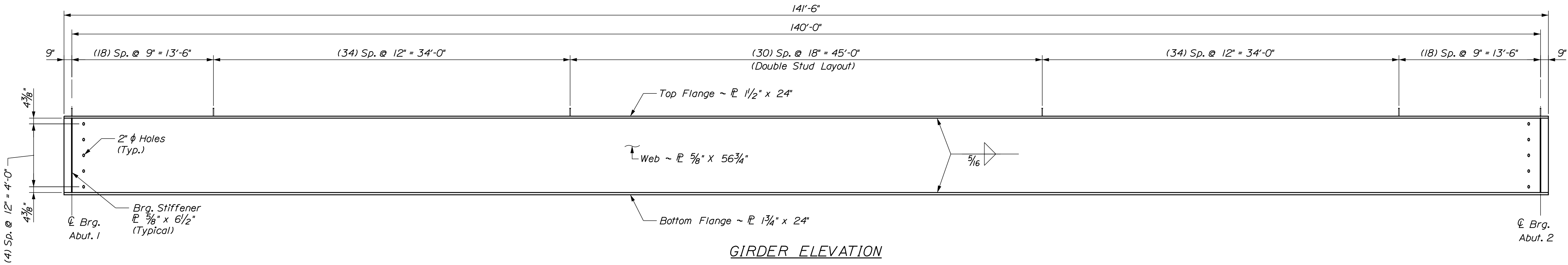
9. All connection plate and stiffener welds shall be $\frac{5}{16}$ " fillet welds.

10. Prior to structural steel erection, the Contractor shall submit an erection plan and sequence to the Resident for approval.

11. Ends of Girder webs shall be vertical under full dead load.

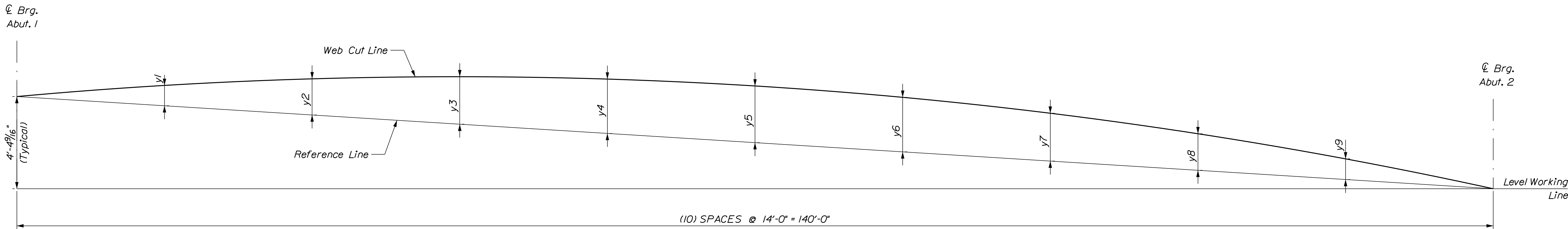
12. Drip Bars shall be used adjacent to Abutment 2, as shown in the Standard details.

13. After placement of the Superstructure concrete, thoroughly clean the abutments of all stains with a method approved by the Resident. Payment will be considered incidental to related Contract items.



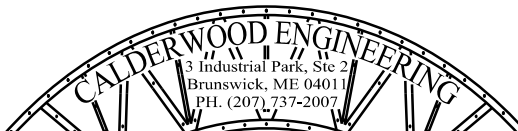
GIRDER ELEVATION

(135) Sets of Double Studs per Girder
(270) Studs required per Girder
(1080) Studs required Total



CAMBER DIAGRAM

CAMBER ORDINATES (INCHES)											
GIRDER	℄ Brg. Abut. No. 1	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	℄ Brg. Abut. No. 2
G1	0.00	0.00	0.25	0.56	0.79	0.88	0.79	0.56	0.25	0.00	0.00
G2	0.00	0.06	0.35	0.70	0.96	1.05	0.96	0.70	0.35	0.06	0.00
G3	0.00	0.06	0.35	0.70	0.96	1.05	0.96	0.70	0.35	0.06	0.00
G4	0.00	0.26	0.72	1.16	1.47	1.58	1.47	1.16	0.72	0.26	0.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NHP-2260(800)

BRIDGE NO. 2794
WIN
22608.00
BRIDGE PLANS

SPRING BROOK BRIDGE
SPRING BROOK
CAMDEN
KNOX COUNTY
STRUCTURAL STEEL DETAILS
1 of 2

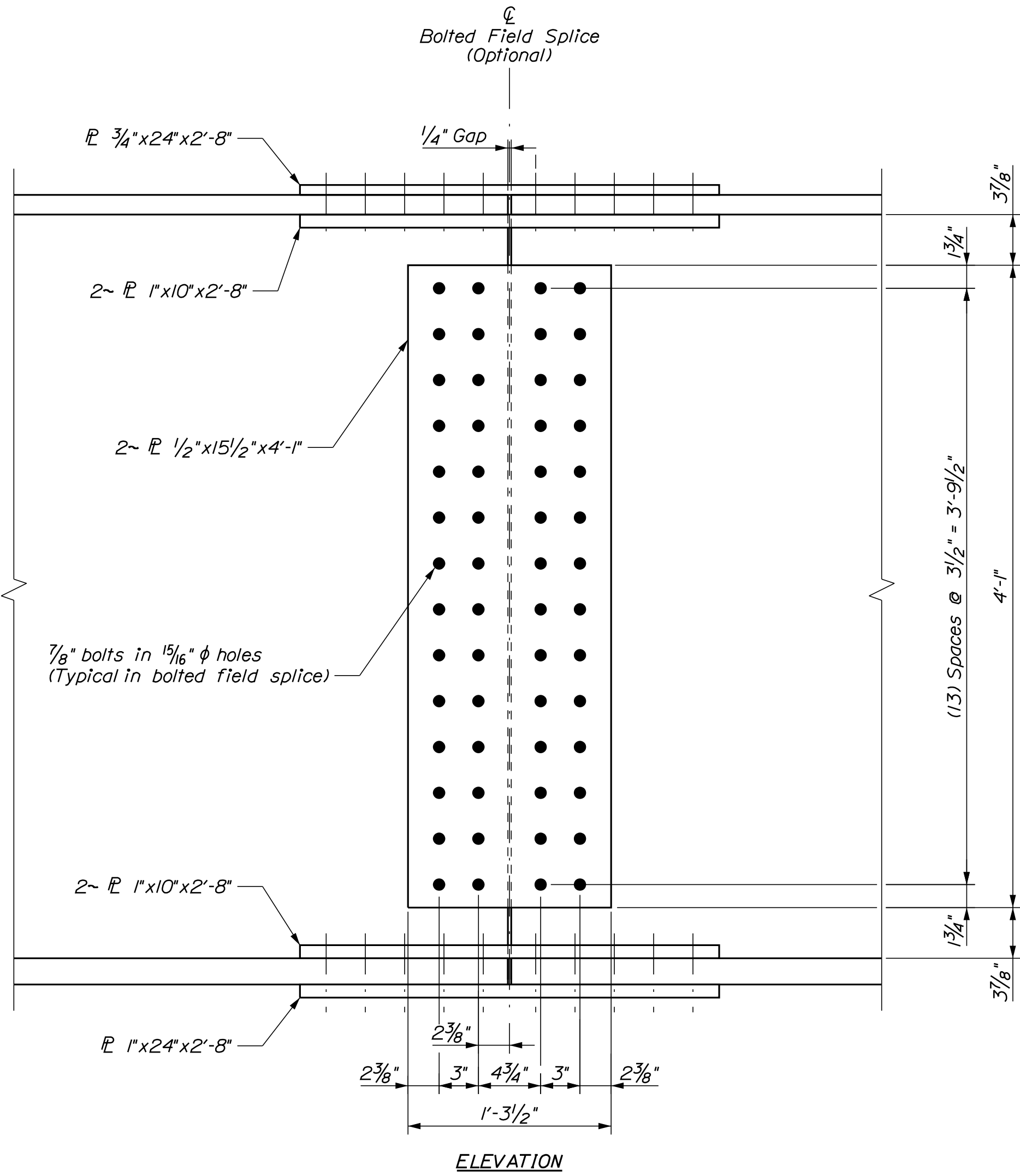
SHEET NUMBER
42
OF 60

PROJ. MANAGER	ANDREW	LATHE	BY	DATE
CHECKED-DETAILED	ETC	JH	ETC	05/2023
CHECKED-REVIEWED	TOC	ETC	ETC	05/2023
DESIGNS-DETAILED				
DESIGNS-REVIEWED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

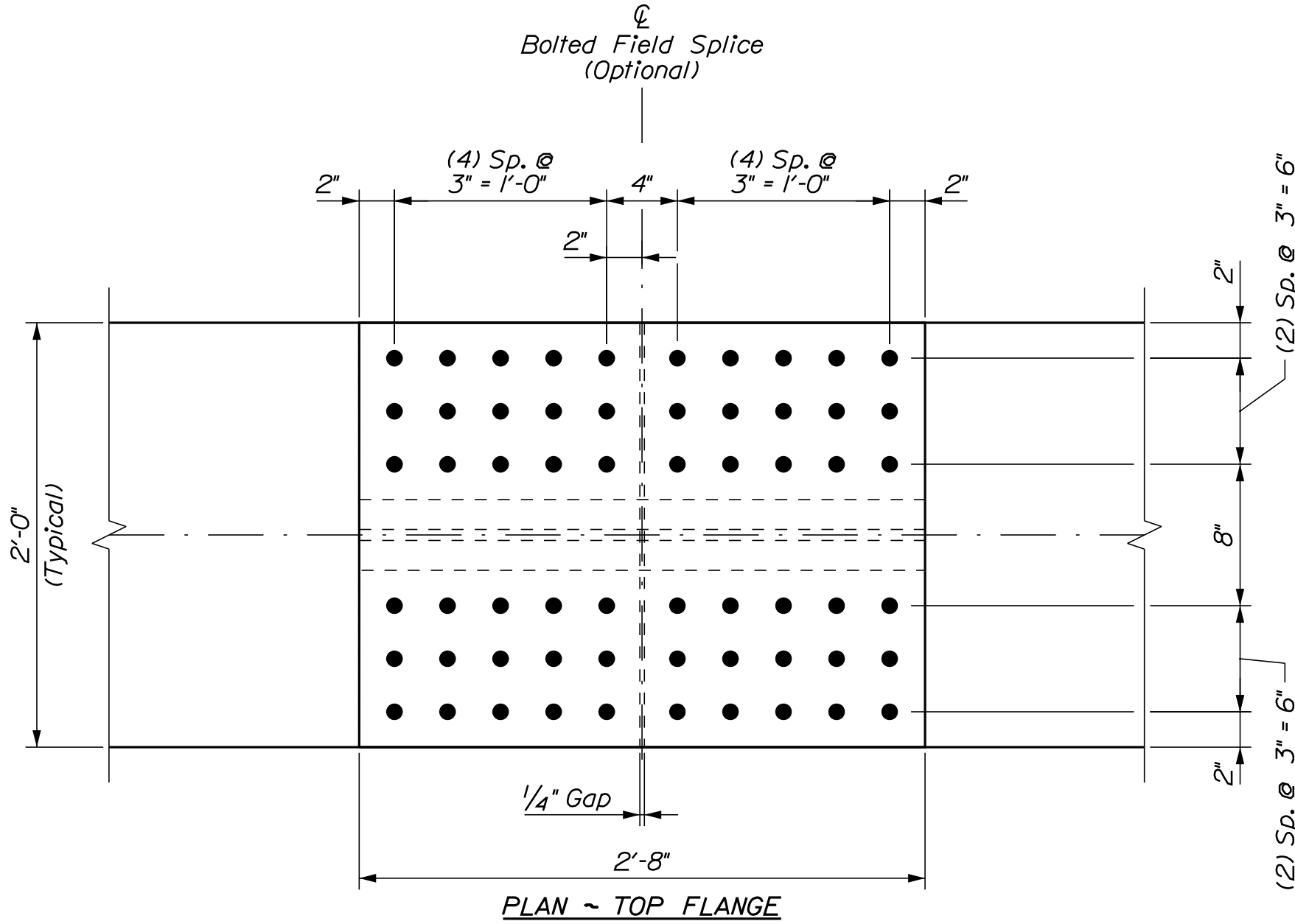
SIGNATURE

P.E. NUMBER

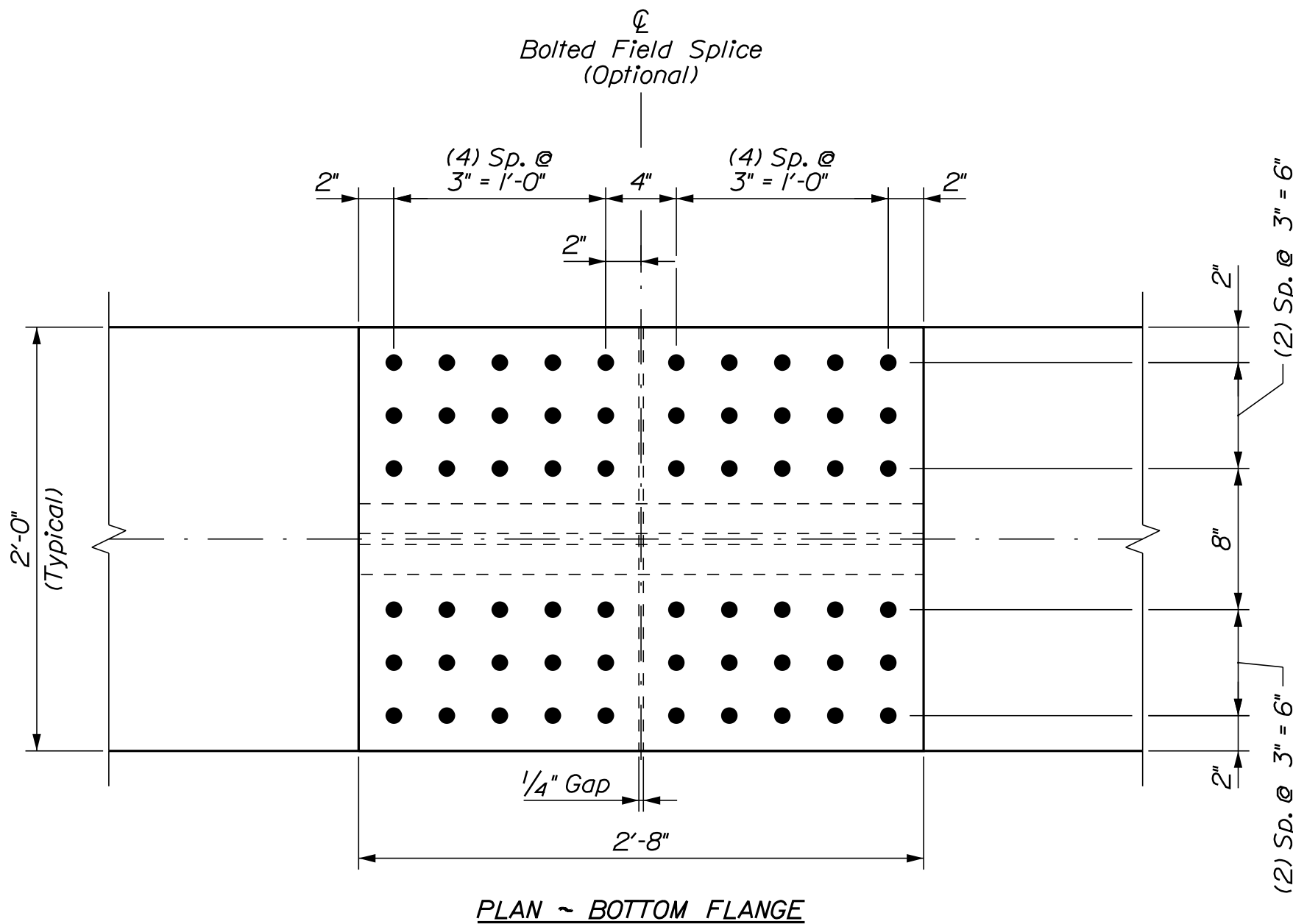
DATE



OPTIONAL BOLTED FIELD SPLICE



PLAN ~ TOP FLANGE



PLAN ~ BOTTOM FLANGE



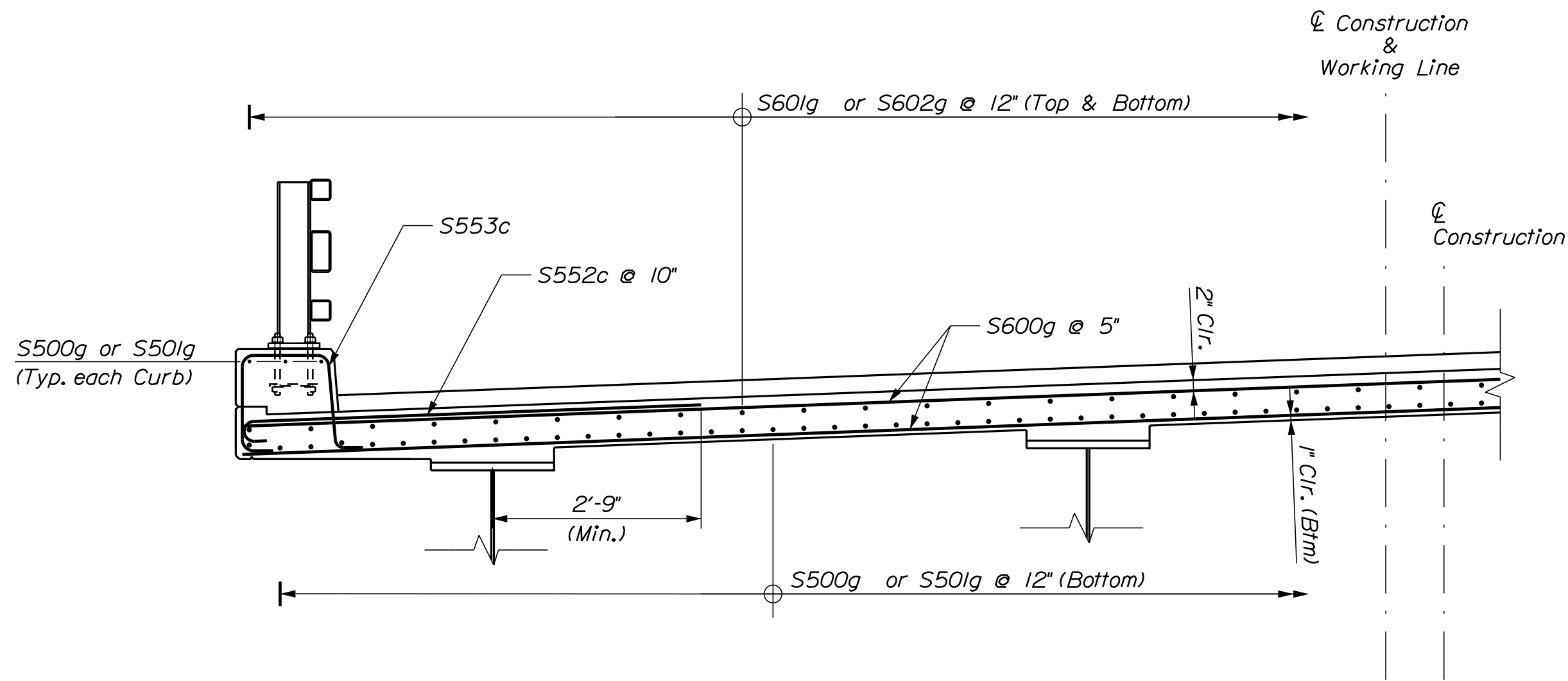
43		SHEET NUMBER		SPRING BROOK BRIDGE				PROJ. MANAGER		ANDREW LATHE		BY		DATE		STATE OF MAINE	
OF 60				SPRING BROOK				DESIGN-DETAILED		ETC		J.H.		05/2023		DEPARTMENT OF TRANSPORTATION	
				CAMDEN				CHECKED-REVIEWED		TDC		ETC		05/2023			
				KNOX COUNTY				DESIGN2-DETAILED2								SIGNATURE	
				STRUCTURAL STEEL DETAILS				DESIGN3-DETAILED3								P.E. NUMBER	
				2 of 2				REVISIONS 1									
								REVISIONS 2									
								REVISIONS 3									
								REVISIONS 4									
								FIELD CHANGES								DATE	
																BRIDGE NO. 2794	
																WIN	
																22608.00	
																BRIDGE PLANS	



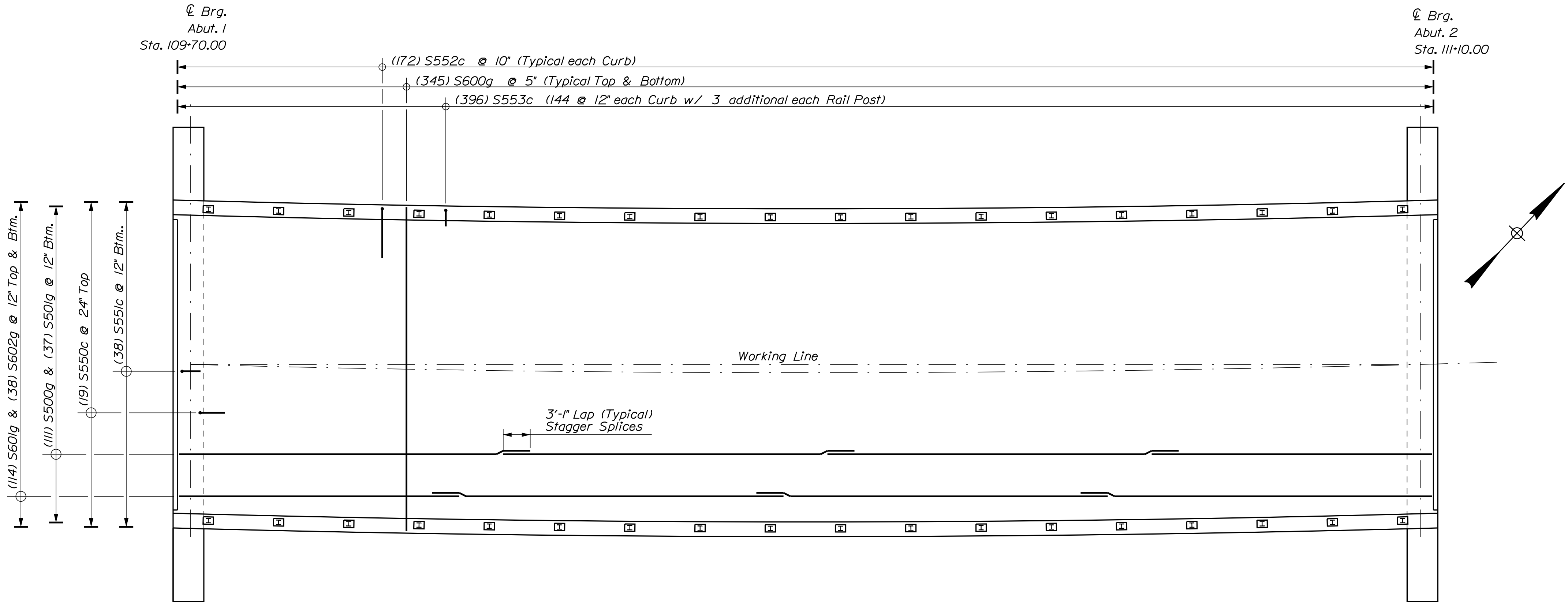
Distances in the table are taken along the $\mathcal{C}$ of the fascia girders.



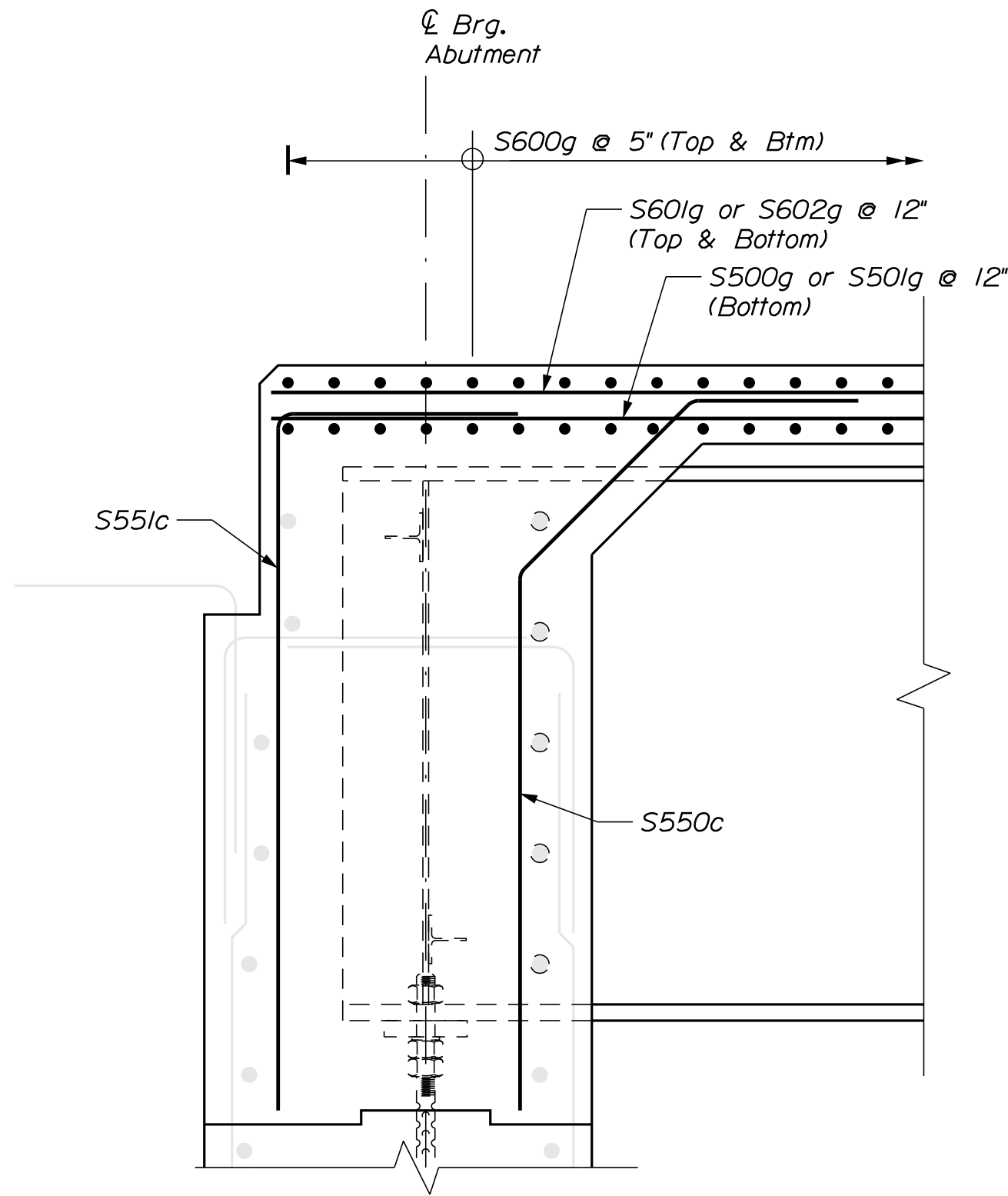
- 1. The theoretical blocking used for design of the structure is 4 inches at the centerline of bearing of the abutments. Refer to Standard Detail 502(03) for blocking details.*
- 2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.*
- 3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.*
- 4. The superstructure slab concrete shall be placed continuously and shall be kept plastic until the entire placement has been made.*
- 5. The use of Precast Concrete Deck Panels will not be allowed on this project.*



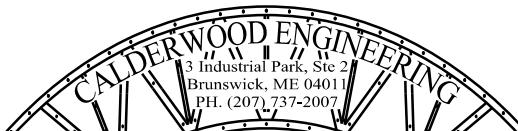
PARTIAL TRANSVERSE SECTION



SUPERSTRUCTURE REINFORCING PLAN

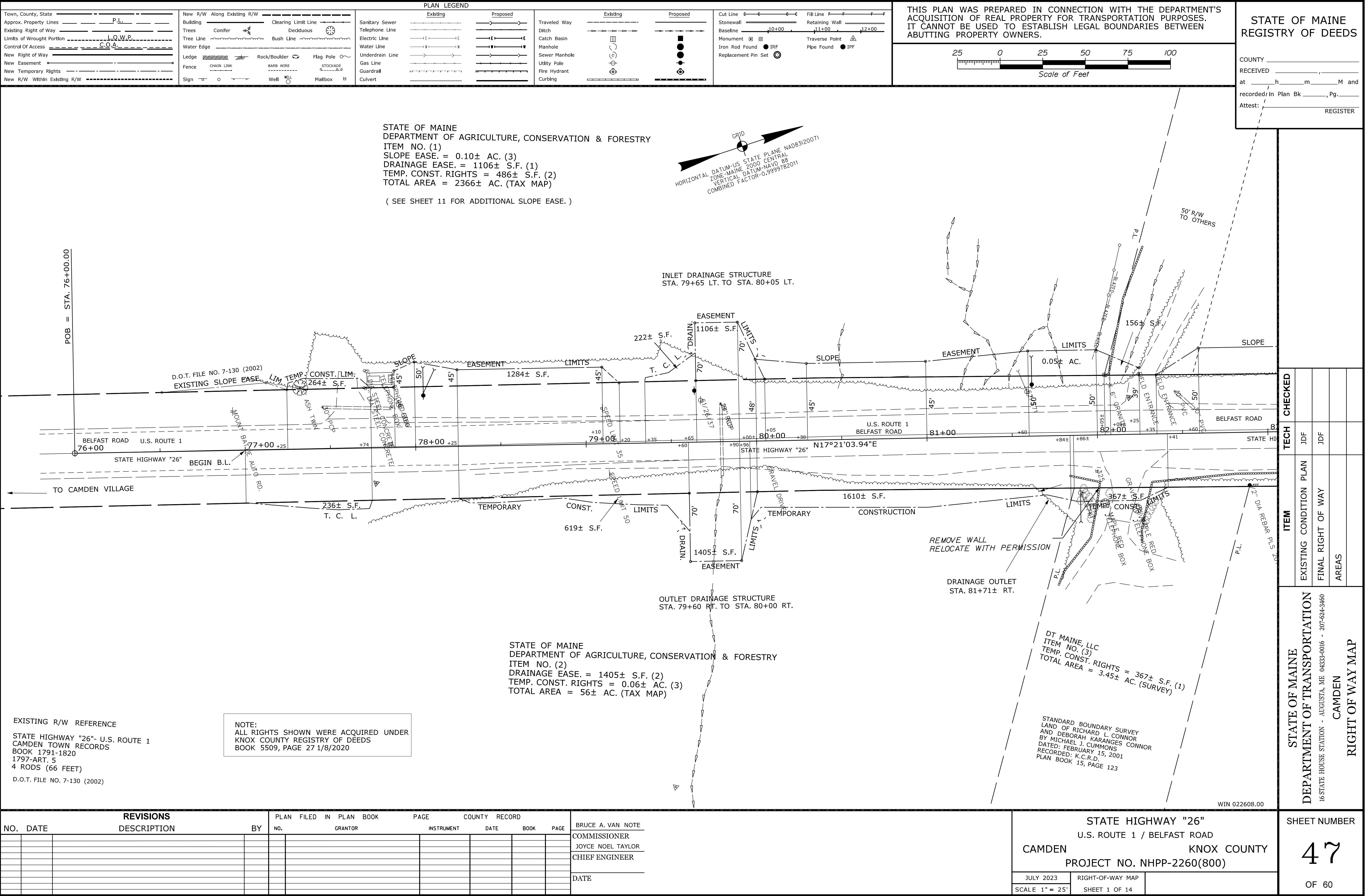


SUPERSTRUCTURE PARTIAL SECTION



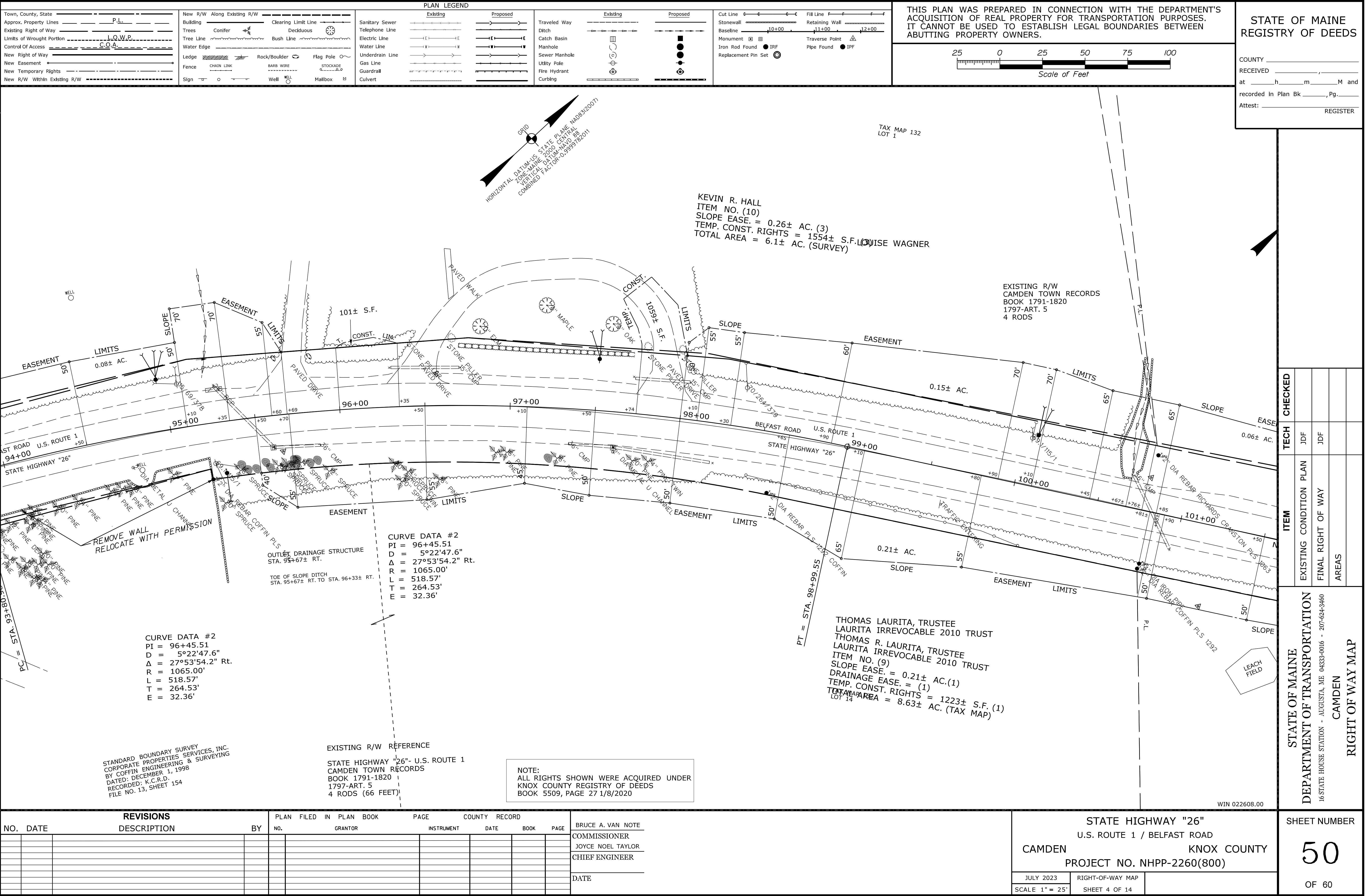
STATE OF MAINE DEPARTMENT OF TRANSPORTATION NHP-2260(800)	PROJECT: SPRING BROOK BRIDGE SPRING BROOK KNOX COUNTY		PROJ. MGR. ANDREW LATHE	BY JH	DATE 05/2023	SIGNATURE
	CAMDEN		CHECKED-REVIEWED TDC	ETC	05/2023	P.E. NUMBER
	SUPERSTRUCTURE REINFORCING		DESIGN-DETAILED			DATE
SHEET NUMBER		BRIDGE NO. 2794		WIN		BRIDGE PLANS
45		22608.00				
OF 60						

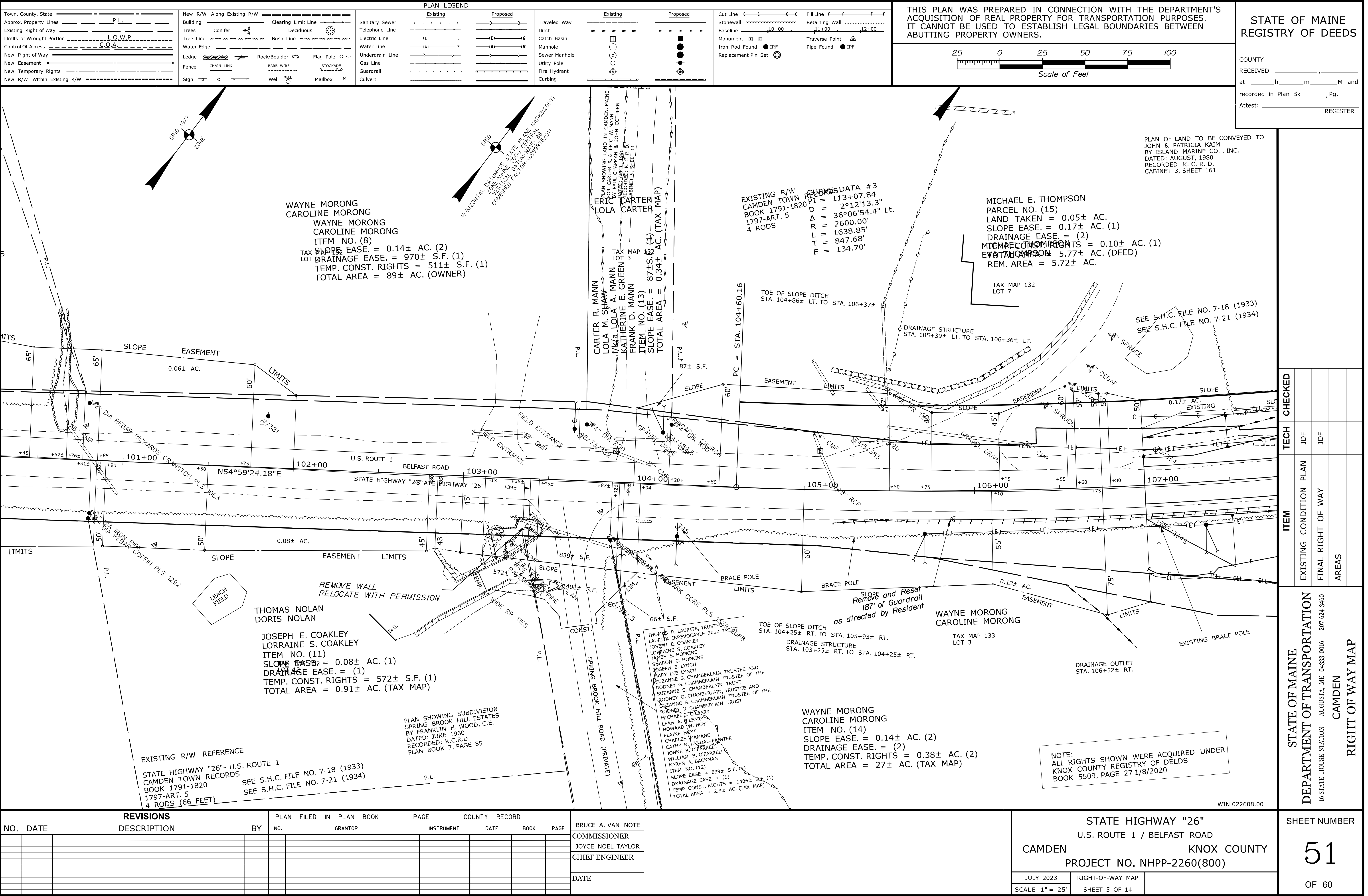
STRAIGHT BARS								BENT BARS															
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
Abutment No. 1 (Plain Rebar)								Abutment No. 1 (Plain Rebar)															
A500	12	29'-8"	NF & FF Horizontal Bars					A550	4	8'-8"	V				8'-0"	8"			3 1/2"			Top of Wingwalls	
A501	22	15'-0	NF Horizontal Bars					A552	82	8'-6"	U	2'-8"	3'-2"	2'-8"								Abutment and Wingwalls	
A502	2	12'-6"	NF Horizontal Bars					A553	52	5'-2"	L	2'-7"	2'-7"									Abutment and Wingwalls	
A503	2	10'-9"	NF Horizontal Bars																				
A504	52	8'-10"	NF & FF Vertical Bars					A650	6	11-11"	T	5'-8"	7"	5'-8"								Horizontal Bar @ App. Slab Seat	
A505	16	4'-6"	Vertical Bars below Girders																				
A506	4	8'-3"	Vertical Wing Bars																				
A507	4	8'-8 1/2"	Vertical Wing Bars																				
A508	4	9'-2"	Vertical Wing Bars																				
A509	4	9'-8"	Vertical Wing Bars																				
A510	12	10'-13 1/4"	Vertical Wing Bars																				
A511	4	10'-7 1/2"	Vertical Wing Bars																				
A512	4	11'-4 1/2"	Vertical Wing Bars																				
A513	4	11'-7 1/2"	Vertical Wing Bars																				
A514	4	4'-3"	Top of Wing into Deck																				
A515	33	4'-0"	Projecting into Approach Slab																				
A600	14	35'-0"	NF & FF Horizontal Bars																				
A601	14	21'-6 1/4"	NF & FF Horizontal Bars																				
A602	32	15'-8"	FF Wing Horizontal Bars																				
A603	2	5'-4"	FF Wing Horizontal Bars																				
A604	2	6'-5"	FF Wing Horizontal Bars																				
A605	2	7'-5"	FF Wing Horizontal Bars																				
Abutment No. 2 (Plain Rebar)								Abutment No. 2 (Plain Rebar)															
B500	12	29'-8"	NF & FF Horizontal Bars					A550	4	8'-8"	V				8'-0"	8"			3 1/2"			Top of Wingwalls	
B501	22	15'-0	NF Horizontal Bars					A552	82	8'-6"	U	2'-8"	3'-2"	2'-8"								Abutment and Wingwalls	
B502	2	12'-6"	NF Horizontal Bars					A553	52	5'-2"	L	2'-7"	2'-7"									Abutment and Wingwalls	
B503	2	10'-9"	NF Horizontal Bars																				
B504	52	8'-10"	NF & FF Vertical Bars					A650	6	11-11"	T	5'-8"	7"	5'-8"								Horizontal Bar @ App. Slab Seat	
B505	16	4'-6"	Vertical Bars below Girders																				
B506	4	8'-3"	Vertical Wing Bars																				
B507	4	8'-8 1/2"	Vertical Wing Bars																				
B508	4	9'-2"	Vertical Wing Bars																				
B509	4	9'-8"	Vertical Wing Bars																				
B510	12	10'-13 1/4"	Vertical Wing Bars																				
B511	4	10'-7 1/2"	Vertical Wing Bars																				
B512	4	11'-4 1/2"	Vertical Wing Bars																				
B513	4	11'-7 1/2"	Vertical Wing Bars																				
B514	4	4'-3"	Top of Wing into Deck																				
B515	33	4'-0"	Projecting into Approach Slab																				
B600	14	35'-0"	NF & FF Horizontal Bars																				
B601	14	21'-6 1/4"	NF & FF Horizontal Bars																				
B602	32	15'-8"	FF Wing Horizontal Bars																				
B603	2	5'-4"	FF Wing Horizontal Bars																				
B604	2	6'-5"	FF Wing Horizontal Bars																				
B605	2	7'-5"	FF Wing Horizontal Bars																				
Superstructure (GFRP)								Superstructure (ChromX)															
S500g	129	40'-0"	Btm of Deck - Long./Curb					S550c	38	8'-6"	PI	1'-6"	2'-2"	4'-10"					1'-7"			End of Deck	
S501g	43	32'-0"	Btm of Deck - Long./Curb					S551c	76	8'-5 1/2"	L	6'-3 1/2"	2'-2"									End of Deck	
								S552c	344	7'-9 1/2"	J	7'-5"	4 1/2"						4 1/2"			Fascia of Deck	
S600g	690	37'-0"	T&B of Deck - Transverse					S553c	396	5'-1"	SC	6"	1'-5"	1'-3"	1'-5"			6"		1'-4 1/2"		Curb	
S601g	228	40'-0"	T&B of Deck - Longitudinal																				
S602g	76	32'-0"	T&B of Deck - Longitudinal																				
AS501	32	32'-6"	Approach Slabs																				
AS601	132	15'-0"	Approach Slabs																				



[illegible]

[illegible]





This plan was prepared in connection with the Department's acquisition of real property for transportation purposes. It cannot be used to establish legal boundaries between abutting property owners.

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____,
at _____ h _____ m _____ M and
recorded in Plan Bk _____, Pg. _____
Attest: _____ REGISTER

PLAN OF LAND TO BE CONVEYED TO JOHN & PATRICIA KAIM BY ISLAND MARINE CO., INC. DATED: AUGUST, 1980 RECORDED: K. C. R. D. CABINET 3, SHEET 161

MICHAEL E. THOMPSON PARCEL NO. (15) LAND TAKEN = 0.05± AC. SLOPE EASE. = 0.17± AC. (1) DRAINAGE EASE. = (2) TEMP. CONST. RIGHTS = 0.10± AC. (1) TOTAL AREA = 5.77± AC. (DEED) REM. AREA = 5.72± AC.

TAX MAP 132 LOT 7

SEE S.H.C. FILE NO. 7-18 (1933)
SEE S.H.C. FILE NO. 7-21 (1934)

SPRING BROOK BRIDGE NO. 2794

WAYNE MORONG CAROLINE MORONG ITEM NO. (14) LAND TAKEN = 0.05± AC. SLOPE EASE. = 0.17± AC. (1) DRAINAGE EASE. = (2) TEMP. CONST. RIGHTS = 0.10± AC. (1) TOTAL AREA = 5.77± AC. (DEED) REM. AREA = 5.72± AC.

TAX MAP 133 LOT 3

WIN 022608.00
SPRING BROOK BRIDGE NO. 2794 OVER SPRING BROOK

BRUCE A. VAN NOTE
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE HIGHWAY "26"
U.S. ROUTE 1 / BELFAST ROAD
CAMDEN KNOX COUNTY
PROJECT NO. NHPP-2260(800)

JULY 2023
SCALE 1" = 25'

RIGHT-OF-WAY MAP
SHEET 6 OF 14

SHEET NUMBER
52
OF 60

[illegible]

This figure is a detailed engineering plan for State Highway "26" (U.S. Route 1) in Camden, Knox County, Maine. The plan shows the proposed right-of-way (R/W) and existing conditions for the highway project, which is identified as Project No. NHPP-2260(800).

Plan Legend: The legend defines symbols for various features: Town, County, State; Approx. Property Lines; Existing Right of Way; Limits of Wrought Portion; Control Of Access; New Right of Way; New Easement; New Temporary Rights; New R/W Within Existing R/W; Building; Trees (Conifer, Deciduous); Tree Line; Water Edge; Ledge; Fence (Chain Link, Barbed Wire, Stockade); Sign; New R/W Along Existing R/W; Clearing Limit Line; Sanitary Sewer; Telephone Line; Electric Line; Water Line; Underdrain Line; Gas Line; Guardrail; Culvert; Traveled Way; Ditch; Catch Basin; Manhole; Sewer Manhole; Utility Pole; Fire Hydrant; Curbing; Cut Line; Stone Wall; Baseline; Monument; Iron Rod Found; Replacement Pin Set; Fill Line; Retaining Wall; Traverse Point; Pipe Found; IPF.

Scale: The scale is 1" = 25'. The plan includes a graphic scale bar showing distances from 0 to 100 feet.

Property Owners and Items: The plan identifies several property owners and their associated items:

- Bernard B. Davodet (Item No. 21):** Slope Easement = 0.07± AC. (2); Temp. Const. Rights = 0.06± AC. (2); Total Area = 1.1± AC. (Calc.).
- Charlotte B. Lawrence (Item No. 23):** Slope Easement = 0.08± AC. (2); Temp. Const. Rights = 739± S.F. (2); Total Area = 1.16± AC. (Survey).
- Bruce Tolman, Brian Tolman, Cheryl English, M. Edith Tolman (Life Estate) (Item No. 24):** Slope Easement = 0.10± AC. (2); Temp. Const. Rights = 1942± S.F. (2); Total Area = 108± AC. (Tax Map).
- Bruce G. Tolman, Susan J. Tolman (Item No. 27):** Temp. Const. Rights = 1.96± AC.
- Russell A. Penney, Jr., B. Scott Penney (Item No. 26):** Drainage Easement = 1268± S.F. (1); Temp. Const. Rights = 0.11± AC. (1); Total Area = 1.3± AC. (Tax Map).
- Theresa Kangas, Personal Representative Estate of Norma Simmons (Item No. 20):** Temp. Const. Rights = 351± S.F. (1); Total Area = 3.9± AC. (Survey).
- Marlene Jo Freilich (Item No. 22):** Temp. Const. Rights = 0.05± AC. (2); Total Area = 7.0± AC. (Deed).
- Marywill Maine, LLC (Item No. 25):** Temp. Const. Rights = 1145± S.F. (1); Total Area = 5.4± AC. (Deed).

Highway Details: The plan shows the highway alignment with stationing from 124+00 to 131+00. Key features include:

- Right-of-Way (R/W):** Indicated by dashed lines.
- Easements:** Various easements are shown, including slope easements and drainage easements.
- Drainage:** The plan shows existing and proposed drainage structures, including catch basins, manholes, and culverts.
- Utilities:** Existing and proposed utility lines (sanitary sewer, telephone, electric, water, gas) are shown.
- Vegetation:** Existing trees and vegetation are marked with symbols and labels.
- Construction:** Areas of construction are indicated by hatched patterns.

Notes: The plan includes several notes:

- NOTE:** ALL RIGHTS SHOWN WERE ACQUIRED UNDER KNOX COUNTY REGISTRY OF DEEDS BOOK 5509, PAGE 27 1/8/2020.
- "HIGH TIDE MOTEL":** PROPERTY OF HENRICK & FRANCES CONOVER BY BOOTHBAY ENGINEERING SERVICES, INC. DATED: MAY, 1982. RECORDED: K. C. R. D. CABINET 4, SHEET 131.
- EXISTING R/W REFERENCE:** STATE HIGHWAY "26"- U.S. ROUTE 1 CAMDEN TOWN RECORDS BOOK 1791-1820 1797-ART. 5 4 RODS (66 FEET).

Revisions: A table of revisions is provided at the bottom left of the plan.

State of Maine Department of Transportation: The plan is prepared in connection with the Department's acquisition of real property for transportation purposes. It cannot be used to establish legal boundaries between abutting property owners.

Camden Right of Way Map: The plan is part of the Camden Right of Way Map, showing the land conveyed by Douglas S. and Bernice E. MacFall to Richard C. and Doris T. Hopkins by E. W. Coffin, dated October, 1965, recorded in K.C.R.D. Plan Book 8, Page 55.

Town, County, State
Approx. Property Lines
Existing Right of Way
Limits of Wrought Portion
Control Of Access
New Right of Way
New Easement
New Temporary Rights
New R/W Within Existing R/W

P.L.

I.O.W.P.
C.O.A.

New Building
Trees
Tree Line
Water Edge
Ledge
Fence
Sign

Along Existing R/W
Conifer
Deciduous
Bush Line
Rock/Boulder
Chain Link
Barbed Wire
Well

Clearing Limit Line
Flag Pole
Stockade
Mailbox

Sanitary Sewer
Telephone Line
Electric Line
Water Line
Underdrain Line
Gas Line
Guardrail
Culvert

Existing
Proposed

Travelled Way
Ditch
Catch Basin
Manhole
Sewer Manhole
Utility Pole
Fire Hydrant
Curbing

Cut Line
Stonewall
Baseline
Monument
Iron Rod Found
Replacement Pin Set

Fill Line
Retaining Wall
Traverse Point
Pipe Found

Scale of Feet

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

STATE OF MAINE
REGISTRY OF DEEDS
COUNTY RECEIVED at h m M and recorded in Plan Bk Pg. Attest:

HORIZONTAL DATUM-US STATE PLANE NAD83(2007)
ZONE-MAINE 2000 CENTRAL
VERTICAL DATUM-NAVD 88
COMBINED FACTOR=0.99997182011

BRUCE G. TOLMAN
SUSAN J. TOLMAN
ITEM NO. (27)
TEMP. CONST. RIGHTS = 128± S.F. (1)
TOTAL AREA = 1.96± AC. (TAX MAP)

CURVE DATA #4
PI = 130+85.32
D = 0°50'33.3"
Δ = 3°03'22.3" Lt.
R = 6800.00'
L = 362.72'
T = 181.40'
E = 2.42'

CURVE DATA #4
PI = 130+85.32
D = 0°50'33.3"
Δ = 3°03'22.3" Lt.
R = 6800.00'
L = 362.72'
T = 181.40'
E = 2.42'

INLET DRAINAGE STRUCTURE STA. 132+50 LT. TO STA. 132+85 LT.
LEACH FIELD
410± S.F.

ITEM NO. (28) OMITTED

530 BELFAST ROAD, LLC
ITEM NO. (30)
DRAINAGE EASE. = 410± S.F. (1)
TEMP. CONST. RIGHTS = 1201± S.F. (4)
TOTAL AREA = 3.5± AC. (CALC.)

RUSSELL A. PENNEY, JR.
B. SCOTT PENNEY
ITEM NO. (26)
DRAINAGE EASE. = 1268± S.F. (1)
TEMP. CONST. RIGHTS = 0.11± AC. (1)
TOTAL AREA = 1.3± AC. (TAX MAP)

PLAN SHOWING LAND CONVEYED BY DOUGLAS S. AND BERNICE E. MACFALL TO RICHARD C. AND DORIS T. HOPKINS BY E. W. COFFIN DATED OCTOBER, 1965 RECORDED: K.C.R.D. PLAN BOOK 8, PAGE 55

EXISTING R/W REFERENCE
STATE HIGHWAY "26"- U.S. ROUTE 1 CAMDEN TOWN RECORDS BOOK 1791-1820 1797-ART. 5 4 RODS (66 FEET)

NOTE:
ALL RIGHTS SHOWN WERE ACQUIRED UNDER KNOX COUNTY REGISTRY OF DEEDS BOOK 5509, PAGE 27 1/8/2020

LINDA L. CLOUTIER
ITEM NO. (32)
SLOPE EASE. = 0.15± AC. (2)
DRAINAGE EASE. = 1150± S.F. (1)
TOTAL AREA = 4.96± AC. (TAX MAP)

C. FLORENCE WINTERS
ITEM NO. (31)
TEMP. CONST. RIGHTS = 1883± S.F. (1)
TOTAL AREA = 0.90± AC. (TAX MAP)

TIMOTHY K. DRESSER
LISA E. DRESSER
ITEM NO. (29)
DRAINAGE EASE. = 1715± S.F. (1)
TEMP. CONST. RIGHTS = 0.13± AC. (2)
TOTAL AREA = 1.09± AC. (CALC.)

OUTLET DRAINAGE STRUCTURE STA. 133+95 RT. TO STA. 134+30 RT.

OUTLET DRAINAGE STRUCTURE STA. 132+50 LT. TO STA. 132+85 LT.

OUTLET DRAINAGE STRUCTURE STA. 136+85 RT. TO STA. 137+15 RT.

TOE OF SLOPE DITCH STA. 136+60± RT. TO STA. 139+95± RT.

CURVE DATA #5
PI = 139+54.67
D = 1°10'09.5"
Δ = 6°53'02.9" Rt.
R = 4900.00'
L = 588.74'
T = 294.72'
E = 8.86'

CLAY BROOK ROAD

SALMON RUN R/W TO OTHERS

BELFAST ROAD U.S. ROUTE 1

WIN 022608/00

TECH CHECKED

JDF

ITEM EXISTING CONDITION PLAN

JDF

FINAL RIGHT OF WAY AREAS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460

CAMDEN
RIGHT OF WAY MAP

REVISIONS
NO. DATE DESCRIPTION BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD
NO. GRANTOR INSTRUMENT DATE BOOK PAGE

BRUCE A. VAN NOTE
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE HIGHWAY "26"
U.S. ROUTE 1 / BELFAST ROAD
CAMDEN KNOX COUNTY
PROJECT NO. NHPP-2260(800)

JULY 2023 SCALE 1" = 25'

RIGHT-OF-WAY MAP SHEET 10 OF 14

SHEET NUMBER
56
OF 60

Plan of Lots for Sale by Penobscot Realty Co. being subdivisions of I. Decrow + C. Decrow lots on North Side of Atlantic Highway by Adin L. Hopkins recorded on September 27, 1930 K.C.R.D. Vol. 4, Page 30

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____, _____
at _____ h _____ m _____ M and _____
recorded in Plan Bk _____, Pg. _____
Attest: _____ REGISTER

PLAN LEGEND

Existing Proposed

Traveling Way
Ditch
Catch Basin
Manhole
Sewer Manhole
Utility Pole
Fire Hydrant
Curbing

Cut Line
Stonewall
Baseline
Monument
Iron Rod Found
Replacement Pin Set

Fill Line
Retaining Wall
Traverse Point
Pipe Found
IPF

Scale of Feet
25 0 25 50 75 100

GRID
HORIZONTAL DATUM-US STATE PLANE NAD83(2007)
ZONE-MAINE 2000 CENTRAL
VERTICAL DATUM-NAVD 88
COMBINED FACTOR-0.9999782011

C. FLORENCE WINTERS
ITEM NO. (38)
SLOPE EASE. = 877± S.F. (2)
TEMP. CONST. RIGHTS = 679± S.F. (1)
TOTAL AREA = 1.2± AC. (OWNER)

ANDREW F. BOUTIN
ITEM NO. (40)
SLOPE EASE. = 0.05± AC. (2)
TEMP. CONST. RIGHTS = 413± S.F. (1)
TOTAL AREA = 2.6± AC. (OWNER)

JOHN R. HATHAWAY, III
ITEM NO. (41)
SLOPE EASE. = 364± S.F. (1)
DRAINAGE EASE. = 988± S.F. (2)
TEMP. CONST. RIGHTS = 814± S.F. (1)
TOTAL AREA = 2.0± AC. (OWNER)

HARLAN BOYNTON
ITEM NO. (44)
TEMP. CONST. RIGHTS = 1075± S.F. (3)
TOTAL AREA = 1.99± AC. (OWNER)

ELIZABETH S. DIRCKS
ITEM NO. (45)
TEMP. CONST. RIGHTS = 820± S.F. (2)
TOTAL AREA = 1.4± AC. (OWNER)

ROBERT S. GAILEY, JR., TRUSTEE
ANN M. GAILEY, TRUSTEE
THE GAILEY FAMILY TRUST
ITEM NO. (39)
TEMP. CONST. RIGHTS = 1391± S.F. (2)
TOTAL AREA = 3.87± AC. (DEED)

ALAN S. BARLOW
DIANE C. BARLOW
ITEM NO. (42)
DRAINAGE EASE. = 1251± S.F. (1)
TEMP. CONST. RIGHTS = 807± S.F. (2)
TOTAL AREA = 3.5± AC. (TAX MAP)

ROGER E. KING
ITEM NO. (43)
TEMP. CONST. RIGHTS = 0.05± AC. (1)
TOTAL AREA = 6.1± AC. (OWNER)

DIANA T. FALCIANI
ROBERT A. FALCIANI, TRUSTEE
DIANA T. FALCIANI, TRUSTEE
FALCIANI FAMILY REVOCABLE TRUST
ITEM NO. (46)
TEMP. CONST. RIGHTS = 1091± S.F. (2)
TOTAL AREA = 2.9± AC. (OWNER)

NOTE:
ALL RIGHTS SHOWN WERE ACQUIRED UNDER
KNOX COUNTY REGISTRY OF DEEDS
BOOK 5509, PAGE 27 1/8/2020

EXISTING R/W REFERENCE
STATE HIGHWAY "26"- U.S. ROUTE 1
CAMDEN TOWN RECORDS
BOOK 1791-1820
1797-ART. 5
4 RODS (66 FEET)

REVISIONS

NO. DATE DESCRIPTION BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO. GRANTOR INSTRUMENT DATE BOOK PAGE

BRUCE A. VAN NOTE

COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER

DATE

STATE HIGHWAY "26"
U.S. ROUTE 1 / BELFAST ROAD
CAMDEN KNOX COUNTY
PROJECT NO. NHPP-2260(800)

JULY 2023
SCALE 1" = 25'

RIGHT-OF-WAY MAP
SHEET 12 OF 14

SHEET NUMBER
58
OF 60

Date: \$date\$

Username: \$user\$

Division: \$wkgroup\$

Filename: \$file\$

