STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SPECIFICATIONS

Design: AASHTO LRFD Bridge Design Specifications, Fourth Edition, 2007 and Interim Specifications through 2008.

DESIGN LOADING

Live Load ..... HL - 93 Modified

TRAFFIC DATA

Current (2009) AADT	11,420
Future (2029) AADT	13,700
DHV - % of AADT	9%
Design Hour Volume	1,192
% Heavy Trucks (AADT)	9%
% Heavy Trucks (DHV)	7%
Directional Distribution (DHV)	55%
18 kip Equivalent P 2.0	801
18 kip Equivalent P 2.5	763
Design Speed (mph)	25

HYDROLOGIC DATA

Drainage Area - Webb River	133 sq mi
Design Discharge (Q50)	7708 cfs
Check Discharge (Q100)	8760 cfs
Headwater Elevation (Q50)	415.3 ft
Headwater Elevation (Q100)	415.8 ft
Discharge Velocity (Q50)	22 fps
Discharge Velocity (Q100)	23 fps
Ordinary High Water Elevation (Q1.1)	401.1
Velocity (Q1.1)	15.6 fps

MATERIALS

Concrete Fill	Class "A"
Concrete (Unless noted otherwise)	Class "A"
Concrete (Precast)	Class "P"
Concrete (Curbs, Sidewalks & Transition Barriers)	Class "LP"
Reinforcing Steel:	
Curbs, Sidewalks & Transition Barriers	Corrosion Resistant Reinforcing System
All Other	ASTM A615/A615M, Grade 60
Structural Steel:	
All Material (except as noted)	ASTM A709/A709M, Grade 50W
High Strength Bolts	ASTM A325, Type 3
Prestressing Strand	AASHTO 203 (ASTM A416) Grade 270 Low Relaxatioin

BASIC DESIGN STRESSES

Concrete:	
Class "A"	f 'c = 4,350 psi
Class "P"	f ' c = 5,000 psi f ' ci = 4,350 psi
Class "LP"	f 'c = 5,075 psi
Reinforcing Steel:	
Corrosion Resistant Reinforcing System	See Special Provision for Section 503
ASTM A615/A615M, Grade 60	f y = 60,000 psi
Structural Steel:	
ASTM A 709/A 709M, Grade 50W	F y = 50,000 psi
ASTM A 709/A 709M, Grade 36	F y = 36,000 psi
ASTM A 325	F μ = 120,000 psi
Prestressing Strand	F μ = 270,000 psi

UTILITIES

Central Maine Power Company	Town of Dixfield
Fairpoint Communication	Time Warner Cable
Mexico Sewer District	Mexico Water District
Northern New England Telephone Operations LLC	

MAINTENANCE OF TRAFFIC

2-Way Traffic with Temporary Single Lane Bridge

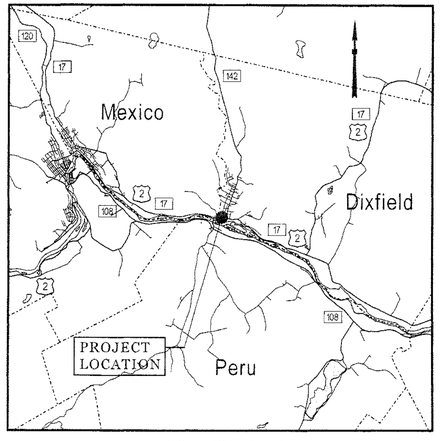
MEXICO\DIXFIELD
OXFORD COUNTY
WEBB RIVER BRIDGE
OVER
WEBB RIVER

BR-A562(000)E & STP-1514(300)X

PROJECT LENGTH 0.265 mi.

A BRIDGE REPLACEMENT, GRADING, DRAINAGE, BASE AND PAVEMENT PROJECT

BRIDGE NO. 2917



LOCATION MAP

2 0 2 4

Scale in Miles

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED DATE 10/18/10
COMMISSIONER: Dan
CHIEF ENGINEER: Thomas Sweeney

STATE OF MAINE ROLAND A LAVALLEE No. 6452 REGISTERED PROFESSIONAL ENGINEER

Roland A Lavallee
SIGNATURE
6452
P.E. NUMBER
6/28/10
DATE

15620.00 & 15143.00

PROJECT INFORMATION

PROGRAM	Bridge
PROJECT MANAGER	L. Timberlake
DESIGNER	D. A. Mitchell
CONSULTANT	HNTB
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

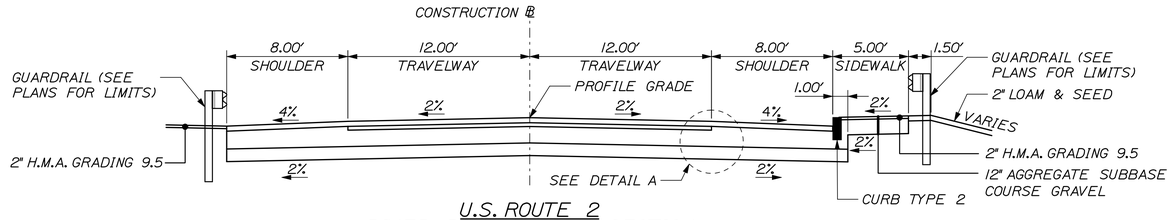
BR-A562(000)E & STP-1514(300)X

MEXICO\DIXFIELD
WEBB RIVER BRIDGE

TITLE SHEET

SHEET NUMBER
1
OF 87

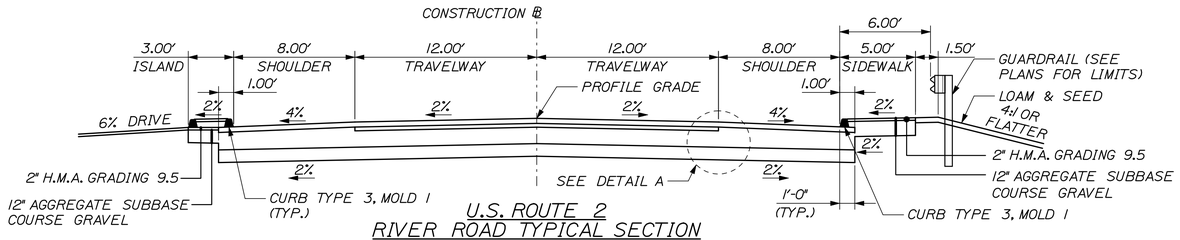
Filename: 001_Title.dgn Division: HIGHWAY Username: mcundiff Date:6/28/2010



U.S. ROUTE 2
RIVER ROAD TYPICAL SECTION

BRIDGE TO STA. 25+25
N.T.S.

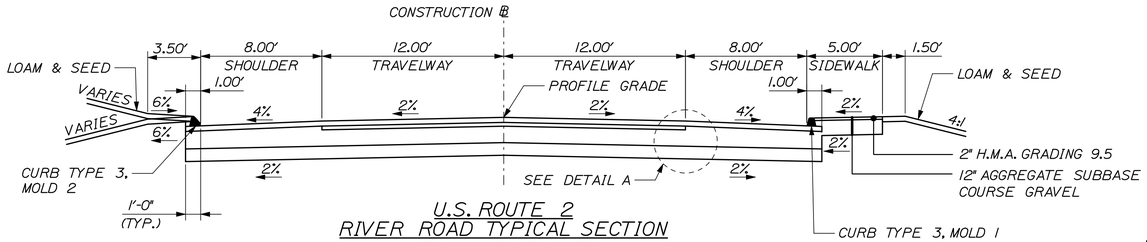
GRAVEL QUANTITIES (CY/100 LF)			
	SHOULDER	12' TRAVELWAY	SHOULDER AND SIDEWALK
AGGREGATE BASE COURSE - CRUSHED	36.90	48.15	56.01
AGGREGATE SUBBASE COURSE - GRAVEL	24.69	37.04	27.78



U.S. ROUTE 2
RIVER ROAD TYPICAL SECTION

STA. 20+75 TO BRIDGE
N.T.S.

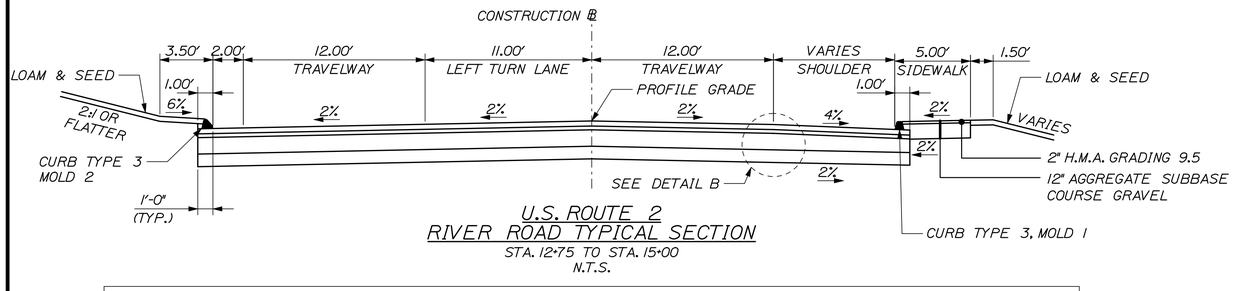
GRAVEL QUANTITIES (CY/100 LF)			
	SHOULDER AND ISLAND	12' TRAVELWAY	SHOULDER AND SIDEWALK
AGGREGATE BASE COURSE - CRUSHED	51.47	48.15	56.01
AGGREGATE SUBBASE COURSE - GRAVEL	27.78	37.04	27.78



U.S. ROUTE 2
RIVER ROAD TYPICAL SECTION

STA. 16+50 TO STA. 20+75
N.T.S.

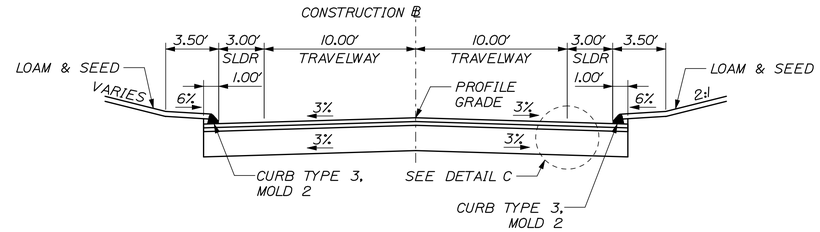
GRAVEL QUANTITIES (CY/100 LF)			
	SHOULDER AND CURB	12' TRAVELWAY	SHOULDER AND SIDEWALK
AGGREGATE BASE COURSE - CRUSHED	41.21	48.15	56.01
AGGREGATE SUBBASE COURSE - GRAVEL	27.78	37.04	27.78



U.S. ROUTE 2
RIVER ROAD TYPICAL SECTION

STA. 12+75 TO STA. 15+00
N.T.S.

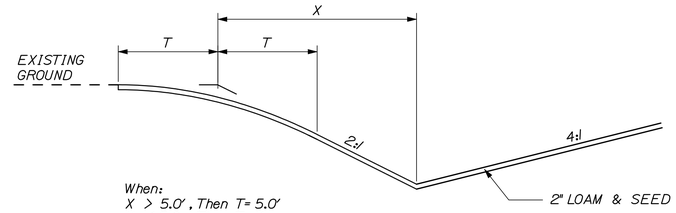
GRAVEL QUANTITIES (CY/100 LF)			
	2' SHOULDER AND CURB	11' LANE	12' TRAVELWAY
AGGREGATE BASE COURSE - CRUSHED	12.04	44.14	48.15
AGGREGATE SUBBASE COURSE - GRAVEL	9.26	33.95	37.04



LEAVITT STREET TYPICAL SECTION

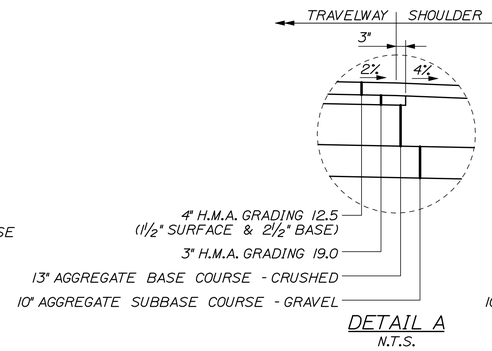
N.T.S.

GRAVEL QUANTITIES (CY/100 LF)		
	10' TRAVELWAY	3' SHOULDER AND CURB
AGGREGATE SUBBASE COURSE - GRAVEL	55.56	22.22

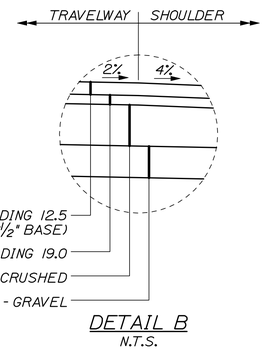


When:
$X > 5.0'$, Then $T = 5.0'$
$X \leq 5.0'$, Then $T = X$
This formula may be modified in the field by the Resident to avoid property damage.

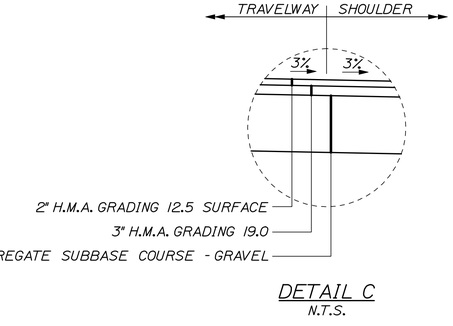
BACK-SLOPE ROUNDING DETAIL



DETAIL A
N.T.S.



DETAIL B
N.T.S.



DETAIL C
N.T.S.

NOTES:

1. THE PAVEMENT, BASE, SUBBASE DEPTH AS SHOWN ON PLANS ARE INTENDED TO BE NOMINAL.
2. CROWNS FOR ALL SECTIONS AND COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
3. THE STATIONING SHOWN UNDER EACH TYPICAL SECTION IS APPROXIMATE.
4. THE LEAVITT STREET PAVEMENT STRUCTURE WILL TRANSITION TO DETAIL C 6 FEET FROM THE ROUTE 2 GUTTERLINE.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	L. TIMBERLAKE	
DESIGN-DETAILED	LEM	06\10
CHECKED-REVIEWED	DAM	06\10
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE
P.E. NUMBER
DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

TYPICAL SECTIONS

SHEET NUMBER
2
OF 87

Filename: 002_TypSec.dgn Username: mcundiff Division: HIGHWAY Date:6/30/2010

ESTIMATED QUANTITIES - SECTION 0001

ITEM NO	DESCRIPTION	QUANTITY HIGHWAY PIN 15143.00	QUANTITY BRIDGE PIN 15620.00	TOTAL	UNIT
201.23	REMOVING SINGLE TREE TOP ONLY	2	0	2	EA
201.24	REMOVING STUMP	2	0	2	EA
202.08	REMOVING BUILDING NO. 1	1	0	1	LS
202.08	REMOVING BUILDING NO. 2	1	0	1	LS
202.10	REMOVAL OF EXISTING SUPERSTRUCTURE - PROPERTY OF CONTRACTOR	0	1	1	LS
202.121	REMOVING EXISTING CONCRETE (215 CY)	0	1	1	LS
202.15	REMOVING EXISTING MANHOLE OR CATCH BASIN	5	2	7	EA
203.20	COMMON EXCAVATION	4950	990	5940	CY
203.21	ROCK EXCAVATION	100	20	120	CY
203.2312	HEALTH AND SAFETY PLAN	0.73	0.27	1	LS
203.25	GRANULAR BORROW	0	635	635	CY
203.4339	GEOFOAM LIGHTWEIGHT FILL	0	17	17	CY
206.061	STRUCTURAL EARTH EXCAVATION - DRAINAGE & MINOR STRUCTURES BELOW GRADE	40	10	50	CY
206.07	STRUCTURAL ROCK EXCAVATION - DRAINAGE & MINOR STRUCTURES	10	5	15	CY
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES	0	1000	1000	CY
304.09	AGGREGATE BASE COURSE - CRUSHED	1850	360	2210	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	2650	660	3310	CY
403.207	HOT MIX ASPHALT, 19.0 MM NOMINAL MAXIMUM SIZE	740	160	900	T
403.208	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE, SURFACE	490	160	650	T
403.209	HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS)	190	110	300	T
403.213	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE, BASE	660	230	890	T
409.15	BITUMINOUS TACK COAT, APPLIED	390	88	478	G
419.20	SAWING AND SEALING JOINTS IN BITUMINOUS PAVEMENT	0	92	92	LF
502.219	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS (510 CY)	0	1	1	LS
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON STEEL BRIDGES (190 CY)	0	1	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLAB (35 CY)	0	1	1	LS
502.341	STRUCTURAL CONCRETE ROADWAY MEDIAN	12	0	12	CY
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS (45 CY)	0	1	1	LS
502.56	CONCRETE FILL	0	155	155	CY
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	0	91200	91200	LB
503.13	REINFORCING STEEL, PLACING	0	91200	91200	LB
503.17	MECHANICAL/WELDED SPLICE	0	644	644	EA
503.30	CORROSION RESISTANT REINFORCING SYSTEM, FABRICATED AND DELIVERED	0	6900	6900	LB
503.31	CORROSION RESISTANT REINFORCING SYSTEM, PLACING	0	6900	6900	LB
504.702	STRUCTURAL STEEL FABRICATED AND DELIVERED, WELDED (221,300 LB)	0	1	1	LS
504.71	STRUCTURAL STEEL ERECTION (221,300 LB)	0	1	1	LS
505.08	SHEAR CONNECTORS (2460)	0	1	1	LS
506.9102	ZINC RICH COATING SYSTEM (SHOP APPLIED)	0	1	1	LS
507.0811	STEEL BRIDGE RAILING, 2 BAR (132 LF)	0	1	1	LS
507.0831	STEEL BRIDGE RAILING, 4 BAR (142 LF)	0	1	1	LS
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE (537 SY)	0	1	1	LS
510.12	SPECIAL DETOUR, 12 FOOT ROADWAY WIDTH VEHICULAR AND PEDESTRIAN TRAFFIC SEPARATED	0	1	1	LS
511.07	COFFERDAM (PIER)	0	1	1	LS
511.07	COFFERDAM (ABUTMENT NO. 1)	0	1	1	LS
511.07	COFFERDAM (ABUTMENT NO. 2)	0	1	1	LS
512.081	FRENCH DRAINS (300 LF)	0	1	1	LS
513.09	SLOPE PROTECTION - PORTLAND CEMENT CONCRETE	0	190	190	SY
515.20	PROTECTIVE COATING FOR CONCRETE SURFACE	0	340	340	SY
518.60	REPAIR OF VERTICAL SURFACES <200 MM (7.9 IN.)	0	120	120	SF
518.61	REPAIR OF VERTICAL SURFACES ≥ 200 MM (7.9 IN.)	0	1	1	CY
520.232	EXPANSION DEVICE - ASPHALTIC PLUG JOINT (47 LF EACH)	0	94	94	LF
523.52	BEARING INSTALLATION	0	12	12	EA
523.5401	LAMINATED ELASTOMERIC BEARINGS, FIXED	0	6	6	EA
523.5402	LAMINATED ELASTOMERIC BEARINGS, EXPANSION	0	6	6	EA
525.61	EXISTING GRANITE WALL REPAIR	0	1	1	LS
526.301	TEMPORARY CONCRETE BARRIER, TYPE 1 (320 LF)	0	1	1	LS
526.34	PERMANENT CONCRETE TRANSITION BARRIER	0	4	4	EA
527.303	ENERGY ABSORBING SYSTEM (ET-2,000)	1	0	1	EA
527.305	QUADGUARD CRASH CUSHION	0	1	1	UN
527.34	WORK ZONE CRASH CUSHIONS	0	6	6	EA
603.159	12 IN CULVERT PIPE OPTION III	48	0	48	LF
603.179	18 IN CULVERT PIPE OPTION III	312	128	440	LF
604.072	CATCH BASIN TYPE AI-C	0	6	6	EA
604.092	CATCH BASIN TYPE BI-C	26.375	1	27.375	EA
604.164	REBUILDING CATCH BASIN	0	2	2	EA
604.247	CATCH BASIN TYPE F5-C	2	0	2	EA
604.262	CATCH BASIN TYPE B5-C	2.875	0	2.875	EA
605.09	6 IN UNDERDRAIN TYPE B	860	0	860	LF
605.11	12 IN UNDERDRAIN TYPE C	1320	160	1480	LF
605.13	18 IN UNDERDRAIN TYPE C	130	100	230	LF
606.1721	BRIDGE TRANSITION - TYPE 1	0	3	3	EA
606.23	GUARDRAIL TYPE 3C - SINGLE RAIL	62.5	0	62.5	LF
606.23	GUARDRAIL TYPE 3C - SINGLE RAIL - WITH RUB RAIL	50	0	50	LF
606.231	GUARDRAIL TYPE 3C - 15 FT RADIUS AND LESS	0	8.64	8.64	LF
606.232	GUARDRAIL TYPE 3C - OVER 15 FT RADIUS	62.5	0	62.5	LF
606.2602	TERMINAL END - TRAILING END	0	2	2	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	4	10	14	EA
606.362	GUARDRAIL ADJUSTED - INSTALL RUB RAIL	49.24	0	49.24	LF
606.79	GUARDRAIL 350 FLARED TERMINAL	1	2	3	EA
607.22	CEDAR RAIL FENCE	170	0	170	LF
608.26	CURB RAMP DETECTABLE WARNING FIELD	0	16	16	SF
609.19	VERTICAL CURB - TYPE 2	0	130	130	LF
609.20	VERTICAL CURB - CIRCULAR - TYPE 2	0	61	61	LF
609.244	TERMINAL CURB - TYPE 2 - 4 FOOT	0	4	4	EA
609.247	TERMINAL CURB - TYPE 2 - 7 FOOT	0	9	9	EA
609.31	CURB TYPE 3	2470	16	2486	LF
610.08	PLAIN RIPRAP	7.5	295	302.5	CY
610.18	STONE DITCH PROTECTION	36	13	49	CY
613.319	EROSION CONTROL BLANKET	230	26	256	SY
615.07	LOAM	240	32	272	CY
618.1301	SEEDING METHOD NUMBER 1 - PLAN QUANTITY	3	0.5	3.5	UN
618.1401	SEEDING METHOD NUMBER 2 - PLAN QUANTITY	11.5	0	11.5	UN
618.1411	SEEDING METHOD NUMBER 3 - PLAN QUANTITY	25	5	30	UN
* 618.15	TEMPORARY SEEDING	5	0.7	5.7	LB
619.1201	MULCH - PLAN QUANTITY	40	5.5	45.5	UN
619.1401	EROSION CONTROL MIX	40	10	50	CY
620.58	EROSION CONTROL GEOTEXTILE	130	330	460	SY
620.6012	HDPE GEOMEMBRANE	0	320	320	SY

ITEM NO	DESCRIPTION	QUANTITY HIGHWAY PIN 15143.00	QUANTITY BRIDGE PIN 15620.00	TOTAL	UNIT
* 621.037	EVERGREEN TR (5'-6') GP A	6	0	6	EA
* 621.184	MD DECID TR (8'-10') GP A	12	0	12	EA
* 621.273	LG DECID TR (2"-2.50" CAL) GP A	1	0	1	EA
* 621.395	DWF EVERGREENS (18"-24") GP A	24	0	24	EA
* 621.413	DWF EVERGREENS (3'-3.50') GP A	36	0	36	EA
* 621.540	DECID SHRUBS (18"-24") GP A	48	0	48	EA
627.733	4 INCH WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	5170	3090	8260	LF
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	270	110	380	SF
627.76	TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	0.73	0.27	1	LS
* 629.05	HAND LABOR, STRAIGHT TIME	10	10	20	HR
* 631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	5	5	10	HR
* 631.11	AIR TOOL (INCLUDING OPERATOR)	5	5	10	HR
* 631.12	ALL-PURPOSE EXC (INCLUDING OPERATOR)	10	10	20	HR
* 631.171	TRUCK-SMALL (INCLUDING OPERATOR)	10	10	20	HR
* 631.172	TRUCK-LARGE (INCLUDING OPERATOR)	10	10	20	HR
* 631.18	CHAIN SAW RENTAL (INCLUDING OPERATOR)	5	5	10	HR
* 631.20	STUMP CHIPPER RENTAL (INCLUDING OPERATOR)	5	5	10	HR
* 631.22	FRONT END LOADER (INCLUDING OPERATOR)	10	10	20	HR
* 631.32	CULVERT CLEANER (INCLUDING OPERATOR)	10	10	20	HR
637.071	DUST CONTROL	0.73	0.27	1	LS
639.18	FIELD OFFICE TYPE A	0.27	0.73	1	EA
652.31	TYPE I BARRICADE	0	2	2	EA
652.33	DRUM	43	15	58	EA
652.34	CONE	43	15	58	EA
652.35	CONSTRUCTION SIGNS	525	175	700	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	0.73	0.27	1	LS
* 652.38	FLAGGER	3000	1000	4000	HR
* 653.22	2 INCH POLYSTYRENE PLASTIC INSULATION	0	12	12	SY
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION	0.73	0.27	1	LS
658.20	ACRYLIC LATEX FINISH, GREEN	28	18	46	SY
659.10	MOBILIZATION	0.27	0.73	1	LS
660.21	ON-THE-JOB TRAINING	270	730	1000	HR
604.18	ADJUST MH FRAMES AND COVERS TO GRADE		4	4	EA
801.13	SEWER FORCE MAIN - TEMPORARY		1	1	LS
801.51	DEMOLISH EXISTING FORCE MAIN - WITH AIR RELEASE		1	1	LS
822.301	PRE-INSULATED DUCTILE IRON PIPE		155	155	LF
822.35	10" CLASS 52 DUCTILE IRON PIPE		225	225	LF
825.324	BLOW OFF CHAMBER - RECONNECTION		1	1	LS
827.331	TRENCH INSULATION		90	90	SY
833.313	AIR RELEASE ASSEMBLY - MODIFY AT LEAVITT STREET		1	1	EA
845.10	STRUCTURAL STEEL UTILITY SUPPORTS		1	1	LS

ESTIMATED QUANTITIES - SECTION 0002

ITEM NO	DESCRIPTION	QUANTITY HIGHWAY PIN 15143.00	QUANTITY BRIDGE PIN 15620.00	TOTAL	UNIT
635.31	PRECAST CONCRETE BLOCK GRAVITY WALL - ALTERNATIVE 1	1170	0	1170	SF

ESTIMATED QUANTITIES - SECTION 0003

ITEM NO	DESCRIPTION	QUANTITY HIGHWAY PIN 15143.00	QUANTITY BRIDGE PIN 15620.00	TOTAL	UNIT
635.40	PRECAST AGGREGATE-FILLED CONCRETE BLOCK GRAVITY WALL - ALTERNATIVE 2	1170	0	1170	SF

* UNDETERMINED LOCATION

EARTHWORK SUMMARY

	PIN 15620.00 BRIDGE	PIN 15143.00 HIGHWAY	TOTAL
COMMON EXCAVATION FOR ESTIMATE			
COMMON EXCAVATION (FROM CROSS SECTIONS)	972 CY	4674 CY	5646 CY
EARTH FROM DRIVES, OLD ROAD, ETC.	0 CY	113 CY	113 CY
GRUBBING IN FILL	0 CY	136 CY	136 CY
CULVERT INLET AND OUTLET DITCHES	12 CY	13 CY	25 CY
TOTAL COMMON EXCAVATION	984 CY	4936 CY	5920 CY
FILL FOR BORROW CALCULATIONS			
COMMON FILL (FROM CROSS SECTIONS)	330 CY	1481 CY	1811 CY
GRUBBING IN FILL	0 CY	136 CY	136 CY
TOTAL FILL	330 CY	1617 CY	1947 CY
ROCK EXCAVATION FOR ESTIMATE			
ROCK EXCAVATION	20 CY	49 CY	69 CY
TOTAL ROCK EXCAVATION	20 CY	49 CY	69 CY
AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS			
(1) TOTAL COMMON EXCAVATION	984 CY	4936 CY	5920 CY
DEDUCTIONS:			
GRUBBING IN CUT	7 CY	227 CY	234 CY
GRUBBING IN FILL	0 CY	136 CY	136 CY
PAVEMENT REMOVAL (CUT & FILL)	285 CY	653 CY	938 CY
(2) TOTAL DEDUCTIONS:	292 CY	1016 CY	1308 CY
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)	692 CY	3920 CY	4612 CY
TOTAL AVAILABLE STRUCTURAL EXCAVATION	300 CY	1200 CY	1500 CY
TOTAL AVAILABLE NON-ROCK EXCAVATION	992 CY	5120 CY	6112 CY
COMPUTATION OF COMMON BORROW FOR ESTIMATE			
(3) TOTAL FILL	330 CY	1617 CY	1947 CY
TOTAL AVAILABLE NON-ROCK EXCAVATION	(992x 0.85) 843 CY	(5120x 0.85) 4352 CY	5195 CY
TOTAL AVAILABLE ROCK EXCAVATION	(20x 1.33) 27 CY	(49x 1.33) 65 CY	92 CY
(4) TOTAL AVAILABLE EXCAVATION	870 CY	4417 CY	5287 CY
(5) TOTAL FILL MINUS TOTAL AVAILABLE EXCAVATION (3) - (4) (SURPLUS AVAILABLE EXCAVATION)	540 CY	2800 CY	3340 CY
TOTAL SURPLUS MATERIAL (2) PLUS (5)	832 CY	3816 CY	4648 CY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
15620.00 & 15143.00 HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER L. TIMBERLAKE		
DESIGN-DETAILED LEM	MPC	06\10
CHECKED-REVIEWED DAM		06\10
DESIGN2-DETAILED2 _	_	_
DESIGN3-DETAILED3 _	_	_
REVISIONS 1 _	_	_
REVISIONS 2 _	_	_
REVISIONS 3 _	_	_
REVISIONS 4 _	_	_
FIELD CHANGES _	_	_

SIGNATURE

P.E. NUMBER

DATE

MEXICO\DIXFIELD
RIVER ROAD

ESTIMATED QUANTITIES & EARTHWORK SUMMARY

SHEET NUMBER

3

OF 87

Filename: ...\003_EstQuantities&EarthworkSummary.dgn HIGHWAY Username: lmeek Date:10/22/2010

STATION	CULVERT PIPE												CATCH BASIN					PIPE ARCH			MH	UNDERDRAIN						ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
	RCP			CMP		OPTION I		OPTION III															TYPE B		TYPE C					
								SMOOTHLINED		CORRUGATED											GAGE OR WALL THICKNESS		TYPE B	OUTLET	SMOOTHLINED		CORRUGATED		DESCRIPTIONS	
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	B1-C	B5-C	E	F	SPAN	RISE	LENGTH		LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH		
CATCH BASINS AND MANHOLES																													
STA. 60+50.00, 11.62' RT. (CB #1)													1																
STA. 12+89.02, 23.79' LT. (CB #2)													1																
STA. 13+45.00, 23.79' LT. (CB #2A)													1.125																
STA. 12+90.00, 34.99' RT. (CB #3)													1																
STA. 14+00.00, 23.79' LT. (CB #4)													1.50																
STA. 14+40.00, 23.79' LT. (CB #4A)													1																
STA. 14+00.00, 18.79' RT. (CB #5)														1.875															
STA. 14+80.00, 23.79' LT. (CB #6)													1																
STA. 15+25.00, 23.19' LT. (CB #6A)													1																
STA. 15+25.00, 18.79' RT. (CB #7)														1															
STA. 15+75.00, 19.89' LT. (CB #8)													1																
STA. 17+25.00, 18.79' LT. (CB #10)													1.375																
STA. 17+25.00, 18.79' RT. (CB #11)													1.50																
STA. 17+90.00, 22.78' LT. (CB #12)													1																
STA. 18+80.00, 19.99' LT. (CB #13)													1																
STA. 20+50.00, 18.79' RT. (CB #14)													1																
STA. 21+00.00, 18.79' LT. (CB #15)													1																
STA. 21+00.00, 43.00' LT. (CB #16)																1													F5-C
STA. 21+50.00, 18.79' RT. (CB #17)													1.5																
STA. 22+00.00, 38.00' LT. (CB #18)																1													F5-C
STA. 22+00.00, 18.79' LT. (CB #19)													1.125																
STA. 22+00.00, 18.79' RT. (CB #20)													1.25																
STA. 22+85.00, 18.79' LT. (CB #21)													1																
STA. 22+85.00, 18.79' RT. (CB #22)													1																
STA. 24+55.00, 18.79' LT. (CB #23)													1																
STA. 25+19.18, 18.88' RT. (CB #24)												1.5																	
STA. 25+19.38, 15.65' LT. (CB #25)																													REBUILD CATCH BASIN
STA. 25+58.30, 16.75' LT. (CB #26)																													REBUILD CATCH BASIN
STA. 25+61.00, 24.39' LT. (CB #27)												1.125																	
STA. 25+98.32, 27.53' LT. (CB #28)												1																	
STA. 26+17.00, 18.88' RT. (CB #29)												1.375																	
STA. 26+21.00, 18.88' LT. (CB #30)												1																	
STA. 2+48.00, 23.00' LT. (CB #31)													1																
STA. 2+40.00, 14.45' RT. (CB #32)													1																
STA. 3+06.00, 11.79' LT. (CB #33)													1																
STA. 3+88.00 11.79' RT. (CB #34)													1																
UNDERDRAIN																													
CB #1 TO CB #3, RT.																									12"	48.0	12"	48.0		
CB #2 TO CB #2A, LT.																									12"	52.0	12"	52.0		
CB #2A TO CB #4, LT.																									12"	51.0	12"	51.0		
CB #3 TO CB #5, RT.																									12"	113.0	12"	113.0		
CB #4 TO CB #4A, LT.																									12"	36.0	18"	36.0		
CB #4A TO CB #6, LT.																									12"	36.0	12"	36.0		
CB #5 TO CB #7, RT.																									12"	121.0	12"	121.0		
CB #6 TO CB #6A, LT.																									12"	41.0	12"	41.0		
CB #6A TO CB #8, LT.																									12"	46.0	12"	46.0		
CB #7 TO STA. 17+20.00, RT.																						193								
CB #8 TO STA. 17+20.00, LT.																						143								
CB #10 TO CB #12, LT.																									18"	61.0	18"	61.0		
CB #11 TO STA. 18+15.00, RT.																						88								
CB #12 TO CB #31, LT.																									18"	23.0	18"	23.0		
STA. 2+36, RT. TO CB #13, LT.																						36								
STA. 18+20.00 TO CB #14, RT.																						228								
CB #13 TO CB #15, LT.																									12"	216.0	12"	216.0		
CB #14 TO CB #17, RT.																									12"	96.0	12"	96.0		
CB #15 TO CB #19, LT.																									12"	96.0	12"	96.0		
CB #17 TO CB #20, RT.																									18"	46.0	18"	46.0		
CB #19 TO CB #21, LT.																									12"	81.0	12"	81.0		
CB #20 TO CB #22, RT.																									12"	81.0	12"	81.0		
CB #23 TO CB #25, LT.																									12"	61.3	12"	61.3		
CB #24 TO CB #29, RT.																									12"	98.0	12"	98.0		
CB #25 TO CB #26, LT.																									18"	39.0	18"	39.0		
CB #26 TO CB #30, LT.																									18"	60.0	18"	60.0		
CB #31 TO CB #33, LT.																									12"	54.0	12"	54.0		
CB #32 TO CB #34, RT.																									12"	144.0	12"	144.0		
CB #33 TO STA. 4+30.00, LT.																						124								
CB #34 TO STA. 4+30.00, RT.																						40								
CULVERTS																													
CB #4, LT. TO CB #5, RT.								18"	39.0	18"	39.0																		
CB #5 TO STA. 13+92.14, 78.32' RT.								18"	60.0	21"	60.0																		
CB #9 TO CB #10, LT.								12"	9.0	12"	9.0																		
CB #10, LT. TO CB #11, RT.								18"	33.6	18"	33.6																		
CB #11 TO STA. 17+25.42, 55.87' RT.								18"	32.0	18"	32.0																		
CB #15 TO CB #16, LT.								12"	21.2	12"	21.2																		
CB #17 TO STA. 21+64.47, 80.71' RT.								18"	78.0	18"	78.0																		
CB #18 TO CB #19, LT.								12"	16.2	12"	16.2																		
CB #19, LT. TO CB #20, RT.								18"	33.6	18"	33.6																		
CB #24, RT. TO CB #25, LT.								18"	30.5	18"	30.5																		
CB #24 TO STA. 24+75.29, 55.49' RT.								18"	56.0	18"	56.0																		
CB #26 TO CB #27, LT.								18"	6.0	18"	6.0																		
CB #27 TO CB #28, LT.								18"	34.7	18"	34.7																		
CB #31, LT. TO CB #32, RT.								18"	34.4	18"	34.4																		

Filename: 004_DrainageSummary.dgn Username: mcundiff Division: HIGHWAY Date:6/30/2010

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
15620.00 & 15143.00 HIGHWAY PLANS

PROJ. MANAGER	L. TIMBERLAKE		
DESIGN-DETAILED	BY	LEM	MPC
CHECKED-REVIEWED	BY	DAM	-
DESIGN2-DETAILED2	BY	-	-
DESIGN3-DETAILED3	BY	-	-
REVISIONS 1	BY	-	-
REVISIONS 2	BY	-	-
REVISIONS 3	BY	-	-
REVISIONS 4	BY	-	-
FIELD CHANGES	BY	-	-
	DATE	06\10	06\10

SIGNATURE

P.E. NUMBER

DATE

MEXICO\DIXFIELD
RIVER ROAD

DRAINAGE SUMMARY

SHEET NUMBER
4
OF 87

Filename: ...\005 General Notes Sheet-REV.dgn Division: HIGHWAY Username: lmeek Date:10/22/2010

GENERAL NOTES

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS:
   - CENTRAL MAINE POWER COMPANY
   - FAIRPOINT COMMUNICATIONS
   - MEXICO SEWER DISTRICT
   - MEXICO WATER DISTRICT
   - TOWN OF DIXFIELD
   - TIME WARNER CABLE
   - NORTHERN NEW ENGLAND TELEPHONE OPERATIONS LLC
2. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS OTHERWISE NOTED.
3. CLEARING LIMITS SHALL BE 5' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.
4. THE CLEARING AND SELECTIVE CLEARING AND THINNING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING AND THINNING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.
5. STUMPS HAVE BEEN ESTIMATED TO BE REMOVED UNDER ITEM 201.24 REMOVE STUMP. HOWEVER, WHERE DIRECTED BY THE RESIDENT, ITEM 631.20 STUMP CHIPPER RENTAL, MAY BE USED TO REMOVE STUMPS.
6. GRUBBING IN FILL AREAS HAS BEEN SHOWN ON THE CROSS SECTIONS AND THE QUANTITIES NOTED THESE LIMITS ARE APPROXIMATE AND HAVE BEEN USED FOR ESTIMATING PURPOSES ONLY. ACTUAL GRUBBING LIMITS MAY VARY BASED ON FIELD CONDITIONS AS DIRECTED BY THE RESIDENT ESTIMATED GRUBBING DEPTHS ARE 6 INCHES IN FIELD AREAS AND 12 INCHES INCHES IN WOODED AREAS.
7. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE NON-GUARDRAIL FILL SLOPES UNLESS OTHERWISE NOTED ON THE PLANS.
8. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN WASTE AREAS APPROVED BY THE RESIDENT.
9. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS OR IN THE CONSTRUCTION NOTES IS FOR ESTIMATING PURPOSES ONLY. THE ACTUAL TYPE AND LOCATION OF DITCH PROTECTION MAY BE ALTERED BY THE RESIDENT.
10. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW - UNDERWATER BACKFILL AND WILL PAID FOR AS GRANULAR BORROW.
11. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1' ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW UNDERWATER BACKFILL.
12. EXISTING INSLOPES STEEPER THAN 2:1 IN PROPOSED FILL AREAS SHALL BE BENCHED AS DIRECTED BY THE RESIDENT.
13. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 2" HOT MIX ASPHALT AND 12" AGGREGATE SUBBASE COURSE GRAVEL.
14. COMMERICAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 3" HOT MIX ASPHALT AND 11" AGGREGATE SUBBASE COURSE GRAVEL.
15. UNPAVED ENTRANCES SHALL BE CONSTRUCTED WITH 14" AGGREGATE SUBBASE COURSE GRAVEL OR 11" AGGREGATE SUBBASE COURSE GRAVEL AND 3" UNTREATED AGGREGATE SURFACE COURSE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
16. A 3' PAVED APRON SHALL BE PLACED AT ALL GRAVEL ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
17. PLACE 12 INCHES GRAVEL AND 2 INCHES HOT MIX ASPHALT AROUND CATCH BASINS IN GRASSED AREAS (3' OUTSIDE OF FRAME) AND PAINT WITH ACRYLIC LATEX COLOR FINISH - GREEN. PAYMENT SHALL BE UNDER THE APPLICABLE CONTRACT ITEMS.
18. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS.
19. EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER THE APPROPRIATE PAY ITEMS.
20. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
21. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
22. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTHLINED PIPES. FOR COMPARABLE CORRUGATED SIZES SEE THE DRAINAGE TABULATION.
23. ANY NECESSARY CUTTING OF EXISTING PIPES TO FIT IN AREAS OF PROPOSED CATCH BASINS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO ITEM 604.
24. ANY NECESSARY CUTTING OF EXISTING CATCH BASINS TO ALLOW FOR PROPOSED PIPE CONNECTIONS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO ITEM 603 OR 605.
25. AS DIRECTED BY THE RESIDENT, ALL EXISTING UNDERDRAIN OUTLETS SHALL BE LOCATED, CLEANED OUT AND DITCHED AS REQUIRED OR REPLACED AS NECESSARY. PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.
26. A MINIMUM 3 FT. X 3 FT. SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT U.D. OUTLETS.
27. EXISTING ABANDONED WATER MAINS AND STORM DRAIN LINES BROKEN BY THE CONTRACTOR DURING CONSTRUCTION SHALL HAVE THE ENDS PLUGGED WITH BRICK AND MORTAR. COST FOR ALL LABOR AND MATERIAL WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO DIRECT PAYMENT WILL BE MADE.
28. GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.
29. GUARDRAIL WHICH IS REMOVED AND NOT REUSED ON THE PROJECT BECOMES PROPERTY OF THE STATE AND SHALL BE DELIVERED TO MAINE DOT MAINTENANCE LOT ON ROUTE 2 IN DIXFIELD. REMOVAL, DELIVERY, DISMANTLING, AND STACKING SHALL BE INCIDENTAL TO THE GUARDRAIL ITEMS.
30. HOLES CREATED BY GUARDRAIL REMOVAL WILL BE FILLED AND COMPACTED WITH APPROVED MATERIALS AS DIRECTED BY THE RESIDENT. PAYMENT TO BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.
31. TWO REFLECTORIZED FLEXIBLE GUARDRAIL MARKERS (ITEM 606.353) WILL BE INSTALLED AT EACH GUARDRAIL END.
32. CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO ITEM 606.
33. ALL CATCH BASINS TYPE A PLACED ON CIRCULAR CURB TYPE I SHALL HAVE THE CURB INLET CUT THE SAME RADIUS AS ADJACENT CIRCULAR CURB. PAYMENT SHALL BE INCIDENTAL TO ITEM 604
34. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL NON-GUARDRAIL SLOPES. SEEDING METHOD NO. 3 SHALL BE UTILIZED ON ALL GUARDRAIL FILL SLOPES. ON LONG NON-GUARDRAIL BACKSLOPES, SEEDING METHOD NO. 3 MAY BE USED INSTEAD OF METHOD NO. 2 IF NOTED OR DIRECTED BY THE RESIDENT.
35. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS AND 2 INCHES IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.
36. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR AS DESIGNATED BY THE RESIDENT.
37. WHITE PAVEMENT/CURB MARKING (ITEM 627.75) SHALL BE APPLIED TO ALL ISLAND TAPERED ENDS.
38. WHITE PAVEMENT/CURB MARKING (ITEM 627.75) SHALL BE APPLIED TO BITUMINOUS CURB ENDS AT DRIVEWAY OPENINGS AS DIRECTED BY THE RESIDENT.
39. ANY BASE PAVEMENT NOT SURFACED BEFORE WINTER WILL REQUIRE TEMPORARY PAVEMENT MARKINGS OF PAINT, BOTH YELLOW CENTERLINE AND WHITE EDGE LINES AND WILL BE CONSIDERED PART OF ITEM 627.76
40. ACRYLIC LATEX COLOR FINISH GREEN SHALL BE PLACED ON ALL PAVED ISLANDS.
41. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK; IT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
42. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
43. ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION, DRAINAGE AND MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL DRAINAGE STRUCTURES. ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED DRAINAGE ITEMS.
44. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
45. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, FEBRUARY, 2008.
46. THE TEMPORARY CONCRETE BARRIER POSITIONED ON THE EXISTING AND NEW BRIDGE DECKS SHALL BE SINGLE-SIDED WITH A WIDTH NOT TO EXCEED 1'-6". THE TEMPORARY CONCRETE BARRIER SHALL BE POSITIVELY ATTACHED TO THE CONCRETE BRIDGE DECK. METHOD OF ATTACHMENT SHALL BE DESIGNED AND STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE AND APPROVED BY THE RESIDENT. THIS WORK WILL NOT BE PAID FOR DIRECTLY. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO RELATED CONTRACT ITEMS.
47. ALL COSTS FOR COFFERDAMS, INCLUDING PUMPING, MAINTENANCE, RELATED TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROLS AND REMOVAL, WILL BE PAID FOR UNDER ITEM NUMBER 511.07.
48. THE CONTRACTOR SHALL SUBMIT A BRIDGE DEMOLITION PLAN TO THE RESIDENT AT LEAST 10 BUSINESS DAYS PRIOR TO THE START OF DEMOLITION WORK. THE PLAN SHALL OUTLINE THE METHODS AND EQUIPMENT TO BE USED TO REMOVE AND DISPOSE OF ALL MATERIALS INCLUDED IN THE EXISTING BRIDGE. THE PLAN SHALL INCLUDE METHODS OF REMOVAL IN PHASES AS WELL AS SUPPORTING STRUCTURES REQUIRED TO ADEQUATELY MAINTAIN PORTIONS OF THE EXISTING BRIDGE AND ROADWAY TO REMAIN IN EACH PHASE. NO WORK RELATED TO THE REMOVAL OF THE BRIDGE SHALL BE UNDERTAKEN BY THE CONTRACTOR UNTIL MAINEDOT HAS REVIEWED THE BRIDGE DEMOLITION PLAN FOR APPROPRIATENESS AND COMPLETENESS. PAYMENT FOR ALL WORK NECESSARY FOR DEVELOPING, SUBMITTING AND FINALIZING THE DEMOLITION PLAN WILL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED BRIDGE REMOVAL PAY ITEMS.
49. ALL MATERIAL EXCAVATED BELOW ORDINARY HIGH WATER ELEVATION (91.1) SHALL BE REUSED ONSITE AND IN AS NEAR PROXIMITY TO ITS ORIGINATING LOCATION AS POSSIBLE WHILE MEETING ALL APPROPRIATE MATERIAL SPECIFICATIONS.
50. ESTIMATED QUANTITIES OF 2" POLYSTYRENE PLASTIC INSULATION ARE FOR ESTIMATING PURPOSES ONLY. USE OF THIS INSULATION WILL BE TO PROTECT EXISTING WATER LINES WHERE CROSSED BY NEW STORM DRAIN LINES. PLACEMENT OF INSULATION WILL BE DIRECTED BY THE RESIDENT IN CONSULTATION WITH THE DIXFIELD WATER DEPARTMENT.
51. THIS NOTE INTENTIONALLY LEFT BLANK.
52. ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AS INDICATED ON THE PLANS OR APPROVED BY THE RESIDENT.
53. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS-SECTIONS ARE FOR SMOOTH-LINED PIPES. FOR COMPARABLE CORRUGATED SIZES SEE THE DRAINAGE SUMMARY SHEETS. FOR THE PIPE SIZES LISTED ONLY IN SMOOTH-LINED PIPE COLUMN IN THE DRAINAGE SUMMARY SHEET, ONLY SMOOTH-LINED PIPES OF THE SIZE SHOWN SHALL BE USED.
54. CATCH BASIN AND RIM ELEVATIONS NOTED ON THE CROSS SECTIONS ARE THE TOP OF GRATE ELEVATIONS AT THE CENTER OF GRATE. CATCH BASIN OFFSET LOCATIONS ARE MEASURED TO THE CENTER OF THE GRATE.
55. EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CFR PART 1926.650-.652 (CONSTRUCTION STANDARD FOR EXCAVATIONS).
56. THE LOCATION OF THE EXISTING UTILITIES AND DRAINAGE SHOWN ON THE PLANS AND CROSS SECTIONS WERE COMPILED FROM FIELD SURVEY AND VARIOUS OTHER SOURCES. LOCATIONS ARE APPROXIMATE AND NOT GUARANTEED TO BE ACCURATE NOR IS IT GUARANTEED THAT ALL UTILITIES ARE SHOWN. NO SEPARATE OR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO ANY VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS ENCOUNTERED.
57. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAY" U.S.D.O.T. F.H.W.A. LATEST EDITION. PAVEMENT MARKING PAY ITEMS ARE LISTED ON THE QUANTITY SHEET.
58. EARTHWORK SUMMARY CALCULATIONS ASSUME NO LOAM SALVAGE, HOWEVER, IN ACCORDANCE WITH THE GENERAL CONDITIONS, DATED FEBRUARY 1, 2001, SECTION 104.3.13, THE DEPARTMENT WILL APPROVE THE CONTRACTOR TO PROCESS SUITABLE EXCAVATED MATERIAL AS SHOWN ON THE PLANS FOR REUSE AS LOAM ON THE PROJECT. PAYMENT SHALL BE MADE UNDER COMMON EXCAVATION AND LOAM. NO ADDITIONAL PAYMENT WILL BE MADE FOR PROCESSING OR HANDLING OF THE MATERIAL. AS THIS WOULD BE A REDUCTION IN THE WASTE. THE CONTRACTOR WILL NOT BE REQUIRED TO REPLACE THE EXCAVATED MATERIAL SALVAGED FOR LOAM. THE CONTRACTOR MAY ELECT TO SALVAGE LOAM IN FILL BEYOND THE GRUBBING LIMITS SHOWN ON THE PLANS. EXCAVATION FOR SUCH SALVAGING LOAM IN FILL SHALL NOT BE PAID FOR. THE CONTRACTOR SHALL REPLACE SUCH EXCAVATED MATERIAL WITH OTHER APPROVED MATERIAL AND PROPERLY COMPACT IT AT NO COST TO THE DEPARTMENT.
59. THE CONTRACTOR SHALL STAGE CONSTRUCTION WORK SO THAT THE USE OF HEAVY CONSTRUCTION EQUIPMENT ON THE PROPOSED GEOFOAM LIGHT WEIGHT FILL IS AVOIDED. COORDINATE WITH GEOTECHNICAL ENGINEER & RESIDENT.
60. THE CONTRACTOR SHALL INSTALL DETECTABLE WARNING PAVERS ON PEDESTRIAN RAMPS AT STREET CROSSINGS AND INTERSECTIONS, IN ACCORDANCE WITH THE SPECIAL DETAILS AND SPECIAL PROVISION 608, "CURB RAMP DETECTABLE WARNING FIELD." COORDINATE WORK WITH RESIDENT.
61. THE CONTRACTOR SHALL PLACE A 2 FOOT WIDE STRIP OF TEMPORARY EROSION CONTROL BLANKET ON THE SIDE SLOPES ALONG THE TOP OF THE RIPRAP AND BEHIND THE WINGWALLS.
62. CONSTRUCT BUTT JOINTS AT ALL PAVED DRIVES AND ENTRANCES.
63. THE CONTRACTOR IS RESPONSIBLE FOR THE CAREFUL SIDE STAKING OF EXISTING CENTERLINE AS PER STANDARD SPECIFICATION 105.6.2. SIDE STAKES SHALL BE PLACED SAFELY OUTSIDE OF THE CONSTRUCTION LIMITS AND THE EXISTING CENTERLINE GRADES SHALL BE TRANSFERRED TO THESE STAKES. THESE STAKES AND GRADES WILL BE USED TO LAYOUT CENTERLINE AND DETERMINE NEW CONSTRUCTION FINISH GRADES FROM DIFFERENTIAL ELEVATION SHEETS FURNISHED BY MAINEDOT. ALL LAYOUT, STAKES, AND GRADES WILL BE CHECKED AND MUST BE ACCEPTABLE TO THE RESIDENT.
64. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION AREAS.
65. PROJECT INFORMATION REFERRED TO BELOW MAY BE ACCESSED AT THE FOLLOWING MAINEDOT WEB ADDRESS: http://www.maine.gov/mdot/comprehensive-list-project-information.php.
    A. THE EXISTING BRIDGE PLANS MAY BE ACCESSED AT THE MAINEDOT WEB ADDRESS. THE PLANS ARE REPRODUCTIONS OF THE ORIGINAL DRAWING AS PREPARED FOR THE CONSTRUCTION OF THE BRIDGE. IT IS VERY UNLIKELY THAT THE PLANS WILL SHOW ANY CONSTRUCTION FIELD CHANGES OR ANY ALTERATIONS WHICH MAY HAVE BEEN MADE TO THE BRIDGE DURING ITS LIFE SPAN.
    B. THE HYDROLOGIC REPORT OF THE BRIDGE SITE MAY BE ACCESSED AT THE MAINEDOT WEB ADDRESS. THE HYDROLOGIC REPORT IS BASED ON MAINEDOT'S INTERPRETATION OF THE INFORMATION OBTAINED FOR THE SUBJECT SITE. NO ASSURANCE IS GIVEN THAT THE INFORMATION OF THE CONCLUSIONS OF THE REPORT WILL BE REPRESENTATIVE OF ACTUAL CONDITIONS AT THE TIME OF CONSTRUCTION.
    C. THE PROJECT GEOTECHNICAL REPORT TITLED: "GEOTECHNICAL DESIGN REPORT FOR THE REPLACEMENT OF: WEBB RIVER BRIDGE OVER WEBB RIVER AND RECONSTRUCTION OF US ROUTE 2/STATE ROUTE 17 AND LEAVITT STREET MEXICO AND DIXFIELD, MAINE" DATED MAY 4, 2009 MAY BE ACCESSED AT THE MAINEDOT WEB ADDRESS.
66. FINAL LOCATIONS OF CEDAR RAIL ON TOP OF RETAINING WALLS 3 & 4 SHALL BE DETERMINED BY THE RESIDENT.
67. THE CONTRACTOR SHALL REMOVE THE TWO EXISTING SIGNS ON THE WEBB RIVER BRIDGE AND DELIVER THEM TO THE MAINE DOT MAINTENANCE LOT ON ROUTE 2 IN DIXFIELD. WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

GEOTECHNICAL NOTES

1. BIDDERS AND CONTRACTORS MAY OBTAIN A COPY OF THE PROJECT GEOTECHNICAL REPORT "MAINEDOT GEOTECHNICAL DESIGN REPORT NUMBER 2009-15", DATED MAY 4, 2009, BY CONTACTING THE MAINE DOT PROJECT MANAGER, LEANNE TIMBERLAKE, P.E., 207-624-3422.
2. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THIS PLAN SET IS FOR BIDDER'S AND CONTRACTOR'S USE. NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF ACTUAL SUBSURFACE CONDITIONS AT THE TIME OF CONSTRUCTION. THE DEPARTMENT SHALL NOT BE RESPONSIBLE FOR THE BIDDER'S AND CONTRACTOR'S INTERPRETATIONS OF OR CONCLUSIONS DRAWN FROM THE GEOTECHNICAL INFROMATION. 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 BORING LOCATIONS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

PROJ. MANAGER	L. TIMBERLAKE	BY	
DESIGN-DETAILED	LEM	MPC	
CHECKED-REVIEWED	DAM	-	
DESIGN2-DETAILED2	-	-	
DESIGN3-DETAILED3	-	-	
REVISIONS 1	-	-	
REVISIONS 2	-	-	
REVISIONS 3	-	-	
REVISIONS 4	-	-	
FIELD CHANGES	-	-	

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

GENERAL NOTES

SHEET NUMBER
5
OF 87

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E

PIN
15620.00

HIGHWAY PLANS

STATE OF MAINE
Kathleen Maguire
7120
PROFESSIONAL ENGINEER

	BY	DATE
PROJ. MANAGER	---	---
DESIGN-DETAILED	K. MAGUIRE	MAR 2009
CHECKED-REVIEWED	---	---
DESIGN2-DETAILED2	---	---
DESIGN3-DETAILED3	---	---
REVISIONS 1	---	---
REVISIONS 2	---	---
REVISIONS 3	---	---
REVISIONS 4	---	---
FIELD CHANGES	---	---

SIGNATURE
7120
P.E. NUMBER
7/8/2010
DATE

MEXICO-DIXFIELD
ROUTES 2/17

GEOPLANS

SHEET NUMBER
6
OF 87

Filename: ...\GEOTECH\MSTA\006_Geoplan1.dgn Username: Kate.maguire Date:7/8/2010
Division: GEOTECH

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E

PIN 15620.00

HIGHWAY PLANS

CURVE DATA
I = 15+20.13
= 4° - 46' - 28.73"
= 25° - 34' - 31.34" Lt.
1200.00'
535.65'
272.36'
0.52'

STA. 4+45.00
MATCH EXISTING PAVEMENT
LIMIT OF WORK

STA. 4+30.00
LEAVITT STREET
END FULL DEPTH CONSTRUCTION
STA. 4+30.00 TO STA. 4+45.00
CONSTRUCT APPROACH

3' PAVED APRON

RETAINING WALL #4
SEE DETAILS

CEDAR RAIL FENCE

18" OPTION III

12" OPTION III

REMOVE

PT = STA. 3+18.75

PT = STA. 17+43.42

CONSTRUCTION @ N8°58'43.4"E

LEAVITT STREET

U.S. ROUTE 2
RIVER ROAD

105°38'53.4"

LIMIT OF FULL DEPTH DRIVE CONSTRUCTION

PAVED YARD

PROP. 10"ø SS FORCE MAIN

REMOVE CB

ADJUST TO GRADE (BY OTHERS)

SIGN TO BE RELOCATED BY OTHERS

GRAVEL YARD

SEWER STRUCTURE TO BE RELOCATED BY OTHERS

U.S. ROUTE 2 @ Sta. 18+43.74 =
LEAVITT STREET @ Sta. 2+00.00

RIPRAP APRON
SEE MISCELLANEOUS DETAILS 1

RIPRAP APRON
SEE MISCELLANEOUS DETAILS 2

FOUNDATION TO BE REMOVED TO EXTENT IMPACTED

RIPRAP DOWNSPOUT

MAG. 19XX

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	T. WHITE	MAR 2009
CHECKED-REVIEWED	K. MAGUIRE	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

STATE OF MAINE
Kathleen Maguire
7120
LICENSED PROFESSIONAL ENGINEER

SIGNATURE
P.E. NUMBER 7120
DATE 1/8/10

MEXICO-DIXFIELD
ROUTES 2/17

GEOPLANS

SHEET NUMBER
7
OF 87

Filename: ...\geotech\msta\007_Geoplan2.dgn Username: Kate.maguire Date:7/8/2010 Division: GEOTECH

STA. 22+91.083
END PROJECT STP-1514(300)X
BEGIN PROJECT BR-A562(000)E

STA. 26+75.00
END PROJECT BR-A562(000)E
END FULL DEPTH RECONSTRUCTION
MATCH EXISTING PAVEMENT
LIMIT OF WORK

STA. 40+41.92
HIGH STREET
MATCH EXISTING PAVEMENT
LIMIT OF WORK

LIMIT OF FULL DEPTH DRIVE CONSTRUCTION

QUADGUARD CRASH CUSHION (TEST LEVEL 2)

TRAILING END TERMINAL

LOAM, SEED & MULCH

PAVED YARD

18" OPT. III

CB#18

12" OPT. III

CB#19

12" UD "C"

CB#21

CB#20

8" UD "C"

CB#22

PROP. 10"Φ SS FORCE MAIN

BB-MDWR-101

REMOVE CB

U.S. ROUTE 2
RIVER ROAD

CONSTRUCTION ℄

BB-MDWR-102A

BB-MDWR-102

CB#23

18" OPT. III

CB#24

CB#25

CB#26

CB#27

CB#28

CB#29

CB#30

18" UD "C"

12" UD "C"

REBUILD CB WITH OFFSET CONE AND ADJUST TO GRADE.

REBUILD CB WITH OFFSET CONE AND ADJUST TO GRADE.

HIGH STREET

R=25'

CMP3/6

PAVED YARD

LOAM, SEED & MULCH

REMOVE

TYPE 3 CURB UNDER GUARDRAIL FROM ENDPOST TO CB#23

25.5'

STOP

FIELD CHURCH

REMOVE CB

PAVED YARD

ONE WAY
LONG LANDING ONLY

MAG. 19XX

49.91 CMPJ508/II

ADJUST MH TO GRADE (BY OTHERS)

RIPRAP
DOWNSPOUT

FOUNDATION TO BE REMOVED TO EXTENT IMPACTED

RETAINING WALL NO. 1

RETAINING WALL NO. 2

TOWLINE

RIPRAP
DOWNSPOUT

115'

PROPOSED STRUCTURE

℄ BEARING
ABUTMENT NO. 1
STA. 23+10.0

℄ BEARING
ABUTMENT NO. 2
STA. 24+25.0

PC STA. 24+79.96

PT = STA. 27+50.11

REMOVE CB AND PIPE

REMOVE PIPE
18" OPT. III

ADJUST MH TO GRADE
(BY OTHERS)

CONNECT TO EXISTING UD

BACK OF SIDEWALK TO
MATCH EXISTING STEPS

U.S. ROUTE 2 ℄ Sta. 25+82.27 =
HIGH STREET ℄ Sta. 40+00.00

PAVED YARD

S77°23'0"E

LEGEND
CASED WASH BORING

PLAN

25 0 25 50
Scale of Feet

6" IPF DIA IRON PIPE 2" DIA IRON PIPE

1/2" IPF DIA IRON PIPE LSB

CURVE DATA

PI = 26+16.51
D = 7° - 38' - 21.97"
Δ = 20° - 38' - 16.56" Rt.
R = 750.00'
L = 270.15'
T = 136.55'
E = 12.33'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E

PIN
15620.00

HIGHWAY PLANS

STATE OF MAINE
Kathleen Maguire
7120
REGISTERED PROFESSIONAL ENGINEER

P.E. NUMBER
7/6/2010
DATE

BY	DATE
T. WHITE	MAR 2009

PROJ. MANAGER	
DESIGN-DETAILED	K. MAGUIRE
CHECKED-REVIEWED	
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

MEXICO-DIXFIELD
ROUTES 2/17

GEOPLANS

SHEET NUMBER
8
OF 87

Filename: ...\geotech\msta\008_Geoplan3.dgn Username: Kate.maguire Division: GEOTECH Date:7/8/2010

Username: Kate.maguire Date:7/8/2010

Filename: ...\msta\009_BORING LOGS H1.dgn Division: GEOTECH

Maine Department of Transportation — HB-MDR2-101

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Routes 2/17 and Leavitt Street
Location: Mexico, Maine
Boring No.: HB-MDR2-101
PIN: 15143.00

Driller:	Northern Test Borings Inc.	Elevation (ft.): 432.0	Auger ID/OD: 5" Solid Stem
Operator:	Nick V./Mike B.	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	K. Maguire	Rig Type: Dietrich D50	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	3/9/09: 09:00-12:00	Drilling Methods: Cased Wash Boring	Core Barrel: NQ-2"
Boring Location:	14+40.2, 12.7 Lt.	Casing ID/OD: HW	Water Level*: None Observed
Hammer Efficiency Factor: 0.68		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Inslty Vane Shear Test. PP = Pocket Penetrometer
MV = Unsuccessful Inslty Vane Shear Test attempt
R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR = weight of rods or casing; WOP = Weight of one person
S_u = Inslty Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Actual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; $N_{(1.60)}$ = Lab Vane Shear Strength (psf); MC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Shear Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	431.60		Pavement — 0.40	
	10	6/6	2.00 - 2.50	50	----					Brown, damp, very dense, fine to coarse SAND, some gravel, trace silt.	
5											
	20	18/16	5.00 - 6.50	36/48/50	98	111	NQ2			Brown, damp, very dense, fine to coarse SAND, some gravel, trace silt with rock fragments. Roller Coned ahead to 6.5' bgs.	
	R1	60/53	6.50 - 11.50	RQD = 0%			NQ-2	425.50		Top of Bedrock at Elev. 425.5'. — 6.50	
10										Bedrock: Grey and White GNEISS with minor. some banding. RitiCare Times (minisec) 6.5-7.5' (3:38) 7.5-8.5' (3:39) 8.5-9.5' (3:39) 9.5-10.5' (5:50) 10.5-11.5' (4:33) 85% Recovery Rock Mass Quality = Very Poor.	
15											
20								420.50		Bottom of Exploration at 11.50 feet below ground surface. — 11.50	
25											

Remarks:
Auto Hammer #149

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.

Page 1 of 1 — Boring No.: HB-MDR2-101

Maine Department of Transportation — HB-MDR2-102

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Routes 2/17 and Leavitt Street
Location: Mexico, Maine
Boring No.: HB-MDR2-102
PIN: 15143.00

Driller:	Northern Test Borings Inc.	Elevation (ft.): 435.8	Auger ID/OD: 5" Solid Stem
Operator:	Nick V./Mike B.	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	K. Maguire	Rig Type: Dietrich D50	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	3/5/09: 12:30-15:30	Drilling Methods: Cased Wash Boring	Core Barrel: NQ-2"
Boring Location:	15+52.9, 11.3 Lt.	Casing ID/OD: HW	Water Level*: None Observed
Hammer Efficiency Factor: 0.68		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Inslty Vane Shear Test. PP = Pocket Penetrometer
MV = Unsuccessful Inslty Vane Shear Test attempt
R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR = weight of rods or casing; WOP = Weight of one person
S_u = Inslty Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Actual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; $N_{(1.60)}$ = Lab Vane Shear Strength (psf); MC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Shear Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	435.35		Pavement — 0.45	
	10	12/12	2.00 - 3.00	26/55	----					Brown, moist, very dense, fine to coarse SAND, some gravel, trace silt, occasional cobbles.	
								432.30		Top of Bedrock at Elev. 432.3'. — 3.50	
5	R1	60/60	4.00 - 9.00	RQD = 68%			NQ-2			Auger into Bedrock to 4.0' bgs. Bedrock: Grey and white GNEISS with minor. some banding. RitiCare Times (minisec) 4.0-5.0' (5:25) 5.0-6.0' (5:25) 6.0-7.0' (5:20) 7.0-8.0' (5:20) 8.0-9.0' (5:18) 100% Recovery Rock Mass Quality = Fair.	
								426.80		Bottom of Exploration at 9.00 feet below ground surface. — 9.00	
10											
15											
20											
25											

Remarks:
Auto Hammer #149

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.

Page 1 of 1 — Boring No.: HB-MDR2-102

Maine Department of Transportation — HB-MDR2-103

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Routes 2/17 and Leavitt Street
Location: Mexico, Maine
Boring No.: HB-MDR2-103
PIN: 15143.00

Driller:	Northern Test Borings Inc.	Elevation (ft.): 438.0	Auger ID/OD: 5" Solid Stem
Operator:	Nick V./Mike B.	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: Dietrich D50	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	3/12/09: 07:00-10:30	Drilling Methods: Cased Wash Boring	Core Barrel: NQ-2"
Boring Location:	17+48.4, 2.4 Lt.	Casing ID/OD: HW	Water Level*: None Observed
Hammer Efficiency Factor: 0.68		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Inslty Vane Shear Test. PP = Pocket Penetrometer
MV = Unsuccessful Inslty Vane Shear Test attempt
R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR = weight of rods or casing; WOP = Weight of one person
S_u = Inslty Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Actual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; $N_{(1.60)}$ = Lab Vane Shear Strength (psf); MC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Shear Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	437.50		Pavement — 0.50	
	10	24/24	2.00 - 4.00	17/21/23/12	44	50				Light brown, damp, dense, coarse SAND, some silt.	
5											
	20	24/20	5.00 - 7.00	4/6/7/7	13	15					
								432.00		Brown, damp, medium dense, fine to coarse SAND, some gravel, trace silt. — 6.00	
										Similar to above.	
10											
	30	24/24	10.00 - 12.00	4/5/5/8	10	11					
15											
	40	15.6/12	15.00 - 16.30	4/6/40(3.6")	----					Brown, wet, dense, fine to coarse SAND, some gravel, trace silt.	
20								418.20		Top of Bedrock at Elev. 418.2'. — 19.80	
								416.50		AUGER REFUSAL. Roller Coned ahead to 21.5' bgs.	
										Bottom of Exploration at 21.50 feet below ground surface. — 21.50	
25										ROLLER CONE REFUSAL	

Remarks:
Auto Hammer #149

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.

Page 1 of 1 — Boring No.: HB-MDR2-103

Maine Department of Transportation — HB-MDR2-104

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Routes 2/17 and Leavitt Street
Location: Mexico, Maine
Boring No.: HB-MDR2-104
PIN: 15143.00

Driller:	Northern Test Borings Inc.	Elevation (ft.): 439.3	Auger ID/OD: 5" Solid Stem
Operator:	Nick V./Mike B.	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	K. Maguire	Rig Type: Dietrich D50	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	3/10/09: 12:45-?	Drilling Methods: Cased Wash Boring	Core Barrel: NQ-2"
Boring Location:	18+32.9, 1.5 Rt.	Casing ID/OD: HW	Water Level*: None Observed
Hammer Efficiency Factor: 0.68		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Inslty Vane Shear Test. PP = Pocket Penetrometer
MV = Unsuccessful Inslty Vane Shear Test attempt
R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR = weight of rods or casing; WOP = Weight of one person
S_u = Inslty Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Actual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; $N_{(1.60)}$ = Lab Vane Shear Strength (psf); MC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Shear Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	438.80		Pavement — 0.50	
	10	24/24	1.50 - 3.50	10/14/14/7	28	32				Brown, damp, dense, fine to coarse SAND, some silt, trace gravel. (Fill).	
5											
	20	9.6/6	5.00 - 5.80	7/22(3.6")	----					Brown, damp, dense, fine to coarse SAND, trace silt, trace gravel. (Fill).	
	R1	60/58	6.00 - 11.00	RQD = 96%			NQ-2	433.40		Top of Bedrock at Elev. 433.4'. — 5.40	
10										Roller Coned ahead to 6.0' bgs. Bedrock: Grey and white, GNEISS with minor. no banding. no visible bedding. RitiCare Times (minisec) 6.0-7.0' (3:58) 7.0-8.0' (3:22) 8.0-9.0' (4:25) 9.0-10.0' (4:20) 10.0-11.0' (5:29) 96% Recovery Rock Mass Quality = Excellent.	
15											
20								428.30		Bottom of Exploration at 11.00 feet below ground surface. — 11.00	
25											

Remarks:
Auto Hammer #149

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.

Page 1 of 1 — Boring No.: HB-MDR2-104

Maine Department of Transportation — HB-MDR2-105

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Routes 2/17 and Leavitt Street
Location: Mexico, Maine
Boring No.: HB-MDR2-105
PIN: 15143.00

Driller:	Northern Test Borings Inc.	Elevation (ft.): 433.2	Auger ID/OD: 5" Solid Stem
Operator:	Nick V./Mike B.	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	B. Wilder/K. Maguire	Rig Type: Dietrich D50	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	3/10/09: 08:00-12:30	Drilling Methods: Cased Wash Boring	Core Barrel: NQ-2"
Boring Location:	19+38.4, 10.1 Lt.	Casing ID/OD: HW	Water Level*: None Observed
Hammer Efficiency Factor: 0.68		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Inslty Vane Shear Test. PP = Pocket Penetrometer
MV = Unsuccessful Inslty Vane Shear Test attempt
R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR = weight of rods or casing; WOP = Weight of one person
S_u = Inslty Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Actual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; $N_{(1.60)}$ = Lab Vane Shear Strength (psf); MC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Shear Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	432.50		Pavement — 0.70	
	10	12/12	2.00 - 3.00	30/50	----					Brown, damp, very dense, fine to coarse SAND, some gravel, little silt.	
							105	429.30		Weathered ROCK. — 3.90	
5							58	428.40		Top of Bedrock at Elev. 429.4'. — 4.80	
	R1	54/45.6	5.00 - 9.50	RQD = 69%			NQ-2			Roller Coned ahead to 5.0' bgs. Bedrock: Grey and White, Banded GNEISS with mica. Rock Quality Fair. RitiCare Times (minisec) 5.0-6.0' (6:34) 6.0-7.0' (6:36) 7.0-8.0' (4:13) 8.0-9.0' (4:38) 9.0-9.5' (3:50) 79% Recovery Core Blocked	
10								423.70		Bottom of Exploration at 9.50 feet below ground surface. — 9.50	
15											
20											
25											

Remarks:
Auto Hammer #149

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.

Page 1 of 1 — Boring No.: HB-MDR2-105

Maine Department of Transportation — HB-MDLS-101

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Routes 2/17 and Leavitt Street
Location: Mexico, Maine
Boring No.: HB-MDLS-101
PIN: 15143.00

Driller:	Northern Test Borings Inc.	Elevation (ft.): 441.8	Auger ID/OD: 5" Solid Stem
Operator:	Nick V./Mike B.	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	K. Maguire	Rig Type: Dietrich D50	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	3/5/09: 08:00-12:00	Drilling Methods: Cased Wash Boring	Core Barrel: NQ-2"
Boring Location:	2+53.4, 4.96 Lt. (Leavitt St.)	Casing ID/OD: HW	Water Level*: 5.0' bgs.
Hammer Efficiency Factor: 0.68		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Inslty Vane Shear Test. PP = Pocket Penetrometer
MV = Unsuccessful Inslty Vane Shear Test attempt
R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR = weight of rods or casing; WOP = Weight of one person
S_u = Inslty Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Actual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; $N_{(1.60)}$ = Lab Vane Shear Strength (psf); MC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Shear Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	10	4.8/2	0.50 - 0.90	50(4.8")	----		SSA	441.55		Pavement — 0.21	
										Brown, moist, medium dense, fine to coarse SAND, some silt, trace gravel.	
5											
	20	24/10	5.00 - 7.00	7/12/12/16	24	27				Brown, wet, medium dense, fine to coarse gravelly SAND, trace silt.	
								432.00		Top of Bedrock at Elev. 432.0'. — 9.80	
10	R1	56.4/49	9.80 - 14.50	RQD = 79%			NQ-2			Bedrock: Grey and white, GNEISS with mica. some banding. RitiCare Times (minisec) 9.8-10.8' (8:44) 10.8-11.8' (3:16) 11.8-12.8' (3:52) 12.8-13.8' (9:27) 13.8-14.5' (4:05) 87% Recovery Rock Mass Quality = Good.	
								427.30		Bottom of Exploration at 14.50 feet below ground surface. — 14.50	
15											
20											
25											

Remarks:
Auto Hammer #149

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.

Page 1 of 1 — Boring No.: HB-MDLS-101

Maine Department of Transportation — HB-MDLS-102

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Routes 2/17 and Leavitt Street
Location: Mexico, Maine
Boring No.: HB-MDLS-102
PIN: 15143.00

Driller:	Northern Test Borings Inc.	Elevation (ft.): 450.1	Auger ID/OD: 5" Solid Stem
Operator:	Nick V./Mike B.	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	K. Maguire	Rig Type: Dietrich D50	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	3/5/09: 12:00-?	Drilling Methods: Cased Wash Boring	Core Barrel: NQ-2"
Boring Location:	3+05.1, 6.6 Lt. (Leavitt St.)	Casing ID/OD: HW	Water Level*: 5.0' bgs.
Hammer Efficiency Factor: 0.68		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Inslty Vane Shear Test. PP = Pocket Penetrometer
MV = Unsuccessful Inslty Vane Shear Test attempt
R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR = weight of rods or casing; WOP = Weight of one person
S_u = Inslty Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); Nuncorrected = Raw Field SPT N-value; Hammer Efficiency Factor = Actual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; $N_{(1.60)}$ = Lab Vane Shear Strength (psf); MC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Shear Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	10	18/18	0.50 - 2.00	60/57/47	104	118	SSA	449.85		Pavement — 0.21	
										Brown, wet, very dense, fine to coarse SAND, some silt, trace gravel.	
5	20	24/12	5.00 - 7.00	6/8/8/8	17	19				Brown, wet, medium dense, fine to coarse SAND, some gravel, some silt.	
	30	24/24	10.00 - 12.00	10/13/28/24	41	46				Brown, wet, dense, fine to coarse SAND, some gravel, some silt with broken rock fragments in nose of spoon.	
10											
15	R1	60/58	14.40 - 19.40	RQD = 71%			NQ-2	435.70		Top of Bedrock at Elev. 435.7'. — 14.40	
										Bedrock: Grey and white GNEISS with mica. some banding. RitiCare Times (minisec) 14.4-15.4' (4:46) 15.4-16.4' (4:26) 16.4-17.4' (4:29) 17.4-18.4' (4:33) 18.4-19.4' (4:03) 96% Recovery Rock Mass Quality = Fair.	
20								430.70		Bottom of Exploration at 19.40 feet below ground surface. — 19.40	
25											

Remarks:
Auto Hammer #149

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.

Page 1 of 1 — Boring No.: HB-MDLS-102

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E

PIN 15620.00

HIGHWAY PLANS

STATE OF MAINE — Kathleen Maguire — 7120 — LICENSED PROFESSIONAL ENGINEER

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	K. MAGUIRE	MAR 2009
CHECKED-REVIEWED		
DESIGN2-DETAILED2	T. WHITE	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

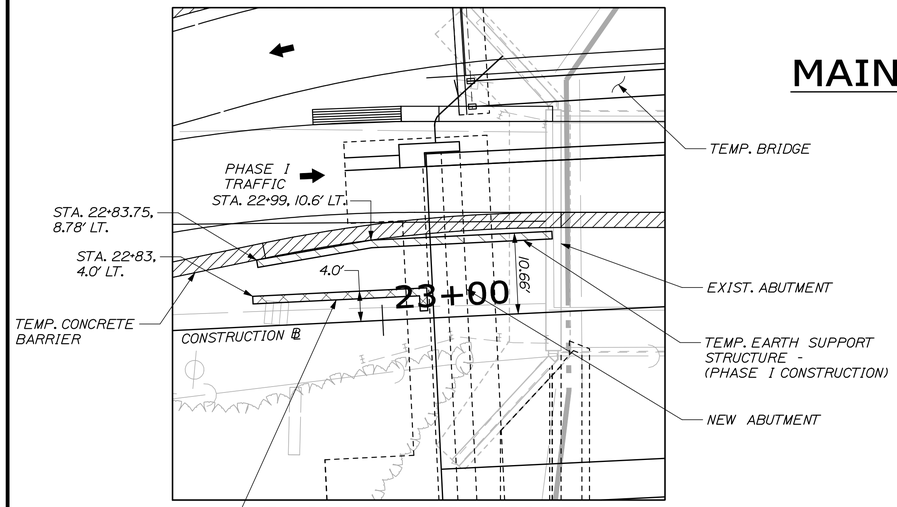
SIGNATURE — P.E. NUMBER — DATE

MEXICO-DIXFIELD
ROUTES 2/17

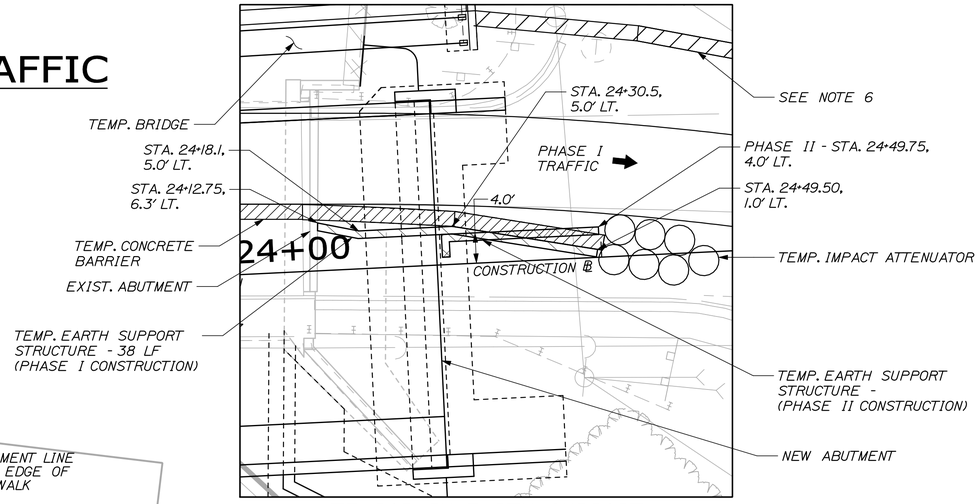
BORING LOGS

SHEET NUMBER
9
OF 87

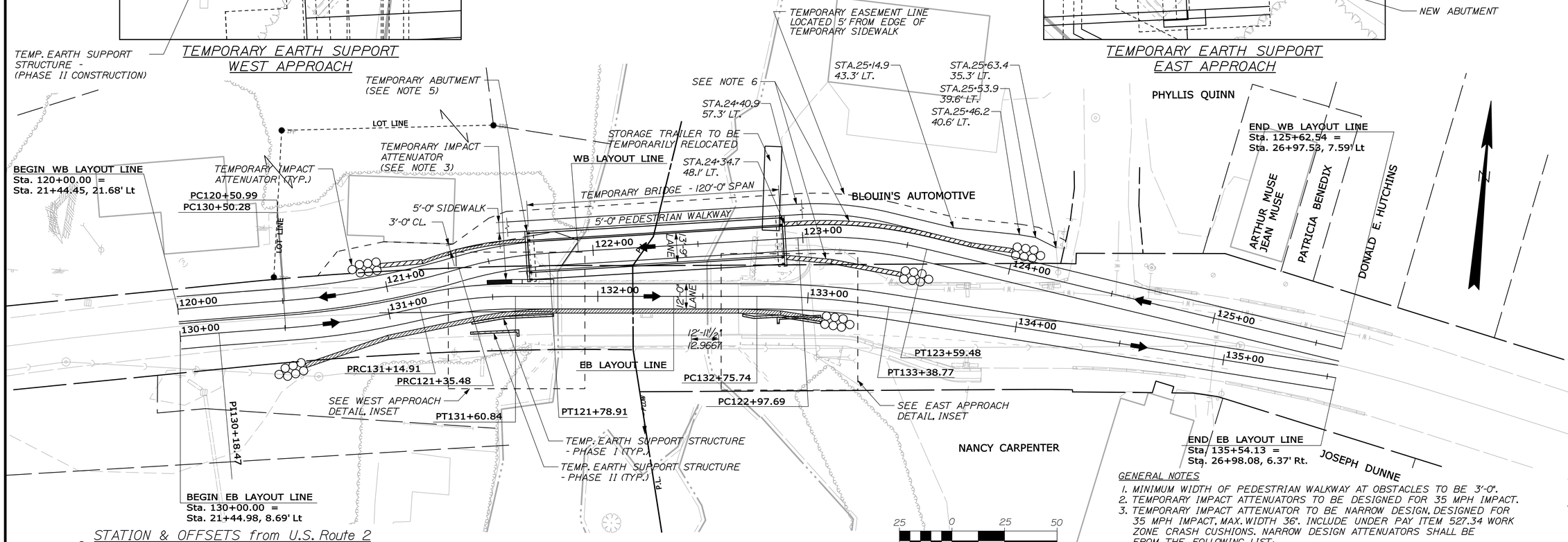
MAINTENANCE OF TRAFFIC
STAGE 1



TEMPORARY EARTH SUPPORT
WEST APPROACH



TEMPORARY EARTH SUPPORT
EAST APPROACH



STATION & OFFSETS from U.S. Route 2 to ℄ of TEMPORARY CONCRETE BARRIER and\or TEMPORARY IMPACT ATTENUATOR

EASTBOUND APPROACH (NORTH)

STA.22+28.2	36.5' LT.	END ATTENUATOR
STA.22+41.6	37.7' LT.	END BARRIER
STA.22+61.7	38.6' LT.	
STA.23+08.2	46.5' LT.	R=152.0'
STA.23+11.2	46.5' LT.	

EASTBOUND APPROACH (CENTER)

STA.22+92.1	26.6' LT.	END ATTENUATOR
STA.23+03.7	26.9' LT.	END BARRIER
STA.23+23.7	25.9' LT.	

EASTBOUND APPROACH (SOUTH)

STA.21+91.0	11.7' RT.	END ATTENUATOR
STA.22+04.0	8.0' RT.	END BARRIER
STA.22+43.8	3.5' LT.	
STA.22+84.8	10.0' LT.	
STA.23+24.1	12.1' LT.	R=192.0'

WESTBOUND APPROACH (NORTH)

STA.24+34.7	48.1' LT.	
STA.24+40.7	48.2' LT.	
STA.25+03.7	39.9' LT.	R=2147.5'
STA.25+22.9	35.2' LT.	
STA.25+42.6	32.9' LT.	END BARRIER
STA.25+55.8	31.1' LT.	END ATTENUATOR

WESTBOUND APPROACH (CENTER)

STA.24+34.9	32.3' LT.	
STA.24+56.2	29.3' LT.	
STA.24+88.8	21.6' LT.	END BARRIER
STA.25+02.0	18.9' LT.	END ATTENUATOR

WESTBOUND APPROACH (SOUTH)

STA.24+10.8	7.8' LT.	
STA.24+30.8	6.0' LT.	
STA.24+50.3	1.9' LT.	END BARRIER
STA.24+63.4	1.1' RT.	END ATTENUATOR

WESTBOUND LAYOUT LINE

CURVE DATA	CURVE DATA	CURVE DATA
PI = 120+93.12	PI = 121+57.29	PI = 123+28.81
D = 14°-06'-59.8"	D = 29°-30'-53.6"	D = 27°-33'-45.4"
Δ = 11°-51'-07.9" Lt.	Δ = 12°-49'-07.9" Rt.	Δ = 17°-01'-47.6" Rt.
R = 405.88'	R = 194.12'	R = 207.88'
L = 83.96'	L = 43.43'	L = 61.79'
T = 42.13'	T = 21.81'	T = 31.12'
E = 2.18'	E = 1.22'	E = 2.32'

EASTBOUND LAYOUT LINE

CURVE DATA	CURVE DATA	CURVE DATA
PI = 130+82.66	PI = 131+37.97	PI = 133+07.32
D = 13°-40'-43.2"	D = 28°-38'-52.4"	D = 14°-19'-26.2"
Δ = 8°-50'-26.7" Lt.	Δ = 13°-09'-26.6" Rt.	Δ = 9°-01'-46.2" Rt.
R = 418.87'	R = 200.00'	R = 400.00'
L = 64.63'	L = 45.93'	L = 63.04'
T = 32.38'	T = 23.06'	T = 31.58'
E = 1.25'	E = 1.32'	E = 1.24'

GENERAL NOTES

1. MINIMUM WIDTH OF PEDESTRIAN WALKWAY AT OBSTACLES TO BE 3'-0".
2. TEMPORARY IMPACT ATTENUATORS TO BE DESIGNED FOR 35 MPH IMPACT.
3. TEMPORARY IMPACT ATTENUATOR TO BE NARROW DESIGN, DESIGNED FOR 35 MPH IMPACT, MAX. WIDTH 36". INCLUDE UNDER PAY ITEM 527.34 WORK ZONE CRASH CUSHIONS. NARROW DESIGN ATTENUATORS SHALL BE FROM THE FOLLOWING LIST:

   BARRIER SYSTEMS, INC.
   180 RIVER ROAD
   RIO VISTA, CA
   PHONE: (888) 800-3691
   "UNIVERSAL TAU-II"

   TRINITY INDUSTRIES, INC.
   2525 N. STEMMONS FREEWAY
   DALLAS, TX 75207
   PHONE: (800) 644-7976
   "HEART"
   "TRACC"

   ENERGY ABSORPTION SYSTEMS, INC.
   ONE EAST WACKER DRIVE
   CHICAGO, IL 60601-2076
   PHONE: (312) 467-6750
   "QUADGUARD CZ"
   "QUADGUARD ELITE"
   "QUADGUARD LMC"
   "REACT 350"
   "QUEST"

4. SEE BRIDGE PLANS FOR INFORMATION ON OTHER PHASES OF CONSTRUCTION (EXCLUDING TEMPORARY EARTH SUPPORT STRUCTURES SHOWN HEREIN).
5. THE TEMPORARY WEST ABUTMENT FOR TEMPORARY BRIDGE SHALL AVOID IMPACTING EXISTING NORTHWEST WINGWALL, WHICH IS TO REMAIN.
6. ANY TEMPORARY EARTH SUPPORT STRUCTURES REQUIRED FOR THE TEMPORARY BRIDGE AND ITS APPROACHES SHALL BE INCLUDED UNDER THE ITEM "SPECIAL DETOUR, 12 FOOT ROADWAY WIDTH VEHICULAR AND PEDESTRIAN TRAFFIC SEPARATED".
7. MAINTENANCE OF TRAFFIC DETOUR IS PROVIDED AS A CONCEPTUAL LAYOUT ONLY. REFER TO SPECIAL PROVISION 502 SPECIAL DETOURS FOR MORE INFORMATION.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN 015620.00 15143.00 BRIDGE PLANS

NO. 2917

	BY	DATE
SIGNATURE		
P.E. NUMBER		
DATE		
PROJ. MANAGER L. TIMBERLAKE		
DESIGN-DETAILED	LEM	03\09
CHECKED-REVIEWED	DDS	03\09
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

WEBB RIVER BRIDGE
WEBB RIVER
MEXICO DIXFIELD OXFORD COUNTY

MAINTENANCE OF TRAFFIC

SHEET NUMBER
10
OF 87

Filename: 010_MPT Plan.dgn Division: HIGHWAY Username: common Date:6/30/2010

TEMPORARY BRIDGE MOT

Filename: 011_General Plan.dgn Division: BRIDGE Username: mcundiff Date:10/12/2010

CLL CLL

Existing building

Existing storage trailer

Centerline Brg. Abut No. 1
Sta. 23+10.00 (Expansion)

115'-0"

Centerline Brg. Abut No. 2
Sta. 24+25.00 (Fixed)

Limit of full depth drive construction

Existing gravity abutment and wingwall (portions to remain)

End of northwest wingwall
Sta. 22+96

2:1

Remove existing abutment and wingwall to elevation 413.0 ft.

WEBB RIVER

Remove existing pier to bedrock

Exist. granite retaining wall to remain

Remove existing abutment and wingwall to elevation 412.4 ft.

2:1

1'-8"

End of northeast wingwall
Sta. 24+38.25

Approach Slab

Construction ℄

23+00

48'-4" out to out

40'-0" roadway

24+00

Limits of exist. granite abutment unknown

90°0'0" skew (typ.)

Temporary Cofferdam

Remove existing concrete wingwall to elevation 405.5 ft.

Remove existing wingwall to elevation 405.5 ft.

End of southwest wingwall
Sta. 22+91.5

5'-1" sdwk

1'-7"

End of southeast wingwall
Sta. 24+44

Portland cement slope protection

Temporary Cofferdam

2:1

2:1

Slope break line (100-yr flood (Q100) El. 415.8)

CMPJ508/11

Flow

Proposed cantilever retaining wall founded on bedrock (match into existing abutment)

Proposed cantilever retaining wall founded on bedrock (match into existing abutment)

Temporary Cofferdam

Portland cement slope protection

UNK POLE

PLAN VIEW - PROPOSED BRIDGE

NOTE

1. For additional limits of Temporary Earth Support Structures, see sheet no. 10 "Maintenance of Traffic".

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. TIMBERLAKE	
DESIGN-DETAILED	NRW	6/09
CHECKED-REVIEWED	RAM	9/09
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

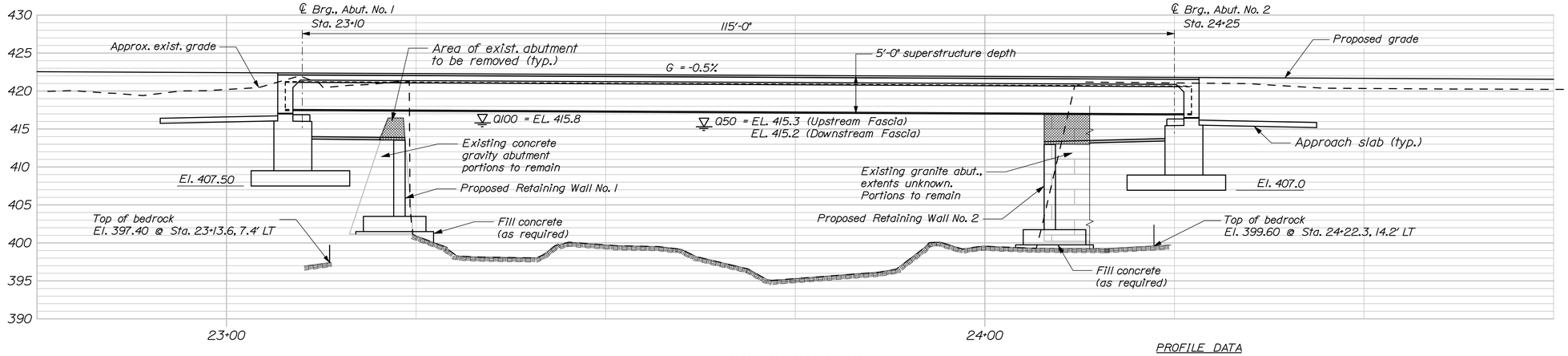
WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

GENERAL PLAN

SHEET NUMBER

11

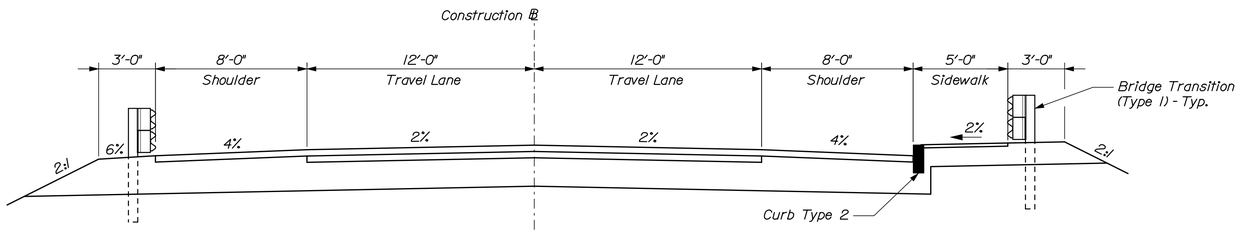
OF 87



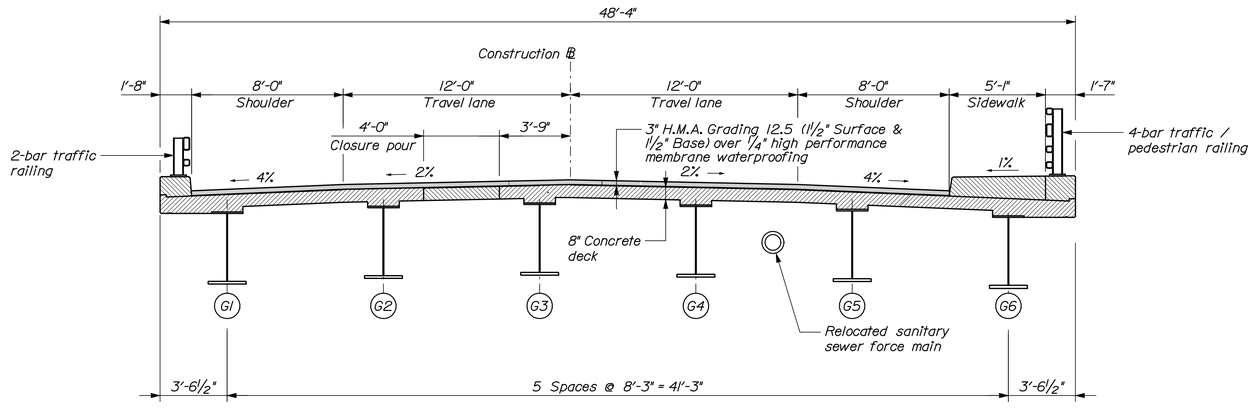
BRIDGE PROFILE

PROFILE DATA
PVT - Sta. 22+43.06
El. 422.71

PVC - Sta. 25+76.41
El. 421.04

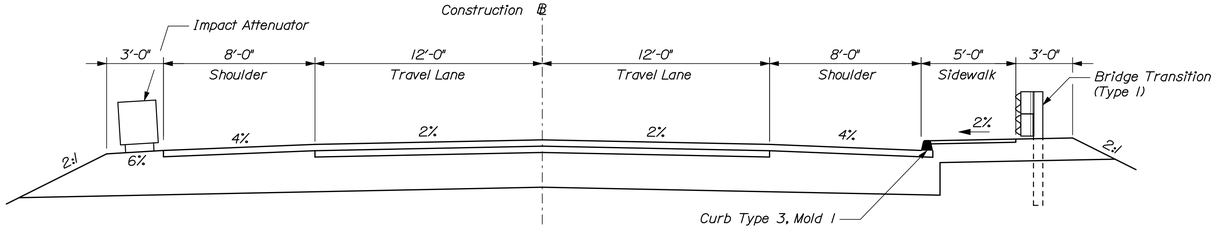


TYPICAL ROADWAY SECTION - EAST APPROACH



TRANSVERSE SECTION

(LOOKING UPSTATION)



TYPICAL ROADWAY SECTION - WEST APPROACH

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
015620.00 15143.00

NO. 2917

HIGHWAY PLANS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	NRW	NRW	6/09
CHECKED-REVIEWED	RAM	RAM	9/09
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
WEBB RIVER
MEXICO DIXFIELD OXFORD COUNTY

BRIDGE PROFILE

SHEET NUMBER
12
OF 87

Filename: 012_Bridge Profile.dgn Division: HIGHWAY Username: common Date:6/29/2010

Filename: ...\geotech\mstg\013_BLP&ISP1.dgn Division: GEOTECH Username: Kate.maguire Date:7/8/2010

LIMIT OF FULL DEPTH DRIVE CONSTRUCTION

PAVED YARD

QUADGUARD CRASH CUSHION (TEST LEVEL 2)

TRAILING END TERMINAL

LOAM, SEED & MULCH

PAVED YARD

MEXICO DAMFIELD

REBUILD CB WITH OFFSET CONE AND ADJUST TO GRADE.

REBUILD CB WITH OFFSET CONE AND ADJUST TO GRADE.

HIGH STREET

R=25'

CMP3/6

18" OPT. III

R=25'

CONC LANDING ONLY

REMOVE CB

PAVED YARD

LOAM, SEED & MULCH

REMOVE

TYPE 3 CURB UNDER GUARDRAIL FROM ENDPOST TO CB#23

CB#16 REMOVE

12" OPT. III

CB#15 REMOVE

CB#18

18" OPT. III

12" OPT. III

CB#19

CB#21

CB#23 12" UD "C"

CB#25

CB#27

CB#28

CB#26 18" UD "C"

CB#30

CB#14 12" UD "C"

CB#17 18" UD "C"

CB#20

12" UD "C" CB#22

CB#24 12" UD "C"

CB#29

CONSTRUCTION ℄ N8°58'43.4"E

21+00

22+00

23+00

24+00

25+00

26+00

27+00

88°11'56.3"

PROP. 10" ϕ SS FORCE MAIN

REMOVE

REMOVE CB

BB-MDWR-101

BB-MDWR-102A

BB-MDWR102

U.S. ROUTE 2, RIVER ROAD

CONSTRUCTION ℄

49.91 CMP1508/II

ADJUST MH TO GRADE (BY OTHERS)

ADJUST TO GRADE (BY OTHERS)

CMP506/13

REMOVE

RIPRAP APRON SEE MISCELLANEOUS DETAILS 2

RIPRAP DOWNSPOUT

FOUNDATION TO BE REMOVED TO EXTENT IMPACTED

RETAINING WALL NO. 1

TOWNLINE

RETAINING WALL NO. 2

RIPRAP DOWNSPOUT

℄ BEARING ABUTMENT NO. 1 STA. 23+10.0

115'

PROPOSED STRUCTURE

℄ BEARING ABUTMENT NO. 2 STA. 24+25.0

PC = STA. 24+79.96

REMOVE CB AND PIPE

REMOVE PIPE 18" OPT. III

LEGEND

CASED WASH BORING

PLAN

25 0 25 50

Scale of Feet

ADJUST MH TO GRADE (BY OTHERS)

CONNECT TO EXISTING UD

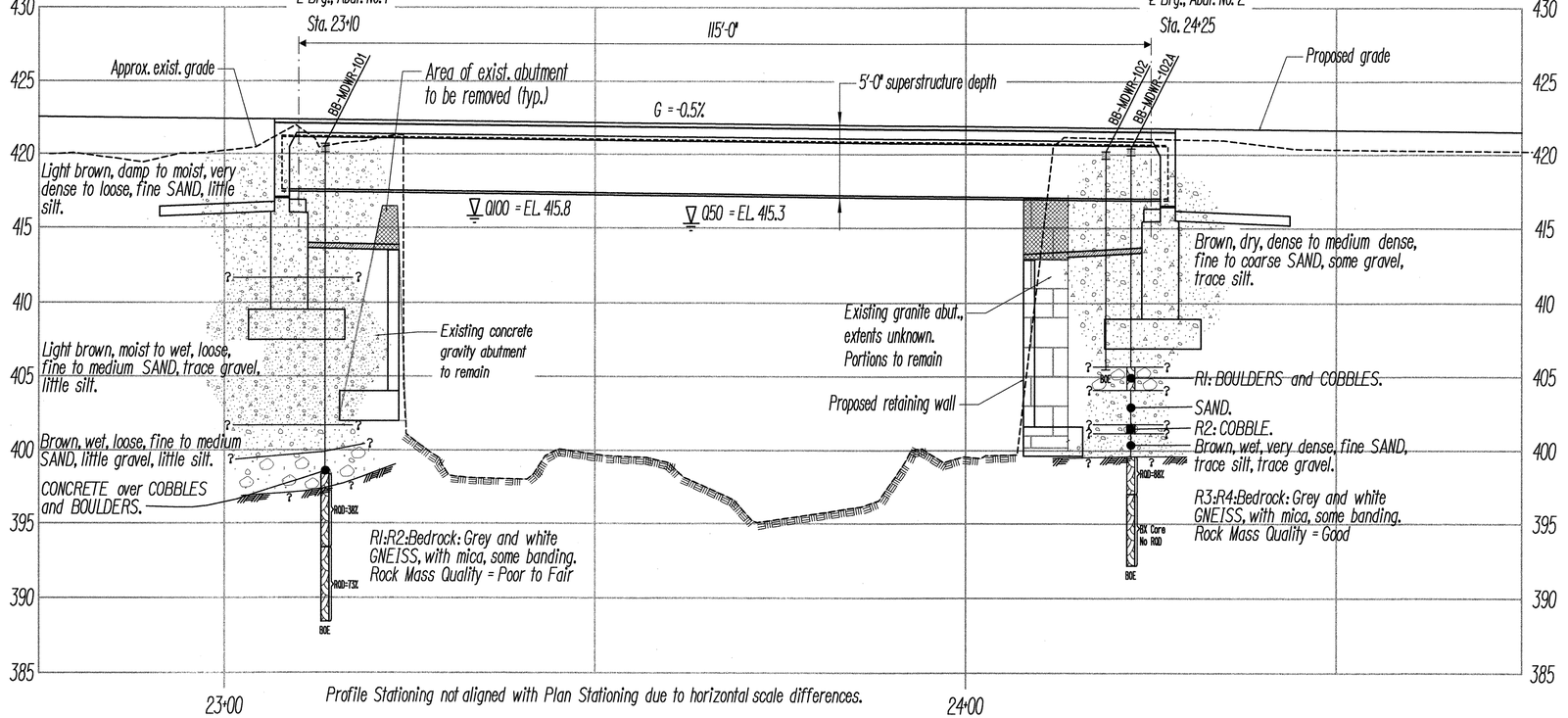
BACK OF SIDEWALK TO MATCH EXISTING STEPS

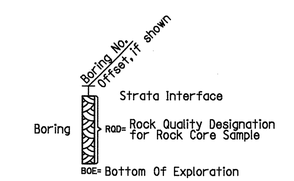
U.S. ROUTE 2 ℄ Sta. 25+82.27 = HIGH STREET ℄ Sta. 40+00.00

PAVED YARD

MAG. 19°XX

Profile Stationing not aligned with Plan Stationing due to horizontal scale differences.





PROFILE

HORIZ 10 0 10 20

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 transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E

PIN 15620.00

BRIDGE PLANS

BRIDGE NO. 2917

STATE OF MAINE ★ Kathleen Maguire 7120 ★ REGISTERED PROFESSIONAL ENGINEER

Kathleen Maguire
SIGNATURE

7/20
DATE

P.E. NUMBER

	BY	DATE
PROJ. MANAGER	----------	----------
DESIGN-DETAILED	T. WHITE	MAR 2009
CHECKED-REVIEWED	K. MAGUIRE	----------
DESIGN2-DETAILED2	----------	----------
DESIGN3-DETAILED3	----------	----------
REVISIONS 1	----------	----------
REVISIONS 2	----------	----------
REVISIONS 3	----------	----------
REVISIONS 4	----------	----------
FIELD CHANGES	----------	----------

WEBB RIVER BRIDGE
WEBB RIVER
MEXICO-DIXFIELD OXFORD COUNTY

BORING LOCATION PLAN & INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER

13

OF 87

Maine Department of Transportation — BB-MDWR-101

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Projects: Webb River Bridge #2917 over Webb River carring Routes 2/17
Locations: Mexico-Dixfield, Maine

Boring No.: BB-MDWR-101
PIN: 15620.00

Driller:	MaineDOT	Elevation (ft.): 420.7	Auger ID/OD: 5" Solid Stem
Operator:	E. Giguere/C. Giles	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	3/10/09, 3/12/09	Drilling Method: Cased Wash Boring	Core Barrel: NQ-2"
Boring Location:	23+13.6, 7.4 Lt.	Casing ID/OD: HW	Water Level*: 15.0' bgs.
Hammer Efficiency Factor: 0.84		Hammer Type: Automatic ☒ Hydraulic ☐	Rope & Cathead ☐

Definitions:
S = Split Spoon Sample
SSA = Solid Stem Auger
MD = Unsuccessful Split Spoon Sample attempt
HSA = Hollow Stem Auger
U = Thin Wall Tube Sample
RC = Roller Cone
MU = Unsuccessful Thin Wall Tube Sample attempt
WOH = weight of 140lb. hammer
V = Vaitly Vane Shear Test. PP = Pocket Penetrometer
WOR/C = weight of rods or casing
MV = Unsuccessful Vaitly Vane Shear Test attempt
WOH = Weight of one person.
q_p = Vaitly Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
N_{60} = SPT N-value corrected for hammer efficiency
N_{uncorr} = SPT N-uncorrected
Hammer Efficiency Factor/60%HI=Uncorrected
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
$S_{t(Lab)}$ = Lab Vane Shear Strength (psf)
W = Water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. or Shear Strength (psf) or RQD (%)	N_{uncorr}	N_{60}	Casing Blows	Graphic Log	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
							SSA		420.10	Pavement — 0.60	
	1D	12/12	1.00 – 2.00	20/53	---					Light brown, damp (frozen), very dense, fine SAND, little silt.	
5	2D	24/22	5.00 – 7.00	1/2/2/2	4	6				Light brown, moist, loose, fine SAND, little silt.	
									411.70	9.00	
10	3D	24/22	10.00 – 12.00	2/2/3/3	5	7	25			Light brown, moist, loose, fine to medium SAND, trace gravel, little silt.	
							24				
							22				
							22				
15	4D	24/14	14.00 – 16.00	3/2/3/3	5	7	10			Similar to above, but wet.	
							14				
							15				
							12				
							12		401.70	19.00	
	5D	21.6/16	19.00 – 20.60	2/1/1/40(3.6")	2	3	10			Brown, wet, loose, fine to medium SAND, little gravel, little silt. 040 blows for 0.8'.	
20	R1	78/60	20.80 – 27.30	ROD = 38%			040 NQ-2		399.90	CONCRETE over COBBLES and BOULDERS. — 20.80	
										R1:Core Times (minsec) 20.8-21.8' (2:25) 21.8-22.8' (0:15) 22.8-23.8' (0:56)	
									397.40	Top of Bedrock at Elev. 397.4'. — 23.30	
25										Bedrock: Grey and white, GNEISS with mica, some banding. 23.8-24.8' (2:43) 24.8-25.8' (2:56) 25.8-26.8' (3:40) 26.8-27.3' (3:10) 76% Recovery Rock Mass Quality = Poor.	
	R2	60/60	27.30 – 32.30	ROD = 73%						Bedrock: Grey and white, GNEISS with mica, some banding. R2:Core Times (minsec) 27.3-28.3' (3:15) 28.3-29.3' (3:22) 29.3-30.3' (3:20) 30.3-31.3' (3:15) 31.3-32.3' (2:50) 100% recovery Rock Mass Quality = Fair.	
30									388.40	Bottom of Exploration at 32.30 feet below ground surface. — 32.30	
35											
40											
45											
50											

Remarks:

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.

Page 1 of 1

Boring No.: BB-MDWR-101

Maine Department of Transportation — BB-MDWR-102

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Projects: Webb River Bridge #2917 over Webb River carring Routes 2/17
Locations: Mexico-Dixfield, Maine

Boring No.: BB-MDWR-102
PIN: 15620.00

Driller:	Northern Test Borings Inc.	Elevation (ft.): 420.2	Auger ID/OD: 5" Solid Stem
Operator:	Nick Y./Mike B.	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	E. Giguere	Rig Type: Dietrich D50	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	3/3/09: 09:30-10:45	Drilling Method: Cased Wash Boring	Core Barrel: NQ-2"
Boring Location:	24+18.9, 14.6 Lt.	Casing ID/OD: HW	Water Level*: None Observed
Hammer Efficiency Factor: 0.84		Hammer Type: Automatic ☒ Hydraulic ☐	Rope & Cathead ☐

Definitions:
S = Split Spoon Sample
SSA = Solid Stem Auger
MD = Unsuccessful Split Spoon Sample attempt
HSA = Hollow Stem Auger
U = Thin Wall Tube Sample
RC = Roller Cone
MU = Unsuccessful Thin Wall Tube Sample attempt
WOH = weight of 140lb. hammer
V = Vaitly Vane Shear Test. PP = Pocket Penetrometer
WOR/C = weight of rods or casing
MV = Unsuccessful Vaitly Vane Shear Test attempt
WOH = Weight of one person.
q_p = Vaitly Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
N_{60} = SPT N-value corrected for hammer efficiency
N_{uncorr} = SPT N-uncorrected
Hammer Efficiency Factor/60%HI=Uncorrected
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
$S_{t(Lab)}$ = Lab Vane Shear Strength (psf)
W = Water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. or Shear Strength (psf) or RQD (%)	N_{uncorr}	N_{60}	Casing Blows	Graphic Log	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA		419.70	Pavement — 0.50	
	1D	24/13	2.00 – 4.00	12/14/10/3	24	34				Brown, dry, dense, fine to coarse SAND, some gravel, trace silt.	
5	2D	24/8	5.00 – 7.00	3/8/9/4	17	24	4			Similar to above, medium dense.	
							27				
							43				
							41				
							49				
10	3D	24/4	10.00 – 12.00	3/8/12/14	20	28	51			Similar to above.	
							43				
							101				
	4D	11/0	13.80 – 14.72	32/42/50(0")	---		0125		405.50	0125 blows for 0.7'.	
15										No sample recovery.	
										Bottom of Exploration at 14.70 feet below ground surface. — 14.70	
										CASING BROKE, MOVED TO BB-MDWR-102A.	
20											

Remarks:

Left 5.0 feet of casing in ground.

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.

Page 1 of 1

Boring No.: BB-MDWR-102

Maine Department of Transportation — BB-MDWR-102A

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Projects: Webb River Bridge #2917 over Webb River carring Routes 2/17
Locations: Mexico-Dixfield, Maine

Boring No.: BB-MDWR-102A
PIN: 15620.00

Driller:	MaineDOT/Northern Test Boring	Elevation (ft.): 420.4	Auger ID/OD: 5" Solid Stem
Operator:	E. Giguere/C. Giles	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	3/10/09, 3/12/09	Drilling Method: Cased Wash Boring	Core Barrel: NQ-2" & BX
Boring Location:	24+22.3, 14.2 Lt.	Casing ID/OD: HW & NW	Water Level*: 19.0' bgs.
Hammer Efficiency Factor: 0.68		Hammer Type: Automatic ☒ Hydraulic ☐	Rope & Cathead ☐

Definitions:
S = Split Spoon Sample
SSA = Solid Stem Auger
MD = Unsuccessful Split Spoon Sample attempt
HSA = Hollow Stem Auger
U = Thin Wall Tube Sample
RC = Roller Cone
MU = Unsuccessful Thin Wall Tube Sample attempt
WOH = weight of 140lb. hammer
V = Vaitly Vane Shear Test. PP = Pocket Penetrometer
WOR/C = weight of rods or casing
MV = Unsuccessful Vaitly Vane Shear Test attempt
WOH = Weight of one person.
q_p = Vaitly Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
N_{60} = SPT N-value corrected for hammer efficiency
N_{uncorr} = SPT N-uncorrected
Hammer Efficiency Factor/60%HI=Uncorrected
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
$S_{t(Lab)}$ = Lab Vane Shear Strength (psf)
W = Water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. or Shear Strength (psf) or RQD (%)	N_{uncorr}	N_{60}	Casing Blows	Graphic Log	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
							SSA		419.95	Pavement — 0.45	
										See Boring BB-MDWR-102 for material description in upper 14.7 feet of boring.	
5											
10											
15	R1	19.2/ 19.2	14.70 – 16.30				52 NQ-2		405.70	COBBLES and BOULDERS within SAND matrix. — 14.70	
							6			R1:Core Times (minsec) 14.7-15.7' (8:00) 15.7-16.3' (3:00) 100% Recovery	
							57		404.10	Roller Coned ahead to 18.6' bgs. — 16.30	
	R2	7.2/0	18.60 – 19.20				40/ NQ-2		401.80	COBBLE. — 18.60	
	1D	13.2/12	19.20 – 20.30	16/18/50(11.2")	---		47		401.20	HQ-Core Times (minsec) 19.6-19.8' (5:00) 0% Recovery Changed to NW Casing at 19.0' bgs.	
20	R3	31.2/ 31.2	20.80 – 23.40	ROD = 88%			NQ-2		399.60	Brown, wet, very dense, fine SAND, trace silt, trace gravel. — 19.20 Roller Coned ahead to 20.8' bgs. — 20.80	
										Top of Bedrock at Elev. 399.6'. Bedrock: Grey and white, GNEISS with mica, some banding. R3:Core Times (minsec) 20.8-21.8' (3:10) 21.8-22.8' (3:35) 22.8-23.4' (4:41) 100% Recovery	
	R4	57.6/ 57.6	23.40 – 28.20	ROD = N/A%			BX			Rock Mass Quality = Good. Bedrock: Grey and white, GNEISS with mica, some banding. R4:Core Times (minsec) 23.4-24.4' (4:25) 24.4-25.4' (3:15) 25.4-26.4' (4:40) 26.4-27.4' (4:00) 27.4-28.2' (3:38) 100% Recovery Core Blocked BX core used - No ROD Calculated. — 28.20	
25									392.20	Bottom of Exploration at 28.20 feet below ground surface.	
30											
35											
40											
45											
50											

Remarks:

All samples were with Auto Hammer #149.

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.

Page 1 of 1

Boring No.: BB-MDWR-102A

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E

PIN 15620.00

BRIDGE NO. 2917

BRIDGE PLANS

STATE OF MAINE — Kathleen Maguire — 7120 — LICENSED PROFESSIONAL ENGINEER

	BY	DATE
PROJ. MANAGER	----	----
DESIGN-DETAILED	K. MAGUIRE	MAR 2009
CHECKED-REVIEWED	----	----
DESIGN2-DETAILED2	----	----
DESIGN3-DETAILED3	----	----
REVISIONS 1	----	----
REVISIONS 2	----	----
REVISIONS 3	----	----
REVISIONS 4	----	----
FIELD CHANGES	----	----

SIGNATURE

7120

P.E. NUMBER

7/8/2010

DATE

WEBB RIVER BRIDGE
WEBB RIVER
MEXICO-DIXFIELD OXFORD COUNTY

BORING LOGS

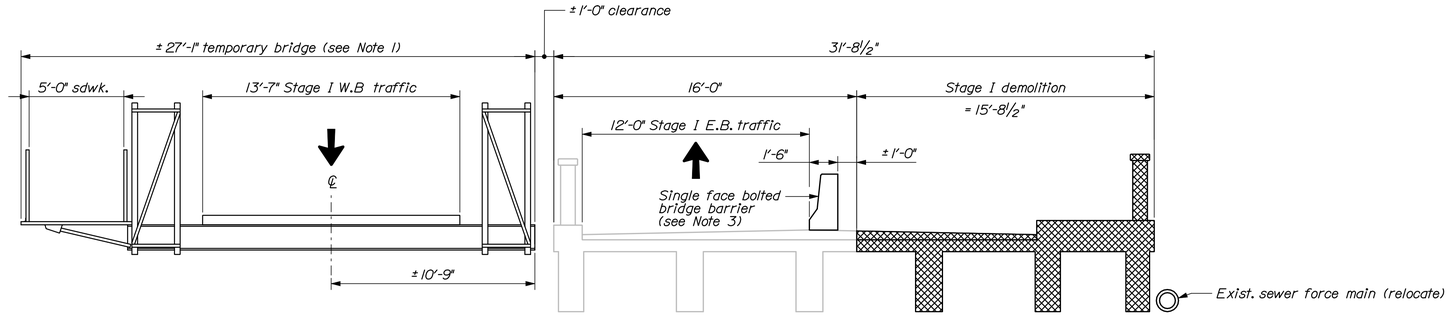
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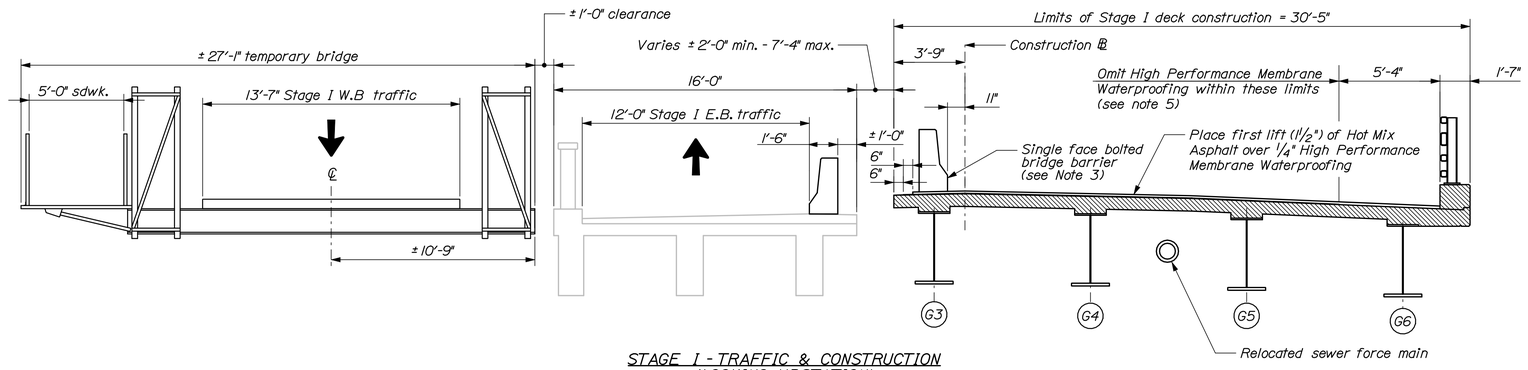
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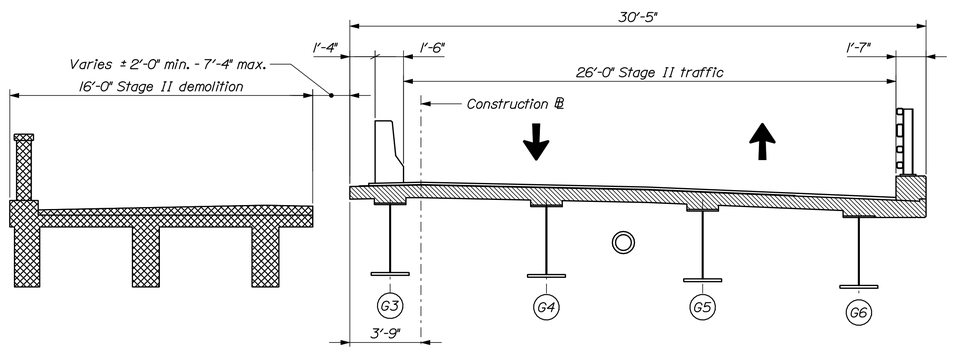
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STAGE I - DEMOLITION
(LOOKING UPSTATION)



STAGE I - TRAFFIC & CONSTRUCTION
(LOOKING UPSTATION)



STAGE II - DEMOLITION
(LOOKING UPSTATION)

NOTES:

1. Temporary bridge dimensions shown are based on Acrow 700XS Panel Birdge, Extra Wide DSRI. Dimensions may vary dependent on actual temporary bridge utilized by Contractor.
2. Coordinate this drawing with Roadway Maintenance of Traffic Plans.
3. Temporary concrete barrier located on the existing and new bridge decks shall be positively attached to the concrete deck. See General Note #46.
4. Stage construction notes pertain to bridge-related items of work only.
5. See "pavement detail at sidewalk" on sheet 16.

STAGE I:

1. Install single lane temporary bridge (with sidewalk) to the north of the existing bridge. Establish temporary detour of Route 2 westbound and pedestrian traffic onto temporary bridge. Existing bridge-mounted sewer force main to be temporarily relocated.
2. Install and positively attach temporary concrete barrier to existing bridge and shift Route 2 eastbound traffic to the north side of existing bridge.
3. Demolish and remove southern portion of existing bridge superstructure. Install temporary earth support as required and perform partial demolition of the southern portions of the existing bridge abutments. Demolish the required portion of the existing pier.
4. Construct and backfill Retaining Walls No. 1 and 2.
5. Construct southern portions of new Abutments No. 1 and 2. Construct southeast and southwest wingwalls.
6. Install elastomeric bearings and erect Girders G3 through G6. Install crossframes between girders G3 and G6.
7. Form and pour southern portions of bridge deck. Form and pour southern bridge curb and install steel bridge railing. Sewer force main to be relocated onto new bridge between girders G4 and G5.
8. Install high performance membrane waterproofing and pave southern portion of new bridge (first 1½" lift only). Saw and seal joint in asphalt pavement at ends of deck slab (include under item "Sawing and Sealing Joints in Bituminous Pavement".
9. Install and positively attach temporary concrete barrier to new southern portion of bridge deck. Install temporary pavement markings.

STAGE II:

1. Shift Route 2 eastbound and westbound traffic onto the southern portion of the new bridge constructed in Stage I. There are no accommodations for pedestrian traffic in during this stage
2. Remove temporary bridge and temporary detour.
3. Demolish remaining portion of existing superstructure. Install temporary earth support as required and perform partial demolition of the northern portions of the existing abutments. Remove remaining portions of Pier.
4. Remove and reconstruct concrete cap on existing northeast end return wall. Repair existing granite masonry and concrete abutments and retaining walls.
5. Construct northern portions of new Abutments No. 1 and 2. Construct northeast and northwest wingwalls.
6. Install elastomeric bearings and erect girders G1 and G2. Install crossframes between girders G1 and G2.
7. Form and pour northern portions of bridge deck (excluding 4' wide closure pour).
8. Form and pour concrete deck closure pour between girders G2 and G3. Install crossframes between G2 and G3. Form and pour northern bridge curb and install steel bridge railing.
9. Remove temporary concrete barrier from bridge deck and replace with traffic drums. Install high performance membrane waterproofing and pave northern portion of new bridge (first 1½" lift only).
10. Saw and seal joint in asphalt pavement at ends of bridge deck slab (include under item "Sawing and Sealing Joints in Bituminous Pavement".

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** HIGHWAY PLANS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	NRW	NRW	3/09
CHECKED-REVIEWED	RAM	RAM	6/09
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

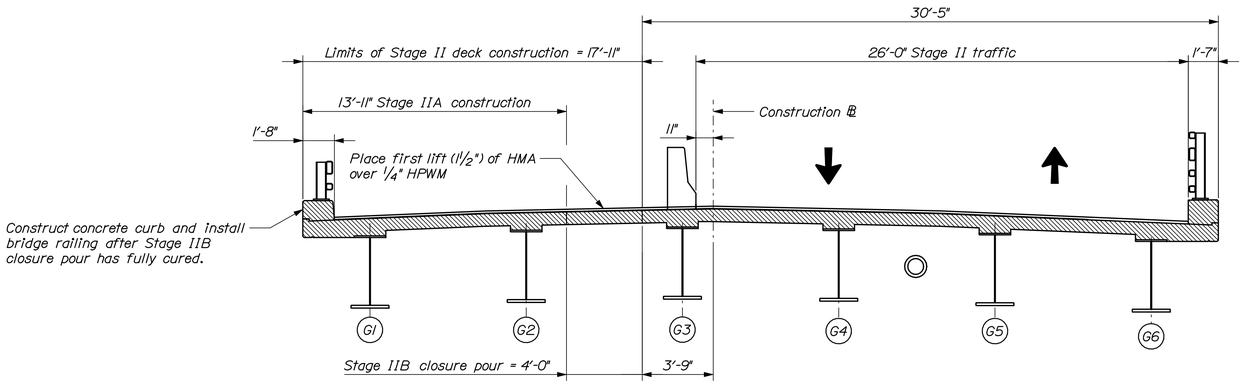
DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

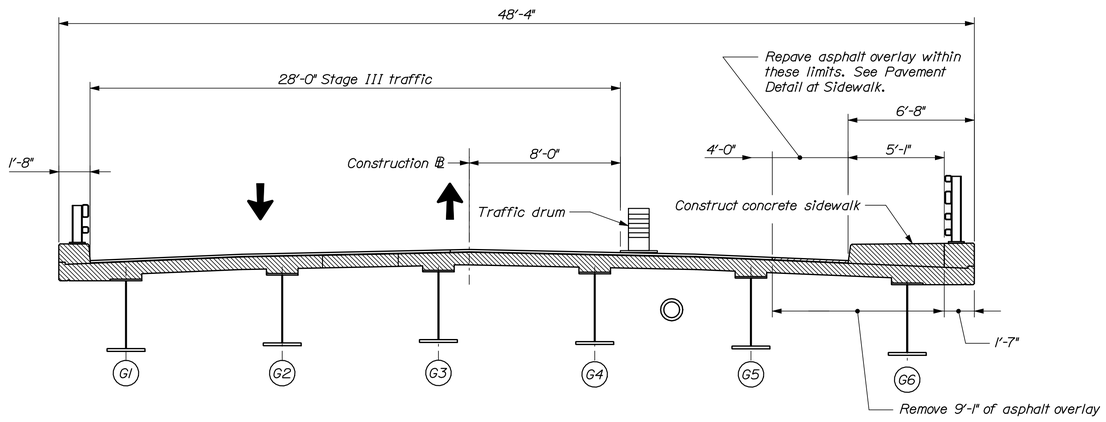
CONSTRUCTION STAGING - 1

SHEET NUMBER
15
OF 87

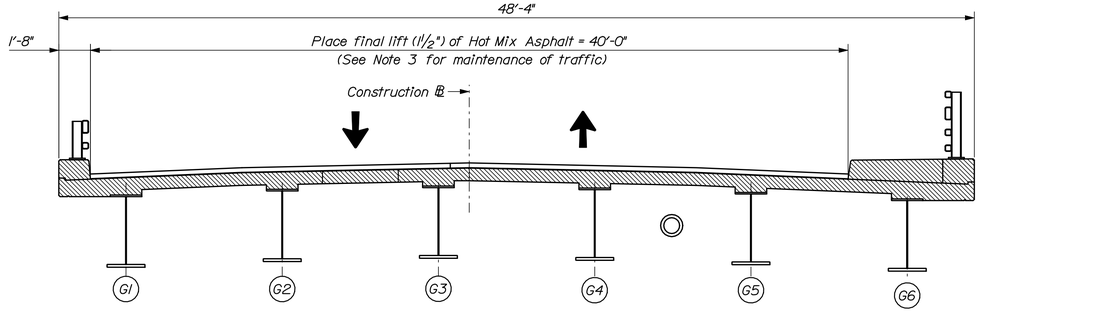
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STAGE II - TRAFFIC & CONSTRUCTION
(LOOKING UPSTATION)



STAGE III - TRAFFIC & CONSTRUCTION
(LOOKING UPSTATION)



STAGE IV - TRAFFIC & CONSTRUCTION
(LOOKING UPSTATION)

NOTE:

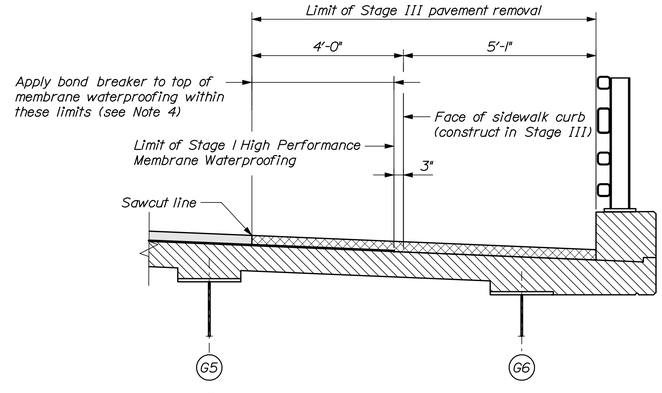
1. Coordinate this drawing with Roadway Maintenance of Traffic Plans.
2. Temporary concrete barrier located on the existing and new bridge decks shall be positively attached to the concrete deck. See General Note #46.
3. Stage IV maintenance of traffic for placement of the final lift of asphalt overlay shall be in accordance with the requirements of Section 652 - Maintenance of Traffic.
4. Apply a temporary bond breaker to top of high performance membrane within limits shown to prevent membrane from bonding with hot mix asphalt overlay. Bond breaker shall consist of 2 layers of heavy roofing felt or asphalt roofing shingles placed granule side down.
5. Stage construction notes pertain to bridge-related items of work only.

STAGE III:

1. Relocate traffic drums, install temporary pavement markings and shift Route 2 eastbound and westbound traffic to the north side of the new bridge.
2. Remove bituminous pavement on bridge deck at location of sidewalk along southern fascia.
3. Form and pour concrete sidewalk on bridge deck along southern fascia.
4. Lap high performance membrane with existing and install to sidewalk curb line. Repave local area on bridge deck along southern curb line.

STAGE IV:

1. Remove traffic drums. Pave final lift (1 1/2") across entire bridge.
2. Stripe for final lane arrangement and shift traffic into its final alignment. Open sidewalk to pedestrian traffic.



NOTE:
After removal of the pavement beneath the sidewalk and construction of sidewalk, Contractor shall install High Performance Membrane Waterproofing up to curb and lap with previously installed membrane a minimum of 6 inches.

PAVEMENT DETAIL AT SIDEWALK

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** HIGHWAY PLANS

PROJ. MANAGER	L. TIMBERLAKE	
DESIGN-DETAILED	NRW	3/09
CHECKED-REVIEWED	RAM	6/09
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
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REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

BY | DATE

SIGNATURE

P.E. NUMBER

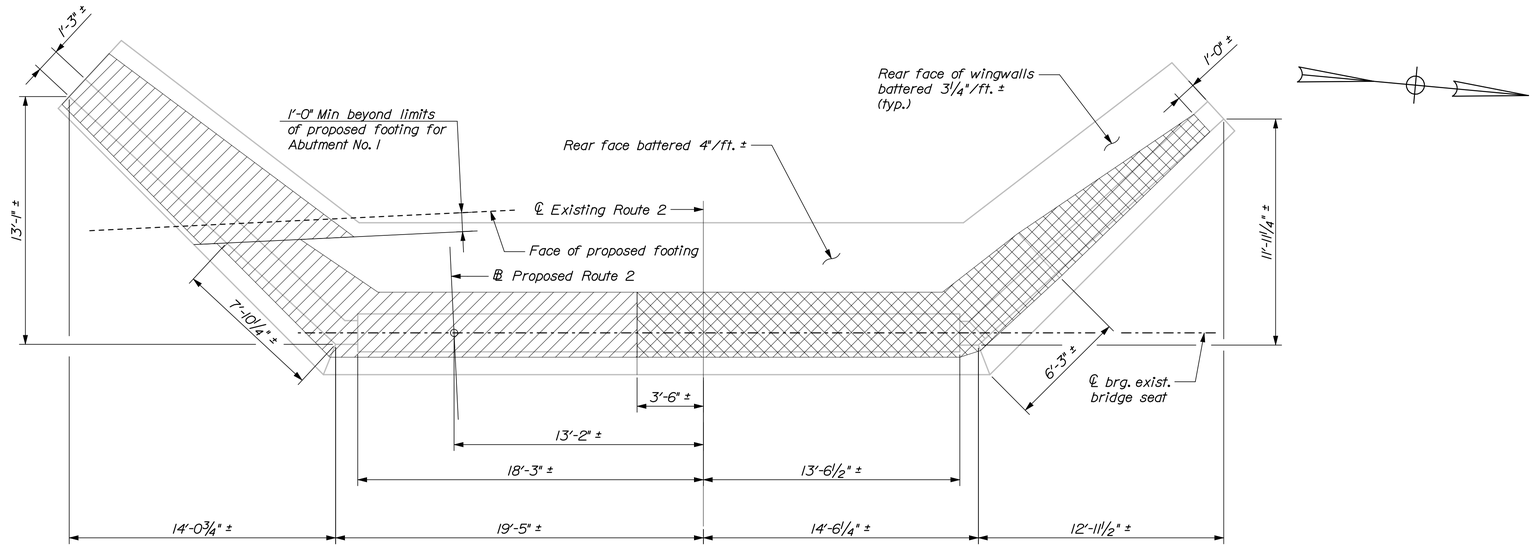
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WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

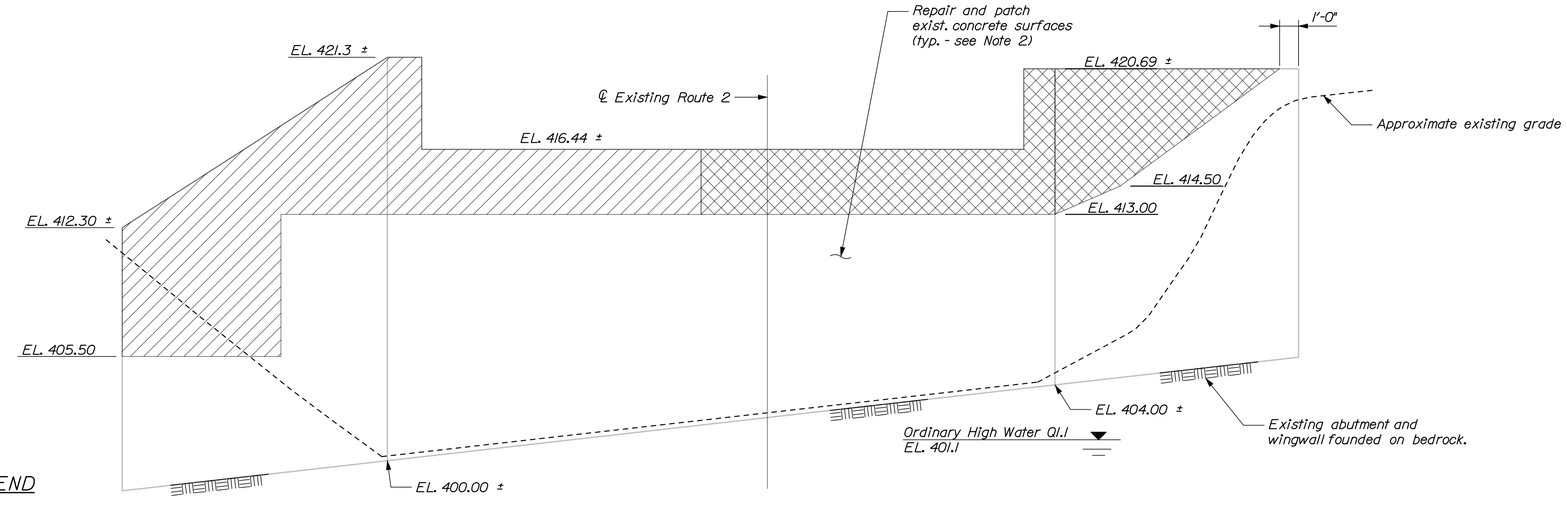
CONSTRUCTION STAGING - 2

SHEET NUMBER
16
OF 87

Filename: 016_Construction Staging-2.dgn Division: BRIDGE Username: mcundiff Date:10/12/2010



WEST ABUTMENT DEMOLITION AND REPAIR (PLAN)



WEST ABUTMENT DEMOLITION AND REPAIR (ELEVATION)

NOTES:

1. Contractor shall avoid damaging existing structures to remain during demolition and removal operations. Any damage to existing structures to remain shall be repaired to their original condition at no additional cost to the department.
2. Concrete repair and patching of existing substructure to be performed as directed by the Resident. Patching of concrete to be included under the items "Repair of Vertical Surfaces, <200 mm (7.9 in.)" and "Repair of Vertical Surfaces, >200 mm (7.9 in.)".
3. Dimensions are approximate and shall be field verified.
4. Concrete repair quantities in the contract are estimated values based on assumed conditions.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN 015620.00 15143.00

NO. 2917

HISTORIC PLANS

PROJ. MANAGER	L. TIMBERLAKE	BY
DESIGN-DETAILED	NRW	6/09
CHECKED-REVIEWED	RAM	9/09
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

DATE

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P.E. NUMBER

DATE

WEBB RIVER BRIDGE
WEBB RIVER
MEXICO DIXFIELD OXFORD COUNTY

SUBSTRUCTURE DEMOLITION - 1

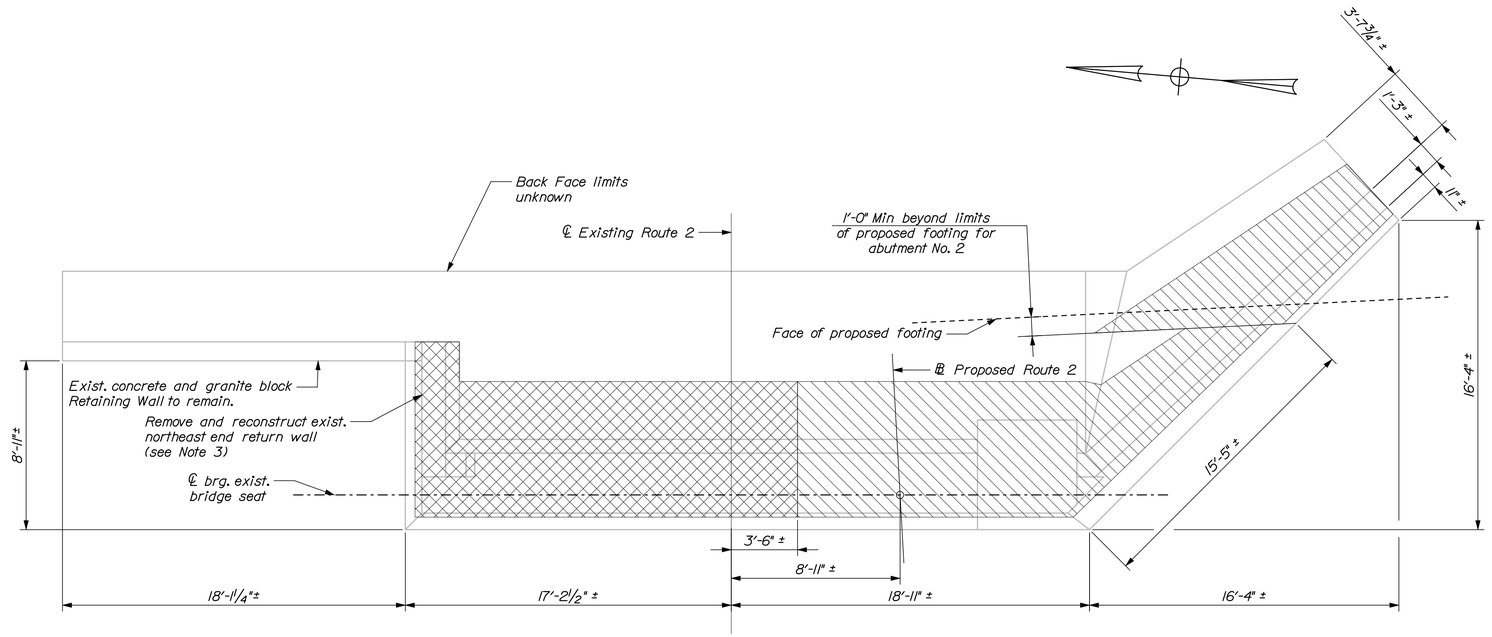
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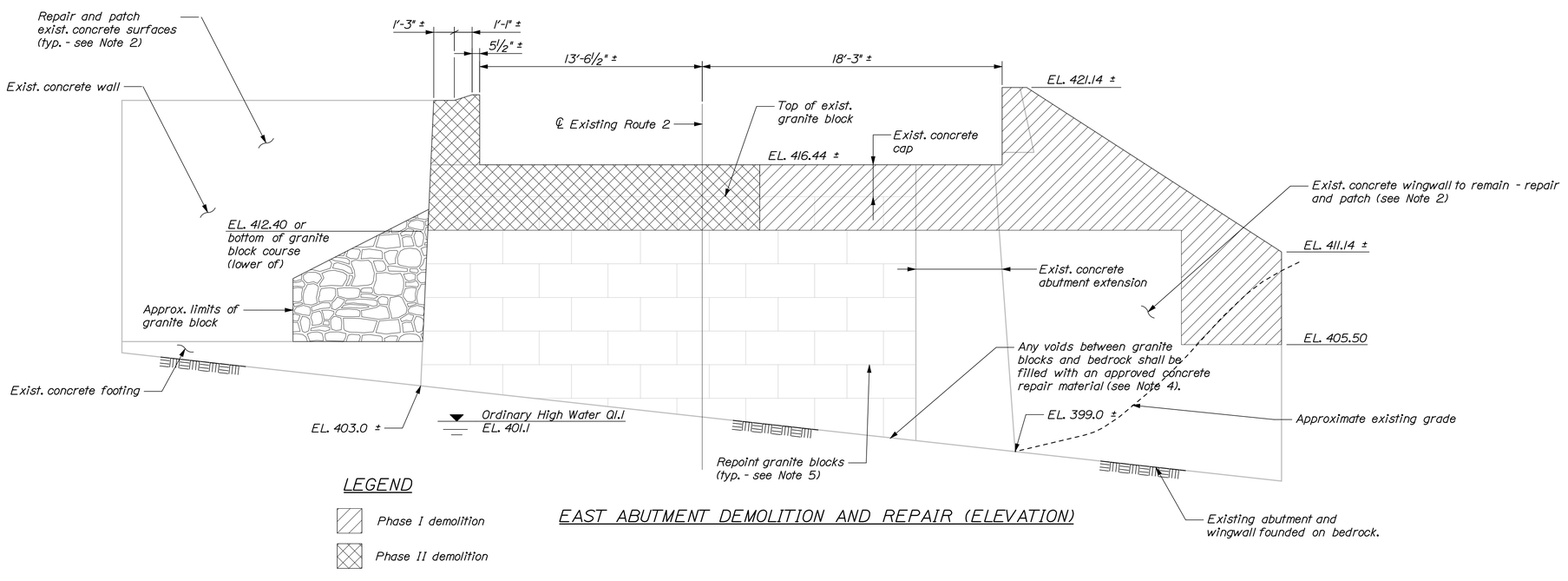
OF 87

Username: common Date:6/29/2010
Division: HIGHWAY
Filename: 017_Abutment No 1 Demo.dgn

Filename: 018_Abutment No 2 Demo.dgn Division: HIGHWAY Username: common Date:6/29/2010



EAST ABUTMENT DEMOLITION AND REPAIR (PLAN)



LEGEND

Phase I demolition

Phase II demolition

EAST ABUTMENT DEMOLITION AND REPAIR (ELEVATION)

NOTES:

1. Contractor shall avoid damaging existing structures to remain during demolition and removal operations. Any damage to existing structures to remain shall be repaired to their original condition at no additional cost to the department.
2. Concrete repair and patching of existing substructure to be performed as directed by the Resident. Patching of concrete to be included under the items "Repair of Vertical Surfaces, <200 mm (7.9 in.)" and "Repair of Vertical Surfaces, >200 mm (7.9 in.)".
3. For end return wall reconstruction details see misc. substructure details sheet.
4. Filling of voids between existing granite blocks and bedrock shall be to be included under the item "Existing Granite Wall Repairs". See special provision for additional requirements.
5. Repair of granite masonry shall be performed as directed by the Resident. Repairs shall be included under the item "Existing Granite Wall Repairs".
6. Dimensions are approximate and shall be field verified.
7. Concrete repair quantities in the contract are estimated values based on assumed conditions.

STATE OF MAINE
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BR-A562(000)E & STP-1514(300)X

PIN 015620.00 15143.00 HIGHWAY PLANS

NO. 2917

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	NRW	NRW	6/09
CHECKED-REVIEWED	RAM	RAM	9/09
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REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
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FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

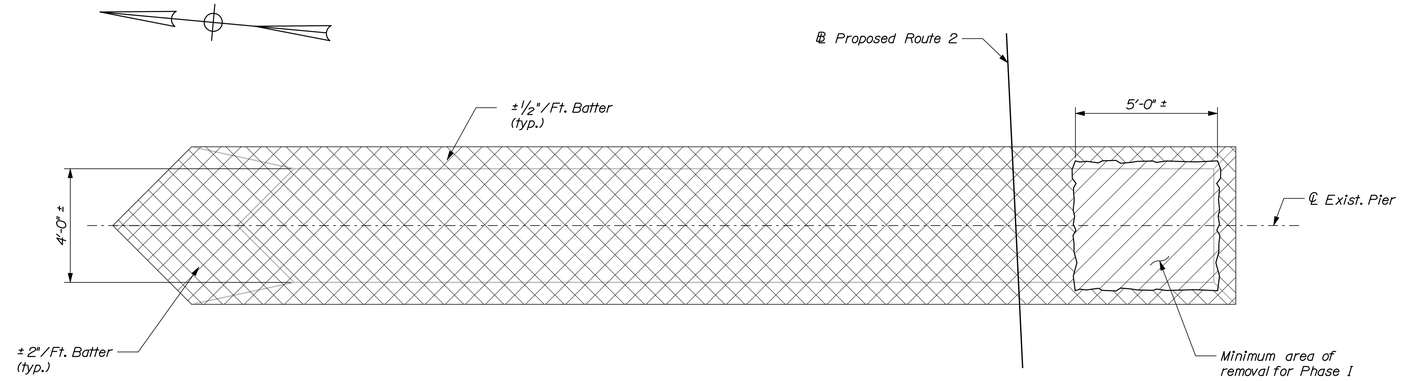
WEBB RIVER BRIDGE
WEBB RIVER
MEXICO DIXFIELD OXFORD COUNTY

SUBSTRUCTURE DEMOLITION - 2

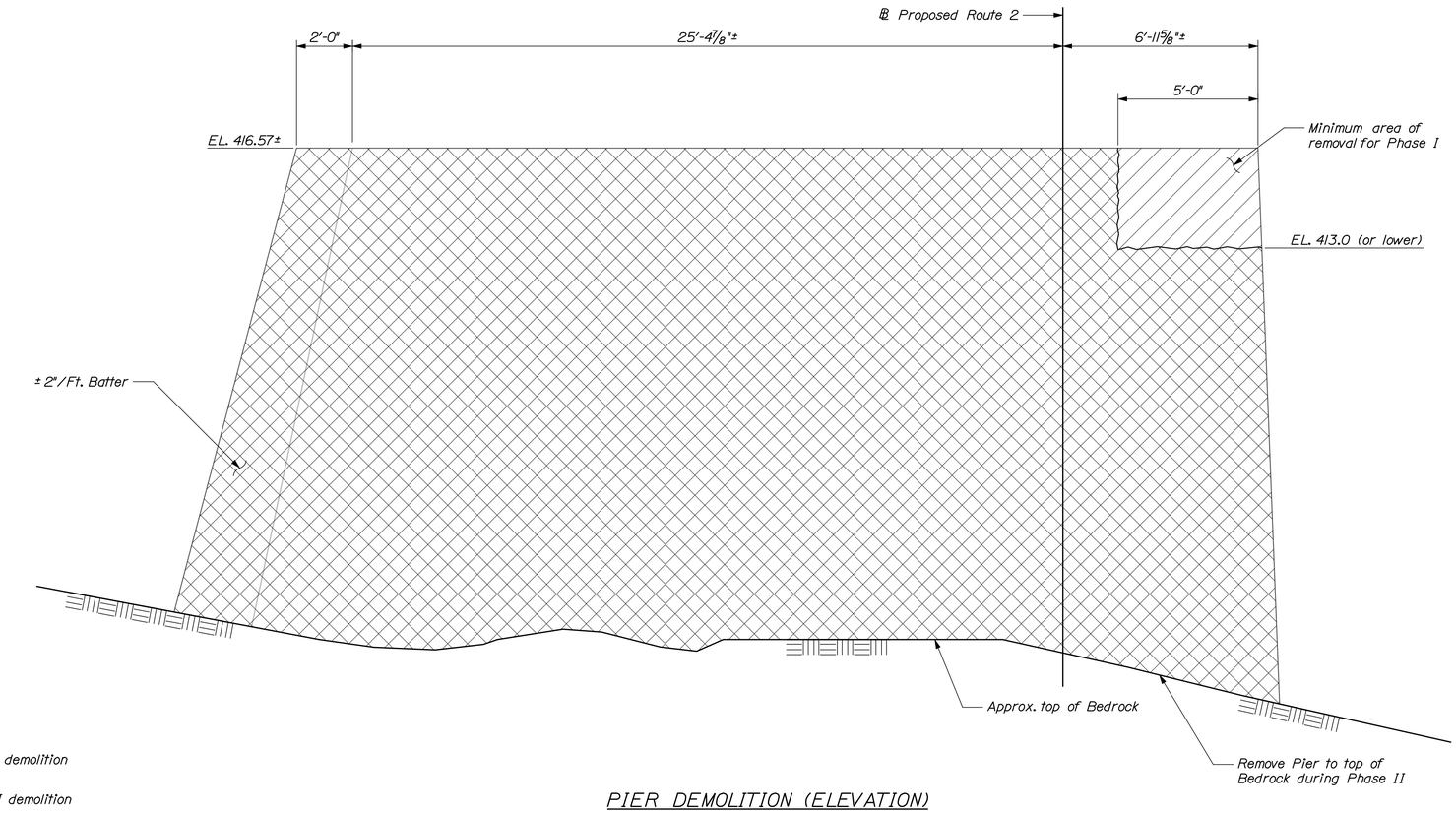
SHEET NUMBER

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OF 87



PIER DEMOLITION (PLAN)



PIER DEMOLITION (ELEVATION)

NOTE:

1. Contractor shall avoid damaging existing structures to remain during demolition and removal operations. Any damage to existing structures to remain shall be repaired to their original condition at no additional cost to the Department.
2. Dimensions are approximate and shall be field verified.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN 015620.00 15143.00

NO. 2917

HISTORIC PLANS

	L. TIMBERLAKE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	NRW	NRW	6/09
CHECKED-REVIEWED	RAM	RAM	9/09
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REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

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DATE

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WEBB RIVER
MEXICO DIXFIELD OXFORD COUNTY

SUBSTRUCTURE DEMOLITION - 3

SHEET NUMBER

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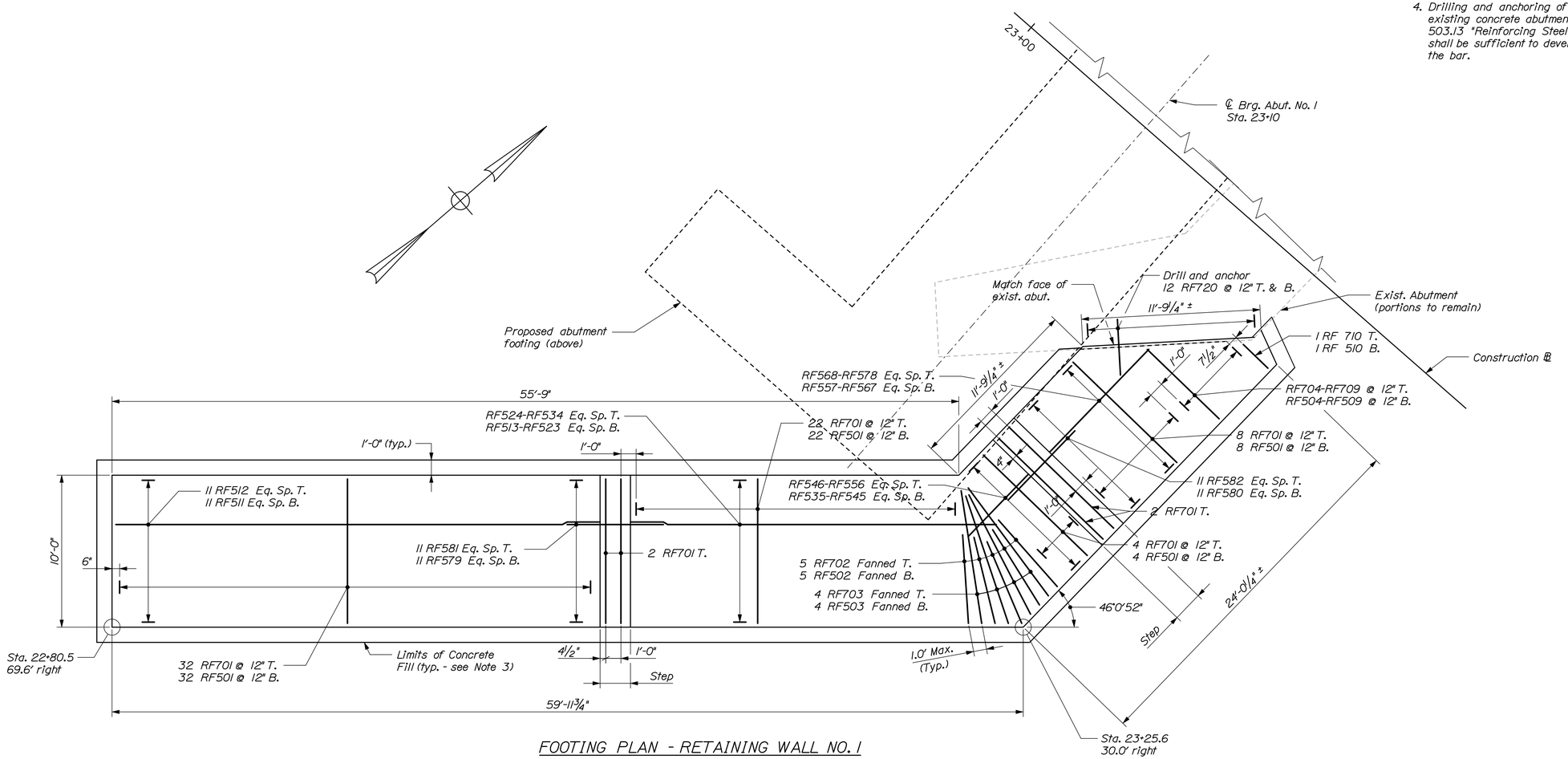
OF 87

Filename: 019_Pier Demo.dgn Division: HIGHWAY Username: common Date:6/29/2010

Filename: 020_Retaining Wall No. 1 Footing Plan.dgn Division: HIGHWAY Username: common Date:6/29/2010

NOTE:

1. For retaining wall footing sections see Sheet No. 25
2. For notes see Sheet No. 22.
3. Class A concrete shall be utilized for all Concrete Fill.
4. Drilling and anchoring of reinforcing dowels into the existing concrete abutment shall be incidental to item 503.13 "Reinforcing Steel, Placing". Depth of embedment shall be sufficient to develop the full yield strength of the bar.



FOOTING PLAN - RETAINING WALL NO. 1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
015620.00 15143.00

NO. 2917

HISTORIC PLANS

SIGNATURE

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DATE

BY	DATE
NRW	6/09
RAM	9/09
-	-
-	-

PROJ. MANAGER	L. TIMBERLAKE
DESIGN-DETAILED	NRW
CHECKED-REVIEWED	RAM
DESIGN2-DETAILED2	-
DESIGN3-DETAILED3	-
REVISIONS 1	-
REVISIONS 2	-
REVISIONS 3	-
REVISIONS 4	-
FIELD CHANGES	-

WEBB RIVER BRIDGE
WEBB RIVER
MEXICO DIXFIELD OXFORD COUNTY

RETAINING WALL #1 FOOTING PLAN

SHEET NUMBER

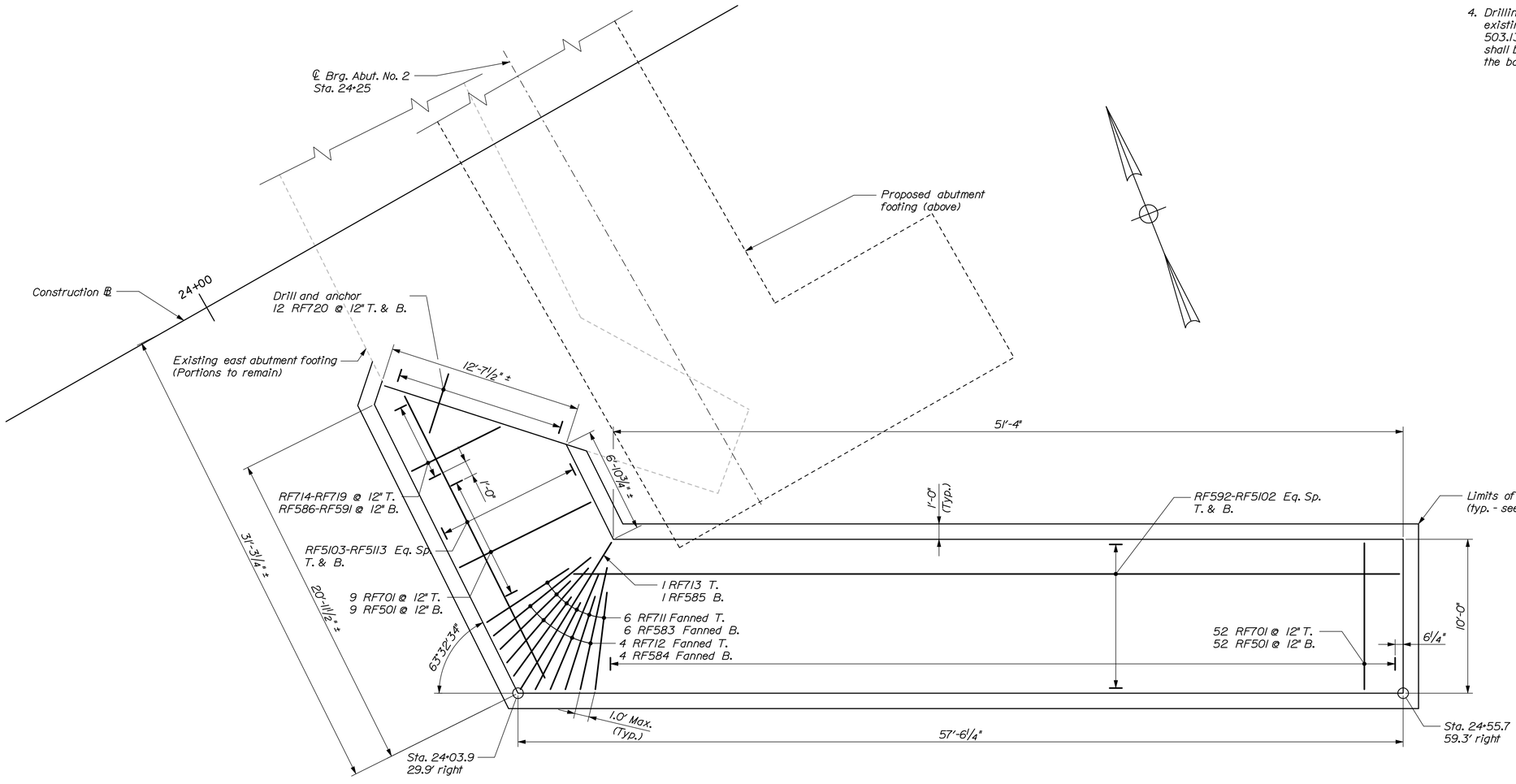
20

OF 87

Filename: 021_Retaining Wall No. 2 Footing Plan.dgn Division: HIGHWAY Username: common Date:6/29/2010

NOTE:

1. For retaining wall footing sections see Sheet No. 25.
2. For notes see Sheet No. 23.
3. Class A concrete shall be utilized for all Concrete Fill.
4. Drilling and anchoring of reinforcing dowels into the existing concrete abutment shall be incidental to item 503.13 "Reinforcing Steel, Placing". Depth of embedment shall be sufficient to develop the full yield strength of the bar.



FOOTING PLAN - RETAINING WALL NO. 2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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PIN
015620.00 15143.00 HIGHWAY PLANS

NO. 2917

		DATE
PROJ. MANAGER	L. TIMBERLAKE	BY
DESIGN-DETAILED	NRW	6/09
CHECKED-REVIEWED	RAM	9/09
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
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FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

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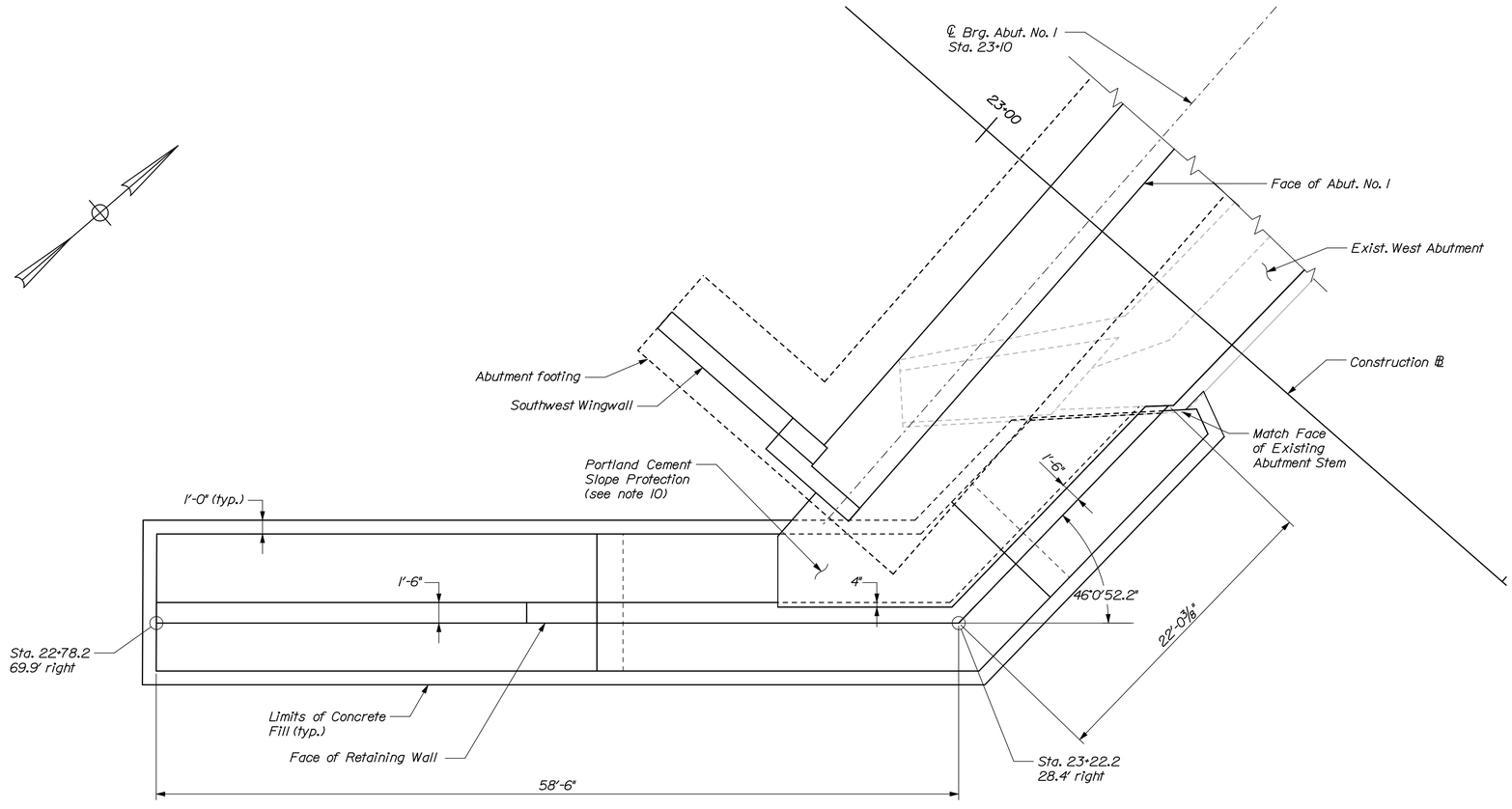
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MEXICO DIXFIELD OXFORD COUNTY

RETAINING WALL #2 FOOTING PLAN

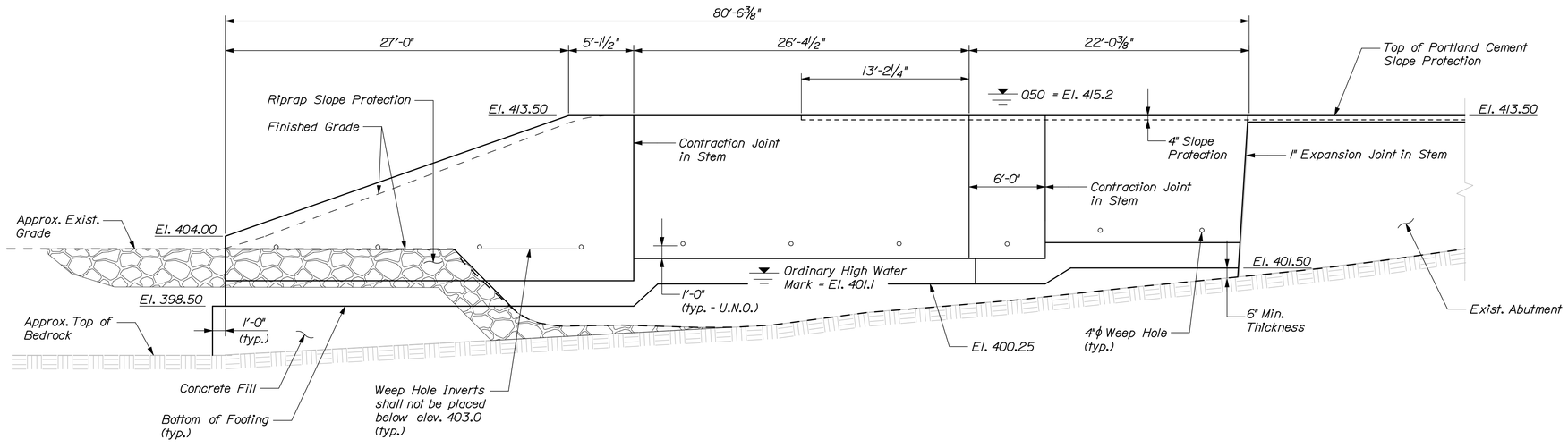
SHEET NUMBER

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PLAN



FOLDED ELEVATION

NOTES

1. The maximum factored applied footing pressure is 7.6 ksf (Strength - I).
2. Rock Excavation shall be performed in accordance with requirements of the special provision. All other excavation for construction of the retaining walls shall be paid in accordance with Standard Specifications Section 203, Unclassified Excavation, to the limits shown in the contract plans.
3. Reinforcing steel shall have a minimum concrete cover of 2 inches in the walls and 3 inches in the footings unless otherwise noted.
4. Place 4-in. diameter drains in the retaining wall at 10-ft maximum spacing. The exact location will be determined by the Resident.
5. Concrete joints shall conform to standard detail 502(1). Cover joints where waterstops are not required in accordance with Standard Details Section 502.
6. Construct French Drains behind the retaining walls in accordance with Standard Specifications Section 512, French Drains.
7. Retaining walls and their footings shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits in cut areas and a vertical plane located 10 feet behind the walls in fill areas.
8. PC slope protection shall be sloped to drain @ 1"/ft.
9. For sections see sheet no. 25.
10. For limits of Portland cement slope protection see sheet no. 34

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BR-A562(000)E & STP-1514(300)X

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HIGHWAY PLANS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	NRW	NRW	6/09
CHECKED-REVIEWED	RAM	RAM	9/09
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
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REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

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DATE

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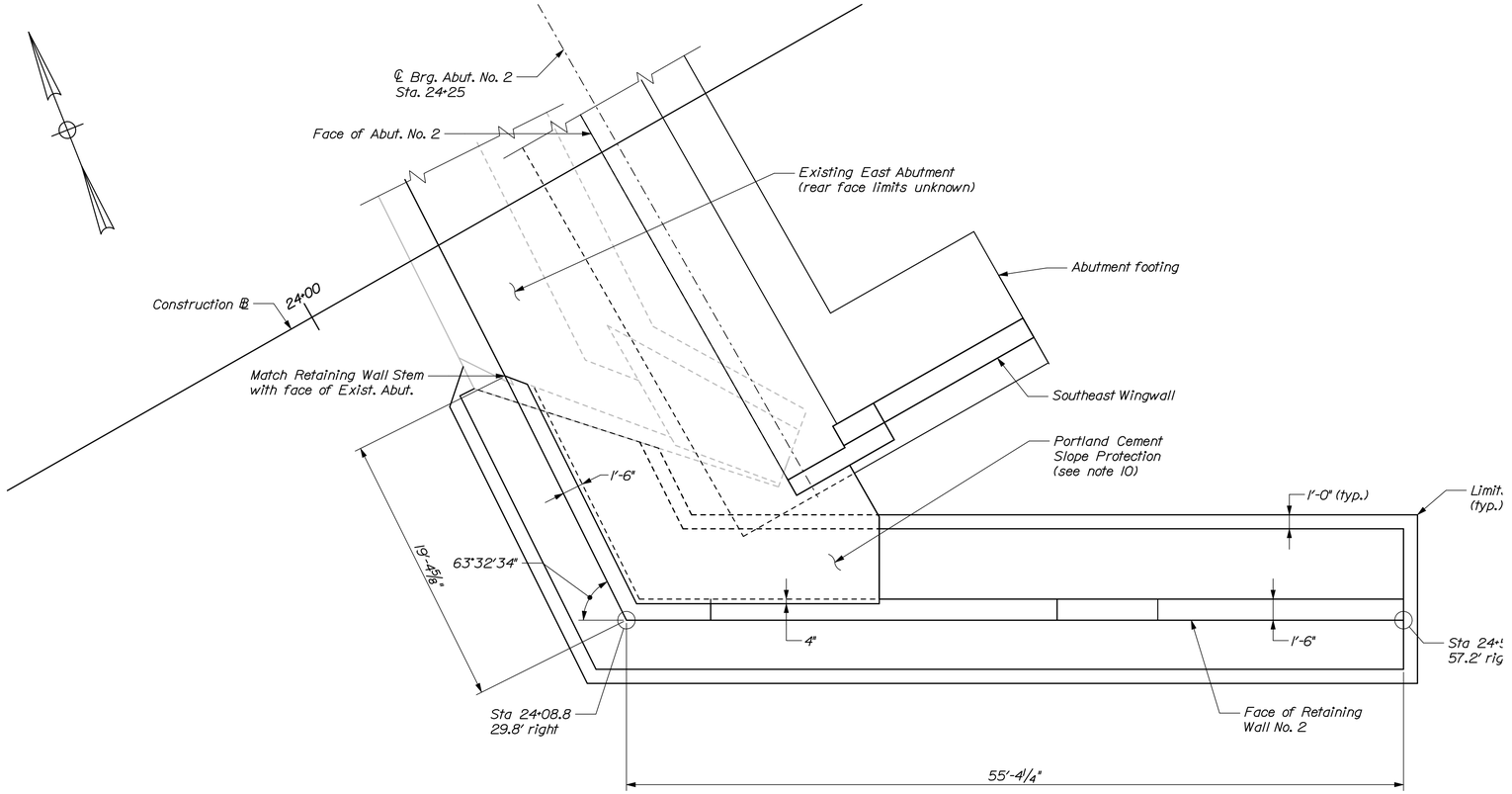
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SHEET NUMBER

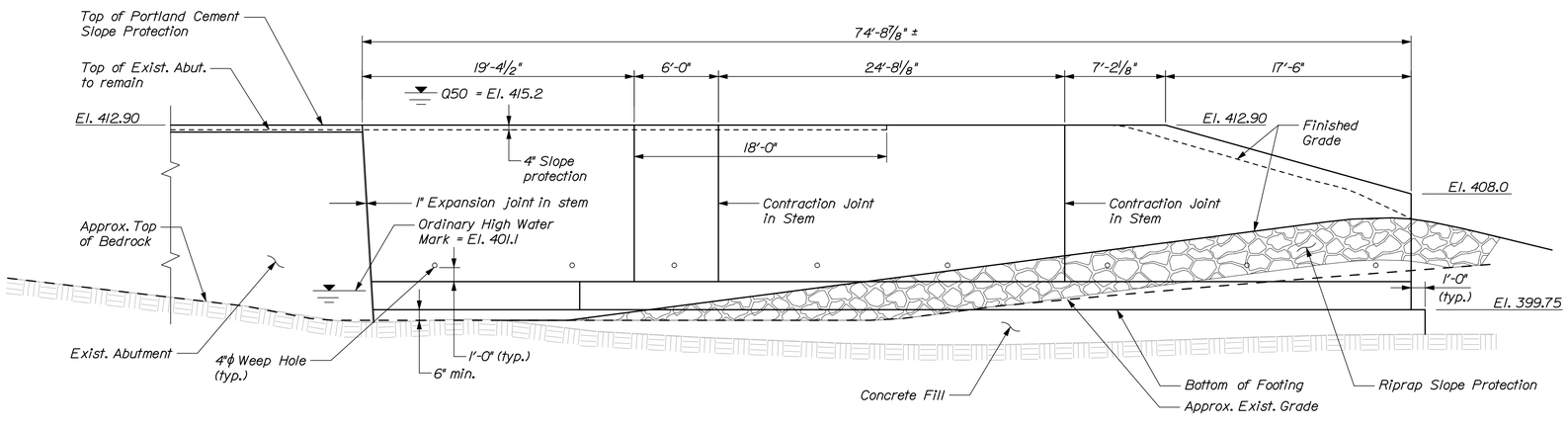
22

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Username: common Date:6/29/2010
Division: HIGHWAY
Filename: 022_Retaining WallNo 1.dgn



PLAN



FOLDED ELEVATION

NOTES

1. The maximum factored applied footing pressure is 7.6 ksf (Strength - I).
2. Rock Excavation shall be performed in accordance with requirements of the special provision. All other excavation for construction of the retaining walls shall be paid in accordance with Standard Specifications Section 203, Unclassified Excavation, to the limits shown in the contract plans.
3. Reinforcing steel shall have a minimum concrete cover of 2 inches in the walls and 3 inches in the footings unless otherwise noted.
4. Place 4-in. diameter drains in the retaining wall at 10-ft maximum spacing. The exact location will be determined by the Resident.
5. Concrete joints shall conform to standard detail 502(1). Cover joints where waterstops are not required in accordance with Standard Details Section 502.
6. Construct French Drains behind the retaining walls in accordance with Standard Specifications Section 512, French Drains.
7. Retaining walls and their footings shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits in cut areas and a vertical plane located 10 feet behind the walls in fill areas.
8. PC slope protection shall be sloped to drain @ 1"/ft.
9. For sections see sheet no. 25.
10. For limits of Portland cement slope protection see sheet no. 34.

STATE OF MAINE
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PIN
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NO. 2917

HIGHWAY PLANS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
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CHECKED-REVIEWED	RAM	RAM	9/09
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REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
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SIGNATURE

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DATE

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MEXICO DIXFIELD OXFORD COUNTY

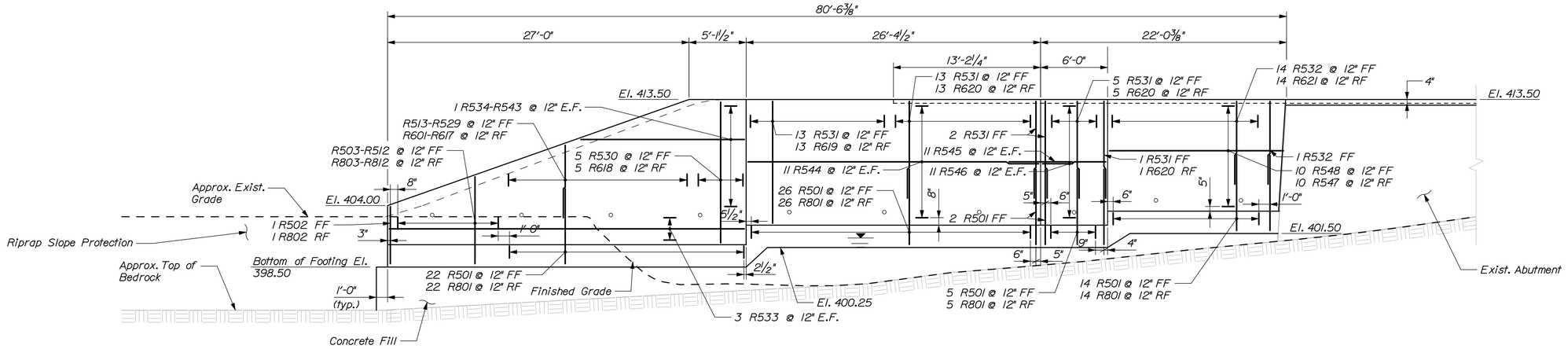
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SHEET NUMBER

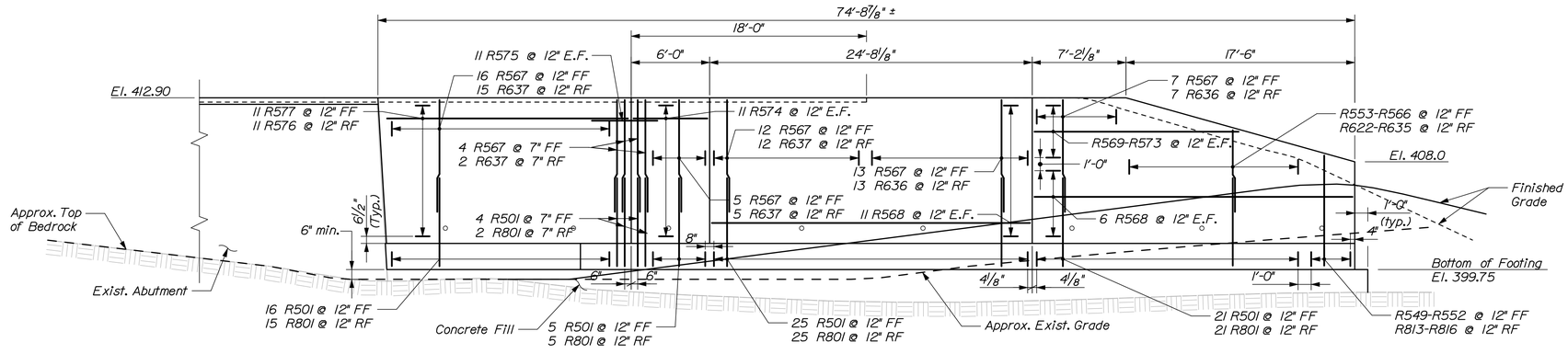
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Filename: 023_Retaining Wall No 2.dgn Division: HIGHWAY Username: common Date:6/29/2010



RETAINING WALL NO. 1



RETAINING WALL NO. 2

STATE OF MAINE
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BR-A562(000)E & STP-1514(300)X

PIN
015620.00 15143.00

BRIDGE PLANS

NO. 2917

		BY	DATE
PROJ. MANAGER	L. TIMBERLAKE		
DESIGN-DETAILED		NRW	6/09
CHECKED-REVIEWED		RAM	9/09
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DESIGN3-DETAILED3		-	-
REVISIONS 1		-	-
REVISIONS 2		-	-
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REVISIONS 4		-	-
FIELD CHANGES		-	-

SIGNATURE

P.E. NUMBER

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WEBB RIVER BRIDGE
WEBB RIVER
MEXICO DIXFIELD OXFORD COUNTY

RETAINING WALL REINFORCEMENT

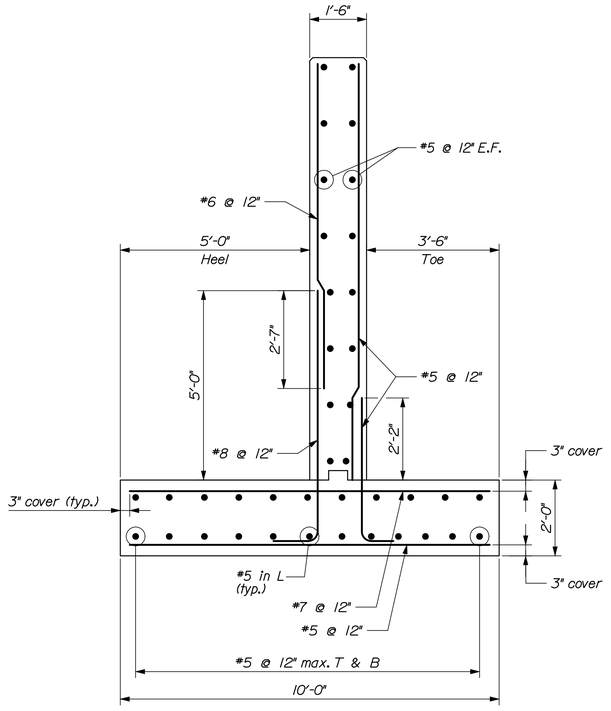
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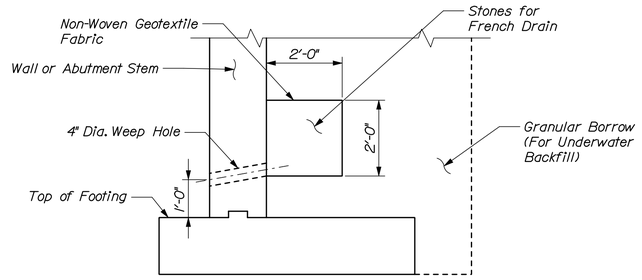
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Filename: 025_Retaining Wall Details 2.dgn Division: BRIDGE Username: mcundiff Date:10/12/2010



TYPICAL SECTION -
RETAINING WALLS 1 & 2



NOTE:

The french drain shall extend the entire length of the structure. A porous geotextile wick material shall be installed over the weep holes along the backface of the wingwall stem prior to constructing the french drain. A non-woven geotextile fabric shall be placed around the french drain stones, separating them from the aggregate subbase course-gravel.

FRENCH DRAIN DETAIL

NOTE:

1. Cover shall be 2" unless otherwise noted.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

PROJ. MANAGER	L. TIMBERLAKE		
DESIGN-DETAILED	NRW	BY	6/09
CHECKED-REVIEWED	RAM		9/09
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DESIGN3-DETAILED3	-		-
REVISIONS 1	-		-
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES	-		-

SIGNATURE

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DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

RETAINING WALL DETAILS

SHEET NUMBER

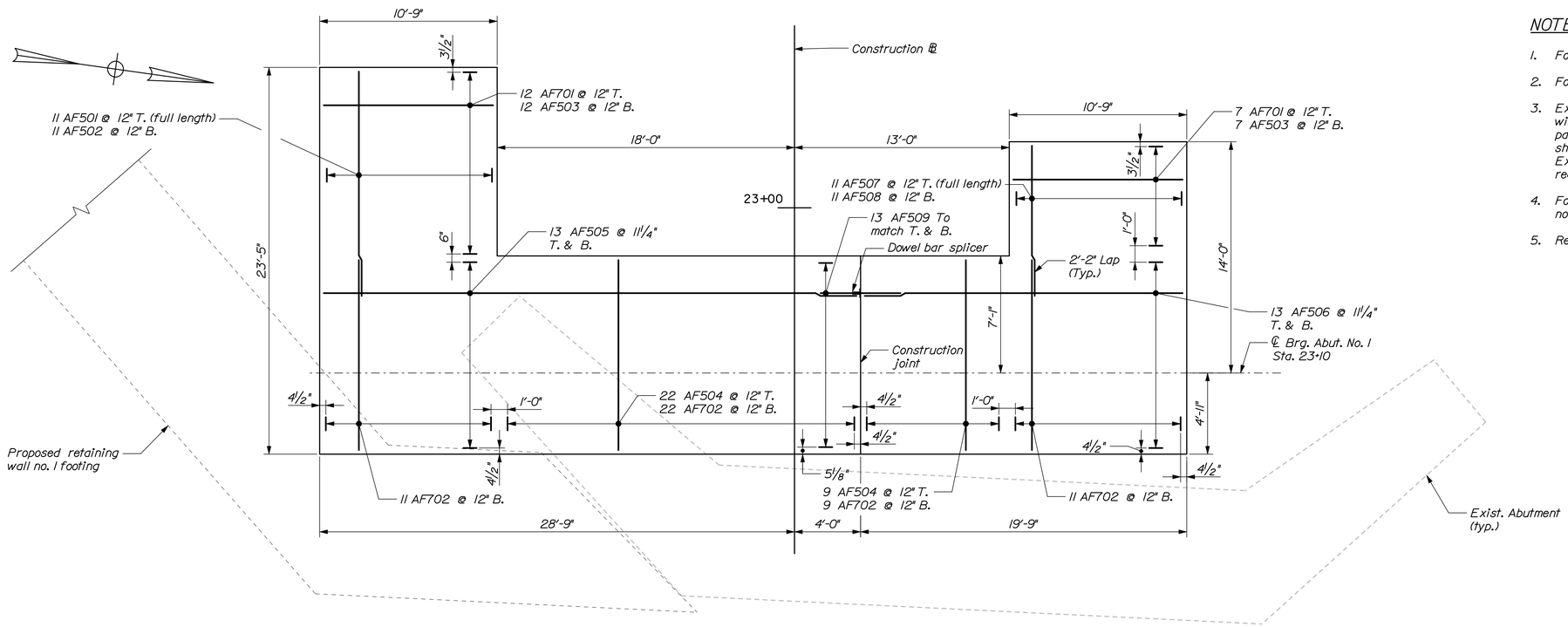
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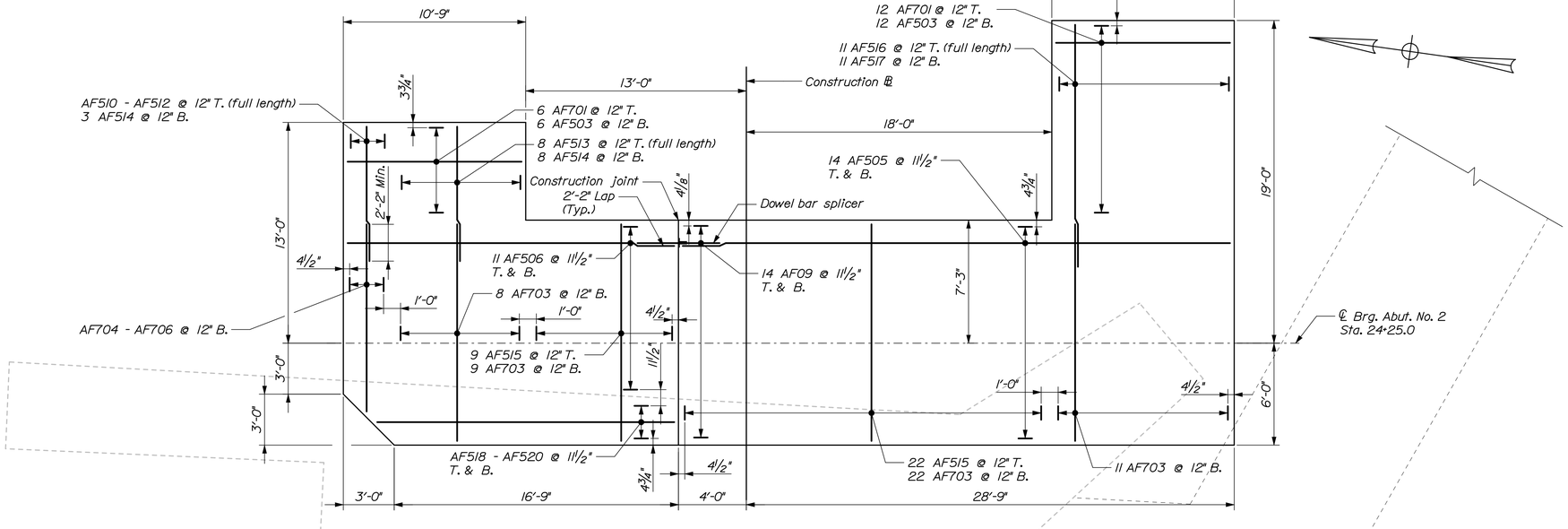
Filename: 026_Abutment Footing Plan.dgn Division: BRIDGE Username: mcundiff Date:10/13/2010

NOTE:

1. For abutment footing sections see Sheets No. 27 - 29.
2. For wingwall footing sections see Sheets No. 32.
3. Excavation required for construction of the abutments and wingwalls (outside the limits of structural excavation), and partial demolition of the existing abutments and wingwalls shall be paid at the contract unit price for Common Excavation. Work shall be performed in accordance with the requirements of Sections 203 and 206.
4. For limits of temporary earth support structure, see sheet no. 10 "maintenance of traffic" and sheet no. 11 "general plan".
5. Retaining walls not shown for clarity.



ABUTMENT NO. 1 FOOTING PLAN



ABUTMENT NO. 2 FOOTING PLAN

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

PROJ. MANAGER	L. TIMBERLAKE	
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CHECKED-REVIEWED	RAM	9/09
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DESIGN3-DETAILED3	-	-
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FIELD CHANGES	-	-

SIGNATURE

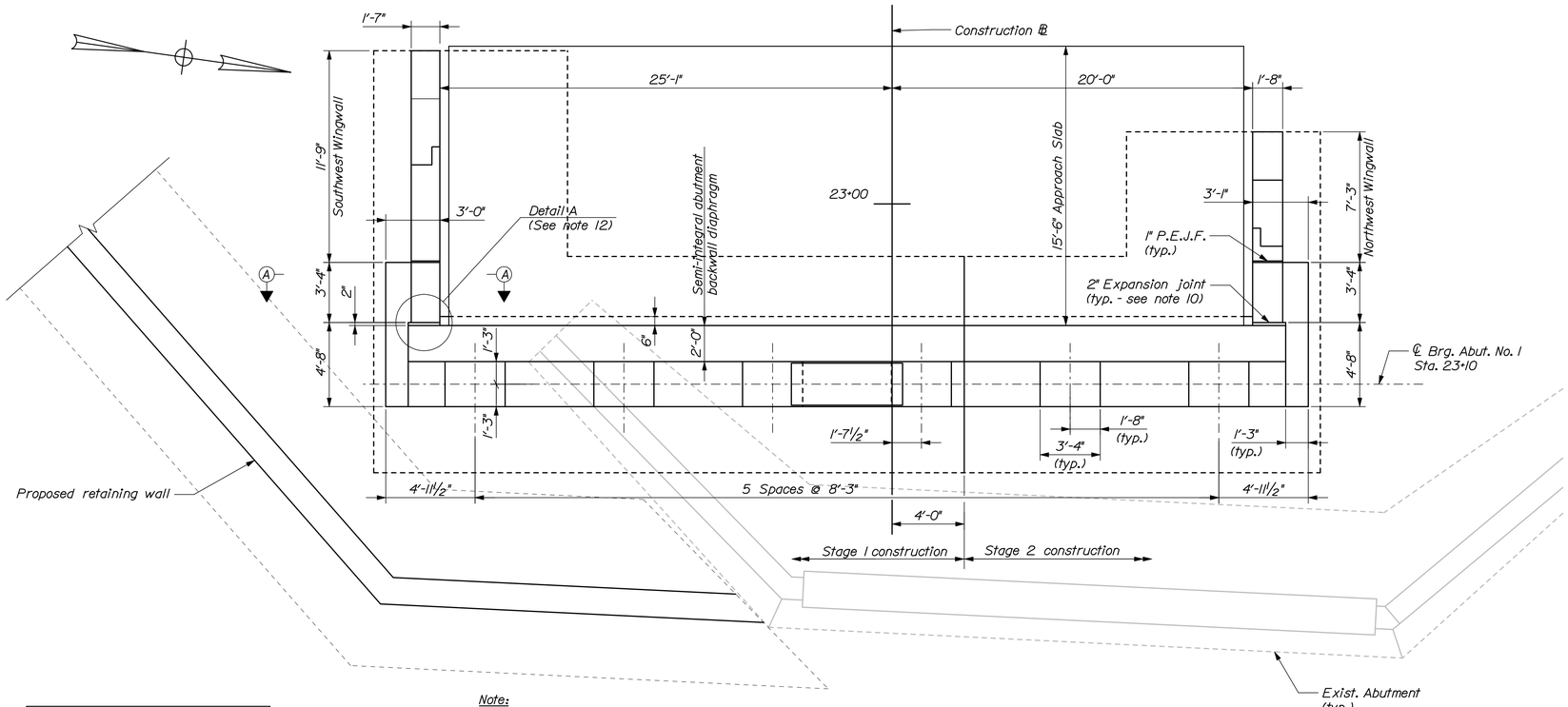
P.E. NUMBER

DATE

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OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

ABUTMENT FOOTING PLAN

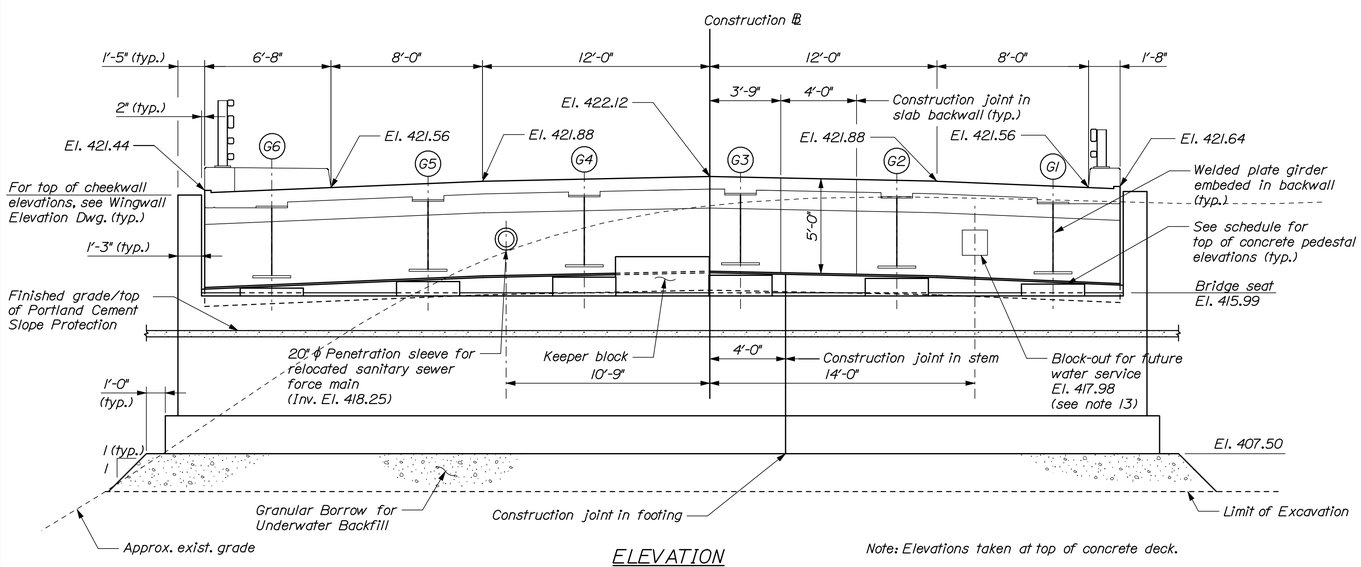
SHEET NUMBER
26
OF 87



PLAN

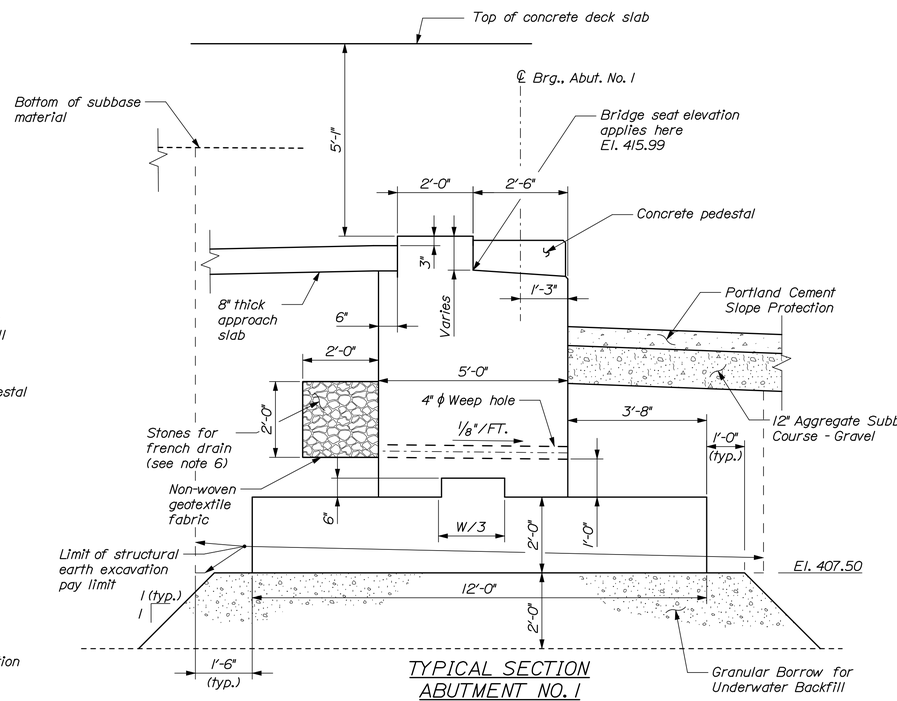
Note:
Slab and backwall diaphragm omitted for clarity.

TOP OF CONCRETE PEDESTAL SCHEDULE	
Girder	Top of Pedestal
G1	El. 416.44
G2	El. 416.73
G3	El. 416.89
G4	El. 416.79
G5	El. 416.57
G6	El. 416.24



ELEVATION
(LOOKING DOWNSTATION)
ELEVATIONS GIVEN AT E.O.S.

Note: Elevations taken at top of concrete deck.



TYPICAL SECTION
ABUTMENT NO. 1

Note:
Existing abutment and superstructure not shown for clarity.

ABUTMENT NOTES

1. The maximum factored applied footing pressure is 6.0 ksf (Strength - 1).

2. 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.

3. Reinforcing steel shall have a minimum concrete cover of 2 inches in the walls and 3 inches in the footings unless otherwise noted.

4. Place 4-in. diameter drains in the breastwall and wingwalls at 10-ft maximum spacing. The exact location will be determined by the Resident.

5. Cover joints where waterstops are not required in accordance with Standard Details Section 502.

6. Construct French Drains behind the abutments and wingwalls in accordance with Standard Specifications Section 512, French Drains. the French Drains shall extend the length of the proposed abutment section and wingwall. A piece of galvanized hardware cloth shall be intalled over the weep holes along the backface of the abutment or wingwall stem prior to constructing the french drain. A non-woven geotextile fabric shall be placed around the french drain stones, seperating them from the granular borrow.

7. Abutments, wingwalls and their footings shall be backfilled with Granular Borrow for Underwater Backfill and paid for as Granular Borrow. Pay limits will be the structural excavation limits in cut areas and a vertical plane located 10 feet behind the walls in fill areas unless noted otherwise.

8. The contractor shall remove any cobbles or boulders excavated greater than 6 inches in diameter and replace with compacted gravel borrow.

9. For detail of semi-integral abutment backwall diaphragm and backfill treatment, see Sheet No. 43.

10. For detail of expansion joint between semi-integral abutment backwall diaphragm and abutment cheeckwall/end return, see sheet no. 43 & 44.

11. For section A-A see sheet no. 29.

12. For detail A see sheet no. 32.

13. See sheet no. 43 for utility penetration and blockout details.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

PROJ. MANAGER	L. TIMBERLAKE		
DESIGN-DETAILED	NRW	6/09	
CHECKED-REVIEWED	RAM	9/09	
DESIGN2-DETAILED2	-	-	
DESIGN3-DETAILED3	-	-	
REVISIONS 1	-	-	
REVISIONS 2	-	-	
REVISIONS 3	-	-	
REVISIONS 4	-	-	
FIELD CHANGES	-	-	

SIGNATURE

P.E. NUMBER

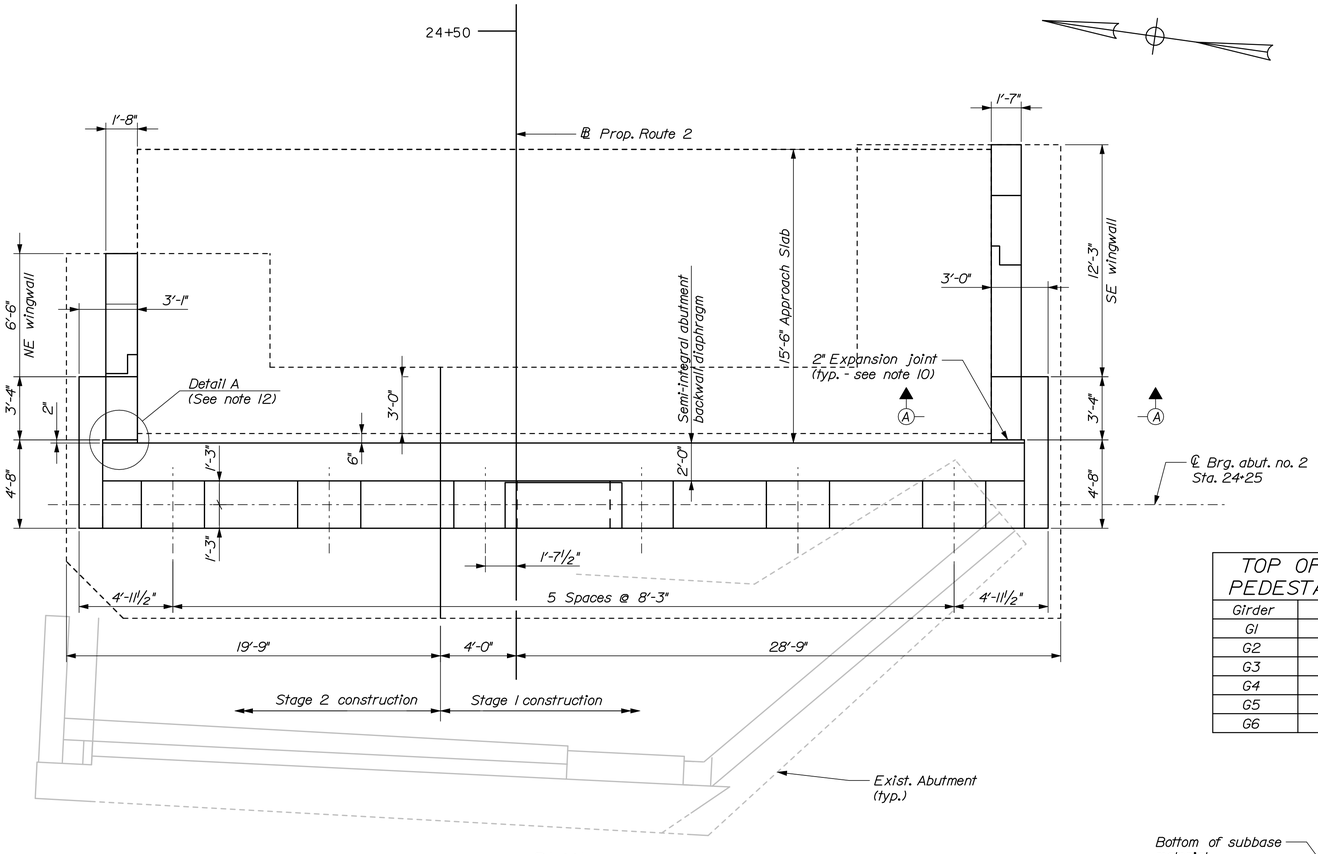
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WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

ABUTMENT NO. 1

SHEET NUMBER
27
OF 87

Filename: 027_Abutment No 1 Plan.dgn Division: BRIDGE Username: mcundiff Date:10/12/2010



PLAN

TOP OF CONCRETE PEDESTAL SCHEDULE	
Girder	Top of Pedestal
G1	El. 415.87
G2	El. 416.15
G3	El. 416.32
G4	El. 416.22
G5	El. 416.00
G6	El. 415.67

ABUTMENT NOTES

1. The maximum factored applied footing pressure is 6.0 ksf (Strength - 1).

2. 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.

3. Reinforcing steel shall have a minimum concrete cover of 2 inches in the walls and 3 inches in the footings unless otherwise noted.

4. Place 4-in. diameter drains in the breastwall and wingwalls at 10-ft maximum spacing. The exact location will be determined by the Resident.

5. Cover joints where waterstops are not required in accordance with Standard Details Section 502.

6. Construct French Drains behind the abutments and wingwalls in accordance with Standard Specifications Section 512, French Drains. the French Drains shall extend the length of the proposed abutment section and wingwall. A piece of galvanized hardware cloth shall be intalled over the weep holes along the backface of the abutment or wingwall stem prior to constructing the french drain. A non-woven geotextile fabric shall be placed around the french drain stones, seperating them from the granular borrow.

7. Abutments, wingwalls and their footings shall be backfilled with Granular Borrow for Underwater Backfill and paid for as Granular Borrow. Pay limits will be the structural excavation limits in cut areas and a vertical plane located 10 feet behind the walls in fill areas unless noted otherwise.

8. The contractor shall remove any cobbles or boulders excavated greater than 6 inches in diameter and replace with compacted gravel borrow.

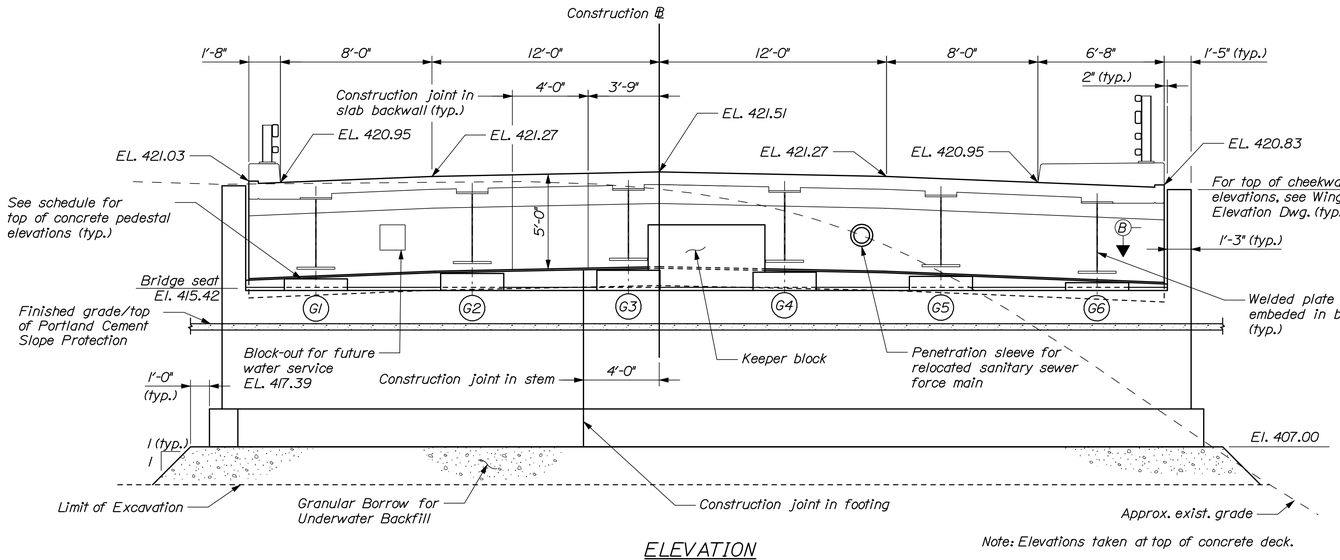
9. For detail of semi-integral abutment backwall diaphragm and backfill treatment, see Sheet No. 43.

10. For detail of expansion joint between semi-integral abutment backwall diaphragm and abutment cheeckwall/end return, see sheet no. 43 & 44.

11. For section A-A and section B-B see sheet no. 29.

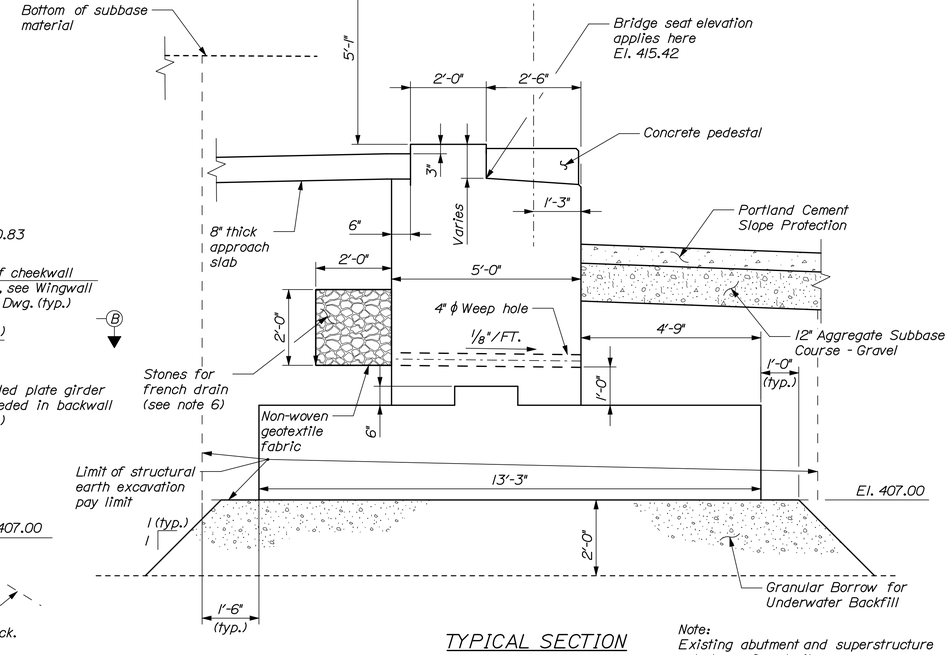
12. For detail A see sheet no. 32.

13. See sheet no. 43 for utility penetration and blockout details.



ELEVATION
(LOOKING UPSTATION)
ELEVATIONS GIVEN AT E.O.S.

Note: Elevations taken at top of concrete deck.



TYPICAL SECTION
ABUTMENT NO. 2

Note:
Existing abutment and superstructure not shown for clarity.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	L. TIMBERLAKE	
DESIGN-DETAILED	NRW	6/09
CHECKED-REVIEWED	RAM	9/09
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

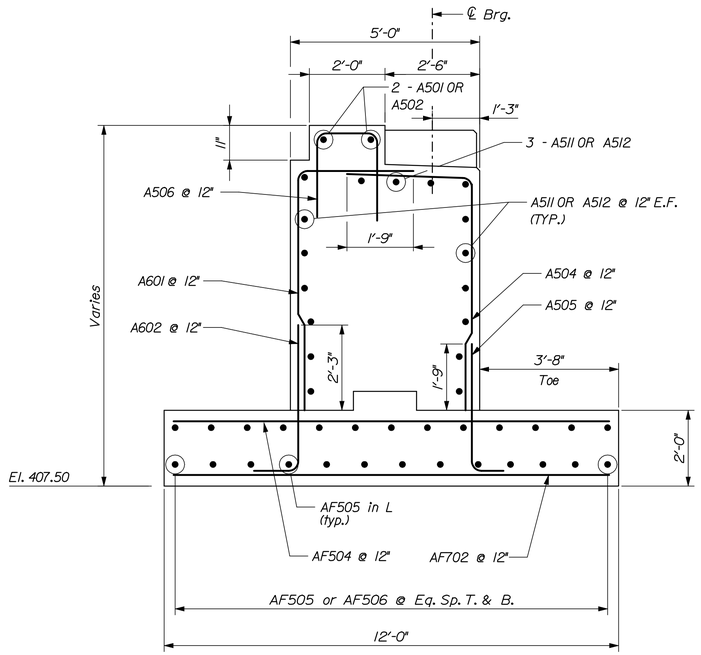
DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

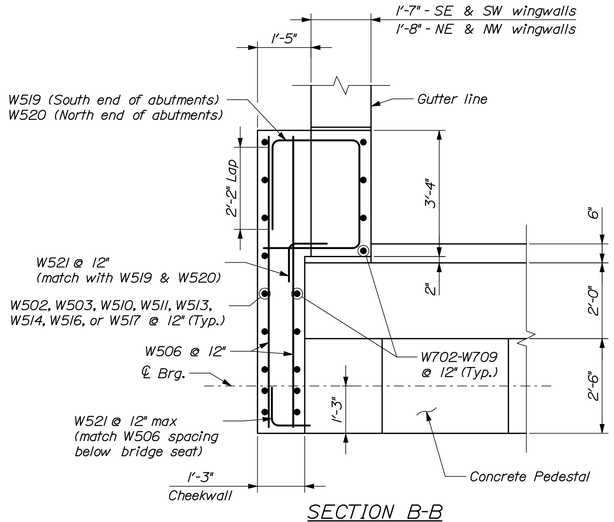
ABUTMENT NO. 2

SHEET NUMBER
28
OF 87

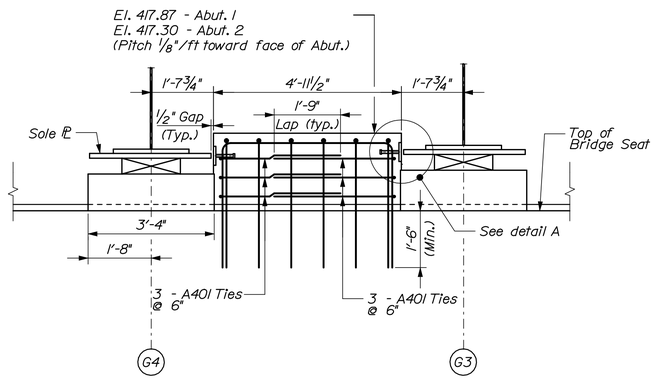
Username: mcundiff Date:10/12/2010
Division: BRIDGE
Filename: 028_Abutment No 2 Plan.dgn



ABUTMENT NO. 1 REINFORCING



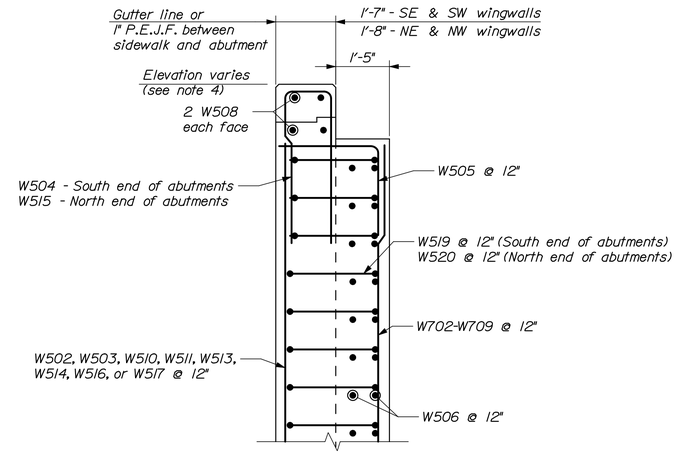
SECTION B-B



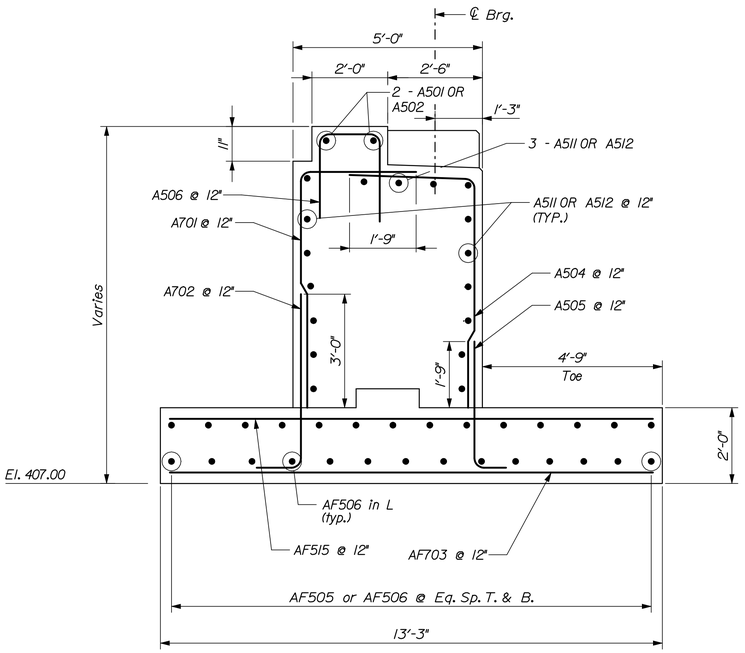
KEEPER BLOCK - ELEVATION

NOTES:

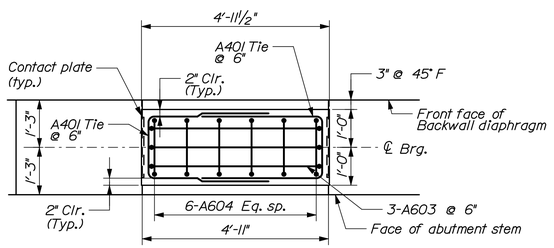
1. Apply two layers of heavy roofing felt. Coat the concrete and each layer with plastic roofing cement. (Typical at horizontal and vertical contraction, construction and expansion joints.)
2. For placement of closed cell foam behind semi-integral abutment backwall diaphragm, see typical backwall diaphragm section on Sheet No. 43.
3. See sheet no. 33 "wingwall details - 2" for additional abutment reinforcing.
4. For wingwall elevations see sheet no. 31.
5. Pour keeper block concrete after girders have been erected and cross frames have been installed.



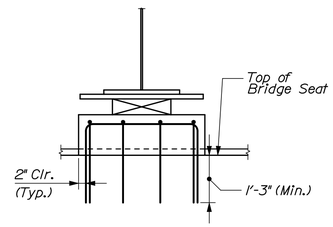
SECTION A-A



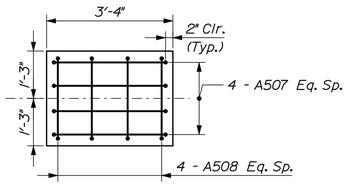
ABUTMENT NO. 2 REINFORCING



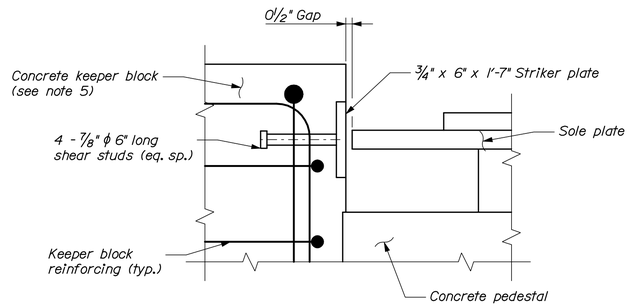
KEEPER BLOCK - PLAN



PEDESTAL ELEVATION



PEDESTAL PLAN



DETAIL A

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN 15620.00 & 15143.00 BRIDGE PLANS

BRIDGE NO. 2917

	BY	DATE
PROJ. MANAGER L. TIMBERLAKE		
DESIGN-DETAILED	NRW	6/09
CHECKED-REVIEWED	RAM	9/09
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

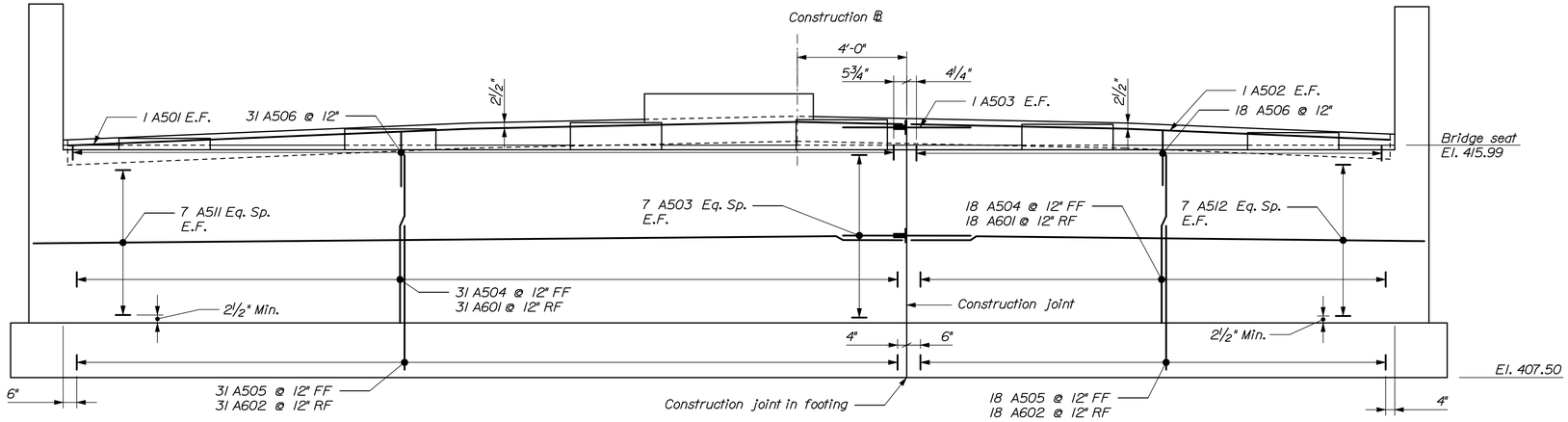
DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

ABUTMENT DETAILS - 1

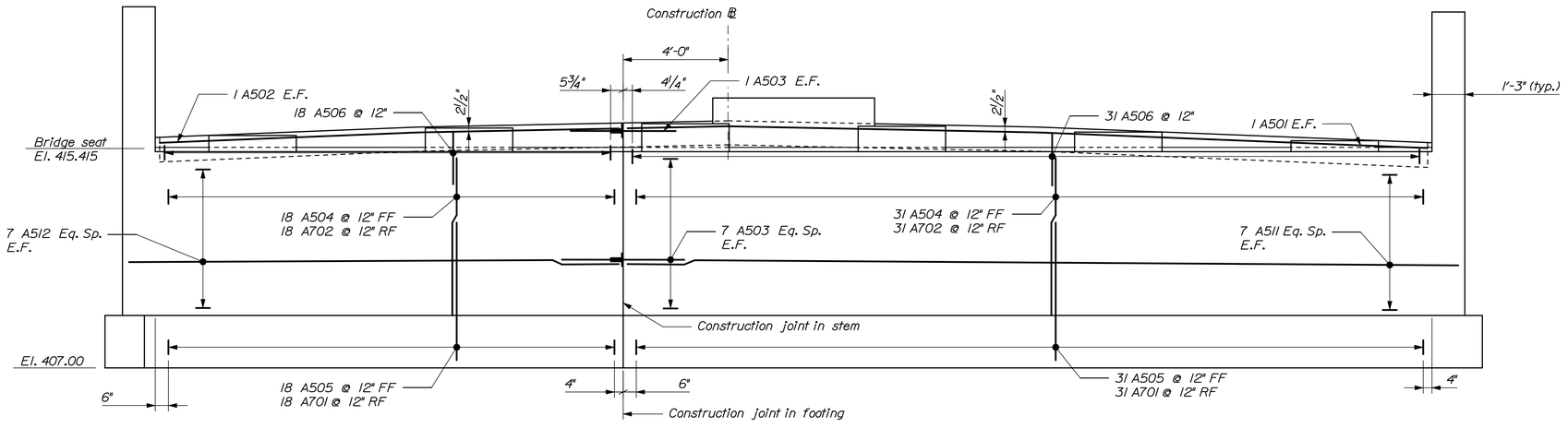
SHEET NUMBER
29
OF 87

Filename: 029_Abutment Details.dgn Division: BRIDGE Username: mcundiff Date:10/12/2010



ABUTMENT NO. 1 ELEVATION

(LOOKING DOWNSTATION)



ABUTMENT NO. 2 ELEVATION

(LOOKING UPSTATION)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN 015620.00 15143.00 BRIDGE PLANS

NO. 2917

		BY	DATE
PROJ. MANAGER	L. TIMBERLAKE		
DESIGN-DETAILED	NRW	NRW	6/09
CHECKED-REVIEWED	RAM	RAM	9/09
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
WEBB RIVER
MEXICO DIXFIELD OXFORD COUNTY

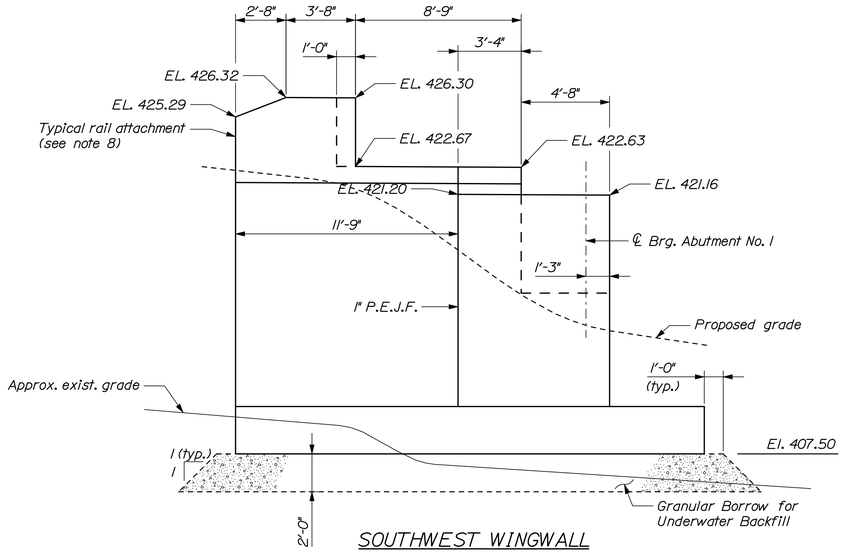
ABUTMENT DETAILS - 2

SHEET NUMBER

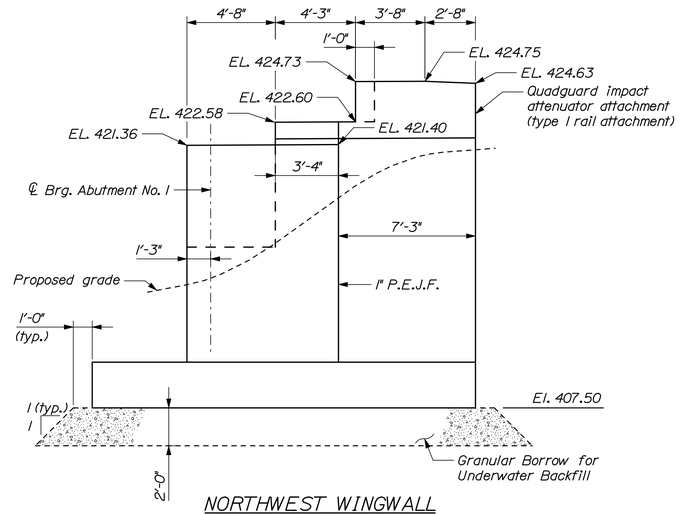
30

OF 87

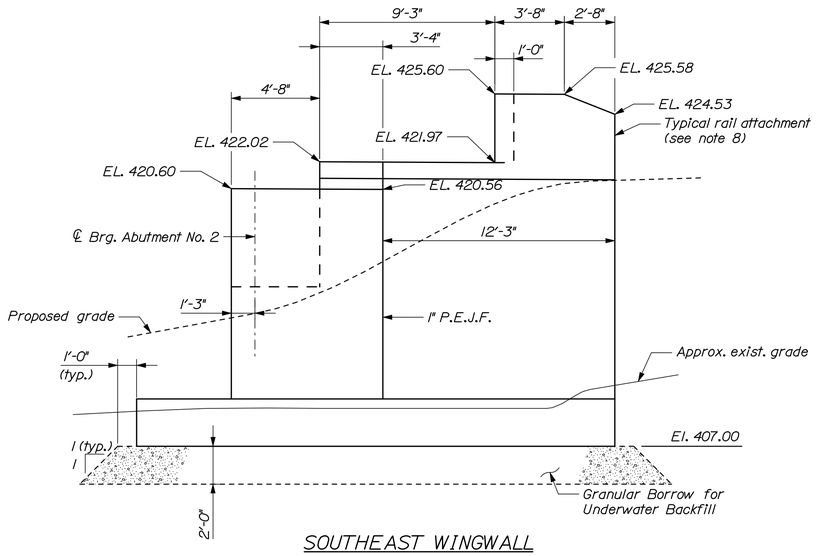
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Division: HIGHWAY
Filename: 030_Abutment Details-2.dgn



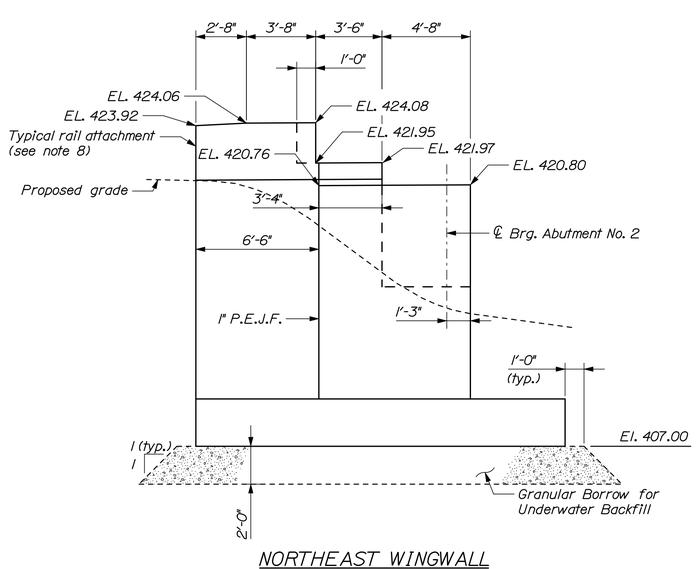
SOUTHWEST WINGWALL



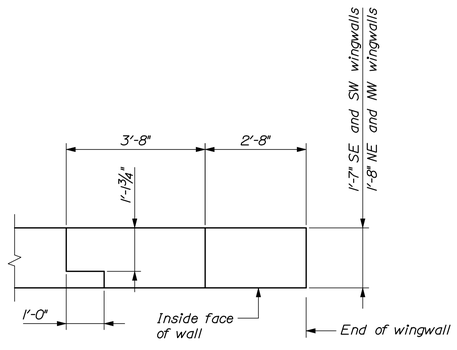
NORTHWEST WINGWALL



SOUTHEAST WINGWALL



NORTHEAST WINGWALL



TYPICAL WINGWALL STEM PLAN

NOTES

1. The maximum factored applied footing pressure on the wingwalls are as follows:
   - Northeast and Northwest Wingwalls = 3.9 ksf (Strength-1)
   - Southeast and Southwest Wingwalls = 3.8 ksf (Strength-1)
2. 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.
3. Reinforcing steel shall have a minimum concrete cover of 2 inches in the walls and 3 inches in the footings unless otherwise noted.
4. Place 4-in. diameter drains in the breastwall and wingwalls at 10-ft maximum spacing. The exact location will be determined by the Resident.
5. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
6. Construct French Drains behind the abutments and wingwalls in accordance with Standard Specifications Section 512, French Drains.
7. Abutments, wingwalls and their footings shall be backfilled with Granular Borrow for Underwater Backfill. Pay limits will be the structural excavation limits in cut areas and a vertical plane located 10 feet behind the walls in fill areas.
8. See Standard Details 526(21) - 526(34) for attachment of bridge transition railing (Type 1).
9. For bridge rail post spacing on wingwalls, see Sheet No. 42.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN 015620.00 15143.00 BRIDGE PLANS

NO. 2917

PROJ. MANAGER	L. TIMBERLAKE		
DESIGN-DETAILED	NRW	6/09	
CHECKED-REVIEWED	RAM	9/09	
DESIGN2-DETAILED2	-	-	
DESIGN3-DETAILED3	-	-	
REVISIONS 1	-	-	
REVISIONS 2	-	-	
REVISIONS 3	-	-	
REVISIONS 4	-	-	
FIELD CHANGES	-	-	

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
WEBB RIVER
MEXICO DIXFIELD OXFORD COUNTY

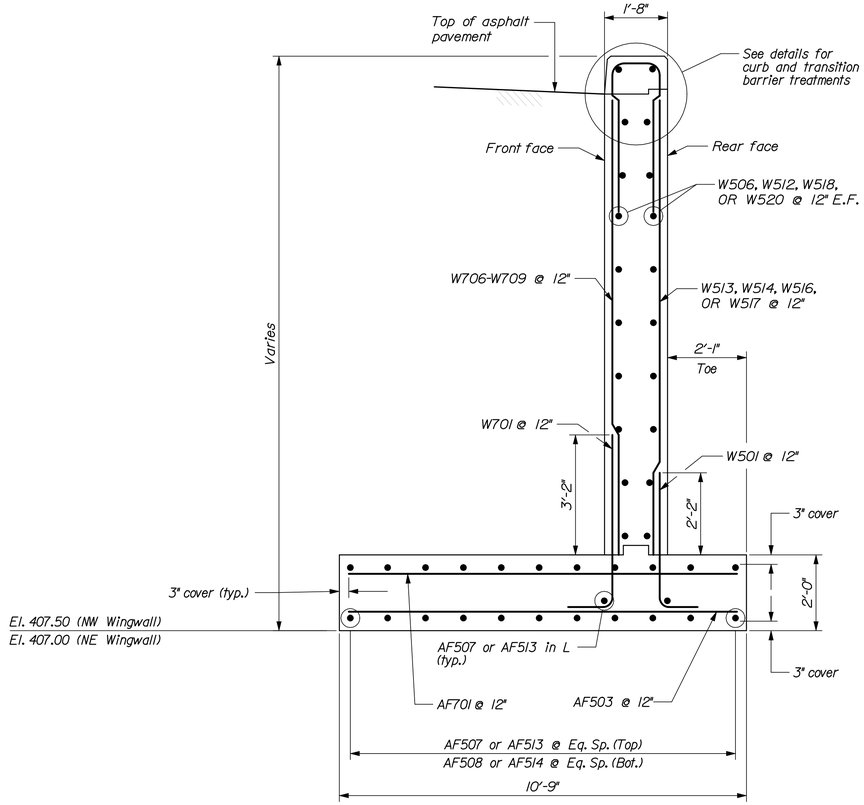
WINGWALL ELEVATIONS

SHEET NUMBER

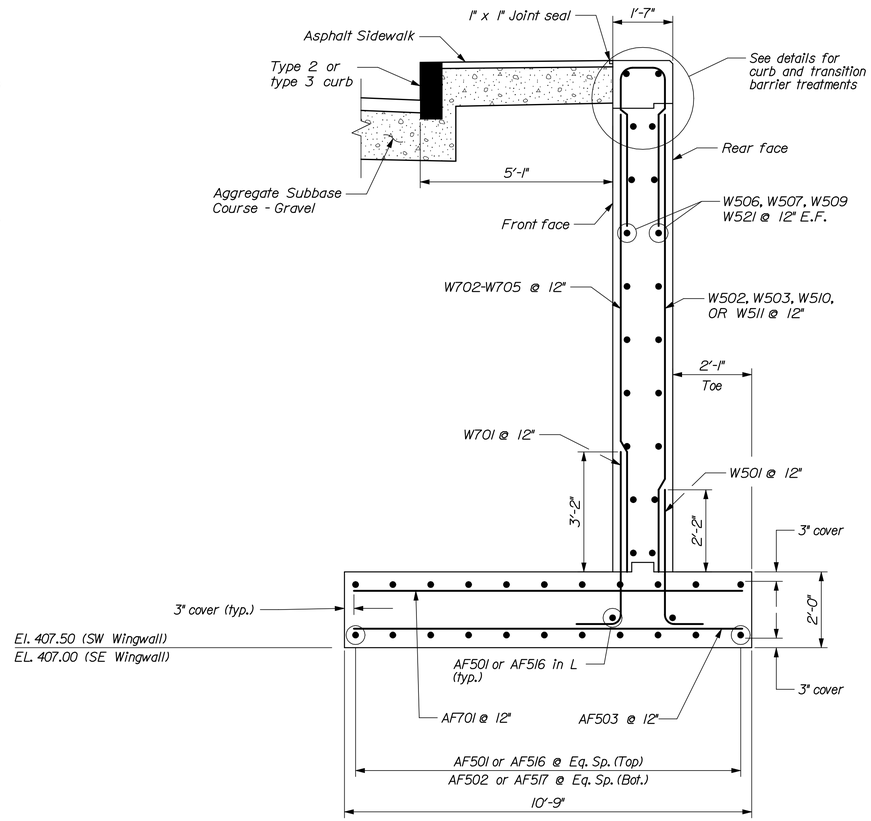
31

OF 87

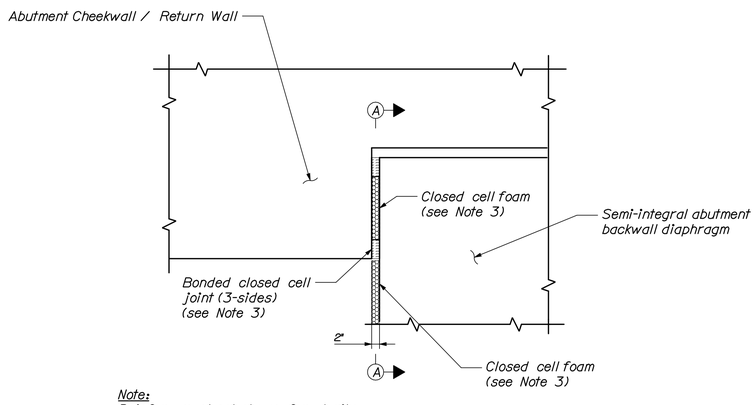
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Division: HIGHWAY
Filename: 031_Wingwall Elevations.dgn



TYPICAL SECTION - NW & NE WINGWALLS

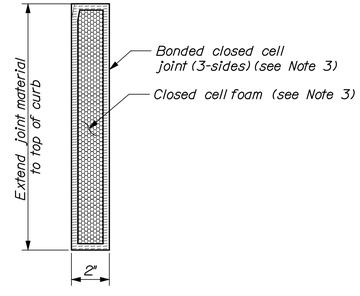


TYPICAL SECTION - SW & SE WINGWALLS



Note:
Reinforcement not shown for clarity.

DETAIL A
N.T.S.



SECTION A-A
N.T.S.

NOTES:

1. For bar designations in wingwall stems see sheet no. 33.
2. For bar designations in wingwall footings see sheet no 26.
3. Closed cell foam and bonded closed cell joint shall be considered incidental to the item "Structural Concrete, Abutments and Retaining Walls".

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	NRW	NRW	6/09
CHECKED-REVIEWED	RAM	RAM	9/09
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

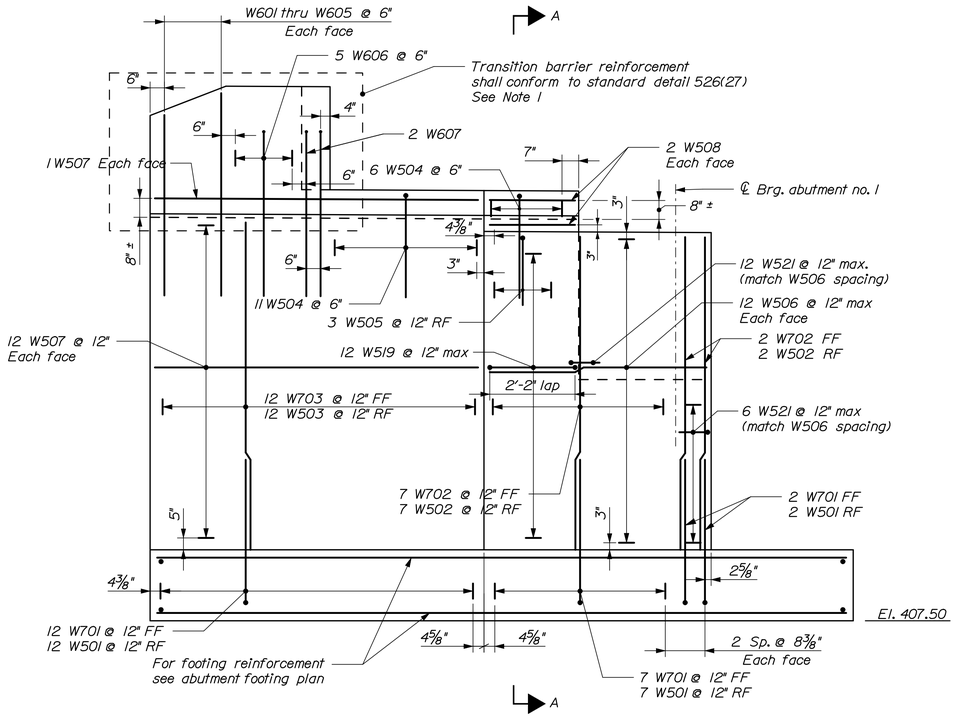
DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

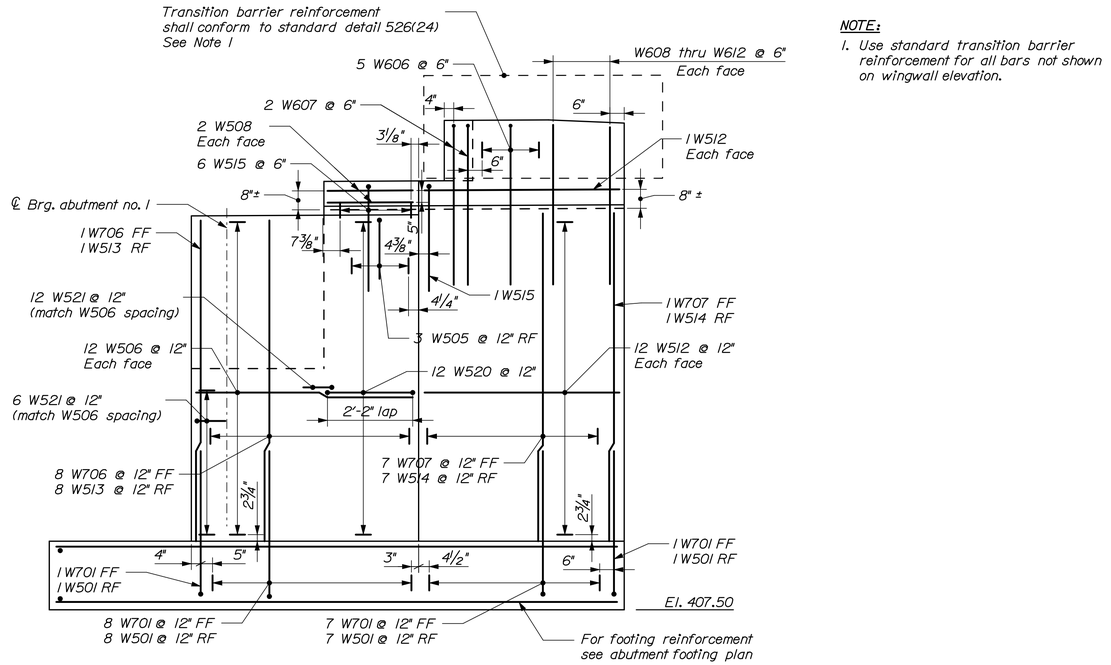
WINGWALL DETAILS - 1

SHEET NUMBER
32
OF 87

Username: mcundiff Division: BRIDGE Date:10/12/2010
Filename: 032_Wingwall Details-1.dgn



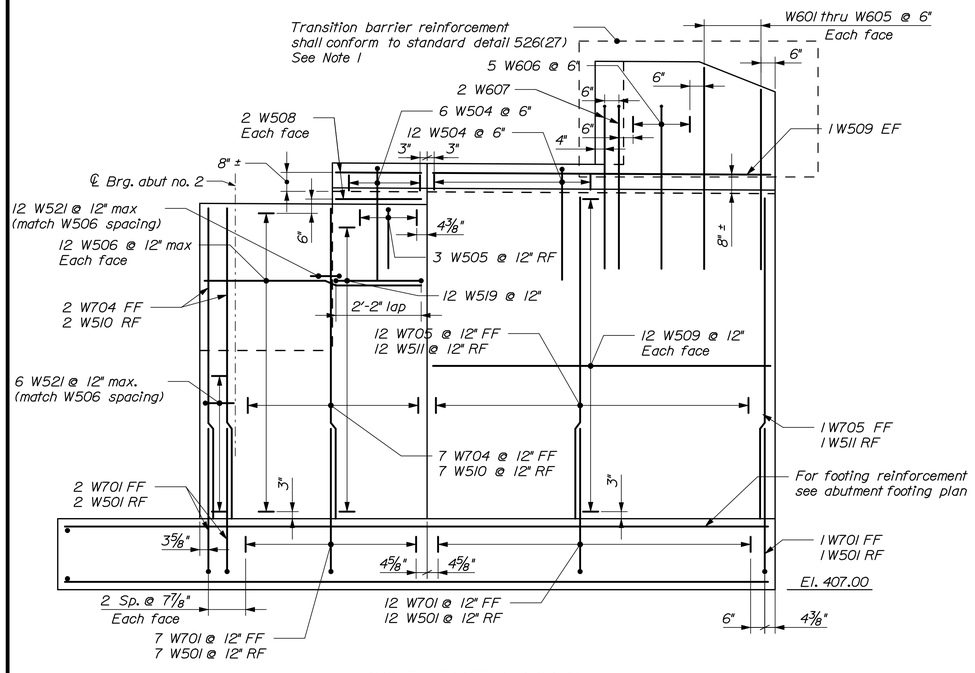
SOUTHWEST WINGWALL



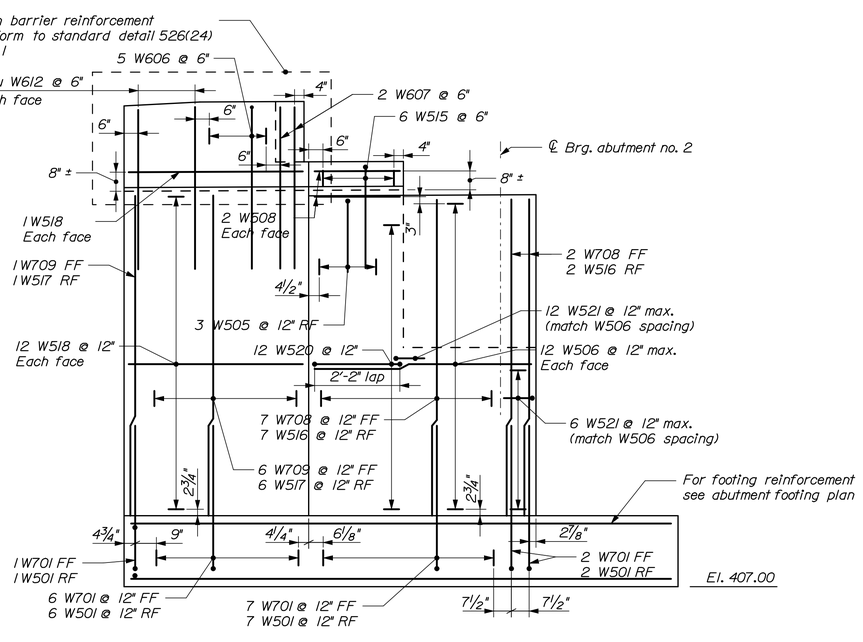
NORTHWEST WINGWALL

NOTE:

1. Use standard transition barrier reinforcement for all bars not shown on wingwall elevation.



SOUTHEAST WINGWALL



NORTHEAST WINGWALL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN 015620.00 15143.00 BRIDGE PLANS

NO. 2917

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	NRW	NRW	6/09
CHECKED-REVIEWED	RAM	RAM	9/09
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
WEBB RIVER
MEXICO DIXFIELD OXFORD COUNTY

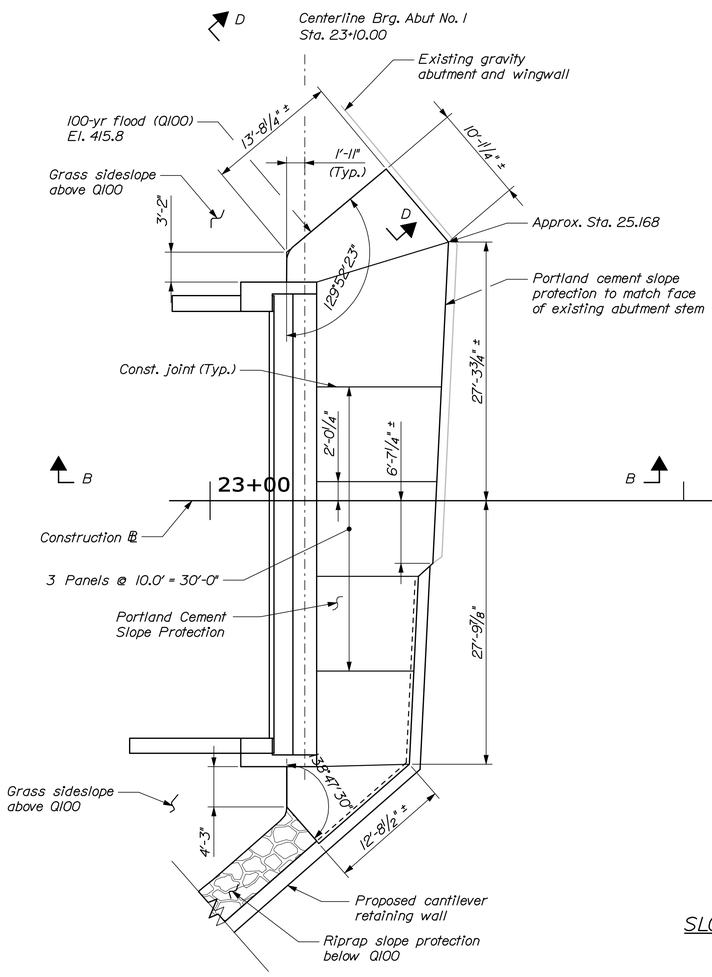
WINGWALL DETAILS - 2

SHEET NUMBER

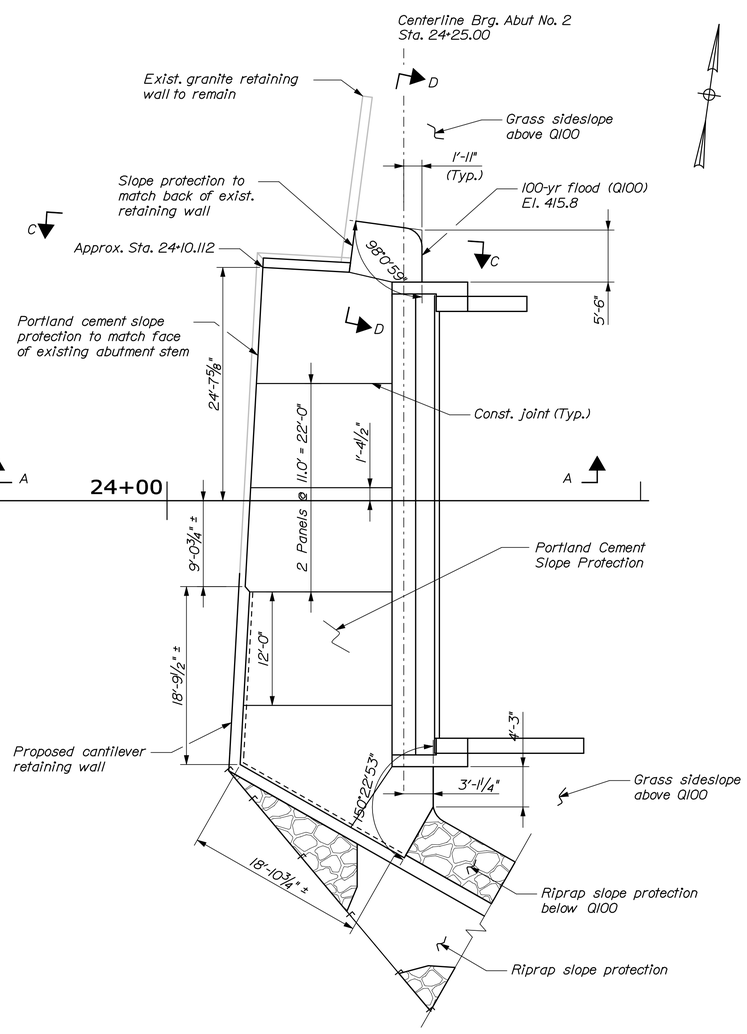
33

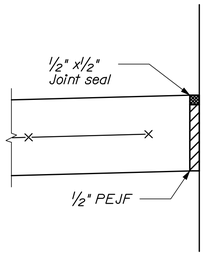
OF 87

Username: common Date:6/29/2010
Division: HIGHWAY
Filename: 033_Wingwall Details-2.dgn

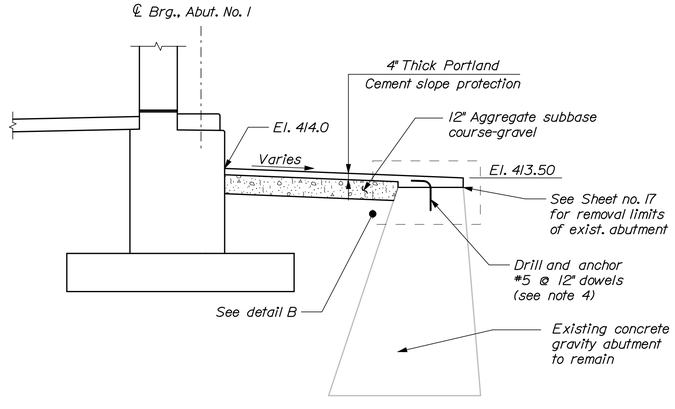


SLOPE PROTECTION PLAN

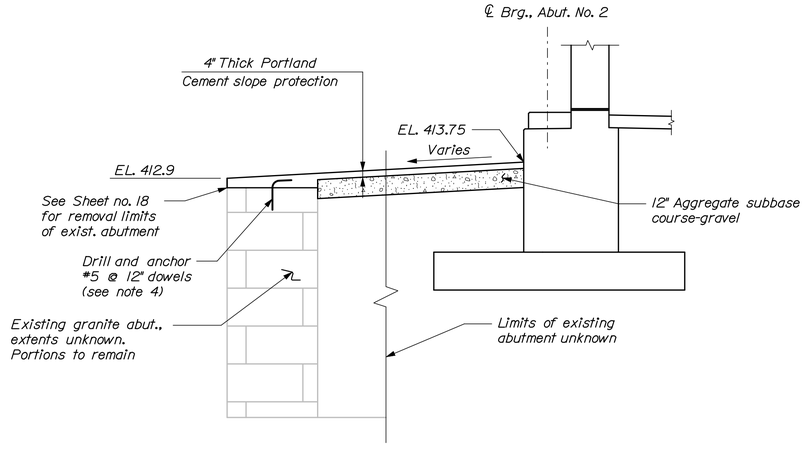




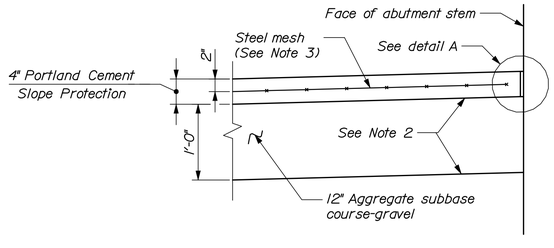
DETAIL A



SECTION B-B



SECTION A-A



TYPICAL SECTION - SLOPE PROTECTION

NOTE:

1. Riprap slope protection shall be provided in conformance with Standard Detail 610(03).
2. The 1'-0" of aggregate subbase course-gravel under the slope protection may be reduced or omitted if, in the opinion of the engineer, the existing material is suitable.
3. Slope pavement shall be reinforced with epoxy-coated WWF6X6-W2XW2. reinforcing shall not pass through construction joints.
4. Drilling and anchoring of reinforcing dowels into existing concrete and granite abutments shall be incidental to the pay item 503.13 "reinforcing steel, placing". Depth of embedment shall be sufficient to develop full yield strength of the bar.
5. For sections C-C, D-D, and detail B, see sheet no. 35.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN 015620.00 15143.00 BRIDGE PLANS

NO. 2917

	BY	DATE
PROJ. MANAGER	L. TIMBERLAKE	
DESIGN-DETAILED	NRW	6/09
CHECKED-REVIEWED	RAM	9/09
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

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DATE

WEBB RIVER BRIDGE
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SLOPE PROTECTION PLAN

SHEET NUMBER

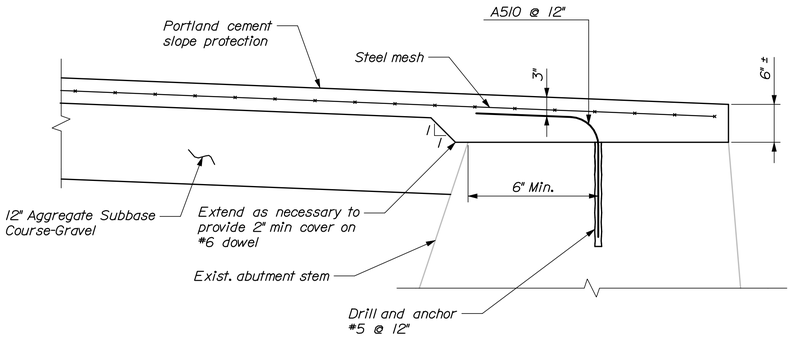
34

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Filename: 034_Slope Protection Plan.dgn Division: HIGHWAY Username: common Date:6/29/2010

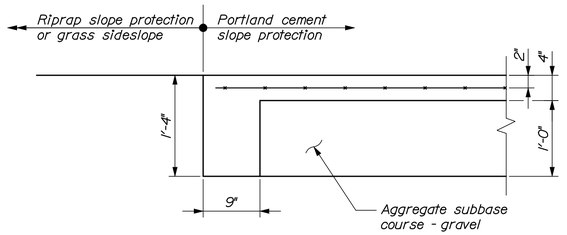
NOTE:

1. For notes see sheet no. 34.

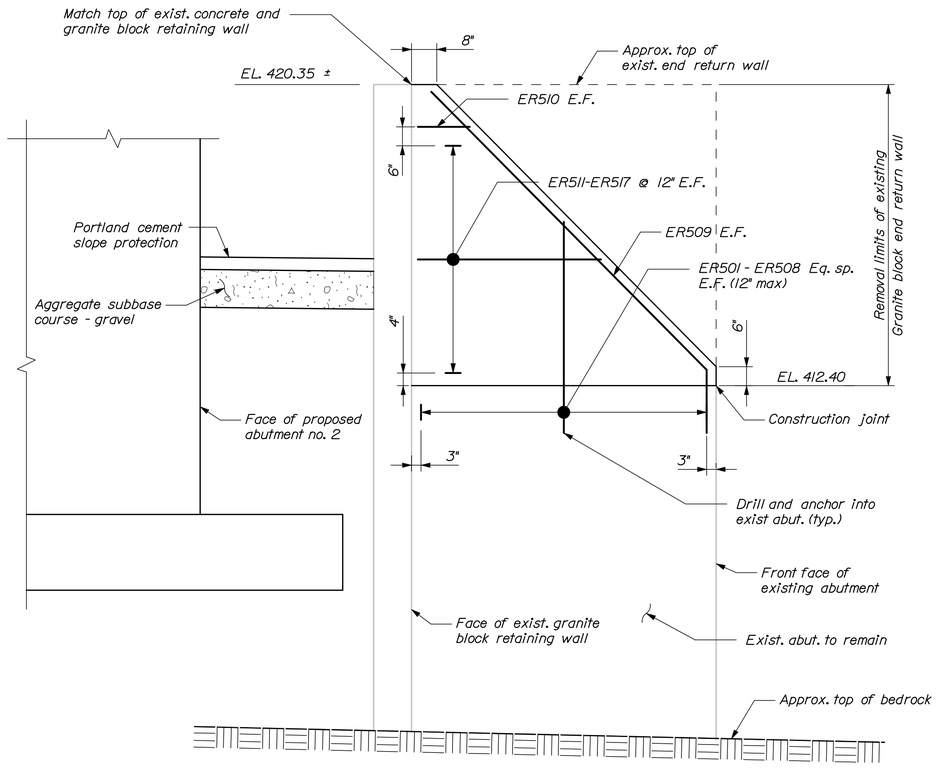


Note:
Slope protection at abutment no. 1 shown treatment at abutment no. 2 similar.

DETAIL B



SECTION D-D



SECTION C-C (END RETURN WALL)

STATE OF MAINE
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PIN 015620.00 15143.00

BRIDGE PLANS

NO. 2917

	SIGNATURE	P.E. NUMBER	DATE

PROJ. MANAGER	L. TIMBERLAKE	BY
DESIGN-DETAILED	NRW	06/09
CHECKED-REVIEWED	RAM	09/09
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WEBB RIVER BRIDGE
WEBB RIVER
MEXICO DIXFIELD OXFORD COUNTY

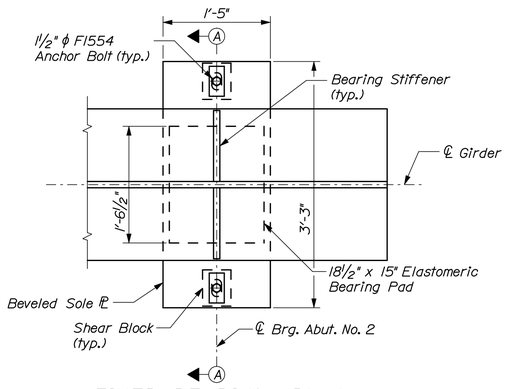
MISC. SUBSTRUCTURE DETAILS

SHEET NUMBER

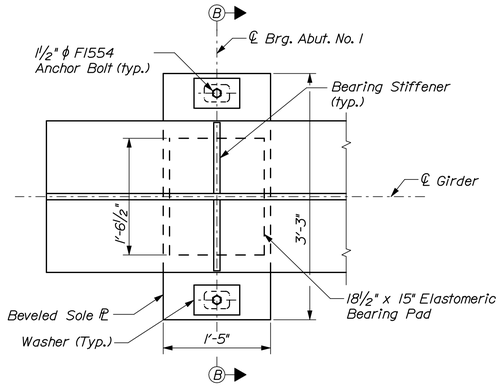
35

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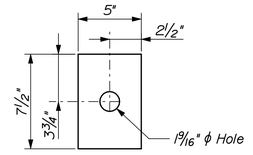
Filename: 035_Misc Substructure Details.dgn Division: HIGHWAY Username: common Date:6/29/2010



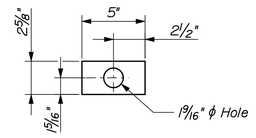
FIXED BEARING - PLAN



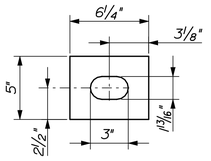
EXP. BEARING - PLAN



WASHER EXP. BEARING



WASHER FIXED BEARING



SHEAR BLOCK

BEARING NOTES:

1.) The sole plate and shear block shall meet the requirements of ASTM A709 Grade 50 or 50W. Galvanize sole plates and shear blocks in accordance with ASTM A123.

2.) Anchor bolts shall conform to ASTM F1554, Grade 105, and swedged on the embedded portion of the bolt. Anchor bolts shall be galvanized in accordance with ASTM A123.

3.) Upset the threads on the anchor bolts after assembly.

4.) Elastomer shall have a hardness of 60 durometer and a shear modulus between 100 and 130 psi.

5.) Vulcanizing elastomer to steel plates shall be done during the primary mold process.

6.) Bearings shall be covered during transit.

7.) The bearings are designed so that the superstructure may be erected when the ambient air temperature is within the range of 65°F and 90°F.

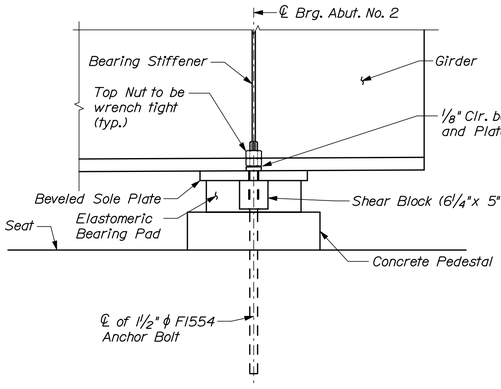
8.) All bearings shall be marked prior to shipping. The marks shall include the bearing location on the bridge, and a direction arrow that points up-station. All marks shall be permanent and shall be visible after the bearing is installed.

9.) All precautions necessary shall be taken to protect components from field weld flash and splatter. Welding procedures shall be established by the contractor to restrict the maximum temperature of steel adjacent to the elastomer to 200°F through use of temperature indicating crayons or other suitable means.

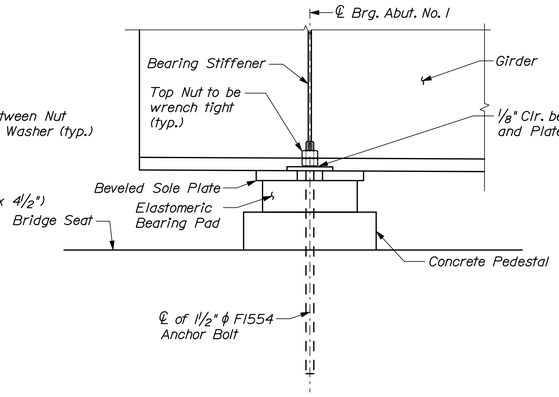
BEARING DESIGN LOADS AND MOVEMENTS

	VERTICAL REACTIONS (kips)			Horiz. Load - Long. (kips)	Horiz. Load - Trans. (kips)	MOVEMENTS (in.)	
Brg. Type	Dead Load	Live Load	Total			Long.	Trans.
Fixed	134.7	122.8	257.5	38.7	*	0.00	0.25
Exp.	134.7	122.8	257.5	0.000	*	1.08	0.25

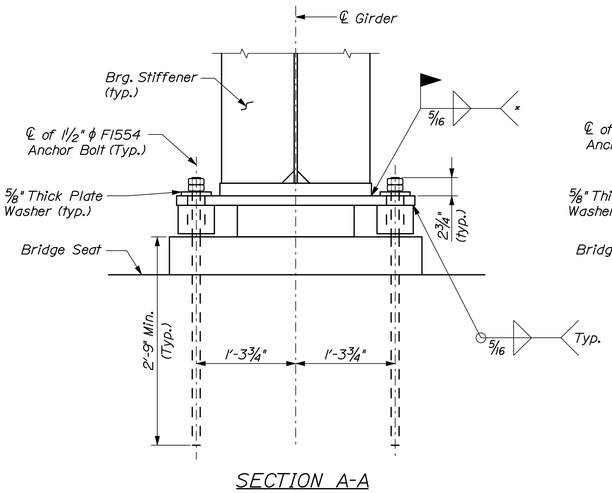
(*) - Horizontal loads in the transverse direction are resisted by keeper blocks at each abutment, and are not applied to the bearings.



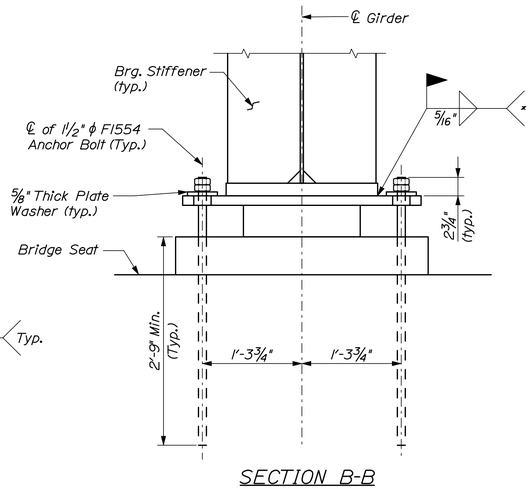
FIXED BEARING - ELEVATION



EXP. BEARING - ELEVATION

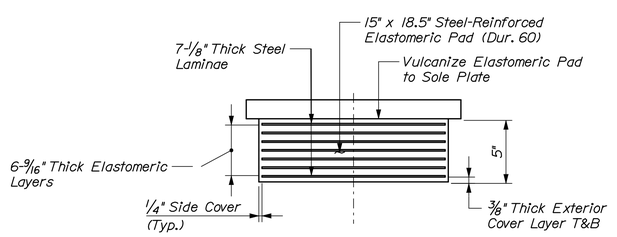


SECTION A-A

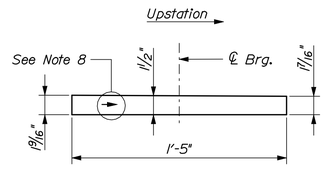


SECTION B-B

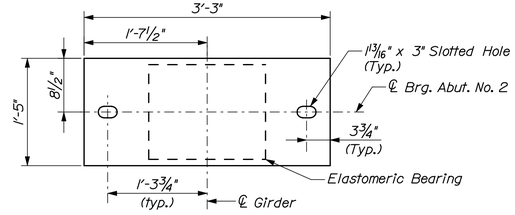
(*) - Welds shall terminate ¼" from edge of beveled sole plate.



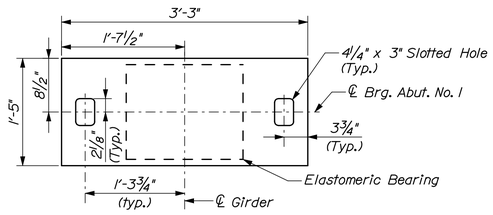
ELASTOMERIC PAD



BEVELED SOLE PLATE ELEVATION



SOLE PLATE - FIXED BEARING



SOLE PLATE - EXP. BEARING

STATE OF MAINE
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NO. 2917

	DATE	BY
PROJ. MANAGER	L. TIMBERLAKE	
DESIGN-DETAILED	6/09	NRW
CHECKED-REVIEWED	9/09	RAM
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

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WEBB RIVER BRIDGE
WEBB RIVER
MEXICO DIXFIELD OXFORD COUNTY

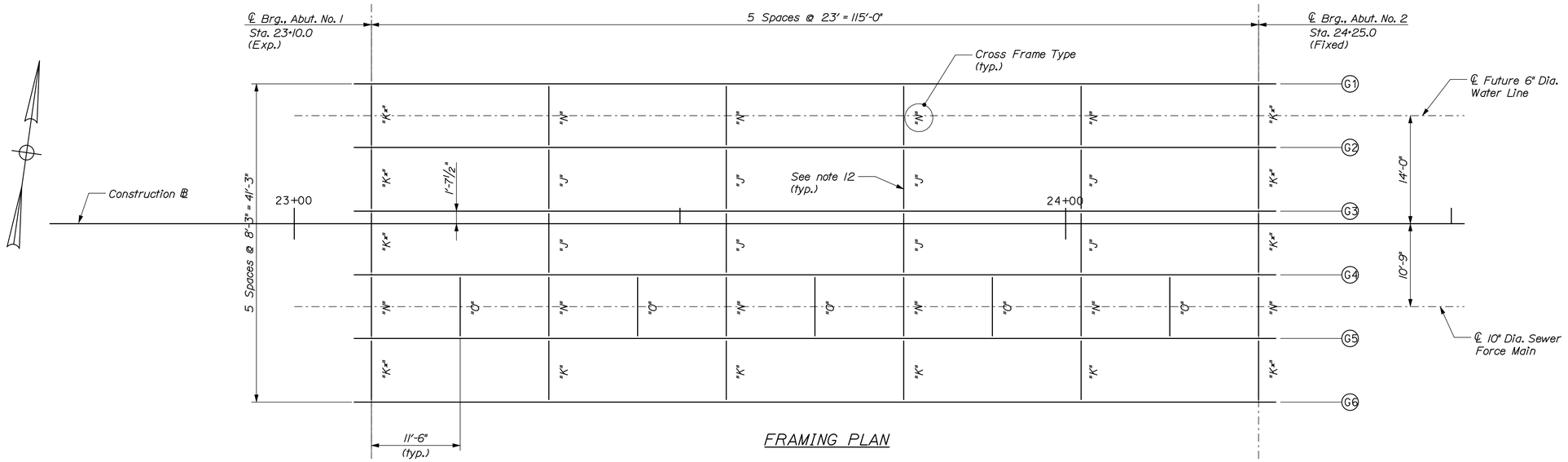
BEARING DETAILS

SHEET NUMBER

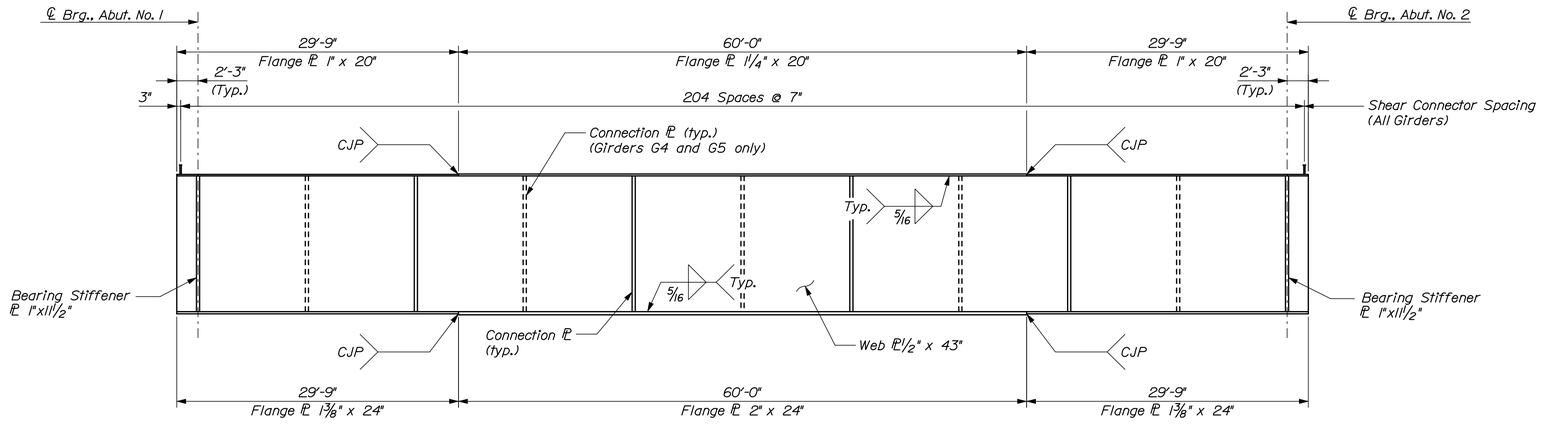
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Filename: 036_Bearing Details-1.dgn Division: HIGHWAY Username: common Date:6/29/2010



FRAMING PLAN



GIRDER ELEVATION

N.T.S.

STRUCTURAL STEEL NOTES

1. Girder webs shall be vertical after full dead load.
2. Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.
3. 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 3 feet from transverse butt welds in the web plates and no transverse web or flange butt welds shall be located within 3 feet of other transverse welds (e.g. connection plates to web welds) on either flange or web. No transverse butt weld splices will be allowed in areas of stress reversal.
4. Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall be not less than 10 feet in length unless otherwise shown on the plans.
5. 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.
6. Crossframe or diaphragm connection plates may be either plumb or normal to the top flange.
7. "J" and "K" crossframes shall be in accordance with Standard Detail 504(18).
8. Crossframes / diaphragms marked with a "*" are considered temporary. These crossframes / diaphragms shall be installed prior to the pouring of the concrete deck slab and may be removed after the concrete backwall diaphragm has been placed and fully cured.
9. See Standard Detail 504(22) for diaphragm and crossframe notes. The use of tension tabs is not required.
10. Girder ends and bearing stiffeners shall be coated to a distance eleven (11) feet from the centerline of bearings at the abutments in accordance with the special provision, Section 506, Protective Coating - Steel (Zinc Rich System).
11. Prior to erection of the structural steel, the Contractor shall protect the abutment bridge seat and front face of stem with polyethylene sheeting. The polyethylene sheeting shall remain in place and kept free from any tears or separations until the deck slab has been placed. After removing the polyethylene sheeting, the Contractor shall thoroughly clean the abutments of all stains by a method approved by the Engineer. Payment will be considered incidental to related contract items.
12. All intermediate crossframes between Girders G2 and G3 shall be installed after the concrete deck closure pour has been placed and fully cured.

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BRIDGE PLANS

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	L. TIMBERLAKE	DATE
PROJ. MANAGER		
DESIGN-DETAILED	NRW	6/09
CHECKED-REVIEWED	RAM	9/09
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

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WEBB RIVER BRIDGE
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MEXICO DIXFIELD OXFORD COUNTY

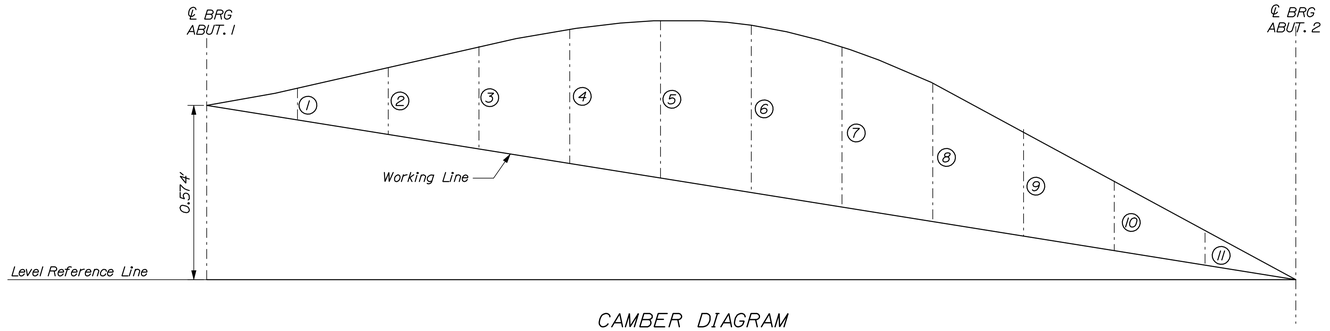
FRAMING PLAN

SHEET NUMBER

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Filename: 037_Framing Plan.dgn Division: HIGHWAY Username: common Date:10/18/2010



CAMBER DIAGRAM

TOTAL CAMBER VALUES (ft)														
	℄ BRG ABUT. 1	SPAN 1 = 115.0'											℄ BRG ABUT. 2	Increment
		1	2	3	4	5	6	7	8	9	10	11		
G1	0.000	0.125	0.241	0.335	0.405	0.446	0.463	0.446	0.405	0.335	0.241	0.125	0.000	9.583
G2	0.000	0.107	0.205	0.287	0.344	0.380	0.394	0.380	0.344	0.287	0.205	0.107	0.000	9.583
G3	0.000	0.122	0.235	0.328	0.396	0.438	0.454	0.438	0.396	0.328	0.235	0.122	0.000	9.583
G4	0.000	0.141	0.270	0.376	0.454	0.502	0.520	0.502	0.454	0.376	0.270	0.141	0.000	9.583
G5	0.000	0.141	0.270	0.376	0.454	0.502	0.520	0.502	0.454	0.376	0.270	0.141	0.000	9.583
G6	0.000	0.141	0.272	0.378	0.457	0.505	0.524	0.505	0.457	0.378	0.272	0.141	0.000	9.583

DEAD LOAD DEFLECTIONS (ft)														
		℄ BRG ABUT. 1	SPAN 1 = 115.0'										℄ BRG ABUT. 2	Increment
			1	2	3	4	5	6	7	8	9	10	11		
	Distance from Abut. 1 (ft)	0.000	9.583	19.167	28.750	38.333	47.917	57.500	67.083	76.667	86.250	95.833	105.417	115.000	
G1	Steel Dead Load	0.000	0.029	0.056	0.077	0.094	0.103	0.107	0.103	0.094	0.077	0.056	0.029	0.000	
	Concrete Dead Load	0.000	0.078	0.150	0.209	0.252	0.278	0.288	0.278	0.252	0.209	0.150	0.078	0.000	9.583
	Superimposed Dead Load	0.000	0.018	0.035	0.049	0.059	0.065	0.068	0.065	0.059	0.049	0.035	0.018	0.000	
G2	Steel Dead Load	0.000	0.030	0.057	0.080	0.097	0.106	0.111	0.106	0.097	0.080	0.057	0.030	0.000	
	Concrete Dead Load	0.000	0.059	0.114	0.159	0.190	0.211	0.218	0.211	0.190	0.159	0.114	0.059	0.000	9.583
	Superimposed Dead Load	0.000	0.018	0.034	0.048	0.057	0.063	0.065	0.063	0.057	0.048	0.034	0.018	0.000	
G3	Steel Dead Load	0.000	0.030	0.057	0.080	0.097	0.106	0.111	0.106	0.097	0.080	0.057	0.030	0.000	
	Concrete Dead Load	0.000	0.059	0.114	0.159	0.190	0.211	0.218	0.211	0.190	0.159	0.114	0.059	0.000	9.583
	Superimposed Dead Load	0.000	0.033	0.064	0.089	0.109	0.121	0.125	0.121	0.109	0.089	0.064	0.033	0.000	
G4	Steel Dead Load	0.000	0.030	0.057	0.080	0.097	0.106	0.111	0.106	0.097	0.080	0.057	0.030	0.000	
	Concrete Dead Load	0.000	0.077	0.148	0.206	0.247	0.274	0.283	0.274	0.247	0.206	0.148	0.077	0.000	9.583
	Superimposed Dead Load	0.000	0.034	0.065	0.090	0.110	0.122	0.126	0.122	0.110	0.090	0.065	0.034	0.000	
G5	Steel Dead Load	0.000	0.030	0.057	0.080	0.097	0.106	0.111	0.106	0.097	0.080	0.057	0.030	0.000	
	Concrete Dead Load	0.000	0.077	0.148	0.206	0.247	0.274	0.283	0.274	0.247	0.206	0.148	0.077	0.000	9.583
	Superimposed Dead Load	0.000	0.034	0.065	0.090	0.110	0.122	0.126	0.122	0.110	0.090	0.065	0.034	0.000	
G6	Steel Dead Load	0.000	0.029	0.056	0.077	0.094	0.103	0.107	0.103	0.094	0.077	0.056	0.029	0.000	
	Concrete Dead Load	0.000	0.078	0.150	0.209	0.252	0.278	0.288	0.278	0.252	0.209	0.150	0.078	0.000	9.583
	Superimposed Dead Load	0.000	0.034	0.066	0.092	0.111	0.124	0.129	0.124	0.111	0.092	0.066	0.034	0.000	

STATE OF MAINE
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PIN
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BRIDGE PLANS

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PROJ. MANAGER	L. TIMBERLAKE	
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CHECKED-REVIEWED	RAM	9/09
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

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WEBB RIVER BRIDGE
WEBB RIVER
MEXICO DIXFIELD OXFORD COUNTY

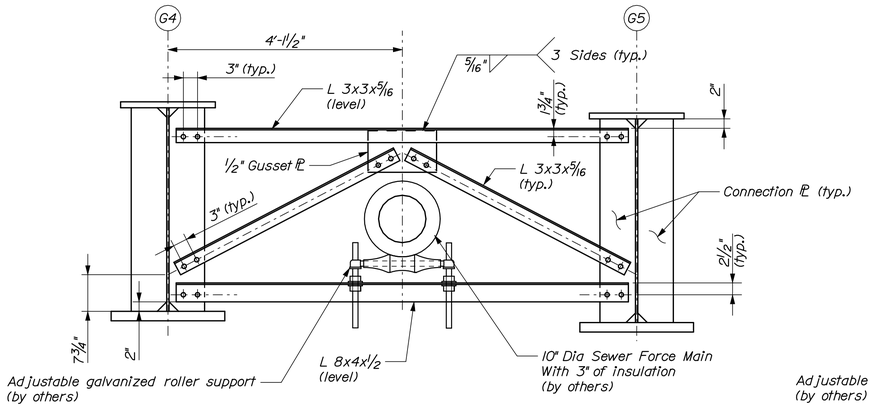
GIRDER CAMBERS

SHEET NUMBER

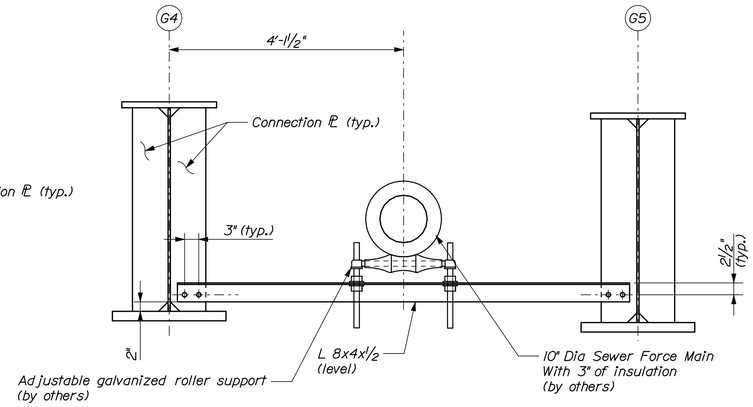
38

OF 87

Filename: 038_Girder Cambers.dgn Division: HIGHWAY Username: common Date:6/29/2010



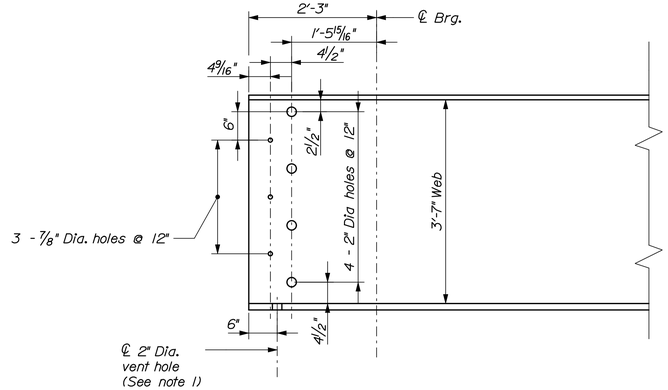
CROSSFRAME TYPE N



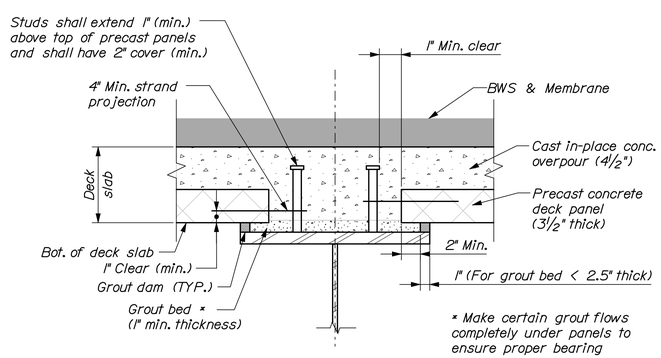
UTILITY SUPPORT TYPE O

NOTE:

1. Place a 2" dia. vent hole through bottom flange of girder at 6" off ℄ web on each side.

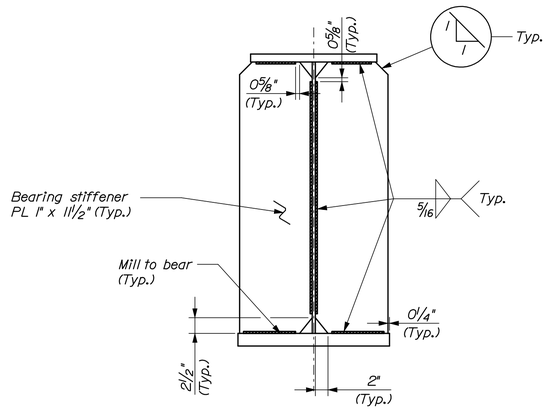


TYPICAL GIRDER END DETAIL

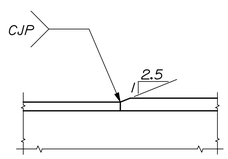


PRECAST PANEL HAUNCH DETAIL

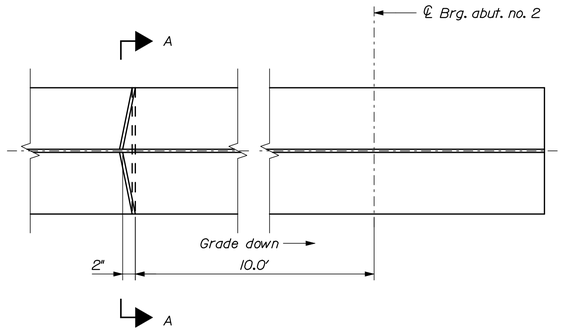
(Use of precast panels is optional)



BEARING STIFFENER

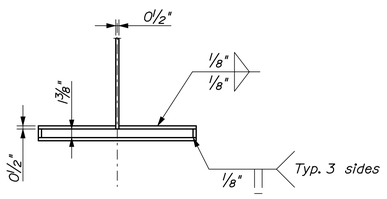


FLANGE THICKNESS TRANSITION

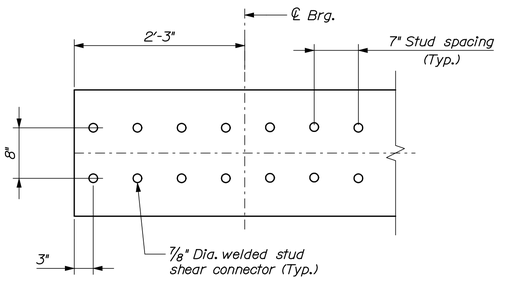


FLANGE DRIP PLATE PLAN

(Low end of girders only)



SECTION A-A



SHEAR CONNECTOR LAYOUT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN 015620.00 15143.00 BRIDGE PLANS

NO. 2917

		BY	DATE
PROJ. MANAGER	L. TIMBERLAKE		
DESIGN-DETAILED		NRW	6/09
CHECKED-REVIEWED		RAM	9/09
DESIGN2-DETAILED2		–	–
DESIGN3-DETAILED3		–	–
REVISIONS 1		–	–
REVISIONS 2		–	–
REVISIONS 3		–	–
REVISIONS 4		–	–
FIELD CHANGES		–	–

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
WEBB RIVER OXFORD COUNTY
MEXICO DIXFIELD

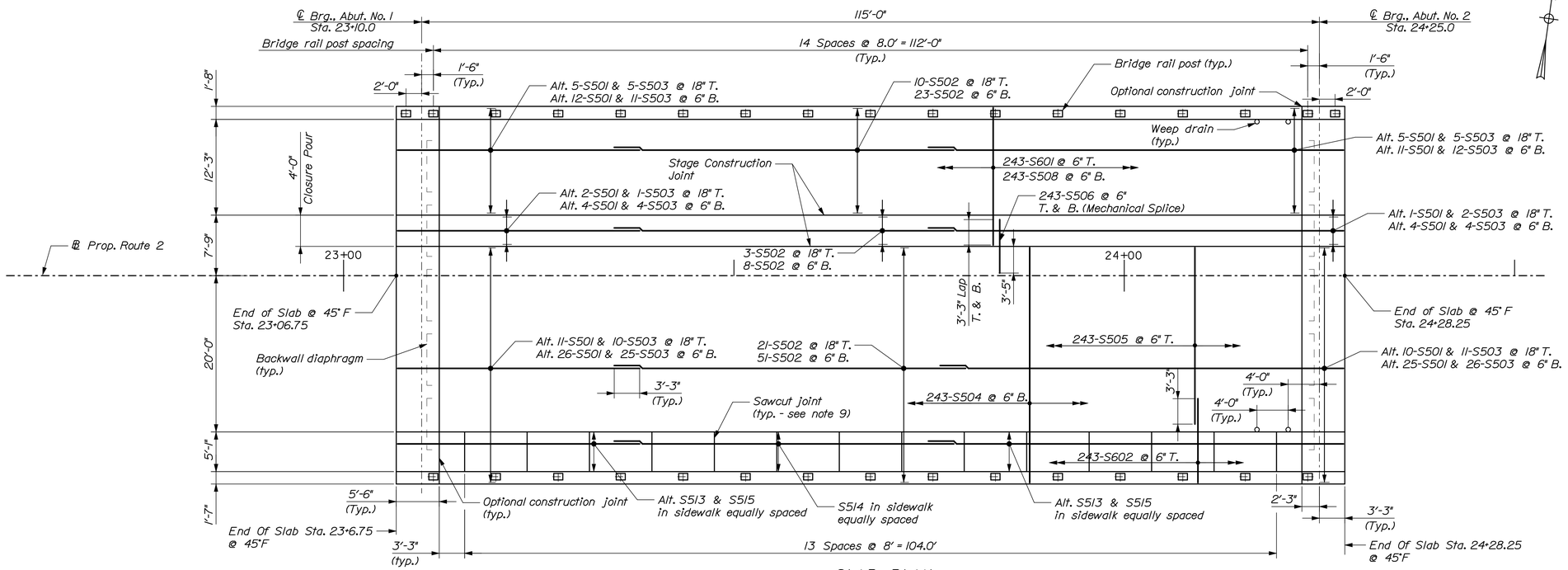
STRUCTURAL STEEL DETAILS

SHEET NUMBER

39

OF 87

Username: common Date:6/29/2010
Division: HIGHWAY
Filename: 039_StructSteel.dgn



SLAB PLAN

SUPERSTRUCTURE NOTES

1. The theoretical blocking used for design of the structure is 3.25 inches at the centerline of bearing at the abutments. Refer to Standard Detail 502(02) for blocking details.

2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.

3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.

4. The superstructure slab concrete (excluding the backwall diaphragm) shall be placed in one continuous operation and shall be kept plastic until the entire placement has been made.

5. The formwork and its supports, over the full width of the structural slab, shall remain in place until a minimum of 48 hours has elapsed after placement of the final section of the slab. After this period, removal of formwork for sections meeting the requirements for form removal of Standard Specifications Section 502, Structural Concrete, may proceed.

6. At the Contractor's option, Precast Deck Panels may be used in place of the full depth cast-in-place deck slab, in accordance with Special Provisions Section 502, Structural Concrete - Precast Deck Panels, and in accordance with the Standard Details.

7. Payment for reinforcing steel fabricated, delivered, and placed in the cast-in-place portion of the structural concrete slab will be considered incidental to the appropriate Section 502 pay item.

8. The Contractor shall install Transition Barrier vertical closed stirrups, as shown in Standard Details Section 526, prior to the placement of the curb or sidewalk concrete.

9. 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.
- Area of deck slab below the future sidewalk during Stage 1 construction (prior to opening Stage 1 construction to traffic).

10. After the sidewalk concrete has been placed and allowed to reach initial set, the contractor shall sawcut the concrete to a depth of 1" at 8 foot intervals. Sawcutting of the sidewalk concrete shall be completed within 8 hours of the sidewalk concrete placement. After sawcutting, joints shall be filled with sealant conforming to ASTM C920, type S, grade NS, class 25. Work for sawcutting and filling joints shall be incidental to the pay item 502.26 - "Structural concrete roadway and sidewalk slab on steel bridges".

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN 015620.00 15143.00

BRIDGE PLANS

NO. 2917

	BY	DATE
PROJ. MANAGER	L. TIMBERLAKE	
DESIGN-DETAILED	NRW	6/09
CHECKED-REVIEWED	RAM	9/09
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
WEBB RIVER
MEXICO DIXFIELD OXFORD COUNTY

SLAB PLAN

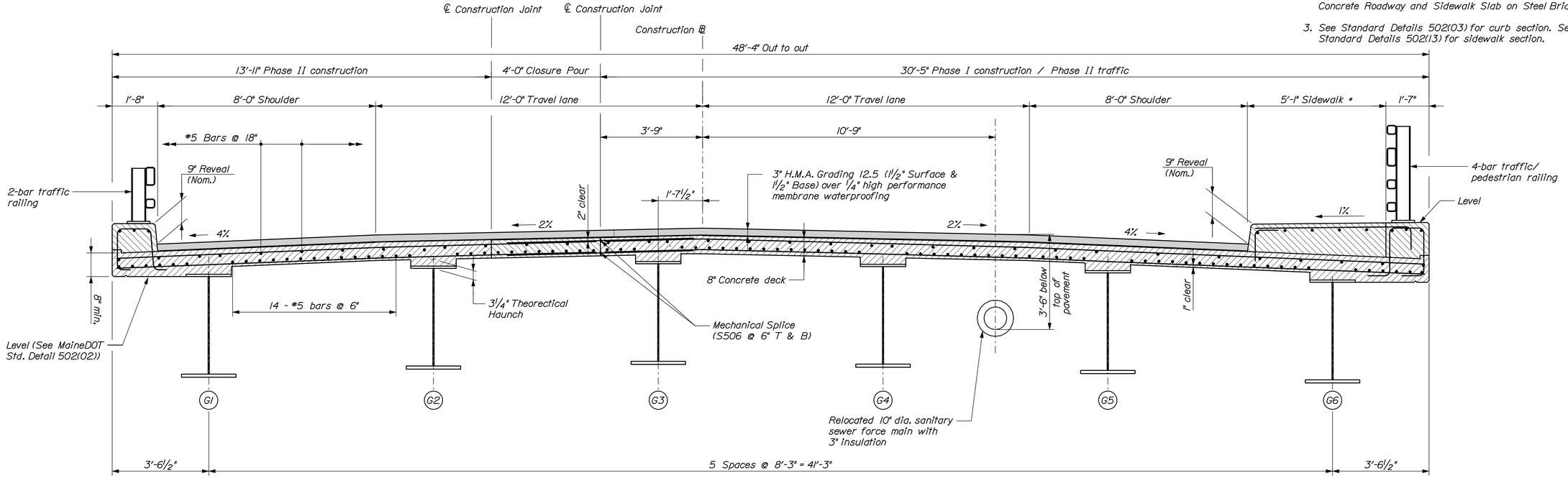
SHEET NUMBER

40

OF 87

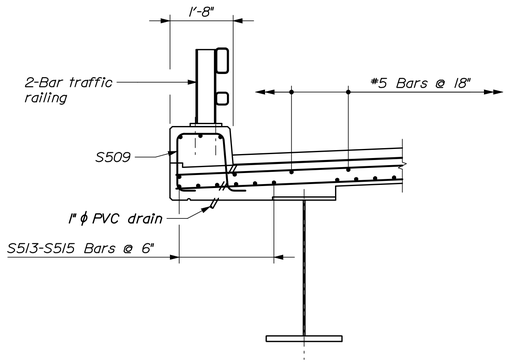
Username: common Division: HIGHWAY Filename: 040_Slab Plan.dgn Date:6/29/2010

NOTE:
1. For location of PVC drains, see sheet no. 40.
2. 1" ϕ PVC drains incidental to item no. 502.26 "Structural Concrete Roadway and Sidewalk Slab on Steel Bridges".
3. See Standard Details 502(03) for curb section. See Standard Details 502(13) for sidewalk section.

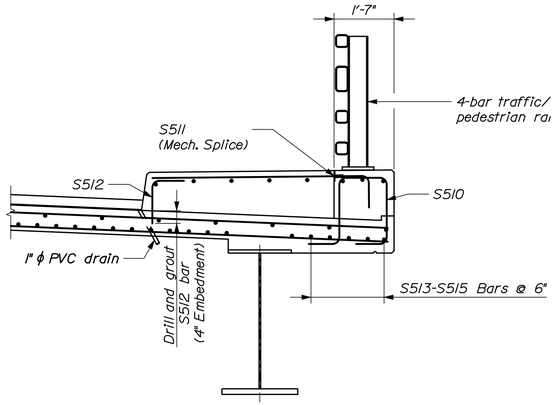


TRANSVERSE SECTION
(LOOKING UPSTATION)

* Sidewalk shall be constructed in phase III



NORTH CURB DETAIL



SIDEWALK AND SOUTH CURB DETAIL

BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS

	℄ BRG ABUT. 1	SPAN 1 = 115.0'											℄ BRG ABUT. 2
		1	2	3	4	5	6	7	8	9	10	11	
DISTANCE	0.000'	9.583'	19.167'	28.75'	38.333'	47.917'	57.500'	67.083'	76.667'	86.250'	95.833'	105.417'	115.000'
G1	420.95	421.00	421.04	421.07	421.07	421.06	421.02	420.96	420.88	420.78	420.66	420.52	420.38
G2	421.24	421.27	421.29	421.31	421.30	421.28	421.24	421.18	421.11	421.02	420.91	420.79	420.67
G3	421.41	421.45	421.49	421.51	421.51	421.50	421.46	421.40	421.32	421.22	421.11	420.97	420.83
G4	421.31	421.37	421.42	421.46	421.47	421.46	421.43	421.37	421.28	421.17	421.04	420.89	420.73
G5	421.08	421.15	421.20	421.24	421.25	421.24	421.21	421.15	421.06	420.95	420.82	420.67	420.51
G6	420.75	420.82	420.87	420.91	420.93	420.92	420.88	420.82	420.73	420.62	420.49	420.34	420.18

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-A562(000)E & STP-1514(300)X
PIN 015620.00 15143.00
NO. 2917
BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	L. TIMBERLAKE	
DESIGN-DETAILED	NRW	6/09
CHECKED-REVIEWED	RAM	9/09
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

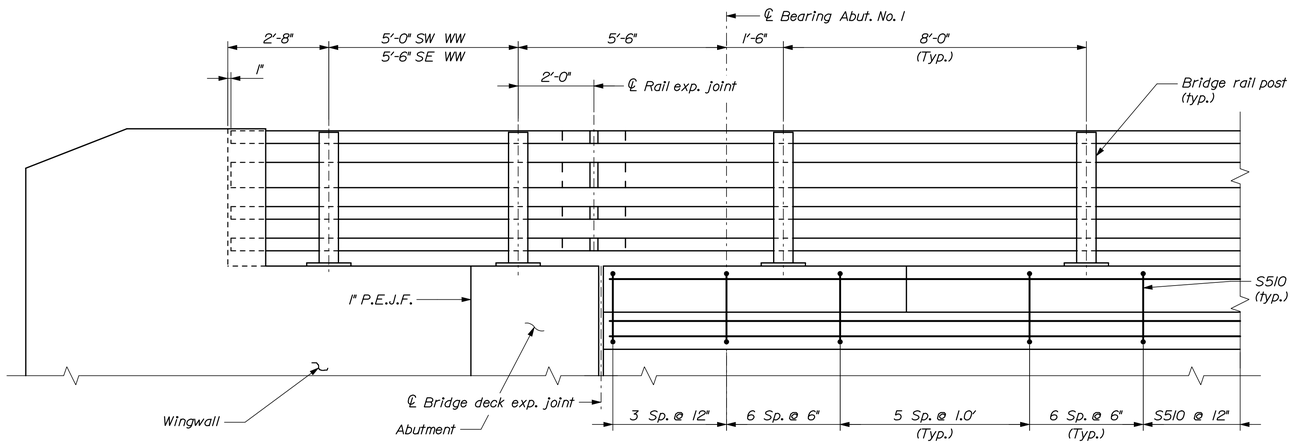
SIGNATURE
P.E. NUMBER
DATE

WEBB RIVER BRIDGE
WEBB RIVER
MEXICO DIXFIELD OXFORD COUNTY

TRANSVERSE SECTION

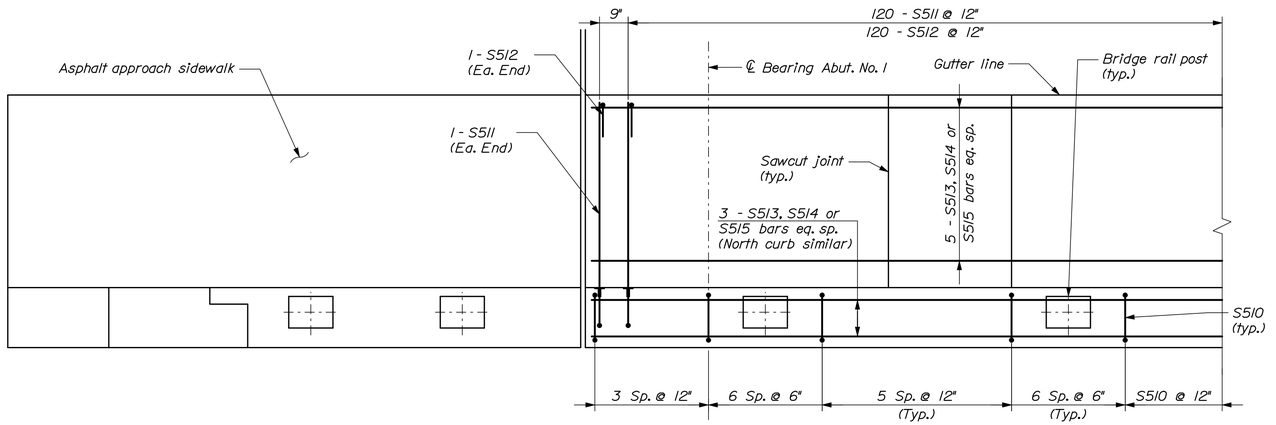
SHEET NUMBER
41
OF 87

Username: common Date:6/30/2010
Division: HIGHWAY
Filename: 041_Transverse Section.dgn



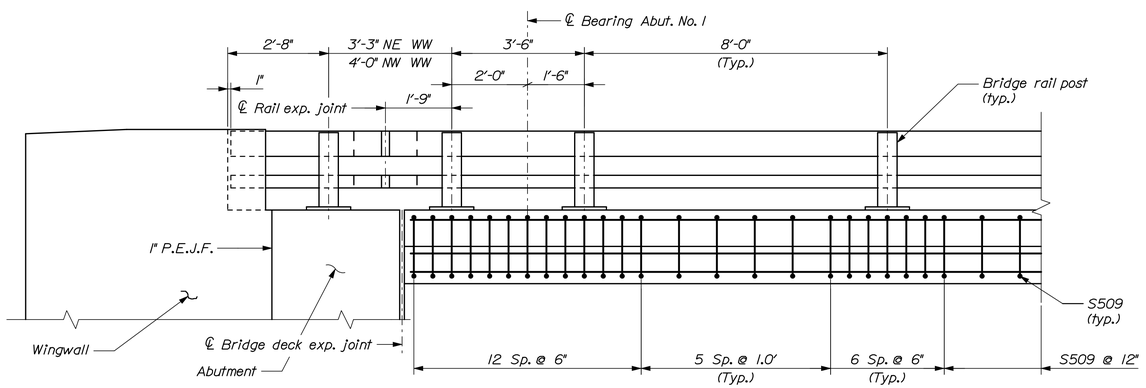
Note: Southwest curb shown. Southeast similar.

SOUTHWEST CURB ELEVATION (REAR FACE)



SIDEWALK PLAN

Note: Southwest curb shown. Southeast similar.



NORTHEAST CURB ELEVATION (FRONT FACE)

Note: Northeast curb shown. Northwest similar.

Filename: 042_Superstructure Details-1.dgn Division: HIGHWAY Username: common Date:6/29/2010

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
015620.00 15143.00 BRIDGE PLANS

NO. 2917

PROJ. MANAGER	L. TIMBERLAKE		
DESIGN-DETAILED	NRW	6/09	
CHECKED-REVIEWED	RAM	9/09	
DESIGN2-DETAILED2			
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FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

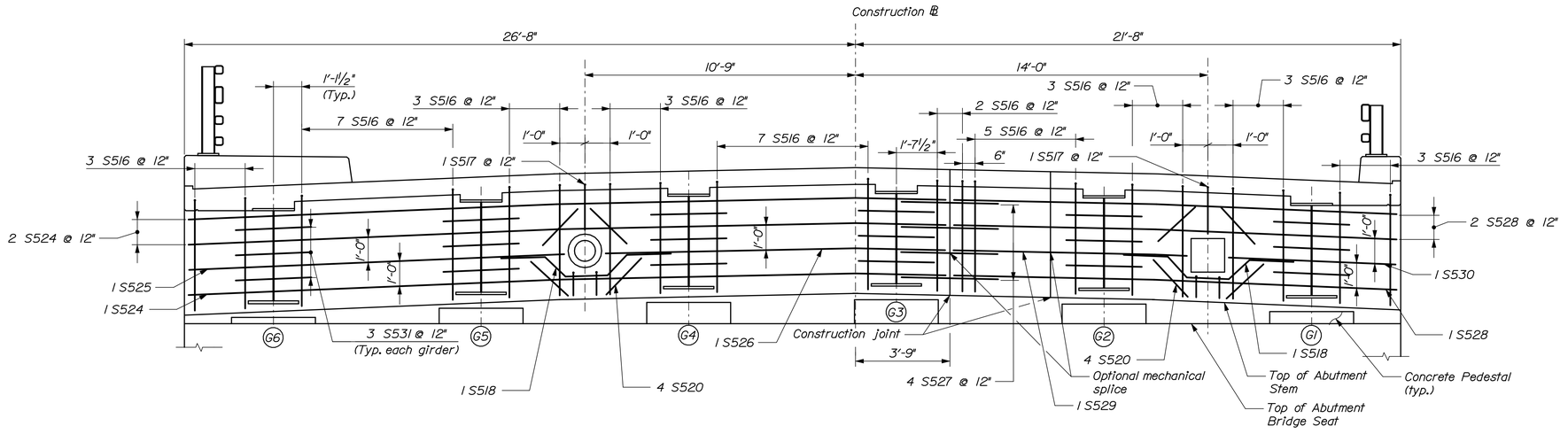
WEBB RIVER BRIDGE
WEBB RIVER
MEXICO DIXFIELD OXFORD COUNTY

SUPERSTRUCTURE DETAILS - 1

SHEET NUMBER

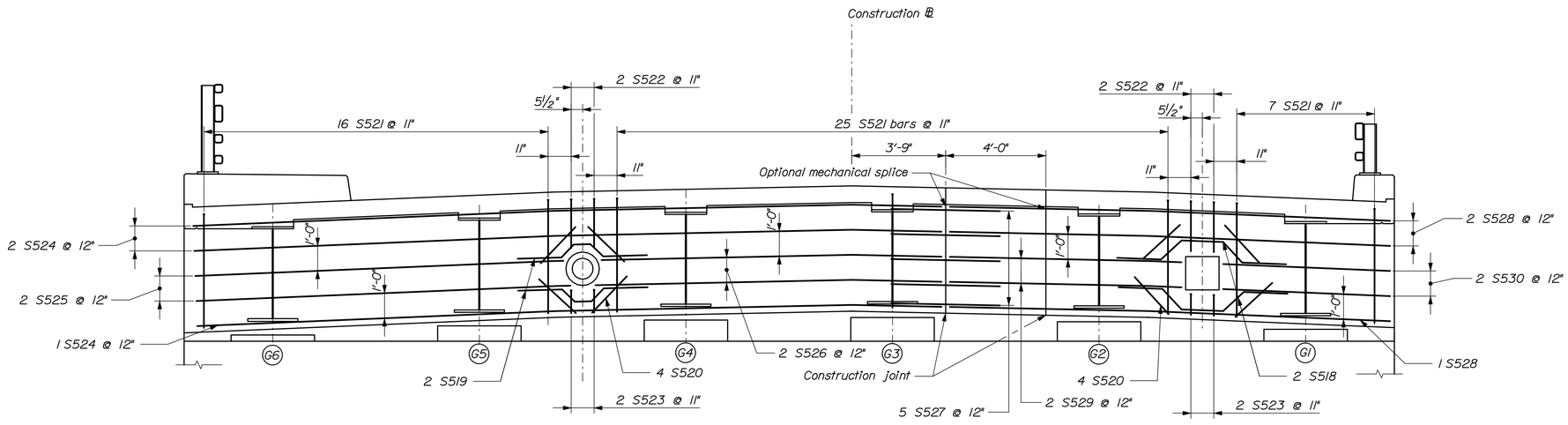
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OF 87



BACKWALL DIAPHRAGM ELEVATION - FRONT FACE

Abutment No. 1 Shown. Abutment No. 2 opposite hand.



BACKWALL DIAPHRAGM ELEVATION - REAR FACE

Abutment No. 1 Shown. Abutment No. 2 opposite hand.

Note: See Sheet No. 44 for utility blockout and sleeve details.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN 015620.00 15143.00 BRIDGE PLANS

NO. 2917

	SIGNATURE	DATE
P.E. NUMBER		

	BY	DATE
PROJ. MANAGER L. TIMBERLAKE		
DESIGN-DETAILED	NRW	6/09
CHECKED-REVIEWED	RAM	9/09
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

WEBB RIVER BRIDGE
WEBB RIVER
MEXICO DIXFIELD OXFORD COUNTY

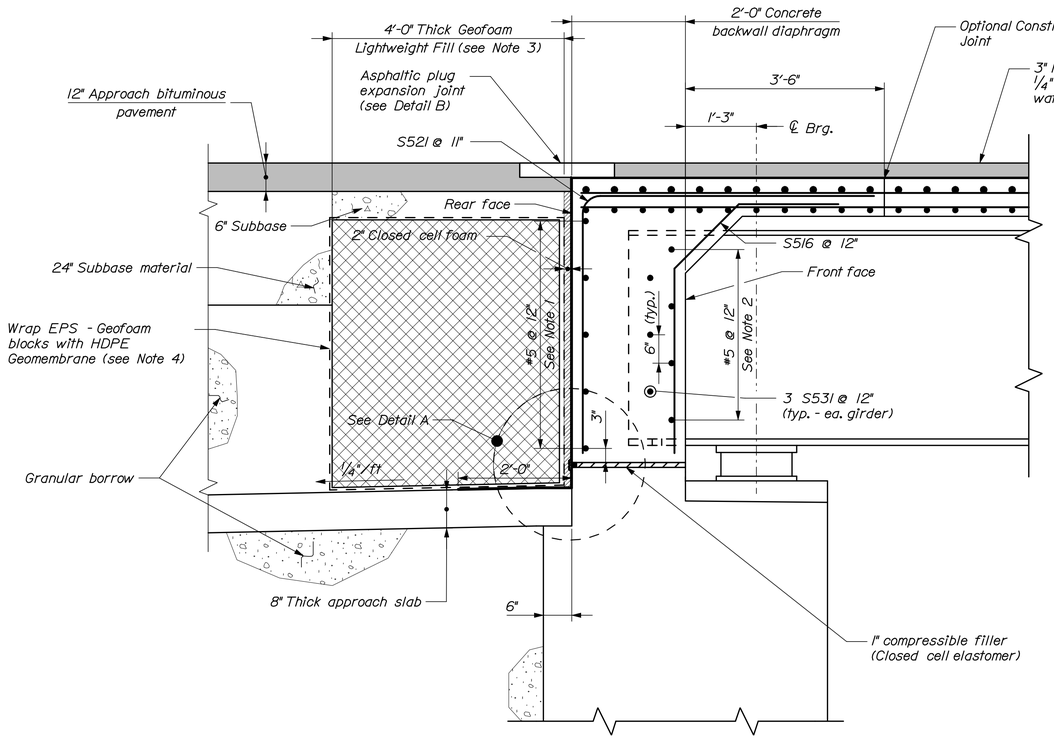
SUPERSTRUCTURE DETAILS - 2

SHEET NUMBER

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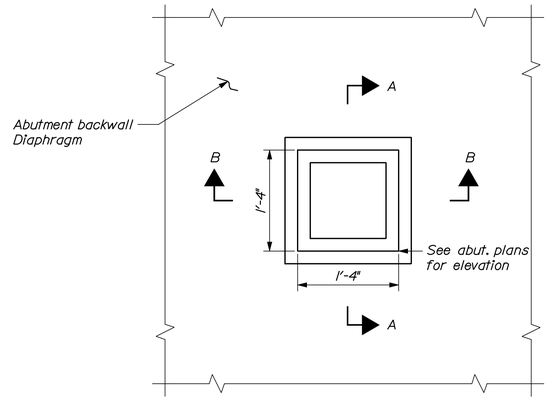
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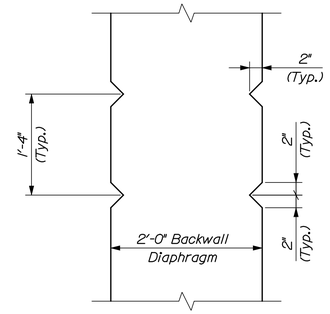
TYPICAL BACKWALL DIAPHRAGM SECTION

NOTES

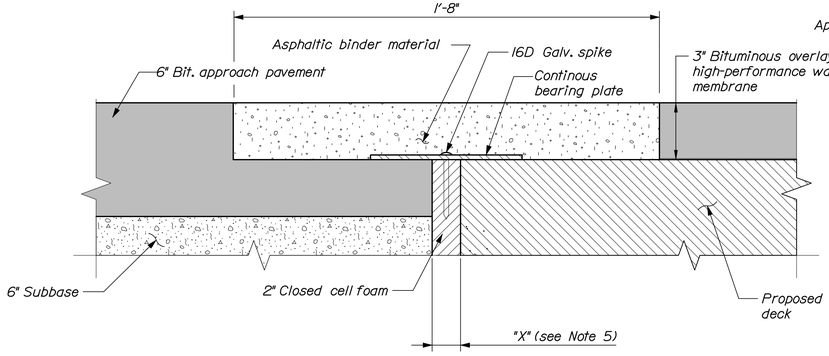
1. For reinforcement call out see backwall diaphragm elevation - rear face.
2. For reinforcement call out see backwall diaphragm elevation - front face.
3. Utilize EPS geofoam conforming to ASTM D6817, Type EPS46 - compressive resistance @ 1% deformation = 18.6 psi.
4. HDPE Geomembrane shall wrap and completely enclose the total EPS block mass. See special provision for item "HDPE Geomembrane" for additional requirements.
5. For joint installation table and additonal asphaltic plug joint details, see Sheet No. 45.
6. 1" dia. PVC drains shall conform to ASTM D1785 Schedule 40. PVC drains shall be incidental to the item "Structural Concrete Approach Slab".



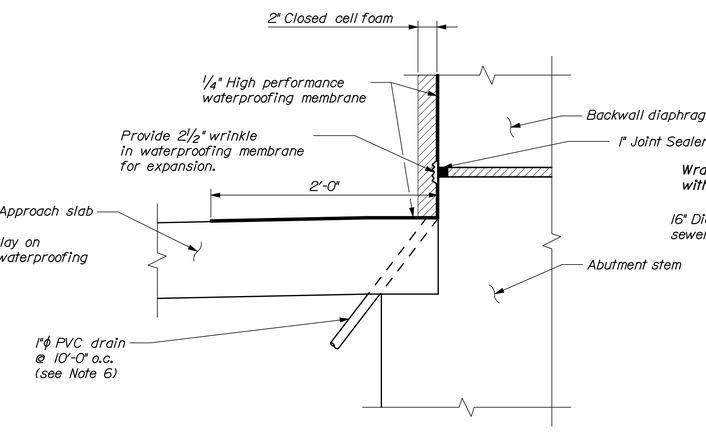
BACKWALL BLOCKOUT FOR FUTURE WATER LINE



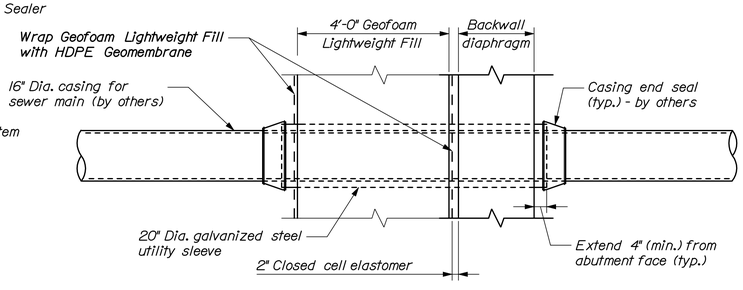
SECTION A-A AND B-B



ASPHALTIC PLUG JOINT
DETAIL B
NTS



DETAIL A



NOTE:
Utility sleeves shall be steel pipe conforming to ASTM A-53, Type S, Grade B, standard weight, plain ends, hot-dip galvanized and shall be set in the forms prior to placing abutment diaphragm concrete. Utility sleeves shall be incidental to the item "Structural Concrete Roadway and Sidewalk Slab on Steel Bridges".

PENETRATION SLEEVE - SEWER FORCE MAIN
LONGITUDINAL SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

PROJ. MANAGER	L. TIMBERLAKE		
DESIGN-DETAILED	NRW	6/09	
CHECKED-REVIEWED	RAM	9/09	
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BY | DATE

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

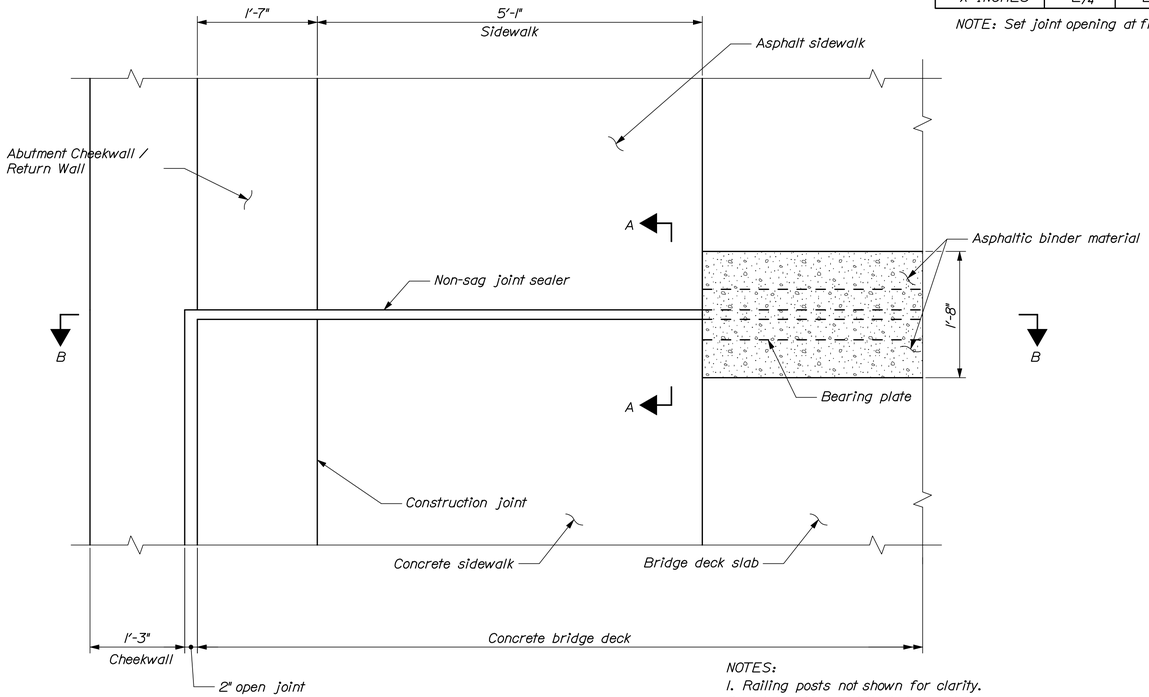
SUPERSTRUCTURE DETAILS - 3

SHEET NUMBER
44
OF 87

Filename: 044_Superstructure Details-3.dgn Division: BRIDGE Username: mcundiff Date:10/12/2010

JOINT INSTALLATION TABLE							
ABUTMENT NO. 1							
TEMP. (°F)	15°	25°	35°	45°	55°	65°	75°	85°
"X" INCHES	2 1/4	2 3/16	2 1/16	2	2 15/16	2 13/16	2 3/4	2 5/8

NOTE: Set joint opening at fixed Abutment No. 2 at 2 inches.



PLAN
SIDEWALK JOINT DETAIL

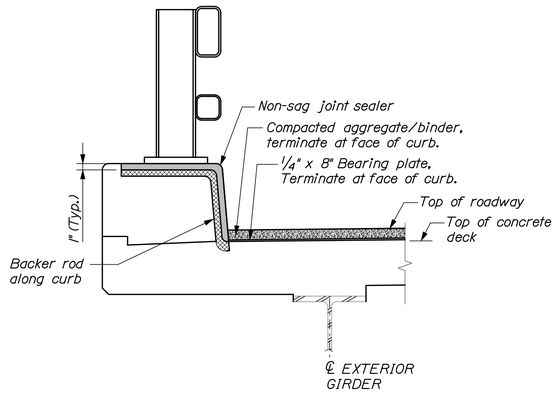
NOTES:
1. Railing posts not shown for clarity.
2. Joint at Abutment No. 1 shown. Joint at Abutment No. 2 similar.

ASPHALTIC PLUG JOINT NOTES:

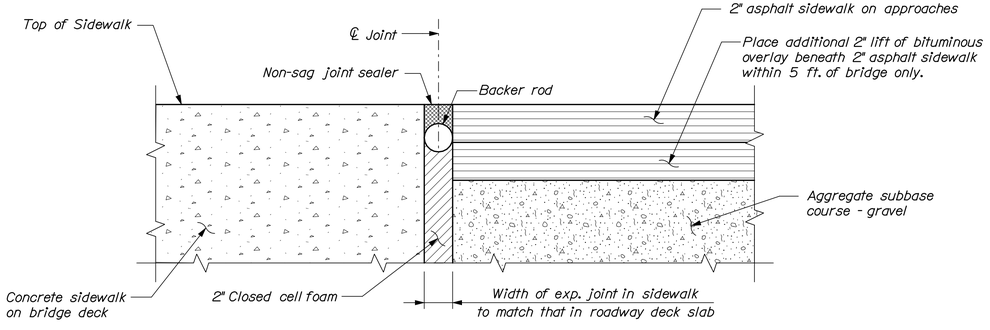
1. Deck and backwall reinforcing not shown for clarity
2. Centering nails shall be spaced at 12" O.C. maximum and placed 2" from joints in the bearing plate.
3. The bearing plate shall be galvanized steel 1/4" thick and 8" wide.
4. Asphaltic plug joint shall be one of the asphaltic plug joint systems listed in the specification, and shall be installed per manufacturer's specification. Equivalent joint systems may be used with approval of the engineer.
5. Asphaltic plug joint shall be installed at the end of each phase of construction prior to traffic being permitted to travel on the bridge deck.

NON-SAG JOINT SEALER NOTES:

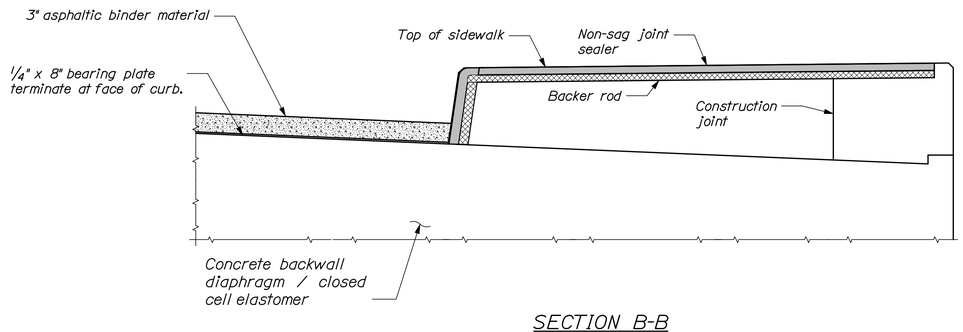
1. Non-sag joint sealer shall be DOW cornering 888 silicone joint sealant or approved equal.
2. Install joint sealant per manufacturer's specifications.
3. joint sealant is incidental to item 520.232.



JOINT DETAIL AT NORTH CURB



SECTION A-A
SIDEWALK EXPANSION JOINT



SECTION B-B

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	NRW	NRW	6/09
CHECKED-REVIEWED	RAM	RAM	9/09
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

SUPERSTRUCTURE DETAILS - 4

SHEET NUMBER
45
OF 87

Username: mcundiff Date:10/12/2010
Division: BRIDGE
Filename: 045_Superstructure Details-4.dgn

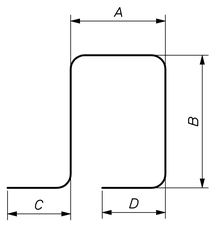
MARK	SIZE	NO.	LENGTH FT - IN	TYPE	A FT - IN	B FT - IN	C FT - IN	D FT - IN	E FT - IN	REMARKS
DECK SLAB AND PARAPETS										
S501	5	116	31 - 0	STR						LONG. DECK SLAB
S502	5	116	45 - 0	STR						LONG. DECK SLAB
S503	5	116	51 - 8	STR						LONG. DECK SLAB
S504	5	243	30 - 1	STR						TRANS. DECK MAIN REINF.
S505	5	243	22 - 7	STR						TRANS. DECK MAIN REINF.
S506	5	486	6 - 10	113	3 - 5	3 - 5				TRANS. DOWEL BAR SPLICER
S508	5	243	17 - 7	STR						TRANS. DECK MAIN REINF.
* S509	5	173	5 - 7	129	1 - 2½	1 - 6	0 - 10	0 - 1		TRANS. CURB REINF.
* S510	5	167	6 - 1½	101	1 - 3	1 - 9	0 - 10	0 - 10		TRANS. SIDEWALK REINF.
* S511	5	122	6 - 6	130	4 - 8½	1 - 0	0 - 10			TRANS. SIDEWALK SPLICER
* S512	5	122	1 - 10½	118	1 - 1½	0 - 10				TRANS. SIDEWALK REINF.
* S513	5	11	31 - 0	STR						LONG. SIDEWALK/CURB REINF.
* S514	5	11	45 - 0	STR						LONG. SIDEWALK/CURB REINF.
* S515	5	11	51 - 8	STR						LONG. SIDEWALK/CURB REINF.
S516	5	80	6 - 7¼	105	3 - 3	1 - 7¼	1 - 1⅝	1 - 9		BACKWALL REINF.
S517	5	4	4 - 0	105	0 - 8½	1 - 7¼	1 - 1⅝	1 - 9		BACKWALL REINF.
S518	5	8	8 - 3	121	2 - 2	1 - 1½	1 - 8	0 - 9½		BACKWALL REINF.
S519	5	4	6 - 5	121	2 - 2	0 - 8½	0 - 8	0 - 6		BACKWALL REINF.
S520	5	32	2 - 0	STR						BACKWALL REINF.
S521	5	96	9 - 7	118	4 - 6¼	5 - 1½				BACKWALL REINF.
S522	5	8	7 - 0	118	1 - 11	5 - 1½				BACKWALL REINF.
S523	5	8	3 - 1½	104	1 - 7⅜	0 - 9⅞				BACKWALL REINF.
S524	5	12	30 - 1	STR						BACKWALL REINF.
S525	5	6	14 - 11⅜	STR						BACKWALL REINF.
S526	5	6	13 - 6⅛	STR						BACKWALL REINF.
S527	5	18	4 - 8	113	2 - 4	2 - 4				BACKWALL DOWEL BAR
S528	5	12	17 - 7⅛	STR						BACKWALL REINF.
S529	5	6	9 - 3	STR						BACKWALL REINF.
S530	5	6	6 - 8	STR						BACKWALL REINF.
S531	5	36	3 - 0	STR						BACKWALL REINF.
S601	6	243	17 - 7	STR						TRANS. DECK OVERHANG
S602	6	243	10 - 9	STR						TRANS. DECK OVERHANG

MARK	SIZE	NO.	LENGTH FT - IN	TYPE	A FT - IN	B FT - IN	C FT - IN	D FT - IN	E FT - IN	REMARKS
SOUTH WEST WINGWALL										
W501	5	21	4 - 8	118	3 - 9	0 - 10				STANDARD HOOK IN FOOTING
W502	5	9	11 - 0	STR						VERTICAL REINF.
W503	5	12	11 - 5½	STR						VERTICAL REINF.
* W504	5	17	8 - 5	104	1 - 2	3 - 8				VERTICAL REINF.
W505	5	3	4 - 10	118	2 - 5	2 - 5				VERTICAL REINF.
W506	5	24	7 - 7½	STR						HORIZONTAL REINF.
* W507	5	26	11 - 4½	STR						HORIZONTAL REINF.
* W508	5	4	3 - 0	STR						HORIZONTAL REINF.
W519	5	12	10 - 1	102	2 - 6	2 - 5	3 - 0	2 - 6		HORIZONTAL SW END RETURN
W521	5	18	2 - 1	118	1 - 0	1 - 0				HORIZONTAL - STEM CORNER
TB500	5	12	4 - 6	STR						STD. ENDPOST REINF.
TB506	5	2	4 - 8	STR						STD. ENDPOST REINF.
TB550	5	7	10 - 0	131						STD. ENDPOST REINF.
* W601	6	2	7 - 2	STR						VERTICAL ENDPOST REINF.
* W602	6	2	7 - 0	STR						VERTICAL ENDPOST REINF.
* W603	6	2	6 - 9	STR						VERTICAL ENDPOST REINF.
* W604	6	2	6 - 7	STR						VERTICAL ENDPOST REINF.
* W605	6	2	6 - 5	STR						VERTICAL ENDPOST REINF.
* W606	6	5	12 - 4	104	1 - 1	5 - 8½				VERTICAL ENDPOST REINF.
* W607	6	2	11 - 11	104	0 - 7½	5 - 8½				VERTICAL ENDPOST REINF.
TB600	6	4	3 - 5½	STR						STD. ENDPOST REINF.
TB650	6	5	7 - 3	104	1 - 1	3 - 1				STD. ENDPOST REINF.
W701	7	21	6 - 0	118	4 - 9	1 - 2				STANDARD HOOK IN FOOTING
W702	7	9	11 - 0	STR						VERTICAL REINF.
W703	7	12	11 - 5½	STR						VERTICAL REINF.
SOUTH EAST WINGWALL										
W501	5	22	4 - 8	118	3 - 9	0 - 10				STANDARD HOOK IN FOOTING
* W504	5	18	8 - 5	104	1 - 2	3 - 8				VERTICAL REINF.
W505	5	3	4 - 10	118	2 - 5	2 - 5				VERTICAL REINF.
W506	5	24	7 - 7½	STR						HORIZONTAL REINF.
* W508	5	4	3 - 0	STR						HORIZONTAL REINF.
* W509	5	26	11 - 10½	STR						HORIZONTAL REINF.
W510	5	9	10 - 10¾	STR						VERTICAL REINF.
W511	5	13	11 - 3¼	STR						VERTICAL REINF.
W519	5	12	10 - 1	102	2 - 6	2 - 5	3 - 0	2 - 6		HORIZONTAL SE END RETURN
W521	5	18	2 - 1	118	1 - 0	1 - 0				HORIZONTAL - STEM CORNER
TB500	5	12	4 - 6	STR						STD. ENDPOST REINF.
TB506	5	2	4 - 8	STR						STD. ENDPOST REINF.
TB550	5	7	10 - 0	131						STD. ENDPOST REINF.
* W601	6	2	7 - 2	STR						VERTICAL ENDPOST REINF.
* W602	6	2	7 - 0	STR						VERTICAL ENDPOST REINF.
* W603	6	2	6 - 9	STR						VERTICAL ENDPOST REINF.
* W604	6	2	6 - 7	STR						VERTICAL ENDPOST REINF.
* W605	6	2	6 - 5	STR						VERTICAL ENDPOST REINF.
* W606	6	5	12 - 4	104	1 - 1	5 - 8½				VERTICAL ENDPOST REINF.
* W607	6	2	11 - 11	104	0 - 7½	5 - 8½				VERTICAL ENDPOST REINF.
TB600	6	4	3 - 5½	STR						STD. ENDPOST REINF.
TB650	6	5	7 - 3	104	1 - 1	3 - 1				STD. ENDPOST REINF.
W701	7	22	6 - 0	118	4 - 9	1 - 2				STANDARD HOOK IN FOOTING
W704	7	9	10 - 10¾	STR						VERTICAL REINF.
W705	7	13	11 - 3¼	STR						VERTICAL REINF.

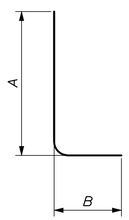
NOTES:

1. All dimensions are out-to-out of bar.
2. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.
3. Reinforcing Bar: ASTM A615/A615M, Grade 60, unless noted otherwise.

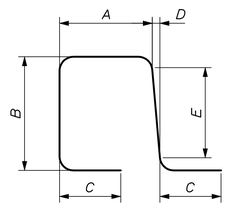
(*) - Denotes Corrosion Resistant Reinforcing System.



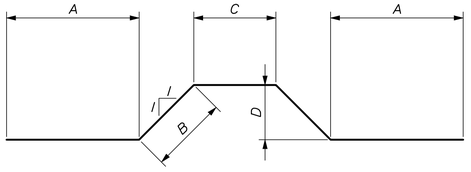
TYPE 101



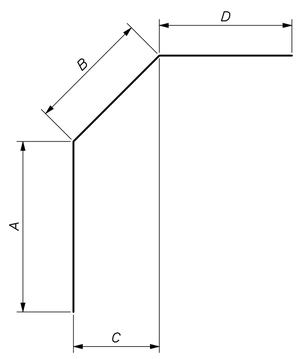
TYPE 118



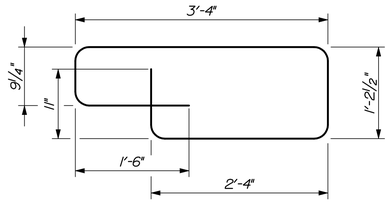
TYPE 129



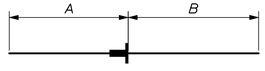
TYPE 121



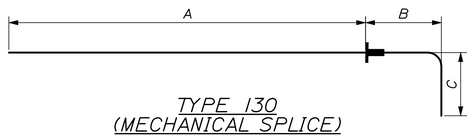
TYPE 105



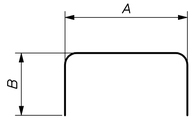
TYPE 131



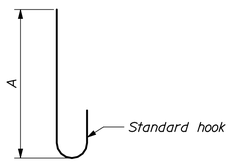
TYPE 113
(MECHANICAL SPLICE)



TYPE 130
(MECHANICAL SPLICE)



TYPE 104



TYPE 108

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

	L. TIMBERLAKE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED		NRW	6/09
CHECKED-REVIEWED		RAM	9/09
DESIGN2-DETAILED2		-	-
DESIGN3-DETAILED3		-	-
REVISIONS 1		-	-
REVISIONS 2		-	-
REVISIONS 3		-	-
REVISIONS 4		-	-
FIELD CHANGES		-	-

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

REINFORCING SCHEDULE - 1

SHEET NUMBER

46

OF 87

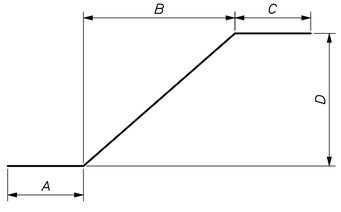
Filename: 046_Reinforcing Schedule.dgn Division: BRIDGE Username: mcundiff Date:10/12/2010

	MARK	SIZE	NO.	LENGTH FT - IN	TYPE	A FT - IN	B FT - IN	C FT - IN	D FT - IN	E FT - IN	REMARKS
	NORTH WEST WINGWALL										
	W501	5	17	4 - 8	118	3 - 9	0 - 10				STANDARD HOOK IN FOOTING
	W505	5	3	4 - 10	118	2 - 5	2 - 5				VERTICAL REINF.
	W506	5	24	7 - 7½	STR						HORIZONTAL REINF.
*	W508	5	4	3 - 0	STR						HORIZONTAL REINF.
*	W512	5	13	6 - 10¼	STR						HORIZONTAL REINF.
	W513	5	9	11 - 3¼	STR						VERTICAL REINF.
	W514	5	8	11 - 6⅛	STR						VERTICAL REINF.
*	W515	5	7	8 - 2	104	1 - 3	3 - 6				VERTICAL REINF.
	W520	5	12	9 - 11	102	2 - 5	2 - 5	3 - 0	2 - 5		HORIZONTAL NW END RETURN
	W521	5	18	2 - 1	118	1 - 0	1 - 0				HORIZONTAL - STEM CORNER
	TB500	5	10	4 - 6	STR						STD. ENDPOST REINF.
	TB550	5	5	10 - 0	131						STD. ENDPOST REINF.
*	W606	6	5	12 - 4	104	1 - 1	5 - 8½				VERTICAL ENDPOST REINF.
*	W607	6	2	11 - 11	104	0 - 7½	5 - 8½				VERTICAL ENDPOST REINF.
*	W608	6	2	5 - 8½	STR						VERTICAL ENDPOST REINF.
*	W609	6	2	5 - 8¼	STR						VERTICAL ENDPOST REINF.
*	W610	6	2	5 - 8	STR						VERTICAL ENDPOST REINF.
*	W611	6	2	5 - 7¾	STR						VERTICAL ENDPOST REINF.
*	W612	6	2	5 - 7½	STR						VERTICAL ENDPOST REINF.
	W701	7	17	6 - 0	118	4 - 9	1 - 2				STANDARD HOOK IN FOOTING
	W706	7	9	11 - 3¼	STR						VERTICAL REINF.
	W707	7	8	11 - 6⅛	STR						VERTICAL REINF.
	NORTH EAST WINGWALL										
	W501	5	16	4 - 8	118	3 - 9	0 - 10				STANDARD HOOK IN FOOTING
	W505	5	3	4 - 10	118	2 - 5	2 - 5				VERTICAL REINF.
	W506	5	24	7 - 7½	STR						HORIZONTAL REINF.
*	W508	5	4	3 - 0	STR						HORIZONTAL REINF.
*	W515	5	6	8 - 2	104	1 - 3	3 - 6				VERTICAL REINF.
	W516	5	9	11 - 1	STR						VERTICAL REINF.
	W517	5	7	11 - 3	STR						VERTICAL REINF.
*	W518	5	26	6 - 2	STR						HORIZONTAL REINF.
	W520	5	12	9 - 11	102	2 - 5	2 - 5	3 - 0	2 - 5		HORIZONTAL NE END RETURN
	W521	5	18	2 - 1	118	1 - 0	1 - 0				HORIZONTAL - STEM CORNER
	TB500	5	10	4 - 6	STR						STD. ENDPOST REINF.
	TB550	5	5	10 - 0	131						STD. ENDPOST REINF.
*	W606	6	5	12 - 4	104	1 - 1	5 - 8½				VERTICAL ENDPOST REINF.
*	W607	6	2	11 - 11	104	0 - 7½	5 - 8½				VERTICAL ENDPOST REINF.
*	W608	6	2	5 - 8½	STR						VERTICAL ENDPOST REINF.
*	W609	6	2	5 - 8¼	STR						VERTICAL ENDPOST REINF.
*	W610	6	2	5 - 8	STR						VERTICAL ENDPOST REINF.
*	W611	6	2	5 - 7¾	STR						VERTICAL ENDPOST REINF.
*	W612	6	2	5 - 7½	STR						VERTICAL ENDPOST REINF.
	W701	7	16	6 - 0	118	4 - 9	1 - 2				STANDARD HOOK IN FOOTING
	W708	7	9	11 - 1	STR						VERTICAL REINF.
	W709	7	7	11 - 3	STR						VERTICAL REINF.

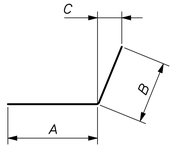
NOTES:

1. All dimensions are out-to-out of bar.
2. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.
3. Reinforcing Bar: ASTM A615/A615M, Grade 60, unless noted otherwise.

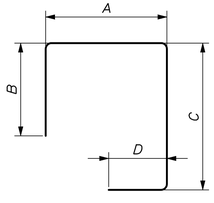
(*) - Denotes Corrosion Resistant Reinforcing System.



TYPE 103



TYPE 119



TYPE 102

MARK	SIZE	NO.	LENGTH FT - IN	TYPE	A FT - IN	B FT - IN	C FT - IN	D FT - IN	E FT - IN	REMARKS
ABUTMENT NO. 1 FOOTING										
AF501	5	11	22 - 11	STR						TOP REINF. SW WW
AF502	5	11	13 - 7	STR						BOT. REINF. SW WW
AF503	5	19	10 - 3	STR						BOT. WW REINF.
AF504	5	31	11 - 6	STR						TOP REINF.
AF505	5	26	32 - 3	STR						LONG. REINF.
AF506	5	26	19 - 3	STR						LONG. REINF.
AF507	5	11	18 - 5	STR						TOP REINF. NW WW
AF508	5	11	9 - 1	STR						BOT. REINF. NW WW
AF509	5	26	4 - 8	113	2 - 5	2 - 5				LONG. DOWEL BAR
AF701	7	19	10 - 3	STR						TOP WW REINF.
AF702	7	53	11 - 6	STR						BOT. REINF.
ABUTMENT NO. 2 FOOTING										
AF503	5	18	10 - 3	STR						BOT. WW REINF.
AF505	5	28	32 - 3	STR						LONG. REINF.
AF506	5	22	19 - 3	STR						LONG. REINF.
AF509	5	28	4 - 8	113	2 - 5	2 - 5				LONG. DOWEL BAR
AF510	5	1	15 - 9	STR						TOP REINF. NE WW
AF511	5	1	16 - 9	STR						TOP REINF. NE WW
AF512	5	1	17 - 9	STR						TOP REINF. NE WW
AF513	5	8	18 - 6	STR						TOP REINF. NE WW
AF514	5	11	7 - 11	STR						BOT. REINF. NE WW
AF515	5	31	12 - 9	STR						TOP REINF.
AF516	5	11	24 - 6	STR						TOP REINF. SE WW
AF517	5	11	13 - 11	STR						BOT. REINF. SE WW
AF518	5	2	16 - 6½	STR						LONG. REINF.
AF519	5	2	17 - 6	STR						LONG. REINF.
AF520	5	2	18 - 5½	STR						LONG. REINF.
AF701	7	18	10 - 3	STR						TOP WW REINF.
AF703	7	50	12 - 9	STR						TOP REINF.
AF704	7	1	10 - 2	STR						TOP REINF.
AF705	7	1	11 - 2	STR						TOP REINF.
AF706	7	1	12 - 2	STR						TOP REINF.
ABUTMENT NO. 1										
A401	4	6	7 - 10	104	1 - 7½	3 - 2				KEEPER BLOCK REINF.
A501	5	2	30 - 6	STR						HORIZONTAL STEM REINF.
A502	5	2	17 - 6	STR						HORIZONTAL STEM REINF.
A503	5	19	4 - 8	113	2 - 4	2 - 4				HORIZ. DOWEL BAR
A504	5	49	10 - 2	118	6 - 3	4 - 1				VERTICAL STEM REINF.
A505	5	49	4 - 10	118	3 - 11	0 - 10				STANDARD HOOK IN FOOTING
A506	5	49	5 - 6	104	1 - 7	2 - 0				VERTICAL BACKWALL REINF.
A507	5	24	7 - 2	104	2 - 11	2 - 2				PEDESTAL REINF.
A508	5	24	6 - 4	104	2 - 1	2 - 2				PEDESTAL REINF.
A510	5	44	3 - 2	118	1 - 7	1 - 7				SLOPE PROTECTION REINF.
A511	5	17	31 - 9	STR						HORIZ. STEM REINF.
A512	5	17	18 - 9	STR						HORIZ. STEM REINF.
A601	6	49	7 - 7	118	5 - 7	2 - 1				VERTICAL STEM REINF.
A602	6	49	9 - 0	118	5 - 2	1 - 0				STANDARD HOOK IN FOOTING
A603	6	3	10 - 11	104	4 - 5	3 - 4				KEEPER BLOCK REINF.
A604	6	6	8 - 2	104	1 - 6	3 - 5				KEEPER BLOCK REINF.
ABUTMENT NO. 2										
A401	4	6	7 - 10	104	1 - 7½	3 - 2				KEEPER BLOCK REINF.
A501	5	2	30 - 6	STR						HORIZONTAL STEM REINF.
A502	5	2	17 - 6	STR						HORIZONTAL STEM REINF.
A503	5	19	4 - 8	113	2 - 4	2 - 4				HORIZ. DOWEL BAR
A504	5	49	10 - 2	118	6 - 3	4 - 1				VERTICAL STEM REINF.
A505	5	49	4 - 10	118	3 - 11	1 - 0				STANDARD HOOK IN FOOTING
A506	5	49	5 - 6	104	1 - 7	2 - 0				VERTICAL BACKWALL REINF.
A507	5	24	6 - 10	104	2 - 11	2 - 0				PEDESTAL REINF.
A508	5	24	6 - 0	104	2 - 1	2 - 0				PEDESTAL REINF.
A510	5	34	3 - 2	118	1 - 7	1 - 7				SLOPE PROTECTION REINF.
A511	5	17	31 - 9	STR						HORIZONTAL STEM REINF.
A512	5	17	18 - 9	STR						HORIZONTAL STEM REINF.
A603	6	3	10 - 11	104	4 - 5	3 - 4				KEEPER BLOCK REINF.
A604	6	6	8 - 2	104	1 - 6	3 - 5				KEEPER BLOCK REINF.
A701	7	49	6 - 10	118	5 - 7	1 - 2				STANDARD HOOK IN FOOTING
A702	7	49	7 - 3	118	5 - 5	2 - 1				VERTICAL STEM REINF.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

	BY	DATE
PROJ. MANAGER L. TIMBERLAKE		
DESIGN-DETAILED	NRW	6/09
CHECKED-REVIEWED	RAM	9/09
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

REINFORCING SCHEDULE - 2

SHEET NUMBER
47
OF 87

Filename: 047_Reinforcing Schedule 2.dgn Division: BRIDGE Username: mcundiff Date:10/12/2010

MARK	SIZE	NO.	LENGTH FT - IN	TYPE	A FT - IN	B FT - IN	C FT - IN	D FT - IN	E FT - IN	REMARKS
RETAINING WALL NO. 1 FOOTING										
RF501	5	66	9 - 6	STR						BOT. TRANS. REINF.
RF502	5	5	5 - 10	STR						BOT. TRANS. REINF.
RF503	5	4	8 - 10	STR						BOT. TRANS. REINF.
RF504	5	1	7 - 5	STR						BOT. TRANS. REINF.
RF505	5	1	6 - 6	STR						BOT. TRANS. REINF.
RF506	5	1	5 - 7	STR						BOT. TRANS. REINF.
RF507	5	1	4 - 8	STR						BOT. TRANS. REINF.
RF508	5	1	3 - 9	STR						BOT. TRANS. REINF.
RF509	5	1	2 - 9	STR						BOT. TRANS. REINF.
RF510	5	1	2 - 3	STR						BOT. TRANS. REINF.
RF511	5	11	31 - 10	STR						BOT. LONG. REINF.
RF512	5	11	32 - 10	STR						TOP LONG. REINF.
RF513	5	1	22 - 10	STR						BOT. LONG. REINF.
RF514	5	1	23 - 3	STR						BOT. LONG. REINF.
RF515	5	1	23 - 8	STR						BOT. LONG. REINF.
RF516	5	1	24 - 1	STR						BOT. LONG. REINF.
RF517	5	1	24 - 5	STR						BOT. LONG. REINF.
RF518	5	1	24 - 10	STR						BOT. LONG. REINF.
RF519	5	1	25 - 3	STR						BOT. LONG. REINF.
RF520	5	1	25 - 8	STR						BOT. LONG. REINF.
RF521	5	1	26 - 0	STR						BOT. LONG. REINF.
RF522	5	1	26 - 5	STR						BOT. LONG. REINF.
RF523	5	1	25 - 8	STR						BOT. LONG. REINF.
RF524	5	1	24 - 7	STR						TOP LONG. REINF.
RF525	5	1	25 - 0	STR						TOP LONG. REINF.
RF526	5	1	25 - 5	STR						TOP LONG. REINF.
RF527	5	1	25 - 10	STR						TOP LONG. REINF.
RF528	5	1	26 - 2	STR						TOP LONG. REINF.
RF529	5	1	26 - 7	STR						TOP LONG. REINF.
RF530	5	1	27 - 0	STR						TOP LONG. REINF.
RF531	5	1	27 - 5	STR						TOP LONG. REINF.
RF532	5	1	27 - 9	STR						TOP LONG. REINF.
RF533	5	1	28 - 2	STR						TOP LONG. REINF.
RF534	5	1	27 - 5	STR						TOP LONG. REINF.
RF535	5	1	4 - 6	STR						BOT. LONG. REINF.
RF536	5	1	4 - 10	STR						BOT. LONG. REINF.
RF537	5	1	5 - 3	STR						BOT. LONG. REINF.
RF538	5	1	5 - 8	STR						BOT. LONG. REINF.
RF539	5	1	6 - 1	STR						BOT. LONG. REINF.
RF540	5	1	6 - 6	STR						BOT. LONG. REINF.
RF541	5	1	6 - 11	STR						BOT. LONG. REINF.
RF542	5	1	7 - 3	STR						BOT. LONG. REINF.
RF543	5	1	7 - 7	STR						BOT. LONG. REINF.
RF544	5	1	8 - 0	STR						BOT. LONG. REINF.
RF545	5	1	7 - 4	STR						BOT. LONG. REINF.
RF546	5	1	5 - 6	STR						TOP LONG. REINF.
RF547	5	1	5 - 10	STR						TOP LONG. REINF.
RF548	5	1	6 - 3	STR						TOP LONG. REINF.
RF549	5	1	6 - 8	STR						TOP LONG. REINF.
RF550	5	1	7 - 1	STR						TOP LONG. REINF.
RF551	5	1	7 - 6	STR						TOP LONG. REINF.
RF552	5	1	7 - 11	STR						TOP LONG. REINF.
RF553	5	1	8 - 3	STR						TOP LONG. REINF.
RF554	5	1	8 - 7	STR						TOP LONG. REINF.
RF555	5	1	9 - 0	STR						TOP LONG. REINF.
RF556	5	1	8 - 4	STR						TOP LONG. REINF.
RF557	5	1	6 - 1	STR						BOT. LONG. REINF.
RF558	5	1	7 - 1	STR						BOT. LONG. REINF.
RF559	5	1	8 - 1	STR						BOT. LONG. REINF.
RF560	5	1	9 - 2	STR						BOT. LONG. REINF.
RF561	5	1	10 - 2	STR						BOT. LONG. REINF.
RF562	5	1	11 - 2	STR						BOT. LONG. REINF.
RF563	5	1	12 - 2	STR						BOT. LONG. REINF.
RF564	5	1	13 - 2	STR						BOT. LONG. REINF.
RF565	5	1	14 - 2	STR						BOT. LONG. REINF.
RF566	5	1	14 - 7	STR						BOT. LONG. REINF.
RF567	5	1	14 - 3	STR						BOT. LONG. REINF.
RF568	5	1	7 - 10	STR						TOP LONG. REINF.
RF569	5	1	8 - 10	STR						TOP LONG. REINF.
RF570	5	1	9 - 10	STR						TOP LONG. REINF.
RF571	5	1	10 - 11	STR						TOP LONG. REINF.
RF572	5	1	11 - 11	STR						TOP LONG. REINF.
RF573	5	1	12 - 11	STR						TOP LONG. REINF.
RF574	5	1	13 - 11	STR						TOP LONG. REINF.
RF575	5	1	14 - 11	STR						TOP LONG. REINF.
RF576	5	1	15 - 11	STR						TOP LONG. REINF.
RF577	5	1	16 - 4	STR						TOP LONG. REINF.
RF578	5	1	16 - 0	STR						TOP LONG. REINF.
RF579	5	11	6 - 10	103	2 - 2	2 - 0	2 - 2	1 - 9		BOT. LONG. REINF.
RF580	5	11	6 - 7	103	2 - 2	2 - 0	2 - 2	1 - 3		BOT. LONG. REINF.
RF581	5	11	4 - 9	118	2 - 5	2 - 5				TOP LONG. REINF.
RF582	5	11	4 - 9	118	1 - 11	2 - 11				TOP LONG. REINF.

MARK	SIZE	NO.	LENGTH FT - IN	TYPE	A FT - IN	B FT - IN	C FT - IN	D FT - IN	E FT - IN	REMARKS
RETAINING WALL NO. 1 FOOTING (CONT.)										
RF701	7	70	9 - 6	STR						TOP TRANS. REINF.
RF702	7	5	5 - 10	STR						TOP TRANS. REINF.
RF703	7	4	8 - 10	STR						TOP TRANS. REINF.
RF704	7	1	7 - 5	STR						BOT. TRANS. REINF.
RF705	7	1	6 - 6	STR						BOT. TRANS. REINF.
RF706	7	1	5 - 7	STR						BOT. TRANS. REINF.
RF707	7	1	4 - 8	STR						BOT. TRANS. REINF.
RF708	7	1	3 - 9	STR						BOT. TRANS. REINF.
RF709	7	1	2 - 9	STR						BOT. TRANS. REINF.
RF710	7	1	2 - 3	STR						BOT. TRANS. REINF.
RF720	7	24	4 - 0	STR						EXIST. FOOTING ATTACHMENT
RETAINING WALL NO. 2 FOOTING										
RF501	5	61	9 - 6	STR						BOT. TRANS. REINF.
RF583	5	6	6 - 4	STR						BOT. TRANS. REINF.
RF584	5	4	8 - 1	STR						BOT. TRANS. REINF.
RF585	5	1	11 - 2	STR						BOT. TRANS. REINF.
RF586	5	1	7 - 5	STR						BOT. TRANS. REINF.
RF587	5	1	6 - 4	STR						BOT. TRANS. REINF.
RF588	5	1	5 - 4	STR						BOT. TRANS. REINF.
RF589	5	1	4 - 4	STR						BOT. TRANS. REINF.
RF590	5	1	3 - 4	STR						BOT. TRANS. REINF.
RF591	5	1	2 - 4	STR						BOT. TRANS. REINF.
RF592	5	2	52 - 6	STR						LONG. REINF.
RF593	5	2	53 - 1	STR						LONG. REINF.
RF594	5	2	53 - 8	STR						LONG. REINF.
RF595	5	2	54 - 3	STR						LONG. REINF.
RF596	5	2	54 - 10	STR						LONG. REINF.
RF597	5	2	55 - 8	STR						LONG. REINF.
RF598	5	2	56 - 0	STR						LONG. REINF.
RF599	5	2	56 - 7	STR						LONG. REINF.
RF5100	5	2	57 - 2	STR						LONG. REINF.
RF5101	5	2	57 - 7	STR						LONG. REINF.
RF5102	5	2	57 - 1	STR						LONG. REINF.
RF5103	5	2	8 - 2	STR						LONG. REINF.
RF5104	5	2	9 - 8	STR						LONG. REINF.
RF5105	5	2	11 - 2	STR						LONG. REINF.
RF5106	5	2	12 - 9	STR						LONG. REINF.
RF5107	5	2	14 - 3	STR						LONG. REINF.
RF5108	5	2	15 - 9	STR						LONG. REINF.
RF5109	5	2	17 - 3	STR						LONG. REINF.
RF5110	5	2	18 - 9	STR						LONG. REINF.
RF5111	5	2	20 - 2	STR						LONG. REINF.
RF5112	5	2	21 - 8	STR						LONG. REINF.
RF5113	5	2	20 - 8	STR						LONG. REINF.
RF701	7	61	9 - 6	STR						TOP TRANS. REINF.
RF711	7	6	6 - 4	STR						TOP TRANS. REINF.
RF712	7	4	8 - 1	STR						TOP TRANS. REINF.
RF713	7	1	11 - 2	STR						TOP TRANS. REINF.
RF714	7	1	7 - 5	STR						TOP TRANS. REINF.
RF715	7	1	6 - 4	STR						TOP TRANS. REINF.
RF716	7	1	5 - 4	STR						TOP TRANS. REINF.
RF717	7	1	4 - 4	STR						TOP TRANS. REINF.
RF718	7	1	3 - 4	STR						TOP TRANS. REINF.
RF719	7	1	2 - 3	STR						TOP TRANS. REINF.
RF720	7	24	4 - 0	STR						EXIST. FOOTING ATTACHMENT

NOTES:

1. All dimensions are out-to-out of bar.
2. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.
3. Reinforcing Bar: ASTM A615/A615M, Grade 60, unless noted otherwise.

(*) - Denotes Corrosion Resistant Reinforcing System.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

PROJ. MANAGER	L. TIMBERLAKE	
DESIGN-DETAILED	NRW	6/09
CHECKED-REVIEWED	RAM	9/09
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

REINFORCING SCHEDULE - 3

SHEET NUMBER

48

OF 87

Filename: 048_Reinforcing Schedule 3.dgn Division: BRIDGE Username: mcundiff Date:10/12/2010

Filename: 049_Reinforcing Schedule 4.dgn Username: mcundiff Division: BRIDGE Date:10/12/2010

RETAINING WALL NO. 1

MARK	SIZE	NO.	LENGTH FT - IN	TYPE	A FT - IN	B FT - IN	C FT - IN	D FT - IN	E FT - IN	REMARKS
R501	5	69	4 - 10	118	3 - 11	0 - 10				STANDARD HOOK IN FOOTING
R502	5	1	5 - 11	118	5 - 1	0 - 10				STANDARD HOOK IN FOOTING
R503	5	1	6 - 2	118	5 - 4	0 - 10				STANDARD HOOK IN FOOTING
R504	5	1	6 - 6	118	5 - 8	0 - 10				STANDARD HOOK IN FOOTING
R505	5	1	6 - 10	118	6 - 0	0 - 10				STANDARD HOOK IN FOOTING
R506	5	1	7 - 2	118	6 - 4	0 - 10				STANDARD HOOK IN FOOTING
R507	5	1	7 - 6	118	6 - 9	0 - 10				STANDARD HOOK IN FOOTING
R508	5	1	7 - 10	118	7 - 1	0 - 10				STANDARD HOOK IN FOOTING
R509	5	1	8 - 3	118	7 - 5	0 - 10				STANDARD HOOK IN FOOTING
R510	5	1	8 - 7	118	7 - 9	0 - 10				STANDARD HOOK IN FOOTING
R511	5	1	8 - 11	118	8 - 1	0 - 10				STANDARD HOOK IN FOOTING
R512	5	1	9 - 3	118	8 - 6	0 - 10				STANDARD HOOK IN FOOTING
R513	5	1	7 - 1	STR						VERTICAL REINF.
R514	5	1	7 - 5	STR						VERTICAL REINF.
R515	5	1	7 - 10	STR						VERTICAL REINF.
R516	5	1	8 - 2	STR						VERTICAL REINF.
R517	5	1	8 - 6	STR						VERTICAL REINF.
R518	5	1	8 - 10	STR						VERTICAL REINF.
R519	5	1	9 - 3	STR						VERTICAL REINF.
R520	5	1	9 - 7	STR						VERTICAL REINF.
R521	5	1	9 - 11	STR						VERTICAL REINF.
R522	5	1	10 - 3	STR						VERTICAL REINF.
R523	5	1	10 - 7	STR						VERTICAL REINF.
R524	5	1	11 - 0	STR						VERTICAL REINF.
R525	5	1	11 - 4	STR						VERTICAL REINF.
R526	5	1	11 - 8	STR						VERTICAL REINF.
R527	5	1	12 - 0	STR						VERTICAL REINF.
R528	5	1	12 - 5	STR						VERTICAL REINF.
R529	5	1	12 - 9	STR						VERTICAL REINF.
R530	5	5	12 - 8	STR						VERTICAL REINF.
R531	5	34	10 - 11	STR						VERTICAL REINF.
R532	5	15	9 - 8	STR						VERTICAL REINF.
R533	5	6	31 - 9	STR						HORIZ. REINF.
R534	5	2	31 - 8	STR						HORIZ. REINF.
R535	5	2	28 - 10	STR						HORIZ. REINF.
R536	5	2	26 - 0	STR						HORIZ. REINF.
R537	5	2	23 - 2	STR						HORIZ. REINF.
R538	5	2	20 - 3	STR						HORIZ. REINF.
R539	5	2	17 - 5	STR						HORIZ. REINF.
R540	5	2	14 - 7	STR						HORIZ. REINF.
R541	5	2	11 - 9	STR						HORIZ. REINF.
R542	5	2	8 - 11	STR						HORIZ. REINF.
R543	5	2	6 - 1	STR						HORIZ. REINF.
R544	5	22	25 - 7	STR						HORIZ. REINF.
R545	5	22	5 - 8	119	2 - 10	2 - 10	1 - 11½			HORIZ. REINF.
R546	5	22	5 - 6	STR						HORIZ. REINF.
R547	5	10	13 - 6	STR						HORIZ. REINF.
R548	5	10	14 - 7	STR						HORIZ. REINF.
R601	6	1	4 - 8	STR						VERTICAL REINF.
R602	6	1	5 - 0	STR						VERTICAL REINF.
R603	6	1	5 - 5	STR						VERTICAL REINF.
R604	6	1	5 - 9	STR						VERTICAL REINF.
R605	6	1	6 - 1	STR						VERTICAL REINF.
R606	6	1	6 - 5	STR						VERTICAL REINF.
R607	6	1	6 - 10	STR						VERTICAL REINF.
R608	6	1	7 - 2	STR						VERTICAL REINF.
R609	6	1	7 - 6	STR						VERTICAL REINF.
R610	6	1	7 - 10	STR						VERTICAL REINF.
R611	6	1	8 - 2	STR						VERTICAL REINF.
R612	6	1	8 - 7	STR						VERTICAL REINF.
R613	6	1	8 - 11	STR						VERTICAL REINF.
R614	6	1	9 - 3	STR						VERTICAL REINF.
R615	6	1	9 - 7	STR						VERTICAL REINF.
R616	6	1	10 - 0	STR						VERTICAL REINF.
R617	6	1	10 - 4	STR						VERTICAL REINF.
R618	6	5	10 - 5	STR						VERTICAL REINF.
R619	6	13	8 - 8	STR						VERTICAL REINF.
R620	6	19	8 - 4	STR						VERTICAL REINF.
R621	6	14	7 - 1	STR						VERTICAL REINF.
R801	8	67	8 - 2	118	6 - 9	1 - 4				STANDARD HOOK IN FOOTING
R802	8	1	6 - 6	118	5 - 1	1 - 4				STANDARD HOOK IN FOOTING
R803	8	1	6 - 9	118	5 - 4	1 - 4				STANDARD HOOK IN FOOTING
R804	8	1	7 - 1	118	5 - 8	1 - 4				STANDARD HOOK IN FOOTING
R805	8	1	7 - 5	118	6 - 0	1 - 4				STANDARD HOOK IN FOOTING
R806	8	1	7 - 9	118	6 - 4	1 - 4				STANDARD HOOK IN FOOTING
R807	8	1	8 - 2	118	6 - 9	1 - 4				STANDARD HOOK IN FOOTING
R808	8	1	8 - 6	118	7 - 1	1 - 4				STANDARD HOOK IN FOOTING
R809	8	1	8 - 10	118	7 - 5	1 - 4				STANDARD HOOK IN FOOTING
R810	8	1	9 - 2	118	7 - 9	1 - 4				STANDARD HOOK IN FOOTING
R811	8	1	9 - 6	118	8 - 1	1 - 4				STANDARD HOOK IN FOOTING
R812	8	1	9 - 11	118	8 - 6	1 - 4				STANDARD HOOK IN FOOTING

RETAINING WALL NO. 2

MARK	SIZE	NO.	LENGTH FT - IN	TYPE	A FT - IN	B FT - IN	C FT - IN	D FT - IN	E FT - IN	REMARKS
R501	5	71	4 - 10	118	3 - 11	0 - 10				STANDARD HOOK IN FOOTING
R549	5	1	8 - 8	118	7 - 10	0 - 10				STANDARD HOOK IN FOOTING
R550	5	1	8 - 11	118	8 - 1	0 - 10				STANDARD HOOK IN FOOTING
R551	5	1	9 - 3	118	8 - 5	0 - 10				STANDARD HOOK IN FOOTING
R552	5	1	9 - 6	118	8 - 8	0 - 10				STANDARD HOOK IN FOOTING
R553	5	1	7 - 3	STR						VERTICAL REINF.
R554	5	1	7 - 6	STR						VERTICAL REINF.
R555	5	1	7 - 9	STR						VERTICAL REINF.
R556	5	1	8 - 1	STR						VERTICAL REINF.
R557	5	1	8 - 4	STR						VERTICAL REINF.
R558	5	1	8 - 8	STR						VERTICAL REINF.
R559	5	1	8 - 11	STR						VERTICAL REINF.
R560	5	1	9 - 2	STR						VERTICAL REINF.
R561	5	1	9 - 6	STR						VERTICAL REINF.
R562	5	1	9 - 9	STR						VERTICAL REINF.
R563	5	1	10 - 0	STR						VERTICAL REINF.
R564	5	1	10 - 4	STR						VERTICAL REINF.
R565	5	1	10 - 7	STR						VERTICAL REINF.
R566	5	1	10 - 10	STR						VERTICAL REINF.
R567	5	57	10 - 9	STR						VERTICAL REINF.
R568	5	34	24 - 4	STR						HORIZ. REINF.
R569	5	2	22 - 9	STR						HORIZ. REINF.
R570	5	2	19 - 2	STR						HORIZ. REINF.
R571	5	2	15 - 7	STR						HORIZ. REINF.
R572	5	2	12 - 0	STR						HORIZ. REINF.
R573	5	2	8 - 5	STR						HORIZ. REINF.
R574	5	22	5 - 6	STR						HORIZ. REINF.
R575	5	22	4 - 8	119	3 - 5	3 - 0	1 - 4			HORIZ. REINF.
R576	5	11	14 - 10	STR						HORIZ. REINF.
R577	5	11	16 - 5	STR						HORIZ. REINF.
R622	6	1	4 - 10	STR						VERTICAL REINF.
R623	6	1	5 - 1	STR						VERTICAL REINF.
R624	6	1	5 - 4	STR						VERTICAL REINF.
R625	6	1	5 - 8	STR						VERTICAL REINF.
R626	6	1	5 - 11	STR						VERTICAL REINF.
R627	6	1	6 - 3	STR						VERTICAL REINF.
R628	6	1	6 - 6	STR						VERTICAL REINF.
R629	6	1	6 - 9	STR						VERTICAL REINF.
R630	6	1	7 - 1	STR						VERTICAL REINF.
R631	6	1	7 - 4	STR						VERTICAL REINF.
R632	6	1	7 - 7	STR						VERTICAL REINF.
R633	6	1	7 - 11	STR						VERTICAL REINF.
R634	6	1	8 - 2	STR						VERTICAL REINF.
R635	6	1	8 - 5	STR						VERTICAL REINF.
R636	6	20	8 - 6	STR						VERTICAL REINF.
R637	6	34	8 - 2	STR						VERTICAL REINF.
R801	8	68	8 - 2	118	6 - 9	1 - 4				STANDARD HOOK IN FOOTING
R813	8	1	9 - 3	118	7 - 10	1 - 4				STANDARD HOOK IN FOOTING
R814	8	1	9 - 6	118	8 - 1	1 - 4				STANDARD HOOK IN FOOTING
R815	8	1	9 - 10	118	8 - 5	1 - 4				STANDARD HOOK IN FOOTING
R816	8	1	10 - 1	118	8 - 8	1 - 4				STANDARD HOOK IN FOOTING

END RETURN WALL

MARK	SIZE	NO.	LENGTH FT - IN	TYPE	A FT - IN	B FT - IN	C FT - IN	D FT - IN	E FT - IN	REMARKS
ER501	5	2	9 - 0	STR						VERTICAL REINF.
ER502	5	2	8 - 5	STR						VERTICAL REINF.
ER503	5	2	7 - 5	STR						VERTICAL REINF.
ER504	5	2	6 - 6	STR						VERTICAL REINF.
ER505	5	2	5 - 6	STR						VERTICAL REINF.
ER506	5	2	4 - 7	STR						VERTICAL REINF.
ER507	5	2	3 - 8	STR						VERTICAL REINF.
ER508	5	2	2 - 8	STR						VERTICAL REINF.
ER509	5	2	11 - 11	119	1 - 11	10 - 0	7 - 1			VERTICAL REINF.
ER510	5	2	1 - 4	STR						HORIZ. REINF.
ER511	5	2	1 - 10	STR						HORIZ. REINF.
ER512	5	2	2 - 10	STR						HORIZ. REINF.
ER513	5	2	3 - 10	STR						HORIZ. REINF.
ER514	5	2	4 - 10	STR						HORIZ. REINF.
ER515	5	2	5 - 10	STR						HORIZ. REINF.
ER516	5	2	6 - 10	STR						HORIZ. REINF.
ER517	5	2	7 - 8	STR						HORIZ. REINF.

NOTES:

1. All dimensions are out-to-out of bar.
2. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.
3. Reinforcing Bar: ASTM A615/A615M, Grade 60, unless noted otherwise.

(*) - Denotes Corrosion Resistant Reinforcing System.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

PROJ. MANAGER	L. TIMBERLAKE		
DESIGN-DETAILED	NRW	6/09	
CHECKED-REVIEWED	RAM	9/09	
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

BY | DATE

SIGNATURE

P.E. NUMBER

DATE

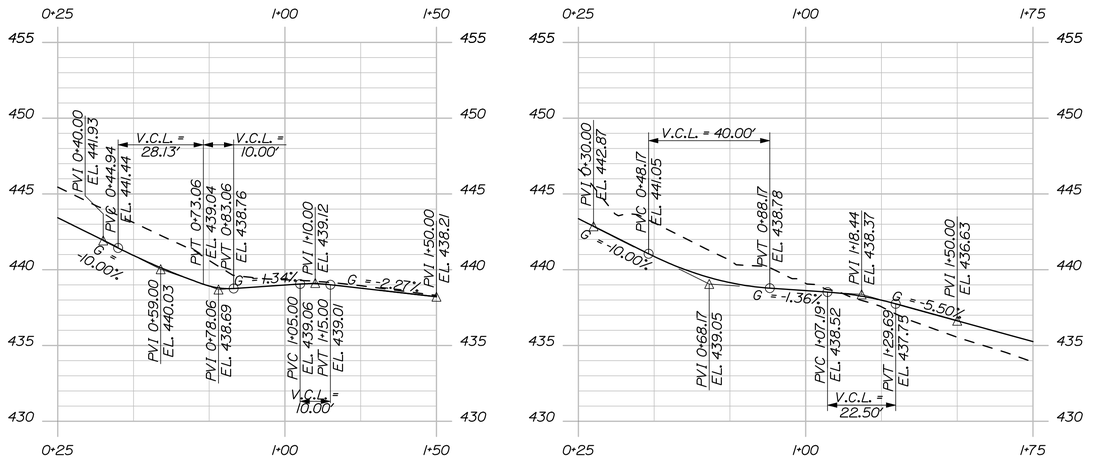
WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

REINFORCING SCHEDULE - 4

SHEET NUMBER

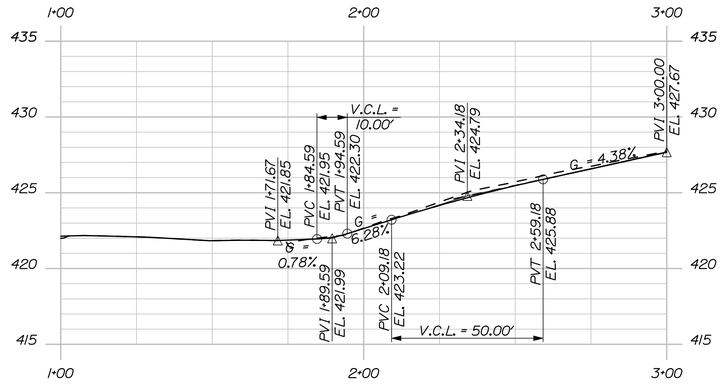
49

OF 87



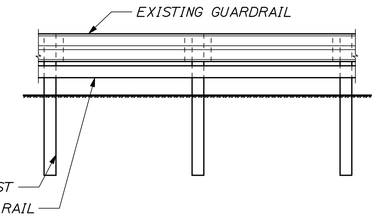
PROFILE "A" (LEAVITT STREET)

PROFILE "B"

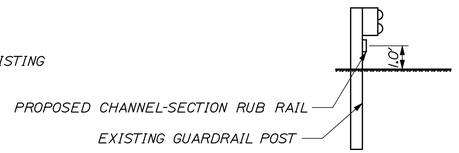


PROFILE "C" (NORTH MAIN STREET)

NOTES:
1. ALL MATERIAL, ASSEMBLY AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE AASHTO PUBLICATION "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE", MAY, 1995, AND DIVISION 606 OF THE MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
2. WHERE CALLED FOR, THE RUB-RAIL SHALL BE CURVED TO A RADIUS IN LIKE-MANNER TO THE STANDARD RAIL PANEL. NO SEPARATE PAYMENT WILL BE MADE. ADJUSTED GUARDRAIL WITH ADDED RUB RAIL WILL BE PAID FOR UNDER ITEM 606.362.
3. ALL STRAIGHT AND CURVED TYPE 3 RAIL WITH RUB-RAIL WILL BE PAID FOR UNDER ITEM NO. 606.23.



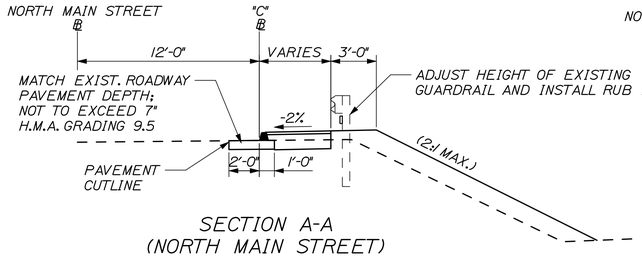
ELEVATION VIEW



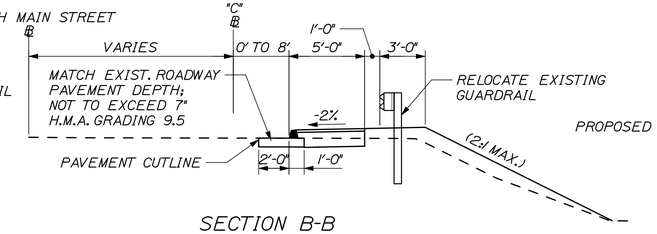
SECTION

GUARDRAIL WITH RUB RAIL

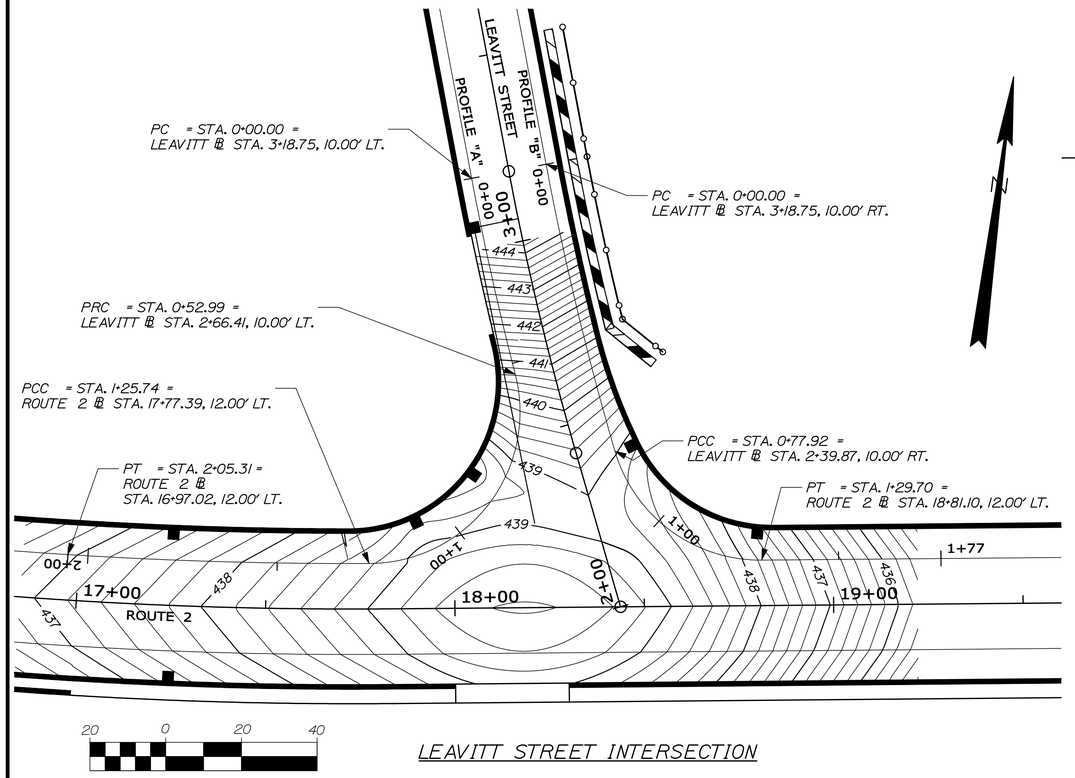
HORIZ: 25 0 25 50
VERT: 5 0 5 10



SECTION A-A
(NORTH MAIN STREET)

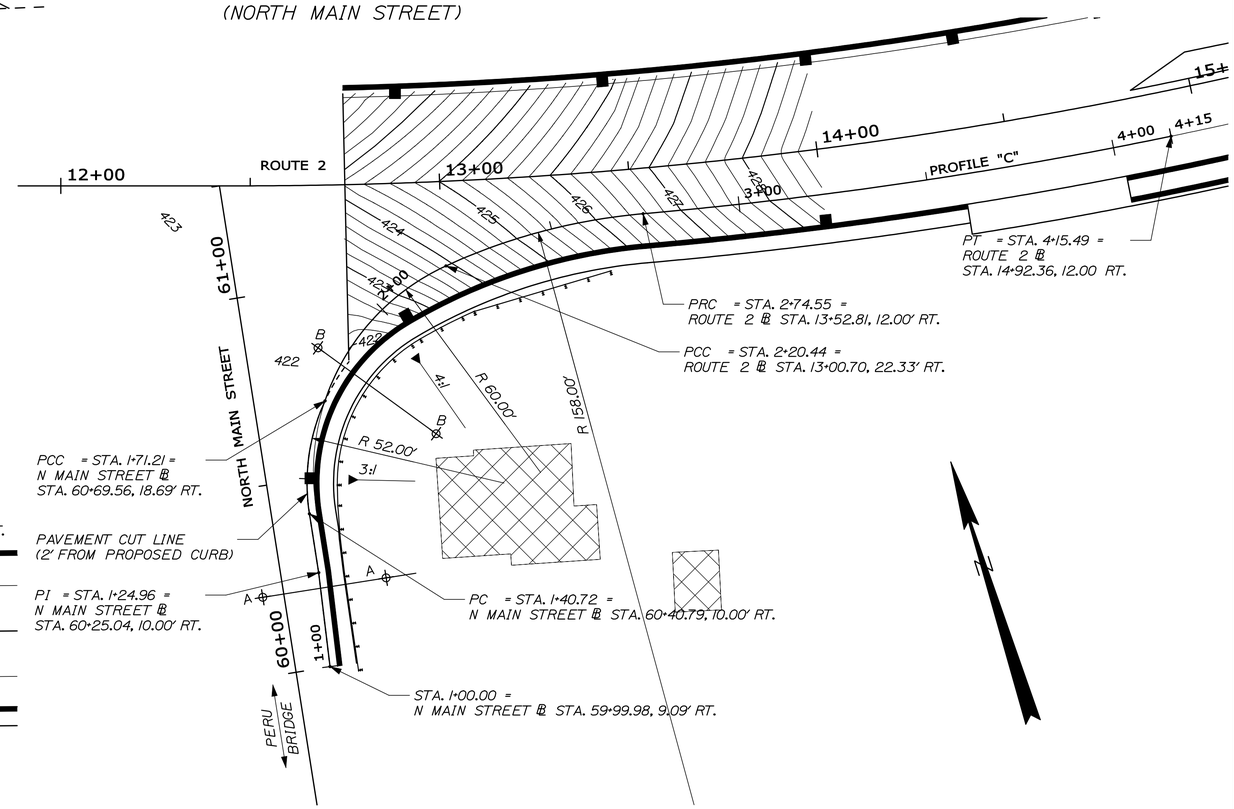


SECTION B-B
(NORTH MAIN STREET)



LEAVITT STREET INTERSECTION

SCALE 20 0 20 40



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

		SIGNATURE	P.E. NUMBER	DATE
PROJ. MANAGER	L. TIMBERLAKE			
DESIGN-DETAILED	LEM			
CHECKED-REVIEWED	DAM			
DESIGN2-DETAILED2	-			
DESIGN3-DETAILED3	-			

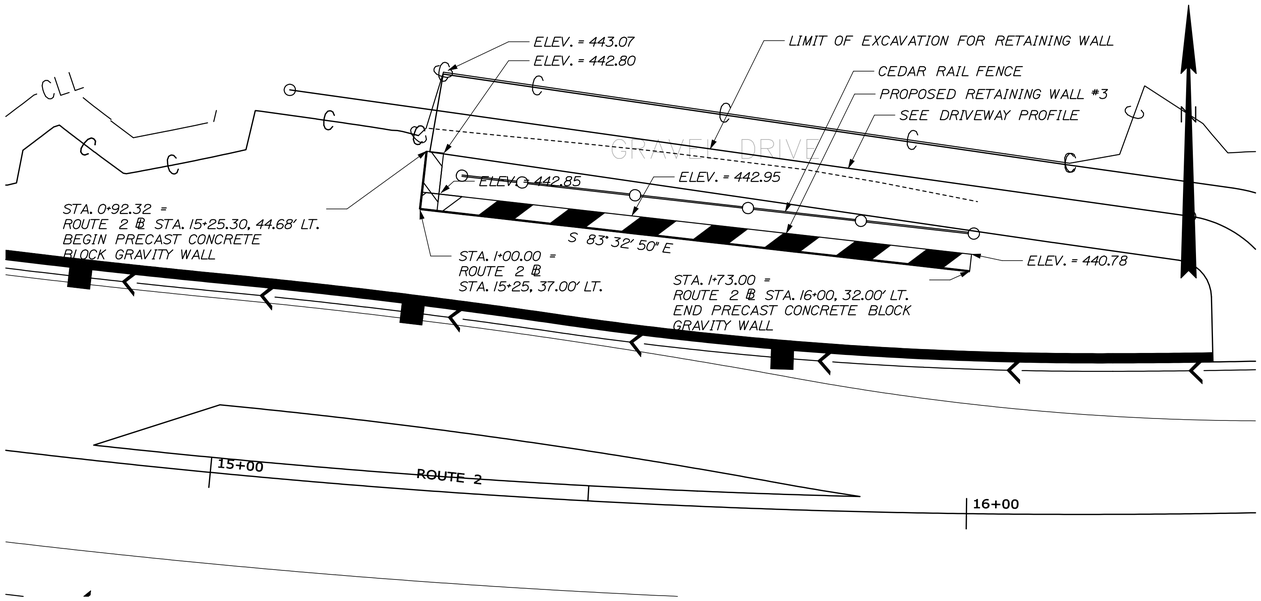
	BY	DATE
REVISIONS 1	MPC	06\10
REVISIONS 2	-	06\10
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

INTERSECTION GRADING PLANS

SHEET NUMBER
50
OF 87

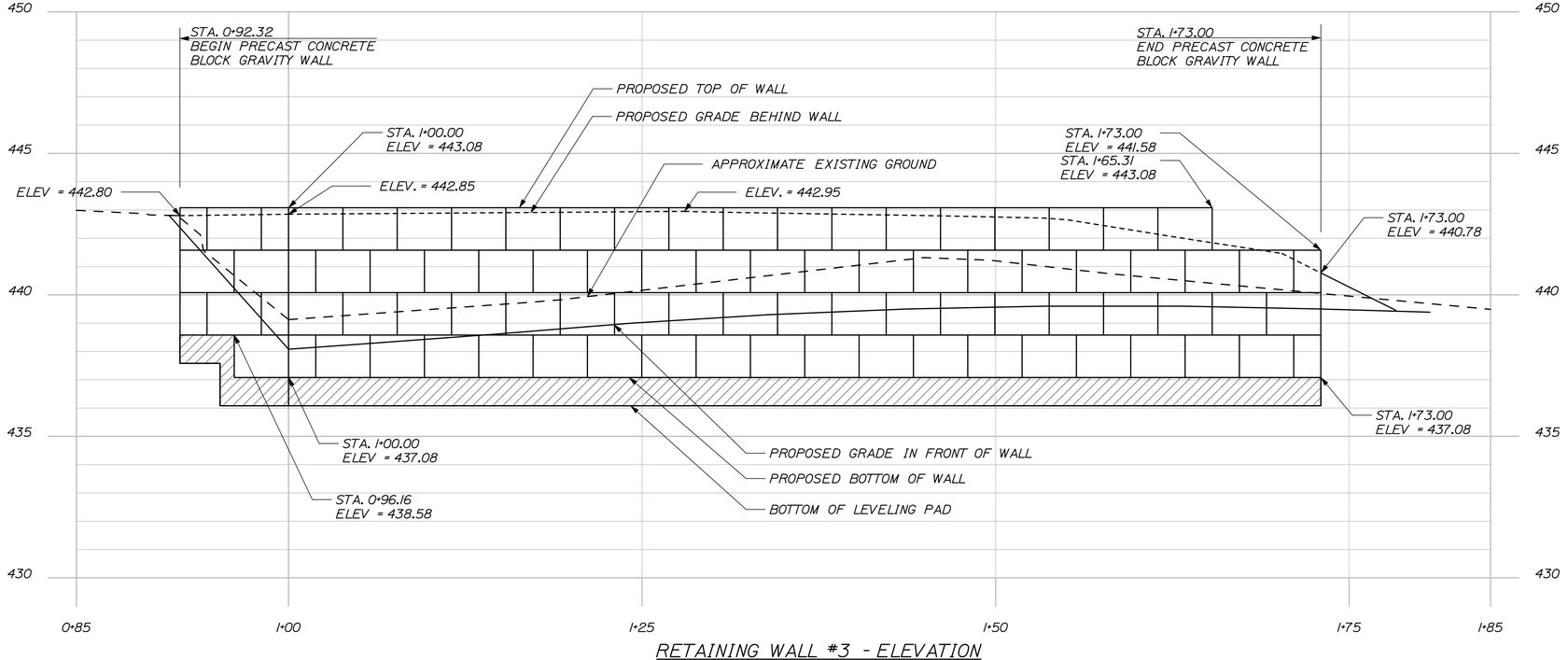
Filename: 050_IntersectionGrading-REV.dgn Division: BRIDGE Username: mcundiff Date:10/12/2010



RETAINING WALL #3 - PLAN

10 0 10 20

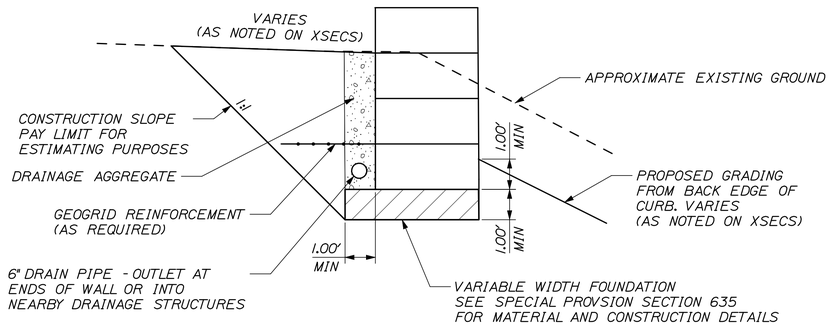
1" = 10'



RETAINING WALL #3 - ELEVATION

HORIZ: 5 0 5 10

VERT: 2.5 0 2.5 5



PRECAST CONCRETE BLOCK GRAVITY WALL - TYPICAL SECTION

N.T.S

NOTE:
1. SEE PLAN AND ELEVATION FOR LOCATION AND HEIGHT OF PROPOSED RETAINING WALLS.
2. 1'-6" HIGH X 46 1/8" LONG X 41" WIDE BLOCK USED FOR LAYOUT PURPOSES.

NOTES

1. THE CONTRACTOR SHALL PROVIDE A PRECAST CONCRETE BLOCK GRAVITY WALL OR A PRECAST AGGREGATE-FILLED CONCRETE BLOCK GRAVITY WALL IN ACCORDANCE WITH SPECIAL PROVISION 635 FOR THE RELEVANT WALL SYSTEM. PRECAST CONCRETE BLOCK GRAVITY WALLS SHALL BE DESIGNED AND STAMPED BY A LICENSED PROFESSIONAL ENGINEER AND THE DESIGN SHALL BE SUBMITTED TO THE RESIDENT FOR REVIEW. PLAN DETAILS ARE SHOWN FOR ESTIMATING PURPOSES ONLY.
2. THE PRECAST BLOCKS UNITS SHALL BE "REDI-ROCK" AS PRODUCED BY A LICENSED MANUFACTURER OF "REDI-ROCK" WALL SYSTEMS, OR "STONESTRONG" AS PRODUCED BY A LICENSED MANUFACTURER OF "STONESTRONG SYSTEMS.
3. BACKFILL AND FOUNDATION SOIL PARAMETERS FOR USE IN THE SUBMITTED DESIGN SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISION FOR THIS WALL.
4. THE PRECAST CONCRETE BLOCK GRAVITY WALL SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4TH EDITION, WITH 2008 INTERIMS.
5. THE APPLIED FACTORED BEARING PRESSURE FOR PRECAST CONCRETE BLOCK GRAVITY WALL SHALL NOT EXCEED 7.4 KSF FOR A REINFORCED WALL OR 3.6 KSF FOR AN UNREINFORCED WALL, FOR THE STRENGTH LIMIT STATE.
6. ALL BLOCKS AT THE ENDS OF THE WALL(S) MUST BE FINISHED ON THREE SIDES: THE FRONT, THE TOP AND THE EXPOSED END. BLOCKS WITH EXPOSED SURFACES AT THE ENDS AND TOP OF THE WALL MUST BE MANUFACTURED FOR THIS PURPOSE AND MUST BE FINISHED TO MATCH THE FACE OF THE BLOCKS
7. PIPED DRAINAGE SHALL BE INCLUDED IN THE DESIGN OF THE WALLS. WALL DRAINAGE WILL BE INCIDENTAL TO CONSTRUCTION OF THE WALL.
8. A MINIMUM EMBEDMENT DEPTH OF 1 FOOT IS REQUIRED IN THE DESIGN AND CONSTRUCTION OF THE PRECAST CONCRETE BLOCK GRAVITY WALL.
9. THE FACE QUANTITY OF PRECAST CONCRETE BLOCK WALL WILL BE APPROVED BY THE PROJECT GEOTECHNICAL ENGINEER.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

	SIGNATURE	P.E. NUMBER	DATE
PROJ. MANAGER L. TIMBERLAKE			
DESIGN-DETAILED LEM	MPC	-	06\10
CHECKED-REVIEWED DAM		-	06\10
DESIGN2-DETAILED2		-	
DESIGN3-DETAILED3		-	
REVISIONS 1		-	
REVISIONS 2		-	
REVISIONS 3		-	
REVISIONS 4		-	
FIELD CHANGES		-	

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

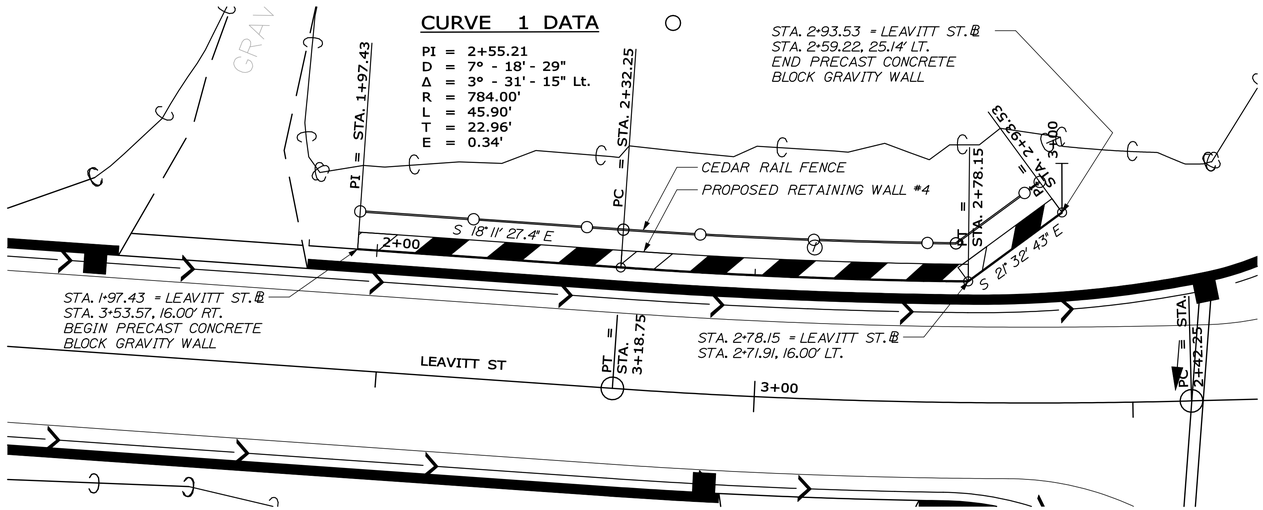
RETAINING WALL DETAILS - 1

SHEET NUMBER

51

OF 87

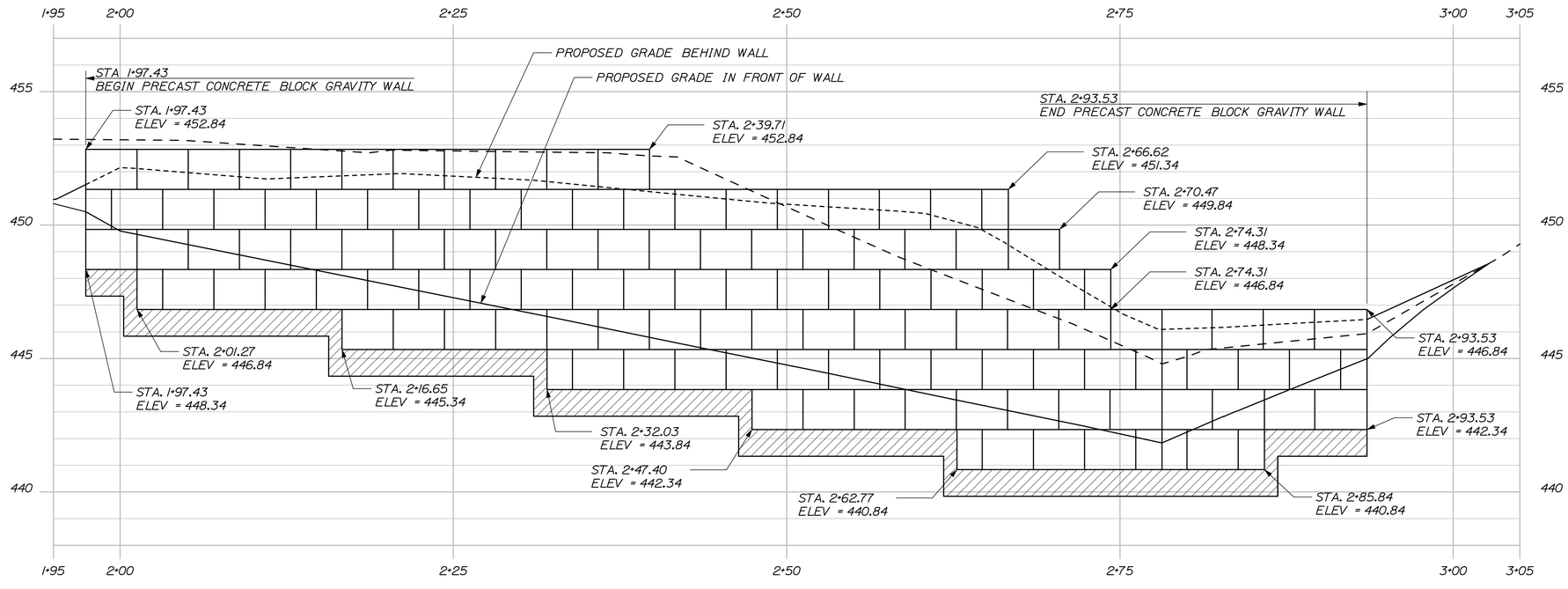
Filename: 051_RetainingWall.dgn Username: mcundiff Division: HIGHWAY Date:6/30/2010



RETAINING WALL #4 - PLAN

10 0 10 20

1" = 10'



RETAINING WALL #4 - ELEVATION

HORIZ: 5 0 5 10

VERT: 2.5 0 2.5 5

NOTE:
SEE "RETAINING WALL DETAILS - 1" FOR PRECAST CONCRETE BLOCK GRAVITY WALL TYPICAL SECTION AND GENERAL NOTES.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	L. TIMBERLAKE	
DESIGN-DETAILED	LEM	06\10
CHECKED-REVIEWED	DAM	06\10
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

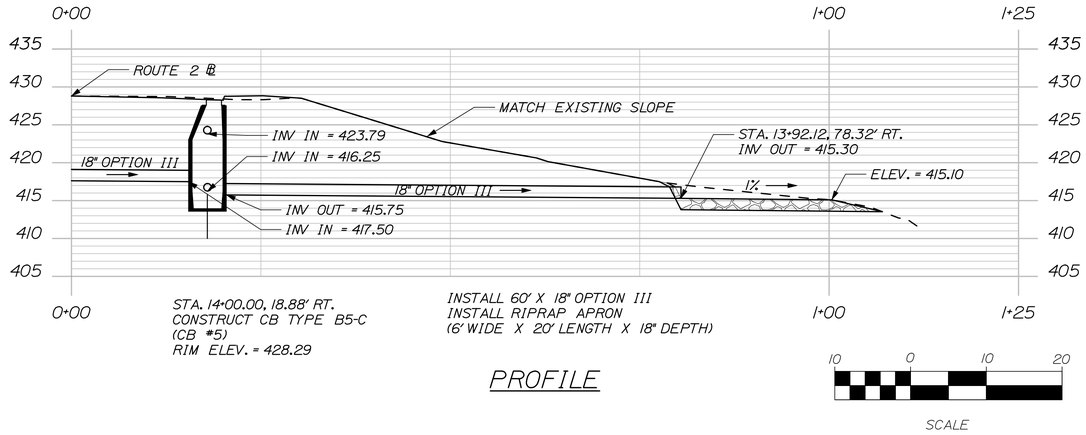
RETAINING WALL DETAILS - 2

SHEET NUMBER

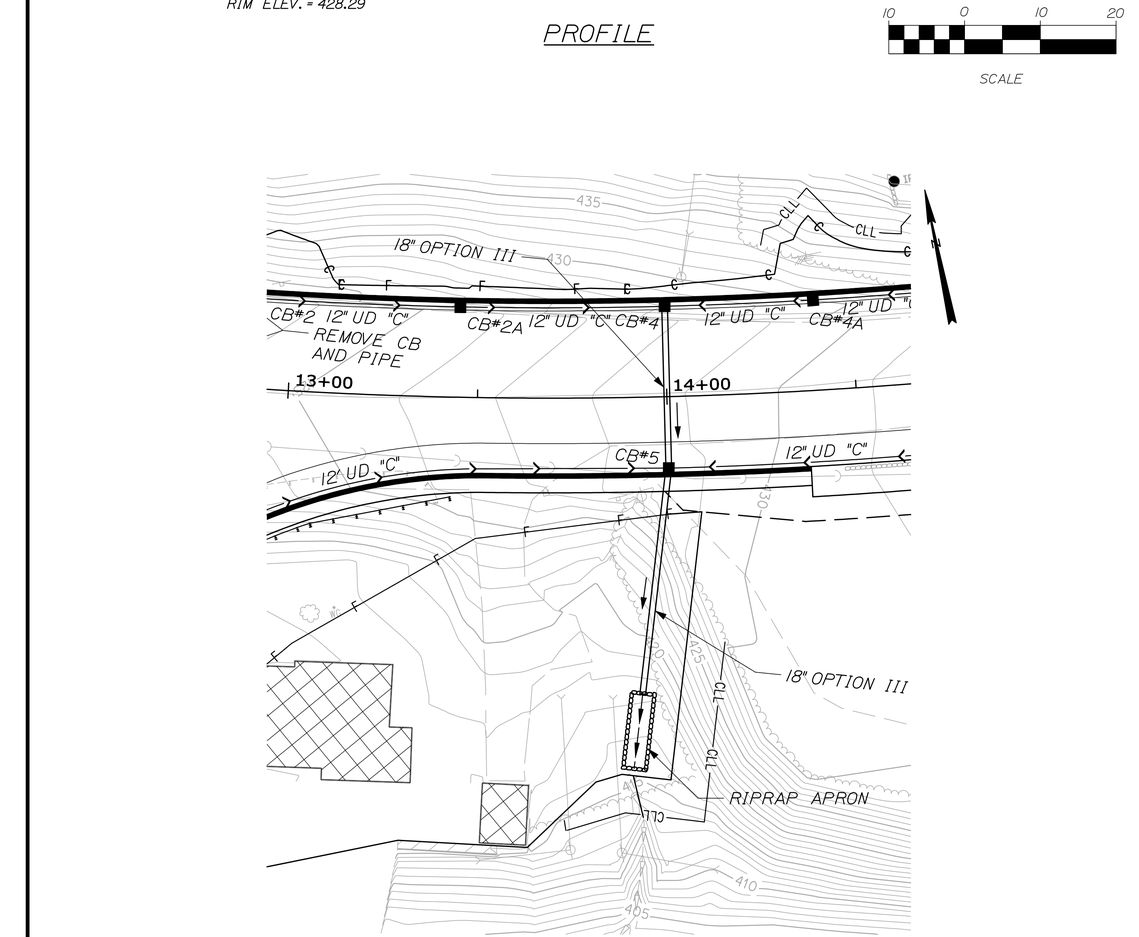
52

OF 87

Filename: 052_RetainingWall.dgn Division: HIGHWAY Username: mcundiff Date:6/30/2010

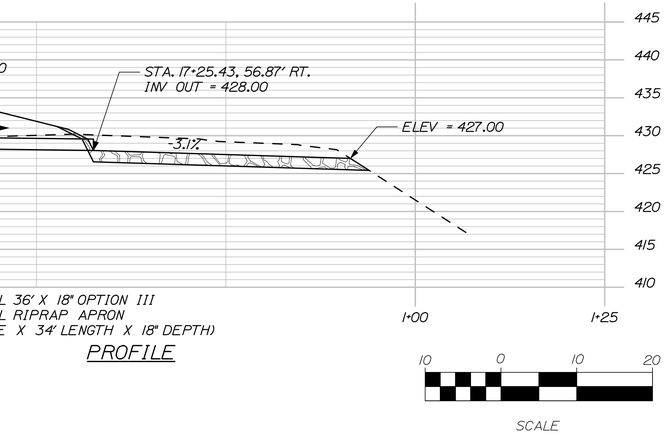


PROFILE

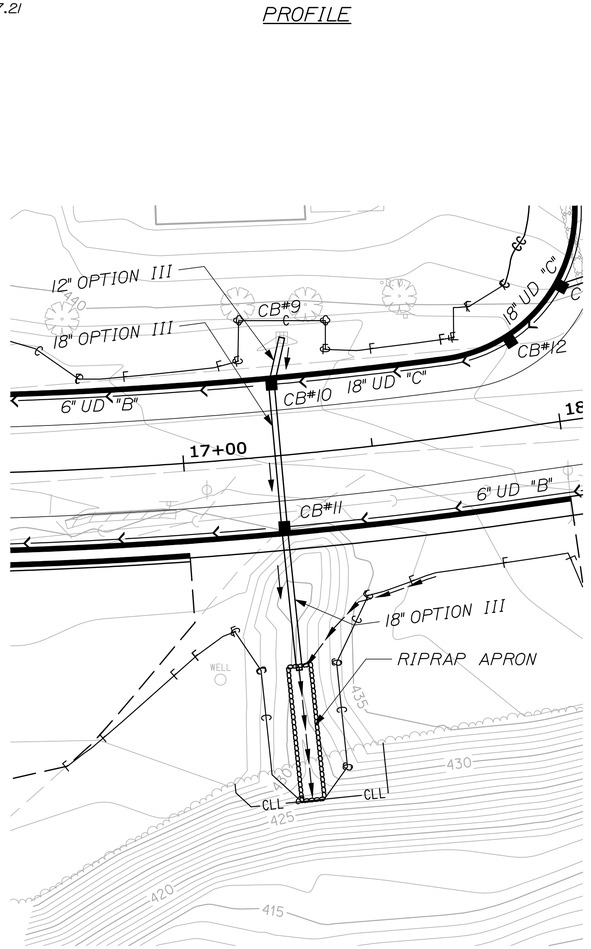


PLAN

STORM WATER OUTFALL: STA. 14+00, RT



PROFILE



PLAN

STORM WATER OUTFALL: STA. 17+25, RT

SCALE

SCALE

SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	L. TIMBERLAKE	
DESIGN-DETAILED	LEM	06\10
CHECKED-REVIEWED	MPC	06\10
DESIGN2-DETAILED2	DAM	- -
DESIGN3-DETAILED3	- -	- -
REVISIONS 1	- -	- -
REVISIONS 2	- -	- -
REVISIONS 3	- -	- -
REVISIONS 4	- -	- -
FIELD CHANGES	- -	- -

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

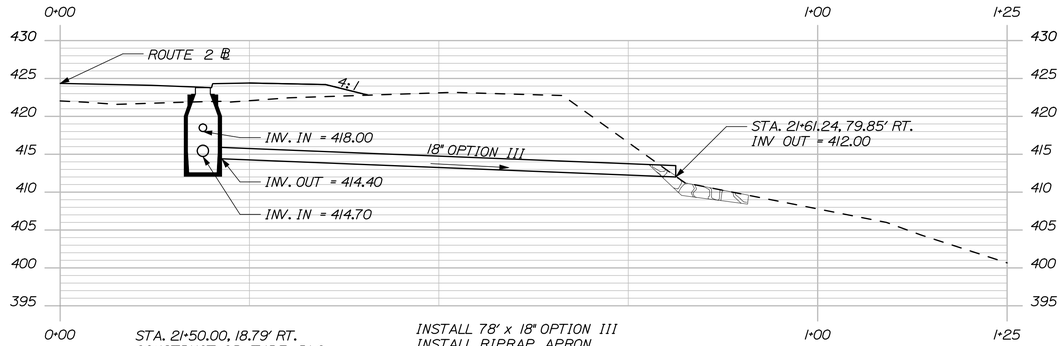
MISCELLANEOUS DETAILS - 1

SHEET NUMBER

53

OF 87

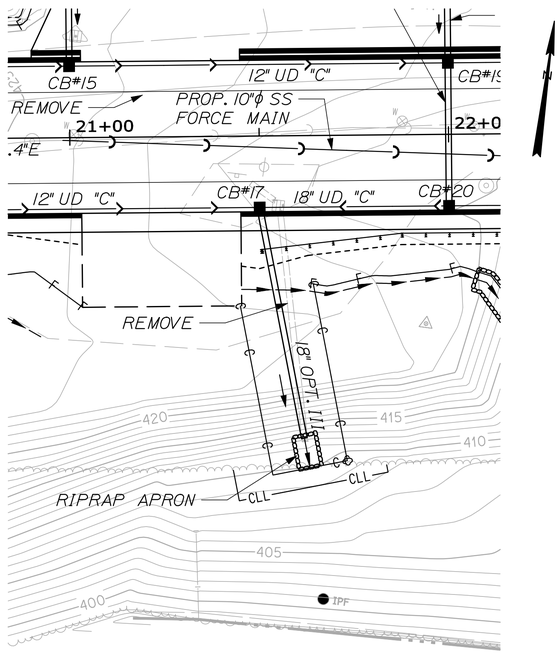
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PROFILE



SCALE

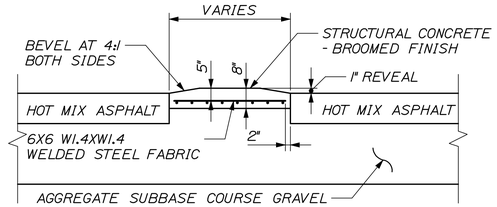


PLAN

STORM WATER OUTFALL: STA. 21+50, RT



SCALE

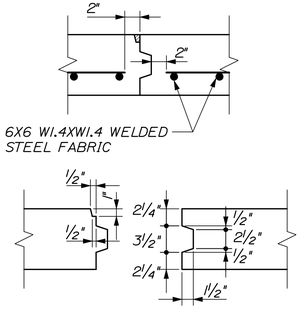


CONCRETE MEDIAN ISLAND DETAIL

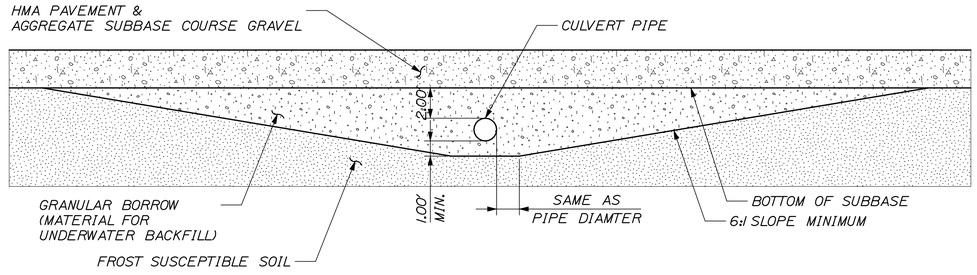
STA. 14+84.33 TO 15+85.89

NOTES:

1. SEE SPECIAL PROVISION, SECTION 502, STRUCTURAL CONCRETE ROADWAY MEDIAN, 8" THICK, FOR CONSTRUCTION REQUIREMENTS.
2. SEE GEOMETRIC PLANS FOR EXACT LIMITS OF CONCRETE MEDIAN ISLAND.
3. SAWCUT AND SEAL 2" DEEP TRANSVERSE CONTROL JOINTS AT A 10 FT. MAX. INTERVAL.



CONSTRUCTION JOINT DETAIL
(CONCRETE MEDIAN ISLAND)



CROSS CULVERT IN FROST SUSCEPTIBLE SOILS

NOT SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

	SIGNATURE	P.E. NUMBER	DATE
BY	MPC	-	-
DATE	06\10	-	-
BY	MPC	-	-
DATE	06\10	-	-
PROJ. MANAGER	L. TIMBERLAKE	-	-
DESIGN-DETAILED	LEM	-	-
CHECKED-REVIEWED	DAM	-	-
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

MISCELLANEOUS DETAILS - 2

SHEET NUMBER

54

OF 87

Filename: 054_MISC Details2.dgn Division: HIGHWAY Username: mcundiff Date:6/30/2010

Filename: 055_HDPlan-REV.dgn Division: BRIDGE Username: mcundiff Date:10/12/2010

ITEM 527.303 ENERGY ABSORBING SYSTEM (ET-2,000) EA
STA. 13+07.33, 34.70 RT. 1

ITEM 606.362 GUARDRAIL ADJUSTED - INSTALL RUB RAIL LENGTH
STA. 59+97.83, 16.37 RT. TO STA. 60+46.99, 18.44 RT. 49.24'

ITEM 606.232 GUARDRAIL TYPE 3C - OVER 15 FT RADIUS RADIUS LENGTH
STA. 12+71.44, 79.37 RT. TO STA. 12+93.21, 41.39 RT. 44.00' 46.46'
STA. 12+93.21, 41.39 RT. TO STA. 13+07.33, 34.70 RT. 144.00' 16.04'

ITEM 635.31 PRECAST CONCRETE BLOCK GRAVITY WALL SF
STA. 15+25.30, 44.68 LT., TO STA. 16+00.00, 32.00 LT. 467

ITEM 202.15 REMOVE MANHOLE OR CATCH BASIN
STA. 12+89.0, LT.
STA. 60+71.3, RT.

U.S. ROUTE 2 CONSTRUCTION BASELINE STA. 12+75.00
BEGIN PROJECT STP-1514(300)X
BEGIN FULL DEPTH RECONSTRUCTION
MATCH EXISTING PAVEMENT

CURVE DATA

PI = 15+20.13
D = 4° - 46' - 28.7"
Δ = 25° - 34' - 31.3" Lt.
R = 1200.00'
L = 535.65'
T = 272.36'
E = 30.52'

U.S. ROUTE 2 CONSTRUCTION BASELINE STA. 10+00.00
LIMIT OF WORK
(STRIPING)

PC = STA. 12+47.77

U.S. ROUTE 2 (RIVER ROAD) ℄ Sta. 12+41.869 =
NORTH MAIN STREET ℄ Sta. 61+29.990

CONSTRUCTION ℄ S72°26'45.2"E

98°57'16.1"

CONSTRUCTION ℄ N8°35'58.7"E

RONALD W. MCINTIRE

RUSSELL T. MOODY

REMOVE

CEDAR RAIL FENCE

RETAINING WALL #3
SEE SPECIAL DETAILS

CONCRETE MEDIAN ISLAND

R=500'

R=894.12'

12" UD "C" CB#8

12" UD "C" CB#6A

16+00

15+00

14+00

13+00

18" OPTION III

12" UD "C" CB#6

12" UD "C" CB#4A

CB#2 12" UD "C"

REMOVE CB AND PIPE

CB#2A 12" UD "C" CB#4

U.S. ROUTE 2
RIVER ROAD

6" UD, "B"

VZ11/502

SIGN TO BE RELOCATED BY OTHERS

CB#7

CB#5

12" UD "C"

CMP50I/
218A/60/18

CB#3

12" UD "C"

R=150'

VZ60/20
R=50'

GRAVEL YARD

CB #5 INSTALL WITH OFFSET CONE

EMBANKMENT
TOE OF SLOPE

REMOVE CB

REGRADE, LOAM AND SEED AREA

18" OPTION III

REMOVE BUILDING NO. 1

RIPRAP APRON
SEE MISCELLANEOUS DETAILS 1

MATCH EXISTING GUARDRAIL

ANTHONY D. ROWE
DONNA L. ROWE

REGRADING AND LIMIT OF WORK

REMOVE BUILDING NO. 2

REMOVE EXPOSED OUTFALL;
REGRADE, LOAM & SEED

STA. 59+98±, RT.
MAINTAIN EXISTING GUARDRAIL
CONNECTION TO BRIDGE

PAVEMENT CUT LINE

NORTH MAIN STREET

61+00

60+00

59+00

KATHLEEN B. BARKER
ROLAND C. BARKER

STA. 60+00.00
NORTH MAIN STREET
MATCH EXISTING SIDEWALK AND CURBING
STA. 59+95, RT.
MATCH EXISTING SLOPE GRADING
LIMIT OF WORK

ITEM 613.319 EROSION CONTROL BLANKET - SLOPE PROTECTION
STA. 15+25.30, 44.68' LT., 3.0' WIDE, 6.0' LENGTH
STA. 16+00.00, 32.00' LT., 3.0' WIDE, 6.0' LENGTH
STA. 60+00.00, 18.00' RT., 10.0' WIDE, 17.0' LENGTH

PLAN LEGEND

COUNTY LINES
TOWN LINES
PROPERTY LINES
R/W LINES - EXISTING
R/W LINES - PROPOSED

TRAVELWAY - EXISTING
TRAVELWAY - PROPOSED
CULVERT - EXISTING
CULVERT - PROPOSED
UNDERDRAIN - PROPOSED
EXISTING UTILITIES - WATER
EXISTING UTILITIES - SEWER
EXISTING UTILITIES - TELEPHONE
EXISTING UTILITIES - GAS

PROPOSED CLEARING LIMIT
PROPOSED SLOPELINE
CURBING - EXISTING

OUTLINE OF BODIES OF WATER
CATCH BASINS EXISTING PROPOSED
MANHOLES EXISTING PROPOSED
UTILITY POLES EXISTING PROPOSED
FIRE HYDRANTS EXISTING PROPOSED
FENCE (LABEL TYPE)

TREES HARDWOOD SOFTWOOD
WOODS

CLEARING
STA. 13+86 TO STA. 14+05, RT.
STA. 14+29 TO STA. 15+43, LT.

DRIVES AND ENTRANCES
STA. TYPE OPENING
14+58.0, RT. GRAVEL 42'

CONSTRUCT GRAVEL YARD
STA. 14+00± TO STA. 17+00±, RT.

25 0 25 50
SCALE

STA. 10+00.00 TO STA. 16+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

PROJ. MANAGER	L. TIMBERLAKE		
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	DAM	06\10
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

P.E. NUMBER
DATE
SIGNATURE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

HIGHWAY PLANS

SHEET NUMBER
55
OF 87

Filename: ...\CAD\056_HDPlan-REV.dgn Division: HIGHWAY Username: lmeek Date:10/22/2010

STA. 4+45.00
MATCH EXISTING PAVEMENT
LIMIT OF WORK

STA. 4+30.00
LEAVITT STREET
END FULL DEPTH CONSTRUCTION
STA. 4+30.00 TO STA. 4+45.00
CONSTRUCT APPROACH

3' PAVED APRON

6" UD "B"

CB#34

N81°27'47"W LEAVITT STREET CONSTRUCTION ℄

LEONARD A. MERCIER
FAYE MERCIER - A/K/A MARILYN FAYE MERCIER

RUSSELL T. MOODY

RONALD W. MCINTIRE

CURVE DATA

PI = 15+20.13
D = 4° - 46' - 28.7"
Δ = 25° - 34' - 31.3" Lt.
R = 1200.00'
L = 535.65'
T = 272.36'
E = 30.52'

CURVE DATA

PI = 2+80.53
D = 7° - 09' - 43.1"
Δ = 5° - 28' - 42.6" Rt.
R = 800.00'
L = 76.49'
T = 38.28'
E = 0.92'

RETAINING WALL #4
SEE DETAILS

PT = STA. 3+18.75

CEDAR RAIL FENCE

18" OPTION III

PC = STA. 2+42.25

PT = STA. 17+83.42

REMOVE

WALL #3
SEE DETAILS

CEDAR RAIL FENCE

12" OPTION III

18" OPTION III

R=40'

R=500'

R=80'

12" UD "C"

12" UD "CCB#6A

12" UD "C" CB#8

CB#9

CB#31

CB#32

CB#12

CB#10 18" UD "C"

CB#13

12" UD "C"

CB#15

CB#16

CB#18

CB#19

CB#20

CB#14

CB#17

18" UD "C"

6" UD "B"

CB#11

CB#7

N23°40'10"W 00+24.00

105°38'53.4"

U.S. ROUTE 2
RIVER ROAD

CONSTRUCTION ℄
N81°58'43.4"E

PROP. 10"ϕ SS
FORCE MAIN

LIMIT OF WORK
(SEE MAINTENANCE
OF TRAFFIC
CONTROL PLAN)

LIMIT OF FULL
DEPTH DRIVE
CONSTRUCTION

PAVED YARD

WILLIAM R. SKIDGELL

15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00

VZIT/502

CMP16/503

CMPJ505/14

CMP506/13

SIGN TO BE
RELOCATED
BY OTHERS

GRAVEL YARD

SEWER STRUCTURE
TO BE RELOCATED
BY OTHERS

U.S. ROUTE 2 ℄ Sta. 18+43.74 =
LEAVITT STREET ℄ Sta. 2+00.00

RIPRAP APRON
SEE MISCELLANEOUS DETAILS 1

ADJUST TO GRADE
(BY OTHERS)

RIPRAP APRON
SEE MISCELLANEOUS DETAILS 2

RIPRAP
DOWNSPOUT

FOUNDATION TO
BE REMOVED TO
EXTENT IMPACTED

ANTHONY D. ROWE
DONNA L. ROWE

LAMONT C. WILLOUGHBY
VIRGINIA C. WILLOUGHBY

MARK BISSON

MARK BISSON

ITEM 201.23 REMOVING SINGLE TREE - TOP ONLY
ITEM 201.24 REMOVING STUMP

STA.	OFFSET	TREE
3+07.6	19.6' LT.	30" PINE
2+74.4	21.5' LT.	24" PINE

CLEARING
STA. 19+00 TO STA. 19+68, RT.
STA. 2+85, RT. TO STA. 19+74, LT.
STA. 17+05 TO STA. 17+45, RT.
STA. 21+42 TO 21+84, RT.

DRIVES AND ENTRANCES

STA.	TYPE	OPENING
16+31.0, RT.	GRAVEL	42'
16+43.0, LT.	PAVED	20'
18+15.0, RT.	GRAVEL	30'
21+24.0, LT.	PAVED	42'
21+24.0, RT.	GRAVEL	30'
2+91.2, LT.	PAVED	26'
3+73.6, RT.	GRAVEL	25'
4+18.9, LT.	GRAVEL	30'

ITEM 635.31 PRECAST CONCRETE BLOCK GRAVITY WALL — SF
STA. 2+59.22, 25.14' RT. TO STA. 3+53.57, 16.00' RT. — 698

ITEM 606.79 GUARDRAIL 350 FLARED TERMINAL — EA
STA. 21+87.41, 26.00 RT. — 1

ITEM 606.23 GUARDRAIL TYPE 3C - SINGLE RAIL — LENGTH
STA. 21+87.41, 26.00 RT. TO STA. 22+49.91, 26.00 RT. — 62.5'

INSTALL EROSION CONTROL BLANKET - DITCHES
STA. 20+50 TO 21+50, LT.
STA. 20+20 TO 22+28, RT.

CONSTRUCT PAVED YARD
STA. 20+90± TO STA. 23+20±, LT.

ITEM 202.15 REMOVE MANHOLE OR CATCH BASIN
STA. 21+01.8, LT.
STA. 21+54.9, RT.

25 0 25 50
SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

	SIGNATURE	P.E. NUMBER	DATE
PROJ. MANAGER	L. TIMBERLAKE	- - -	- - -
DESIGN-DETAILED	LEM	- - -	- - -
CHECKED-REVIEWED	DAM	- - -	- - -
DESIGN2-DETAILED2	- - -	- - -	- - -
DESIGN3-DETAILED3	- - -	- - -	- - -

	BY	DATE
REVISIONS 1	- - -	- - -
REVISIONS 2	- - -	- - -
REVISIONS 3	- - -	- - -
REVISIONS 4	- - -	- - -
FIELD CHANGES	TIMBERLAKE MPC	06\10
	LEM DAM	06\10

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

HIGHWAY PLANS

SHEET NUMBER
56
OF 87

STA. 16+00.00 TO STA. 22+00.00

Username: lmeek
Division: HIGHWAY
Filename: ...\CAD\057_HDPlan-REV.dgn
Date:10/22/2010

STA. 22+91.083
END PROJECT STP-1514(300)X
BEGIN PROJECT BR-A562(000)E

STA. 26+75.00
END PROJECT BR-A562(000)E
END FULL DEPTH RECONSTRUCTION
MATCH EXISTING PAVEMENT
LIMIT OF WORK

STA. 40+41.92
HIGH STREET
MATCH EXISTING PAVEMENT
LIMIT OF WORK

LIMIT OF WORK (SEE MAINTENANCE OF TRAFFIC CONTROL PLAN)

LIMIT OF FULL DEPTH DRIVE CONSTRUCTION

DAN CASEY

LIMIT OF WORK (SEE MAINTENANCE OF TRAFFIC CONTROL PLAN)

WILLIAM R. SKIDGELL

QUADGUARD CRASH CUSHION (TEST LEVEL 2)

TRAILING END TERMINAL

LOAM, SEED & MULCH

PAVED YARD

MEXICO
DIXFIELD

18" OPT. III

MICHAEL A. BLOUIN
STEVEN A. BLOUIN

REBUILD CB WITH OFFSET CONE AND ADJUST TO GRADE.

REBUILD CB WITH OFFSET CONE AND ADJUST TO GRADE.

HIGH STREET

PHYLLIS QUINN

ARTHUR MUSE
JEAN MUSE

PATRICIA BENEDIX

DONALD E. HUTCHINS

R=25'

CMP3/6

18" OPT. III

R=25'

REMOVE CB

PAVED YARD

PAVED YARD

LOAM, SEED & MULCH

REMOVE

TYPE 3 CURB UNDER GUARDRAIL FROM ENDPOST TO CB#23

40+50

25.5'

CB#18

18" OPT. III

12" OPT. III

CB#19

CB#20

12" UD "C" CB#21

PROP. 10"ϕ SS FORCE MAIN

REMOVE CB

12" UD "C" CB#22

22+00

23+00

U.S. ROUTE 2
RIVER ROAD

24+00

CONSTRUCTION ℄

CB#23 12" UD "C"

CB#25

CB#27

CB#28

18" OPT. III

25+00

18" UD "C"

CB#26 18" UD "C"

88°11'56.3"

CB#30

26+00

CB#24 12" UD "C"

CB#29

8'

12'

12'

8'

27+00

28+00

S77°23'0"E

29+00

49.9' CMPJ508/II

ADJUST MH TO GRADE (BY OTHERS)

TOWNLINE P.L.

RETAINING WALL NO. 1

RETAINING WALL NO. 2

BNK. POLE

PC = STA. 24+79.96

REMOVE CB AND PIPE

REMOVE PIPE

18" OPT. III

PAVED DRIVE

ADJUST MH TO GRADE (BY OTHERS)

CONNECT TO EXISTING UD

BACK OF SIDEWALK TO MATCH EXISTING STEPS

U.S. ROUTE 2 ℄ Sta. 25+82.27 = HIGH STREET ℄ Sta. 40+00.00

PAVED YARD

PT = STA. 27+50.11

RIPRAP DOWNSPOUT

FOUNDATION TO BE REMOVED TO EXTENT IMPACTED

115'
PROPOSED STRUCTURE

℄ BEARING
ABUTMENT NO. 1
STA. 23+10.0

℄ BEARING
ABUTMENT NO. 2
STA. 24+25.0

RIPRAP DOWNSPOUT

NANCY S. CARPENTER

JOSEPH DUNNE

MARK BISSON

CURVE DATA

PI = 26+16.51
D = 7° - 38' - 22.0"
Δ = 20° - 38' - 16.6" Rt.
R = 750.00'
L = 270.15'
T = 136.55'
E = 12.33'

CLEARING
STA. 22+27 TO STA. 23+11, RT.
STA. 23+26 TO STA. 23+43, LT.
STA. 24+36 TO STA. 24+87, RT.

DRIVES AND ENTRANCES

STA.	TYPE	OPENING
22+60.0, LT.	PAVED	42'
25+15.0, LT.	PAVED	42'
25+50.0, RT.	PAVED	44'
26+40.0, LT.	PAVED	20'

ITEM 606.23 GUARDRAIL TYPE 3C - SINGLE RAIL - WITH RUB RAIL — LENGTH
STA. 22+49.91, 26.00 RT TO STA. 22+74.90, 25.13 RT — 25.00'
STA. 24+60.61, 25.13 RT TO STA. 24+85.79, 26.00 RT — 25.00'

ITEM 606.23 GUARDRAIL TYPE 3C - SINGLE RAIL — LENGTH
STA. 22+97.19, 21.67 LT TO STA. 22+97.19, 34.17 LT — 12.50'

ITEM 606.231 GUARDRAIL TYPE 3C - 15 FT RADIUS AND LESS — RADIUS — LENGTH
STA. 22+97.19, 34.17 LT TO STA. 23+00.29, 41.82 LT — 8.34' — 8.64'

ITEM 606.1721 BRIDGE TRANSITION - TYPE I — EA
STA. 22+74.90, RT. — 1
STA. 24+60.61, RT. — 1
STA. 24+54.61, LT. — 1

ITEM 527.305 QUADGUARD CRASH CUSHION — EA
STA. 22+84.34, 20' LT. — 1

INSTALL PLAIN RIP-RAP OUTLET PROTECTION
STA. 24+75.29, 55.5' RT., 6.0' WIDE, 36.0' LENGTH

CONSTRUCT PEDESTRIAN RAMP
STA. 26+01, RT.
STA. 26+07, LT.

ITEM 606.2602 TERMINAL END - TRAILING END — EA
STA. 23+00.29, 41.82 LT — 1

ITEM 606.79 GUARDRAIL 350 FLARED TERMINAL — EA
STA. 24+54.61, 20.00 LT — 1
STA. 24+85.79, 26.00 RT — 1

ITEM 608.26 CURB RAMP DETECTABLE WARNING FIELD — SF
STA. 26+01, RT. — 30
STA. 26+07, LT. — 30

CONSTRUCT PAVED YARD
STA. 24+10± TO STA. 25+60±, LT.
STA. 25+90± TO STA. 26+75±, LT.
STA. 24+90± TO STA. 25+90±, RT.

ITEM 202.15 REMOVE MANHOLE OR CATCH BASIN
STA. 22+86.0, LT.
STA. 25+19.0, RT.
STA. 26+08.1, LT.

25 0 25 50
SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM		06\10
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

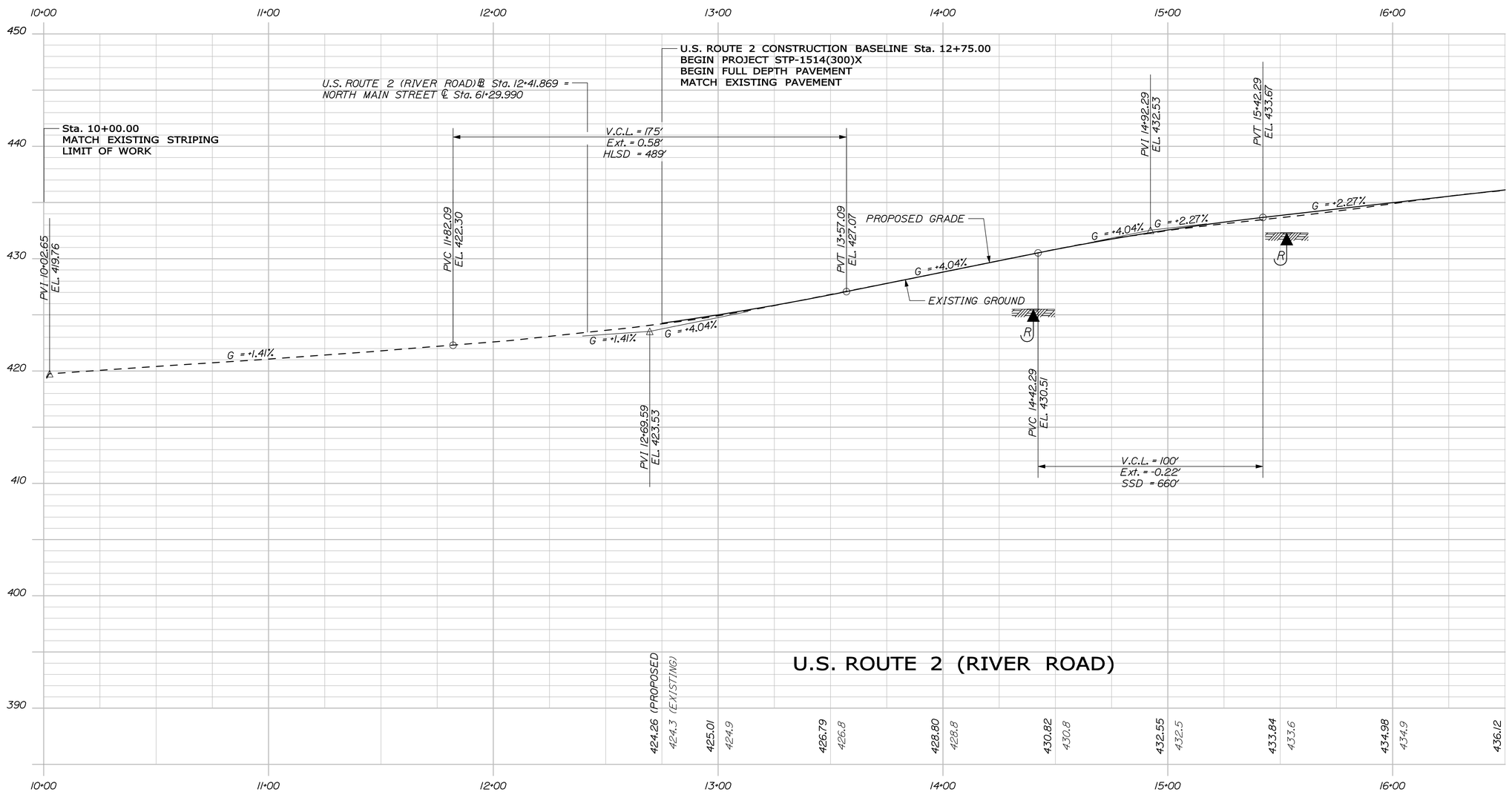
DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

HIGHWAY PLANS

SHEET NUMBER
57
OF 87

STA. 22+00.00 TO STA. 28+00.00



HORIZ 25 0 25 50

VERT 5 0 5 10

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	-	06\10
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

PROFILE

SHEET NUMBER

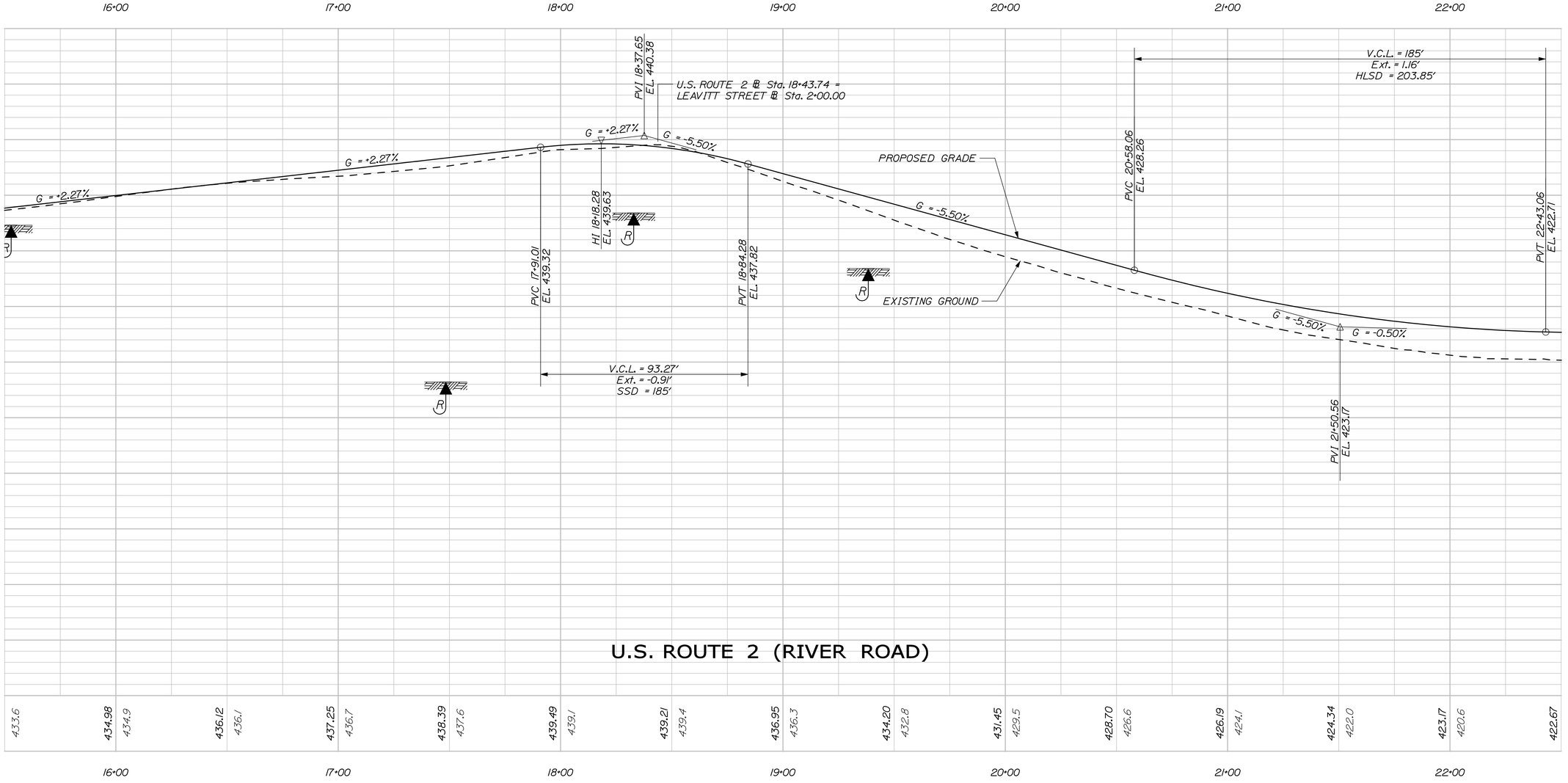
58

OF 87

STA. 10+00.00 TO STA. 16+00.00

Username: mcundiff Date:6/30/2010
Division: HIGHWAY
Filename: 058_Profile.dgn

Username: mcundiff
Division: HIGHWAY
Filename: 059_Profile.dgn
Date:6/30/2010



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	-	06\10
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

PROFILE

SHEET NUMBER

59

OF 87

STA. 16+00.00 TO STA. 22+00.00

Filename: 060_Profile.dgn Division: HIGHWAY Username: mcundiff Date:6/30/2010

22+00 23+00 24+00 25+00 26+00 27+00 28+00

450 440 430 420 410 400 390

V.C.L. = 185'
Ext. = 1.16'
HLSD = 203.85'

STA. 22+91.083
END PROJECT STP-1514(300)X
BEGIN PROJECT BR-A562(000)E

STA. 26+75
U.S. ROUTE 2 CONSTRUCTION BASELINE Sta. 26+75.00
END PROJECT BR-A562(000)E
END FULL DEPTH PAVEMENT
MATCH EXISTING PAVEMENT AND STRIPING
LIMIT OF WORK

U.S. ROUTE 2 @ Sta. 25+82.27 =
HIGH STREET @ Sta. 40+00.00

V.C.L. = 90'
Ext. = 0.13'
H.L.S.D. ≥ S.S.D. (155')

U.S. ROUTE 2 CONSTRUCTION @ STATION 23+60.24 =
TOWN LINE MEXICO - DIXFIELD

℄ BEARING ABUTMENT #1 STA. 23+10.0

℄ BEARING ABUTMENT #2 STA. 24+25.0

PVT 22+43.06
EL. 422.71

PVC 25+76.41
EL. 421.04

PVT 26+66.41
EL. 421.12

BRIDGE No. 2917 115'-0"

PROPOSED GRADE

G = -0.50%

G = -0.50%

G = +0.68%

5'-0" SUPERSTRUCTURE DEPTH

Q100 = EL. 415.8

Q50 = EL. 415.3

EL. 423.17

LO 26+14.55
EL. 420.95

PVI 26+21.41
EL. 420.82

EXISTING GROUND

APPROACH SLAB (Typ.)

AREA OF EXISTING ABUTMENT TO BE REMOVED (Typ.)

EXISTING GRANITE ABUTMENT EXTENTS UNKNOWN. PORTIONS TO REMAIN

EXISTING CONCRETE GRAVITY ABUTMENT TO REMAIN

PROPOSED RETAINING WALL

R

R

U.S. ROUTE 2 (RIVER ROAD)

422.0	423.17	420.6	422.67	420.2	422.42	420.3	422.17	400.2	421.92	400.3	421.67	420.4	421.42	420.2	421.17	420.4	420.96	420.7	421.03	421.0	421.18 (PROPOSED)	421.2 (EXISTING)

HORIZ 25 0 25 50

VERT 5 0 5 10

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	L. TIMBERLAKE	
DESIGN-DETAILED	LEM	MPC 06\10
CHECKED-REVIEWED	DAM	06\10
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

PROFILE

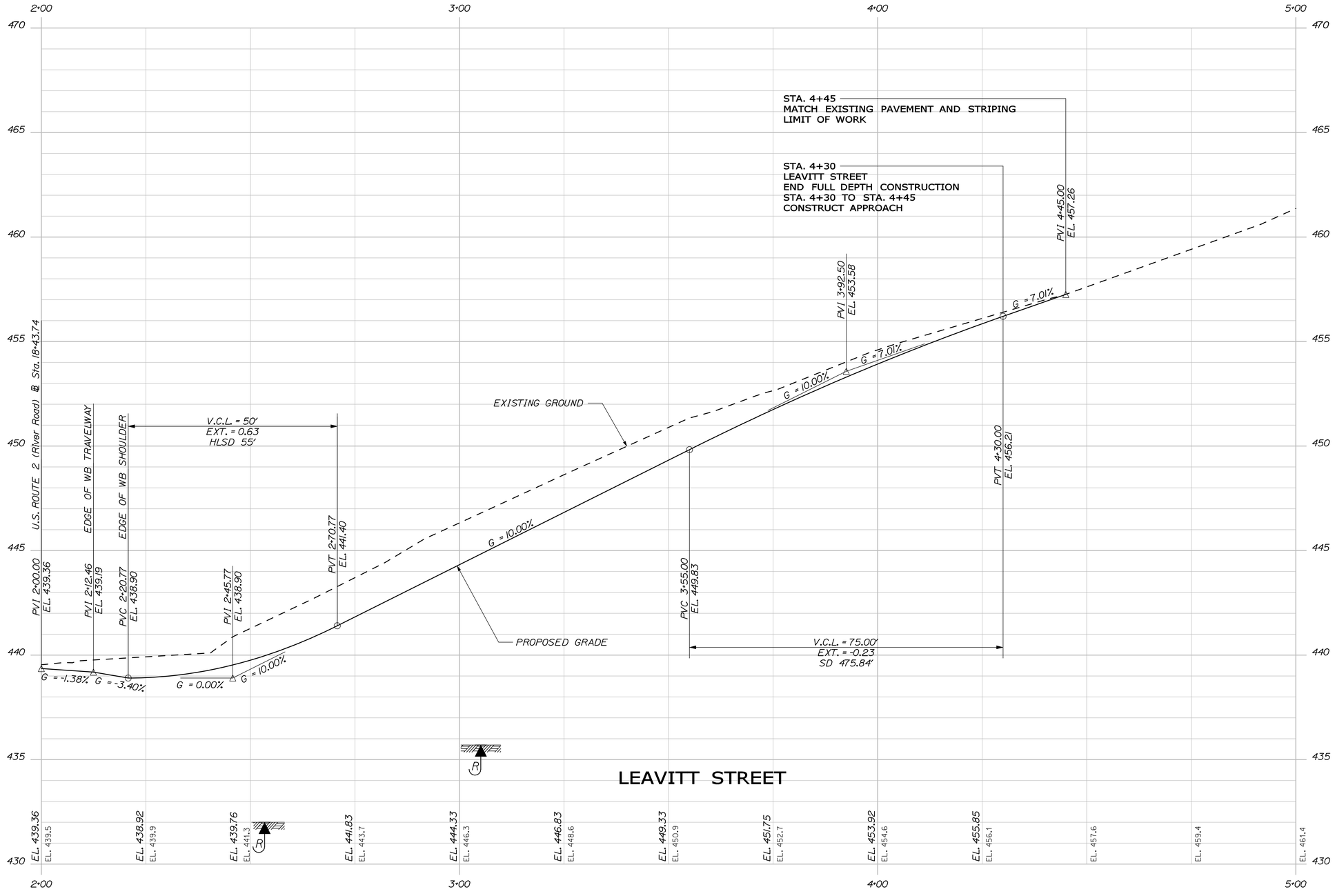
SHEET NUMBER

60

OF 87

STA. 22+00.00 TO STA. 28+00.00

Username: mcundiff Date:6/30/2010
Division: HIGHWAY
Filename: 061_SpecialProfile1.dgn



HORIZ 12.5 0 12.5 25
VERT 2.5 0 2.5 5

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	-	06\10
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

PROFILE

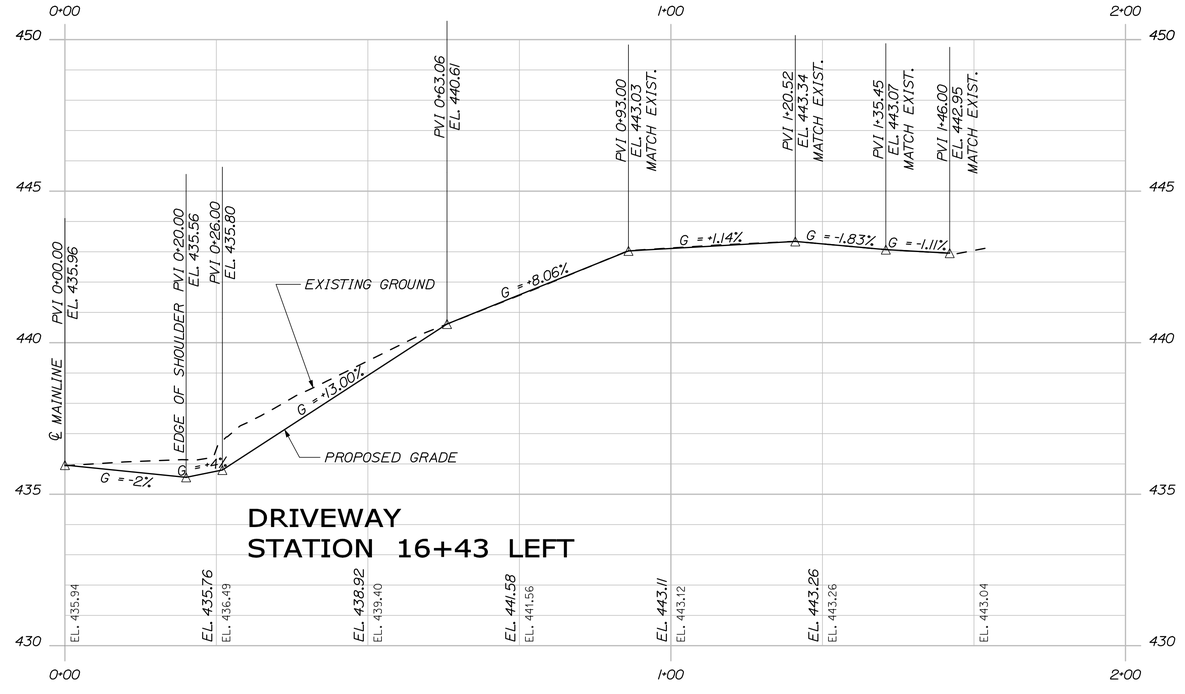
SHEET NUMBER

61

OF 87

STA. 2+00.00 TO STA. 5+00.00

Username: mcundiff Date:6/30/2010
Division: HIGHWAY
Filename: 062_SpecialProfile2.dgn



HORIZ 12.5 0 12.5 25
VERT 2.5 0 2.5 5

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	-	06\10
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

PROFILE

SHEET NUMBER

62

OF 87

Username: lmeek Date:10/22/2010
Division: HIGHWAY
Filename: ...\CAD\063_GeometricPlan.dgn

ITEM 609.31 CURB TYPE 3 – MOLD 1

POINT	LENGTH
201 TO 207	252.70′
208 TO 209	133.18′
210 TO 211	133.95′

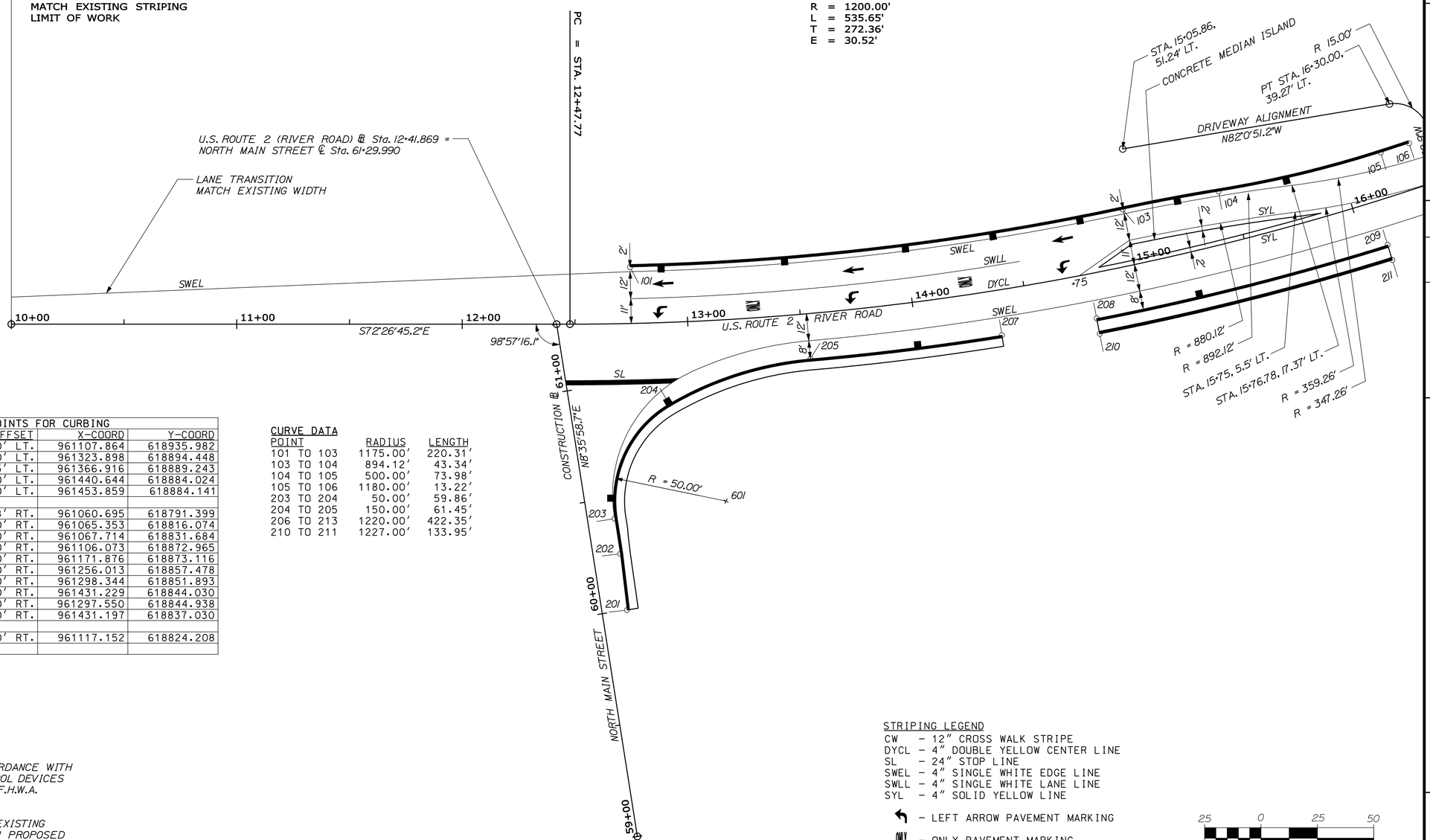
ITEM 609.31 CURB TYPE 3 – MOLD 2

POINT	LENGTH
101 TO 106	350.84′

STA. 10+00 TO STA. 12+75
CONSTRUCT APPROACH
MATCH EXISTING STRIPING
LIMIT OF WORK

CURVE DATA

PI = 15+20.13
D = 4° - 46' - 28.7"
Δ = 25° - 34' - 31.3" Lt.
R = 1200.00'
L = 535.65'
T = 272.36'
E = 30.52'



CONTROL POINTS FOR CURBING				
POINT	STATION	OFFSET	X-COORD	Y-COORD
101	12+75.00	25.00′ LT.	961107.864	618935.982
103	15+00.00	25.00′ LT.	961323.898	618894.448
104	15+44.18	23.15′ LT.	961366.916	618889.243
105	16+19.39	20.00′ LT.	961440.644	618884.024
106	16+32.83	20.00′ LT.	961453.859	618884.141
201	59+99.91	11.08′ RT.	961060.695	618791.399
202	60+25.00	12.00′ RT.	961065.353	618816.074
203	60+40.79	12.00′ RT.	961067.714	618831.684
204	12+90.45	36.10′ RT.	961106.073	618872.965
205	13+52.81	20.00′ RT.	961171.876	618873.116
207	14+37.00	20.00′ RT.	961256.013	618857.478
208	14+79.00	20.00′ RT.	961298.344	618851.893
209	16+10.00	20.00′ RT.	961431.229	618844.030
210	14+79.00	27.00′ RT.	961297.550	618844.938
211	16+10.00	27.00′ RT.	961431.197	618837.030
601	60+40.79	62.00′ RT.	961117.152	618824.208

CURVE DATA

POINT	RADIUS	LENGTH
101 TO 103	1175.00′	220.31′
103 TO 104	894.12′	43.34′
104 TO 105	500.00′	73.98′
105 TO 106	1180.00′	13.22′
203 TO 204	50.00′	59.86′
204 TO 205	150.00′	61.45′
206 TO 213	1220.00′	422.35′
210 TO 211	1227.00′	133.95′

NOTES:
1. ALL PROPOSED WOK SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS". U.S.D.O.T., F.H.W.A. LATEST EDITION.

2. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKINGS (INCIDENTAL TO ITEM 627).

3. STOP BARS TO BE 24" IN WIDTH.

STRIPING LEGEND
CW – 12" CROSS WALK STRIPE
DYCL – 4" DOUBLE YELLOW CENTER LINE
SL – 24" STOP LINE
SWEL – 4" SINGLE WHITE EDGE LINE
SWLL – 4" SINGLE WHITE LANE LINE
SYL – 4" SOLID YELLOW LINE

– LEFT ARROW PAVEMENT MARKING
ONLY – ONLY PAVEMENT MARKING
– STRAIGHT ARROW PAVEMENT MARKING

25 0 25 50
SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	L. TIMBERLAKE	
DESIGN-DETAILED	LEM	MPC 06\10
CHECKED-REVIEWED	DAM	DAM 06\10
DESIGN2-DETAILED2	–	– –
DESIGN3-DETAILED3	–	– –
REVISIONS 1	–	– –
REVISIONS 2	–	– –
REVISIONS 3	–	– –
REVISIONS 4	–	– –
FIELD CHANGES	–	– –

SIGNATURE
P.E. NUMBER
DATE

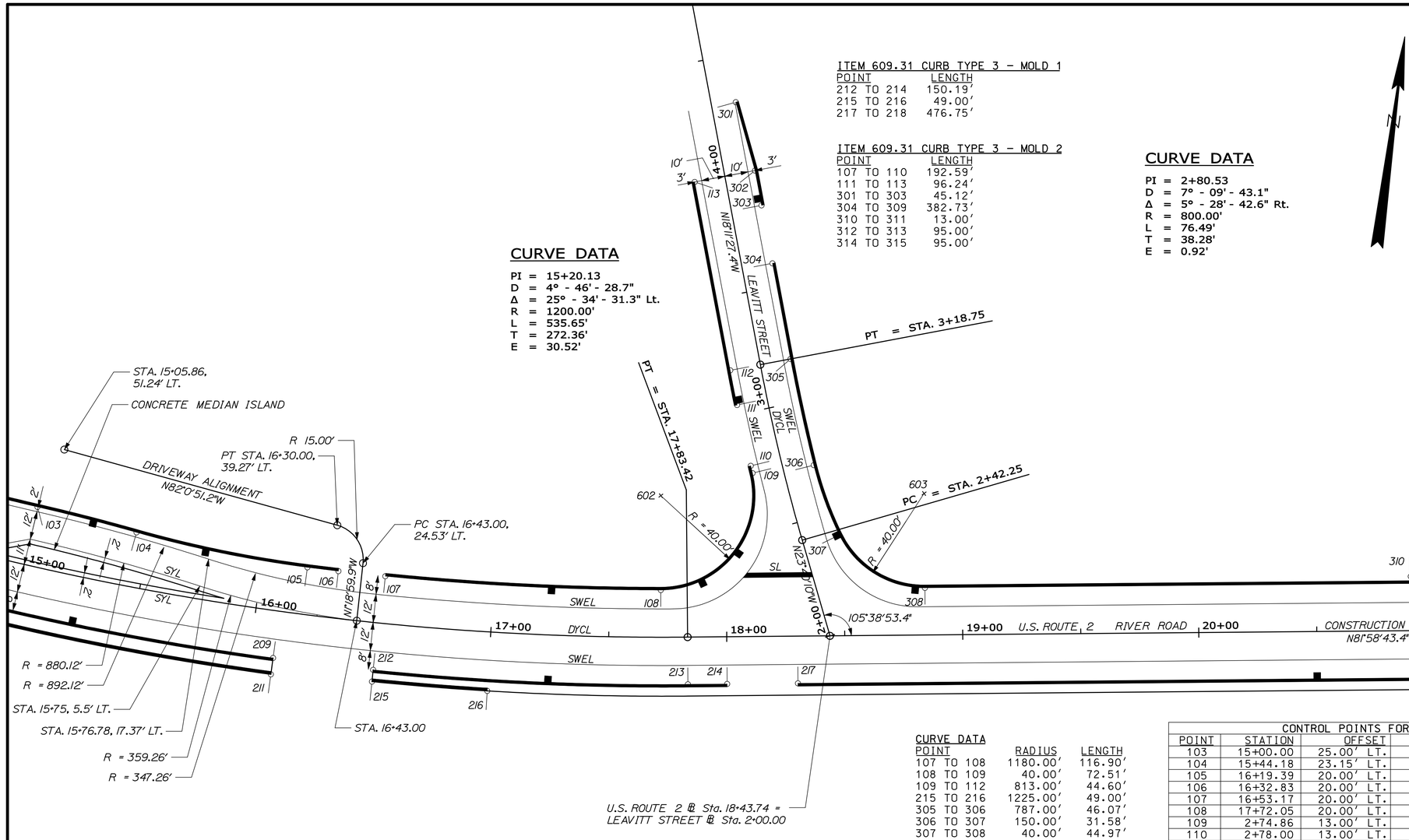
WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

GEOMETRIC, CURBING AND STRIPING PLANS

SHEET NUMBER
63
OF 87

STA. 10+00.00 TO STA. 16+00.00

Filename: 064_GeometricPlan.dgn Division: HIGHWAY Username: mcundiff Date:6/30/2010



ITEM 609.31 CURB TYPE 3 – MOLD 1

POINT	LENGTH
212 TO 214	150.19'
215 TO 216	49.00'
217 TO 218	476.75'

ITEM 609.31 CURB TYPE 3 – MOLD 2

POINT	LENGTH
107 TO 110	192.59'
111 TO 113	96.24'
301 TO 303	45.12'
304 TO 309	382.73'
310 TO 311	13.00'
312 TO 313	95.00'
314 TO 315	95.00'

CURVE DATA

PI = 15+20.13
D = 4° - 46' - 28.7"
Δ = 25° - 34' - 31.3" Lt.
R = 1200.00'
L = 535.65'
T = 272.36'
E = 30.52'

CURVE DATA

PI = 2+80.53
D = 7° - 09' - 43.1"
Δ = 5° - 28' - 42.6" Rt.
R = 800.00'
L = 76.49'
T = 38.28'
E = 0.92'

CURVE DATA POINT	RADIUS	LENGTH
107 TO 108	1180.00'	116.90'
108 TO 109	40.00'	72.51'
109 TO 112	813.00'	44.60'
215 TO 216	1225.00'	49.00'
305 TO 306	787.00'	46.07'
306 TO 307	150.00'	31.58'
307 TO 308	40.00'	44.97'

CONTROL POINTS FOR CURBING

POINT	STATION	OFFSET	X-COORD	Y-COORD
103	15+00.00	25.00' LT.	961323.898	618894.448
104	15+44.18	23.15' LT.	961366.916	618889.243
105	16+19.39	20.00' LT.	961440.644	618884.024
106	16+32.83	20.00' LT.	961453.859	618884.141
107	16+53.17	20.00' LT.	961473.853	618884.601
108	17+72.05	20.00' LT.	961590.319	618894.054
109	2+74.86	13.00' LT.	961622.372	618948.266
110	2+78.00	13.00' LT.	961621.217	618951.241
111	3+04.00	13.00' LT.	961612.103	618976.041
112	3+18.75	13.00' LT.	961607.293	618990.236
113	4+00.00	13.00' LT.	961581.927	619067.426
209	16+10.00	20.00' RT.	961431.229	618844.030
211	16+10.00	27.00' RT.	961431.197	618837.030
212	16+52.00	20.00' RT.	961473.923	618844.584
213	17+83.42	20.00' RT.	961606.983	618855.953
214	18+00.00	20.00' RT.	961623.399	618858.267
215	16+52.00	25.00' RT.	961474.075	618839.586
216	17+00.00	25.00' RT.	961523.009	618842.058
217	18+30.00	20.00' RT.	961653.106	618862.453
301	4+30.00	10.37' RT.	961594.761	619103.222
302	4+00.00	13.00' RT.	961606.628	619075.543
303	3+85.00	13.00' RT.	961611.311	619061.293
304	3+60.00	13.00' RT.	961619.115	619037.542
305	3+18.75	13.00' RT.	961631.993	618998.352
306	2+71.91	13.00' RT.	961647.649	618955.028
307	2+39.97	15.69' RT.	961662.244	618927.085
308	18+84.14	20.00' LT.	961701.139	618909.617
309	21+03.00	20.00' LT.	961917.853	618940.156
310	20+90.00	23.00' LT.	961904.562	618941.313
311	21+03.00	23.00' LT.	961917.435	618943.127
312	21+45.00	20.00' LT.	961959.442	618946.017
313	22+40.00	20.00' LT.	962053.513	618959.273
314	21+45.00	23.00' LT.	961959.024	618948.988
315	22+40.00	23.00' LT.	962053.094	618962.244
602	2+74.86	53.00' RT.	961585.113	618933.714
603	2+47.22	55.07' RT.	961695.557	618949.226

25 0 25 50
SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

	BY	DATE
T. TIMBERLAKE	MPC	06\10
PROJ. MANAGER	LEM	06\10
DESIGN-DETAILED	DAM	- -
CHECKED-REVIEWED	-	- -
DESIGN2-DETAILED2	-	- -
DESIGN3-DETAILED3	-	- -
REVISIONS 1	-	- -
REVISIONS 2	-	- -
REVISIONS 3	-	- -
REVISIONS 4	-	- -
FIELD CHANGES	-	- -

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

GEOMETRIC, CURBING AND STRIPING PLANS

SHEET NUMBER
64
OF 87

STA. 16+00.00 TO STA. 22+00.00

CONTROL POINTS FOR CURBING				
POINT	STATION	OFFSET	X-COORD	Y-COORD
218	23+06.75	20.00' RT.	962125.191	618928.979
313	22+40.00	20.00' LT.	962053.513	618959.273
315	22+40.00	23.00' LT.	962053.094	618962.244
401	24+28.25	20.00' RT.	962245.503	618945.933
402	24+79.96	20.00' RT.	962296.703	618953.148
403	25+28.42	20.00' RT.	962343.597	618958.218
404	25+73.42	20.00' RT.	962387.345	618960.204
405	25+99.03	20.00' RT.	962412.269	618960.162
406	26+05.20	20.00' RT.	962418.268	618960.025
407	26+26.25	20.00' RT.	962438.743	618959.184
501	25+35.00	20.00' LT.	962347.319	618998.583
502	25+45.66	20.00' LT.	962358.240	618999.234
503	25+68.98	40.90' LT.	962381.726	619021.011
504	25+69.17	42.19' LT.	962381.892	619022.305
505	25+35.00	25.00' LT.	962346.986	619003.572
506	25+43.19	25.00' LT.	962355.431	619004.089
507	25+59.70	35.12' LT.	962372.132	619014.967
508	25+93.68	39.88' LT.	962407.760	619020.116
509	26+03.45	24.29' LT.	962417.665	619004.346
510	26+08.61	21.53' LT.	962422.894	619001.433
511	26+16.84	20.00' LT.	962431.297	618999.595
512	26+30.00	20.00' LT.	962444.787	618998.902
513	26+50.00	20.00' LT.	962465.264	618997.396
514	26+76.50	20.00' LT.	962492.317	618994.562
520	24+39.50	20.00' LT.	962251.061	618987.112
521	24+55.00	20.00' LT.	962266.409	618989.275
604	25+43.19	45.00' LT.	962354.318	619024.058
605	25+45.66	45.00' LT.	962356.930	619024.199
606	26+16.84	45.00' LT.	962432.359	619024.572

CONTROL POINTS FOR CURB INLETS				
POINT	STATION	OFFSET	X-COORD	Y-COORD
a	25+17.12	20.00' RT.	962332.635	618957.307
b	25+21.23	20.00' RT.	962336.619	618957.657
c	26+14.95	20.00' RT.	962427.751	618959.707
d	26+19.05	20.00' RT.	962431.747	618959.536
e	25+58.76	24.09' LT.	962371.536	619003.909
f	25+61.79	26.58' LT.	962374.582	619006.496
g	25+97.92	29.82' LT.	962412.049	619009.995
h	26+00.46	26.82' LT.	962414.630	619006.946
i	26+19.05	20.00' LT.	962433.563	618999.495
j	26+22.95	20.00' LT.	962437.558	618999.303

CURVE DATA

POINT	RADIUS	LENGTH
402 TO 407	730.00'	142.39'
501 TO 502	770.00'	10.94'
502 TO 503	25.00'	34.76'
505 TO 506	775.00'	8.46'
506 TO 507	20.00'	20.86'
508 TO 511	25.00'	33.73'
511 TO 514	770.00'	61.24'

ITEM 609.19 VERTICAL CURB TYPE 2

POINT	LENGTH
401 TO 403	87.88'
404 TO 405	10.93'
406 TO 407	2.49'
501 TO 502	6.94'
503 TO 504	1.31'
505 TO 506	4.46'
511 TO 512	2.51'
513 TO 514	13.20'

ITEM 609.20 VERTICAL CURB, CIRC, TYPE 2

POINT	RADIUS	LENGTH
502 TO 503	25.00'	30.76'
506 TO 507	20.00'	20.86'
508 TO 509	25.00'	7.08'
510 TO 511	25.00'	1.64'

ITEM 609.247 TERMINAL CURB TYPE 2 - 7 FOOT

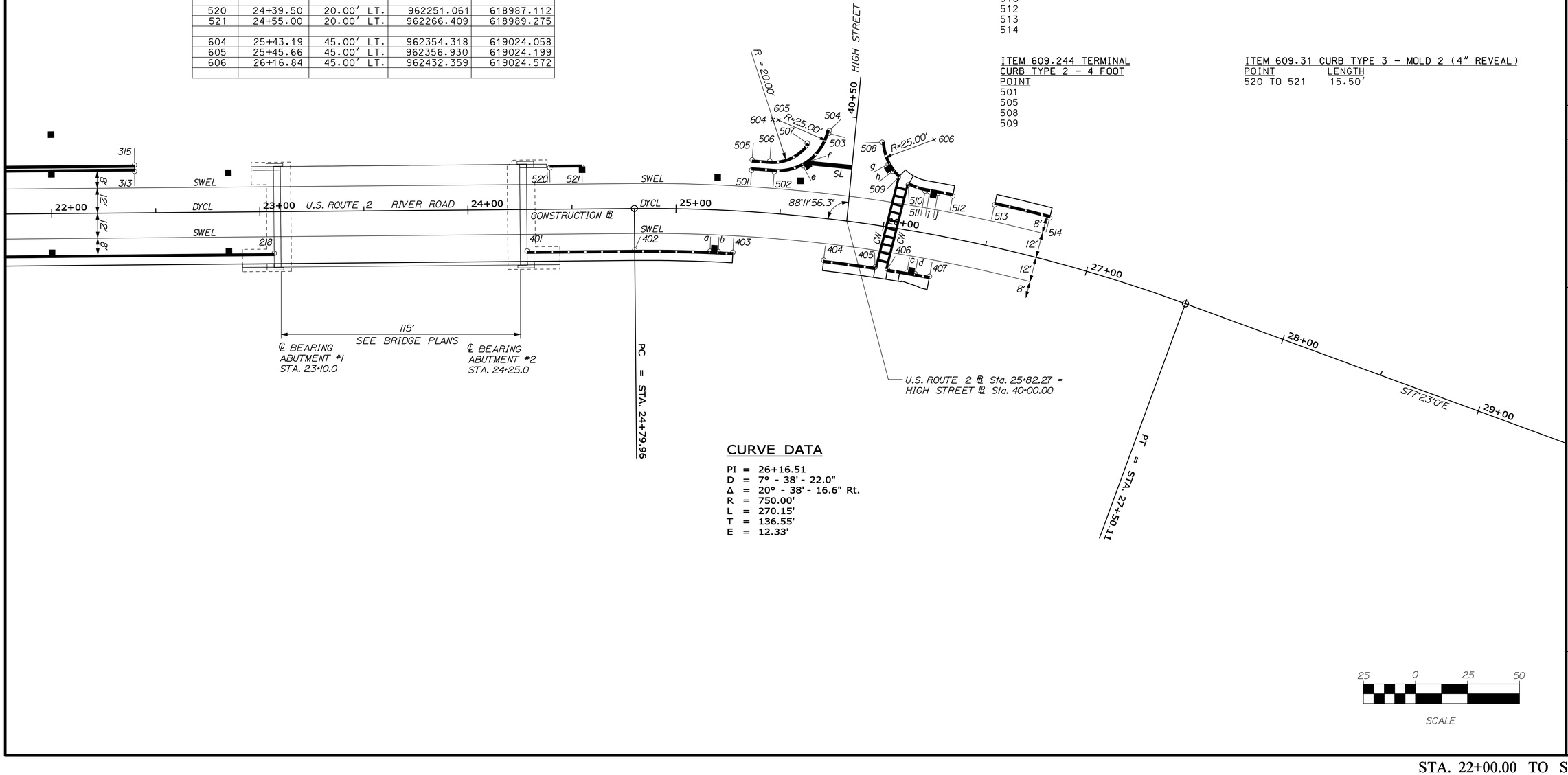
POINT
403
404
405
406
407
510
512
513
514

ITEM 609.244 TERMINAL CURB TYPE 2 - 4 FOOT

POINT
501
505
508
509

ITEM 609.31 CURB TYPE 3 - MOLD 2 (4" REVEAL)

POINT	LENGTH
520 TO 521	15.50'



CURVE DATA

PI = 26+16.51
D = 7° - 38' - 22.0"
Δ = 20° - 38' - 16.6" Rt.
R = 750.00'
L = 270.15'
T = 136.55'
E = 12.33'

25 0 25 50
SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

PROJ. MANAGER	L. TIMBERLAKE	-	-
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	-	06\10
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

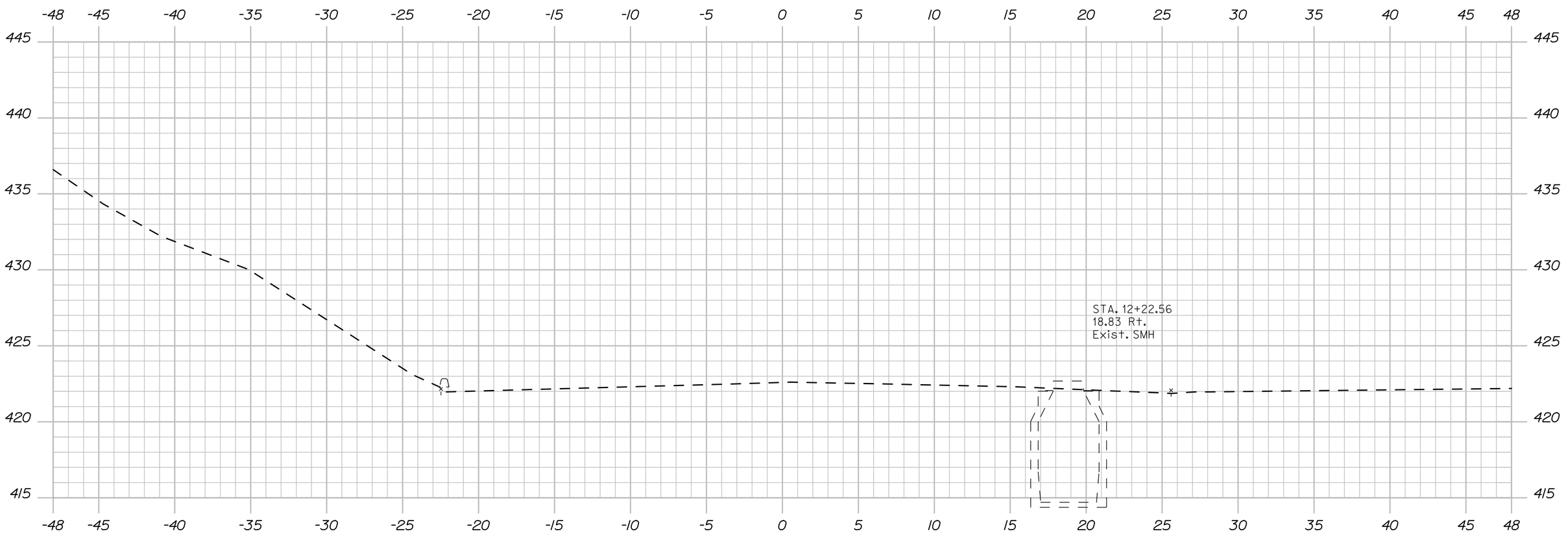
GEOMETRIC, CURBING AND STRIPING PLANS

SHEET NUMBER
65
OF 87

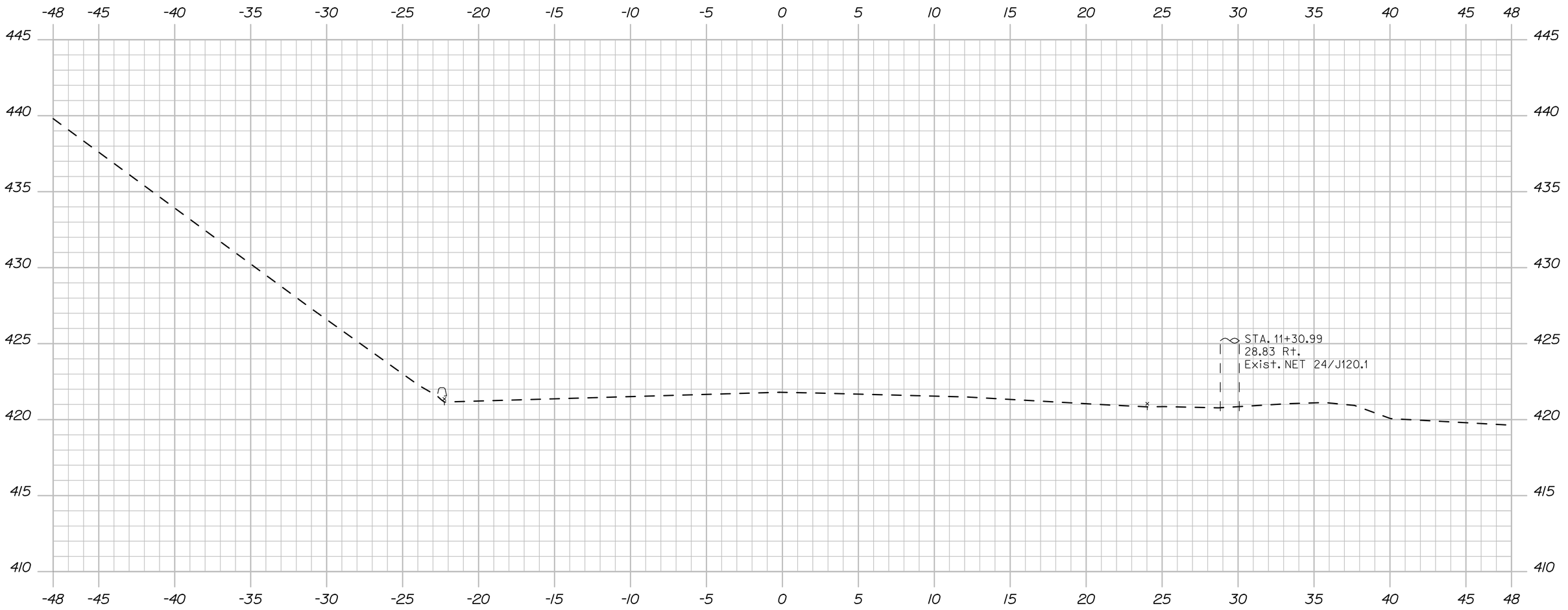
STA. 22+00.00 TO STA. 28+00.00

Filename: 065_GeometricPlan.dgn Division: HIGHWAY Username: mcundiff Date:6/30/2010

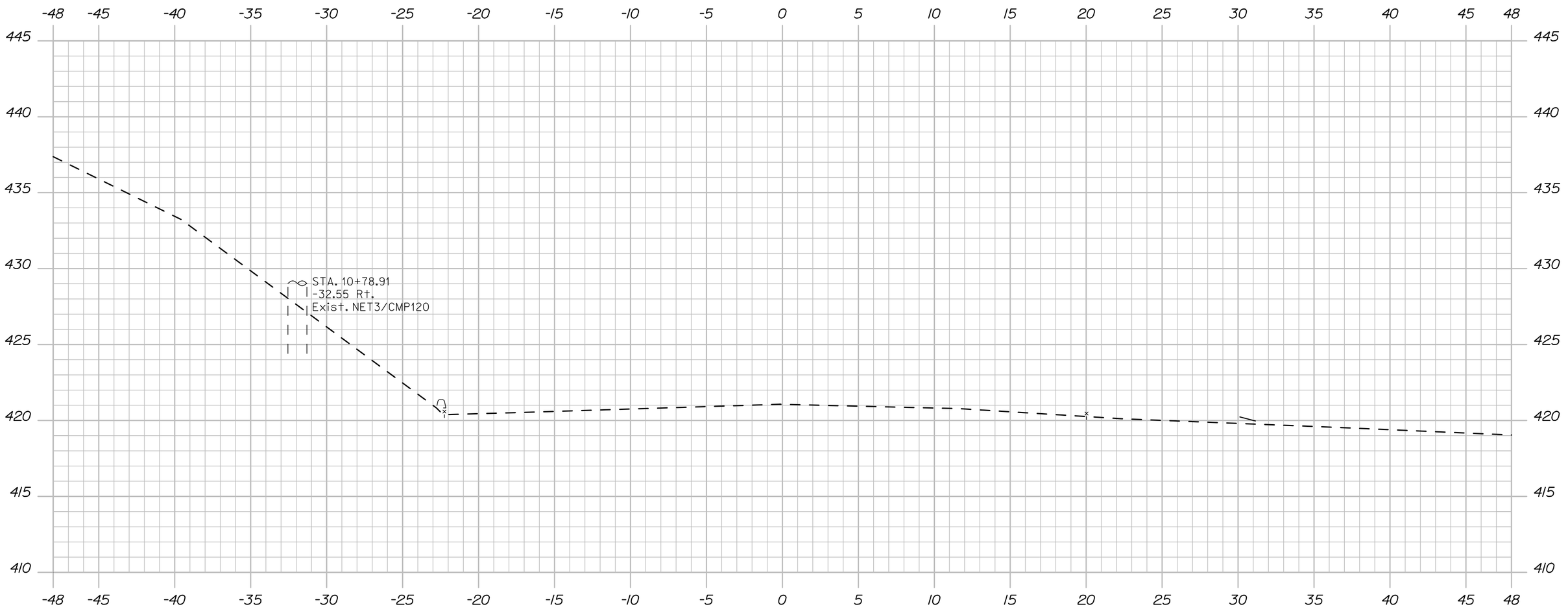
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12+00.00



11+50.00



11+00.00

STA. 10+00.00
MATCH STRIPING
LIMIT OF WORK



(TYP., ALL SECTIONS)

Sta. 11+00.00 to Sta. 12+00.00

SHEET NUMBER 66 OF 87

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

CROSS SECTIONS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	_	06\10
DESIGN2-DETAILED2	_	_	_
DESIGN3-DETAILED3	_	_	_
REVISIONS 1	_		_
REVISIONS 2	_		_
REVISIONS 3	_		_
REVISIONS 4	_		_
FIELD CHANGES	_		_

SIGNATURE

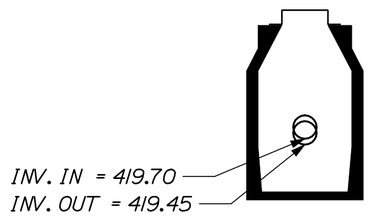
P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

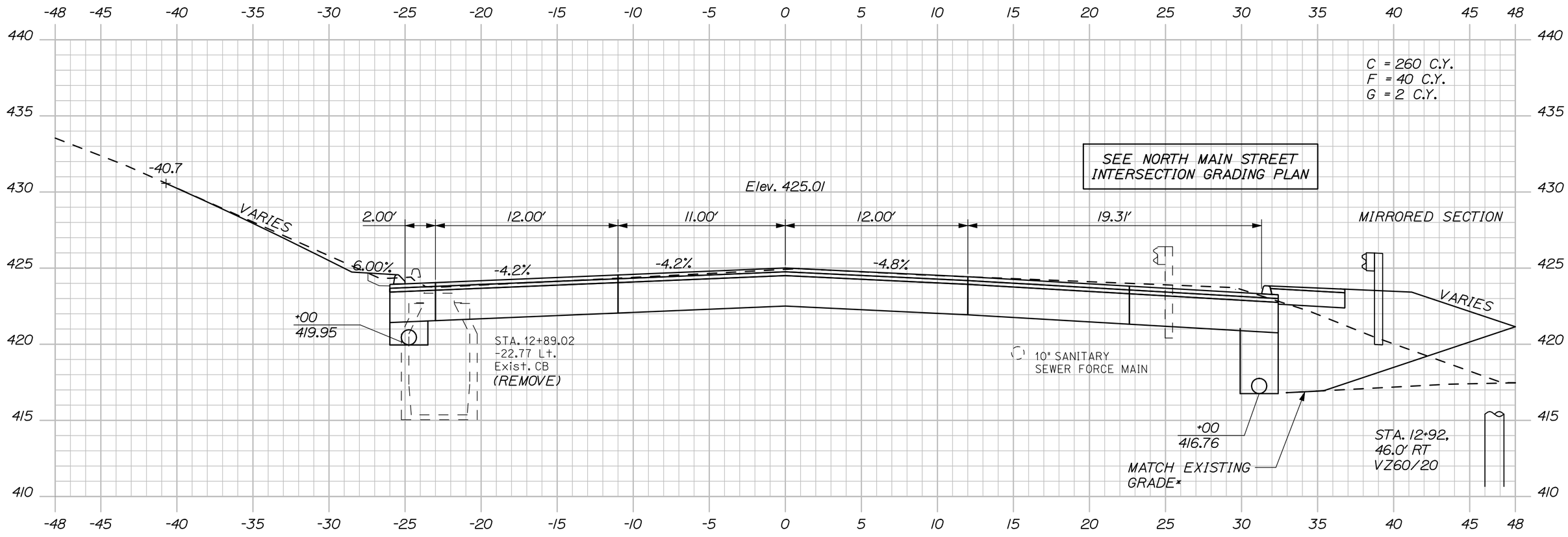
BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS



STA. 13+45.00, 23.79' LT.
CONSTRUCT CB TYPE BI-C
(CB #2A)
RIM ELEV. = 425.83

CB #2A TO CB #4, LT.
INSTALL 51' x 12" UD TYPE "C"

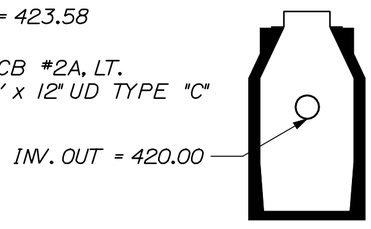


13+00.00

* STA. 12+96 TO STA. 13+36, 70' RT.
REMOVE BUILDING, REGRADE, LOAM AND SEED.
SEE PLAN FOR GRADING LIMITS.

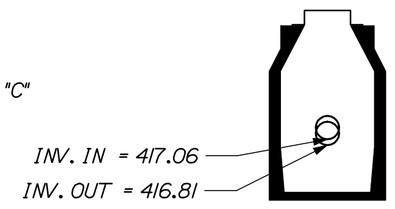
STA. 12+89.02, 23.79' LT.
CONSTRUCT CB TYPE BI-C
(CB #2)
RIM ELEV. = 423.58

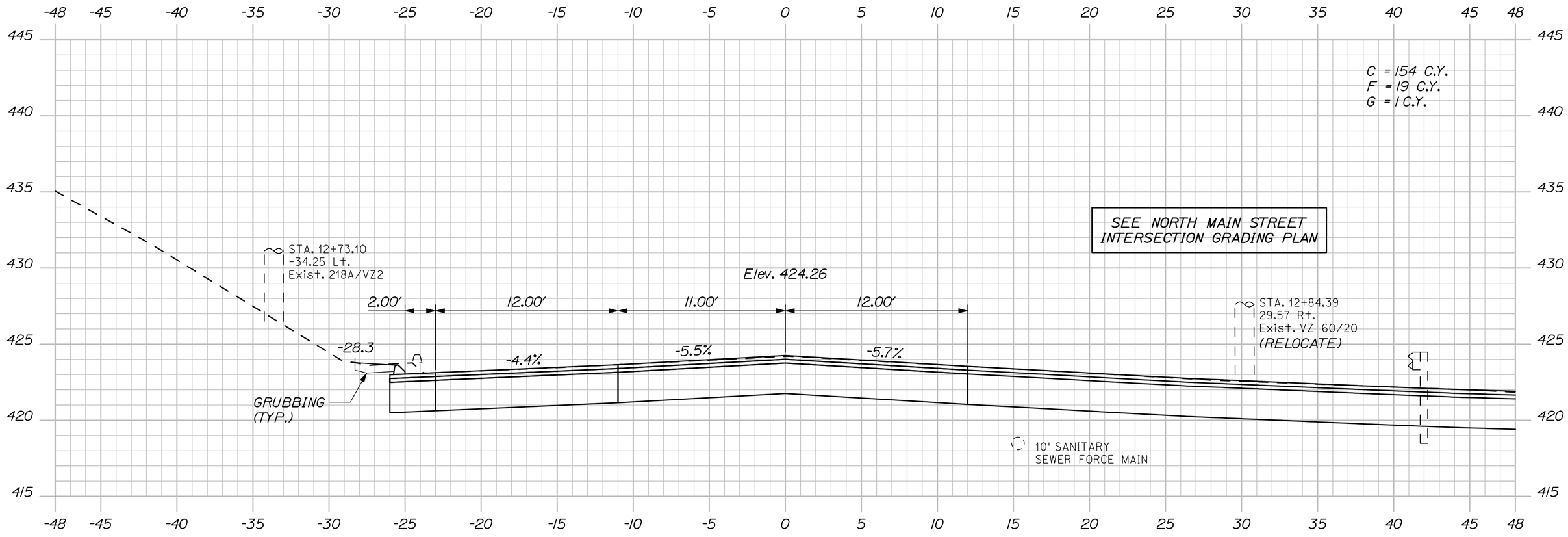
CB #2 TO CB #2A, LT.
INSTALL 52' x 12" UD TYPE "C"



STA. 12+90.00, 34.99' RT.
CONSTRUCT CB TYPE BI-C
(CB #3)
RIM ELEV. = 422.62

CB #3 TO CB #5, RT.
INSTALL 113' x 12" UD TYPE "C"





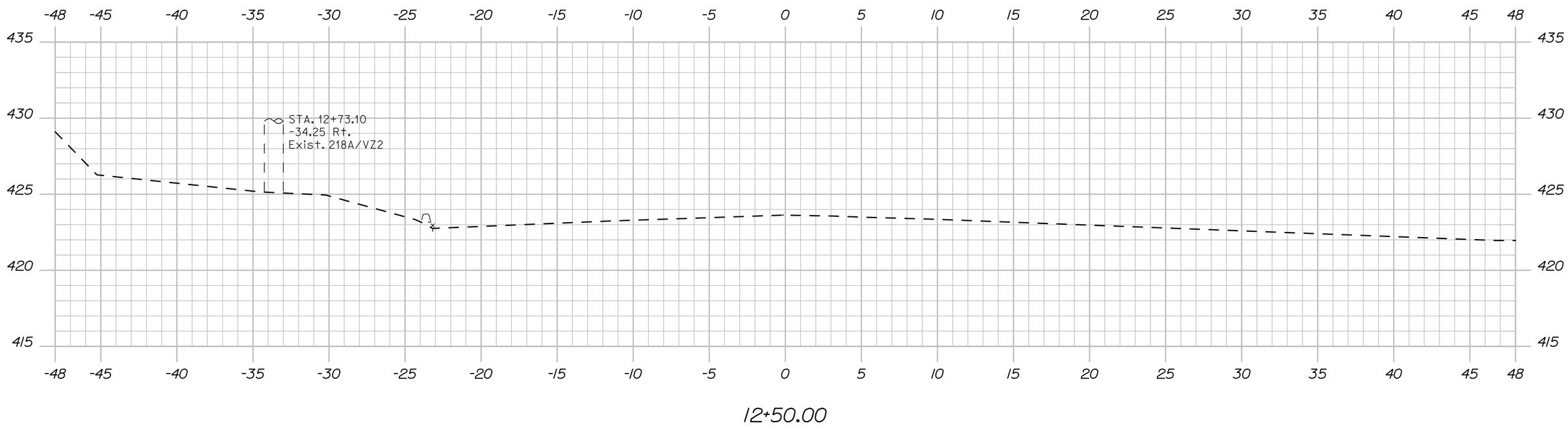
12+75.00

STA. 12+75 TO STA. 19+00, LT.
CONSTRUCT SHOULDER WITH
FULL DEPTH PAVEMENT

U.S. ROUTE 2 CONSTRUCTION BASELINE STA. 12+75.00
BEGIN PROJECTS BR-A562(000)E & STP-1514(300)X
BEGIN FULL DEPTH RECONSTRUCTION
MATCH EXISTING PAVEMENT

SEE NORTH MAIN STREET SECTIONS
STA. 60+00 TO STA. 60+50
FOR SIDEWALK AND DRAINAGE DETAILS

STA. 12+75 TO STA. 14+00, RT.
CONSTRUCT SHOULDER WITH
FULL DEPTH PAVEMENT



12+50.00

Sta. 12+50.00 to Sta. 13+50.00

SHEET NUMBER 67 OF 87

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

CROSS SECTIONS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	_	06\10
DESIGN2-DETAILED2	_	_	_
DESIGN3-DETAILED3	_	_	_
REVISIONS 1	_		_
REVISIONS 2	_		_
REVISIONS 3	_		_
REVISIONS 4	_		_
FIELD CHANGES	_		_

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

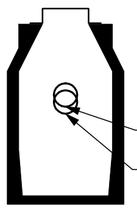
BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 **15620.00 & 15143.00** BRIDGE PLANS

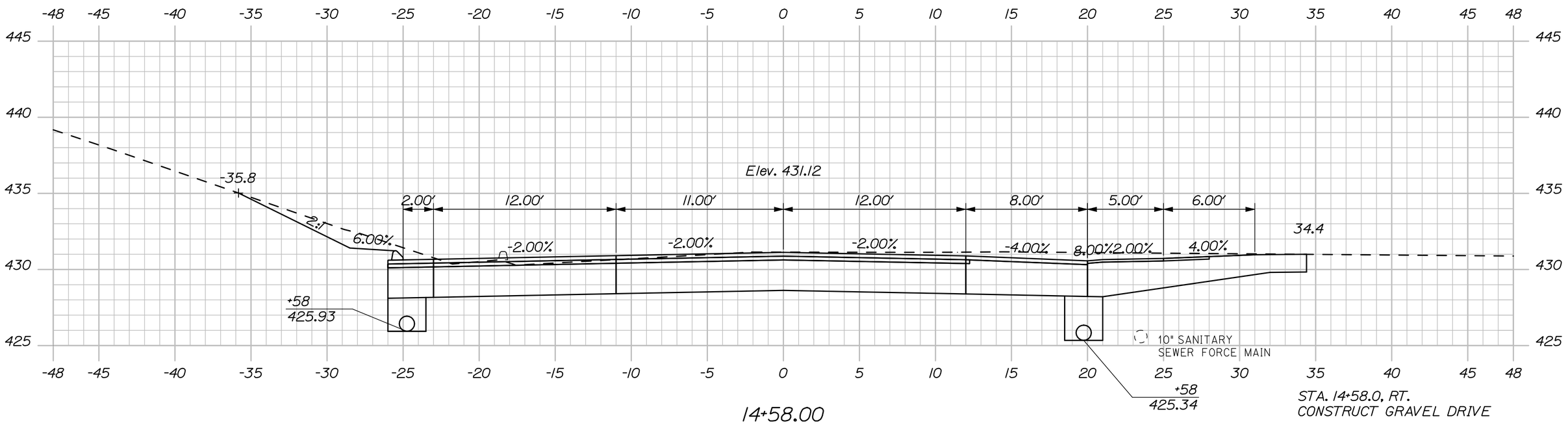
Filename: 068_Xsect.dgn Division: HIGHWAY Username: mcundiff Date:6/30/2010

STA. 14+80.00, 23.79' LT.
CONSTRUCT CB TYPE BI-C
(CB #6)
RIM ELEV. = 431.39

CB #6 TO CB #6A, LT.
INSTALL 41' x 12" UD TYPE "C"

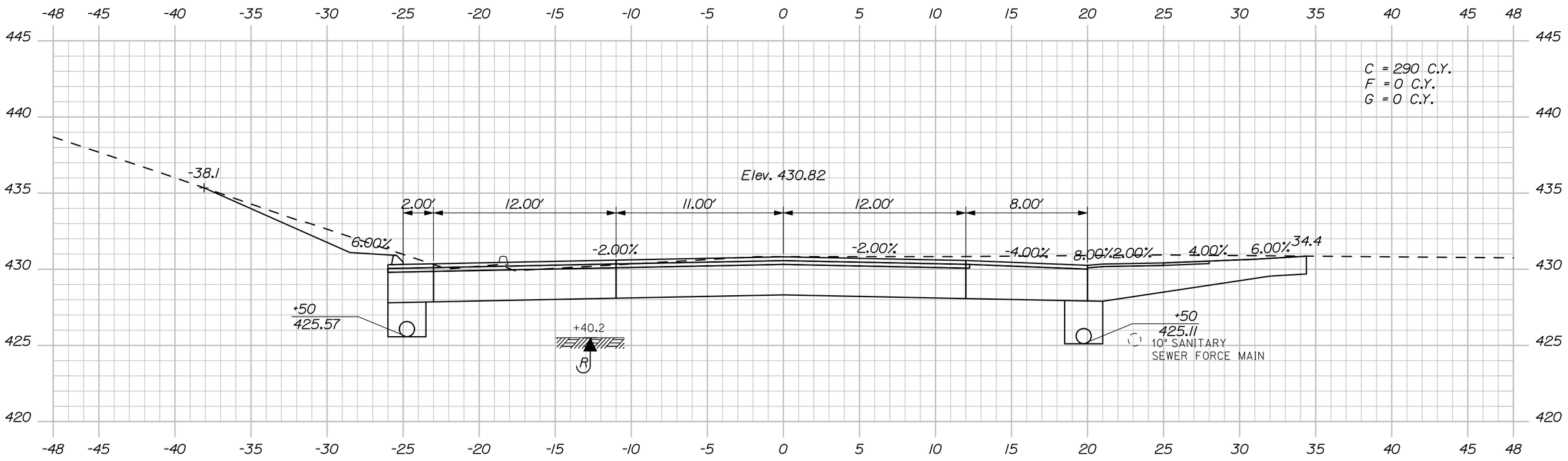


STA. 14+60 TO STA. 14+70 LT.
MATCH EXISTING SLOPE AT -32.0' LT.



14+58.00

STA. 14+58.0, RT.
CONSTRUCT GRAVEL DRIVE



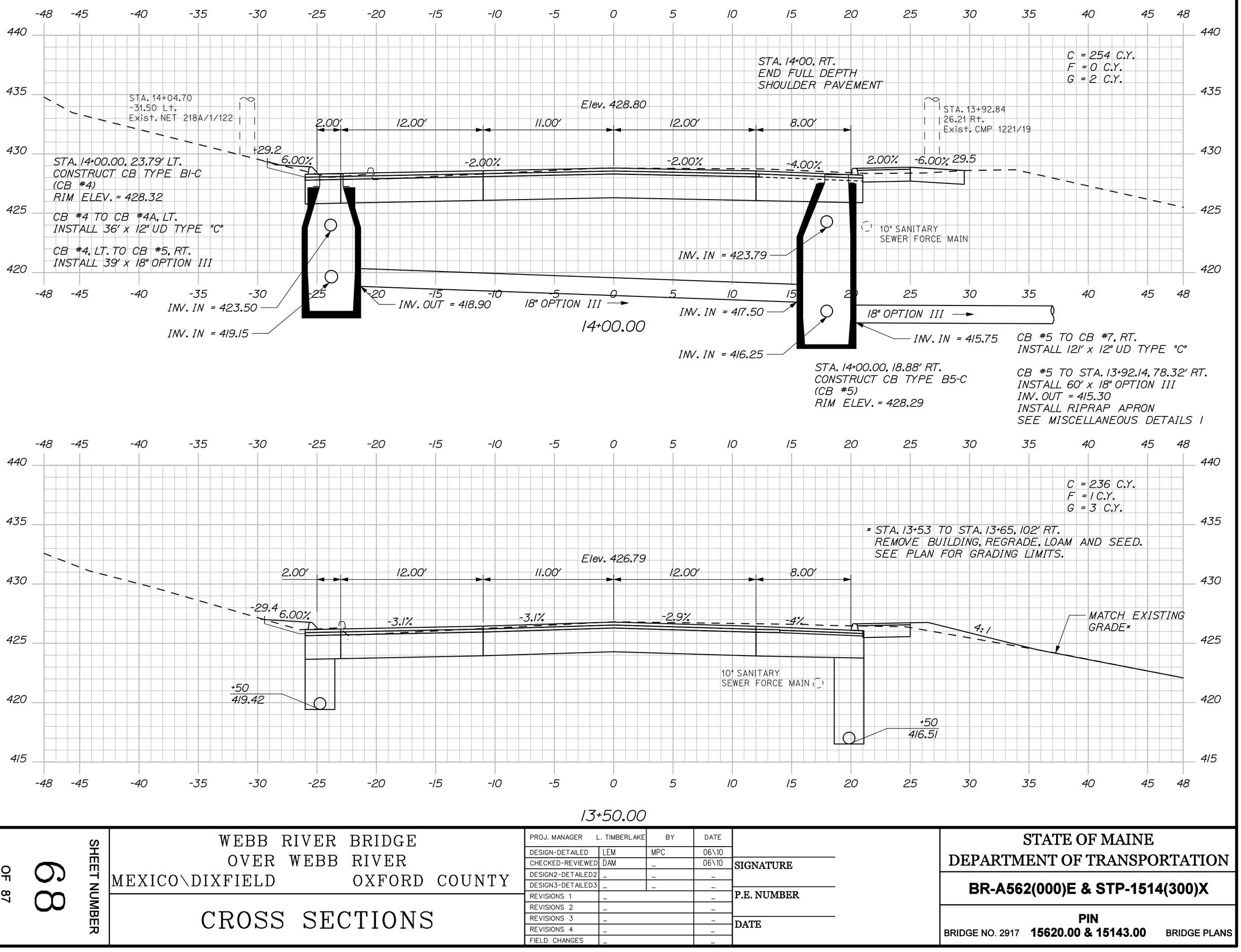
C = 290 C.Y.
F = 0 C.Y.
G = 0 C.Y.

14+50.00

STA. 14+40.00, 23.79' LT.
CONSTRUCT CB TYPE BI-C
(CB #4A)
RIM ELEV. = 429.94

CB #4A TO CB #6, LT.
INSTALL 36' x 12" UD TYPE "C"





STA. 14+00, RT.
END FULL DEPTH
SHOULDER PAVEMENT

C = 254 C.Y.
F = 0 C.Y.
G = 2 C.Y.

14+00.00

STA. 14+00.00, 23.79' LT.
CONSTRUCT CB TYPE BI-C
(CB #4)
RIM ELEV. = 428.32

CB #4 TO CB #4A, LT.
INSTALL 36' x 12" UD TYPE "C"

CB #4, LT. TO CB #5, RT.
INSTALL 39' x 18" OPTION III

STA. 14+00.00, 18.88' RT.
CONSTRUCT CB TYPE B5-C
(CB #5)
RIM ELEV. = 428.29

CB #5 TO CB #7, RT.
INSTALL 121' x 12" UD TYPE "C"

CB #5 TO STA. 13+92.14, 78.32' RT.
INSTALL 60' x 18" OPTION III
INV. OUT = 415.30
INSTALL RIPRAP APRON
SEE MISCELLANEOUS DETAILS I

C = 236 C.Y.
F = 1 C.Y.
G = 3 C.Y.

* STA. 13+53 TO STA. 13+65, 102' RT.
REMOVE BUILDING, REGRADE, LOAM AND SEED.
SEE PLAN FOR GRADING LIMITS.

13+50.00

Sta. 13+50.00 to Sta. 14+58.00

SHEET NUMBER 68 OF 87

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

CROSS SECTIONS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	_	06\10
DESIGN2-DETAILED2	_	_	_
DESIGN3-DETAILED3	_	_	_
REVISIONS 1	_		_
REVISIONS 2	_		_
REVISIONS 3	_		_
REVISIONS 4	_		_
FIELD CHANGES	_		_

SIGNATURE

P.E. NUMBER

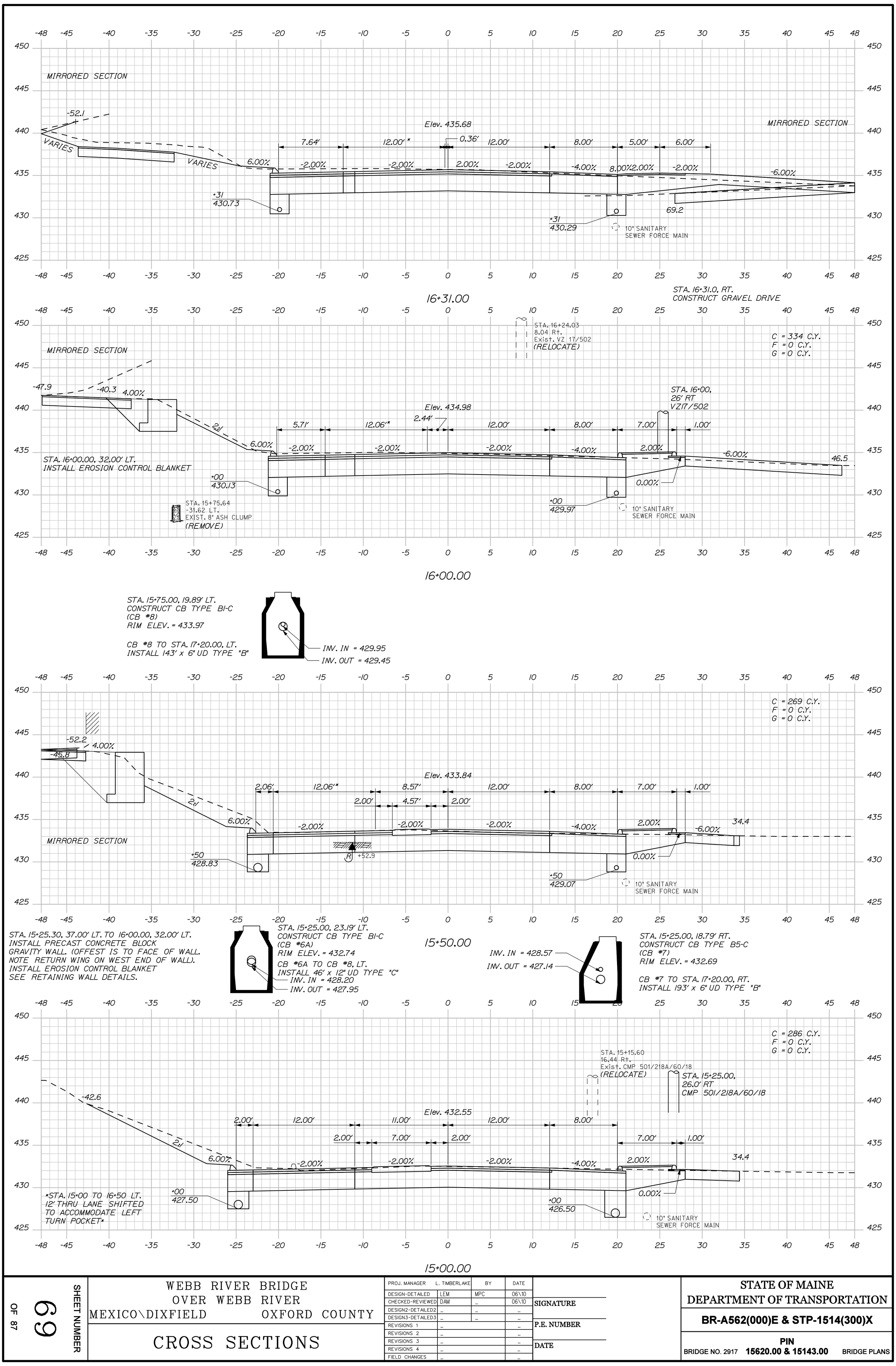
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

Filename: 069_Xsect.dgn Division: HIGHWAY Username: mcundiff Date:6/30/2010



Sta. 15+00.00 to Sta. 16+31.00

SHEET NUMBER 69 OF 87

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

CROSS SECTIONS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	_	06\10
DESIGN2-DETAILED2	_	_	_
DESIGN3-DETAILED3	_	_	_
REVISIONS 1	_		_
REVISIONS 2	_		_
REVISIONS 3	_		_
REVISIONS 4	_		_
FIELD CHANGES	_		_

SIGNATURE

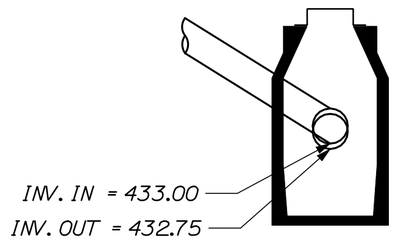
P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

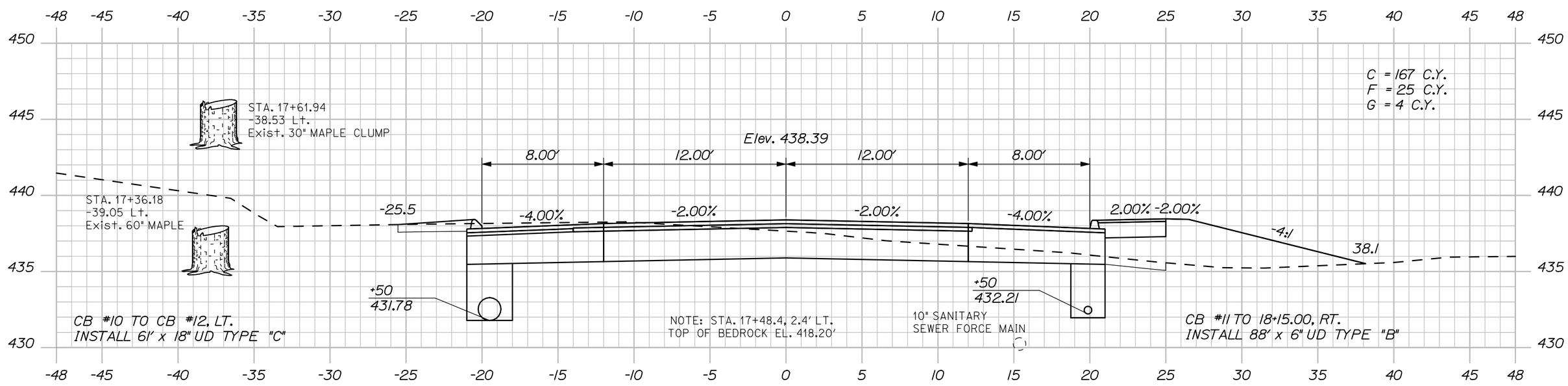
BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS



STA. 17+90.00, 22.78' LT.
CONSTRUCT CB TYPE BI-C
(CB #12)
RIM ELEV. = 438.73

CB #12 TO CB #31, LT.
INSTALL 23' x 18" UD TYPE "C"



17+50.00

STA. 17+25.00, 18.79' LT.
CONSTRUCT CB TYPE BI-C
(CB #10)
RIM ELEV. = 437.27

CB #9 TO CB #10, LT.
INSTALL 9' x 12" OPTION III

INV. IN = 431.77 - 432.17.
AS DIRECTED BY RESIDENT;
MINIMUM SLOPE = 1%

STA. 17+28.93
-30.96 Lt.
Exist. CB
(CB #9)

12" OPTION III

INV. OUT = 428.90
INV. IN = 431.20
INV. IN = 431.70

18" OPTION III

CB #10, LT. TO CB #11, RT.
INSTALL 33.6' x 18" OPTION III

INV. IN = 428.50

INV. IN = 431.50

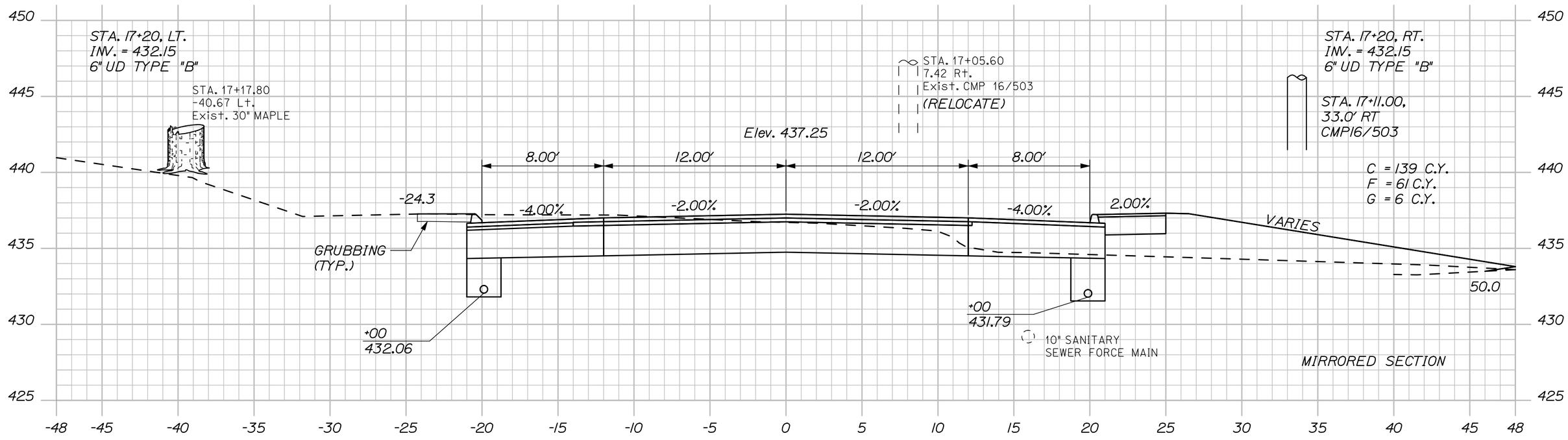
10" SANITARY
SEWER FORCE MAIN

18" OPTION III

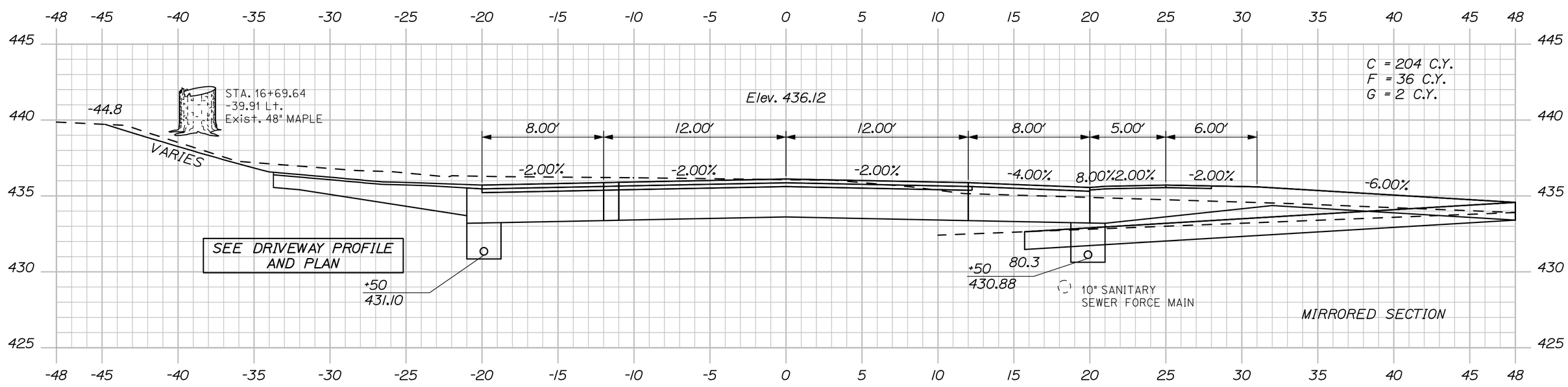
INV. IN = 428.25

STA. 17+25.00, 18.88' RT.
CONSTRUCT CB TYPE BI-C
(CB #11)
RIM ELEV. = 437.27

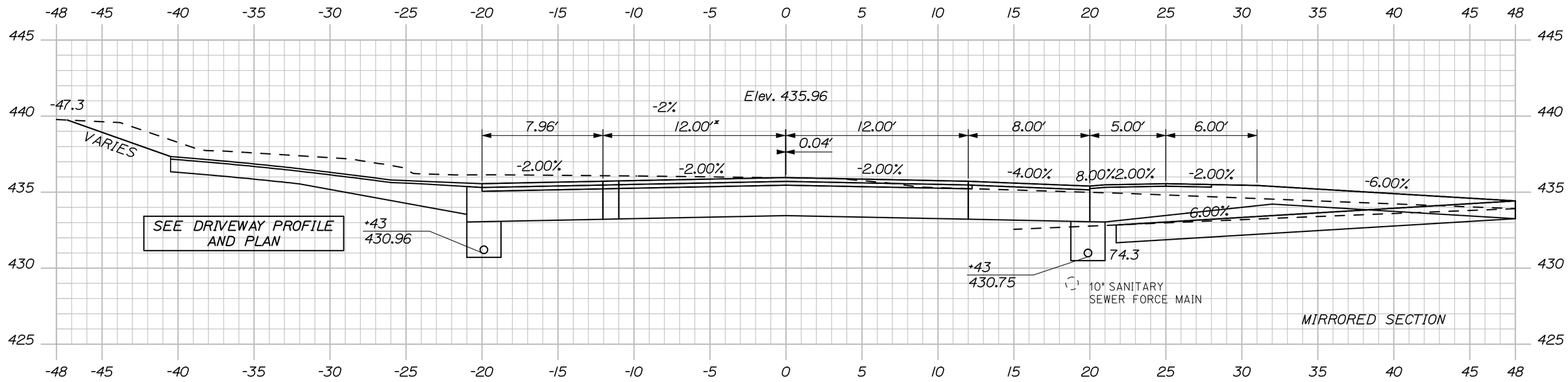
CB #11 TO STA. 17+25.42, 55.87' RT.
INSTALL 36' x 18" OPTION III
INV OUT = 428.00
INSTALL RIPRAP APRON
SEE MISCELLANEOUS DETAILS I



17+00.00



16+50.00



STA. 16+43.0, LT.
CONSTRUCT PAVED DRIVE

16+43.00

Sta. 16+43.00 to Sta. 17+50.00

SHEET NUMBER 70 OF 87

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

CROSS SECTIONS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	_	06\10
DESIGN2-DETAILED2	_	_	_
DESIGN3-DETAILED3	_	_	_
REVISIONS 1	_		_
REVISIONS 2	_		_
REVISIONS 3	_		_
REVISIONS 4	_		_
FIELD CHANGES	_		_

SIGNATURE

P.E. NUMBER

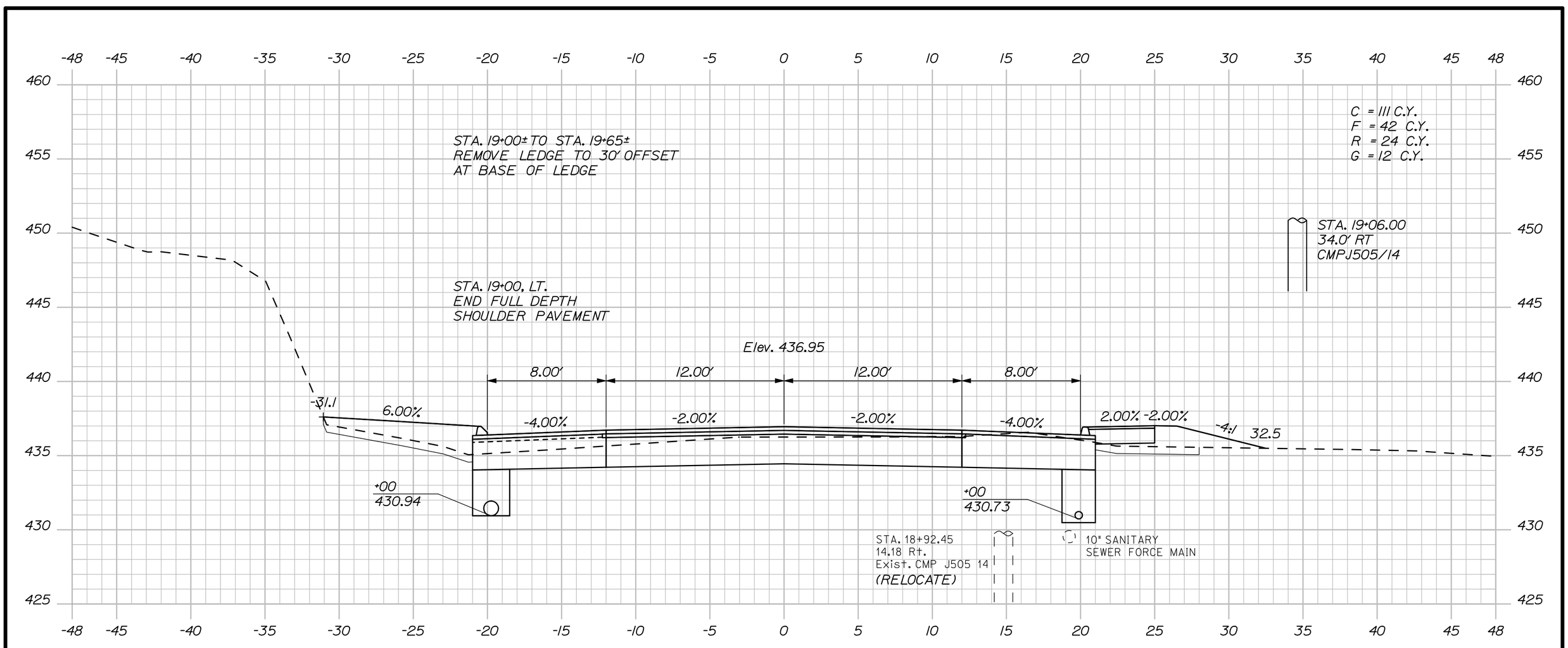
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

Filename: 071_Xsect.dgn Division: HIGHWAY Username: mcundiff Date:6/30/2010

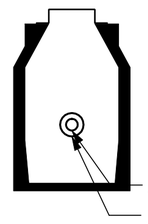


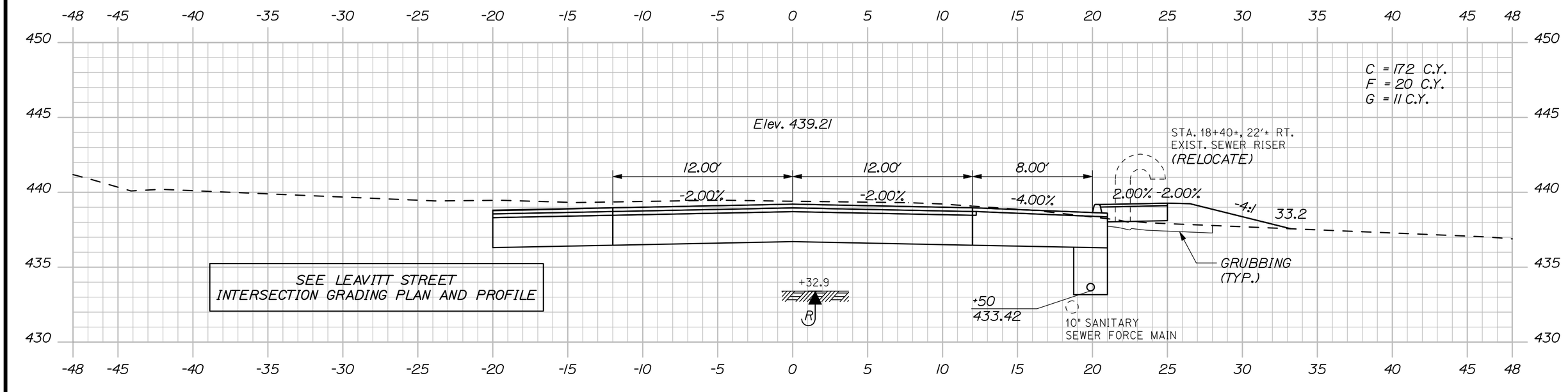
19+00.00

STA. 18+80.00, 19.99' LT.
CONSTRUCT CB TYPE BI-C
(CB #13)
RIM ELEV. = 437.50

CB #13 TO CB #15, LT.
INSTALL 216' x 12" UD TYPE "C"

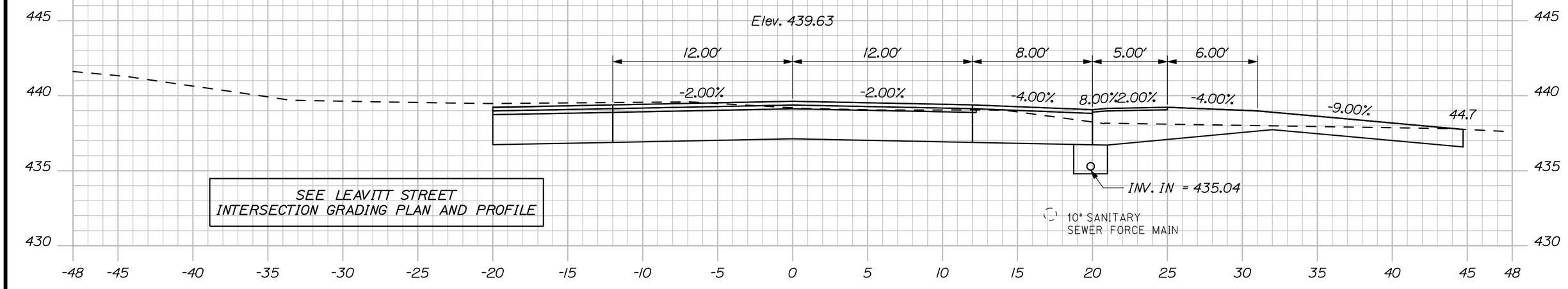
STA. 2+36.00, RT. TO CB #13, LT.
INSTALL 36' x 6" UD TYPE "B"
INV. IN = 434.00





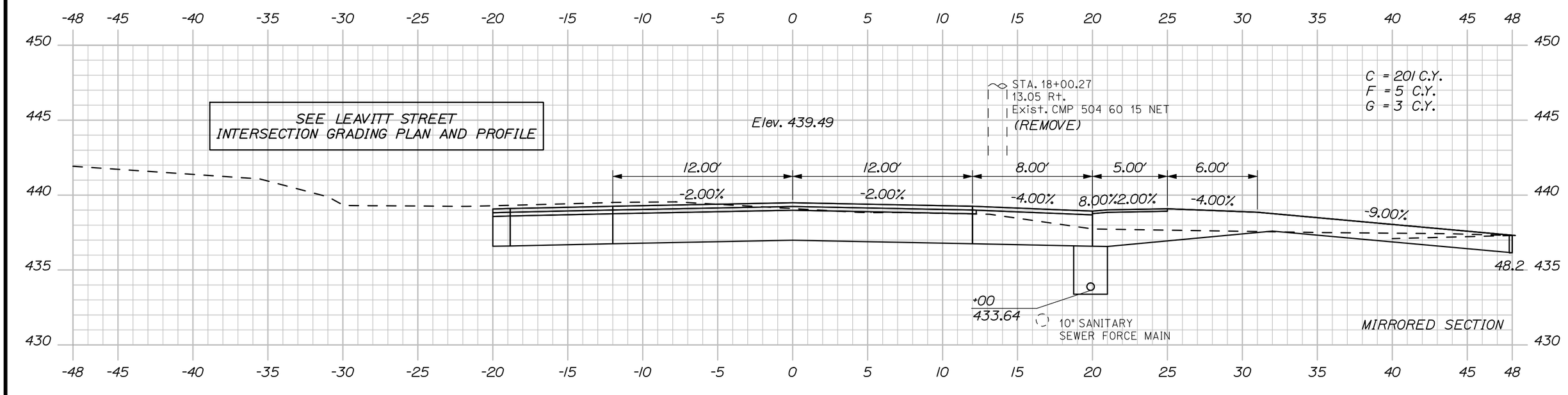
18+50.00

STA. 18+20.00, RT. TO CB #14
INSTALL 228' x 6" UD TYPE "B"
INV. IN = 435.04



18+15.00

STA. 18+15.0, RT.
CONSTRUCT GRAVEL DRIVE



18+00.00

Sta. 18+00.00 to Sta. 19+00.00

SHEET NUMBER 71 OF 87

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

CROSS SECTIONS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	_	06\10
DESIGN2-DETAILED2	_	_	_
DESIGN3-DETAILED3	_	_	_
REVISIONS 1	_		_
REVISIONS 2	_		_
REVISIONS 3	_		_
REVISIONS 4	_		_
FIELD CHANGES	_		_

SIGNATURE

P.E. NUMBER

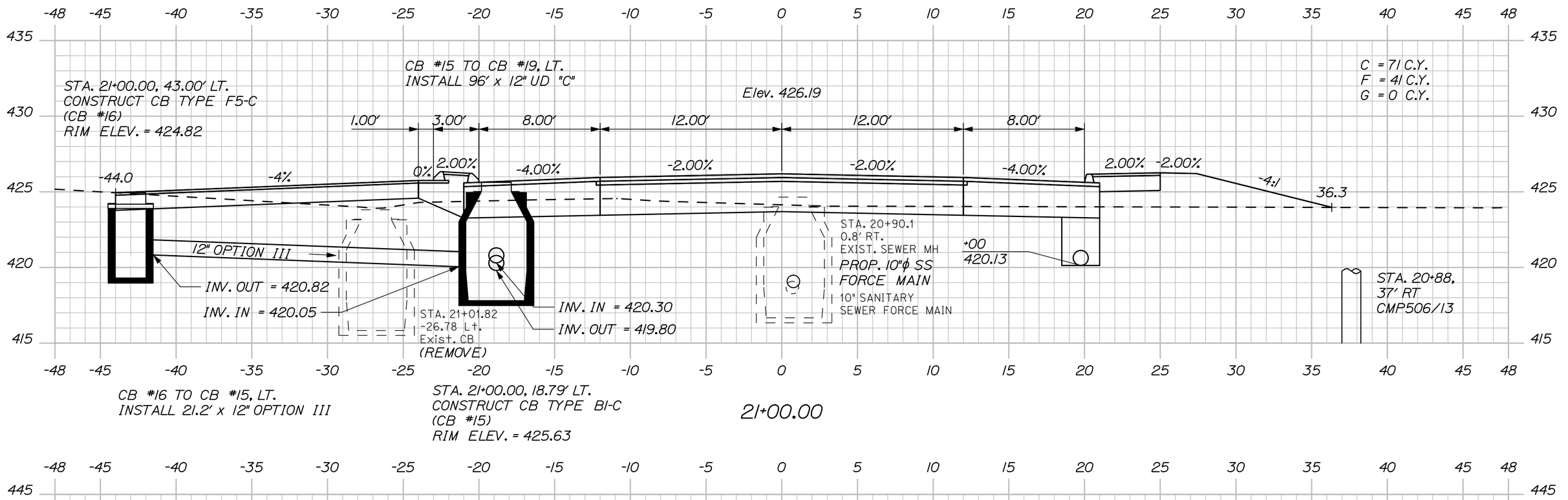
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

Filename: 072_Xsect.dgn Division: HIGHWAY Username: mcundiff Date:6/30/2010



Sta. 19+50.00 to Sta. 21+00.00

SHEET NUMBER 12 OF 87

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

CROSS SECTIONS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	_	06\10
DESIGN2-DETAILED2	_	_	_
DESIGN3-DETAILED3	_	_	_
REVISIONS 1	_		_
REVISIONS 2	_		_
REVISIONS 3	_		_
REVISIONS 4	_		_
FIELD CHANGES	_		_

SIGNATURE

P.E. NUMBER

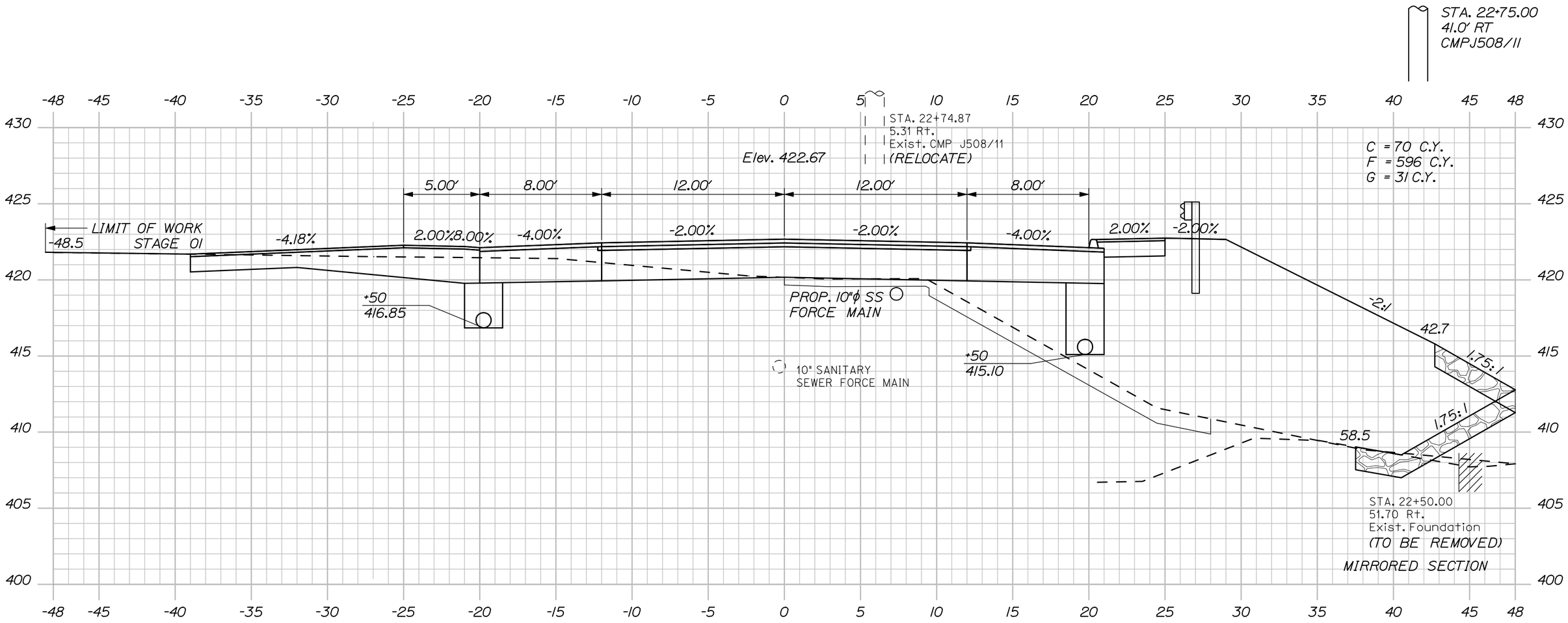
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

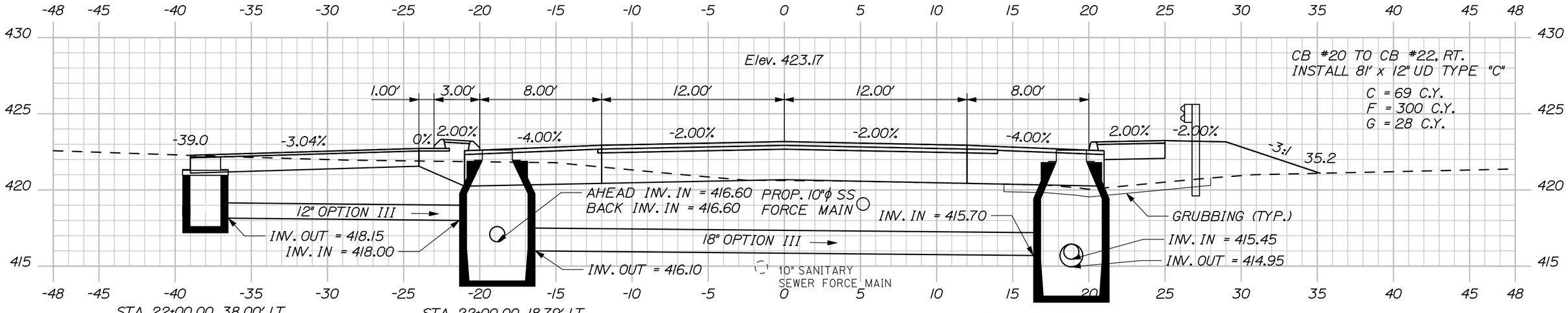
Filename: 073_Xsect.dgn Division: HIGHWAY Username: mcundiff Date:6/30/2010



CB #19 TO CB #21, LT.
INSTALL 81' x 12" UD TYPE "C"

CB #18 TO CB #19, LT.
INSTALL 16.2' x 12' OPTION III

22+50.00



STA. 22+00.00, 38.00' LT.
CONSTRUCT CB TYPE F5-C
(CB #18)
RIM ELEV. = 422.15

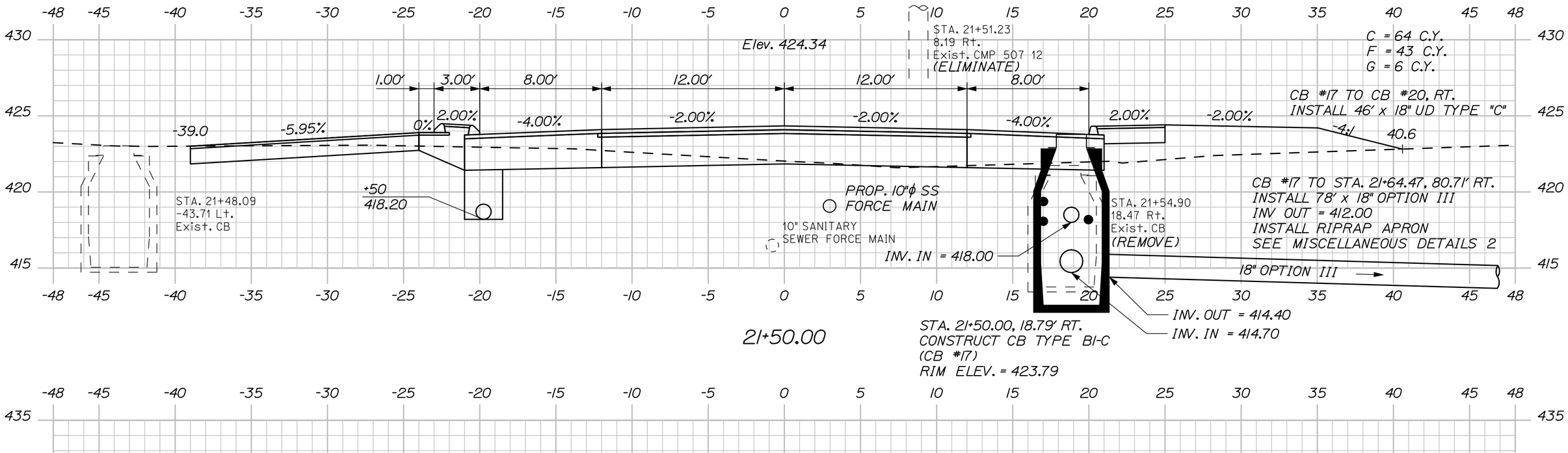
STA. 22+00.00, 18.79' LT.
CONSTRUCT CB TYPE BI-C
(CB #19)
RIM ELEV. = 422.62

22+00.00

CB #19, LT. TO CB #20, RT.
INSTALL 33.6' x 18" OPTION III

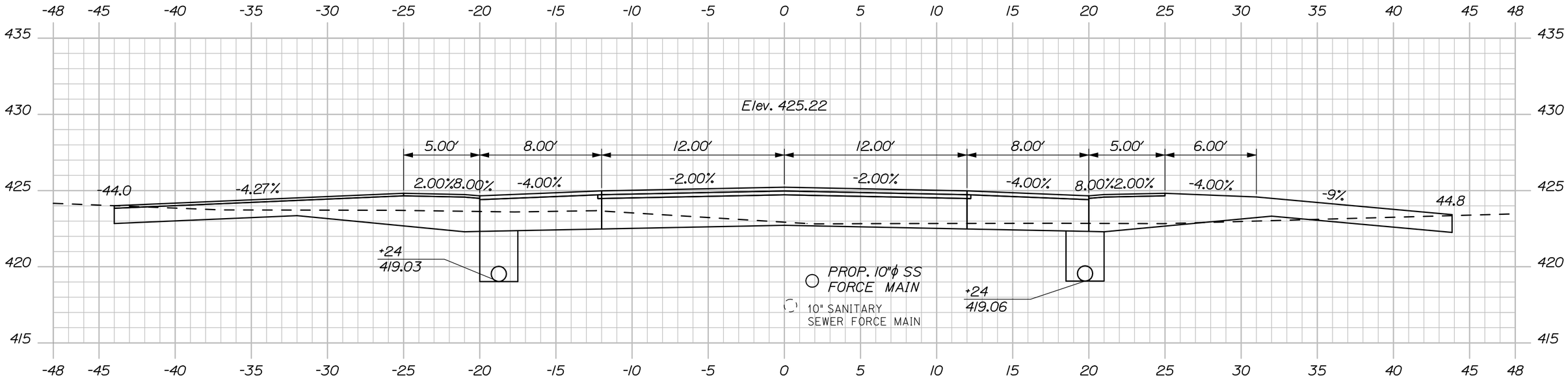
STA. 22+00.00, 18.79' RT.
CONSTRUCT CB TYPE BI-C
(CB #20)
RIM ELEV. = 422.62

STA. 21+62.68, 30.00' RT. TO STA. 22+74.90, 25.13' RT.
INSTALL GR



21+50.00

STA. 21+50.00, 18.79' RT.
CONSTRUCT CB TYPE BI-C
(CB #17)
RIM ELEV. = 423.79



STA. 21+24.0, LT.
CONSTRUCT PAVED DRIVE

21+24.00

STA. 21+24.0, RT.
CONSTRUCT GRAVEL DRIVE

Sta. 21+24.00 to Sta. 22+50.00

SHEET NUMBER 73 OF 87

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

CROSS SECTIONS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	_	06\10
DESIGN2-DETAILED2	_	_	_
DESIGN3-DETAILED3	_	_	_
REVISIONS 1	_		_
REVISIONS 2	_		_
REVISIONS 3	_		_
REVISIONS 4	_		_
FIELD CHANGES	_		_

SIGNATURE

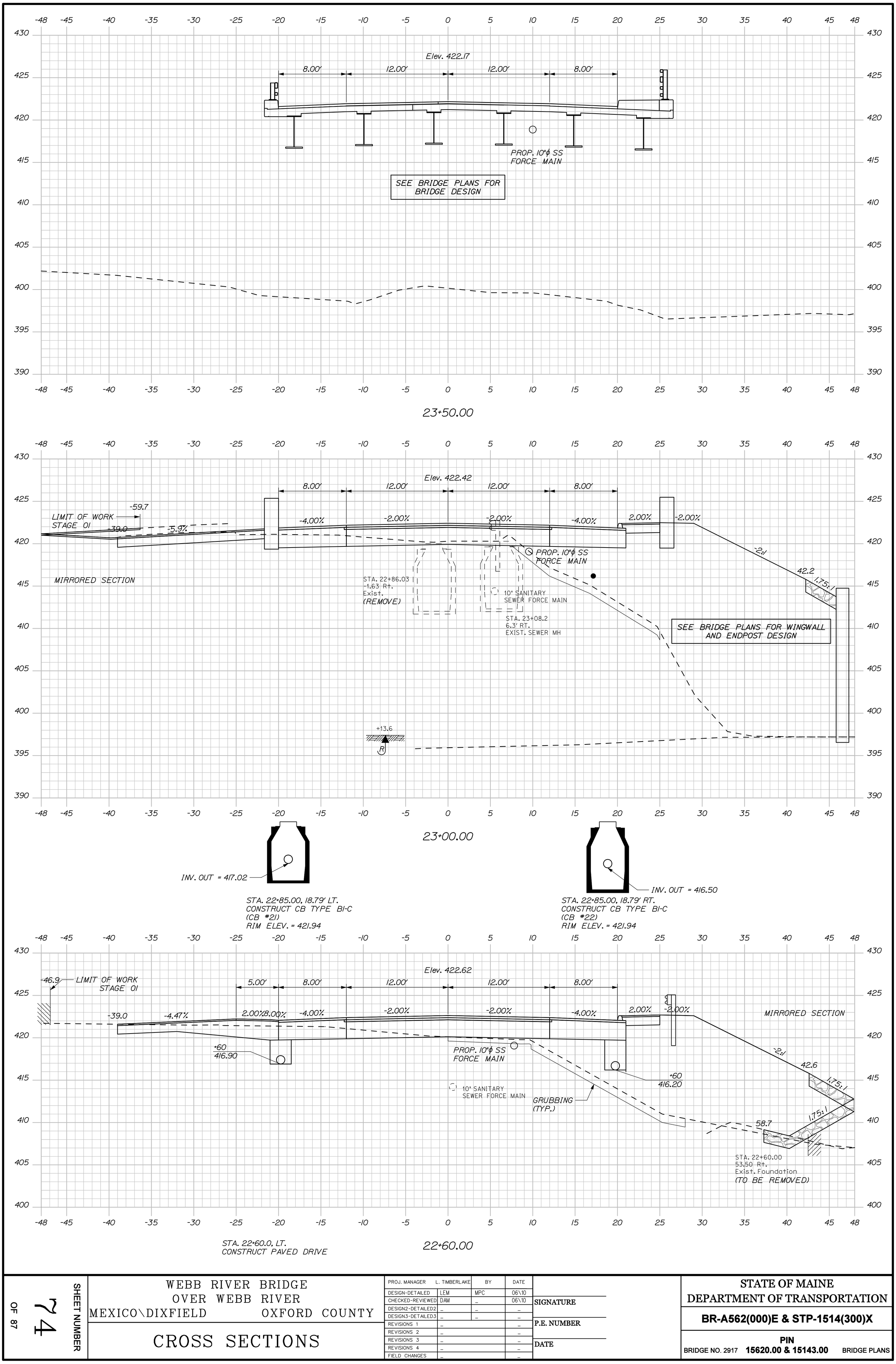
P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS



Sta. 22+60.00 to Sta. 23+50.00

SHEET NUMBER 74 OF 87

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

CROSS SECTIONS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	_	06\10
DESIGN2-DETAILED2	_	_	_
DESIGN3-DETAILED3	_	_	_
REVISIONS 1	_		_
REVISIONS 2	_		_
REVISIONS 3	_		_
REVISIONS 4	_		_
FIELD CHANGES	_		_

SIGNATURE

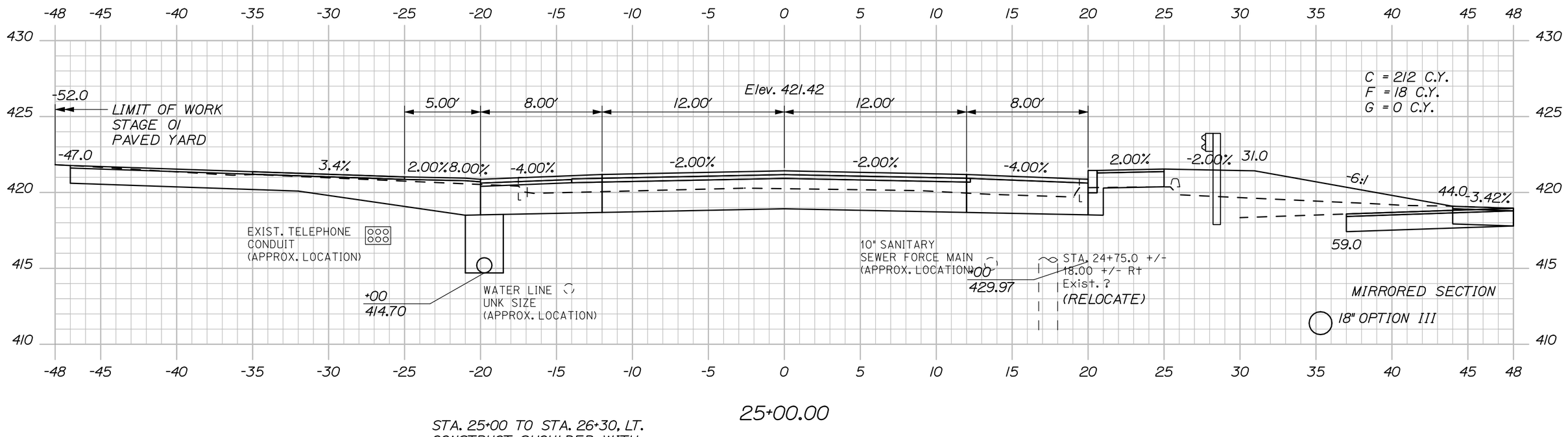
P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

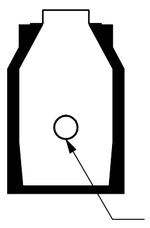


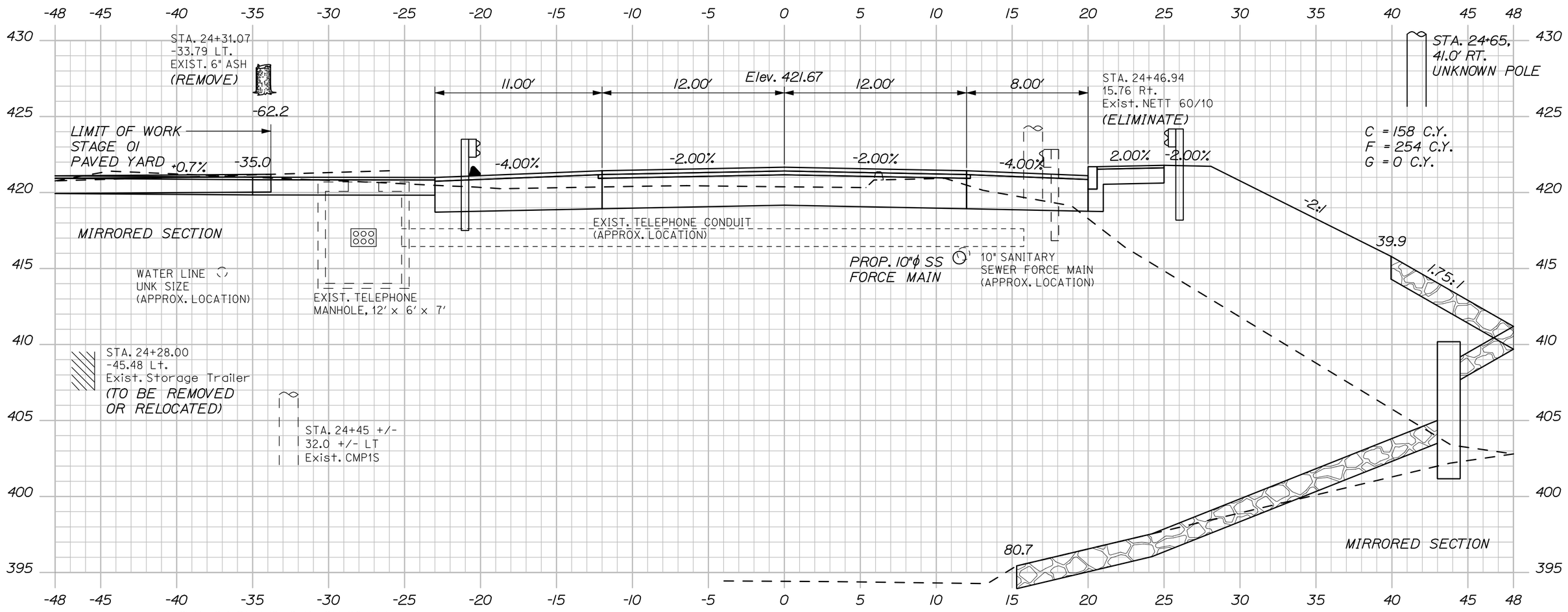
25+00.00

STA. 25+00 TO STA. 26+30, LT.
CONSTRUCT SHOULDER WITH
FULL DEPTH PAVEMENT

STA. 24+55.00, 18.79' LT.
CONSTRUCT CB TYPE BI-C
(CB #23)
RIM ELEV. = 421.10

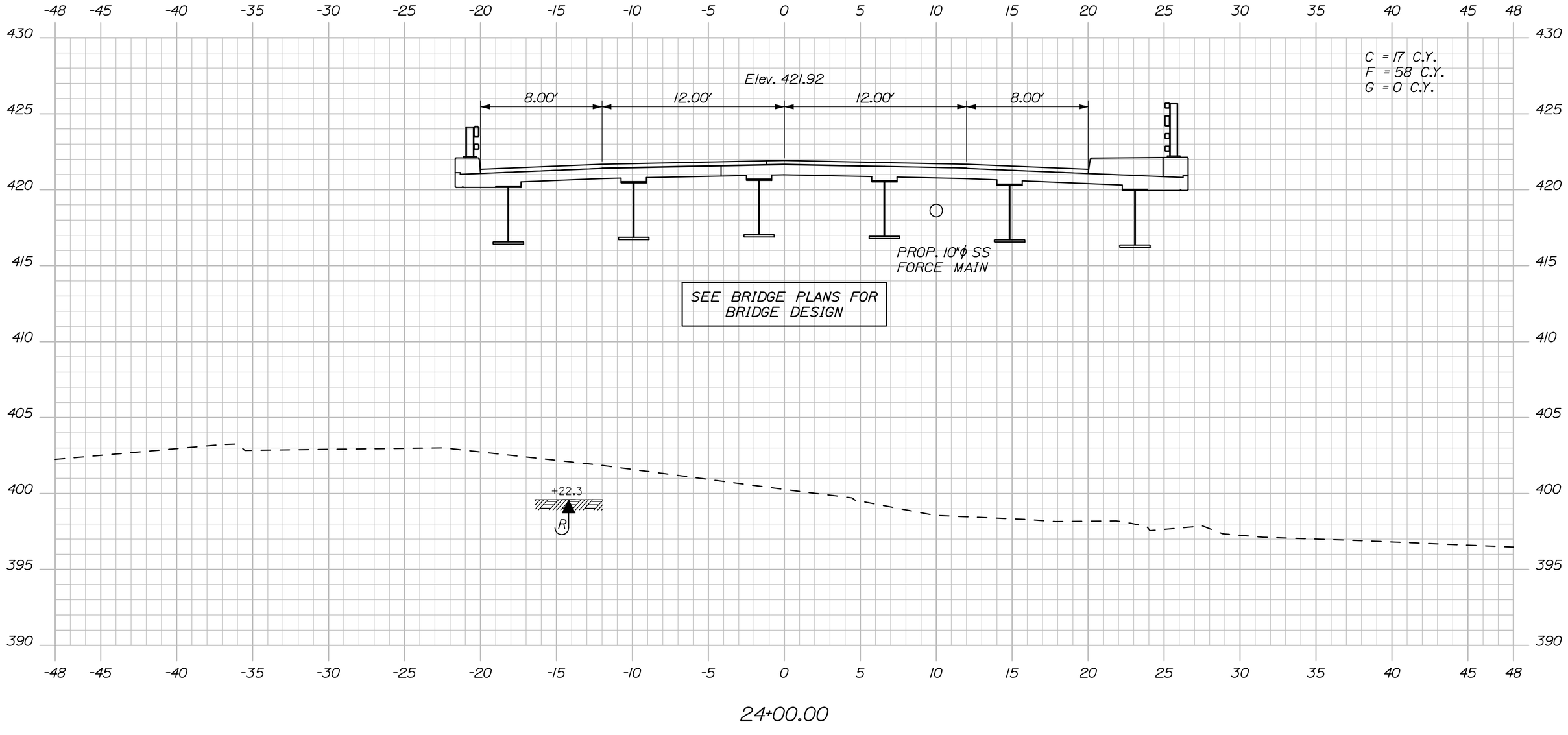
CB #23 TO CB #25, LT.
INSTALL 61.3' X 12" UD "C"





STA. 24+25 TO STA. 25+60, LT.
FOLLOWING BRIDGE CONSTRUCTION, RECONSTRUCT DRIVE
WITH 11" A.S.C.G. AND 3" H.M.A. GRADE SHALL BE VARIABLE
BUT STRAIGHT FROM GUTTER LINE TO SLOPE LIMIT.
APPROXIMATE RANGE 0.7% TO 6%.

24+50.00



24+00.00

Sta. 24+00.00 to Sta. 25+00.00

SHEET NUMBER 75 OF 87

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

CROSS SECTIONS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	_	06\10
DESIGN2-DETAILED2	_	_	_
DESIGN3-DETAILED3	_	_	_
REVISIONS 1	_		_
REVISIONS 2	_		_
REVISIONS 3	_		_
REVISIONS 4	_		_
FIELD CHANGES	_		_

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

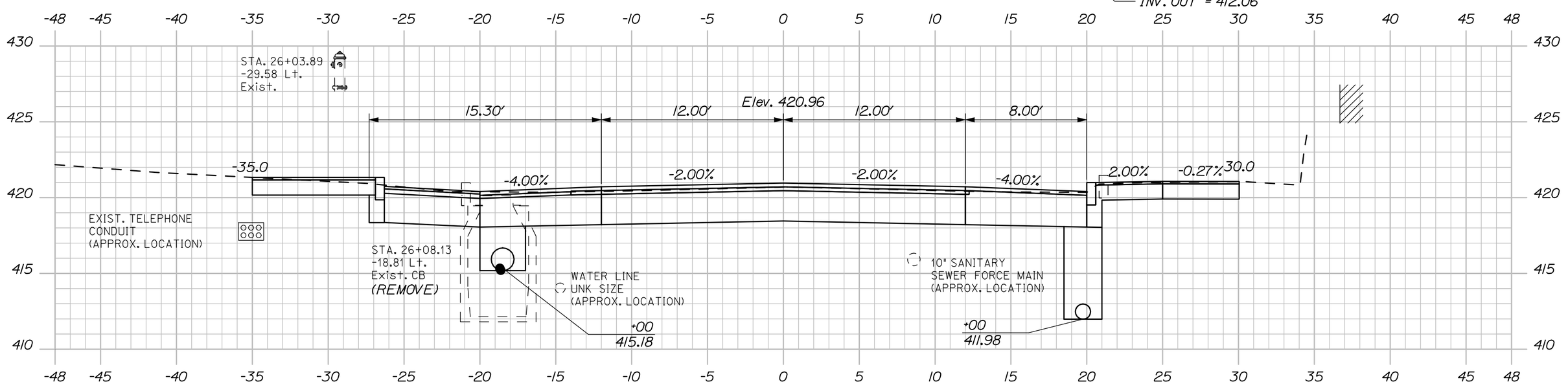
STA. 26+21.00, 18.88' LT.
CONSTRUCT CB TYPE AI-C
(CB #30)
RIM ELEV. = 420.31
CONNECT TO EXIST. 18" UD

INV. IN = 415.34
INV. OUT = 415.34

STA. 26+17.00, 18.88' RT.
CONSTRUCT CB TYPE AI-C
(CB #29)
RIM ELEV. = 420.31
CONNECT TO EXIST. 12" UD

INV. IN = 412.34
INV. OUT = 412.06

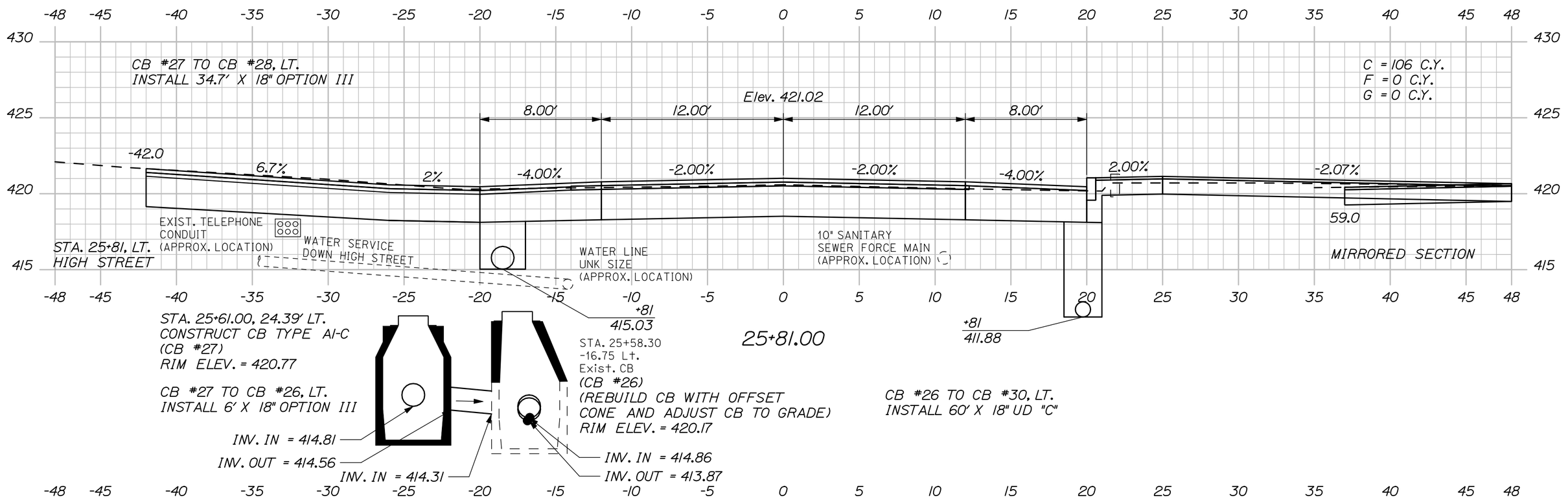
C = 211 C.Y.
F = 0 C.Y.
G = 0 C.Y.



26+00.00

STA. 25+98.32, 27.53' LT.
CONSTRUCT CB TYPE AI-C
(CB #28)
RIM ELEV. = 420.79

INV. OUT = 415.16



25+81.00

STA. 25+61.00, 24.39' LT.
CONSTRUCT CB TYPE AI-C
(CB #27)
RIM ELEV. = 420.77

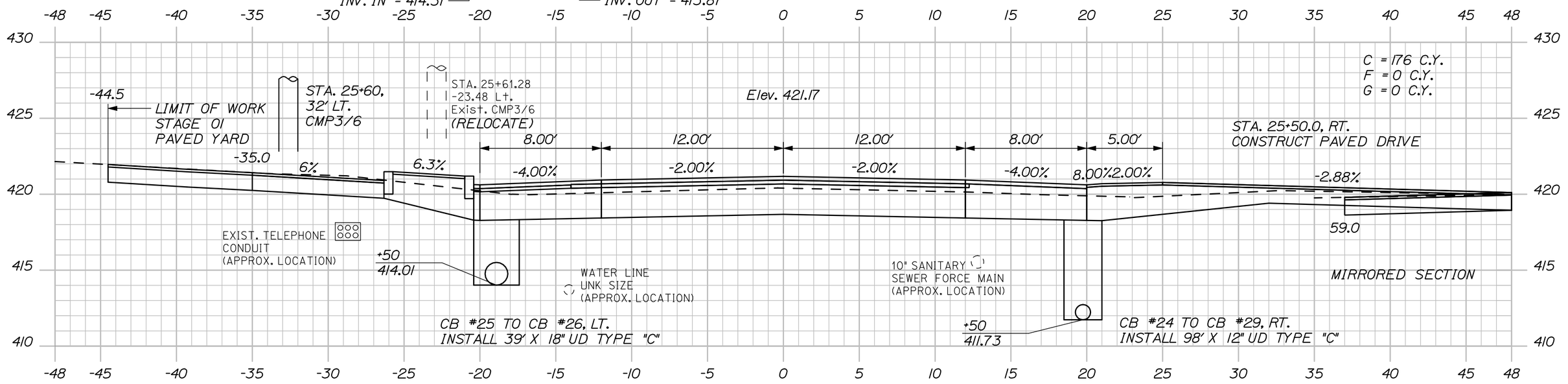
CB #27 TO CB #26, LT.
INSTALL 6' X 18" OPTION III

INV. IN = 414.81
INV. OUT = 414.56
INV. IN = 414.31

STA. 25+58.30
-16.75 Lt.
Exist. CB
(CB #26)
(REBUILD CB WITH OFFSET
CONE AND ADJUST CB TO GRADE)
RIM ELEV. = 420.17

INV. IN = 414.86
INV. OUT = 413.87

CB #26 TO CB #30, LT.
INSTALL 60' X 18" UD "C"



CB #25 TO CB #26, LT.
INSTALL 39' X 18" UD TYPE "C"

CB #24 TO CB #29, RT.
INSTALL 98' X 12" UD TYPE "C"

25+50.00

STA. 25+19.38
-15.65 Lt.
Exist. CB
(CB #25)
(REBUILD CB WITH OFFSET
CONE AND ADJUST CB TO GRADE)
RIM ELEV. = 420.94

BACK INV. IN = 414.32
AHEAD INV. IN = 413.67

CB #25, LT. TO CB #24, RT.
INSTALL 30.5' X 18" OPTION III

INV. OUT = 413.49

EXIST. 18" CMP
(REMOVE)

10" SANITARY
SEWER FORCE MAIN
(APPROX. LOCATION)

18" OPTION III

INV. IN = 412.78

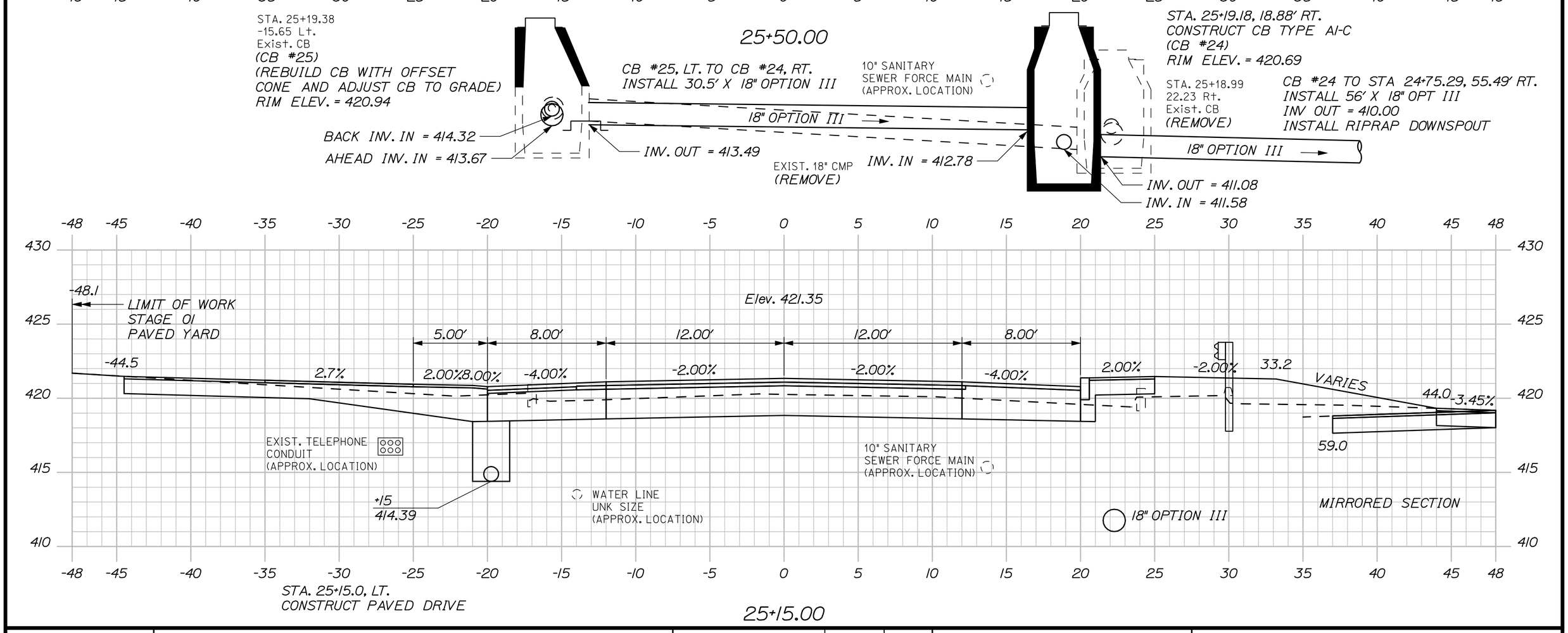
STA. 25+19.18, 18.88' RT.
CONSTRUCT CB TYPE AI-C
(CB #24)
RIM ELEV. = 420.69

STA. 25+18.99
22.23 Rt.
Exist. CB
(REMOVE)

CB #24 TO STA 24+75.29, 55.49' RT.
INSTALL 56' X 18" OPT III
INV OUT = 410.00
INSTALL RIPRAP DOWNSPOUT

18" OPTION III

INV. OUT = 411.08
INV. IN = 411.58



STA. 25+15.0, LT.
CONSTRUCT PAVED DRIVE

25+15.00

Sta. 25+15.00 to Sta. 26+00.00

SHEET NUMBER 76 OF 87

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

CROSS SECTIONS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	_	06\10
DESIGN2-DETAILED2	_	_	_
DESIGN3-DETAILED3	_	_	_
REVISIONS 1	_		_
REVISIONS 2	_		_
REVISIONS 3	_		_
REVISIONS 4	_		_
FIELD CHANGES	_		_

SIGNATURE

P.E. NUMBER

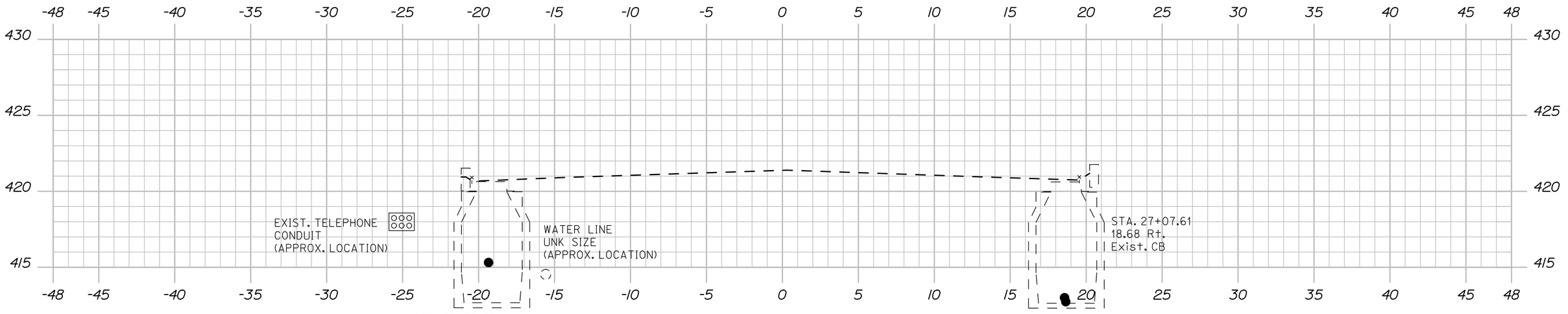
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

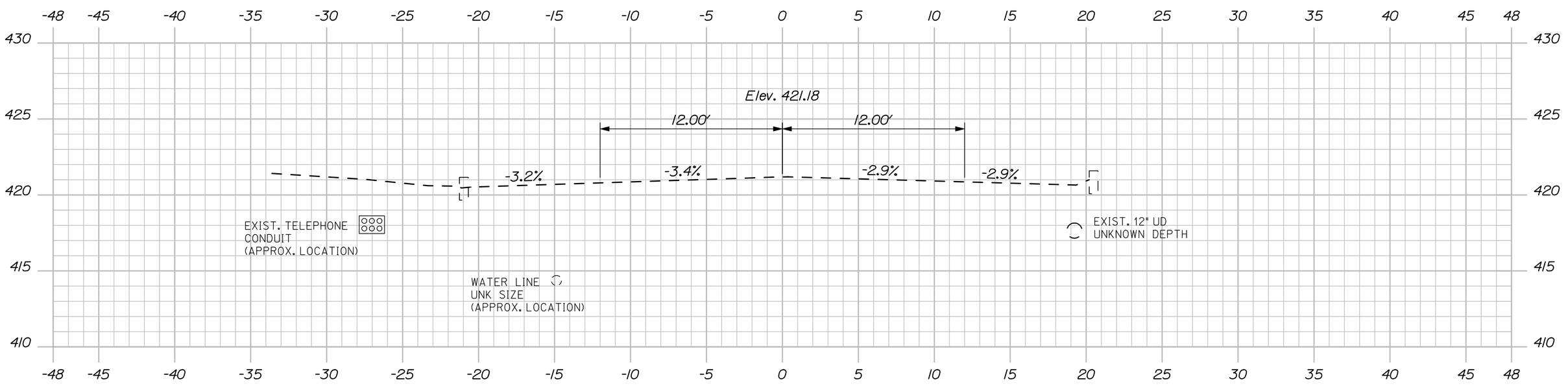
BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

Filename: 077_Xsect.dgn Division: HIGHWAY Username: mcundiff Date:6/30/2010

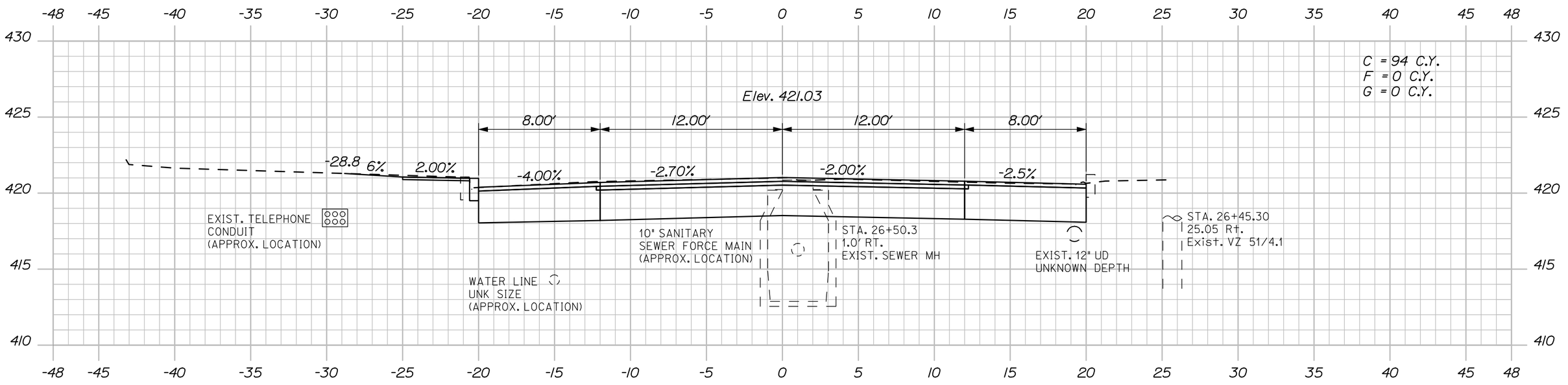


27+00.00

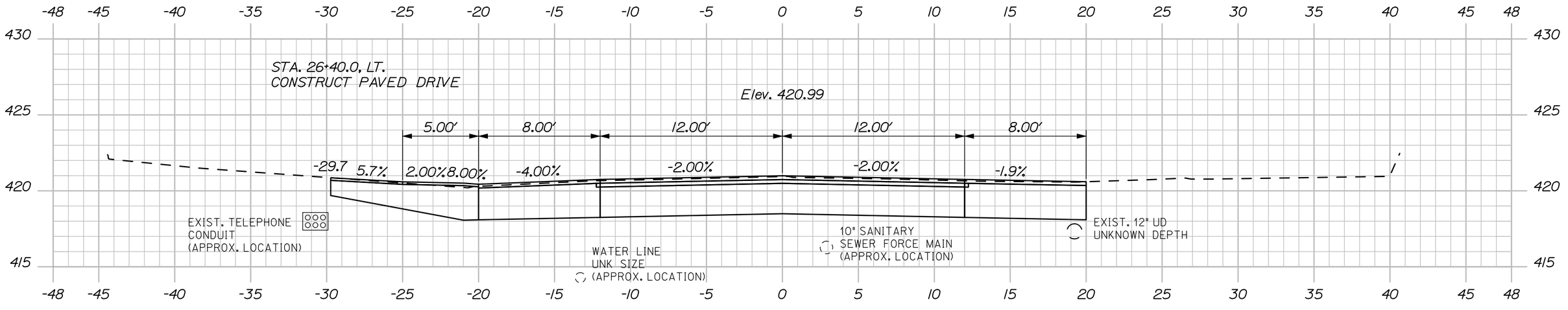


26+75.00

STA. 26+75.00
END PROJECTS BR-A562(000)E & STP-1514(300)X
END FULL DEPTH RECONSTRUCTION
MATCH EXISTING PAVEMENT AND STRIPING
LIMIT OF WORK



26+50.00



26+40.00

Sta. 26+40.00 to Sta. 27+00.00

SHEET NUMBER 77 OF 87

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

CROSS SECTIONS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	_	06\10
DESIGN2-DETAILED2	_	_	_
DESIGN3-DETAILED3	_	_	_
REVISIONS 1	_		_
REVISIONS 2	_		_
REVISIONS 3	_		_
REVISIONS 4	_		_
FIELD CHANGES	_		_

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

Filename: 078_Xsect.dgn Division: HIGHWAY Username: mcundiff Date:6/30/2010

Sta. 27+50.00 to Sta. 28+50.00

SHEET NUMBER 78 OF 87

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

CROSS SECTIONS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	_	06\10
DESIGN2-DETAILED2	_	_	_
DESIGN3-DETAILED3	_	_	_
REVISIONS 1	_		_
REVISIONS 2	_		_
REVISIONS 3	_		_
REVISIONS 4	_		_
FIELD CHANGES	_		_

SIGNATURE

P.E. NUMBER

DATE

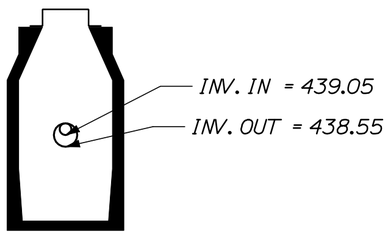
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

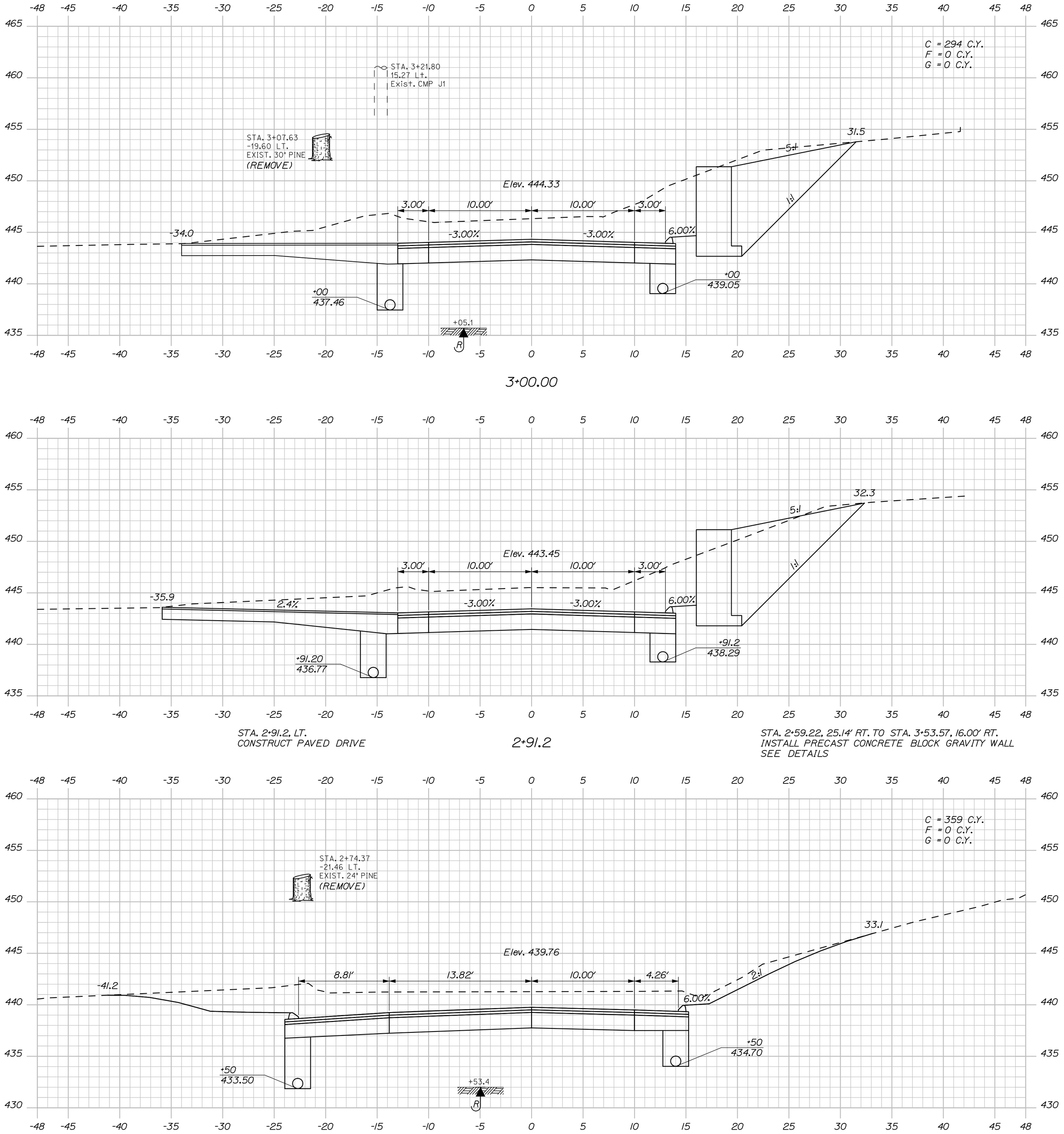
BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

STA. 3+06.00, 11.79' LT.
CONSTRUCT CB TYPE BI-C
(CB #33)
RIM ELEV. = 444.53

CB #33 TO STA. 4+30.00, LT.
INSTALL 122' x 6" UD TYPE "B"





3+00.00

STA. 2+91.2, LT.
CONSTRUCT PAVED DRIVE

2+91.2

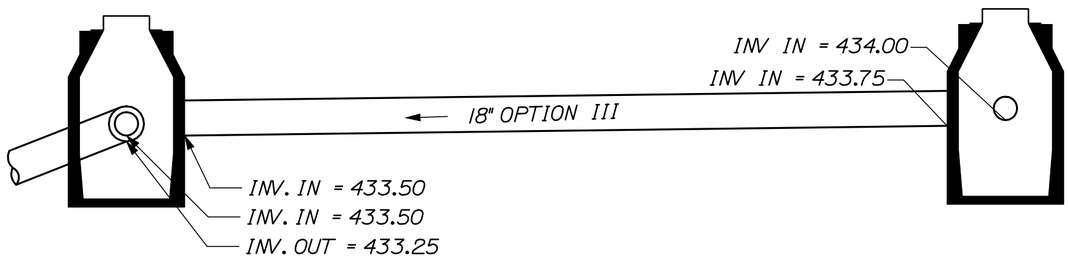
STA. 2+59.22, 25.14' RT. TO STA. 3+53.57, 16.00' RT.
INSTALL PRECAST CONCRETE BLOCK GRAVITY WALL
SEE DETAILS

STA. 2+48.00, 23.00' LT.
CONSTRUCT CB TYPE BI-C
(CB #31)
RIM ELEV. = 438.54

CB #31 TO CB #33, LT.
INSTALL 63.7' x 12" UD TYPE "C"

CB #31, LT. TO CB #32, RT.
INSTALL 38.2' x 18" OPTION III

2+50.00



STA. 2+40.00, 14.45' RT.
CONSTRUCT CB TYPE BI-C
(CB #32)
RIM ELEV. = 438.88

CB #32 TO CB #34, RT.
INSTALL 144' x 12" UD TYPE "C"

C = 308 C.Y.
F = 0 C.Y.
G = 0 C.Y.

SEE LEAVITT STREET
INTERSECTION GRADING PLAN

Sta. 2+50.00 to Sta. 3+00.00

SHEET NUMBER 79 OF 87

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

CROSS SECTIONS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	_	06\10
DESIGN2-DETAILED2	_	_	_
DESIGN3-DETAILED3	_	_	_
REVISIONS 1	_		_
REVISIONS 2	_		_
REVISIONS 3	_		_
REVISIONS 4	_		_
FIELD CHANGES	_		_

SIGNATURE

P.E. NUMBER

DATE

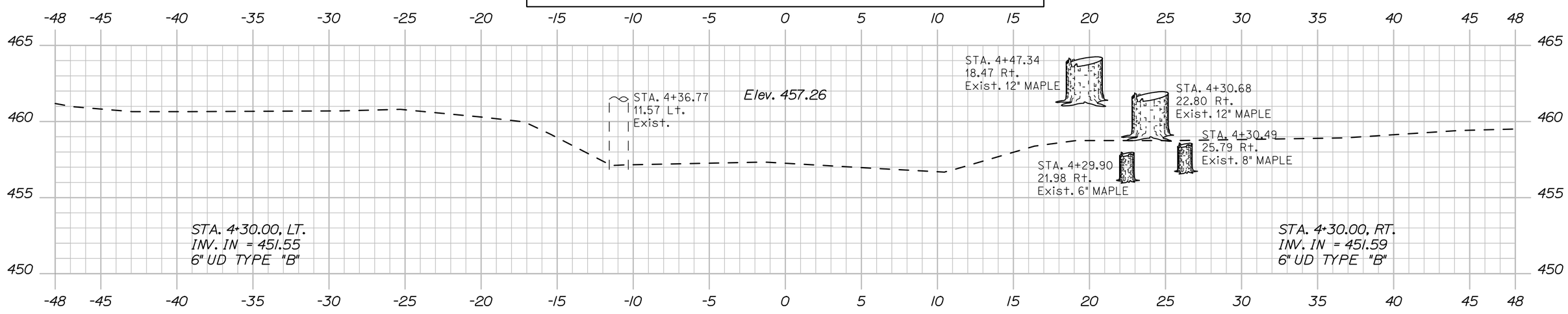
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

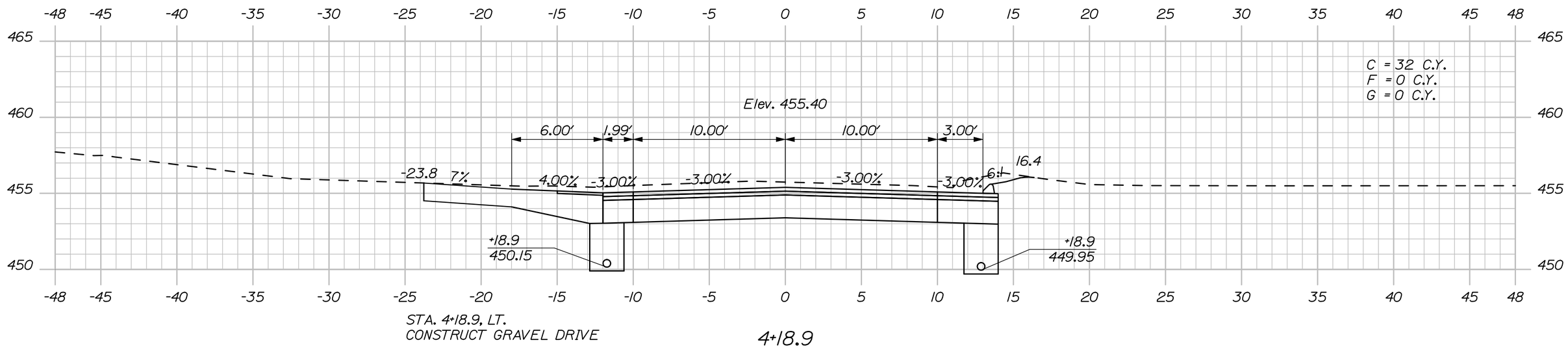
Filename: 080_Xsect.dgn Division: HIGHWAY Username: mcundiff Date:6/30/2010

STA. 4+45
MATCH EXISTING PAVEMENT AND STRIPING
LIMIT OF WORK

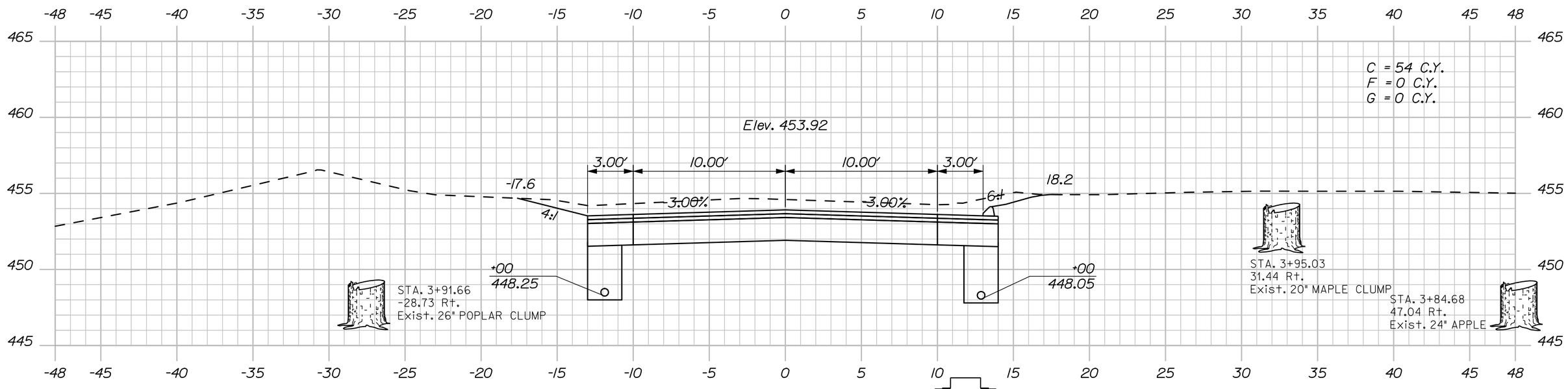


4+45.00

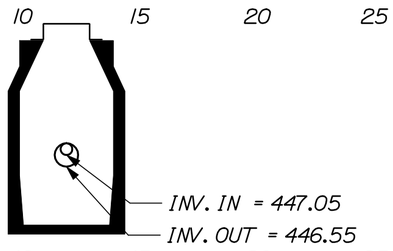
STA. 4+30
LEAVITT STREET
END FULL DEPTH CONSTRUCTION
STA. 4+30 TO STA. 4+45
CONSTRUCT APPROACH



4+18.9

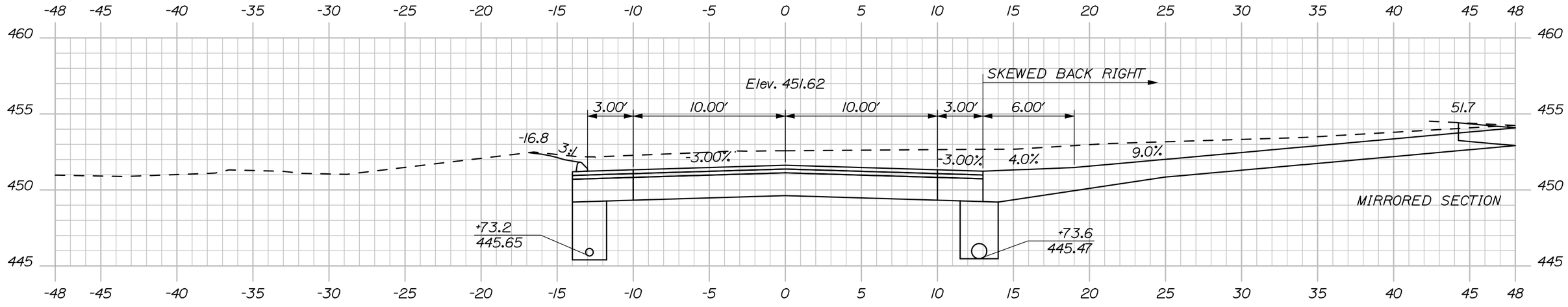


4+00.00



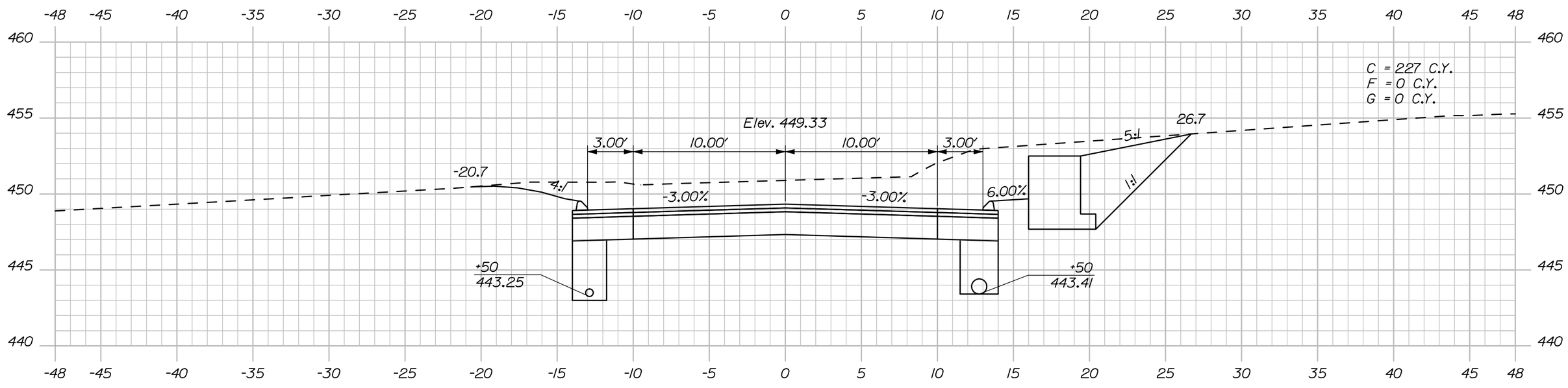
STA. 3+88.00, 11.79' RT.
CONSTRUCT CB TYPE BI-C
(CB #34)
RIM ELEV. = 452.51

CB #34 TO STA. 4+30.00, LT.
INSTALL 40' x 6" UD TYPE "B"



3+73.6

STA. 3+73.6, RT.
CONSTRUCT GRAVEL DRIVE



3+50.00

Sta. 3+50.00 to Sta. 4+30.00

SHEET NUMBER 80 OF 87

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

CROSS SECTIONS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	_	06\10
DESIGN2-DETAILED2	_	_	_
DESIGN3-DETAILED3	_	_	_
REVISIONS 1	_		_
REVISIONS 2	_		_
REVISIONS 3	_		_
REVISIONS 4	_		_
FIELD CHANGES	_		_

SIGNATURE

P.E. NUMBER

DATE

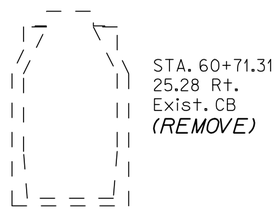
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

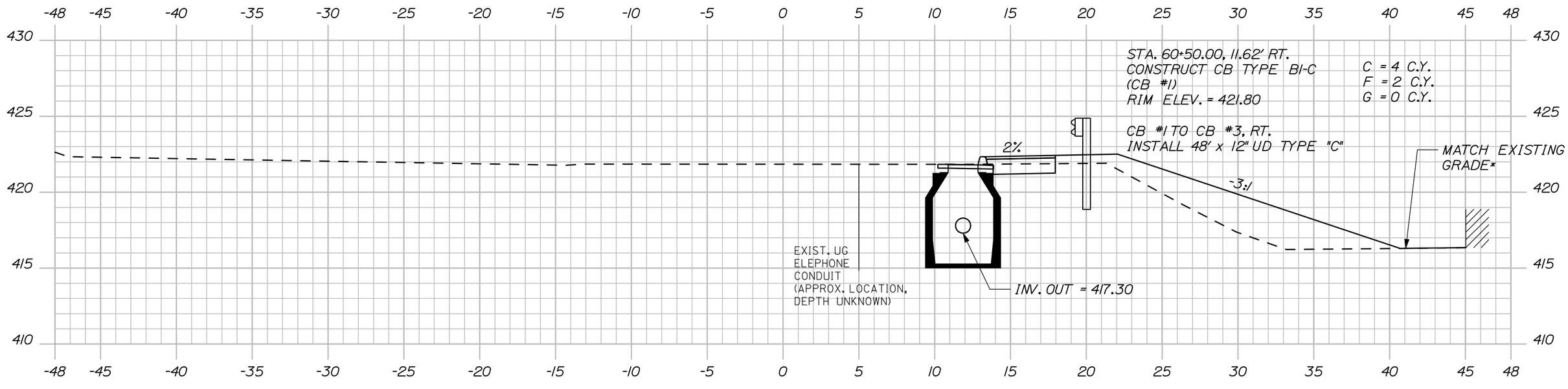
BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

Filename: 081_Xsect.dgn Division: HIGHWAY Username: mcundiff Date:6/30/2010

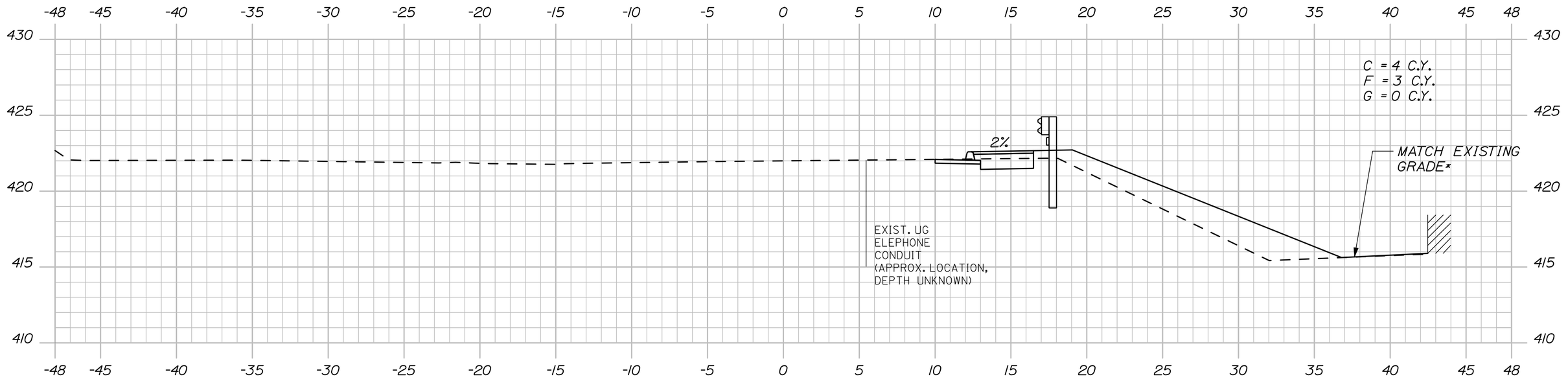
SEE NORTH MAIN STREET INTERSECTION GRADING PLAN





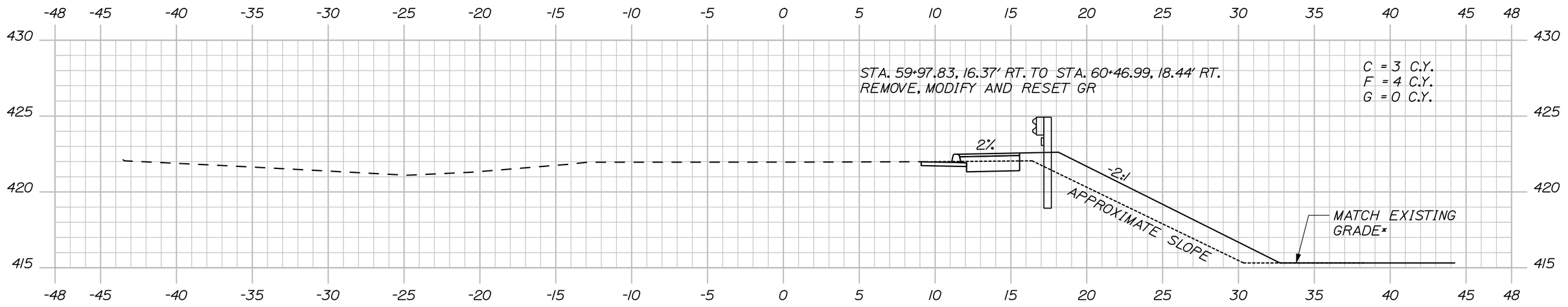
60+50.00

STA. 60+46.99, RT. TO STA. 13+47.80, 26.10' RT.
INSTALL GR



60+25.00

* STA. 60+18 TO STA. 60+50, 42' RT.
REMOVE BUILDING, REGRADE, LOAM AND SEED.
SEE PLAN FOR GRADING LIMITS.



60+00.00

* STA. 60+00, 100' RT.
REMOVE BUILDING, REGRADE, LOAM AND SEED.
SEE PLAN FOR GRADING LIMITS.

STA. 60+00, RT.
MATCH EXIST. SIDEWALK FROM PERU BRIDGE.
CONSTRUCT VARIABLE WIDTH SIDEWALK, MIN. WIDTH 5'.
MATCH INTO SIDEWALK AT STA. 12+75, RT.
ROUTE 2 PROJECT

STA. 60+00 TO STA. 60+50±, RT.
ADJUST GUARDRAIL HEIGHT.
ADD RUB RAIL TO EXIST. GUARDRAIL.

STA. 59+95 TO STA. 60+05, RT.
INSTALL EROSION CONTROL BLANKET

STA. 59+95
MATCH EXISTING SLOPE GRADING

Sta. 60+00.00 to Sta. 60+50.00

SHEET NUMBER 81 OF 87

WEBB RIVER BRIDGE
OVER WEBB RIVER
MEXICO\DIXFIELD OXFORD COUNTY

CROSS SECTIONS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	LEM	MPC	06\10
CHECKED-REVIEWED	DAM	_	06\10
DESIGN2-DETAILED2	_	_	_
DESIGN3-DETAILED3	_	_	_
REVISIONS 1	_		_
REVISIONS 2	_		_
REVISIONS 3	_		_
REVISIONS 4	_		_
FIELD CHANGES	_		_

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-A562(000)E & STP-1514(300)X

PIN
BRIDGE NO. 2917 15620.00 & 15143.00 BRIDGE PLANS

Filename: ...\00\ROW\MSTA\001_RWPLAN1.dgn Username: coy.williams Date:10/18/2010 Division: BRIDGE

RIGHT-OF-WAY IN MEXICO SHOWN AS DESCRIBED IN COUNTY LAYOUT OF 1931, OXFORD COUNTY VOL. 2A, PAGE 49. THIS LAYOUT DISCONTINUED THE EARLIER VERSION SHOWN ON S.H.C. FILE 9-91.

CURVE DATA

PI = 15+20.13
D = 4° - 46' - 28.7"
Δ = 25° - 34' - 31.34" Lt.
R = 1200.00'
L = 535.65'
T = 272.36'
E = 30.52'

POB = STA. 10+00.00

PC = STA. 12+47.77

DEBORAH HAMANN

ARTHUR CARRIER, JR.
ANNIE M. CARRIER
ITEM NO. (1)
SLOPE EASE. = 697± S.F. (1)
TOTAL AREA = 0.27± AC. (CALC.)

RUSSELL T. MOODY
ITEM NO. (4)
CONST. & MAINT. EASE. = 1,238± S.F. (1)
SLOPE EASE. = 775± S.F. (1)
TEMP. CONST. RIGHTS = 1,789± S.F. (1)
TOTAL AREA = 0.59± AC. (PER TAX MA

ARTHUR CARRIER, JR.
ANNIE M. CARRIER

S.H.C. FILE NO. 9-91

STA. 12+43.98 ROUTE 2 BASELINE =
STA. 61+29.67 NORTH MAIN STREET BASELINE

TO MEXICO

10+00 STATE HIGHWAY "25" 11+00 U.S. ROUTE 2 RIVER ROAD 12+00 13+00 14+00

BEGIN B.L.

S 72°-26'-45.2" E 247.77'

N 8°-35'-58.7" E 179.67'

STATE HIGHWAY "22"

SEE S.H.C. FILE NO. 9-91

SET BACK LINE

HOUSE

DANTE BRUNO
MARIE BRUNO

RUMFORD APARTMENTS

NORTH MAIN STREET

TO WEST PERU

SEE S.H.C. FILE NO. 9-63

SLOPE EASE. LIMITS 897± S.F.CLL

775± S.F.

1,238± S.F.

535.65

343'±

341'±

0.18± AC.

CMP501/ 218A/60/18

OUTLET DRAINAGE STRUCTURE STA. 13+98± RT.

115'

0.06± AC. EASE. LIMITS

DRAINAGE

227'±

137'±

122'±

123'±

FLOW

ANDROSCOGGIN RIVER

NOTE: USE OF LAND AND BUILDINGS WITHIN ENTIRE PARCEL NO. 2 RESERVED TO OWNER UNTIL X/X/XX

BRIAN D. FROST
LAURIE FROST
PARCEL NO. (2)
LAND TAKEN = 0.37± AC. (ENTIRE LOT)
BUILDINGS = 2

ANTHONY D. ROWE
DONNA L. ROWE
PARCEL NO. (3)
LAND TAKEN = 0.18± AC. (1)
DRAINAGE EASE. = 0.06± AC. (1)
TEMP. CONST. RIGHTS = 0.11± AC. (2)
TOTAL AREA = 1.32± AC. (CALC.)
REM. AREA = 1.14± AC.

PIN 15143.00

EXISTING RIGHT-OF-WAY REFERENCES:

RT. 2 MEXICO
OXFORD COUNTY
VOL. 2A, PAGE 49
1931, 40 & 50 FEET WIDE

RT. 2 DIXFIELD
OXFORD COUNTY
VOLUME 1A, PAGE 477
1920, 49.5 & 66 FEET WIDE

LEAVITT STREET
MEXICO TOWN RECORDS VOL. 1
MARCH 20, 1821 & APRIL 9, 1821
3 RODS WIDE

SEE ALSO

S.H.C. FILE NO. 9-60
S.H.C. FILE NO. 9-63
S.H.C. FILE NO. 9-91
S.H.C. FILE NO. 9-163
D.O.T. FILE NO. 9-203
D.O.T. FILE NO. 9-285

SYMBOLS

(WELL) WELL
GRADING LIMIT LINE
CONSTRUCTION LIMIT LINE
PROPERTY LINE P.L.
LIMITS OF WROUGHT FOR TON
EXISTING RIGHT OF WAY
NEW RIGHT OF WAY
NEW ROW WITHIN EXIST. ROW
CONTROL OF ACCESS
IP or ● P/P (IRON PIPE or PIN FOUND)
S.T. (SEPTIC TANK)
(ROW MONUMENT)
(TRAVERSE POINT)
WATER LINE
GAS LINE
ELECTRIC LINE
TELEPHONE LINE
SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	PNS	
PROP. LINES	PNS	
AREAS	PNS	DWB

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

REVISIONS			
NO.	DATE	DESCRIPTION	BY

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

DAVID A. COLE
COMMISSIONER
JOHN E. DORITY
CHIEF ENGINEER
DATE

STATE HIGHWAY "25"
RIVER ROAD U.S. ROUTE 2
MEXICO OXFORD COUNTY
FEDERAL AID PROJECT NO. STP-1514(300)E

JULY 2009	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 9-353
SCALE 1" = 25'	SHEET 1 OF 3	

SHEET NUMBER
82
OF 87

Filename: ...\00\row\msto\002_RWPLAN2.dgn Division: BRIDGE Username: coy.williams Date:10/18/2010

CURVE DATA

PI = 15+20.13
D = 4° - 46' - 28.7"
Δ = 25° - 46' - 34" - 31.34" Lt.
R = 1200.00'
L = 535.65'
T = 272.36'
E = 30.52'

LEAVITT STREET CURVE DATA

PI = 2+80.53
D = 7° - 09' - 43.1"
Δ = 5° - 28' - 42.6" Rt.
R = 800.00'
L = 76.50'
T = 38.28'
E = 0.92'

RUSSELL T. MOODY
ITEM NO. (4)
CONST. & MAINT. EASE. = 1,238± S.F. (1)
SLOPE EASE. = 775± S.F. (1)
TEMP. CONST. RIGHTS = 1,789± S.F. (1)
TOTAL AREA = 0.59± AC. (PER TAX MAP)

RONALD W. MCINTIRE
PARCEL NO. (5)
LAND TAKEN = 339± S.F. (1)
DRAINAGE EASE. = 226± S.F. (1)
TEMP. CONST. RIGHTS = 1,503± S.F. (2)
TOTAL AREA = 0.50± AC. (PER TAX MAP)
REM. AREA = 0.49± AC.

LEONARD A. MERCIER
FAYE MERCIER
PARCEL NO. (7)
LAND TAKEN = 317± S.F. (1) (PRESC. EASE.)
LAND TAKEN = 199± S.F. (1) (OTHER)
TOTAL LAND TAKEN = 516± S.F. (2)
CONST. & MAINT. EASE. = 124± S.F. (1)
SLOPE EASE. = 634± S.F. (1)
TEMP. CONST. RIGHTS = 0.08± AC. (2)
TOTAL AREA = 0.74± AC. (PER TAX MAP)
REM. AREA = 0.73± AC.

WILLIAM R. SKIDGELL
ITEM NO. (8)
DRAINAGE EASE. = 740± S.F. (2)
TEMP. CONST. RIGHTS = 0.06± AC. (2)
TEMP. ROAD EASE. = 0.08± AC. (1)
TOTAL AREA = 1.10± AC. (PER TAX MAP)

ANTHONY D. ROWE
DONNA L. ROWE
PARCEL NO. (3)
LAND TAKEN = 0.18± AC. (1)
DRAINAGE EASE. = 0.06± AC. (1)
TEMP. CONST. RIGHTS = 0.11± AC. (2)
TOTAL AREA = 1.32± AC. (CALC.)
REM. AREA = 1.14± AC.

ANTHONY ROWE
ITEM NO. (6)
DRAINAGE EASE. = 1,662± S.F. (1)
TOTAL AREA = 0.80± AC. (CALC.)

MARK BISSON
ITEM NO. (9)
CONST. & MAINT. EASE. = 0.05± AC. (1)
DRAINAGE EASE. = 0.05± AC. (2)
TEMP. CONST. RIGHTS = 1,000± S.F. (1)
TOTAL AREA = 0.73± AC. (PER PLAN)

NOTE: NEW HIGHWAY RIGHT OF WAY ACQUISITION IS MADE SUBJECT TO ANY RIGHTS HELD BY R. MARK BISSON AS DESCRIBED IN DEEDS DATED DECEMBER 26, 1990 AND JANUARY 23, 1991, AND RECORDED AT THE OXFORD COUNTY REGISTRY OF DEEDS (EASTERN DISTRICT) BOOK 1781, PAGES 152 AND 153.

EXISTING RIGHT-OF-WAY REFERENCES:

RT. 2 MEXICO
OXFORD COUNTY
VOL. 2A, PAGE 49
1931, 40 & 50 FEET WIDE

RT. 2 DIXFIELD
OXFORD COUNTY
VOLUME 1A, PAGE 477
1920, 49.5 & 66 FEET WIDE

LEAVITT STREET
MEXICO TOWN RECORDS VOL. 1
MARCH 20, 1821 & APRIL 9, 1821
3 RODS WIDE

SEE ALSO

S.H.C. FILE NO. 9-60
S.H.C. FILE NO. 9-63
S.H.C. FILE NO. 9-91
S.H.C. FILE NO. 9-163
D.O.T. FILE NO. 9-203
D.O.T. FILE NO. 9-285

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)

SEE S.H.C. FILE 9-163

SEE D.O.T FILE NO. 9-203

ANDROSCOGGIN RIVER

PIN 15143.00

SYMBOLS
- (WELL) WELL
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE, P.L.
- LIMITS OF WROUGHT FOR RTE
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS
- IP or ●IPF (IRON PIPE or PIN FOUND)
- S.T. (SEPTIC TANK)
- (ROW MONUMENT)
- ⌀⌀M (TRAVERSE POINT)
- W WATER LINE
- G GAS LINE
- E ELECTRIC LINE
- T TELEPHONE LINE
- SEWER LINE

ITEM	CHECKED	TECH	DWB
BASE MAP		PNS	
EXIST. R/W		PNS	
PROP. LINES		PNS	
AREAS		PNS	

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

REVISIONS			
NO.	DATE	DESCRIPTION	BY

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

DAVID A. COLE
COMMISSIONER
JOHN E. DORITY
CHIEF ENGINEER
DATE

STATE HIGHWAY "25"
RIVER ROAD U.S. ROUTE 2
MEXICO OXFORD COUNTY
FEDERAL AID PROJECT NO. STP-1514(300)E

JULY 2009	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 9-353
SCALE 1" = 25'	SHEET 2 OF 3	

SHEET NUMBER
83
OF 87

Filename: ...\00\row\msta\003_RWPLAN3.dgn Division: BRIDGE Username: coy.williams Date:10/18/2010

MICHAEL A. BLOUIN
STEVEN A. BLOUIN
PARCEL NO. (11)
LAND TAKEN = 34± S.F. (1) (PRESC. EASE.)
LAND TAKEN = 989± S.F. (1) (OTHER)
TOTAL LAND TAKEN = 1,023± S.F. (2)
CONST. & MAINT. EASE. = 211± S.F. (1)
TEMP. ROAD EASE. = 0.13± AC. (1)
TOTAL AREA = 0.60± AC. (PER TAX MAP)
REM. AREA = 0.58± AC.

WILLIAM R. SKIDGELL
ITEM NO. (8)
DRAINAGE EASE. = 740± S.F. (2)
TEMP. CONST. RIGHTS = 0.06± AC. (2)
TEMP. ROAD EASE. = 0.05± AC. (1)
TOTAL AREA = 1.10± AC. (PER TAX MAP)

DAN CASEY

WEBB RIVER FLOW

PHYLLIS QUINN

ARTHUR MUSE
JEAN MUSE

PATRICIA BENEDIX

DONALD E. HUTCHINS

JOSEPH DUNNE

NOTE: STORAGE TRAILER TO BE RELOCATED BY OTHERS

TEMP. ROAD EASE. LIMITS
0.13± AC.

CONST. & MAINT. EASE. LIMITS
211± S.F.
93'±
989± S.F.
5'±
34±S.F.

INLET DRAINAGE STRUCTURE STA. 21+00± LT.
DRAINAGE EASE. LIMITS
419± S.F.
TEMP. CONST. LIMITS
1,187± S.F.
DRAINAGE EASE. LIMITS
321± S.F.
INLET DRAINAGE STRUCTURE STA. 22+00± LT.
TEMP. ROAD EASE. LIM.
0.05± AC.

S.H.C. FILE NO. 9-60

PROP. 10"ϕ SS FORCE MAIN

21+00
N 81°-58'-43.4" E
696.54'
22+00
23+00
24+00
25+00
270.15'
26+00
27+00
END B.L.
MAIN STREET

STATE HIGHWAY "25"
28+00
U.S. ROUTE 2
TO ROUTE 142
SEE D.O.T. FILE NO. 9-285

CMP506/13
SEE D.O.T FILE NO. 9-203

S.H.C. FILE NO. 9-60
CMP508/11

OUTLET DRAINAGE STRUCTURE STA. 21+56± RT.
DRAINAGE OUTLET STA. 22+21± RT.
0.05± AC.
DRAINAGE EASE. LIMITS
MAINTENANCE EASE. LIMITS
1,000± S.F.
TEMP. CONST. LIMITS

OUTLET DRAINAGE STRUCTURE STA. 24+99± RT.
0.06± AC.
TEMP. CONST. LIMITS
625± S.F.
1,645± S.F.

STORM SEWER OUTLET PIPE AND RIP-RAP DOWNSPOUT, ACQ.1996 SEE D.O.T. FILE NO. 9-285

TOWN LINE

= STA. 24+79.96

RIGHT-OF-WAY RESERVED ACROSS PARKING LOT TO BACK PARCEL

= STA. 27+50.11

RIGHT-OF-WAY RESERVED TO BACK LOT

LOT LINE

CURVE DATA
PI = 26+16.51
D = 7° - 38' - 22.0"
Δ = 20° - 38' - 16.56" Rt.
R = 750.00'
L = 270.15'
T = 136.55'
E = 12.33'

NANCY S. CARPENTER
PARCEL NO. (10)
LAND TAKEN (UPLAND) = 1,176± S.F.
LAND TAKEN (UNDERWATER) = 1,078± S.F.
TOTAL LAND TAKEN = 0.05± AC. (1)
CONST. & MAINT. EASE. = 625± S.F. (1)
DRAINAGE EASE. = 1,645± S.F. (1)
TEMP. CONST. RIGHTS = 0.06± AC. (1)
TOTAL AREA = 1.09± AC. (PER TAX MAP)
REM. AREA = 1.04± AC.

MARK BISSON
ITEM NO. (9)
CONST. & MAINT. EASE. = 0.05± AC. (1)
DRAINAGE EASE. = 0.05± AC. (2)
TEMP. CONST. RIGHTS = 1,000± S.F. (1)
TOTAL AREA = 0.73± AC. (PER PLAN)

NOTE: NEW HIGHWAY RIGHT OF WAY ACQUISITION IS MADE SUBJECT TO ANY RIGHTS HELD BY R. MARK BISSON AS DESCRIBED IN DEEDS DATED DECEMBER 26, 1990 AND JANUARY 23, 1991, AND RECORDED AT THE OXFORD COUNTY REGISTRY OF DEEDS (EASTERN DISTRICT) BOOK 1781, PAGES 152 AND 153.

EXISTING RIGHT-OF-WAY REFERENCES:

RT. 2 MEXICO
OXFORD COUNTY
VOL. 2A, PAGE 49
1931, 40 & 50 FEET WIDE

RT. 2 DIXFIELD
OXFORD COUNTY
VOLUME 1A, PAGE 477
1920, 49.5 & 66 FEET WIDE

LEAVITT STREET
MEXICO TOWN RECORDS VOL. 1
MARCH 20, 1821 & APRIL 9, 1821
3 RODS WIDE

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)

SEE ALSO
S.H.C. FILE NO. 9-60
S.H.C. FILE NO. 9-63
S.H.C. FILE NO. 9-91
S.H.C. FILE NO. 9-163
D.O.T. FILE NO. 9-203
D.O.T. FILE NO. 9-285

NOTE: AREA BETWEEN THREAD OF WEBB RIVER AND THE EASTERLY BOUNDARY OF THE TAILRACE, AS SHOWN ON PLAN ON FILE AT THE MAINE DEPT. OF TRANSPORTATION ENTITLED " PLAN SHOWING CHANGE IN HIGHWAY" AS MADE BY COUNTY COMMISIONERS, MAIN STREET, DIXFIELD, DATED JULY 6, 1920, PREPARED BY HENRY NELSON, SURVEYOR, CLAIMED BY NANCY S. CARPENTER.

BRIDGE NO. 2917 WEBB RIVER BRIDGE PIN 15620.00 & 15143.00

SYMBOLS
IPF or IPS (IRON PIPE or PIN FOUND)
S.T. (SEPTIC TANK)
(MELL)
(ROW MONUMENT)
(TRAVERSE POINT)
GRADING LIMIT LINE
CONSTRUCTION LIMIT LINE
PROPERTY LINE, P.L.
WATER LINE
GAS LINE
ELECTRIC LINE
TELEPHONE LINE
SEWER LINE
LIMITS OF WROUGHT FOR TON
EXISTING RIGHT OF WAY
NEW RIGHT OF WAY
NEW ROW WITHIN EXIST. ROW
CONTROL OF ACCESS

ITEM	CHECKED	TECH
BASE MAP		
EXIST. R/W	PNS	PNS
PROP. LINES	PNS	PNS
AREAS	PNS	DWB

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

REVISIONS			
NO.	DATE	DESCRIPTION	BY

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

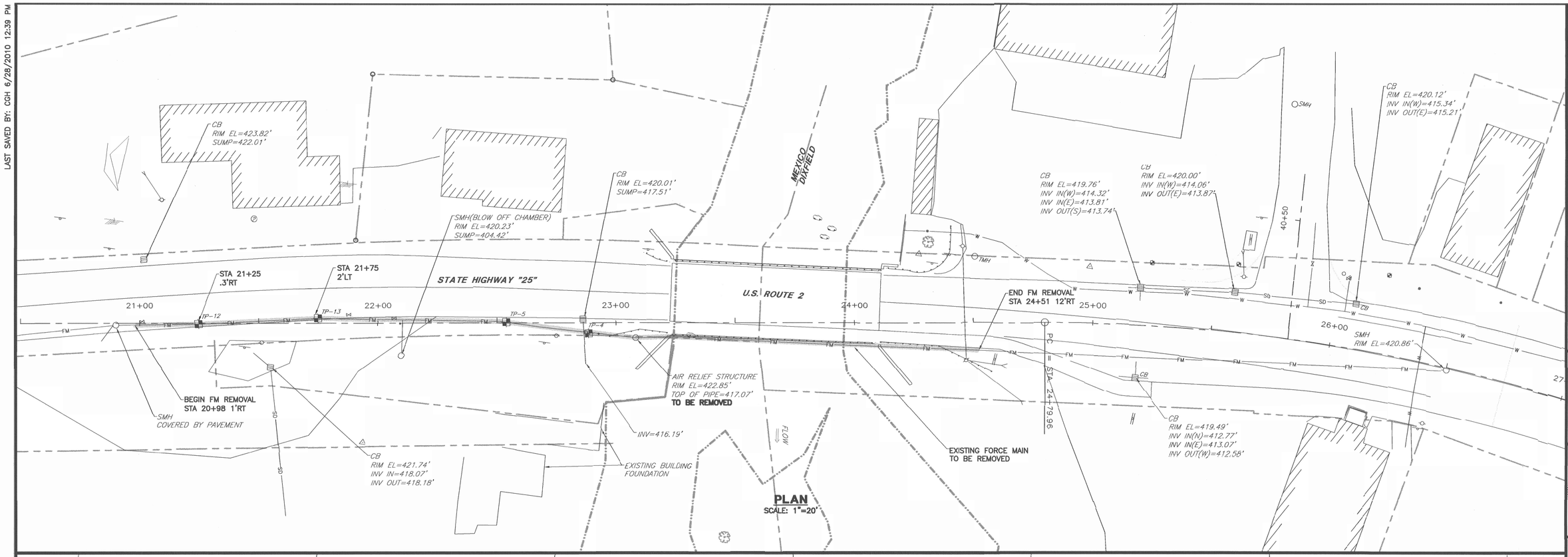
DAVID A. COLE
COMMISSIONER
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DATE

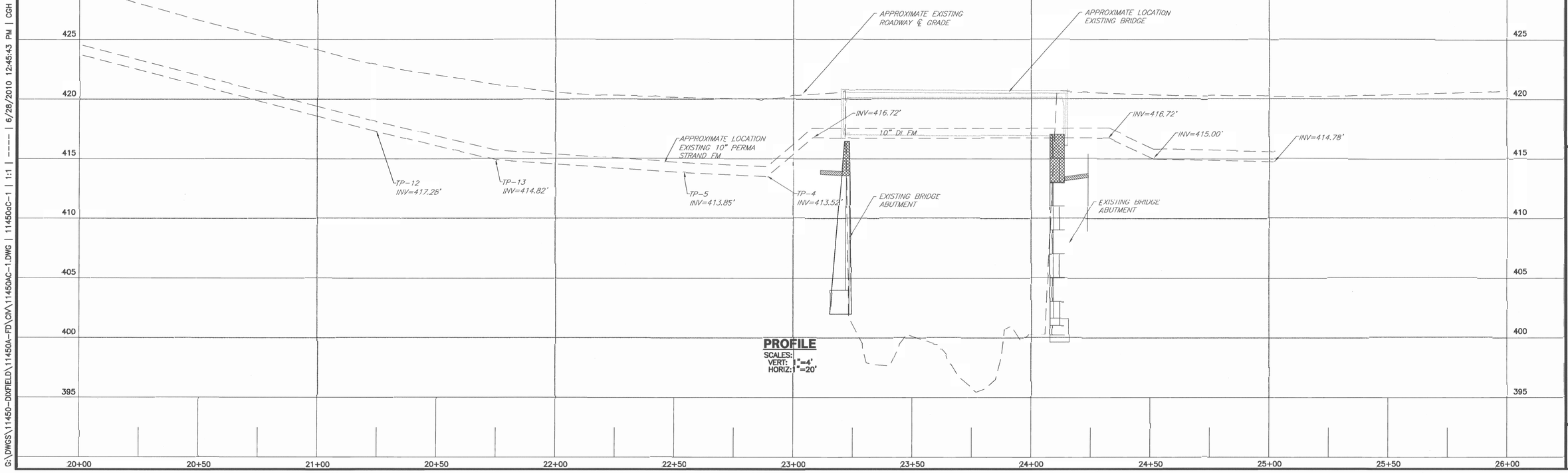
STATE HIGHWAY "25"
RIVER ROAD/MAIN STREET U.S. ROUTE 2
MEXICO/DIXFIELD OXFORD COUNTY
FEDERAL AID PROJECT NOS. STP-1514(300)E\BR-A562(000)E

JULY 2009	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 9-353
SCALE 1"= 25'	SHEET 3 OF 3	

SHEET NUMBER
84
OF 87

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NO	SUBMISSIONS/REVISIONS	APP'D	DATE
1	100% SUBMISSION	RTW	4/10
2	SHEET NUMBER REVISION	RTW	6/10

DRAWN BY: CGH
CHECKED BY: KRO
DATE: 6-29-10
APPROVED BY: RTW
DATE: 6-29-10
BOOK NO.
PROJECT NO. 11450A
SCALE AS NOTED

STATE OF MAINE — RYAN TODD WOODARD NO. 11471 — REGISTERED PROFESSIONAL ENGINEER

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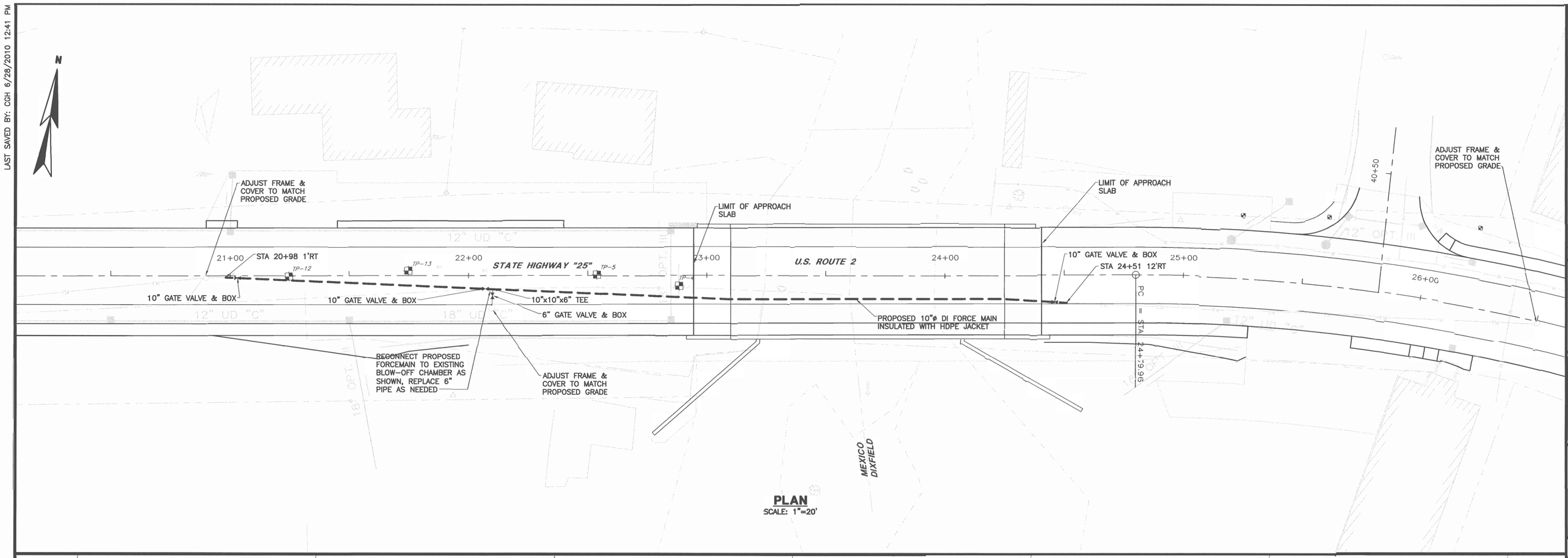
TOWN OF DIXFIELD, ME
WEBB RIVER BRIDGE
FORCE MAIN REPLACEMENT

EXISTING CONDITIONS & DEMOLITION
PLAN & PROFILE: WEBB RIVER BRIDGE

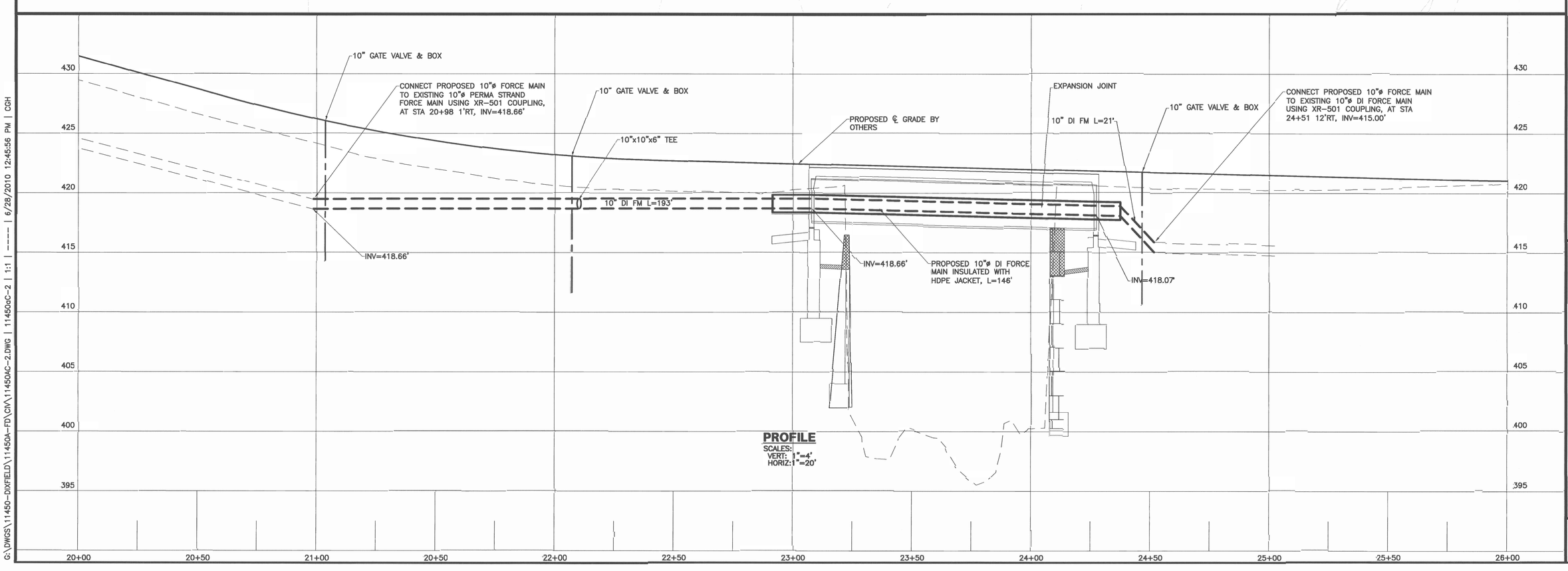
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C-1
85 OF 87

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PLAN
SCALE: 1"=20'



PROFILE
SCALES:
VERT: 1"=4'
HORIZ: 1"=20'

NO	SUBMISSIONS/REVISIONS	APP'D	DATE
1	100% SUBMISSION	RTW	4/10
2	SHEET NUMBER REVISION	RTW	6/10

DRAWN BY: CGH
CHECKED BY: KRO
DATE: 6-29-10
APPROVED BY: RTW
DATE: 6-29-10
BOOK NO.:
PROJECT NO.: 11450A
SCALE: AS NOTED

STATE OF MAINE
RYAN TODD WEBB
NO. 11477
REGISTERED PROFESSIONAL ENGINEER

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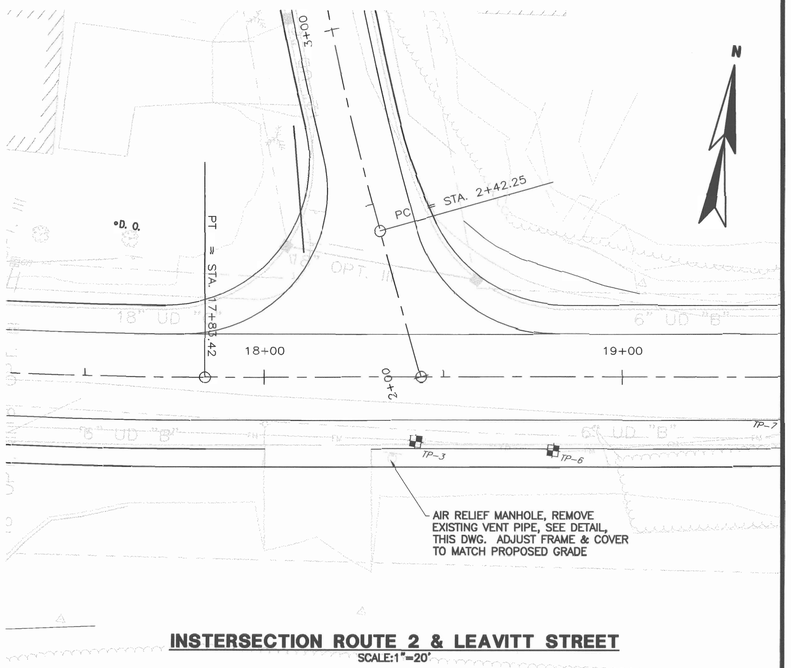
TOWN OF DIXFIELD, ME
WEBB RIVER BRIDGE
FORCE MAIN REPLACEMENT

PROPOSED FORCEMAIN
PLAN & PROFILE WEBB RIVER BRIDGE

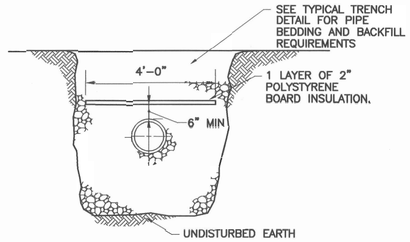
DRAWING
C-2
86 OF 87

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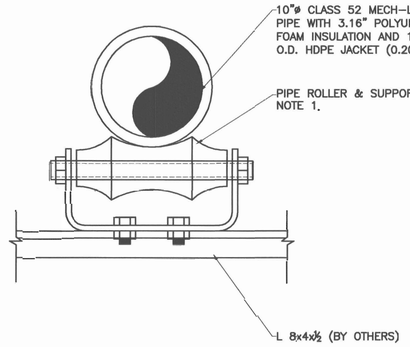


INSTERSECTION ROUTE 2 & LEAVITT STREET
SCALE:1"=20'



NOTE: TRENCH PIPE INSULATION TO BE USED WHERE DEPTH OF COVER IS LESS THAN 5 FEET OR AS DIRECTED BY THE ENGINEER.

TRENCH PIPE INSULATION DETAIL
NTS



NOTE:
1. PIPE ROLLER SUPPORT ASSEMBLY SHALL CONSIST OF A 615 PIPE ROLLER AS MANUFACTERED BY ERICO OR EQUAL. ASSEMBLY SHALL BE HOT DIPPED GALVANIZED CARBON STEEL

PIPE ROLLER SUPPORT DETAIL
NTS

GENERAL SITE & DEMOLITION NOTES

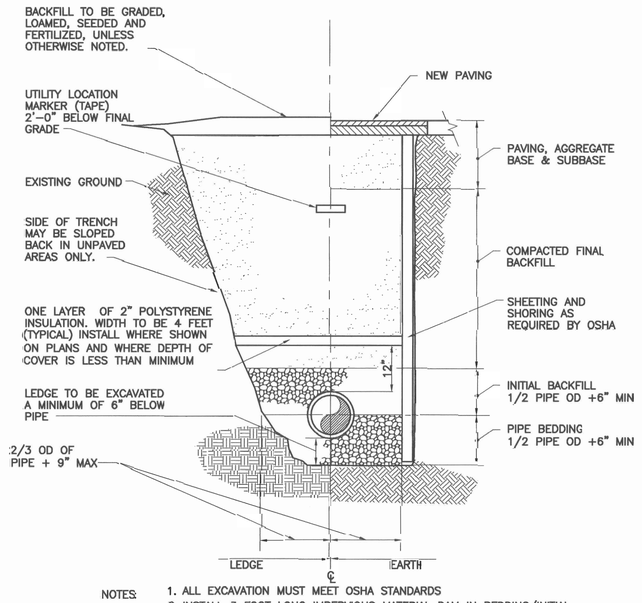
1. ALL PIPING, EQUIPMENT AND MATERIALS TO BE DEMOLISHED AND/OR REMOVED FROM SERVICE SHALL BE COORDINATED WITH THE OWNER AND ENGINEER BEFORE COMMENCING THAT WORK.
2. SEVERING OF EXISTING UTILITIES FOR ABANDONMENT, OR REMOVAL OF A SEGMENT FROM SERVICE, SHALL BE PERFORMED IN SUCH A MANNER AS TO ALLOW THE REMAINING ACTIVE SEGMENT WITH APPROPRIATE FITTINGS, JOINT RESTRAINT, ETC. TO ENSURE THEIR INTEGRITY. PLUG ENDS OF ABANDONED PIPE SEGMENTS WITH CONCRETE UNLESS SPECIAL CIRCUMSTANCES DICTATE PLUGGING ABANDONED PIPES WITH BLIND FLANGES, RESTRAINED MECHANICAL JOINT PLUGS, ETC. AS APPROPRIATE.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND DISPOSING OF ALL DEMOLISHED PIPING, EQUIPMENT AND MATERIALS. DISPOSAL SHALL BE IN ACCORDANCE WITH ALL STATE AND LOCAL REGULATIONS. THE OWNER RESERVES THE RIGHT TO RETAIN ANY SUCH PIPING, EQUIPMENT AND MATERIALS DESIGNATED FOR DEMOLITION FOR HIS USE. SUCH MATERIALS TO BE RETAINED SHALL BE PROPERLY STORED IN AN ON-SITE LOCATION. COORDINATE LOCATION AND MATERIALS TO BE SALVAGED WITH THE OWNER/ENGINEER.
4. THE CONTRACTOR SHALL KEEP A RECORD OF DEMOLITION AS PART OF THE PROJECT RECORD DOCUMENTS IN ACCORDANCE WITH SPECIFICATIONS.
5. THE CONTRACTOR SHALL TAKE ALL NECESSARY STEPS TO ENSURE THAT ALL WASTEWATER FLOWS ARE MAINTAINED DURING CONSTRUCTION. GRAVITY OR PUMPED BYPASSES, DIVERSIONS AND OTHER MEANS OF MAINTAINING FLOW SHALL BE SUBJECT TO THE REVIEW AND ACCEPTANCE OF THE ENGINEER. THE CONTRACTOR SHALL COORDINATE ANY TEMPORARY STOPPAGES OR BYPASSES WITH THE OWNER AND ENGINEER.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE APPROPRIATE DISPOSAL OF FLOWS RESULTING FROM PRECIPITATION AND HIS DEWATERING OPERATIONS.
7. CONTRACTOR SHALL COORDINATE WITH OTHERS AS OUTLINED IN THE SPECIFICATIONS.
8. THE LOCATIONS OF UNDERGROUND UTILITIES AND STRUCTURES, AS SHOWN ON THE DRAWINGS, ARE APPROXIMATE AND MAY NOT BE COMPLETE. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE BASED ON PREVIOUS CONSTRUCTION DESIGN PLANS, WHICH ARE AVAILABLE FOR INSPECTION AT THE ENGINEER'S OFFICE. NO GUARANTEE IS MADE THAT UTILITIES OR STRUCTURES WILL BE ENCOUNTERED WHERE SHOWN OR THAT ALL UNDERGROUND UTILITIES AND STRUCTURES ARE SHOWN. ALL LOCATIONS AND SIZES OF EXISTING UTILITIES AND STRUCTURES SHALL BE VERIFIED IN THE FIELD WITH TEST PITS AS REQUIRED PRIOR TO BEGINNING CONSTRUCTION OF NEW FACILITIES OR PIPING THAT MAY BE AFFECTED. THE CONTRACTOR WILL REALIGN NEW PIPE LOCATIONS AS REQUIRED TO CONFORM TO EXISTING LINES AND AS APPROVED BY THE ENGINEER.
9. CONTRACTOR TO NOTE THAT, IN GENERAL, ALL EXISTING CONDITION INFORMATION ON THE DRAWINGS ARE SHOWN WITH A LIGHTER LINE WEIGHT AND WITH A SLANTED TYPE TEXT.
10. UNLESS OTHERWISE NOTED, THERE IS NO KNOWN ASBESTOS WITHIN THE AREA OF WORK. IF THE PRESENCE OF ASBESTOS IS DISCOVERED, THE CONTRACTOR SHALL NOTIFY THE OWNER AND THE ENGINEER IMMEDIATELY. DISPOSAL OF ASBESTOS SHALL BE IN ACCORDANCE WITH STATE OF MAINE REGULATIONS.

GENERAL SITE LAYOUT NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LAYOUT OF ALL PROPOSED WORK AS SHOWN ON THE DRAWINGS. THE ENGINEER WILL PROVIDE POINTS THAT DEFINE HORIZONTAL CONTROL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THIS PROVIDED LAYOUT INFORMATION THROUGHOUT THE COURSE OF CONSTRUCTION. REPORT ANY LAYOUT DISCREPANCIES IMMEDIATELY TO THE ENGINEER.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RE-ESTABLISHING AND RESETTING ALL EXISTING PROPERTY MONUMENTATION DISTURBED BY HIS OPERATIONS. THIS WORK SHALL BE DONE BY A LAND SURVEYOR REGISTERED IN THE STATE OF MAINE, AT NO ADDITIONAL COST TO THE OWNER.
3. WRITTEN DIMENSIONS SHALL PREVAIL. DO NOT SCALE DISTANCES FROM THE DRAWINGS. REPORT ANY DISCREPANCIES IMMEDIATELY TO THE ENGINEER.

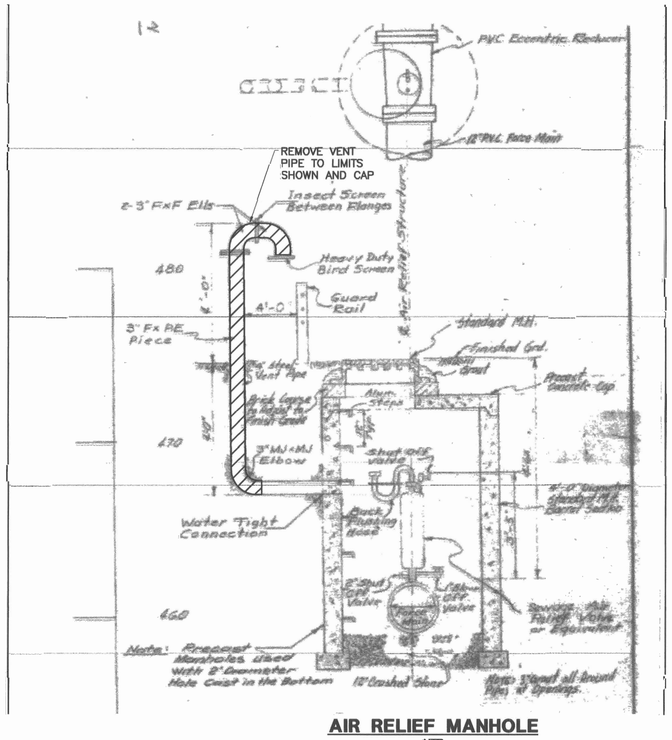
GENERAL SITE PIPING NOTES

1. ALL PIPE LINES SHALL SLOPE UNIFORMLY BETWEEN ELEVATIONS INDICATED ON THE DRAWINGS. NO CRESTS IN PIPING WILL BE PERMITTED. ALL HORIZONTAL AND VERTICAL BENDS IN PRESSURIZED LINES SHALL BE SUITABLY RESTRAINED WITH THRUST BLOCKS OR RETAINER GLANDS (RETAINER GLANDS ALLOWED FOR DUCTILE IRON PIPE ONLY). PROVIDE ALL BENDS (HORIZONTAL AND VERTICAL) AS REQUIRED TO MEET THE GRADES AND ALIGNMENT INDICATED ON THE DRAWINGS.
2. THE CONTRACTOR SHALL ASCERTAIN THE LOCATION AND SIZE OF EXISTING PIPING AND UTILITIES IN THE FIELD BY TEST PIT EXCAVATION PRIOR TO COMMENCING INSTALLATION OF ANY OF THE NEW PIPING AFFECTED. WHERE NEW PIPE CONNECTS TO EXISTING PIPING OR STRUCTURAL PENETRATION, CONTRACTOR SHALL VERIFY ELEVATION BY TEST PIT, AS REQUIRED, PRIOR TO INSTALLATION OF ANY OF THE ASSOCIATED/AFFECTED NEW PIPING. IDENTIFIED CONFLICTS WITH EXISTING PIPING AND UTILITIES WILL BE REVIEWED WITH THE ENGINEER PRIOR TO COMMENCING INSTALLATION. THE HORIZONTAL ALIGNMENT OF NEW PIPING MAY BE ADJUSTED IN THE FIELD SUBJECT TO PRIOR REVIEW AND ACCEPTANCE OF THE ENGINEER. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY LAYOUT OF ALL PROPOSED WORK AS SHOWN ON THE DRAWINGS AND REPORT ANY LAYOUT DISCREPANCIES IMMEDIATELY TO THE ENGINEER.
3. TRENCH INSULATION SHALL BE USED WHERE DEPTH OF COVER IS LESS THAN 5 FEET.
4. REFER TO SPECIFICATIONS FOR PIPE BEDDING AND BACKFILL REQUIREMENTS.
5. WHERE NEW PIPING IS TO BE CONNECTED TO EXISTING PIPING, THE CONTRACTOR SHALL FURNISH AND INSTALL ALL ADAPTERS, FITTINGS, AND ADDITIONAL PIPE AS REQUIRED TO COMPLETE THE CONNECTION. CONTRACTOR SHALL VERIFY LOCATION, ELEVATION, ORIENTATION AND MATERIAL OF CONSTRUCTION. TEST PITS SHALL BE USED AS REQUIRED.
6. ALL EXISTING UTILITIES ENCOUNTERED DURING CONSTRUCTION ARE TO REMAIN IN SERVICE UNLESS OTHERWISE NOTED.
7. ALL STRUCTURES AND PIPELINES LOCATED ADJACENT TO ANY TRENCH EXCAVATION SHALL BE PROTECTED AND FIRMLY SUPPORTED BY THE CONTRACTOR UNTIL THE TRENCH IS BACKFILLED. DAMAGE TO ANY SUCH STRUCTURES CAUSED BY OR RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. ALL UTILITIES REQUIRING REPAIR, RELOCATION OR ADJUSTMENT AS A RESULT OF THE PROJECT SHALL BE COORDINATED THROUGH THE OWNER.



NOTES:
1. ALL EXCAVATION MUST MEET OSHA STANDARDS
2. INSTALL 3 FOOT LONG IMPERVIOUS MATERIAL DAM IN BEDDING/INITIAL BACKFILL MATERIAL EVERY 100' TO PREVENT TRENCH GROUND WATER FROM BEING CHANNELED ALONG BEDDING/INITIAL BACKFILL.
3. SEE SPECIFICATIONS FOR BEDDING AND BACKFILL REQUIREMENTS

PIPE TRENCH DETAIL
NTS



AIR RELIEF MANHOLE
NTS

NO	SUBMISSIONS/REVISIONS	APP'D	DATE
1	100% SUBMISSION	RTW	4/10
2	SHEET NUMBER REVISION	RTW	6/10

DRAWN BY: CGH
CHECKED BY: KRO
DATE: 6-29-10
APPROVED BY: RTW
DATE: 6-29-10
BOOK NO.:
PROJECT NO.: 11450A
SCALE: AS NOTED

STATE OF MAINE RYAN TODD WIGGIN NO. 11477 LICENSED PROFESSIONAL ENGINEER

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TOWN OF DIXFIELD, ME
WEBB RIVER BRIDGE
FORCE MAIN REPLACEMENT

DETAILS & GENERAL NOTES

DRAWING C-3
87 OF 87

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