

# STATE OF MAINE DEPARTMENT OF TRANSPORTATION



### SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Fifth Edition 2010.

### DESIGN LOADING

Live Load ..... HL - 93 Modified

### TRAFFIC DATA

Current (2012) AADT .....	2500
Future (2032) AADT .....	3500
DHV - % of AADT .....	11%
Design Hour Volume .....	385
Heavy Trucks (% of AADT) .....	20%
Heavy Trucks (% of DHV) .....	20%
Directional Distribution (% of DHV) .....	60%
18 kip Equivalent P 2.0 .....	547
18 kip Equivalent P 2.5 .....	521
Design Speed (mph) .....	45

### MATERIALS

Concrete:

Barriers, Curbs, Sidewalks & Transition Barriers .....	Class "LP"
All Other .....	Class "A"
Reinforcing Steel .....	ASTM A 615/A 615M, Grade 60

Structural Steel:

All Material (except as noted) .....	ASTM A 709, Grade 36
High Strength Bolts .....	ASTM A 325, Type 1

### BASIC DESIGN STRESSES

Concrete .....	f 'c = 4,350 psi
Structural Steel:	
ASTM A 709, Grade 36 .....	F y = 36,000 psi
ASTM A 709, Grade 50 or 50W .....	F y = 50,000 psi
ASTM A 325 .....	F μ = 120,000 psi

### LIST OF DRAWINGS

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## OLD TOWN PENOBSCOT COUNTY ROUTE 16 BRIDGE OVER INTERSTATE 95 PROJECT No. AC-STP-1930(100)X PROJECT LENGTH 0.15 mi. DECK REPLACEMENT BRIDGE NO. 6062

### UTILITIES

Bangor Hydro-Electric Company  
FairPoint Communications  
OTT Communications

### MAINTENANCE OF TRAFFIC

Maintain one 12'-0" wide lane of alternating one - way traffic using traffic signals.

<b>PROJECT LOCATION:</b>	Route 16 Bridge (#6062) over I-95 at Interchange 198 Located 0.08 of a mile southeasterly of Alton town line Latitude: 44° 59' 42" N, Longitude: 68° 42' 07" W
<b>PROGRAM AREA:</b>	Bridge
<b>OUTLINE OF WORK:</b>	Bridge Deck Replacement

STATE OF MAINE DEPARTMENT OF TRANSPORTATION APPROVED: <i>[Signature]</i> COMMISSIONER: <i>[Signature]</i> DATE: 11/5/12 CHIEF ENGINEER: <i>[Signature]</i>	STATE OF MAINE PROJ. PANAM No. 19303 10/29/12	PROJECT INFORMATION PROGRAM: BRIDGE PROGRAM PROJECT MANAGER: BEN CONDON DESIGNER: JOSEPH ALLWARDEN CONSULTANT: AECOM PROJECT RESIDENT: _____ CONTRACTOR: _____ PROJECT COMPLETION DATE: _____	WIN 19301.00 AC-STP-1930(100)X OLD TOWN ROUTE 16 BRIDGE TITLE SHEET	SHEET NUMBER <b>1</b> OF 14
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Date: 10/24/2012

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Division: BRIDGE

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ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.12	REMOVE EXIST STRUCTURAL CONCRETE	376	CY
202.13	REMOVE EXIST RAILINGS - RET. BY DEPARTMENT	1017	LF
202.202	REMOVE PAVEMENT SURFACE	406	SY
203.20	COMMON EXCAVATION	147	CY
203.24	COMMON BORROW	51	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	196	CY
403.207	HOT MIX ASPHALT 19.0 MM HMA	86	T
403.208	HOT MIX ASPHALT 12.5 MM HMA SURFACE	198	T
403.213	HOT MIX ASPHALT 12.5 MM BASE	198	T
409.15	BITUMINOUS TACK COAT APPLIED	85	G
502.219	STRUCTURAL CONC ABUT & RETAINING WALL	(13 CY)	1 LS
502.26	STRUCTURAL CONC RD&SW SLAB ON ST BR	(420 CY)	1 LS
502.49	STRUCTURAL CONC CURBS AND SIDEWALK	(63 CY)	1 LS
503.12	REINF STEEL, FAB & DEL	4900	LB
503.13	REINF STEEL, PLACING	4900	LB
504.811	STRUCTURAL STEEL REPAIR: DIAPHRAGM REPLACEMENT	1470	LB
505.08	SHEAR CONNECTORS	(7450 EA)	1 LS
506.144	FIELD PAINTING NEW AND EXISTING STRUCTURAL STEEL	(6000 LB)	1 LS
506.17	SURFACE PREPERATION OF EXISTING STRUCTURAL STEEL	(6000 LB)	1 LS
506.18	CONTAINMENT AND POLLUTION CONTROL	(6000 LB)	1 LS
506.191	DISPOSAL OF SPECIAL WASTE MATERIAL	(6000 LB)	1 LS
507.0811	STEEL BRIDGE RAILING, 2 BAR	(1045 LF)	1 LS
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE	(1700 SY)	1 LS
513.4	SLOPE PROTECTION REPAIR	70	SY
514.06	CURING BOX FOR CONCRETE CYLINDERS	1	EA
515.20	PROTECTIVE COATING FOR CONC SURFACES	548	SY
518.5	REPAIR TO UPWARD FACING SURFACE - TO RE STEEL	20	SF
520.22	EXPANSION DEVICE - COMPRESSION SEAL	2	EA
523.52	BEARING INSTALLATION	4	EA
523.5304	STEEL BEARINGS, EXPANSION, ROCKER	4	EA
524.301	TEMPORARY STRUCTURAL SUPPORT	1	LS
524.40	PROTECTIVE SHIELD	1	LS
526.301	TEMPORARY CONC BARRIER TYPE 1	(740 LF)	1 LS
527.34	WORK ZONE CRASH CUSHIONS	2	UN
606.1721	BRIDGE TRANSITION TYPE 1	4	EA
606.23	GUARDRAIL TYPE 3C - SINGLE RAIL	180	LF
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	8	EA
606.754	WIDEN SHOULDER FOR GUARDRAIL 350 FLARED TERMINAL	2	EA
606.79	GUARDRAIL 350 FLARED TERMINAL	2	EA
607.184	CHAIN LINK SNOW FENCE 3'	420	LF
615.07	LOAM	23	CY
618.1401	SEEDING METHOD NUMBER 2 - PLAN QUANTITY	1	UN
619.1201	MULCH - PLAN QUANTITY	1	UN
619.1401	EROSION CONTROL MIX	46	CY
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	3440	LF
629.05	HAND LABOR, STRAIGHT TIME	40	HR
631.12	ALL PURPOSE EXCAVATOR (INC OPERATOR)	20	HR
631.172	TRUCK-LARGE (INC OPERATOR)	20	HR
639.19	FIELD OFFICE TYPE B	1	EA
643.72	TEMPORARY TRAFFIC SIGNAL	1	LS
652.3	FLASHING ARROW BOARD	2	EA
652.33	DRUM	40	EA
652.34	CONE	20	EA
652.35	CONSTRUCTION SIGNS	100	SF
652.38	FLAGGER	40	HR
652.361	MAINT OF TRAFF CONTROL DEV	(120 CD)	1 LS
652.41	PORTABLE CHANGEABLE MESSAGE SIGNS	2	EA
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
659.101	MOBILIZATION	1	LS

GENERAL CONSTRUCTION NOTES

- All utility facilities shall be adjusted by the respective utilities unless otherwise noted.
- All work to remain within the existing Right-of-Way, refer to Sheet 3. If a larger view of the Right-of-Way is required, it will be provided upon request.
- Existing guardrail shall be removed as shown in the Plans and will become the property of the Contractor. Payment for guardrail removal will be considered incidental to Contract items.
- All aluminum bridge rail, rail posts, and associated hardware which are to be removed shall be carefully salvaged by the Contractor and will remain the property of the Department. Payment will be considered incidental to related Contract items.
- Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.
- In areas where the Resident directs the Contractor not to excavate to the subgrade line as shown on the plans, payment for removing existing pavement, grubbing, shaping, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less will be made under appropriate equipment rental lines.
- Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.
- Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Item 619.1401, Erosion Control Mix.
- The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to related Contract items.
- Protective Coating for Concrete Surfaces shall be applied to the following areas:
  - All exposed surfaces of concrete curbs and sidewalks, Fascia down to drip notch,
  - All exposed surfaces of Concrete Transition Barriers,
  - Ends of superstructure slab at expansion joint,
  - Top of abutment backwalls and to one foot below the top of backwalls on the back side.
- Concrete repair should be made to the locations shown on Sheet 5. Payment for this work will be made under Item No. 518.5, Repair of Upward Facing Surface - To Reinforcing Steel.
- The temporary concrete barrier positioned on the existing and new bridge decks shall be positively attached to the concrete deck. The method of attachment shall be designed and stamped by a professional engineer registered in the State of Maine and approved by the Resident. This work shall not be paid for directly. Payment shall be considered incidental to related contract items.
- Existing bridge plans may be accessed at the following web address: <https://www.maine.gov/mdot/comprehensive-list-projects/project-information.php> The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.

14. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:

- If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.
- If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.
- If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation.

15. The Contractor shall submit a Bridge Deck 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 to be removed as dictated by the plans. 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 concrete removal pay item.

16. The existing bridge deck slab and the structural steel diaphragms indicated on the plans shall be removed and become property of the contractor. The steel portions of the existing bridge are coated with a lead-based paint system. The Contractor is responsible for the containment, proper management and disposal of all lead-contaminated hazardous waste generated by the process of demolishing the bridge deck and removal and replacement of any structural steel called for in the plans. The Contractor is responsible for implementing appropriate OSHA mandated personal protection standards related to this process. Once the existing bridge deck and any required structural steel is removed, the Contractor is solely responsible for the care, custody and control of the components of the existing bridge and any hazardous waste generated as a result of the storage, recycling or disposal of the bridge components, including lead-coated steel. The Contractor shall recycle or reuse the steel in accordance with the Maine Department of Environmental Protection's "Maine Hazardous Waste Management Regulations," Chapter 850. A copy of this regulation is available at MaineDOT's offices on Child Street in Augusta. The Contractor is also solely responsible for the care, custody and control of any hazardous waste generated as a result of the surface preparation required for the installation and subsequent coating of any new steel. Payment for all labor, materials, equipment and other costs required to remove, contain and dispose of any lead-coated steel will be considered incidental to the structural steel repair - diaphragm replacement item.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AC-STP-1930(100)X  
BRIDGE NO. 6062  
WIN  
19301.00  
BRIDGE PLANS

PROJ. MANAGER  
DESIGN-DETAILED  
CHECKED-REVIEWED  
DESIGNS DETAILDD  
REVISIONS 1  
REVISIONS 2  
REVISIONS 3  
REVISIONS 4  
FIELD CHANGES

DATE  
10/2012  
10/2012  
BY  
AUC  
JWF  
JMA  
BEN CONDON  
AUC  
JMA  
JMA  
REVISIONS 1  
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REVISIONS 3  
REVISIONS 4  
FIELD CHANGES

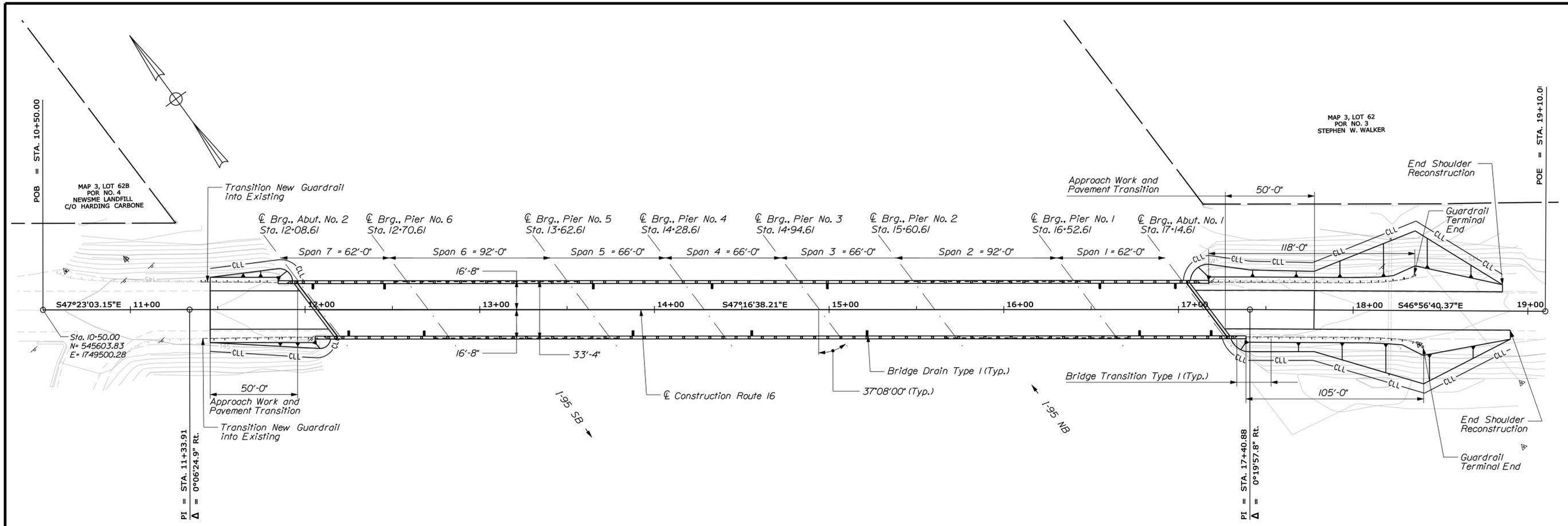
ROUTE 16 BRIDGE  
INTERSTATE 95  
PENOBSCOT COUNTY  
ESTIMATED QUANTITIES  
SHEET NUMBER  
2  
OF 14

Date: 10/24/2012

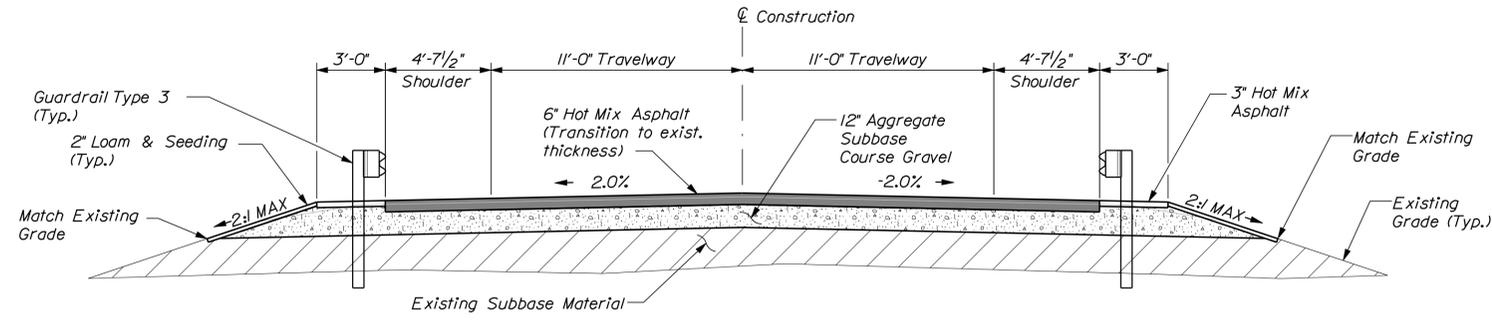
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Division: BRIDGE

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GENERAL PLAN



TYPICAL APPROACH SECTION  
In Pavement Transition Area

APPROACH SECTION NOTES

1. For pavement transition detail see Standard Detail 202.01.

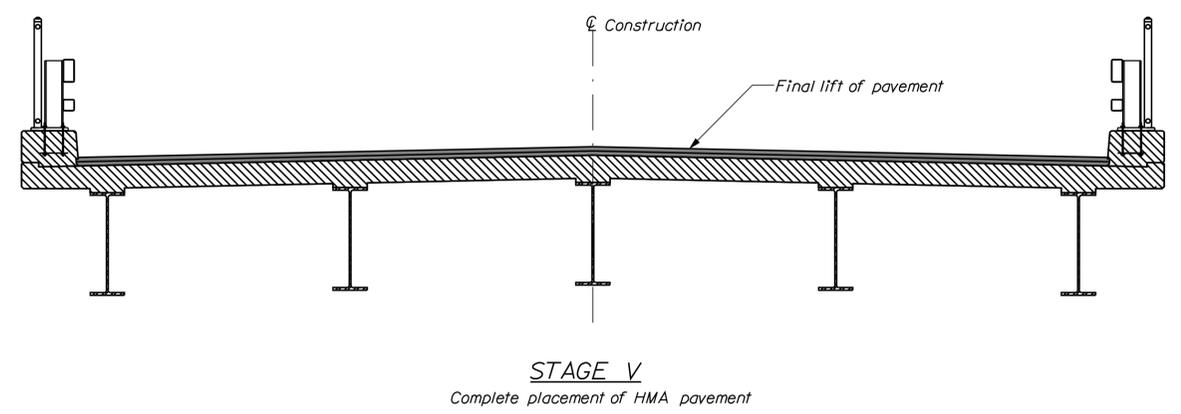
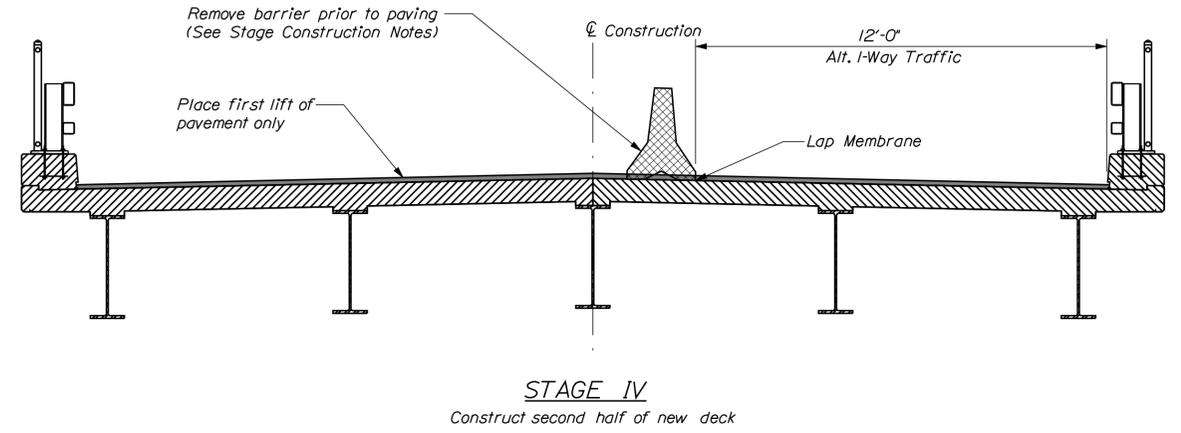
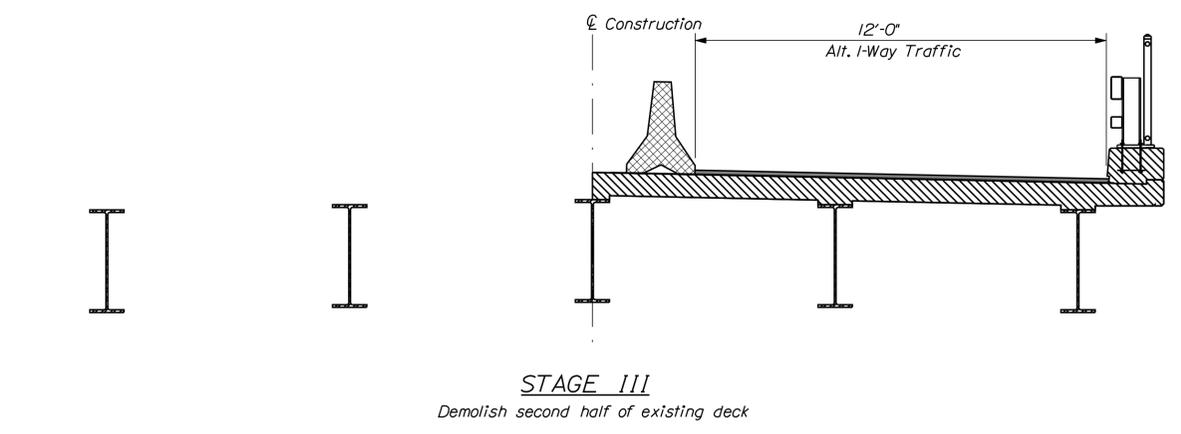
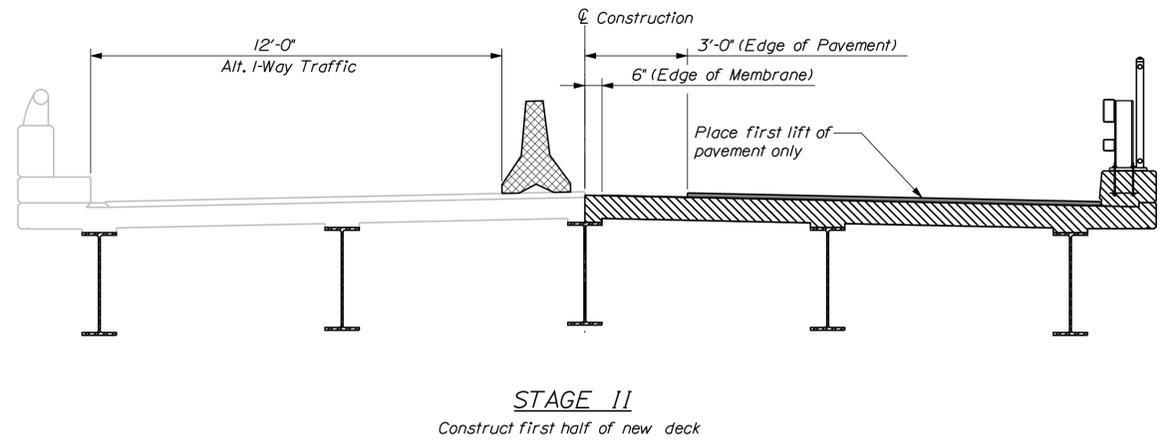
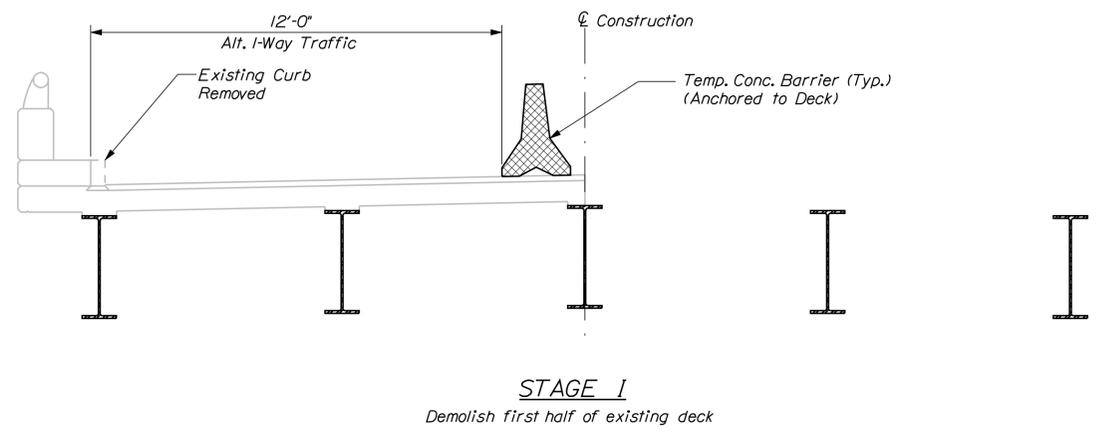
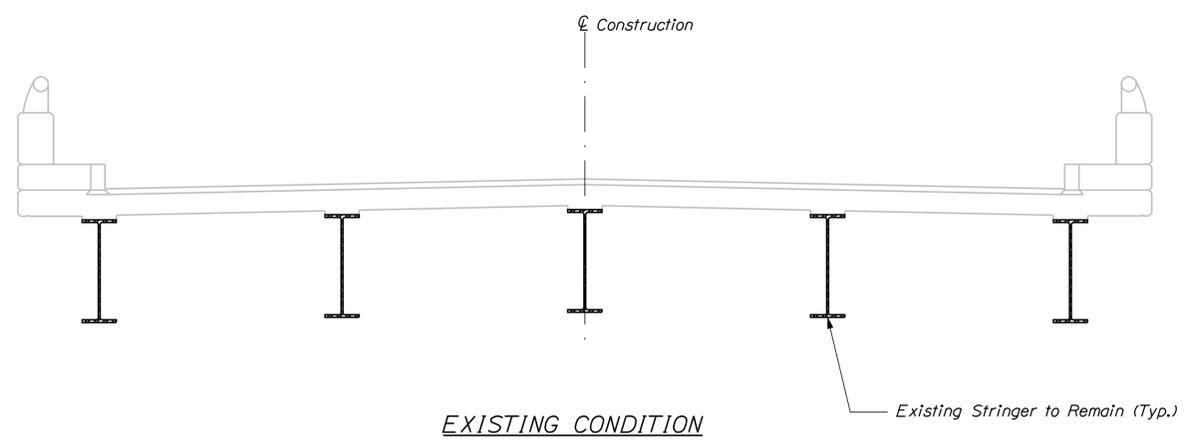
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BRIDGE NO. 6062		WIN 19301.00	
BRIDGE PLANS			
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DESIGN-DETAILED	AJC	MF	10/2012
CHECKED-REVIEWED	JMA	JMA	
DESIGNS-DETAILED			SIGNATURE
REVISIONS 1			P.E. NUMBER
REVISIONS 2			DATE
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
ROUTE 16 BRIDGE INTERSTATE 95 PENOBSCOT COUNTY OLD TOWN			
GENERAL PLAN AND TYPICAL APPROACH SECTION			
SHEET NUMBER			
3			
OF 14			

Date: 10/24/2012

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Division: BRIDGE

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STAGE CONSTRUCTION NOTES

1. Anchor holes for attaching the temporary barrier to the permanent deck shall be repaired prior to placing final membrane.
2. Lap membrane waterproofing so that repaired anchor holes are covered entirely by membrane waterproofing.

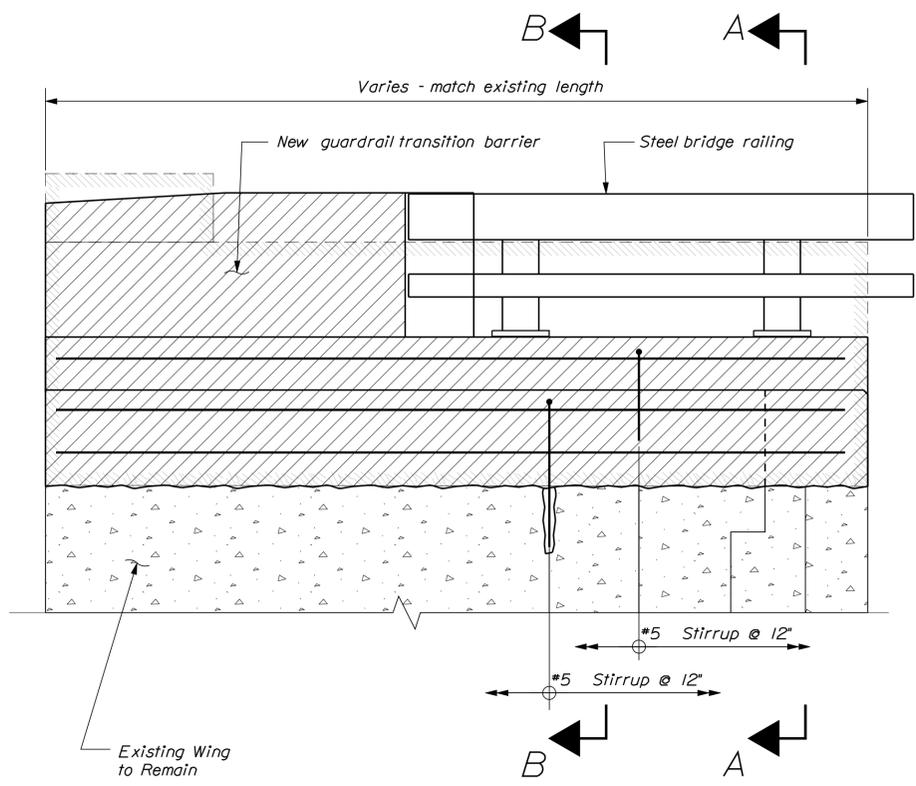
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PROJ. MANAGER	BEN CONDON	BY	DATE	SIGNATURE	P.E. NUMBER	DATE			
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CHECKED-REVIEWED	JMA	JMA							
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FIELD CHANGES									

Date: 10/26/2012

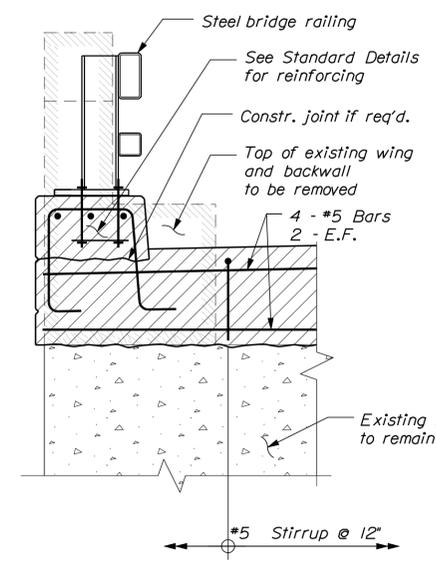
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Division: BRIDGE

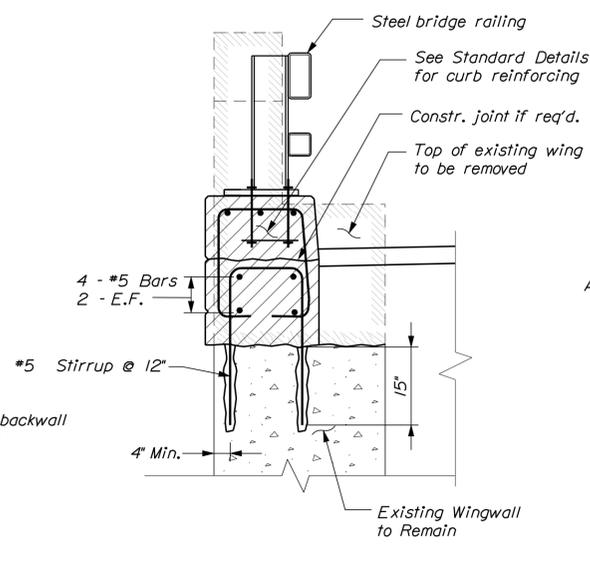
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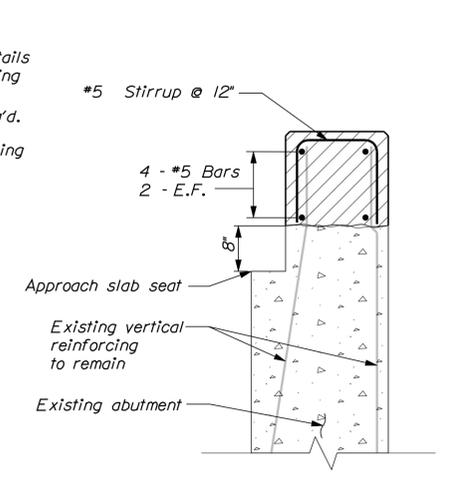
**TYPICAL WING ELEVATION**  
(Southwest Wing Shown, Others Similar)



**SECTION A-A**  
Through Backwall



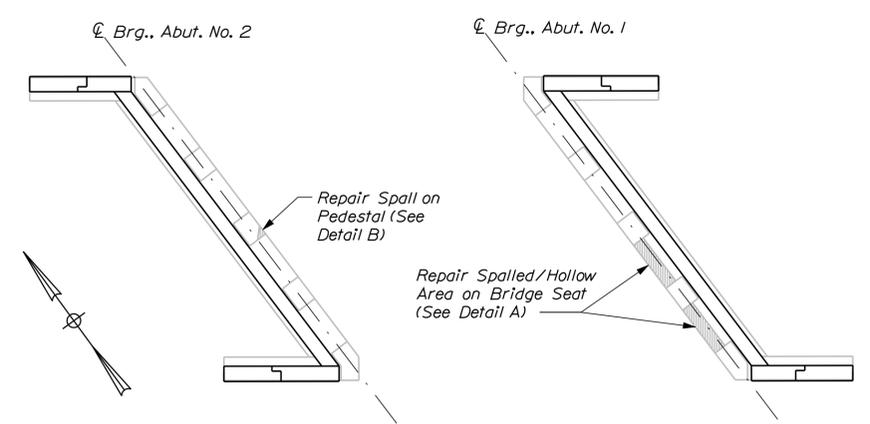
**SECTION B-B**  
Through Wing



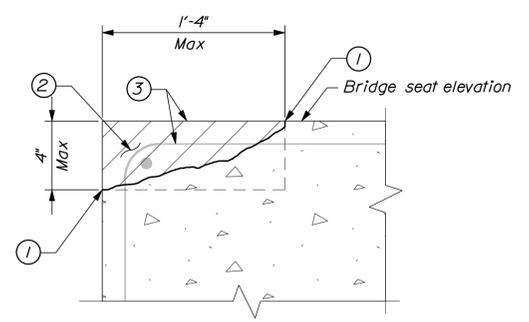
**TYPICAL BACKWALL SECTION**

**ABUTMENT NOTES**

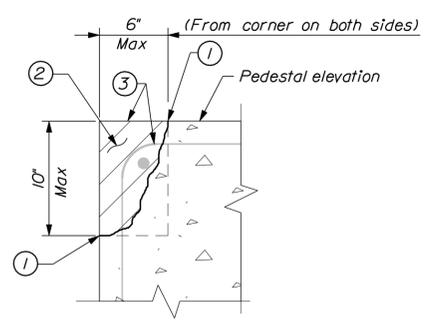
1. Reinforcing steel shall have a minimum cover of 2 inches unless noted otherwise.



**TYPICAL ABUTMENT REPAIRS**



**DETAIL A**



**DETAIL B**

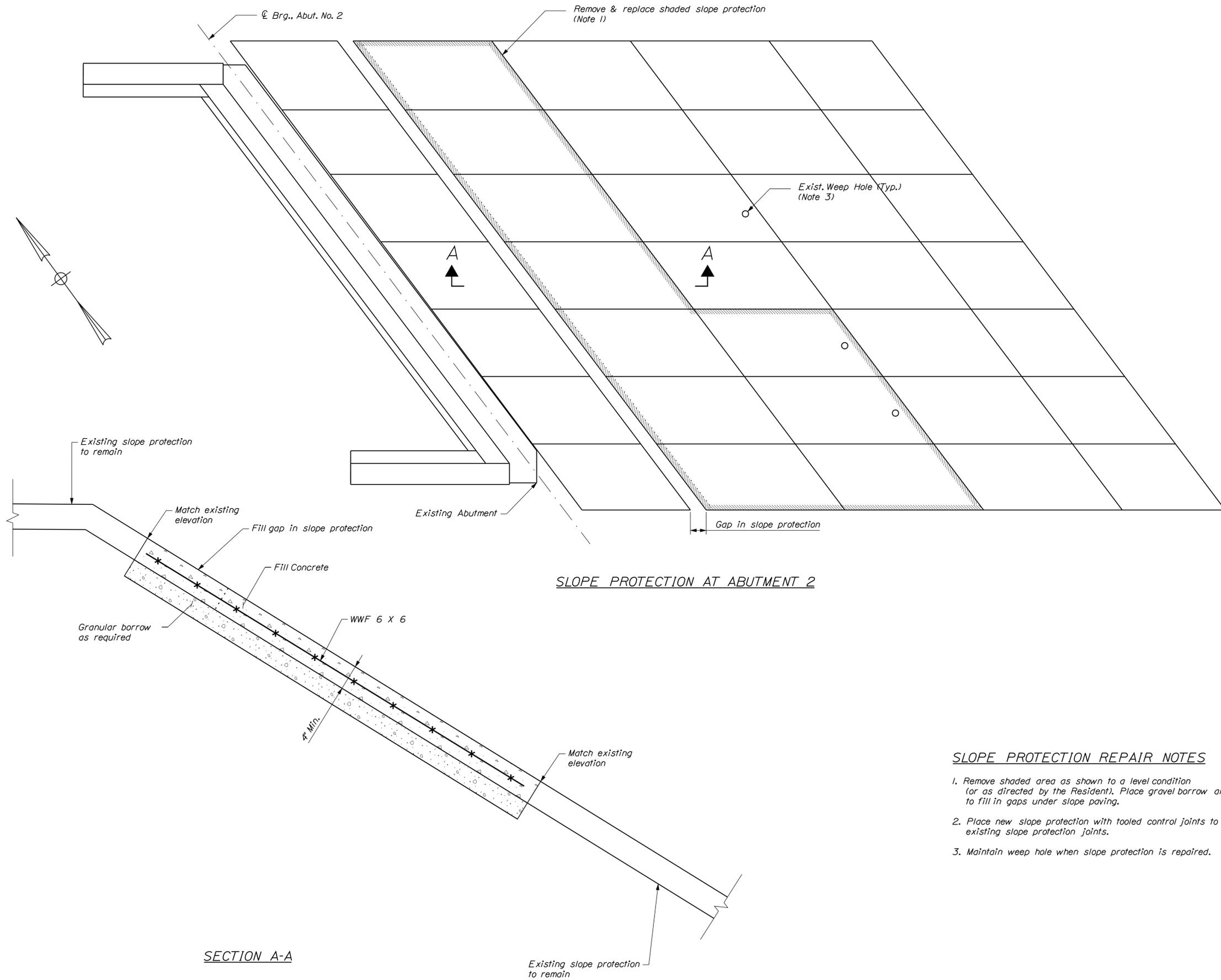
**REPAIR STEPS**

- ① Sawcut edge to minimum depth of 1/2" and chip to nearly vertical at perimeter to be repaired. Do not cut reinforcing steel.
- ② Remove loose and unsound concrete. Leave an exposed aggregate surface (1/8" +/-).
- ③ Remove mild rust from rebar. Apply bonding and anti-corrosion agent. Apply patch material to restore concrete to original surface.

**ABUTMENT REPAIR NOTES**

1. See project specifications for additional requirements.
2. Unsound concrete includes spalls, delaminations, and hollow sounding concrete.
3. Clean surface with pressure washer prior to installation of bonding agent.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		AC-STP-1930(100)X	
BRIDGE NO. 6062		WIN 19301.00	
BRIDGE PLANS			
PROJ. MANAGER	BEN CONDON	DATE	SIGNATURE
DESIGN-DETAILED	AJC	10/2012	
CHECKED-REVIEWED	JWF JMA		
DESIGNS-DETAILED	JMA		
REVISIONS 1			P.E. NUMBER
REVISIONS 2			DATE
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
ROUTE 16 BRIDGE INTERSTATE 95 PENOBSCOT COUNTY			
ABUTMENT DETAILS			
SHEET NUMBER			
5			
OF 14			



SLOPE PROTECTION AT ABUTMENT 2

SLOPE PROTECTION REPAIR NOTES

1. Remove shaded area as shown to a level condition (or as directed by the Resident). Place gravel borrow and required to fill in gaps under slope paving.
2. Place new slope protection with tooled control joints to align with existing slope protection joints.
3. Maintain weep hole when slope protection is repaired.

PROJ. MANAGER	BEN CONDON	BY	DATE
DESIGN-DETAILED: AIC	AIC	IMF	10/2012
CHECKED-REVIEWED: JMA	JMA	JMA	
DESIGN-DETAILED:			SIGNATURE
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FIELD CHANGES			

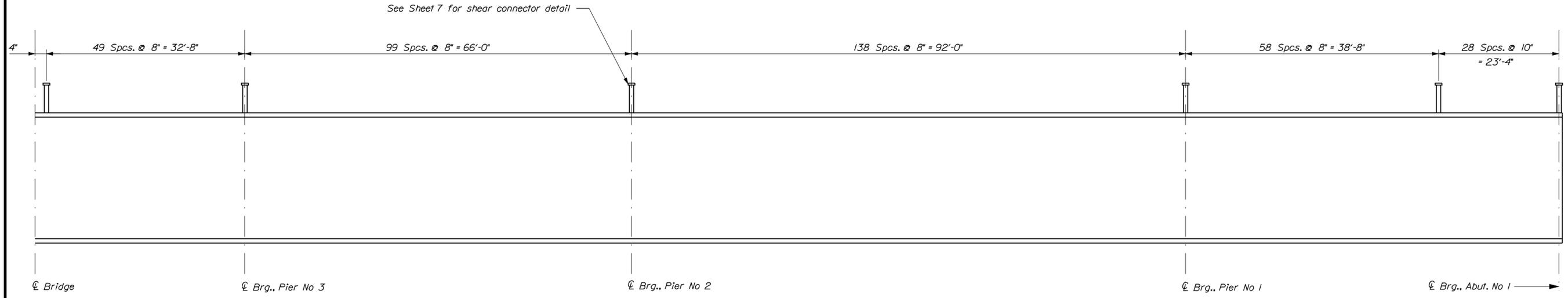


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Division: BRIDGE

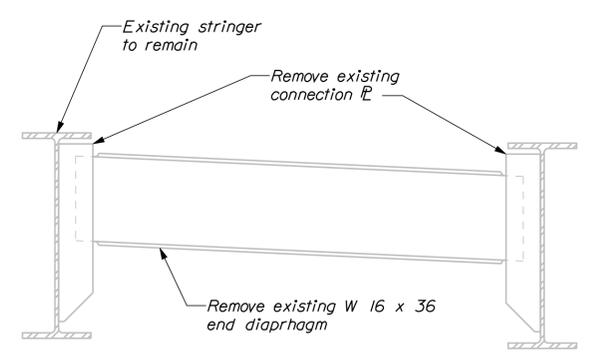
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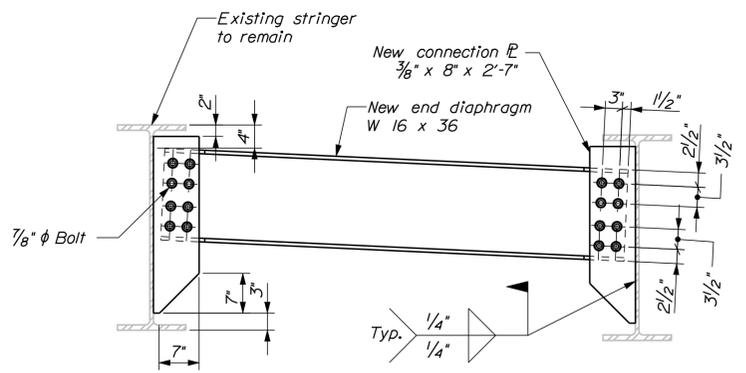
**SHEAR CONNECTOR LAYOUT**  
 Span Nos. 1-4 Shown, Span Nos. 5-7 Opposite Hand  
 Total Studs = 1490 Each Beam

**SHEAR CONNECTOR NOTES**

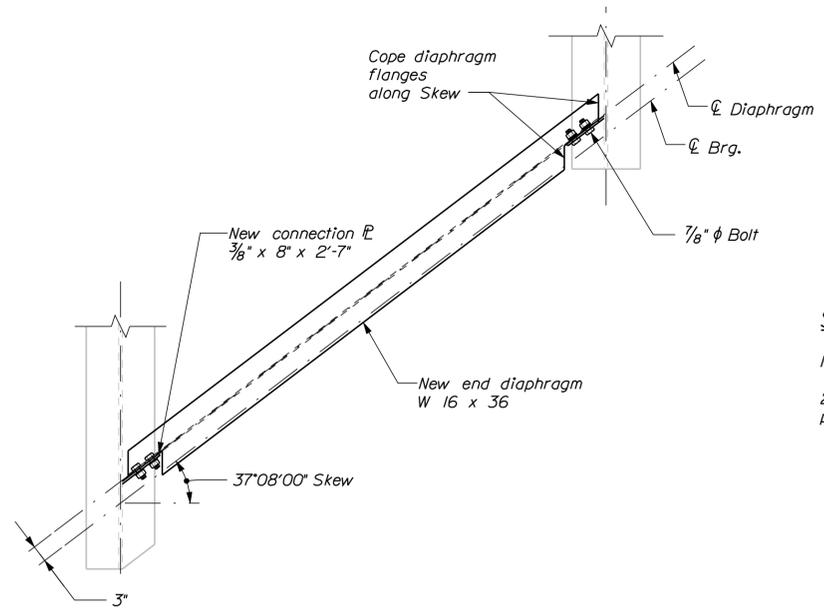
1. For shear connector detail, see Sheet 7.
2. Spacing may be adjusted at bolted field splices to avoid splice bolts.



**EXISTING END DIAPHRAGM ELEVATION**



**REPLACEMENT END DIAPHRAGM ELEVATION**



**REPLACEMENT END DIAPHRAGM PLAN**

**STRUCTURAL STEEL NOTES**

1. All fasteners shall be 7/8" phi ASTM A325.
2. Diaphragm to be ASTM A709 Gr. 50. Connection plate to be ASTM A709 Gr. 36.

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 AC-STP-1930(100)X  
 BRIDGE NO. 6062  
 WIN 19301.00  
 BRIDGE PLANS

PROJ. MANAGER	BEN CONDON	DATE	10/2012
CHECKED-REVIEWED	AJC	BY	WJF
DESIGNS DETAILED	JMA		JMA
REVISIONS 1		SIGNATURE	
REVISIONS 2		P.E. NUMBER	
REVISIONS 3		DATE	
REVISIONS 4			
FIELD CHANGES			

ROUTE 16 BRIDGE	INTERSTATE 95	PENOBSCOT COUNTY
OLD TOWN	FRAMING DETAILS	

SHEET NUMBER  
**8**  
 OF 14

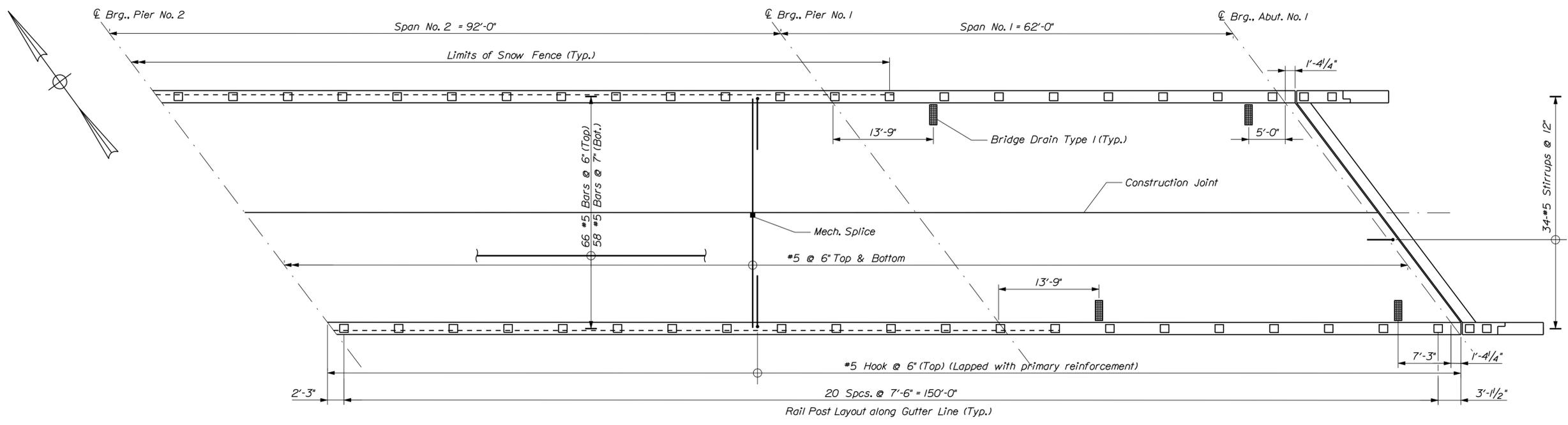


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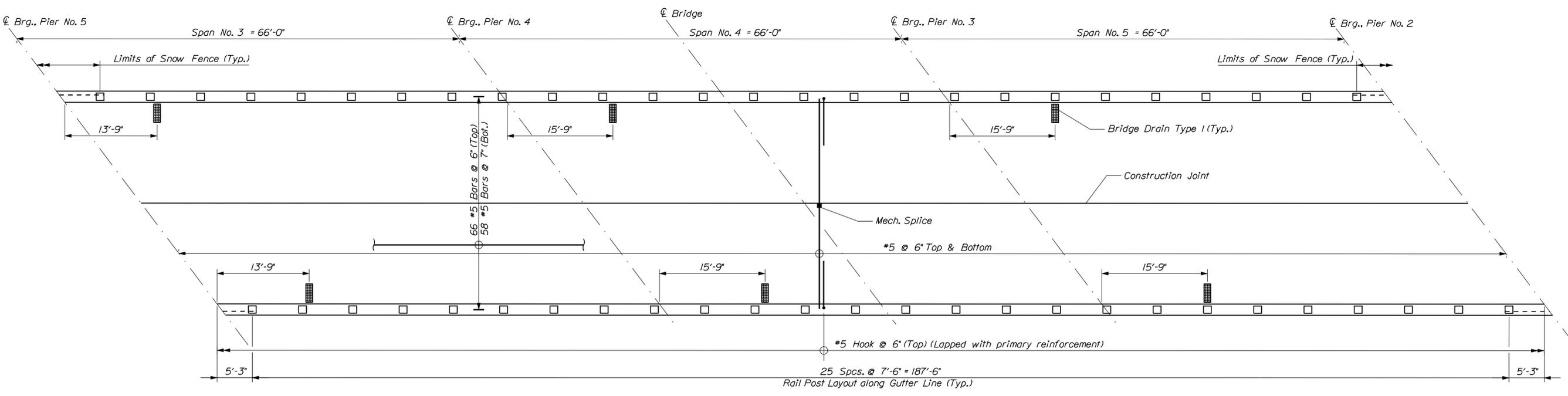
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Division: BRIDGE

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**SUPERSTRUCTURE PLAN**  
 Spans 1 and 2  
 Rotate 180° for Spans 6 and 7



**SUPERSTRUCTURE PLAN**  
 Spans 3, 4 and 5

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		AC-STP-1930(100)X	
BRIDGE NO. 6062		WIN 19301.00	
BRIDGE PLANS			
PROJ. MANAGER	BEN CONDON	BY	DATE
DESIGN-DETAILED	AJC	WJF	10/2012
CHECKED-REVIEWED	JMA	JMA	
DESIGNS-DETAILED			
REVISIONS 1			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
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P.E. NUMBER			
DATE			
ROUTE 16 BRIDGE INTERSTATE 95 PENOBSCOT COUNTY			
SUPERSTRUCTURE PLAN			
SHEET NUMBER			
10			
OF 14			

BOTTOM OF SLAB ELEVATIONS

Span No. 1											
	¢ Brg.	.1 Span	.2 Span	.3 Span	.4 Span	.5 Span	.6 Span	.7 Span	.8 Span	.9 Span	¢ Brg.
Stringer Line 1	145.58	145.68	145.77	145.86	145.95	146.03	146.11	146.19	146.27	146.34	146.42
Stringer Line 2	145.80	145.90	145.99	146.08	146.17	146.25	146.33	146.41	146.48	146.56	146.63
Stringer Line 3	146.03	146.12	146.22	146.31	146.39	146.47	146.55	146.62	146.69	146.77	146.85
Stringer Line 4	145.96	146.05	146.15	146.23	146.32	146.40	146.47	146.54	146.61	146.69	146.76
Stringer Line 5	145.88	145.98	146.07	146.16	146.24	146.32	146.39	146.46	146.53	146.60	146.68

Span No. 2											
	¢ Brg.	.1 Span	.2 Span	.3 Span	.4 Span	.5 Span	.6 Span	.7 Span	.8 Span	.9 Span	¢ Brg.
Stringer Line 1	146.42	146.55	146.68	146.81	146.93	147.03	147.12	147.20	147.26	147.32	147.38
Stringer Line 2	146.63	146.76	146.89	147.02	147.13	147.23	147.32	147.40	147.46	147.51	147.57
Stringer Line 3	146.85	146.97	147.09	147.22	147.34	147.44	147.52	147.59	147.65	147.70	147.76
Stringer Line 4	146.76	146.88	147.01	147.13	147.24	147.34	147.42	147.49	147.55	147.60	147.65
Stringer Line 5	146.68	146.79	146.92	147.04	147.15	147.25	147.33	147.39	147.45	147.50	147.55

Span No. 3											
	¢ Brg.	.1 Span	.2 Span	.3 Span	.4 Span	.5 Span	.6 Span	.7 Span	.8 Span	.9 Span	¢ Brg.
Stringer Line 1	147.38	147.42	147.48	147.53	147.58	147.63	147.68	147.72	147.77	147.80	147.84
Stringer Line 2	147.57	147.61	147.66	147.72	147.77	147.82	147.86	147.90	147.94	147.98	148.01
Stringer Line 3	147.76	147.80	147.85	147.90	147.95	148.00	148.05	148.08	148.12	148.16	148.19
Stringer Line 4	147.65	147.70	147.75	147.80	147.84	147.89	147.93	147.97	148.00	148.03	148.07
Stringer Line 5	147.55	147.59	147.63	147.68	147.73	147.77	147.81	147.85	147.89	147.92	147.95

Span No. 4											
	¢ Brg.	.1 Span	.2 Span	.3 Span	.4 Span	.5 Span	.6 Span	.7 Span	.8 Span	.9 Span	¢ Brg.
Stringer Line 1	147.84	147.88	147.92	147.97	148.00	148.03	148.06	148.08	148.10	148.11	148.11
Stringer Line 2	148.01	148.06	148.10	148.14	148.17	148.20	148.23	148.24	148.26	148.27	148.27
Stringer Line 3	148.19	148.23	148.27	148.31	148.34	148.37	148.39	148.41	148.42	148.43	148.43
Stringer Line 4	148.07	148.11	148.15	148.18	148.22	148.24	148.26	148.28	148.29	148.29	148.30
Stringer Line 5	147.95	147.98	148.02	148.06	148.09	148.11	148.13	148.15	148.16	148.16	148.16

Span No. 5											
	¢ Brg.	.1 Span	.2 Span	.3 Span	.4 Span	.5 Span	.6 Span	.7 Span	.8 Span	.9 Span	¢ Brg.
Stringer Line 1	148.11	148.13	148.14	148.16	148.18	148.19	148.19	148.20	148.20	148.20	148.20
Stringer Line 2	148.27	148.29	148.30	148.32	148.33	148.34	148.34	148.34	148.35	148.35	148.35
Stringer Line 3	148.43	148.45	148.46	148.47	148.48	148.49	148.50	148.50	148.49	148.49	148.49
Stringer Line 4	148.30	148.31	148.32	148.34	148.34	148.35	148.35	148.35	148.35	148.34	148.34
Stringer Line 5	148.16	148.17	148.18	148.19	148.20	148.20	148.20	148.20	148.20	148.20	148.19

Span No. 6											
	¢ Brg.	.1 Span	.2 Span	.3 Span	.4 Span	.5 Span	.6 Span	.7 Span	.8 Span	.9 Span	¢ Brg.
Stringer Line 1	148.20	148.22	148.24	148.25	148.25	148.24	148.22	148.17	148.12	148.07	148.01
Stringer Line 2	148.35	148.36	148.38	148.39	148.39	148.38	148.35	148.31	148.25	148.20	148.14
Stringer Line 3	148.49	148.50	148.52	148.53	148.53	148.51	148.48	148.44	148.38	148.32	148.26
Stringer Line 4	148.34	148.35	148.37	148.37	148.37	148.35	148.32	148.27	148.22	148.15	148.09
Stringer Line 5	148.19	148.19	148.21	148.21	148.21	148.19	148.16	148.10	148.05	147.99	147.92

Span No. 7											
	¢ Brg.	.1 Span	.2 Span	.3 Span	.4 Span	.5 Span	.6 Span	.7 Span	.8 Span	.9 Span	¢ Brg.
Stringer Line 1	148.01	147.98	147.96	147.93	147.90	147.88	147.85	147.82	147.77	147.73	147.68
Stringer Line 2	148.14	148.11	148.08	148.05	148.03	148.00	147.96	147.93	147.89	147.84	147.79
Stringer Line 3	148.26	148.23	148.20	148.17	148.15	148.12	148.08	148.04	148.00	147.96	147.91
Stringer Line 4	148.09	148.06	148.03	148.00	147.97	147.94	147.90	147.86	147.82	147.77	147.72
Stringer Line 5	147.92	147.88	147.85	147.82	147.79	147.76	147.72	147.68	147.64	147.59	147.54

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

AC-STP-1930(100)X

BRIDGE NO. 6062 WIN 19301.00 BRIDGE PLANS

PROJ. MANAGER  
DESIGN-DETAILED  
CHECKED-REVIEWED  
DESIGNS DET AILED  
DESIGNS DET AILED  
REVISIONS 1  
REVISIONS 2  
REVISIONS 3  
REVISIONS 4  
FIELD CHANGES

DATE  
10/2012

BY  
WVF JMA

BEN CONDON  
AIC JMA

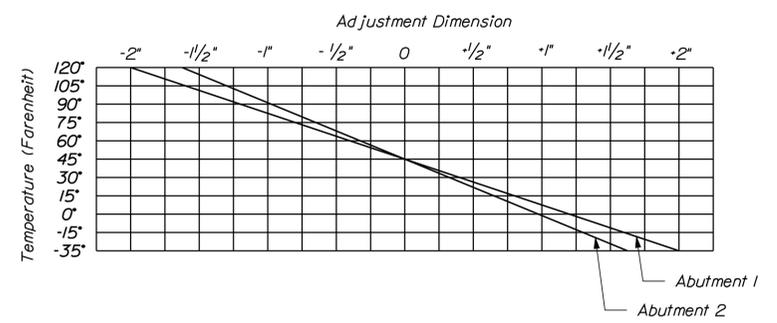
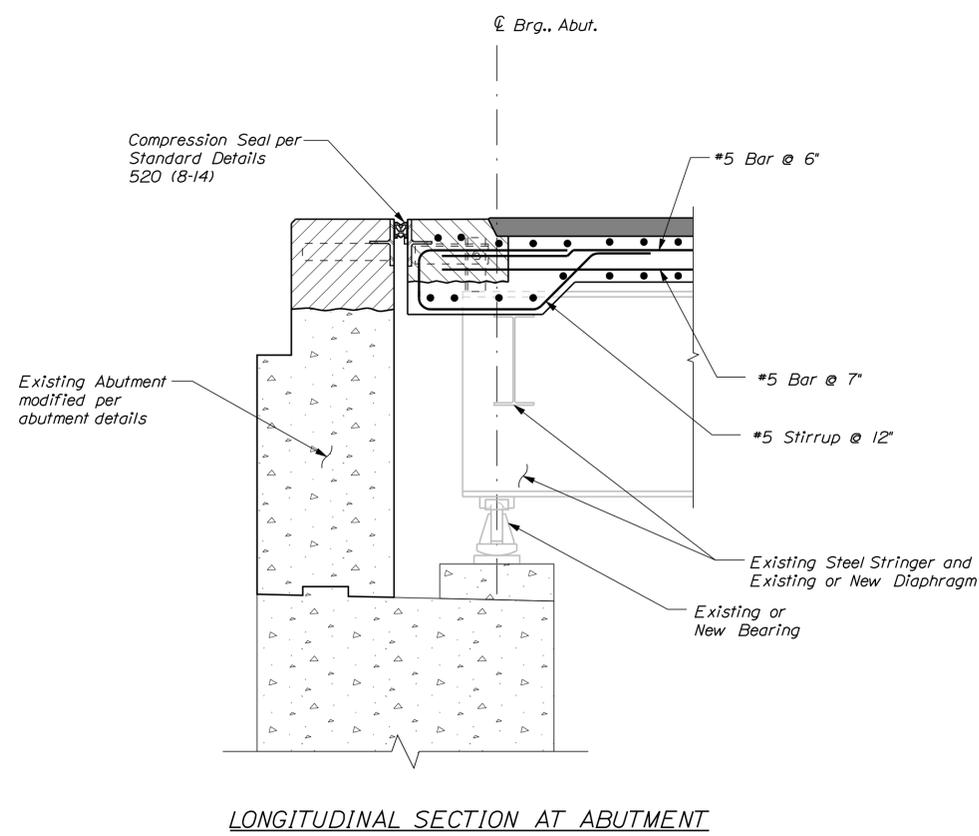
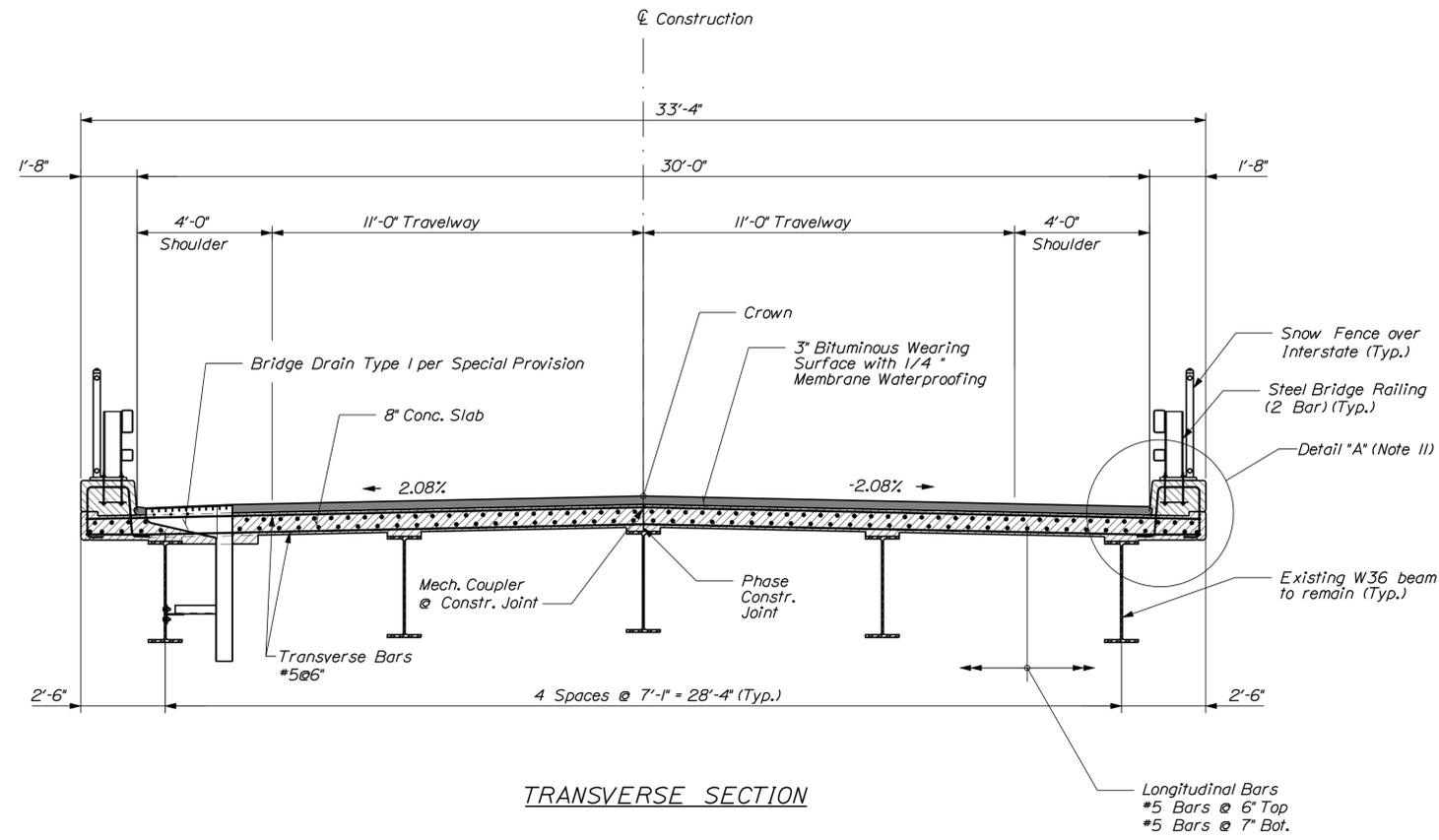
SIGNATURE  
P.E. NUMBER  
DATE

ROUTE 16 BRIDGE  
INTERSTATE 95  
PENOBSCOT COUNTY  
OLD TOWN  
BOTTOM OF SLAB ELEVATIONS

SHEET NUMBER

11

OF 14



**SUPERSTRUCTURE NOTES**

1. The theoretical blocking used for design of the structure is 2 inches at the centerline of bearing of the abutments and piers. Refer to Standard Detail 502(102) for blocking details.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. Adjust reinforcing steel to fit around the bridge drains in a manner approved by the Resident. Do not cut transverse reinforcing bars.
4. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
5. Unless the superstructure slab concrete is placed in one continuous operation, the initial placement shall begin at a simply supported end of the deck slab and shall terminate at the completion of a positive moment section. Successive placements shall proceed from the end of the previous placement, terminate at the completion of a positive moment section, and include two or more spans. Concrete in a placement shall be kept plastic one complete span behind the span being placed. A minimum of 5 days shall elapse between successive partial placements. The superstructure slab concrete placement sequence shall be approved by the Resident.
6. 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.
7. 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.
8. Payment for reinforcing steel fabricated, delivered, and placed in the cast-in-place portion of the structural concrete slab, including hooks for curbs, will be considered incidental to the appropriate Standard Specifications Section 502 pay item. Payment for longitudinal curb rebar will be covered under Items 503.12 and 503.13.
9. Bridge joints are to be installed as per shop drawings and adjusted for temperature.
10. The gland seals to be furnished shall have minimum Movement Rating(s) as follows:  
 Abutment No. 1 = 4.0 inch  
 Abutment No. 2 = 4.0 inch
11. The Resident shall approve the seals prior to fabrication of the Expansion Device.
12. See Sheet 13 for Detail "A".

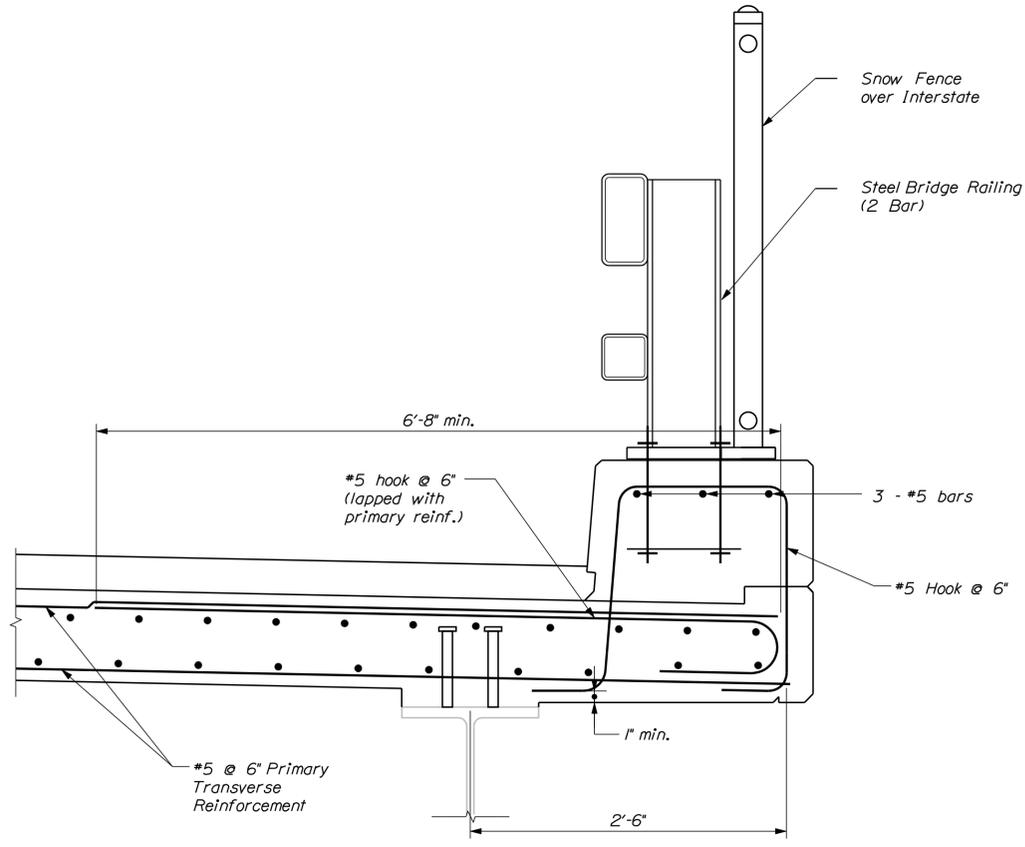
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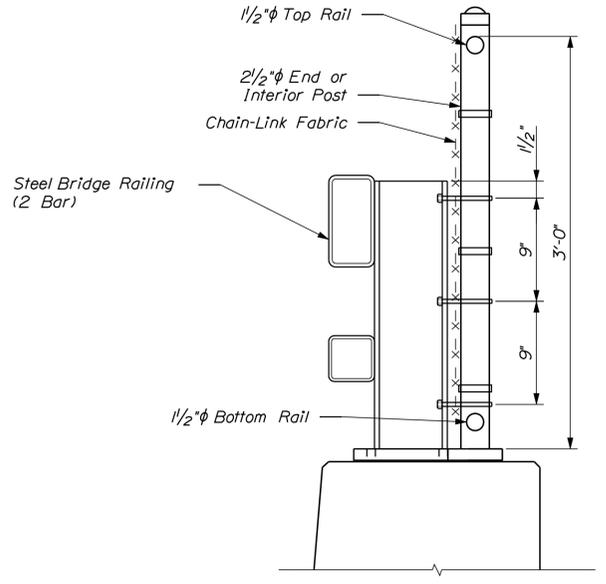
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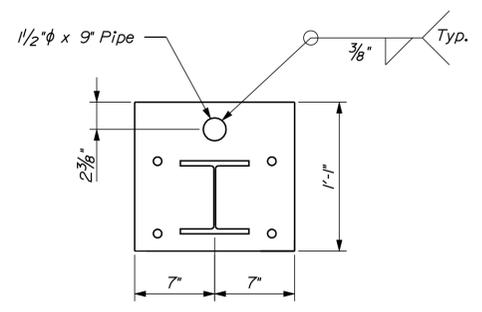
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ROUTE 16 BRIDGE INTERSTATE 95 PENOBSCOT COUNTY	OLD TOWN	SUPERSTRUCTURE DETAILS
SHEET NUMBER		
12		
OF 14		



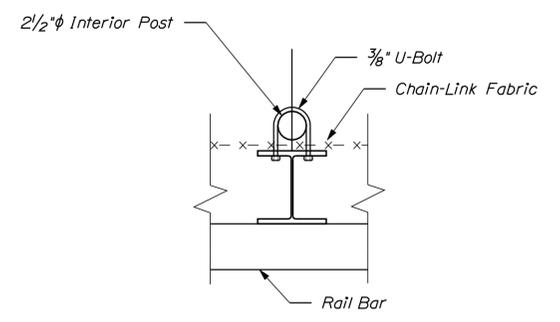
DETAIL "A"



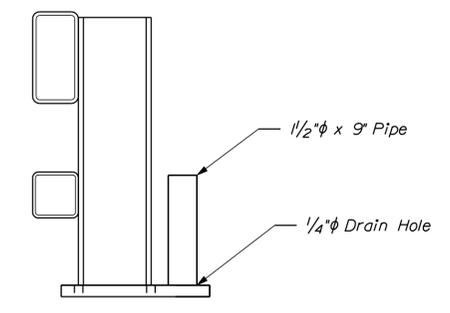
SNOW FENCE SECTION



MODIFIED BASE PLATE PLAN



LINE POST DETAIL



MODIFIED RAIL POST SECTION

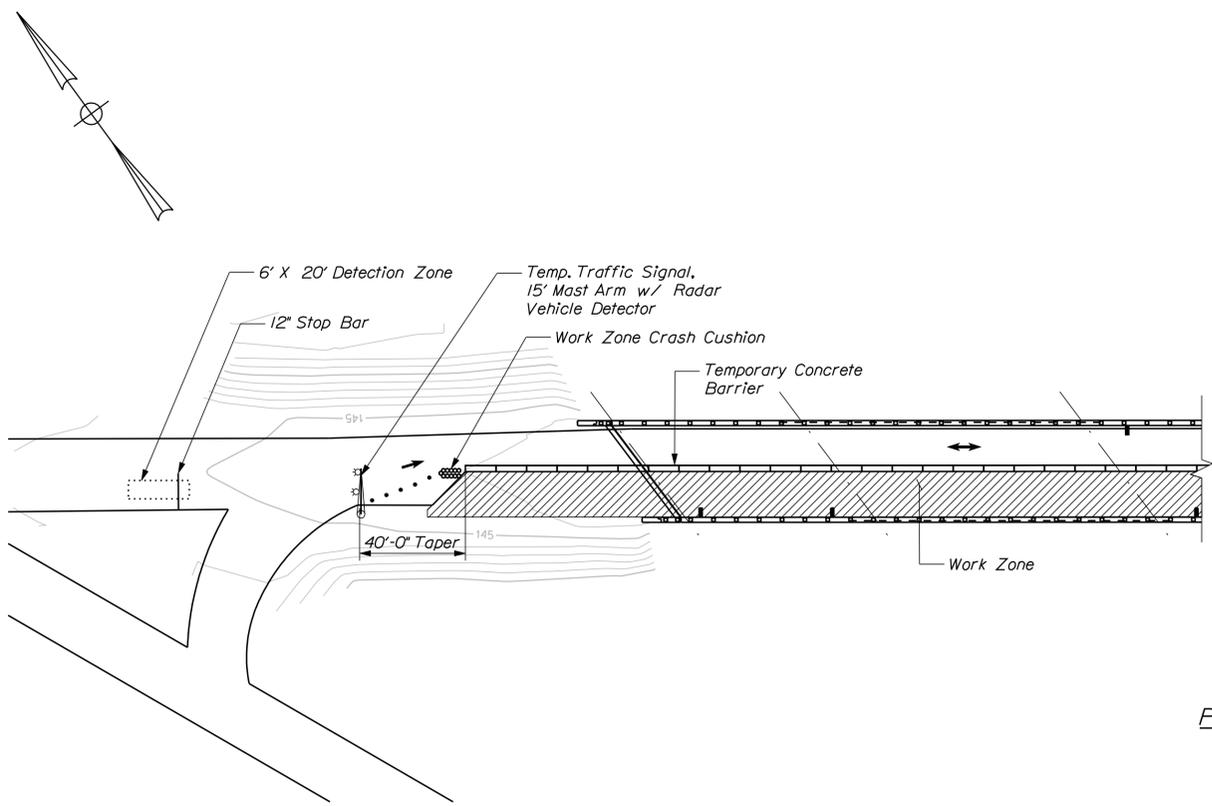
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
AC-STP-1930(100)X		BRIDGE NO. 6062	
WIN		19301.00	
BRIDGE PLANS			
PROJ. MANAGER	BEN CONDON	BY	DATE
DESIGN-DETAILED	AJC	IMF	10/2012
CHECKED-REVIEWED	JMA	JMA	
DESIGN-DETAILED			SIGNATURE
REVISIONS 1			P.E. NUMBER
REVISIONS 2			DATE
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
ROUTE 16 BRIDGE			
INTERSTATE 95			
PENOBSCOT COUNTY			
OLD TOWN			
SUPERSTRUCTURE DETAILS			
SHEET NUMBER			
13			
OF 14			

Date: 10/24/2012

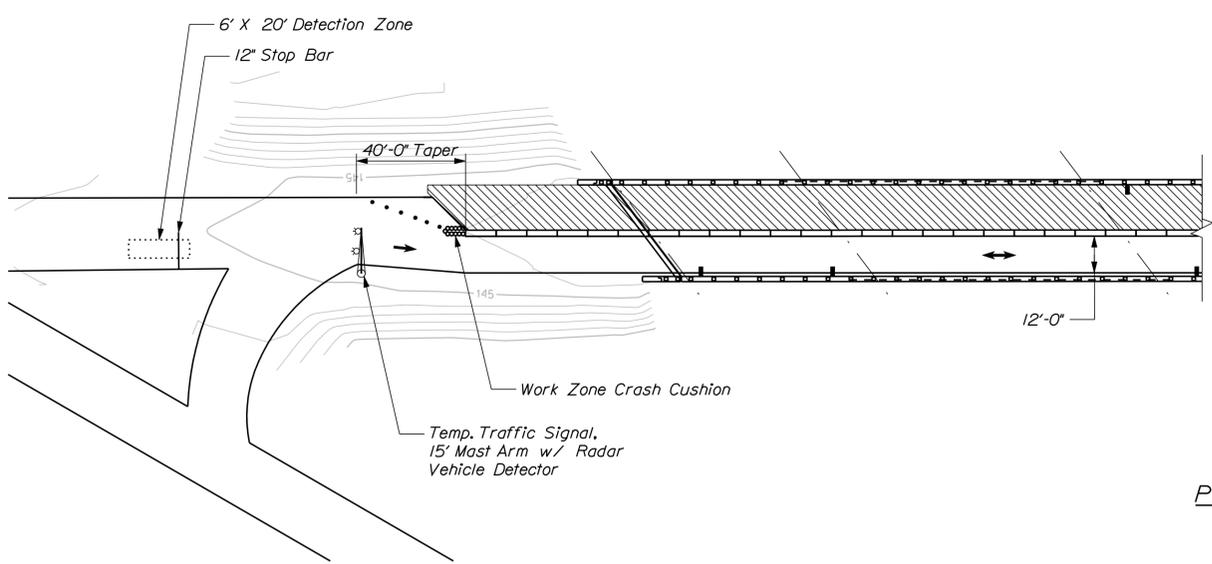
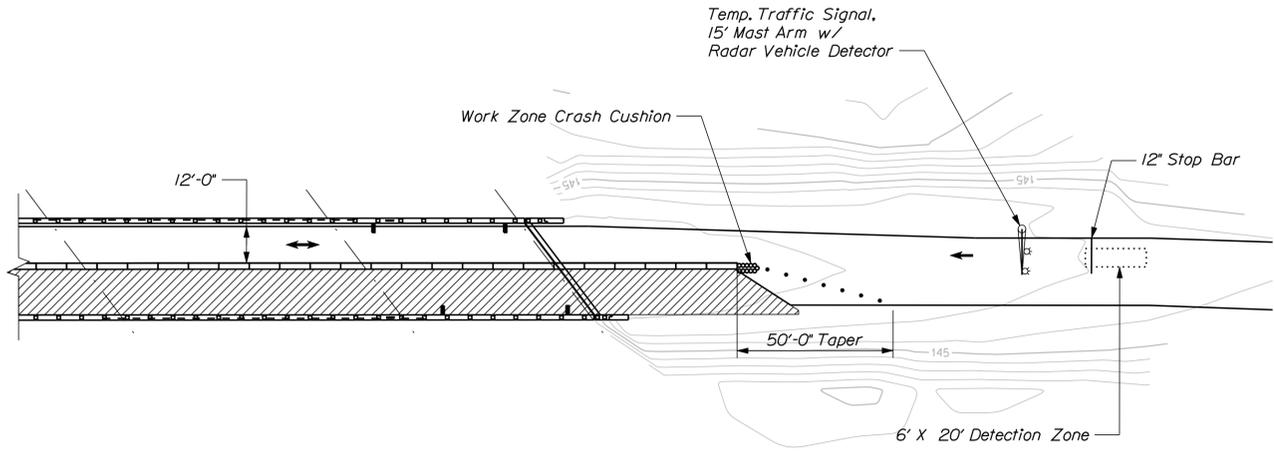
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Division: BRIDGE

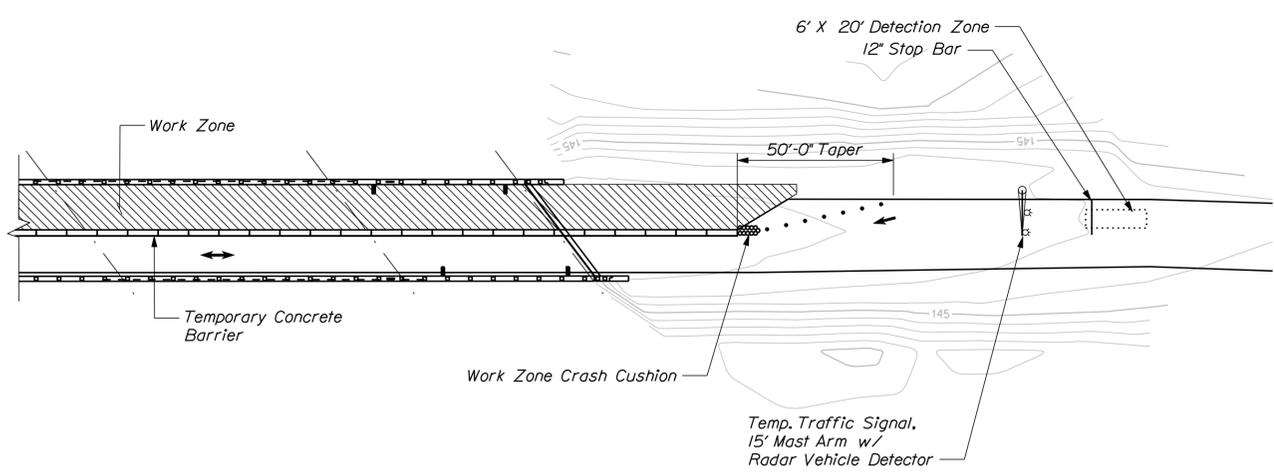
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PHASE 1



PHASE 2



**LEGEND:**  
 → Traffic Flow  
 • Channelizing Device

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 AC-STP-1930(100)X  
 WIN 19301.00  
 BRIDGE NO. 6062  
 BRIDGE PLANS

PROJ. MANAGER	BEN CONDON	BY	DATE
DESIGN-DETAILED	AJC	WF	10/2012
CHECKED-REVIEWED	JMA	JMA	
DESIGN-DETAILED			SIGNATURE
REVISIONS 1			P.E. NUMBER
REVISIONS 2			DATE
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

ROUTE 16 BRIDGE  
 INTERSTATE 95  
 PENOBSCOT COUNTY  
 OLD TOWN  
 TRAFFIC CONTROL PLAN

SHEET NUMBER  
 14  
 OF 14