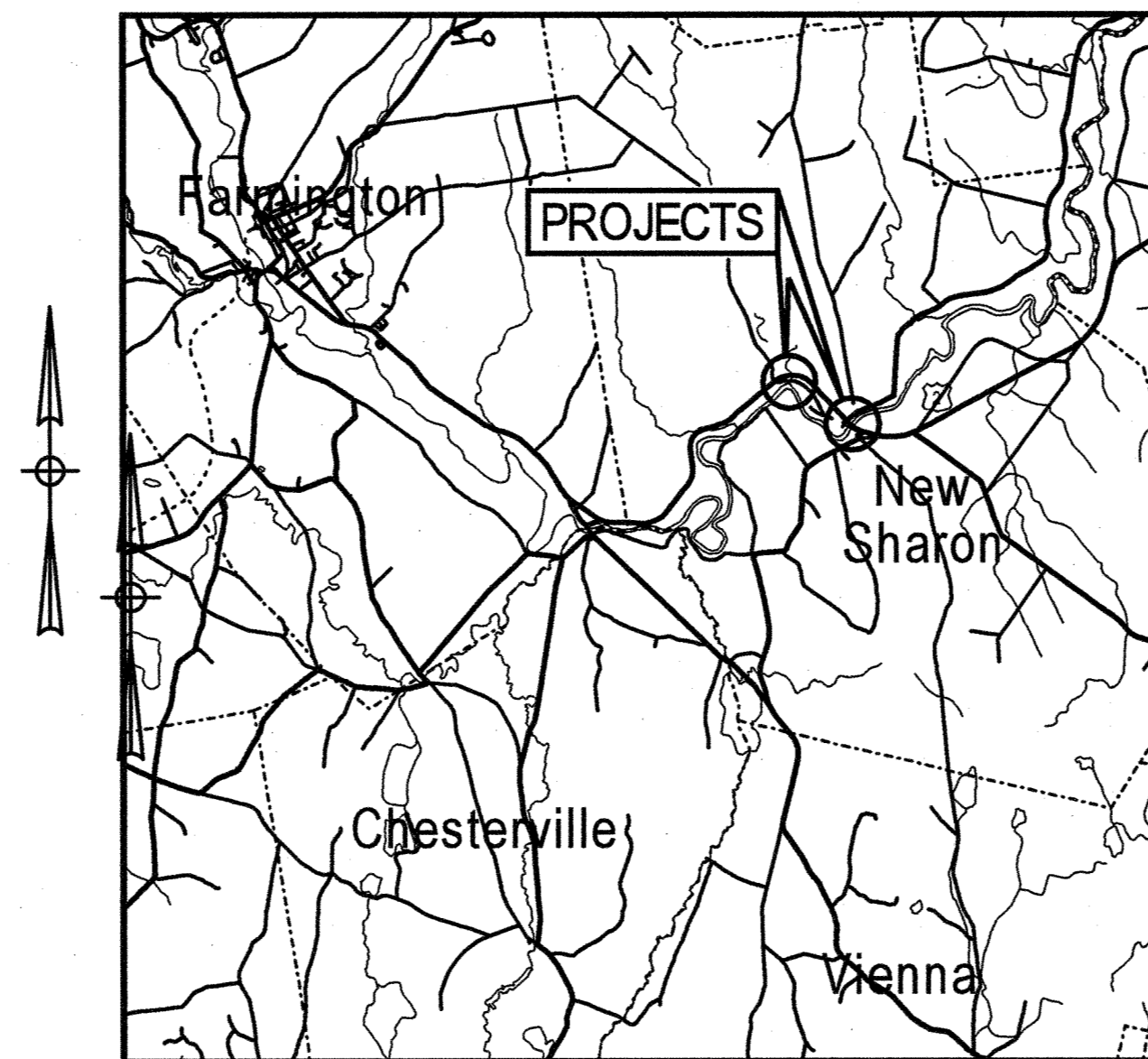


STATE OF MAINE DEPARTMENT OF TRANSPORTATION



NEW SHARON FRANKLIN COUNTY SANDY RIVER BRIDGE PROJECT NO. AC-BH-1262(500)X PROJECT LENGTH 0.090 mi. WEARING SURFACE REPLACEMENT BRIDGE NO. 5724 AND FILLIBROWN BRIDGE PROJECT NO. BH-1562(100)E PROJECT LENGTH 0.034 mi. BRIDGE DECK REPLACEMENT BRIDGE NO. 3842



LOCATION MAP

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Fourth Edition 2007 and Interim Specifications through 2008.

DESIGN LOADING

Live Load - Sandy River Bridge..... Existing
Live Load - Fillibrown Bridge..... HL-93

TRAFFIC DATA Sandy River Bridge

Current (2009) AADT 7920
Future (2029) AADT 10300
DHV - % of AADT 10%
Design Hour Volume 1030
Heavy Trucks (% of AADT) 16%
Heavy Trucks (% of DHV) 13%
Directional Distribution (% of DHV) 54%
18 kip Equivalent P 2.0 2006
18 kip Equivalent P 2.5 191%
Design Speed (mph) 55

TRAFFIC DATA Fillibrown Brook Bridge

Current (2007) AADT 4830
Future (2027) AADT 6280
DHV - % of AADT 11%
Design Hour Volume 705
Heavy Trucks (% of AADT) 16%
Heavy Trucks (% of DHV) 13%
Directional Distribution (% of DHV) 55%
18 kip Equivalent P 2.0 1303
18 kip Equivalent P 2.5 1241
Design Speed (mph) 55

MATERIALS

Concrete (Unless noted otherwise)..... Class "A"
Concrete (Curbs, Sidewalks & Transition Barriers)..... Class "LP"
Reinforcing Steel ASTM A615/A615M, Grade 60
Structural Steel:
All Material (except as noted)..... ASTM A709/A709M, Grade 36
High Strength Bolts ASTM A325, Type 3

BASIC DESIGN STRESSES

Concrete f 'c = 4,350 psi
Reinforcing Steel f y = 60,000 psi
Structural Steel (New):
ASTM A 709/A 709M, Grade 36 F y = 36,000 psi
ASTM A 325 F μ = 120,000 psi
Structural Steel (Existing)
ASTM A7 F y = 33,000 psi

LIST OF DRAWINGS

Title Sheet	1
Quantities & Staged Construction Sequence	2
SANDY RIVER BRIDGE	
Plan	3
FILLIBROWN BRIDGE	
General Plan	4
Abutment No. 1	5
Abutment No. 2	6
Superstructure	7
Superstructure Details	8
Reinforcing Steel Schedule	9

SCOPE OF WORK

Sandy River Bridge

- Remove existing bituminous wearing surface and membrane waterproofing
- Rehabilitate existing structural concrete deck
- Modify and Repair Bridge Deck Joints and Install New Seals
- Replace bridge rail post
- Install High Performance Membrane Waterproofing
- Install Hot Bituminous Pavement

Fillibrown Brook Bridge

- Remove existing superstructure
- Construct new composite structural concrete deck on existing steel beams
- Modify and Repair Existing Abutments
- Install High Performance Membrane Waterproofing
- Install Hot Bituminous Pavement
- Install Type 1 Bridge Transitions
- Reset Bearings
- Paint Existing Structural Steel

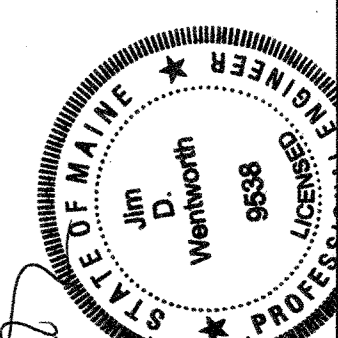
UTILITIES (Sandy River Bridge Only)

- Central Maine Power Company
- Time Warner Cable
- Fairpoint Communications

MAINTENANCE OF TRAFFIC

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

STATE OF MAINE	DEPARTMENT OF TRANSPORTATION	DATE	4/21/09
APPROVED	COMMISSIONER: <i>[Signature]</i>	CHIEF ENGINEER: <i>[Signature]</i>	04/29/09



[Signature]
SIGNATURE
9588
P.E. NUMBER
4/29/09
DATE

PROJECT INFORMATION	
PROGRAM	BRIDGE
PROJECT MANAGER	JIM WENTWORTH
DESIGNER	MARK FARLIN-ROBERT BLUNT
CONSULTANT	N/A
PROJECT RESIDENT	ROBERT PRAY
CONTRACTOR	
PROJECT COMPLETION DATE	11/21/09

NEW SHARON	
SANDY RIVER AND FILLIBROWN BROOK BRIDGES	
TITLE SHEET	

SHEET NUMBER
1
OF 9

SANDY RIVER PIN 12625.00 - FILLIBROWN BROOK PIN 15621.00

Date: 4/29/2009
Username: diam.nadeau
Division: BRIDGE
Filename: \MSTA\001_Title combined.dgn

Date: 4/30/2009

Username: mark.purin

Division: BRIDGE

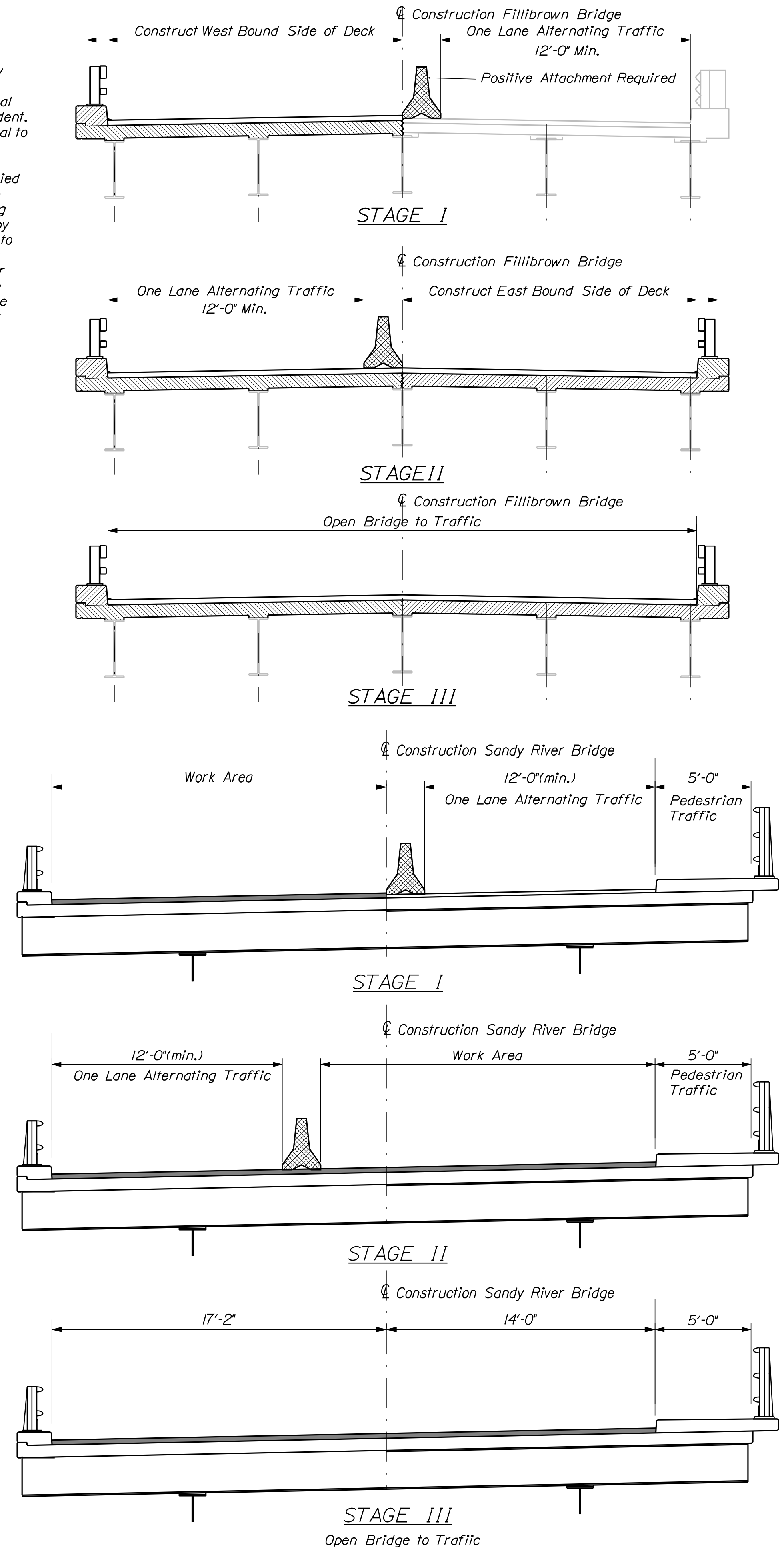
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ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.12	REM EXIST STRUCTURAL CONCRETE	62	CY
202.18	REM EXIST BIT PAVE (INC MEM)	1612	SY
203.25	GRANULAR BORROW	20	CY
206.082	STR EA EXC-MAJOR STRUCTURES	20	CY
403.207	HOT MIX ASPHALT 19.0 MM HMA	43	T
403.210	HOT MIX ASPHALT 9.5 MM HMA	364	T
403.213	HOT MIX ASPHALT 12.5 MM HMA BASE	23	T
409.15	BITUMINOUS TACK COAT APPLIED	106	G
502.21	STR CONC ABUT & RET WALL	1	CY
502.26	STR CONC RD&SW SLAB ON ST BR (64 CY)	1	LS
502.49	STRUCT.CONC.CURBS AND SW (10 CY)	1	CY
502.70	BRIDGE DRAINS	4	EA
503.12	REINF STEEL,FAB & DEL	23400	LB
503.13	REINF STEEL, PLACING	23400	LB
503.17	MECHANICAL WELDED SPLICE	310	EA
504.811	STR STEEL REPAIR	128	LB
505.08	SHEAR CONNECTORS (1560 EA)	1	LS
506.01	PAINTING STRUCTURAL STEEL	1	LS
507.0811	STEEL BRIDGE RAILING, 2 BAR (132 LF)	1	LS
507.0925	ALUM BR RAIL, 2 BAR RAIL POST & BASE PLATE REPLACE	1	EA
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE (1885 SY)	1	LS
514.06	CURING BOX FOR CONC CYL	1	EA
515.21	PROTECTIVE COAT FOR CONC SUR (80 SY)	1	LS
518.50	REPAIR OF UPWARD FAC SURF - TO RE STEEL	725	SF
518.51	REPAIR OF UPWARD FAC SURF-BELOW RE STEEL	150	SF
518.52	REPAIR OF UPWARD FACING SURFACES > 7.9	6	CY
518.60	REPAIR OF VERTICAL SURFACES < 7.9 IN.	25	SF
518.61	REPAIR OF VERTICAL SURFACES > 7.9 IN.	1	CY
518.80	CRACK REPAIR	1	LS
520.2022	POLYMER NOSING	251	LF
520.241	BRIDGE JOINT MODIFICATION TYPE 1	2	EA
520.242	BRIDGE JOINT MODIFICATION TYPE 2	1	EA
520.244	BRIDGE JOINT MODIFICATION TYPE 4	1	EA
523.1201	JACK AND RESET ROCKER BEARINGS	1	LS
526.301	TEMPORARY CONC BARRIER TYPE 1 (960 LF)	1	LS
526.34	PERMANENT CONC TRANSITION BARRIER	4	EA
527.34	WORK ZONE CRASH CUSHIONS	4	UN
606.1721	BRIDGE TRANSITION - TYPE 1	4	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	4	EA
618.1411	SEEDING METHOD NUMBER 3 - PLAN QUANTITY	1	UN
627.711	WH OR YELL PAINT PVMT MARKING LINE	1935	LF
629.05	HAND LABOR, STRAIGHT TIME	30	HR
639.18	FIELD OFFICE TYPE A	1	EA
643.72	TEMPORARY TRAFFIC SIGNAL	1	LS
652.33	DRUM	20	EA
652.34	CONE	100	EA
652.35	CONSTRUCTION SIGNS	500	SF
652.38	FLAGGER	100	HR
652.39	WORK ZONE TRAFFIC CONTROL	1	LS
656.75	TEMP. SOIL EROS. AND WATER POLL. CONTROL	1	LS
659.10	MOBILIZATION	1	LS

STAGE CONSTRUCTION NOTES (Fillibrown Bridge)

1. 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 will not be paid for directly but will be considered incidental to related Contact items.

2. The Contractor may elect to use positive connection barriers supplied by MaineDOT Bridge Maintenance Division. If the Contractor elects to use these barriers, the Contractor shall be responsible for all handling and transportation of the barriers. The barriers shall be inspected by the Contractor in the presence of the Regional Bridge Manager prior to picking up the barriers and before they are returned, to ensure they are good condition. The Contractor shall be fully responsible to repair any damage to the barriers to the satisfaction of the Regional Bridge Manager. There will be 100 LF of positive connection barrier available for the Contractor's use. Any additional barriers shall be supplied by the Contractor. Contact Jeff Naum or Randy Bodge of the Bridge Maintenance Division for additional information at (207) 624-3580.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AC-BH-1262(50)X
PIN 12625.00
BRIDGE NO. 5723
BRIDGE PLANS

PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED		MAP	
CHECKED-REVIEWED			
DESIGN-DETAILED 2			
DESIGN-DETAILED 3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

NEW SHARON
SANDY RIVER AND FILLIBROWN BRIDGES
FRANKLIN COUNTY
NEW SHARON
EST. QUANT. AND STAGE CONSTRUCTION

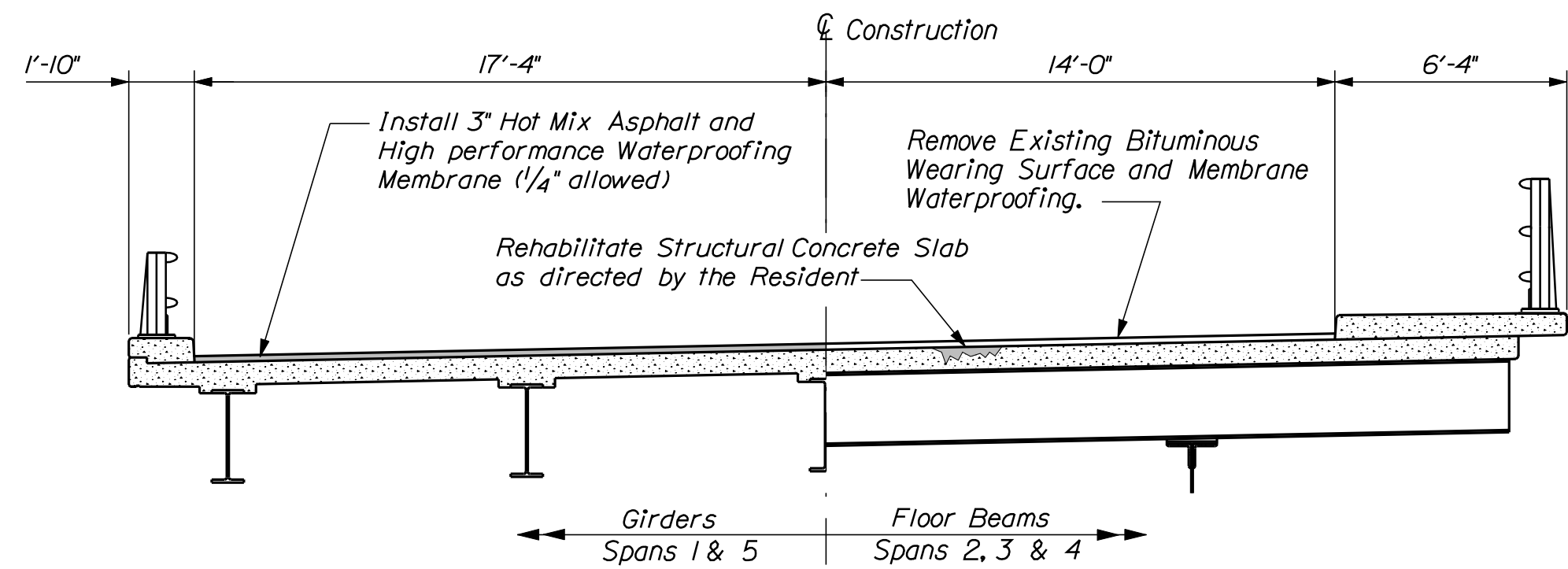
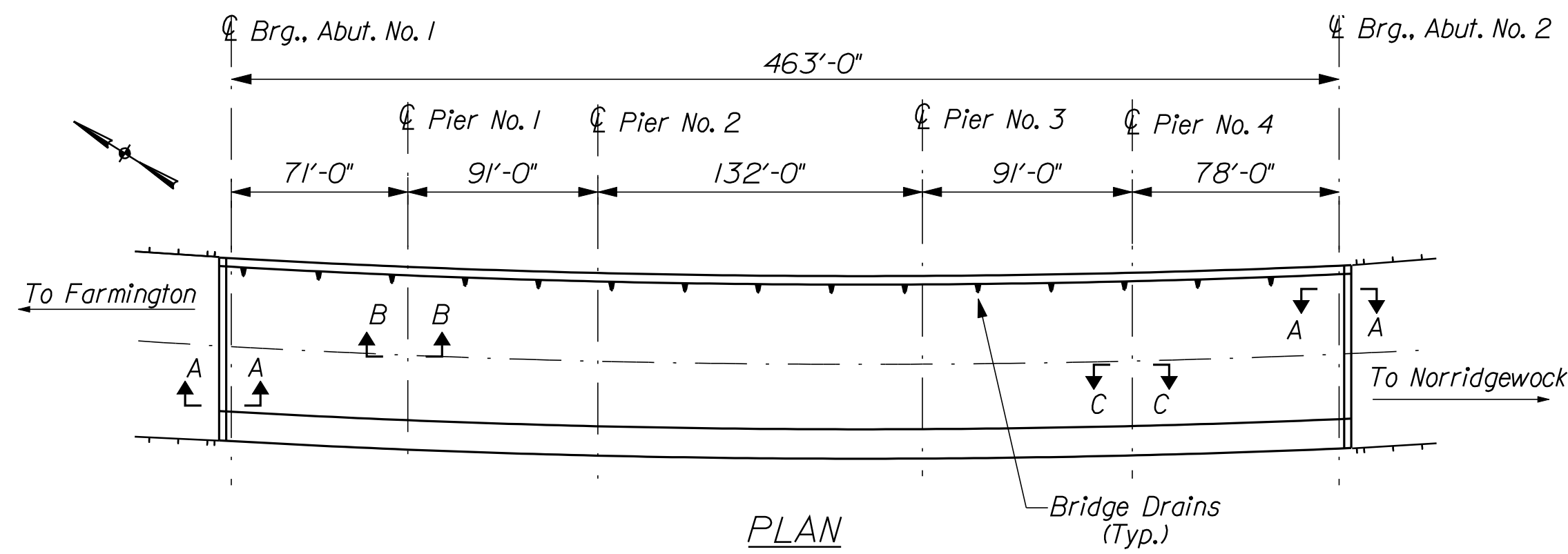
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OF 9

Date: 4/30/2009

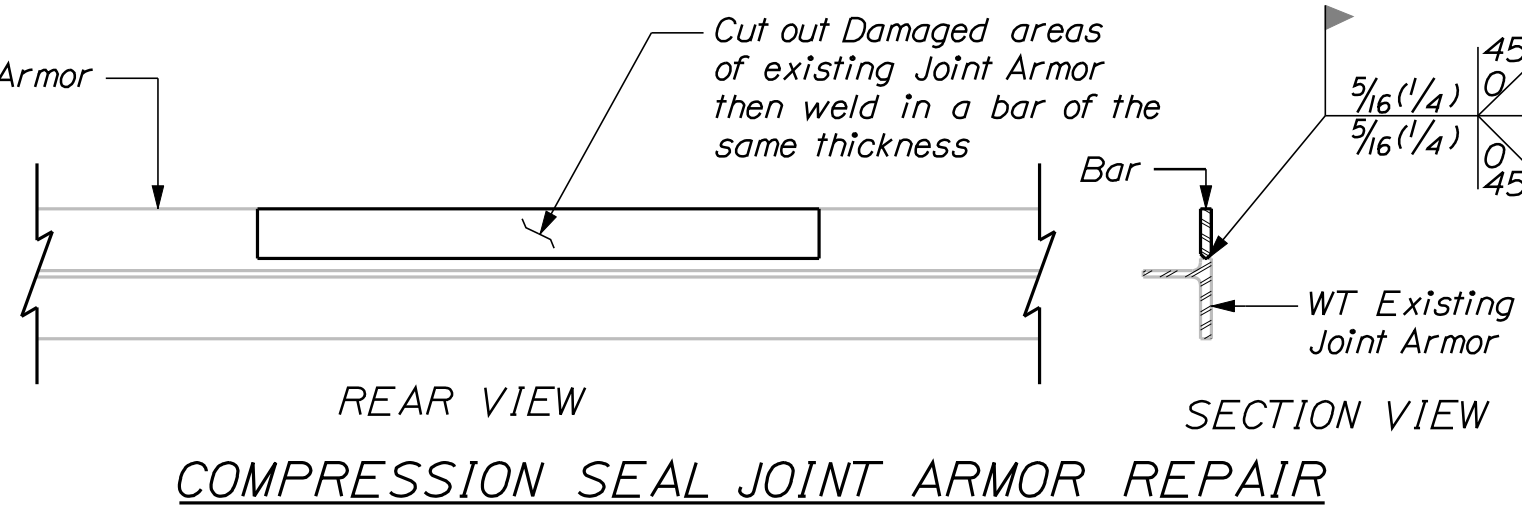
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Division: BRIDGE

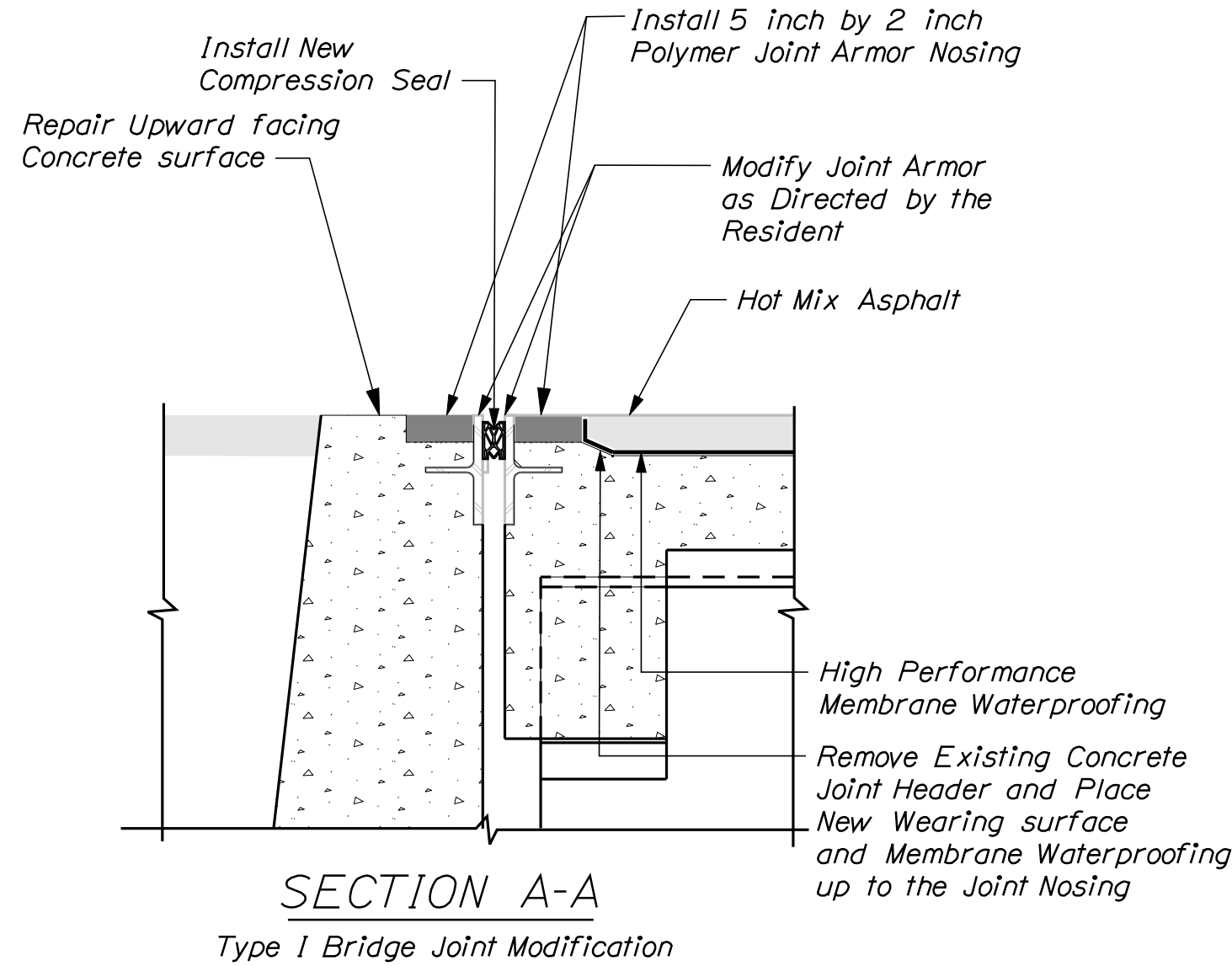
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TYPICAL BRIDGE SECTION

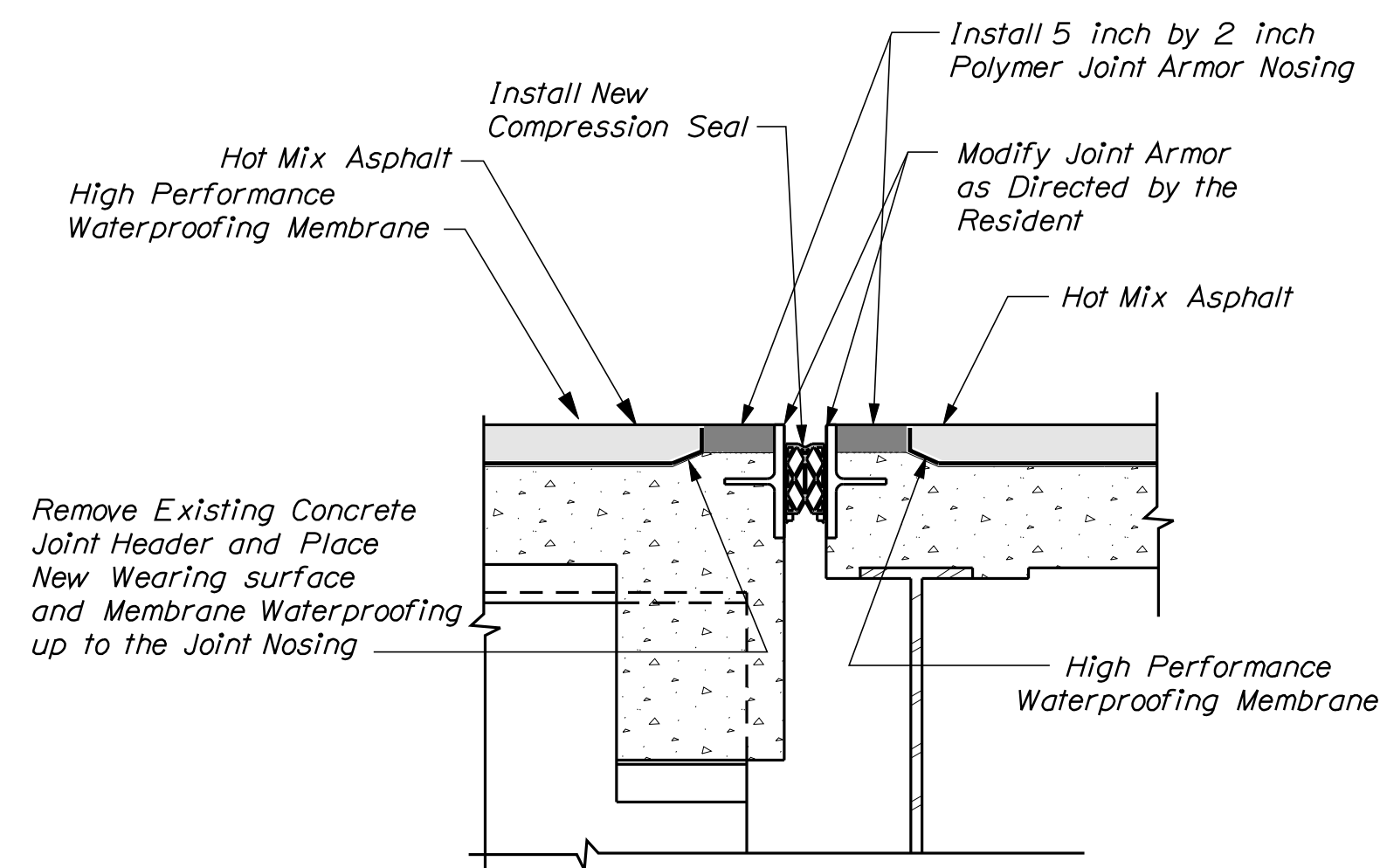


COMPRESSION SEAL JOINT ARMOR REPAIR



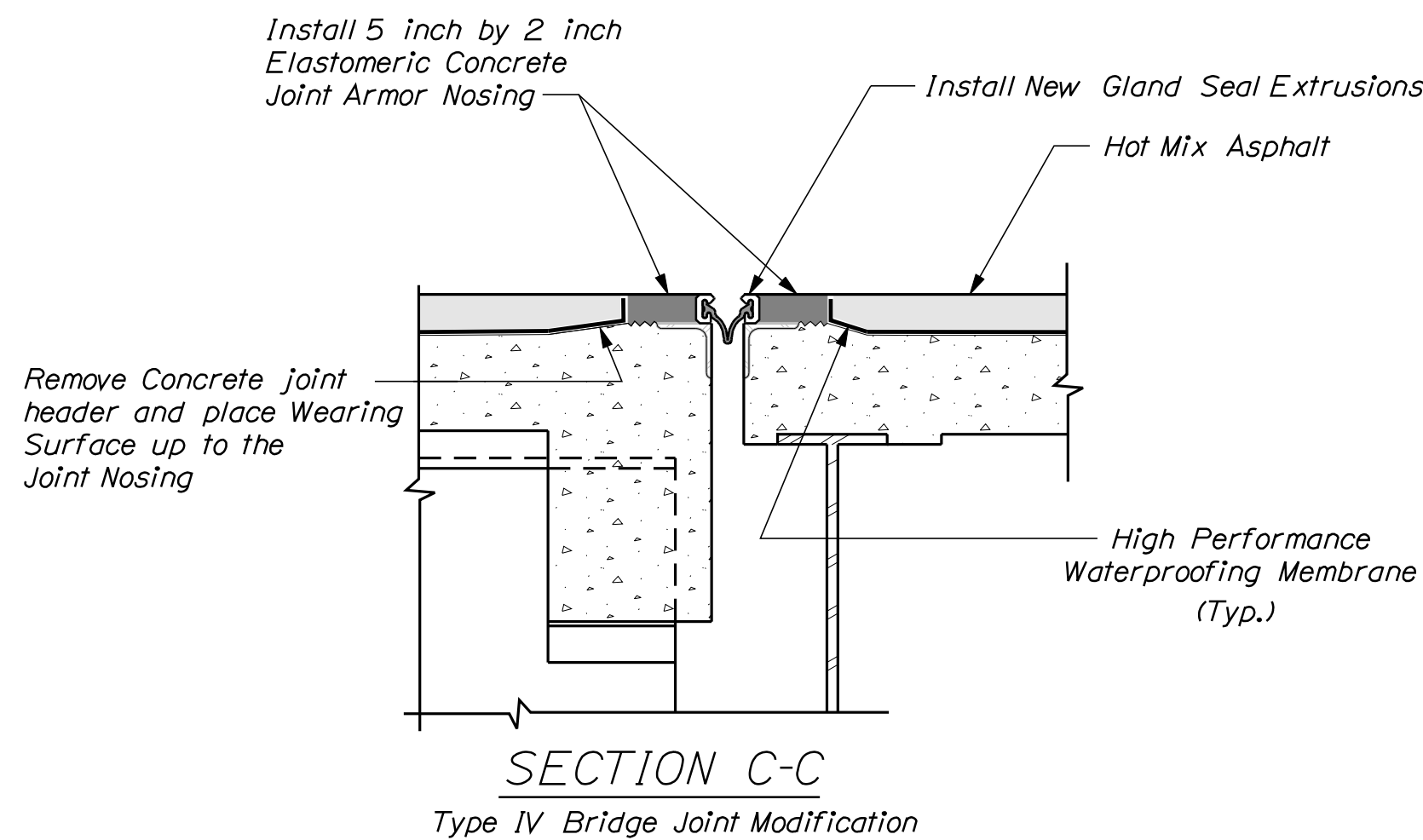
SECTION A-A

Type I Bridge Joint Modification



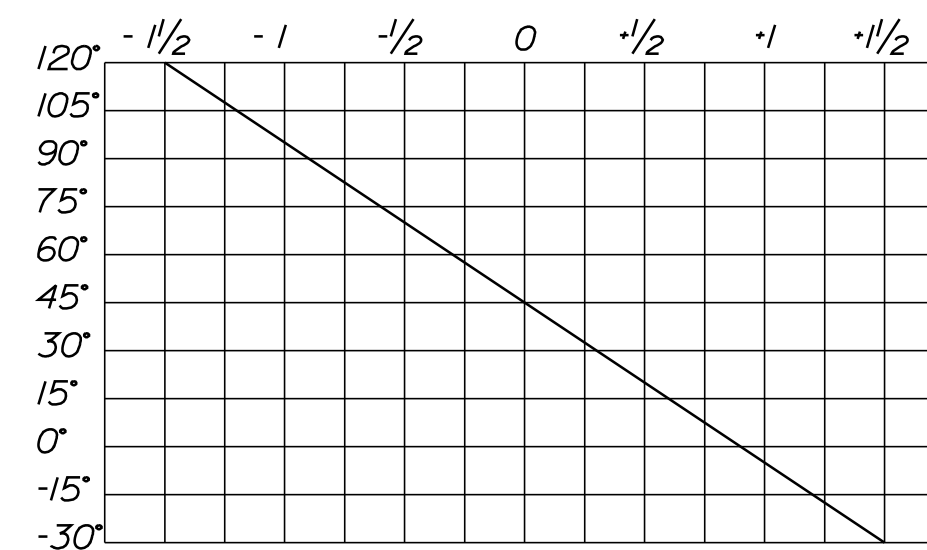
SECTION B-B

Type II Bridge Joint Modification



SECTION C-C

Type IV Bridge Joint Modification



GLAND SEAL ADJUSTMENT CHART

SUPERSTRUCTURE NOTES

1. Depress the bituminous wearing surface around the existing bridge drains as directed by the Resident.
2. After the existing wearing surface and membrane have been removed the Contractor may be directed by the Resident to rehabilitate areas of the deck. Payment will be made under the appropriate rehabilitation item.
3. All reinforcing steel that is exposed and to be reused shall be cleaned by a method approved by the Resident. Payment shall be incidental to related Contract Items.
4. If the depth of the deteriorated concrete is below the reinforcing steel then remove the concrete to a minimum depth of 1 inch below the bars.
5. The Contractor shall take care not to damage the reinforcing steel to remain. Any damaged reinforcing steel shall be replaced as directed by the Resident at no expense to the Department.
6. Any damage to the existing concrete to remain resulting from the work performed by the Contractor shall be repaired by a method approved by the Resident at no expense to the Department.
7. Reinforcing steel shall have a 2 inch minimum cover unless otherwise noted.
8. Care shall be taken when placing the membrane waterproofing not to cover the 1 inch diameter weep holes in the deck.
9. Replace the fourth bridge rail post from the southeast end of the bridge on the downstream side. The rail post will be supplied by the Department.

10. Compression seal joint armor shall be repaired/modified as directed by the Resident. Payment shall be made under the appropriate bridge joint modification item.
11. The seals to be furnished shall have minimum Movement Ratings as follows:
 Abutment No. 1 (Compression Seal) = 0.5 inch
 Pier No. 1 (Compression Seal) = 1.9 inch
 Pier No. 4 (Gland Seal) = 3.0 inch
 Abutment No. 2 (Compression Seal) = 0.5 inch
12. The seal shall be approved by the Resident prior to ordering and installation.
13. Extend the new compression seals through the curb and sidewalk 3 inches beyond the fascia.
14. Compression seal joint armor with modifications/repairs as shown in the "Compression Seal Joint Armor Repair" detail will be paid for as Type II Bridge Joint Modification. Some joint armor has minor plow damage to the top of the armor and may be beveled with a grinder enough to be able to replace the compression seal. These joints shall be paid for as Bridge Joint Modification Type I. Bridge joint modifications/repairs shall be done as directed by the Resident.
15. The gland seal and extrusions located at pier 4 shall be replaced. The ends of the new extrusion shall be turned up at an angle similar to the existing. The existing curb and sidewalk expansion dams may remain. All work and materials necessary to remove and replace the top plates of the curb and sidewalk expansion dams in order to access the expansion device armor shall be incidental to Item 520.244 Bridge Joint Modification Type 4. Existing fabrication drawings of the joint armor are available at the Department for the Contractor's reference. The information on the plans may not represent actual field conditions and shall be verified by the Contractor.

GENERAL CONSTRUCTION NOTES

1. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.
2. Bidders and Contractors may obtain a copy of the existing bridge plans by faxing a Request for Information to the Bid Contact Person. 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.
3. Existing bridge plans may be accessed at the following web address: <http://www.maine.gov/mdot/comprehensive-list-projects/project-information.php>
4. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:
 - a. If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.
 - b. If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.
 - c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation.

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 AC-BH-1262(500)X
 BRIDGE NO. 5723
 PIN 12625.00
 BRIDGE PLANS

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

SANDY RIVER BRIDGE
 SANDY RIVER
 FRANKLIN COUNTY
 NEW SHARON
 PLANS

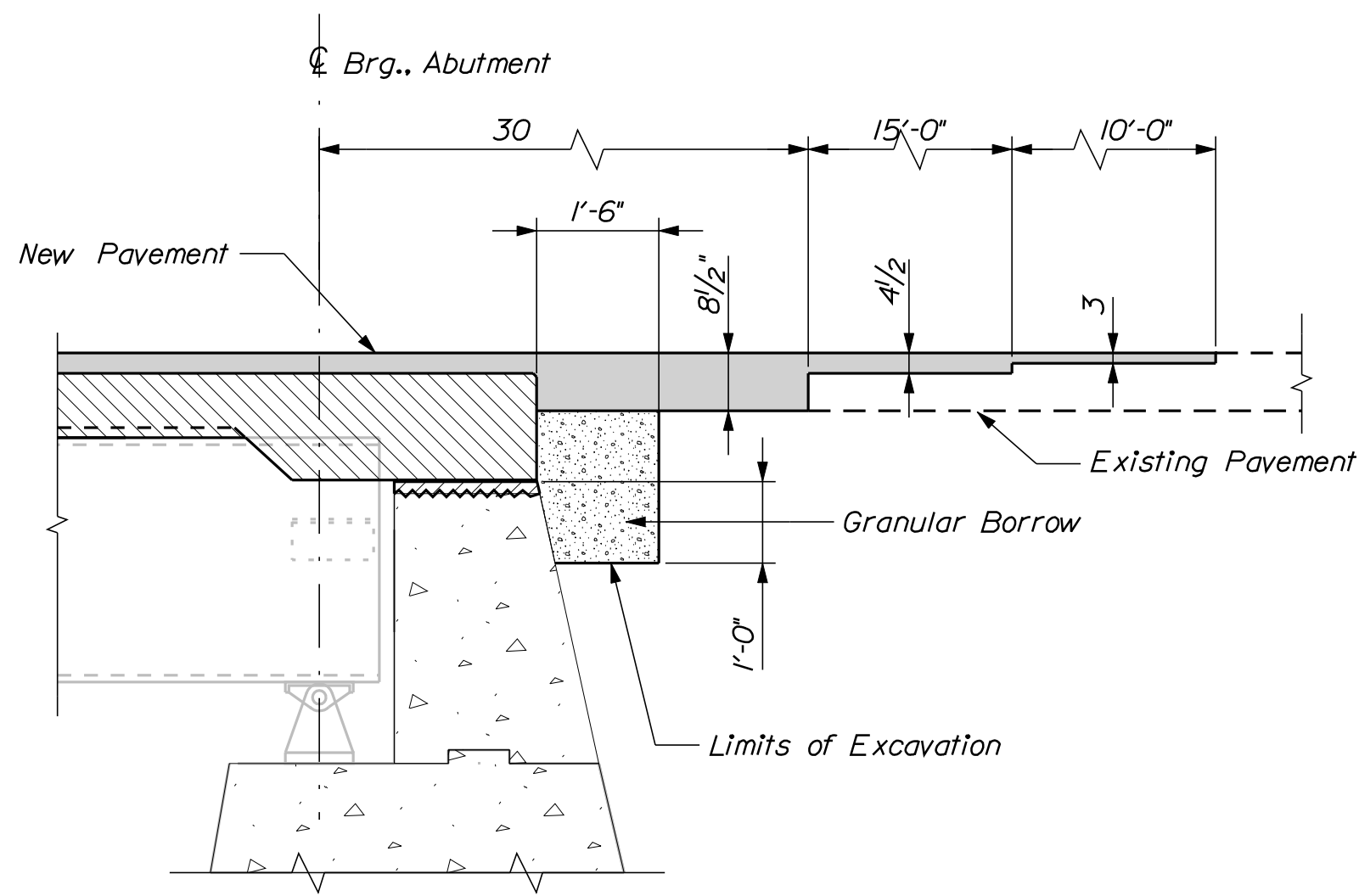
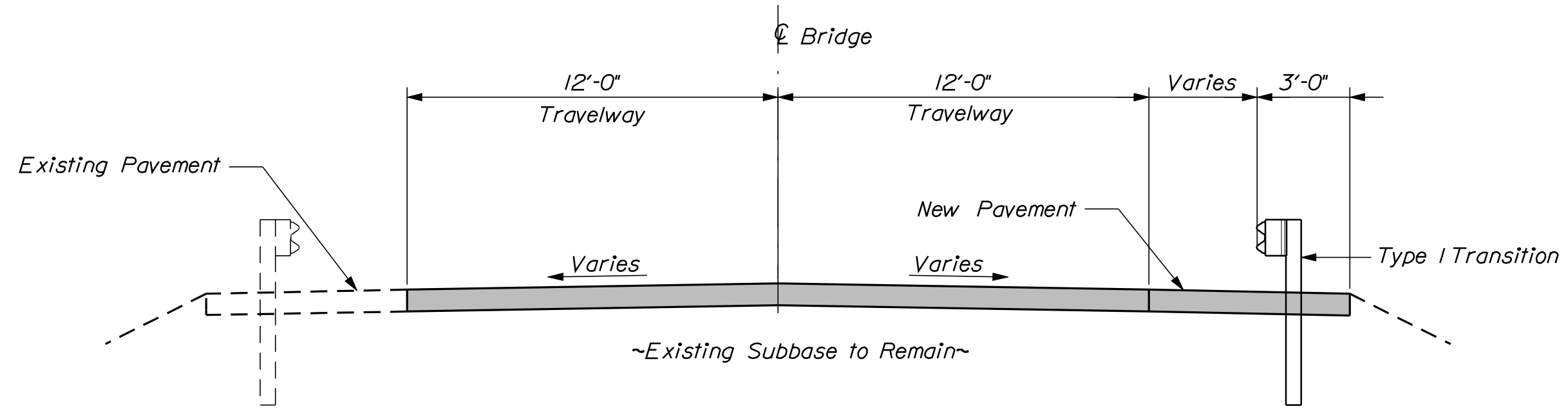
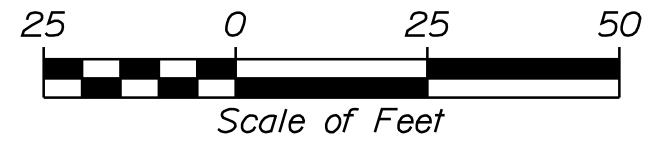
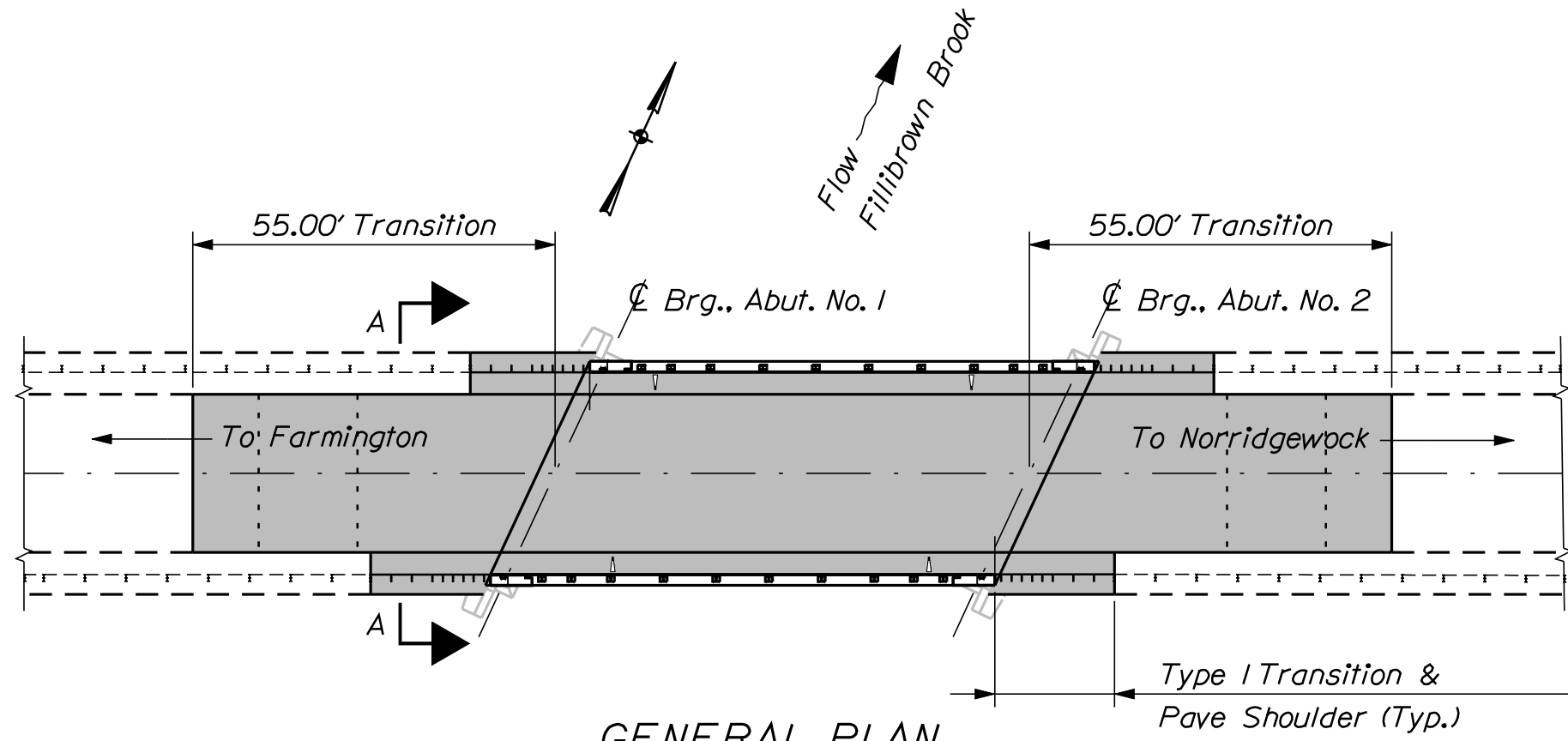
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 OF 9

Date: 4/30/2009

Username: mark.porlin

Division: BRIDGE

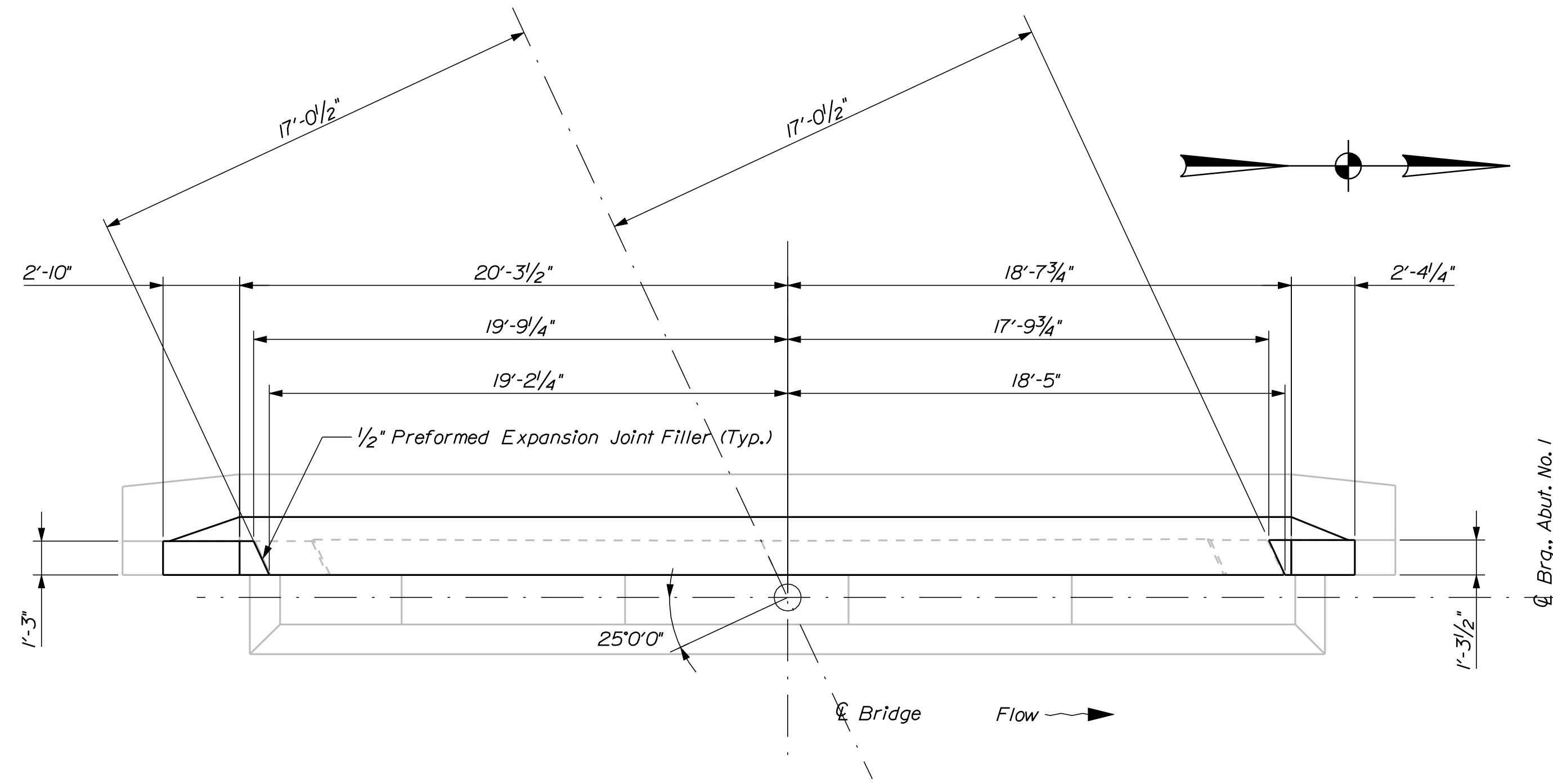
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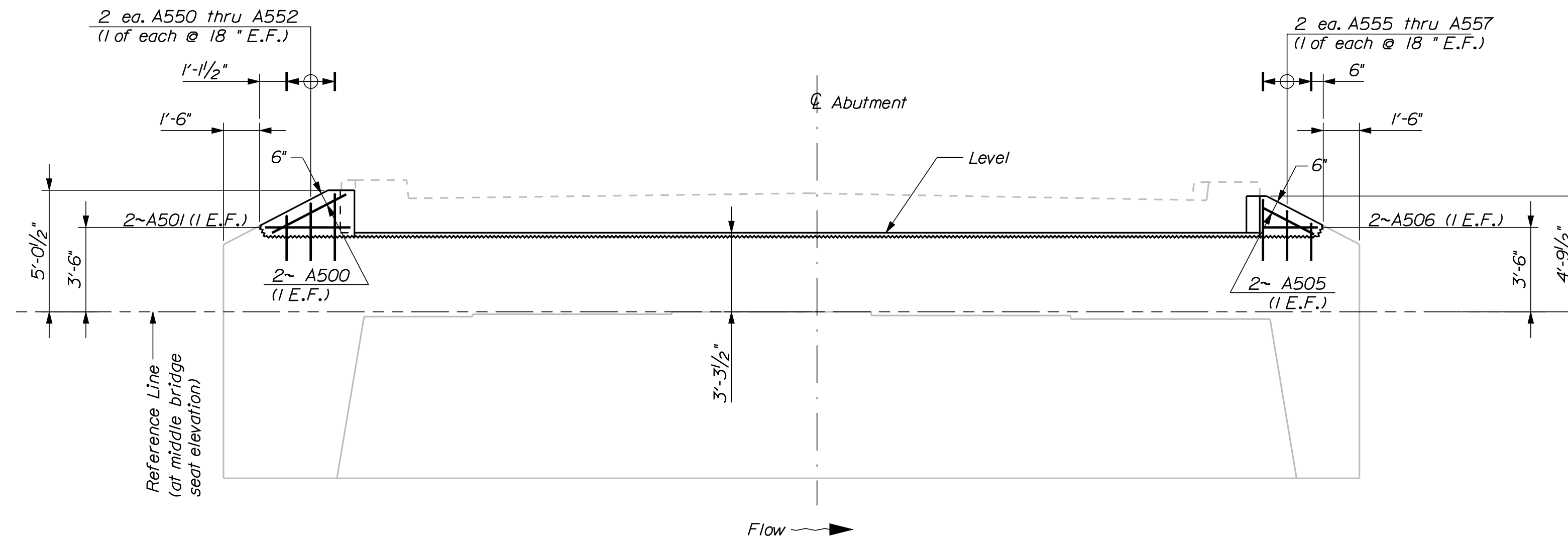
GENERAL CONSTRUCTION NOTES

- Guardrail posts as shown in the Standard Details shall be modified from the indicated length of 6 feet to a length of 7 feet with an embedment of 4.5 feet. Payment will be considered incidental to the guardrail pay items.
- An NCHRP350 compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.
- Guardrail may need to be modified to be able to match into the Type I Bridge Transitions. The shoulders in this area will need to be regraded prior to paving. The work shall be done as directed by the Resident. Payment shall be incidental to Item 606.1721 Bridge Transition - Type I.
- Extended-use Erosion Control Blanket, seeded gutters, riprap downspouts, and other gutters lined with Stone Ditch Protection shall be constructed after paving and shoulder work is completed, where it is apparent that runoff will cause continual erosion. Payment will be made under the appropriate Contract items.
- 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,
 - All exposed surfaces of Concrete Transition Barriers
- Bidders and Contractors may obtain a copy of the existing bridge plans by faxing a Request for Information to the Bid Contact Person. 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.
- 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.
- 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. 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 bridge removal pay item.
- The existing bridge deck and parts of the beams and abutments shall be removed by and become the 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. The Contractor is responsible for implementing appropriate OSHA mandated personal protection standards related to this process. Once the existing bridge superstructure 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. Payment for all labor, materials, equipment and other costs required to remove and dispose of the existing bridge concrete will be considered incidental to the Remove Existing Structure Concrete pay item.
- The Contractor shall take care not to damage the existing structural steel which is to remain in the structure. Any damaged structural steel shall be repaired at the expense of the Contractor. A repair procedure shall be submitted to the Resident for approval.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		BRIDGE PLANS	
		15621.00		PIN 15621.00	
		BRIDGE NO. 3842			
PROJ. MANAGER	J. WENTWORTH	BY	BENJAMIN S. BURBANK	DATE	
DESIGN DETAILED		CHECKED-REVIEWED		SIGNATURE	
DESIGNS DET AILED		DESIGNS DET AILED		P.E. NUMBER	
REVISIONS 1		REVISIONS 1		DATE	
REVISIONS 2		REVISIONS 2			
REVISIONS 3		REVISIONS 3			
REVISIONS 4		REVISIONS 4			
FIELD CHANGES		FIELD CHANGES			
FILLIBROWN BRIDGE			FRANKLIN COUNTY		
FILLIBROWN BROOK			NEW SHARON		
FRANKLIN COUNTY			PLANS		
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OF 9					



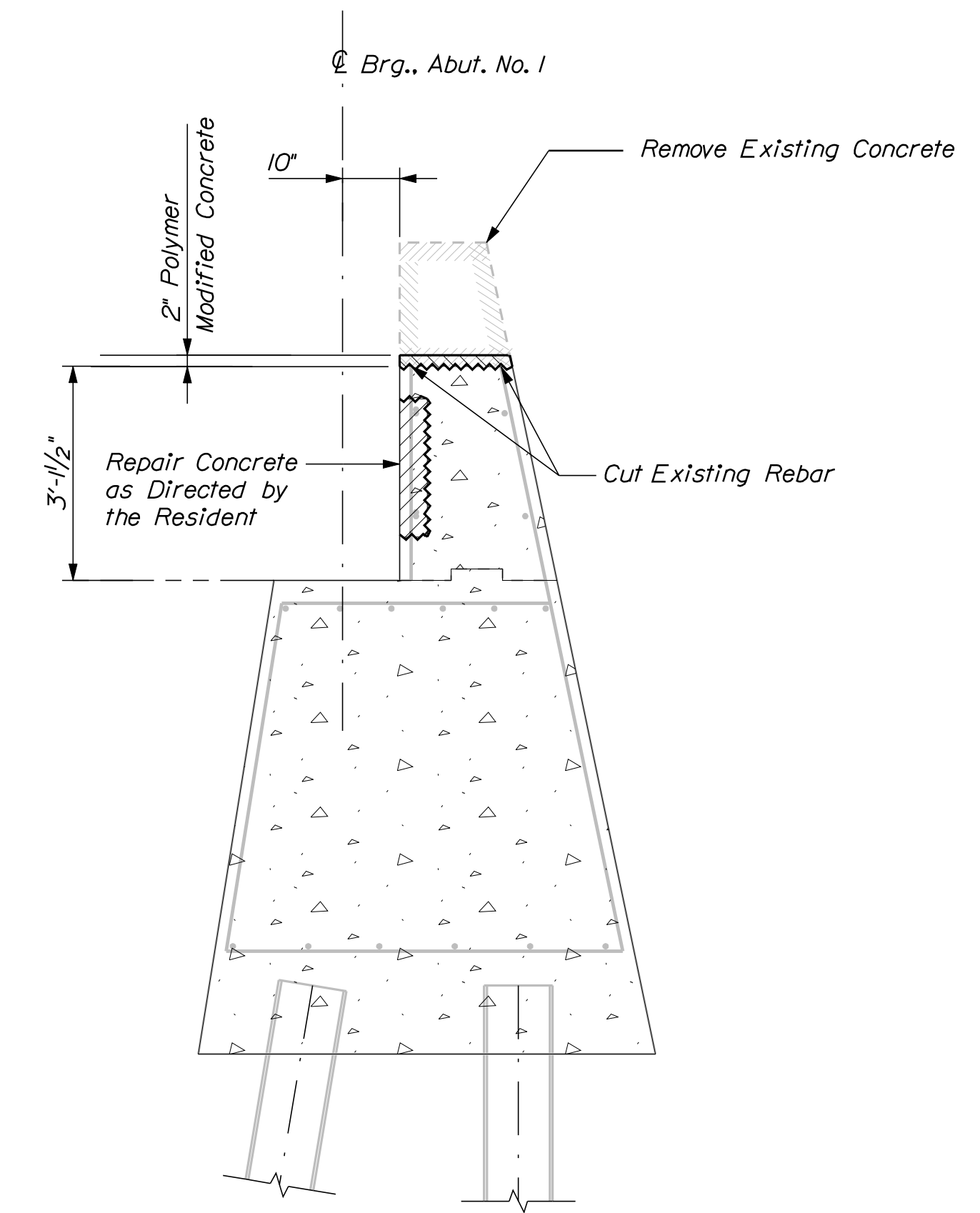
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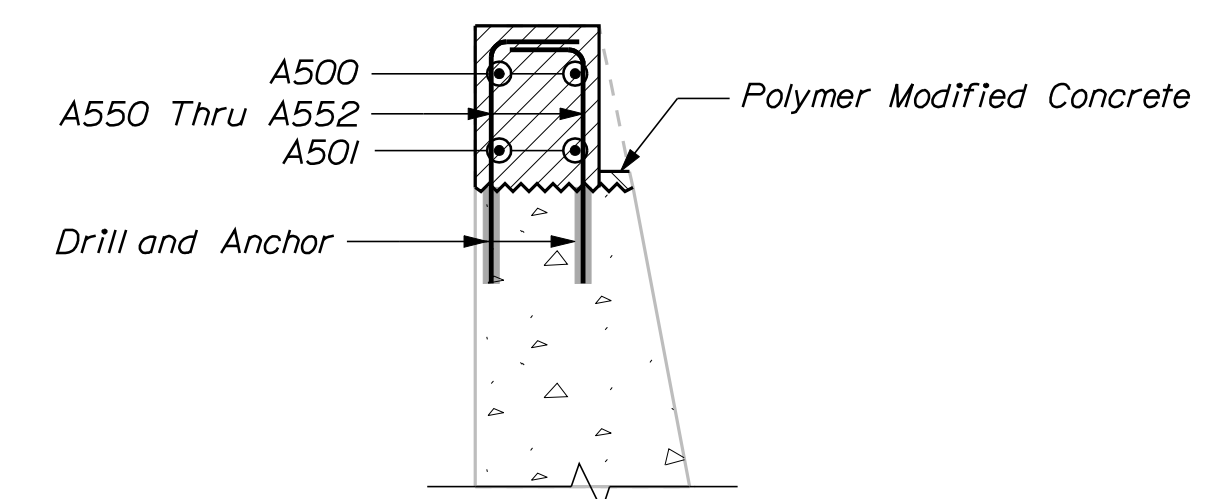
ABUTMENT NO. 1 ELEVATION

ABUTMENT NOTES

1. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
2. To ensure an accurate match with the superstructure, the parapet portions of the wingwalls shall be placed after erection of the superstructure.
3. Abutments and wingwalls shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits.
4. The top of the backwalls shall be finished with two inches of Polymer Modified Concrete as shown on the details. The Palmer Modified Concrete shall be one of the products listed on the Maine Department of Transportation Approved Products List. Payment shall be made under Item 518.52 Repair of Upward Facing Surfaces < 7.9 inches.
5. Payment for drilling and anchoring rebar shall be incidental to Item 502.21 Structural Concrete Abutment and Retaining Walls.
6. Areas of the face of the abutment backwalls and bridge seats that have unsound or damaged concrete shall be repaired as directed by the Resident.



ABUTMENT NO. 1 SECTION (AT CENTERLINE)



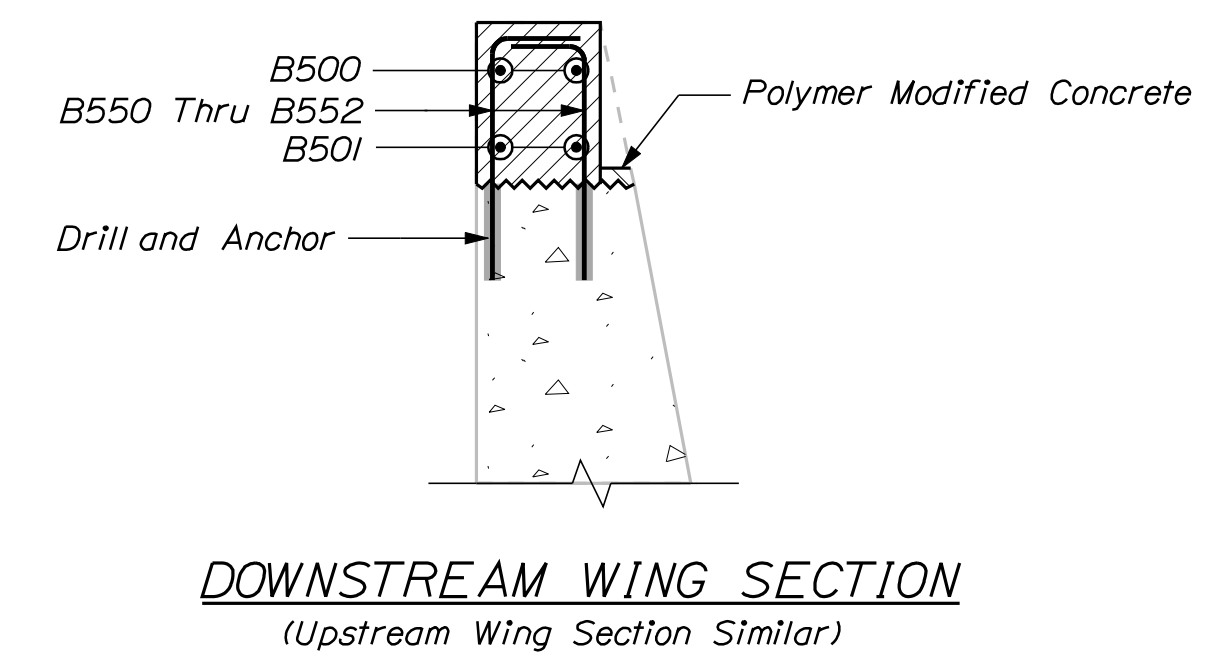
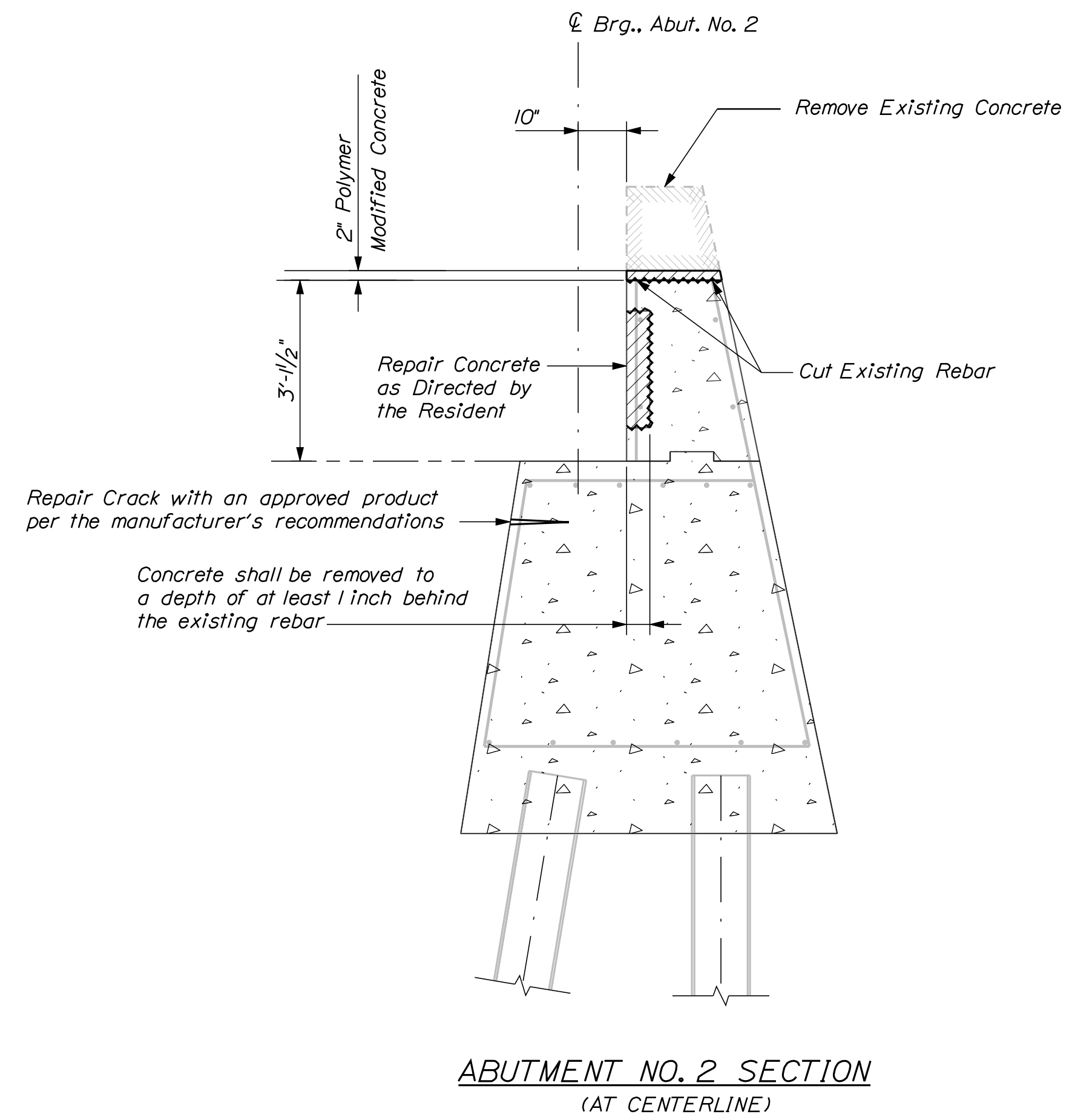
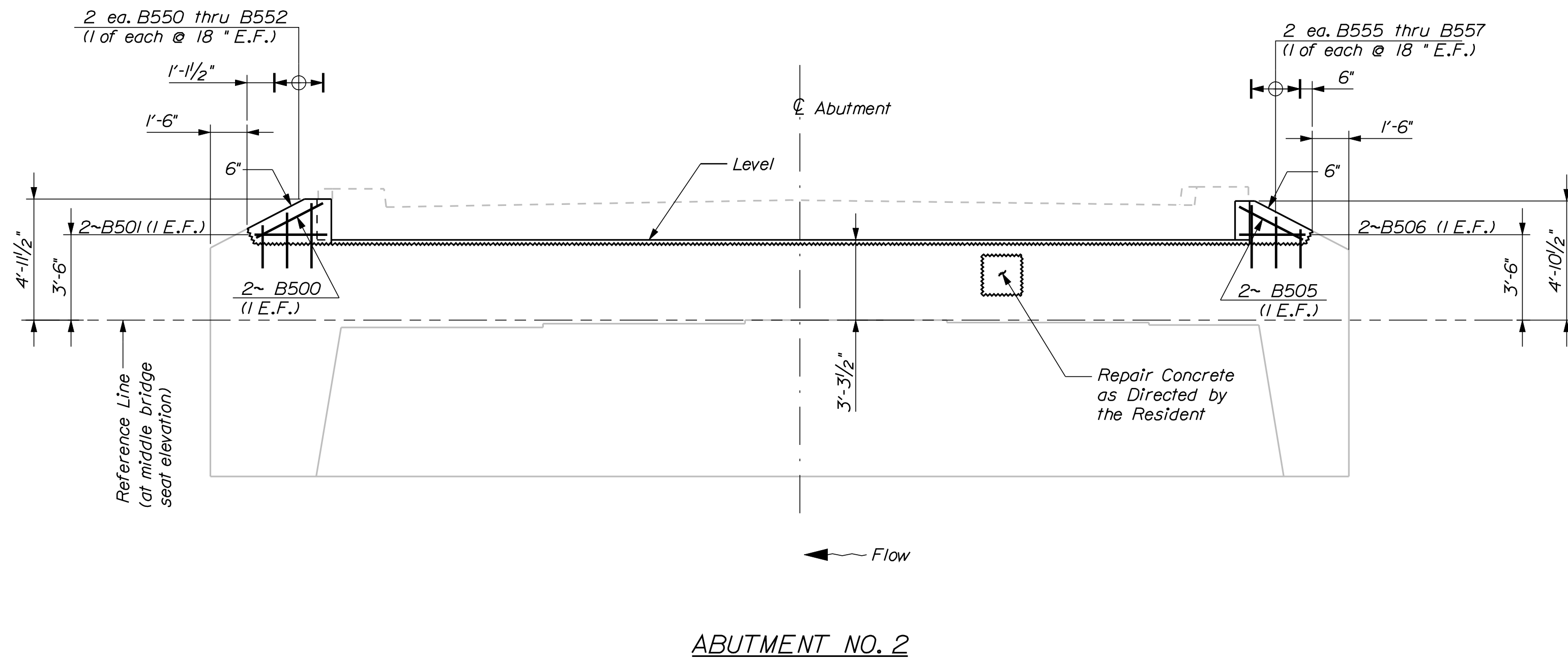
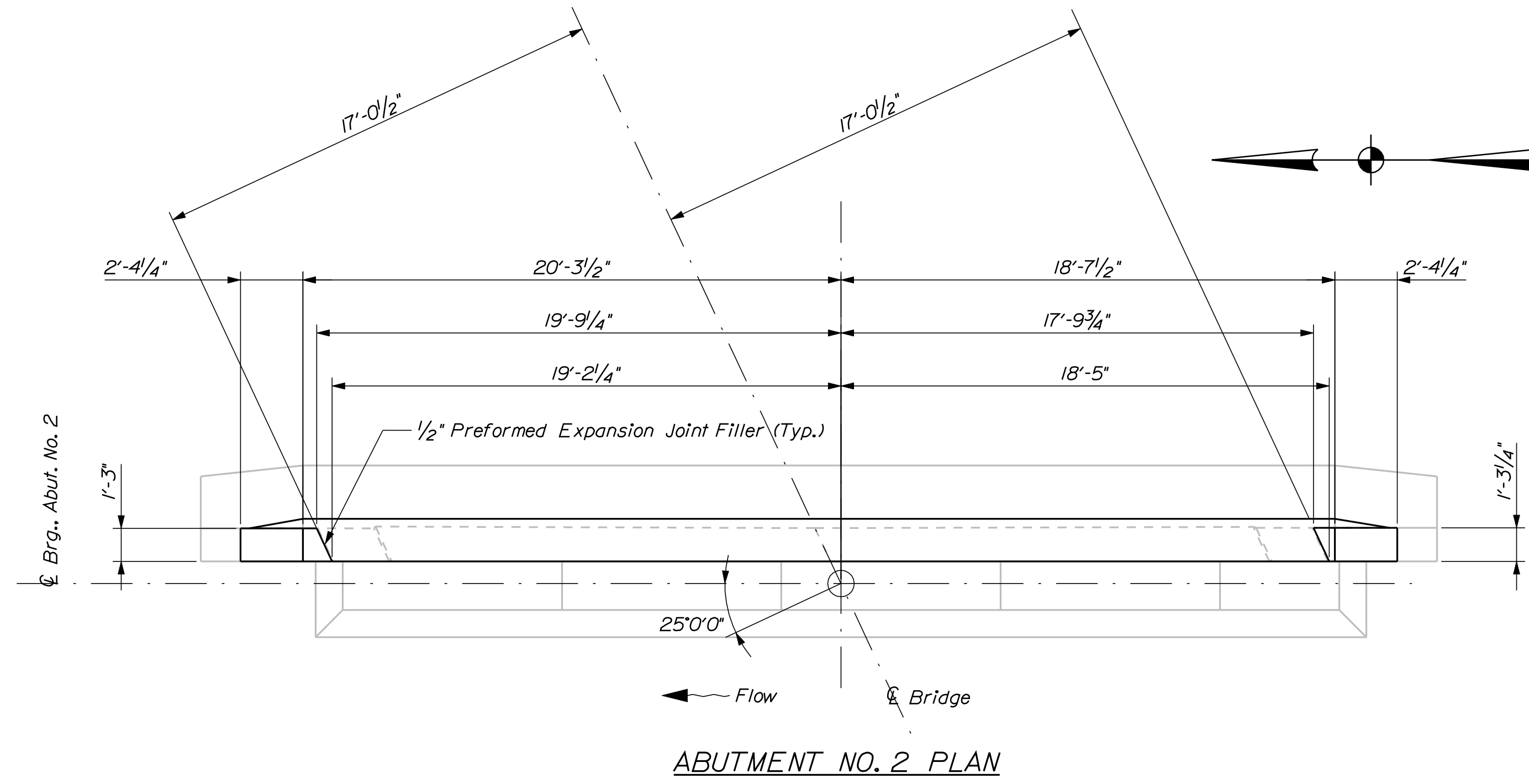
UPSTREAM WING SECTION (Downstream Wing Section Similar)

STATE OF MAINE	BRIDGE NO. 3842	BRIDGE PLANS
DEPARTMENT OF TRANSPORTATION	PIN 15621.00	
	15621.00	

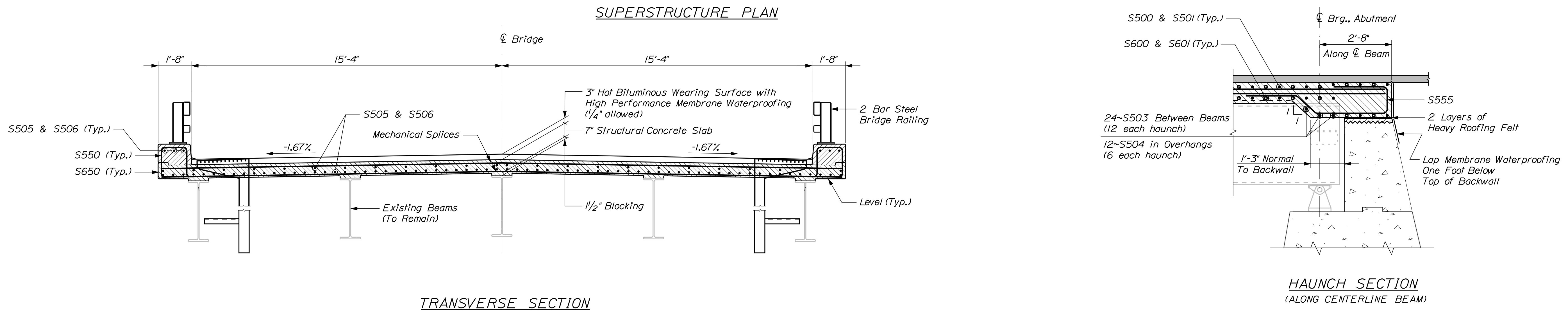
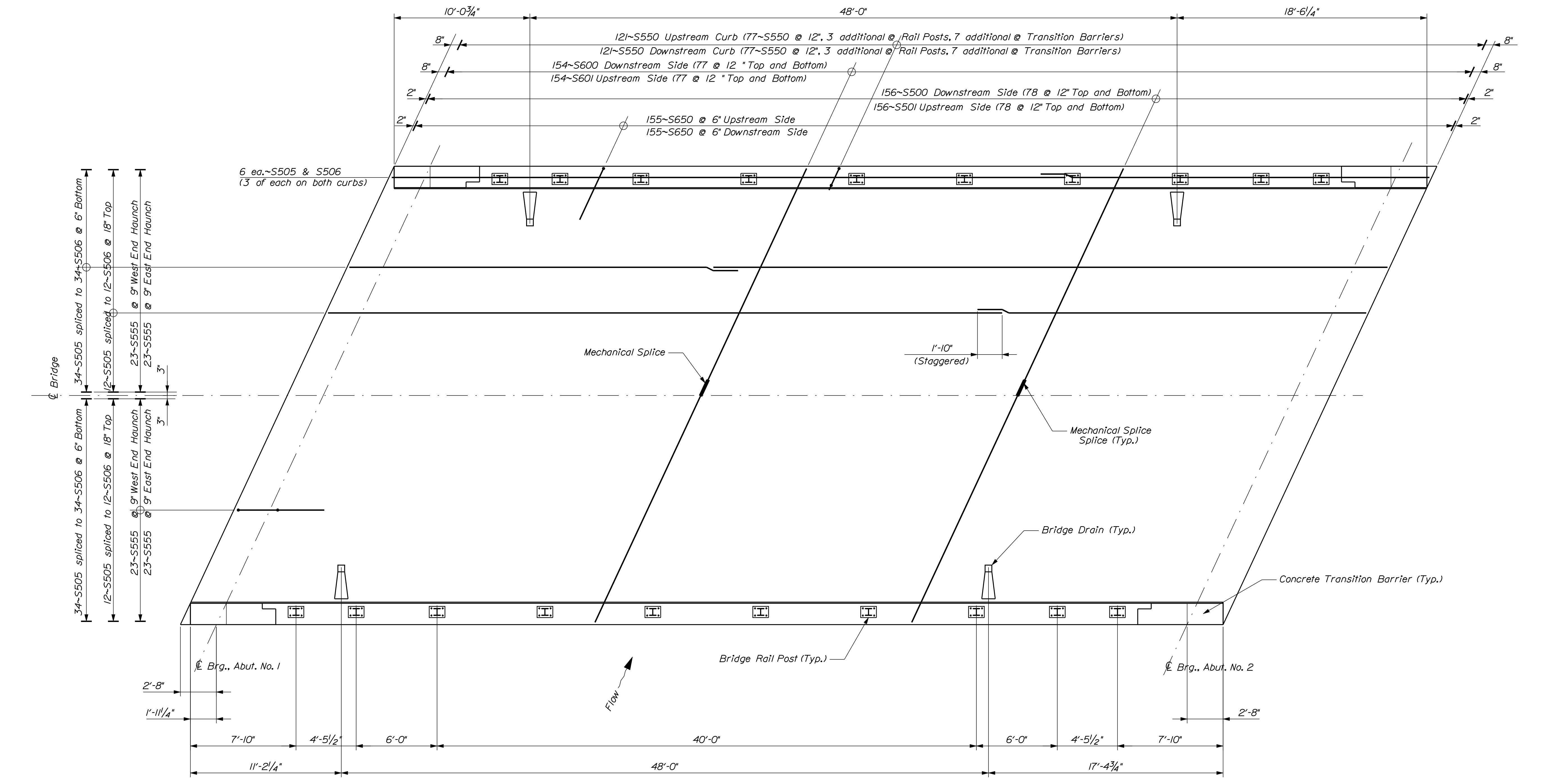
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DESIGN DETAILED			
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

FILLBROWN BRIDGE	FRANKLIN COUNTY	PLANS
FILLBROWN BROOK		
NEW SHARON		

SHEET NUMBER
5
OF 9



PROJ. MANAGER	J. WENTWORTH	BY	DATE
DESIGN DETAILED	BENJAMIN S. BURBANK		
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REVISIONS 2		DATE	
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



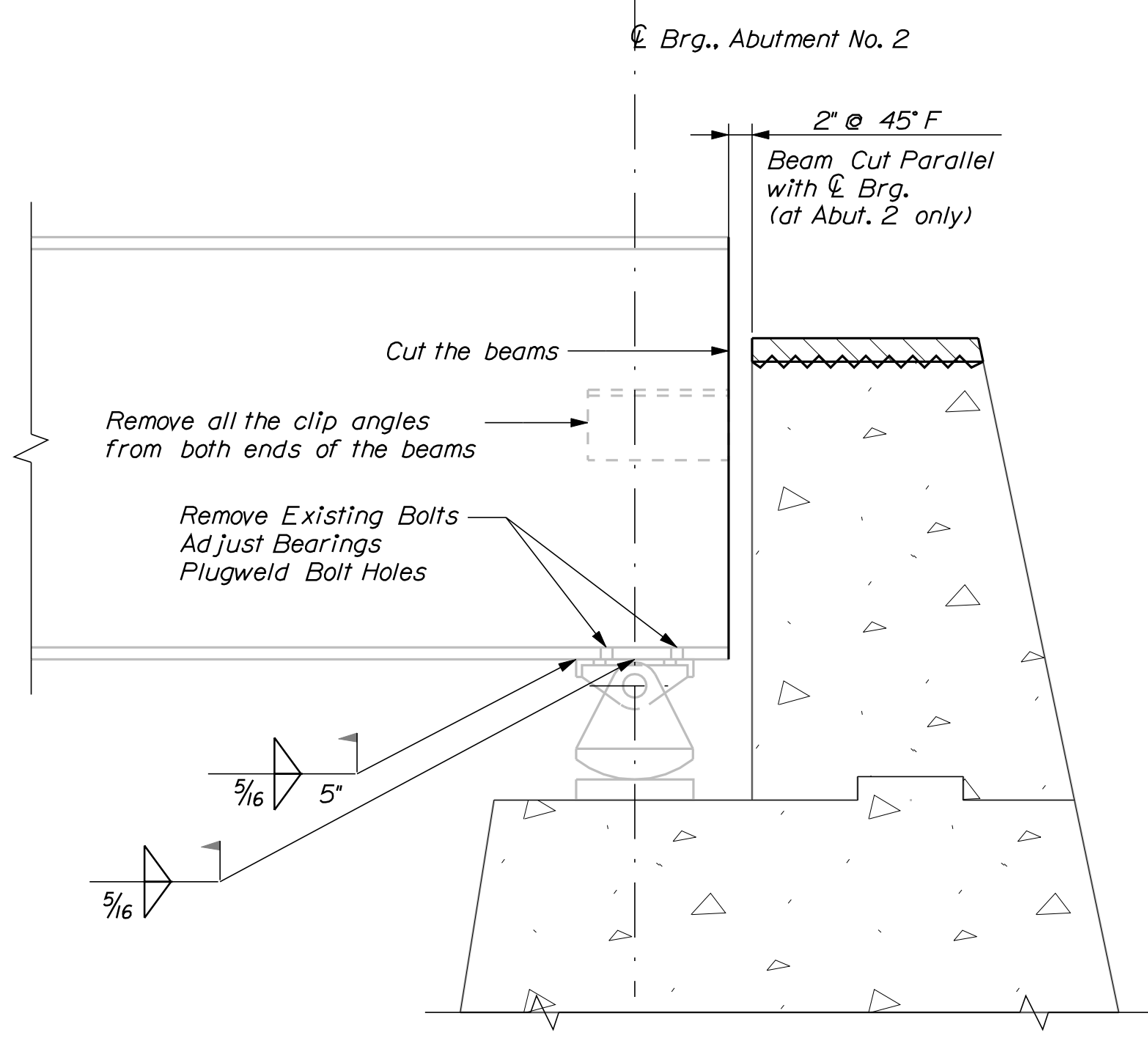
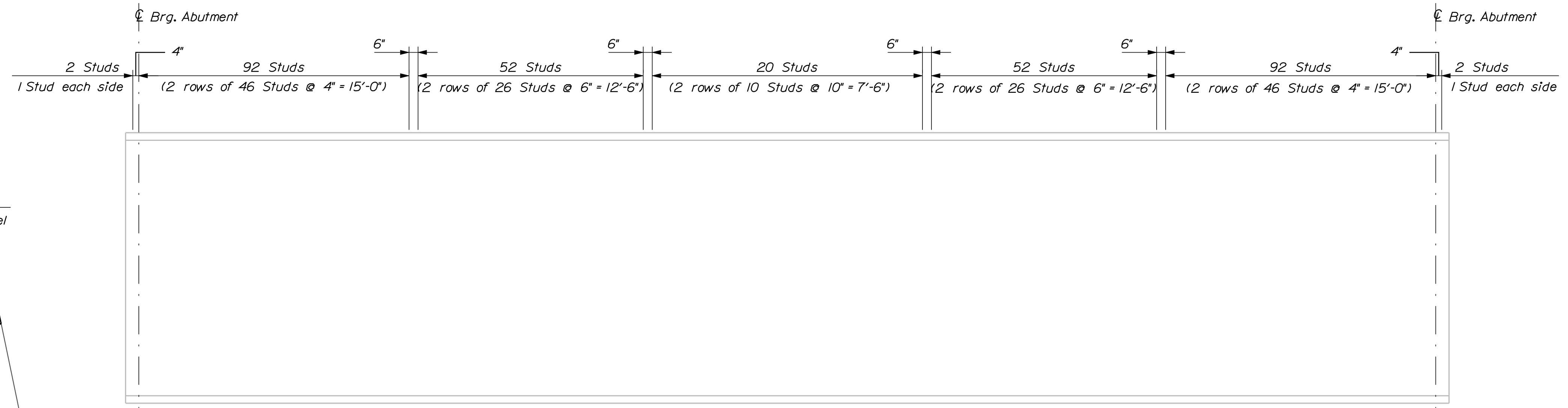
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		BRIDGE NO. 3842		PIN 15621.00		BRIDGE PLANS	
FILLBROWN BRIDGE		FILLBROWN BROOK		FRANKLIN COUNTY		NEW SHARON		PLANS	
PROJ. MANAGER	J. WENTWORTH	BY	BENJAMIN S. BURBANK	DATE		SIGNATURE		P.E. NUMBER	
CHECKED	REVIEWED	DESIGNED	DETAILED	REVISIONS	1	REVISIONS	2	REVISIONS	3
				REVISIONS	4	FIELD CHANGES		DATE	
SHEET NUMBER		7		OF 9					

Date: 4/30/2009

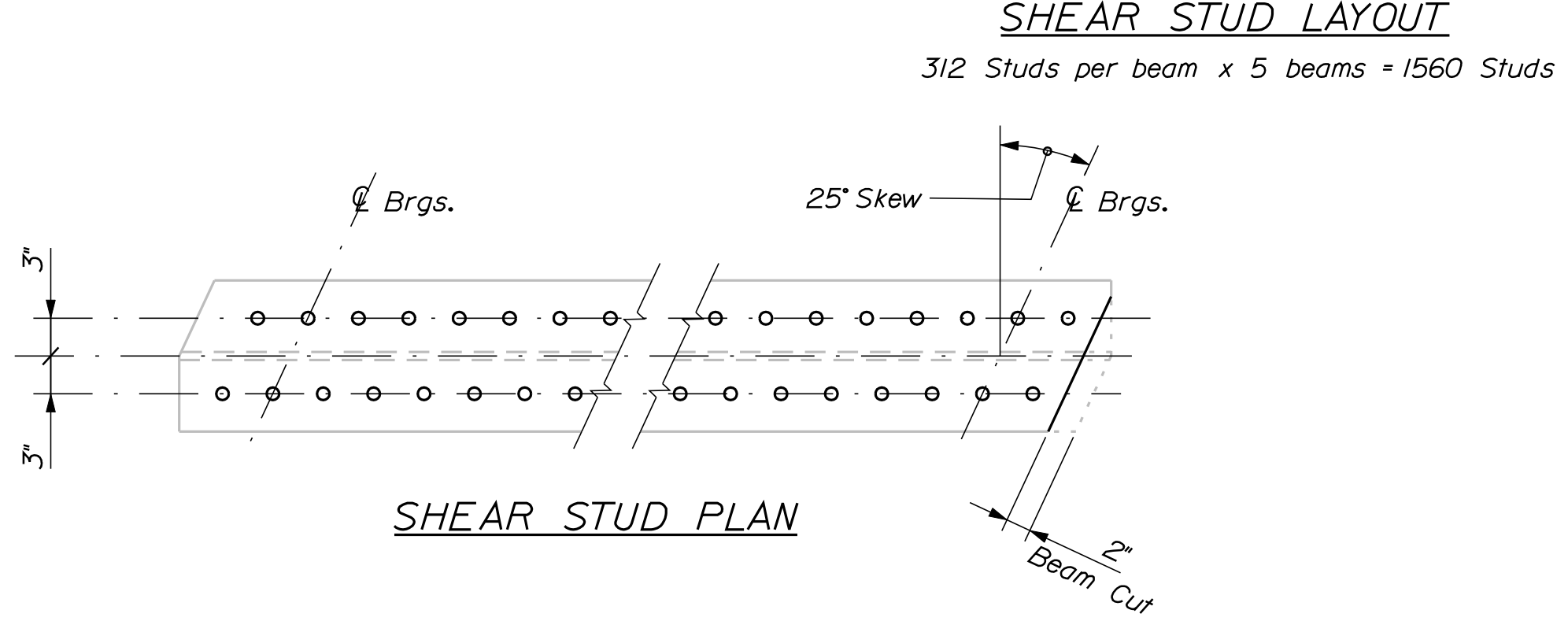
Username: mark.porlin

Division: BRIDGE

Filename: ... \008_Superstructure_Details.dgn



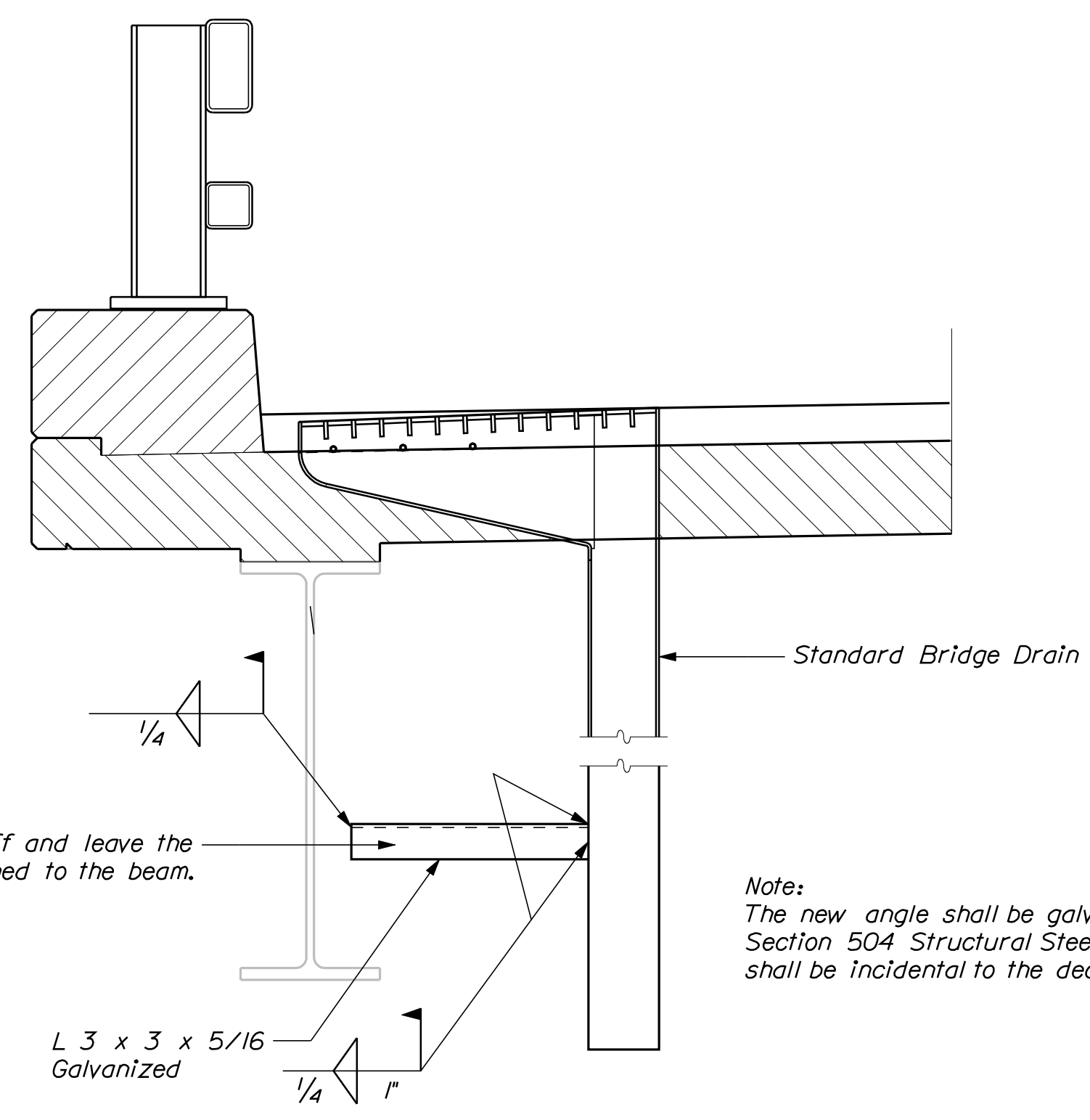
BEAM CUT - BEARING ADJUSTMENT DETAIL



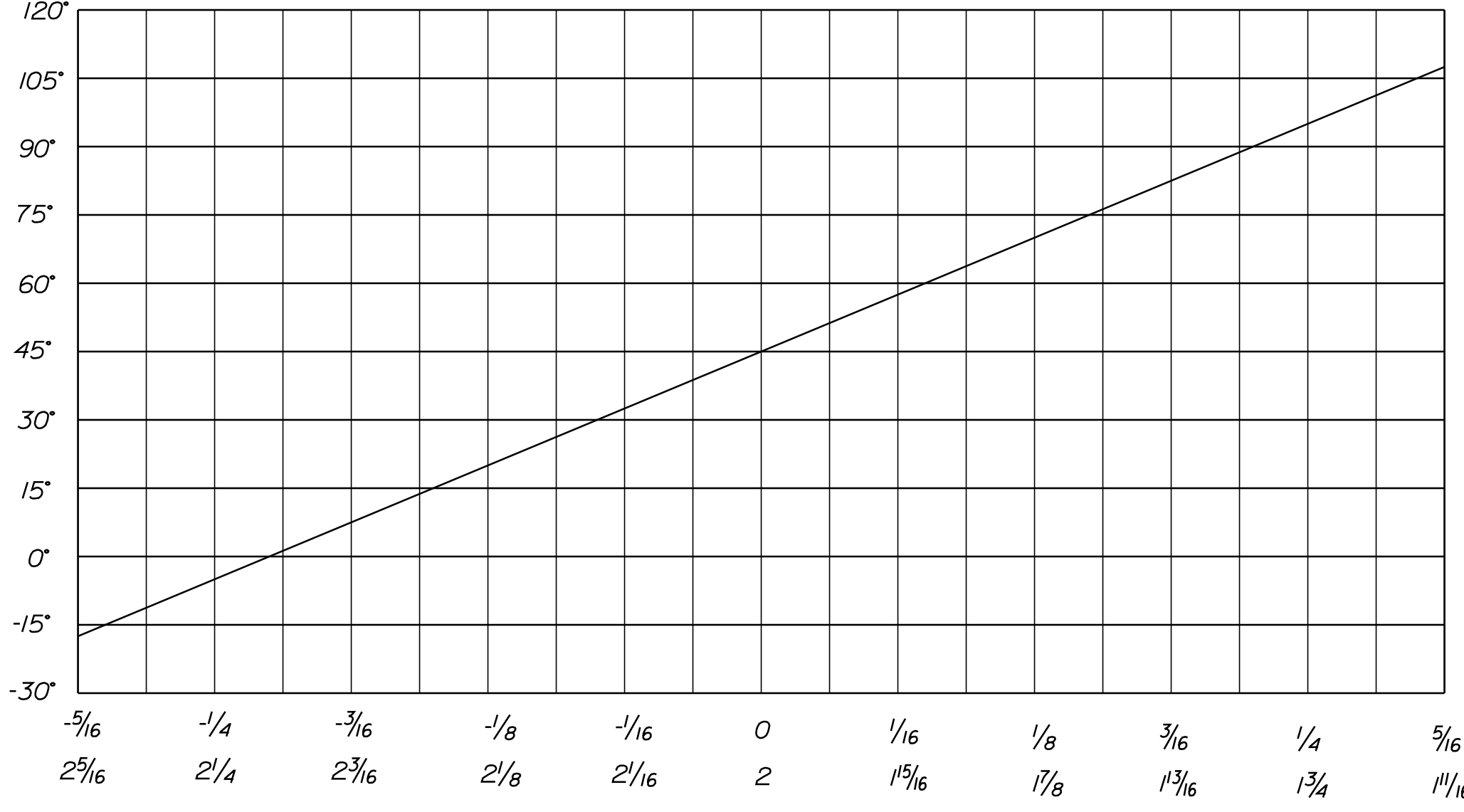
SHEAR STUD PLAN

SUPERSTRUCTURE NOTES

- The blocking used for design of the structure is 1/2 inches and shall be held constant the whole length of the structure. Refer to Standard Detail 502(02) for blocking details.
- Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
- Adjust reinforcing steel to fit around the bridge drains in a manner approved by the Resident. Do not cut transverse reinforcing bars.
- Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
- The superstructure slab concrete for each span shall be placed continuously and shall be kept plastic until the entire placement has been made.
- 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.
- 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.
- The Contractor shall submit a quality control plan for all cutting and welding of the Structural Steel.
- Cutting shall conform to the workmanship requirements of AASHTO/AWS DI.15M/DI.5 2008 Section 3 Workmanship.
- The clip angles at the ends of the beams shall be removed and the web of the beam shall be ground smooth. Payment shall be made under item 504.811 Structural Steel Repair.
- The Contractor shall submit a plan to the Resident for lifting the superstructure to do the work on the bearings.
- All bearings and beams shall be painted after all construction that may potentially damage the paint has been completed. Both ends of the beams shall be painted four feet in from the end.



BRIDGE DRAIN ATTACHMENT

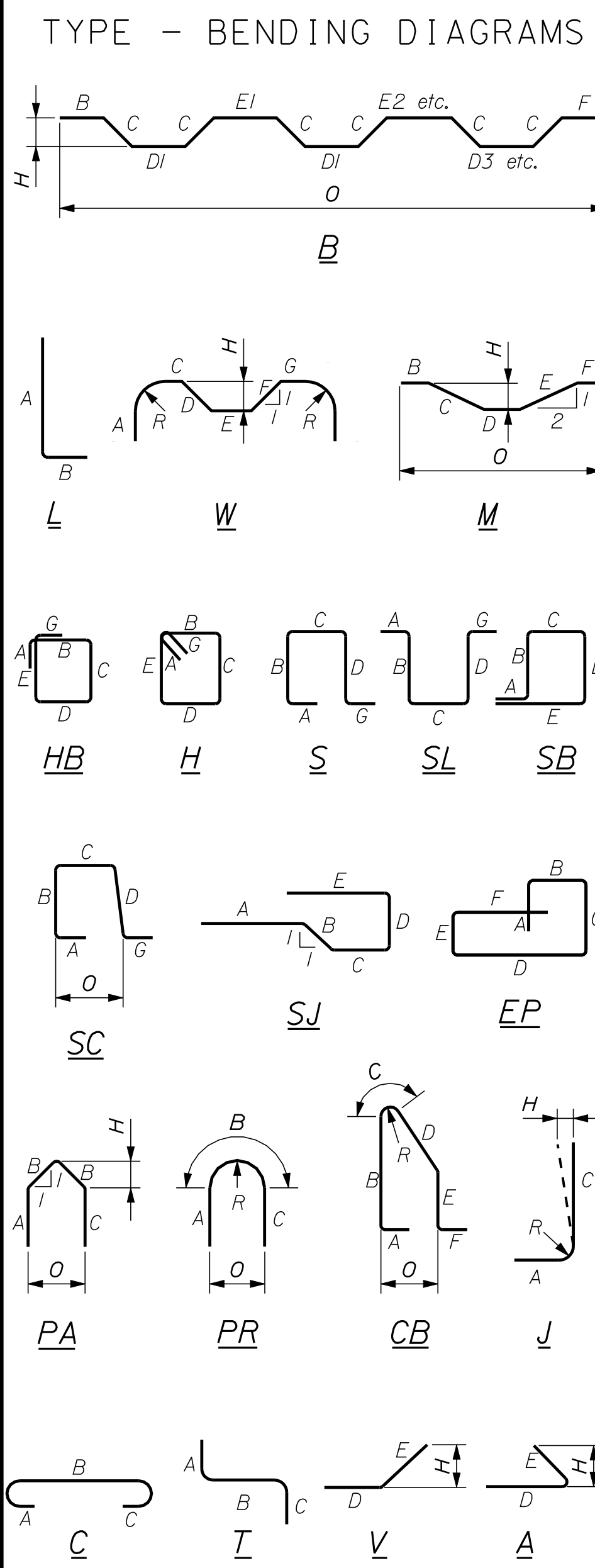


BEARING SETTING AND BEAM CUT CHART

Note:
The new angle shall be galvanized in accordance with Section 504 Structural Steel - Protective Coatings. Payment shall be incidental to the deck concrete pay item.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		BRIDGE NO. 3842	
FILLBROWN BRIDGE		FILLBROWN BROOK		NEW SHARON	
FRANKLIN COUNTY		PLANS		SHEET NUMBER	
15621.00		PIN		15621.00	
BRIDGE PLANS		DATE		FIELD CHANGES	
PROJ. MANAGER	J. WENTWORTH	BY	BENJAMIN S. HARRINGTON	DATE	
DESIGN DETAILED		CHECKED/REVIEWED		DESIGN DETAILED	
DESIGN DETAILED		DESIGN DETAILED		REVISIONS 1	
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STRAIGHT BARS				BENT BARS																			
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
A500	2	3'-5"	Upstream Wing Diagonal					A550	2	2'-9"	L	1'-10"	0'-11"										Upstream Vertical
A501	2	3'-6"	Upstream Wing Horiz.					A551	2	3'-3"	L	2'-4"	0'-11"										Upstream Vertical
								A552	2	3'-8"	L	2'-9"	0'-11"										Upstream Vertical
A505	2	2'-4"	Downstream Wing Diagonal					A555	2	2'-5"	L	1'-6"	0'-11"										Downstream Vertical
A506	2	2'-2"	Downstream Wing Horizontal					A556	2	2'-11"	L	2'-0"	0'-11"										Downstream Vertical
B500	2	3'-1"	Downstream Wing Diagonal					A557	2	3'-5"	L	2'-6"	0'-11"										Downstream Vertical
B501	2	2'-11"	Downstream Wing Horizontal					B550	2	2'-8"	L	1'-9"	0'-11"										Downstream Vertical
								B551	2	3'-2"	L	2'-3"	0'-11"										Downstream Vertical
								B552	2	3'-7"	L	2'-8"	0'-11"										Downstream Vertical
B505	2	2'-11"	Upstream Wing Diagonal					B555	2	2'-6"	L	1'-7"	0'-11"										Upstream Vertical
B506	2	2'-8"	Upstream Wing Horizontal					B556	2	3'-0"	L	2'-1"	0'-11"										Upstream Vertical
								B557	2	3'-6"	L	2'-7"	0'-11"										Upstream Vertical
S500	156	18'-6"	Transv. Top&Bott. w/Mechanical Splice					S550	242	4'-11"	S	0'-6"	1'-4"	1'-4"	1'-3"								
S501	156	18'-6"	Transverse Top & Bottom																				
S503	32	7'-2"	Haunch Transverse Between Beams					S555	92	8'-5"	SJ	1'-11"	0'-11 1/2"	2'-7"	0'-11 1/2"	2'-0"							Haunch Longitudinal
S504	8	1'-8"	Haunch Transverse Overhang					S650	136	5'-7"	PR	4'-7"	0'-6"	0'-6"									Overhang Transverse
S505	64	50'-0"	Longitudinal Top & Bottom																				
S506	64	29'-0"	Longitudinal Top & Bottom																				
S600	154	18'-6"	Transv. Top&Bott. w/ Mechanical Splice																				
S601	154	18'-6"	Transverse Top & Bottom																				



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

- GENERAL NOTES**
- The first two digits following the letter(s) of the mark indicate the size of the bar:
 Mark 'A502' = bar size #5
 Mark 'P805' = bar size #8
 Mark 'S650' = bar size #6
 - Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case shall be based on crank bars as schedule on the plans.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		15621.00		PIN 15621.00		BRIDGE NO. 3842		BRIDGE PLANS	
PROJ. MANAGER		DATE		BY		SIGNATURE		P.E. NUMBER	
DESIGN DETAILED		CHECKED/REVIEWED		DESIGNS DETAILED		REVISIONS 1		REVISIONS 2	
DESIGN REVIEWED		BENJAMIN SHARON		DATE		REVISIONS 3		REVISIONS 4	
DESIGNS DETAILED		FIELD CHANGES		DATE		REVISIONS 4		FIELD CHANGES	
FILLIBROWN BRIDGE FILLIBROWN BROOK FRANKLIN COUNTY					NEW SHARON FRANKLIN COUNTY REINFORCING STEEL SCHEDULE				
SHEET NUMBER					9 OF 9				