

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



PLYMOUTH
PENOBSCOT COUNTY
STATE ROUTE 7 BRIDGE
OVER
INTERSTATE 95

PROJECT NO. 18972.00
PROJECT LENGTH 0.145 mi.
BRIDGE NO. 5960

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Seventh Edition with 2016 Interim Provisions.

DESIGN LOADING

Live Load HL - 93

TRAFFIC DATA

Current (2017) AADT 1550
Future (2037) AADT 1920
DHV - % of AADT 10%
Design Hour Volume 192
Heavy Trucks (% of AADT) 10%
Heavy Trucks (% of DHV) 9%
Directional Distribution (% of DHV) 70%
18 kip Equivalent P 2.0 97
18 kip Equivalent P 2.5 92
Design Speed (mph) 45

MATERIALS

Concrete:
Transition Barriers and Curbs Class "LP"
All Other Class "A"

Reinforcing Steel
Curbs, Permanent Barrier, Abutment Modifications &
Transition Barriers ASTM A 955, Grade 60 (Stainless Steel)
All Other ASTM A 615, Grade 60 (Black Steel)

BASIC DESIGN STRESSES

Concrete, Class "A" $f'_c = 4,000$ psi
Concrete, Class "LP" $f'_c = 5,000$ psi
Reinforcing Steel $f_y = 60,000$ psi

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UTILITIES

Central Maine Power
OTT Communications

MAINTENANCE OF TRAFFIC

Maintain one way alternating traffic controlled by temporary traffic signals.

COMPLETED
06/21/2018

AS-BUILT

BY *R/E* DATE

PROJECT LOCATION:	State Route 7 over Interstate 95 Bridge, located at Mile 161, Latitude 44°48'08.33" N, Longitude 69°13'13.93" W
PROGRAM AREA:	Bridge
OUTLINE OF WORK:	Bridge Deck Replacement



WIN 18972.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
	<i>[Signature]</i>	1/26/17
COMMISSIONER: <i>[Signature]</i>		
CHIEF ENGINEER: <i>[Signature]</i>		

PROJECT INFORMATION	
PROGRAM	BRIDGE
PROJECT MANAGER	MICHAEL WIGHT P.E.
DESIGNER	BRET GRENER P.E.
CONSULTANT	HNTB
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

SIGNATURE	DATE
<i>[Signature]</i>	6/21/18
P.E. NUMBER	123456

PLYMOUTH STATE ROUTE 7 BRIDGE	TITLE SHEET
----------------------------------	-------------

SHEET NUMBER
1
OF 20

GENERAL NOTES

1. The clearing limits will be established in the field by the Resident. Payment for clearing will be considered incidental to Contract items.

2. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.

3. Place loam 2 inches deep on all new or reconstructed side slopes or as directed by the Resident.

4. Protective Coating for Concrete Surfaces shall be applied to the following areas and paid under Item 515.21:

All exposed surfaces of concrete curbs,
Fascias down to the drip notch,
All exposed surfaces of Concrete Transition Barriers,
Top of abutment backwalls and one foot below the top of backwalls on the back side,
Wingwalls top face and roadway face to one foot below roadway grade

5. Project info referred to below may be accessed at the following MaineDOT web address:
http://www.maine.gov/mdot/contractors/*projectbl

6. The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.

7. 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.

8. The Contractor shall submit a Bridge Deck Removal 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 deck. No work related to the removal of the bridge deck shall be undertaken by the Contractor until MaineDOT has reviewed the Bridge Deck Removal 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 deck removal pay items.

9. Testing is required by the Contractor to determine the presence of lead-based paint. If 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 project. The Contractor is responsible for implementing appropriate OSHA mandated personal protection standards related to this process. The Contractor is solely responsible for the care, custody and control of the components of the existing bridge that has been removed 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 for proper management of hazardous waste shall be considered incidental to Contract items.

10. The Contractor shall plan and conduct the work accordingly so that upon final completion of the project there is no drop-off from the edge of shoulder pavement. All remaining or disturbed material on slopes or in ditches on the project shall be capable of attaining a growth of grass that is acceptable according to Standard Specification 618.10. No separate payment will be made for this work.

11. All existing guardrail and bridge rail to be removed and not required to be reset shall be removed and stacked and become the property of MaineDOT. Guardrail removal and disposal shall be incidental to the related guardrail items. Bridge rail removal, delivery, dismantling, and stacking shall be paid for under Item No. 202.13. The Contractor shall contact Joe Prescott a minimum of 5 working days in advance of the proposed delivery to coordinate delivery of materials.

12. Connections for proposed guardrail to existing guardrail will be incidental to related contract items.

13. All work shall be done in accordance with the Maine Department of Transportation's Best Management Practices for Erosion Control & Sediment Control, February 2008.

15. 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.

16. Where new pavement joins existing pavement, the existing pavement shall be saw cut along a smooth line to a neat, even, vertical joint, as directed by the Resident. Broken or raveled edges will not be permitted. All work necessary for the preparation of this joint will be considered incidental to the related Contract items.

17. Minor concrete repairs are required at the abutments and piers and should be paid for under Items 518.50 and 518.60. The areas and limits of repair shall be established in the field by the Resident.

18. When removing existing bridge drains, the Contractor shall remove the support channel 2" from the girder web. Removal of bridge drains and drain supports, including the connection to the existing girders, are incidental to Item 202.10. Cut ends of existing drain support channels shall be coated with cold galvanizing and shall be incidental to Item 202.10.

19. Proposed bridge drains and drain supports, including the connection to the existing girders, are considered incidental to Item 502.26.

20. Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619 Mulch. Payment will be made under Item No. 619.1401, Erosion Control Mix.



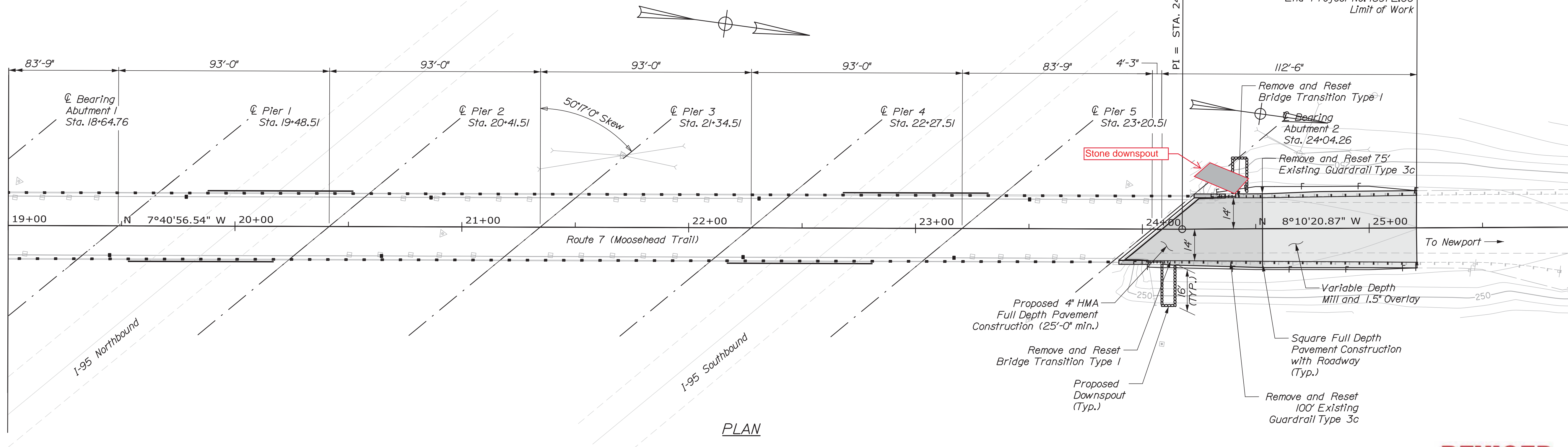
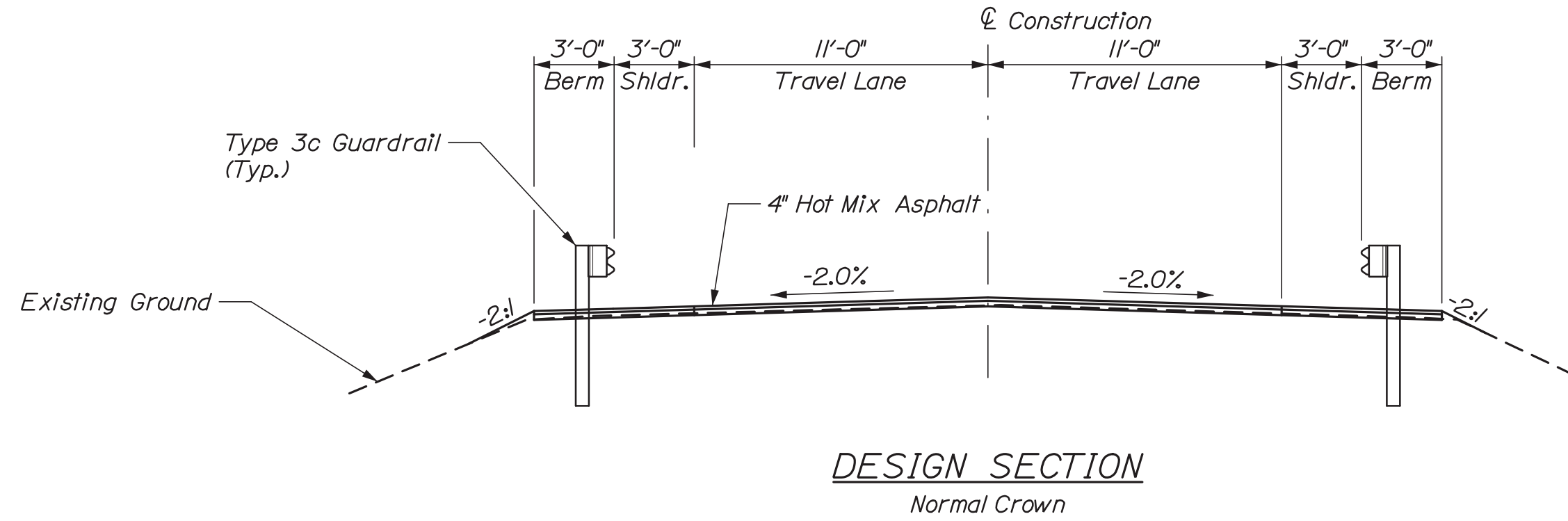
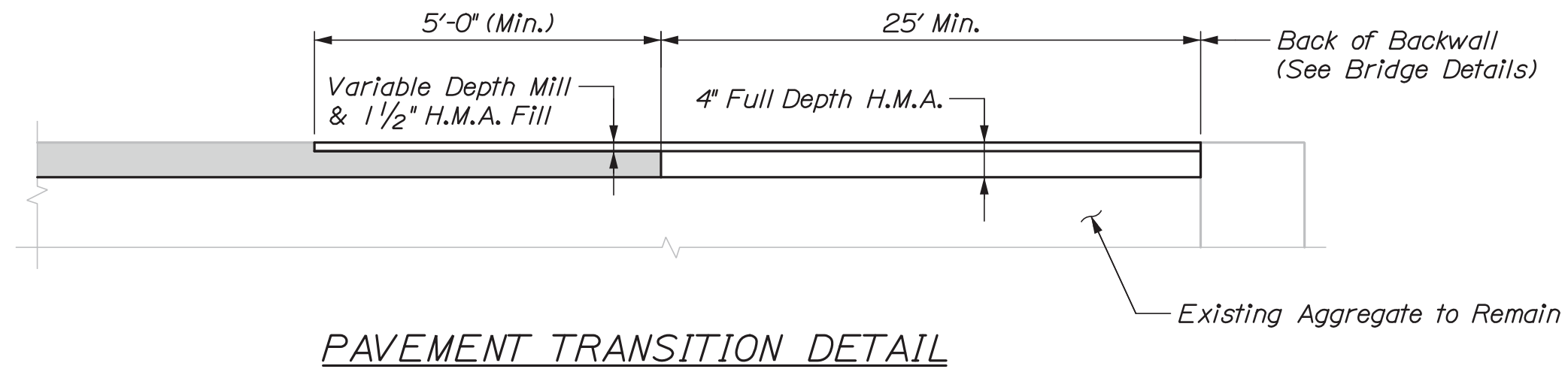
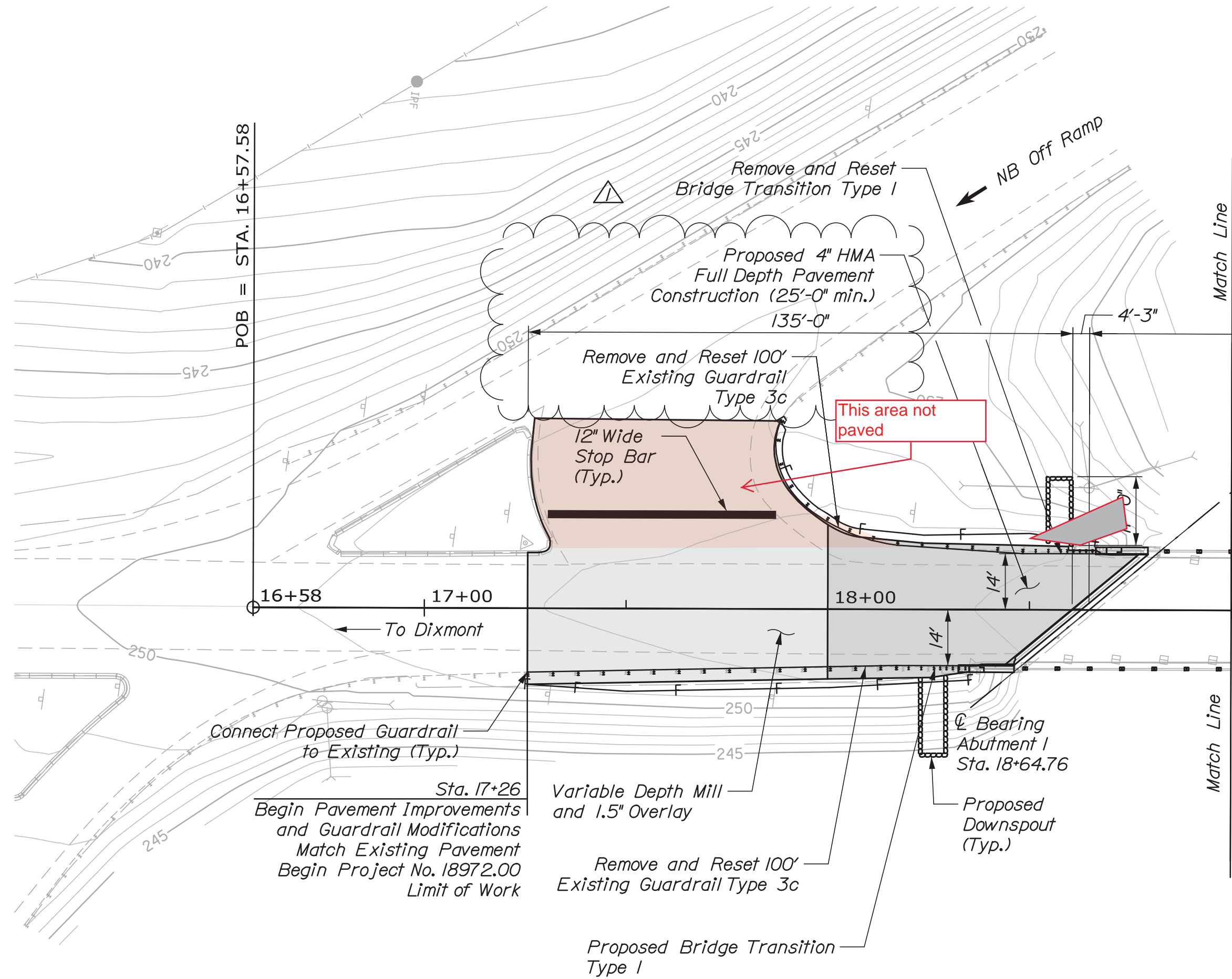
STATE ROUTE 7 INTERSTATE 95 PLYMOUTH PENOBSCOT COUNTY GENERAL NOTES	STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BRIDGE NO. 5960		BRIDGE PLANS	
	WIN 18972.00					
SHEET NUMBER 3 OF 20						

Date:2/10/2017

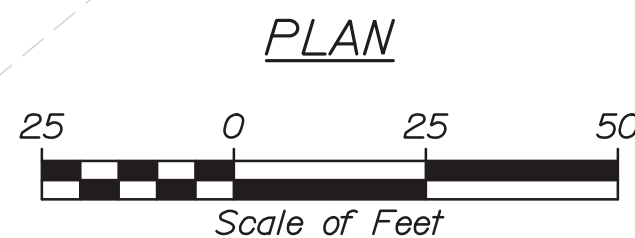
Username:

Division:

Filename: 004_PLAN.dgn



ITEM 606.366 Guardrail, Removed and Reset, Type 3c		LF
Sta. 18+12.5 to Sta. 18+25 RT.	12.5	+00-
Sta. 18+12.5 to Sta. 18+50 LT.	37.5	+00-
Sta. 24+25 to Sta. 24+37.5 RT.	12.5	+00-
Sta. 24+50 to Sta. 25+00 LT.	50.0	-75-



ITEM 610.18 Stone Ditch Protection		CY
Sta. 18+25 RT.	7	
Sta. 18+55 LT.	6	
Sta. 24+12 RT.	6	
Sta. 24+43 LT.	5	



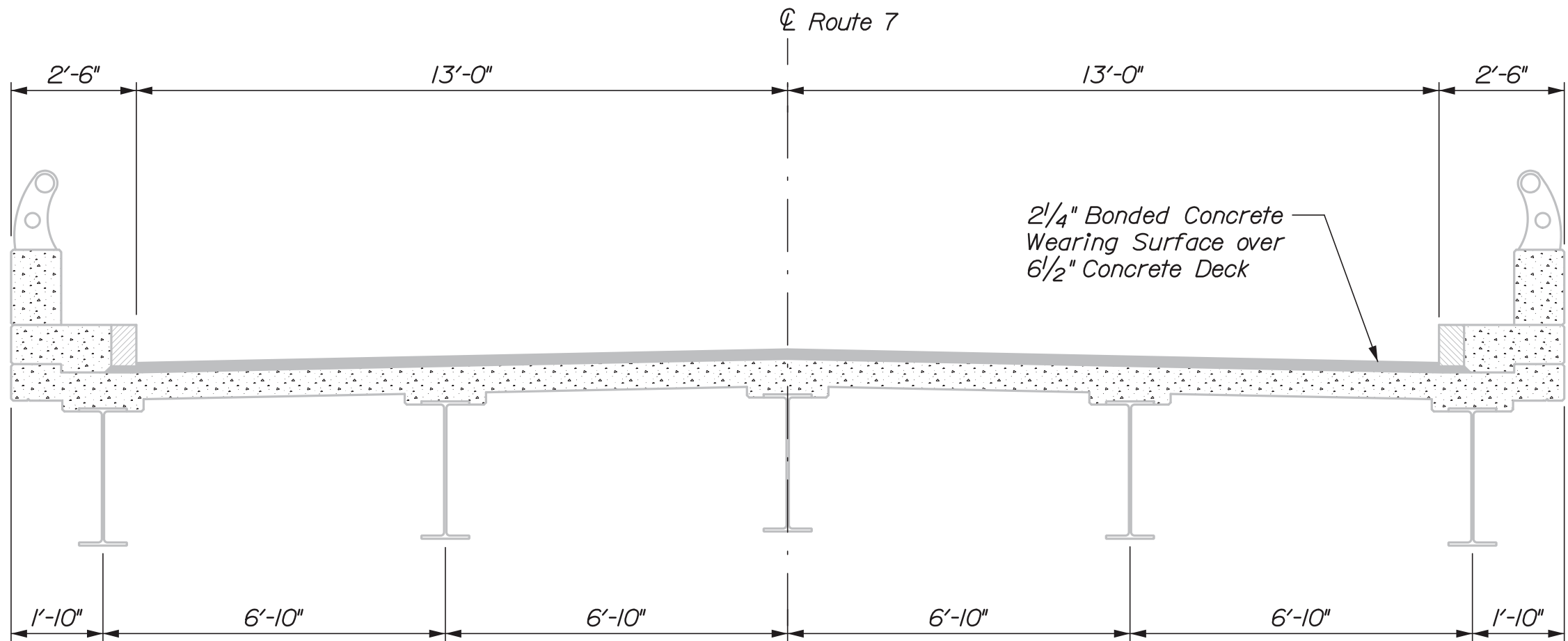
PROJ. MANAGER	DATE	BY	SIGNATURE	P.E. NUMBER	DATE
MICHAEL WIGHT	1/17	S. Rose			
CHECKED-REVIEWED	1/17	T. Cote			
DESIGNED-DETAILED	-	-			
DESIGNED-DETAILED	-	-			
REMOVED LINES	2/17	-			
REVISIONS 1	-	-			
REVISIONS 2	-	-			
REVISIONS 3	-	-			
REVISIONS 4	-	-			
FIELD CHANGES	-	-			

Date:1/13/2017

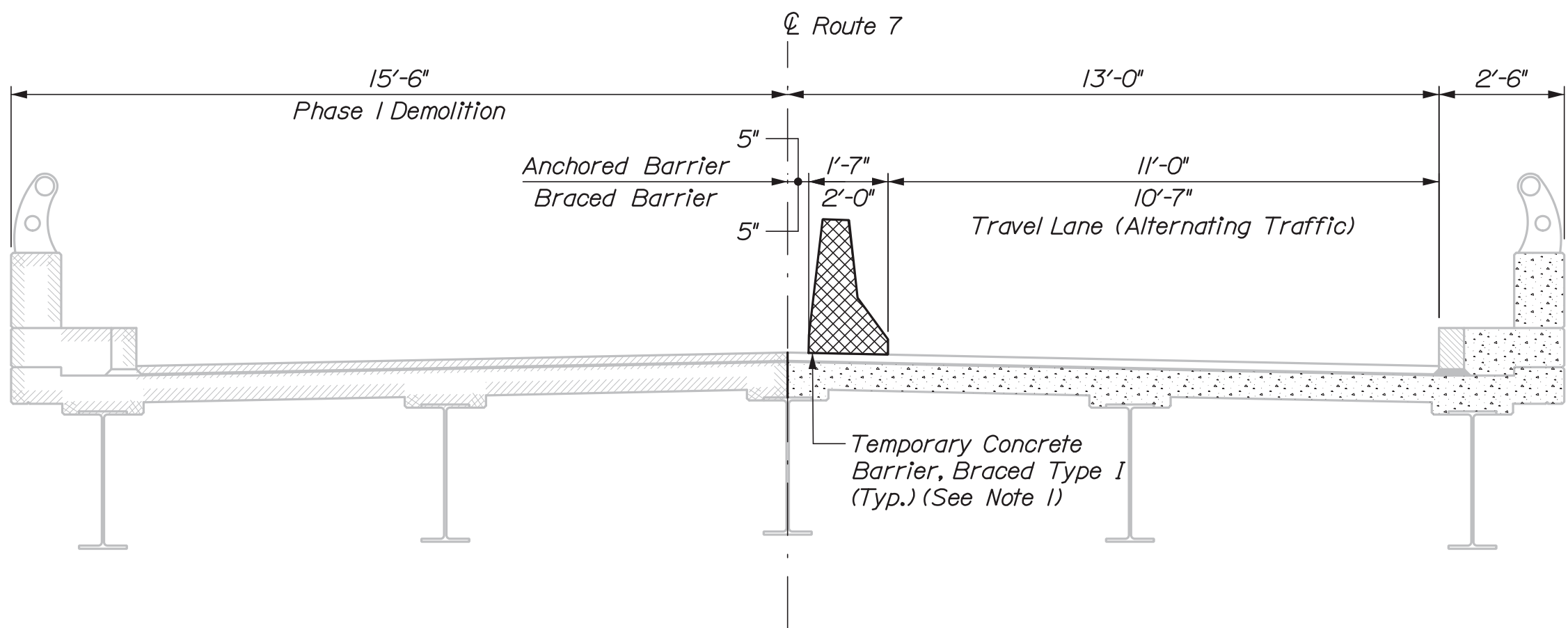
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Division:

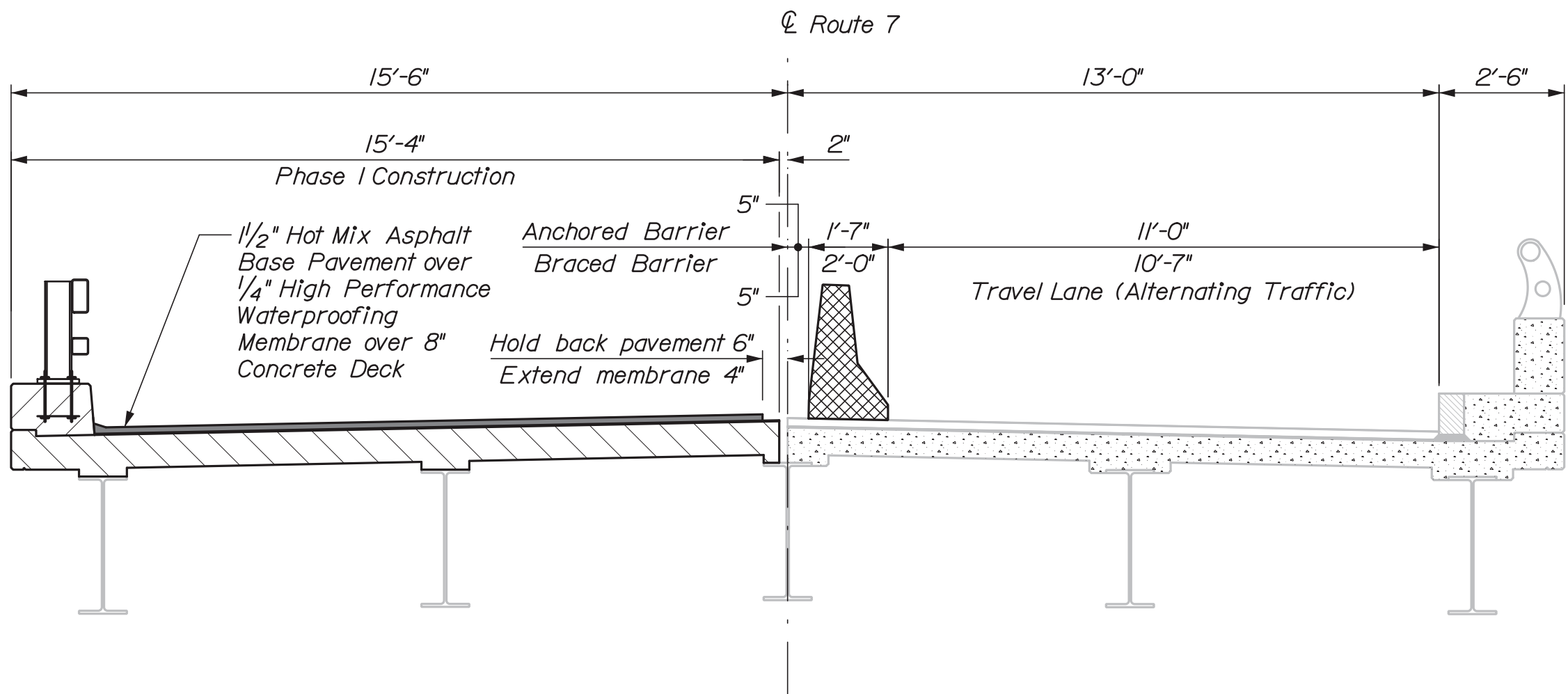
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EXISTING SECTION



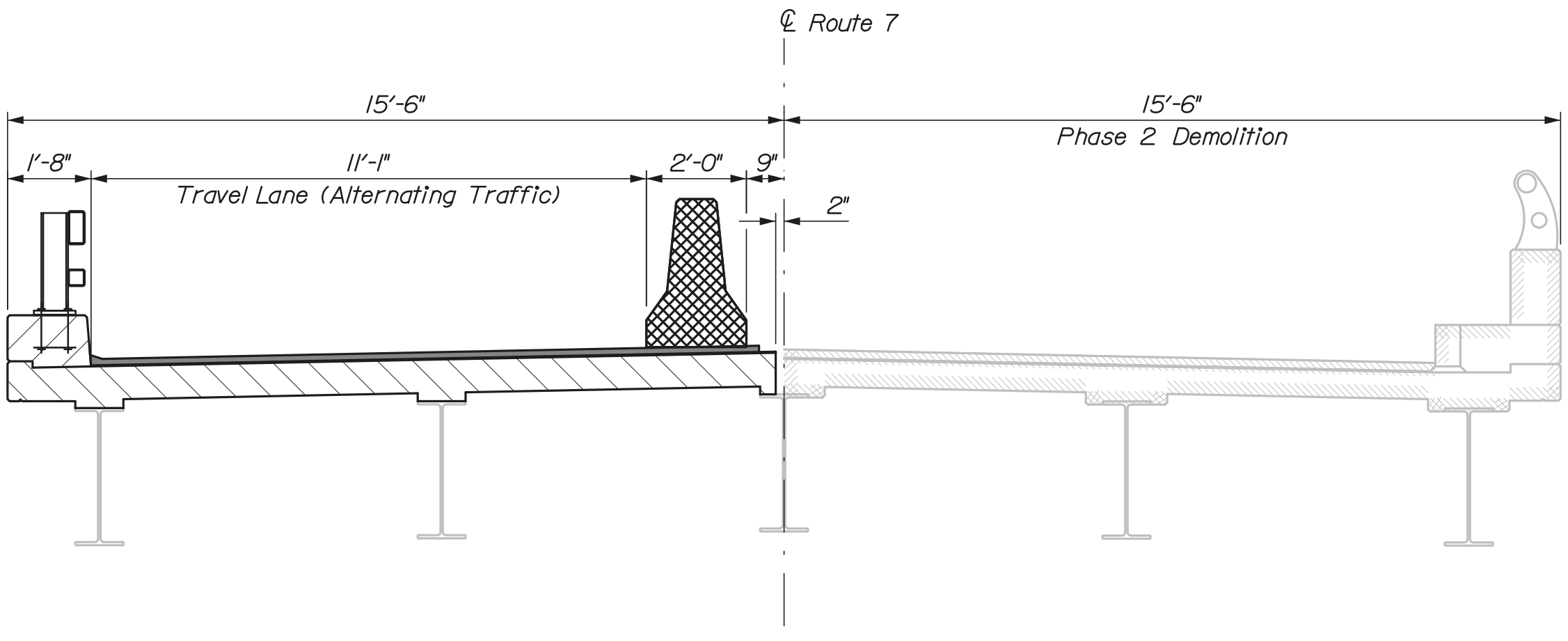
PHASE I DEMOLITION



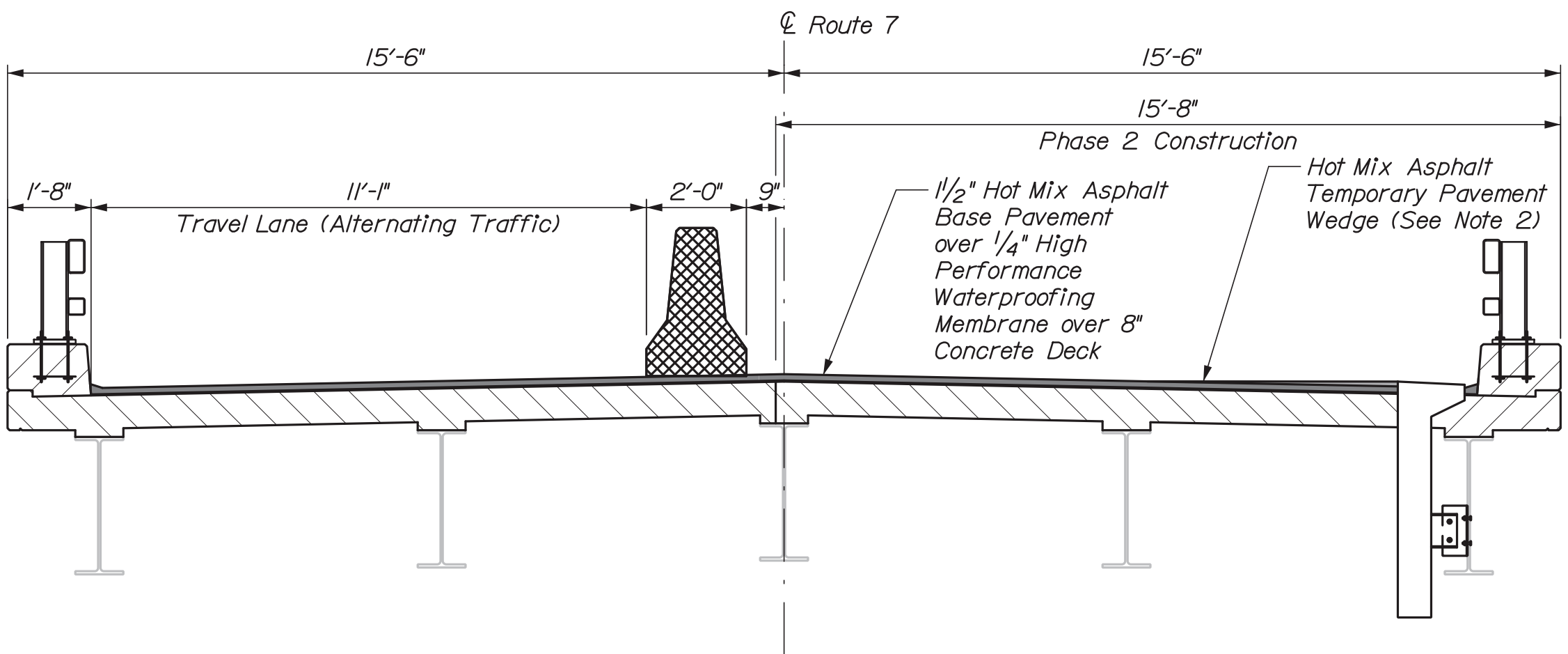
PHASE I CONSTRUCTION

NOTES:

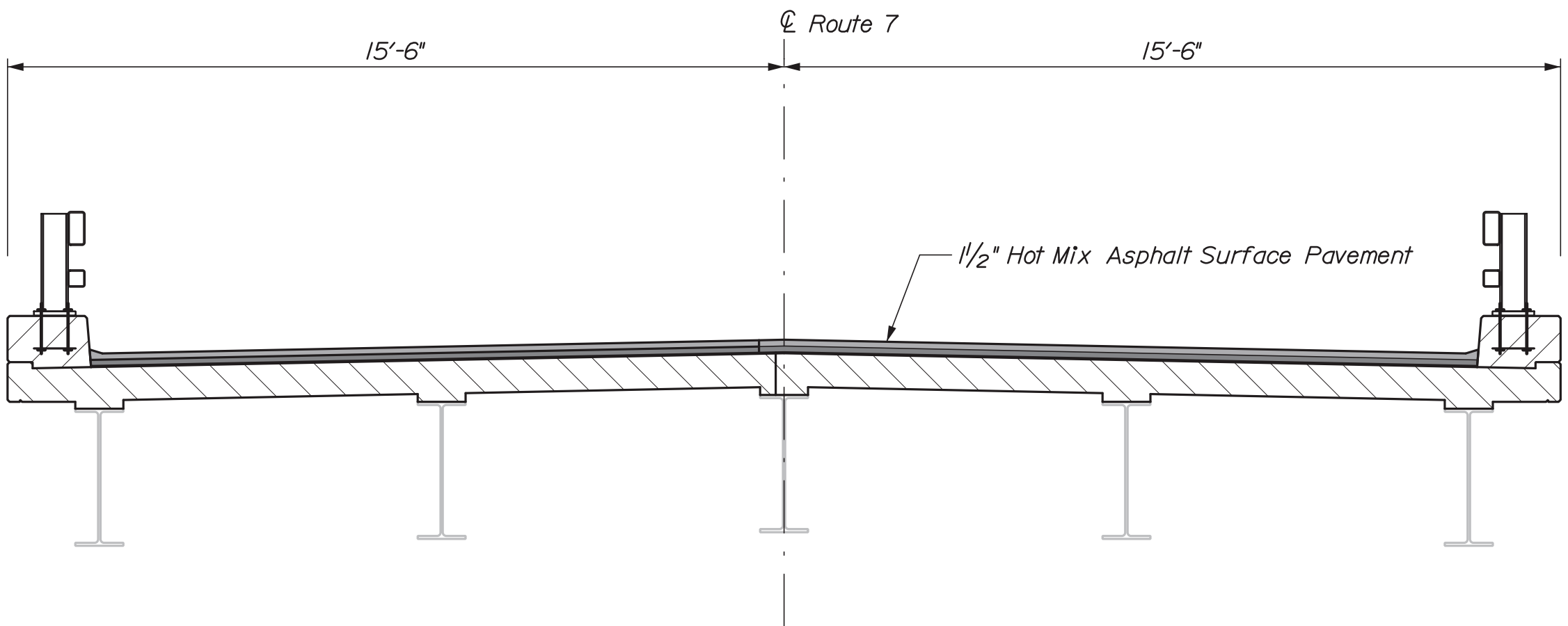
1. During phase I, the Contractor may use either single face anchored temporary concrete barrier or braced temporary concrete barrier meeting the requirements of Special Provision 526. During phase 2, braced temporary concrete barrier shall be used.
2. All surface paving shall be completed in a single operation. The Contractor shall install temporary pavement wedges around bridge drains and along deck joints as directed by the Resident if final paving is not completed in 2017.



PHASE 2 DEMOLITION



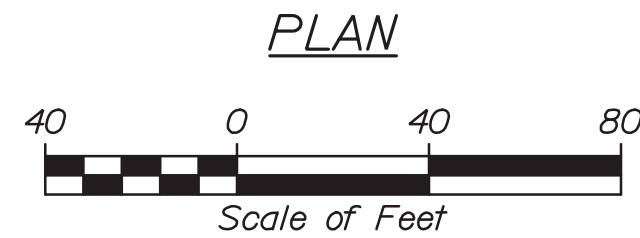
PHASE 2 CONSTRUCTION



PHASE 3 CONSTRUCTION



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		WIN 18972.00		BRIDGE NO. 5960	
STATE ROUTE 7		INTERSTATE 95		PENOBSCOT COUNTY		STAGED CONSTRUCTION	
PLYMOUTH		SHEET NUMBER		5		OF 20	
PROJ. MANAGER	MICHAEL WIGHT	BY	P. Bishop	DATE	1/17	SIGNATURE	
CHECKED-DETAILED	H. Walton	BY	C. Martin	DATE	1/17	P.E. NUMBER	
DESIGN-DETAILED	B. Genter	BY	-	DATE	-	DATE	-
DESIGN-DETAILED	-	BY	-	DATE	-	DATE	-
REVISIONS 1	-	BY	-	DATE	-	DATE	-
REVISIONS 2	-	BY	-	DATE	-	DATE	-
REVISIONS 3	-	BY	-	DATE	-	DATE	-
REVISIONS 4	-	BY	-	DATE	-	DATE	-
FIELD CHANGES	-	BY	-	DATE	-	DATE	-

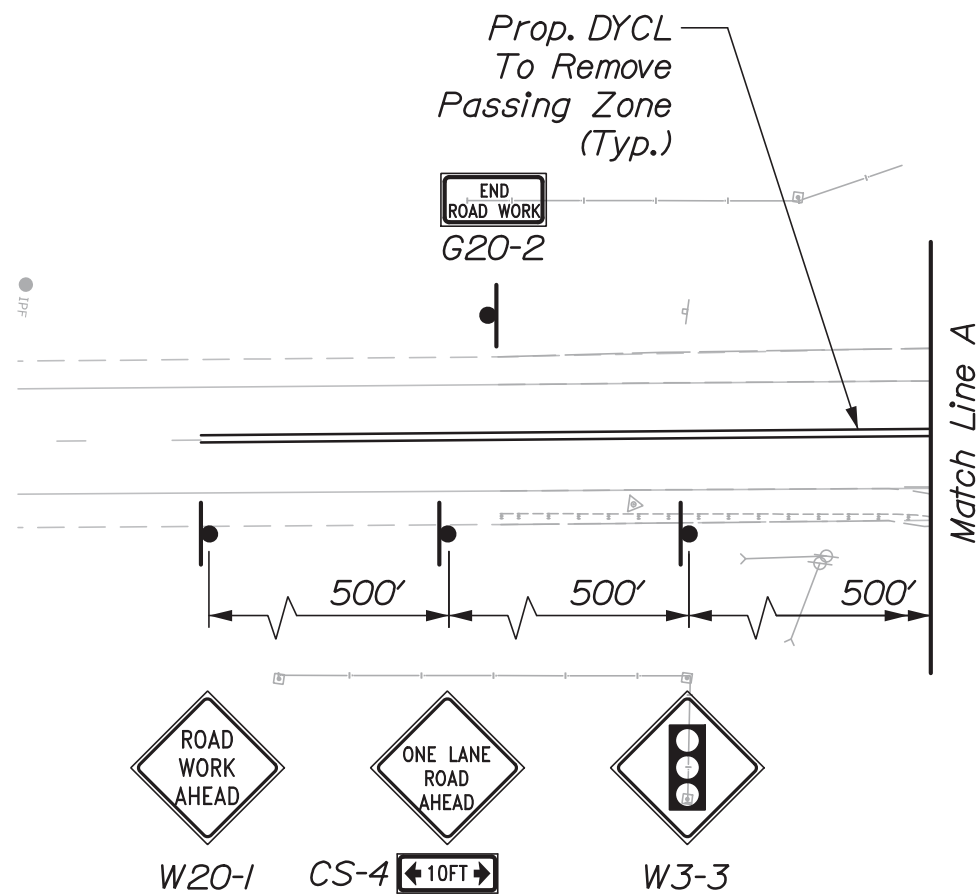
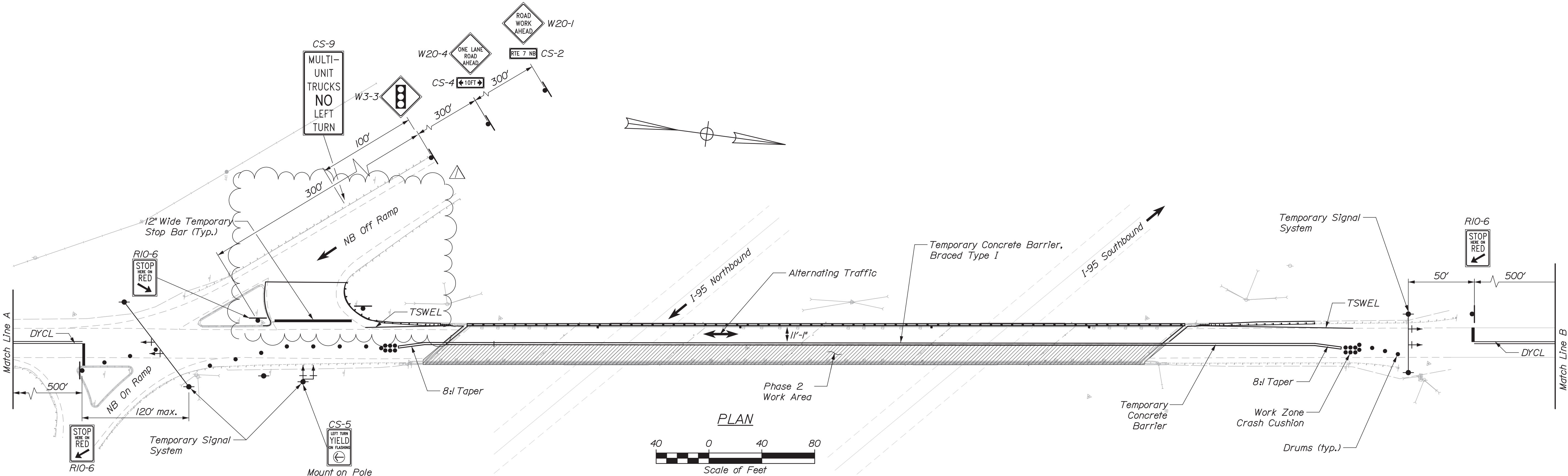


TSWEL = Temporary 4" Solid White Edge Line
TSYEL = Temporary 4" Solid Yellow Edge Line

1. *Truck detour for multi-unit trucks shall be in place prior to setting concrete barrier. See sheet 8 for Truck Detour Plan.*
2. *Sign locations shown are approximate. Actual locations shall be determined in the field and approved by the Resident.*
3. *The Contractor shall cover all existing signs that conflict with work zone signs and signals.*
4. *All traffic control shall be in accordance with the "Manual on Uniform Traffic Control Devices for Streets and Highways", (MUTCD); U.S.D.O.T, FHWA, latest edition.*
5. *The Contractor shall remove all existing pavement markings that conflict with proposed markings.*



HNTB



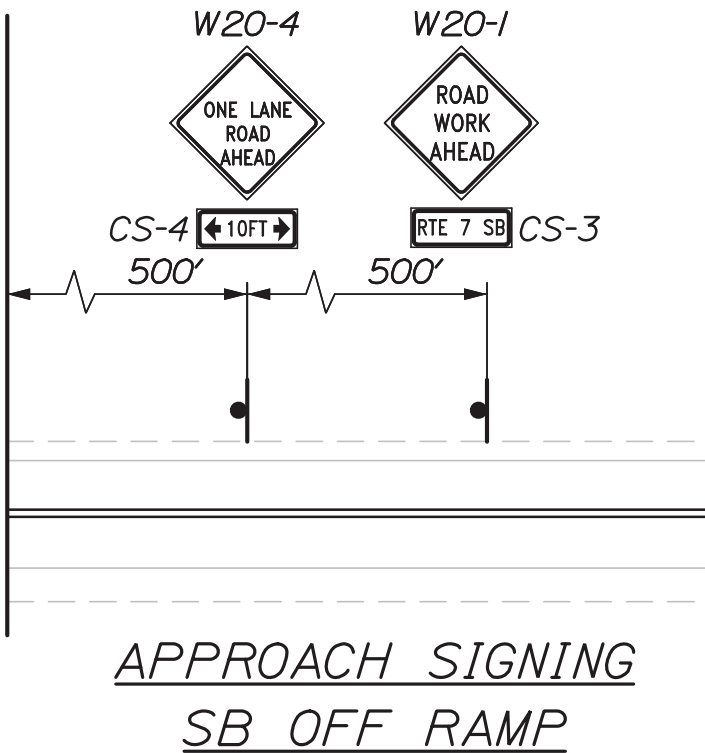
APPROACH SIGNING
NB ROUTE 7

LEGEND

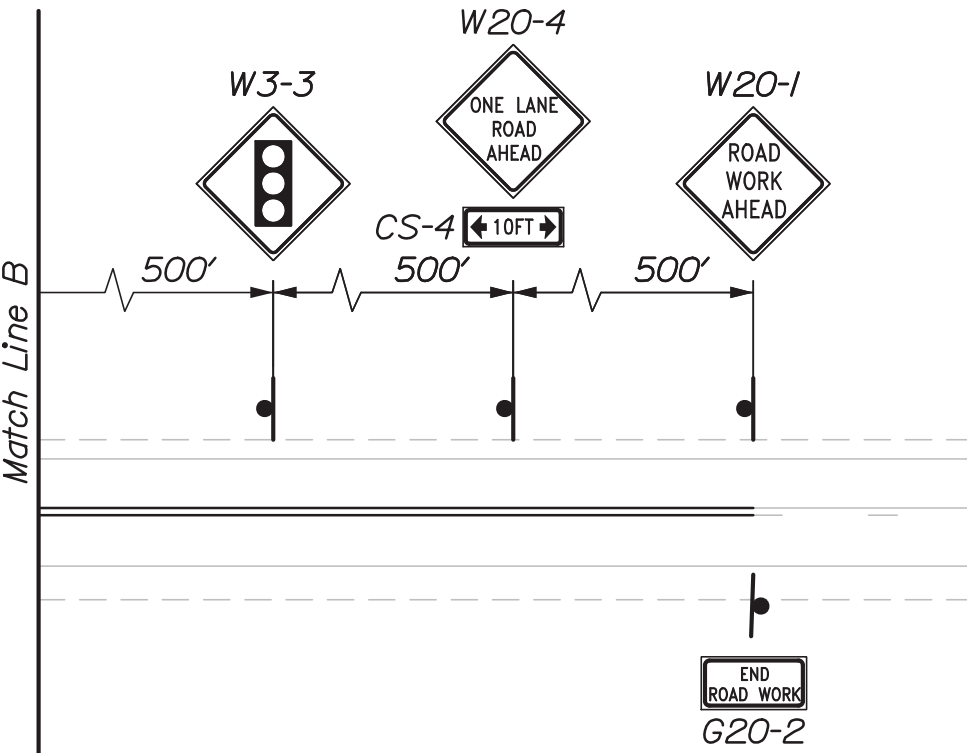
TSWEL = Temporary 4" Solid White Edge Line
TSYEL = Temporary 4" Solid Yellow Edge Line

NOTES:

1. Truck detour for multi-unit trucks shall be in place prior to setting concrete barrier. See sheet 8 for Truck Detour Plan.
2. Sign locations shown are approximate. Actual locations shall be determined in the field and approved by the Resident.
3. The Contractor shall cover all existing signs that conflict with work zone signs and signals.
4. All traffic control shall be in accordance with the "Manual on Uniform Traffic Control Devices for Streets and Highways", (MUTCD), U.S.D.O.T, FHWA, latest edition.
5. The Contractor shall remove all existing pavement markings that conflict with proposed markings.
6. Contact April Goodwin BMW 1 week in advance of any lane restrictions. Overpermits@maine.gov or 624-9063.



APPROACH SIGNING
SB OFF RAMP



APPROACH SIGNING
SB RTE 7



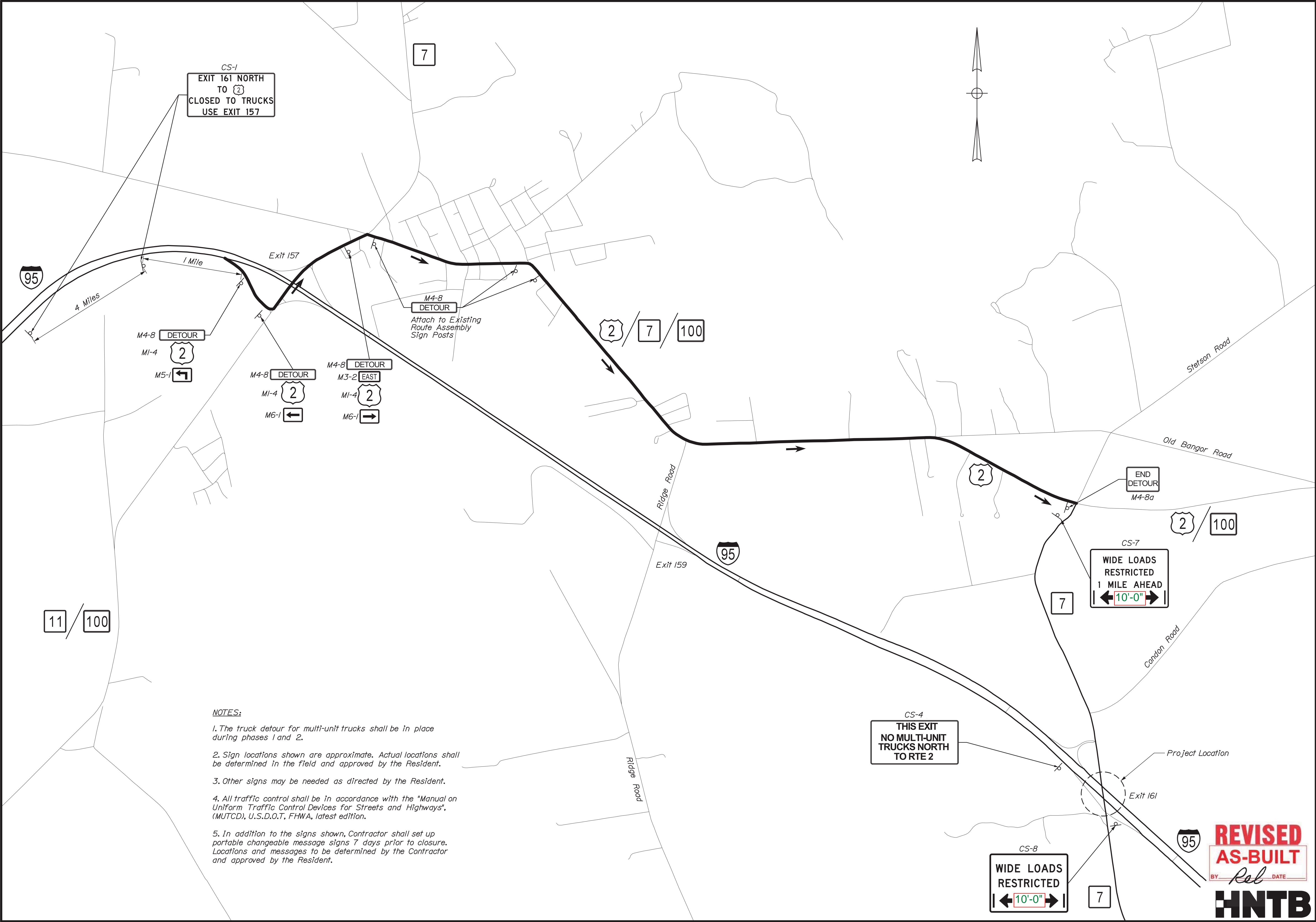
STATE ROUTE 7 INTERSTATE 95 PLYMOUTH PENOBSCOT COUNTY TRAFFIC CONTROL PLAN PHASE 2			PROJ. MANAGER MICHAEL WIGHT		BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
			DESIGN-DETAILED	L. Driscoll	S. Rose	N17	SIGNATURE	
			CHECKED-REVIEWED	R. Harf	T. Cote	N17		
			DESIGN2-DETAILED2	-	-	-		
			DESIGN3-DETAILED3	-	-	-		
			REVISIONS 1	Updated TSWEL & Notes				2N17
			REVISIONS 2	-	-	-	P.E. NUMBER WIN 18972.00	
			REVISIONS 3	-	-	-		
			REVISIONS 4	-	-	-		
			FIELD CHANGES	-	-	-		
SHEET NUMBER					DATE		BRIDGE NO 5960	BRIDGE PLANS
OF 20			2					

Date:1/13/2017

Username:

Division:

Filename: 008_DETOUR PLAN.dgn





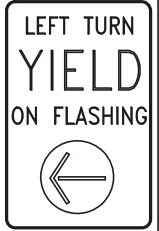

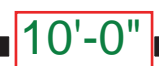
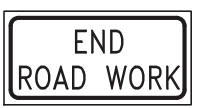









NOTES:

1. The truck detour for multi-unit trucks shall be in place during phases 1 and 2.
2. Sign locations shown are approximate. Actual locations shall be determined in the field and approved by the Resident.
3. Other signs may be needed as directed by the Resident.
4. All traffic control shall be in accordance with the "Manual on Uniform Traffic Control Devices for Streets and Highways", (MUTCD), U.S.D.O.T., FHWA, latest edition.
5. In addition to the signs shown, Contractor shall set up portable changeable message signs 7 days prior to closure. Locations and messages to be determined by the Contractor and approved by the Resident.

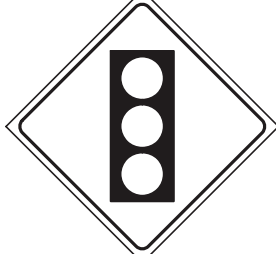


REVISED
AS-BUILT
BY: *Rel* DATE: _____
HNTB

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	STATE ROUTE 7 INTERSTATE 95 PLYMOUTH PENOBSCOT COUNTY				PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
	TRAFFIC CONTROL PLAN TRUCK DETOUR PLAN				DESIGN-DETAILED	L. Driscoll	S. Rose	IN7
	SHEET NUMBER 8 OF 20				CHECKED-REVIEWED	R. Hart	T. Cote	IN7
WIN 18972.00				DESIGN-DETAILED	-	-	-	SIGNATURE
BRIDGE NO. 5960				REVISIONS 1	-	-	-	P.E. NUMBER
BRIDGE PLANS				REVISIONS 2	-	-	-	DATE
				REVISIONS 3	-	-	-	
				REVISIONS 4	-	-	-	
				FIELD CHANGES	-	-	-	

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		BORDER RADIUS	AREA IN SQUARE FEET	NOTES
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND BORDER			
CS-1	96"	48"	EXIT 161 NORTH TO  CLOSED TO TRUCKS USE EXIT 157	7"D 7"D 7"D 7"D	3" 3" 3" 3"		2	ORANGE	BLACK	1.5"	32.00 (64.00)	
CS-2	30"	15"		7"D			1	ORANGE	BLACK	1.875"	3.125 (3.125)	
CS-3	30"	15"		7"D			1	ORANGE	BLACK	1.875"	3.125 (3.125)	
CS-4	30"	15"		7"D			4	ORANGE	BLACK	1.875"	3.125 (12.50)	
CS-5	24"	30"		3"C 4"C (YIELD)	2"		1	WHITE	BLACK	1.5"	5.00 (5.00)	
CS-6	96"	48"	THIS EXIT NO MULTI-UNIT TRUCKS NORTH TO RTE 2	7"D 7"D 7"D 7"D	3.5" 3.5" 3.5" 3.5"		1	ORANGE	BLACK	1.5"	32.00 (32.00)	
CS-7	48"	36"	WIDE LOADS RESTRICTED XX MILES AHEAD 	4"D 4"D 4"D 4"D	3.5" 3.5" 3.5" 3.5"		1	ORANGE	BLACK	1.5"	12.00 (12.00)	
CS-8	48"	36"	WIDE LOADS RESTRICTED 	5"D 5"D 5"D	4" 4" 4"		1	ORANGE	BLACK	1.5"	12.00 (12.00)	
CS-9	24"	48"	MULTI- UNIT TRUCKS NO LEFT TURN	4"D 4"D 4"D 6"D 4"D 4"D	3" 3" 3" 3" 3" 3"		1	WHITE	BLACK	1.5"	8.00 (8.00)	
G20-2	48"	24"		TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS" - 2000			2	SHALL CONFORM TO "STANDARD HIGHWAY SIGNS" - 2000			8.00 (16.00)	
M1-4	36"	36"					3				9.00 (27.00)	
M3-2	36"	18"					1				4.50 (4.50)	
M4-8	30"	15"					6				3.125 (18.75)	
M4-8a	24"	18"					1				3.00 (3.00)	
M5-1	21"	15"					1				2.1875 (2.1875)	
M6-1	21"	15"					2				2.1875 (4.375)	
R10-6	24"	36"					3				6.00 (18.00)	

Note:

1. Signs included in the Sign Summary are for
Route 7 Phases 1 and 2 and the Truck Detour only.

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		BORDER RADIUS	AREA IN SQUARE FEET	NOTES
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND BORDER			
W3-3	48"	48"		TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS" - 2000			3	SHALL CONFORM TO "STANDARD HIGHWAY SIGNS" - 2000			16.00 (48.00)	
W20-1	48"	48"					3				16.00 (48.00)	
W20-4	48"	48"					3				16.00 (48.00)	

REVISED
AS-BUILT

BY  DATE _____

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 18972.00

BRIDGE NO.6960

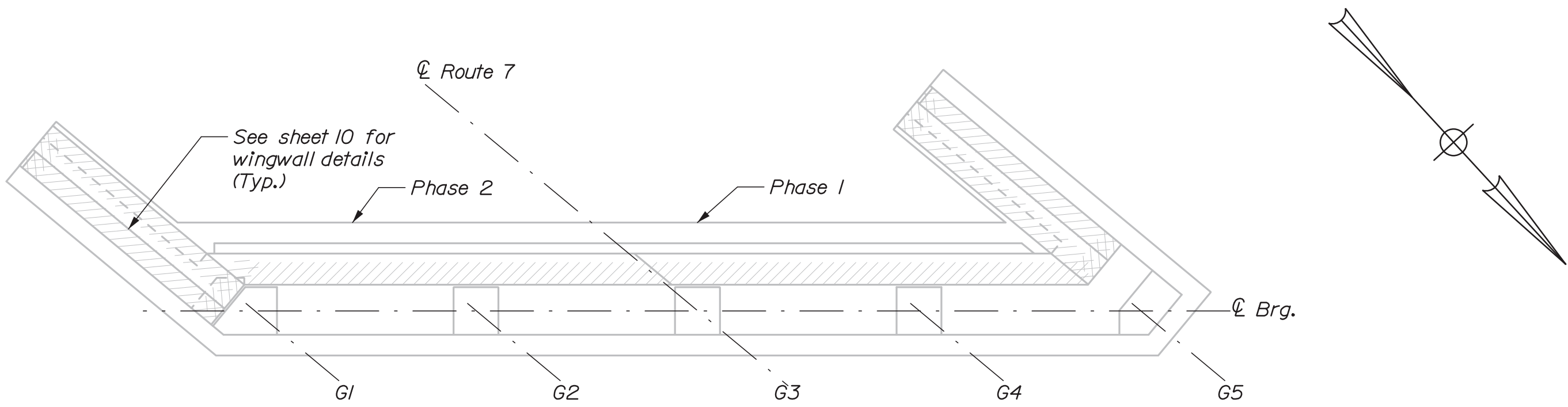
STATE ROUTE 7
INTERSTATE 95
PLYMOUTH
PENOBSCOT COUNTY

SIGN SUMMARY

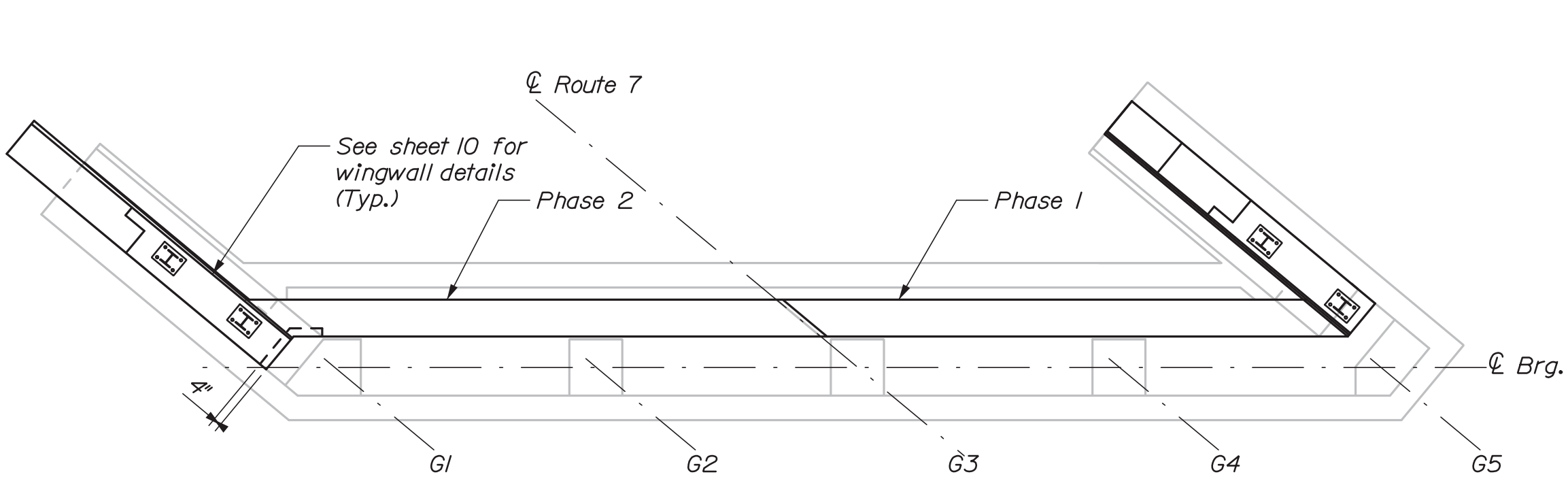
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9

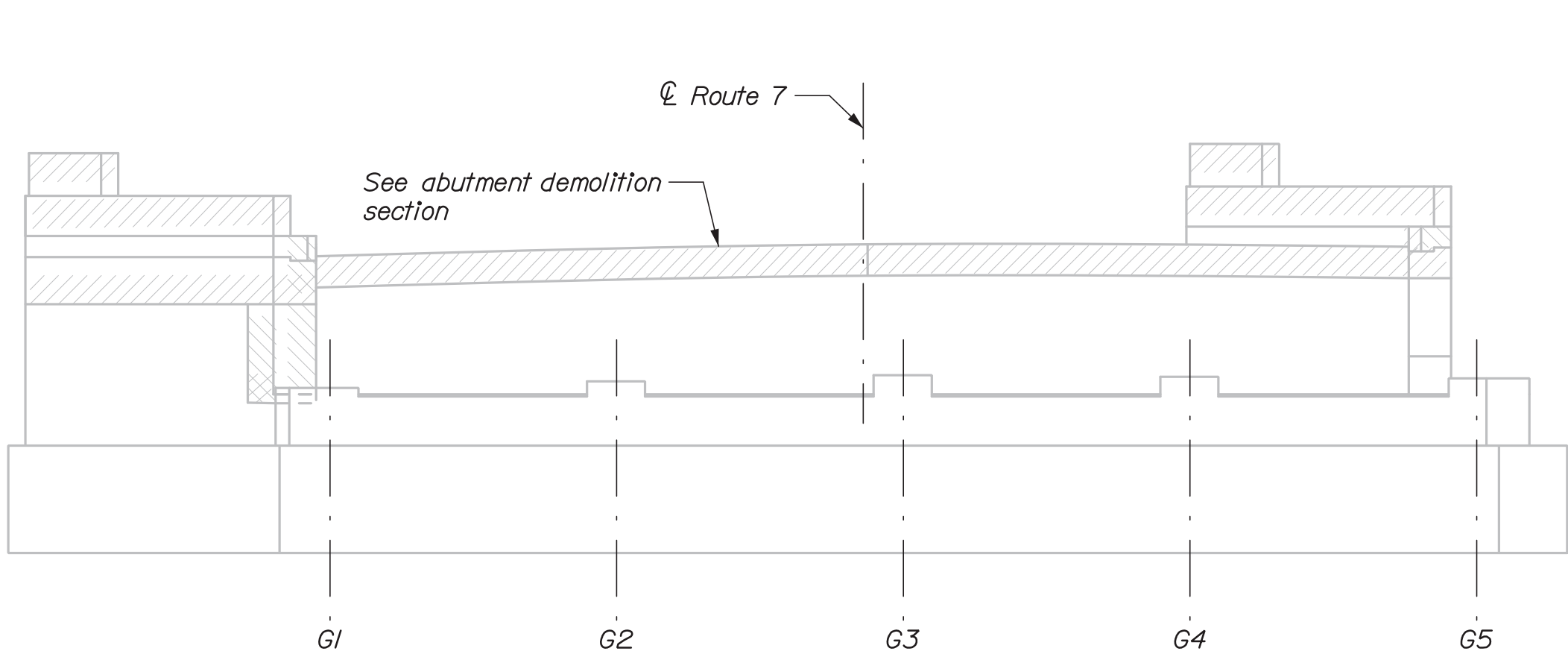
OF 20



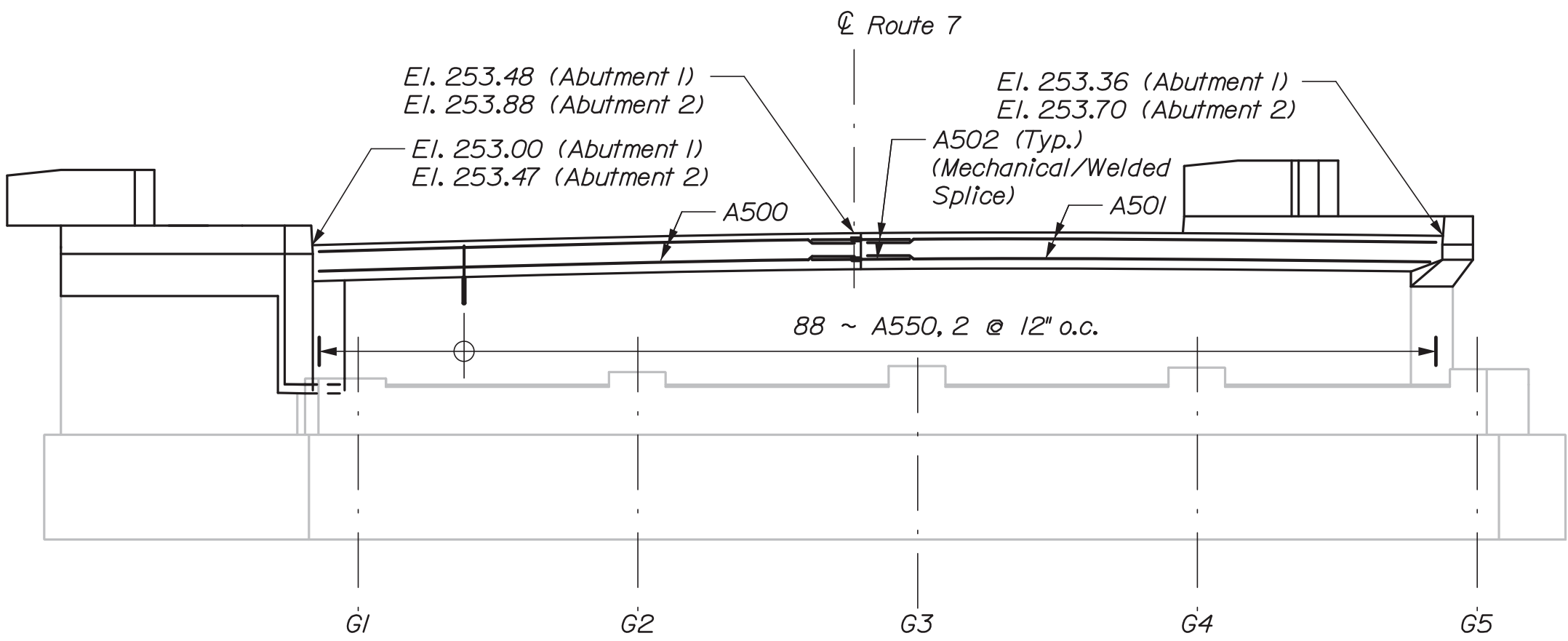
ABUTMENT 1 DEMOLITION PLAN
(ABUTMENT 2 SIMILAR)
(APPROACH SLAB NOT SHOWN FOR CLARITY)



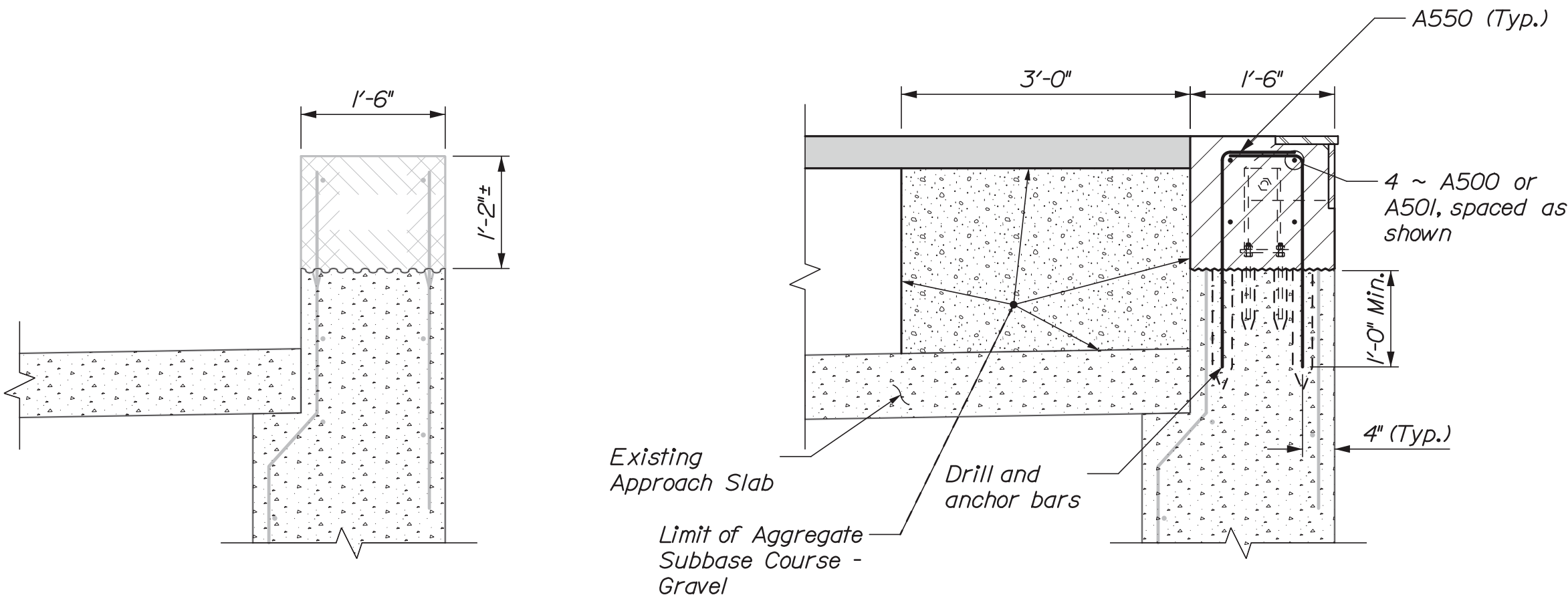
ABUTMENT 1 CONSTRUCTION PLAN
(ABUTMENT 2 SIMILAR)
(APPROACH SLAB NOT SHOWN FOR CLARITY)



ABUTMENT 1 ELEVATION
(ABUTMENT 2 SIMILAR)



ABUTMENT 1 ELEVATION
(ABUTMENT 2 SIMILAR)



ABUTMENT DEMOLITION SECTION

ABUTMENT CONSTRUCTION SECTION
(ABUTMENT 2 SIMILAR)

ABUTMENT AND WINGWALL MODIFICATION NOTES:

1. The Contractor shall use care not to damage the existing reinforcing steel which is to remain. Any damaged reinforcing steel shall be replaced as directed by the Resident at no expense to the Department.
2. The Contractor shall locate by non-destructive methods, reinforcing steel in existing concrete before drilling and grouting new reinforcing steel and anchor rods. All costs associated with this work shall be incidental to related contract items.
3. Reinforcing steel shall have 2 inches cover unless otherwise noted.
4. Existing concrete at abutments and wingwalls to be removed as shown on the plans shall be sawcut 1 inch deep prior to removing existing concrete. All costs associated with this work shall be incidental to related contract items.
5. All dimensions based on or related to the existing bridge shall be verified in the field by the contractor.
6. All exposed edges of concrete shall have a $\frac{3}{4}$ " chamfer unless noted otherwise.
7. Where drilling and anchoring of reinforcement is specified the Contractor shall use a material listed on the Maine Department of Transportation Qualified Products List of Concrete Adhesive Anchor Systems. The depth of embedment shall be sufficient to develop 125% of the yield strength of the bar per the manufacturer's recommendations or 12 inches, whichever is greater. Proposed anchoring material and embedment depth shall be submitted for approval. No separate payment will be made for drilling and anchoring of reinforcing steel, but shall be incidental to the related concrete pay item.
8. Sawcut existing wingwall to ensure sloped surface.
9. A-series bars shown for Abutment 1, Abutment 2 is similar with B-series. See reinforcing schedule on Sheet 20.



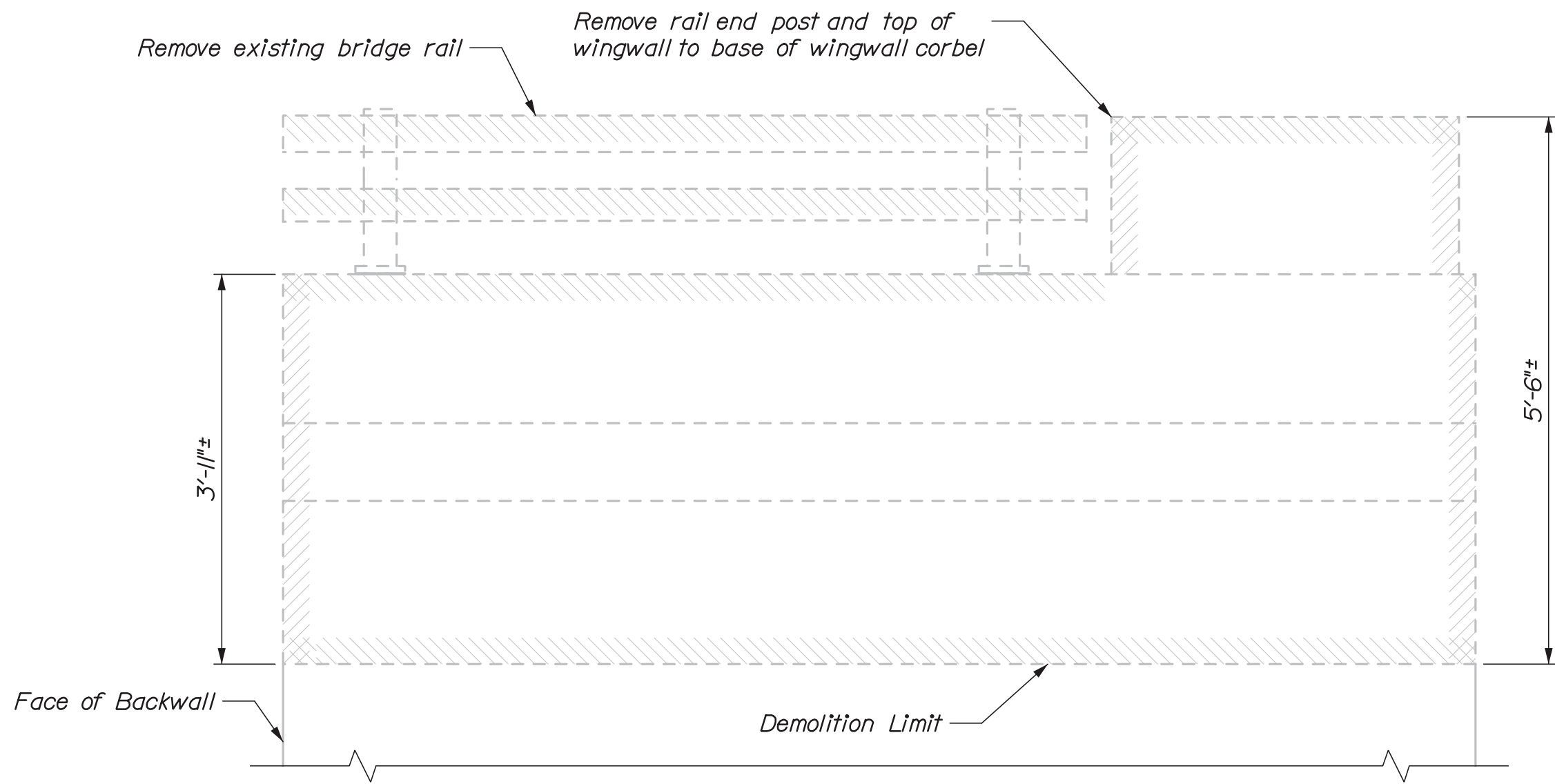
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STATE ROUTE 7 INTERSTATE 95		PENOBSCOT COUNTY		ABUTMENT MODIFICATIONS	
PLYMOUTH		SHEET NUMBER		10	
				OF 20	
PROJ. MANAGER	MICHAEL WIGHT	BY	DATE	IN7	SIGNATURE
CHECKED-REVIEWED	H. Walton	P. Bishop	IN7	-	P.E. NUMBER
DESIGN-DETAILED	B. Genter	C. Martin	-	-	DATE
DESIGN-DETAILED	-	-	-	-	-
REVISIONS 1	-	-	-	-	-
REVISIONS 2	-	-	-	-	-
REVISIONS 3	-	-	-	-	-
REVISIONS 4	-	-	-	-	-
FIELD CHANGES	-	-	-	-	-

Date:1/13/2017

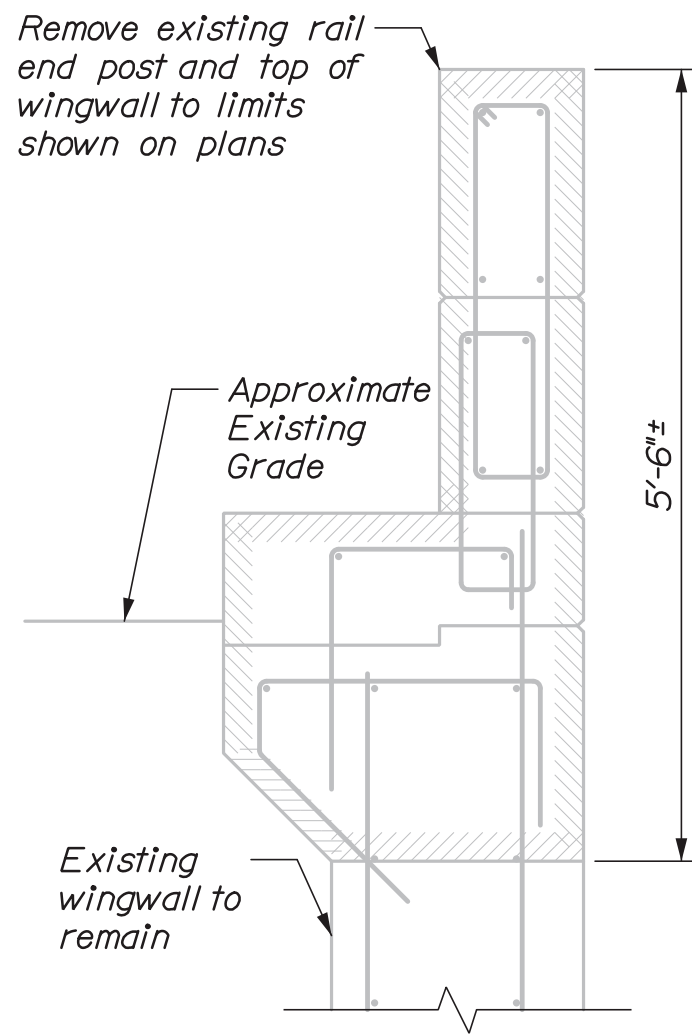
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Division:

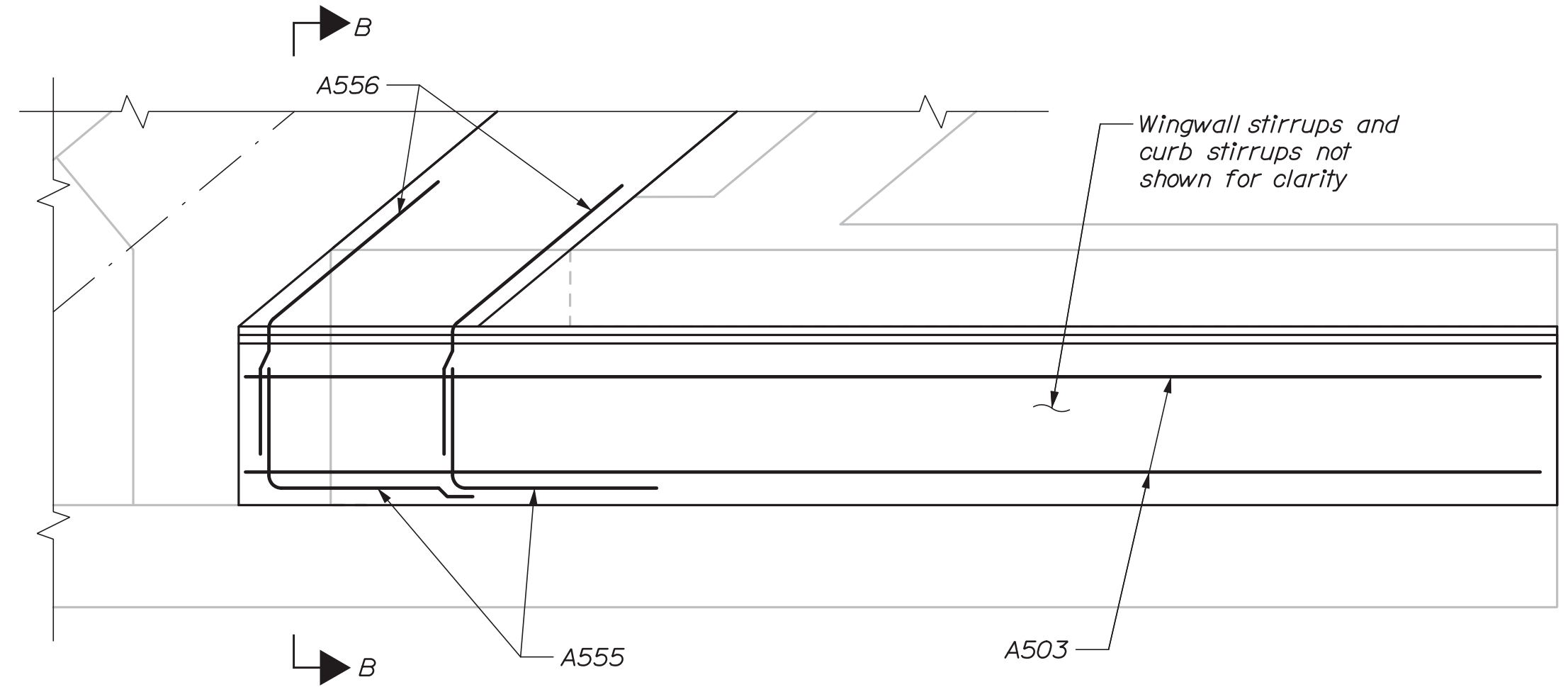
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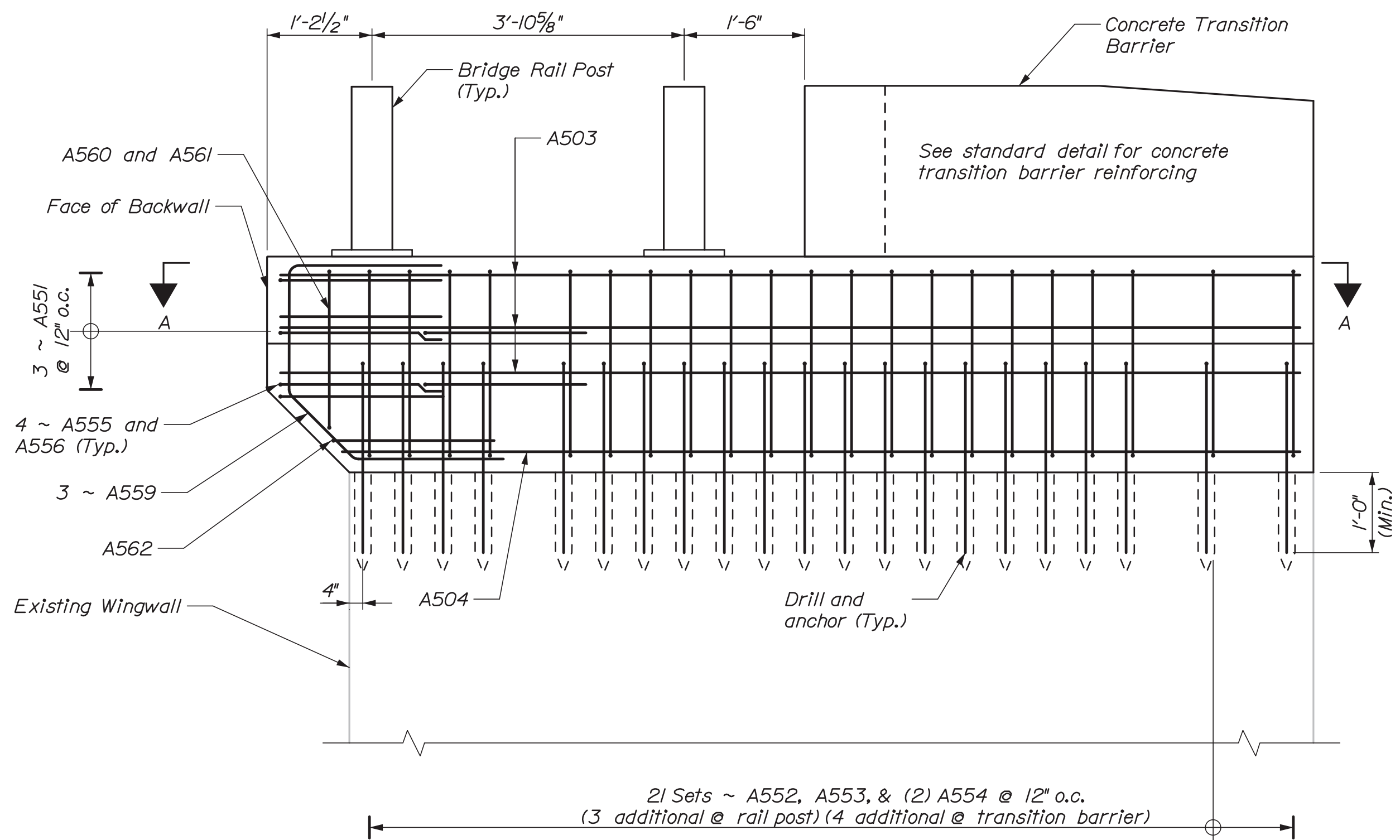
NORTHEAST & SOUTHWEST WINGWALL DEMOLITION ELEVATION



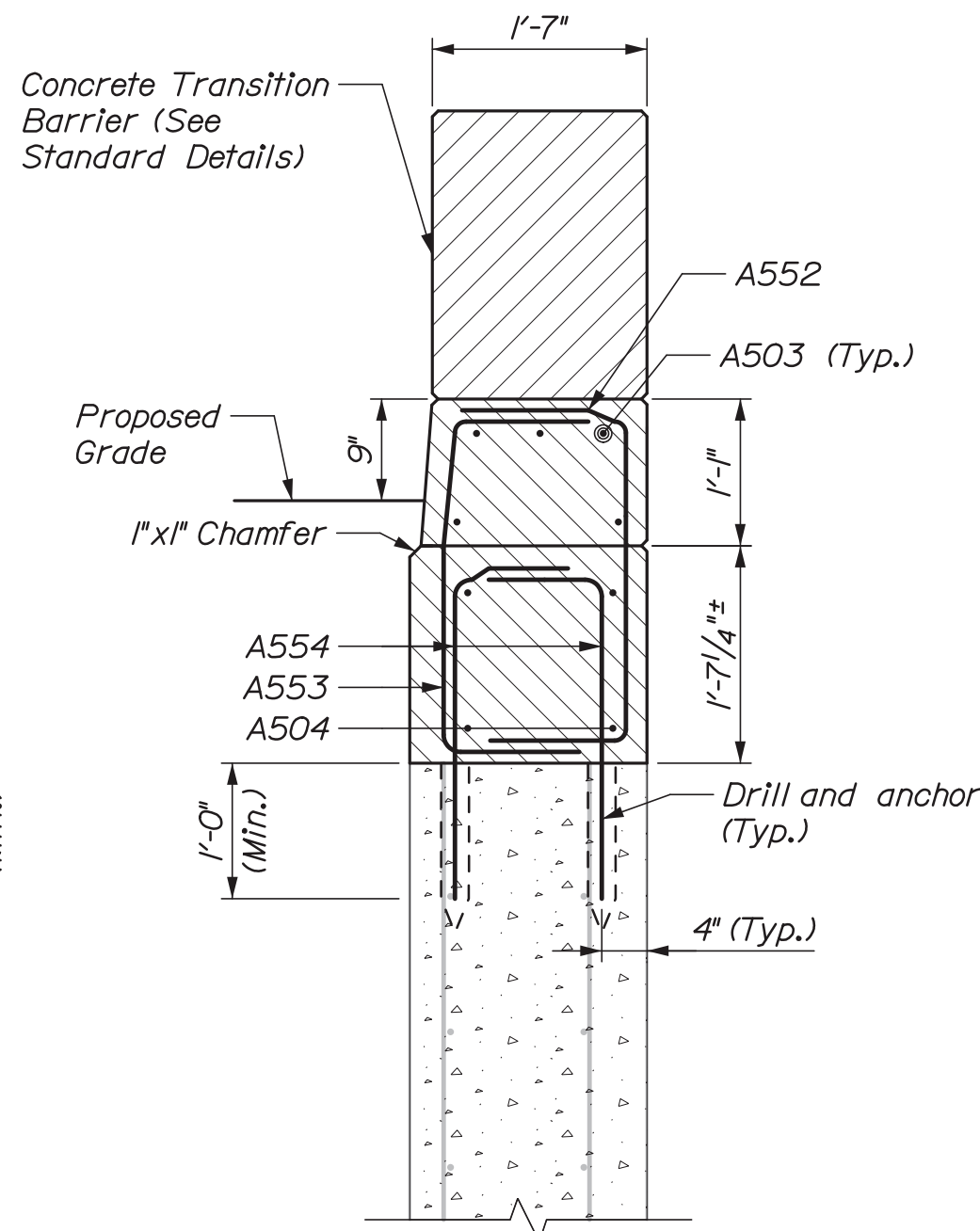
WINGWALL DEMOLITION SECTION



SECTION A-A

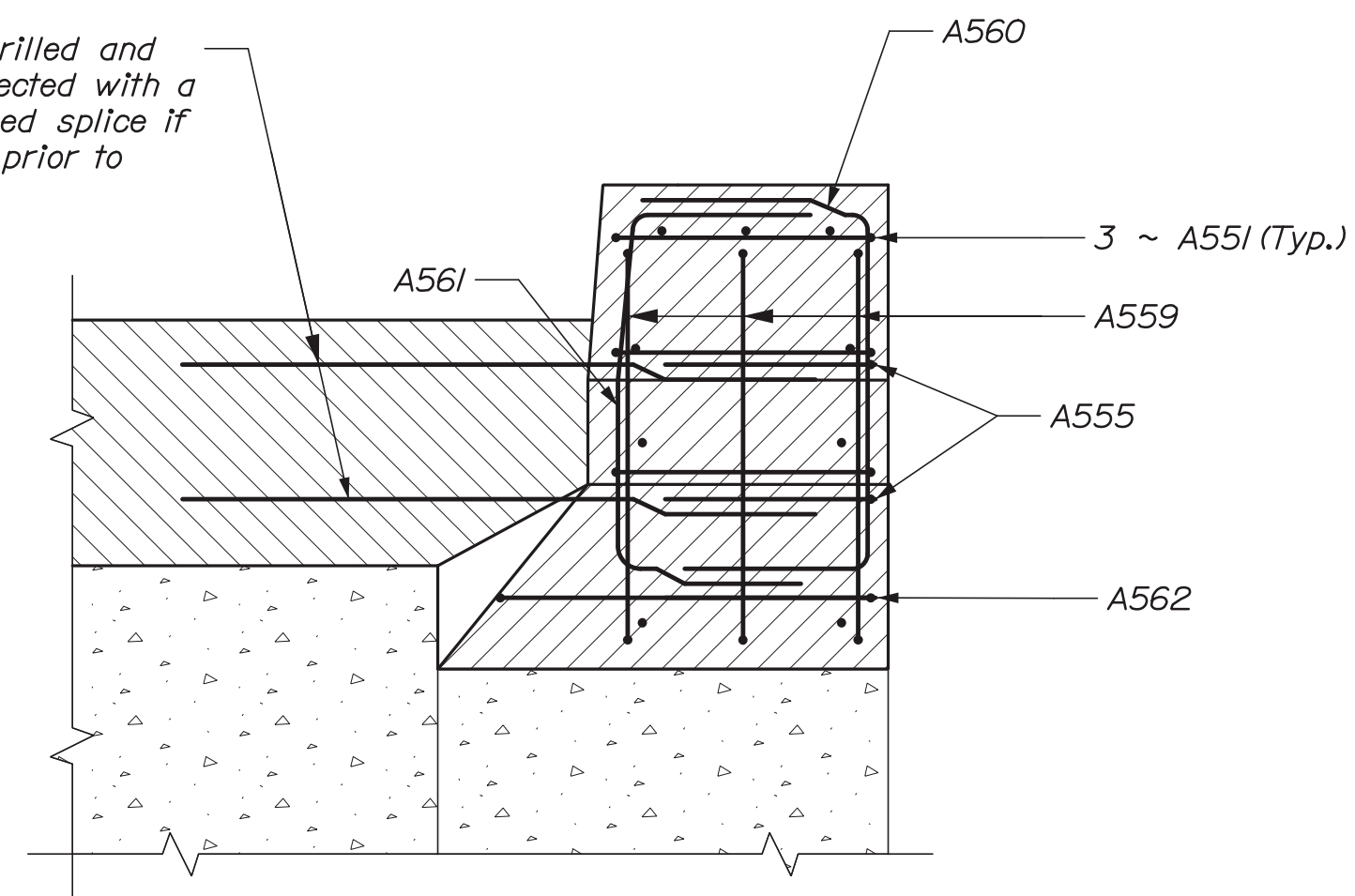


NORTHEAST & SOUTHWEST WINGWALL CONSTRUCTION ELEVATION



WINGWALL CONSTRUCTION SECTION

A556 shall be drilled and grouted or connected with a mechanical/welded splice if backwall is cast prior to wingwall



SECTION B-B

NOTES:

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

2. Expansion joint assembly not shown, see Standard Details, Section 521

AS-BUILT
BY *Rel* DATE

HNTB

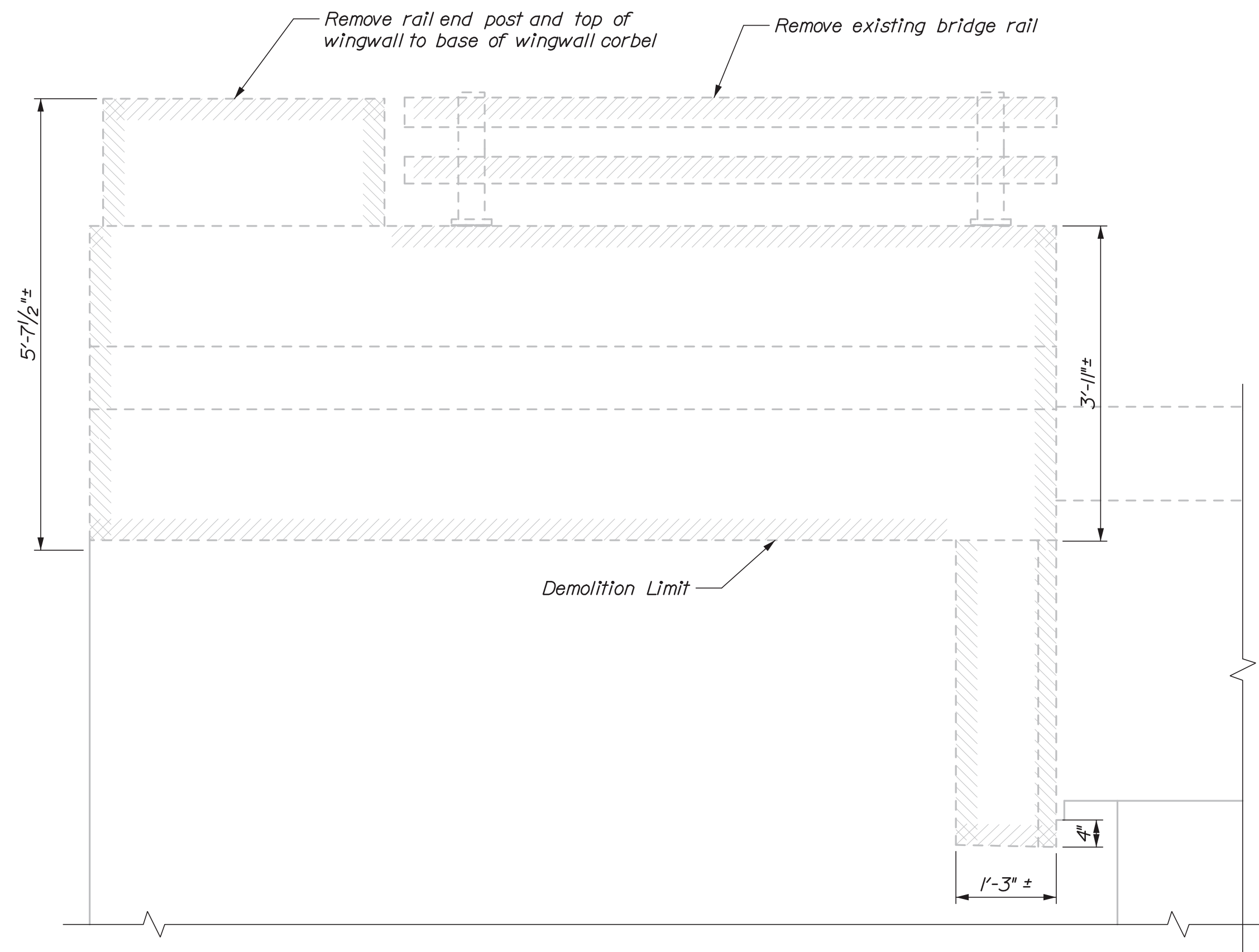
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WIN 18972.00
BRIDGE NO. 5960
BRIDGE PLANS

PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGNED-DETAILED	H. Walton	P. Bishop	11/7
CHECKED-REVIEWED	B. Greiner	C. Martin	11/7
DESIGNED-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

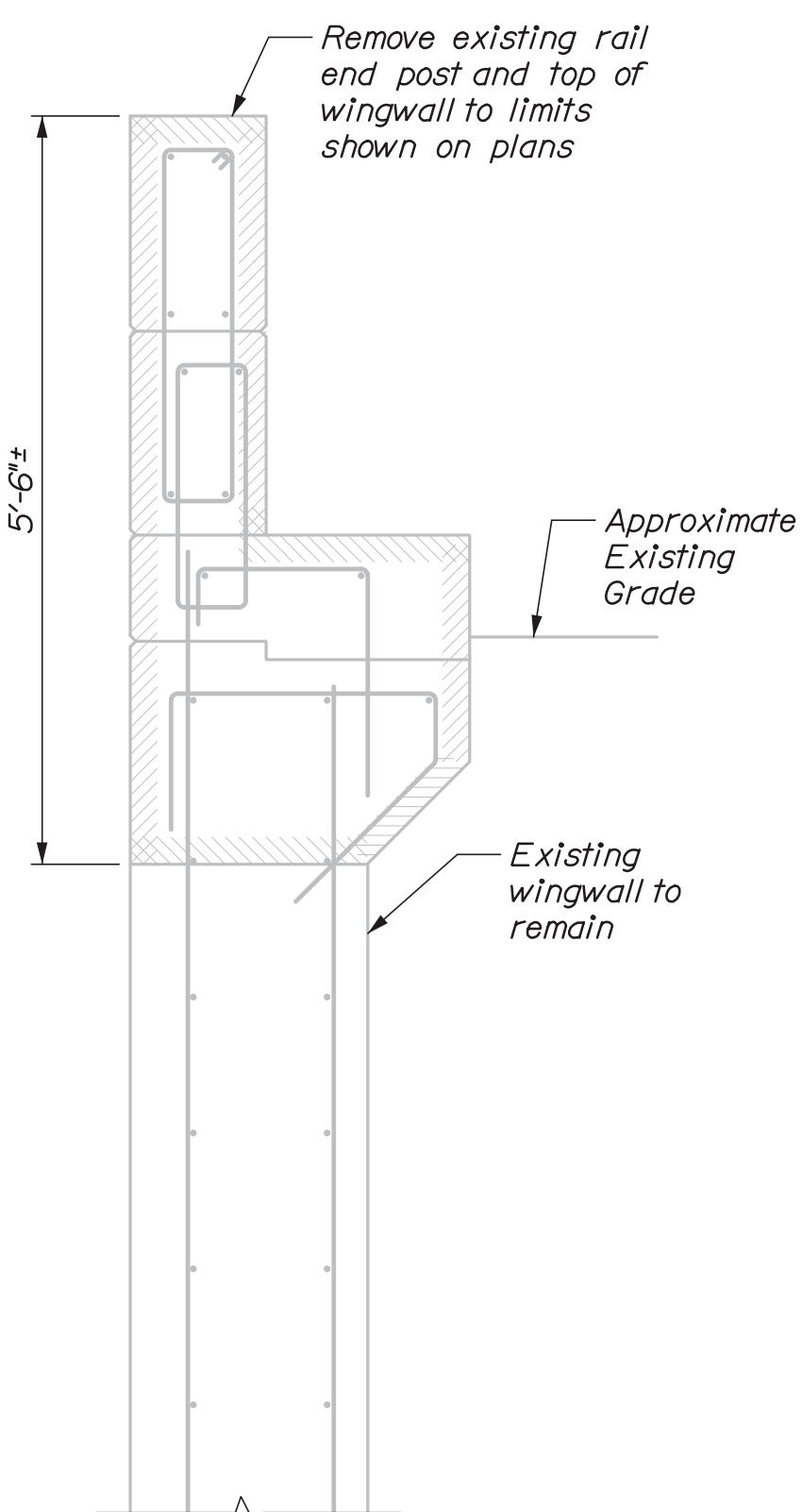
STATE ROUTE 7
INTERSTATE 95
PLYMOUTH
PENOBSCOT COUNTY
WINGWALL MODIFICATIONS
NORTHEAST & SOUTHWEST

SHEET NUMBER
11
OF 20

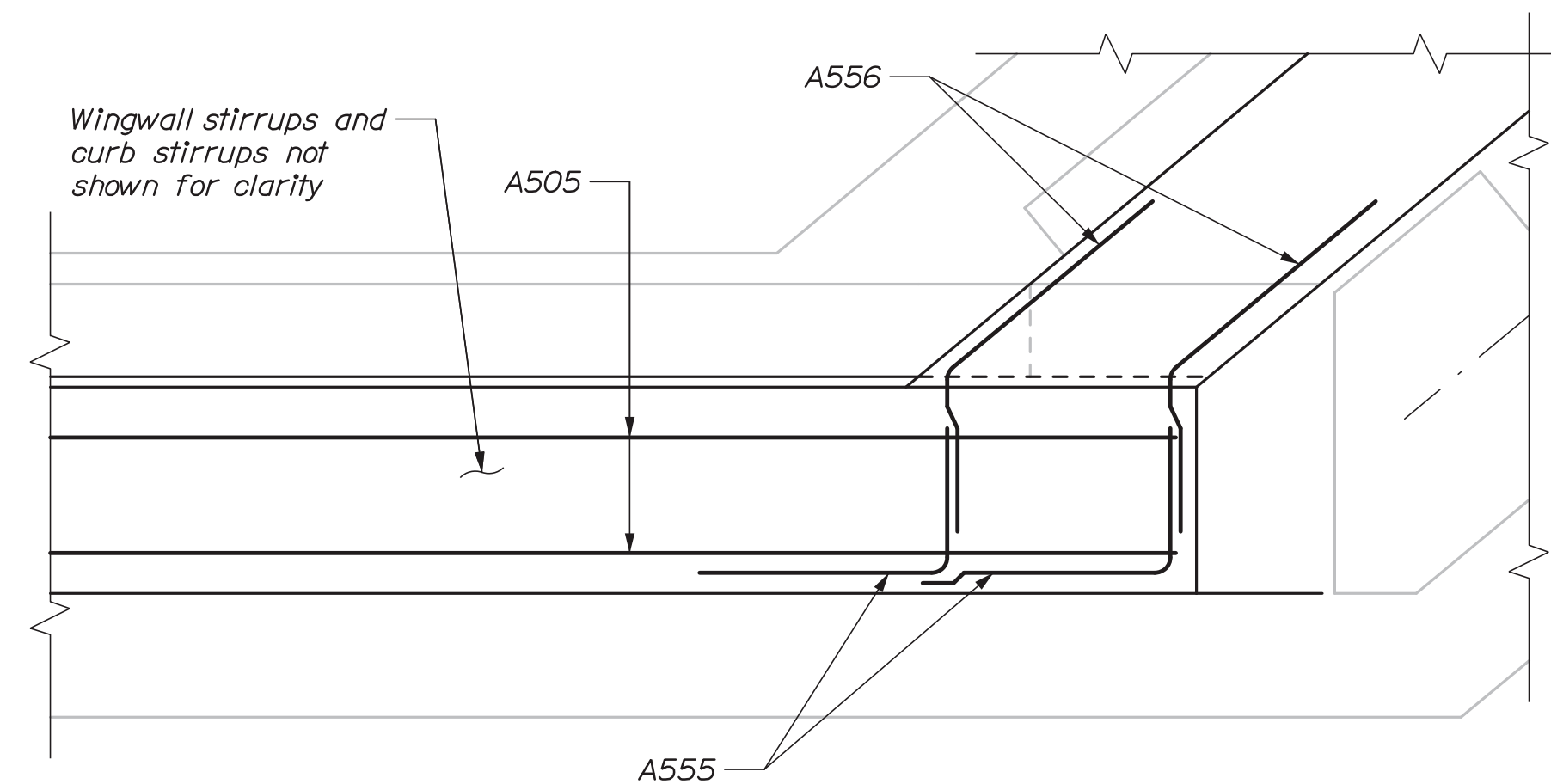
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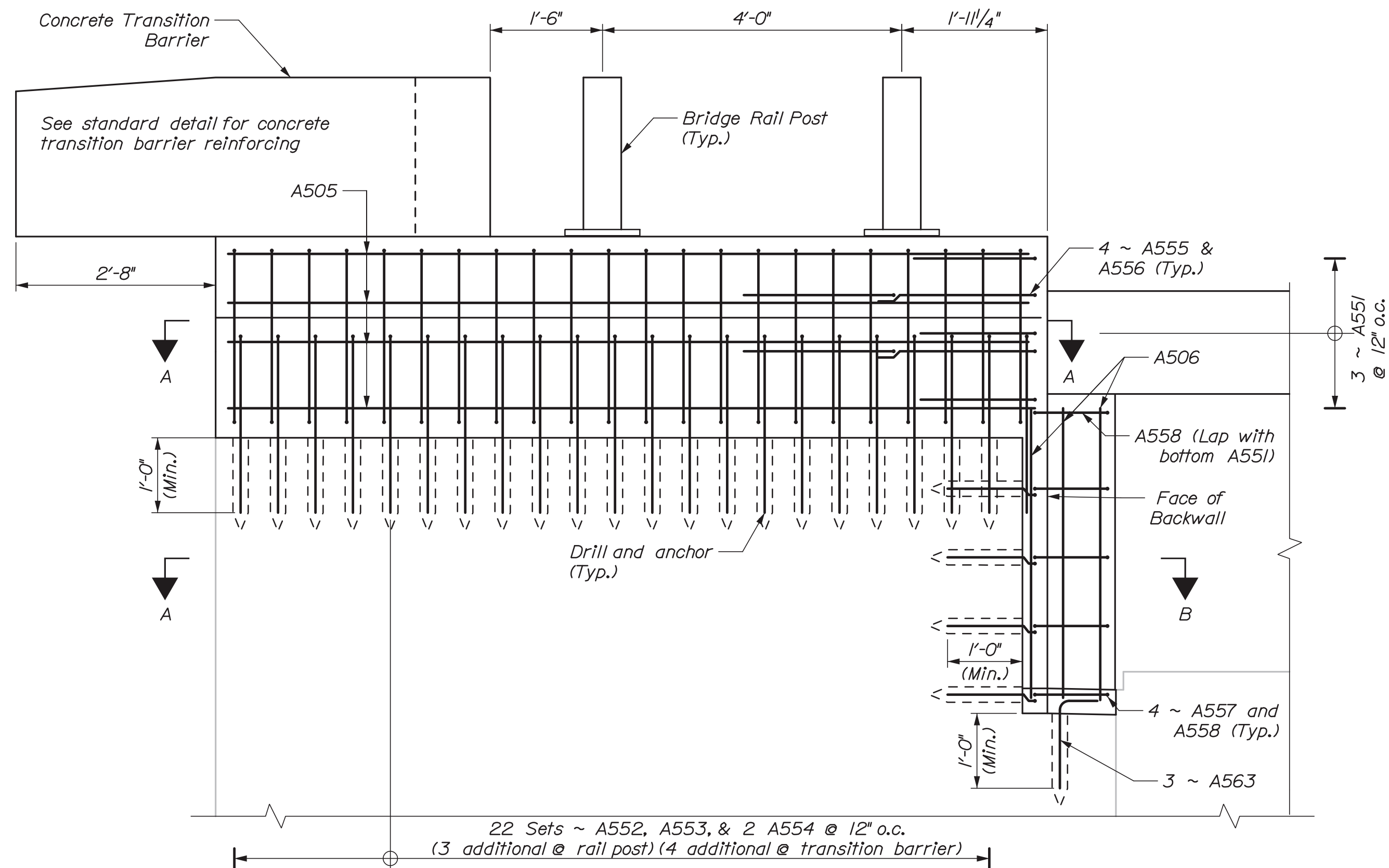
NORTHWEST & SOUTHEAST WINGWALL DEMOLITION ELEVATION



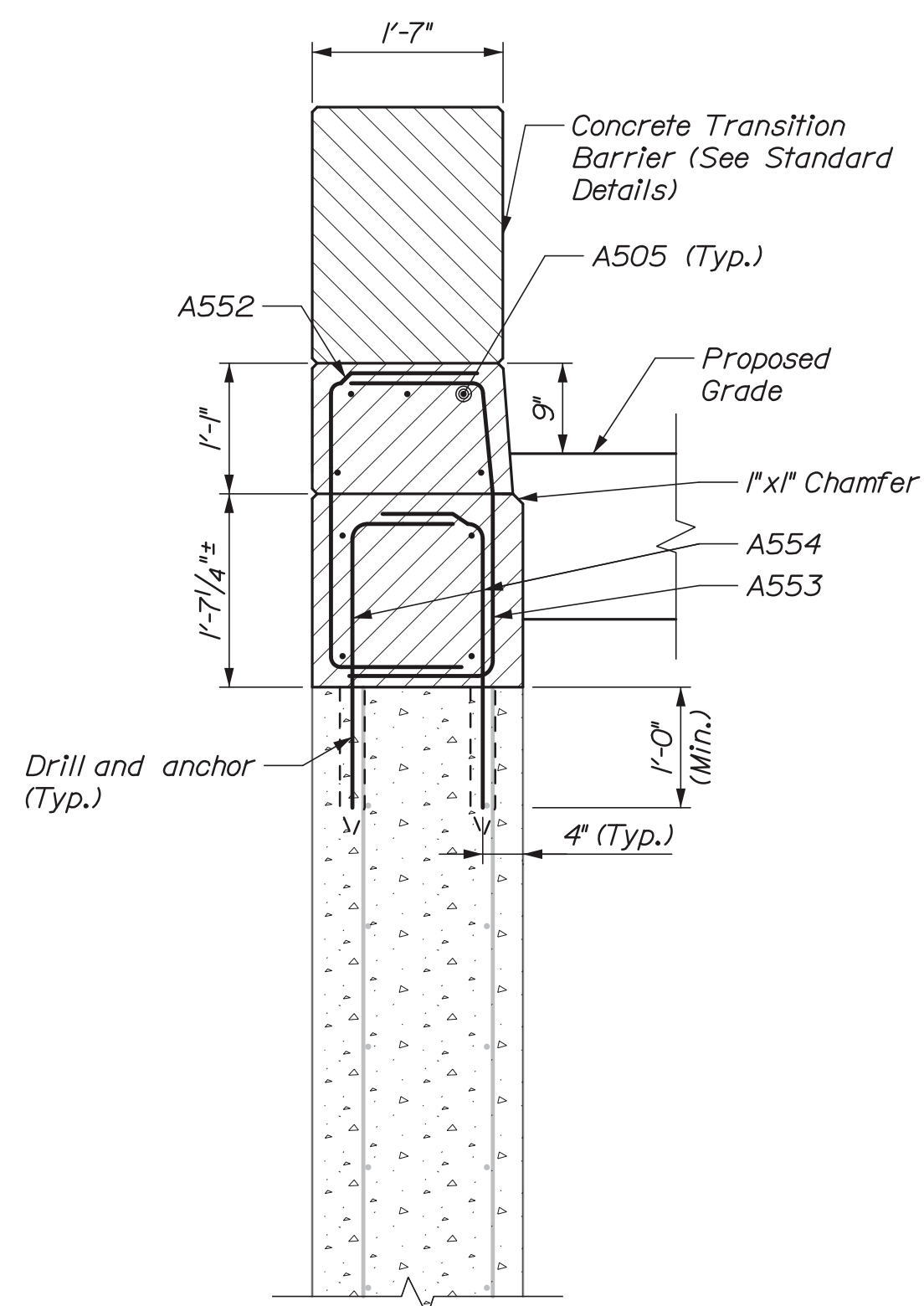
WINGWALL DEMOLITION
SECTION



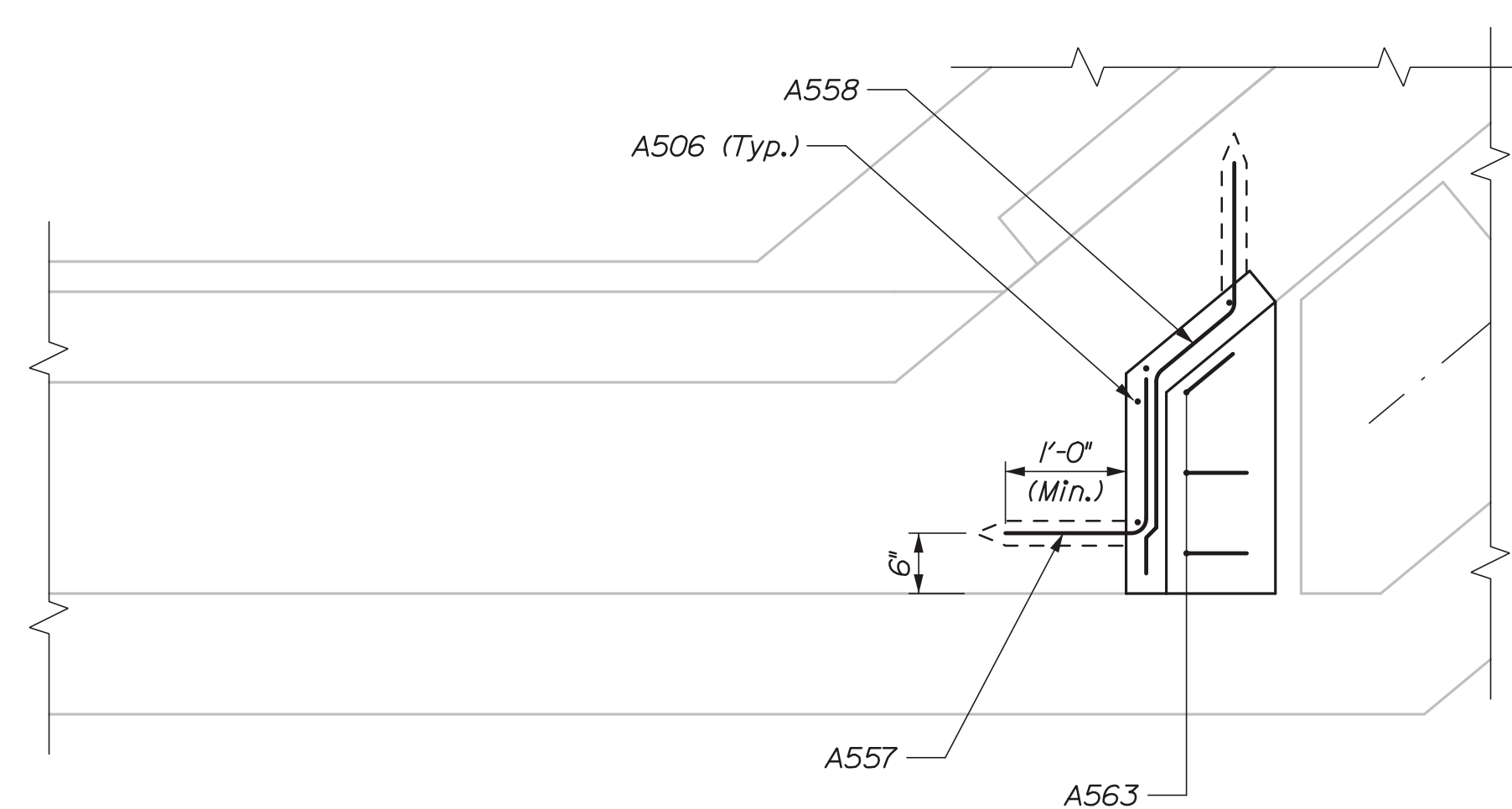
SECTION A-A



NORTHWEST & SOUTHEAST WINGWALL CONSTRUCTION ELEVATION



WINGWALL CONSTRUCTION
SECTION



SECTION B-B

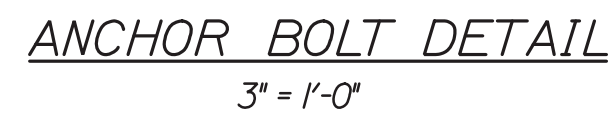
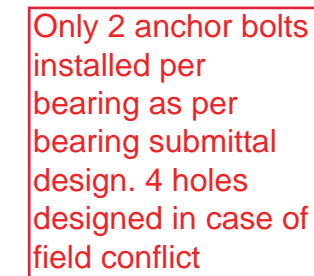
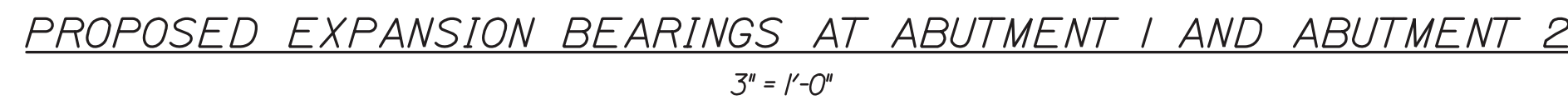
NOTES:

1. The Contractor shall install transition barrier vertical closed stirrups, as shown in the Standard Details Section 526 prior to the placement of the curb or sidewalk concrete.
2. Expansion joint assembly not shown, see Standard Details, Section 521

REVISED
AS-BUILT
BY Rob DATE _____

HNTE

<div> <div>12</div> <div>OF 20</div> </div>	SHEET NUMBER	STATE ROUTE 7		<div> <div>PROJECT MANAGER</div> <div>MICHAEL WRIGHT</div> </div>	<div> <div>BY</div> <div>P. Bishop</div> </div>	<div> <div>DATE</div> <div>11/17</div> </div>	STATE OF MAINE	
		INTERSTATE 95					DEPARTMENT OF TRANSPORTATION	
		PLYMOUTH					SIGNATURE	
		PENOBSCOT COUNTY					P.E. NUMBER	
WINGWALL MODIFICATIONS		DESIGN-DETAILED		H. Walton		11/17		WIN 18972.00
NORTHWEST & SOUTHEAST		CHECKED-REVIEWED		B. Grier		11/17		
		DESIGN-2-DETAILED2						
		DESIGN-3-DETAILED3						
		REVISONS 1						BRIDGE NO 5960
		REVISONS 2						
		REVISONS 3						
		REVISONS 4						
		FIELD CHANGES						BRIDGE PLANS



8. Remove temporary support system.

3. See Special Provision for calculated unfactored jacking and temporary structural support loads.

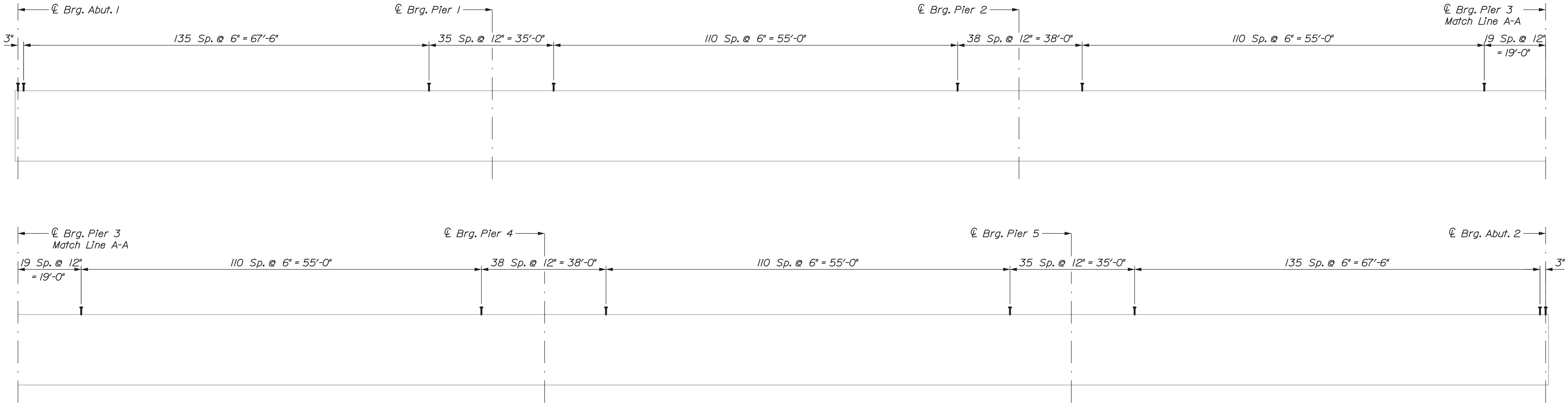
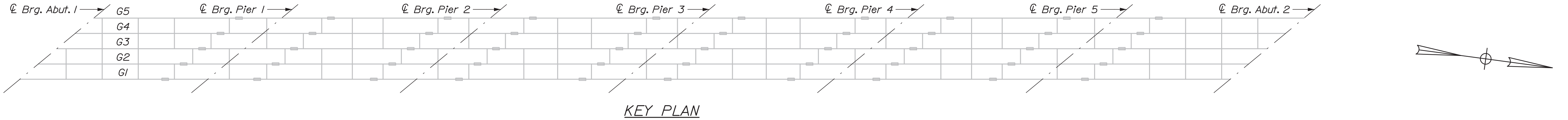
6. Proposed bearing height matches the original bearing assembly height.

Date:1/13/2017

Username:

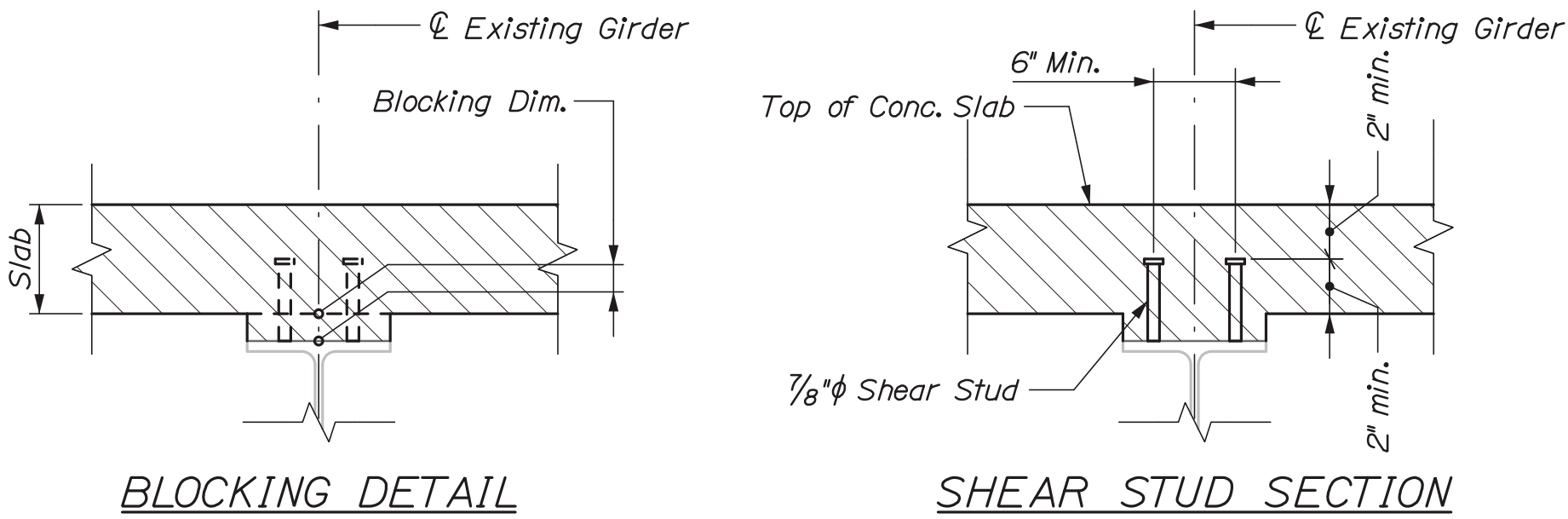
Division:

Filename: 014_Shear Connector Layout.dgn



SHEAR CONNECTOR LAYOUT
897 Double Studs Per Girder (8970 Studs Total)
N.T.S.

Girder Number	Bottom of Slab Elevation Table																														
	Span 1										Span 2										Span 3										
	℄ Brg. 1	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	℄ Pier 1	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	℄ Pier 2	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	℄ Pier 3
G5	252.45	252.57	252.68	252.78	252.86	252.93	252.99	253.04	253.08	253.12	253.16	253.23	253.30	253.38	253.45	253.50	253.55	253.58	253.60	253.62	253.65	253.69	253.74	253.78	253.82	253.84	253.85	253.84	253.83	253.82	253.81
G4	252.51	252.64	252.75	252.86	252.95	253.02	253.08	253.12	253.16	253.20	253.25	253.31	253.39	253.47	253.55	253.61	253.65	253.69	253.71	253.73	253.76	253.81	253.86	253.91	253.95	253.98	253.99	253.98	253.97	253.96	253.95
G3	252.56	252.69	252.82	252.92	253.02	253.09	253.15	253.20	253.24	253.28	253.33	253.40	253.48	253.56	253.64	253.70	253.75	253.79	253.82	253.84	253.87	253.92	253.98	254.03	254.07	254.10	254.12	254.12	254.10	254.09	254.09
G2	252.33	252.46	252.58	252.69	252.79	252.86	252.93	252.98	253.02	253.07	253.12	253.19	253.28	253.36	253.44	253.50	253.56	253.60	253.63	253.66	253.69	253.74	253.80	253.86	253.90	253.93	253.95	253.95	253.95	253.94	253.94
G1	252.09	252.23	252.36	252.47	252.57	252.65	252.71	252.77	252.82	252.86	252.91	252.99	253.07	253.15	253.23	253.31	253.36	253.41	253.44	253.48	253.52	253.57	253.62	253.68	253.73	253.77	253.79	253.79	253.79	253.79	253.79
Girder Number	Span 4										Span 5										Span 6										
	℄ Pier 3	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	℄ Pier 4	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	℄ Pier 5	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	℄ Brg. 2
G5	253.81	253.82	253.83	253.84	253.85	253.84	253.82	253.78	253.73	253.69	253.65	253.62	253.60	253.57	253.54	253.50	253.44	253.37	253.30	253.22	253.16	253.11	253.70	253.03	252.99	252.95	252.89	252.82	252.74	252.64	252.55
G4	253.95	253.96	253.98	254.00	254.01	254.00	253.98	253.95	253.90	253.86	253.82	253.79	253.77	253.76	253.73	253.69	253.63	253.56	253.49	253.42	253.36	253.31	253.28	253.25	253.21	253.16	253.11	253.03	252.95	252.85	252.75
G3	254.09	254.10	254.13	254.15	254.16	254.16	254.14	254.11	254.07	254.02	253.98	253.96	253.95	253.93	253.91	253.87	253.82	253.75	253.68	253.61	253.55	253.51	253.48	253.45	253.41	253.37	253.31	253.24	253.15	253.05	252.95
G2	253.94	253.96	253.98	254.00	254.01	254.02	254.00	253.97	253.94	253.90	253.86	253.84	253.83	253.82	253.80	253.76	253.71	253.65	253.59	253.52	253.46	253.42	253.39	253.36	253.32	253.27	253.21	253.14	253.06	252.97	252.87
G1	253.79	253.81	253.83	253.85	253.87	253.88	253.87	253.84	253.81	253.77	253.74	253.72	253.71	253.70	253.68	253.65	253.61	253.55	253.49	253.42	253.37	253.33	253.30	253.27	253.23	253.19	253.13	253.06	252.98	252.88	252.78



NOTES:

- Prior to installing the proposed shear studs, the contractor shall clean the top flange so that it is free of debris, rust, scale, oil, and other contaminants that would adversely affect the welding operation. Payment for cleaning the top flange for installation of proposed shear studs shall be incidental to Item 505.08, Shear Connectors. If lead paint is encountered while cleaning top flanges, the Contractor is responsible for the containment, proper management and disposal of all lead-contaminated hazardous waste. See note 9 on the general notes sheet for more information.
- The proposed shear studs shall be 7/8" diameter. Studs shall penetrate into the deck a minimum of 2" and maintain a clear cover of 2" to the top of the studs.
- Span locations provided are based on the centerline of bearing to centerline of bearing length "L" for each girder.
- The theoretical blocking used for design of the structure is 2/4" at the centerline of bearing of the abutments and piers.
- Existing shear connectors shall be removed such that they project 1 inch maximum above the top of the existing top flange unless they conflict with the installation of the new shear connectors or any other work. If the existing shear connectors interfere with installation of the new shear connectors or any other work, they shall be removed completely and ground flush with the top flange. All costs associated with this work shall be incidental to related contract items.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WIN 18972.00

BRIDGE NO. 5960
BRIDGE PLANS

STATE ROUTE 7
INTERSTATE 95
PLYMOUTH
PENOBSCOT COUNTY

SHEAR CONNECTOR LAYOUT

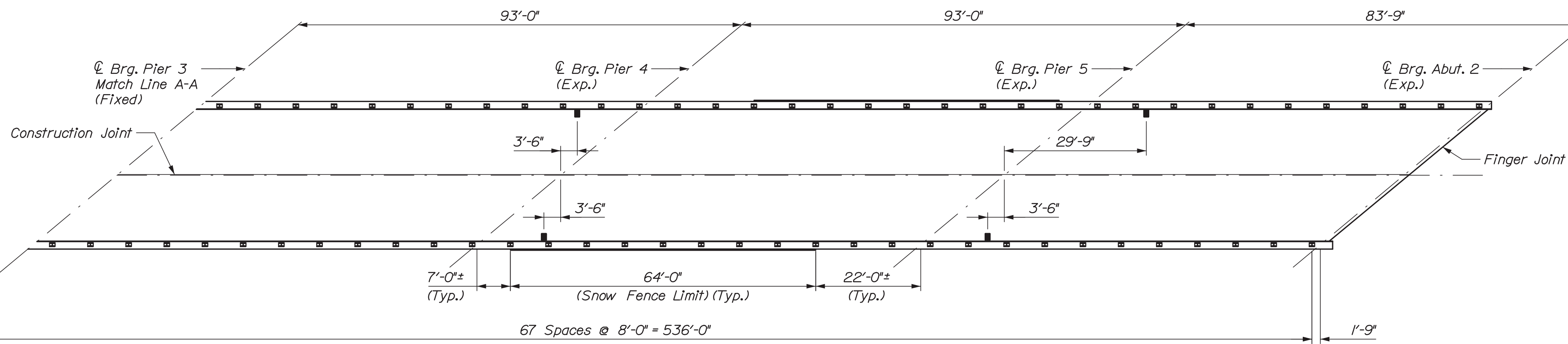
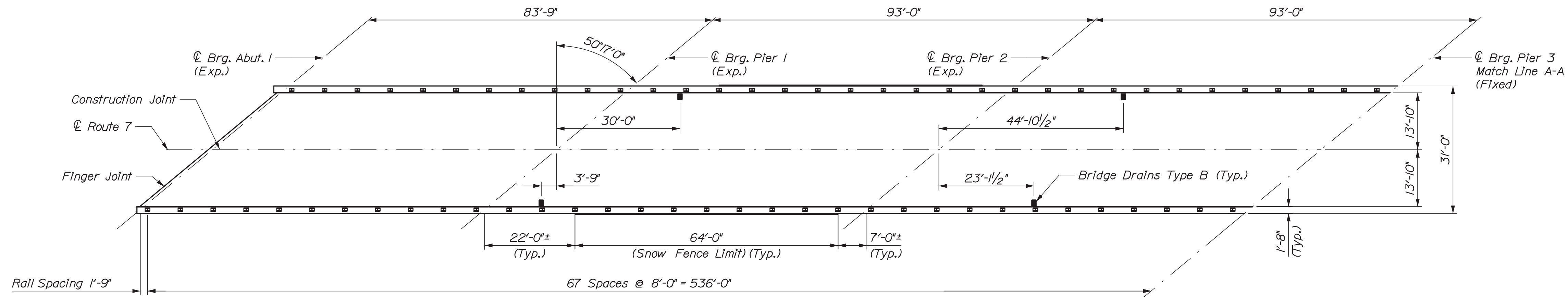
SHEET NUMBER
14
OF 20

Date:1/13/2017

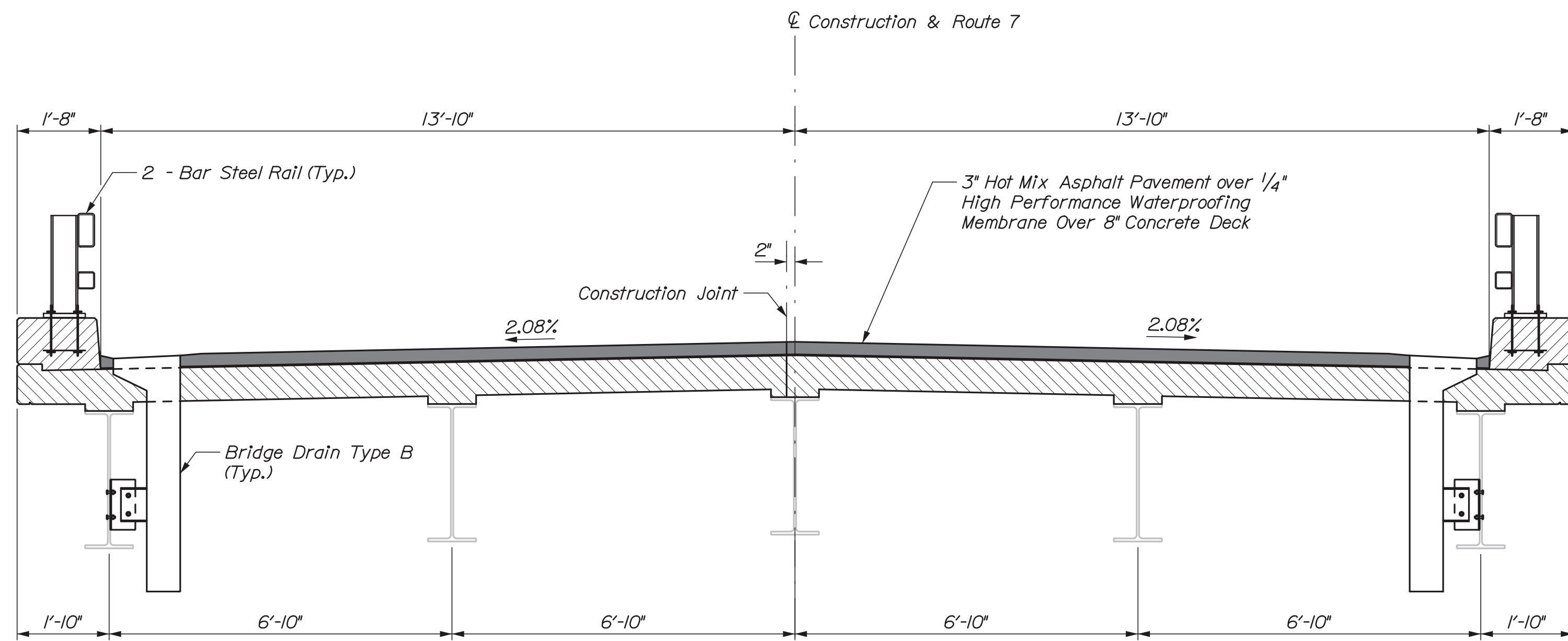
Username:

Division:

Filename: 015_Superstructure Plan.dgn



DECK PLAN



TRANSVERSE SECTION

SUPERSTRUCTURE NOTES:

- Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
- The superstructure slab concrete shall be placed in one continuous operation and the concrete shall be kept plastic one complete span behind the span being placed.
- 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 Standard Specifications Section 502 pay item.
- Due to skew angle, precast deck panels shall not be used in place of the full depth cast-in-place deck slab.
- See Sheet 18 for snow fence 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. Transverse reinforcing shall not be cut.
- The Contractor shall install transition barrier vertical closed stirrups as shown in Standard Details Section 526 prior to placement of the curb or sidewalk concrete.
- 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.

AS-BUILT
BY: *Rel* DATE:

HNTB

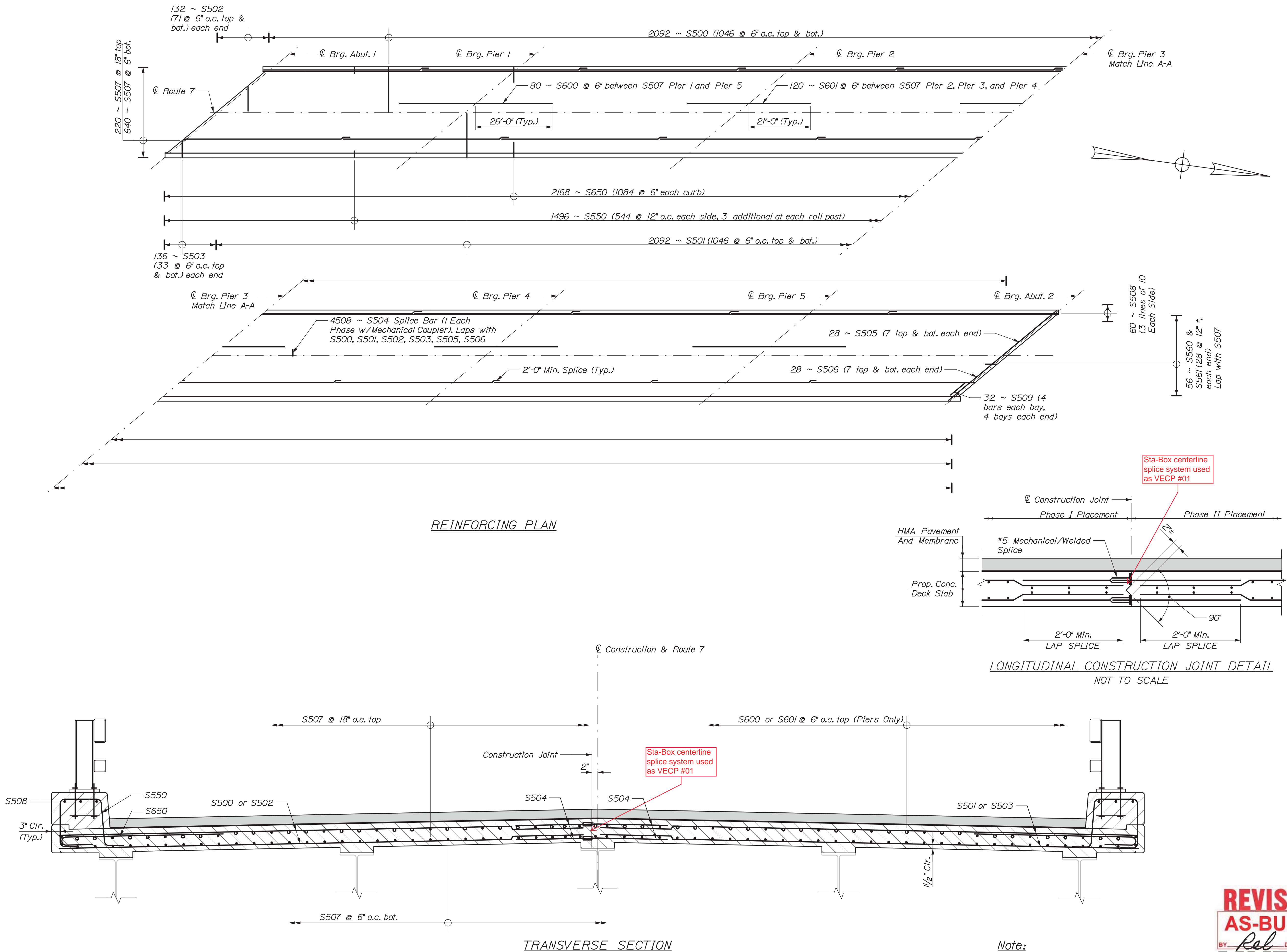
PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
DESIGNED-DETAILED	H. Walton	P. Bishop	1/17
CHECKED-REVIEWED	B. Greter	C. Martin	1/17
DESIGNED-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

Date:1/13/2017

Username:

Division:

Filename: 016_Superstructure Reinforcing.dgn



Note:
Mechanical/welded splices in the structural concrete slab are incidental to Item 502.26.

REVISED
AS-BUILT
BY *Rel* DATE
HNTB

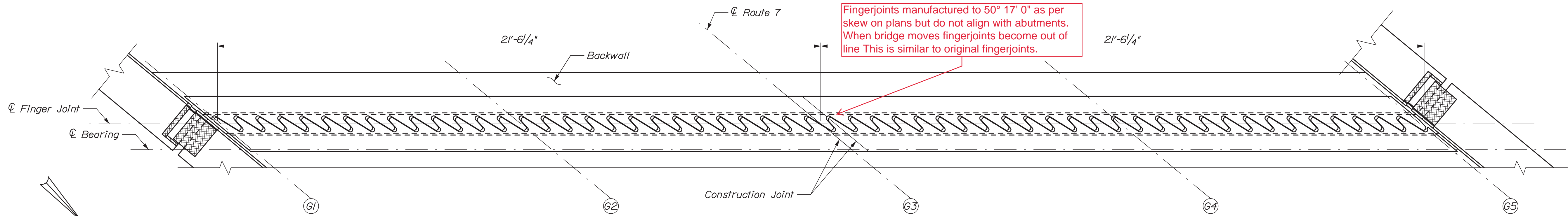
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		WIN 18972.00		BRIDGE NO. 5960	
STATE ROUTE 7 INTERSTATE 95 PLYMOUTH		PENOBSCOT COUNTY		REINFORCING PLAN	
SHEET NUMBER		16		OF 20	
PROJ. MANAGER	MICHAEL WIGHT	BY	DATE	SIGNATURE	P.E. NUMBER
DESIGN-DETAILED	H. Walton	P. Bishop	1/17		
CHECKED-REVIEWED	B. Genter	C. Martin	1/17		
DESIGN-DETAILED	-	-	-		
REVISIONS 1	-	-	-		
REVISIONS 2	-	-	-		
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REVISIONS 4	-	-	-		
FIELD CHANGES		DATE		DATE	

Date:2/10/2017

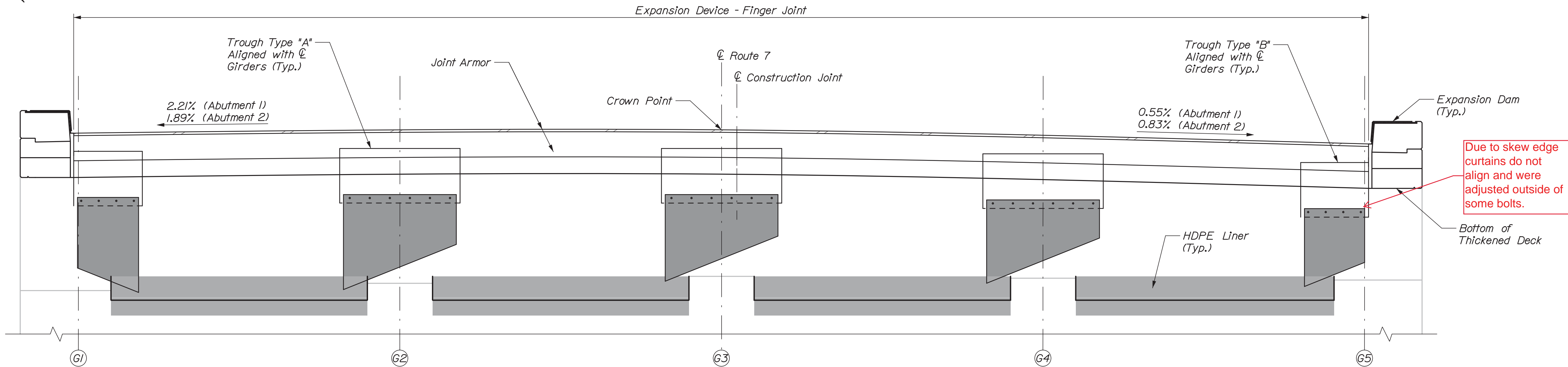
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Division:

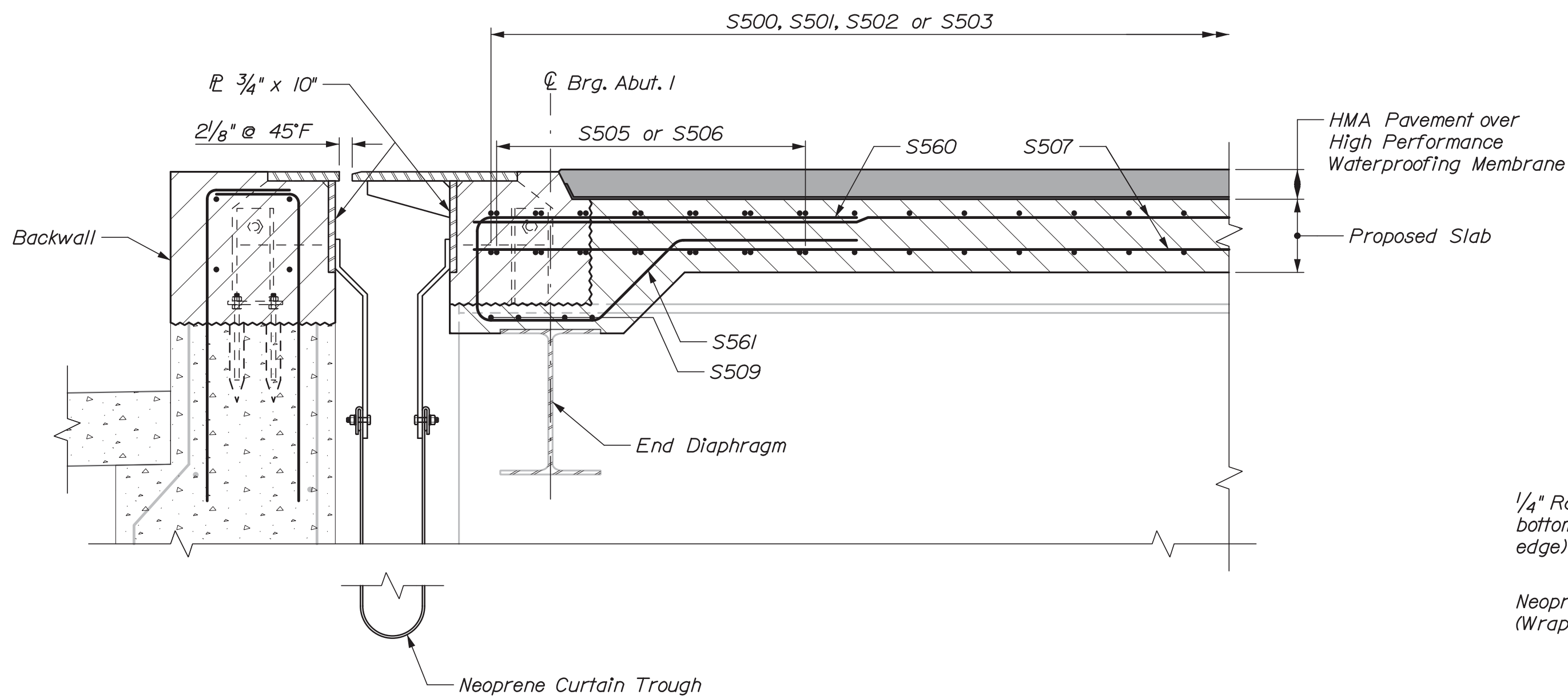
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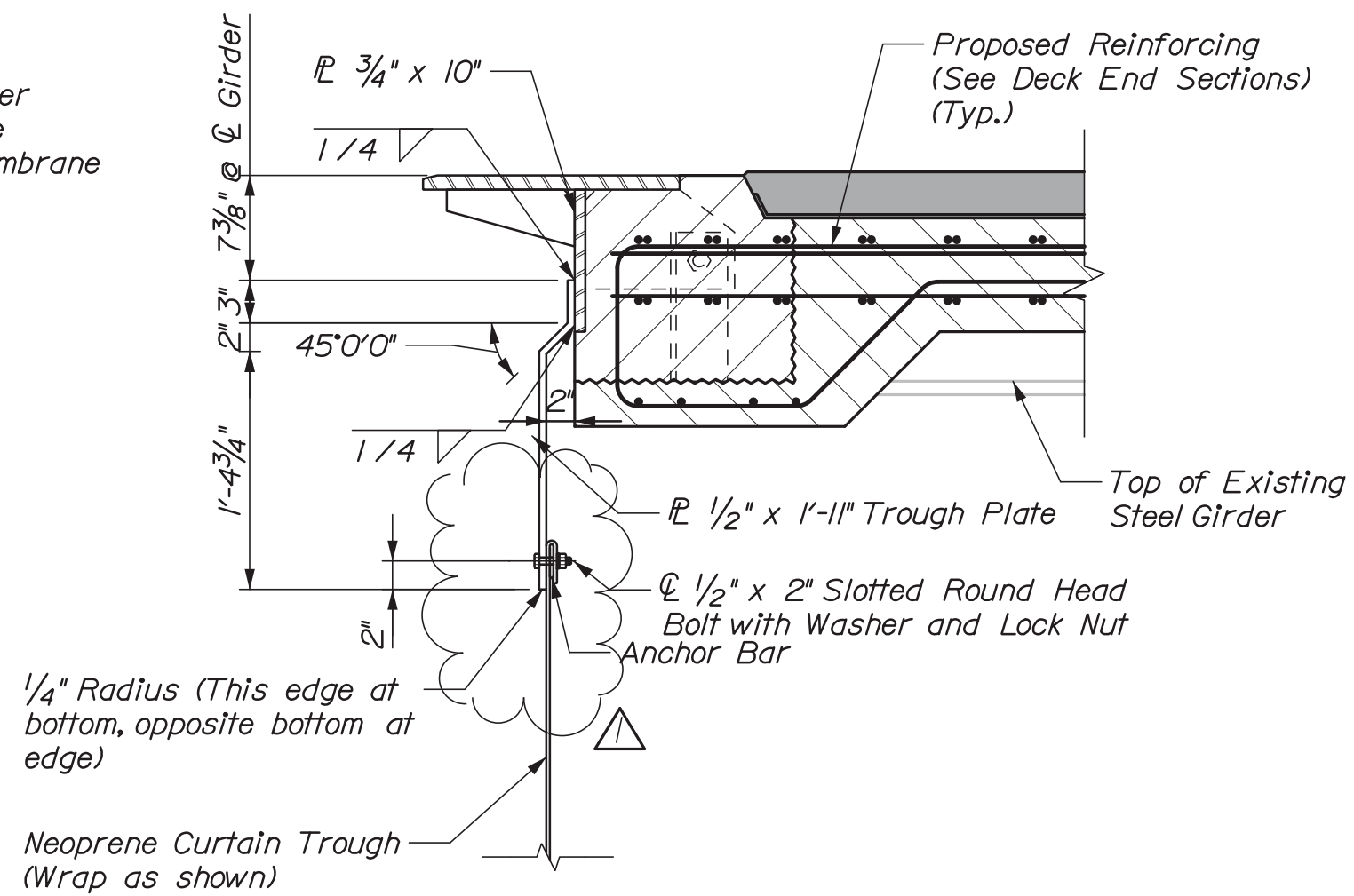
FINGER JOINT PLAN
(Abutment 1 Shown, Abutment 2 Similar)



FINGER JOINT ELEVATION
Cut Along Expansion Device Opening
(Abutment 1 Shown, Abutment 2 Similar)



LONGITUDINAL SECTION AT ABUTMENT
Section cut along Centerline of Route 7
Cut Bars To Clear Adjustment Devices as Necessary

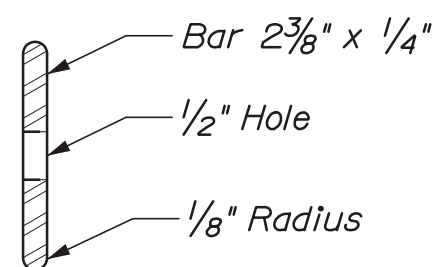
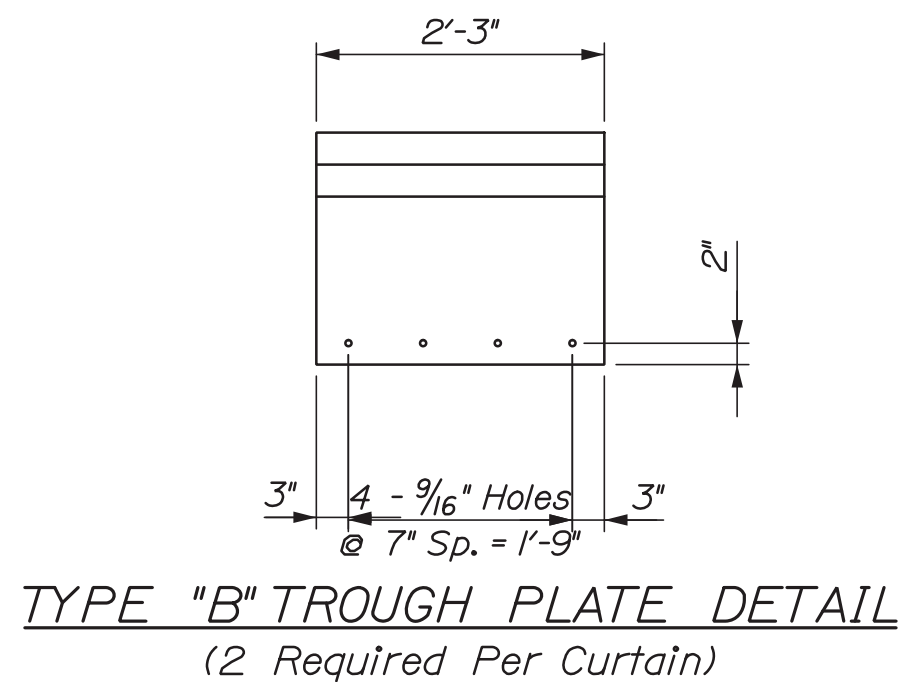
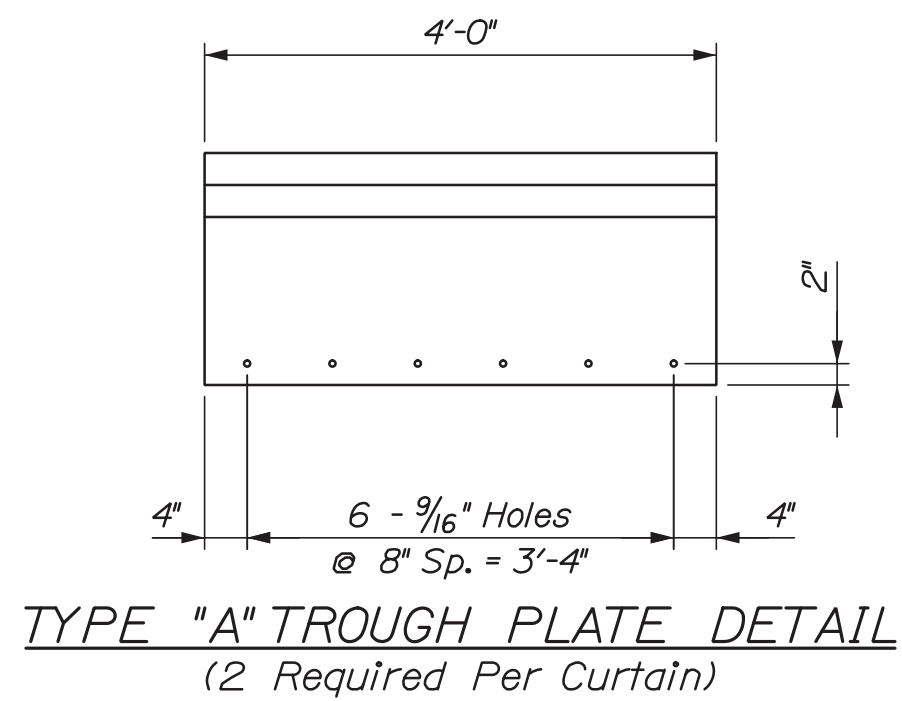


TYPICAL CURTAIN PLATE DETAIL
Section cut perpendicular to joint

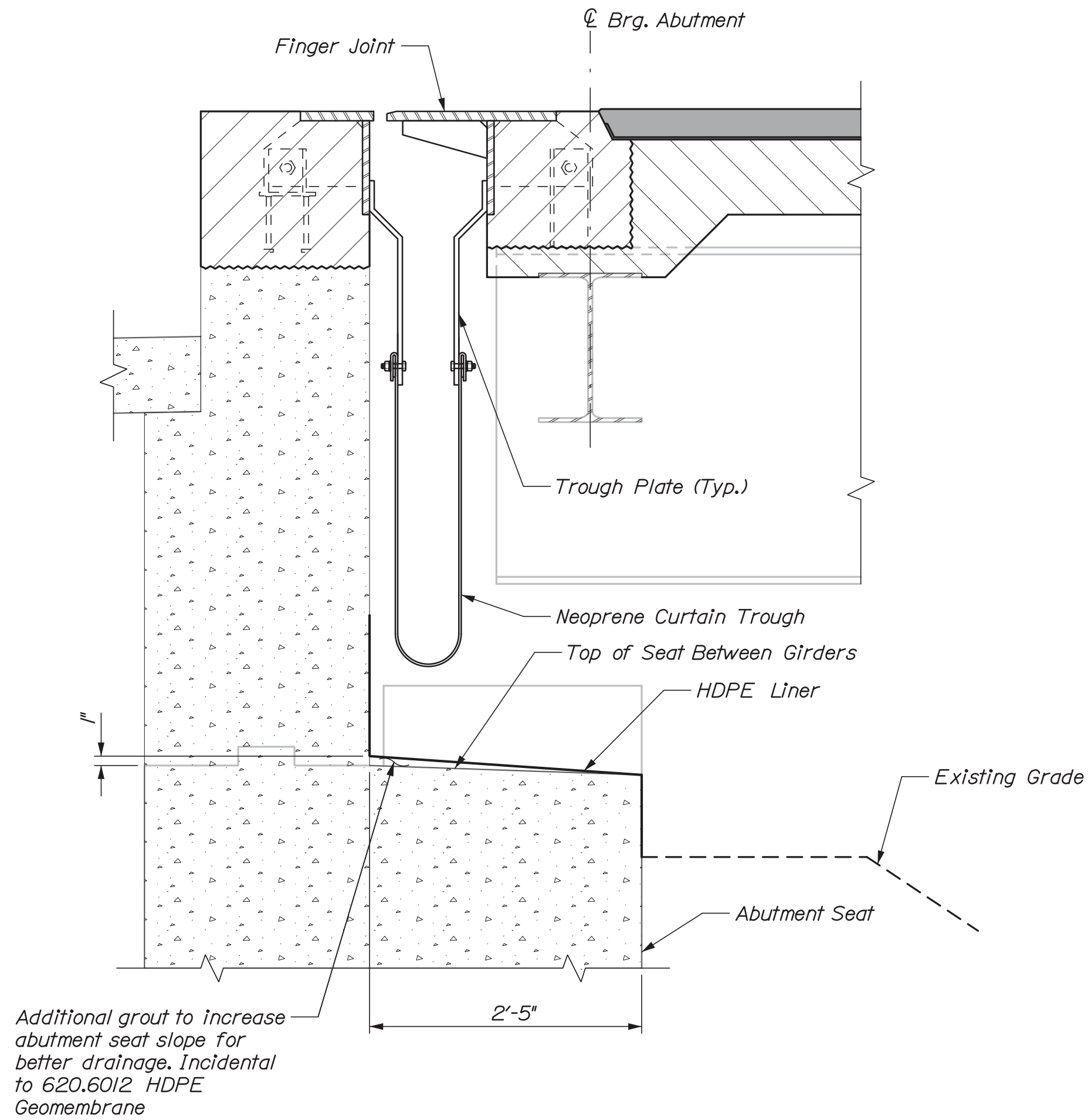
- NOTES:**
1. See standard Detail Expansion Device - Finger Joint, 521(I)(2) for notes.
 2. See Standard Details Expansion Device - Finger Joint, 521(I)(1) - 521(I)(11) for information not shown.
 3. Neoprene curtain trough is incidental to 521.23 - Finger Joint.
 4. Curb expansion dams shall be constructed in accordance with the standard details.



STATE ROUTE 7 INTERSTATE 95 PLYMOUTH		PENOBSCOT COUNTY		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
EXPANSION DEVICE AND TROUGH		REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES		SIGNATURE P.E. NUMBER DATE	
PROJECT MANAGER		MICHAEL WIGHT		BRIDGE NO. 5960	
DESIGNED-DETAILED		H. Walton		WIN 18972.00	
CHECKED-REVIEWED		B. Grenier		BRIDGE PLANS	
DESIGN2-DETAILED2		-		-	
DESIGN3-DETAILED3		-		-	
ANCHOR BAR LOCATION		ANCHOR BAR LOCATION		-	
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ANCHOR BAR LOCATION					



(Match length and hole spacing to corresponding trough plate)



SECTION THROUGH CURTAIN TROUGH AT ABUTMENT
N.T.S.

1. *Fabrication and materials for the curtain trough, including galvanization of steel components, shall be in accordance with the provisions of Section 52I of the Standard Specification.*
2. *Payment for curtain plates shall be considered incidental to the respective expansion device - finger joint pay item.*
3. *Payment for neoprene curtain troughs, including anchor bars and hardware, will be made under Item 52I.23 - Finger Joint.*
4. *HDPE liner shall be installed in the locations shown on the design drawings and securely fastened in accordance with Section 620 Special Provision. Payment for the HDPE liners will be made under Item 620.60I2 HDPE Geomembrane.*
5. *The Contractor shall take care in the installation of the HDPE membrane that the extruded anchors are completely undamaged and installed in the cementitious substrate and in accordance with the manufacturer's recommendations. Payment for all work and materials needed to install the HDPE membrane and where required, the grout bedding, shall be considered paid for under pay item 620.60I2, HDPE Geomembrane.*
6. *Where HDPE liner is to be installed, roughen existing surface 1/2" and apply 1/2" thick grout to the prepared surface maintaining existing cross slope to drain. Preparation of the existing surface shall be considered incidental to the pay item 620.60I2 HDPE Geomembrane.*
7. *Curtain dimensions are based on As-Built plans, Contractor shall verify all curtain dimensions in the field.*

STATE ROUTE 7 INTERSTATE 95 PENOBSCOT COUNTY PLYMOUTH	PROJ. MANAGER	MICHAEL WIGHT	BY	DATE
	DESIGN-DETAILED	H. Walton	P. Bishop	N/7
	CHECKED-REVIEWED	B. Grenier	C. Morin	N/7
	DESIGN2-DETAILED2	-	-	-
	DESIGN3-DETAILED3	-	-	-
	REVISIONS 1	-	-	P.E. NUMBER
	REVISIONS 2	-	-	-
	REVISIONS 3	-	-	-
	REVISIONS 4	-	-	DATE
	FIELD CHANGES	-	-	-
TROUGH DETAILS	BRIDGE NO 5960			
	BRIDGE PLANS			

Date:2/14/2017

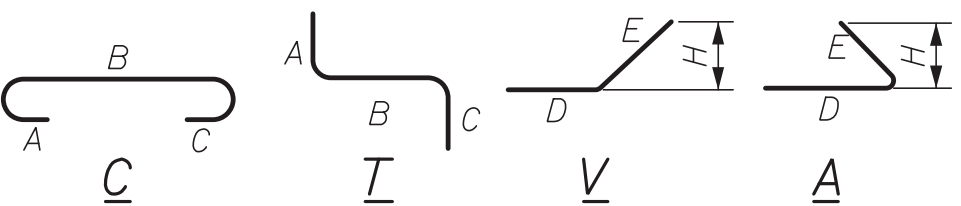
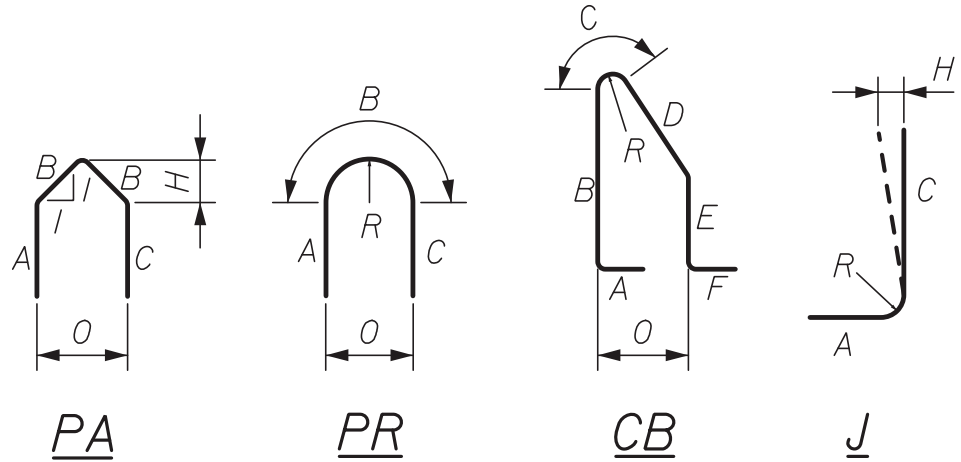
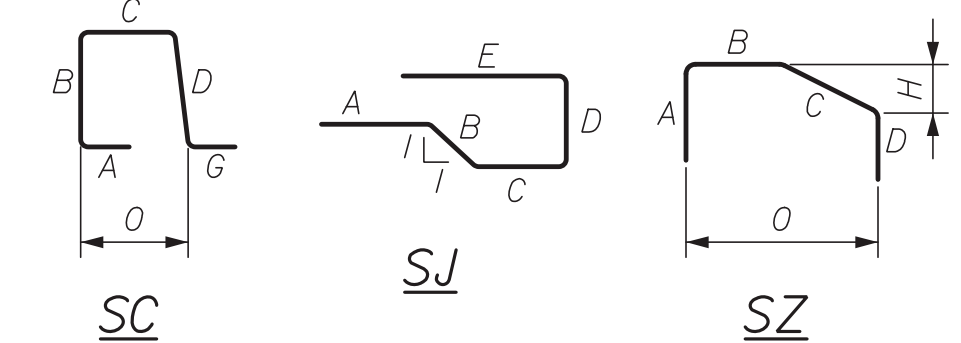
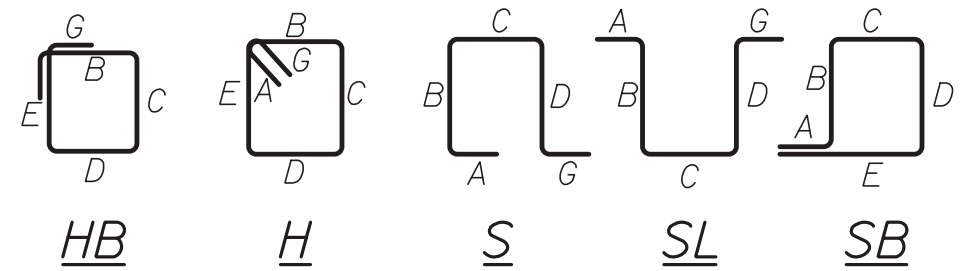
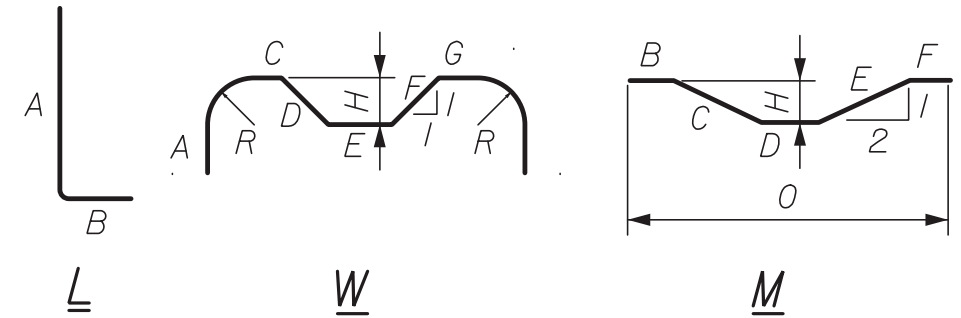
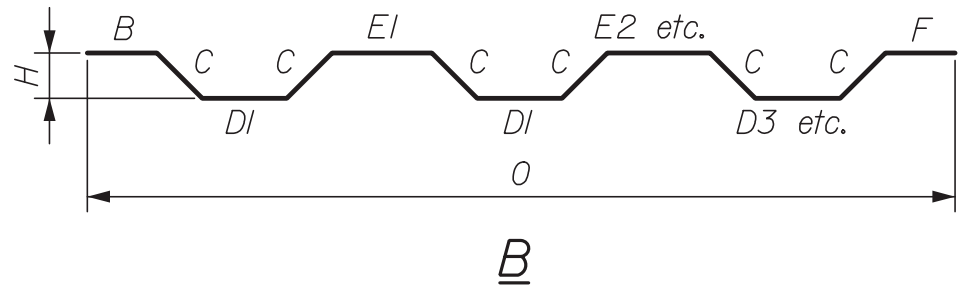
Username:

Division:

Filename: 020_Reinforcing Schedule.dgn

STRAIGHT BARS					BENT BARS															
MARK	QTY.	LENGTH	INCREMENT	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	INCREMENT	LOCATION
Abutment No. 1					Abutment No. 1															
A500*	4	21'-0 1/2"		Phase I Backwall Longitudinal	A550*	88	3'-0 1/2"	L	2'-2 1/2"	10"										Backwall Stirrups
A501*	4	21'-7"		Phase II Backwall Longitudinal	A551*	6	5'-5"	S	0"	2'-0"	1'-5"	2'-0"			0"					Front Wingwall Stirrups
A502*	8	2'-3"		Splice Bars	A552*	43	4'-10 1/4"	S	0"	1'-3"	2'-4 1/4"	1'-3"			0"					Back Wingwall/Curb Stirrups
A503*	7	12'-8 1/4"		Corbelled Curb/Wingwall Long.	A553*	43	4'-11 1/4"	SZ	1'-4"	1'-5 1/4"	11"	1'-3"				1"	2'-4 1/4"			Front Wingwall/Curb Stirrups
A504*	2	12'-2"		Corbelled Wingwall Bottom Bar	A554*	86	3'-8 1/4"	L	1'-3"	2'-5 1/4"										Wingwall Stirrups
A505*	9	10'-7 3/4"		Cut Curb/Wingwall Longitudinal	A555*	8	3'-5"	L	1'-5"	2'-0"										Backwall/Wingwall Tie
A506*	4	3'-11"		Cut Wingwall Vertical	A556*	8	3'-7"	V				1'-7"	2'-0"			1'-6 1/2"				Backwall/Wingwall Tie
Abutment No. 2					A557*	4	2'-2"	L	1'-0"	1'-2"										Cut Wingwall Front Dowel Bar
					A558*	5	3'-9"	SC	0"	0"	1'-5"	1'-2"				1'-2"		2'-2"		Cut Wingwall Front Dowel Stirrups
					A559*	3	6'-8"	SZ	2'-0"	1'-6"	1'-2"	2'-0"					10"	2'-4"		Wingwall Corbel Vertical Stirrups
B500*	4	21'-0 1/2"		Phase I Backwall Longitudinal	A560*	1	4'-4 1/4"	S	1'-3"	1'-3"	1'-10 1/4"	1'-3"			0"					Back Corbel WW/Curb Stirrups
B501*	4	21'-7"		Phase II Backwall Longitudinal	A561*	1	4'-5 1/4"	SZ	1'-4"	11 1/4"	11"	1'-3"				1"	1'-10 1/4"			Front Corbel WW/Curb Stirrups
B502*	8	2'-3"		Splice Bars	A562*	1	6'-2"	S	0"	2'-0"	2'-2"	2'-0"			0"					Corbel Wingwall Bottom Stirrups
B503*	7	12'-8 1/4"		Corbelled Curb/Wingwall Long.	A563*	3	1'-2"	L	8"	6"										Cut Wingwall Seat Reinforcing
B504*	2	12'-2"		Corbelled Wingwall Bottom Bar	Abutment No. 2															
B505*	9	10'-7 3/4"		Cut Curb/Wingwall Longitudinal	B550*	88	3'-0 1/2"	L	2'-2 1/2"	10"										Backwall Stirrups
B506*	4	3'-11"		Cut Wingwall Vertical	B551*	6	5'-5"	S	0"	2'-0"	1'-5"	2'-0"			0"					Front Wingwall Stirrups
Deck Slab and Curb					B552*	43	4'-10 1/4"	S	0"	1'-3"	2'-4 1/4"	1'-3"			0"					Back Wingwall/Curb Stirrups
S500*	2092	14'-10"		Phase I Top & Bot. Transverse	B553*	43	4'-11 1/4"	SZ	1'-4"	1'-5 1/4"	11"	1'-3"				1"	2'-4 1/4"			Front Wingwall/Curb Stirrups
S501*	2092	15'-2"		Phase II Top & Bot. Transverse	B554*	86	3'-8 1/4"	L	1'-3"	2'-5 1/4"										Wingwall Stirrups
S502*	132	1'-6" to 14'-10"	0'-5"	Phase I Top & Bot. Transverse	B555*	8	3'-5"	L	1'-5"	2'-0"										Backwall/Wingwall Tie
S503*	136	1'-5" to 15'-2"	0'-5"	Phase II Top & Bot. Transverse	B556*	8	3'-7"	V				1'-7"	2'-0"			1'-6 1/2"				Backwall/Wingwall Tie
S504*	4508	2'-3"		Splice Bars	B557*	4	2'-2"	L	1'-0"	1'-2"										Cut Wingwall Front Dowel Bar
S505*	28	23'-2 1/2"		Phase I End Slab Skewed Bars	B558*	5	3'-9"	SC	0"	0"	1'-5"	1'-2"				1'-2"		2'-2"		Cut Wingwall Front Dowel Stirrups
S506*	28	23'-9"		Phase II End Slab Skewed Bars	B559*	3	6'-8"	SZ	2'-0"	1'-6"	1'-2"	2'-0"					10"	2'-4"		Wingwall Corbel Vertical Stirrups
S507*	840	56'-2"		Longitudinal Bars	B560*	1	4'-4 1/4"	S	1'-3"	1'-3"	1'-10 1/4"	1'-3"			0"					Back Corbel WW/Curb Stirrups
S508*	60	56'-4"		Curb Longitudinal Bars	B561*	1	4'-5 1/4"	SZ	1'-4"	11 1/4"	11"	1'-3"				1"	1'-10 1/4"			Front Corbel WW/Curb Stirrups
S509*	32	9'-11"		End Slab Skewed Bars	B562*	1	6'-2"	S	0"	2'-0"	2'-2"	2'-0"			0"					Corbel Wingwall Bottom Stirrups
					B563*	3	1'-2"	L	8"	6"										Cut Wingwall Seat Reinforcing
S600*	80	52'-0"		Pier 1, Pier 5 Longitudinal	Deck Slab and Curb															
S601*	120	42'-0"		Pier 2, Pier 3, Pier 4 Longitudinal	S550**	1496	5'-9 1/2"	SC	10"	1'-5 3/4"	1'-2"	1'-5 3/4"				10"		1'-5"		Curb Reinforcement (Bridge)
					S560*	56	2'-11 1/2"	L	11 1/4"	2'-0"										Top Deck End Stirrup
					S561*	56	4'-10 3/4"	SJ	2'-0"	9 1/2"	1'-2"	11 1/4"	0"							Bottom Deck End Stirrup
					S650*	2168	5'-11"	C	8"	5'-0"	0"									Overhang Hook
			</																	

TYPE - BENDING DIAGRAMS



* Bar is incidental to related concrete pay item.
+ Bar is stainless steel.

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 & ASTM A 955

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 'B805' = 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 scheduled on the plans.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WIN 18972.00
BRIDGE NO. 5960

STATE ROUTE 7
INTERSTATE 95
PLYMOUTH
PENOBSCOT COUNTY
REINFORCING
STEEL SCHEDULE

SHEET NUMBER
20
OF 20