

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



SPECIFICATIONS

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

DESIGN LOADING

Strength I Case - Live Load HL - 93 Modified
All Other Cases HL - 93

TRAFFIC DATA

Current (2010) AADT 320
Future (2020) AADT 450
DHV - % of AADT 14
Design Hour Volume 81
Heavy Trucks (% of AADT) 4
Heavy Trucks (% of DHV) 5
Directional Distribution (% of DHV) 71
18 kip Equivalent P 2.0 3
18 kip Equivalent P 2.5 3
Design Speed (mph) 35

HYDROLOGIC DATA

Drainage Area 56.023 sq mi
Design Discharge (Q50) 2574.6 cfs
Check Discharge (Q100) 2925.9 cfs
Headwater Elevation (Q50) 98.79 ft
Headwater Elevation (Q100) 99.44 ft
Discharge Velocity (Q50) 2.83 fps
Discharge Velocity (Q100) 3.03 fps

MATERIALS

Concrete:
Structural Wearing Surface Class "LP"
Barriers, Curbs, Sidewalks & Transition Barriers Class "LP"
Precast Class "P"
All Other Class "A"
Reinforcing Steel ASTM A 615, Grade 60
Prestressing Strands AASHTO 203 (ASTM A 416),
Grade 270, Low Relaxation
Structural Steel:
All Material (except as noted) ASTM A 709, Grade 50 (galvanized)
High Strength Bolts ASTM A 325, Type 3 (galvanized)

BASIC DESIGN STRESSES

Concrete - Class "A" f'c = 4,350 psi
Concrete - Class "LP" f'c = 5,075 psi
Concrete - Class "P" f'c = 6,000 psi/min.
Reinforcing Steel fy = 60,000 psi
Prestressing Strand Fμ = 270,000 psi
Structural Steel:
ASTM A 709, Grade 50 Fy = 50,000 psi
ASTM A 325 Fμ = 120,000 psi

UTILITIES

None

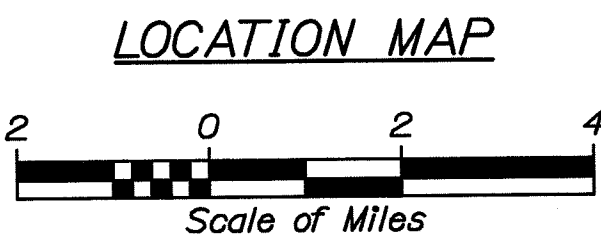
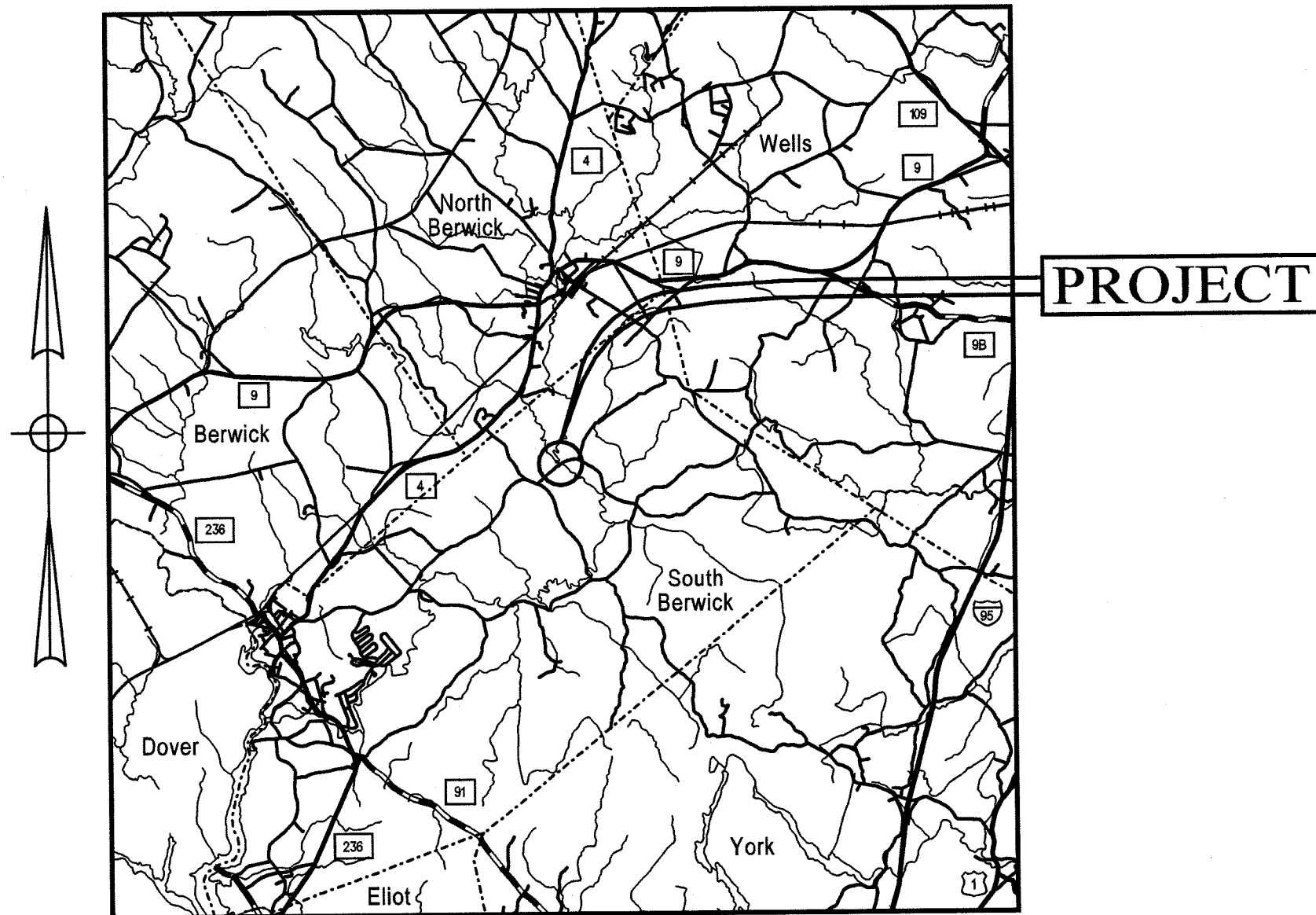
MAINTENANCE OF TRAFFIC

The bridge will be closed during construction. Traffic shall be detoured as shown on the Detour Plan.

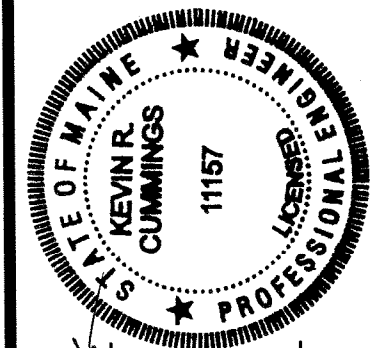
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SOUTH BERWICK
YORK COUNTY
GREAT HILL BRIDGE
OVER
GREAT WORKS RIVER
GREAT HILL ROAD
FEDERAL AID PROJECT NO. BR-1674(900)X
PROJECT LENGTH 0.114 mi.
BRIDGE REPLACEMENT
BRIDGE NO. 1236



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
		8/19/10
	COMMISSIONER	8/19/10



SIGNATURE	P.E. NUMBER	DATE
	11157	8-19-10

PROJECT INFORMATION	
PROGRAM	BRIDGE
PROJECT MANAGER	KRC
DESIGNER	JRV
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

SOUTH BERWICK GREAT HILL BRIDGE	TITLE SHEET
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SHEET NUMBER
1
OF 17

Date: 8/18/2010

Username: Joel.R.Veilleux

Division: BRIDGE

Filename: \\00\BRIDGE\MSTA\001_Title.dgn

PIN 16749.00

BR-1674(900)X

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
203.20	COMMON EXCAVATION	925	CY
203.24	COMMON BORROW	400	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	850	CY
403.210	HOT MIX ASPHALT 9.5 MM HMA	320	T
409.15	BITUMINOUS TACK COAT - APPLIED	50	G
531.50	BRIDGE STRUCTURE - DESIGN BUILD	1	LS
606.23	GUARDRAIL TYPE 3C - SINGLE RAIL	463	LF
606.231	GUARDRAIL TYPE 3C - 15 FOOT RADIUS AND LESS	25	LF
606.265	TERMINAL END _ SINGLE RAIL GALVANIZED	1	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	8	EA
606.78	LOW VOLUME GUARDRAIL ENDS - TYPE 3	3	EA
610.16	HEAVY RIPRAP	1400	CY
613.319	EROSION CONTROL BLANKET	10	SY
615.07	LOAM	30	CY
618.1411	SEEDING METHOD NUMBER 3 - PLAN QUANTITY	5	UN
619.1201	MULCH - PLAN QUANTITY	7	UN
619.1401	EROSION CONTROL MIX	4	CY
620.58	EROSION CONTROL GEOTEXTILE	750	SY
629.05	HAND LABOR, STRAIGHT TIME	80	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	80	HR
631.14	GRADER (INCLUDING OPERATOR)	20	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	80	HR
639.18	FIELD OFFICE TYPE A	1	EA
652.312	TYPE III BARRICADE	6	EA
652.33	DRUM	10	EA
652.34	CONE	20	EA
652.35	CONSTRUCTION SIGNS	237	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES (264 CD)	1	LS
652.38	FLAGGER	48	HR
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS

APPROACH EMBANKMENT NOTES

1. The designer shall evaluate settlement of the clay soils due to proposed embankment construction behind the proposed abutments using the final design fill elevations and slope extents. Preliminary estimates of settlement based on an assumed fill are presented in the project Geotechnical Report and are on the order of 9 to 10 inches based on assumed fill heights of up to 12 feet. Proposed embankments shall be engineered to accommodate the calculated settlements.
2. If the designer determines that preconsolidation is required due to underlying clay deposits (e.g., in embankments), evaluation of changes in clay shear strengths during staged construction and minimum surcharge fill heights should be performed in accordance with accepted procedures such as the methods described in Ladd, 1991("Stability evaluation During Staged Construction", Journal of Geotechnical Engineering, ASCE, Vol. 117, April pp. 540-615) and Stewart, et al, 1994 ("Settlement of Large Mat on Deep Compressible Soil", Proceedings of Settlement '94 Conference, ASCE Specialty Geotechnical Conference, Special Publication No. 40, Vol. 2, pp. 842-859), respectively.
3. An instrumentation program to monitor vertical and/or lateral embankment deformations and soil pore pressures in the clays shall be established to monitor settlement. No construction shall be allowed until baseline pore pressures or movement data are collected. The instrumentation shall be left in working condition until the Department deems that the instrumentation has served its purpose.
4. No piles shall be installed until at least ninety percent (90%) of primary consolidation of compressible soils is complete. The Department's concurrence with the instrumentation data and the interpretation of 90% consolidation is required prior to driving of piles.
5. The use of lightweight fill materials is permitted.
6. If the embankment design does not incorporate the use of preconsolidation and/or lightweight fills to eliminate post construction settlements, the pile design shall take downdrag loads on the piles into account in accordance with LRFD design.
7. Stability analyses are required for the final embankment design.

RETAINING WALL NOTES

1. The high water elevation for hydrostatic design condition is the Q50 elevation.
2. PCMG walls should only be used above the ordinary mean high water elevation (Q1.1).
3. Retaining walls and abutments shall be designed to fit within the proposed Right-of-Way and shall provide a minimum five (5) foot separation from the base of the wall to the proposed Right-of-Way for maintenance purposes.
4. For the strength limit state, the factored bearing pressure shall not exceed 4 ksf for footings less than 8 feet wide and 5 ksf for footings 8 to 12 feet wide. For the service limit state the factored bearing pressure shall not exceed 3 ksf.

GENERAL CONSTRUCTION NOTES

1. The existing substructure shall be removed in its entirety and no portion of the existing substructureshall be incorporated in the proposed design.
2. During construction, the road will be closed to traffic for a time period specified in the Special Provisions.
3. For easements, construction limits and right of way lines, refer to Right of Way Map.
4. Toes-of-slopes as shown on the plans produce the maximum allowable wetland impacts. Any changes to these toes-of-slopes shall result in a reduction of impacted wetland areas and must stay within the right of way lines.
5. 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 Contract items.
6. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.
7. In areas where the Resident directs the Contractor not to excavate to the subgrade line shown on the plans, payment for removing existing pavement, grubbing, shaping, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items.
8. All excavation between the new substructures and the existing bridge from existing grade down to the neat lines of the new riprap shall be considered incidental to related contract items.
9. The stones of the existing abutments may be re-used on site as heavy riprap. The placement of the existing stones as heavy riprap shall be paid for under the related contract equipment items. Any of the existing stones not re-used on site shall become the property of the Town of South Berwick and shall be hauled to a site of the towns choosing at the contractors expense.
10. Construct the riprap shelves at each abutment to the elevations specified by the projects Detail Build - Engineer of Record. The riprap details shown in these plans are for illustration purposes only.
11. Stones which cannot be rolled or compacted into the surface of the shoulder shall be removed by hand raking. Payment for hand raking will be considered incidental to Item No. 304.10, Aggregate Subbase Course - Gravel.
12. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.
13. 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.
14. 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.
15. A Low Volume Guardrail End shall be installed concurrently with the placement of each section of beam guardrail.
16. 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,
Concrete wearing surfaces,
Concrete barrier railing,
Top of abutment backwalls and to one foot below the top of backwalls on the back side.

17. Project information referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/comprehensive-list-projects/project-information.php>.
18. The hydrologic report of the bridge site may be accessed at the MaineDOT web address. The hydrologic report is based on MaineDOT's interpretation of the information obtained for the subject site. No assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.
19. The hydraulic opening and vertical clearance, as shown on the profile, is the minimum allowable. Any changes to this hydraulic opening shall result in increased hydraulic opening and freeboard depth.
20. The project geotechnical report titled: Geotechnical Design Report for the Replacement of Great Hill Bridge Over Great Works River, South Berwick, Maine, Soils Report # 2010 - 20, Dated August 6, 2010 may be accessed at the MaineDOT web address.
21. Geotechnical information furnished or referred to in this plan set is for the use of the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidders' or Contractor's interpretations of, or conclusions drawn from, the geotechnical information. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between the boring locations.
22. 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.
23. The existing bridge shall be removed by and become the property of the Contractor. The steel portions of the existing bridge may be coated with a lead-based paint system. The Contractor is responsible for the containment, proper management and disposal of any 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 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 will be considered incidental to the Bridge Structure - Design Build Item.

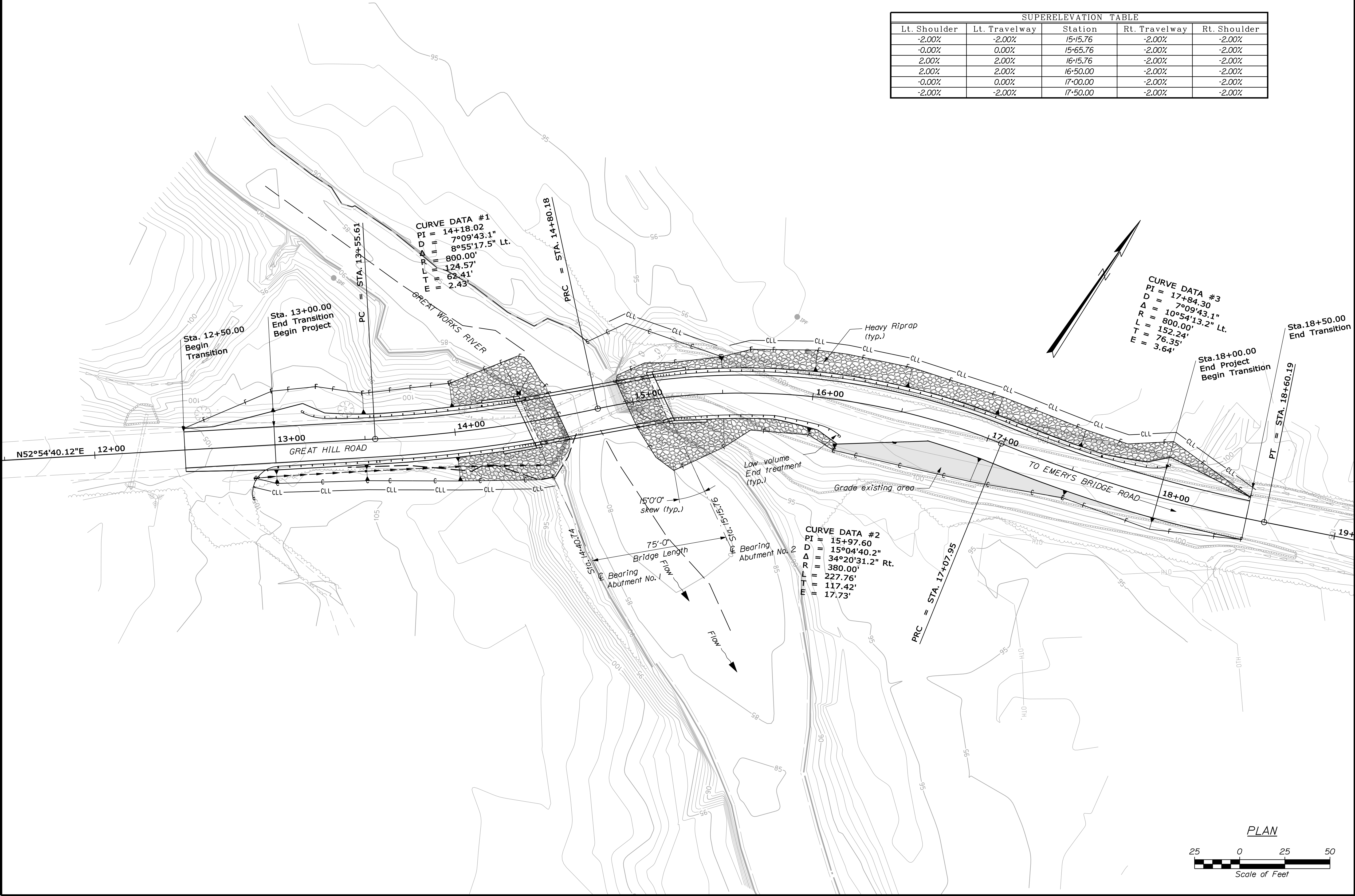
STATE OF MAINE DEPARTMENT OF TRANSPORTATION BR-1674(900)X					BRIDGE NO. 1236		PIN 16749.00		BRIDGE PLANS				
GREAT HILL BRIDGE GREAT WORKS RIVER SOUTH BERWICK YORK COUNTY	PROJ. MANAGER	K. Cumming	BY	DATE	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
	DESIGN-DETAILED	REV	ADN	MAY 2010	DESIGN-DETAILED	KM	TW						
ESTIMATED QUANTITIES													SHEET NUMBER
2													OF 17

Date:8/24/2010

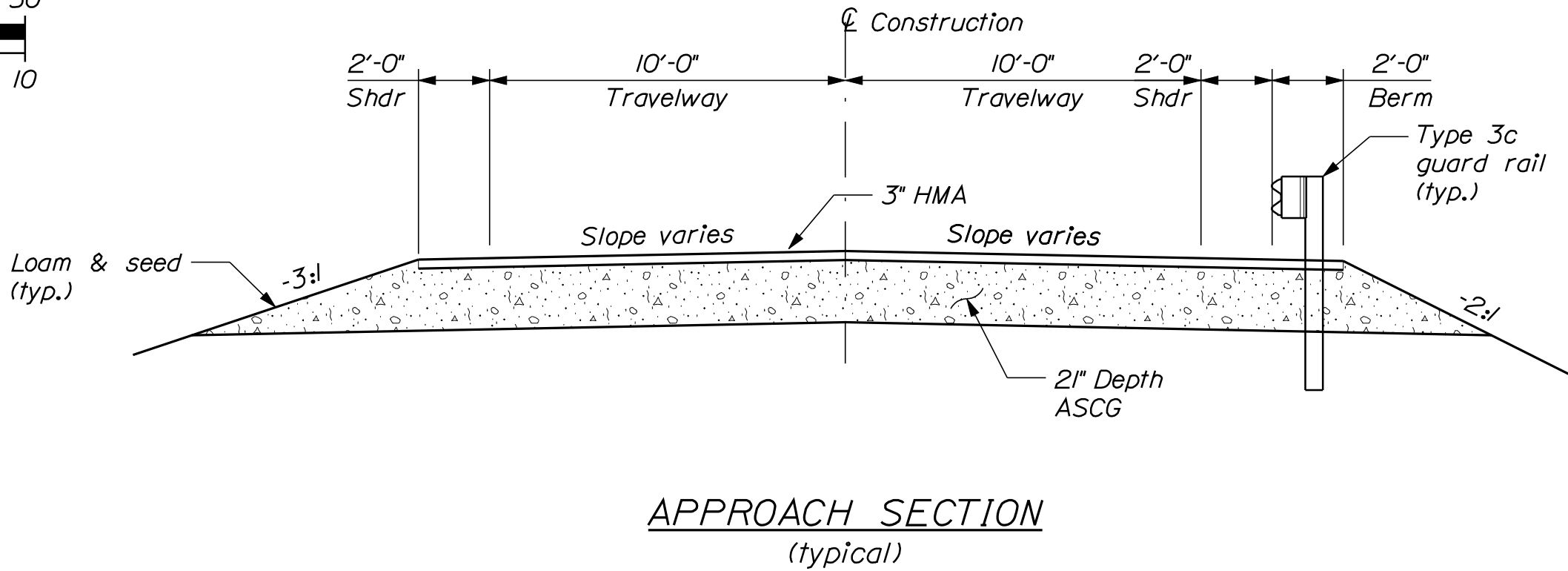
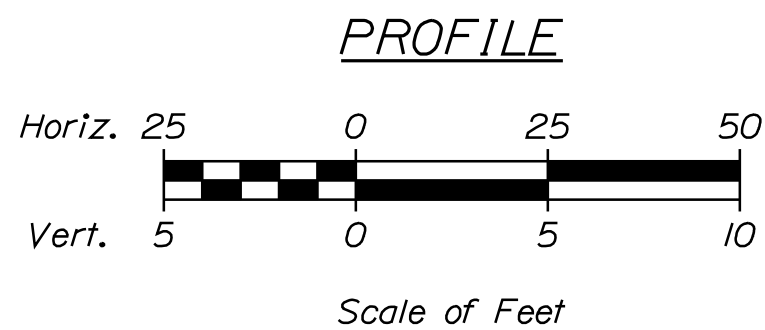
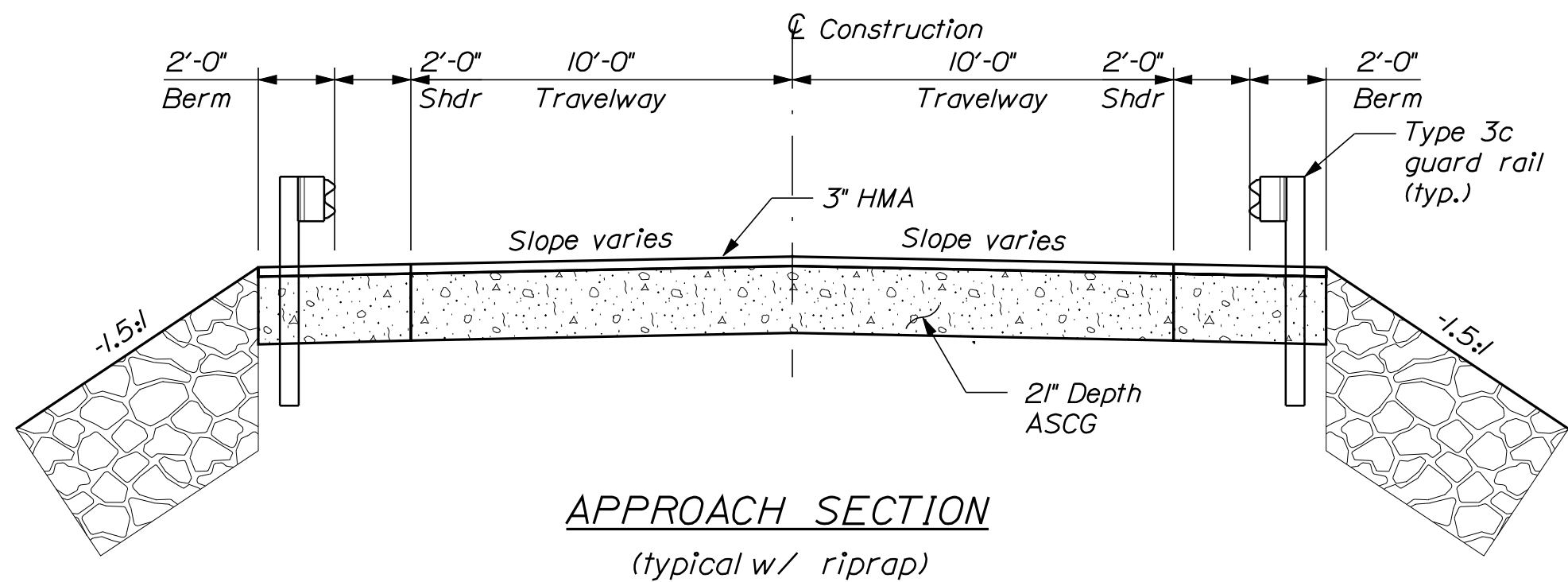
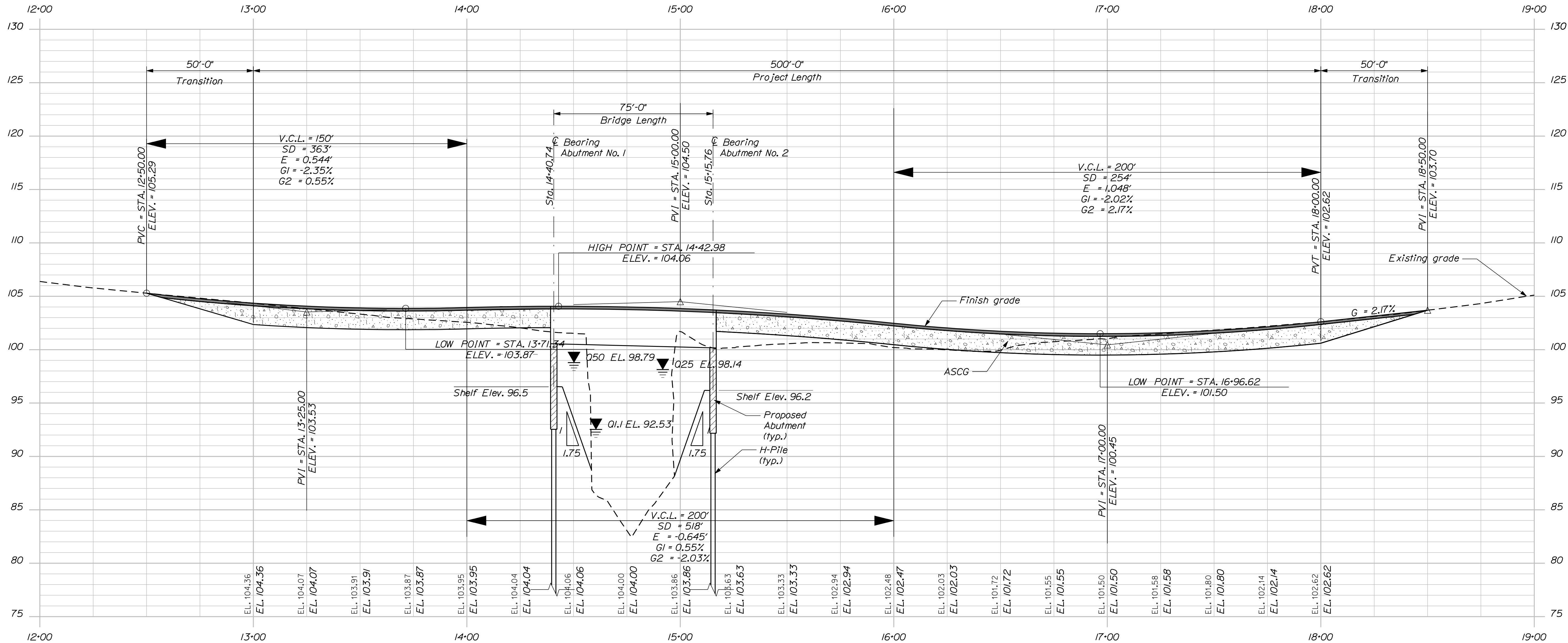
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Division: BRIDGE

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	SIGNATURE				
	P.E. NUMBER				
GREAT HILL BRIDGE GREAT WORKS RIVER SOUTH BERWICK YORK COUNTY		PROJ. MANAGER K. Cummings	BY ADN	DATE MAY 2010	DATE
GENERAL PLAN		CHECKED-REVIEWED JRV	DESIGNED-DETAILED KM	DESIGNED-DETAILED TW	REVISIONS 1
		REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
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		OF 17			



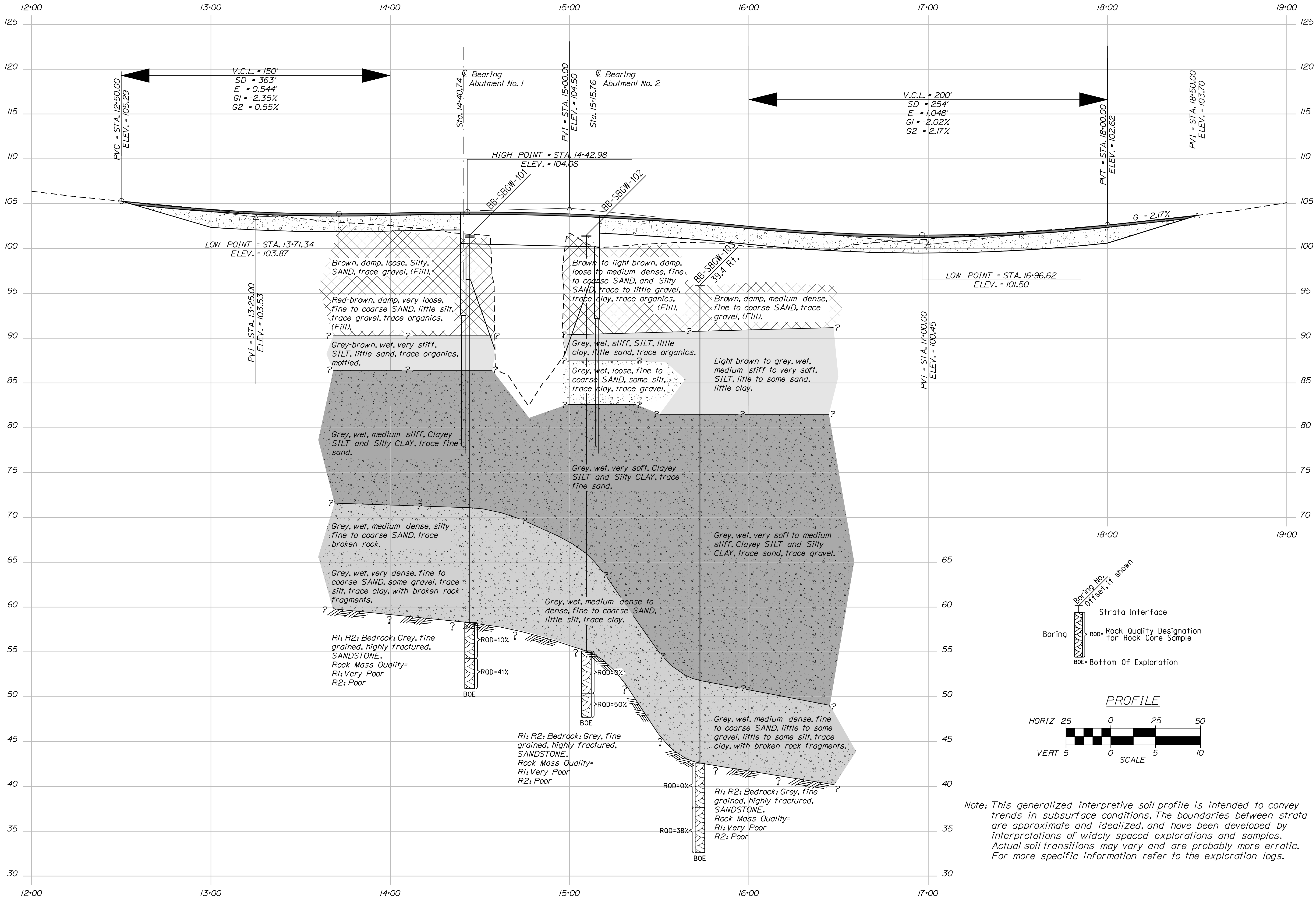
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	BRIDGE NO. 1236			
	DATE			
GREAT HILL BRIDGE GREAT WORKS RIVER SOUTH BERWICK YORK COUNTY	PROJ. MANAGER	K. Cummings	BY	DATE
	CHECKED-REVIEWED	JRV	ADN	MAY 2010
	DESIGNED-DETAILED	KM	TW	
	DESIGNED-DETAILED			
PROFILE	REVISIONS 1			
	REVISIONS 2			
	REVISIONS 3			
	REVISIONS 4			
FIELD CHANGES				
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OF 17				

Date: 8/24/2010

Username: alan.nadeau

Division: BRIDGE

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

PROJ. MANAGER	BY	DATE	SIGNATURE
K. Cummings	T. WHITE	NOV 2009	
CHECKED-REVIEWED	DESIGNED-DETAILED	REVISIONS 1	REVISIONS 2
K. MAGUIRE			
REVISIONS 3	REVISIONS 4	FIELD CHANGES	

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SUPERSTRUCTURE NOTES

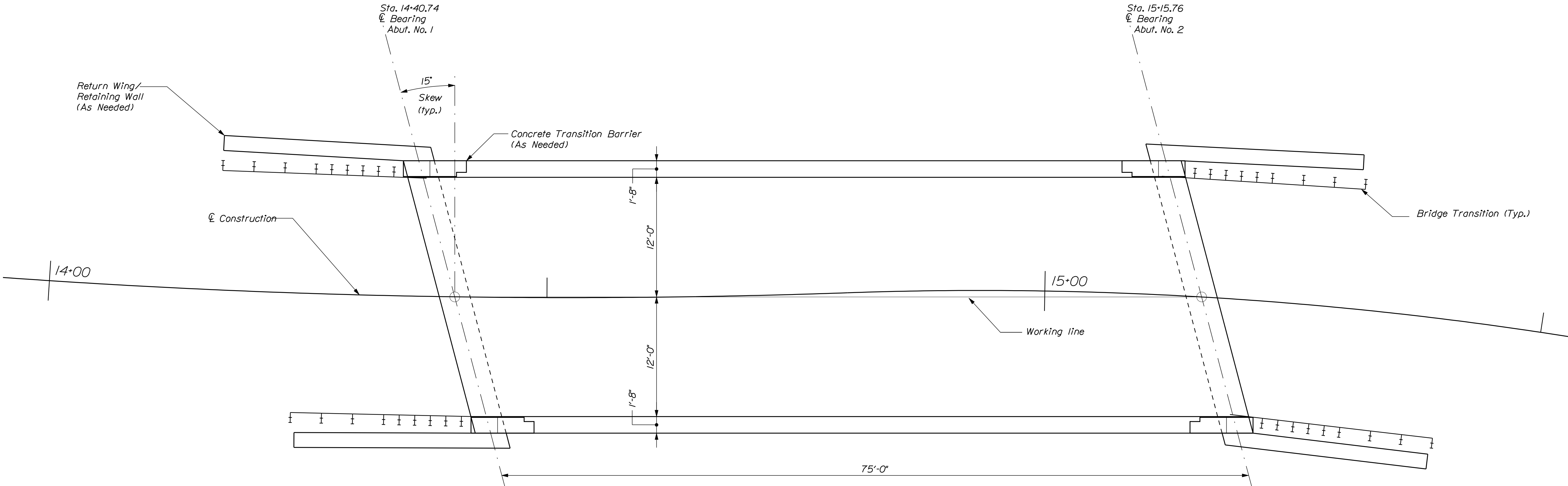
1. Superstructure elements shown on these plans are for illustration purposes only. The final design and exact location is the responsibility of the Design Build - Engineer of Record.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
4. The superstructure slab concrete shall be placed continuously and shall be kept plastic until the entire placement has been made.
5. The formwork and its supports, over the full width of the structural slab, shall remain in place until a minimum of 48 hours has elapsed after placement of the final section of the slab. After this period, removal of formwork for sections meeting the requirements for form removal of Standard Specifications Section 502, Structural Concrete, may proceed.
6. At the Contractor's option, Precast Deck Panels may be designed for in place of the full depth cast-in-place deck slab, in accordance with the Standard Details.
7. If applicable, the Resident shall approve the seals prior to fabrication of the Expansion Device.

ABUTMENT NOTES

1. Substructure elements shown on these plans are for illustration purposes only. The final design and exact location is the responsibility of the Design Build - Engineer of Record.
2. Structural Earth Excavation, Abutments and Retaining Walls, required more than 12 inches below the bottom of the structure, will be paid for in accordance with Standard Specifications Section 206, Structural Excavation.
3. Reinforcing steel shall have a minimum concrete cover of 2 inches in the walls and 3 inches in the footings unless otherwise noted.
4. For conventional abutments, place 4-in. diameter drains in the breastwall and wingwalls at 10-ft maximum spacing. The exact location will be determined by the Resident.
5. When butted precast box beam or slab type superstructures are used, the parapet portions of the wingwalls shall be placed after erection of the precast units to ensure an accurate match with the superstructure.
6. When Transition Barriers are constructed on return wingwalls, the Contractor shall install Transition Barrier vertical closed stirrups, as shown in Standard Details Section 526, prior to the placement of the curb concrete and shall provide 3 additional stirrups in the curbs at each Transition Barrier location.
7. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
8. Construct French Drains behind the abutments and wingwalls in accordance with Standard Specifications Section 512, French Drains.
9. Abutments, wingwalls and their footings shall be backfilled with Granular Borrow, Underwater Backfill. Limits will be the structural excavation limits in cut areas and a vertical plane located 10 feet behind the walls in fill areas.

PILE NOTES

1. The maximum factored pile load shall be determined by the Engineer of Record and shall be determined based on pile type and conditions. (Reference the Geotechnical Report for the force allowed for downdrag).
2. H-pile material shall be ASTM A 572, Grade 50.
3. All piles shall be equipped with a pile tip in accordance with Standard Specifications Section 501.10, Prefabricated Pile Tips.
4. Integral abutment piles shall not be out of position by more than 2 inches in any direction (6 inches for conventional abutments). Exact pile locations to be determined by the project detail build engineer.
5. The Contractor shall perform and submit a wave equation analysis for review and acceptance by the Resident. The maximum allowable driving stress is 0.90 times Fy. The submittal analyses shall include the proposed stopping criteria based on the wave equation analysis and the proposed driving system. The stopping criteria shall include the blows per inch and the number of 1-in. intervals at which pile installation may be terminated. The cost of performing the wave equation analysis will be considered incidental to Item No. 531.50, Bridge Structure, Design Build.
6. The Contractor shall perform 2 dynamic load test(s) to confirm the ultimate capacity of the piles. The required nominal resistance for the pile is the factored axial pile load divided by a resistance factor of 0.65 per LRFD Specifications. The dynamic test shall be performed on the first production pile driven at each abutment.



BRIDGE LAYOUT

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BR-1674(900)X	SHEET NUMBER	
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BRIDGE NO. 1236 PIN 16749.00	OF 17	
	BRIDGE PLANS	

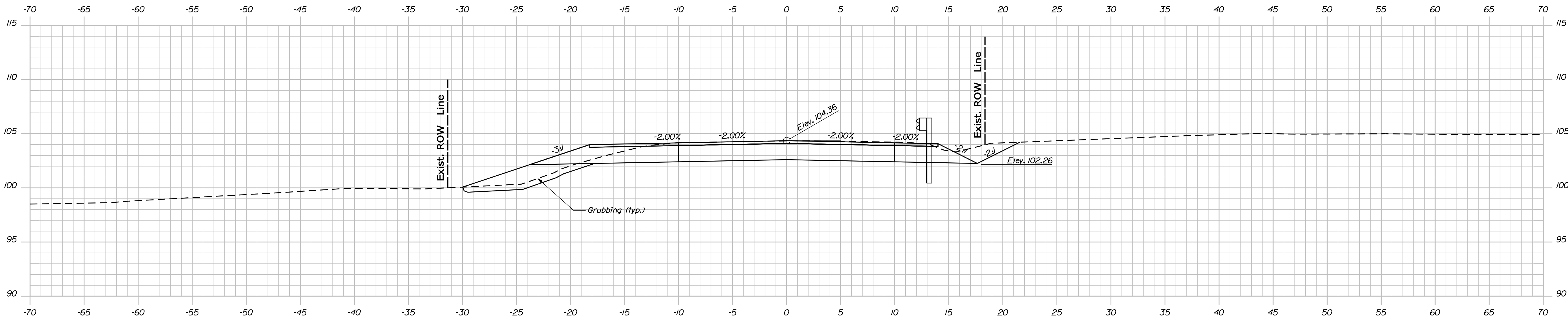
GREAT HILL BRIDGE GREAT WORKS RIVER SOUTH BERWICK YORK COUNTY		PROJECT LAYOUT	
PROJ. MANAGER K. Cummings	CHECKED JRV	DESIGNED KM	REVISIONS 1
BY ADN	TW	REVISIONS 2	REVISIONS 3
DATE MAY 2010		REVISIONS 4	FIELD CHANGES
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Date:8/24/2010

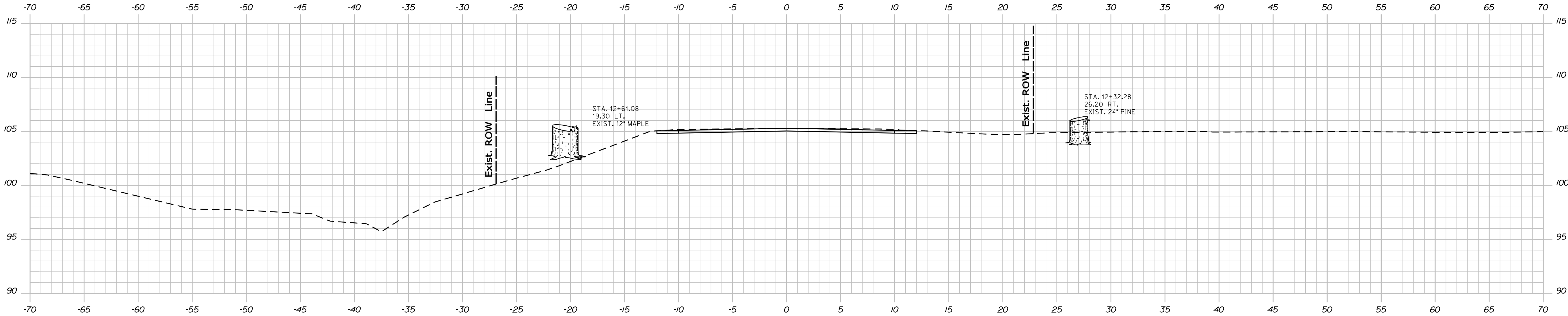
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Division: BRIDGE

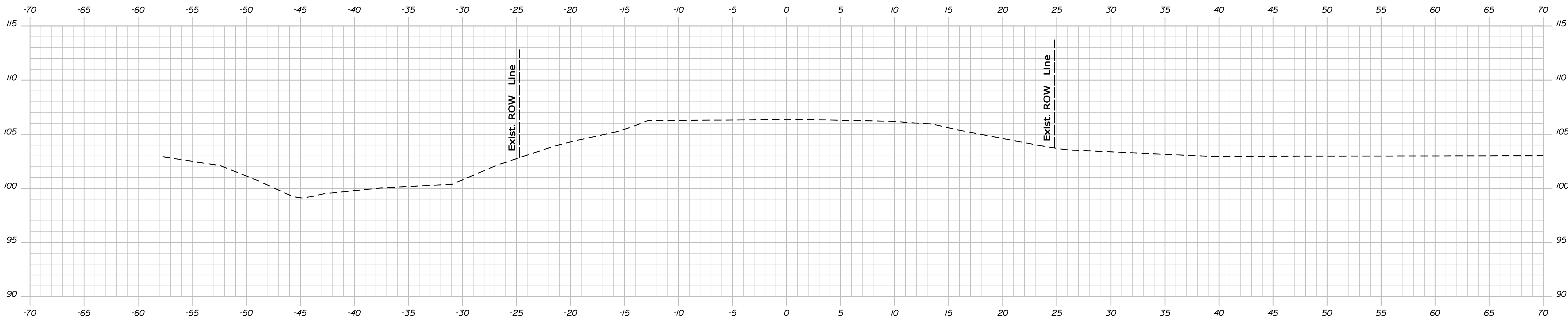
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Sta. 13+16.6' Install Low Volume Guardrail End
13+00.00
Begin Project
End Transition
Sta. 13+1.10' to Sta. 14+25.06' Install 125.00' Guardrail Type 3C



12+50.00
Begin Transition
Match Existing
Sta. 12+86.05' to Sta. 13+01.10' Install 25.00' Guardrail Type 3C



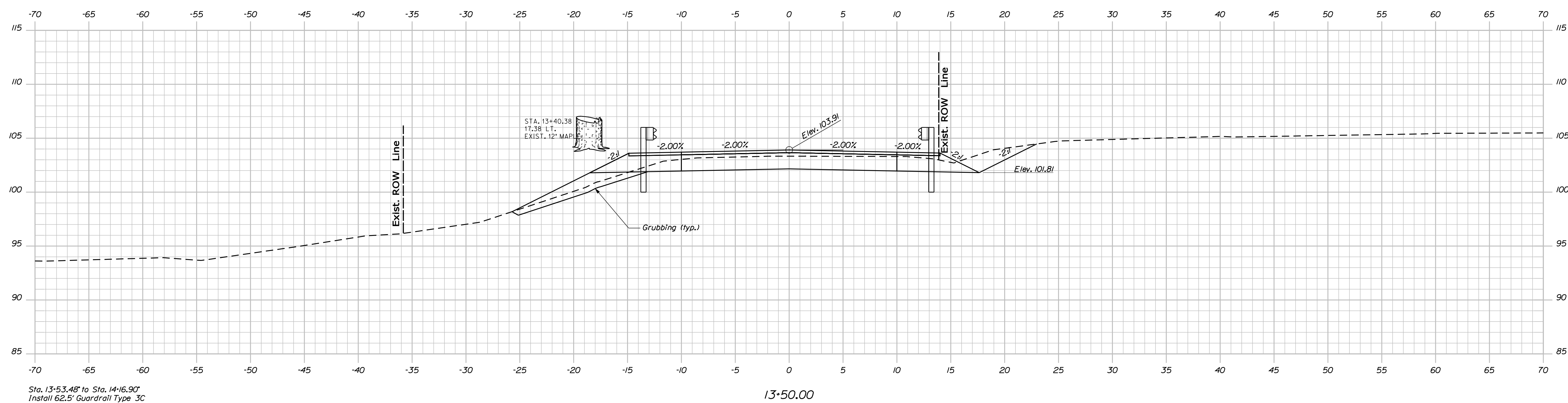
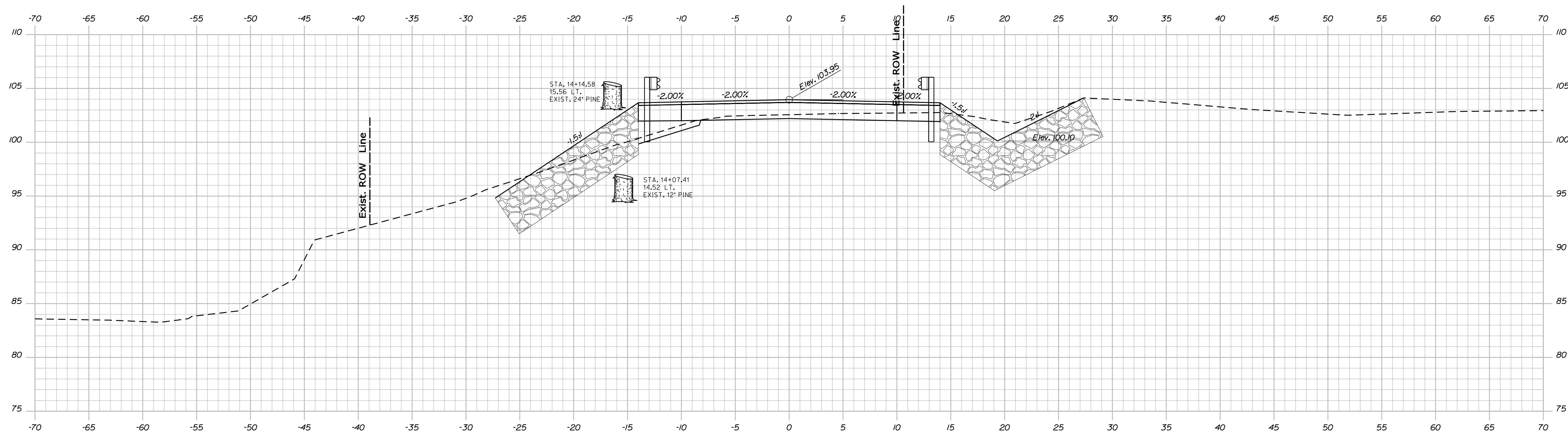
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STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
	BR-1674(900)X	
	BRIDGE NO. 1236	PIN 16749.00

PROJ. MANAGER K. Cummings	BY ADN	DATE MAY 2010
CHECKED-REVIEWED JRV	DESIGNED TW	SIGNATURE
DESIGNED-REVIEWED KM	DESIGNED TW	P.E. NUMBER
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REVISIONS 3		
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GREAT HILL BRIDGE GREAT WORKS RIVER SOUTH BERWICK YORK COUNTY	CROSS SECTIONS

SHEET NUMBER
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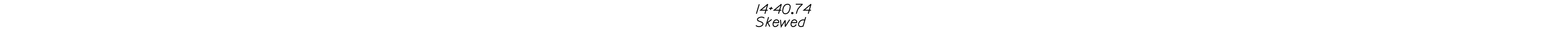
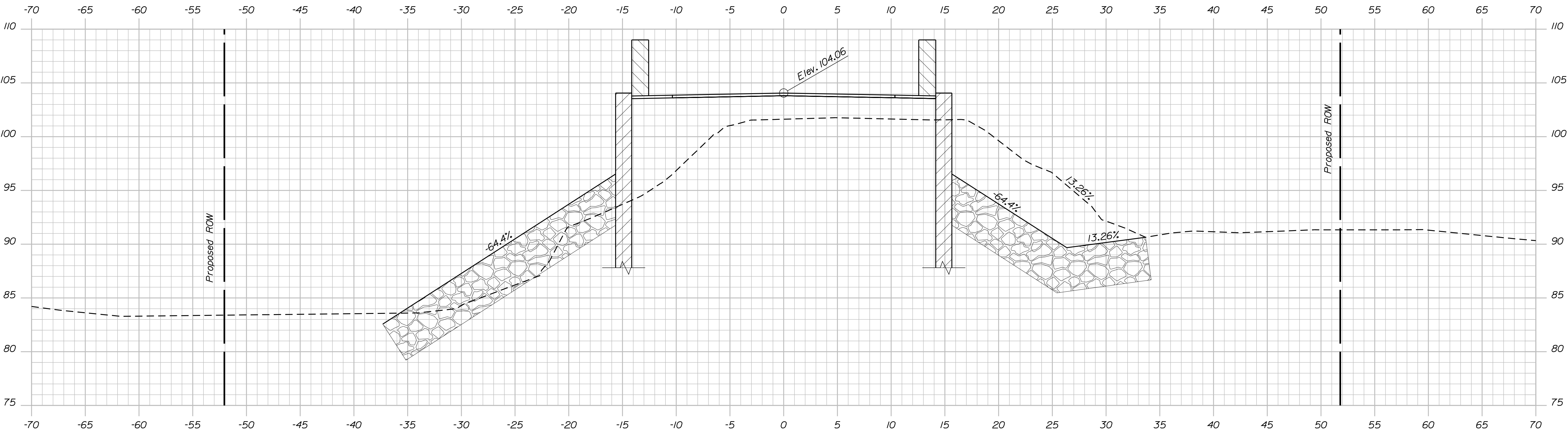
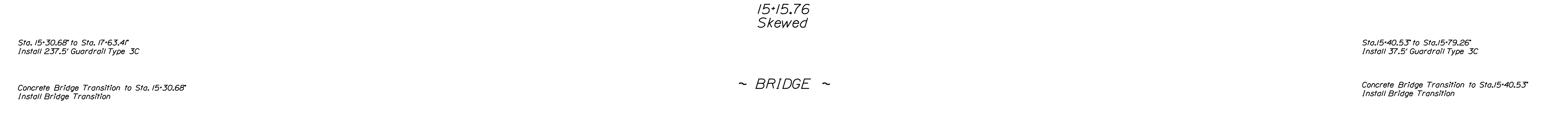
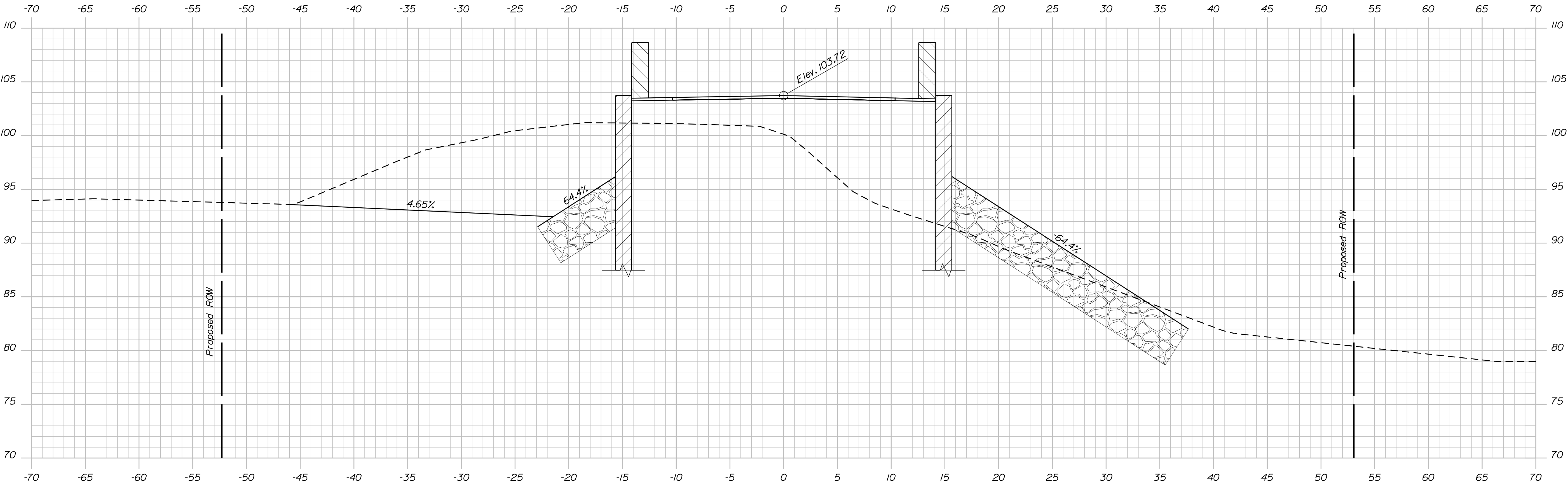


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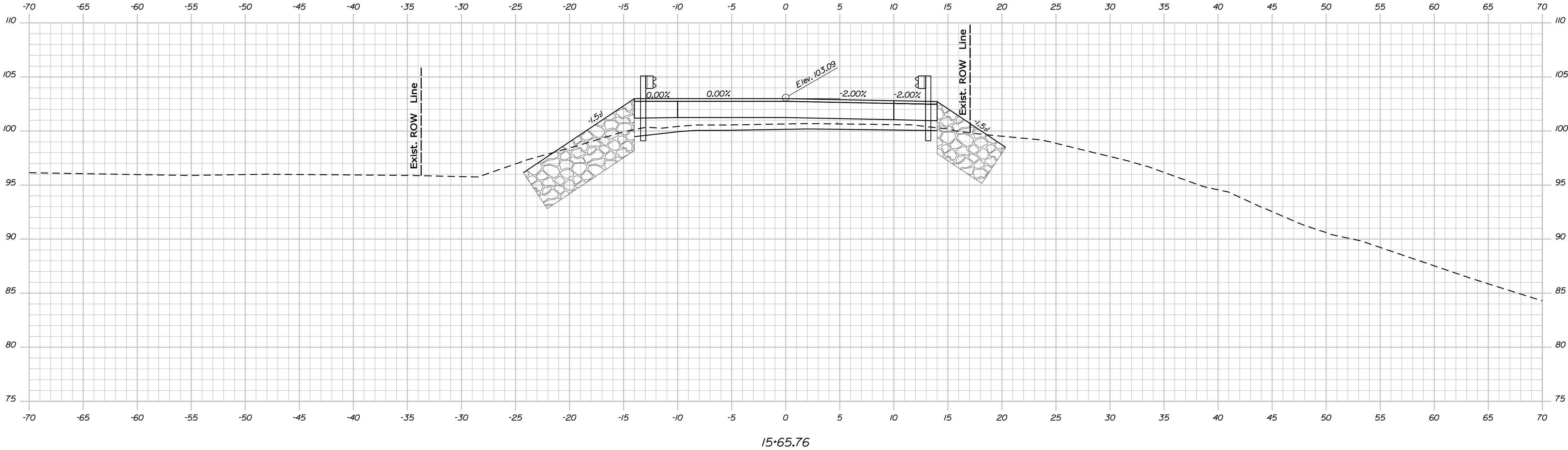
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K. Cummings	JRV	ADN	MAY 2010	ADN	MAY 2010
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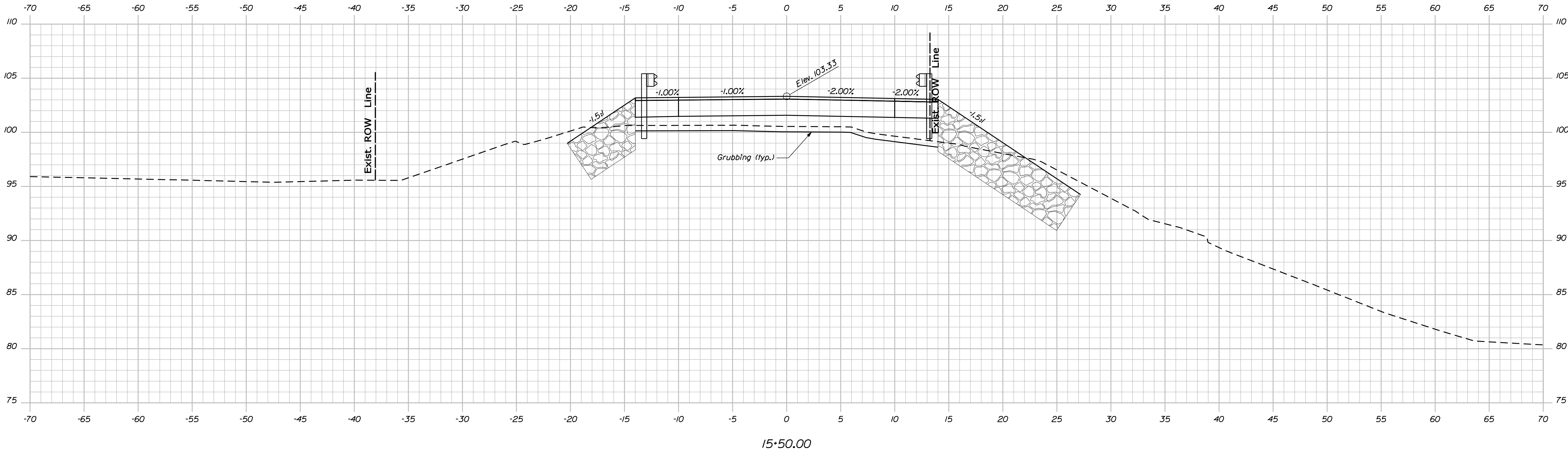
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15+65.76



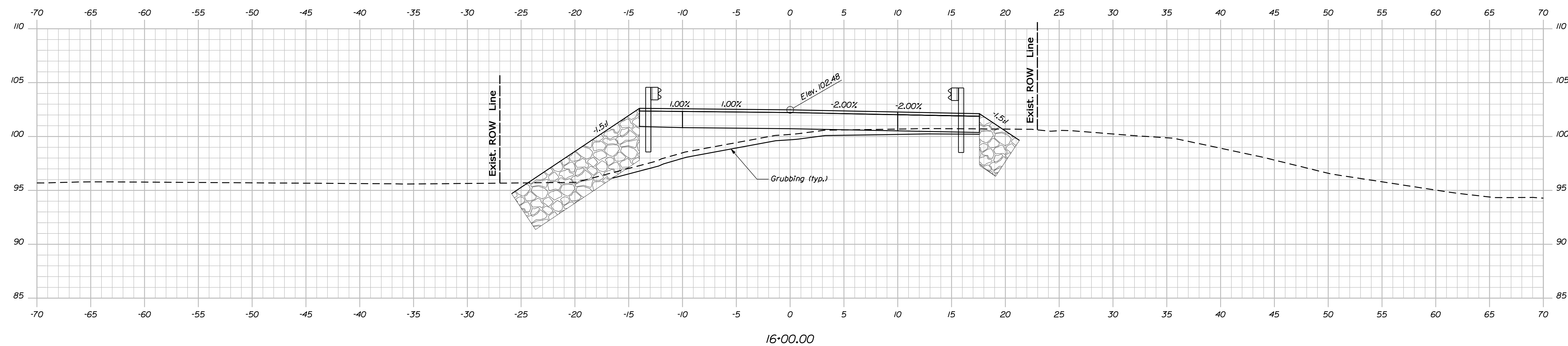
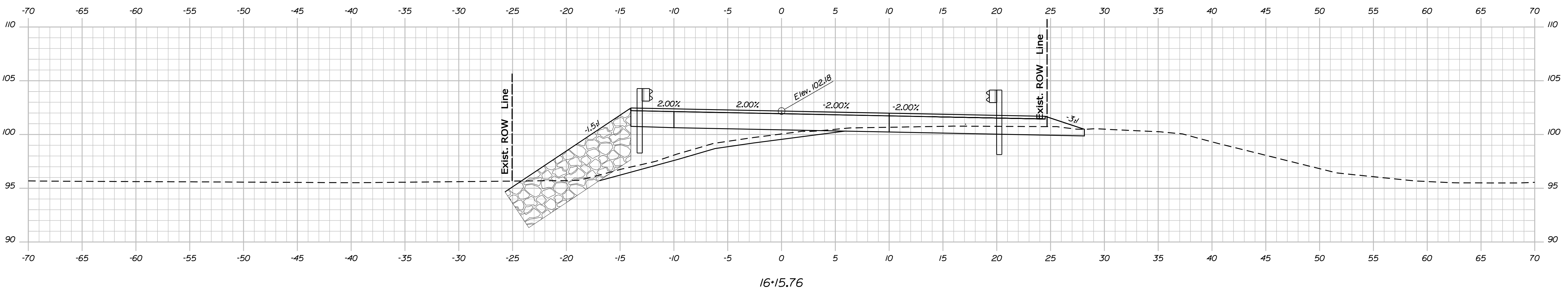
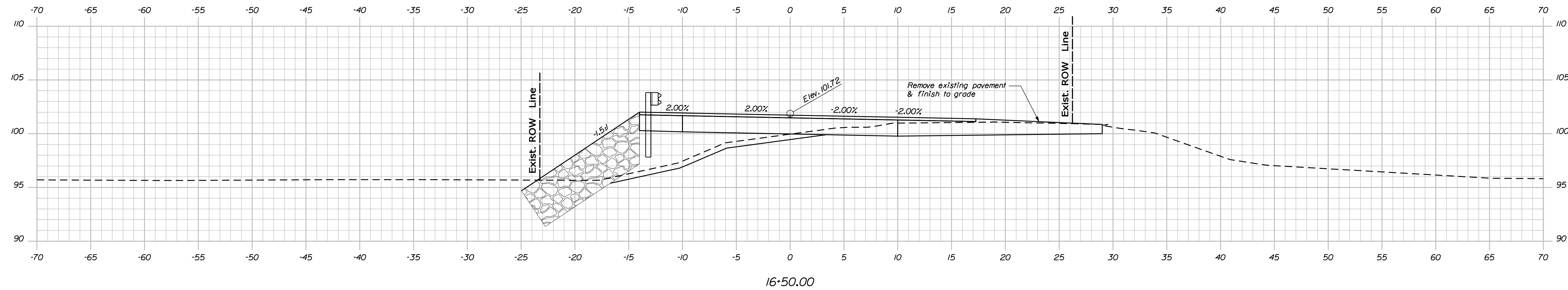
15+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1674(900)X
PIN 16745.00
BRIDGE NO. 1236
BRIDGE PLANS

PROJ. MANAGER	BY	DATE
K. Cummings	ADN	MAY 2010
CHECKED-REVIEWED	TW	SIGNATURE
DESIGN-DETAILED		P.E. NUMBER
REVISIONS 1		DATE
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

GREAT HILL BRIDGE
GREAT WORKS RIVER
SOUTH BERWICK YORK COUNTY
CROSS SECTIONS

SHEET NUMBER
12
OF 17



Sta.15+79.26* to Sta.16+17.60*
Install Low Volume Guardrail End

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
BR-1674(900)X	
BRIDGE NO. 1236	PIN 16749.00
BRIDGE PLANS	

PROJ. MANAGER	K. Cummings	BY	DATE
DESIGN-DETAILED	JRV	ADN	MAY 2010
CHECKED-REVIEWED			
DESIGN-DETAILED02	KW	TW	
DESIGN-DETAILED03			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
			SIGNATURE
			P.E. NUMBER
			DATE

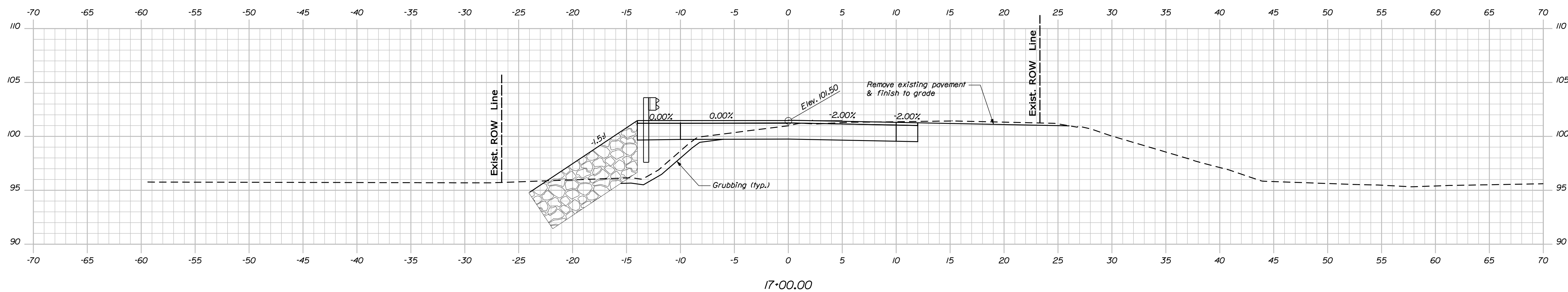
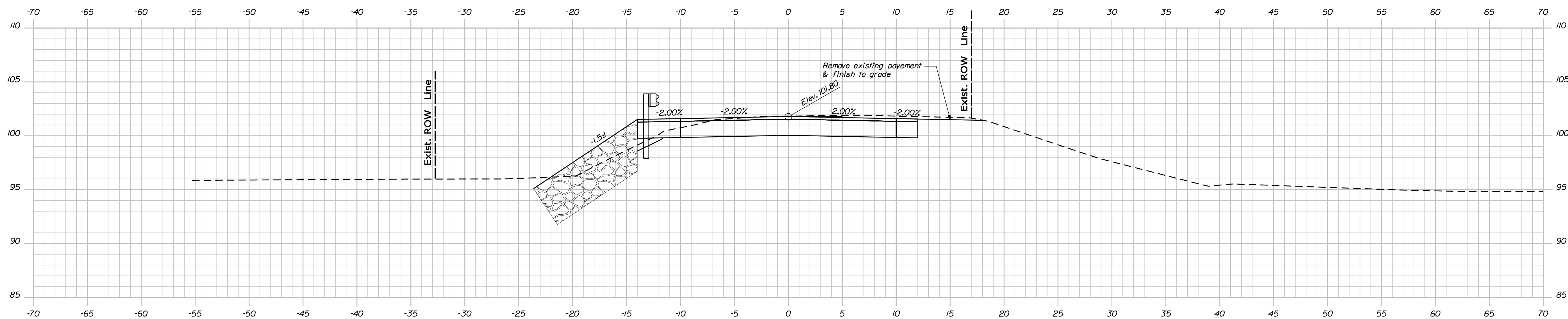
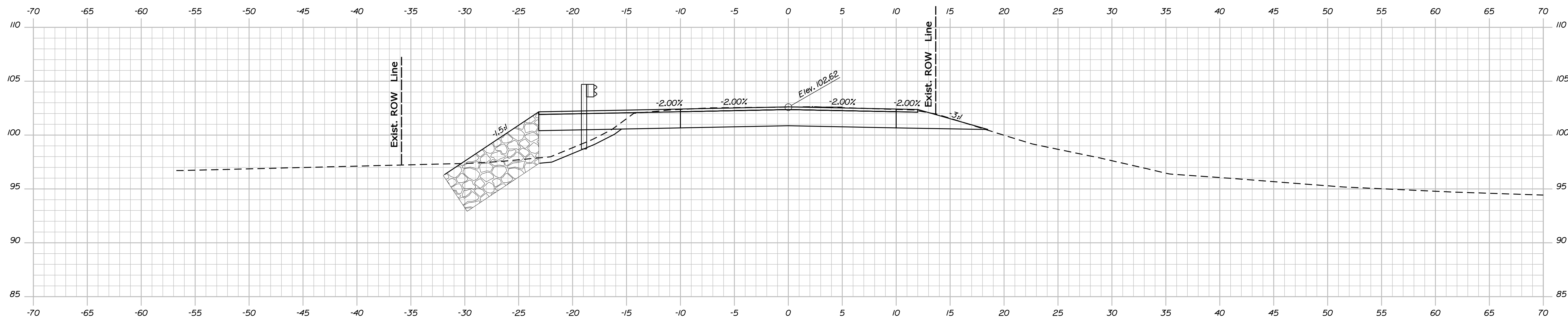
GREAT HILL BRIDGE GREAT WORKS RIVER SOUTH BERWICK YORK COUNTY CROSS SECTIONS

SHEET NUMBER

13

OF 17

Sta. 16+00.00 to Sta. 16+50.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1674(900)X

BRIDGE NO. 1236

BRIDGE PLANS

GREAT HILL BRIDGE
GREAT WORKS RIVER
SOUTH BERWICK YORK COUNTY

CROSS SECTIONS

SHEET NUMBER

14

OF 17

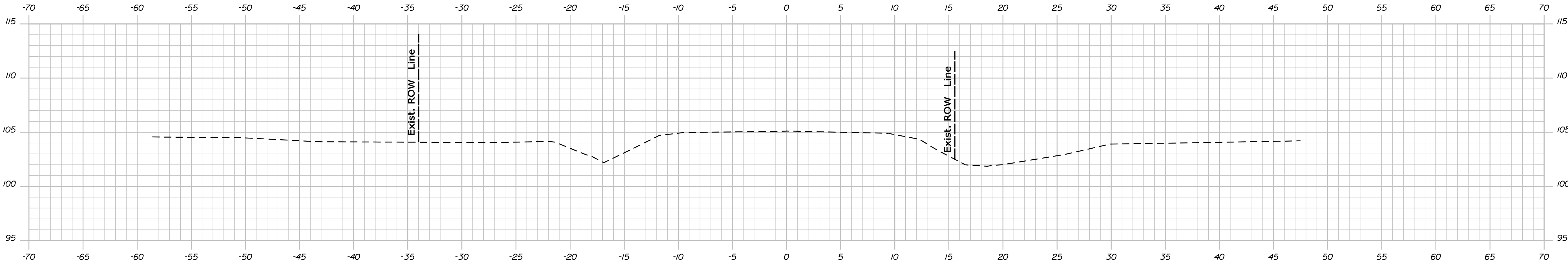
Sta. 17+00.00 to Sta. 18+00.00

Date: 8/24/2010

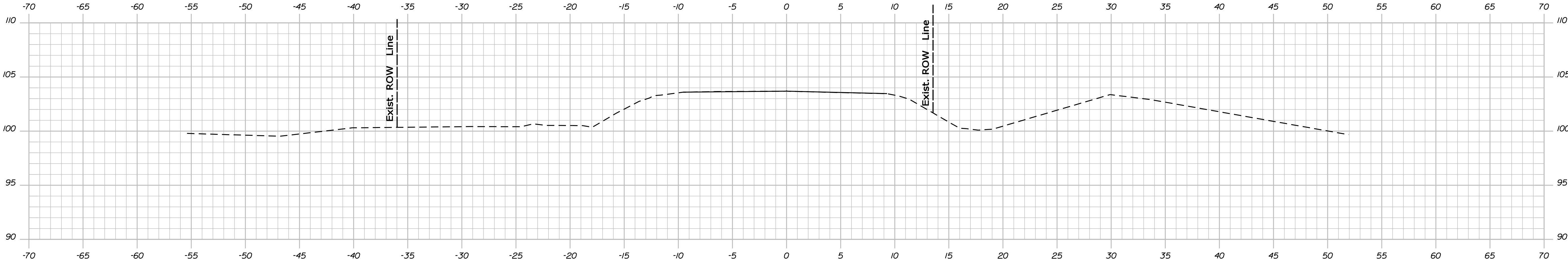
Username: alan.nadeau

Division: BRIDGE

Filename: ... \msta\014_XSECT_17+50_006.dgn



19+00.00



18+50.00

Match Existing
End Transition

PROJ. MANAGER	K. Cummings	BY	DATE
DESIGN-DETAILED	JRV	ADN	MAY 2010
CHECKED-REVIEWED	KM	TW	
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

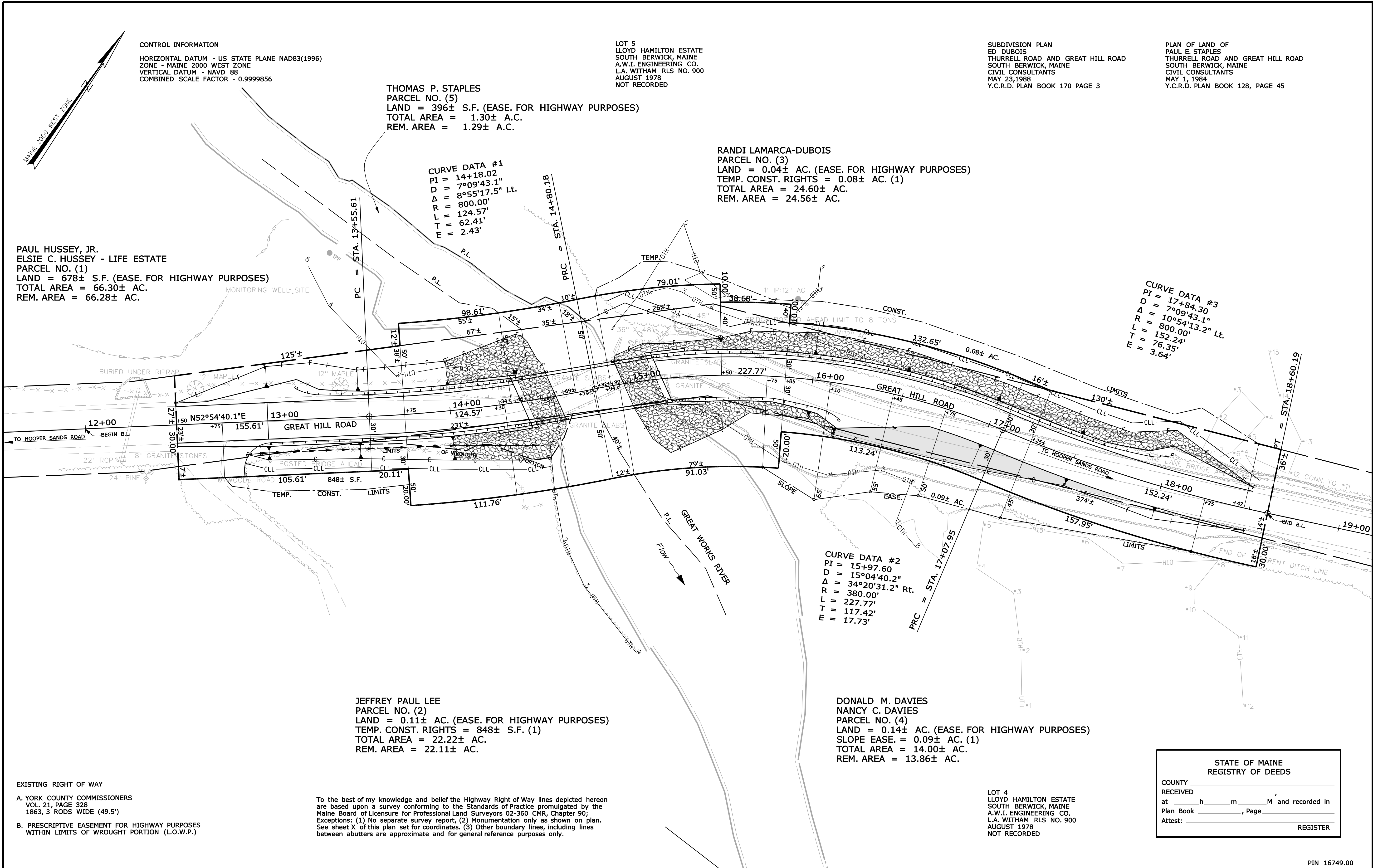
DATE

Date: 8/24/2010

Username: alan.nadeau

Division: BRIDGE

Filename: ...\\00\\ROW\\MSTA001_RWPLAN1.dgn



SYMBOLS	
IP or PIP (IRON PIPE or PIN FOUND)	(WELL)
CLL (CONSTRUCTION LIMIT LINE)	CONSTRUCTION LIMIT LINE
PL (PROPERTY LINE)	PROPERTY LINE
PL (LIMITS OF WROUGHT PORTION (L.O.W.P.))	LIMITS OF WROUGHT PORTION (L.O.W.P.)
NEW ROW WITHIN EXIST. ROW	NEW ROW WITHIN EXIST. ROW
SEWER LINE	SEWER LINE

ITEM	TECH	CHECKED
BASE MAP		
EXIST. R/W	N.J.M	C.W.K.
PROP. LINES	N.B.D.	
AREAS	N.B.D.	G.L.L.

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

REVISIONS				PLAN FILED IN PLAN BOOK				COUNTY RECORD				DAVID A. COLE COMMISSIONER KENNETH L. SWEENEY CHIEF ENGINEER DATE	TOWN WAY GREAT HILL ROAD SOUTH BERWICK YORK COUNTY FEDERAL AID PROJECT NO. BR-1674(900)X		SHEET NUMBER 17 OF 17
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE				JUNE 2010	RIGHT-OF-WAY MAP	
						COND.	8/23/10	15921	860				SCALE 1" = 25'	SHEET 1 OF 1	
													D.O.T. FILE NO. 16-467		