

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BLUE HILL
HANCOCK COUNTY
BLUE HILL FALLS BRIDGE
OVER
SALT POND OUTLET
STATE ROUTE 175/FALLS BRIDGE ROAD
FEDERAL AID PROJECT NO. STP-1771(200)X
PROJECT LENGTH 0.138 mi.
BRIDGE NO. 5038

LIST OF DRAWINGS

Title Sheet	1
Estimated Quantities	2
General Notes	3
General Plans	4-5
Profiles	6-7
Boring Location Plan	8
Interpretive Subsurface Profile	9
Boring Logs	10-15
Striping and Curbing Plans	16-17
Typical Sections	18
Cross Sections	19-30
Off-Site Detour Plan	31
Temporary Signal Plan	32
Geometric Layout Plan	33
Foundation Plan	34
Retaining Wall Details	35-37
Grade Beam Details	38-39
Abutment Details	40-45
Micropile Details	46
Bearing Details	47-48
Framing Plan	49
Beam Details	50-53
Superstructure Details	54-57
Joint Details	58
End Post Details	59
Bridge Railing Details	60-61
Fascia Panel Details	62-66
Reinforcing Schedule	67-68
Right of Way Maps	69-70

UTILITIES

Versant Power
Charter Communications
Consolidated Communications LLC

MAINTENANCE OF TRAFFIC

A single lane temporary bridge with one lane of alternating one way traffic using temporary traffic signals.

PROJECT LOCATION:	Blue Hill Falls Bridge #5038 in Blue Hill carrying Route 175 and Falls Bridge Road over Salt Pond Outlet. Lat./Long. 44° 22' 26" N 68° 33' 33" W
PROGRAM AREA:	Bridge
OUTLINE OF WORK:	Bridge Replacement and associated approach work.



SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Ninth Edition, 2020.

DESIGN LOADING

Live Load HL - 93 Modified for Strength I

TRAFFIC DATA

Current (2019) AADT	1620
Future (2039) AADT	1780
DHV - % of AADT	13%
Design Hour Volume	231
Heavy Trucks (% of AADT)	5%
Heavy Trucks (% of DHV)	3%
Directional Distribution (% of DHV)	56%
18 kip Equivalent P 2.0	22
18 kip Equivalent P 2.5	21
Design Speed (mph)	20 mph

HYDROLOGIC DATA

Drainage Area	34.2 sq mi
Design Discharge Fresh Water (Q50)	2334 cfs
Check Discharge Fresh Water (Q100)	2679 cfs
Headwater Elevation (Q50)	10.8 ft
Headwater Elevation (Q100)	10.9 ft
Estimated Daily Discharge Saltwater	8500 cfs
Estimated Daily Maximum Velocity	7-15 fps
Headwater Elevation Plus Storm Surge (Q100)	14.4 ft
Mean Lower Low Water (MLLW)	-5.71 ft
Mean Low Water (MLW)	-5.36 ft
Mean Tide Level (MTL)	0.31 ft
Mean High Water (MHW)	4.74 ft
Mean Higher High Water (MHHW)	5.09 ft

MATERIALS

Concrete:	
Precast	Class "P"
Curbs & Transition Barriers	Class "LP"
All Other	Class "A"

Reinforcing Steel	
Stainless Reinforcing Steel	ASTM A 955, Grade 75

Prestressing Strands	ASTM A1114 Grade 240, Low Relaxation
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BASIC DESIGN STRESSES

Precast/Prestressed Concrete (NEBT)	f 'c = 10,000 psi f 'ci = 8,000 psi
Precast Concrete (Approach Beams)	f 'c = 5,000 psi

Concrete, Class "LP"	f 'c = 5,000 psi
Concrete, Class "A"	f 'c = 4,000 psi
Stainless Reinforcing Steel	f y = 75,000 psi
Prestressing Strand	F μ = 240,000 psi

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>	<i>[Signature]</i>	10-5-20
CHIEF ENGINEER: <i>[Signature]</i>	<i>[Signature]</i>	10-4-2023

STATE OF MAINE DEPARTMENT OF TRANSPORTATION THOMAS R. COTE No. 10871 LICENSED PROFESSIONAL ENGINEER	SIGNATURE: <i>[Signature]</i>	P.E. NUMBER: 10671	DATE: 9/17/2021
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PROJECT INFORMATION	BRIDGE	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
		ANDREW LATHE		TIM COTE	HNTB		

BLUE HILL BLUE HILL FALLS BRIDGE	TITLE SHEET
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SHEET NUMBER	1
OF 70	

Date:9/16/2021

Username:

Division:

Filename: 001_Title.dgn

WIN 17712.00

STP-1771(200)X

Date:9/28/2021

Username:

Division:

Filename: 002_Estimated Quantities.dgn

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.191	Removing Existing Bridge (350 CY)	1	LS
202.202	Removing Pavement Surface	290	SY
203.20	Common Excavation	1,380	CY
203.21	Rock Excavation	70	CY
203.24	Common Borrow	50	CY
203.25	Granular Borrow	90	CY
206.082	Structural Earth Excavation - Major Structures, Plan Quantity	130	CY
304.10	Aggregate Subbase Course - Gravel	1,100	CY
403.1021	Textured Asphalt Pavement w/Color Coating	280	SY
403.208	Hot Mix Asphalt - 12.5 mm Nominal Maximum Size	225	Ton
403.209	Hot Mix Asphalt, 9.5 mm (Sidewalk, Drives, Incidentals)	8	Ton
403.213	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (Base and Intermediate Base course)	345	Ton
409.15	Bituminous Tack Coat, Applied	160	Gal
461.131	Temporary Pavement	160	Ton
501.222	Micropiles	590	LF
501.2331	Micropile Verification Load Test	2	EA
501.2341	Micropile Proof Load Test	2	EA
501.8031	Coring - 14" Core Hole	130	LF
501.8032	Coring Equipment Mobilization	1	LS
501.804	Drilling Equipment Mobilization	1	LS
502.219	Structural Concrete, Abutments and Retaining Walls (260 CY)	1	LS
502.261	Structural Concrete Roadway and Sidewalk Slab on Concrete Bridges (220 CY)	1	LS
502.49	Structural Concrete Curbs and Sidewalks (26 CY)	1	LS
503.26	Stainless Steel Reinforcement, Fabricated and Delivered	80,200	LB
503.27	Stainless Steel Reinforcement, Placing	80,200	LB
507.0834	Wyoming Steel Bridge Railing (384 LF)	1	LS
508.14	High Performance Waterproofing Membrane (680 SY)	1	LS
510.10	Special Detour, 16 foot Roadway Width Vehicular and Pedestrian Traffic Not Separated	1	LS
515.2011	Pigmented Protective Coating for Concrete Surfaces (170 SY)	1	LS
515.21	Protective Coating for Concrete Surfaces (790 SY)	1	LS
518.60	Repair of Vertical Surfaces < 8 inches	10	SF
518.70	Repair of Overhead Surfaces < 8 inches	20	SF
519.60	Expansion Device - Asphaltic Plug Joint	90	LF
523.52	Bearing Installation	42	EA
523.5401	Laminated Elastic Bearings, Fixed	5	EA
523.5402	Laminated Elastic Bearings, Expansion	37	EA
525.262	Repointing Granite Masonry	120	CF
525.329	Dry-Laid Stone Wall - Remove and Reset	1	LS
525.331	Additional Stones for Masonry Wall	15	CY
526.301	Portable Concrete Barrier, Type I (40 LF)	1	LS
526.34	Permanent Concrete Transition Barrier	4	EA
527.34	Work Zone Crash Cushions	4	UNIT
534.7612	Precast Approach Beams (270 CY)	1	LS
534.7613	Precast Aesthetic Panels (2200 SF)	1	LS
535.61	Prestressed Structural Concrete I-Girders (525 LF)	1	LS
603.16	15 inch Culvert Pipe Option I	27	LF
603.175	18 inch RCP Class III	24	LF
603.179	18 inch Culvert Pipe Option III	15	LF
604.262	Catch Basin Type B5-C	2	EA
606.1301	31" W-Beam Guardrail - Mid-way Splice (Steel Posts, 8" Offset, Single faced)	350	LF
606.1305	31" W-Beam Guardrail - Mid-way Splice Flared Terminal (31" Height)	1	EA
606.1306	31" W-Beam Guardrail - Mid-way Splice Tangent Terminal (31" Height)	3	EA
606.1307	Bridge Transition (Asymmetrical) - Type 1A	4	EA
606.353	Reflectorized Flexible Guardrail Marker	5	EA
606.356	Underdrain Delineator Post	1	EA
609.11	Vertical Curb Type I	190	LF
609.234	Terminal Curb Type I - 4 foot	5	EA
610.08	Plain Riprap	530	CY
610.18	Stone Ditch Protection	140	CY
615.07	Loam	43	CY
615.081	Compost Blanket	300	CY
618.146	Seeding Hydromulch Growth Medium	29	UNIT
618.149	Special Seed Mix	35	UNIT
619.12	Mulch	4	UNIT
619.14	Erosion Control Mix	50	CY
620.58	Erosion Control Geotextile	1,300	SY
621.025	Evergreen Trees 3'-4' Group A B&B/Cont.	16	EA
621.179	Medium Decid. Trees 6'-8' Group B Cont.	16	EA
621.389	Evergreen Shrubs 15'-18" Group A Cont.	40	EA
621.5351	Deciduous Shrubs 15'-18" Group A Cont.	40	EA

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
621.54	Deciduous Shrubs 18"-24" Group A Cont.	40	EA
627.733	4" White or Yellow Painted Pavement Marking Line	2,200	LF
627.78	Temporary 4" Painted Pavement Marking Line, White or Yellow	230	LF
629.05	Hand Labor, Straight Time	110	HR
629.07	Stone Mason	60	HR
631.10	Air Compressor (including operator)	20	HR
631.11	Air Tool (including operator)	60	HR
631.12	All Purpose Excavator (including operator)	20	HR
631.14	Grader (including operator)	20	HR
631.172	Truck-Large (including operator)	20	HR
631.22	Front End Loader (including operator)	20	HR
639.18	Field Office, Type A	1	EA
643.72	Temporary Traffic Signal: Route 175	1	LS
652.312	Type III Barricade	12	EA
652.33	Drum	25	EA
653.34	Cone	50	EA
652.35	Construction Signs	740	SF
652.361	Maintenance of Traffic Control Devices	1	LS
652.38	Flaggers	760	HR
652.41	Portable Changeable Message Sign	2	EA
656.75	Temporary Soil Erosion and Water Pollution Control	1	LS
659.10	Mobilization	1	LS
660.21	On-The-Job Training	1,000	HR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1771(200)X

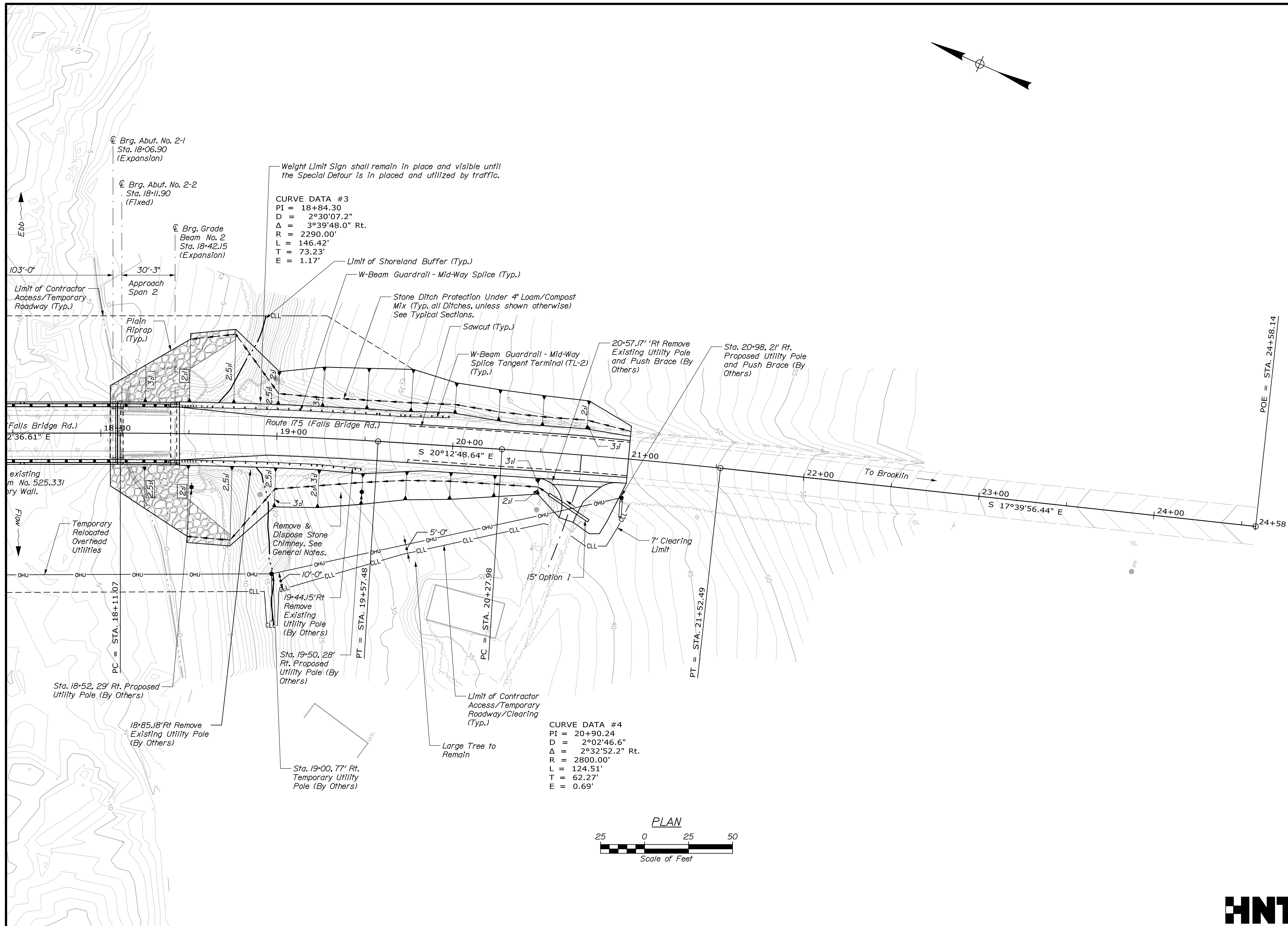
WIN
17712.00
Bridge No. 5038
BRIDGE PLANS

BLUE HILL FALLS BRIDGE
SALT POND OUTLET
BLUE HILL HANCOCK COUNTY

ESTIMATED QUANTITIES

SHEET NUMBER
2
OF 70



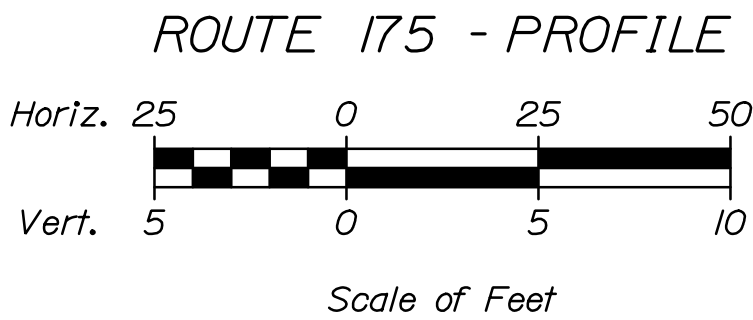
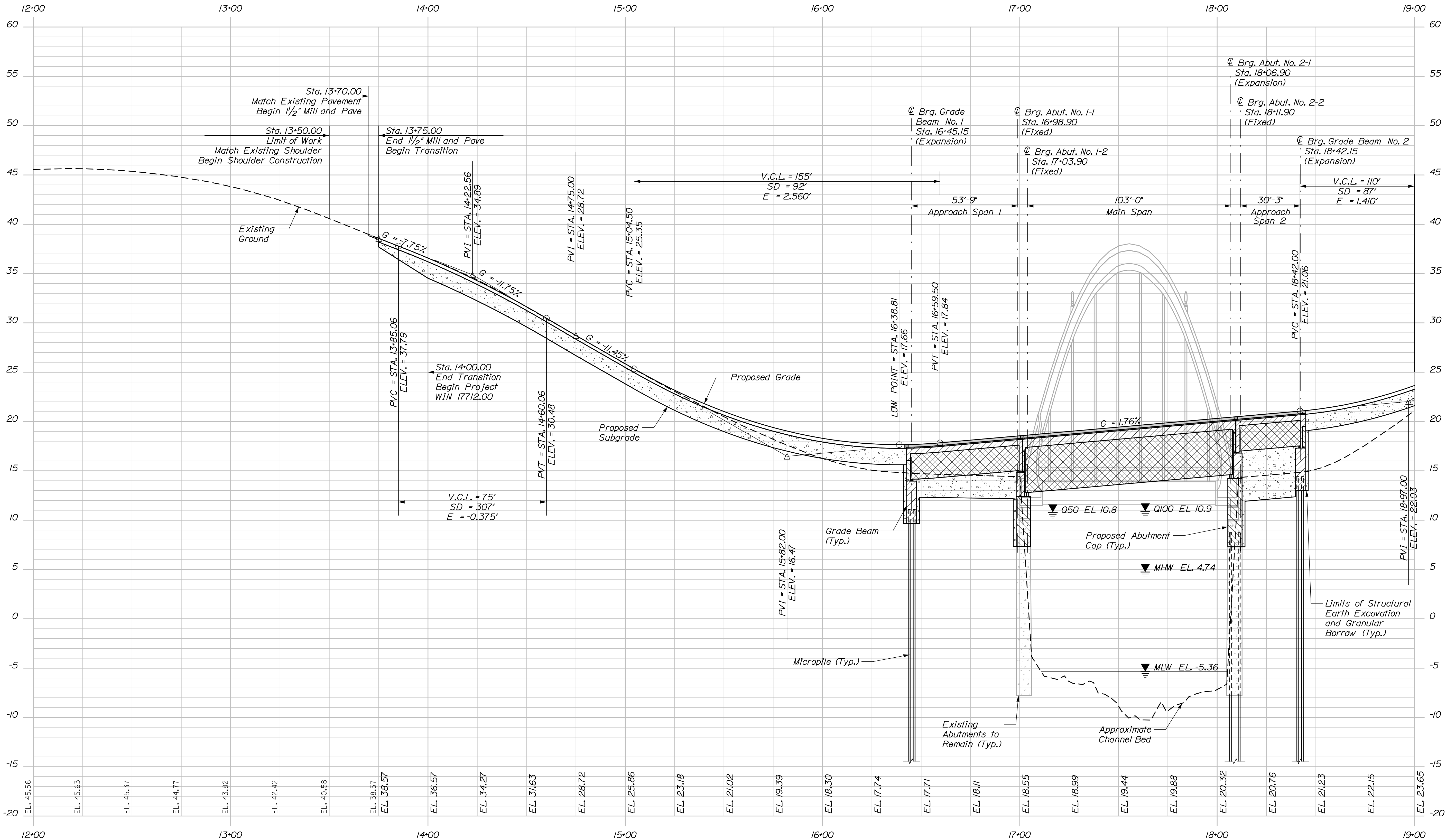


Date: 9/28/2021

Username:

Division:

Filename: 006_Profile 1.dgn



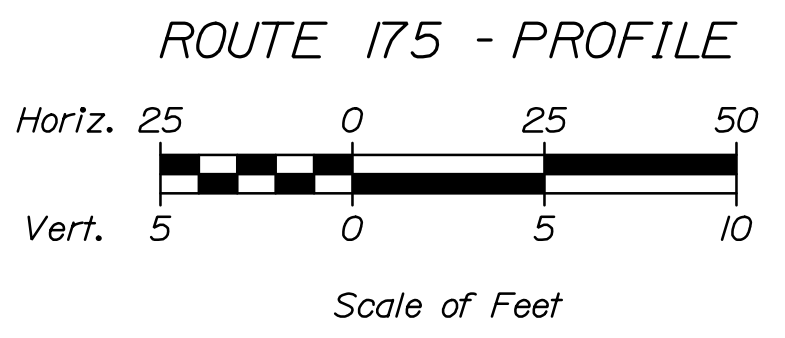
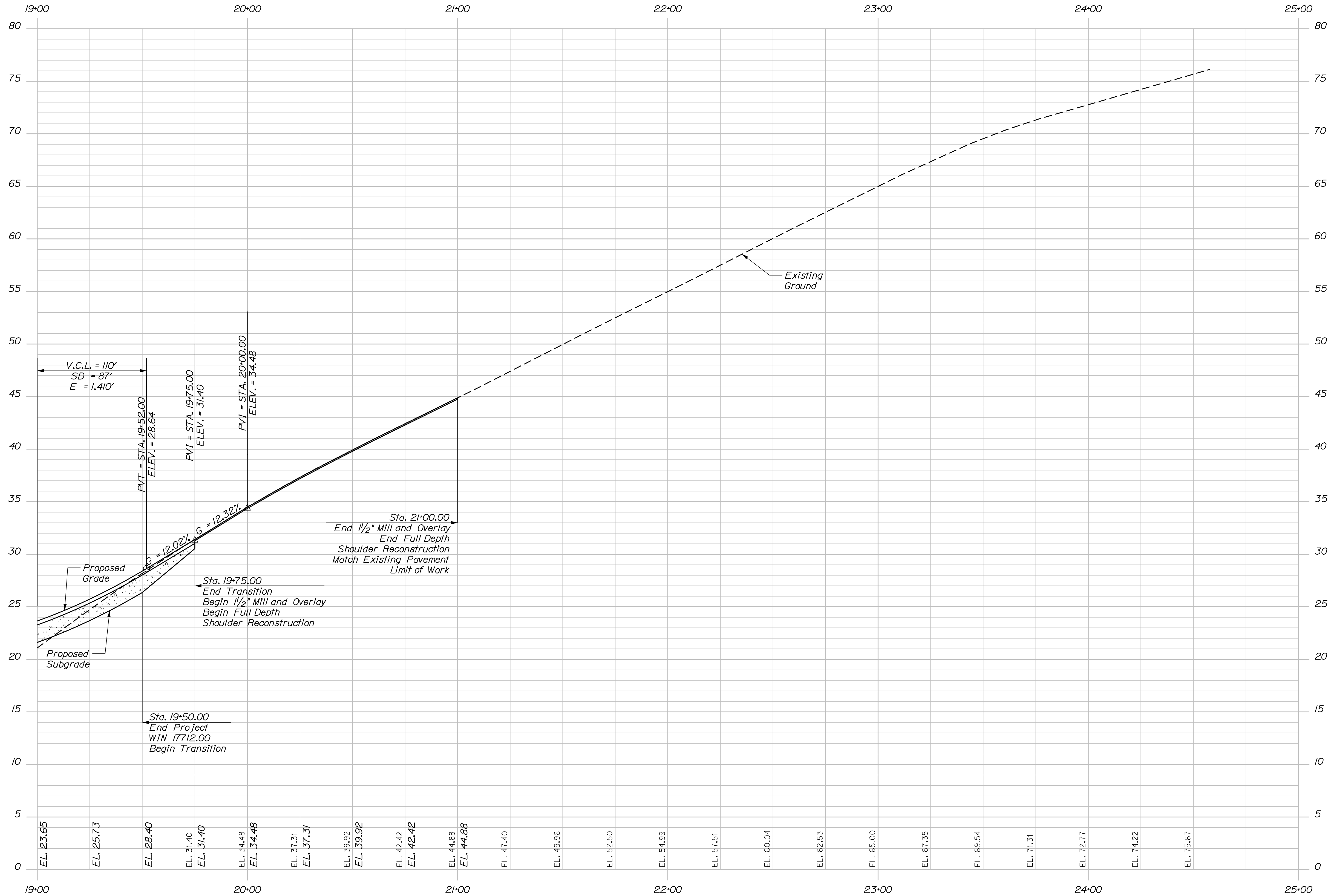
HNTB

PROJ. MANAGER	BY	DATE
A. Lathe	E. Raymond	09/21
DESIGN-DETAILED	A. Sweet	09/21
CHECKED-REVIEWED	T. Cote	-
DESIGN-DETAILED2	-	-
DESIGN-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE



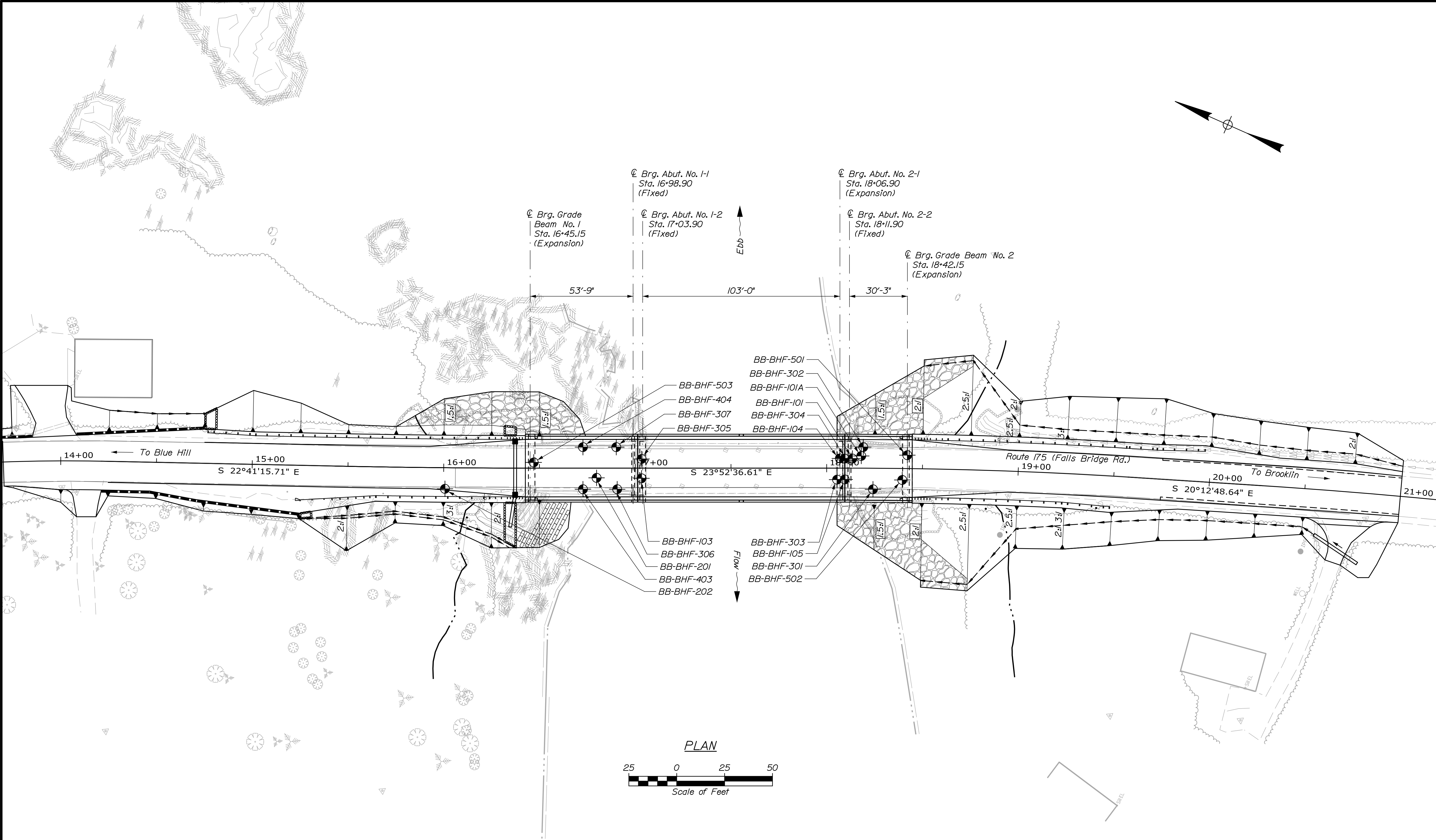
STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-1771(200)X	PROJ. MANAGER A. Lothe		BY E. Raymond	DATE 09/21
	DESIGN-DETAILED E. Raymond		T. Cote	SIGNATURE
	DESIGN-DETAILED -		-	P.E. NUMBER
BLUE HILL FALLS BRIDGE SALT POND OUTLET BLUE HILL HANCOCK COUNTY PROFILE 2	REVISIONS 1 -		-	DATE
	REVISIONS 2 -		-	-
	REVISIONS 3 -		-	-
	REVISIONS 4 -		-	-
FIELD CHANGES -		-	-	-
SHEET NUMBER 2		BRIDGE PLANS WIN 17712.00		

Date:9/28/2021

Username:

Division:

Filename: 008_Boring Location Plan.dgn



LEGEND

⊕ CASED WASH BORING



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	DATE		09/21
	SIGNATURE		
	P.E. NUMBER		
STP-1771(200)X		DATE	
Bridge No. 5038		WIN	
17712.00		BRIDGE PLANS	

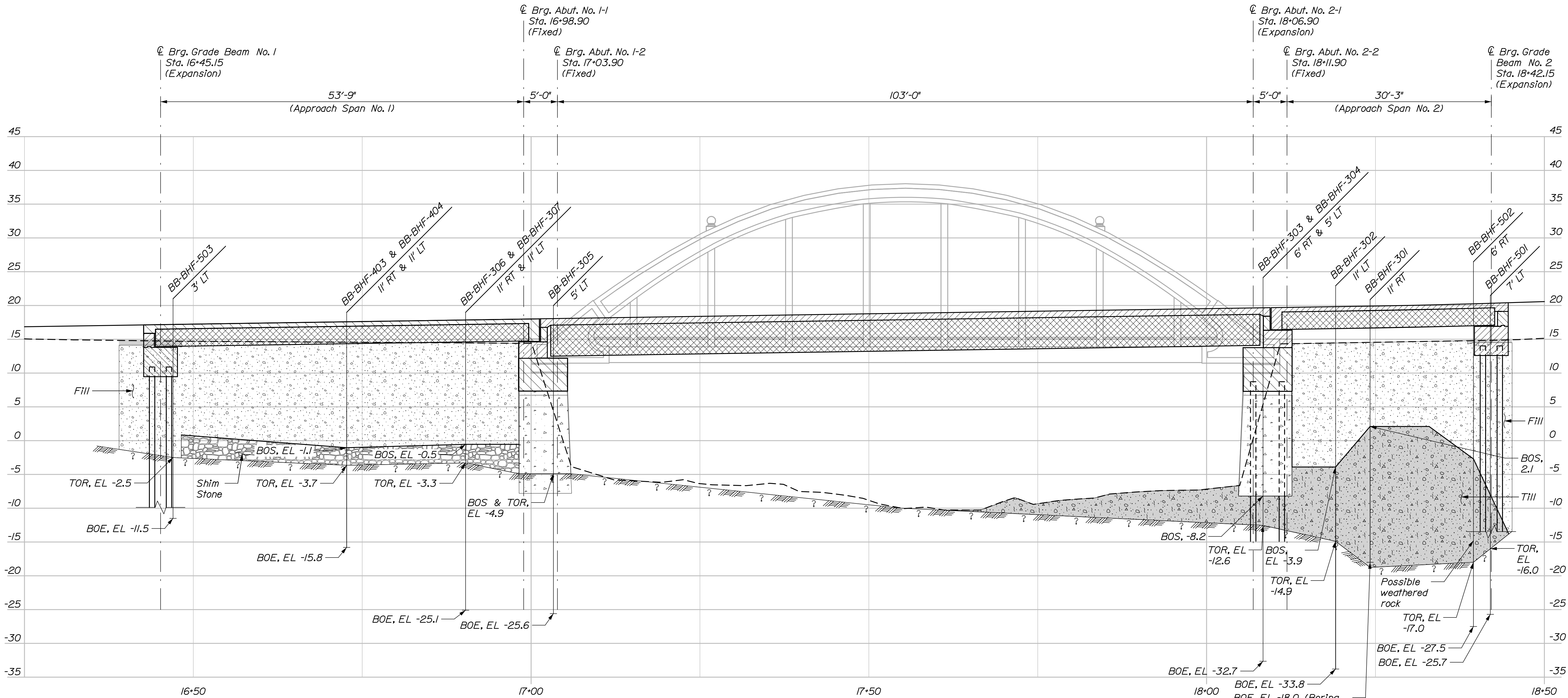
PROJ. MANAGER	A. LaRue	BY	H. Walton	DATE	09/21
DESIGN-DETAILED	H. Walton	CHECKED	T. Cote	REVIEWED	09/21
DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED	
REVISIONS 1		REVISIONS 2		REVISIONS 3	
REVISIONS 4		REVISIONS 5		REVISIONS 6	
FIELD CHANGES					

BLUE HILL FALLS BRIDGE SALT POND OUTLET BLUE HILL HANCOCK COUNTY	BORING LOCATION PLAN
SHEET NUMBER	
8	OF 70

Date:9/28/2021

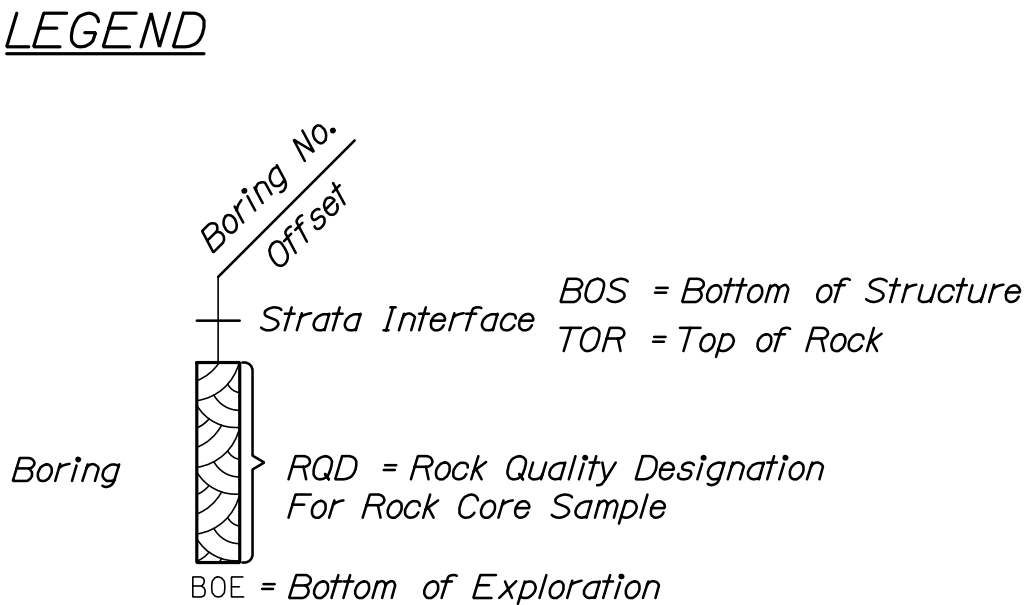
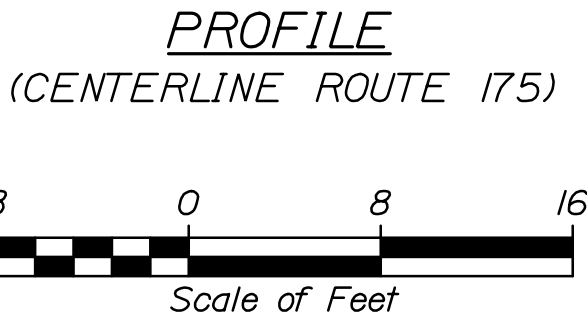
Username:

Filename: 009_Interpretive Subsurface Profile.dgn Division:



NOTES:

1. 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.
2. The borings that occur at the same station with different offsets have been averaged for the purpose of this profile.



[illegible][illegible][illegible][illegible]

SHEET NUMBER						STATE OF MAINE DEPARTMENT OF TRANSPORTATION					
BLUE HILL FALLS BRIDGE SALT POND OUTLET BLUE HILL HANCOCK COUNTY						PROJ. MANAGER		A. Lethie	BY	DATE	
						DESIGN-DETAILED		K. Reidy	P. Bishop	09/21	
						CHECKED-REVIEWED		H. Walton	T. Cote	09/21	SIGNATURE
						DESIGN-DETAILED2		-	-	-	
						DESIGN-DETAILED3		-	-	-	
						REVIEWS 1		-	-	-	P.E. NUMBER
						REVIEWS 2		-	-	-	
						REVIEWS 3		-	-	-	
						REVIEWS 4		-	-	-	DATE
						FIELD CHANGES		-	-	-	
BORING LOGS I						WIN 17712.00					
						Bridge No. 5038 BRIDGE PLANS					

[illegible]

HNTB

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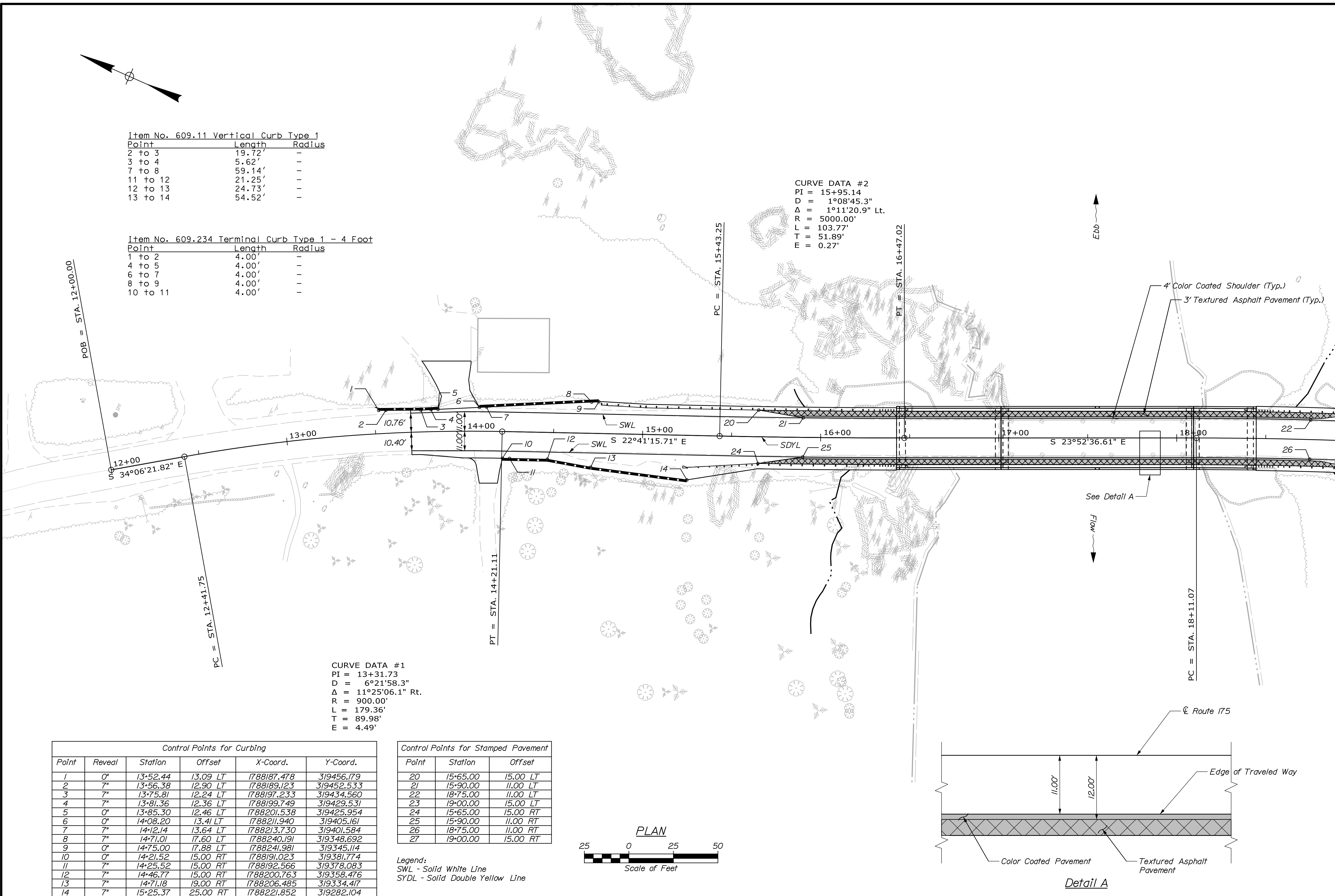
Maine Department of Transportation				Project: Blue Hill Falls Bridge #083 Route 175 over Silt Pond Location: Blue Hill, Maine				Boring No.: BB-BHF-301	
Soil/Spore Exploration Log US CUSTOMARY UNITS				WIN:				17712.00	
Drillers: New England Boring Contractors		Elevation (ft.): 151.1 ft (last')	Auger ID/DOB: n/a		Sampler: n/a		Water Meter: n/a		
Operator: Enck/Lovefield		Datum: NAVD83	Rig Type: MODIFIED PT-1 B-53 (NEBC AT RIG 231)		Core Barrel: NZ 5761768 15096 816		Water Level: n/a		
Loaded By: Schemmick		Drilling Method: NO wireline coring	Core Barrel: 1483171 15096 816		Water Level: n/a		Water Level: n/a		
Date Start/Finish: 5/18/2015 0855 - 5/18/2015 1225		Coring ID/DOB: NO rods (2.38"/2.15")	Core Barrel: 1483171 15096 816		Water Level: n/a		Water Level: n/a		
Boring Location: Sta. 18+24.2, 11.0 ft BT		Coring ID/DOB: NO rods (2.38"/2.15")	Core Barrel: 1483171 15096 816		Water Level: n/a		Water Level: n/a		
Soil Efficiency Factor:		Hammer Type: Automatic	Hydraulic: ☐		Rope & Catched: ☐		Rope & Catched: ☐		
Test Results: L = Soil Spore Sample M = Unconsolidated Soil Spore Sample U = Thin Soil Tube Sample W = Unconsolidated Thin Soil Tube Sample V = Field Vane Shear Test, PH = Pocket Penetrometer W = Unconsolidated Soil Spore Sample W = Unconsolidated Soil Spore Sample		S = Rock Core Sample SS = Solid Free Auger SA = Solid Free Auger SC = Solid Free Auger BW = Weight of 140lb. Hammer R = Rock Core Sample R = Rock Core Sample R = Rock Core Sample	S ₁ = Rock Core Sample S ₂ = Rock Core Sample S ₃ = Rock Core Sample S ₄ = Rock Core Sample S ₅ = Rock Core Sample S ₆ = Rock Core Sample S ₇ = Rock Core Sample S ₈ = Rock Core Sample S ₉ = Rock Core Sample S ₁₀ = Rock Core Sample S ₁₁ = Rock Core Sample S ₁₂ = Rock Core Sample S ₁₃ = Rock Core Sample S ₁₄ = Rock Core Sample S ₁₅ = Rock Core Sample S ₁₆ = Rock Core Sample S ₁₇ = Rock Core Sample S ₁₈ = Rock Core Sample S ₁₉ = Rock Core Sample S ₂₀ = Rock Core Sample S ₂₁ = Rock Core Sample S ₂₂ = Rock Core Sample S ₂₃ = Rock Core Sample S ₂₄ = Rock Core Sample S ₂₅ = Rock Core Sample S ₂₆ = Rock Core Sample S ₂₇ = Rock Core Sample S ₂₈ = Rock Core Sample S ₂₉ = Rock Core Sample S ₃₀ = Rock Core Sample S ₃₁ = Rock Core Sample S ₃₂ = Rock Core Sample S ₃₃ = Rock Core Sample S ₃₄ = Rock Core Sample S ₃₅ = Rock Core Sample S ₃₆ = Rock Core Sample S ₃₇ = Rock Core Sample S ₃₈ = Rock Core Sample S ₃₉ = Rock Core Sample S 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Maine Department of Transportation										Project: Blue Hill Falls Bridge #583		Boring No.: BB-BHF-503	
Soil/Bank Exploration Log										Route 175 over Soil Pond			
U.S. CUSTOMARY UNITS										Location: Blue Hill, Maine			
Drillier: New England Boring Contractors										Elevation (ft.): 15 ft (ast'd)		Winer: 10/001	
Operator: Enow/ McQuig										Datum: NAVD88		Auger: standard split-spoon	
Logged By: Schneider										Rig Type: RMDT DPTT1 BPS TBMC ATX RIG		Sampler: HW-Falls: 140 lbs / 30 inches	
Date Start/Finish: 4/19/21 0920-1430										Drilling Method: cased wash boring		Core Barrel: RMDT DPTT1 BPS TBMC ATX RIG	
Boring Location: Sta 16+47, 3 ft LT										Casing ID/OD: HW (4.0/4.5) / HW (5.0/5.5)*		Water Level: 10 ft	
Header Efficiency Factor: .815										Header Type: Automatic		Rope & Catched	
Notes: A = Rate of Core Sample B = Solid Free Auger C = Unconsolidated D = Thin Shell Sample Attempt E = Thin Shell Sample F = Unconsolidated Thin Shell Sample Attempt G = Field Note Sheet Text H = Pocket Hammer Blow I = Unconsolidated Thin Shell Sample J = Weight of Core Sample K = Weight of Core Sample										S ₁ = Field-observed S ₂ = Lab Wire S ₃ = Lab Wire S ₄ = Lab Wire S ₅ = Lab Wire S ₆ = Lab Wire S ₇ = Lab Wire S ₈ = Lab Wire S ₉ = Lab Wire S ₁₀ = Lab Wire S ₁₁ = Lab Wire S ₁₂ = Lab Wire S ₁₃ = Lab Wire S ₁₄ = Lab Wire S ₁₅ = Lab Wire S ₁₆ = Lab Wire S ₁₇ = Lab Wire S ₁₈ = Lab Wire S ₁₉ = Lab Wire S ₂₀ = Lab Wire S ₂₁ = Lab Wire S ₂₂ = Lab Wire S ₂₃ = Lab Wire S ₂₄ = Lab Wire S ₂₅ = Lab Wire S ₂₆ = Lab Wire S ₂₇ = Lab Wire S ₂₈ = Lab Wire S ₂₉ = Lab Wire S ₃₀ = Lab Wire S ₃₁ = Lab Wire S ₃₂ = Lab Wire S ₃₃ = Lab Wire S ₃₄ = Lab Wire S ₃₅ = Lab Wire S ₃₆ = Lab Wire S ₃₇ = Lab Wire S ₃₈ = Lab Wire S ₃₉ = Lab Wire S ₄₀ = Lab Wire S ₄₁ = Lab Wire S ₄₂ = Lab Wire S ₄₃ = Lab Wire 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SHEET NUMBER 15 OF 70		BLUE HILL FALLS BRIDGE SALT POND OUTLET				PROJ. MANAGER	A. Lethie	BY	DATE
		BLUE HILL HANCOCK COUNTY				DESIGN-DETAILED	K. Reidy	P. Bishop	09/21
						CHECKED-REVIEWED	H. Walton	T. Cote	09/21
						DESIGNED-DETAILED2	-	-	-
						DESIGNS-DETAILED3	-	-	-
BORING LOGS VI				REVIEWS 1	-	-	-	P.E. NUMBER	
				REVIEWS 2	-	-	-		
				REVIEWS 3	-	-	-		
				REVIEWS 4	-	-	-	DATE	
				FIELD CHANGES	-	-	-		
STATE OF MAINE DEPARTMENT OF TRANSPORTATION									
		STP-1771(200)X							
		WIN 17712.00							
		Bridge No. 5038 BRIDGE PLANS							



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1771(200)X

WIN
17712.00

BRIDGE No. 5038
BRIDGE PLANS

BLUE HILL FALLS BRIDGE
SALT POND OUTLET
HANCOCK COUNTY

BLUE HILL
STRIPING & CURBING PLAN 1

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

BY
A. Lathrop
E. Raymond
T. Cote
-
-
-
-
-

DATE
09/21
09/21
-
-
-
-
-

SIGNATURE

P.E. NUMBER

DATE

SHEET NUMBER

16

OF 70

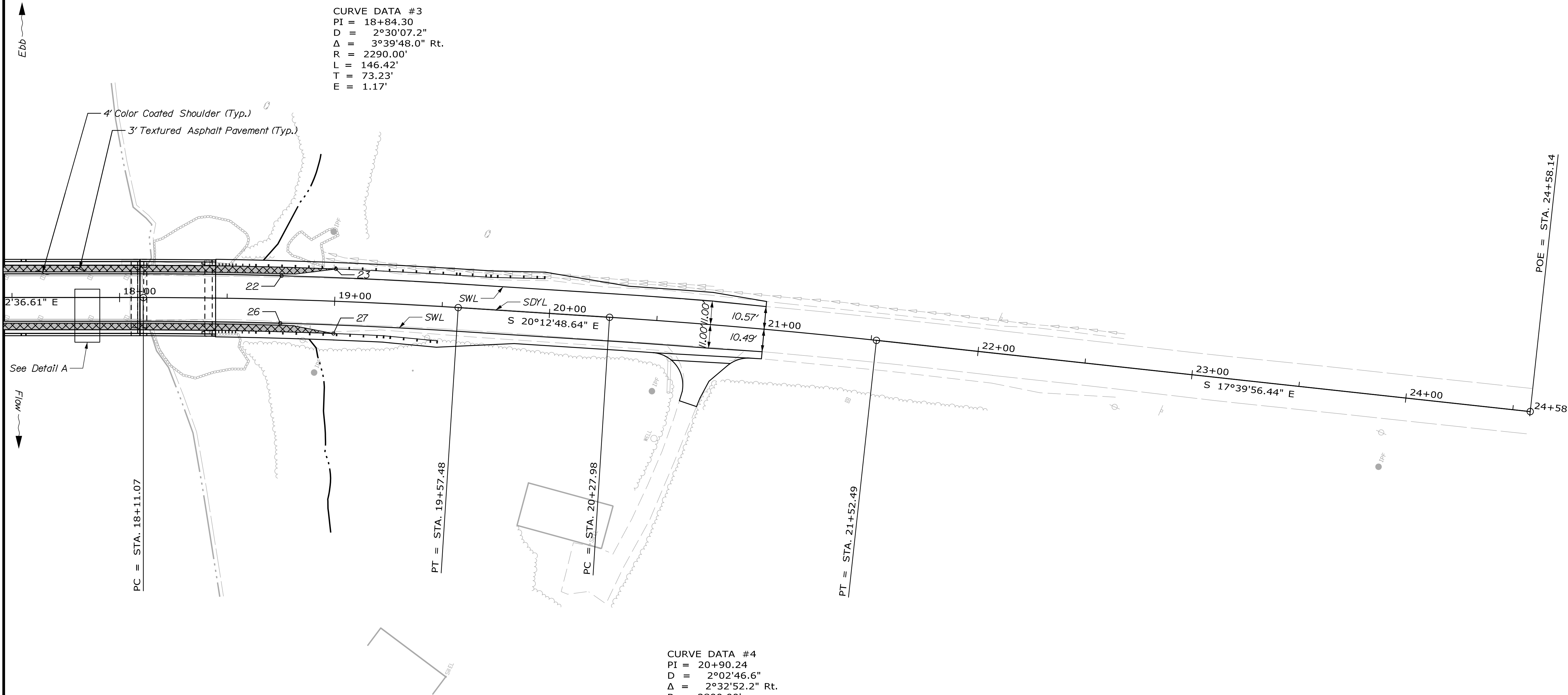


Date:9/28/2021

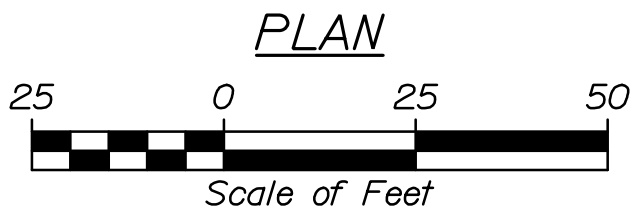
Username:

Division:

Filename: 017_StripingPlan 2.dgn



Control Points for Stamped Pavement		
Point	Station	Offset
20	15+88.00	15.00 LT
21	16+13.00	11.00 LT
22	18+75.00	11.00 LT
23	19+00.00	15.00 LT
24	15+88.00	15.00 RT
25	16+13.00	11.00 RT
26	18+75.00	11.00 RT
27	19+00.00	15.00 RT



HNTB

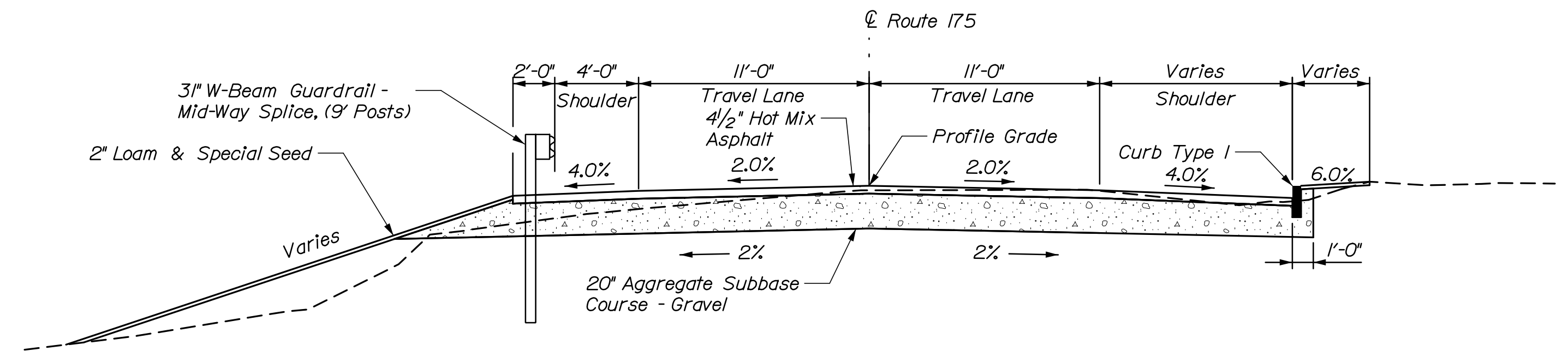
STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-1771(200)X	PROJECT INFORMATION	PROJ. MANAGER	A. Lath	BY	E. Raymond	DATE	09/21
		CHECKED-REVIEWED	A. Sweet	T. Cote	09/21	SIGNATURE	
		DESIGN-DETAILED	-	-	-	P.E. NUMBER	
SHEET NUMBER 17 OF 70	BLUE HILL FALLS BRIDGE SALT POND OUTLET HANCOCK COUNTY BLUE HILL STRIPING & CURBING PLAN 2	REVISIONS 1	-	-	-	DATE	-
		REVISIONS 2	-	-	-	-	-
		REVISIONS 3	-	-	-	-	-
BRIDGE PLANS		Bridge No. 5038	WIN	17712.00			

Date:9/28/2021

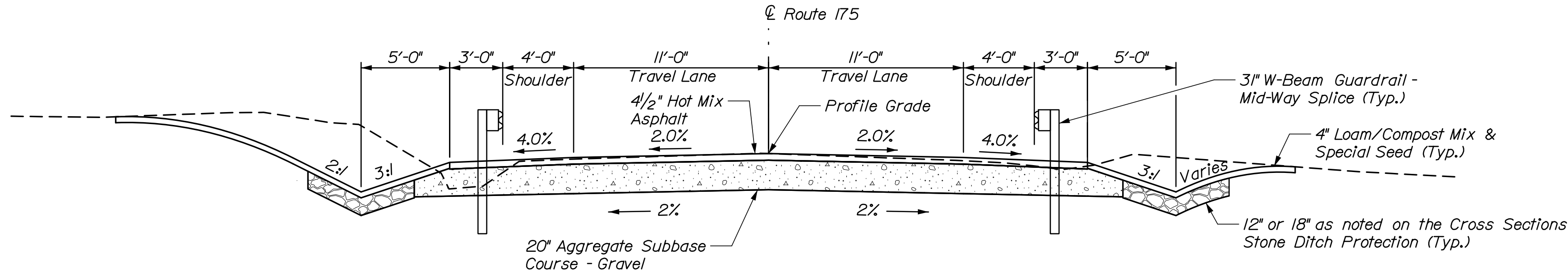
Username:

Division:

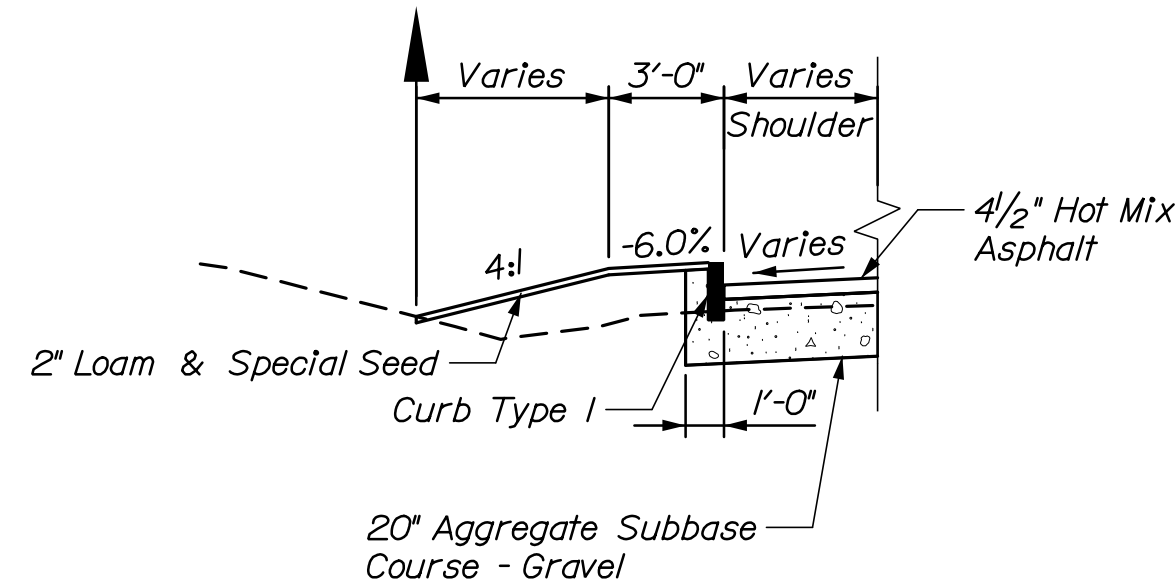
Filename: 018_TypicalSections 1.dgn



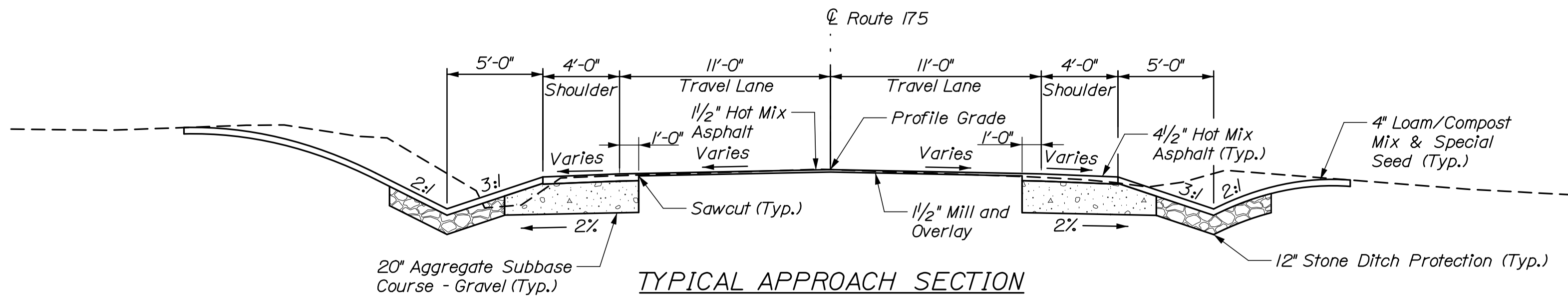
TYPICAL APPROACH SECTION
(With Curbing)



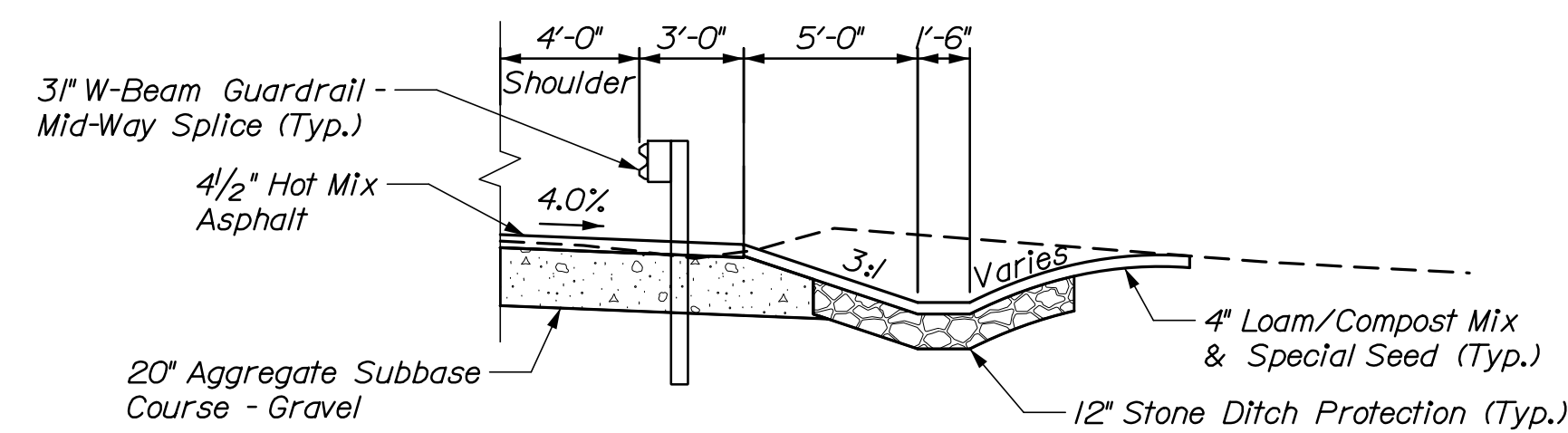
TYPICAL APPROACH SECTION
(With Ditching)



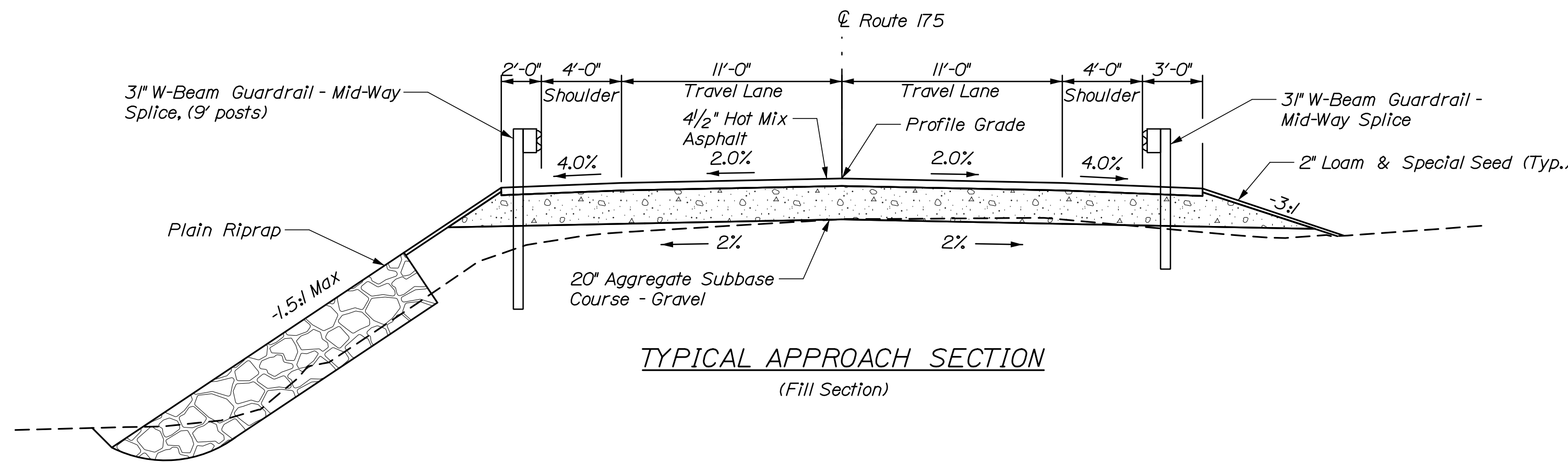
TYPICAL APPROACH SECTION
(Curbing with Toe Ditch)



TYPICAL APPROACH SECTION
(Mill & Overlay)



TYPICAL APPROACH SECTION
(Trapezoidal Ditch)



TYPICAL APPROACH SECTION
(Fill Section)

- NOTES:**
1. The pavement, base and subbase depths as shown on the plans are intended to be nominal.
 2. Crowns for all courses of subbase and pavement shall be straight, unless otherwise noted on the plans.
 3. Backslope Rounding shall follow Standard Detail 203(03) unless otherwise noted on the cross sections.

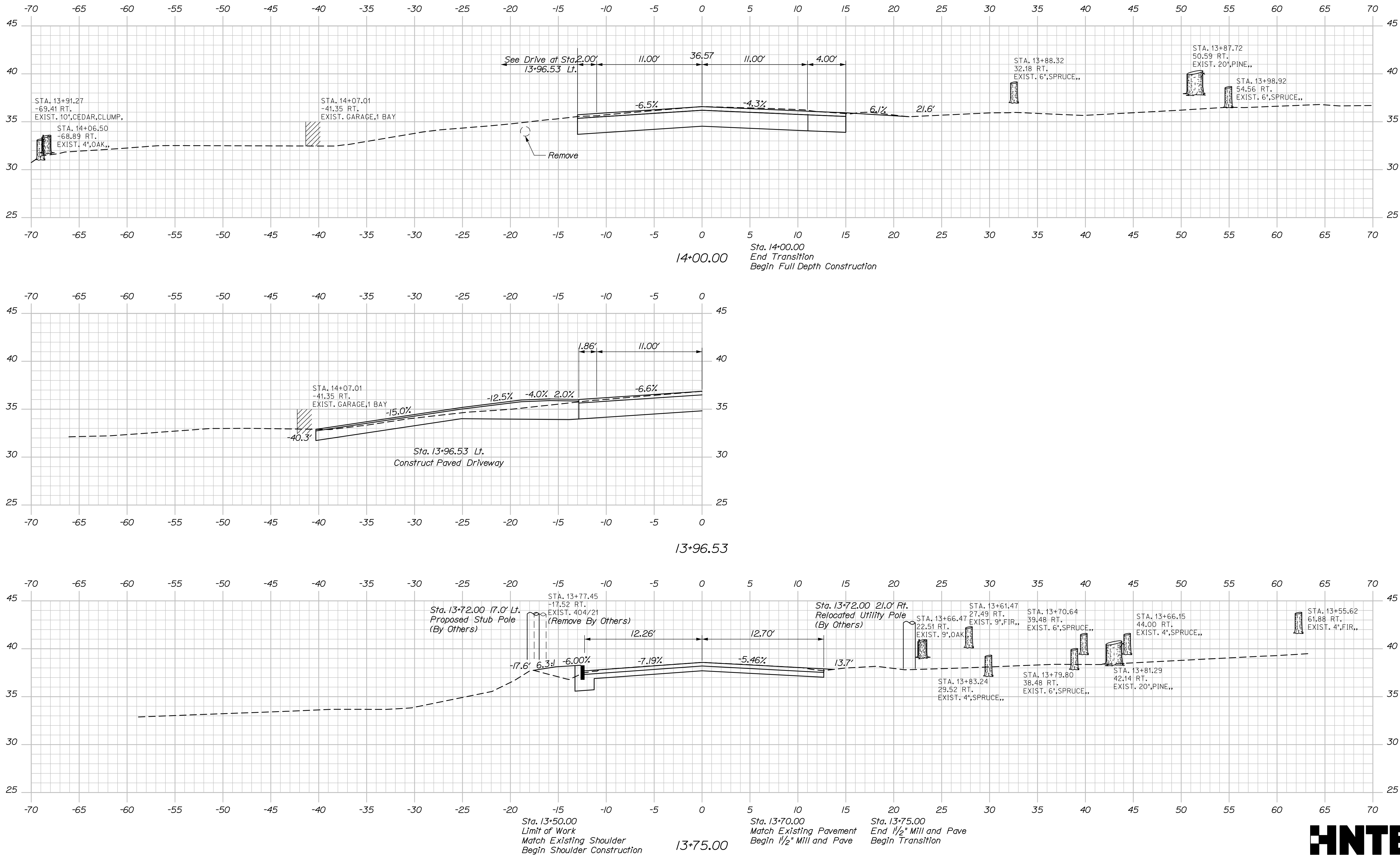
SHEET NUMBER		BLUE HILL FALLS BRIDGE SALT POND OUTLET BLUE HILL HANCOCK COUNTY		PROJ. MANAGER		A. Lathe	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
18 OF 70		TYPICAL SECTIONS		DESIGN-DETAILED		A. Sweet	E. Raymond	09/21	SIGNATURE	
				CHECKED-REVIEWED		L. Driscoll	T. Cote	09/21		
				DESIGN2-DETAILED2		-	-	-		
				DESIGN3-DETAILED3		-	-	-		
				REVISIONS 1		-	-	-	P.E. NUMBER	
				REVISIONS 2		-	-	-		
				REVISIONS 3		-	-	-		
				REVISIONS 4		-	-	-		
				FIELD CHANGES		-	-	-	DATE	WIN 17712.00
						-	-	-	BRIDGE NO. 5038	
						-	-	-		BRIDGE PLANS

Date:9/28/2021

Username:

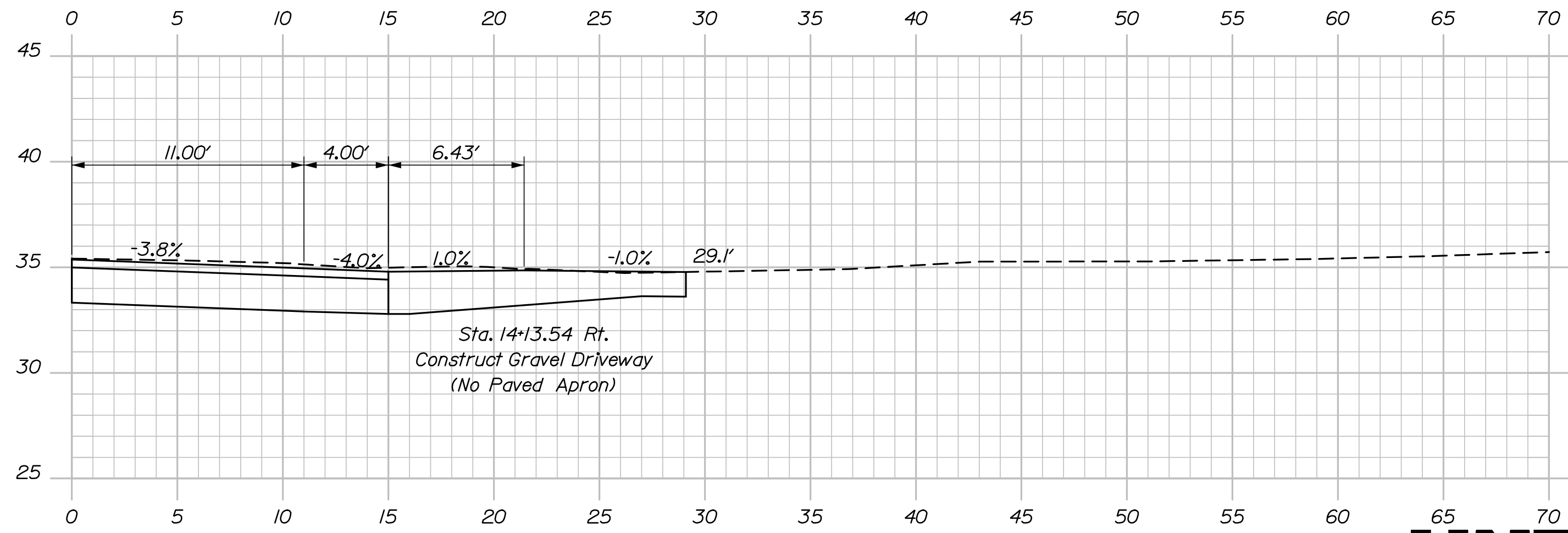
Division:

Filename: Xsections.dgn



SHEET NUMBER		BLUE HILL FALLS BRIDGE		PROJ. MANAGER		DATE	
19	OF 70	SALT POND OUTLET		A. Sweet		09/21	
		BLUE HILL		E. Raymond		09/21	
		HANCOCK COUNTY		L. Driscoll		SIGNATURE	
				-		-	
				-		-	
				DESIGNS-DETAILED03		P.E. NUMBER	
				DESIGNS-DETAILED03		-	
				REVISIONS 1		-	
				REVISIONS 2		-	
				REVISIONS 3		-	
				REVISIONS 4		DATE	
				FIELD CHANGES		-	
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Filename: Xsections.dgn



SHEET NUMBER
20
OF 70

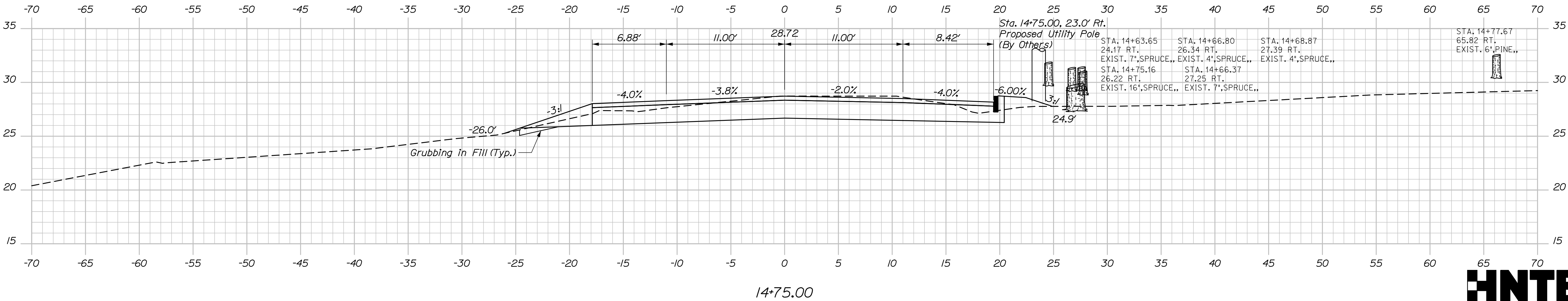
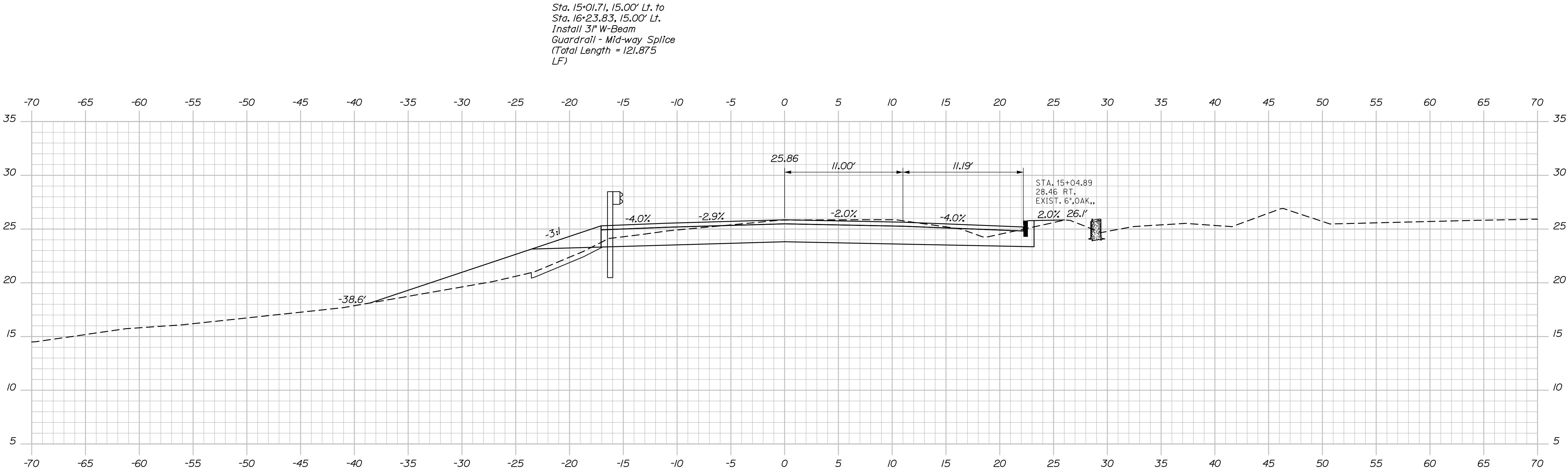
Sta. 14+13.54 to Sta. 14+50.00

Date:9/28/2021

Username:

Division:

Filename: Xsections.dgn



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STP-1771(200)X		WIN 17712.00		BRIDGE PLANS	
PROJECT NAME BLUE HILL FALLS BRIDGE SALT POND OUTLET BLUE HILL HANCOCK COUNTY		SHEET NUMBER 21 OF 70		DATE 09/21		P.E. NUMBER DATE	
DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES		BY E. Raymond T. Cote		DATE 09/21		SIGNATURE P.E. NUMBER DATE	

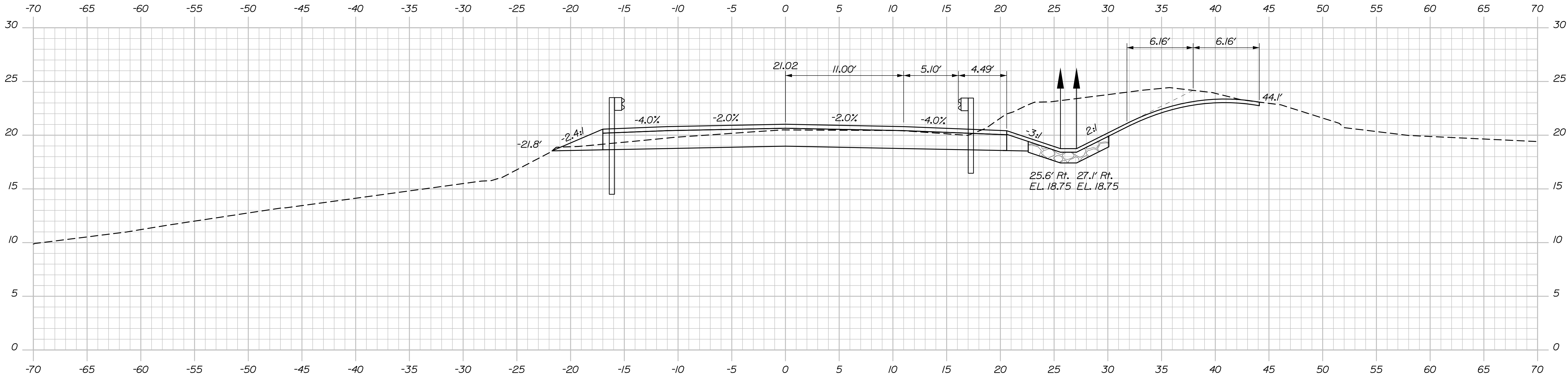
Sta. 14+75.00 to Sta. 15+00.00

Date:9/28/2021

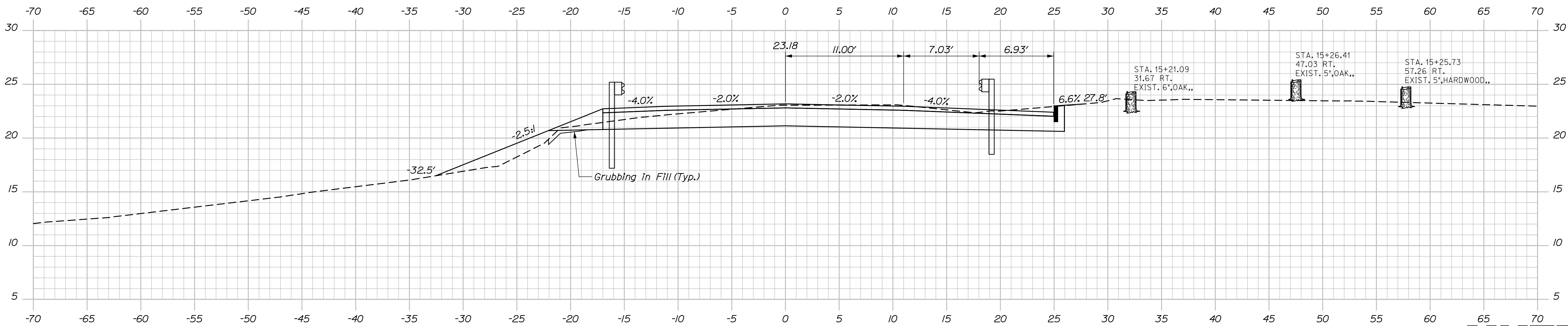
Username:

Division:

Filename: Xsections.dgn



15+50.00



15+25.00

Sta. 15+25.37 18.00' Rt. to Sta. 15+64.77, 15.00' Rt.
Install 3" W-Beam Guardrail - Mid-way Splice Flared Terminal



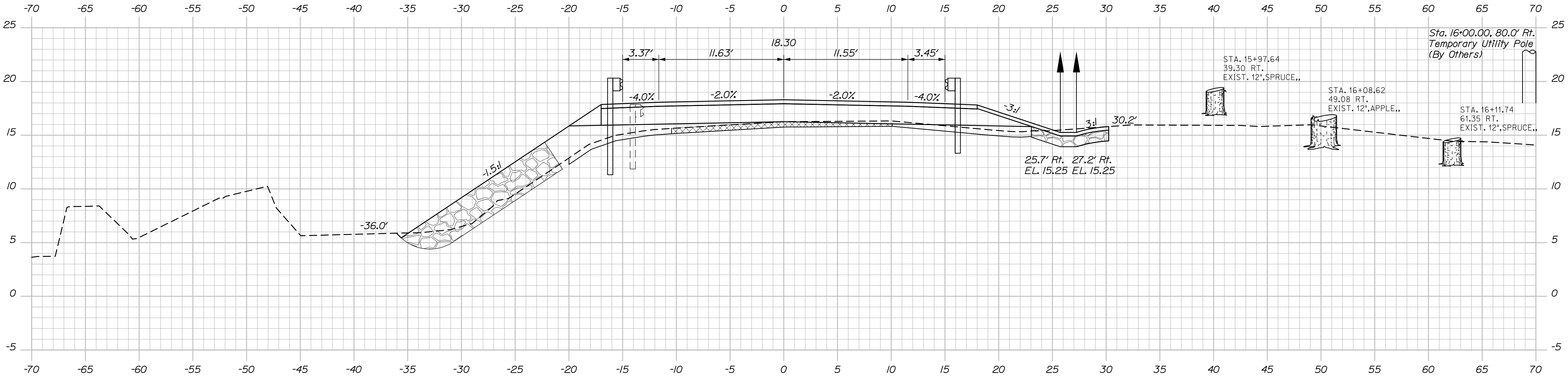
PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	A. Sweet	09/21
CHECKED-REVIEWED	E. Raymond	09/21
DESIGN-DETAILED	L. Driscoll	-
DESIGN-DETAILED	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

BLUE HILL FALLS BRIDGE
SALT POND OUTLET
BLUE HILL HANCOCK COUNTY
CROSS SECTIONS

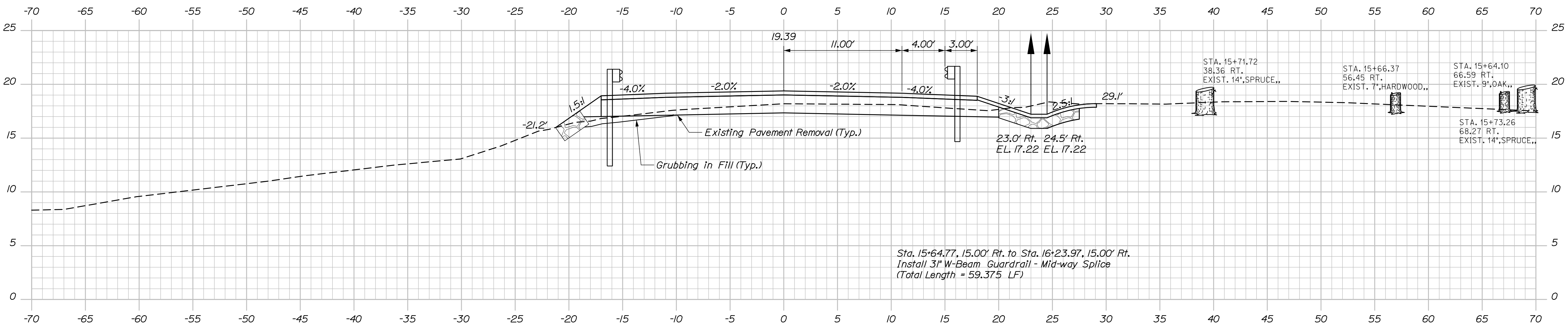
Username:

Division:

Filename: Xsections.dgn



16+00.00



15+75.00

Sta. 15+64.77, 15.00' Rt. to Sta. 16+23.97, 15.00' Rt.
Install 31" W-Beam Guardrail - Mid-way Splice
(Total Length = 59.375 LF)

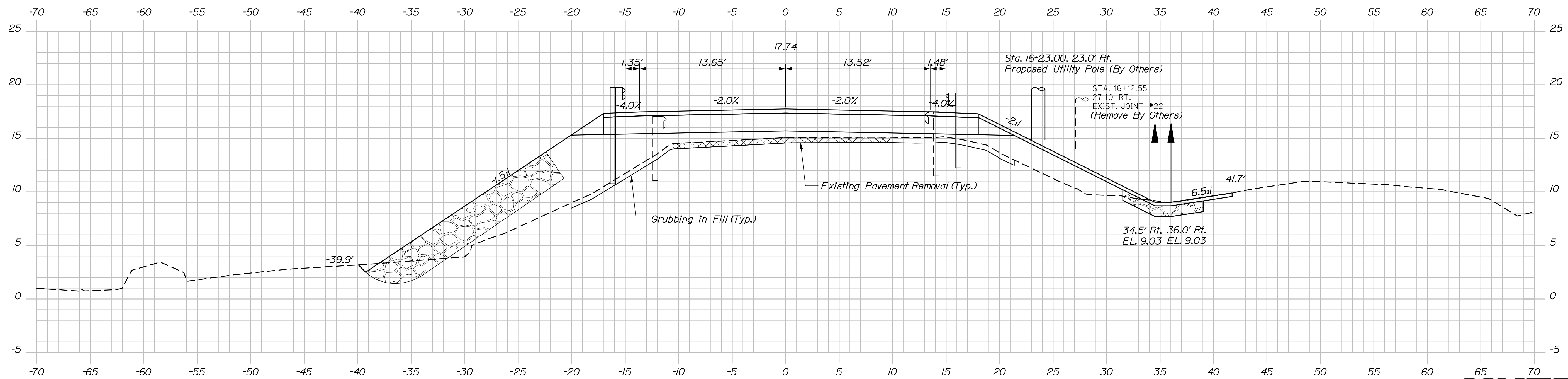
HNTB

Sta. 15+75.00 to Sta. 16+00.00

PROJ. MANAGER	BY	DATE	SIGNATURE
DESIGNED-DETAILED A. Sweet	E. Raymond	09/21	
CHECKED-REVIEWED L. Driscoll	T. Cote	09/21	
DESIGNED-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BLUE HILL FALLS BRIDGE
SALT POND OUTLET
HANCOCK COUNTY
BLUE HILL
CROSS SECTIONS

Filename: Xsections.dgn



Note: Stacked stones to be placed to replicate the existing condition.

Sta. 16+23.83, 15.00' Lt. to Sta. 16+44.37, 15.00' Lt.
Install Bridge Transition Type 1A with 5' Transition Curbing

Sta. 16+23.97, 15.00' Rt. to Sta. 16+44.39, 15.00' Rt.
Install Bridge Transition Type 1A with 5' Transition Curbing

DEPARTMENT OF TRANSPORTATION

Bridge No. 5038

WIN

17712.00

BRIDGE PLANS

CROSS SECTIONS

SHEET NUMBER

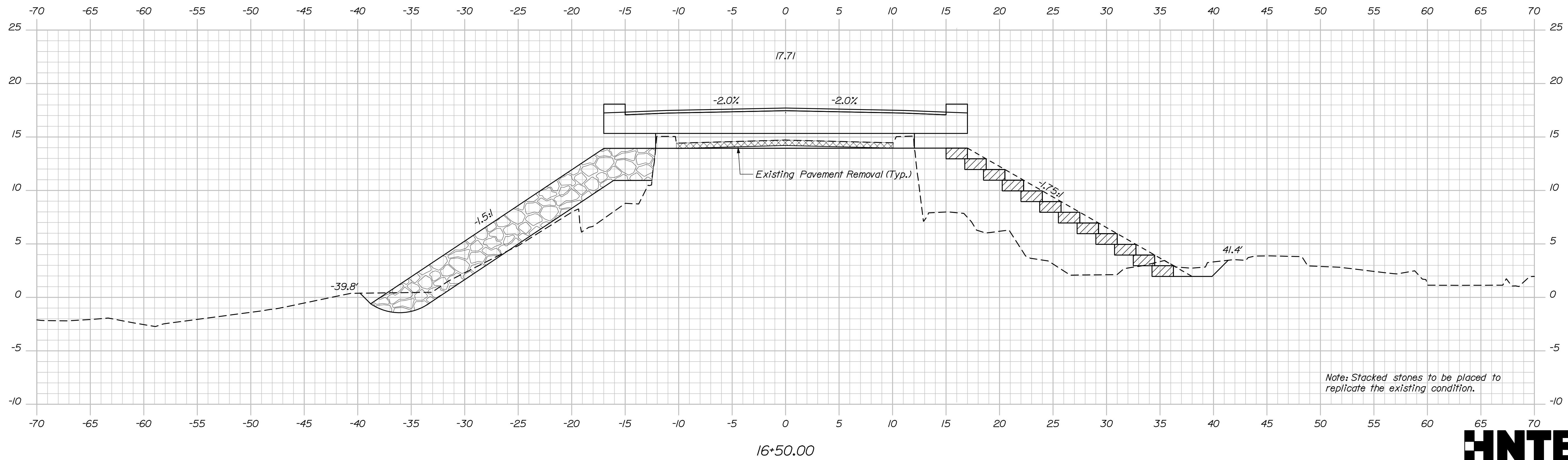
24

OF 70

HNTB

Sta. 16+25.00 to Sta. 16+37.31

Filename: Xsections.dgn



Note: Stacked stones to be placed to replicate the existing condition.

HNTB

SHEET NUMBER

25

OF 70

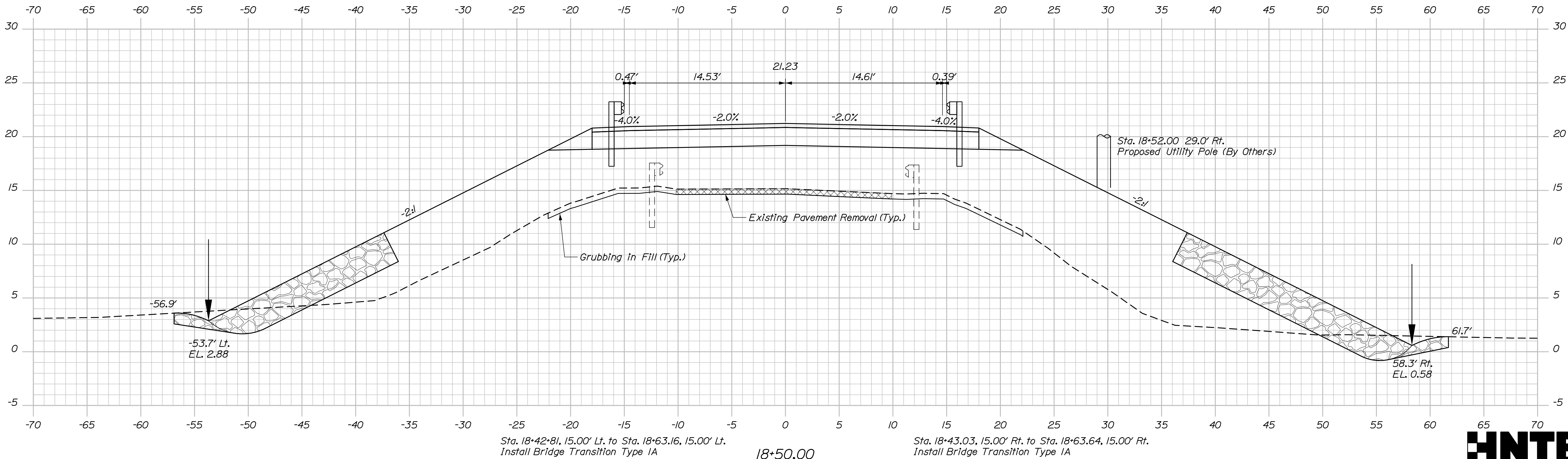
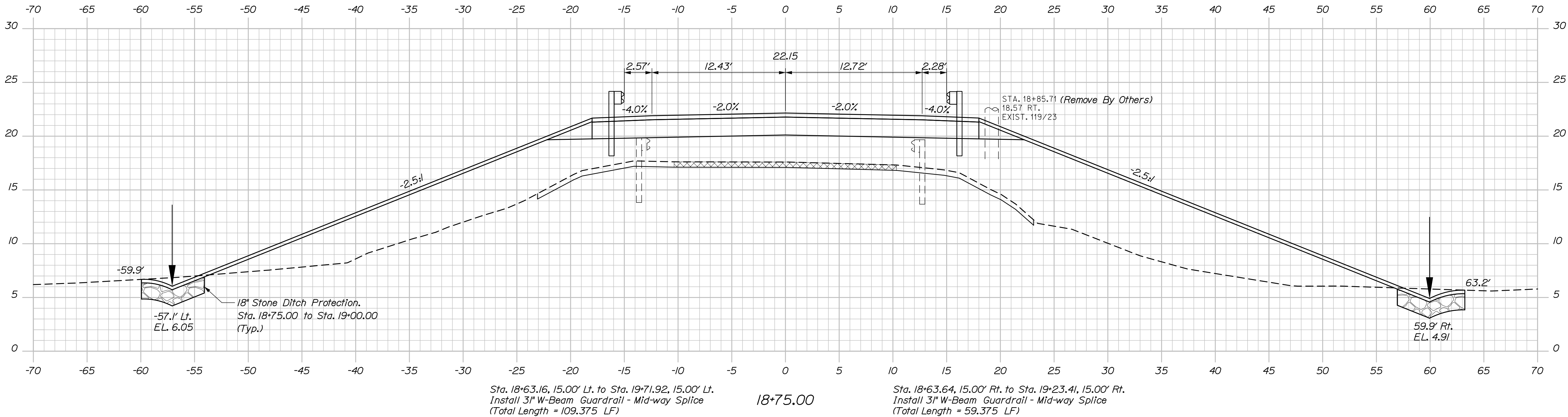
Sta. 16+50.00 to Sta. 18+25.00

Date:9/28/2021

Username:

Division:

Filename: Xsections.dgn



PROJ. MANAGER	BY	DATE
A. LaRue	E. Raymond	09/21
CHECKED-REVIEWED	T. Cote	09/21
DESIGNED-DETAILED	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

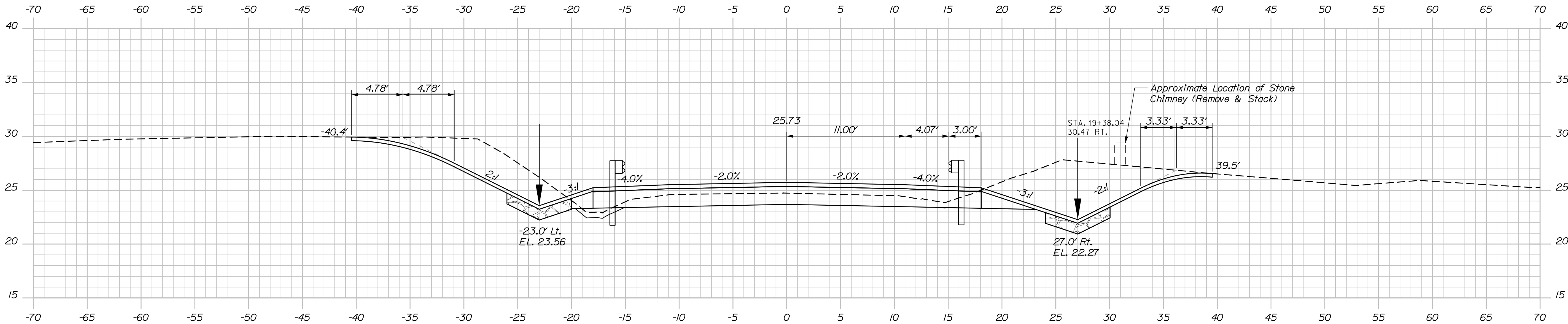
SIGNATURE	P.E. NUMBER	DATE

Date:9/28/2021

Username:

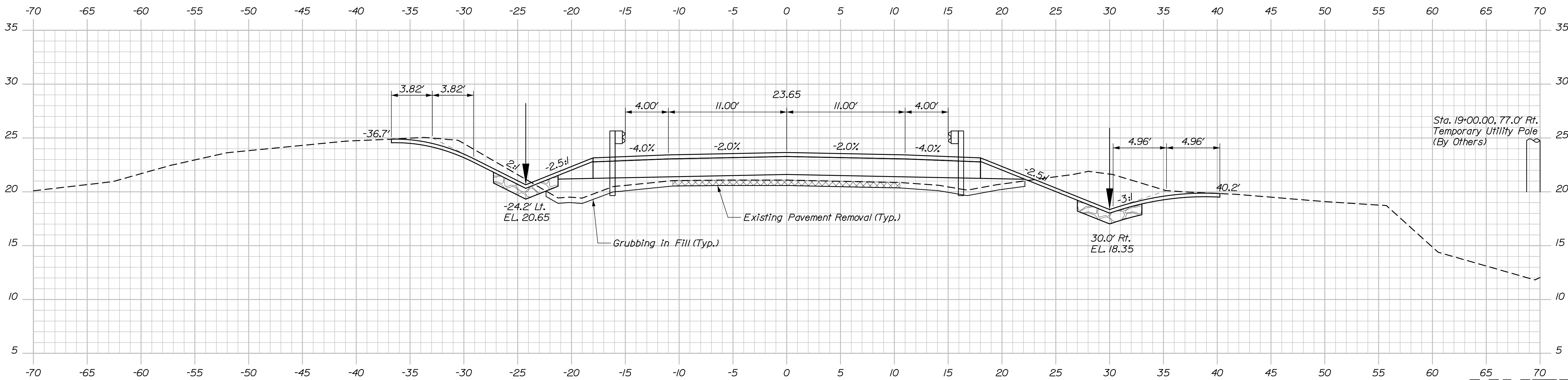
Division:

Filename: Xsections.dgn



19+25.00

Sta. 19+23.41, 15.00' Rt. to Sta. 19+48.56, 16.00' Rt.
Install 3" W-Beam Guardrail - Mid-way Splice Tangential Terminal (TL-2)



19+00.00

HNTB

PROJ. MANAGER	BY	DATE	SIGNATURE
A. LaRue	E. Raymond	09/21	
A. Sweet	T. Cote	09/21	
L. Driscoll	-	-	
DESIGNED-DETAILED	-	-	P.E. NUMBER
REVISIONS 1	-	-	DATE
REVISIONS 2	-	-	
REVISIONS 3	-	-	
REVISIONS 4	-	-	
FIELD CHANGES	-	-	

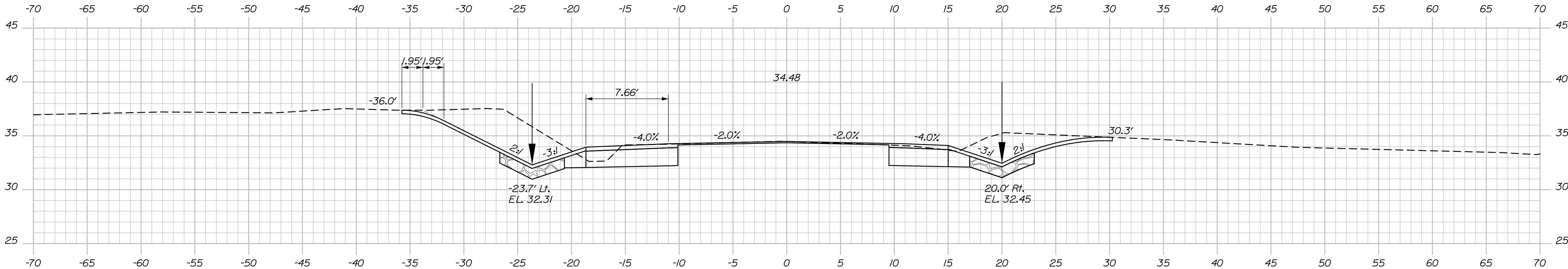
BLUE HILL FALLS BRIDGE
SALT POND OUTLET
HANCOCK COUNTY
BLUE HILL
CROSS SECTIONS

Date:9/28/2021

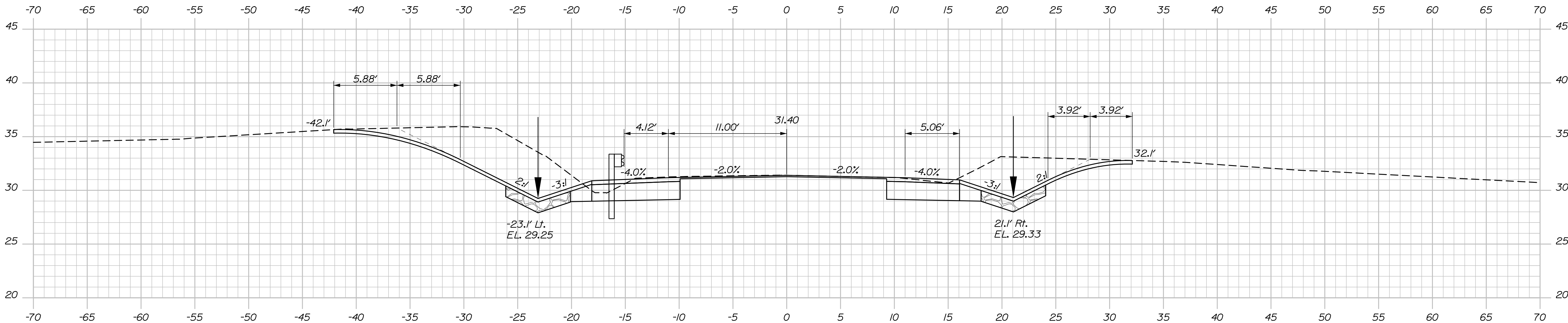
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Division:

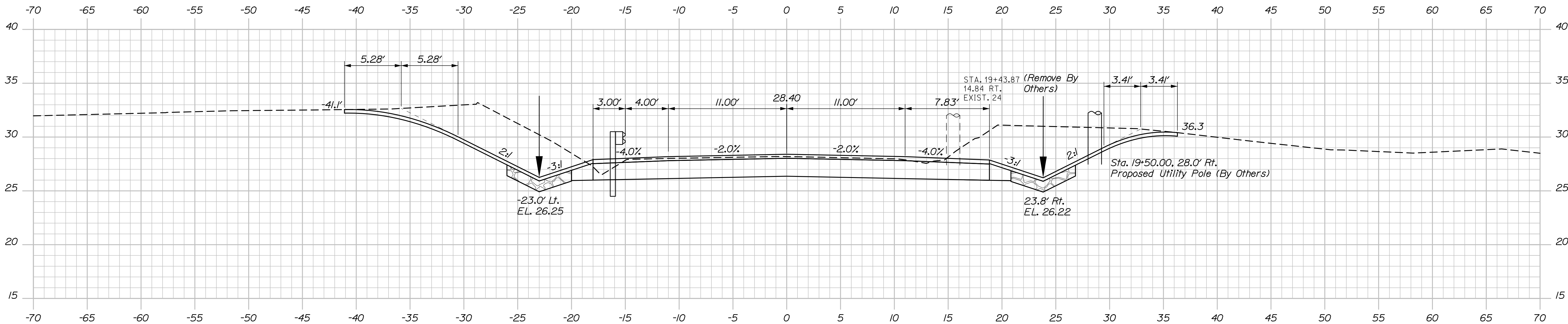
Filename: Xsections.dgn



20+00.00



19+75.00



19+50.00

Sta. 19+75.00
End Transition
Begin 1/2" Mill and Overlay
Begin Full Depth Shoulder Reconstruction

Sta. 19+50.00
End Full Depth Construction
Begin Transition

HNTB

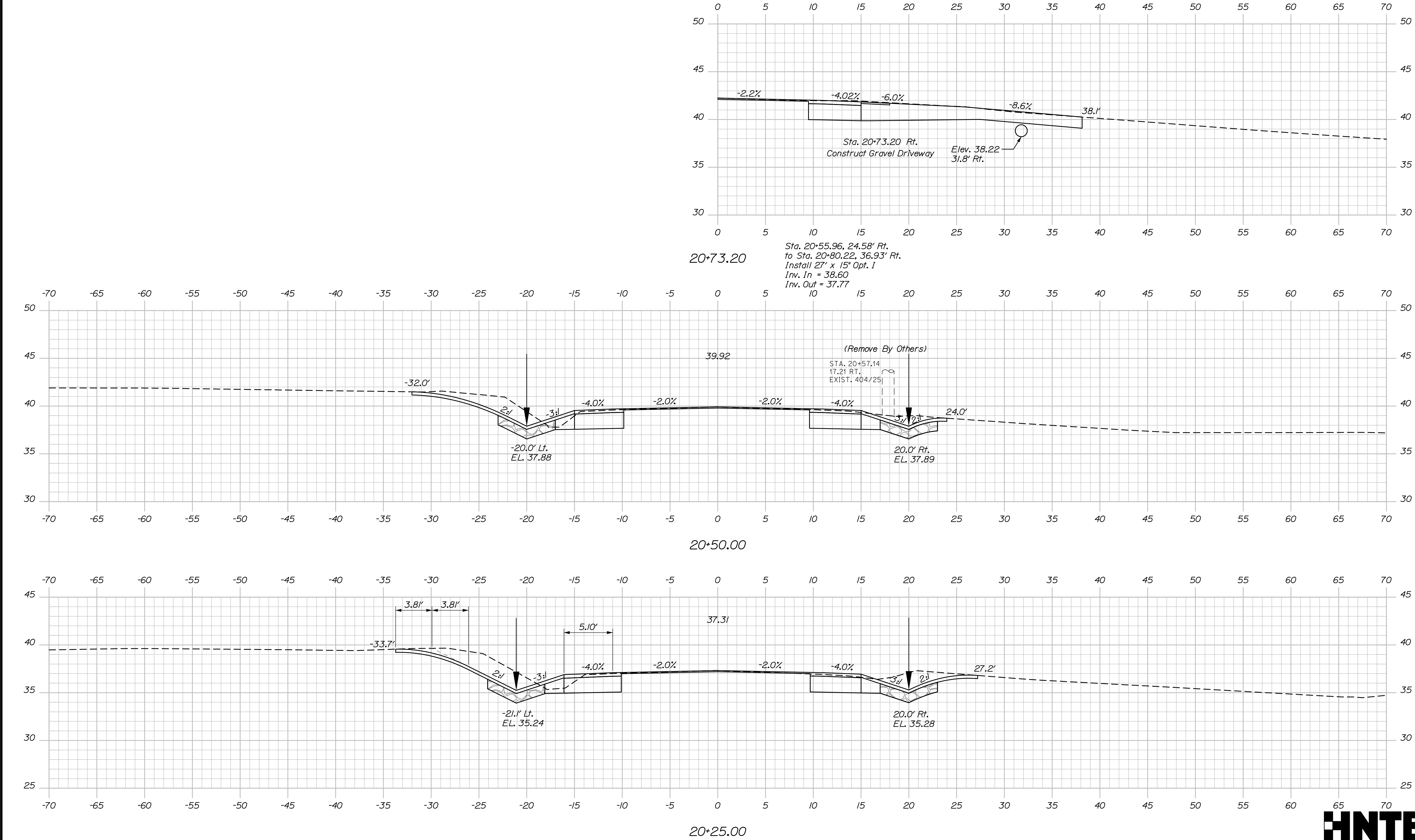
PROJ. MANAGER	BY	DATE	SIGNATURE
A. Lethe	E. Raymond	09/21	
DESIGN-DETAILED	T. Cote	09/21	
CHECKED-REVIEWED	L. Driscoll	-	
DESIGN-DETAILED	-	-	
DESIGN-DETAILED	-	-	
REVISIONS 1	-	-	
REVISIONS 2	-	-	
REVISIONS 3	-	-	
REVISIONS 4	-	-	
FIELD CHANGES	-	-	

Date:9/28/2021

Username:

Division:

Filename: Xsections.dgn



Sta. 20+25.00 to Sta. 20+73.20

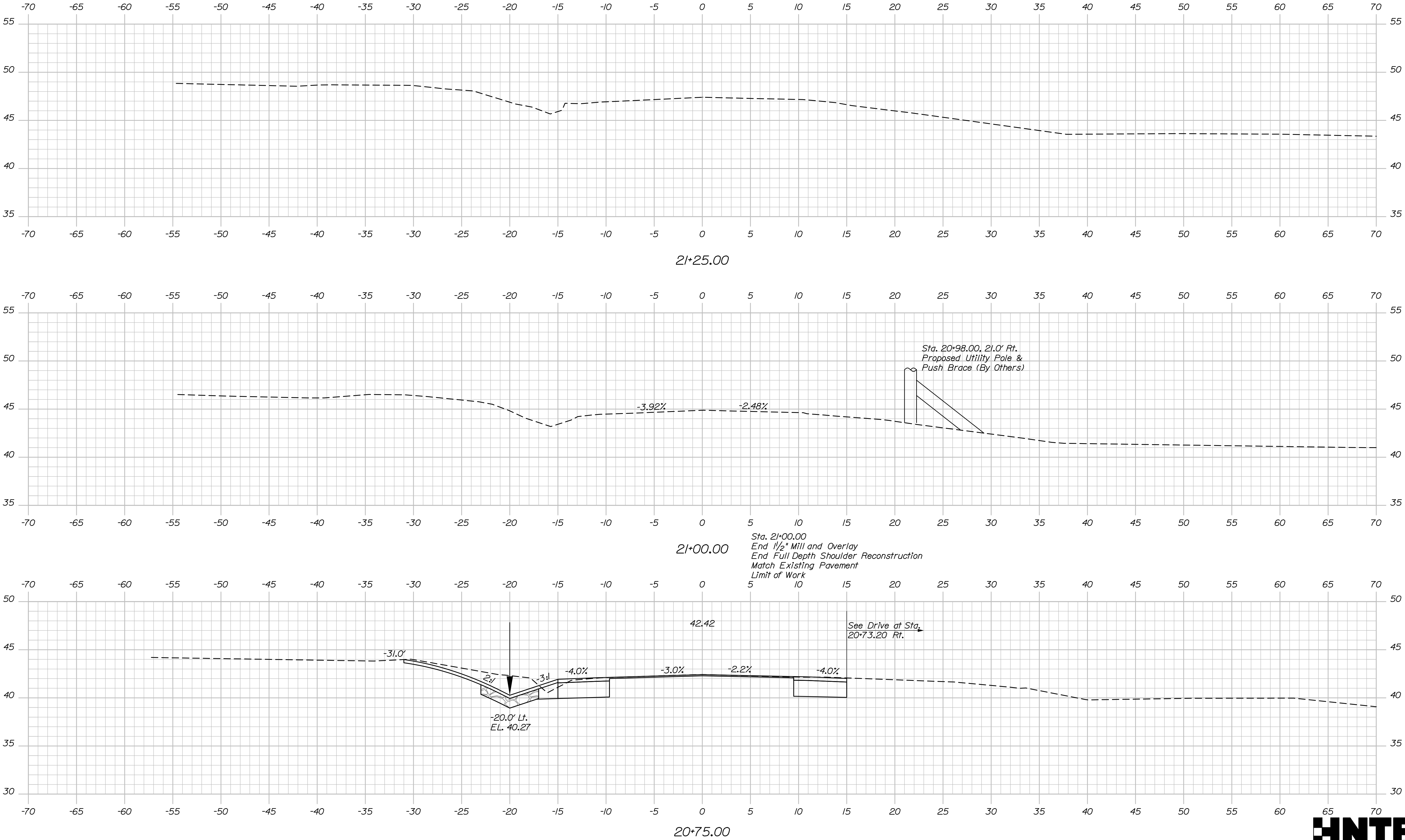
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	STP-1771(200)X		BRIDGE PLANS WIN 17712.00 Bridge No. 5038
BLUE HILL FALLS BRIDGE SALT POND OUTLET BLUE HILL HANCOCK COUNTY	PROJ. MANAGER	BY	DATE
	DESIGN-DETAILED	A. LaThe	09/21
	CHECKED-REVIEWED	E. Raymond	09/21
	DESIGN-DETAILED	T. Cote	09/21
	DESIGN-DETAILED	-	-
CROSS SECTIONS	REVISIONS 1	-	-
	REVISIONS 2	-	-
	REVISIONS 3	-	-
	REVISIONS 4	-	-
	FIELD CHANGES	-	-
SHEET NUMBER		29	
		OF 70	

Date:9/28/2021

Username:

Division:

Filename: Xsections.dgn



STATE OF MAINE		DATE		BY		PROJ. MANAGER		DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN-DETAILED		REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		FIELD CHANGES	
DEPARTMENT OF TRANSPORTATION		09/21		E. Raymond T. Cote		A. LaThe		A. Sweet		L. Driscoll		-		-		-		-		-		-	
STP-1771(200)X		SIGNATURE		P.E. NUMBER		DATE		-		-		-		-		-		-		-		-	
BRIDGE PLANS		17712.00		WIN		17712.00		BRIDGE No. 5038		BRIDGE PLANS		17712.00		BRIDGE PLANS		BRIDGE PLANS		BRIDGE PLANS		BRIDGE PLANS		BRIDGE PLANS	

BLUE HILL FALLS BRIDGE
SALT POND OUTLET
BLUE HILL HANCOCK COUNTY

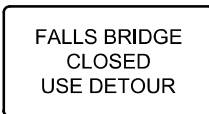
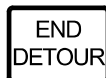
CROSS SECTIONS

SHEET NUMBER

30

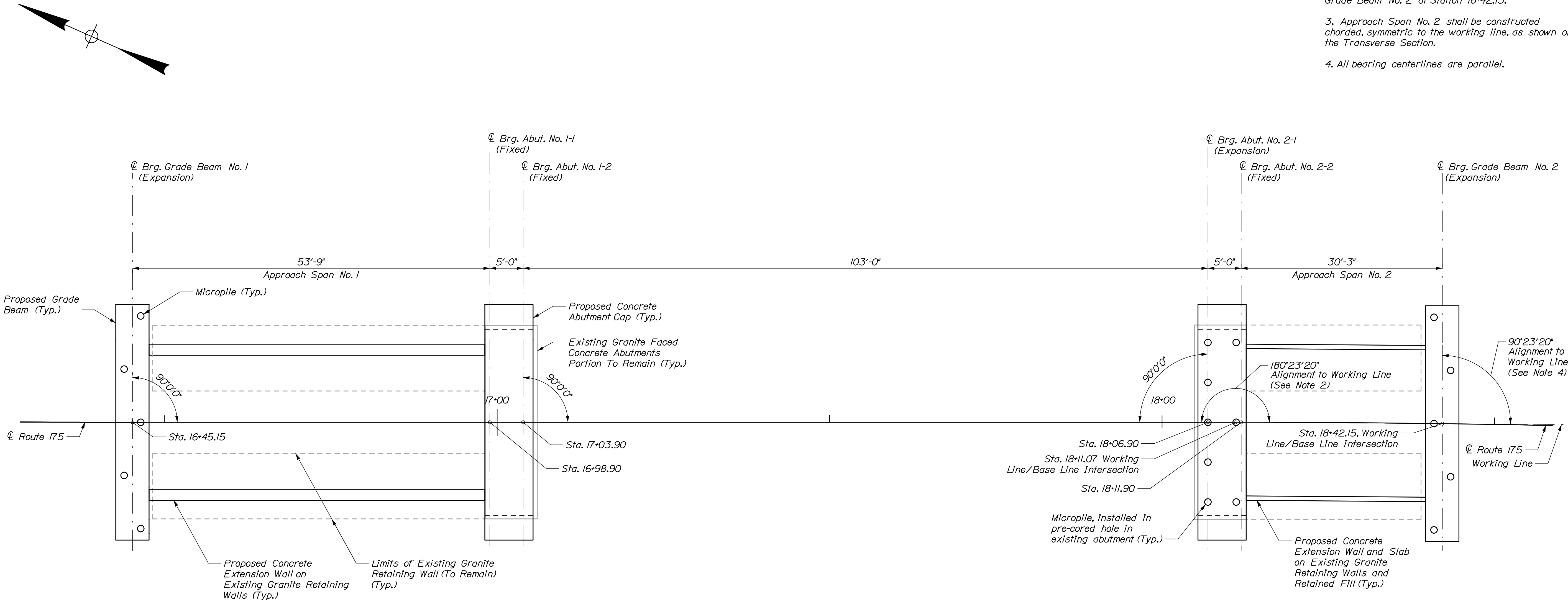
OF 70

OFF-SITE DETOUR PLAN SIGN SUMMARY

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		BORDER RADIUS	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND BORDER		
CS-1	42"	30"		4" C 4" C 4" C	3" 3"		7	ORANGE	BLACK		8.75 (61.25)
CS-2	30"	12"		4" C			22	ORANGE	BLACK		2.50 (55)
M4-8a	24"	18"		TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			2	COLORS SHALL CONFORM TO STANDARD HIGHWAY SIGN DETAILS			3.00 (6)
M4-9	30"	24"					11				5.00 (55)
M4-9L	30"	24"					5				5.00 (25)
M4-9R							4				5.00 (20)
M4-10L	48"	18"					3				6.00 (18)
M4-10R							4				6.00 (24)
W20-3 (500) (1000)	48"	48"					2 2				16.00 (32) (32)
R11-2	48"	30"					*				*
R11-3a (0.5) (1.0) (3.9)	60"	30"					2 1 1				12.50 (25) (12.5) (12.5)
CS-3	96"	48"		6" C 6" C 6" C	3" 3"		2	ORANGE	BLACK		32.00 (64)

*R11-2 is used in both the temporary signal and off-site detour setups.





GEOMETRIC LAYOUT PLAN

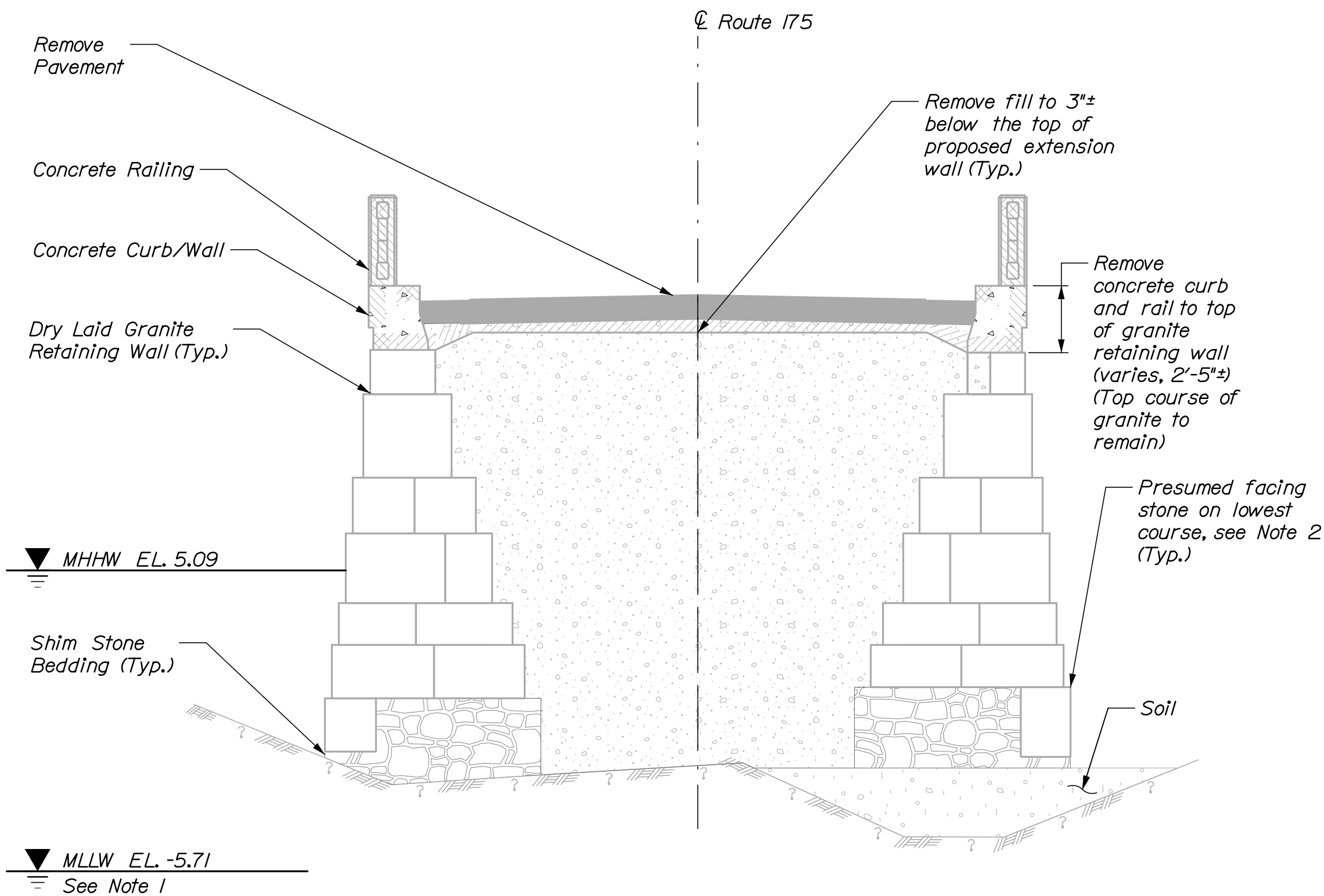
- NOTES:**
- Existing and proposed substructure elements are presented as singular outlines for clarity.
 - The working line for Approach Span No. 2 is defined as being the chord along the centerline of Route 175 from the start of the horizontal curve at Station 18+11.07 to the Centerline of Bearing at Grade Beam No. 2 at Station 18+42.15.
 - Approach Span No. 2 shall be constructed chorded, symmetric to the working line, as shown on the Transverse Section.
 - All bearing centerlines are parallel.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-1771(200)X		WIN 17712.00		BRIDGE PLANS	
BLUE HILL FALLS BRIDGE		SALT POND OUTLET		HANCOCK COUNTY		SHEET NUMBER		33	
BLUE HILL		HANCOCK COUNTY		GEOMETRIC LAYOUT PLAN		DESIGN-DETAILED		CHECKED-REVIEWED	
A. Lethe		H. Walton		K. Broyley		T. Cote		SIGNATURE	
DATE		03/21		03/21		03/21		DATE	
PROJ. MANAGER		DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN-DETAILED		REVISIONS 1	
DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN-DETAILED		REVISIONS 1		REVISIONS 2	
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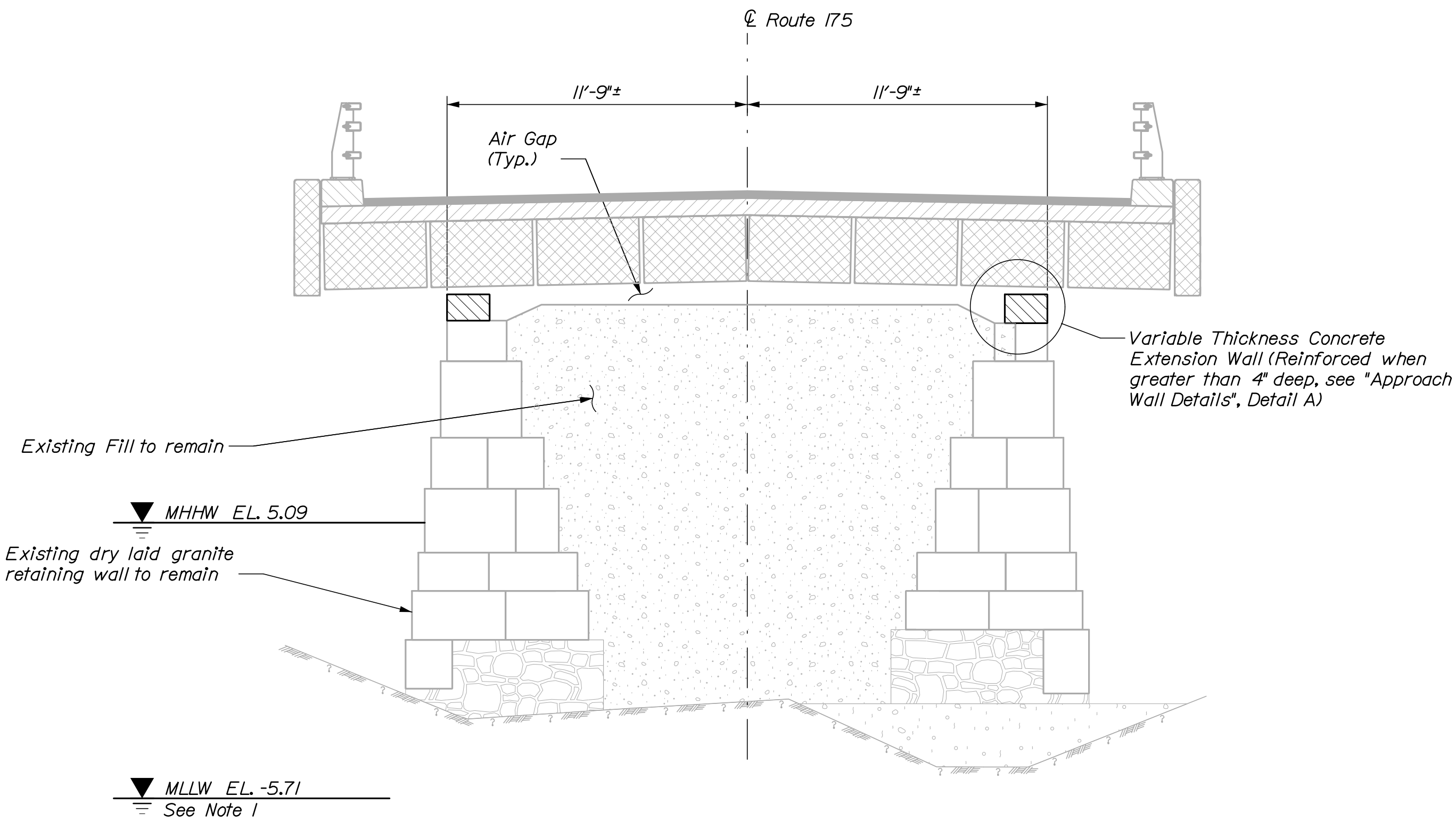


ELEVATION

Concrete Extension Wall Finished Elevation - Approach 2							
Control Point	1	2	3	4	5	6	7
Station	18+12.65	18+17.65	18+22.65	18+27.65	18+32.65	18+37.65	18+39.65
Top of Concrete Elevation	16.52	16.61	16.70	16.79	16.88	16.96	17.00
Bottom of Slab	13.18	12.98	13.07	13.14	13.23	13.32	13.35



SECTION A-A DEMOLITION

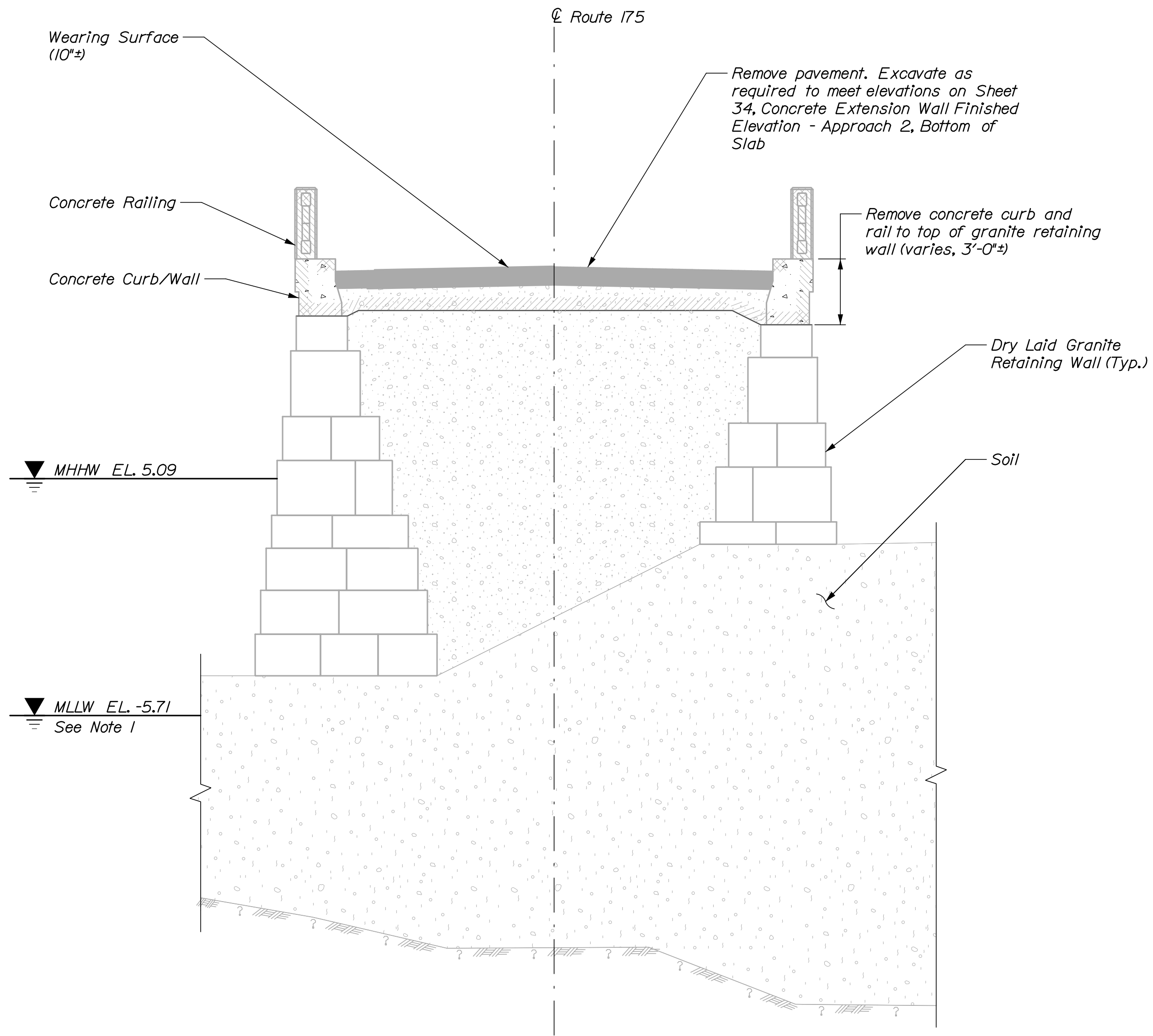


SECTION A-A CONSTRUCTION
(Superstructure Shown Screened for Clarity)

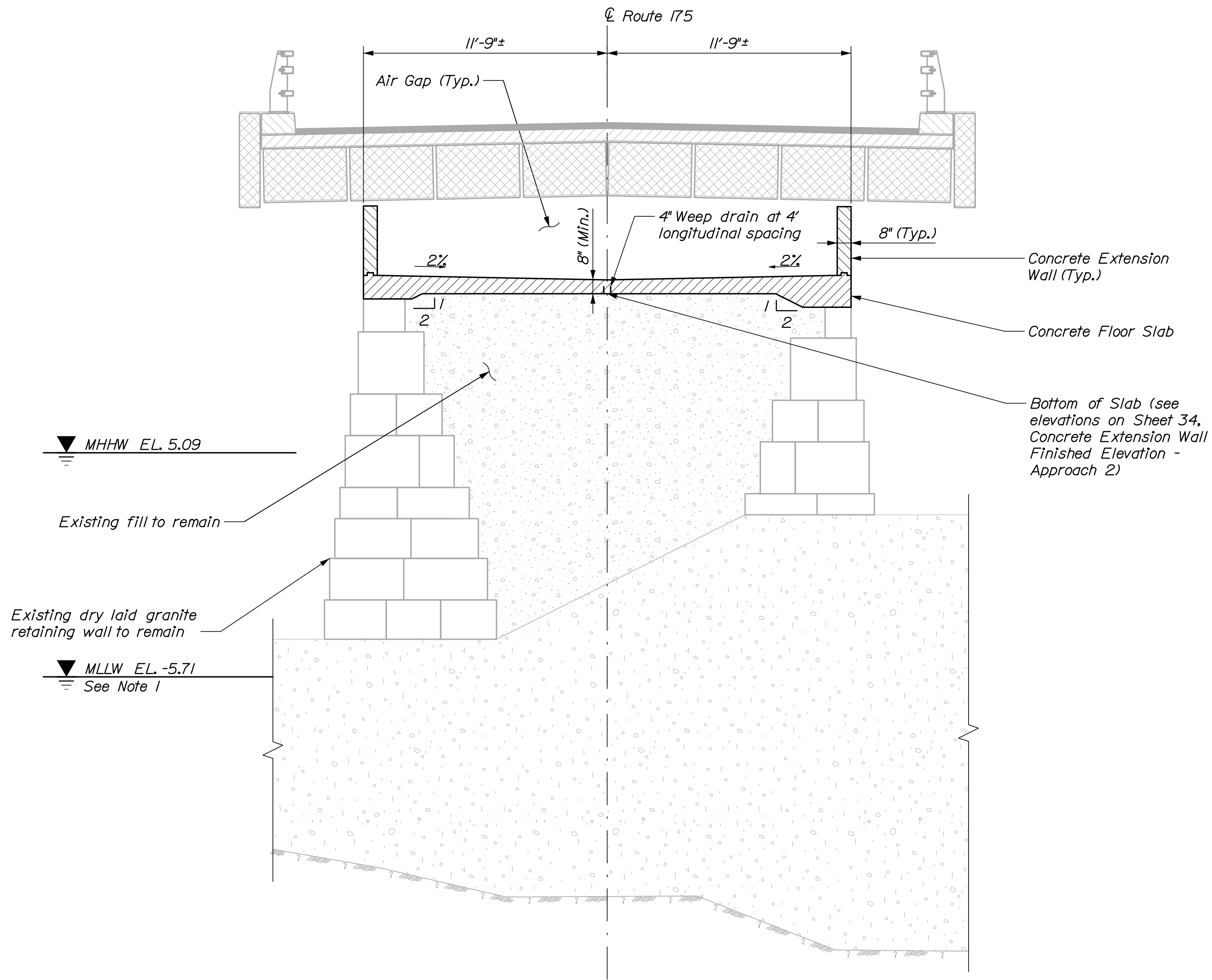
APPROACH WALL NOTES:

1. MLLW shown corresponds to the Blue Hill Bay low tide water elevation. Locally at the bridge, low tide water elevation on both sides of the structure is higher due to water flow out of the Salt Pond.
2. Scaled site photographs indicate 1' to 2' additional visible block wall height than the granite block depth measured on the wall borings. This indicates the possibility that a large stone was placed in front of the shim stone bedding at the base of the retaining walls.
3. Top of granite wall elevations shown are illustrative and approximate. Top of wall elevation varies from wall to wall and along the length of each wall.
4. Removal of concrete curb and retaining wall shall be incidental to the bridge demolition pay item.
5. Remove concrete level with the top of the top course of granite. Sound concrete behind the top course of granite may remain.

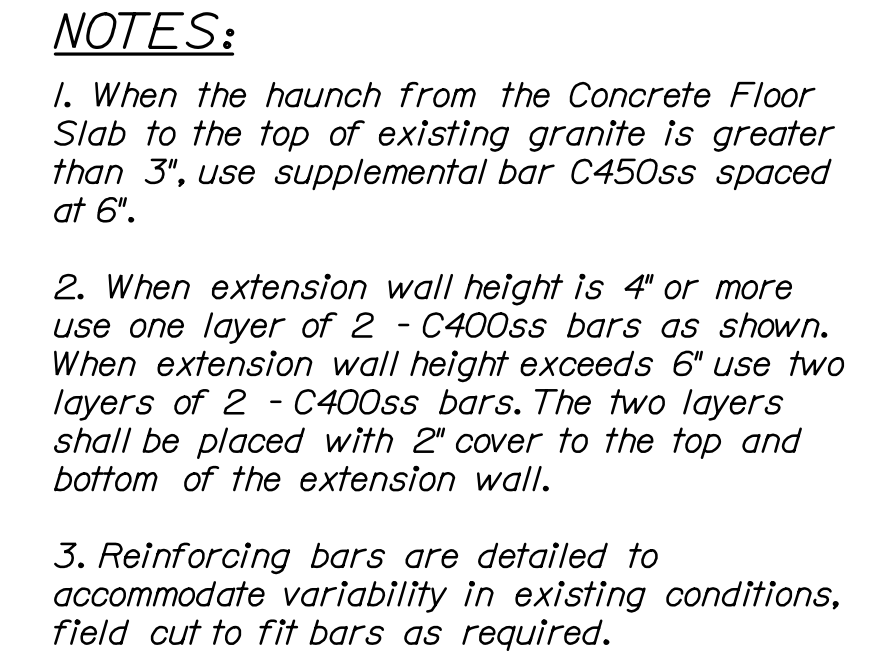
SHEET NUMBER		BLUE HILL FALLS BRIDGE SALT POND OUTLET		PROJECT MANAGER		A. Lethé		BY		DATE		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
35		BLUE HILL HANCOCK COUNTY		DESIGN-DETAILED		H. Walton		E. Beausoleil		09/21		SIGNATURE	
				CHECKED-REVIEWED		K. Brayley		T. Cote		09/21			
OF 70		APPROACH WALL NO. 1 SECTIONS		DESIGN2-DETAILED2		-		-		-		P.E. NUMBER	
				DESIGN3-DETAILED3		-		-		-			
				REVISIONS 1		-		-		-		DATE	
				REVISIONS 2		-		-		-			
				REVISIONS 3		-		-		-			
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				FIELD CHANGES		-		-		-		BRIDGE PLANS	
												WIN 17712.00 Bridge No. 5038	



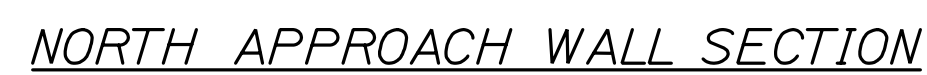
SECTION B-B DEMOLITION



SECTION B-B CONSTRUCTION
(Superstructure Shown Screened for Clarity)



SOUTH APPROACH CONCRETE FLOOR SLAB AND EXTENSION WALL SECTION
(Existing granite walls and fill not shown)

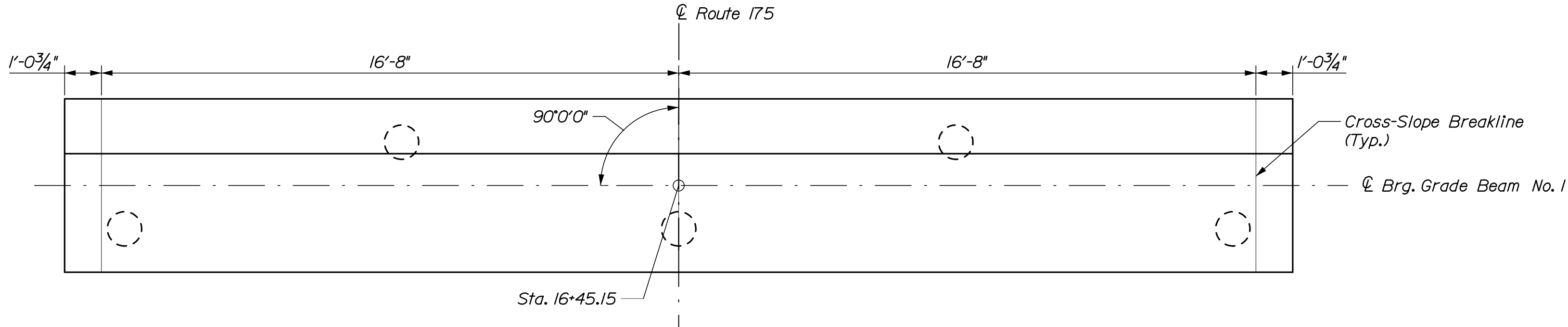


Date:9/28/2021

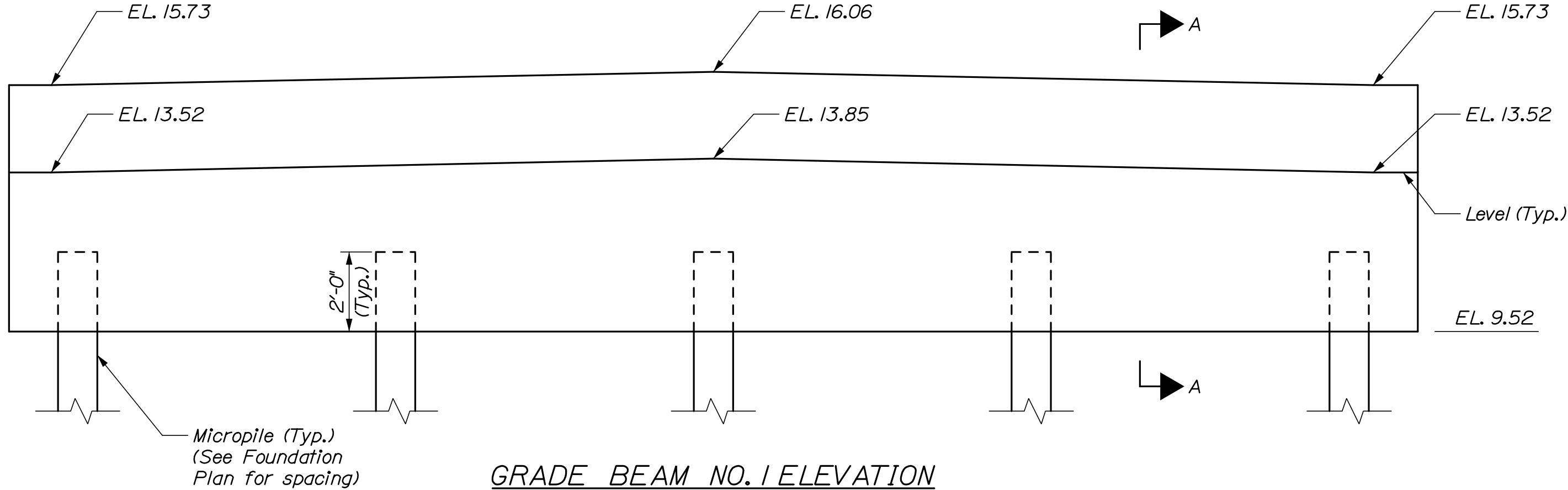
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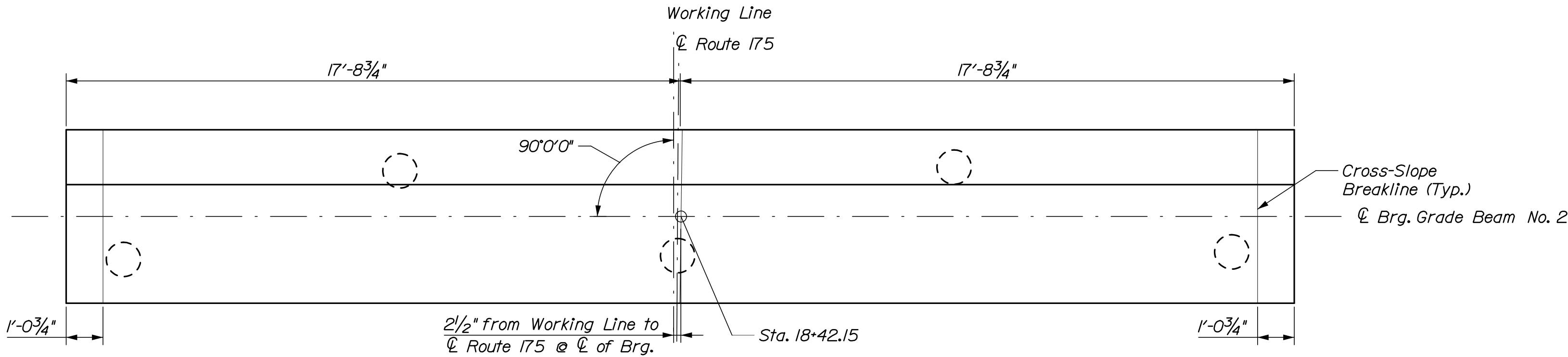
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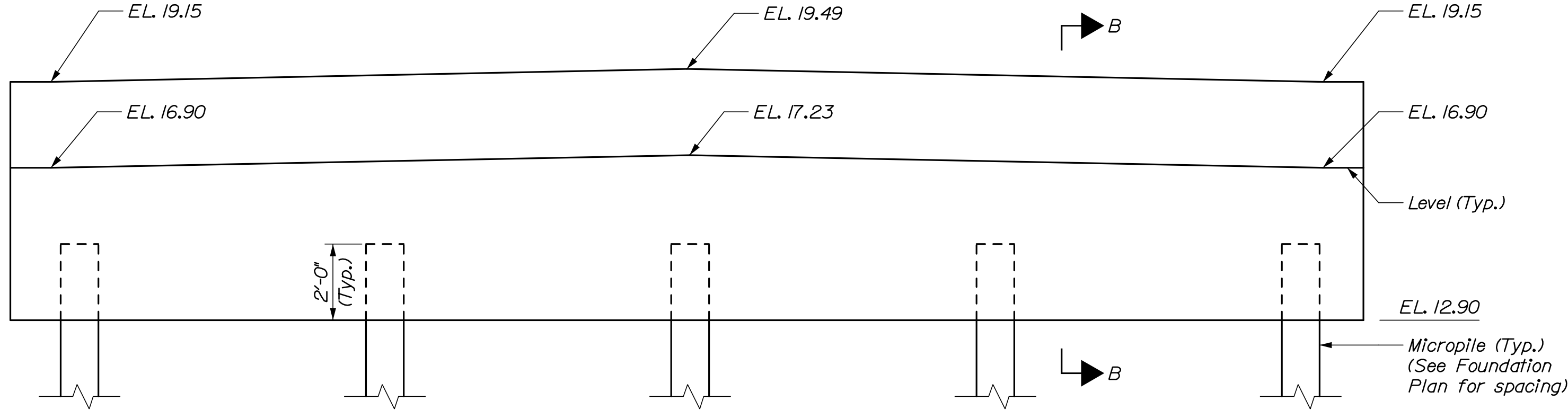
GRADE BEAM NO. 1 PLAN



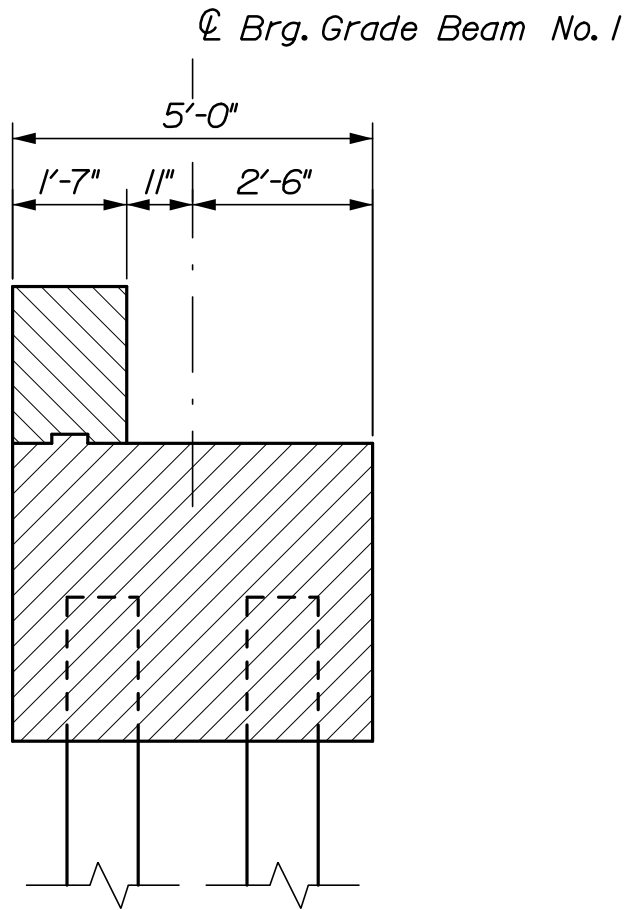
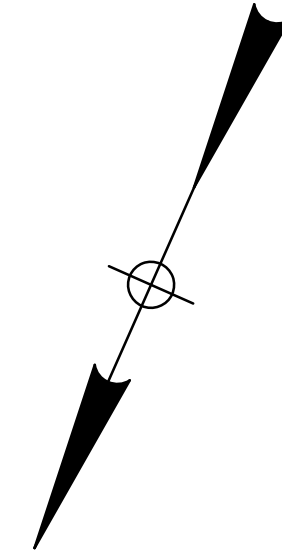
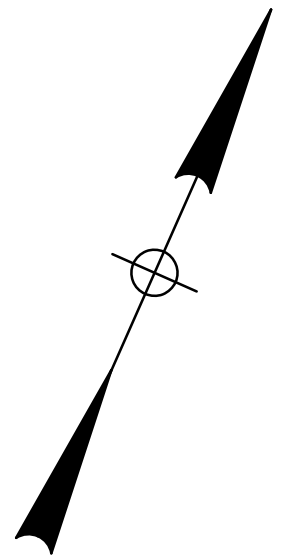
GRADE BEAM NO. 1 ELEVATION



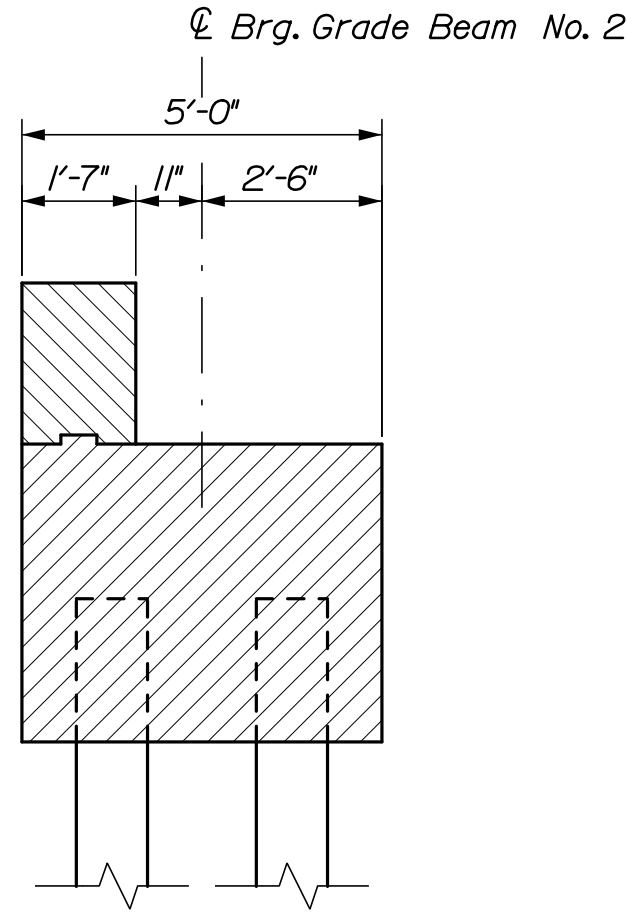
GRADE BEAM NO. 2 PLAN



GRADE BEAM 2 NO. ELEVATION



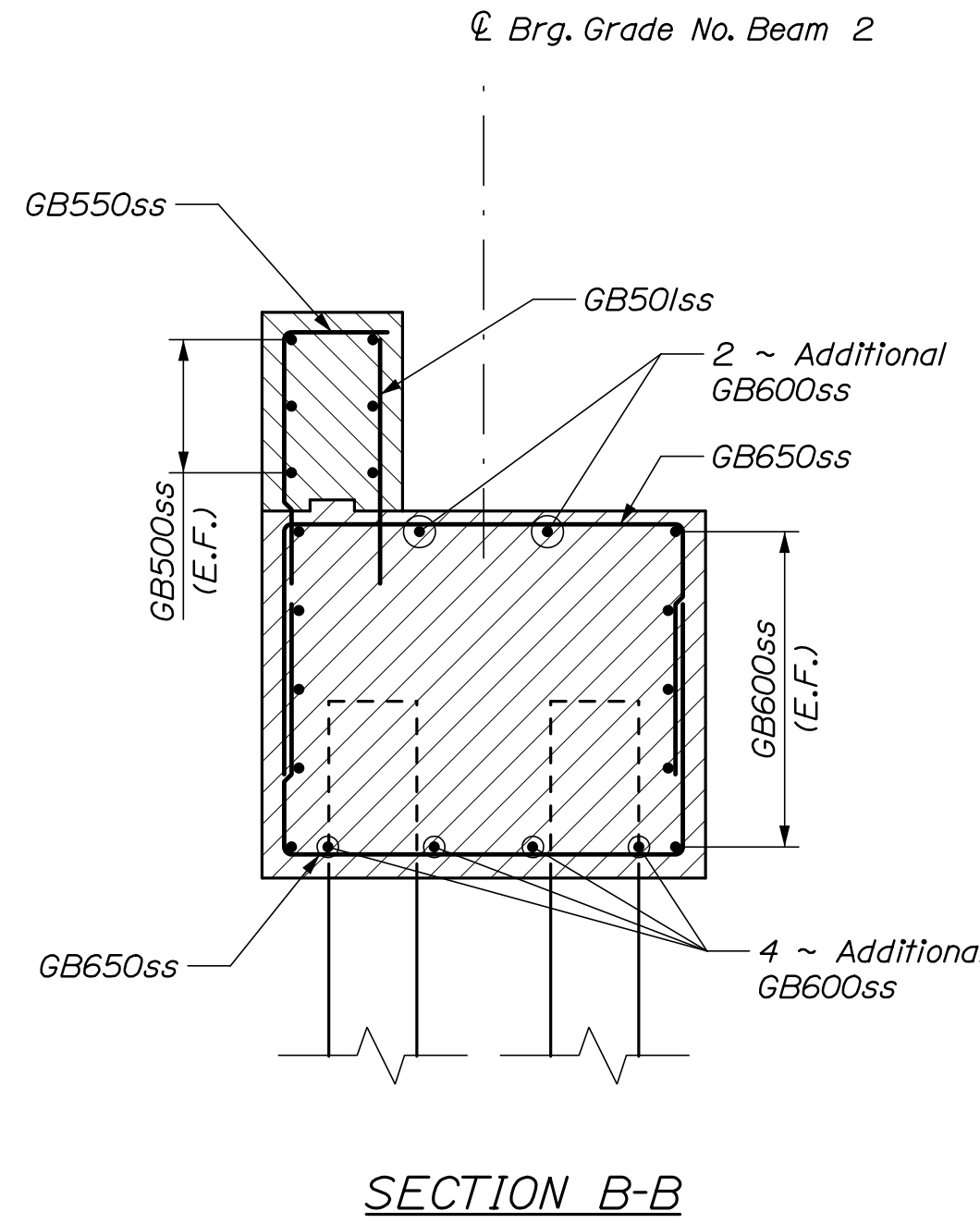
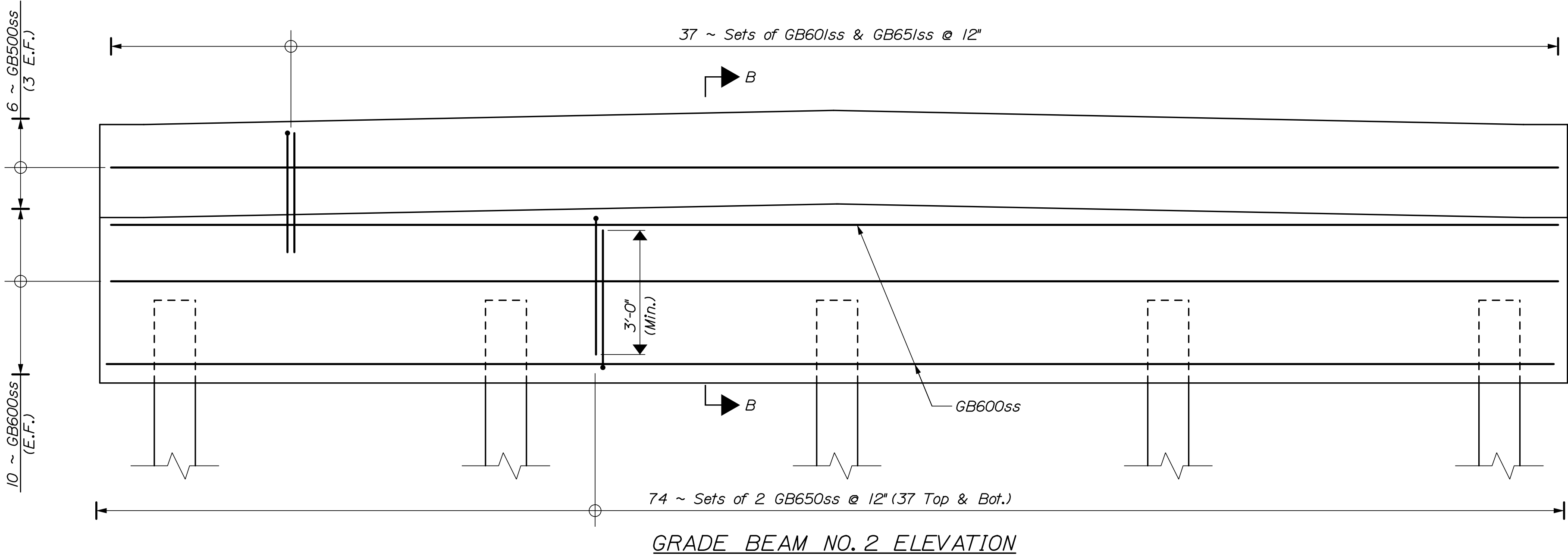
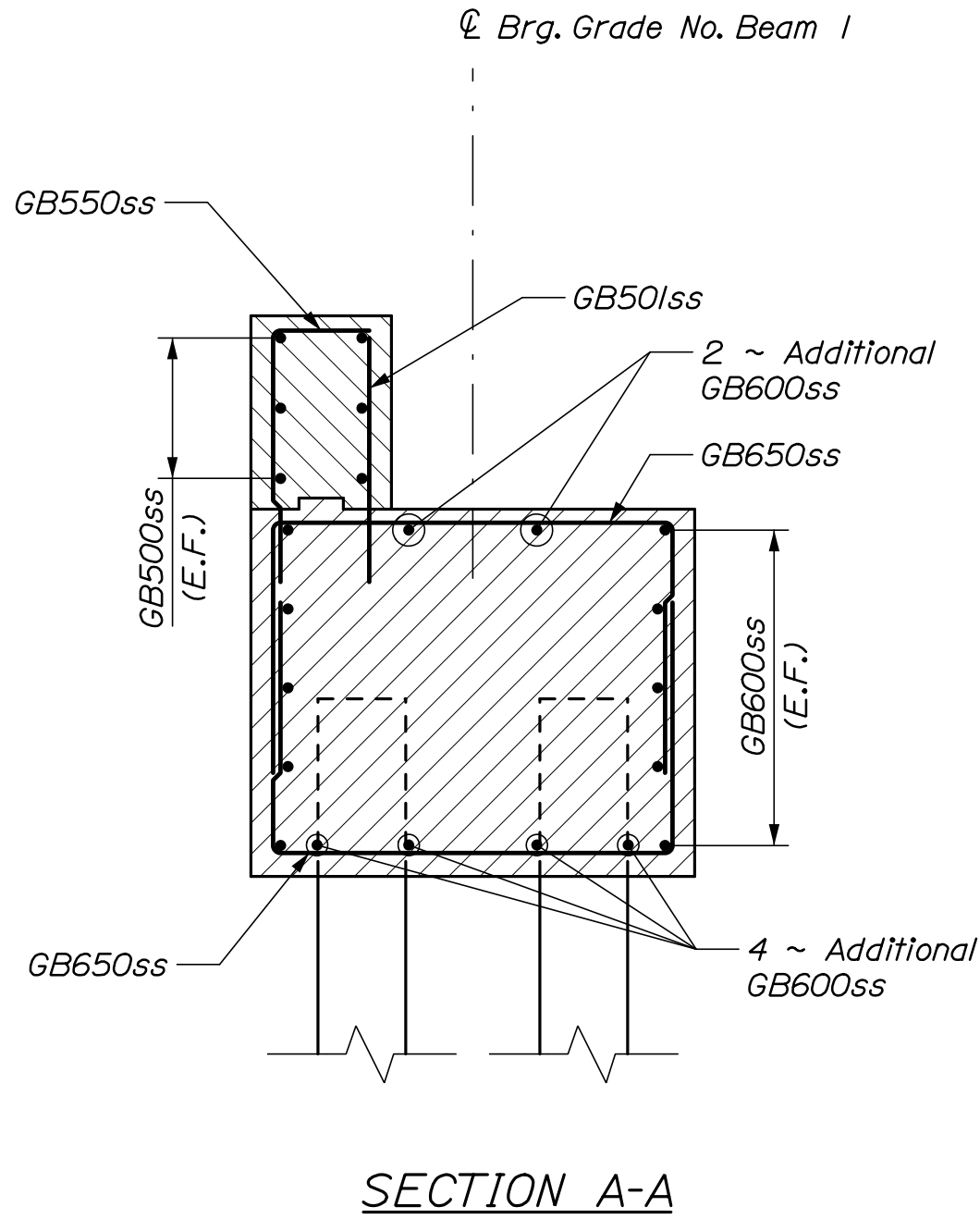
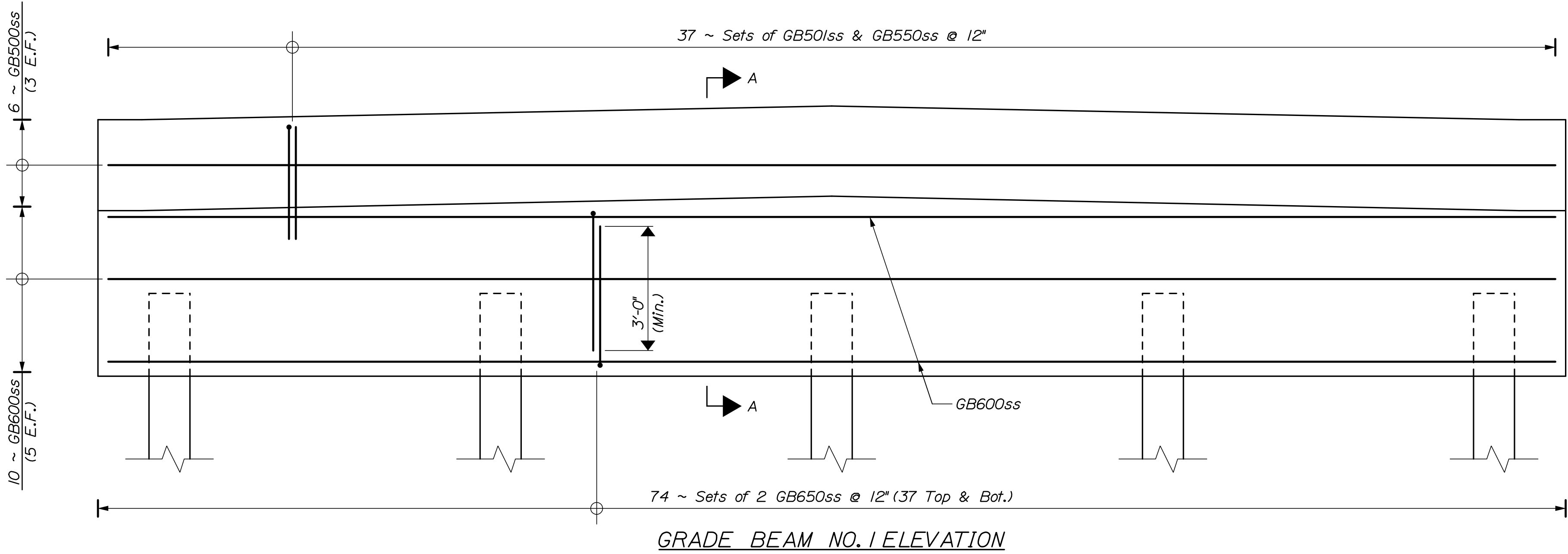
SECTION A-A



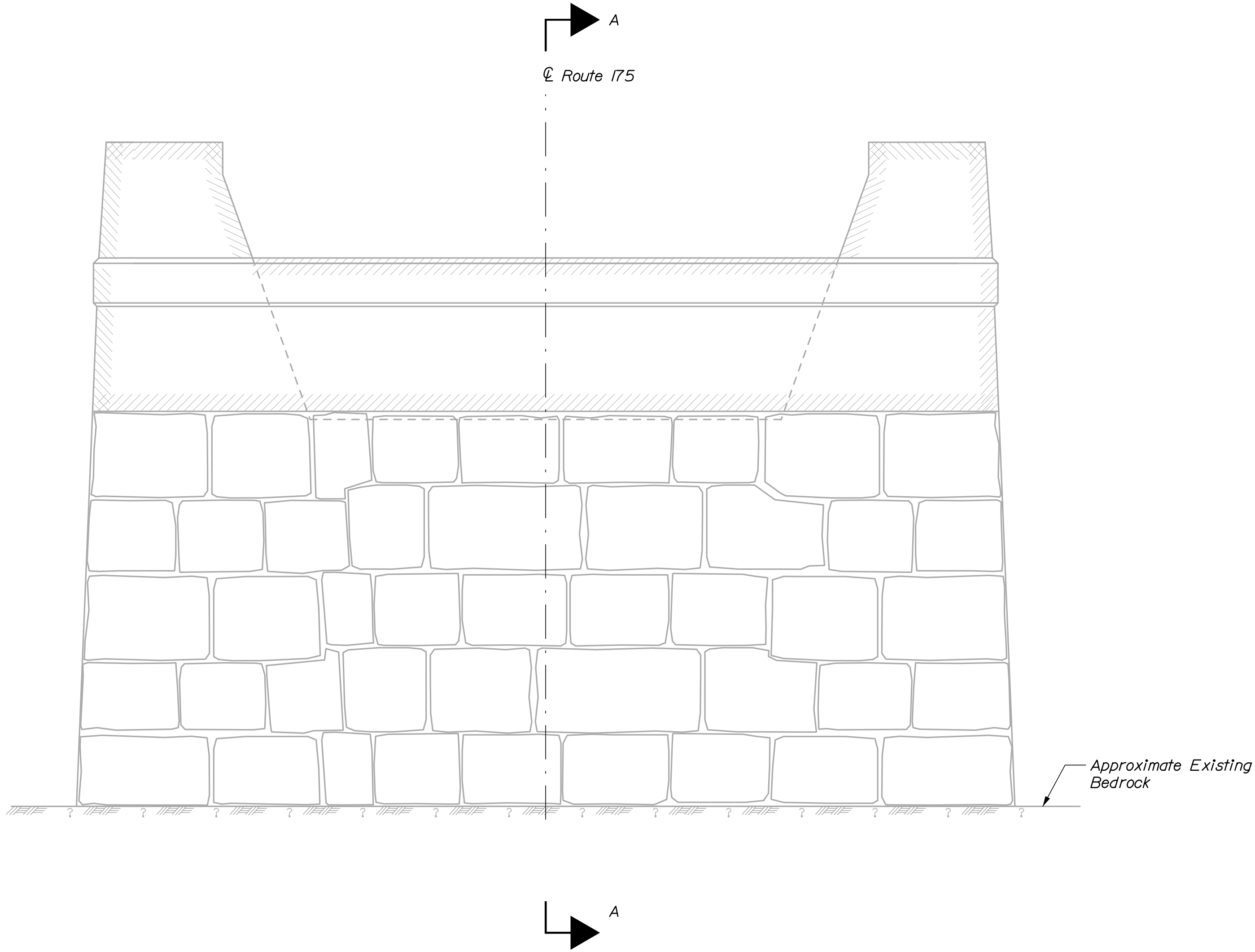
SECTION B-B

HNTB

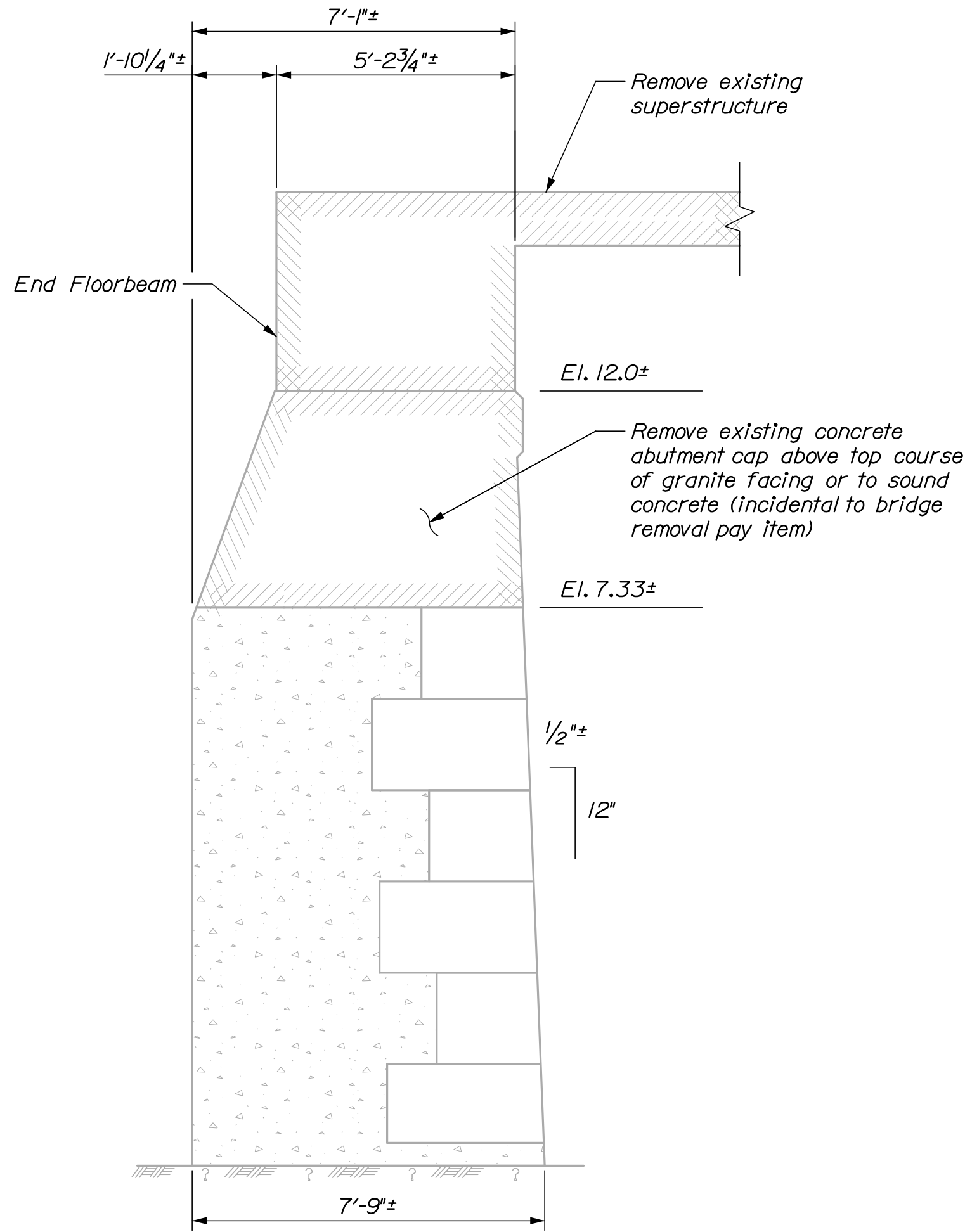
STATE OF MAINE										DEPARTMENT OF TRANSPORTATION										STP-1771(200)X										WIN										BRIDGE PLANS																																							
BLUE HILL FALLS BRIDGE										SALT POND OUTLET										HANCOCK COUNTY										BLUE HILL										GRADE BEAM DETAILS										SHEET NUMBER																													
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BLUE HILL FALLS BRIDGE SALT POND OUTLET BLUE HILL HANCOCK COUNTY					PROJ. MANAGER A. Lefebvre		BY H. Walton	DATE 09/21	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
GRADE BEAM REINFORCING					DESIGN-DETAILED	H. Walton	09/21	SIGNATURE		
					CHECKED-REVIEWED	K. Broyley	09/21			
					DESIGN2-DETAILED2	-	-			
					DESIGN3-DETAILED3	-	-	-	STP-1771(200)X	
					REVISIONS 1	-	-	-		P.E. NUMBER
					REVISIONS 2	-	-	-		
					REVISIONS 3	-	-	-		
					REVISIONS 4	-	-	-	WIN 17712.00	
					FIELD CHANGES	-	-	-		DATE
						-	-	-		
SHEET NUMBER					BRIDGE No. 5038					BRIDGE PLANS
39										
OF 70										

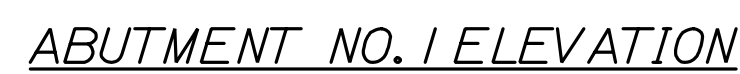
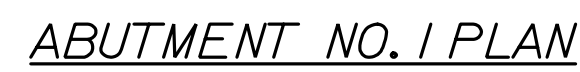


ABUTMENT NO. 1 ELEVATION
(End Floorbeam not shown for clarity)



SECTION A-A

SHEET NUMBER										STATE OF MAINE									
BLUE HILL FALLS BRIDGE SALT POND OUTLET BLUE HILL HANCOCK COUNTY ABUTMENT NO. 1 DEMOLITION ELEVATION AND SECTION										PROJ. MANAGER		A. Lathe	BY	DATE	SIGNATURE				
										DESIGN-DETAILED		H. Walton	E. Beausoleil	09/21					
										CHECKED-REVIEWED		K. Brayley	T. Cote	09/21					
										DESIGN2-DETAILED2		-	-	-	P.E. NUMBER				
										DESIGN3-DETAILED3		-	-	-					
										REVISIONS 1		-	-	-					
										REVISIONS 2		-	-	-	DATE				
										REVISIONS 3		-	-	-					
										REVISIONS 4		-	-	-					
										FIELD CHANGES		-	-	-	BRIDGE PLANS				
												-	-	-					
										WIN					17712.00				
										Bridge No. 5038									



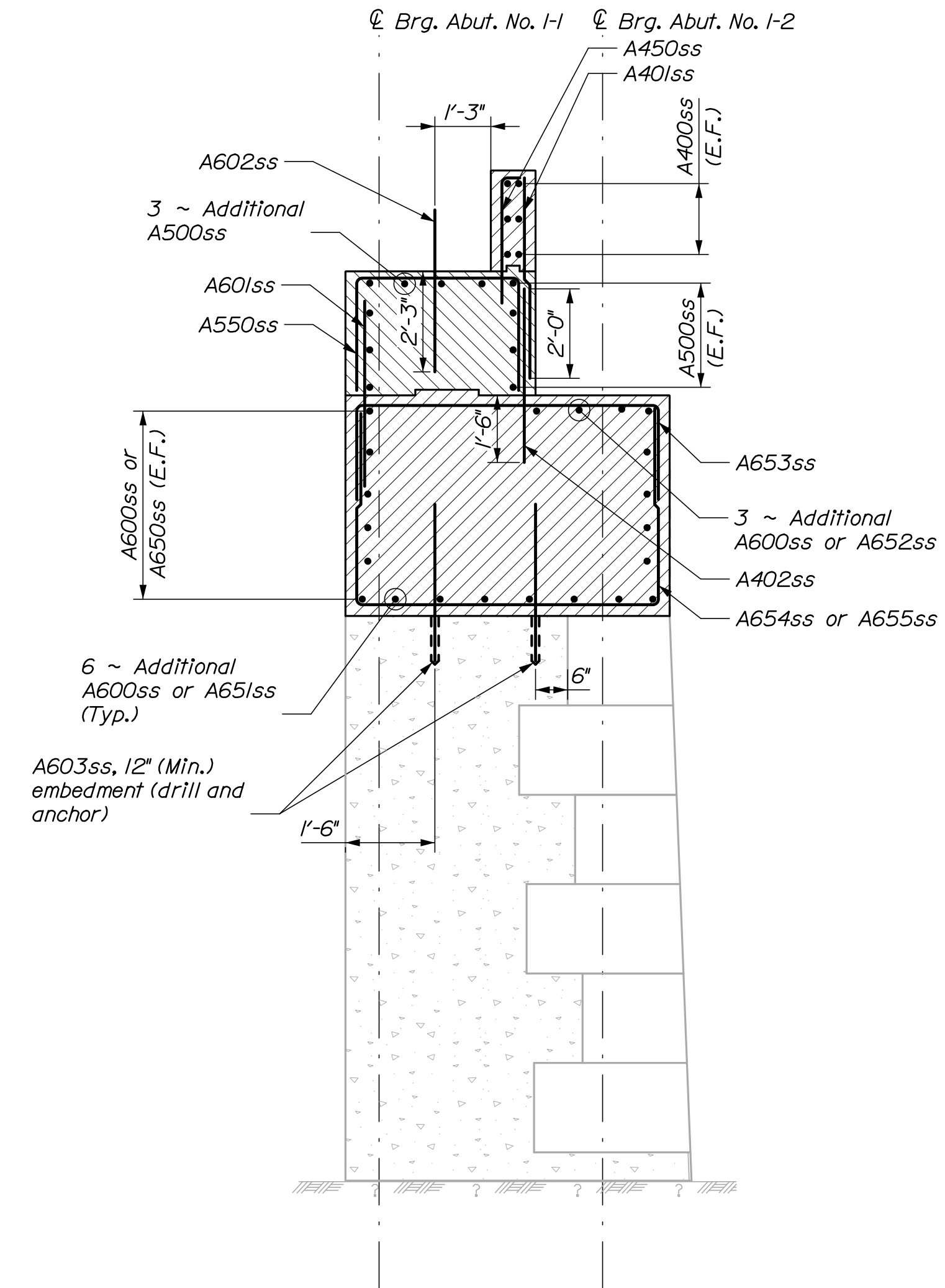
1. The maximum force applied pressure is 21 ksf (Strength I).
2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
4. Except where air gaps are specified, abutments and grade beams shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits in cut areas and a vertical plane located 10 feet behind the walls in fill areas.
5. Prior to forming the abutment cap at Abutment 1, or coring holes for micropiles at Abutment 2, the Resident will inspect the existing stones to determine which abutment stones are loose and require repair to secure them into the abutment. The method of repair will be determined by the Contractor with approval by the Resident. Payment for this repair will be made by Force Account and applicable Pay Items.
6. After repairing any loose granite blocks per Note 5 and prior to coring holes for micropiles in Abutment 2, the Contractor shall clean and replace all loose and damaged grout per Special Provision 525 and as directed by the Resident. The surface area of abutment repaired will be measured for payment under Pay Item 525.262, Repointing Granite Masonry.

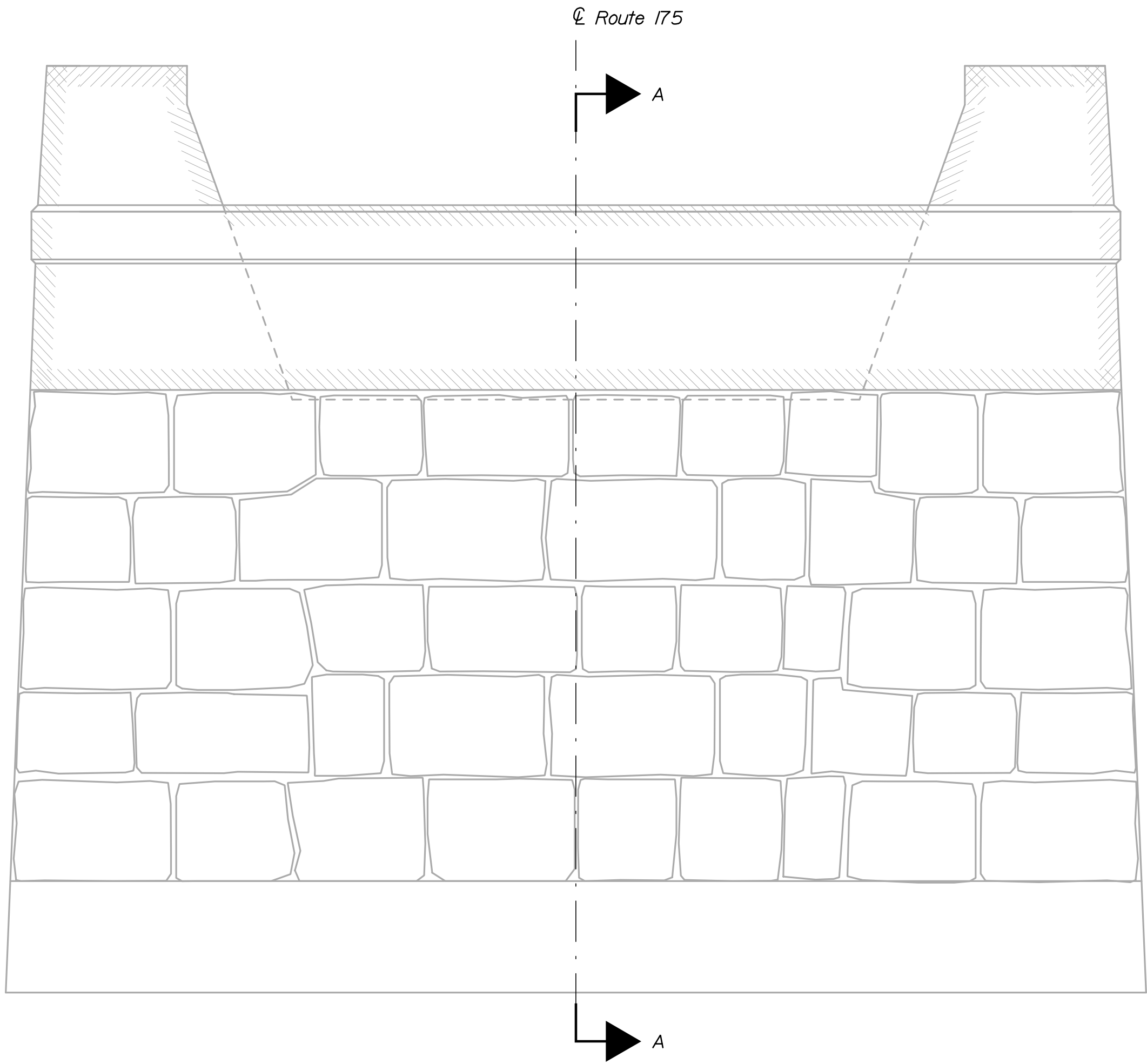


SHEET NUMBER 41 OF 70	BLUE HILL FALLS BRIDGE SALT POND OUTLET				PROJ. MANAGER	A. Latte	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
	DESIGN-DETAILED				H. Wilton	E. Beauséjour	09/21			
	CHECKED-REVIEWED				K. Bradley	T. Cole	09/21			
	DESIGN2-DETAILED2				-	-	-	SIGNATURE		
	DESIGNS3-DETAILED3				-	-	-			
	REVISIONS 1				-	-	-		P.E. NUMBER	
	REVISIONS 2				-	-	-			
	REVISIONS 3				-	-	-			
	REVISIONS 4				-	-	-	DATE		
	FIELD CHANGES				-	-	-			
ABUTMENT NO.1 RETROFIT PLAN, ELEV., AND SECTION									WIN 17712.00	BRIDGE No. 5038 BRIDGE PLANS

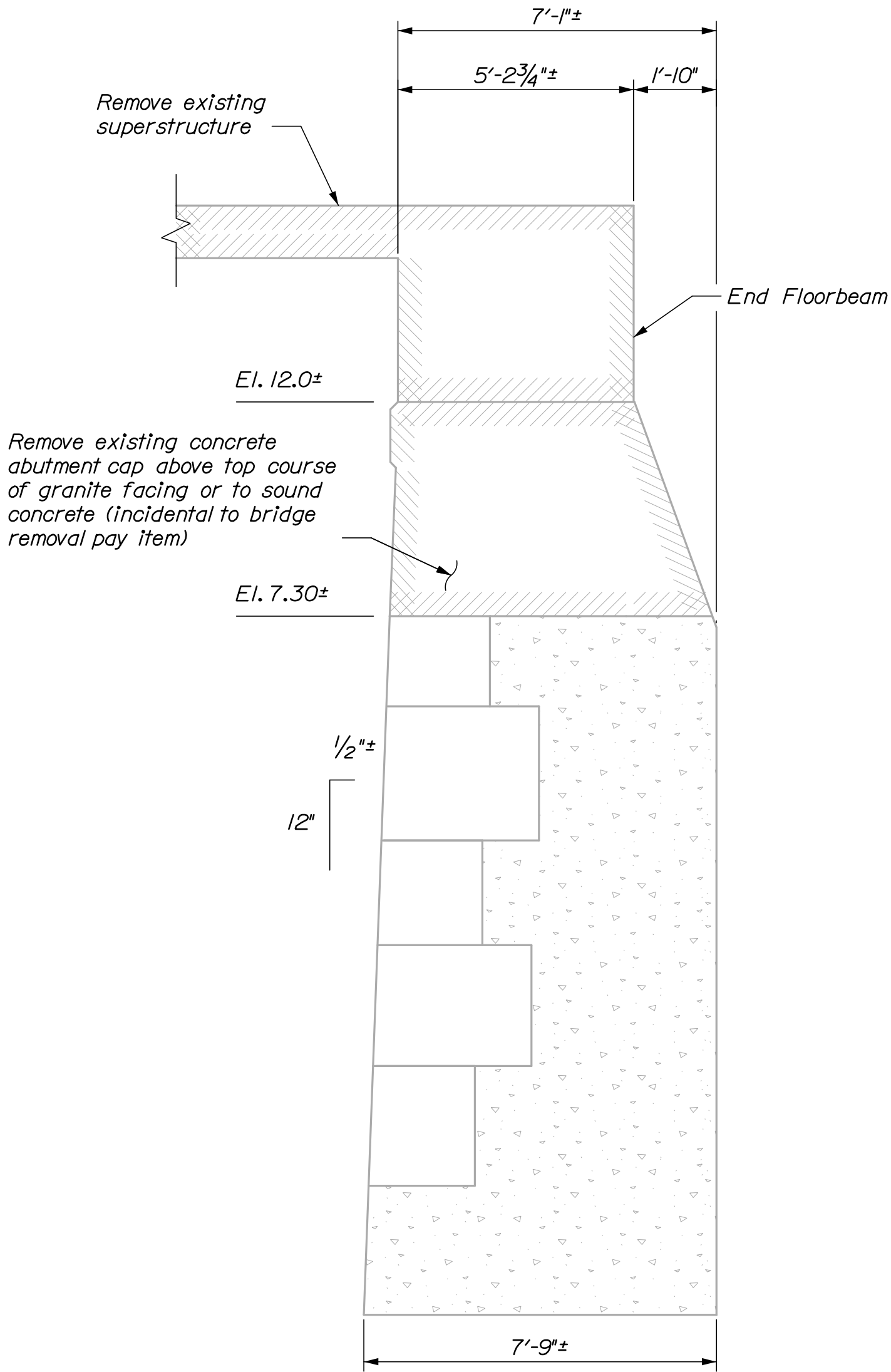


1. Reinforcing bars are detailed to accommodate variability in existing conditions, field cut to fit bars as required.

[illegible]

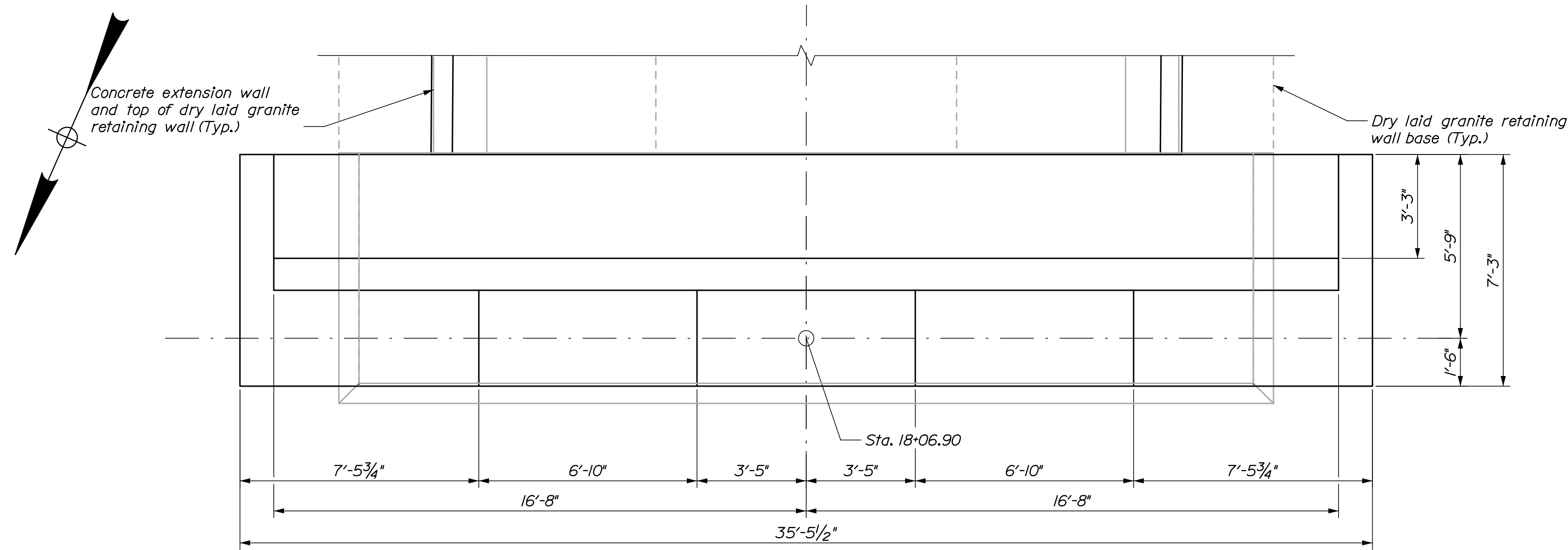


ABUTMENT NO. 2 ELEVATION
(End Floorbeam not shown for clarity)

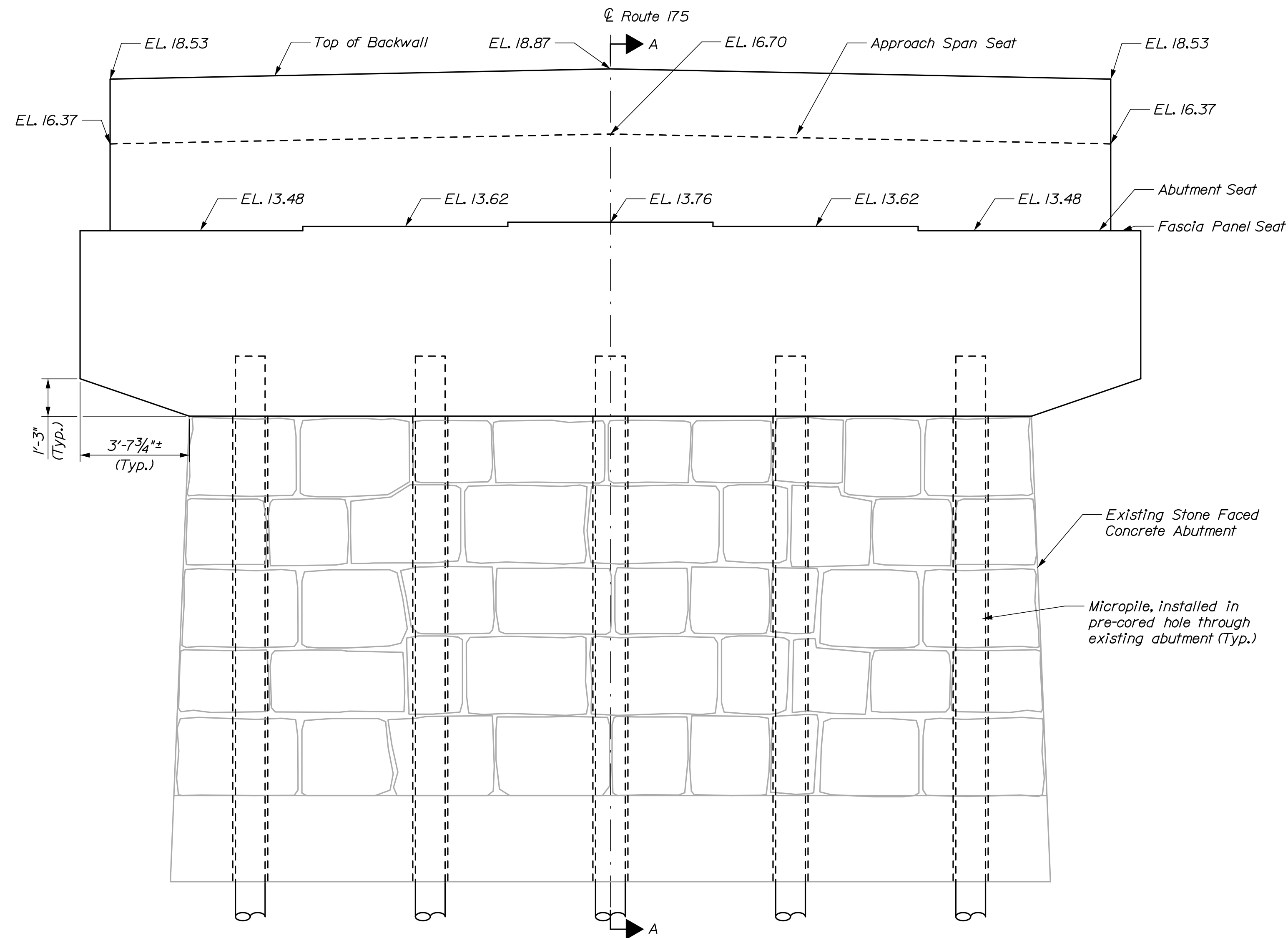


SECTION A-A

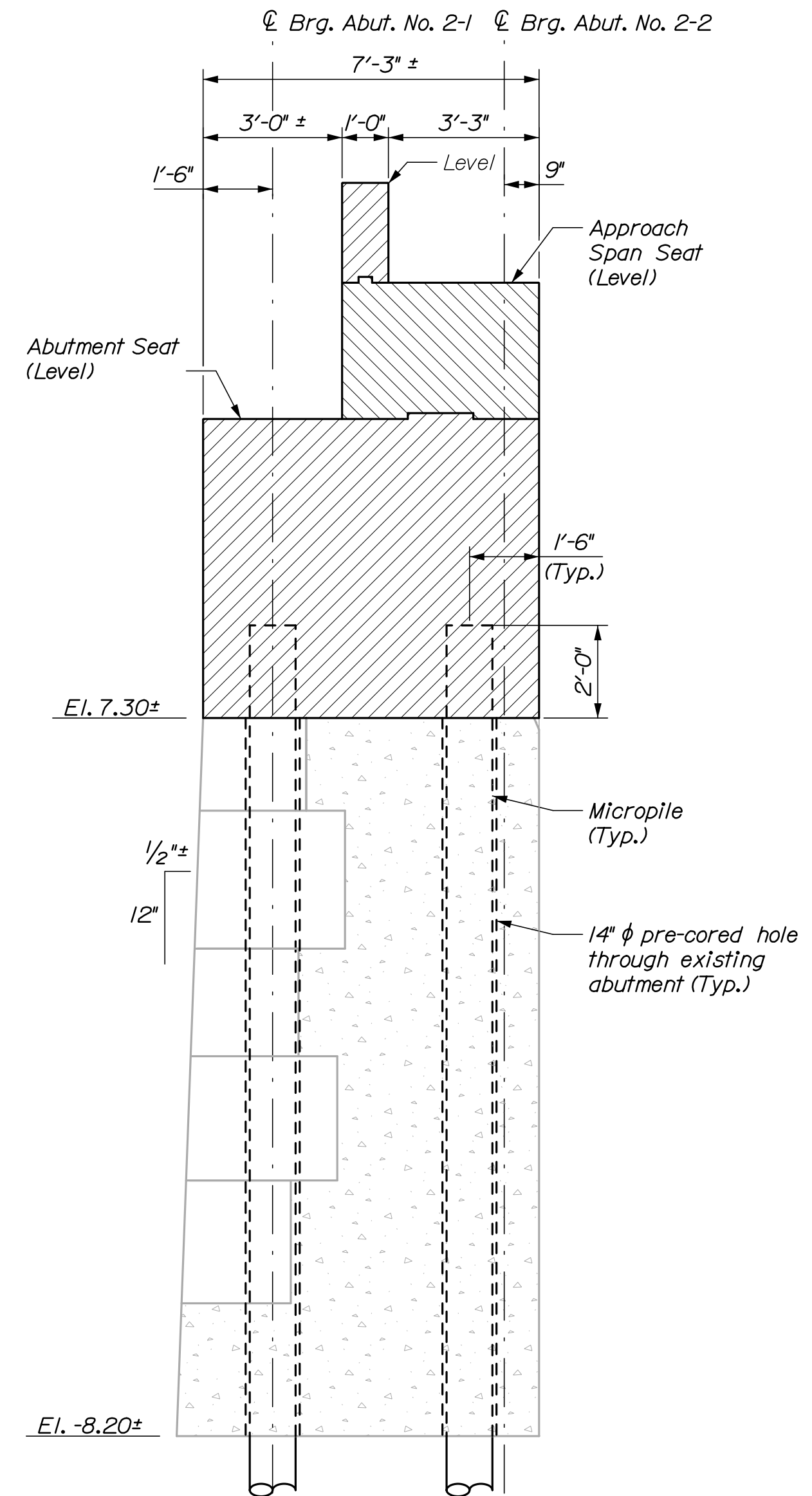
SHEET NUMBER 43 OF 70	BLUE HILL FALLS BRIDGE SALT POND OUTLET BLUE HILL HANCOCK COUNTY		PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	A. Lathe H. Walton E. Benisioff T. Cote -	BY E. Benisioff T. Cote -	DATE 03/21 03/21 -	STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-1771(200)X WIN 17712.00 BRIDGE No. 5038 BRIDGE PLANS
	ABUTMENT NO. 2 DEMOLITION ELEVATION AND SECTION		DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	H. Walton K. Broyley -	T. Cote -	03/21 -	
			DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	-	-	-	
			DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	-	-	-	



ABUTMENT NO. 2 PLAN



ABUTMENT NO. 2 ELEVATION



SECTION A-A

DESIGN-DETAILED	H. Walton	E. Beanspelt	09/21
CHECKED-REVIEWED	K. Broyley	T. Cote	09/21
DESIGN-DETAILED2	-	-	-
DESIGN-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-
SIGNATURE			
P.E. NUMBER			
DATE			

BLUE HILL FALLS BRIDGE
SALT POND OUTLET
HANCOCK COUNTY
BLUE HILL
ABUTMENT NO. 2 RETROFIT
PLAN, ELEV., AND SECTION

SHEET NUMBER

44

OF 70

[illegible]

NOTE:

1. Reinforcing bars are detailed to accommodate variability in existing conditions, field cut to fit bars as required.

Technical drawing showing the cross-section of a pile cap for two bridge abutments, labeled "Brg. Abut. No. 2-1" and "Brg. Abut. No. 2-2".

The drawing illustrates the reinforcement details for the pile cap, including the following components and dimensions:

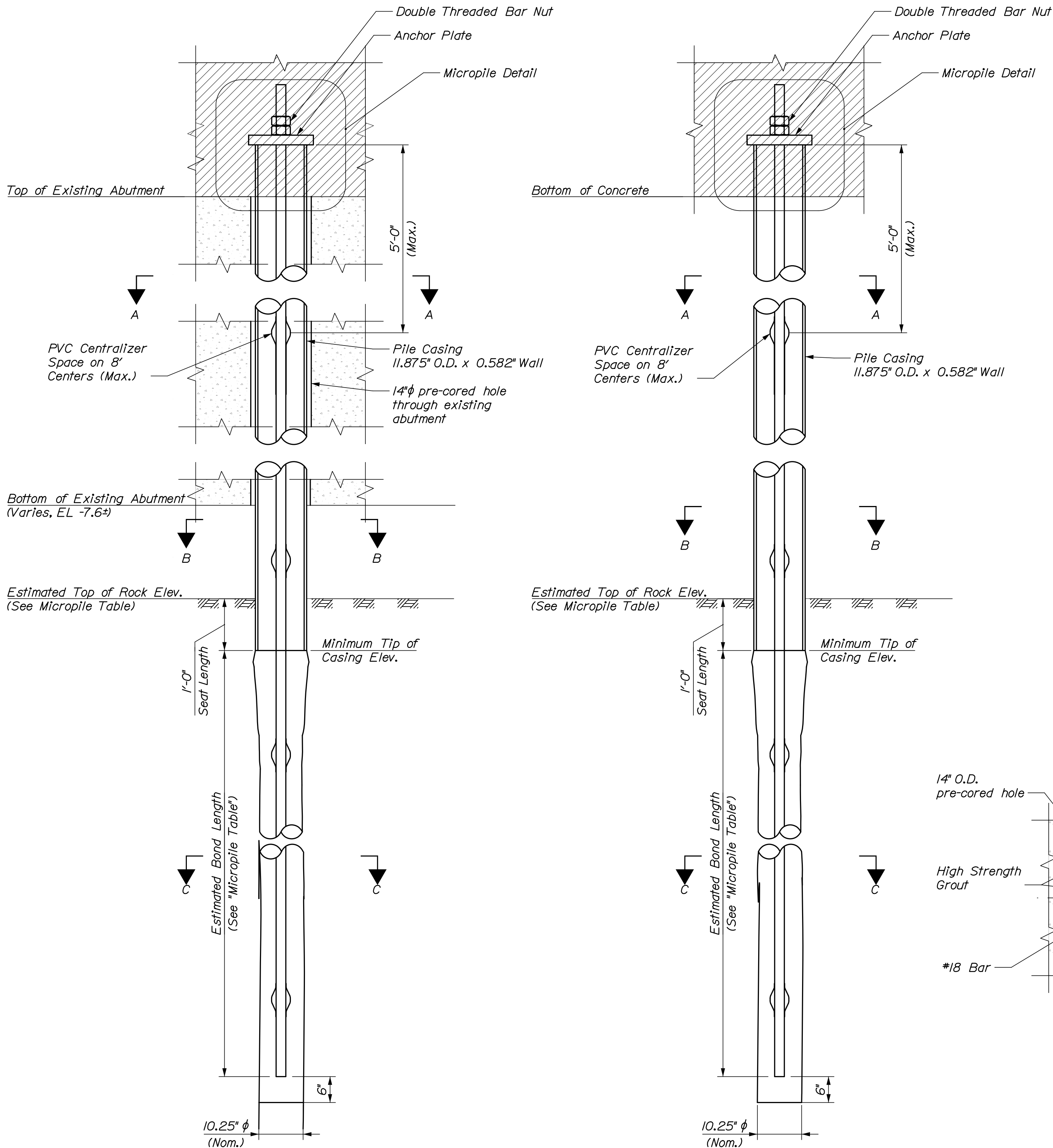
- Reinforcement Bars:**
 - B450ss, B401ss:** Top longitudinal bars.
 - B400ss (E.F.):** End face reinforcement.
 - B602ss:** Top longitudinal bars on the right side.
 - 3 ~ Additional B500ss:** Additional top longitudinal bars on the right side.
 - B550ss, B601ss:** Top longitudinal bars on the right side.
 - B653ss:** Top longitudinal bars on the left side.
 - 3 ~ Additional B600ss or B651/2ss:** Additional top longitudinal bars on the left side.
 - B402ss:** Top longitudinal bars on the left side.
 - B654ss or B655ss:** Top longitudinal bars on the left side.
 - 6 ~ Additional B600ss or B651/2ss (Typ.):** Additional top longitudinal bars on the left side.
 - B603ss, 12" (Min.) embedment (drill and anchor) (Skip bars at pile locations):** Bottom longitudinal bars.
- Dimensions:**
 - 1'-3":** Horizontal distance from the centerline to the edge of the cap.
 - 2'-0":** Horizontal distance from the centerline to the edge of the cap.
 - 1'-6":** Horizontal distance from the centerline to the edge of the cap.
 - 6":** Horizontal distance from the centerline to the edge of the cap.
 - 1'-6":** Horizontal distance from the centerline to the edge of the cap.
 - B600ss or B650ss (E.F.):** End face reinforcement.

Date:9/28/2021

Username:

Division:

Filename: 046_Micropile Details.dgn



ABUTMENT MICROPILE ELEVATION

GRADE BEAM MICROPILE ELEVATION

MICROPILE DETAIL

SECTION A-A
(Abutment 2)

SECTION B-B
(Cased Zone)
(In Bedrock Shown, in Soil Similar)

SECTION C-C
(Bond Zone in Bedrock)

MICROPILE TABLE							
Substructure Unit	Required Nominal Resistance		Factored Design Load (FDL)		Bottom of Concrete* Elevation	Estimated Top of Rock Elevation	Estimated Bond Zone Length (ft.)
	Compression	Tension	Compression	Tension			
Grade Beam 1	447 kips	0 kips	313 kips	0 kips	9.62	-2.5	10
Abutment 2	563 kips	45 kips	394 kips	31 kips	7.30	-12.6	10
Grade Beam 2	352 kips	0 kips	247 kips	0 kips	13.00	-16.0	10

*At Abutment 2, bottom of proposed cap given. See boring logs for approximate bottom of existing abutment elevation.

NOTES:

1. Micropiles shall not be installed closer than 10 feet from an adjacent micropile which has been grouted for a period of less than 24 hours.
2. Following structural repairs to existing granite blocks and repairing granite masonry joints at Abutment 2, and prior to micropile installation, the Contractor shall drill 14-inch diameter vertical cores at each Abutment 2 micropile location. Cores shall extend from the top of the existing abutment to to the bottom of the existing abutment and shall be located and sized to allow a minimum 1" temporary annulus between existing masonry or concrete and micropile outer casing. Annulus shall be tremie grouted with micropile grout upon completion of micropile installation. Vertical coring for micropiles shall be paid for under Item 501.8031, Coring - 14" Core Hole.
3. Top of Rock Elevations indicated in the Micropile Table are estimated based on subsurface investigation data and may vary. Actual Top of Rock Elevation shall be verified at each micropile location during micropile installation. Micropile casing shall be seated a minimum of 1'-0" below top of rock.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1771(200)X

WIN
17712.00

BRIDGE PLANS

BLUE HILL FALLS BRIDGE
SALT POND OUTLET
BLUE HILL
HANCOCK COUNTY

MICROPILE DETAILS

SHEET NUMBER

46

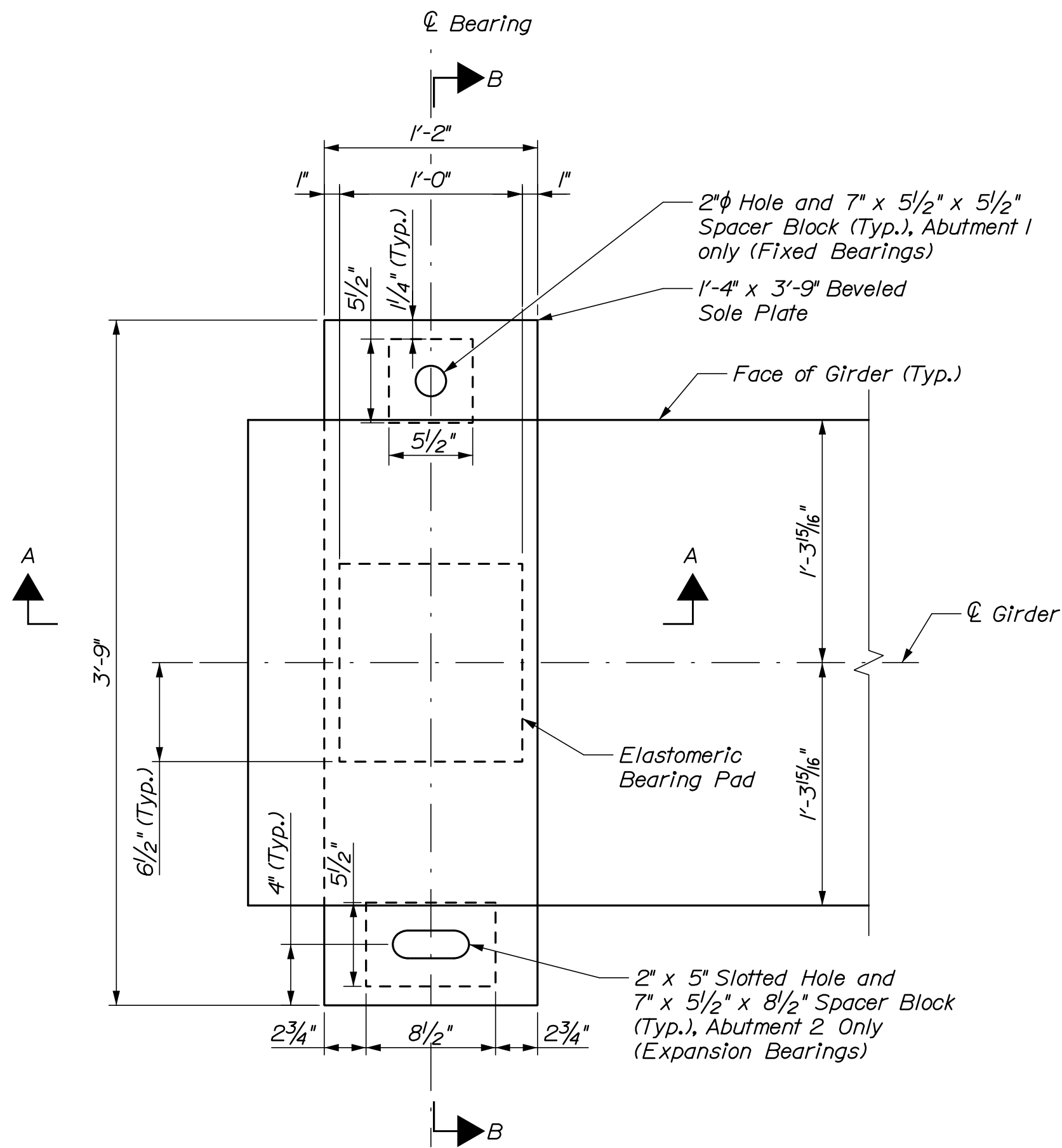
OF 70

Date: 9/28/2021

Username:

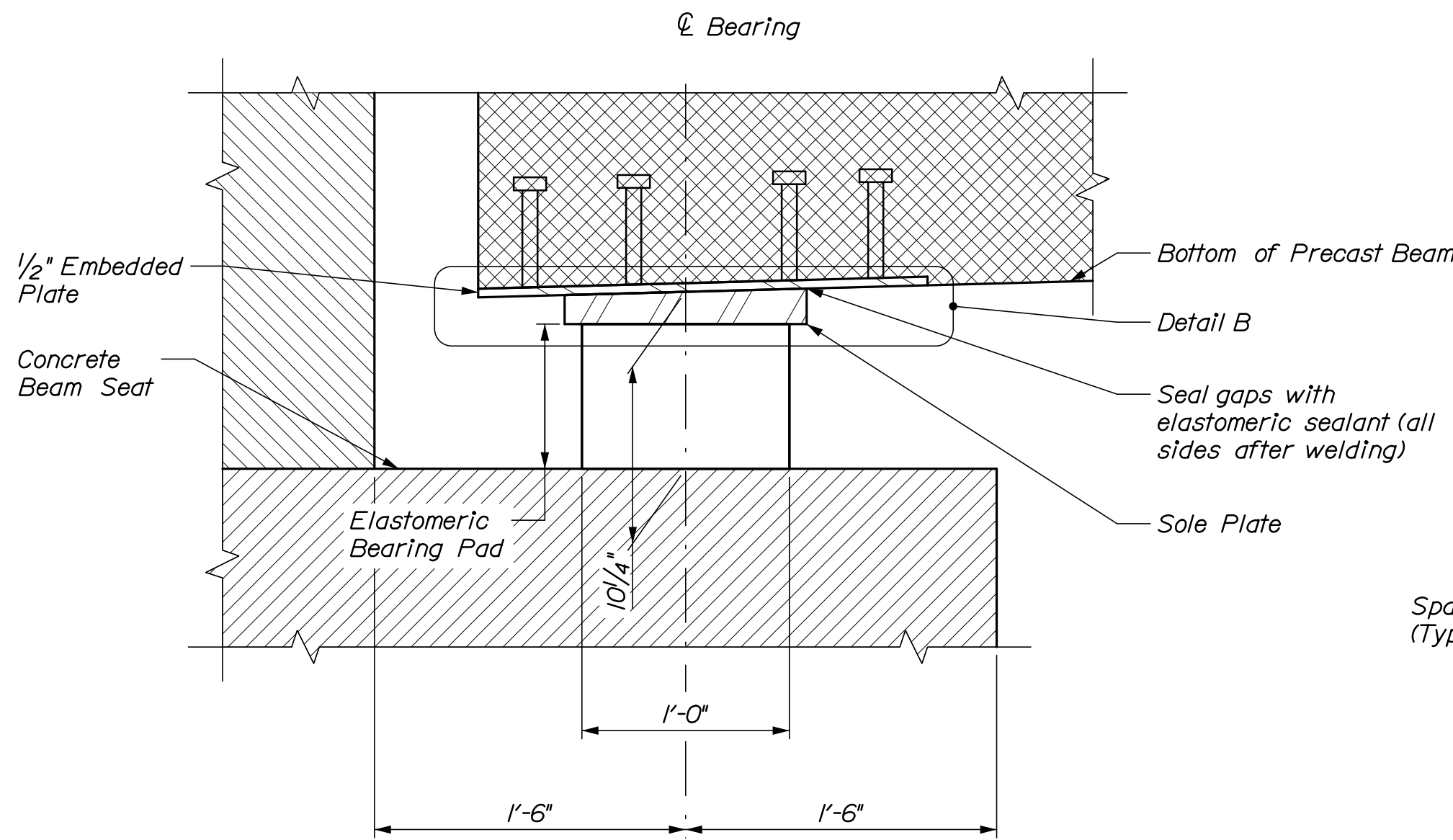
Division:

Filename: 047_Bearing Details 1.dgn

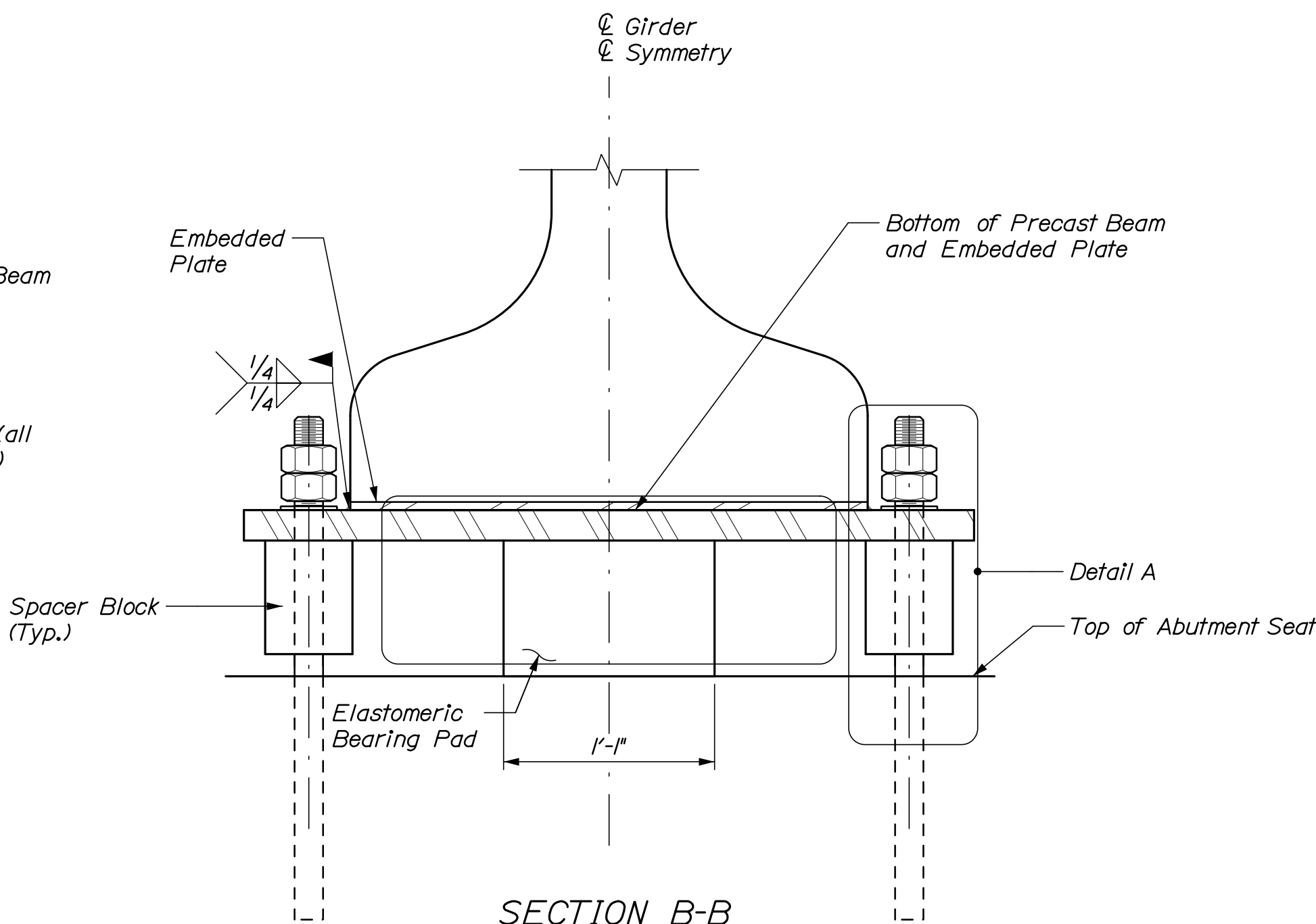


PLAN: ABUTMENT ELASTOMERIC BEARING ASSEMBLY

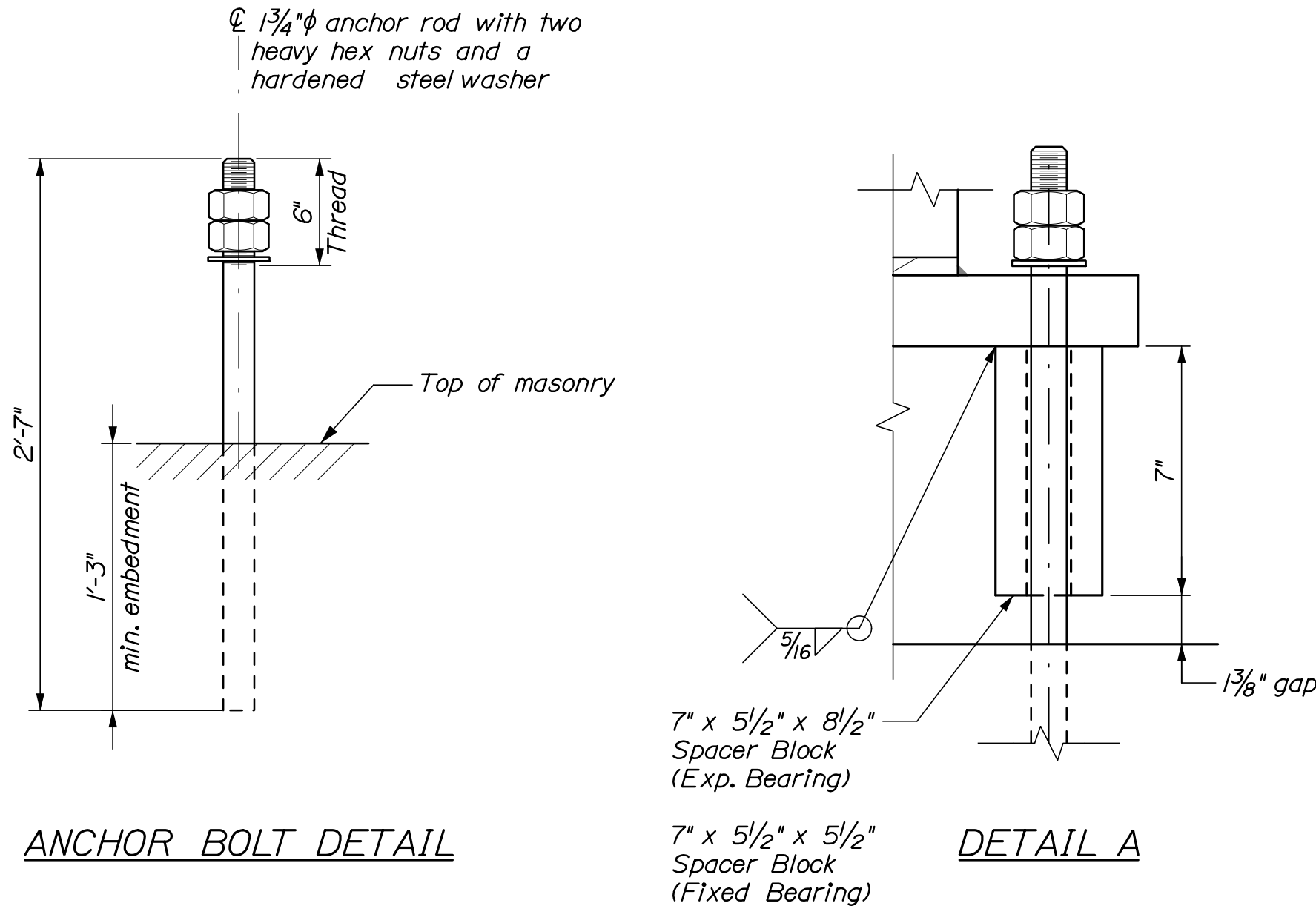
(Total number of bearing assemblies required: 10
5 fixed bearings Abut. 1, 5 expansion bearings Abut. 2)



SECTION A-A

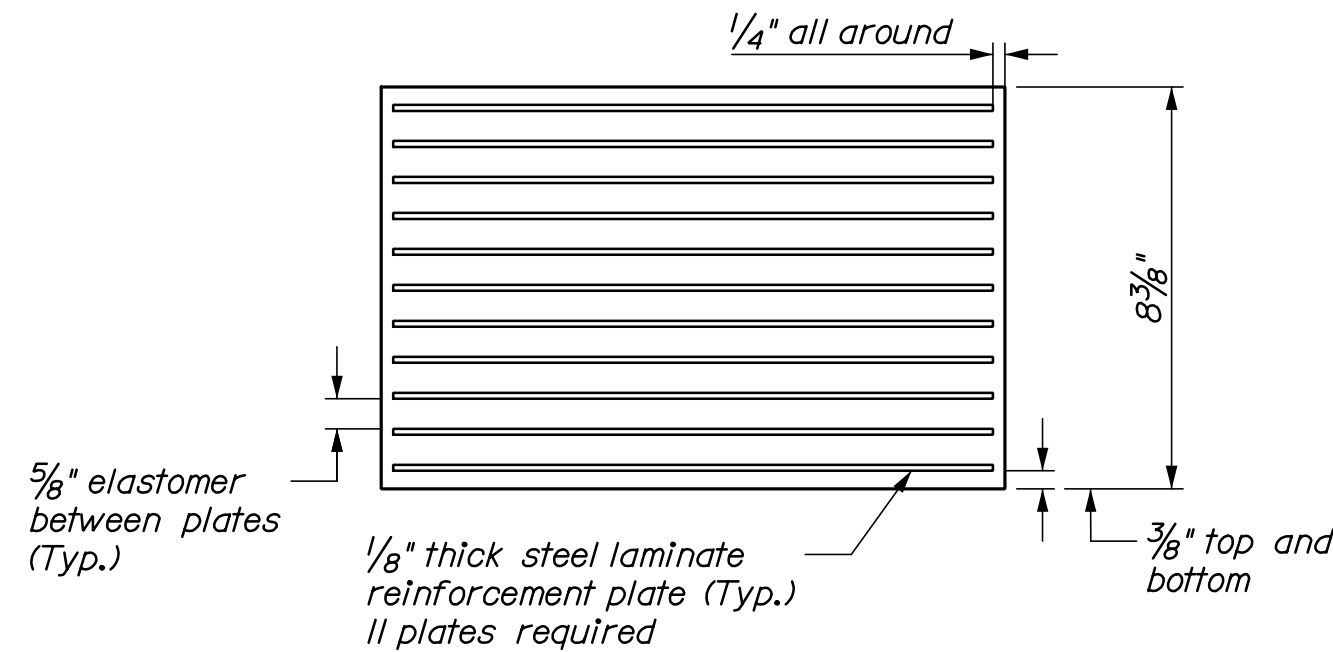


SECTION B-B

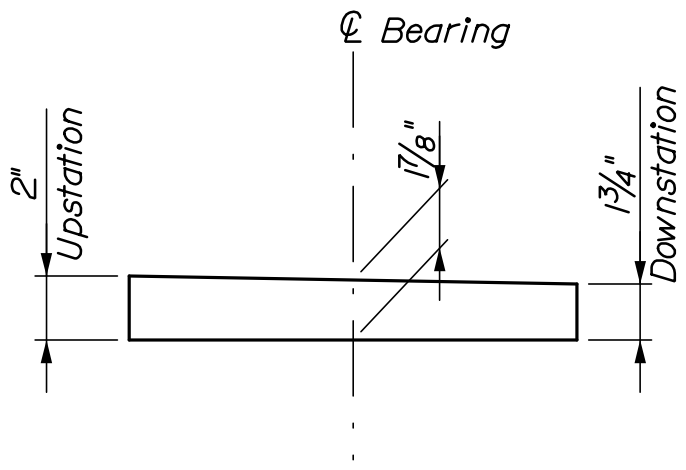


ANCHOR BOLT DETAIL

DETAIL A



ABUTMENT ELASTOMERIC PAD DETAIL



DETAIL B

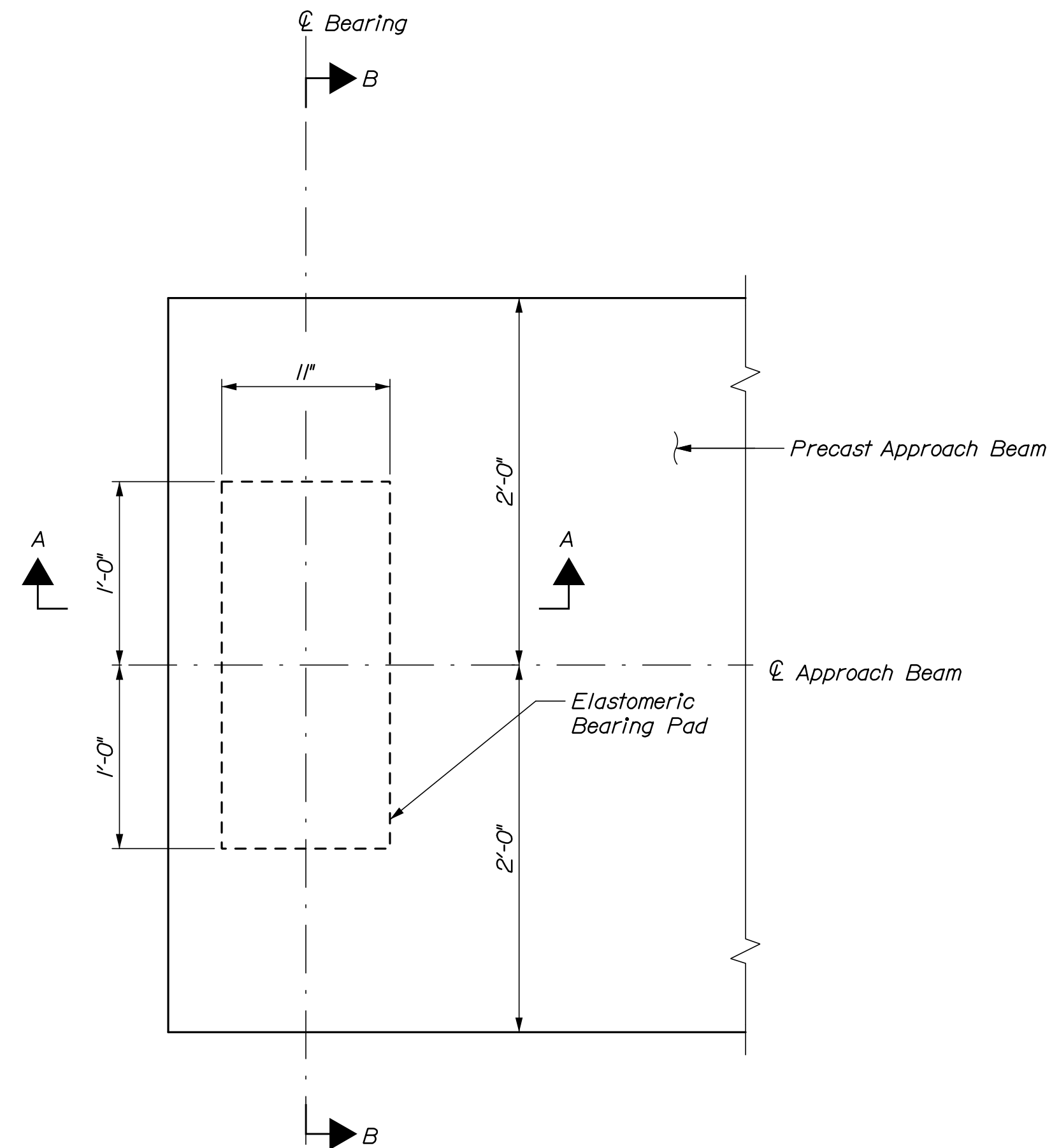
Abutment Elastomeric Bearing Design Criteria	
Criteria	Abut. bearings
Unfactored dead load	132 kips
Unfactored live load	73 kips
Max. longitudinal displ.	1.02 inch
Max. dead load rotation	0.006 rad.
Max. live load rotation	0.001 rad.
Rotational tolerance	0.005 rad.

MAIN SPAN BEARING NOTES:

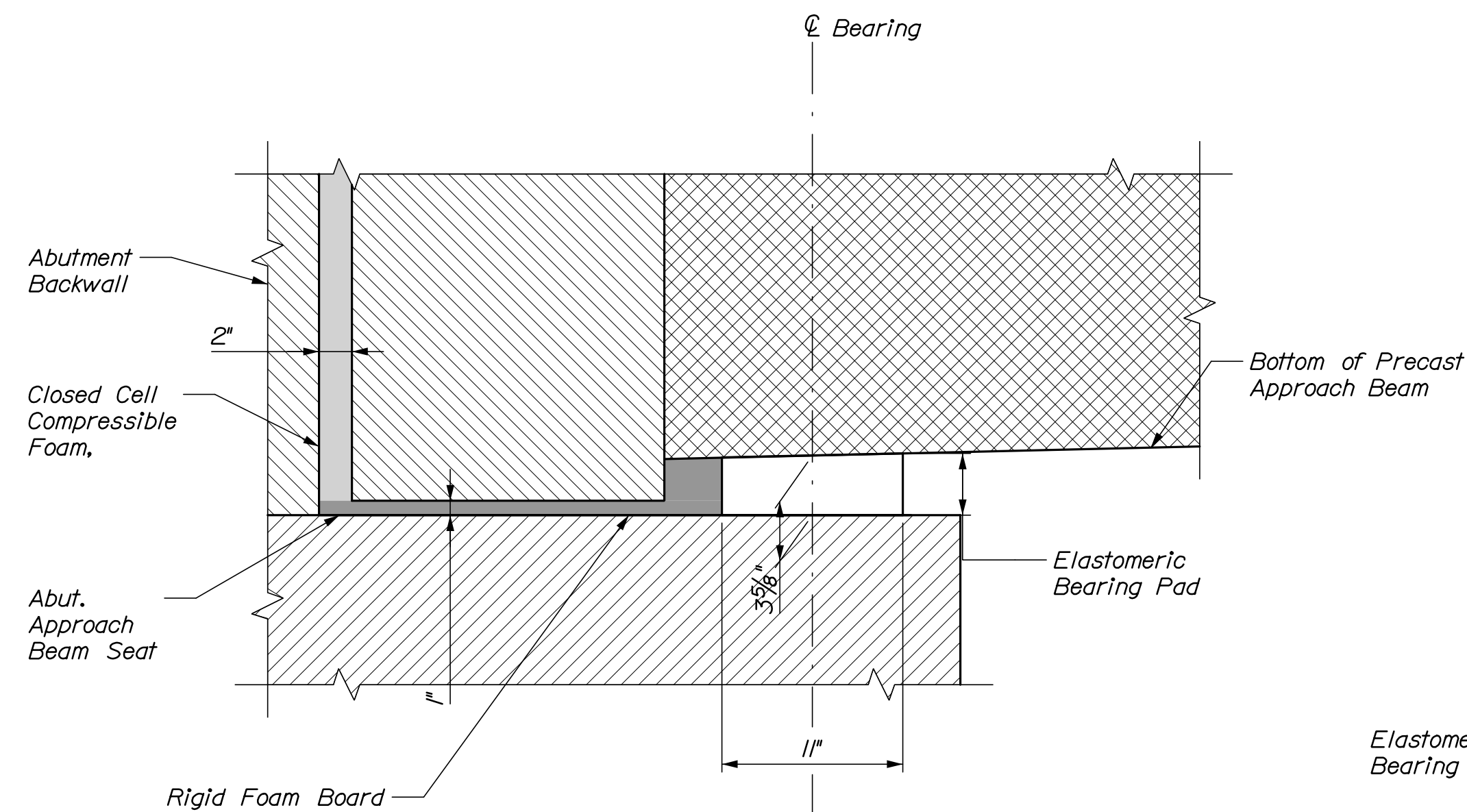
1. Elastomer shall be 100% polychloroprene (neoprene) grade 4, meeting the requirements of AASHTO M251. Elastomer shall have a durometer hardness of 50. The shear modulus of the elastomer shall be 115 psi $\pm$ 5%.
2. Vulcanize elastomer to sole plate during the primary mold process.
3. Upset the threads on the anchor rods after assembly.
4. Sole plate and anchor block shall be AASHTO M270 Grade 50. Anchor rods shall meet the requirements of ASTM F1554, Grade 105, and shall be swaged or threaded on the embedded portion of the rod.
5. Bearings shall be covered during transit.
6. Sole plate, anchor block, anchor rods, nuts, and washers shall be hot-dip galvanized in accordance with ASTM A153 and A123 as applicable.
7. All bearings shall be marked prior to shipping. The marks shall include the bearing location on the bridge, and a direction arrow that points up-station. All marks shall be permanent and shall be visible after the bearing is installed.
8. All precautions necessary shall be taken to protect bearing components from field weld flash and splatter. Welding procedures shall be established by the Contractor to restrict the maximum temperature of steel adjacent to the elastomer to 200°F through use of temperature indicating crayons or other suitable means.
9. Bearing pads were designed using "Method B" from the AASHTO LRFD specifications and shall be subsequently tested in accordance with the specifications.
10. All steel reinforcing plates shall meet the requirements of ASTM A36 unless otherwise noted. Steel reinforcement plates shall be deburred prior to molding the bearing.
11. Contractor shall re-finish galvanizing, in accordance with ASTM A780, after welding.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION						STP-1771(200)X
	BRIDGE No. 5038					
	WIN 17712.00					
					BRIDGE PLANS	
BLUE HILL FALLS BRIDGE SALT POND OUTLET BLUE HILL HANCOCK COUNTY BEARING DETAILS I	PROJ. MANAGER		A. Lethe	BY	DATE	
	DESIGN-DETAILED		H. Walton	E. Beausoleil	09/21	
	CHECKED-REVIEWED		G. Pipp	T. Cote		
	DESIGN2-DETAILED2		-	-	SIGNATURE	
	DESIGN3-DETAILED3		-	-		
	REVISIONS 1		-	-	P.E. NUMBER	
	REVISIONS 2		-	-		
	REVISIONS 3		-	-		
	REVISIONS 4		-	-	DATE	
	FIELD CHANGES		-	-		
SHEET NUMBER						
47						
OF 70						

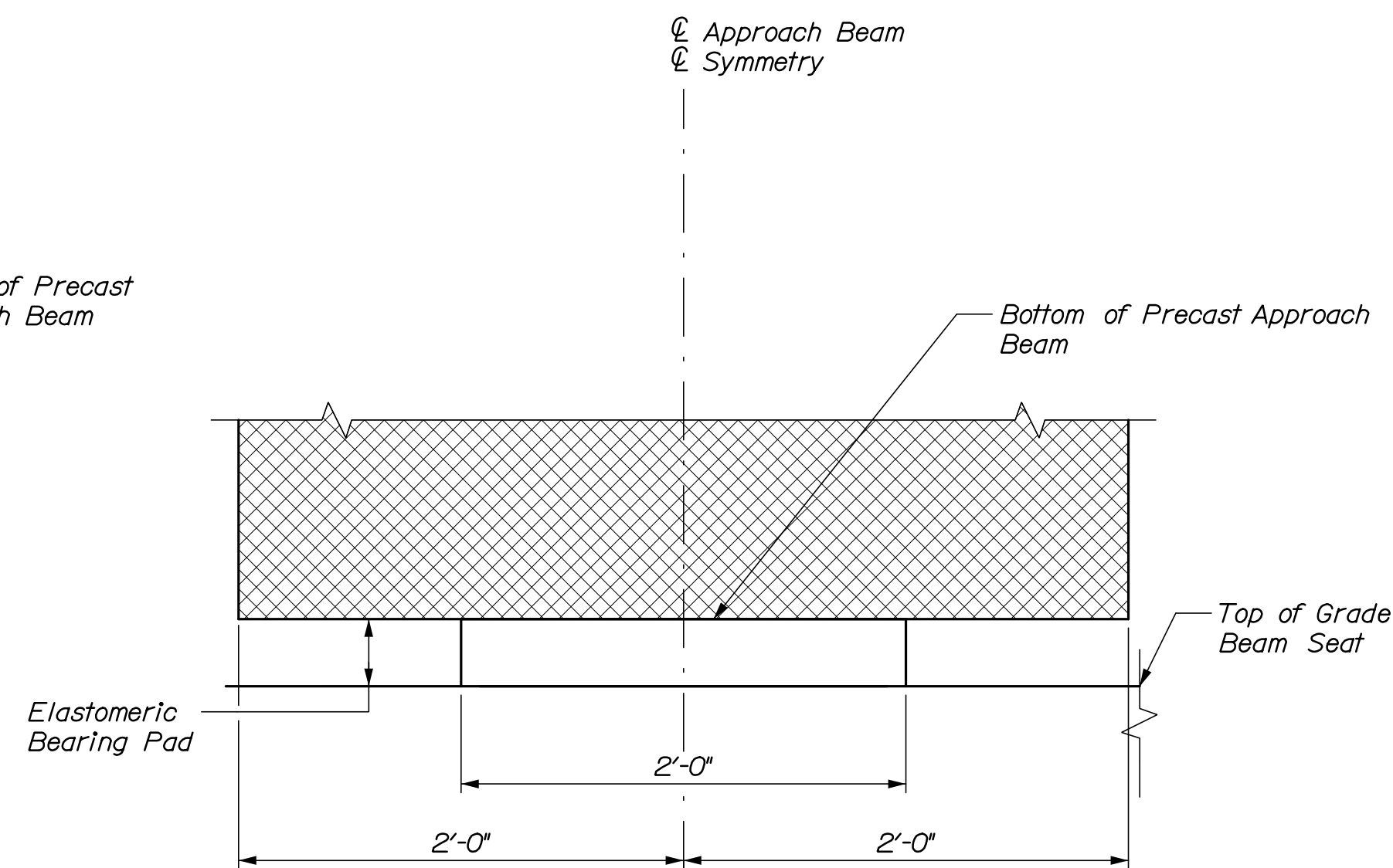
Filename: 048_Bearing Details 2.dgn



PLAN: APPROACH BEAM ELASTOMERIC BEARING ASSEMBLY
(Total number of bearing assemblies required: 32)



SECTION A-A
(Cast-in-place deck slab not shown for clarity)
(Abutment End Shown, Grade Beam End Similar)



SECTION B-B

Approach Beam Elastomeric Bearing Design Criteria				
Criteria	Grade Beam 1	Abut. App. Beam 1	Abut. App. Beam 2	Grade Beam 2
Unfactored dead load	76 kips	76 kips	34 kips	37 kips
Unfactored live load	44 kips	44 kips	41 kips	41 kips
Max. longitudinal displ.	0.32 inch	0.00 inch	0.00 inch	0.18 inch
Max. dead load rotation	0.015 rad.	0.037 rad.	0.016 rad.	0.019 rad.
Max. live load rotation	0.005 rad.	0.005 rad.	0.001 rad.	0.001 rad.
Rotational tolerance	0.005 rad.	0.005 rad.	0.005 rad.	0.005 rad.

APPROACH SPAN BEARING NOTES:

1. Elastomer shall be 100% polychloroprene (neoprene) grade 4, meeting the requirements of AASHTO M251. Elastomer shall have a durometer hardness of 50. The shear modulus of the elastomer shall be 115 psi $\pm$ 5%.

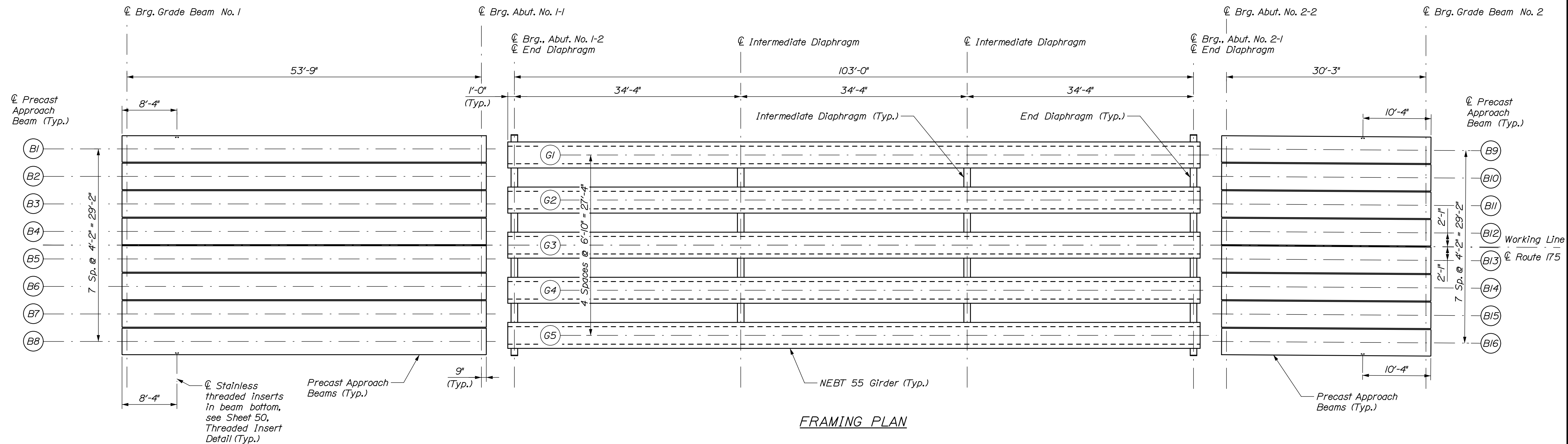
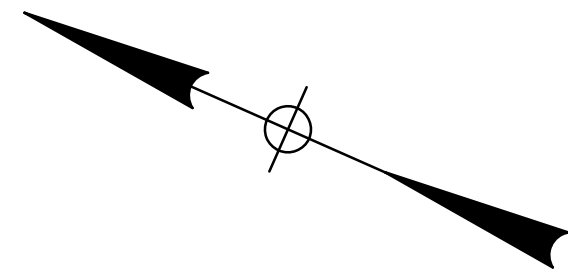
2. Bearings shall be covered during transit.

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

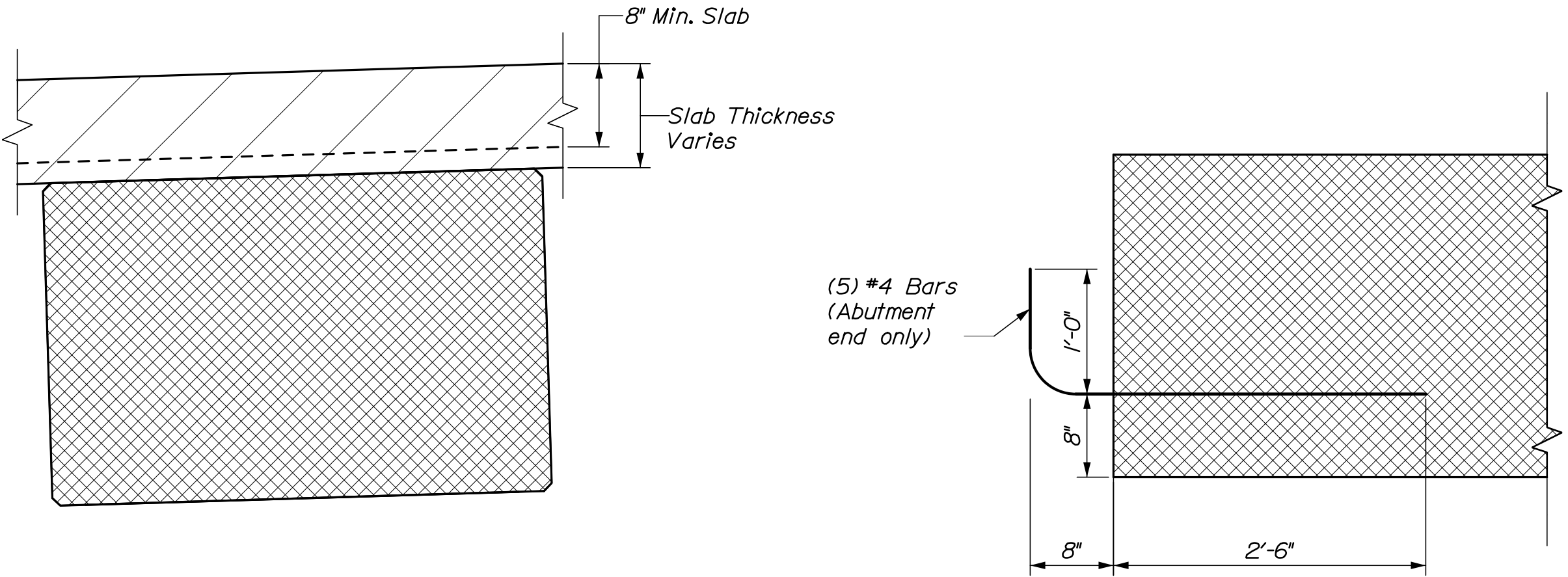
4. Bearing pads were designed using "Method A" from the AASHTO LRFD specifications and shall be subsequently tested in accordance with the specifications.

5. All steel reinforcing plates shall meet the requirements of ASTM A36 unless otherwise noted. Steel reinforcement plates shall be deburred prior to molding the bearing.

[illegible]

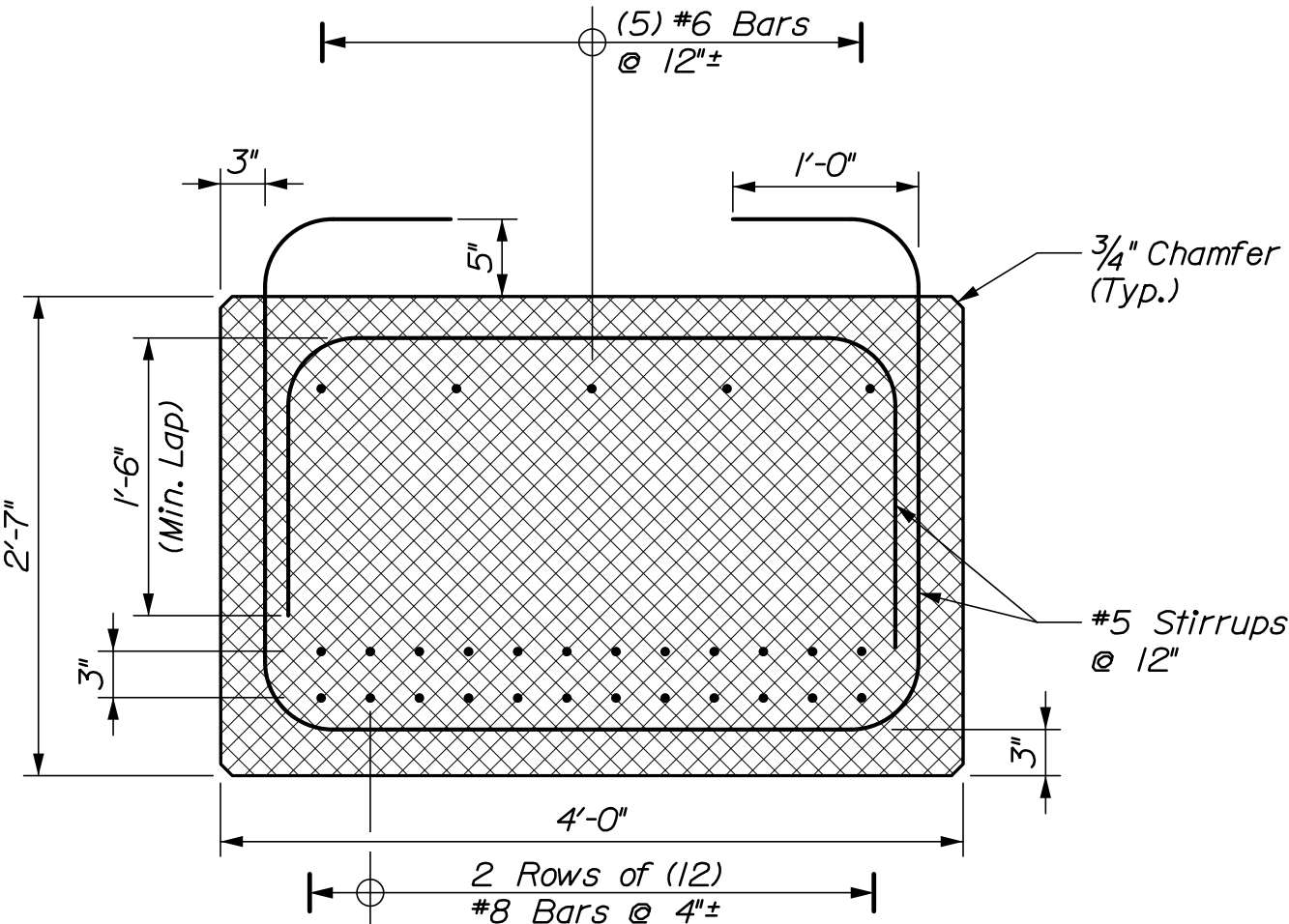


1. Approach span 2 beams are kinked and spaced around the working line. See Geometric Layout Plan and Transverse Section.

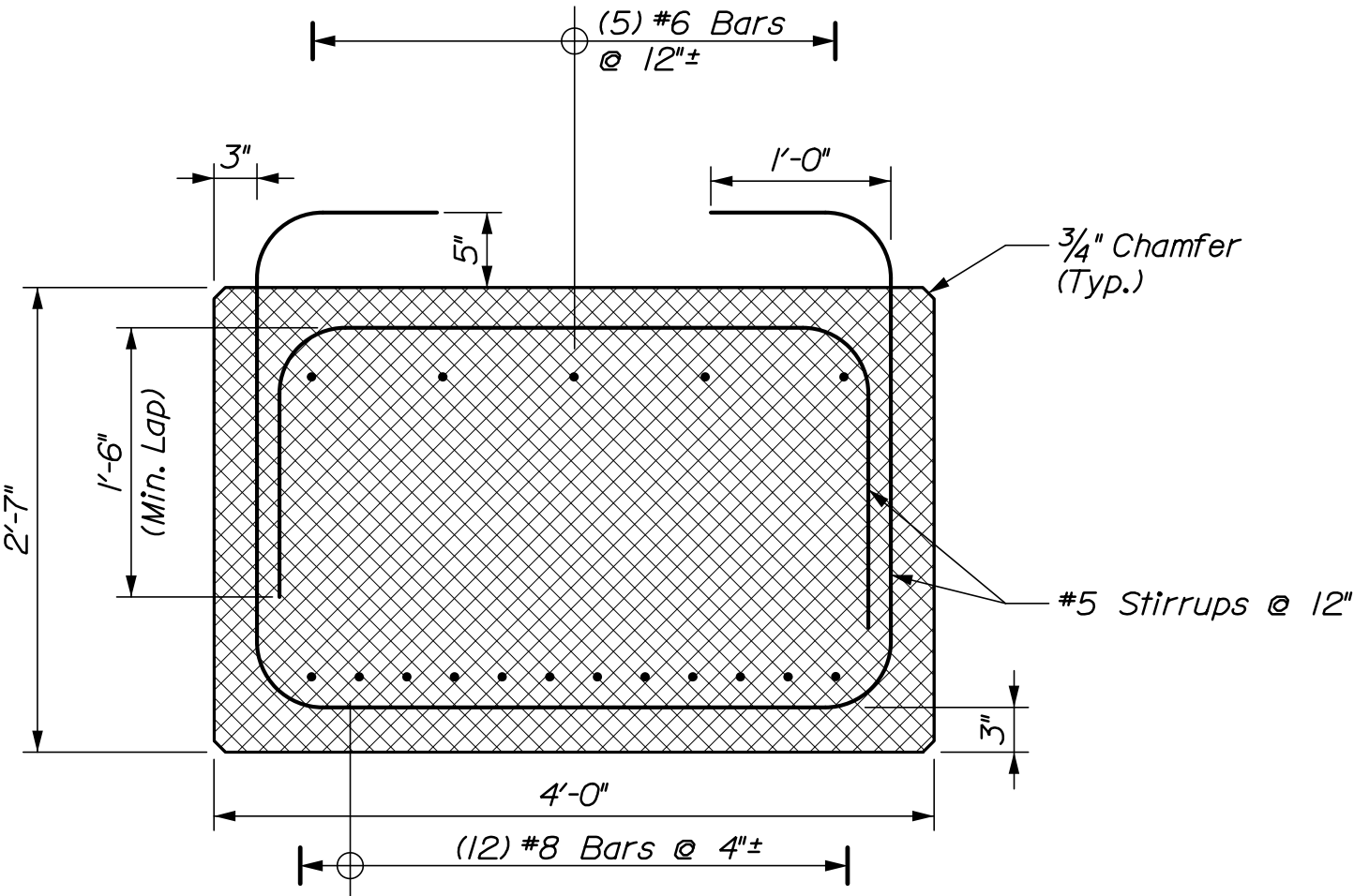


DECK THICKNESS DETAIL

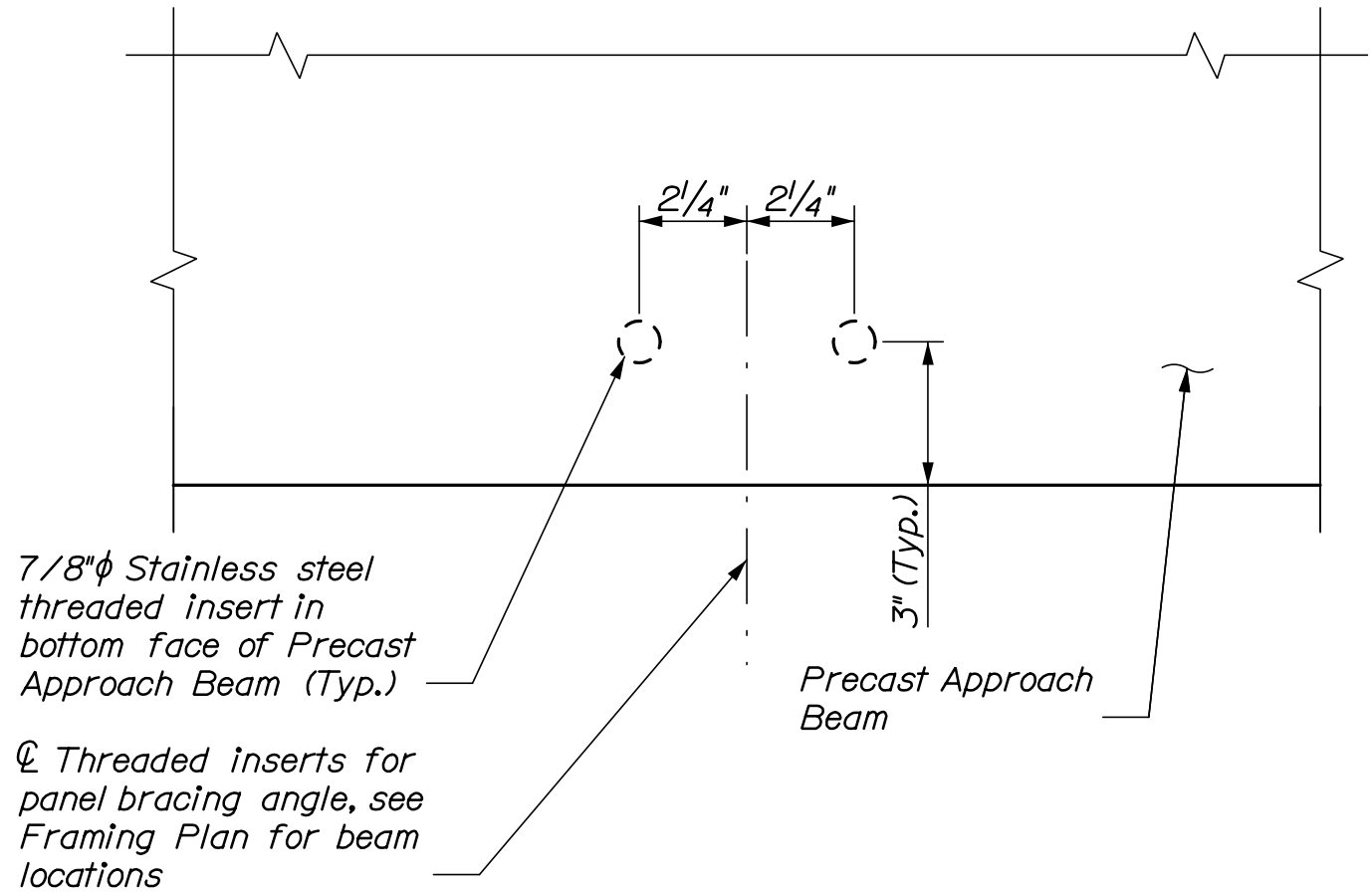
PRECAST APPROACH BEAM
END REINFORCING



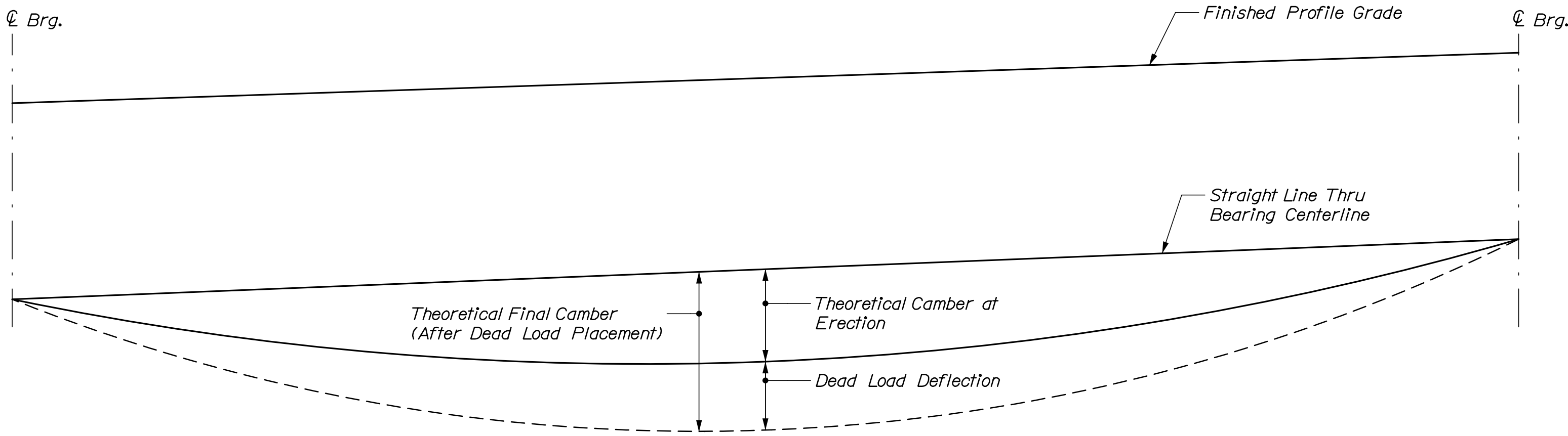
PRECAST APPROACH BEAM B1 - B8
TYPICAL SECTION



PRECAST APPROACH BEAM B9 - B16
TYPICAL SECTION



THREADED INSERT DETAIL

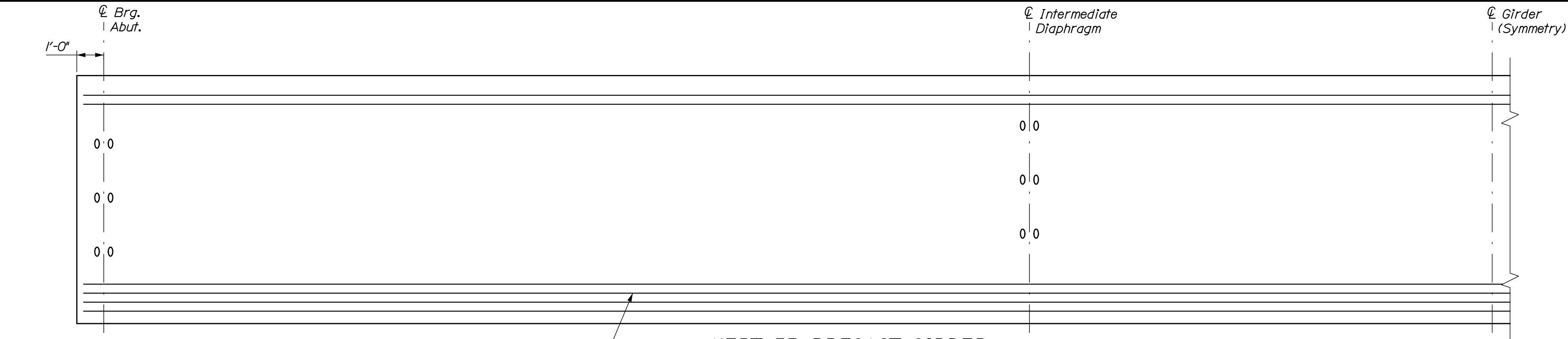


APPROACH BEAM CAMBER DIAGRAM
Not to Scale

PRECAST APPROACH BEAM NOTES:

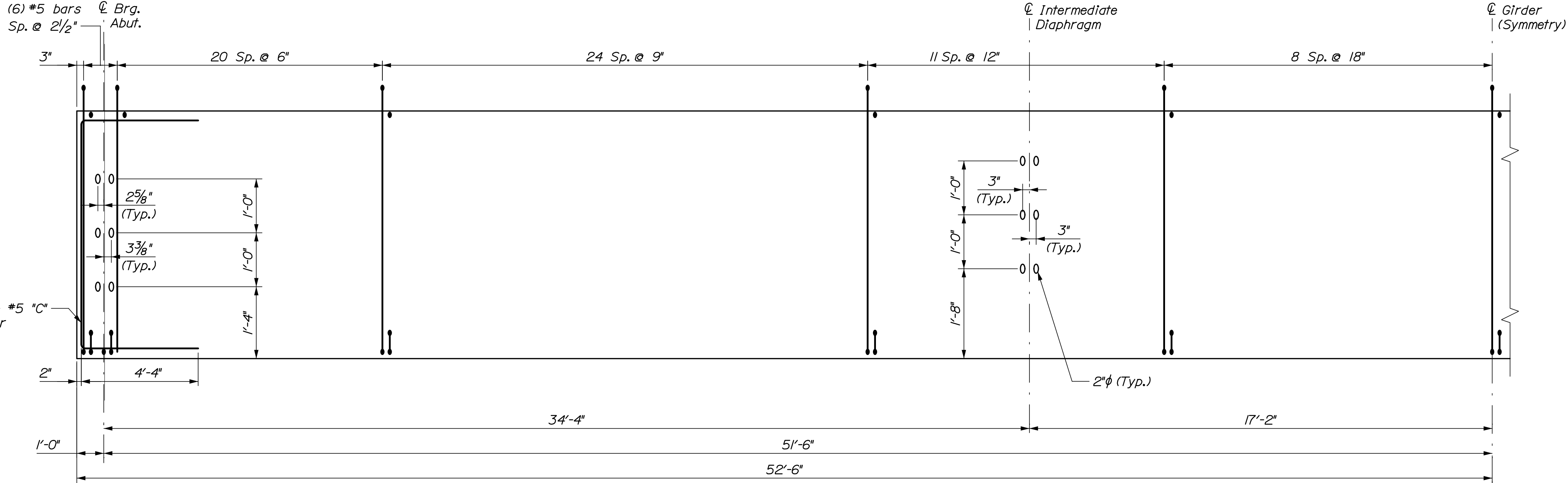
1. For Approach Beams B1-B8, the estimated camber at release is -.05 inches (downward); the estimated camber at erection is -.94 inches; and the estimated camber at completion of the project is -2.50 inches.
2. For Approach Beams B9-B16, the estimated camber at release is -.06 inches (downward); the estimated camber at erection is -.10 inches; and the estimated camber at completion of the project is -.12 inches.
3. Reinforcing steel shall have a minimum bottom concrete cover of 3 inches and shall have minimum clear cover in all other dimensions of 2 inches unless otherwise noted.
4. All mild reinforcing bars in the approach beams shall be stainless steel conforming to ASTM A955 Grade 75.
5. All reinforcing steel, sleeves, inserts, and other items embedded in approach beams shall be stainless steel unless otherwise indicated. Payment for reinforcing steel, sleeves, inserts, and other items embedded in approach beams shall be included for payment under Item 534.7612 Precast Approach Beams.
6. The top surface of the approach beams shall be rake finished to a surface roughness of 1/4 inch.
7. After beams are removed from forms, beams shall be supported from center of bearing locations and aged for a minimum of 30 days to induce creep deformations prior to erecting in place.

BEAM SPAN	DEAD LOAD DEFLECTIONS (IN)										
	Centerline Abut. No. 1	0.1 Span	0.2 Span	0.3 Span	0.4 Span	0.5 Span	0.6 Span	0.7 Span	0.8 Span	0.9 Span	Centerline Abut. No. 2
APPROACH SPAN 1	0.00	0.20	0.36	0.47	0.53	0.56	0.53	0.47	0.36	0.20	0.00
APPROACH SPAN 2	0.00	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.00



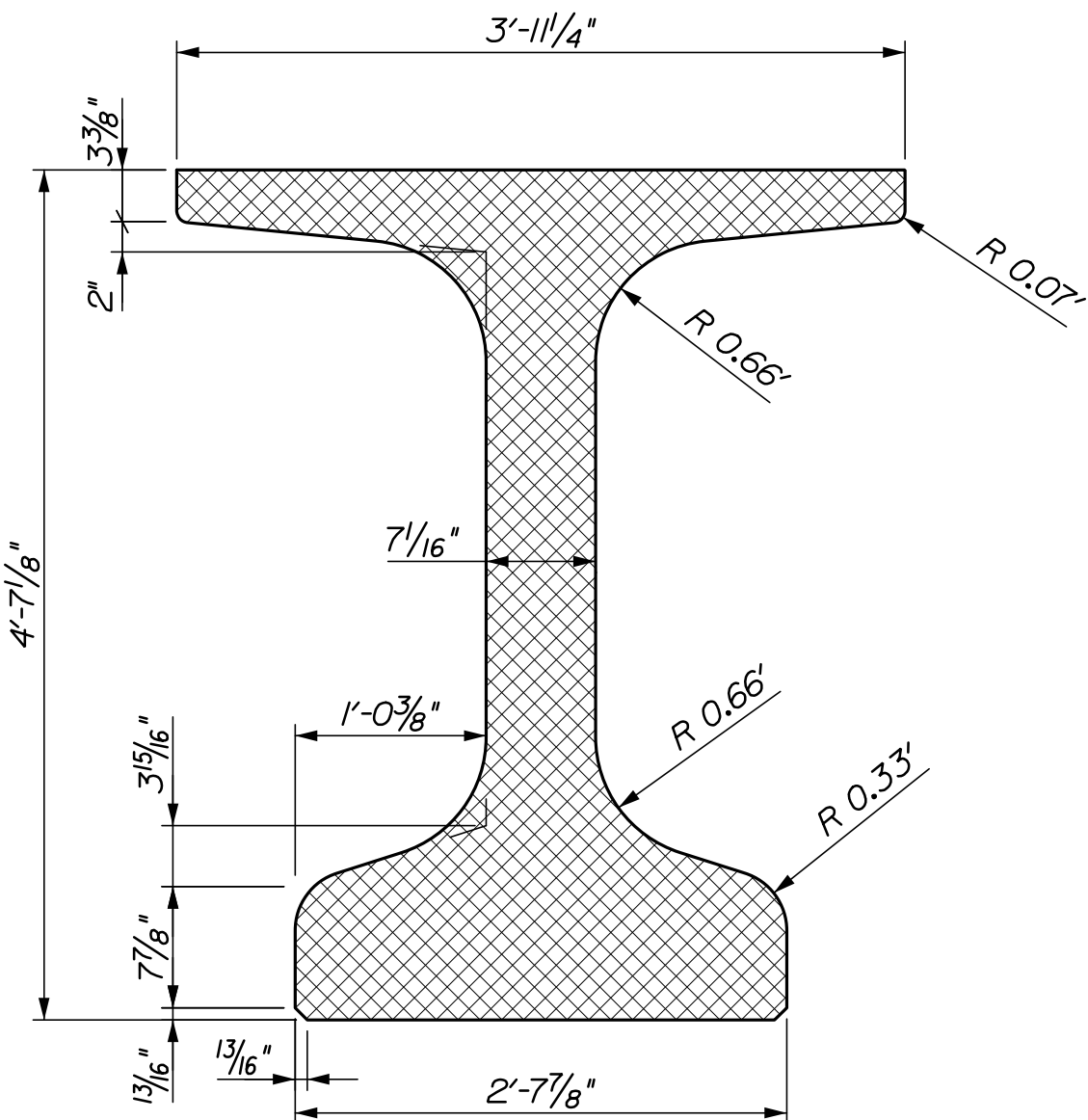
NEBT 55 PRECAST GIRDER

Strand Layout
Vertically Exaggerated for Clarity

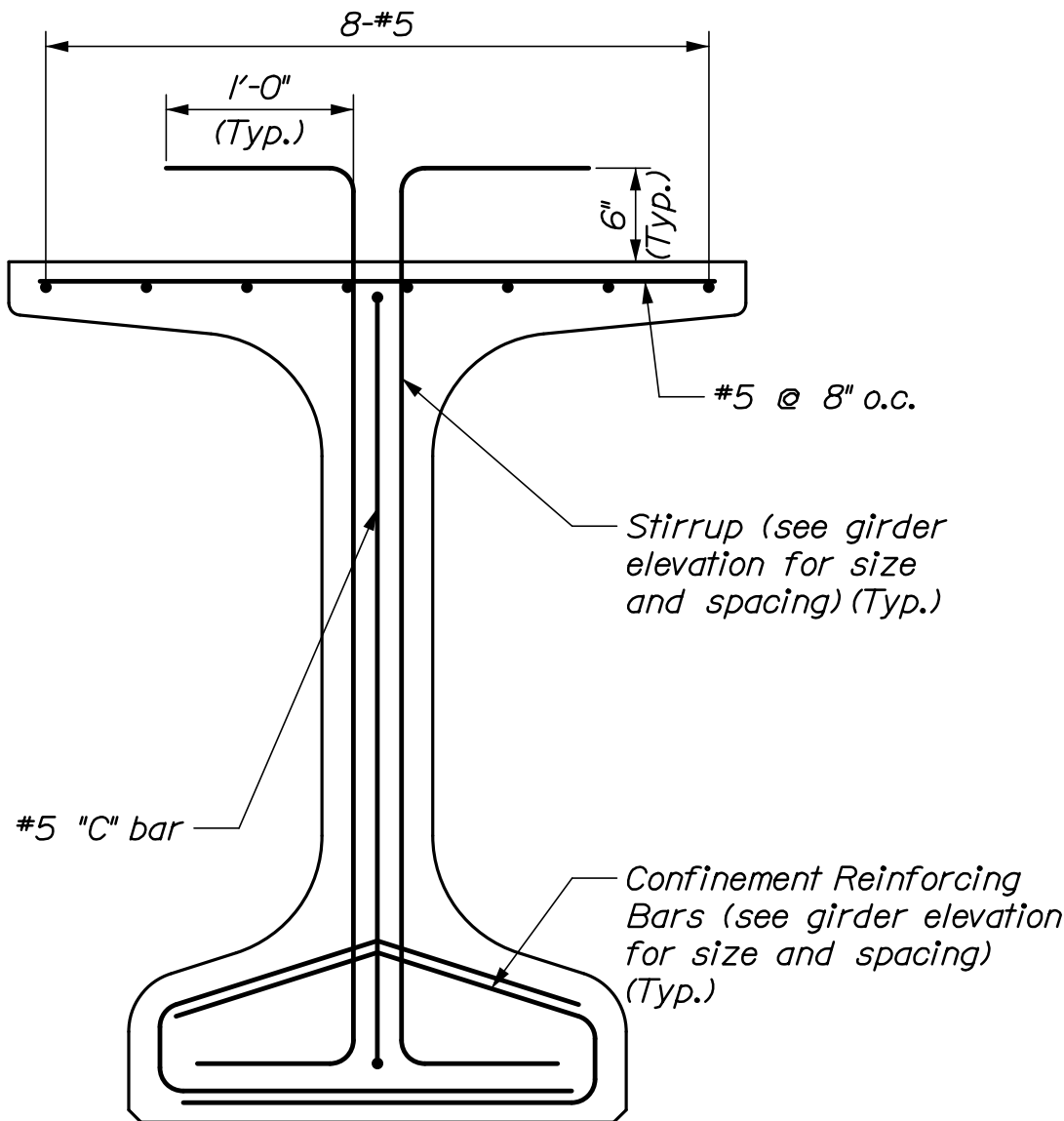


NEBT 55 PRECAST GIRDER

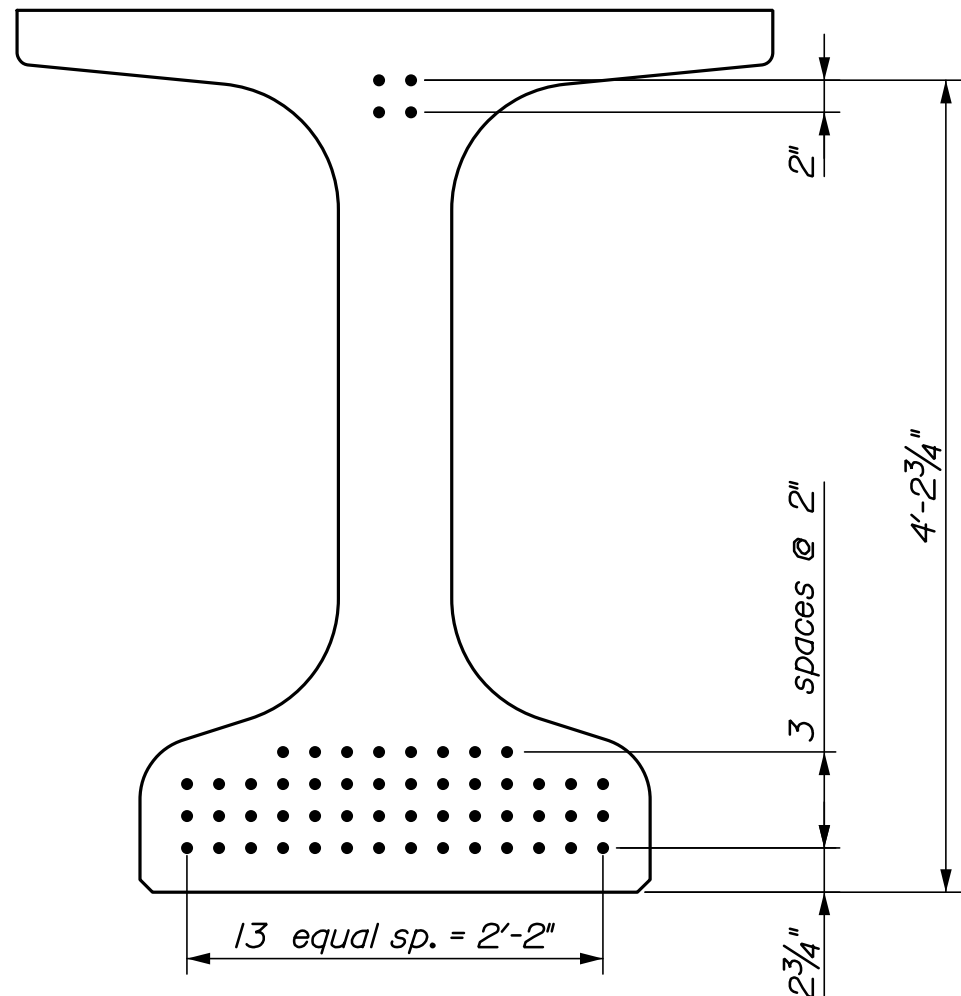
Reinforcing Layout
Vertically Exaggerated for Clarity
(All bars #4 unless otherwise noted)



TYPICAL GIRDER SECTION
NEBT 55



GIRDER REINFORCING



PRESTRESSING STRANDS

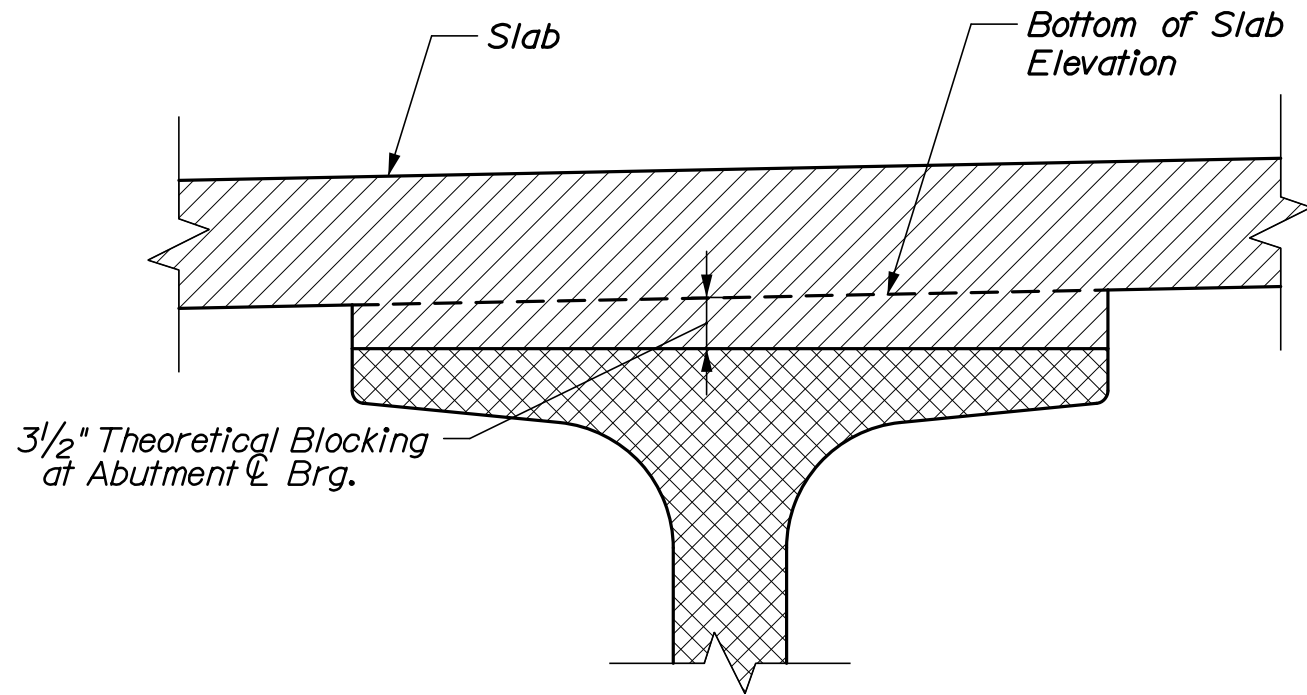
NEBT PRECAST GIRDER NOTES:

1. Prestressing strands shall be 0.62-in. diameter stainless steel. The tensioning force is 36 kips per prestressing strand.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. The estimated camber at release is 2.24 inches and the estimated camber at erection is 3.97 inches. Refer to Special Provision 535, Precast, Prestressed Concrete Superstructure - Camber.
4. The top surface of the upper flange of the prestressed beams shall be rake finished to a surface roughness of 1/4 inch, except at locations corresponding to the blocking points. At these locations a flattened area of sufficient size shall be finished to facilitate taking elevations for setting bottom of slab elevations.
5. The drilling of holes in the prestressed beams and the use of power actuated tools on the beams will not be permitted.
6. All mild reinforcing bars in the NEBT beams shall be stainless steel conforming to ASTM A955 Grade 75.
7. All reinforcing steel, sleeves, inserts, and other items embedded in girders shall be stainless steel unless otherwise indicated. Payment for reinforcing steel, sleeves, inserts, and other items embedded in girders shall be included for payment under Item 535.6I, Prestressed Structural Concrete I-Girders.
8. At girder diaphragm locations, 2" PVC sleeves or threaded inserts shall be provided. All sleeves and threaded inserts shall be placed perpendicular to the girder.
9. Suggested end zone reinforcement may be adjusted by the fabricator to reflect the fabricator's experience and to reduce the potential for cracking. All adjustments shall be clearly flagged on the girder shop drawings and will be subject to the engineer's approval.
10. Threaded inserts and embedded plate studs shall not interfere with prestressing strands. Payment for fabrication and installation shall be incidental to Item 535.6I, Prestressed Structural Concrete I-Girders.

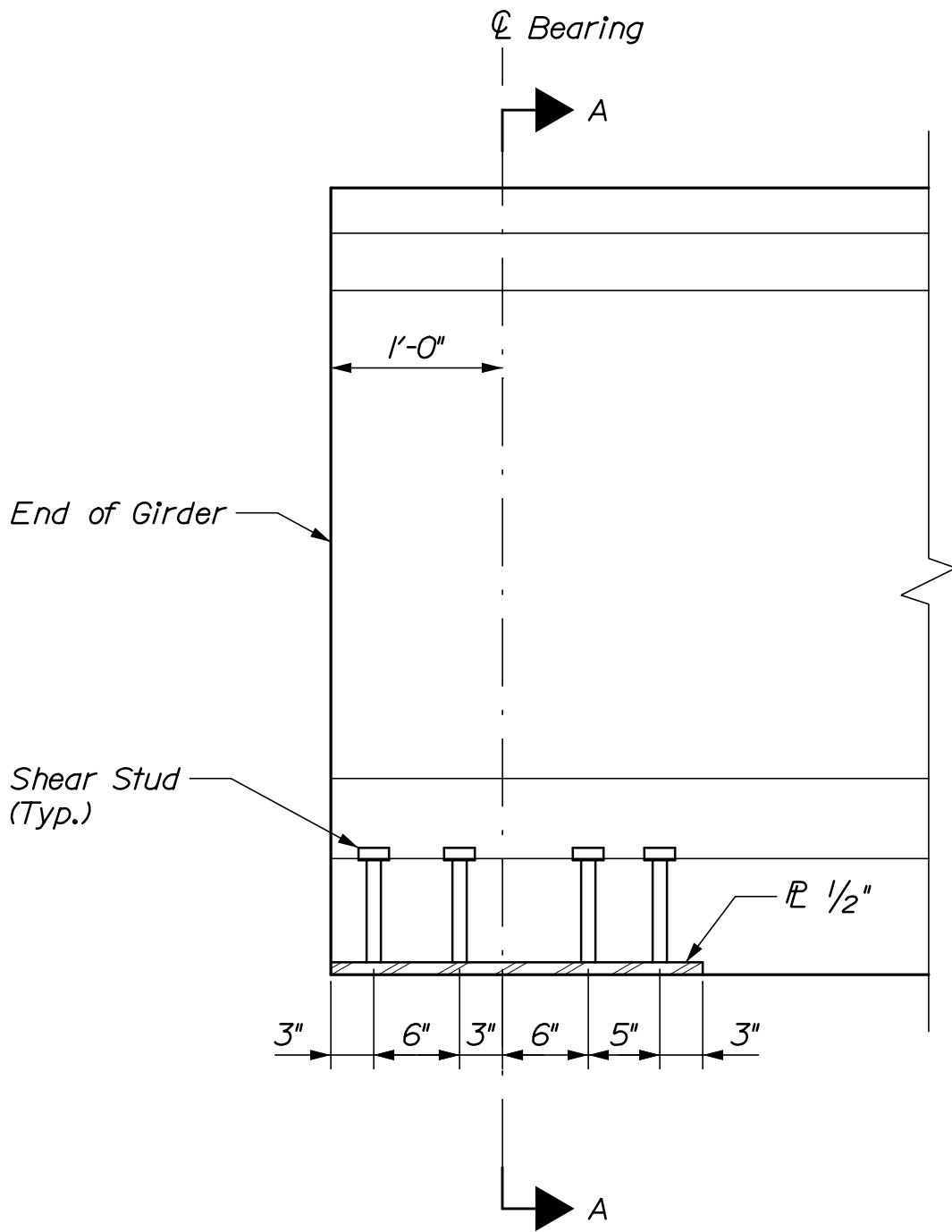
TYPE OF GIRDER	NO. STRANDS	Fi	g
NEBT 55	54	1944	8.68"

Fi = Total initial prestress force before losses (kips).
g = Distance from bottom of girder to C.G. of all prestressing strands (inches) (See girder elevation).

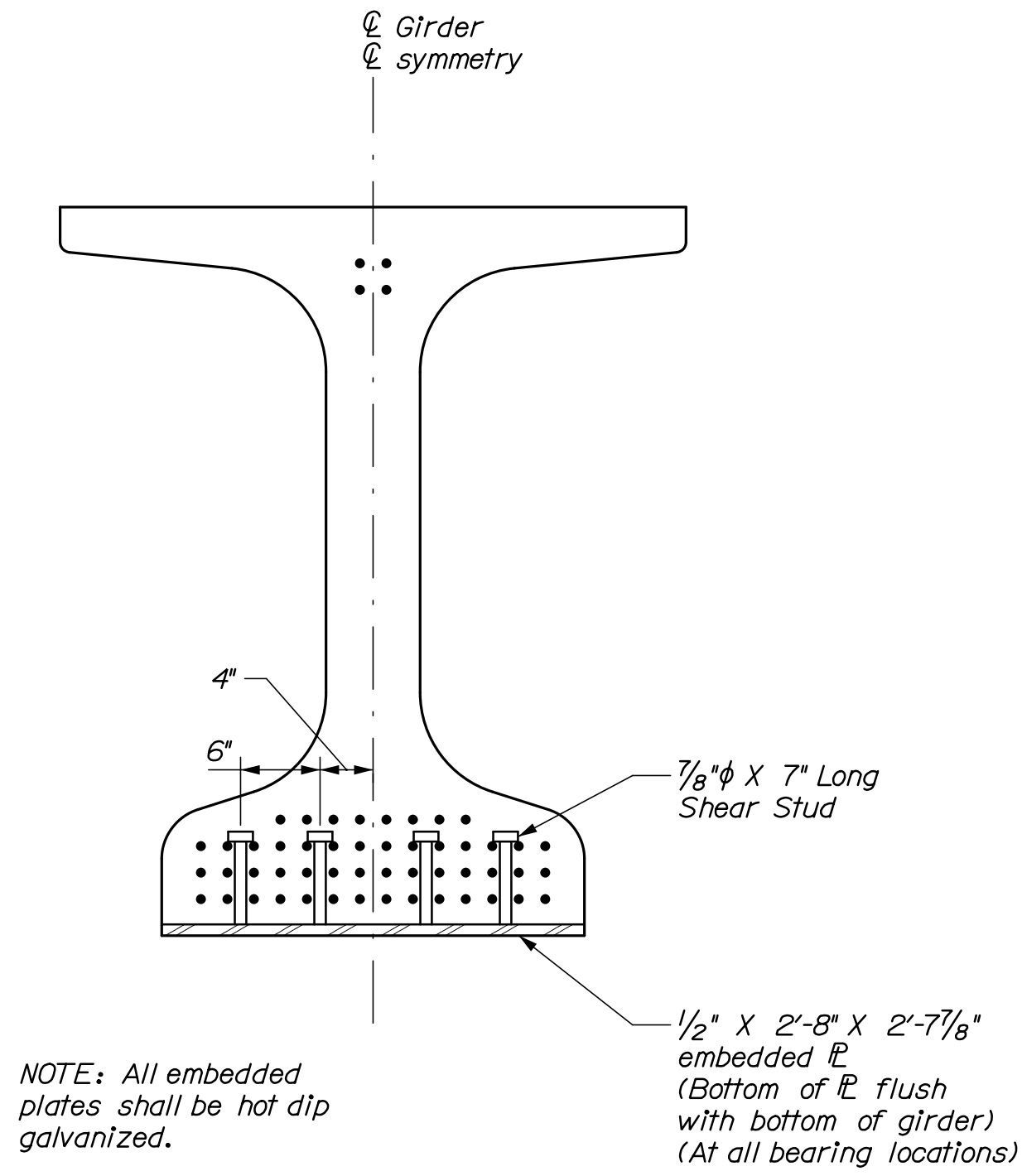
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	STP-1771(200)X	WIN 17712.00	BRIDGE No. 5038	BRIDGE PLANS
BLUE HILL FALLS BRIDGE SALT POND OUTLET BLUE HILL HANCOCK COUNTY BEAM DETAILS II				
SHEET NUMBER 51 OF 70				



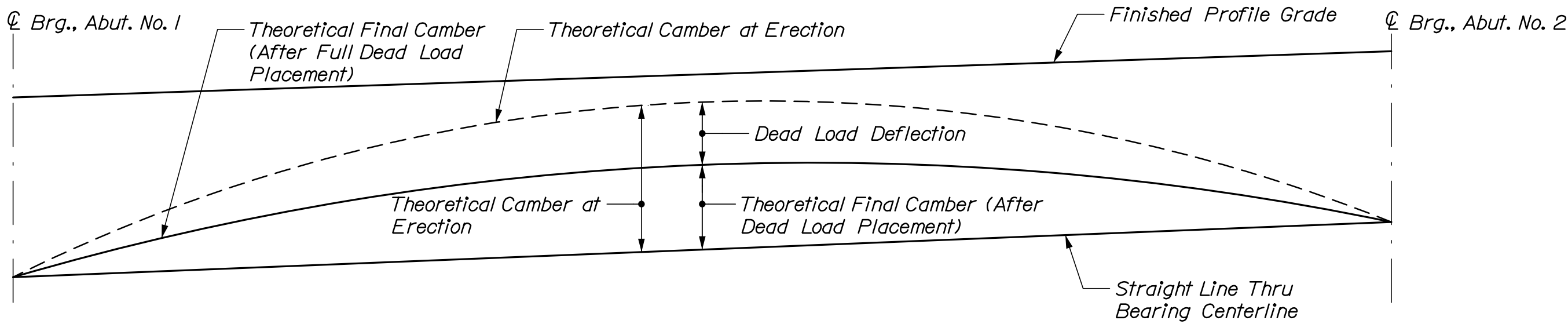
BLOCKING DETAIL



GIRDER END ELEVATION



SECTION A-A



NEBT GIRDER CAMBER DIAGRAM
Not to Scale

GIRDER	BOTTOM OF SLAB ELEVATIONS										
	℄ Brg., Abut. No. 1	0.1 Span	0.2 Span	0.3 Span	0.4 Span	0.5 Span	0.6 Span	0.7 Span	0.8 Span	0.9 Span	℄ Brg., Abut. No. 2
G1	17.41	17.63	17.86	18.07	18.27	18.46	18.63	18.79	18.95	19.08	19.22
G2	17.55	17.77	17.99	18.20	18.40	18.59	17.76	18.93	19.08	19.22	19.36
G3	17.68	17.91	18.13	18.39	18.54	18.73	18.90	19.06	19.21	19.36	19.50
G4	17.55	17.77	17.99	18.20	18.40	18.59	17.76	18.93	19.08	19.22	19.36
G5	17.41	17.63	17.86	18.07	18.27	18.46	18.63	18.79	18.95	19.08	19.22

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1771(200)X

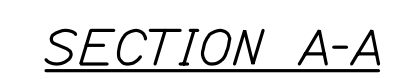
BRIDGE No. 5038
WIN
17712.00
BRIDGE PLANS

BLUE HILL FALLS BRIDGE
SALT POND OUTLET
BLUE HILL
HANCOCK COUNTY

BEAM DETAILS III

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	A. Lathé E. Beausoleil T. Cote - - - - - -	09/21 09/21 - - - - - - -
SIGNATURE		P.E. NUMBER
DATE		

SHEET NUMBER
52
OF 70



53 OF 70	SHEET NUMBER	BLUE HILL FALLS BRIDGE SALT POND OUTLET BLUE HILL HANCOCK COUNTY				PROJ. MANAGER	A. Latte	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-1771(200)X WIN 17712.00 Bridge No. 5038 BRIDGE PLANS
		DESIGN-DETAILED	H. Walton	E. Boussolet	09/21					
		CHECKED-REVIEWED	G. Papp	T. Cole	09/21					
		DESIGN2-DETAILED2	-	-	SIGNATURE					
		DESIGN3-DETAILED3	-	-	P.E. NUMBER					
		REVISIONS 1	-	-						
		REVISIONS 2	-	-						
		REVISIONS 3	-	-	DATE					
		REVISIONS 4	-	-						
		FIELD CHANGES	-	-						



1. Reinforcing shall have a minimum concrete cover of 2 inches unless otherwise noted.
2. The superstructure slab concrete shall be placed in one continuous operation and shall be kept plastic until the entire placement has been made.
3. The theoretical blocking used for design of the structure is $3\frac{1}{2}$ inches at the centerline of bearings of the abutments. Refer to Beam Details III for blocking details.
4. Anchorages for fascia panel are cast in the curb and deck. See Fascia Panel Elevation sheet and Fascia Panel Details sheet for additional information.
5. Foam backer rods between the deck and the fascia panel will be incidental to Pay Item 502.49, Structural Concrete Curbs and Sidewalks.
6. See Precast Fascia Connection Note 4 on Precast Fascia Details I.

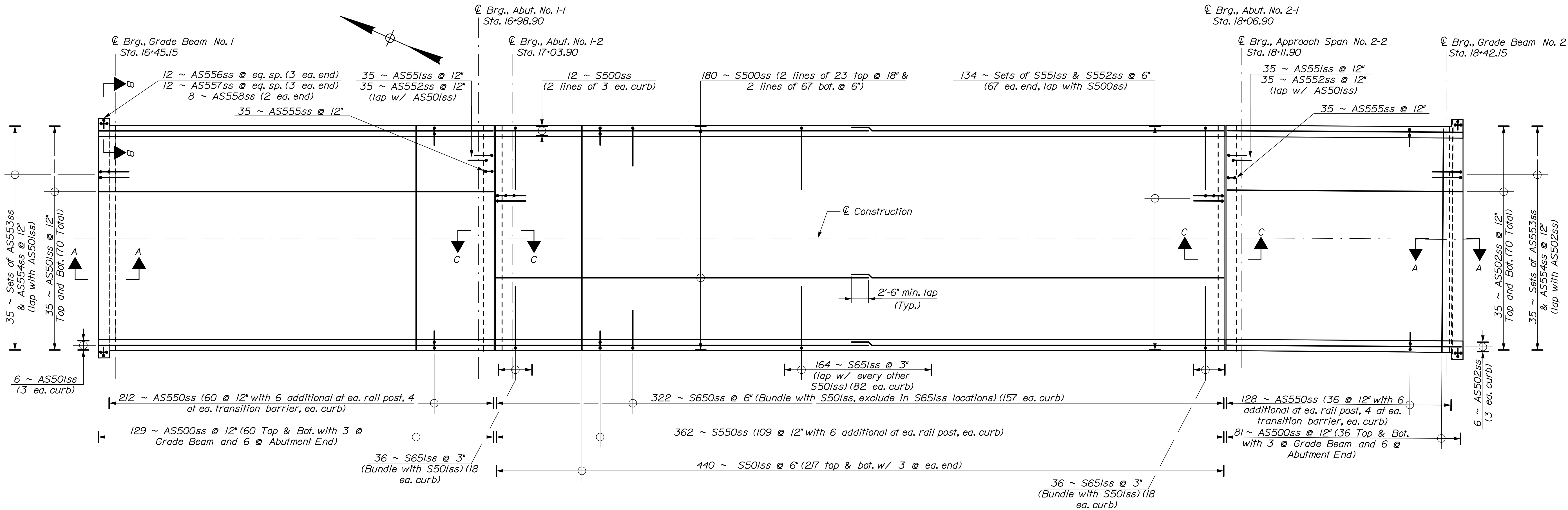


Date:9/28/2021

Username:

Division:

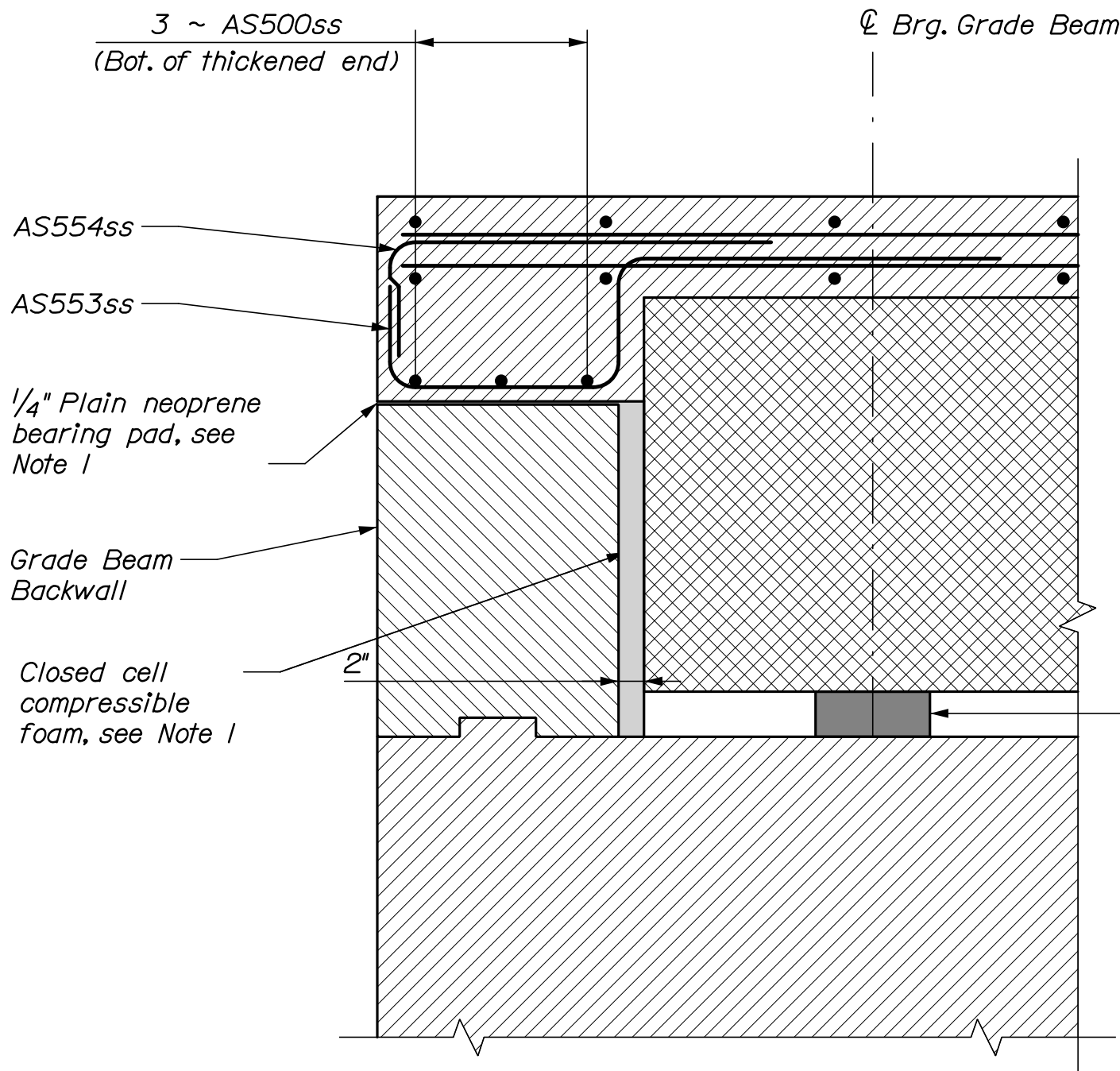
Filename: 056_Superstructure Reinforcing Plandgn



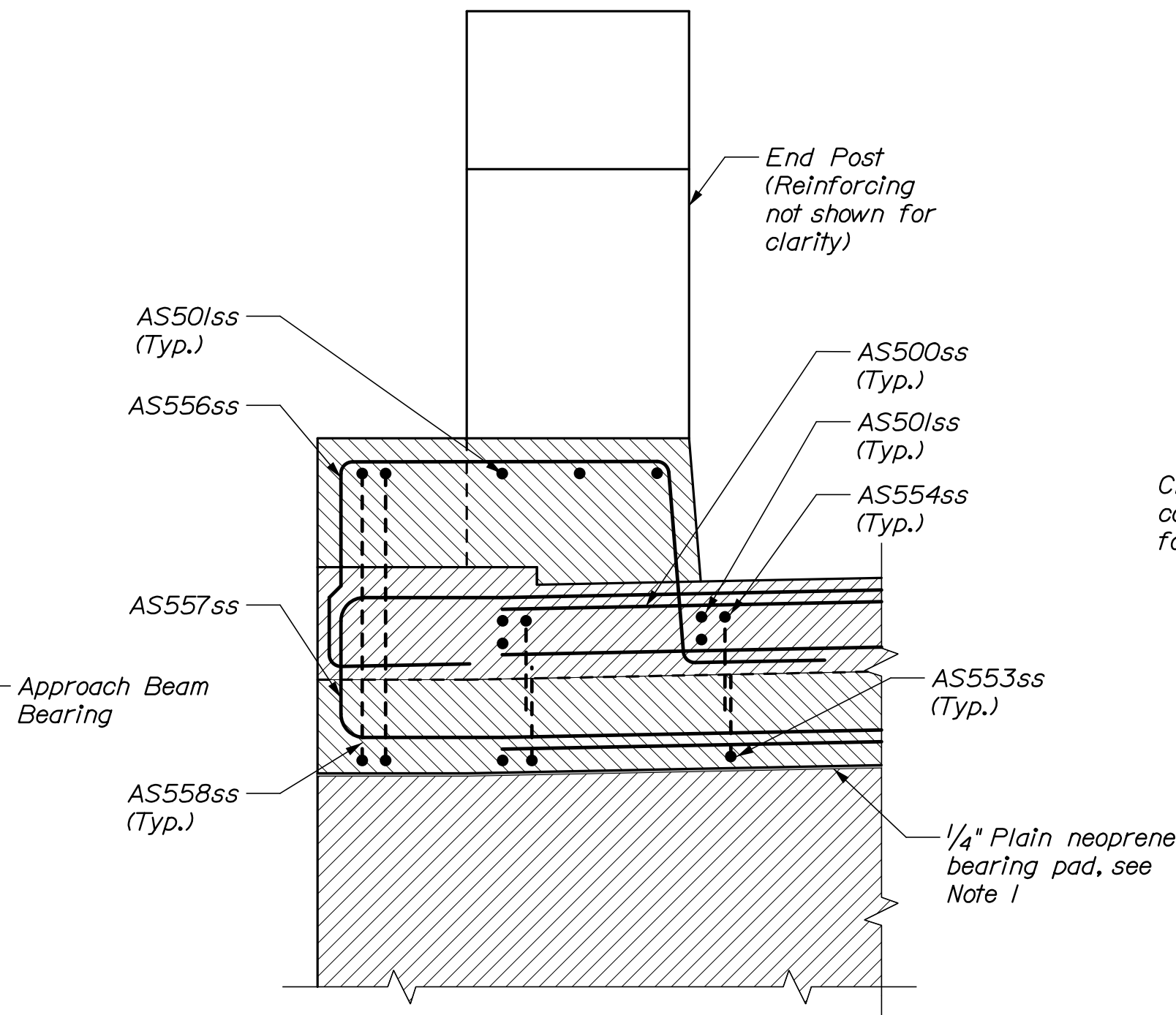
SUPERSTRUCTURE REINFORCING PLAN

NOTES:

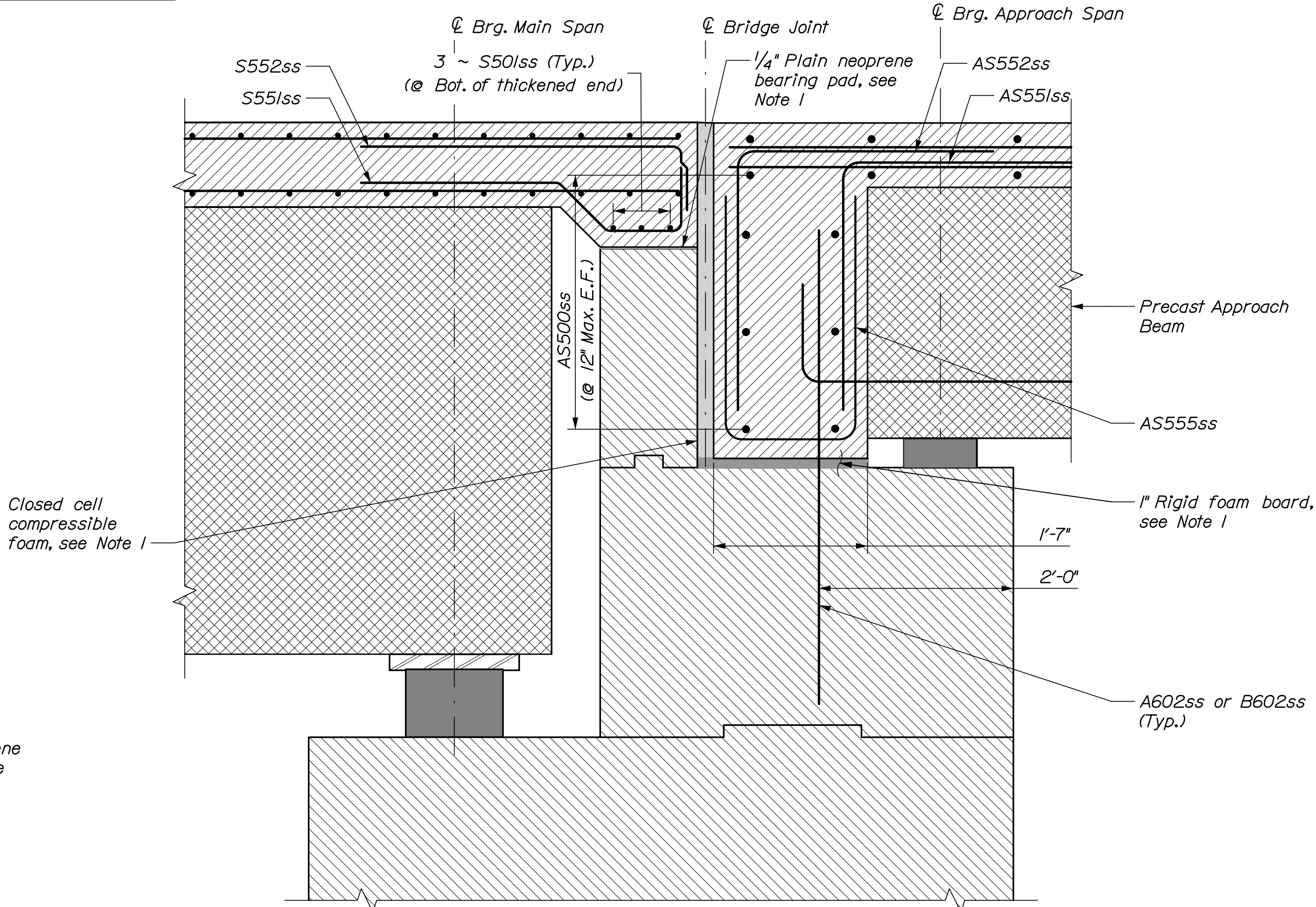
1. Neoprene pads, closed cell compressible foam, and rigid foam board shall be incidental to Item 502.261, Structural Concrete Roadway and Sidewalk Slab on Concrete Bridges. Neoprene pads shall meet the requirements of Standard Specifications Section 711.09, closed cell compressible foam shall meet the requirements of Special Provision 711.14, and rigid foam board shall meet the requirements of Special Provision 711.15.



SECTION A-A



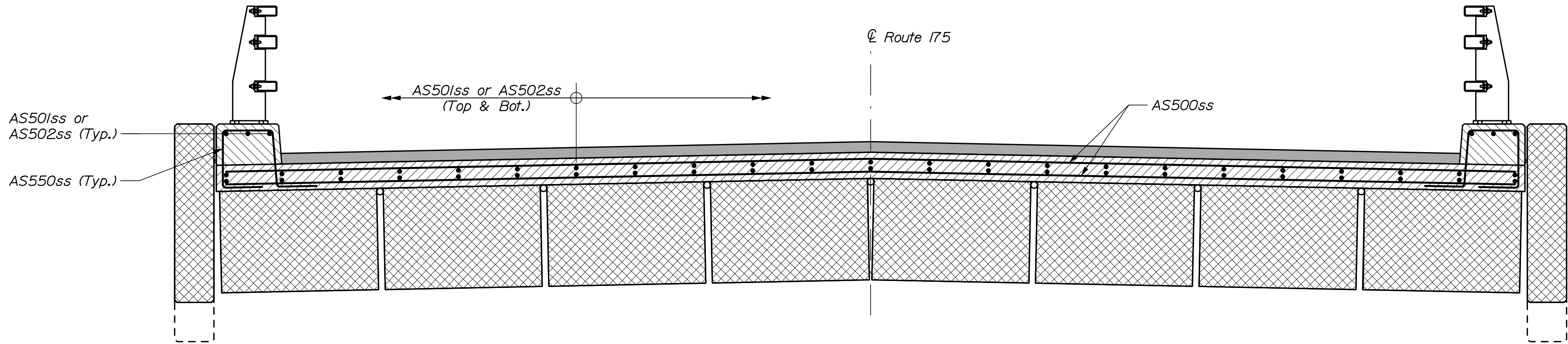
SECTION B-B



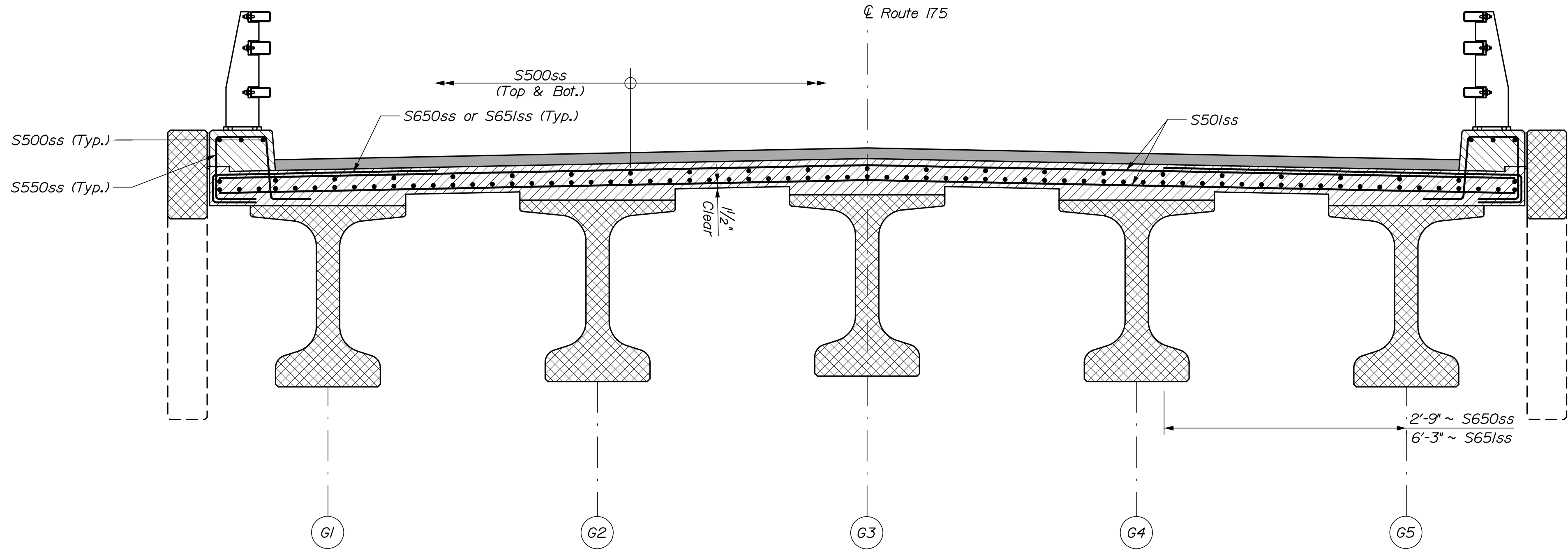
SECTION C-C

HNTB

BLUE HILL FALLS BRIDGE										STATE OF MAINE					
SALT POND OUTLET										DEPARTMENT OF TRANSPORTATION					
BLUE HILL HANCOCK COUNTY															
SUPERSTRUCTURE REINFORCING PLAN										STP-1771(200)X					
PROJ. MANAGER										A. Lathe		BY		DATE	
DESIGN-DETAILED										H. Walton		E. Beausoleil		09/21	
CHECKED-REVIEWED										K. Broyley		T. Cote		09/21	
DESIGN-DETAILED02										-		-		SIGNATURE	
DESIGN-DETAILED03										-		-		-	
REVISIONS 1										-		-		P.E. NUMBER	
REVISIONS 2										-		-		-	
REVISIONS 3										-		-		-	
REVISIONS 4										-		-		DATE	
FIELD CHANGES										-		-		-	
BRIDGE No. 5038										WIN		17712.00		BRIDGE PLANS	



APPROACH SPAN REINFORCING TRANSVERSE SECTION
(Span 1 shown, Span 2 similar)



REINFORCING TRANSVERSE SECTION

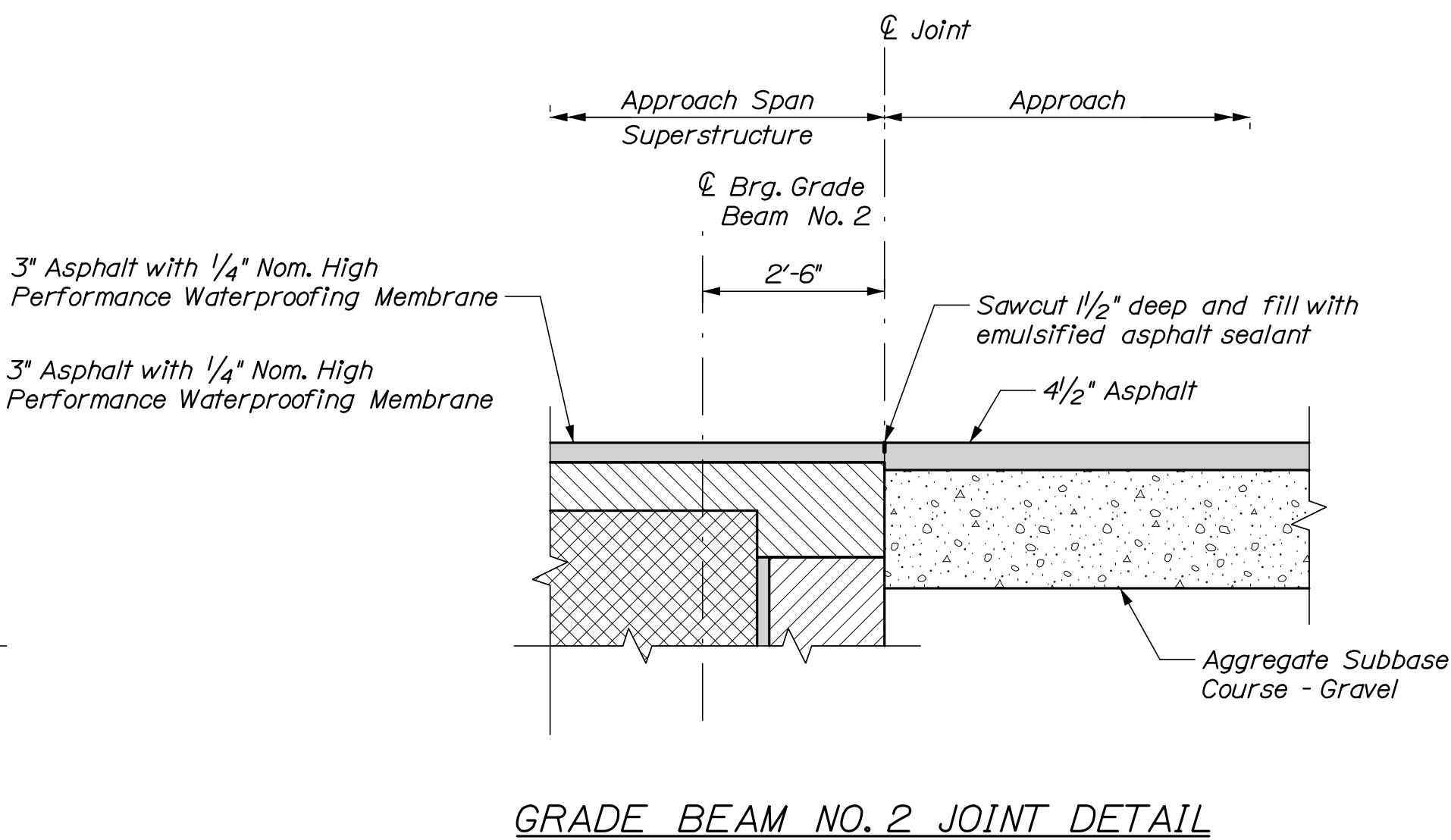
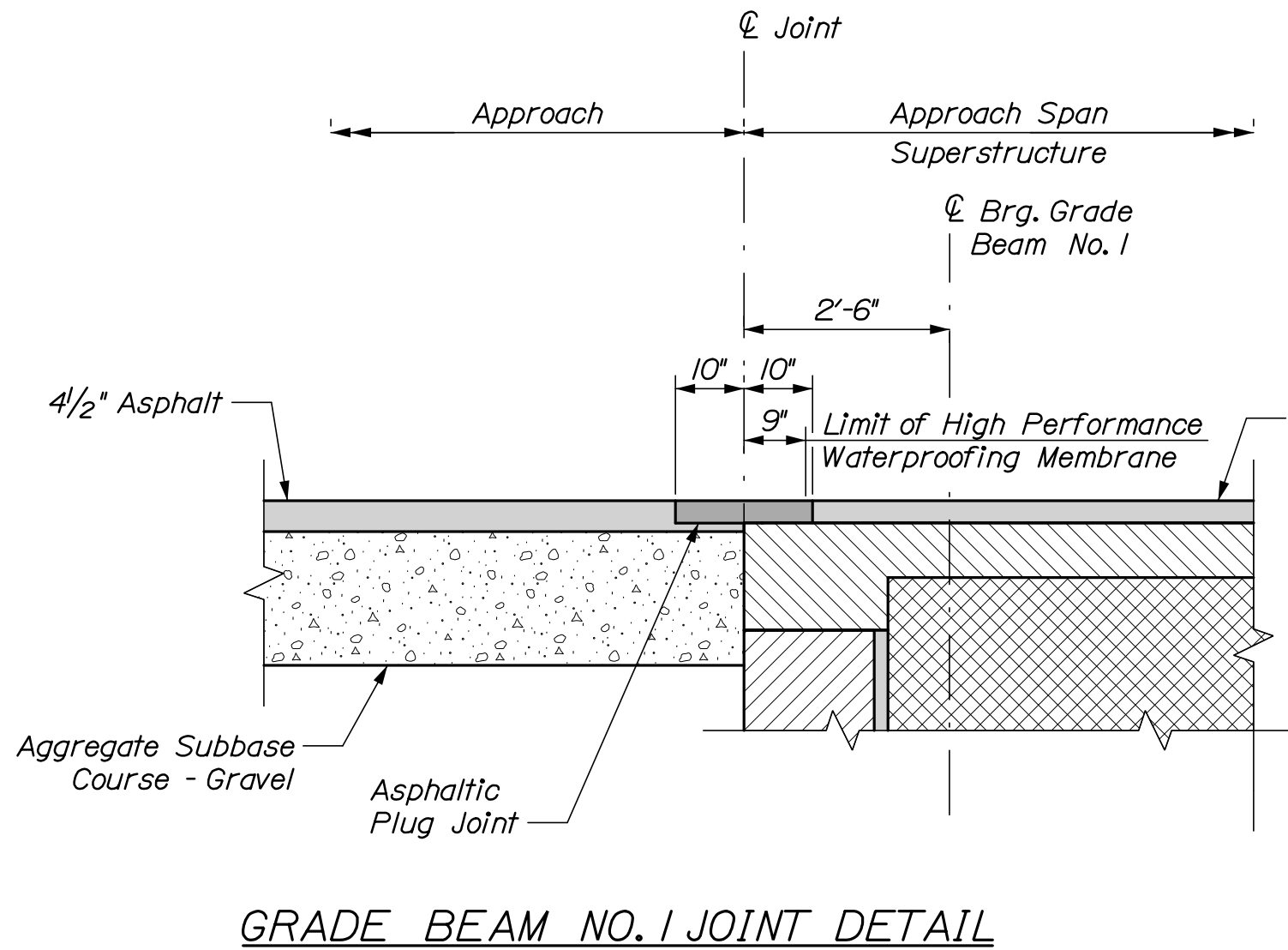
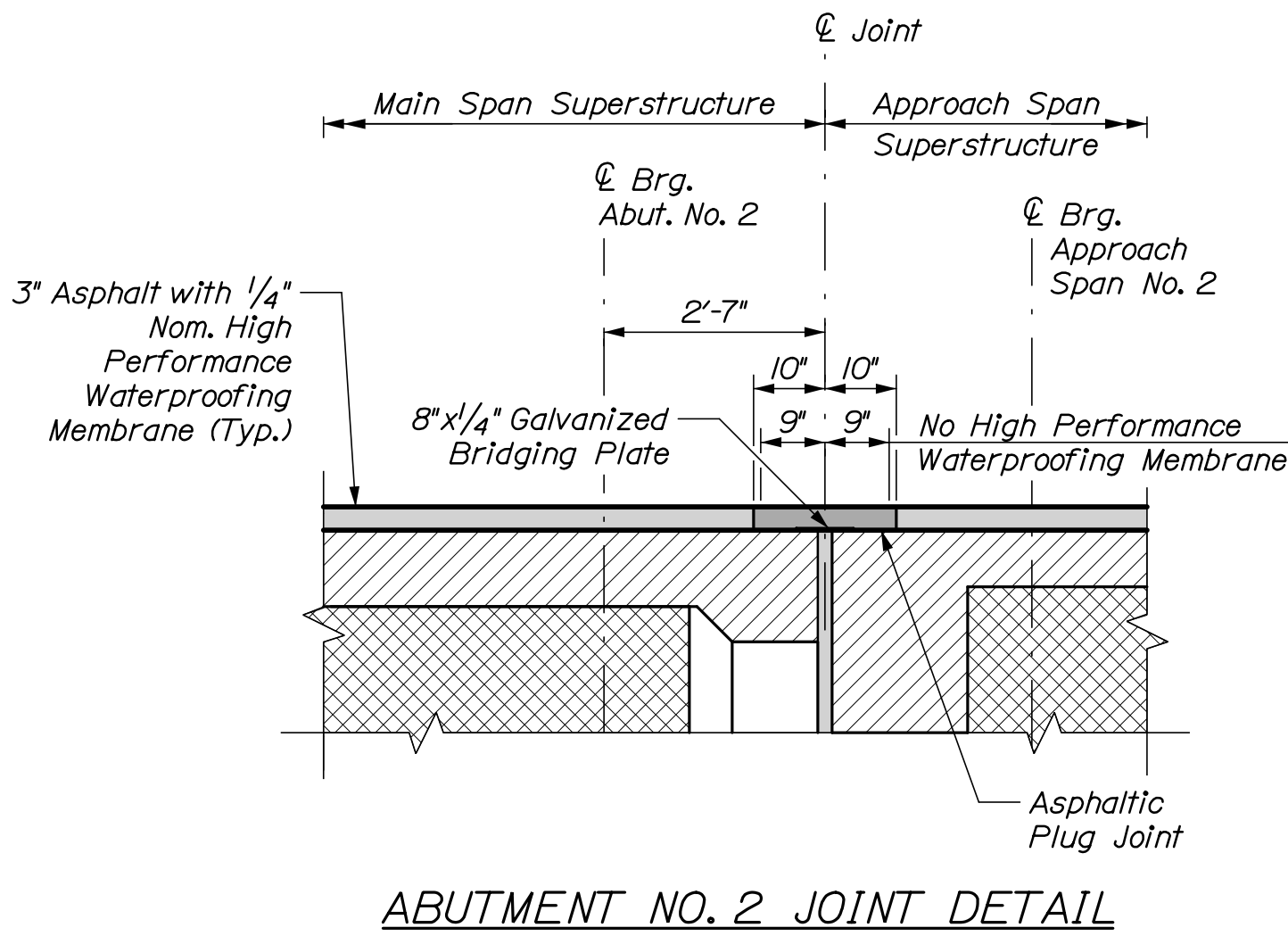
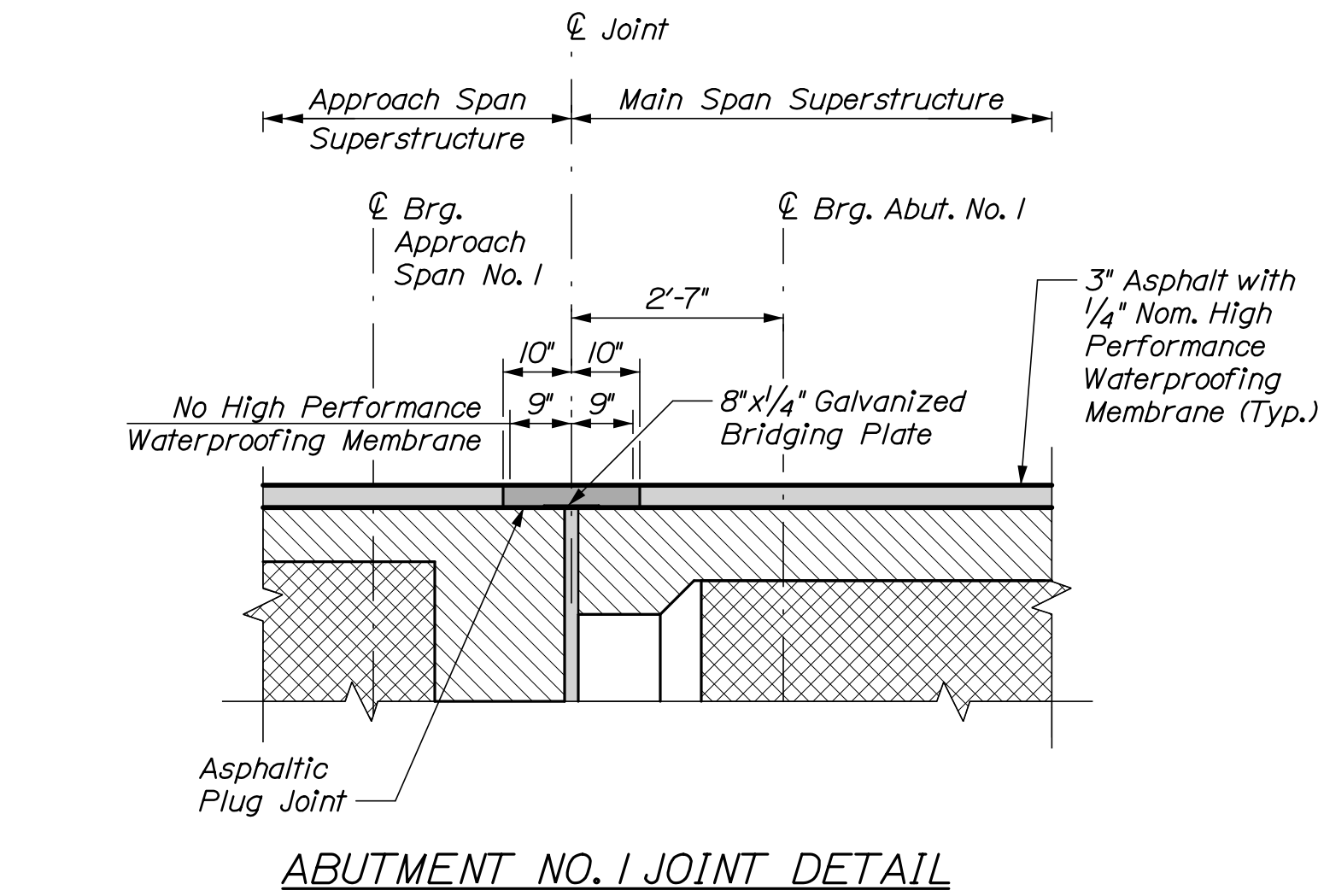
SHEET NUMBER 57 OF 70	BLUE HILL FALLS BRIDGE				PROJ. MANAGER	A. Lothe	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-1771(200)X WIN 17712.00 BRIDGE PLANS
	SALT POND OUTLET					H. Walton			
	BLUE HILL HANCOCK COUNTY				CHECKED-REVIEWED	T. Cote	SIGNATURE		
					DESIGN2-DETAILED2	-	-		
					DESIGN3-DETAILED3	-	-		
					REVISIONS 1	-	P.E. NUMBER		
					REVISIONS 2	-			
					REVISIONS 3	-			
					REVISIONS 4	-	DATE		
					FIELD CHANGES	-	-		

Date:9/28/2021

Username:

Division:

Filename: 058_Joint Details.dgn



BLUE HILL FALLS BRIDGE				A. Lethe		BY		DATE		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
SALT POND OUTLET				H. Walton		H. Walton		09/21			
DESIGN-Detailed				K. Brayley		T. Cote		09/21			
CHECKED-REVIEWED											
DESIGN2-Detailed2										SIGNATURE	
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DESIGN260-Detailed2											

1. All work and materials shall conform to the requirements of Standard Specification Section 526 - Concrete Barrier.

3. The quantities of reinforcing bars shown are for one transition barrier only.

4. Payment for the guardrail anchorage will be considered incidental to the transition barrier pay item.

5. After installation of the guardrail is complete, upset the threads on the anchor bolts in 3 places around each bolt at the junction of the nut and the exposed thread, with a center punch or similar tool. Payment for the nut will be considered incidental to the guardrail pay items.

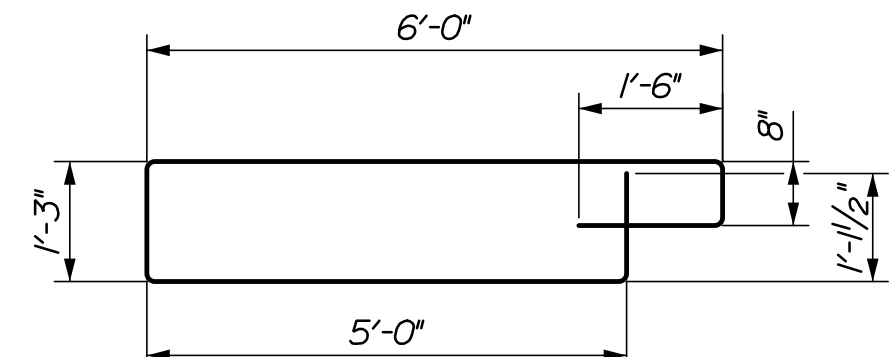
<i>Mark</i>	<i>Qty.</i>	<i>Length</i>
<i>TB551</i>	<i>4</i>	<i>5'-10 1/2"</i>
<i>TB552</i>	<i>19</i>	<i>6'-6"</i>
<i>TB553</i>	<i>5</i>	<i>5'-5"</i>
<i>TB554</i>	<i>5</i>	<i>15'-6 1/2"</i>
<i>TB561</i>	<i>2</i>	<i>5'-8"</i>
<i>TB562</i>	<i>1</i>	<i>4'-8"</i>

Diagram illustrating a vertical offset of 6 inches between two structures. The top structure is labeled 2'-4" (TB562) and the bottom structure is labeled 3'-4" (TB561). The vertical offset is indicated by a dimension line labeled 6".

2'-8" (TB552)
2'-1 1/2" (TB553)

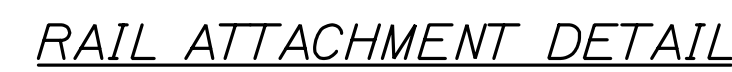
- TB551 - - TB552 & TB553 -

- TB554 -



Technical drawing of a rectangular plate with the following dimensions and features:

- Overall Dimensions:**
 - Width: 11"
 - Height: 1'-6 1/4"
- Internal Dimensions and Spacing:**
 - Top edge to first hole center: 1 1/2"
 - Distance between first and second hole centers: 8"
 - Distance between second and third hole centers: 7 5/8"
 - Distance between third and fourth hole centers: 7 5/8"
 - Bottom edge to fourth hole center: 7 5/8"
 - Right edge to hole center line: 1 1/2"
- Holes:**
 - Four holes, each with a diameter of 1" (indicated by the symbol $\varnothing$ 1" ϕ Holes).
 - The holes are arranged in a vertical line on the right side of the plate.
- Material:** 5/8" Plate



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1771(200)X

Bridge No. 5038

WIN

17712.00

PROJ. MANAGER	A. Lathe	BY	DATE
DESIGN-DETAILED	H. Walton	P. Bishop	09/21
CHECKED-REVIEWED	K. Broiley	T. Cote	09/21
DESIGN-DETAILED	-	-	-
DESIGNS 1	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
REVISIONS 5	-	-	-
SIGNATURE			
P.E. NUMBER			
DATE			

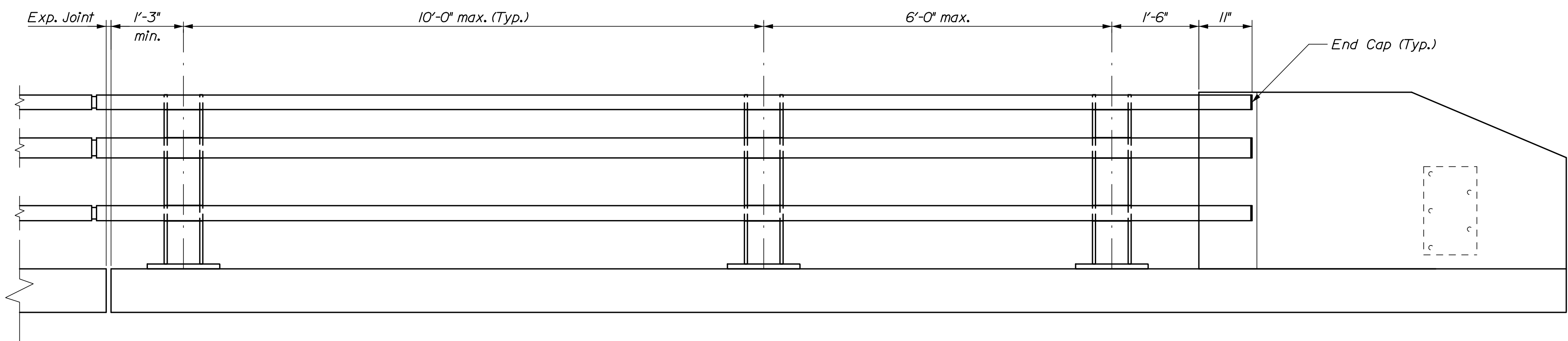
BLUE HILL FALLS BRIDGE
SALT POND OUTLET
BLUE HILL HANCOCK COUNTY
CONCRETE TRANSITION
BARRIER DETAILS

SHEET NUMBER

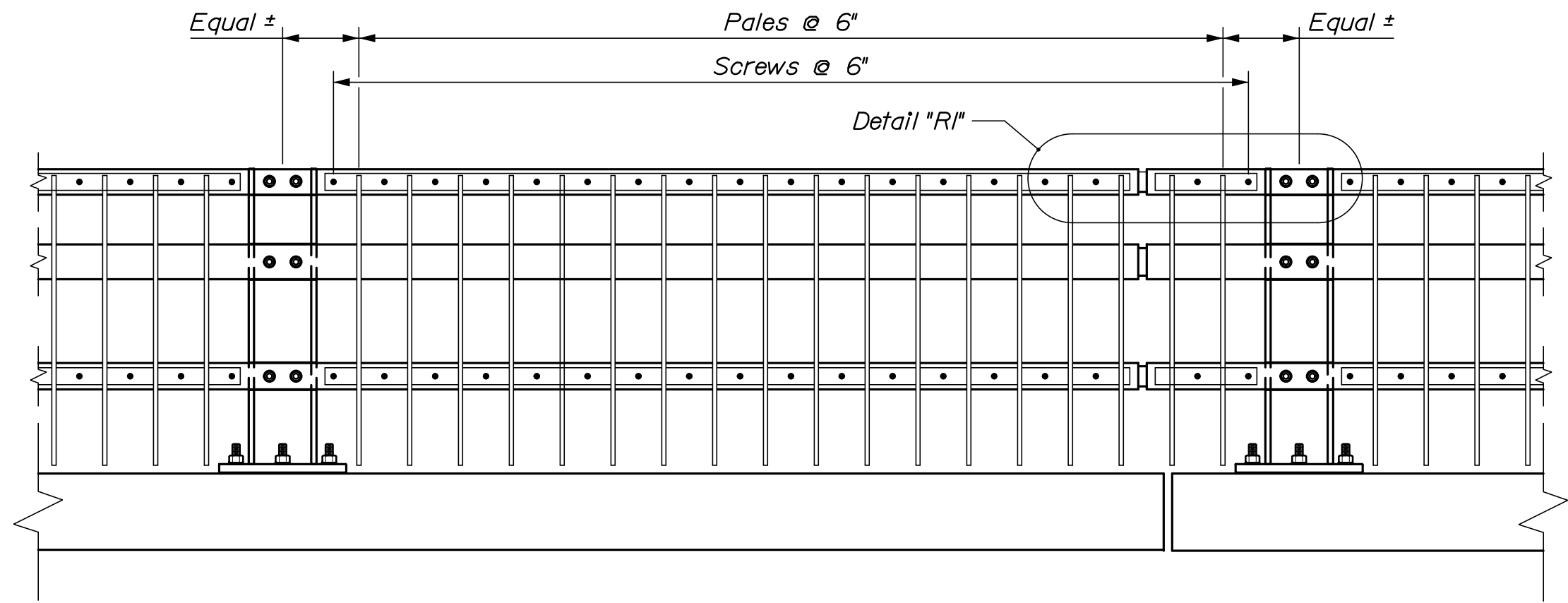
59

OF 70

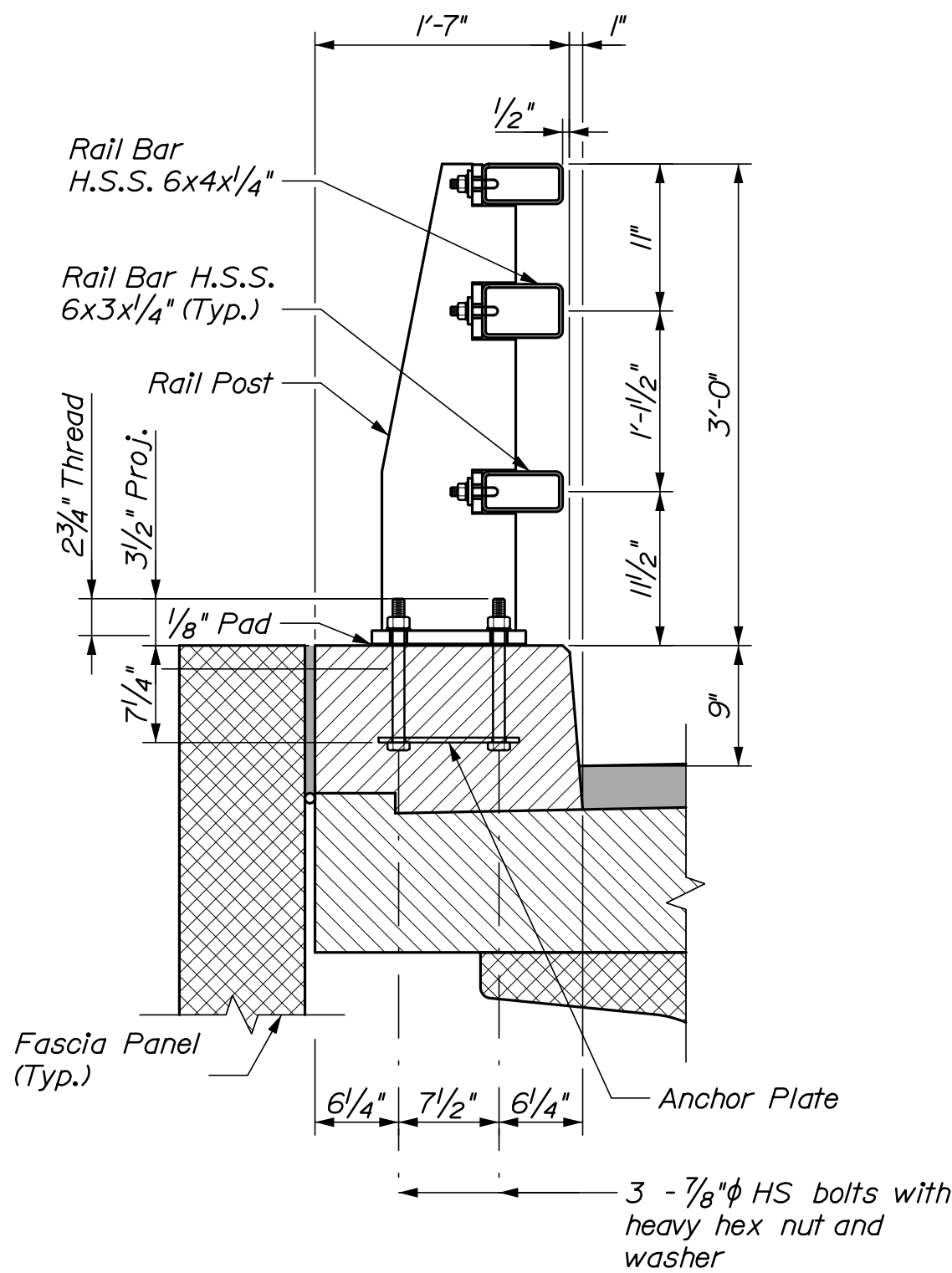
HNTB



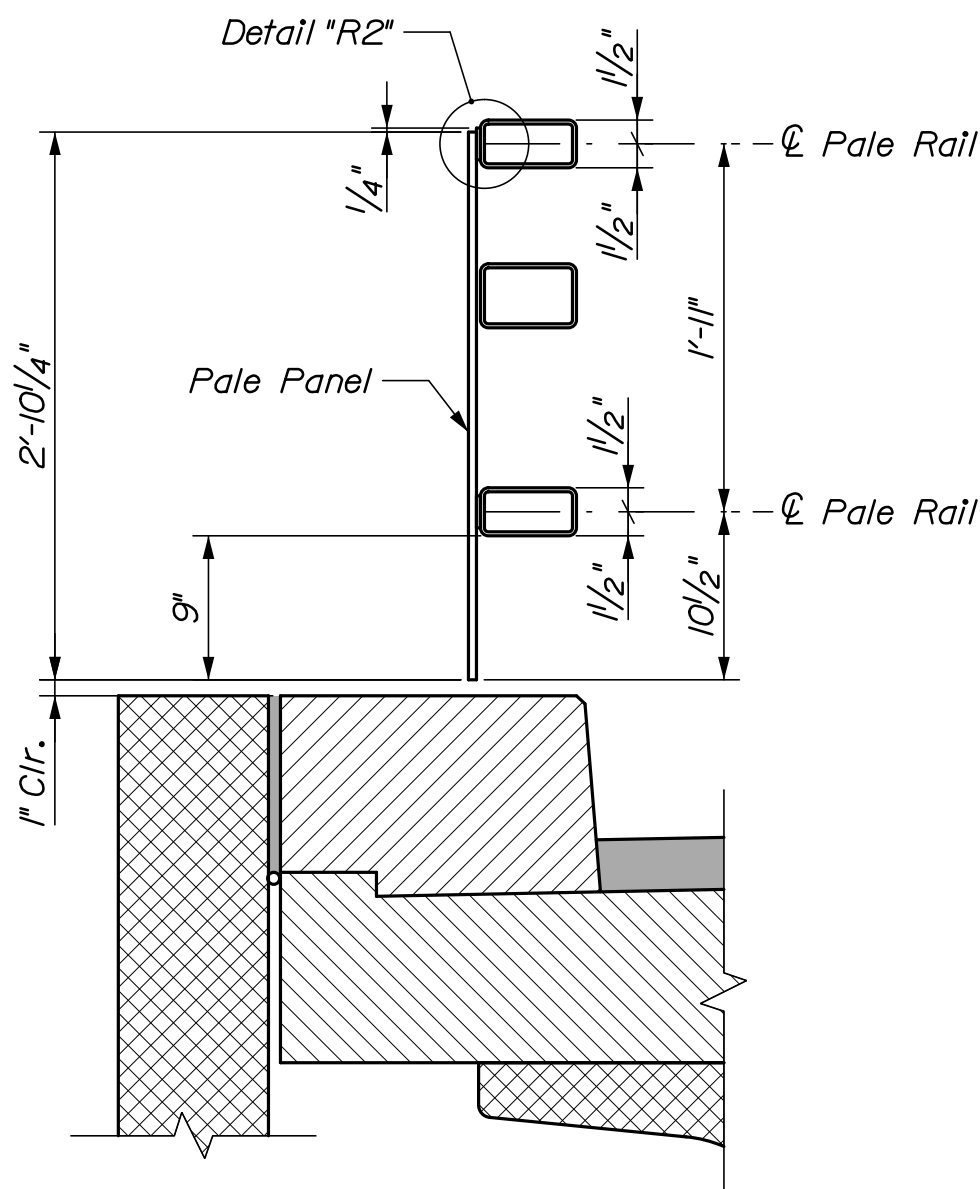
WYOMING BRIDGE RAILING ELEVATION
(Pales not shown for clarity)



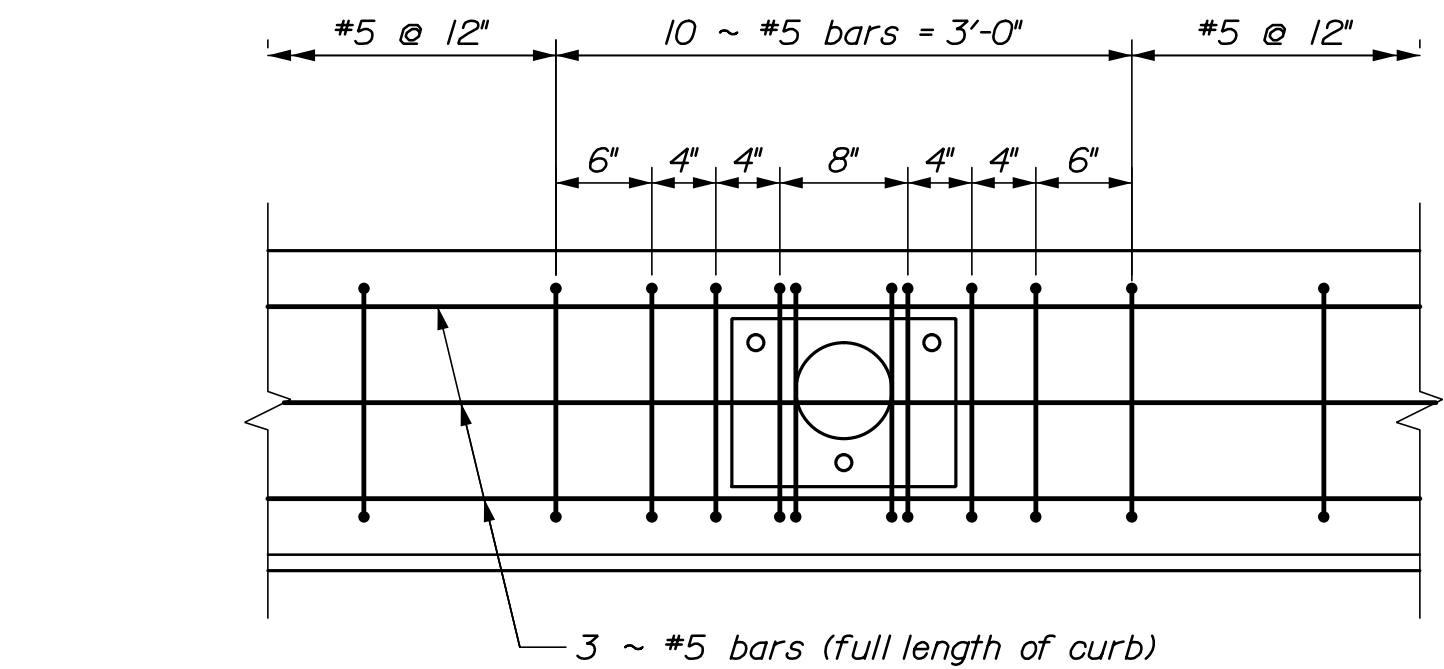
PALE PANEL REAR ELEVATION



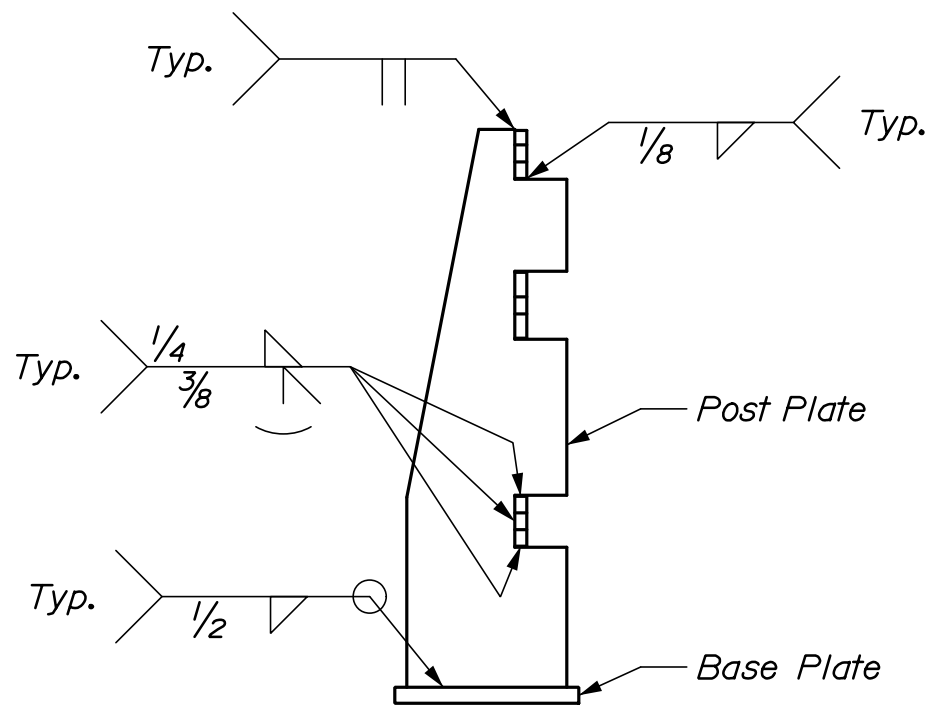
TYPICAL RAILING SECTION



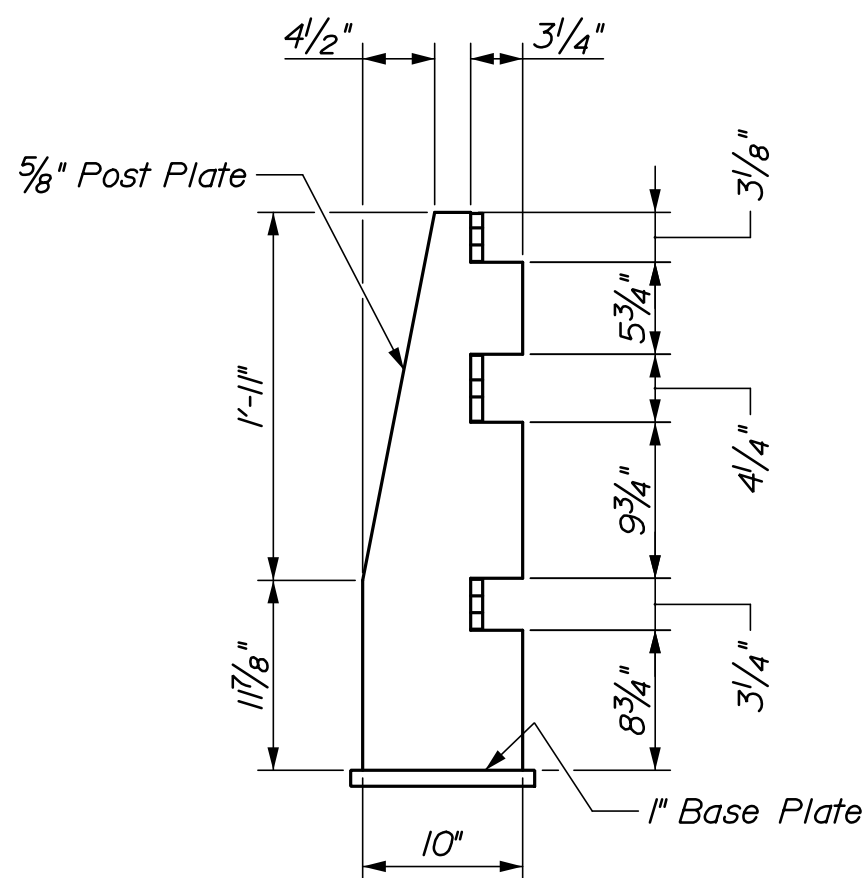
PALE PANEL SECTION



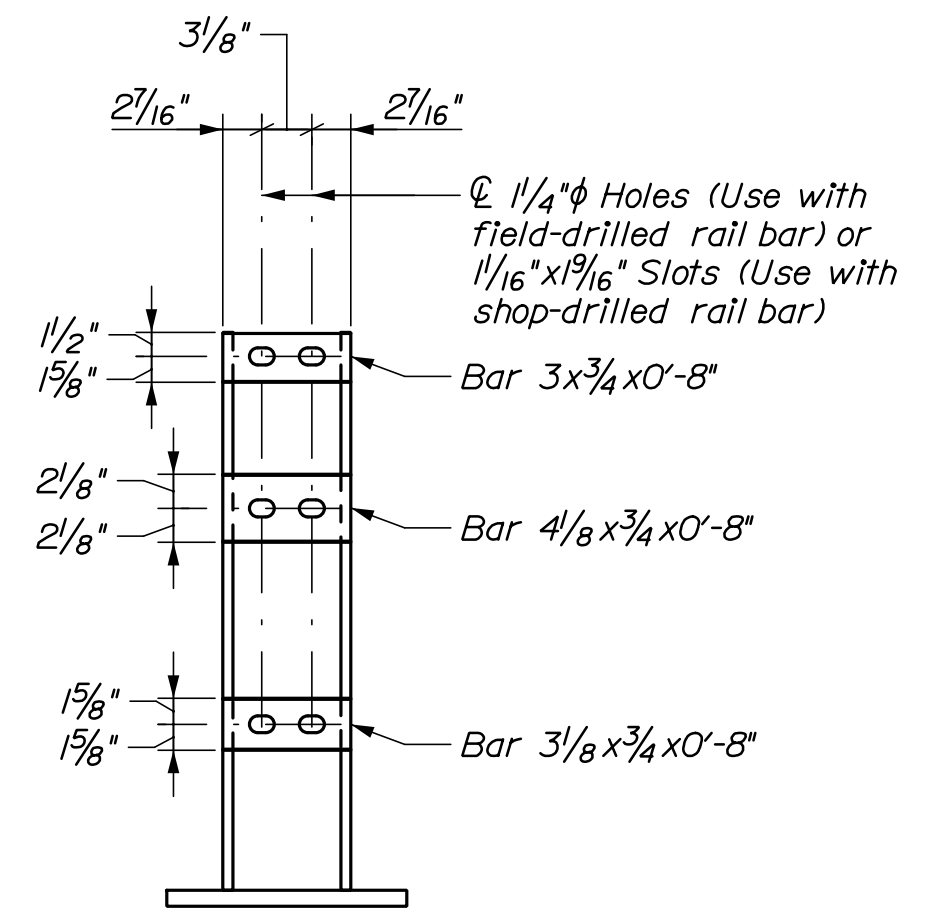
CURB REINFORCING PLAN



RAIL POST SIDE ELEVATION
(Welds)



RAIL POST SIDE ELEVATION
(Geometry)



RAIL POST FRONT ELEVATION

BRIDGE RAILING NOTES

1. All work and materials shall conform to the provisions of Section 507 - Railings of the Standard Specifications.
2. Tubing shall meet to longitudinal CVN requirements of 15 ft. lb. at 0°F or proportional values of subsize specimens. Testing shall be done in accordance with ASTM A 673. The "H" frequency shall be used and the material shall be as - rolled.
3. 25% of the post-to-base welds in a production lot shall be tested by the Magnetic Particle Method. If rejectable discontinuities are found, another 25% of that production shall be tested. If rejectable discontinuities are found in the second 25%, all post - to-base welds in that lot shall be tested. Acceptance criteria shall be with the latests edition of the AWS D1.5 Bridge Welding Code.
4. All exposed cut or sheared edges shall be broken and free of burrs.
5. Rail bars shall not be shop spliced.
6. Rail bar expansion joints shall be provided in any bay spanning a superstructure joint. Expansion joint width shall be 1" at 45°F.
7. All parts shall be galvanized after fabrication in accordance with ASTM A 123, except that hardware shall meet the requirements of either ASTM A 153 or ASTM B 695, Class 50, Type 1. Parts except hardware to be galvanized shall be blast cleaned prior to galvanizing in accordance with Standard Specification Section 506.
8. Venting and pick-up holes shall be shown on the shop drawings.
9. Anchor bolts may be tack welded to anchorage.
10. After installation of the rail bars, the exposed rail bolt threads receive two coats of zinc-rich paint.
11. Rail post anchorages and curb rebar shall be coordinated with proposed fascia panel anchorage and reinforcing locations.

MATERIALS

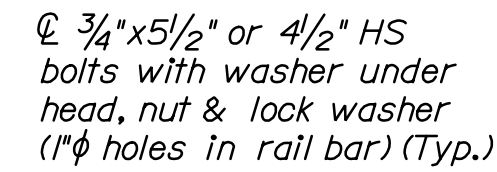
- Rail Bars ASTM A 500, Grade B
Rail Post Plates & Bases ASTM A 572, Grade 50
Rail Bar Splice Sleeves ASTM A 572, Grade 50
Anchor & Reinforcement Assemblies ASTM A 36
Plate Washers ASTM A 36
Anchor Bolts ASTM A 325, ASTM A 449, or ASTM F 1554, Grade 105
Rail Bolts ASTM A 36
Nuts for Rail Bolts ASTM A 563
Splice Bolts ASTM A 325
Lock Washers ANSI/ASME B18.21.1-1994

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	STP-1771(200)X		WIN	17712.00
	SIGNATURE		P.E. NUMBER	DATE
	DATE		BY	DATE
PROJECT MANAGER		A. LaFollette	BY	DATE
DESIGN-DETAILED		H. Walton	P. Bishop	09/21
CHECKED-REVIEWED		K. Broyley	T. Cote	09/21
DESIGN-DETAILED		-	-	-
DESIGN-DETAILED		-	-	-
REVISIONS 1		-	-	-
REVISIONS 2		-	-	-
REVISIONS 3		-	-	-
REVISIONS 4		-	-	-
FIELD CHANGES		-	-	-

BLUE HILL FALLS BRIDGE
SALT POND OUTLET
HANCOCK COUNTY
BLUE HILL
BRIDGE RAILING DETAILS I

SHEET NUMBER
60
OF 70

HNTB



④ 3/4"x5 1/2" or 4 1/2" HS
bolts with washer under
head, nut & lock washer
(1" ϕ holes in rail bar)

Technical drawing of a 3/8" Anchor Plate. The plate is square with overall dimensions of 10 1/2" by 10 1/2". It features a central 6" diameter hole and four 1" diameter holes arranged in a square pattern. The dimensions are as follows:

- Overall width: 10 1/2"
- Overall height: 10 1/2"
- Central hole diameter: 6"
- Four 1" holes arranged in a square pattern.
- Plate thickness: 3/8"

Technical drawing of a rectangular plate. The top view shows a rectangle with a total length of 1'-6" (18 inches). The distance from the left edge to the center of the first hole is 6 inches. The distance between the centers of the two holes is 4 inches. The holes are labeled "1" ϕ Holes (Top and Bottom)". The side view shows a cross-section of the plate, which is 5 $\frac{3}{8}$ " thick. The top flange is 3 $\frac{3}{8}$ " wide at the 4" Rail Bar. The bottom flange is 2 $\frac{3}{8}$ " wide at the 3" Rail Bar. A note indicates that the plate is bent and continuous welded.

Technical drawing of a 30-inch long rail bar with four slots. The top view shows a 30-inch total length with four slots. The dimensions between the centers of the slots are 4 inches, 6 inches, 10 1/2 inches, 6 inches, and 4 inches. The slots are 1 inch wide and 3 1/2 inches deep. The side view shows the rail bar is 5 3/8 inches high. The bottom flange is 3/16 inch thick and bent and continuous welded.

[illegible]

Technical drawing showing a cross-section of a metal assembly. The drawing includes dimensions and labels:

- Top dimensions: $\frac{1}{2}" \text{ min.}$, $3"$, $3"$, and $1" \text{ Min.}$
- Labels: $\varnothing$ Screw (twice)

Technical drawing of a Pale Rail (Bar 2x1/4) showing dimensions and assembly details. The drawing includes a circular cross-section of the rail and a detailed view of the end assembly. The end assembly features a U-shaped rail with a central slot. A 1/4" self-tapping screw is shown passing through the rail. The dimensions are as follows:

- Overall width of the rail: 1 1/2"
- Width of the central slot: 1 1/2"
- Width of the rail bar: 1/4"
- Width of the self-tapping screw: 1/4"

Labels and dimensions:

- Pale Rail (Bar 2x1/4)
- 1 1/2"
- 1 1/2"
- 1/4"
- 1/4"
- 1/4" Self Tapping Screw
- 1/4" Rail Bar and Pale Rail

Diagram illustrating the assembly of a rail bar using a rail bolt with nuts, washers, and a plate washer. The rail bar is shown with 1 1/4" diameter holes for receiving the rail bolts.

Labels in the diagram include:

- 3/4" Rolled Bar
- Rail Bolt with 2x nuts, 2x lock washers and 1x 5/16" Plate Washer
- Rail Bar
- 1 1/4" ϕ holes in rail bar to receive rail bolts (may be shop or field drilled)

[illegible]

Technical drawing of a U-bend with the following dimensions:

- Overall height: $3\frac{1}{2}"$
- Inner radius: $R\ 1/4"$
- Vertical leg height: $1\frac{1}{2}"$
- Vertical leg thickness: $5/8"$
- Horizontal leg width: $3/8"$

Technical drawing of the end view of the tool holder. The drawing shows a rectangular block with rounded corners. The overall width is 6". The overall height is 4" (HSS 6x4x1/4) and 3" (HSS 6x3x1/4). The drawing includes dimensions for the drive fit (1/8" ±), the bar diameter (1x1/4 Typ.), and the distance between the bars (1/2"). The material is specified as HSS 6x4x1/4 and HSS 6x3x1/4.

DEPARTMENT OF TRANSPORTATION	
	STP-1771(200)X
	WIN
	17712.00
	BRIDGE PLANS
	Bridge No. 5038

DESIGN-DET-ILED	H. Walton	P. Bishop	09/21	SIGNATURE
CHECKED-REVIEWED	K. Broyles	T. Cole	09/21	
DESIGN-DET-ILED2	-	-	-	
DESIGN-DET-ILED3	-	-	-	
REVISIONS 1	-	-	-	P.E. NUMBER
REVISIONS 2	-	-	-	
REVISIONS 3	-	-	-	
REVISIONS 4	-	-	-	
FIELD CHANGES	-	-	-	DATE

BLUE HILL SALT POND OUTLET HANCOCK COUNTY

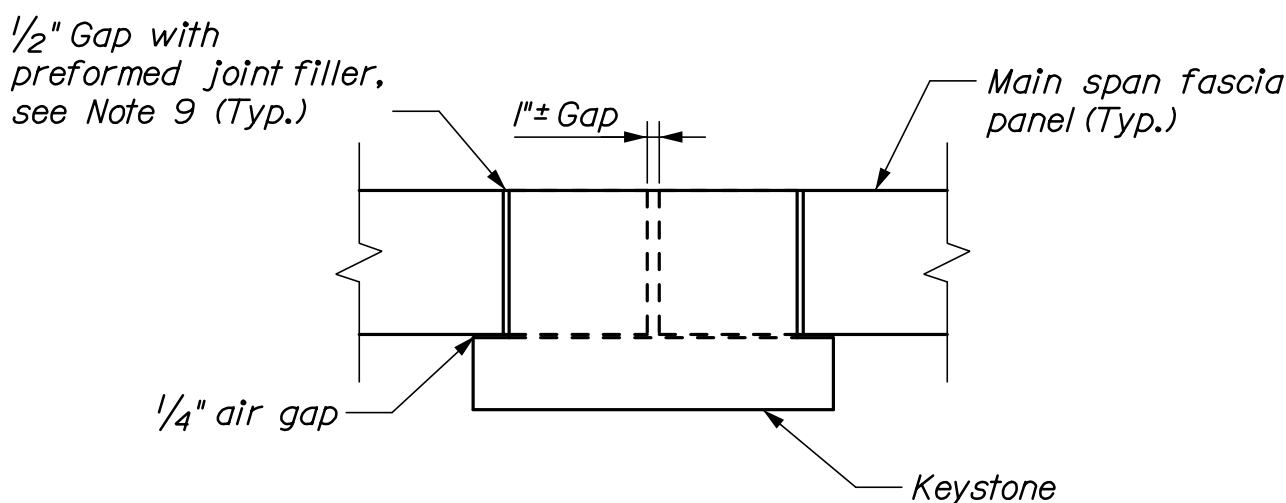
BRIDGE RAILING DETAILS II

OF 70



Panel 3 Geometry												
Panel Point	1	2	3	4	5	6	7	8	9	10	11	12
Top of Panel Elevation	20.00	20.07	20.16	20.24	20.33	20.42	20.51	20.60	20.68	20.77	20.86	20.93
Panel Depth (Feet)	2.75	2.78	2.90	3.11	3.42	3.82	4.32	4.91	5.60	6.38	7.30	7.37

Panel 4 Geometry									
Panel Point	1	2	3	4	5	6	7	8	9
Top of Panel Elevation	20.93	20.99	21.08	21.17	21.25	21.34	21.43	21.46	21.50
Panel Depth (Feet)	7.37	7.42	6.34	5.51	4.93	4.58	4.47	4.48	4.53



PLAN: FASCIA PANEL END DETAIL

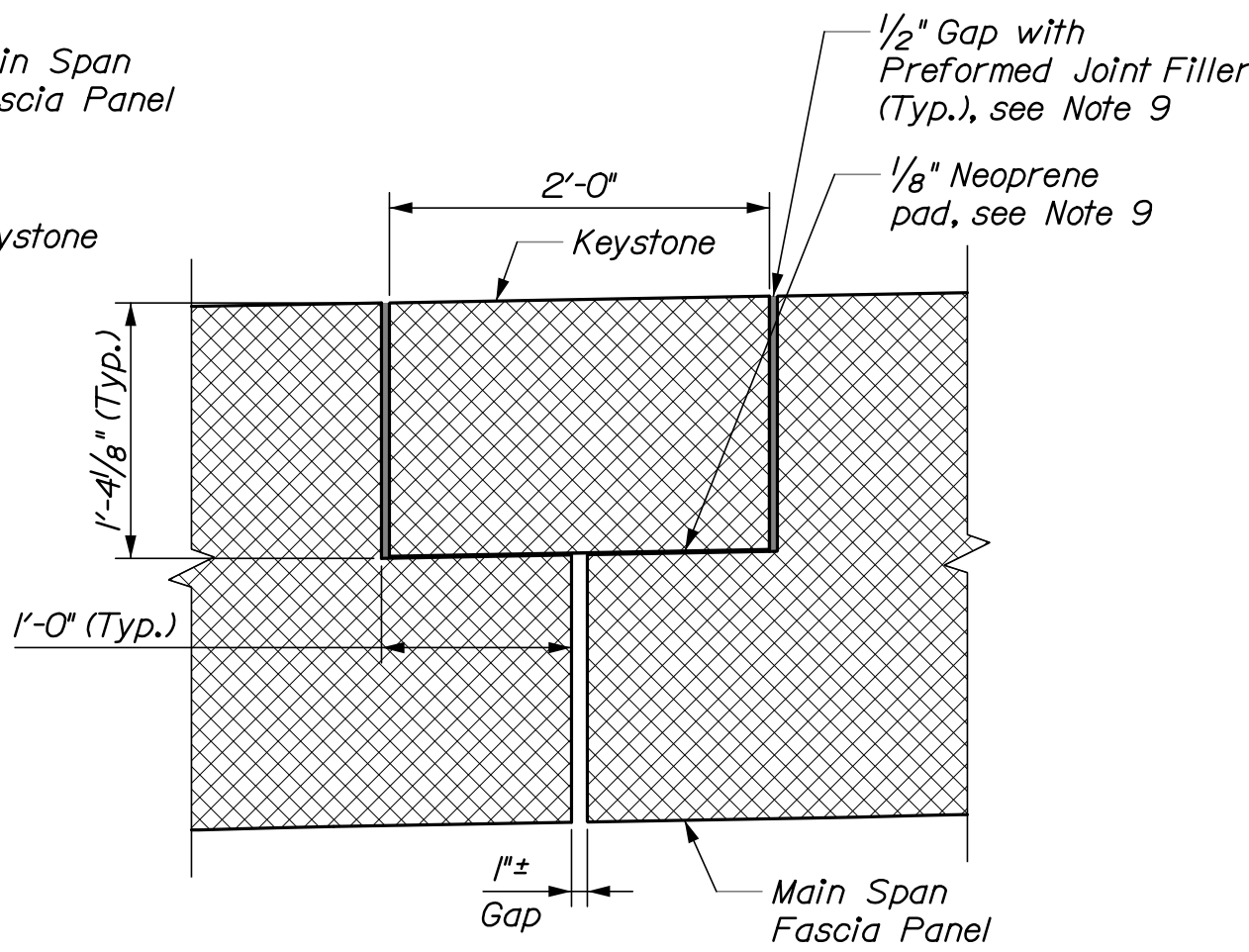
1. Panels are drawn to match roadway grade. Depths are set assuming vertical "I" offset from substructure seats.
2. At midspan, the depth of the fascia panel matches the depth of the curb, deck, and top flange thickness of the NEBT beam.
3. At the abutments, the depth of the fascia panel matches the depth of the curb, deck, NEBT beam, and bearings minus "I".
4. At the grade beam, the depth of the fascia panel matches the depth of the approach slab and curb minus "I".
5. Panel pick points shall be selected by the fabricator.
6. Connection Zone shall include curb blockout. Two Connection Angles per Connection Zone; refer to Fascia Panel Details for additional information.
7. All fascia panel reinforcing shall be stainless steel conforming to ASTM A-955 Grade 75.

8. All reinforcing steel, sleeves, inserts, and other items embedded into the fascia panels shall be stainless steel unless otherwise noted. Payment for reinforcing steel, sleeves, inserts, and other items embedded in panels shall be included for payment under Item 534.7613 Precast Aesthetic Panels.

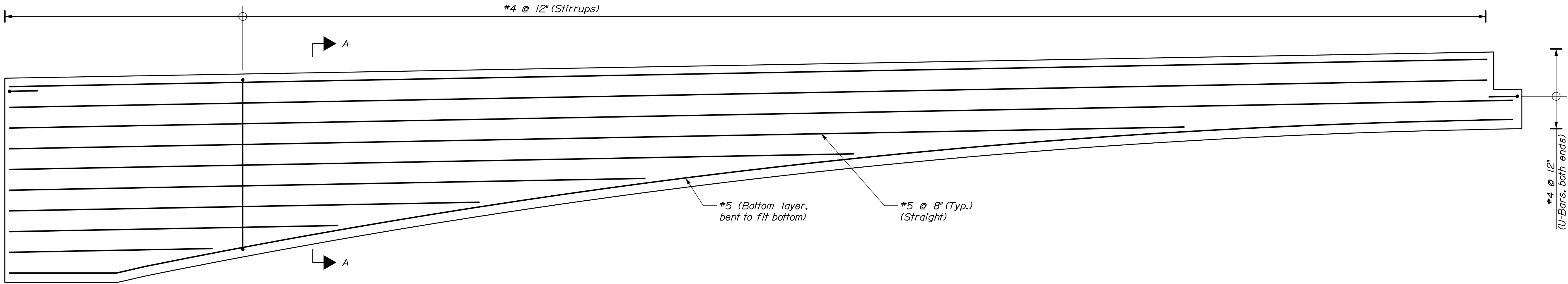
9. Preformed joint filler, neoprene pad, closed cell compressible foam, and Polyurethane joint sealant will be incidental to Pay Item 534.7613 Precast Aesthetic Panels. Preformed joint filler shall meet the requirements of Standard Specification Section 705.01, neoprene pad shall meet the requirements of Standard Specification Section 711.09, closed cell compressible foam shall meet the requirements of Special Provision 711.4, and joint sealant shall meet the requirements of Standard Specification Section 714.04.

10. Fascia Panels shall be cast prior to deck placement; fascia panel connection anchors cast into the deck shall be placed based on as-built Fascia Panel dimensions.

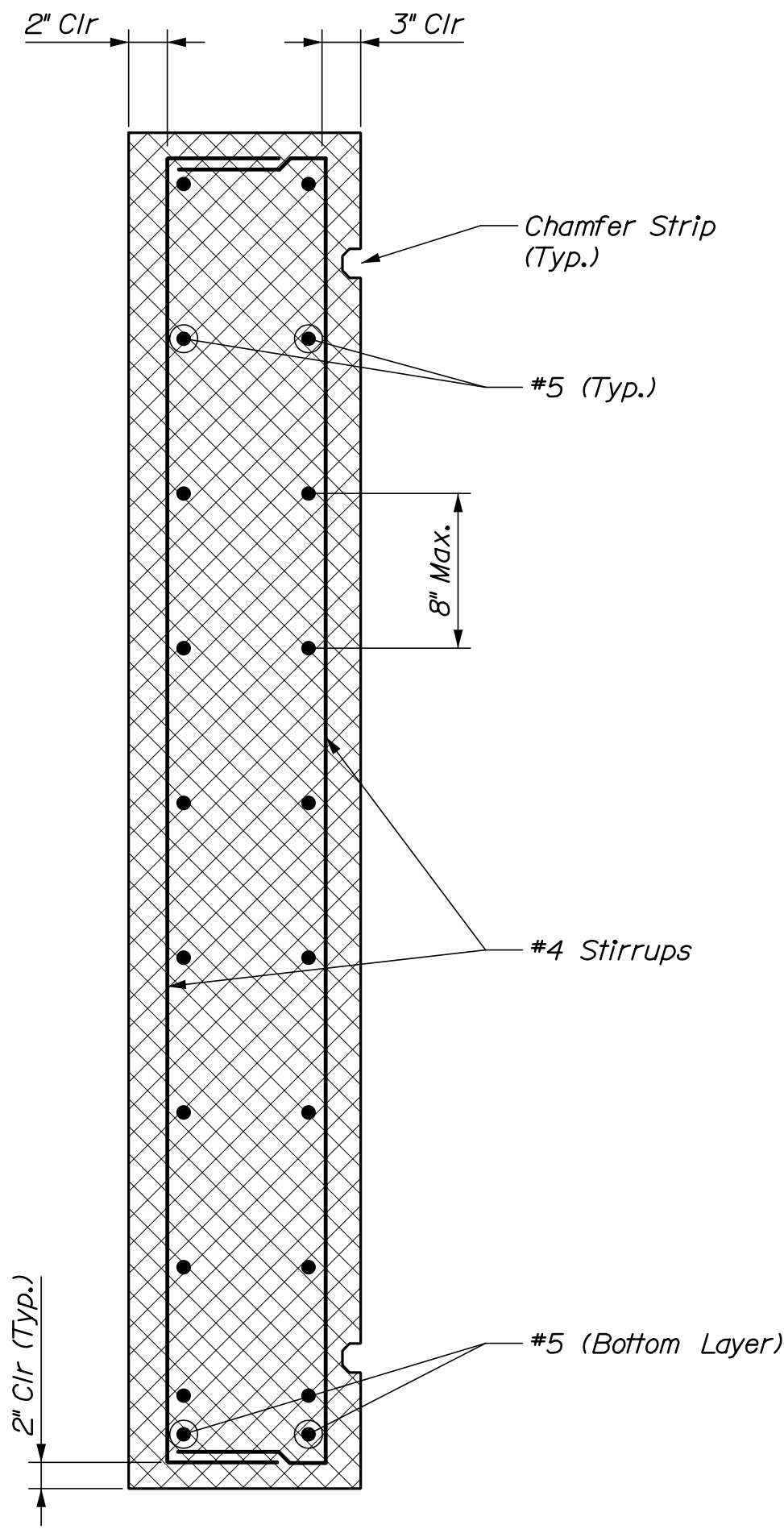
11. All edges of fascia panels shall have a $\frac{3}{4}$ " chamfer.



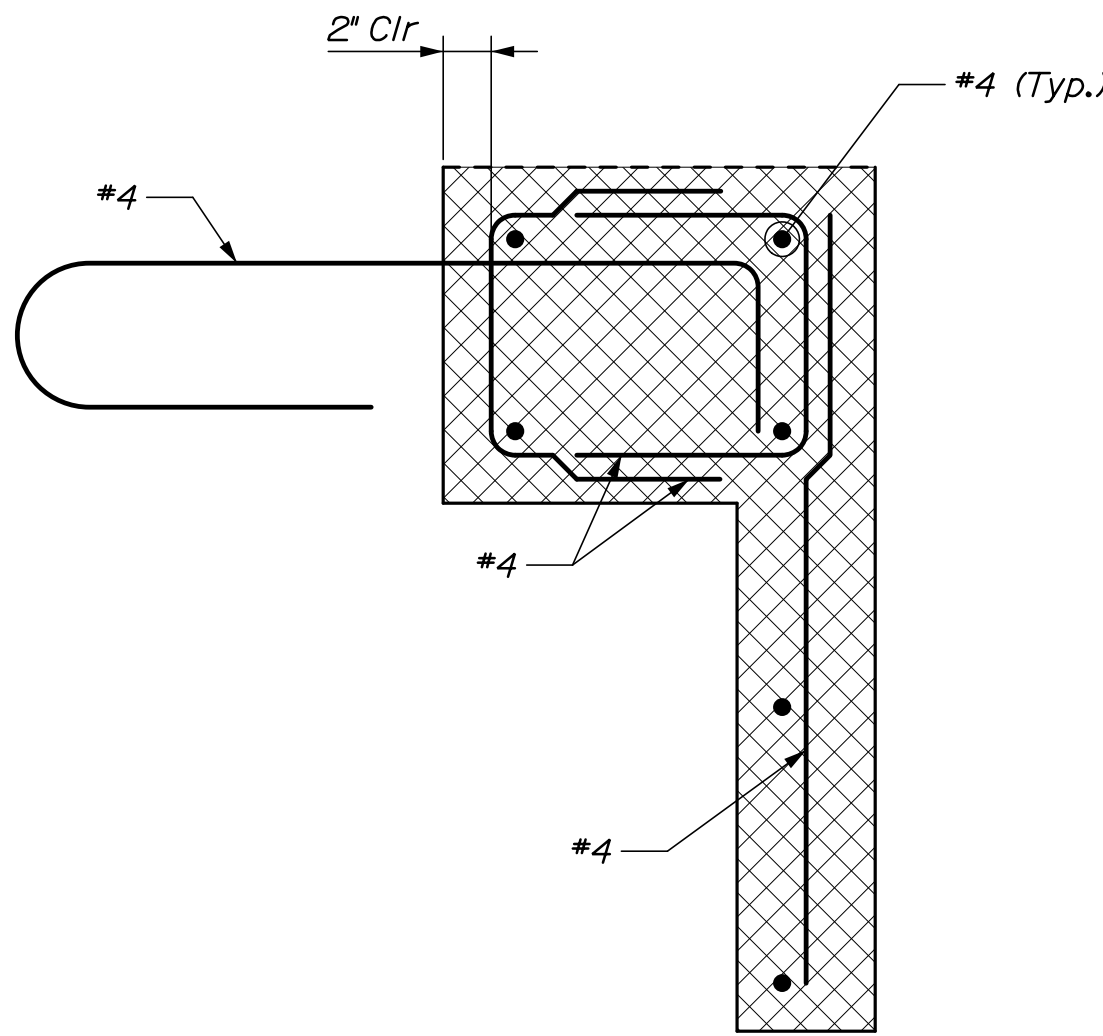
SECTION D-D



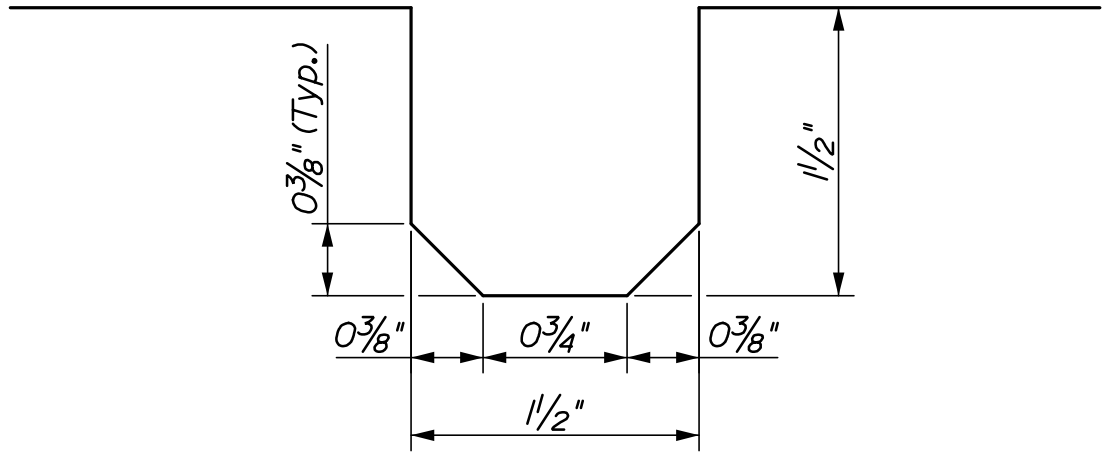
PANEL REINFORCEMENT ELEVATION
(Panel 2 shown, all others similar)
(Chamfer strip not shown for clarity)



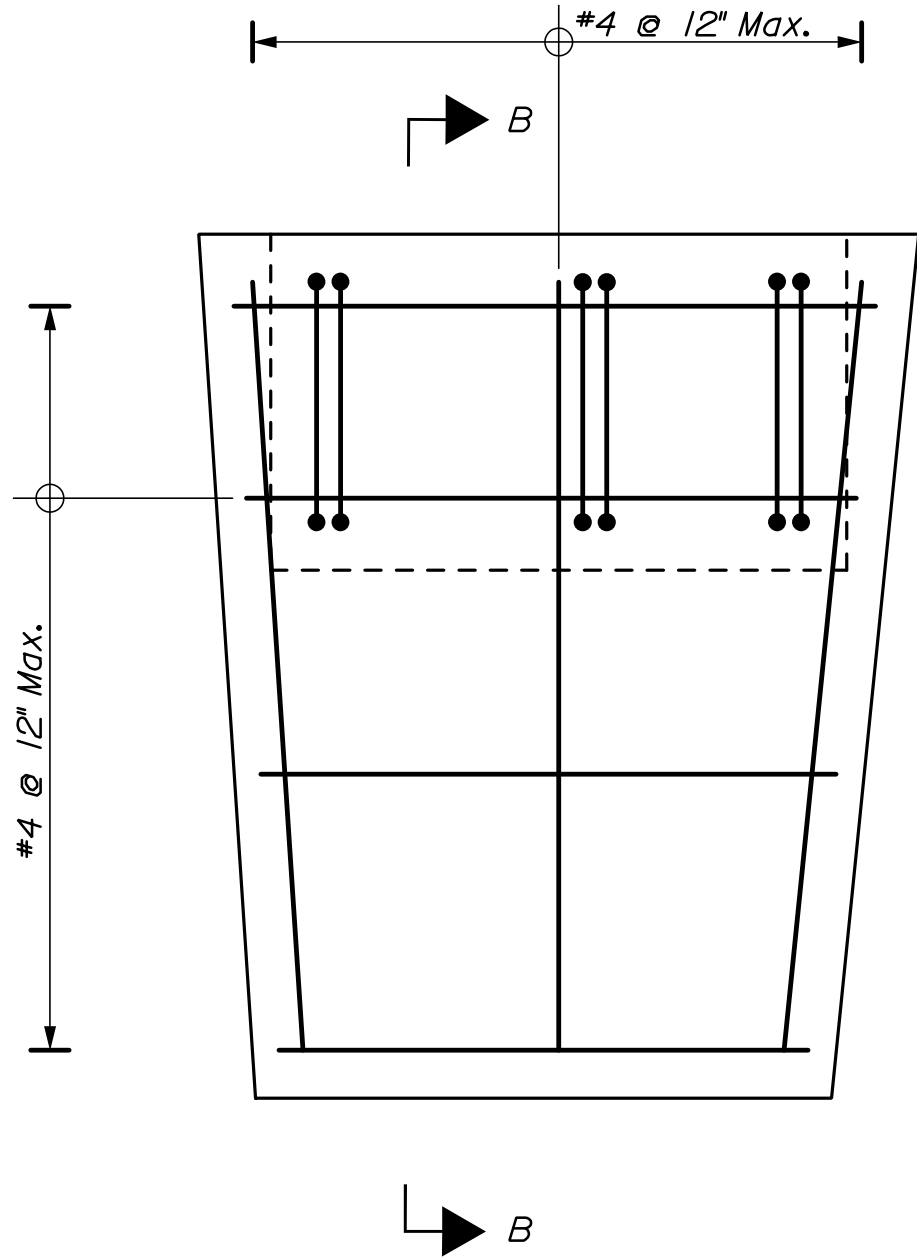
SECTION A-A



SECTION B-B



CHAMFER STRIP DETAIL



KEYSTONE REINFORCEMENT ELEVATION

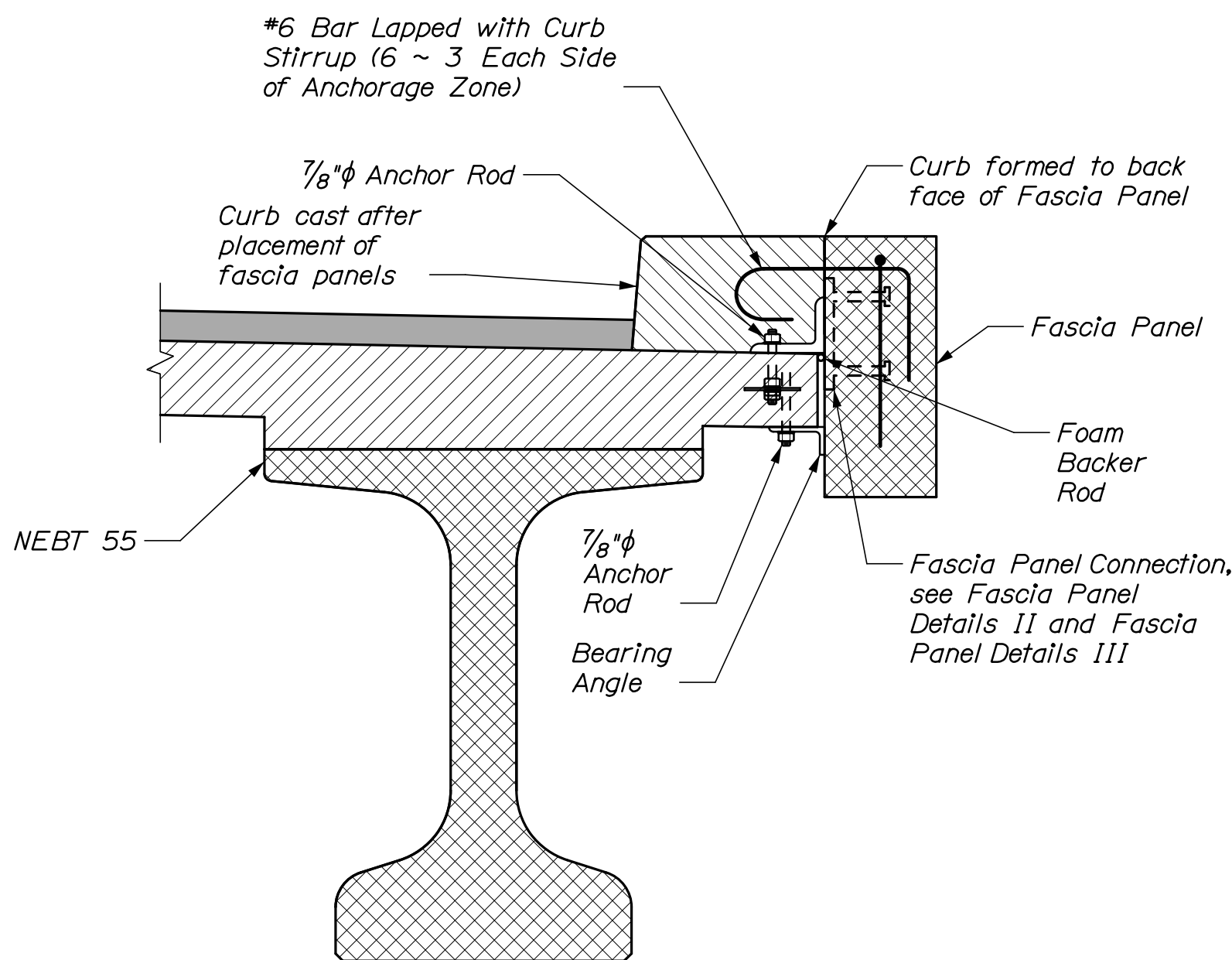
SHEET NUMBER				STATE OF MAINE			
63				DEPARTMENT OF TRANSPORTATION			
				STP-1771(200)X			
				Bridge No. 5038			
BLUE HILL FALLS BRIDGE				PROJ. MANAGER		DATE	
SALT POND OUTLET				DESIGN-DETAILED		BY	
BLUE HILL				CHECKED-REVIEWED		09/21	
HANCOCK COUNTY				K. Brayley		E. Beausoleil	
FASCIA PANEL REINFORCING				DESIGN2-DETAILED2		T. Cote	
FIELD CHANGES				DESIGN3-DETAILED3		-	
				REVISIONS 1		-	
				REVISIONS 2		-	
				REVISIONS 3		-	
				REVISIONS 4		-	
				P.E. NUMBER		DATE	
				WIN		17712.00	
				BRIDGE NO. 5038		BRIDGE PLANS	

Date:9/28/2021

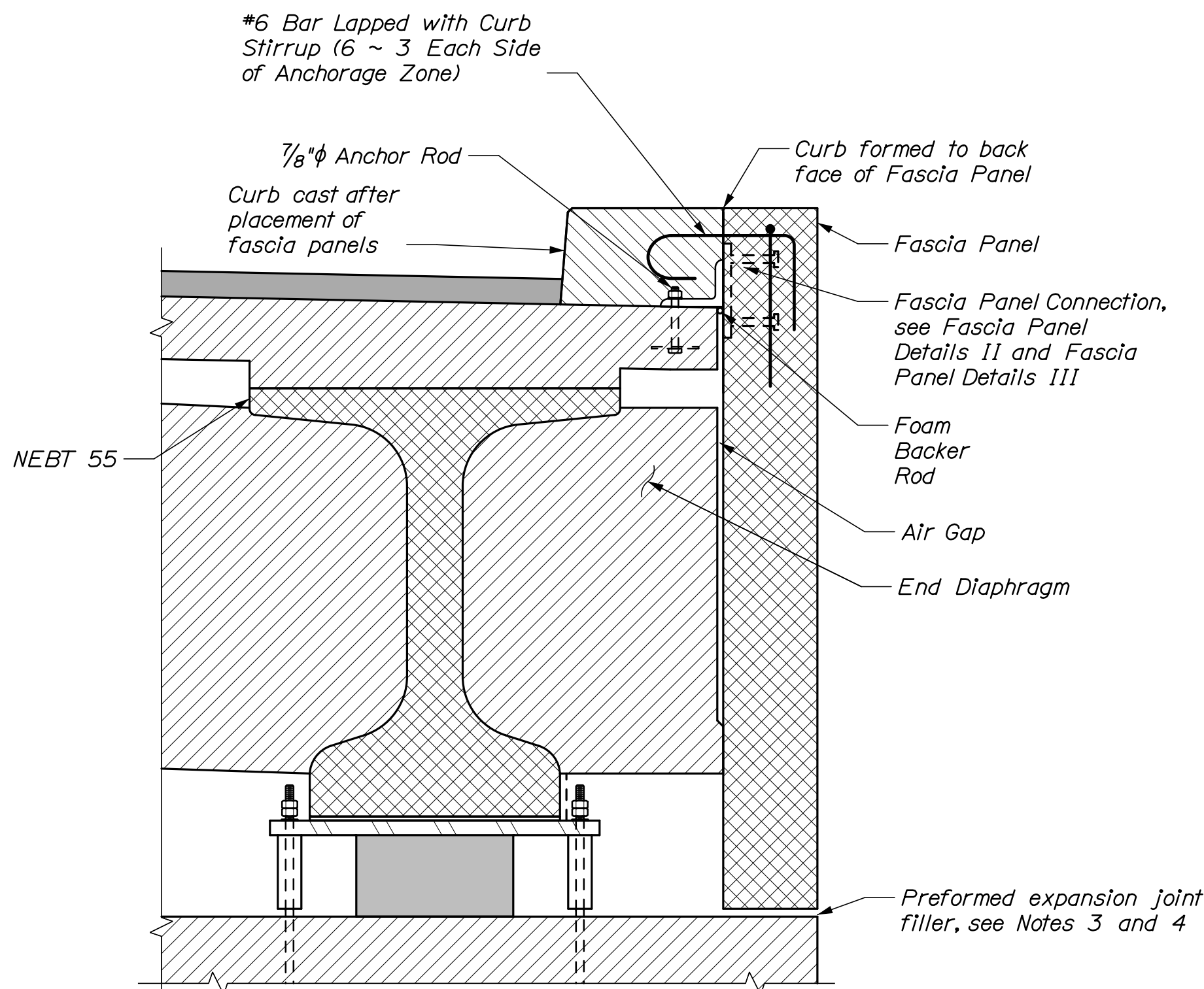
Username:

Division:

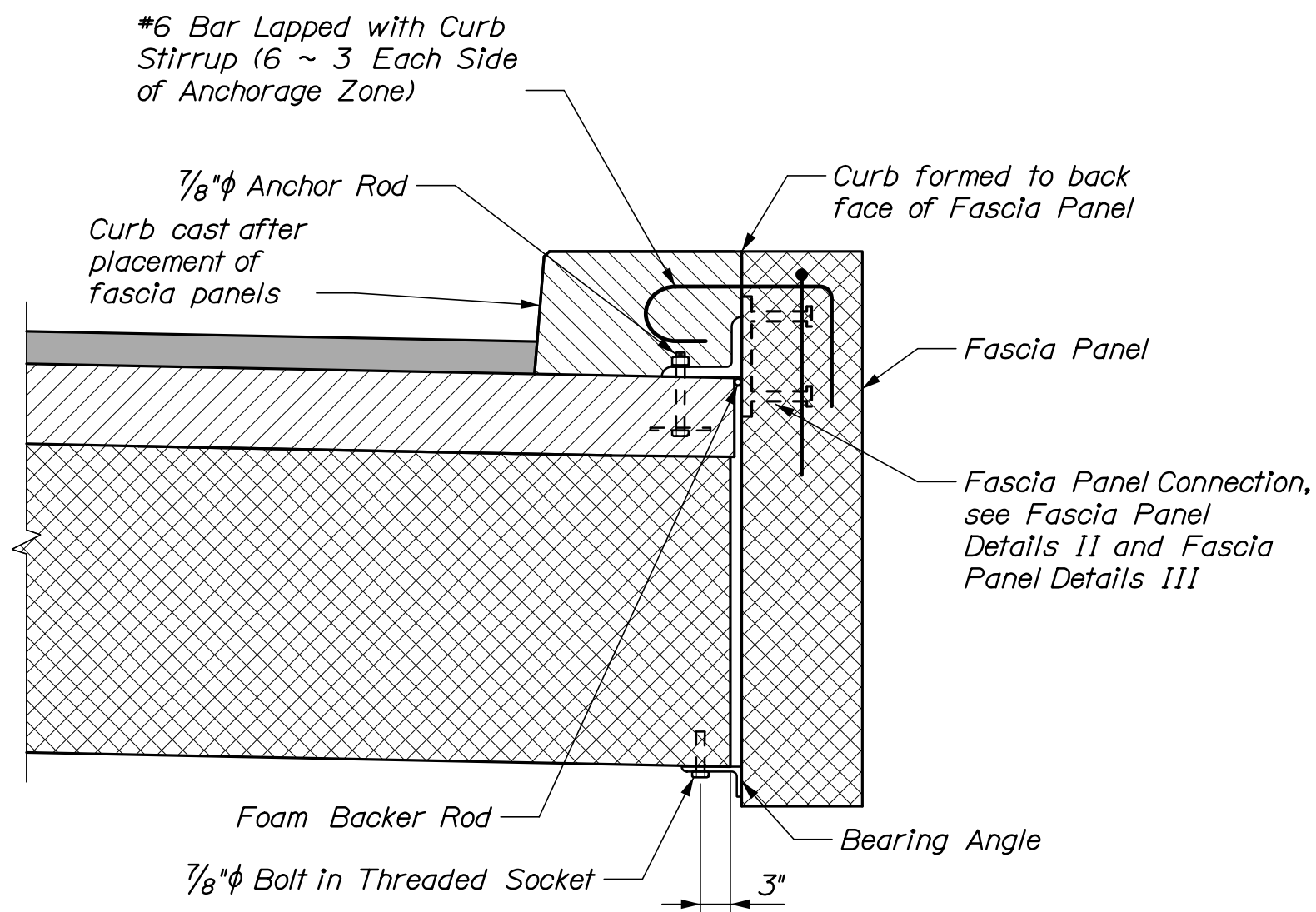
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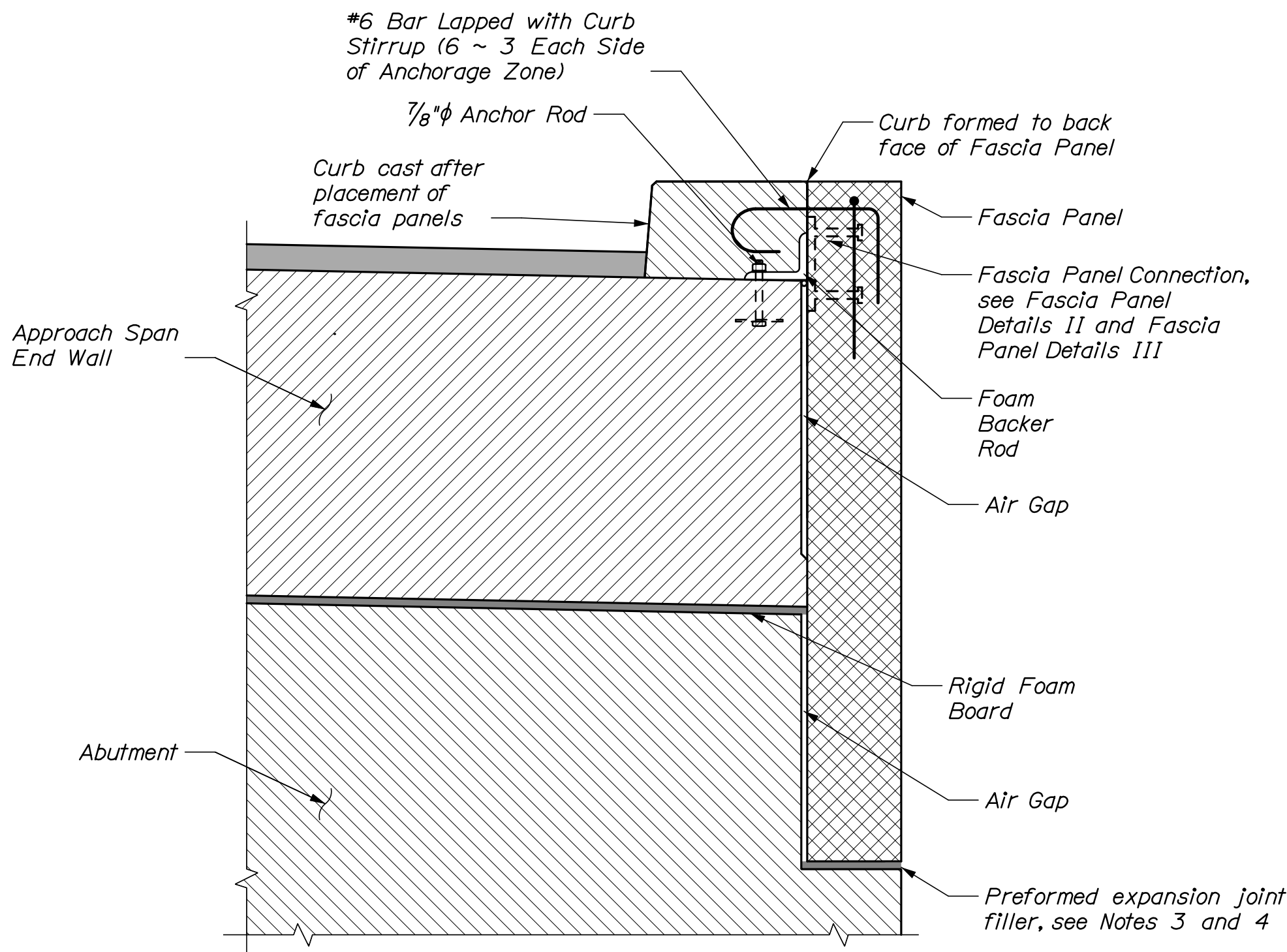
FASCIA PANEL CONNECTION DETAIL
MAIN SPAN AT MIDSPAN



FASCIA PANEL CONNECTION DETAIL
MAIN SPAN AT ABUTMENT



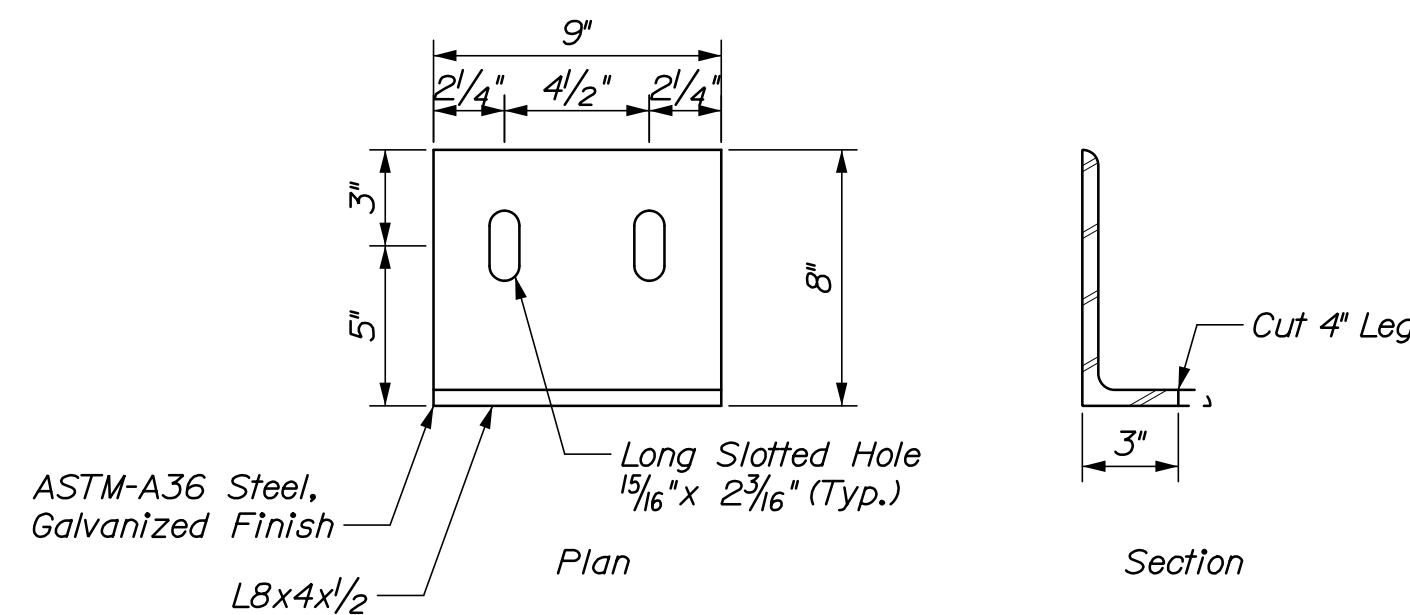
FASCIA PANEL CONNECTION DETAIL
APPROACH SPAN AT GRADE BEAM



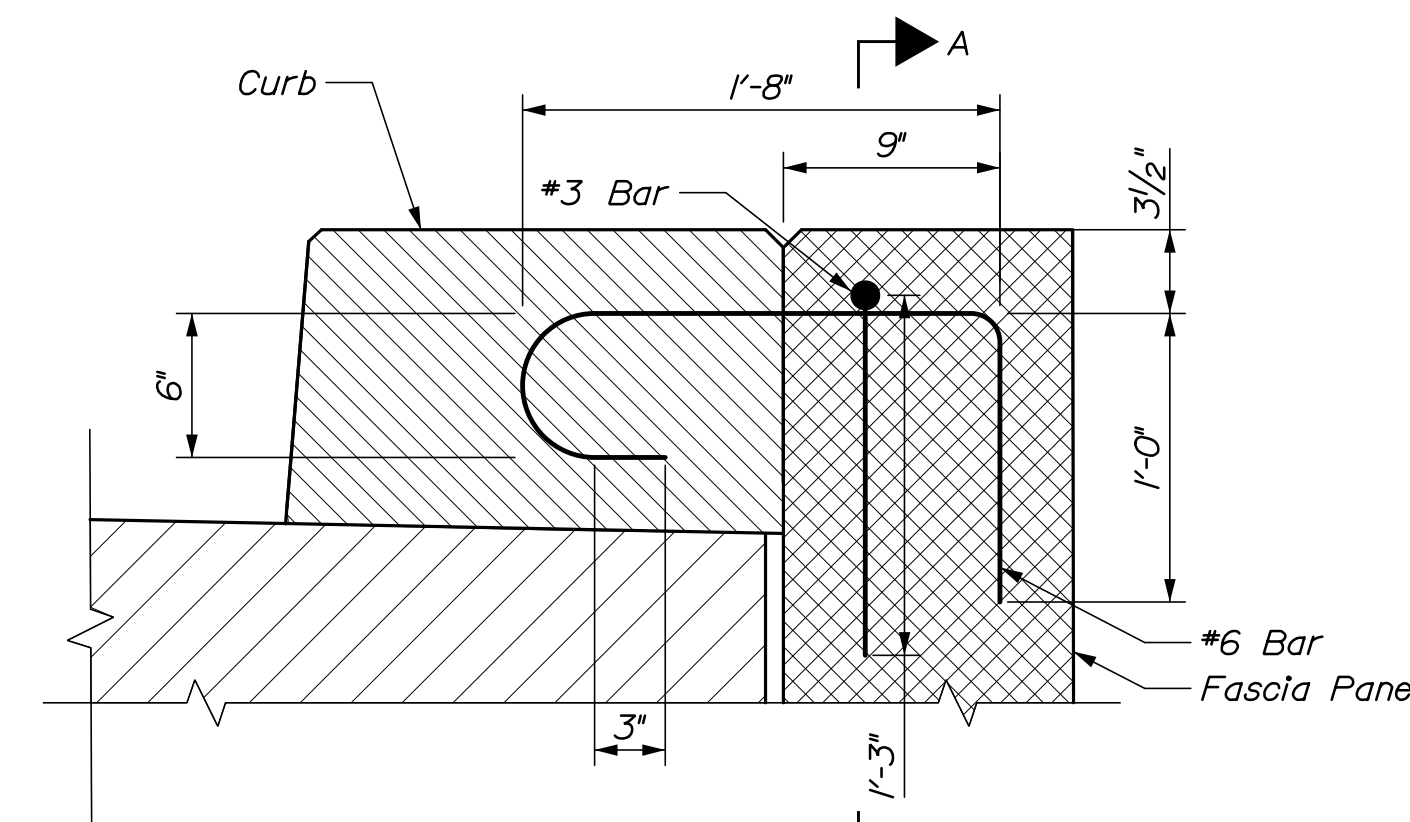
FASCIA PANEL CONNECTION DETAIL
APPROACH SPAN AT ABUTMENT

FASCIA PANEL CONNECTION NOTES:

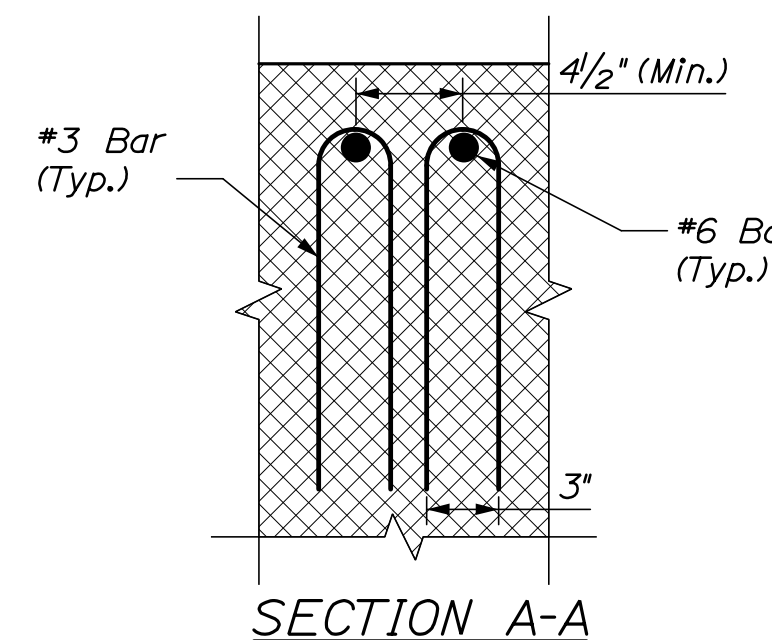
1. The contractor may use either the Bolted Fascia Panel Connection or the Welded Fascia Panel Connection for the top panel connection. All anchor bolts, connection angles, connection plates, and bolts will be incidental to Pay Item 534.7613 Precast Aesthetic Panels.
2. Bearing Angles on the bottoms of the fascia panel shall be adjusted to be tight to the back of the fascia panel after the top fascia panel connections are completed.
3. Preformed Expansion Joint Filler installed between the fascia panels and the abutment or grade beam shall meet the requirements of Standard Specification Section 705.1 and will be incidental to Pay Item 534.7613 Precast Aesthetic Panels.
4. Before placing the deck and approach span topping slabs, the Contractor shall submit calculations/measurements to the Resident determining the anticipated vertical clearance between the precast fascia panels and the adjacent substructure fascia panel seat. Calculations shall be based on the measured elevation of the substructure seats, the as-fabricated fascia panel height and fascia panel connection height, and the measured bottom of slab elevations. The nominal thickness of the precompressed joint filler is 1" and it is acceptable to use joint fillers in the range of 1/2" to 2" thickness to accommodate variations in construction.
5. All fascia panel connection hardware including anchor rods, embedded plates, shim plates, angles, washers, and nuts shall be hot-dip galvanized in accordance with ASTM A123 or ASTM A153 as applicable. Field welded surfaces may be masked or have the galvanized finish removed prior to welding. Field touch up all galvanized surfaces with cold galvanizing compound from the Qualified Products List.



BEARING ANGLE DETAIL



FASCIA PANEL CURB REBAR DETAIL



SECTION A-A

BLUE HILL FALLS BRIDGE					A. Lathé		BY		DATE		STATE OF MAINE	
SALT POND OUTLET					K. Bradley		K. Bradley		09/21			
DESIGN-DETAILED					H. Walton		T. Cote		-		DEPARTMENT OF TRANSPORTATION	
CHECKED-REVIEWED					-		-		-			
DESIGN2-DETAILED2					-		-		-		STP-1771(200)X	
DESIGN3-DETAILED3					-		-		-			
REVISIONS 1					-		-		-		WIN	
REVISIONS 2					-		-		-			
REVISIONS 3					-		-		-		17712.00	
REVISIONS 4					-		-		-			
FIELD CHANGES					-		-		-		BRIDGE No. 5038	
FASCIA PANEL DETAILS I					-		-		-		BRIDGE PLANS	

64

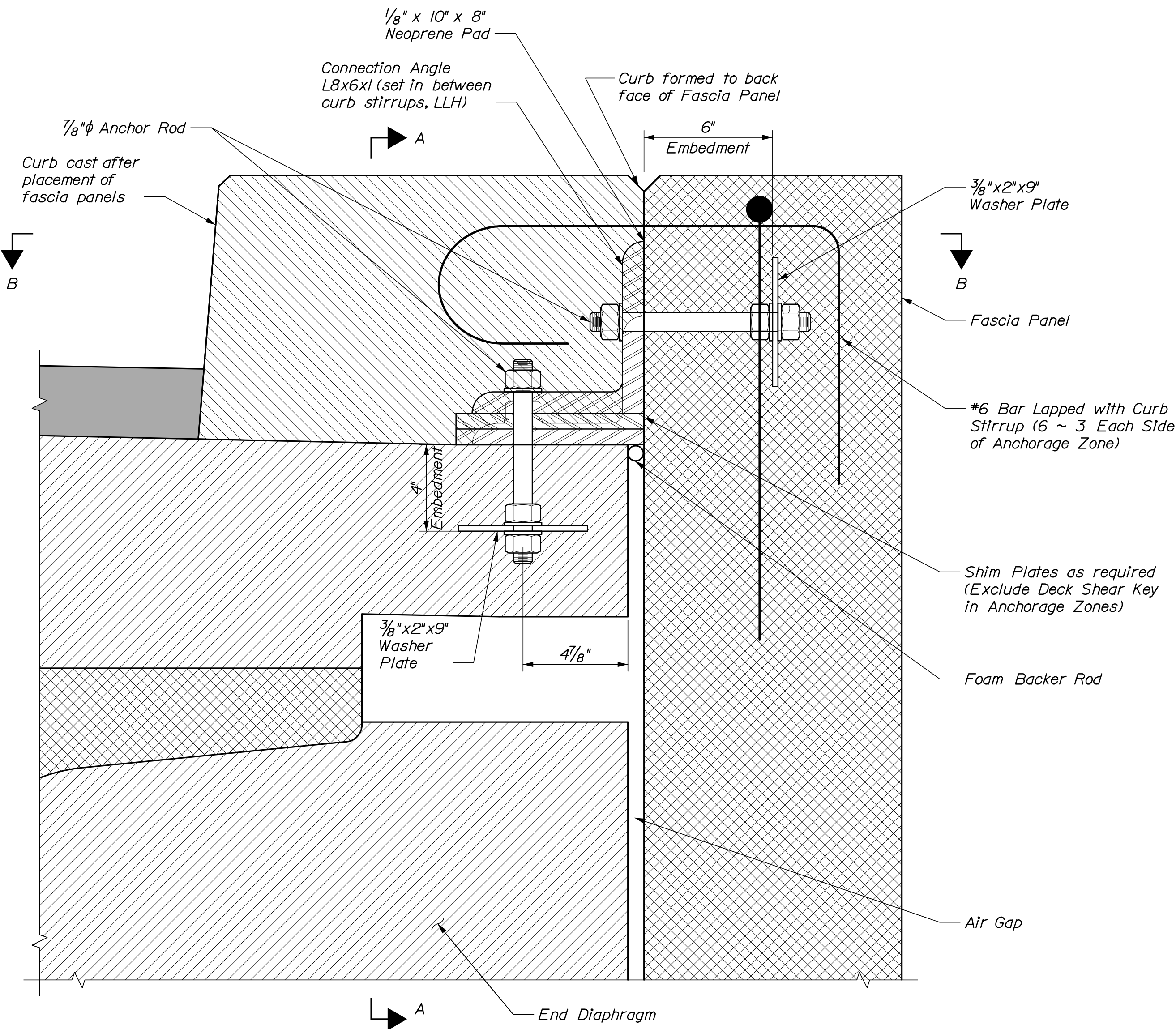
OF 70

Filename: 065_Fascia Details II.dgn

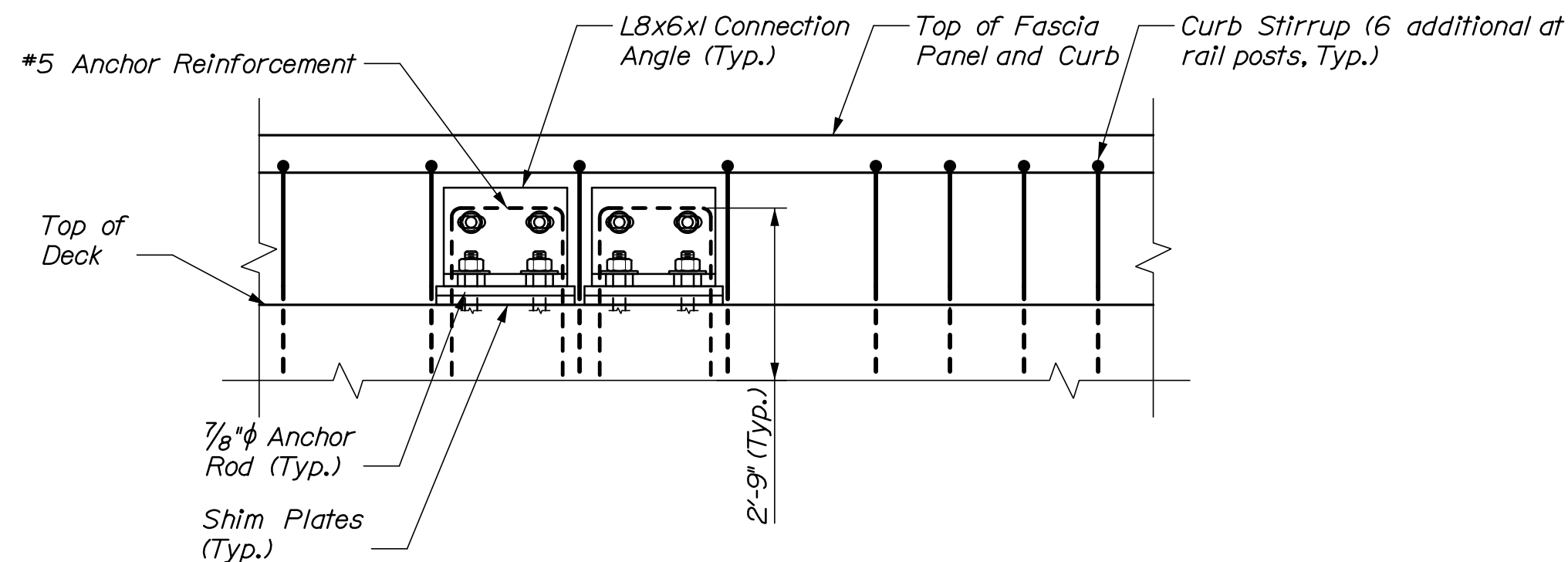
Date: 9/28/2021

Username:

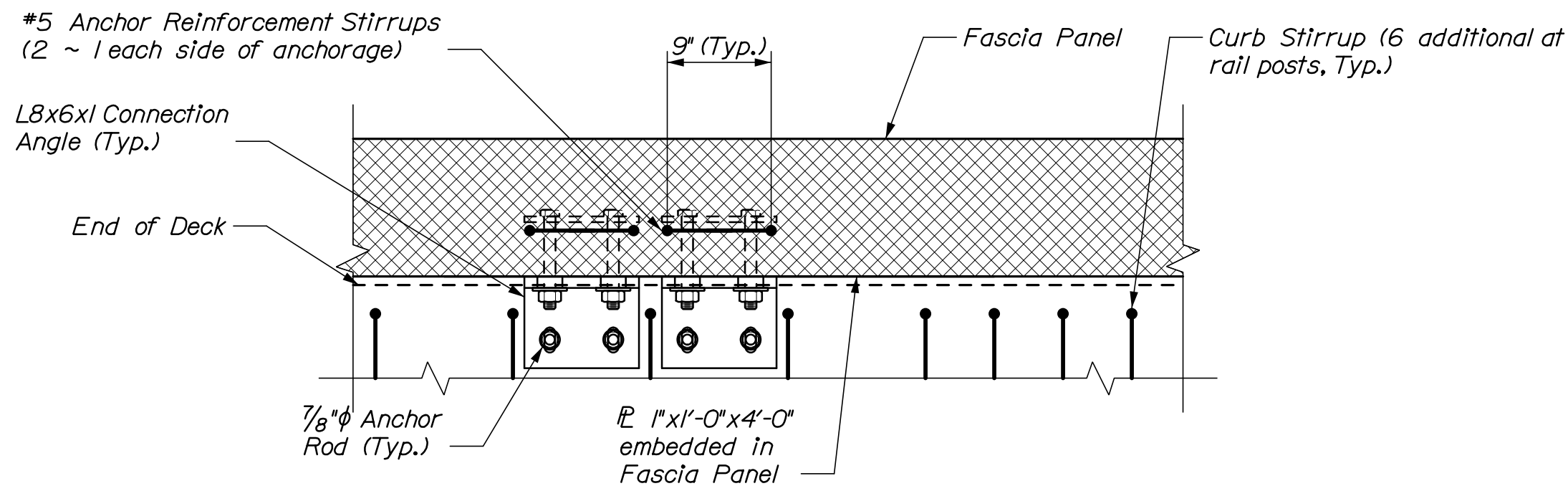
Division:



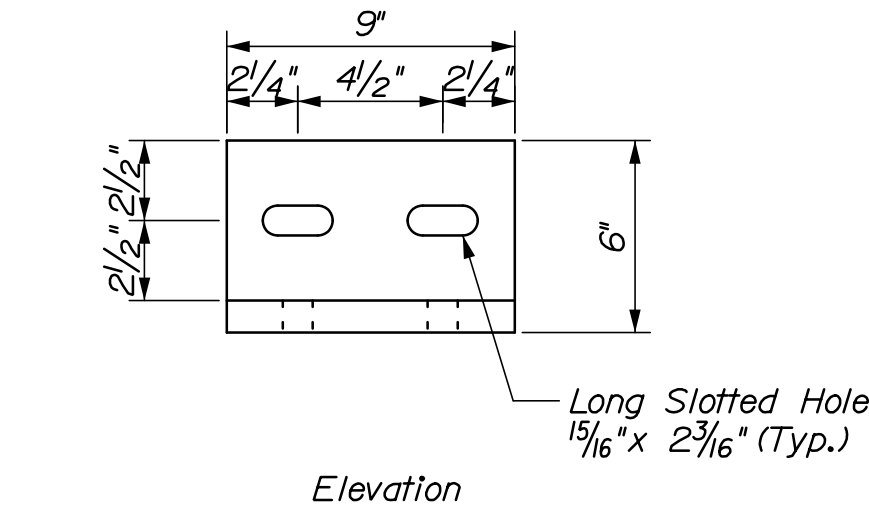
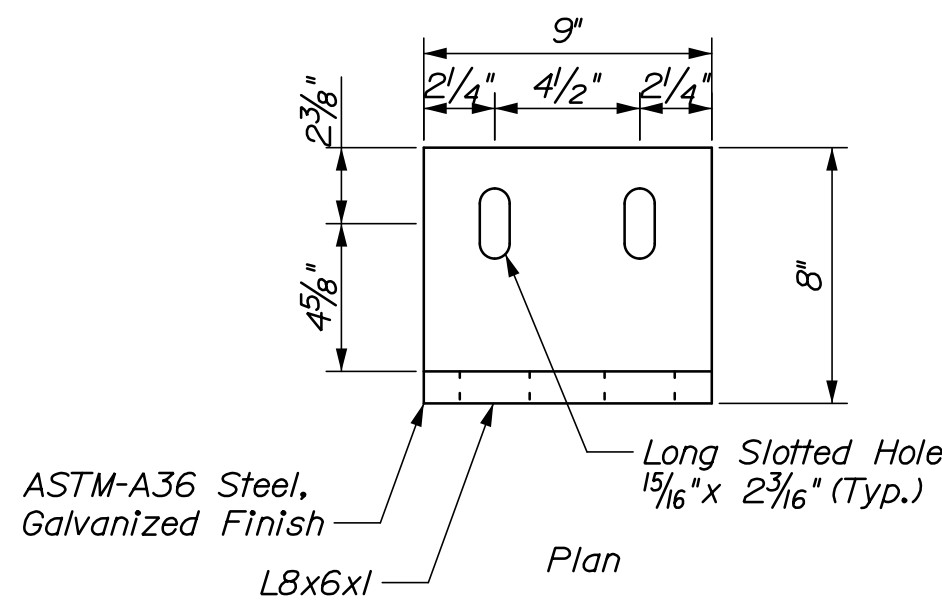
BOLTED FASCIA PANEL CONNECTION DETAIL
(Main Span shown, Approach Span similar)



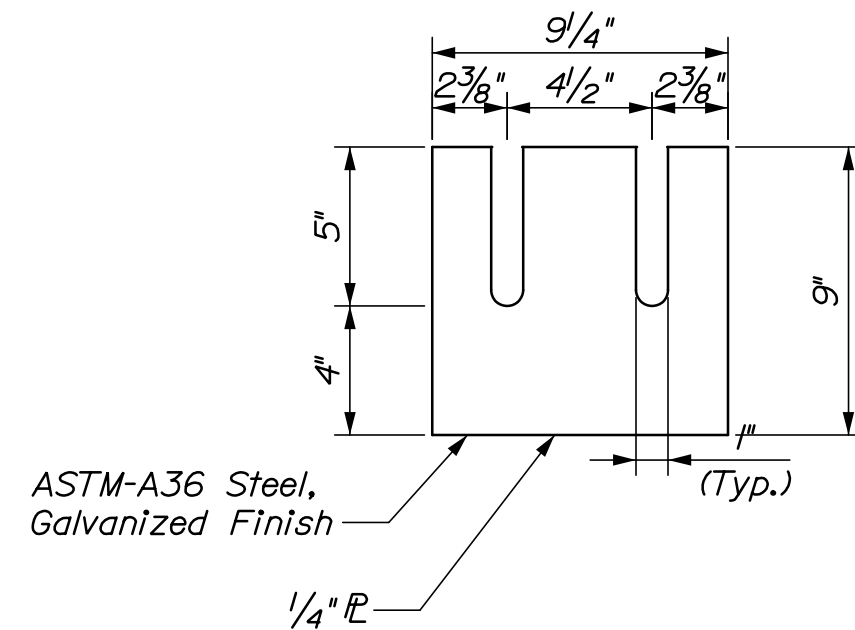
SECTION A-A



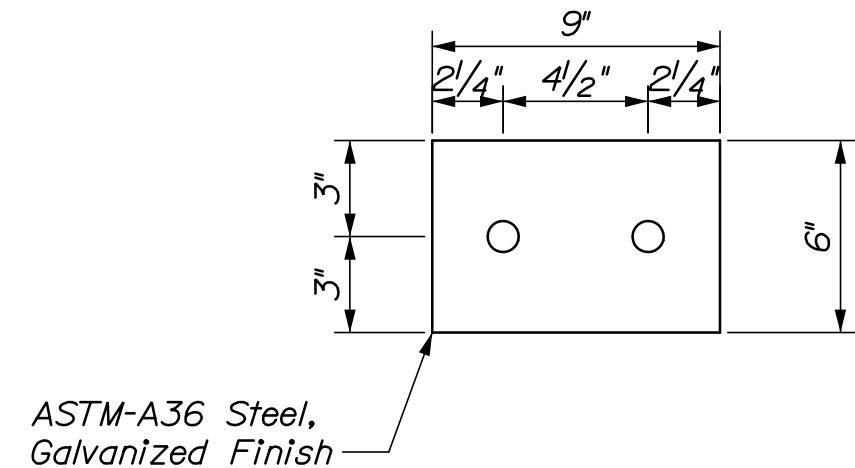
SECTION B-B



CONNECTION ANGLE DETAIL



SHIM PLATE DETAIL
(64 Shims Total, 2 per Angle)



WASHER PLATE DETAIL

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	STP-1771(200)X		BRIDGE PLANS	
	WIN		17712.00	
	Bridge No. 5038			
BLUE HILL FALLS BRIDGE SALT POND OUTLET BLUE HILL HANCOCK COUNTY	PROJ. MANAGER	BY	DATE	
	DESIGN-DETAILED	K. Brayley	09/21	
	CHECKED-REVIEWED	H. Walton	09/21	SIGNATURE
	DESIGN-DETAILED			P.E. NUMBER
	REVISIONS 1			DATE
FASCIA PANEL DETAILS II BOLTED CONNECTION ALT.				
SHEET NUMBER				
65				
OF 70				



Date:9/28/2021

Username:

Division:

Filename: 068_Reinforcing Schedule 2.dgn

STRAIGHT BARS				BENT BARS														
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
Deck and Curb (Stainless Steel)				Deck and Curb (Stainless Steel)														
S500ss	192	55'-1"	Primary Longitudinal	S550ss	362	5'-9"	SC	10"	1'-5"	1'-3"	1'-5"			10"		1'-4"		Curb Stirrup
S501ss	440	33'-0"	Primary Transverse	S551ss	134	5'-0"	SJ	2'-6"	1'-2"	8"	8"	0"						Deck Thickened End Bottom Stirrup
S502ss	96	5'-11"	Diaphragm Horizontal	S552ss	134	3'-2"	L	2'-6"	8"									Deck Thickened End Top L-Bar
S503ss	96	6'-4"	Diaphragm Horizontal through Web	S553ss	376	6'-10"	S	0"	3'-1"	8"	3'-1"			0"				Diaphragm Vertical Stirrup
S504ss	24	3'-0"	Interior Diaphragm Horizontal at Girder	S554ss	32	5'-9"	F	2'-5"	1'-8"	0"	1'-7"				4"	5'-7"		Diaphragm Horizontal Bent Bar, Top
Approach Spans (Stainless Steel)				S555ss	32	6'-1"	F	3'-9"	1'-2"	0"	11 1/2"				8"	5'-8"		Diaphragm Horizontal Bent Bar, Bottom
AS500ss	210	33'-0"	Primary Transverse	S556ss	8	7'-0"	S	0"	2'-0"	3'-0"	2'-0"			0"				Exterior Diaphragm U-Bar
AS501ss	76	58'-5"	Primary Longitudinal, Approach Span 1	S650ss	322	6'-2"	C	7"	5'-7"	0"								Deck Overhang Hook
AS502ss	76	34'-11"	Primary Longitudinal, Approach Span 2	S651ss	236	9'-8"	C	7"	9'-1"	0"								Deck Overhang Hook at Connection
				Approach Spans (Stainless Steel)														
				AS550ss	340	5'-9"	SC	10"	1'-5"	1'-3"	1'-5"			10"		1'-4"		Curb Stirrup
				AS551ss	70	5'-3"	L	2'-6"	2'-9"									L-Bar at Abutment, Front Face
				AS552ss	70	5'-7"	L	2'-6"	3'-1"									L-Bar at Abutment, Back Face
				AS553ss	70	5'-2"	SB	2'-6"	7"	1'-5"	8"	0"						Grade Beam End Bottom Stirrup
				AS554ss	70	3'-2"	L	2'-6"	8"									Grade Beam End Top L-Bar
				AS555ss	70	6'-7"	S	0"	2'-8"	1'-3"	2'-8"			0"				Abutment End Bottom U-Bar
				AS556ss	12	6'-9"	SC	10"	1'-5"	2'-3"	1'-5"			10"		2'-4"		Deck Extension, Curb Stirrup
				AS557ss	12	7'-9"	S	0"	3'-5"	9"	3'-5"			0"				Deck Extension, Transverse U-Bar
				AS558ss	8	4'-6"	S	0"	1'-3"	2'-0"	1'-3"			0"				Deck Extension, Longitudinal Stirrups

Town, County, State Approx. Property Lines Existing Right of Way Limits of Wrought Portion Control Of Access New Right of Way New Easement New Temporary Rights New R/W Within Existing R/W		New R/W Along Existing R/W Clearing Limit Line Trees Conifer Deciduous Tree Line Bush Line Water Edge Ledge Fence Sign		PLAN LEGEND Existing Proposed Sanitary Sewer Telephone Line Electric Line Water Line Underdrain Line Gas Line Guardrail Culvert		Traveled Way Ditch Catch Basin Manhole Sewer Manhole Utility Pole Fire Hydrant Curbing		Cut Line Stonewall Baseline Monument Iron Rod Found Replacement Pin Set		Fill Line Retaining Wall Traverse Point Pipe Found IPF		THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS. 250 0 25 50 75 100 Scale of Feet		STATE OF MAINE REGISTRY OF DEEDS COUNTY RECEIVED at h m M and recorded in Plan Bk Pg. Attest: REGISTER	
CONTROL INFORMATION HORIZONTAL DATUM - US STATE PLANE NAD83 (2011) ZONE - MAINE 2000 CENTRAL ZONE VERTICAL DATUM - NAVD 88 COMBINED SCALE FACTOR - 1.00000848 SEAN ST. L.L. GUINNESS, TRUSTEE OF THE SEAN ST. L.L. GUINNESS REVOCABLE LIVING TRUST CHRISTINE L. GUINNESS, TRUSTEE OF THE CHRISTINE L. GUINNESS REVOCABLE LIVING TRUST ITEM NO. (1) SLOPE EASEMENT = 1428± S.F.(2) DRAINAGE EASEMENT = (1) TEMP. CONST. RIGHTS = 0.08± AC.(2) TOTAL AREA = 1.3± AC.(SURVEY) LOT PLAN THIS AREA SITE PLAN OF THE AIRLY BEACON, LLC PROPERTY H.C.R.O.D. PLAN BOOK 44, PAGE 89 LOT PLAN THIS AREA ARCADY LEARNED PROPERTY PLAN BOOK 19, PAGE 152 ANNE C. NEVIN ELIZABETH J. NEVIN PAUL F. NEVIN CROCKER A. NEVIN, JR. JENNIE FASSETT NEVIN ITEM NO. (4) PI STA. = 15+95.14 D = 1°08'45.3" Δ = 1°11'20.9" Lt. R = 5000.00' L = 103.77' T = 51.89' E = 0.27' LOT PLAN THIS AREA FAMILY DIVISION OF A PORTION OF THE JENNIFER MITCHELL NEVIN PROPERTY H.C.R.O.D. PLAN BOOK 46, PAGE 61 ANN K. LUSKEY, TRUSTEE OF THE ANN K. LUSKEY REVOCABLE TRUST PARCEL NO. (2) LAND TAKEN = 1388± S.F. SLOPE EASEMENT = 610± S.F.(2) DRAINAGE EASEMENT = (1) TEMP. CONST. RIGHTS = 0.12± AC.(1) TEMP. ROAD RIGHTS = 0.13± AC.(1) TOTAL AREA = 4.6± AC.(OWNER) REM. AREA = 4.57± AC. PI STA. = 13+31.73 D = 6°21'58.3" Δ = 11°25'06.1" Rt. R = 900.00' L = 179.36' T = 89.98' E = 4.49' PI STA. = 18+84.30 D = 2°30'07.2" Δ = 3°39'48.0" Rt. R = 2290.00' L = 146.42' T = 73.23' E = 1.17' BRIDGE NO. 5038 WIN 017712.00												STATE OF MAINE DEPARTMENT OF TRANSPORTATION 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460 BLUE HILL RIGHT OF WAY MAP			
REVISIONS NO. DATE DESCRIPTION BY PLAN FILED IN PLAN BOOK NO. GRANTOR PAGE INSTRUMENT DATE BOOK PAGE BRUCE A. VAN NOTE COMMISSIONER JOYCE NOEL TAYLOR CHIEF ENGINEER DATE												STATE AID HIGHWAY NO. 3 ROUTE 175 / FALLS BRIDGE ROAD BLUE HILL HANCOCK COUNTY FEDERAL AID PROJECT NO. STP-1771(200)X JULY 2021 SCALE 1" = 25' RIGHT-OF-WAY MAP SHEET 1 OF 2 D.O.T. FILE NO. 5-312		SHEET NUMBER 69 OF 70	

Date:9/17/2021

Username: Guy Lodd

Division: ROW

Filename: ...\\00\\ROW\\MSTA070_RWPLAN2.dgn

