

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Seventh Edition 2014 with 2015 & 2016 Interim Revisions.

DESIGN LOADING

Live Load HL - 93 Modified

TRAFFIC DATA

Current (2018) AADT 2670
Future (2038) AADT 3200
DHV - % of AADT 12
Design Hour Volume 384
Heavy Trucks (% of AADT) 8
Heavy Trucks (% of DHV) 8
Directional Distribution (% of DHV) 58
18 kip Equivalent P 2.0 97
18 kip Equivalent P 2.5 92
Design Speed (mph) 35

HYDROLOGIC DATA

Drainage Area 3.5 sq mi
Headwater Elevation (Q100) 9.20 ft
Headwater Elevation (Q50) 8.80 ft
2017 Predicted High Tide 6.34 ft
Mean Higher High Water (MHHW) 4.36 ft
Mean High Water (MHW) 4.00 ft
Mean Tide Level (MTL) -0.35 ft
Mean Low Water (MLW) -4.70 ft
Mean Lower Low Water (MLLW) -5.06 ft

MATERIALS

Concrete:
Curbs & Transition Barriers Class "LP"
Precast Class "P"
All Other Class "A"
Reinforcing:
Stainless Reinforcing Steel ASTM A 955, Grade 75
Glass Fiber Reinforced Polymer (GFRP) CSA S807-10, ACI 440.1R-15
Prestressing Strands AASHTO 203 (ASTM A 416),
Grade 270, Low Relaxation
Micropile Casing API 5CT N80 OR ASTM A 252, Grade 3

BASIC DESIGN STRESSES

Cast - In - Place Concrete f 'c = 4000 psi
Precast Concrete:
Abutments & Approach Slabs f 'c = 4000 psi
Prestressed NEXT Beams f 'c = 8000 psi
f 'ci = 6400 psi
Stainless Reinforcing Steel f y = 75,000 psi
Glass Fiber Reinforced Polymer:
#5 Bar F μ = 95,000 psi
#6 Bar F μ = 90,000 psi
#7 Bar F μ = 85,000 psi
#8 Bar F μ = 80,000 psi
Minimum Elastic Modulus 5,700,000 psi
Prestressing Strand F μ = 270,000 psi
Micropile Casing Fy = 80,000 psi

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YORK
YORK COUNTY
BARRELL BRIDGE
OVER
DOLLY GORDON BROOK
BEECH RIDGE ROAD
STATE PROJECT NO. 18957.00
PROJECT LENGTH 0.057 mi.
BRIDGE NO. 3500

UTILITIES

Central Maine Power Company
Fairpoint Communications
Charter Communications
Kittery Water District

MAINTENANCE OF TRAFFIC

The bridge will be closed to traffic during construction with traffic detoured.

PROJECT LOCATION	Barrell Bridge (# 3500) which carries Beech Ridge Road over Dolly Gordon Brook. Located 0.32 of a mile southeast of Saltwater Drive. Lat./Long. 43.1429° N 70.7044° W
PROGRAM AREA	Highway Bridges - Traditional
OUTLINE OF WORK	Bridge Replacement

WIN 018957.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
		12/19/17
	COMMISSIONER:	CHIEF ENGINEER:

	SIGNATURE	P.E. NUMBER	DATE
		13735	12-20-17
	JOEL KITREDGE	DEVON EATON	

PROJECT INFORMATION	PROGRAM	BRIDGE PROGRAM
	PROJECT MANAGER	JOEL KITREDGE
	DESIGNER	DEVON EATON
	CONSULTANT	N/A
	PROJECT RESIDENT	
	CONTRACTOR	
	PROJECT COMPLETION DATE	

YORK BARRELL BRIDGE	TITLE SHEET
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SHEET NUMBER
1
OF 31

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.19	REMOVE EXISTING BRIDGE (STEEL: 27,905 LBS, CONC. 63 CY)	1	LS
202.202	REMOVE PAVEMENT SURFACE	53	SY
203.20	COMMON EXCAVATION	1570	CY
203.2318	DISPOSAL OF SPECIAL WASTE	900	T
203.24	COMMON BORROW	50	CY
203.25	GRANULAR BORROW	250	CY
206.082	STRUCTUAL EARTH EXCAVATION - MAJOR STRUCTURES	380	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	800	CY
403.208	HOT MIX ASPHALT 12.5 MM NOMINAL MAXIMUM SIZE, SURFACE	110	T
403.209	HOT MIX ASPHALT 9.5 MM HMA, (DRIVES, INCIDENTALS, ETC.)	5	T
403.213	HOT MIX ASPHALT 12.5 MM NOMINAL MAXIMUM SIZE, BASE	170	T
409.15	BITUMINOUS TACK COAT APPLIED	40	GAL
411.10	UNTREATED AGGREGATE SURFACE COURSE (TRUCK MEASURE)	2	CY
501.220	MICROPILES - ABUTMENT 1	6	EA
501.220	MICROPILES - ABUTMENT 2	6	EA
501.804	DRILLING EQUIPMENT MOBILIZATION - MICROPILES	1	LS
502.219	STRUCTUAL CONCRETE ABUTMENTS & RETAINING WALLS (95 CY)	1	LS
502.261	STRUCTURAL CONCRETE ROADWAY ON CONCRETE BRIDGES (85 CY)	1	LS
502.291	SAW CUT GROOVING (2445 SF)	1	LS
502.49	STRUCTUAL CONCRETE CURBS AND SIDEWALKS (7 CY)	1	LS
503.26	STAINLESS STEEL REINFORCING STEEL, FAB AND DELIVERED	27700	LB
503.27	STAINLESS STEEL REINFORCING STEEL , PLACING	27700	LB
507.0821	STEEL BRIDGE RAILING, 3 BAR (135 LF)	1	LS
514.06	CURING BOX FOR CONCRETE CYLINDERS	1	EA
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (390 SY)	1	LS
523.52	BEARING INSTALLATION	16	EA
523.5403	PLAIN ELASTOMERIC BEARINGS	16	EA
526.301	TEMPORARY CONCRETE BARRIER TYPE 1 (100 LF)	1	LS
526.34	PERMANENT CONCRETE TRANSITION BARRIER	4	EA
530.30	GFRP, REINFORCEMENT BARS, FAB & DEL	20300	LF
503.31	GFRP, REINFORCEMENT BARS, PLACING	20300	LF
534.7601	PRECAST APPROACH SLAB (21 CY)	1	LS
535.622	PRESTRESSED CONCRETE NEXT BEAMS TYPE F (99 CY)	1	LS
603.16	15 INCH CULVERT PIPE OPTION 1	26	LF
606.1721	BRIDGE TRANSITION - TYPE 1	4	EA
606.23	GUARDRAIL TYPE 3C - SINGLE RAIL	100	LF
606.231	GUARDRAIL TYPE 3C - 15 FOOT RADIUS AND LESS	25	LF
606.265	TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	1	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	7	EA
606.79	GUARDRAIL 350 FLARED TERMINAL	3	EA
610.08	PLAIN RIP RAP	350	CY
610.18	STONE DITCH PROTECTION	59	CY
613.319	EROSION CONTROL BLANKET	56	SY
615.07	LOAM	36	CY
618.141	SEEDING METHOD NUMBER 3	6	UNIT
619.12	MULCH	6	UNIT
619.14	EROSION CONTROL MIX	36	CY
620.58	EROSION CONTROL GEOTEXTILE	980	SY
620.661	DRAINAGE GEOCOMPOSITE	75	SY
627.733	4" WHITE OR YELLOW PAVEMENT MARKING LINE	400	LF
629.05	HAND LABOR, STRAIGHT TIME	40	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	20	HR
631.14	GRADER (INCLUDING OPERATOR)	20	HR
631.15	ROLLER, EARTH AND BASE (INCLUDING OPERATOR)	20	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	20	HR
637.071	DUST CONTROL	1	LS
639.19	FIELD OFFICE, TYPE B	1	EA
652.312	TYPE III BARRICADES	4	EA
652.33	DRUM	10	EA
652.34	CONE	10	EA
652.35	CONSTRUCTION SIGNS	300	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES (60 CD)	1	LS
652.38	FLAGGERS	40	HR
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	2	EA
656.75	TEMPORARY SOIL EROSION AND POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS

GENERAL CONSTRUCTION NOTES

1. For easements, construction limits and right of way lines, refer to Right of Way Map.
2. During construction, the road will be closed to traffic for a time period specified in the Special Provisions.
3. The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to Contract items
4. All utility facilities shall be adjusted by the respective utilities unless otherwise noted or as detailed in the plans.
5. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.
6. In areas where the Resident directs the Contractor not to excavate to the subgrade line shown on the plans, payment for removing existing pavement, grubbing, shaping, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items.
7. All embankment material, except as otherwise shown, placed below Elevation 9.0, shall be Granular Borrow meeting the requirements of Subsection 703.19, Material for Underwater Backfill.
8. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.
9. Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Item No. 619.1401, Erosion Control Mix.
10. Place a 24-in. wide strip of Temporary Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.
11. An NCHRP350 compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.
12. Any existing guardrail to be removed shall become the property of the Contractor. Removal and disposal shall be considered incidental to the guardrail items.
12. Extended-use Erosion Control Blanket, seeded gutters, riprap downspouts, and other gutters lined with Stone Ditch Protection shall be constructed after paving and shoulder work is completed, where it is apparent that runoff will cause continual erosion. Payment will be made under the appropriate Contract items.
13. Protective Coating for Concrete Surfaces shall be applied to the following areas:

-All exposed surfaces of concrete curbs and fascias down to the NEXT Beams

-All exposed surfaces of Concrete Transition Barriers

-Top of abutment wings and to one foot below top of wings on the fill side

-Concrete Wearing Surface
14. Project information referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/contractors/>
15. The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations, which may have been made to the bridge during its life span.
16. The hydrologic report of the bridge site may be accessed at the MaineDOT web address. The hydrologic report is based on MaineDOT's interpretation of the information obtained for the subject site. No assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.
17. The Project geotechnical report titled: Geotechnical Design Report, Barrell Bridge No. 3500 over Dolly Gordon Brook, York, Maine, Soils Report 2017-55C, dated December 8, 2017 may be accessed at the MaineDOT web address.
18. Geotechnical information furnished or referred to in this plan set is for the use of the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidders' or Contractor's interpretations of, or conclusions drawn from, the geotechnical information. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between the boring locations.
19. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:

a. If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.

b. If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.

c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation.

20. The existing bridge shall be removed by and become the property of the Contractor. The steel portions of the existing bridge are assumed to be coated with a lead-based paint system. The Contractor is responsible for the containment, proper management and disposal of all lead-contaminated hazardous waste generated by the process of demolishing the bridge. The Contractor is responsible for implementing appropriate OSHA mandated personal protection standards related to this process. Once the existing bridge is removed, the Contractor is solely responsible for the care, custody and control of the components of the existing bridge and any hazardous waste generated as a result of the storage, recycling or disposal of the bridge components, including lead-coated steel. The Contractor shall recycle or reuse the steel in accordance with the Maine Department of Environmental Protection's "Maine Hazardous Waste Management Regulations," Chapter 850. A copy of this regulation is available at MaineDOT's offices on Child Street in Augusta. Payment for all labor, materials, equipment and other costs required to remove and dispose of the existing bridge will be considered incidental to the bridge removal pay item.
21. All costs for cofferdams, including pumping, maintenance, related temporary soil erosion and water pollution controls and removal, will not be paid for directly, but will be considered incidental to related Contract items.
22. Fill slopes constructed outside of the existing embankment may be found to be underlain by weak, organic soil. This material ("muck") shall be fully removed in accordance with Section 203.05 to expose suitable, inorganic soil as confirmed by the Resident. Muck excavation shall be paid for as Common Excavation.
23. The widened approach embankments may be constructed partially in the inter-tidal zone. Therefore, fill placement may be completed in-the-dry working with the tides. For filling conducted partially in-the-wet, an initial layer of separation geotextile beneath coarse aggregate or choked riprap may be appropriate to provide a stable subgrade. Cost for separation geotextile and coarse aggregate will be considered incidental to related pay items.
24. Excavation for construction of abutments will be below the MHHW of El. 4.4. Construction of cofferdams or a temporary work platforms may be required. Costs for cofferdams and temporary work platforms will be made incidental to related pay items.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18957.00
WIN
18957.00

Bridge No. 3500
BRIDGE PLANS

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

DATE
Dec 2017
Dec 2017

BY
J. Levitt
HN1B

M. Porlin
D. Eaton
HN1B

SIGNATURE

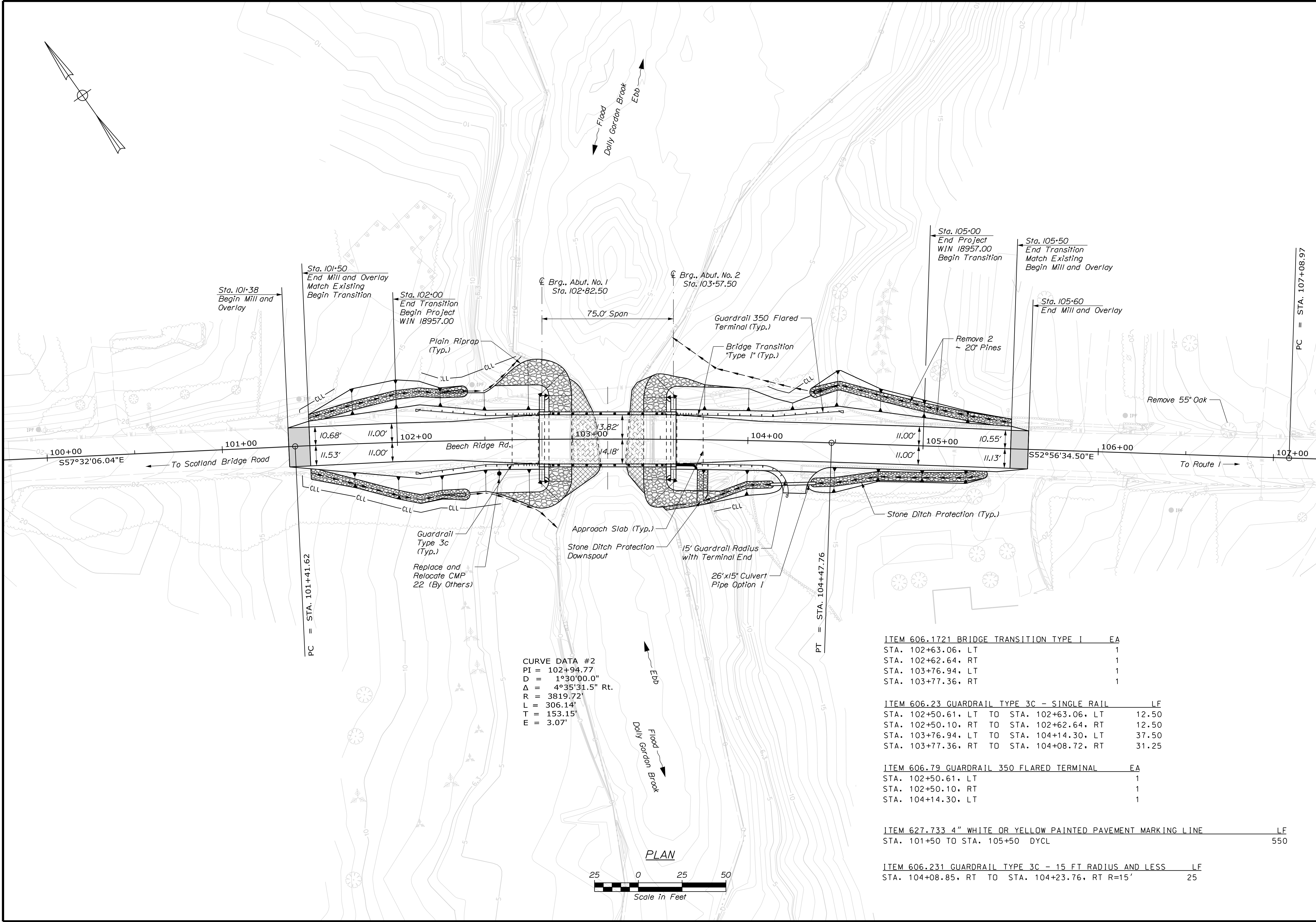
P.E. NUMBER

DATE

BARRELL BRIDGE
DOLLY GORDON BROOK
YORK COUNTY
YORK

ESTIMATED QUANTITIES &
GENERAL NOTES

SHEET NUMBER
2
OF 31



CURVE DATA #2
PI = 102+94.77
D = 1°30'00.0"
Δ = 4°35'31.5" Rt.
R = 3819.72'
L = 306.14'
T = 153.15'
E = 3.07'

ITEM 606.1721 BRIDGE TRANSITION TYPE I		EA
STA. 102+63.06, LT		1
STA. 102+62.64, RT		1
STA. 103+76.94, LT		1
STA. 103+77.36, RT		1

ITEM 606.23 GUARDRAIL TYPE 3C - SINGLE RAIL		LF
STA. 102+50.61, LT TO STA. 102+63.06, LT		12.50
STA. 102+50.10, RT TO STA. 102+62.64, RT		12.50
STA. 103+76.94, LT TO STA. 104+14.30, LT		37.50
STA. 103+77.36, RT TO STA. 104+08.72, RT		31.25

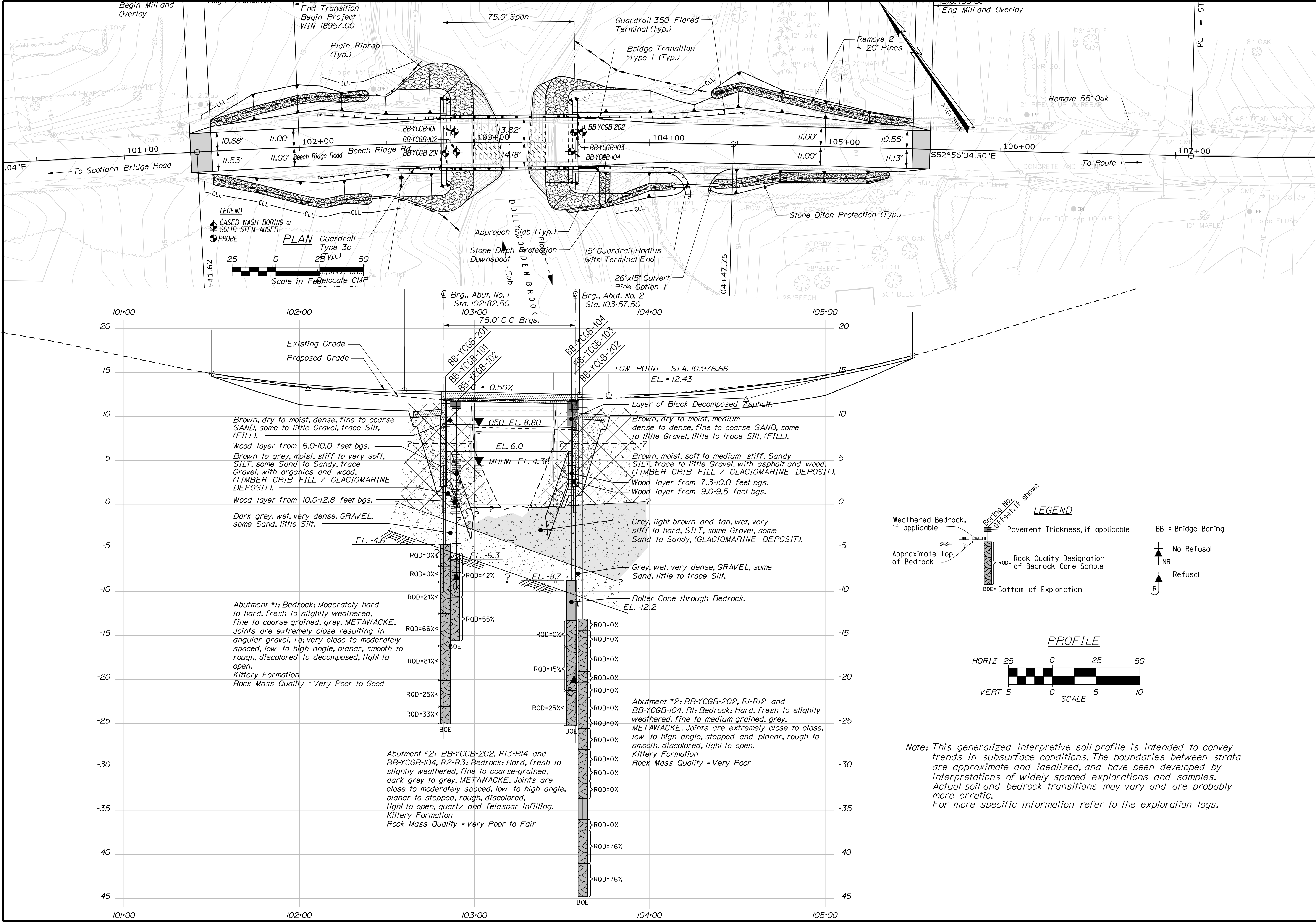
ITEM 606.79 GUARDRAIL 350 FLARED TERMINAL		EA
STA. 102+50.61, LT		1
STA. 102+50.10, RT		1
STA. 104+14.30, LT		1

ITEM 627.733 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE		LF
STA. 101+50 TO STA. 105+50 DYCL		550

ITEM 606.231 GUARDRAIL TYPE 3C - 15 FT RADIUS AND LESS		LF
STA. 104+08.85, RT TO STA. 104+23.76, RT R=15'		25

PC = STA. 107+08.97

SHEET NUMBER 3 OF 31		BARRELL BRIDGE		YORK COUNTY		PROJ. MANAGER		M. PARLIN	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 018957.00			
		DOLLY GORDON BROOK				DESIGN-DETAILED		D. Eaton	HNTB	Dec. 2017				
		YORK				CHECKED-REVIEWED		A. Sikora	HNTB	Dec. 2017				
						SIGNAGE-DETAILED2								
						DESIGN3-DETAILED3								
						REVISIONS 1				P.E. NUMBER				
						REVISIONS 2								
						REVISIONS 3								
						REVISIONS 4				DATE				
						FIELD CHANGES								
		GENERAL PLAN									BRIDGE NO. 3500	WIN	018957.00	BRIDGE PLANS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018957.00

WIN
018957.00

BRIDGE NO. 3500
BRIDGE PLANS

PROJ. MANAGER
M. PARLIN
D. Eaton

CHECKED
D. Dorman

DESIGNED
T. WHITE

DATE
April 2017
DEC 2017

BY
D. Dorman
T. WHITE

DATE
April 2017
DEC 2017

SIGNATURE

P.E. NUMBER

DATE

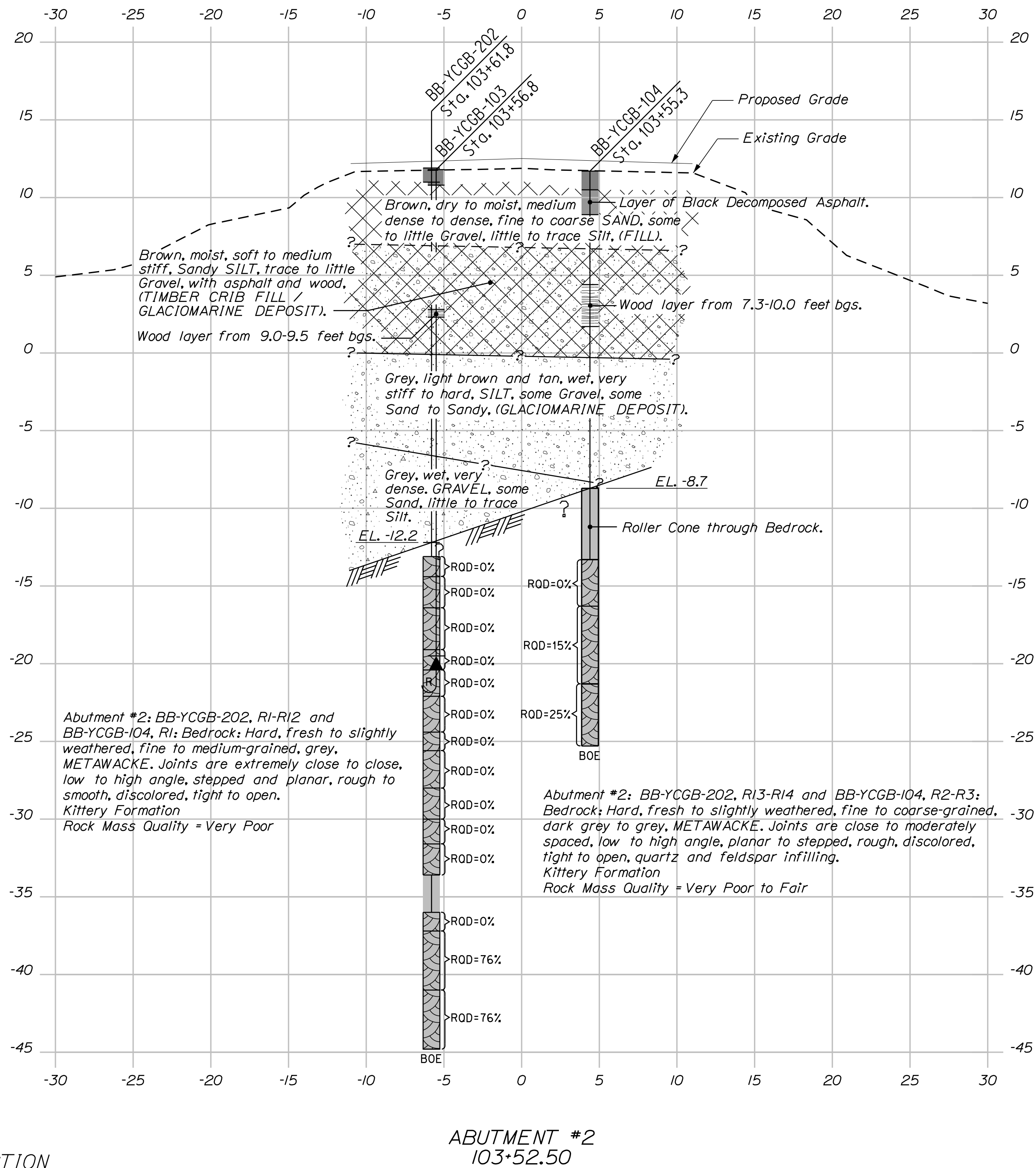
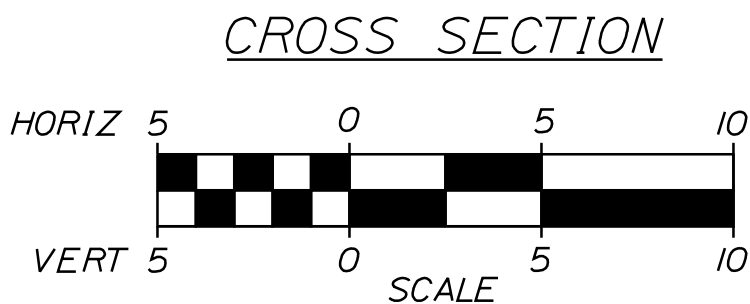
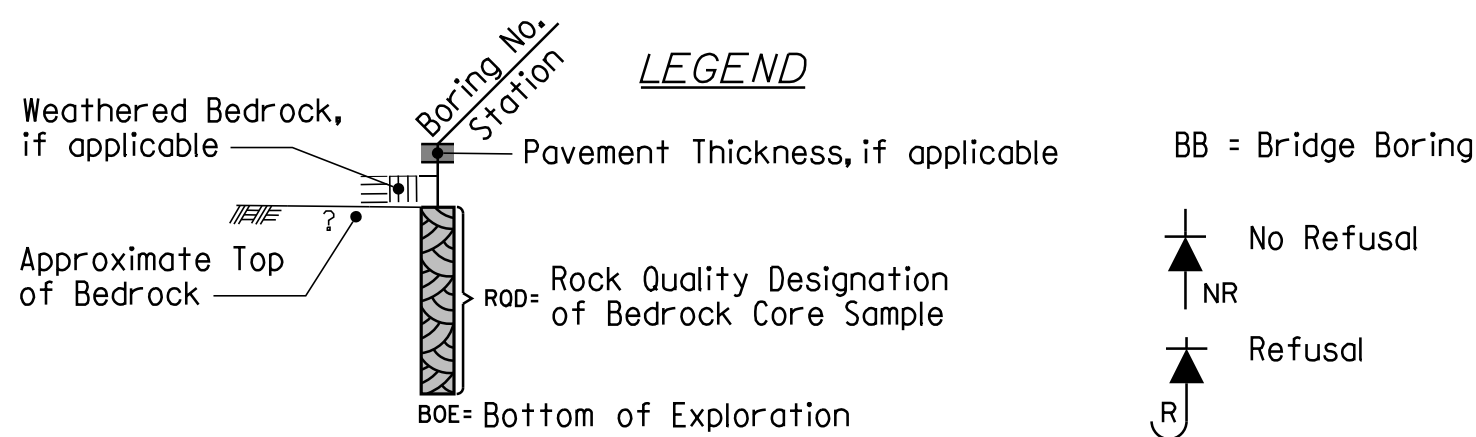
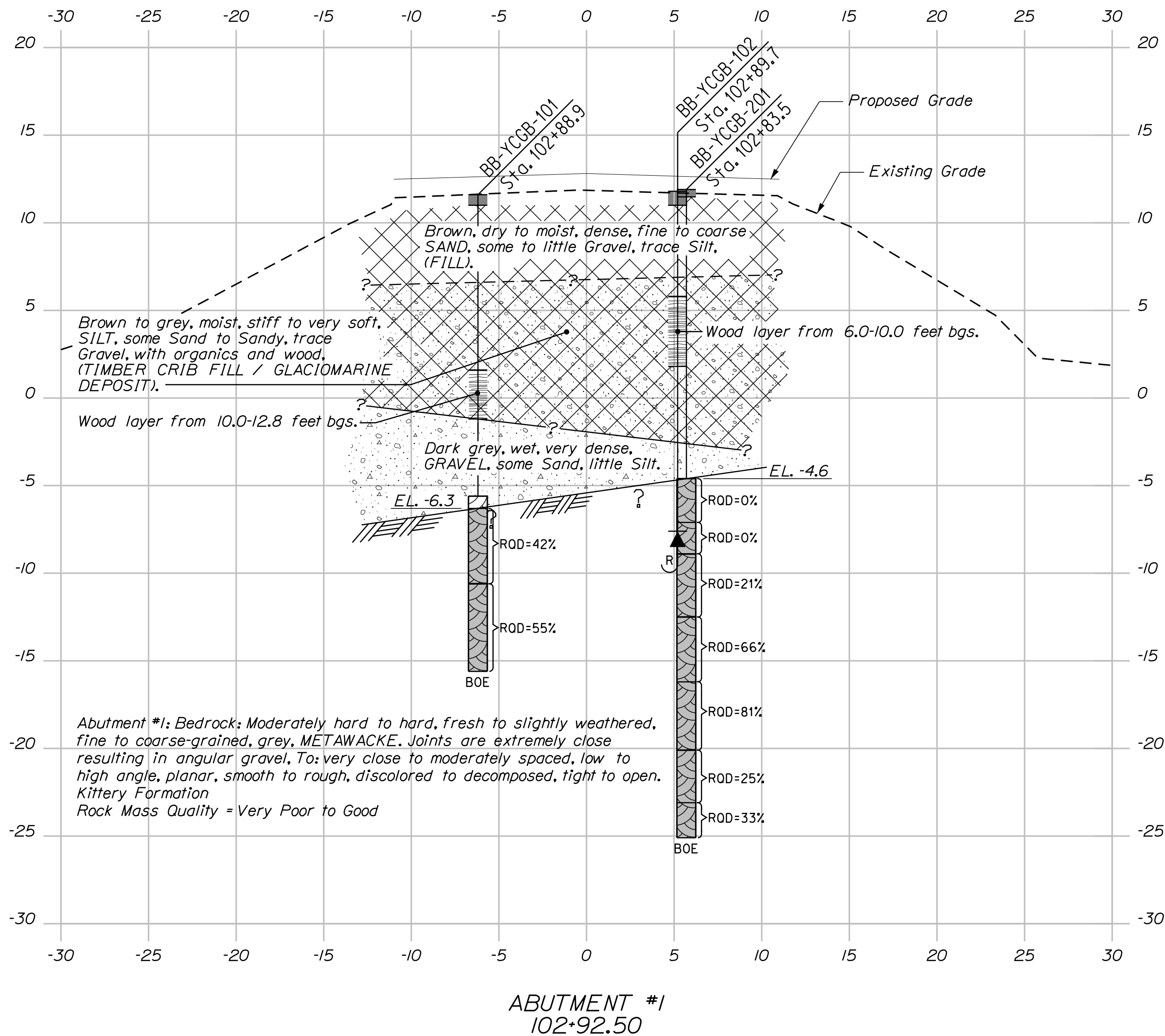
BARRELL BRIDGE
DOLLY GORDON BROOK
YORK COUNTY
YORK

BORING LOCATION PLAN &
INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER

5

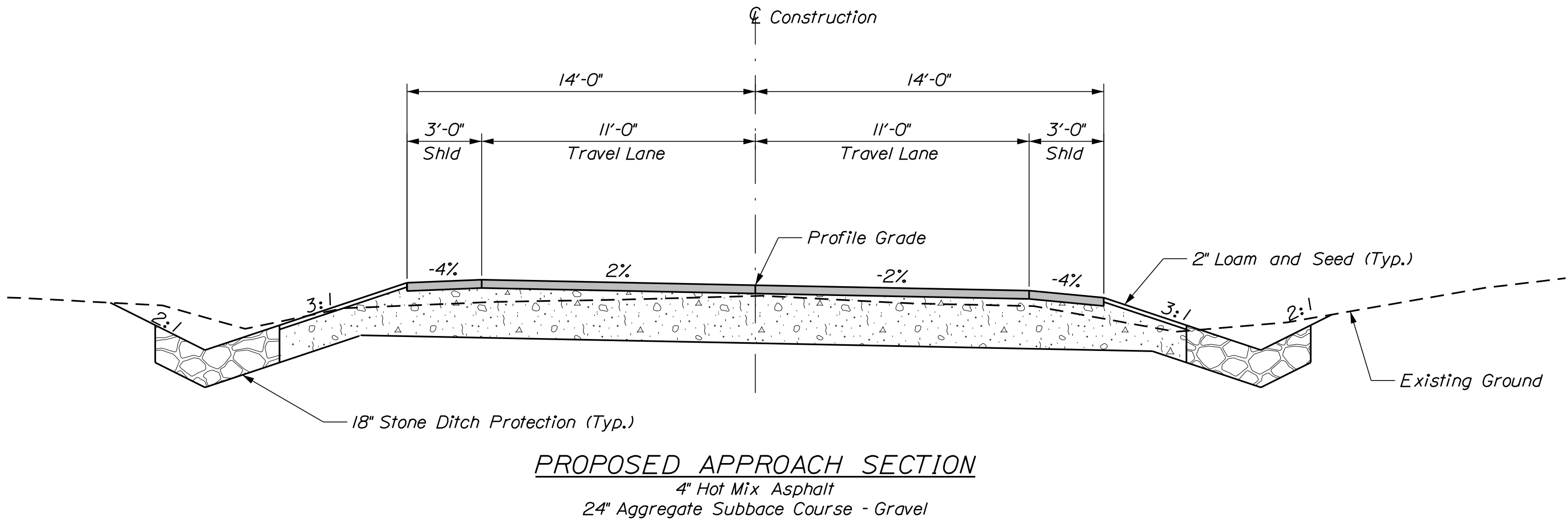
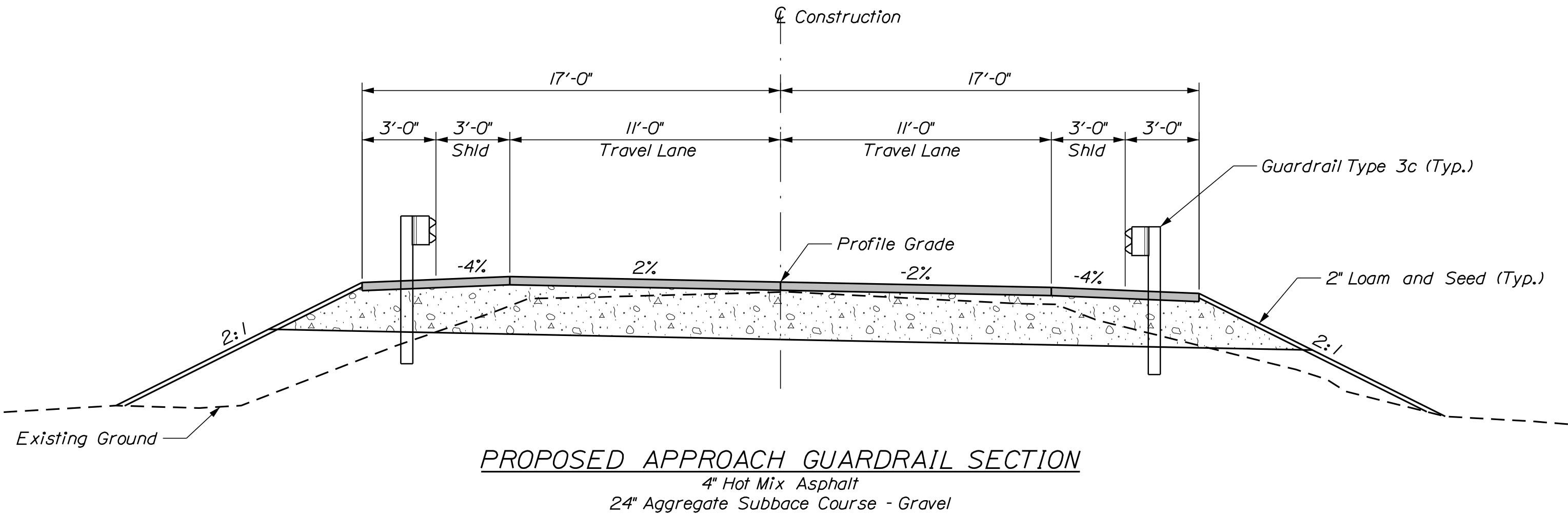
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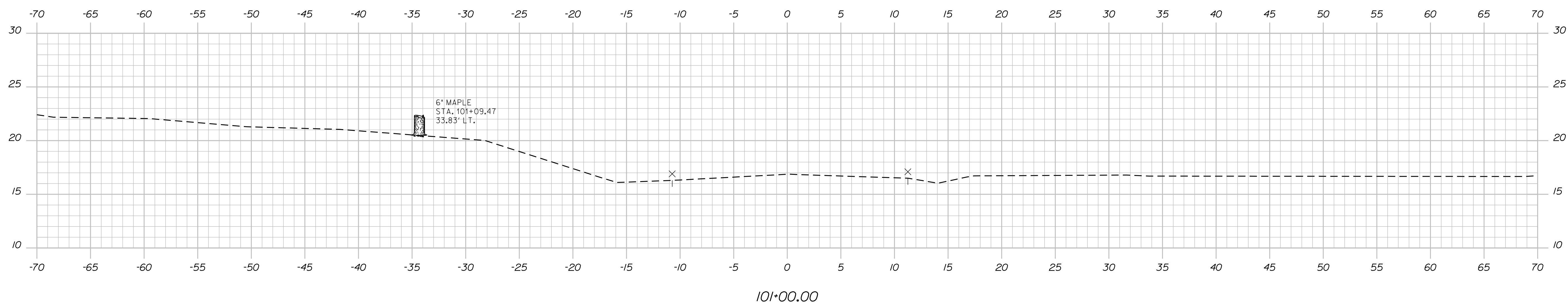
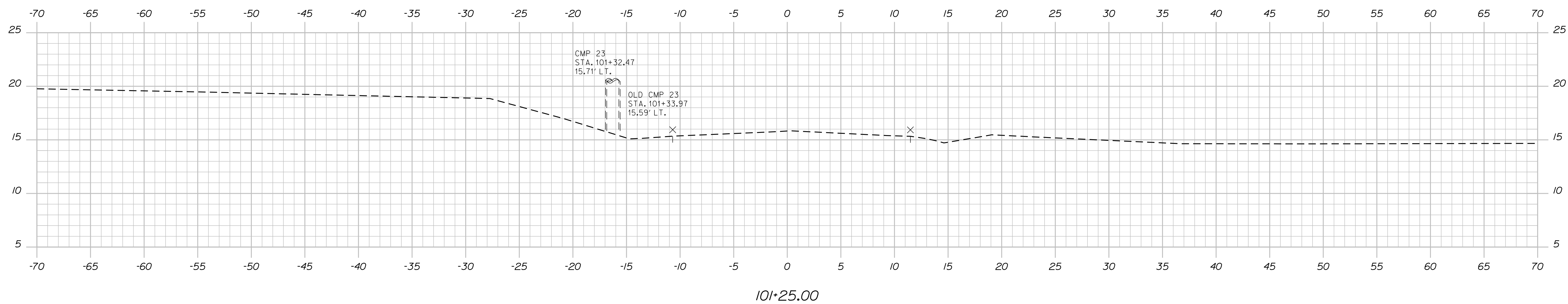
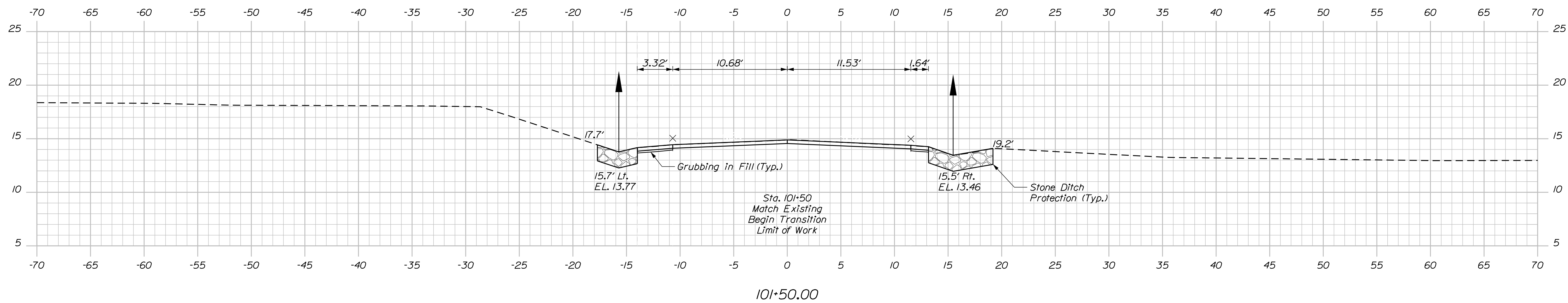
Note: This generalized interpretive soil cross section is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil and bedrock transitions may vary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

[illegible]

Maine Department of Transportation										Project:Barrell Bridge #500 Over Bailey Gordon Brook		Boring No.: BB-YCGB-104	
Soil/Rock Exploration Log										Location:York, Maine		WIN: 18957.00	
US CUSTOMARY UNITS													
Drillers:		New England Boring Contractors			Elevation (ft.):		11.7		Auger ID/OD:		4.5 inch		
Operator:		C. Cooley/J. Dupuis			Datum:		NAVD 88		Sampler:		Standard Split Spoon		
Logged By:		B. Schonwald			Rig Type:		Mobile B-53 Truck Mounted		Hammer Int./Fall:		140 pounds/30 inches		
Date Start/Finish:		12/13/2016 to 12/15/16			Drilling Method:		Coated Wash Boring		Core Barrel:		N02		
Boring Location:		Sta 103+55.3, 5.4 feet Rt.			Casing ID/OD:		4/4.5 inch		Water Level#:		7.2 feet bgs		
Hammer Efficiency Factor: 0.572				Hammer Type:		Automatic ☒ Hydraulic ☐ Rope & Cathead ☐							
Definition:				1 = Split Spoon Sample		2 = Thin Wall Tube Sample		3 = Unsuccessful Split Spoon Sample Attempt		4 = Thin Wall Tube Sample		5 = Unsuccessful Thin Wall Tube Sample Attempt	
6 = First New Shear Test				7 = Unsuccessful First New Shear Test Attempt		8 = First New Shear Test		9 = Unsuccessful First New Shear Test Attempt		10 = First New Shear Test		11 = Unsuccessful First New Shear Test Attempt	
12 = First New Shear Test				13 = Unsuccessful First New Shear Test Attempt		14 = First New Shear Test		15 = Unsuccessful First New Shear Test Attempt		16 = First New Shear Test		17 = Unsuccessful First New Shear Test Attempt	
18 = First New Shear Test				19 = Unsuccessful First New Shear Test Attempt		20 = First New Shear Test		21 = Unsuccessful First New Shear Test Attempt		22 = First New Shear Test		23 = Unsuccessful First New Shear Test Attempt	
24 = First New Shear Test				25 = Unsuccessful First New Shear Test Attempt		26 = First New Shear Test		27 = Unsuccessful First New Shear Test Attempt		28 = First New Shear Test		29 = Unsuccessful First New Shear Test Attempt	
30 = First New Shear Test				31 = Unsuccessful First New Shear Test Attempt		32 = First New Shear Test		33 = Unsuccessful First New Shear Test Attempt		34 = First New Shear Test		35 = Unsuccessful First New Shear Test Attempt	
36 = First New Shear Test				37 = Unsuccessful First New Shear Test Attempt		38 = First New Shear Test		39 = Unsuccessful First New Shear Test Attempt		40 = First New Shear Test		41 = Unsuccessful First New Shear Test Attempt	
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48 = First New Shear Test				49 = Unsuccessful First New Shear Test Attempt		50 = First New Shear Test		51 = Unsuccessful First New Shear Test Attempt		52 = First New Shear Test		53 = Unsuccessful First New Shear Test Attempt	
54 = First New Shear Test				55 = Unsuccessful First New Shear Test Attempt		56 = First New Shear Test		57 = Unsuccessful First New Shear Test Attempt		58 = First New Shear Test		59 = Unsuccessful First New Shear Test Attempt	
60 = First New Shear Test				61 = Unsuccessful First New Shear Test Attempt		62 = First New Shear Test		63 = Unsuccessful First New Shear Test Attempt		64 = First New Shear Test		65 = Unsuccessful First New Shear Test Attempt	
66 = First New Shear Test				67 = Unsuccessful First New Shear Test Attempt		68 = First New Shear Test		69 = Unsuccessful First New Shear Test Attempt		70 = First New Shear Test		71 = Unsuccessful First New Shear Test Attempt	
72 = First New Shear Test				73 = Unsuccessful First New Shear Test Attempt		74 = First New Shear Test		75 = Unsuccessful First New Shear Test Attempt		76 = First New Shear Test		77 = Unsuccessful First New Shear Test Attempt	
78 = First New Shear Test				79 = Unsuccessful First New Shear Test Attempt		80 = First New Shear Test		81 = Unsuccessful First New Shear Test Attempt		82 = First New Shear Test		83 = Unsuccessful First New Shear Test Attempt	
84 = First New Shear Test				85 = Unsuccessful First New Shear Test Attempt		86 = First New Shear Test		87 = Unsuccessful First New Shear Test Attempt		88 = First New Shear Test		89 = Unsuccessful First New Shear Test Attempt	
90 = First New Shear Test				91 = Unsuccessful First New Shear Test Attempt		92 = First New Shear Test		93 = Unsuccessful First New Shear Test Attempt		94 = First New Shear Test		95 = Unsuccessful First New Shear Test Attempt	
96 = First New Shear Test				97 = Unsuccessful First New Shear Test Attempt		98 = First New Shear Test		99 = Unsuccessful First New Shear Test Attempt		100 = First New Shear Test		101 = Unsuccessful First New Shear Test Attempt	
102 = First New Shear Test				103 = Unsuccessful First New Shear Test Attempt		104 = First New Shear Test		105 = Unsuccessful First New Shear Test Attempt		106 = First New Shear Test		107 = Unsuccessful First New Shear Test Attempt	
108 = First New Shear Test				109 = Unsuccessful First New Shear Test Attempt		110 = First New Shear Test		111 = Unsuccessful First New Shear Test Attempt		112 = First New Shear Test		113 = Unsuccessful First New Shear Test Attempt	
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STATE OF MAINE DEPARTMENT OF TRANSPORTATION		018957.00		WIN		018957.00		BRIDGE NO. 3500		BRIDGE PLANS	
		018957.00		WIN		018957.00		BRIDGE NO. 3500		BRIDGE PLANS	
YORK DOLLY GORDON BROOK YORK COUNTY		BY HNTB HNTB		DATE Dec 2017 Dec 2017		SIGNATURE		P.E. NUMBER		DATE	
						DESIGN-DETAILED		DESIGN-REVIEWED		DESIGN-REVIEWED	
TYPICAL SECTIONS		DESIGN-DETAILED		DESIGN-REVIEWED		DESIGN-REVIEWED		DESIGN-REVIEWED		DESIGN-REVIEWED	
		DESIGN-REVIEWED		DESIGN-REVIEWED		DESIGN-REVIEWED		DESIGN-REVIEWED		DESIGN-REVIEWED	
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SHEET NUMBER		9		OF 31		YORK		DOLLY GORDON BROOK		YORK COUNTY	



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018957.00

WIN
018957.0

BRIDGE NO. 3500

BRIDGE PLANS

BARRELL BRIDGE
DOLLY GORDON BROOK
YORK YORK COUNTY

CROSS SECTIONS

SHEET NUMBER

10

OF 31

Sta. 101+00.00 to Sta. 101+50.00

Date:12/18/2017

Username: Devan.C.Eaton

Division: BRIDGE

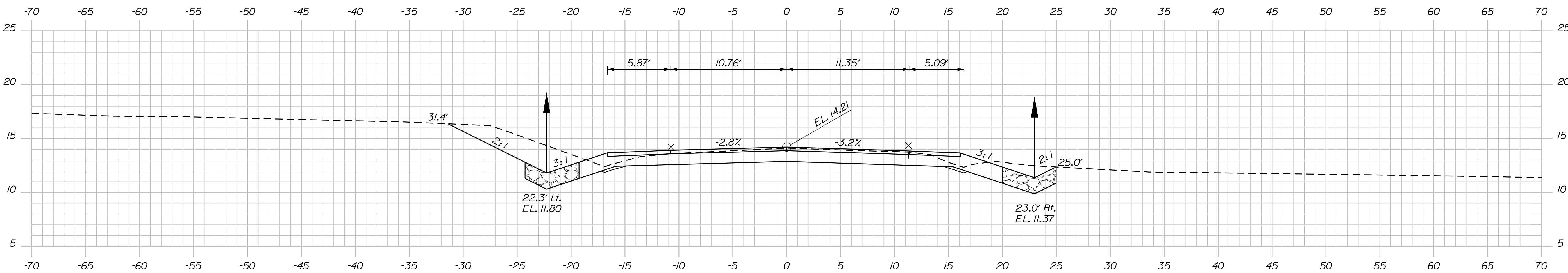
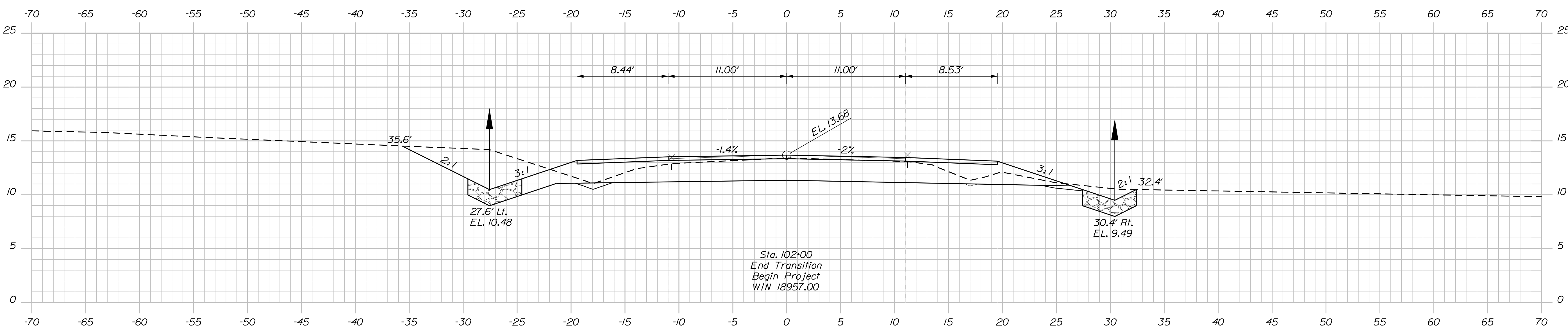
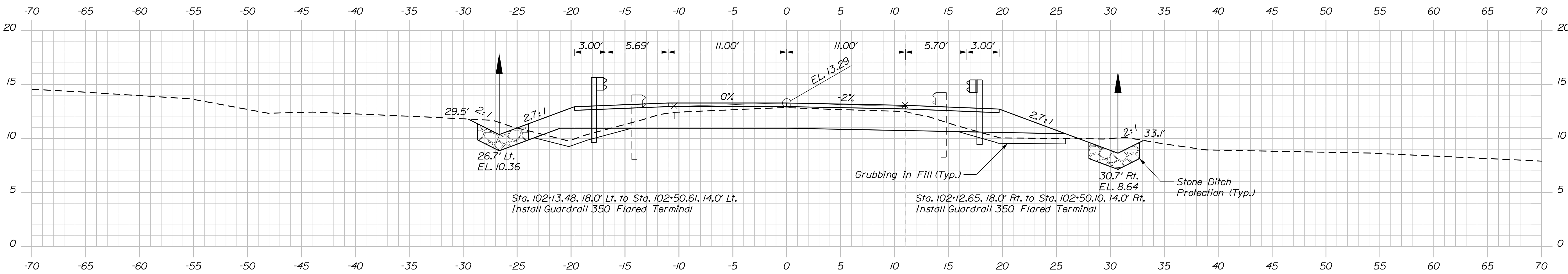
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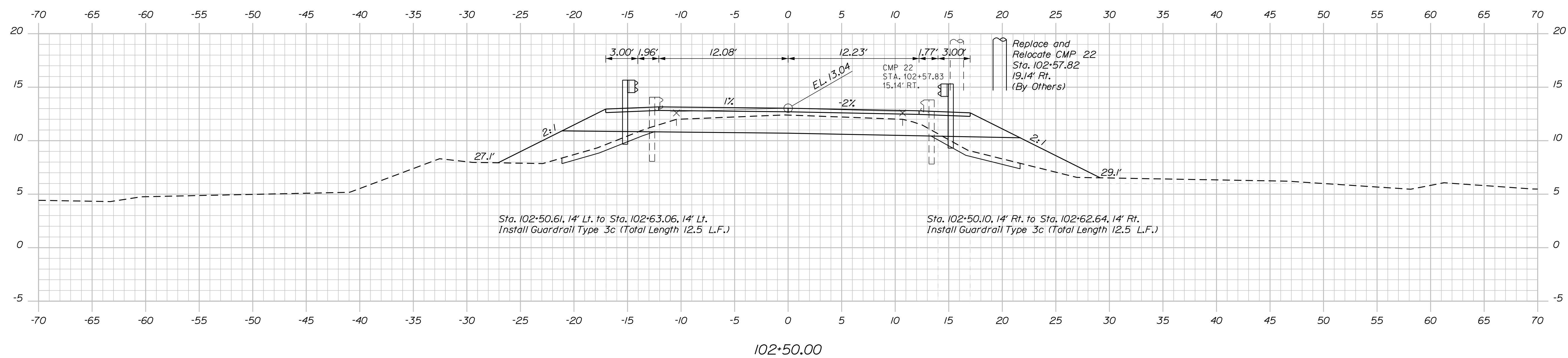
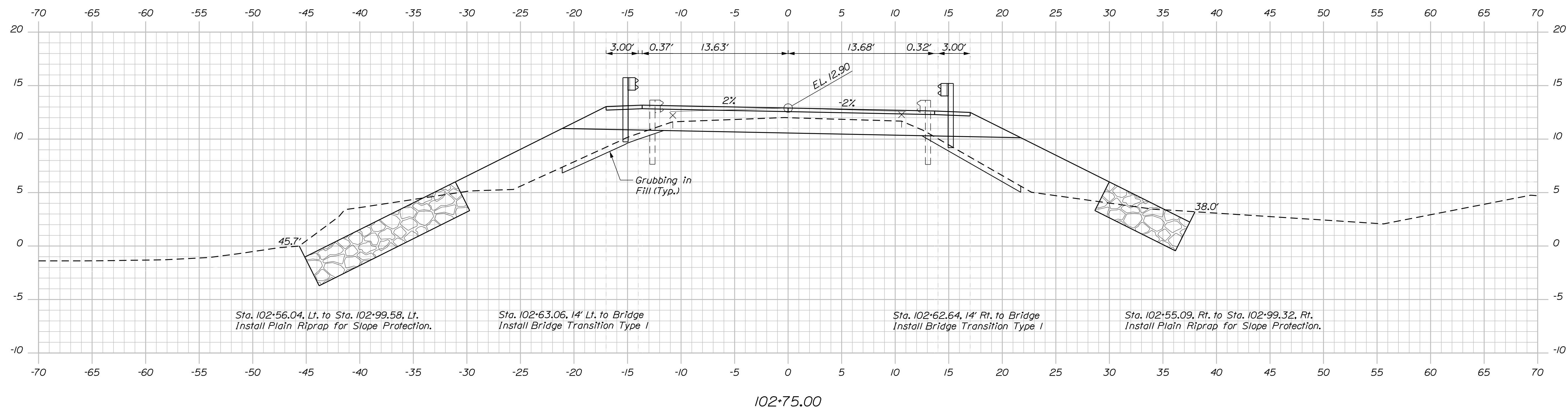
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Division: BRIDGE

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BARRELL BRIDGE DOLLY GORDON BROOK YORK COUNTY		YORK		CROSS SECTIONS		SHEET NUMBER 11 OF 31	



Sta. 102+50.00 to Sta. 102+75.00

STATE OF MAINE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018957.00

WIN

BRIDGE NO. 3500

BRIDGE PLANS

BARRELL BRIDGE

DOLLY GORDON BRIDGE

BOOK
YORK COUNTY

YORK

CROSS SECTIONS

SHEET NUMBER

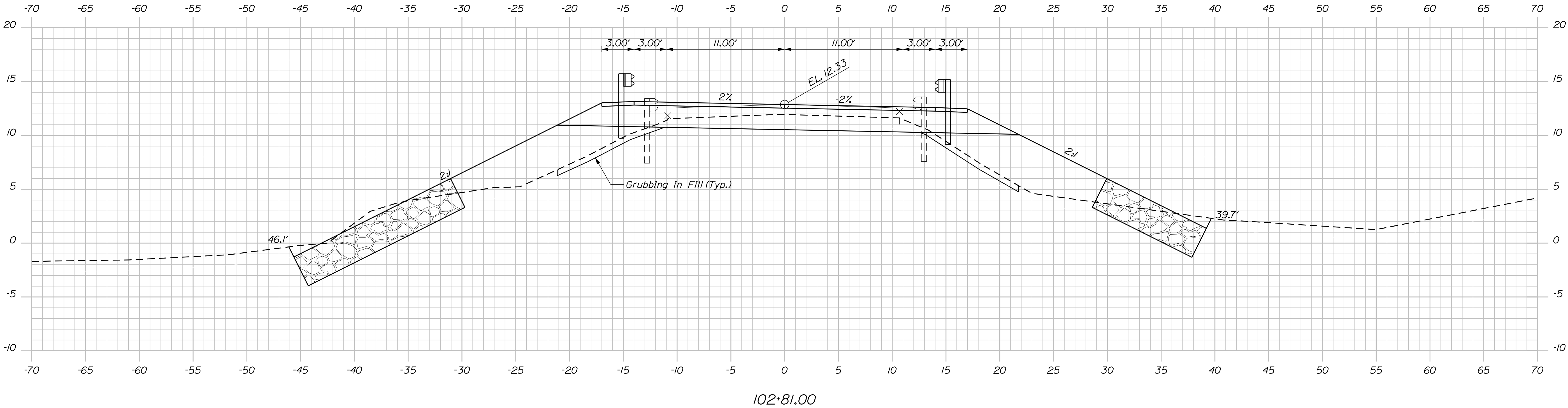
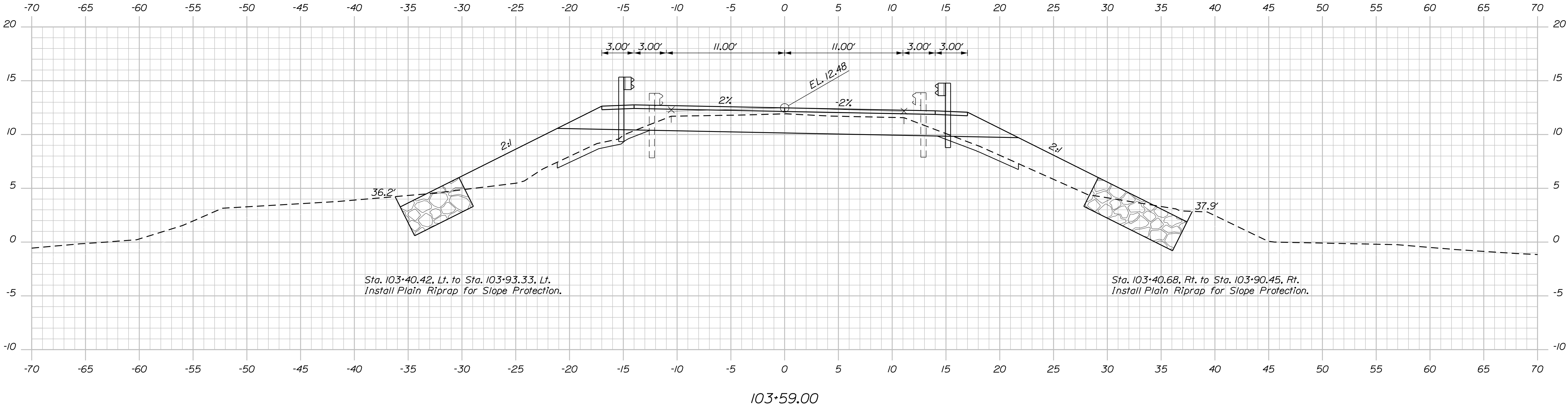
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OF 31

Date:12/18/2017

Username: Devon.C.Eaton

Filename: ... \00\BRIDGE\MSTA\013_Xsec 04.dgn Division: BRIDGE



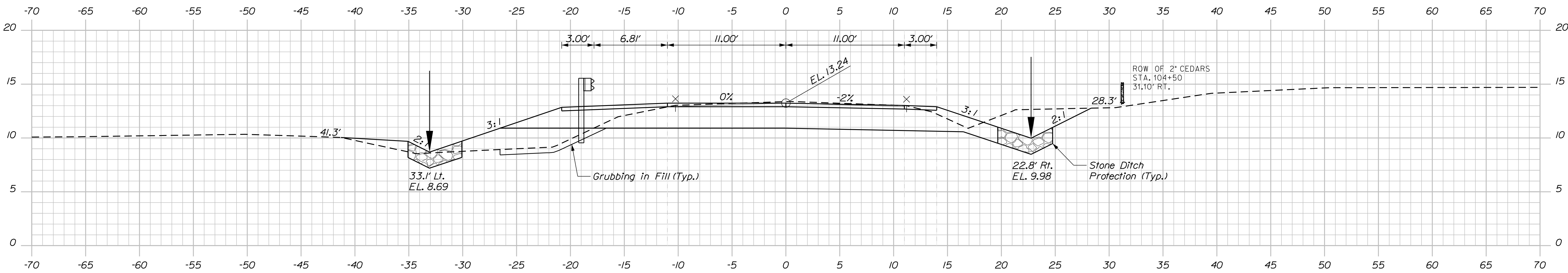
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				CHECKED-REVIEWED		A. Singora		HNTB		SIGNATURE			
				DESIGN-DETAILED									
		YORK COUNTY		DESIGN-DETAILED		DESIGN-DETAILED						018957.00	
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Date:12/18/2017

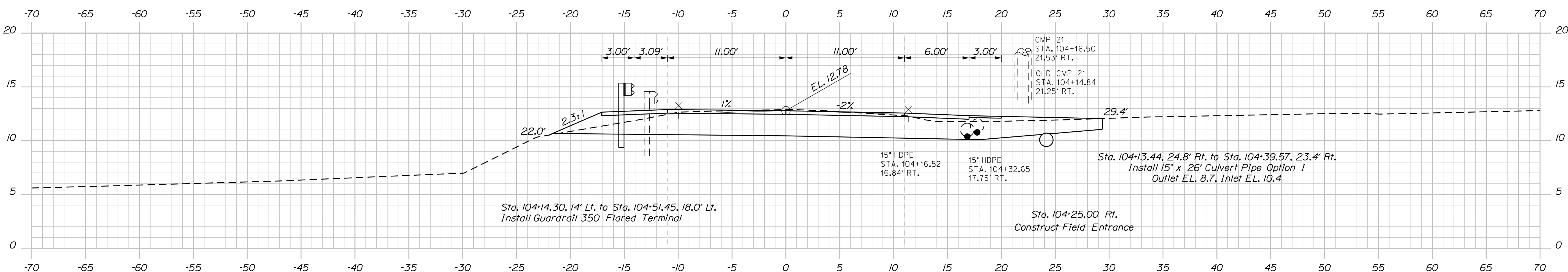
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Division: BRIDGE

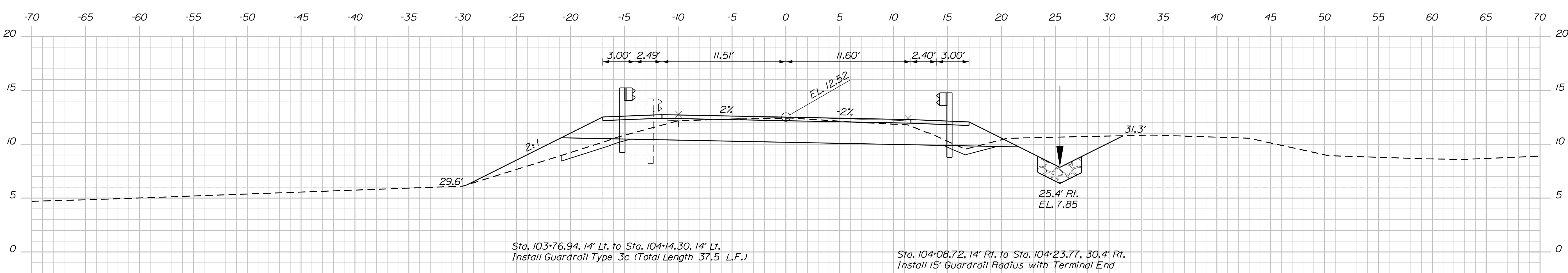
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104+50.00



104+25.00



104+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018957.00

WIN
018957.00

BRIDGE NO. 3500

BRIDGE PLANS

BARRELL BRIDGE
DOLLY GORDON BROOK
YORK COUNTY

CROSS SECTIONS

SHEET NUMBER

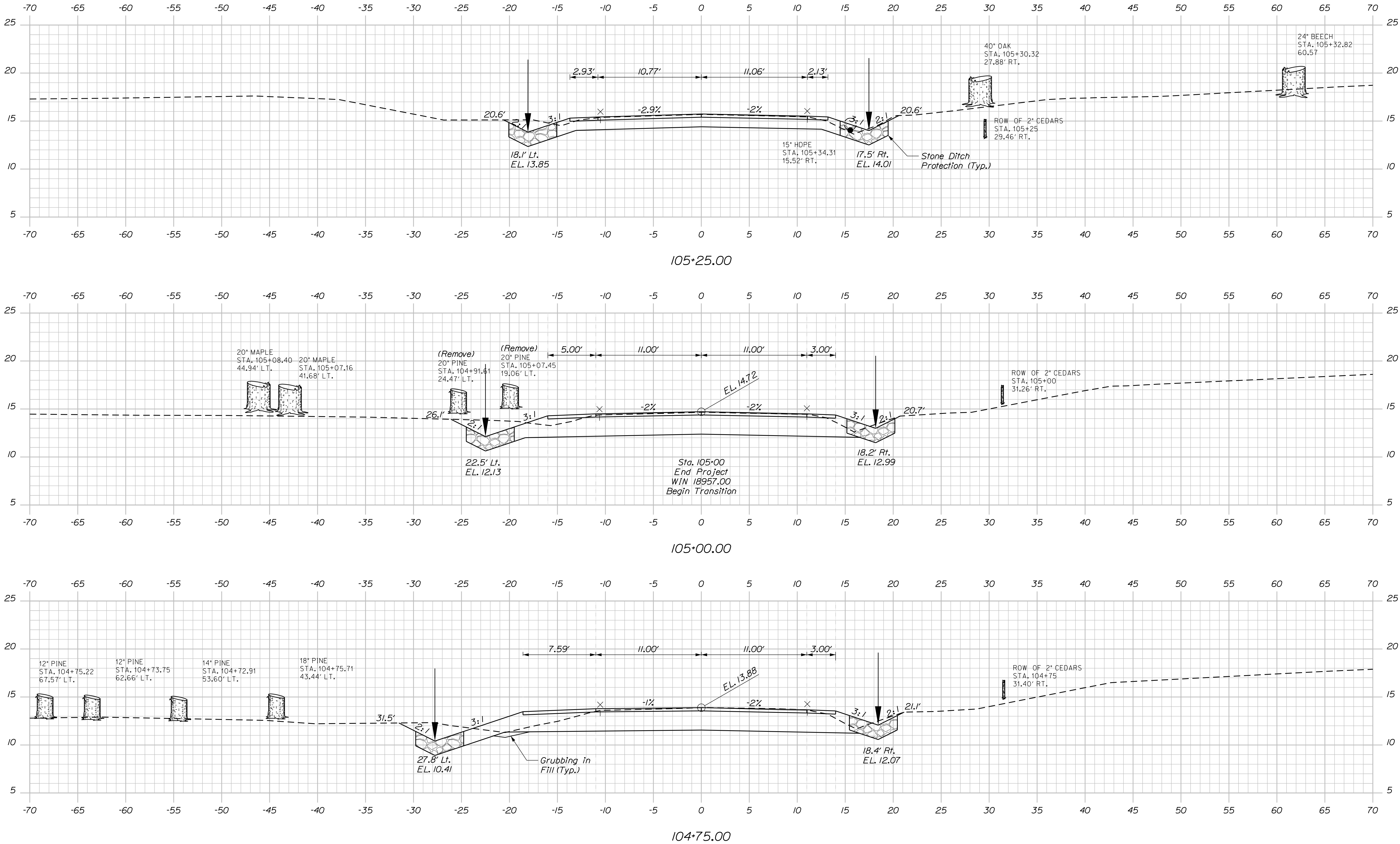
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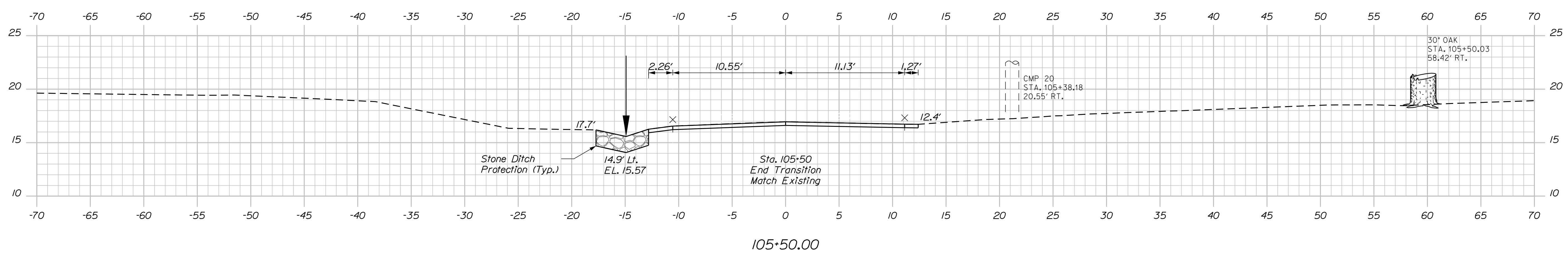
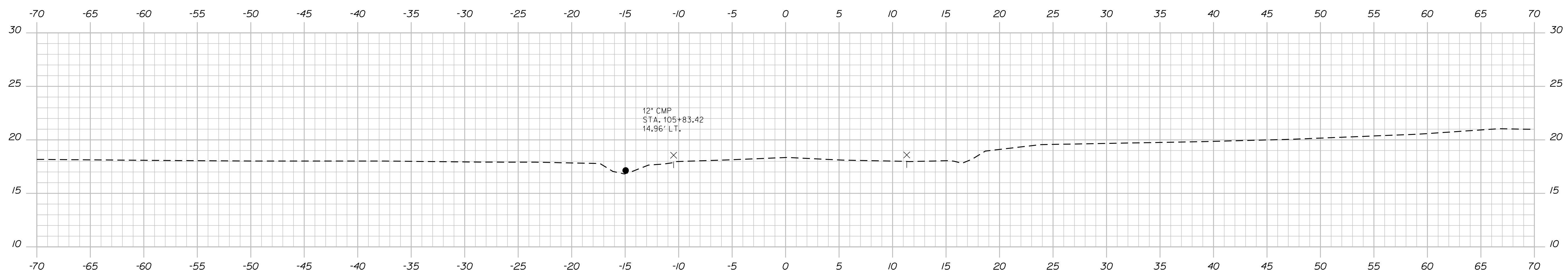
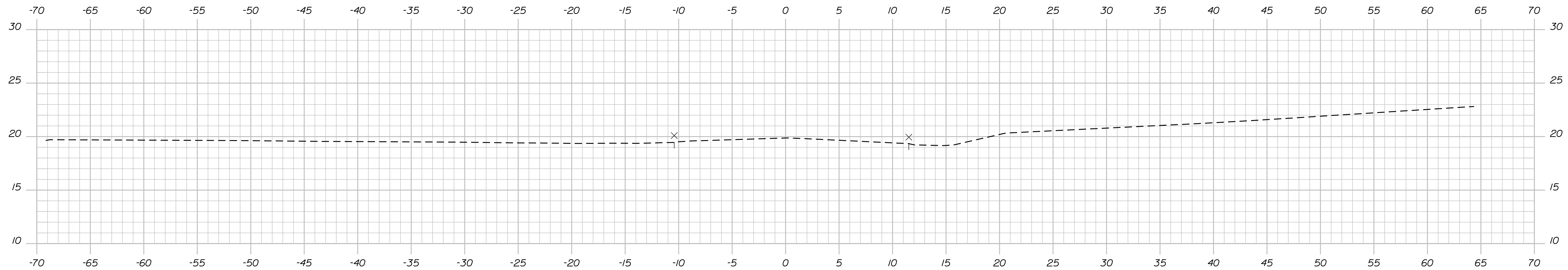
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STATE OF MAINE DEPARTMENT OF TRANSPORTATION		018957.00		BRIDGE NO. 3500	
BY DATE		SIGNATURE		P.E. NUMBER	
HNTB HNTB		Dec 2017 Dec 2017		DATE	
PROJECT MANAGER		DESIGN-DETAILED		REVISIONS 1	
M. PARLIN		D. Eaton		REVISIONS 2	
CHECKED-REVIEWED		A. Sklaro		REVISIONS 3	
DESIGN-DETAILED		A. Sklaro		REVISIONS 4	
FIELD CHANGES		A. Sklaro		FIELD CHANGES	
YORK		YORK COUNTY		CROSS SECTIONS	
BARRELL BRIDGE		DOLLY GORDON BROOK		SHEET NUMBER	
				16	
				OF 31	



Date:12/18/2017

Username: Devan.C.Eaton

Division: BRIDGE

Filename: ... \00\BRIDGE\MSTA\017_Xsec 08.dgn

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

018957.00

WIN

WIN

BARRELL BRIDGE

DOLLY GORDON BROOK

YORK COUNTY

YORK

CROSS SECTIONS

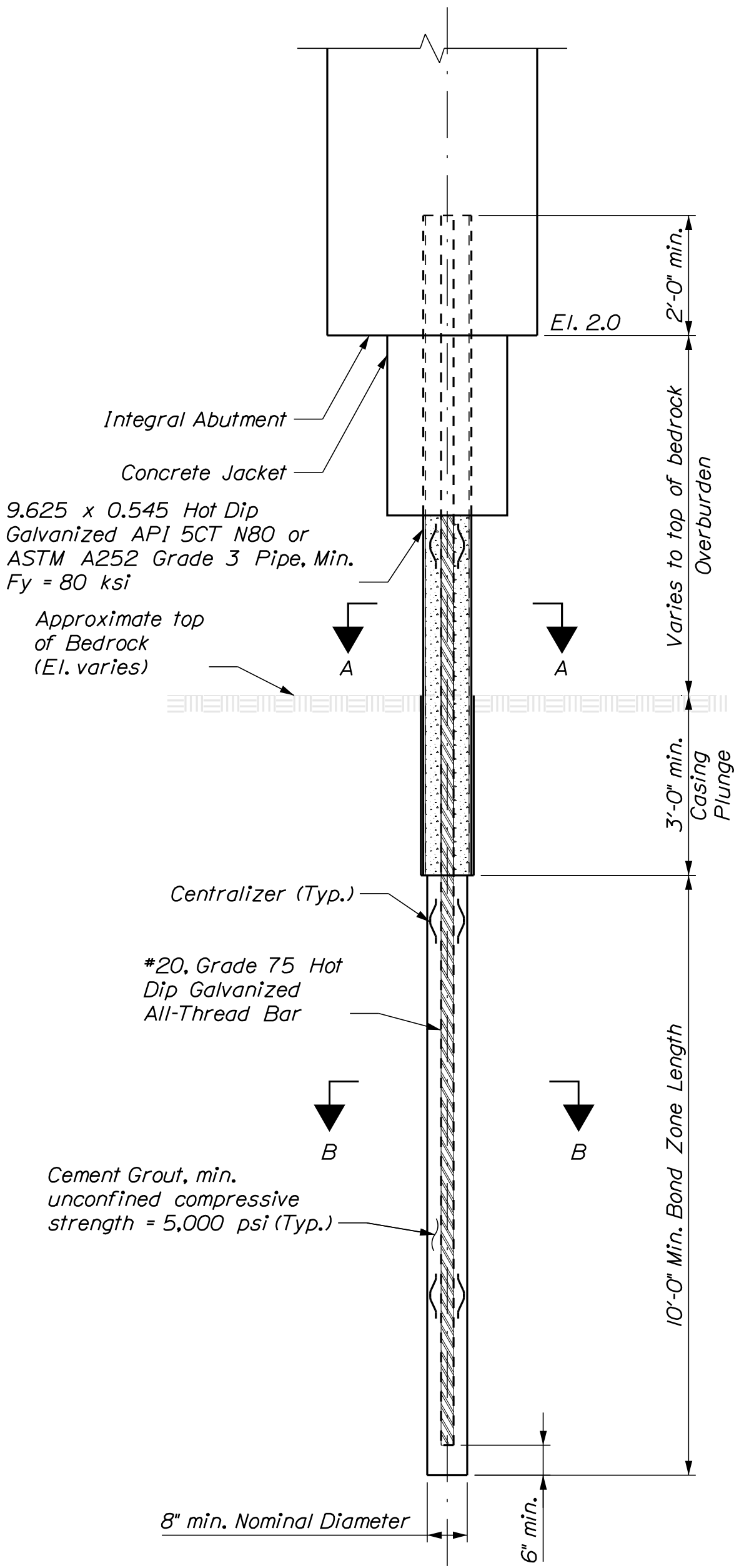
SHEET NUMBER

17

OF 31

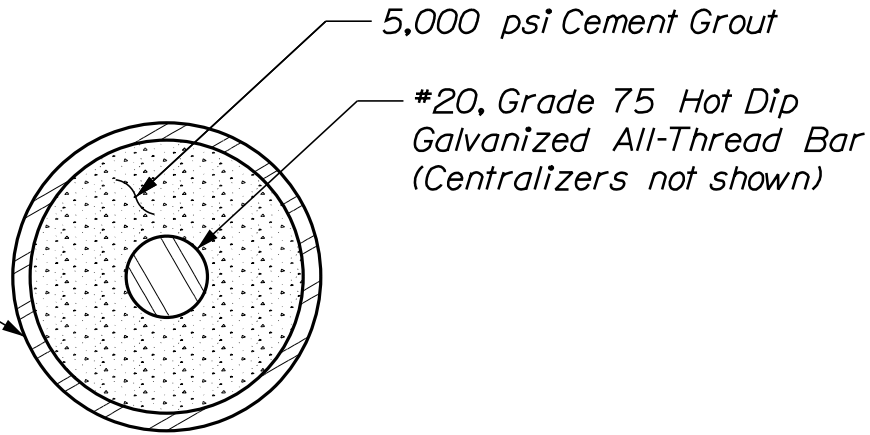
Sta. 105+50.00 to Sta. 106+00.00

[illegible]

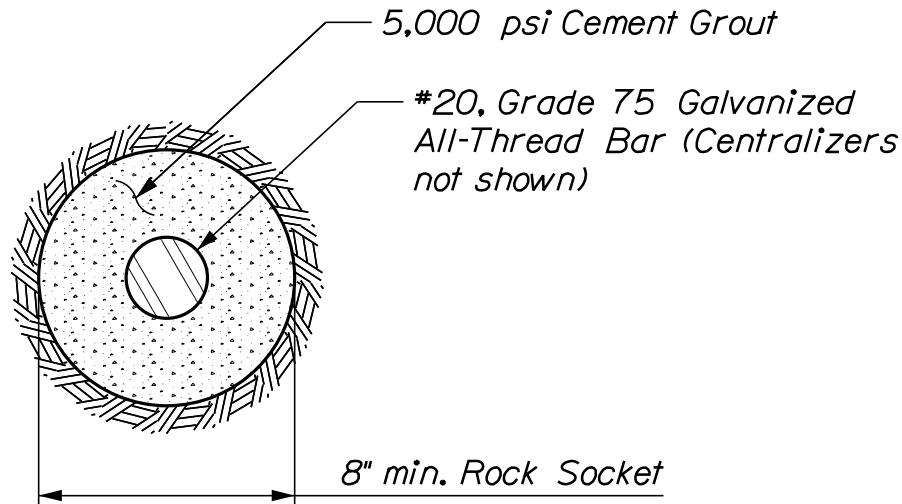


MICROPILE ELEVATION

9.625 x 0.545 Hot Dip Galvanized API 5CT N80 Pipe or ASTM A252 Grade 3 Pipe, Fy = 80 ksi min.



SECTION A-A
Cased Zone



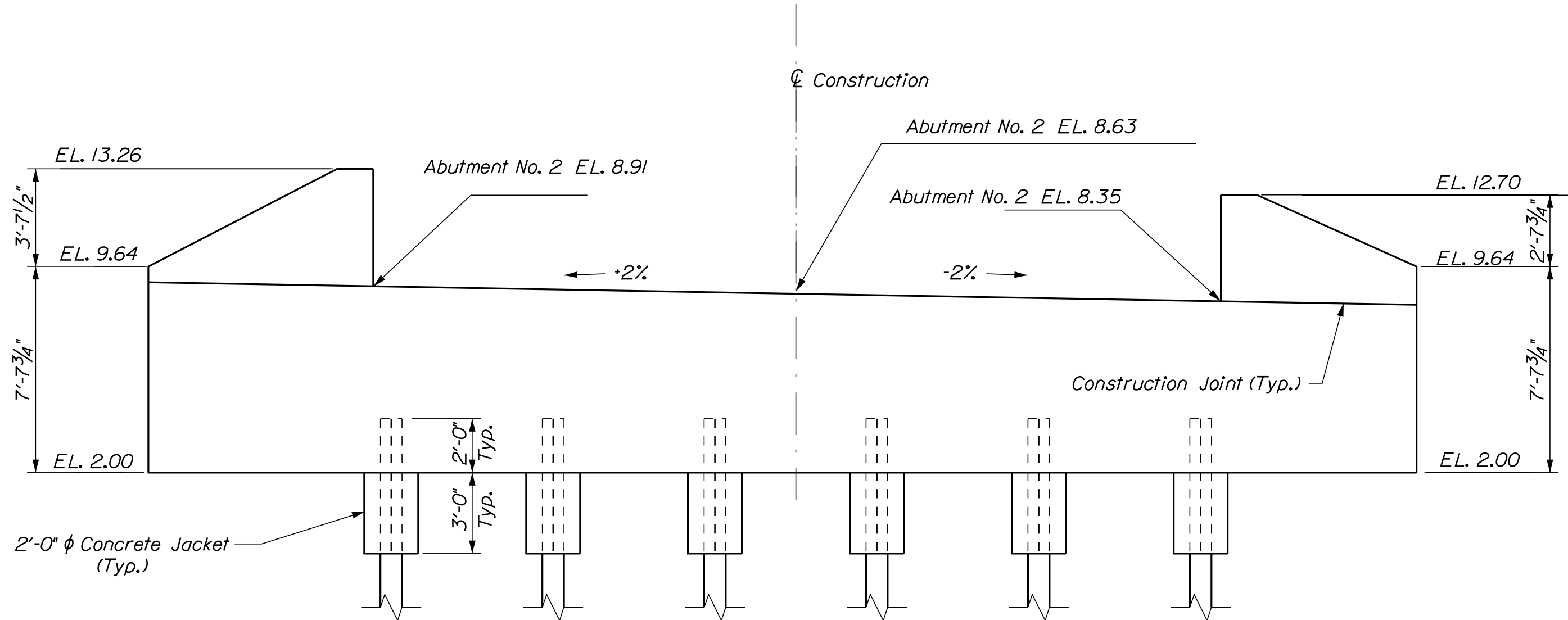
SECTION B-B
Bond Zone in Bedrock

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		SIGNATURE P.E. NUMBER DATE		PROJECT: BARRELL BRIDGE DOLLY GORDON BROOK YORK COUNTY MICROPILE DETAILS ABUT. 2		SHEET NUMBER 19 OF 31	
018957.00		WIN 018957.00		BRIDGE NO. 3500		BRIDGE PLANS	

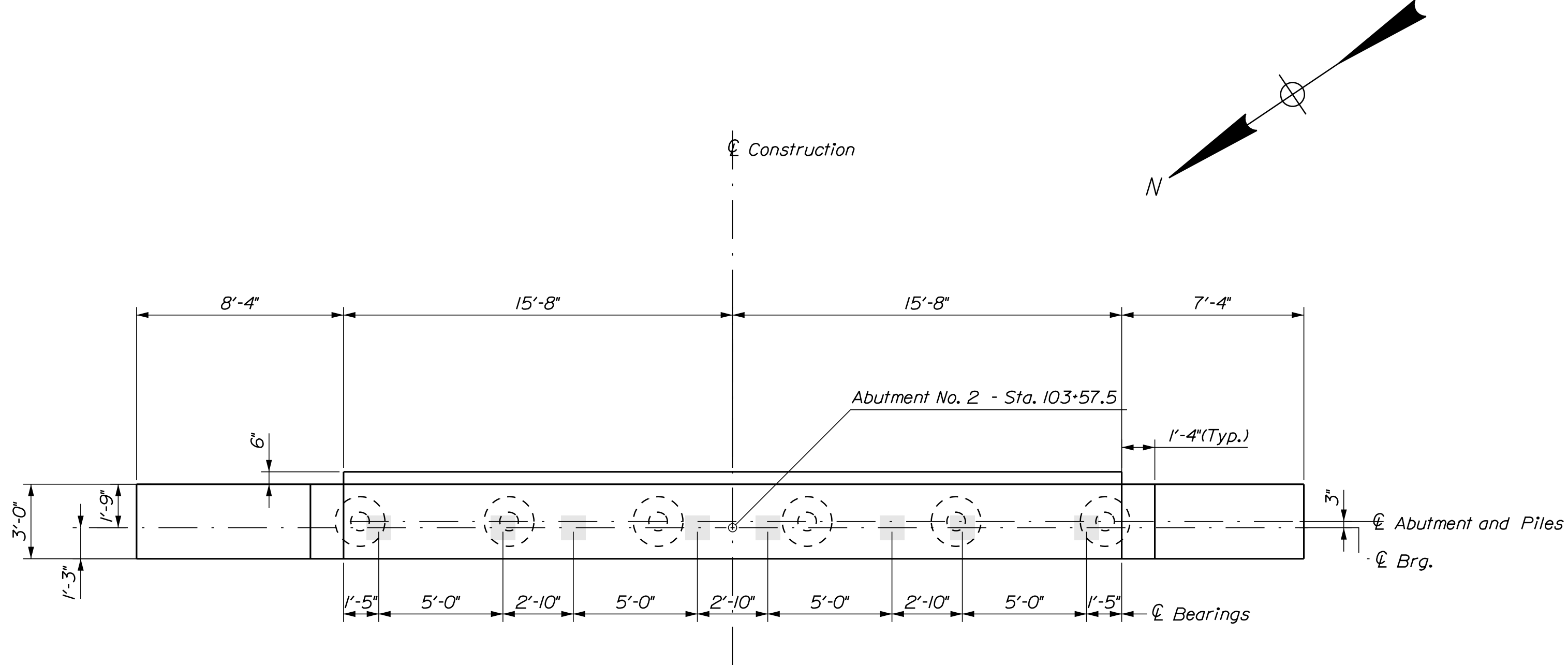


1. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
2. Place drains with 4 inch diameter in the breastwall and wingwalls at 10 foot maximum spacing. The exact location will be determined by the Resident.
3. Place the parapet portions of the wingwalls after erection of the precast units to ensure an accurate match with the superstructure.
4. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
5. Install drainage geocomposite behind the abutments and wingwalls up to top approach slab seat elevation and in accordance with Special Provision Section 620, Drainage Geocomposite.
6. Payment for the concrete jackets around the tops of the micropiles will be considered incidental to related Contract items. No separate payment will be made. Fill Concrete may be used for the concrete jackets.
7. Abutments and wingwalls shall be backfilled with Granular Borrow for Underwater Backfill. Pay limits will be as shown on the Profile.
8. Adjust the abutment seat elevations in accordance with Special Provision 535 - Precast, Prestressed Concrete Superstructure (Camber).

20 OF 31	SHEET NUMBER	BARRELL BRIDGE				PROJ. MANAGER	M. Porlin	BY	DATE	STATE OF MAINE	
		DOLLY GORDON BROOK								DEPARTMENT OF TRANSPORTATION	
		YORK COUNTY								18957.00	
		ABUTMENT NO.1 DETAILS								WIN	
		FIELD CHANGES								BRIDGE NUMBER 3500	
										BRIDGE PLANS	
										18957.00	

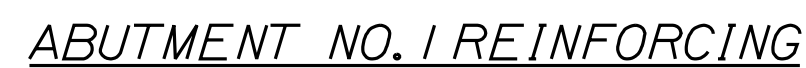


ABUTMENT ELEVATION NO. 2



ABUTMENT PLAN NO. 2

SHEET NUMBER										STATE OF MAINE									
21 OF 31										DEPARTMENT OF TRANSPORTATION									
										18957.00									
										BRIDGE NUMBER 3500					WIN 18957.00				
										BRIDGE PLANS									
BARRELL BRIDGE DOLLY GORDON BROOK YORK COUNTY ABUTMENT NO.2 DETAILS										PROJ. MANAGER		M. Poirier	BY	DATE	SIGNATURE				
										DESIGN-DETAILED		D. Eaton	HNTB	Dec. 2017					
										CHECKED-REVISED		VHB	D. Eaton	Dec. 2017					
										DESIGN2-DETAILED2									
										DESIGN3-DETAILED3									
										REVISIONS 1									
										REVISIONS 2									
										REVISIONS 3									
										REVISIONS 4									
										FIELD CHANGES									

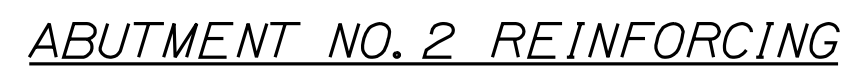


(Abutment 1 shown, Abutment 2 similar)



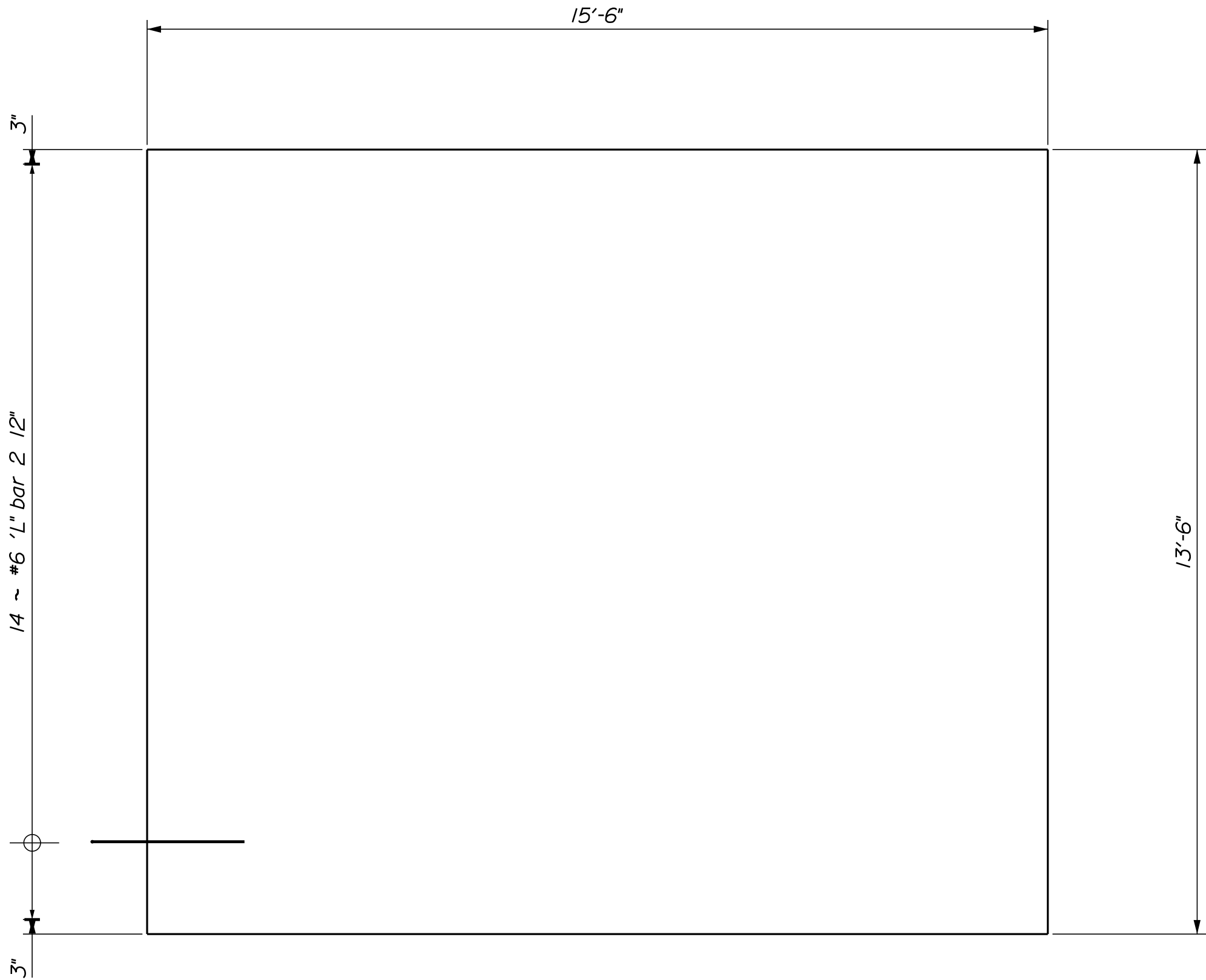
WINGWALL SECTION

(Abutment 1 shown, Abutment 2 similar)



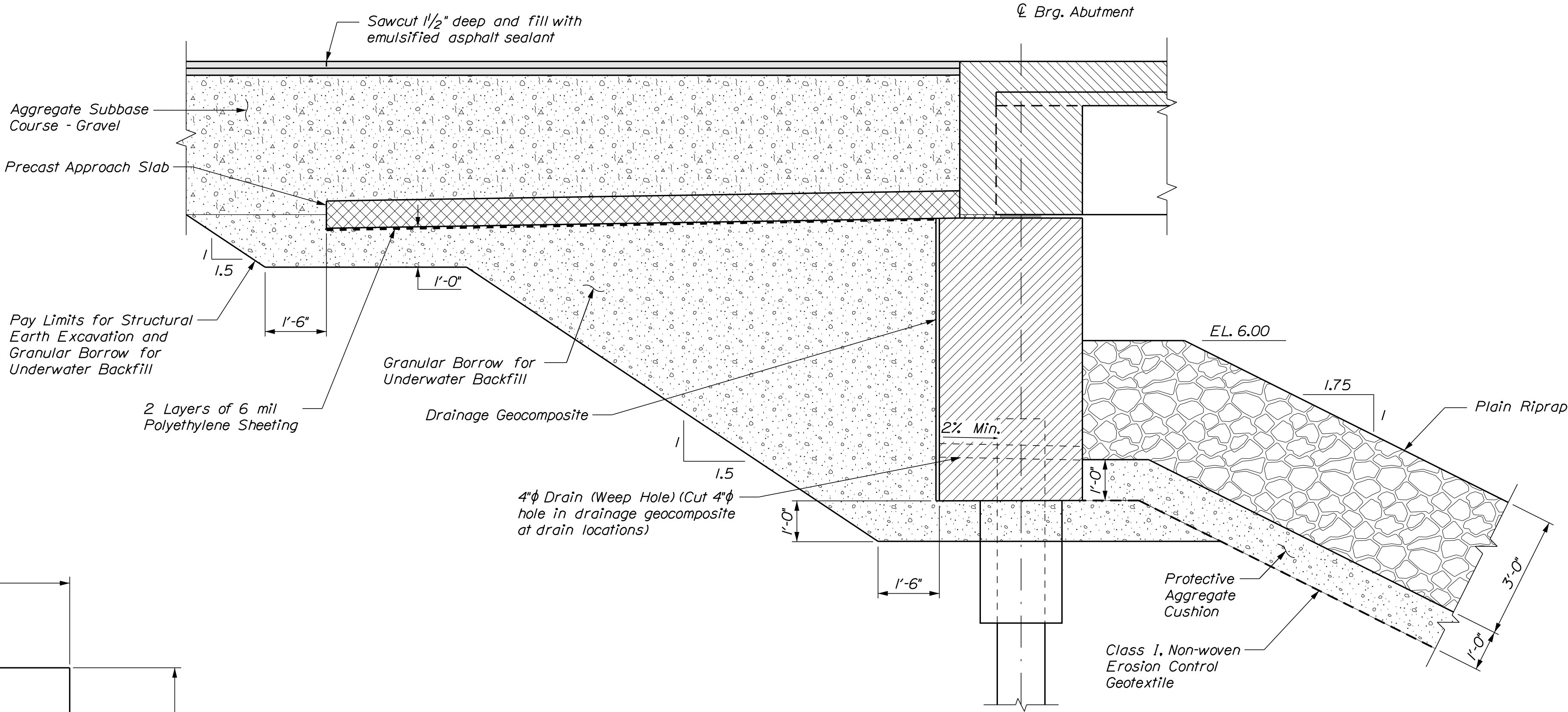
22 OF 31		SHEET NUMBER		BARRELL BRIDGE DOLLY GORDON BROOK YORK YORK COUNTY		PROJ. MANAGER		M. PARLIN	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
						DESIGN-DETAILED		D. Edson	HNTB	Dec. 2017				
						CHECKED-REVIEWED		YHB	HNTB	Dec. 2017				
						SIGNATURE								
		YORK COUNTY		DESIGN2-DETAILED2							018957.00			
				DESIGN3-DETAILED3										
				REVISIONS 1									P.E. NUMBER	
				REVISIONS 2										
		ABUTMENT REINFORCING		REVISIONS 3							WIN 018957.00			
				REVISIONS 4										
				FIELD CHANGES										DATE
												BRIDGE NO. 3500 BRIDGE PLANS		

NOTES:
 1. Transverse saw cuts in the pavement at the ends of approach slabs shall be sealed with emulsified asphalt sealing compound conforming to Specification 702.12. The sawcut and emulsified asphalt sealing shall not be paid for directly, but considered incidental to related contract items.
 2. Install two layers of 6 mil polyethylene sheeting under approach slabs. Payment will be considered incidental to Item No. 534.7601, Precast Approach Slab.

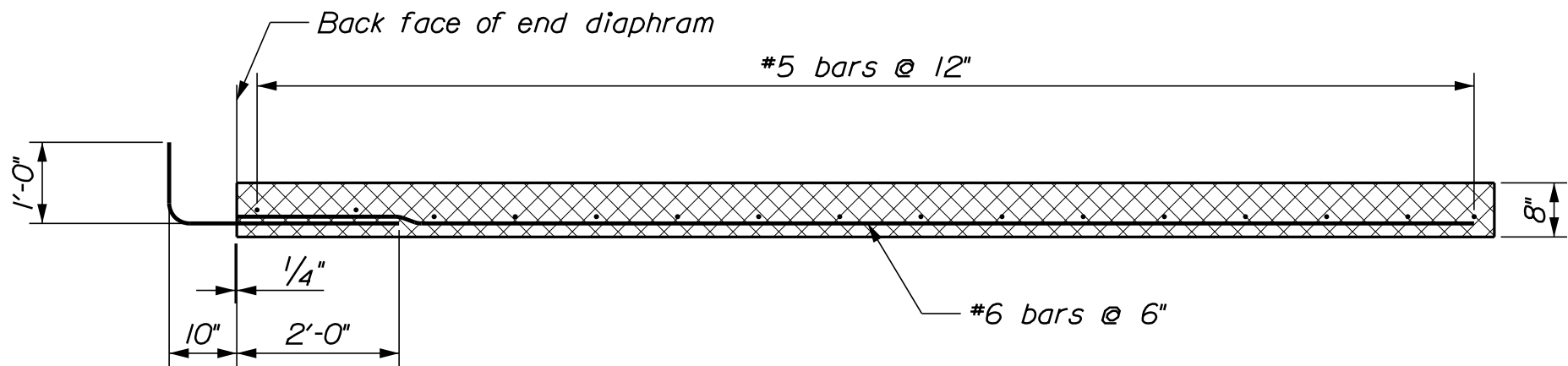


PRECAST APPROACH SLAB PLAN

4 Approach Slabs as shown are required (2 at each abutment)
 Refer to Standard Detail 502(Q2) for information and reinforcing not shown

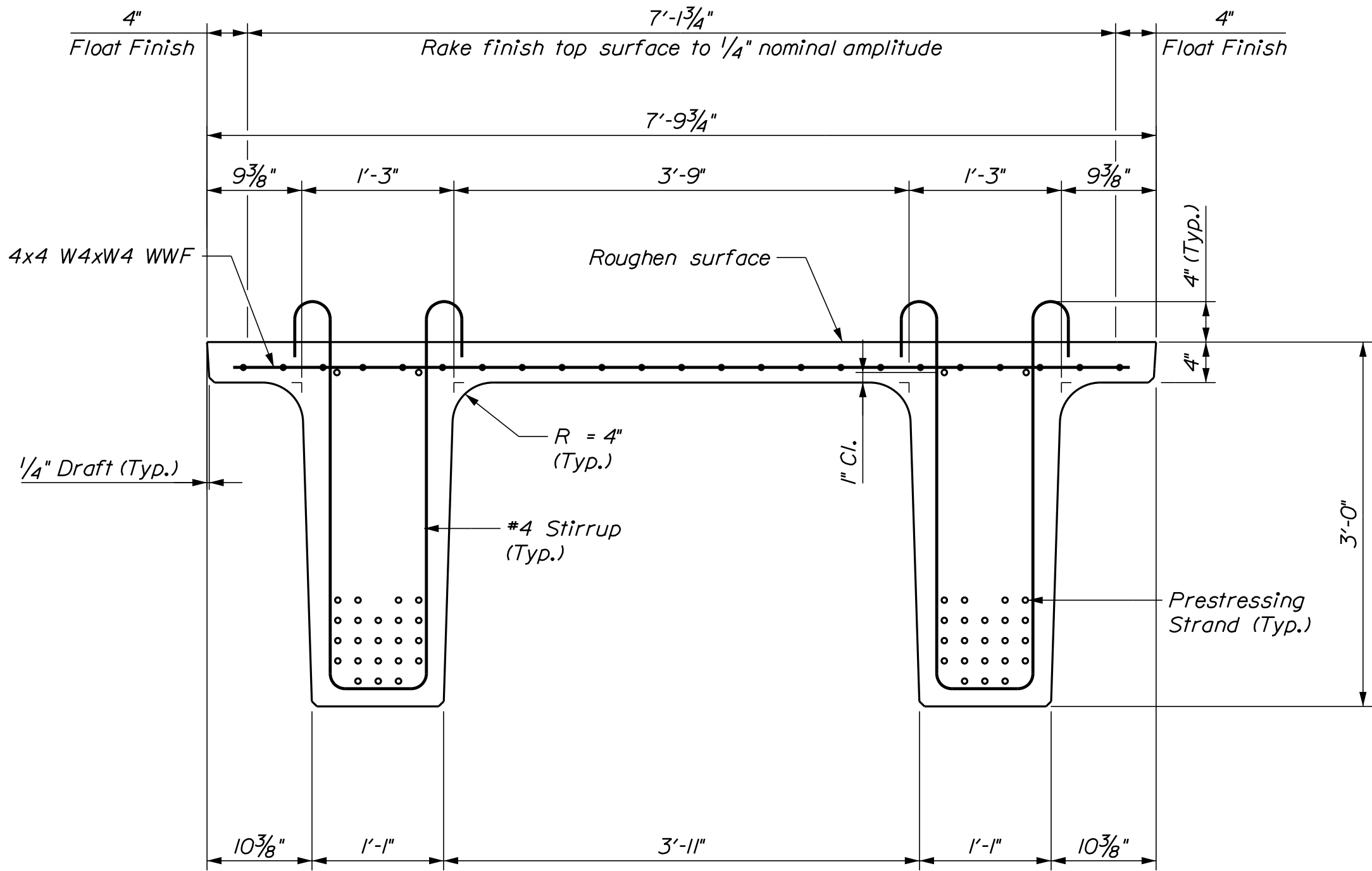


ABUTMENT BACKFILL DETAIL

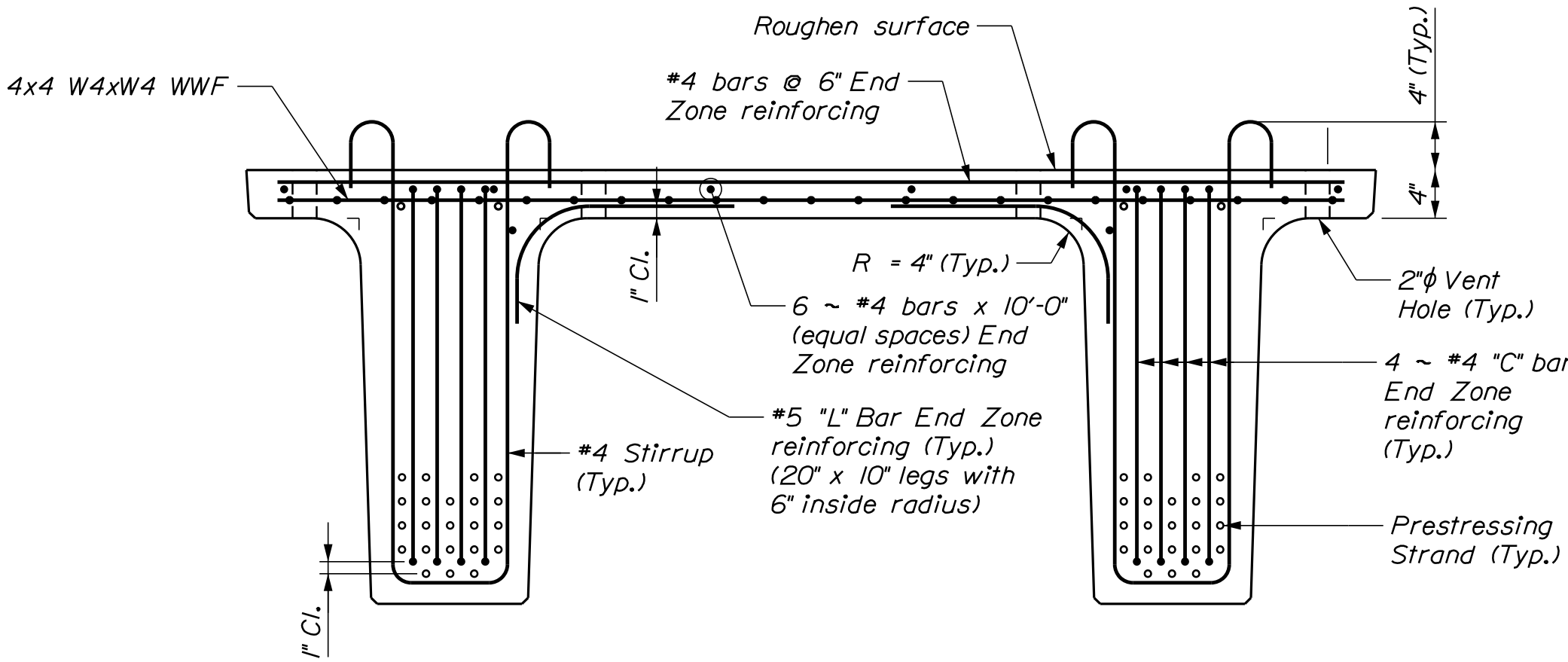


PRECAST APPROACH SLAB SECTION

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		18957.00		BRIDGE NO. 3500		WIN		18957.00		BRIDGE PLANS	
BARRELL BRIDGE		DOLLY GORDON BROOK		YORK COUNTY		YORK		ABUTMENT PLANS		SHEET NUMBER		23	
PROJ. MANAGER		M. Parlin		BY		DATE		SIGNATURE		P.E. NUMBER		DATE	
DESIGN-DETAILED		D. Eaton		HNIB		Dec. 2017							
CHECKED-REVIEWED		VHB		HNIB		Dec. 2017							
DESIGN-DETAILED													
REVISIONS 1													
REVISIONS 2													
REVISIONS 3													
REVISIONS 4													
FIELD CHANGES													
												OF 31	

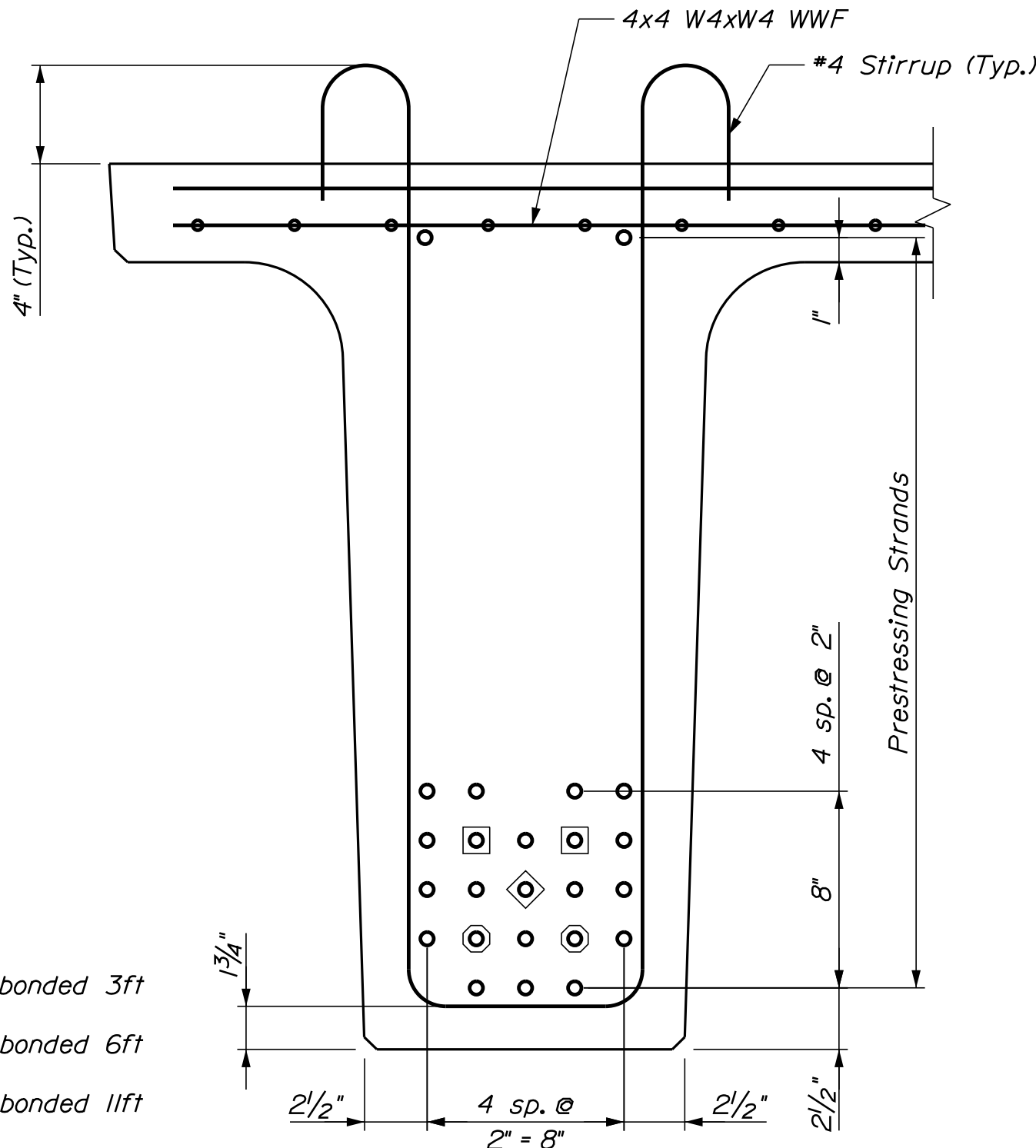


NEXT 36 F BEAM TYPICAL SECTION - AT MIDSPAN

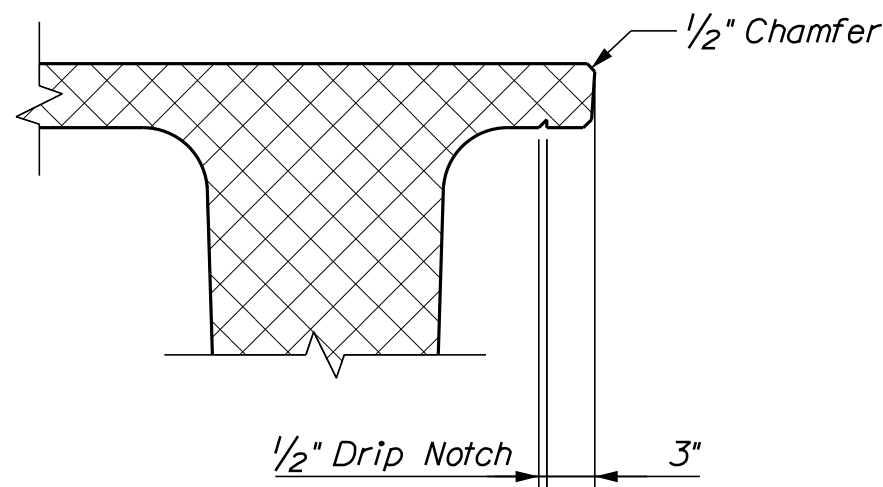


NEXT 36 F BEAM TYPICAL SECTION - AT ENDS

- Strands debonded 3ft
- Strands debonded 6ft
- Strands debonded 11ft

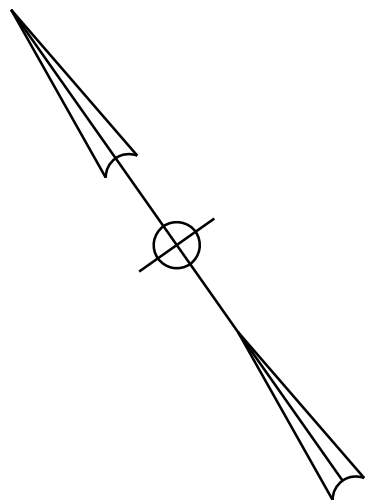
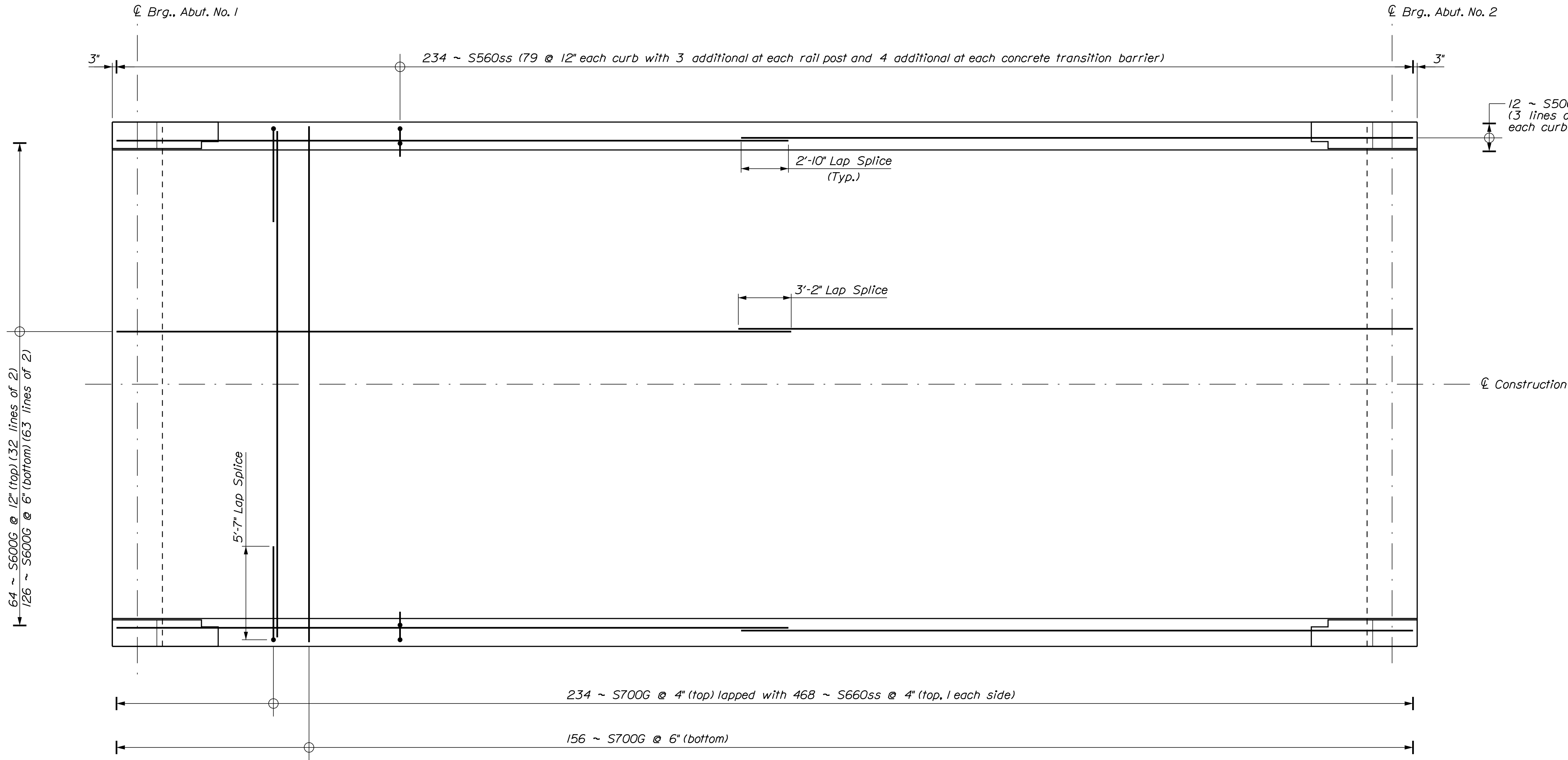
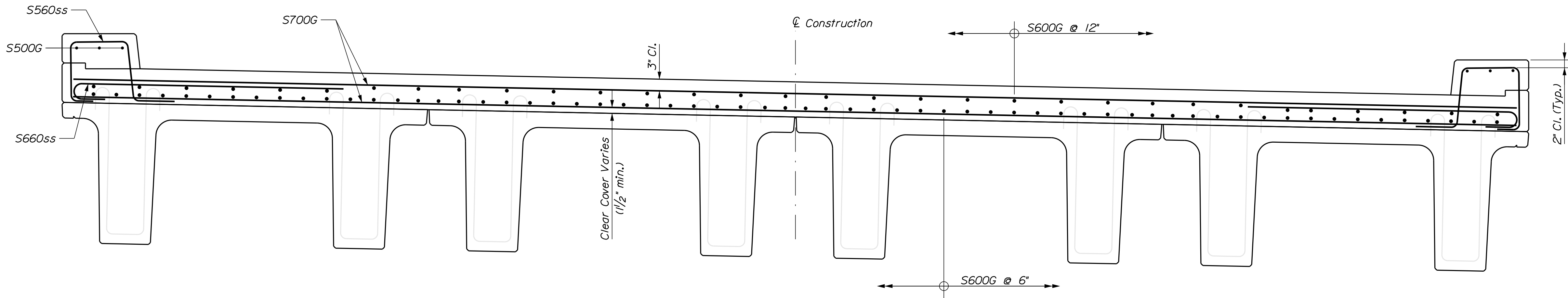


NEXT 36 F BEAM STRAND PATTERN



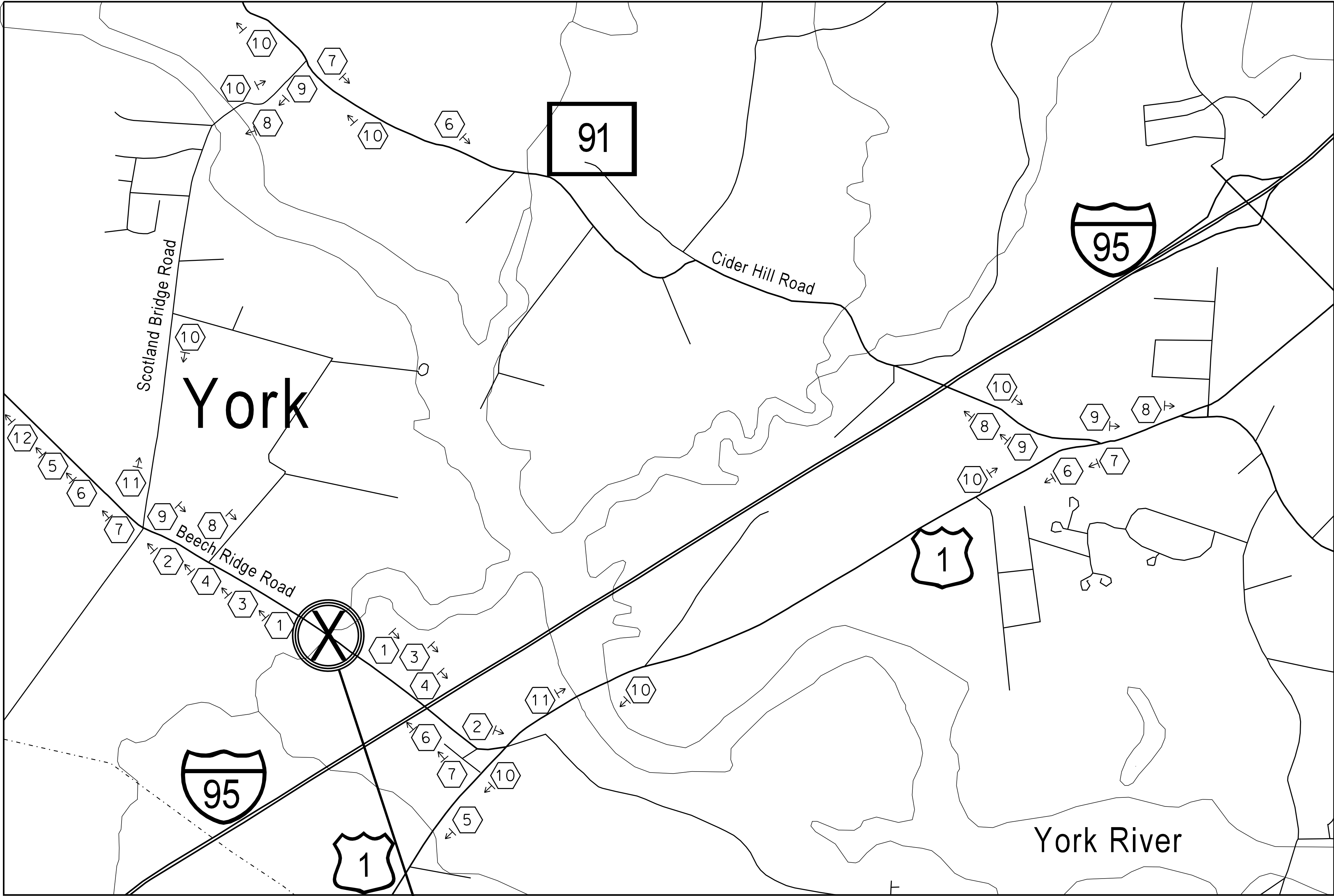
FASCIA OVERHANG DETAIL

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		018957.00		WIN		018957.00		BRIDGE NO. 3500		BRIDGE PLANS	
BARRELL BRIDGE		DOLLY GORDON BROOK		YORK COUNTY		YORK		NEXT BEAM DETAILS II		SHEET NUMBER		25	
PROJ. MANAGER		BY		DATE		SIGNATURE		P.E. NUMBER		DATE			
DESIGN-DETAILED		HNTB		Dec. 2017									
CHECKED-REVIEWED		HNTB		Dec. 2017									
DESIGN-DETAILED													
REVISIONS 1													
REVISIONS 2													
REVISIONS 3													
REVISIONS 4													
FIELD CHANGES													



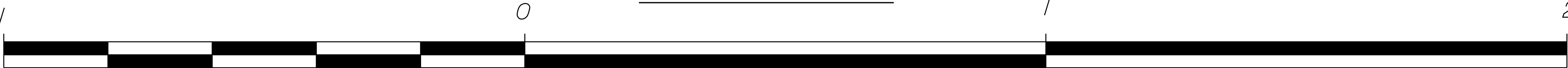
YORK DOLLY GORDON BROOK YORK COUNTY	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
	018957.00			
	WIN 018957.00			
SUPERSTRUCTURE REINFORCING	BRIDGE NO. 3500			
	BRIDGE PLANS			
	DATE			
	P.E. NUMBER			
	SIGNATURE			
SHEET NUMBER		27		
OF 31				

TYPE - BENDING DIAGRAMS		STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BRIDGE NO. 3500	
<u>P1</u> <u>P2</u> <u>P3</u>		018957.00		WIN 018957.00	
<u>L</u> <u>W</u> <u>M</u>		018957.00		WIN 018957.00	
<u>HB</u> <u>H</u> <u>S</u> <u>SL</u> <u>SB</u>		018957.00		WIN 018957.00	
<u>SC</u> <u>SJ</u> <u>EP</u>		018957.00		WIN 018957.00	
<u>PA</u> <u>PR</u> <u>CB</u> <u>J</u>		018957.00		WIN 018957.00	
<u>C</u> <u>T</u> <u>V</u> <u>A</u>		018957.00		WIN 018957.00	
All dimensions are out-to-out of bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318. Reinforcing Bar: ASTM A615/A615M, Grade 60 ASTM A955, GRADE 75 CSA S807-10, ACI 440.1R-15		018957.00		WIN 018957.00	
GENERAL NOTES 1. The first two digits following the letter(s) of the mark indicate the size of the bar: Mark "A502" = bar size #5 Mark "P805" = bar size #8 Mark "S650" = bar size #6 Mark "S650ss" = bar size #6 Stainless Steel Mark "S600G" = bar size #6 GFRP 2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case shall be based on crank bars as schedule on the plans. 3. Bar marks ending with "G" indicate GFRP. Bar marks ending with "ss" indicate stainless steel. All other bars are plain (uncoated).		018957.00		WIN 018957.00	
BARRELL BRIDGE DOLLY GORDON BROOK YORK COUNTY		018957.00		WIN 018957.00	
REINFORCING SCHEDULE		018957.00		WIN 018957.00	
SHEET NUMBER 29 OF 31		018957.00		WIN 018957.00	



PROJECT
LOCATION

LAYOUT SCALE

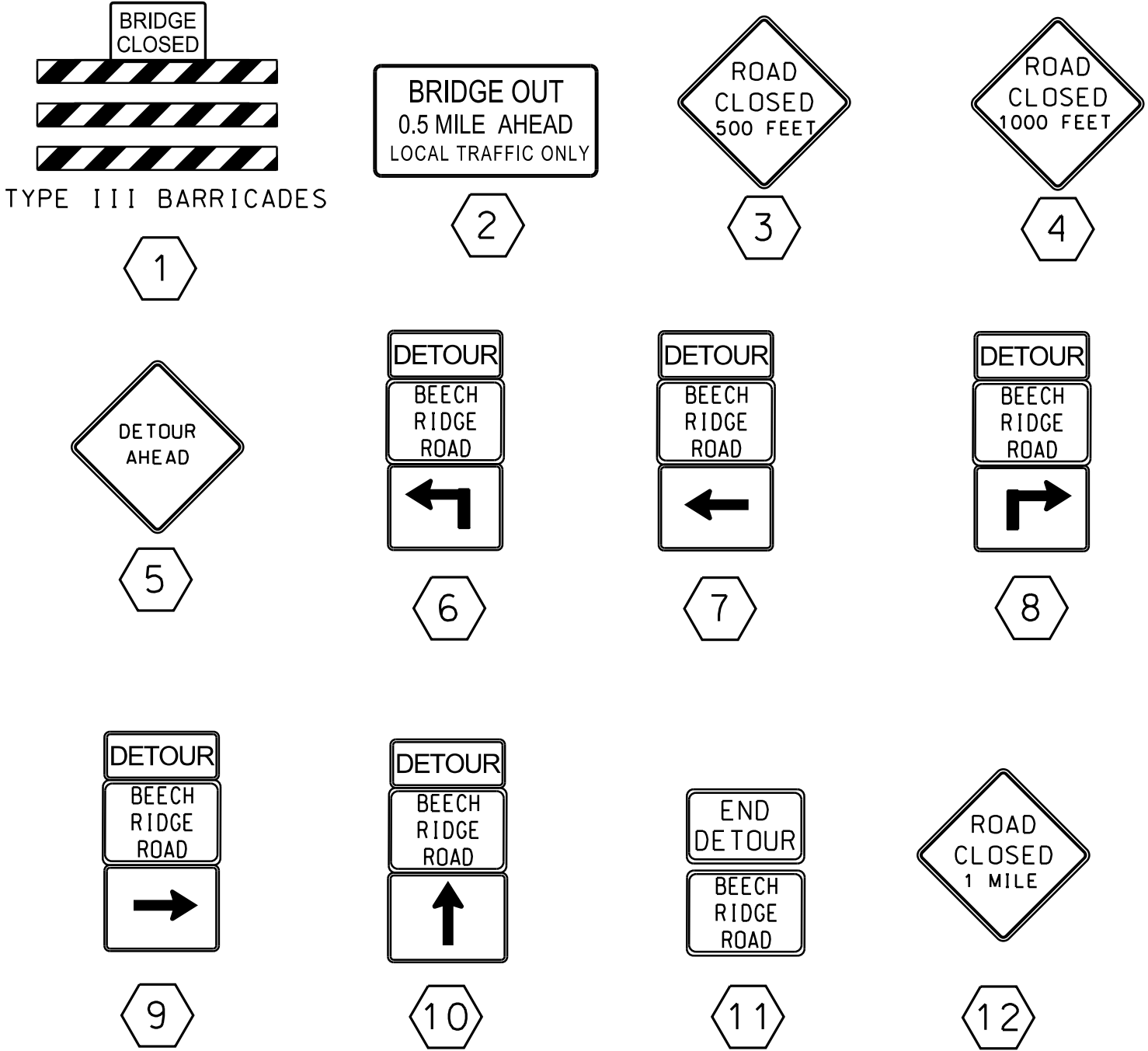


Scale of Miles

DETOUR NOTES

1. All modifications to traffic control devices shall be in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).
2. Any and all changes and adjustments to traffic control devices shall be included in the Traffic Control Plan submitted, designed and stamped by a Professional Engineer licensed in the State of Maine, and shall be approved by the Resident prior to implementation
3. Additional signs may be needed as directed by the Resident.
4. The resident shall approve locations and text on message boards along detour route.
5. Cover or remove all conflicting route and directional signs.

SIGN SUMMARY



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
YORK COUNTY		YORK	
BARRELL BRIDGE		TRAFFIC CONTROL PLANS	
SHEET NUMBER		30	
OF 31		018957.00	
BRIDGE NO. 3500		WIN	
BRIDGE PLANS		018957.00	
DESIGN-DETAILED		SIGNATURE	
CHECKED-REVIEWED		P.E. NUMBER	
DESIGN-DETAILED		DATE	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

