

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 8910
Future (2038) AADT 9800
DHV - % of AADT 13%
Design Hour Volume 1274
Heavy Trucks (% of AADT) 7%
Heavy Trucks (% of DHV) 4%
Directional Distribution (% of DHV) 52%
18 kip Equivalent P 2.0 298
18 kip Equivalent P 2.5 284
Design Speed (mph) 40

HYDROLOGIC DATA

Drainage Area 17.0 sq mi
Design Discharge (Q50) 1558.4 cfs
Check Discharge (Q100) 1800.0 cfs
Headwater Elevation (Q1.1) 14.6 ft
Headwater Elevation (Q25) 18.2 ft
Headwater Elevation (Q50) 18.8 ft
Headwater Elevation (Q100) 19.4 ft
Discharge Velocity (Q1.1) 1.5 fps
Discharge Velocity (Q50) 3.4 fps
Discharge Velocity (Q100) 3.7 fps

MATERIALS

Concrete:
Curbs & Transition Barriers Class "LP"
Precast Class "P"
All Other Class "A"
Stainless Steel Reinforcing ASTM A 955/A 955M, Grade 75
Prestressing Strands AASHTO 203 (ASTM A 416),
Grade 270, Low Relaxation

BASIC DESIGN STRESSES

Concrete (Class "LP") f 'c = 5000 psi
Concrete (Class "P" Precast) f 'c = 8000 psi
..... f 'ci = 6400 psi
Concrete (Class "A" Closure Pours) f 'c = 8000 psi
Concrete (All other Class "A") f 'c = 4000 psi
Stainless Steel Reinforcing f y = 75,000 psi
Prestressing Strand F u = 270,000 psi

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WELLS
YORK COUNTY
CAPELL BRIDGE
OVER
MERRILAND RIVER
U.S. ROUTE 1 / POST ROAD
PROJECT NO. STP-2081(400)
PROJECT LENGTH 0.028 mi.
BRIDGE NO. 2126

UTILITIES

Central Maine Power Company
Charter Communications (TWC)
Fairpoint Communications
GWI Communications
Kennebunk, Kennebunkport
and Wells Water District
Maine Fiber Company
Wells Sanitary District

MAINTENANCE OF TRAFFIC

Stage I: Maintain one 12'-0" wide lane of alternating one - way traffic on the existing bridge using traffic signals.

Stage II: Maintain two 12'-0" lanes of two - way traffic on the partially constructed new bridge.

PROJECT LOCATION	Capell Bridge #2126 in Wells carrying Post Rd. (Rte. 1) over the Merriland River, located 0.09 of a mile south of Port Rd. (Rte. 9). Lat./Long. 43° 20' 36.87" N 70° 33' 43.36" W
PROGRAM AREA	Highway Bridges - Traditional
OUTLINE OF WORK	Bridge Replacement

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED <i>[Signature]</i>	DATE 10/19/17
COMMISSIONER: <i>[Signature]</i>		CHIEF ENGINEER: <i>[Signature]</i>

SIGNATURE <i>Joshua Paul Hasbrouck</i>
P.E. NUMBER 14372
DATE 18 December 2017

PROJECT INFORMATION
PROGRAM Bridge Program
PROJECT MANAGER Joe Kittredge
DESIGNER Kendra Nash
CONSULTANT N/A
PROJECT RESIDENT
CONTRACTOR
PROJECT COMPLETION DATE

WELLS CAPELL BRIDGE	TITLE SHEET
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SHEET NUMBER 1 OF 34

Date:12/18/2017

Username: Dona.Damren

Division: BRIDGE

Filename: \\00\bridge\msta\001_Title.dgn

WIN020814.00

STP-2081(400)

[illegible]

2		SHEET NUMBER	CAPELL BRIDGE		PROJ. MANAGER	J. Kittredge	BY	DATE	STATE OF MAINE					
			MERRILAND RIVER											
OF 34			WELLS		DESIGN-DETAILED	K. Nash	D. Dorrain	Nov. 2017	DEPARTMENT OF TRANSPORTATION					
			YORK COUNTY		CHECKED-REVIEWED	INTB	Dec. 2017	SIGNATURE						
					DESIGN-DETAILED				STP-2081(400)					
					DESIGN-DETAILED						P.E. NUMBER			
					REVISIONS 1				BRIDGE NO. 2126		WIN	020814.00	BRIDGE PLANS	
					REVISIONS 2									DATE
					REVISIONS 3									
					REVISIONS 4									
					FIELD CHANGES									

Date:12/18/2017

Username: Dana.Damren

Division: BRIDGE

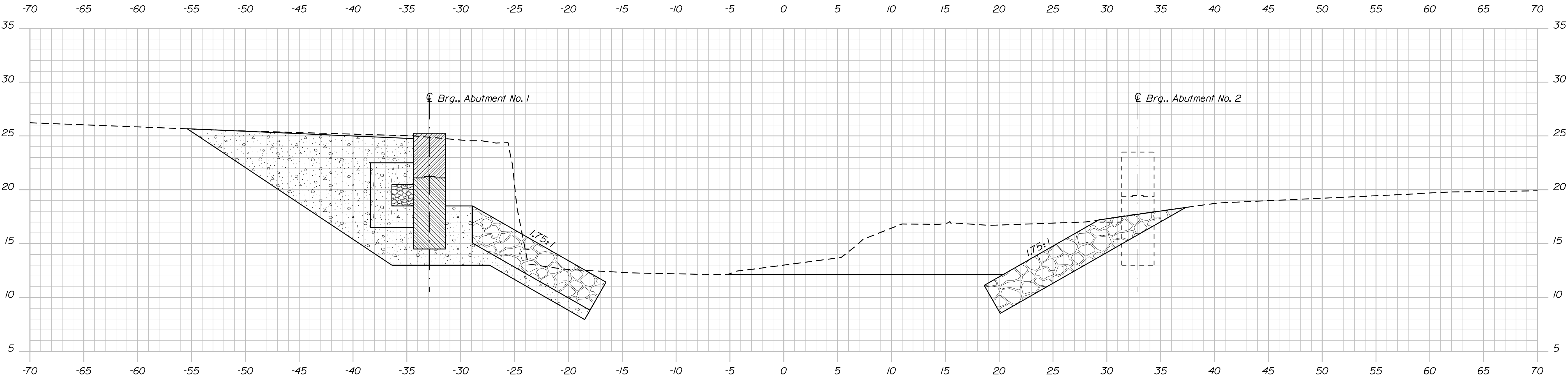
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GENERAL CONSTRUCTION NOTES

1. For easements, construction limits, and right of way lines, refer to the Right of Way Map.
2. 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.
3. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.
4. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.
5. 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.
6. All embankment material, except as otherwise shown, placed below EL. 18.8 shall be Granular Borrow meeting the requirements of Subsection 703.19, Material for Underwater Backfill.
7. Place riprap on sideslopes up to the abutment shelf elevations.
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. 619.14, Erosion Control Mix.
10. Place a 24 inch wide strip of Temporary Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.
11. An NCHRP350 or MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.
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,
 - Fascias down to the drip notch,
 - All exposed surfaces of Concrete Transition Barriers,
 - Top of abutment wingwalls, and
 - To one foot below the ground on vertical walls against earth.
14. Project information referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/contractors/>

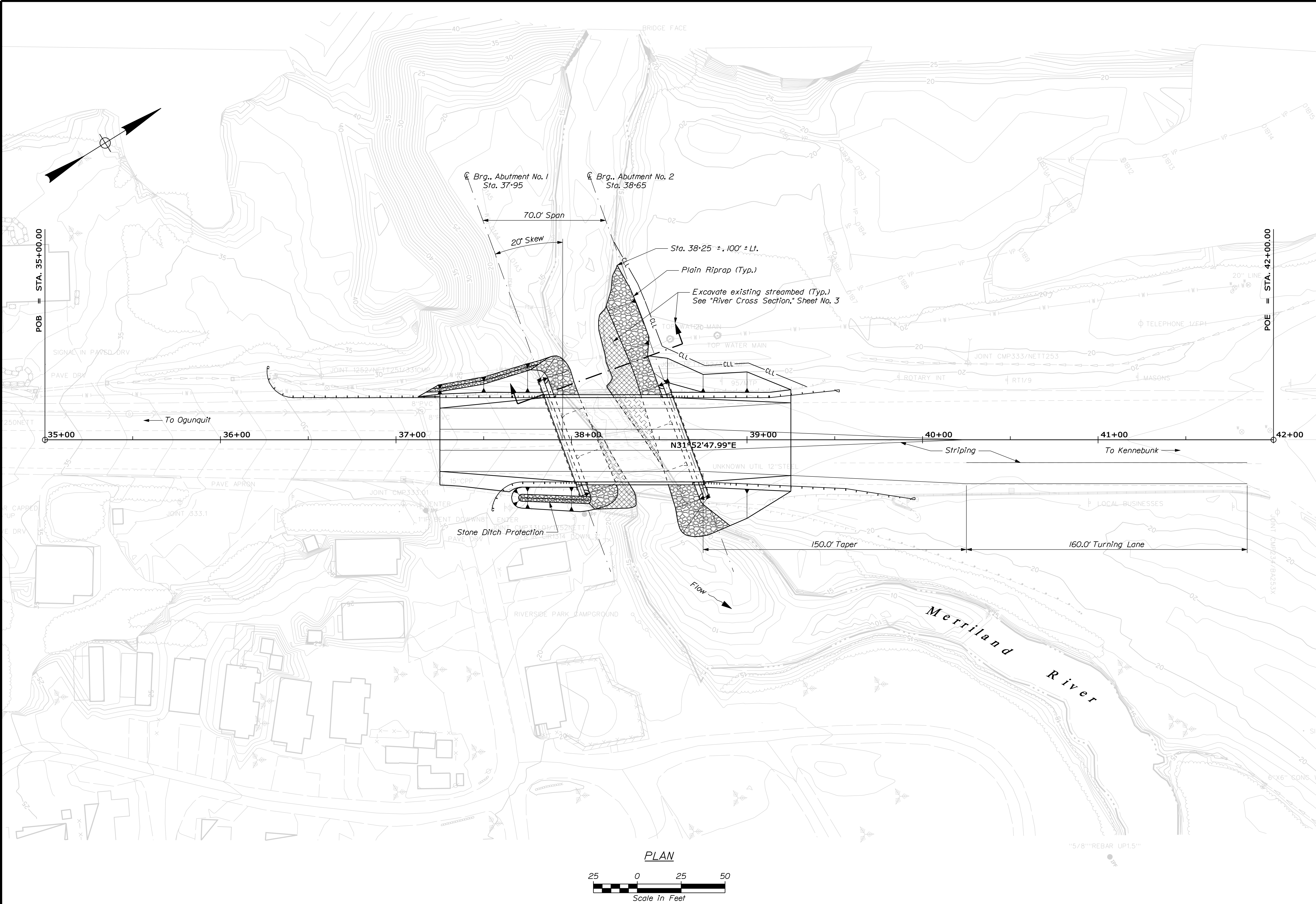
15. The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the 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, Capell Bridge, Bridge No. 2126 over the Merrilland River, Wells, Maine, Soils Report 2017-54C, dated December 4, 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 and Time.
20. 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.
21. The Contractor shall submit a Bridge Demolition Plan to the Resident at least 10 business days prior to the start of demolition work. The plan shall outline the methods and equipment to be used to remove and dispose of all materials included in the existing bridge. No work related to the removal of the bridge shall be undertaken by the Contractor until MaineDOT has reviewed the Bridge Demolition Plan for appropriateness and completeness. Payment for all work necessary for developing, submitting and finalizing the Demolition Plan will be considered incidental to the bridge removal pay item.

22. The existing bridge shall be removed in its entirety.
23. Payment for excavation of embankment material between the existing abutments and the new abutments which is not covered under some other item will be made under Item No. 203.20, Common Excavation.

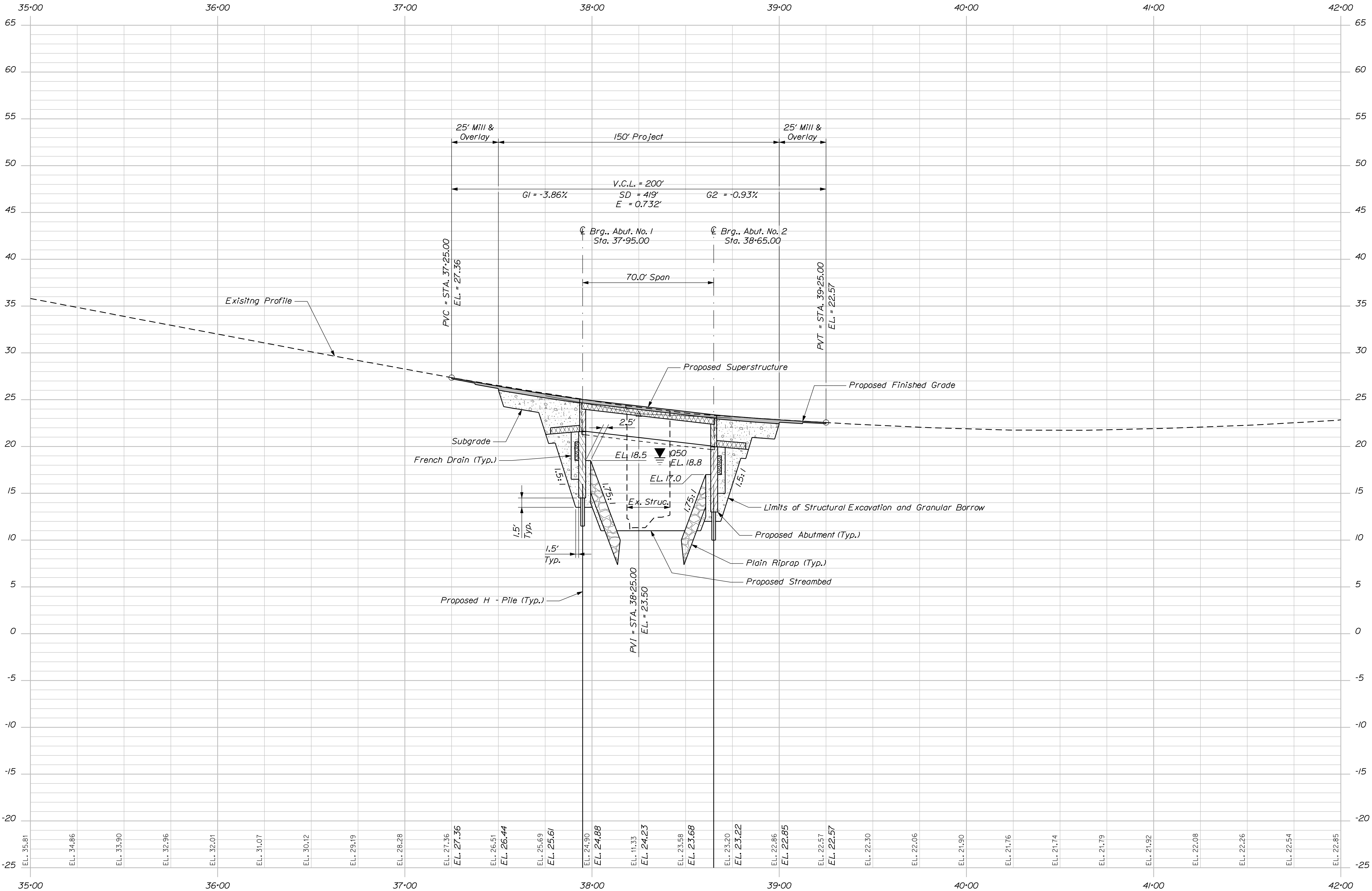


RIVER CROSS SECTION

STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-2081(400) WIN 020814.00 BRIDGE NO. 2126 BRIDGE PLANS	SIGNATURE		P.E. NUMBER		DATE	
	DATE		BY		DATE	
	DESIGN-DETAILED		CHECKED-REVIEWED		DESIGNS-DETAILED	
CAPELL BRIDGE MERRILAND RIVER YORK COUNTY WELLS GENERAL CONSTRUCTION NOTES	J. Kirtledge		K. Nash		J. Hestrich	
	Nov. 2017		Dec. 2017			
SHEET NUMBER		3		OF 34		



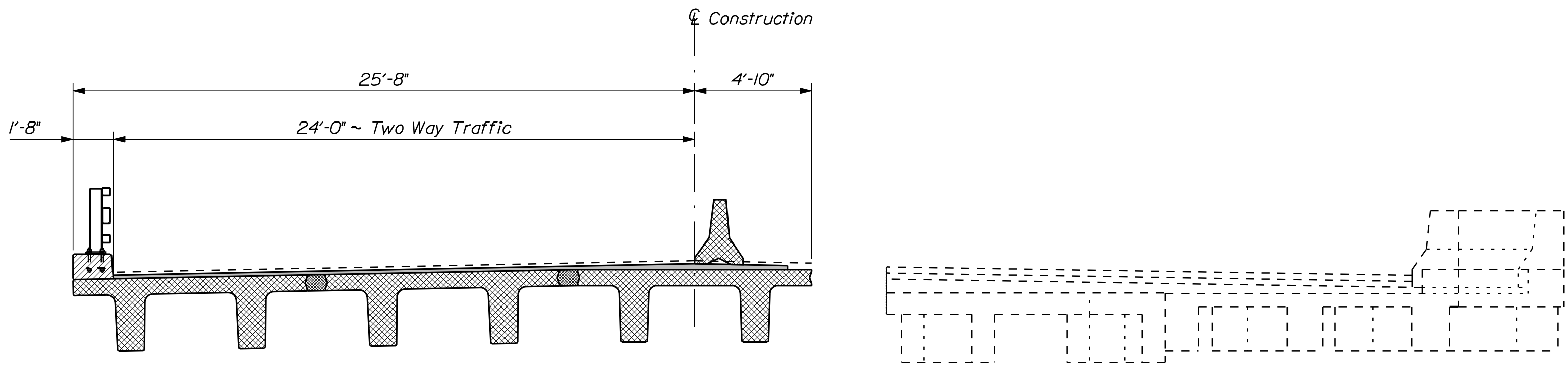
SHEET NUMBER 4 OF 34	CAPELL BRIDGE MERRILAND RIVER WELLS			PROJ. MANAGER	J. Kittredge	BY	DATE
	YORK COUNTY			DESIGN-DETAILED	K. Nash	D. Damren	Nov. 2017
				CHECKED-REVIEWED	J. Husbrouck		Dec. 2017
				DESIGN2-DETAILED2			
				DESIGN3-DETAILED3			
	GENERAL PLAN			REVISIONS 1			P.E. NUMBER
				REVISIONS 2			
				REVISIONS 3			
				REVISIONS 4			DATE
	FIELD CHANGES						
STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-2081(400)							
BRIDGE NO. 2126WIN020814.00BRIDGE PLANS							



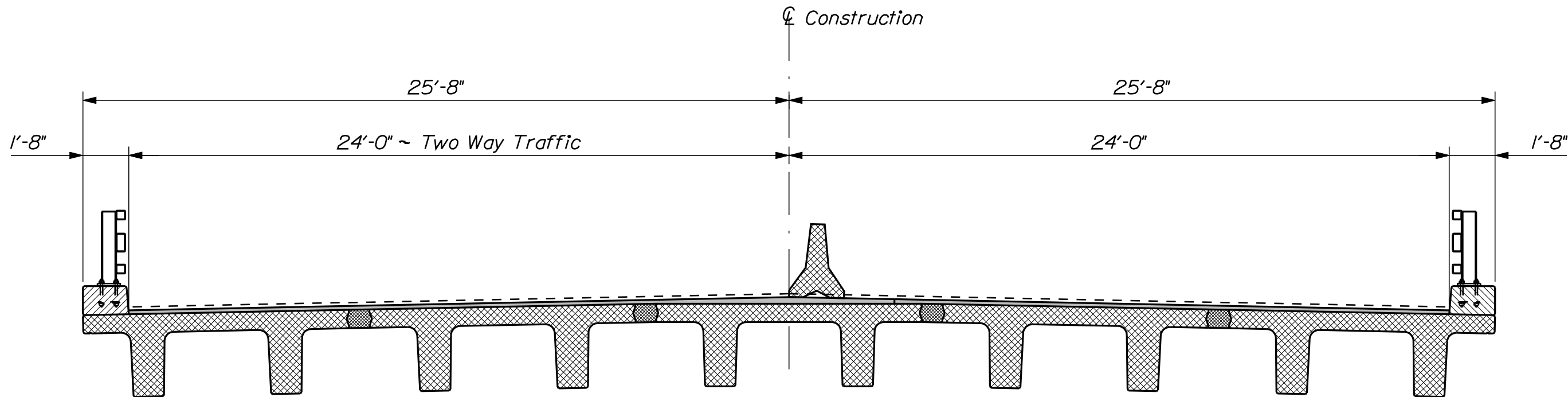
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SIGNATURE	
	P.E. NUMBER	
	DATE	
CAPELL BRIDGE MERRILAND RIVER WELLS YORK COUNTY	PROJ. MANAGER	J. Kittridge
	CHECKED-DETAILED	K. Nash
	CHECKED-REVIEWED	J. HSBrouck
	DESIGN-DETAILED	
	DESIGN-REVIEWED	
PROFILE	REVISIONS 1	
	REVISIONS 2	
	REVISIONS 3	
	REVISIONS 4	
	FIELD CHANGES	
SHEET NUMBER	5	
	OF 34	
BRIDGE NO. 2126		WIN
020814.00		BRIDGE PLANS
STP-2081(400)		



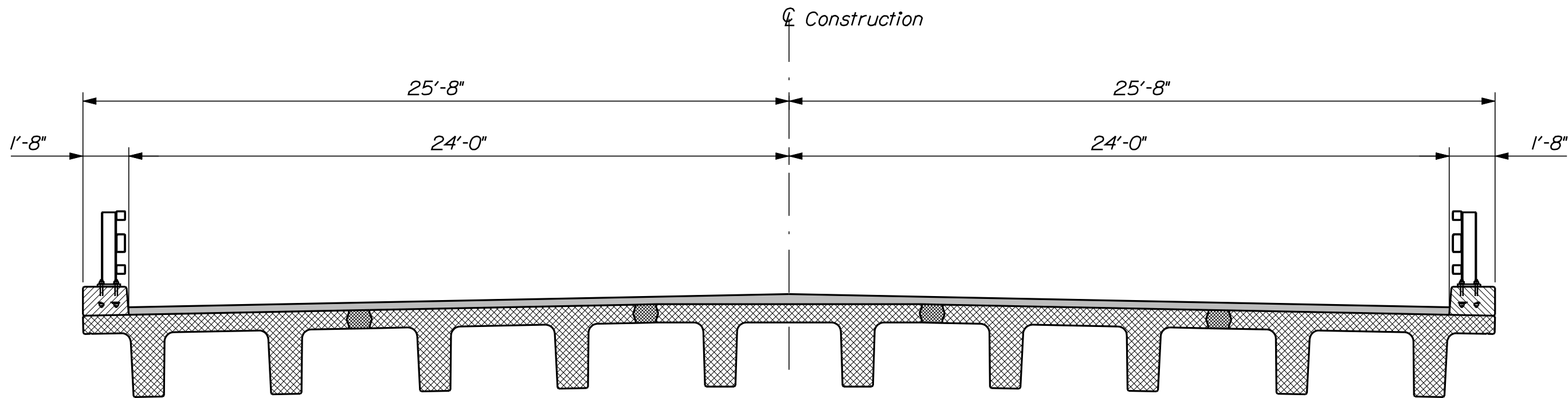
OF 34 2 SHEET NUMBER	CAPELL BRIDGE MERRILAND RIVER YORK COUNTY WELLS				PROJ. MANAGER J. Kittredge	BY D. Dornen	DATE Nov. 2017	STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
					CHECKED-REVIEWED J. Hirschbough		Dec. 2017		SIGNATURE	
					DESIGN-DETAILED2					
					DESIGN-DETAILED3			P.E. NUMBER		
					REVISIONS 1					
					REVISIONS 2					
					REVISIONS 3					
					REVISIONS 4					
					FIELD CHANGES			DATE		
									BRIDGE NO. 2126	WIN 020814.00



STAGE 2 - A



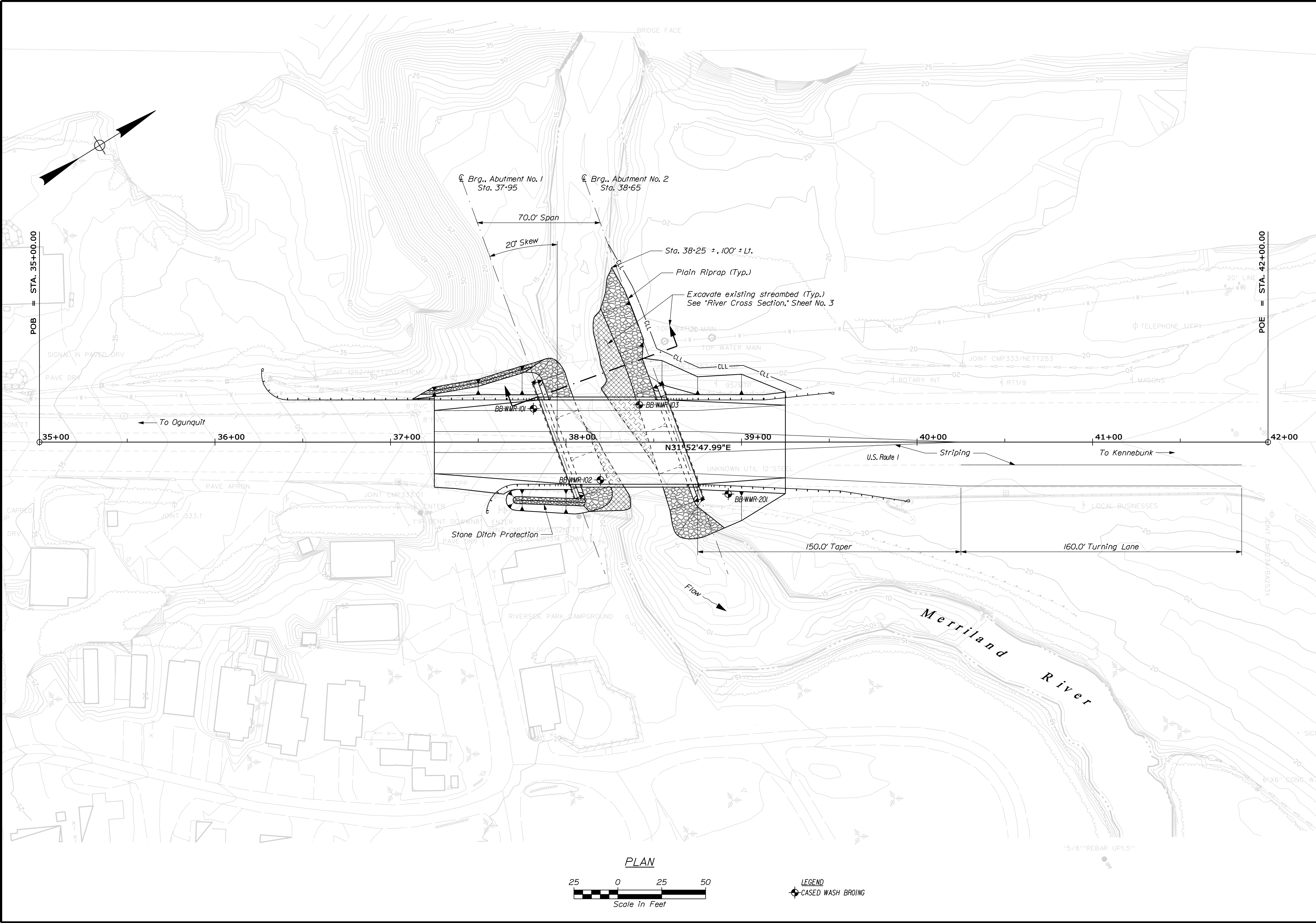
STAGE 2 - B



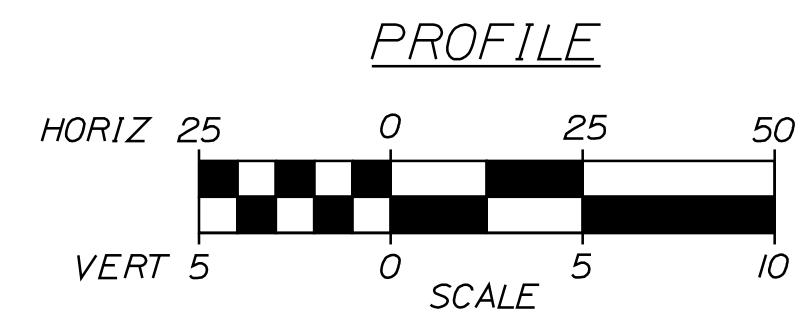
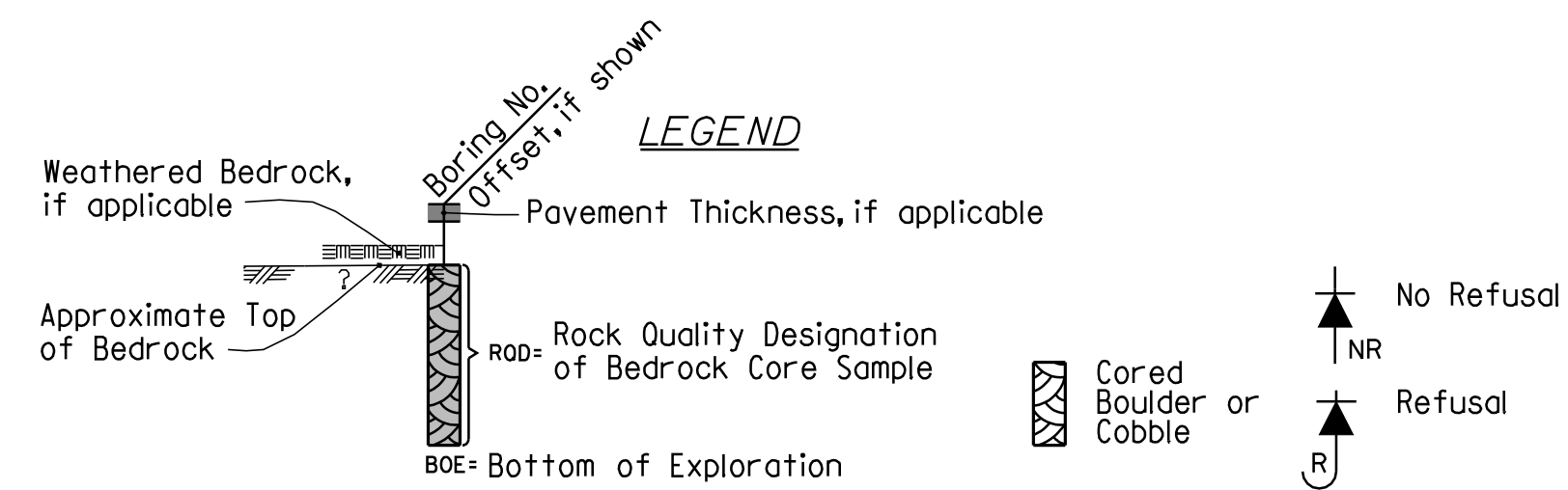
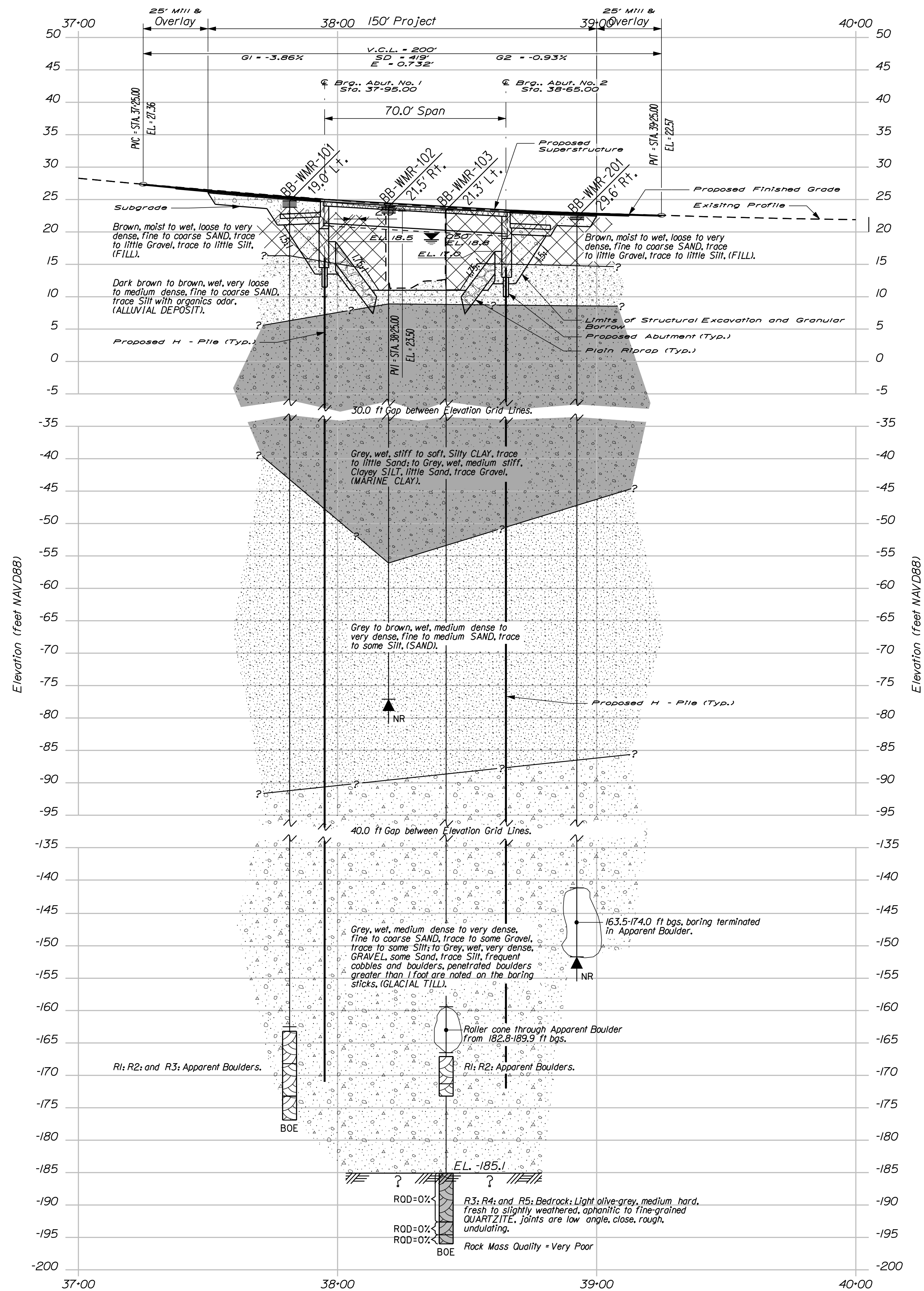
STAGE 3

Complete surface paving in a single operation.

SHEET NUMBER OF 34			CAPELL BRIDGE			PROJ. MANAGER			J. Kirtledge			BY			DATE			STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-2081(400)											
			MERRILAND RIVER YORK COUNTY WELLS STAGED CONSTRUCTION			DESIGN-DETAILED			K. Nash			Nov. 2017			D. Dornien						SIGNATURE								
						CHECKED-REVIEWED			J. Heston			Dec. 2017																	
						DESIGN2-DETAILED2																							
						DESIGN3-DETAILED3																							
						REVISIONS 1																							
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						REVISIONS 3																							
						REVISIONS 4																							
						FIELD CHANGES																							
												P.E. NUMBER																	
															DATE														
																		BRIDGE NO. 2126			WIN			020814.00			BRIDGE PLANS		



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	DATE		BY	PROJ. MANAGER	CAPELL BRIDGE MERRILAND RIVER YORK COUNTY	SHEET NUMBER 9 OF 34
	SIGNATURE		D. Damren	J. Kitteredge		
	P.E. NUMBER		T. White	K. Nash		
STP-2081(400)	DATE		BY	PROJ. MANAGER	BORING LOCATION PLAN	
	P.E. NUMBER		T. White	J. Kitteredge		
	DATE		SEP 2017	APR 2017		
	P.E. NUMBER					
BRIDGE NO. 2126 WIN 020814.00 BRIDGE PLANS	DATE		BY	PROJ. MANAGER		
	P.E. NUMBER		T. White	J. Kitteredge		
	DATE		SEP 2017	APR 2017		
	P.E. NUMBER					



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

PROJ. MANAGER	J. Kittredge	BY	DATE
DESIGN-DETAILED	K. Nosh	D. Dornen	April 2017
CHECKED-REVIEWED			
DESIGN-DETAILED2	B. CARDALI	T. WHITE	SEP 2017
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
		SIGNATURE	
		P.E. NUMBER	
		DATE	

WELLS	CAPELL BRIDGE MERRILAND RIVER	YORK COUNTY
INTERPRETIVE SUBSURFACE PROFILE		

Maine Department of Transportation				Project: Capital Bridge #226 carries US Route 1 over Merriland River		Boring No.: BB-WMR-101 1	
Soil/Bore Exploration Log US CUSTOMARY UNITS				Location: Route 1, Maine		WIN: 20814.00	
Drillers: New England Boring		Elevation (ft.): 24.8		Date: 09/10/01		5" Split Stem	
Operators: Chris Jones		Borum: NAV888		Sampler: Standard Split Spoon			
Logged By: B. Wilder		Rig Type: Mobile B-53 Truck/Truck		Hammer Wt./Fall ft		140w/30"	
Date Started/Finished: 1/27/2017-3/27/2017		Drilling Method: Cased Wash Boring		Core Barrel		ND-2"	
Bore Start/Fin (in): Sta. 37+81.5, 19.0 feet Lt.		Casing (in/ft): HW-4" & NW-3"		Water Level (ft)		None Observed	
Hammer Efficiency Factor: 0.572		Hammer Type: Automatic		Age of Cathead: □			
Settlements: □		□ = Rock Core Sample		□ = Pocket Torque Shear Strength Test		□ = Pocket Torque Shear Strength Test	
□ = Split Spoon Sample		□ = Split Stem Auger		□ = Soil to be analyzed Shear Strength Test		□ = Water Content, percent	
□ = Unconsolidated Split Spoon Sample Attached		□ = Hollow Stem Auger		□ = Unconsolidated Compressive Strength Test		□ = Liquid Limit	
□ = Thin Wall Tube Sample		□ = Rock Core Sample		□ = Moisture Free Shrinkage		□ = Plastic Limit	
□ = Unconsolidated Thin Wall Tube Sample Attached		□ = Weight of 100% Water		□ = Hammer Efficiency Factor - 100 Specific Area Calibration Factor		□ = Plasticity Index	
□ = Field Vane Shear Test		□ = PP - Pocket Penetration		□ = Weight of Rock or Casing		□ = Grain Size Analysis	
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[illegible]

Maine Department of Transportation										Project: Copell Bridge #2126 carries US Route 1 over Merriland River Location: West Maine		Boring No.: BB-WMR-101_2	
Soil/Bore Exploration Log US CUSTOMARY UNITS												WIN: 20814.00	
Driller: New England Boring				Elevation (ft.): 24.8				Auger ID/OD: 5" Solid Stem					
Operator: Chris Jones				Datum: NAVD08				Sampler: Standard Split Spoon					
Logged By: B. Wilder				Rig Type: Mobile B-53 Truck/Truck				Hammer Wt./Fall: 140#/30"					
Date Start/Finish: 1/27/2017-3/7/2017				Drilling Method: Cased Wash Boring				Core Barrel: MQ-2"					
Boring Location: Sta. 37+81.5; 19.0 feet Lt.				Casing ID/OD: HW-4" & NW-3"				Water Level#:		None Observed			
Hammer Efficiency Factor: 0.750				Hammer Type: Automatic SD		Hydraulic ☐		Rope & Cephead ☐					
D = Split Spoon Sample ME = unsuccessful Split Spoon Sample Attempt U = Thin Wall Tube Sample V = Field vane Shear Test. WE = unsuccessful Field vane Shear Test Attempt				R = Rock Core Sample SA = Soil Stem Auger SS = Stainless Steel Auger WC = Water Cone WD = Weight of 140lb. Hammer WGT = Weight of Rods or Casing Wgt = Weight of Split Spoon		Sp = Push/Pull Static Rate Indicated Shear Strength Test T _{sp} = Lab vane indicated shear strength test Ts = unconfined compressive strength test Uncorrected = Raw Field SP Results Hammer Efficiency Factor = Rig Specific Annual Calibration Value Nq = SP Uncorrected Corrected for Hammer Efficiency We = Hammer Efficiency Factor/100=uncorrected		L _s = Pocket Force Shear Strength W = Water Content, percent LI = Liquid Limit PL = Plastic Limit PI = Plasticity Index G = Grain Size Analysis C = Consolidation Test					
Sample Information													
Depth (ft.)	Samp ID No.	Pne./Roc. Lin	Casing Depth (ft.)	Blow c/s ft. (N)	Shear Strength (kPa)	Penetration (kPa)	Uncorrected	Clog Rating	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ ASHTO and Unified Class		
80								25					
								73					
								78					
								131					
								137					
	110	24/15	80.00 - 82.00	18/21/19/14	40	50	21			Grey, wet, dense, fine to medium SAND, trace silt.			
								17					
								24					
								36					
								110					
85								203					
								265					
								339					
								65					
								88					
								80					
	120	12/1	90.00 - 91.00	28/50(1.0")	---					Grey, wet, very dense. Silty fine to medium SAND. -SAND- (SM)			
								129					
								219					
								230					
95								267					
								125					
								169					
								211					
								219					
								327					
	130	24/16	100.00 - 102.00	18/21/31/55	52	65	180			Grey, wet, very dense, fine to coarse SAND; trace gravel, trace silt. -SAND- (SP)			
								187					
								134					
								201					
105								132					
								126					
								136					
								125					
								225					
	140	24/15	110.00 - 112.00	21/18/21/14	39	49	211			Similar to above, except dense. -SAND- (SP)			
								230					
								233					
								273					
	115								351				
								152					
								175					
								291					
								342					
								291					
								289					
150		24/18	120.00 - 122.00	12/18/25/40	43	54	218			Grey, wet, very dense, fine to coarse SAND; little gravel, trace silt. -GLACIAL TILL- (SP)	G4271114 A-3, SW-54 MC=12.6%		
								257					
								304					
							402						
125								406					
								317					
								211					
								202					
								266					
								260					
								214					
								235					
								263					
	135								255				
								300					
								279					
								243					
								292					
								314					
								366					
								322					
								350					
140									307				
								342					
								410					
								426					
								398					
								412					
								413					
								413					
								413					
	BDR553.												
* Hammer MK-2 broke down after taking Samples 10, 20, 30 and 40. Changed to new hammer at 20.0 feet bgs. (TR = 0.750). * Left 10.0 feet of casing in borehole. * Soil descriptions and blow counts updated by GZA based on ETRs, vane shear strengths, laboratory test results, and interpretations of strata designations. GZA did not observe soil samples. * Descriptions of core material prepared by GZA based on observation of samples at MaineDOT log in Boring and photographs taken by MaineDOT. * Stratification lines represent approximate boundary between soil types. Transition may be gradual. * Note: Level readings have been made at 10 feet and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.													
										Boring No.: BB-WMR-101_2			

Maine Department of Transportation										Projects Capell Bridge #2126 carries US Route 1 over Merriland River			Boring No.: BB-WMR-101.2						
Soil/Rock Exploration Log										Location: Wisc. Maine			WIN:						
US CUSTOMARY UNITS													20814.00						
Drillert:		New England Boring			Elevation (ft.):		24.8		Auger ID/001:		5" Solid Stem								
Operator:		Chris/James			Datum:		NAVD83		Sampler:		Standard Split Spoon								
Logged By:		B. Wilder			Rig Types:		Mobile B-53 Truck/Truck		Hammer Wt./Fall:		140#/30"								
Date Start/Finish:		1/27/2017-3/7/2017			Drilling Method:		Cased Wash Boring		Core Barrel:		NQ-2"								
Boring Location:		Sta. 37+81.5, 19.0 feet Lt.			Casing ID/001:		HW-4" & NW-5"		Water Level:		None Observed								
Hammer Efficiency Factor: 0.750										Hammer Type:		Automatic ☒ Hydraulic ☐ Rope & Cathead ☐							
Penetration: 0 = Split Spoon Sample 10 = Unconsolidated Split Spoon Sample Attempt 1 = Thin Wall Tube Sample 2 = Field Vane Shear Test 3 = Penetration Test										4 = Rock Core Sample 5A = Split Stem Auger 5B = Hollow Stem Auger 6 = Roller Core 7 = Right of Way 8 = Right of Road 9 = Right of Road 10 = Right of Road 11 = Rock Core Sample 12 = Split Stem Auger 13 = Hollow Stem Auger 14 = Roller Core 15 = Right of Way 16 = Right of Road 17 = Right of Road 18 = Right of Road 19 = Rock Core Sample 20 = Split Stem Auger 21 = Hollow Stem Auger 22 = Roller Core 23 = Right of Way 24 = Right of Road 25 = Right of Road 26 = Right of Road 27 = Rock Core Sample 28 = Split Stem Auger 29 = Hollow Stem Auger 30 = Roller Core 31 = Right of Way 32 = Right of Road 33 = Right of Road 34 = Right of Road 35 = Rock Core Sample 36 = Split Stem Auger 37 = Hollow Stem Auger 38 = Roller Core 39 = Right of Way 40 = Right of Road 41 = Right of Road 42 = Right of Road 43 = Rock Core Sample 44 = Split Stem Auger 45 = Hollow Stem Auger 46 = Roller Core 47 = Right of Way 48 = Right of Road 49 = Right of Road 50 = Right of Road 51 = Rock Core Sample 52 = Split Stem Auger 53 = Hollow Stem Auger 54 = Roller Core 55 = Right of Way 56 = Right of Road 57 = Right of Road 58 = Right of Road 59 = Rock Core Sample 60 = Split Stem Auger 61 = Hollow Stem Auger 62 = Roller Core 63 = Right of Way 64 = Right of Road 65 = Right of Road 66 = Right of Road 67 = Rock Core Sample 68 = Split Stem Auger 69 = Hollow Stem Auger 70 = Roller Core 71 = Right of Way 72 = Right of Road 73 = Right of Road 74 = Right of Road 75 = Rock Core Sample 76 = Split Stem Auger 77 = Hollow Stem Auger 78 = Roller Core 79 = Right of Way 80 = Right of Road 81 = Right of Road 82 = Right of Road 83 = Rock Core Sample 84 = Split Stem Auger 85 = Hollow Stem Auger 86 = Roller Core 87 = Right of Way 88 = Right of Road 89 = Right of Road 90 = Right of Road 91 = Rock Core Sample 92 = Split Stem Auger 93 = Hollow Stem Auger 94 = Roller Core 95 = Right of Way 96 = Right of Road 97 = Right of Road 98 = Right of Road 99 = Rock Core Sample 100 = Split Stem Auger 101 = Hollow Stem Auger 102 = Roller Core 103 = Right of Way 104 = Right of Road 105 = Right of Road 106 = Right of Road 107 = Rock Core Sample 108 = Split Stem Auger 109 = Hollow Stem Auger 110 = Roller Core 111 = Right of Way 112 = Right of Road 113 = Right of Road 114 = Right of Road 115 = Rock Core Sample 116 = Split Stem Auger 117 = Hollow Stem Auger 118 = Roller Core 119 = Right of Way 120 = Right of Road 121 = Right of Road 122 = Right of Road 123 = Rock Core Sample 124 = Split Stem Auger 125 = Hollow Stem Auger 126 = Roller Core 127 = Right of Way 128 = Right of Road 129 = Right of Road 130 = Right of Road 131 = Rock Core Sample 132 = Split Stem Auger 133 = Hollow Stem Auger 134 = Roller Core 135 = Right of Way 136 = Right of Road 137 = Right of Road 138 = Right of Road 139 = Rock Core Sample 140 = Split Stem Auger 141 = Hollow Stem Auger 142 = Roller Core 143 = Right of Way 144 = Right of Road 145 = Right of Road 146 = Right of Road 147 = Rock Core Sample 148 = Split Stem Auger 149 = Hollow Stem Auger 150 = Roller Core 151 = Right of Way 152 = Right of Road 153 = Right of Road 154 = Right of Road 155 = Rock Core Sample 156 = Split Stem Auger 157 = Hollow Stem Auger 158 = Roller Core 159 = Right of Way 160 = Right of Road 161 = Right of Road 162 = Right of Road 163 = Rock Core Sample 164 = Split Stem Auger 165 = Hollow Stem Auger 166 = Roller Core 167 = Right of Way 168 = Right of Road 169 = Right of Road 170 = Right of Road 171 = Rock Core Sample 172 = Split Stem Auger 173 = Hollow Stem Auger 174 = Roller Core 175 = Right of Way 176 = Right of Road 177 = Right of Road 178 = Right of Road 179 = Rock Core Sample 180 = Split Stem Auger 181 = Hollow Stem Auger 182 = Roller Core 183 = Right of Way 184 = Right of Road 185 = Right of Road 186 = Right of Road 187 = Rock Core Sample 188 = Split Stem Auger 189 = Hollow Stem Auger 190 = Roller Core 191 = Right of Way 192 = Right of Road 193 = Right of Road 194 = Right of Road 195 = Rock Core Sample 196 = Split Stem Auger 197 = Hollow Stem Auger 198 = Roller Core 199 = Right of Way 200 = Right of Road 201 = Right of Road 202 = Right of Road 203 = Rock Core Sample 204 = Split Stem Auger 205 = Hollow Stem Auger 206 = Roller Core 207 = Right of Way 208 = Right of Road 209 = Right of Road 210 = Right of Road 211 = Rock Core Sample 212 = Split Stem Auger 213 = Hollow Stem Auger 214 = Roller Core 215 = Right of Way 216 = Right of Road 217 = Right of Road 218 = Right of Road 219 = Rock Core Sample 220 = Split Stem Auger 221 = Hollow Stem Auger 222 = Roller Core 223 = Right of Way 224 = Right of Road 225 = Right of Road 226 = Right of Road 227 = Rock Core Sample 228 = Split Stem Auger 229 = Hollow Stem Auger 230 = Roller Core 231 = Right of Way 232 = Right of Road 233 = Right of Road 234 = Right of Road 235 = Rock Core Sample 236 = Split Stem Auger 237 = Hollow Stem Auger 238 = Roller Core 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Stem Auger 526 = Roller Core 527 = Right of Way 528 = Right of Road 529 = Right of Road 530 = Right of Road 531 = Rock Core Sample 532 = Split Stem Auger 533 = Hollow Stem Auger 534 = Roller Core 535 = Right of Way 536 = Right of Road 537 = Right of Road 538 = Right of Road 539 = Rock Core Sample 540 = Split Stem Auger 541 = Hollow Stem Auger 542 = Roller Core 543 = Right of Way 544 = Right of Road 545 = Right of Road 546 = Right of Road 547 = Rock Core Sample 548 = Split Stem Auger 549 = Hollow Stem Auger 550 = Roller Core 551 = Right of Way 552 = Right of Road 553 = Right of Road 554 = Right of Road 555 = Rock Core Sample 556 = Split Stem Auger 557 = Hollow Stem Auger 558 = Roller Core 559 = Right of Way 560 = Right of Road 561 = Right of Road 562 = Right of Road 563 = Rock Core Sample 564 = Split Stem Auger 565 = Hollow Stem Auger 566 = Roller Core 567 = Right of Way 568 = Right of Road 569 = Right of Road 570 = Right of Road 571 = Rock Core Sample 572 = Split Stem Auger 573 = 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Auger 717 = Hollow Stem Auger 718 = Roller Core 719 = Right of Way 720 = Right of Road 721 = Right of Road 722 = Right of Road 723 = Rock Core Sample 724 = Split Stem Auger 725 = Hollow Stem Auger 726 = Roller Core 727 = Right of Way 728 = Right of Road 729 = Right of Road 730 = Right of Road 731 = Rock Core Sample 732 = Split Stem Auger 733 = Hollow Stem Auger 734 = Roller Core 735 = Right of Way 736 = Right of Road 737 = Right of Road 738 = Right of Road 739 = Rock Core Sample 740 = Split Stem Auger 741 = Hollow Stem Auger 742 = Roller Core 743 = Right of Way 744 = Right of Road 745 = Right of Road 746 = Right of Road 747 = Rock Core Sample 748 = Split Stem Auger 749 = Hollow Stem Auger 750 = Roller Core 751 = Right of Way 752 = Right of Road 753 = Right of Road 754 = Right of Road 755 = Rock Core Sample 756 = Split Stem Auger 757 = Hollow Stem Auger 758 = Roller Core 759 = Right of Way 760 = Right of Road 761 = Right of Road 762 = Right of Road 763 = Rock Core Sample 764 = Split Stem Auger 765 = Hollow Stem Auger 766 = Roller Core 767 = Right of Way 768 = Right of Road 769 = Right of Road 770 = Right of Road 771 = Rock Core Sample 772 = Split Stem Auger 773 = Hollow Stem Auger 774 = Roller Core 775 = Right of Way 776 = Right of Road 777 = Right of Road 778 = Right of Road 779 = Rock Core Sample 780 = Split Stem Auger 781 = Hollow Stem Auger 782 = Roller Core 783 = Right of Way 784 = Right of Road 785 = Right of Road 786 = Right of Road 787 = Rock Core Sample 788 = Split Stem Auger 789 = Hollow Stem Auger 790 = Roller Core 791 = Right of Way 792 = Right of Road 793 = Right of Road 794 = Right of Road 795 = Rock Core Sample 796 = Split Stem Auger 797 = Hollow Stem Auger 798 = Roller Core 799 = Right of Way 800 = Right of Road 801 = Right of Road 802 = Right of Road 803 = Rock Core Sample 804 = Split Stem Auger 805 = Hollow Stem Auger 806 = Roller Core 807 = Right of Way 808 = Right of Road 809 = Right of Road 810 = Right of Road 811 = Rock Core Sample 812 = Split Stem Auger 813 = Hollow Stem Auger 814 = Roller Core 815 = Right of Way 816 = Right of Road 817 = Right of Road 818 = Right of Road 819 = Rock Core Sample 820 = Split Stem Auger 821 = Hollow Stem Auger 822 = Roller Core 823 = Right of Way 824 = Right of Road 825 = Right of Road 826 = Right of Road 827 = Rock Core Sample 828 = Split Stem Auger 829 = Hollow Stem Auger 830 = Roller Core 831 = Right of Way 832 = Right of Road 833 = Right of Road 834 = Right of Road 835 = Rock Core Sample 836 = Split Stem Auger 837 = Hollow Stem Auger 838 = Roller Core 839 = Right of Way 840 = Right of Road 841 = Right of Road 842 = Right of Road 843 = Rock Core Sample 844 = Split Stem Auger 845 = Hollow Stem Auger 846 = Roller Core 847 = Right of Way 848 = Right of Road 849 = Right of Road 850 = Right of Road 851 = Rock Core Sample 852 = Split Stem Auger 853 = Hollow Stem Auger 854 = Roller Core 855 = Right of Way 856 = Right of Road 857 = Right of Road 858 = Right of Road 859 = Rock Core Sample 860 = Split Stem Auger 861 = Hollow Stem Auger 862 = Roller Core 863 = Right of Way 864 = Right of Road 865 = Right of Road 866 = Right of Road 867 = Rock Core Sample 868 = Split Stem Auger 869 = Hollow Stem Auger 870 = Roller Core 871 = Right of Way 872 = Right of Road 873 = Right of Road 874 = Right of Road 875 = Rock Core Sample 876 = Split Stem Auger 877 = Hollow Stem Auger 878 = Roller Core 879 = Right of Way 880 = Right of Road 881 = Right of Road 882 = Right of Road 883 = Rock Core Sample 884 = Split Stem Auger 885 = Hollow Stem Auger 886 = Roller Core 887 = Right of Way 888 = Right of Road 889 = Right of Road 890 = Right of Road 891 = Rock Core Sample 892 = Split Stem Auger 893 = Hollow Stem Auger 894 = Roller Core 895 = Right of Way 896 = Right of Road 897 = Right of Road 898 = Right of Road 899 = Rock Core Sample 900 = Split Stem Auger 901 = Hollow Stem Auger 902 = Roller Core 903 = Right of Way 904 = Right of Road 905 = Right of Road 906 = Right of Road 907 = Rock Core Sample 908 = Split Stem Auger 909 = Hollow Stem Auger 910 = Roller Core 911 = Right of Way 912 = Right of Road 913 = Right of Road 914 = Right of Road 915 = Rock Core Sample 916 = Split Stem Auger 917 = Hollow Stem Auger 918 = Roller Core 919 = Right of Way 920 = Right of Road 921 = Right of Road 922 = Right of Road 923 = Rock Core Sample 924 = Split Stem Auger 925 = Hollow Stem Auger 926 = Roller Core 927 = Right of Way 928 = Right of Road 929 = Right of Road 930 = Right of Road 931 = Rock Core Sample 932 = Split Stem Auger 933 = Hollow Stem Auger 934 = Roller Core 935 = Right of Way 936 = Right of Road 937 = Right of Road 938 = Right of Road 939 = Rock Core Sample 940 = Split Stem Auger 941 = Hollow Stem Auger 942 = Roller Core 943 = Right of Way 944 = Right of Road 945 = Right of Road 946 = Right of Road 947 = Rock Core Sample 948 = Split Stem Auger 949 = Hollow Stem Auger 950 = Roller Core 951 = Right of Way 952 = Right of Road 953 = Right of Road 954 = Right of Road 955 = Rock Core Sample 956 = Split Stem Auger 957 = Hollow Stem Auger 958 = Roller Core 959 = Right of Way 960 = Right of Road 961 = Right of Road 962 = Right of Road 963 = Rock Core Sample 964 = Split Stem Auger 965 = Hollow Stem Auger 966 = Roller Core 967 = Right of Way 968 = Right of Road 969 = Right of Road 970 = Right of Road 971 = Rock Core Sample 972 = Split Stem Auger 973 = Hollow Stem Auger 974 = Roller Core 975 = Right of Way 976 = Right of Road 977 = Right of Road 978 = Right of Road 979 = Rock Core Sample 980 = Split Stem Auger 981 = Hollow Stem Auger 982 = Roller Core 983 = Right of Way 984 = Right of Road 985 = Right of Road 986 = Right of Road 987 = Rock Core Sample 988 = Split Stem Auger 989 = Hollow Stem Auger 990 = Roller Core 991 = Right of Way 992 = Right of Road 993 = Right of Road 994 = Right of Road 995 = Rock Core Sample 996 = Split Stem Auger 997 = Hollow Stem Auger 998 = Roller Core 999 = Right of Way 1000 = Right of Road 1001 = Right of Road 1002 = Right of Road 1003 = Rock 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= Right of Road 1050 = Right of Road 1051 = Rock Core Sample 1052 = Split Stem Auger 1053 = Hollow Stem Auger 1054 = Roller Core 1055 = Right of Way 1056 = Right of Road 									

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

Maine Department of Transportation				Project:Capitol Bridge #2126 carries US Route 1 over Merriland River		Boring No.: BB-WMR-201 2					
Soil/Bore Exploration Log				Location:Wells, Maine		WIN: 20814.00					
US CUSTOMARY UNITS											
Driller: New England Boring		Elevation (ft.): 22.3		Auger ID/OD: -							
Operator: Ken Smith/Pete Lobosier		Datum: NAVD88		Sampler: Split Spoon							
Logged By: W. MOORE/DOB. CO/BOIT/N.		Rig Type: Truck mounted Mobile B-53		Hammer Wt./Fall: 140/30							
Date Start/Finish: 6/19/17-7/5/17		Drilling Method: Drive & Wash		Core Barrel: -							
Boring Location: Sta. 38+92.4x 29.6' R/L		Casing ID/OD: 6"		Water Level#: 13.7'							
Hammer Efficiency Factor: 0.659		Hammer Type: Automatic (S) Hydraulic (H) Rope & Cathead (C)									
Abbreviations: B = Split Spoon Sample MS = Unsuccessful Split Spoon Sample Attempt U = Thin Wall Tube Sample W = Unsuccessful Thin Wall Tube Sample Attempt V = Flats Jaw Shear Test RP = Pocket Penetrometer Test R = Unsuccessful Flats Jaw Shear Test Attempt		R = Rock Core Sample SS = Solid Stem Auger USA = Solid Stem Auger RC = Roller Cone WMC = Weight of 140lb. Hammer WMC = Weight of Rod or Casing WMC = Weight of the Rigging		S _u = Undisturbed Flats Jaw Shear Strength (psf) S _u (adj) = Adj. Flats Jaw Shear Strength (psf) q _u = Unconfined Compressive Strength (ksf) Uncorrected = Raw Flats SPT blow Hammer Efficiency Factor = Rig Specific Actual Calibration N ₆₀ = SPT Uncorrected Corrected for Hammer Efficiency N ₆₀ = Hammer Efficiency Factor/0.659		I _c = Pocket Penetrometer Shear Strength RC = Water Content, percent LL = Liquid Limit PL = Plastic Limit PI = Plasticity Index C = Grain Size Analysis C = Consolidation Test					
Sample Information											
Depth (ft.)	Sample No.	Rev./Alter. (in)	Sample Depth (ft.)	Blow C/A, in. Shear Depth of 140 lb. SPT	Uncorrected	N ₆₀	Casing Status	Transition (ft.)	Grain Size Log	Visual Description and Remarks	Laboratory Testing Results/ASHTO and Unified Class
78											
80											
85											
90											
95											
100											
105											
110											
115											
120											
125											
130											
135											
140											
145											
150	360	24/12	146.00 - 149.00	16-41-41-57	82	90	RC			Gray, wet, very dense, medium to coarse SAND, trace SILT, (SPT) See Remark 3.	G#12 A-1-10 (SP) MC10-5.8
150	370	24/4	149.00 - 151.00	38-32-24-23	61	67	RC			Gray, wet, very dense, GRAVEL, some fine to coarse Sand, trace SILT, (SP)	
Remarks: 1. Automatic Hammer, Truck 6T, ETR = 0.659. 2. Coordinates: N186082.8, E934557.0 3. Starting after 360, borehole was advanced to top of next sample interval with roller cone, then casing was driven and cleaned out prior to sampling. Stratification lines represent approximate boundaries between soil types; transitions may be gradual. * Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.											
										Page 2 of 3	
										Boring No.: BB-WMR-201 2	

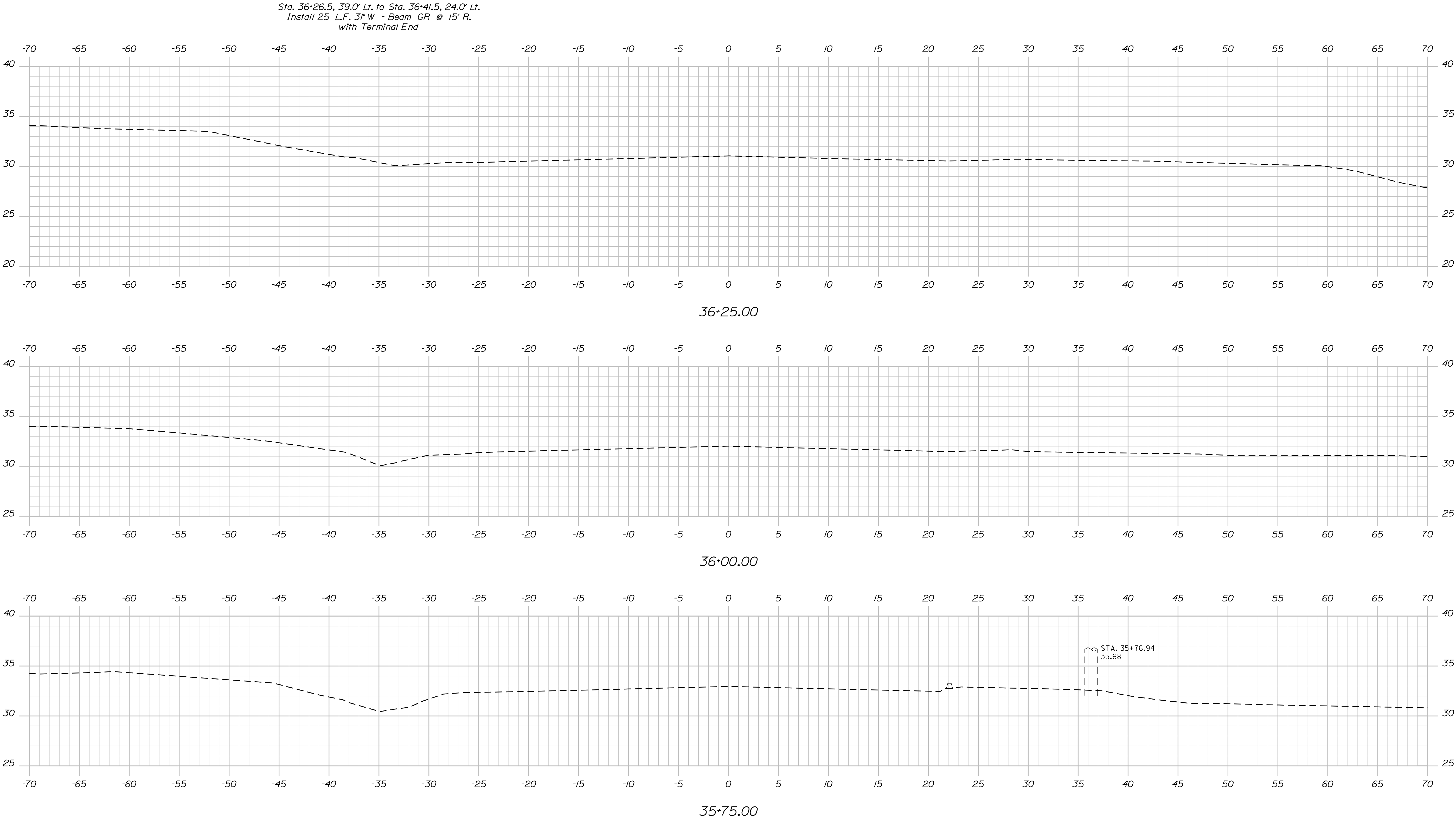
SHEET NUMBER	CAPELL BRIDGE MERRILAND RIVER YORK COUNTY WELLS BORING LOGS		PROJ. MANAGER		J. Kiltredge	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
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Date:12/18/2017

Username: Dana.Damren

Division: BRIDGE

Filename: ... \MSTA\015_Xsect_35+75_001.dgn



Sta. 35+75.00 to Sta. 36+25.00

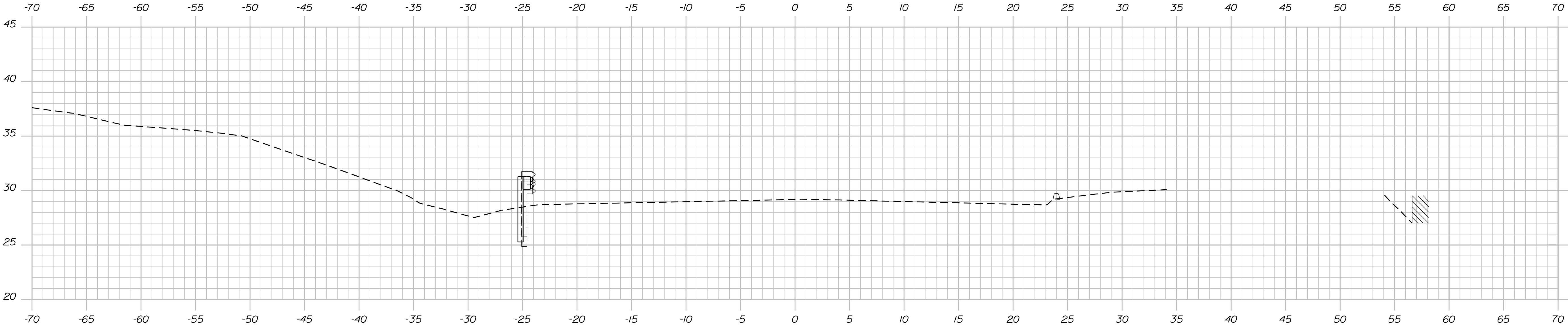
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
CAPELL BRIDGE		YORK COUNTY	
MERRILLAND RIVER		WELLS	
CROSS SECTIONS		SHEET NUMBER	
15		OF 34	
STP-2081(400)		BRIDGE NO. 2126	
WIN		020814.00	
BRIDGE PLANS		BRIDGE PLANS	
SIGNATURE		P.E. NUMBER	
DATE		DATE	
BY		DATE	
J. Kittredge		Nov. 2017	
K. Nish		Dec. 2017	
D. Damren			
J. HSBROCK			
DESIGN-DETAILED		DESIGN-DETAILED	
CHECKED-REVIEWED		REVISIONS 1	
DESIGN-DETAILED		REVISIONS 2	
REVISIONS 3		REVISIONS 4	
FIELD CHANGES			

Username: Dana.Damren

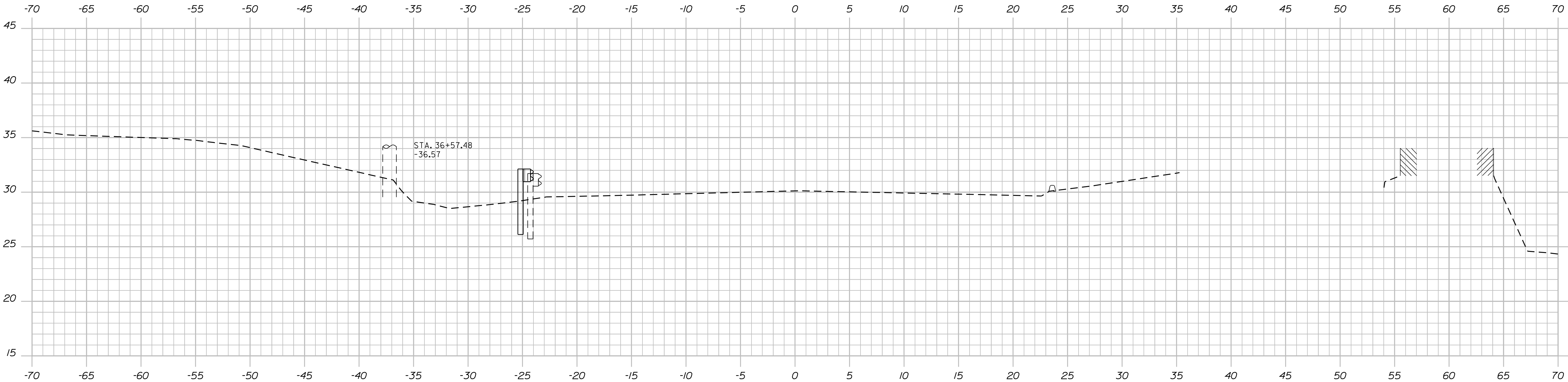
Date:12/18/2017

Division: BRIDGE

Filename: ... \MSTA016_Xsect_36+50_002.dgn



36+75.00



36+50.00

Sta. 36+41.5, 24.0' Lt. to Sta. 37+66.5, 24.0' Lt.
Install 125 L.F. 31" W - Beam GR

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	STP-2081(400)	
	BRIDGE NO. 2126	WIN 020814.00
	BRIDGE PLANS	

PROJ. MANAGER	J. Kittredge	BY	D. Damren	DATE	Nov. 2017
DESIGN-DETAILED	K. Nash	CHECKED-REVIEWED	J. HSBY	SIGNATURE	
DESIGN-DETAILED		DESIGN-DETAILED		P.E. NUMBER	
REVISIONS 1		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					

CAPELL BRIDGE MERRILLAND RIVER WELLS YORK COUNTY	CROSS SECTIONS
--	----------------

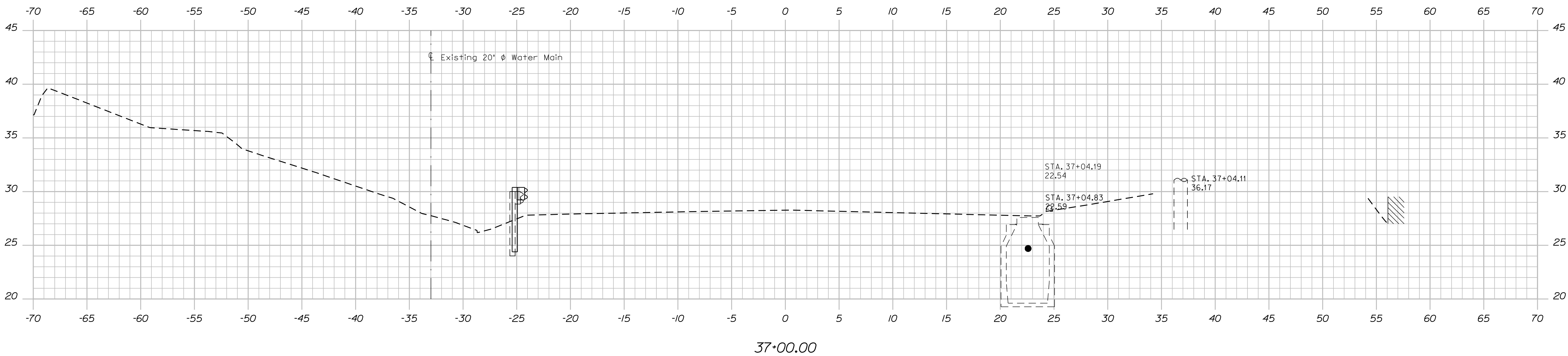
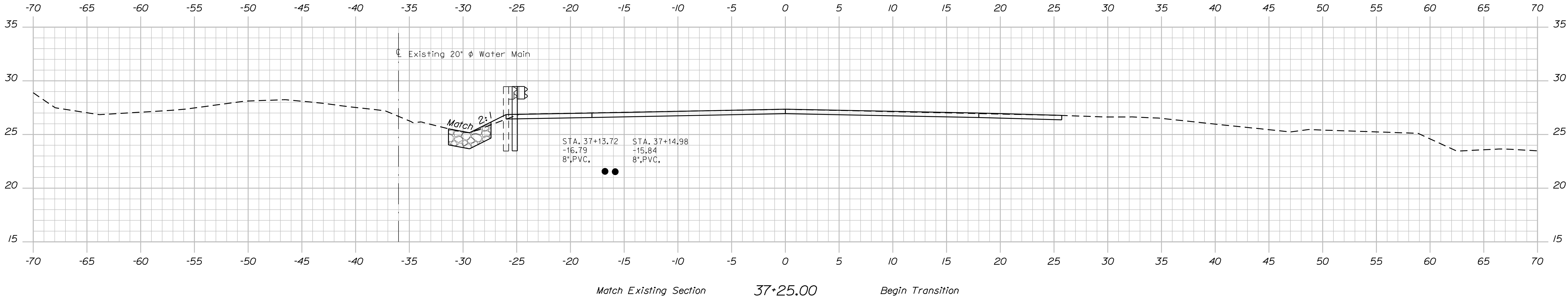
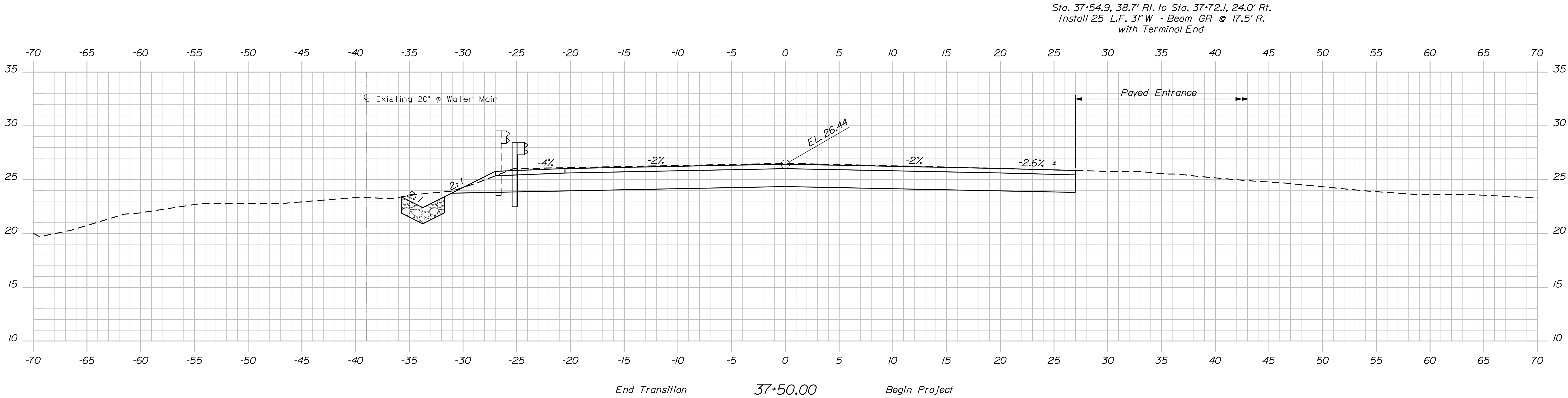
SHEET NUMBER
16
OF 34

Date:12/18/2017

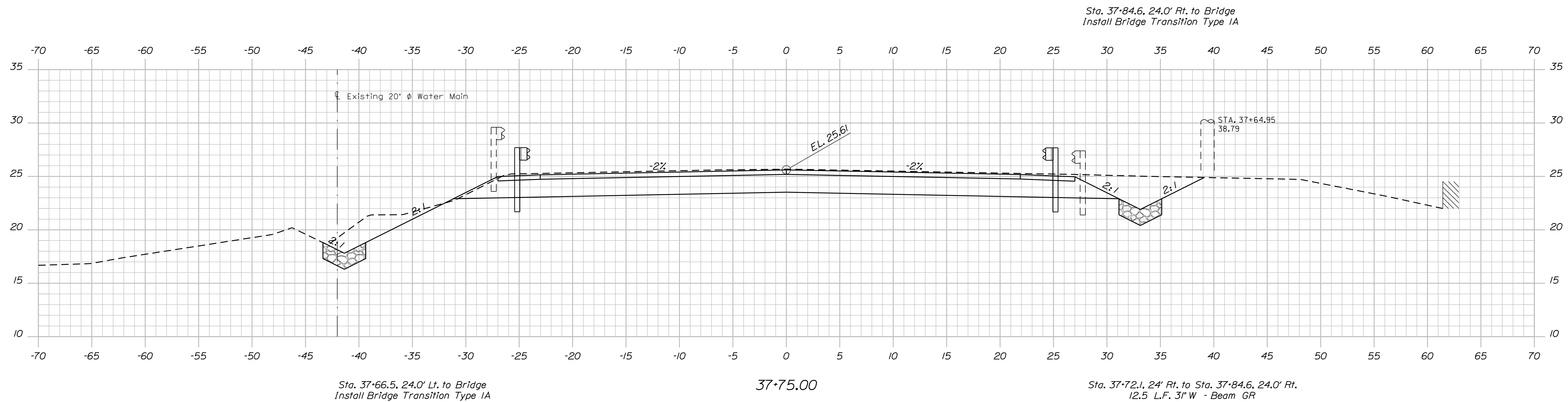
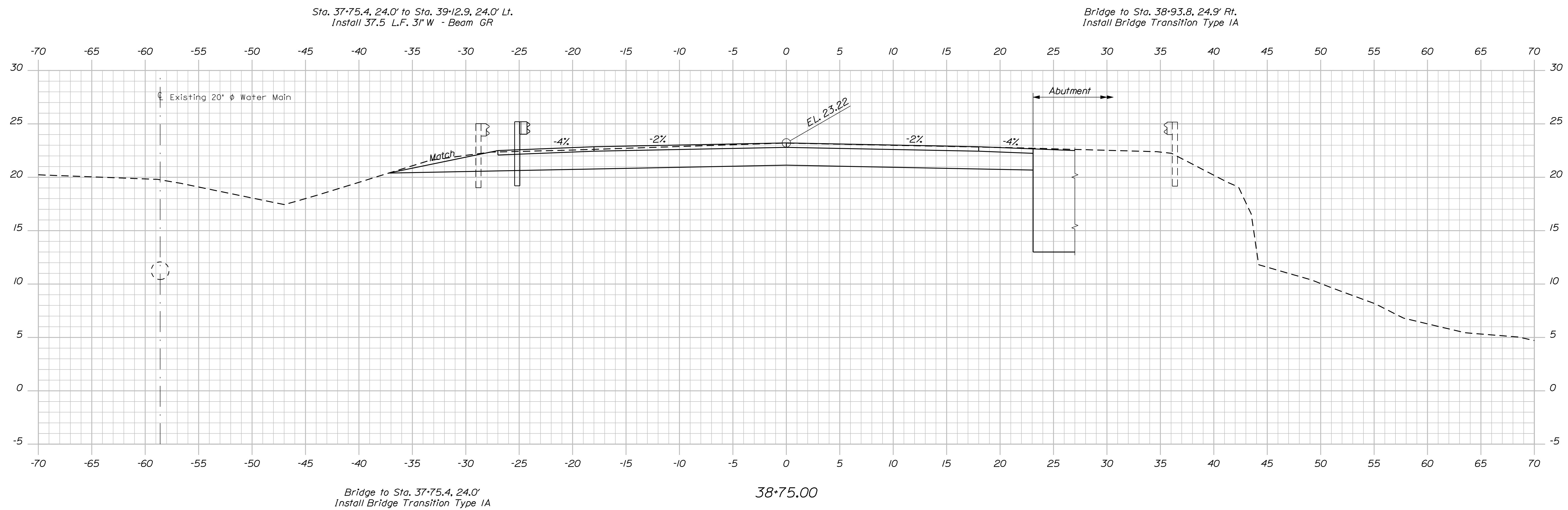
Username: Dana.Damren

Division: BRIDGE

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PROJ. MANAGER	BY	DATE
J. Kirtledge	D. Damren	Nov. 2017
DESIGN-DETAILED	K. Nash	
CHECKED-REVIEWED	J. Hostbrouck	Dec. 2017
DESIGN-DETAILED		
DESIGN-REVIEWED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
STP-2081(400)	
BRIDGE NO. 2126	WIN 020814.00
BRIDGE PLANS	

PROJ. MANAGER	J. Kittridge	By	DATE
DESIGN-DETAILLED	K. Nash	D. Dornen	Nov. 2017
CHECKED-REVIEWED	J. Hasbrouck		SIGNATURE
DESIGN2-DETAILLED2			
DESIGN3-DETAILLED3			P.E. NUMBER
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			DATE
FIELD CHANGES			

CAPELL BRIDGE MERRILAND RIVER YORK COUNTY
CROSS SECTIONS

SHEET NUMBER

18

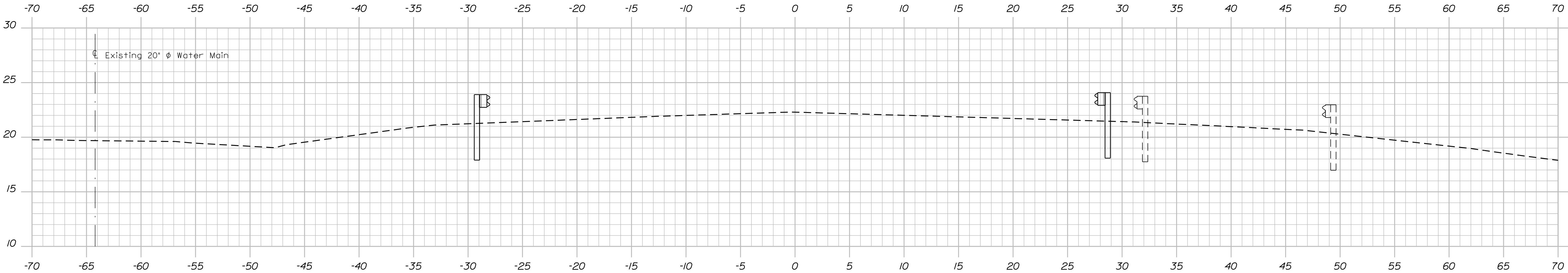
OF 34

Date:12/18/2017

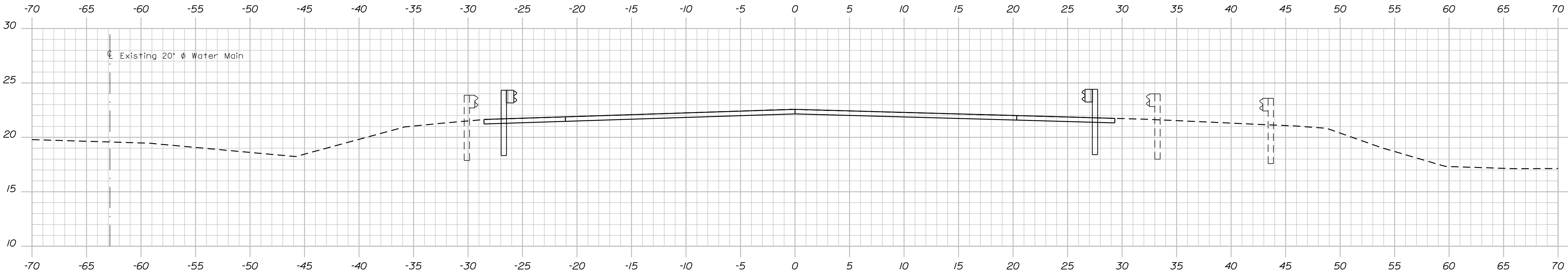
Username: Dona.Damren

Division: BRIDGE

Filename: ... \MSTA\019_Xsect_39+00_005.dgn



39+50.00

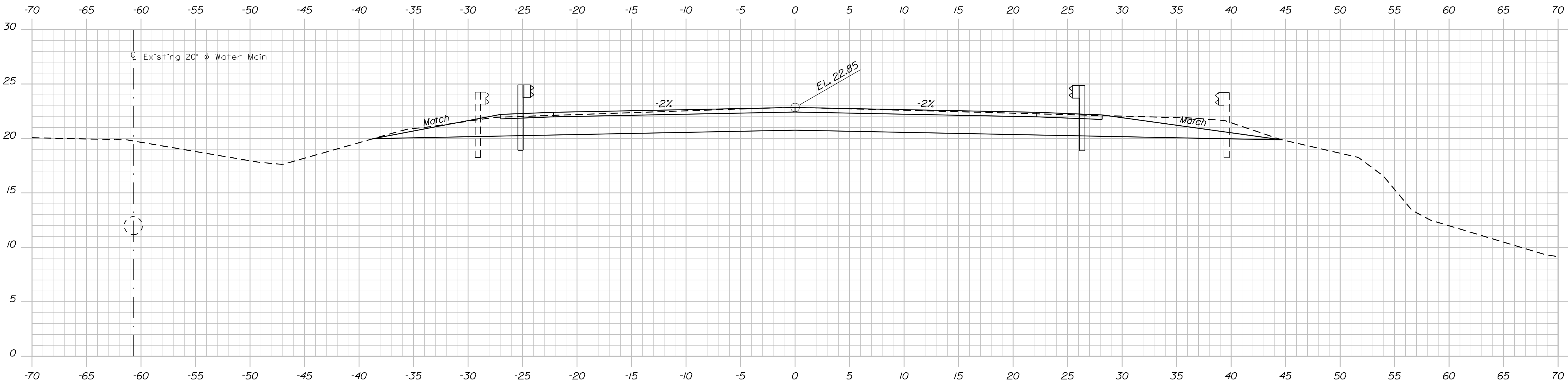


Sta. 39+12.9, 24.0' Lt. to Sta. 39+50.2, 28.0' Lt.
Install 31" W - Beam GR Flared Terminal

End Transition

39+25.00

Match Existing Roadway



End Project

39+00.00

Begin Transition

Sta. 38+93.8, 24.9' Rt. to Sta. 39+55.9, 27.2' Rt.
Install 62.5 L.F. 31" W - Beam GR

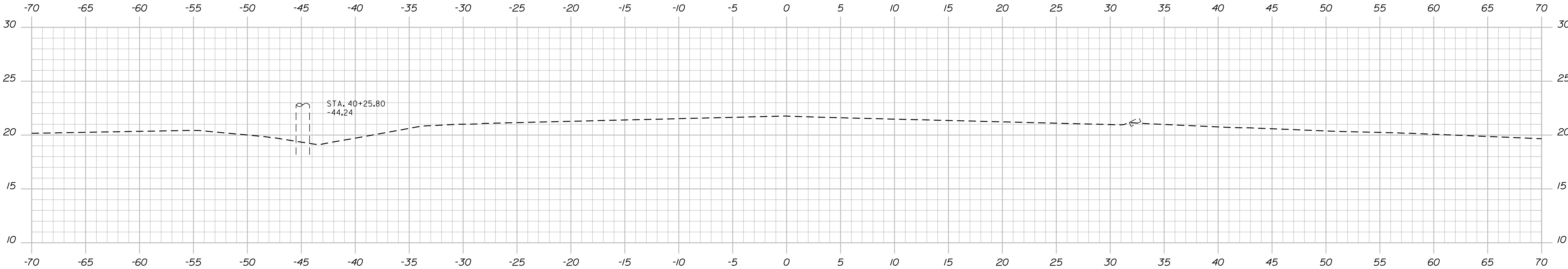
SHEET NUMBER				STATE OF MAINE			
19 OF 34				DEPARTMENT OF TRANSPORTATION			
				STP-2081(400)			
				WIN 020814.00			
BRIDGE NO. 2126				BRIDGE PLANS			
CAPELL BRIDGE MERRILAND RIVER WELLS YORK COUNTY CROSS SECTIONS				PROJ. MANAGER	J. Kittredge	BY	DATE
				DESIGN-DETAILED	K. Nash	D. Damren	Nov. 2017
				CHECKED-REVIEWED	J. Husbrouck		Dec. 2017
				DESIGN2-DETAILED2			
				DESIGN3-DETAILED3			
				REVISIONS 1			
				REVISIONS 2			
				REVISIONS 3			
				REVISIONS 4			
				FIELD CHANGES			

Date:12/18/2017

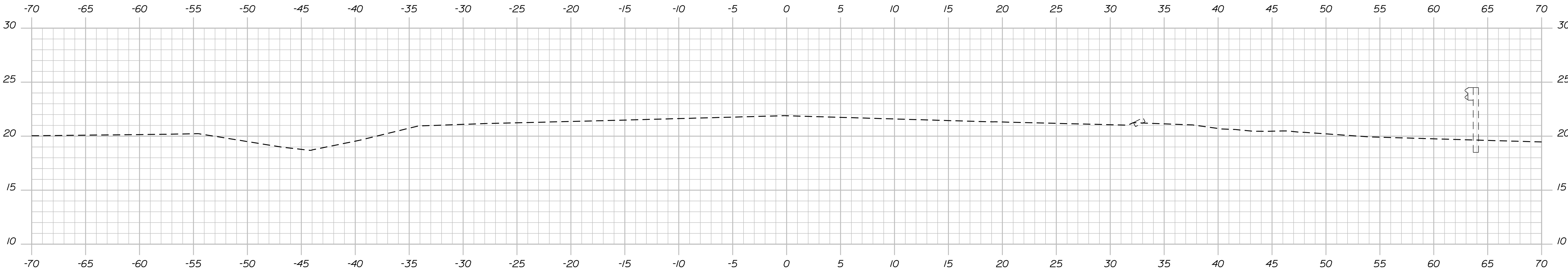
Username: Dona.Damren

Division: BRIDGE

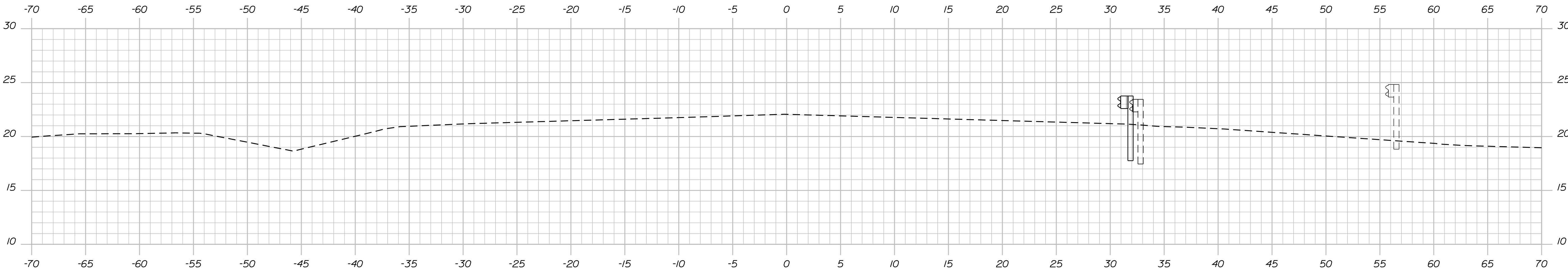
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40+25.00



40+00.00



39+75.00

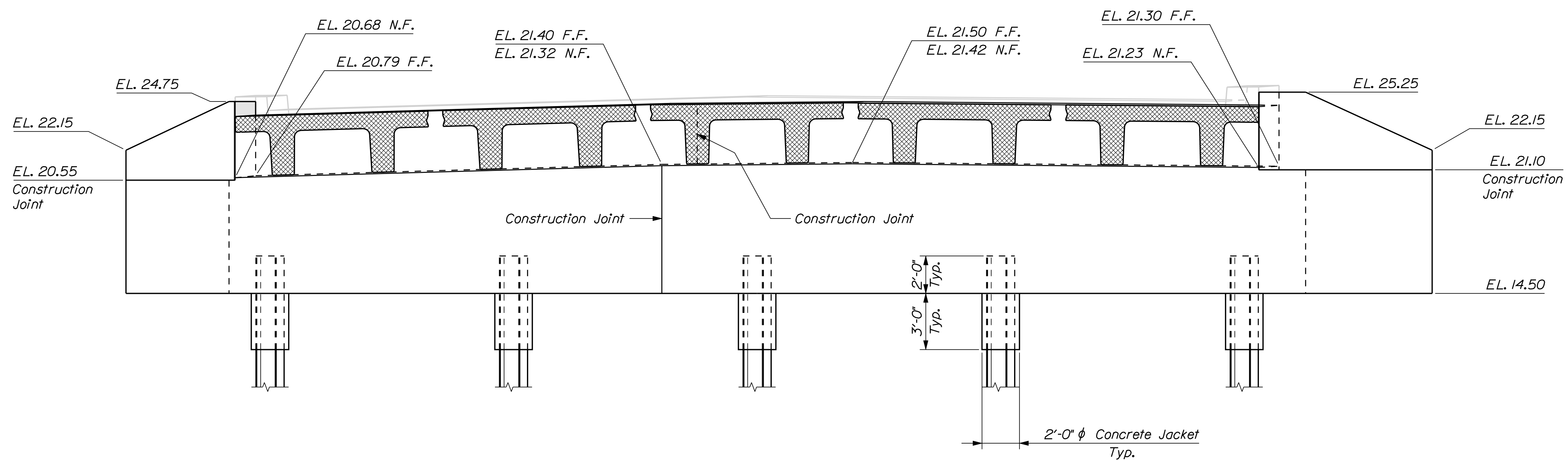
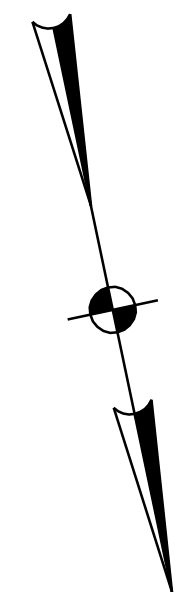
Sta. 39+55.9, 27.2' Rt. to Sta. 39+93.0, 32.7' Rt.
Install 3"W - Beam GR Flared Terminal

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SIGNATURE		DATE
	P.E. NUMBER		DATE
	BRIDGE NO. 2126		WIN
STP-2081(400)		020814.00	
BRIDGE PLANS			

CAPELL BRIDGE MERRILAND RIVER YORK COUNTY WELLS	DESIGN-DETAILED	J. Kittredge	BY	DATE
	CHECKED-REVIEWED	K. Nash		Nov. 2017
	DESIGN-DETAILED	J. HSBY		Dec. 2017
	REVISIONS 1			
	REVISIONS 2			
CROSS SECTIONS	REVISIONS 3			
	REVISIONS 4			
	FIELD CHANGES			

SHEET NUMBER
20
OF 34

P.E.J.F. = *Preformed
Expansion
Joint Filler*



N.F. = Near Face
F.F. = Far Face

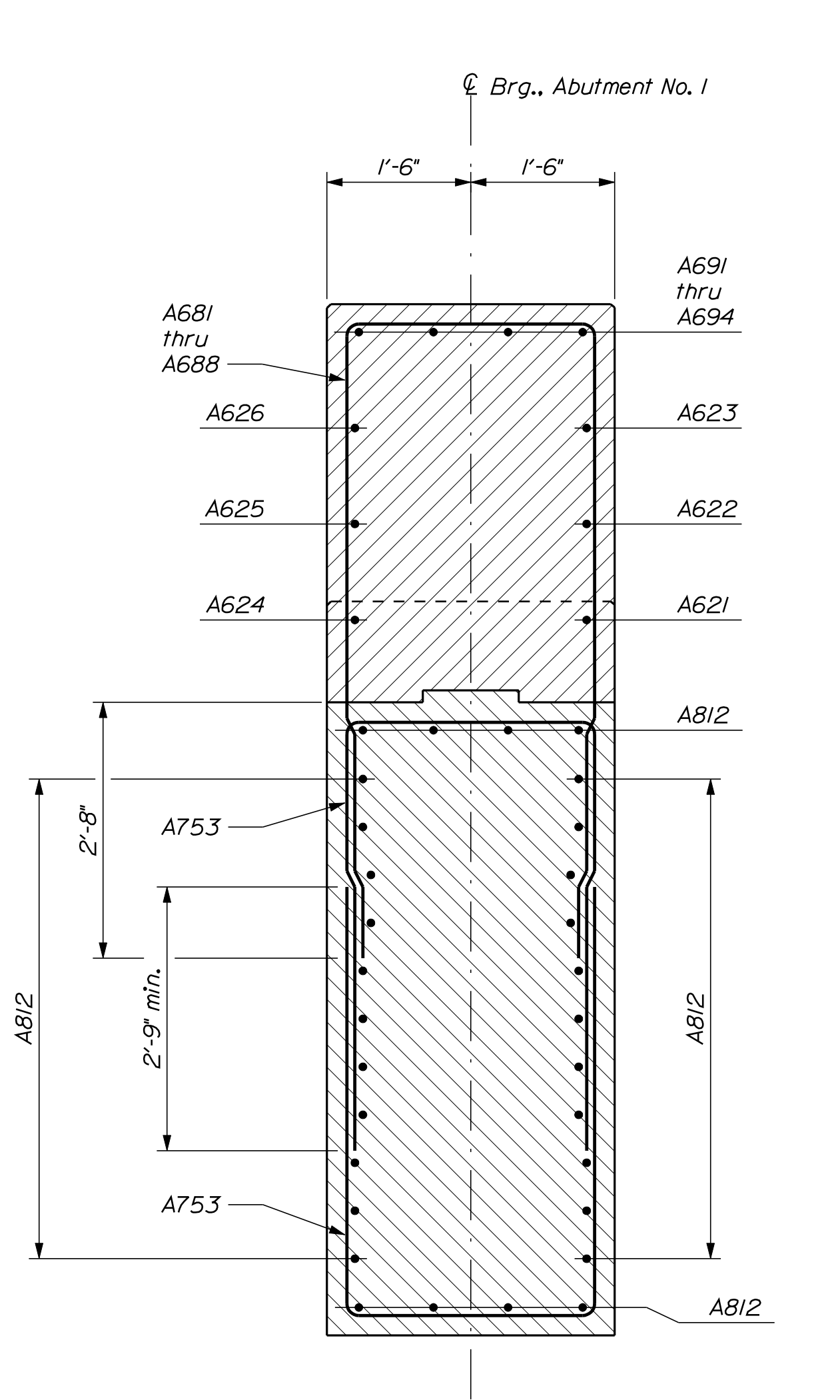
21 OF 34		SHEET NUMBER	CAPELL BRIDGE MERRILAND RIVER WELLS YORK COUNTY		PROJ. MANAGER	J. Kittredge	BY	D. Durren	DATE	Nov. 2017	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
			DESIGN-Detailed	K. Nish	CHECKED-REVIEWED	J. Hoshinouchi	Dec. 2017	SIGNATURE			
					DESIGN2-Detailed2						STP-2081(400)
					DESIGN3-Detailed3					P.E. NUMBER	
					REVISIONS 1						WIN 020814.00 BRIDGE NO. 2128 BRIDGE PLANS
					REVISIONS 2						
					REVISIONS 3						
					REVISIONS 4					DATE	
					FIELD CHANGES						

N.F. = Near Face
F.F. = Far Face
E.F. = Each Face
Eq. sp. = Equally spaced

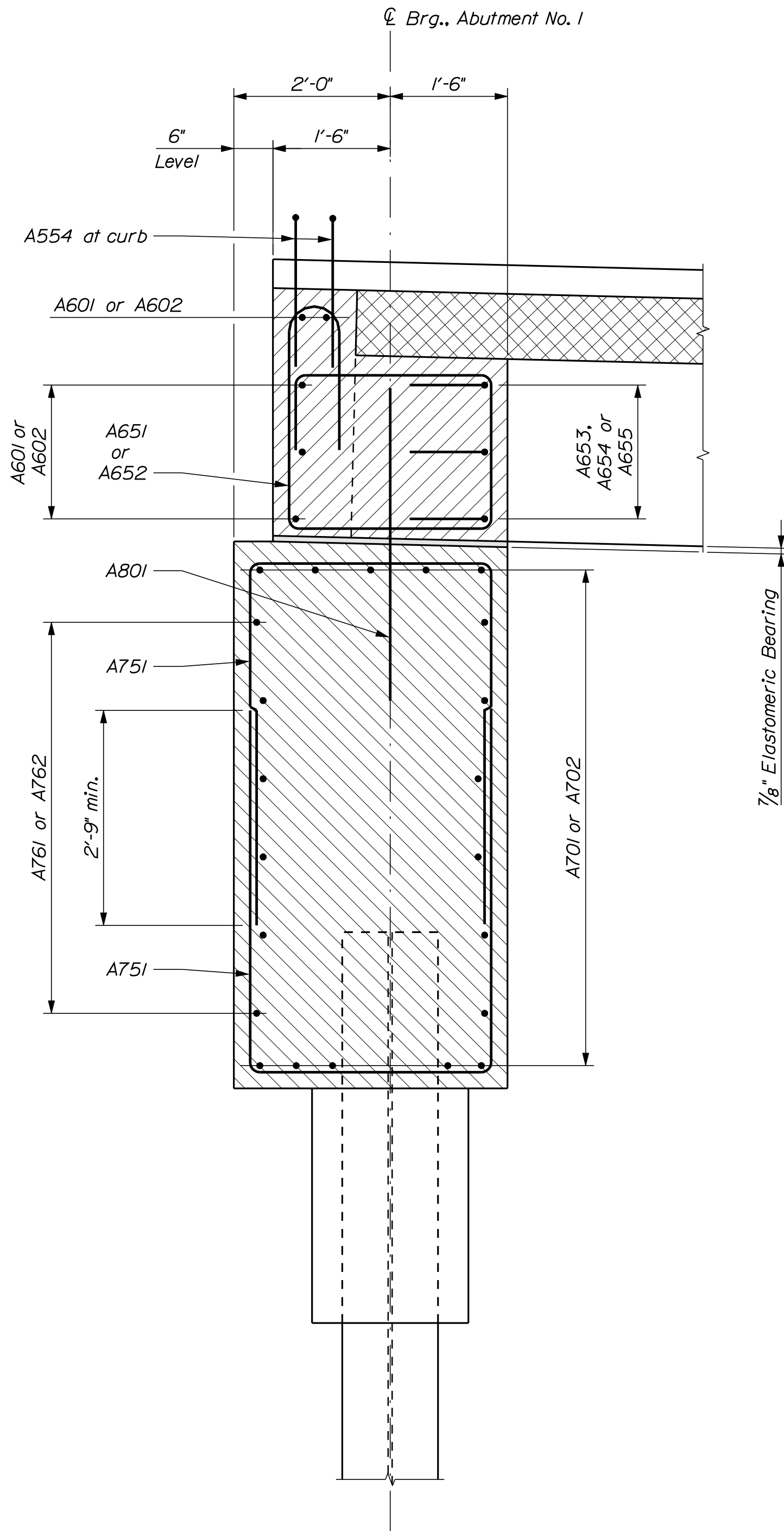


~ West Side ~

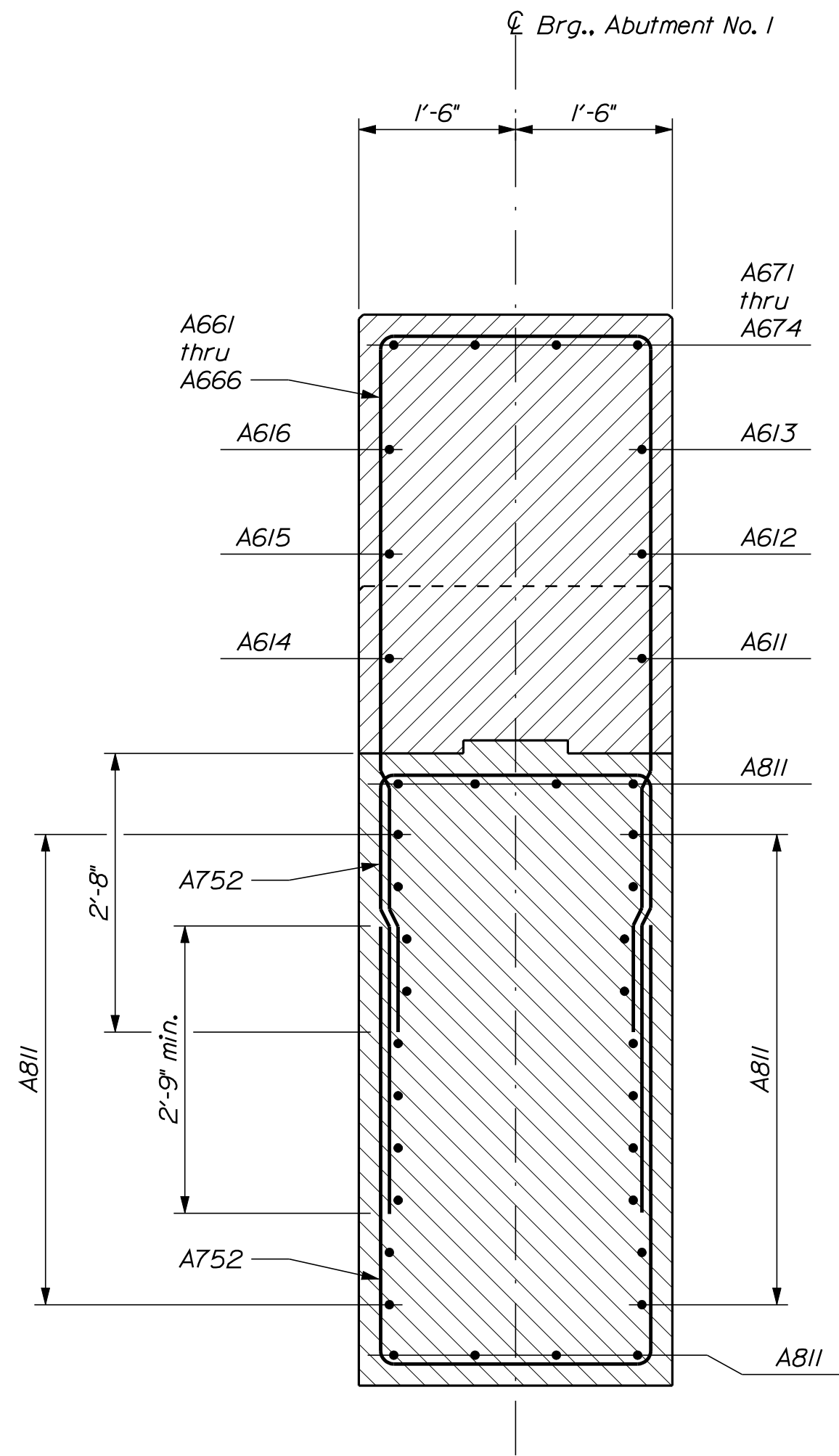




ABUTMENT NO. 1 WEST WINGWALL SECTION



ABUTMENT NO. 1 SECTION



ABUTMENT NO. 1 EAST WINGWALL SECTION

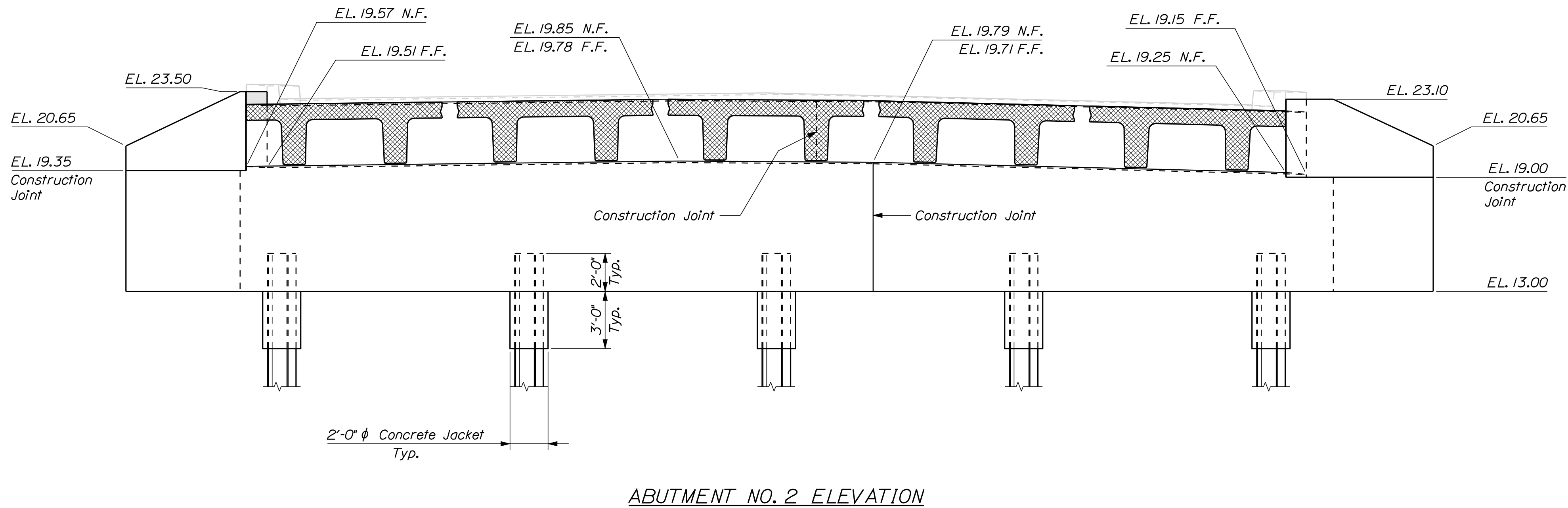
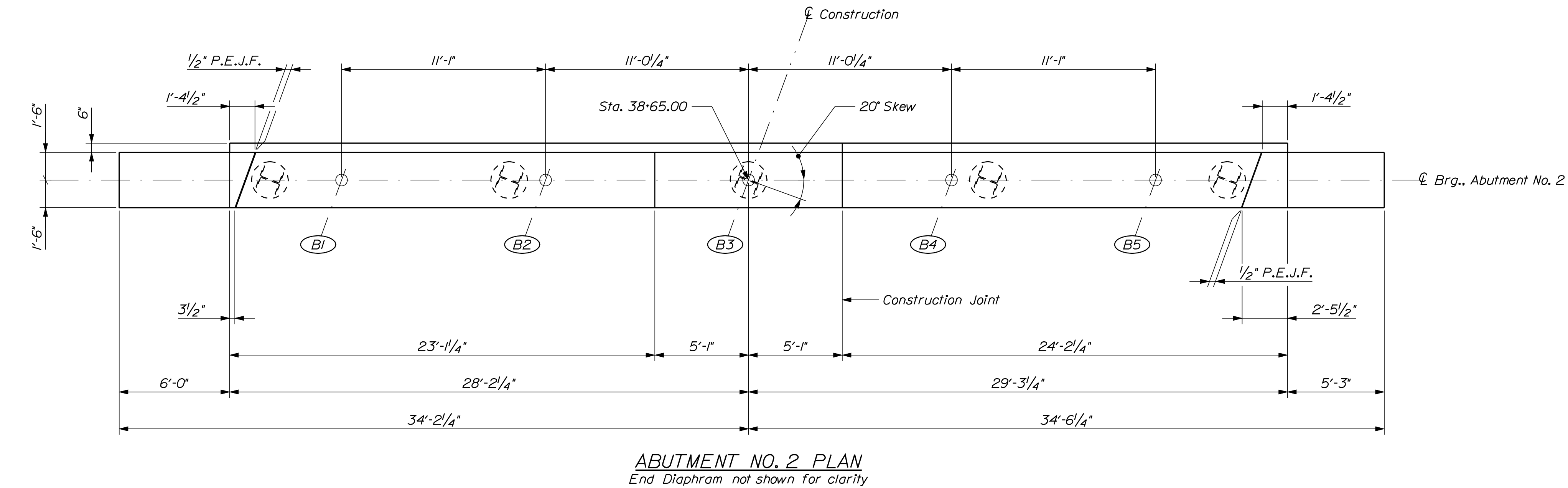
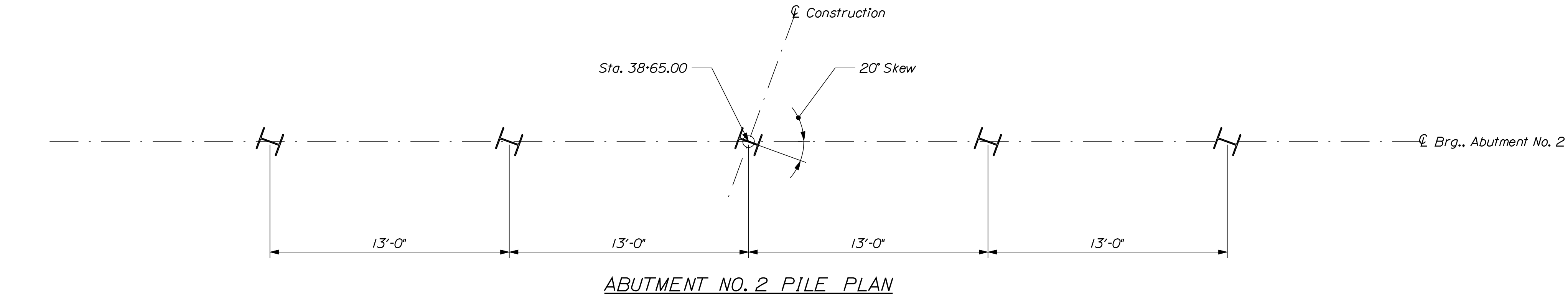
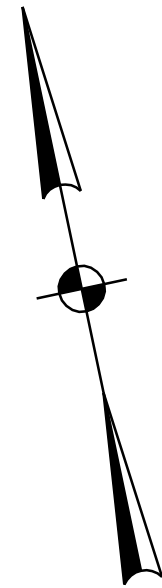
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SIGNATURE		DATE
	STP-2081(400)		Nov. 2017 Dec. 2017
	P.E. NUMBER		DATE
BRIDGE NO. 2126		WIN	BRIDGE PLANS
020814.00			

CAPELL BRIDGE MERRILAND RIVER WELLS YORK COUNTY	PROJ. MANAGER	J. Kirtledge	BY	D. Damren	DATE	Nov. 2017 Dec. 2017
	CHECKED-REVIEWED	J. Kirtledge	DESIGNED-DETAILED	J. Kirtledge	SIGNATURE	
	DESIGNED-DETAILED		DESIGNED-DETAILED		P.E. NUMBER	
	REVISIONS 1		REVISIONS 2		DATE	
	REVISIONS 3		REVISIONS 4		DATE	
FIELD CHANGES						

SHEET NUMBER	
23	
OF 34	

LEGEND

P.E..J.F. = Preformed
Expansion
Joint Filler



LEGEND

N.F. = Near Face
F.F. = Far Face

DATE	BY	PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
Nov. 2017	D. Damren	J. Kirtledge	K. Nash	J. Hestrich						
Dec. 2017										
SIGNATURE										
P.E. NUMBER										
DATE										

N.F. = Near Face
F.F. = Far Face
E.F. = Each Face
Eq. sp. = Equally spaced

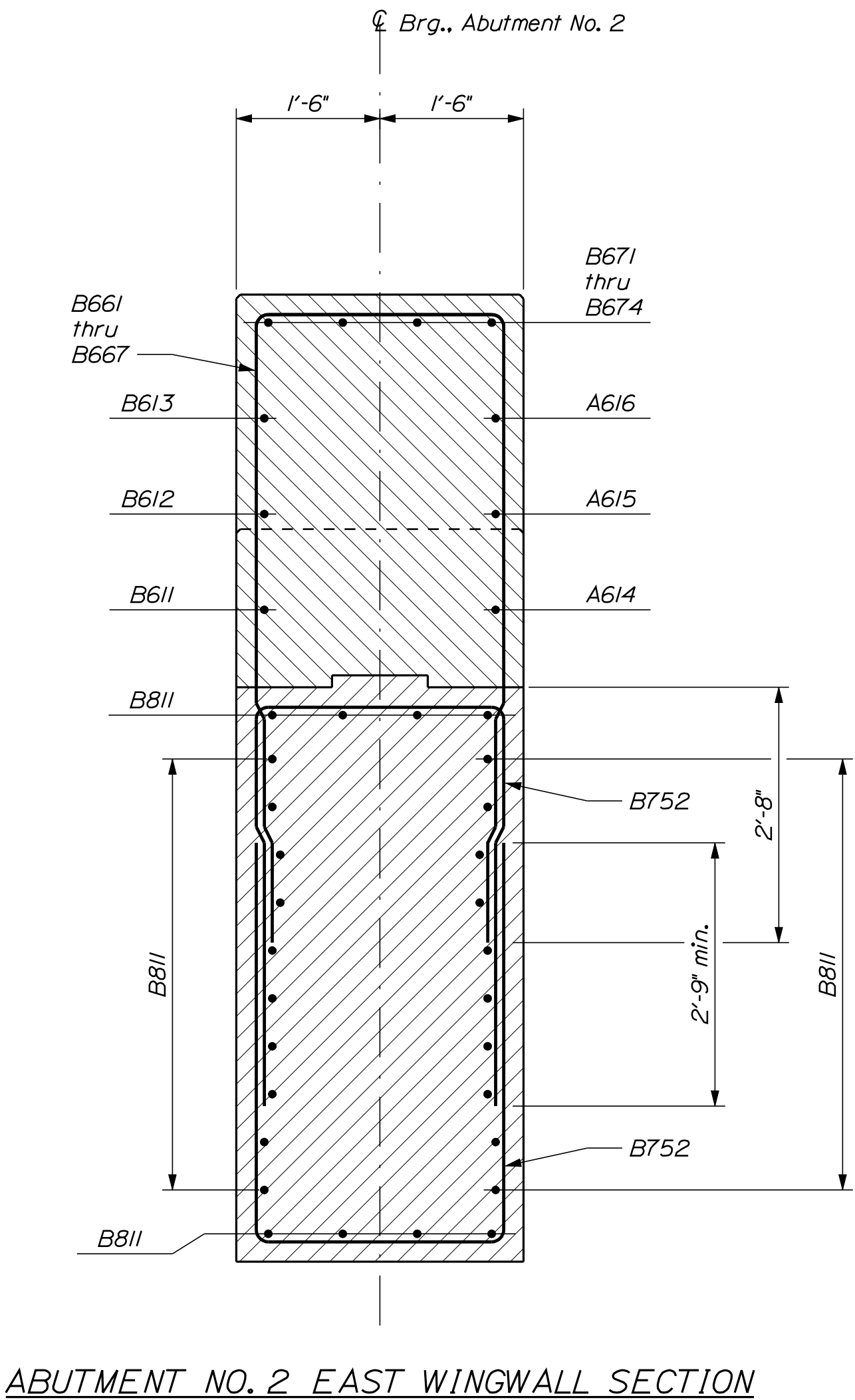
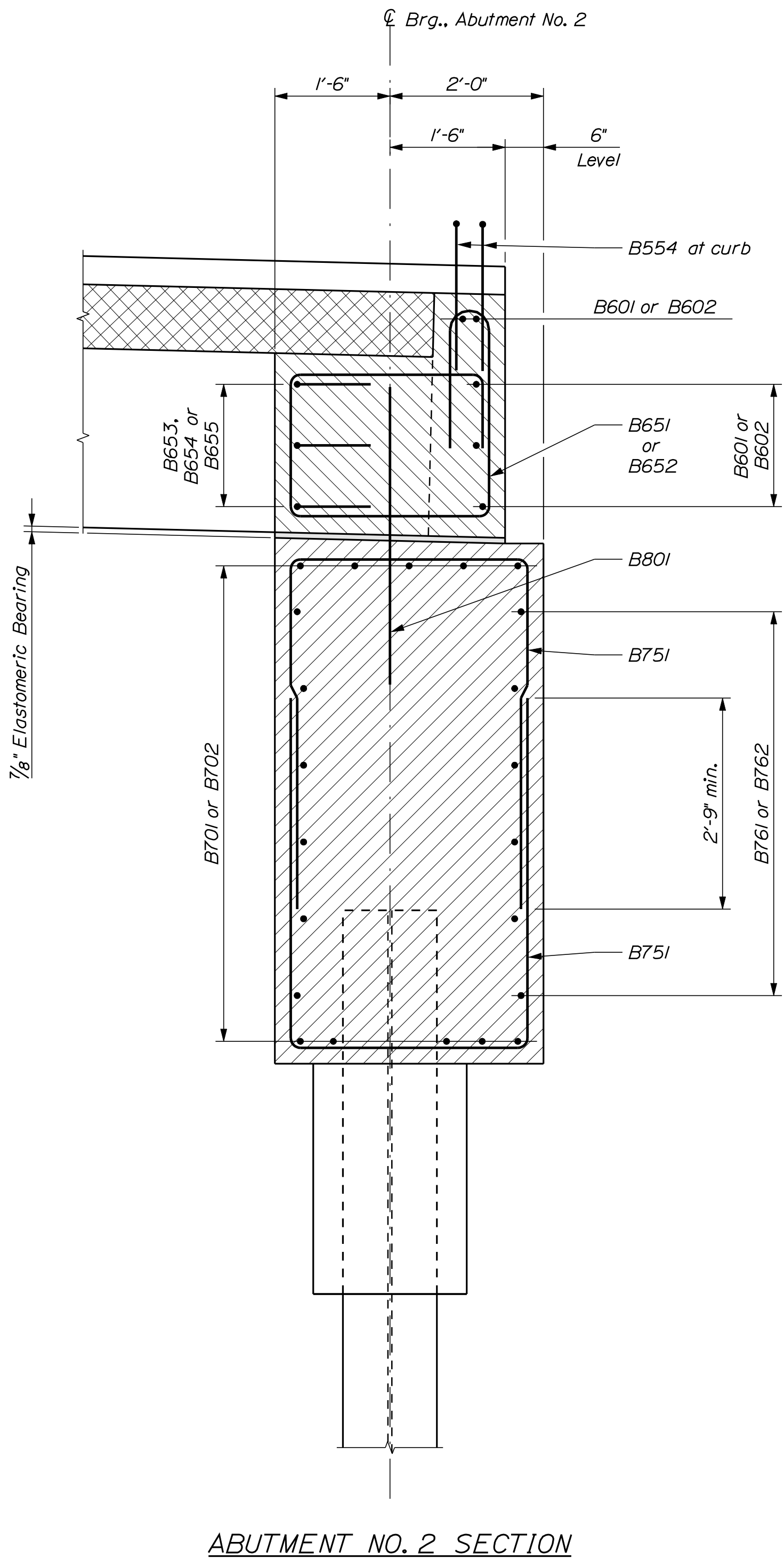
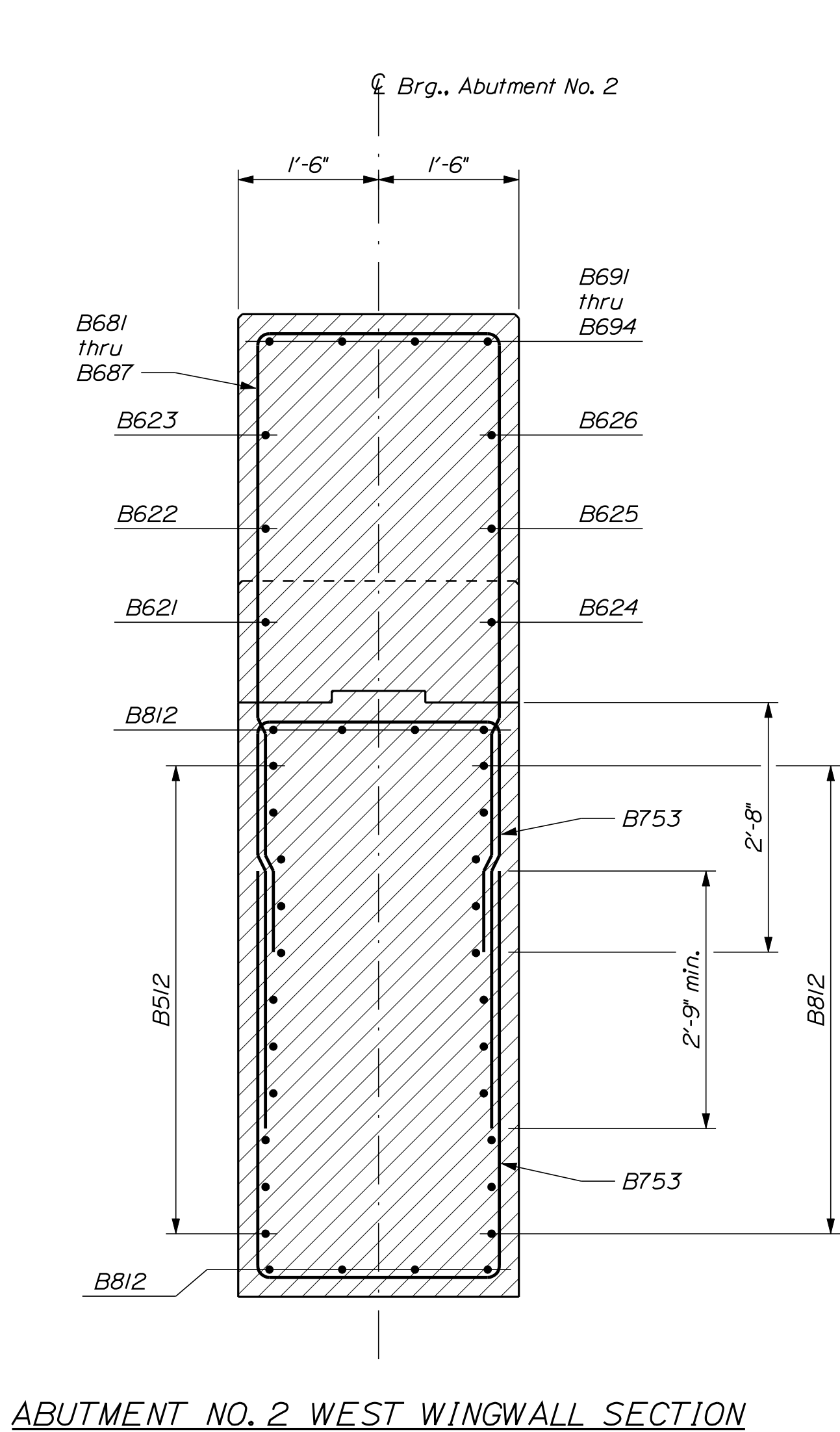


~ East Side ~

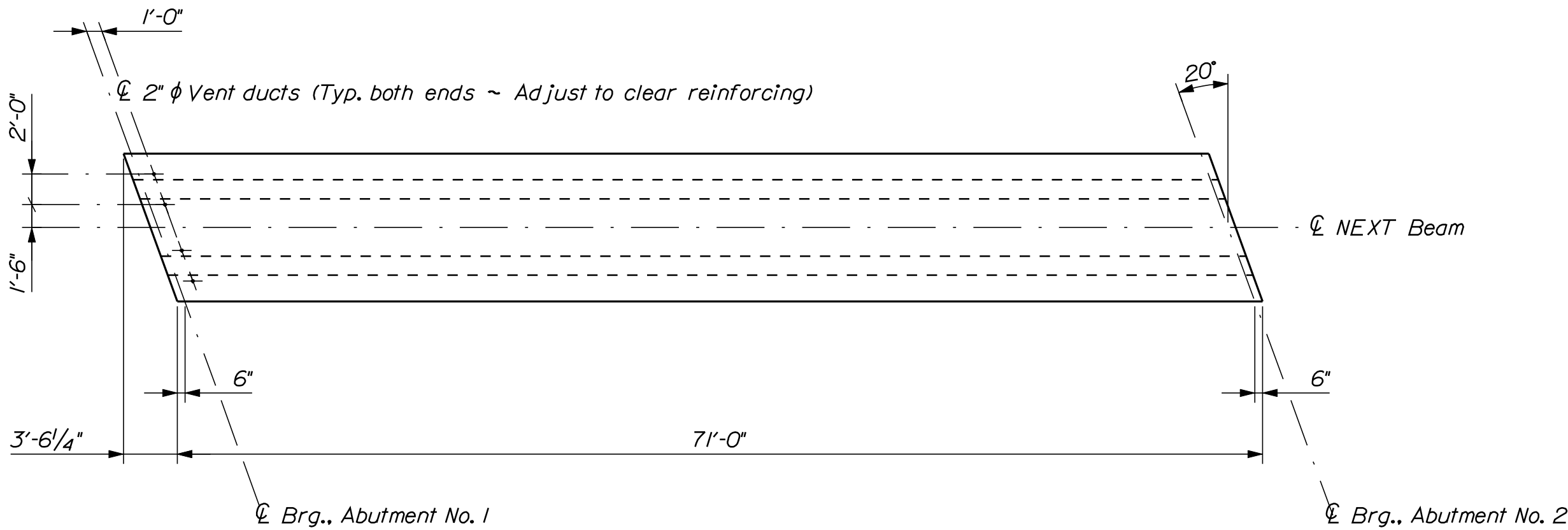


* Cut B701 and B702 to fit the skew between parapets at the top of breastwall

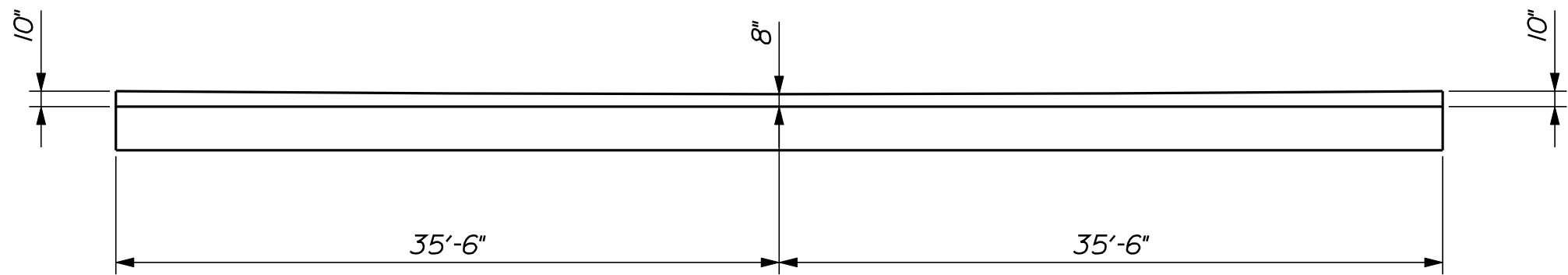
SHEET NUMBER 25 OF 34	CAPELL BRIDGE MERRILAND RIVER WELLS YORK COUNTY ABUTMENT NO. 2 REINFORCING	PROJ. MANAGER	J. Kittredge	BY	
		DESIGN-DETAILED	K. Nosh	Nov. 2017	
		CHECKED-REVIEWED	J. Hossbruch	Dec. 2017	SIGNATURE
		DESIGN2-DETAILED2			P.E. NUMBER
		DESIGN3-DETAILED3			
		REVISONS 1			
		REVISONS 2			
		REVISONS 3			
		REVISONS 4			
		FIELD CHANGES			DATE
		BRIDGE NO. 2128			
		WIN			
		STP-2081(400)			
		STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
		BRIDGE PLANS			



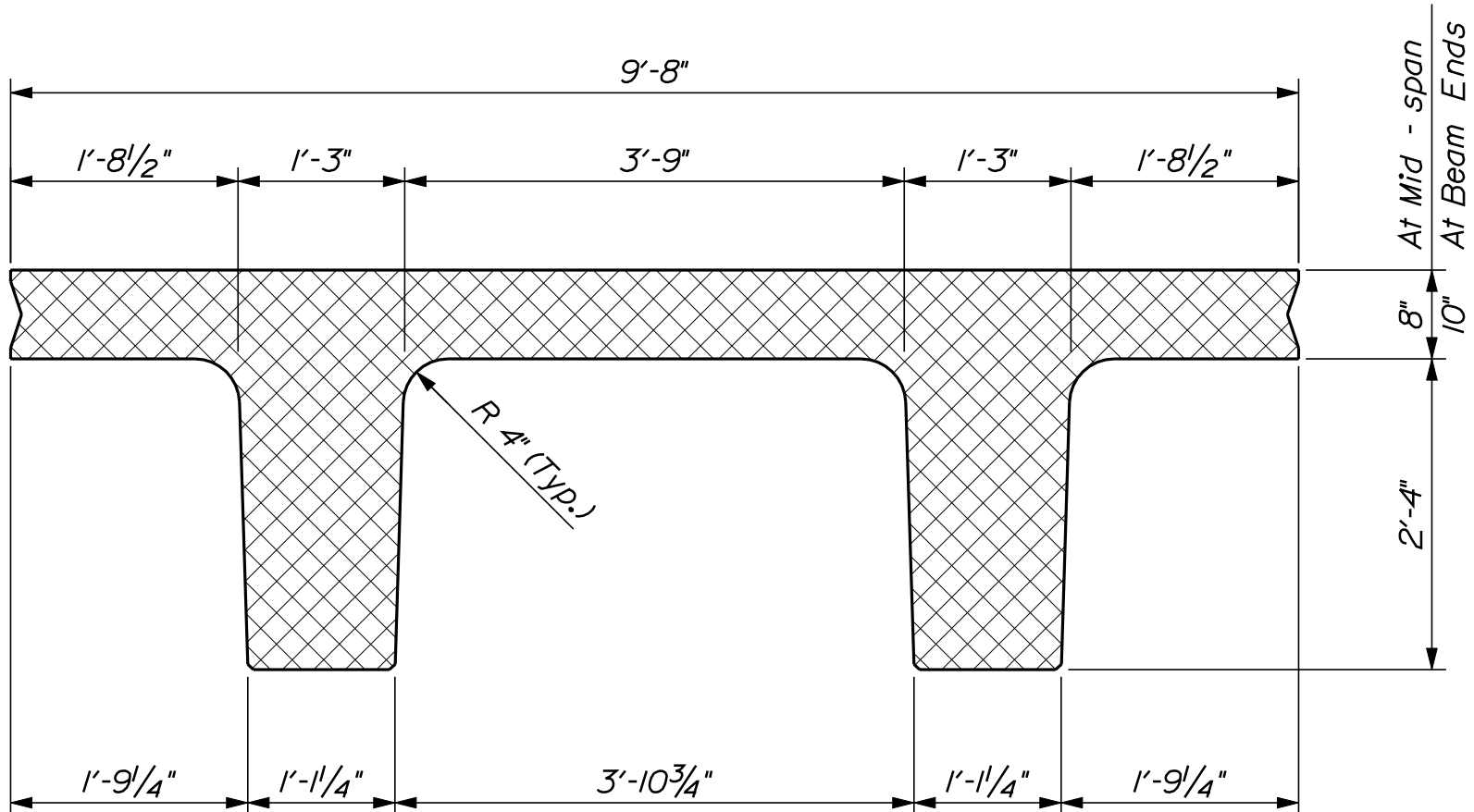
STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-2081(400)	SHEET NUMBER 26 OF 34	
	CAPELL BRIDGE MERRILAND RIVER YORK COUNTY WELLS ABUTMENT NO. 2 SECTIONS	
	BRIDGE NO. 2126 WIN 020814.00 BRIDGE PLANS	
PROJECT MANAGER J. Kirtledge CHECKED-REVIEWED K. Nash DESIGNED-DETAILED J. Hershough	BY D. Damren DATE Nov. 2017 Dec. 2017	
REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	SIGNATURE P.E. NUMBER DATE	



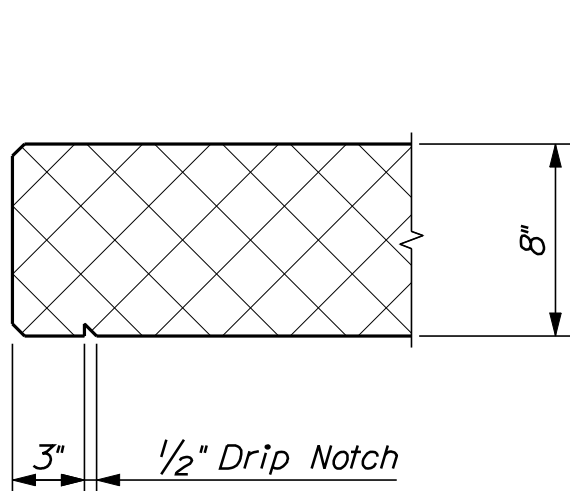
NEXT 36 D BEAM PLAN



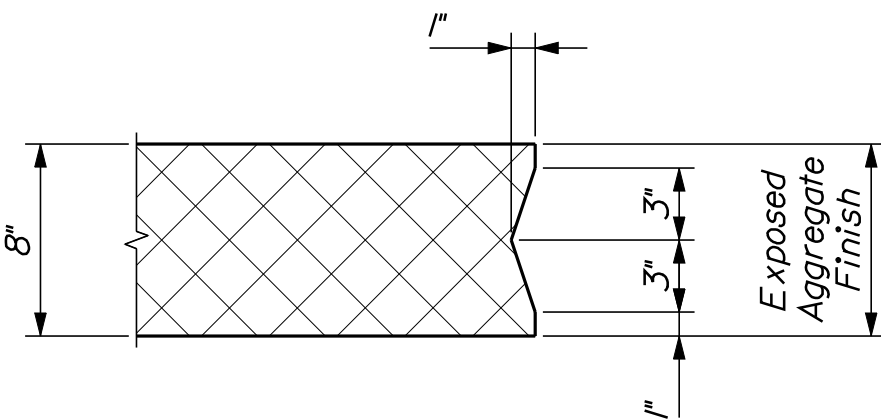
NEXT 36 D BEAM ELEVATION



NEXT 36 D BEAM SECTION



FASCIA OVERHANG DETAIL

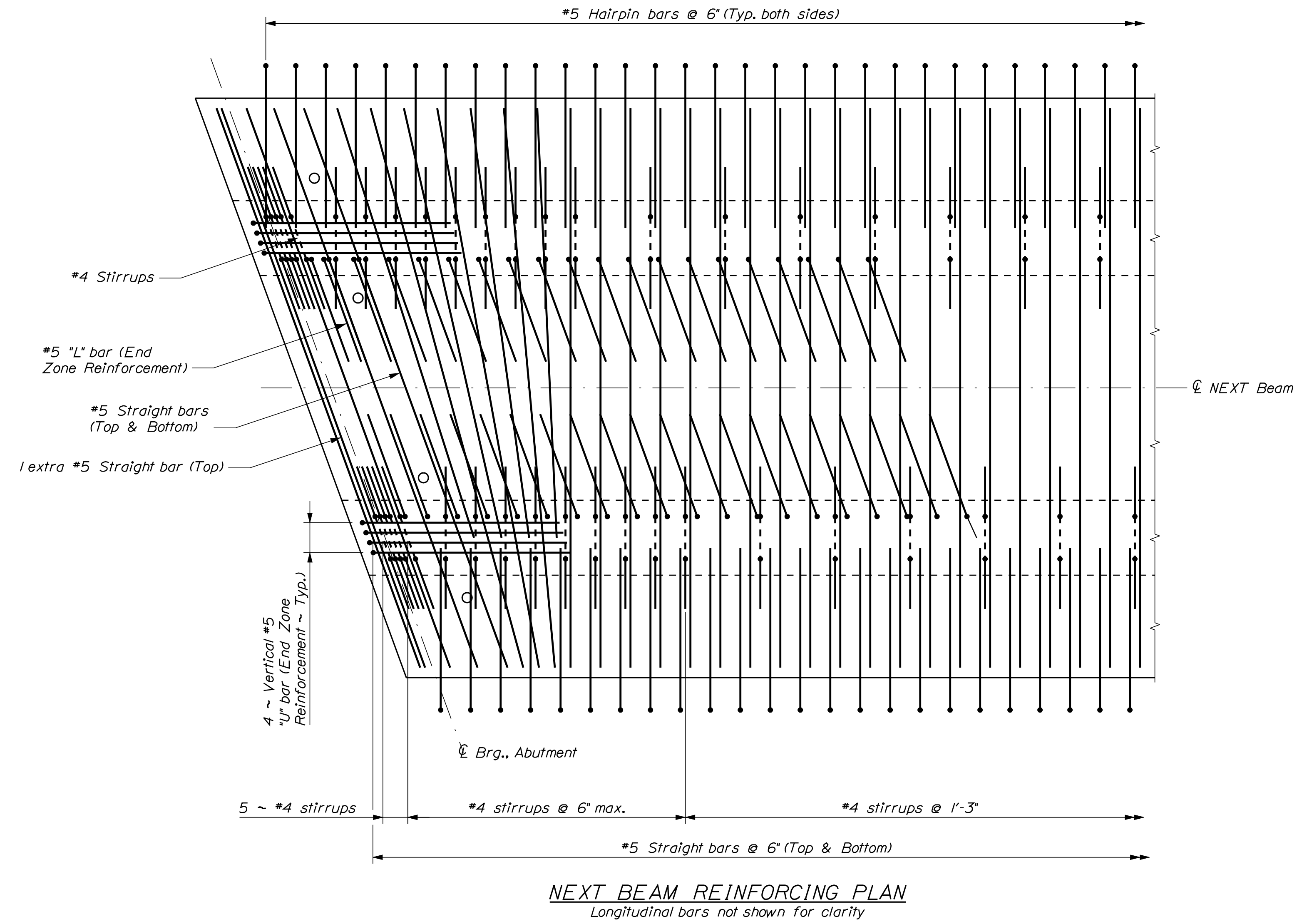


SHEAR KEY DETAIL

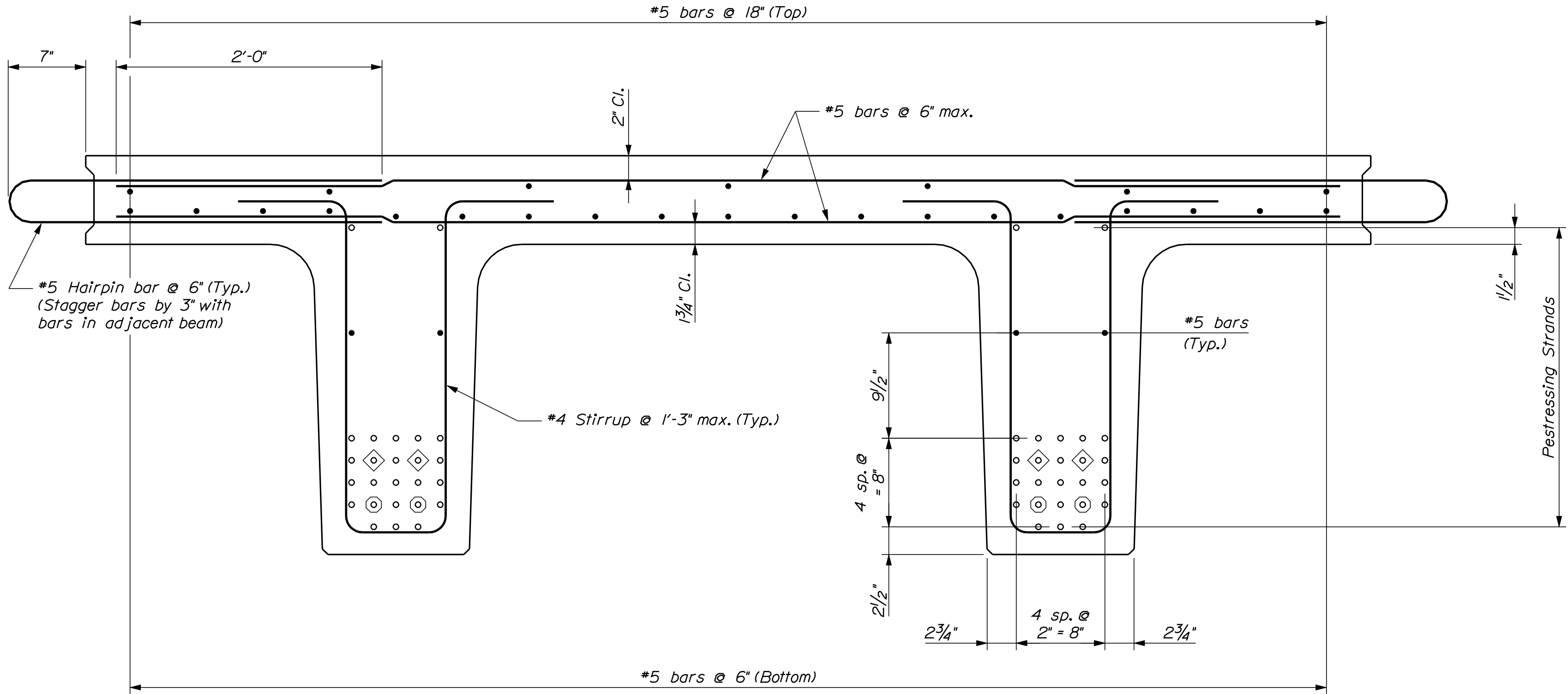
PRECAST CONCRETE SUPERSTRUCTURE NOTES

- NEXT D Beams are a non - proprietary shape developed by PCINE NORTHEAST (PCINE). Standardized section properties and details may be found at <http://www.pcine.org>.
- The estimated camber at release is 2 inches. The estimated camber at erection is 2 5/8 inches. The NEXT beam flange shall be 10 inches thick at the ends of the beam transitioning to 8 inches at midspan to account for the anticipated final camber and the sag vertical curvature of the roadway. If the estimated camber on the shop drawings does not match the design camber, the beam flange thickness may be adjusted with approval of the Fabrication Engineer.
- Prestressing strands shall be 0.6-in. diameter. The tensioning force is 44 kips per prestressing strand.
- Mild reinforcement shall be stainless steel.
- Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
- Do not drill holes or use power actuated tools on the prestressed beams.
- Keyways for closure pours shall be cast using a concrete surface retarder and shall be power washed with water in order to produce an exposed aggregate surface finish. The set retarder shall be used in accordance with the manufacturers recommendations.
- The method of forming the flange connection shall be determined by the Contractor. The forms shall be removable and able to accomodate differential camber. Form supports shall not penetrate through the top of pour or NEXT beam unless approved by the Fabrication Engineer.
- The top of the precast NEXT beams shall have a float finish per Standard Specification 535.
- A maximum of 50 percent of the strands in the bottom 5 rows may be debonded 6 inches from the end of the beam. All 4 top row strands shall be fully bonded.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
WELLS		YORK COUNTY	
CAPELL BRIDGE		MERRILLAND RIVER	
PRECAST NEXT BEAMS		STP-2081(400)	
SHEET NUMBER		WIN	
28		020814.00	
OF 34		BRIDGE NO. 2126	
		BRIDGE PLANS	

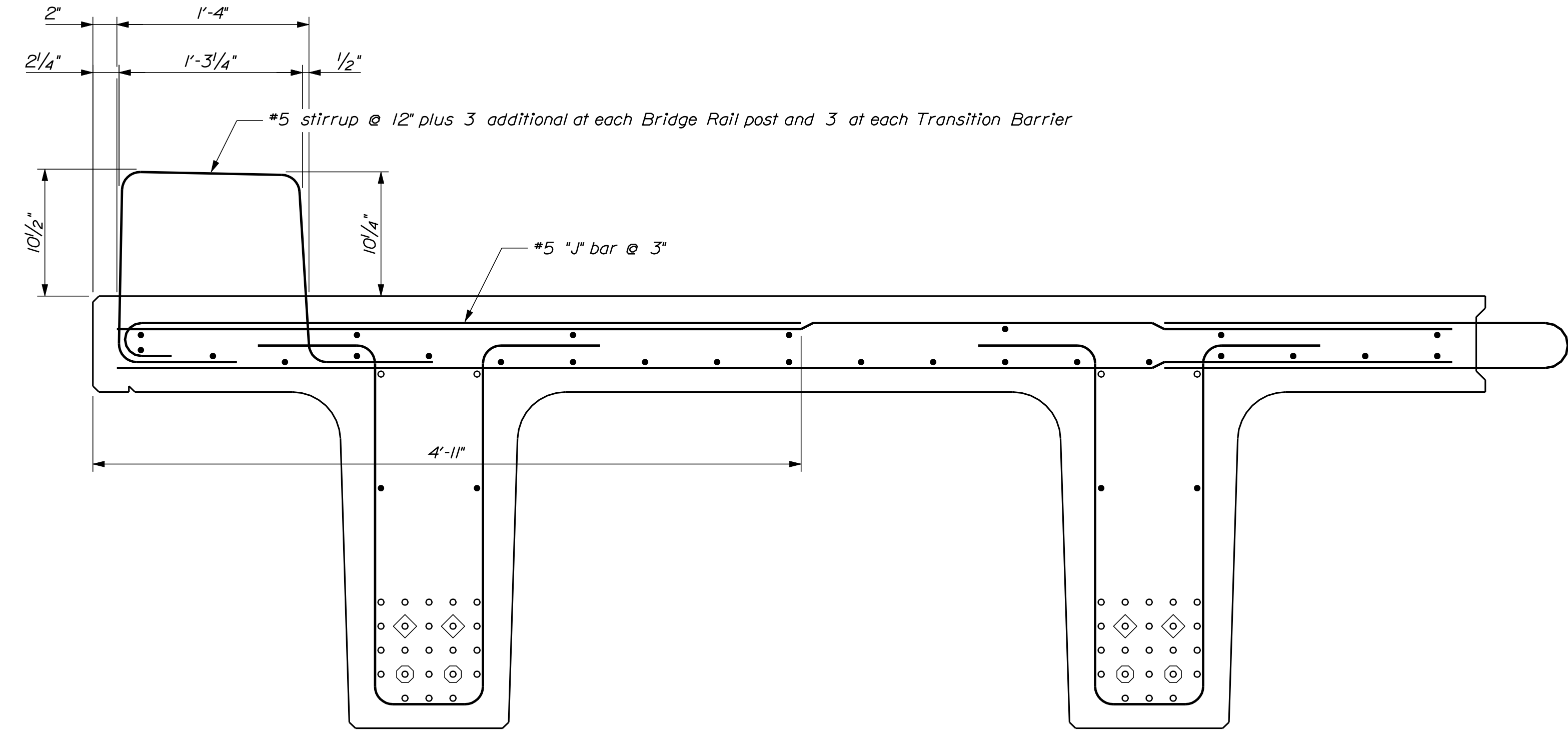


29		SHEET NUMBER	
OF 34			
CAPELL BRIDGE MERRILAND RIVER WELLS YORK COUNTY NEXT BEAM REINFORCING		PROJ. MANAGER	J. Kittredge
		BY	D. Dornen
		DATE	Nov. 2017
		DESIGN-DETAILED	K. Nosh
		CHECKED-REVIEWED	J. Hirschbough
		Dec. 2017	SIGNATURE
			P.E. NUMBER
			DATE
		</	



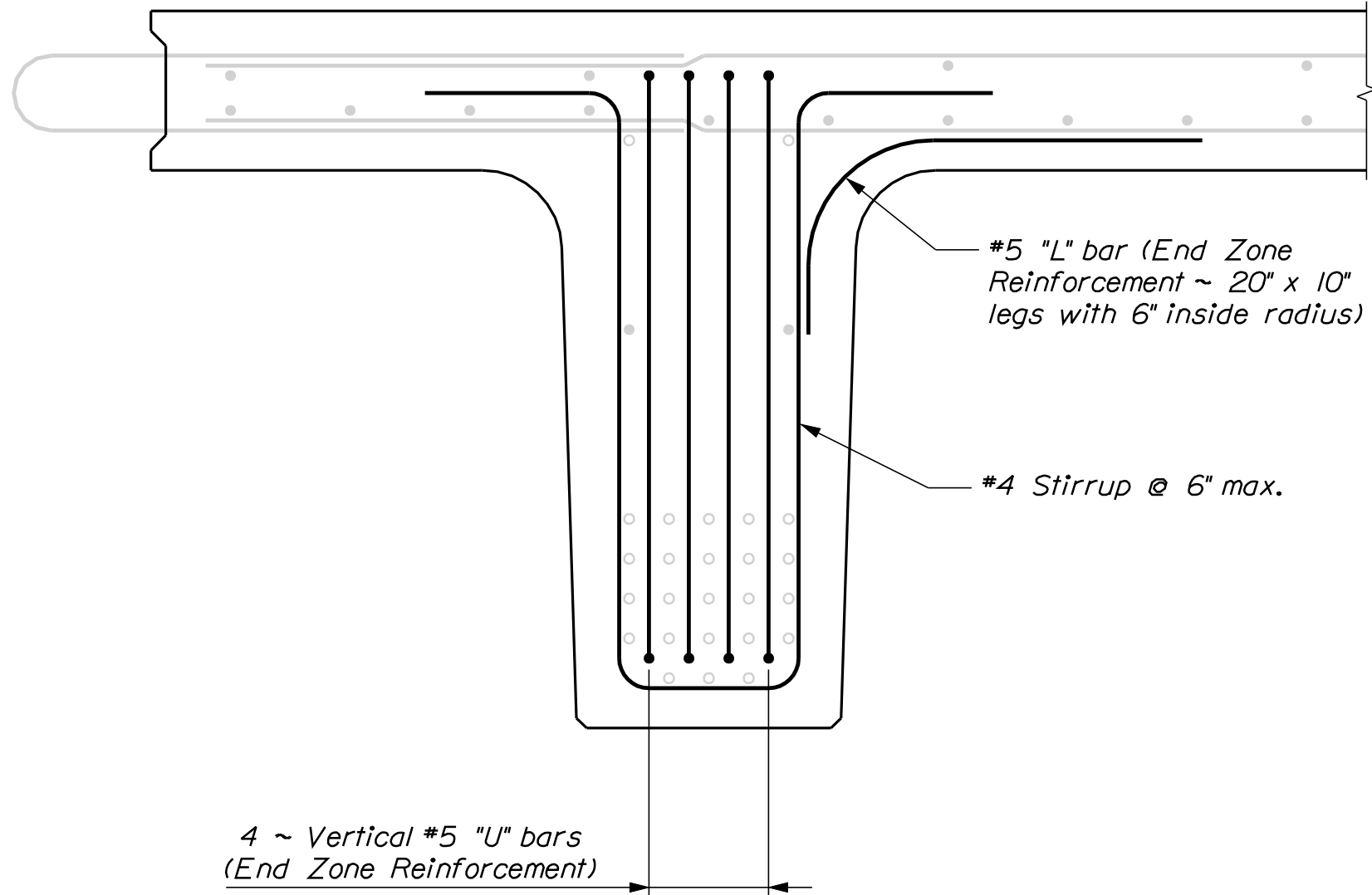
NEXT D 36 INTERIOR BEAM REINFORCING SECTION

- ◊ Strands debonded 12 ft.
- ⊙ Strands debonded 6 ft.



NEXT D 36 EXTERIOR BEAM REINFORCING SECTION

All reinforcing similar to Interior Beam except as shown



HALF SECTION AT NEXT BEAM END ZONE

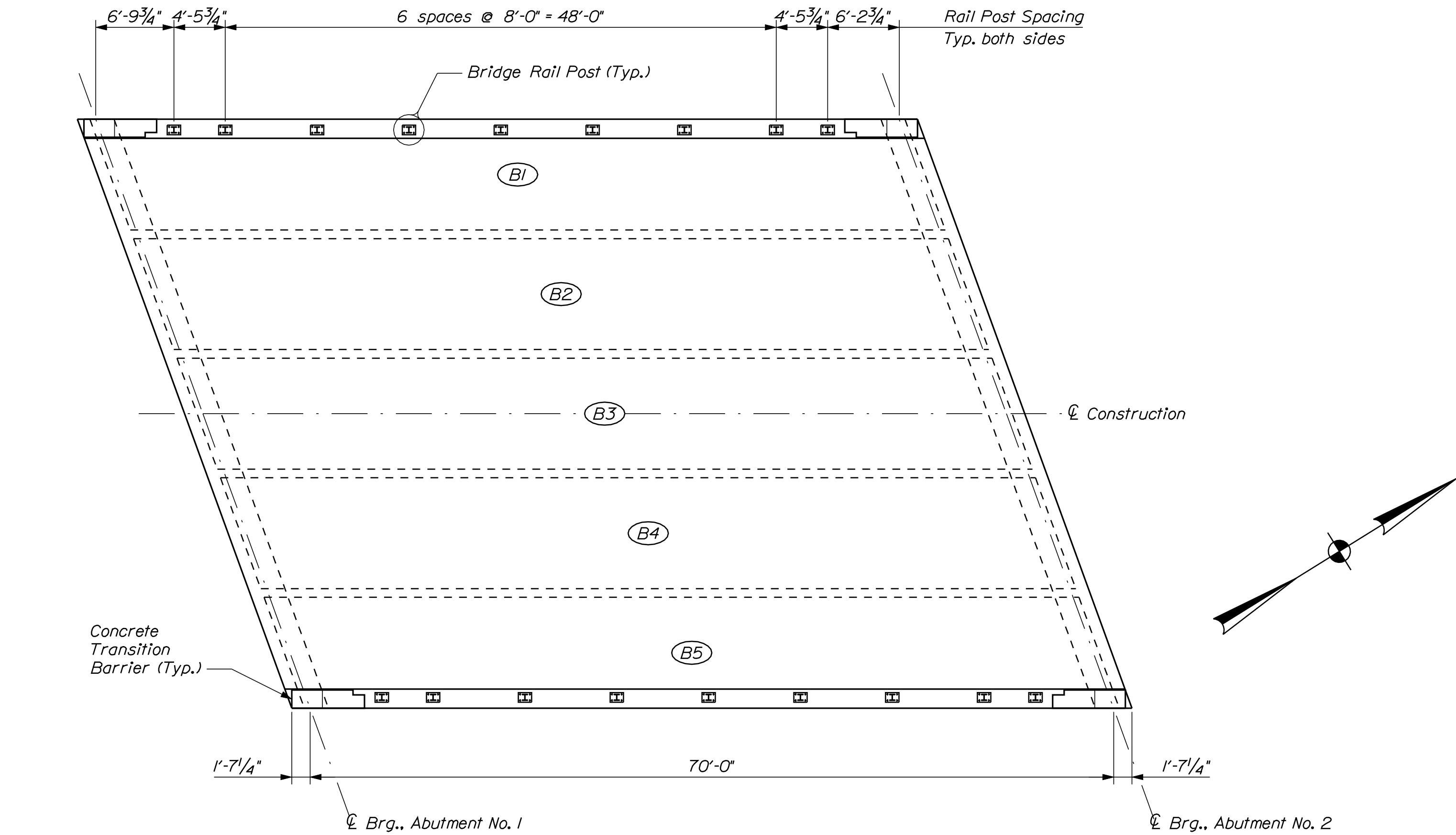
SHEET NUMBER		CAPELL BRIDGE		PROJ. MANAGER	J. Kirtledge	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-2081(400)	
		MERRILAND RIVER							
WELLS		YORK COUNTY		DESIGN-DETAILED	K. Nash	D. Dornen	Nov. 2017		
NEXT BEAM REINF. SECTIONS				CHECKED-REVIEWED	J. Hasbrouck		Dec. 2017		
				DESIGN2-DETAILED2					
				DESIGN3-DETAILED3					
				REVISIONS 1					P.E. NUMBER
				REVISIONS 2					
				REVISIONS 3					
				REVISIONS 4					DATE
				FIELD CHANGES					
								BRIDGE NO. 2126	
								WIN	
								020814.00	
								BRIDGE PLANS	

Date:12/18/2017

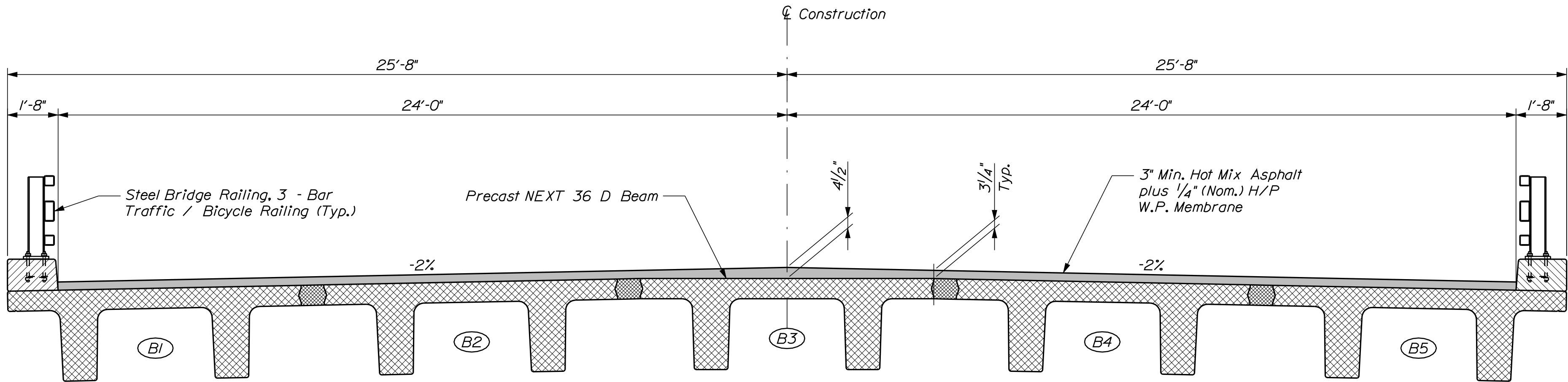
Username: Dana.Damren

Division: BRIDGE

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SUPERSTRUCTURE PLAN

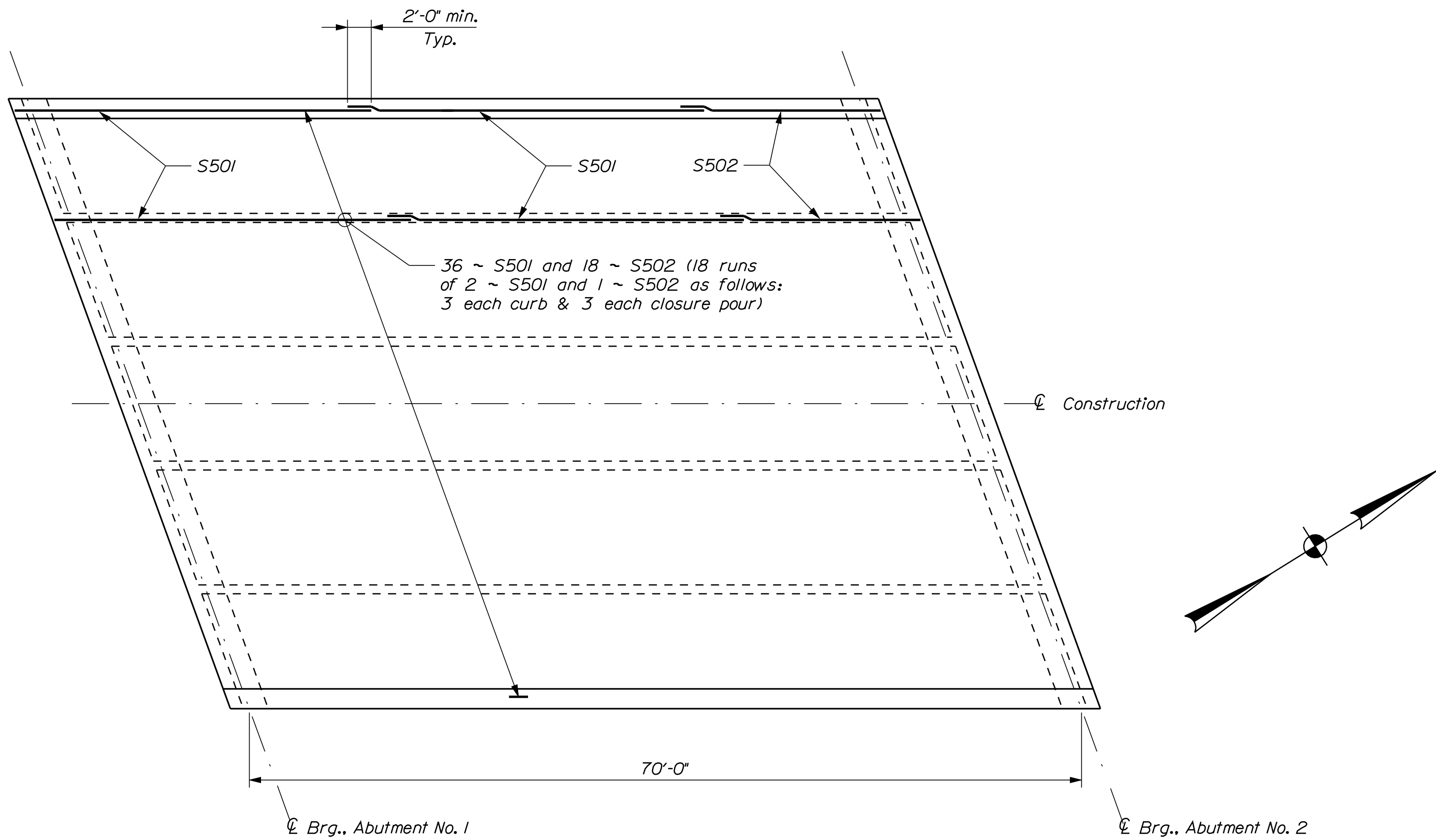


TRANSVERSE SECTION

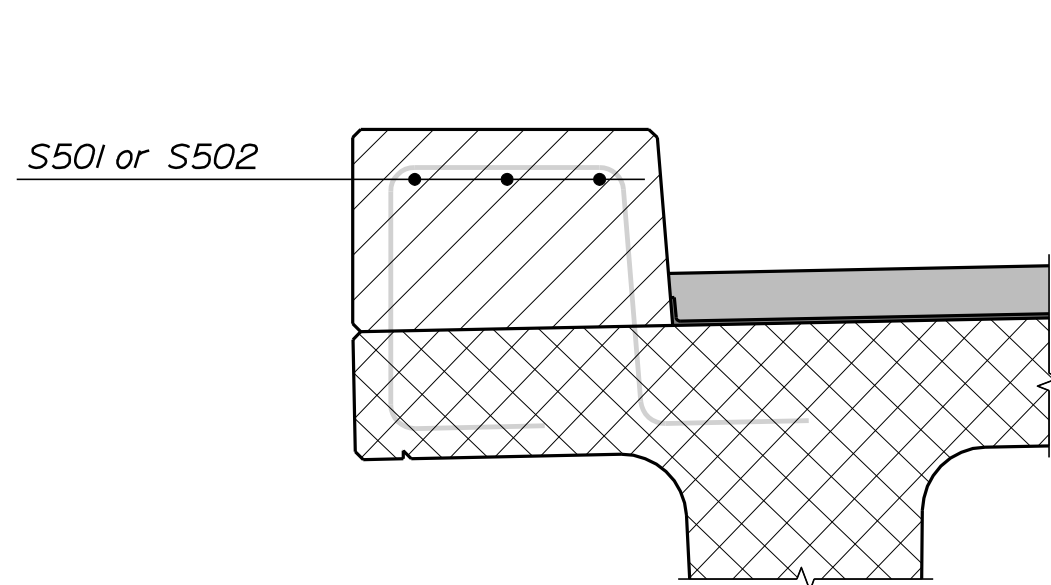
SUPERSTRUCTURE NOTES

1. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
2. The concrete curb shall not be placed until the NEXT Beam has achieved the 28-day design strength. Payment for the concrete curb will be made under Item No. 502.49, Structural Concrete Curbs and Sidewalks.
3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
4. The Contractor shall install Transition Barrier vertical closed stirrups, as shown in Standard Details Section 526, prior to the placement of the curb or sidewalk concrete.
5. Payment for the cast - in - place closure pours will be made under Item No. 502.492, Structural Concrete Curb and Sidewalk.

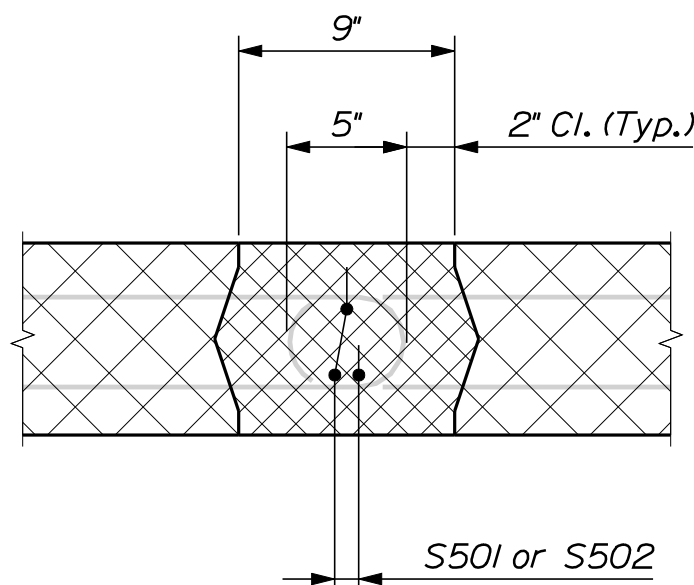
SHEET NUMBER				STATE OF MAINE			
31				DEPARTMENT OF TRANSPORTATION			
OF 34				STP-2081(400)			
CAPELL BRIDGE				BRIDGE NO. 2126			
MERRILAND RIVER				WIN			
WELLS				020814.00			
YORK COUNTY				BRIDGE PLANS			
SUPERSTRUCTURE							
PROJ. MANAGER		J. Kirtledge		BY		DATE	
DESIGN-DETAILED		K. Nash		D. Damren		Nov. 2017	
CHECKED-REVIEWED		J. Hestrich		SIGNATURE		Dec. 2017	
DESIGN2-DETAILED2							
DESIGN3-DETAILED3				P.E. NUMBER			
REVISIONS 1							
REVISIONS 2							
REVISIONS 3				DATE			
REVISIONS 4							
FIELD CHANGES							



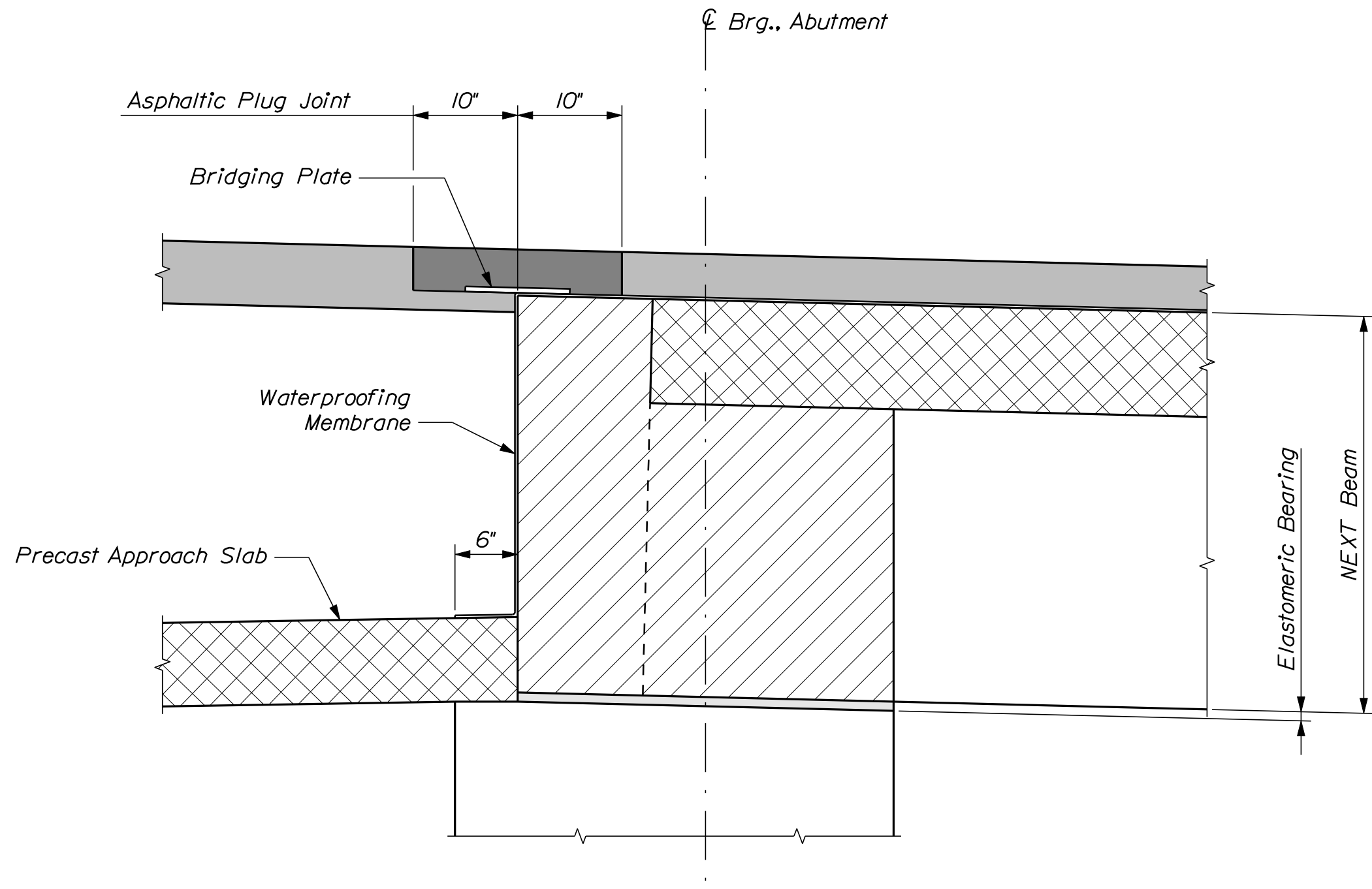
SUPERSTRUCTURE REINFORCING PLAN



TYPICAL CURB DETAIL



TYPICAL CLOSURE POUR DETAIL



SECTION AT END OF DECK

STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-2081(400)	SIGNATURE			
	P.E. NUMBER			
	DATE			
CAPELL BRIDGE MERRILAND RIVER YORK COUNTY WELLS SUPERSTRUCTURE DETAILS	PROJ. MANAGER	J. Kirtledge	BY	D. Damren
	CHECKED-DESIGNED	K. Nash	DATE	Nov. 2017
	CHECKED-REVIEWED	J. Hestrich	DATE	Dec. 2017
	DESIGN-DETAILED			
	DESIGN-REVIEWED			
SHEET NUMBER 32 OF 34	REVISIONS 1			
	REVISIONS 2			
	REVISIONS 3			
	REVISIONS 4			
	FIELD CHANGES			
BRIDGE NO. 2126		WIN	020814.00	BRIDGE PLANS

Date:12/18/2017

Username: Dana.Damren

Division: BRIDGE

Filename: ...\\00\\BRIDGE\\MSTA 033_Rebar.dgn

STRAIGHT BARS														TYPE - BENDING DIAGRAMS																							
MARK	QTY.	LENGTH	LOCATION				MARK	QTY.	LENGTH	LOCATION				MARK	QTY.	LENGTH	LOCATION																				
Abutment No. 1						Abutment No. 2						Superstructure																									
A601	5	23'-5"	End Diaphragm - Horizontal				B601	5	25'-7"	End Diaphragm - Horizontal				S501	36	30'-0"	Closure Pours & Curbs - Longitudinal																				
A602	5	30'-10"	End Diaphragm - Horizontal				B602	5	28'-9"	End Diaphragm - Horizontal				S502	18	17'-0"	Closure Pours & Curbs - Longitudinal																				
A611	1	5'-5"	East Wingwall - Horizontal				B611	1	7'-4"	East Wingwall - Horizontal																											
A612	1	5'-0"	East Wingwall - Horizontal				B612	1	7'-4"	East Wingwall - Horizontal																											
A613	1	3'-0"	East Wingwall - Horizontal				B613	1	5'-2"	East Wingwall - Horizontal																											
A614	1	6'-7"	East Wingwall - Horizontal				B614	1	6'-4"	East Wingwall - Horizontal																											
A615	1	6'-2"	East Wingwall - Horizontal				B615	1	6'-4"	East Wingwall - Horizontal																											
A616	1	4'-0"	East Wingwall - Horizontal				B616	1	4'-2"	East Wingwall - Horizontal																											
A621	1	8'-10"	West Wingwall - Horizontal				B621	1	5'-11"	West Wingwall - Horizontal																											
A622	1	7'-5"	West Wingwall - Horizontal				B622	1	5'-1"	West Wingwall - Horizontal																											
A623	1	5'-3"	West Wingwall - Horizontal				B623	1	3'-0"	West Wingwall - Horizontal																											
A624	1	7'-9"	West Wingwall - Horizontal				B624	1	7'-1"	West Wingwall - Horizontal																											
A625	1	6'-4"	West Wingwall - Horizontal				B625	1	6'-2"	West Wingwall - Horizontal																											
A626	1	4'-2"	West Wingwall - Horizontal				B626	1	4'-1"	West Wingwall - Horizontal																											
A701	16	23'-0"	East Breastwall - Horizontal				B701	16	24'-0"	East Breastwall - Horizontal																											
A702	16	34'-3"	West Breastwall - Horizontal				B702	16	33'-3"	West Breastwall - Horizontal																											
A801	20	4'-0"	Breastwall Dowels - Vertical				B801	20	4'-0"	Breastwall Dowels - Vertical																											
A811	28	10'-0"	East Wingwall - Horizontal				B811	28	10'-10"	East Wingwall - Horizontal																											
A812	30	12'-5"	West Wingwall - Horizontal				B812	30	10'-6"	West Wingwall - Horizontal																											
BENT BARS																																					
MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION				MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION					
Abutment No. 1														Abutment No. 2																							
A551	13	4'-2"	S	0	0'-10"	2'-6"	0'-10"	--	--	0	--	--	--	End of Wingwalls - Horizontal				B551	13	4'-2"	S	0	0'-10"	2'-6"	0'-10"	--	--	0	--	--	--	End of Wingwalls - Horizontal					
A552	2	7'-2"	S	0	0'-10"	5'-6"	0'-10"	--	--	0	--	--	--	End of E. Wingwall - Vertical				B552	2	7'-2"	S	0	0'-10"	5'-6"	0'-10"	--	--	0	--	--	--	End of E. Wingwall - Vertical					
A553	2	7'-9"	S	0	0'-10"	6'-1"	0'-10"	--	--	0	--	--	--	End of W. Wingwall - Vertical				B553	2	7'-9"	S	0	0'-10"	6'-1"	0'-10"	--	--	0	--	--	--	End of W. Wingwall - Vertical					
A554	4	5'-5"	SC	0	2'-0"	1'-3"	2'-0"	--	--	0	--	1'-4"	--	End Diaphragm - Curb Stirrups				B554	4	5'-5"	SC	0	2'-0"	1'-3"	2'-0"	--	--	0	--	1'-4"	--	End Diaphragm - Curb Stirrups					
A651	31	13'-1"	ED	1'-10"	2'-11"	2'-8"	2'-0"	2'-8"	--	1'-0"	--	--	--	End Diaphragm - Vertical				B651	31	13'-1"	ED	1'-10"	2'-11"	2'-8"	2'-0"	2'-8"	--	1'-0"	--	--	--	End Diaphragm - Vertical					
A652	20	4'-3"	C	0'-8"	2'-11"	0'-8"	--	--	--	--	--	--	--	End Diaphragm - Vertical				B652	20	4'-3"	C	0'-8"	2'-11"	0'-8"	--	--	--	--	--	--	--	--	End Diaphragm - Vertical				
A653	15	5'-6"	S	0	1'-0"	3'-6"	1'-0"	--	--	0	--	--	--	End Diaphragm - Horizontal				B653	15	5'-6"	S	0	1'-0"	3'-6"	1'-0"	--	--	0	--	--	--	--	End Diaphragm - Horizontal				
A654	12	5'-0"	S	0	1'-0"	3'-0"	1'-0"	--	--	0	--	--	--	End Diaphragm - Horizontal				B654	12	5'-0"	S	0	1'-0"	3'-0"	1'-0"	--	--	0	--	--	--	--	End Diaphragm - Horizontal				
A655	6	3'-3"	S	0	1'-0"	1'-3"	1'-0"	--	--	0	--	--	--	End Diaphragm - Horizontal				B655	6	3'-3"	S	0	1'-0"	1'-3"	1'-0"	--	--	0	--	--	--	--	End Diaphragm - Horizontal				
A661	1	11'-2"	S	0	4'-3"	2'-8"	4'-3"	--	--	0	--	--	--	East Wingwall - Vertical				B661	1	11'-2"	S	0	4'-3"	2'-8"	4'-3"	--	--	0	--	--	--	--	East Wingwall - Vertical				
A662	1	12'-2"	S	0	4'-9"	2'-8"	4'-9"	--	--	0	--	--	--	East Wingwall - Vertical				B662	1	12'-2"	S	0	4'-9"	2'-8"	4'-9"	--	--	0	--	--	--	--	East Wingwall - Vertical				
A663	1	13'-0"	S	0	5'-2"	2'-8"	5'-2"	--	--	0	--	--	--	East Wingwall - Vertical				B663	1	13'-0"	S	0	5'-2"	2'-8"	5'-2"	--	--	0	--	--	--	--	East Wingwall - Vertical				
A664	1	13'-10"	S	0	5'-7"	2'-8"	5'-7"	--	--	0	--	--	--	East Wingwall - Vertical				B664	1	13'-10"	S	0	5'-7"	2'-8"	5'-7"	--	--	0	--	--	--	--	East Wingwall - Vertical				
A665	1	14'-10"	S	0	6'-1"	2'-8"	6'-1"	--	--	0	--	--	--	East Wingwall - Vertical				B665	1	14'-8"	S	0	6'-0"	2'-8"	6'-0"	--	--	0	--	--	--	--	East Wingwall - Vertical				
A666	1	15'-8"	S	0	6'-6"	2'-8"	6'-6"	--	--	0	--	--	--	East Wingwall - Vertical				B666	1	15'-6"	S	0	6'-5"	2'-8"	6'-5"	--	--	0	--	--	--	--	East Wingwall - Vertical				
A667	1	16'-2"	S	0	6'-8"	2'-10"	6'-8"	--	--	0	--	--	--	East Wingwall - Vertical				B667	1	15'-10"	S	0	6'-7"	2'-8"	6'-7"	--	--	0	--	--	--	--	East Wingwall - Vertical				
A668	1	16'-0"	S	0	6'-7"	2'-10"	6'-7"	--	--	0	--	--	--	East Wingwall - Vertical				B668	1	16'-0"	S	0	6'-7"	2'-10"	6'-7"	--	--	0	--	--	--	--	East Wingwall - Vertical				
A671	1	7'-2"	V	--	--	--	6'-0"	1'-2"	--	--	0'-6"	--	--	East Wingwall - Horizontal				B671	1	6'-10"	V	--	--	--	5'-8"	1'-2"	--	--	0'-5"	--	--	--	East Wingwall - Horizontal				
A672	1	6'-10"	V	--	--	--	6'-0"	0'-10"	--	--	0'-4"	--	--	East Wingwall - Horizontal				B672	1	7'-2"	V	--	--	--	5'-8"	1'-6"	--	--	0'-7"	--	--	--	East Wingwall - Horizontal				
A673	1	6'-5"	V	--	--	--	6'-0"	0'-5"	--	--	0'-2"	--	--	East Wingwall - Horizontal				B673	1	7'-6"	V	--	--	--	5'-8"	1'-10"	--	--	0'-9"	--	--	--	East Wingwall - Horizontal				
A674	1	6'-0"	V	--	--	--	6'-0"	0	--	--	0	--	--	East Wingwall - Horizontal				B674	1	7'-10"	V	--	--	--	5'-8"	2'-2"	--	--	1'-11"	--	--	--	East Wingwall - Horizontal				
A681	1	10'-2"	S	0	3'-9"	2'-8"	3'-9"	--	--	0	--	--	--	West Wingwall - Vertical				B681	1	10'-8"	S	0	4'-0"	2'-8"	4'-0"	--	--	0	--	--	--	--	West Wingwall - Vertical				
A682	1	11'-0"	S	0	4'-2"	2'-8"	4'-2"	--	--	0	--	--	--	West Wingwall - Vertical				B682	1	11'-6"	S	0	4'-5"	2'-8"	4'-5"	--	--	0	--	--	--	--	West Wingwall - Vertical				
A683	1	12'-0"	S	0	4'-8"	2'-8"	4'-8"	--	--	0	--	--	--	West Wingwall - Vertical				B683	1	12'-4"	S	0	4'-10"	2'-8"	4'-10"	--	--	0	--	--	--	--	West Wingwall - Vertical				
A684	1	12'-10"	S	0	5'-1"	2'-8"	5'-1"	--	--	0	--	--	--	West Wingwall - Vertical				B684	1	13'-2"	S	0	5'-3"	2'-8"	5'-3"	--	--	0	--	--	--	--	West Wingwall - Vertical				
A685	1	13'-10"	S	0	5'-7"	2'-8"	5'-7"	--	--	0	--	--	--	West Wingwall - Vertical				B685	1	13'-10"	S	0	5'-7"	2'-8"	5'-7"	--	--	0	--	--	--	--	West Wingwall - Vertical				
A686	1	14'-8"	S	0	6'-0"	2'-8"	6'-0"	--	--	0	--	--	--	West Wingwall - Vertical				B686	1	14'-8"	S	0	6'-0"	2'-8"	6'-0"	--	--	0	--	--	--	--	West Wingwall - Vertical				
A687	1	15'-8"	S	0	6'-6"	2'-8"	6'-6"	--	--	0	--	--	--	West Wingwall - Vertical				B687	1	15'-4"	S	0	6'-4"	2'-8"	6'-4"	--	--	0	--	--	--	--	West Wingwall - Vertical				
A688	1	15'-10"	S	0	6'-7"	2'-8"	6'-7"	--	--	0	--	--	--	West Wingwall - Vertical				B688	1	16'-0"	S	0	6'-7"	2'-10"	6'-7"	--	--	0	--	--	--	--	West Wingwall - Vertical				
A689	1	16'-0"	S	0	6'-7"	2'-10"	6'-7"	--	--	0	--	--	--	West Wingwall - Vertical																							
A691	1	8'-5"	V	--	--	--	7'-3"	1'-2"	--	--	0'-5"	--	--	West Wingwall - Horizontal				B691	1	7'-8"	V	--	--	--	6'-6"	1'-2"	--	--	0'-6"	--	--	--	West Wingwall - Horizontal				
A692	1	8'-9"	V	--	--	--	7'-3"	1'-6"	--	--	0'-7"	--	--	West Wingwall - Horizontal				B692	1	7'-4"	V	--	--	--	6'-6"	0'-10"	--	--	0'-4"	--	--	--	West Wingwall - Horizontal				
A693	1	9'-1"	V	--	--	--	7'-3"	1'-10"	--	--	0'-9"	--	--	West Wingwall - Horizontal				B693	1	6'-11"	V	--	--	--	6'-6"	0'-5"	--	--	0'-2"	--	--	--	West Wingwall - Horizontal				
A694	1	9'-5"	V	--	--	--	7'-3"	2'-2"	--	--	0'-11"	--	--	West Wingwall - Horizontal				B694	1	6'-6"	V	--	--	--	6'-6"	0	--	--	0	--	--	--	West Wingwall - Horizontal				
A751	114	12'-4"	S	0	4'-7"	3'-2"	4'-7"	--	--	0	--	--	--	Breastwall - Vertical				B751	114	12'-4"	S	0	4'-7"	3'-2"	4'-7"	--	--	0	--	--	--	--	Breastwall - Vertical				
A752	12	11'-10"	S	0	4'-7"	2'-8"	4'-7"	--	--	0	--	--	--	East Wingwall - Vertical				B752	12	11'-10"	S	0	4'-7"	2'-8"	4'-7"	--	--	0	--	--	--	--	East Wingwall - Vertical				
A753	14	11'-10"	S	0	4'-7"	2'-8"	4'-7"	--	--	0	--	--	--	West Wingwall - Vertical				B753	14	11'-10"	S	0	4'-7"	2'-8"	4'-7"	--	--	0	--	--	--	--	West Wingwall - Vertical				
A761	6	24'-5"	L	22'-11"	1'-6"	--	--	--	--	--	--	--	--	East Breastwall - Horizontal				B761	6	25'-6"	L	24'-0"	1'-6"	--	--	--	--	--	--	--	--	--	--	East Breastwall - Horizontal			
A762	6	35'-8"	L	34'-2"	1'-6"	--	--	--	--	--	--	--	--	West Breastwall - Horizontal				B762	6	34'-7"	L	33'-1"	1'-6"	--	--	--	--	--	--	--	--	--	--	West Breastwall - Horizontal			
MARK QTY. LENGTH TYPE A B C D E F G H O R LOCATION														MARK QTY. LENGTH TYPE A B C D E F G H O R LOCATION																							

General Notes:

1. The first digit following the letter of the mark indicates the size of the bar:

Mark "A502" = bar size #5 Mark "P805" = bar size #8 Mark "S650" = bar size #6

2. All dimensions are out-to-out of bar.

3. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.

4. Reinforcing Bar: ASTM A 955/A 955M, Grade 75 (Stainless Steel)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2081(400)
WIN
020814.00
BRIDGE NO. 2126
BRIDGE PLANS

DATE
BY
J. Kittredge
K. Nash
D. Dornen
J. Hoshbruck
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN-DETAILED3
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

CAPELL BRIDGE
MERRILAND RIVER
YORK COUNTY
WELLS
REINFORCING
STEEL SCHEDULE

SHEET NUMBER
33
OF 34

Date:12/18/2017

Username: Dana.Damren

Division: BRIDGE

Filename: ... \00\ROW\MST\A034_RWPLAN1.dgn

