

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Eighth Edition 2017.

DESIGN LOADING

Live Load HL - 93 Modified
for Strength I

TRAFFIC DATA

Current (2015) AADT 880
 Future (2038) AADT 1060
 DHV - % of AADT 12%
 Design Hour Volume 127
 Heavy Trucks (% of AADT) 19%
 Heavy Trucks (% of DHV) 14%
 Directional Distribution (% of DHV) 65%
 18 kip Equivalent P 2.0 99
 18 kip Equivalent P 2.5 94
 Design Speed (mph) 40

HYDROLOGIC DATA

Drainage Area 6 sq mi
 Design Discharge (Q50) 260.1 cfs
 Check Discharge (Q100) 304.7 cfs
 Headwater Elevation (Q50) 148.9 ft
 Headwater Elevation (Q100) 149.2 ft
 Discharge Velocity (Q50) 4.2 fps
 Discharge Velocity (Q100) 4.4 fps
 Headwater Elevation (Q1.1) 147.2 ft
 Discharge Velocity (Q1.1) 2.1 fps
 Headwater Elevation (Q25) 148.8 ft

MATERIALS

Concrete:
 Curbs & Transition Barriers Class "LP"
 Precast NEXT Beams Class "P"
 All Other Class "A"
 Plain Reinforcing Steel ASTM A 615/A 615M, Grade 60
 Stainless Reinforcing Steel ASTM A955, Grade 75
 Glass Fiber Reinforced Polymer (GFRP) CSA S807-10, ACI 440-1R-15
 Prestressing Strands AASHTO M203 (ASTM A 416),
 Grade 270, Low Relaxation
 Steel H-Piles ASTM A 572, Grade 50

BASIC DESIGN STRESSES

Concrete:
 Class "LP" $f'c = 5,000$ psi
 Class "A" $f'c = 4,000$ psi
 Class "P" $f'c = 8,000$ psi
 $f'ci = 6,500$ psi
 Reinforcing Steel $f_y = 60,000$ psi
 Stainless Reinforcing Steel $f_y = 75,000$ psi
 Glass Fiber Reinforced Polymer:
 #5 Bar $f_{ru} = 105,000$ psi
 #6 Bar $f_{ru} = 100,000$ psi
 #7 Bar $f_{ru} = 95,000$ psi
 #8 Bar $f_{ru} = 90,000$ psi
 Min. Elastic Modulus $E_s = 6,150,000$ psi
 Prestressing Strand $F_u = 270,000$ psi
 Steel H-Piles $f_y = 50,000$ psi

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NORTHFIELD WASHINGTON COUNTY BOG STREAM BRIDGE OVER BOG STREAM STATE ROUTE 192 PROJECT NO. STP-2169(900) PROJECT LENGTH 0.063 mi. BRIDGE NO. 3719

UTILITIES

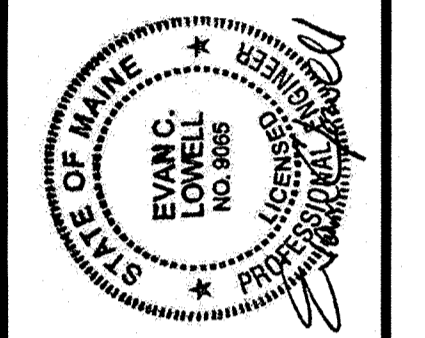
Emera Maine
 Northern New England Telephone

MAINTENANCE OF TRAFFIC

Maintain one 12'-0" wide lane of alternating one-way traffic using a single lane temporary bridge and temporary traffic signals.

PROJECT LOCATION:	On Route 192, located 1.8 miles northwest of Eastern Ridge Road. Latitude 44°50'50", Longitude 67°35'40"
PROGRAM AREA:	Highway Bridges - Traditional
OUTLINE OF WORK:	Bridge Replacement with 150 feet of approach work

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
	<i>[Signature]</i>	11/14/18
COMMISSIONER:		11-15-18
CHIEF ENGINEER:		



PROJECT INFORMATION	SIGNATURE	P.E. NUMBER	DATE
PROGRAM	9065	10/1/2018	
BRIDGE	M. PARLIN		
DESIGNER			
CONSULTANT	TRANS SYSTEMS		
PROJECT RESIDENT			
CONTRACTOR			
PROJECT COMPLETION DATE			

STP - 021699.00 WIN 021699.00

NORTHFIELD
STATE ROUTE 192
TITLE SHEET

SHEET NUMBER
1
OF 34

Date: 10/1/2018

Username: ksondell

Division: Bridge

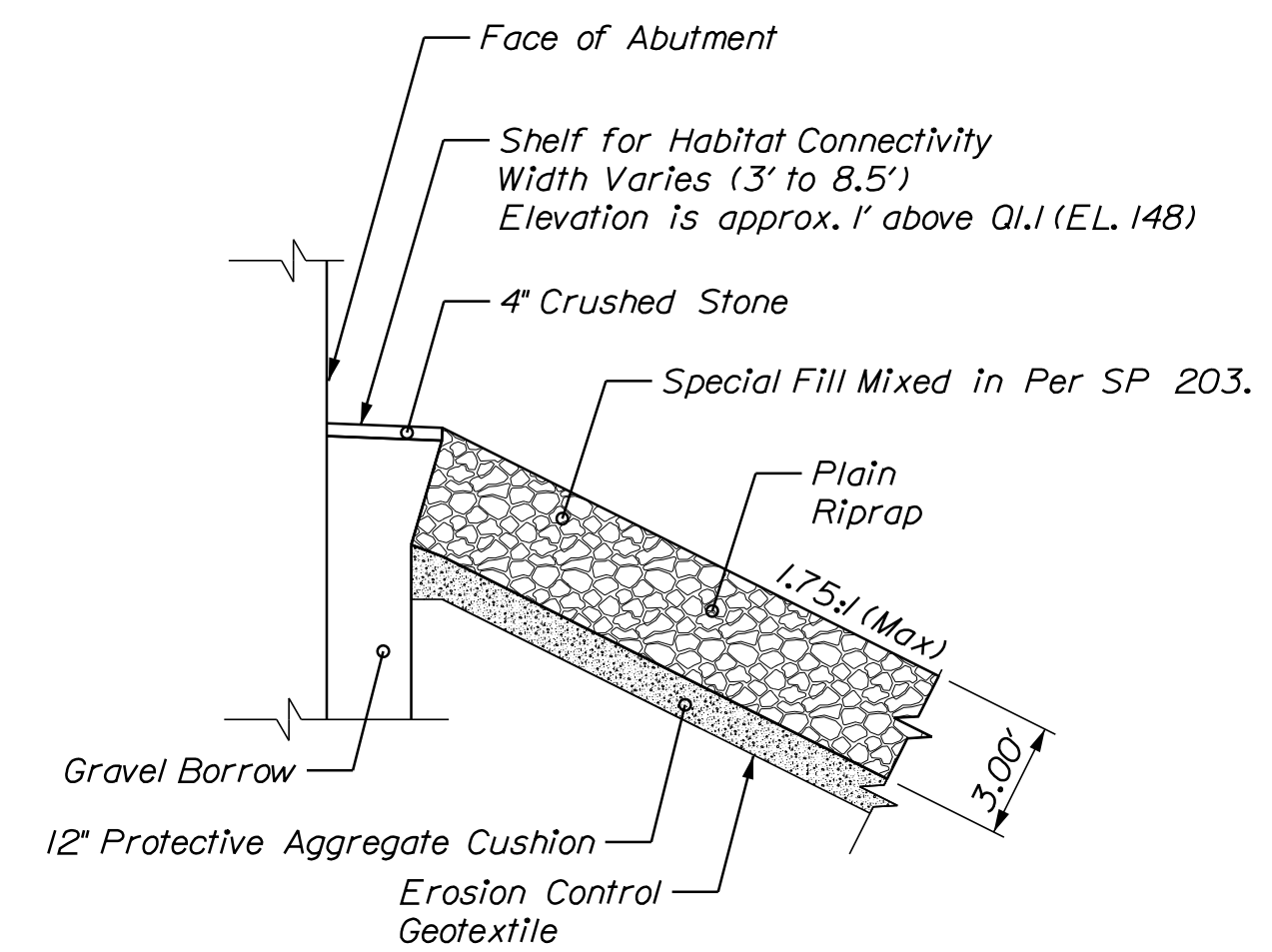
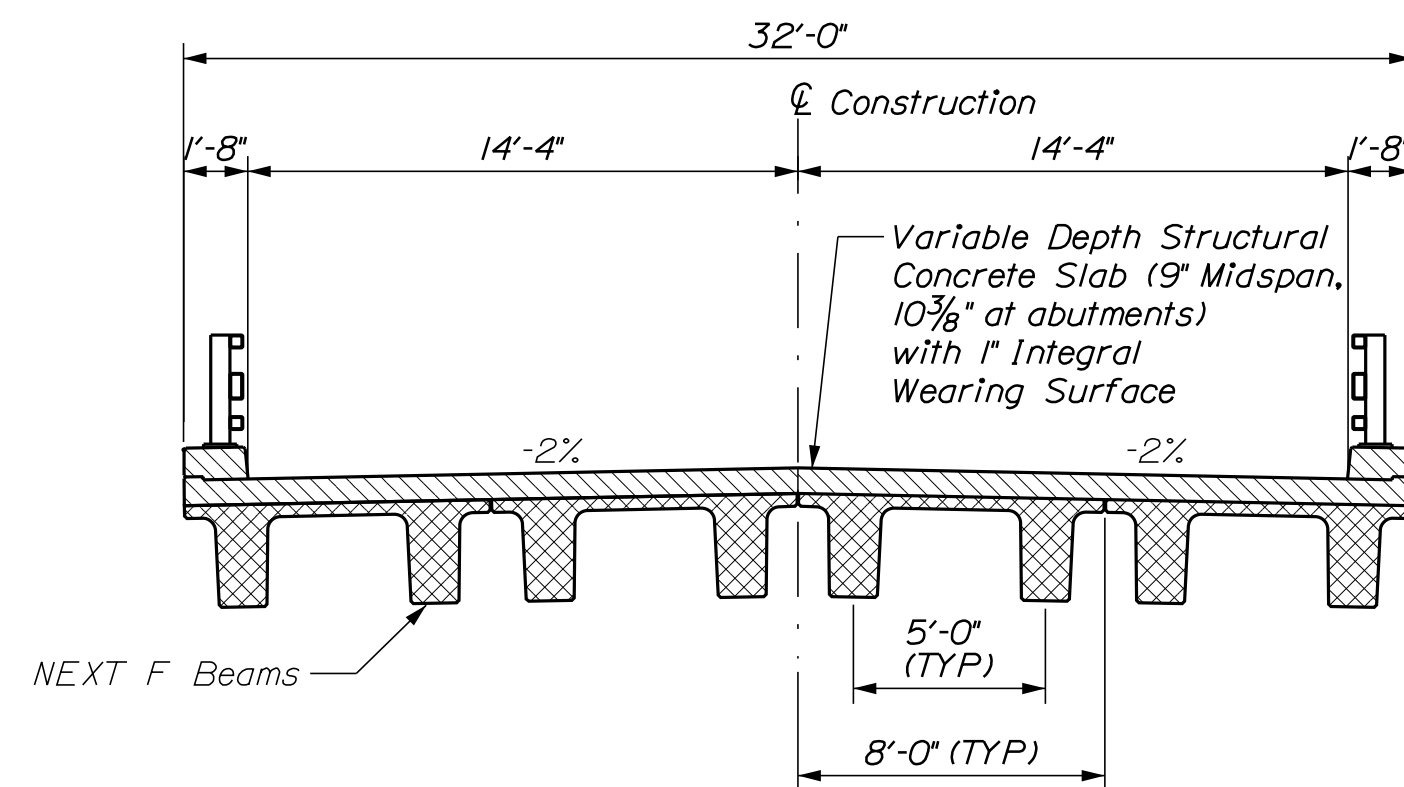
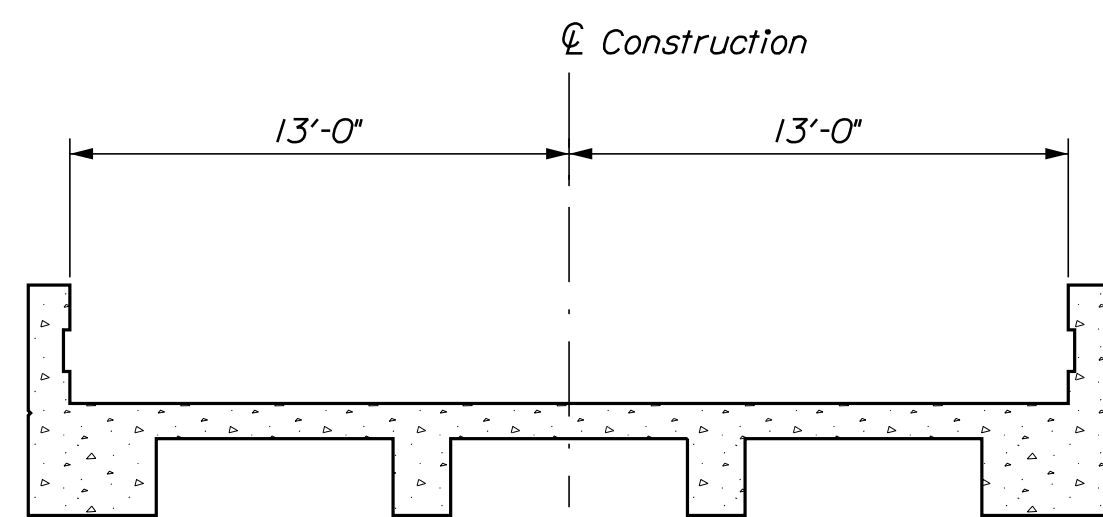
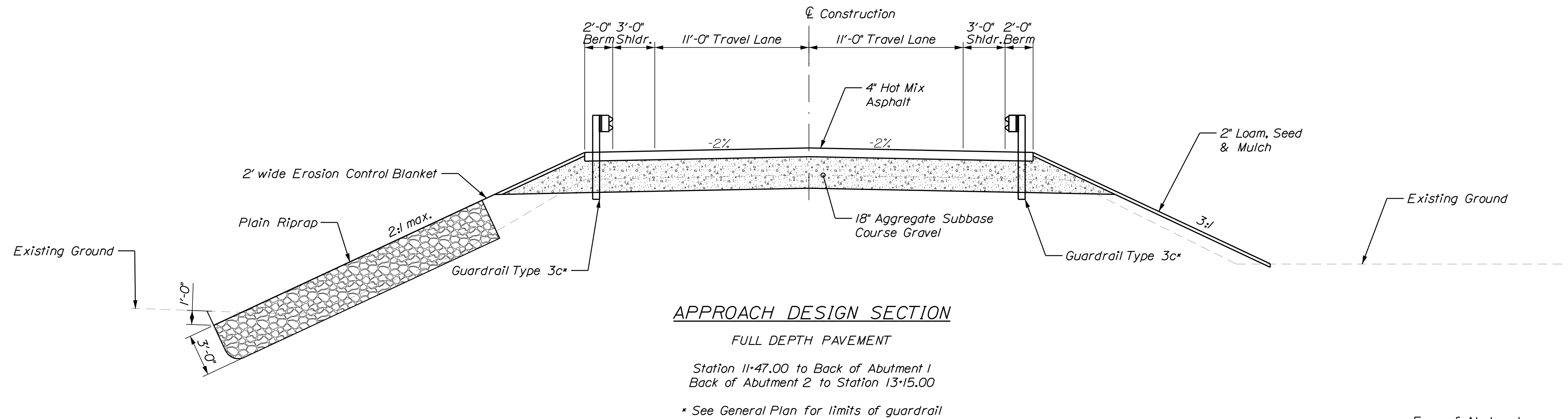
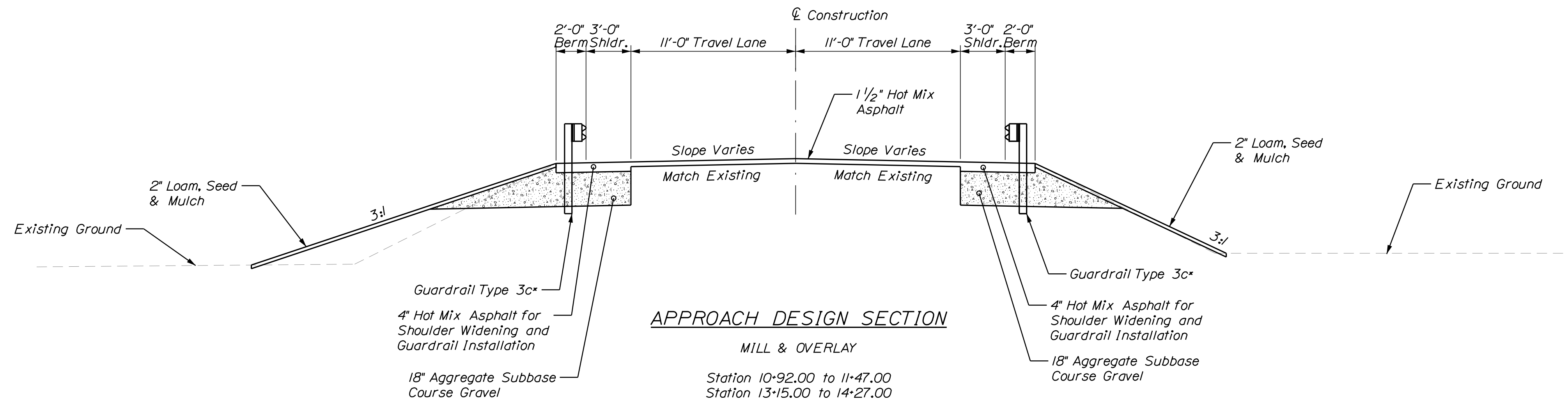
Filename: \304.02 - DGN\001_Title

Date: 10/10/2018

Username: tkсанделл

Division: Bridge

Filename: ... \002_Typical Section



RIPRAP DETAIL AT ABUTMENT AND HABITAT CONNECTIVITY DESIGN

Where Shown on Plans
See MaineDOT Detail 610(03)
for additional details

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

021699.00

WIN

BRIDGE NO. 3719

BRIDGE PLANS

SIGNATURE

DATE

BY

M. PARLIN

J. SOCHANEK

P. YU

10/2018

CHECKED/REVIEWED

E. LOWELL

T. SANDELL

10/2018

DESIGN/REVIEWED

DESIGN/REVIEWED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

P.E. NUMBER

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

BOG STREAM BRIDGE
BOG STREAM
WASHINGTON COUNTY
NORTHFIELD

TYPICAL SECTIONS

SHEET NUMBER

2

OF 34

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.19	REMOVING EXISTING BRIDGE (140 CY)	1	LS/CY
202.202	REMOVING PAVEMENT SURFACE	390	SY
203.20	COMMON EXCAVATION	900	CY
203.24	COMMON BORROW	400	CY
203.25	GRANULAR BORROW	250	CY
206.082	STR EA EXC-MAJOR STRUCTURES	720	CY
304.10	AGGR SUBB COURSE - GRAVEL	325	CY
403.208	HOT MIX ASPHALT 12.5 MM HMA SURFACE	110	T
403.213	HOT MIX ASPHALT 12.5 MM BASE	50	T
409.15	BITUMINOUS TACK COAT - APPLIED	80	G
411.09	UNTREAT AGGR SURF CRS	5	CY
501.231	DYNAMIC LOADING TEST	2	EA
501.54	STEEL H-BEAM PILES 117 LBS/FT, DELIVERED	380	LF
501.541	STEEL H-BEAM PILES 117 LBS/FT, IN PLACE	380	LF
501.90	PILE TIPS	4	EA
501.903	PILE TIPS - ROCK INJECTOR POINT	4	EA
501.91	PILE SPLICES	8	EA
501.92	PILE DRIVING EQUIPMENT MOBILIZATION	1	LS
502.219	STRUCTURAL CONCRETE, ABUT & RET WALLS (1120 CY)	1	LS/CY
502.261	STR CONC RD & SW SLAB ON CONC BR (90 CY)	1	LS/CY
502.291	SAW CUT GROOVING (2080 SF)	1	LS/SF
502.31	STRUCTURAL CONCRETE APPROACH SLABS (23 CY)	1	LS/CY
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS (9 CY)	1	LS/CY
503.12	REINFORCING STEEL, FABRICATED/DELIVERED	30900	LB
503.13	REINFORCING STEEL, PLACING	30900	LB
503.26	STAINLESS STEEL REINF - FAB & DEL	3400	LB
503.27	STAINLESS STEEL REINF - PLACING	3400	LB
507.0821	STEEL BRIDGE RAILING, 3 BAR (200 LF)	1	LS/LF
510.10	SPECIAL DETOUR 12 FOOT RDWY WIDTH TR NOT SEP	1	LS
511.07	COFFERDAM, ABUT. 1	1	LS
511.07	COFFERDAM, ABUT. 2	1	LS
514.06	CURING BOX FOR CONC CYL	1	EA
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (320 SY)	1	LS/SY
523.52	BEARING INSTALLATION	16	EA
523.5403	PLAIN ELASTOMERIC BEARINGS	16	EA
526.301	TEMPORARY CONC BARRIER TYPE 1 (480 LF)	1	LS/LF
526.34	PERMANENT CONC TRANSITION BARRIER	4	EA
527.34	WORK ZONE CRASH CUSHIONS	4	UN
530.30	GLASS FIBER REINF POLY FAB & DEL	15500	LF
530.31	GLASS FIBER REINF POLY PLACING	15500	LF
535.622	PRESTR STR CONC NEXT BEAM (70 CY)	1	LS/CY
603.17	18" CULV PIPE OPTION 1	10	LF
606.1721	BRIDGE TRANSITION - TYPE 1	4	EA
606.23	GR TY 3C - SINGLE RAIL	70	LF
606.231	GUARDRAIL TYPE 3C - 15' RADIUS AND LESS	20	LF
606.265	TERM END- SGL RAIL- GALV STEEL	1	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	8	EA
606.52	MAILBOX REMOVE & RESET	1	EA
606.78	LOW VOLUME GUARDRAIL END - TYPE 3	3	EA
610.08	PLAIN RIPRAP	500	CY
610.18	STONE DITCH PROTECTION	50	CY
613.319	EROSION CONTROL BLANKET	150	SY
615.07	LOAM	90	CY
618.14	SEEDING METHOD NUMBER 2	15	UN
619.12	MULCH	14	UN
619.14	EROSION CONTROL MIX	180	CY
620.58	EROSION CONTROL GEOTEXTILE	580	SY
620.661	DRAINAGE GEOCOMPOSITE INSTALLATION	110	SY
627.733	4" WHITE OR YELLOW PAINTED PAVE MRK LINE	1830	LF
627.77	REMOVING PAVEMENT MARKINGS	400	SF
627.78	TEMP 4" PAINT PVMT MARK LINE W OR Y	900	LF
629.05	HAND LABOR, STRAIGHT TIME	100	HR
631.12	ALL PURPOSE EXCAVATOR (INC OPERATOR)	25	HR
631.132	SMALL BULLDOZER (INC OPERATOR)	25	HR
631.14	GRADER (INCLUDING OPERATOR)	25	HR
631.15	ROLLER EARTH BASE CRS (INC OP)	20	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	20	HR
639.19	FIELD OFFICE TYPE B	1	EA
643.72	TEMPORARY TRAFFIC SIGNAL	1	LS
652.312	TYPE III BARRICADE	2	EA
652.30	FLASHING ARROW BOARD	2	EA
652.33	DRUM	100	EA
652.34	CONE	100	EA
652.35	CONSTRUCTION SIGNS	150	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1	L S
652.38	FLAGGER	500	HR
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	2	EA
656.75	TEMP SOIL EROSION & WATER POLLUTION CTRL	1	LS
659.10	MOBILIZATION	1	LS

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		021699.00 WIN WIN 021699.00 HIGHWAY PLANS	
NORTHFIELD STATE ROUTE 192		ESTIMATED QUANTITIES	
SHEET NUMBER		3	
OF 34			

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. 149 shall be Granular Borrow meeting the requirements of Standard Specifications Subsection 703.19, Material for Underwater Backfill.

7. Place riprap on sideslopes as shown on the Plans up to 2 feet from the roadway shoulder to accommodate a 24 inch wide strip of Temporary Erosion Control Blanket as noted below.

8. Construct the riprap shelf at each abutment at EL. 148.

9. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.

10. 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 Pay Item 619.14, Erosion Control Mix.

11. Place a 24 inch wide strip of Temporary Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls unless otherwise shown.

12. Gravel entrances shall be constructed with 14 inches aggregate subbase course - gravel or 11 inches aggregate subbase course - gravel and 3 inches untreated aggregate surface course unless otherwise noted in the Plans or directed by the Resident.

13. Any base pavement not surfaced before winter will require temporary pavement markings of paint, both yellow centerline and white edge lines and will be considered part of Item 627.78.

14. A Low Volume Guardrail End shall be installed concurrently with the placement of each section of beam guardrail.

15. Where it is apparent that runoff will cause continual erosion, 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. Payment will be made under the appropriate Contract items.

16. Protective Coating for Concrete Surfaces shall be applied to the following areas:

- All exposed surfaces of concrete curbs and sidewalks,
- Fascias down to the drip notch,
- All exposed surfaces of Concrete Transition Barriers,
- Concrete wearing surfaces,
- Concrete barrier railing,
- Top of abutment backwalls and wingwalls, and
- To one foot below the ground on vertical walls against earth.

17. Project information referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/contractors/>

18. 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.

19. 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.

20. The project geotechnical report titled: Geotechnical Design Report for the Replacement of Bag Stream Bridge, State Route 192 over Bag Stream, Northfield, Soils Report 2018-33, September 20, 2018 may be accessed at the MaineDOT web address.

21. Geotechnical information furnished or referred to in this plan set is for the use of the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidders' or Contractor's interpretations of, or conclusions drawn from, the geotechnical information. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between the boring locations.

22. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:

- a. If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.
- b. If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.
- c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation and Time.

23. Install two layers of 6 mil polyethylene sheeting under approach slabs. Payment will be considered incidental to Pay Item 502.31, Structural Concrete Approach Slab.

24. Bridge removal limits shall be below proposed rip rap.

25. The crushed stone surface layer of the Habitat Connectivity shelf will not be paid for separately, but considered incidental to related items.

Date: 10/23/2018

Username: tkscandell

Division: Bridge

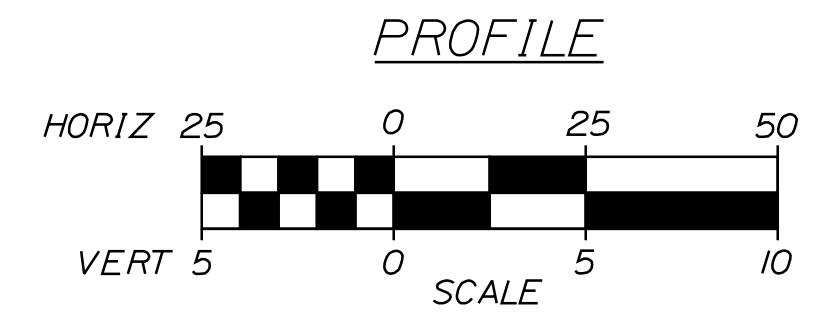
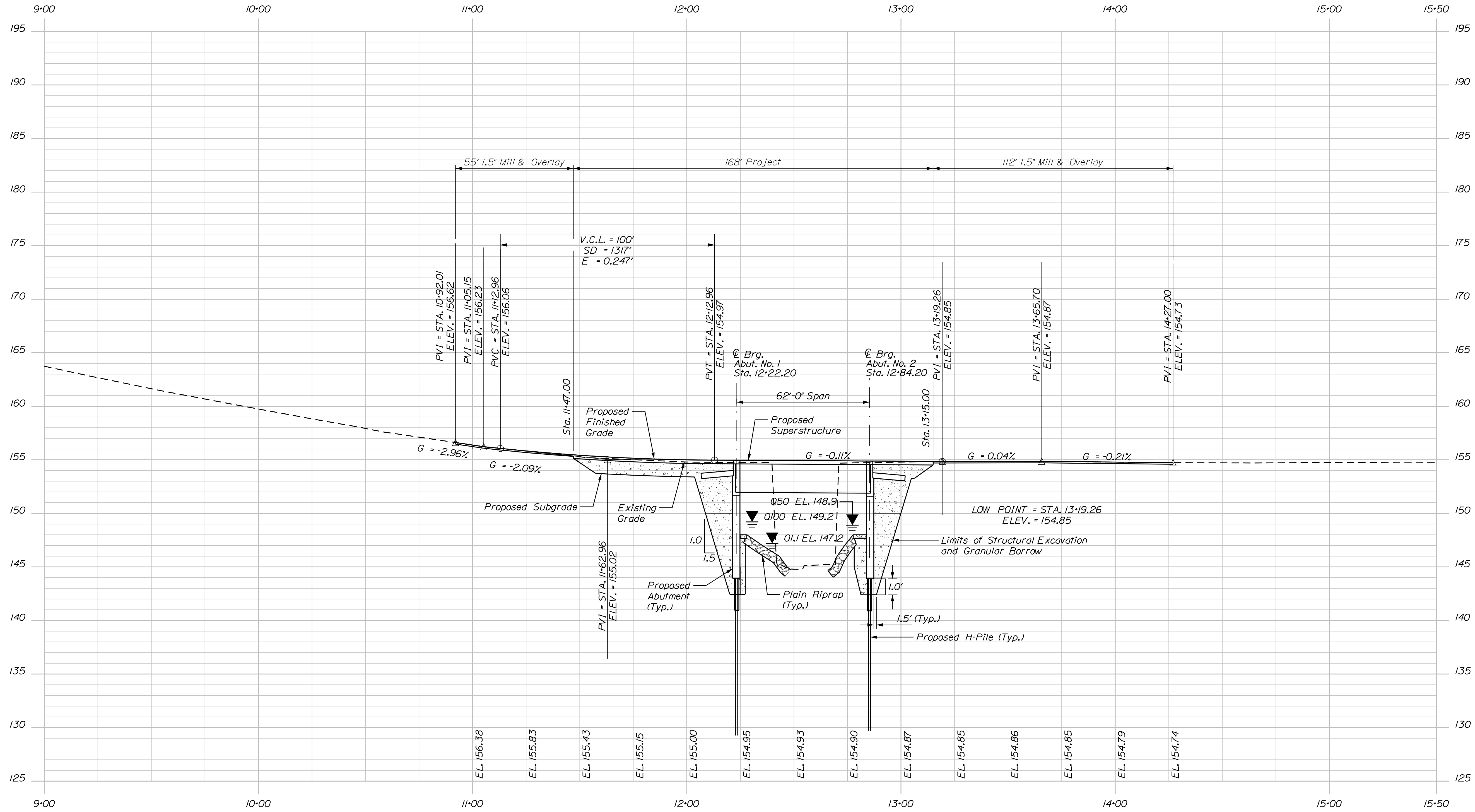
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
021699.00
WIN
WIN 021699.00
HIGHWAY PLANS

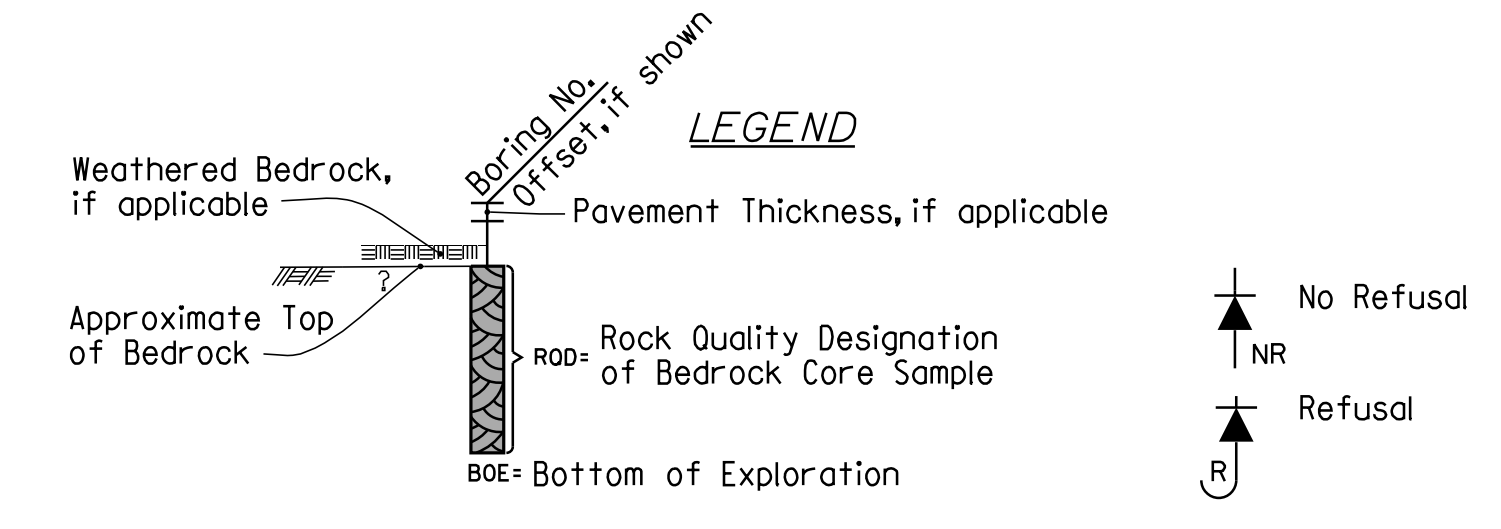
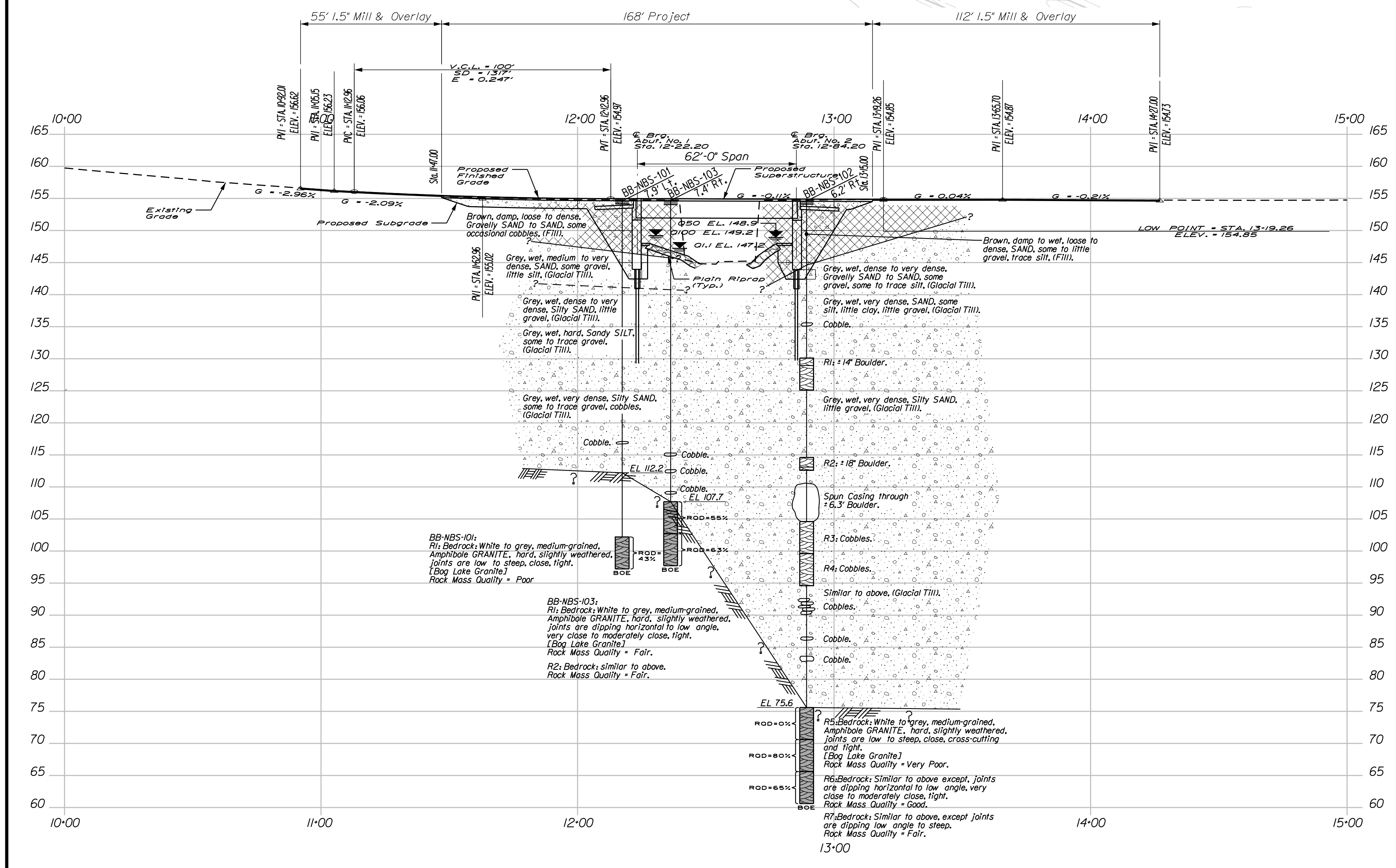
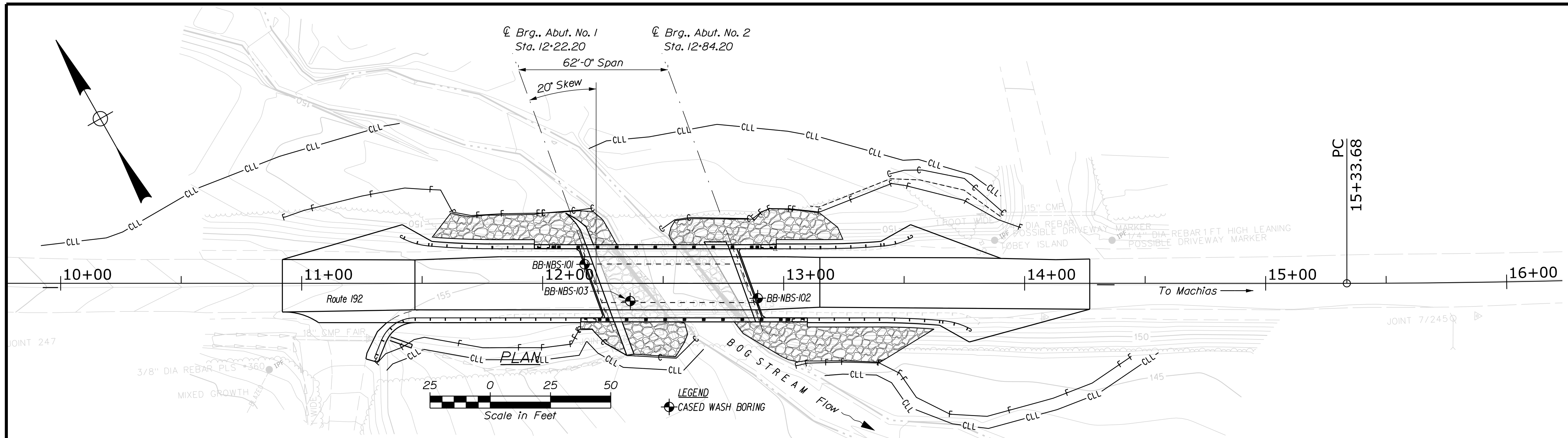
PROJ. MANAGER	M. PARLIN	BY	DATE
DESIGN-DETAILED	J. SOCHANEK	PAUL YU	10/2018
CHECKED-REVIEWED	E. LOWELL	T. SANDELL	10/2018
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

NORTHFIELD
STATE ROUTE 192
GENERAL NOTES

SHEET NUMBER
4
OF 34



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
021699.00		WIN	
BRIDGE NO. 3719		WIN 021699.00	
BRIDGE PLANS			
PROJ. MANAGER		M. PARLIN	BY
DESIGN DETAILED		J. SOCHANEK	PAUL YU
CHECKED/REVIEWED		E. LOWELL	T. SANDELL
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE		DATE	
P.E. NUMBER		DATE	
NORTHFIELD		WASHINGTON COUNTY	
BOG STREAM BRIDGE		BOG STREAM	
SHEET NUMBER		PROFILE	
6		OF 34	



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.

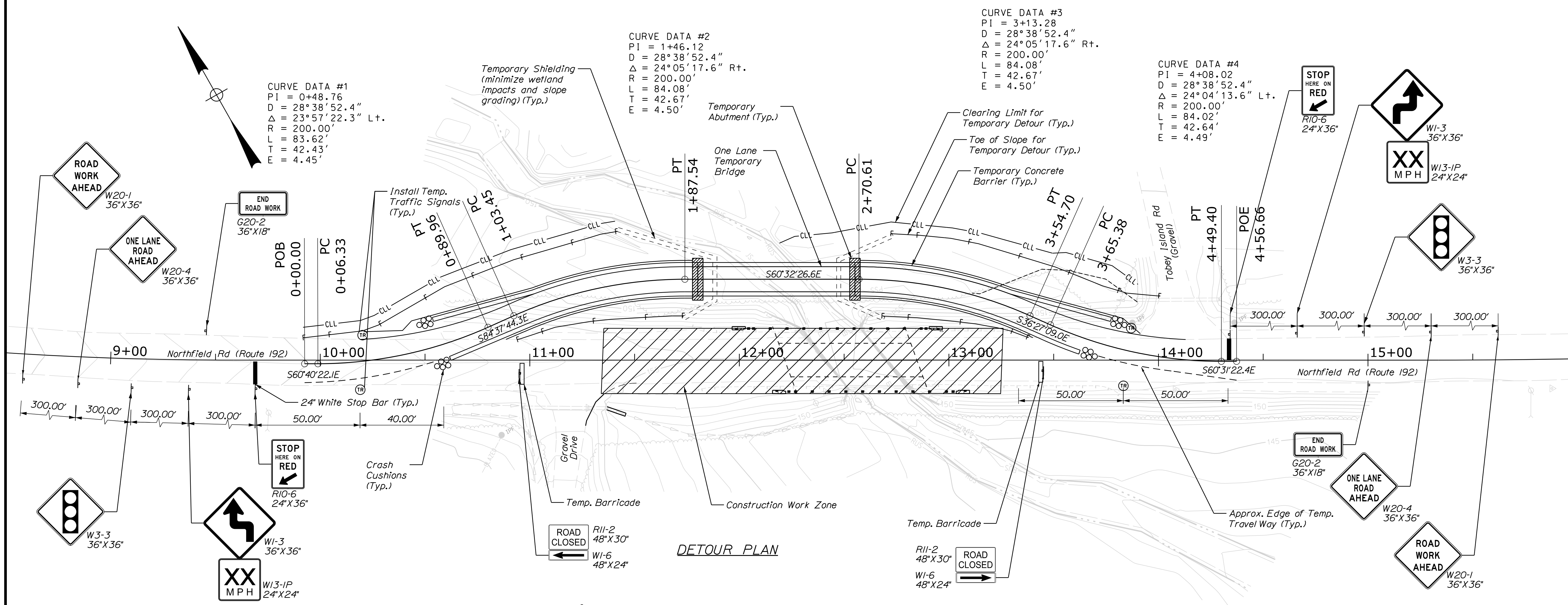
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
STP-2169(900)		WIN	
BRIDGE NO. 3719		21699.00	
BRIDGE PLANS			
PROJ. MANAGER	DATE	BY	DATE
CHECKED/REVIEWED		T. WHITE	JUN 2018
DESIGNED/DETAILS		B.S. SLAVEN	
DESIGNED/DETAILS			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
BOG STREAM BRIDGE		WASHINGTON COUNTY	
BOG STREAM		NORTHFIELD	
BORING LOCATION PLAN & INTERPRETIVE SUBSURFACE PROFILE			
SHEET NUMBER			
7			
OF 34			

Date: 10/23/2018

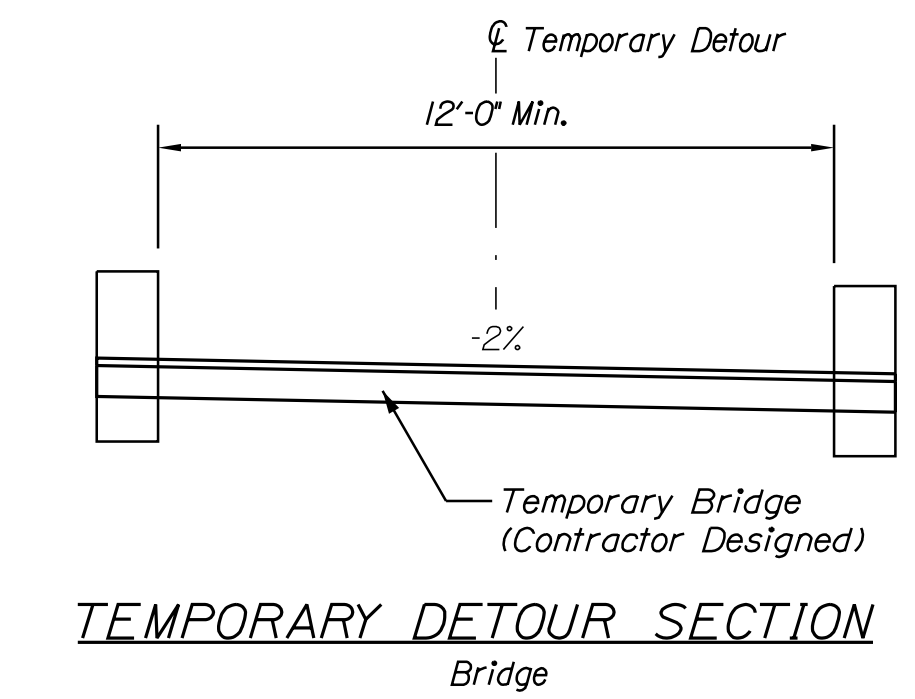
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Division: Bridge

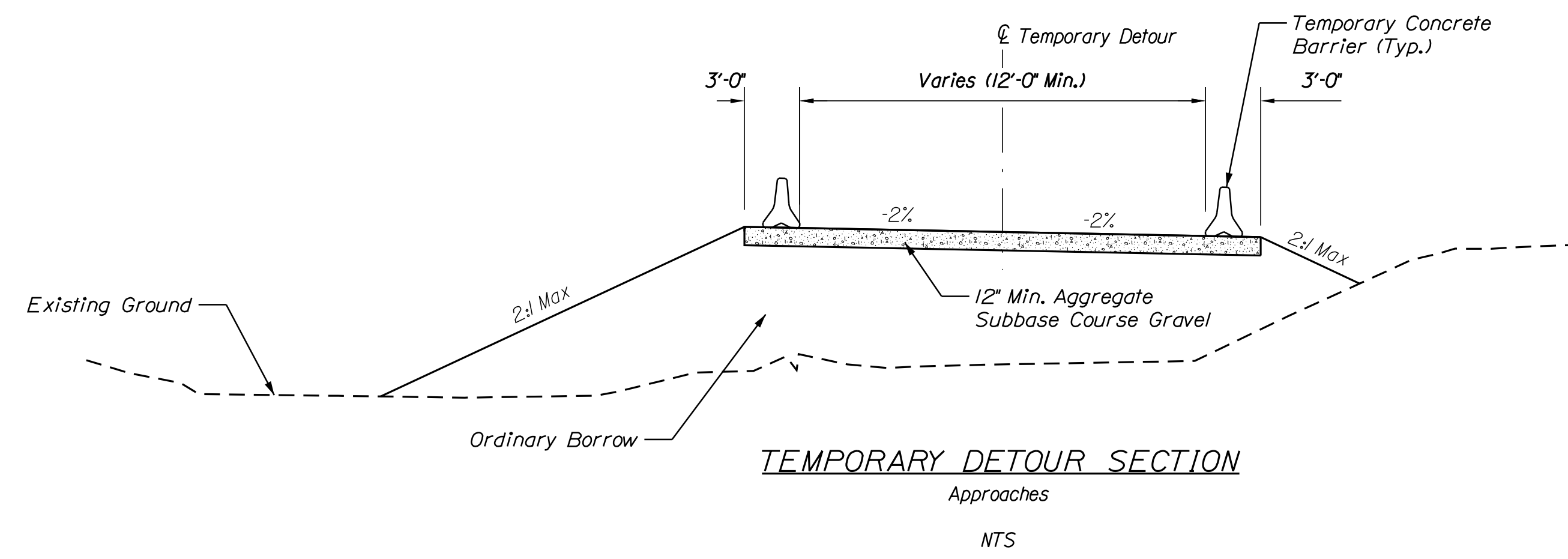
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DETOUR PLAN



TEMPORARY DETOUR SECTION Bridge NTS



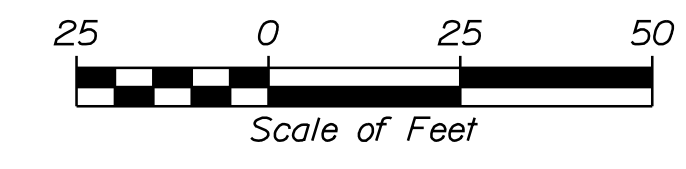
TEMPORARY DETOUR SECTION Approaches NTS

SIGNAL TIMING SCHEDULE

ITEM / PHASE	φ 1	φ 2
MOVEMENT	WB TH	EB TH
MINIMUM INITIAL	5	5
PASSAGE TIME	17	17
MAXIMUM 1	24	24
MAXIMUM 2	N/A	N/A
YELLOW	4	4
ALL RED	17	17
PED WALK	N/A	N/A
PED CLEAR	N/A	N/A
RECALL	MAX	MAX
DETECTOR	-	-
PREEMPT PRIORITY	2	1
FLASH	N/A	N/A
DUAL ENTRY	OFF	OFF

NOTES:

- 1) THE ASSUMPTIONS USED IN ESTABLISHING THE ALL RED CLEARANCE TIMING INCLUDE:
A) 500 FEET BETWEEN STOP BARS AND
B) 25 MPH AVERAGE SPEED
- 2) THE TIMING MAY BE CHANGED BY A LICENSED PROFESSIONAL ENGINEER IF OPERATION IN THE FIELD REQUIRES TIMING DIFFERENT THAN WHAT IS SHOWN ON THE PLANS. SUCH ADJUSTMENTS MAY OR MAY NOT REQUIRE A FIELD VISIT.
- 3) IF A LICENSED PROFESSIONAL ENGINEER CANNOT BE REACHED, THE PROJECT RESIDENT SHALL HAVE THE AUTHORITY TO INCREASE ALL RED CLEARANCE TIMES IF NECESSARY FOR THE SAFETY OF THE TRAVELING PUBLIC.
- 4) THIS DETOUR PLAN IS CONCEPTUAL AND FOR INFORMATIONAL PURPOSES ONLY. THE CONTRACTOR IS STILL RESPONSIBLE FOR CONTINUOUS AND EFFECTIVE TRAFFIC CONTROL AS WELL AS THE SUBMISSION OF A TRAFFIC CONTROL PLAN IN ACCORDANCE WITH SECTION 652. THE DESIGN OF THE DETOUR IS THE RESPONSIBILITY OF THE CONTRACTOR.



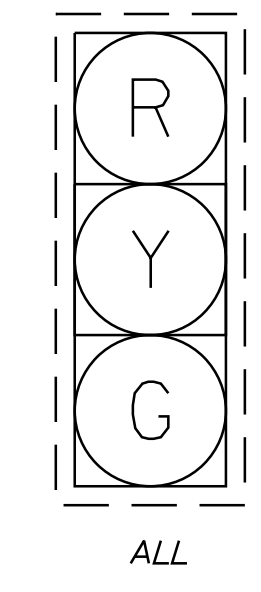
STATE ROUTE 192 TEMPORARY TRAFFIC SIGNALS

(LOCATED APPROXIMATELY 250 FEET NORTH AND SOUTH OF BOG STREAM)

EQUIPMENT AND WORK ITEMS 643.72	QUANTITY
FURNISH AND INSTALL TEMPORARY TRAFFIC SIGNALS	2
TEMPORARY TRAFFIC SIGNAL CONTROLLER	1
COMMUNICATIONS DEVICE	1

NOTE: THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

TEMPORARY INDICATIONS



ALL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
021699.00
BRIDGE NO. 3719
WIN
WIN 021699.00
BRIDGE PLANS

PROJ. MANAGER: M. PARLIN
DESIGN-DETAILED: J. SOCHANEK
CHECKED-REVIEWED: P. YU
DESIGN-DETAILED: T. SANDELL
DESIGN-DETAILED: E. LOWELL
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

DATE: 10/2018
DATE: 10/2018
SIGNATURE: _____
P.E. NUMBER: _____
DATE: _____

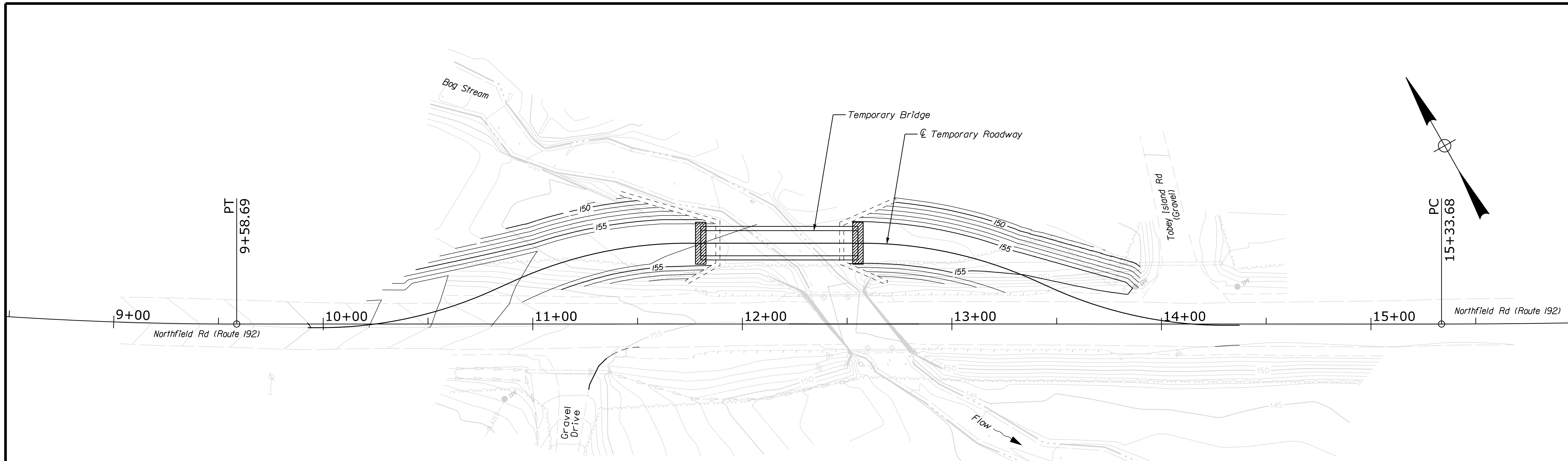
BOG STREAM BRIDGE
BOG STREAM
WASHINGTON COUNTY
NORTHFIELD
CONCEPTUAL DETOUR PLAN

SHEET NUMBER
9
OF 34

Date: 10/10/2018

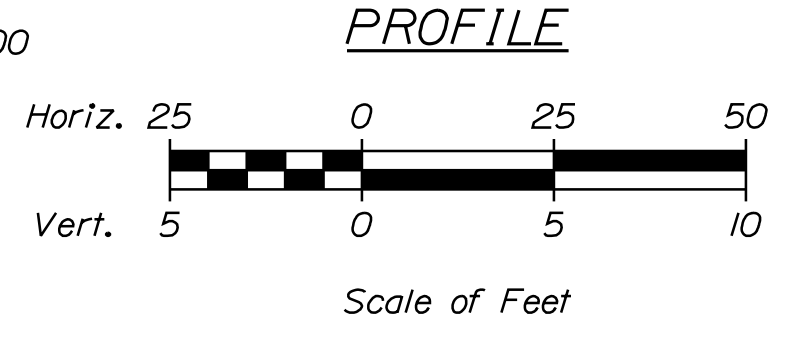
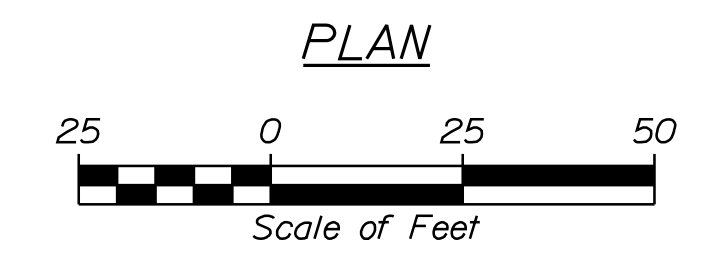
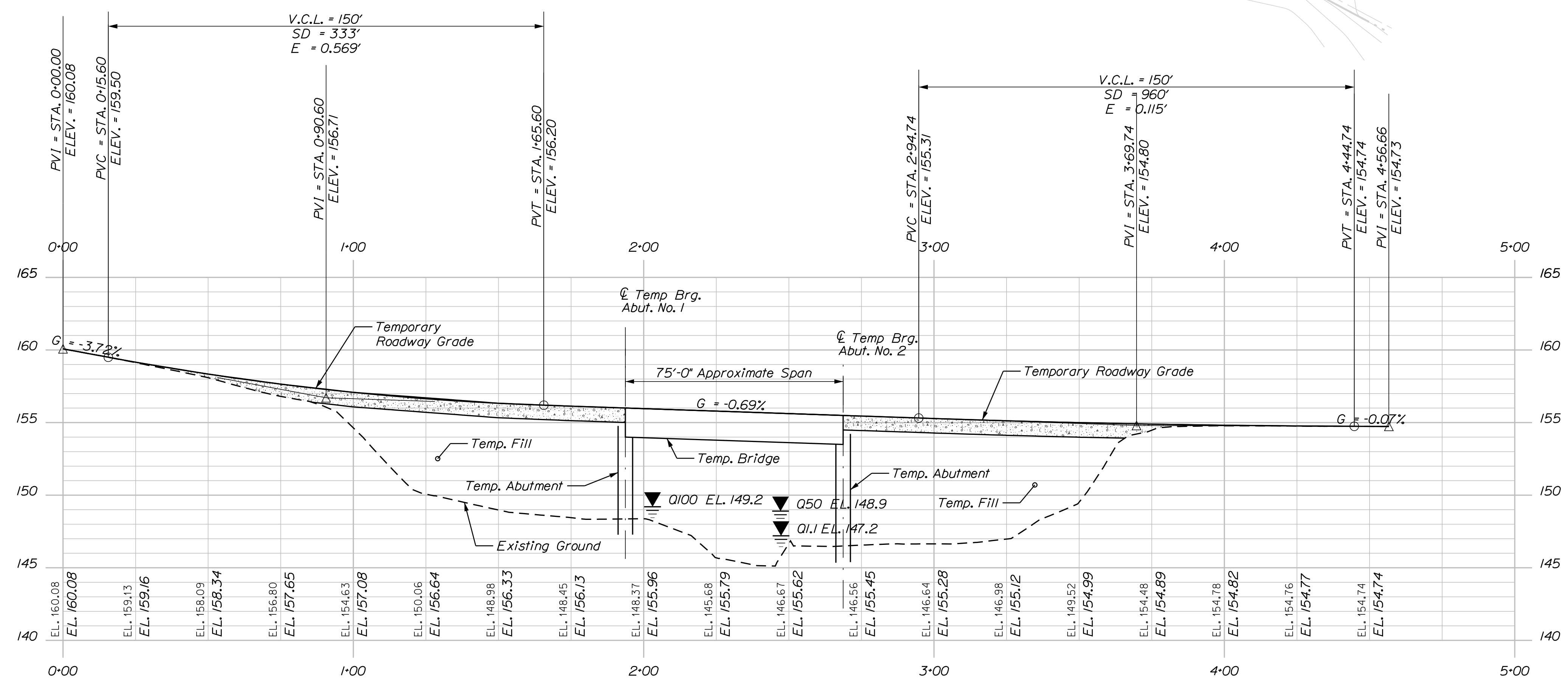
Username: tksondell

Filename: ... \010_Detour Bridge Profile & Grading Division: Bridge

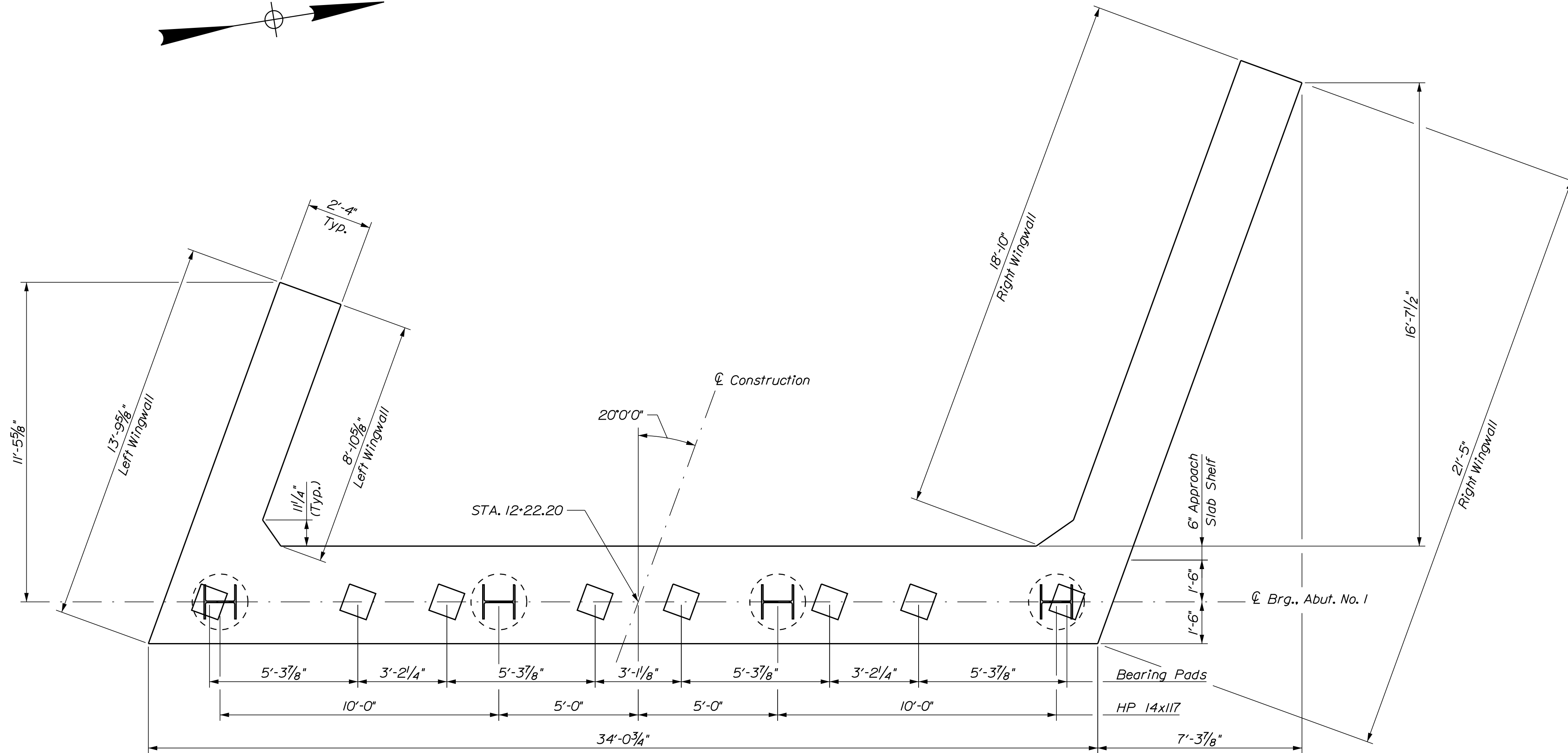
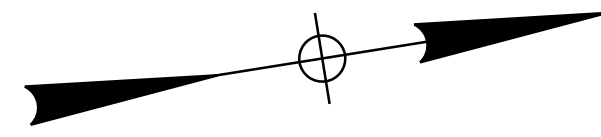


Notes:

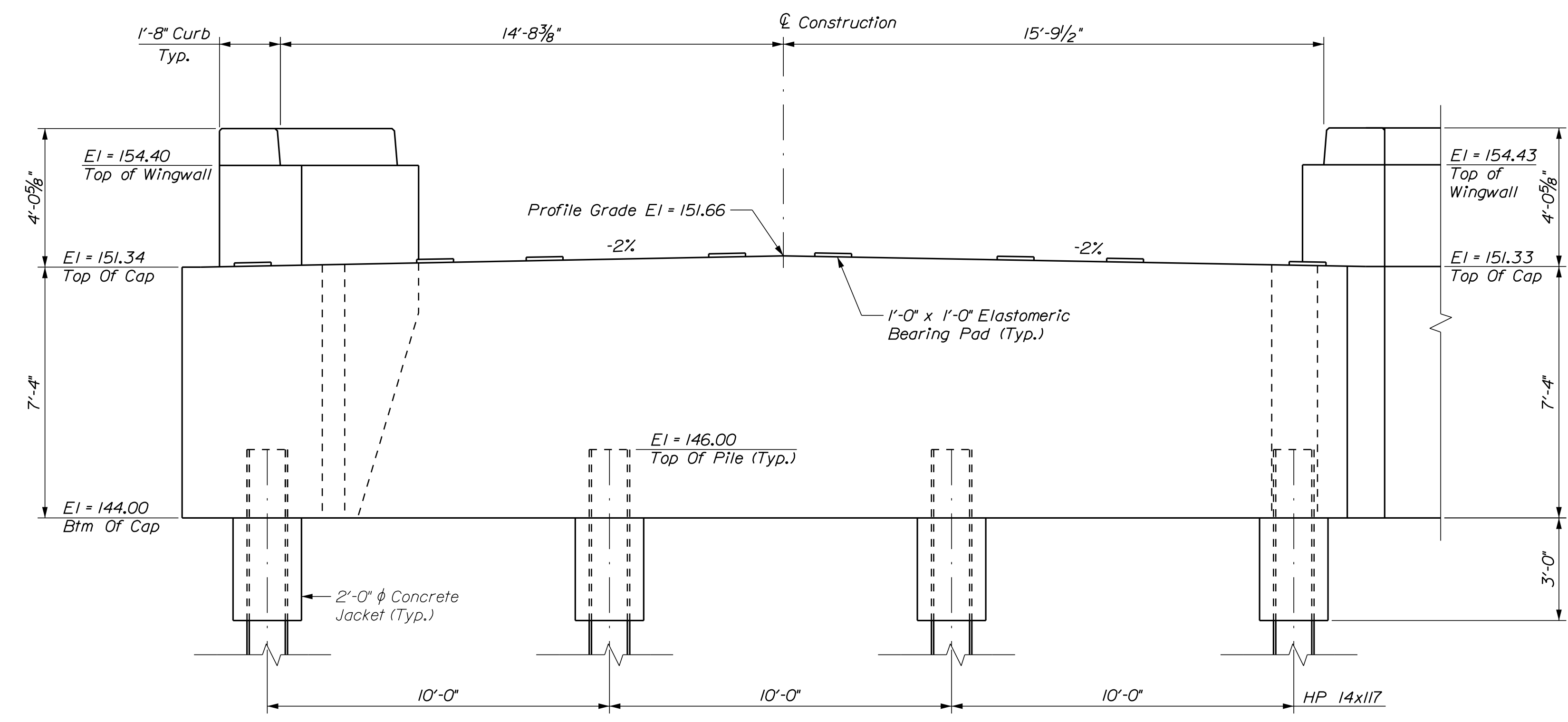
1. This plan and profile are intended to convey the grading necessary to accommodate the temporary roadway and temporary bridge for traffic management.
2. For additional details regarding temporary roadway alignment, width, structure, etc., refer to the Detour Plan.
3. The temporary bridge shown is conceptual and for informational purposes only. The Contractor is still responsible for the design of the Special Detour and temporary bridge as specified in Section 510.



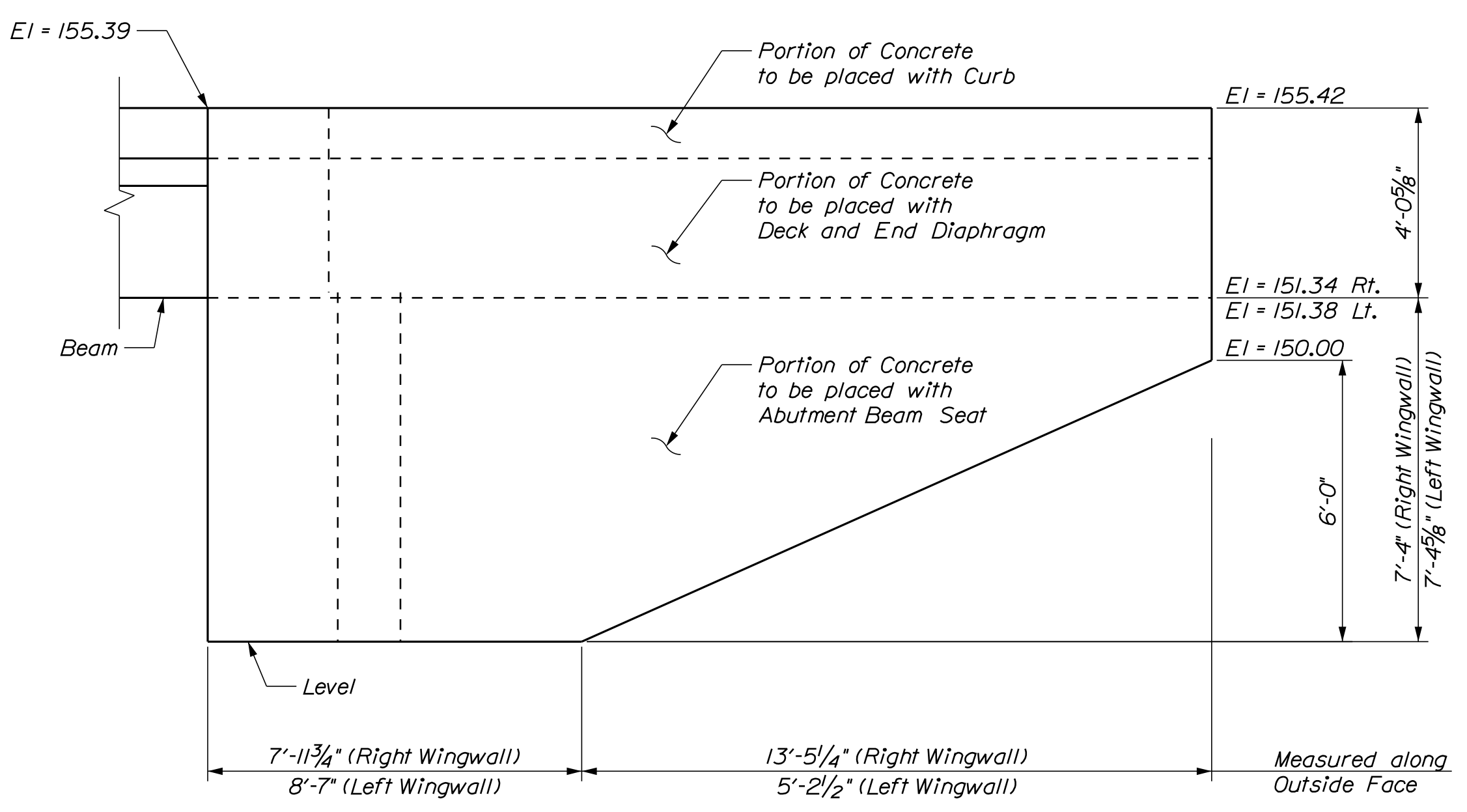
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		021699.00
BRIDGE NO. 3719		WIN 021699.00
PROJECT TITLE		P.E. NUMBER
DESIGNED BY		DATE
CHECKED BY		SIGNATURE
DESIGNED BY		P.E. NUMBER
REVISIONS 1		DATE
REVISIONS 2		DATE
REVISIONS 3		DATE
REVISIONS 4		DATE
FIELD CHANGES		DATE
BOG STREAM BRIDGE BOG STREAM WASHINGTON COUNTY NORTHFIELD TEMPORARY PROFILE & GRADING		
SHEET NUMBER		
10		
OF 34		



ABUTMENT NO. 1 PLAN
End Diaphragm not shown for clarity.



ABUTMENT NO. 1 FRONT ELEVATION



ABUTMENT WING ELEVATION
Right Wing shown; Left Wing similar

ABUTMENT NOTES

1. Reinforcing steel shall have a minimum concrete cover of 2 inches in the walls and 3 inches on the bottom unless otherwise noted.
2. Place 4-in. diameter drains in the breastwall and wingwalls at 10-ft maximum spacing. The exact location will be determined by the Resident.
3. Provide 4 additional stirrups in the curbs at each Transition Barrier location.
4. The Contractor shall install Transition Barrier vertical closed stirrups, as shown in Standard Details Section 526, prior to the placement of the curb concrete.
5. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
6. Install drainage geocomposite behind the abutments and wingwalls up to the approach slab seat elevation and in accordance with Special Provision Section 620, Drainage Geocomposite.
7. Abutments and wingwalls shall be backfilled with Granular Borrow, Material for Underwater Backfill. Pay limits will be as shown in these Plans.
8. The End Diaphragm is to be poured at the same time as the upper portion of the Wingwalls.
9. Work and materials required to construct the concrete jackets near the top of the piles will not be paid for separately, but will be considered incidental to related items. Fill concrete may be used for the concrete jackets.

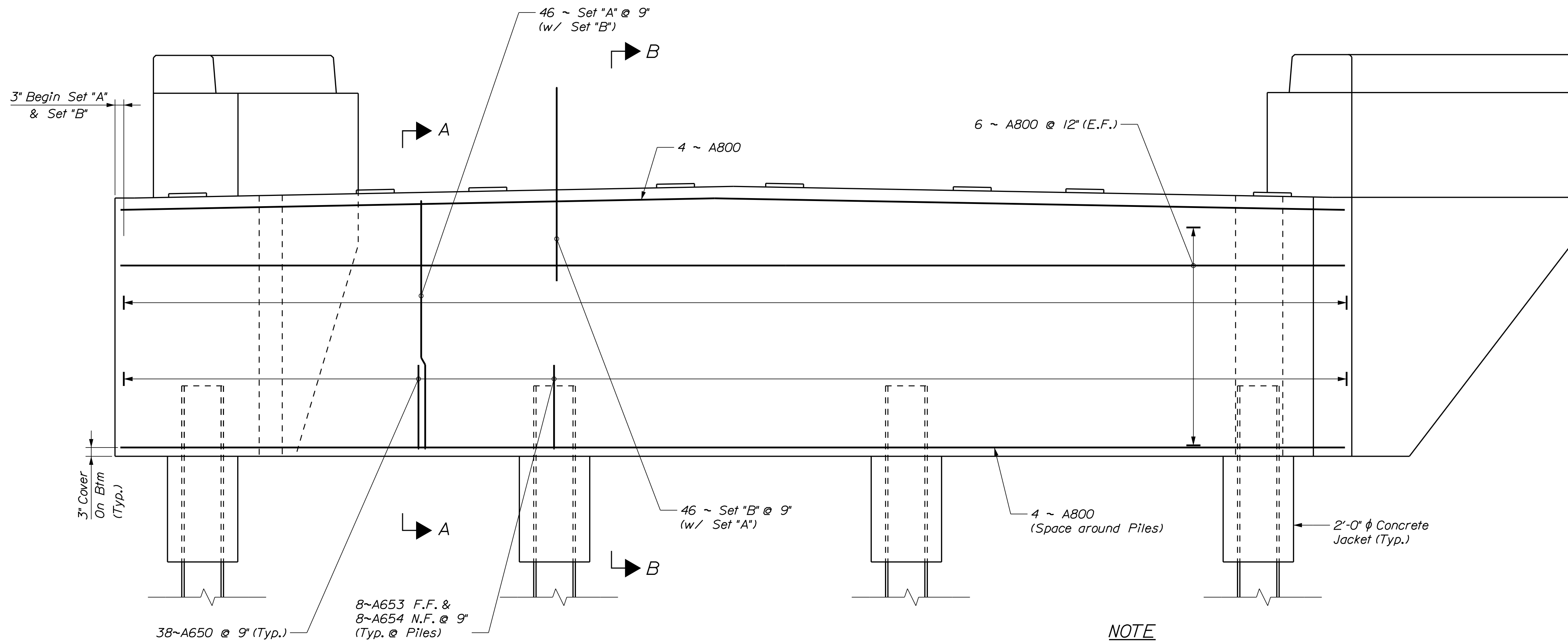
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		021699.00	PIN	WIN 021699.00	BRIDGE NO. 3719	BRIDGE PLANS
BOG STREAM BRIDGE BOG STREAM NORTHFIELD WASHINGTON COUNTY		ABUTMENT NO. 1 PLAN & ELEVATION				
PROJ. MANAGER	M. PARLIN	BY	T. SANDELL	DATE	10/2018	SIGNATURE
DESIGN DETAILED	J. SOCHANEK	CHECKED	E. LOWELL	DATE	10/2018	
DESIGN DETAILED		DESIGN DETAILED				
REVISIONS 1		REVISIONS 1				P.E. NUMBER
REVISIONS 2		REVISIONS 2				DATE
REVISIONS 3		REVISIONS 3				
REVISIONS 4		REVISIONS 4				
FIELD CHANGES						
SHEET NUMBER						
11						
OF 34						

Date: 10/10/2018

Username: Itsondell

Division: Bridge

Filename: ... \012_Abutment_No.1 Reinf



ABUTMENT NO. 1 REINFORCEMENT

The End Diaphragm is not shown for clarity.

NOTE

N.F. denotes "Near Face" to elevation, F.F. denotes "Far Face" to elevation, E.F. denotes "Each Face" to elevation.

PILE NOTES

- The maximum factored pile load is 317 kips
- H-pile material shall be ASTM A 572, Grade 50.
- Estimate of piles required:

Abutment No. 1: 4 - HP 14x117 @ 36 feet
Abutment No. 2: 4 - HP 14x117 @ 56 feet

The order lengths of the piles shall include an additional 5 feet of length for each test pile to accommodate dynamic pile testing equipment.

4. Abutment No. 1 piles shall be equipped with a pile tip in accordance with Standard Specification Subsection 501.048 - Prefabricated Pile Tips and 711.1 H-Beam Piles, Splices, and Tips. Abutment 2 piles shall be equipped with a pile tip in accordance with Special Provision 501, Rock Injector Pile Tip.

5. The Contractor shall perform and submit two wave equation analyses, one for each abutment, for review and acceptance by the Resident. The maximum allowable driving stress is 0.90 times F_y . The submittal analysis shall include the proposed stopping criteria for each abutment, based on the wave equation analyses and the proposed driving system.

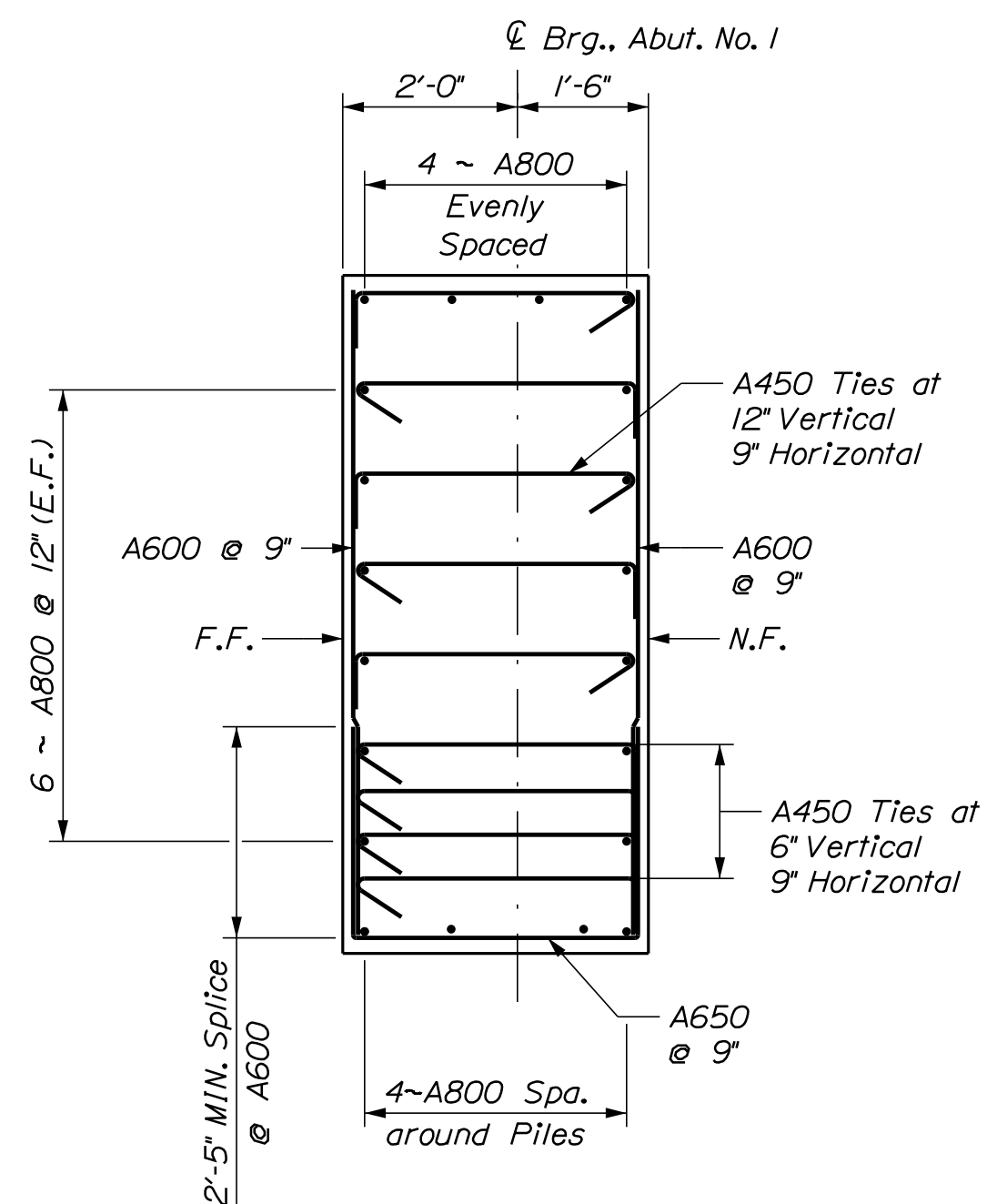
6. The Contractor shall perform 2 dynamic load tests with signal matching and 24-hour (minimum) restrike tests to confirm the nominal resistance of the piles. The required nominal resistance for the pile is the factored axial pile load divided by a resistance factor of 0.65 per LRFD Specifications. The dynamic tests shall be performed on the first production pile driven at each abutment.

7. Piles at Abutment No. 1 shall be driven to the required resistance on or within bedrock in accordance with Standard Specification Section 501. Piles at Abutment No. 2 shall be driven to the required resistance with a minimum pile tip elevation of 110.0.

8. Cobbles and boulders may be encountered at either of the proposed abutment locations and impede pile driving operations. If obstructions are encountered prior to reaching the minimum required pile tip elevation, they may be cleared by preaugering, predrilling, down-hole hammers, or by conventional excavation methods. Alternative methods to clear obstructions may be used as approved by the Resident. Removal of obstructions, cobbles, and boulders shall be made incidental to related Contract items.

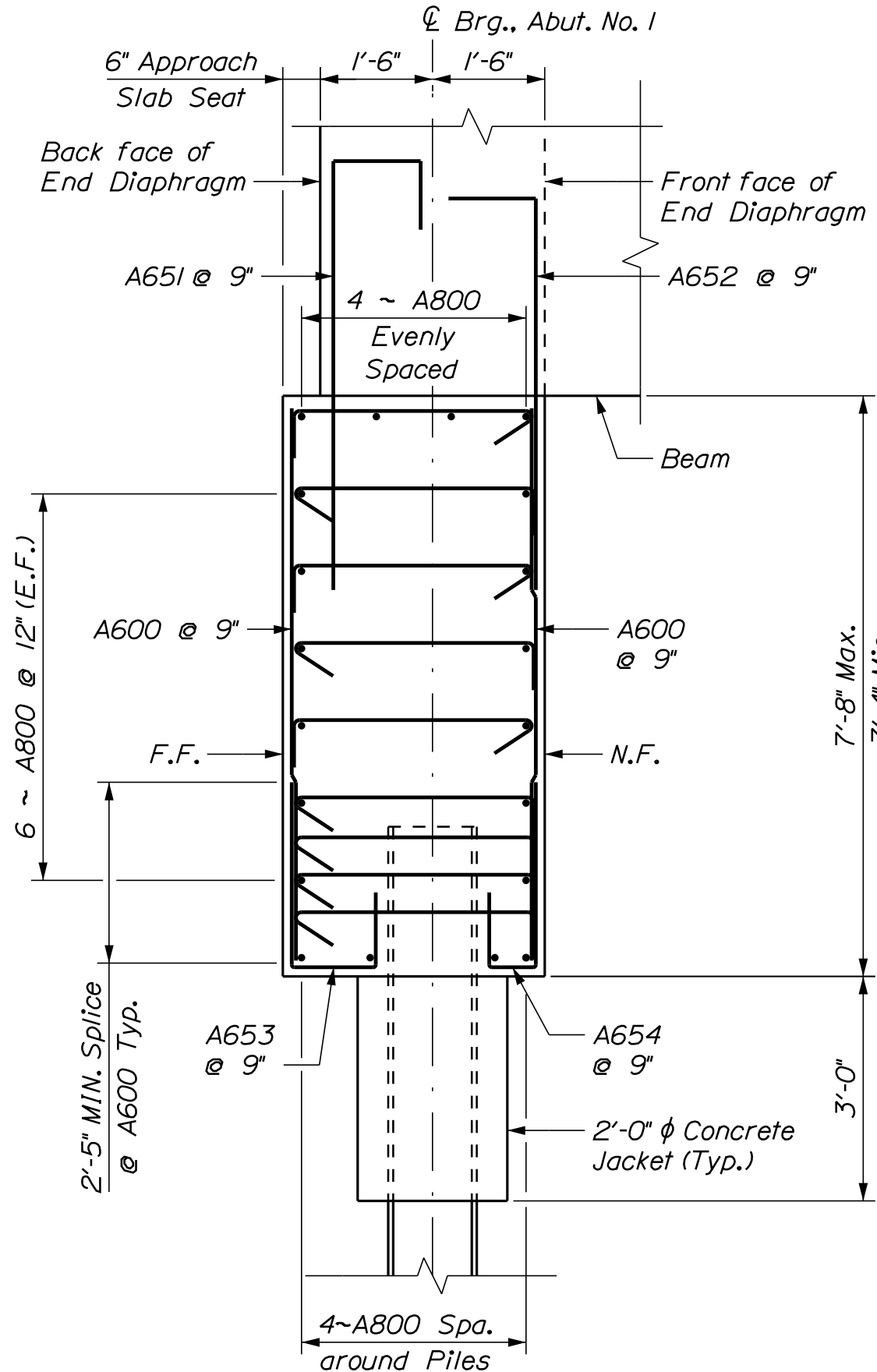
Set A
2 - A600

Set B
1 - A651
1 - A652



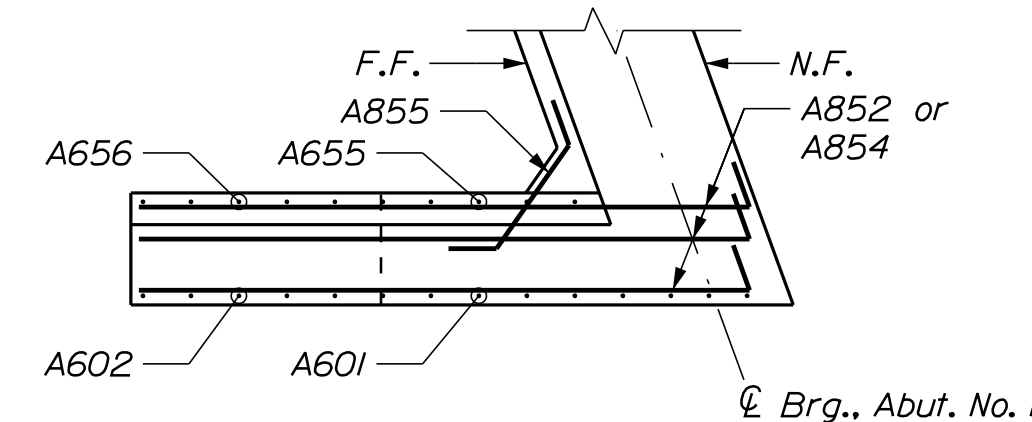
SECTION A-A

("A" Sets @ Abutment)



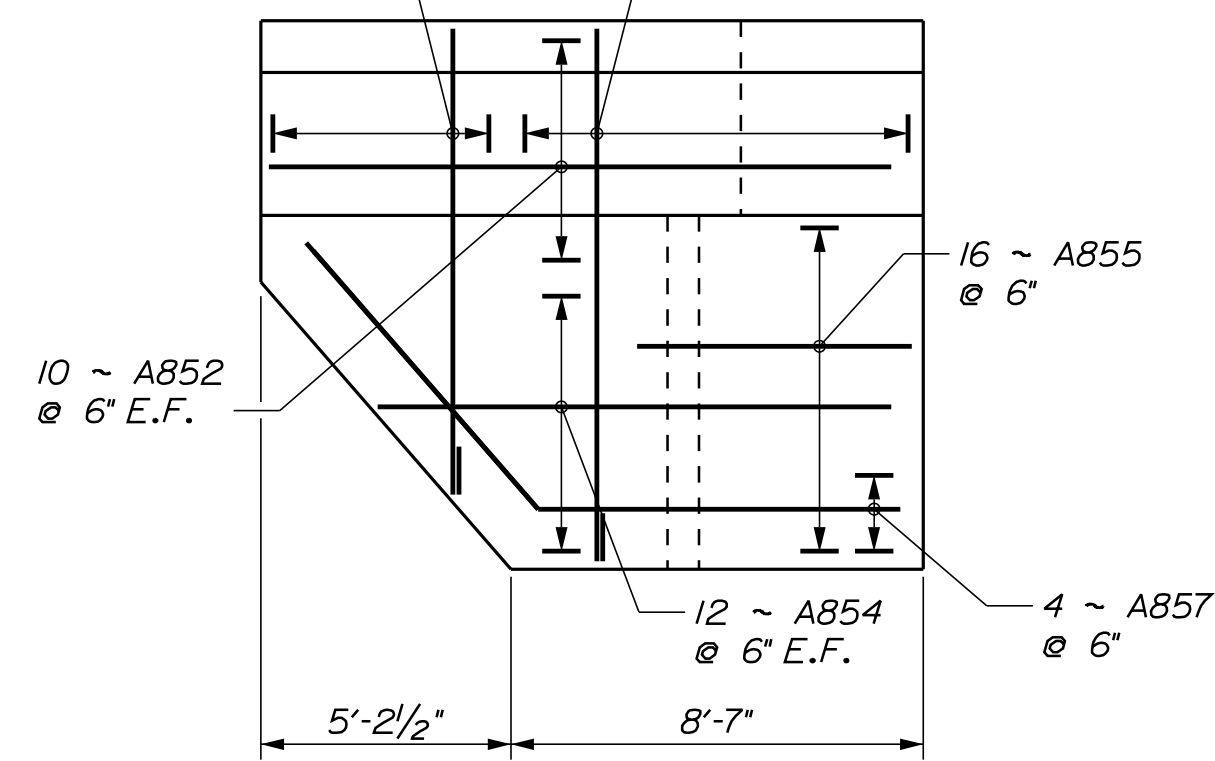
SECTION B-B

("B" Sets @ Abutment)

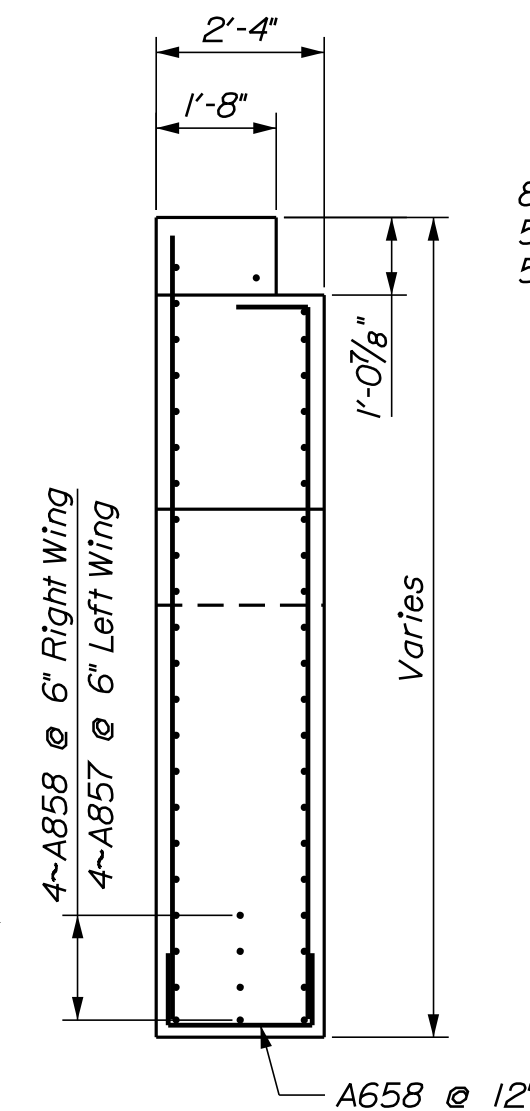


LEFT WING PLAN

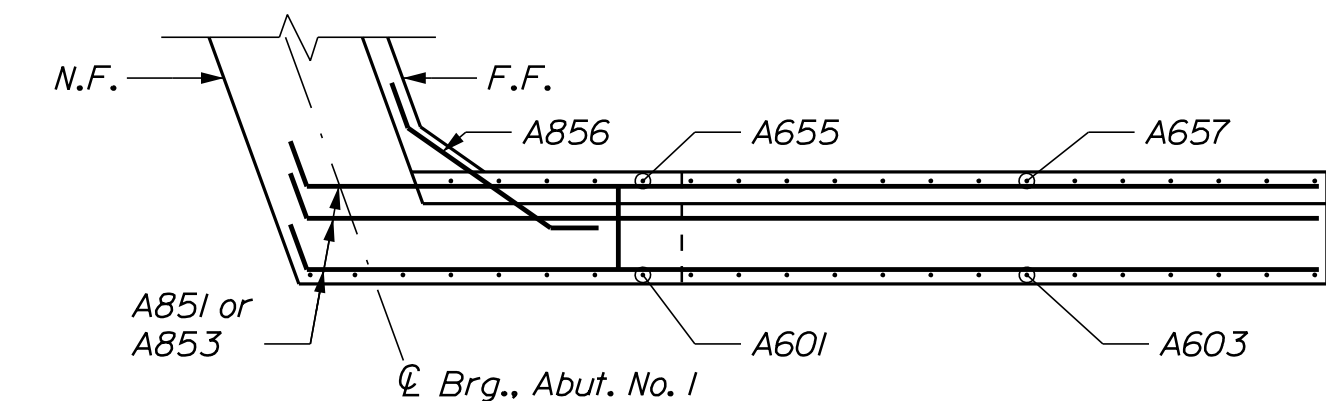
- 6 ~ A602 @ 12" N.F.
- 6 ~ A656 @ 12" F.F.
- 6 ~ A658 @ 12" Bot.
- 8 ~ A601 @ 12" N.F.
- 4 ~ A655 @ 12" F.F.
- 4 ~ A658 @ 12" Bot.



LEFT WING ELEVATION

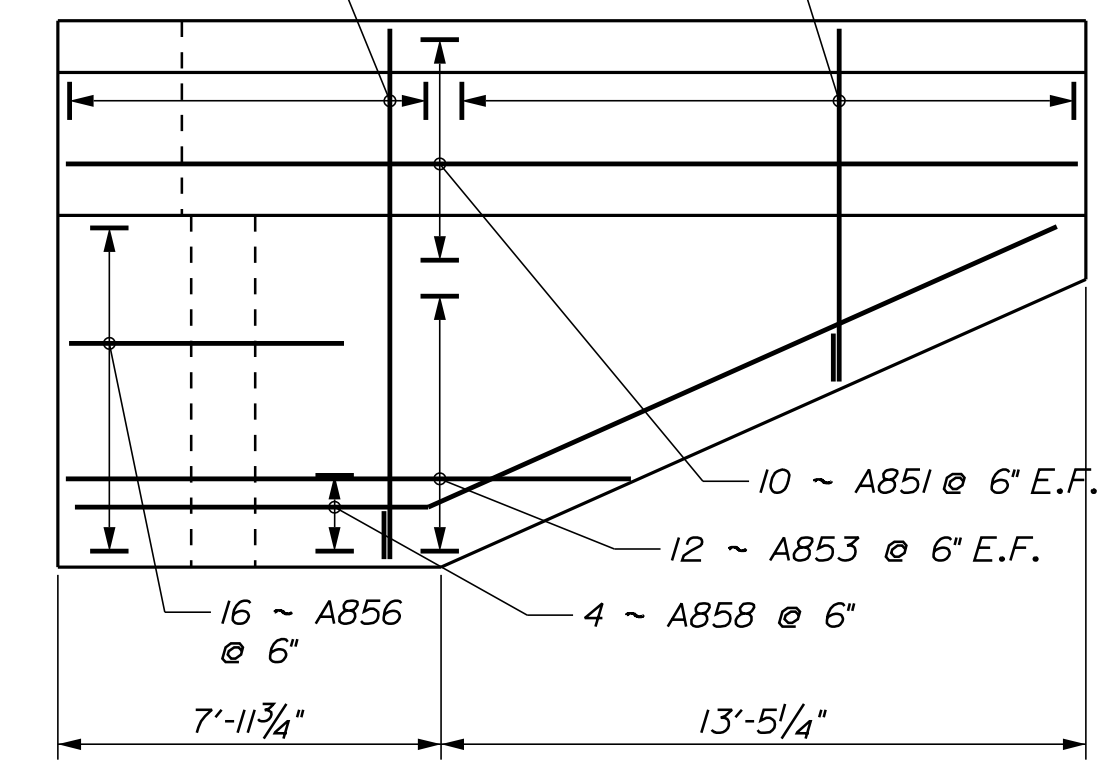


SECTION C-C



RIGHT WING PLAN

- 8 ~ A601 @ 12" N.F.
- 5 ~ A655 @ 12" F.F.
- 5 ~ A658 @ 12" Bot.
- 14 ~ A603 @ 12" N.F.
- 14 ~ A657 @ 12" F.F.
- 14 ~ A658 @ 12" Bot.



RIGHT WING ELEVATION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
021699.00
PIN WIN 021699.00
BRIDGE NO. 3719

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

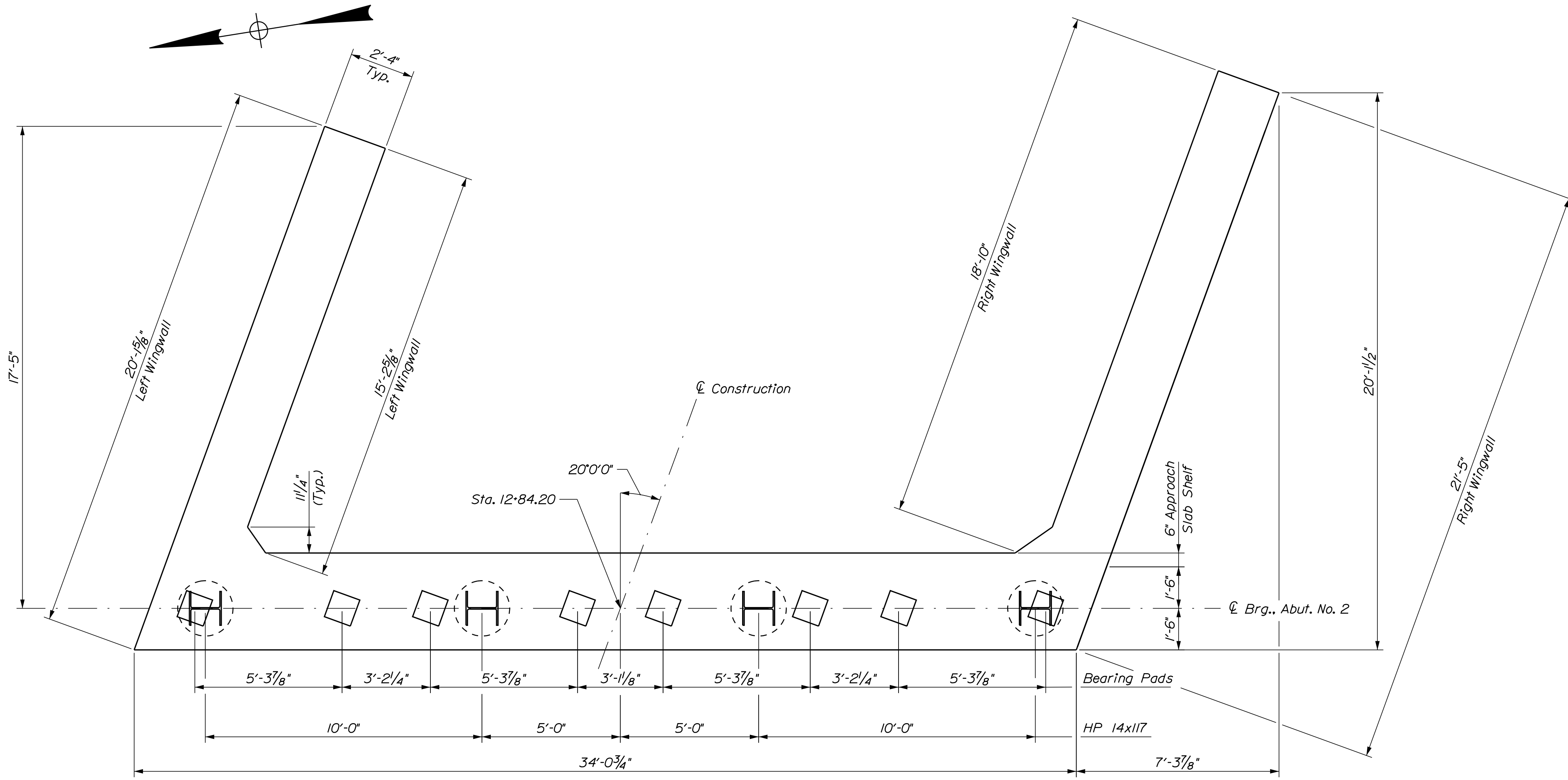
DATE
BY
M. PARLIN
J. SOCHANEK
E. LOWELL
T. SANDELL
SIGNATURE
P.E. NUMBER
DATE

BOG STREAM BRIDGE
BOG STREAM
WASHINGTON COUNTY
NORTHFIELD
ABUTMENT NO. 1
REINFORCEMENT

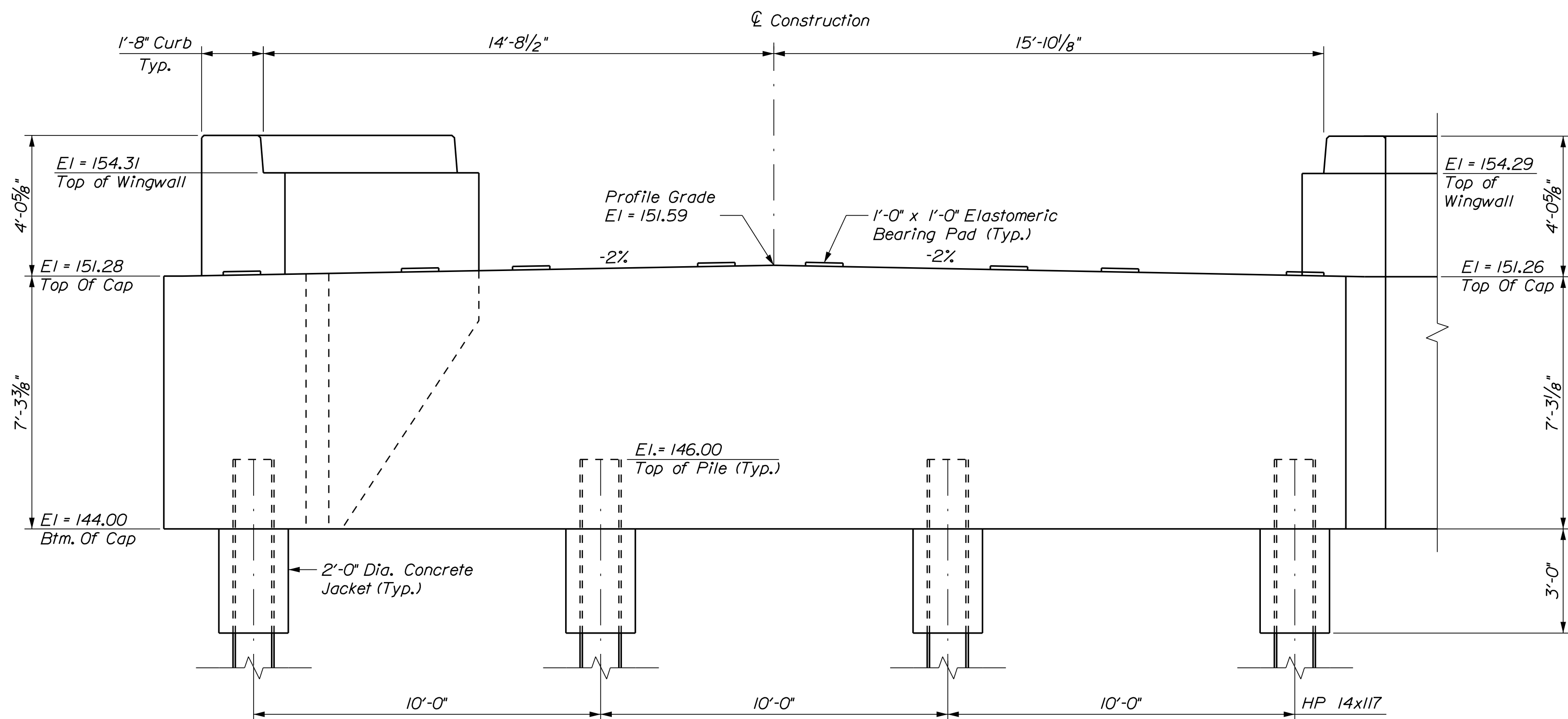
SHEET NUMBER

12

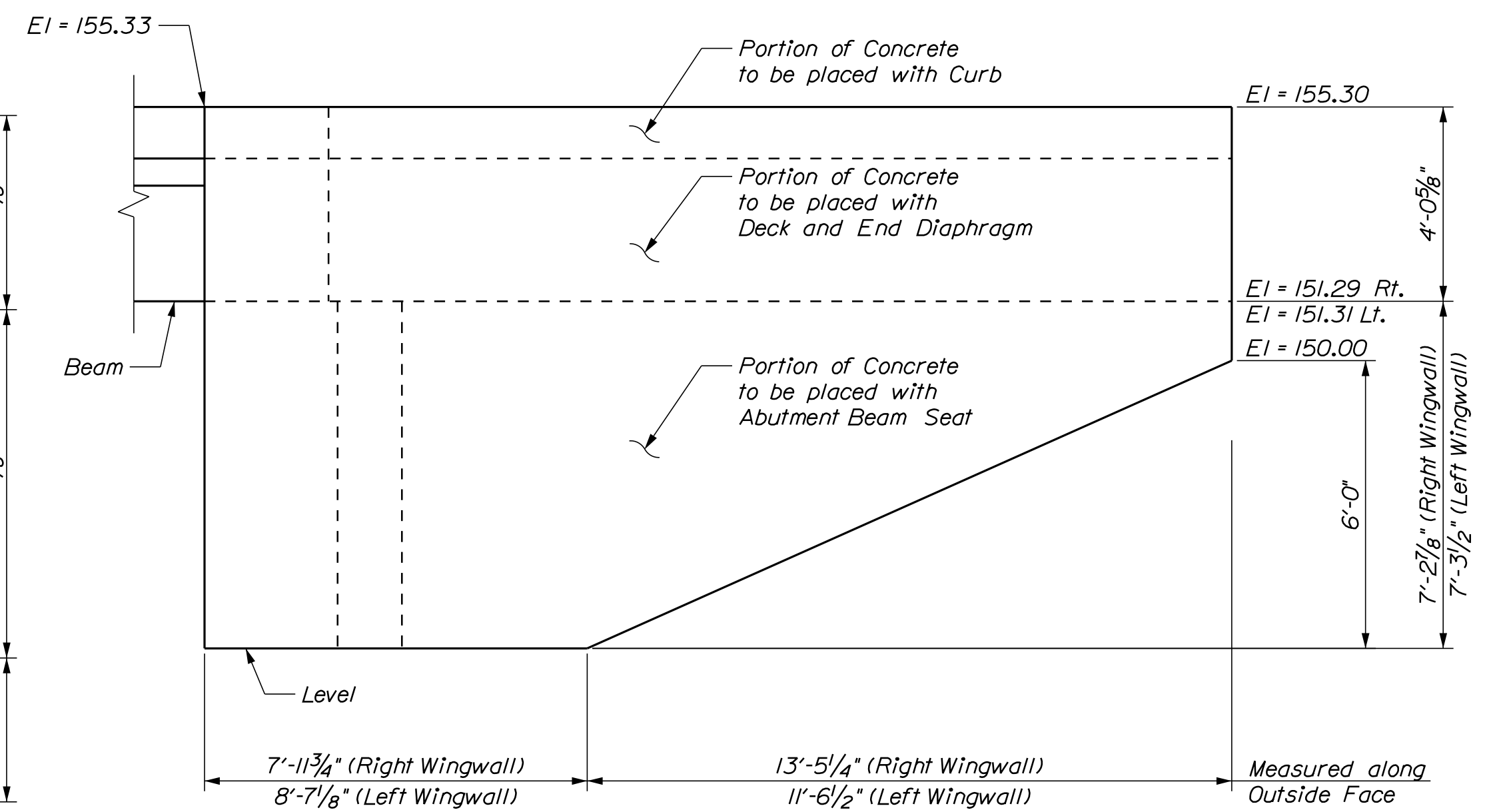
OF 34



ABUTMENT NO. 2 PLAN



ABUTMENT NO. 2 FRONT ELEVATION



ABUTMENT WING ELEVATION

Right Wing shown; Left Wing similar

PROJ. MANAGER	M. PARIN	BY	DATE
DESIGN DETAILED	J. SOCHANEK	P. YU	10/2018
CHECKED/REVIEWED	E. LOWELL	T. SANDELL	10/2018
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BOG STREAM BRIDGE
BOG STREAM
WASHINGTON COUNTY
NORTHFIELD
ABUTMENT NO. 2
PLAN & ELEVATION

SHEET NUMBER

13

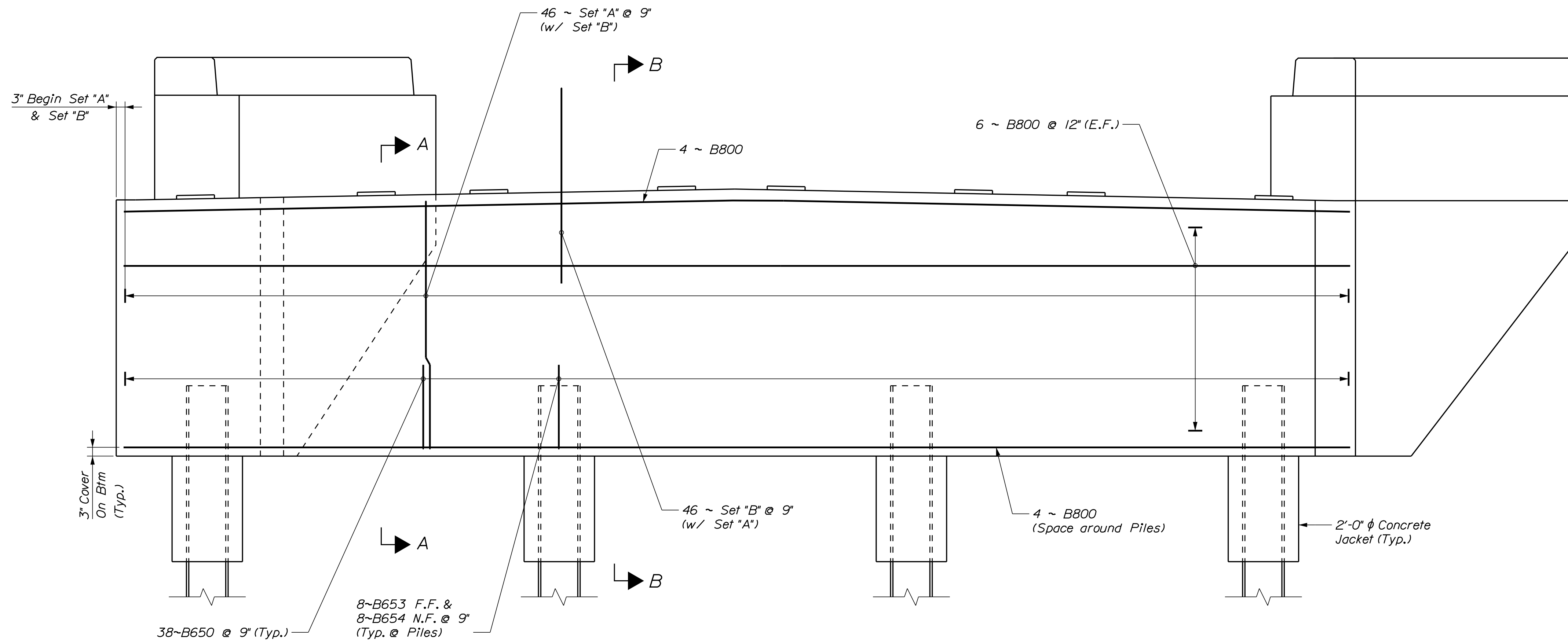
OF 34

Date: 10/10/2018

Username: tksondell

Division: Bridge

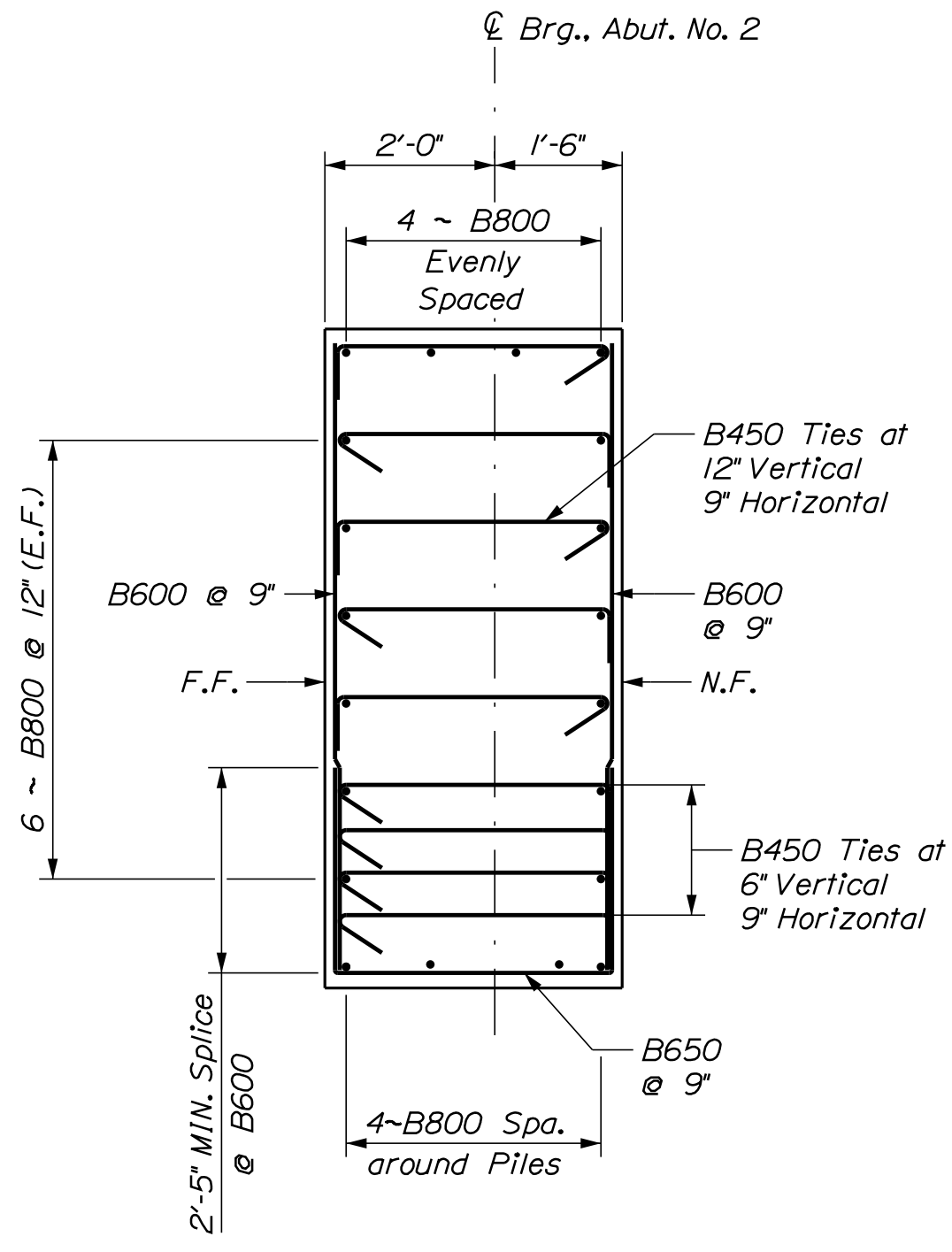
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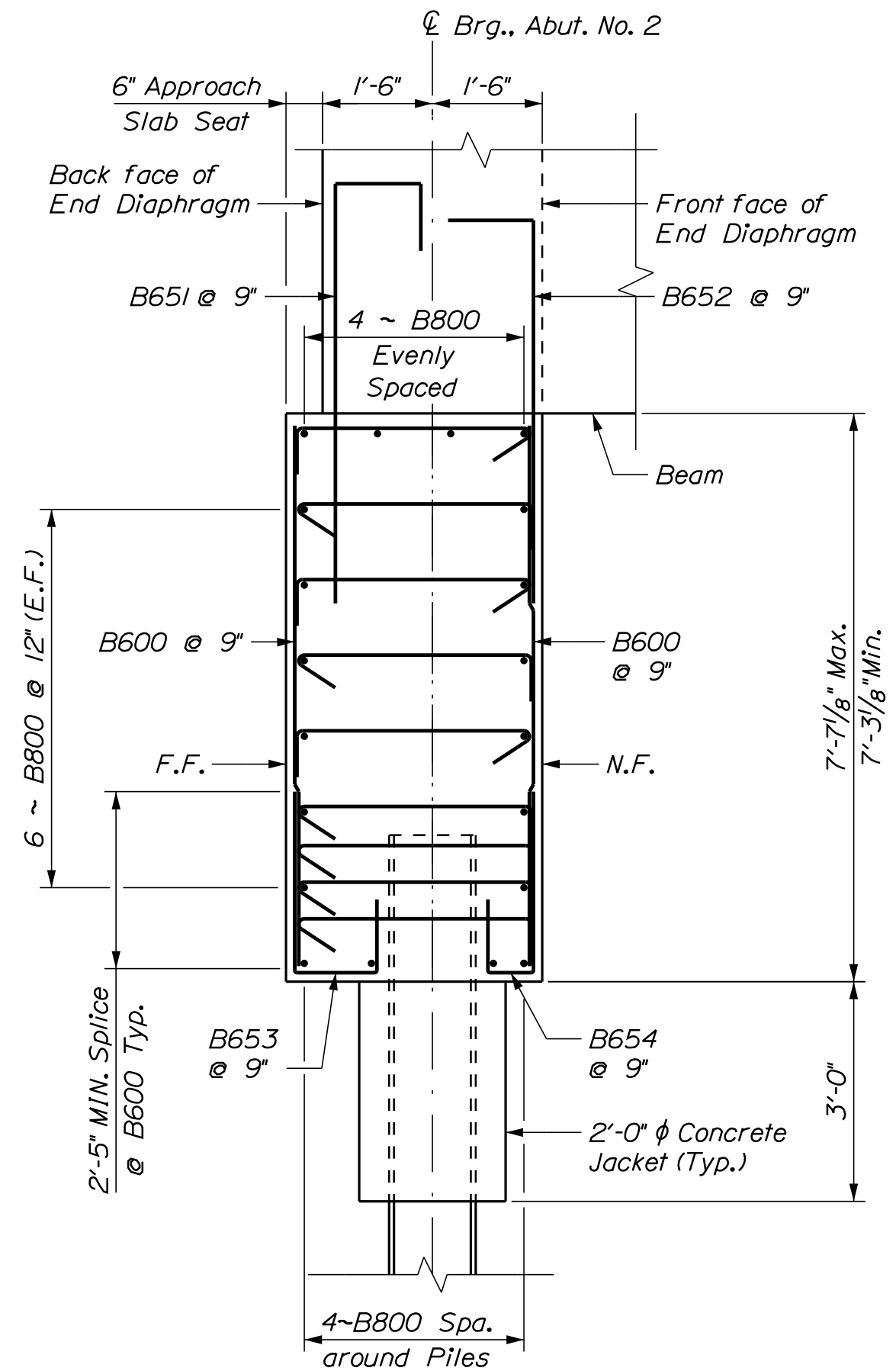
NOTES:
 1. See Drawing 10 for Pile Notes.
 N.F. denotes "Near Face" to elevation.
 F.F. denotes "Far Face" to elevation.
 E.F. denotes "Each Face" to elevation.

ABUTMENT NO. 2 REINFORCEMENT
 The End Diaphragm is not shown for clarity.

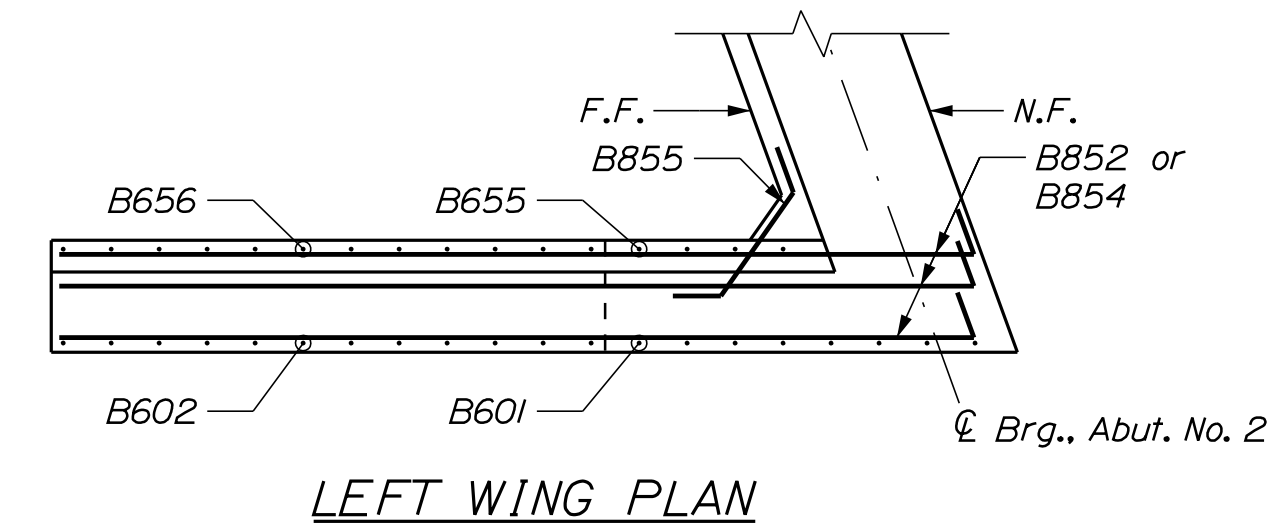
- Set A
2 - B600
- Set B
1 - B651
1 - B652



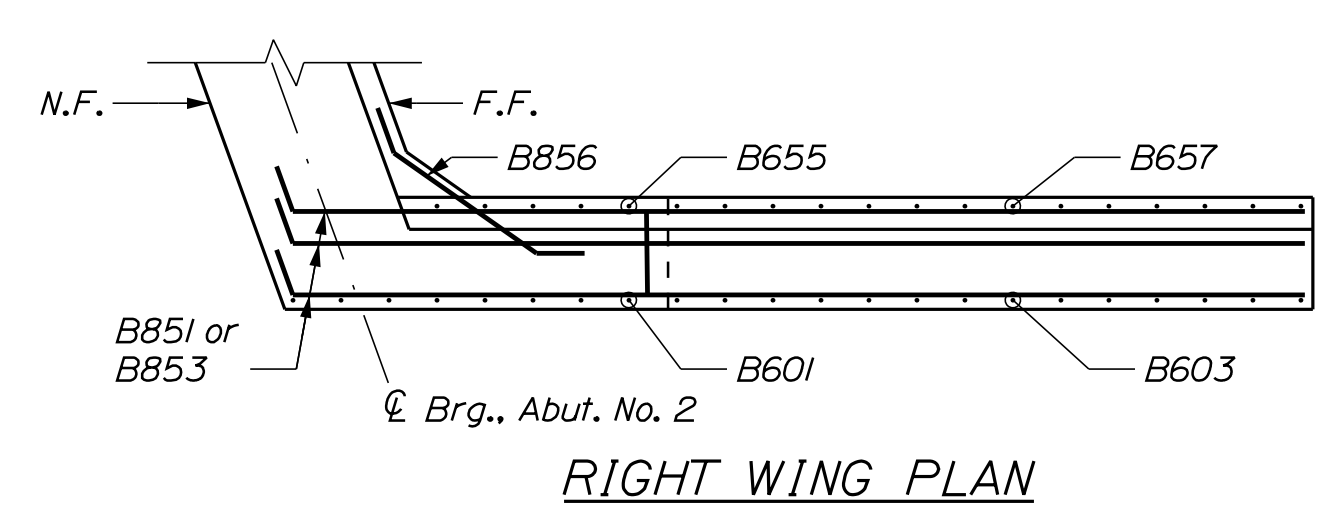
SECTION A-A
 ("A" Sets @ Abutment)



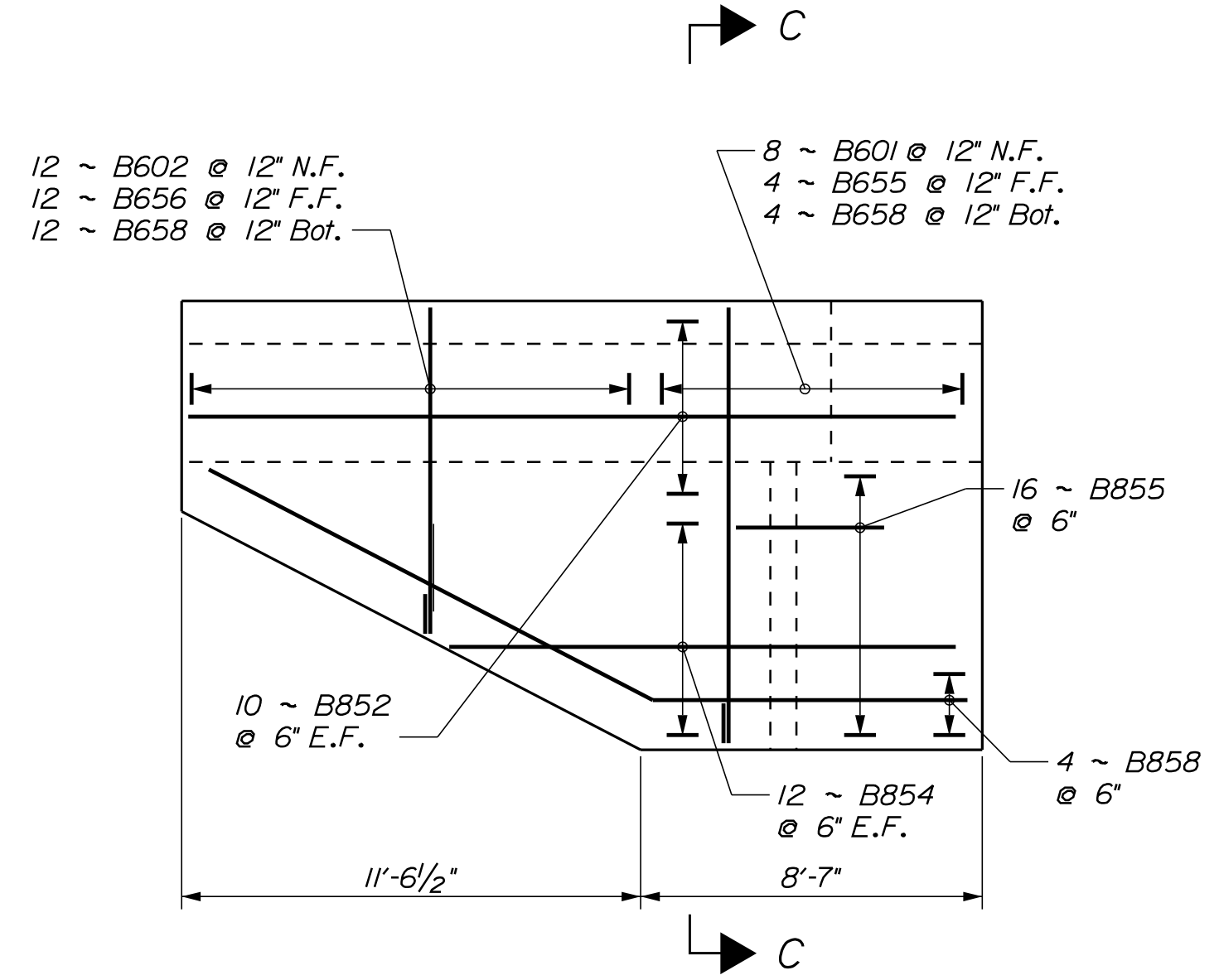
SECTION B-B
 ("B" Sets @ Abutment)



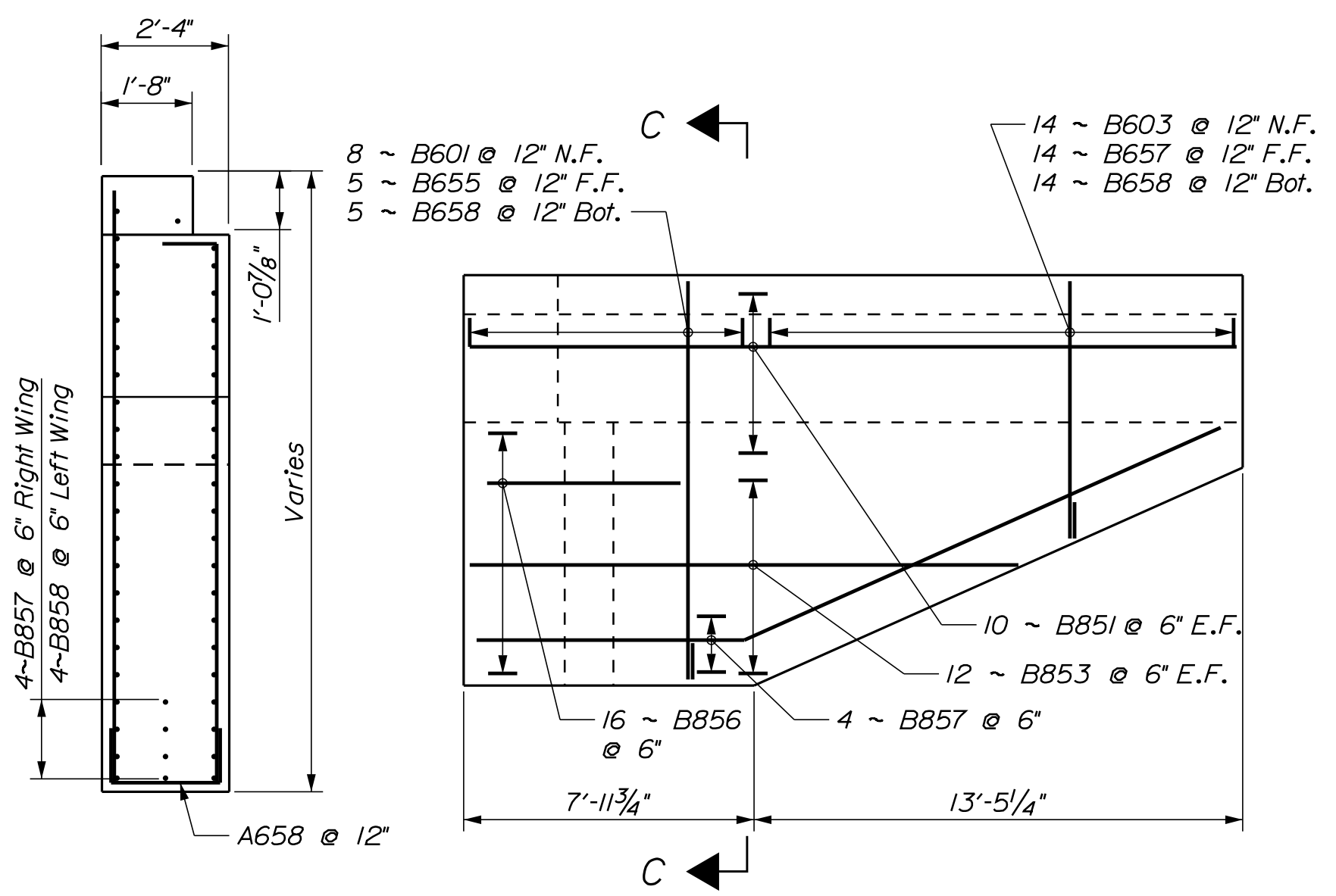
LEFT WING PLAN



RIGHT WING PLAN



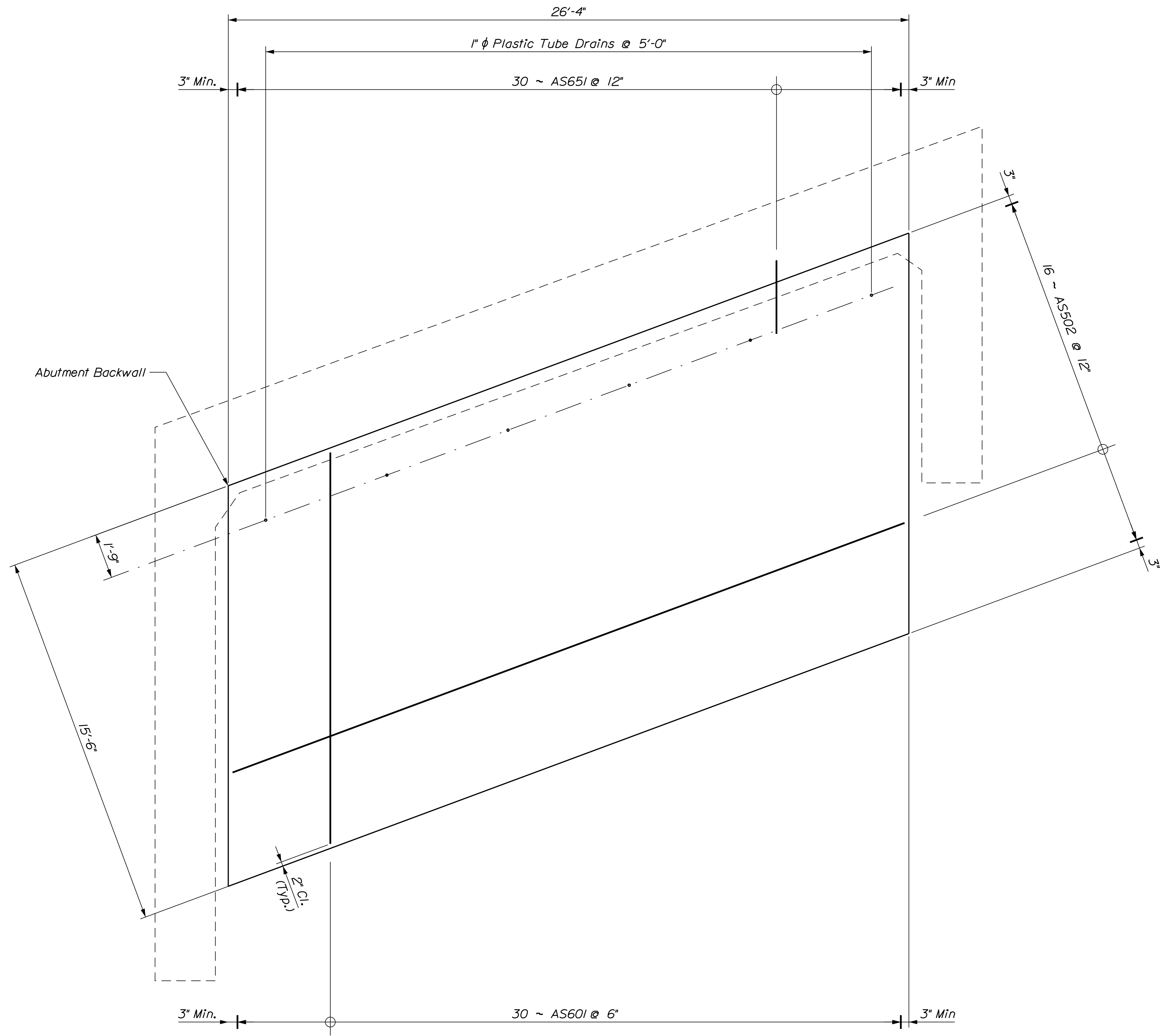
LEFT WING ELEVATION



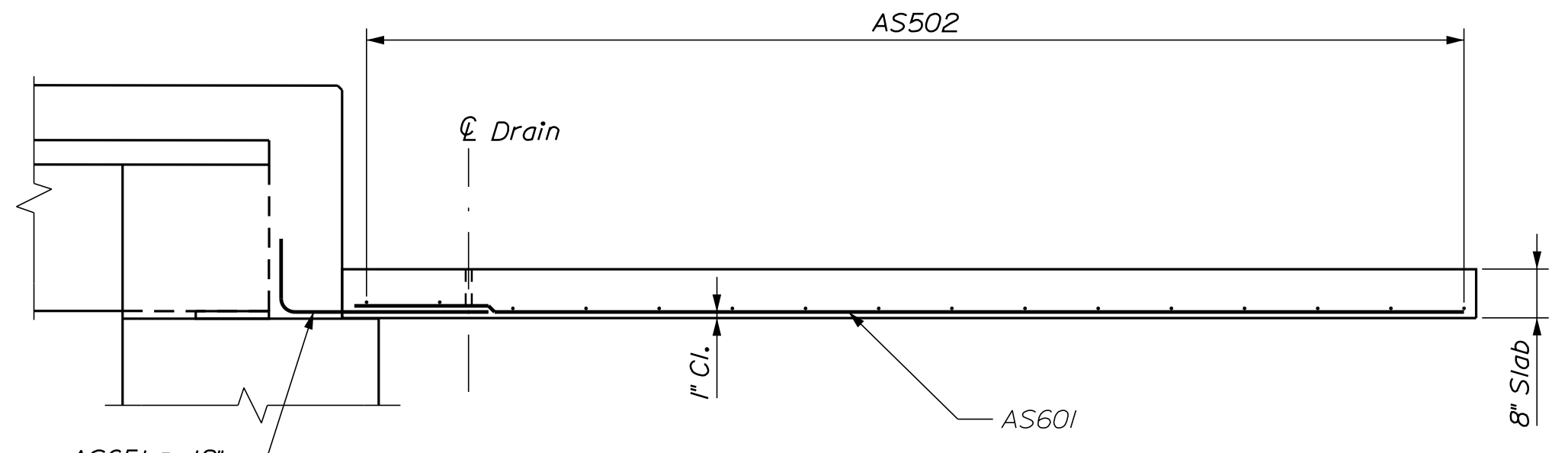
SECTION C-C

RIGHT WING ELEVATION

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		021699.00		PIN		BRIDGE NO. 3719		WIN 021699.00		BRIDGE PLANS	
PROJ. MANAGER	M. PARLIN	DESIGN-DETAILED	J. SOCHANEK	CHECKED-REVIEWED	E. LOWELL	DESIGN-DETAILED	T. SANDELL	DESIGN-DETAILED		REVISIONS 1		P.E. NUMBER	
DATE	10/2018	DATE	10/2018	DATE	10/2018	DATE	10/2018	DATE		REVISIONS 2		DATE	
<p>BOG STREAM BRIDGE BOG STREAM NORTHFIELD WASHINGTON COUNTY ABUTMENT NO. 2 REINFORCEMENT</p>													
SHEET NUMBER												14	
												OF 34	



APPROACH SLAB REINFORCEMENT - PLAN



APPROACH SLAB REINFORCEMENT - SECTION

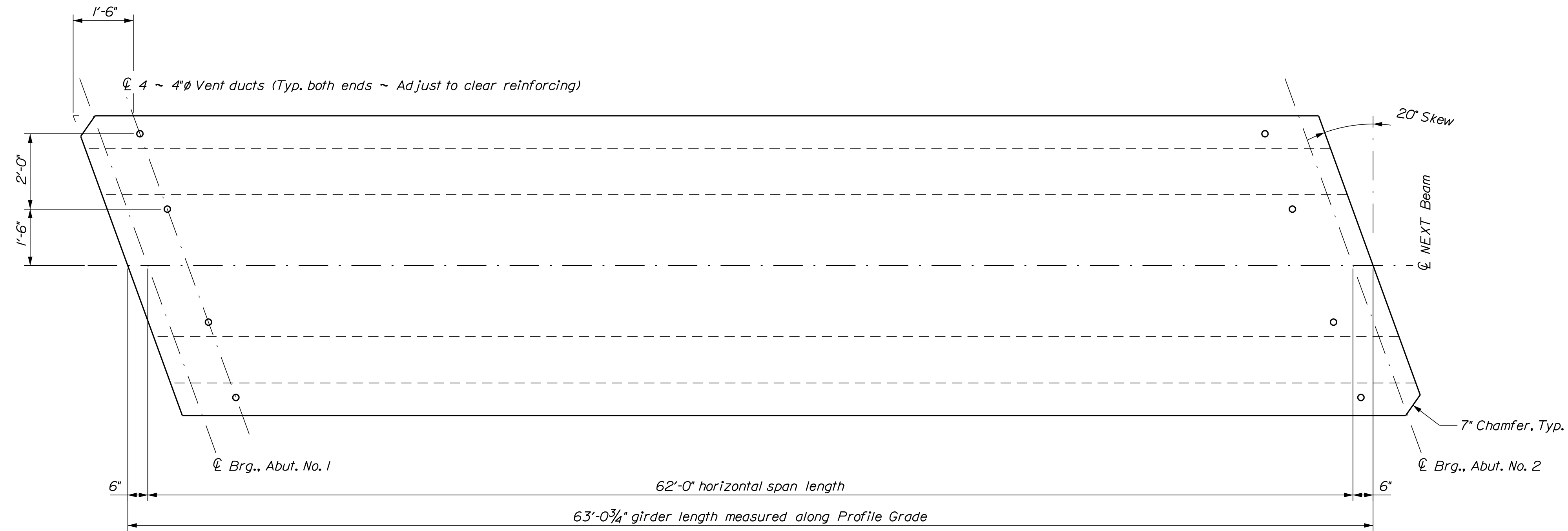
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BRIDGE NO. 3719		PIN WIN 021699.00	
BRIDGE PLANS			
	PROJ. MANAGER	M. PARLIN	DATE
DESIGNED	CHECKED	BY	DATE
J. SOCHANEK	E. LOWELL	PAUL YU	10/2018
T. SANDELL	T. SANDELL	T. SANDELL	10/2018
DESIGNED	CHECKED	BY	DATE
REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4
FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES
SIGNATURE		P.E. NUMBER	
DATE		DATE	
BOG STREAM BRIDGE BOG STREAM NORTHFIELD WASHINGTON COUNTY APPROACH SLAB DETAILS			
SHEET NUMBER			
15			
OF 34			

Date: 10/10/2018

Username: tkсандell

Division: Bridge

Filename: ... \016_Prestressed_NEXT_Beams

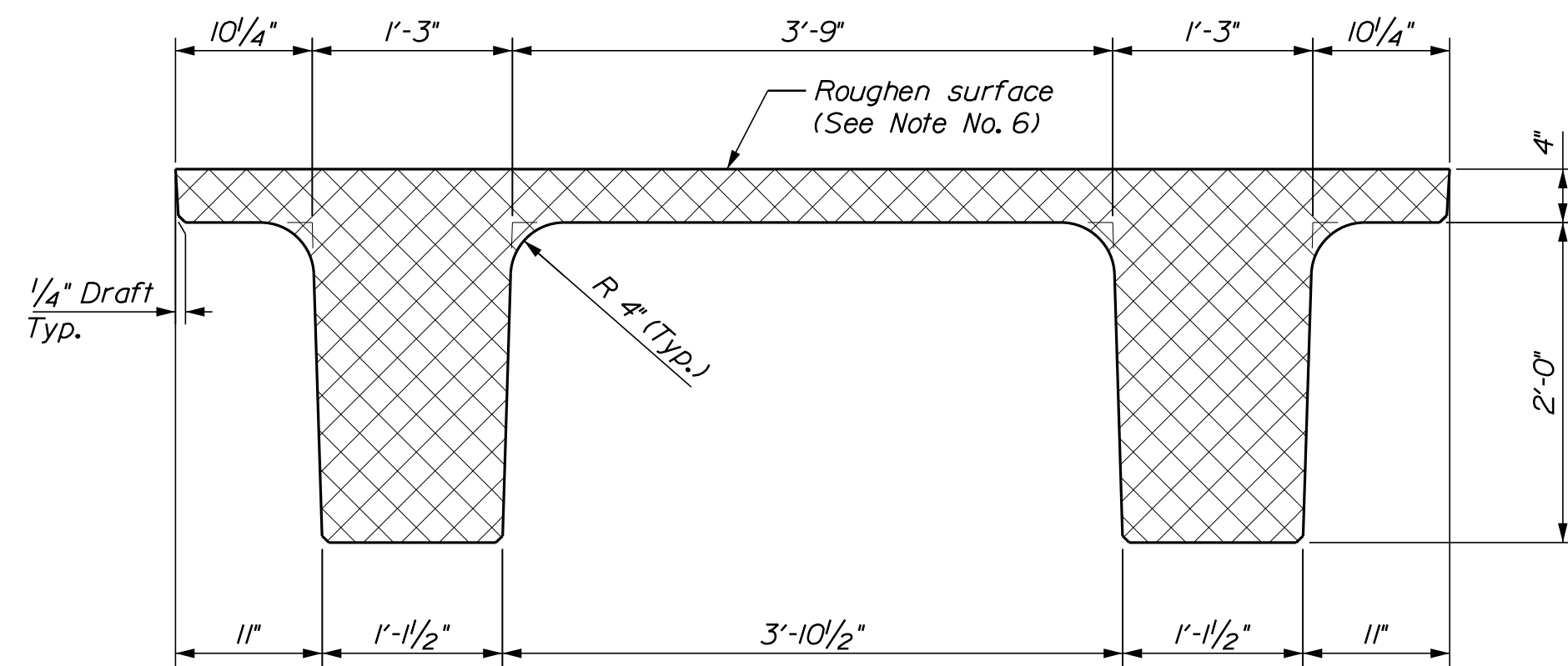


PRECAST CONCRETE SUPERSTRUCTURE NOTES

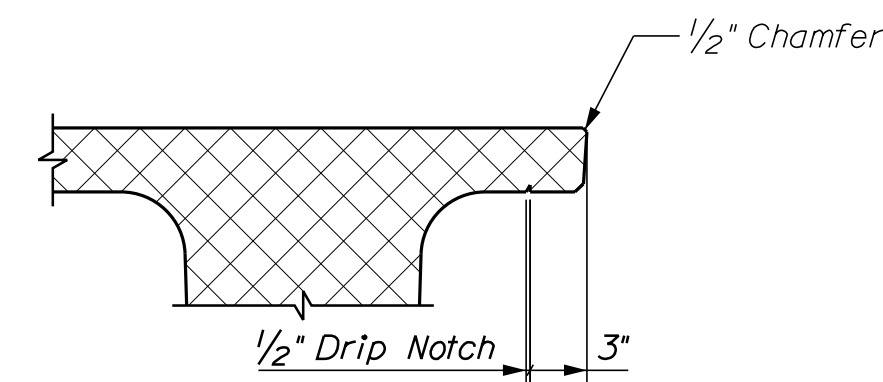
1. NEXT F Beams are a non - proprietary shape developed by PCI NORTHEAST (PCINE). Standardized section properties and details may be found at <http://www.pcine.org>.
2. The estimated camber at release is 2.0 inches and the estimated camber at erection is 2 7/8 inches. Refer to Special Provision Section 535, Precast, Prestressed Concrete Superstructure - Camber.
3. Prestressing strands shall be 0.6-in. diameter. The tensioning force is 44 kips per prestressing strand.
4. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
5. The drilling of holes in the prestressed beams and the use of powder actuated tools on the beams will not be permitted.
6. The top surface of the upper flange of the prestressed beams shall be raked to a surface roughness of ±1/4 inch, except at 10 ft. increments along the centerline of each beam. At these locations, a flattened area of sufficient size shall be left to facilitate taking elevations for setting bottom of slab elevations.
7. A maximum of 50 percent of the strands in the bottom 5 rows may be debonded 6 inches from the end of the beam.
8. A mat of mild reinforcing steel #4 bars @ 12 inches in both directions, may be substituted for the welded wire fabric. Reinforcing steel shall be ASTM A 615, Grade 60.

ELASTOMERIC BEARING PAD NOTES

1. Elastomeric Bearing Pads shall be 12 inches by 12 inches in plan and 1/4 inches tall.
2. The Elastomer shall have a shear modulus of 260 psi +/- 15% and a Shore A Durometer hardness of 70.
3. Elastomeric Bearing Pads shall conform to the requirements of the latest edition of the AASHTO LRFD Bridge Construction Specifications, Section 18.2.



NEXT 28 F BEAM SECTION



FASCIA OVERHANG DETAIL

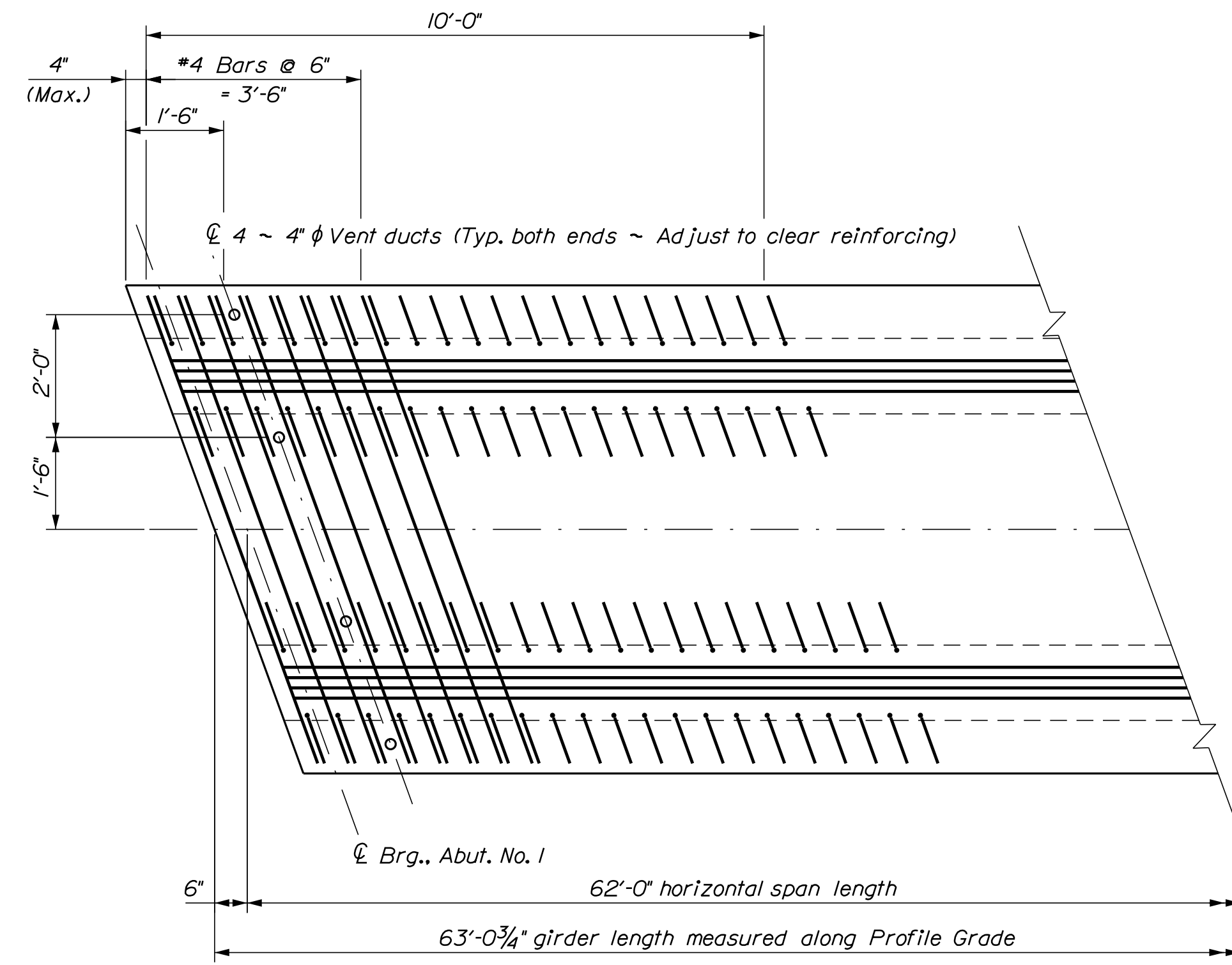
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
021699.00
PIN
WIN 021699.00
BRIDGE NO. 3719
BRIDGE PLANS

DATE
SIGNATURE
P.E. NUMBER
DATE

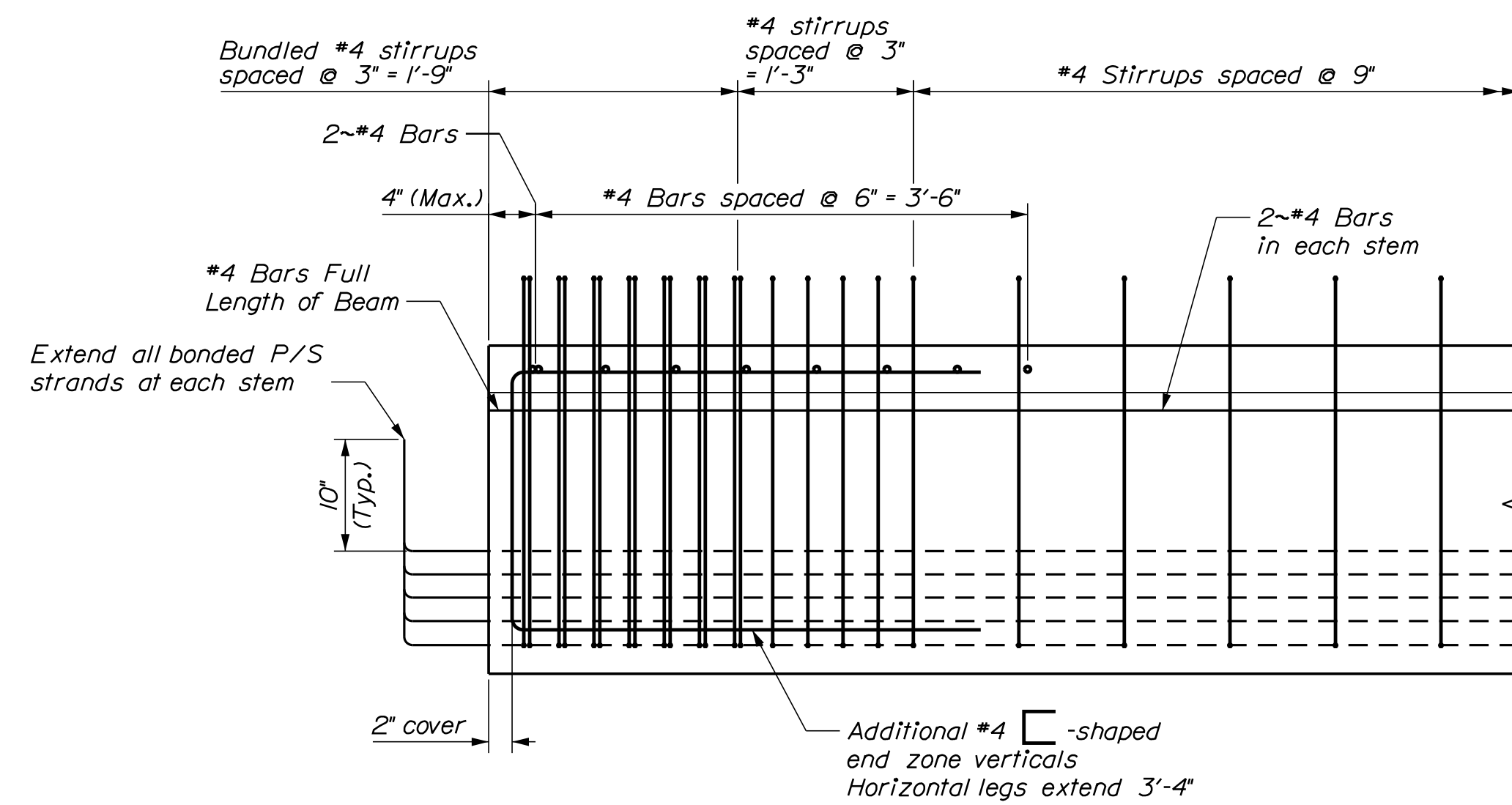
PROJ. MANAGER	BY	DATE
M. PARLIN	PAIL YU	10/2018
J. SOCHANEK	T. SANDELL	10/2018
E. LOWELL		
DESIGN/REVIEWED		
DESIGN/REVIEWED		
DESIGN/REVIEWED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BOG STREAM BRIDGE
BOG STREAM
WASHINGTON COUNTY
NORTHFIELD
PRECAST NEXT BEAMS

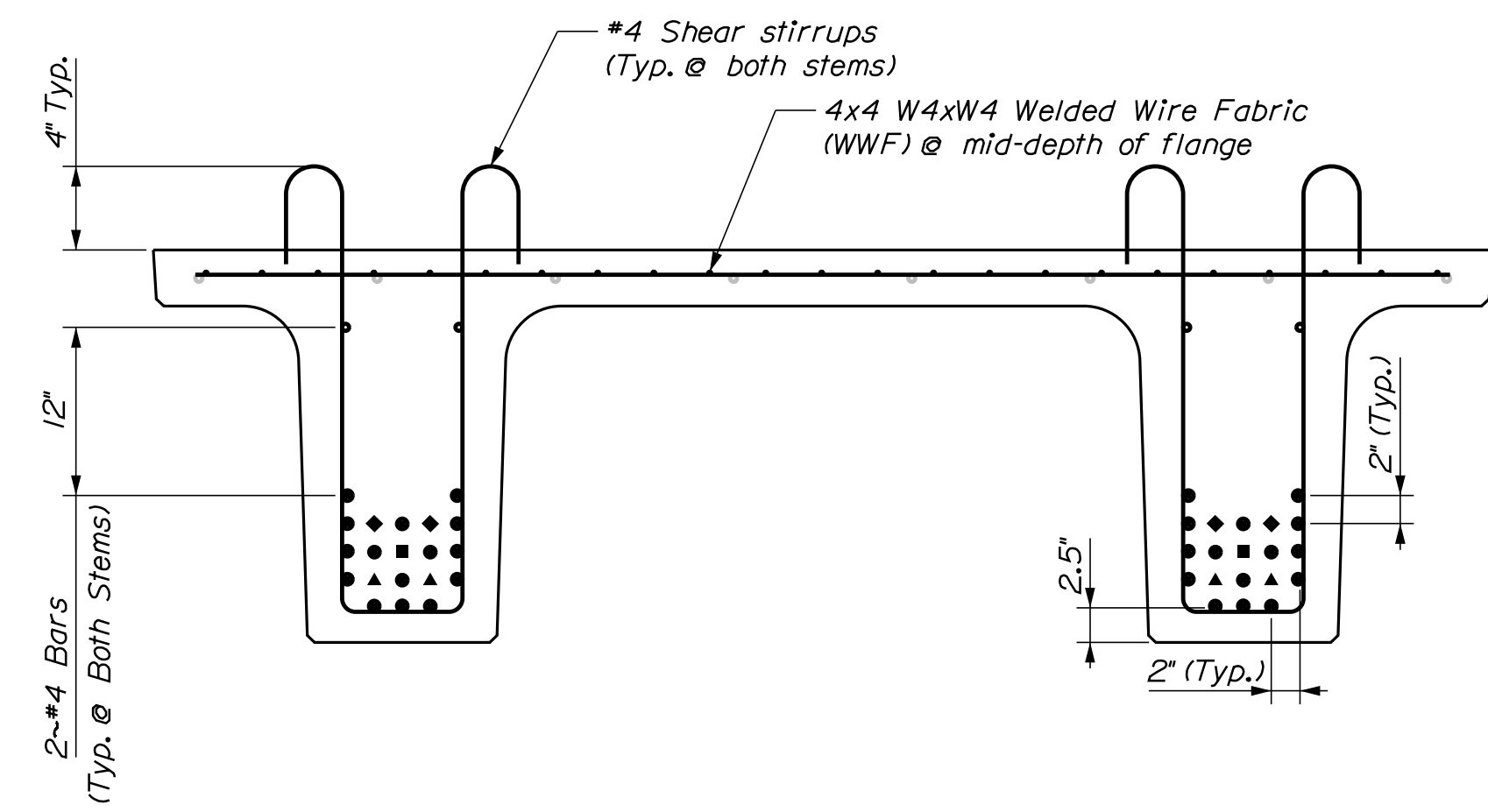
SHEET NUMBER
16
OF 34



NEXT 28 F BEAM PART REINFORCING PLAN

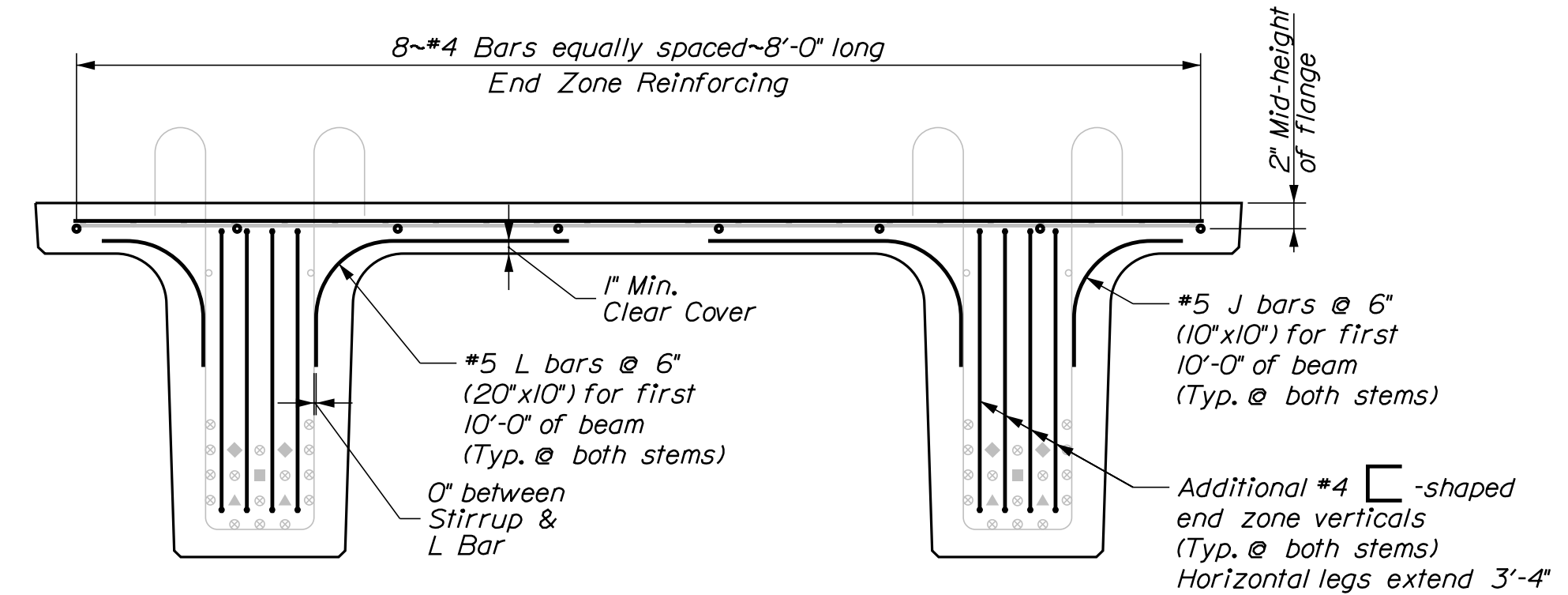


NEXT 28 F BEAM PART REINFORCING ELEVATION



NEXT 28 F BEAM TYPICAL REINFORCING SECTION

Bar Reinforcement: ○
 40 Prestress Strands Total
 Prestress Strand: ●
 Debonded Strand Length: ▲
 12'-0"
 8'-0"
 4'-0"



NEXT 28 F BEAM END REINFORCING SECTION

DESIGNED BY	DATE	SIGNATURE
CHECKED BY	DATE	P.E. NUMBER
DESIGNED BY	DATE	DATE
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROJ. MANAGER	BY	DATE
DESIGNED BY	DATE	SIGNATURE
CHECKED BY	DATE	P.E. NUMBER
DESIGNED BY	DATE	DATE
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BOG STREAM BRIDGE
BOG STREAM
NORTHFIELD WASHINGTON COUNTY
PRECAST NEXT BEAMS

SHEET NUMBER

17

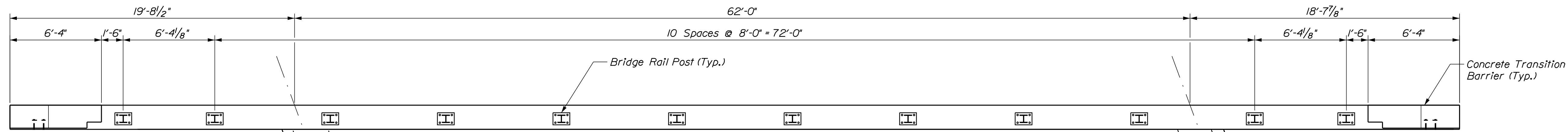
OF 34

Date: 10/10/2018

Username: tksondell

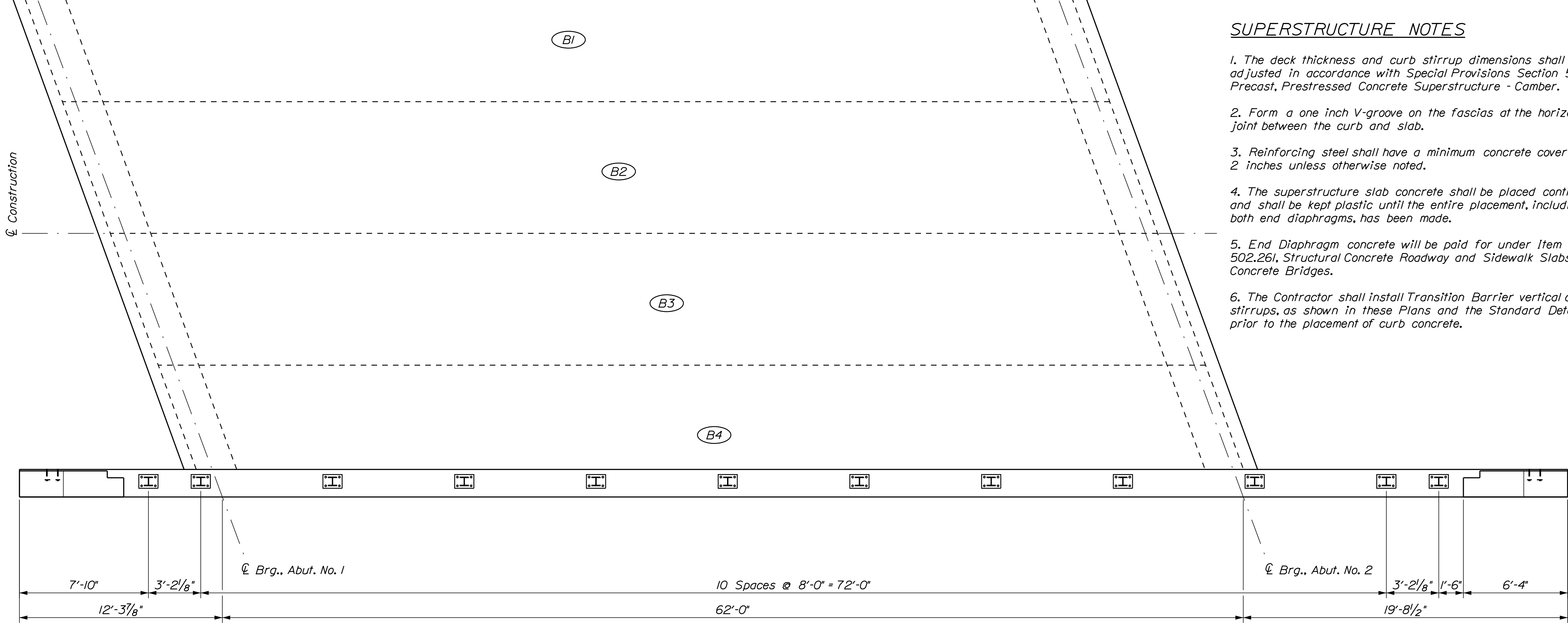
Division: Bridge

Filename: ... \018_Superstructure

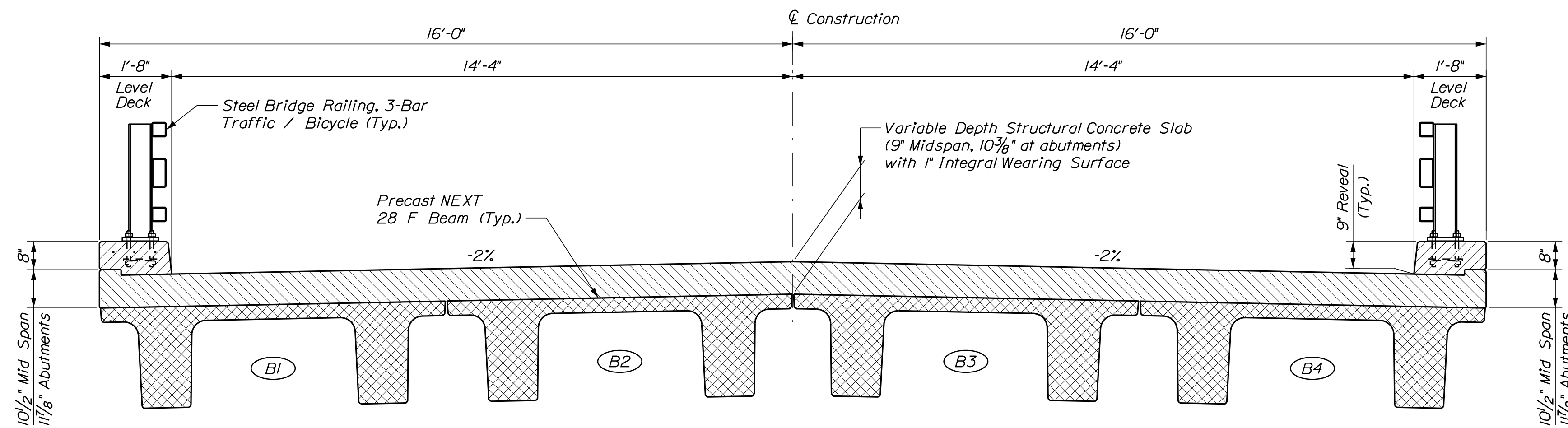


SUPERSTRUCTURE NOTES

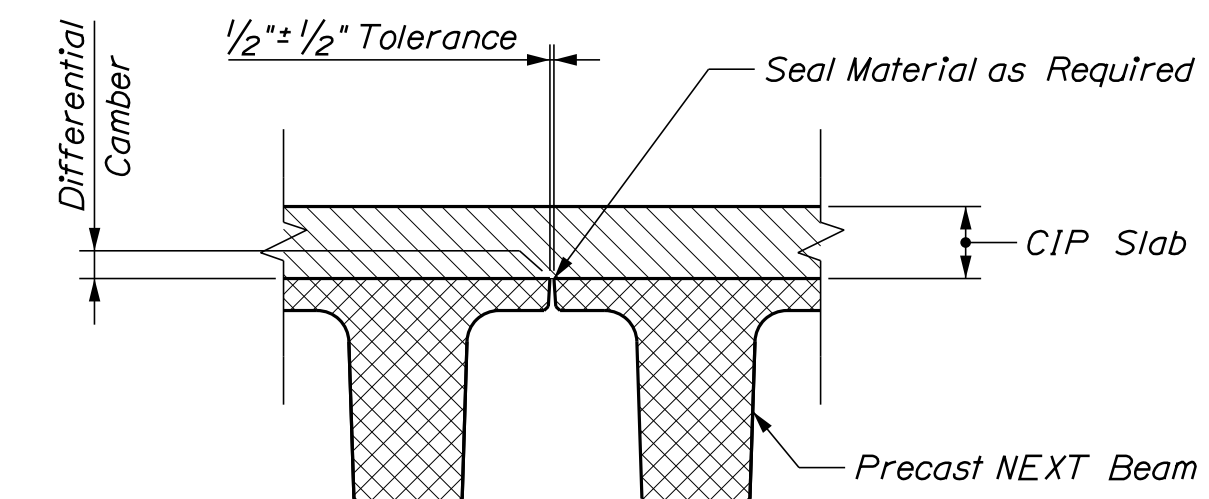
1. The deck thickness and curb stirrup dimensions shall be adjusted in accordance with Special Provisions Section 535, Precast, Prestressed Concrete Superstructure - Camber.
2. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
3. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
4. The superstructure slab concrete shall be placed continuously and shall be kept plastic until the entire placement, including both end diaphragms, has been made.
5. End Diaphragm concrete will be paid for under Item No. 502.261, Structural Concrete Roadway and Sidewalk Slabs on Concrete Bridges.
6. The Contractor shall install Transition Barrier vertical closed stirrups, as shown in these Plans and the Standard Details, prior to the placement of curb concrete.



SUPERSTRUCTURE PLAN
Dimensions are horizontal



TRANSVERSE SECTION



NEXT BEAM GAP FORM DETAIL

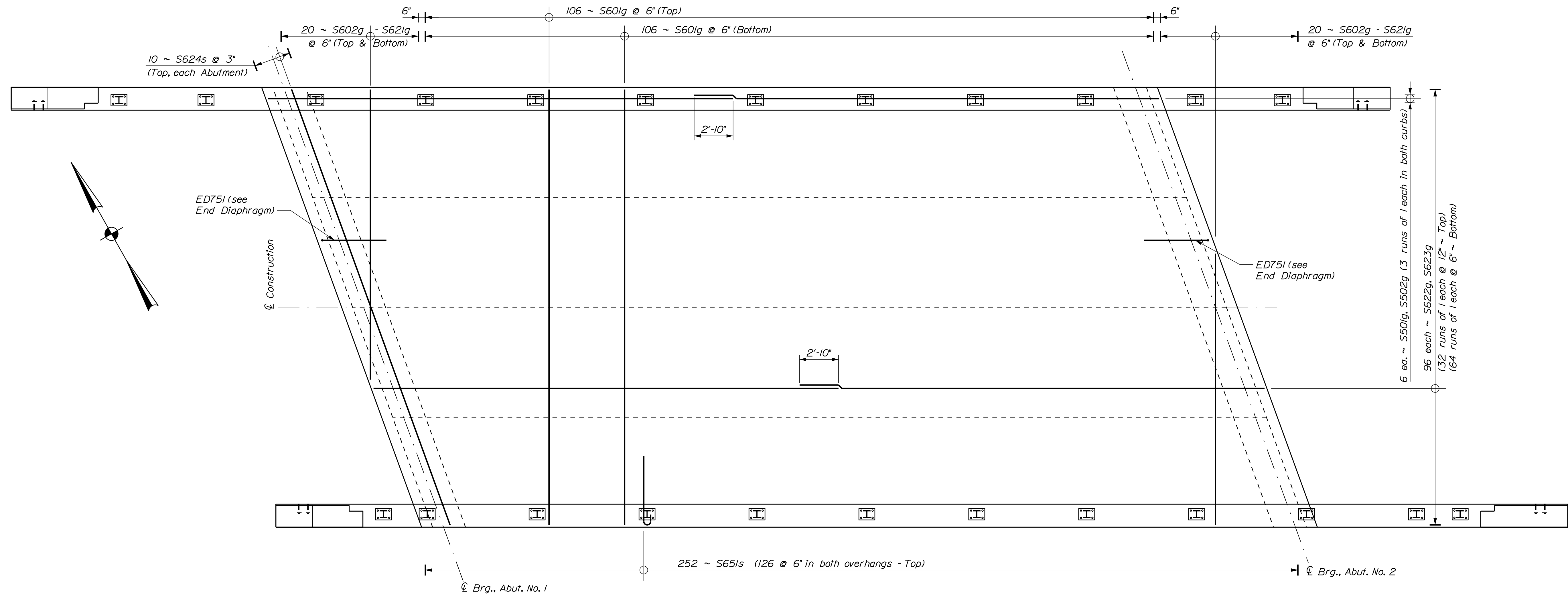
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
021699.00
PIN
WIN 021699.00
BRIDGE NO. 3719
BRIDGE PLANS

PROJ. MANAGER	M. PARLIN	BY	P. YU	DATE	10/2018
DESIGN-DETAILED	J. SOCHANEK	CHECKED-REVIEWED	E. LOWELL	DESIGN-DETAILED	T. SANDELL
DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED	
REVISIONS 1		REVISIONS 1		REVISIONS 1	
REVISIONS 2		REVISIONS 2		REVISIONS 2	
REVISIONS 3		REVISIONS 3		REVISIONS 3	
REVISIONS 4		REVISIONS 4		REVISIONS 4	
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES	

SIGNATURE	P.E. NUMBER	DATE

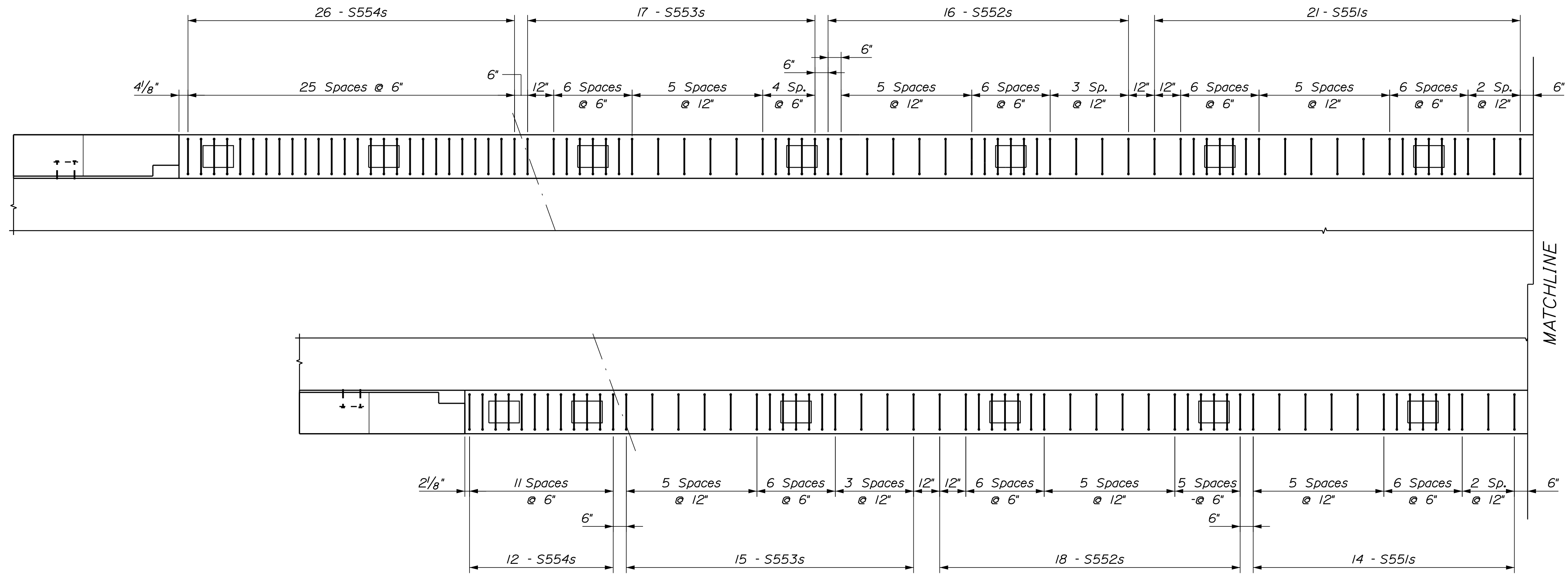
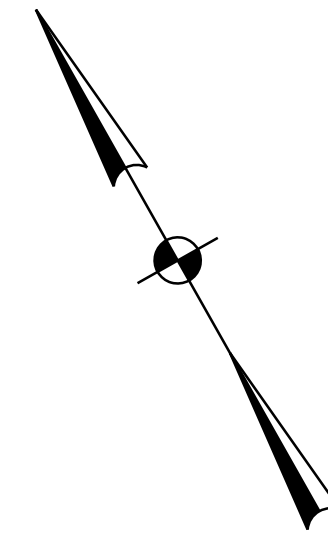
BOG STREAM BRIDGE
BOG STREAM
WASHINGTON COUNTY
NORTHFIELD
SUPERSTRUCTURE
PLAN & ELEVATION

SHEET NUMBER
18
OF 34

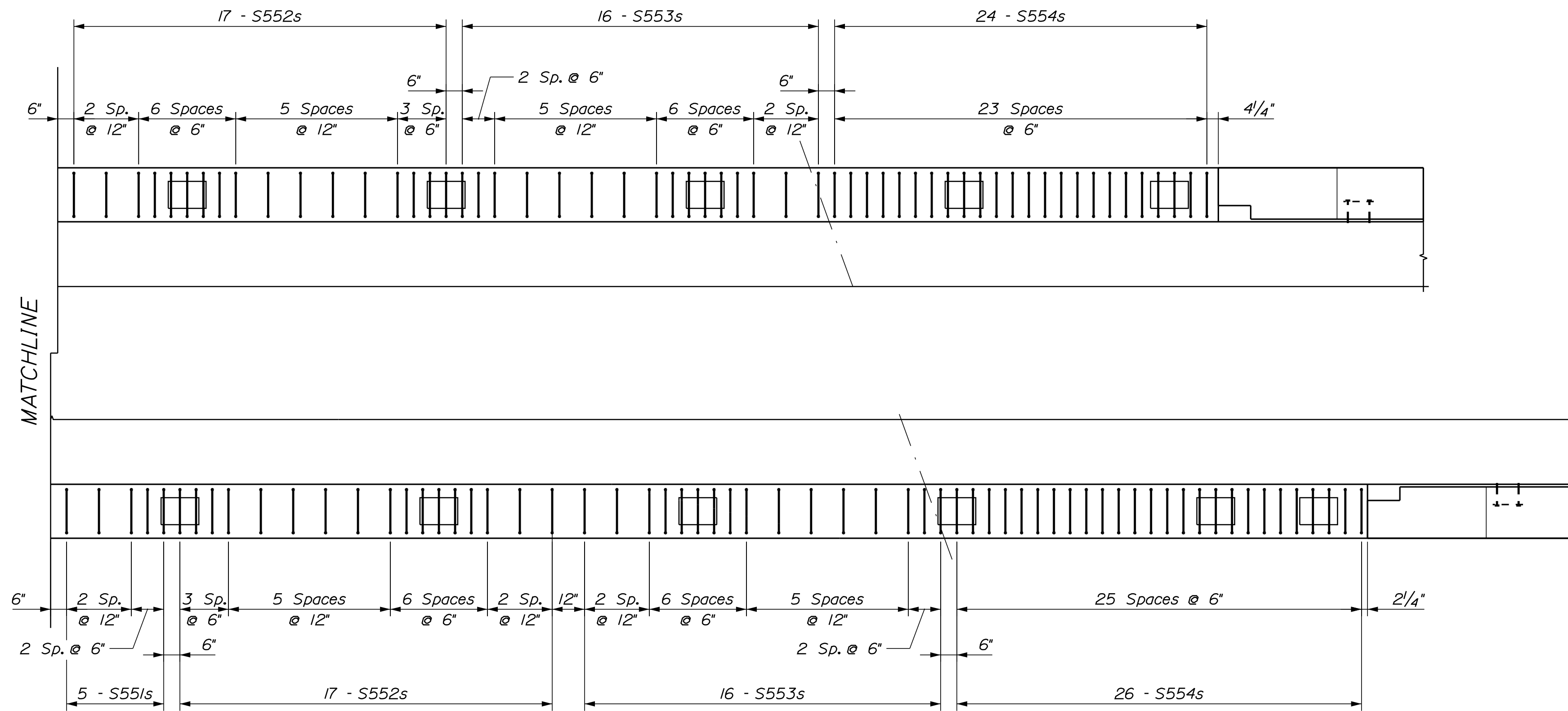


DECK REINFORCING PLAN
Dimensions are horizontal

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BRIDGE NO. 3719 PIN WIN 021699.00		BRIDGE PLANS	
BOG STREAM BRIDGE BOG STREAM NORTHFIELD WASHINGTON COUNTY		SUPERSTRUCTURE REINFORCEMENT		SHEET NUMBER 19	
OF 34		021699.00		P.E. NUMBER DATE	
PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	M. PARLIN J. SOCHANEK E. LOWELL	BY PAUL YU T. SANDELL	DATE 10/2018 10/2018	SIGNATURE	P.E. NUMBER DATE



CURB STIRRUP LAYOUT PLAN - WEST HALF



CURB STIRRUP LAYOUT PLAN - EAST HALF

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 021699.00
 PIN
 WIN 021699.00
 BRIDGE NO. 3719
 BRIDGE PLANS

PROJ. MANAGER
 M. PARLIN
 DESIGN-DETAILED
 J. SOCHANEK
 CHECKED-REVIEWED
 E. LOWELL
 DESIGNS-DETAILED
 T. SANDELL
 REVISIONS 1
 REVISIONS 2
 REVISIONS 3
 REVISIONS 4
 FIELD CHANGES

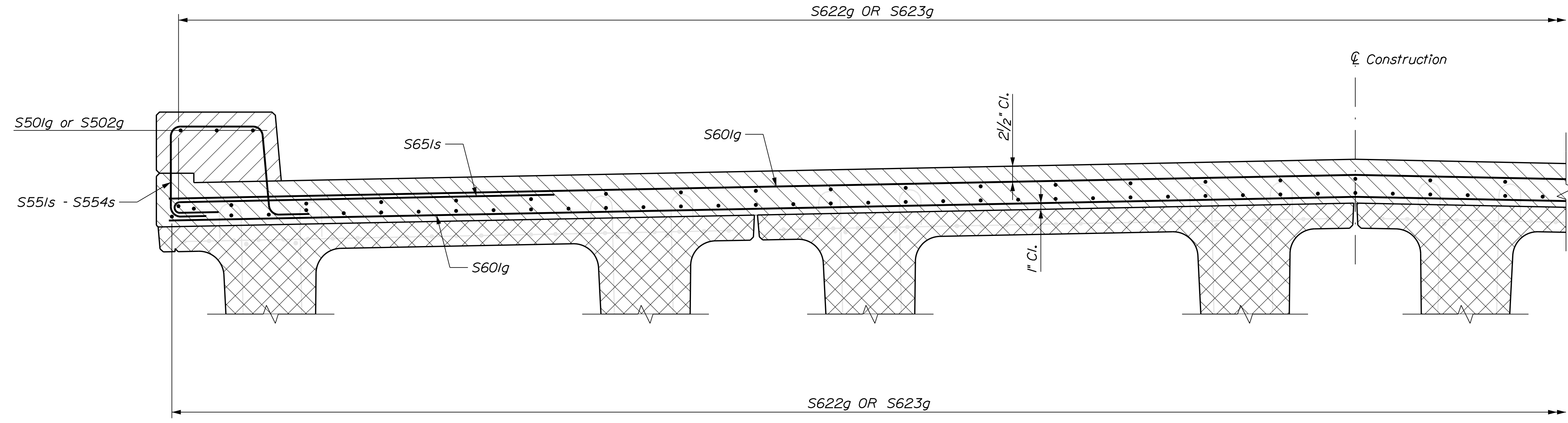
DATE
 10/2018
 10/2018
 BY
 PAUL YU
 T. SANDELL
 SIGNATURE
 P.E. NUMBER
 DATE

BOG STREAM BRIDGE
 BOG STREAM
 NORTHFIELD WASHINGTON COUNTY
 SUPERSTRUCTURE
 REINFORCEMENT

SHEET NUMBER

20

OF 34



HALF DECK REINFORCING SECTION
Symmetrical about ℄ Construction

SHEET NUMBER

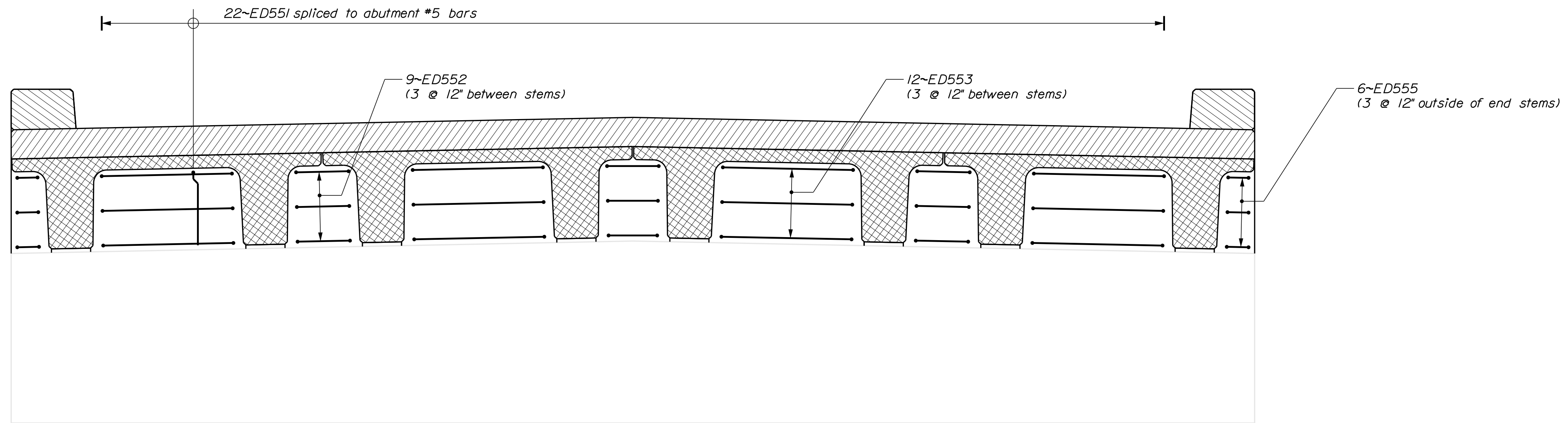
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OF 34

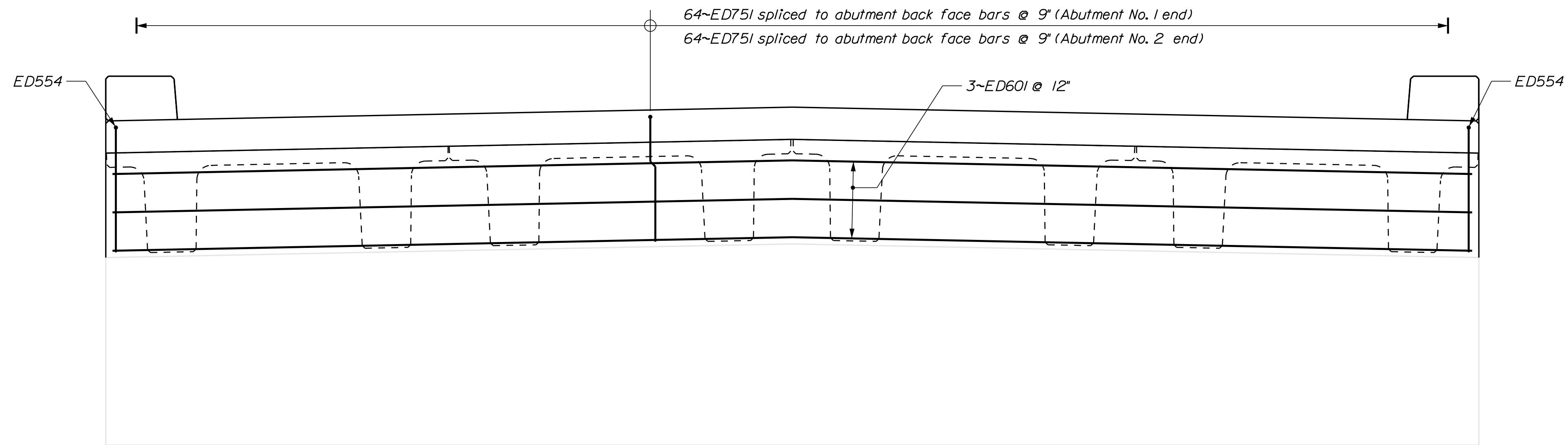
BOG STREAM BRIDGE
BOG STREAM
NORTHFIELD WASHINGTON COUNTY
**SUPERSTRUCTURE
REINFORCEMENT**

PROJ. MANAGER	M. PARLIN	BY		DATE	
DESIGN DETAILED	J. SOCHANEK	PAUL YU		10/2018	
CHECKED-REVIEWED	E. LOWELL	T. SANDELL		10/2018	
DESIGN DETAILED 2					SIGNATURE
DESIGN DETAILED 3					P.E. NUMBER
REVISIONS 1					DATE
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
021699.00
BRIDGE NO. 3719
PIN
WIN 021699.00
BRIDGE PLANS



END DIAPHRAGM REINFORCING ELEVATION
Abutment No. 1 Front Face shown; Abutment No. 2 similar



END DIAPHRAGM REINFORCING ELEVATION
Abutment No. 1 Back Face shown; Abutment No. 2 similar

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

021699.00

BRIDGE NO. 3719 PIN WIN 021699.00 BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	M. PARLIN	BY	DATE
DESIGN DETAILED	J. SOCHANEK	PAUL YU	10/2018
CHECKED/REVIEWED	E. LOWELL	T. SANDELL	10/2018
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

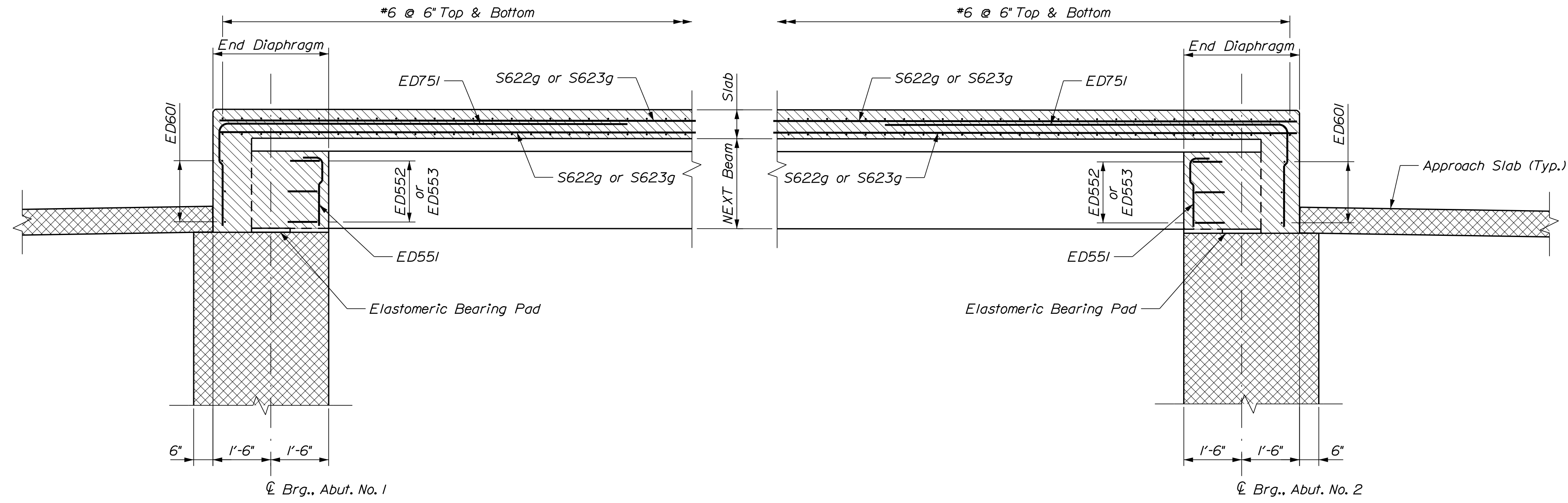
BOG STREAM BRIDGE
 BOG STREAM
 NORTHFIELD WASHINGTON COUNTY

END DIAPHRAGM REINFORCEMENT

SHEET NUMBER

22

OF 34



LONGITUDINAL SECTION

SHEET NUMBER

23

OF 34

NORTHFIELD
STATE ROUTE 192
LONGITUDINAL SECTION
REINFORCEMENT

PROJ. MANAGER	M. PARLIN	BY	DATE
DESIGN-DETAILED	J. SOCHANEK	PAUL YU	10/2018
CHECKED-REVIEWED	E. LOWELL	T. SANDELL	10/2018
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
P.E. NUMBER
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
021699.00
PIN
WIN 021699.00
HIGHWAY PLANS

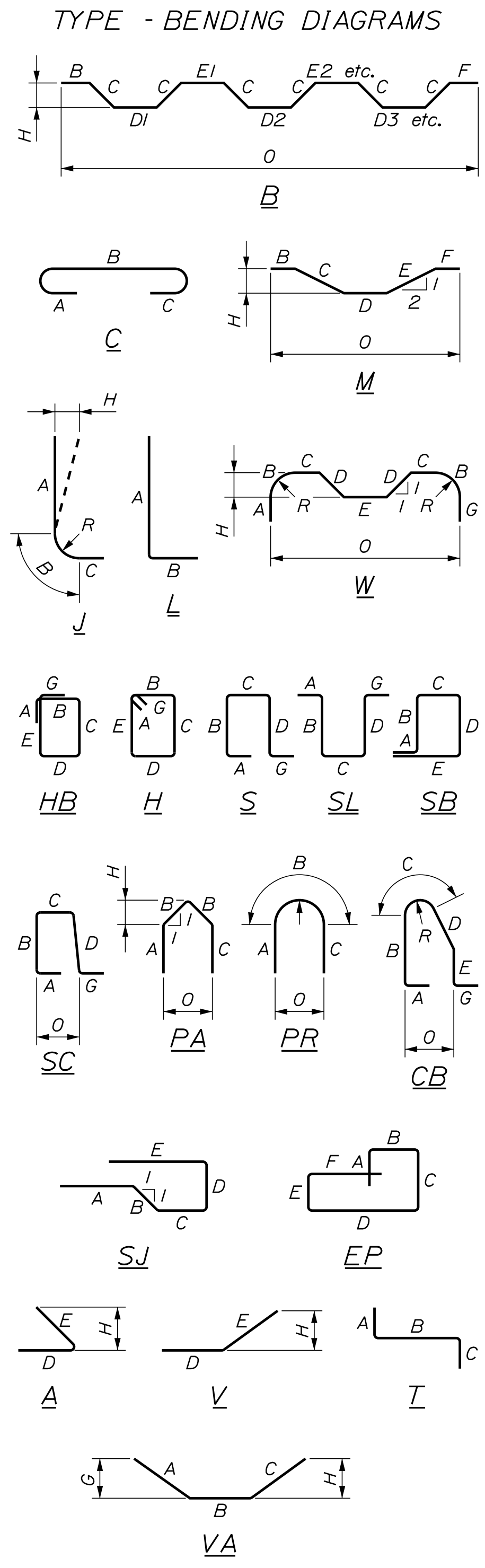
Date: 10/10/2018

Username: tksondell

Division: Bridge

Filename: ... \025_Reinforcing Schedule

STRAIGHT BARS				BENT BARS																			
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
ABUTMENT 2				ABUTMENT 2																			
B600	92	7'-0"	Vertical Abutment Stem	B450	414	4'-6 1/4"	CB	6"	3'-4"	2 1/4"		6"	0	0								Abutment Ties	
B601	16	11'-0"	Vertical Wingwall Stem	B650	38	8'-6"	SL	0	2'-8"	3'-2"		2'-8"						0				Abutment Stem Bottom	
B602	1	5'-3"	Vertical Left Wing (Variable)	B651	46	8'-1"	S	0	6'-0"	1'-2"		11"						0				Abutment Stem Vertical	
B602	1	5'-9"	Vertical Left Wing (Variable)	B652	46	6'-6"	L	5'-4"	1'-2"													Abutment Stem Vertical	
B602	1	6'-3"	Vertical Left Wing (Variable)	B653	8	6'-5 3/4"	SL	0	2'-8"	1'-1 3/4"		2'-8"						0				Abutment Stem Bottom at Piles	
B602	1	6'-9"	Vertical Left Wing (Variable)	B654	8	5'-11 3/8"	SL	0	2'-8"	7 3/8"		2'-8"						0				Abutment Stem Bottom at Piles	
B602	1	7'-3"	Vertical Left Wing (Variable)	B655	9	11'-0"	L	10'-0"	1'-0"													Vertical Left Wing	
B602	1	7'-9"	Vertical Left Wing (Variable)	B656	1	5'-3"	L	4'-3"	1'-0"													Vertical Left Wing	
B602	1	8'-3"	Vertical Left Wing (Variable)	B656	1	5'-9"	L	4'-9"	1'-0"													Vertical Left Wing	
B602	1	8'-9"	Vertical Left Wing (Variable)	B656	1	6'-3"	L	5'-3"	1'-0"													Vertical Left Wing	
B602	1	9'-4 1/2"	Vertical Left Wing (Variable)	B656	1	6'-9"	L	5'-9"	1'-0"													Vertical Left Wing	
B602	1	9'-10 1/2"	Vertical Left Wing (Variable)	B656	1	7'-3"	L	6'-3"	1'-0"													Vertical Left Wing	
B602	1	10'-4 1/2"	Vertical Left Wing (Variable)	B656	1	7'-9"	L	6'-9"	1'-0"													Vertical Left Wing	
B602	1	11'-0"	Vertical Left Wing (Variable)	B656	1	8'-3"	L	7'-3"	1'-0"													Vertical Left Wing	
B603	1	5'-3"	Vertical Right Wing (Variable)	B656	1	8'-9"	L	7'-9"	1'-0"													Vertical Left Wing	
B603	1	5'-9"	Vertical Right Wing (Variable)	B656	1	9'-4 1/2"	L	8'-4 1/2"	1'-0"													Vertical Left Wing	
B603	1	6'-3"	Vertical Right Wing (Variable)	B656	1	9'-10 1/2"	L	8'-10 1/2"	1'-0"													Vertical Left Wing	
B603	1	6'-6"	Vertical Right Wing (Variable)	B656	1	10'-4 1/2"	L	9'-4 1/2"	1'-0"													Vertical Left Wing	
B603	1	7'-0"	Vertical Right Wing (Variable)	B656	1	11'-0"	L	10'-0"	1'-0"													Vertical Left Wing	
B603	1	7'-6"	Vertical Right Wing (Variable)	B657	1	5'-3"	L	4'-3"	1'-0"													Vertical Right Wing Varies	
B603	1	8'-0"	Vertical Right Wing (Variable)	B657	1	5'-9"	L	4'-9"	1'-0"													Vertical Right Wing Varies	
B603	1	8'-4 1/2"	Vertical Right Wing (Variable)	B657	1	6'-3"	L	5'-3"	1'-0"													Vertical Right Wing Varies	
B603	1	8'-10 1/2"	Vertical Right Wing (Variable)	B657	1	6'-6"	L	5'-6"	1'-0"													Vertical Right Wing Varies	
B603	1	9'-3"	Vertical Right Wing (Variable)	B657	1	7'-0"	L	6'-0"	1'-0"													Vertical Right Wing Varies	
B603	1	9'-9"	Vertical Right Wing (Variable)	B657	1	7'-6"	L	6'-6"	1'-0"													Vertical Right Wing Varies	
B603	1	10'-3"	Vertical Right Wing (Variable)	B657	1	8'-0"	L	7'-0"	1'-0"													Vertical Right Wing Varies	
B603	1	10'-6"	Vertical Right Wing (Variable)	B657	1	8'-4 1/2"	L	7'-4 1/2"	1'-0"													Vertical Right Wing Varies	
B603	1	11'-0"	Vertical Right Wing (Variable)	B657	1	8'-10 1/2"	L	7'-10 1/2"	1'-0"													Vertical Right Wing Varies	
B800	20	33'-9"	Horizontal Abutment Stem	B657	1	9'-3"	L	8'-3"	1'-0"													Vertical Right Wing Varies	
				B657	1	9'-9"	L	8'-9"	1'-0"													Vertical Right Wing Varies	
				B657	1	10'-3"	L	9'-3"	1'-0"													Vertical Right Wing Varies	
				B657	1	10'-6"	L	9'-6"	1'-0"													Vertical Right Wing Varies	
				B657	1	11'-0"	L	10'-0"	1'-0"													Vertical Right Wing Varies	
				B658	35	5'-0"	SL	0	1'-6"	2'-0"		1'-6"						0					
				B851	22	22'-1"	V								21'-1"	1'-0"						Horizontal Right Wing	
				B852	22	20'-9"	A								19'-9"	1'-0"						Horizontal Left Wing	
				B853	2	20'-6"	V								19'-6"	1'-0"						Horizontal Right Wing	
				B853	2	19'-4 1/2"	V								18'-4 1/2"	1'-0"						Horizontal Right Wing	
				B853	2	18'-3"	V								17'-3"	1'-0"						Horizontal Right Wing	
				B853	2	17'-3"	V								16'-3"	1'-0"						Horizontal Right Wing	
				B853	2	16'-0"	V								15'-0"	1'-0"						Horizontal Right Wing	
				B853	2	15'-0"	V								14'-0"	1'-0"						Horizontal Right Wing	
				B853	2	13'-9"	V								12'-9"	1'-0"						Horizontal Right Wing	
				B853	2	12'-7 1/2"	V								11'-7 1/2"	1'-0"						Horizontal Right Wing	
				B853	2	11'-6"	V								10'-6"	1'-0"						Horizontal Right Wing	
				B853	2	10'-4 1/2"	V								9'-4 1/2"	1'-0"						Horizontal Right Wing	
				B853	2	9'-3"	V								8'-3"	1'-0"						Horizontal Right Wing	
				B853	2	8'-9"	V								7'-9"	1'-0"						Horizontal Right Wing	
				B854	2	19'-6"	A								18'-6"	1'-0"						Horizontal Left Wing	
				B854	2	18'-6"	A								17'-6"	1'-0"						Horizontal Left Wing	
				B854	2	17'-6"	A								16'-6"	1'-0"						Horizontal Left Wing	
				B854	2	16'-6"	A								15'-6"	1'-0"						Horizontal Left Wing	
				B854	2	15'-6"	A								14'-6"	1'-0"						Horizontal Left Wing	
				B854	2	14'-6"	A								13'-6"	1'-0"						Horizontal Left Wing	
				B854	2	13'-9"	A								12'-9"	1'-0"						Horizontal Left Wing	
				B854	2	12'-9"	A								11'-9"	1'-0"						Horizontal Left Wing	
				B854	2	11'-9"	A								10'-9"	1'-0"						Horizontal Left Wing	
				B854	2	10'-10 1/2"	A								9'-10 1/2"	1'-0"						Horizontal Left Wing	
				B854	2	9'-10 1/2"	A								8'-10 1/2"	1'-0"						Horizontal Left Wing	
				B854	2	9'-3"	A								8'-3"	1'-0"						Horizontal Left Wing	
				B855	16	5'-3 7/8"	VA	1'-0"	2'-6"	1'-0"								9 7/8"	9 7/8"				Horizontal Stem to Wing
				B856	16	5'-11 1/2"	VA	1'-0"	3'-4 5/8"	1'-0"								6 7/8"	6 7/8"				Horizontal Stem to Wing
				B857	4	22'-3"	V								7'-9"	14'-6"						6'-0"	
				B858	4	21'-3"	V								8'-4 1/2"	12'-10 1/2"						6'-0"	



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 A 615/A 615M, Grade 60
 Stainless Reinforcing Steel: ASTM A955, Grade 75
 GFRP: CSA S807-10, ACI 440.1R-15

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

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 will be based on crank bars as scheduled on the plans.

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 021699-00
 WIN
 WIN 021699-00
 BRIDGE NO. 3719
 BRIDGE PLANS

PROJ. MANAGER: M. PARLIN
 BY: J. SOCHANEK
 CHECKED/REVIEWED: E. LOWELL
 DATE: 10/2018
 DESIGN/TAILED: J. SOCHANEK
 DESIGNED/TAILED: T. SANDELL
 DESIGNED/TAILED: T. SANDELL
 REVISIONS: 1
 REVISIONS: 2
 REVISIONS: 3
 REVISIONS: 4
 FIELD CHANGES

BOG STREAM BRIDGE
 BOG STREAM
 WASHINGTON COUNTY
 NORTHFIELD
 REINFORCING
 STEEL SCHEDULE

SHEET NUMBER
 25
 OF 34

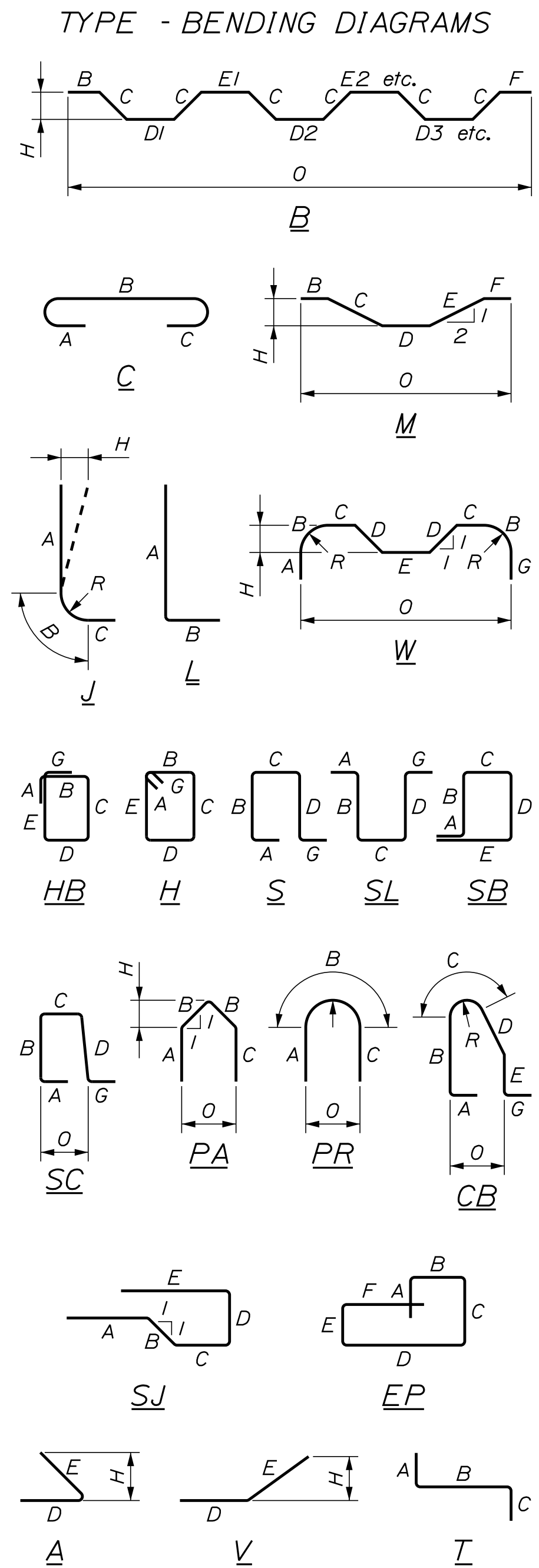
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 Division: Bridge
 Username: Itscandell
 Date: 10/10/2018

STRAIGHT BARS

MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION
APPROACH SLAB							
AS502	32	29'-2"	Approach Slab Transverse				
AS601	60	16'-2"	Approach Slab Longitudinal				
SUPERSTRUCTURE (GFRP REINFORCEMENT)							
S501g	6	22'-0"	Curb Longitudinal Bar				
S502g	6	46'-0"	Curb Longitudinal Bar				
S601g	2/2	31'-8"	Slab Transverse				
S602g	4	30'-8"	Slab Transverse Variable				
S603g	4	29'-2"	Slab Transverse Variable				
S604g	4	27'-9"	Slab Transverse Variable				
S605g	4	26'-4"	Slab Transverse Variable				
S606g	4	24'-10"	Slab Transverse Variable				
S607g	4	23'-5"	Slab Transverse Variable				
S608g	4	22'-0"	Slab Transverse Variable				
S609g	4	20'-6"	Slab Transverse Variable				
S610g	4	19'-1"	Slab Transverse Variable				
S611g	4	17'-8"	Slab Transverse Variable				
S612g	4	16'-2"	Slab Transverse Variable				
S613g	4	14'-9"	Slab Transverse Variable				
S614g	4	13'-4"	Slab Transverse Variable				
S615g	4	11'-11"	Slab Transverse Variable				
S616g	4	10'-5"	Slab Transverse Variable				
S617g	4	9'-0"	Slab Transverse Variable				
S618g	4	7'-7"	Slab Transverse Variable				
S619g	4	6'-1"	Slab Transverse Variable				
S620g	4	4'-8"	Slab Transverse Variable				
S621g	4	3'-3"	Slab Transverse Variable				
S622g	96	22'-0"	Slab Longitudinal				
S623g	96	46'-0"	Slab Longitudinal				
SUPERSTRUCTURE (STAINLESS STEEL)							
S624s	20	33'-8"	Top of Slab above Diaphragm				
END DIAPHRAGM							
ED601	6	33'-8"	Back Face Horiz.				

BENT BARS

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
APPROACH SLAB														
AS651	60	4'-6"	L	3'-0"	1'-6"									
SUPERSTRUCTURE (STAINLESS STEEL REINFORCEMENT)														
S551s	40	5'-0 1/2"	SC	6"	1'-3"	1'-3"	1'-2 1/2"			10"			1'-4 3/4"	
S552s	68	4'-11 1/2"	SC	6"	1'-2 1/2"	1'-3"	1'-2"			10"			1'-4 1/2"	
S553s	64	4'-10 1/2"	SC	6"	1'-2"	1'-3"	1'-1 1/2"			10"			1'-4 1/4"	
S554s	88	4'-11 1/4"	SC	0"	1'-10"	1'-3"	1'-10 1/4"			0"			1'-5 3/8"	
S651s	252	5'-8"	C	8"	5'-0"									
END DIAPHRAGM														
ED551	44	3'-4"	L	10"	2'-6"									
ED552	18	2'-11"	S	0	10"	1'-3"	10"				0			
ED553	24	5'-2"	S	0	10"	3'-6"	10"				0			
ED554	4	10'-10"	S	0	4'-2"	2'-6"	4'-2"				0			
ED555	12	2'-2"	S	0	10"	6"	10"				0			
ED751	128	14'-6"	L	11'-0"	3'-6"									



Notes:

The first digit following the letters of the mark indicate the size of the reinforcing bar. (TB500 = bar size #5.) All dimensions are out-to-out of bar.

Quantities given are for one Modified Transition Barrier.

All reinforcing will be stainless steel.

REINFORCING STEEL SCHEDULE		
	3 - Bar Bike	
	Qty.	Length
TB500s	10	4'-6"
TB501s	2	2'-2"
TB502s	2	2'-0"
TB503s	2	1'-10"
TB504s	2	1'-8"
TB505s	2	1'-6"
TB506s	2	4'-8"
TB550s	6	10'-2"
TB600s	4	2'-7"
TB650s	5	5'-10"
TB651s	2	7'-5"
TB652s	5	8'-3"

Dimensions modified.
See Standard Detail 526(37)
s = Stainless Steel

MODIFIED CONCRETE TRANSITION BARRIER

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 A 615/A 615M, Grade 60

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

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 will be based on crank bars as scheduled on the plans.

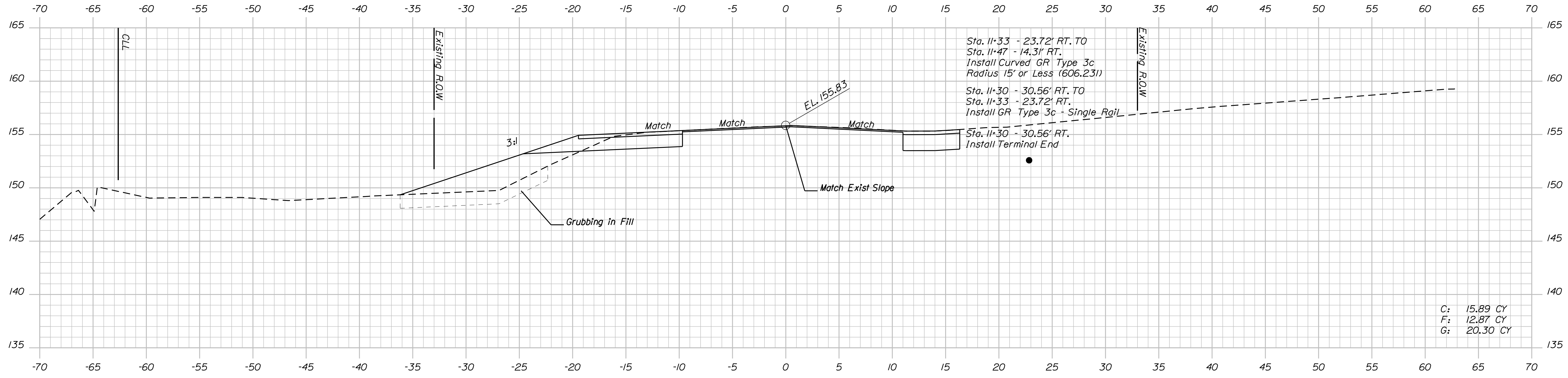
STATE OF MAINE DEPARTMENT OF TRANSPORTATION 021699-00 WIN WIN 021699-00 BRIDGE NO. 3719 BRIDGE PLANS	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>PROJ. MANAGER</th> <th>DATE</th> </tr> <tr> <td>M. PARLIN</td> <td>10/2018</td> </tr> <tr> <th>DESIGN-DETAILED</th> <th>BY</th> </tr> <tr> <td>J. SOCHANEK</td> <td>P. YU</td> </tr> <tr> <th>CHECKED-REVIEWED</th> <th>DATE</th> </tr> <tr> <td>E. LOWELL</td> <td>T. SANDELL</td> </tr> <tr> <th>DESIGN-DETAILED</th> <th>DATE</th> </tr> <tr> <td></td> <td></td> </tr> <tr> <th>REVISIONS</th> <th>DATE</th> </tr> <tr> <td>REVISIONS 1</td> <td></td> </tr> <tr> <td>REVISIONS 2</td> <td></td> </tr> <tr> <td>REVISIONS 3</td> <td></td> </tr> <tr> <td>REVISIONS 4</td> <td></td> </tr> <tr> <th>FIELD CHANGES</th> <th>DATE</th> </tr> <tr> <td></td> <td></td> </tr> </table>	PROJ. MANAGER	DATE	M. PARLIN	10/2018	DESIGN-DETAILED	BY	J. SOCHANEK	P. YU	CHECKED-REVIEWED	DATE	E. LOWELL	T. SANDELL	DESIGN-DETAILED	DATE			REVISIONS	DATE	REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		FIELD CHANGES	DATE			<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;"> BOG STREAM BRIDGE BOG STREAM WASHINGTON COUNTY NORTHFIELD REINFORCING STEEL SCHEDULE </td> <td style="text-align: center;"> SHEET NUMBER <h1 style="font-size: 2em;">26</h1> OF 34 </td> </tr> </table>	BOG STREAM BRIDGE BOG STREAM WASHINGTON COUNTY NORTHFIELD REINFORCING STEEL SCHEDULE	SHEET NUMBER <h1 style="font-size: 2em;">26</h1> OF 34
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BOG STREAM BRIDGE BOG STREAM WASHINGTON COUNTY NORTHFIELD REINFORCING STEEL SCHEDULE	SHEET NUMBER <h1 style="font-size: 2em;">26</h1> OF 34																																	

Date: 10/10/2018

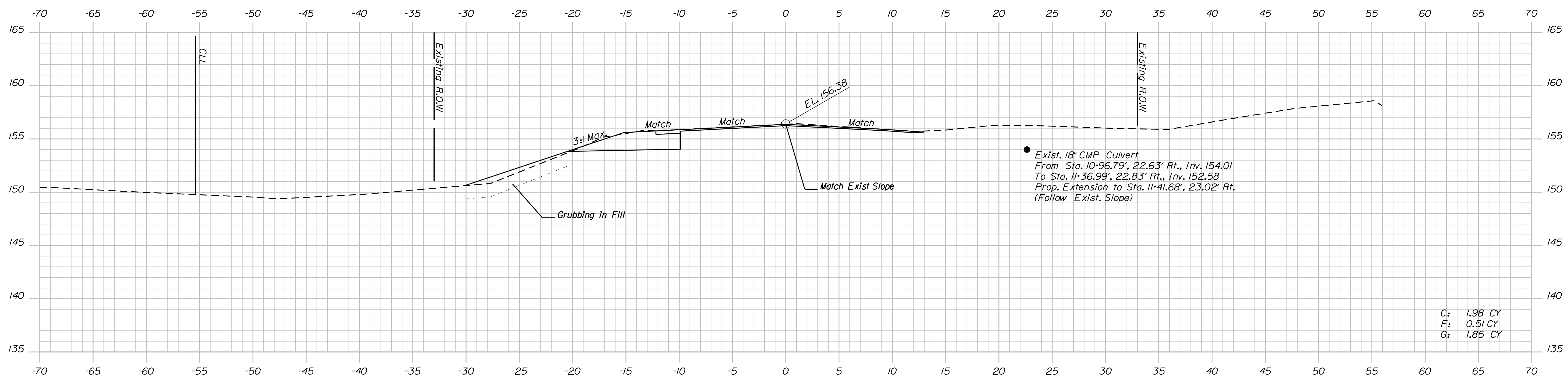
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Division: Bridge

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

021699.00

WIN
WIN 021699.00

HIGHWAY PLANS

DATE
10/2018

BY
T. SANDELL

DATE
10/2018

BY
T. SANDELL

DATE
10/2018

BY
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BY
T. SANDELL

DATE
10/2018

NORTHFIELD
STATE ROUTE 192

CROSS SECTIONS

SHEET NUMBER

27

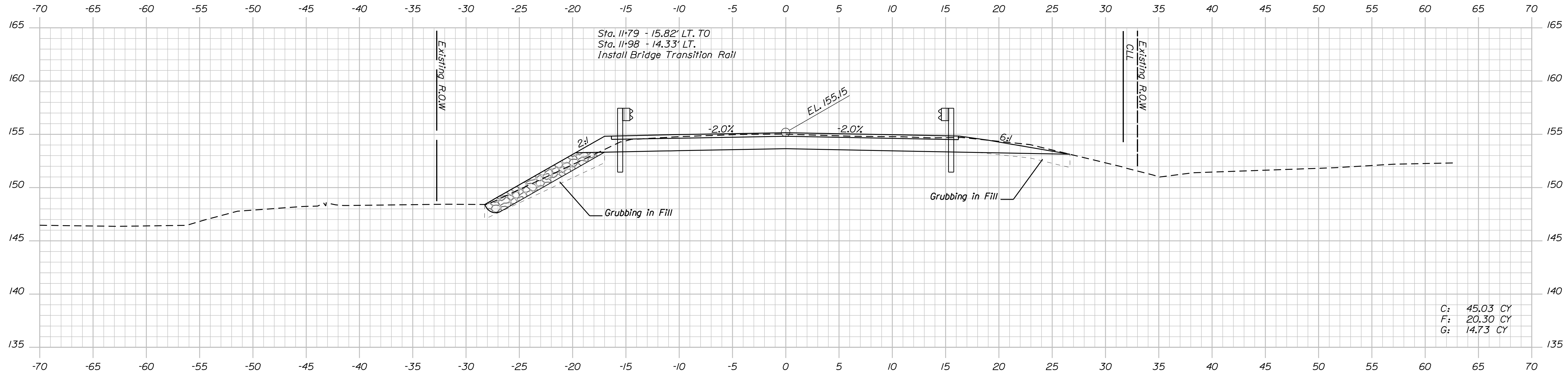
OF 34

Date: 10/10/2018

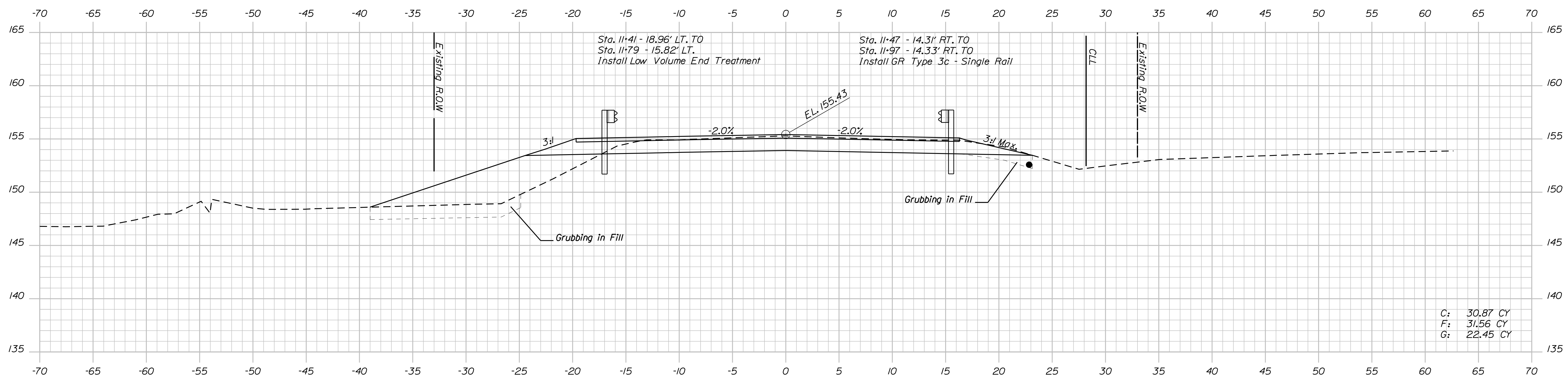
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Division: Bridge

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11+75.00



11+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
021699.00
WIN
WIN 021699.00
BRIDGE NO. 3719

DATE
10/2018
SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	BY	DATE
M. PARLIN	P. YU	10/2018
J. SOCHANEK	T. SANDELL	10/2018
E. LOWELL		
DESIGNS DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BOG STREAM BRIDGE
BOG STREAM
WASHINGTON COUNTY
NORTHFIELD
CROSS SECTIONS

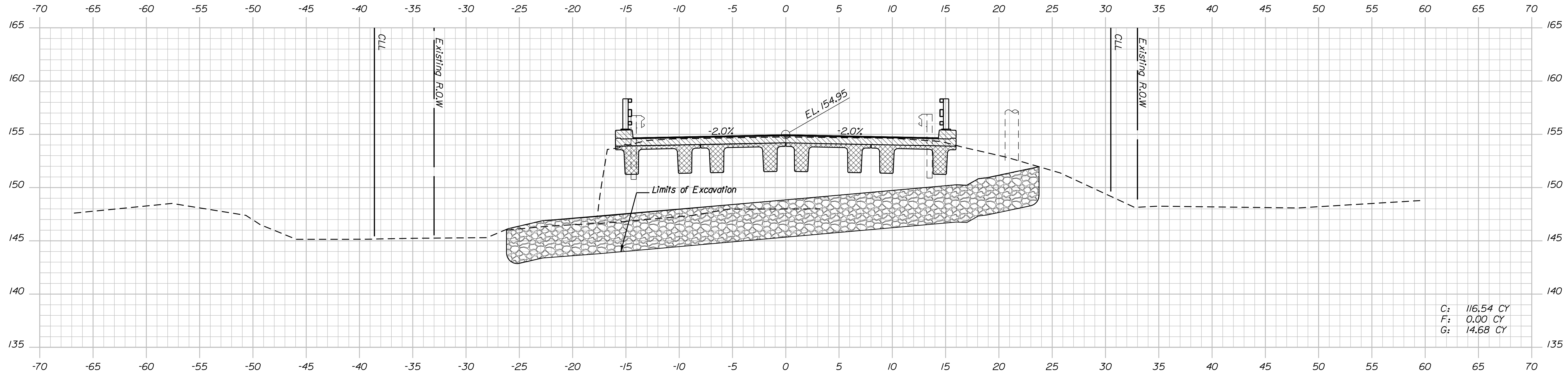
SHEET NUMBER
28
OF 34

Date: 10/10/2018

Username: tksondell

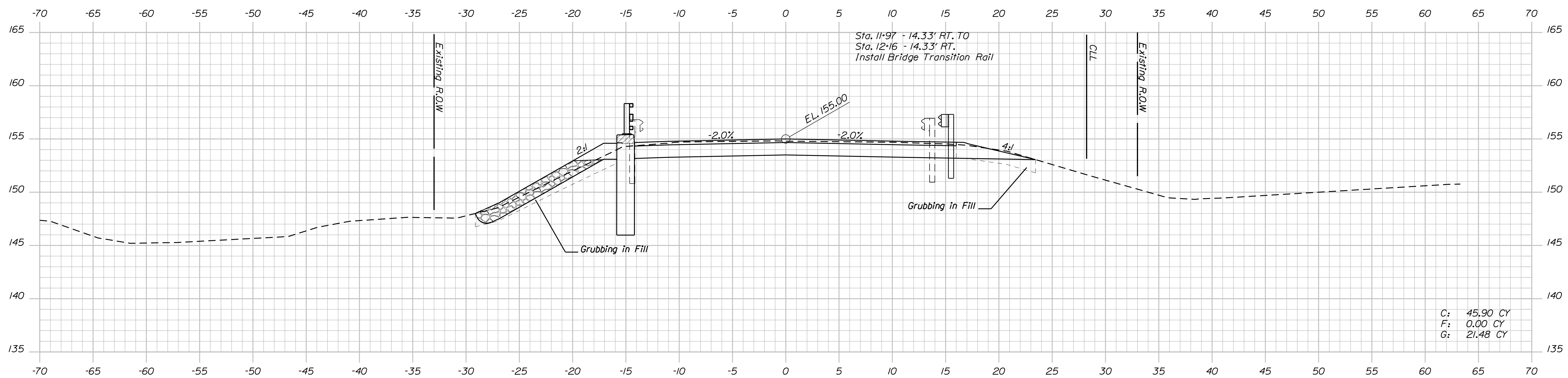
Division: Bridge

Filename: ... \304.02 - DGN\12-00 12*25



C: 116.54 CY
 F: 0.00 CY
 G: 14.68 CY

12*25.00



C: 45.90 CY
 F: 0.00 CY
 G: 21.48 CY

12*00.00

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 021699.00
 WIN
 WIN 021699.00
 BRIDGE NO. 3719
 BRIDGE PLANS

DATE: 10/2018
 BY: PAUL YU
 M. PARLIN
 J. SOCHANEK
 E. LOWELL
 T. SANDELL
 SIGNATURE: _____
 P.E. NUMBER: _____
 DATE: _____

PROJ. MANAGER	CHECKED	REVIEWED	DESIGNED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES

BOG STREAM BRIDGE
 BOG STREAM
 WASHINGTON COUNTY
 NORTHFIELD
 CROSS SECTIONS

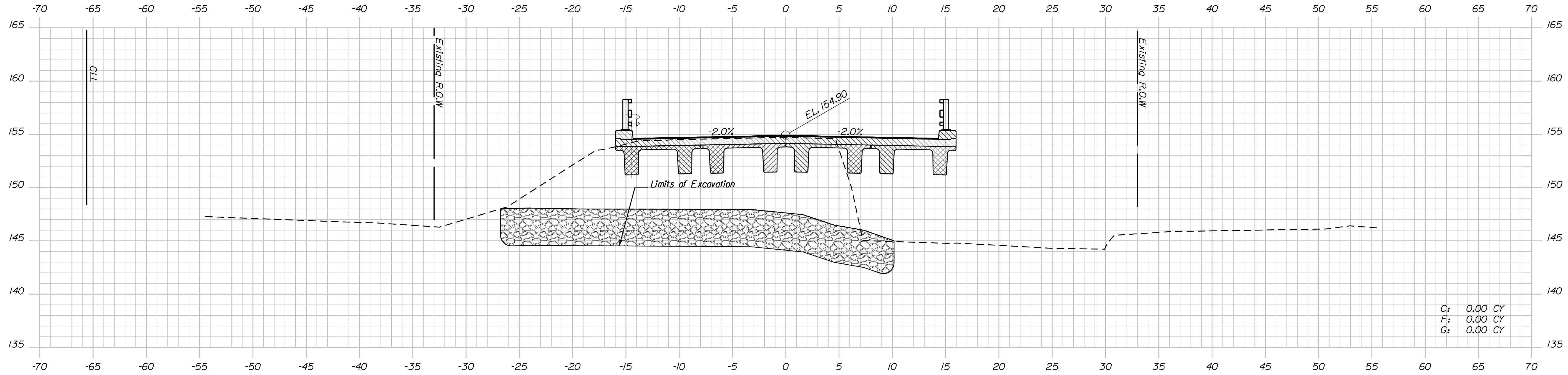
SHEET NUMBER
 29
 OF 34

Date: 10/10/2018

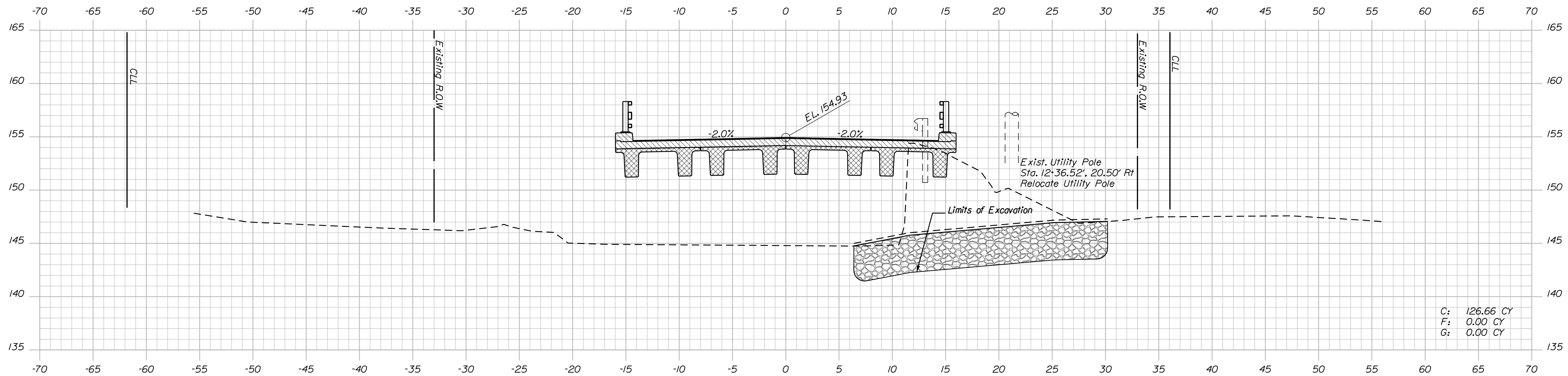
Username: tksondell

Division: Bridge

Filename: ...304.02 - DGN\12-50 12-75



12+75.00



12+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

021699.00

WIN

BRIDGE NO. 3719

WIN 021699.00

BRIDGE PLANS

SIGNATURE

DATE

BY

M. PARLIN

PROJ. MANAGER

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGN-DETAILED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

P.E. NUMBER

DATE

SHEET NUMBER

30

OF 34

BOG STREAM BRIDGE
BOG STREAM
WASHINGTON COUNTY
NORTHFIELD

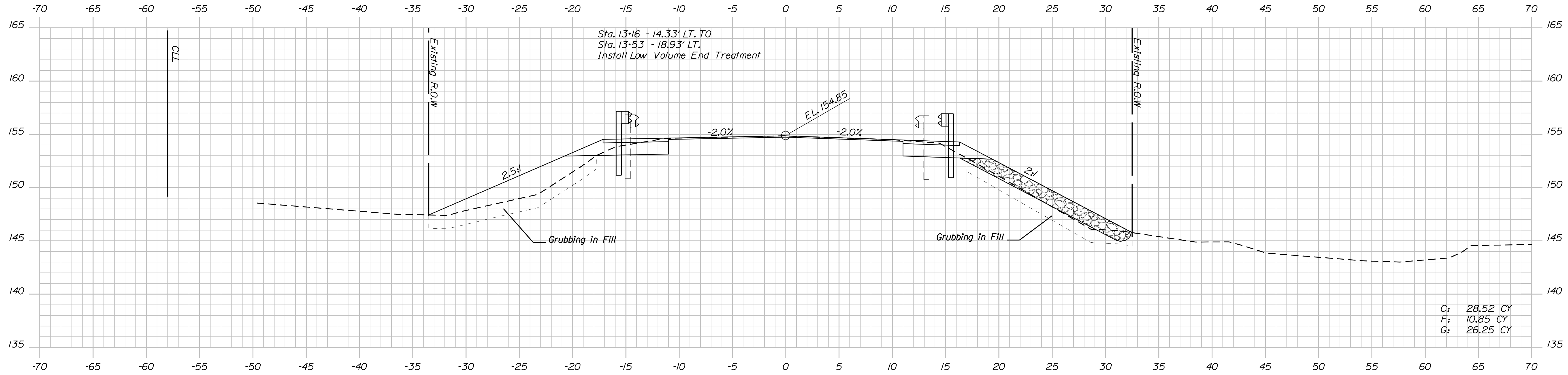
CROSS SECTIONS

Date: 10/10/2018

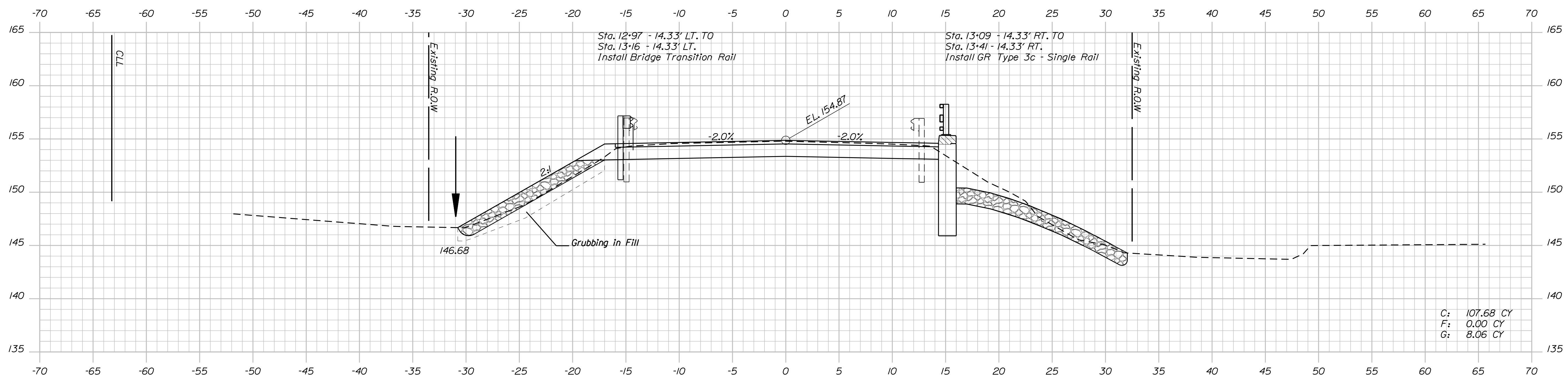
Username: tkcondell

Division: Bridge

Filename: ...304.02 - DGN\13-00 13-25



13+25.00



13+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
021699.00
WIN
WIN 021699.00
BRIDGE NO. 3719

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	M. PARLIN	BY	DATE
DESIGN DETAILED	J. SOCHANEK	PAIL YU	10/2018
CHECKED-REVIEWED	E. LOWELL	T. SANDELL	10/2018
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BOG STREAM BRIDGE
BOG STREAM
WASHINGTON COUNTY
NORTHFIELD
CROSS SECTIONS

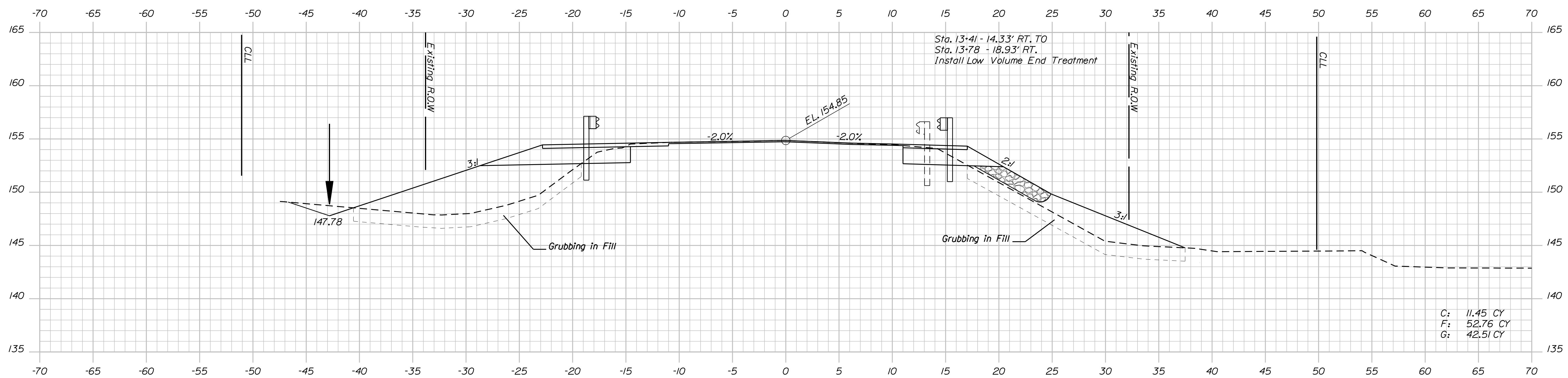
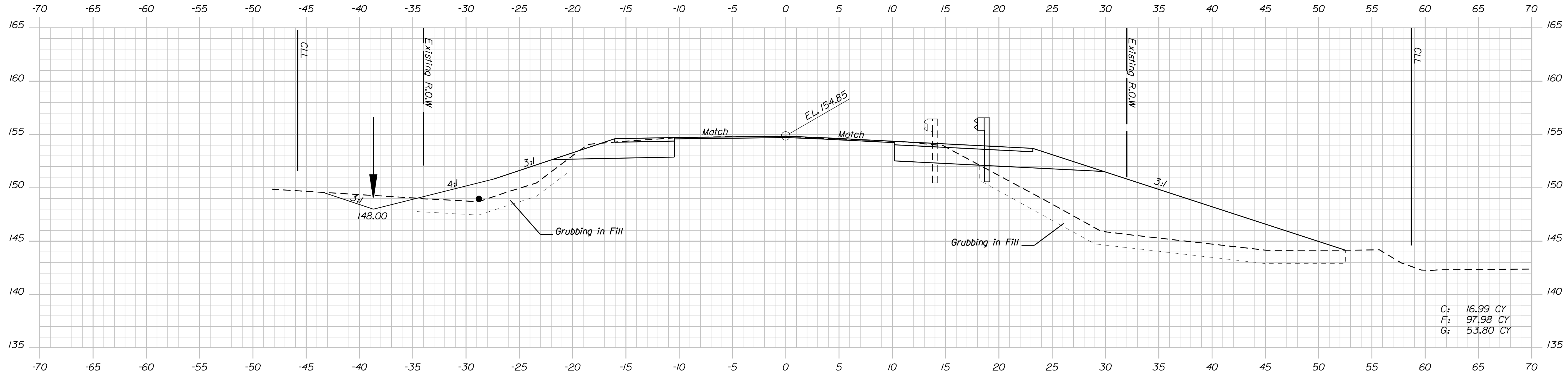
SHEET NUMBER
31
OF 34

Date: 10/10/2018

Username: tkcondell

Division: Bridge

Filename: ... \304.02 - DGN\13+50 13+75



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
021699.00
WIN
WIN 021699.00
BRIDGE NO. 3719

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

BY
M. PARLIN
J. SOCHANEK
E. LOWELL

DATE
10/2018
10/2018

SIGNATURE
P.E. NUMBER
DATE

BOG STREAM BRIDGE
BOG STREAM
WASHINGTON COUNTY
NORTHFIELD

CROSS SECTIONS

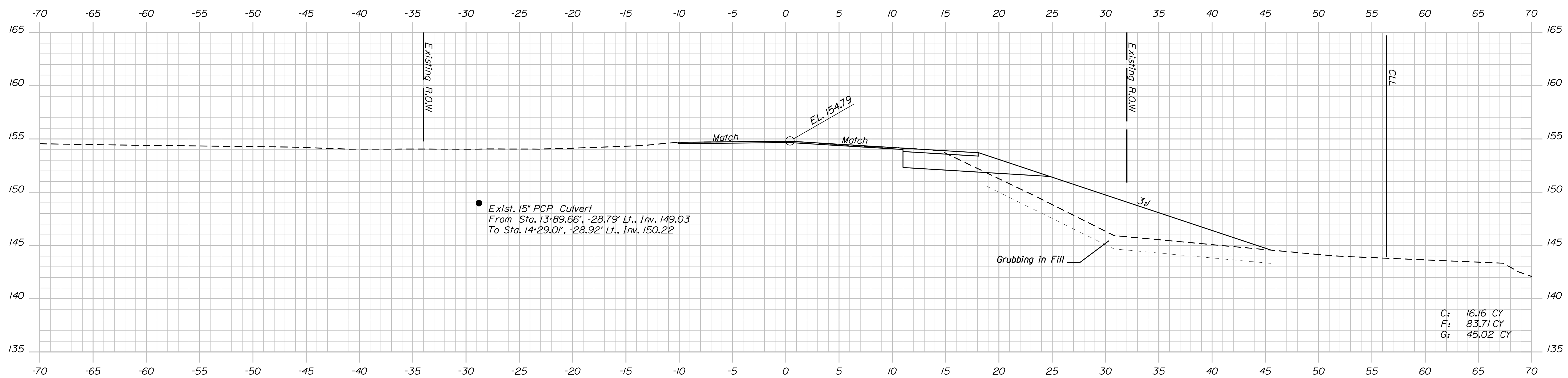
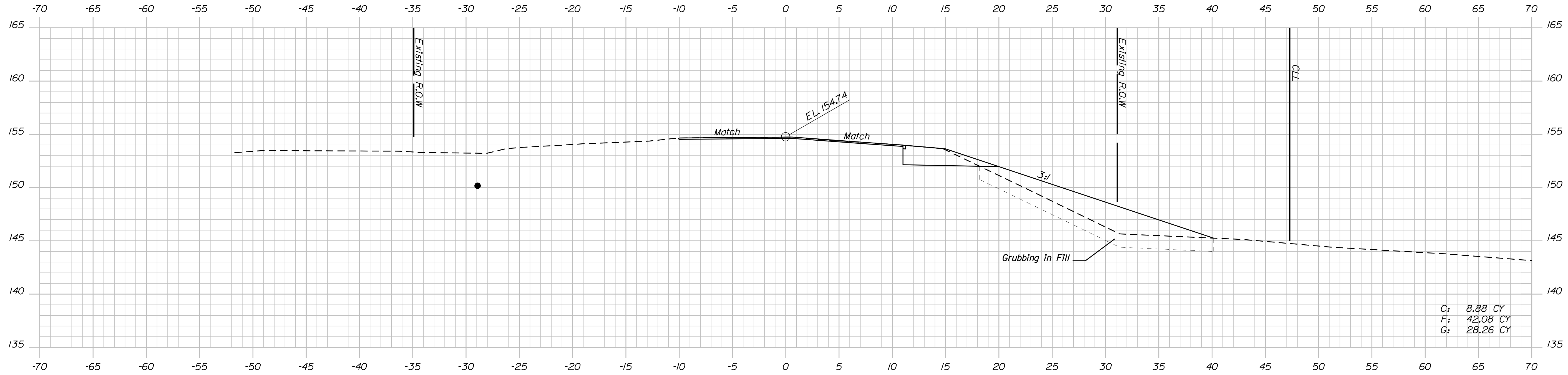
SHEET NUMBER
32
OF 34

Date: 10/10/2018

Username: tkcondell

Division: Bridge

Filename: ... \304.02 - DGN\14-00 14*25



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
021699.00
BRIDGE NO. 3719 WIN WIN 021699.00
BRIDGE PLANS

DESIGN DETAILED
CHECKED/REVIEWED
DESIGN DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

BY
M. PARLIN
J. SOCHANEK
E. LOWELL

DATE
10/2018
10/2018

SIGNATURE
P.E. NUMBER
DATE

BOG STREAM BRIDGE
BOG STREAM
WASHINGTON COUNTY
NORTHFIELD

CROSS SECTIONS

SHEET NUMBER
33
OF 34

Town, County, State _____
 Approx. Property Lines _____
 Existing Right of Way _____
 Limits of Wrought Portion _____
 Control Of Access _____
 New Right of Way _____
 New Easement _____
 New Temporary Rights _____
 New R/W Within Existing R/W _____

New R/W Along Existing R/W _____
 Building _____
 Trees Conifer _____
 Tree Line _____
 Water Edge _____
 Ledge _____
 Fence _____
 Sign _____

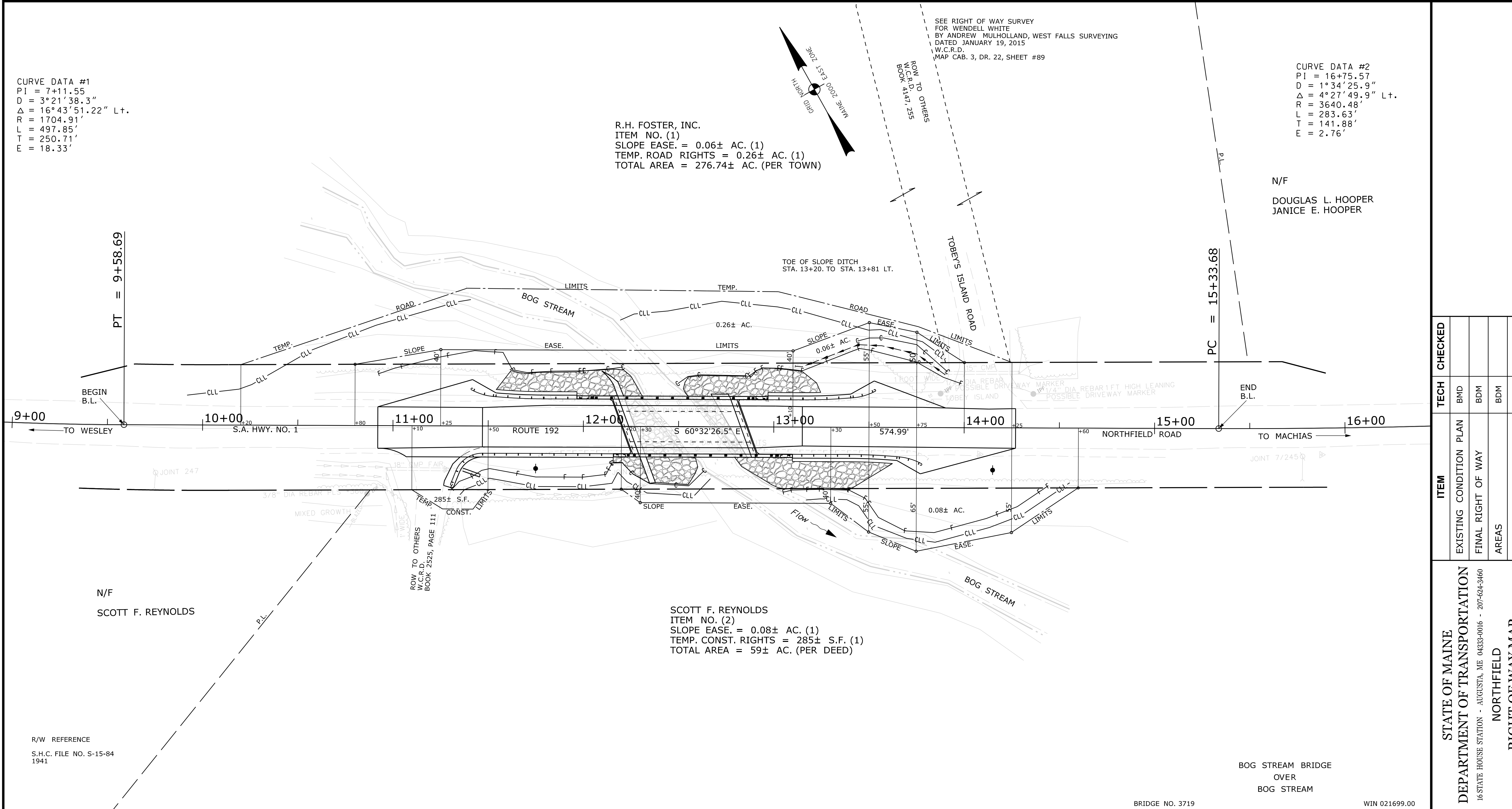
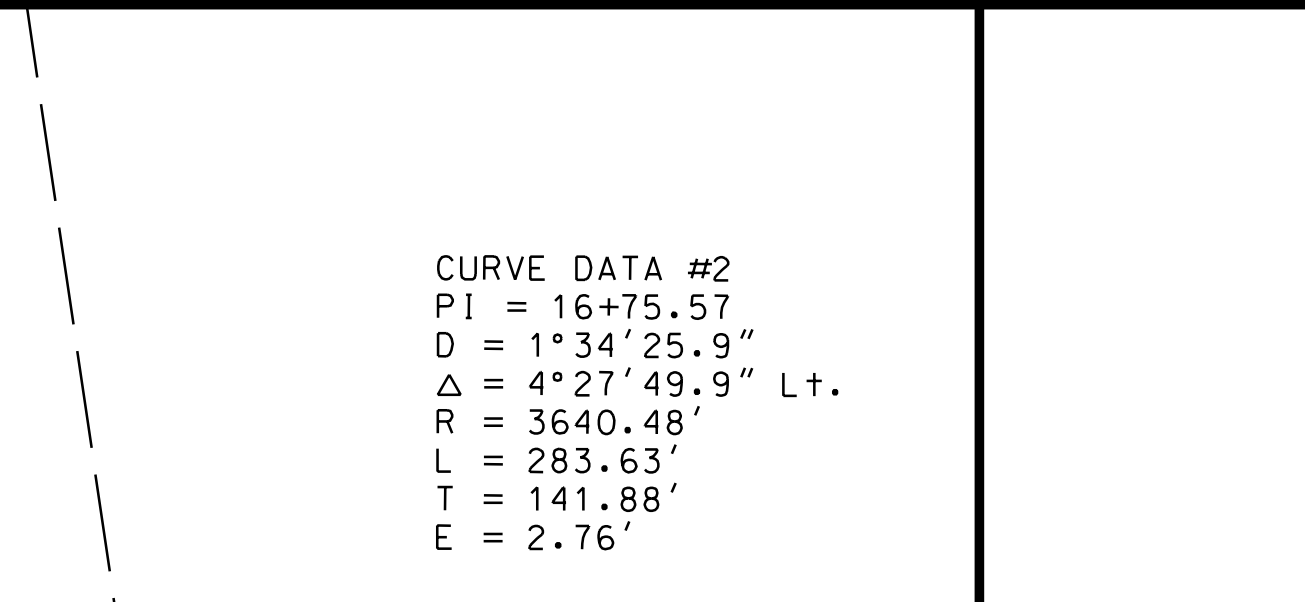
Clearing Limit Line _____
 Bush Line _____
 Rock/Boulder _____
 Flag Pole _____
 BARB WIRE _____
 STOCKADE _____
 WELL _____
 Mailbox _____

Sanitary Sewer _____
 Telephone Line _____
 Electric Line _____
 Water Line _____
 Underdrain Line _____
 Gas Line _____
 Guardrail _____
 Culvert _____

Proposed _____
 Traveled Way _____
 Ditch _____
 Catch Basin _____
 Manhole _____
 Sewer Manhole _____
 Utility Pole _____
 Fire Hydrant _____
 Curbing _____

Cut Line _____
 Stonewall _____
 Baseline _____
 Monument _____
 Iron Rod Found _____
 Replacement Pin Set _____

STATE OF MAINE
 REGISTRY OF DEEDS
 COUNTY _____
 RECEIVED _____
 at _____ h _____ m _____ M and recorded in _____
 Plan Book _____, Page _____
 Attest: _____ REGISTER



CURVE DATA #1
 PI = 7+11.55
 D = 3°21'38.3"
 Δ = 16°43'51.22" Lt.
 R = 1704.91'
 L = 497.85'
 T = 250.71'
 E = 18.33'

R.H. FOSTER, INC.
 ITEM NO. (1)
 SLOPE EASE. = 0.06± AC. (1)
 TEMP. ROAD RIGHTS = 0.26± AC. (1)
 TOTAL AREA = 276.74± AC. (PER TOWN)

CURVE DATA #2
 PI = 16+75.57
 D = 1°34'25.9"
 Δ = 4°27'49.9" Lt.
 R = 3640.48'
 L = 283.63'
 T = 141.88'
 E = 2.76'

N/F
 DOUGLAS L. HOOPER
 JANICE E. HOOPER

N/F
 SCOTT F. REYNOLDS

SCOTT F. REYNOLDS
 ITEM NO. (2)
 SLOPE EASE. = 0.08± AC. (1)
 TEMP. CONST. RIGHTS = 285± S.F. (1)
 TOTAL AREA = 59± AC. (PER DEED)

R/W REFERENCE
 S.H.C. FILE NO. S-15-84
 1941

BRIDGE NO. 3719 WIN 021699.00

REVISIONS			PLAN FILED IN PLAN BOOK				PAGE COUNTY RECORD				
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE	NO.	DATE

DAVID BERNHARDT
 COMMISSIONER
 JOYCE NOEL TAYLOR
 CHIEF ENGINEER
 DATE _____

STATE AID HIGHWAY NO. 1
 ROUTE 192 NORTHFIELD ROAD
 NORTHFIELD WASHINGTON COUNTY
 FEDERAL AID PROJECT NO. STP-2169(90)
 OCTOBER 2018 RIGHT-OF-WAY MAP
 SCALE 1" = 25' SHEET 1 OF 1
 D.O.T. FILE NO. 15-333

SHEET NUMBER
34
 OF 34

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	BWD	
FINAL RIGHT OF WAY	BDM	
AREAS	BDM	

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
 NORTHFIELD
 RIGHT OF WAY MAP

Date: 10/16/2018

Username: betina.martin

Division: ROW

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