

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION



CANAAN  
SOMERSET COUNTY  
CANAAN BRIDGE  
OVER  
CARRABASSETT STREAM  
ROUTE 2 & 23 / Main Street

FEDERAL AID PROJECT NO. NHPP-2187(800)  
PROJECT LENGTH 0.068 mi.  
BRIDGE NO. 2120

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 (2018) AADT ..... 5830  
Future (2038) AADT ..... 6410  
DHV - % of AADT ..... 10  
Design Hour Volume ..... 641  
% Heavy Trucks (AADT) ..... 10  
% Heavy Trucks (DHV) ..... 8  
Directional Distribution (DHV) ..... 55  
18 kip Equivalent P 2.0 ..... 544  
18 kip Equivalent P 2.5 ..... 519  
Design Speed (mph) ..... 25

HYDROLOGIC DATA

Drainage Area ..... 53 sq mi  
Design Discharge (Q50) ..... 2409.5 cfs  
Check Discharge (Q100) ..... 2738.5 cfs  
Headwater Elevation (Q50) ..... 224.55 ft  
Headwater Elevation (Q100) ..... 225.09 ft  
Discharge Velocity (Q50) ..... 9.5 fps  
Discharge Velocity (Q100) ..... 9.95 fps  
Headwater Elevation (Q1.1) ..... 220.42 ft  
Discharge Velocity (Q1.1) ..... 5.38 fps  
Headwater Elevation (Q25) ..... 224.00 ft

MATERIALS

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

BASIC DESIGN STRESSES

Concrete  
Class "A" ..... f 'c = 4,000 psi  
Class "LP" ..... f 'c = 5,000 psi  
Precast Concrete ..... f 'c = 8,000 psi  
..... f 'ci = 6,500 psi  
Stainless Reinforcing Steel ..... f y = 75,000 psi  
Prestressing Strand ..... F μ = 270,000 psi

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UTILITIES

Central Maine Power  
Charter Communications  
Consolidated Communications of Northern New England Company LLC  
Firstlight

MAINTENANCE OF TRAFFIC

Maintain one lane of alternating traffic using on-site special detour with temporary traffic signals.

PROJECT LOCATION:	Canaan Bridge #2120 carries US Route 2 & Route 23 over Carrabassett Stream. Lat./Long. 44°-45'-44" N, 69°-33'-40" W
PROGRAM AREA:	Bridge Program
OUTLINE OF WORK:	Bridge Replacement

ERDMAN  
ANTHONY



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

APPROVED  
  
COMMISSIONER

DATE  
4-7-21  
CHIEF ENGINEER

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

PROJECT INFORMATION

PROGRAM  
BRIDGE PROGRAM

PROJECT MANAGER  
M. KERSBERGEN

DESIGNER  
CHRIS SICHAK

CONSULTANT  
ERDMAN ANTHONY

PROJECT RESIDENT  
CONTRACTOR

PROJECT COMPLETION DATE

CANAAN  
CANAAN BRIDGE

TITLE SHEET

SHEET NUMBER

1

OF 42

Date:3/16/2021

Username: LindoT

Division: BRIDGE

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

WIN 21878.00

NHPP-2187(800)

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## GENERAL CONSTRUCTION NOTES

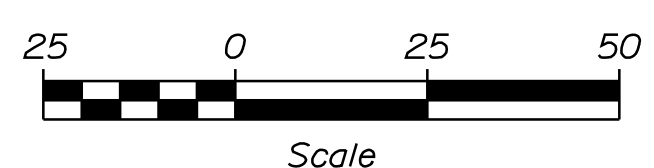
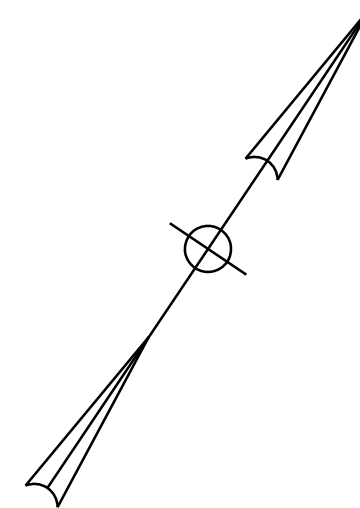
- For easements, construction limits and right of way lines, refer to Right of Way Map.
2. The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to Contract items.
3. All utility 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. 225.0 shall be Granular Borrow meeting the requirements of Subsection 703.19, Material for Underwater Backfill.
7. Place riprap on side slopes up to EL. 234.0, except for northwest quadrant which will be EL. 229.0.
8. Place loam 2 inches deep on all new or reconstructed side slopes or as directed by the Resident.
9. Place a 24-in. wide strip of Temporary Erosion Control Blanket on the side slopes along the top of the riprap and behind the wingwalls.
10. An NCHRP350 or MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.
11. 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.
12. Protective Coating for Concrete Surfaces shall be applied to the following areas:  
  
All exposed surfaces:
  - concrete curbs
  - sidewalks
  - Fascias down to the drip notch
  - Concrete Transition Barriers
  - Top of abutment backwalls and to one foot below the Top of backwalls on the back side
  - Top of wingwalls and to one foot below the top of wingwalls on the back side
13. Project information referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/contractors/>.
14. 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.
15. 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.
16. The project geotechnical report titled: Geotechnical Design Report, Canaan Bridge No. 2/20 Over Carrabassett Stream Replacement may be accessed at the MaineDOT web address.
17. 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.
18. 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.
19. Existing signs within the Project limits shall be removed and reset as directed by the Resident. Payment for removal and reinstallation of existing signs will be considered incidental to the Contract. No separate payment will be made.
20. Install two layers of 6 mil polyethylene sheeting under approach slabs. Payment will be considered incidental to the approach slab pay item.

# CANAAN BRIDGE CARRABASSETT STREAM CANAAN SOMERSET COUNTY ESTIMATED QUANTITIES

PROJ. MANAGER	M. KERSBERGEN	BY	DATE
DESIGN-DETAILED	C. SICHAK	T. LINCO	1/28/21
CHECKED-REVIEWED	-	-	
DESIGN2-DETAILED2	-	-	
DESIGN3-DETAILED3	-	-	
REVISIONS 1	-	-	
REVISIONS 2	-	-	
REVISIONS 3	-	-	
REVISIONS 4	-	-	
SIGNATURE			
P.E. NUMBER			
DATE			

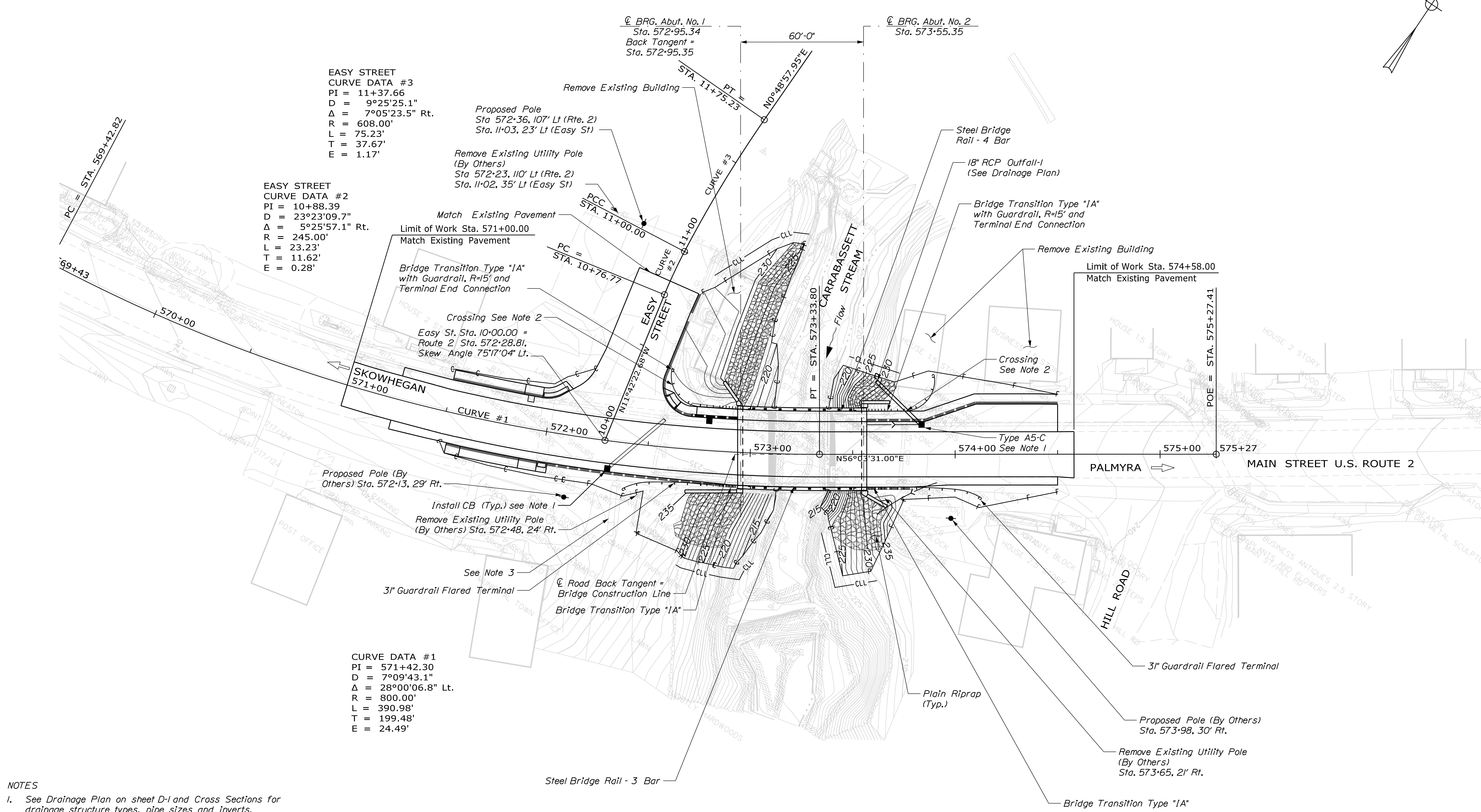
STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
BRIDGE NO. 2120	WIN 21478.00
BRIDGE PIANS	



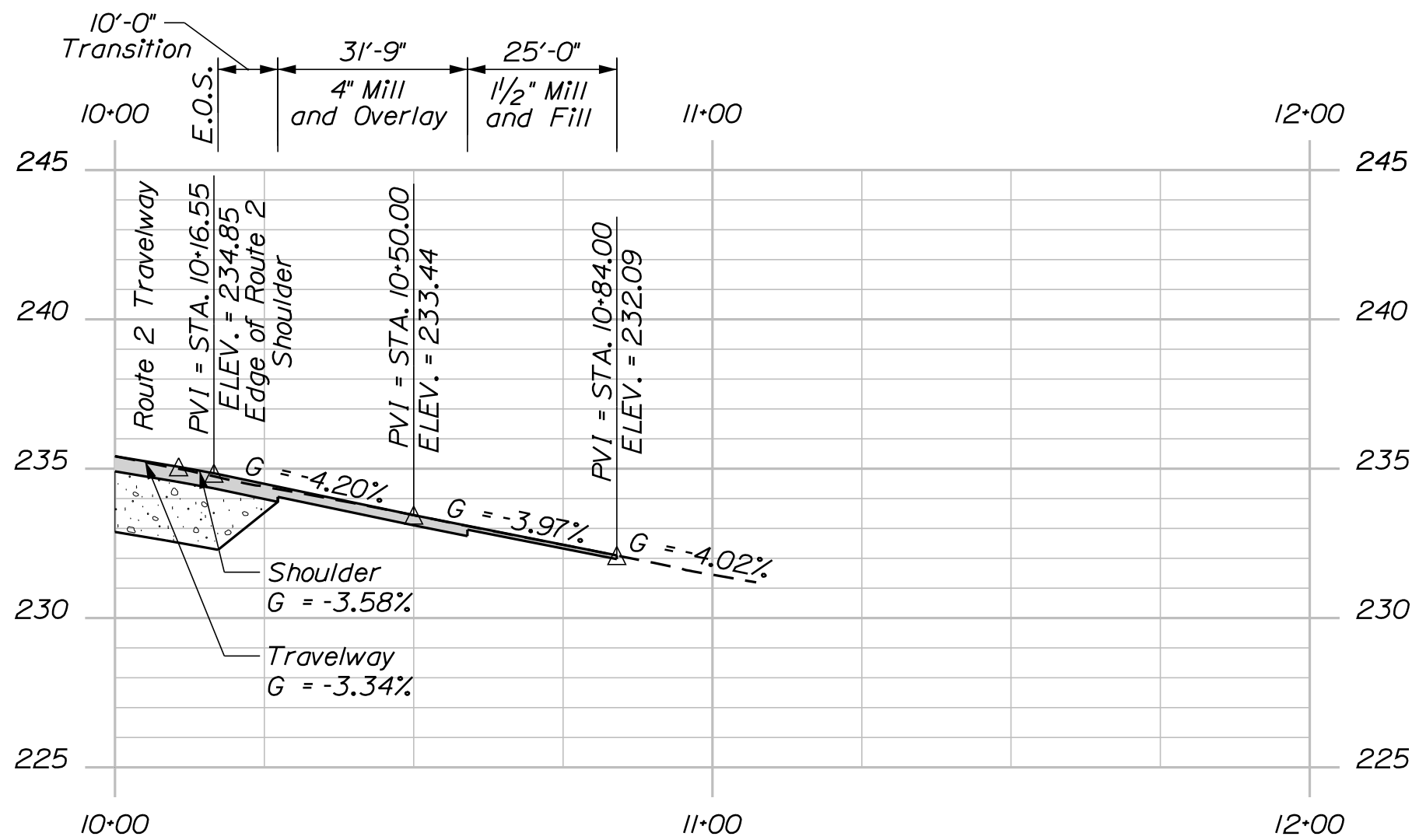


ERDMAN  
ANTHONY

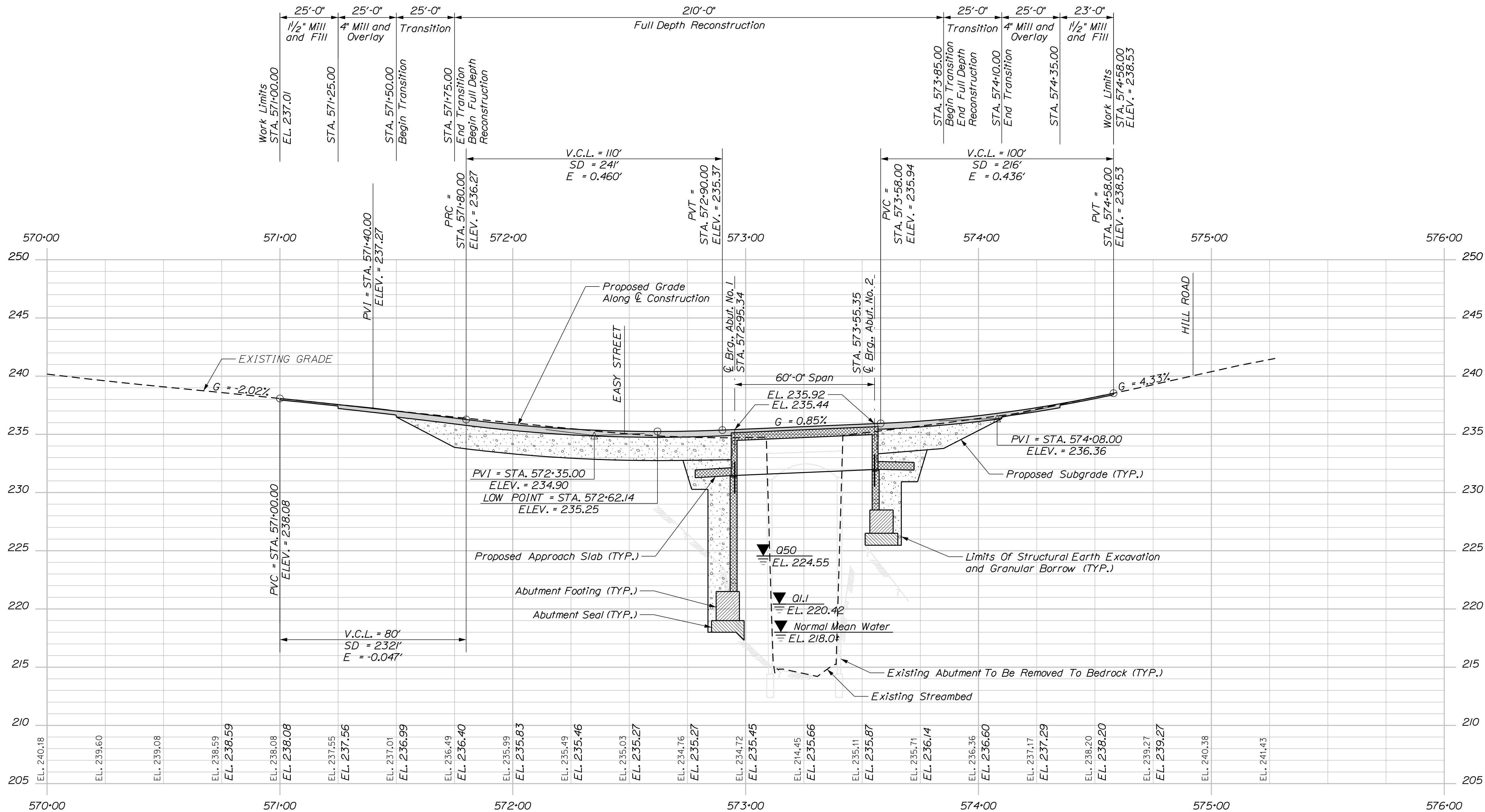
SHEET NUMBER		3		OF 42	
CANAAN BRIDGE		CARRABASSETT STREAM		CANAAN	
GENERAL PLAN		SOMERSET COUNTY			
PROJ. MANAGER	M. KERSBERGEN	BY	DATE		
DESIGN-DETAILED	T. LINCO		11/28/21		
CHECKED-REVIEWED				SIGNATURE	
DESIGN-DETAILED2					
DESIGN-DETAILED3					
REVISIONS 1				P.E. NUMBER	
REVISIONS 2					
REVISIONS 3					
REVISIONS 4				DATE	
FIELD CHANGES					
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		BRIDGE NO. 2120	
WIN		21878.00		BRIDGE PLANS	



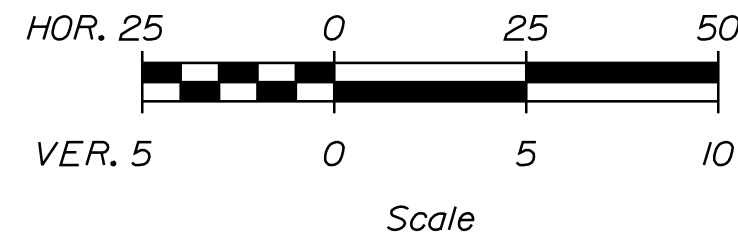
- NOTES**
1. See Drainage Plan on sheet D-I and Cross Sections for drainage structure types, pipe sizes and inverts.
  2. Guardrail post may need to be cut off and embedded in concrete to clear outlet pipe, payment shall be incidental to Guardrail Items.
  3. Existing Park Feature (Stone Monument) shall be protected from all construction work. The Archway sign in the R/W shall be carefully removed during construction and stored until project completion, at which time the sign will be placed back in its original location and condition. Any portion of existing walkway path which is disturbed shall be reestablished after construction is complete. Costs for this work shall be incidental to related contract items.



EASY STREET PROFILE

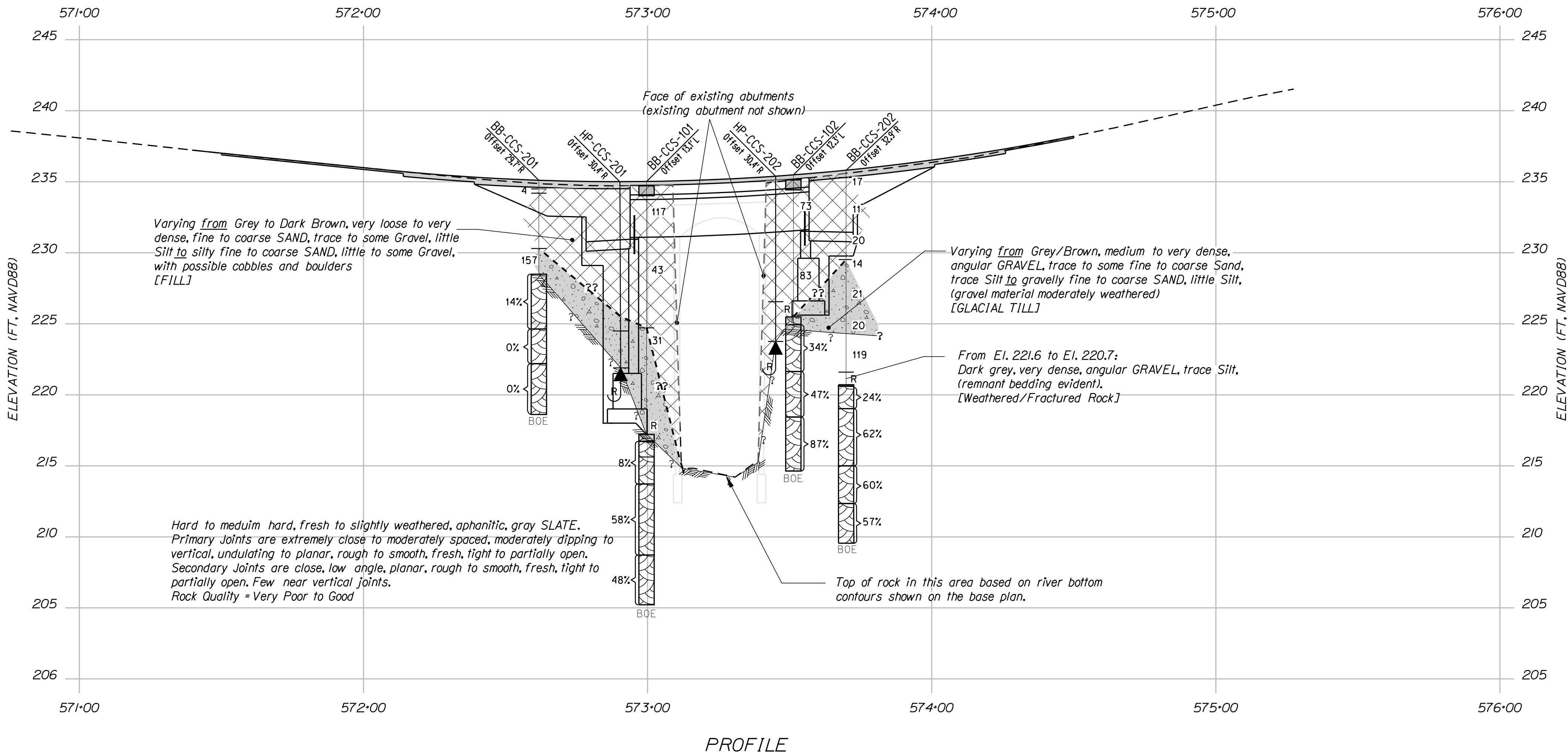
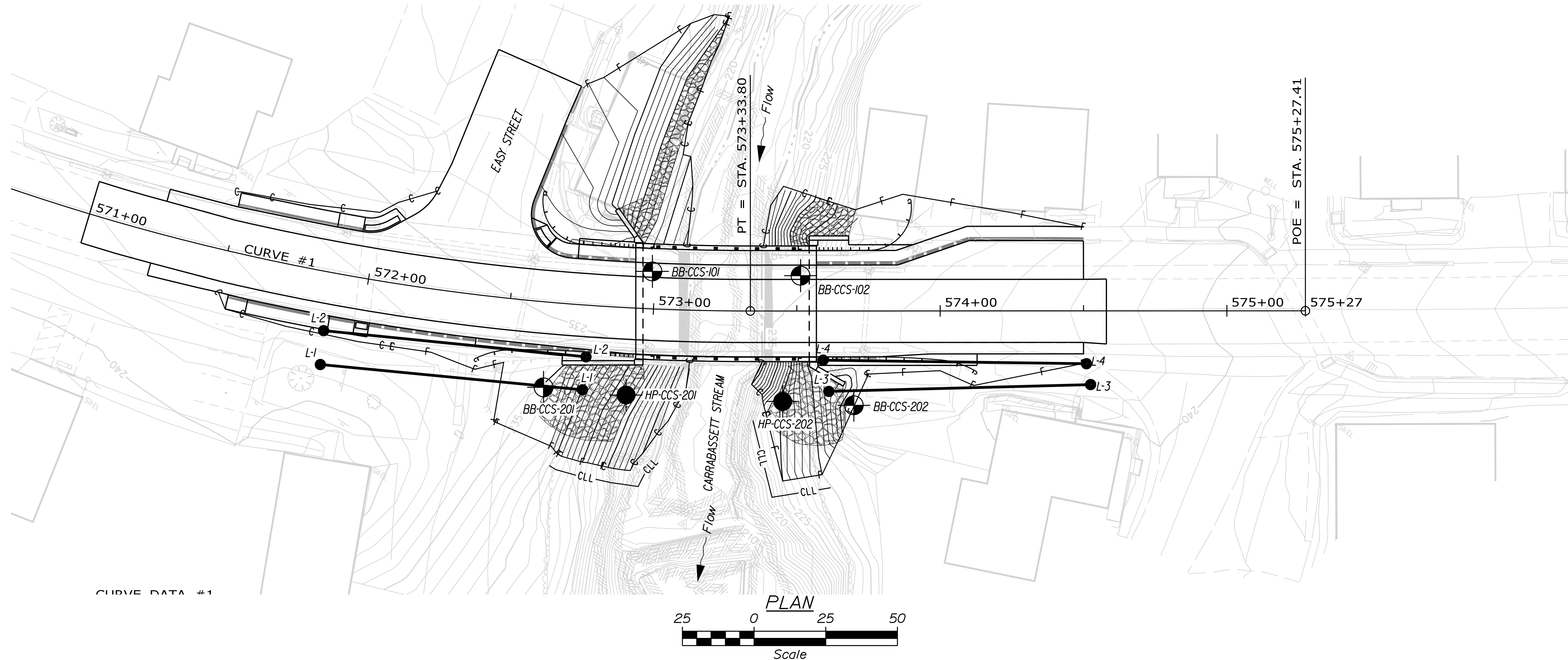


MAIN STREET, U.S. ROUTE 2 PROFILE



PROJ. MANAGER	M. KERSBERGEN	BY	T. LINDO	DATE	1/28/21
CHECKED-REVIEWED	C. SICHAK				
DESIGNED-DETAILED					
DESIGNED-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					





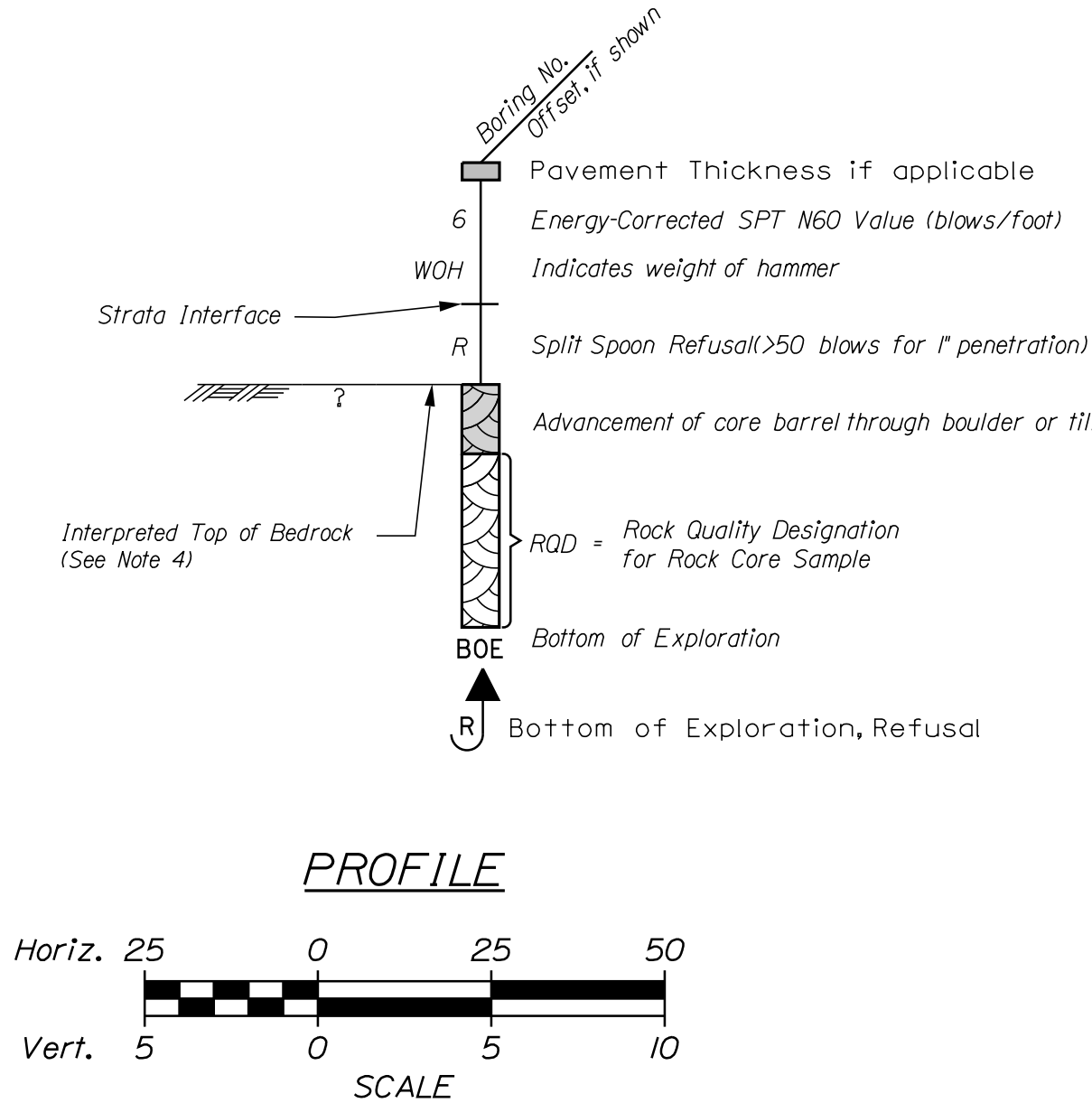
NOTES

- 1) Base map developed from electronic files provided by Erdman Anthony on January 26, 2021 (Files included 3DContours.dgn, Alignment.dgn, Bridge.dgn, 3DTopo\_13Oct16.dgn and Profile.dgn).
- 2) The as drilled locations of the -100 series test borings were estimated using measured ties from existing structures. The elevations were derived from the 3D ground surface object within the microstation file from Erdman Anthony. The as-drilled locations of the -200 series borings, probes, and seismic lines were surveyed and provided by MaineDOT in an electronic file (Borings.dgn).
- 3) 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 rock transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

BORING LOCATION PLAN LEGEND

- BB-CCS-102 Indicates borings performed by New England Boring Contractors of Hermon, Maine on March 3, 2017 and observed by GZA personnel.
- BB-CCS-202 Indicates borings performed by New England Boring Contractors of Hermon, Maine on June 8, 2020 and observed by GZA personnel.
- HP-CCS-202 Indicates hand probe performed by GZA personnel on June 8, 2020.
- L-4 Indicates geophysical survey line performed by Northeast Geophysical Services on June 10, 2020 and observed by GZA personnel.

INTERPRETIVE SUBSURFACE PROFILE LEGEND





Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS		Project: Canaan Bridge Replacement Location: Route 2/23 Over Carrabassett Stream Canaan, Maine		Boring No.: BB-CCS-201 WIN: 21878.00	
Driller: New England Boring Contractors	Elevation (ft.): 234.5	Auger ID/OD: 4.25"			
Operator: Brad Enos	Datum: NAVD88	Sampler: Standard Split Spoon			
Logged By: Erin Toner	Log Type: ATN	Hammer: W/F/Fish	MDS/30"		
Date Start/Finish: 6/8/20 - 6/8/20	Drilling Method: SSA / Drive & Wash	Core Barrel: NW			
Boring Location: N460377.5, E1027074.0	Casing ID/OD: 4.4/5.3/3.5"	Water Level: -	Not Observed		
Hammer Efficiency Factor: 0.842		Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>			
Definitions: B = Rock Core Sample SSS = Solid Stem Auger M = Unsuccessful Split Spoon Sample Attempt U = Too Wet Take Sample M = Unsuccessful Thin Wall Tube Sample Attempt F = Field View (See Test) PP = Pocket Penetrometer WDP = Weight of Drop Weight W = Pocket Torque Shear Strength (psi) L = Lab View (Unrecorded Shear Strength (psi)) C = Uncorrected Compressive Strength (psi) W = Water Content, percent L = Liquid Limit P = Plastic Limit P = Plasticity Index C = Grain Size Analysis C = Consolidation Test					
Sample Information Sample No. Pen. Rec. (in.) Sample Depth (ft.) Blow (ft. x in.) Strength per RSD (ft.) Unrecorded No. Casing Blows Elevation (ft.) Graphic Log Visual Description and Remarks Laboratory Testing Results/ASHTO and Unified Class.					
10 24/12 0.0 - 2.0 1-12-9 3 4 SSS 234.2 0-0.3" Topsoil. Brown, moist, very loose, fine to medium SAND, some silty, trace gravel (FB).					
20 10/17 4.0 - 5.6 14-51-51-50 102 107 230.3 Bottom 14": Gray, dry, very dense, GRAVEL, some fine to coarse sand, (gravel material moderately weathered), (Glacial Till) Auger met refusal at 6.0'. Switched to roller cone, undulating to planar, rough to smooth, discolored, light to open. Rock Quality = Very Poor Recovery = 86% Rock Core Times (min:sec): 6.0-7.0' (3:00), 7.0-8.0' (2:15), 8.0-9.0' (3:15), 9.0-10.0' (3:00) R3: Hard, fresh, aphonic, gray, SLATE. Joints are extremely close to close, high angle, undulating to planar, rough to smooth, discolored, light to open. Rock Quality = Very Poor Recovery = 100% Rock Core Times (min:sec): 9.7-10.7' (3:00), 10.7-11.7' (3:15), 11.7-12.7' (3:30) R5: Hard to medium hard, fresh to slightly weathered, aphonic, gray, SLATE. Joints are extremely close to close, high angle, undulating to planar, rough to smooth, discolored, open. Rock Quality = Very Poor Recovery = 93% Rock Core Times (min:sec): 12.0-13.0' (2:00), 13.0-14.0' (3:30), 14.0-15.0' (0:45) R6: Hard to medium hard, fresh to slightly weathered, aphonic, gray, SLATE. Joints are extremely close to close, high angle, undulating to planar, rough to smooth, discolored, open. Rock Quality = Very Poor Recovery = 75% Rock Core Times (min:sec): 14.3-15.3' (1:45), 15.3-16.0' (2:00) Bottom of Exploration at 16.0 feet below ground surface.					
Remarks: 1. During advancement of SSA from 2 to 4 feet bgs, a probable boulder was encountered from 1.5 to 3 feet bgs. 2. Automatic Hammer NEBC #23, Energy Transfer Ratio = 0.842.					
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 1 of 1 Boring No.: BB-CCS-201					

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS		Project: Canaan Bridge Replacement Location: Route 2/23 Over Carrabassett Stream Canaan, Maine		Boring No.: BB-CCS-101 WIN: 21878.00	
Driller: New England Boring	Elevation (ft.): 234.7	Auger ID/OD: 2.25			
Operator: Brad Enos	Datum: NAVD88	Sampler: Standard Split Spoon			
Logged By: Brian Carls	Log Type: Truss / Mobile Drill	Hammer: W/F/Fish	MDS/30"		
Date Start/Finish: 3/27/17-3/27/17	Drilling Method: SSA / Drive & Wash	Core Barrel: NW2			
Boring Location: N460432.2, E1027083.0	Casing ID/OD: 4.4/5.3/3.5"	Water Level: -	9.2		
Hammer Efficiency Factor: 0.6		Hammer Type: Automatic <input type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input checked="" type="checkbox"/>			
Definitions: B = Rock Core Sample SSS = Solid Stem Auger M = Unsuccessful Split Spoon Sample Attempt U = Too Wet Take Sample M = Unsuccessful Thin Wall Tube Sample Attempt F = Field View (See Test) PP = Pocket Penetrometer WDP = Weight of Drop Weight W = Pocket Torque Shear Strength (psi) L = Lab View (Unrecorded Shear Strength (psi)) C = Uncorrected Compressive Strength (psi) W = Water Content, percent L = Liquid Limit P = Plastic Limit P = Plasticity Index C = Grain Size Analysis C = Consolidation Test					
Sample Information Sample No. Pen. Rec. (in.) Sample Depth (ft.) Blow (ft. x in.) Strength per RSD (ft.) Unrecorded No. Casing Blows Elevation (ft.) Graphic Log Visual Description and Remarks Laboratory Testing Results/ASHTO and Unified Class.					
10 24/18 2.0 - 4.0 23-45-72-41 117 117 234.0 0-0.3" Asphalt. Dark brown/gray, moist, very dense, fine to coarse SAND, some gravel, little silt, possible cobbles, (FB).					
20 24/11 5.0 - 7.0 39-28-15-9 43 43 224.7 Dark brown/gray, moist, dense, fine to coarse SAND, some gravel, little silt, (FB).					
30 24/9 10.0 - 12.0 19-9-22-31 31 31 224.7 Brown, moist, medium dense, gravelly fine to coarse SAND, little silt, (Glacial Till).					
40 24/7 15.0 - 17.0 14-9-20-21 29 29 217.2 Brown, wet, medium dense, gravelly fine to coarse SAND, little silt, (Glacial Till).					
50 36/36 18.0 - 21.0 RQD = 8% RC 217.2 Casing met refusal at 17.5 ft. roller cone to 18.0' bgs and set up to core. R1: Hard, fresh, aphonic, dark gray, SLATE. Joints are very close to close, moderately dipping to high angle, planar, rough to smooth, fresh, light to partially open. Rock Quality = Very Poor Recovery = 100% Rock Core Times (min:sec): 18.0-19.0' (2:45), 19.0-20.0' (2:00), 20.0-21.0' (2:00) R2: Hard, fresh, aphonic, dark gray, SLATE. Joints are very close to moderately spaced, moderately dipping to high angle, planar, rough to smooth, fresh, light to partially open. One near vertical joint. Rock Quality = Fair Recovery = 100% Rock Core Times (min:sec): 21.0-22.0' (1:45), 22.0-23.0' (1:45), 23.0-24.0' (1:30), 24.0-25.0' (1:30), 25.0-26.0' (2:00) R3: Hard, fresh, aphonic, dark gray, SLATE. Joints are very close to moderately spaced, moderately dipping to high angle, planar, rough to smooth, fresh, light to partially open. One near vertical joint. Rock Quality = Fair Recovery = 100% Rock Core Times (min:sec): 26.0-27.0' (2:00), 27.0-28.0' (2:00), 28.0-29.0' (1:45), 29.0-29.5' (1:00) Bottom of Exploration at 29.5 feet below ground surface.					
Remarks: 1. 4" casing to 17.5' bgs, then 3" casing to 18.0' bgs. 2. Water level measured approximately 20 minutes after completion of drilling. 3. Automatic Hammer NEBC #23, Energy Transfer Ratio = 0.6					
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 1 of 1 Boring No.: BB-CCS-101					

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS		Project: Canaan Bridge Replacement Location: Route 2/23 Over Carrabassett Stream Canaan, Maine		Boring No.: BB-CCS-102 WIN: 21878.00	
Driller: New England Boring	Elevation (ft.): 235.1	Auger ID/OD: 2.25			
Operator: Brad Enos	Datum: NAVD88	Sampler: Standard Split Spoon			
Logged By: Brian Carls	Log Type: Truss / Mobile Drill	Hammer: W/F/Fish	MDS/30"		
Date Start/Finish: 3/27/17-3/27/17	Drilling Method: SSA / Drive & Wash	Core Barrel: NW2			
Boring Location: N460459.8, E102708.7	Casing ID/OD: 4.7/5"	Water Level: -	7.9		
Hammer Efficiency Factor: 0.6		Hammer Type: Automatic <input type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input checked="" type="checkbox"/>			
Definitions: B = Rock Core Sample SSS = Solid Stem Auger M = Unsuccessful Split Spoon Sample Attempt U = Too Wet Take Sample M = Unsuccessful Thin Wall Tube Sample Attempt F = Field View (See Test) PP = Pocket Penetrometer WDP = Weight of Drop Weight W = Pocket Torque Shear Strength (psi) L = Lab View (Unrecorded Shear Strength (psi)) C = Uncorrected Compressive Strength (psi) W = Water Content, percent L = Liquid Limit P = Plastic Limit P = Plasticity Index C = Grain Size Analysis C = Consolidation Test					
Sample Information Sample No. Pen. Rec. (in.) Sample Depth (ft.) Blow (ft. x in.) Strength per RSD (ft.) Unrecorded No. Casing Blows Elevation (ft.) Graphic Log Visual Description and Remarks Laboratory Testing Results/ASHTO and Unified Class.					
10 24/6 2.0 - 4.0 23-34-39-37 73 73 234.4 Gray/brown, moist, very dense, silty fine to coarse SAND, some gravel, (FB).					
20 24/11 5.0 - 7.0 6-45-38-35 83 83 225.5 Gray/brown, moist, very dense, silty fine to coarse SAND, some gravel, (FB).					
30 1/0 9.5 - 9.6 50/1" R RC 225.5 Casing met refusal at 9.5' bgs. Split spoon refusal at 9.6' bgs. No Recovery. Roller cone to 10.2' bgs and set up to core. R1: Hard, fresh, aphonic, gray, SLATE. Primary joints are very close to close, moderately dipping to high angle, rough to smooth, fresh, partially open. Secondary joints are close, low angle, planar, rough to smooth, fresh, partially open to light. Rock Quality = Poor Recovery = 87% Rock Core Times (min:sec): 10.2-11.2' (2:30), 11.2-12.2' (3:30), 12.2-13.2' (3:30), 13.2-13.5' (1:00) R2: Hard, fresh, aphonic, gray, SLATE. Primary joints are close to moderately spaced, high angle, planar, rough to smooth, fresh, light to partially open. Secondary joints are close, low angle, planar, smooth, fresh, partially open to light. Rock Quality = Poor Recovery = 87% Rock Core Times (min:sec): 13.5-14.5' (1:45), 14.5-15.5' (1:30), 15.5-16.0' (1:45), 16.0-17.0' (1:45) R3: Hard, fresh, aphonic, gray, SLATE. Joints are close to moderately spaced, moderately dipping to high angle, planar, smooth to rough, fresh, light to partially open. Rock Quality = Good Recovery = 100% Rock Core Times (min:sec): 16.7-17.7' (1:45), 17.7-18.7' (1:30), 18.7-19.7' (1:45), 19.7-20.4' (1:00) Bottom of Exploration at 20.4 feet below ground surface.					
Remarks: 1. 4" casing to 9.5' bgs, then 3" casing to 10.0' bgs. 2. Water level measured approximately 20 minutes after completion of drilling. 3. Automatic Hammer NEBC #23, Energy Transfer Ratio = 0.6					
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 1 of 1 Boring No.: BB-CCS-102					

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS		Project: Canaan Bridge Replacement Location: Route 2/23 Over Carrabassett Stream Canaan, Maine		Boring No.: BB-CCS-202 WIN: 21878.00	
Driller: New England Boring Contractors	Elevation (ft.): 236.1	Auger ID/OD: 4.25"			
Operator: Brad Enos	Datum: NAVD88	Sampler: Standard Split Spoon			
Logged By: Erin Toner	Log Type: ATN	Hammer: W/F/Fish	MDS/30"		
Date Start/Finish: 6/8/20 - 6/8/20	Drilling Method: SSA / Drive & Wash	Core Barrel: NW			
Boring Location: N460432.7, E102707.3	Casing ID/OD: 4.4/5.3/3.5"	Water Level: -	Not Observed		
Hammer Efficiency Factor: 0.842		Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>			
Definitions: B = Rock Core Sample SSS = Solid Stem Auger M = Unsuccessful Split Spoon Sample Attempt U = Too Wet Take Sample M = Unsuccessful Thin Wall Tube Sample Attempt F = Field View (See Test) PP = Pocket Penetrometer WDP = Weight of Drop Weight W = Pocket Torque Shear Strength (psi) L = Lab View (Unrecorded Shear Strength (psi)) C = Uncorrected Compressive Strength (psi) W = Water Content, percent L = Liquid Limit P = Plastic Limit P = Plasticity Index C = Grain Size Analysis C = Consolidation Test					
Sample Information Sample No. Pen. Rec. (in.) Sample Depth (ft.) Blow (ft. x in.) Strength per RSD (ft.) Unrecorded No. Casing Blows Elevation (ft.) Graphic Log Visual Description and Remarks Laboratory Testing Results/ASHTO and Unified Class.					
10 24/12 0.0 - 2.0 6-6-6-6 12 17 SSS 235.8 Brown, dry, medium dense, gravelly fine to coarse SAND, little silt, (FB).					
20 24/8 2.0 - 4.0 6-5-3-5 8 11 229.3 Brown, dry, medium dense, gravelly fine to coarse SAND, little silt, (FB).					
30 24/7 4.0 - 6.0 6-9-5-6 14 20 229.3 Brown/fan, dry to moist, medium dense, fine to coarse SAND, some gravel, little silt, with brick fragments, (FB).					
40 24/20 6.0 - 8.0 14-5-5-8 10 14 229.3 Top 9": Brown, moist, medium dense, fine to coarse SAND, some gravel, little silt, with brick fragments, (FB). Bottom 11": Gray/brown, moist, medium dense, fine to coarse SAND, some silt, little gravel, (Glacial Till).					
50 24/18 8.0 - 10.0 12-8-7-10 15 21 RC 229.3 Brown, moist, medium dense, angular GRAVEL, some fine to coarse sand, little silt, (glacial material moderately weathered), (Glacial Till).					
60 24/12 10.0 - 12.0 9-9-5-13 14 20 229.3 Brown, moist, medium dense, angular GRAVEL, some fine to coarse sand, little silt, (glacial material moderately weathered), (Glacial Till).					
70 24/18 12.0 - 14.0 46-39-46-59 85 110 229.3 Brown/gray, moist to wet, very dense, GRAVEL, (glacial material moderately weathered), (Glacial Till).					
80 5/3 15.0 - 15.4 72/5" R RC 229.7 Dark gray, wet, very dense, angular GRAVEL, trace silt, (remnant bedding evident), (Weathered/Fractured Rock). Split spoon refusal at 15.4'. Advanced roller bit to 15.5' and set up to core. R1: Hard, fresh, aphonic, gray, SLATE. Joints are extremely close to close, high angle, undulating to planar, rough to smooth, discolored. Rock Quality = Very Poor Recovery = 88% Rock Core Times (min:sec): 15.5-16.5' (4:30), 16.5-17.0' (1:50), 17.0-17.6' (1:00) R2: Hard, fresh, aphonic, gray, SLATE. Joints are extremely close to close, high angle, undulating to planar, rough to smooth, discolored, light to partially open. Rock Quality = Fair Recovery = 100% Rock Core Times (min:sec): 17.6-18.6' (2:00), 18.6-19.6' (1:50), 19.6-20.0' (1:45), 20.0-21.0' (1:45) R3: Hard, fresh, aphonic, gray, SLATE. Joints are extremely close to moderately spaced, high angle, undulating to planar, rough to smooth, discolored, light to partially open. Rock Quality = Fair Recovery = 100% Rock Core Times (min:sec): 21.0-22.1' (2:00), 22.1-23.1' (1:45), 23.1-23.6' (1:45) R4: Hard, fresh, aphonic, gray, SLATE. Joints are close to moderately spaced, high angle, undulating to planar, rough to smooth, discolored, light to partially open. Rock Quality = Fair Recovery = 100% Rock Core Times (min:sec): 23.6-24.6' (3:00), 24.6-25.6' (3:30), 25.6-26.5' (3:30) Bottom of Exploration at 26.5 feet below ground surface.					
Remarks: 1. Automatic Hammer NEBC #23, Energy Transfer Ratio = 0.842.					
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 1 of 1 Boring No.: BB-CCS-202					

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		CANAAN BRIDGE CARRABASSETT STREAM SOMERSET COUNTY		DATE DEC 2020 DEC 2020	
NHP-2187(800)		SIGNATURE		BY B. CARROLL	
BRIDGE NO. 2120		P.E. NUMBER		DATE	
WIN 21875.00		BORING LOGS		FIELD CHANGES	
SHEET NUMBER		6		OF 42	



PREPARED BY:



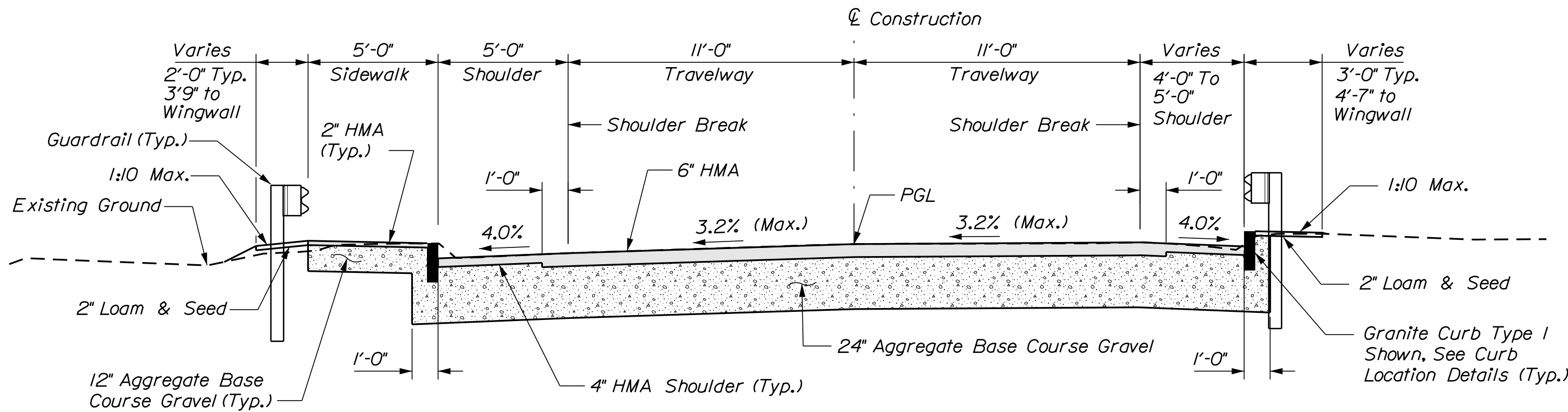


Date: 3/16/2021

Username: LindoT

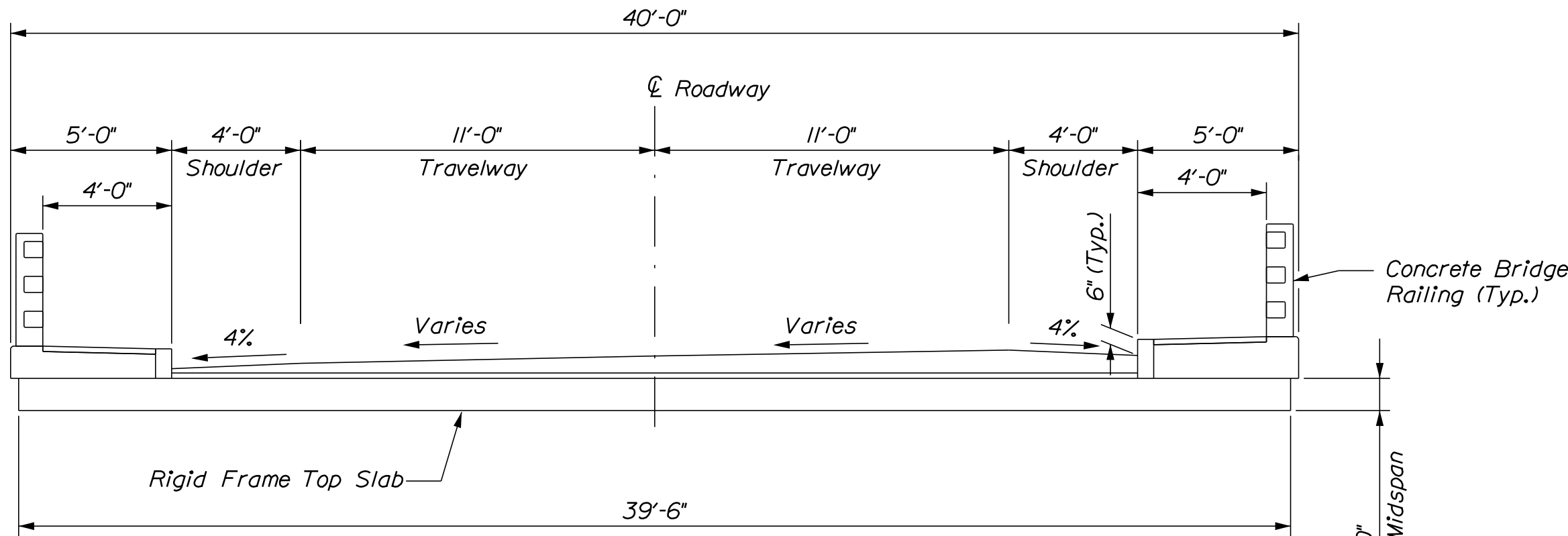
Division: BRIDGE

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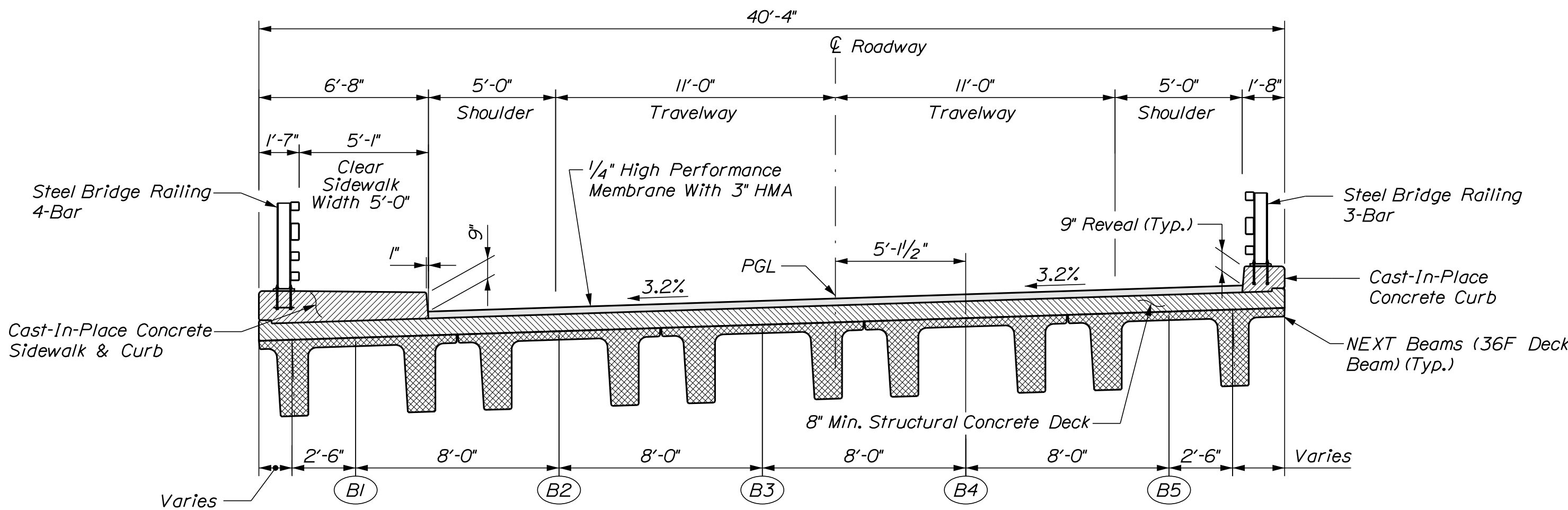


APPROACH SECTION - FULL DEPTH

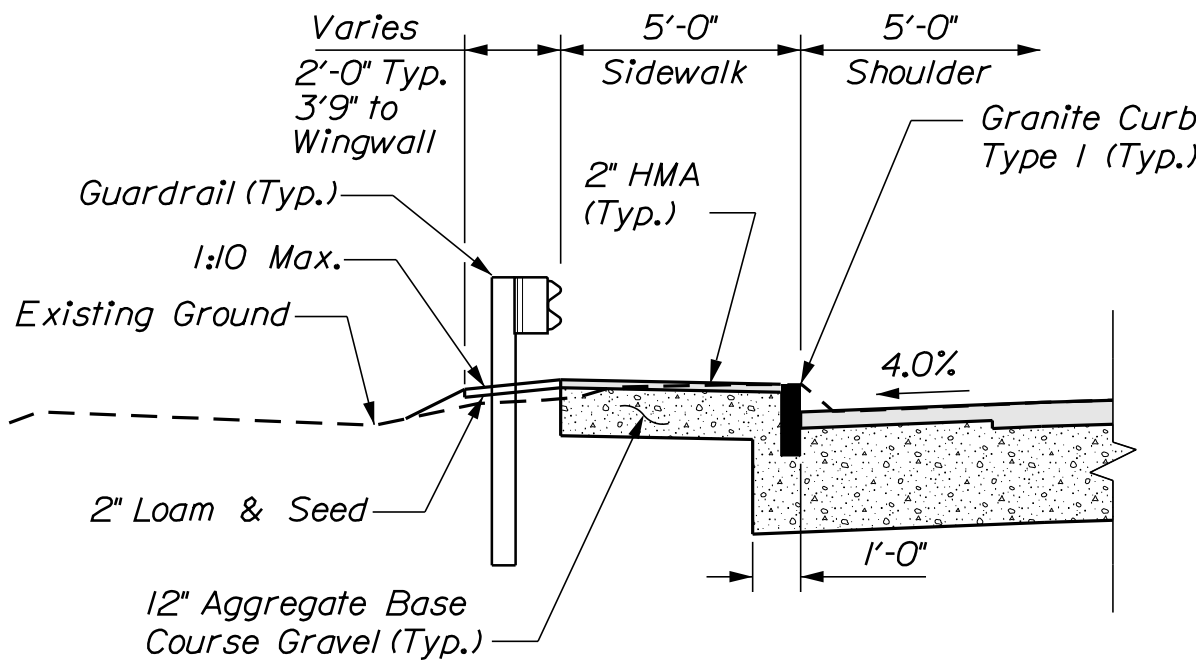
Sta. 571+75.00 to Sta. 572+93.83  
Sta. 573+56.85 to Sta. 573+85.00



EXISTING BRIDGE SECTION

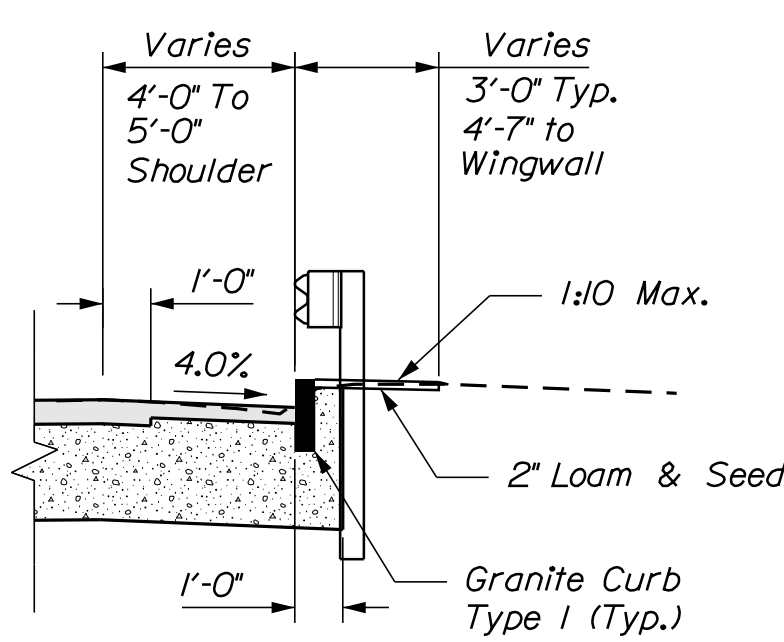


PROPOSED BRIDGE SECTION



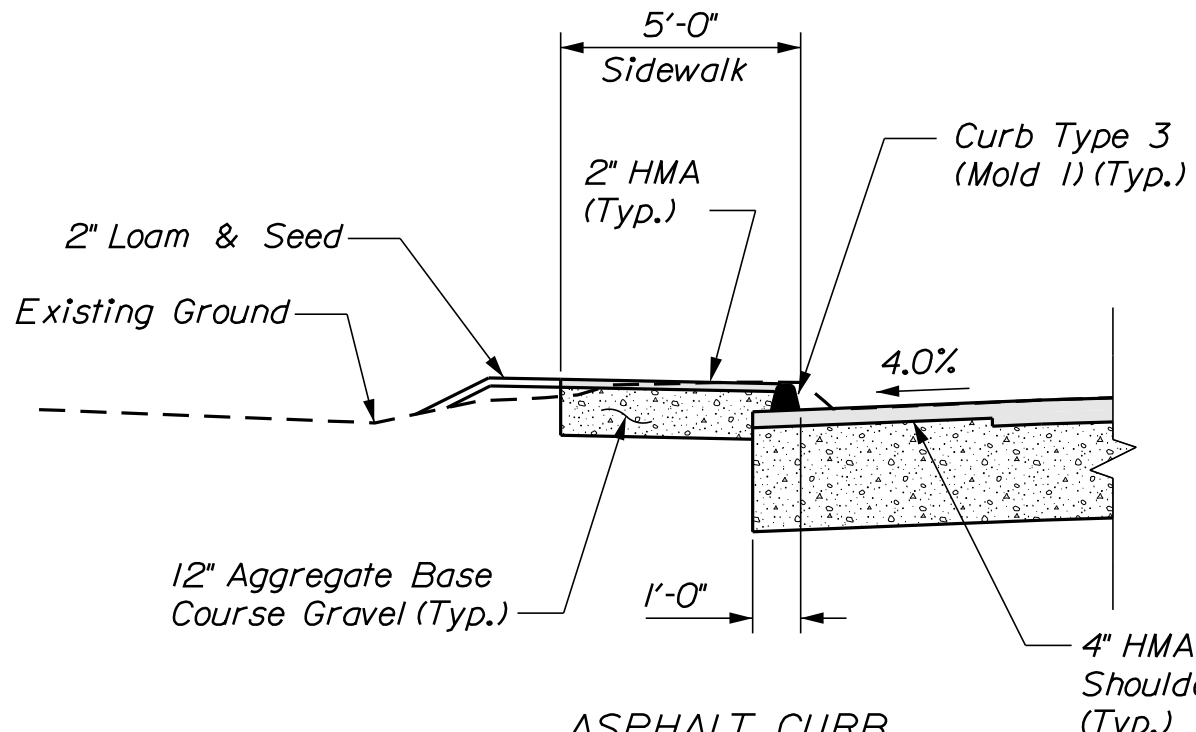
GRANITE CURB (LEFT SIDE)

Sta. 572+61.13 to Sta. 572+93.02  
Sta. 573+56.85 to Sta. 574+10.19



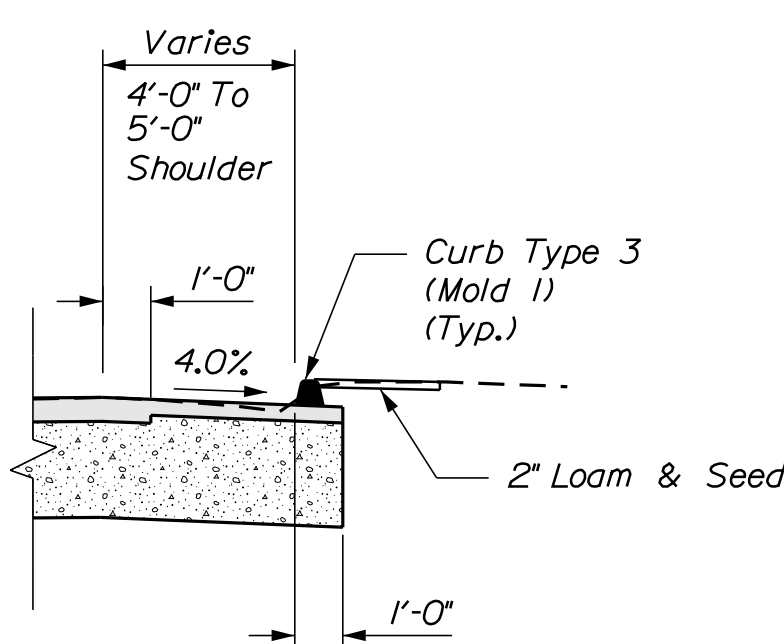
GRANITE CURB (RIGHT SIDE)

Sta. 572+02.73 to Sta. 572+94.62  
Sta. 573+56.85 to Sta. 573+78.91



ASPHALT CURB (LEFT SIDE)

Sta. 571+50.00 to Sta. 571+95.26  
Sta. 574+10.19 to Sta. 574+50.00



ASPHALT CURB (RIGHT SIDE)

Sta. 571+50.00 to Sta. 571+97.82

CURB LOCATION DETAILS

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	BRIDGE PLANS	
	BRIDGE NO. 2120	WIN 21878.00

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. KERSBERGEN	T. LINDO	1/28/21			
CHECKED-REVIEWED	C. SUCHAK				
DESIGN-DETAILED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

CANAAN BRIDGE	SOMERSET COUNTY	TYPICAL SECTIONS
CARRABESSETT STREAM		
CANAAN		

SHEET NUMBER	8
OF 42	



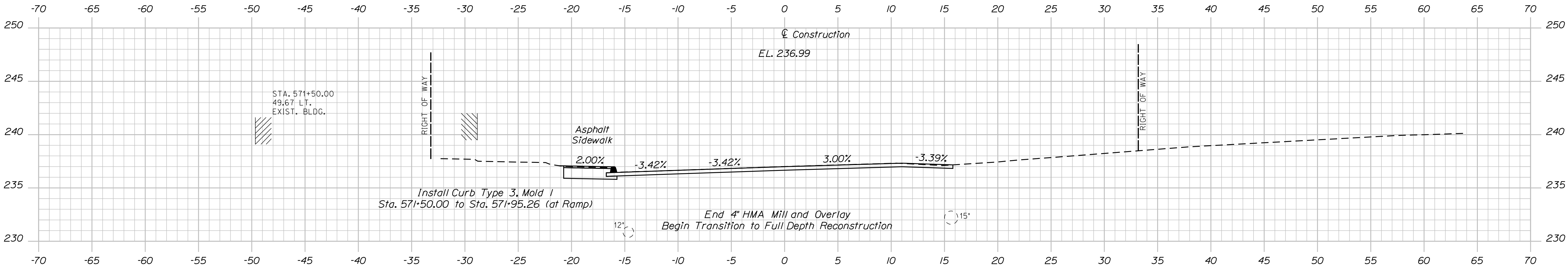


Date: 3/16/2021

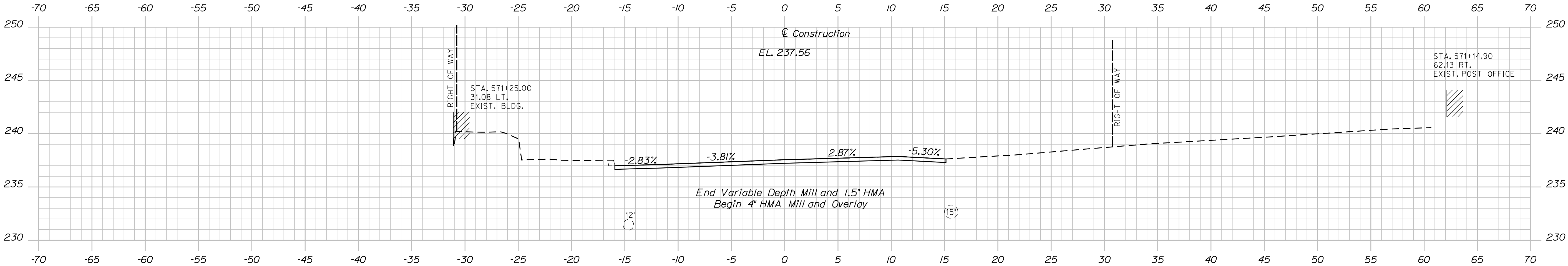
Username: LindoT

Division: BRIDGE

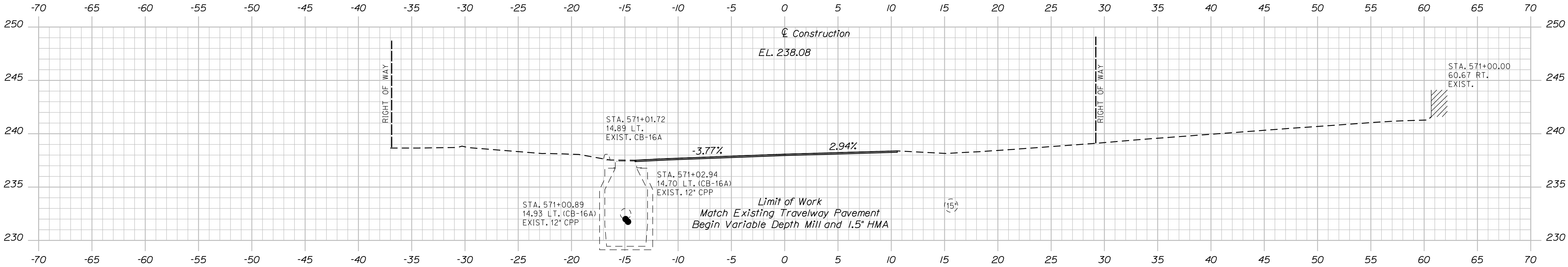
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571+50.00



571+25.00



571+00.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 2120

WIN

21878.00

BRIDGE PLANS

CANAAN BRIDGE  
CARRABASSETT STREAM  
SOMERSET COUNTY

CANAAN

571+00.00

571+55.00

CROSS SECTIONS

SHEET NUMBER

9

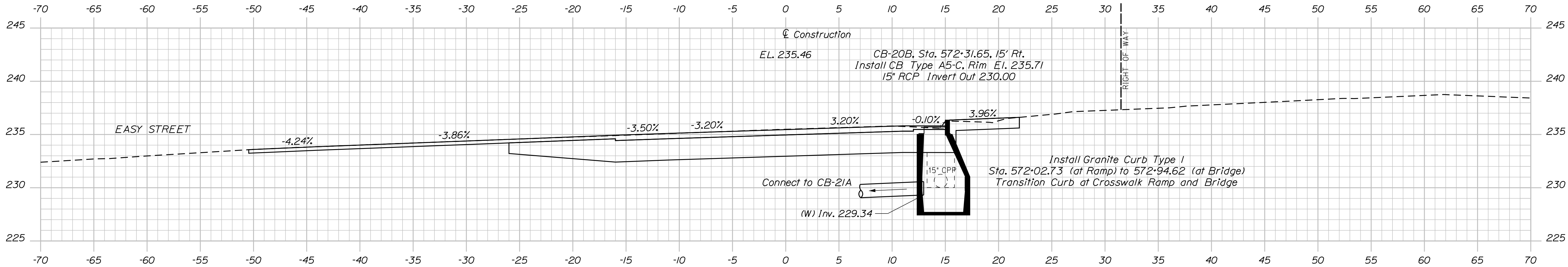
OF 42

Date: 3/16/2021

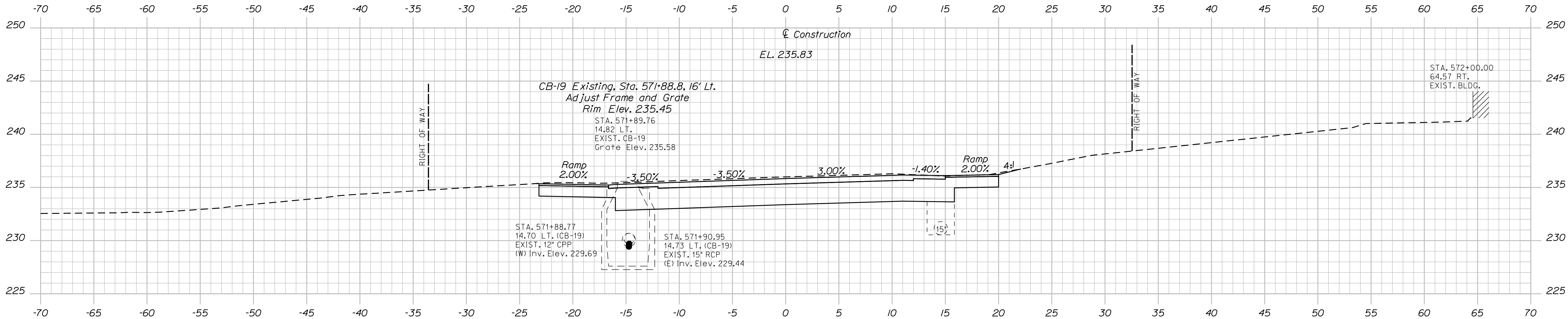
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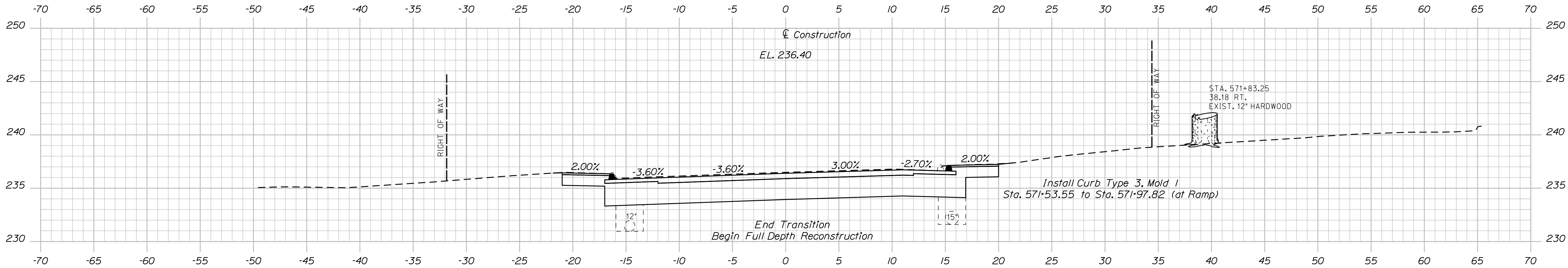
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572+25.00



572+00.00

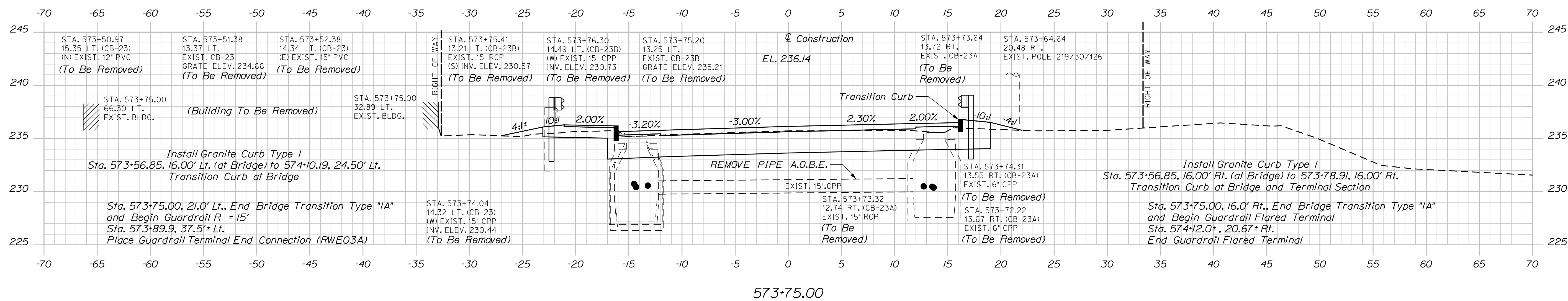
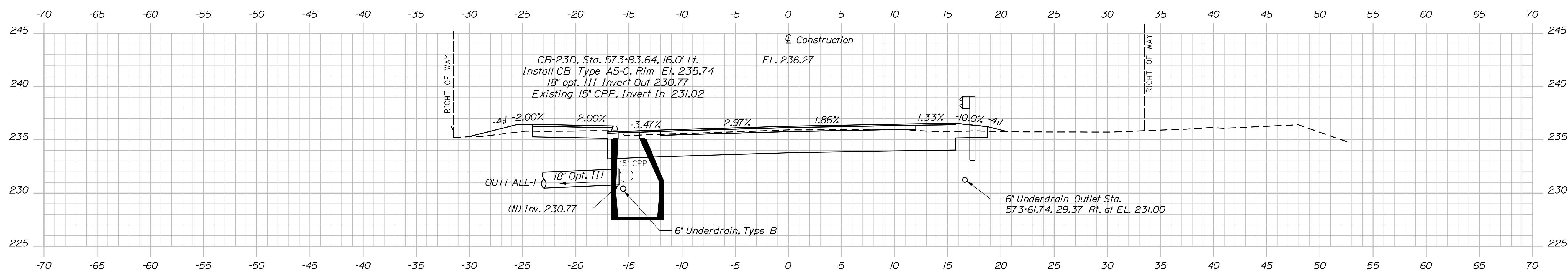
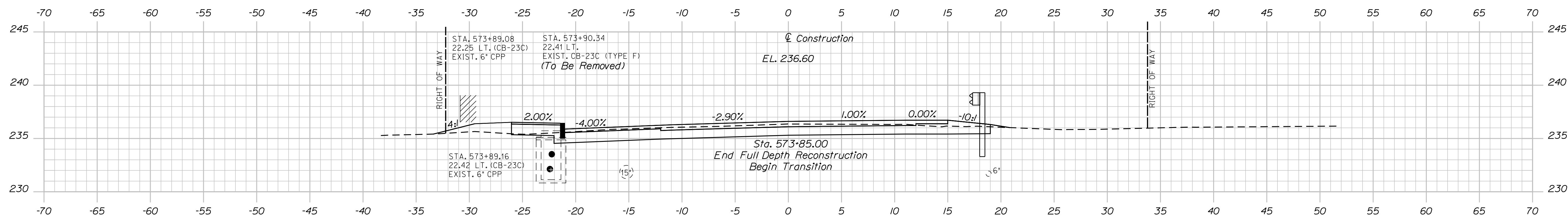


571+75.00

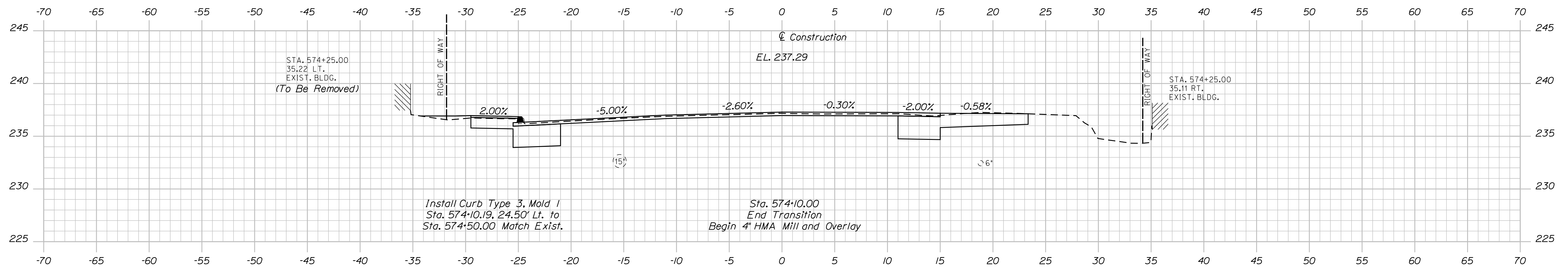
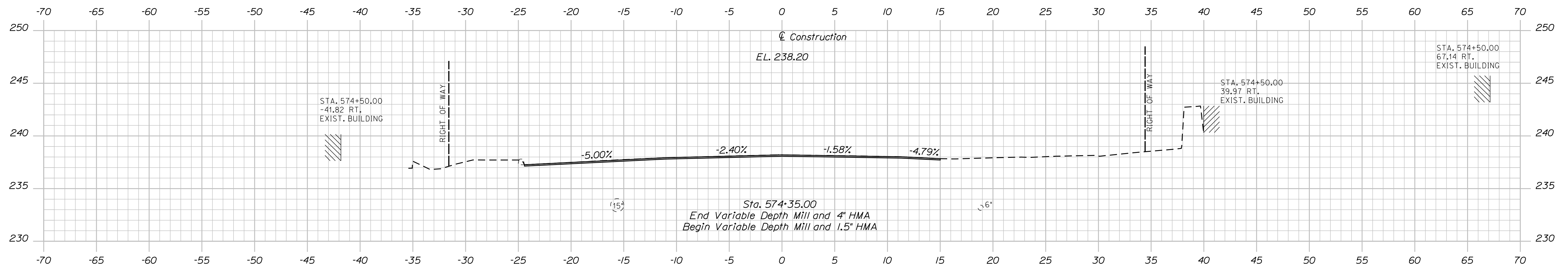
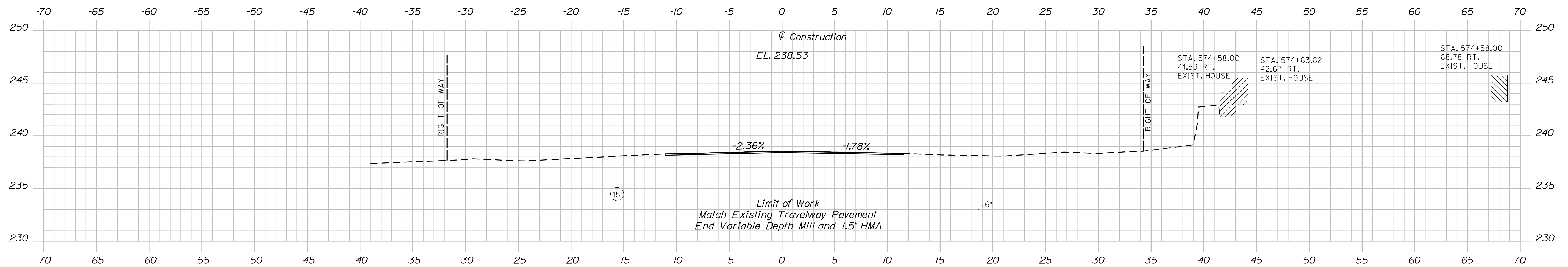
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		BRIDGE PLANS	
CANAAN BRIDGE		CARRABASSETT STREAM		SHEET NUMBER	
SOMERSET COUNTY		CANAAN		10	
571+75.00		572+25.00		OF 42	
CROSS SECTIONS		WIN		21878.00	
BRIDGE NO. 2120		DATE		SIGNATURE	
BY		T. LINDO		P.E. NUMBER	
PROJ. MANAGER		M. KERSBERGEN		DATE	
DESIGN-DETAILED		C. SICHAK		DATE	
CHECKED-REVIEWED		-		SIGNATURE	
DESIGN-DETAILED		-		P.E. NUMBER	
DESIGN-DETAILED		-		DATE	
REVISIONS 1		-		SIGNATURE	
REVISIONS 2		-		P.E. NUMBER	
REVISIONS 3		-		DATE	
REVISIONS 4		-		SIGNATURE	
FIELD CHANGES		-		P.E. NUMBER	











STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 2120	21878.00	BRIDGE PLANS
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SIGNATURE

---

P.E. NUMBER

DATE

DESIGN-DETAILED	C. SICHAK	T. LINDO	1/28/21
CHECKED-REVIEWED	-	-	-
DESIGN2-DET-PAID2	-	-	-
DESIGNS-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

CARRABASSETT STREAM  
CARRABASSETT BRIDGE  
CARRABASSETT COUNTY

2025 RELEASE UNDER E.O. 14176

SHEET NUMBER

13

F 42

ERDMAN  
ANTHONY

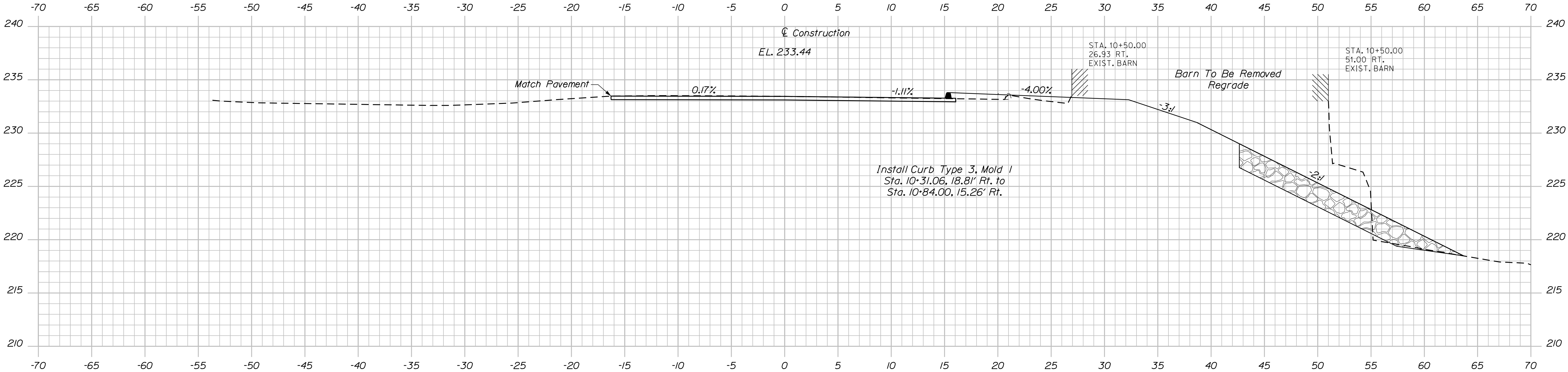


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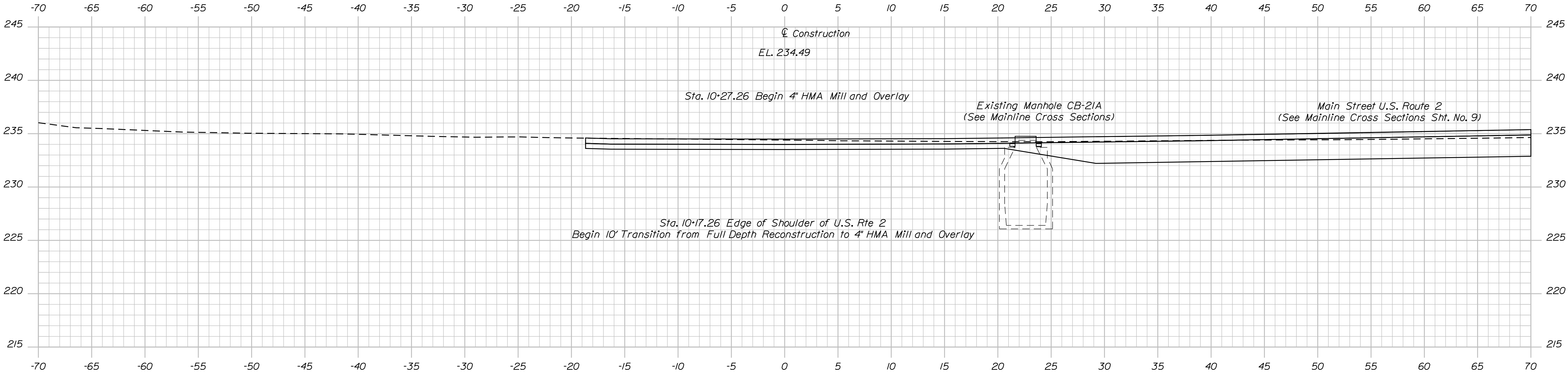
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Division: BRIDGE

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10+50.00



10+25.00

(EASY STREET)

SHEET NUMBER		CANAAN BRIDGE		PROJ. MANAGER		M. KERSBERGEN		BY		DATE		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
14		CARRABASSETT STREAM		DESIGN-DETAILED		C. SICHAK		T. LINDO		1/28/21			
				CHECKED-REVIEWED									
CANAAN		SOMERSET COUNTY		DESIGN2-DETAILED2								SIGNATURE	
				DESIGN3-DETAILED3								P.E. NUMBER	
				REVISIONS 1									
				REVISIONS 2									
				REVISIONS 3									
10+25.00		CROSS SECTIONS		REVISIONS 4								BRIDGE NO. 2120	
				FIELD CHANGES								WIN	
												21878.00	
		10+50.00										BRIDGE PLANS	
OF 42													

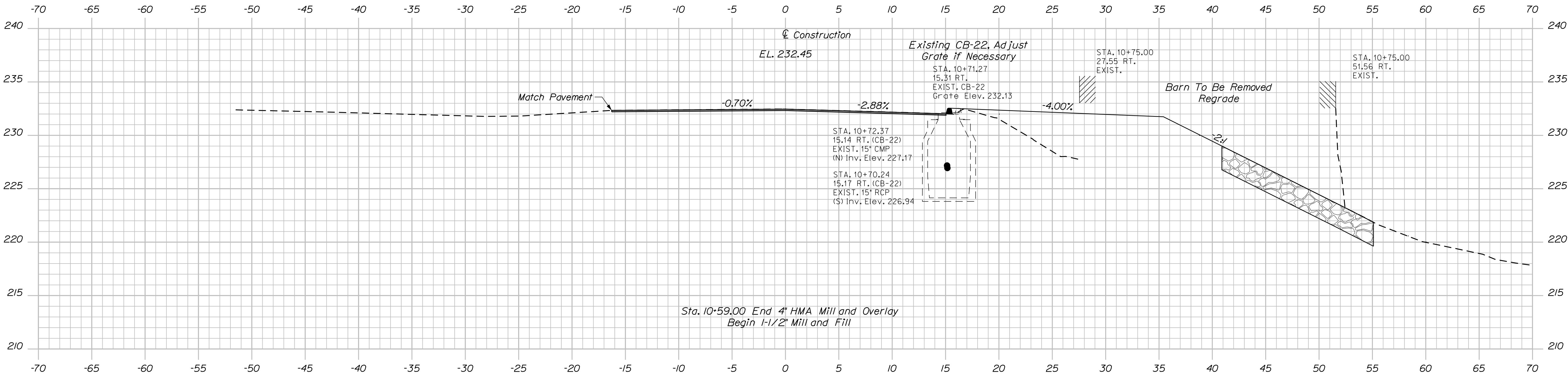
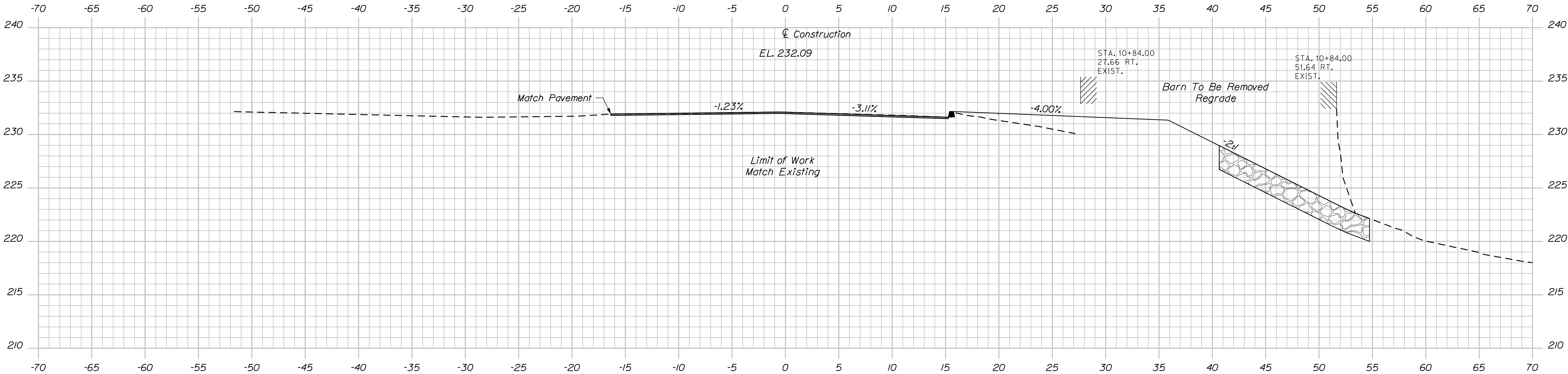


Date: 3/16/2021

Username: LindoT

Division: BRIDGE

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(EASY STREET)

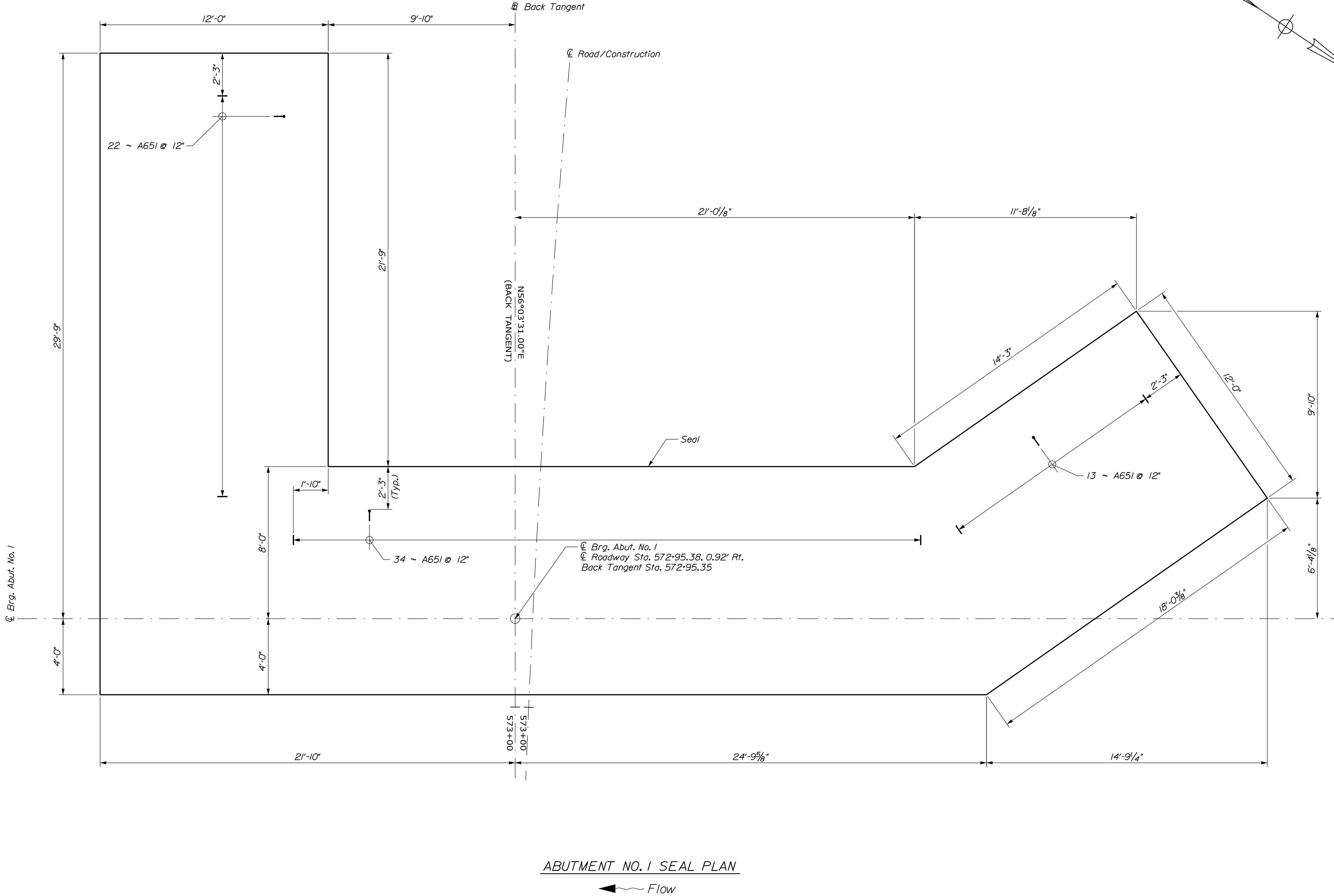
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		BRIDGE PLANS	
CANAAN BRIDGE		CARRABASSETT STREAM		WIN	
SOMERSET COUNTY		SIGNATURE		21878.00	
CROSS SECTIONS		P.E. NUMBER		BRIDGE NO. 2120	
10+75.00		DATE			
10+84.00		DATE			
SHEET NUMBER		15		OF 42	



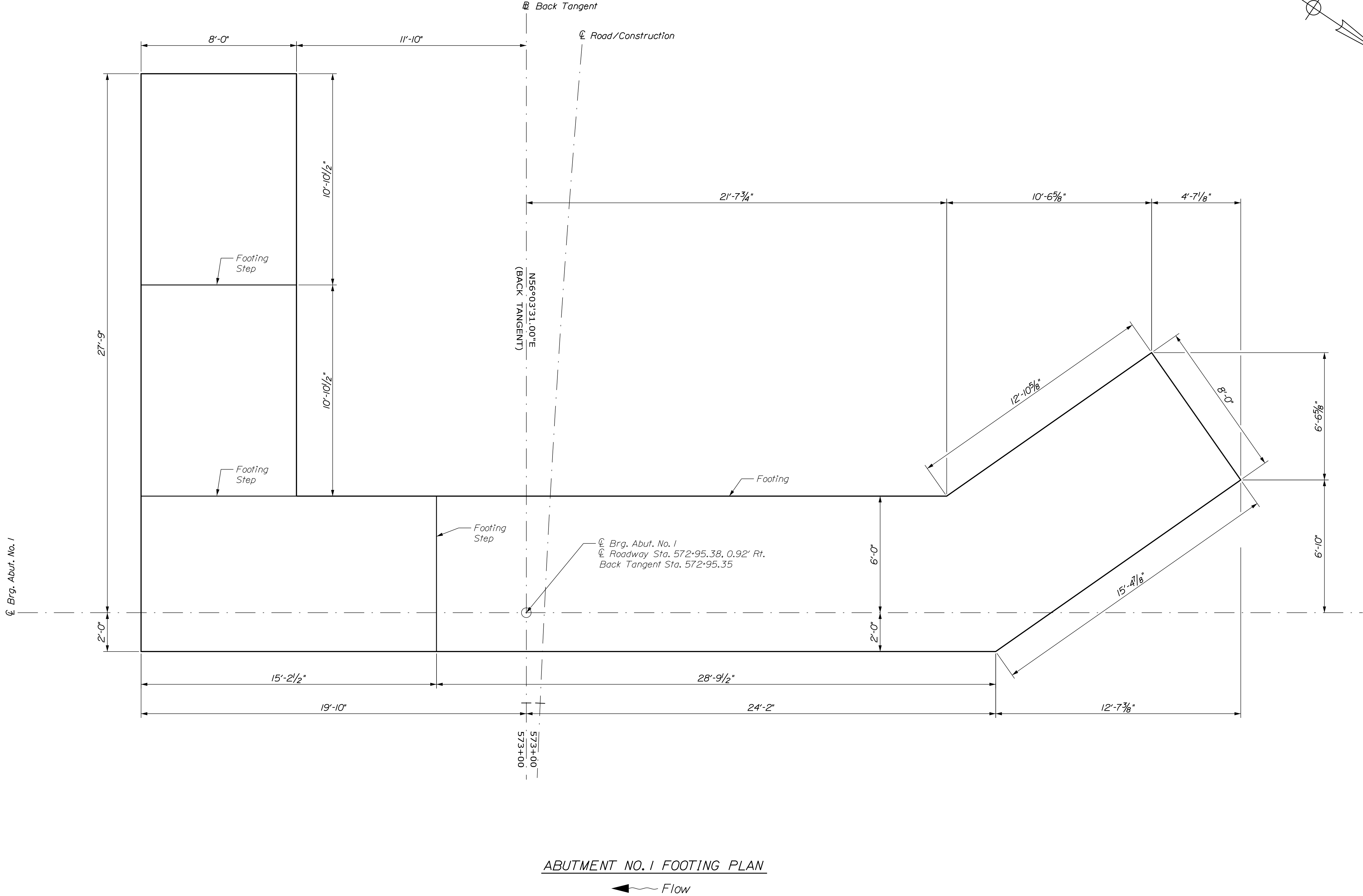
1. The maximum factored Strength I applied footing pressure is 20.7 ksf.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches in the walls and 3 inches in the footings unless otherwise noted.
3. Place 4-in. diameter drains in the breastwall and wingwalls at 10-ft maximum spacing. The exact location will be determined by the Resident.
4. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
5. Abutments, wingwalls and their footings shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits in cut areas and a vertical plane located 10 feet behind the walls in fill areas.
6. Abutment Seal concrete shall be Class "A".
7. The concrete seal shall be a minimum of 12 inches thick. When bedrock protrudes above a horizontal plane 12 inches below the proposed bottom of footing elevation, the footing may be raised and the vertical reinforcing may be cut in the field with the approval of the Resident. The minimum footing elevations are shown on the plans and shall not be lowered without prior approval of the Engineer of Record. Payment for adjusting the footing elevations and reinforcing steel will be considered incidental to the related Contract Items. No separate payment will be made. Alternatively, the portion of the bedrock that protrudes above a horizontal plane 12 inches below the proposed bottom of footing elevation may be removed. Payment for bedrock removal shall be made under Item No. 206.092 Structural Rock Excavation - Major Structures.
8. Abutment Seal concrete shall be placed on bedrock cleaned of all weathered rock, loose fractured rock and soil. The bedrock subgrade shall be confirmed to be relatively level. Where the bedrock slope exceeds 4H:1V, the bedrock surface shall be benched to create level steps or made completely level. The Resident shall approve the bedrock subgrade prior to the placement of the abutment seal concrete.
9. Place the parapet portions of the wingwalls after erection of the precast units.

1. *When sheet piling is used for seal cofferdams, appropriate rolled corners shall be used, and the inside face of the sheet piling shall be at or outside of the seal concrete dimensions shown.*
2. *The seal concrete placement dimensions shown represent the minimum seal size necessary to meet design requirements and are not based on the use of any particular sheet pile section.*
3. *The horizontal pay limit for seal concrete will be to the dimensions shown on the plans. No additional payment will be made for concrete placed outside these limits.*
4. *The depth of the seal at abutment No. 1 is set for a normal water elevation of 218.0'. If the water elevation at the time of construction is higher, the depth of the seal shall be adjusted as directed by the Resident. A cofferdam is only required for the construction of Abutment 1. Any associated costs for other 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.*
5. *The method of placing dowels in the seal concrete shall be approved by the Resident. The anchoring material shall be one of the products listed on the MaineDOT Qualified Products List of Grout Materials.*
6. *Seal concrete above the normal water line shall have a smooth, regular surface. Cofferdams with an irregular inside surface, such as sand bags, shall have formwork for the seal concrete installed inside the cofferdam. Seal formwork will not be paid for separately, but will be considered incidental to the appropriate Pay Item.*



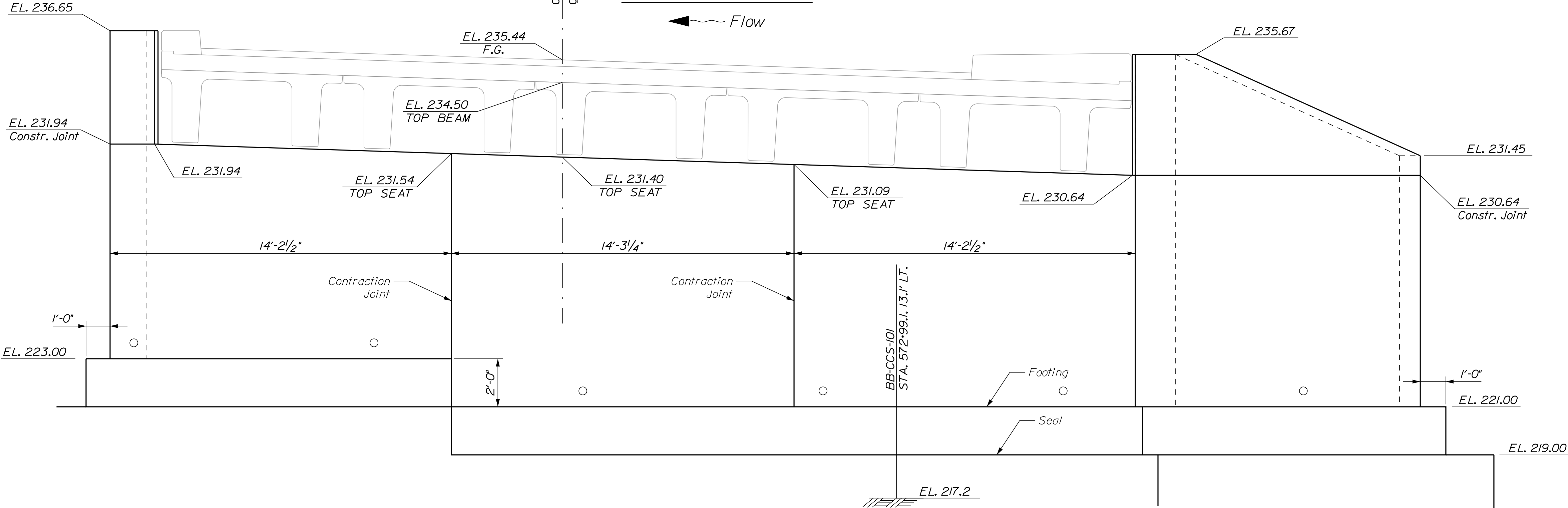
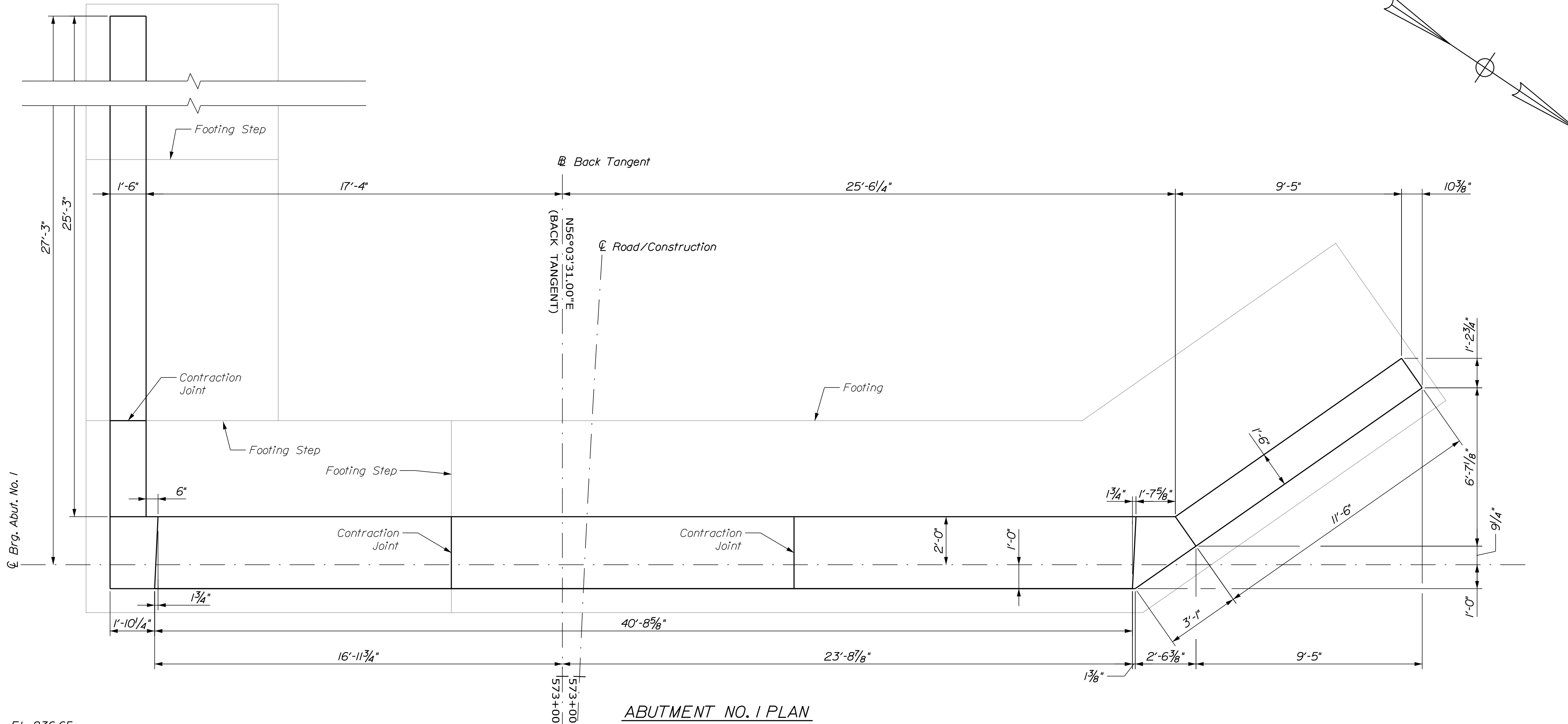


SHEET NUMBER		CANAAN BRIDGE CARRABASSETT STREAM CANAAN SOMERSET COUNTY				PROJ. MANAGER M. KERSBERGEN	BY T. LINDO	DATE 1/28/21	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
17 OF 42		ABUTMENT NO. 1 SEAL PLAN		DESIGN-DETAILED		C. SICHAK	-	-	SIGNATURE	
				CHECKED-REVIEWED		-	-			
				DESIGN2-DETAILED2		-	-			
				DESIGN3-DETAILED3		-	-			
				REVISIONS 1		-	-	P.E. NUMBER		
				REVISIONS 2		-	-			
				REVISIONS 3		-	-			
				REVISIONS 4		-	-	DATE		
				FIELD CHANGES		-	-		BRIDGE NO. 2120	
									WIN 21878.00	
									BRIDGE PLANS	



STATE OF MAINE DEPARTMENT OF TRANSPORTATION				
SHEET NUMBER				18
OF 42				
BRIDGE NO. 2120				WIN
21878.00				BRIDGE PLANS

EL. 221.9  
HP-CCS-201  
STA. 572+92.0, 30.4 RT.



ABUTMENT NO. 1 PLAN

ABUTMENT NO. 1 ELEVATION

PROJ. MANAGER	M. KERSBERGEN	BY	DATE	SIGNATURE
CHECKED-REVIEWED	C. SICHAK	T. LINDO	1/28/21	
DESIGNED-DETAILED				
DESIGNED-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

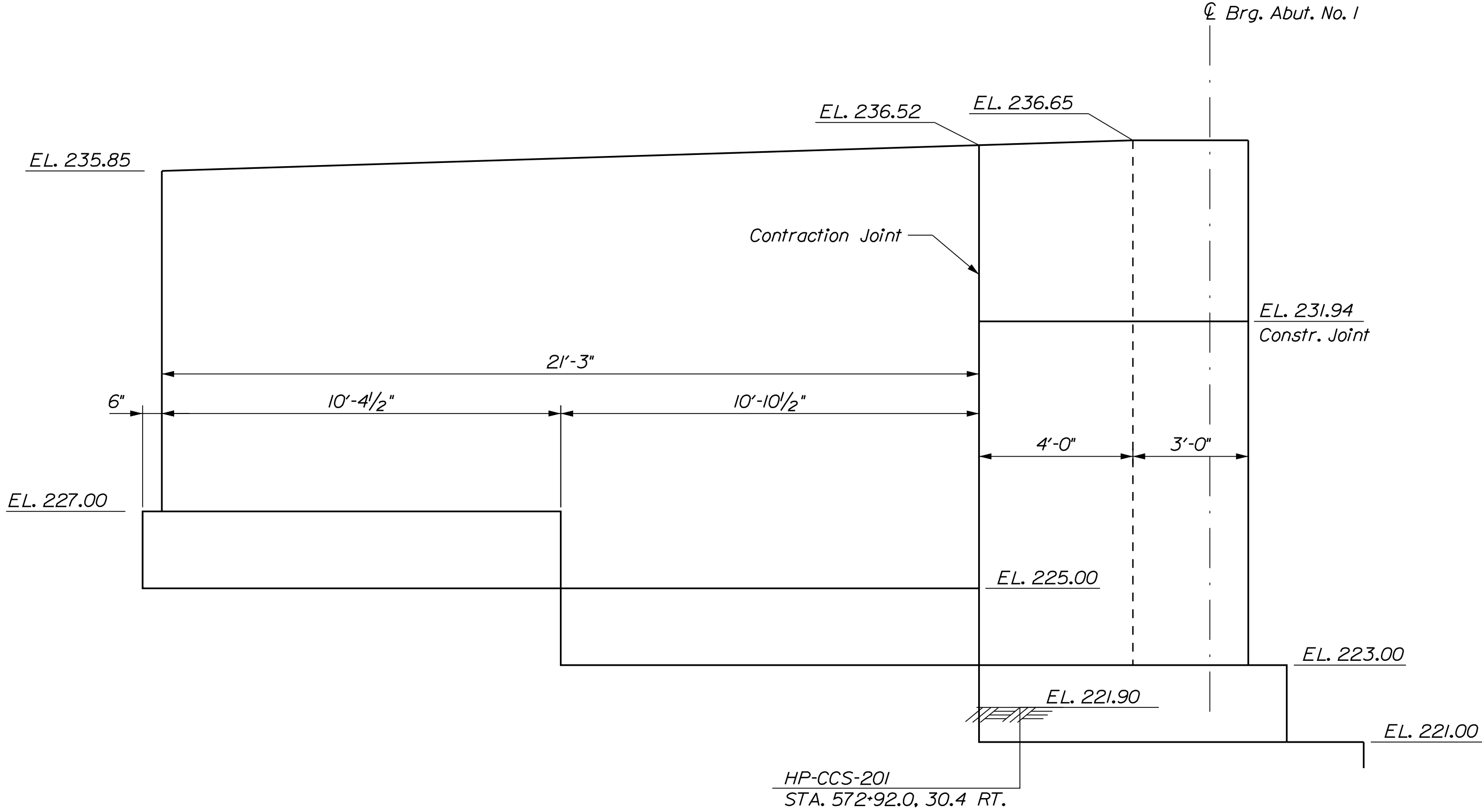
CANAAN BRIDGE  
CARRABASSETT STREAM  
SOMERSET COUNTY  
CANAAN  
ABUTMENT NO. 1  
PLAN AND ELEVATION



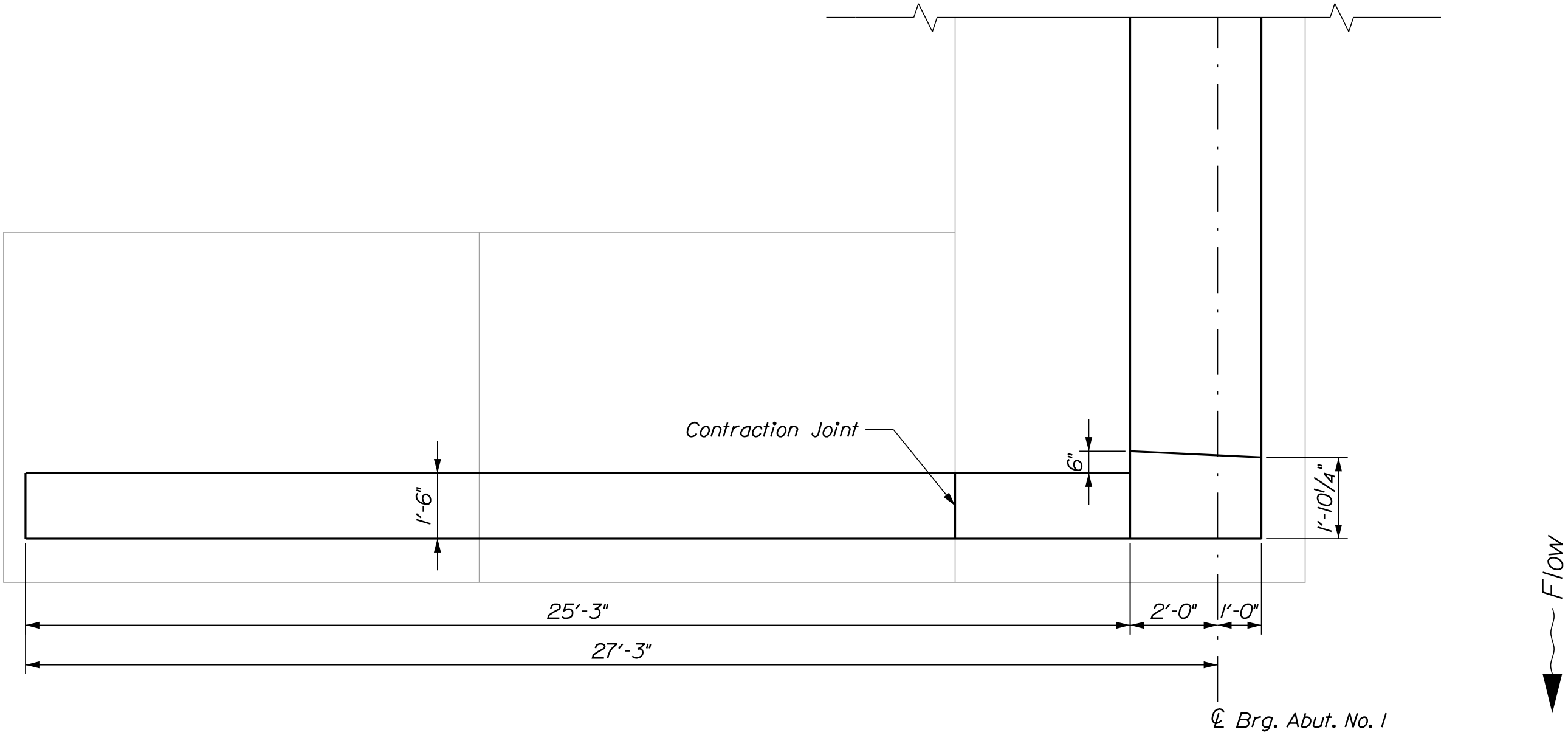
EL. 228.50  
 BB-CCS-201  
 STA. 572+64.2, 29.8 RT.

EL. 235.85  
 EL. 227.00

HP-CCS-201  
 STA. 572+92.0, 30.4 RT.



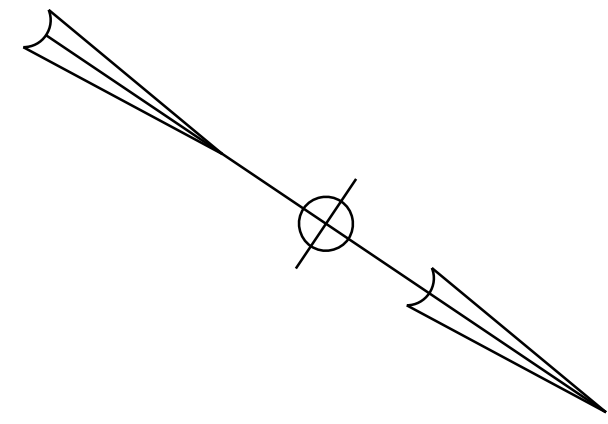
ABUTMENT NO. 1 DOWNSTREAM WINGWALL ELEVATION



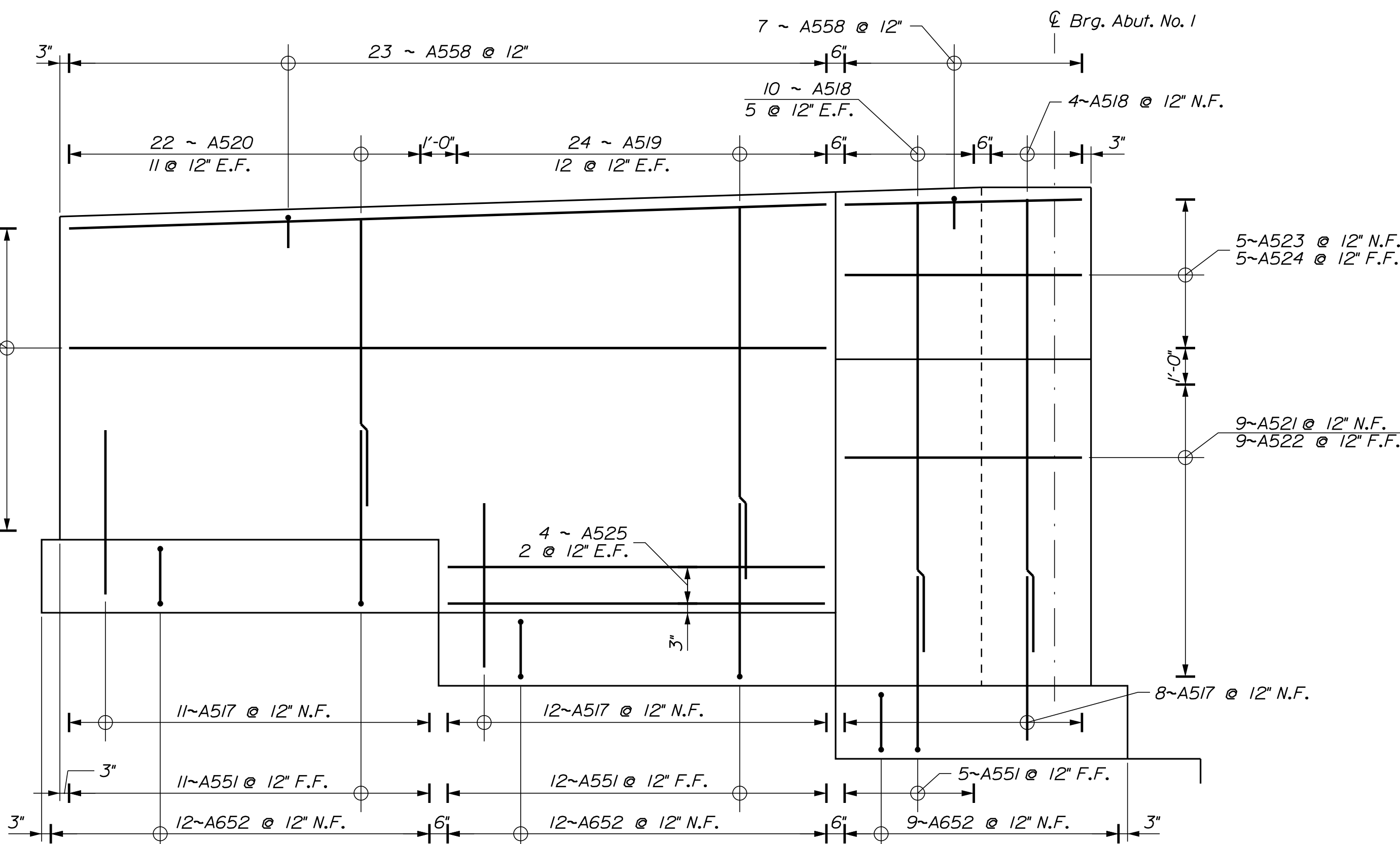
ABUTMENT NO. 1 DOWNSTREAM WINGWALL PLAN



<div> <div>CANAAN BRIDGE</div> <div>CARRABASSETT STREAM</div> <div>SOMERSET COUNTY</div> <div>CANAAN</div> <div>ABUTMENT NO. 1 SOUTHWEST</div> <div>W.W. PLAN AND ELEVATION</div> </div>	<div> <div>STATE OF MAINE</div> <div>DEPARTMENT OF TRANSPORTATION</div> </div>		<div> <div>SIGNATURE</div> <div>P.E. NUMBER</div> <div>DATE</div> </div>	
	PROJ. MANAGER	M. KERSBERGEN	BY	DATE
	CHECKED-DESIGNED	C. SICHAK	T. LINDO	1/28/21
	DESIGNED-REVIEWED			
SHEET NUMBER	DESIGNED-REVIEWED			
	DESIGNED-REVIEWED			
	REVISIONS 1			
	REVISIONS 2			
20	REVISIONS 3			
	REVISIONS 4			
OF 42	FIELD CHANGES			
		BRIDGE NO. 2120	WIN	21878.00
		BRIDGE PLANS		



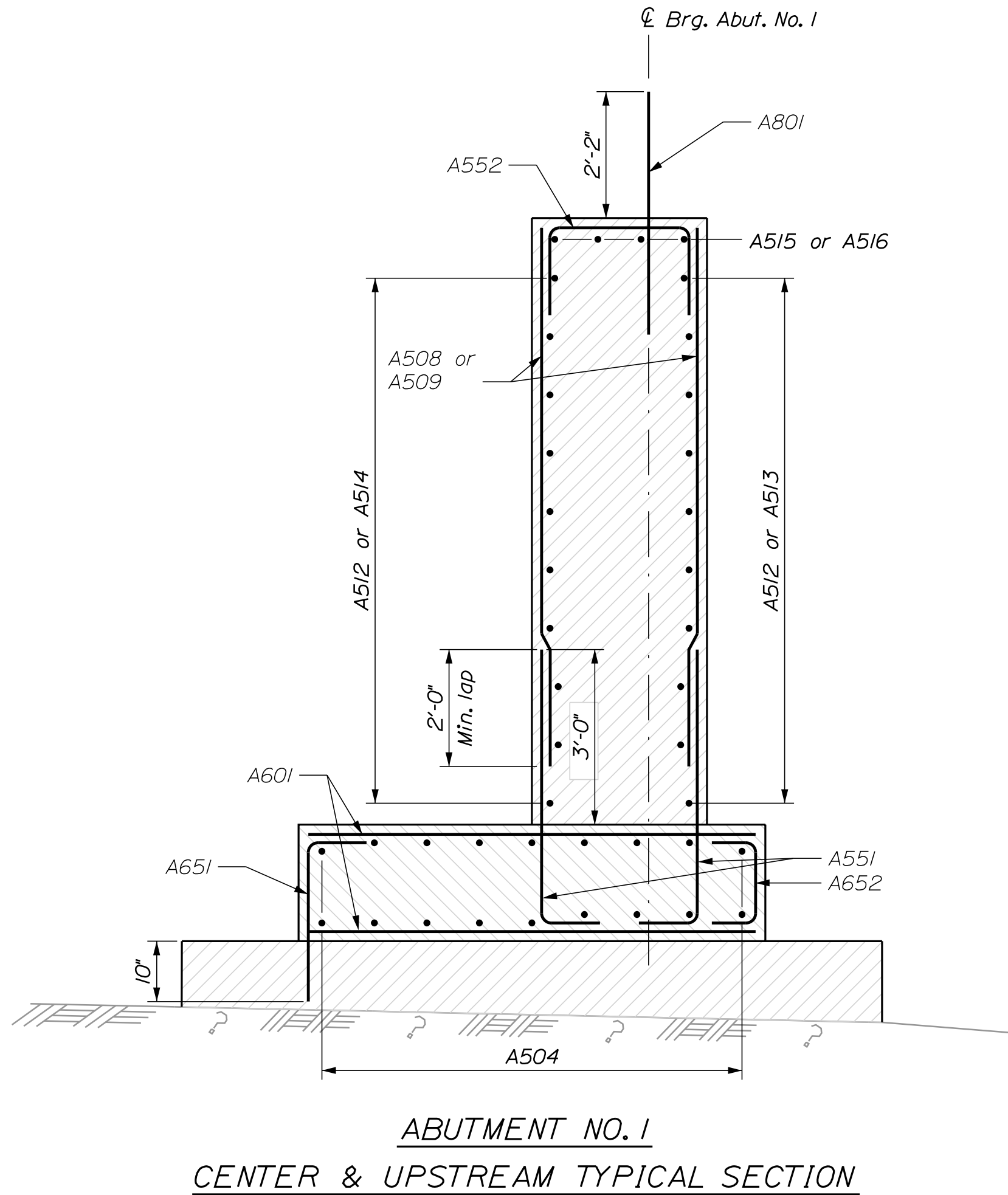
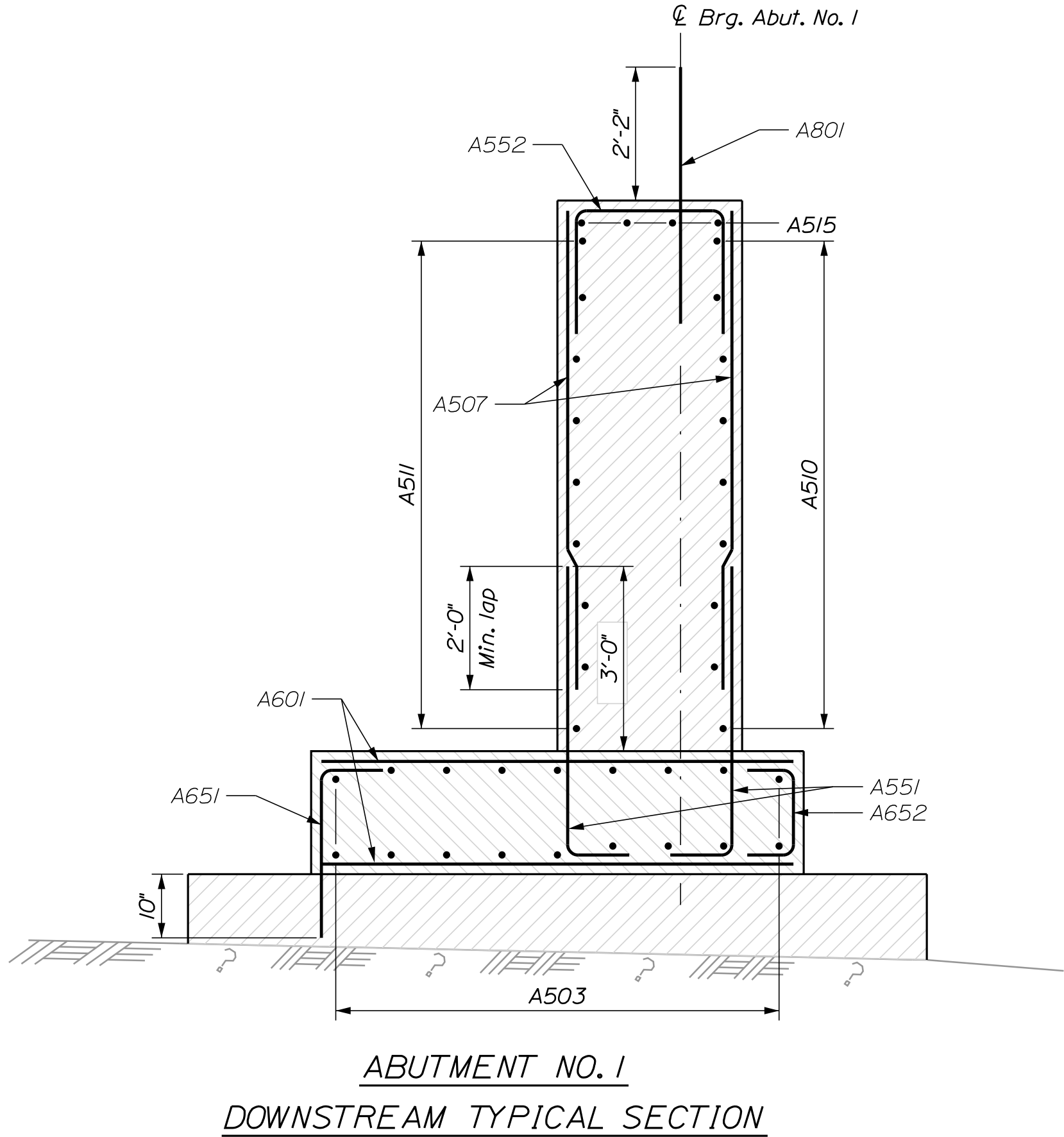
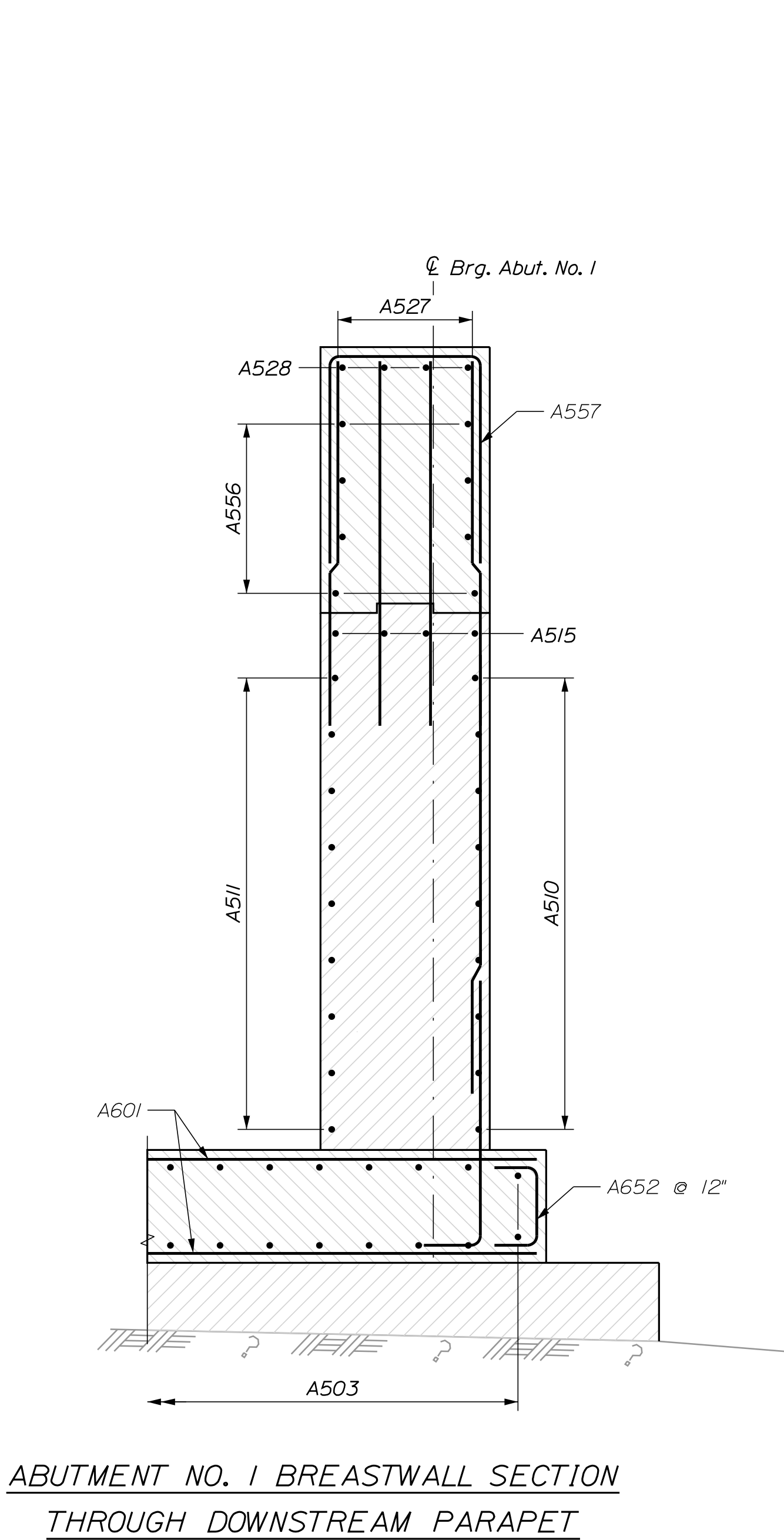
CANAAN BRIDGE	PROJ. MANAGER	M. KEFSBERGEN	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
CARRABASSETT STREAM	DESIGN-DETAILED	C. SCHAK	T. LINDO	1/28/21	
CANAAN	CHECKED-REVIEWED	-	-	-	SIGNATURE
SOMERSET COUNTY	DESIGN2-DETAILED2	-	-	-	
	DESIGN3-DETAILED3	-	-	-	P.E. NUMBER
	REVISONS 1	-	-	-	
ABUTMENT NO. 1	REVISONS 2	-	-	-	DATE
FOOTING REINFORCEMENT PLAN	REVISONS 3	-	-	-	
	REVISONS 4	-	-	-	BRIDGE NO. 2120 WIN 21878.00 BRIDGE PLANS
	FIELD CHANGES	-	-	-	

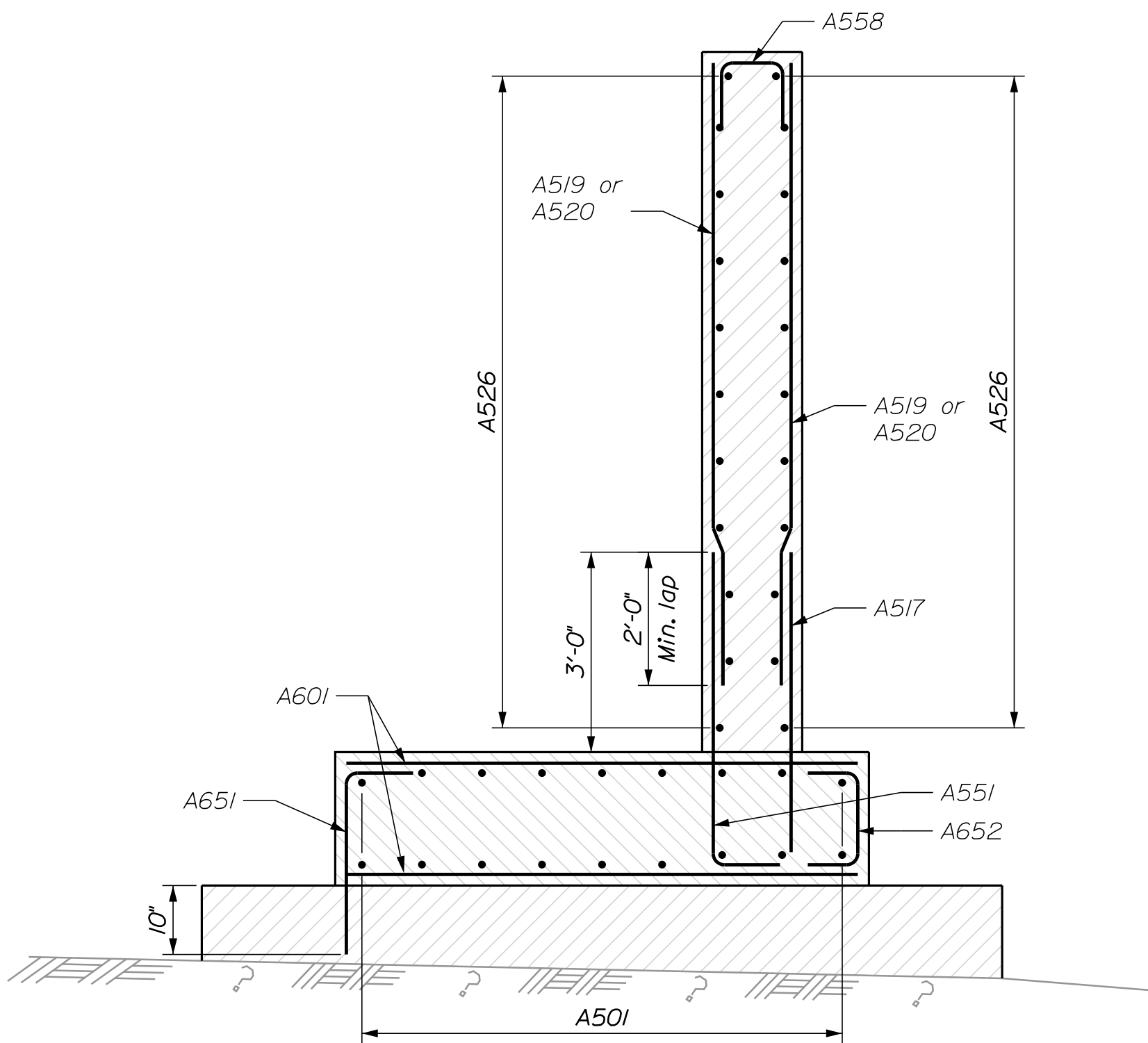


ERDMAN  
ANTHONY

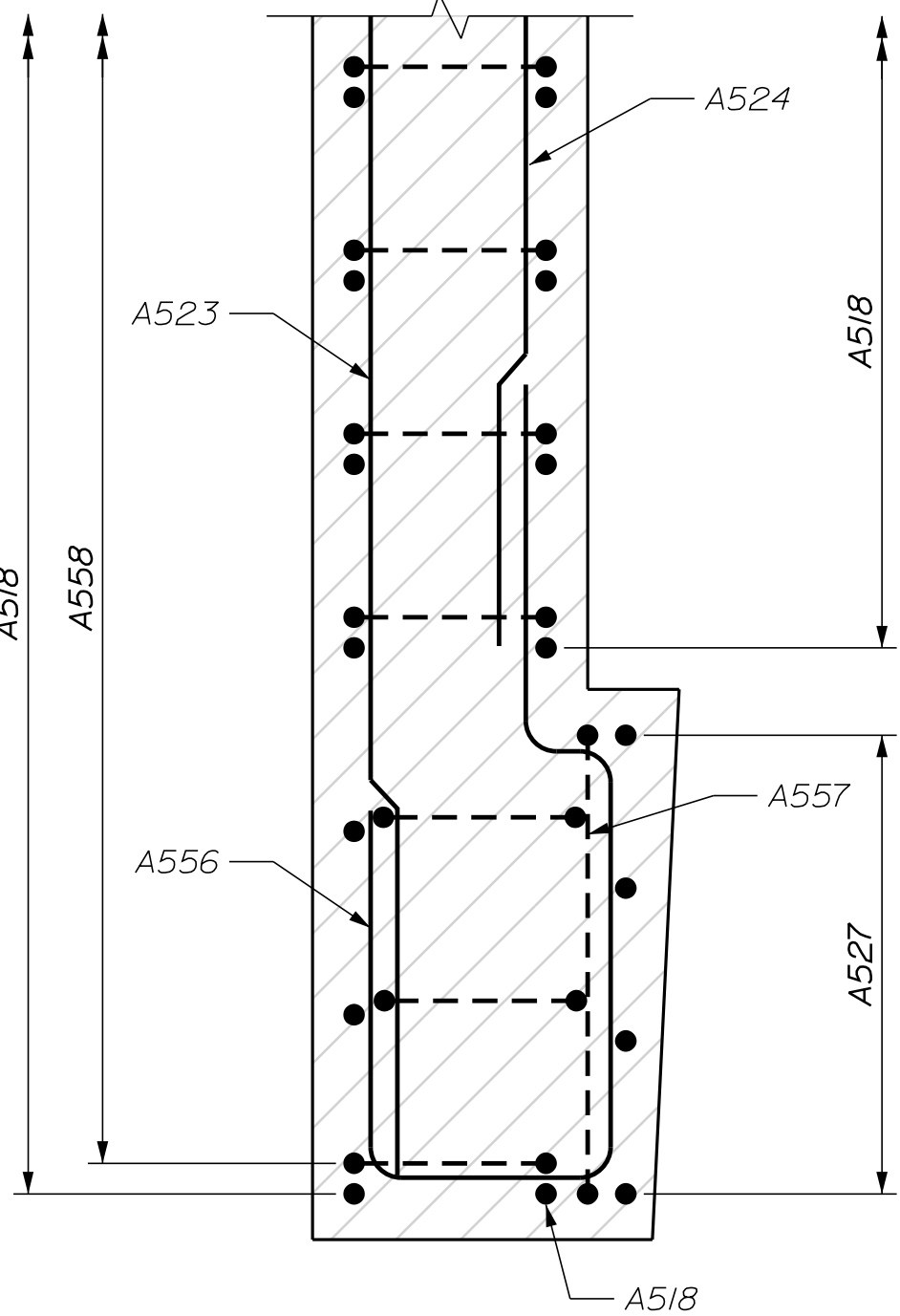
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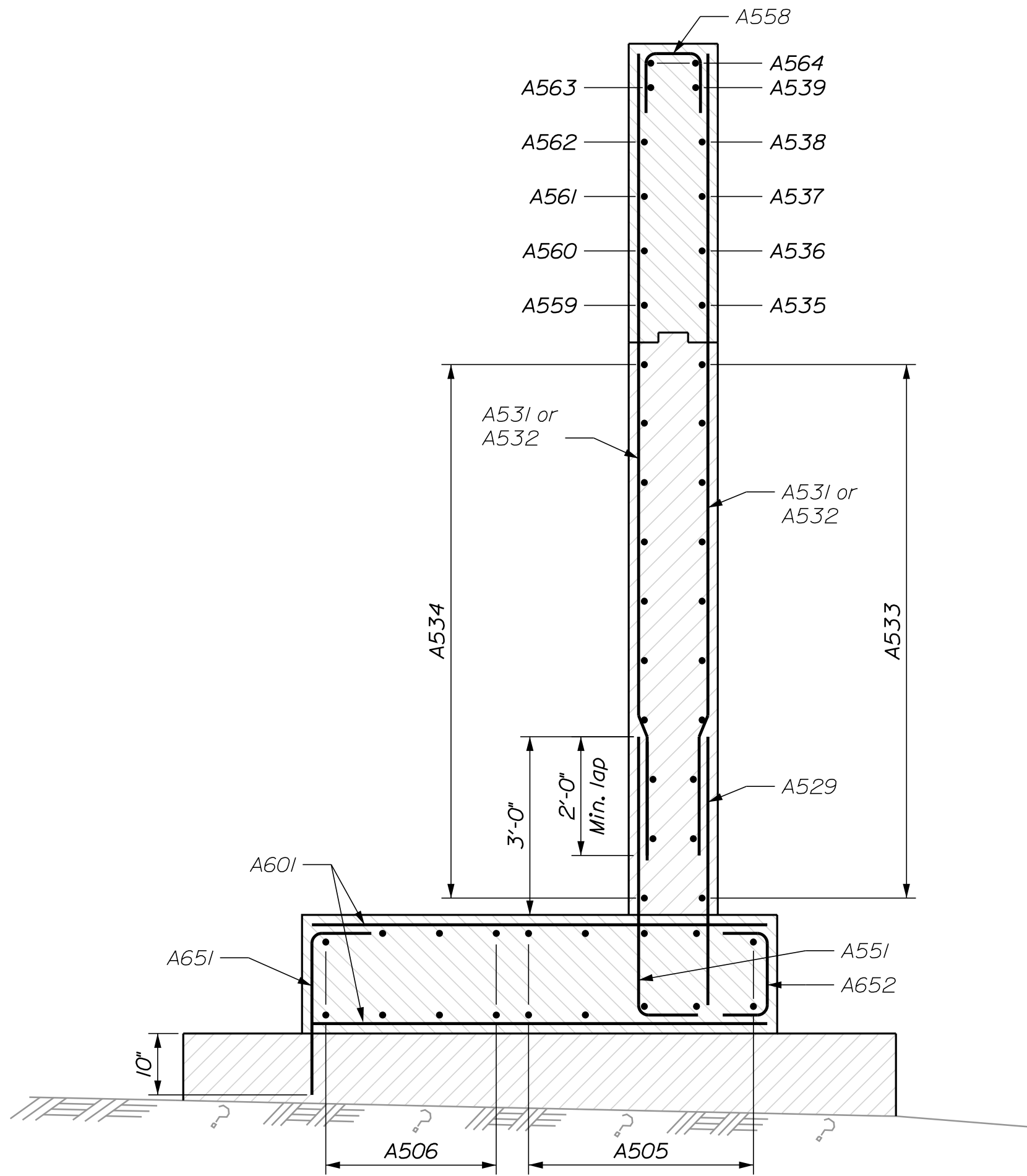




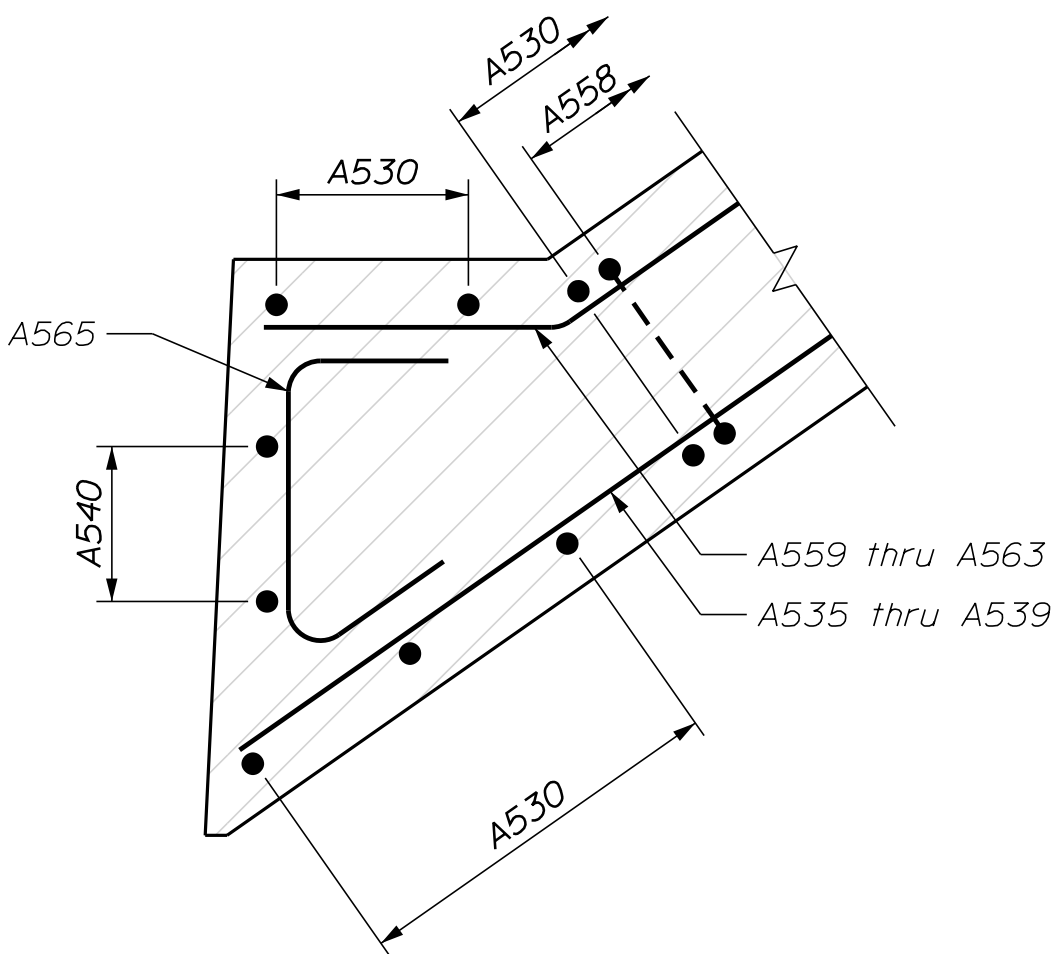
TYPICAL DOWNSTREAM WINGWALL SECTION



DOWNSTREAM PARAPET SECTION A-A



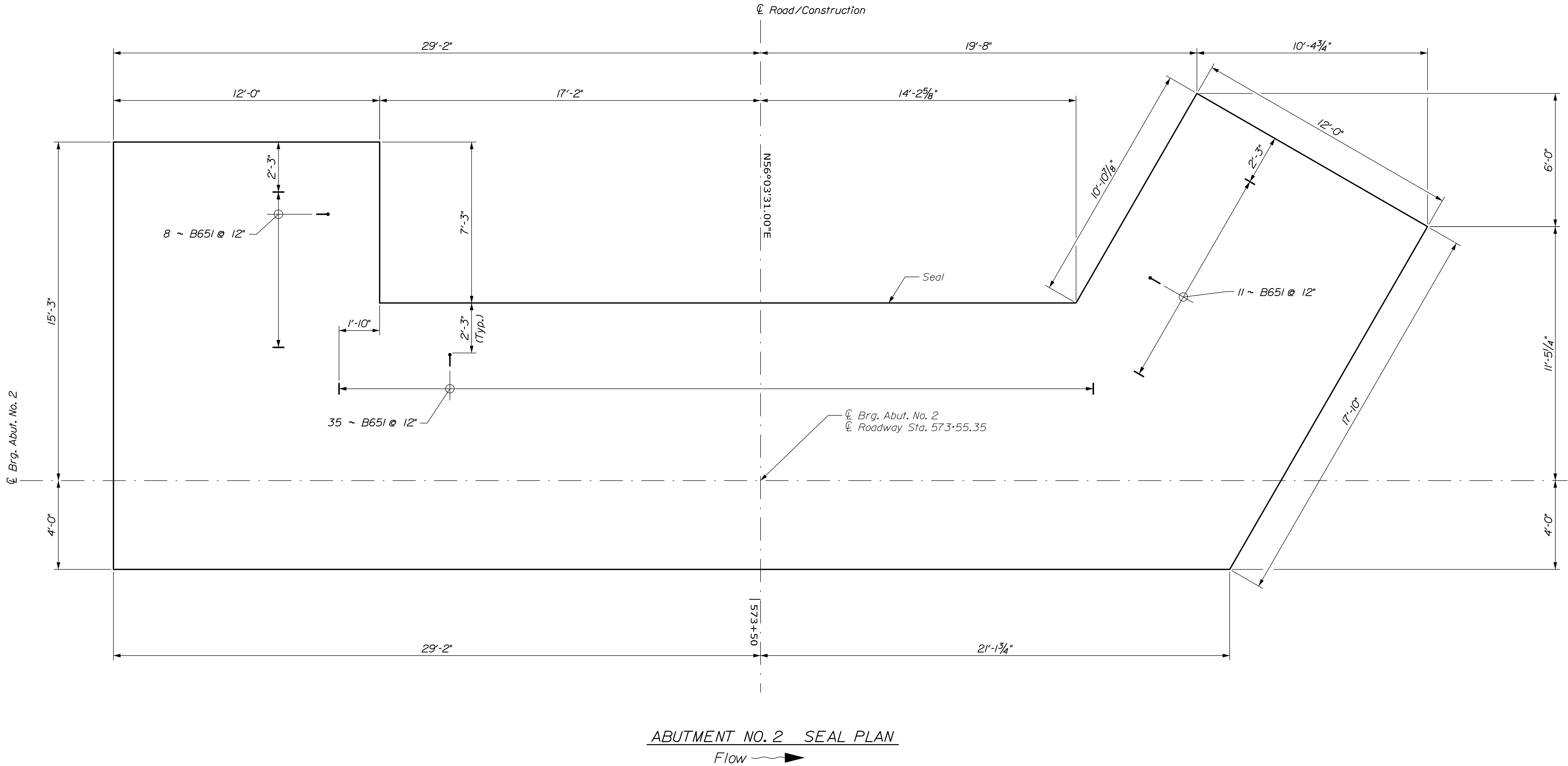
TYPICAL UPSTREAM WINGWALL SECTION



UPSTREAM PARAPET SECTION B-B



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		BRIDGE PLANS	
CANAAN BRIDGE		CARRABASSETT STREAM		SHEET NUMBER	
CARRABASSETT STREAM		SOMERSET COUNTY		24	
CANAAN		ABUTMENT NO. 1		OF 42	
		WINGWALL SECTIONS			
PROJ. MANAGER	M. KERSBERGEN	BY	T. LINDO	DATE	1/28/21
CHECKED	REVIEWED	C. SICHAK		SIGNATURE	
DESIGNED	DETAILS			P.E. NUMBER	
REVISIONS 1				DATE	
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					
BRIDGE NO. 2120		WIN		21878.00	

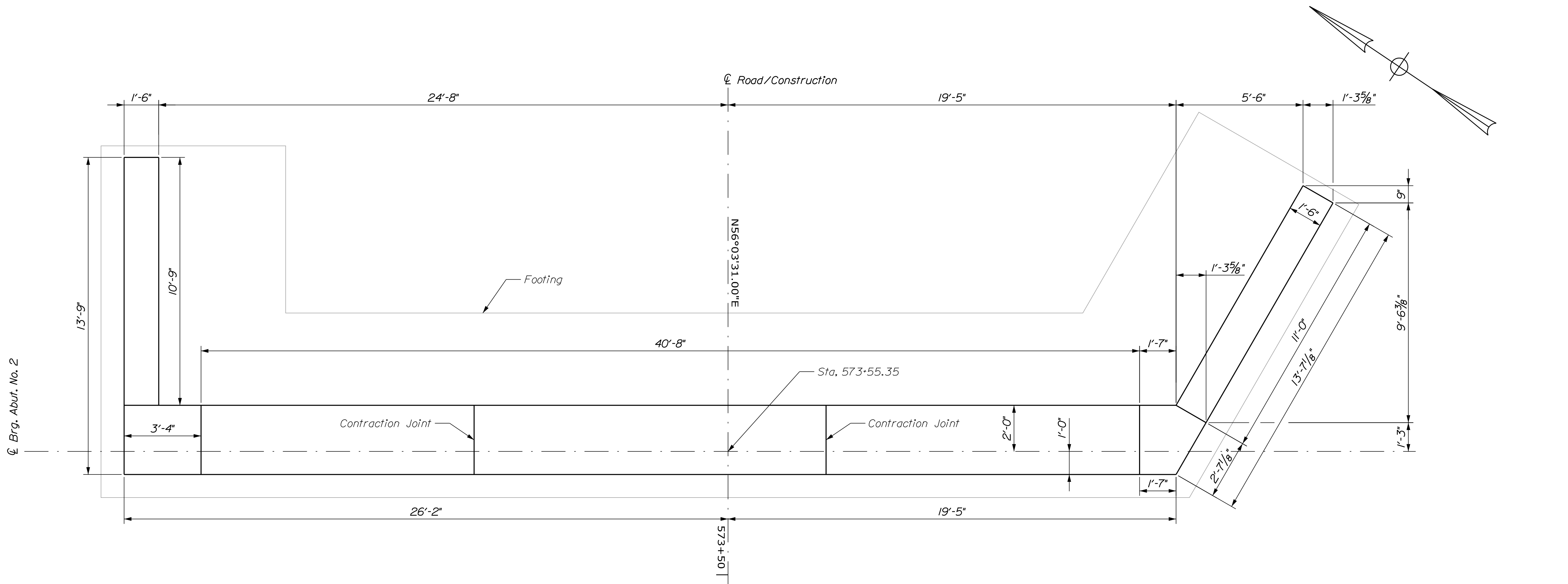


SHEET NUMBER		CANAAN BRIDGE CARRABASSETT STREAM CANAAN SOMERSET COUNTY				PROJ. MANAGER M. KERSBERGEN	BY T. LINDO	DATE 1/28/21	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
25 OF 42		ABUTMENT NO. 2 SEAL PLAN		CHECKED-REVIEWED DESIGN2-DETAILED2		C. SICHAK	-	SIGNATURE	
				DESIGN3-DETAILED3		-	-	P.E. NUMBER	
				REVISIONS 1		-	-	-	BRIDGE NO. 2120  WIN 21878.00  BRIDGE PLANS
				REVISIONS 2		-	-	-	
				REVISIONS 3		-	-	-	
				REVISIONS 4		-	-	-	
FIELD CHANGES						-	-	DATE	

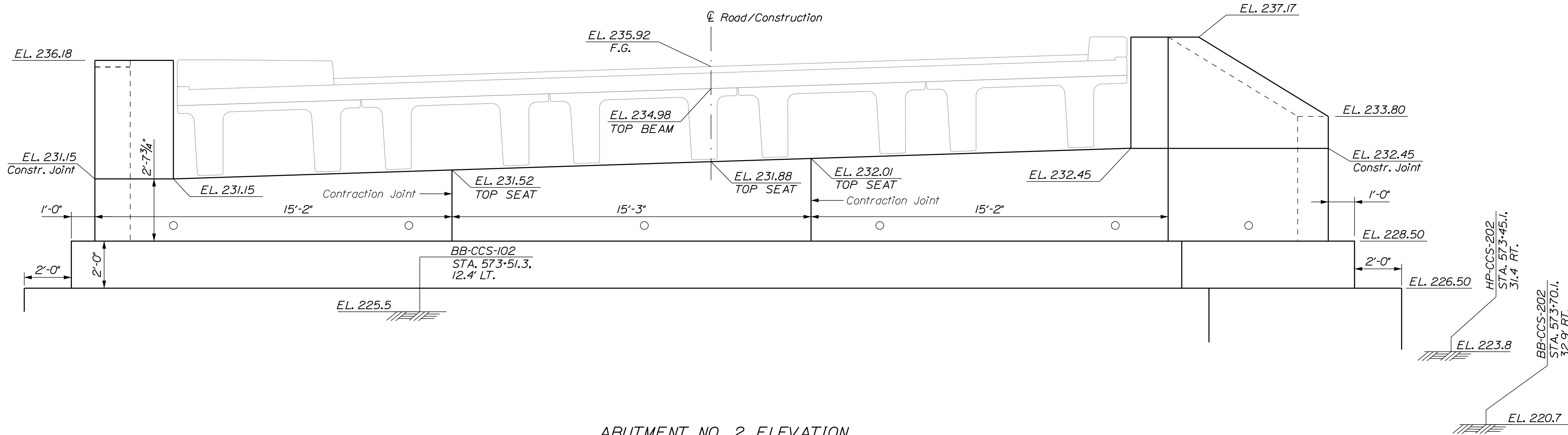




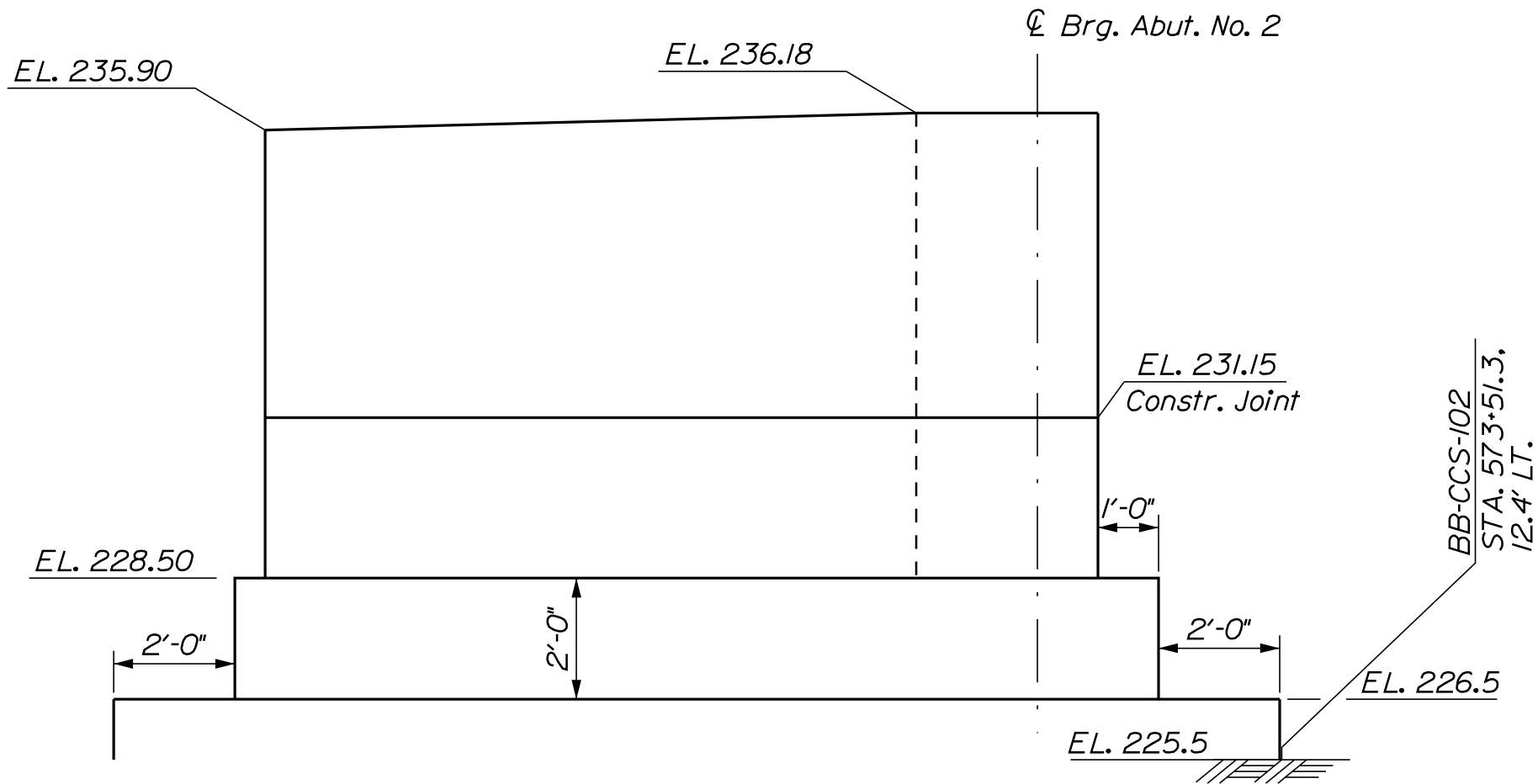
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		CHECKED-REVIEWED	-	-	-
		DESIGN2-DETAILED2	-	-	SIGNATURE
		DESIGN3-DETAILED3	-	-	P.E. NUMBER
CANAAN	ABUTMENT NO. 2 FOOTING PLAN	REVISIONS 1	-	-	-
		REVISIONS 2	-	-	-
		REVISIONS 3	-	-	-
		REVISIONS 4	-	-	DATE
		FIELD CHANGES	-	-	-
		STATE OF MAINE			
		DEPARTMENT OF TRANSPORTATION			
		BRIDGE NO. 2120		WIN	BRIDGE PLANS
				21878.00	



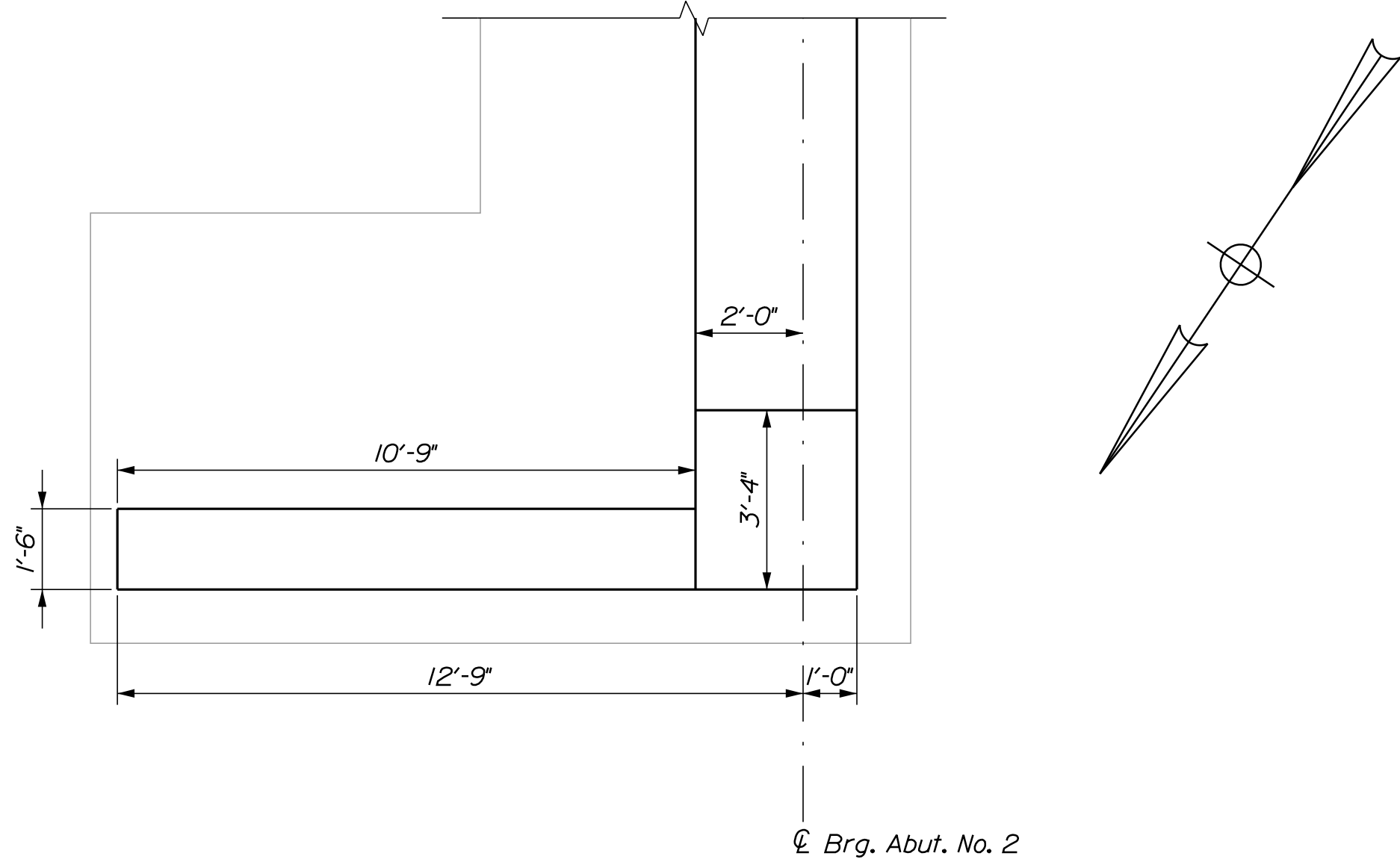
ABUTMENT NO. 2 PLAN  
Flow →



ABUTMENT NO. 2 ELEVATION



ABUTMENT NO. 2 UPSTREAM WINGWALL ELEVATION



ABUTMENT NO. 2 UPSTREAM WINGWALL PLAN

SHEET NUMBER

28

OF 42

CANAAN BRIDGE  
CARRABASSETT STREAM  
SOMERSET COUNTY  
CANAAN  
ABUTMENT NO. 2 NORTHEAST  
W.W. PLAN AND ELEVATION

PROJ. MANAGER	M. KERSBERGEN	BY	DATE
DESIGN-DETAILED	C. SICHAK	T. LINDO	1/28/21
CHECKED-REVIEWED	-	-	-
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
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REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

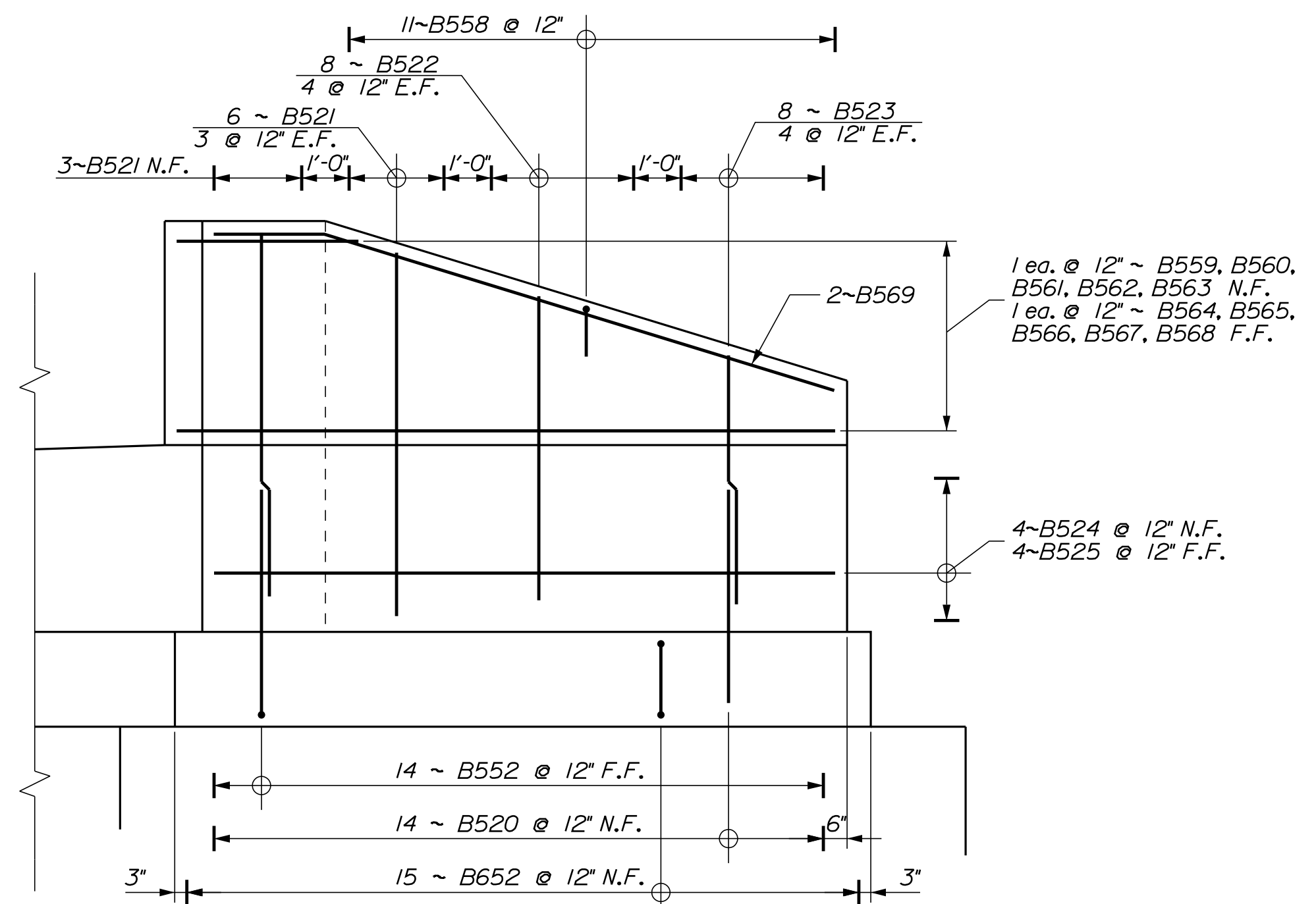
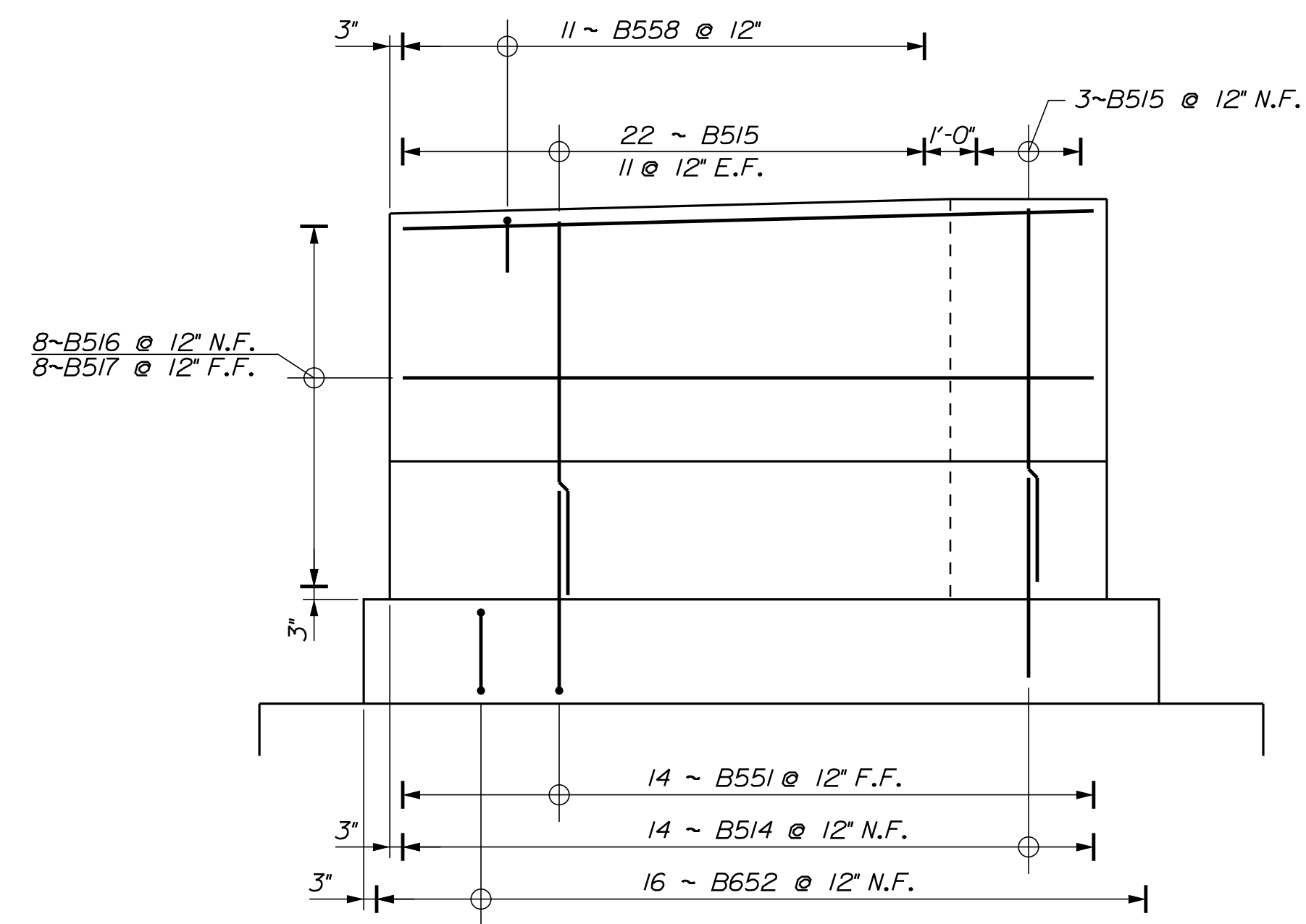
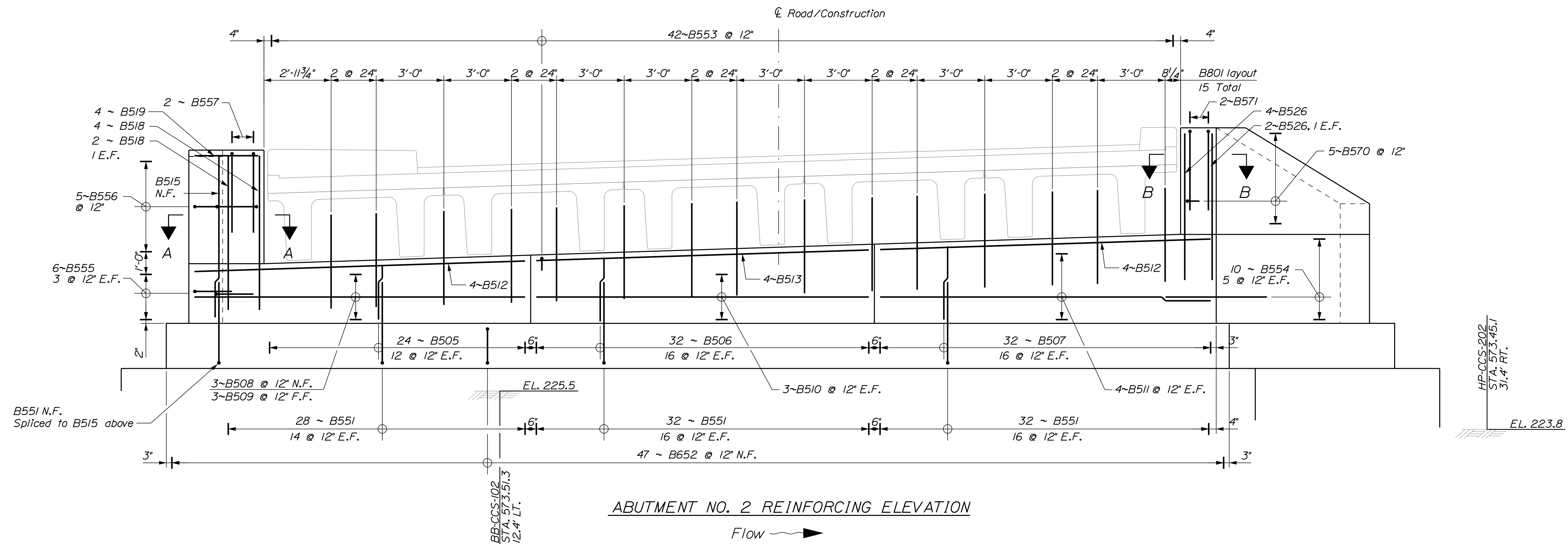
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P.E. NUMBER
DATE

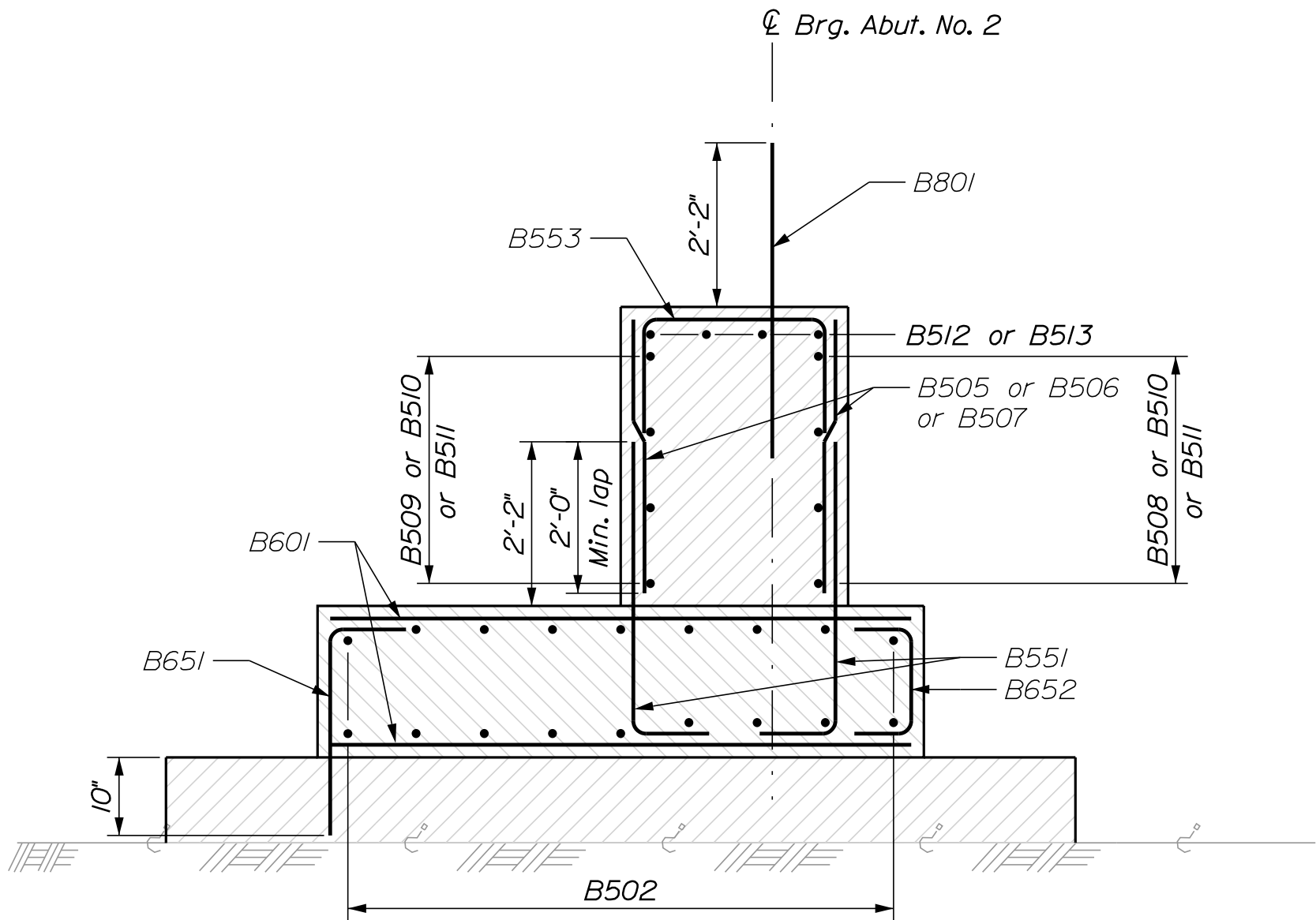
STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
BRIDGE NO. 2120		WIN 21878.00	BRIDGE PLANS



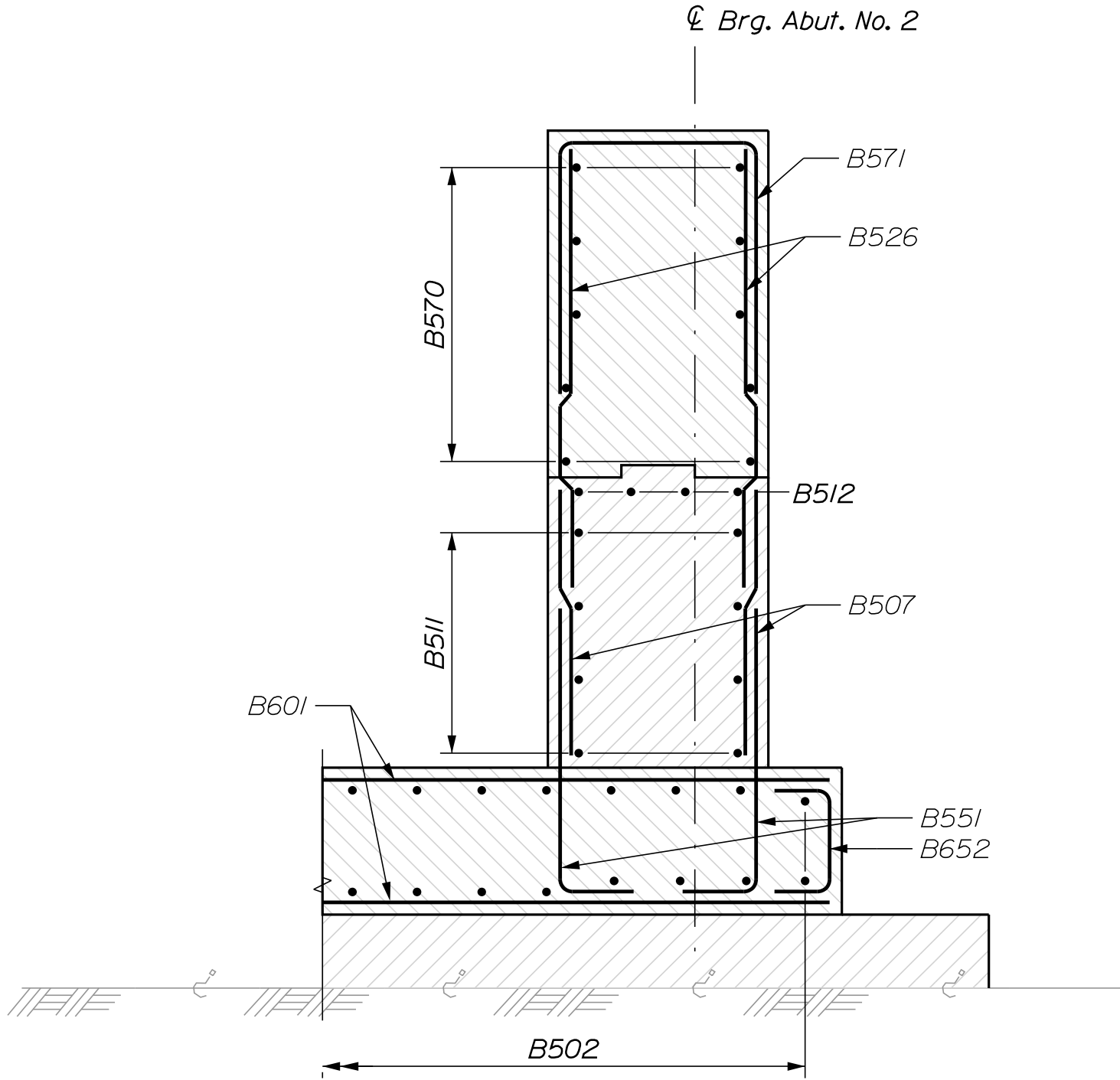


CANAAN BRIDGE					PROJ. MANAGER	M. KEFSBERGEN	BY	DATE	STATE OF MAINE
CARRABASSETT STREAM					DESIGN-DETAILED	C. SCHAK	T. LINDO	1/28/21	
CANAAN SOMERSET COUNTY						CHECKED-REVIEWED	-	-	SIGNATURE
						DESIGN2-DETAILED2	-	-	
						DESIGN3-DETAILED3	-	-	
						REVISIONS 1	-	-	P.E. NUMBER
						REVISIONS 2	-	-	
					REVISIONS 3	-	-		
ABUTMENT NO. 2 FOOTING REINFORCEMENT PLAN						REVISIONS 4	-	-	DATE
						FIELD CHANGES	-	-	
	BRIDGE NO. 2120								WIN 21878.00

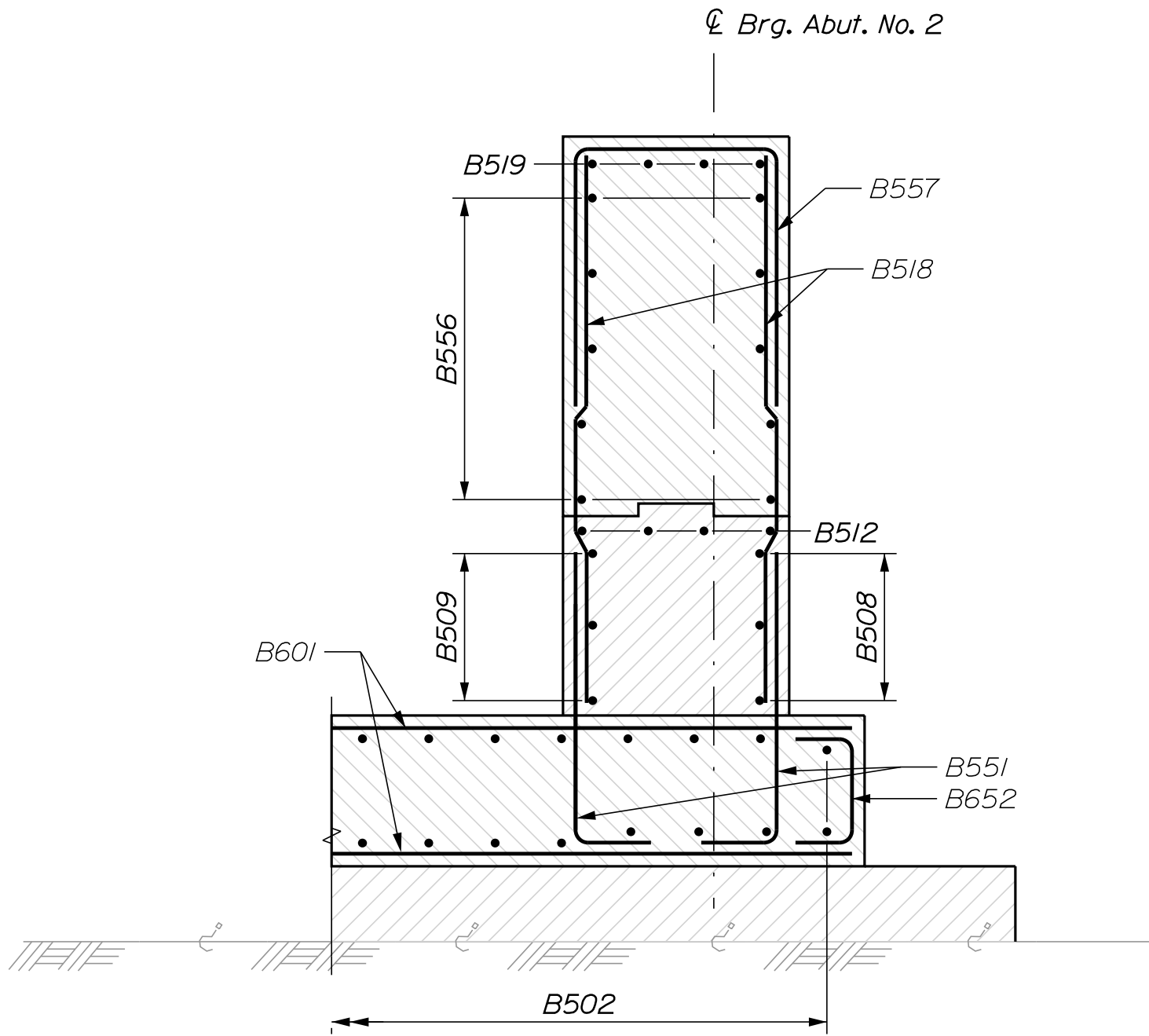




ABUTMENT NO. 2  
 TYPICAL SECTION



ABUTMENT NO. 2 BREASTWALL SECTION  
 THROUGH DOWNSTREAM PARAPET

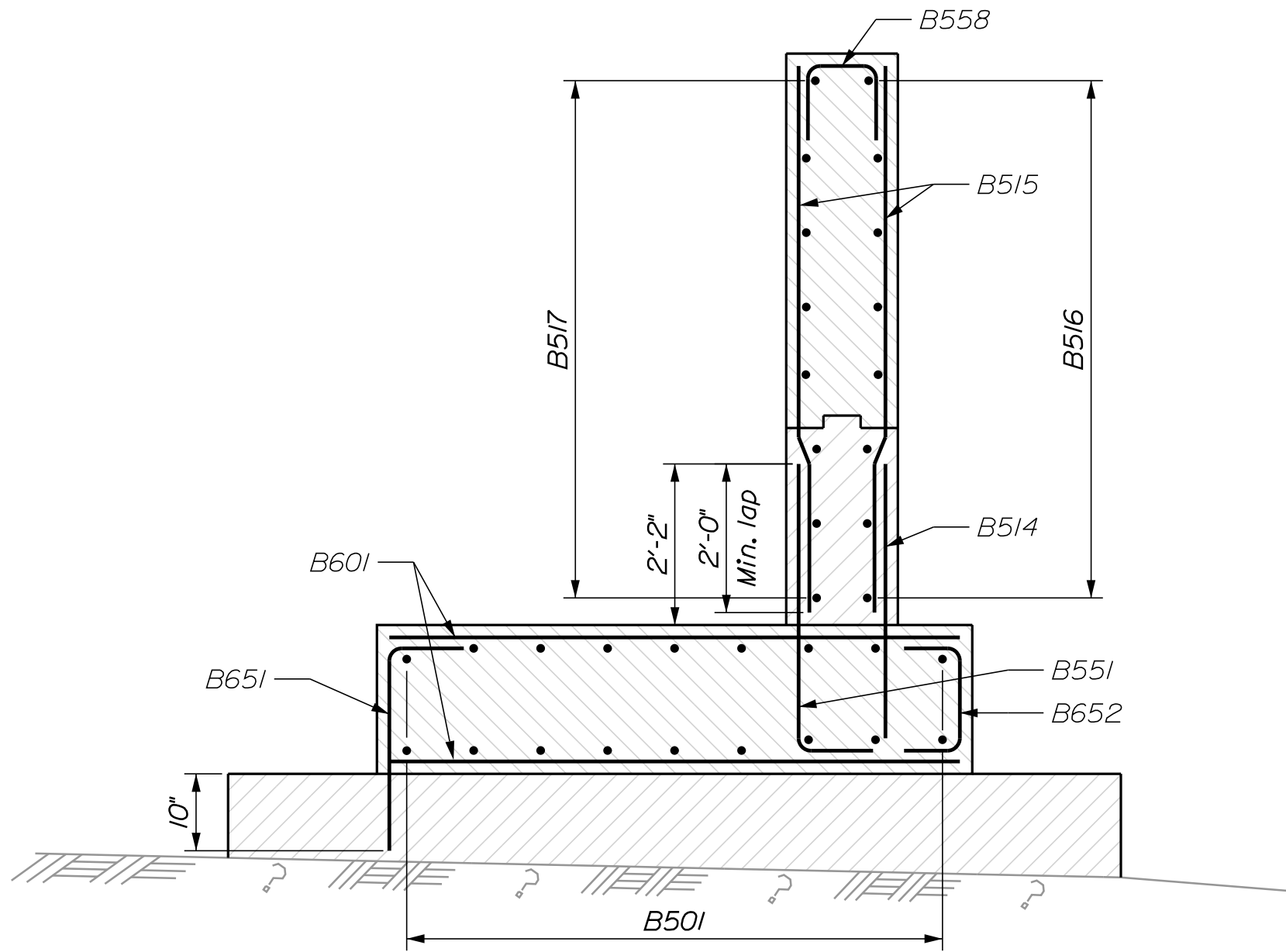


ABUTMENT NO. 2 BREASTWALL SECTION  
 THROUGH UPSTREAM PARAPET

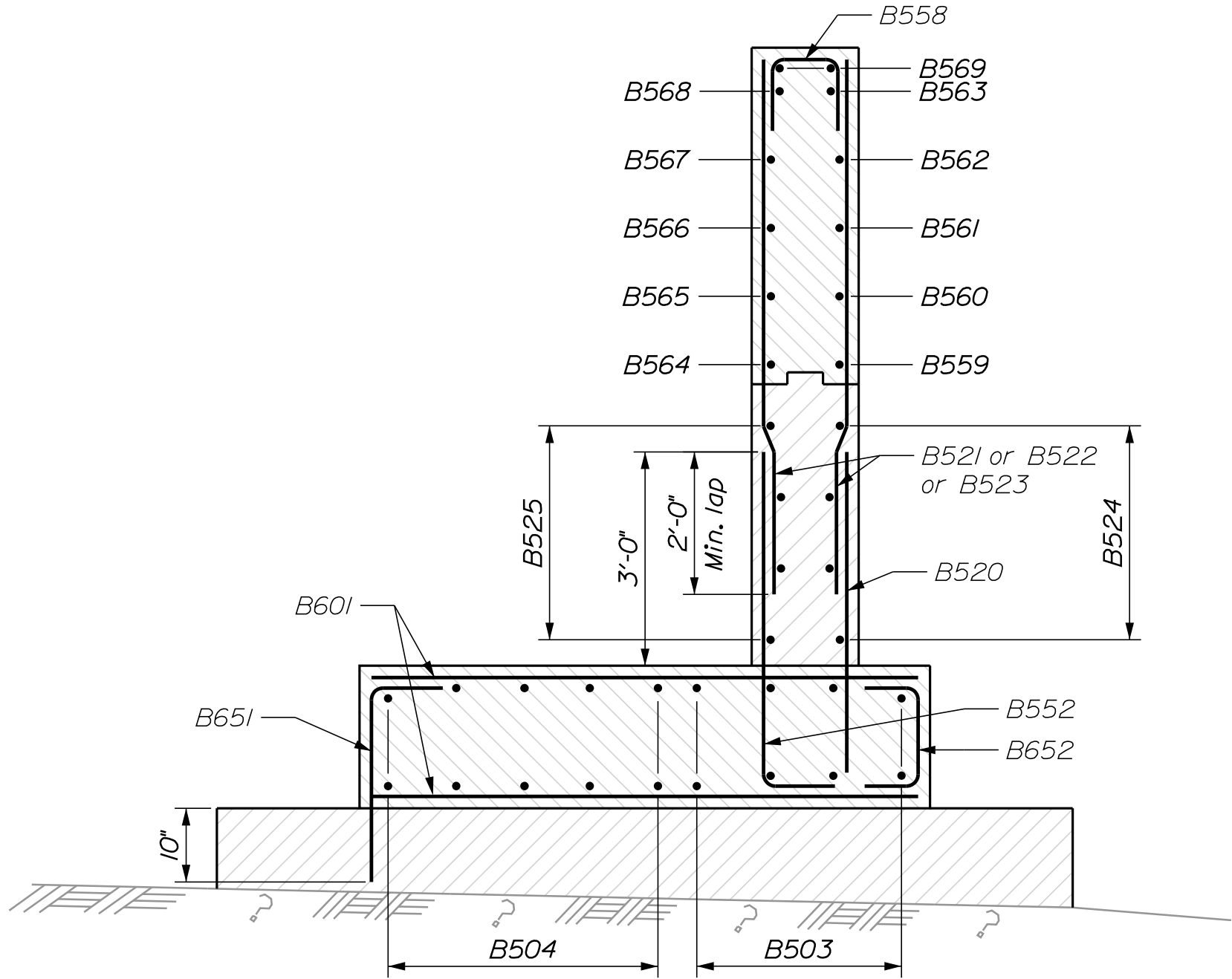


PROJ. MANAGER	M. KERSBERGEN	BY	DATE
CHECKED-REVIEWED	C. SICHAK	T. LINDO	1/28/21
DESIGNED-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

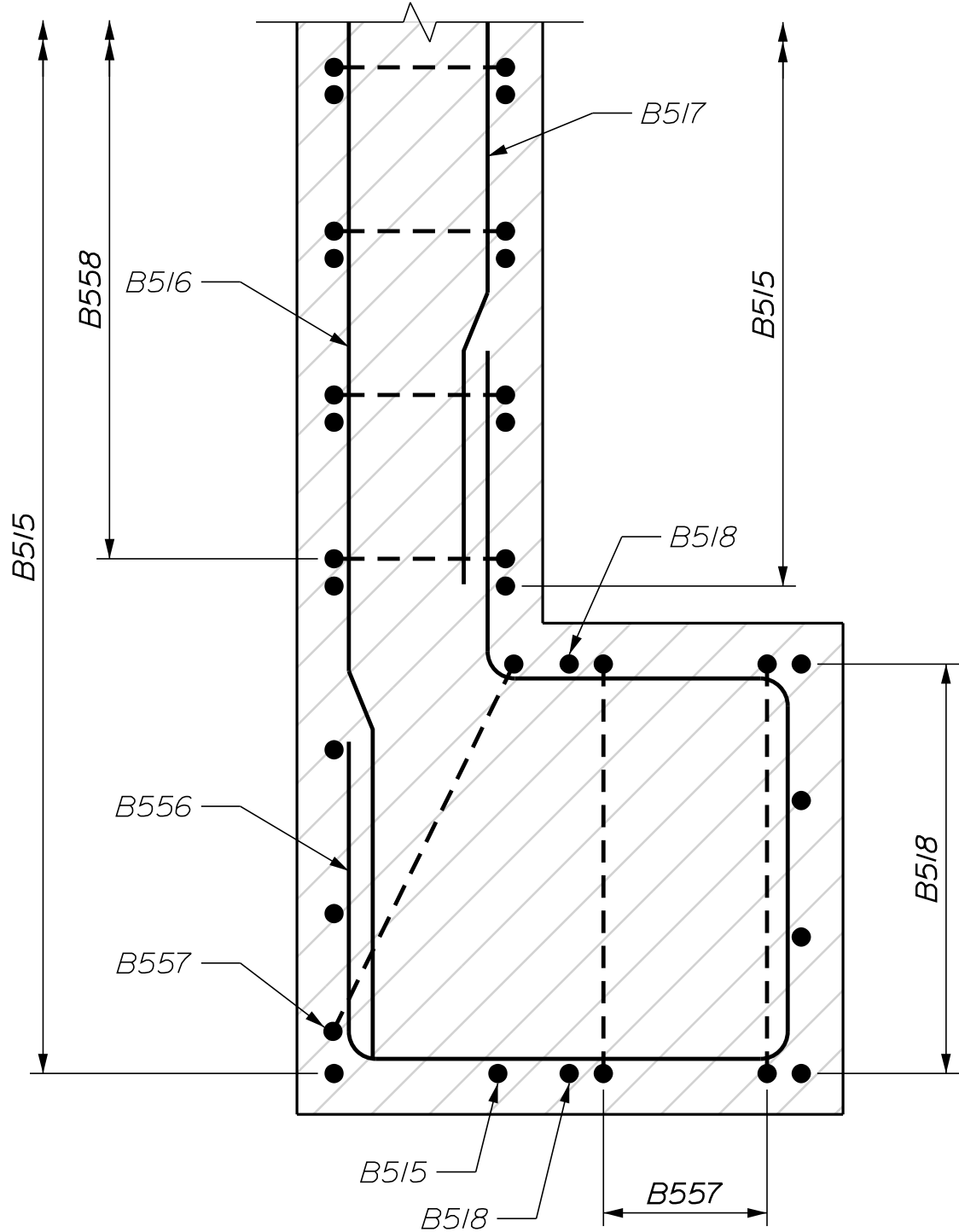
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 DATE



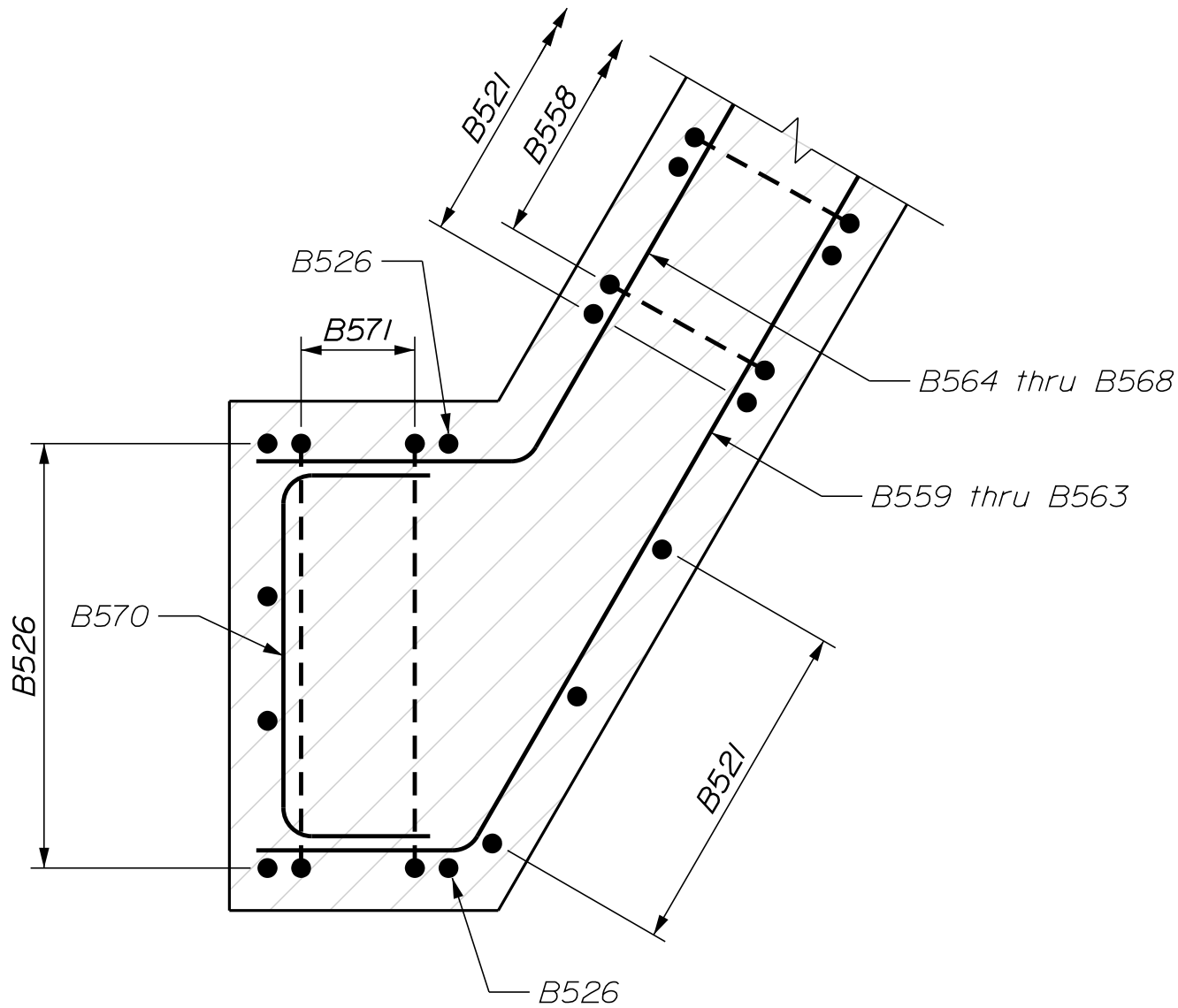
TYPICAL UPSTREAM WINGWALL SECTION



TYPICAL DOWNSTREAM WINGWALL SECTION



UPSTREAM PARAPET SECTION A-A

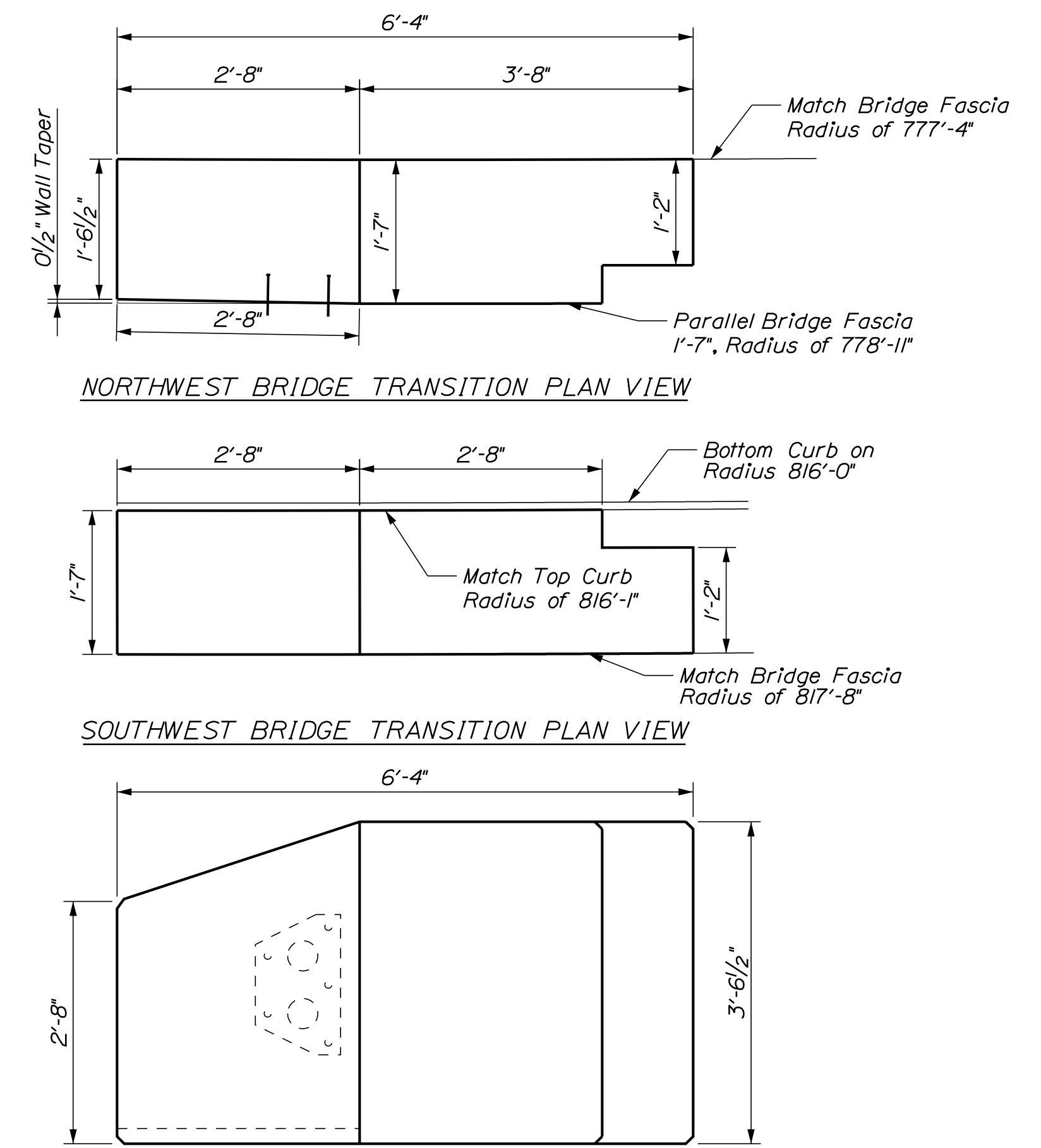


DOWNSTREAM PARAPET SECTION B-B



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		CANAAN BRIDGE CARRABASSETT STREAM SOMERSET COUNTY		PROJ. MANAGER	M. KERSBERGEN	BY	DATE
				C. SICHAK	T. LINDO	11/28/21	
		CANAAN		CHECKED-REVIEWED	-	-	SIGNATURE
				DESIGN2-DETAILED2	-	-	
				DESIGN3-DETAILED3	-	-	P.E. NUMBER
		ABUTMENT NO. 2 WINGWALL SECTIONS		REVISIONS 1	-	-	
				REVISIONS 2	-	-	
				REVISIONS 3	-	-	
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				FIELD CHANGES	-	-	DATE
BRIDGE NO. 2120							
WIN 21878.00							
BRIDGE PLANS							

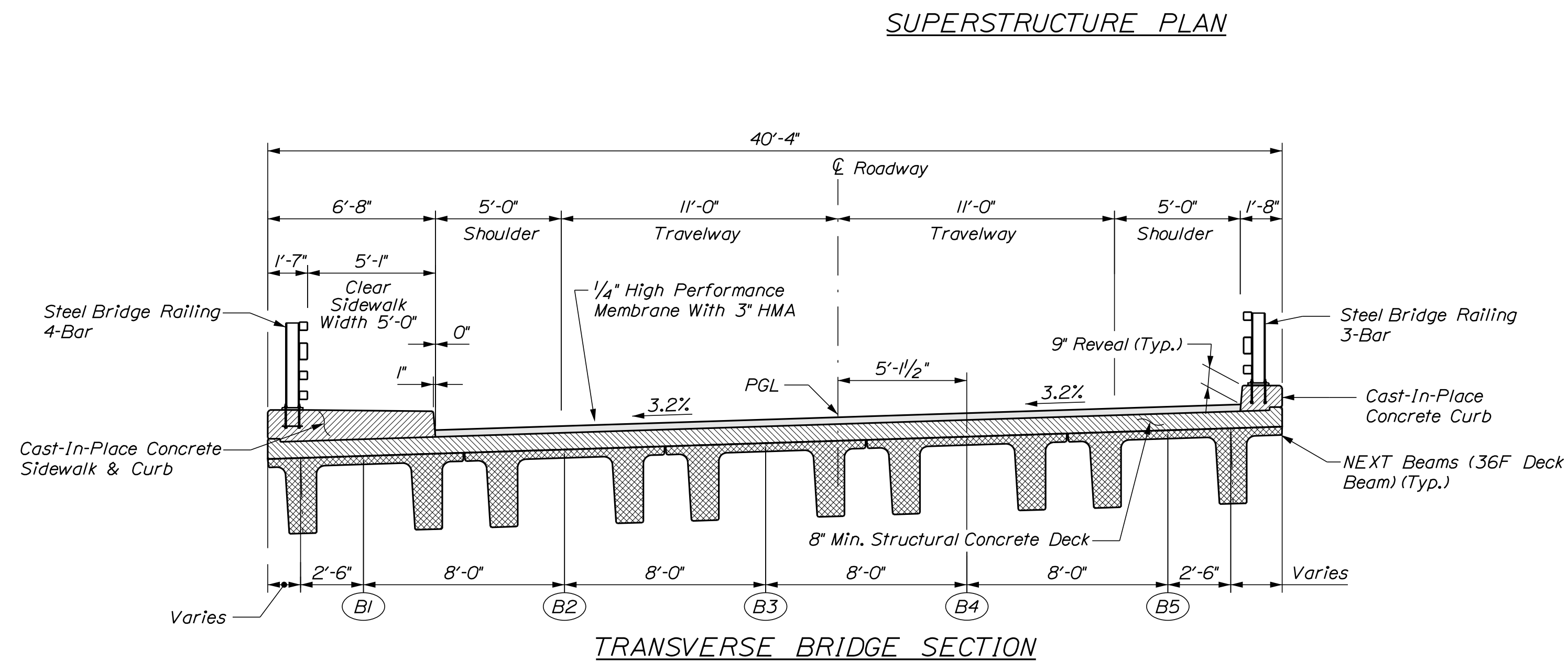


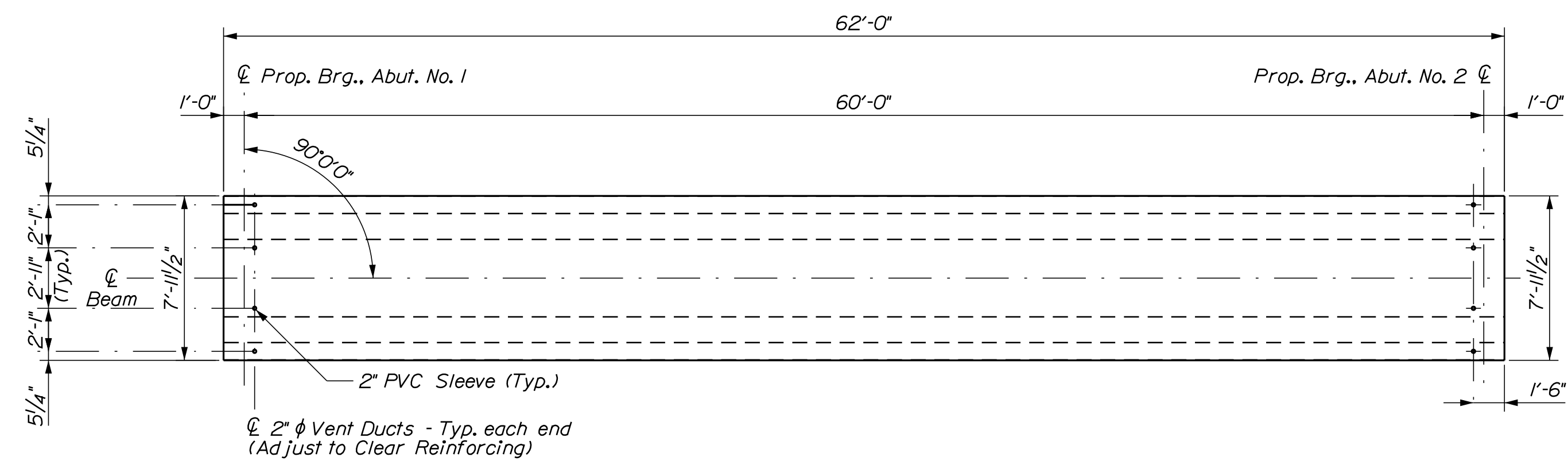
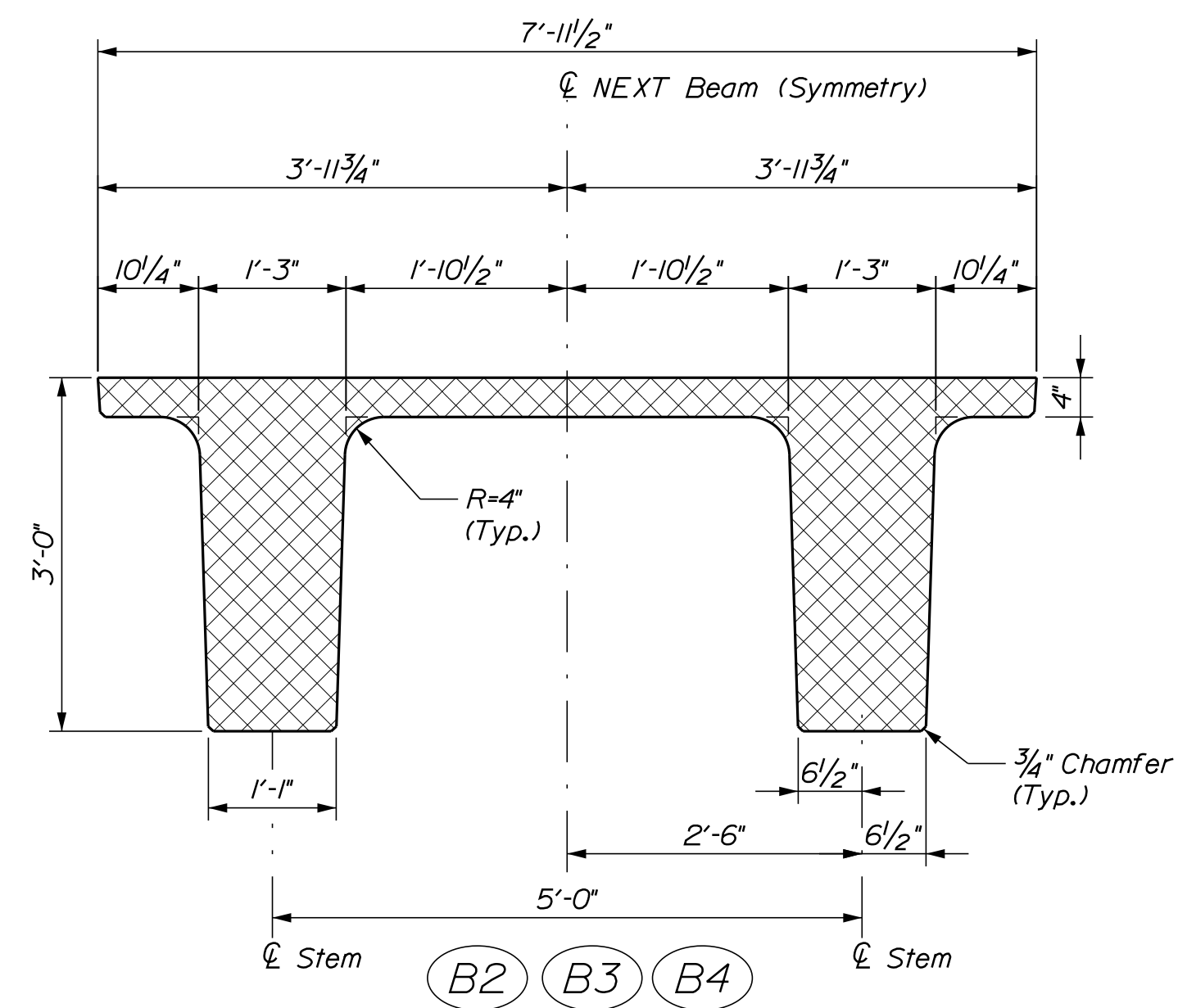


BRIDGE TRANSITION ELEVATION

1. For details not shown, refer to the Standard Details.
2. Provide 4 additional stirrups in the curbs at each Transition Barrier location.
3. The Contractor shall install Transition Barrier vertical closed stirrups, as shown in Standard details section 526, prior to the placement of the curb concrete.

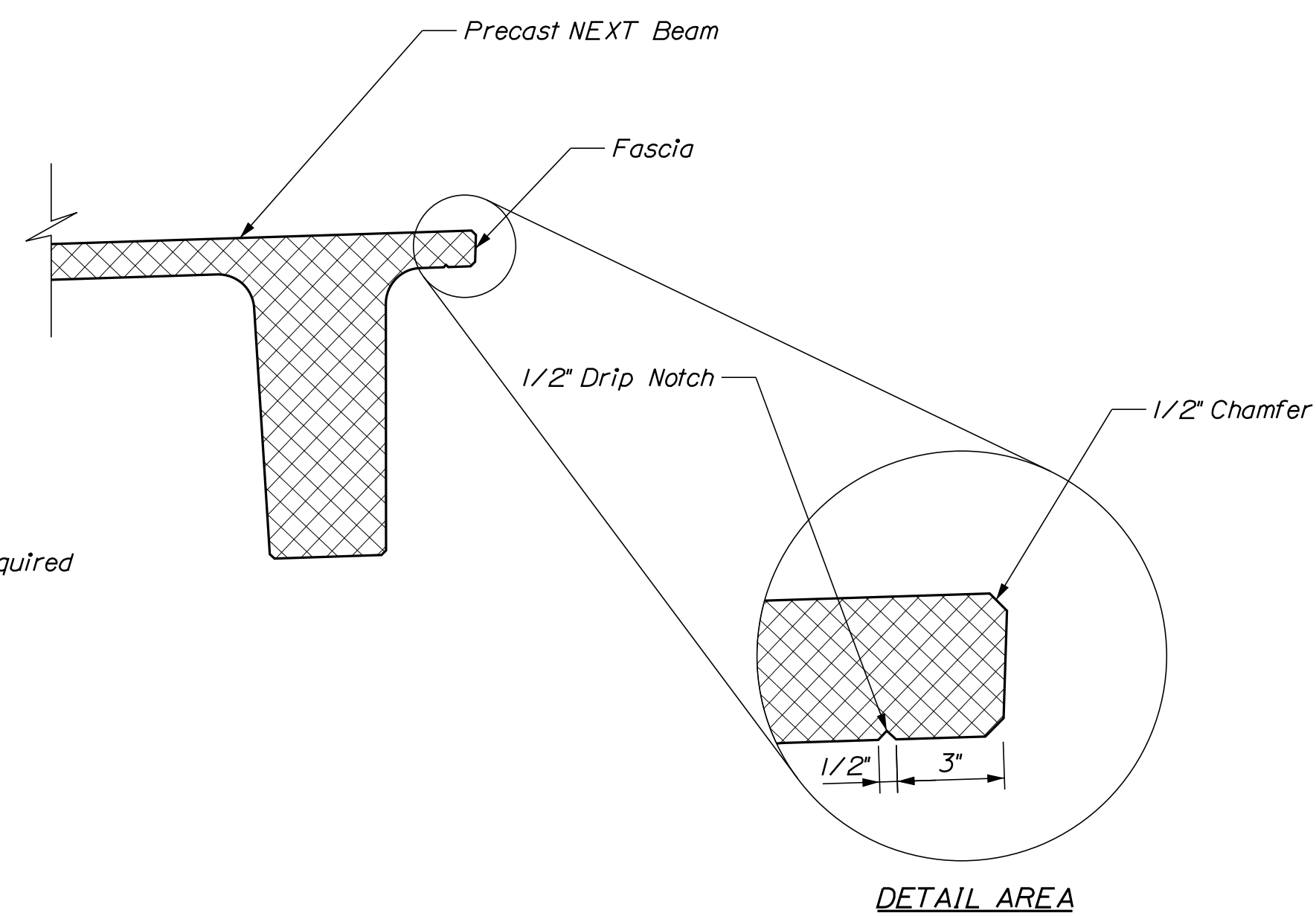
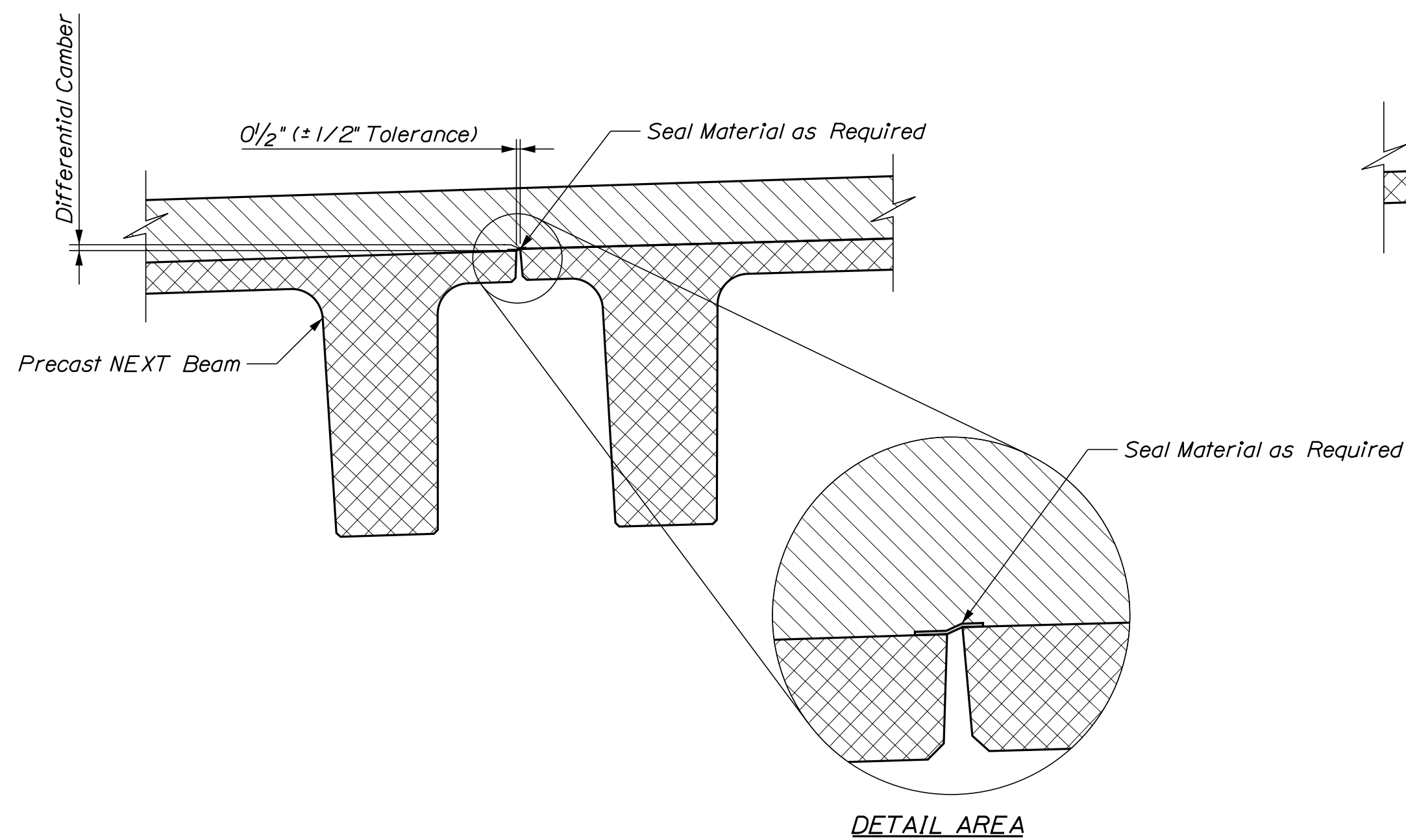
1. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
2. The concrete curb and sidewalk shall not be placed until the NEXT Beam has achieved the 28-day design strength.
3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
4. The superstructure slab concrete shall be placed continuously and shall be kept in plastic until the entire placement, including both end diaphragms, has been made.
5. The deck thickness and curb stirrups shall be adjusted in accordance with Special Provision Section 535, Precast, Prestressed Concrete Superstructure - Camber.
6. End diaphragm concrete will be paid for under Item No. 502.261, Structural Concrete Roadway and Sidewalk Slabs on Concrete Bridges.
7. Place one piece of 1 inch thick closed cell foam between the end diaphragm and wingwall parapet. Foam shall extend from the bridge seat to the top of the wingwall parapet and the full wingwall parapet thickness. The outside perimeter (3 sides) of the closed cell foam shall be set back from the concrete face in order to place a silicone sealant around the perimeter to seal the joint. Silicone sealant shall be a product on the Qualified Products List. Close cell foam and silicone sealant will be considered incidental to Item No. 502.261, Structural Concrete Roadway and Sidewalk Slabs on Concrete Bridges. No separate payment will be made.
8. The sleeve and sealant shown in the Superstructure Anchorage Detail will be considered incidental to Item No. 502.261, Structural Concrete Roadway and Sidewalk Slabs on Concrete Bridges. No separate payment will be made. The sealant shall be listed on the MaineDOT Silicone & Polyurethane Joint Sealants Qualified Products List.
9. Permanent Concrete Transition Barrier reinforcement shall be stainless steel. Payment for substituting stainless steel reinforcing will not be made but will be considered incidental to Item No. 526.34, Permanent Concrete Transition Barrier.





## 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 3/4 inches and the estimated camber at erection is 15/16 inches. Refer to Special Provision Section 535, Precast Prestressed Concrete Superstructure - Camber.*
3. *Prestressing strands shall be 0.6 inch diameter. The tensioning force is 44 kips per prestressing strand, including the top strands.*
4. *Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.*
5. *Do not drill or use powder actuated tools on the prestressed beams without approval of the Fabrication Engineer.*
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. All 4 top row strands shall be fully bonded.*
8. *A mat of stainless mild reinforcing steel, #4 bars @ 12 inches in both directions may be substituted for the welded wire fabric. All mild reinforcing steel in the NEXT Beams shall be ASTM A 955, Grade 75.*
9. *Lifting loops and temporary/storage/shipping dunnage shall be a maximum of 2 feet from each beam end.*
10. *The Contractor shall calibrate the jacking equipment as necessary to provide an anchorage of 38 to 41 kips after setting losses in each 0.6 inch diameter post tensioning strand.*



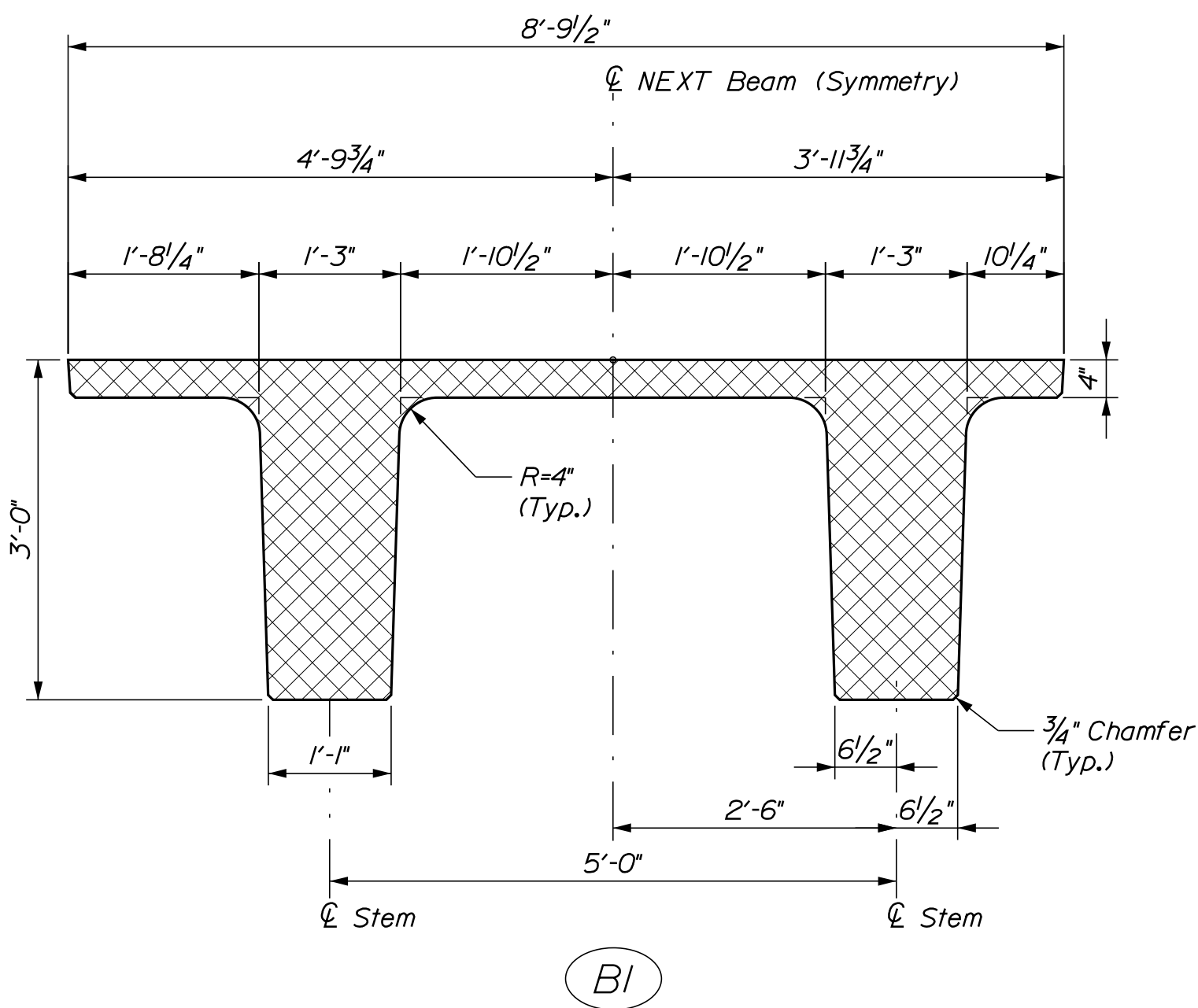
## ELASTOMERIC BEARING PAD NOTES

1. *Elastomeric Bearing Pads shall be 3'-0" x 40'-4" in plan and 1/4" tall.*
2. *The elastomer shall have a shear modulus of 95 psi and a Shore A Durometer hardness of 50.*
3. *Elastomeric Bearing Pads shall conform to the requirements of Division 2, Section 18.2 of AASHTO Standard Specifications for Highway Bridges.*
4. *Elastomeric Bearing Pads will not be paid for directly but will be considered incidental to related Contract items. No separate payment will be made.*

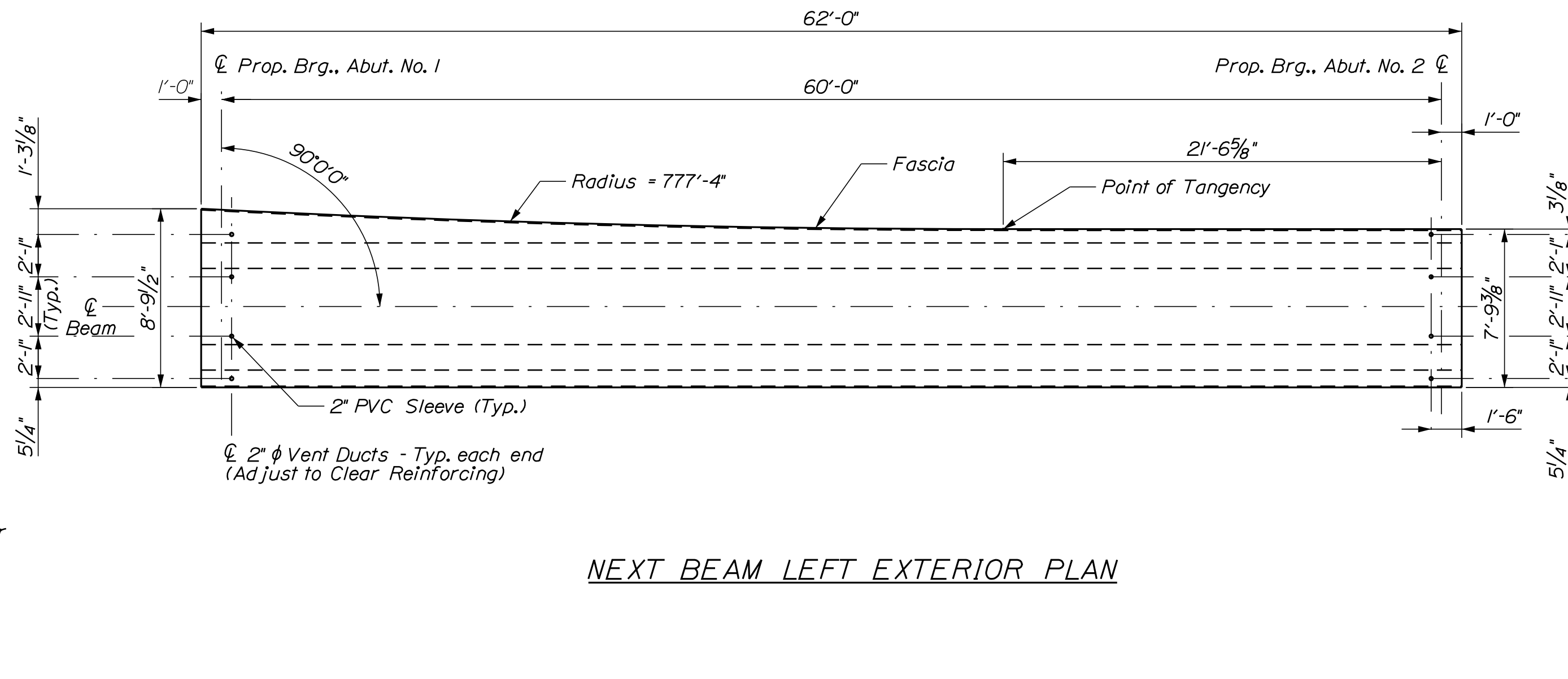
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Username: LindoT

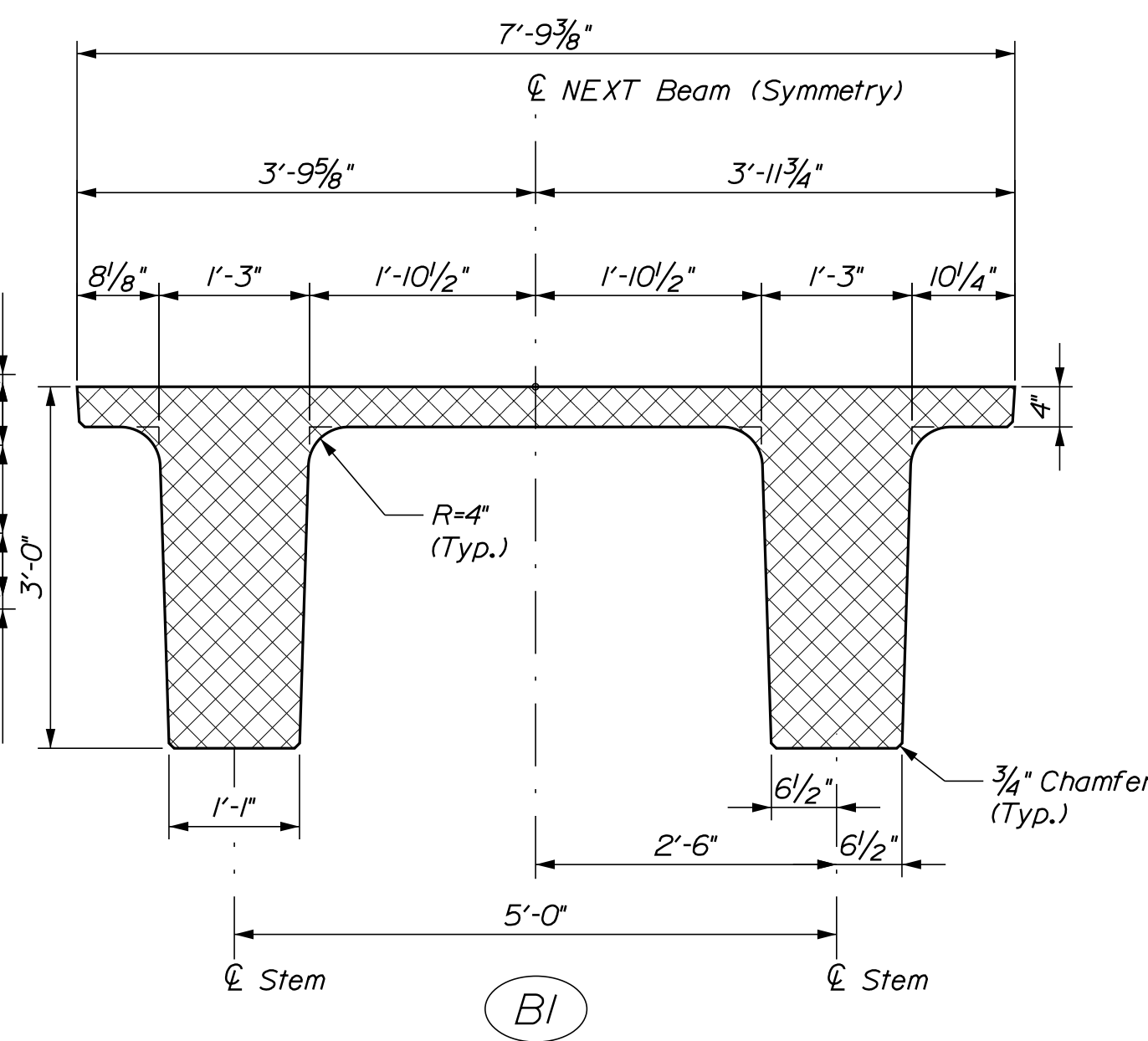
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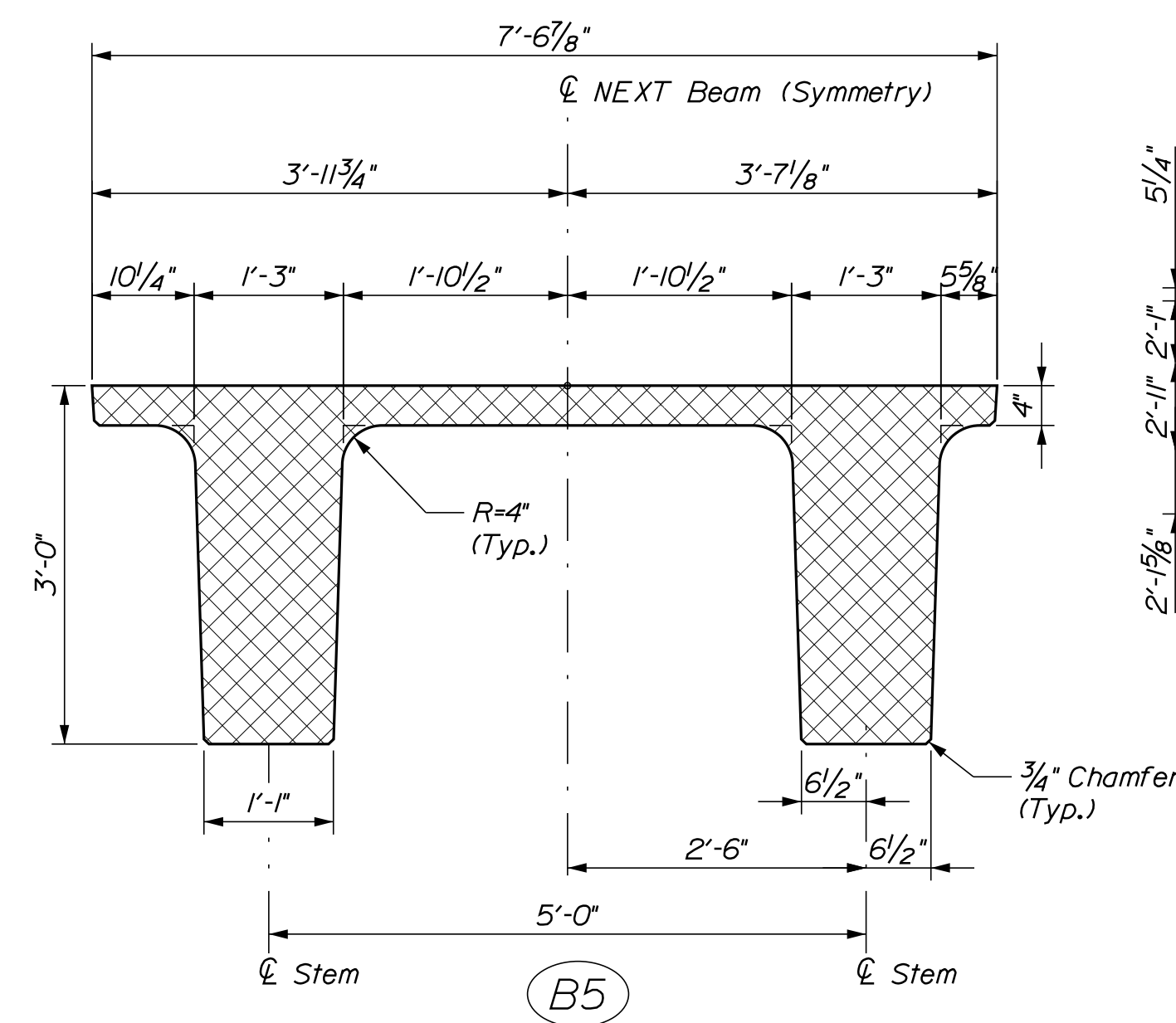
NEXT 36F BEAM LEFT EXTERIOR SECTION  
(BEGIN BRIDGE)



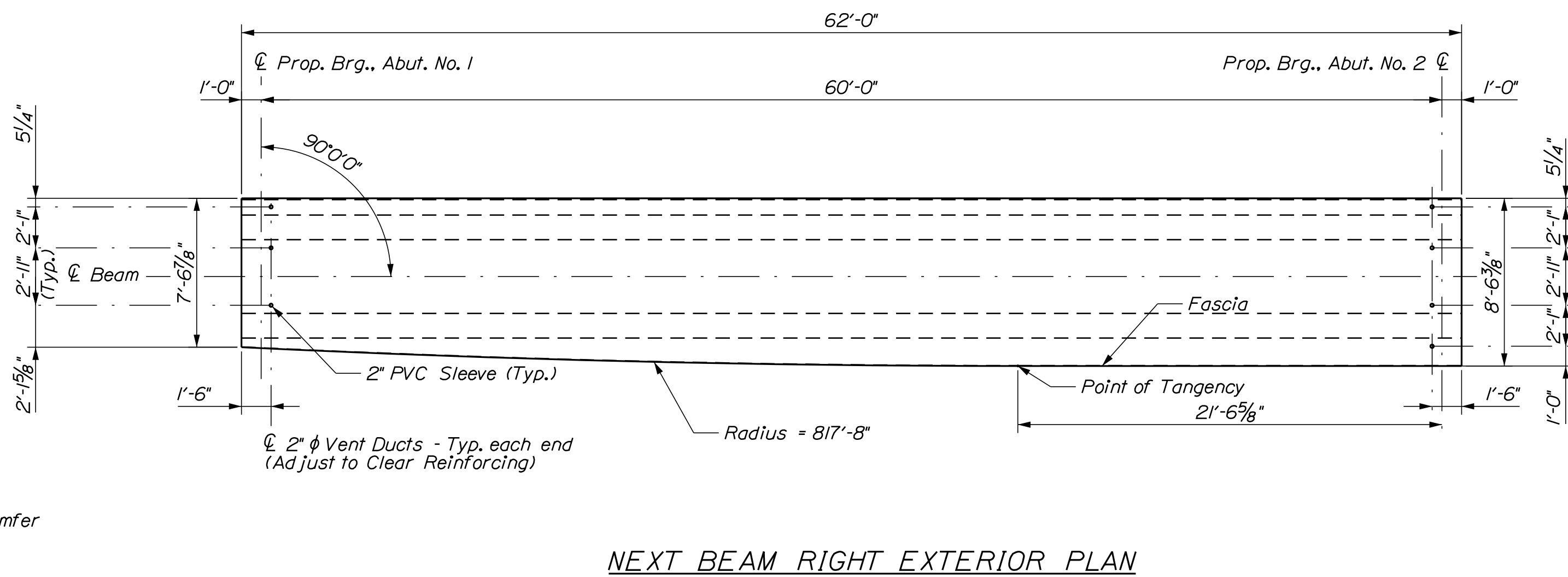
NEXT BEAM LEFT EXTERIOR PLAN



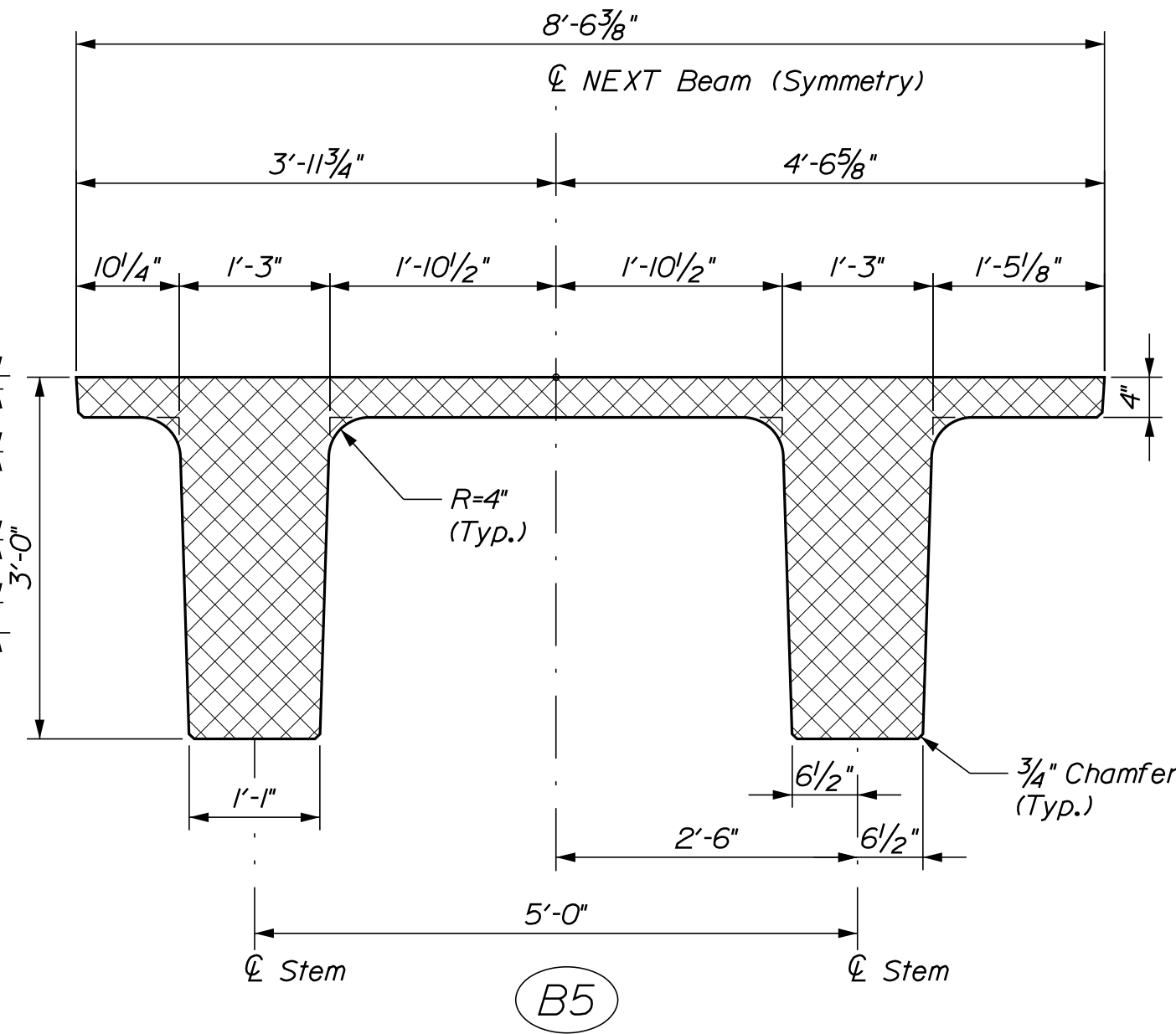
NEXT 36F BEAM LEFT EXTERIOR SECTION  
(END BRIDGE)



NEXT 36F BEAM RIGHT EXTERIOR SECTION  
(BEGIN BRIDGE)



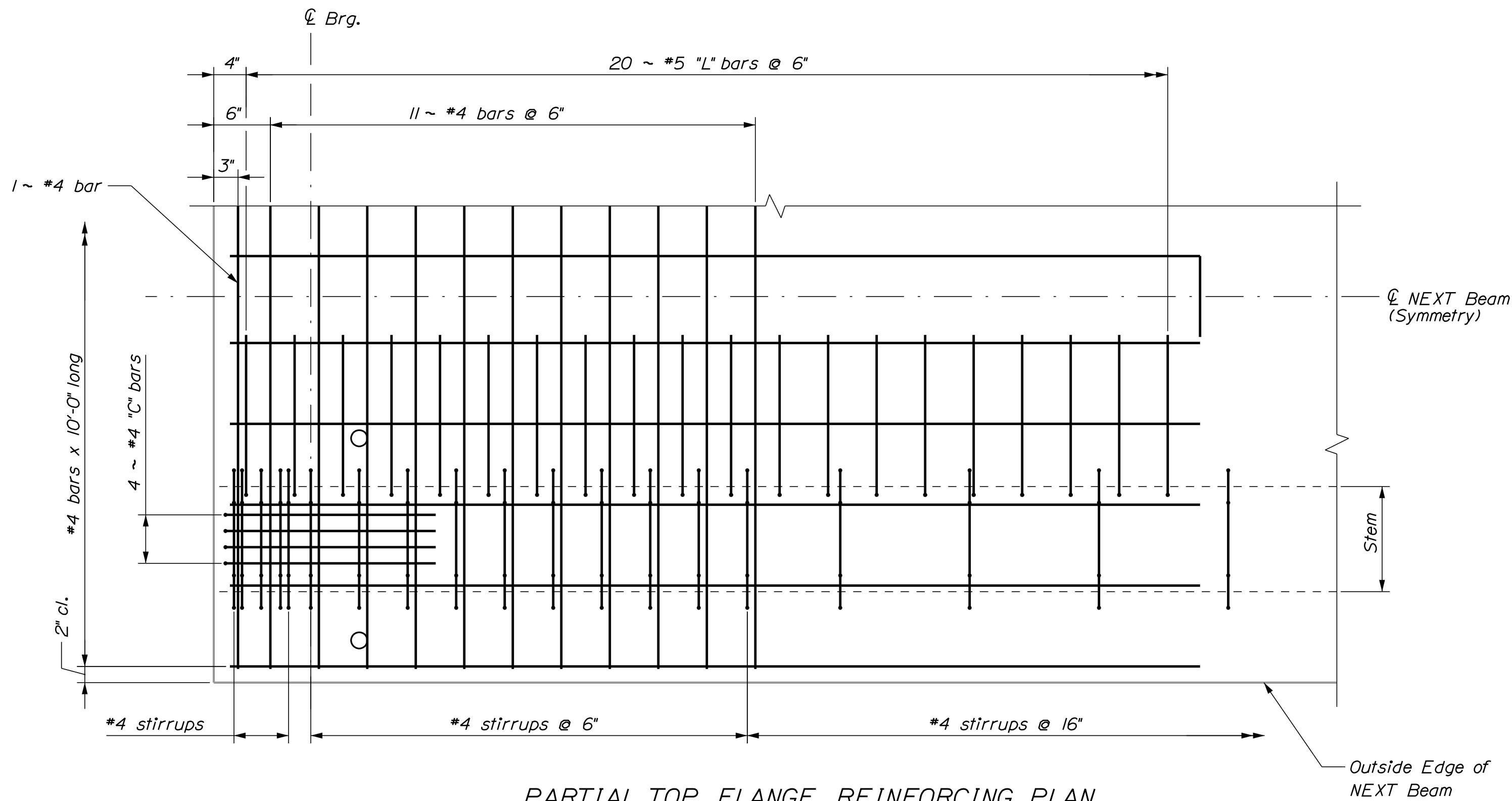
NEXT BEAM RIGHT EXTERIOR PLAN



NEXT 36F BEAM RIGHT EXTERIOR SECTION  
(END BRIDGE)

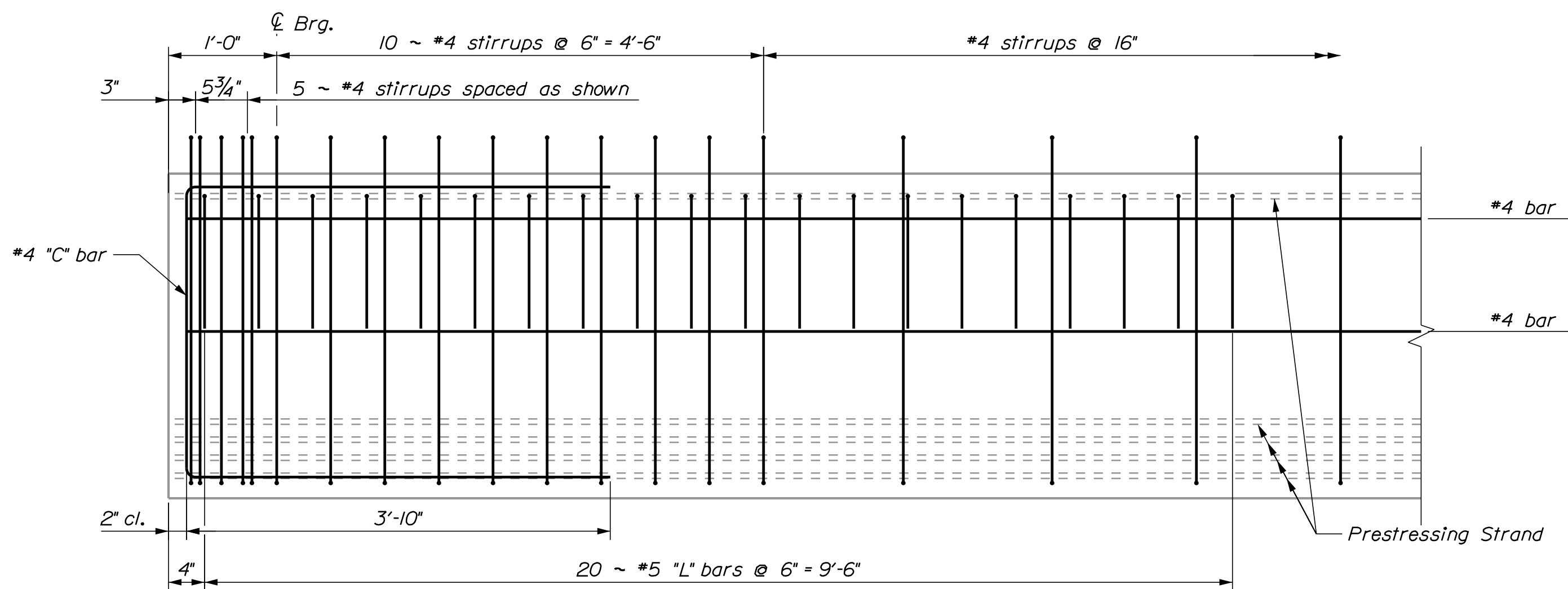


CANAAN BRIDGE CARRABASSETT STREAM CANAAN				SOMERSET COUNTY		PROJ. MANAGER M. KERSBERGEN C. SICHAK		BY T. LINDO	DATE 1/28/21	STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
						DESIGN-DETAILED CHECKED-REVIEWED		-	-		SIGNATURE	
						DESIGN2-DETAILED2 DESIGN3-DETAILED3		-	-			
						REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4		-	-	P.E. NUMBER		
						FIELD CHANGES		-	-			
								-	-		DATE	
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SHEET NUMBER						BRIDGE NO. 2120					WIN 21878.00	BRIDGE PLANS
35												
OF 42												

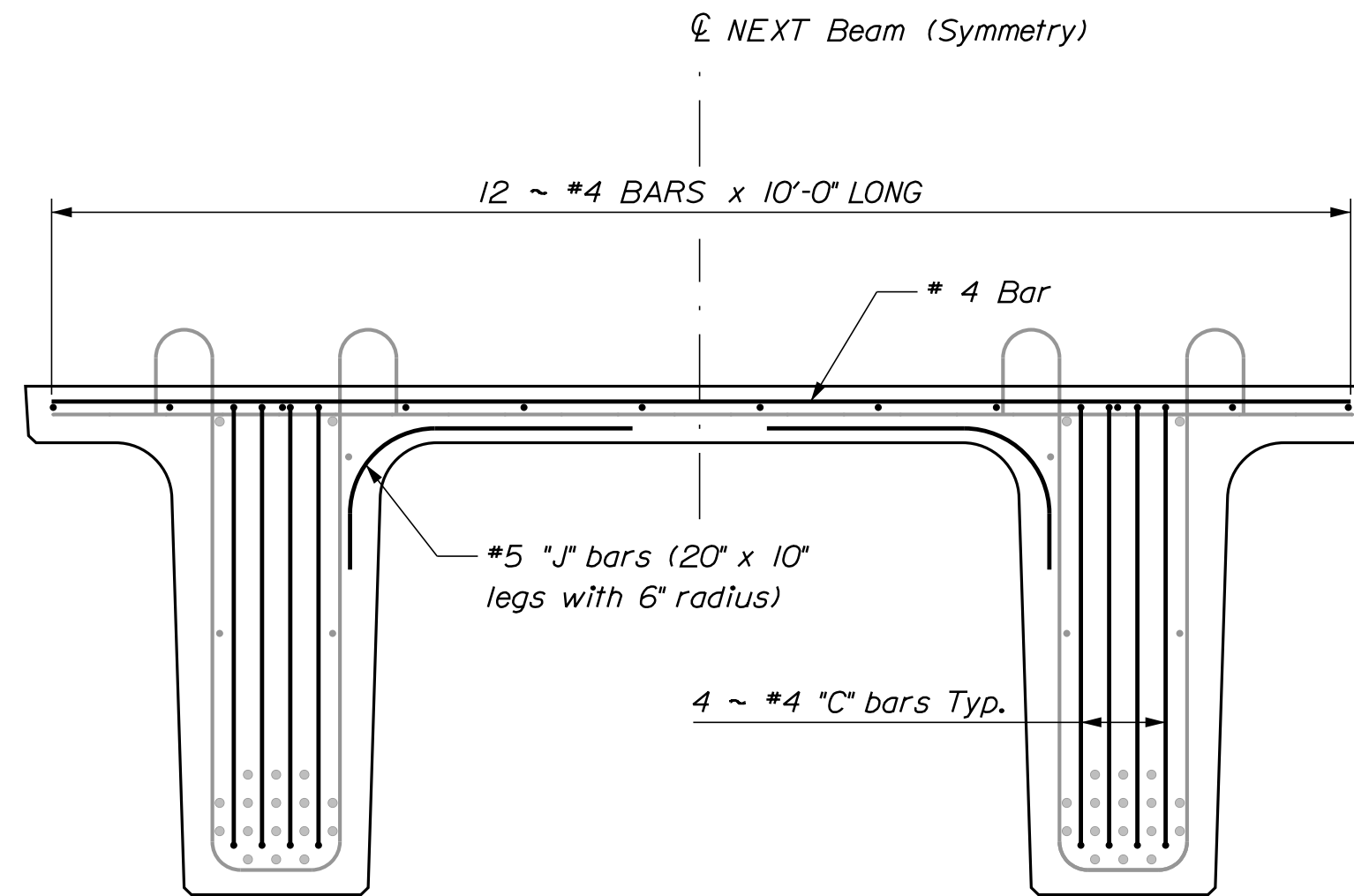


PARTIAL TOP FLANGE REINFORCING PLAN  
Welded wire fabric, prestressing strands and full-length #4 bars not shown

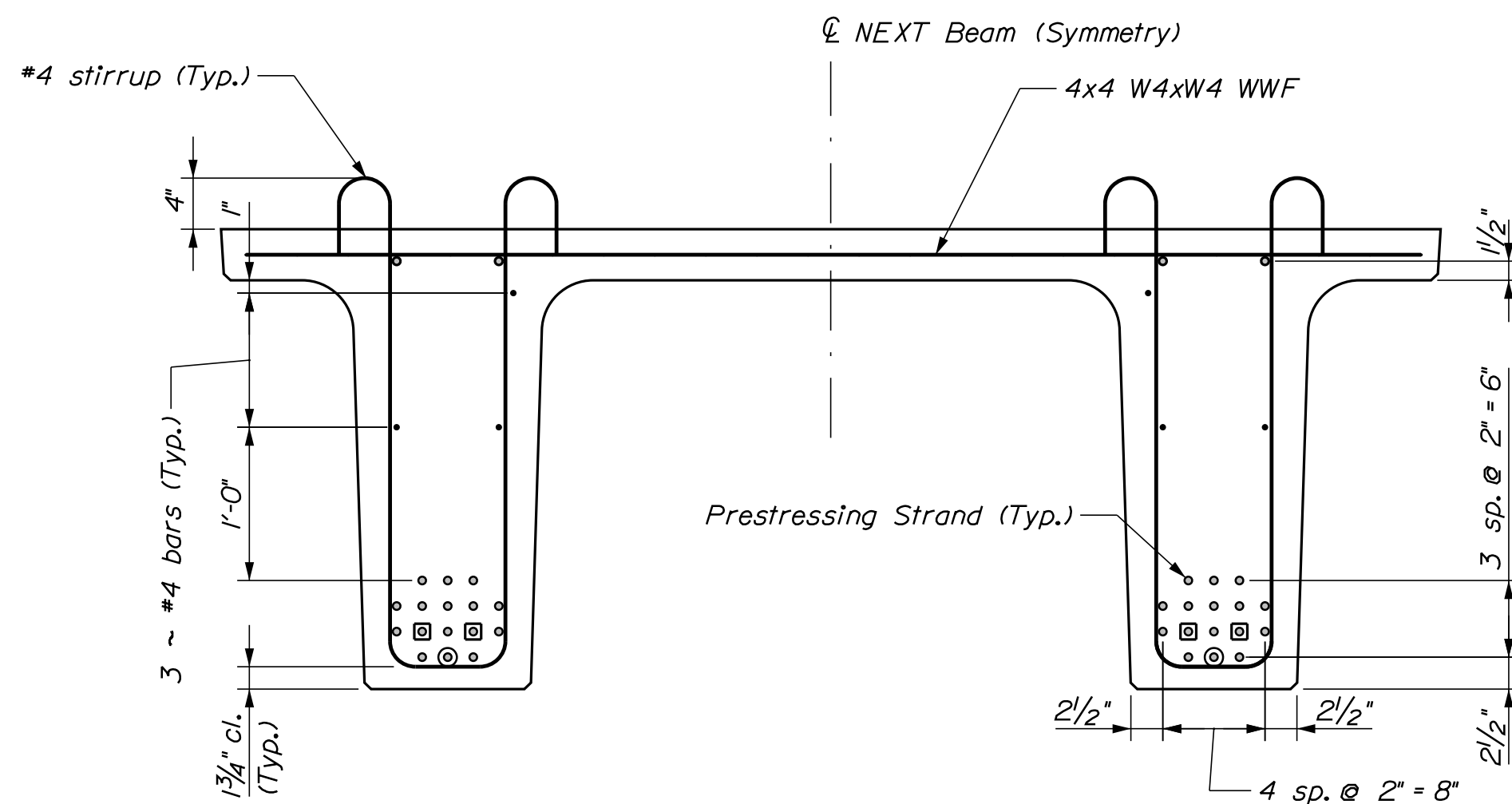
\*Adjust reinforcement to not interfere with vent ducts



LONGITUDINAL SECTION THROUGH STEM  
Top flange reinforcement omitted for clarity



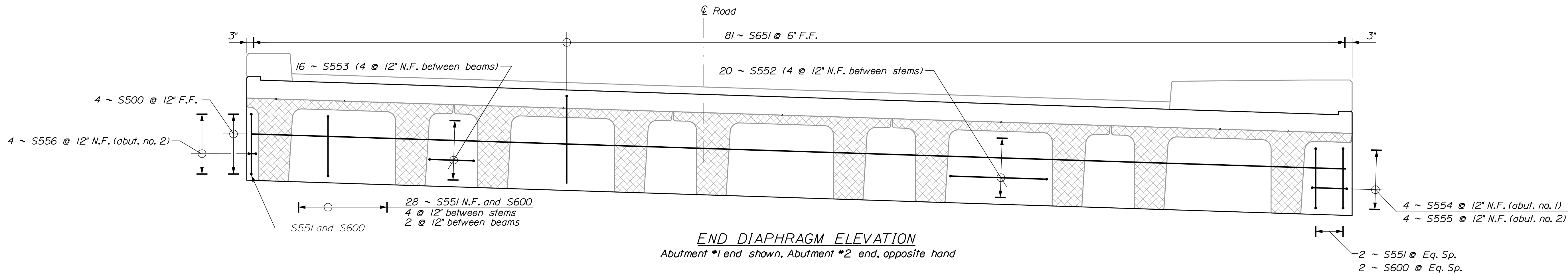
NEXT F BEAM END REINFORCEMENT SECTION



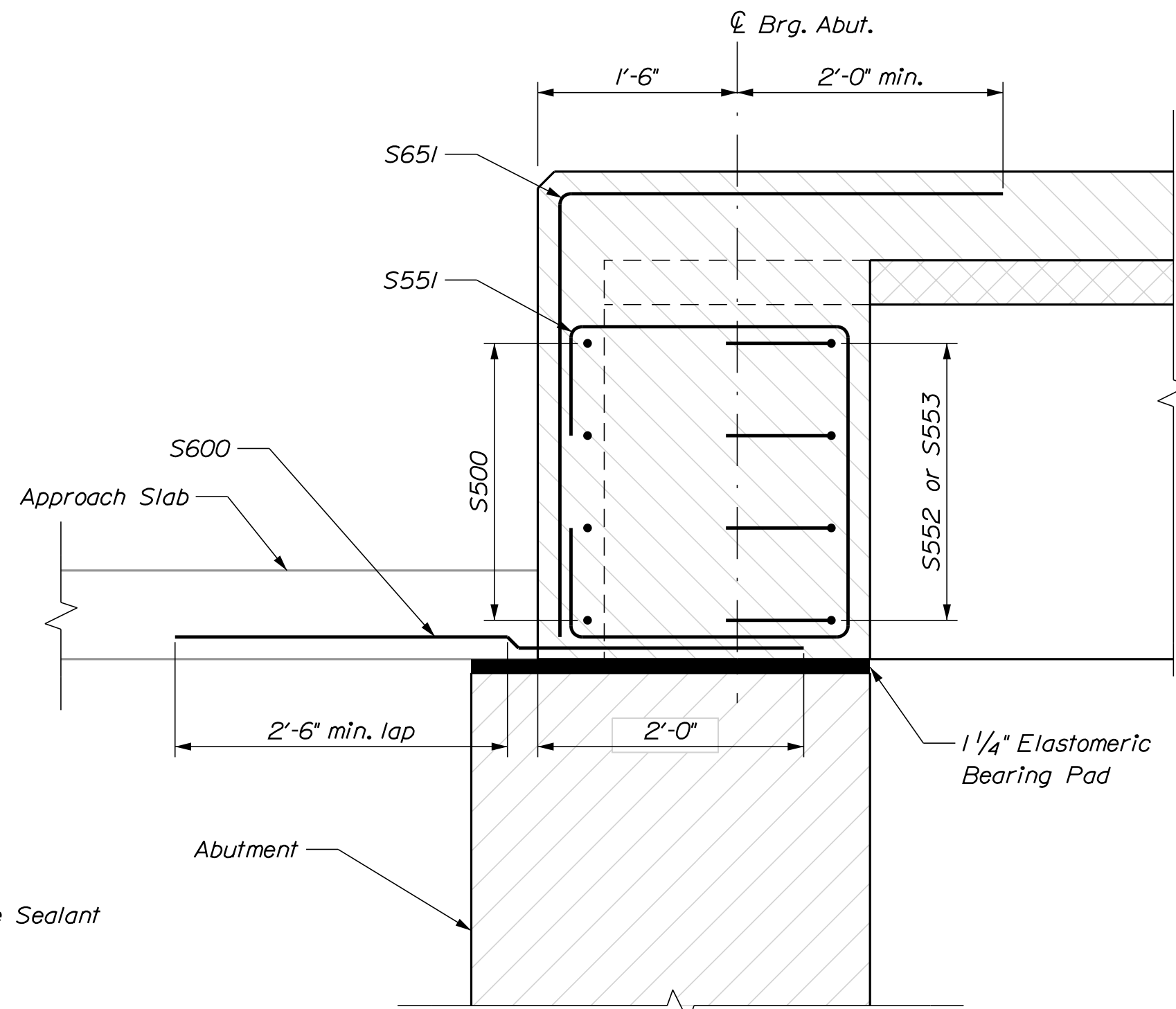
NEXT F BEAM TYPICAL REINFORCEMENT SECTION

⊙ Strands debonded 6 ft.  
⊠ Strands debonded 12 ft.

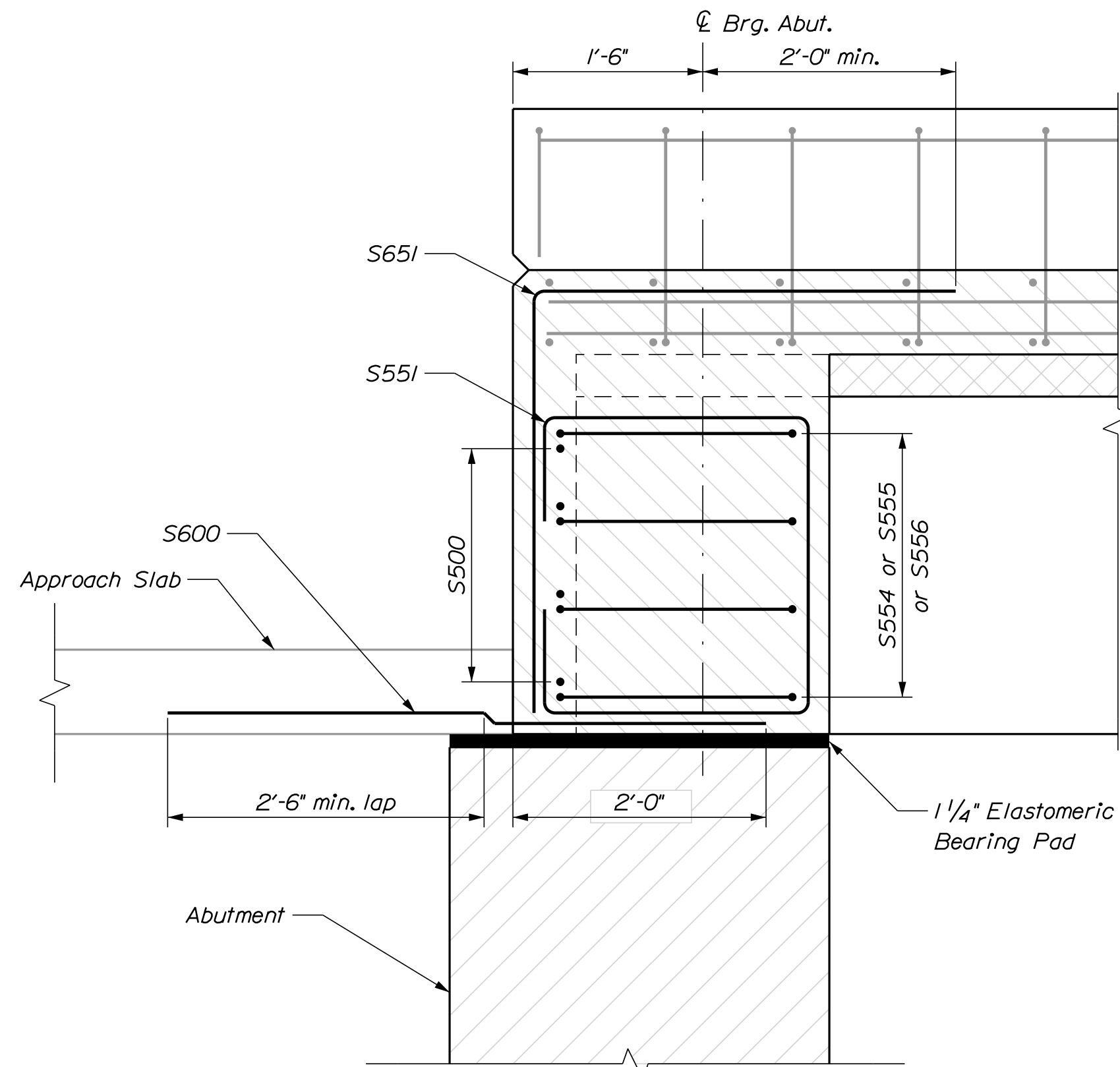




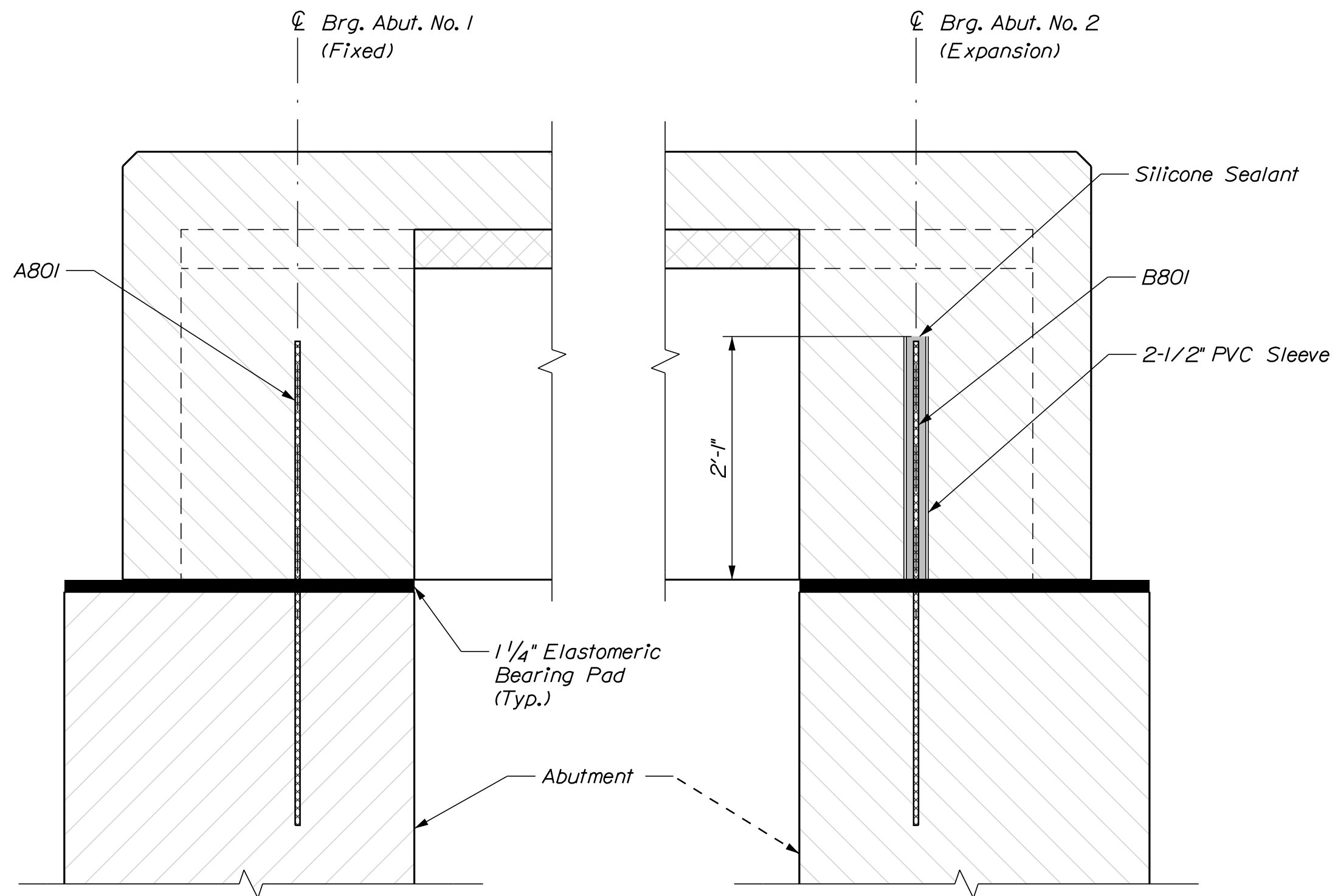
END DIAPHRAGM ELEVATION  
Abutment #1 end shown, Abutment #2 end, opposite hand



END DIAPHRAGM SECTION AT ROADWAY



END DIAPHRAGM SECTION AT CURB



SUPERSTRUCTURE ANCHOR DETAIL

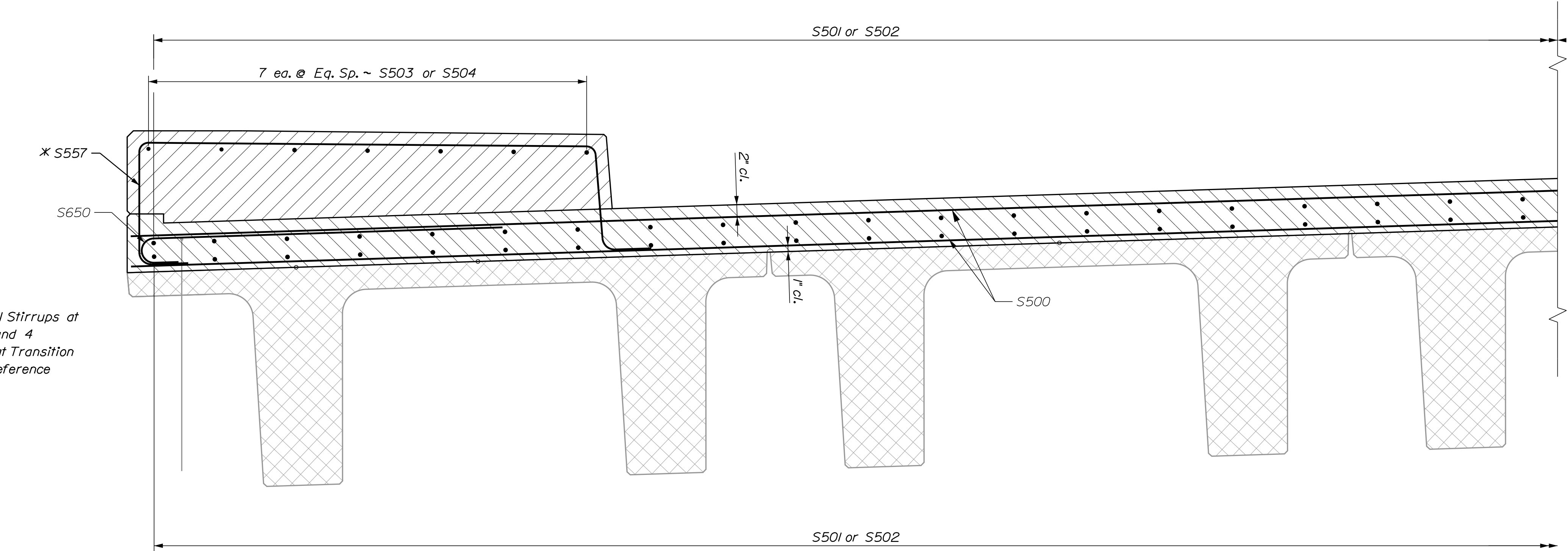
STATE OF MAINE	BRIDGE PLANS
DEPARTMENT OF TRANSPORTATION	WIN
	21878.00
	BRIDGE NO. 2120

PROJ. MANAGER	M. KERSBERGEN	BY	DATE	
DESIGN-DETAILED	C. SICHAK	T. LINDO	1/28/21	SIGNATURE
CHECKED-REVIEWED				
DESIGN-DETAILED				
DESIGN-DETAILED				P.E. NUMBER
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				DATE
REVISIONS 4				
FIELD CHANGES				

CANAAN BRIDGE	SOMERSET COUNTY
CARRABASSETT STREAM	
CANAAN	
SUPERSTRUCTURE	
NEXT BEAM DETAILS (4 OF 4)	

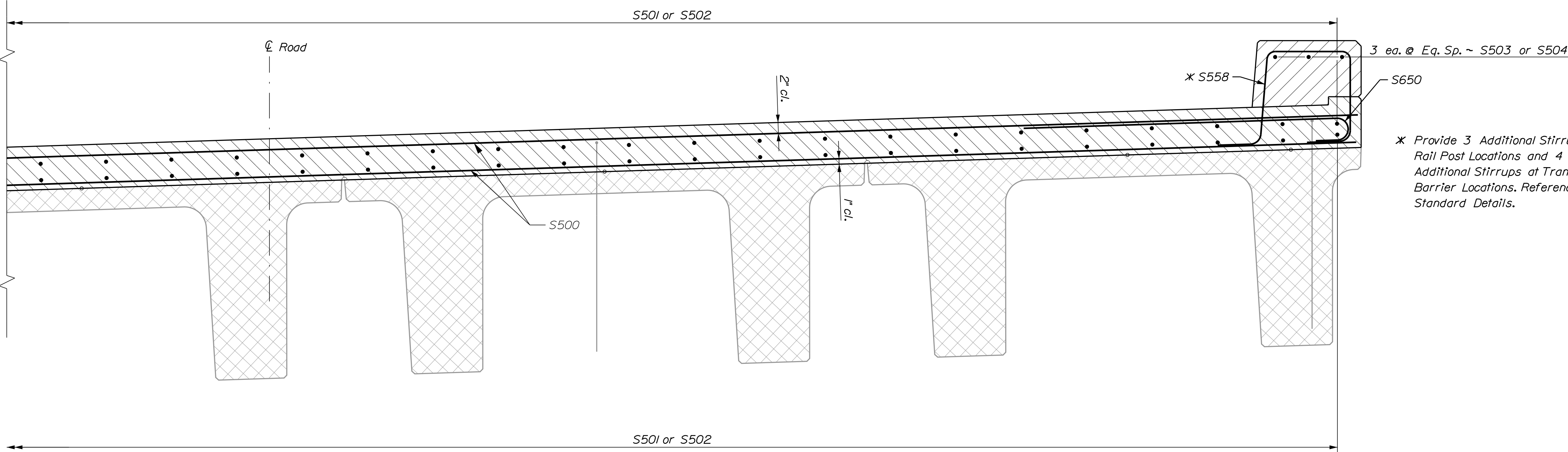
SHEET NUMBER
37
OF 42

\* Provide 3 Additional Stirrups at Rail Post Locations and 4 Additional Stirrups at Transition Barrier Locations. Reference Standard Details.



PARTIAL UPSTREAM REINFORCING SECTION

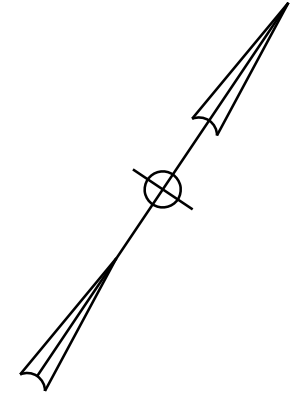
Flow



PARTIAL DOWNSTREAM REINFORCING SECTION

Flow

CANAAN BRIDGE CARRABASSETT STREAM CANAAN SOMERSET COUNTY	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
	SIGNATURE			
	P.E. NUMBER			
DECK REINFORCING (1 of 2)	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4
	DATE	DATE	DATE	DATE
	BY	BY	BY	BY
	T. LINDO	T. LINDO	T. LINDO	T. LINDO
SHEET NUMBER		BRIDGE NO. 2120		
38		WIN 21878.00		
OF 42		BRIDGE PLANS		

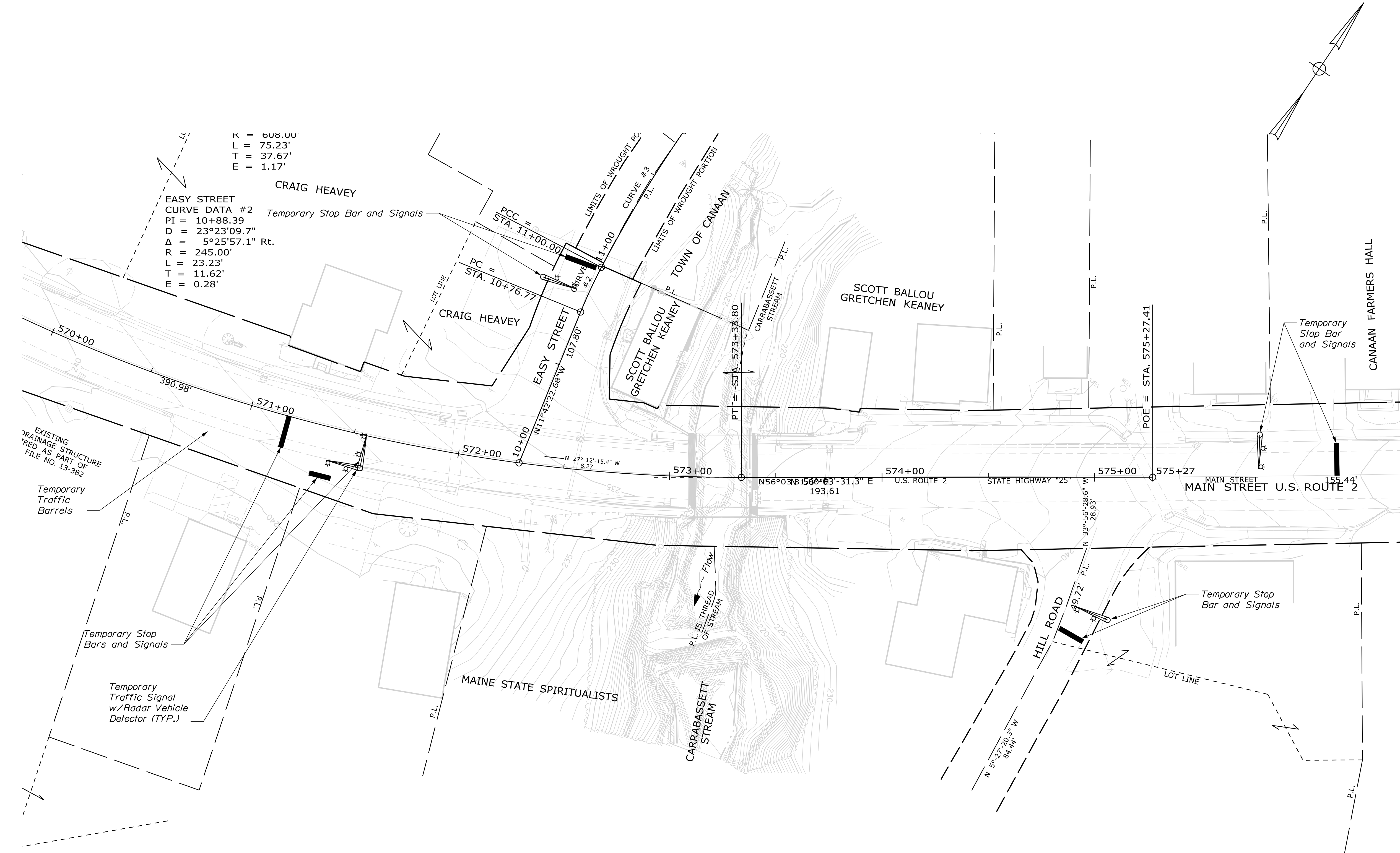


CANAAN  CARRABASSETT STREAM  CANAAN	CANAAN BRIDGE		PROJ. MANAGER	M. KERSBERGEN	BY	DATE	STATE OF MAINE  DEPARTMENT OF TRANSPORTATION
	DESIGN-DETAILED		C. SCHAK	T. LINDO	1/28/21		
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	DESIGN3-DETAILED3		-	-	-		
CARRABASSETT STREAM		SOMERSET COUNTY		P.E. NUMBER			
CANAAN  DECK REINFORCING (2 of 2)	DESIGN-DETAILED		C. SCHAK	T. LINDO	1/28/21	STATE OF MAINE  DEPARTMENT OF TRANSPORTATION	
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	DESIGN3-DETAILED3		-	-	-		
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REVISIONS 2		-	-	-	P.E. NUMBER		
REVISIONS 3		-	-	-			
REVISIONS 4		-	-	-			
FIELD CHANGES		-	-	-	DATE		
DECK REINFORCING (2 of 2)		SOMERSET COUNTY		P.E. NUMBER			
CARRABASSETT STREAM		SOMERSET COUNTY		P.E. NUMBER			
CANAAN		SOMERSET COUNTY		P.E. NUMBER			
DECK REINFORCING (2 of 2)		SOMERSET COUNTY		P.E. NUMBER			
CARRABASSETT STREAM		SOMERSET COUNTY		P.E. NUMBER			
CANAAN		SOMERSET COUNTY		P.E. NUMBER			
DECK REINFORCING (2 of 2)		SOMERSET COUNTY		P.E. NUMBER			
CARRABASSETT STREAM		SOMERSET COUNTY		P.E. NUMBER			
CANAAN		SOMERSET COUNTY		P.E. NUMBER			
DECK REINFORCING (2 of 2)		SOMERSET COUNTY		P.E. NUMBER			
CARRABASSETT STREAM		SOMERSET COUNTY		P.E. NUMBER			
CANAAN		SOMERSET COUNTY		P.E. NUMBER			
DECK REINFORCING (2 of 2)		SOMERSET COUNTY		P.E. NUMBER			
CARRABASSETT STREAM		SOMERSET COUNTY		P.E. NUMBER			
CANAAN		SOMERSET COUNTY		P.E. NUMBER			
DECK REINFORCING (2 of 2)		SOMERSET COUNTY		P.E. NUMBER			
CARRABASSETT STREAM		SOMERSET COUNTY		P.E. NUMBER			
CANAAN		SOMERSET COUNTY		P.E. NUMBER			
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CANAAN		SOMERSET COUNTY		P.E. NUMBER			
DECK REINFORCING (2 of 2)		SOMERSET COUNTY		P.E. NUMBER			
CARRABASSETT STREAM		SOMERSET COUNTY					









NOTE

During implementation of the temporary detour, pavement areas in the Route 2 eastbound lane shall be temporarily cross hatched and signed to ensure access to the Fire Department and State Route 23. Signage/stripping shall be in conformance with Section 3B.18 of the 2009 State Route 23 Edition, Part 3 (Option C, box with a single X) of the MUTCD Manual.



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
CANAAN BRIDGE		SOMERSET COUNTY	
CARRABASSETT STREAM		TEMPORARY SIGNALIZATION PLAN	
SHEET NUMBER		41	
OF 42		BRIDGE PLANS	
WIN		21878.00	
BRIDGE NO. 2120		DATE	
PROJ. MANAGER		BY	
DESIGN-DETAILED		DATE	
CHECKED-REVIEWED		SIGNATURE	
DESIGN-DETAILED		P.E. NUMBER	
REVISIONS 1		DATE	
REVISIONS 2		DATE	
REVISIONS 3		DATE	
REVISIONS 4		DATE	
FIELD CHANGES		DATE	

