

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 (2019) AADT 670
Future (2039) AADT 800
DHV - % of AADT 12%
Design Hour Volume 96
Heavy Trucks (% of AADT) 22%
Heavy Trucks (% of DHV) 22%
Directional Distribution (% of DHV) 54%
18 kip Equivalent P 2.0 115
18 kip Equivalent P 2.5 110
Design Speed (mph) 50 mph

HYDROLOGIC DATA

Drainage Area 10.5 sq mi
Design Discharge (Q50) 729.4 cfs
Check Discharge (Q100) 855.0 cfs
Headwater Elevation (Q1.1) 100.59 ft
Headwater Elevation (Q25) 103.42 ft
Headwater Elevation (Q50) 103.71 ft
Headwater Elevation (Q100) 104.03 ft
Discharge Velocity (Q1.1) 2.33 fps
Discharge Velocity (Q50) 4.85 fps
Discharge Velocity (Q100) 5.24 fps

MATERIALS

Concrete:
Curbs Class "LP"
Precast Class "P"
All Other Class "A"
Reinforcing:
Plain Reinforcing Steel ASTM A 615, Grade 60
Stainless Steel Reinforcing ASTM A955 Grade 75 (S.S.)
Glass Fiber Reinforced Polymer ASTM D7957
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
Reinforcing:
Plain Reinforcing Steel f y = 60,000 psi
Stainless Steel Reinforcing f y = 75,000 psi
Glass Fiber Reinforced Polymer f fu = 100,000 psi
Minimum Elastic Modulus: E f = 6,500,000 psi
Minimum Nominal Design Tensile Strain: E f u = 1.1%
Prestressing Strand F μ = 270,000 psi

CHERRYFIELD
WASHINGTON COUNTY
SCHOODIC BRIDGE
OVER
SCHOODIC BROOK
ROUTE 193
FEDERAL AID PROJECT NO. 2223000
PROJECT LENGTH 0.090 mi.
BRIDGE NO. 3649

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UTILITIES

Charter Communications - Ericson Estes
Versa

MAINTENANCE OF TRAFFIC

Maintain one lane of alternating one-way traffic using traffic signals with a special detour.

PROJECT LOCATION	Schoodic Bridge (#3649) over Schoodic Brook. Located 0.32 of a mile south of the Deblois town line. Lat./Long. 44°41'05.71" N 67°56'59.4" W
PROGRAM AREA	Highway Bridges-Traditional
OUTLINE OF WORK	Bridge Replacement

WIN 022230.00

2223000

CHERRYFIELD
SCHOODIC BRIDGE

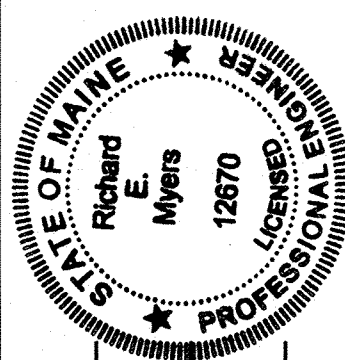
TITLE SHEET

SHEET NUMBER

1

OF 24

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER:	<i>[Signature]</i>	8-31-2020
CHIEF ENGINEER:	<i>[Signature]</i>	8-31-2020



[Signature]
SIGNATURE
12670
P.E. NUMBER
JULY 30, 2020
DATE

PROJECT INFORMATION	BRIDGE	PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
			M. PARLIN	B. BARTLETT				

[illegible]

GENERAL CONSTRUCTION NOTES

1. 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. 106 shall be Granular Borrow meeting the requirements of Subsection 703.19, Material for Underwater Backfill.

7. Construct the riprap shelf at each abutment at EL. 106.

8. Place Dirty Borrow 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.

9. *Erosion Control Mix* may be substituted in those areas normally receiving *Dirty Borrow* and seed as directed by the Resident. Placement shall be in accordance with *Standard Specifications* Section 619, *Mulch*. Payment will be made under *Item No. 619.14, Erosion Control Mix*.

10. Place a 24-in. wide strip of Temporary Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.

11. A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.

12. *Extended-use Erosion Control Blanket, seeded gutters, riprap downspouts, and other gutters lined with Stone Ditch Protection shall be constructed after paving and shoulder work is completed, where it is apparent that runoff will cause continual erosion. Payment will be made under the appropriate Contract items.*

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

*All exposed surfaces of concrete curbs,
Fascias down to the drip notch,
Concrete wearing surfaces,
Backside of End Diaphragm*

Top of wingwalls and to one foot below the top of wingwall on the back side.

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

15. The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.

16. The hydrologic report of the bridge site may be accessed at the MaineDOT web address. The hydrologic report is based on MaineDOT's interpretation of the information obtained for the subject site. No assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.

17. The project geotechnical report titled: Geotechnical Design Report for Schoodic Bridge #3649 Replacement, State Route 193 over Schoodic Brook, Cherryfield, Maine. Soils Report 2020-06, January 7, 2020

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

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

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

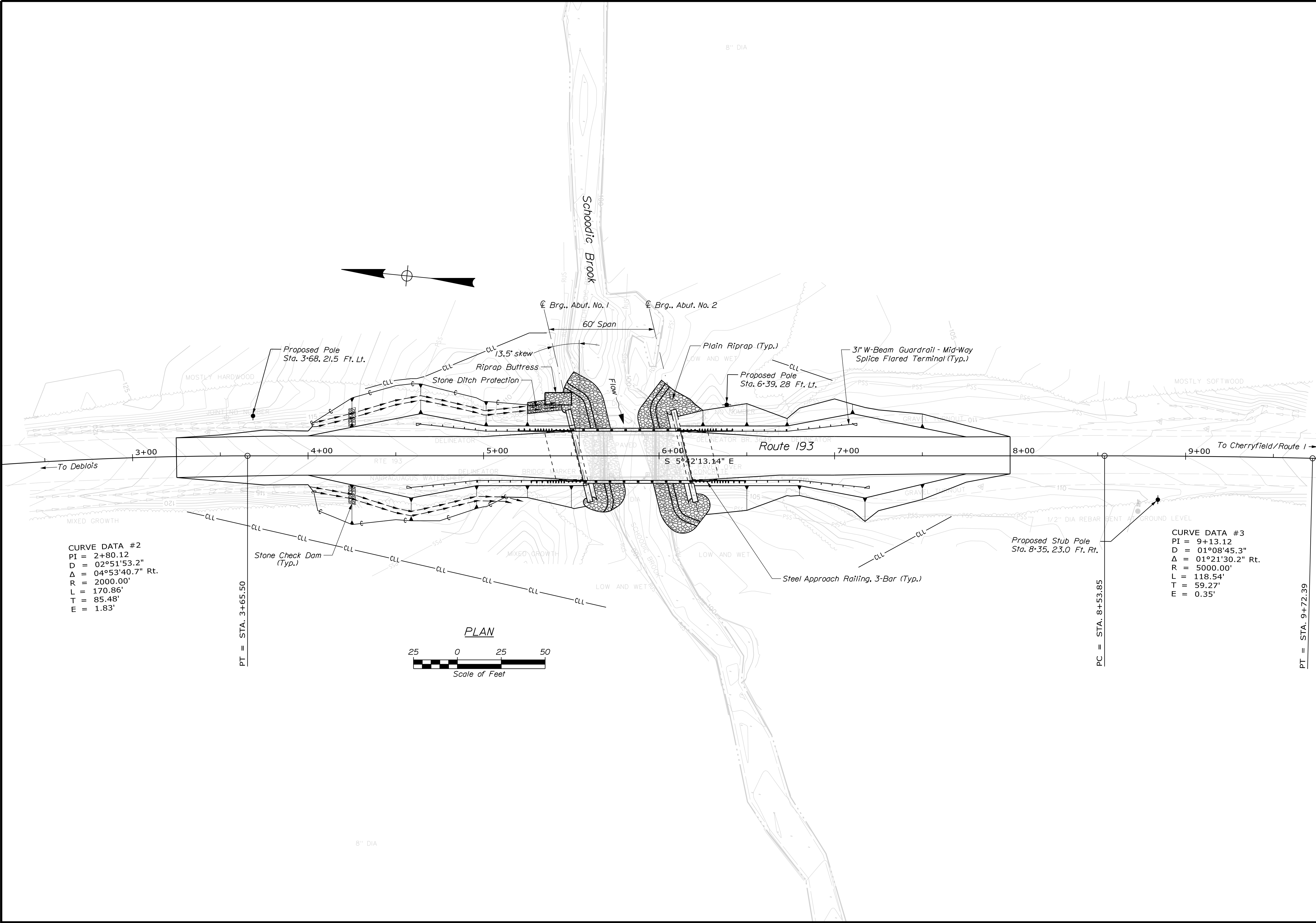
b. If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.

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

20. Excavation required between the backside of the existing abutments and the front side of the proposed abutment shall be paid for as Structural Earth Excavation.

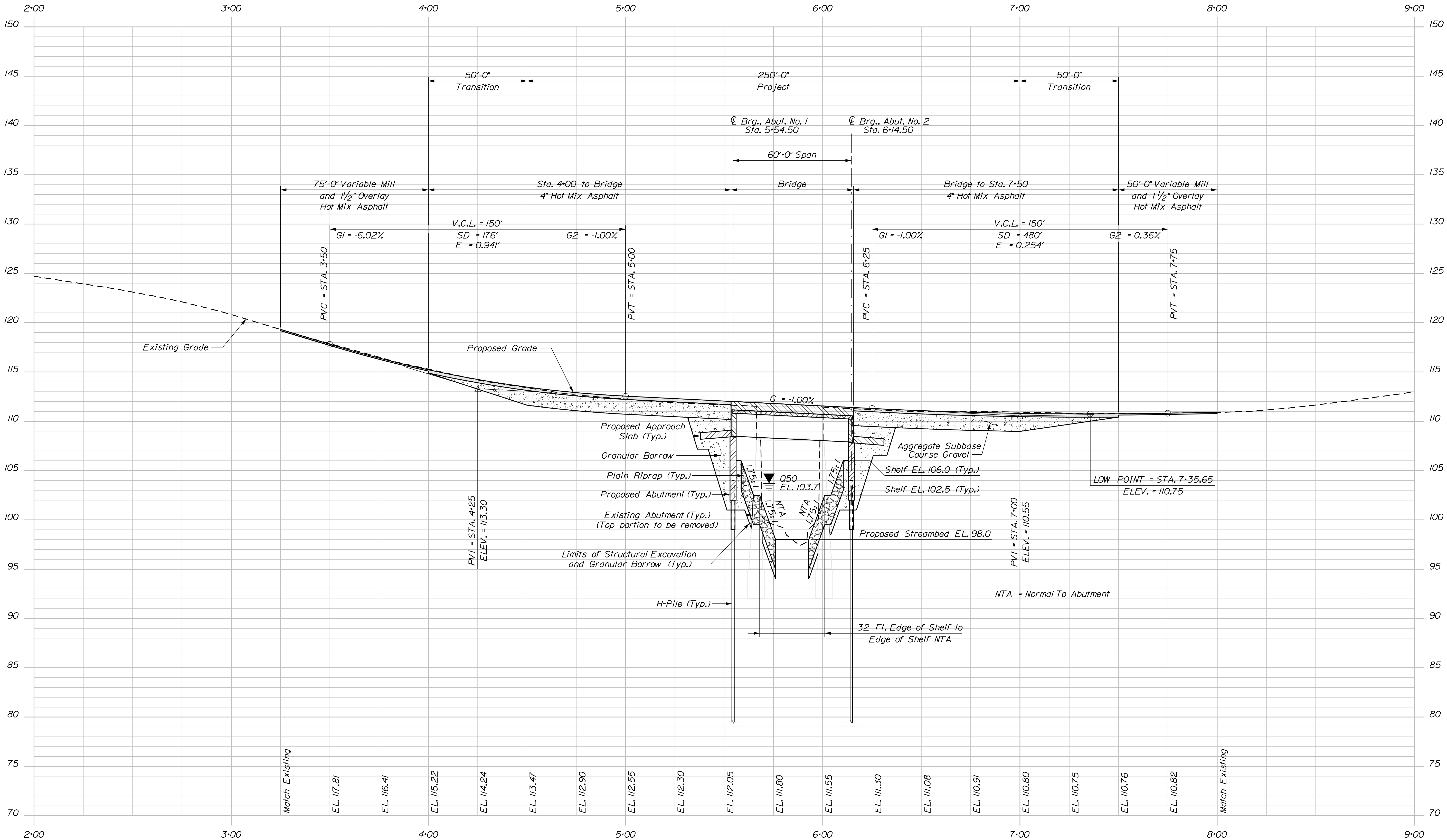
21. Steel Approach Railing, 3-Bar, shall be paid for under 507.0821, Steel Bridge Railing, 3 Bar.

<div>2</div> <div>OF 24</div>	SHEET NUMBER				SCHOODIC BRIDGE				PROJ. MANAGER		M. PARLIN	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 22223000 BRIDGE NO. 3649 WIN 022230.00 BRIDGE PLANS		
	ESTIMATED QUANTITIES AND GENERAL CONSTRUCTION NOTES				SCHOODIC BROOK				DESIGN-DETAILED		B. BARTLETT		D. SHAW MAY 2020			
					CHERRYFIELD WASHINGTON COUNTY				CHECKED-REVIEWED		A. PARADIS		B. BARTLETT			
									DESIGN-DETAILED		L. KRUSINSKI		T. WHITE DEC 2019			
									DESIGN-DETAILED		DESIGN-DETAILED		P.E. NUMBER			
									REVISIONS 1							
									REVISIONS 2							
									REVISIONS 3							
									REVISIONS 4				DATE			
									FIELD CHANGES							



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SIGNATURE			
	P.E. NUMBER			
	DATE			
	FIELD CHANGES			
SCHOODIC BRIDGE SCHOODIC BROOK CHERRYFIELD WASHINGTON COUNTY	PROJ. MANAGER	M. PARLIN	BY	DATE
	DESIGN-DETAILED	J. BARTLETT	D. SHAW	MAY 2020
	CHECKED-REVIEWED	J. HASBROUCK	T. WHITE	DEC 2019
	DESIGN-DETAILED	L. KRUSINSKI		
GENERAL PLAN	REVISIONS 1			
	REVISIONS 2			
	REVISIONS 3			
	REVISIONS 4			
SHEET NUMBER				
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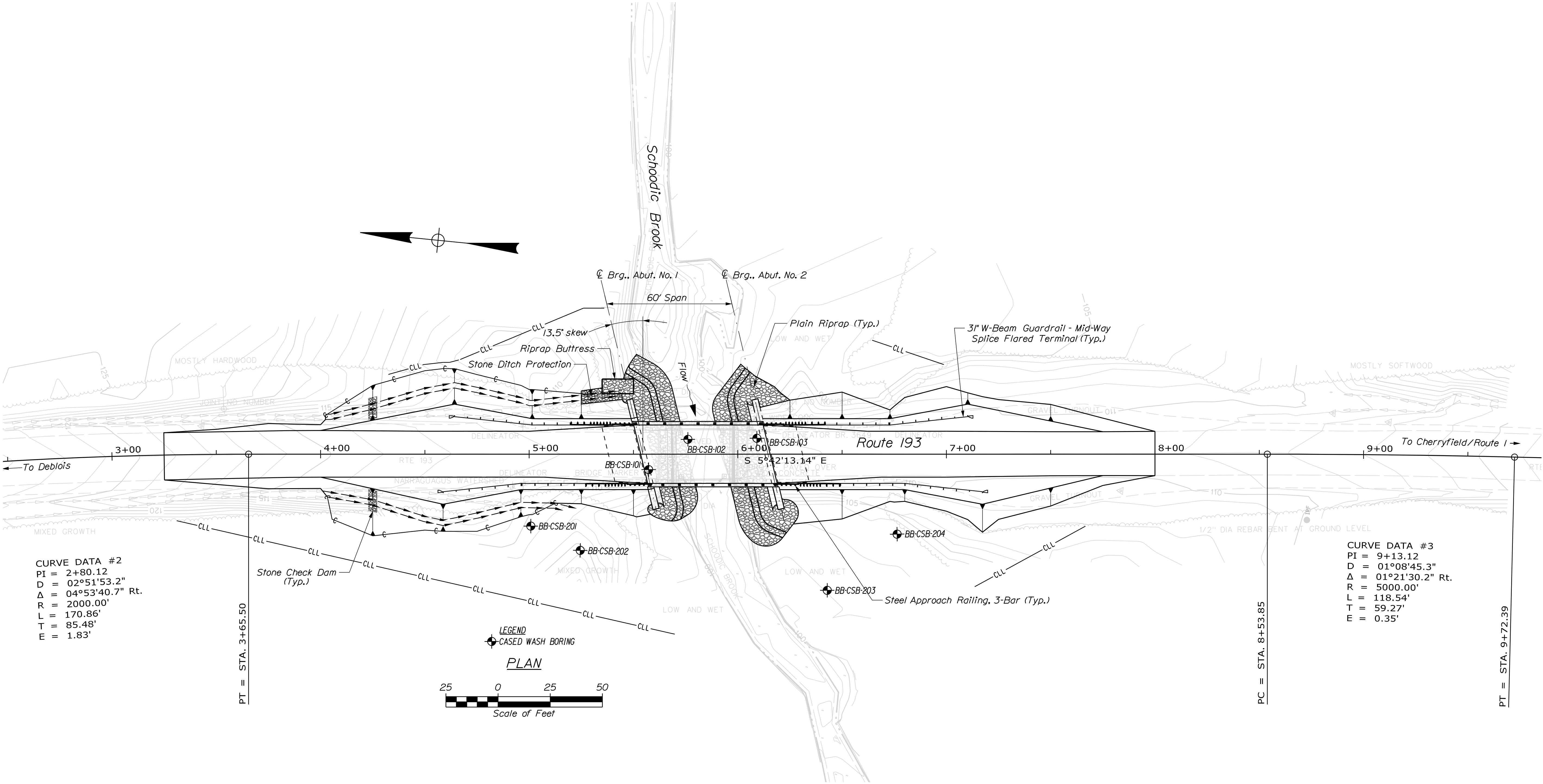
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WIN		022230.00
2223000		DEPARTMENT OF TRANSPORTATION
STATE OF MAINE		



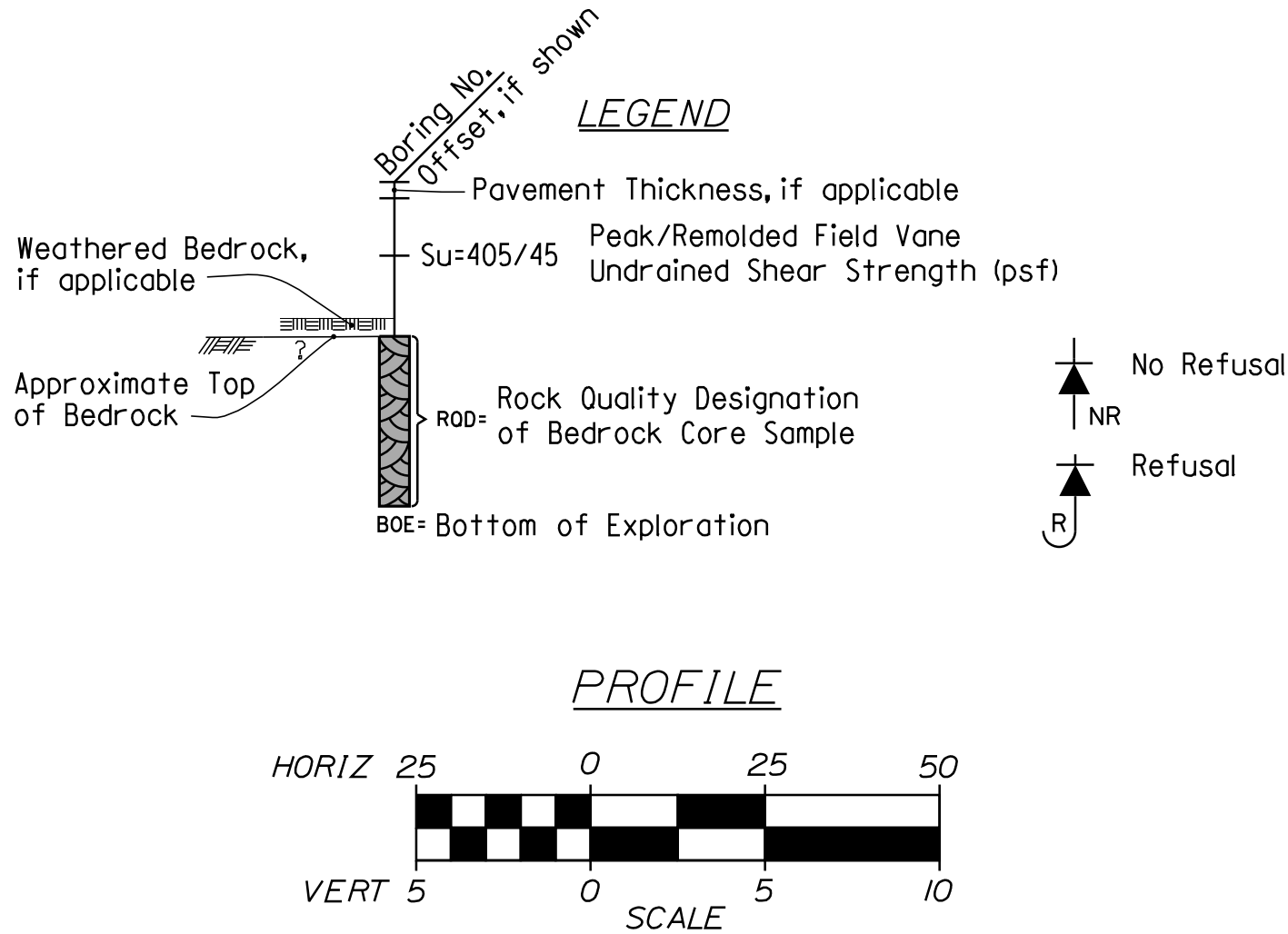
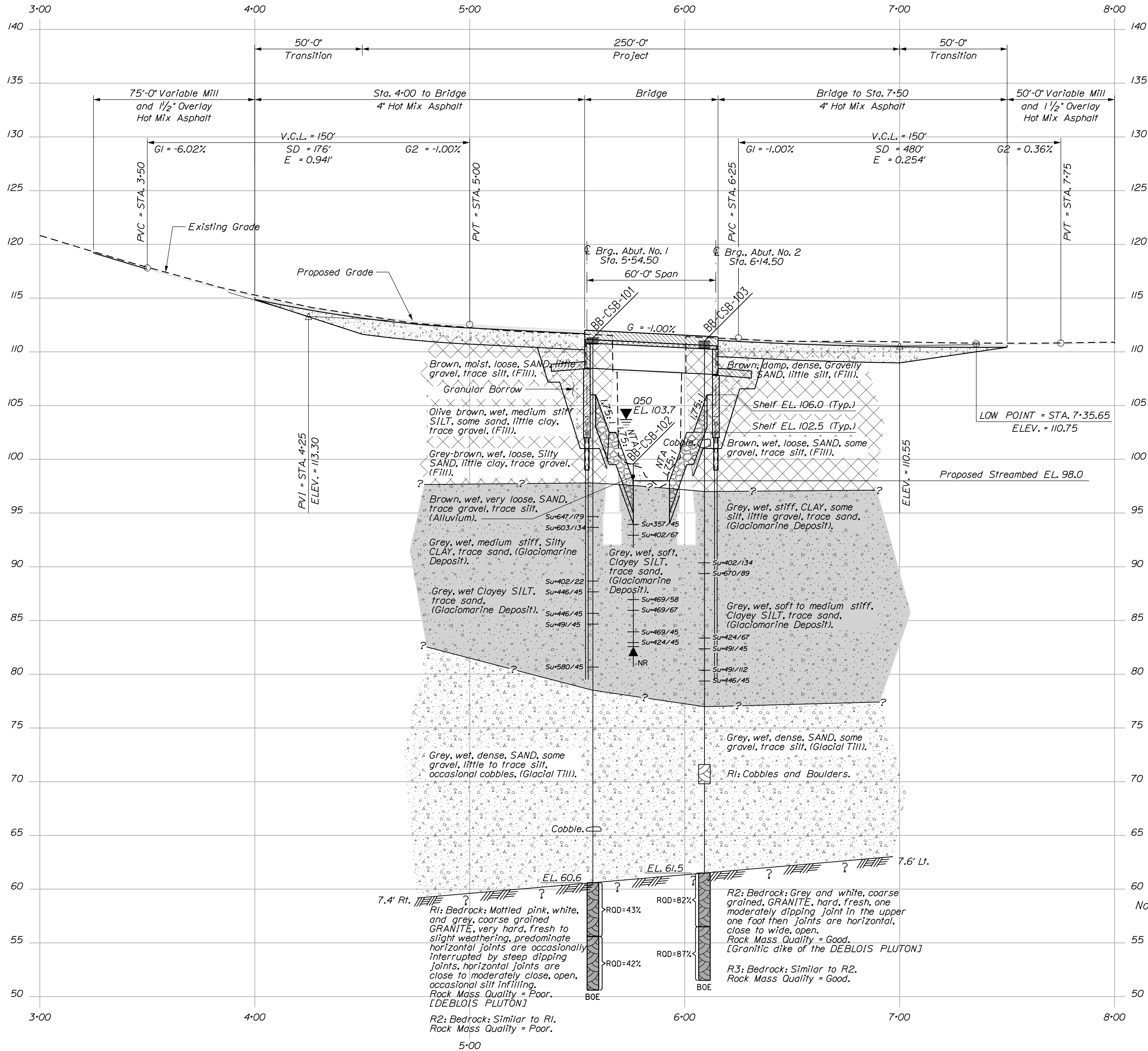
PROFILE

PROJ. MANAGER	M. PARLIN	BY	DATE
DESIGN-DETAILED	B. BARTLETT	D. SHAW	MAY 2020
CHECKED-REVIEWED	J. HASBROUCK		
DESIGN-DETAILED	L. KRUSINSKI	T. WHITE	DEC. 2019
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE



SHEET NUMBER		5		OF 24		SCHOODIC BRIDGE		PROJ. MANAGER		BY		DATE		STATE OF MAINE	
						SCHOODIC BROOK		CHECKED-REVIEWED		L. KRUSINSKI		T. WHITE			
BORING LOCATION PLAN		CHERRYFIELD		WASHINGTON COUNTY		DESIGN-DETAILED		DESIGN2-DETAILED2		SIGNATURE		2223000			
						DESIGN3-DETAILED3				P.E. NUMBER					
						REVISIONS 1				DATE					
						REVISIONS 2				DATE					
						REVISIONS 3				DATE					
						REVISIONS 4				DATE		BRIDGE NO. 3649		WIN	
						FIELD CHANGES				DATE		22230.00		BRIDGE PLANS	



Notes: 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.

This interpretive subsurface profile was created through the borings nearest to the construction baseline. Borings BB-CSB-201, BB-CSB-202, BB-CSB-203 and BB-CSB-204 not shown for clarity. Refer to Boring Logs for information specific to these borings.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2223000		BRIDGE NO. 3649		BRIDGE PLANS	
PROJECT MANAGER		DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN-DETAILED		REVISIONS	
BY		DATE		SIGNATURE		P.E. NUMBER		DATE	
T. WHITE		AUG 2020							
SCHOOLIC BRIDGE		SCHOOLIC BROOK		WASHINGTON COUNTY		CHERRYFIELD		INTERPRETIVE SUBSURFACE PROFILE	
SHEET NUMBER		6							
OF 24									

Maine Department of Transportation										Project: Schoodic Bridge #368 carries Route 193 over Schoodic Brook Location: Cherryfield, Maine										Boring No.: BB-CSB-101									
Soil/Bore Exploration Log																													
US CUSTOMARY UNITS																				WIN: 22230.00									
Drillers: MainesDOT										Elevation (ft.): 111.3										Auger ID/DB: 5" Solid Stem									
Operator: Duggan/Good										Datum: NAVD88										Sampler: Standard Split Spoon									
Logged By: B. Wilner										Rig Type: DME 45C										Hammer At/Fail: 140w/30"									
Date Start/Finish: 3/26/2018-3/27/2018										Drilling Method: Coiled Wash Boring										Core Barrel: NO-2"									
Boring Location: S457.3, 7.4 ft Rt.										Casing ID/DB: HW-4"/NW-3"										Water Level*: NO-2"									
Hammer Efficiency Factor: 0.928										Hammer Type: Automatic										Hammer Type: Automatic									
Definitions: S = Split Spoon Sample M = Unsuccessful Split Spoon Sample Attempt L = Thin Wall Tube Sample W = Unsuccessful Thin Wall Tube Sample Attempt F = Field Vane Shear Test P = Pocket Penetration W = Weight of Rod or Casing N = Unsuccessful Field Vane Shear Test Attempt										Definitions: S = Split Spoon Sample M = Unsuccessful Split Spoon Sample Attempt L = Thin Wall Tube Sample W = Unsuccessful Thin Wall Tube Sample Attempt F = Field Vane Shear Test P = Pocket Penetration W = Weight of Rod or Casing N = Unsuccessful Field Vane Shear Test Attempt										Definitions: S = Split Spoon Sample M = Unsuccessful Split Spoon Sample Attempt L = Thin Wall Tube Sample W = Unsuccessful Thin Wall Tube Sample Attempt F = Field Vane Shear Test P = Pocket Penetration W = Weight of Rod or Casing N = Unsuccessful Field Vane Shear Test Attempt									
Sample Information										Sample Information										Sample Information									
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Page 1 of
Boring

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Boring No.

Page 1 of 1

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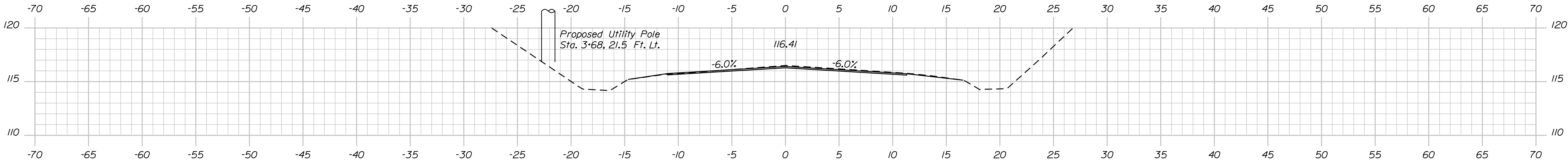
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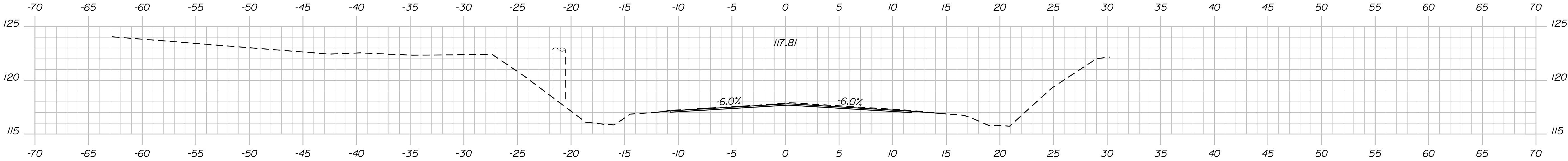
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Division: BRIDGE

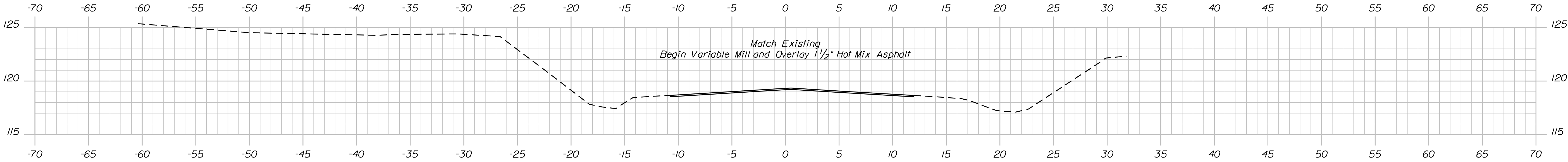
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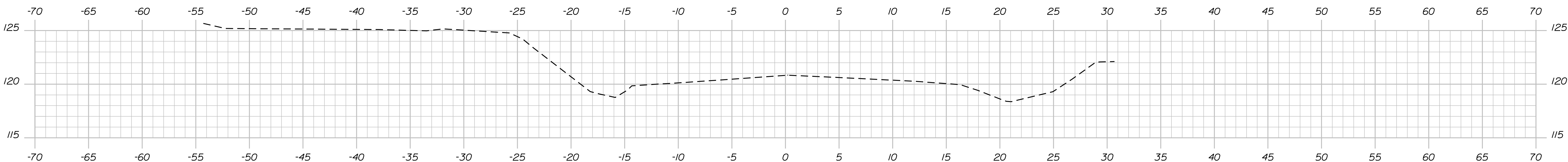
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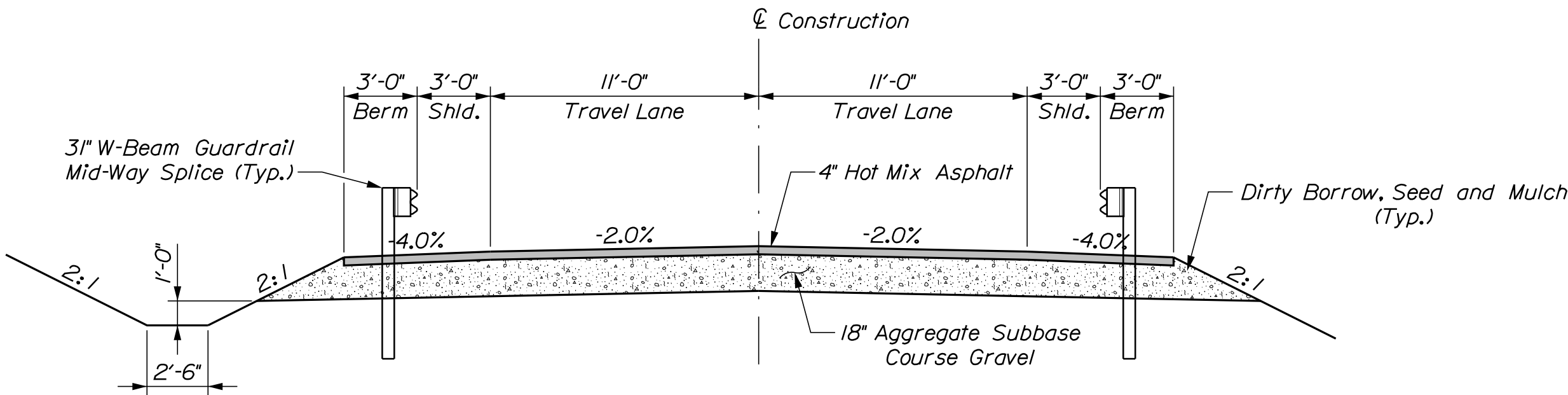
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3+25.00



3+00.00



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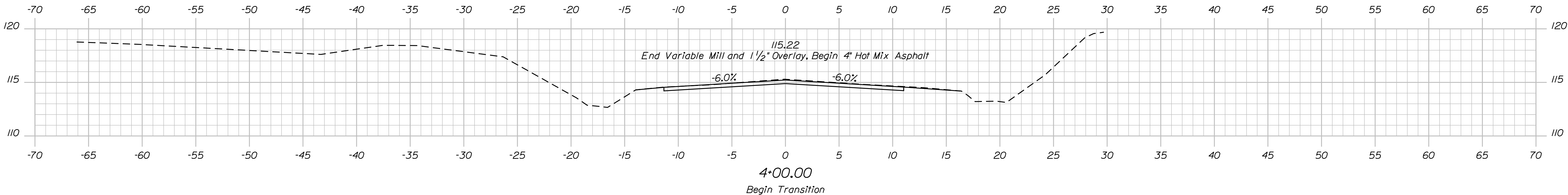
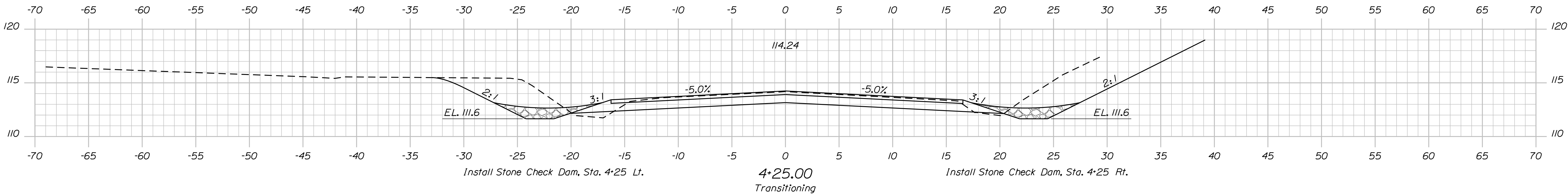
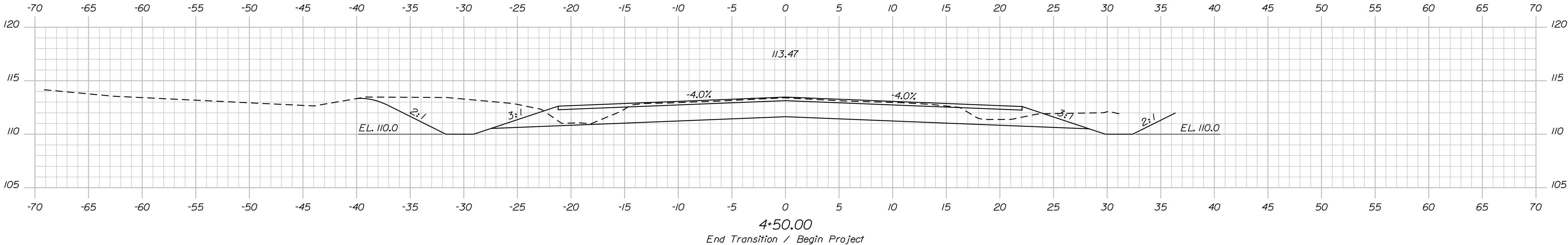
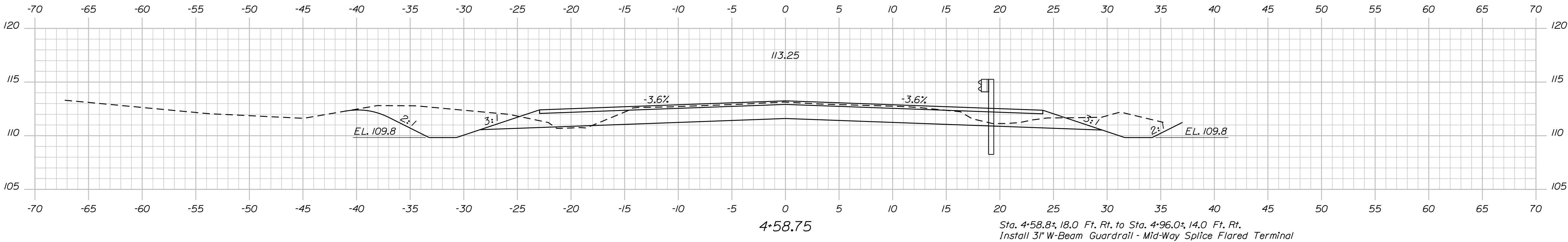
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BRIDGE PLANS			
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SCHOODIC BROOK		CROSS SECTIONS	
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STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2223000	
	WIN	022230.00
	BRIDGE NO. 3649	BRIDGE PLANS

PROJ. MANAGER	BY	DATE
CHECKED-REVIEWED J. HASBROUCK	D. SHAW	MAY 2020
DESIGNED-DETAILED L. KRUSINSKI	T. WHITE	DEC 2019
DESIGNED-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SCHOODIC BRIDGE SCHOODIC BROOK CHERRYFIELD WASHINGTON COUNTY	CROSS SECTIONS
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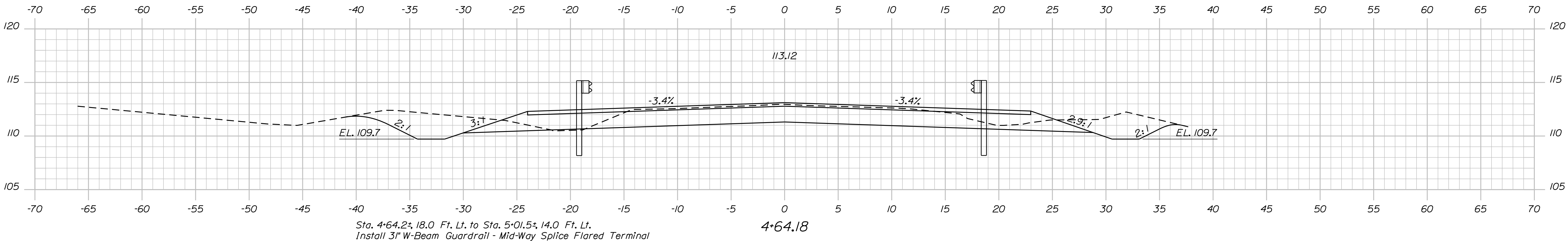
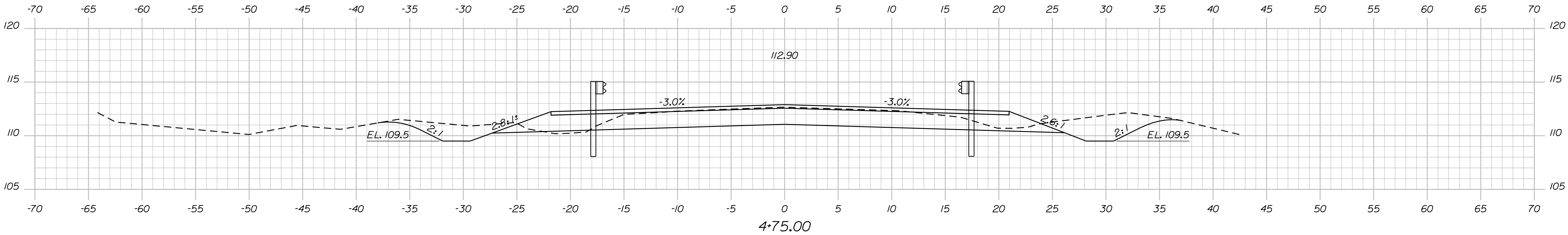
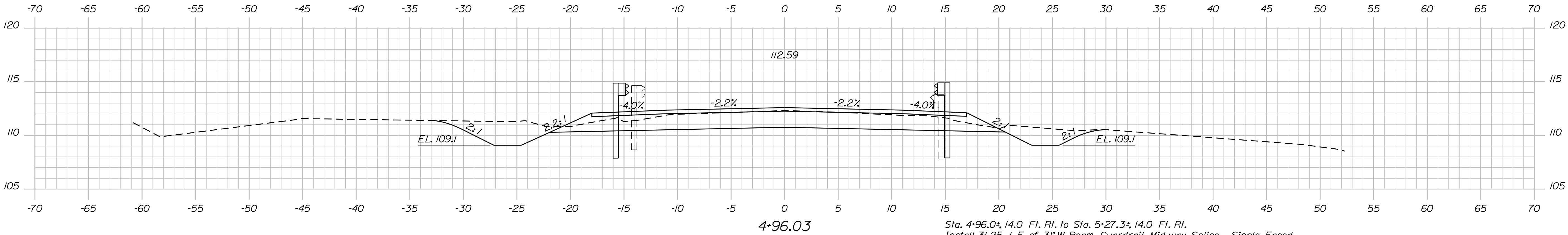
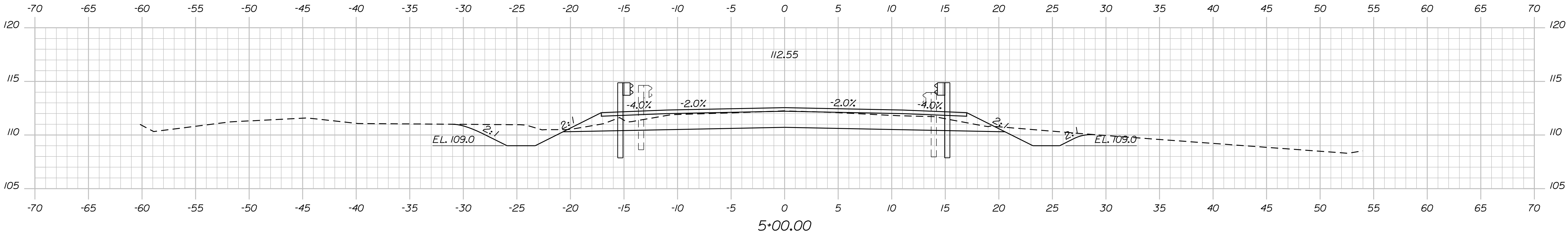
SHEET NUMBER
10
OF 24

Date:8/10/2020

Username: David.Shaw

Division: BRIDGE

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STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
2223000	
WIN	022230.00
BRIDGE NO. 3649	BRIDGE PLANS

PROJ. MANAGER	M. PARLIN	BY	DATE
DESIGN-DETAILED	B. BARTLETT	D. SHAW	MAY 2020
CHECKED-REVIEWED	J. HASBROUCK	SIGNATURE	
DESIGN-DETAILED2	L. KRUSINSKI	T. WHITE	DEC 2019
DESIGNS-DETAILED3			
REVISIONS 1		P.E. NUMBER	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4		DATE	
FIELD CHANGES			

SCHODDIC BRIDGE	
SCHODDIC BROOK	
CHERRYFIELD WASHINGTON COUNTY	
CROSS SECTIONS	

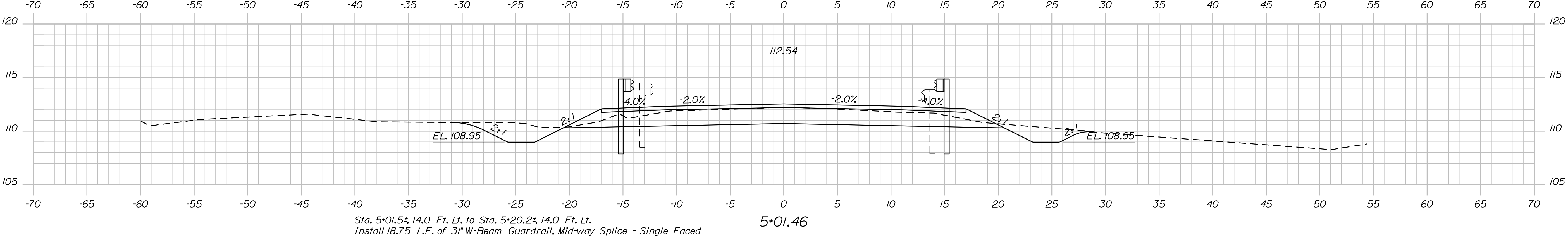
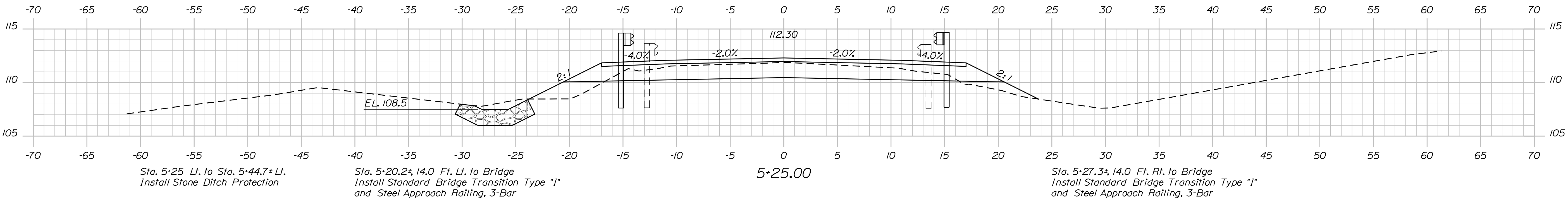
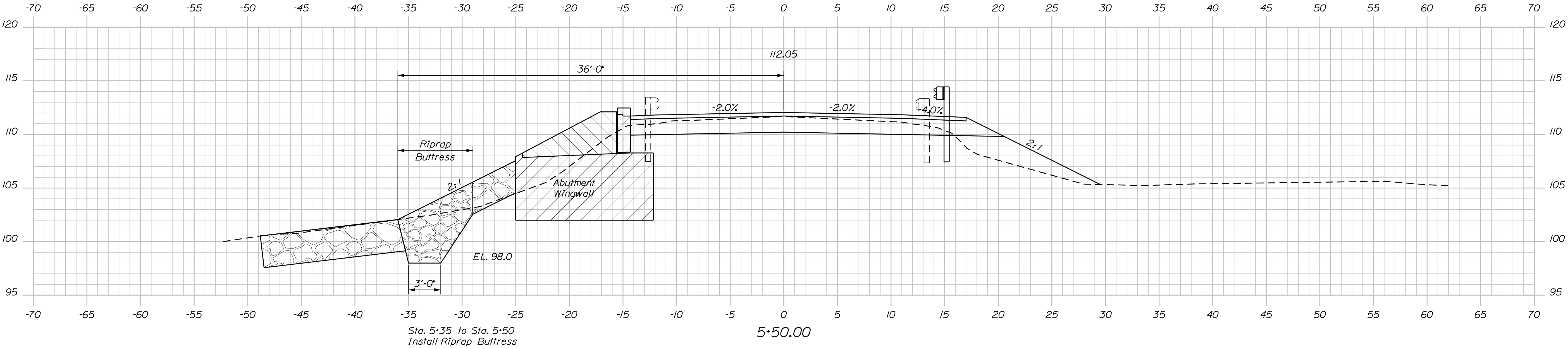
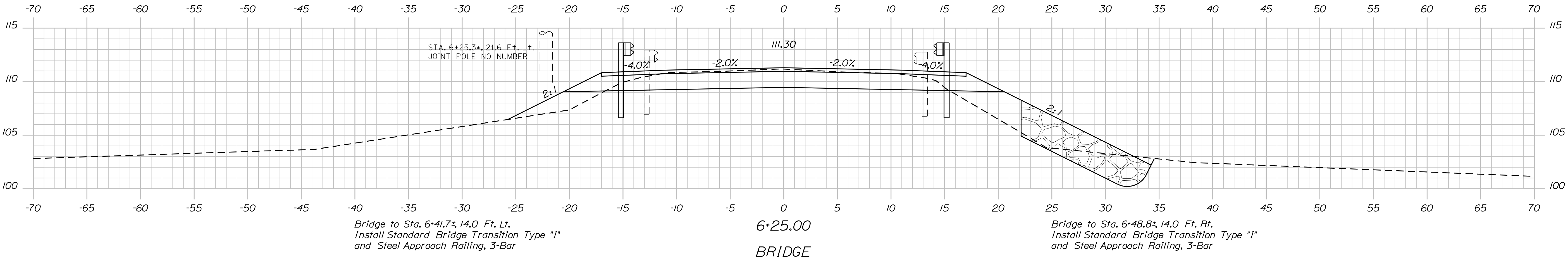
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OF 24	

Username: David.Shaw

Date:8/10/2020

Division: BRIDGE

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
	2223000	
	WIN	022230.00
BRIDGE NO. 3649		BRIDGE PLANS

PROJ. MANAGER	M. PARLIN	BY	DATE
DESIGN-DETAILED	B. BARTLETT	D. SHAW	MAY 2020
CHECKED-REVIEWED	J. HASBROUCK		
DESIGNED-DETAILED	L. KRUSINSKI	T. WHITE	DEC 2019
DESIGN3-DETAILED	D3		
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE			
P.E. NUMBER			
DATE			

SCHOODIC BRIDGE	WASHINGTON COUNTY	CROSS SECTIONS
SCHOODIC BROOK		
CHERRYFIELD		

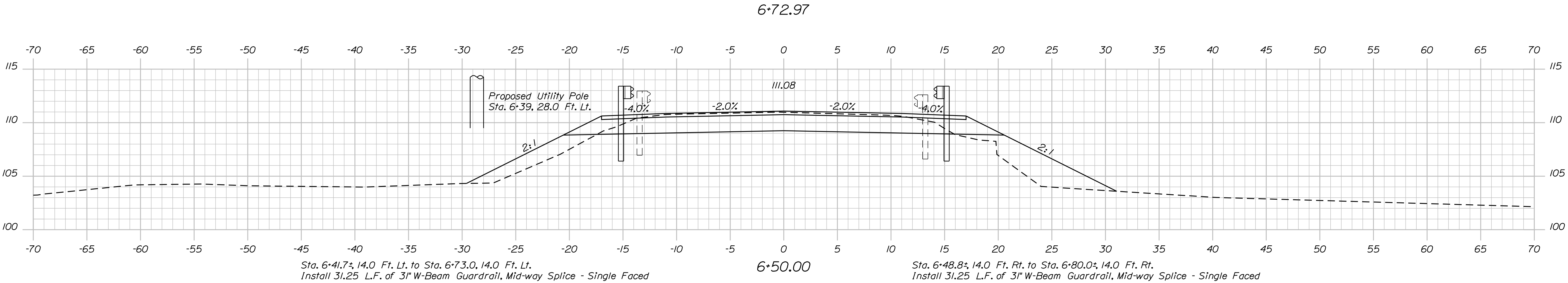
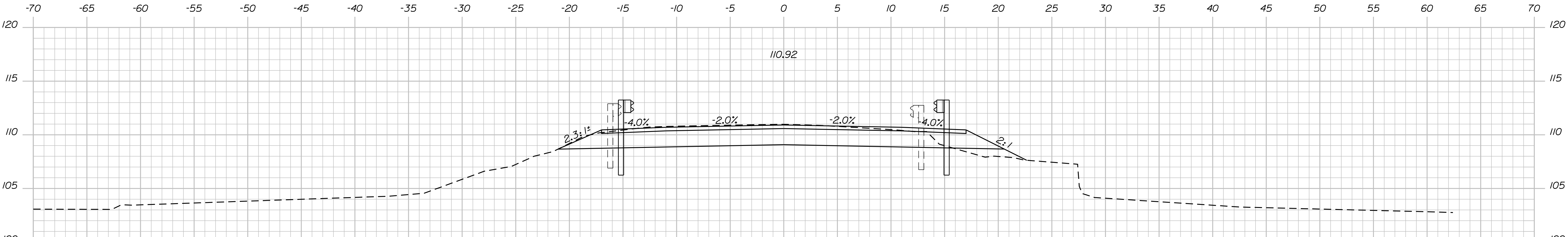
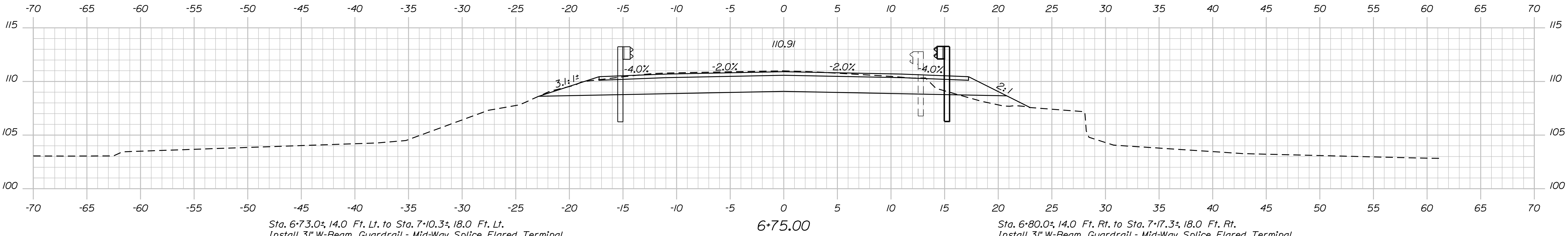
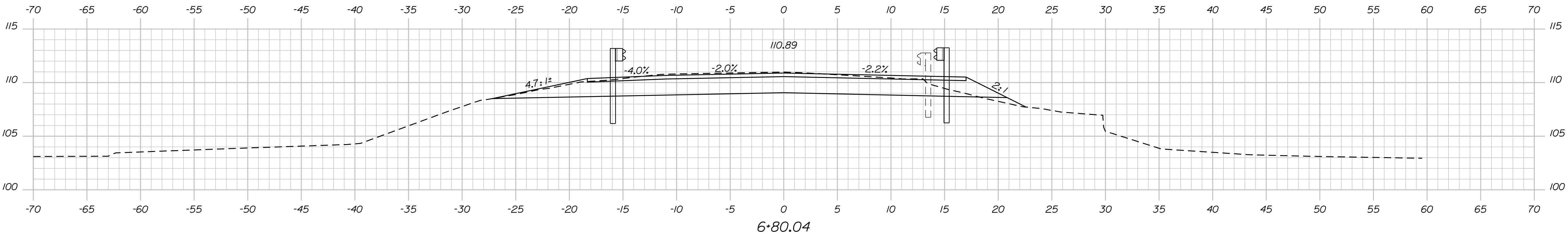
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OF 24

Date:8/10/2020

Username: David.Shaw

Division: BRIDGE

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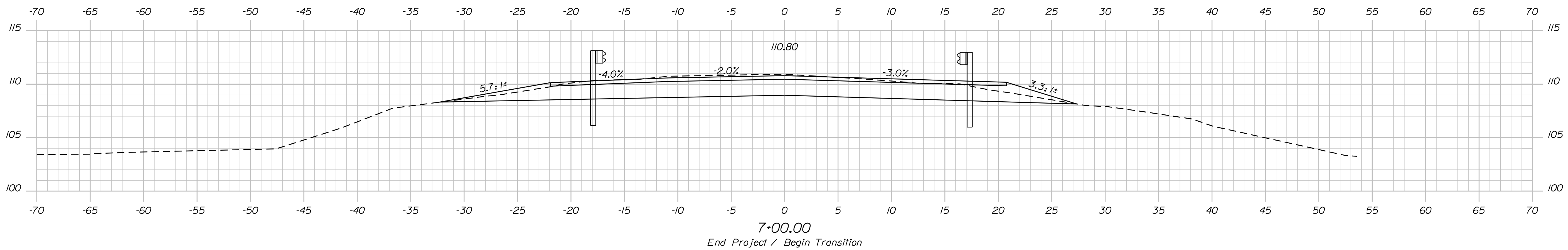
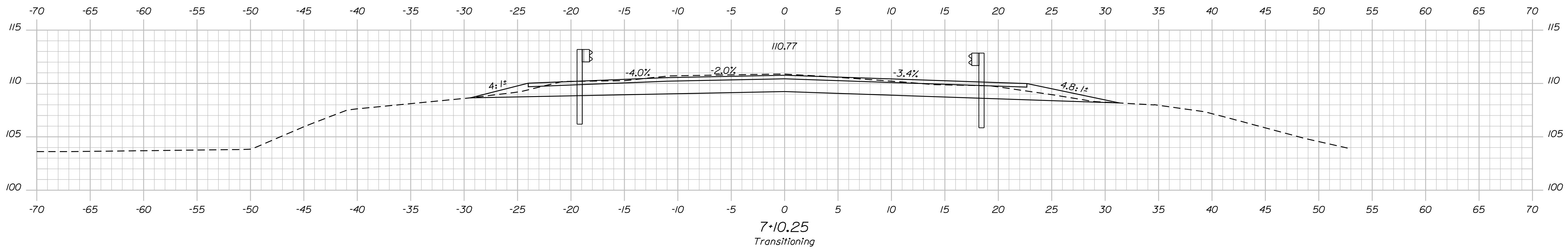
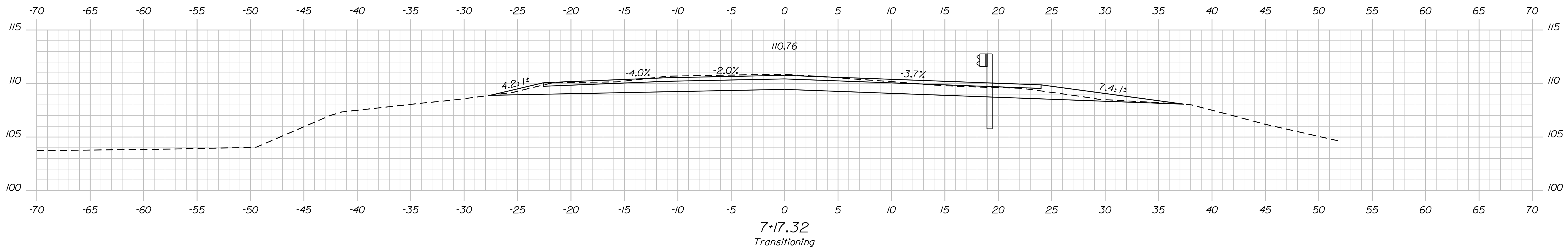
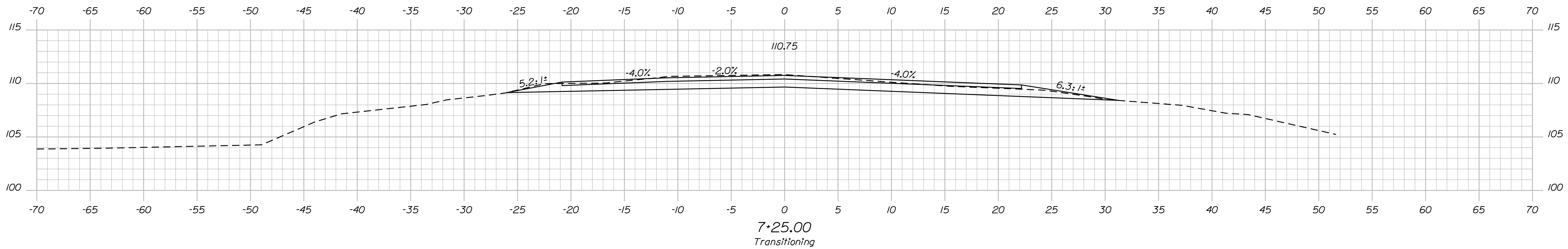
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
	2223000	
	WIN	022230.00
BRIDGE NO. 3649		BRIDGE PLANS

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED J. BARTLETT	D. SHAW	MAY 2020
CHECKED-REVIEWED J. HASBROUCK		
DESIGN-DETAILED L. KRUSINSKI	T. WHITE	DEC 2019
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE	P.E. NUMBER	DATE

SCHOODIC BRIDGE	WASHINGTON COUNTY	CROSS SECTIONS
SCHOODIC BROOK		
CHERRYFIELD		

SHEET NUMBER
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OF 24



STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

2223000

022230.0

BRIDGE NO. 3649

BRIDGE NO. 3649

BRIDGE PLANS

SCHOODIC BRIDGE
SCHOODIC BROOK
CHERRYFIELD WASHINGTON COUNTY

CROSS SECTIONS

SHEET NUMBER

14

OF 24

Sta. 7+00 to Sta. 7+25

Date: 8/10/2020

Username: David.Shaw

Division: BRIDGE

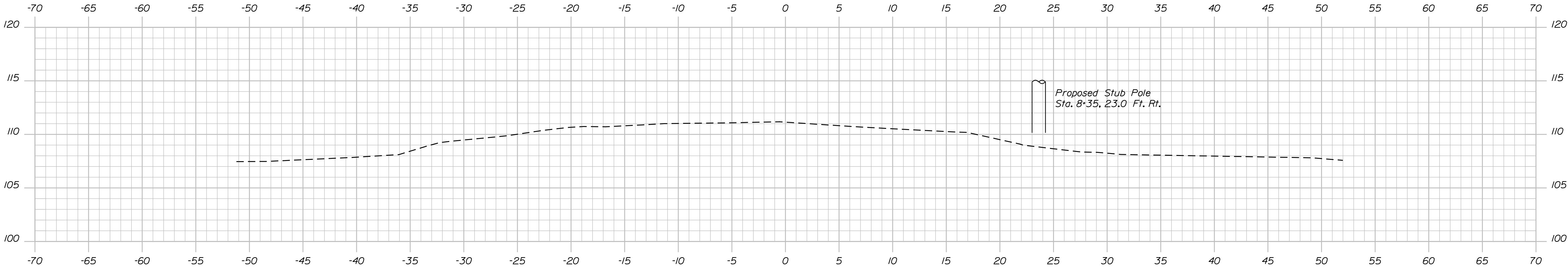
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Date:8/10/2020

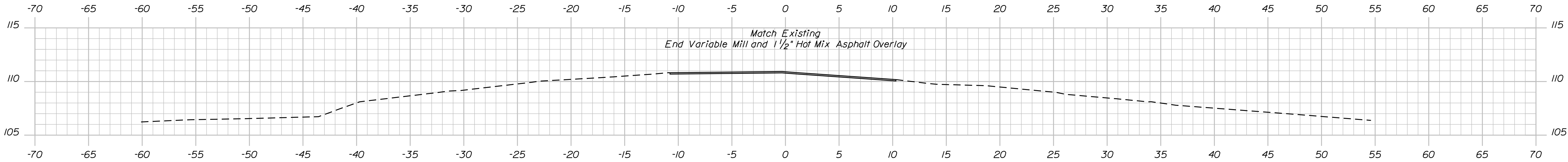
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Division: BRIDGE

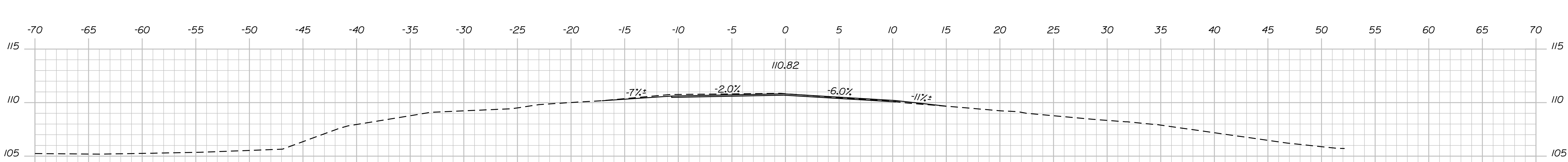
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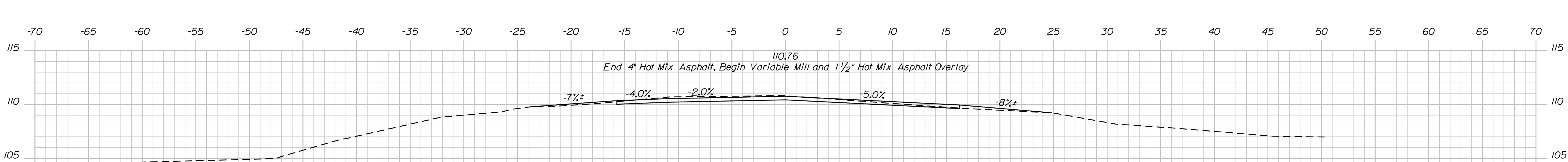
8+25.00



8+00.00



7+75.00



7+50.00

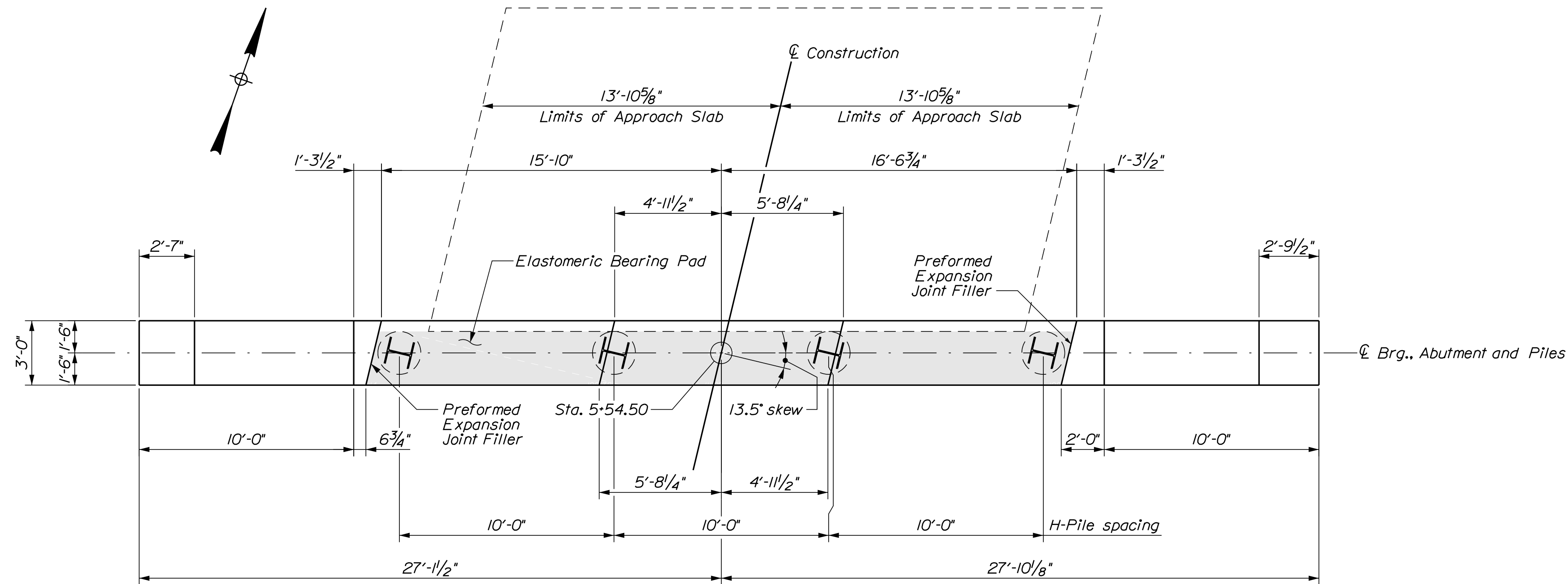
End Transition

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
	2223000	
	WIN	022230.00
BRIDGE NO. 3649		BRIDGE PLANS

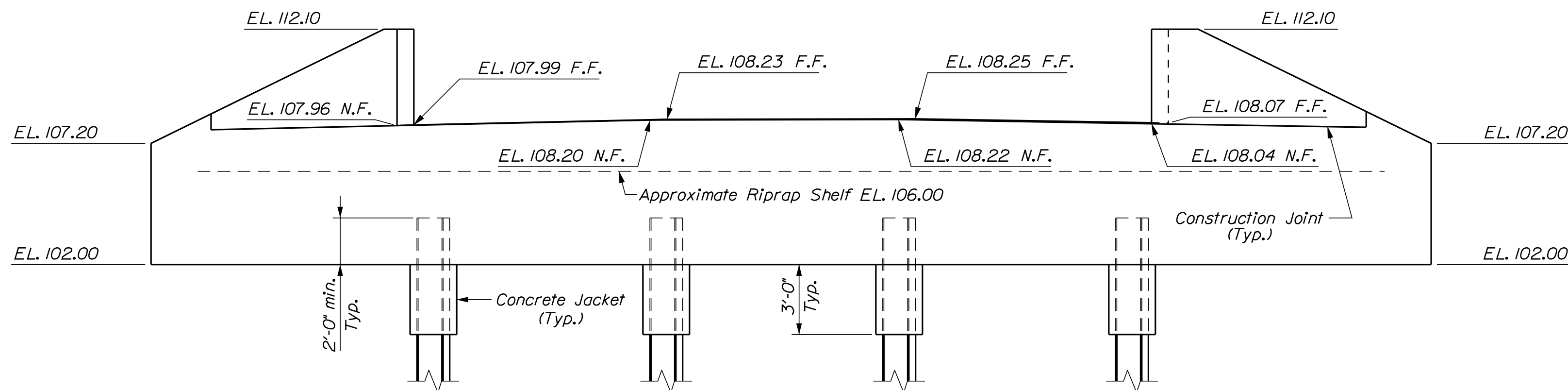
PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	PROJ. MANAGER	M. PARLIN	BY	DATE
	DESIGN-DETAILED	B. BARTLETT	D. SHAW	MAY 2020
	CHECKED-REVIEWED	J. HASBROUCK		
	DESIGN-DETAILED	L. KRUSINSKI	T. WHITE	DEC 2019
	REVISIONS 1			
	REVISIONS 2			
	REVISIONS 3			
	REVISIONS 4			
	FIELD CHANGES			
				SIGNATURE
			P.E. NUMBER	
			DATE	

SCHOODIC BRIDGE SCHOODIC BROOK CHERRYFIELD WASHINGTON COUNTY	CROSS SECTIONS

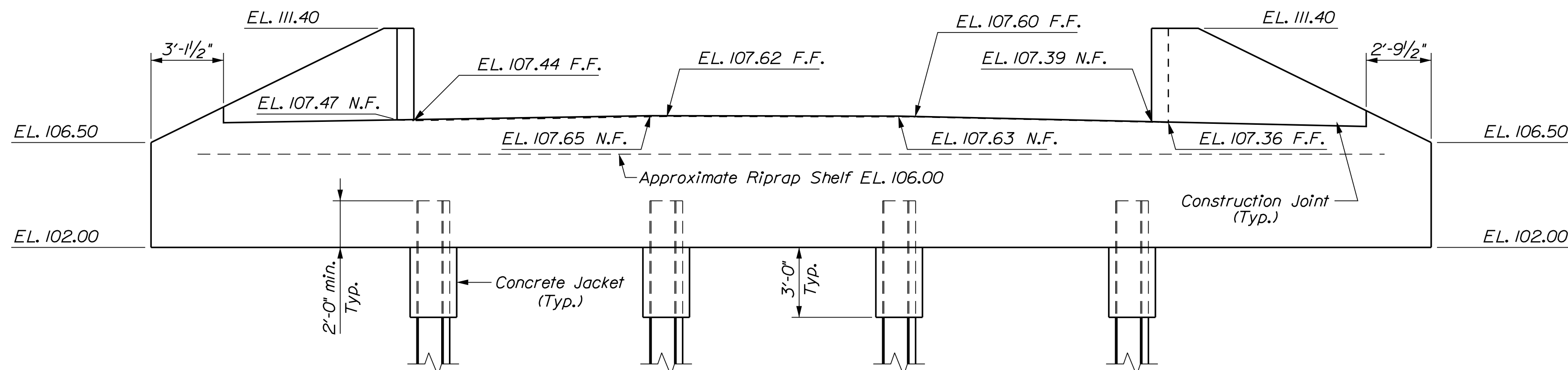
SHEET NUMBER
15
OF 24



PLAN ~ ABUTMENT NO. 1
Abutment No. 2 Opposite Hand



ELEVATION ~ ABUTMENT NO. 1



ELEVATION ~ ABUTMENT NO. 2

PILE NOTES

1. The maximum factored pile load is 290 kips for the Strength I limit state.
2. H-pile material shall be ASTM A 572, Grade 50.
3. Estimate of piles required:
Abutment No. 1: 4 ~ HP 14x89 @ 44 feet
Abutment No. 2: 4 ~ HP 14x89 @ 43 feet
4. The order lengths of the piles shall include an additional 5 feet of length for each test pile to accommodate dynamic pile testing equipment.
5. All piles shall be equipped with a pile tip in accordance with Standard Specifications Subsection 501.048 - Prefabricated Pile Tips and 711.10 - H-Beam Piles, Splices and Tips.
6. Piles shall be driven to the required resistance on or within bedrock in accordance with Standard Specification Section 501.
7. The Contractor shall perform and submit a wave equation analysis for review and acceptance by the Resident. The maximum allowable driving stress is 0.90 times F_y . The submittal analyses shall include the proposed stopping criteria based on the wave equation analysis and the proposed driving system.
8. The Contractor shall perform 2 dynamic load tests with 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 test shall be performed on the first production pile driven at each substructure unit.
9. H-piles to be oriented as shown, with the webs perpendicular to the centerline of construction.
10. Piles shall not be out of position shown by more than 2 inches in any direction.

ABUTMENT NOTES

1. Reinforcing steel shall have a minimum concrete cover of 3 inches at bottom of abutment and 2 inches everywhere else unless otherwise noted.
2. Place drains with 4 inch diameter in the breastwall and wingwalls at 10 foot maximum spacing. The exact location will be determined by the Resident.
3. Place the parapet portions of the wingwalls after erection of the precast units to ensure an accurate match with the superstructure.
4. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
5. Install drainage geocomposite behind the abutments and wingwalls up to the approach slab seat elevation and in accordance with Special Provision Section 620, Drainage Geocomposite.
6. Payment for the concrete jackets around the tops of the H-piles will not be paid for directly, but will be considered incidental to Pay Item 502.219, Structural Concrete Abutments and Retaining Walls. Fill Concrete may be used for the concrete jackets. Payment for excavation necessary to construct the concrete jackets will be considered incidental to Contract items.
7. Adjust the abutment seat elevations in accordance with Special Provision 535 - Precast, Prestressed Concrete Superstructure (Camber).

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		SCHOODIC BROOK				DEPARTMENT OF TRANSPORTATION			
		CHERRYFIELD WASHINGTON COUNTY							
		ABUTMENTS NO. 1 AND 2							
		DESIGN-DETAILED				PROJ. MANAGER	M. PARLIN	BY	DATE
		CHECKED-REVIEWED				B. BARTLETT			
		DESIGN2-DETAILED2				J. MISBROCK			
		DESIGN3-DETAILED3				T. WHITE			
		REVISIONS 1							
		REVISIONS 2							
REVISIONS 3									
REVISIONS 4									
FIELD CHANGES									
				DATE					
				P.E. NUMBER					
				WIN					
				022230.00					
				BRIDGE NO. 3649					
				BRIDGE PLANS					

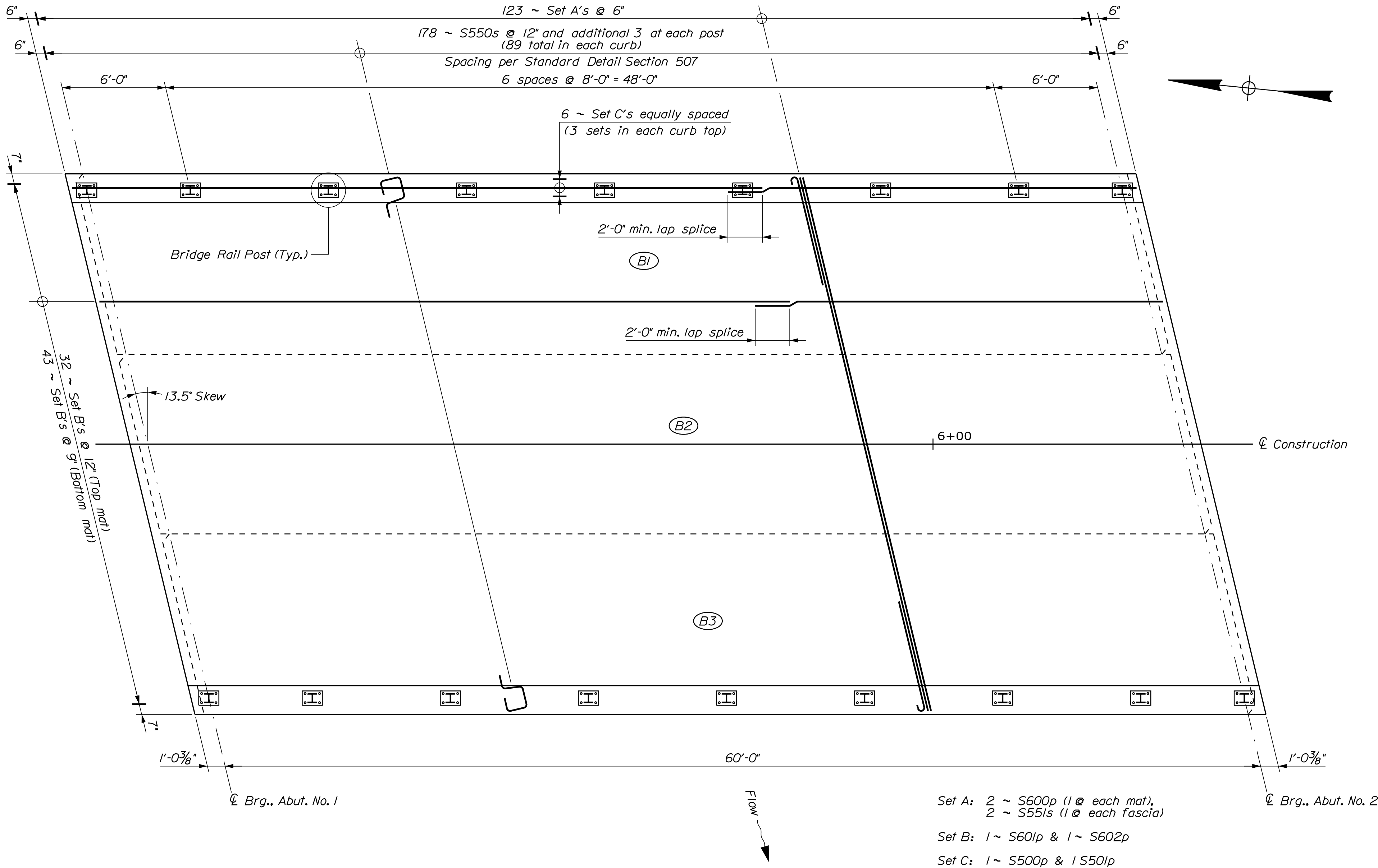


- ☐ Strands debonded 6 inches.
- ◊ Strands debonded 6 feet.
- Strands not debonded.

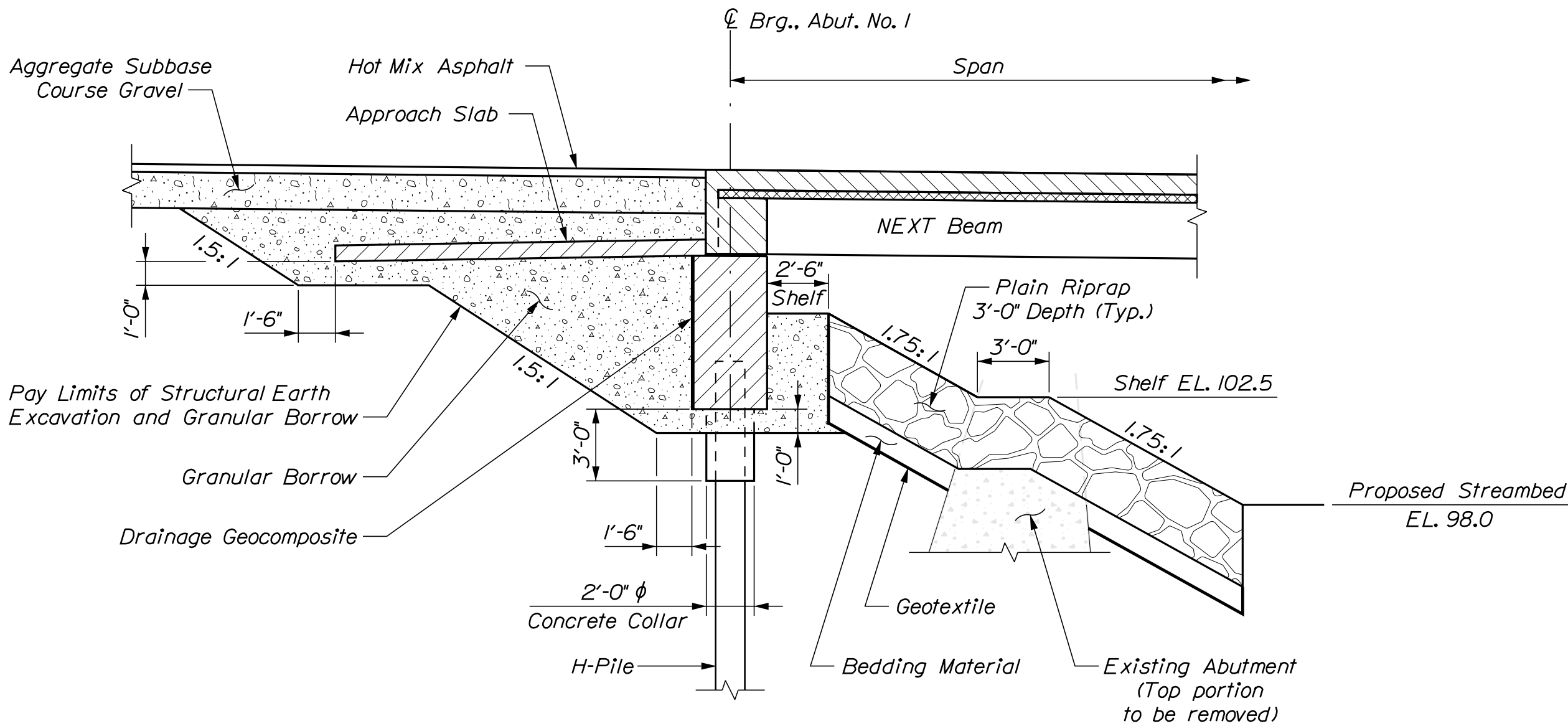
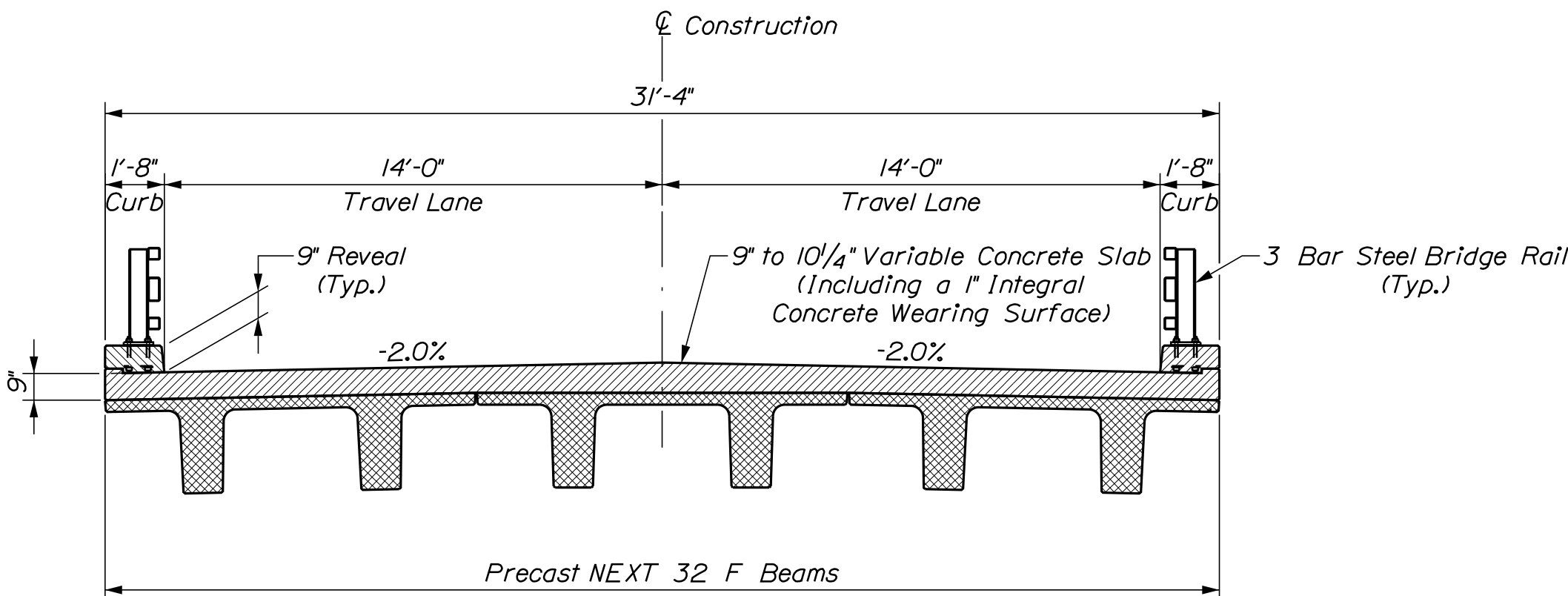


PROJ. MANAGER	M. PARLIN	BY	DATE
DESIGN-DETAILS	B. BARTLETT	D. SHAW	MAY 2020
CHECKED-REVIEWED	J. HASBROUCK		
DESIGN-DETAILS	L. KRUSINSKI	T. WHITE	DEC 2019
DESIGNS-DETAILS			
REVISED 1			
REVISED 2			
REVISED 3			
REVISED 4			
FIELD CHANGES			

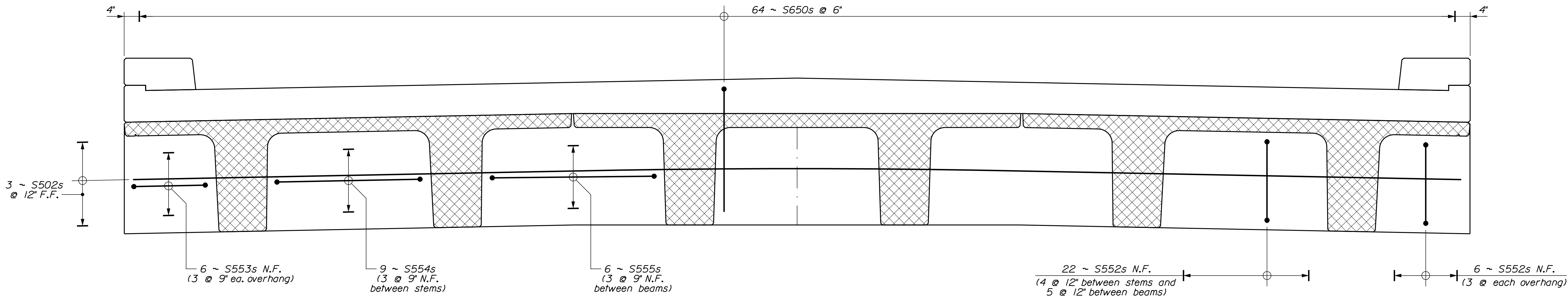
SCHOODIC BRIDGE SCHOODIC BROOK CHERRYFIELD WASHINGTON COUNTY
PRECAST NEXT BEAM



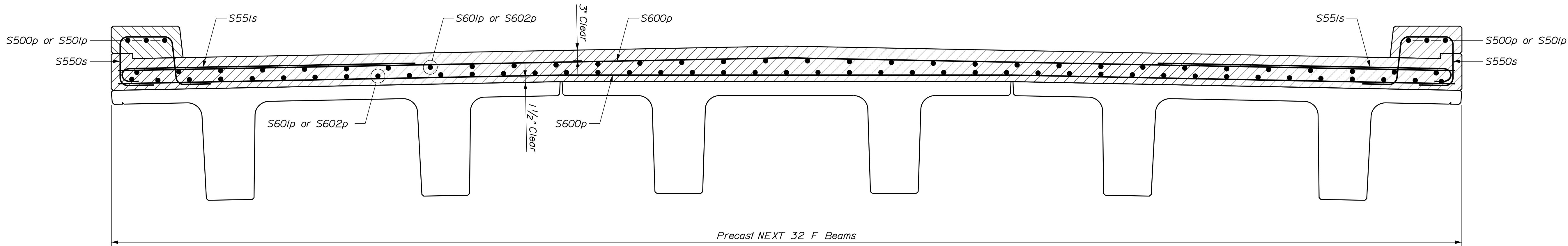
- SUPERSTRUCTURE NOTES
1. The deck thickness shall be adjusted in accordance with Special Provision Section 535, Precast, Prestressed Concrete Superstructure - Camber.
 2. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
 - 3.) Both top and bottom mats of reinforcing shall be placed parallel to the finished profile. Reinforcing shall have a constant concrete top cover of 3 inches. Bottom concrete cover may be variable with a minimum cover of 1 inch.
 4. End diaphragm concrete will be paid for under Item No. 502.261, Structural Concrete Roadway and Sidewalk Slabs on Concrete Bridges and shall be placed with the deck.
 5. The Contractor shall stagger splice locations of longitudinal bars.
 6. Anchor rods for the steel bridge rail posts shall be shortened by 1" to provide additional clearance between the top of deck and bottom of anchor rod.
 7. Saw Cut Grooving shall be in the longitudinal direction.



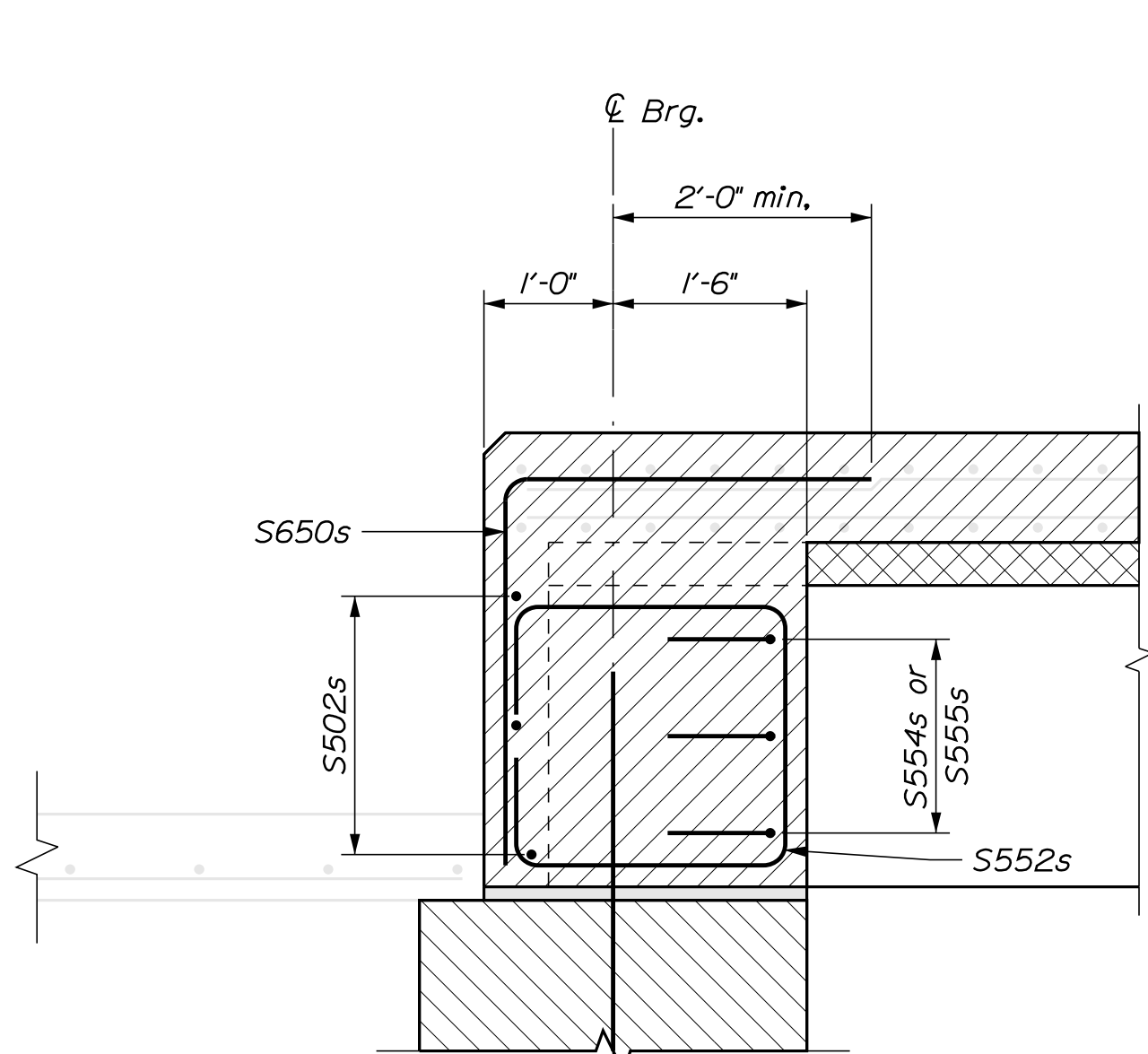
SHEET NUMBER				STATE OF MAINE				
21				DEPARTMENT OF TRANSPORTATION				
				2223000				
				WIN				
				022230.00				
BRIDGE NO. 3649				BRIDGE PLANS				
SCHOODIC BRIDGE SCHOODIC BROOK CHERRYFIELD WASHINGTON COUNTY SUPERSTRUCTURE PLAN				PROJ. MANAGER		M. PARLIN	BY	DATE
				DESIGN-DETAILED		B. BARTLETT	D. SHAW	MAY 2020
				CHECKED-REVIEWED		J. HASBROUCK		
				DESIGN2-DETAILED2		L. KRUSINSKI	T. WHITE	DEC 2019
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				REVISIONS 4				
				FIELD CHANGES				



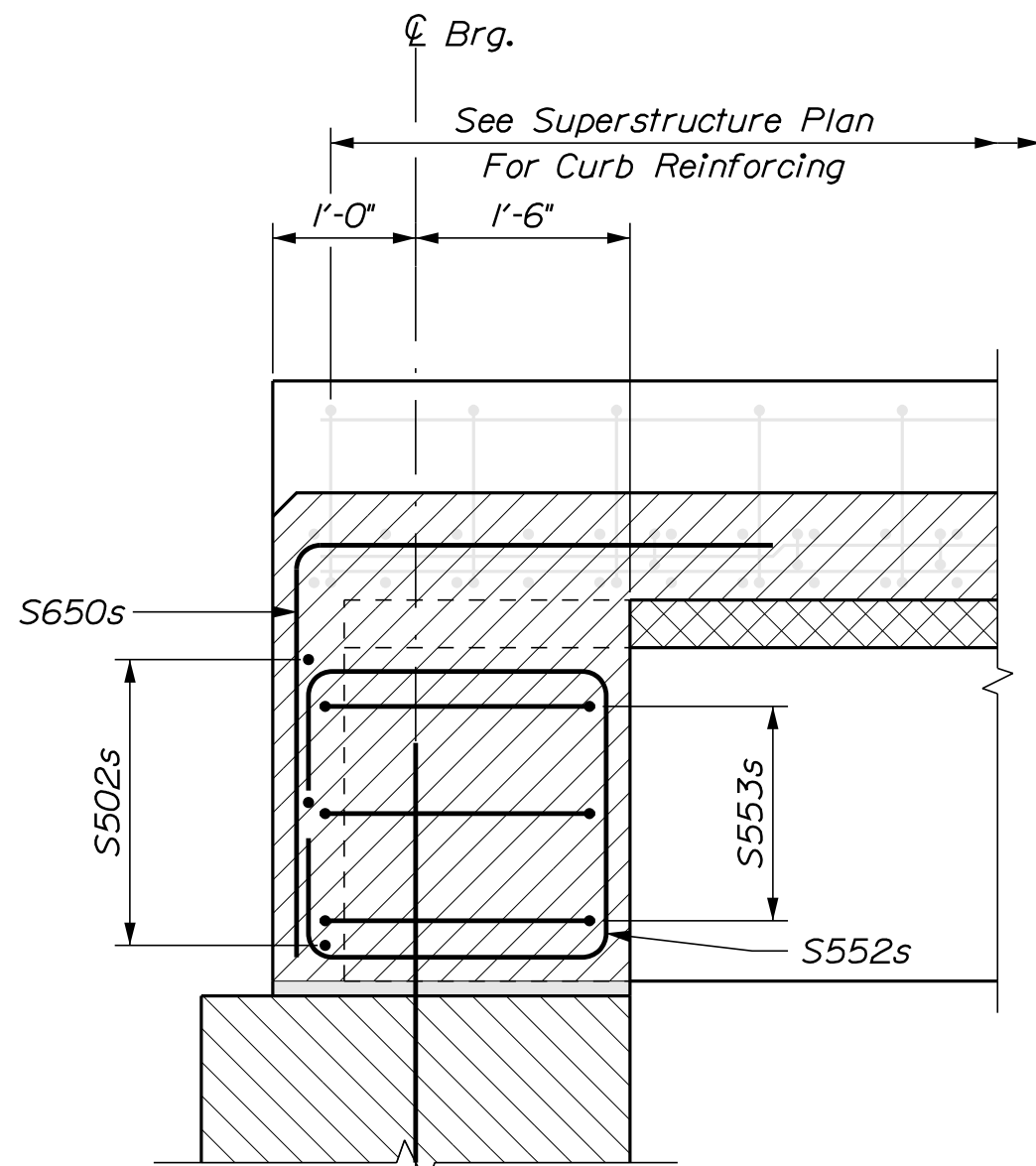
END DIAPHRAGM ELEVATION



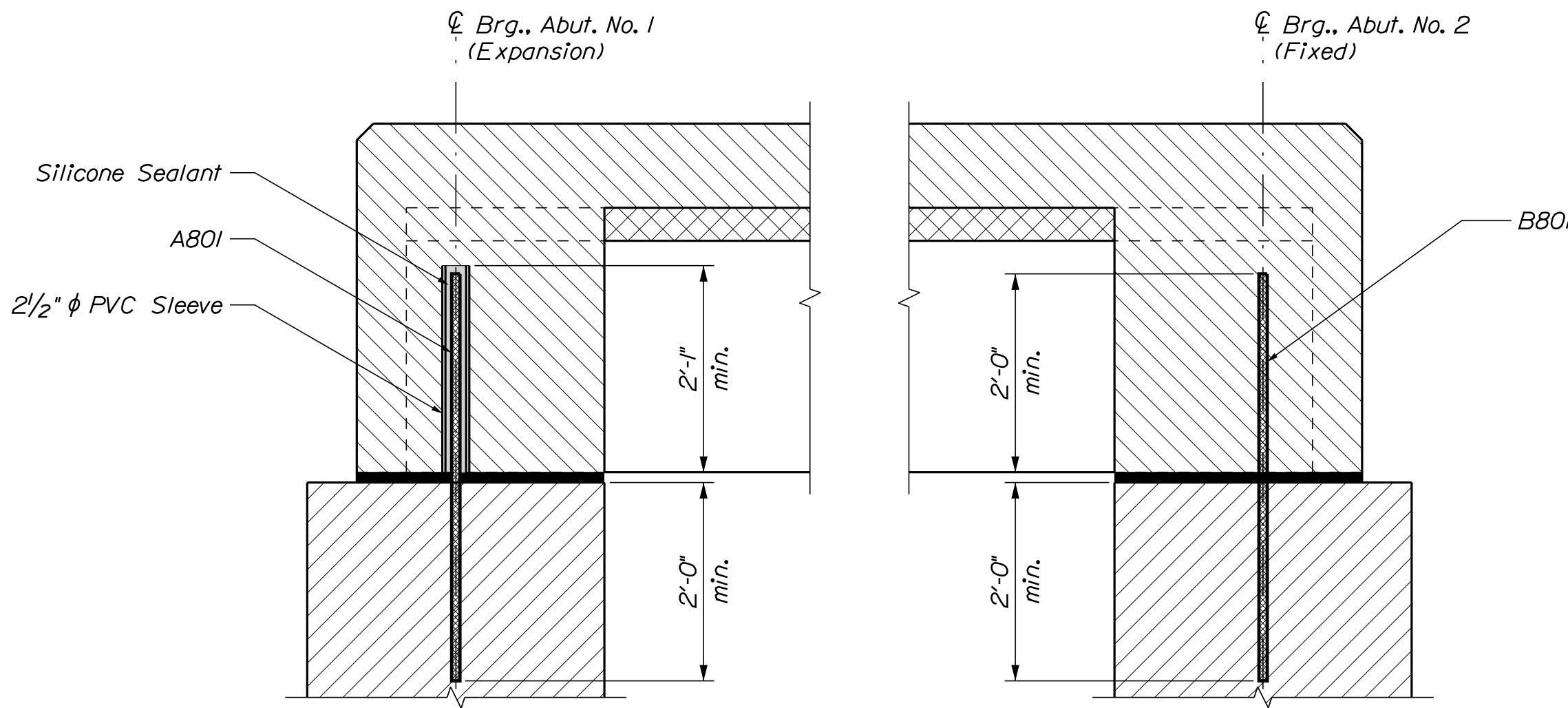
SUPERSTRUCTURE SLAB REINFORCEMENT
Section cut parallel to centerline of bearing



END DIAPHRAGM SECTION AT ROADWAY



END DIAPHRAGM SECTION AT CURB



SUPERSTRUCTURE ANCHORAGE DETAIL

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2223000		BRIDGE NO. 3649		BRIDGE PLANS	
	WIN		022230.00			
SCHOODIC BRIDGE SCHOODIC BROOK CHERRYFIELD WASHINGTON COUNTY	DESIGNED-Detailed	J. BARTLETT	D. SHAW	MAY 2020	SIGNATURE	
	CHECKED-Reviewed	J. HASBROUCK	T. WHITE	DEC 2019	P.E. NUMBER	
	DESIGNS-Designed	L. KRUSINSKI			DATE	
	REVISIONS 1					
	REVISIONS 2					
SUPERSTRUCTURE DETAILS		SHEET NUMBER				
		22				
		OF 24				

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 No. 1				Abutment No. 2				Abutment No. 1															
A500	9	8'-6"	Bottom Abutment, between piles	B500	9	8'-6"	Bottom Abutment, between piles	A550	10	4'-2"	U	10"	2'-6"	10"									End Abutment Wingwall
A501	4	37'-2"	Top Abutment	B501	4	37'-2"	Top Abutment	A551	1	11'-7"	V				10'-11"	8"				3 1/2"			Top West Abutment Wingwall
A502	3	11'-1"	Bottom Abutment, West Wingwall	B502	3	11'-1"	Bottom Abutment, East Wingwall	A552	1	12'-4 1/2"	V				11'-0"	1'-4 1/2"				7 1/2"			Top East Abutment Wingwall
A503	3	11'-9 1/2"	Bottom Abutment, East Wingwall	B503	3	11'-9 1/2"	Bottom Abutment, West Wingwall	A553	28	4'-0"	L	2'-0"	2'-0"										Hooks for Approach Slab
A504	4	4'-10"	End Wingwall or Parapet	B504	4	4'-1 1/2"	End Wingwall or Parapet	A554	14	4'-6"	ED	12"	2'-6"	12"							2 3/4"		Abutment Parapet
A600	14	32'-0"	Abutment Backwall	B600	13	32'-0"	Abutment Backwall	A650	144	11'-1 1/2"	U	4'-3"	2'-7 1/2"	4'-3"									Abut. Breastwall/End Wingwall
A601	12	54'-6"	Abutment Breastwall	B601	11	54'-6"	Abutment Breastwall	A651	34	14'-9 1/2"	U	6'-1"	2'-7 1/2"	6'-1"									Abutment Wingwall
								A652	32	13'-1 1/2"	U	5'-3"	2'-7 1/2"	5'-3"									Abutment Wingwall
A800	24	16'-6"	Abutment Backwall	B800	22	16'-6"	Abutment Backwall	A653	24	5'-3"	L	4'-3"	12"										Bottom Abutment at piles
A801	26	4'-2"	Abutment/End Diaphragm	B801	26	4'-2"	Abutment/End Diaphragm	A654	1	18'-2"	U	7'-6 1/2"	2'-6"	8'-1 1/2"									Top West Abutment Wingwall
								A655	1	16'-2"	U	6'-6 1/2"	2'-6"	7'-1 1/2"									Top West Abutment Wingwall
								A656	1	14'-1"	U	5'-6"	2'-6"	6'-1"									Top West Abutment Wingwall
								A657	1	12'-1"	U	4'-6"	2'-6"	5'-1"									Top West Abutment Wingwall
								A658	1	10'-0"	U	3'-5 1/2"	2'-6"	4'-0 1/2"									Top West Abutment Wingwall
S500p	6	40'-0"	Superstructure Curb	AS501	30	27'-5"	Approach Slab	A659	1	8'-0"	U	2'-5 1/2"	2'-6"	3'-0 1/2"									Top West Abutment Wingwall
S501p	6	23'-8"	Superstructure Curb					A660	1	5'-11"	U	1'-5"	2'-6"	2'-0"									Top West Abutment Wingwall
S502s	6	31'-9"	End Diaphragm	AS601	108	15'-11 1/2"	Approach Slab	A661	1	19'-5"	U	8'-2"	2'-6"	8'-9"									Top East Abutment Wingwall
S600p	246	31'-9"	Superstructure Deck					A662	1	17'-7"	U	7'-3"	2'-6"	7'-10"									Top East Abutment Wingwall
S601p	75	40'-0"	Superstructure Deck					A663	1	15'-6 1/2"	U	6'-3"	2'-6"	6'-9 1/2"									Top East Abutment Wingwall
S602p	75	23'-8"	Superstructure Deck					A664	1	13'-6"	U	5'-2 1/2"	2'-6"	5'-9 1/2"									Top East Abutment Wingwall
								A665	1	11'-5 1/2"	U	4'-2 1/2"	2'-6"	4'-9"									Top East Abutment Wingwall
								A666	1	9'-5"	U	3'-2"	2'-6"	3'-9"									Top East Abutment Wingwall
								A667	1	7'-4 1/2"	U	2'-2"	2'-6"	2'-8 1/2"									Top East Abutment Wingwall

