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 (2020) AADT	3310
Future (2040) AADT	3970
DHV - % of AADT	10%
Design Hour Volume	397
% Heavy Trucks (AADT)	6%
% Heavy Trucks (DHV)	4%
Directional Distribution (DHV)	55%
18 kip Equivalent P 2.0	112
18 kip Equivalent P 2.5	106
Design Speed (mph)	35 mph

HYDROLOGIC DATA

Drainage Area	52 sq mi
Discharge (Q1.1)	803 cfs
Discharge (Q10)	3031 cfs
Design Discharge (Q50)	4481 cfs
Check Discharge (Q100)	5154 cfs
Headwater Elevation (Q1.1)	359.39 ft
Headwater Elevation (Q10)	364.19 ft
Headwater Elevation (Q50)	366.27 ft
Headwater Elevation (Q100)	367.08 ft
Discharge Velocity (Q1.1)	2.7 fps
Discharge Velocity (Q10)	4.5 fps
Discharge Velocity (Q50)	5.3 fps
Discharge Velocity (Q100)	5.6 fps

MATERIALS

Concrete (Unless noted otherwise)	Class "A"
Concrete (Curbs)	Class "LP"
Reinforcing Steel:	
Stainless Steel	ASTM 995, Grade 75
Plain	ASTM A615/A615M, Grade 60
Glass Fiber Reinforced Polymer (GFRP)	ASTM D7957
Structural Steel:	
All Material (Except as Noted)	ASTM A709, Grade 50, Metallized
High Strength Bolts	ASTM F3125, Grade A325, Type 1 H.D.G.

BASIC DESIGN STRESSES

Concrete, Class "A"	f 'c = 4,000 psi
Concrete, Class "LP"	f 'c = 5,000 psi
Reinforcing Steel:	
Stainless Steel	f y = 75,000 psi
Plain	f y = 60,000 psi
Structural Steel:	
ASTM A709, Grade 50	F y = 50,000 psi
ASTM F3125, Grade A325	F u = 120,000 psi
GFRP Reinforcing	
#5	Ffu* = 93,870 psi
#6	Ffu* = 92,950 psi
Minimum Elastic Modulus	Ef = 6,500,000 psi
Minimum Nominal Design Tensile Strain	ε fu = 1.1%

FARMINGTON
FRANKLIN COUNTY
HAMLIN BRIDGE
OVER
WILSON STREAM
RTE 133 (LIVERMORE FALLS ROAD)
PROJECT NO. 022236.00
PROJECT LENGTH 0.095 mi.
BRIDGE NO. 3286

LIST OF DRAWINGS

UTILITIES

Central Maine Power Company
Consolidated Communications
Charter Communications, Inc.
MaineCom Services
Bee Line TV, Inc.

MAINTENANCE OF TRAFFIC

Bridge will be closed to traffic during construction with traffic detoured.

PROJECT LOCATION	Hamlin Bridge (#3286), Route 133 (Livermore Falls Road) over Wilson Stream Latitude: 44°37'22"N Longitude: 70°09'36" W
PROGRAM AREA	Bridge
OUTLINE OF WORK	Bridge replacement and roadway approach work.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

	DATE
APPROVED	
COMMISSIONER:	12-15-2020
CHIEF ENGINEER:	12-15-2020

STATE OF MAINE * THERESA D. McAULIFFE No. 13046 * LICENSED PROFESSIONAL ENGINEER

SIGNATURE	
P.E. NUMBER	13046
DATE	12/10/20

PROJECT INFORMATION

PROGRAM	BRIDGE PROGRAM
PROJECT MANAGER	DEVAN EATON
DESIGNER	THERESA McAULIFFE
CONSULTANT	McFARLAND JOHNSON, INC.
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

PROJECT NO. 022236.00 WIN 22236.00

FARMINGTON
HAMLIN BRIDGE

TITLE SHEET

SHEET NUMBER
1
OF 34

ESTIMATED QUANTITIES

ITEM NO.	ITEM DESCRIPTION		QUANTITY	UNIT
202.19	REMOVING EXISTING BRIDGE	(CONCRETE: 430 CY ~ STEEL: 54700 LBS)	1	LS
202.202	REMOVING PAVEMENT SURFACE		310	SY
203.20	COMMON EXCAVATION		1750	CY
203.2318	DISPOSAL OF SPECIAL WASTE		72	T
203.24	COMMON BORROW		50	CY
203.25	GRANULAR BORROW		420	CY
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES, PLAN QUANTITY		500	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL		1100	CY
403.2081	HOT MIX ASPHALT - 12.5 MM NOMINAL MAXIMUM SIZE (POLYMER MODIFIED)		180	T
403.209	HOT MIX ASPHALT - 9.5 MM (SIDEWALKS, DRIVES, ISLANDS, & INCIDENTALS)		2	T
403.2131	HOT MIX ASPHALT - 12.5 MM (BASE AND INTERMEDIATE BASE COURSE, POLYMER MODIFIED)		220	T
409.15	BITUMINOUS TACK COAT, APPLIED		78	G
501.239	DYNAMIC LOADING TESTS - PROVIDING FOR		2	EA
501.50	STEEL H-BEAM PILES 89 LB/FT, DELIVERED		350	LF
501.501	STEEL H-BEAM PILES 89 LB/FT, IN PLACE		350	LF
501.90	PILE TIPS		10	EA
501.91	PILE SPLICES		10	EA
501.92	PILE DRIVING EQUIPMENT MOBILIZATION		1	LS
502.219	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	(71 CY)	1	LS
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON STEEL BRIDGES	(170 CY)	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLAB	(23 CY)	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS	(14 CY)	1	LS
502.77	FRP BRIDGE DRAIN, TYPE F		1	EA
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED		33900	LB
503.13	REINFORCING STEEL, PLACING		33900	LB
503.26	STAINLESS STEEL REINFORCEMENT, FABRICATED AND DELIVERED		18500	LB
503.27	STAINLESS STEEL REINFORCEMENT, PLACING		18500	LB
504.702	STRUCTURAL STEEL FABRICATED AND DELIVERED, WELDED	(145100 LBS)	1	LS
504.71	STRUCTURAL STEEL ERECTION	(145100 LBS)	1	LS
505.08	SHEAR CONNECTORS	(2625 EA)	1	LS
506.9104	THERMAL SPRAY COATING (SHOP APPLIED)	(145100 LBS)	1	LS
507.0821	STEEL BRIDGE RAILING, 3 BAR	(270 LF)	1	LS
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE	(420 SY)	1	LS
511.07	COFFERDAM: ABUTMENT #1		1	LS
511.07	COFFERDAM: ABUTMENT #2		1	LS
512.081	FRENCH DRAINS	(170 LF)	1	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES	(240 SY)	1	LS
519.60	EXPANSION DEVICE - ASPHALTIC PLUG JOINT		67	LF
526.301	TEMPORARY CONCRETE BARRIER, TYPE I	(60 LF)	1	LS
530.30	GFRP REINFORCEMENT, FABRICATED AND DELIVERED		28400	LF
530.31	GFRP REINFORCEMENT, PLACING		28400	LF
603.199	24 INCH CULVERT PIPE OPTION III		58	LF
606.1301	31" W-BEAM GR, MID WAY SPLICE -SINGLE FACED		312.5	LF
606.1303	31" W-BEAM GR, MID-WAY SPLICE - 15' RADIUS OR LESS		25	LF
606.1305	31" W-BEAM GR, MID-WAY SPLICE FLARED TERMINAL		2	EA
606.1307	BRIDGE TRANSITION (ASYMMETRICAL) - TYPE IA		4	EA
606.265	TERMINAL END-SINGLE RAIL - GALVANIZED STEEL		1	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER		6	EA
610.08	PLAIN RIPRAP		600	CY
610.18	STONE DITCH PROTECTION		83	CY
613.319	EROSION CONTROL BLANKET		11	SY
615.07	LOAM		97	CY
618.13	SEEDING METHOD NUMBER 1		5	UN
618.14	SEEDING METHOD NUMBER 2		11	UN
619.12	MULCH		16	UN
619.14	EROSION CONTROL MIX		200	CY
620.58	EROSION CONTROL GEOTEXTILE		890	SY
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE		1600	LF
629.05	HAND LABOR, STRAIGHT TIME		20	HR
631.10	AIR COMPRESSOR (INCLUDING OPERATOR)		20	HR

ESTIMATED QUANTITIES

ITEM NO.	ITEM DESCRIPTION		QUANTITY	UNIT
631.11	AIR TOOL (INCLUDING OPERATOR)		20	HR
631.12	ALL-PURPOSE EXCAVATOR (INCLUDING OPERATOR)		20	HR
631.171	TRUCK-SMALL (INCLUDING OPERATOR)		20	HR
631.172	TRUCK-LARGE (INCLUDING OPERATOR)		20	HR
631.22	FRONT END LOADER (INCLUDING OPERATOR)		20	HR
639.18	FIELD OFFICE TYPE A		1	EA
645.271	REGULATORY, WARNING, CONFIMATION AND ROUTE ASSEMBLY SIGN, TYPE I		7	SF
652.312	TYPE III BARRICADE		4	EA
652.33	DRUM		20	EA
652.34	CONE		40	EA
652.35	CONSTRUCTION SIGNS		500	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	(140 CD)	1	LS
652.38	FLAGGERS		100	HR
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN		3	EA
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL		1	LS
659.10	MOBILIZATION		1	LS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 022236.00

WIN 22236.00

BRIDGE NO. 3286

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	D. GUZZI	S. MERKWAN	10-20
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	10-20
DESIGN2-DETAILED2	S. OZANA	C. GOLDEN	10-20
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

ESTIMATED QUANTITIES

SHEET NUMBER

2

OF 34

GENERAL CONSTRUCTION NOTES

1. During construction, the road will be closed to traffic for a time period specified in the Special Provisions.

2. For easements, construction limits, and right of way lines, refer to the Right of Way Map.

3. The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to Contract items.

4. Locations of utilities shown are approximate and should be verified in the field by the Contractor.

5. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.

6. Gravel entrances shall be constructed with 14 inches of aggregate subbase course gravel unless otherwise noted in the Plans or directed by the Resident.

7. A 3-foot paved apron shall be placed at all unpaved entrances unless otherwise noted in the Plans or directed by the Resident.

8. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.

9. 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.

10. Unless otherwise noted, all embankment material placed below EL. 366.27 shall be Granular Borrow meeting the requirements of Standard Specifications Subsection 703.19, Material for Underwater Backfill.

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

12. Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Pay Item 619.14, Erosion Control Mix.

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

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

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

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

    All exposed surfaces of concrete curbs
    Fascias down to the drip notch,
    Top of abutment backwalls and wingwalls, and
    to one foot below the ground on vertical walls against earth.

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

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

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

20. The project geotechnical report titled: "Geotechnical Design Report Hamlin Bridge No. 3286 Route 133 over Wilson Stream" dated October, 2020 may be accessed at the MaineDOT web address.

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

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

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

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

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

23. The existing bridge shall be removed by and become the property of the Contractor. The steel portions of the existing bridge are coated with a lead-based paint system. The Contractor is responsible for the containment, proper management and disposal of all lead-contaminated hazardous waste generated by the process of demolishing the bridge. The Contractor is responsible for implementing appropriate OSHA mandated personal protection standards related to this process. Once the existing bridge is removed, the Contractor is solely responsible for the care, custody, and control of the components of the existing bridge and any hazardous waste generated as a result of the storage, recycling, or disposal of the bridge components, including lead-coated steel. The Contractor shall recycle or reuse the steel in accordance with the Maine Department of Environmental Protection's "Maine Hazardous Waste Management Regulations," Chapter 850. A copy of this regulation is available at MaineDOT's offices on Child Street in Augusta. Payment for all labor, materials, equipment, and other costs required to remove and dispose of the existing bridge will be considered incidental to the bridge removal pay item.

24. Install two layers of 6 mil polyethylene sheeting under approach slabs. Payment will be considered incidental to pay item 502.31 Strutural Concrete Approach Slab.

25. Unless noted otherwise, 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.

26. Unless otherwise noted Seeding Method No. 1 shall be utilized on all lawns and developed areas; Seeding Method No. 2 shall be utilized on all other areas.

27. Connection between proposed and existing guardrail shall be incidental to related contract items.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 022236.00

WIN 22236.00 — BRIDGE NO. 3286 — BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	D. GUZZI	S. MERKWAN	10-20
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	10-20
DESIGN2-DETAILED2	S. OZANA	C. GOLDEN	10-20
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

GENERAL
CONSTRUCTION NOTES

SHEET NUMBER

3

OF 34

ROUTE 133
CURVE DATA #1
PI = 101+70.78
D = 5°27'24.3"
Δ = 18°28'33.7" Lt.
R = 1050.00'
L = 338.59'
T = 170.78'
E = 13.80'

ROUTE 133
CURVE DATA #2
PI = 104+77.32
D = 2°26'17.2"
Δ = 6°45'24.5" Lt.
R = 2350.00'
L = 277.13'
T = 138.73'
E = 4.09'

LEGEND
Pavement Steps

Flow

Sta 103+50.00 Route 133 = Sta 0+00.00 Gravel Drive

PCC = STA. 103+38.59

℄ Brg. Abut. No 1 STA. 104+21.99

25° Skew (Typ.) (To Working Line)

℄ Brg. Abut. No 2 STA. 105+37.00

PT = STA. 106+15.72

115'-0"

3I" W-Beam Guardrail Mid-way Splice Flared Terminal

Remove and Reset

Steel Approach Railing, 3-Bar (Typ.)

Stone Ditch Protection Downspout

Remove Existing Field Drive and 15" Culvert

3I" W-Beam Guardrail Mid-way Splice Flared Terminal

Remove and Reset

Stone Ditch Protection Downspout

To Livermore Falls

102+00

Curve #1

103+00

104+00

Curve #2

105+00

106+00

N18°56'45.85"W

107+00

108+00

To U.S. Route 2

SSWL
SSYL
SBYL
SSWL

N77°31'57.24"E

ROUTE 133 (Livermore Falls Road)

PC = STA. 0+21.04

00+0

Gravel Drive

Curve #1

Curve #2

1+00

PRC = STA. 0+86.43

PT = STA. 1+39.01

1+39

Relocate Utility Pole (By Others)

Remove and Reset

See Inlet Detail On Sheet 10

Proposed 24" Culvert Pipe Option III (Typ.)

Guardrail Terminal End

New Utility Pole (By Others)

Energy Dissipator Stone Ditch Protection Apron

Remove and Replace "HANDICAPPED PEDESTRIAN" Sign 30" x 30"

Realign Gravel Drive

Plain Riprap (Typ.)

Remove Existing Field Drive and 15" Culvert

Remove Existing Field Drive

Relocate Utility Pole (By Others)

Remove and Reset

Stone Ditch Protection Downspout

Clearing Limit (Typ.)

Connect to Existing Guardrail Sta 107+50 and Adjust Guardrail Height as Directed by the Resident

2:1
4:1
3:1
1.5:1
4.0%
5.8%
21.9%
16.9%

PAVEMENT MARKINGS LEGEND

SSWL	4" Single Solid White Line
SSYL	4" Single Solid Yellow Line
SBYL	4" Single Broken Yellow Line

GRAVEL DRIVE
CURVE DATA #1
PI = 0+59.36
D =114°35'29.6"
Δ = 74°55'29.9" Lt.
R = 50.00'
L = 65.38'
T = 38.31'
E = 12.99'

GRAVEL DRIVE
CURVE DATA #2
PI = 1+15.44
D =114°35'29.6"
Δ = 60°15'26.8" Rt.
R = 50.00'
L = 52.58'
T = 29.02'
E = 7.81'

WILSON STREAM

Flow

25 0 25 50
Scale in Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 022236.00

WIN 22236.00

BRIDGE NO. 3286

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

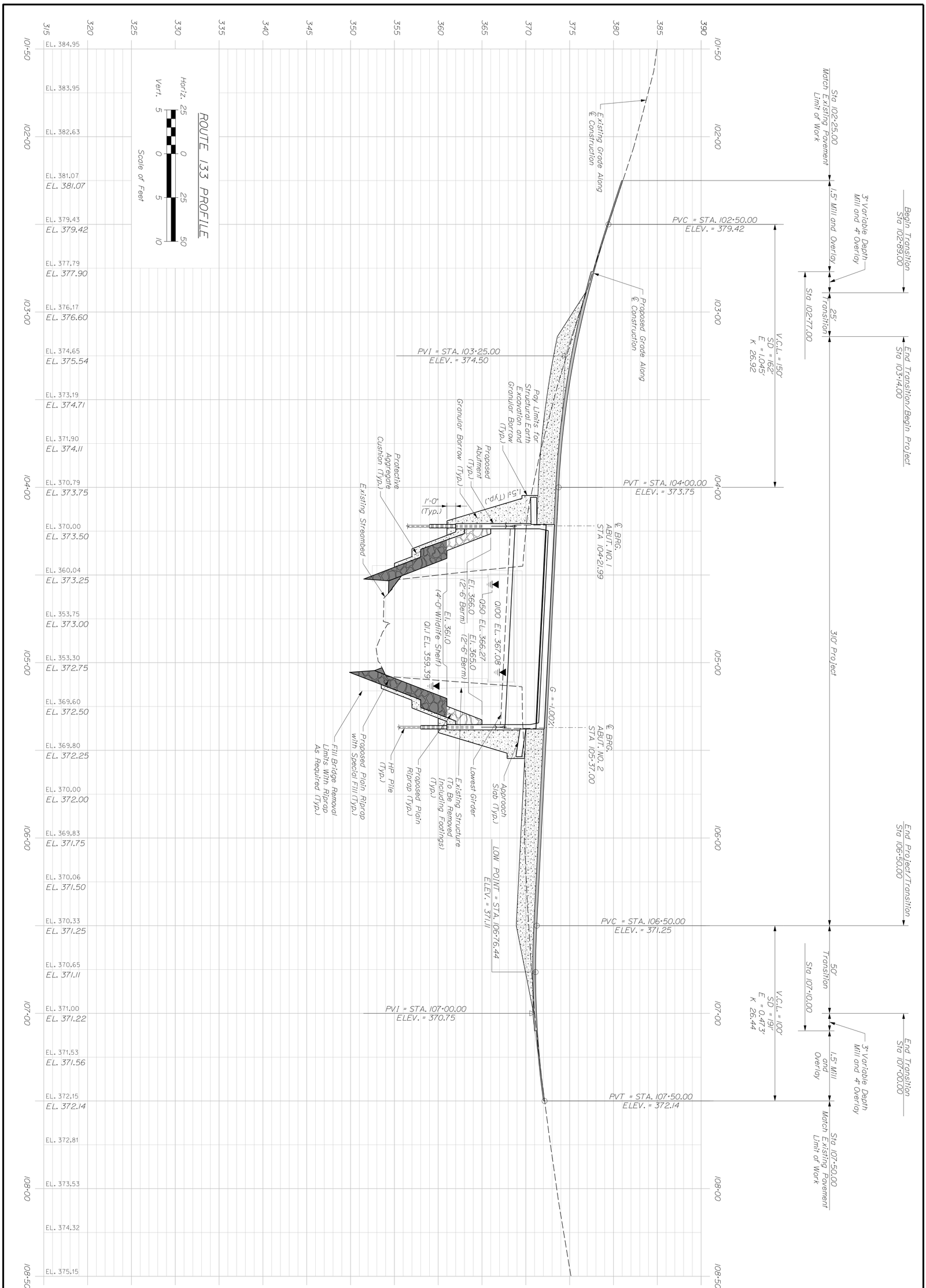
HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

GENERAL PLAN

SHEET NUMBER
4
OF 34

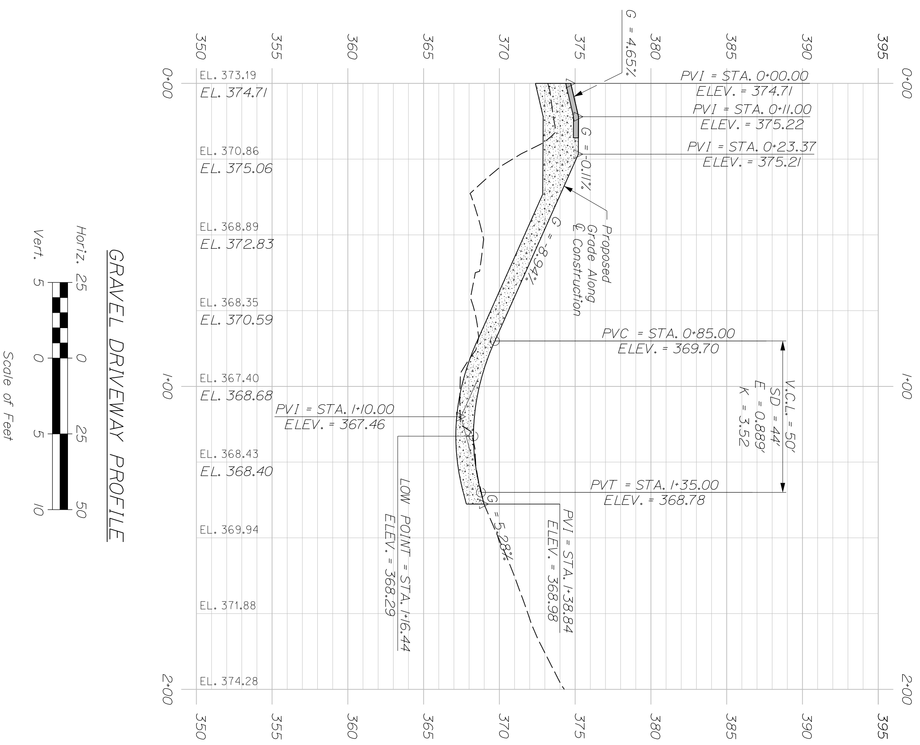
Username: tguilar Date:12/10/2020
Filename: ...\Drawings\004_General_Plan.dgn Division:

Filename: ...\005_Profile_Route 133.dgn Division: Username: taguilar Date:12/10/2020

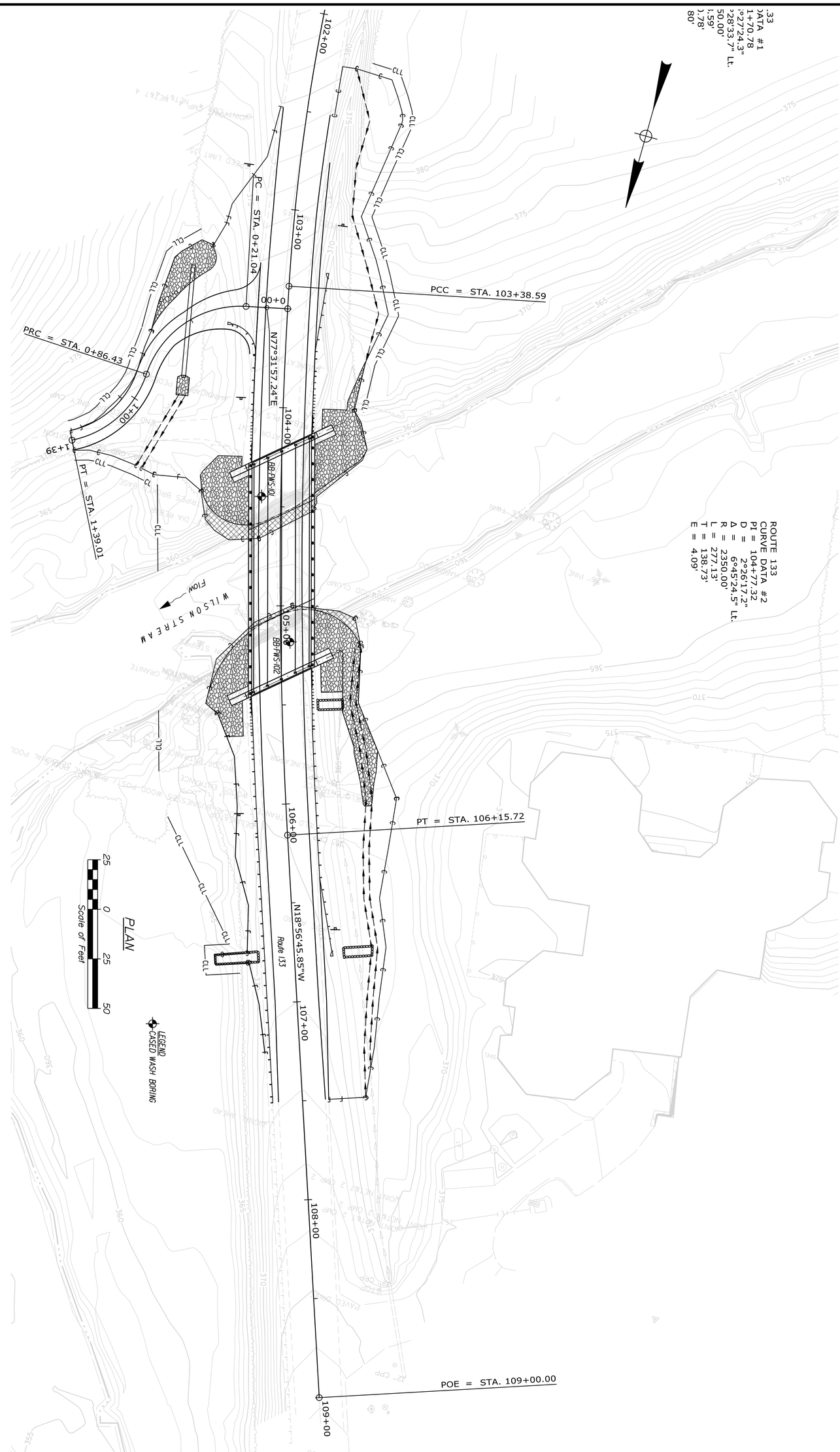


SHEET NUMBER 5 OF 34	HAMLIN BRIDGE WILSON STREAM FARMINGTON FRANKLIN COUNTY PROFILE (ROUTE 133)	PROJ. MANAGER D. EATON BY DATE DESIGN-DETAILED D. GUZZI S. MERKWAN 10-20 CHECKED-REVIEWED T. MCAULIFFE B. COLBURN 10-20 DESIGN2-DETAILED2 S. OZANA C. GOLDEN 10-20 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	SIGNATURE P.E. NUMBER DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 022236.00
BRIDGE NO. 3286 WIN 22236.00 BRIDGE PLANS



SHEET NUMBER 6 OF 34	HAMLIN BRIDGE WILSON STREAM FARMINGTON FRANKLIN COUNTY PROFILE (GRAVEL DRIVE)	PROJ. MANAGER D. EATON BY DATE DESIGN-DETAILED D. GUZZI S. MERKWAN 10-20 CHECKED-REVIEWED T. MCAULIFFE B. COLBURN 10-20 DESIGN2-DETAILED2 S. OZANA C. GOLDEN 10-20 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	SIGNATURE P.E. NUMBER DATE
	STATE OF MAINE DEPARTMENT OF TRANSPORTATION **PROJECT NO. 022236.00** BRIDGE NO. 3286 **WIN 22236.00** BRIDGE PLANS		



HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

BORING LOCATION PLAN

PROJ. MANAGER	D.EATON	BY	DATE
DESIGN-DETAILED	T.WHITE	B.CARDALI	JUN 2020
CHECKED-REVIEWED	C.SNOW	A.BLAISDELL	JUN 2020
DESIGN2-DETAILED2	_____	_____	_____
DESIGN3-DETAILED3	_____	_____	_____
REVISIONS 1	_____		_____
REVISIONS 2	_____		_____
REVISIONS 3	_____		_____
REVISIONS 4	_____		_____
FIELD CHANGES	_____		_____

SIGNATURE

P.E. NUMBER

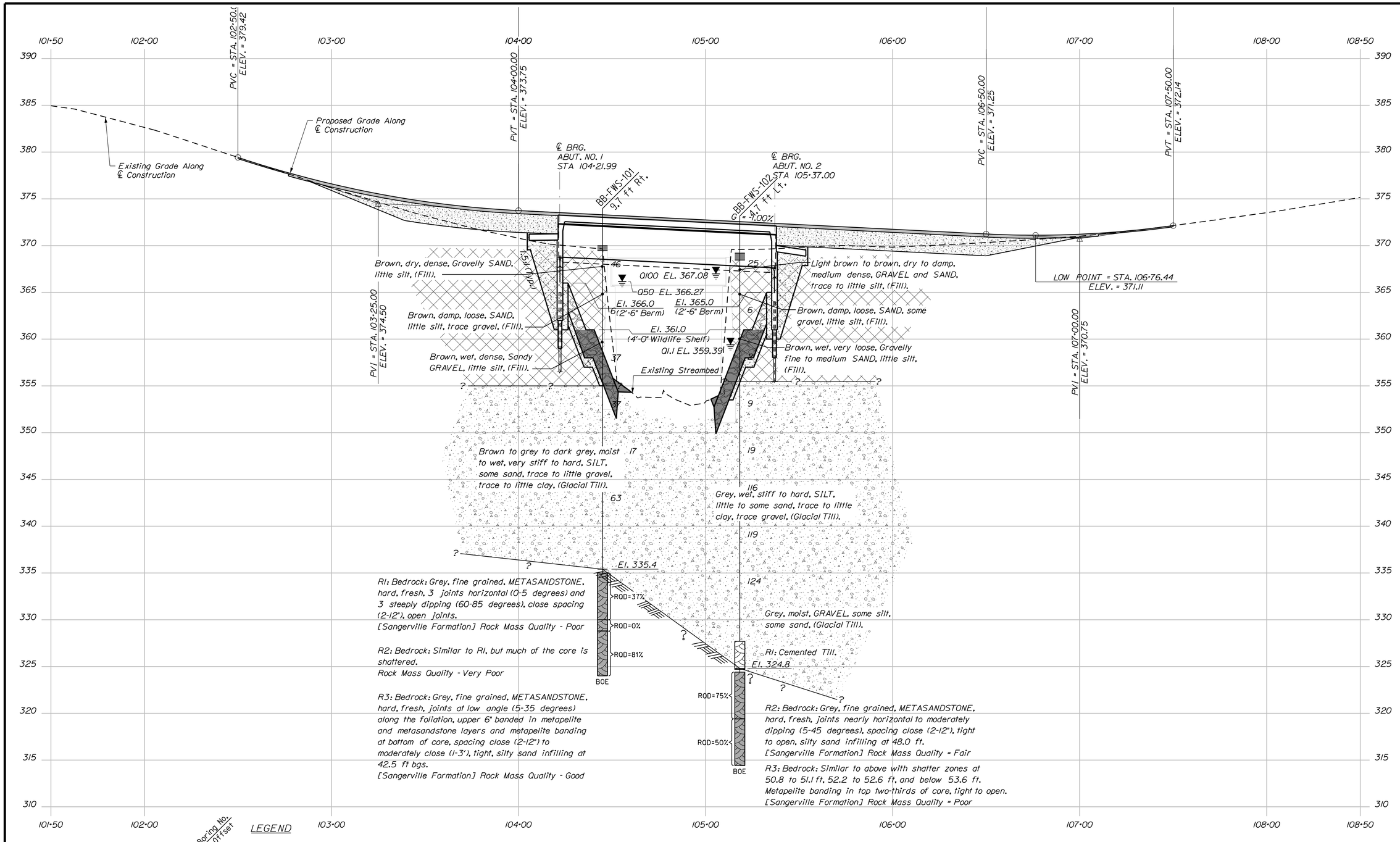
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

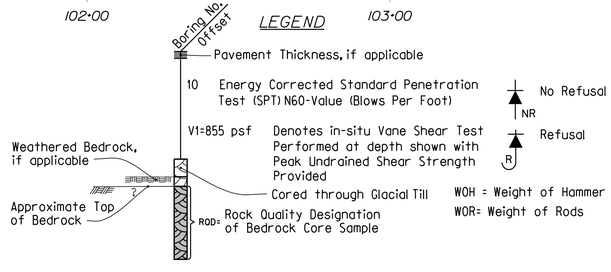
PROJECT NO. 022236.00

BRIDGE NO. 3286 WIN 022236.00 BRIDGE PLANS

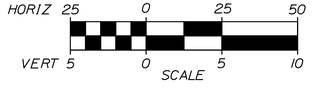
SHEET NUMBER 2 OF 34



LEGEND



PROFILE



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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 022236.00

WIN 022236.00 BRIDGE PLANS

BRIDGE NO. 3286

	BY	DATE
D.EATON		
T.WHITE	B.CARDALI	JUN 2020
C.SNOW	A.BLANSDELL	JUN 2020
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---	---	---
---	---	---
---	---	---
---	---	---

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN2-DETAILED2
DESIGN3-DETAILED3
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

SIGNATURE

P.E. NUMBER

DATE

HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER

8

OF 34

Filename: ...\MSTA\009_BORING LOGS1.dgn Username: Terry.White Date:9/30/2020

Division: GEOTECH

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Hamlin Bridge #3286 carries Route 133 over Wilson Stream
Location: Farmington, Maine

Boring No.: BB-FWS-101
WIN: 22236.00

Driller:	MaineDOT	Elevation (ft.):	370.0	Auger ID/OD:	5" Solid Stem
Operator:	Wilder/Doggett/Niles	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	A. Van Buskirk	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	7/10/2018-7/11/2018	Drilling Method:	Cased Wash Boring	Core Barrel:	NQ-2"
Boring Location:	104+44.9, 9.7 ft Rt.	Casing ID/OD:	NW-5"/HW-4"	Water Level*:	7.8 ft bgs.
Hammer Efficiency Factor:	0.928	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
ND = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WO = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test; PP = Pocket Penetrometer
W = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOR = Weight of Rods or Casing
$S_{u(PP)}$ = Pocket-Penetrometer Shear Strength (psf)
$S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
WOH = Weight of Hammer
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); S_r = Remolded Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) on 6" Intervals or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0							SSA	369.5		6.5" HMA. (0.5)	
	10	24/8	1.00 - 3.00	14/15/15/13	30	46				Brown, dry, dense, Gravelly SAND, little silt, (Fill).	GM296520 A-1-a, SM-GM WC=2.5%
5	20	24/17	5.00 - 7.00	2/2/2/2	4	6				Brown, damp, loose, SAND, little silt, trace gravel, (Fill).	GM296521 A-2-4, SM WC=9.4%
10	30	24/9	10.00 - 12.00	11/18/6/8	24	37				Brown, wet, dense, Sandy GRAVEL, little silt, (Fill).	GM296525 A-1-b, GM WC=15.5%
15	40	24/9	15.00 - 17.00	16/13/11/11	24	37		354.8		Brown to grey, moist, hard, SILT, some sand, little gravel, trace clay, See Remarks 1. (15.2) Color change observed in spoon at 15.2 ft bgs from brown to grey.	GM296522 A-4, ML WC=14.5% Non-Plastic
20	50	24/20	19.50 - 21.50	9/5/6/4	11	17				Grey, wet, very stiff, SILT, some sand, trace gravel, trace clay, (Glacial Till).	GM296523 A-4, ML WC=16.4% Non-Plastic
25	60	24/20	24.00 - 26.00	12/16/25/45	41	63				Similar to 50, except hard.	
30	70	12/10	29.00 - 30.00	32/57(6")	---			339.4		Dark grey, wet, SILT, some sand, little clay, trace gravel, (Glacial Till).	GM296524 A-4, ML WC=8.3% Non-Plastic
	80	6/3	34.00 - 34.50	50 (6")	---			335.0		PJ220 blows for 0.6 ft. Grey, wet, Silty GRAVEL, some sand, (Glacial Till). (34.6) Top of Bedrock at Elev. 335.4 ft. Roller Coned ahead to 35.0 ft bgs. (35.0)	PJ220
35	R1	60/46	35.00 - 40.00	RQD = 37%			NQ-2			R1: Bedrock: Grey, fine grained, METASANDSTONE, hard, fresh, 3 joints horizontal (0-5 degrees) and 3 steeply dipping (60-85 degrees), close spacing (2-12"), open joints. Rock Mass Quality = Poor Sangerville Formation R1: Core Times (min/sec) 35.0-36.0 ft (1:24) 36.0-37.0 ft (2:28) 37.0-38.0 ft (1:37) 38.0-39.0 ft (4:19) 39.0-40.0 ft (2:18) 67% Recovery	
40	R2	14.4/10	40.00 - 41.20	RQD = 0%						R2: Bedrock: Similar to R1, but much of the core is shattered. Rock Mass Quality = Very Poor R2: Core Times (min/sec) 40.0-41.0 (2:00) 41.0-41.2 ft (2:46) Core Blocked	
45	R3	57.6/55	41.20 - 46.00	RQD = 81%				324.0		69% Recovery R3: Bedrock: Grey, fine grained, METASANDSTONE, hard, fresh, joints at low angle (5-35 degrees) along the foliation, upper 6" banded in metapelite and metasandstone layers and metapelite banding at bottom of core, spacing close (2-12") to moderately close (1-3'), right, silty sand infilling at 42.5 ft bgs. Rock Mass Quality = Good Sangerville Formation R3: Core times (min/sec) 41.2-42.2 ft (1:37) 42.2-43.2 ft (1:52) 43.2-44.2 ft (1:34) 44.2-45.2 ft (1:37) 45.2-46.0 ft (2:43) 96% Recovery	
50										(46.0) Bottom of Exploration at 46.0 feet below ground surface.	
55											

Remarks:

1. NW Casing encountered a cobble at 9.5 ft, went crooked, and was subsequently pulled at 20.0 ft bgs (below ground surface). HW Casing was then driven to 15.0 ft, followed by Roller Coning ahead to 20.0 ft, and then telescoping NW.

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.

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Hamlin Bridge #3286 carries Route 133 over Wilson Stream
Location: Farmington, Maine

Boring No.: BB-FWS-102
WIN: 22236.00

Driller:	MaineDOT	Elevation (ft.):	369.2	Auger ID/OD:	5" Solid Stem
Operator:	Wilder/Doggett/Niles	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	A. Van Buskirk	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	7/11/2018-7/12/2018	Drilling Method:	Cased Wash Boring	Core Barrel:	NQ-2"
Boring Location:	105+18.3, 4.7 ft Lt.	Casing ID/OD:	NW-5"/HW-4"	Water Level*:	None Observed
Hammer Efficiency Factor:	0.928	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
ND = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WO = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test; PP = Pocket Penetrometer
W = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOR = Weight of Rods or Casing
$S_{u(PP)}$ = Pocket-Penetrometer Shear Strength (psf)
$S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
WOH = Weight of Hammer
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); S_r = Remolded Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) on 6" Intervals or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	10	24/20	0.75 - 2.75	9/9/7/4	16	25	SSA	368.1		9" HMA. (0.8) Top 6"± Light brown, dry, medium dense, GRAVEL, little sand, trace silt, (Fill). Bottom 14"± Brown, damp, medium dense, fine to medium SAND, little silt, trace gravel, (Fill).	
5	20	24/8	5.00 - 7.00	3/2/2/2	4	6				Brown, damp, loose, SAND, some gravel, little silt, (Fill).	GM296526 A-1-b, SM WC=4.4%
10	30	24/2	10.00 - 12.00	1/WOH/WOH/1	1	2				Brown, wet, very loose, Gravelly fine to medium SAND, little silt, (Fill). (13.5)	
15	40	24/9	15.00 - 17.00	2/3/3/5	6	9		355.1		Grey, wet, stiff, SILT, little sand, trace clay, trace gravel, (Glacial Till).	GM296527 A-4, ML WC=18.1% Non-Plastic
20	50	24/22	20.00 - 22.00	6/6/6/9	12	19				Grey, wet, very stiff, SILT, little sand, little clay, trace gravel, (Glacial Till).	GM296528 A-4, ML WC=15.1% Non-Plastic
25	60	24/20	24.00 - 26.00	39/51/24/31	75	116	OPEN HOLE			Grey, wet, hard, SILT, some sand, trace gravel, (Glacial Till).	GM296529 A-4, ML WC=12.6%
30	70	24/22	29.00 - 31.00	24/32/45/47	77	119				Grey, wet, hard, SILT, little sand, trace gravel, (Glacial Till).	GM296530 A-4, ML WC=12.5%
35	80	24/24	34.00 - 36.00	33/40/40/38	80	124				Similar to 70.	GM296531 A-4, ML WC=15.2%
40	90	13.2/10	39.50 - 40.60	41/55/39(1.2")	---					Grey, wet, hard SILT, some sand, little gravel, (Glacial Till).	GM296532 A-4, ML WC=8.8%
	R1		41.10 - 44.10								
45	100 92	3/1 60/56	44.10 - 44.35 44.40 - 49.80	50(3") RQD = 15%	---		NQ-2 NQ-2	324.8 324.4		Grey, moist, GRAVEL, some silt, some sand, (Glacial Till). R1: Cemented Till: R1: Core Times (min:sec) 41.1-42.1 ft (1:08) 42.1-43.1 ft (0:40) 43.1-44.1 ft (6:40)	
50	R3	60/56	49.80 - 54.80	RQD = 43%						Grey, moist, GRAVEL, some silt, some sand, (Glacial Till). (44.4) Top of Bedrock at Elev. 324.8 ft. Roller Coned ahead to 44.8 ft bgs. (44.8) R2: Bedrock: Grey, fine grained, METASANDSTONE, hard, fresh, joints nearly horizontal to moderately dipping (5-45 degrees), spacing close (2-12"), tight to open, silty sand infilling at 48.0 ft. Rock Mass Quality = Fair Sangerville Formation R2: Core Times (min:sec) 44.8-45.8 ft (1:28) 45.8-46.8 ft (1:22) 46.8-47.8 ft (1:29) 47.8-48.8 ft (1:54) 48.8-49.8 ft (2:08) 93% Recovery R3: Bedrock: Grey, fine grained, METASANDSTONE, hard, fresh, joints nearly horizontal to moderately dipping (5-45 degrees), spacing close (2-12") with shattered zones at 50.8-51.1 ft, 52.2 to 52.6 ft, and below 53.6 ft, Metapelite banding in top 2/3 of core, tight to open. Rock Mass Quality = Poor Sangerville Formation R3: Core Times (min:sec) 49.8-50.8 ft (1:54) 50.8-51.8 ft (2:04) 51.8-52.8 ft (1:55) 52.8-53.8 ft (1:58) 53.8-54.8 ft (2:48) 93% Recovery	
55								314.4		(54.8) Bottom of Exploration at 54.8 feet below ground surface.	
60											

Remarks:

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.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 022236.00

BRIDGE NO. 3286 WIN 022236.00 BRIDGE PLANS

		DATE
DESIGN-DETAILED	B.CARDALI	JUN 2020
CHECKED-REVIEWED	A.BLAISDELL	JUN 2020
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROJ. MANAGER: D.EATON
T.WHITE
C.SNOW

SIGNATURE

P.E. NUMBER

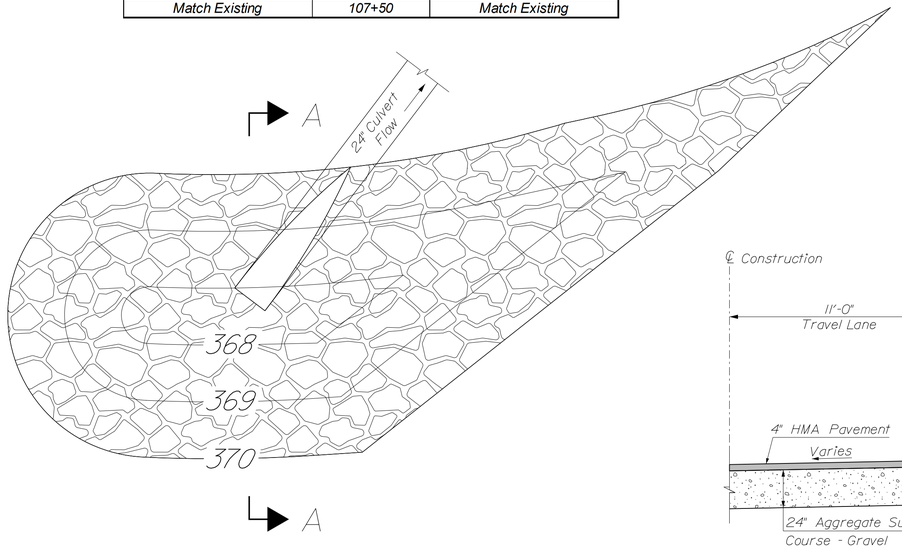
DATE

HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

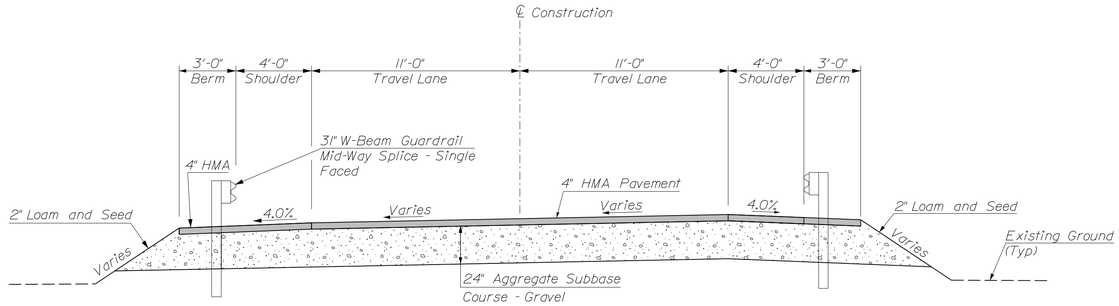
BORING LOGS

SHEET NUMBER
9
OF 34

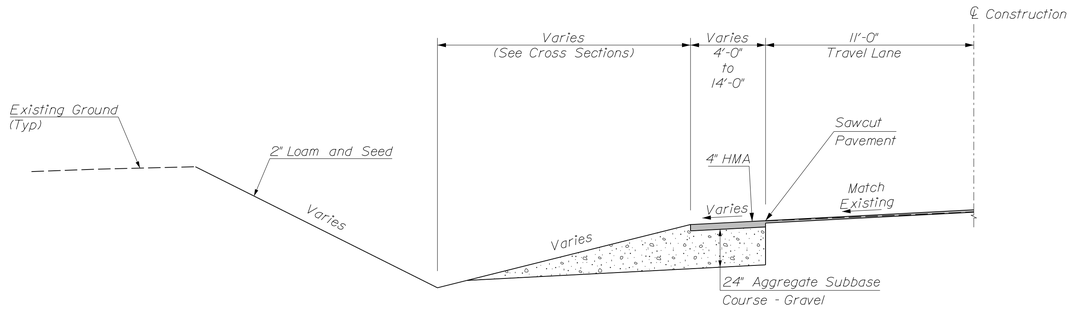
Route 133 Superelevation Table				
Lt. Shoulder	Lt. Travelway	Station	Rt. Travelway	Rt. Shoulder
Match Existing		102+50	Match Existing	
-5.20%	-5.20%	102+59	3.78%	-2.00%
-5.20%	-5.20%	102+75	4.61%	-2.00%
-5.20%	-5.20%	102+87	5.20%	-2.00%
		TO		
-5.20%	-5.20%	103+03	5.20%	-2.00%
-5.20%	-5.20%	103+25	5.20%	-1.11%
-5.20%	-5.20%	103+40	5.20%	-0.29%
-4.65%	-4.65%	103+50	4.65%	0.11%
-3.28%	-3.28%	103+75	3.28%	0.89%
-3.00%	-3.00%	103+80	3.00%	1.09%
-3.00%	-3.00%	104+00	3.00%	1.89%
-3.00%	-3.00%	104+25	3.00%	2.89%
-3.00%	-3.00%	104+28	3.00%	3.00%
		TO		
-3.00%	-3.00%	105+32	3.00%	3.00%
-3.52%	-3.00%	105+45	3.00%	3.00%
-3.72%	-3.00%	105+50	3.00%	2.81%
-4.00%	-3.00%	105+57	3.00%	2.52%
-4.00%	-3.00%	105+75	3.00%	1.81%
-4.00%	-3.00%	106+00	3.00%	0.81%
-4.00%	-2.72%	106+25	1.61%	-0.19%
-4.00%	-2.44%	106+50	0.22%	-1.19%
-4.00%	-2.20%	106+75	-1.17%	-2.19%
-4.00%	-2.00%	107+00	-2.00%	-3.19%
-4.00%	-2.00%	107+20	-2.00%	-4.00%
-4.00%	-2.00%	107+25	-2.00%	-4.00%
Match Existing		107+50	Match Existing	



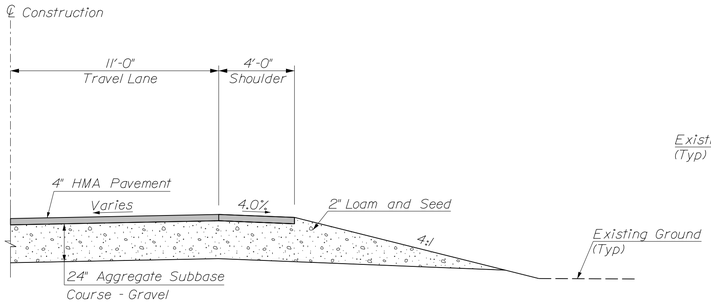
CULVERT INLET GRADING DETAIL



ROUTE 133
(STA. 103+59.00 TO BRIDGE)
(BRIDGE TO STA. 106+78.00)



SHOULDER WIDENING DETAIL
(STA 102+50 TO STA 103+39)
(STA 106+75 TO STA 107+50)



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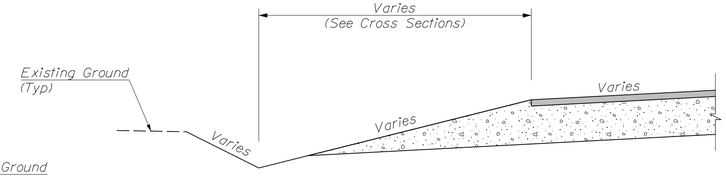
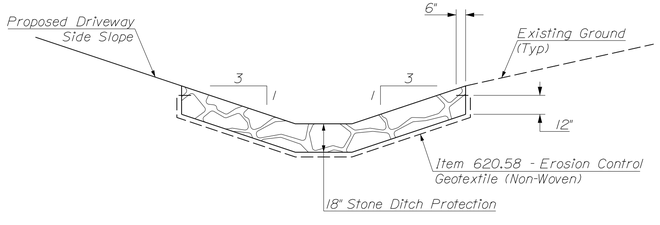
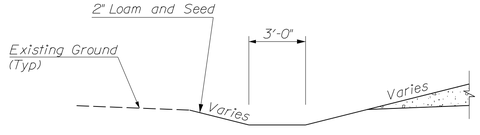
(STA. 102+89.00 TO 103+27.70)



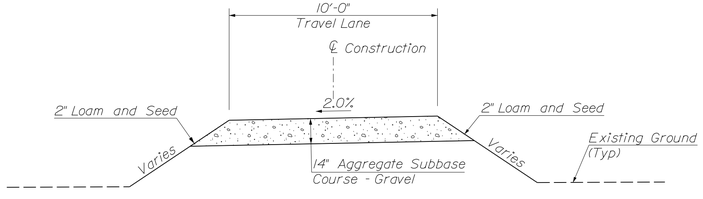
V - DITCH DETAIL
(STA 102+39 TO STA 103+75, LT)



SECTION A-A



FLAT BOTTOM DITCH DETAIL
(STA 105+21.00, LT TO STA 107+50.00, LT)
(STA 103+86.74, RT TO STA 104+32.05, RT)



PROPOSED GRAVEL DRIVEWAY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 022236.00

WIN 22236.00

BRIDGE NO. 3286

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	D. GUZZI	S. MERKWAN	10-20
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	10-20
DESIGN2-DETAILED2	S. OZANA	C. GOLDEN	10-20
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

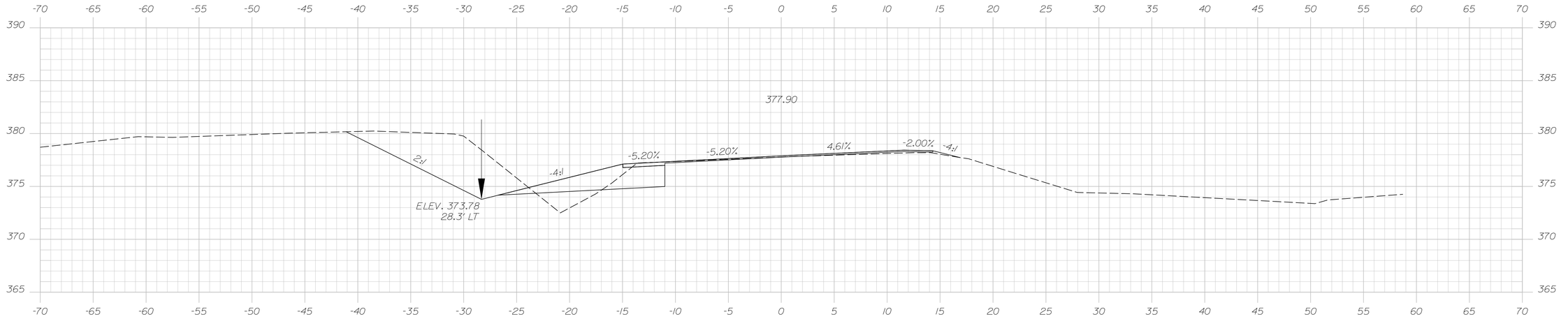
TYPICAL SECTIONS

SHEET NUMBER

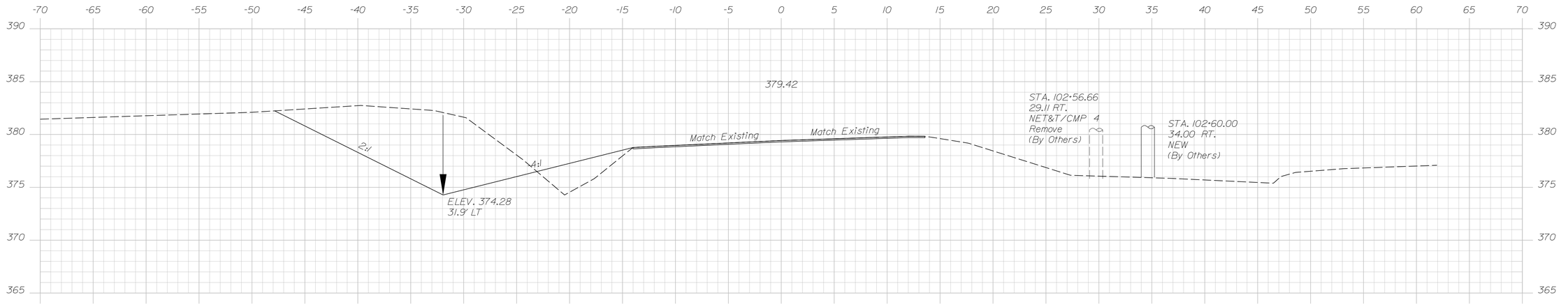
10

OF 34

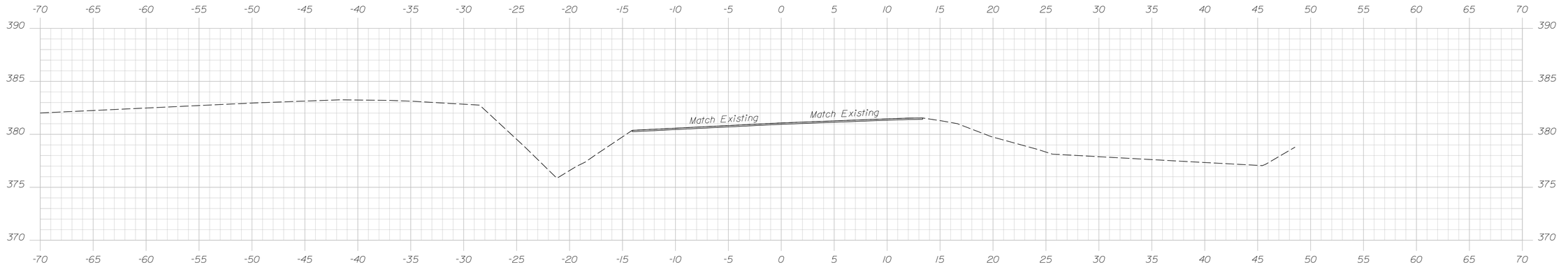
Filename: ...\PDF\010_Typical_Sections.dgn Division: Username: tguilar Date:12/10/2020



102+75.00



102+50.00



102+25.00

BEGIN MILL AND OVERLAY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 022236.00

WIN 22236.00

BRIDGE NO. 3286

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	D. GIZZI	S. MERKWAN	10-20
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	10-20
DESIGN2-DETAILED2	S. OZANA	C. GOLDEN	10-20
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

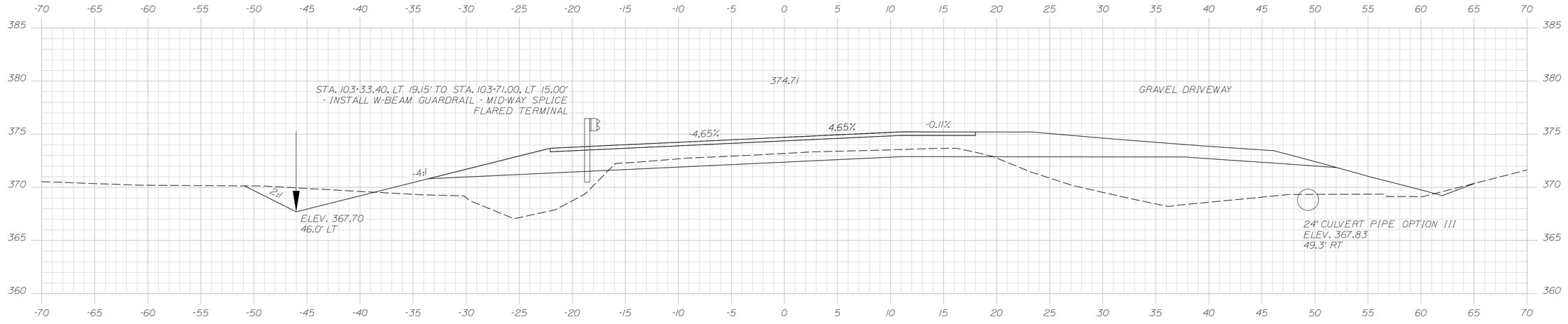
CROSS SECTIONS (ROUTE 133)

SHEET NUMBER

11

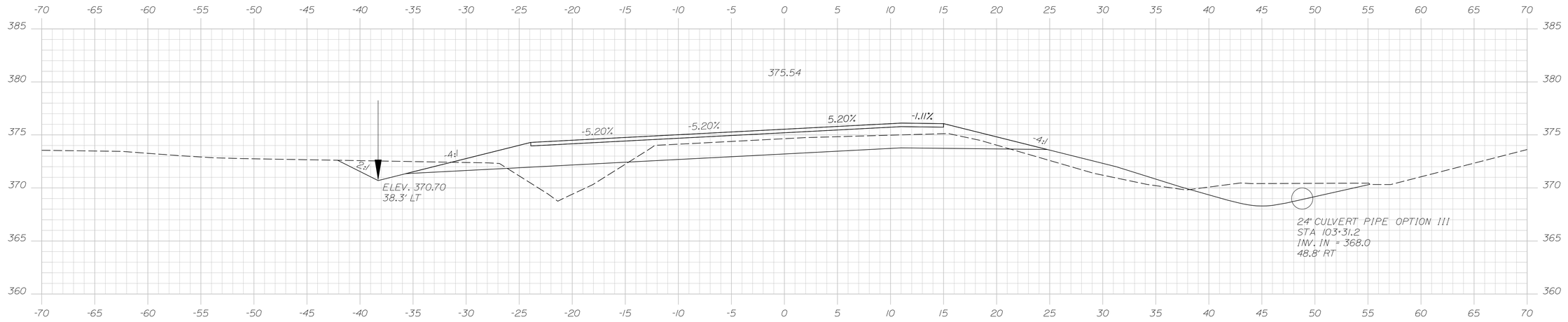
OF 34

Sta. 102+25.00 to Sta. 102+75.00

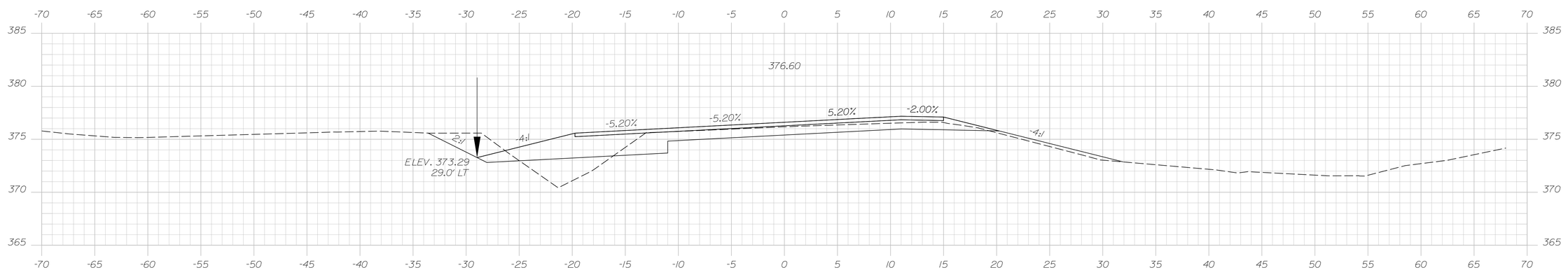


103+50.00

END TRANSITION BEGIN FULL DEPTH CONSTRUCTION STA 103+39.00



103+25.00



103+00.00

BEGIN TRANSITION STA 102+89.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 022236.00

WIN 22236.00

BRIDGE NO. 3286

BRIDGE PLANS

PROJ. MANAGER	D. EATON	
DESIGN-DETAILED	D. GUZZI	S. MERKWAN 10-20
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN 10-20
DESIGN2-DETAILED2	S. OZANA	C. GOLDEN 10-20
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

CROSS SECTIONS (ROUTE 133)

SHEET NUMBER

12

OF 34

Sta. 103+00.00 to Sta. 103+50.00

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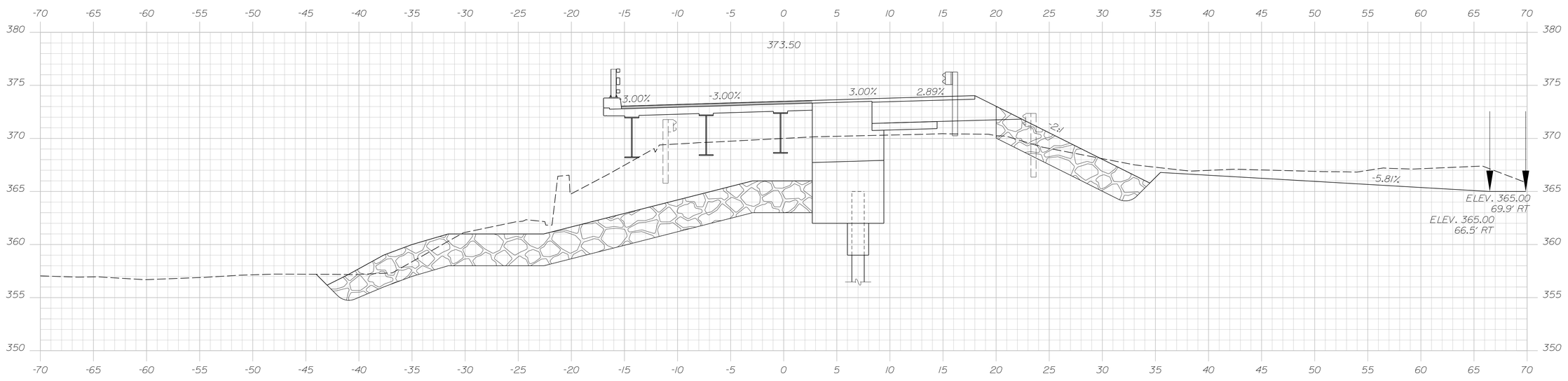

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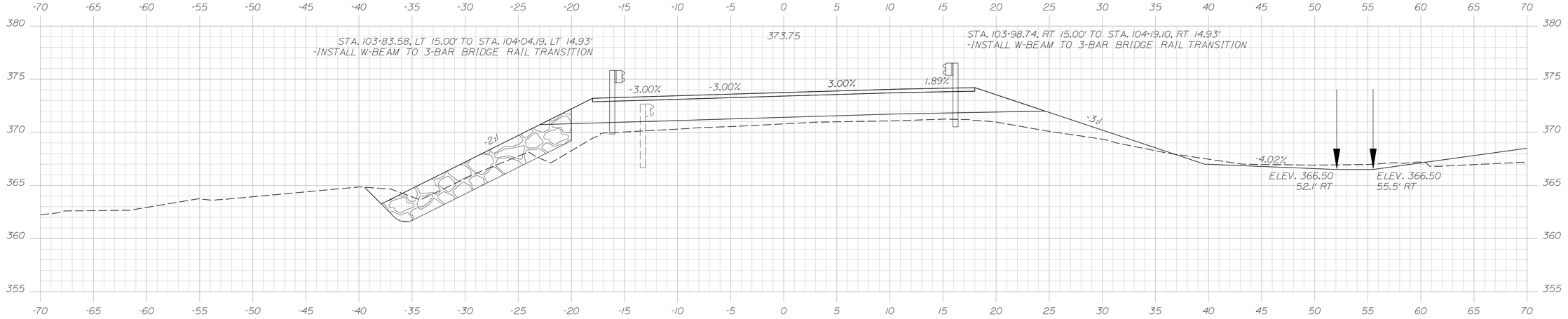

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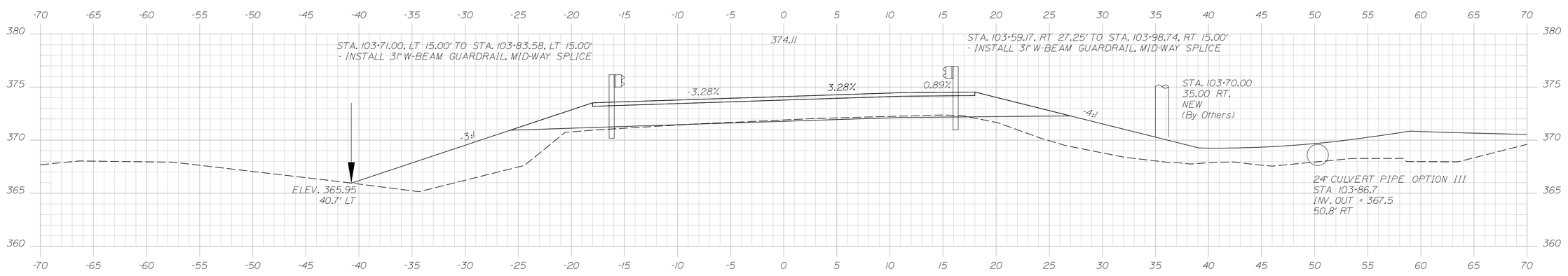

103+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 022236.00

WIN 22236.00

BRIDGE NO. 3286

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	D. GUZZI	S. MERKWAN	10-20
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

CROSS SECTIONS (ROUTE 133)

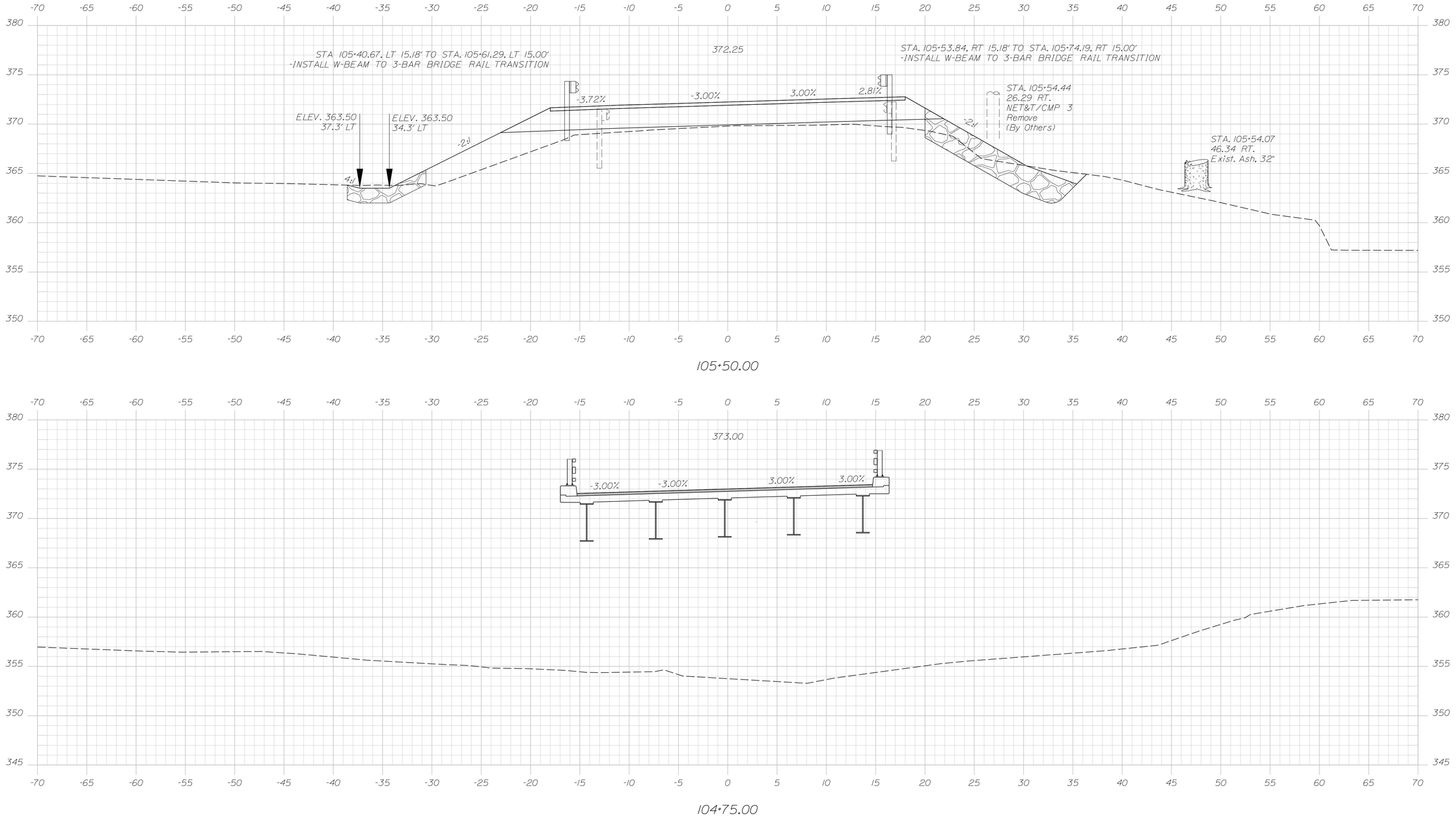
SHEET NUMBER

13

OF 34

Sta. 103+75.00 to Sta. 104+25.00

Filename: ...\Drawings\PDF\011-020_Xsect.dgn Division: Username: taguilar Date:12/10/2020



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	PROJECT NO. 022236.00	BRIDGE PLANS
	WIN 22236.00	BRIDGE NO. 3286

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HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

CROSS SECTIONS (ROUTE 133)

SHEET NUMBER

14

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Sta. 104+75.00 to Sta. 105+50.00

STATE OF MAINE
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HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

CROSS SECTIONS
(ROUTE 133)

SHEET NUMBER

15

OF 34

Sta. 105+75.00 to Sta. 106+25.00

Username: tguilar Date:12/10/2020

Filename: ...\Drawings\PDF\011-020_Xsect.dgn Division:

STATE OF MAINE
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HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

CROSS SECTIONS (ROUTE 133)

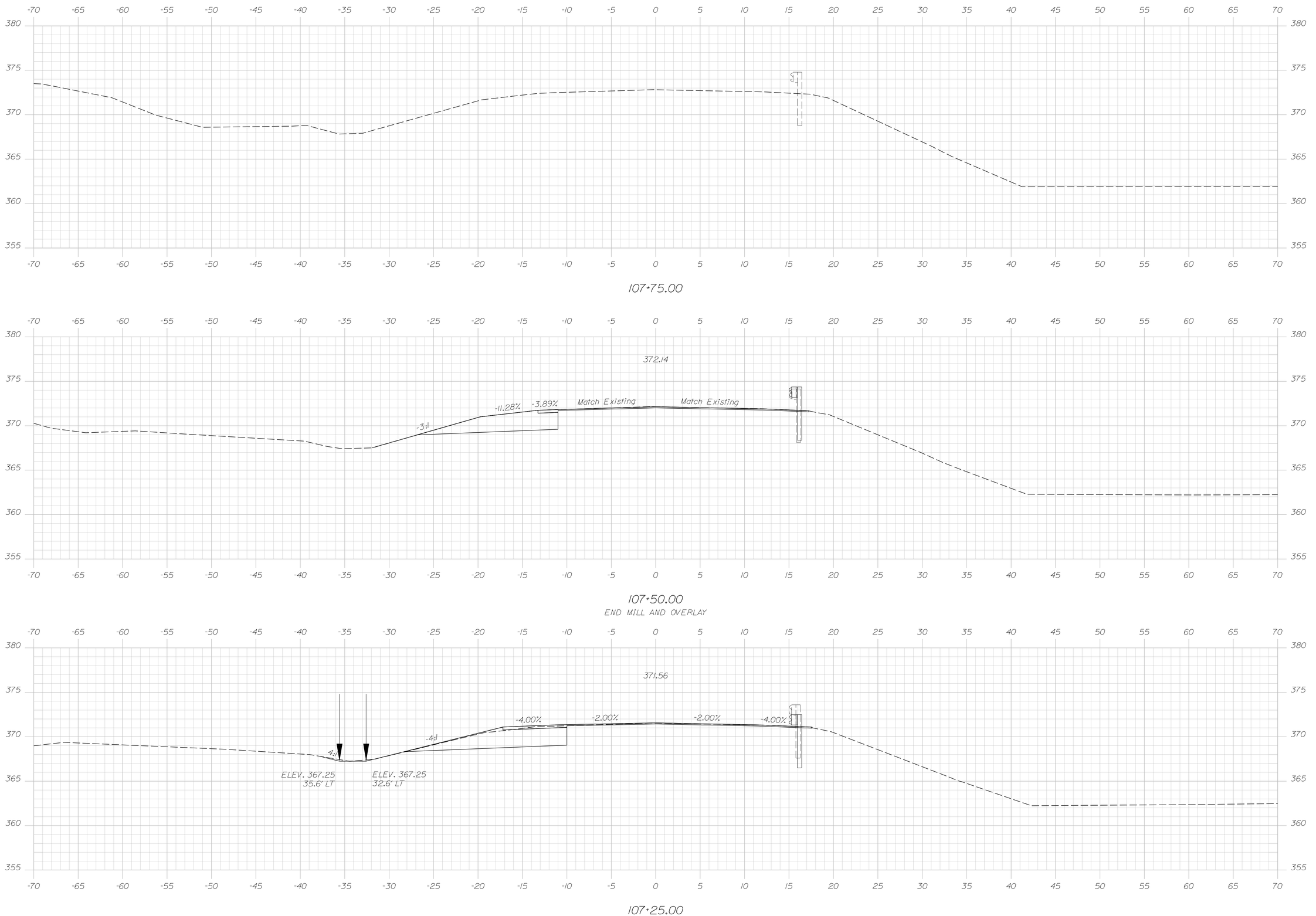
SHEET NUMBER

16

OF 34

Sta. 106+50.00 to Sta. 107+00.00

Filename: ...\Drawings\PDF\011-020_Xsect.dgn Division: Username: tguilar Date:12/10/2020



Username: tguilar

Date:12/10/2020

Division:

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STATE OF MAINE
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HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

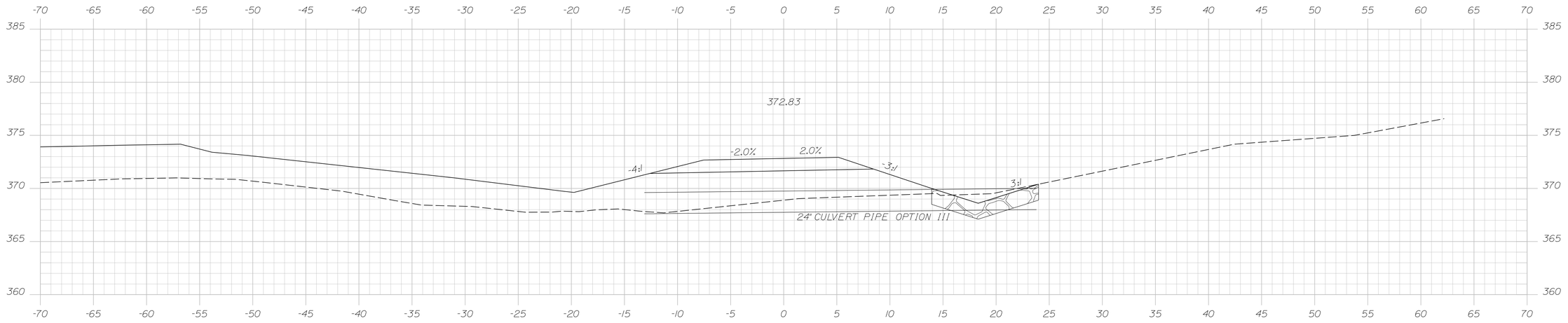
CROSS SECTIONS (ROUTE 133)

SHEET NUMBER

17

OF 34

Sta. 107+25.00 to Sta. 107+75.00



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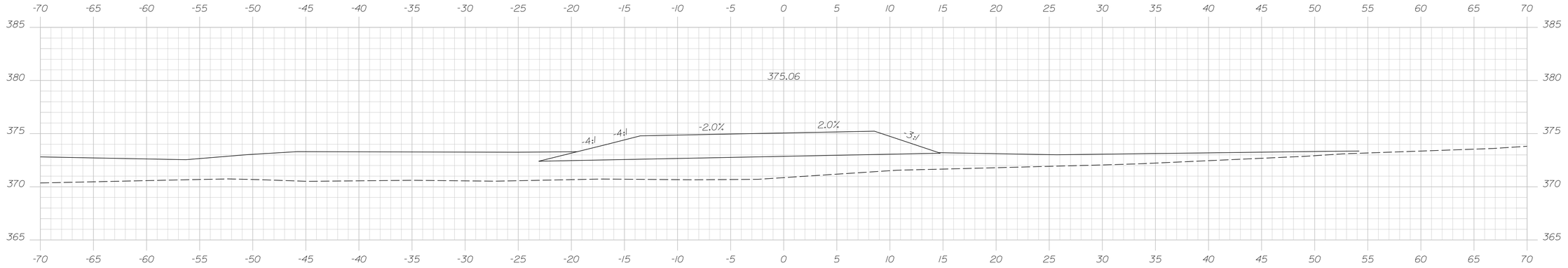

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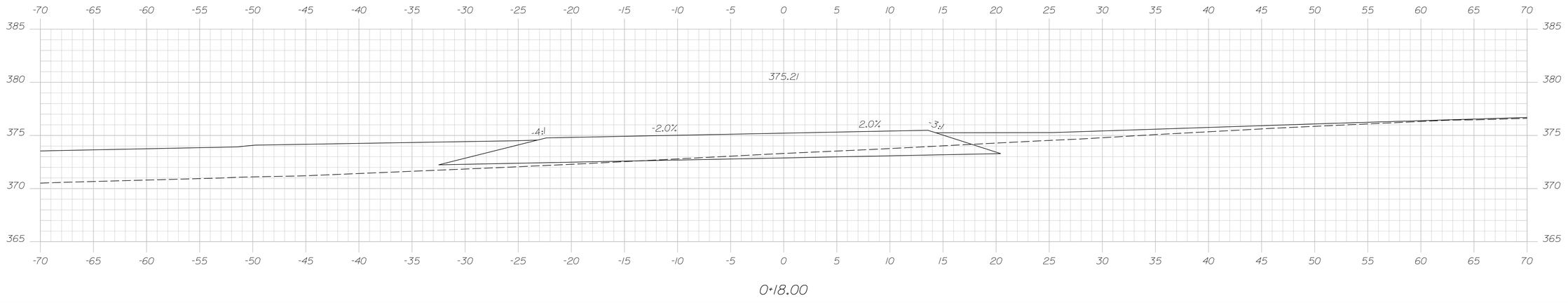

0+18.00

Sta. 0+18.00 to Sta. 0+50.00

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PROJECT NO. 022236.00

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HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

CROSS SECTIONS (GRAVEL DRIVE)

SHEET NUMBER

18

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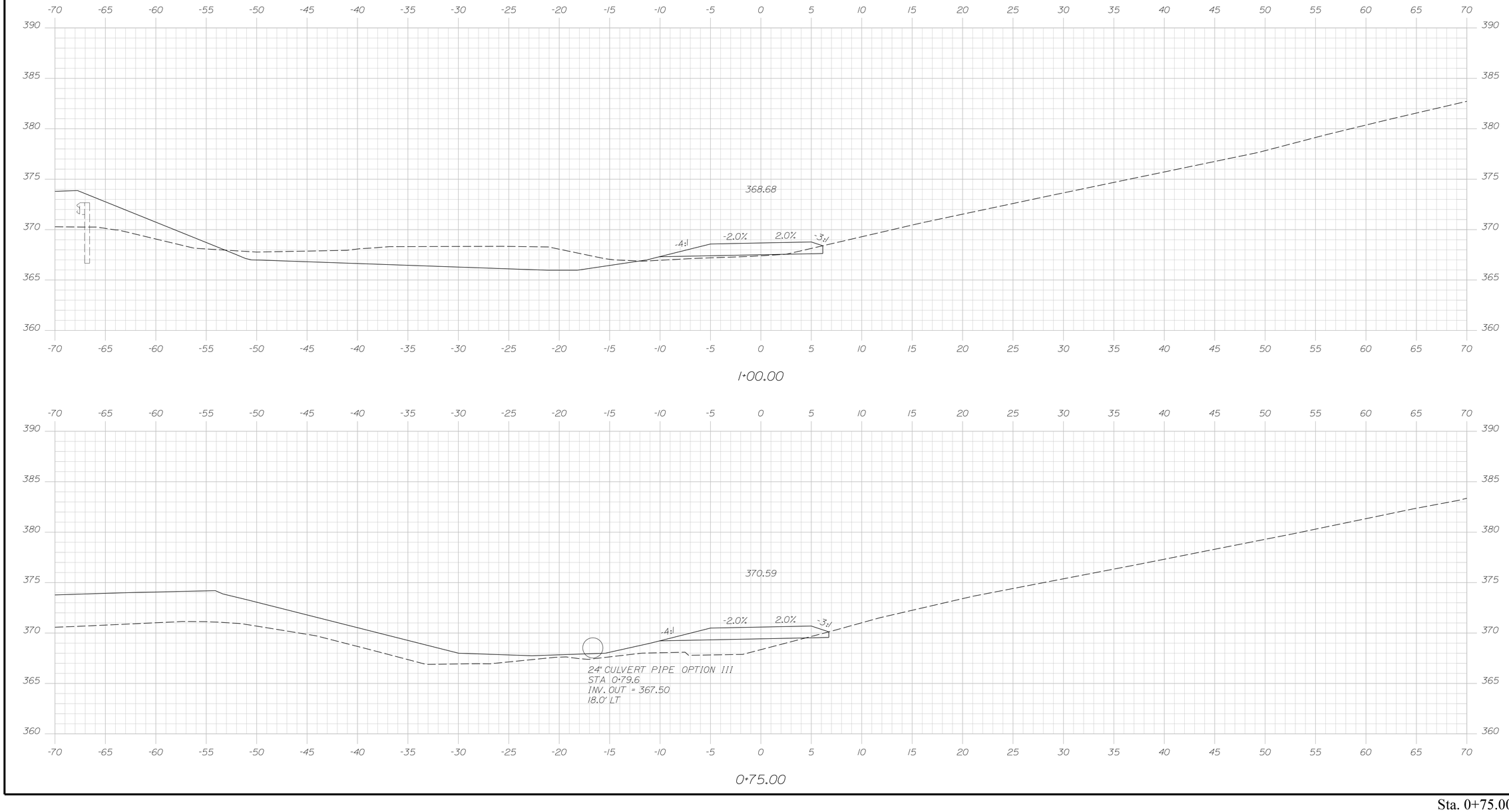
Username: tguilar Date:12/10/2020

Filename: ...\Drawings\PDF\011-020_Xsect.dgn Division:



Sta. 0+75.00 to Sta. 1+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 022236.00

BRIDGE NO. 3286 | **WIN 22236.00** | BRIDGE PLANS

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HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

CROSS SECTIONS (GRAVEL DRIVE)

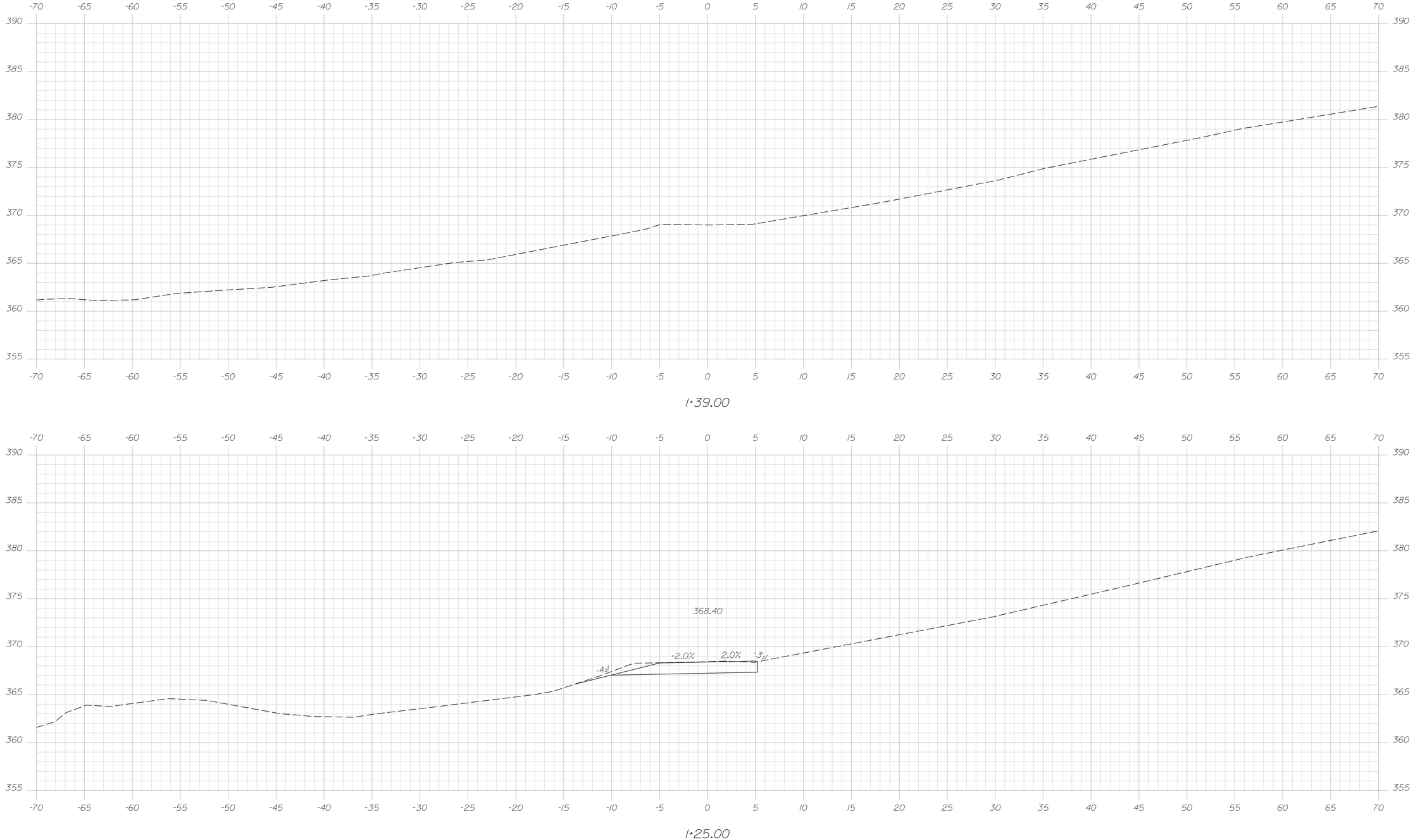
SHEET NUMBER

19

OF 34

Username: tguilar Date:12/10/2020

Filename: ...\Drawings\PDF\011-020_Xsect.dgn Division:



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 022236.00

WIN 22236.00

BRIDGE NO. 3286

BRIDGE PLANS

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HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

CROSS SECTIONS (GRAVEL DRIVE)

SHEET NUMBER

20

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Sta. 1+25.00 to Sta. 1+39.00

Filename: ...\Drawings\PDF\011-020_Xsect.dgn Division: Username: taguilar Date:12/10/2020

1. ROAD CLOSED 1000 FT. — 48" × 48"

2. ROAD CLOSED 500 FT. — 48" × 48"

3. DETOUR AHEAD — 48" × 48"

4.
DETOUR	24" × 12"
NORTH	24" × 12"
133	24" × 24"
↑	21" × 15"

5.
DETOUR	24" × 12"
NORTH	24" × 12"
133	24" × 24"
→	21" × 15"

6.
DETOUR	24" × 12"
NORTH	24" × 12"
133	24" × 24"
←	21" × 15"

7.
END DETOUR	24" × 18"
NORTH	24" × 12"
133	24" × 24"

8.
DETOUR	24" × 12"
SOUTH	24" × 12"
133	24" × 24"
↑	21" × 15"

9.
DETOUR	24" × 12"
SOUTH	24" × 12"
133	24" × 24"
←	21" × 15"

10.
DETOUR	24" × 12"
SOUTH	24" × 12"
133	24" × 24"
→	21" × 15"

11.
END DETOUR	24" × 18"
SOUTH	24" × 12"
133	24" × 24"

12.
DETOUR	24" × 12"
NORTH	24" × 12"
133	24" × 24"
↰	21" × 15"

13.
DETOUR	24" × 12"
NORTH	24" × 12"
133	24" × 24"
↱	21" × 15"

14.
DETOUR	24" × 12"
SOUTH	24" × 12"
133	24" × 24"
↰	21" × 15"

15. BRIDGE OUT AHEAD / LOCAL TRAFFIC ONLY — 60" × 30"

16. BRIDGE OUT 3 MILES AHEAD / LOCAL TRAFFIC ONLY — 60" × 30"

17. BRIDGE CLOSED — 48" × 30"

18. LOCAL TRAFFIC ONLY — 60" × 30"

19. BRIDGE OUT 1 MILE AHEAD / LOCAL TRAFFIC ONLY — 60" × 30"

DETOUR NOTES

1. All sign locations shown are approximate. Actual locations shall be determined in the field by the Resident.

2. All modifications to traffic control devices shall be in accordance with the Manual on Uniform Traffic Control Devices. Changes and adjustments to traffic control devices shall be approved by the Resident prior to implementation.

3. Any and all changes and adjustments to traffic control devices shall be included in the Traffic Control Plan submitted. Control Plan submitted, designed, and stamped by a Professional Engineer licensed in the State of Maine, State of Maine, and shall be approved by the Resident prior to implementation.

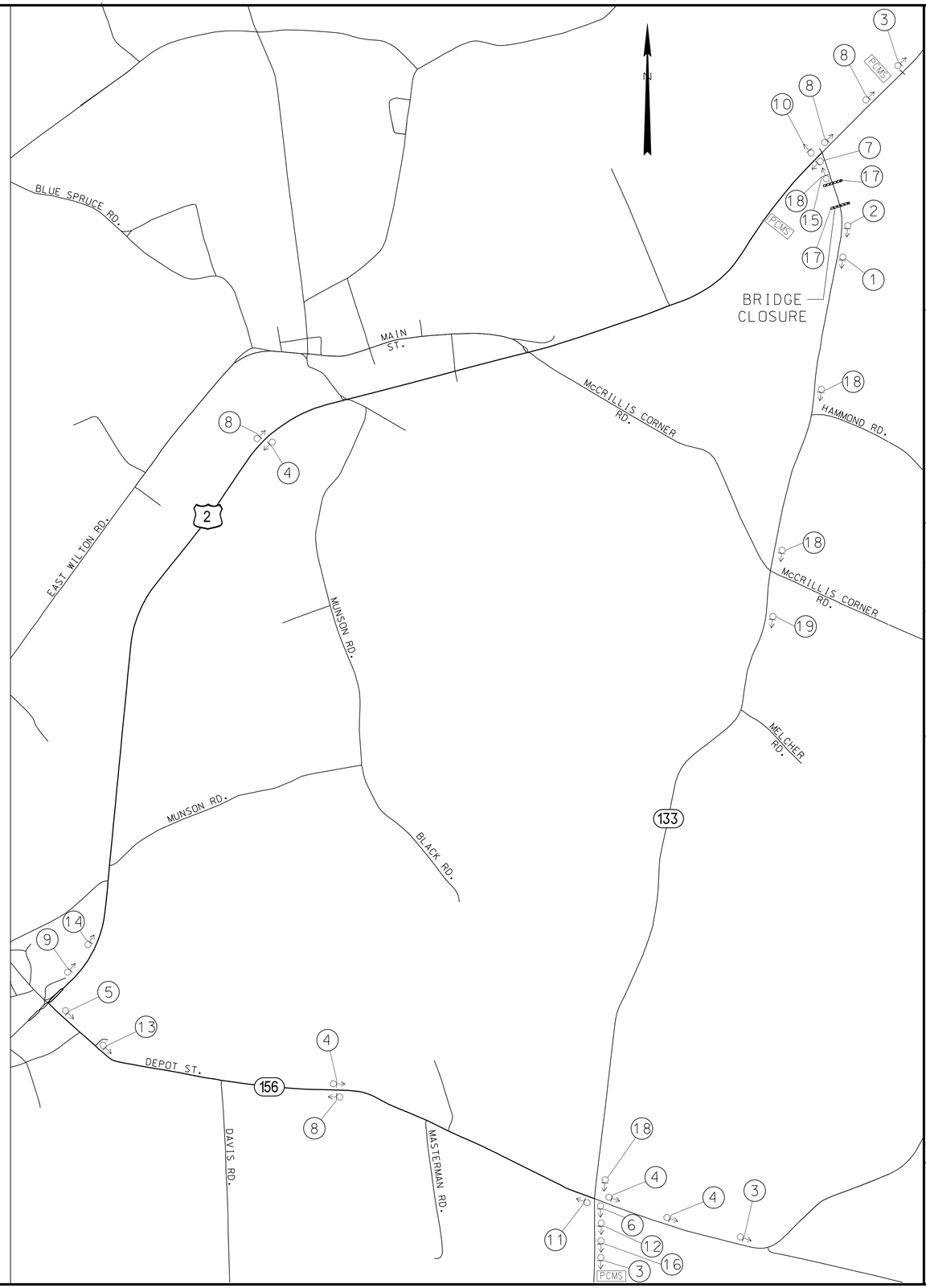
4. The Contractor shall cover all existing signs that conflict with work zone signs (Incidental to item 652.35)

5. Install 30 feet of Temporary Concrete Barrier at each end of the project (60 feet total). Payment will be made under Item No. 526.301, Temporary Concrete Barrier.

6. In addition to signs shown, the Contractor shall place Portable Changeable Message Signs prior to closure. Locations and messages to be determined by the Contractor and approved by the Resident.

7. Additional signs may be needed as directed by the Resident.

8. Coordinate sign locations at intersection with Route 2 with Sandy River Center.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 022236.00

WIN 22236.00
BRIDGE NO. 3286
BRIDGE PLANS

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FIELD CHANGES			

SIGNATURE

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HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

DETOUR PLAN

SHEET NUMBER
21
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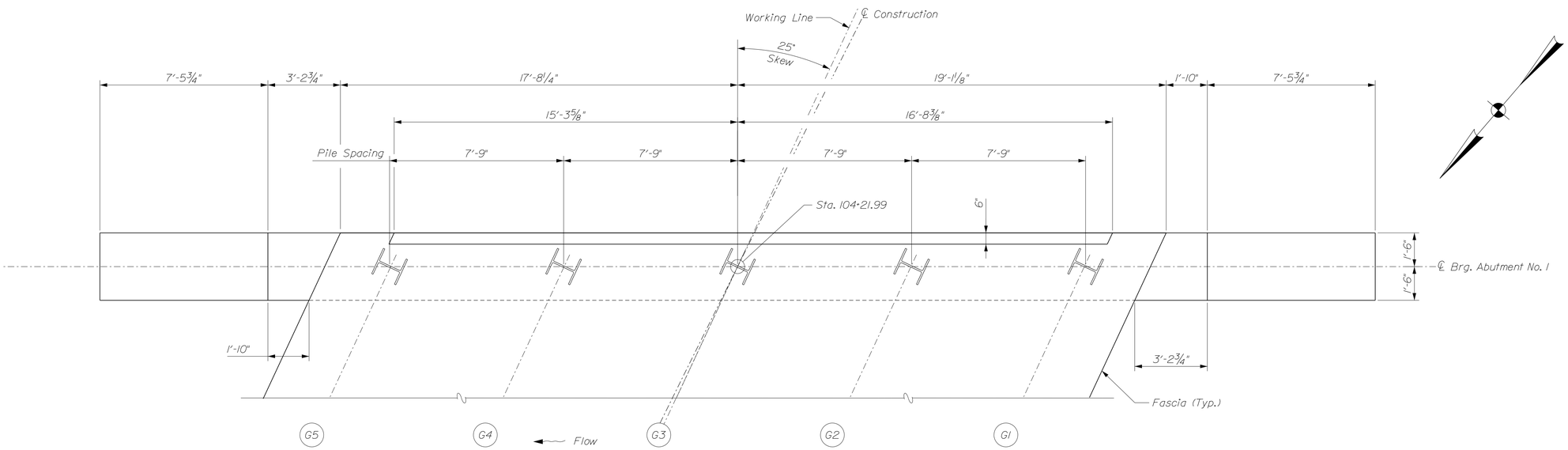
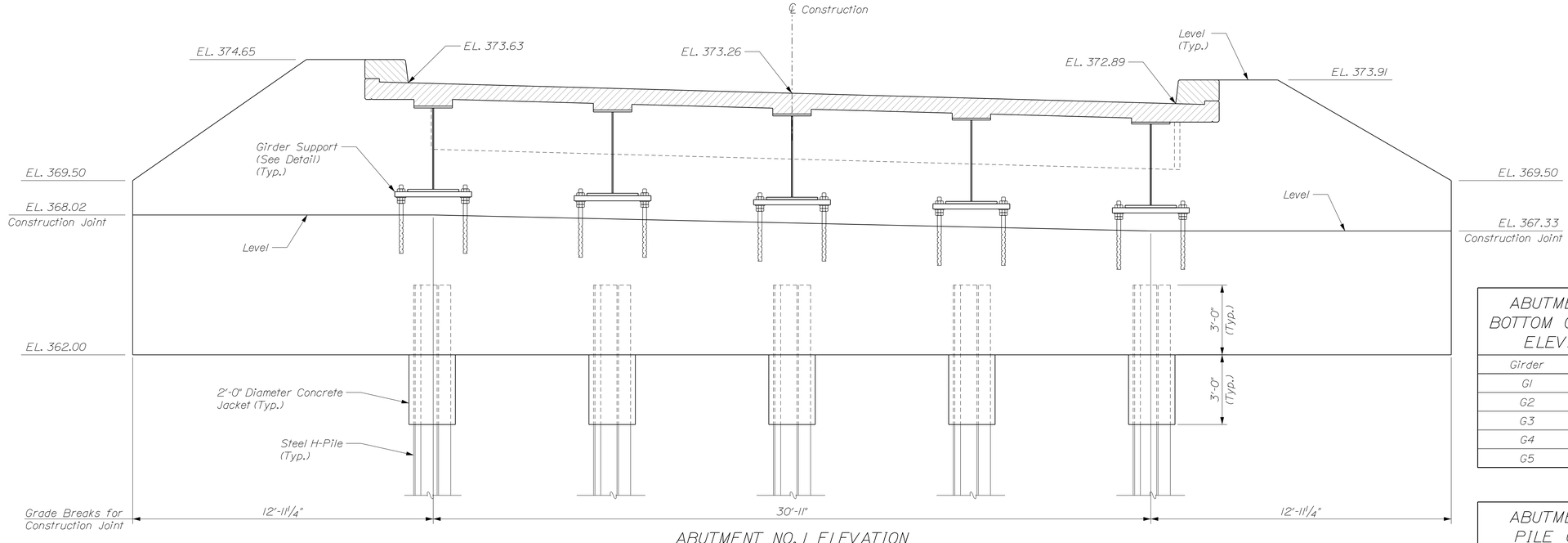


ABUTMENT NO. 1 PLAN



ABUTMENT NO. 1 ELEVATION

ABUTMENT NO. 1 BOTTOM OF GIRDER ELEVATIONS	
Girder	Elevation
G1	368.33
G2	368.50
G3	368.68
G4	368.85
G5	369.02

ABUTMENT NO. 1 PILE CUT-OFF ELEVATIONS	
Pile	Elevation
All Piles	363.00

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WILSON STREAM
FARMINGTON FRANKLIN COUNTY

ABUTMENT NO. 1

SHEET NUMBER

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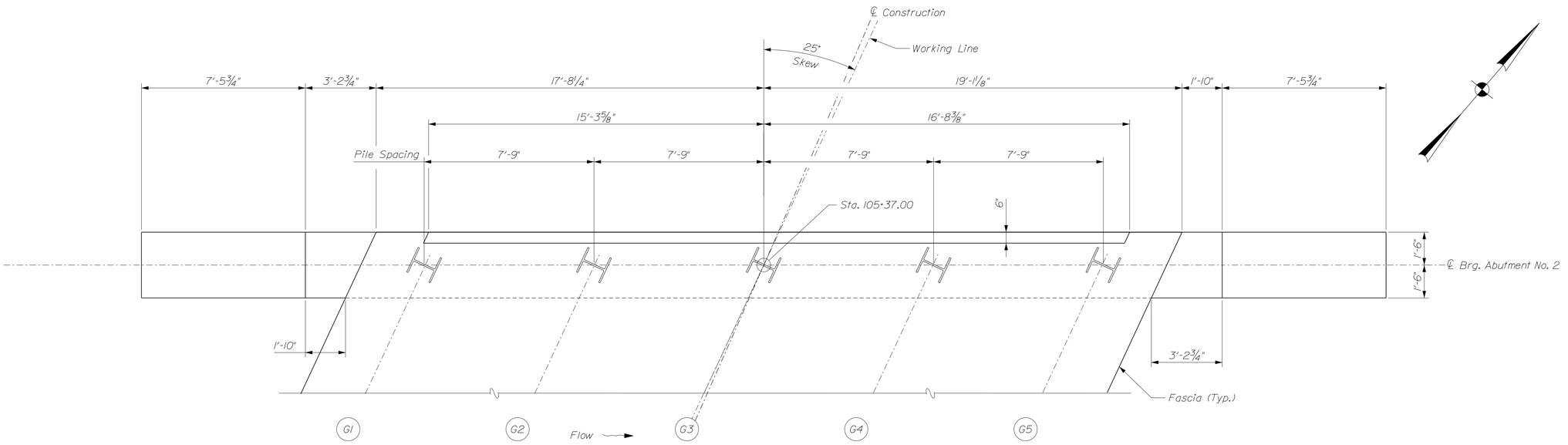
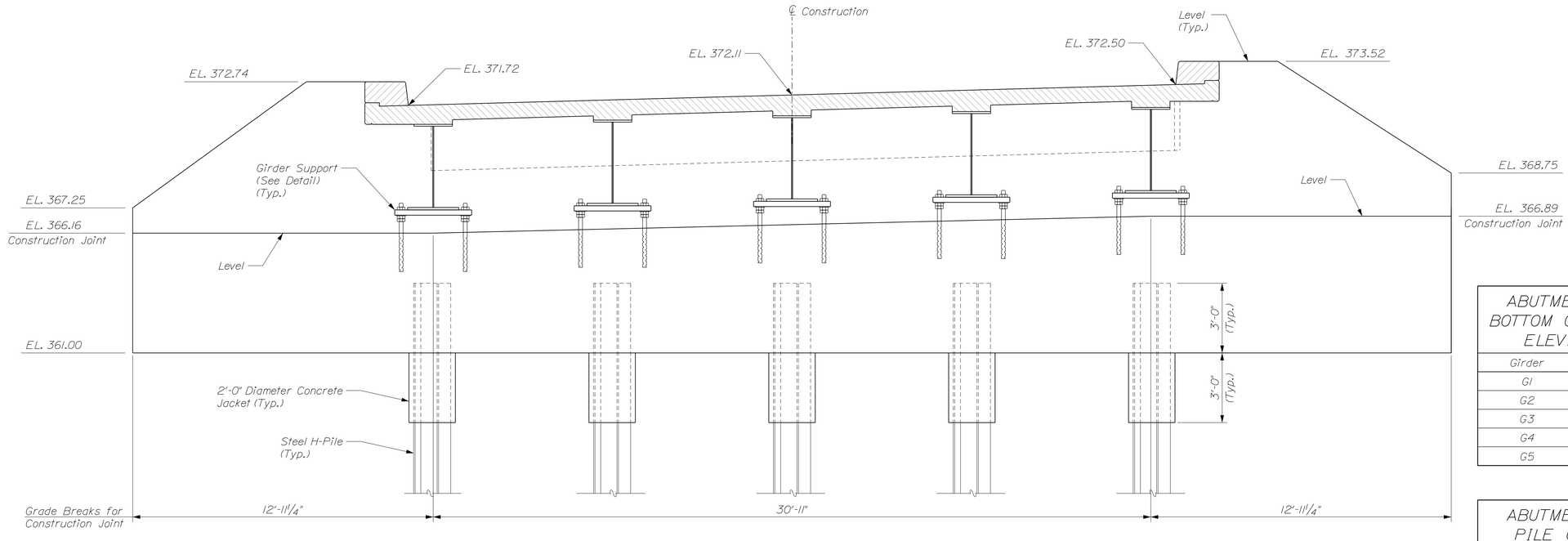


ABUTMENT NO. 2 PLAN



ABUTMENT NO. 2 ELEVATION

ABUTMENT NO. 2 BOTTOM OF GIRDER ELEVATIONS	
Girder	Elevation
G1	367.16
G2	367.34
G3	367.53
G4	367.71
G5	367.89

ABUTMENT NO. 2 PILE CUT-OFF ELEVATIONS	
Pile	Elevation
All Piles	362.00

STATE OF MAINE
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HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

ABUTMENT NO. 2

SHEET NUMBER

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ABUTMENT NOTES:

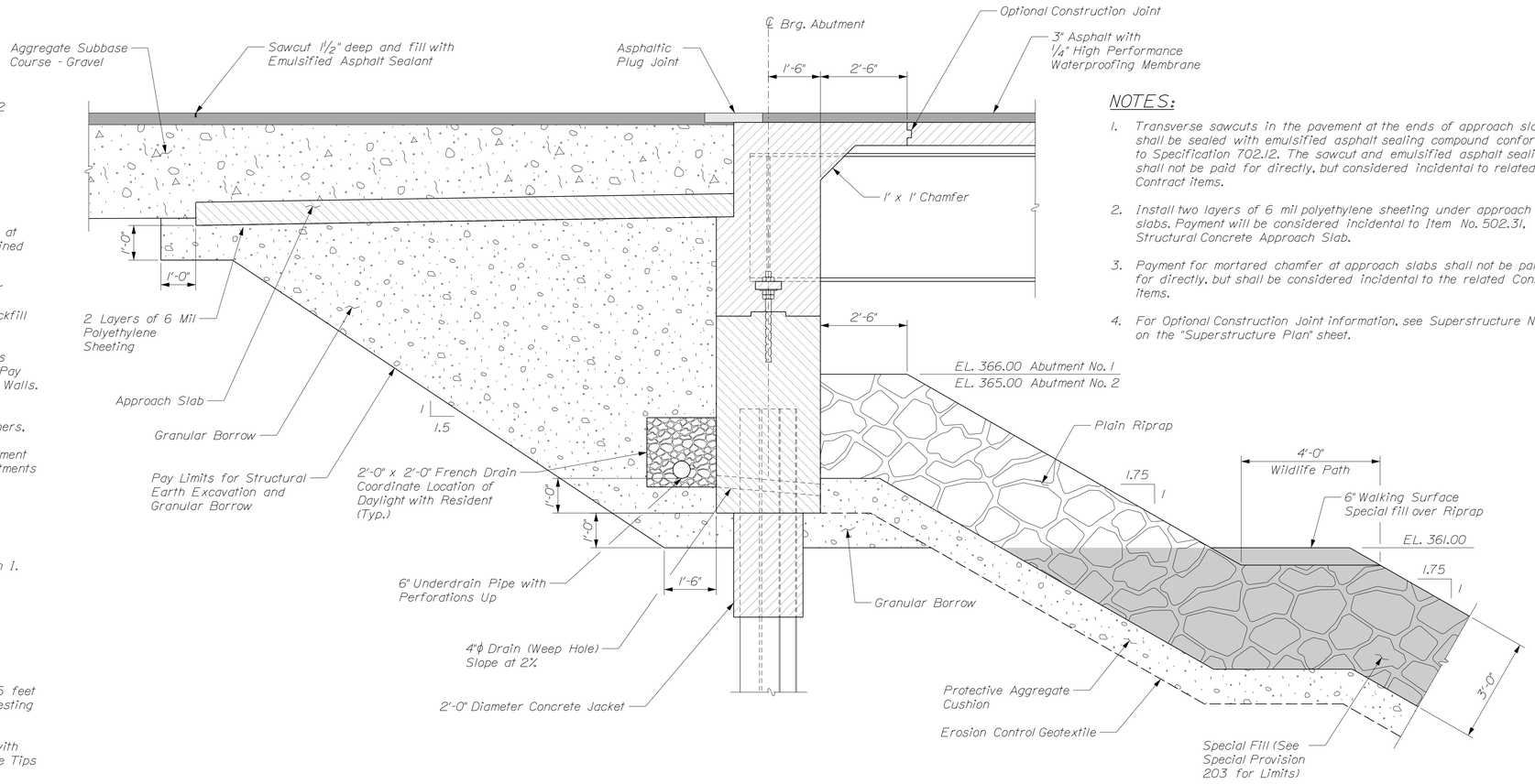
1. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
2. All elevations are provided at centerline of bearing unless otherwise noted.
3. Cover joints where waterstops are not required in accordance with Standard Detail 502(01).
4. Place 4 inch diameter drains in breastwall and wingwalls at 8 feet maximum spacing. The exact location will be determined by the Resident.
5. Abutments and wingwalls shall be backfilled with Granular Borrow for Underwater Backfill. Pay limits will be the structure excavation limits as shown on the "Abutment Backfill Detail".
6. Payment for concrete jacket around the tops of the H-Piles will not be paid for directly. Payment shall be incidental to Pay Item 502.219 Structural Concrete, Abutment and Retaining Walls. Fill concrete may be used for the concrete jackets.
7. The temporary girder supports, including studs and fasteners, leveling plates, and any associated hardware and labor required for installation shall not be paid for directly. Payment will be made under Item 502.219, Structural Concrete, Abutments and Retaining Walls.

PILE NOTES:

1. The maximum factored pile load is 345 kips for Strength I.
2. H-Pile material shall be ASTM A572, Grade 50.
3. Estimate of required in-place pile lengths:

   Abutment No. 1: 5 ~ HP 14 X 89 @ 30 feet
   Abutment No. 2: 5 ~ HP 14 X 89 @ 40 feet

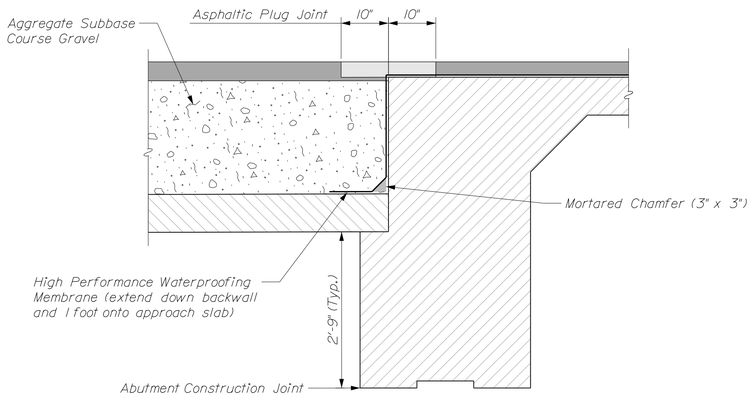
   The order lengths of the piles shall include an additional 5 feet of length for each test pile to accommodate dynamic pile testing equipment and variability in the bedrock surface.
4. All piles shall be equipped with a pile tip in accordance with Standard Specification Section 501.048, Prefabricated Pile Tips and 711.10, H-Beam Piles, Splices and Tips.
5. Piles shall not be out of position shown by more than 2 inches in any direction.
6. Install pile to achieve a nominal geotechnical resistance of 531 kips calculated by dividing the maximum factored Strength load by a resistance factor of 0.65.
7. Cobbles and boulders may be encountered at either of the proposed abutment locations and impede pile driving operations. If obstructions are encountered prior to reaching the maximum required penetration resistance on or near bedrock, then they may be cleared by preaugering, predrilling, down-hole hammers or by conventional excavation methods for near surface obstructions. Alternative methods to clear obstructions may be used as approved by the Resident. Removal of obstructions, cobbles and boulders shall be made incidental to related Contract Items.
8. The Contractor shall submit to the Department, for review and acceptance, their proposed pile driving equipment with a completed "Pile and Driving Equipment Form", Figure 1, of the Standard Specification Section 501 - Foundation Piles. Approval of the proposed pile driving equipment by the Department will be based on Department-conducted wave equation analysis and the criteria specified in Section 501 and Subsection 501.042 - Equipment for Driving Piles. If the Department-conducted wave equation analyses show that the proposed driving system(s) is unacceptable, the Contractor shall modify or replace the proposed driving equipment in an amendment of the QCP, at their own expense, until subsequent wave equation analyses by the Department indicate the pile can be driven to the required resistance, without damage or excessive blows.
9. The Contractor shall provide access for the agents of the Department to perform (2) dynamic pile load tests, one at each abutment, with signal matching and 24-hour (minimum) restrikes, as specified in Special Provision 501 - Dynamic Loading Test, to confirm the nominal resistance of the piles. The dynamic pile load test at each abutment will be completed on the first production pile driven and will include a minimum 24-hour restrike test. The required nominal resistance for the pile is specified in Note 6.



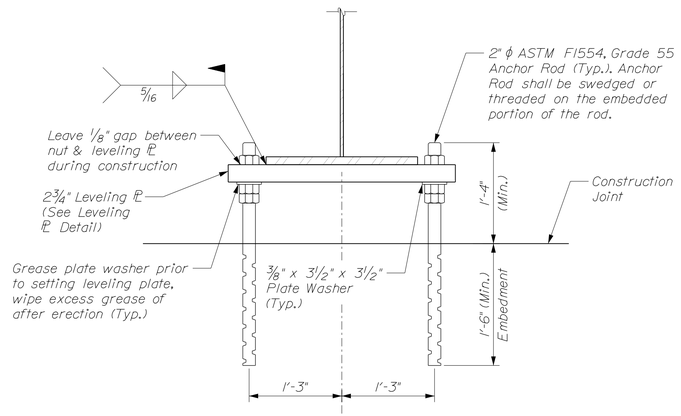
NOTES:

1. Transverse sawcuts in the pavement at the ends of approach slabs shall be sealed with emulsified asphalt sealing compound conforming to Specification 702.12. The sawcut and emulsified asphalt sealing shall not be paid for directly, but considered incidental to related Contract items.
2. Install two layers of 6 mil polyethylene sheeting under approach slabs. Payment will be considered incidental to Item No. 502.31, Structural Concrete Approach Slab.
3. Payment for mortared chamfer at approach slabs shall not be paid for directly, but shall be considered incidental to the related Contract items.
4. For Optional Construction Joint information, see Superstructure Notes on the "Superstructure Plan" sheet.

ABUTMENT BACKFILL DETAIL



ABUTMENT SLAB SEAT AND JOINT DETAIL



GIRDER SUPPORT DETAIL

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HAMLIN BRIDGE
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FARMINGTON FRANKLIN COUNTY

ABUTMENT DETAILS

SHEET NUMBER

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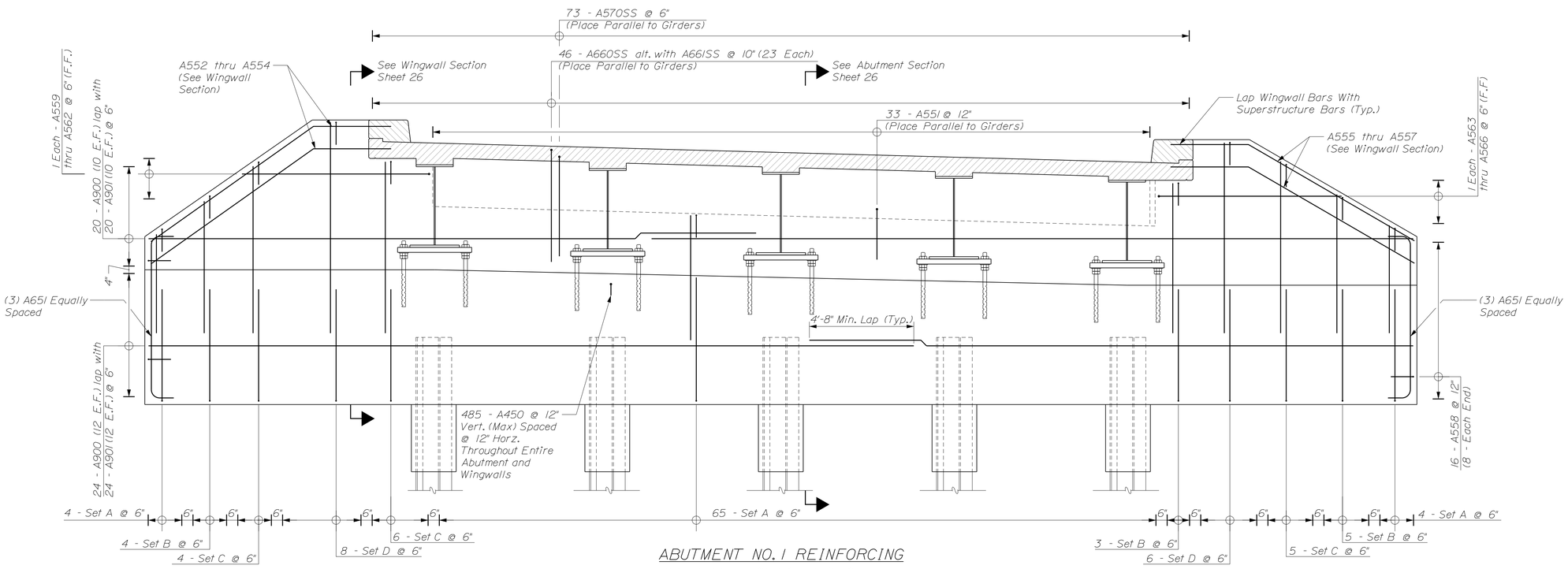
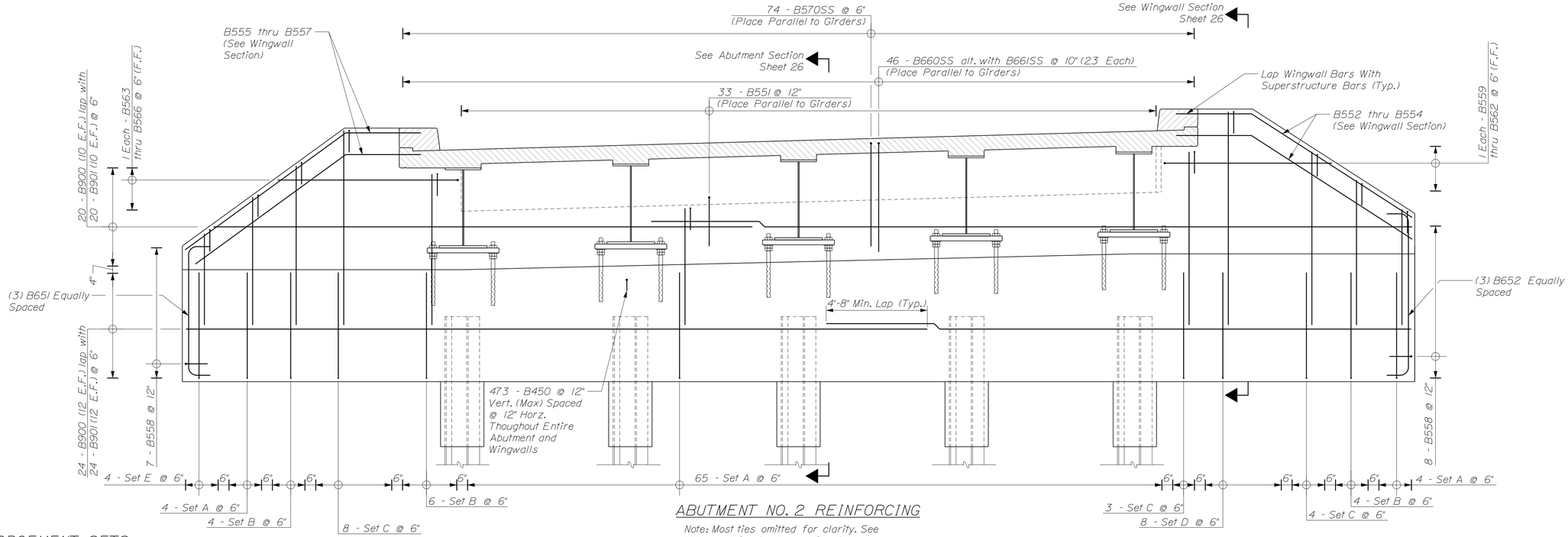


ABUTMENT NO. 1 REINFORCING

Note: Most ties omitted for clarity. See "Abutment Sections" sheet for tie layout.



ABUTMENT NO. 2 REINFORCING

Note: Most ties omitted for clarity. See "Abutment Sections" sheet for tie layout.

REINFORCEMENT SETS:

Set "A"
- 1 - A650 (B650)
- 2 - A601 (B601) (1 E.F.)
- 1 - A550 (B550)

Set "B"
- 1 - A650 (B650)
- 2 - A602 (B603) (1 E.F.)
- 1 - A550 (B550)

Set "C"
- 1 - A650 (B650)
- 2 - A603 (B603) (1 E.F.)
- 1 - A550 (B550)

Set "D"
- 1 - A650 (B650)
- 2 - A604 (B604) (1 E.F.)
- 1 - A550 (B550)

Set "E" (Abutment 2 Only)
- 1 - (B650)
- 2 - (B605) (1 E.F.)
- 1 - (B550)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 022236.00

WIN 22236.00
BRIDGE NO. 3286

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	D. GUZZI	S. MERKWAN	10-20
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	10-20
DESIGN2-DETAILED2	S. OZANA	C. GOLDEN	10-20
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

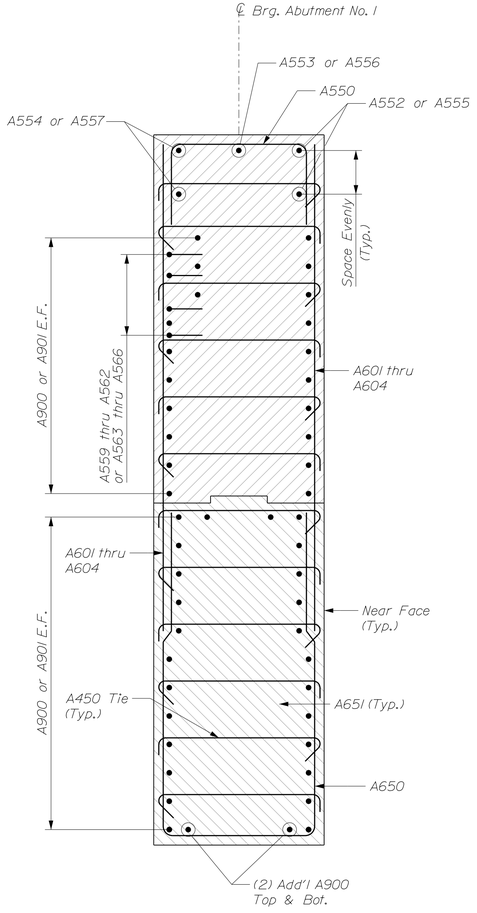
ABUTMENT REINFORCING

SHEET NUMBER

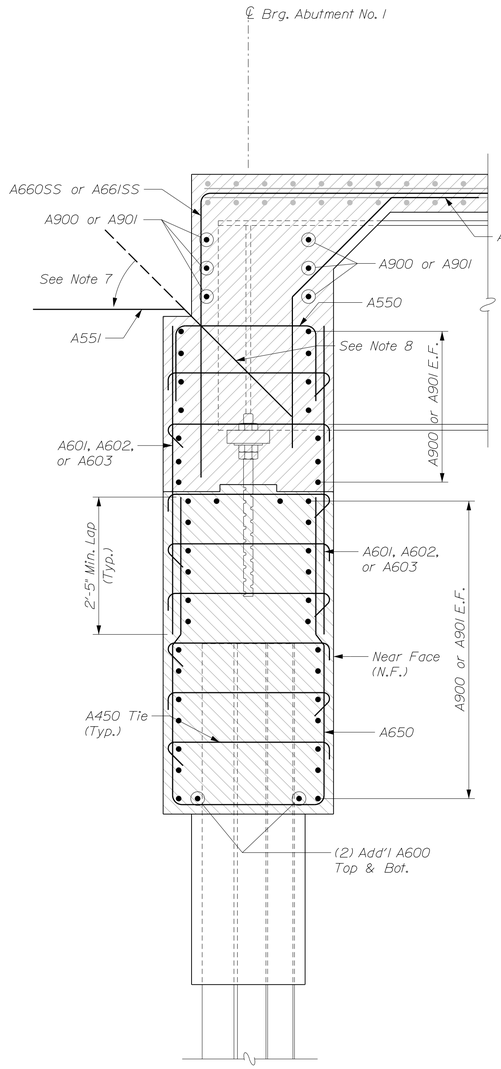
25

OF 34

Filename: ...\025_Abutment_Reinforcing.dgn Division: Username: taguilar Date:12/10/2020



ABUTMENT NO. 1 WINGWALL SECTION



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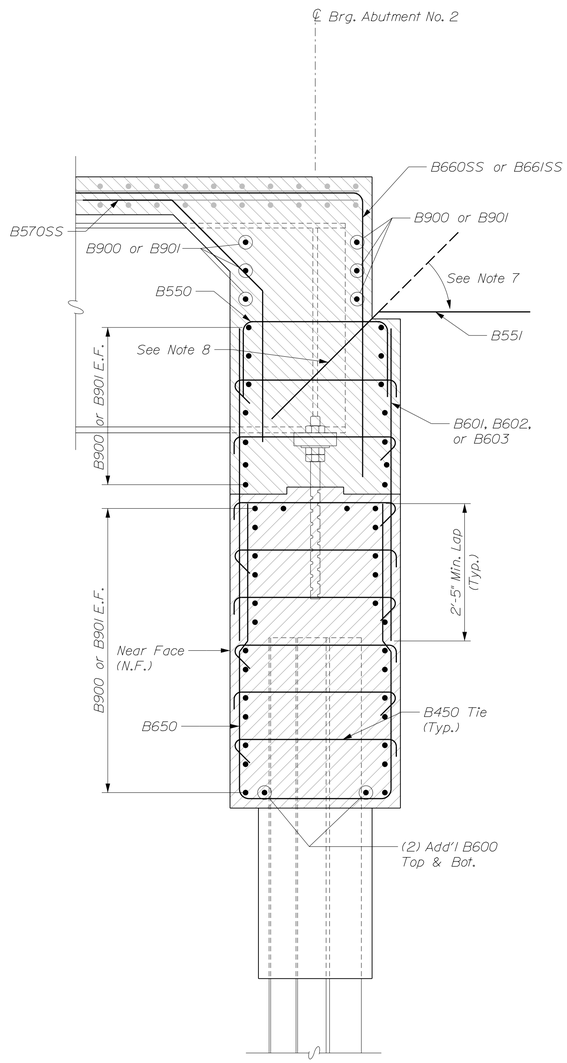

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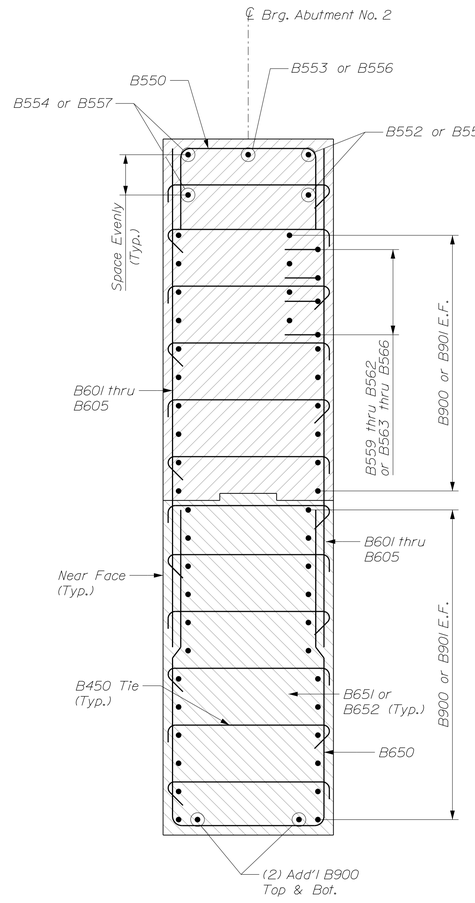

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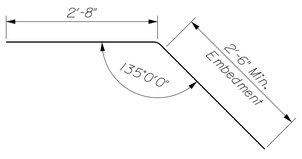

A551/B551 DETAIL

NOTES:

1. Minimum laps shall be:
   #6 = 2'-5" (Vertical)
2. Deck reinforcing shown in grayscale for clarity.
3. Where A450 or B450 do not intersect horizontal reinforcing, hook bar around vertical reinforcing.
4. Flare horizontal bars at and above the construction joint to match the cross slope.
5. Adjust reinforcement around anchor bolts and the leveling plates as needed.
6. Lap A560SS, A561SS and B560SS, B561SS to the top longitudinal reinforcing deck bars.
7. A551/B551 may be shop or field bent at the Contractor's option.
8. Field bend A551/B551 to avoid bearing stiffeners as required.

STATE OF MAINE
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BRIDGE NO. 3286 — BRIDGE PLANS

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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

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HAMLIN BRIDGE
WILSON STREAM
FARMINGTON — FRANKLIN COUNTY

ABUTMENT SECTIONS

SHEET NUMBER

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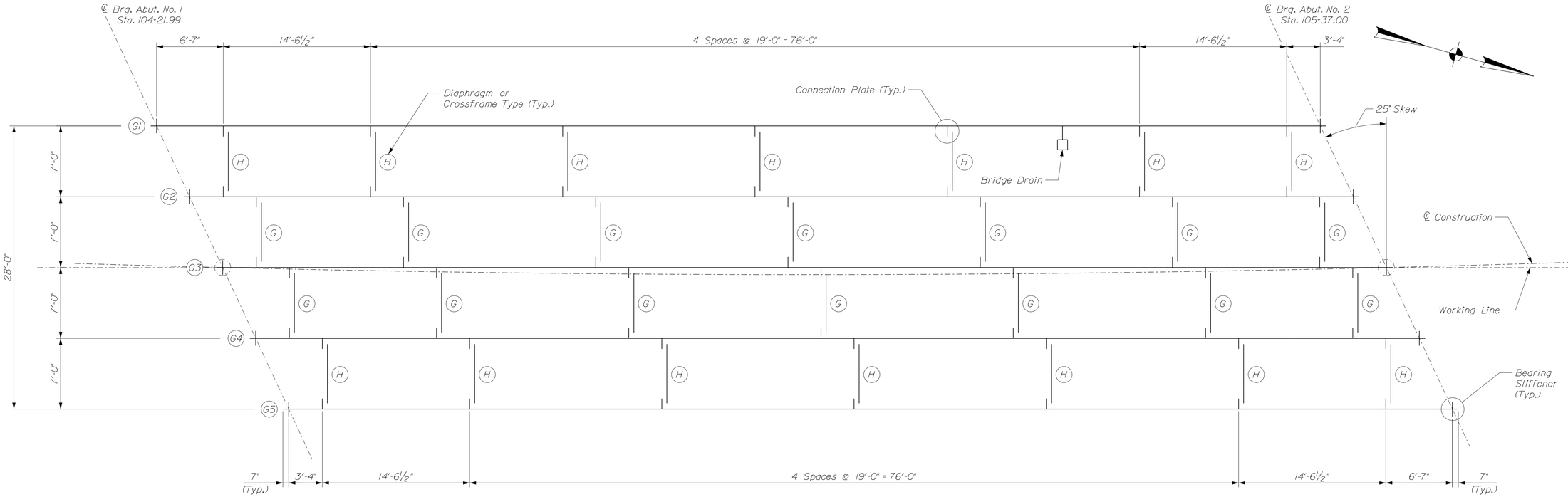
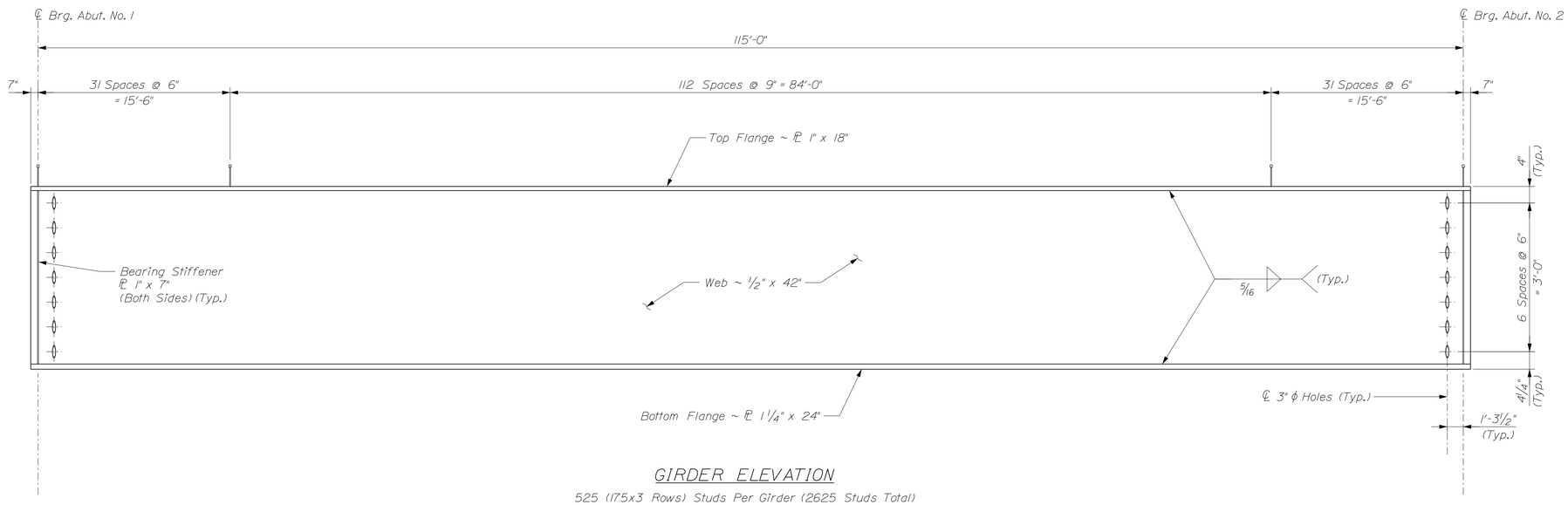
OF 34



FRAMING PLAN



GIRDER ELEVATION

525 (175x3 Rows) Studs Per Girder (2625 Studs Total)

STATE OF MAINE
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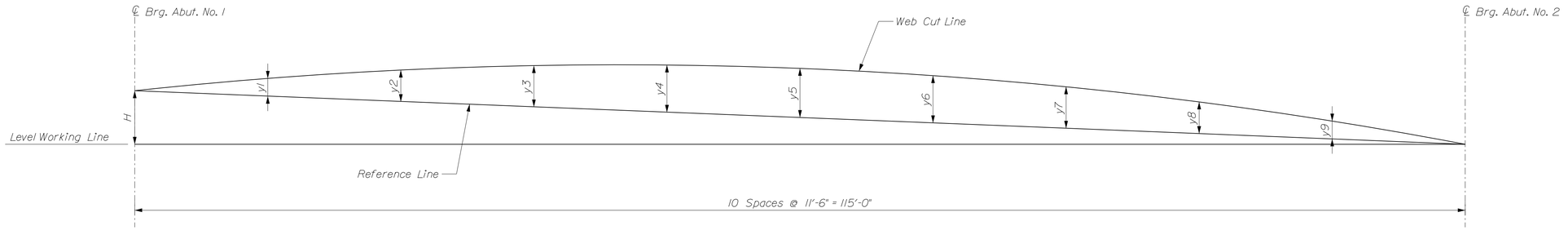
HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

FRAMING PLAN

SHEET NUMBER

27

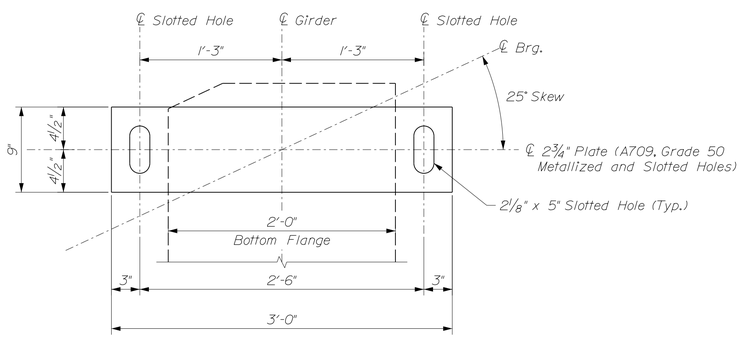
OF 34



CAMBER DIAGRAM

GIRDER	CAMBER ORDINATES (INCHES)											
	H	CL BRG. ABUT. NO. 1	y1	y2	y3	y4	y5	y6	y7	y8	y9	CL BRG. ABUT. NO. 2
G1	14	0	2	3 13/16	5 1/4	6 1/8	6 7/16	6 1/8	5 1/4	3 13/16	2	0
G2	13 7/8	0	2 1/8	4	5 7/16	6 3/8	6 11/16	6 3/8	5 7/16	4	2 1/8	0
G3	13 13/16	0	2 1/8	4	5 7/16	6 3/8	6 11/16	6 3/8	5 7/16	4	2 1/8	0
G4	13 11/16	0	2 1/8	4	5 7/16	6 3/8	6 11/16	6 3/8	5 7/16	4	2 1/8	0
G5	13 5/8	0	2	3 13/16	5 1/4	6 1/8	6 7/16	6 1/8	5 1/4	3 13/16	2	0

GIRDER	DEAD LOAD COMPONENT	DEAD LOAD DEFLECTIONS (INCHES)										
		CL BRG. ABUT. NO. 1	y1	y2	y3	y4	y5	y6	y7	y8	y9	CL BRG. ABUT. NO. 2
G1	STEEL DL	0.00	-0.44	-0.84	-1.15	-1.35	-1.41	-1.35	-1.15	-0.84	-0.44	0.00
	DECK CONCRETE DL	0.00	-1.23	-2.33	-3.19	-3.74	-3.93	-3.74	-3.19	-2.33	-1.23	0.00
	SUPERIMPOSED DL	0.00	-0.35	-0.67	-0.91	-1.07	-1.12	-1.07	-0.91	-0.67	-0.35	0.00
G2	STEEL DL	0.00	-0.46	-0.86	-1.18	-1.38	-1.45	-1.38	-1.18	-0.86	-0.46	0.00
	DECK CONCRETE DL	0.00	-1.31	-2.48	-3.40	-3.98	-4.17	-3.98	-3.40	-2.48	-1.31	0.00
	SUPERIMPOSED DL	0.00	-0.34	-0.64	-0.88	-1.03	-1.08	-1.03	-0.88	-0.64	-0.34	0.00
G3	STEEL DL	0.00	-0.46	-0.86	-1.18	-1.38	-1.45	-1.38	-1.18	-0.86	-0.46	0.00
	DECK CONCRETE DL	0.00	-1.31	-2.48	-3.40	-3.98	-4.17	-3.98	-3.40	-2.48	-1.31	0.00
	SUPERIMPOSED DL	0.00	-0.34	-0.64	-0.88	-1.03	-1.08	-1.03	-0.88	-0.64	-0.34	0.00
G4	STEEL DL	0.00	-0.46	-0.86	-1.18	-1.38	-1.45	-1.38	-1.18	-0.86	-0.46	0.00
	DECK CONCRETE DL	0.00	-1.31	-2.48	-3.40	-3.98	-4.17	-3.98	-3.40	-2.48	-1.31	0.00
	SUPERIMPOSED DL	0.00	-0.34	-0.64	-0.88	-1.03	-1.08	-1.03	-0.88	-0.64	-0.34	0.00
G5	STEEL DL	0.00	-0.44	-0.84	-1.15	-1.35	-1.41	-1.35	-1.15	-0.84	-0.44	0.00
	DECK CONCRETE DL	0.00	-1.23	-2.33	-3.19	-3.74	-3.93	-3.74	-3.19	-2.33	-1.23	0.00
	SUPERIMPOSED DL	0.00	-0.35	-0.67	-0.91	-1.07	-1.12	-1.07	-0.91	-0.67	-0.35	0.00



LEVELING PLATE

STRUCTURAL STEEL NOTES

1. Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the finished grade profile.
2. No transverse butt-weld splices will be allowed in the flange plates or web plates within 10 feet or 10% of the span length (whichever is greater) from the points of maximum negative moment or maximum positive moment. Butt-weld splices in flanges shall be not less than 3 feet from transverse butt-welds in the web plates and no transverse web or flange butt-welds shall be located within 3 feet of other transverse welds (e.g. connection plates to web welds) on either flange or web. No transverse butt-weld splices will be allowed in areas of stress reversal.
3. Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall be not less than 20 feet in length unless otherwise shown on the plans.
4. Bearing stiffeners shall be plumb after erection and dead loading of the structure. Intermediate web stiffeners may be either plumb or normal to the top flange.
5. Crossframe or diaphragm connection plates may be either plumb or normal to the top flange and shall be ½" thick.
6. Bolted crossframe and utility connections shall be made using ⅞" diameter ASTM F3125 Grade A325 Type 1 (Galvanized) H.S. bolts. Hole size shall be 15/16" unless otherwise shown. The minimum edge distance shall be 1½" unless otherwise shown. Oversize or short-slotted holes are not permitted for use in crossframe connections. Bolt threads shall be excluded from the shear plane of crossframe connections.
7. Filler plates shall be steel conforming to the requirements of A709 Grade 36.
8. Structural steel, including the girders, stiffeners, and connection plates, shall be coated in accordance with Standard Specification Section 506, Shop Applied Protective Coating - Steel (Thermal Spray Coating). At the Contractor's option, crossframes and leveling plates shall be coated in accordance with either Standard Specification Section 506, Shop Applied Protective Coating - Steel (Thermal Spray Coating) or Standard Specification Section 506, Shop Applied Protective Coating - Steel (Hot-Dip Galvanizing). Payment for structural steel coatings will be made under Item No. 506.9104, Thermal Spray Coating - Shop Applied.
9. All bolts, nuts and washers shall be hot-dip galvanized in accordance with ASTM A153.
10. Girder ends to be clipped to fit within skewed backwall. Clip geometry to be approved through the Working Drawings submittal.

STATE OF MAINE
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BRIDGE NO. 3286

BRIDGE PLANS

	BY	DATE
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DESIGN-DETAILED	D. GUZZI	10-20
CHECKED-REVIEWED	T. MCAULIFFE	10-20
DESIGN2-DETAILED2	S. OZANA	10-20
DESIGN3-DETAILED3	C. GOLDEN	10-20
REVISIONS 1	S. MERKWAN	10-20
REVISIONS 2	B. COLBURN	10-20
REVISIONS 3	C. GOLDEN	10-20
REVISIONS 4		
FIELD CHANGES		

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P.E. NUMBER

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HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

STRUCTURAL STEEL DETAILS

SHEET NUMBER

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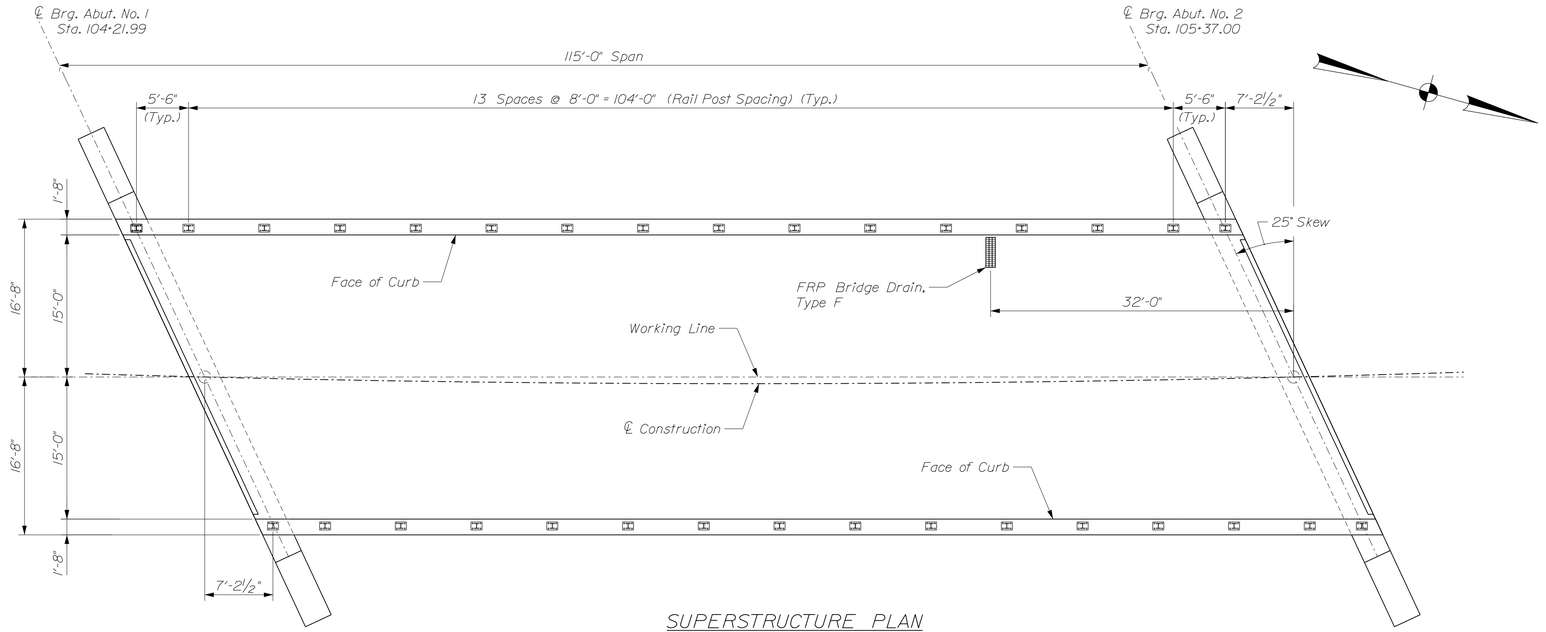
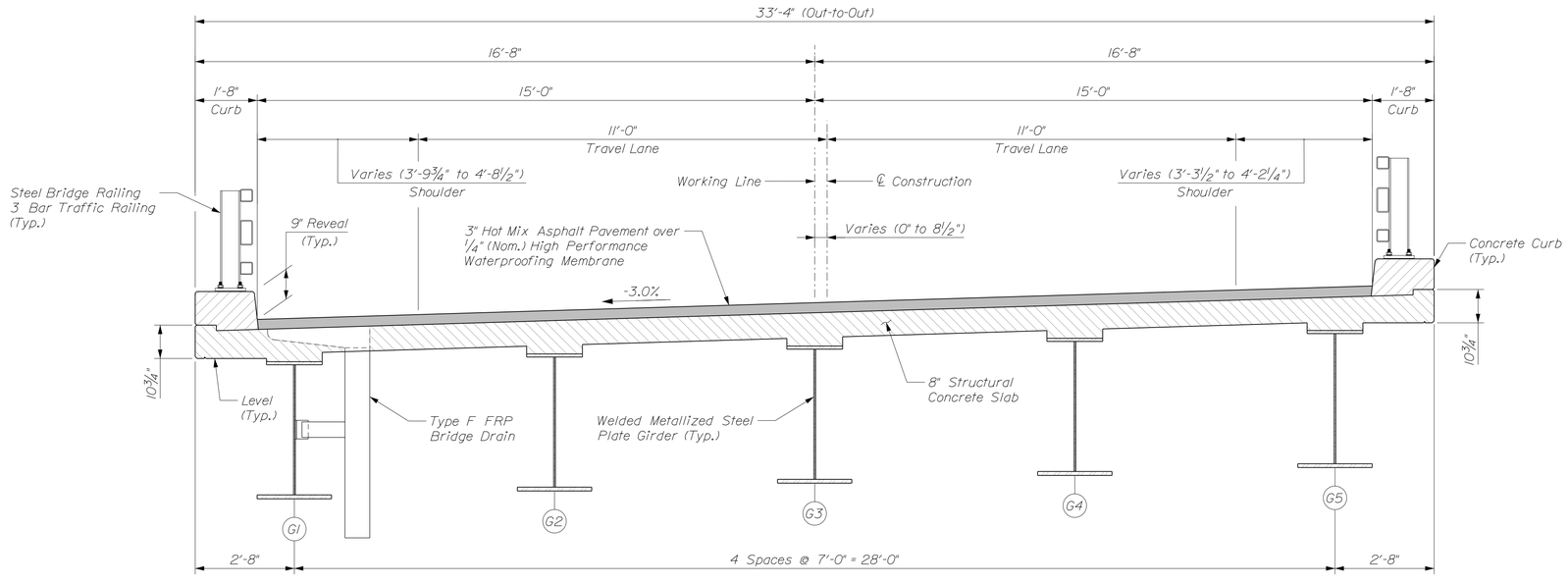


SUPERSTRUCTURE PLAN

GIRDER	BOTTOM OF SLAB ELEVATIONS										
	CL BRG. ABUT. NO. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. ABUT. NO. 2
G1	372.25	372.25	372.25	372.22	372.16	372.06	371.93	371.75	371.55	371.32	371.08
G2	372.42	372.43	372.42	372.40	372.34	372.24	372.10	371.93	371.73	371.50	371.26
G3	372.59	372.60	372.60	372.57	372.51	372.42	372.28	372.11	371.91	371.68	371.44
G4	372.77	372.78	372.77	372.75	372.69	372.59	372.46	372.29	372.09	371.86	371.62
G5	372.94	372.95	372.95	372.92	372.87	372.77	372.64	372.47	372.27	372.04	371.81



TRANSVERSE SECTION

SUPERSTRUCTURE NOTES

1. The theoretical blocking used for design of the structure is 3.75 inches (2.75" clear) at the centerline of bearing of the abutments. Refer to Standard detail 502(02) for blocking details.
2. Reinforcement shall have a minimum concrete cover of 2" unless otherwise noted.
3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and superstructure slab.
4. The superstructure slab, between optional construction joints, shall be placed in one continuous operation and shall be kept plastic until the entire placement has been made. The superstructure slab shall be completed and cured a minimum of five days prior to placement of the upper portions of the abutments at each end of the slab. For optional construction joint location see Abutment Backfill Detail, Sheet 24.
5. If the Contractor chooses to omit the optional construction joints, the superstructure slab and the upper portions of the abutments shall be placed in one continuous operation and shall be kept plastic until the entire placement has been made. The upper portions of the abutments shall be finished by hand after removal of the screed machine.
6. Bar supports for GFRP reinforcement shall be plastic, dielectric material, or other approved material. See Special Provision Subsection 530.6 for additional requirements.
7. The use of precast concrete deck panels will not be allowed on this project.
8. Reinforced concrete deck designed per AASHTO LRFD Bridge Design Guide Specifications for GFRP-Reinforced Concrete 2nd Edition.

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BRIDGE PLANS

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HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

SUPERSTRUCTURE PLAN

SHEET NUMBER

29

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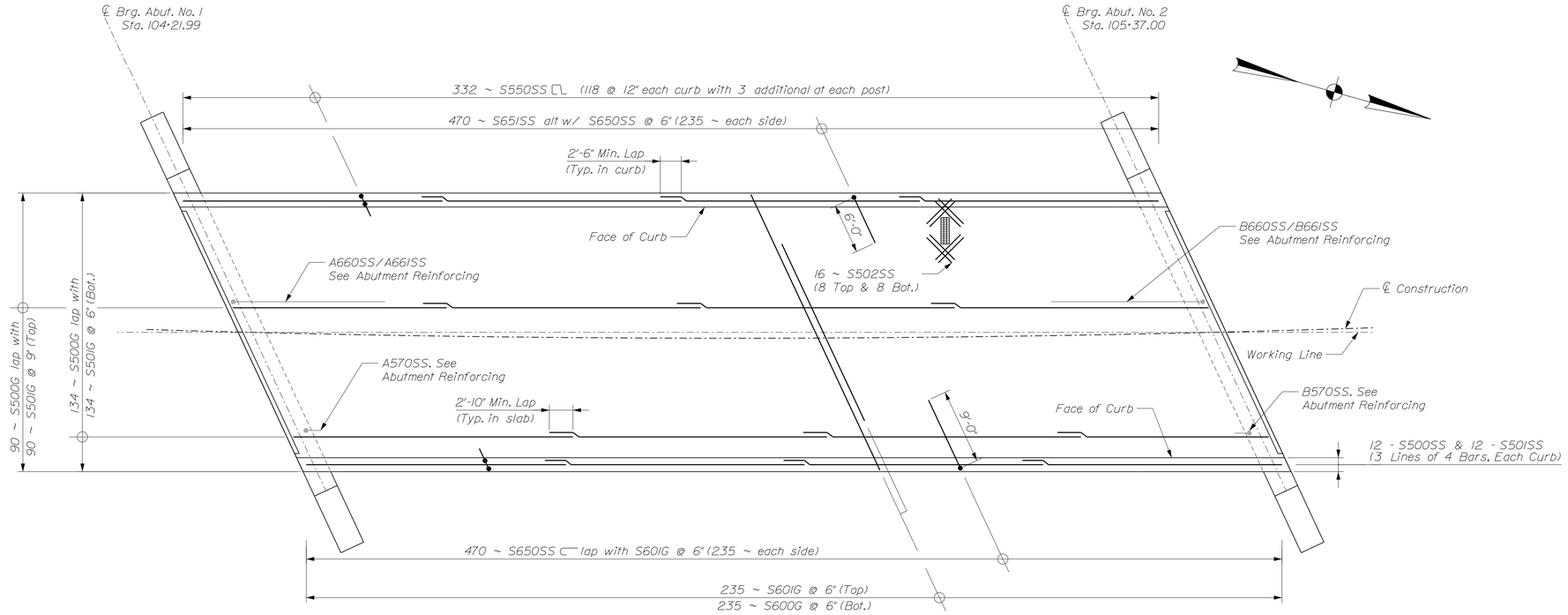
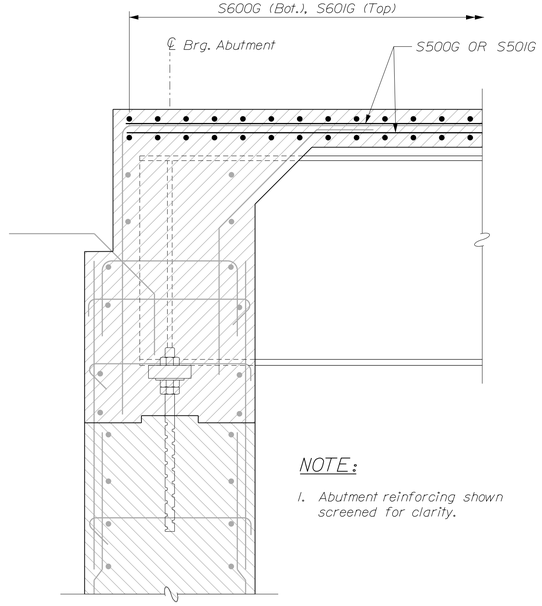


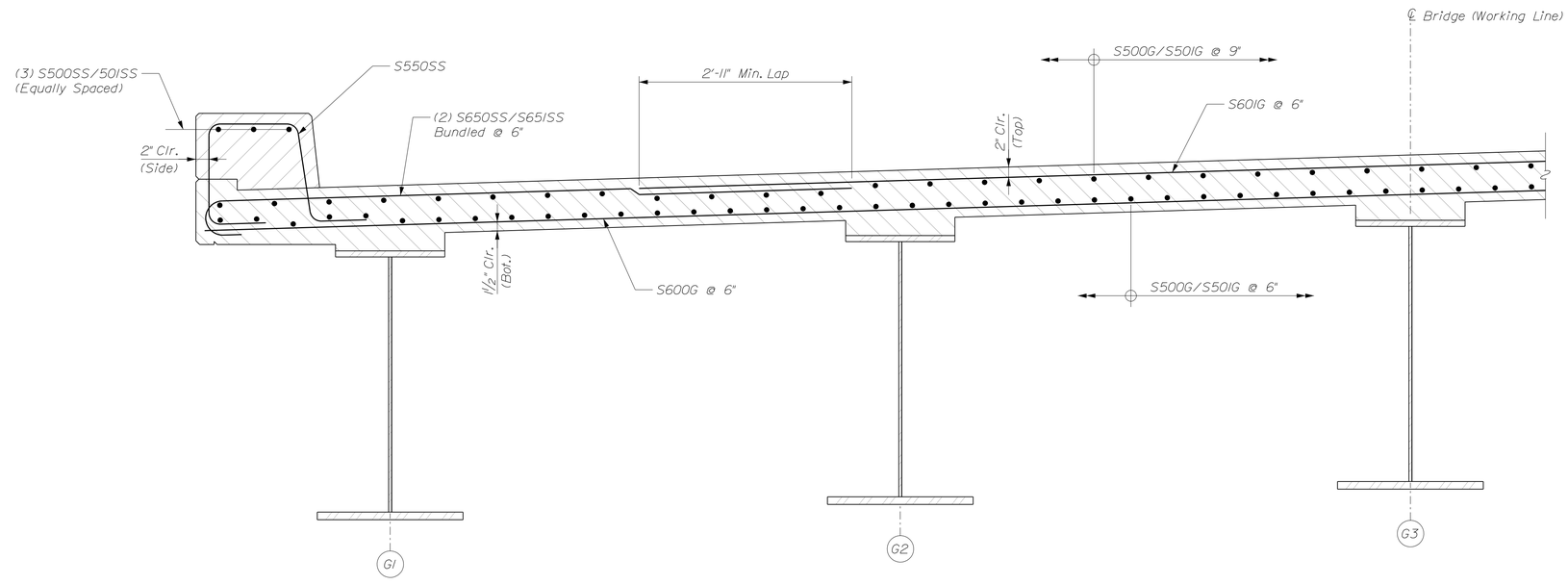
DECK REINFORCING PLAN



NOTE:

1. Abutment reinforcing shown screened for clarity.

PARTIAL LONGITUDINAL SECTION



PARTIAL TRANSVERSE SECTION

STATE OF MAINE
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BRIDGE NO. 3286 BRIDGE PLANS

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HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

DECK REINFORCING

SHEET NUMBER

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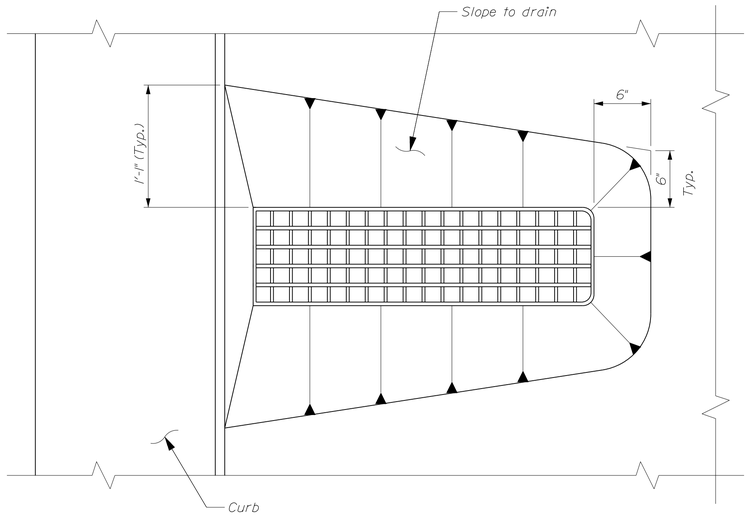


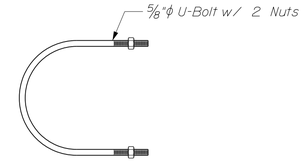
BRIDGE DRAIN PLAN

BRIDGE DRAIN NOTES

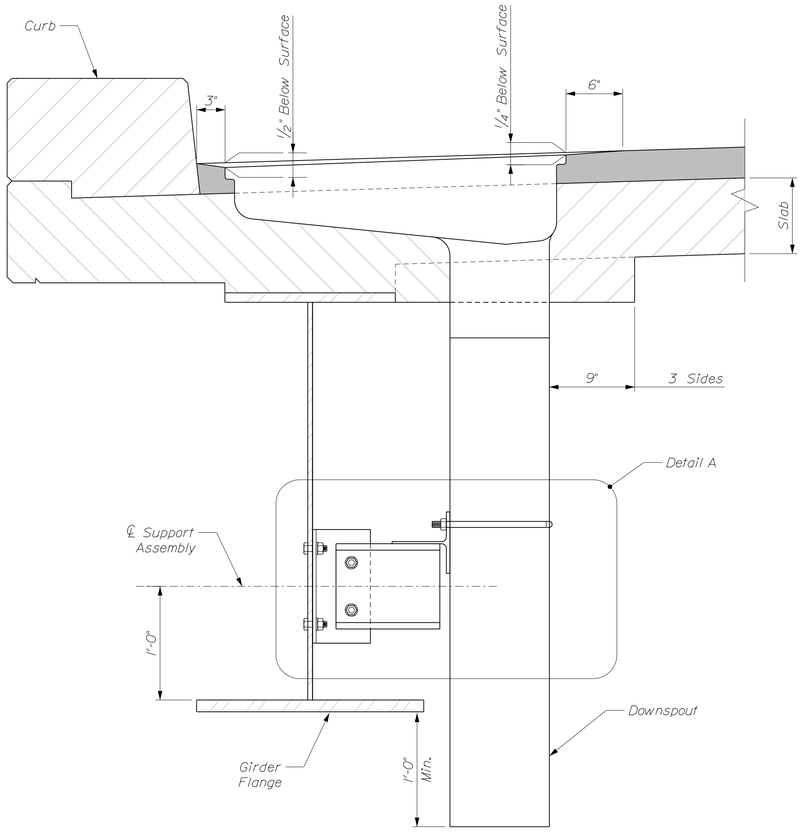
1. FRP Bridge Drains shall be designed and detailed based on the dimensions for the bridge drain details shown, and in accordance with Special Provisions Section 502, Fiber Reinforced Polymer Bridge Drains and Downspouts.

2. Shear connectors welded to the top flange of steel beams may require adjustment to clear the bridge drains. No extra payment will be made for needed adjustment to the studs.

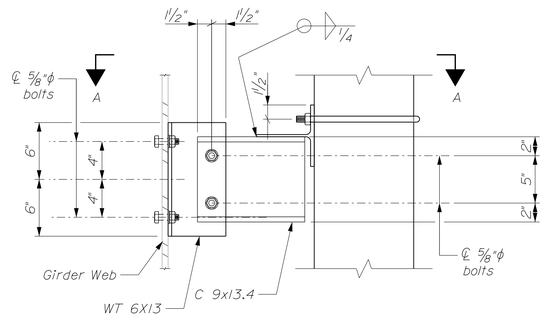
3. Support Assembly components and hardware shall meet the grade and protective coating requirements identified on Standard Detail 502(24).



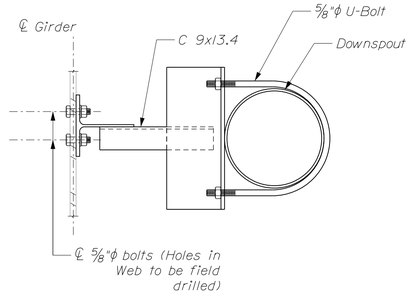
U-BOLT DETAIL



BRIDGE DRAIN ELEVATION



DETAIL A



SECTION A-A

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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BRIDGE PLANS

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FIELD CHANGES			

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HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

FRP BRIDGE DRAINS

SHEET NUMBER

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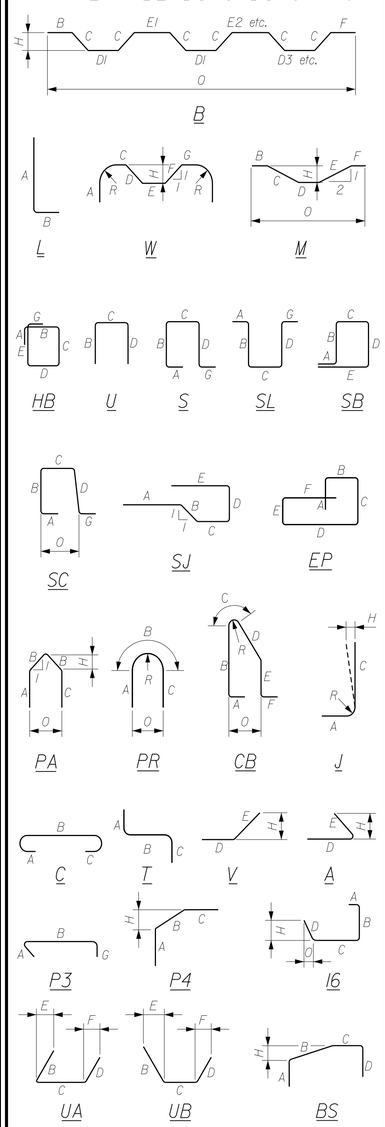
OF 34

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 1 (Plain Bars)								**Abutment 1 (Plain Bars)**														
A601	146	6'-0"	Front and Back Face, Vertical					A450	485	3'-5'	P3	0'-4 1/2"	2'-8"					0'-4 1/2"				Abutment Ties
A602	24	7'-1"	Front and Back Face, Vertical																			
A603	30	8'-6"	Front and Back Face, Vertical					A550	114	4'-4"	U		0'-10"	2'-8"	0'-10"							Top Vertical Stirrup
A604	28	9'-10"	Front and Back Face, Vertical					A551	33	5'-4"	P4		2'-8"	2'-8"					1'-10 1/2"			Approach Slab Dowel
								A552	2	11'-7 1/2"	V				2'-8 1/2"	8'-11"			5'-1"			East Wingwall, Top Sloped Bar
A900	52	34'-5"	Horizontal Abutment & Wingwall					A553	1	12'-4"	V				3'-5"	8'-11"			5'-1"			East Wingwall, Top Sloped Bar
A901	52	26'-9"	Horizontal Abutment & Wingwall					A554	2	13'-0 1/2"	V				4'-1 1/2"	8'-11"			5'-1"			East Wingwall, Top Sloped Bar
								A555	2	11'-1 1/2"	V				2'-8 1/2"	8'-5"			4'-2 1/2"			West Wingwall, Top Sloped Bar
Abutment 2 (Plain Bars)								A556	1	11'-10"	V				3'-5"	8'-5"			4'-2 1/2"			West Wingwall, Top Sloped Bar
B601	146	6'-1"	Front and Back Face, Vertical					A557	2	12'-6 1/2"	V				4'-1 1/2"	8'-5"			4'-2 1/2"			West Wingwall, Top Sloped Bar
B602	28	7'-7"	Front and Back Face, Vertical					A558	16	4'-2"	U		0'-10"	2'-6"	0'-10"							Horizontal Wingwall Stirrup
B603	30	8'-11"	Front and Back Face, Vertical					A559	1	8'-5"	L	7'-10"	0'-7"									East Wingwall, Back Face
B604	16	9'-10"	Front and Back Face, Vertical					A560	1	9'-1"	L	8'-6"	0'-7"									East Wingwall, Back Face
B605	8	4'-8"	Front and Back Face, Vertical					A561	1	9'-10"	L	9'-3"	0'-7"									East Wingwall, Back Face
								A562	1	10'-6"	L	9'-11"	0'-7"									East Wingwall, Back Face
B900	52	34'-5"	Horizontal Abutment & Wingwall					A563	1	7'-10"	L	7'-3"	0'-7"									West Wingwall, Back Face
B901	52	26'-9"	Horizontal Abutment & Wingwall					A564	1	8'-8"	L	8'-1"	0'-7"									West Wingwall, Back Face
								A565	1	9'-6"	L	8'-11"	0'-7"									West Wingwall, Back Face
Approach Slab (Plain Bars)								A566	1	10'-5"	L	9'-10"	0'-7"									West Wingwall, Back Face
AS501	32	31'-8"	Both Approach Slabs																			
								A650	114	12'-8"	U		5'-0"	2'-8"	5'-0"							Bottom Vertical Stirrup
AS601	116	15'-2"	Both Approach Slabs					A651	6	8'-5"	U		0'-8"	7'-1"	0'-8"							End of Abutment Stirrup
Superstructure (Glass Fiber Reinforced Polymer)								**Abutment 1 (Stainless Steel)**														
S500G	224	35'-0"	Deck Longitudinal, Top & Bottom					A570SS	74	6'-0 1/4"	P4	2'-7'	2'-5 1/4"	1'-0"					1'-8 3/4"			Haunch Bar, Near Face
S501G	224	27'-9"	Deck Longitudinal, Top & Bottom																			
								A660SS	23	21'-3"	L	5'-1"	16'-2"									Deck to Backwall, Back Face
S600G	235	36'-5"	Deck Transverse, Bottom					A661SS	23	23'-3"	L	5'-1"	18'-2"									Deck to Backwall, Back Face
S601G	235	24'-3"	Deck Transverse, Top																			
								Abutment 2 (Plain Bars)														
Superstructure (Stainless Steel)								B450	473	4'-0"	P3	0'-4 1/2"	2'-8"					0'-4 1/2"				Abutment Ties
S500SS	12	35'-0"	Curb Longitudinal																			
S501SS	12	27'-1'	Curb Longitudinal					B550	114	4'-4"	U		0'-10"	2'-8"	0'-10"							Top Vertical Stirrup
S502SS	16	3'-0"	Drain Reinforcement					B551	33	5'-4"	P4		2'-8"	2'-8"					1'-10 1/2"			Approach Slab Dowel
								B552	2	11'-4 1/2"	V				2'-8 1/2"	8'-8"			4'-8 1/2"			East Wingwall, Top Sloped Bar
								B553	1	12'-1"	V				3'-5"	8'-8"			4'-8 1/2"			East Wingwall, Top Sloped Bar
								B554	2	12'-9 1/2"	V				4'-1 1/2"	8'-8"			4'-8 1/2"			East Wingwall, Top Sloped Bar
								B555	2	11'-8 1/2"	V				2'-8 1/2"	9'-0"			5'-3 1/2"			West Wingwall, Top Sloped Bar
								B556	1	12'-5"	V				3'-5"	9'-0"			5'-3 1/2"			West Wingwall, Top Sloped Bar
								B557	2	13'-1 1/2"	V				4'-1 1/2"	9'-0"			5'-3 1/2"			West Wingwall, Top Sloped Bar
								B558	15	4'-2"	U		0'-10"	2'-6"	0'-10"							Horizontal Wingwall Stirrup
								B559	1	7'-6"	L	6'-11"	0'-7"									East Wingwall, Back Face
								B560	1	8'-4"	L	7'-9"	0'-7"									East Wingwall, Back Face
								B561	1	9'-1"	L	8'-6"	0'-7"									East Wingwall, Back Face
								B562	1	9'-10"	L	9'-3"	0'-7"									East Wingwall, Back Face
								B563	1	8'-4"	L	7'-9"	0'-7"									West Wingwall, Back Face
								B564	1	9'-0"	L	8'-5"	0'-7"									West Wingwall, Back Face
								B565	1	9'-8"	L	9'-1"	0'-7"									West Wingwall, Back Face
								B566	1	10'-5"	L	9'-10"	0'-7"									West Wingwall, Back Face
								B650	114	12'-3"	U		4'-9 1/2"	2'-8"	4'-9 1/2"							Bottom Vertical Stirrup
								B651	3	7'-2"	U		0'-8"	5'-10"	0'-8"							End of West Abutment Stirrup
								B652	3	8'-8"	U		0'-8"	7'-4"	0'-8"							End of East Abutment Stirrup
								Abutment 2 (Stainless Steel)														
								B560SS	74	6'-0 1/4"	P4	2'-7'	2'-5 1/4"	1'-0"					1'-8 3/4"			Haunch Bar, Near Face
								B660SS	23	21'-3"	L	5'-1"	16'-2"									Deck to Backwall, Back Face
								B661SS	23	23'-3"	L	5'-1"	18'-2"									Deck to Backwall, Back Face
								Superstructure (Stainless Steel)														
								S550SS	332	6'-2"	SC	0'-10"	1'-6"	1'-5"	1'-7"			0'-10"		1'-7"		Curb Stirrup
								S650SS	470	9'-8"	C	0'-0"	9'-0"	0'-8"								Deck Overhang
								S651SS	470	6'-8"	C	0'-0"	6'-0"	0'-8"								Deck Overhang

TYPE - BENDING DIAGRAMS



All dimensions are out-to-out of bar.

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

Reinforcing Bar:
ASTMA615 / A615M, Grade 60 (U.N.O.)
ASTM A995 / A995M, Grade 75 (Bar Marks ending in "SS")
GFRP, ASTM D7957 (Bar Marks ending in "G")

GENERAL NOTES

1. The first two digits following the letter(s) of the mark indicate the size of the bar:

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

2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as schedule on the plans.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 022236.00

WIN 22236.00
BRIDGE NO. 3286
BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	D. GUZZI	S. MERKWAN	10-20
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	10-20
DESIGN2-DETAILED2	S. OZANA	C. GOLDEN	
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

HAMLIN BRIDGE
WILSON STREAM
FARMINGTON FRANKLIN COUNTY

REINFORCING SCHEDULE

SHEET NUMBER
32
OF 34

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W	Existing / Proposed	Existing / Proposed
Approx. Property Lines P.L.	Building / Clearing Limit Line	Sanitary Sewer	Traveled Way
Existing Right of Way	Trees Conifer / Deciduous	Telephone Line	Ditch
Limits of Wrought Portion L.O.W.P.	Tree Line / Bush Line	Electric Line	Catch Basin
Control Of Access C.O.A.	Water Edge	Water Line	Manhole
New Right of Way	Ledge / Rock/Boulder / Flag Pole	Underdrain Line	Sewer Manhole
New Easement	Fence CHAIN LINK / BARB WIRE / STOCKADE	Gas Line	Utility Pole
New Temporary Rights	Sign / Well / Mailbox	Guardrail	Fire Hydrant
New R/W Within Existing R/W		Culvert	Curbing

Cut Line / Fill Line
Stonewall / Retaining Wall
Baseline 10+00 11+00 12+00
Monument / Traverse Point
Iron Rod Found ● IRF / Pipe Found ● IPF
Replacement Pin Set

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS
COUNTY _____
RECEIVED _____, _____
at _____h_____m_____M and
recorded in Plan Bk _____, Pg._____
Attest: _____
REGISTER

ROUTE 133
CURVE DATA #1
PI = 101+70.78
D = 5°27'24.3"
Δ = 18°28'33.7" Lt.
R = 1050.00'
L = 338.59'
T = 170.78'
E = 13.80'

ROUTE 133
CURVE DATA #2
PI = 104+77.32
D = 2°26'17.2"
Δ = 6°45'24.5" Lt.
R = 2350.00'
L = 277.13'
T = 138.73'
E = 4.09'

HORIZONTAL DATUM: NAD 1983 (2011)
ZONE: MAINE 2000 WEST
VERTICAL DATUM: NAVD88
COMBINED FACTOR: 0.9999700

GRID NORTH
MAINE 2000 WEST ZONE

2-STORY
NURSING HOME

THE MOUNTAIN ASH PARTNERSHIP

RIGHT OF WAY LINE PER DEED FROM GARD H. HINKLEY TO THE INHABITANTS OF THE TOWN OF FARMINGTON DATED AUGUST 15, 1936 (UNRECORDED)

WILSON STREAM REALTY, INC.
GENESIS HEALTHCARE OF MAINE, LLC
(LESSEE WITH OPTION TO PURCHASE)
FARMINGTON OPERATIONS, LLC
(SUBLESSEE WITH OPTION TO PURCHASE)
PARCEL NO. (2)
LAND = 0.10± AC.
(EASEMENT FOR HIGHWAY PURPOSES)
TEMP. CONST. RIGHTS = 472± S.F. (1)
TOTAL AREA = 6.33± AC. (TOWN)

SUBDIVISION PLAN OF
LAND FOR SANDY RIVER NURSING CENTER
BY ROBERT GARBACIK
SEPTEMBER 6, 1979
PLAN BOOK 143, PAGE 25, F.C.R.D.

WILSON STREAM REALTY, INC.
PARCEL NO. (2)

DAVID L. FRIEDMAN

DISCONTINUED PER FRANKLIN COUNTY RECORDS VOL. 13, PAGE 418

PCC = STA. 103+38.59
PT = STA. 106+15.72
POE = STA. 109+00.00
END B.L.
BEGIN B.L.
TO WILTON
WILSON
P.L.
FLOW
CLL
L.O.W.P.
11'±
50'
40'±
153'±
138'±
TEMPORARY CONST. LIMITS
472± S.F.
0.10± AC.
TOTAL DIST. ALONG EXIST. HWY. R/W = 363'±
102+00
103+00
104+00
105+00
106+00
107+00
108+00
109+00
38.59'
277.13'
SEE DETAIL
N18°56'45.8"W (GRID)
184.28'
STATE AID HIGHWAY NO. 9 / ROUTE 133 / LIVERMORE FALLS ROAD
R.O.W. TO OTHERS BK. 414, PG. 186
CENTERLINE OF OLD ROAD
60'
15'±
179'±
172'±
1,343± S.F.
0.09± AC.
TEMPORARY CONSTRUCTION LIMITS
STREAM
DRAINAGE OUTLET STA. 104+11±

109+00
0.37' (TIE)
90°
4+28.82
(S.H.C. FILE NO. 4-92)
DETAIL (N.T.S.)

7+13.10
(S.H.C. FILE NO. 4-92)
90°
0.92' (TIE)
P.T. 106+15.72
DETAIL (N.T.S.)

EXISTING RIGHT OF WAY INFORMATION

1) MAINE STATE HIGHWAY COMM.
RIGHT OF WAY MAP
STATE HIGHWAY NO. "25"
FARMINGTON, FRANKLIN COUNTY
FEDERAL AID PROJECT NO. F-025-1(14)
MARCH 1966
S.H.C. FILE NO. 4-92

2) STATE HIGHWAY COMMISSION
SURVEY PLAN OF HAMLIN BRIDGE (NO. 3286)
OVER WILSON STREAM
FARMINGTON, FRANKLIN COUNTY
OCTOBER 8, 1935

3) FRANKLIN COUNTY COMMISSIONERS RECORDS
VOL. 2, PAGE 48
NOVEMBER 7, 1848

4) DEED FROM GARD H. HINKLEY TO
INHABITANTS OF THE TOWN OF FARMINGTON
AUGUST 15, 1936
UNRECORDED

5) DISCONTINUANCE
FRANKLIN COUNTY COMMISSIONERS RECORDS
VOL. 13, PAGE 418
APRIL 28, 1970

6) PRESCRIPTIVE EASEMENT FOR
HIGHWAY PURPOSES WITHIN LIMITS OF
WROUGHT PORTION (L.O.W.P.)

SURVEY PLAN OF
LAND OF DAVID M. OSGOOD
BY KACHNOVICH LAND SURVEYING
FEBRUARY 8, 2005
PLAN NO. 4374, F.C.R.D.

SUSAN M. WAHLSTROM
JAMES D. WAHLSTROM (LIFE ESTATE)
PARCEL NO. (1)
LAND TAKEN = 1,343± S.F.
DRAINAGE EASE. = (1)
TEMP. CONST. RIGHTS = 0.09± AC. (1)
TOTAL AREA = 53.3± AC. (PLAN)
REM. AREA = 53.27± AC.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FLOW
S.H.C. FILE NO. 4-92
TOTAL DIST. ALONG EXIST. HWY. R/W = 1,068'±
0.41± AC.
P.L. = THREAD OF STREAM (LOCATION APPROXIMATE)
1,020'±
DAVID M. OSGOOD
PARCEL NO. (3)
LAND TAKEN (STREAM BED) = 0.41± AC.
TOTAL AREA = 1.26± AC. (CALC.)
REM. AREA = 0.85± AC.

HAMLIN BRIDGE
OVER
WILSON STREAM
BRIDGE NO. 3286
WIN 022236.00

ITEM	CHECKED	TECH
EXISTING CONDITION PLAN	G.L.L.	B.S.
FINAL RIGHT OF WAY	B.S.	B.S.
AREAS	.	B.S.

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

REVISIONS NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

BRUCE A. VAN NOTE
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE AID HIGHWAY NO. 9
ROUTE 133 \ LIVERMORE FALLS ROAD
FARMINGTON FRANKLIN COUNTY
STATE PROJECT NO. 22236.00

AUGUST 2020 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 4-281
SCALE 1" = 25' | SHEET 1 OF 2

SHEET NUMBER
33
OF 34

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W		Existing	Proposed		Existing	Proposed
Approx. Property Lines P.L.	Building	Clearing Limit Line	Sanitary Sewer		Traveled Way		
Existing Right of Way	Trees Conifer	Deciduous	Telephone Line		Ditch		
Limits of Wrought Portion L.O.W.P.	Tree Line	Bush Line	Electric Line	E	Catch Basin		
Control Of Access C.O.A.	Water Edge		Water Line	W	Manhole		
New Right of Way	Ledge	Rock/Boulder	Underdrain Line		Sewer Manhole		
New Easement	Fence CHAIN LINK	BARB WIRE	Gas Line		Utility Pole		
New Temporary Rights		STOCKADE	Guardrail		Fire Hydrant		
New R/W Within Existing R/W	Sign	Well WELL	Culvert		Curbing		

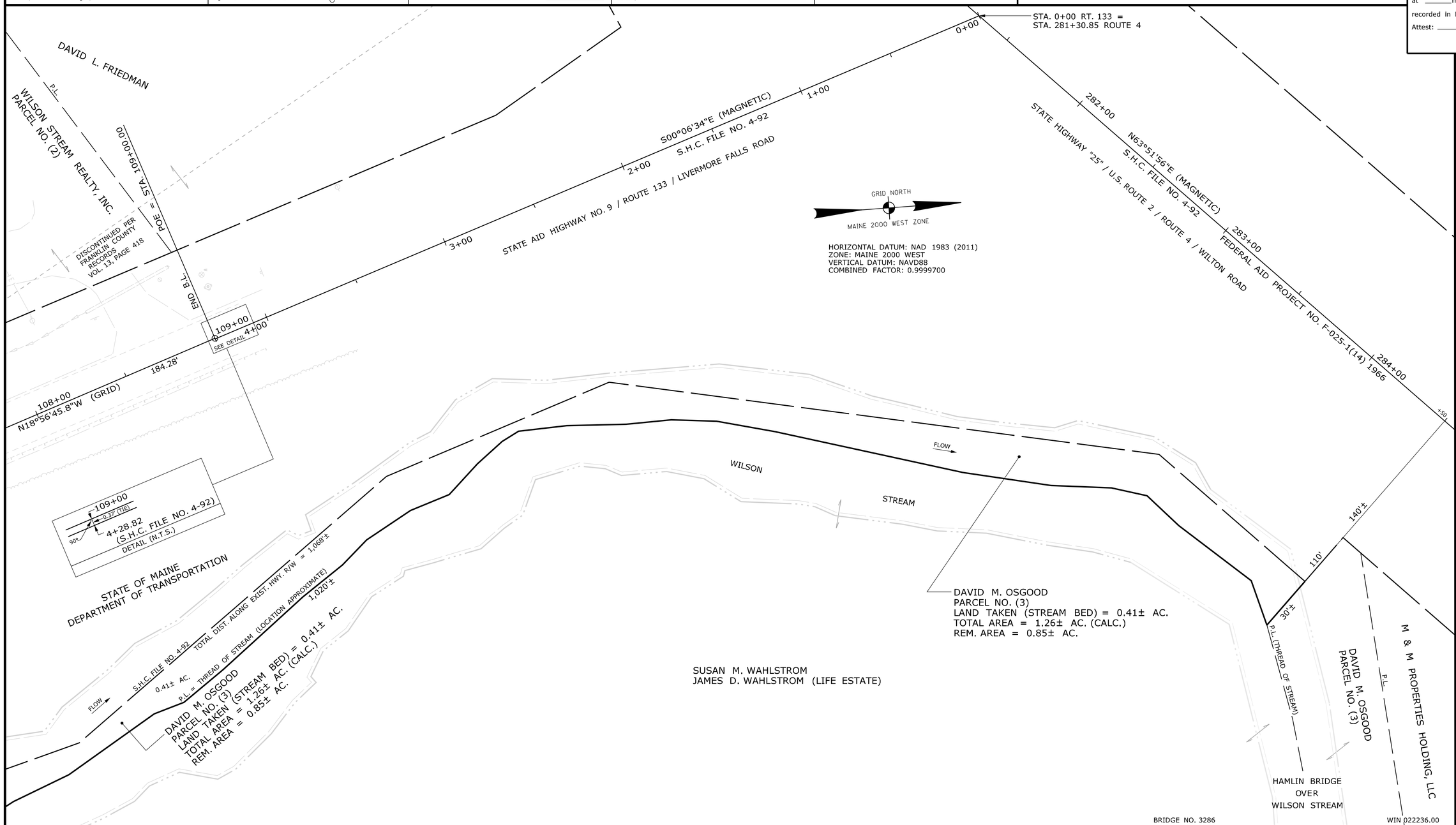
Cut Line C C C	Fill Line F F F	
Stonewall	Retaining Wall	
Baseline 10+00 11+00 12+00		
Monument	Traverse Point	
Iron Rod Found IRF	Pipe Found IPF	
Replacement Pin Set		

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h_____m_____M and
recorded in Plan Bk _____, Pg._____
Attest: _____
REGISTER



ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	B.S.	G.L.L.
FINAL RIGHT OF WAY	B.S.	.
AREAS	B.S.	

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

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

BRUCE A. VAN NOTE
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE AID HIGHWAY NO. 9
ROUTE 133 \ LIVERMORE FALLS ROAD
FARMINGTON FRANKLIN COUNTY
STATE PROJECT NO. 22236.00

AUGUST 2020	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 4-281
SCALE 1" = 25'	SHEET 2 OF 2	

SHEET NUMBER
34
OF 34

Filename: ...\00\ROW\MSTA\002_RWPLAN2.dgn Division: ROW Username: Benjamin.Singer Date:11/19/2020