

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Ninth Edition 2020.

DESIGN LOADING

Live Load HL - 93 Modified for Strength I

TRAFFIC DATA

Current (2022) AADT 2640
Future (2042) AADT 2900
DHV - % of AADT 12%
Design Hour Volume 348
Heavy Trucks (% of AADT) 8%
Heavy Trucks (% of DHV) 4%
Directional Distribution (% of DHV) 60%
18 kip Equivalent P 2.0 76
18 kip Equivalent P 2.5 73
Design Speed (mph) 40

HYDROLOGIC DATA

Drainage Area 2.3 sq mi
Design Discharge (Q50) 176 cfs
Check Discharge (Q100) 206 cfs
Mean Lower Low Water (MLLW)-5.61 ft
Mean Low Water (MLW)-5.26 ft
Mean Tide Level (MTL)-0.33 ft
Mean High Water (MHW) 4.60 ft
Mean Higher High Water (MHHW) 5.02 ft
2019 Predicted High Tide 6.49 ft

MATERIALS

Concrete:
Curbs & Transition Barriers..... Class "LP"
Precast Class "P"
All Other Class "A"

Reinforcing Steel:
Plain ASTM A 615/A 615M, Grade 60
Low-Carbon Chromium Reinforcing ASTM A1035, Grade 100

Prestressing Strands:.....AASHTO M203 (ASTM A 416),
Grade 270, Low Relaxation

BASIC DESIGN STRESSES

Concrete:
Class "LP"..... f 'c = 5,000 psi
Class "P"..... f 'c = 8,000 psi
..... f 'ci = 6,500 psi
Class "A"..... f 'c = 4,000 psi

Reinforcing Steel:
Plain..... f y = 60,000 psi
Low-Carbon Chromium Reinforcing..... f y = 100,000 psi

Prestressing Strands:..... f u = 270,000 psi

DEER ISLE & STONINGTON
HANCOCK COUNTY
MILL HILL BRIDGE
OVER
HOLT POND OUTLET
ROUTE 15
FEDERAL PROJECT NO. 2309401
PROJECT LENGTH 0.22 mi.
BRIDGE NO. 3063

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UTILITIES

Versant Power
Charter Communications

MAINTENANCE OF TRAFFIC

Bridge Closure with Traffic Maintained on an Off Site Detour on State Routes.

PROJECT LOCATION:	Route 15 over Holt Pond Outlet located at the Deer Isle-Stonington town line Latitude 44°-11'-19" N Longitude 69°-39'-37" W
PROGRAM AREA:	Bridge Program
OUTLINE OF WORK:	Bridge Replacement with Approximately 440' of Approach Work

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>	<i>[Signature]</i>	8-30-22
CHIEF ENGINEER: <i>[Signature]</i>	<i>[Signature]</i>	8-30-22

STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROFESSIONAL ENGINEER No. 10483 K. WOOD	SIGNATURE <i>[Signature]</i>	P.E. NUMBER 16423	DATE 8/12/2022
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PROJECT INFORMATION	BRIDGE	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
PROGRAM	BRIDGE	ANDREW LATHE	K. WOOD	KLEINFELDER			

DEER ISLE & STONINGTON MILL HILL BRIDGE	TITLE SHEET
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SHEET NUMBER
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OF 40

Date:8/23/2022

Username:

Division: BRIDGE

Filename:\BRIDGE\NSTA\001_Title.dgn

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2309401

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.23	REMOVING SINGLE TREE TOP ONLY	1	EA
201.24	REMOVING STUMP	1	EA
202.19	REMOVING EXISTING BRIDGE	(500 CY)	LS
202.202	REMOVING PAVEMENT SURFACE	25	SY
203.20	COMMON EXCAVATION	2000	CY
203.21	ROCK EXCAVATION	50	CY
203.2318	DISPOSAL OF SPECIAL WASTE	250	T
203.25	GRANULAR BORROW	300	CY
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES, PLAN QUANTITY	440	CY
211.30	DITCH EXCAVATION	225	LF
211.41	NEW DITCH EXCAVATION - LEDGE	225	LF
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	1300	CY
403.208	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE	180	T
403.209	HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, & INCIDENTALS)	2	T
403.213	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE (BASE COURSE)	300	T
409.15	BITUMINOUS TACK COAT APPLIED	66	GAL
502.21	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	184	CY
502.261	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON CONCRETE BRIDGES	(66 CY)	LS
502.291	SAW CUT GROOVING	(1350 SF)	LS
502.31	STRUCTURAL CONCRETE APPROACH SLAB	(21 CY)	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS	(5 CY)	LS
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	3400	LB
503.13	REINFORCING STEEL, PLACING	3400	LB
503.19	LOW-CARBON CHROMIUM REINFORCEMENT - FABRICATED AND DELIVERED	37000	LB
503.20	LOW-CARBON CHROMIUM REINFORCEMENT - PLACING	37000	LB
507.0821	STEEL BRIDGE RAILING, 3 BAR	(145 LF)	LS
511.07	COFFERDAM; ABUTMENT NO. 1	1	LS
511.07	COFFERDAM; ABUTMENT NO. 2	1	LS
512.081	FRENCH DRAINS	(126 LF)	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES	(320 SY)	LS
525.262	REPOINTING GRANITE MASONRY	40	CF
526.301	PORTABLE CONCRETE BARRIER, TYPE 1	(40 LF)	LS
526.34	PERMANENT CONCRETE TRANSITION BARRIER	4	EA
535.622	PRESTRESSED STRUCTURAL CONCRETE NEXT BEAM	(40 CY)	LS
603.179	18 INCH CULVERT PIPE OPTION III	84	LF
603.19	24 INCH CULVERT PIPE OPTION I	34	LF
606.1301	31" W-BEAM GUARDRAIL - MID-WAY SPLICE - SINGLE FACED	600	LF
606.1303	31" W-BEAM GUARDRAIL - MID-WAY SPLICE - 15' RADIUS AND LESS	25	LF
606.1305	31" W-BEAM GUARDRAIL - MID-WAY SPLICE FLARED TERMINAL	2	EA
606.1307	BRIDGE TRANSITION (ASYMMETRICAL) - TYPE 1A	4	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	6	EA
610.16	HEAVY RIPRAP	1150	CY
610.18	STONE DITCH PROTECTION	80	CY
613.119	EROSION CONTROL BLANKET	60	SY
615.07	LOAM	60	CY
618.14	SEEDING METHOD NUMBER 2	10	UN
619.12	MULCH	10	UN
619.14	EROSION CONTROL MIX	120	CY
620.58	EROSION CONTROL GEOTEXTILE	600	SY
627.733	4 INCH WHITE OR YELLOW PAVEMENT MARKING LINE	2050	LF
629.05	HAND LABOR STRAIGHT TIME	40	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	20	HR
631.14	GRADER (INCLUDING OPERATOR)	20	HR
631.15	ROLLER, EARTH AND BASE (INCLUDING OPERATOR)	20	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	20	HR
639.18	FIELD OFFICE - TYPE A	1	EA
652.312	TYPE III BARRICADES	6	EA
652.33	DRUM	50	EA
652.34	CONE	50	EA
652.35	CONSTRUCTION SIGNS	640	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	(120 CD)	LS
652.38	FLAGGERS	700	HR
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	2	EA
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS

GENERAL CONSTRUCTION NOTES

1. For easements, construction limits, and right of way lines, refer to the Right of Way Map.
2. The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to Contract items.
3. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.
4. 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.
5. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.
6. 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.
7. Place riprap on sideslopes as shown in the cross section.
8. Stones which cannot be rolled or compacted into the surface of the shoulder shall be removed by hand raking. Payment for hand raking will be considered incidental to Pay Item 304.10, Aggregate Subbase Course - Gravel.
9. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.
10. Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Pay Item 619.14, Erosion Control Mix.
11. Place a 24 inch wide strip of Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.
12. Guardrail posts as shown in the Standard Details shall be modified from the indicated length of 7 feet to a length of 8 feet with an embedment of 5.25 feet. Payment will be considered incidental to the guardrail pay items.
13. A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.
14. Where it is apparent that runoff will cause continual erosion, 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.
15. Protective Coating for Concrete Surfaces shall be applied to the following areas:
- All exposed surfaces of concrete curbs

Fascias down to the drip notch,

All exposed surfaces of Concrete Transition Barriers,

Concrete wearing surfaces,

Top of abutment backwalls and wingwalls, and

To one foot below the ground on vertical walls against earth.

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

18. Reports on hydrology and/or hydraulics applicable to the bridge site may be accessed at the MaineDOT web address. The reports are 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.
19. The project geotechnical report titled: Revised Geotechnical Design Report for Superstructure Replacement of Mill Hill Bridge on Deer Isle - Stonington Town Line (Bridge No. 3063) dated July 1, 2022 may be accessed at the MaineDOT web address.
20. 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.
21. 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.
22. The existing bridge shall be removed by and become the property of the contractor. The limits of removal shall be as shown on the Plans.
23. Where supplementing the existing riprap, protective aggregate cushion and erosion control geotextile will not be required. For all other locations, the use of protective aggregate cushion and erosion control geotextile will be as noted in Standard Detail 610Q08.
24. To prevent destabilization of the existing slope between Sta 20+50 and 21+75 left, tree clearing in this area shall be to the minimum extent possible. Per Note 2 the clearing limits in this area will be established in the field by the Resident. Grubbing and stump removal outside the proposed toe of slope will not be allowed.
25. Before the bridge is reopened to traffic, temporary pavement ramps shall be provided by the Contractor at each end of the bridge and at all pavement joints on the approaches. Pavement transitions shall meet the following criteria:
- For speed limits under 50 MPH: taper length of 4 feet per inch of transition depth

For speed limits of 50 MPH or more: taper length of 8 feet per inch of transition depth
- Temporary pavement ramps will not be paid for separately, but considered incidental to related Contract items.
26. When the road is closed and the signed detour is in use, the Contractor shall provide a defined pedestrian access to Frink Cemetery from the point where the road is closed at the southerly end of the project. The Contractor shall be allowed to close Frink Cemetery to pedestrian access to complete the approach work on the south approach of the project from the beginning of the project to the cemetery driveway, including the construction of the proposed driveway and associated work for the cemetery. Two weeks prior to the closure of Frink Cemetery to the public, the Contractor shall post a sign at the south entrance of the project notifying the public of the anticipated closure and shall notify the Stonington Town Manager. When the road is open, the Contractor shall maintain vehicular and pedestrian access to Frink Cemetery.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2309401
WIN
022356.01

BRIDGE NO. 3063
BRIDGE PLANS

PROJ. MANAGER ANDREW LATHE

CHECKED-REVIEWED A. SKARAH K. WOOD

DESIGN-DETAILED A. SKARAH A. FLOREN

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

DATE 5/2022

DATE 5/2022

SIGNATURE Keith S. Wood

P.E. NUMBER 16423

DATE 8/1/2022

MILL HILL BRIDGE
HOLT POND OUTLET

DEER ISLE & STONINGTON HANCOCK COUNTY

ESTIMATED QUANTITIES AND
GENERAL CONSTRUCTION NOTES

SHEET NUMBER

2

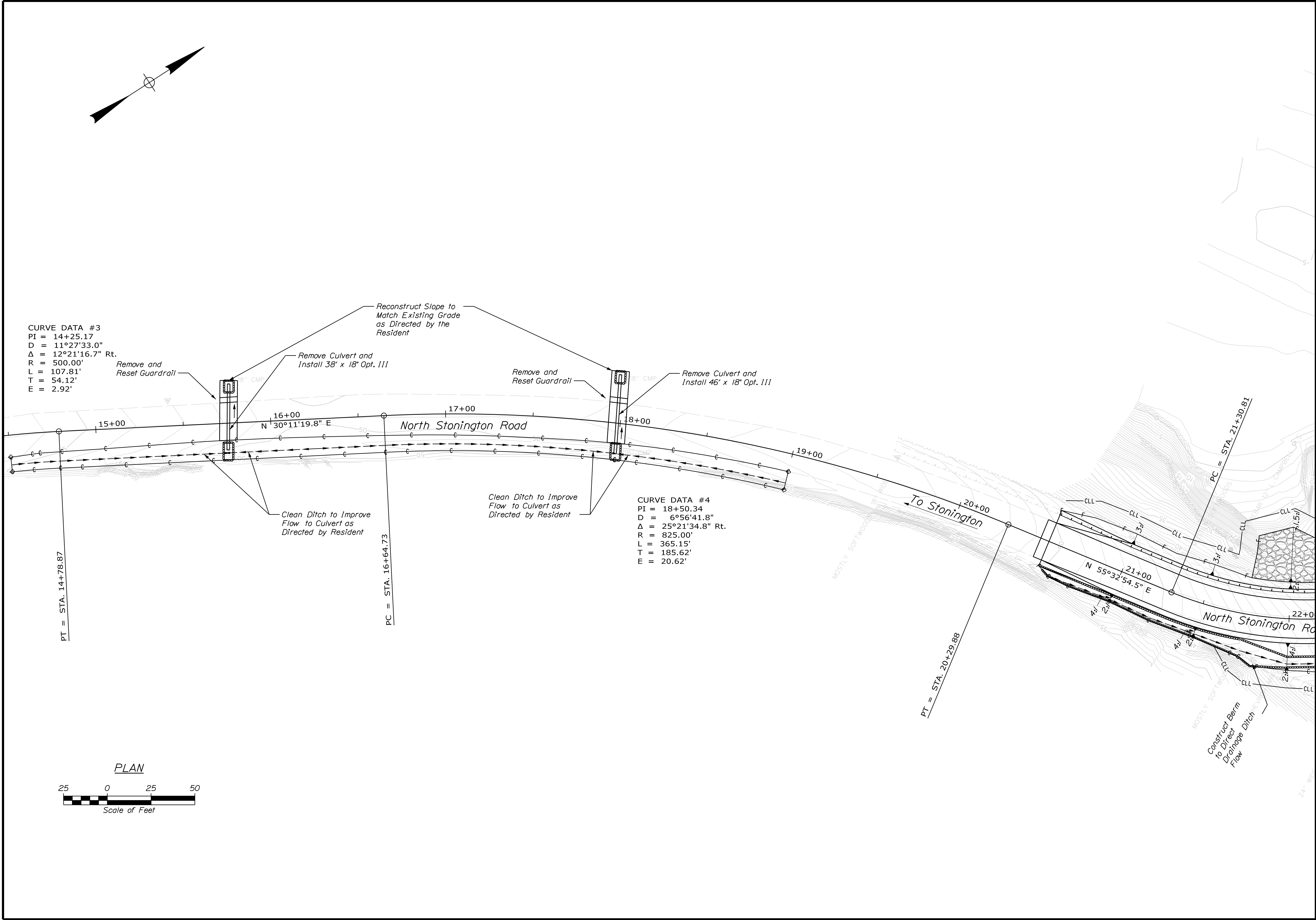
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Division: BRIDGE

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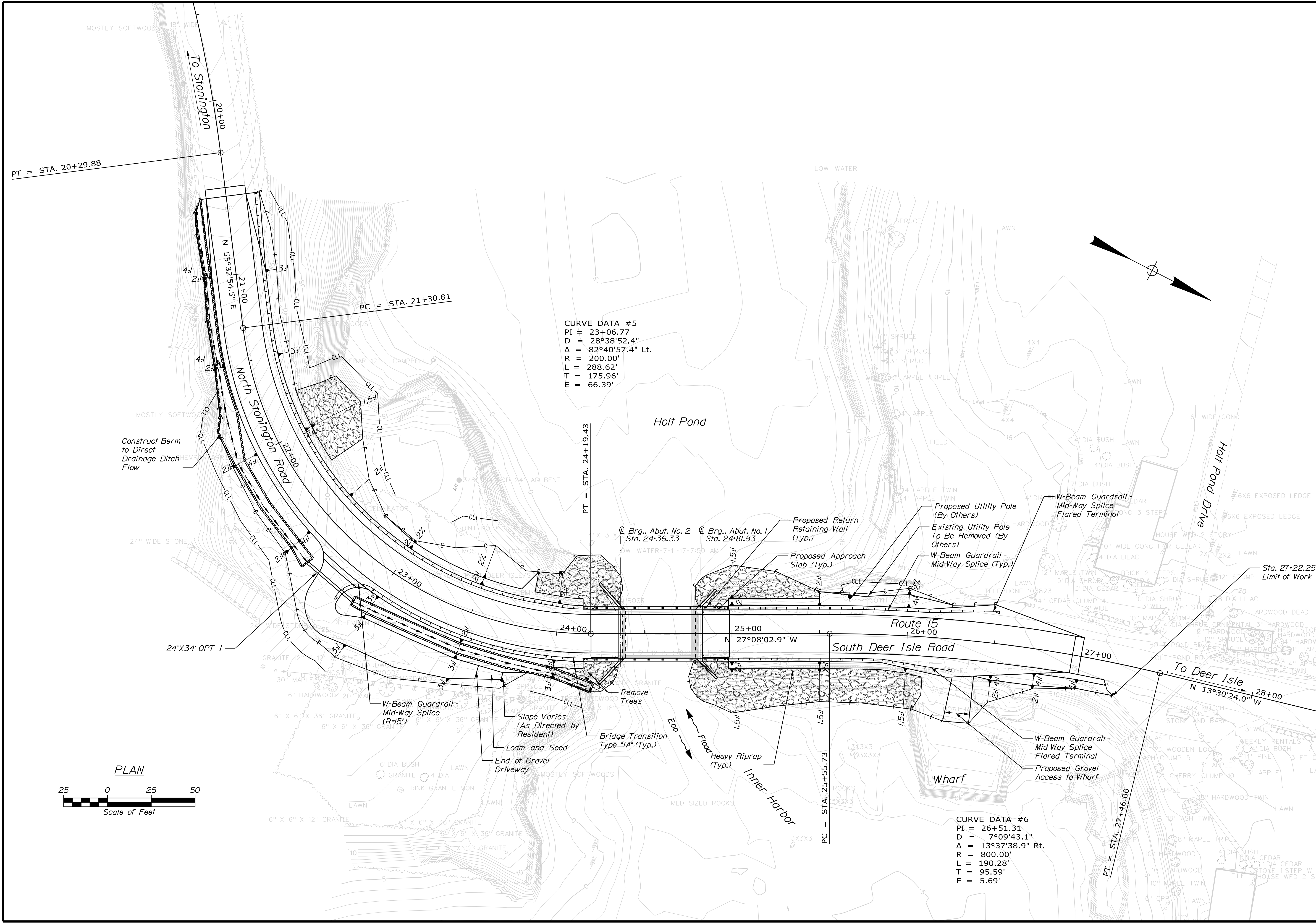
MILL HILL BRIDGE HOLT POND OUTLET DEER ISLE & STONINGTON HANCOCK COUNTY				STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
PLANS				2309401			
				WIN			
				022356.01			
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				BRIDGE PLANS			
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Date:8/12/2022

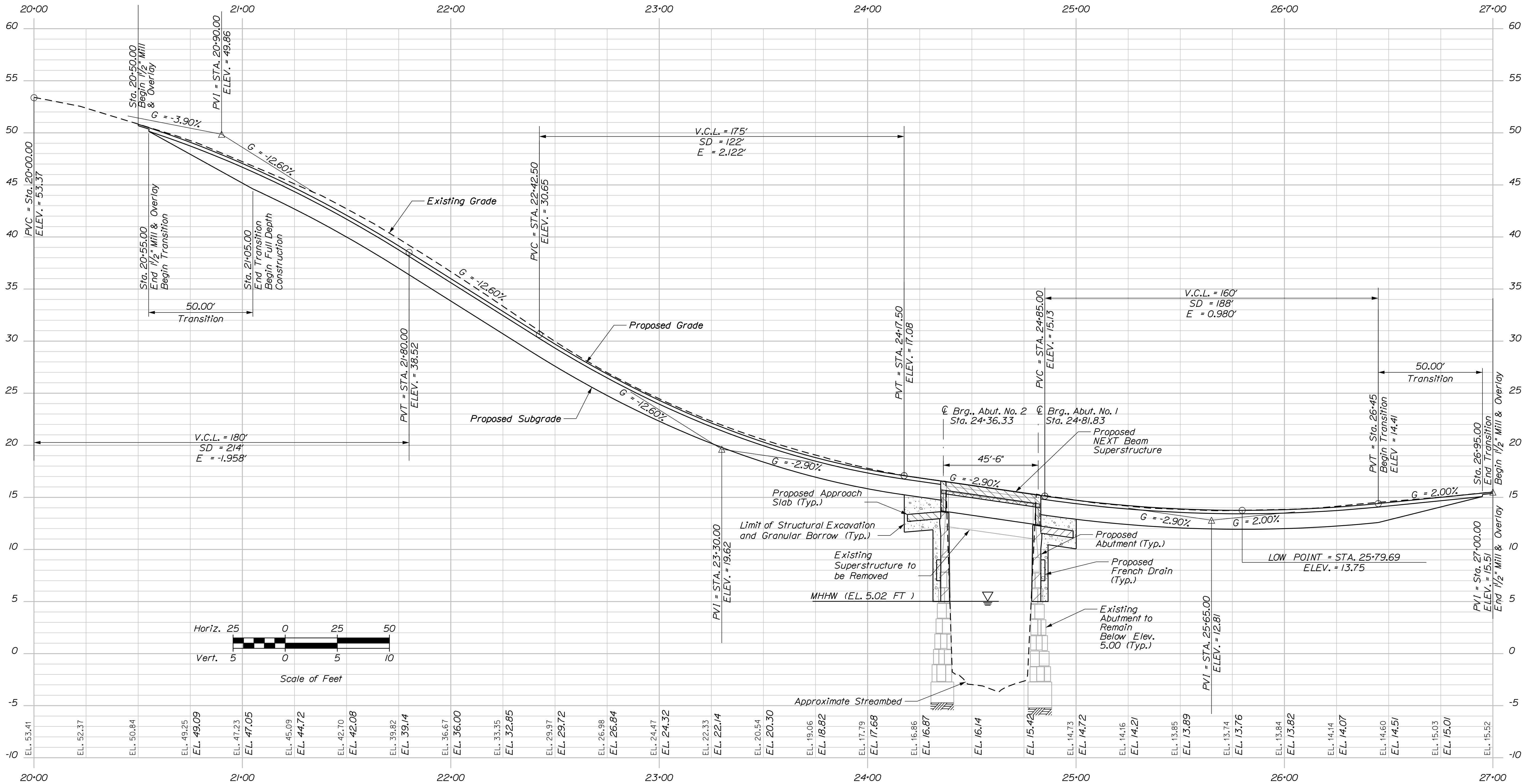
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STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2309401		BRIDGE NO. 3063		WIN 022356.01		BRIDGE PLANS	
DATE 1/2022		BY T. WOLFEL		CHECKED T. TURCOTTE		DESIGNED K. WOOD		DATE 8/12/2022	
PROJ. MANAGER ANDREW LATHE		DESIGN-DETAILED T. WOLFEL		DESIGNED K. WOOD		DESIGNED K. WOOD		DATE 8/12/2022	
MILL HILL BRIDGE HOLT POND OUTLET DEER ISLE & STONINGTON HANCOCK COUNTY		SHEET NUMBER 4		PLANS		SHEET NUMBER 4		OF 40	



PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2309401

WIN
022356.01

BRIDGE NO. 3063
BRIDGE PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
KETH WOOD
PROFESSIONAL ENGINEER
No. 10423

Signature: *Keith S. Wood*
10423
8/12/2022

DATE

PROJ. MANAGER	ANDREW LATHE	BY	I. WOLFEL	DATE	1/2022
DESIGN-DETAILED	T. WOLFEL	CHECKED-REVIEWED	T. TURCOTTE	DATE	1/2022
DESIGN-DETAILED		DESIGN-DETAILED			
REVISIONS 1		REVISIONS 2			
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					

MILL HILL BRIDGE
HOLT POND OUTLET
DEER ISLE & STONINGTON HANCOCK COUNTY

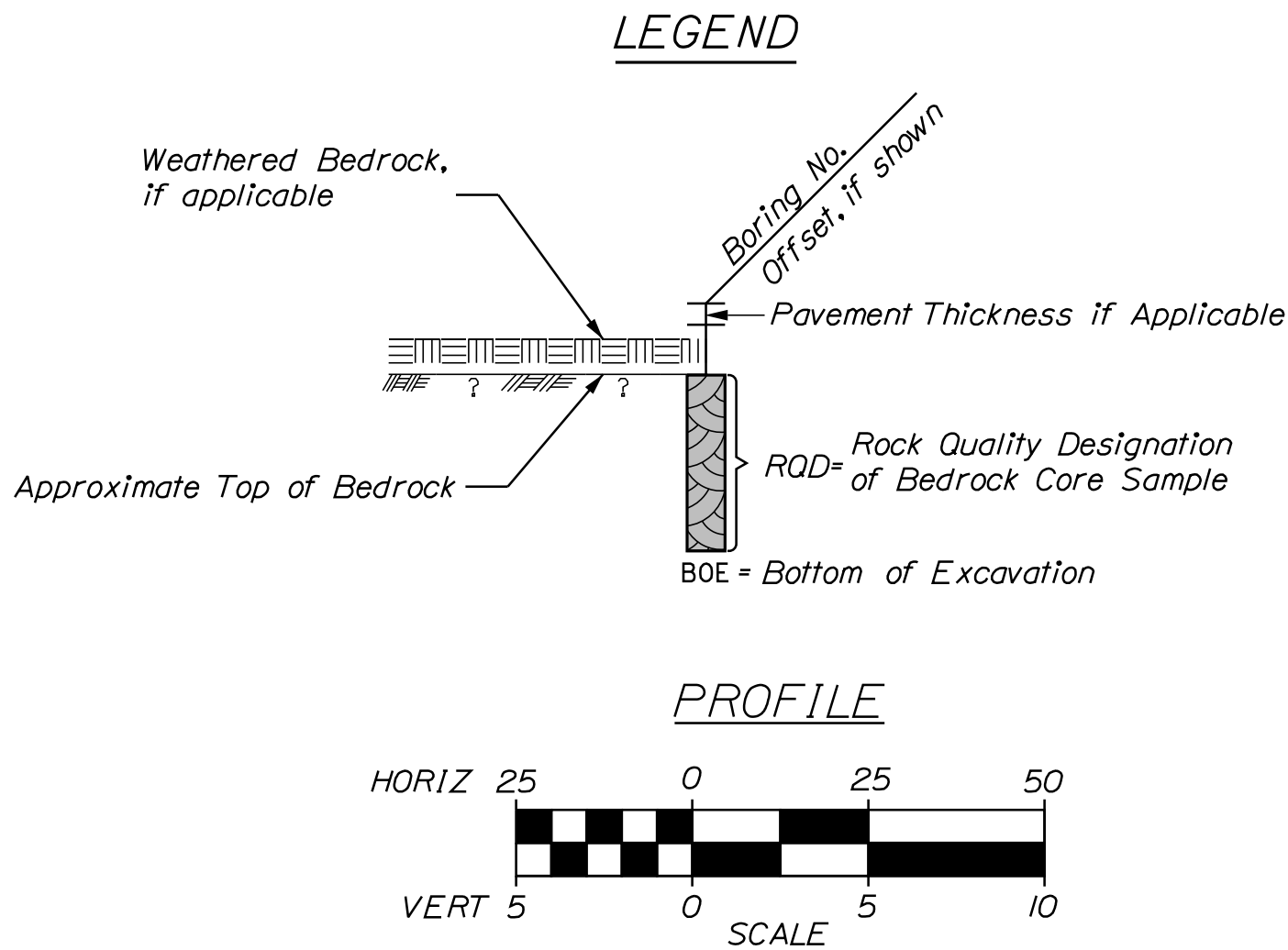
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PROFILE

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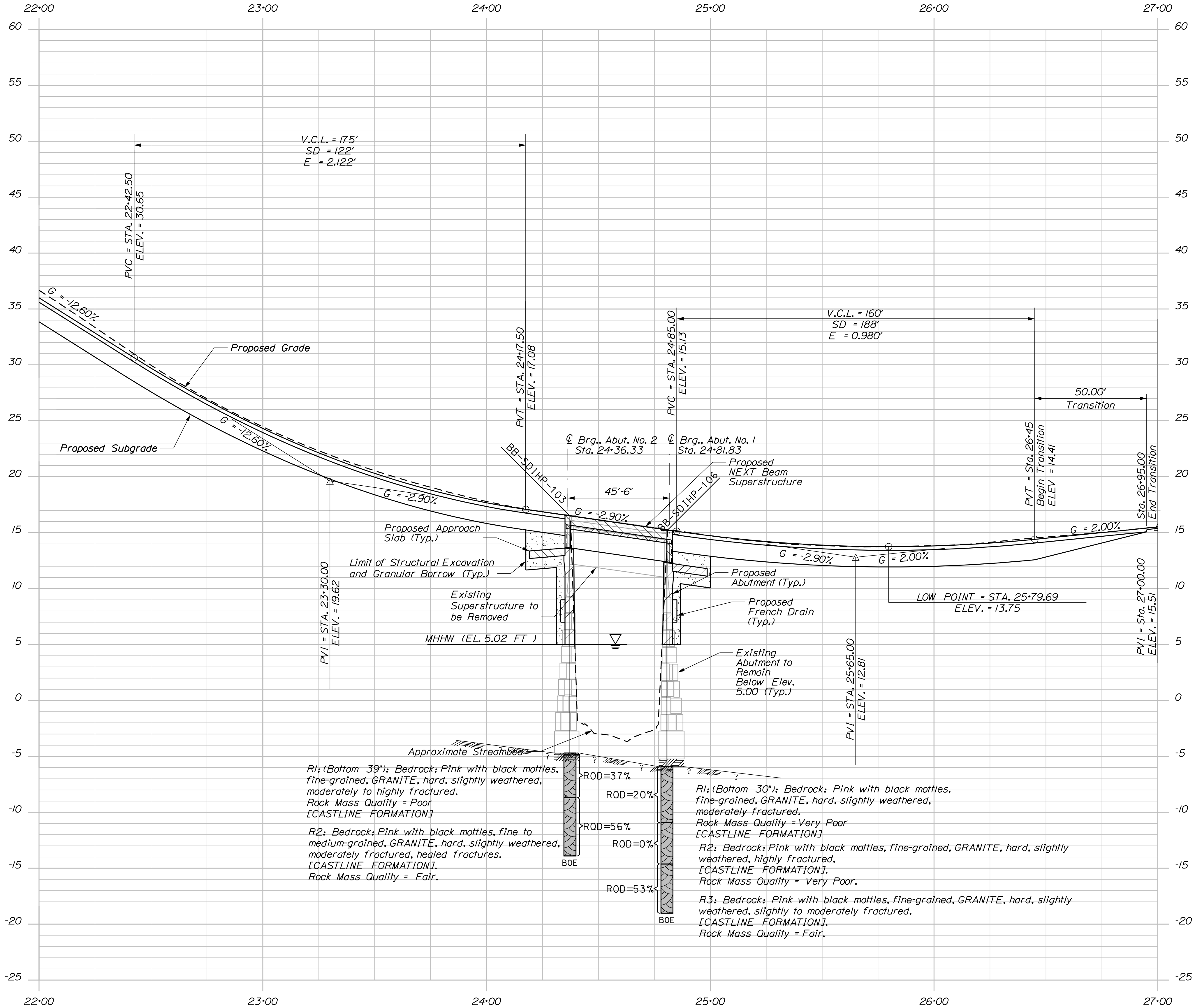
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Notes:

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. Probes BB-SDIHP-101, BB-SDIHP-102, BB-SDIHP-104 and BB-SDIHP-105 not shown for clarity. Refer to Boring Logs for information specific to these borings.



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2309401		WIN		022356.00		BRIDGE NO. 3063		BRIDGE PLANS	
		SIGNATURE		P.E. NUMBER		DATE		FIELD CHANGES		SHEET NUMBER	
DATE		BY		DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN-DETAILED		REVISIONS	
9/2/2019		T. WOLFEL		T. MARSHALL		9/2/2019		DESIGN-DETAILED		REVISIONS 1	
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Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS		Project:Mill Hill Bridge #363 carries Route 15 over Mill Pond Outlet Location:Deer Isle, ME		Boring No.: BB-S01HP-101																																																																																																																																					
Drillers: New England Boring Contractors		Elevation (ft.): 16.28		Auger ID/OD: 2 1/2" Solid Stem																																																																																																																																					
Operator: Mike Porter		Datum: NAVD88		Sampler: NA																																																																																																																																					
Logged By: W. Chao		Rig Type: Mobile Drill Truck-Mounted		Hammer Wt./Falls: NA																																																																																																																																					
Core Start/Finish: 5/16/19/ 5/16/19		Drilling Method: Solid Stem Auger		Core Barrels: NA																																																																																																																																					
Boring Location: Sta. 24+34.78, 7.08 Ft Lt.		Casing ID/OD: NA		Water Level*: Not encountered																																																																																																																																					
Hammer Efficiency Factor: NA		Hammer Type: Automatic ☐ Hydraulic ☐ Rope & Cathead ☐		Hammer Efficiency Factor: NA																																																																																																																																					
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Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS		Project:Mill Hill Bridge #363 carries Route 15 over Mill Pond Outlet Location:Deer Isle, ME		Boring No.: BB-S01HP-102																																																																																																																																					
Drillers: New England Boring Contractors		Elevation (ft.): 16.31		Auger ID/OD: 2 1/2" Solid Stem																																																																																																																																					
Operator: Mike Porter		Datum: NAVD88		Sampler: NA																																																																																																																																					
Logged By: W. Chao		Rig Type: Mobile Drill Truck-Mounted		Hammer Wt./Falls: NA																																																																																																																																					
Core Start/Finish: 5/16/19/ 5/16/19		Drilling Method: Solid Stem Auger		Core Barrels: NA																																																																																																																																					
Boring Location: Sta. 24+35.75, 7.08 Ft Lt.		Casing ID/OD: NA		Water Level*: Not Encountered																																																																																																																																					
Hammer Efficiency Factor: NA		Hammer Type: Automatic ☐ Hydraulic ☐ Rope & Cathead ☐		Hammer Efficiency Factor: NA																																																																																																																																					
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Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS		Project:Mill Hill Bridge #363 carries Route 15 over Mill Pond Outlet Location:Deer Isle, ME		Boring No.: BB-S01HP-103																																																																																																																																																																																																	
Drillers: New England Boring Contractors		Elevation (ft.): 16.50		Auger ID/OD: 3.5" Hollow Stem																																																																																																																																																																																																	
Operator: Mike Porter		Datum: NAVD88		Sampler: NA																																																																																																																																																																																																	
Logged By: W. Chao		Rig Type: Mobile Drill Truck-Mounted		Hammer Wt./Falls: NA																																																																																																																																																																																																	
Core Start/Finish: 5/16/19/ 5/16/19		Drilling Method: Coring		Core Barrels: HQ - 2.5"																																																																																																																																																																																																	
Boring Location: Sta. 24+37.27, 6.39 Ft Rt.		Casing ID/OD: 4 7/8"		Water Level*: 11 ft																																																																																																																																																																																																	
Hammer Efficiency Factor: NA		Hammer Type: Automatic ☐ Hydraulic ☐ Rope & Cathead ☐		Hammer Efficiency Factor: NA																																																																																																																																																																																																	
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2309401

BRIDGE NO. 3063

BRIDGE PLANS

MASSIMILANO ROLANDI
No. 17312
Professional Engineer

SIGNATURE
17312
P.E. NUMBER
8/15/2022
DATE

PROJ. MANAGER ANDREW LATHIE
DESIGNED-DETAILED K. WOOD
CHECKED-REVIEWED A. FLOREN
DESIGNED-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

DEER ISLE & STONINGTON HANCOCK COUNTY

BORING LOGS

SHEET NUMBER
8
OF 40

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS			Project:Mill Hill Bridge #363 carries Route 15 over Mill Pond Outlet Location:Deer Isle, ME			Boring No.: BB-S01HP-104																																																																																						
Drillers: New England Boring Contractors			Elevation (ft.): 15.0			Auger ID/OD: 2 1/2" Solid Stem																																																																																						
Operator: Mike Porter			Datum: NAVD88			Sampler: NA																																																																																						
Logged By: W. Chao			Rig Type: Mobile Drill Truck-Mounted			Hammer Wt./Falls: NA																																																																																						
Core Start/Finish: 5/16/19/ 5/16/19			Drilling Method: Solid Stem Auger			Core Barrel: NA																																																																																						
Boring Location: Sta. 24+82.20, 3.76 ft Rt.			Casing ID/OD: NA			Water Level*: Not Encountered																																																																																						
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Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS			Project:Mill Hill Bridge #363 carries Route 15 over Mill Pond Outlet Location:Deer Isle, ME			Boring No.: BB-S01HP-105																																																																																						
Drillers: New England Boring Contractors			Elevation (ft.): 14.96			Auger ID/OD: 2 1/2" Solid Stem																																																																																						
Operator: Mike Porter			Datum: NAVD88			Sampler: NA																																																																																						
Logged By: W. Chao			Rig Type: Mobile Drill Truck-Mounted			Hammer Wt./Falls: NA																																																																																						
Core Start/Finish: 5/16/19/ 5/16/19			Drilling Method: Solid Stem Auger			Core Barrel: NA																																																																																						
Boring Location: Sta. 24+83.42, 5.91 ft Rt.			Casing ID/OD: NA			Water Level*: Not Encountered																																																																																						
Hammer Efficiency Factor: NA			Hammer Type: Automatic ☐ Hydraulic ☐ Rope & Cathead ☐			Hammer Efficiency Factor: NA																																																																																						
Definitions: D = Split Spoon Sample MS = Unsuccessful Split Spoon Sample Attempt U = Thin Wall Tube Sample MS = Unsuccessful Thin Wall Tube Sample Attempt V = Field Vane Shear Test PP = Pocket Penetration W = Water Level NA = Not Attempted R = Rock Core Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Core W = Weight of 140lb. Hammer Nga = SPT Uncorrected Corrected for Hammer Efficiency Nga = Unsuccessful Field Vane Shear Test Attempt W = Weight of the Person Su = Peak/Retained Field Vane Undrained Shear Strength (psf) Su (q) = Lab Vane Undrained Shear Strength (psf) qc = Unconfined Compressive Strength (psf) U = Liquid Limit Uncorrected = Raw Field SPT N-value Hammer Efficiency Factor = Rig Specific Annual Calibration Value Plasticity Index Nga = SPT Uncorrected Corrected for Hammer Efficiency G = Grain Size Analysis C = Consolidation Test W = Water Content, percent LL = Liquid Limit Pl = Plastic Limit Nga = SPT Uncorrected Corrected for Hammer Efficiency G = Grain Size Analysis C = Consolidation Test																																																																																												
Sample Information <table><thead><tr><th>Depth (ft.)</th><th>Sample No.</th><th>Pen./Rec. (in.)</th><th>Sample Depth (ft.)</th><th>Blades 1/8 in. Thick Shear Strength (ASTM D 1585)</th><th>Uncorrected</th><th>Nga</th><th>Casing Blades</th><th>Elevation (ft.)</th><th>Graphic Log</th><th>Visual Description and Remarks</th><th>Laboratory Testing Results/ ASTM and Unified Class</th></tr></thead><tbody><tr><td>0</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>5</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>10</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>15</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>20</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>25</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></tbody></table>									Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blades 1/8 in. Thick Shear Strength (ASTM D 1585)	Uncorrected	Nga	Casing Blades	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ ASTM and Unified Class	0												5												10												15												20												25											
Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blades 1/8 in. Thick Shear Strength (ASTM D 1585)	Uncorrected	Nga	Casing Blades	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ ASTM and Unified Class																																																																																	
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Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS			Project:Mill Hill Bridge #363 carries Route 15 over Mill Pond Outlet Location:Deer Isle, ME			Boring No.: BB-S01HP-106																																																																																																																																																		
Drillers: New England Boring Contractors			Elevation (ft.): 15.18			Auger ID/OD: 3.5" Hollow Stem																																																																																																																																																		
Operator: Mike Porter			Datum: NAVD88			Sampler: NA																																																																																																																																																		
Logged By: W. Chao			Rig Type: Mobile Drill Truck-Mounted			Hammer Wt./Falls: NA																																																																																																																																																		
Core Start/Finish: 5/17/19/ 5/17/19			Drilling Method: Coring			Core Barrel: HQ - 2.5"																																																																																																																																																		
Boring Location: Sta. 24+80.63, 5.27 ft Lt.			Casing ID/OD: 4" / 4.5"			Water Level*: 10.7 ft																																																																																																																																																		
Hammer Efficiency Factor: NA			Hammer Type: Automatic ☐ Hydraulic ☐ Rope & Cathead ☐			Hammer Efficiency Factor: NA																																																																																																																																																		
Definitions: D = Split Spoon Sample MS = Unsuccessful Split Spoon Sample Attempt U = Thin Wall Tube Sample MS = Unsuccessful Thin Wall Tube Sample Attempt V = Field Vane Shear Test PP = Pocket Penetration W = Water Level NA = Not Attempted R = Rock Core Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Core W = Weight of 140lb. Hammer Nga = SPT Uncorrected Corrected for Hammer Efficiency Nga = Unsuccessful Field Vane Shear Test Attempt W = Weight of the Person Su = Peak/Retained Field Vane Undrained Shear Strength (psf) Su (q) = Lab Vane Undrained Shear Strength (psf) qc = Unconfined Compressive Strength (psf) U = Liquid Limit Uncorrected = Raw Field SPT N-value Hammer Efficiency Factor = Rig Specific Annual Calibration Value Plasticity Index Nga = SPT Uncorrected Corrected for Hammer Efficiency G = Grain Size Analysis C = Consolidation Test W = Water Content, percent LL = Liquid Limit Pl = Plastic Limit Nga = SPT Uncorrected Corrected for Hammer Efficiency G = Grain Size Analysis C = Consolidation Test																																																																																																																																																								
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2309401

WIN
022356.01

BRIDGE NO. 3063
BRIDGE PLANS

MASSIMILIANO ROLANDI
No. 17312
PROFESSIONAL ENGINEER

Signature: *Massimiliano Rolandi*

SIGNATURE

17312

P.E. NUMBER

8/15/2022

DATE

PROJ. MANAGER ANDREW LATHE

DESIGNED-DETAILED K. WOOD

CHECKED-REVIEWED A. FLOREN

DESIGNED-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

MILL HILL BRIDGE
HOLT POND OUTLET
DEER ISLE & STONINGTON HANCOCK COUNTY

BORING LOGS

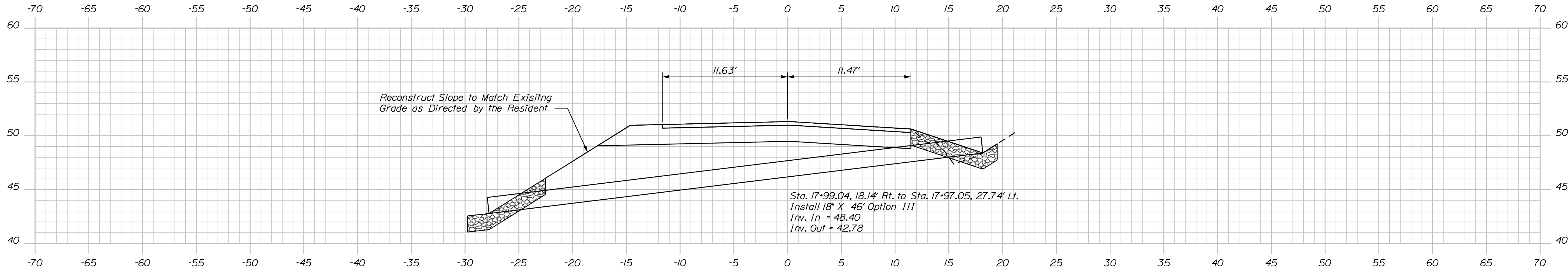
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OF 40

Date:8/12/2022

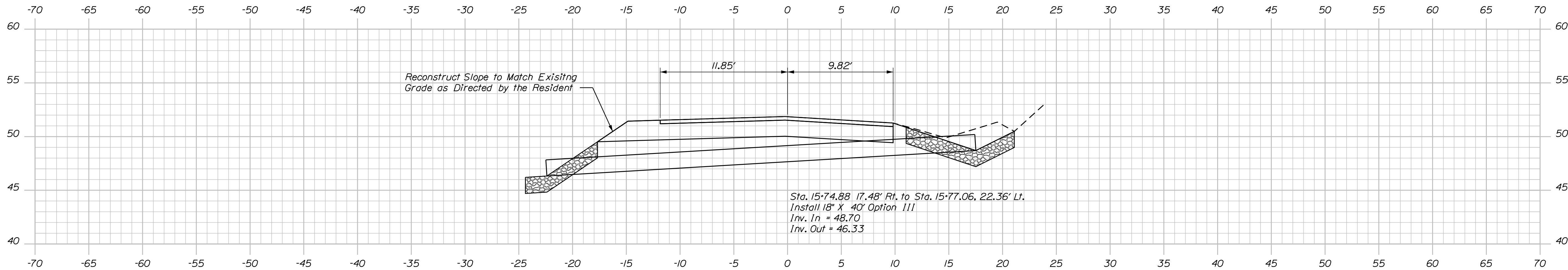
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Division: BRIDGE

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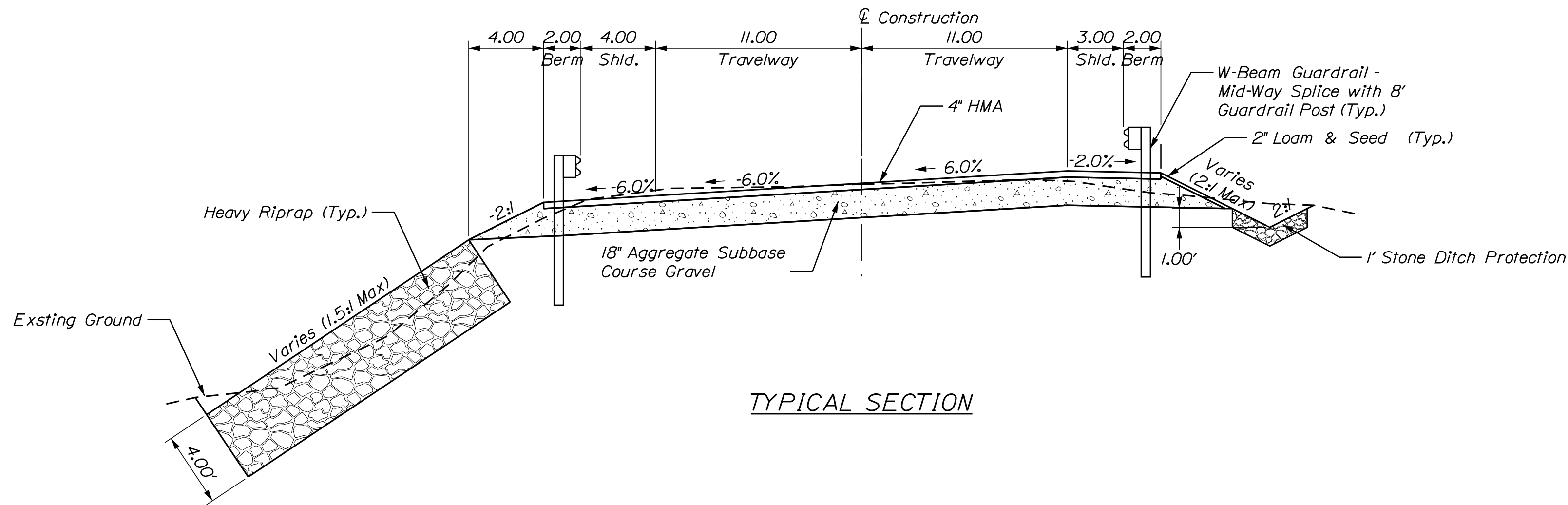


17+98.24 (2°31'35" SKEW)

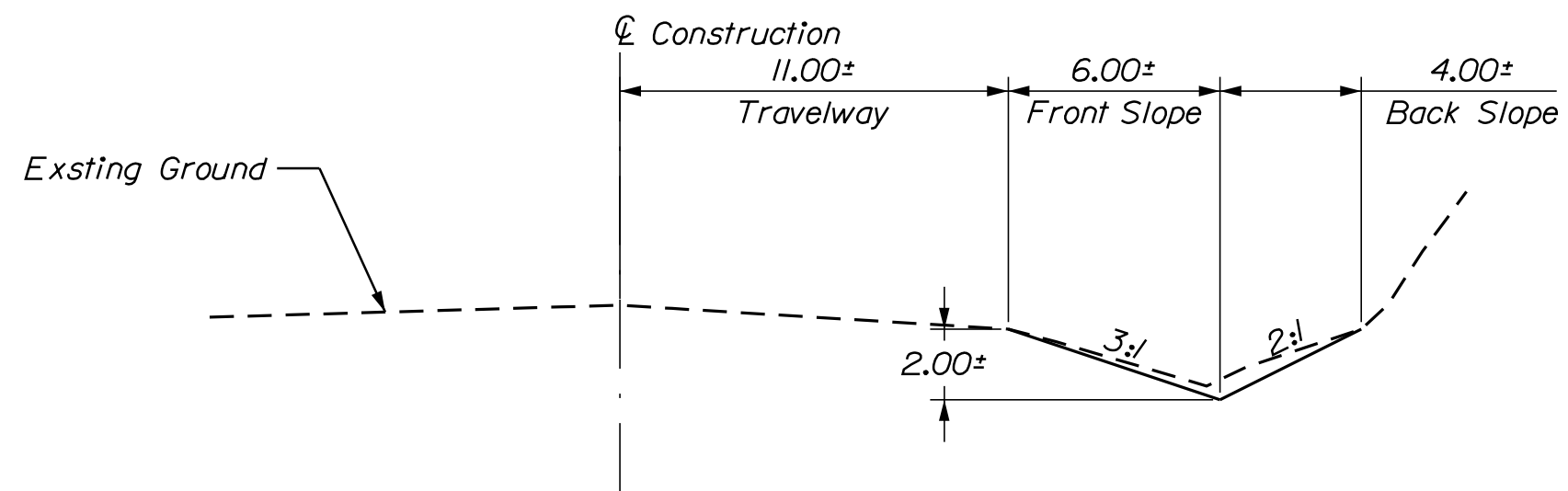


15+75.84 (3°08'33" SKEW)

Ditch cleaning shall be as directed by the Resident. The front slope of the ditch shall be 3:1 or flatter. The back slope of the ditch shall be 2:1 or flatter unless riprapped or bedrock (1.5:1 or flatter). The ditch cleaning shall be within the limits of the Right of Way. The minimum ditch depth shall be 1 foot and the ditch shall be graded such that the water flows to the proposed 18 inch cross culverts. The front slope shall start at the edge of the existing shoulder/roadway pavement. Existing bedrock outcrops that can be removed with an excavator or hoe ram shall be removed. Payment for ditch cleaning will be made under Pay Item 211.30 Ditch Excavation. Payment for ditch excavation where rock is encountered, will be made under Pay Item 211.41, New Ditch Excavation - Ledge.

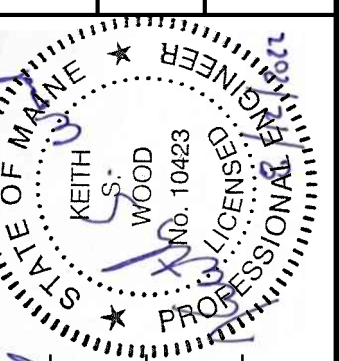


TYPICAL SECTION



DITCH CLEANING TYPICAL SECTION

Sta. 14+50 to 19+00



Signature: Keith S. Wood
P.E. Number: 10423
Date: 8/12/2022

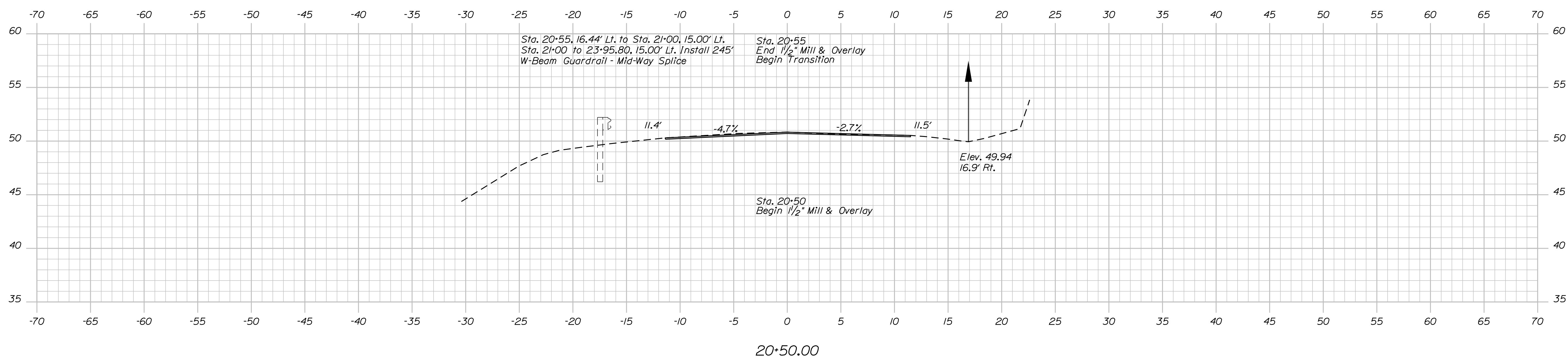
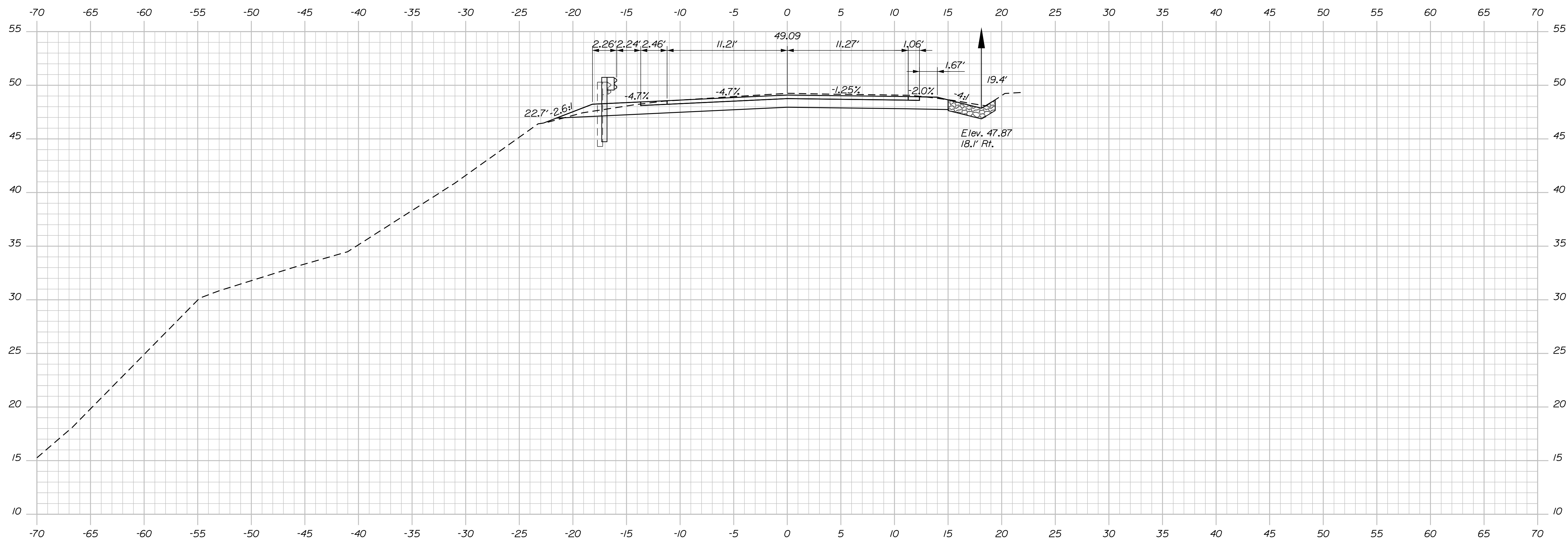
PROJ. MGR.	ANDREW LATHE	DATE	12/2022
CHECKED	T. WOLFEL	BY	T. WOLFEL
DESIGNED	T. TURCOTTE	DATE	12/2022
REVISIONS	1	DATE	
REVISIONS	2	DATE	
REVISIONS	3	DATE	
REVISIONS	4	DATE	
FIELD CHANGES		DATE	

MILL HILL BRIDGE
HOLT POND OUTLET
DEER ISLE & STONINGTON HANCOCK COUNTY
CROSS SECTIONS

SHEET NUMBER

10

OF 40



Sta. 20+50.00 to Sta. 20+75.00

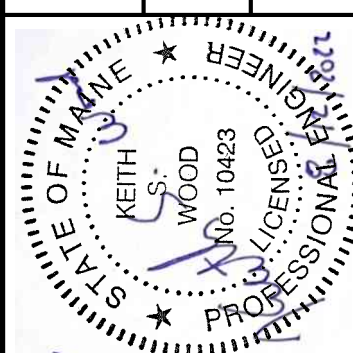
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2309401

WIN
022356

BRIDGE NO. 3063

BRIDGE PLANS



SIGNATURE	10423
P.E. NUMBER	012/2022
DATE	

PROJ. MANAGER	ANDREW LATHÉ	BY	DATE
DESIGN-DETAILED	T. WOLFFEL	T. WOLFFEL	1/20/22
CHECKED-REVIEWED	T. TURCOTTE	K. WOOD	1/20/22
DESIGN-DETAILED2			
DESIGN3-DETAILED3			
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REVIEWS 2			
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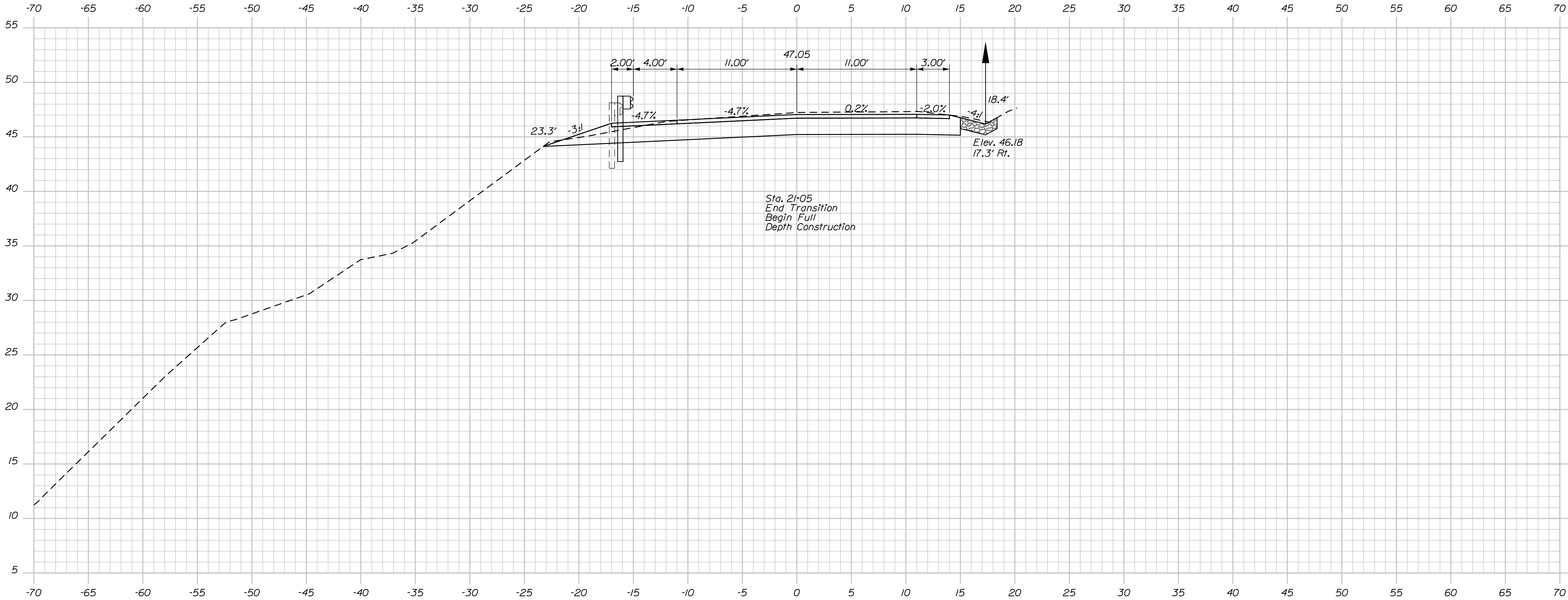
MILL HILL BRIDGE
HOLT POND OUTLET
DEER ISLE & STONINGTON HANCOCK COUNTY

CROSS SECTIONS

SHEET NUMBER

11

OF 40



21+00.00

Sta. 21+00.00 to Sta. 21+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2309401

WIN
022356.01

BRIDGE NO. 3063
BRIDGE PLANS

STATE OF MAINE
PROFESSIONAL ENGINEER
KEITH S. WOOD
No. 10423

Keith S. Wood
SIGNATURE
10423
P.E. NUMBER
8/12/2022
DATE

PROJ. MANAGER	ANDREW LATHE	BY	DATE
DESIGN-DETAILED	T. WOLFEL	T. WOLFEL	1/2022
CHECKED-REVIEWED	T. TURCOTTE	K. WOOD	1/2022
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

MILL HILL BRIDGE
HOLT POND OUTLET
DEER ISLE & STONINGTON HANCOCK COUNTY

CROSS SECTIONS

SHEET NUMBER

12

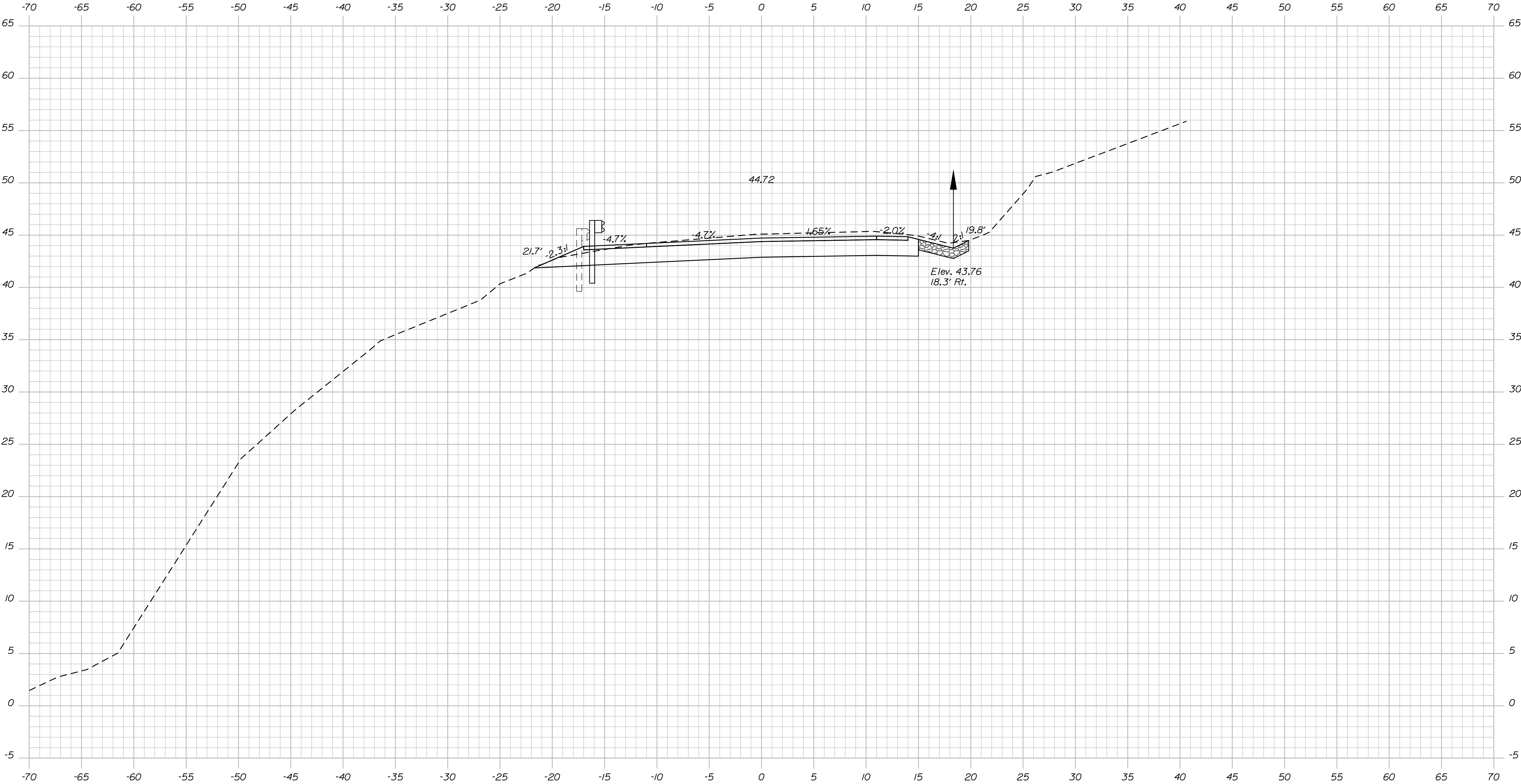
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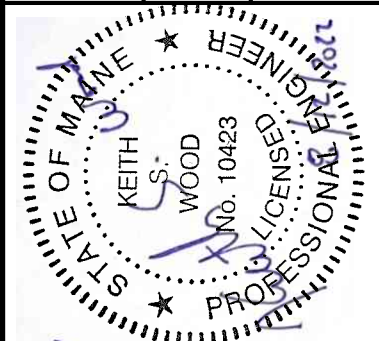
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Division: BRIDGE

Filename: ... \BRIDGE\MSTA\010-025 xsect.DGN



Sta. 21+25.00 to Sta. 21+25.00



Signature: Keith S. Wood
10423

P.E. NUMBER: 10423
DATE: 8/12/2022

PROJ. MANAGER	ANDREW LATHE	DATE	BY
DESIGN-DETAILED	T. WOLFEL	1/2022	T. WOLFEL
CHECKED-REVIEWED	T. TURCOTTE	1/2022	K. WOOD
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
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REVISIONS 4			
FIELD CHANGES			

MILL HILL BRIDGE
HOLT POND OUTLET
DEER ISLE & STONINGTON HANCOCK COUNTY

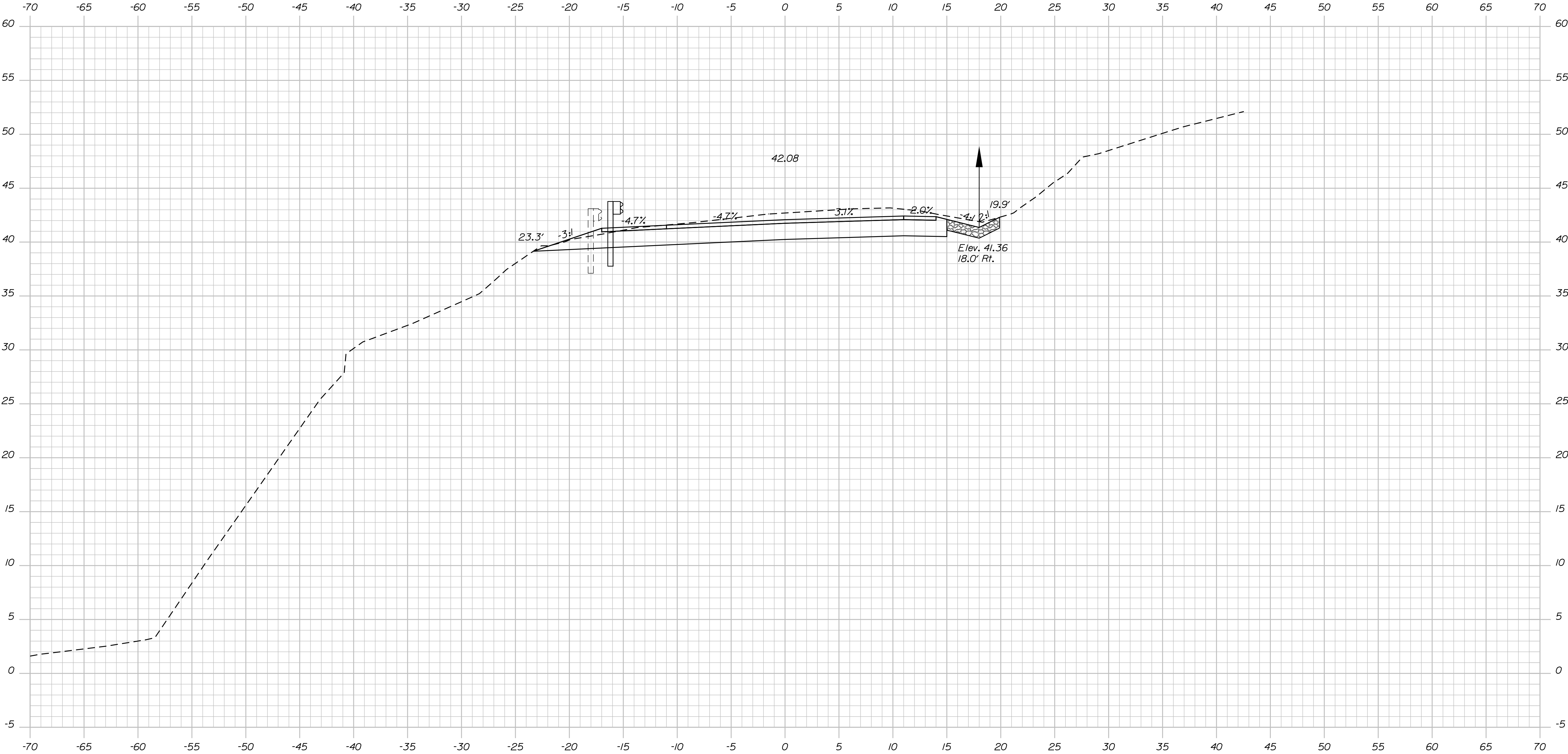
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Date:8/12/2022

Username:

Division: BRIDGE

Filename: ... \BRIDGE\MSTA\010-025 xsect.DGN



21+50.00

Sta. 21+50.00 to Sta. 21+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2309401

WIN
022356.01

BRIDGE NO. 3063
BRIDGE PLANS

Keith S. Wood
Professional Engineer
No. 10463
State of Maine

North S. Wood
SIGNATURE

16423
P.E. NUMBER

8/12/2022
DATE

PROJ. MANAGER	ANDREW LATHE	BY	DATE
DESIGN-DETAILED	T. WOLFEL	T. WOLFEL	1/2022
CHECKED-REVIEWED	T. TURCOTTE	K. WOOD	1/2022
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

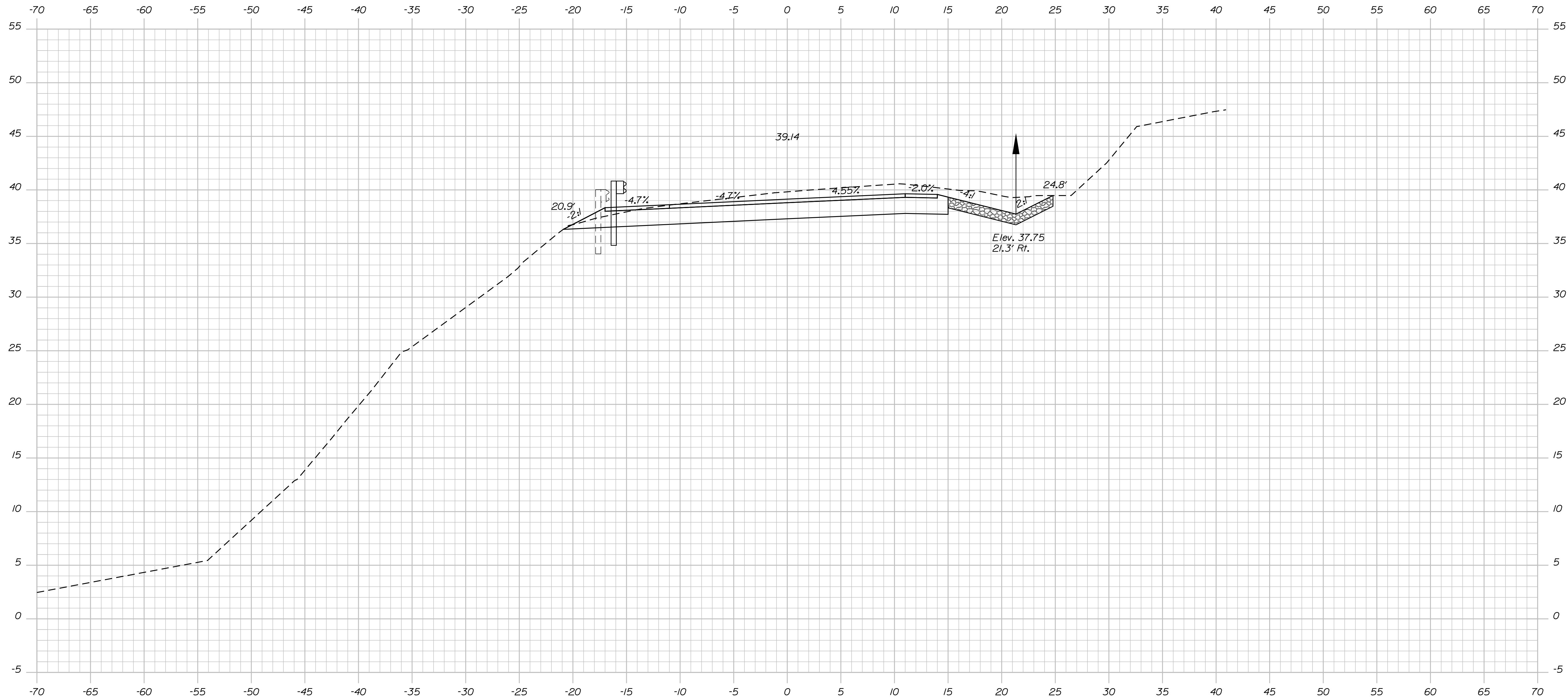
MILL HILL BRIDGE
HOLT POND OUTLET
DEER ISLE & STONINGTON HANCOCK COUNTY

CROSS SECTIONS

SHEET NUMBER

14

OF 40



21+75.00

Sta. 21+75.00 to Sta. 21+75.00

A circular professional engineer seal for the State of Maine. The outer ring contains the text "STATE OF MAINE" at the top and "PROFESSIONAL ENGINEER" at the bottom, separated by two stars. The inner circle contains the name "KEITH WOOD" and the number "No. 10423". The seal is stamped in blue ink on a document.

Signature _____
 P.E. NUMBER _____
 DATE _____

DESIGN-DETAILED CHECKED-REVIEWED	T. WOLFEL T. TURCOTTE	T. WOLFEL K. WOOD	1/2022 1/2022
DESIGN-2-Detailed2			
DESIGN-3-Detailed3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

CROSS SECTIONS

SHEET NUMBER

15

OF 40

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
2309401	
BRIDGE NO. 3063	WIN 0223356.01
	BRIDGE PLANS

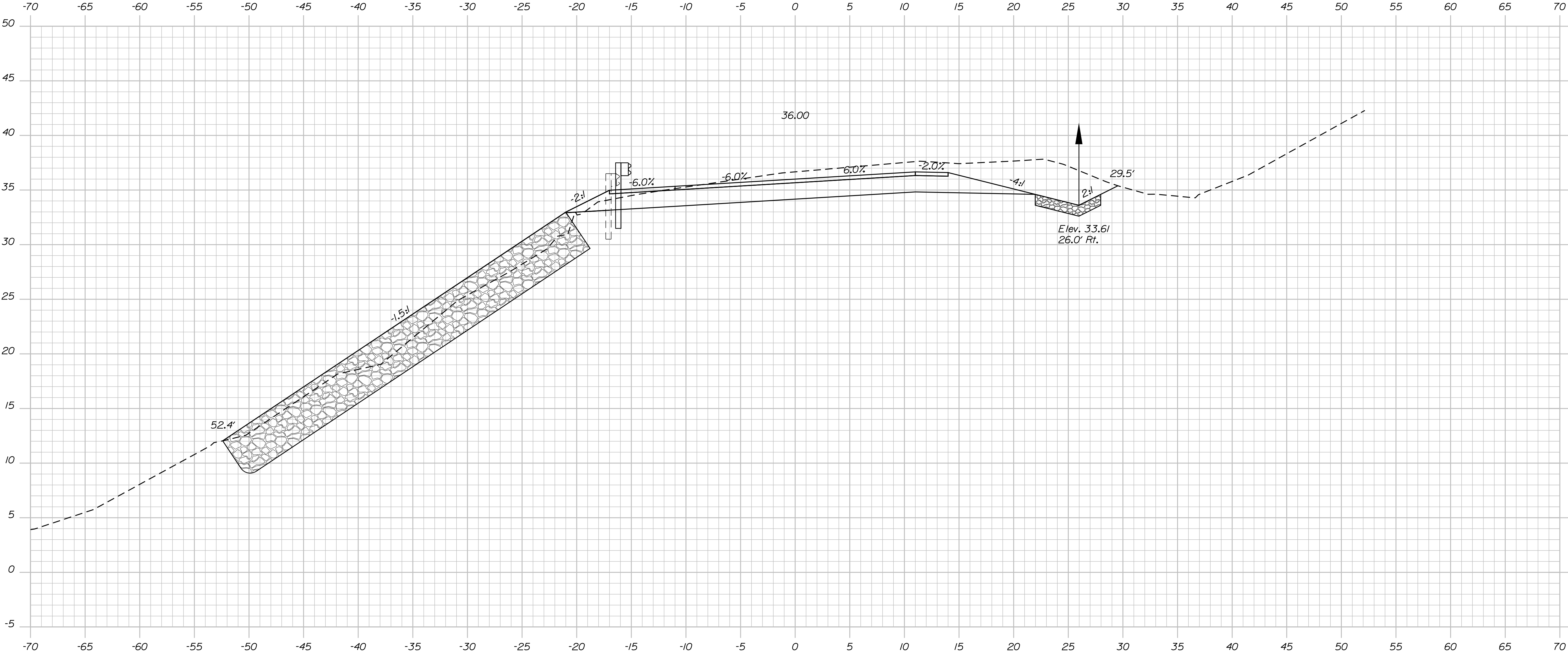
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Date:8/12/2022

Username:

Division: BRIDGE

Filename: ... \BRIDGE\MSTA\010-025 xsect.DGN



22+00.00

Sta. 22+00.00 to Sta. 22+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2309401

WIN
022356.01

BRIDGE NO. 3063
BRIDGE PLANS



Signature: *Keith S. Wood*
P.E. NUMBER: 10423
DATE: 8/12/2022

PROJ. MANAGER	ANDREW LATHE	BY	DATE
DESIGNED-DETAILED	T. WOLFEL	T. WOLFEL	1/2022
CHECKED-REVIEWED	T. TURCOTTE	K. WOOD	1/2022
DESIGNS-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

MILL HILL BRIDGE
HOLT POND OUTLET
DEER ISLE & STONINGTON HANCOCK COUNTY

CROSS SECTIONS

SHEET NUMBER

16

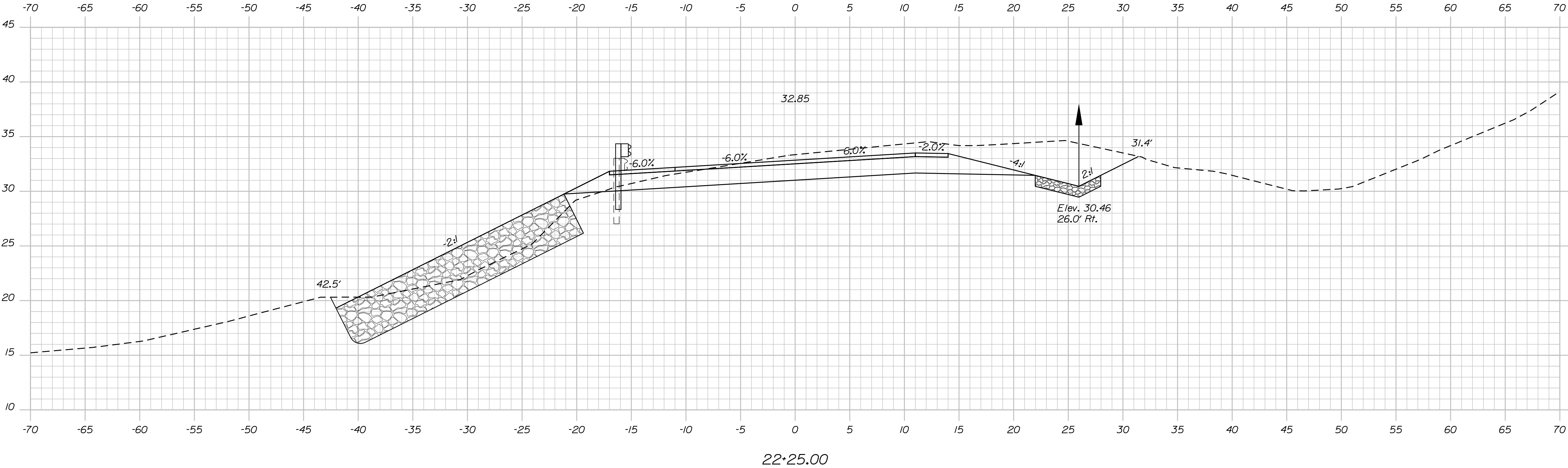
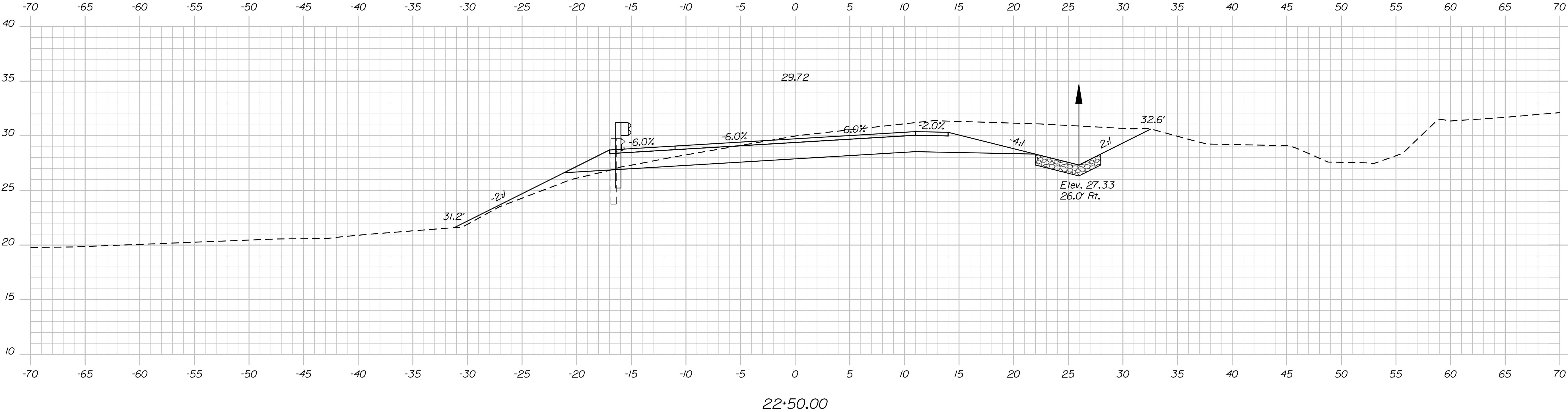
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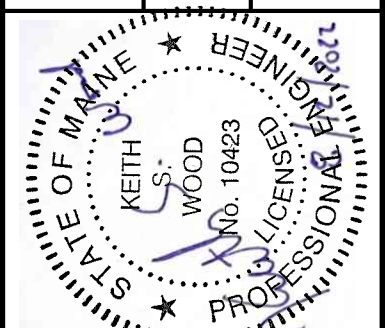
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Username:

Division: BRIDGE

Filename: ... \BRIDGE\MSTA\010-025 xsect.DGN



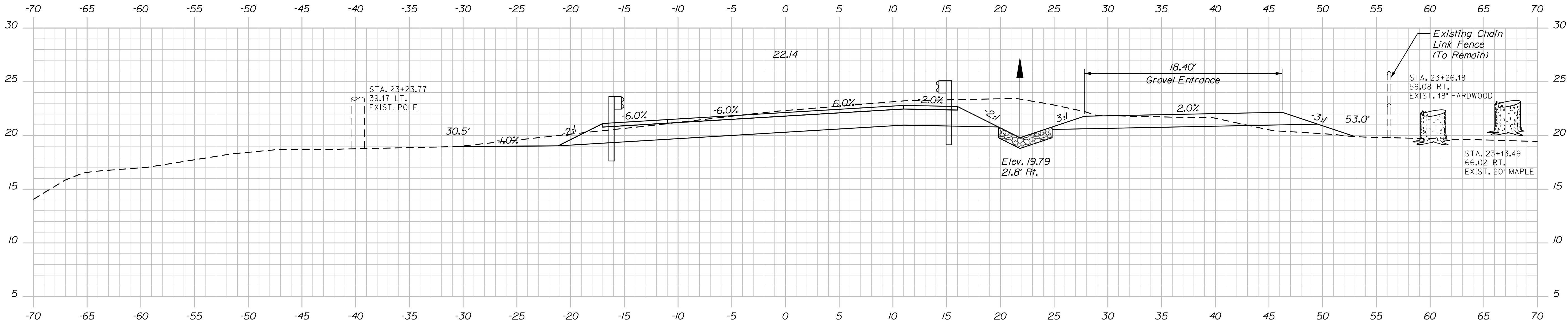
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	P.E. NUMBER 10623	
	DATE 8/12/2022	
PROJ. MANAGER ANDREW LATHE	BY T. WOLFEL T. TURCOTTE	DATE 1/2022 1/2022
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

Date:8/12/2022

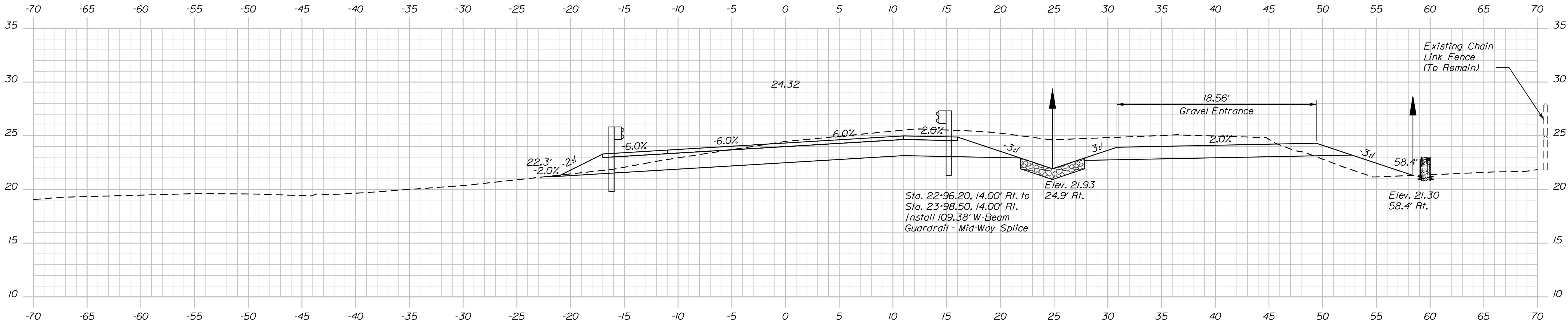
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Division: BRIDGE

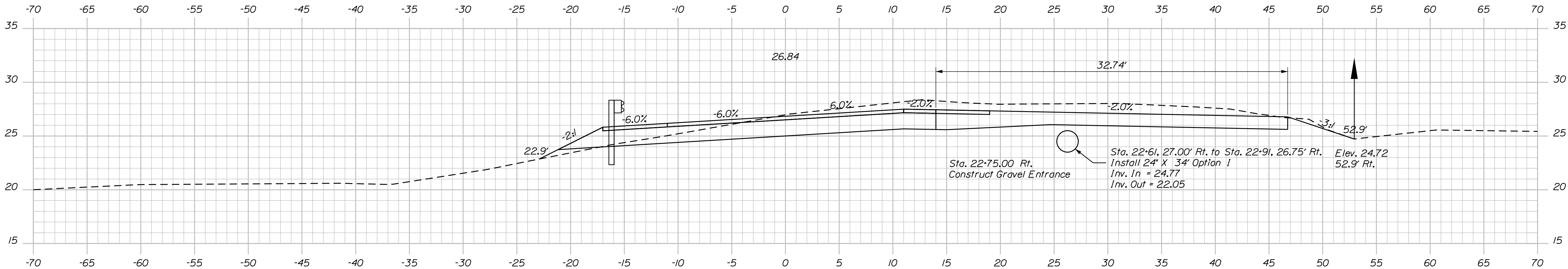
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23+25.00



23+00.00



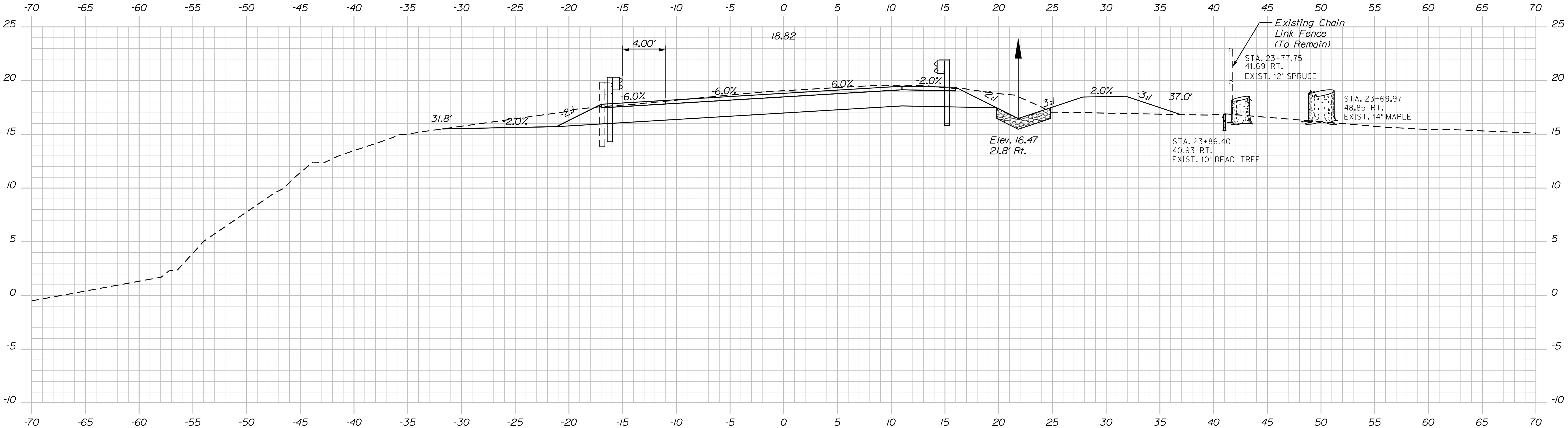
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Date:8/12/2022

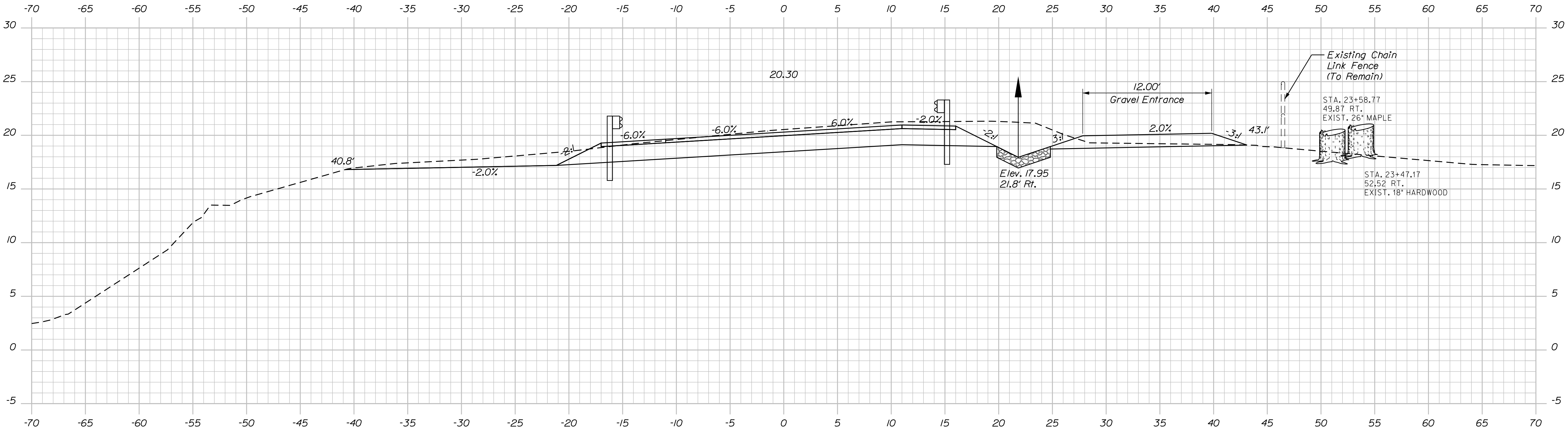
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Division: BRIDGE

Filename: ... \BRIDGE\MSTA\010-025 xsect.DGN

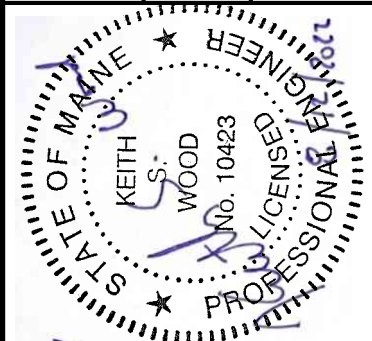


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23+50.00

Sta. 23+50.00 to Sta. 23+75.00

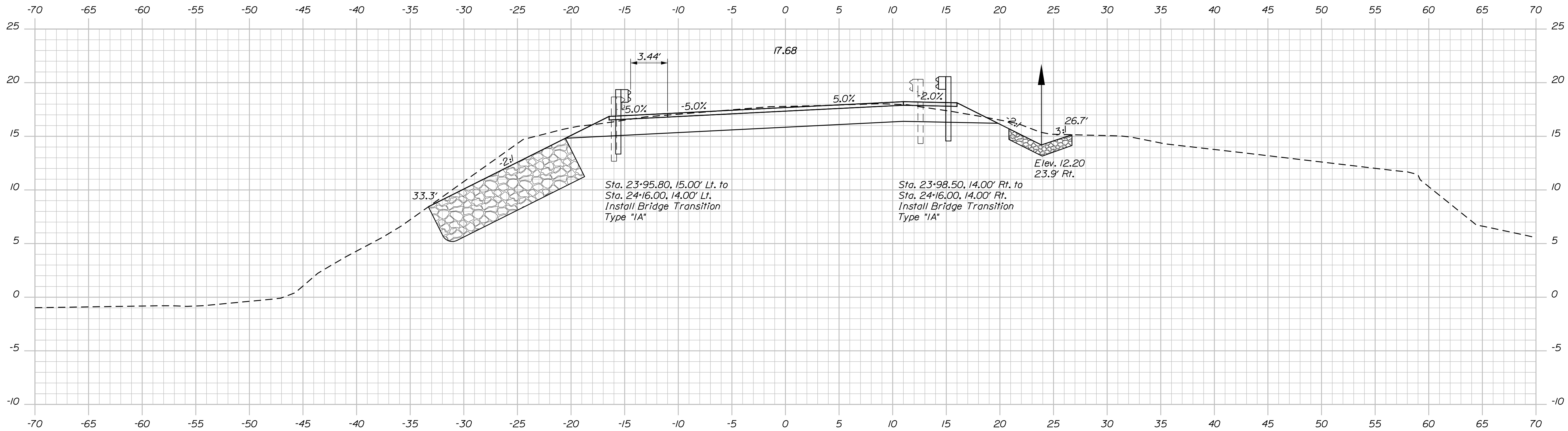


Signature: Keith S. Wood
P.E. NUMBER: 10463
DATE: 8/12/2022

PROJ. MANAGER	ANDREW LATHE	DATE	12/2022
DESIGN-DETAILED	T. WOLFEL	BY	T. WOLFEL
CHECKED-REVIEWED	T. TURCOTTE	DATE	12/2022
DESIGN-DETAILED		DATE	
REVISIONS 1		DATE	
REVISIONS 2		DATE	
REVISIONS 3		DATE	
REVISIONS 4		DATE	
FIELD CHANGES		DATE	

MILL HILL BRIDGE
HOLT POND OUTLET
DEER ISLE & STONINGTON HANCOCK COUNTY
CROSS SECTIONS

Filename: ... \BRIDGE\MSTA\010-025 xsect.DGN



PROJ. MANAGER	ANDREW LATHE	BY	DATE
DESIGN-DETAILED	T. WOLFEL	T. WOLFEL	1/20/2022
CHECKED-REVIEWED	T. TURCOTTE	K. WOOD	1/20/2022
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SHEET NUMBER

20

OF 40

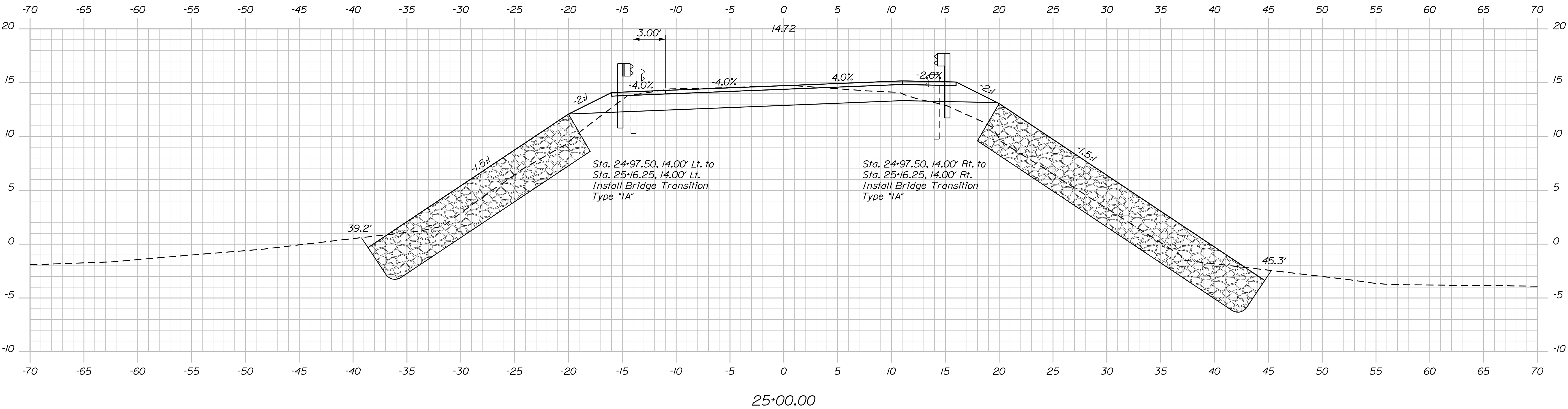
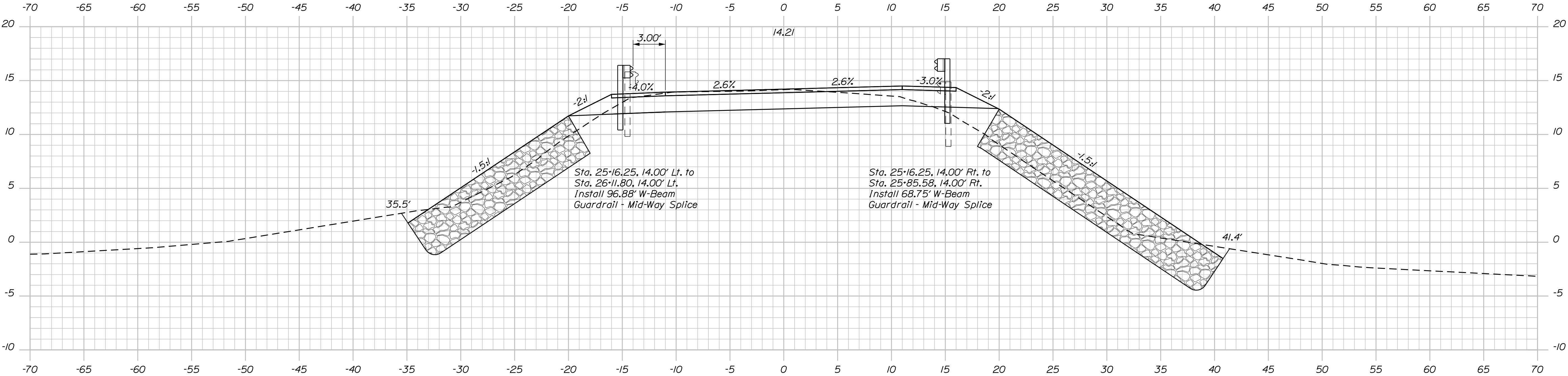
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Date:8/12/2022

Username:

Division: BRIDGE

Filename: ... \BRIDGE\NSTA\010-025 xsect.DGN



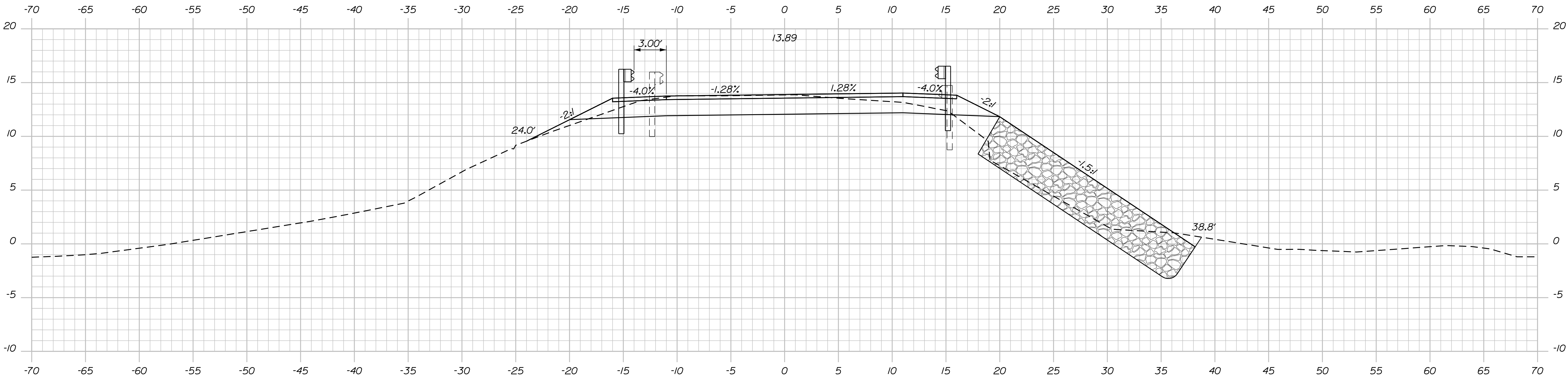
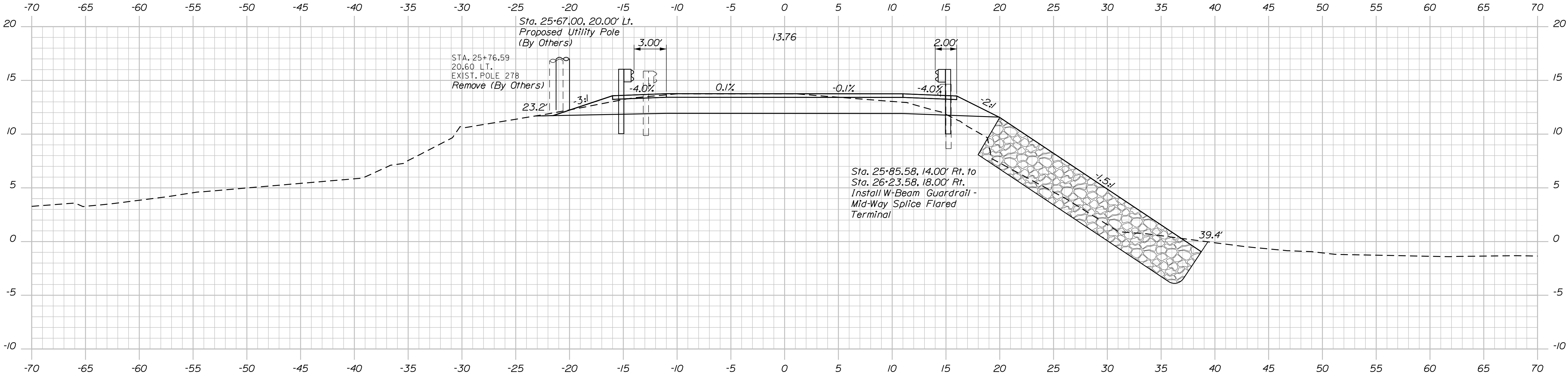
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2309401		BRIDGE NO. 3063		BRIDGE PLANS	
PROJ. MANAGER ANDREW LATHE		BY T. WOLFE		DATE 1/2022		SIGNATURE	
DESIGN-DETAILED T. WOLFE		CHECKED-REVIEWED T. TURCOTTE		DATE 8/12/2022		P.E. NUMBER 10423	
DESIGN-DETAILED		CHECKED-REVIEWED		DATE		P.E. NUMBER	
REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4	
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES	
MILL HILL BRIDGE HOLT POND OUTLET DEER ISLE & STONINGTON HANCOCK COUNTY				CROSS SECTIONS			
SHEET NUMBER				21			
				OF 40			

Date:8/12/2022

Username:

Division: BRIDGE

Filename: ... \BRIDGE\WSTA\010-025 xsect.DGN

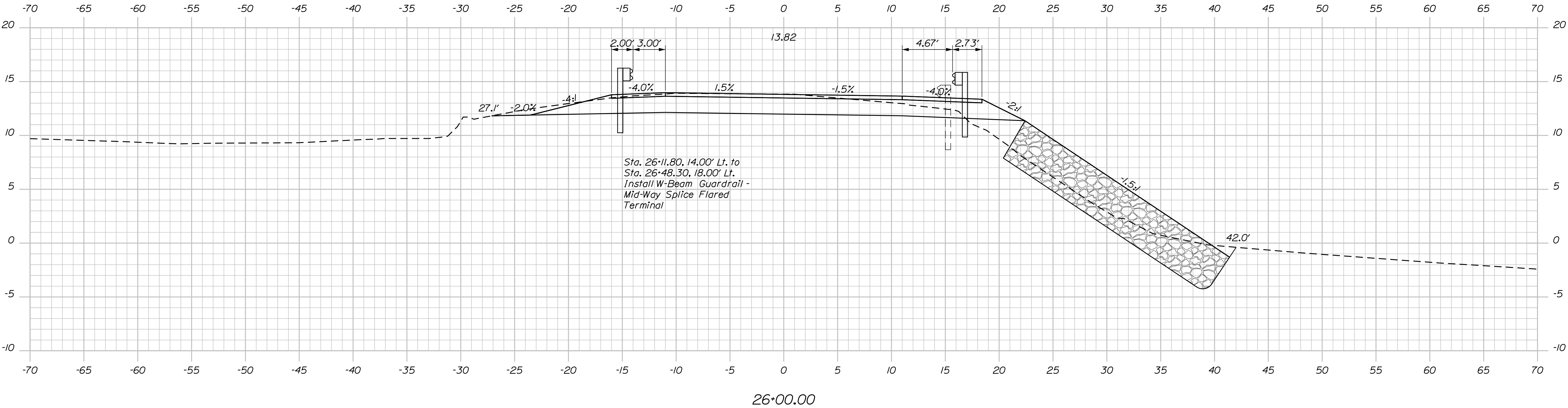
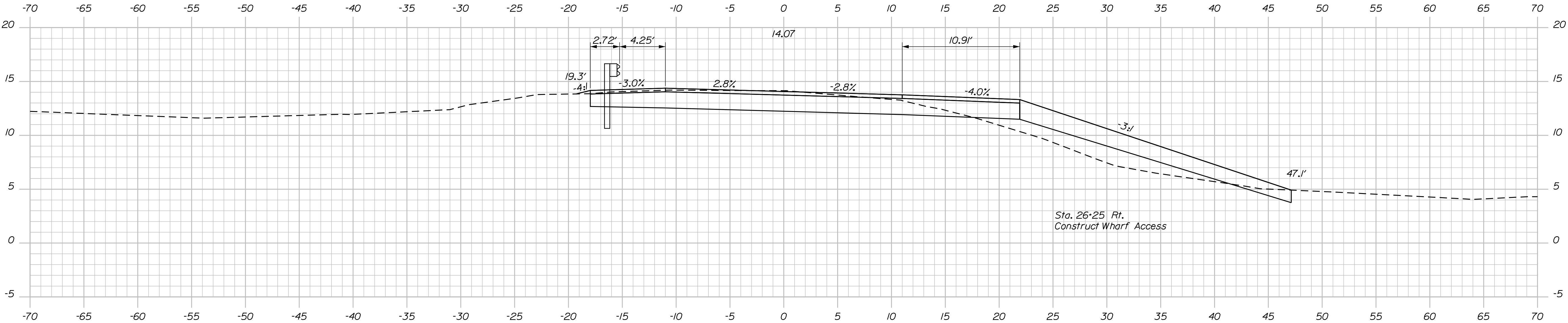


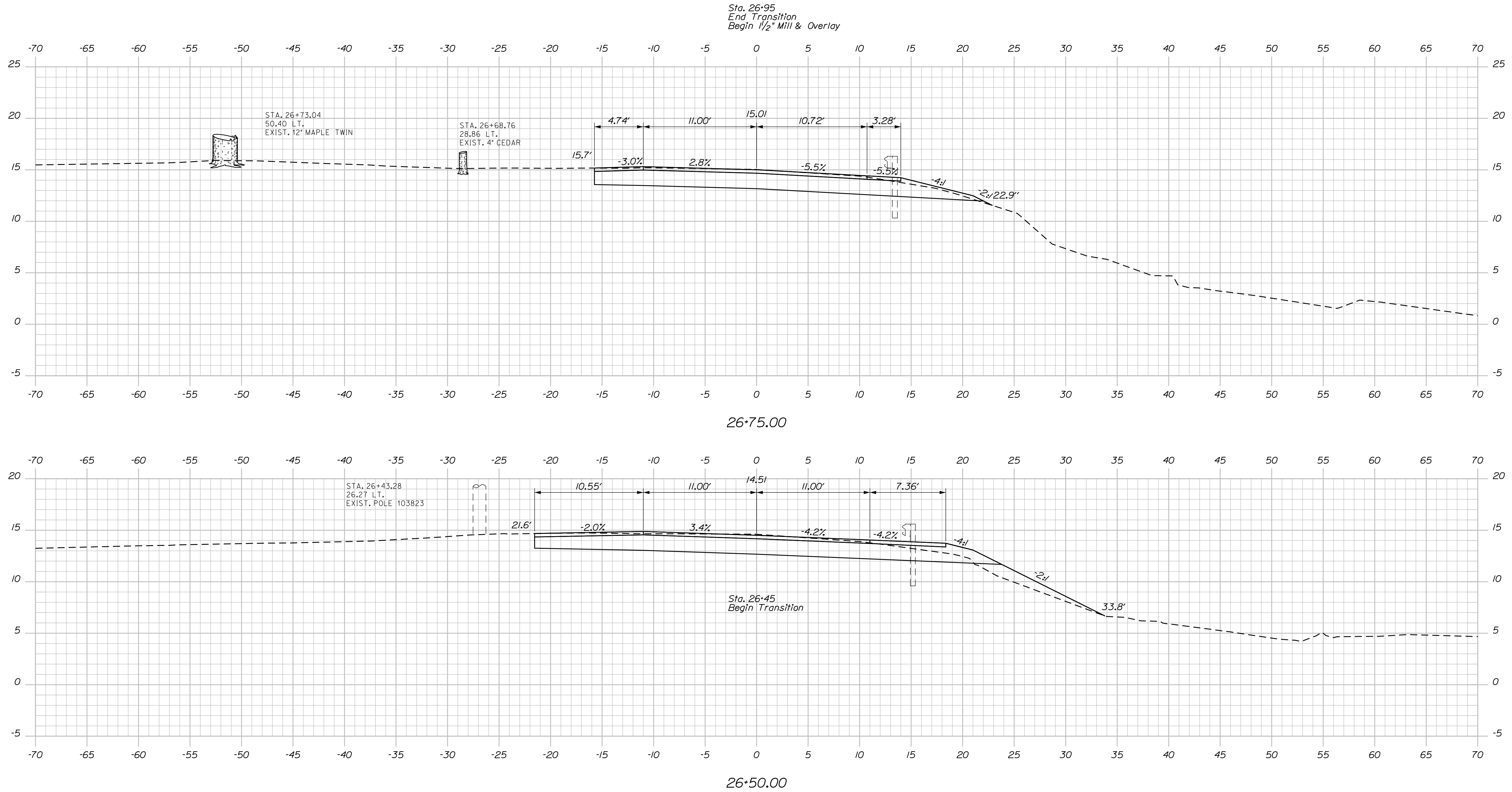
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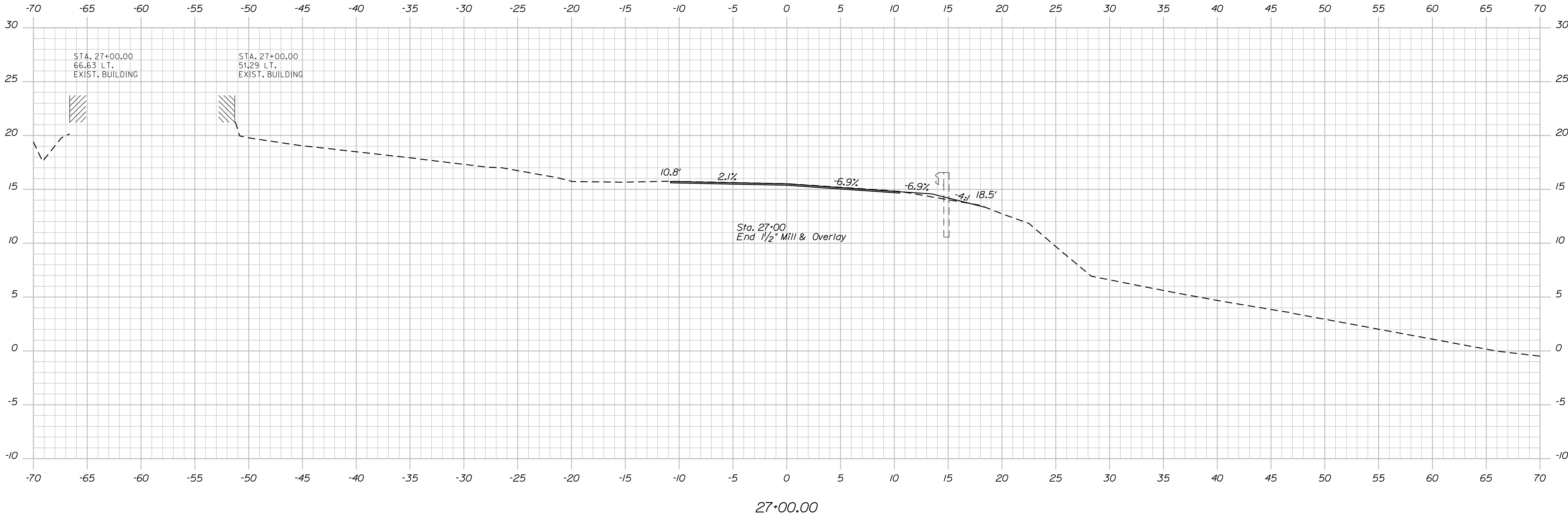
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Division: BRIDGE

Filename: ... \BRIDGE\MTA\10-025 xsect.DGN







27+00.00

Sta. 27+00.00 to Sta. 27+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2309401

WIN
022356.01

BRIDGE NO. 3063
BRIDGE PLANS

STATE OF MAINE
KEITH S. WOOD
PROFESSIONAL ENGINEER
LICENSE NO. 10423

Signature
10/12/2022
P.E. NUMBER
10423
DATE

PROJ. MANAGER	ANDREW LATHE	BY	DATE
DESIGN-DETAILED	T. WOLFEL	T. WOLFEL	1/2022
CHECKED-REVIEWED	T. TURCOTTE	K. WOOD	1/2022
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

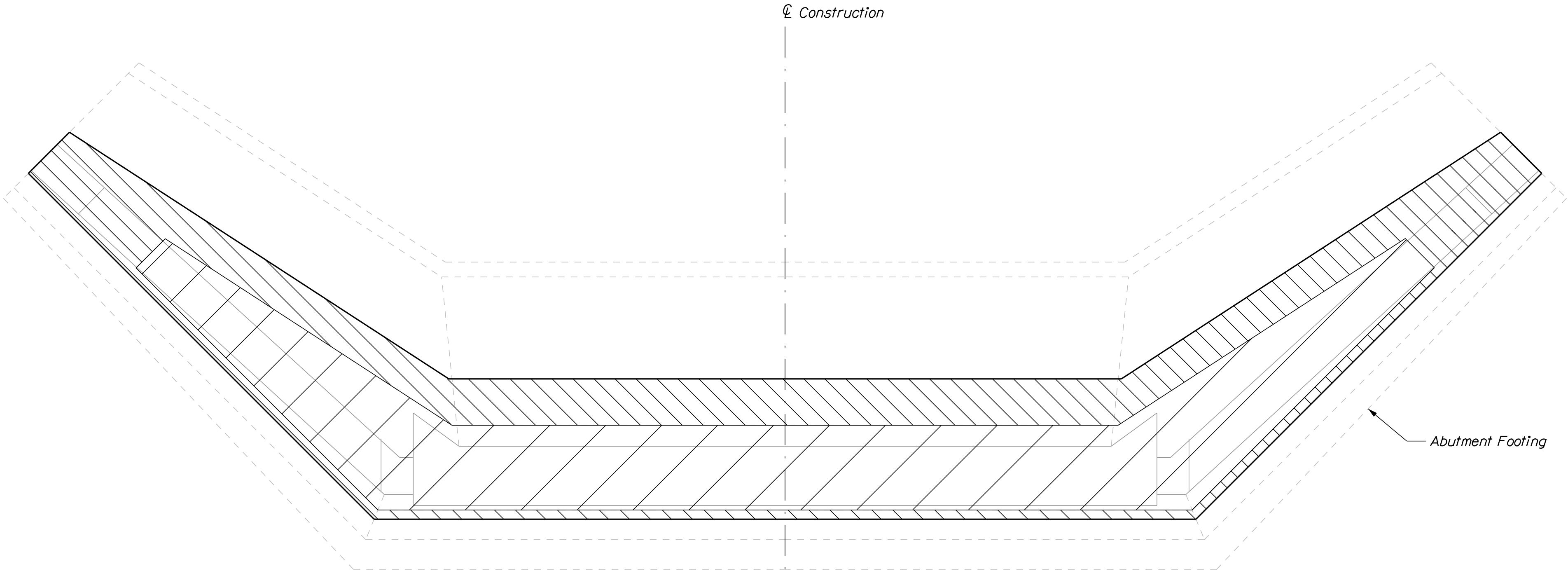
MILL HILL BRIDGE
HOLT POND OUTLET
DEER ISLE & STONINGTON HANCOCK COUNTY

CROSS SECTIONS

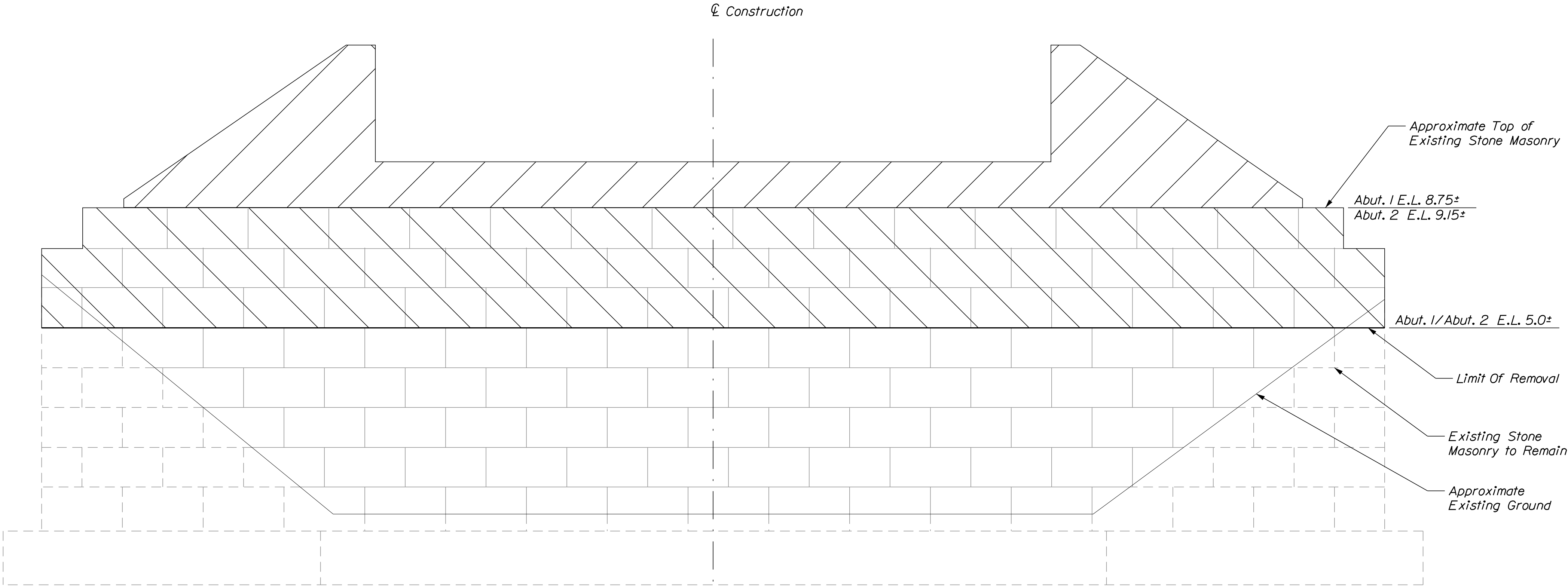
SHEET NUMBER

25

OF 40



PLAN
ABUTMENT NO. 1 SHOWN
(ABUTMENT NO. 2 SIMILAR)



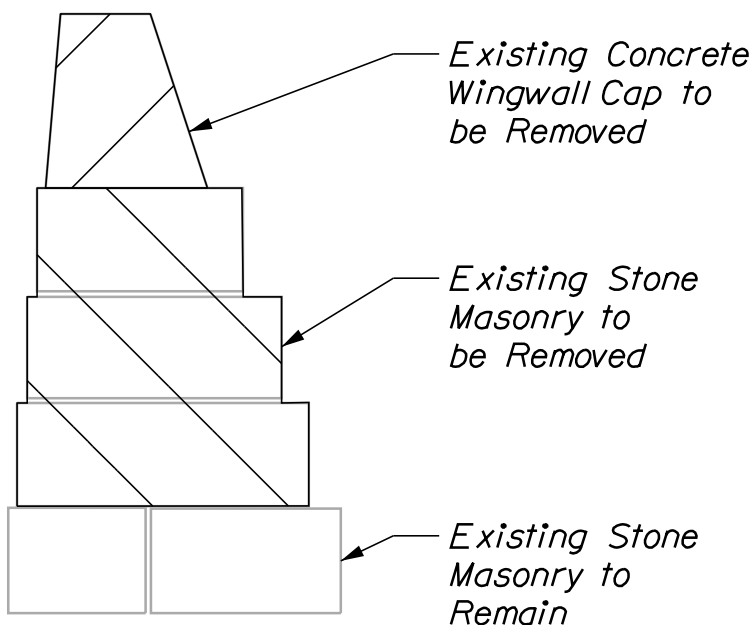
ELEVATION
ABUTMENT NO. 1 SHOWN
(ABUTMENT NO. 2 SIMILAR)

LEGEND

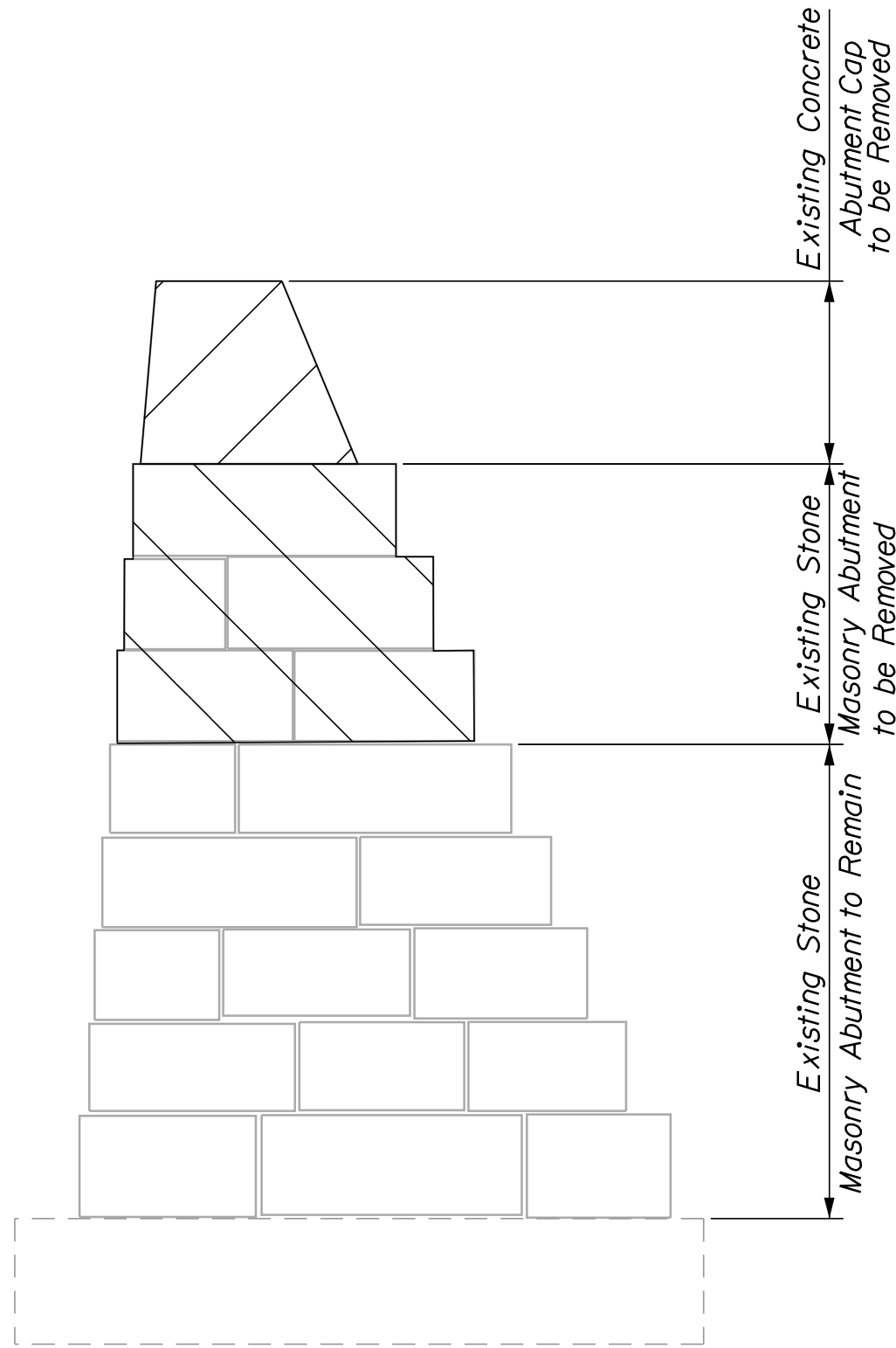
- Concrete Removal
- Stone Masonry Removal

ABUTMENT DEMOLITION NOTES

- Concrete and stone masonry demolition, which generally includes portions of wingwalls, abutment breastwall and bridge seat, will be paid under Item 202.19, Removing Existing Bridge. This work shall include removing existing concrete and reinforcing steel and stone masonry to the limits shown in the plans.
- The Contractor shall take care not to damage the portions of the existing abutments and wingwalls to remain. The Contractor shall repair any damage to the portions of the abutments and wingwalls to remain as directed by the Resident. No additional payment will be made for repairs required due to damage caused by the Contractor.



WINGWALL SECTION



ABUTMENT SECTION
ABUTMENT NO. 1 SHOWN
(ABUTMENT NO. 2 SIMILAR)

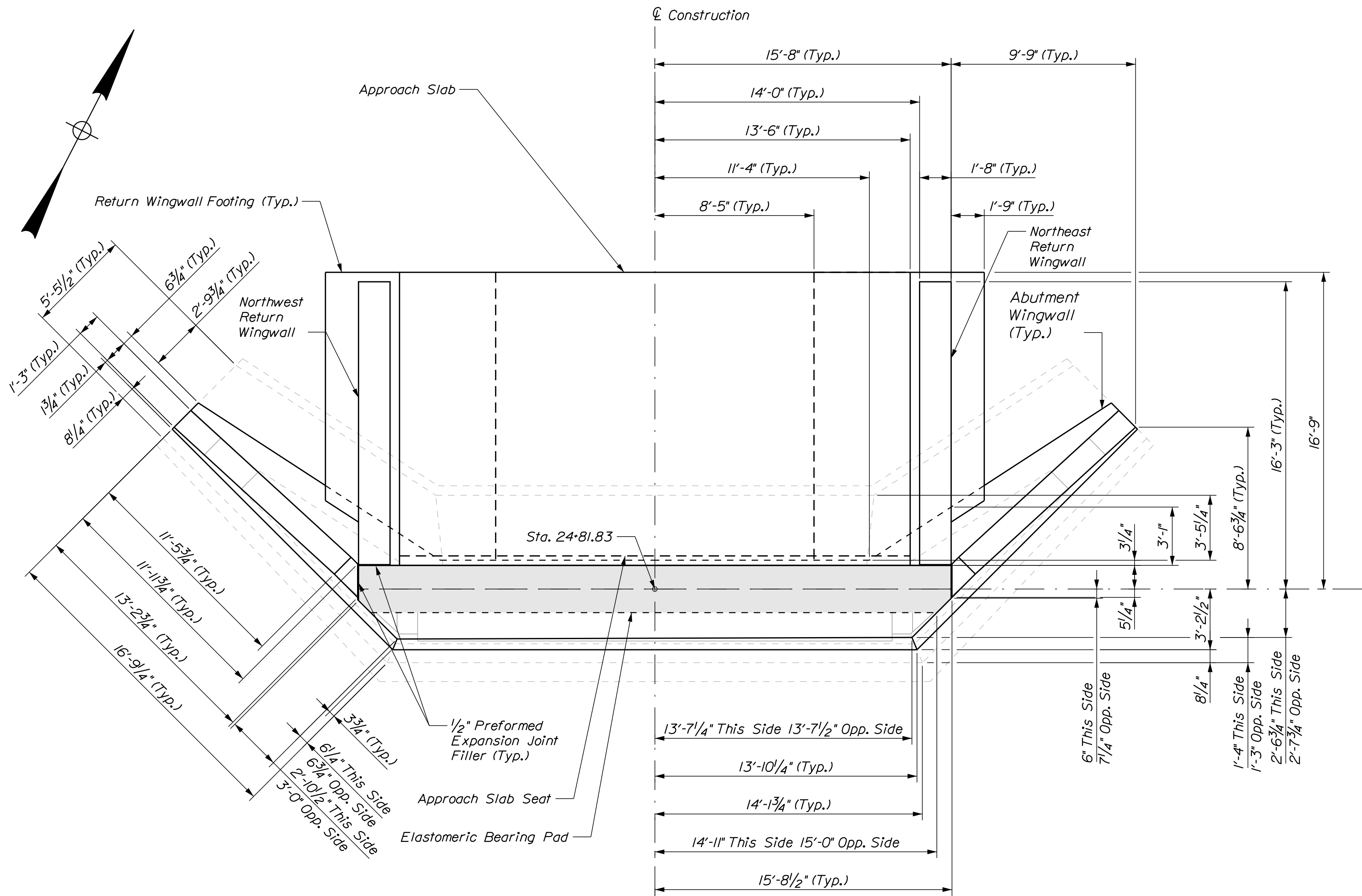
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2309401		WIN 022356.01		BRIDGE NO. 3063		LIMITS OF REMOVAL	
MILL HILL BRIDGE HOLT POND OUTLET DEER ISLE & STONINGTON		HANCOCK COUNTY		LIMITS OF REMOVAL		SHEET NUMBER		26	
PROJ. MANAGER ANDREW LATHE		BY		DATE		SIGNATURE		P.E. NUMBER	
DESIGNED-Detailed A. SHARA		A. SHARA		5/2022		K. WOOD		10423	
CHECKED-Reviewed A. FLOREN		K. WOOD		5/2022		K. WOOD		8/12/2022	
DESIGNED-Detailed		DESIGNED-Detailed		DESIGNED-Detailed		DESIGNED-Detailed		DESIGNED-Detailed	
REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		REVISIONS 5	
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES	

Date: 8/12/2022

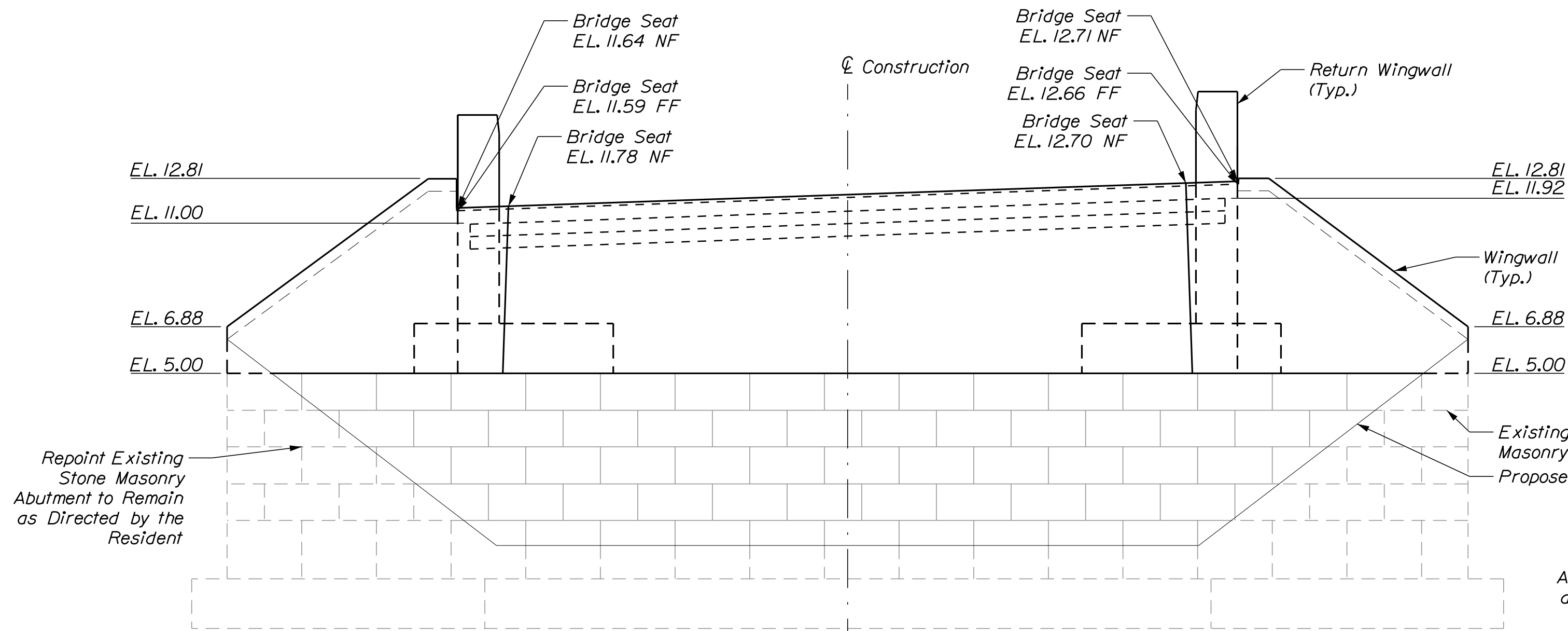
Username:

Division: BRIDGE

Filename: ... \027_Abutment 1 plan elev sect.dgn

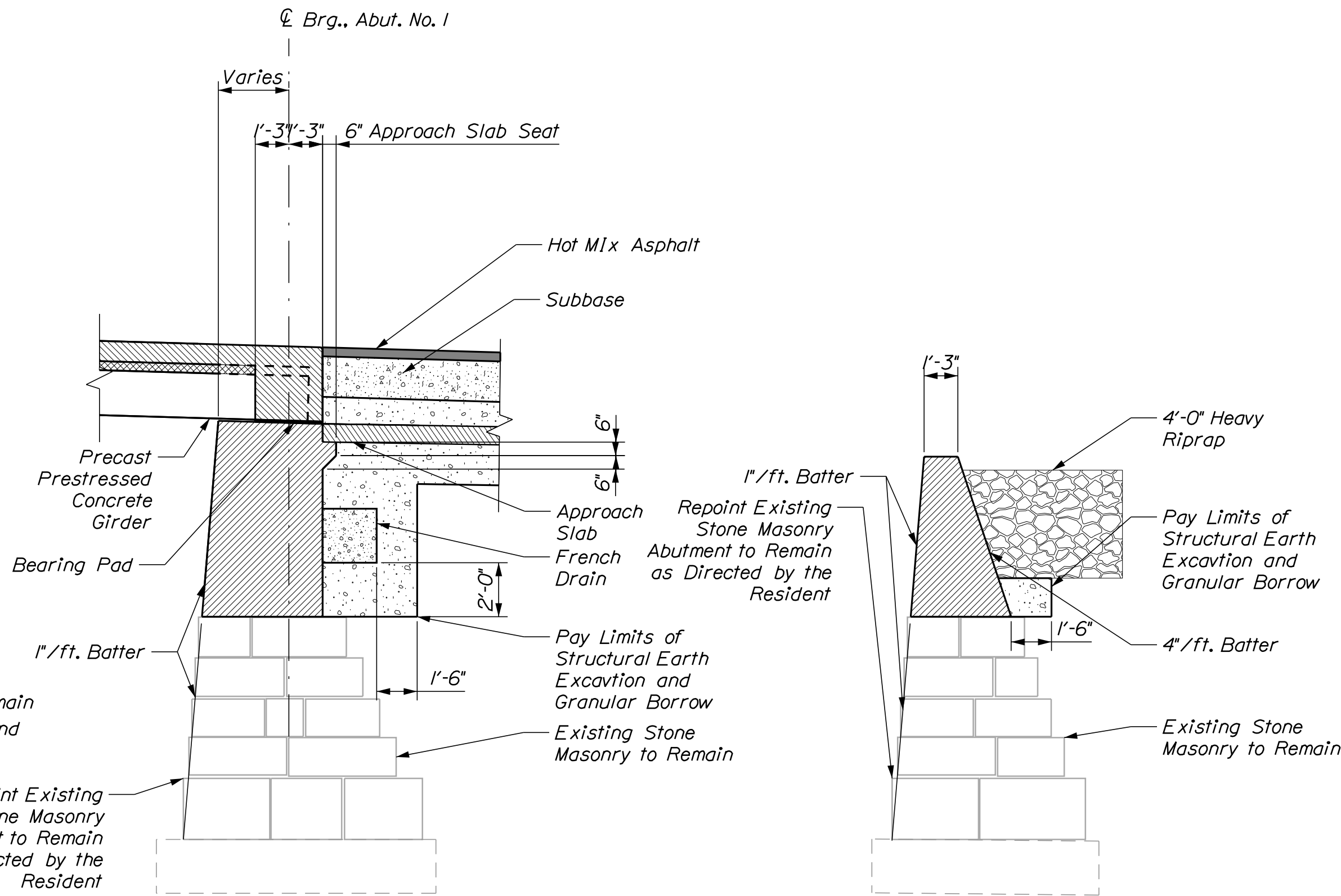


PLAN
ABUTMENT NO. 1



ELEVATION
ABUTMENT NO. 1

NF = Near Face
FF = Far Face



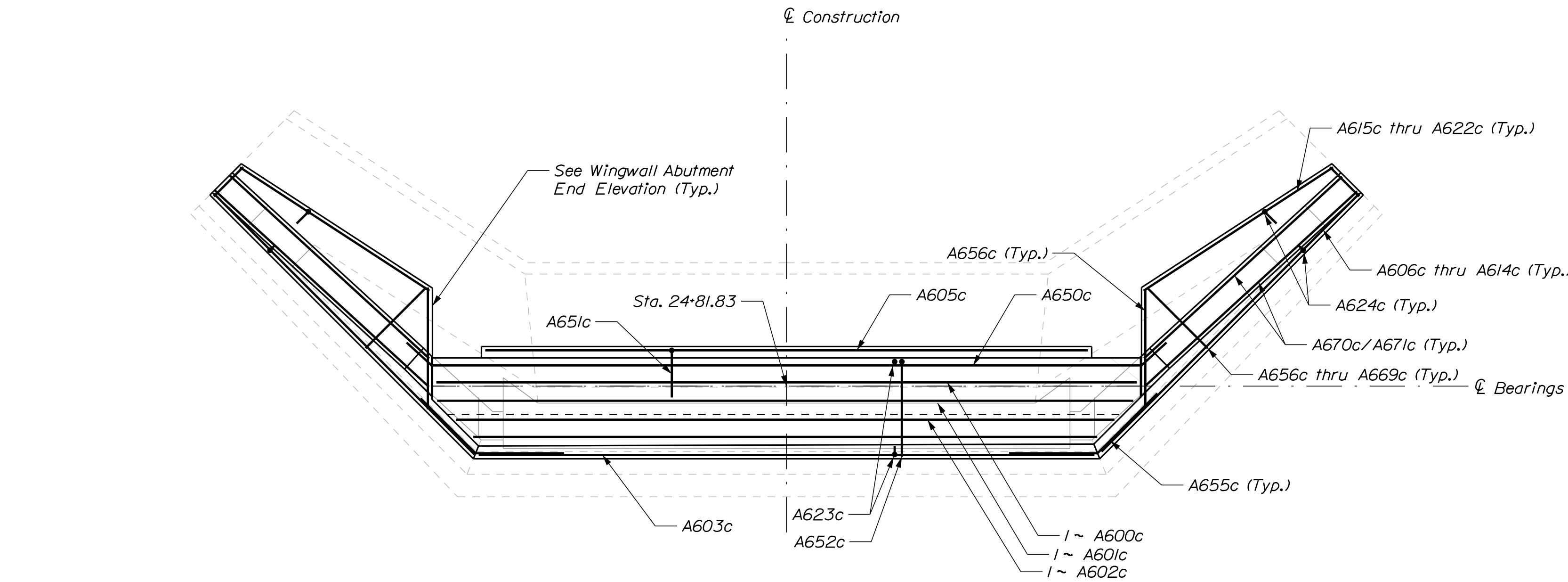
ABUTMENT SECTION
ABUTMENT NO. 1

ABUTMENT WINGWALL SECTION
ABUTMENT NO. 1

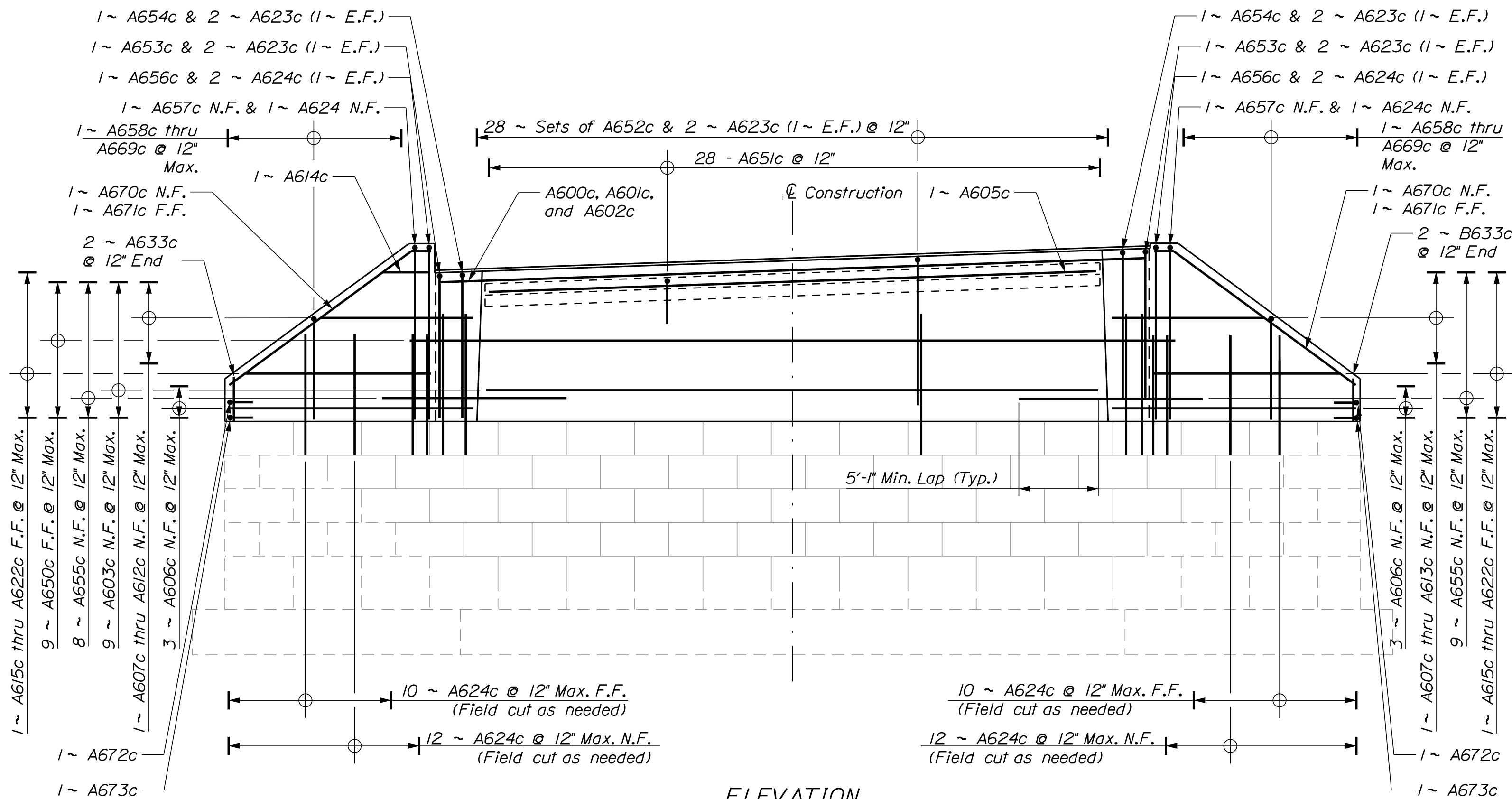
ABUTMENT NOTES

1. The maximum factored applied footing pressure is 5.9 ksf at the Strength I Limit State.
2. Abutments, wingwalls, and their footings shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits in cut areas and a vertical plane located 10 feet behind the walls in fill areas.
3. Reinforcing steel shall have a minimum concrete cover of 2 inches in the walls and 3 inches in the footings unless otherwise noted.
4. Place drains with a 4-inch diameter in the breastwall, wingwalls, and return wingwalls at 10 feet maximum spacing. The exact location will be determined by the Resident.
5. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
6. Place the parapet portions of the wingwalls after erection of the precast units.
7. The Contractor shall install Transition Barrier vertical closed stirrups, as shown in Standard Details Section 526, prior to the placement of the curb concrete.
8. Prior to placing abutment concrete, the top of the existing stone masonry shall be washed with high-pressure water and air, as approved by the Resident.
9. Where drilling and anchoring reinforcement is specified, the Contractor Shall use a material listed on the Maine Department of Transportation Qualified Products List of Concrete Adhesive Anchor Systems. The depth of embedment shall be sufficient to develop 125% of the yield strength of the bar per the manufacturer's recommendations or 18 inches, whichever is greater. Proposed anchoring material and embedment depth shall be submitted for approval. No separate payment will be made for drilling and anchoring of reinforcing steel, but shall be incidental to the related contract pay item.
10. Payment for Preformed Expansion Joint Filler shall be incidental to related contract items.

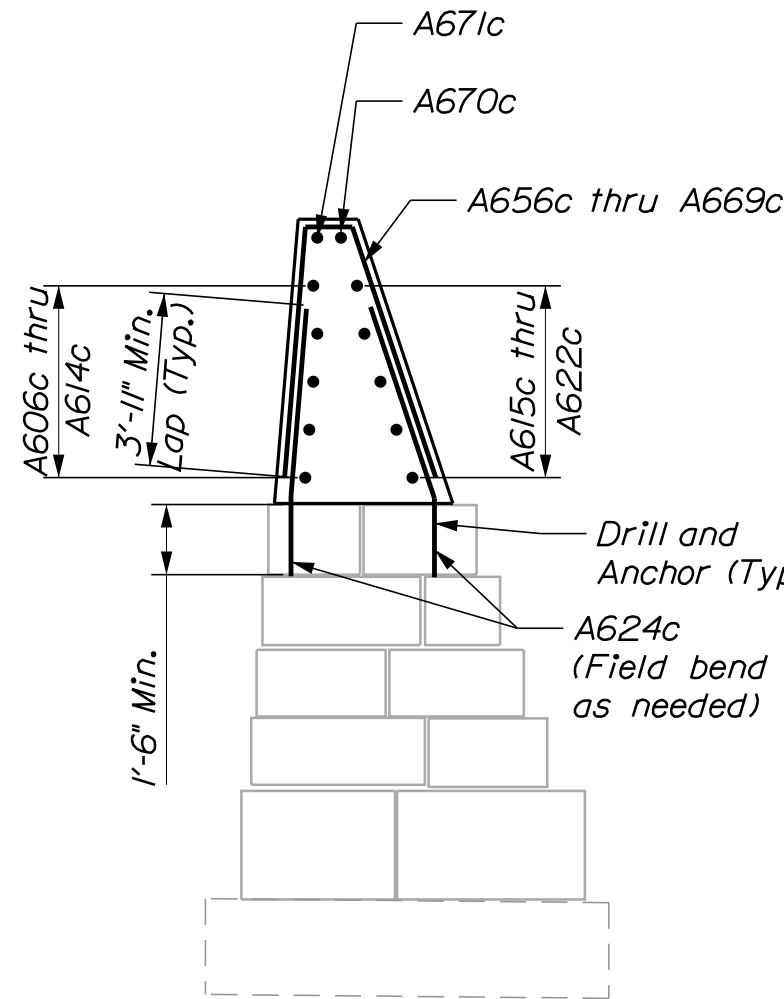
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2309401		WIN 022356.01		LIMITS OF REMOVAL BRIDGE NO. 3063	
MILL HILL BRIDGE HOLT POND OUTLET DEER ISLE & STONINGTON HANCOCK COUNTY		ABUTMENT 1 PLAN, ELEVATION & SECTION		SHEET NUMBER 27		OF 40	
PROJ. MANAGER ANDREW LATHE	BY A. SHKARA K. WOOD	CHECKED A. SHKARA A. FLOREN	DESIGNED A. FLOREN	DATE 5/2022 5/2022	SIGNATURE KEITH WOOD	P.E. NUMBER 16423	DATE 8/12/2022
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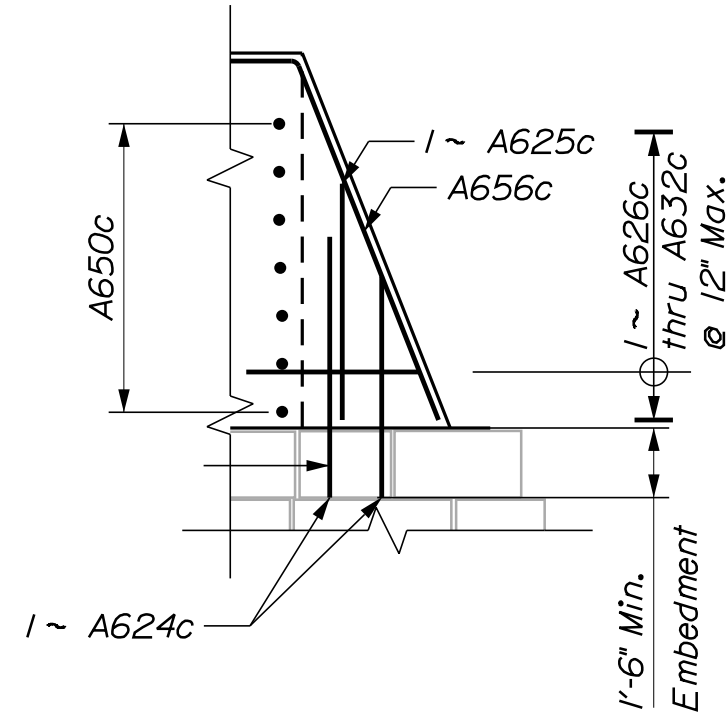
PLAN
ABUTMENT NO. 1



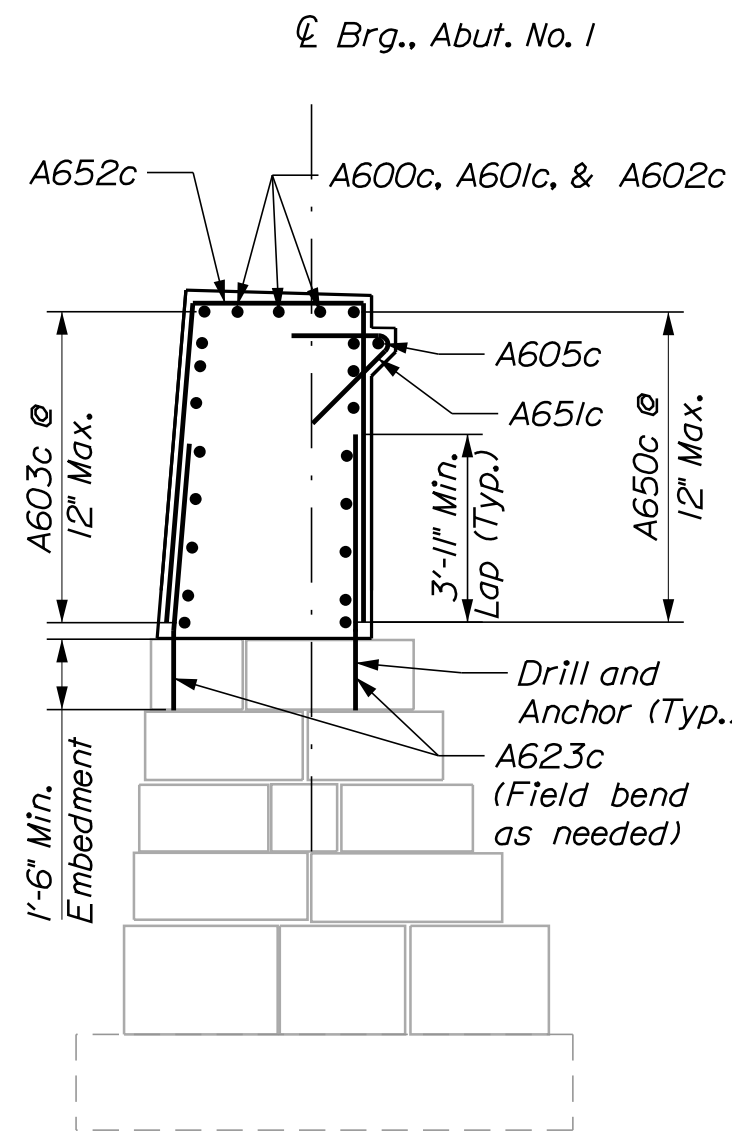
ELEVATION
ABUTMENT NO. 1



WINGWALL SECTION
ABUTMENT NO. 1

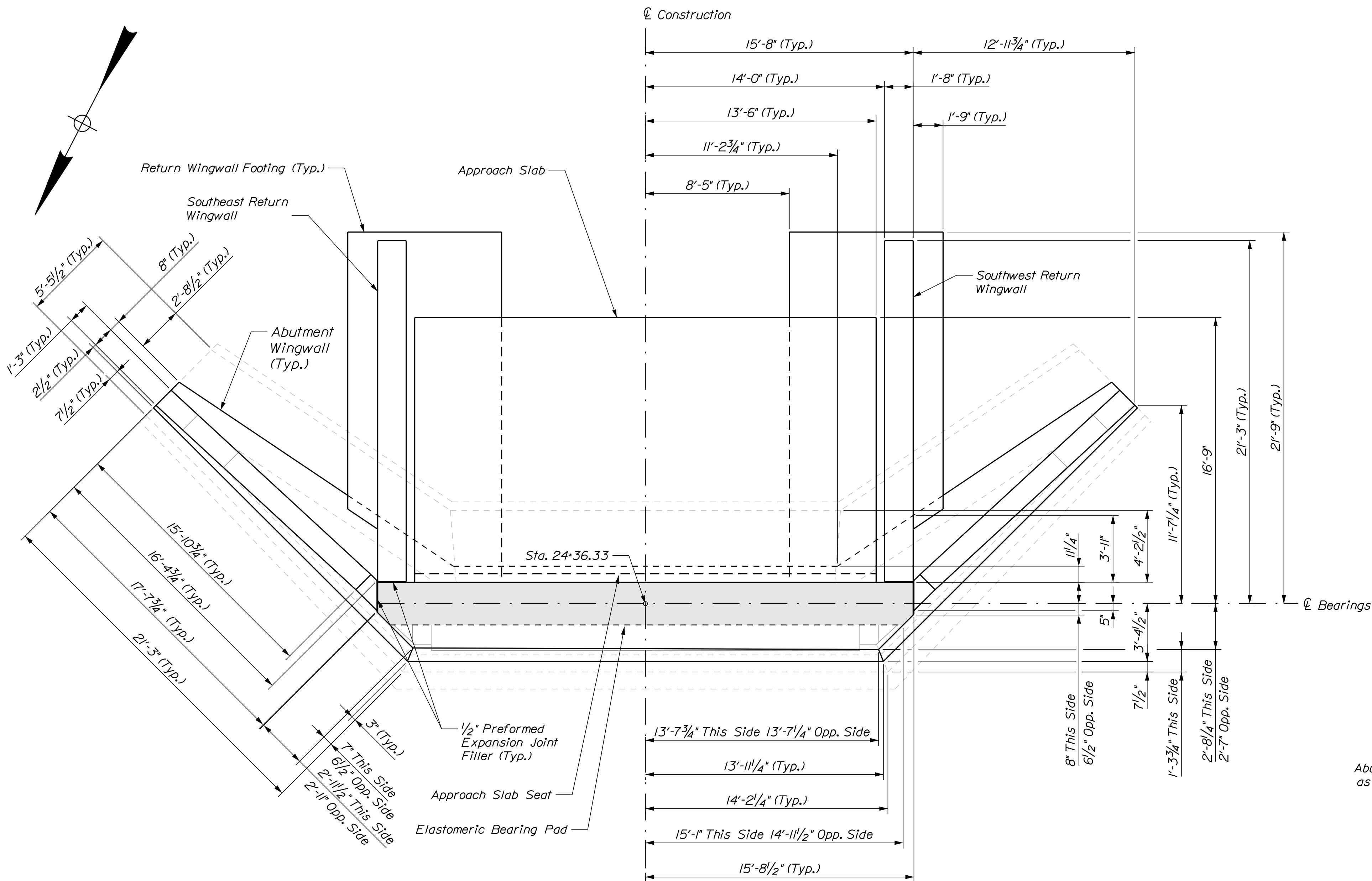


WINGWALL ABUTMENT END ELEVATION
ABUTMENT NO. 1

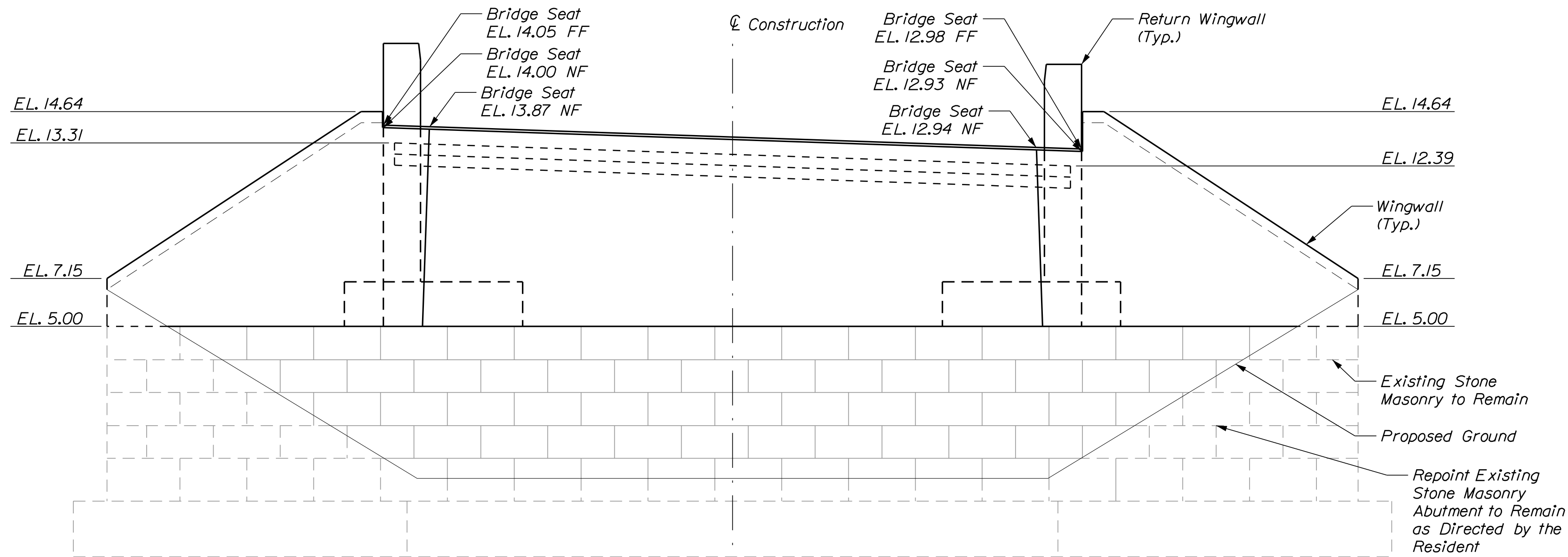


ABUTMENT SECTION
ABUTMENT NO. 1

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2309401		WIN 022356.01		BRIDGE NO. 3063		LIMITS OF REMOVAL	
MILL HILL BRIDGE HOLT POND OUTLET DEER ISLE & STONINGTON HANCOCK COUNTY		ABUTMENT 1 REINFORCING		SHEET NUMBER		28		OF 40	
PROJ. MANAGER ANDREW LATHE		BY A. SHKARA		DATE 5/2022		SIGNATURE		DATE 8/11/2022	
DESIGN-DETAILED A. SHKARA		CHECKED-REVIEWED A. FLOREN		DESIGN-DETAILED		P.E. NUMBER 16423		DATE	
DESIGN-DETAILED		REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4	
REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		FIELD CHANGES	
REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		FIELD CHANGES	
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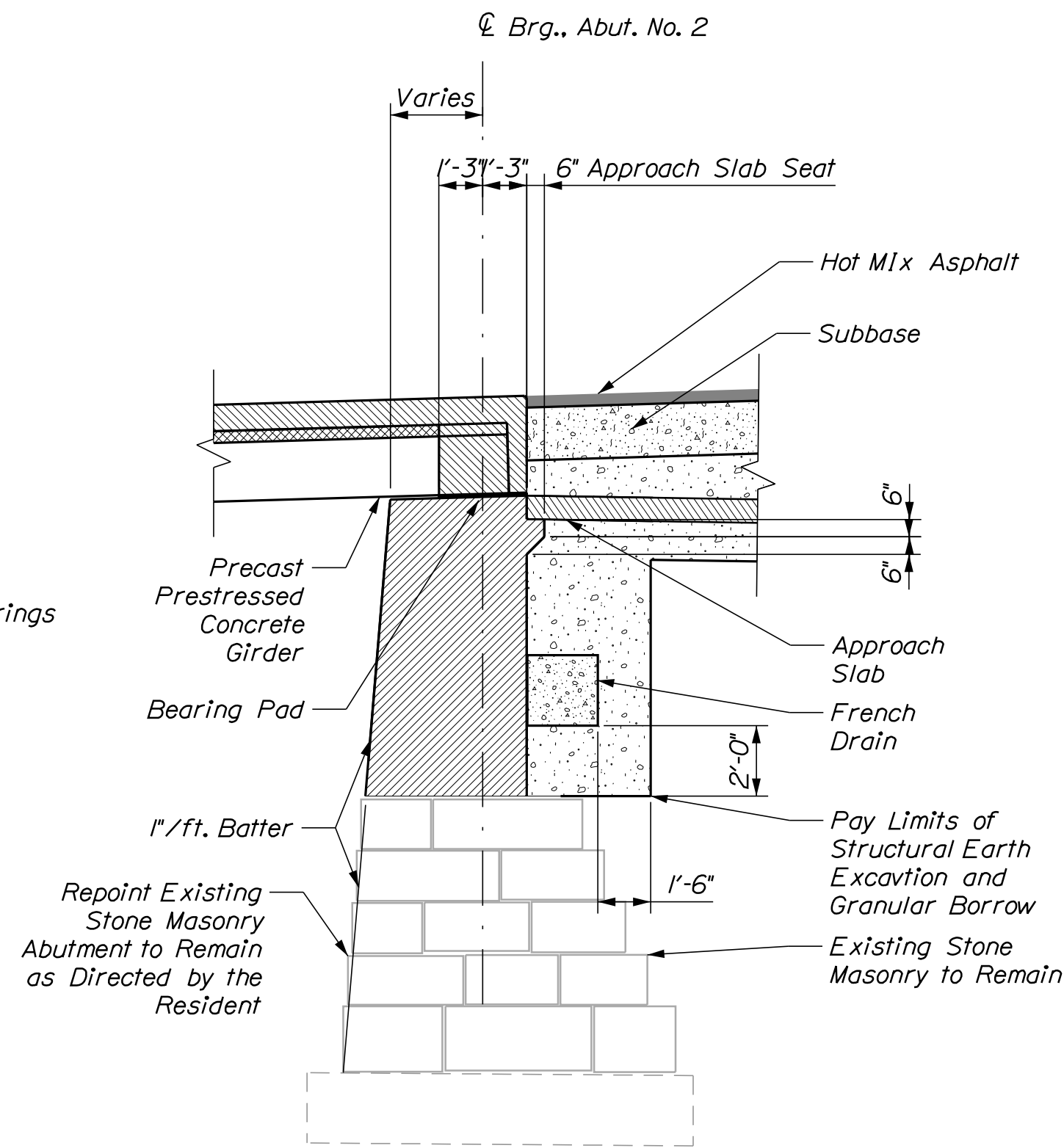


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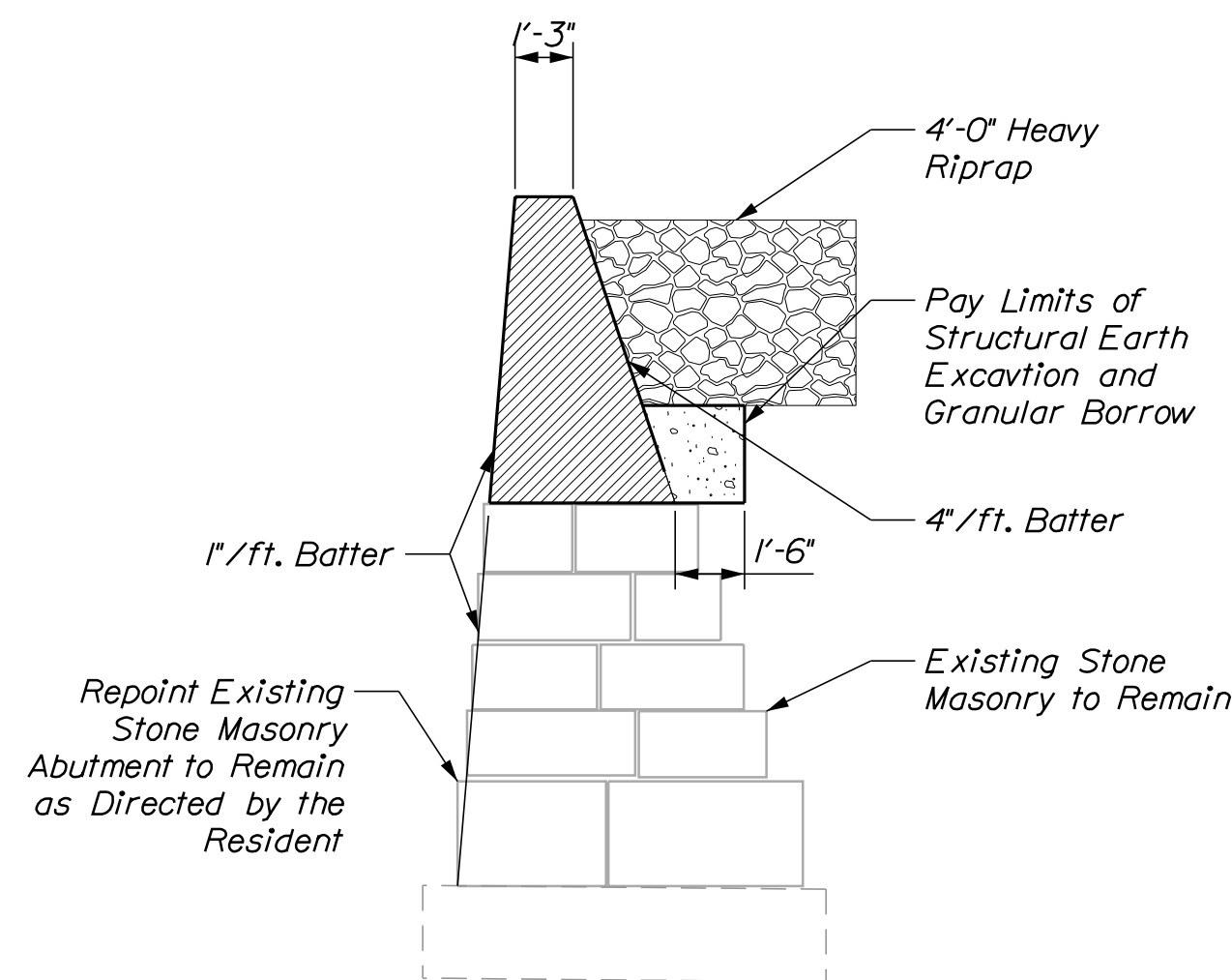


ELEVATION
ABUTMENT NO. 2

NF = Near Face
FF = Far Face



ABUTMENT SECTION
ABUTMENT NO. 2

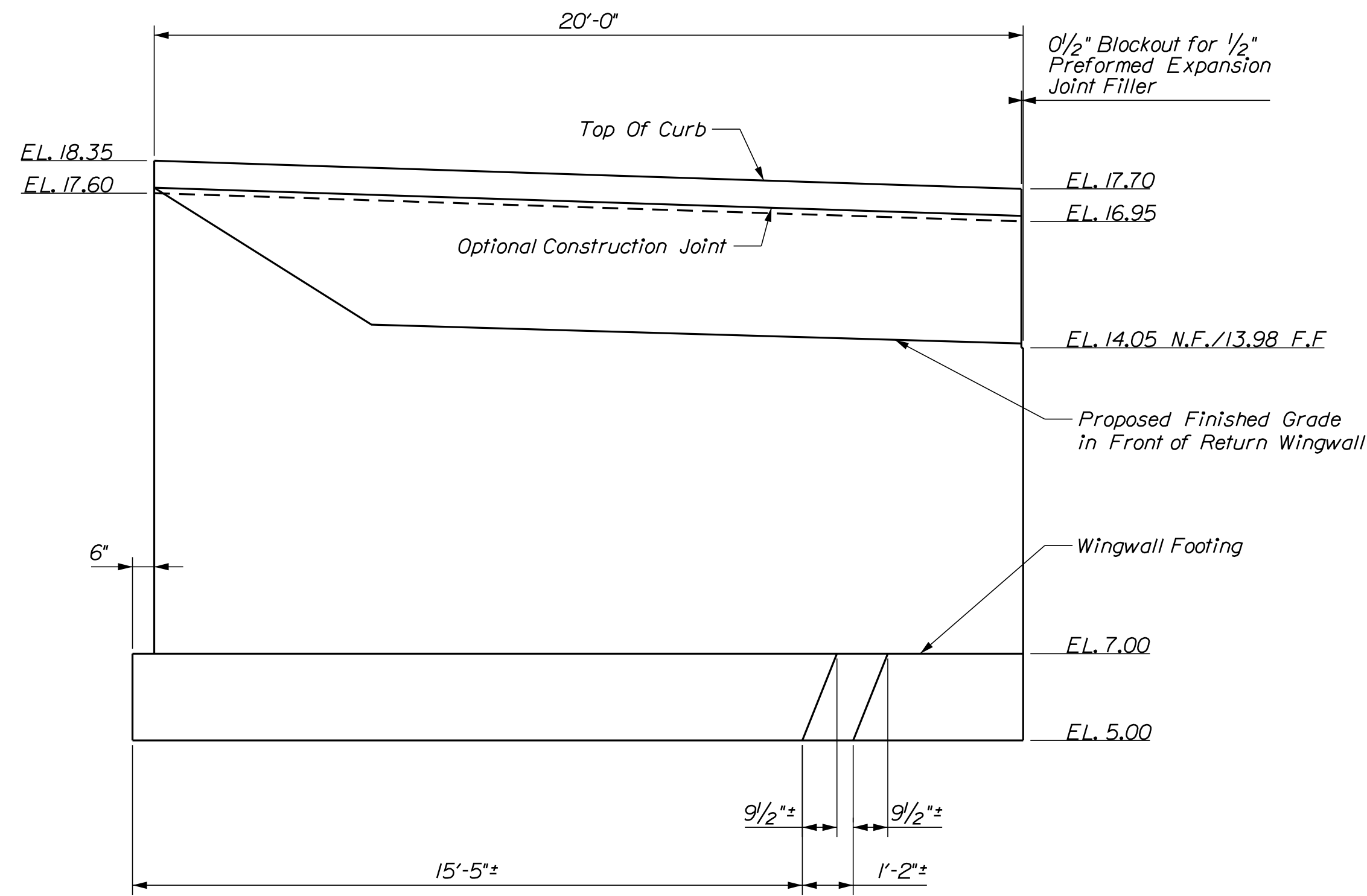


ABUTMENT WINGWALL SECTION
ABUTMENT NO. 2

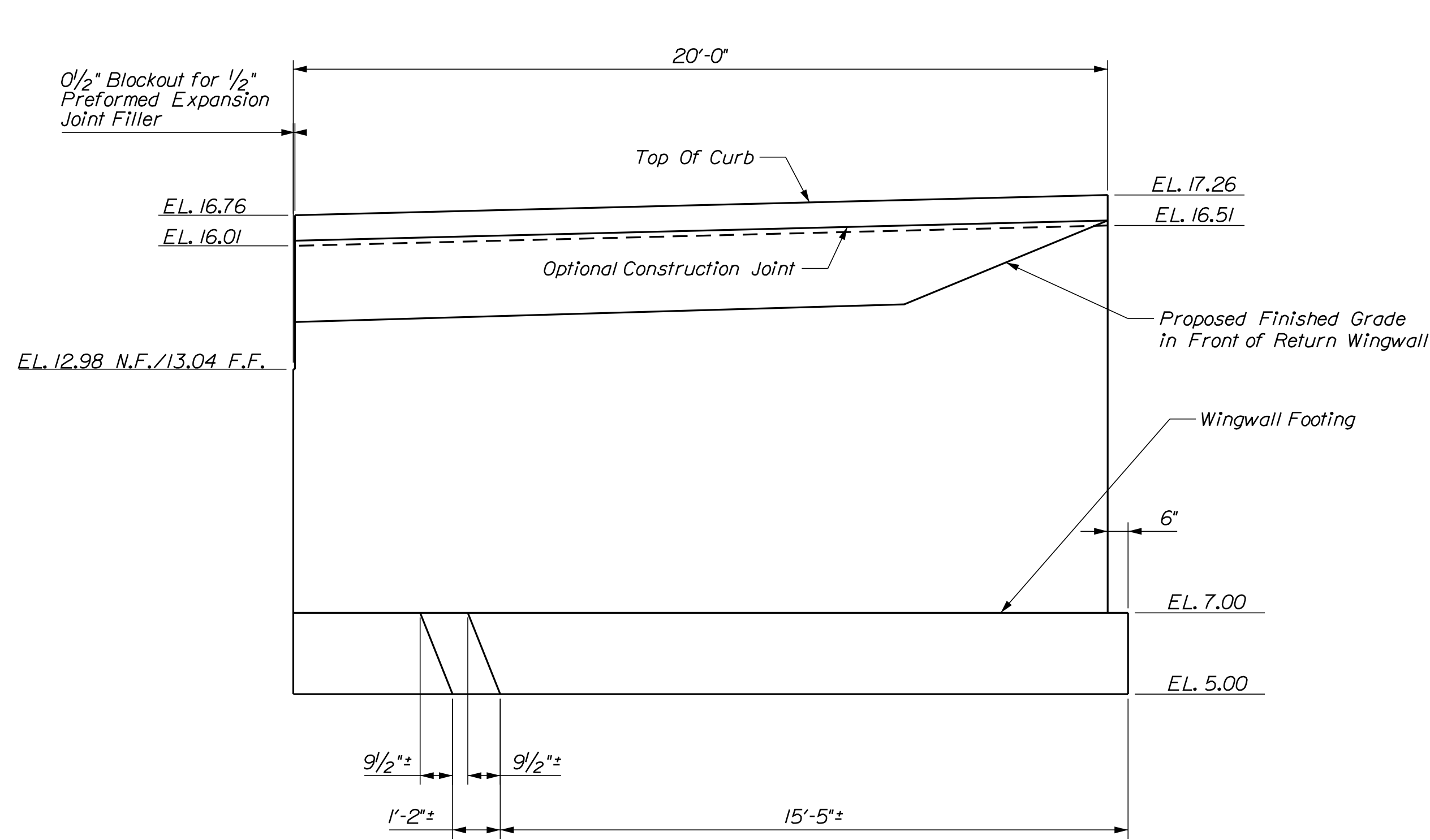
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ANDREW LATHE	5/2022	A. SHARA	A. SHARA	A. FLOREN	A. FLOREN	1	
	5/2022	K. WOOD	K. WOOD			2	
						3	
						4	

STATE OF MAINE
KEITH WOOD
PROFESSIONAL ENGINEER
No. 10423
DATE 8/12/2022
SIGNATURE
P.E. NUMBER
DATE

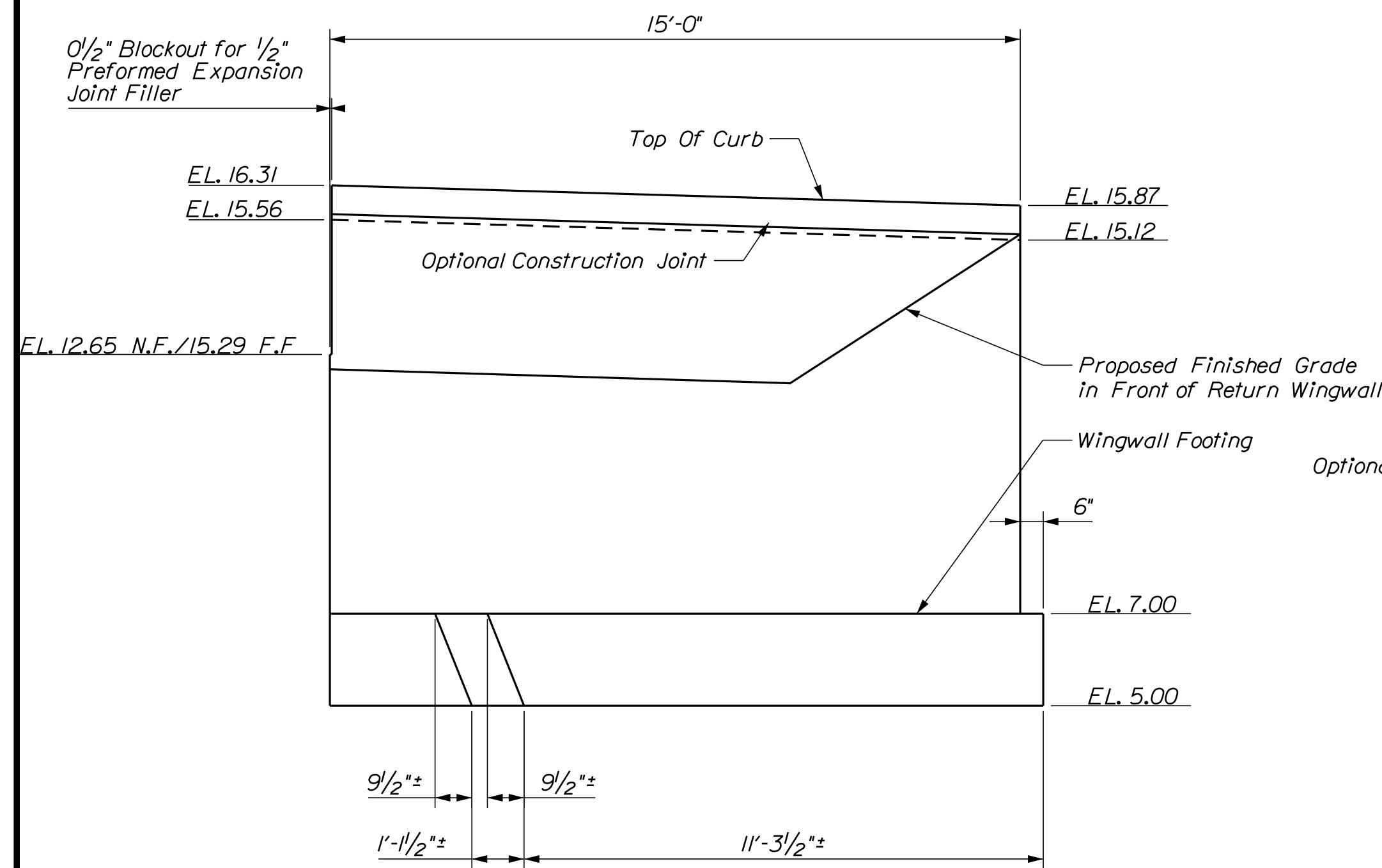




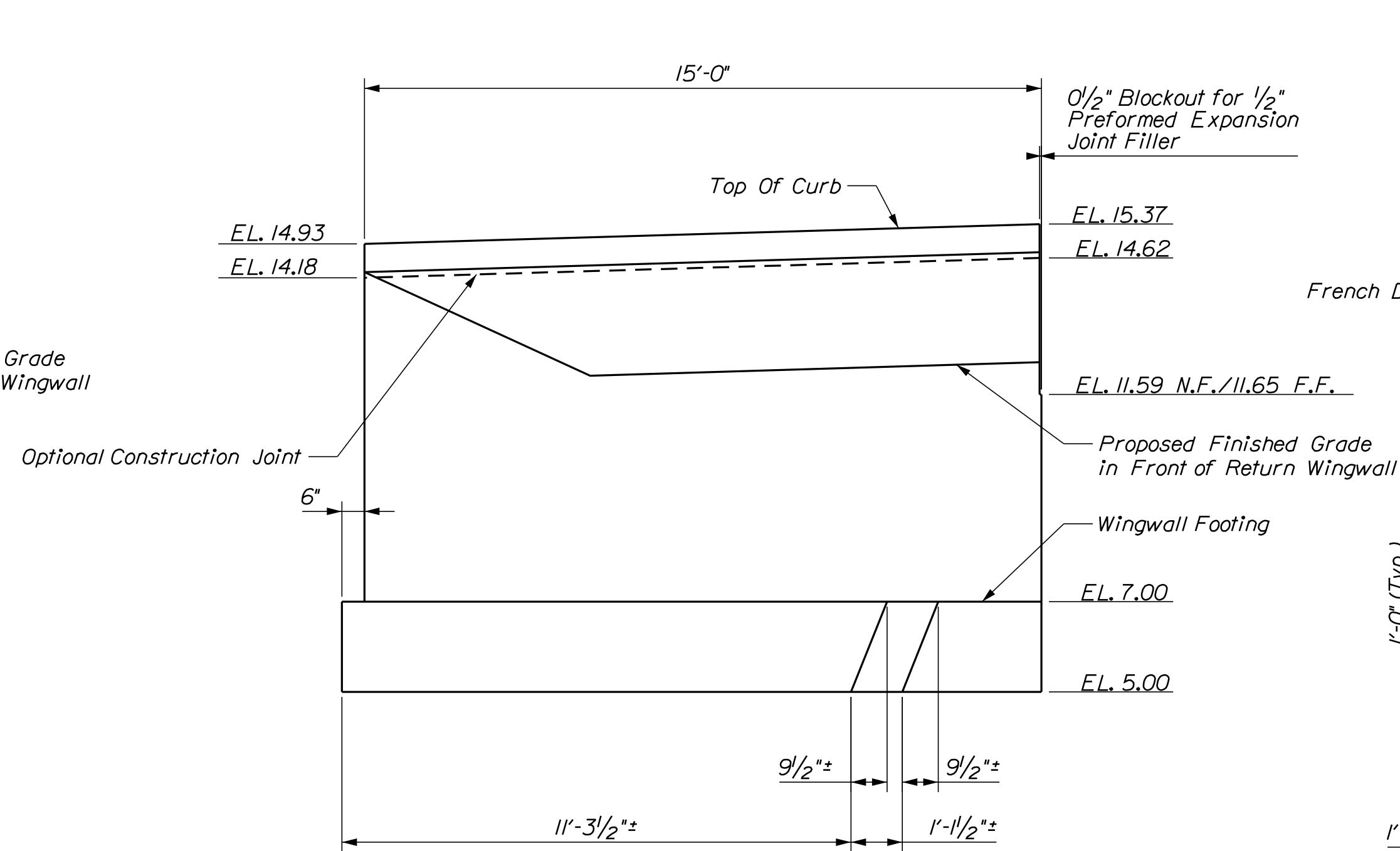
SOUTHEAST RETURN WINGWALL ELEVATION



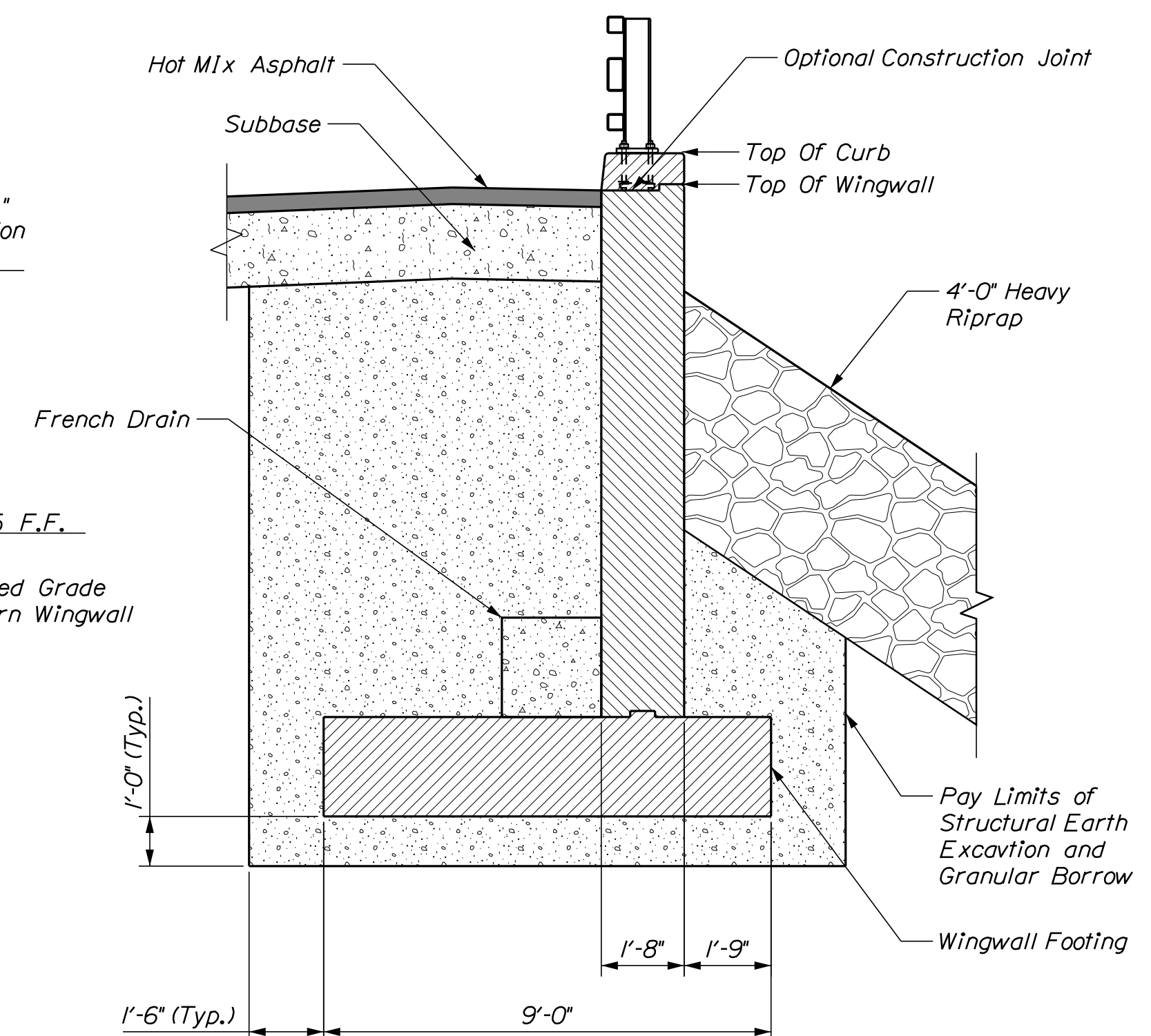
SOUTHWEST RETURN WINGWALL ELEVATION



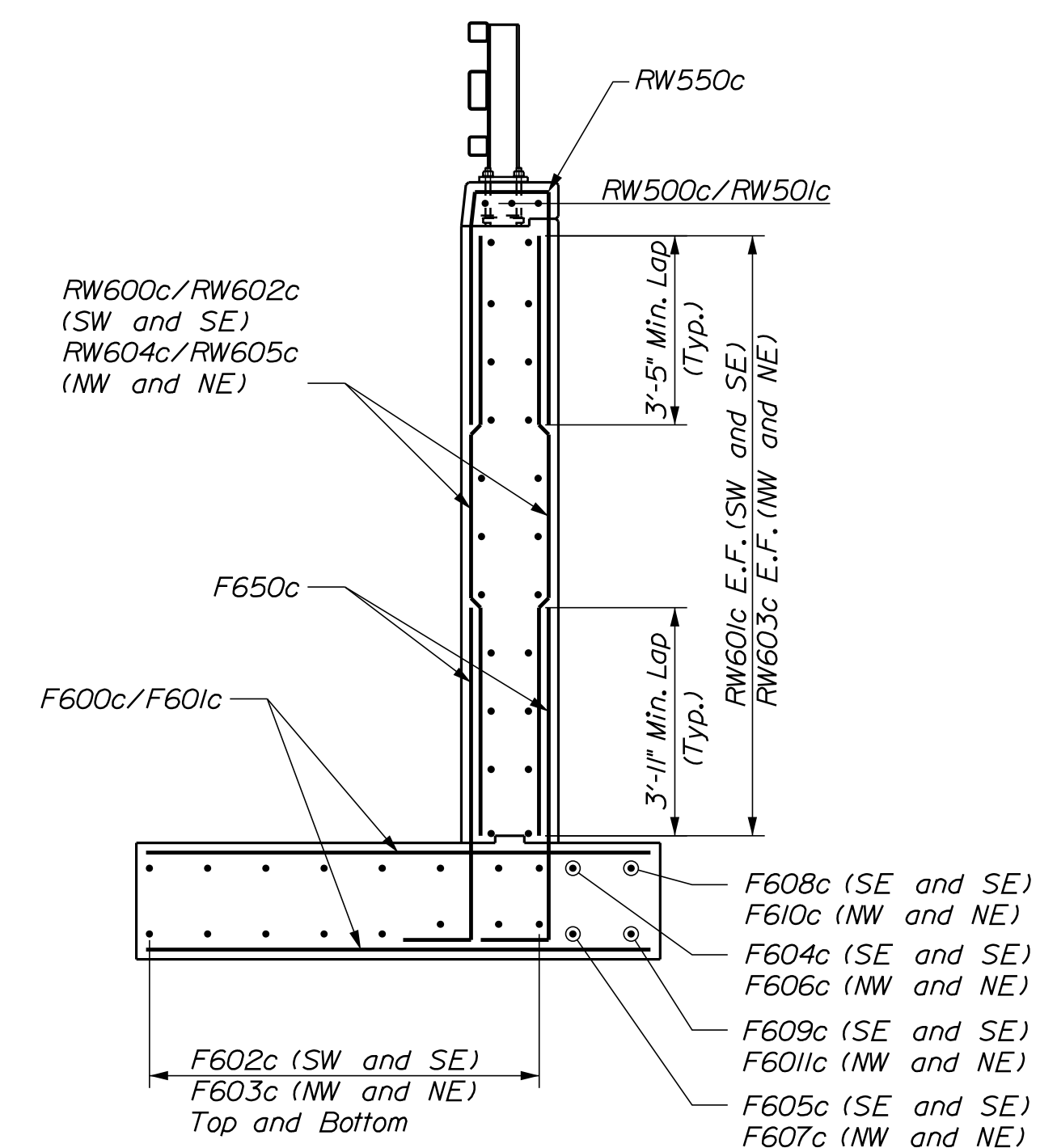
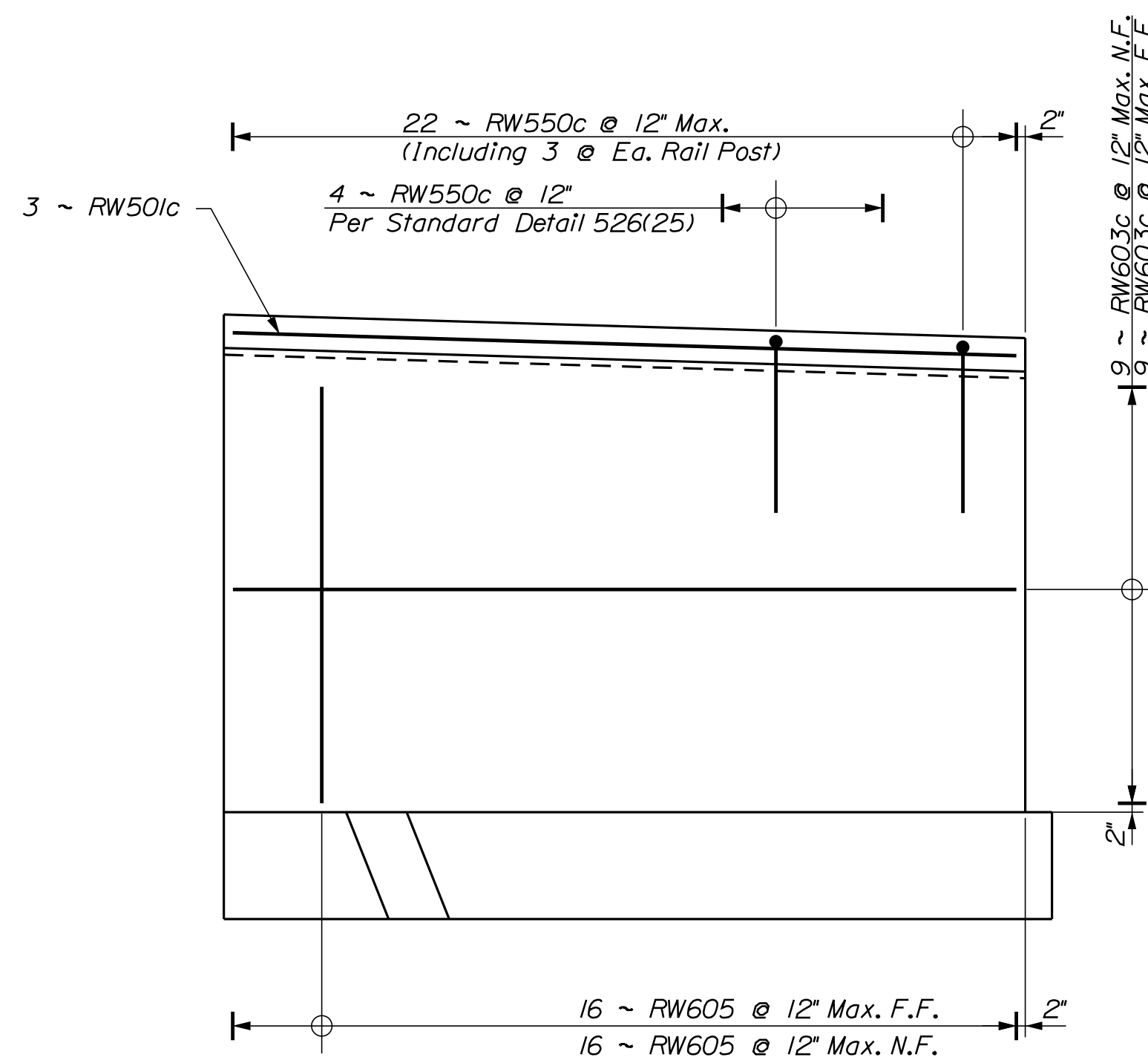
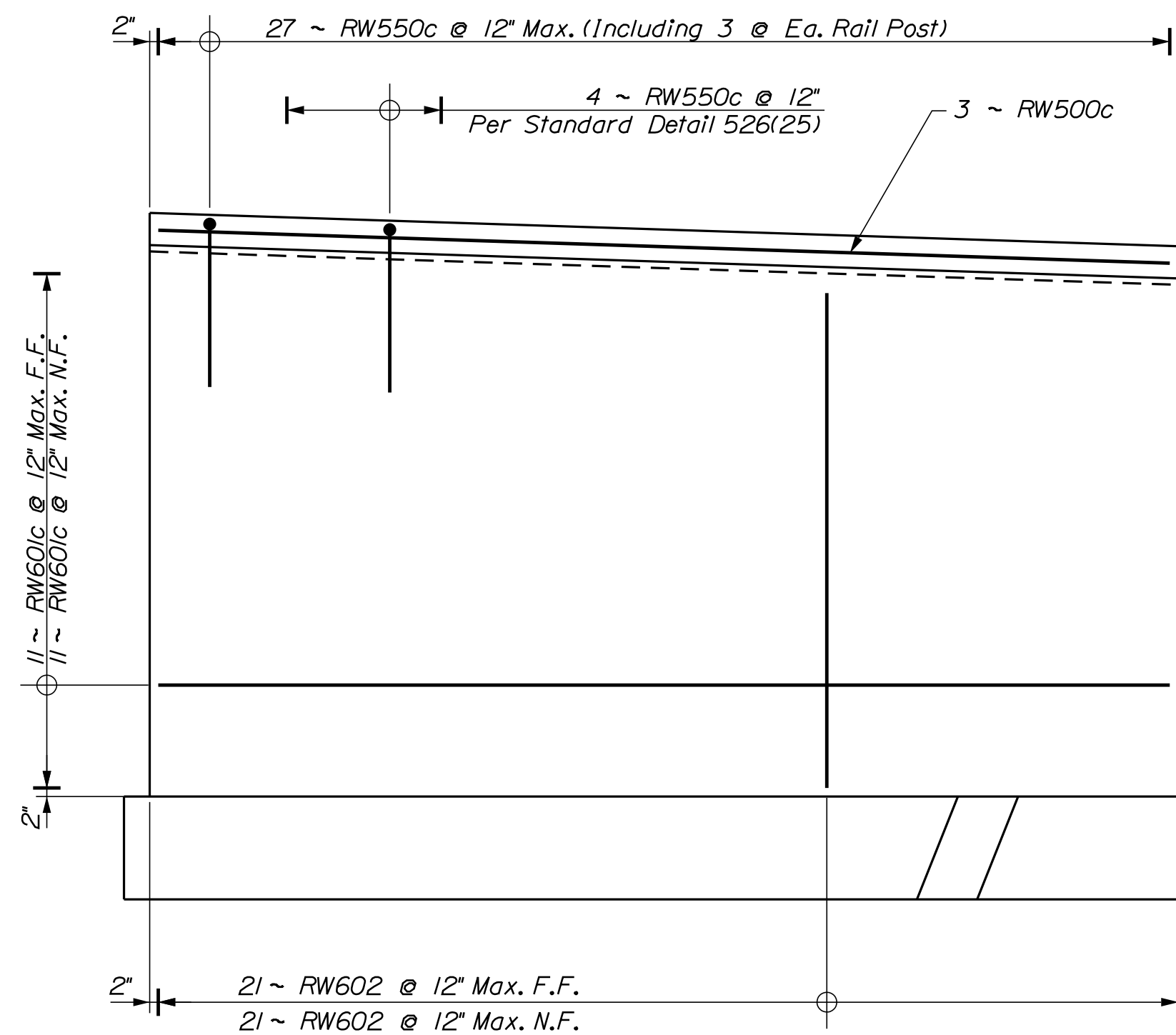
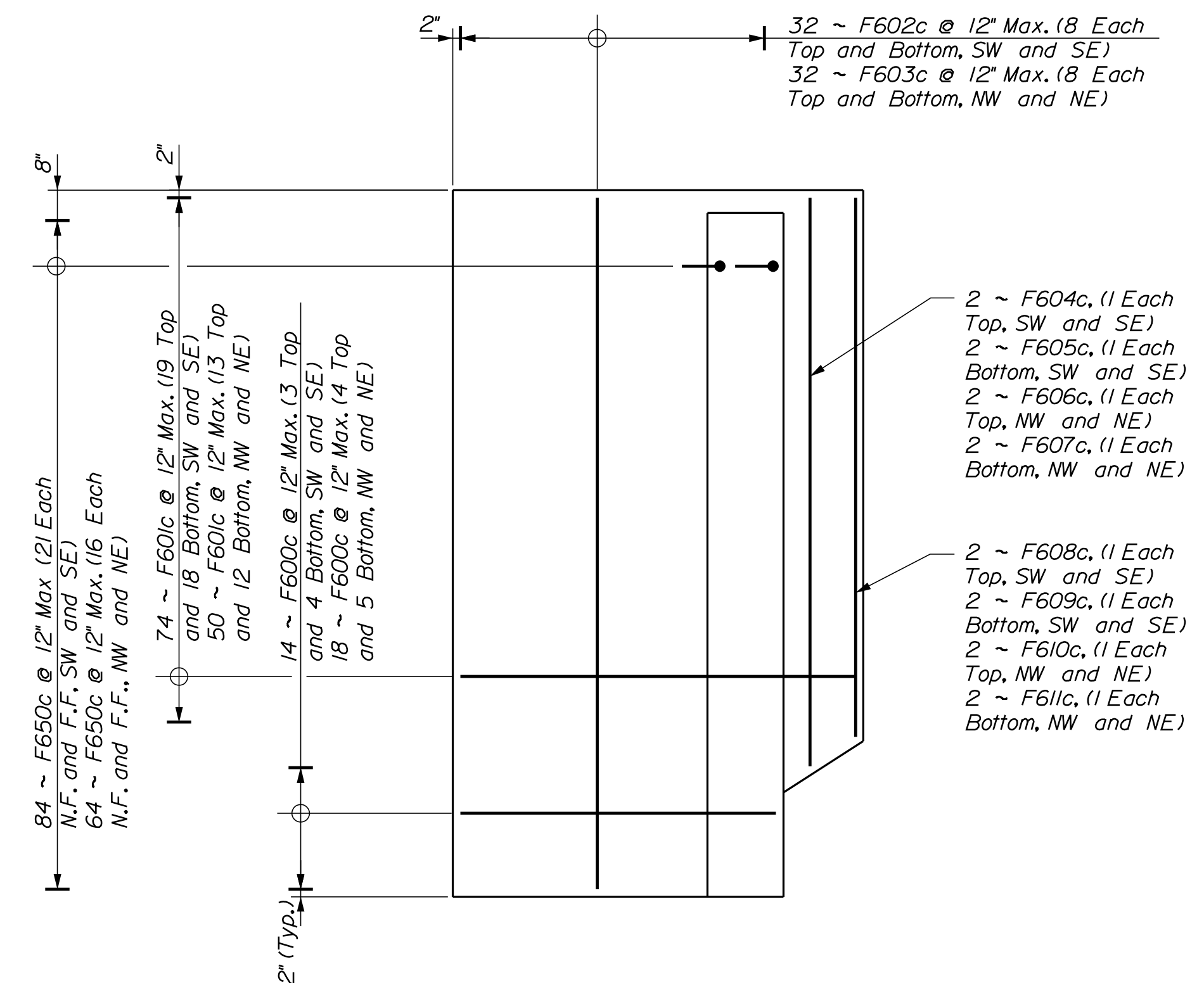
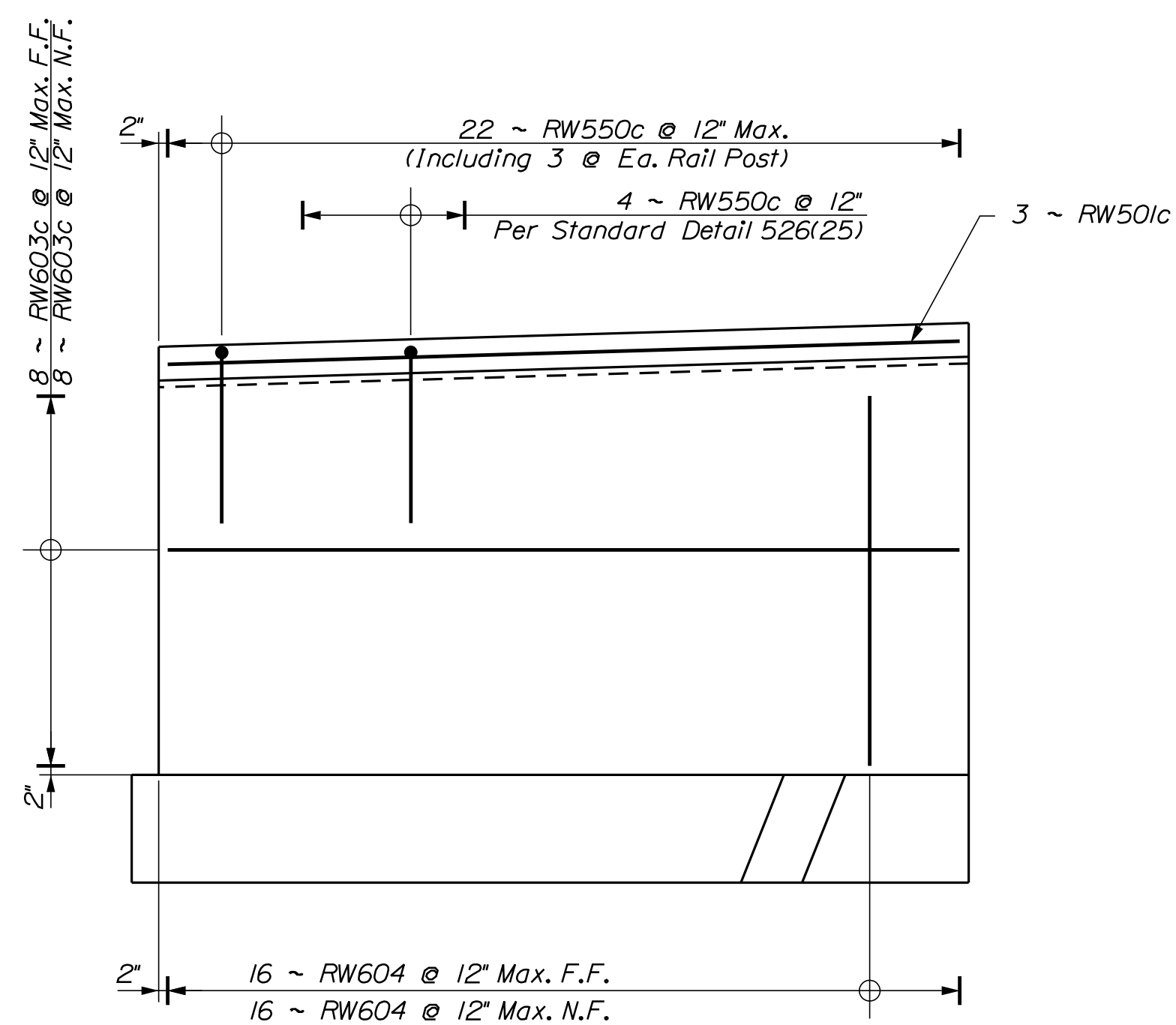
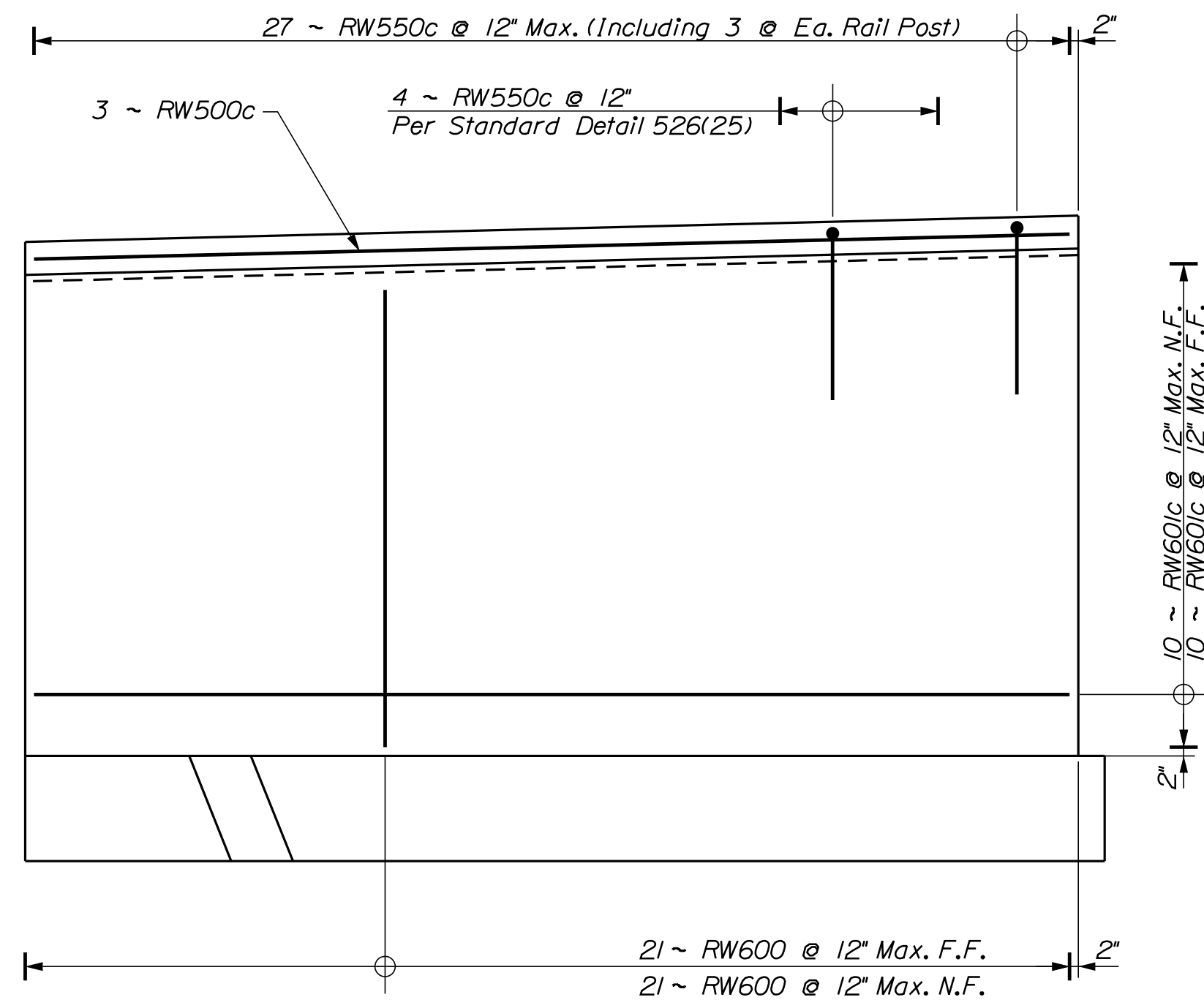
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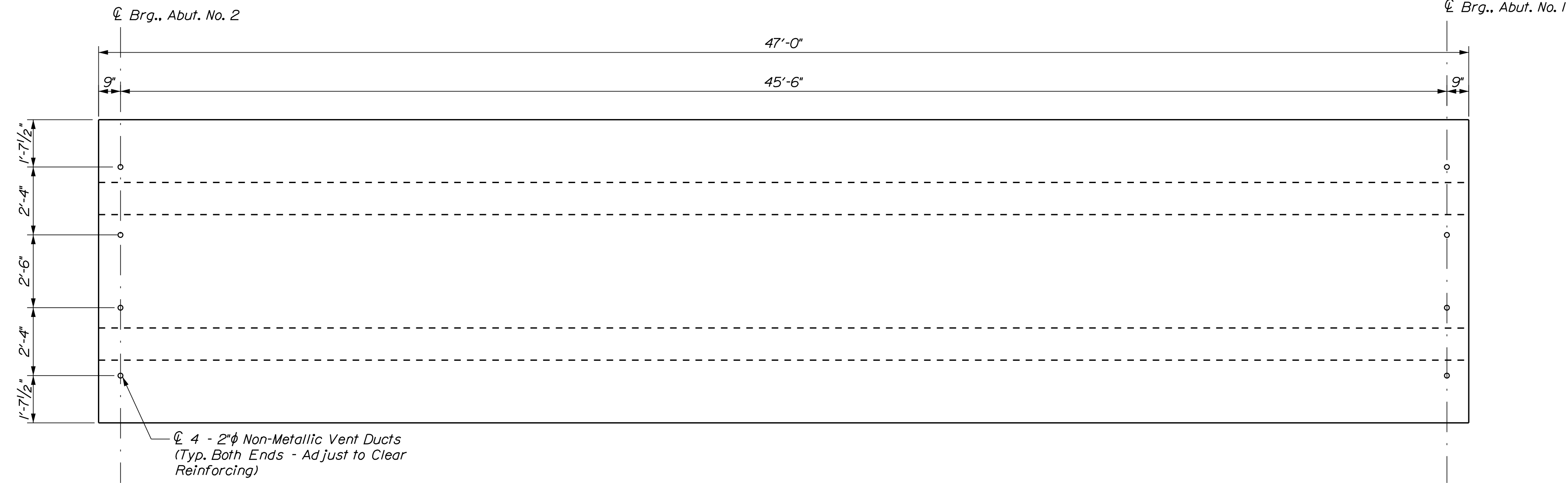
NORTHWEST RETURN WINGWALL ELEVATION



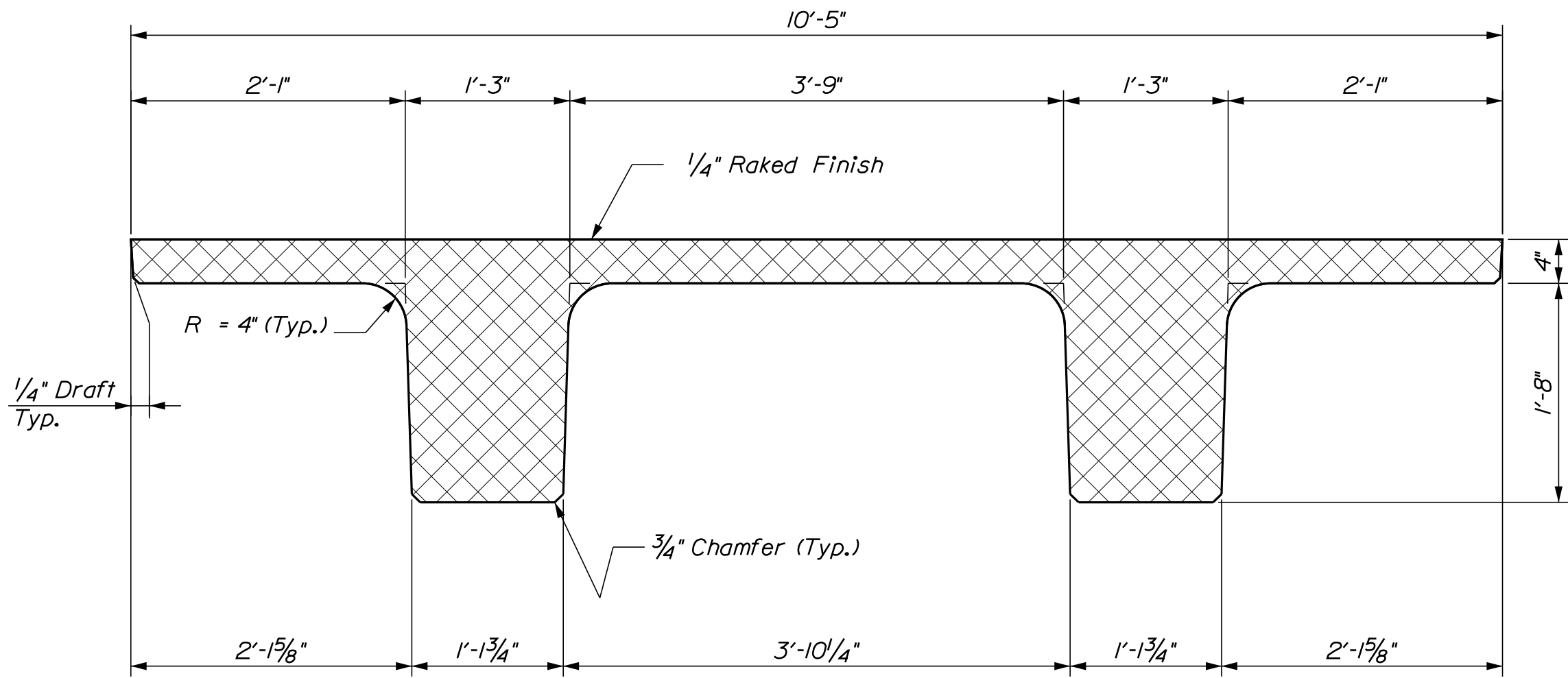
RETURN WINGWALL TYPICAL SECTION



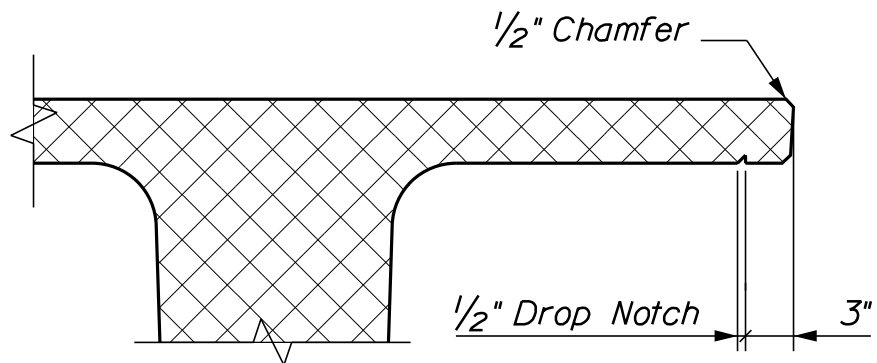
SHEET NUMBER		32		OF 40	
MILL HILL BRIDGE HOLT POND OUTLET DEER ISLE & STONINGTON HANCOCK COUNTY		PROJ. MANAGER: ANDREW LATHIE BY: A. SHKARA DESIGN-DETAILED 5/2022 CHECKED-REVIEWED A. FLOREN DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS: 1 REVISIONS: 2 REVISIONS: 3 REVISIONS: 4 FIELD CHANGES		DATE SIGNATURE P.E. NUMBER DATE	
RETURN WING WALLS REINFORCING		16423		10423	
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2309401		WIN 022356.01 BRIDGE NO. 3063 BRIDGE PLANS	



NEXT F BEAM PLAN



NEXT 24 F BEAM SECTION

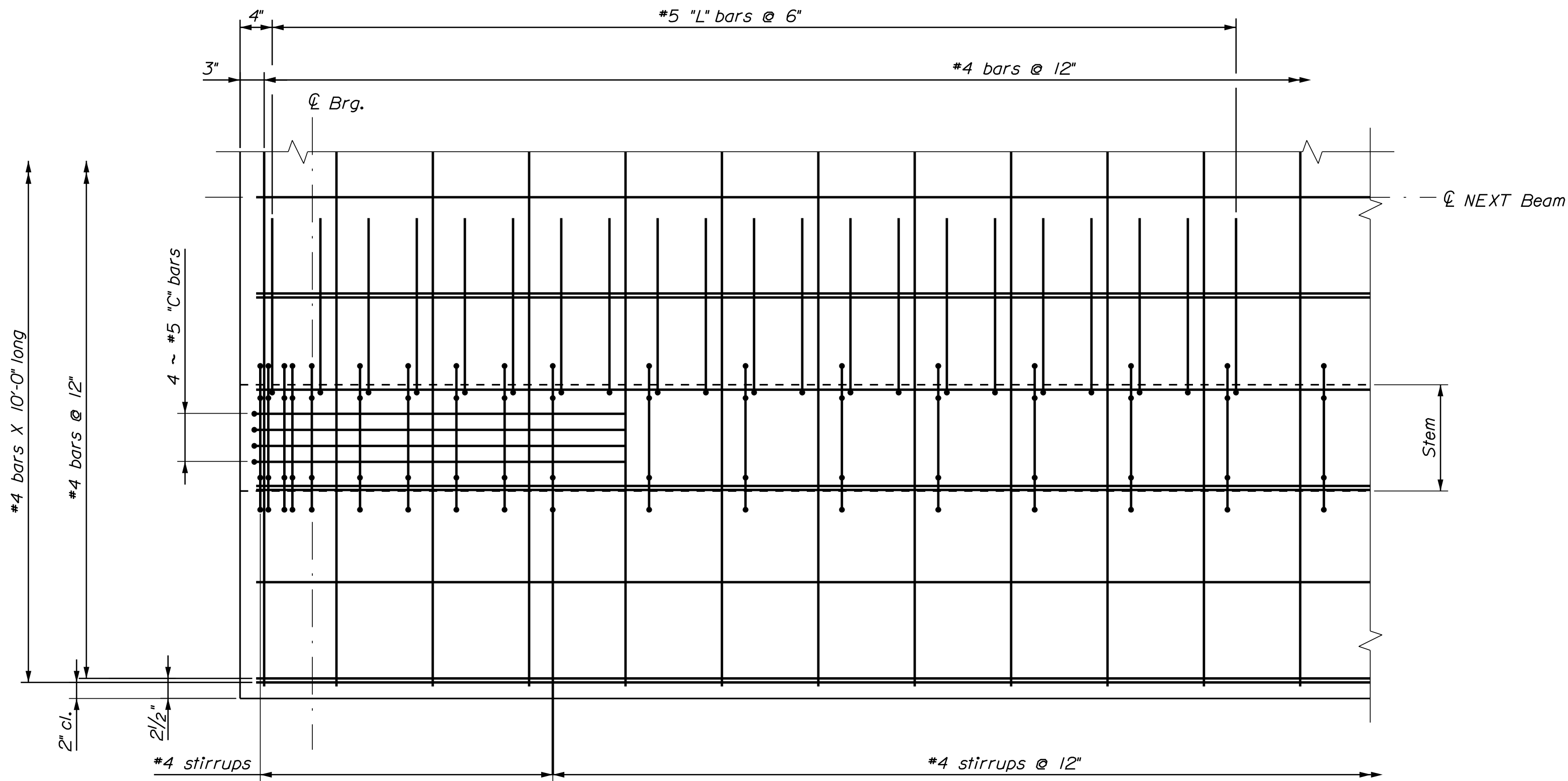


FASCIA OVERHANG DETAIL

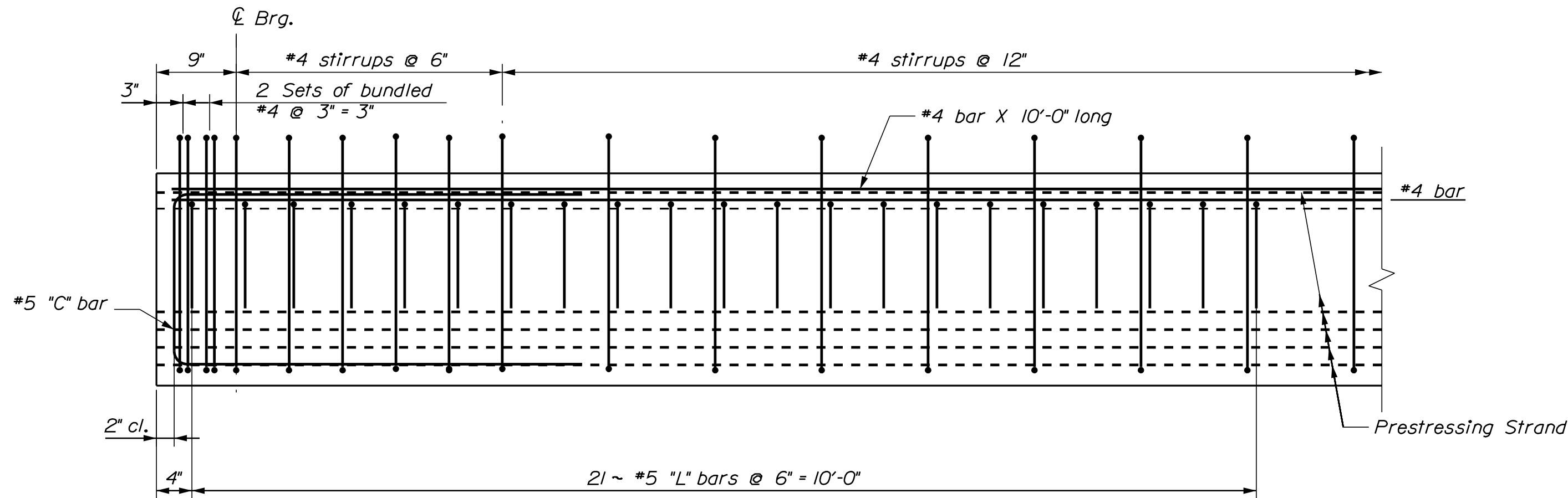
NEXT BEAM NOTES

1. NEXT F Beams are a non - proprietary shape developed by PCI NORTHEAST (PCINE). Standardized section properties and details may be found at <http://www.pcine.org>.
2. The estimated camber at release is 1 1/4 inches and the estimated camber at erection is 1 5/8 inches. Refer to Special Provision Section 535 Precast, Prestressed Concrete Superstructure Camber.
3. Prestressing strands shall be 0.6-in. diameter. The tensioning force is 44 kips per prestressing strand.
4. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
5. The top surface of the upper flange of the prestressed beams shall be raked to a surface roughness of ± 1/4 inch, except at locations corresponding to the blocking points. At these locations a flattened area of sufficient size shall be finished to facilitate taking elevations for setting bottom of slab elevations.
6. The drilling of holes in the prestressed beams and the use of power actuated tools on the beams will not be permitted.
7. Neoprene pads shall be either polychloroprene or natural polyisoprene of 50± 5 Shore A durometer hardness, and shall conform to the requirements of Division 2, Section 18.2 of AASHTO Standard Specifications for Highway Bridges. Neoprene pads will not be paid for directly but will be considered incidental to related contract items.
9. Neoprene pads shall be full width of the bridge seat x 2'-6"x 1". Neoprene pad seams perpendicular to the centerline of bearing will be allowed, provided that the seams are located approximately half way between NEXT Beam stems.
10. All reinforcing steel for NEXT beams shall be low-carbon chromium in accordance with Standard Specification, Section 503.

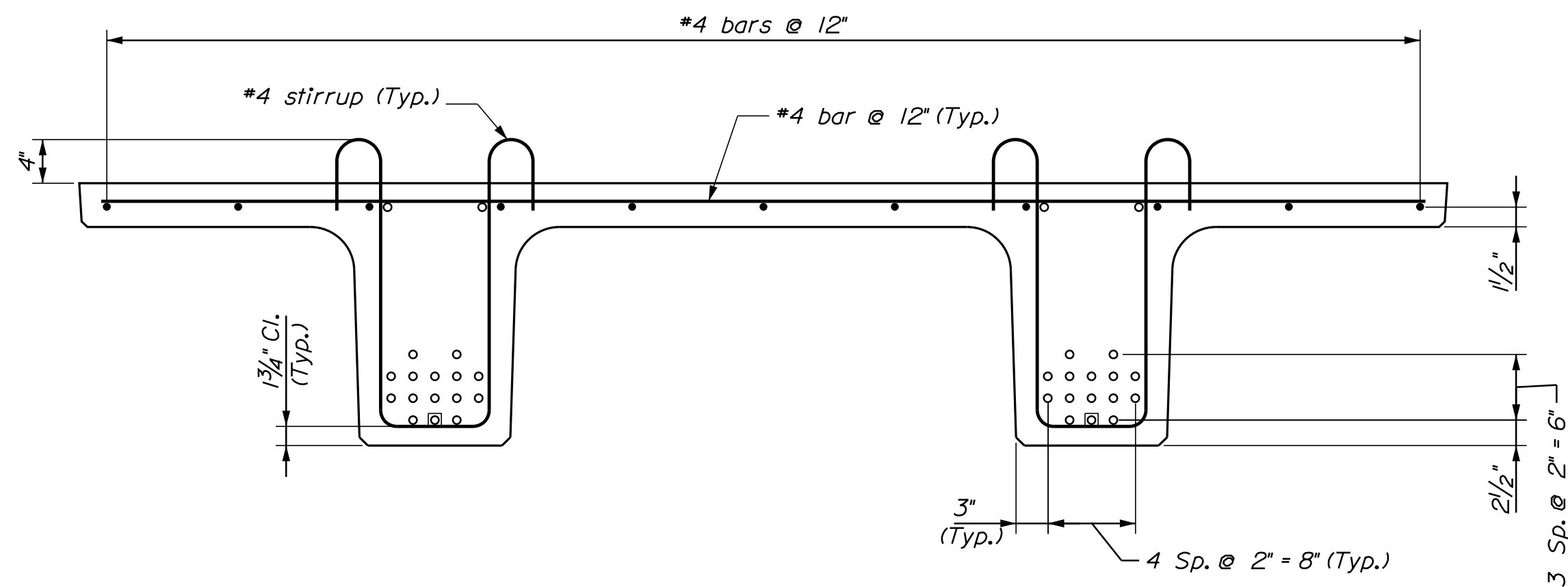
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2309401		WIN 022356.01		BRIDGE NO. 3063 BRIDGE PLANS	
MILL HILL BRIDGE HOLT POND OUTLET DEER ISLE & STONINGTON HANCOCK COUNTY		PRECAST NEXT BEAM DETAILS		SHEET NUMBER 33 OF 40			
PROJ. MANAGER ANDREW LATHE		BY A. SHKARA		DATE 5/2022		SIGNATURE	
CHECKED/REVIEWED A. FLOREN		K. WOOD		X/2022		P.E. NUMBER 10423	
DESIGN/DETAILS						DATE 8/12/2022	
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4							
FIELD CHANGES							



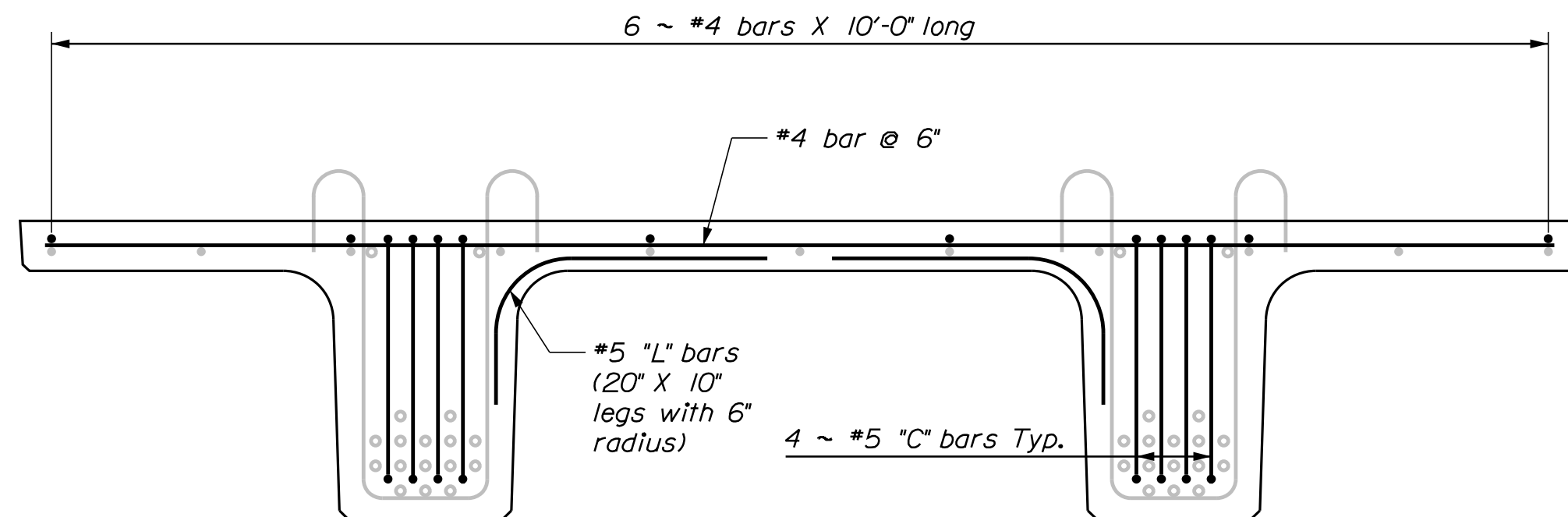
PARTIAL TOP FLANGE REINFORCING PLAN
Prestressing strands not shown



LONGITUDINAL SECTION THROUGH STEM



NEXT F BEAM TYPICAL REINFORCING SECTION
Strands debonded 4 ft.



NEXT F BEAM END REINFORCING SECTION

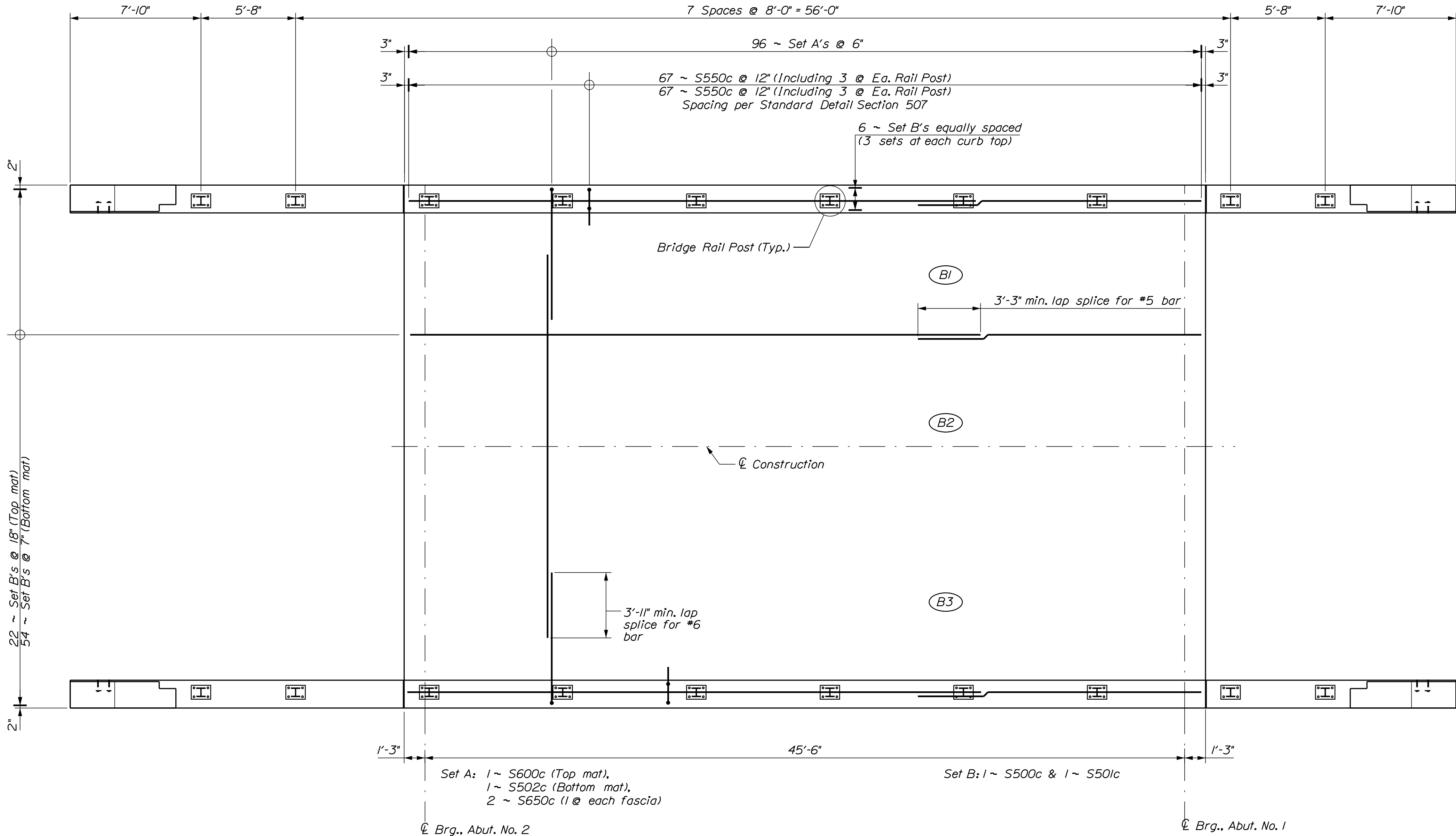
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2309401		BRIDGE NO. 3063		BRIDGE PLANS	
MILL HILL BRIDGE HOLT POND OUTLET DEER ISLE & STONINGTON HANCOCK COUNTY		PRECAST NEXT BEAM DETAILS		SHEET NUMBER		34	
PROJ. MANAGER ANDREW LATHE		BY		DATE		SIGNATURE	
DESIGNED-Detailed A. SHARA		A. SHARA		5/2022		KETH	
CHECKED-Reviewed A. FLOREN		K. WOOD		7/2022		WOOD	
DESIGNED-Details						NO. 10483	
REVISIONS 1						P.E. NUMBER	
REVISIONS 2						6/16/2022	
REVISIONS 3						DATE	
REVISIONS 4							
FIELD CHANGES							

Date: 8/12/2022

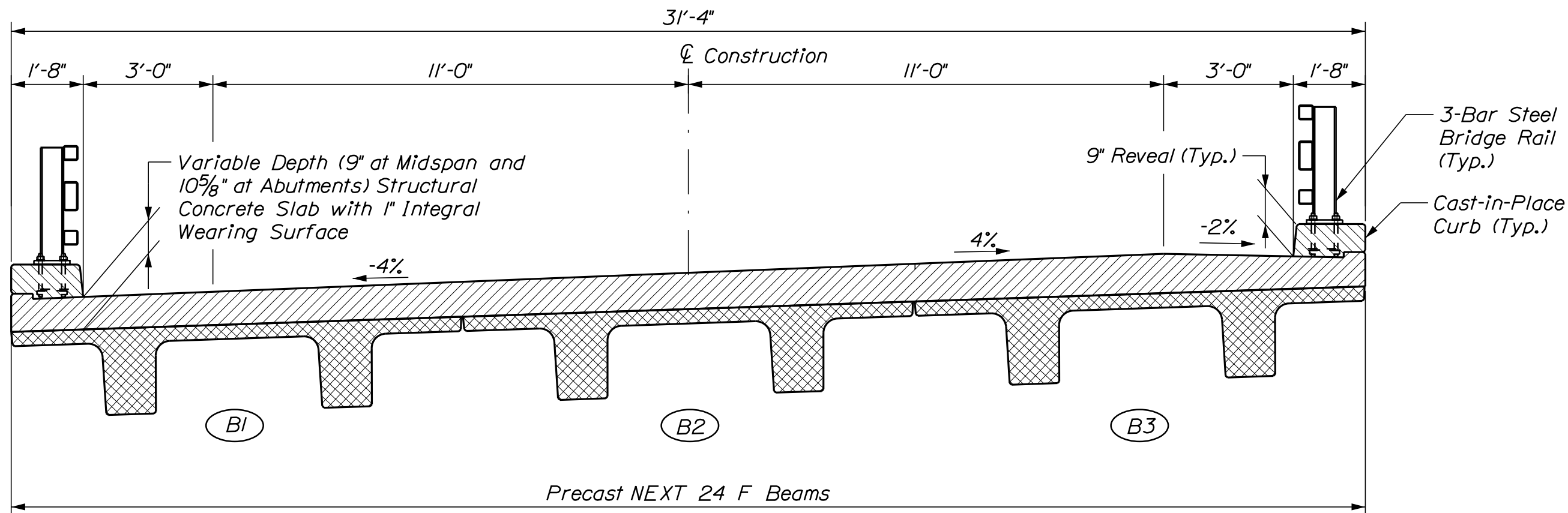
Username:

Division: BRIDGE

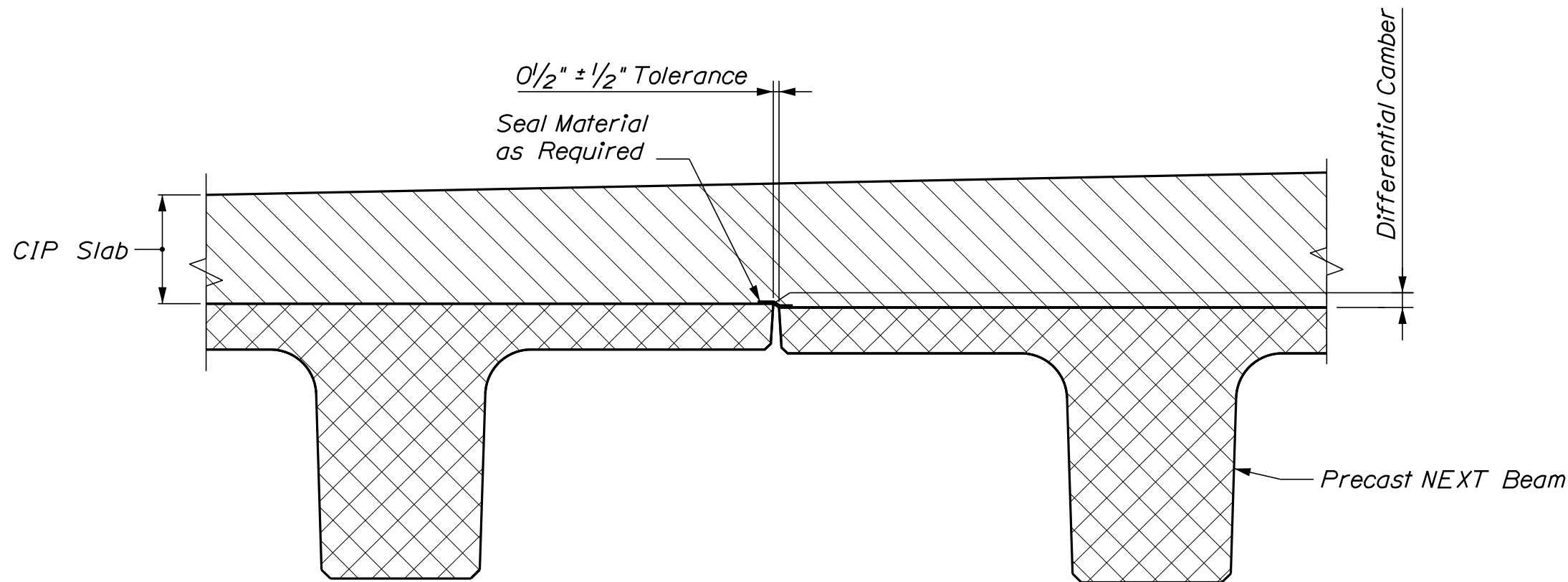
Filename: ... \035_Superstructure plan.dgn



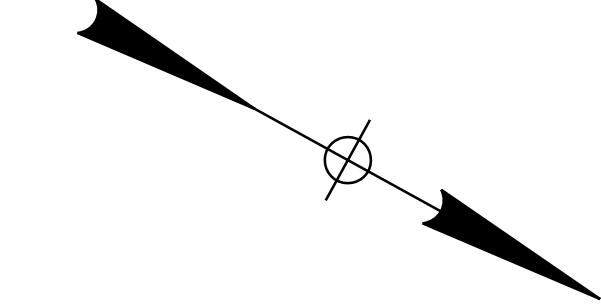
SUPERSTRUCTURE PLAN



TYPICAL BRIDGE SECTION



NEXT BEAM GAP FORM DETAIL



SUPERSTRUCTURE NOTES

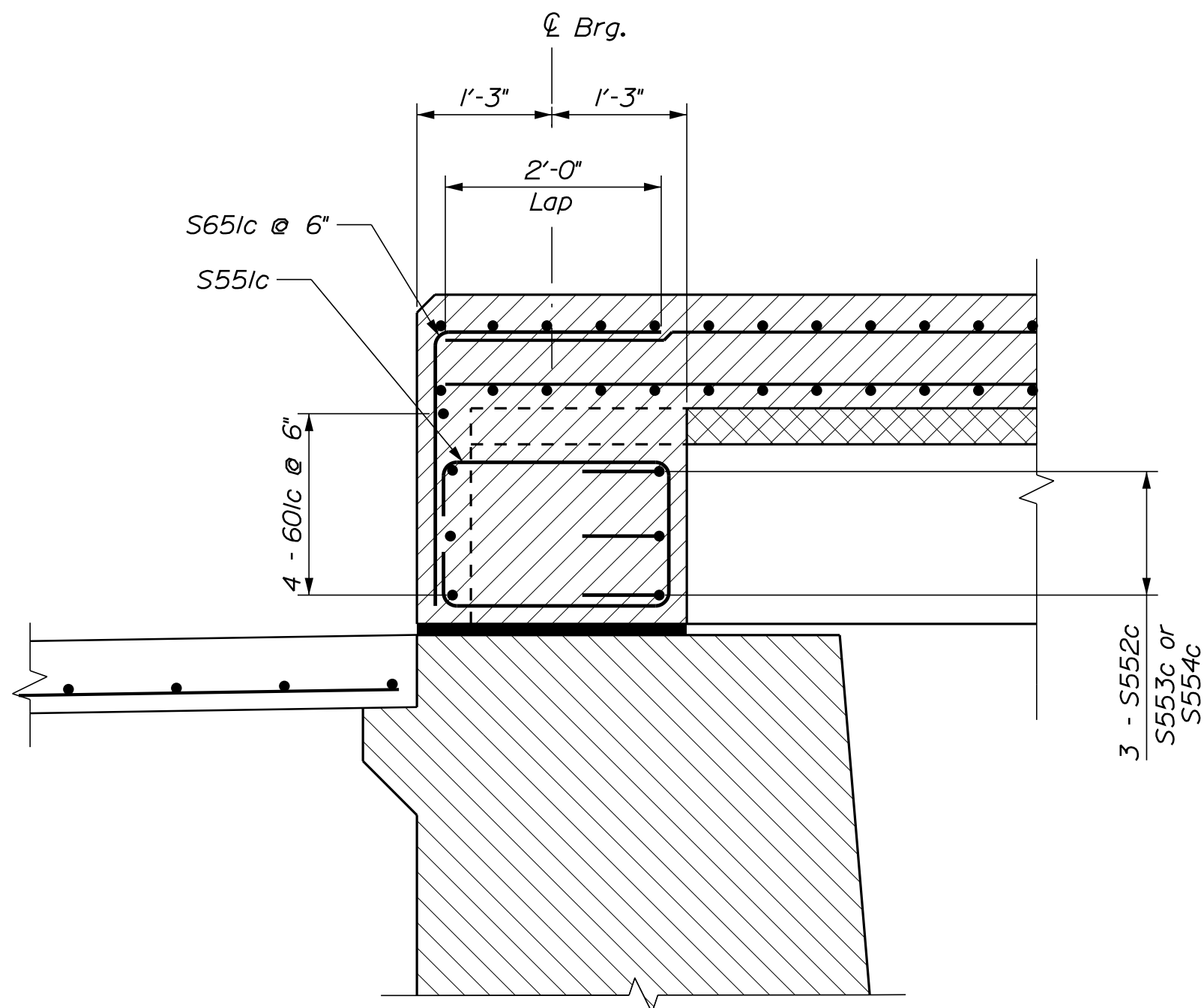
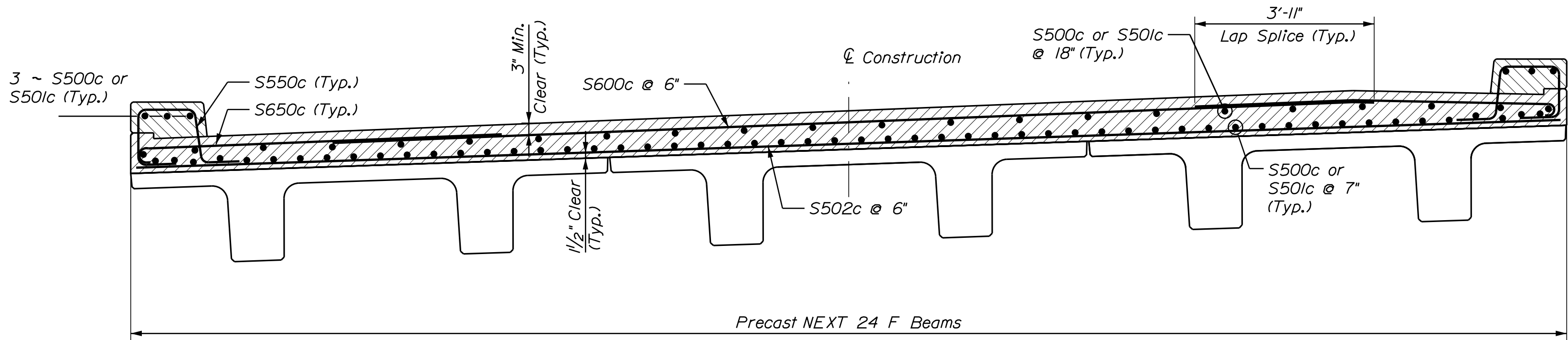
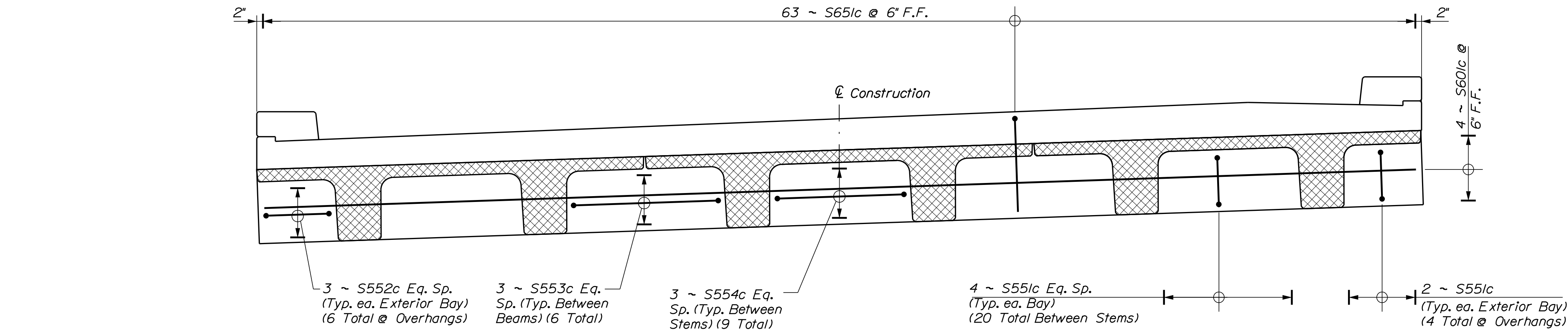
- The deck thickness and curb stirrup dimensions shall be adjusted in accordance with Special Provision 535 - Precast, Prestressed Concrete Superstructure (Camber).
- Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
- Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab and between the cast-in-place slab and the NEXT Beam.
- Payment for End Diaphragm Concrete will be made under Item No. 502.261 Structural Concrete Roadway and Sidewalk Slabs on Concrete Bridges.
- The superstructure slab and end diaphragm concrete shall be placed in one continuous operation and shall be kept plastic until the entire placement has been made.
- Payment for seal material between beams will not be made directly and shall be considered incidental to related Contract Items.
- Saw Cut Grooving shall be in the longitudinal direction.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2309401	WIN 022356.01	BRIDGE NO. 3063 BRIDGE PLANS
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PROJ. MANAGER ANDREW LATHE	BY A. SHKARA K. WOOD	DATE 5/2022 5/2022	SIGNATURE K. WOOD 5/2022	DATE 5/2022
CHECKED-REVIEWED A. SHKARA A. FLOREN	DESIGNED-DETAILED A. FLOREN	DESIGNED-DETAILED A. FLOREN	DESIGNED-DETAILED A. FLOREN	DESIGNED-DETAILED A. FLOREN
REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	REVISIONS 5
FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES

MILL HILL BRIDGE HOLT POND OUTLET DEER ISLE & STONINGTON HANCOCK COUNTY	SUPERSTRUCTURE PLAN
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SHEET NUMBER 35 OF 40



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2309401	WIN 022356.01	BRIDGE NO. 3063	BRIDGE PLANS
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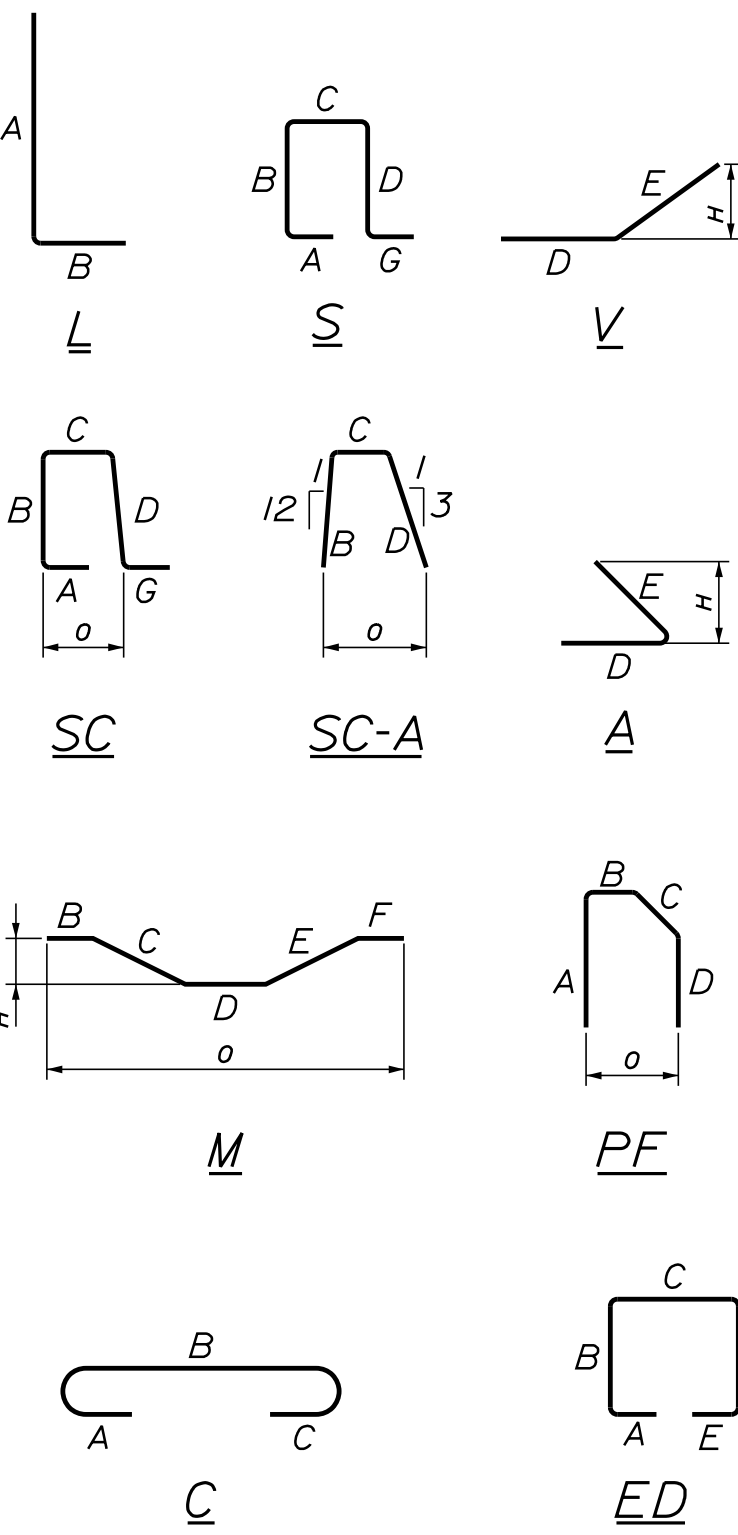
PROJ. MANAGER ANDREW LATHE	BY A. SHKARA	DATE 5/2022	SIGNATURE K. WOOD	DATE 8/12/2022
CHECKED-DESIGNED A. FLOREN	BY K. WOOD	DATE 5/2022	SIGNATURE K. WOOD	DATE 8/12/2022
DESIGNED-DESIGNED A. FLOREN	BY K. WOOD	DATE 5/2022	SIGNATURE K. WOOD	DATE 8/12/2022
DESIGNED-DESIGNED A. FLOREN	BY K. WOOD	DATE 5/2022	SIGNATURE K. WOOD	DATE 8/12/2022
DESIGNED-DESIGNED A. FLOREN	BY K. WOOD	DATE 5/2022	SIGNATURE K. WOOD	DATE 8/12/2022
DESIGNED-DESIGNED A. FLOREN	BY K. WOOD	DATE 5/2022	SIGNATURE K. WOOD	DATE 8/12/2022
DESIGNED-DESIGNED A. FLOREN	BY K. WOOD	DATE 5/2022	SIGNATURE K. WOOD	DATE 8/12/2022
DESIGNED-DESIGNED A. FLOREN	BY K. WOOD	DATE 5/2022	SIGNATURE K. WOOD	DATE 8/12/2022
DESIGNED-DESIGNED A. FLOREN	BY K. WOOD	DATE 5/2022	SIGNATURE K. WOOD	DATE 8/12/2022
DESIGNED-DESIGNED A. FLOREN	BY K. WOOD	DATE 5/2022	SIGNATURE K. WOOD	DATE 8/12/2022

MILL HILL BRIDGE HOLT POND OUTLET DEER ISLE & STONINGTONHANCOCK COUNTY	SUPERSTRUCTURE DETAILS
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SHEET NUMBER 36 OF 40

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 ~ Low-Carbon Chromium							Return Wingwall Footing ~ Low Carbon Chromium							Abutment No. 1 ~ Low-Carbon Chromium																
A600c	1	31'-5"	Top Abut	F600c	32	6'-11"	Return Wingwall Footing	A650c	9	34'-8"	M			0"	1'-6"	31'-8"	1'-6"	0"		1'-0/4"	33'-10/4"		Abutment Horizontal FF							
A601c	1	31'-1"	Top Abut	F601c	124	8'-8"	Return Wingwall Footing	A651c	28	4'-3"	A				2'-0"	2'-3"			1'-10"			Approach Slab Seat								
A602c	1	29'-2"	Top Abut	F602c	32	20'-2"	Return Wingwall Footing	A652c	28	15'-8"	SC	0"	6'-1"	3'-5 3/4"	6'-1"			0"		4'-0/4"		Abut Vert								
A603c	9	26'-10"	Front Face Horizontal	F603c	32	15'-2"	Return Wingwall Footing	A653c	2	13'-4"	SC	0"	5'-11"	1'-5/2"	5'-11"			0"		1'-11 3/4"		Abut Vert								
A605c	1	26'-8"	Approach Slab Seat	F604c	2	16'-7"	Return Wingwall Footing	A654c	2	14'-4"	SC	0"	5'-11"	2'-5/2"	5'-11"			0"		3'-0"		Abut Vert								
A606c	6	16'-1"	Wing Horizontal	F605c	2	15'-5"	Return Wingwall Footing	A655c	17	11'-0"	V				5'-6"	5'-6"			3'-9/4"			Abutment Cap								
A607c	2	15'-8"	Wing Horizontal	F606c	2	12'-5"	Return Wingwall Footing	A656c	2	16'-10"	SC-A		7'-6"	1'-3/2"	8'-0"					5'-2 3/4"		Skewed Wingwall vertical								
A608c	2	13'-9"	Wing Horizontal	F607c	2	11'-4"	Return Wingwall Footing	A657c	2	8'-3"	V				0'-8"	7'-6"			7'-5 3/4"			Wingwall Vertical								
A609c	2	11'-10"	Wing Horizontal	F608c	2	15'-11"	Return Wingwall Footing	A658c	2	9'-0"	SC-A		7'-4"	0'-11"	0'-9"					0'-9"		Wingwall Vertical								
A610c	2	9'-10"	Wing Horizontal	F609c	2	14'-9"	Return Wingwall Footing	A659c	2	9'-8"	SC-A		6'-9"	0'-11"	1'-11"					1'-10"		Wingwall Vertical								
A611c	2	7'-11"	Wing Horizontal	F610c	2	11'-10"	Return Wingwall Footing	A660c	2	13'-9"	SC-A		6'-3"	0'-11"	6'-7"					3'-6"		Wingwall Vertical								
A612c	2	6'-0"	Wing Horizontal	F611c	2	10'-8"	Return Wingwall Footing	A661c	2	12'-9"	SC-A		5'-9"	0'-11"	6'-0"					3'-3"		Wingwall Vertical								
A613c	1	4'-1"	Wing Horizontal					A662c	2	11'-9"	SC-A		5'-3"	0'-11"	5'-6"					3'-1"		Wingwall Vertical								
A614c	1	1'-8"	Wing Horizontal	Return Wingwall Stem ~ Low Carbon Chromium				A663c	2	10'-6"	SC-A		4'-8"	0'-11"	4'-11"					2'-10"		Wingwall Vertical								
A615c	2	9'-5"	Wing Horizontal	RW500c	6	19'-8"	Return Wingwall Horizontal	A664c	2	9'-6"	SC-A		4'-2"	0'-11"	4'-5"					2'-8"		Wingwall Vertical								
A616c	2	9'-7"	Wing Horizontal	RW501c	6	14'-8"	Return Wingwall Horizontal	A665c	2	8'-5"	SC-A		3'-8"	0'-11"	3'-10"					2'-5"		Wingwall Vertical								
A617c	2	9'-10"	Wing Horizontal					A666c	2	7'-5"	SC-A		3'-2"	0'-11"	3'-4"					2'-2"		Wingwall Vertical								
A618c	2	8'-5"	Wing Horizontal	RW600c	42	8'-8"	Return Wingwall Vertical	A667c	2	6'-4"	SC-A		2'-8"	0'-11"	2'-9"					2'-0"		Wingwall Vertical								
A619c	2	6'-7"	Wing Horizontal	RW601c	42	19'-8"	Return Wingwall Horizontal	A668c	2	5'-3"	SC-A		2'-1"	0'-11"	2'-3"					1'-9"		Wingwall Vertical								
A620c	2	4'-10"	Wing Horizontal	RW602c	42	9'-7"	Return Wingwall Vertical	A669c	2	4'-2"	SC-A		1'-7"	0'-11"	1'-8"					1'-7"		Wingwall Vertical								
A621c	2	3'-1"	Wing Horizontal	RW603c	34	14'-8"	Return Wingwall Horizontal	A670c	2	14'-4"	V				1'-5"	12'-11"			5'-11/4"			Top Wingwall								
A622c	2	1'-3"	Wing Horizontal	RW604c	32	6'-10"	Return Wingwall Vertical	A671c	2	13'-1"	V				0'-2"	12'-11"			5'-11/4"			Top Wingwall								
A623c	64	6'-6"	Dowel	RW605c	32	7'-9"	Return Wingwall Vertical	A672c	2	3'-5"	S	0"	1'-0"	1'-5"	1'-0"			0"				Wingwall Horizontal End								
A624c	54	5'-7"	Dowel					A673c	2	3'-7"	S	0"	1'-0"	1'-7"	1'-0"			0"				Wingwall Horizontal End								
A625c	2	4'-11	Wingwall Vertical Abut End	Superstructure ~ Low Carbon Chromium																										
A626c	2	4'-0"	Wingwall Horizontal Abut End	S500c	0	30'-0"	Deck & Curbs Longitudinal	Abutment No. 2 ~ Low-Carbon Chromium																						
A627c	2	3'-7"	Wingwall Horizontal Abut End	S501c	0	20'-9"	Deck & Curbs Longitudinal	B650c	10	34'-8"	M			0"	1'-6"	31'-8"	1'-6"	0"		1'-0/4"	33'-10/4"		Abutment Horizontal FF							
A628c	2	3'-2"	Wingwall Horizontal Abut End	S502c	96	31'-0"	Deck Transverse Bottom Mat	B651c	28	4'-3"	A				2'-0"	2'-3"			1'-10"			Approach Slab Seat								
A629c	2	2'-9"	Wingwall Horizontal Abut End					B652c	28	18'-0"	SC	0"	7'-3"	3'-5 3/4"	7'-3"			0"		4'-1/4"		Abut Vert								
A630c	2	2'-5"	Wingwall Horizontal Abut End	S600c	96	23'-0"	Deck Transverse Top Mat	B653c	2	15'-12"	SC	0"	7'-3"	1'-6"	7'-3"			0"		2'-1/2"		Abut Vert								
A631c	2	2'-0"	Wingwall Horizontal Abut End	S601c	0	31'-0"	End Diaphragm Longitudinal	B654c	2	16'-12"	SC	0"	7'-3"	2'-6"	7'-3"			0"		3'-1/2"		Abut Vert								
A632c	2	1'-7"	Wingwall Horizontal Abut End					B655c	19	11'-0"	V				5'-6"	5'-6"			3'-9/4"			Abutment Cap								
A633c	4	1'-8"	Wingwall Vertical End	Approach Slab ~ Plain rebar				B656c	2	20'-5"	SC-A		9'-4"	1'-3/2"	9'-9"					5'-2 3/4"		Skewed Wingwall vertical								
				AS501b	32	26'-8"	Transverse	B657c	2	10'-1"	V				0'-8"	9'-4"			9'-3 3/4"			Wingwall Vertical								
Abutment No. 2 ~ Low-Carbon Chromium				AS601b	108	15'-2"	Longitudinal	B658c	2	10'-5"	SC-A		9'-4"	0'-11"	0'-2"					0'-2/2"		Wingwall Vertical								
B600c	1	31'-5"	Top Abut					B659c	2	11'-2"	SC-A		8'-11"	0'-11"	1'-4"					1'-4"		Wingwall Vertical								
B601c	1	31'-3"	Top Abut					B660c	2	11'-10"	SC-A		8'-6"	0'-11"	2'-5"					2'-4/4"		Wingwall Vertical								
B602c	1	29'-3"	Top Abut					B661c	2	17'-4"	SC-A		8'-0"	0'-11"	8'-5"					4'-3"		Wingwall Vertical								
B603c	10	26'-10"	Front Face Horizontal					B662c	2	16'-4"	SC-A		7'-6"	0'-11"	7'-11"					4'-0 3/4"		Wingwall Vertical								
B605c	1	26'-8"	Approach Slab Seat					B663c	2	15'-5"	SC-A		7'-1"	0'-11"	7'-5"					3'-10/2"		Wingwall Vertical								
B606c	6	20'-4"	Wing Horizontal NF					B664c	2	14'-5"	SC-A		6'-7"	0'-11"	6'-11"					3'-8"		Wingwall Vertical								
B607c	2	19'-3"	Wing Horizontal NF					B665c	2	13'-5"	SC-A		6'-1"	0'-11"	6'-5"					3'-5 3/4"		Wingwall Vertical								
B608c	2	17'-4"	Wing Horizontal NF					B666c	2	12'-6"	SC-A		5'-8"	0'-11"	5'-11"					3'-3/4"		Wingwall Vertical								
B609c	2	15'-5"	Wing Horizontal NF					B667c	2	11'-6"	SC-A		5'-2"	0'-11"	5'-5"					3'-1"		Wingwall Vertical								
B610c	2	13'-6"	Wing Horizontal NF					B668c	2	10'-6"	SC-A		4'-8"	0'-11"	4'-11"					2'-10/2"		Wingwall Vertical								
B611c	2	11'-6"	Wing Horizontal NF					B669c	2	9'-7"	SC-A		4'-3"	0'-11"	4'-5"					2'-8/4"		Wingwall Vertical								
B612c	2	9'-7"	Wing Horizontal NF					B670c	2	8'-7"	SC-A		3'-9"	0'-11"	3'-11"					2'-6"		Wingwall Vertical								
B613c	2	7'-8"	Wing Horizontal NF					B671c	2	7'-7"	SC-A		3'-3"	0'-11"	3'-5"					2'-3/2"		Wingwall Vertical								
B614c	2	5'-9"	Wing Horizontal NF					B672c	2	6'-8"	SC-A		2'-10"	0'-11"	2'-11"					2'-1/4"		Wingwall Vertical								
B615c	1	3'-10"	Wing Horizontal NF					B673c	2	5'-8"	SC-A		2'-4"	0'-11"	2'-5"					1'-10 3/4"		Wingwall Vertical								
B616c	1	2'-9"	Wing Horizontal NF					B674c	2	4'-8"	SC-A		1'-10"	0'-11"	1'-11"					1'-8/2"		Wingwall Vertical								
B617c	2	13'-4"	Wing Horizontal FF					B675c	2	18'-11"	V		1'-5"		17'-6"				7'-6"			Top Wingwall								
B618c	2	13'-7"	Wing Horizontal FF					B676c	2	17'-8"	V				0'-2"	17'-6"			7'-6"			Top Wingwall								
B619c	2	13'-10"	Wing Horizontal FF					B677c	2	3'-5"	S	0"	1'-0"	1'-5"	1'-0"			0"				Wingwall Horizontal End								
B620c	2	12'-0"	Wing Horizontal FF					B678c	2	3'-9"	S	0"	1'-0"	1'-9"	1'-0"			0"				Wingwall Horizontal End								
B621c	2	10'-1"	Wing Horizontal FF																											
B622c	2	8'-2"	Wing Horizontal FF					Return Wingwall Footing ~ Low Carbon Chromium																						
B623c	2	6'-3"	Wing Horizontal FF					F650c	148	7'-8"	L	7'-8"	1'-0"									Return Wingwall Footing Vertical								
B624c	2	4'-4"	Wing Horizontal FF																											
B625c	2	2'-5"	Wing Horizontal FF					Return Wingwall Stem ~ Low Carbon Chromium																						
B626c	2	0'-6"	Wing Horizontal FF					RW550c	114	11'-3"	PF	5'-0"	1'-3"	0'-7"	4'-5"					1'-4"		Return Wingwall Cap Vertical								
B627c	64	6'-6"	Dowel Abutment																											
B628c	70	5'-7"	Dowel Wingwall					Superstructure ~ Low Carbon Chromium																						
B629c	2	2'-5"	Wingwall Vertical Abut End					S550c	134	5'-5"	SC	10"	1'-2/2"	1'3/4"	1'-2/2"			10"		1'-4 3/4"		Curbs Transverse								
B630c	2	4'-11"	Wingwall Vertical Abut End					S551c	48	7'-4"	ED	10"	2'-2"	1'-4"	2'-2"	10"						End Diaphragm Vertical								
B631c	2	7'-4"	Wingwall Vertical Abut End					S552c	12	3'-5"	S	0"	10"	1'-9"	10"			0"				End Diaphragm Horizontal								
B632c	2	4'-10"	Wingwall Horizontal Abut End					S553c	12	5'-6"	S	0"	10"	3'-10"	10"			0"				End Diaphragm Horizontal								
B633c	2	4'-5"	Wingwall Horizontal Abut End					S554c	18	5'-1"	S	0"	10"	3'-5"	10"			0"				End Diaphragm Horizontal								
B634c	2	4'-0"	Wingwall Horizontal Abut End																											
B635c	2	3'-7"	Wingwall Horizontal Abut End					S650c	192	8'-7"	C	8"	7'-11"	0"								Deck Overhang								
B636c	2	3'-2"	Wingwall Horizontal Abut End					S651c	126	4'-5"	L	2'-5"	2'-0"									Deck End/End Diaphragm								
B637c	2	2'-9"	Wingwall Horizontal Abut End																											
B638c	2	2'-4"	Wingwall Horizontal Abut End																											
B639c	2	1'-11"	Wingwall Horizontal Abut End																											
B640c	2	1'-6"	Wingwall Horizontal Abut End																											
B641c	4	2'-0"	Wingwall Vertical End																											

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.

Plain Reinforcing Steel: ASTM A 615, Grade 60
Stainless Steel Reinforcing: ASTM A955, Grade 75
Glass Fiber Reinforced Polymer: ASTM D7957
Low-Carbon Chromium Steel: ASTM A1035, Type CS,
Grade 100

GENERAL NOTES

1. The first digit(s) 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
 Mark "PI404" = bar size #14

2. The lower case letter following the bar number indicates the material of the bar.

"A500b", b = (Black) Plain Steel
 "A550s", s = Stainless Steel
 "S500p", p = Glass Fiber Reinforced Polymer
 "P510c", c = Low-Carbon Chromium Steel

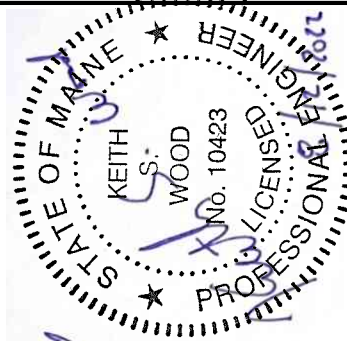
STATE OF MAINE

2309401

WIN

022356101

BRIDGE NO. 3063



Keith S. Gowan
 SIGNATURE
 16423
 P.E. NUMBER
 2202/12/2
 DATE

PROJ. MANAGER	ANDREW	LATHE	BY	DATE
DESIGN-2-DETAILED	A. SHARA	A. SHARA		
CHECKED-REVIEWED	K. WOOD	K. WOOD		5/20/22
DESIGN-2-DETAILED2				
DESIGN-3-DETAILED3				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				

MILL HILL BRIDGE
HOLT POND OUTLET
E & STONINGTON HANCOCK COUNTY
REINFORCING
STEEL SCHEDULE

SHEET NUMBER

37

OF 40

1

DETOUR
AHEAD

2

ROAD
CLOSED
500 FT.

3

ROAD
CLOSED
1000 FT.

4

DETOUR
TO
DEER ISLE
15
←

5

DETOUR
TO
DEER ISLE
15
→

6

DETOUR
TO
DEER ISLE
15
↑

7

DETOUR
TO
STONINGTON
15
↑

8

ROAD
CLOSED
1/2 MILE

9

DETOUR
TO
STONINGTON
15
←

10

DETOUR
TO
STONINGTON
15
→

11

END
DETOUR

12

ROAD CLOSED
X MILE AHEAD
LOCAL TRAFFIC ONLY
DETOUR →
(On Type III Barrier)

13

DETOUR
TO
STONINGTON
15
→

14

DETOUR
TO
STONINGTON
15
←

15

DETOUR
TO
DEER ISLE
15
←

16

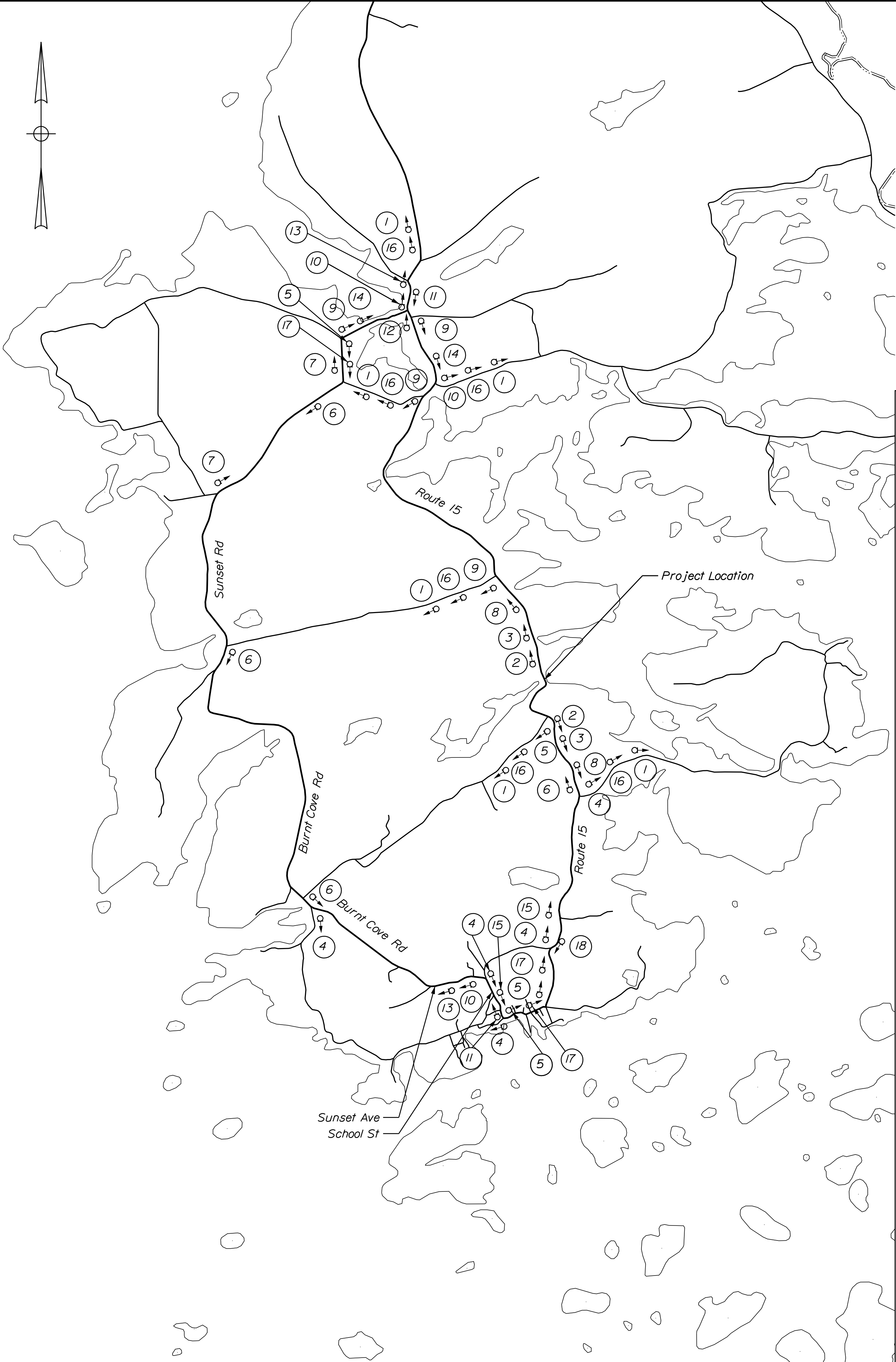
MILL HILL
BRIDGE
CLOSED

17

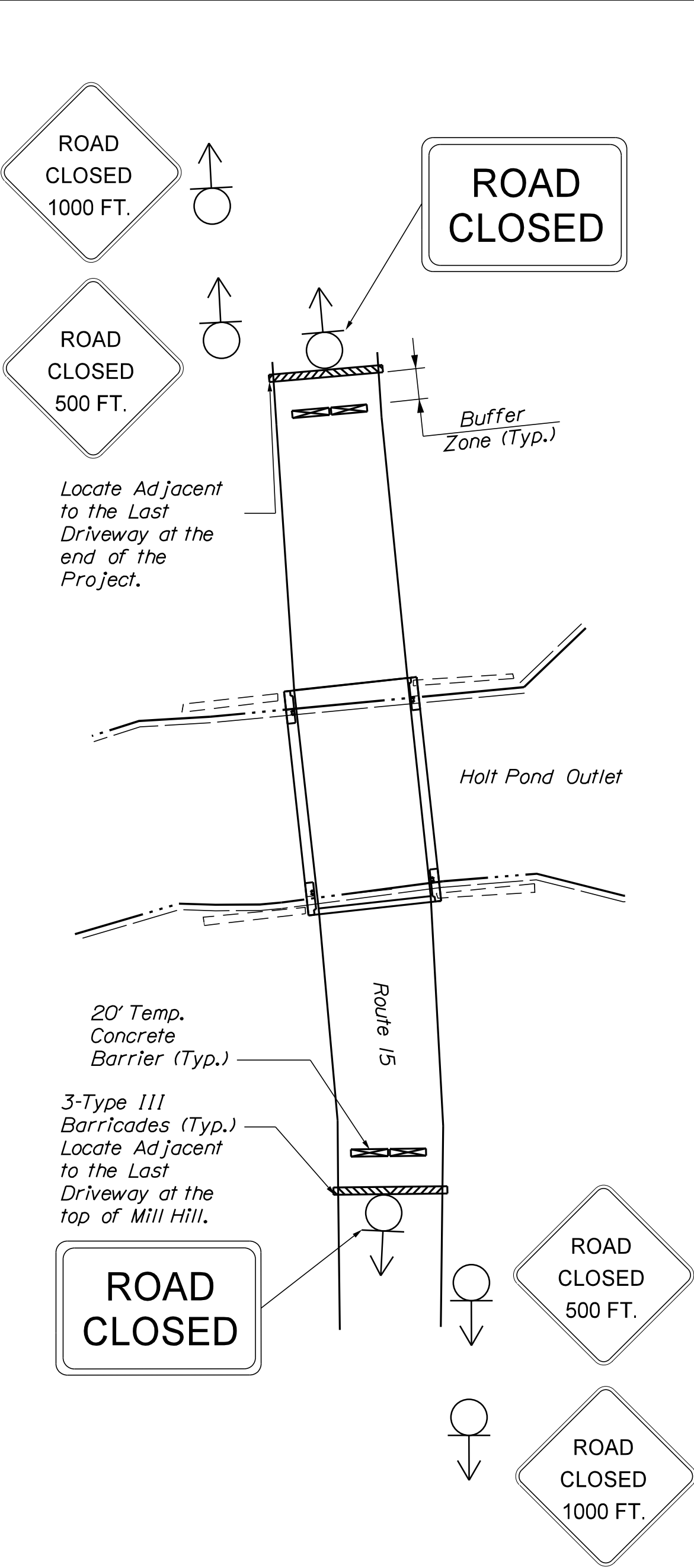
DETOUR
TO
DEER ISLE
15
↗

18

ROAD CLOSED
X MILE AHEAD
LOCAL TRAFFIC ONLY



- Detour Notes
1. Spacing to be in accordance with MUTCD.
 2. Install 2-20 ft. Temporary Concrete Barriers as shown in the Signage at Project Location plan (40 feet total). Payment shall be made under Item No. 526.301 Temporary Concrete Barrier, Type 1.
 3. Install 3 Type III Barricades as shown in the Signage at Project Location plan (8 total). Payment shall be made under Item No. 652.312 Type III Barricades.
 4. Conflicting directional signs shall be covered.
 5. At closures, adequate buffer zones shall be provided between the Type III Barricade and Temporary Concrete Barrier, based on speed limit.
 6. Concrete barrier shall have retro-reflectivity immediately in front of or attached to barrier.
 7. Provide additional signs 6 and 7 at a maximum spacing of 3 miles along detour route between signs shown on the detour plan.



SIGNAGE AT PROJECT LOCATION

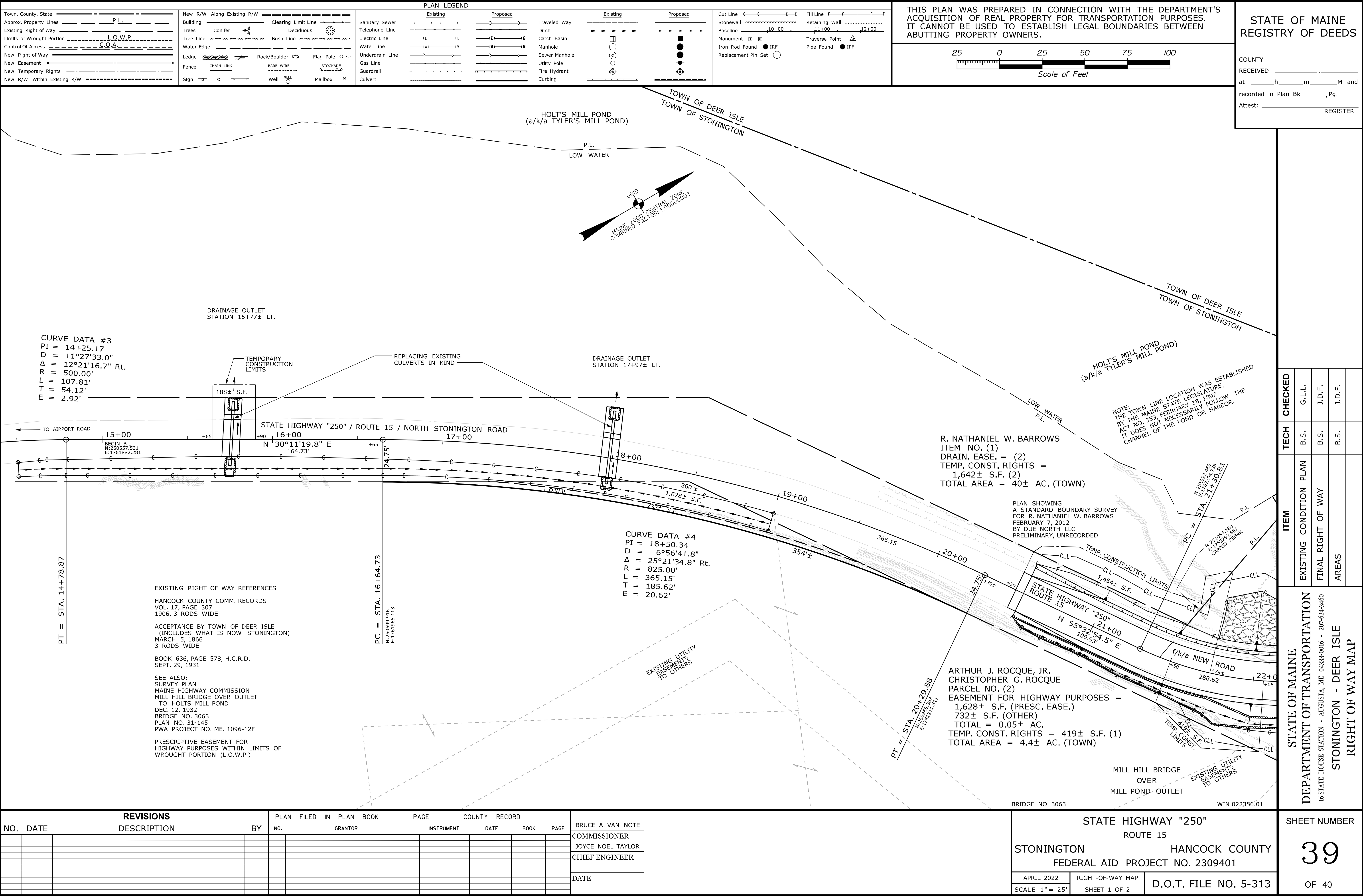
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2309401		BRIDGE PLANS	
MILL HILL BRIDGE HOLT POND OUTLET DEER ISLE & STONINGTON HANCOCK COUNTY		WIN 022356.01		BRIDGE NO. 3063	
SHEET NUMBER		38		OF 40	
DETOUR PLAN		SIGNATURE 10/4/23 P.E. NUMBER 6/11/2022 DATE		PROJ. MANAGER ANDREW LATHE DESIGN-DETAILED T. WOLFEL CHECKED-REVIEWED A. FLOREN DESIGNS-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	
DATE 10/2021 10/2022		BY T. WOLFEL K. WOOD		DATE 10/2021 5/2022	
SIGNATURE 10/4/23 P.E. NUMBER 6/11/2022 DATE		SIGNATURE 10/4/23 P.E. NUMBER 6/11/2022 DATE		SIGNATURE 10/4/23 P.E. NUMBER 6/11/2022 DATE	

Date:8/9/2022

Username: Benjamin.Singer

Division: ROW

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



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.

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____, _____
at _____ h _____ m _____ M and _____
recorded in Plan Bk _____, Pg. _____
Test: _____ REGISTER

LEWIS H. JUDKINS
PARCEL NO. (4)
EASEMENT FOR HIGHWAY PURPOSES =
0.02± AC. (UPLAND)
0.04± AC. (SUBMERGED)
0.05± AC. (PRESC. EASE.)
TOTAL = 0.11± AC.
TOTAL AREA = 18± AC. (DEED)

ARTHUR J. ROCQUE, JR.
CHRISTOPHER G. ROCQUE
PARCEL NO. (2)
EASEMENT FOR HIGHWAY PURPOSES =
1.628± S.F. (UPLAND)
132± S.F. (SUBMERGED)
TOTAL = 1.76± S.F. (OTHER)
TEMP. CONST. RIGHTS = 419± S.F. (1)
TOTAL AREA = 4.4± AC. (TOWN)

BERNICE B. THURSTON
ELVIRA C. THURSTON
TO
STATE OF MAINE
BOOK 636, PAGE 578
H.C.R.D., 9/28/1931

MICHAEL WEED
PARCEL NO. (3)
EASEMENT FOR HIGHWAY PURPOSES =
511± S.F. (UPLAND)
84± S.F. (SUBMERGED)
942± S.F. (PRESC. EASE.)
TOTAL = 1,537± S.F.
SLOPE EASE. = 1,935± S.F. (1)
TEMP. CONST. RIGHTS = 690± S.F. (1)
TOTAL AREA = 0.67± AC. (DEEDS)

PLAN OF PROPERTY
SURVEYED FOR EMILY L. MUIR
JULY 1983
REVISED FOR JACKSON & WEED
SEPT. 1988
BY RICHARD A. BUXTON, R.L.S. NO. 167
UNRECORDED

BRIDGE NO. 3063
WIN 022356.01

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

SHEET NUMBER
40
OF 40

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 HIGHWAY "250"
ROUTE 15
STONINGTON - DEER ISLE HANCOCK COUNTY
FEDERAL AID PROJECT NO. 2309401

APRIL 2022
SCALE 1" = 25'

RIGHT-OF-WAY MAP
SHEET 2 OF 2

D.O.T. FILE NO. 5-313