

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



STONINGTON HANCOCK COUNTY OCEANVILLE BRIDGE OVER OCEANVILLE THOROUGHFARE OCEANVILLE ROAD PROJECT NO. STP-2263(000) PROJECT LENGTH 0.062 mi. BRIDGE NO. 3696

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SPECIFICATIONS

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

DESIGN LOADING

Live Load HL - 93 Modified for Strength I

TRAFFIC DATA

Current (2024) AADT	890
Future (2044) AADT	1070
DHV - % of AADT	15
Design Hour Volume	161
Heavy Trucks (% of AADT)	3
Heavy Trucks (% of DHV)	2
Directional Distribution (% of DHV)	68
18 kip Equivalent P 2.0	9
18 kip Equivalent P 2.5	9
Design Speed (mph)	25

HYDROLOGIC DATA

Headwater Elevation (Q10)	8.4 ft
Headwater Elevation (Q100)	9.3 ft
Discharge Velocity (Q10)	10.1 fps
Discharge Velocity (Q100)	11.4 fps
Mean Lower Low Water (MLLW)	-5.65 ft
Mean Low Water (MLW)	-5.3 ft
Mean Tide Level (MTL)	-0.37 ft
Mean High Water (MHW)	4.6 ft
Mean Higher High Water (MHHW)	5.0 ft
Storm Surge Elevation (100 Year)	10.9 ft
Storm Surge Elevation (10 Year)	8.4 ft
2016 Highest Annual Tide (HAT)	7.15 ft

MATERIALS

Concrete:	
Curbs	Class "LP"
Precast	Class "P"
All Other	Class "A"
Reinforcing Steel:	
Plain	ASTM A 615/A 615M, Grade 60
Low-Carbon Chromium	ASTM A1035, Grade 100, Type CS
Glass Fiber Reinforced Polymer (GFRP)	ASTM D7957
Prestressing Strands	AASHTO M203 (ASTM A 416), Grade 270, Low Relaxation

BASIC DESIGN STRESSES

Concrete:	
Class "LP"	f _c = 5000 psi
Class "P"	f _c = 10,000 psi
	f _{ci} = 8000 psi
Class "A"	f _c = 4000 psi
Prestressing Strands	F _μ = 270,000 psi
Plain Reinforcing Steel	f _y = 60,000 psi
Low-Carbon Chromium	f _y = 100,000 psi
Glass Fiber Reinforced Polymer	
#5 Bar	f _u = 90,000 psi
#6 Bar	f _u = 90,000 psi
Minimum Elastic Modulus	E _f = 6,150,000 psi
Minimum Nominal Design Tensile Strain	fu = 1.226%

UTILITIES

Emera Maine
Consolidated Communications- Northern New England Telephone Operations LLC

MAINTENANCE OF TRAFFIC

Alternating One-Way Traffic on a Temporary Bridge

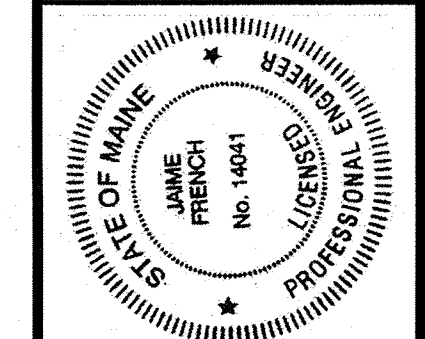


Linda Greer
Roadway



<u>PROJECT LOCATION</u>	Oceanville Bridge (No. 3696) Carrying Oceanville Road over the Oceanville Thoroughfare Lat./Long. 44°10'49" N 68°37'42.0" W
<u>OUTLINE OF WORK</u>	Bridge Replacement with 424' of roadway approach work.

STATE OF MAINE	DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
		<i>[Signature]</i>	12/14/23
		COMMISSIONER:	12-13-2023
		CHIEF ENGINEER:	



PROJECT INFORMATION	SIGNATURE	P.E. NUMBER	DATE
BRIDGE	<i>James French</i>	14041	12/11/2023
PROGRAM	ANDREW LATHE		
PROJECT MANAGER	JAME FRENCH		
DESIGNER	Fuss & O'Neill		
CONSULTANT			
PROJECT RESIDENT			
CONTRACTOR			
PROJECT COMPLETION DATE			

WIN 22630.00

STP-2263(000)

STONINGTON
OCEANVILLE BRIDGE
TITLE SHEET

SHEET NUMBER
1
OF 32

Date: 12/15/2023

Username:

Division: BRIDGE

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Date:12/15/2023

Username:

Division: BRIDGE

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ESTIMATED QUANTITIES				
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	
201.23	REMOVING SINGLE TREE TOP ONLY	1	EA	
201.24	REMOVING STUMP	2	EA	
202.09	REMOVING EXISTING SUPERSTRUCTURE (RETAINED BY DEPARTMENT)	(5 BEAMS)	1	LS
202.10	REMOVING EXISTING SUPERSTRUCTURE (PROP OF CONTRACTOR)	(27 CY)	1	LS
202.104	REMOVING EXISTING SUBSTRUCTURE	(230 CY)	1	LS
202.202	REMOVING PAVEMENT SURFACE	200	SY	
203.20	COMMON EXCAVATION	555	CY	
203.21	ROCK EXCAVATION	20	CY	
203.2318	DISPOSAL OF SPECIAL WASTE	1,100	T	
203.25	GRANULAR BORROW	330	CY	
203.35	CRUSHED STONE 3/4 INCH	14	CY	
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES	960	CY	
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	600	CY	
403.208	HOT MIX ASPHALT, 12.5 mm NOMINAL MAXIMUM SIZE	86	T	
403.209	HOT MIX ASPHALT, 9.5 mm NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, INCIDENTALS)	10	T	
403.213	HOT MIX ASPHALT, 12.5 mm NOMINAL MAXIMUM SIZE (BASE AND INTERMEDIATE BASE COURSE)	145	T	
409.15	BITUMINOUS TACK COAT, APPLIED	50	GAL	
461.131	TEMPORARY PAVEMENT	150	T	
501.220	MICROPILES	12	EA	
501.2331	MICROPILE VERIFICATION LOAD TEST	2	EA	
501.2341	MICROPILE PROOF LOAD TEST	2	EA	
501.804	DRILLING EQUIPMENT MOBILIZATION (MICROPILES)	1	LS	
502.219	STRUCTURAL CONCRETE, ABUTMENTS & RETAINING WALLS	(60 CY)	1	LS
502.261	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON CONCRETE BRIDGES	(73 CY)	1	LS
502.291	SAW CUT GROOVING	(1716 SF)	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLAB	(17 CY)	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS	(9 CY)	1	LS
503.19	LOW-CARBON, CHROMIUM REINFORCEMENT, FABRICATED/DELIVERED	12,893	LB	
503.20	LOW-CARBON, CHROMIUM REINFORCEMENT, PLACING	12,893	LB	
507.0821	STEEL BRIDGE RAILING, 3 BAR	(186 LF)	1	LS
507.0822	STEEL APPROACH RAILING, 3-BAR	4	EA	
510.10	SPECIAL DETOUR, 14 FOOT ROADWAY WIDTH VEHICULAR AND PEDESTRIAN TRAFFIC NOT SEPARATED	1	LS	
511.07	COFFERDAM: ABUTMENT 1	1	LS	
511.07	COFFERDAM: ABUTMENT 2	1	LS	
512.081	FRENCH DRAINS	(56 LF)	1	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES	(310 SY)	1	LS
526.301	PORTABLE CONCRETE BARRIER, TYPE 1	(50 LF)	1	LS
527.34	WORK ZONE CRASH CUSHIONS	4	EA	
530.30	GFRP, REINFORCEMENT BARS, FABRICATED/DELIVERED	16,830	LF	
530.31	GFRP, REINFORCEMENT BARS, PLACING	16,830	LF	
535.622	PRESTRESSED STRUCTURAL CONCRETE NEXT BEAM	(72 CY)	1	LS
606.1301	31" W-BEAM GUARDRAIL - MIDWAY SPLICE - SINGLE FACED	388	LF	
606.1304	31" W-BEAM GUARDRAIL - MIDWAY SPLICE - OVER 15 ft RADIUS	50	LF	
606.1305	31" W-BEAM GUARDRAIL - MIDWAY SPLICE - FLARED TERMINAL	2	EA	
606.1721	BRIDGE TRANSITION - TYPE 1	4	EA	
606.265	TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	2	EA	
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	8	EA	
606.47	SINGLE WOOD POST	2	EA	
610.11	STONE BLANKET	1,170	CY	
610.16	HEAVY RIPRAP	780	CY	
613.319	EROSION CONTROL BLANKET	110	SY	
615.07	LOAM	28	CY	
618.14	SEEDING METHOD NUMBER 2	5	UN	
619.12	MULCH	5	UN	
619.14	EROSION CONTROL MIX	56	CY	
620.58	EROSION CONTROL GEOTEXTILE	1,870	SY	
627.18	12" SOLID WHITE PAVEMENT MARKING LINE	25	LF	
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	2,000	LF	
627.78	TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	4,000	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 COURSE (INCLUDING OPERATOR)	20	HR	
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	20	HR	
631.20	STUMP CHIPPER RENTAL (INCLUDING OPERATOR)	20	HR	
639.18	FIELD OFFICE, TYPE A	1	EA	
643.72	TEMPORARY TRAFFIC SIGNAL	1	LS	
652.312	TYPE III BARRICADES	4	EA	
652.33	DRUM	20	EA	
652.34	CONE	50	EA	
652.35	CONSTRUCTION SIGNS	400	SF	
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1	LS	
652.38	FLAGGER	360	HR	
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS	
659.10	MOBILIZATION	1	LS	

GENERAL CONSTRUCTION NOTES

- For easements, construction limits and right of way lines, refer to Right of Way Map.
- 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.
- All utility facilities shall be adjusted by the respective utilities unless otherwise noted.
- 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.
- Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.
- 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.
- All embankment material, except as otherwise shown, shall be Granular Borrow meeting the requirements of Subsection 703.19, Material for Underwater Backfill, with the additional requirement that the maximum particle size be limited to 4 inches.
- Construct the riprap shelf at each abutment at EL. 7.0.
- Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.
- 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 Item No. 619.14, Erosion Control Mix.
- Place a 24-in. wide strip of Temporary Erosion Control Blanket on the sideslopes along the top of the riprap.
- 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.
- A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.
- Extended-use Erosion Control Blanket, seeded gutters, and riprap downspouts shall be constructed after paving and shoulder work is completed, where it is apparent that runoff will cause continual erosion. Payment will be made under the appropriate Contract items.
- Protective Coating for Concrete Surfaces shall be applied to the following areas:

All exposed surfaces of concrete curbs,
Fascias down to the drip notch,
Concrete wearing surfaces,
Top of abutment wingwalls and to one foot below the top of wingwalls on the back side.
- Project information referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/contractors/>.
- The hydrologic and hydraulic report of the bridge site may be accessed at the MaineDOT web address. The 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.
- The project geotechnical report titled: Preliminary Geotechnical Design Report Oceanville Road over Oceanville Throughfare Stonington, Maine WIN 22630.00, Bridge No. 3696 date October 2023 may be accessed at the MaineDOT web address.

19. 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.

20. 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.

21. Additional superstructure elements were added to temporarily strengthen the existing bridge. These include two fascia beams running along either side of the deck, three transverse beams under the bridge, and materials connecting the elements. These materials are to be removed and salvaged back to the department. See Special Provision Section 202 Removing Structures and Obstructions.

22. Other than the elements listed above, the existing bridge shall be removed by and become the property of the Contractor, unless otherwise indicated in the Contract Documents. The steel portions of the existing bridge may be 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.

23. The limits of the Stone Blanket and Heavy Riprap shown in the plan view and cross sections are estimated and are provided for informational purposes only. The actual quantity of Stone Blanket will be based on the quantity of existing stone that can be reused, and Heavy Riprap will be used for the remainder of the embankment slope protection.

24. Rock excavation shall not include removal of the stone portions of the existing substructure units or the existing laid stone on the roadway slopes, payment for which shall be made under separate pay items.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-2263(000)		WIN		BRIDGE NO. 3696		BRIDGE PLANS	
OCEANVILLE BRIDGE		OCEANVILLE THOROUGHFARE		HANCOCK COUNTY		STONINGTON		ESTIMATED QUANTITIES AND CONSTRUCTION NOTES		SHEET NUMBER	
PROJ. MANAGER	A. Lette	DESIGN-DETAILED	E. Mabrey	CHECKED-REVIEWED	N. Fox	DESIGN-DETAILED	E. Carter	REVISIONS 1	-	REVISIONS 2	-
BY	M. Roney	DATE	8/23	DATE	8/23	DATE	-	DATE	-	DATE	-
SIGNATURE		SIGNATURE		P.E. NUMBER		DATE		DATE		DATE	
DATE		DATE		DATE		DATE		DATE		DATE	

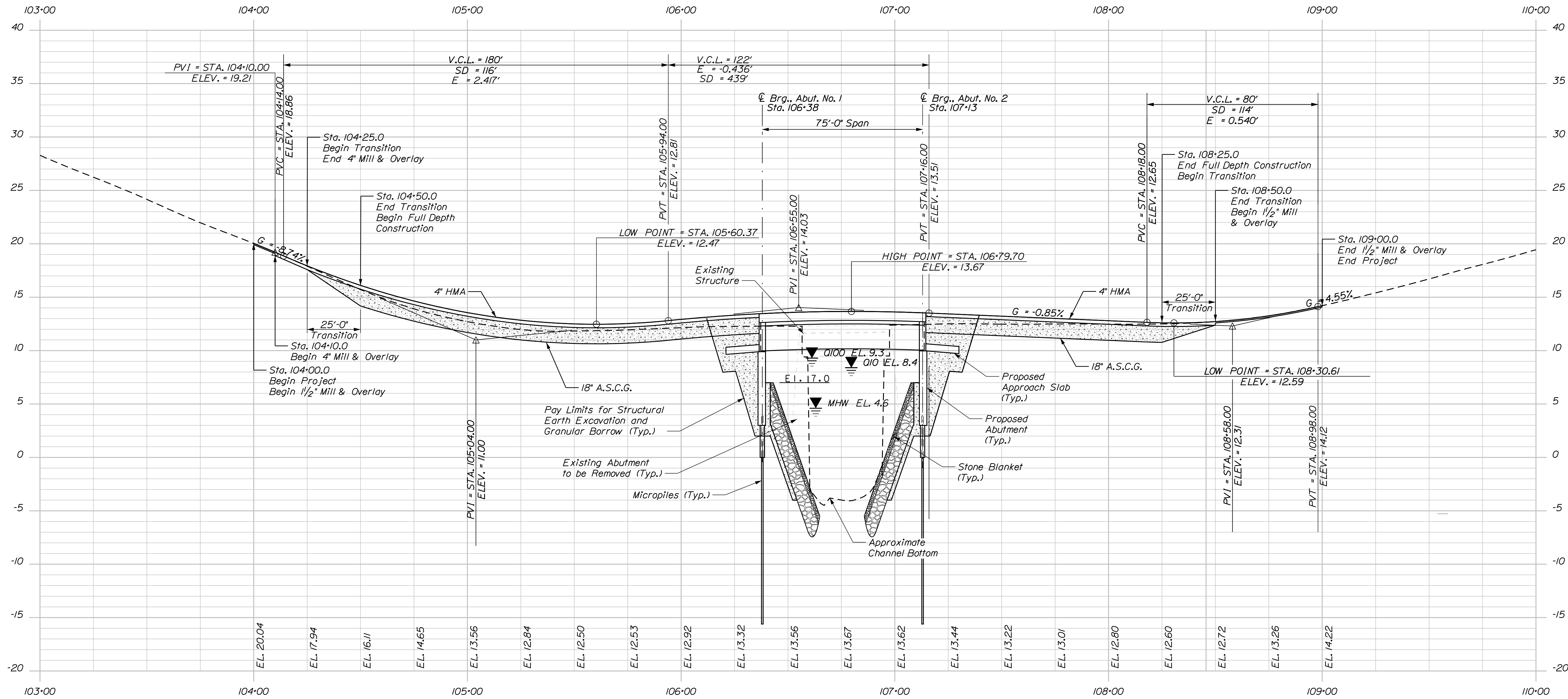
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Date: 12/15/2023

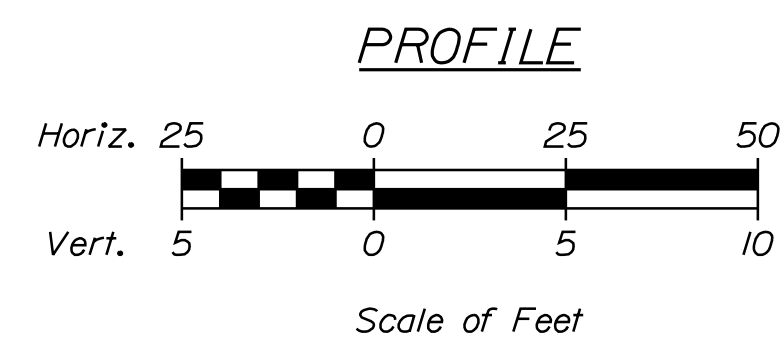
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PROFILE



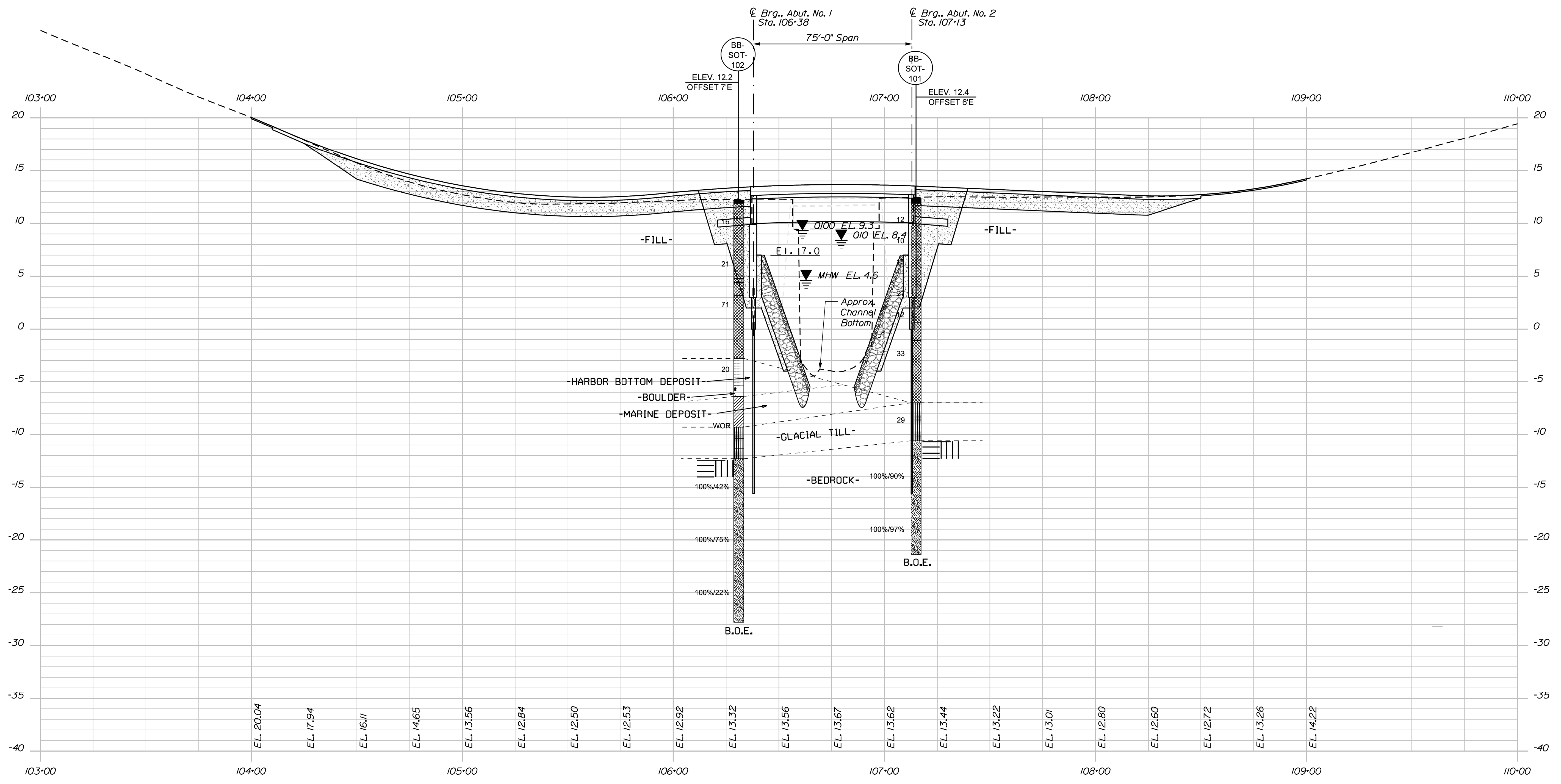
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-2263(000)		BRIDGE NO. 3696		WIN		22630.00		BRIDGE PLANS	
OCEANVILLE BRIDGE		OCEANVILLE THOROUGHFARE		HANCOCK COUNTY		STONINGTON		PROFILE		SHEET NUMBER		4	
DESIGN-DETAILED		E. Maloney		8/23		CHECKED-REVIEWED		N. Fox		8/23		SIGNATURE	
DESIGN-DETAILED		E. Carter		8/23		DESIGN-DETAILED		M. Smith		8/23		P.E. NUMBER	
REVISIONS 1		-		-		REVISIONS 2		-		-		DATE	
REVISIONS 3		-		-		REVISIONS 4		-		-		DATE	
FIELD CHANGES		-		-		FIELD CHANGES		-		-		DATE	

Date: 11/28/2023

Username:

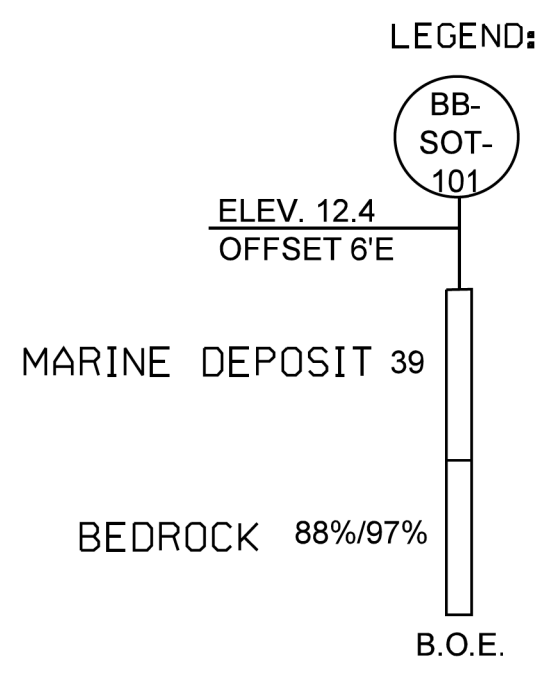
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EAST PROFILE

- NOTES:
- BORING OFFSETS ARE REPORTED RELATIVE TO THE OCEANVILLE ROAD CENTERLINE.
 - EXISTING AND PROPOSED GROUND SURFACE/MUDLINE ELEVATIONS AND BRIDGE STRUCTURE GEOMETRY ALONG OCEANVILLE ROAD CENTERLINE WERE TAKEN FROM THE ELECTRONIC FILES PROVIDED BY FUSS & O'NEILL INC. ON 27 JUNE 2023.
 - THE "AS-DRILLED" LOCATIONS AND ELEVATIONS OF TEST BORINGS WERE DETERMINED IN THE FIELD BY MAINEDOT USING GPS SURVEY EQUIPMENT.
 - LINES REPRESENTING CHANGES IN STRATA ARE BASED ON LINEAR INTERPOLATION BETWEEN SUBSURFACE EXPLORATIONS. THESE INTERPRETED STRATA LINES DO NOT REPRESENT ACTUAL FIELD CONDITIONS OTHER THAN AT SPECIFIC EXPLORATION LOCATIONS. ACTUAL FIELD CONDITIONS ALONG THE SUBSURFACE PROFILE WILL VARY FROM THOSE SHOWN.
 - ELEVATIONS ARE IN FEET AND REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).



TEST BORING DESIGNATION

GROUND SURFACE ELEVATION AT TEST BORING APPROXIMATE PERPENDICULAR OFFSET DISTANCE AND DIRECTION MEASURED FROM PROPOSED CENTERLINE

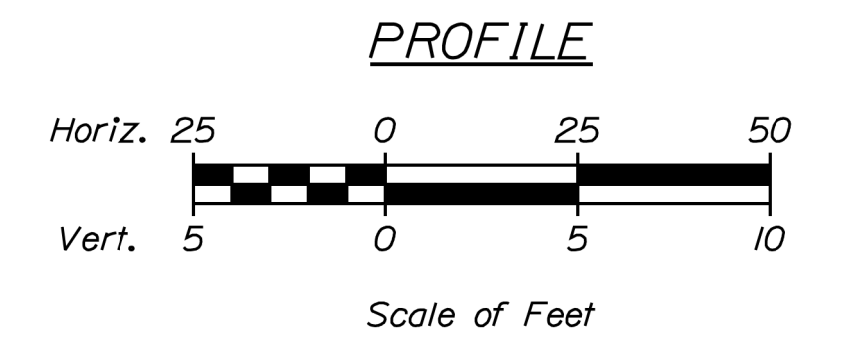
ENERGY CORRECTED STANDARD PENETRATION TEST (SPT) N60-VALUE (BLOWS PER FOOT); WOR = WEIGHT OF RODS

STRATA INTERFACE

PERCENT RECOVERY
PERCENT ROCK QUALITY DESIGNATION (ROD)

DENOTES BOTTOM OF EXPLORATION AT APPROXIMATE DEPTH SHOWN

- STRATA SYMBOLS
- FILL
 - PAVING
 - SILTY SAND
 - COBBLES
 - BEDROCK
 - WELL GRADED SAND
 - LOW PLASTICITY CLAY



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
OCEANVILLE BRIDGE		STP-2263(000)	
OCEANVILLE THOROUGHFARE		WIN	
HANCOCK COUNTY		BRIDGE NO. 3696	
STONINGTON		22630.00	
INTERPRETIVE SUBSURFACE		BRIDGE PLANS	
PROFILE (1 OF 2)		DATE	
PROJ. MANAGER	A. Lofte	BY	K. Post
DESIGN-DETAILED	E. Force	CHECKED-REVIEWED	E. Force
DESIGN-DETAILED 1	-	DESIGN-DETAILED 2	-
REVISIONS 1	-	REVISIONS 2	-
REVISIONS 3	-	REVISIONS 4	-
FIELD CHANGES	-	DATE	-
SHEET NUMBER		6	
OF 32		DATE	

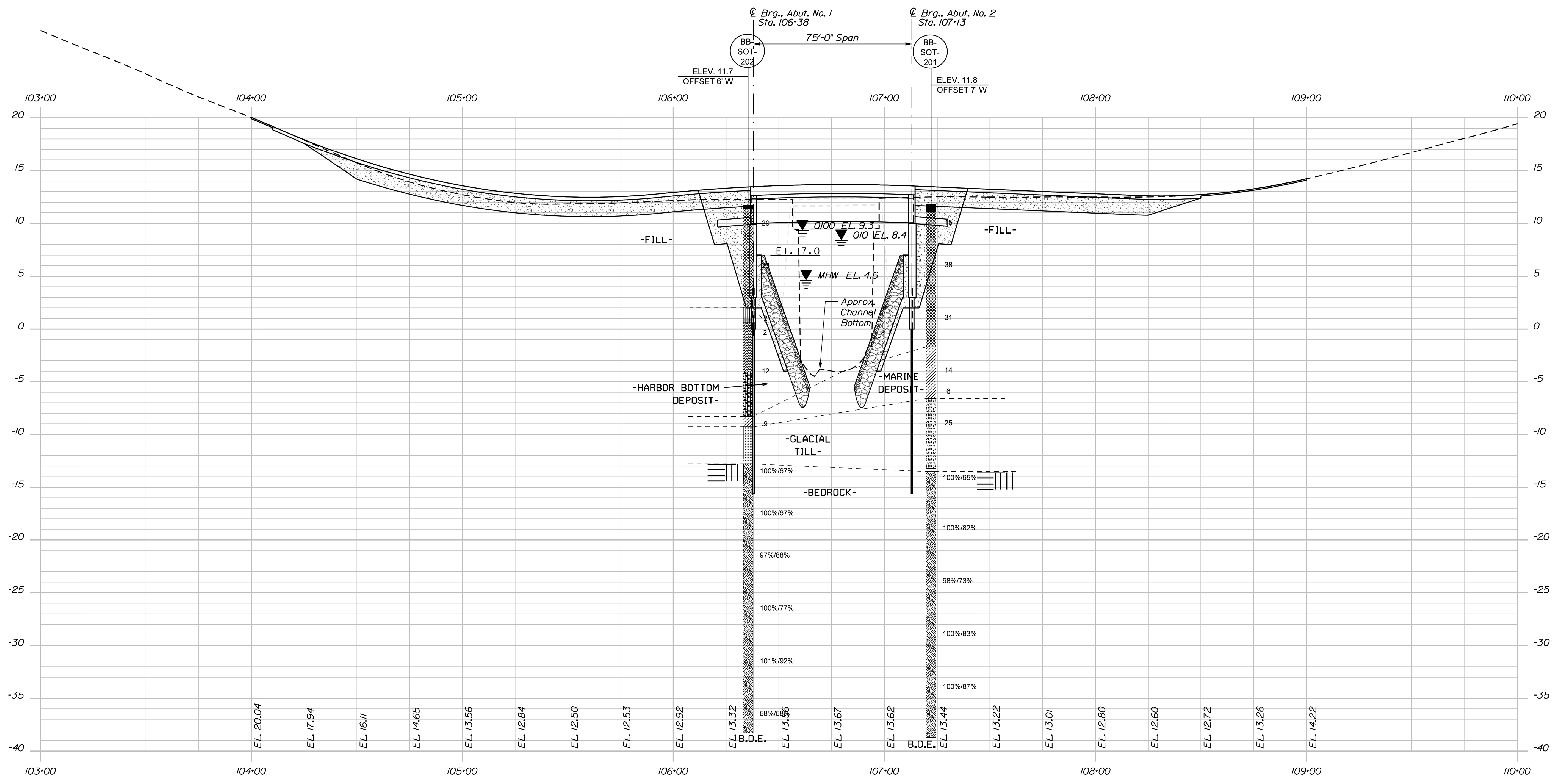


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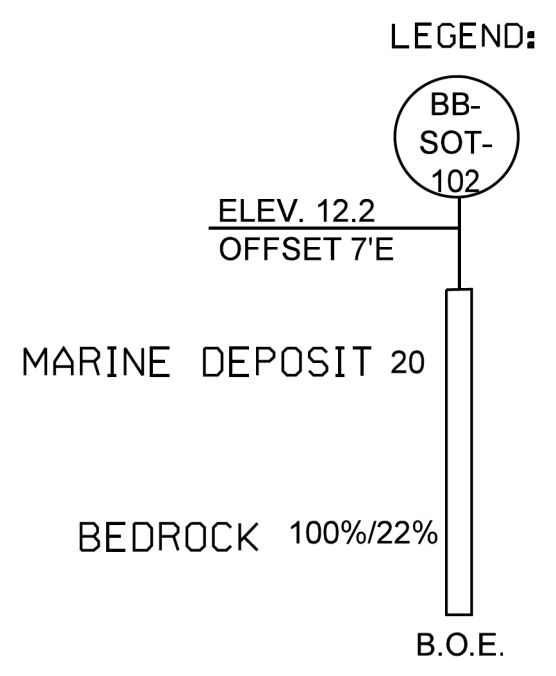
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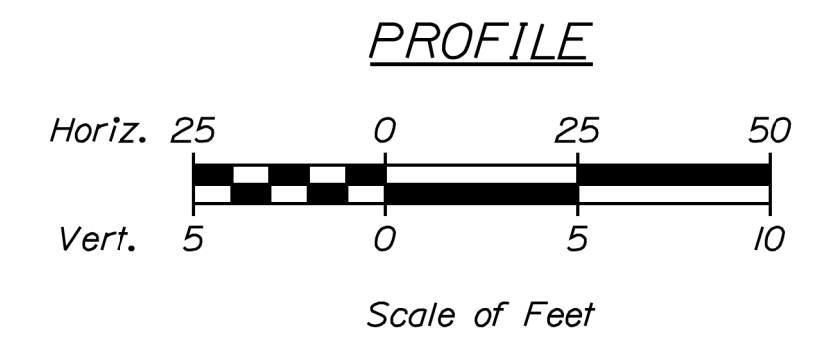
WEST PROFILE

- NOTES:
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TEST BORING DESIGNATION
 GROUND SURFACE ELEVATION AT TEST BORING APPROXIMATE PERPENDICULAR OFFSET DISTANCE AND DIRECTION MEASURED FROM PROPOSED CENTERLINE
 ENERGY CORRECTED STANDARD PENETRATION TEST (SPT) N60-VALUE (BLOWS PER FOOT); WOR = WEIGHT OF RODS
 STRATA INTERFACE
 PERCENT RECOVERY
 PERCENT ROCK QUALITY DESIGNATION (ROD)
 DENOTES BOTTOM OF EXPLORATION AT APPROXIMATE DEPTH SHOWN

- STRATA SYMBOLS
- FILL
 - PAVING
 - SILTY SAND
 - COBBLES
 - BEDROCK
 - WELL GRADED SAND
 - LOW PLASTICITY CLAY



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-2263(000)		BRIDGE NO. 3696		BRIDGE PLANS	
OCEANVILLE BRIDGE		OCEANVILLE THOROUGHFARE		HANCOCK COUNTY		STONINGTON		SHEET NUMBER	
INTERPRETIVE SUBSURFACE		PROFILE (2 OF 2)		SIGNATURE		P.E. NUMBER		DATE	
WIN		22630.00		DATE		FIELD CHANGES		DATE	
HALEY ALDRICH		7		OF 32					

Date: 11/28/2023

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Division:

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Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Oceanville Road Over Oceanville Thoroughfare, Stonington, Maine
 Location: Oceanville Road Over Oceanville Thoroughfare, Stonington, Maine
 Boring No.: BB-SOT-101
 WIN: 22630.00

Driller: New England Boring Contractors
 Operator: C. Dupuis
 Logged By: K. Russ
 Date Start/Finish: 3-23-16/3-23-16
 Boring Location: 107-15, 5.2 ft RL

Elevation (ft): 12.4
 Datum: NAVD 88
 Rig Type: Mobile B53 Truck
 Drilling Method: HW drive to 10'; NW spin to 23.8'
 Casing ID/OD: HW-4.0 in. ID; NW-3.0 in. ID
 Hammer Type: Automatic
 Hammer Efficiency Factor: 0.57

Auger ID/OD: --
 Sampler: Standard Split Spoon
 Hammer W/L/Fall: 140 lb./30 in.
 Core Barrel: NQ-2.0 in. ID
 Water Level*: Tidal
 Rope & Cathode: --

Soil/Rock Description Log

Depth (ft)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft)	Blows (ft in.) Shear Strength (lb/in ²) or RQD (%)	Nonrecorred	Ne-C-0	Coring Blows	Elevation (ft)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/AASHTO and Unified Class
0								11.5		Bituminous Concrete	
0.5	1D	24.8	1.0 - 3.0	11.9/43	13	12				Brown, dry, medium dense, fine to coarse SAND, some gravel, trace silt, well graded, contains asphalt pieces, (Fill).	0376434 (A-1-400) SM
1	2D	24.5	3.0 - 5.0	22.9/13	11	10				Brown, dry, loose, fine to coarse SAND, some gravel, little silt, well graded, contains asphalt, (Fill).	
5	3D	24.2	5.0 - 7.0	5.4/612	10	10				Brown, dry, loose, coarse GRAVEL, poorly-graded, (Fill). Note: Two 1.5 in. diameter coarse gravel pieces recovered.	
10	4D	24.6	8.0 - 10.0	9618/1010	28	27				Brown, wet, medium dense, fine to coarse SAND, little silt and gravel, well graded, (Fill).	
10	5D	24.6	10.0 - 12.0	7.5/850(4.0')	13	12				Brown, wet, medium dense, fine to coarse SAND, some gravel, little silt, well graded, (Fill). Note: Split spoon refusal at 11.8 ft. Advanced roller bit to 13.5 ft through probable boulder.	0376435 (A-1-400) SM
15	6D	24.3	13.7 - 15.7	1518/1725	35	33				Brown, wet, dense, fine to coarse SAND, trace silt and gravel, well graded, (Fill). Note: Driller action indicates frequent cobbles and boulders from 15.7 to 19.4 ft.	
15										Note: Stratum change at 19.4 ft based on drill wash.	
20	7D	24.7	20.0 - 22.0	1815/169	31	29				Olive-grey, moist, medium dense, fine to coarse SAND, some silt, trace gravel, moderately bonded, well graded, (Glacial Till).	
20	R1	60/60	23.8 - 28.8	RQD = 90%						Top of Bedrock at El. -10.6 Note: Spin casing to 23.8 ft. began NQ rock core. R1: Pink to light grey, fine to coarse-grained GRANITE. Very hard, fresh. Primary joints dipping at moderate angles, moderately close, tight, occasionally heeled, with hematite coatings on joint surfaces. Secondary joint sets dipping at low angles, moderately close, tight to open, smooth to rough and undulating, occasional silt infilling. Rock Quality=Good STONINGTON GRANITE- Recovery=100% R1 Core Times (min-sec): 23.8-24.8' (2:32); 24.8-25.8' (2:32); 25.8-26.8' (3:55); 26.8-27.8' (5:30); 27.8-28.8' (5:29) R2: Pink to light grey, fine to coarse-grained GRANITE. Very hard, fresh. Primary joints dipping at moderate angles, moderately close, tight, occasionally heeled, with hematite coatings on joint surfaces. Secondary joint sets dipping at low angles, moderately close, tight to open, smooth to rough and undulating, occasional silt infilling. Rock Quality=Good STONINGTON GRANITE- Recovery=100% R2 Core Times (min-sec): 28.8-29.8' (4:02); 29.8-30.8' (4:51); 30.8-31.8' (3:10); 31.8-32.8' (2:40); 32.8-33.8' (3:32)	R1: q=2923 ksf
25	R2	60/60	28.8 - 33.8	RQD = 97%						Rock Mass Quality=Excellent STONINGTON GRANITE- Recovery=100% R2 Core Times (min-sec): 28.8-29.8' (4:02); 29.8-30.8' (4:51); 30.8-31.8' (3:10); 31.8-32.8' (2:40); 32.8-33.8' (3:32)	
30										Bottom of Exploration at 33.8 feet below ground surface.	

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

Page 1 of 1
 Boring No.: BB-SOT-101

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Oceanville Road Over Oceanville Thoroughfare, Stonington, Maine
 Location: Oceanville Road Over Oceanville Thoroughfare, Stonington, Maine
 Boring No.: BB-SOT-102
 WIN: 22630.00

Driller: New England Boring Contractors
 Operator: C. Dupuis
 Logged By: K. Russ
 Date Start/Finish: 3-23-16/3-23-16
 Boring Location: 106+31, 6.9 ft RL

Elevation (ft): 12.2
 Datum: NAVD 88
 Rig Type: Mobile B53 Truck
 Drilling Method: HW-4.0 in. ID; NW-3.0 in. ID
 Casing ID/OD: HW-4.0 in. ID; NW-3.0 in. ID
 Hammer Type: Automatic
 Hammer Efficiency Factor: 0.57

Auger ID/OD: --
 Sampler: Standard Split Spoon
 Hammer W/L/Fall: 140 lb./30 in.
 Core Barrel: NQ-2.0 in. ID
 Water Level*: Tidal
 Rope & Cathode: --

Soil/Rock Description Log

Depth (ft)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft)	Blows (ft in.) Shear Strength (lb/in ²) or RQD (%)	Nonrecorred	Ne-C-0	Coring Blows	Elevation (ft)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/AASHTO and Unified Class
0								11.0		Bituminous Concrete	
0.5	1D	24.10	1.0 - 3.0	13.9/8.6	17	16				Brown, dry, medium dense, fine to coarse SAND, some silt, little gravel, (Fill).	0376436 (A-1-400) SM
5	2D	24.3	5.0 - 7.0	9/1012.8	22	21				Brown, dry, medium dense, fine to coarse SAND, little fine gravel, well graded, (Fill).	
10	MD	20.0	9.0 - 10.7	4/5025(2.0')	75	71				No Recovery Note: Drill action indicates frequent cobbles from 11.0 to 15.0 ft.	
15	3D	24.4	15.0 - 17.0	5/91210	21	20				Dark grey, wet, medium dense, fine to coarse SAND, some gravel, trace silt, contains shells and wood, (Harbor Bottom Deposit).	0376437 (A-1-400) SW-SM
15										Note: Probable cobble from 4.0 to 7.8 ft.	
20	4D	24.24	20.0 - 22.0	WOR10(0.7)						Grey, wet, very soft, Silty CLAY, trace fine gravel, (Marine Deposit).	
20	5D	104	23.7 - 24.5	23/50(4.0')						Grey and brown, wet, Silty fine SAND, little coarse to medium sand, little gravel, loosely to moderately bonded, (Glacial Till). Probable boulder Note: Overdrive spoon to refusal at 22.6 ft. Grey and brown, wet, very dense, Silty fine SAND, little coarse to medium sand, little gravel, loosely to moderately bonded, (Glacial Till).	
25	R1	60/60	25.0 - 30.0	RQD = 42%						Top of Bedrock at El. -12.3 Note: Split spoon refusal at 24.5 ft. Advanced NW casing to 25.0 ft. R1: Pinkish-red to pinkish-grey, fine to coarse-grained GRANITE. Hard to very hard, slightly weathered. Primary joints dipping at moderately to high angles, wide spacing, open silt infilling, smooth joint surfaces. Secondary joints low angle to horizontal, close to moderately close, open, joint surfaces rough and undulating, occasional silt infilling. Rock Quality=Fair STONINGTON GRANITE- Recovery=100% R1 Core Times (min-sec): 25.0-26.0' (2:48); 26.0-27.0' (4:15); 27.0-28.0' (2:17); 28.0-29.0' (3:38); 29.0-30.0' (4:40) R2: Pink to light grey, fine to coarse-grained GRANITE. Very hard, fresh to slightly weathered. Primary joints moderately dipping, moderately spaced, open, smooth to rough, weathered joint surfaces. Secondary joints horizontal to low angle, very close to close, open, rough, weathered joint surfaces. Rock Quality=Fair STONINGTON GRANITE- Recovery=100% R2 Core Times (min-sec): 30.5-31.5' (2:58); 31.5-32.5' (1:43); 32.5-33.5' (2:46); 33.5-34.5' (3:17); 34.5-35.5' (3:26)	R1: q=2544 ksf
30	R2	60/60	30.0 - 35.0	RQD = 75%						Rock Mass Quality=Very Poor STONINGTON GRANITE- Recovery=100% R2 Core Times (min-sec): 30.5-31.0' (5:15); 31.0-32.0' (5:35); 32.0-33.0' (4:18); 33.0-34.0' (6:20); 34.0-35.0' (4:45) R3: Dark red to reddish-grey, fine to coarse-grained GRANITE. Hard, slightly to moderately weathered. Primary joints moderately dipping to high angle, close, open, rough and undulating, frequent silt infilling, occasional chlorite coatings on joint surfaces. Secondary joints low angle, close, open, rough, silt infilling. Rock Quality=Very Poor STONINGTON GRANITE- Recovery=100% R3 Core Times (min-sec): 35.0-36.0' (4:51); 36.0-37.0' (9:51); 37.0-38.0' (9:58); 38.0-39.0' (8:41); 39.0-40.0' (8:22)	
35	R3	60/60	35.0 - 40.0	RQD = 22%						Bottom of Exploration at 40.0 feet below ground surface.	

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

Page 1 of 1
 Boring No.: BB-SOT-102

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Oceanville Road Over Oceanville Thoroughfare, Bridge No. 3696
 Location: Oceanville Road Over Oceanville Thoroughfare, Bridge No. 3696
 Boring No.: BB-SOT-201
 WIN: 22630.00

Driller: New England Boring Contractors
 Operator: M. Porter
 Logged By: M. Snow/J. Ilanga
 Date Start/Finish: 6-7-22/6-7-22
 Boring Location: 107-22, 6.9 ft RL

Elevation (ft): 11.8
 Datum: NAVD 88
 Rig Type: Mobile B-53 Truck
 Drilling Method: NW Drive
 Casing ID/OD: NW-3.0 in. ID
 Hammer Type: Automatic
 Hammer Efficiency Factor: 0.922

Auger ID/OD: --
 Sampler: Standard Split Spoon
 Hammer W/L/Fall: 140#/30", 300#/24"
 Core Barrel: NQ-2.0 in. ID
 Water Level*: 10.0 ft
 Rope & Cathode: --

Soil/Rock Description Log

Depth (ft)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft)	Blows (ft in.) Shear Strength (lb/in ²) or RQD (%)	Nonrecorred	Ne-C-0	Coring Blows	Elevation (ft)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/AASHTO and Unified Class
0								11.0		Bituminous Concrete	
0.5	1D	24.10	1.0 - 3.0	8/6/4.4	10	15				Brown, dry, medium dense, fine to coarse SAND, some gravel, trace silt, bituminous concrete pieces, (Fill).	
5	2D	24.6	5.0 - 7.0	8/22/3.7	25	38				Brown, dry, dense, fine to medium SAND, little gravel, little coarse sand, trace silt, (Fill).	
10	3D	24.10	10.0 - 12.0	5/10101	20	31				Brown, wet, dense, fine to coarse GRAVEL, some fine to coarse sand, little silt, (Fill).	
15	4D	24.23	15.0 - 17.0	3/4/5.7	9	14				Grey, wet, stiff, Silty CLAY, rust-brown weathering, (Marine Deposit).	
15	5D/A	24/24	17.0 - 19.0	1/2/2.3	4	6				Grey, wet, medium stiff, Silty CLAY, rust-brown weathering, (Marine Deposit).	
20	6D	24.4	20.0 - 22.0	5/61022	16	25				Grey, wet, medium dense, fine to coarse SAND, some gravel, little silt, (Glacial Till). Note: Washed ahead of casing from 20.0 to 25.0 ft.	
25	7D	44	25.0 - 25.3	304'						Brown, wet, fine to coarse SAND, little gravel, little silt, well bonded, (Glacial Till).	
25	R1	60/60	25.3 - 30.5	RQD = 60%						Top of Bedrock at El. -13.5 Note: Advanced roller bit to 25.5 ft. R1: Pink to grey, medium to coarse-grained GRANITE. Hard to very hard, fresh to slightly weathered. Joints dipping at moderate to high angles, very close to close, tight to open, slightly weathered joint surfaces. Rock Quality=Fair STONINGTON GRANITE- Recovery=100% R1 Core Times (min-sec): 25.3-26.5' (1:58); 26.5-27.5' (1:58); 27.5-28.5' (2:17); 28.5-29.5' (2:38); 29.5-30.5' (4:40) R2: Similar to R1, except joints horizontal to lower angles. Rock Quality=Fair STONINGTON GRANITE- Recovery=100% R2 Core Times (min-sec): 30.5-31.5' (2:58); 31.5-32.5' (1:43); 32.5-33.5' (2:46); 33.5-34.5' (3:17); 34.5-35.5' (3:26)	q=176 ksf (32.39-32.77)
30	R2	60/60	30.5 - 35.5	RQD = 82%						Rock Mass Quality=Fair STONINGTON GRANITE- Recovery=100% R2 Core Times (min-sec): 25.3-26.5' (1:58); 26.5-27.5' (1:58); 27.5-28.5' (2:17); 28.5-29.5' (2:38); 29.5-30.5' (4:40) R3: Similar to R1, except joints are tight from 39.6 to 40.5 ft, frequent joints, very close spacing. Rock Quality=Fair STONINGTON GRANITE- Recovery=98% R3 Core Times (min-sec): 35.5-36.5' (3:08); 36.5-37.5' (2:46); 37.5-38.5' (2:57); 38.5-39.5' (2:40); 39.5-40.5' (3:04)	q=317 ksf (36.76-37.13)
35	R3	60/59	35.5 - 40.5	RQD = 73%						R3: Similar to R1, except joints are tight from 39.6 to 40.5 ft, frequent joints, very close spacing. Rock Quality=Fair STONINGTON GRANITE- Recovery=98% R3 Core Times (min-sec): 35.5-36.5' (3:08); 36.5-37.5' (2:46); 37.5-38.5' (2:57); 38.5-39.5' (2:40); 39.5-40.5' (3:04)	
40	R4	60/60	40.5 - 45.5	RQD = 83%						R4: Pink to grey, medium to coarse-grained GRANITE. Hard to very hard, fresh to slightly weathered. Joints dipping at horizontal to low angles, very close to close, tight to open, slightly weathered joint surfaces. Rock Quality=Good STONINGTON GRANITE- Recovery=100% R4 Core Times (min-sec): 40.5-41.5' (4:01); 41.5-42.5' (3:42); 42.5-43.5' (4:21); 43.5-44.5' (6:47); 44.5-45.5' (2:25)	
45	R5	60/60	45.5 - 50.5	RQD = 87%						R5: Similar to R1, except highly weathered zone at 49.7 ft (49.7 to 49.8 ft decomposed to sand). Rock Quality=Good STONINGTON GRANITE- Recovery=100% R5 Core Times (min-sec): 45.5-46.5' (3:23); 46.5-47.5' (3:09); 47.5-48.5' (2:57); 48.5-49.5' (2:38); 49.5-50.5' (2:16)	
50										Bottom of Exploration at 50.5 feet below ground surface.	

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

Page 1 of 1
 Boring No.: BB-SOT-201

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Oceanville Road Over Oceanville Thoroughfare, Bridge No. 3696
 Location: Oceanville Road Over Oceanville Thoroughfare, Bridge No. 3696
 Boring No.: BB-SOT-202
 WIN: 22630.00

Driller: New England Boring Contractors
 Operator: M. Porter
 Logged By: M. Snow/J. Ilanga
 Date Start/Finish: 6-8-22/6-8-22
 Boring Location: 106+35, 5.5 ft RL

Elevation (ft): 11.7
 Datum: NAVD 88
 Rig Type: Mobile B-53 Truck
 Drilling Method: NW Drive
 Casing ID/OD: NW-3.0 in. ID
 Hammer Type: Automatic
 Hammer Efficiency Factor: 0.922

Auger ID/OD: --
 Sampler: Standard Split Spoon
 Hammer W/L/Fall: 140#/30", 300#/24"
 Core Barrel: NQ-2.0 in. ID
 Water Level*: 9.7 ft
 Rope & Cathode: --

Soil/Rock Description Log

Depth (ft)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft)	Blows (ft in.) Shear Strength (lb/in ²) or RQD (%)	Nonrecorred	Ne-C-0	Coring Blows	Elevation (ft)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/AASHTO and Unified Class
0								11.0		Bituminous Concrete	
0.5	1D	24.12	1.0 - 3.0	8.9/1013	19	29				Brown, dry, medium dense, fine to coarse SAND, some gravel, trace silt, (Fill).	
5	2D	24.7	5.0 - 7.0	11.9/6.4	15	23				Brown, dry, medium dense, fine to coarse SAND, little gravel, trace silt, (Fill). Note: Advanced roller bit through boulder from 8.2 to 9.7 ft.	
10	3D/A	24.20	10.0 - 12.0	WOH/WHI/1/2	1	2				3D: Grey-brown, wet, very loose, Silty SAND, little coarse sand, trace fine gravel, trace shells, (Harbor Bottom Deposit). 3D/A: Grey, wet, very soft, organic SILT, strong organic odor, (Harbor Bottom Deposit). Note: SD: recovered wash sample, redrove spoon to collect SD A.	
15	4D	24.7	12.0 - 14.0	WOH/WHI(12*)						Similar to 3D A Note: Advanced NW casing after washing ahead to 15.0 ft.	
15	5D/A	24.3	15.0 - 17.0	WOH/3/5/5	8	12				Grey, wet, medium dense, Silty GRAVEL, trace fine to coarse sand, (Harbor Bottom Deposit). SD/A: Grey, wet, loose, Silty GRAVEL, some fine to coarse sand, (Harbor Bottom Deposit). Note: SD: recovered wash sample, redrove spoon to collect SD A.	
20	6D/A	24.18	20.0 - 22.0	3/2/4.8	6	9				6D: Grey, wet, Silty CLAY, trace fine gravel, trace fine to medium sand, (Marine Deposit). 6D/A: Grey, wet, fine to medium SAND, some silt, little coarse sand, trace fine gravel, (Glacial Till).	
25	R1	48/48	25.0 - 29.0	RQD = 67%						Top of Bedrock El. -12.8 Note: Advanced roller bit to 25.0 ft. R1: Pink to grey, medium to coarse-grained GRANITE. Very hard, fresh to slightly weathered. Joints dipping from moderate to high angles, very close to close, tight to open. Rock Quality=Fair STONINGTON GRANITE- Recovery=100% R1 Core Times (min-sec): 25.0-26.0' (2:17); 26.0-27.0' (1:54); 27.0-28.0' (1:56); 28.0-29.0' (4:12) R2: Similar to R1, except secondary joints horizontal and vertical, close to moderately close, tight to open, highly fractured zone from approximately 32.1 to 33.0 ft. Rock Quality=Fair STONINGTON GRANITE- Recovery=100% R2 Core Times (min-sec): 29.0-30.0' (2:55); 30.0-31.0' (1:29); 31.0-32.0' (2:21); 32.0-33.0' (1:57)	q=1422 ksf (29.07-29.47)
30	R2	48/48	29.0 - 33.0	RQD = 67%						Rock Mass Quality=Fair STONINGTON GRANITE- Recovery=100% R2 Core Times (min-sec): 29.0-30.0' (2:55); 30.0-31.0' (1:29); 31.0-32.0' (2:21); 32.0-33.0' (1:57)	
35	R3	60/58	33.0 - 38.0	RQD = 88%						R3: Similar to R1, except secondary vertical and low angle joints, moderately close, tight to open. Rock Quality=Good STONINGTON GRANITE- Recovery=97% R3 Core Times (min-sec): 33.0-34.0' (2:16); 34.0-35.0' (2:18); 35.0-36.0' (2:46); 36.0-37.0' (2:15); 37.0-38.0' (2:18)	q=3473 ksf (39.44-39.83)
40	R4	60/60	38.0 - 43.0	RQD = 77%						R4: Similar to R1, except primary joints dipping from moderate to horizontal angles. Secondary high angle joint at approximately 42.5 ft, very close to moderately close, tight to open. Rock Quality=Good STONINGTON GRANITE- Recovery=100% R4 Core Times (min-sec): 38.0-39.0' (5:21); 39.0-40.0' (2:52); 40.0-41.0' (3:21); 41.0-42.0' (2:22); 42.0-43.0' (2:30)	
45	R5	60/61	43.0 - 48.0	RQD = 92%						R5: Similar to R1, except joints close to moderately close, tight to open, two high angle heeled joints. Secondary vertical joint at approximately 47.5 ft. Rock Quality=Excellent STONINGTON GRANITE- Recovery=101% R5 Core Times (min-sec): 43.0-44.0' (2:14); 44.0-45.0' (4:28); 45.0-46.0' (1:38); 46.0-47.0' (2:04); 47.0-48.0' (2:30)	
50	R6	24/14	48.0 - 50.0	RQD = 58%						R6: Similar to R1, except joints dipping at low to high angles, close, open. Rock Quality=Fair STONINGTON GRANITE- Recovery=100% R6 Core Times (min-sec): 48.0-49.0' (2:29); 49.0-50.0' (1:14)	
50										Bottom of Exploration at 50.0 feet below ground surface.	

Remarks:

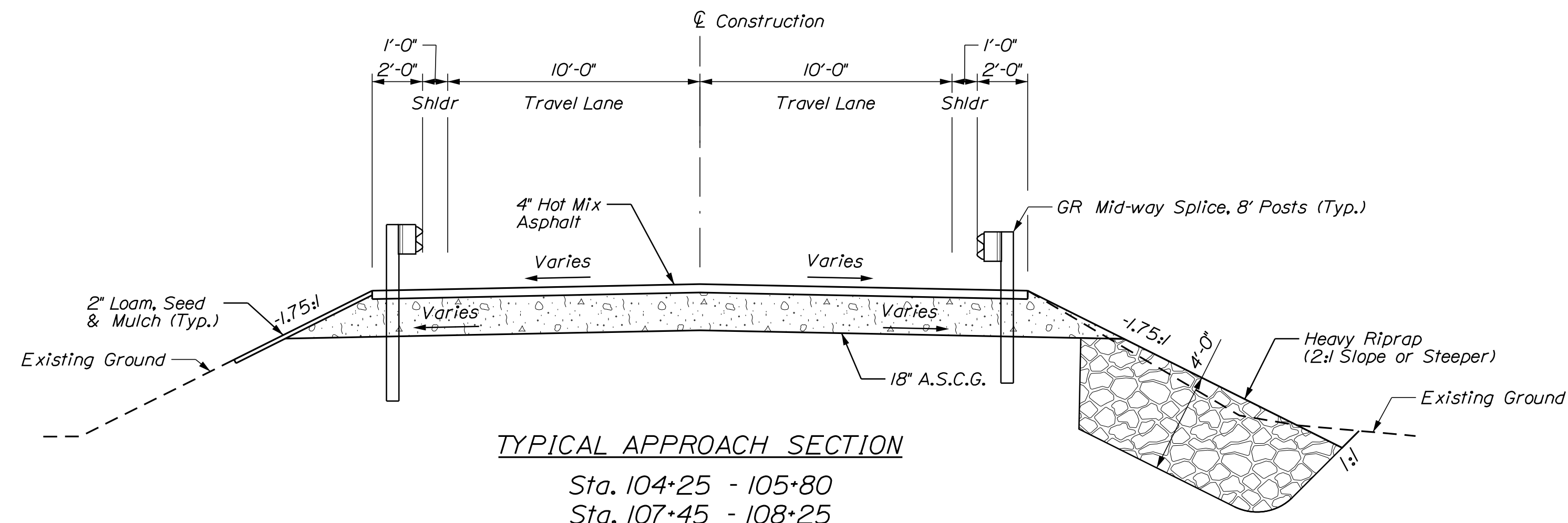
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

Page 1 of 1
 Boring No.: BB-SOT-202

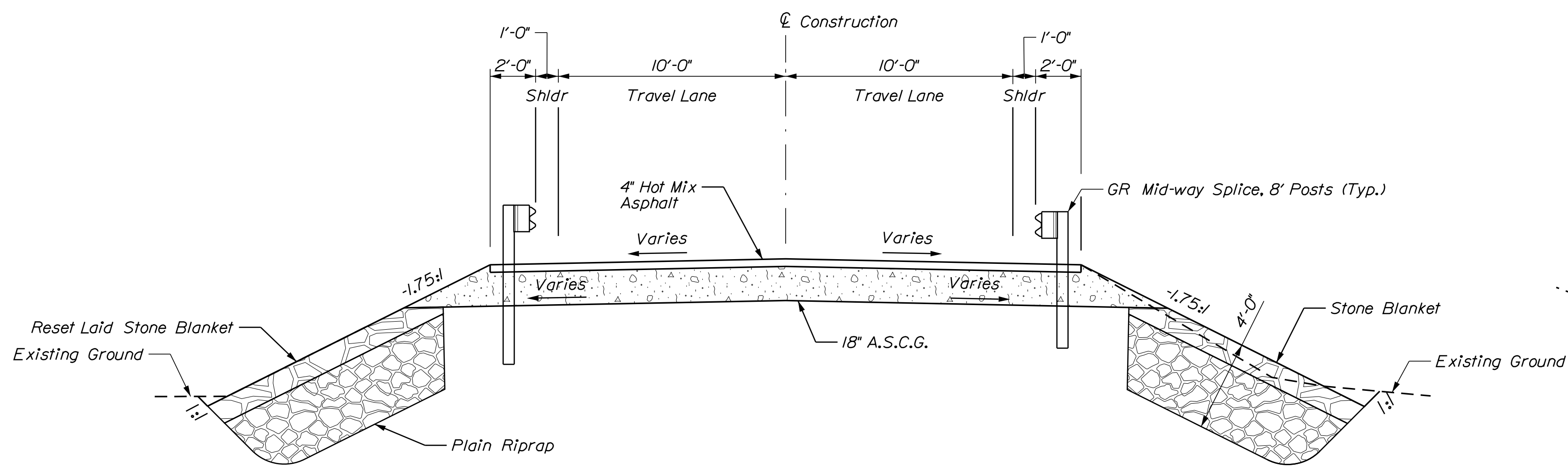
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2263(000)

OCEANVILLE BRIDGE
OCEANVILLE THOROUGHFARE
STONINGTON

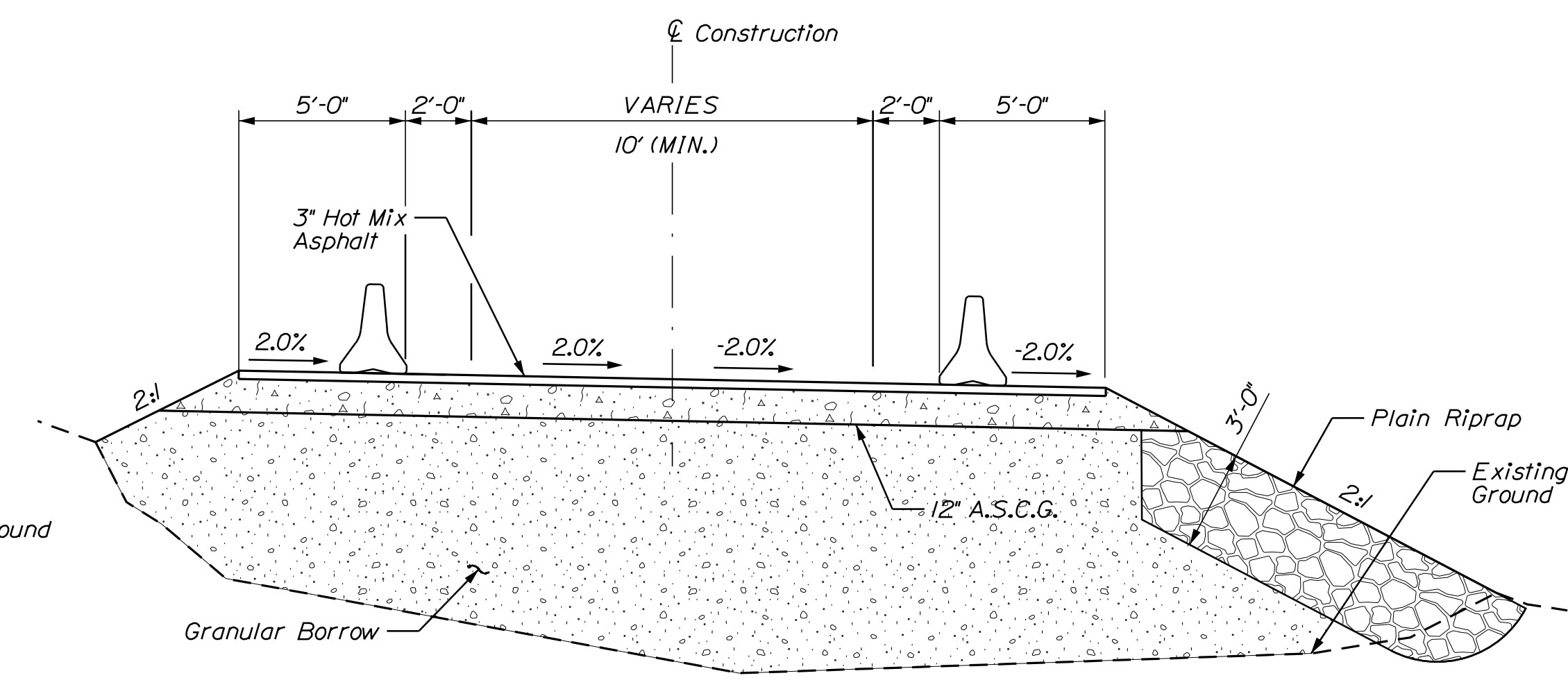
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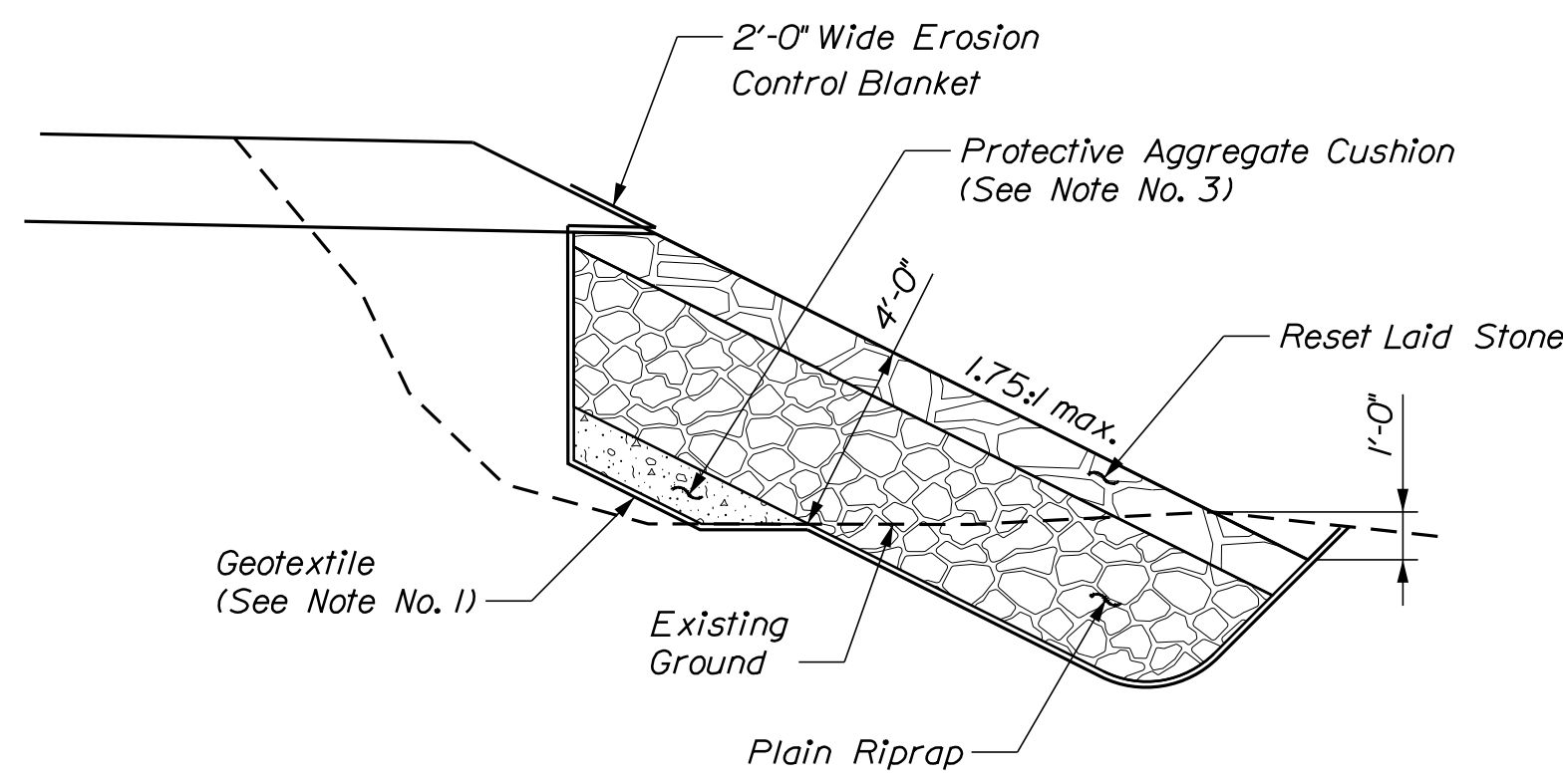
TYPICAL APPROACH SECTION
Sta. 104+25 - 105+80
Sta. 107+45 - 108+25



TYPICAL APPROACH SECTION
Sta. 105+80 - 107+45



TYPICAL DETOUR SECTION



STONE BLANKET DETAIL

NOTES:

1. Geotextile shall be Class I, Non-woven, Erosion Control Geotextile (loosely placed) meeting the requirements of Standard Specification 722.03.
2. Refer to Standard Detail 620(05) for specific details on geotextile placement.
3. Protective aggregate cushion shall be a minimum of 12 inches thick and shall meet the requirements of 703.19, Granular Borrow - Material for Underwater Backfill.
4. Thickness of existing stone blocks is variable. The thickness of the Plain Riprap shall be adjusted to account for the depth of the facing stone.

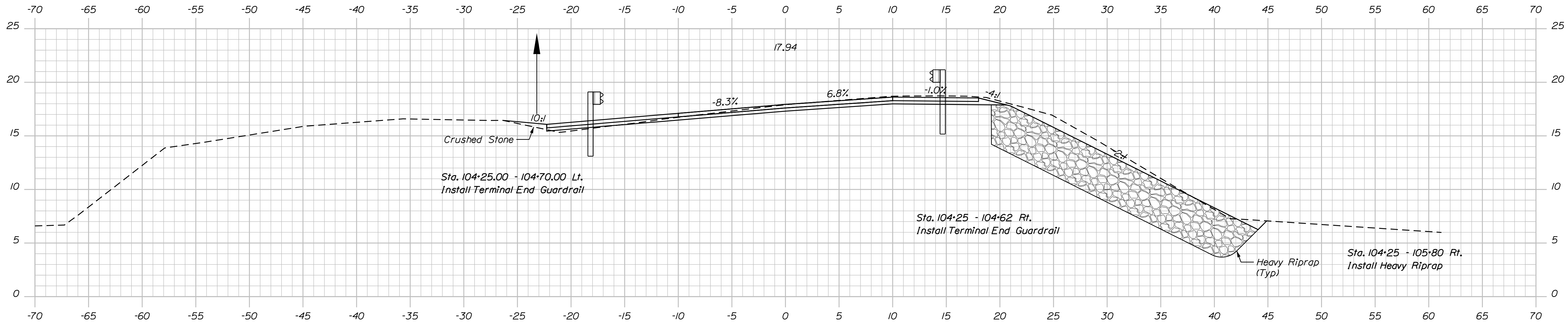
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PROJ. MANAGER	A. Lathé	DESIGN-DETAILED	E. Maloney	8/23	BY	M. Roery	8/23	DATE	8/23	SIGNATURE		P.E. NUMBER	
CHECKED-REVIEWED	N. Fox	DESIGN-DETAILED	E. Carter	8/23	BY	J. French	8/23	DATE	8/23	SIGNATURE		P.E. NUMBER	
DESIGN-DETAILED		DESIGN-DETAILED			REVISIONS	1							
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					REVISIONS	3							
					REVISIONS	4							
					FIELD CHANGES								

Date: 12/15/2023

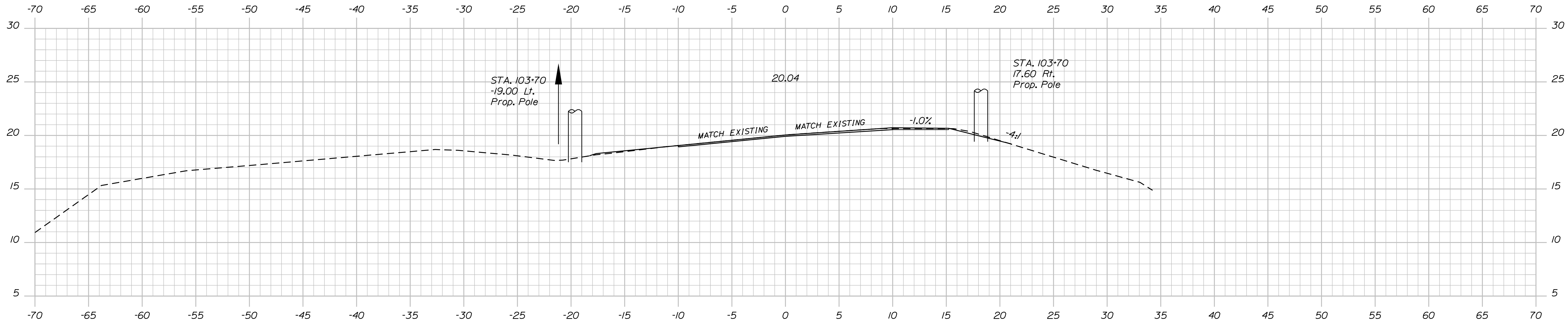
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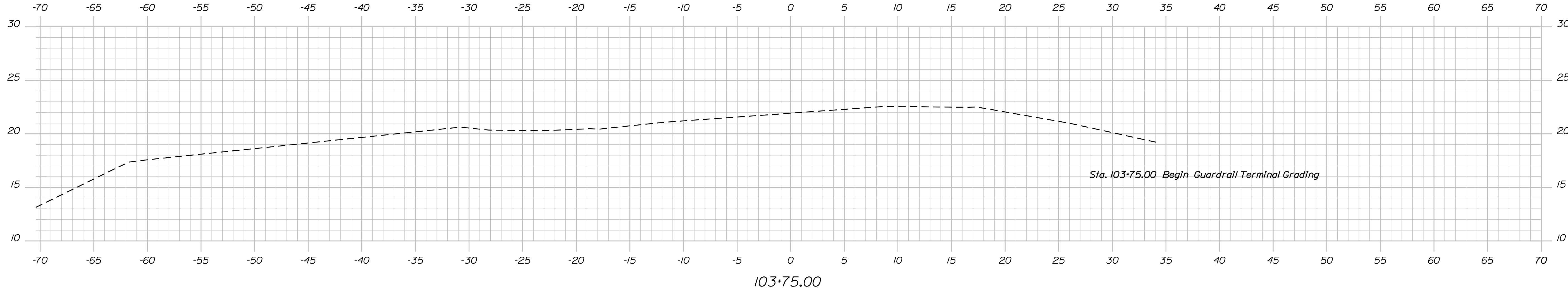
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BEGIN TRANSITION
END 4" MILL AND OVERLAY
104+25.00



BEGIN PROJECT
BEGIN 1-1/2" MILL AND OVERLAY
104+00.00



103+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2263(000)
BRIDGE NO. 3696
WIN
22630.00
BRIDGE PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
A. Letellier	M. Roney	8/23			
E. Mahoney	J. French	8/23			
N. Fox	M. Smith	8/23			
E. Carrer					
DESIGN DETAILED					
CHECKED-REVIEWED					
DESIGN DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
A. Letellier	M. Roney	8/23			
E. Mahoney	J. French	8/23			
N. Fox	M. Smith	8/23			
E. Carrer					
DESIGN DETAILED					
CHECKED-REVIEWED					
DESIGN DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

OCEANVILLE BRIDGE
OCEANVILLE THOROUGHFARE
HANCOCK COUNTY
STONINGTON
CROSS SECTIONS

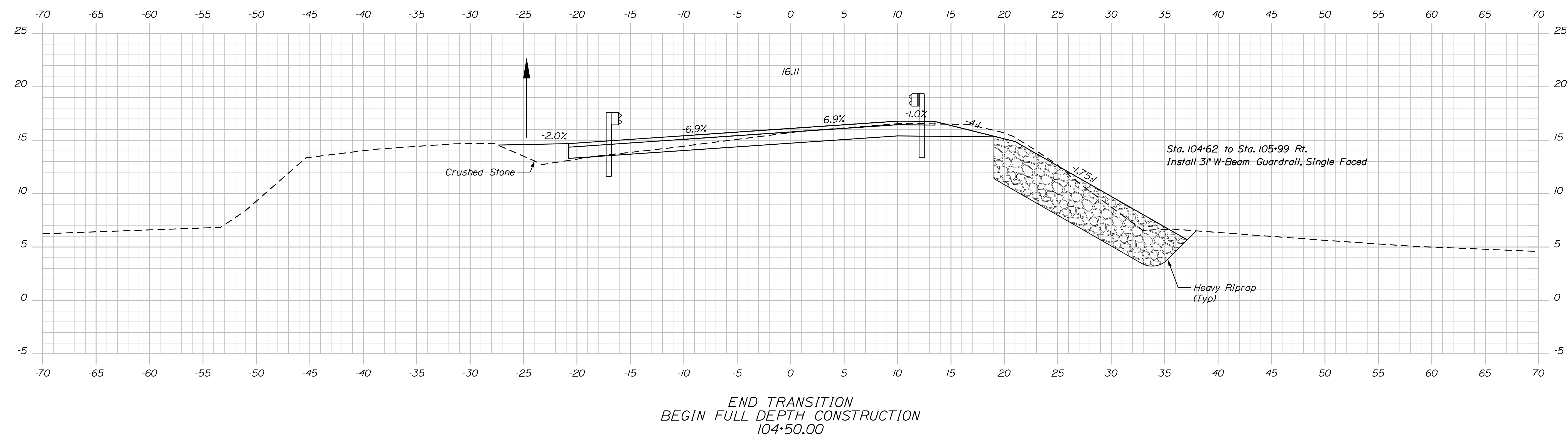
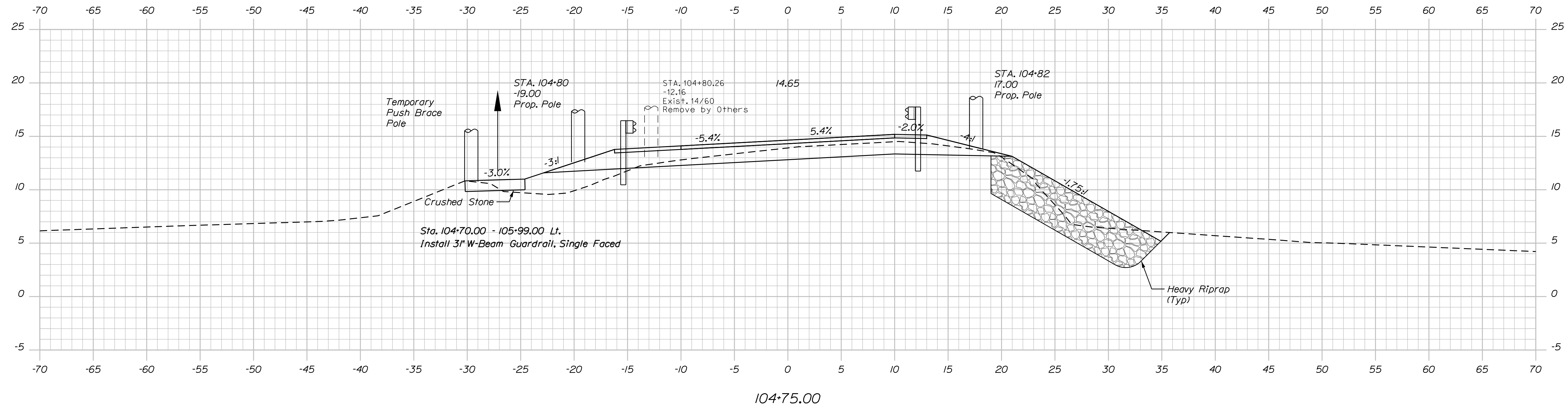
SHEET NUMBER
10
OF 32

Date: 12/15/2023

Username:

Division: BRIDGE

Filename: ... \ustn\011_XSECT_104+50_002.dgn



END TRANSITION
 BEGIN FULL DEPTH CONSTRUCTION
 104+50.00

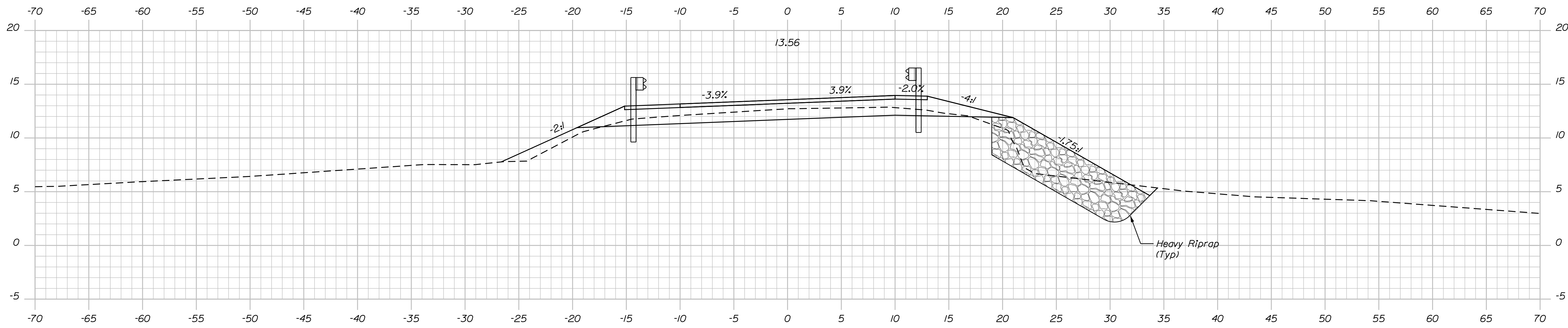
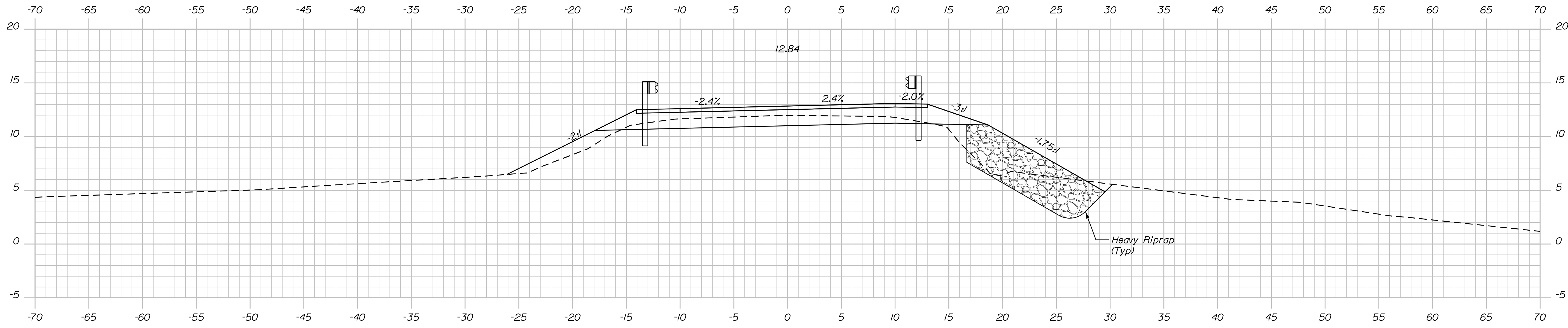
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 STP-2263(000)

BRIDGE NO. 3696
 WIN
 22630.00
 BRIDGE PLANS

PROJ. MANAGER	A. Letellier	BY	DATE
DESIGN/DETAILED	E. Maloney	M. Roenig	8/23
CHECKED/REVIEWED	N. Fox	J. French	8/23
DESIGN/DETAILED	E. Corrier	M. Smith	8/23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OCEANVILLE BRIDGE
 OCEANVILLE THOROUGHFARE
 HANCOCK COUNTY
 STONINGTON
 CROSS SECTIONS

SHEET NUMBER
 11
 OF 32



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2263(000)

PROJ. MANAGER	BY	DATE
A. Lett	M. Roney	8/23
DESIGN DETAILED	J. French	8/23
CHECKED-REVIEWED	M. Smith	8/23
DESIGNS DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE	P.E. NUMBER	DATE

OCEANVILLE BRIDGE
OCEANVILLE THOROUGHFARE
HANCOCK COUNTY
STONINGTON

CROSS SECTIONS

SHEET NUMBER
12
OF 32

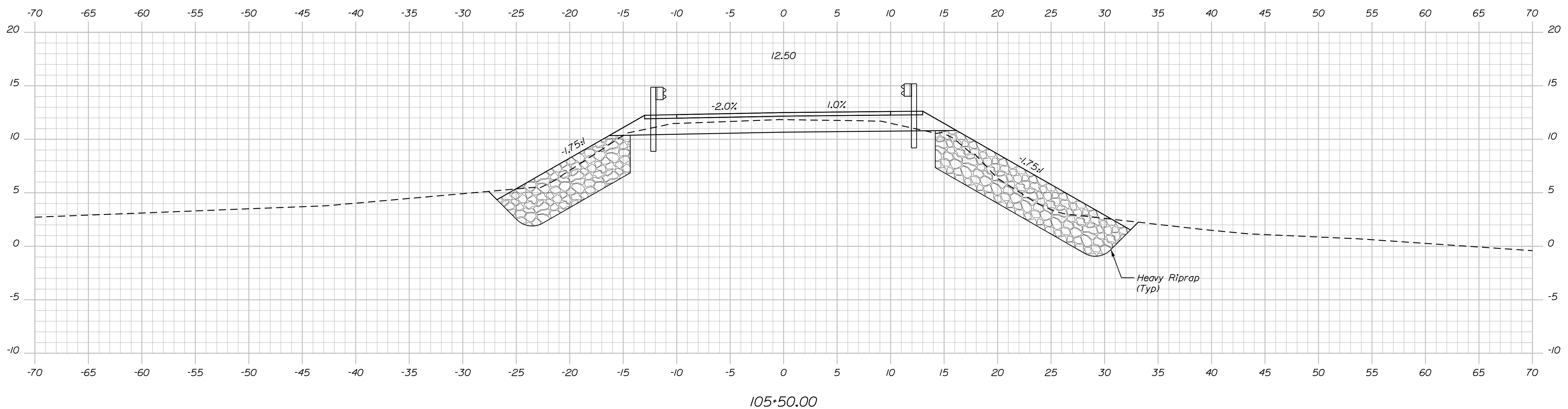
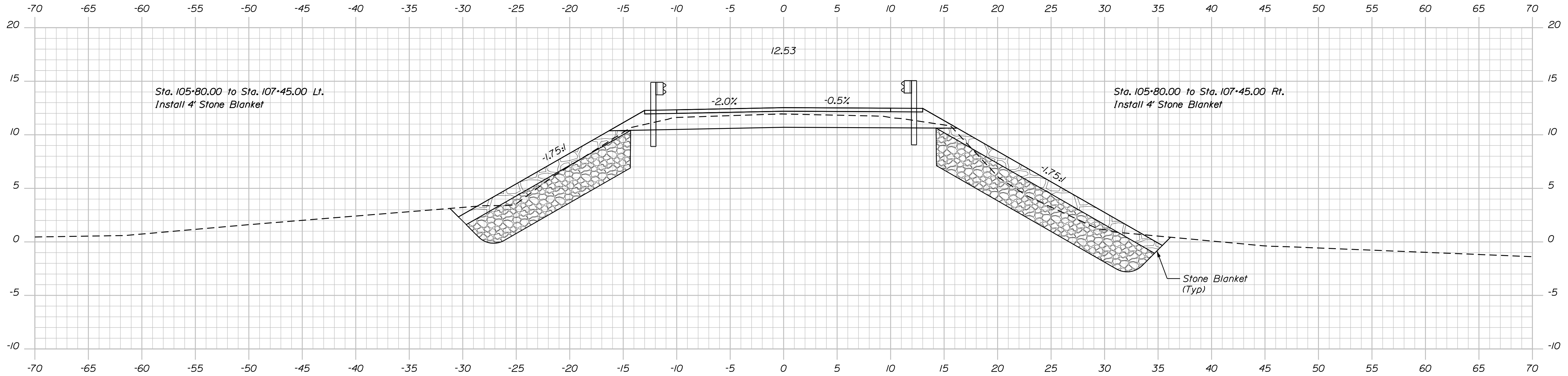
BRIDGE NO. 3696
WIN
22630.00
BRIDGE PLANS

Date: 12/15/2023

Username:

Division: BRIDGE

Filename: ... \ustn\013_XSECT_105+50_004.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2263(000)
BRIDGE NO. 3696
WIN
22630.00
BRIDGE PLANS

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

BY
M. Roery
J. French
M. Smith

DATE
8/23
8/23
8/23
-
-
-
-

SIGNATURE
P.E. NUMBER
DATE

OCEANVILLE BRIDGE
OCEANVILLE THOROUGHFARE
HANCOCK COUNTY
STONINGTON
CROSS SECTIONS

SHEET NUMBER
13
OF 32

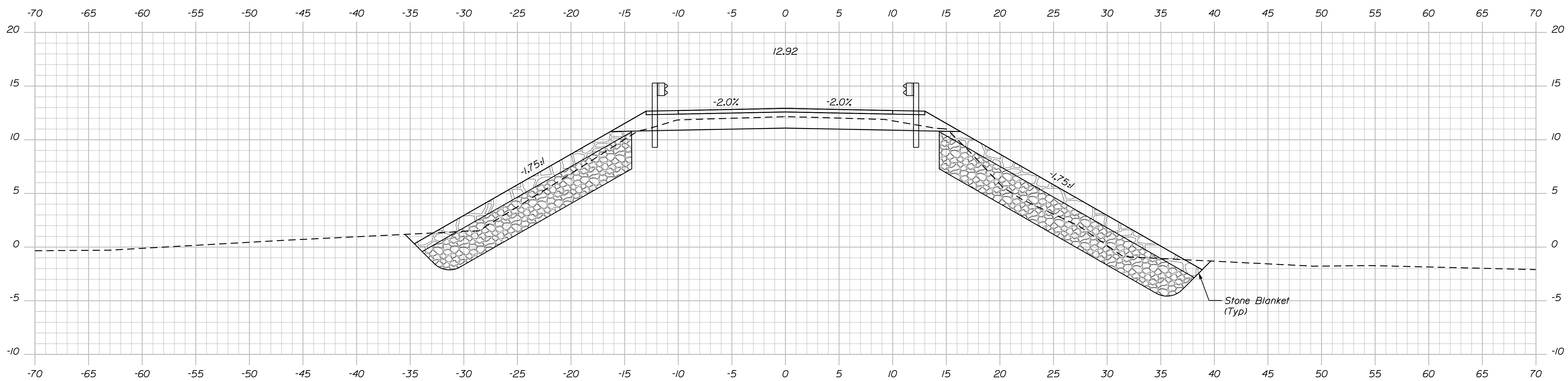
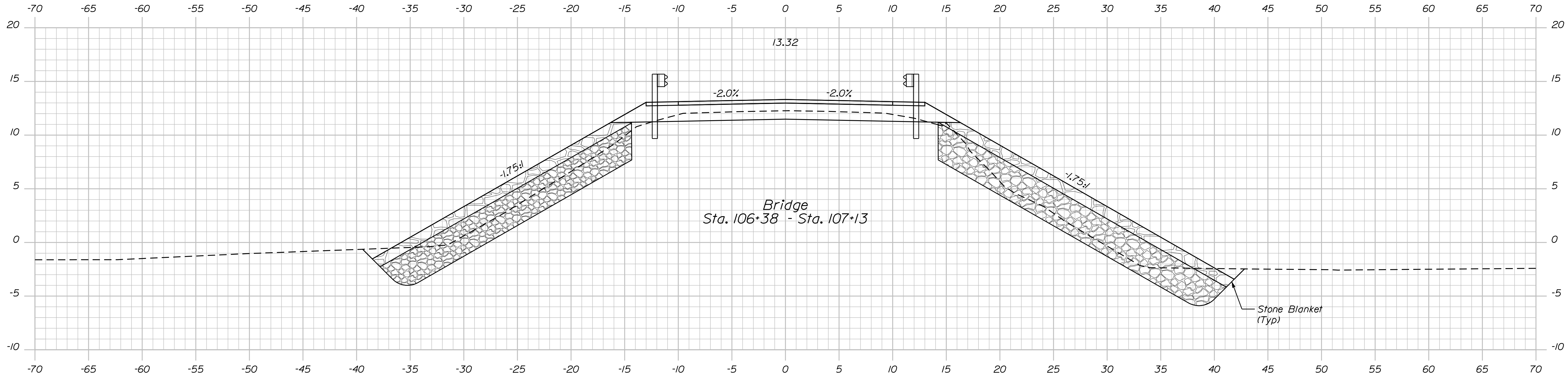
Sta. 105+50.00 to Sta. 105+75.00

Date: 12/15/2023

Username:

Division: BRIDGE

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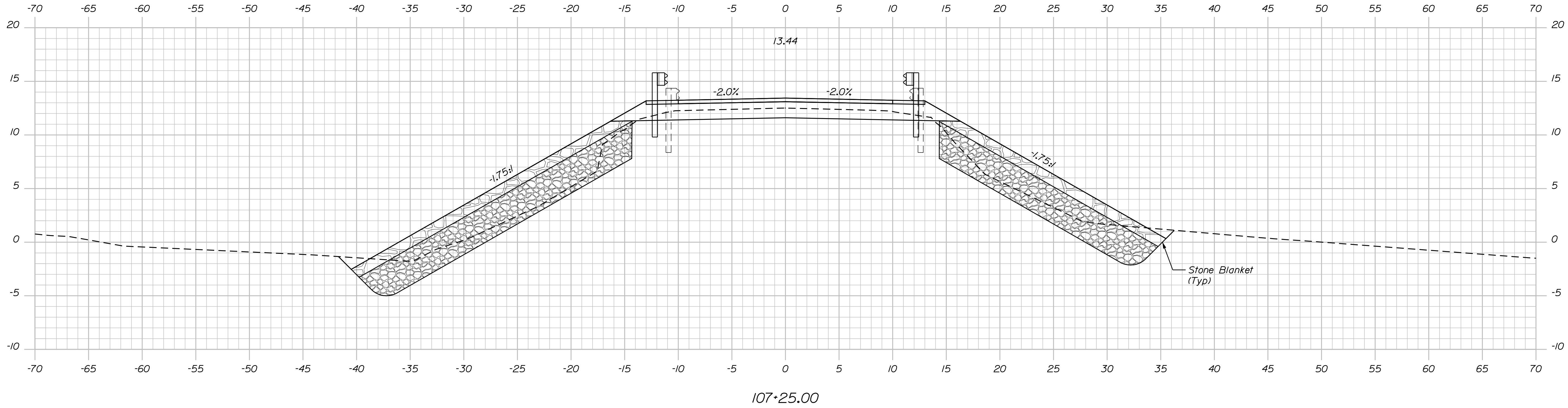
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2263(000)
BRIDGE NO. 3696 WIN 22630.00
BRIDGE PLANS

PROJ. MANAGER	BY	DATE
A. Letellier	M. Roenig	8/23
E. Mahoney	J. French	8/23
N. Fox	M. Smith	8/23
E. Carrer		

DESIGN DETAILED	CHECKED	REVIEWED	DATE

OCEANVILLE BRIDGE
OCEANVILLE THOROUGHFARE
STONINGTON HANCOCK COUNTY
CROSS SECTIONS

SHEET NUMBER
14
OF 32



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
STP-2263(000)
 BRIDGE NO. 3696 WIN 22630.00
 BRIDGE PLANS

PROJ. MANAGER A. Lethe
 DESIGN-DETAILED E. Maloney
 CHECKED-REVIEWED N. Fox
 DESIGN-DETAILED E. Carter
 DESIGN-DETAILED
 REVISIONS 1
 REVISIONS 2
 REVISIONS 3
 REVISIONS 4
 FIELD CHANGES

BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Roery	8/23			
J. French	8/23			
M. Smith	8/23			

OCEANVILLE BRIDGE
 OCEANVILLE THOROUGHFARE
 STONINGTON HANCOCK COUNTY
CROSS SECTIONS

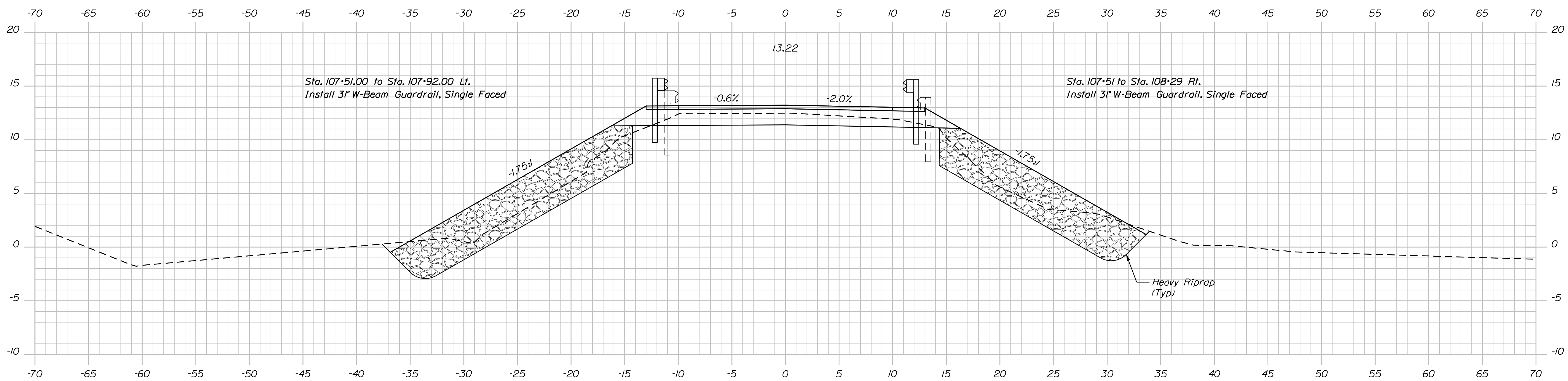
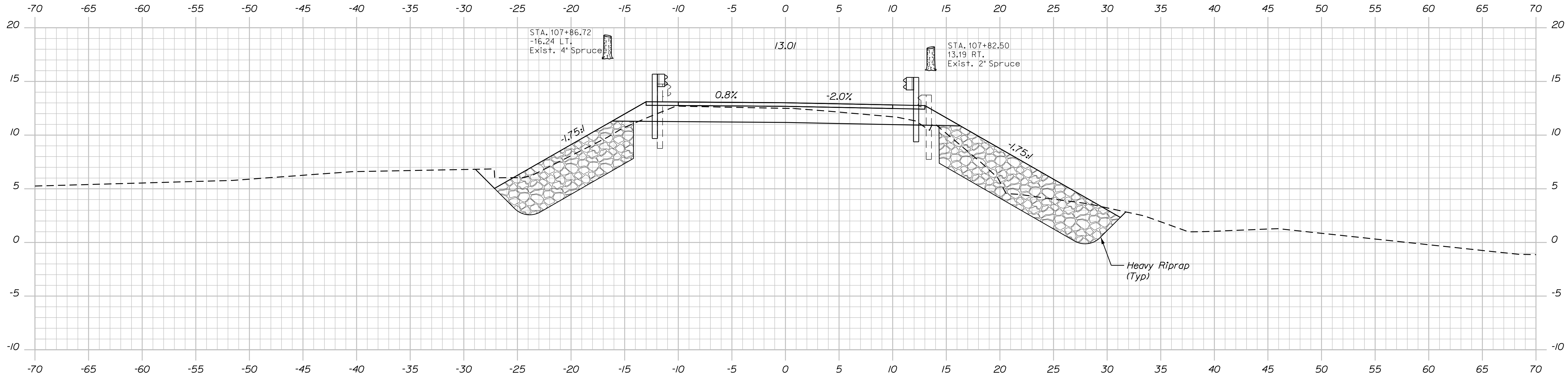
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 OF 32

Date: 12/15/2023

Username:

Division: BRIDGE

Filename: ... \ustn\016_XSECT_107-50_007.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2263(000)

BRIDGE NO. 3696
WIN
22630.00
BRIDGE PLANS

PROJ. MANAGER	BY	DATE
A. Letellier	M. Roenig	8/23
DESIGN DETAILED	J. French	8/23
CHECKED/REVIEWED	M. Smith	8/23
DESIGN DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

OCEANVILLE BRIDGE
OCEANVILLE THOROUGHFARE
HANCOCK COUNTY
STONINGTON
CROSS SECTIONS

SHEET NUMBER
16
OF 32

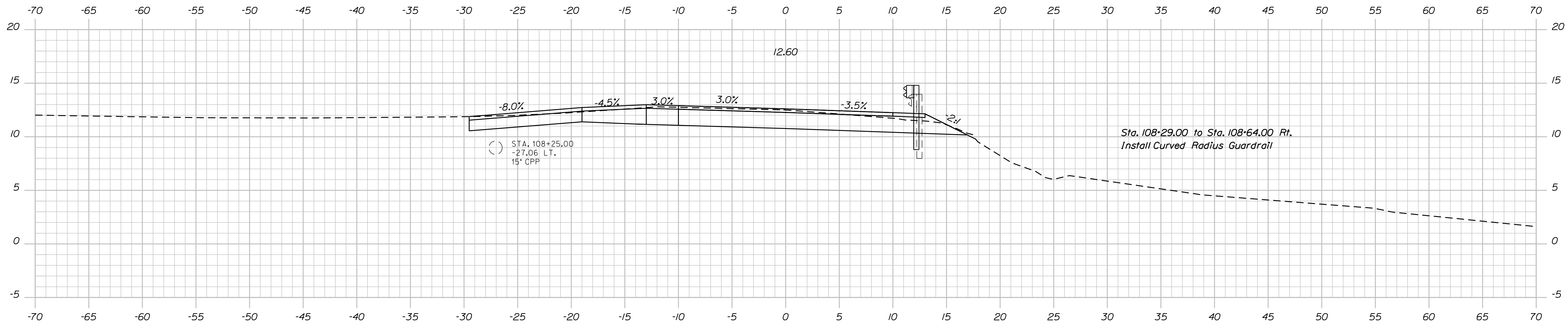
Sta. 107+50.00 to Sta. 107+75.00

Date: 12/15/2023

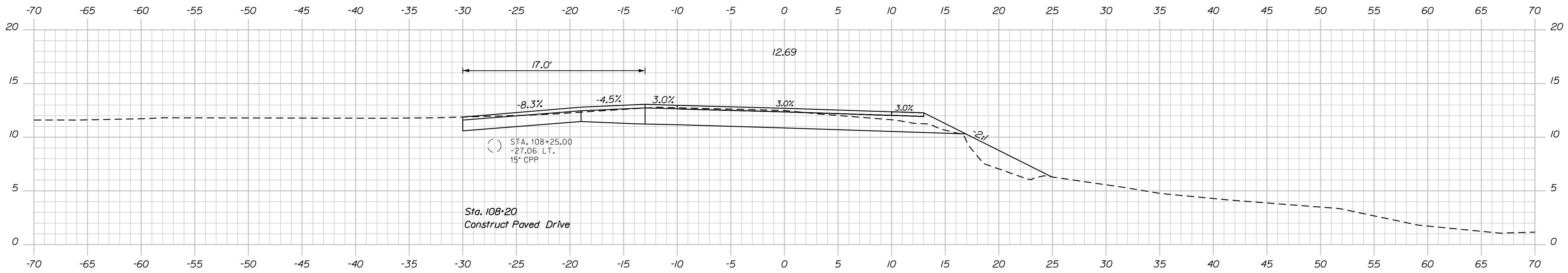
Username:

Division: BRIDGE

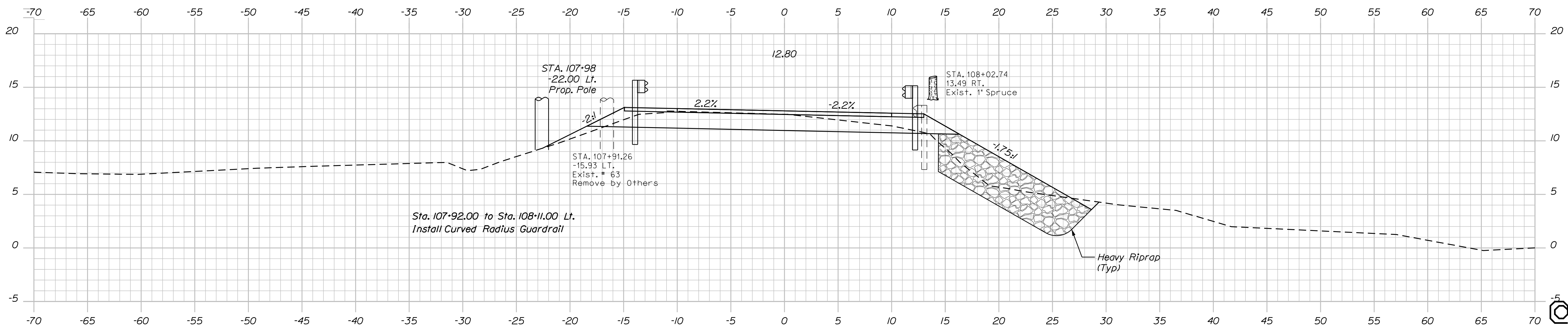
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END FULL DEPTH CONSTRUCTION
 BEGIN TRANSITION
 108+25.00



108+20.00 (SKEWED)



108+00.00

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 STP-2263(000)
 WIN
 22630.00
 BRIDGE NO. 3696
 BRIDGE PLANS

PROJ. MANAGER	DATE	BY	DATE
A. Lett	8/23	M. Roney	8/23
E. Maloney	8/23	J. French	8/23
N. Fox		M. Smith	
E. Carrer			

OCEANVILLE BRIDGE
 OCEANVILLE THOROUGHFARE
 STONINGTON HANCOCK COUNTY
 CROSS SECTIONS

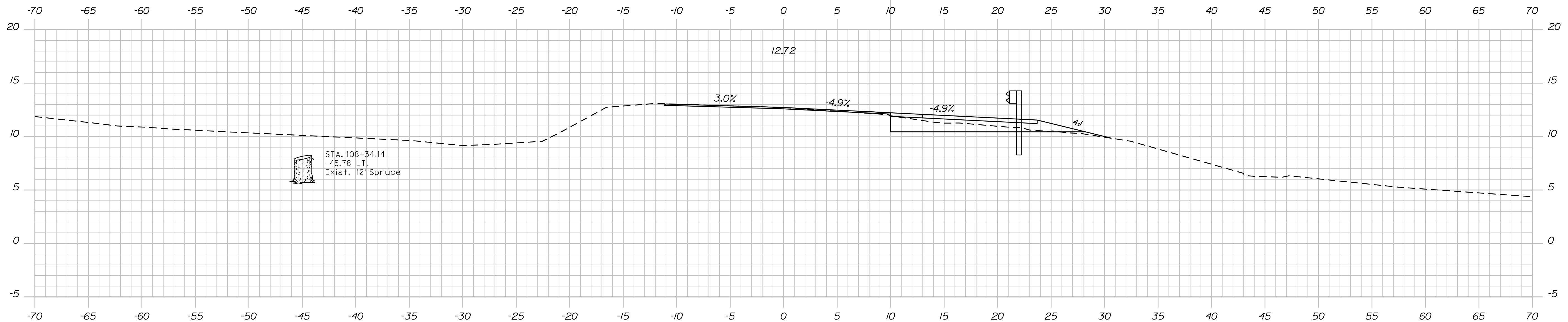
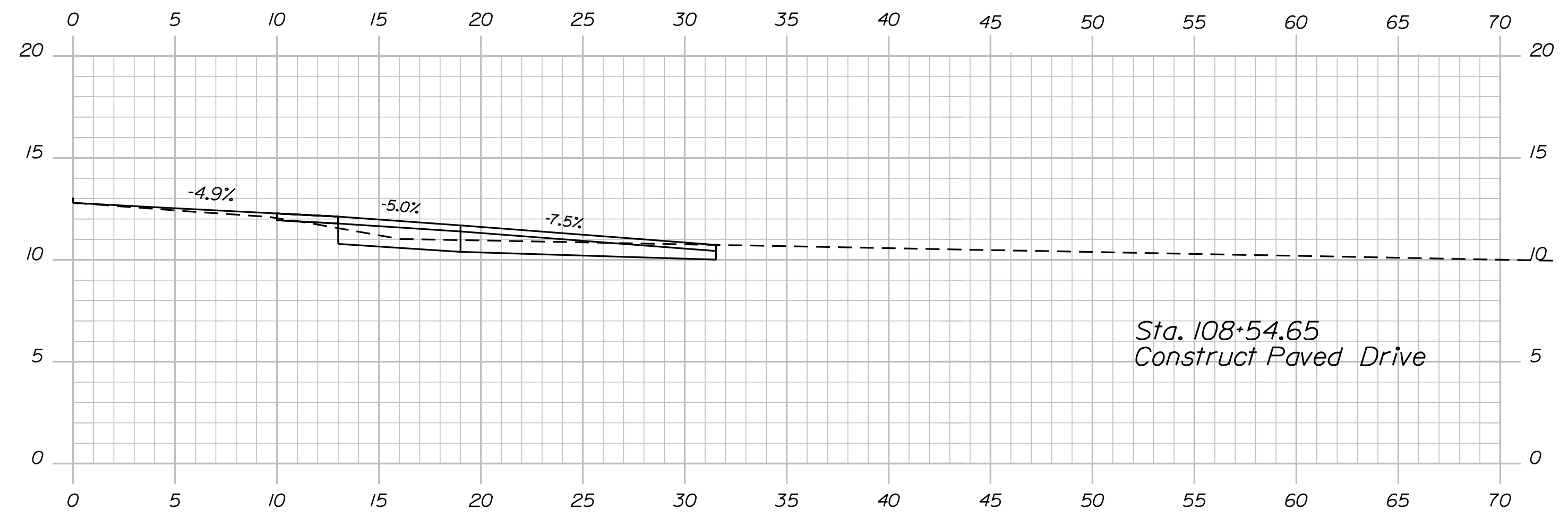
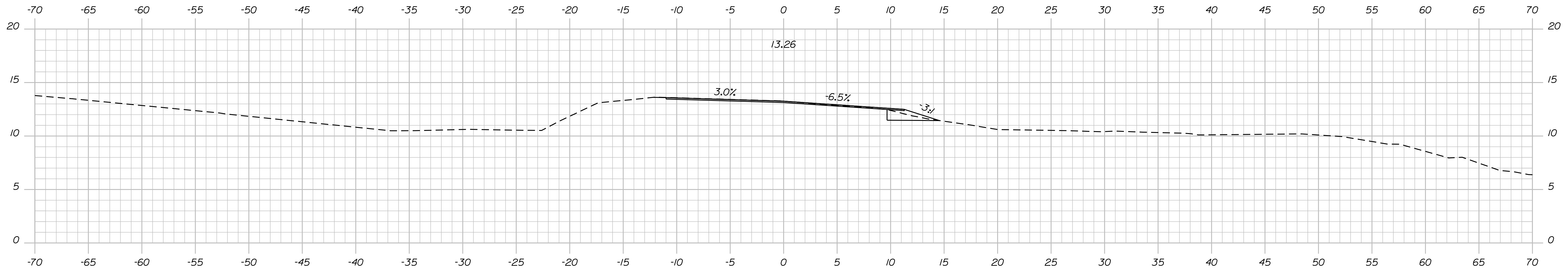
SHEET NUMBER
 17
 OF 32

Date: 12/15/2023

Username:

Division: BRIDGE

Filename: ... \ustn\018_XSECT_108-50_011.dgn



END TRANSITION
BEGIN MILL & OVERLAY
108+50.00

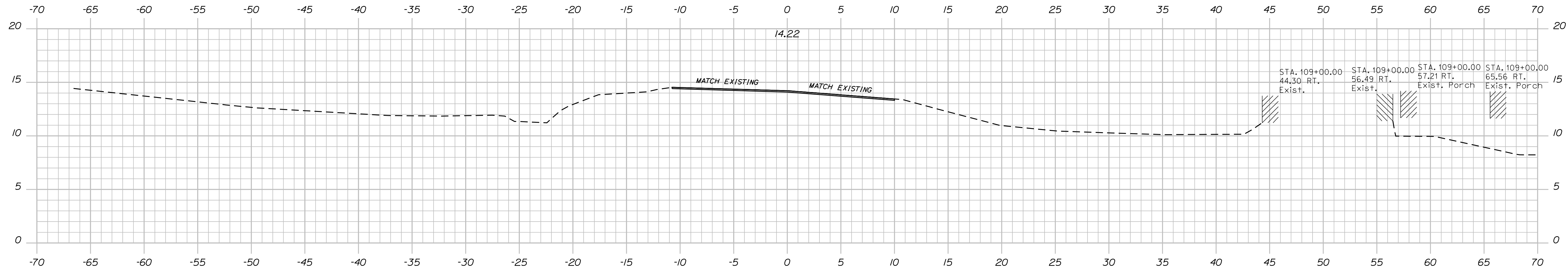
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2263(000)
BRIDGE NO. 3696
WIN
22630.00
BRIDGE PLANS

DESIGN-DETAILED	A. Lett	DATE	8/23
CHECKED-REVIEWED	E. Maloney	BY	M. Roney
DESIGN-DETAILED	N. Fox		J. French
DESIGN-DETAILED	E. Carter		M. Smith
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE

OCEANVILLE BRIDGE
OCEANVILLE THOROUGHFARE
HANCOCK COUNTY
STONINGTON
CROSS SECTIONS

SHEET NUMBER
18
OF 32



END MILL & OVERLAY
 END PROJECT
 109+00.00

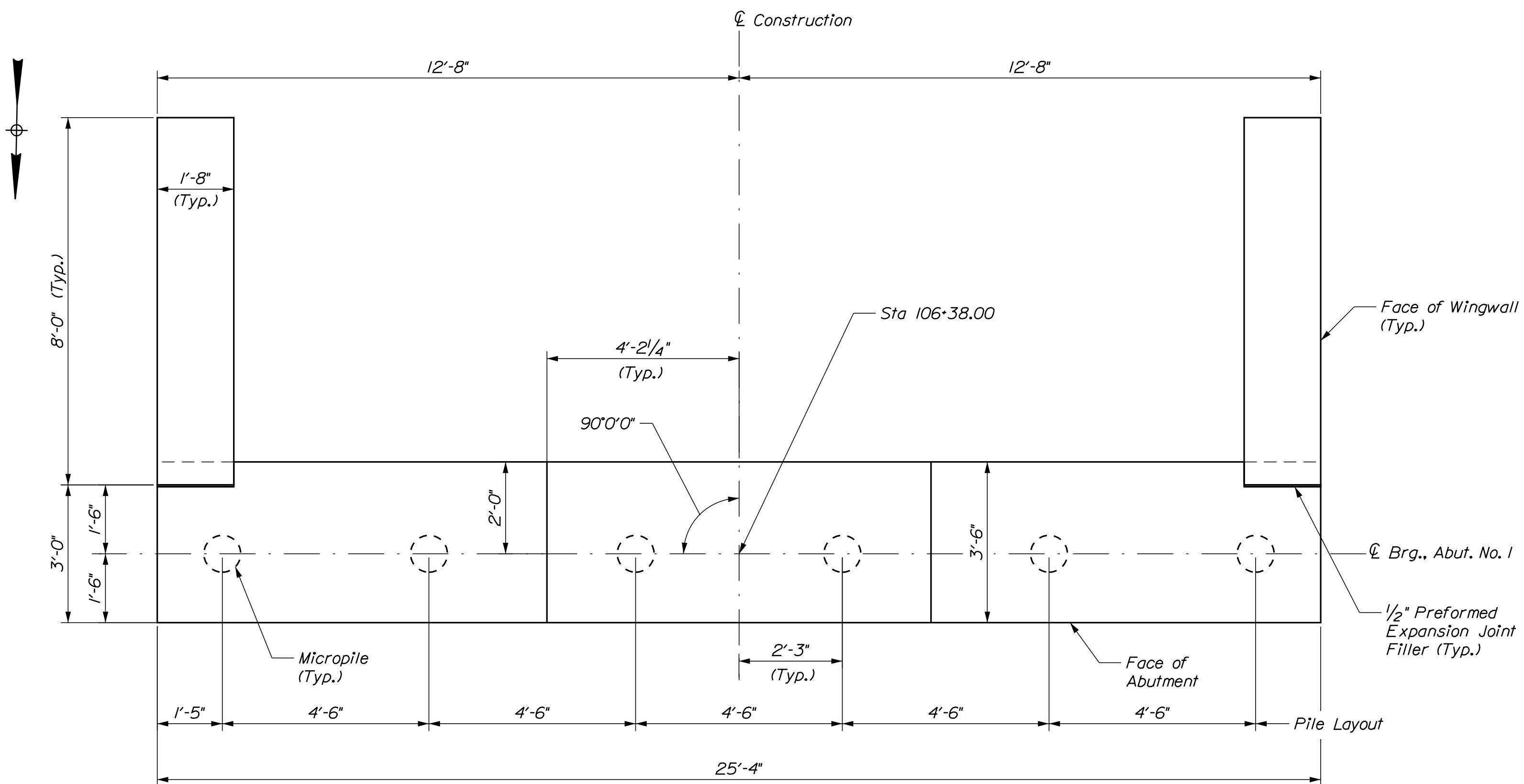
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
STP-2263(000)
 BRIDGE NO. 3696
 WIN
 22630.00
 BRIDGE PLANS

PROJ. MANAGER	A. Letellier	BY		DATE	
DESIGN-DETAILED	E. Maloney	BY	M. Roney	DATE	8/23
CHECKED-REVIEWED	N. Fox	BY	J. French	DATE	8/23
DESIGN-DETAILED	E. Carter	BY	M. Smith	DATE	8/23
DESIGN-DETAILED	-	BY	-	DATE	-
REVISIONS 1	-	BY	-	DATE	-
REVISIONS 2	-	BY	-	DATE	-
REVISIONS 3	-	BY	-	DATE	-
REVISIONS 4	-	BY	-	DATE	-
FIELD CHANGES	-	BY	-	DATE	-

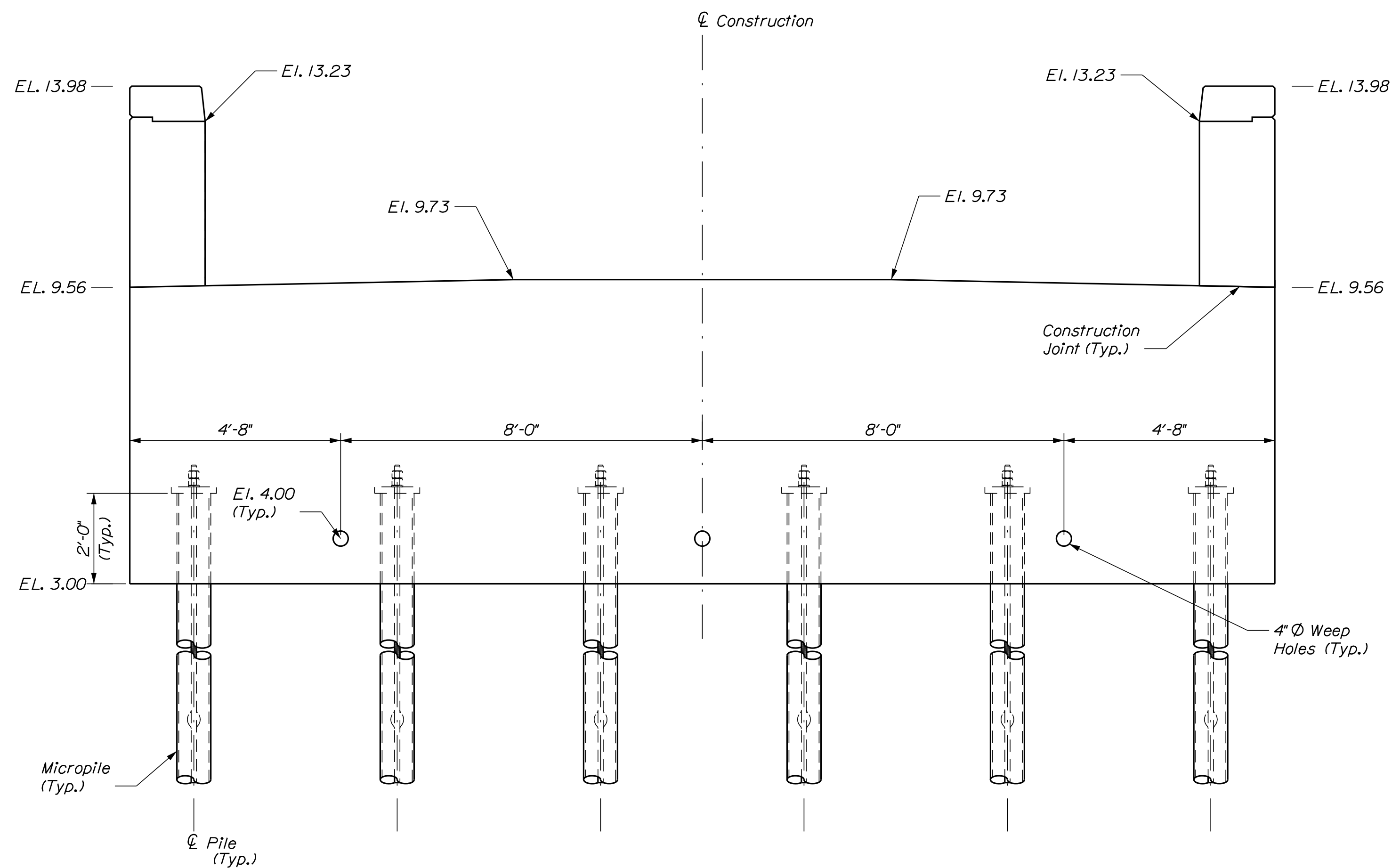
SIGNATURE	
P.E. NUMBER	
DATE	

OCEANVILLE BRIDGE
 OCEANVILLE THOROUGHFARE
 STONINGTON HANCOCK COUNTY
CROSS SECTIONS

SHEET NUMBER
19
 OF 32



ABUTMENT NO. 1 PLAN
(Anchor Dowels not Shown)



ABUTMENT NO. 1 ELEVATION
(Anchor Dowels not Shown)

ABUTMENT NOTES

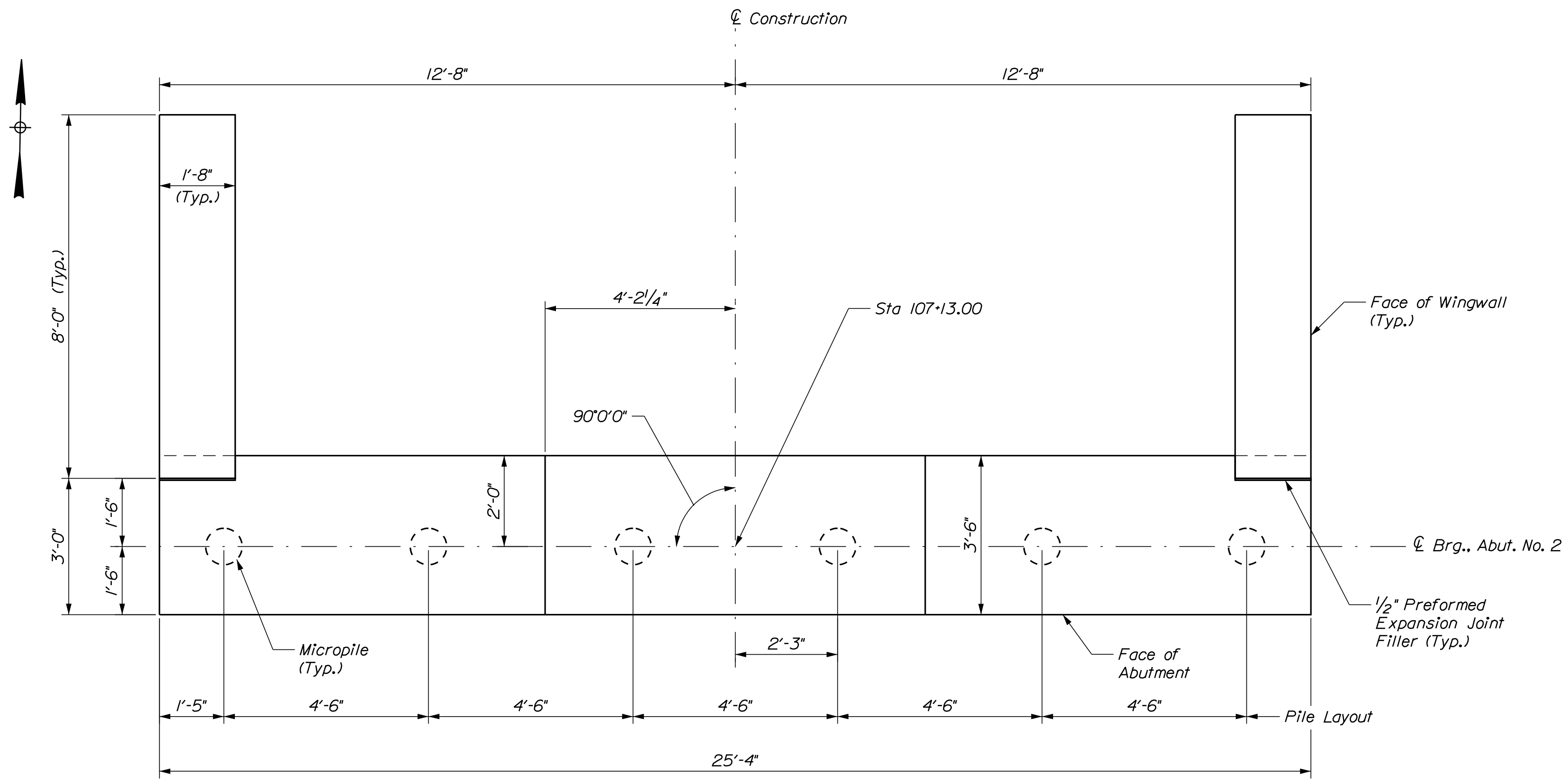
1. Reinforcing steel shall have a minimum concrete cover of 2 inches in the walls and 3 inches along the bottom unless otherwise noted.
2. Place drains with a 4-inch diameter in abutment and wingwalls at 10 feet maximum spacing. The exact location will be determined by the Resident.
3. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
4. Place the wingwall portions above the horizontal construction joint after the beams are erected to ensure an accurate match with the superstructure.
5. Payment for Preformed Expansion Joint Filler between the end diaphragms and the wingwalls will not be made directly, but will be considered incidental to Item 502.261, Structural Concrete Roadway and Sidewalk Slab on Concrete Bridges.
6. Anchor dowels shall be installed plumb and may either be cast-in or drilled and anchored in accordance with Subsection 503.06.
7. Construct French Drains behind the abutments and wingwalls in accordance with Standard Specification Section 512, French Drains.

MICROPILE NOTES

1. The micropiles are designed to support a maximum factored Service Limit State compressive axial load of 116 kips per pile. The micropiles are designed to support a maximum factored Strength Limit State compressive axial load of 163 kips per pile.
2. Construct micropiles in accordance with Special Provision Section 501 Micropiles.
3. The pile casing shall be API 5CT N80 or ASTM A252 Grade 3 with a minimum yield strength of 80ksi or approved equal.
4. Pile casing splices shall conform to the requirements of ASTM A148/A148M, Grade 725-585 (Grade 105-85). There shall be no splices in the casing within 10 feet from the abutment cap. The top 10 feet of the pile casing shall be one solid piece.
5. The anchor plate shall meet the requirements of ASTM A709 Grade 50 and shall be galvanized in accordance with section 506, Shop Applied Protection Coating.
6. Grout shall have a minimum 28 day compressive strength of 5000 psi in accordance with ASTM C109.
7. Micropile Verification and Proof Load Tests shall be performed in the presence of the Department and in accordance with Special Provision Section 501, Micropiles.
8. Bond zone length shall be confirmed by test piles in accordance with Special Provision Section 501, Micropiles.
9. The reinforcing bar shall be continuously - threaded for the entire length and shall meet the requirements of ASTM A 615, Grade 75 and shall be galvanized in accordance with ASTM A153.
10. The threaded bar nuts shall conform to the threaded reinforcing bar manufacturer requirements and Special Provision Section 501, Micropiles and shall be galvanized in accordance with ASTM A153.
11. Micropiles shall be constructed as plumb placed as shown in the Abutment Plans and Micropile Elevation.
12. Grout shall be placed by tremie in accordance with Special Provision Section 501, Micropiles.
13. The anchor plate shall not be installed on a threaded coupling.

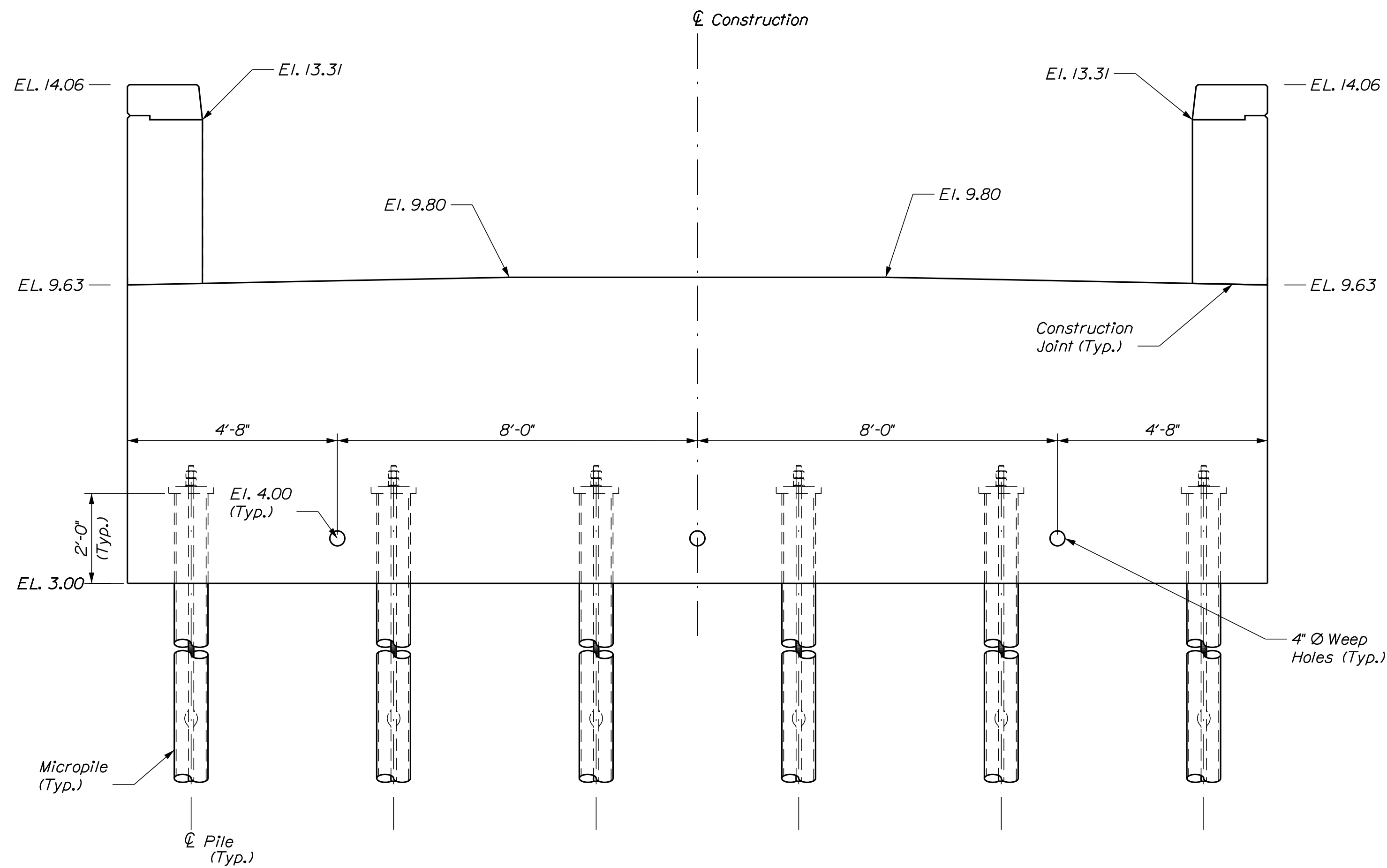
PROJ. MANAGER	A. Letellier	DATE	BY	DATE
DESIGN-DETAILED	E. Maloney	8/23	M. Roenig	8/23
CHECKED-REVIEWED	N. Fox	8/23	J. French	8/23
DESIGNS DETAILED	E. Carter	8/23	M. Smith	8/23
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

PROJ. MANAGER	A. Letellier	DATE	BY	DATE
DESIGN-DETAILED	E. Maloney	8/23	M. Roenig	8/23
CHECKED-REVIEWED	N. Fox	8/23	J. French	8/23
DESIGNS DETAILED	E. Carter	8/23	M. Smith	8/23
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				



ABUTMENT NO. 2 PLAN

(Anchor Dowels not Shown)



ABUTMENT NO. 2 ELEVATION

(Anchor Dowels not Shown)

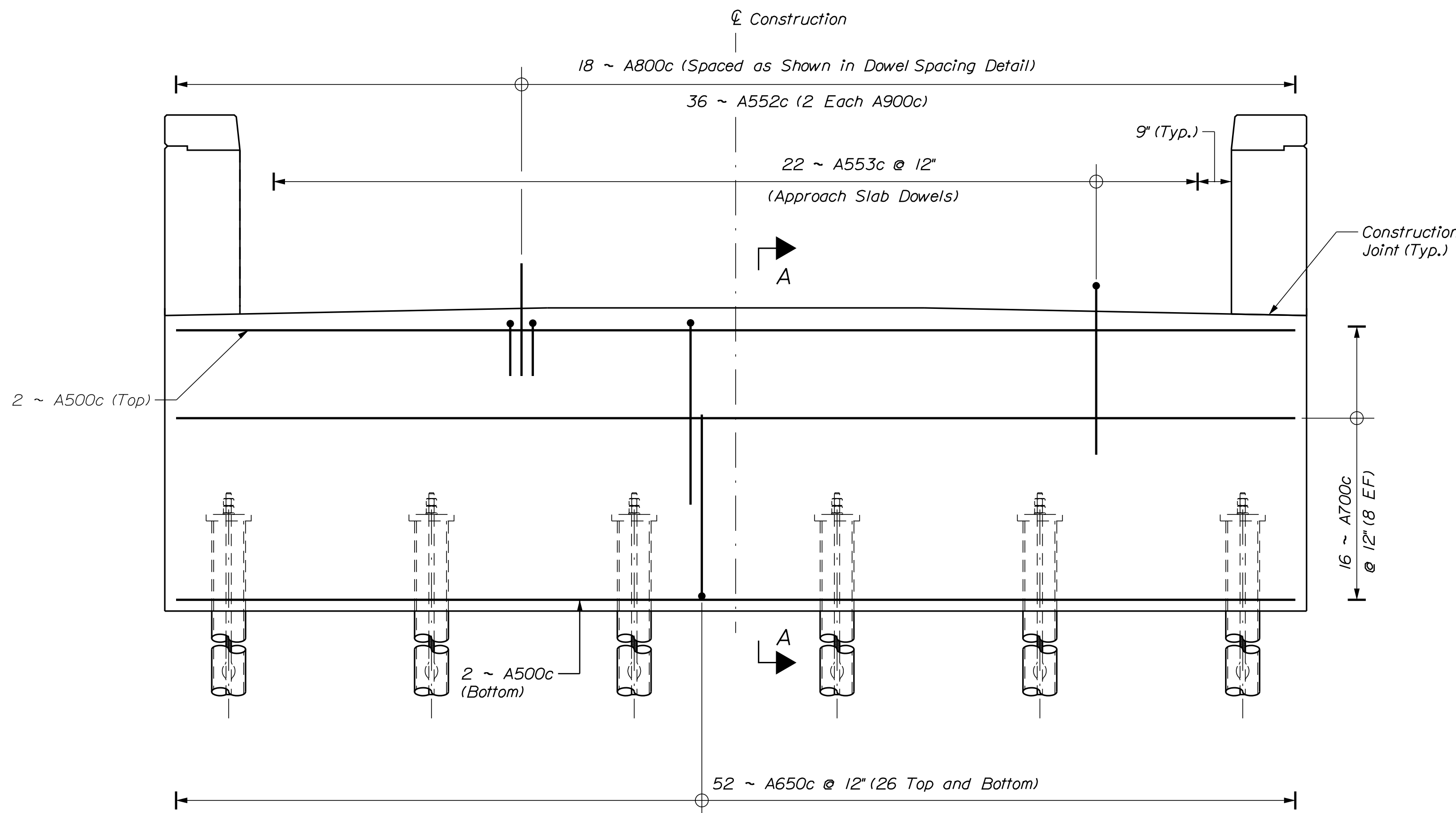
PROJ. MANAGER	A. Letellier	BY	DATE
DESIGN DETAILED	E. Maloney	M. Roery	8/23
CHECKED/REVIEWED	N. Fox	J. French	8/23
DESIGN DETAILED	E. Carter	M. Smith	8/23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Date: 12/15/2023

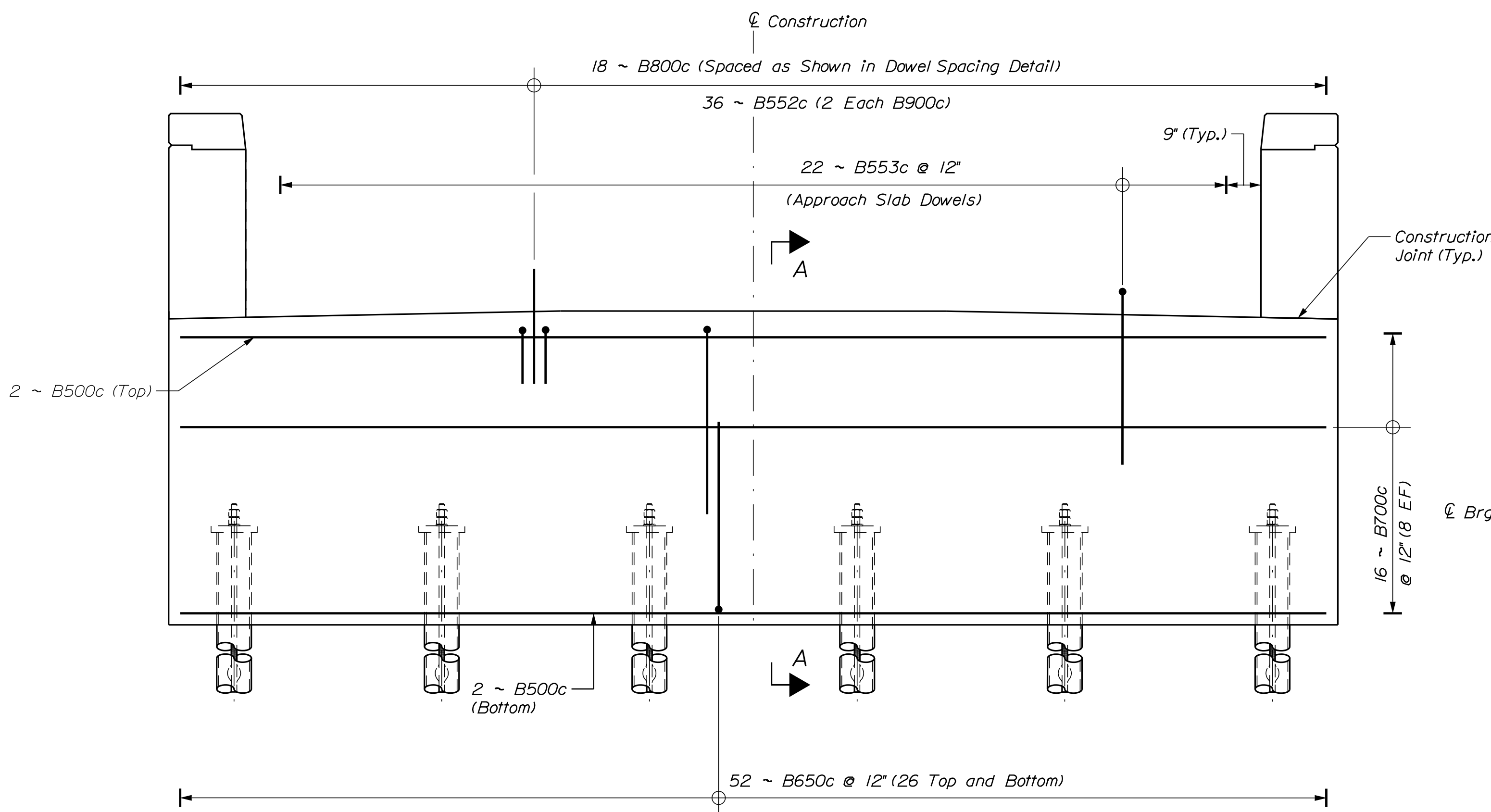
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Division: BRIDGE

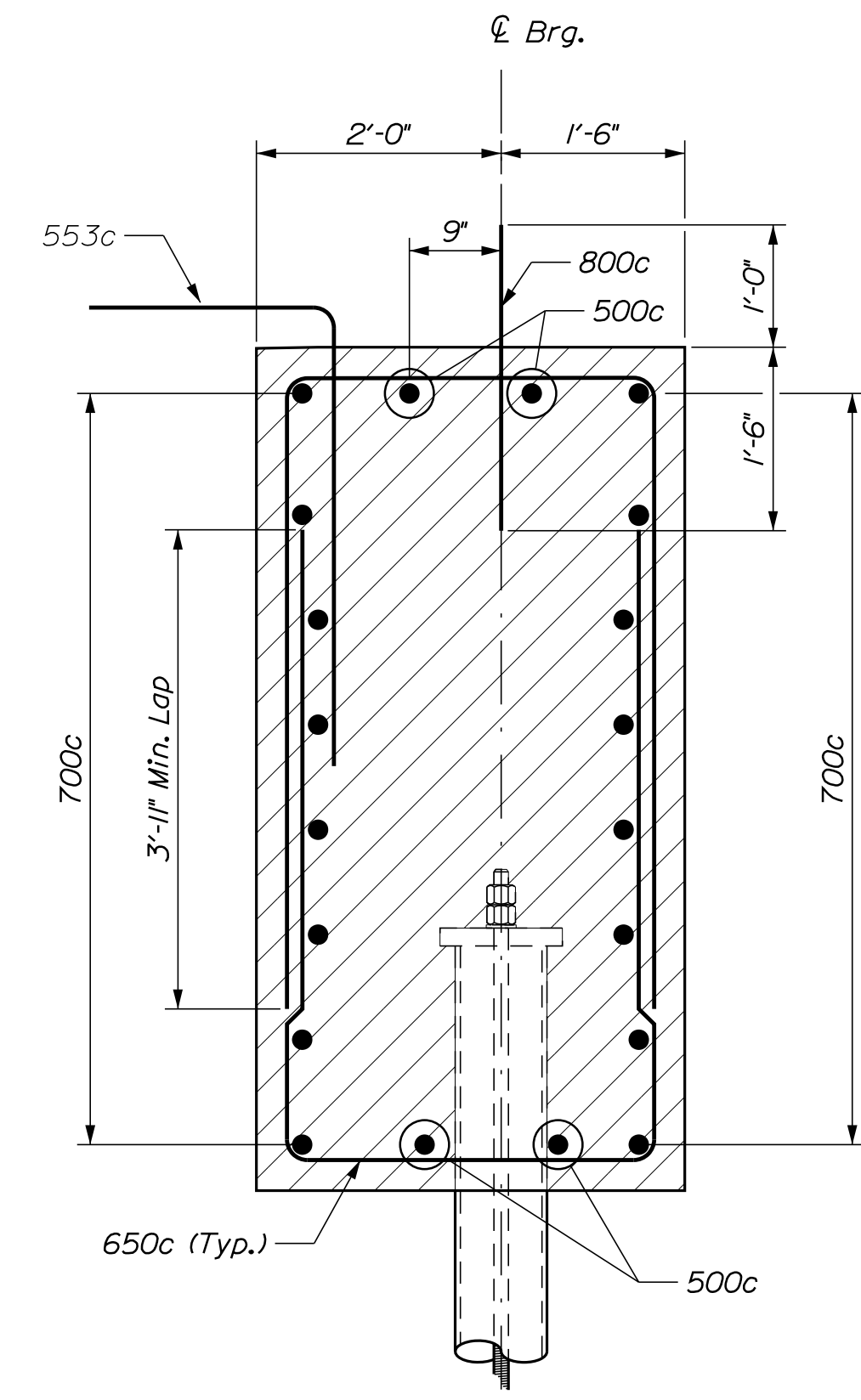
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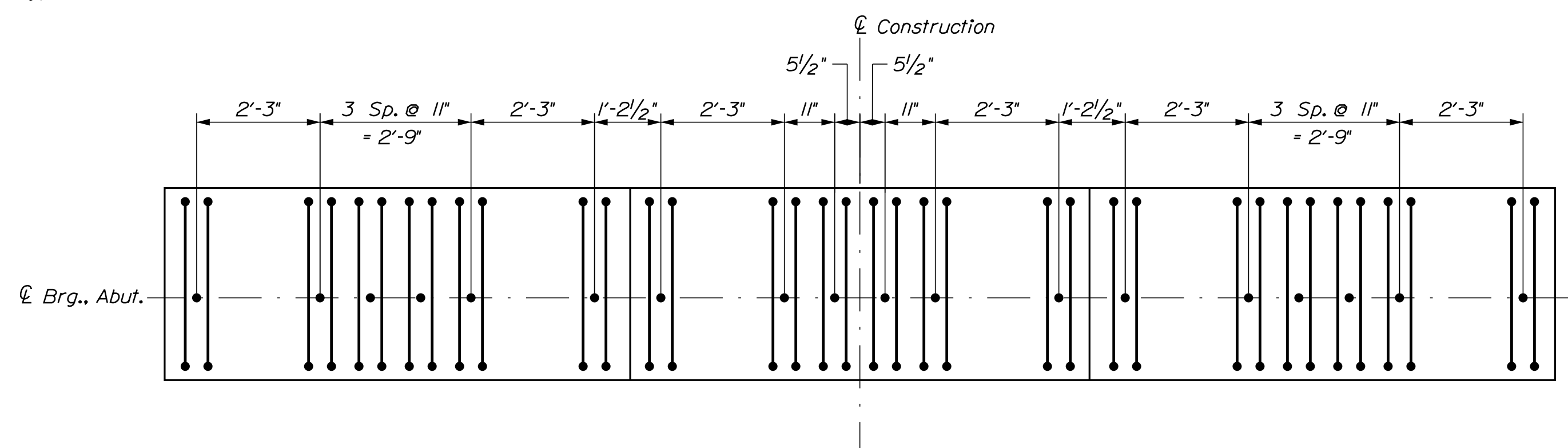
ABUTMENT NO. 1 REINFORCING



ABUTMENT NO. 2 ELEVATION



SECTION A-A
ABUTMENT SECTION

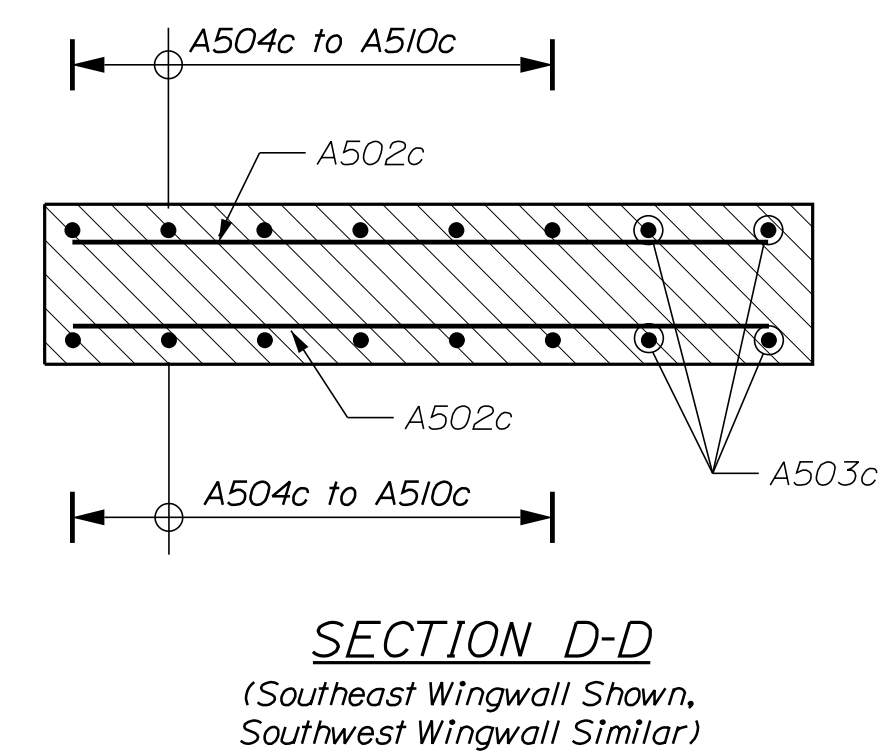
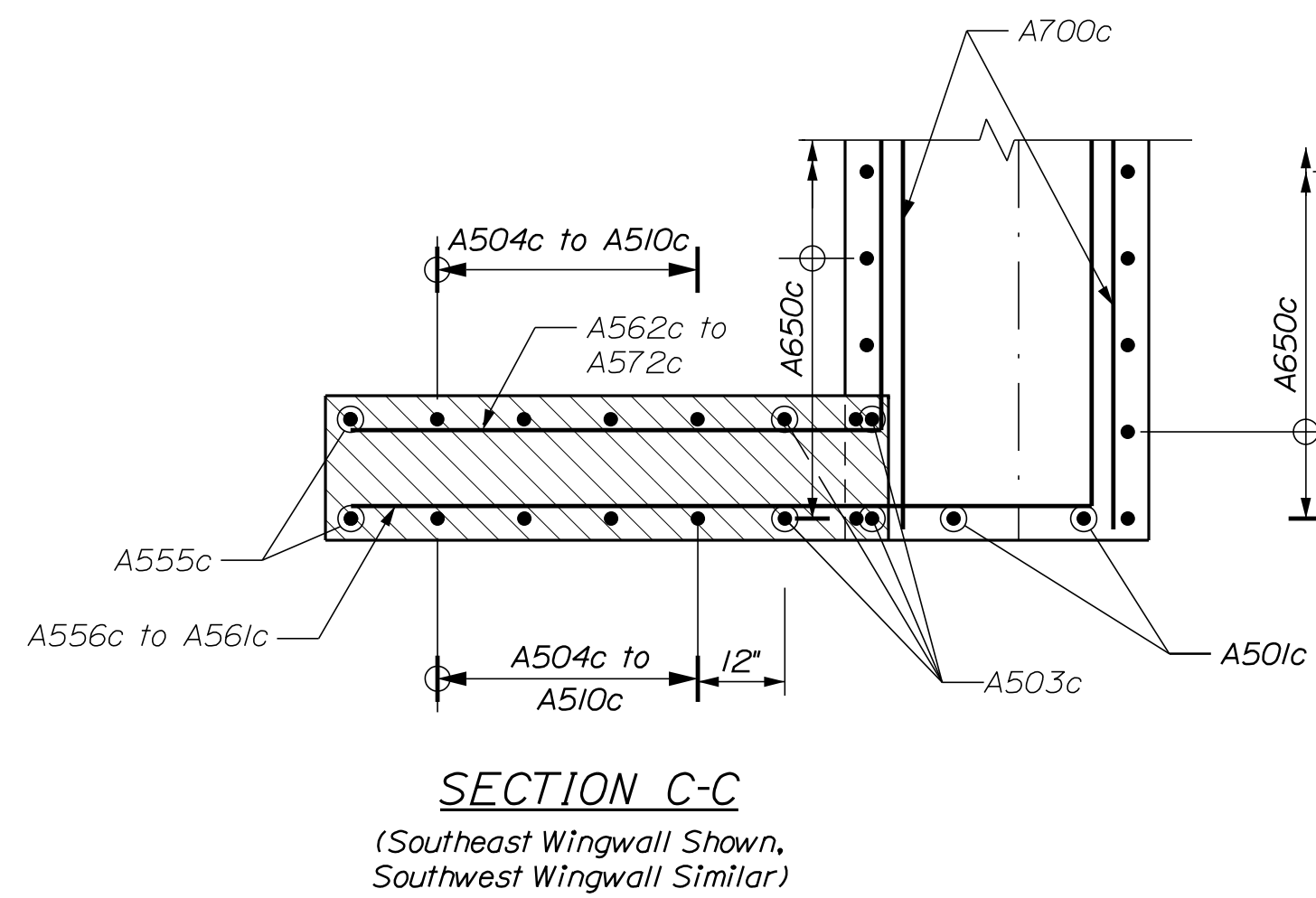
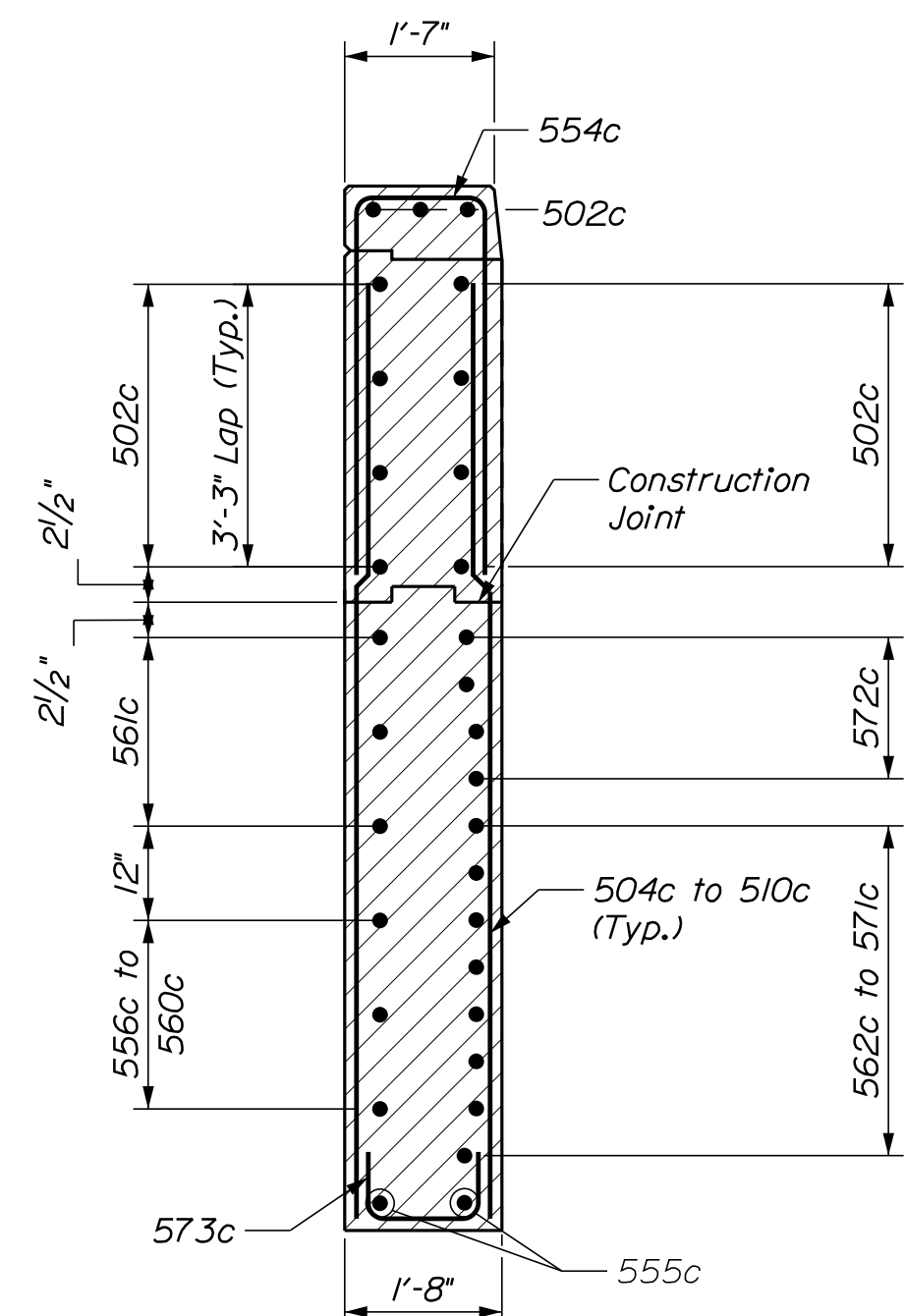
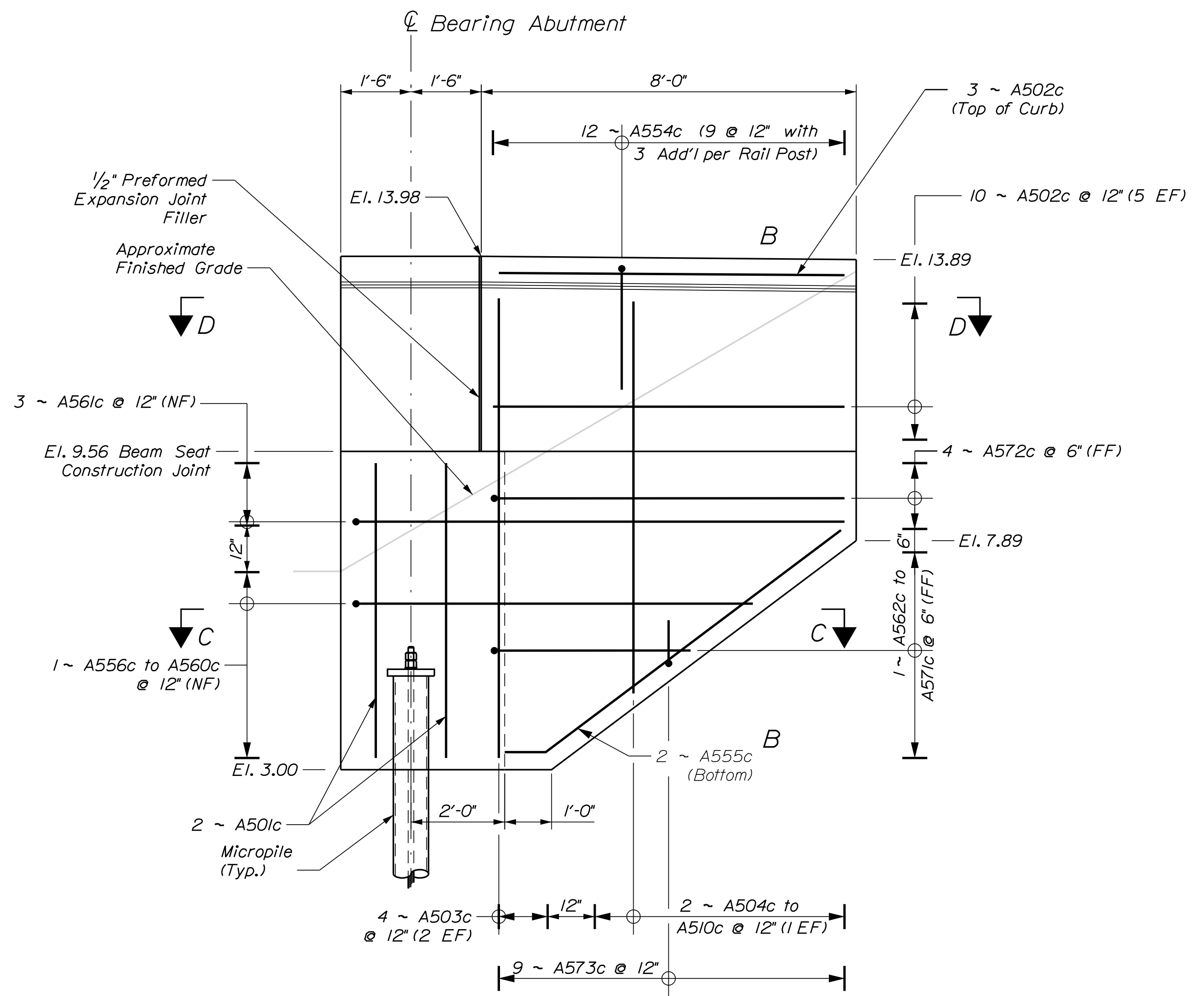
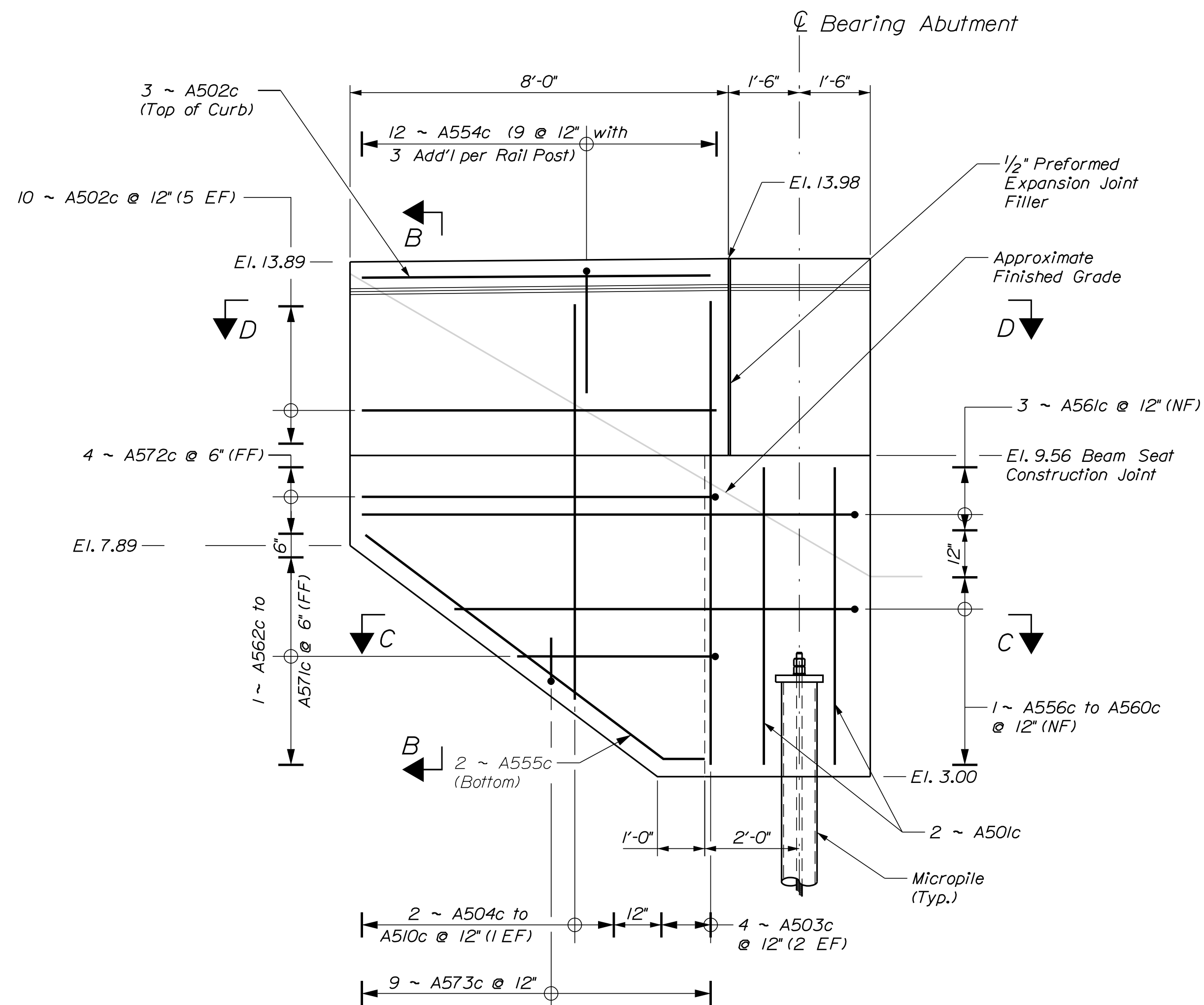


ABUTMENT DOWEL SPACING DETAIL
(All Other Reinforcing not Shown For Clarity)

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-2263(000)		BRIDGE NO. 3696		WIN		22630.00		BRIDGE PLANS	
OCEANVILLE BRIDGE		OCEANVILLE THOROUGHFARE		HANCOCK COUNTY		STONINGTON		ABUTMENT REINFORCING		SHEET NUMBER		22	
PROJ. MANAGER	A. Lethe	BY	M. Roery	DATE	8/23	DESIGN-DETAILED	E. Mabrey	SIGNATURE		P.E. NUMBER		DATE	
CHECKED-REVIEWED	N. Fox		J. French		8/23	DESIGN-REVIEWED	E. Carter						
DESIGN-DETAILED		REVISIONS 1				DESIGN-REVIEWED							
DESIGN-REVIEWED		REVISIONS 2				DESIGN-REVIEWED							
DESIGN-REVIEWED		REVISIONS 3				DESIGN-REVIEWED							
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DESIGN-REVIEWED		FIELD CHANGES				DESIGN-REVIEWED							

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OF 32



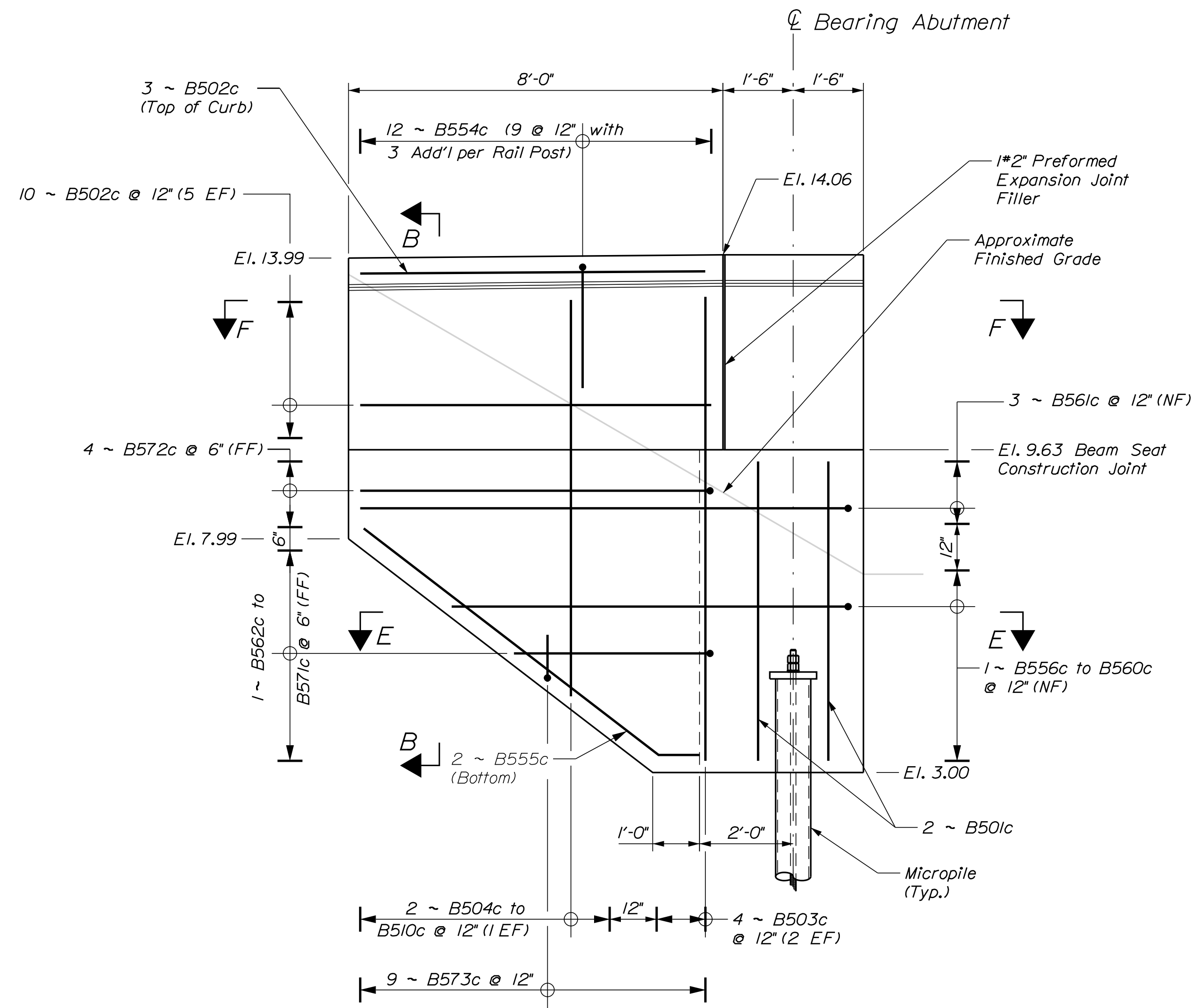
PROJ. MANAGER	A. Lettier	BY	DATE
DESIGN DETAILED	E. Maloney	M. Roenig	8/23
CHECKED/REVIEWED	N. Fox	J. French	8/23
DESIGN DETAILED	E. Carrier	M. Smith	8/23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Date: 12/15/2023

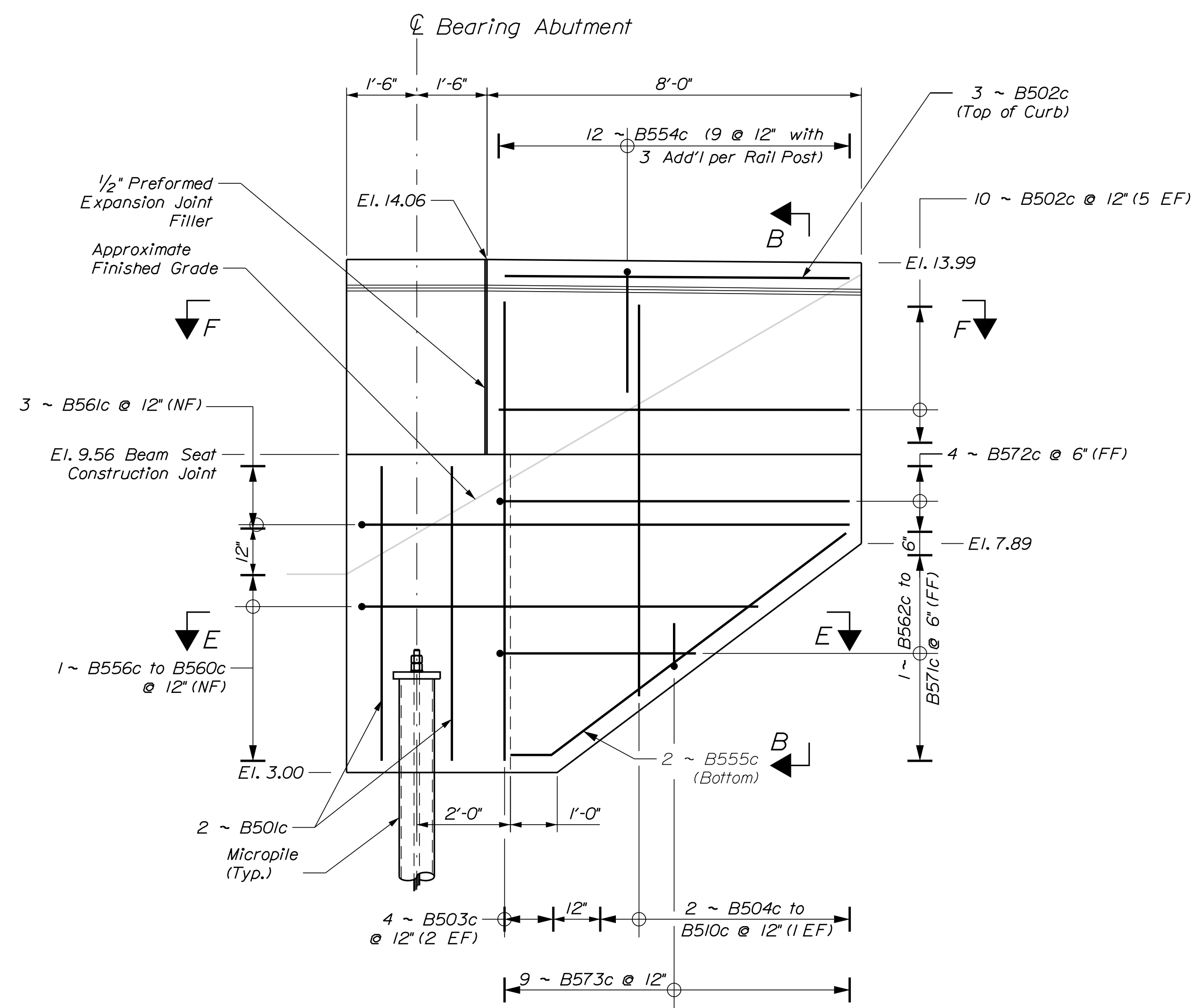
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Division: BRIDGE

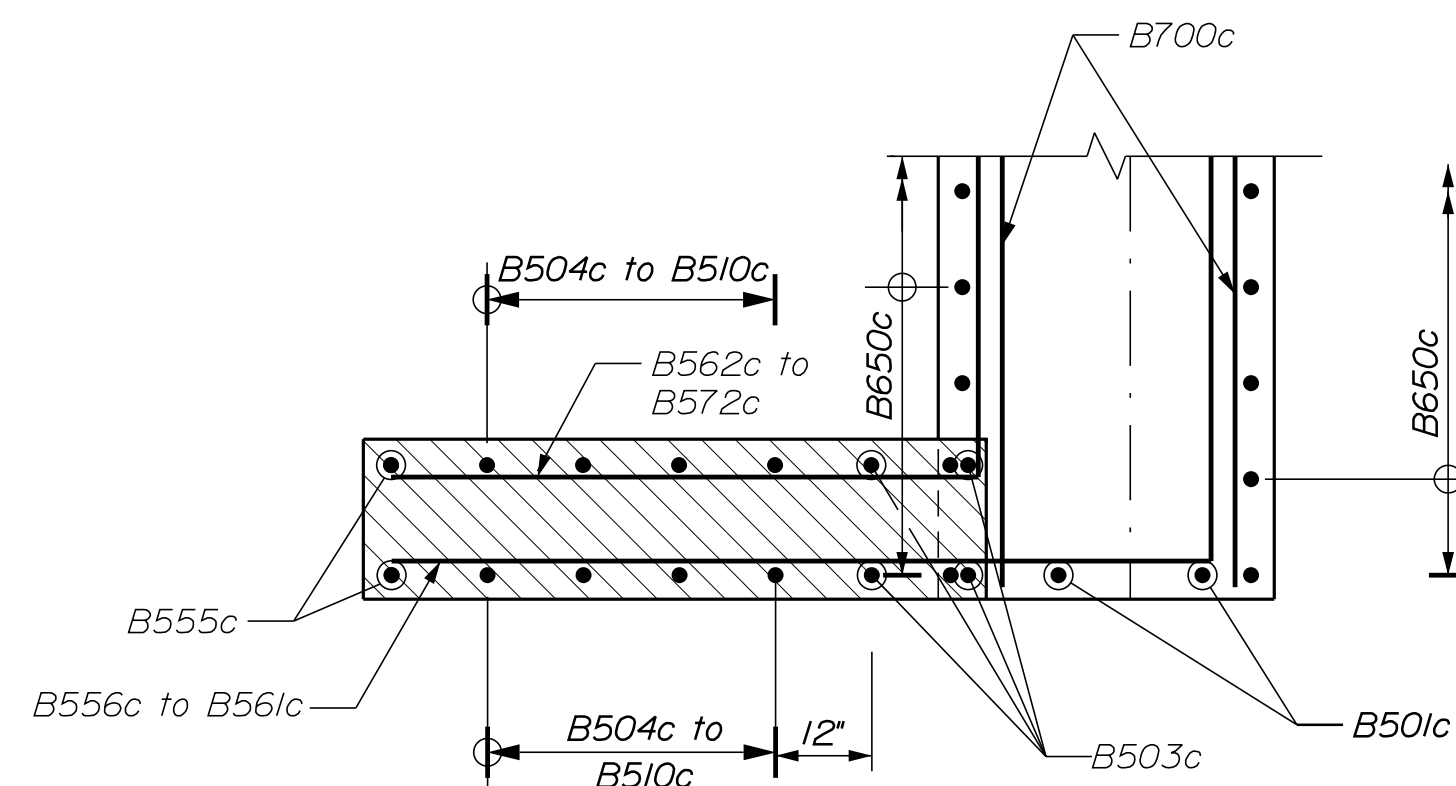
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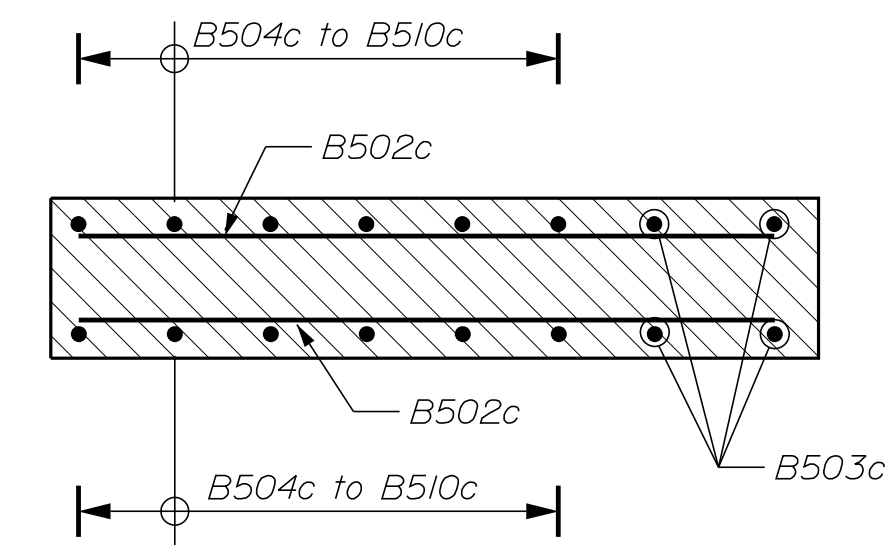
NW WINGWALL ELEVATION
(End Diaphragm Reinforcing Not Shown for Clarity)



NE WINGWALL ELEVATION
(End Diaphragm Reinforcing Not Shown for Clarity)



SECTION E-E
(Northwest Wingwall Shown,
Northeast Wingwall Similar)



SECTION F-F
(Northwest Wingwall Shown,
Northeast Wingwall Similar)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2263(000)
BRIDGE NO. 3696
WIN
22630.00
BRIDGE PLANS

PROJ. MANAGER	A. Letellier	BY	DATE
DESIGN DETAILED	E. Maloney	M. Roenig	8/23
CHECKED/REVIEWED	N. Fox	J. French	8/23
DESIGN DETAILED	E. Carter	M. Smith	8/23
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OCEANVILLE BRIDGE
OCEANVILLE THOROUGHFARE
STONINGTON
HANCOCK COUNTY
ABUTMENT NO. 2 WINGWALLS

SHEET NUMBER

24

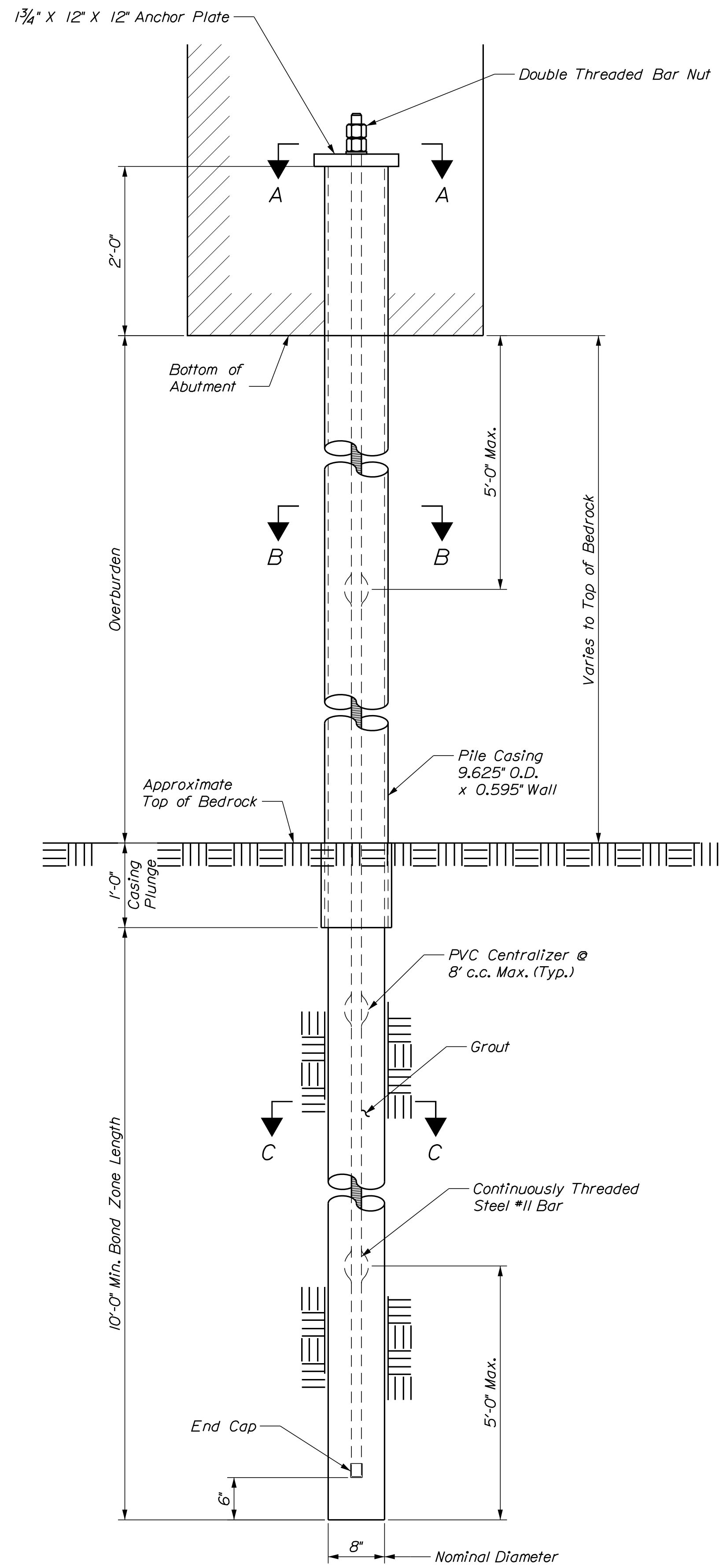
OF 32

Date: 12/15/2023

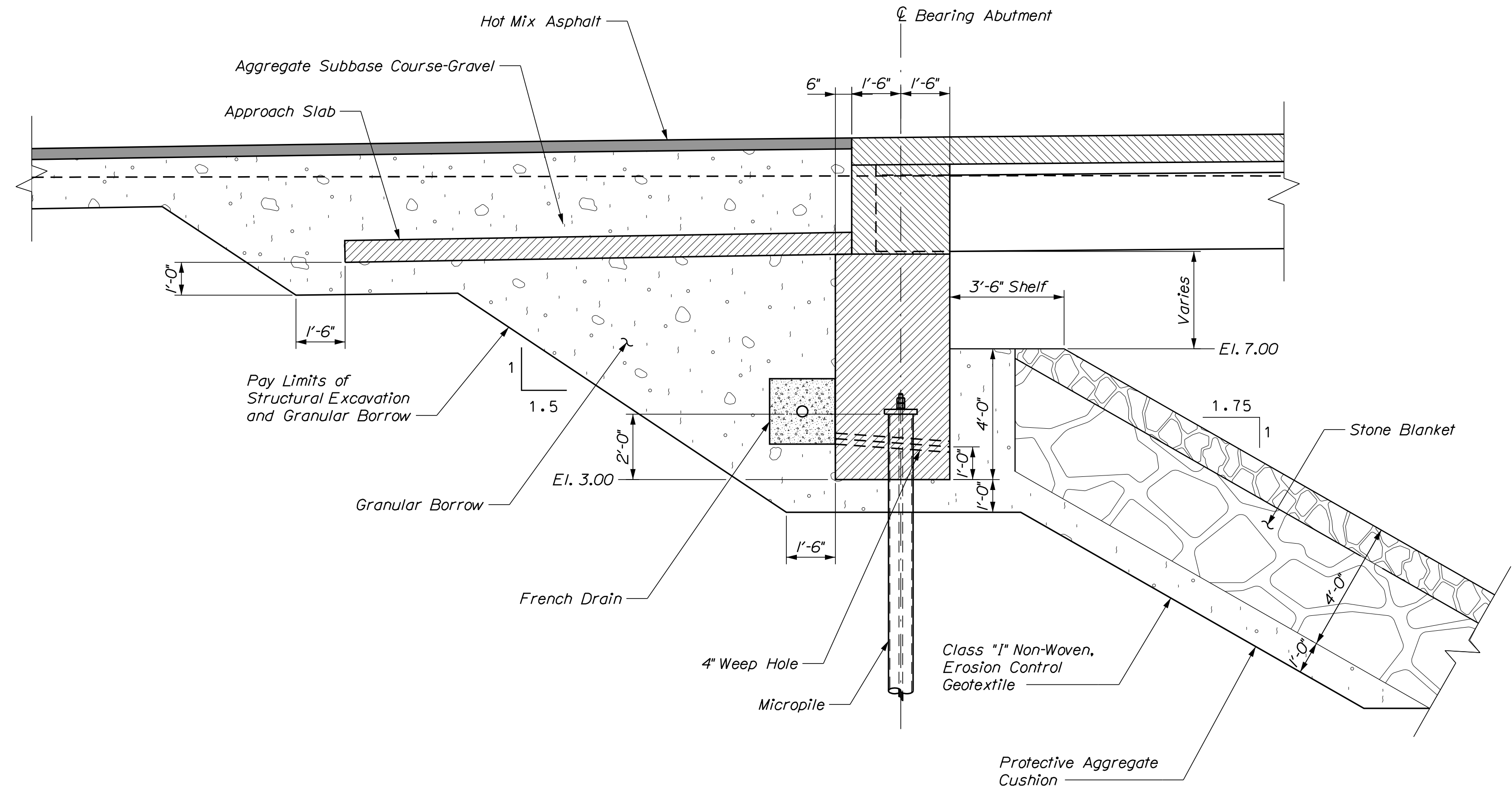
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Division: BRIDGE

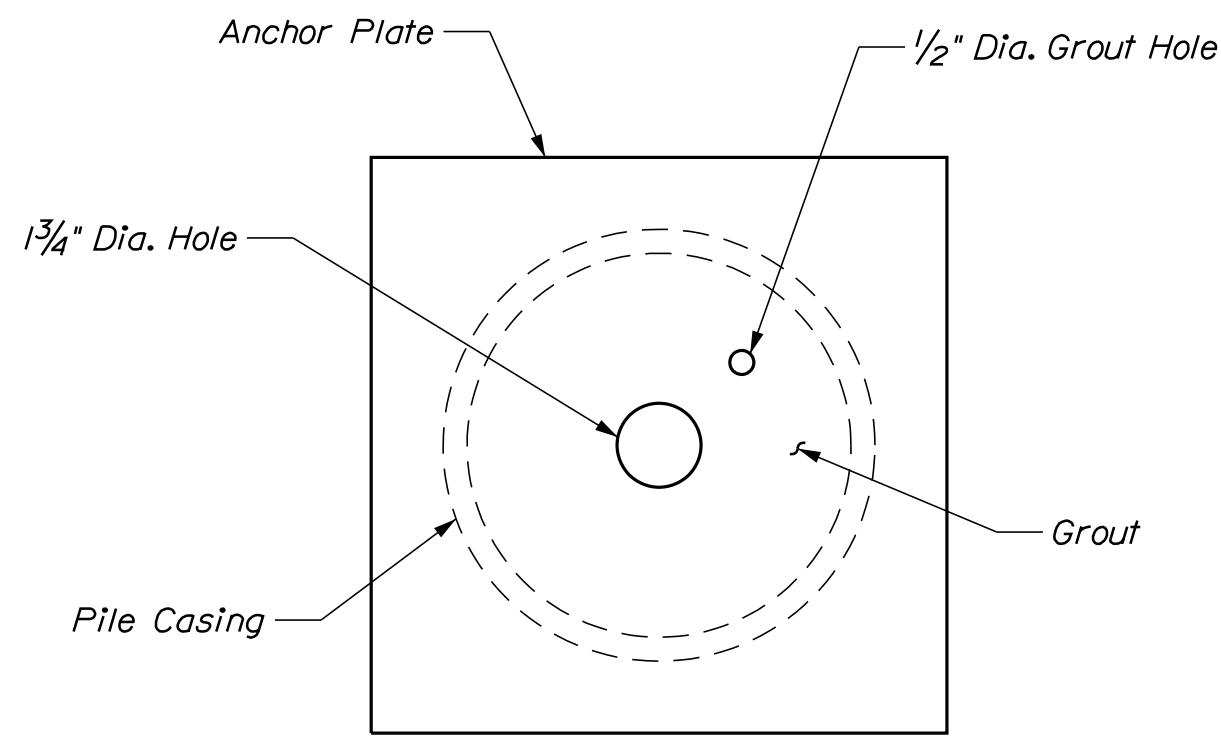
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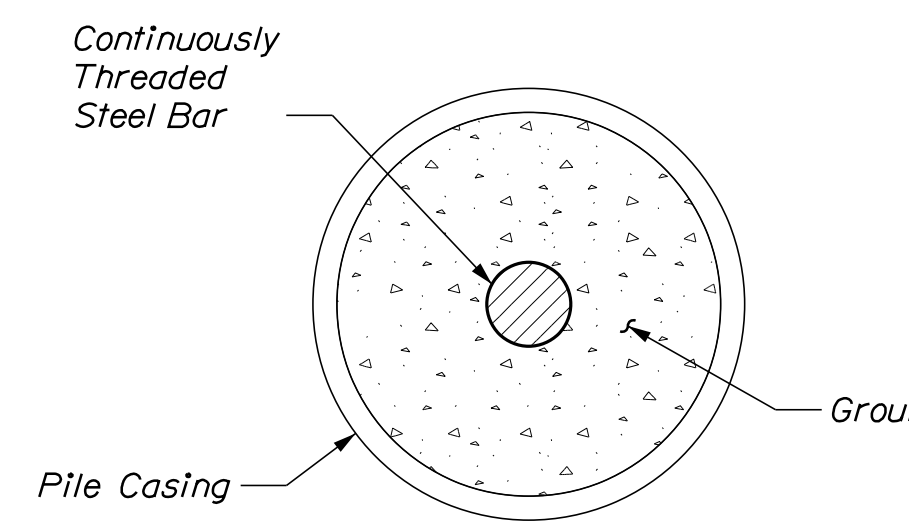
MICROPILE ELEVATION



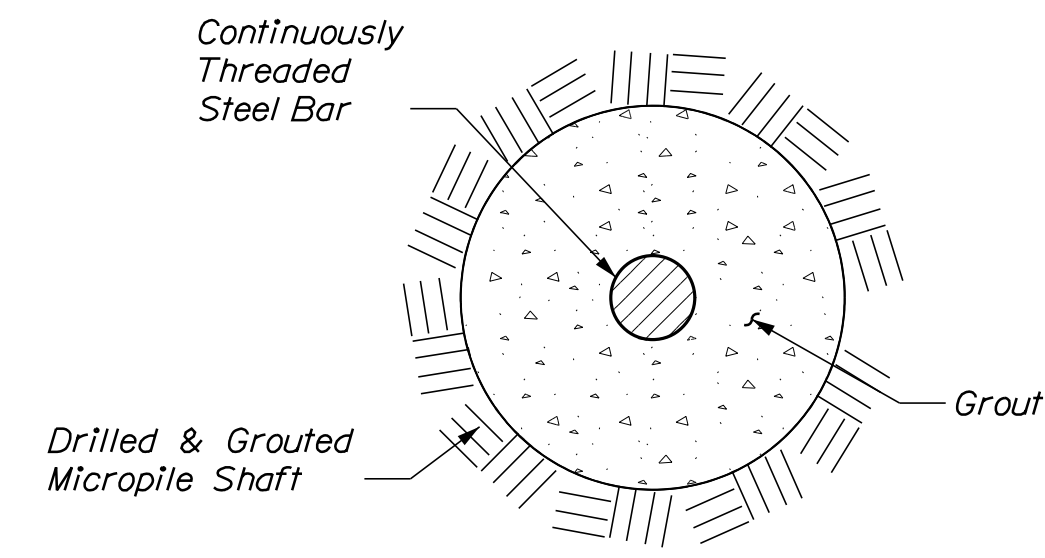
ABUTMENT BACKFILL DETAIL



SECTION A-A



SECTION B-B



SECTION C-C

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2263(000)
WIN
22630.00
BRIDGE NO. 3696
BRIDGE PLANS

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

PROJ. MANAGER	BY	DATE
A. Letellier	M. Roenig	8/23
E. Maloney	J. French	8/23
N. Fox	M. Smith	8/23
E. Carrer		

OCEANVILLE BRIDGE
OCEANVILLE THOROUGHFARE
STONINGTON
HANCOCK COUNTY
ABUTMENT DETAILS

SHEET NUMBER

25

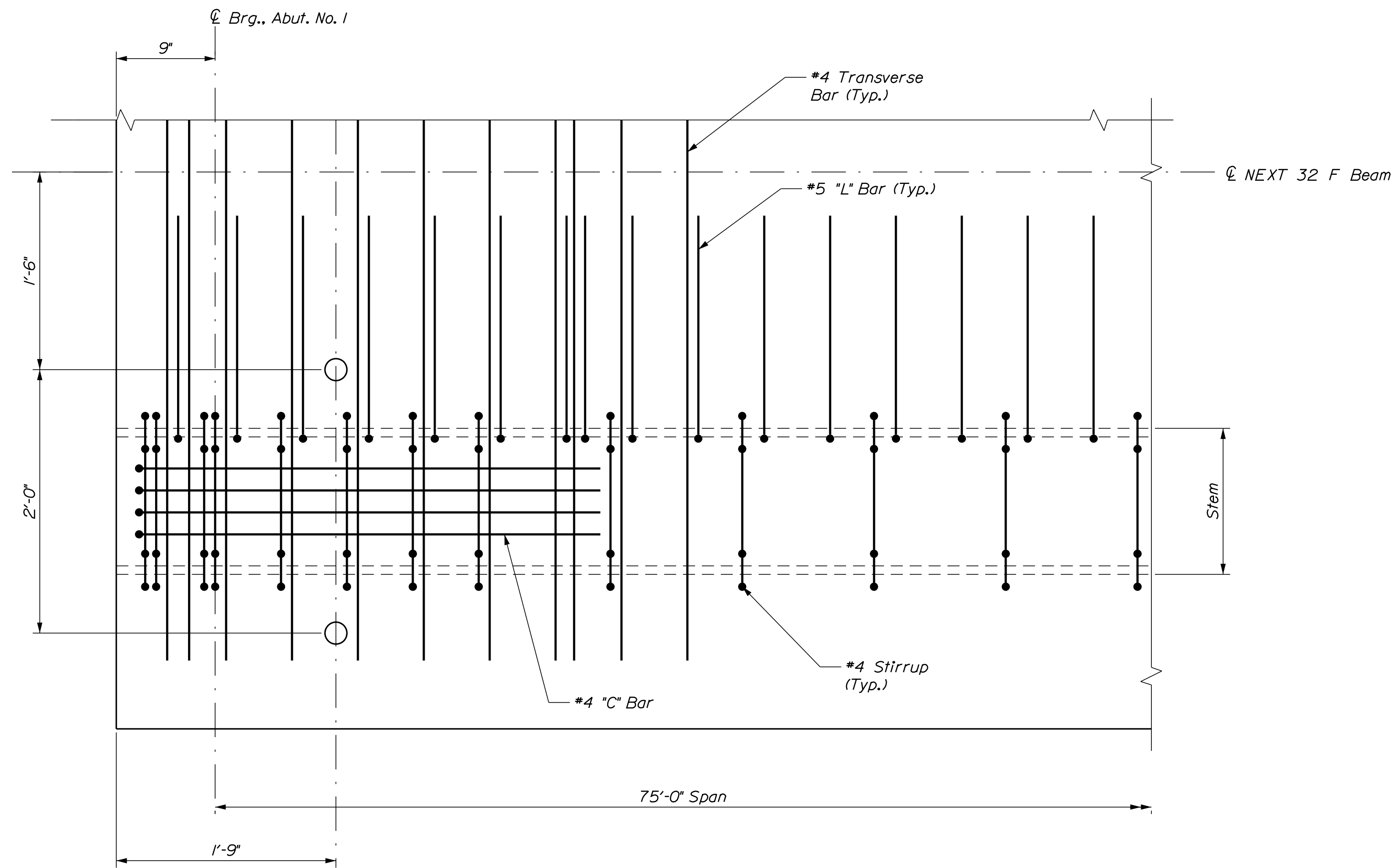
OF 32

Date: 12/15/2023

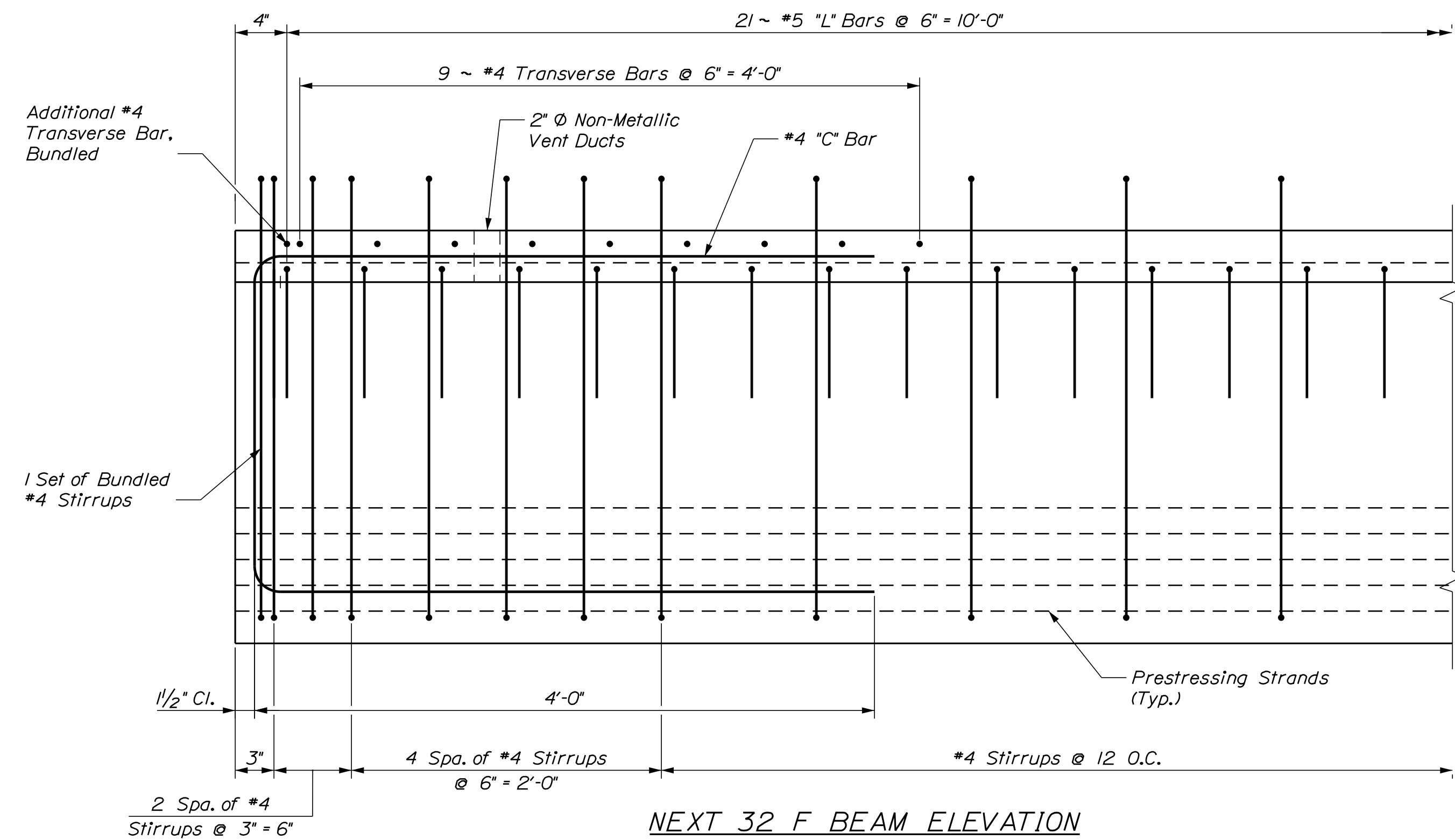
Username:

Division: BRIDGE

Filename: ... \026_Precast_Girder_Dtl.dgn



NEXT 32 F BEAM PLAN
(Strands and Flange Reinforcing Removed For Clarity)



NEXT 32 F BEAM ELEVATION
(Flange Reinforcing Removed For Clarity)

PRECAST CONCRETE SUPERSTRUCTURE NOTES

1. NEXT F Beam are a non - proprietary shape developed by PCI Northeast (PCINE). Standardized section properties and details may be found at <http://www.pcine.org>.
2. The estimated camber at release is 2.16 inches and the estimated camber at erection is 3.82 inches. Refer to Special Provision Section 535, Precast, Prestressed Concrete Superstructure - Camber.
3. Prestressing strands shall be 0.6 inch diameter. The tensioning force is 44 kips per prestressing strand, including top strands.
4. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
5. Do not drill holes or use powder actuated tools on the prestressed beams without the approval of the Fabrication Engineer
6. The top surface of the upper flange of the prestressed beams shall be raked to a surface roughness of +/- 1/4 inch, except at 10-ft. increments along the centerline of each beam. At these locations a flattened area of sufficient size shall be left to facilitate taking elevations for setting bottom of slab elevations.
7. Girder reinforcement detailed in plan and elevation is typical about the midspan and centerline of each girder.
8. Concrete retarding admixture shall be applied to the form surfaces of the NEXT beam stems that will come in contact with the cast-in-place concrete end diaphragms. All such surfaces shall be power washed with water prior to installation to provide a nominal 1/8-inch roughened surface with exposed aggregate. Alternate methods of achieving an equivalent roughened surface may be proposed. Payment for achieving the surface finish will be considered incidental to related Contract Items.
9. All mild reinforcing bars shall consist of Low-Carbon Chromium reinforcing steel and shall conform to ASTM A 1035-CS.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-2263(000)	BRIDGE NO. 3696 WIN 22630.00	BRIDGE PLANS
OCEANVILLE BRIDGE OCEANVILLE THOROUGHFARE STONINGTON HANCOCK COUNTY	GIRDER DETAILS (1 OF 2)	
SHEET NUMBER 26		
OF 32		

PROJ. MANAGER	A. Lett	BY	DATE
DESIGN DETAILED	E. Maloney	M. Roery	8/23
CHECKED/REVIEWED	N. Fox	J. French	8/23
DESIGN DETAILED	E. Carter	M. Smith	8/23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

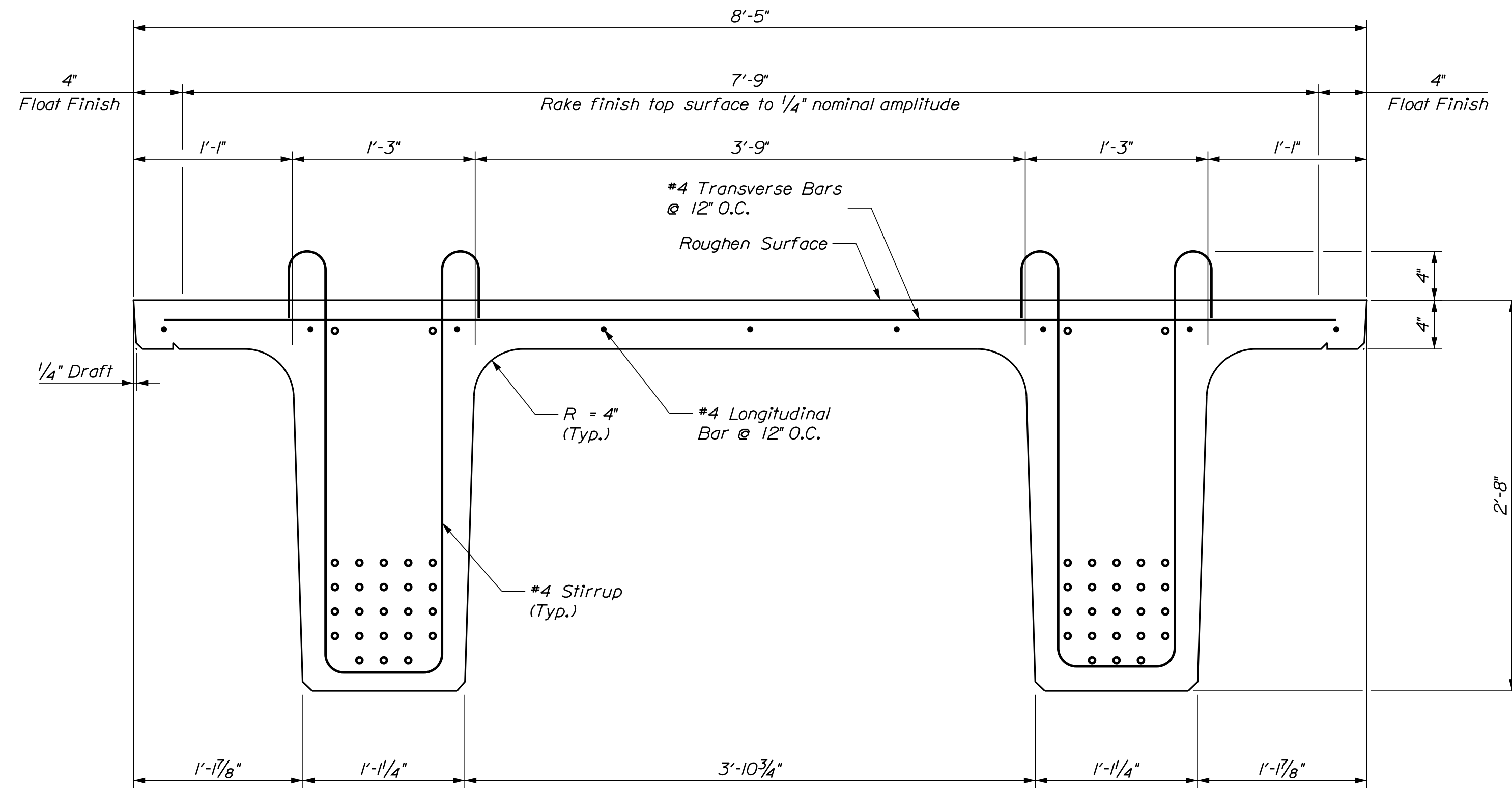
DESIGNER	SIGNATURE	P.E. NUMBER	DATE

Date: 12/15/2023

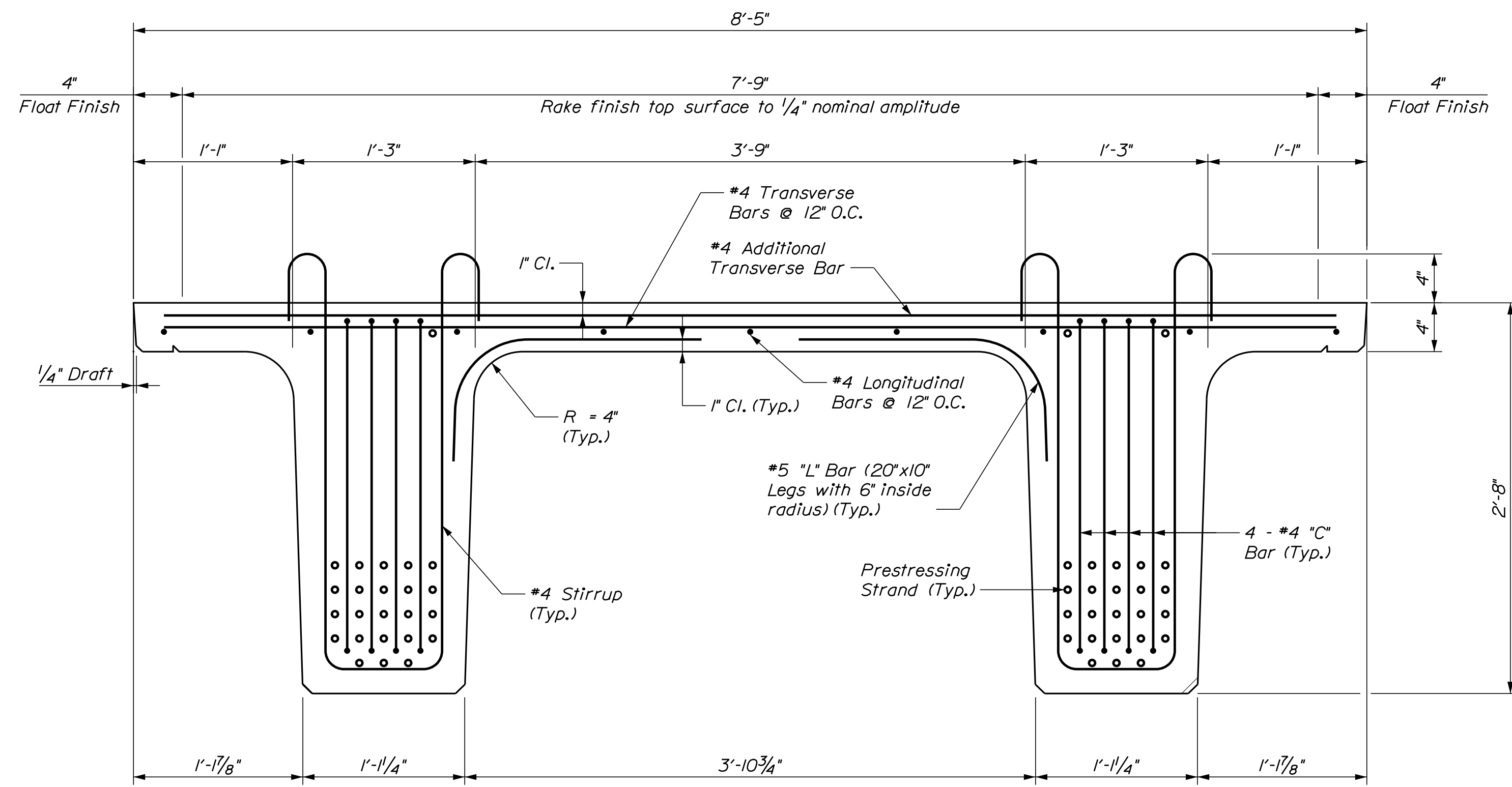
Username:

Division: BRIDGE

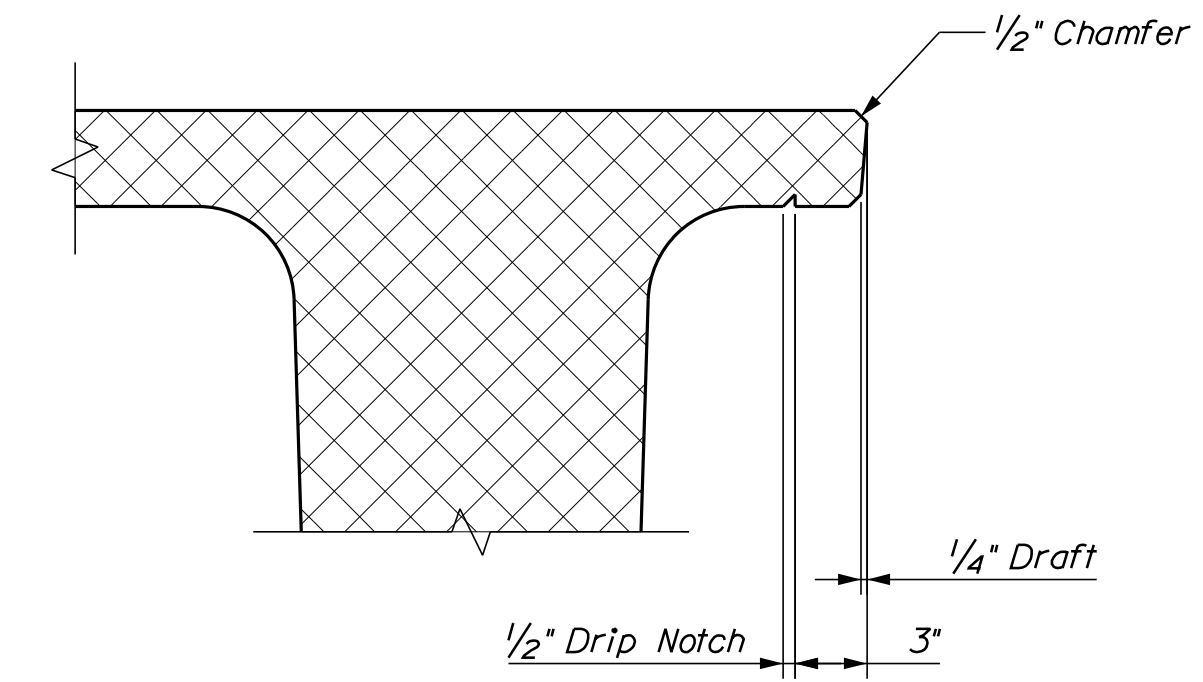
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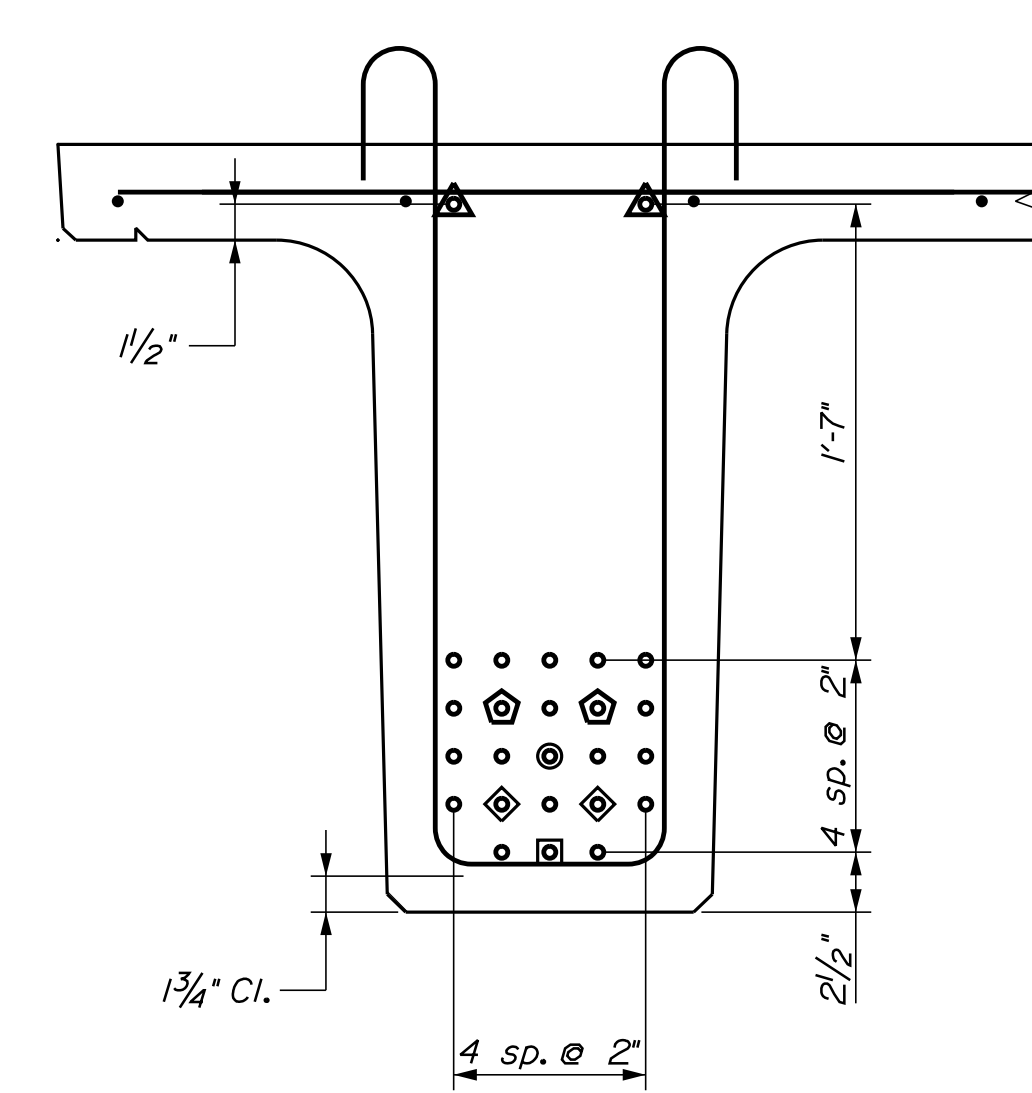
NEXT 32 F BEAM TYPICAL SECTION - MIDSPAN



NEXT 32 F BEAM TYPICAL SECTION - AT ENDS



FASCIA OVERHANG DETAIL



NEXT 32 F BEAM STRAND PATTERN

(Left Stem Shown, Right Stem is Similar
Mirrored About Beam Centerline)

- Strands debonded 12 ft
- ◇ Strands debonded 9 ft
- ⊙ Strands debonded 6 ft
- ⊕ Strands debonded 3 ft
- △ Strands debonded 6 in

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2263(000)
WIN
22630.00
BRIDGE NO. 3696
BRIDGE PLANS

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

PROJ. MANAGER	BY	DATE
A. Letellier	M. Roenig	8/23
E. Maloney	J. French	8/23
N. Fox	M. Smith	8/23
E. Carter		

OCEANVILLE BRIDGE
OCEANVILLE THOROUGHFARE
HANCOCK COUNTY
STONINGTON
GIRDER DETAILS (2 OF 2)

SHEET NUMBER

27

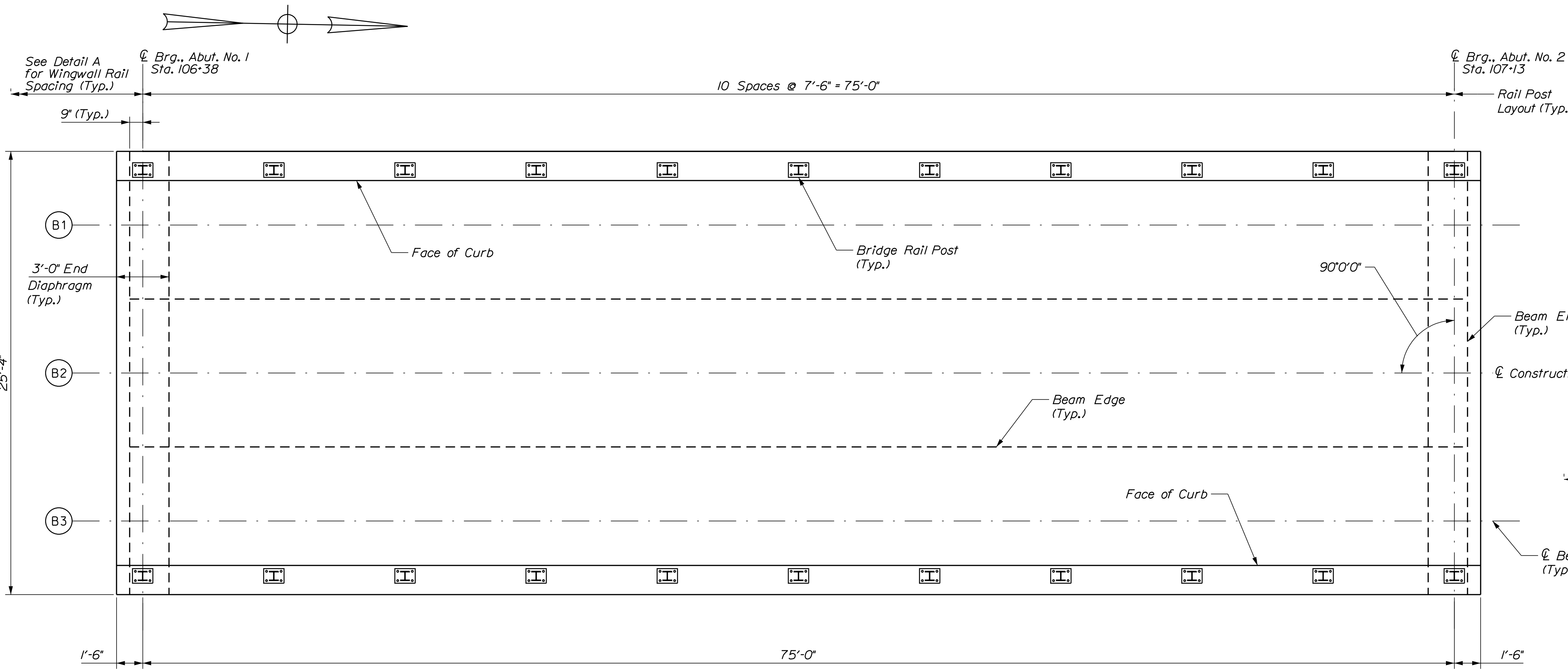
OF 32

Date: 12/15/2023

Username:

Division: BRIDGE

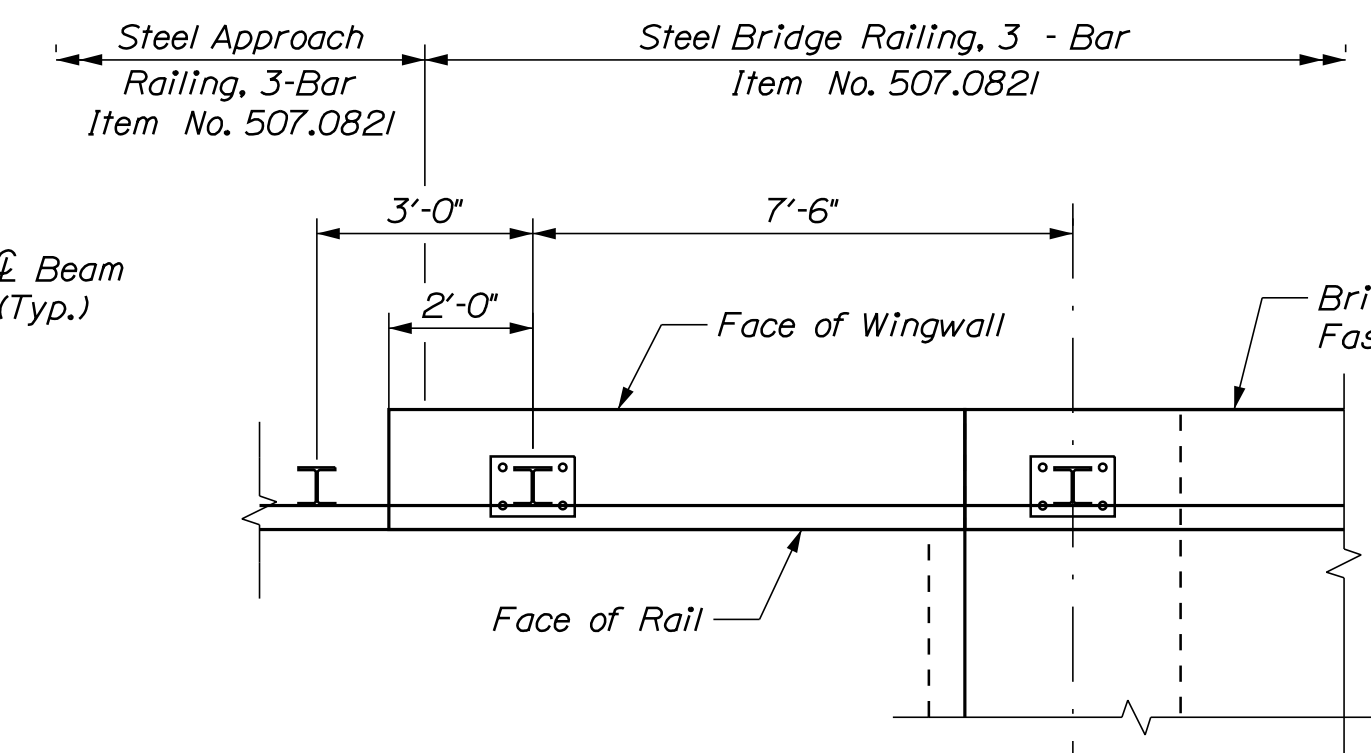
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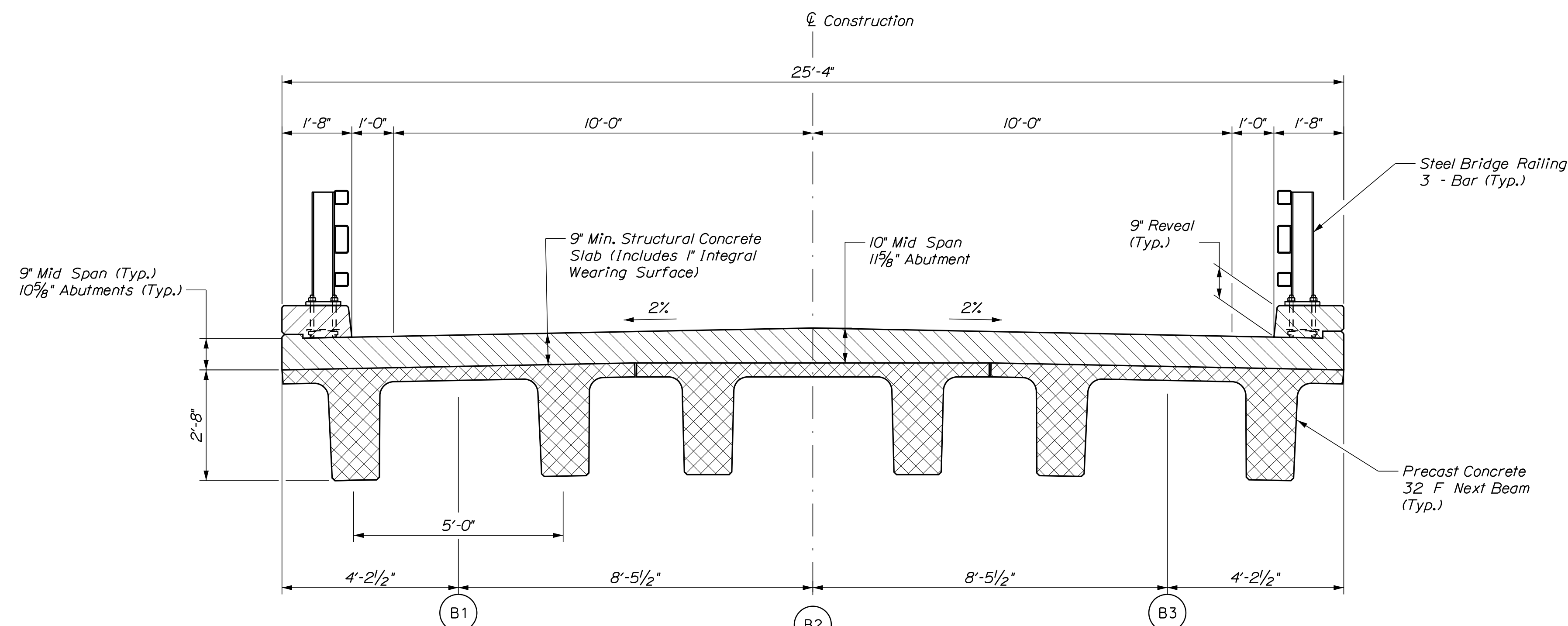
SUPERSTRUCTURE PLAN

SUPERSTRUCTURE NOTES

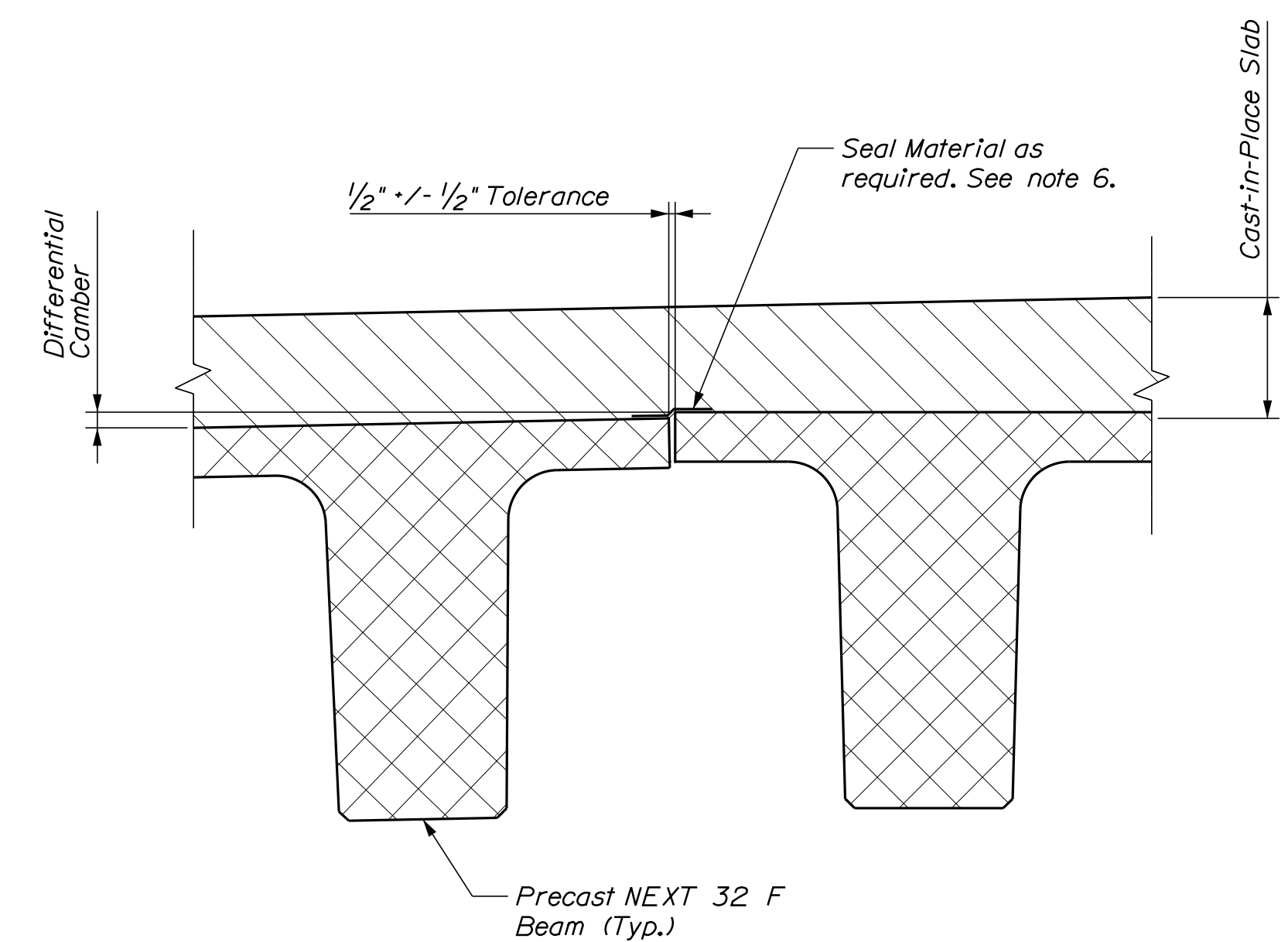
1. The deck thickness dimensions shall be adjusted in accordance with Special Provision Section 535, Precast Prestressed Concrete Superstructure - Camber.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
4. Payment for End Diaphragm Concrete will be made under Item No. 502.261 Structural Concrete Roadway and Sidewalk Slabs on Concrete Bridges.
5. 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.
6. Payment for sealing over joints between adjacent NEXT beams will not be made directly and shall be considered incidental to related Contract Items. The methods of sealing the gap between both flanges shall be submitted to Resident for approval.
7. Anchor rods for the steel bridge rail posts shall be shortened by 1 inch to provide additional clearance between the top of the deck and bottom of the anchor rod.
8. The saw cut grooving shall be in the longitudinal direction.



DETAIL A
(Southwest Wingwall Shown, all Other Wingwalls Similar)



PROPOSED BRIDGE SECTION



NEXT BEAM GAP FORM DETAIL

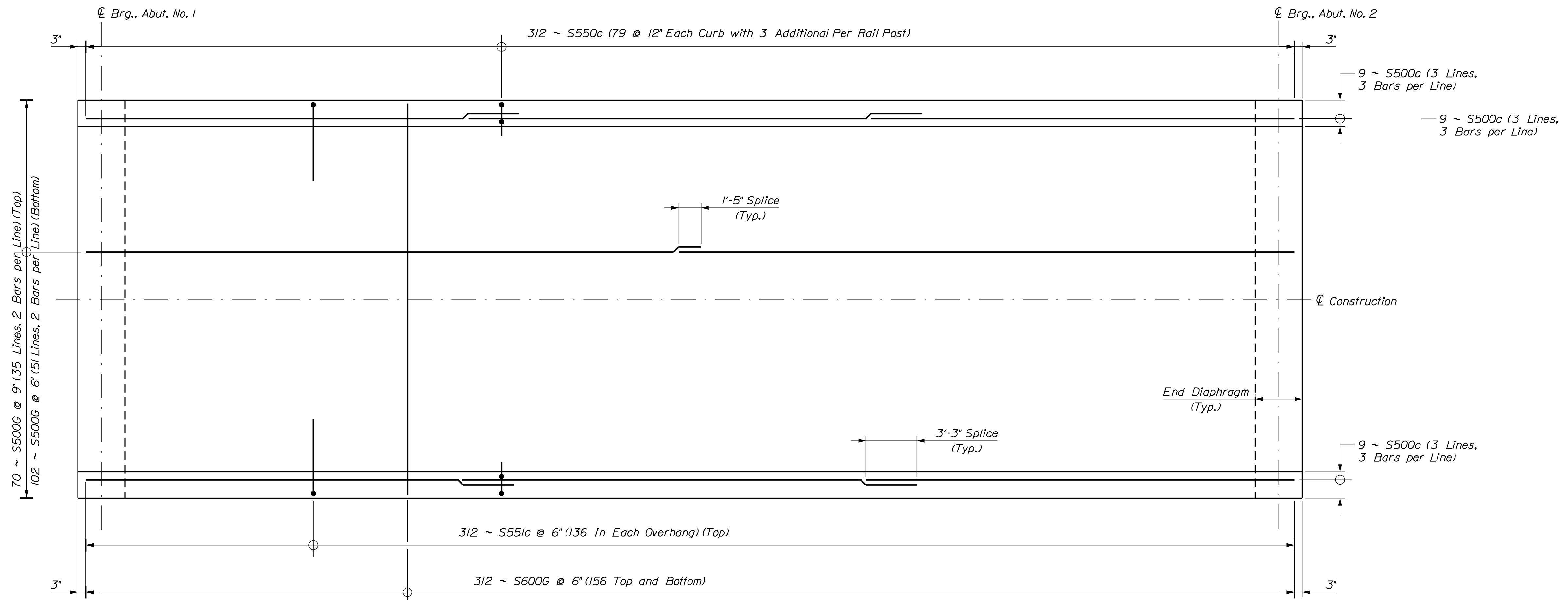
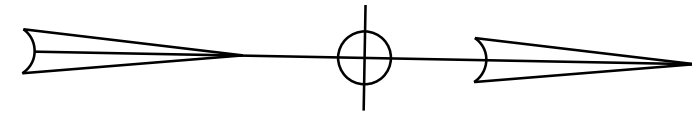
STATE OF MAINE	BRIDGE PLANS
DEPARTMENT OF TRANSPORTATION	WIN
STP-2263(000)	22630.00
	BRIDGE NO. 3696

PROJ. MANAGER	DATE	BY	DATE
A. Lethe	8/23	M. Rooney	8/23
E. Maloney	8/23	J. French	8/23
N. Fox	8/23	M. Smith	8/23
E. Carter			

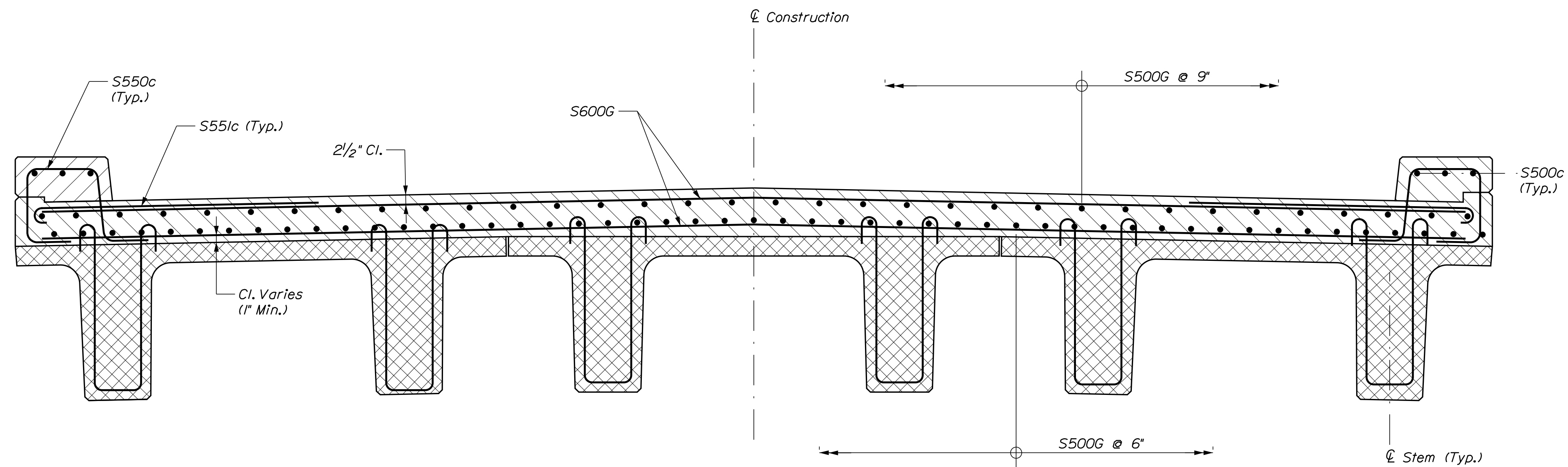
DESIGN DETAILED	CHECKED	REVIEWED	DATE	SIGNATURE	P.E. NUMBER	DATE

OCEANVILLE BRIDGE	HANCOCK COUNTY	SUPERSTRUCTURE PLAN
OCEANVILLE THOROUGHFARE		
STONINGTON		

SHEET NUMBER	28
	OF 32



SUPERSTRUCTURE REINFORCING PLAN



TRANSVERSE REINFORCING SECTION

Date: 12/15/2023

Username:

Division: BRIDGE

Filename: ... \029_Superstructure_Rebar.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2263(000)

BRIDGE NO. 3696 WIN 22630.00 BRIDGE PLANS

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

DATE

8/23
8/23
8/23
-
-
-
-

BY

A. Lettner
E. Maloney
M. Roenig
J. French
M. Smith

SIGNATURE
P.E. NUMBER
DATE

OCEANVILLE BRIDGE
OCEANVILLE THOROUGHFARE
STONINGTON HANCOCK COUNTY

SUPERSTRUCTURE
REINFORCING

SHEET NUMBER

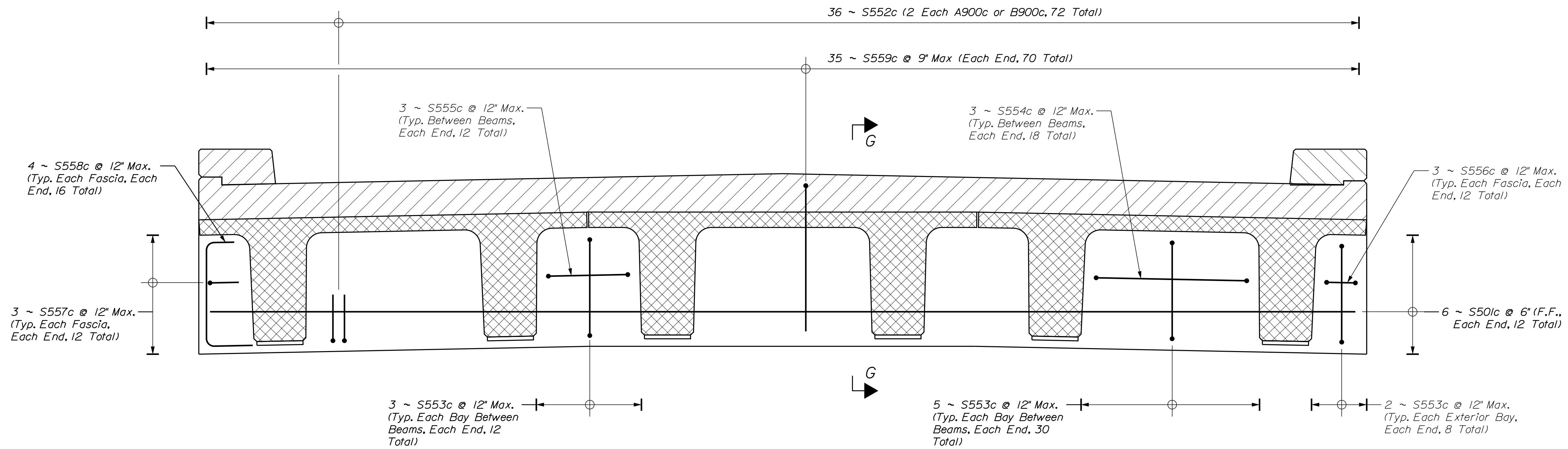
29

OF 32

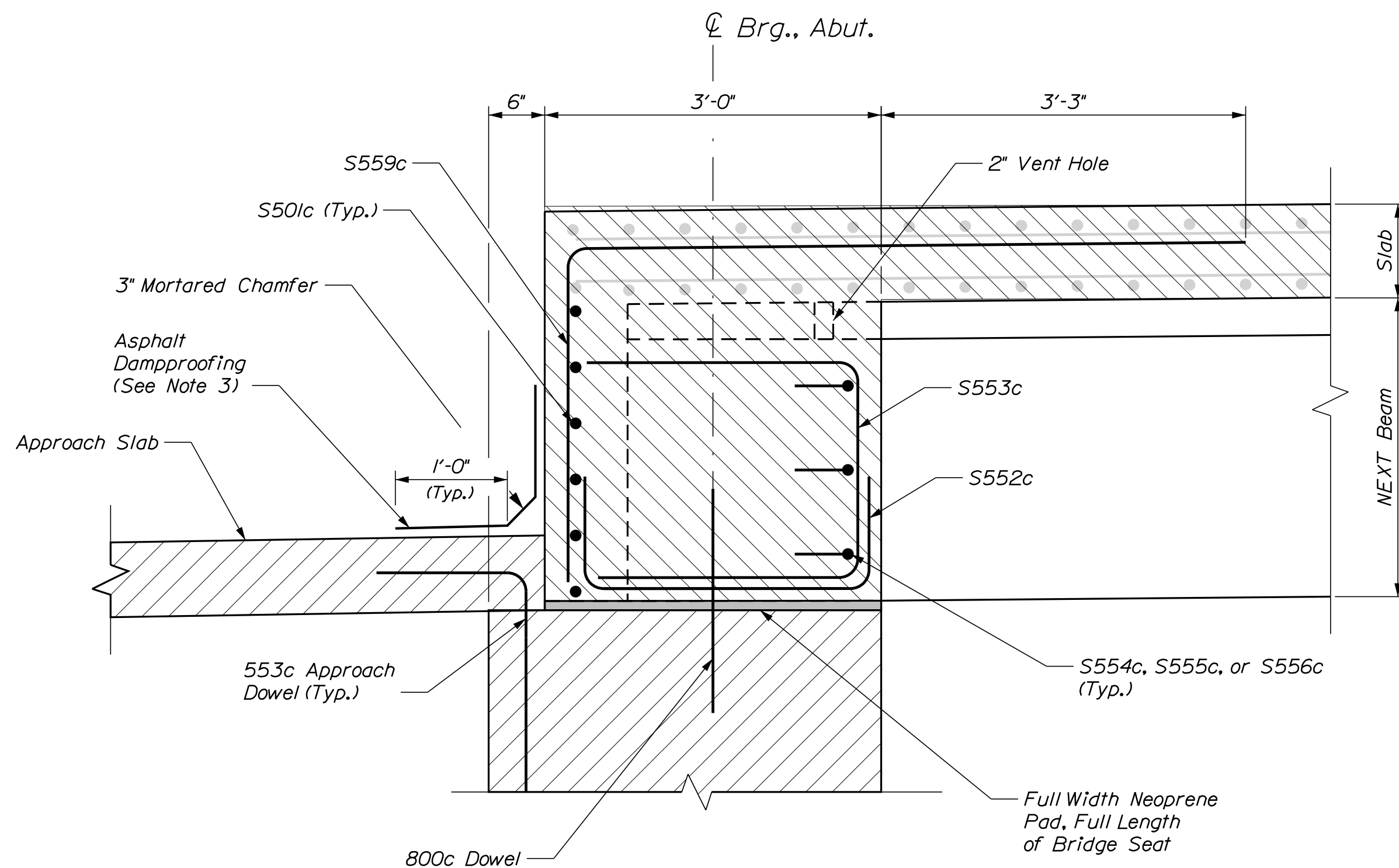
Date: 12/15/2023

Username:

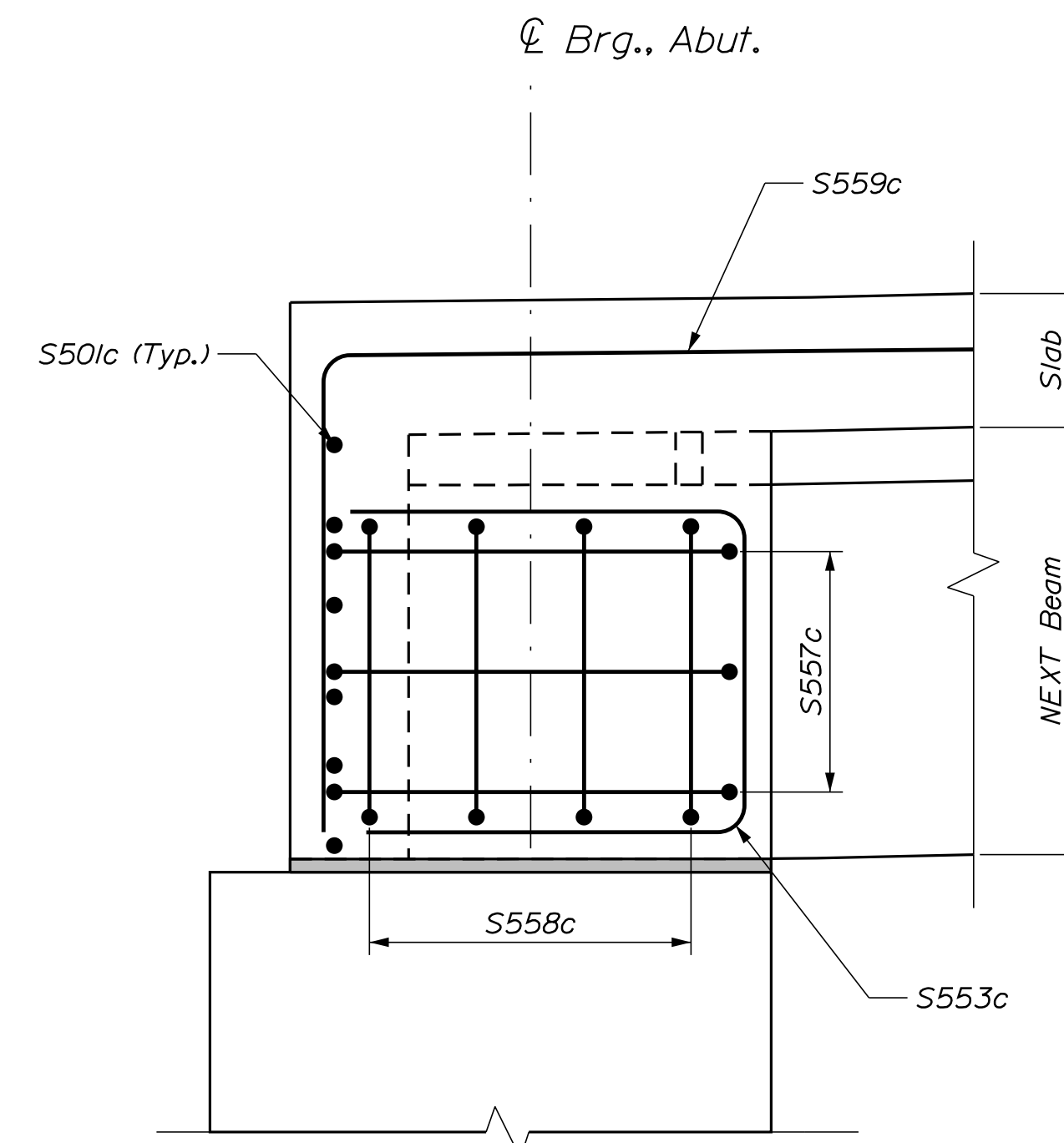
Filename: ... \030_Superstructure_Diaphragm.dgn Division: BRIDGE



END DIAPHRAGM REINFORCEMENT ELEVATION



SECTION G-G



END DIAPHRAGM END ELEVATION

NOTES:

1. 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.
2. 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.
3. Asphalt Dampproofing shall meet the requirements of either ASTM D449 Type II, ASTM D1227 Type II - Class I, or ASTM D1227 Type III - Class I. The product shall be applied in accordance with the manufacturer's recommendations.
4. Payment for Asphalt Dampproofing and mortared chamfer at the joint between the Approach Slab and the End Diaphragm will not be made directly, but will be considered incidental to related Contract Items. See section G-G for details.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2263(000)
BRIDGE NO. 3696
WIN
22630.00
BRIDGE PLANS

PROJ. MANAGER	A. Lett	BY	DATE
DESIGN DETAILED	E. Maloney	M. Roery	8/23
CHECKED/REVIEWED	N. Fox	J. French	8/23
DESIGN DETAILED	E. Carter	M. Smith	8/23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OCEANVILLE BRIDGE
OCEANVILLE THOROUGHFARE
STONINGTON HANCOCK COUNTY
END DIAPHRAGM REINFORING

SHEET NUMBER

30

OF 32

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

New R/W Along Existing R/W _____
 Building _____
 Trees Conifer _____ Deciduous _____
 Tree Line _____
 Water Edge _____
 Ledge _____
 Fence CHAIN LINK _____ BARB WIRE _____ STOCKADE _____
 Sign _____ Well _____ Mailbox _____
 Clearing Limit Line _____
 Bush Line _____
 Rock/Boulder _____
 Flag Pole _____

PLAN LEGEND

Existing Proposed

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

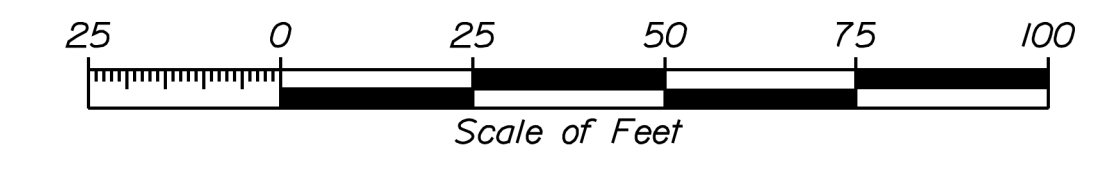
Travelled Way _____
 Ditch _____
 Catch Basin _____
 Manhole _____
 Sewer Manhole _____
 Utility Pole _____
 Fire Hydrant _____
 Curbing _____

Existing Proposed

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

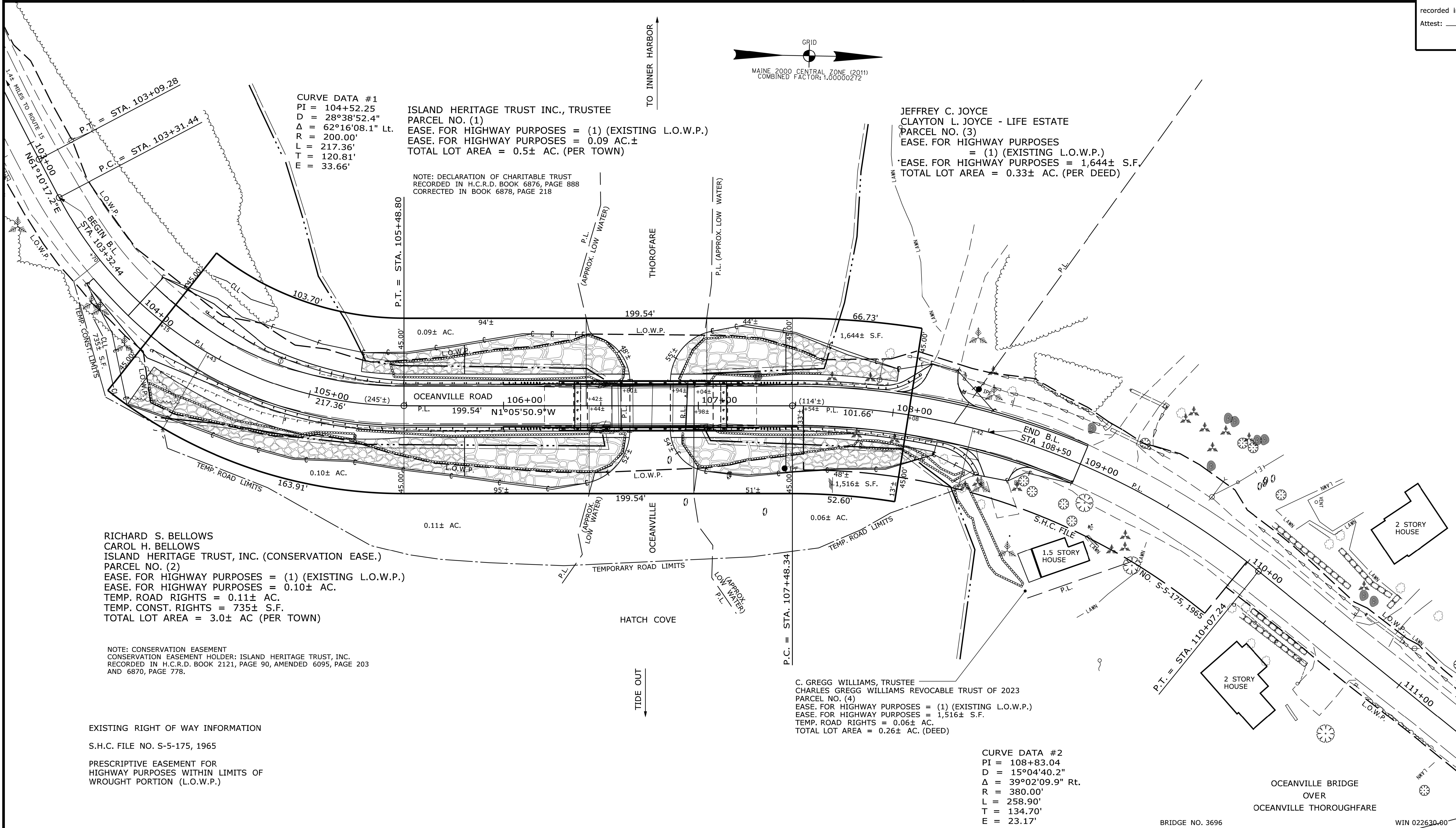
Fill Line _____
 Retaining Wall _____
 Traverse Point _____
 Pipe Found _____ IPF

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. _____
 Attest: _____ REGISTER



Division: \$wkgroup\$ Username: \$user\$ Date: \$date\$ Filename: \$file\$

TECH	CHECKED
EXISTING CONDITION PLAN	C.D.P.
FINAL RIGHT OF WAY	B.D.M.
AREAS	C.D.P.

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

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

NO.	DATE	REVISIONS 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 _____

OCEANVILLE ROAD
 (TOWN WAY - FORMERLY STATE AID HIGHWAY NO. 4)
 STONINGTON HANCOCK COUNTY
 FEDERAL AID PROJECT NO. STP-2263(000)

MAY 2023
 SCALE 1" = 25'

RIGHT-OF-WAY MAP
 SHEET 1 OF 1

D.O.T. FILE NO. 5-314

SHEET NUMBER
32
 OF 32