

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



NORWAY
OXFORD COUNTY
TANNERY BROOK BRIDGE
OVER
TANNERY BROOK
STATE ROUTE 117/118
FEDERAL AID PROJECT NO. 2311600
BRIDGE NO. 3610

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SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, 9th Edition 2020.

DESIGN LOADING

Live Load HL - 93 Modified for Strength 1

TRAFFIC DATA

Current (2022) AADT	11,150
Future (2044) AADT	12,390
DHV - % of AADT	10%
Design Hour Volume	1,239
Heavy Trucks (% of AADT)	6%
Heavy Trucks (% of DHV)	3%
Directional Distribution (% of DHV)	54%
18 kip Equivalent P 2.0	353
18 kip Equivalent P 2.5	337
Design Speed (mph)	25 mph

HYDROLOGIC DATA

Drainage Area	7.3 sq mi
Design Discharge (Q50)	626.5 cfs
Check Discharge (Q100)	734.2 cfs
Headwater Elevation (Q50)	374.8 ft
Headwater Elevation (Q100)	375.3 ft
Discharge Velocity (Q50)	6.3 fps
Discharge Velocity (Q100)	6.8 fps

MATERIALS

Concrete:	
Barriers & Sidewalks	Class "LP"
Precast	Class "P"
All Other	Class "A"

Reinforcing Steel:	
Deck, Abutment, Sidewalk on bridge, & Barrier	ASTM A 1035, Grade 100
All Other	ASTM A 615/A 615M, Grade 60

BASIC DESIGN STRESSES

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

Reinforcing Steel:	
ASTM A 615, Grade 60	f y = 60,000 psi
ASTM A 1035, Grade 100	f y =100,000 psi

MAINTENANCE OF TRAFFIC

Maintain two 11'-0" wide lanes of traffic.

UTILITIES

Central Maine Power Company, Charter Communications, Consolidated Communications of Northern New England, Norway Wastewater, Norway Water District, Town of Norway, Firstlight.

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PROJECT LOCATION:	Main Street - Route 117/ Tannery Brook Bridge (#3610) over the Tannery Brook. Located 0.15 Miles Westerly of Junction Route 118 in Norway, Maine. Latitude 44° 12' 44 N" Longitude 70° 32' 15 W"
OUTLINE OF WORK:	Bridge Replacement

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>		6-12-24
CHIEF ENGINEER: <i>[Signature]</i>		6-10-2024

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BRIDGE ENGINEER	
SIGNATURE <i>[Signature]</i>	DATE 5/31/24
DANIEL S. MYERS No. 12572	

PROJECT INFORMATION	PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
BRIDGE		JULIE BRASK	DANIEL MYERS	T.Y. LIN INTERNATIONAL			

TANNERY BROOK BRIDGE OVER TANNERY BROOK NORWAY	OXFORD COUNTY
TITLE SHEET	

SHEET NUMBER
1
OF 33

2311600 WIN 023116.00

Date:5/26/2024

Username:

Division: HIGHWAY

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

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.23	Removing Single Tree Top Only	4	EA
201.24	Removing Stump	4	EA
202.19	Removing Existing Bridge (130 CY)	1	LS
202.202	Removing Pavement Surface	150	SY
203.20	Common Excavation	210	CY
203.2318	Disposal of Special Waste	50	TON
203.25	Granular Borrow	50	CY
203.33	Special Fill - Streambed Material	25	CY
206.082	Structural Earth Excavation - Major Structures, Plan Quantity	75	CY
304.10	Aggregate Subbase Course - Gravel	400	CY
403.2081	Hot Mix Asphalt - 12.5 mm Nominal Maximum Size (Polymer Modified)	60	TON
403.209	Hot Mix Asphalt - 9.5 mm (sidewalks, drives, & incidentals)	10	TON
403.2131	Hot Mix Asphalt - 12.5 mm (base and intermediate base course, Polymer Modified)	120	TON
409.15	Bituminous Tack Coat, Applied	38	G
461.131	Temporary Pavement	125	TON
501.221	Spun Pipe Piles	480	LF
501.805	Drilling Equipment Mobilization, Spun Pipe Piles	1	LS
502.219	Structural Concrete, Abutments and Retaining Walls (31 CY)	1	LS
502.261	Structural Concrete Roadway and Sidewalk Slab on Concrete Bridges (37 CY)	1	LS
502.31	Structural Concrete Approach Slab (16 CY)	1	LS
502.49	Structural Concrete Curbs And Sidewalks (18 CY)	1	LS
502.565	Concrete Fill	3	CY
503.12	Reinforcing Steel, Fabricated and Delivered	4,100	LB
503.13	Reinforcing Steel, Placing	4,100	LB
503.17	Mechanical/Welded Splices	197	EA
503.19	Low-Carbon Chromium Reinforcement, Fabricated and Delivered	25,800	LB
503.20	Low-Carbon Chromium Reinforcement, Placing	25,800	LB
508.14	High Performance Waterproofing Membrane (215 SY)	1	LS
511.07	Cofferdam; Downstream	1	LS
511.07	Cofferdam; Upstream	1	LS
515.21	Protective Coating for Concrete Surfaces (130 SY)	1	LS
517.62	Shotcrete Abutment Facing	1,180	SF
524.301	Temporary Structural Support	1	LS
526.301	Portable Concrete Barrier Type I (130 LF)	1	LS
526.304	Portable Concrete Barrier, Anchored Type I (60 LF)	1	LS
526.323	Texas Classic Rail (57 LF)	1	LS
527.34	Work Zone Crash Cushions	4	Unit
535.60	Prestressed Structural Concrete Slab (65 CY)	1	LS
604.18	Adjusting Manhole or Catch Basin to Grade	6	EA
606.51	Multiple Mailbox Support	1	EA
607.39	Pedestrian Fence	20	LF
608.08	Reinforced Concrete Sidewalk	330	SY
608.10	Brick Sidewalk (Remove and Rebuild)	5	SY
608.26	Curb Ramp Detectable Warning Field	30	SF
609.11	Vertical Curb Type I	200	LF
609.13	Vertical Bridge Curb Type I	57	LF
609.237	Terminal Curb Type I - 7 Foot	5	EA
609.2371	Terminal Curb Type I - 7 Foot - Circular	2	EA
610.08	Plain Riprap	10	CY
615.07	Loam	20	CY
618.13	Seeding Method Number 1	1	Unit
619.12	Mulch	1	Unit
619.16	Wood Chip Mulch	1	CY
621.273	Deciduous Trees 2" - 2 1/2" Cal. Group A B&B	1	EA
627.733	4" White or Yellow Painted Pavement Marking Line	480	LF
627.75	White or Yellow Pavement & Curb Marking	90	SF
627.78	Temporary 4" Painted Pavement Marking Line, White or Yellow	4,000	LF
629.05	Hand Labor, Straight Time	20	HR
631.10	Air Compressor (including operator)	10	HR
631.11	Air Tool (including operator)	10	HR
631.12	All Purpose Excavator (including operator)	10	HR
631.172	Truck - large (including operator)	10	HR
639.18	Field Office, Type A	1	EA
642.13	Wooden Ramp, Permanent	1	EA
642.13	Wooden Ramp, Temporary	1	EA
645.271	Regulatory, Warning, Confirmation and Route Assembly Sign, Type I	2	SF
645.51	Special Signing, WOXO Lighted Sign	1	LS
652.311	Type II Barricade	2	EA
652.312	Type III Barricades	6	EA
652.33	Drum	20	EA
652.34	Cone	25	EA
652.35	Construction Signs	750	SF
652.361	Maintenance of Traffic Control Devices	1	LS
652.38	Flaggers	400	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. Except for portions specified to remain or to become property of the Town, the existing bridge shall be removed by and become the property of the Contractor.
4. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.
5. Existing signs within the Project limits shall be removed and reset as directed by the Resident. Payment for removal and re-installation of existing signs will be considered incidental to the Contract. No separate payment will be made.
6. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.
7. 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.
8. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.
9. Place a 24 inch wide strip of Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.
10. Protective Coating for Concrete Surfaces shall be applied to the following areas:

All exposed surfaces of concrete curbs and sidewalks, Fascias down to the drip notch, Concrete barrier railing,
11. Project information referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/contractors/>
12. 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.
13. 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.
14. The project geotechnical report titled: Final Geotechnical Design Report, Tannery Brook Bridge (*3610) Replacement, Norway, Maine dated September 2023 may be accessed at the MaineDOT web address.
15. 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.
16. 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.
17. Spun Pipe Piles may be installed prior to when any excavation or removal of the existing bridge commences. The Contractor shall submit a Spun Pipe Pile Installation Plan to the Resident at least 10 business days prior to the start of the Spun Pipe Pile Installation. No work related to the installation of the Spun Pipe Piles shall be undertaken by the Contractor until MaineDOT has reviewed the Spun Pipe Pile Installation Plan for appropriateness and completeness. Payment for all work necessary for developing, submitting and finalizing the Spun Pipe Pile Installation Plan will be considered incidental to the Spun Pipe Pile pay item. Piles shall be cut off at least 12" below grade and covered with at least 6" of temporary pavement.
18. Due to the proximity of adjacent buildings to the existing bridge, the Contractor shall submit a Bridge Demolition Plan to the Resident at least 10 business days prior to the start of demolition work. The plan shall outline the methods and equipment to be used to remove and dispose of all materials included in the existing bridge. No work related to the removal of the bridge shall be undertaken by the Contractor until MaineDOT has reviewed the Bridge Demolition Plan for appropriateness and completeness. Payment for all work necessary for developing, submitting and finalizing the Demolition Plan will be considered incidental to the bridge removal pay item.
19. Excavated streambed dredge material may be beneficially reused as Special Fill - Streambed Material, as approved by the Resident.
20. All mechanical couplers used to splice Low-Carbon Chromium reinforcing bars shall meet the requirements for Low-Carbon Chromium or Stainless Steel reinforcement in Standard Specifications section 709.01. Payment will be under Item 503.17 "Mechanical/Welded Splice".



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2311600

WIN
023116.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RESIDENTIAL

DANIEL S. MYERS
No. 12572

SIGNATURE

12572

P.E. NUMBER

6/4/24

DATE

DATE
04/20/24

BY
S. Morgan
D. Myers

PROJ. MANAGER

CHECKED-DETAILED
DESIGN-DETAILED

DESIGN-DETAILED
REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

TANNERY BROOK BRIDGE
OVER TANNERY BROOK
NORWAY OXFORD COUNTY

ESTIMATED QUANTITIES
AND GENERAL NOTES

SHEET NUMBER

2

OF 33

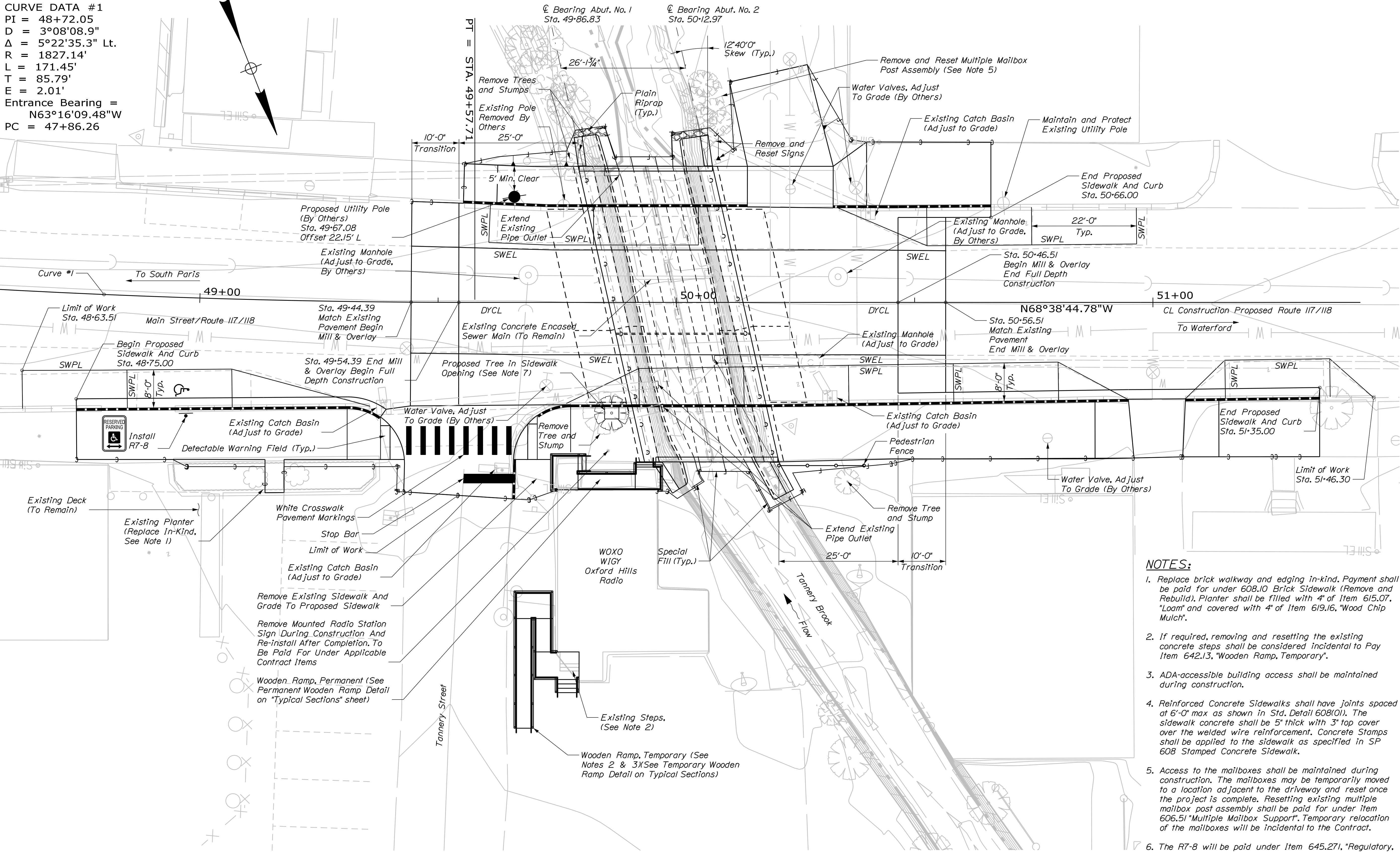
Date:6/4/2024

Username:

Division: HIGHWAY

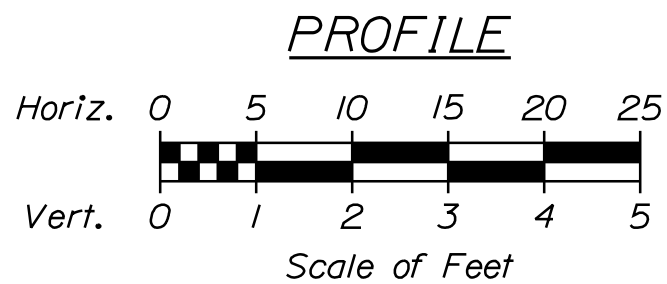
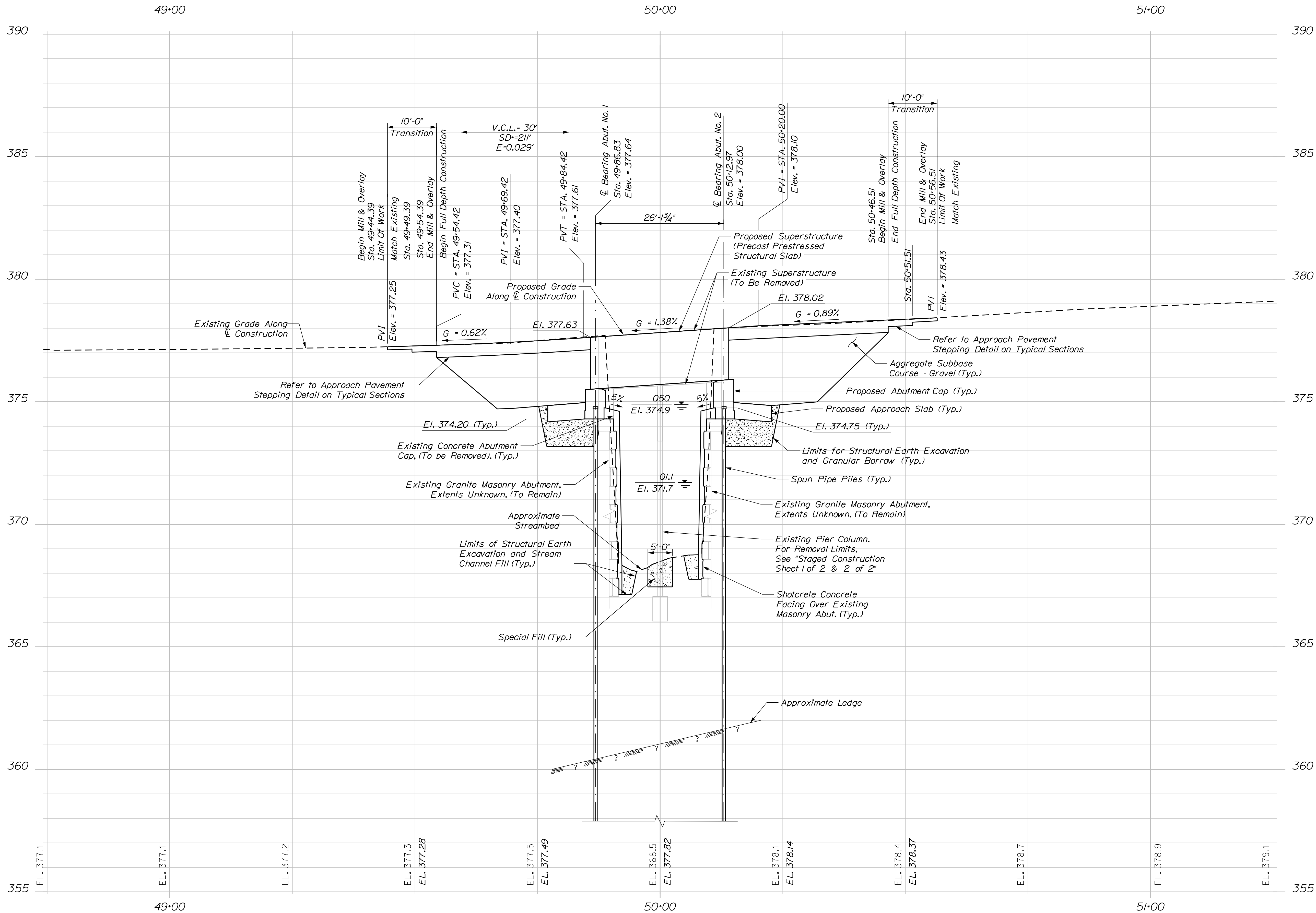
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CURVE DATA #1
PI = 48+72.05
D = 3°08'08.9"
Δ = 5°22'35.3" Lt.
R = 1827.14'
L = 171.45'
T = 85.79'
E = 2.01'
Entrance Bearing =
N63°16'09.48"W
PC = 47+86.26



- NOTES:**
1. Replace brick walkway and edging in-kind. Payment shall be paid for under 608.10 Brick Sidewalk (Remove and Rebuild). Planter shall be filled with 4" of Item 615.07, "Loam" and covered with 4" of Item 619.16, "Wood Chip Mulch".
 2. If required, removing and resetting the existing concrete steps shall be considered incidental to Pay Item 642.13, "Wooden Ramp, Temporary".
 3. ADA-accessible building access shall be maintained during construction.
 4. Reinforced Concrete Sidewalks shall have joints spaced at 6'-0" max as shown in Std. Detail 608(01). The sidewalk concrete shall be 5" thick with 3" top cover over the welded wire reinforcement. Concrete Stamps shall be applied to the sidewalk as specified in SP 608 Stamped Concrete Sidewalk.
 5. Access to the mailboxes shall be maintained during construction. The mailboxes may be temporarily moved to a location adjacent to the driveway and reset once the project is complete. Resetting existing multiple mailbox post assembly shall be paid for under item 606.51 "Multiple Mailbox Support". Temporary relocation of the mailboxes will be incidental to the Contract.
 6. The R7-8 will be paid under Item 645.271, "Regulatory, Warning, Confirmation and Route Assembly Sign, Type I".
 7. The sidewalk opening shall be 3'-0" x 3'-0" and shall be filled to 3" below grade with Item 615.07 "Loam" and be covered with a 3" layer of Item 619.16, "Wood Chip Mulch".

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2311600		BRIDGE NO. 3610	
TANNERY BROOK BRIDGE OVER TANNERY BROOK NORWAY		OXFORD COUNTY		GENERAL PLAN	
SHEET NUMBER		3		OF 33	
DATE		12/2022		12/2022	
BY		S. Morgan		D. Myers	
JULIE BRASK		N. Butzek		S. Davis	
DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED	
CHECKED-REVIEWED		REVISIONS 1		REVISIONS 2	
REVISIONS 3		REVISIONS 4		FIELD CHANGES	
SIGNATURE		DATE		DATE	
DANIEL S. MYERS		6/4/24		6/4/24	
No. 12572		P.E. NUMBER		P.E. NUMBER	
2311600		2311600		2311600	
WIN		023116.00		023116.00	
BRIDGE PLANS		BRIDGE PLANS		BRIDGE PLANS	



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STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2311600		BRIDGE PLANS	
TANNERY BROOK BRIDGE OVER TANNERY BROOK NORWAY OXFORD COUNTY		SIGNATURE DANIEL S. MYERS No. 12572		BRIDGE NO. 3610	
SHEET NUMBER 4		P.E. NUMBER 12572		WIN 023116.00	
		DATE 6/4/24			



KEY:

BB = Bridge Boring

BP = Bridge Probe

LEGEND:

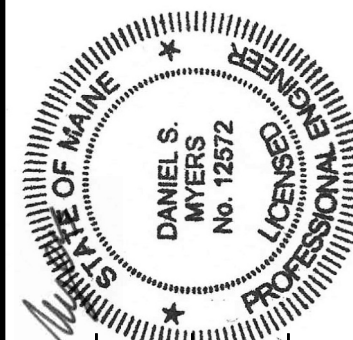
 Cased Wash Boring

 Solid Stem Auger

NOTES:

- Borings BB-NTB-101, 102 and probes BP-NTB-101 through 106 performed by New England Boring Contractors between April 12 and April 14, 2022.
- Supplemental explorations consisting of boring BB-NTB-103 through BB-NTB-106 performed by New England Boring Contractors between May 18 and May 19, 2022.

BORING PLAN



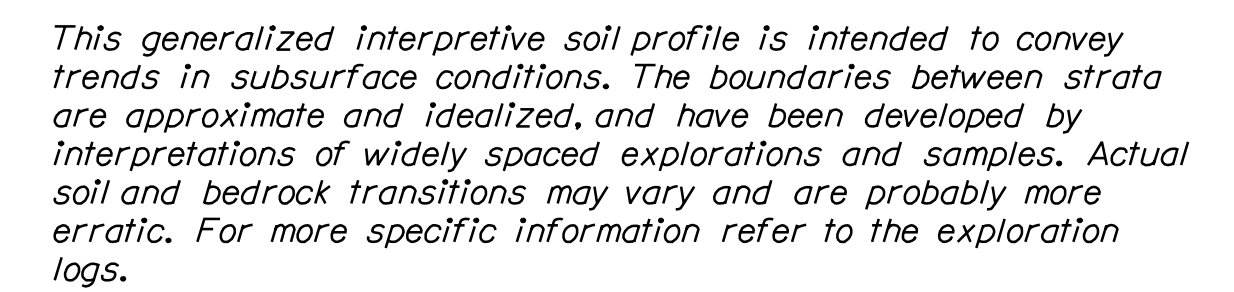
Daniel S. Myers
SIGNATURE
12572
P.E. NUMBER
6/4/24
DATE

PROJ. MANAGER	JULIE BRASK	BY	DATE
DESIGN-DETAILED	B. Reyes	S. Morcom	8/2022
CHECKED-REVIEWED	T. Dwyer	B. Reyes	8/2022
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TANNERY BROOK BRIDGE
OVER TANNERY BROOK
NORWAY OXFORD COUNTY
BORING LOCATION PLAN

SHEET NUMBER
5
OF 33

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2311600
WIN
023116.00
BRIDGE NO. 3610
BRIDGE PLANS



Maine Department of Transportation										Project: January Brook Bridge #3610 over Tannery (B)rd Brook Location: Norway, ME		Boring No.: <u>BB-NB-101</u>	
Soil/Rock Exploration Log US CUSTOMER UNITS										W/N		<u>2316.00</u>	
Driller: <u>New England Boring Contractors</u>				Elevation (Ft.): <u>376.00</u>		Datum: <u>NAVD88</u>		Age: <u>18/20</u>		W/A: <u>N/A</u>			
Operator: <u>Bros / Garrett</u>				Soil: <u></u>		Rig Type: <u>NAV888</u>		Sampler: <u>2" SPT</u>		P: <u>30</u>			
Logger By: <u>J. Lash</u>				Rig Type: <u>Mobile Drill B-53</u>		Hammer Wt./Fall: <u>140 lbs / 30 in.</u>		Cone Barrel: <u>2.15' (60)</u>		W: <u>1.50</u>			
Boring Location: <u>N 502678 3573</u>				E: <u>948366 8668</u>		Casing Depth: <u>Hy 4' 18.4' 0"</u>		Water Level*: <u>8.5' (260)</u>					
Hammer Efficiency Factor: <u>0.86</u>				Hammer Type: <u>Automat C-8</u>		☒ Hydraulic ☐ Age: <u>8 Casted ☐</u>							
Soil Notes: 1 - Soil: <u>Sandy Silty</u> 2 - Soil: <u>Sandy Silty</u> 3 - Unconsolidated Silty Sand: <u>Sandy Silty</u> 4 - Thin Well: <u>Thin Silty</u> 5 - Fine Well: <u>Thin Silty</u> 6 - Fine Well: <u>Thin Silty</u> 7 - Fine Well: <u>Thin Silty</u> 8 - Fine Well: <u>Thin Silty</u> 9 - Fine Well: <u>Thin Silty</u> 10 - Fine Well: <u>Thin Silty</u> 11 - Fine Well: <u>Thin Silty</u> 12 - Fine Well: <u>Thin Silty</u> 13 - Fine Well: <u>Thin Silty</u> 14 - Fine Well: <u>Thin Silty</u> 15 - Fine Well: <u>Thin Silty</u> 16 - Fine Well: <u>Thin Silty</u> 17 - Fine Well: <u>Thin Silty</u> 18 - Fine Well: <u>Thin Silty</u> 19 - Fine Well: <u>Thin Silty</u> 20 - Fine Well: <u>Thin Silty</u> 21 - Fine Well: <u>Thin Silty</u> 22 - Fine Well: <u>Thin Silty</u> 23 - Fine Well: <u>Thin Silty</u> 24 - Fine Well: <u>Thin Silty</u> 25 - Fine Well: <u>Thin Silty</u> 26 - Fine Well: <u>Thin Silty</u> 27 - Fine Well: <u>Thin Silty</u> 28 - Fine Well: <u>Thin Silty</u> 29 - Fine Well: <u>Thin Silty</u> 30 - 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<u>Unconsolidated Silty Sand</u> 92 - <u>Unconsolidated Silty Sand</u> 93 - <u>Unconsolidated Silty Sand</u> 94 - <u>Unconsolidated Silty Sand</u> 95 - <u>Unconsolidated Silty Sand</u> 96 - <u>Unconsolidated Silty Sand</u> 97 - <u>Unconsolidated Silty Sand</u> 98 - <u>Unconsolidated Silty Sand</u> 99 - <u>Unconsolidated Silty Sand</u> 100 - <u>Unconsolidated Silty Sand</u>							

Maine Department of Transportation										Project: Tannery Brook Bridge #3160 over Tannery (Bridal Brook) Location: Hiram, ME		Boring No: <u>BB-NTR-102</u>	
Soil/Rock Exploration Log USGS/DMR units										WIN		<u>23116.00</u>	
Driller: New England Boring Contractors		Elevation (ft.): 377.82		Date: 10/10/08		Auger ID/OD: N/A							
Operator: Brad / Garrett		Datum: NAVD83				Sampler: 2" SPT							
Logger By: J. Loomis		Rig Type: Man Drill B-53				Manner of Fall: 140 lbs. > 30 inches							
Date Started/Finish: 04/14/12		Drilling Method: Wash and Drive				Core Barrel#: 215' (N6)							
Boring Location: N520591 82256 E		Easting (ID/OD): H4 41' 10.4 5' 0"				Water Level#: Not Encountered							
Boring Efficiency Factor: 0.86		Hammer Type: Automatic		Hydraulic		Rough & Cutsheet							
Remarks: 1 - Split Spoon Sample 2 - Unconsolidated Split Spoon Sample Attempt 3 - No Well Seal 4 - Unconsolidated Well Seal Sample Attempt 5 - Unconsolidated Seal Test 6 - "P" Point Penetration 7 - Weight of Blow or Casing 8 - Unconsolidated Fill from Last Attempt 9 - Weight of Blow or Casing 10 - Hammer Efficiency Factor/Not Unconsolidated		Sample Information: 1 - Rock Core Sample 2 - Split Spoon Sample 3 - Unconsolidated Split Spoon Sample 4 - Well Seal Sample 5 - Unconsolidated Well Seal Sample 6 - Unconsolidated Seal Test 7 - "P" Point Penetration 8 - Weight of Blow or Casing 9 - Unconsolidated Fill from Last Attempt 10 - Hammer Efficiency Factor/Not Unconsolidated		Log Description and Remarks: 1 - Unconsolidated Fill from Last Attempt 2 - Split Spoon Sample 3 - Unconsolidated Split Spoon Sample 4 - Well Seal Sample 5 - Unconsolidated Well Seal Sample 6 - Unconsolidated Seal Test 7 - "P" Point Penetration 8 - Weight of Blow or Casing 9 - Unconsolidated Fill from Last Attempt 10 - Hammer Efficiency Factor/Not Unconsolidated		Visual Description and Remarks: 1 - Unconsolidated Fill from Last Attempt 2 - Split Spoon Sample 3 - Unconsolidated Split Spoon Sample 4 - Well Seal Sample 5 - Unconsolidated Well Seal Sample 6 - Unconsolidated Seal Test 7 - "P" Point Penetration 8 - Weight of Blow or Casing 9 - Unconsolidated Fill from Last Attempt 10 - Hammer Efficiency Factor/Not Unconsolidated		Laboratory Testing: 1 - Unconsolidated Fill from Last Attempt 2 - Split Spoon Sample 3 - Unconsolidated Split Spoon Sample 4 - Well Seal Sample 5 - Unconsolidated Well Seal Sample 6 - Unconsolidated Seal Test 7 - "P" Point Penetration 8 - Weight of Blow or Casing 9 - Unconsolidated Fill from Last Attempt 10 - Hammer Efficiency Factor/Not Unconsolidated		Unified Classification: 1 - Unconsolidated Fill from Last Attempt 2 - Split Spoon Sample 3 - Unconsolidated Split Spoon Sample 4 - Well Seal Sample 5 - Unconsolidated Well Seal Sample 6 - Unconsolidated Seal Test 7 - "P" Point Penetration 8 - Weight of Blow or Casing 9 - Unconsolidated Fill from Last Attempt 10 - Hammer Efficiency Factor/Not Unconsolidated			
Depth (ft.)	Sample No	Pen. Rec. (in)	Sample Depth (ft.)	Sample Description	Notes	Core Log (ft.)	Core Log (ft.)	Core Log (ft.)	Core Log (ft.)	Core Log (ft.)	Core Log (ft.)		
0	16/4	4.75 - 6.08	1/45 / 28/ 5	73	105	376.5	376.5	376.5	376.5	376.5	376.5		
5	20	24/11	9.00 - 11.00	38/ 23/ 112/ 50	135	194	368.2	368.2	368.2	368.2	368.2		
10	R1	60/60	18.00 - 19.00	R20 = 97%			363.2	363.2	363.2	363.2	363.2		
15	R2	60/55	19.00 - 24.00	R20 = 67%			353.2	353.2	353.2	353.2	353.2		
20													
25													

Notes:
1. Wash and Drive
2. Split Spoon Sample
3. No Well Seal
4. Unconsolidated Well Seal Sample
5. Unconsolidated Seal Test
6. "P" Point Penetration
7. Weight of Blow or Casing
8. Unconsolidated Fill from Last Attempt
9. Weight of Blow or Casing
10. Hammer Efficiency Factor/Not Unconsolidated

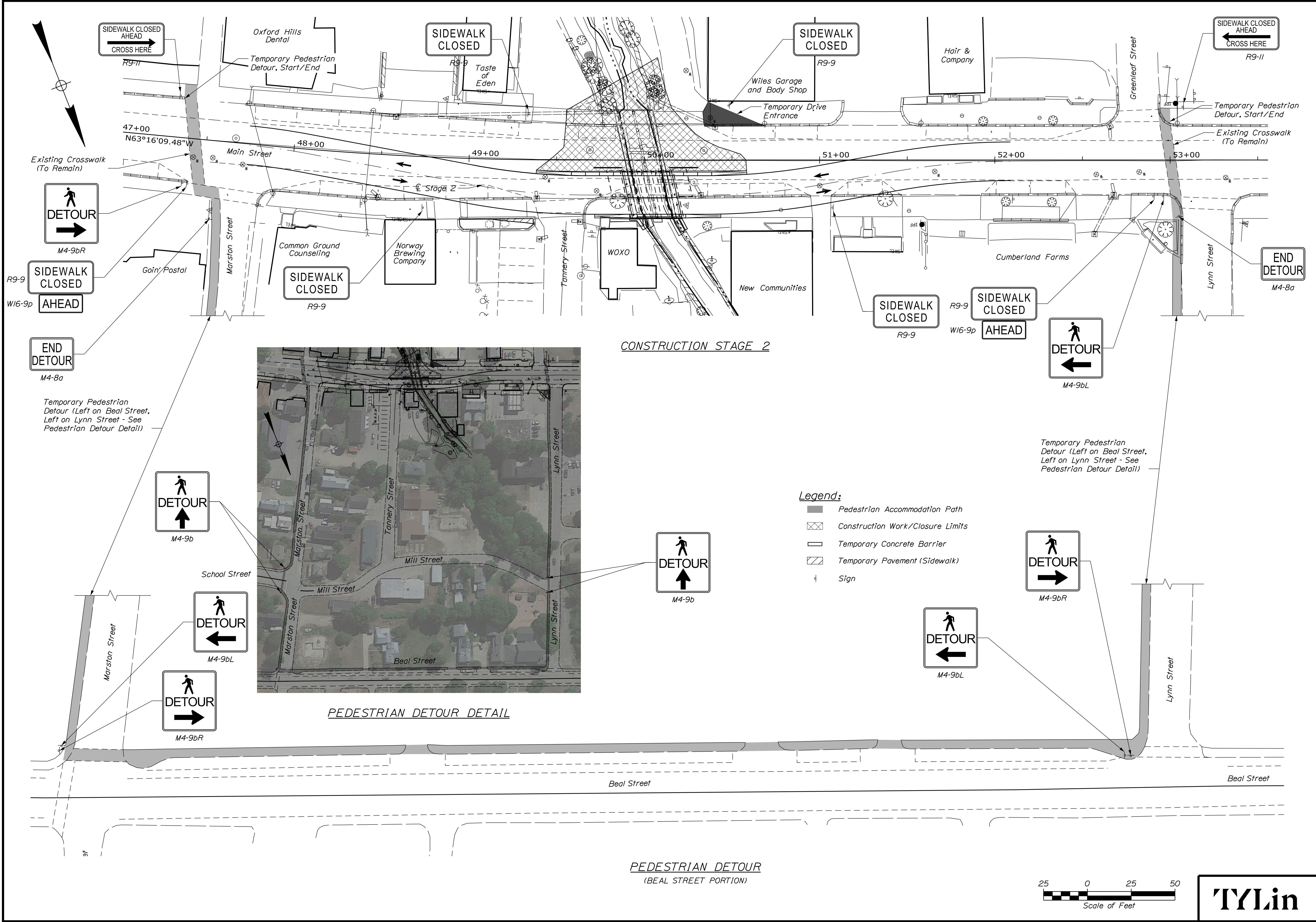
Soil/Rock (ft.) (in) represent approximate boundaries between soil types. Transitions may be gradual.
* Asterisk (*) readings have been made at 1' intervals and upper portion of listing starts. Driftwater (float) may occur due to conditions other than those stated in the log measurements are made

Page 1 of 11

Boring No: BB-NTR-102

[illegible][illegible]

[illegible][illegible]



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2311600

WIN
023116.00
BRIDGE NO. 3610
BRIDGE PLANS

TANNERY BROOK BRIDGE
OVER TANNERY BROOK
NORWAY OXFORD COUNTY

PEDESTRIAN
ACCOMMODATION PLAN

SHEET NUMBER
10
OF 33

TYLin

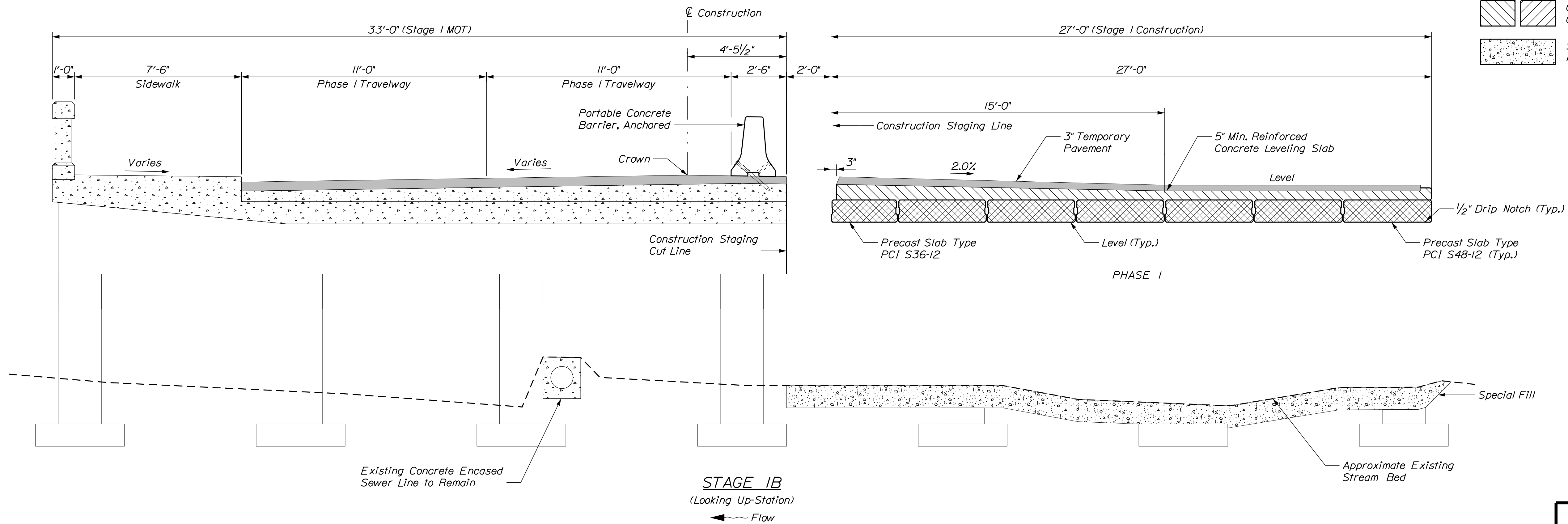
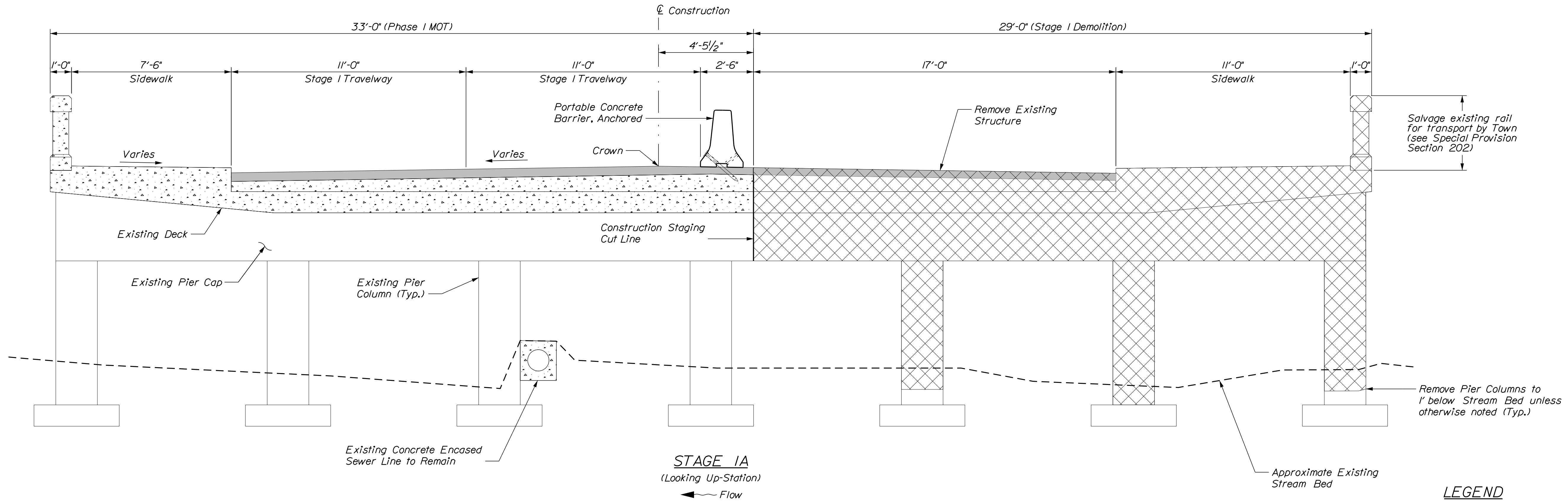
PROJ. MANAGER	JULIE BRASK	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	S. Davis	S. Macdon	5/2023	Daniel S. Myers	12512	6/4/24
CHECKED-REVIEWED	D. Myers	D. Myers	5/2023			
DESIGNS-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

Date:6/4/2024

Username:

Division: HIGHWAY

Filename: ... \011_Staged_Construction_1.dgn

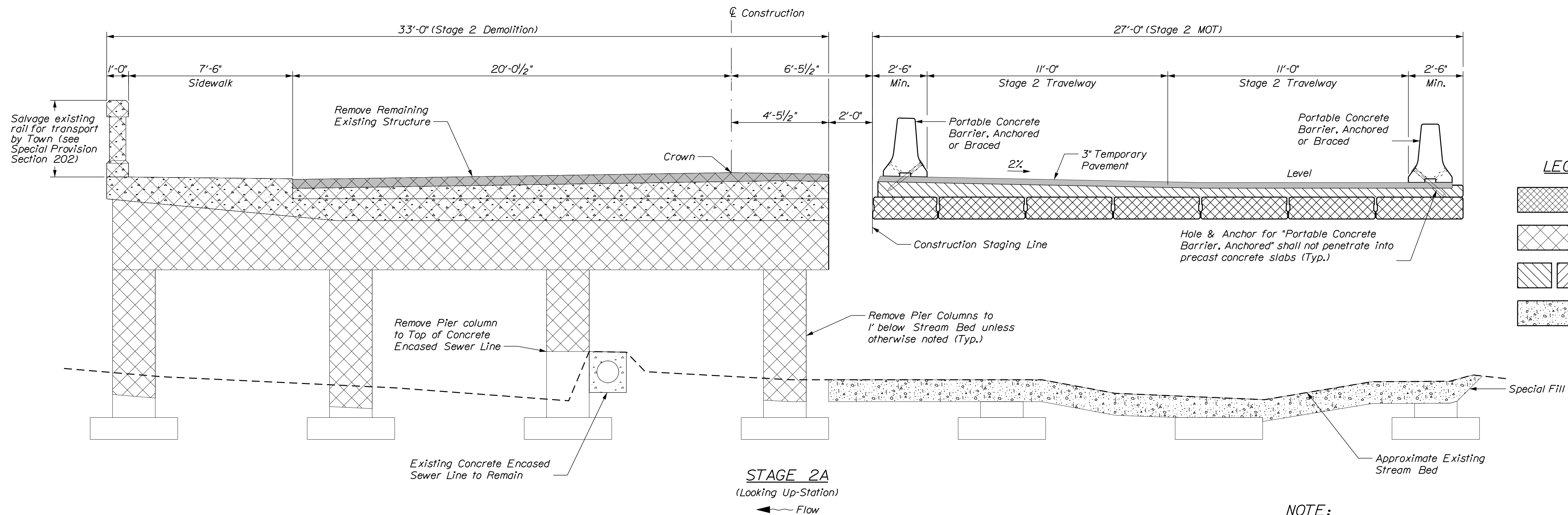


LEGEND

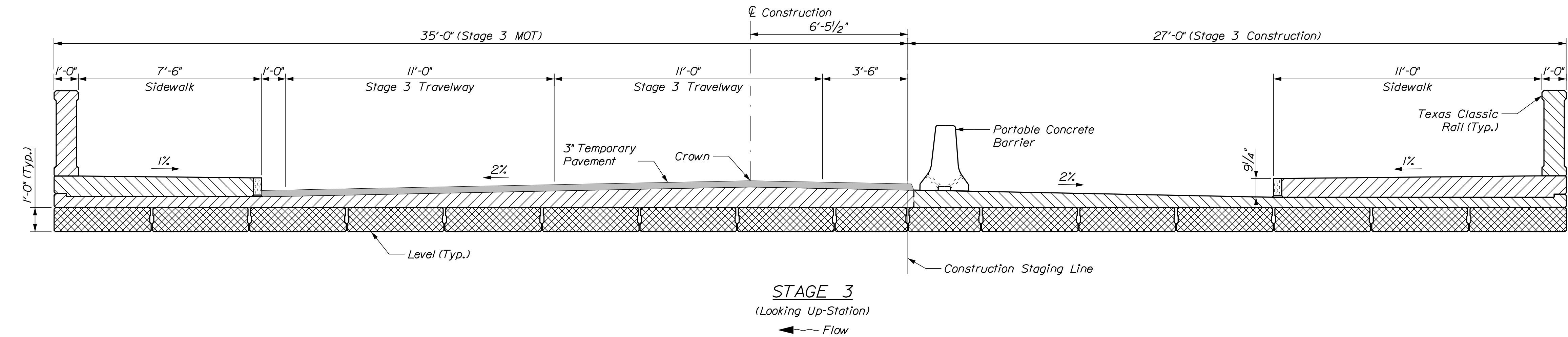
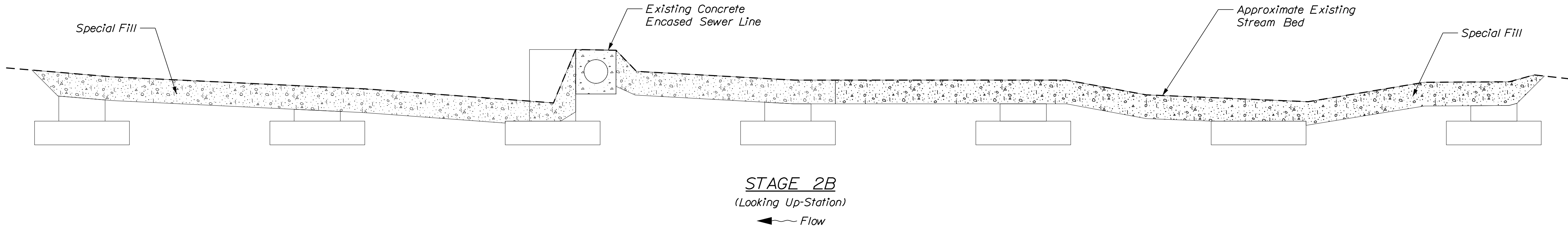
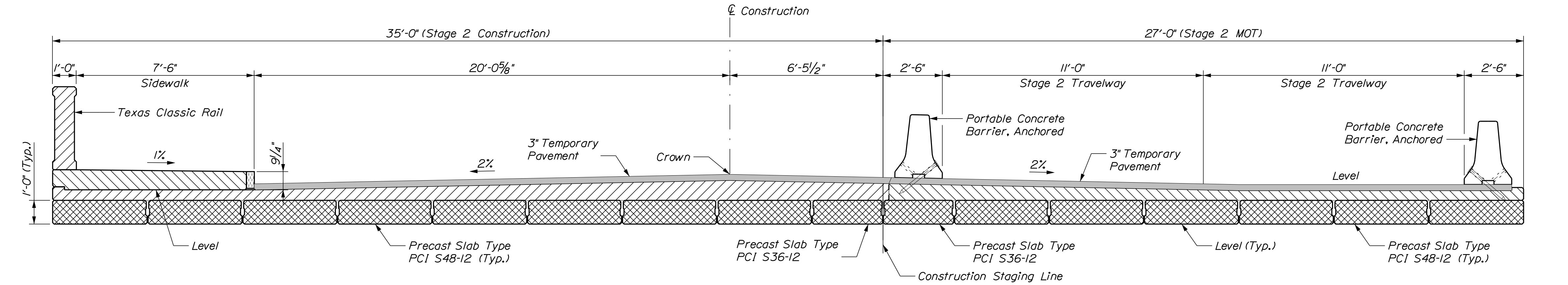
- Precast Slab
- Existing Structure Removal Limits
- Cast-in-place Concrete
- Special Fill

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2311600		BRIDGE PLANS	
TANNERY BROOK BRIDGE OVER TANNERY BROOK NORWAY		STAGED CONSTRUCTION SHEET 1 OF 3		SHEET NUMBER 11 OF 33	
PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES		JULIE BRASK J. LePage D. Myers		DATE 8/2022 8/2022	
SIGNATURE 12512		P.E. NUMBER 614124		DATE 6/4/24	
DANIEL S. MYERS No. 12512		PROFESSIONAL SEAL		BRIDGE NO. 3610 WIN 023116.00	





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NOTE:
High performance waterproofing membrane
and paving will be completed after Stage 3.

- LEGEND**
- Precast Slab
 - Existing Structure Removal Limits
 - Cast-in-place Concrete
 - Special Fill

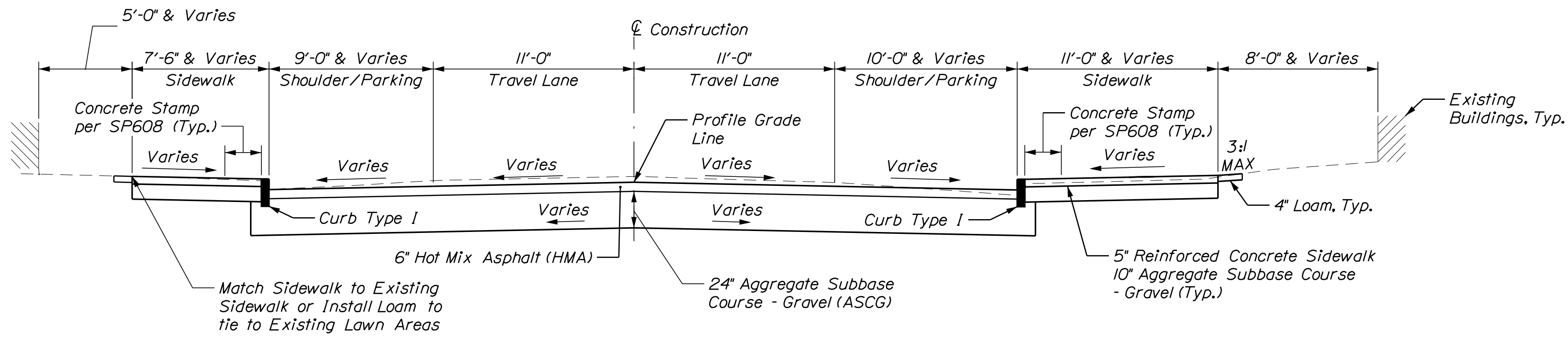
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2311600		BRIDGE PLANS	
TANNERY BROOK BRIDGE OVER TANNERY BROOK NORWAY		STAGED CONSTRUCTION SHEET 3 OF 3		SHEET NUMBER 13 OF 33	
PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES		JULIE BRASK J. Leppre D. Myers		DATE 8/2022 8/2022	
SIGNATURE 12512		P.E. NUMBER 614124		DATE 6/4/24	
DANIEL S. MYERS No. 12512		PROFESSIONAL SEAL		BRIDGE NO. 3610 WIN 023116.00	

Date:6/4/2024

Username:

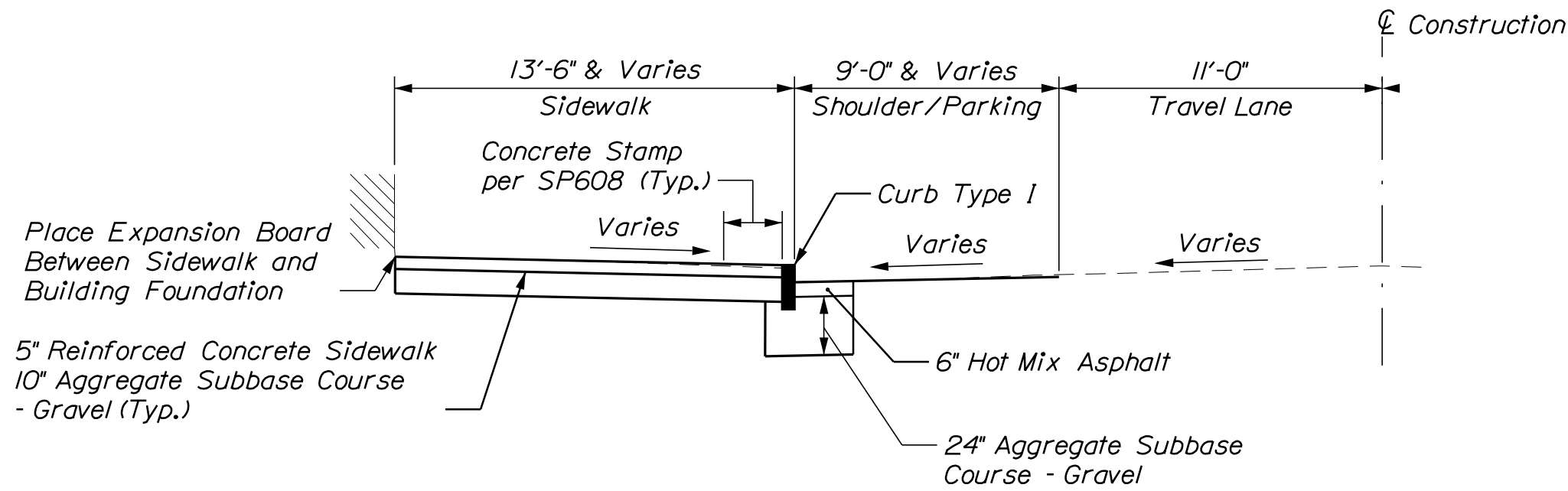
Division: HIGHWAY

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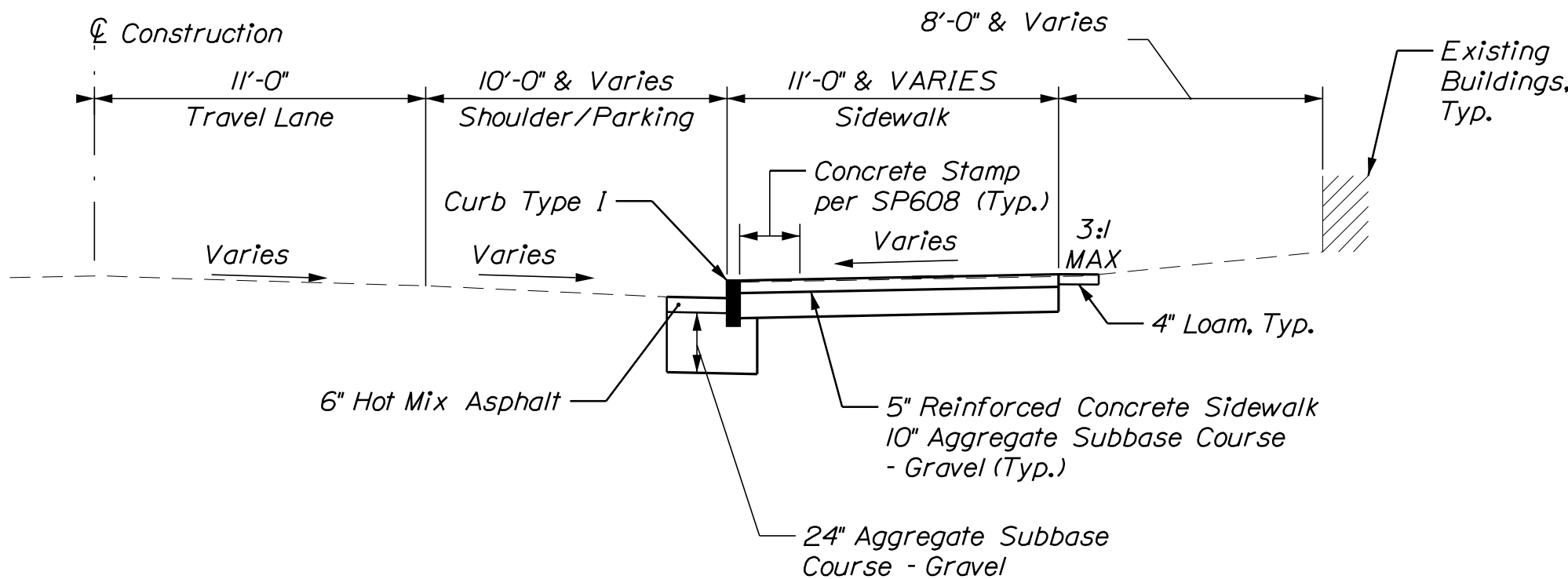
MAIN STREET (RT. 117/118) APPROACH DESIGN SECTION

Sta 49+54.39 to Sta 49+85.81
Sta 50+13.99 to Sta 50+46.51



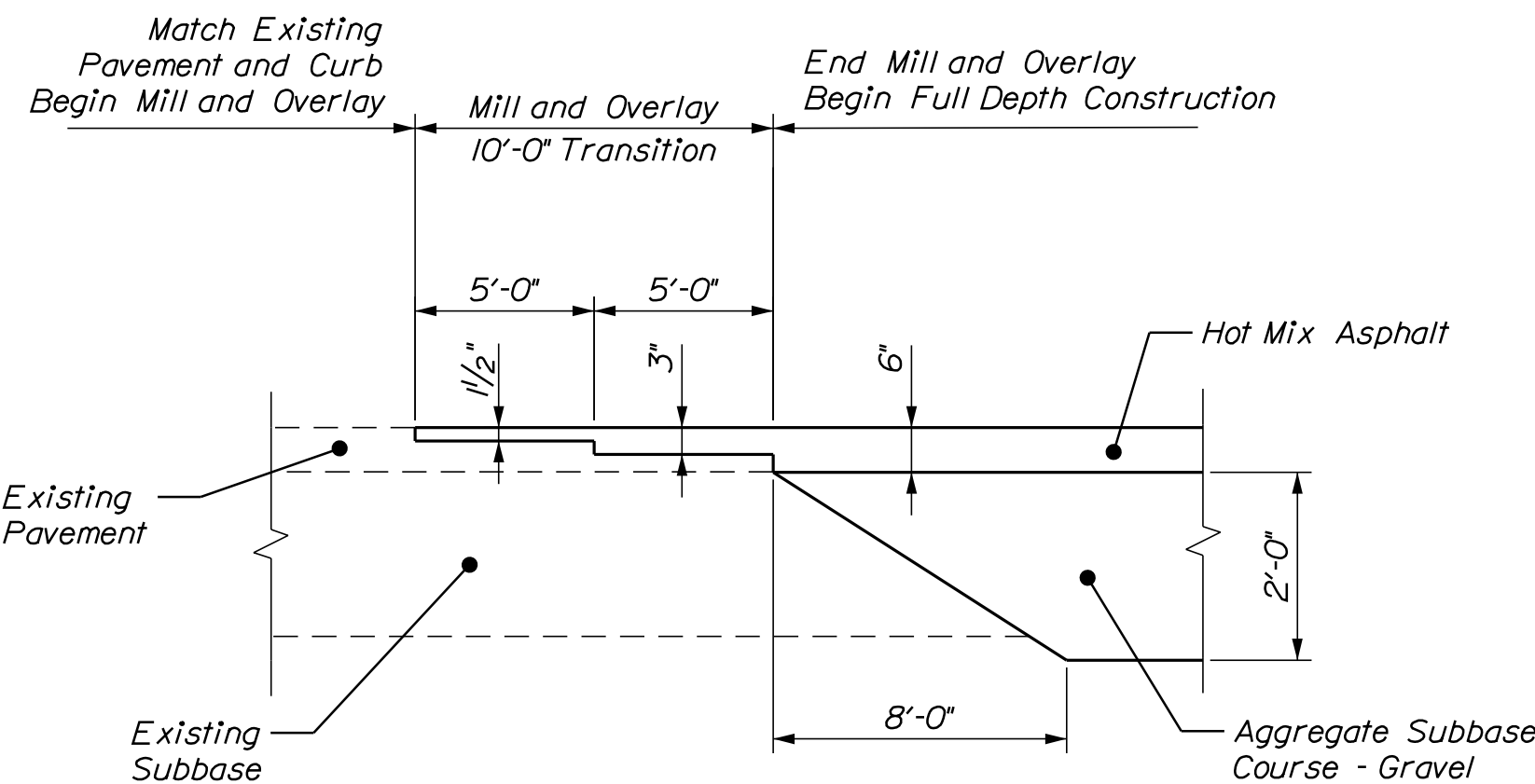
MAIN STREET (RT. 117/118) APPROACH DESIGN SECTION

Sta 50+46.51 to Sta 50+66.00 Lt.

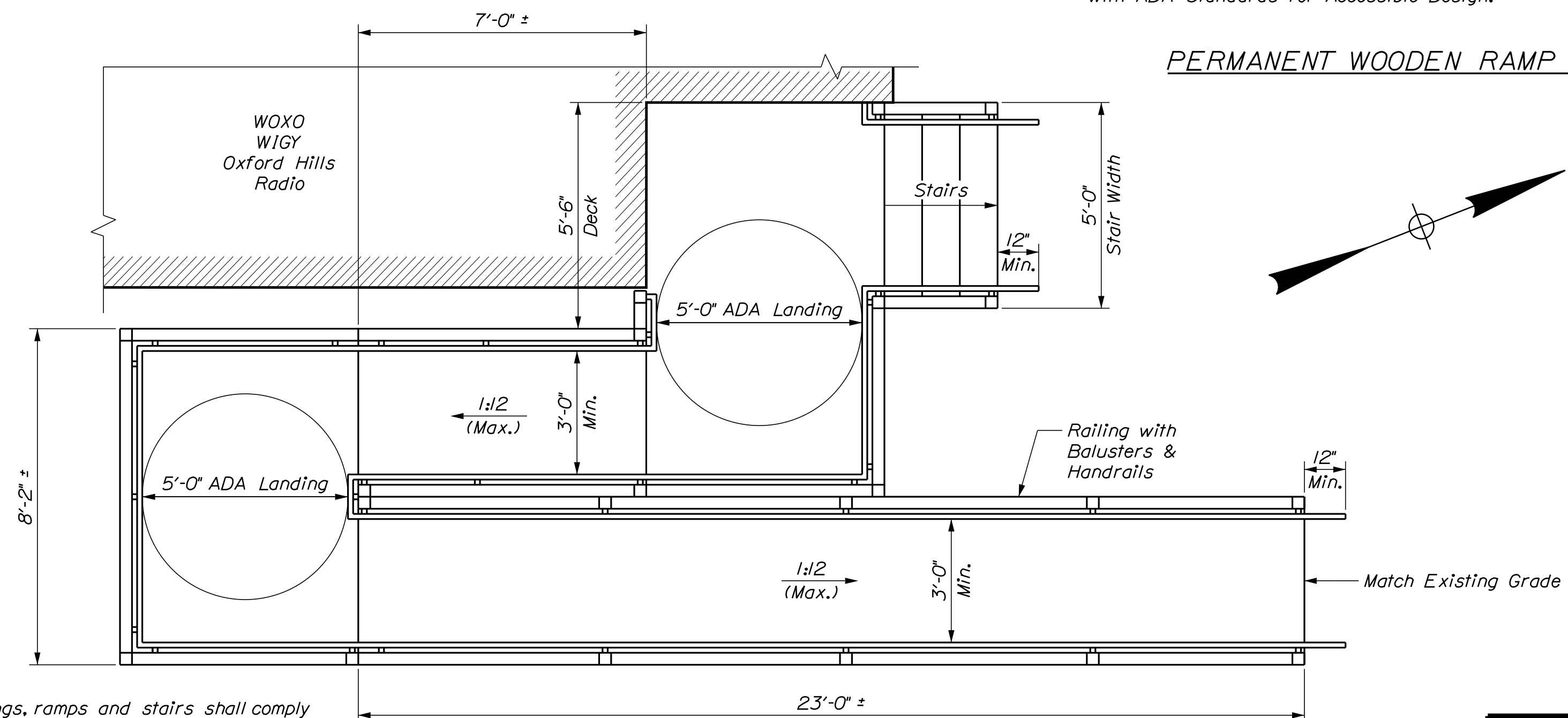


MAIN STREET (RT. 117/118) CURB/SIDEWALK SECTION

Sta 48+75.00 to Sta 49+54.39 Rt.
Sta 50+46.51 to Sta 51+35.00 Rt.



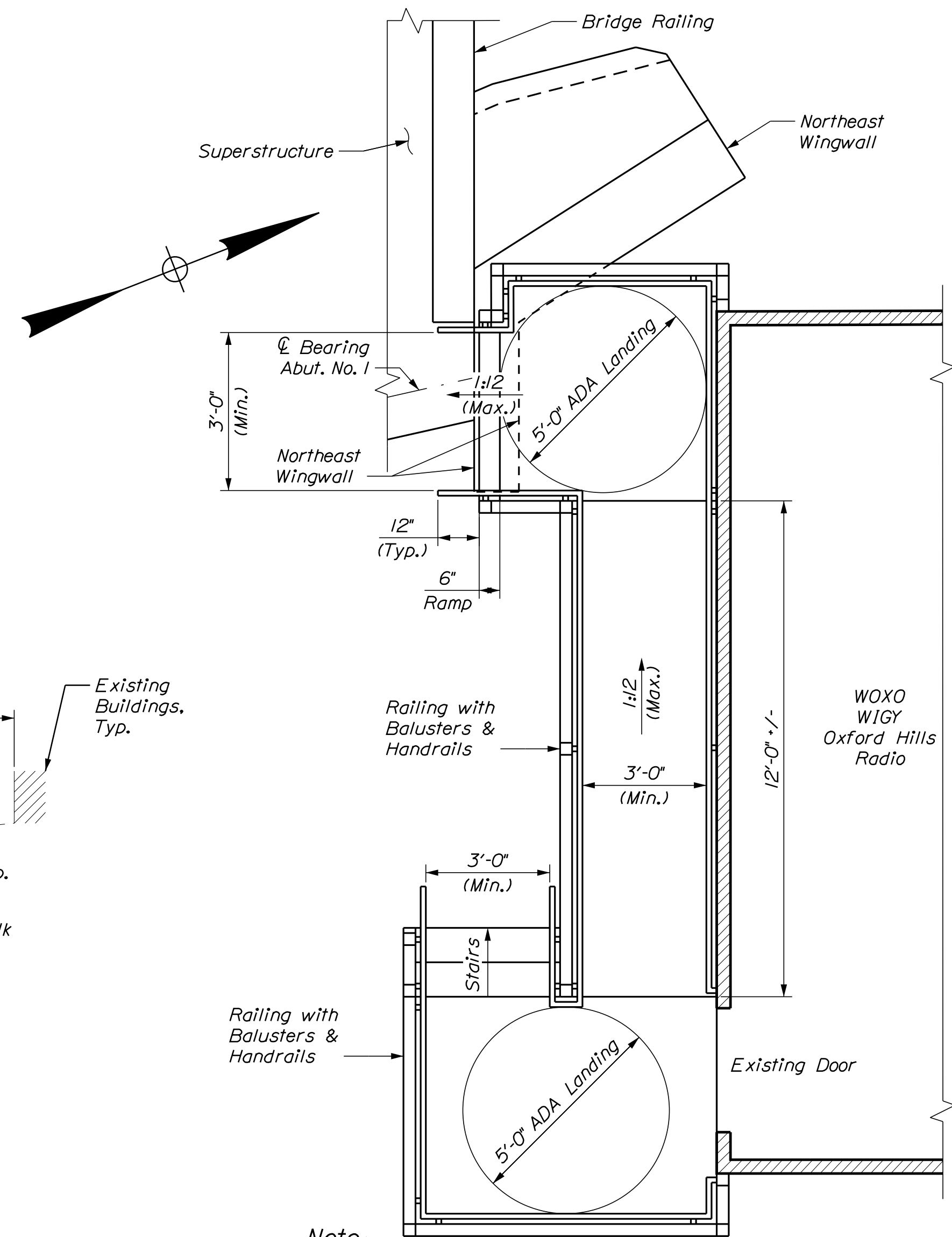
APPROACH PAVEMENT STEPPING DETAIL - MAIN STREET (RT. 117/118)



Note:

All landings, ramps and stairs shall comply with ADA Standards for Accessible Design.

TEMPORARY WOODEN RAMP DETAIL



Note:

All landings, ramps and stairs shall comply with ADA Standards for Accessible Design.

PERMANENT WOODEN RAMP DETAIL

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

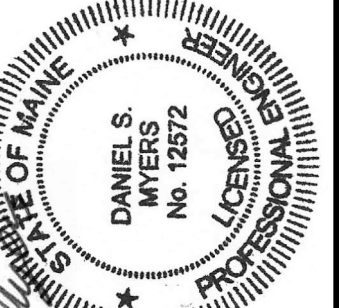
2311600

WIN

023116.00

BRIDGE NO. 3610

BRIDGE PLANS



SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	JULIE BRASK	BY	DATE
DESIGN-DETAILED	I. Artz	I. Artz	10/2023
CHECKED-REVIEWED	S. Davis	S. Davis	10/2023
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TANNERY BROOK BRIDGE
OVER TANNERY BROOK
NORWAY
OXFORD COUNTY
TYPICAL SECTIONS

SHEET NUMBER

15

OF 33

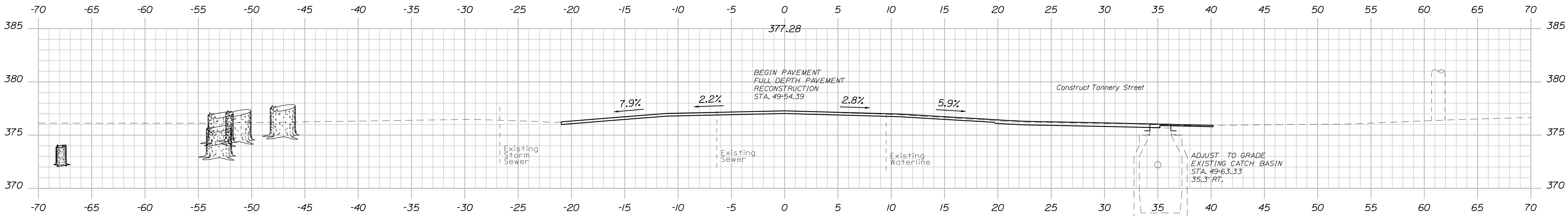
TYLin

Date:6/4/2024

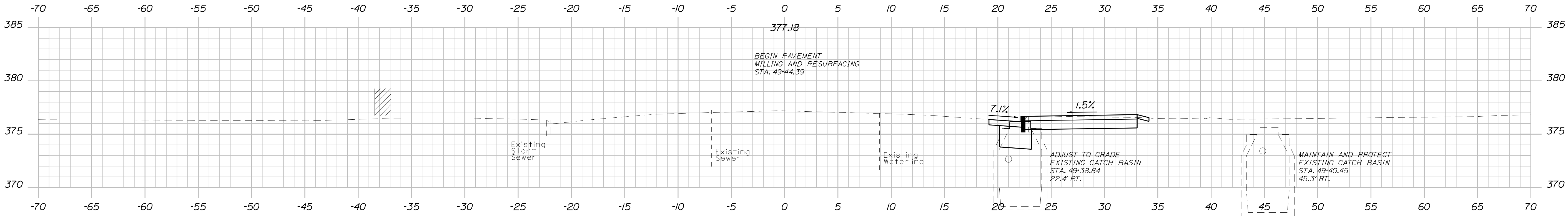
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Division: HIGHWAY

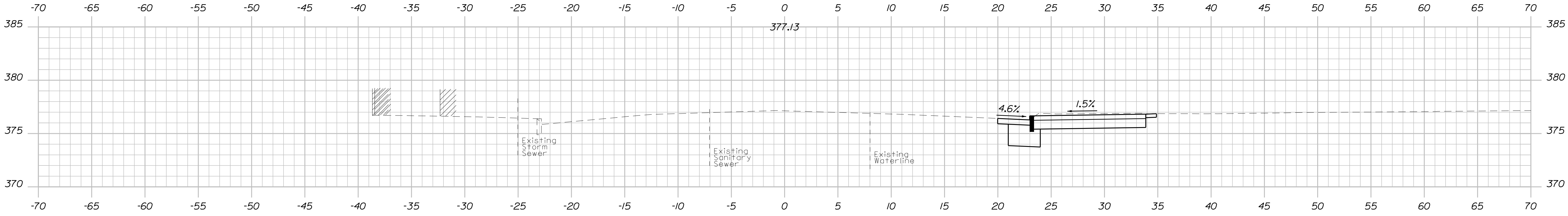
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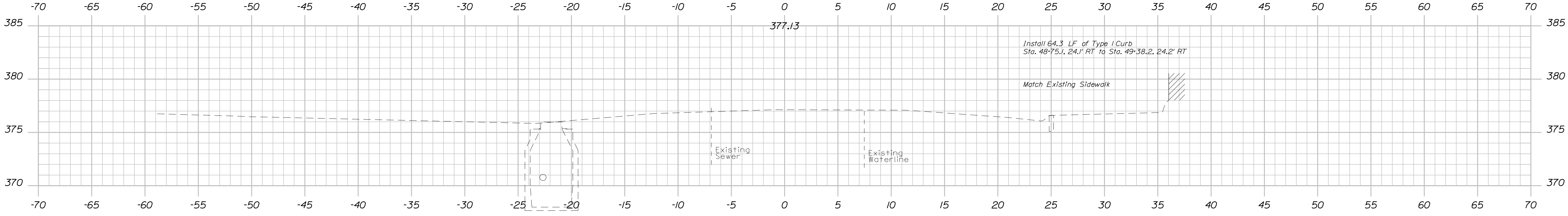
49+50.00



49+25.00



49+00.00



48+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2311600

WIN
023116.00

BRIDGE NO. 3610
BRIDGE PLANS

Daniel S. Myers
No. 12572
Professional Engineer
State of Maine

SIGNATURE
12572
P.E. NUMBER
6/4/24
DATE

PROJ. MANAGER	JULIE BRASK	BY	DATE
DESIGN-DETAILED	I. Artz	I. Artz	10/2023
CHECKED-REVIEWED	S. Davis	S. Davis	10/2023
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TANNERY BROOK BRIDGE
OVER TANNERY BROOK
NORWAY OXFORD COUNTY

CROSS SECTIONS

SHEET NUMBER

16
OF 33

TYLin

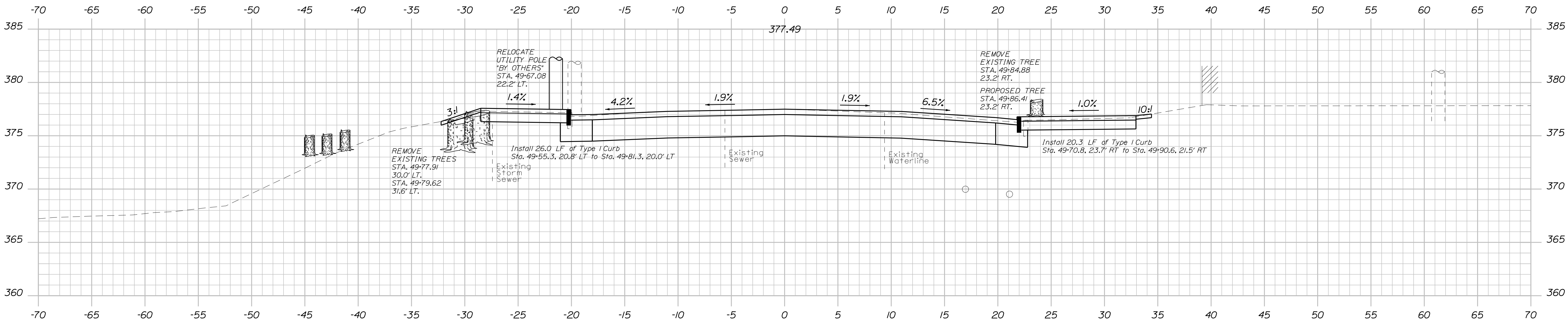
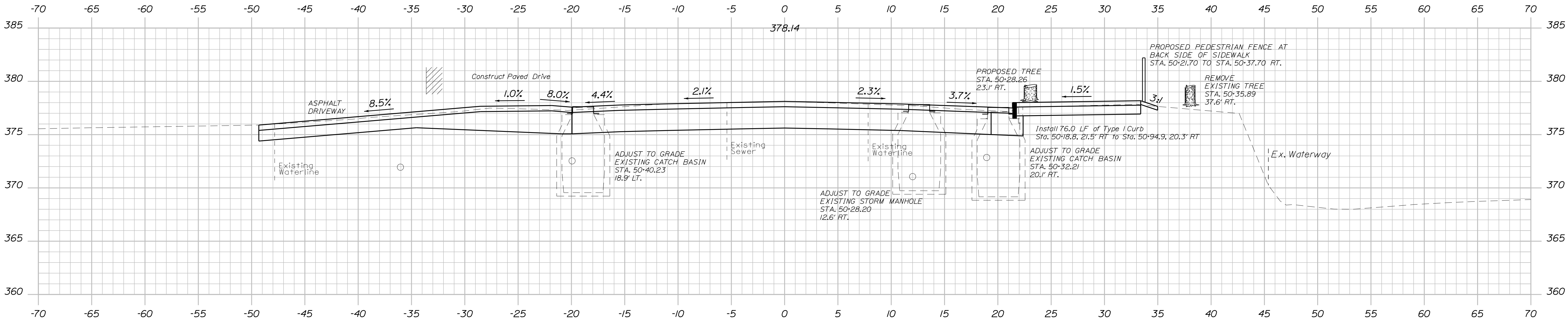
Sta. 48+75.00 to Sta. 49+50.00

Date:6/4/2024

Username:

Division: HIGHWAY

Filename: ... \HIGHWAY\MSTA\016_018_Xsect.dgn



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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2311600
WIN
023116.00
BRIDGE NO. 3610
BRIDGE PLANS

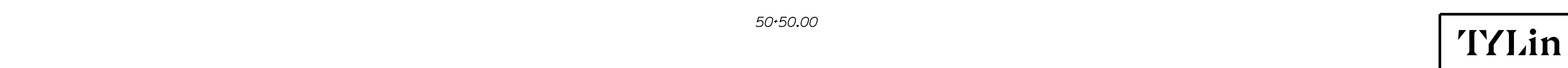
SIGNATURE
12512
P.E. NUMBER
6/4/24
DATE

PROJ. MANAGER	JULIE BRASK	BY	DATE
DESIGN-DETAILED	I. Artz	I. Artz	10/2023
CHECKED-REVIEWED	S. Davis	S. Davis	10/2023
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TANNERY BROOK BRIDGE
OVER TANNERY BROOK
NORWAY OXFORD COUNTY
CROSS SECTIONS

SHEET NUMBER
17
OF 33

Sta. 49+75.00 to Sta. 50+25.00



TYLin

STATE OF MAINE
PROFESSIONAL ENGINEER
LICENSED
DANIEL S. MYERS
No. 12572

SIGNATURE Daniel S. Myers
E. NUMBER 12572
DATE 6/4/24

PROJ. MANAGER	JULIE BRASK	BY	DATE
DESIGN-DETAILED	T. Antz	T. Antz	10/20/23
CHECKED-REVIEWED	S. Davis	S. Davis	10/20/23
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			

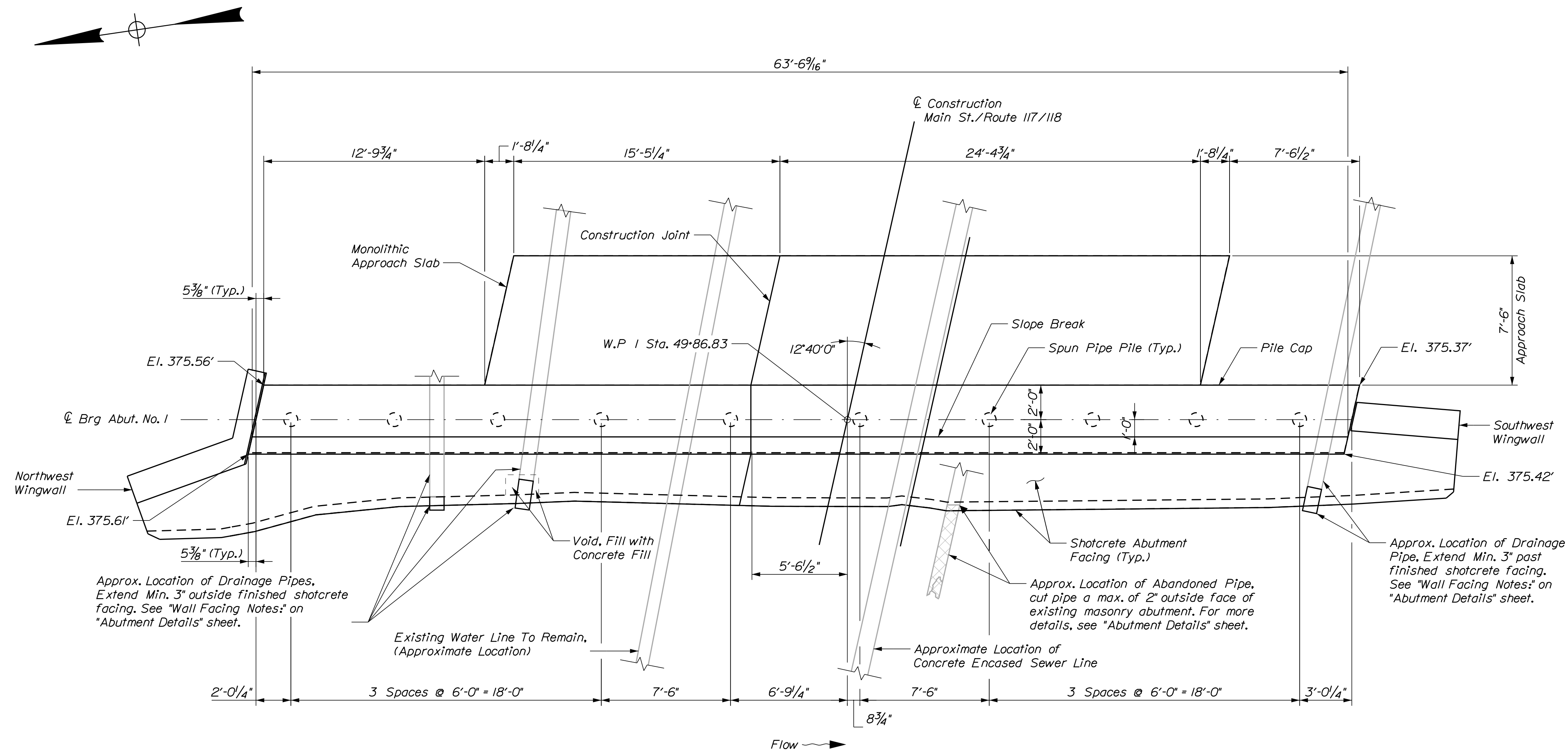
NORWAY
TANNERY BROOK
OVER TANNERY BROOK
TANNERY BROOK BRIDGE
OXFORD COUNTY

CROSS SECTIONS

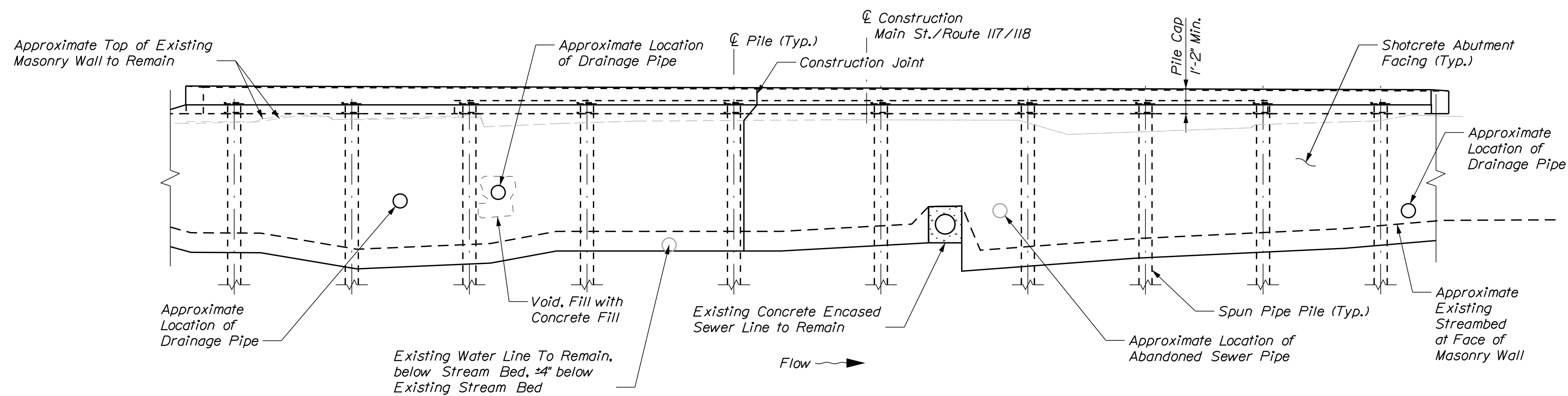
SHEET NUMBER

18

OF 33



ABUTMENT NO. 1 PLAN



ABUTMENT NO. 1 ELEVATION
Elevation Perpendicular to Pile Cap Face
Wingwalls not shown

ABUTMENT NOTES:

1. *Place drains with a 2-inch diameter in the shotcrete concrete facing at 5 feet maximum spacing. The exact location and depth will be determined by the Resident. Payment shall be incidental to 502 items.*
2. *Cover joints where waterstops are not required in accordance with Standard Details Section 502.*
3. *Near face bridge seat elevations do not account for the 1" tall beveled portion of the bridge seat.*
4. *The Pile Cap & Wingwalls will be paid under Item 502.219, "Structural Concrete, Abutments and Retaining Walls".*
5. *The Abutment Facing will be paid under Item 517.62, "Shotcrete Abutment Facing".*
6. *The Approach Slabs will be paid under Item 502.31, "Structural Concrete Approach Slab".*

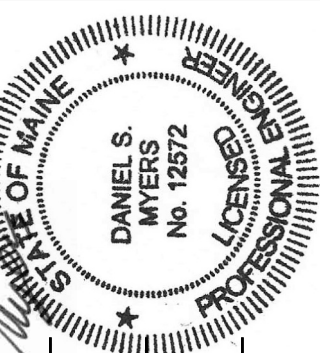
SPUN PIPE PILE NOTES:

1. *The spun pipe pile shall consist of a steel pile casing filled with grout. No internal reinforcing steel is required.*
2. *Construct spun pipe piles in accordance with Special Provisions Section 50I, Foundation Piles - Spun Pipe Piles.*
3. *The pile casing shall be in accordance with Special Provisions Section 50I, Foundation Piles - Spun Pipe Piles or approved equal.*
4. *Spun pipe piles shall be constructed plumb.*
5. *Spun pipe piles shall be embedded a minimum of 4 feet into competent bedrock under observation of the Geotechnical Engineer.*
6. *Estimate of piles required (5 feet contingency included):*

Abutment No. 1: 10 ~ 9.625" ϕ x 0.545" wall
thickness Pipe Piles @ ± 25 feet long
Abutment No. 2: 10 ~ 9.625" ϕ x 0.545" wall
thickness Pipe Piles @ ± 23 feet long

7. *Pile top plate steel shall conform to the requirements of AASHTO designation M270 (ASTM designation A709) grade 50.*
8. *Required Nominal Resistance:*
Compression: 500 kips
Tension: 0 kips

Factored Design Load:
Compression: 230 kips
Tension: 0 kips
9. *Contractor shall be responsible for ensuring piles do not conflict with underground utilities. Pile locations shown may be adjusted along the centerline of abutment as approved by the Resident. Maximum pile spacing shall not exceed 8'-6" center to center. Piles shall not be off of centerline abutment by more than 2 inches.*
10. *Threaded Permanent Steel Casing joints shall not be used within 5 feet of the bottom of the pile cap.*



SIGNATURE
12572
P.E. NUMBER
6/4/24
DATE

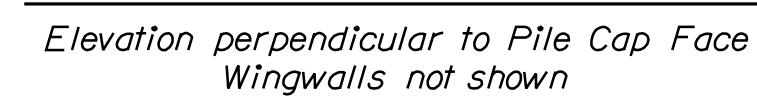
DESIGN-DETAILED	J.Legere	6/20/23
CHECKED-REVIEWED	B.Toothaker	6/20/23
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

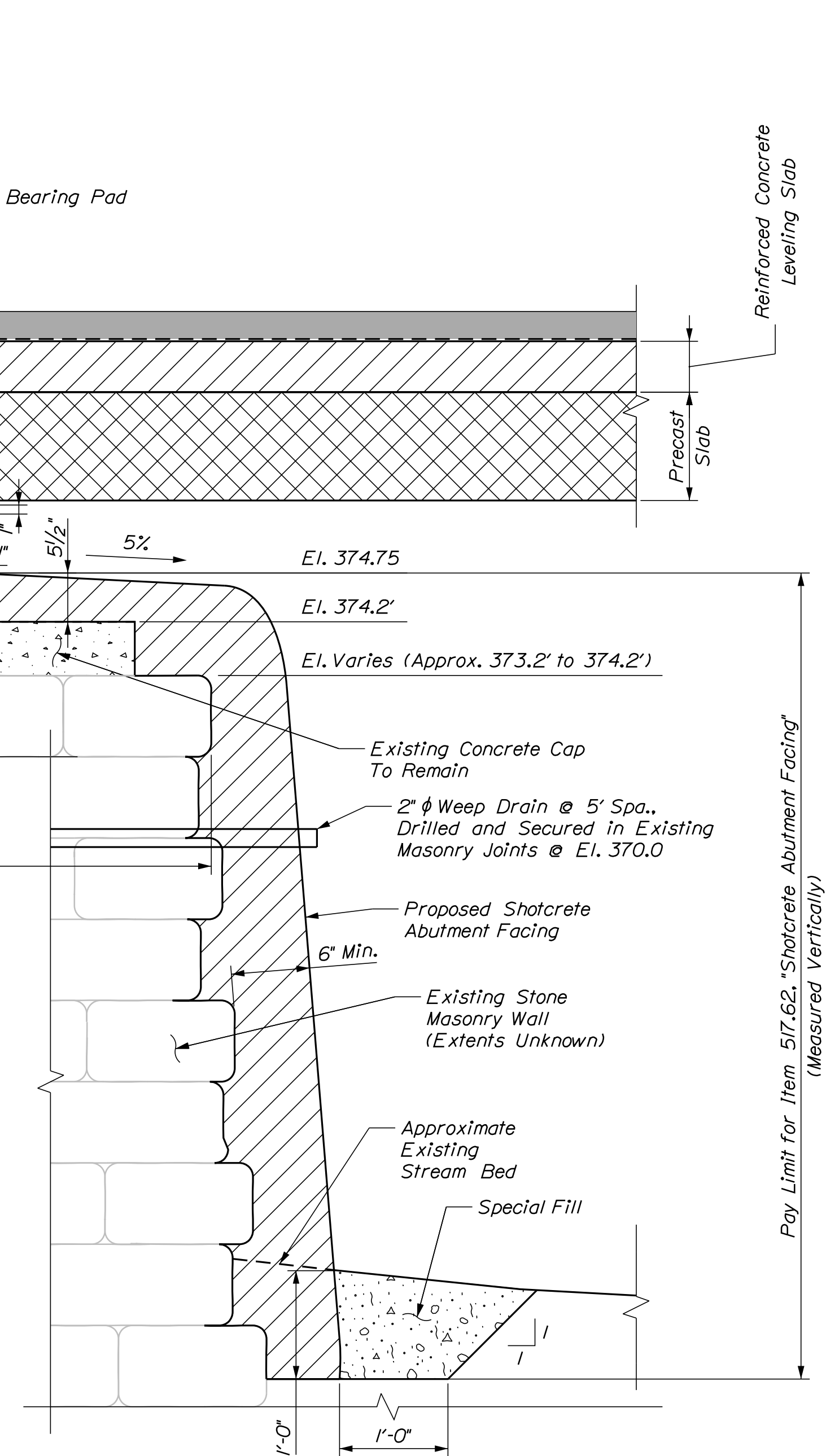
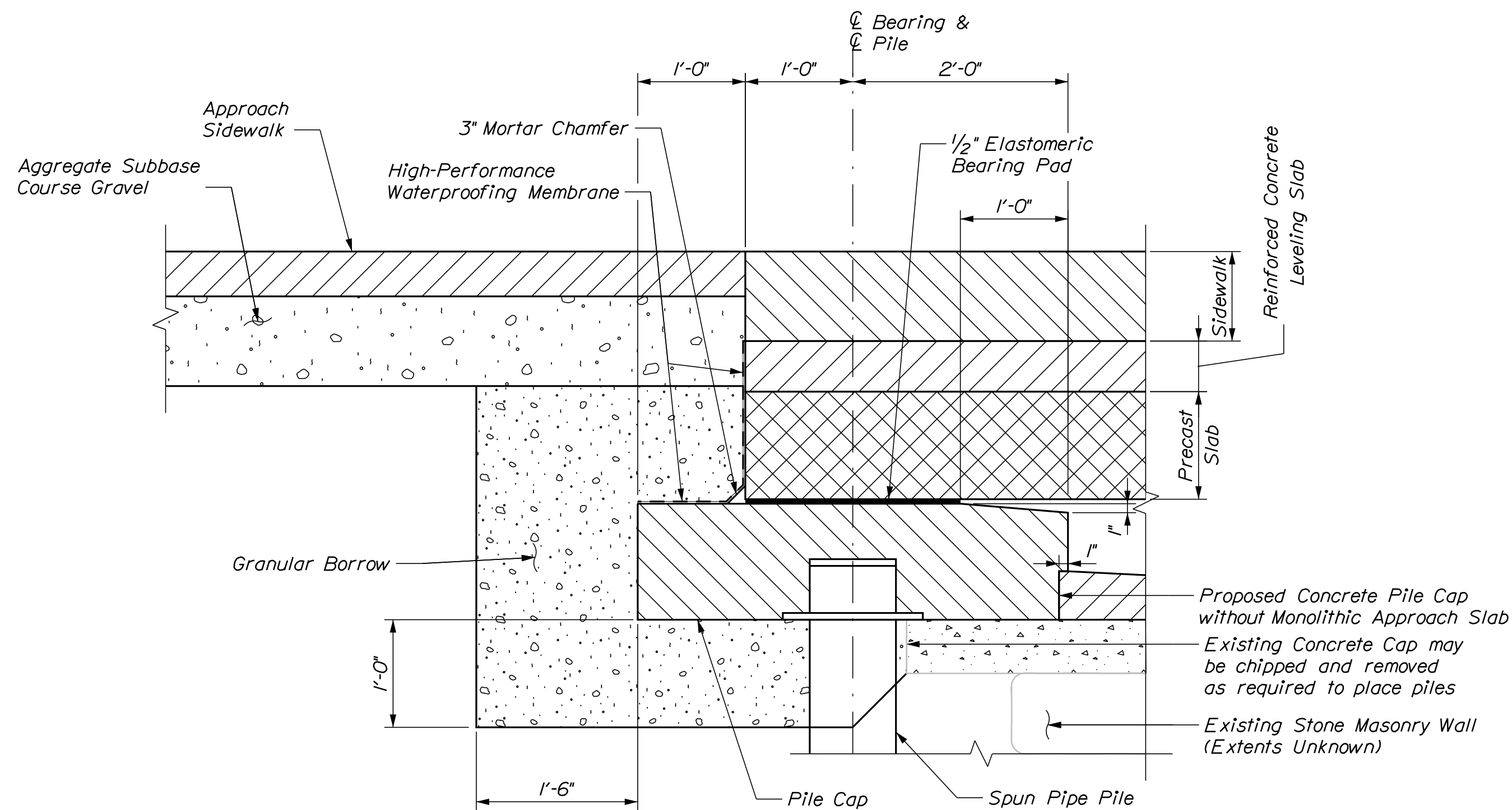
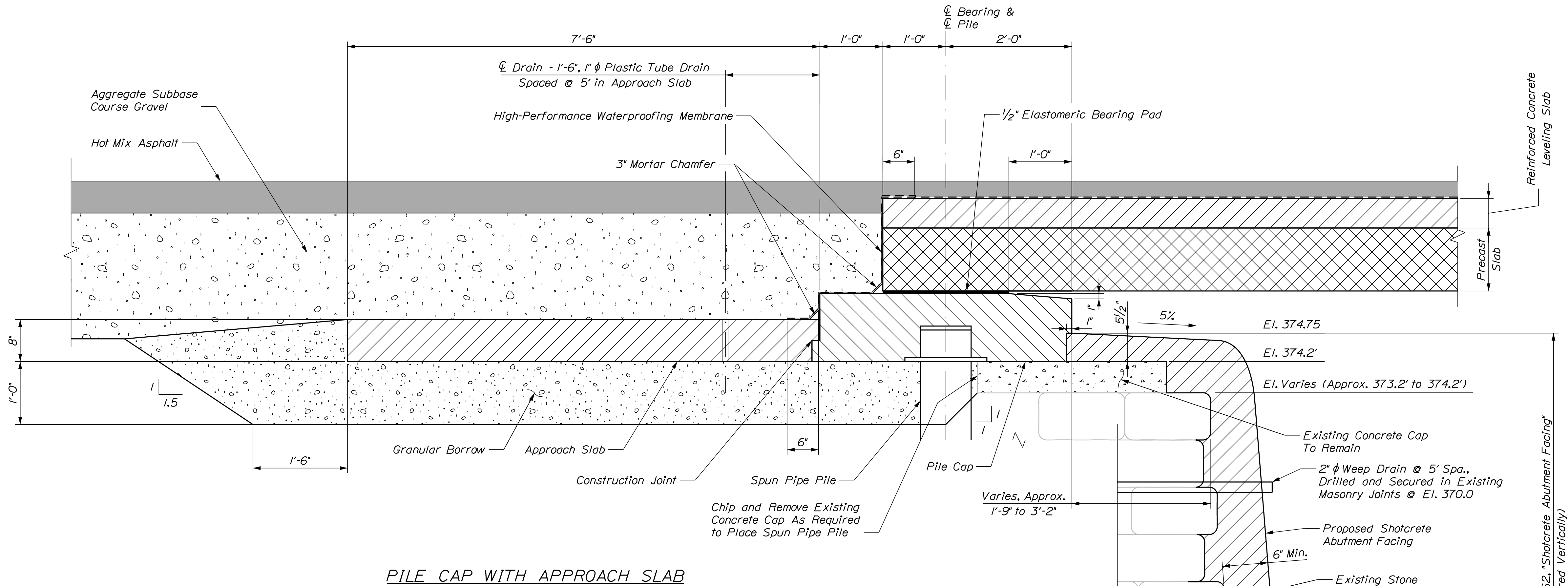
OXFORD COUNTY
ABUTMENT NO. 1 PLAN
& ELEVATION

SHEET NUMBER

19

DF 33

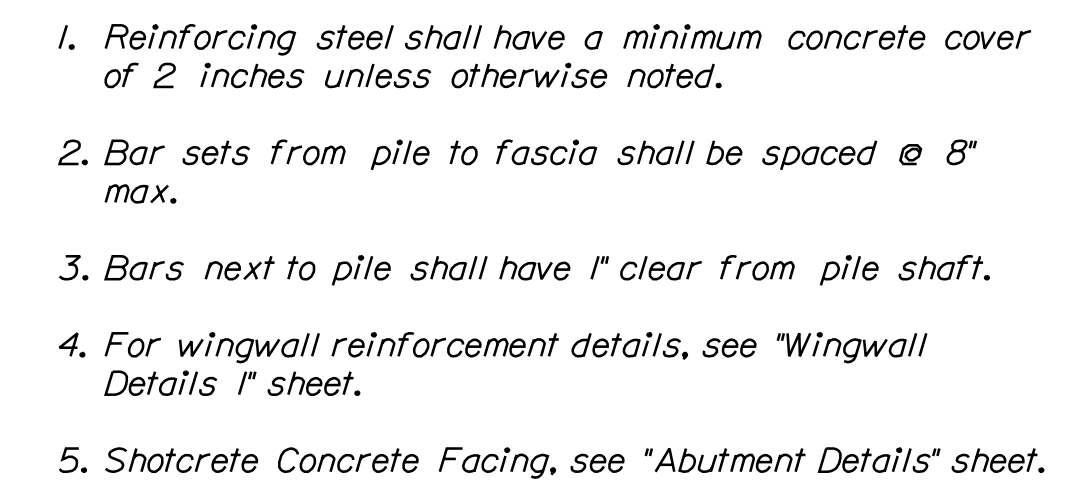




NOTES:

1. The 3" Mortar Chamfers shall be considered Incidental to related contract items.
2. For additional notes and details, see sheet, "Abutment Details."

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2311600		BRIDGE NO. 3610		WIN		023116.00		BRIDGE PLANS	
TANNERY BROOK BRIDGE OVER TANNERY BROOK NORWAY		OXFORD COUNTY		ABUTMENT TYPICAL SECTIONS		SHEET NUMBER		21		OF 33	
PROJ. MANAGER		JULIE BRASK		BY		DATE		SIGNATURE		DATE	
DESIGN-DETAILED		B. TOOTHAKER		B. TOOTHAKER		6/2023		DANIEL S. MYERS		6/4/24	
CHECKED-REVIEWED		D. MYERS		D. MYERS		6/2023		P.E. NUMBER		12512	
DESIGNS-DETAILED								P.E. NUMBER		6/4/24	
REVISIONS 1								DATE		6/4/24	
REVISIONS 2											
REVISIONS 3											
REVISIONS 4											
FIELD CHANGES											



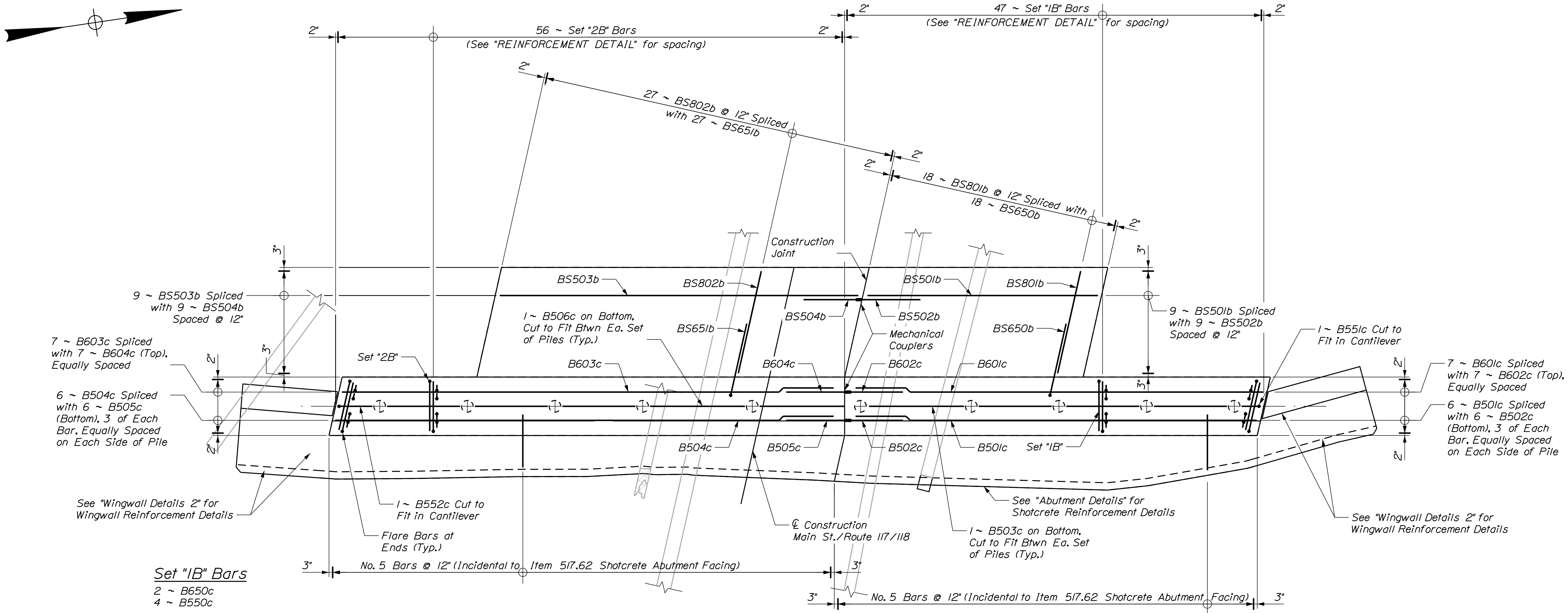
(Abutment No. 1 Shown, Abutment No. 2 Similar)
(Sets are Set "1A" or Set "2A" Depending on Stage)

Date: 6/4/2024

Username:

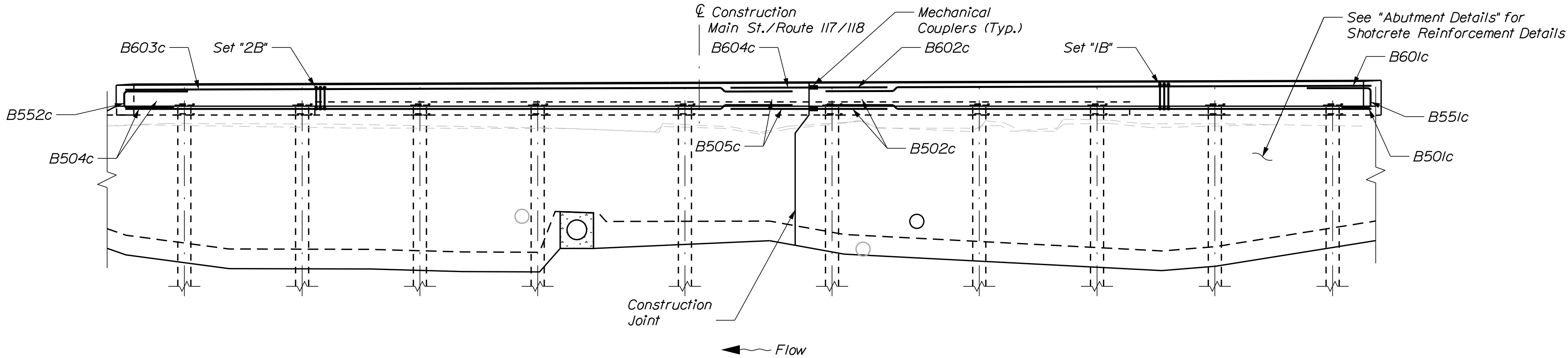
Division: HIGHWAY

Filename: ... \023_Abument_No2_Reinforcing.dgn



ABUTMENT NO. 2 REINFORCEMENT PLAN

Wingwalls & Shotcrete Facing Reinforcement
not shown for clarity



ABUTMENT NO. 2 REINFORCEMENT ELEVATION

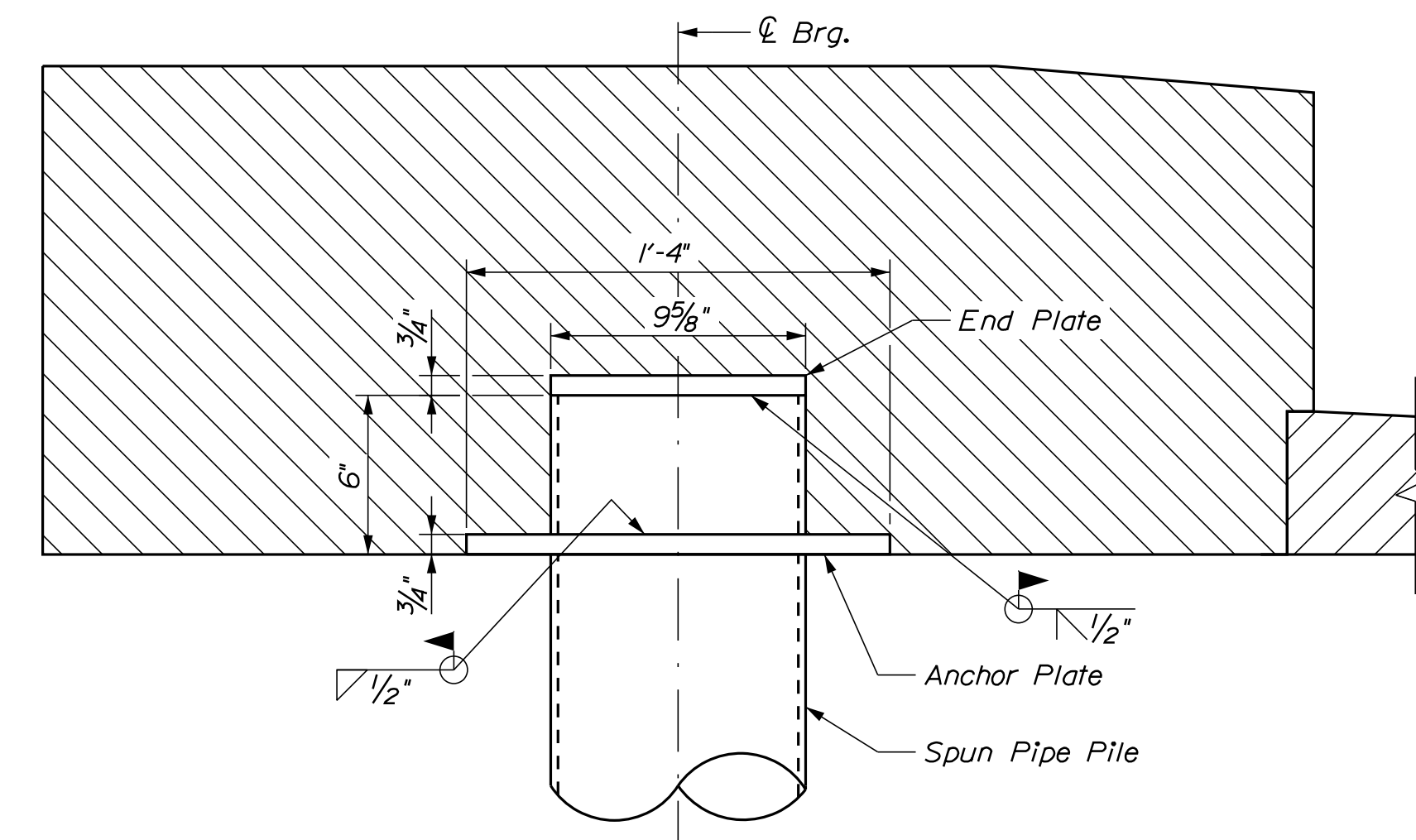
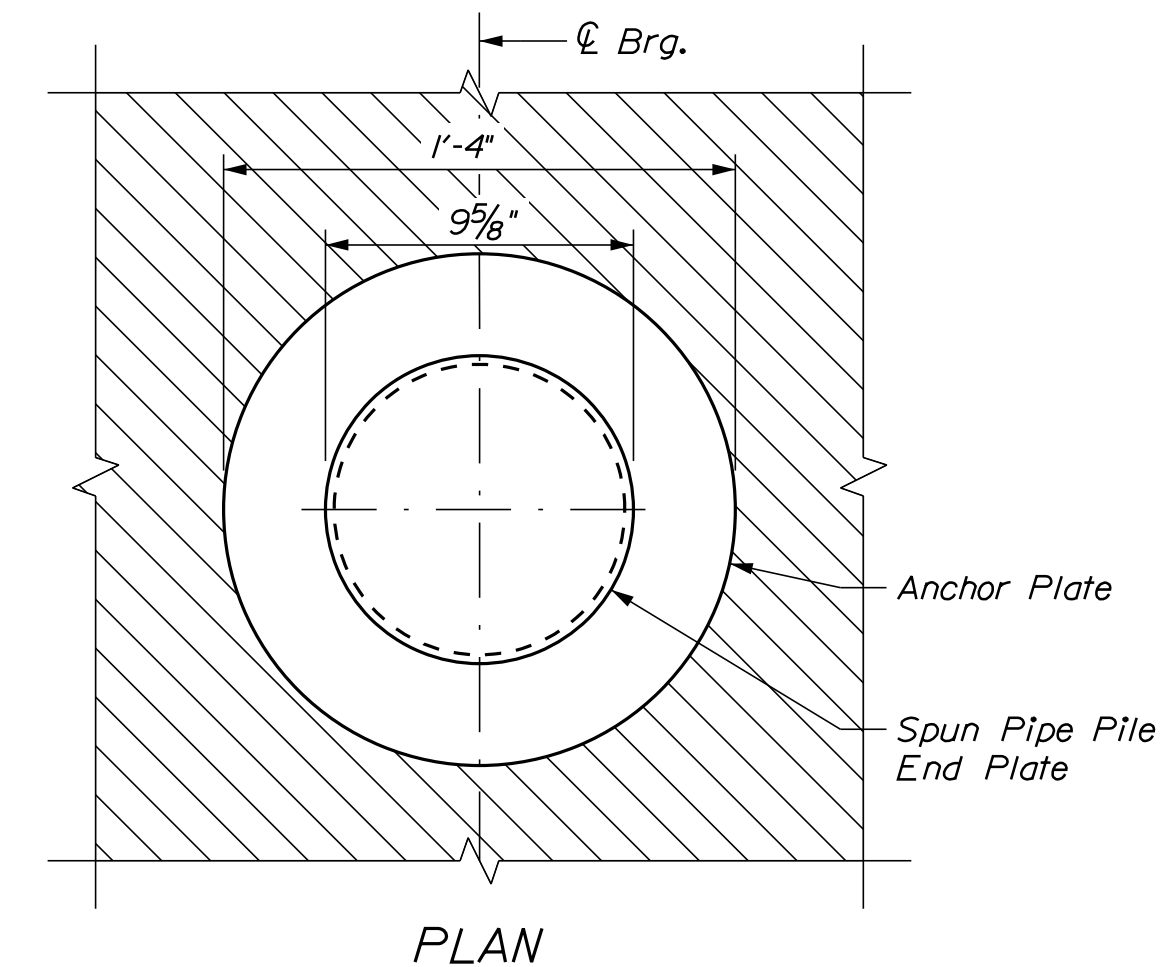
Wingwalls & Shotcrete Facing Reinforcement
not shown for clarity



(Abutment 1 Stage 1 shown, Abutment 1 Stage 2 & Abutment 2 Stages 1 & 2 similar)



1. *Cut off existing pipe to be removed 2" max. outside face of existing masonry abutments. The pipe remaining in each abutment shall be plugged with concrete fill or hydraulic cement. See "Detail A". Payment will be incidental to Item 517.62, "Shotcrete Abutment Facing".*
2. *Extend existing pipes to remain to project a minimum of 3" past the proposed finished surface of the shotcrete facing surrounding the pipe. See "Detail B". All extensions shall be made with steel or HDPE pipe, with inside pipe diameter closely matching the existing pipe to remain. Pipe extensions may be slipped into the existing pipe ends, where approved by The Resident, and all voids between existing pipe and pipe extension material shall be filled with a grout or adhesive from the MaineDOT QPL. Payment shall be incidental to Item 517.62, "Shotcrete Abutment Facing".*
3. *Large voids created by removal of existing concrete, existing masonry stones, or other obstructions will be filled with concrete fill, prior to placing preliminary shotcrete facing. All work will be as directed by the Resident, and payment will be made under Item 502.565, "Concrete Fill".*
4. *All bars drilled and grouted into the existing concrete or masonry shall be secured with a product from the MaineDOT Qualified Products List for grout or adhesives prequalified for anchoring.*
5. *Contractor may flex the grid of #4 bars in the wall and top of shotcrete area where needed to maintain cover requirements. Any bars flexed in this way will be secured to ensure that the bars do not move during the shotcrete application.*
6. *Shotcrete Abutment Facing will be paid under Item 517.62, "Shotcrete Abutment Facing".*
7. *Reinforcing in the Shotcrete Abutment Facing shall be uncoated plain steel reinforcing and will be considered incidental to Item 517.62, "Shotcrete Abutment Facing".*



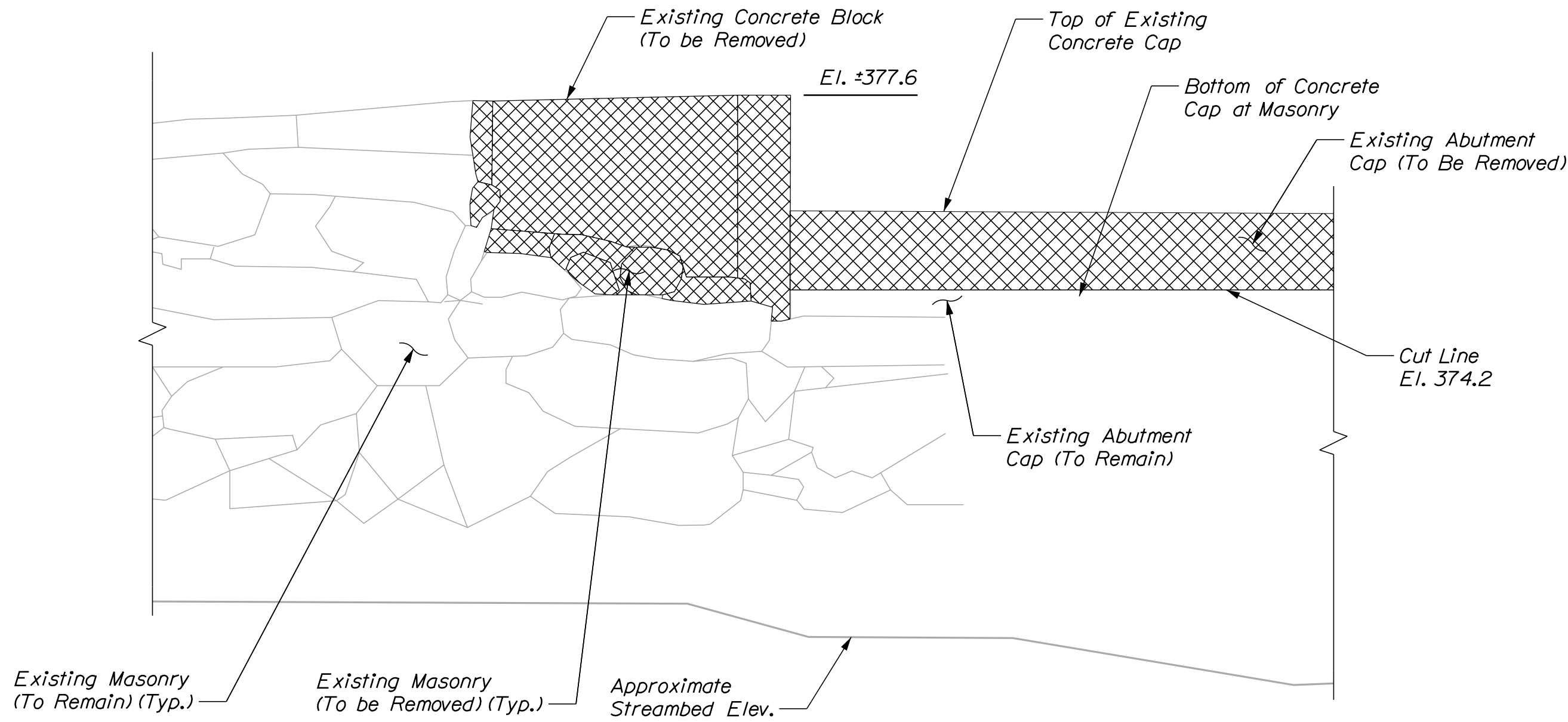
SPUN PIPE PILE DETAIL

Date:6/4/2024

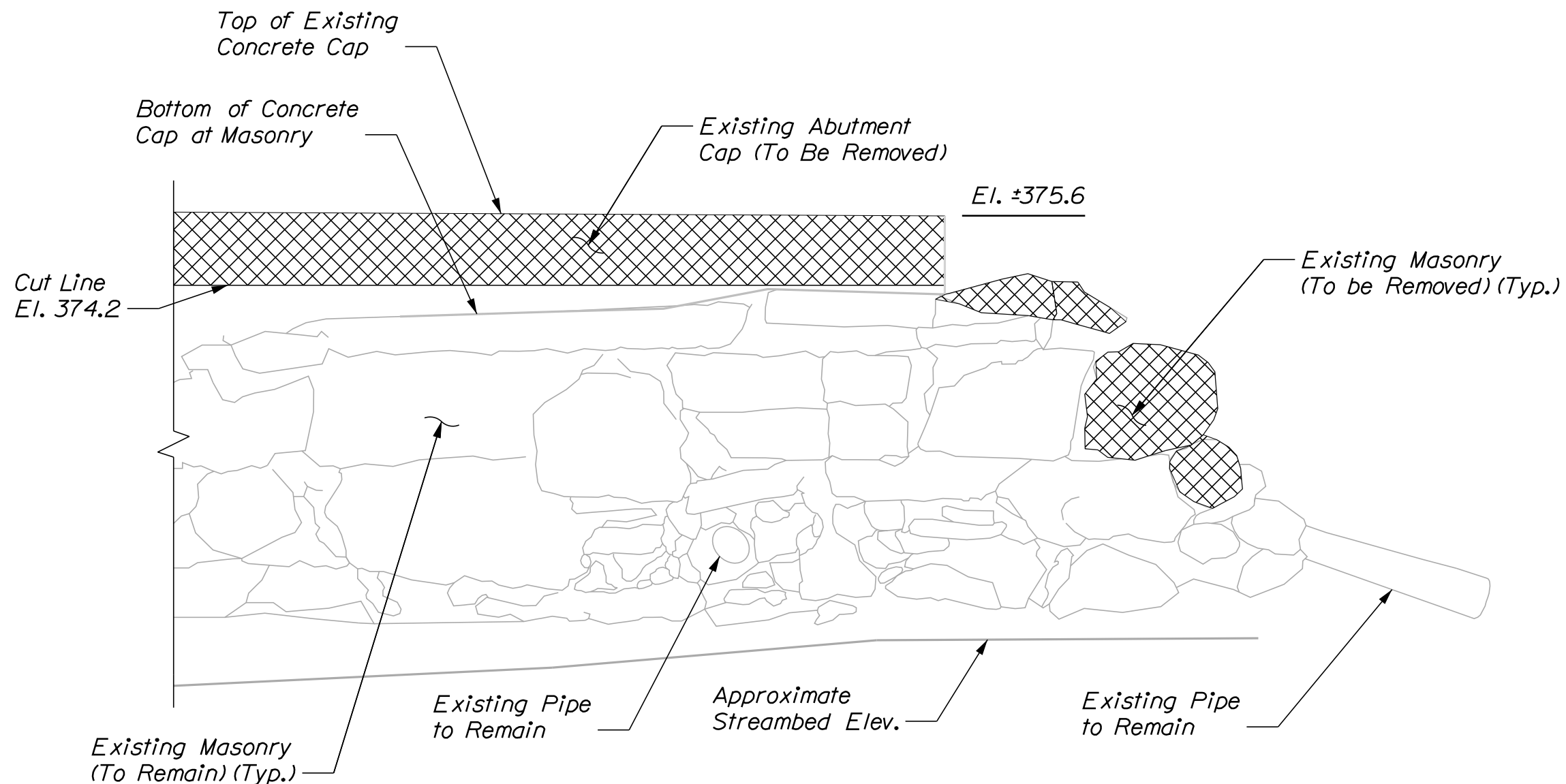
Username:

Division: HIGHWAY

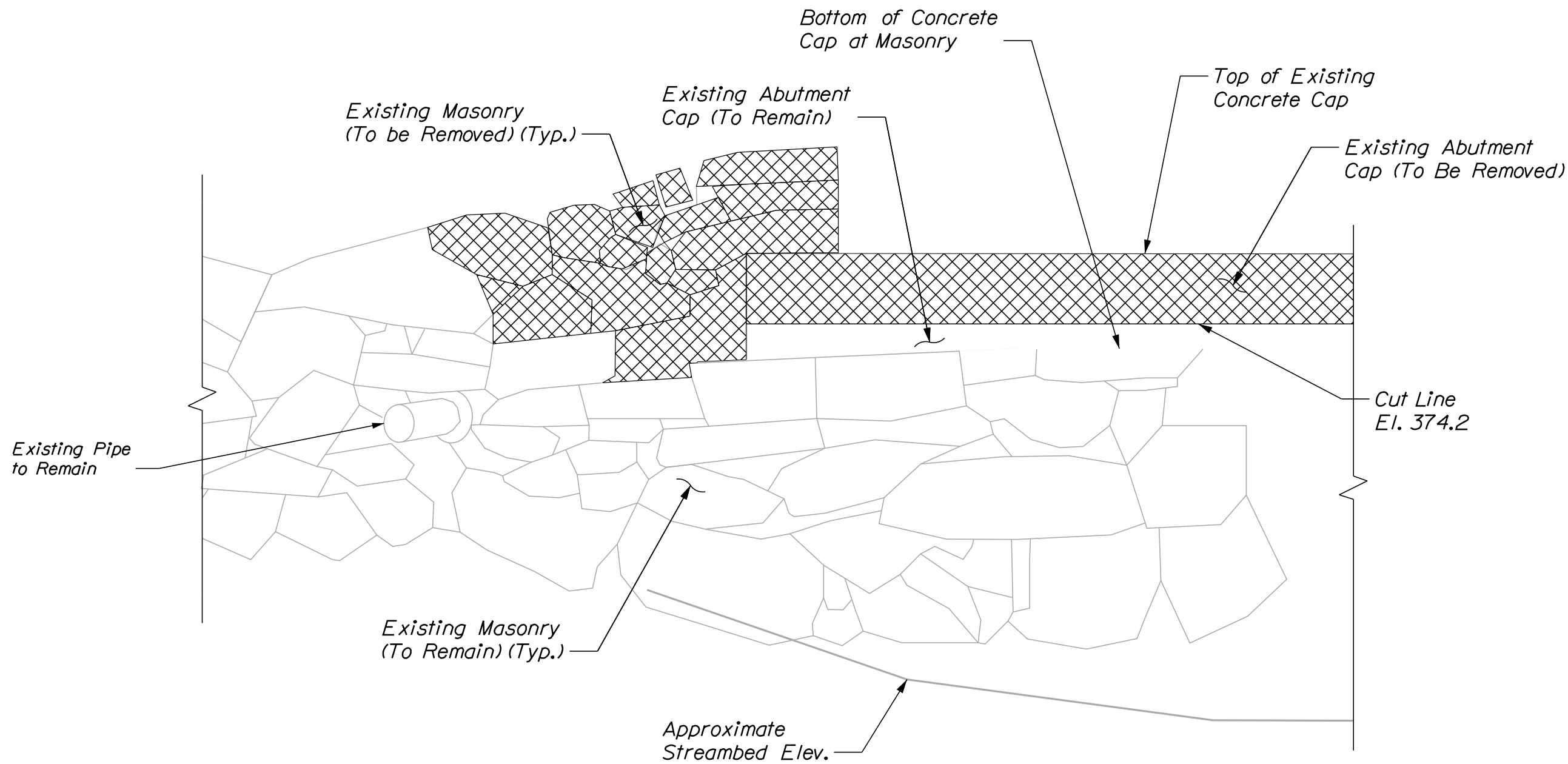
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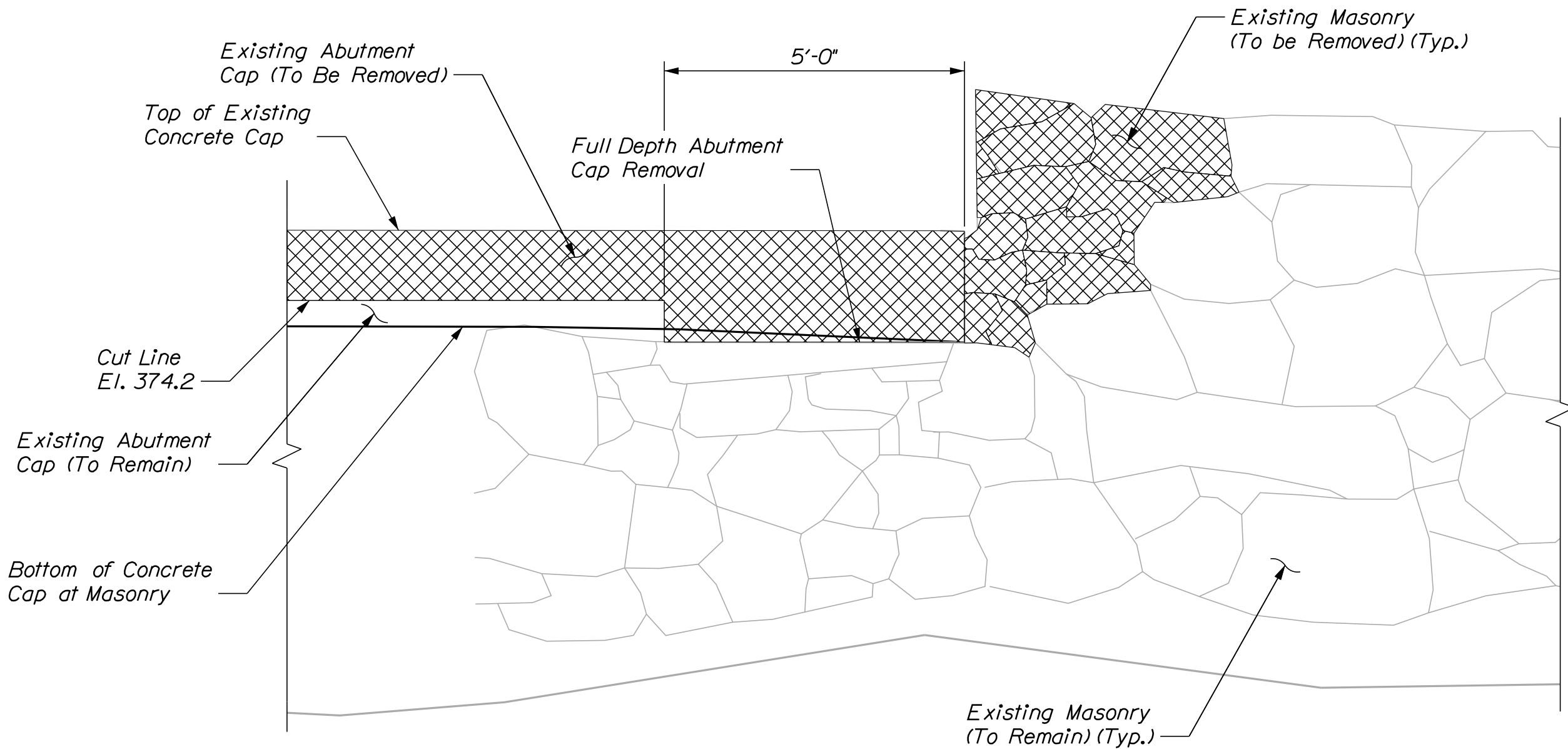
NORTHEAST WINGWALL - ABUTMENT NO. 1



SOUTHEAST WINGWALL - ABUTMENT NO. 1



SOUTHWEST WINGWALL - ABUTMENT NO. 2



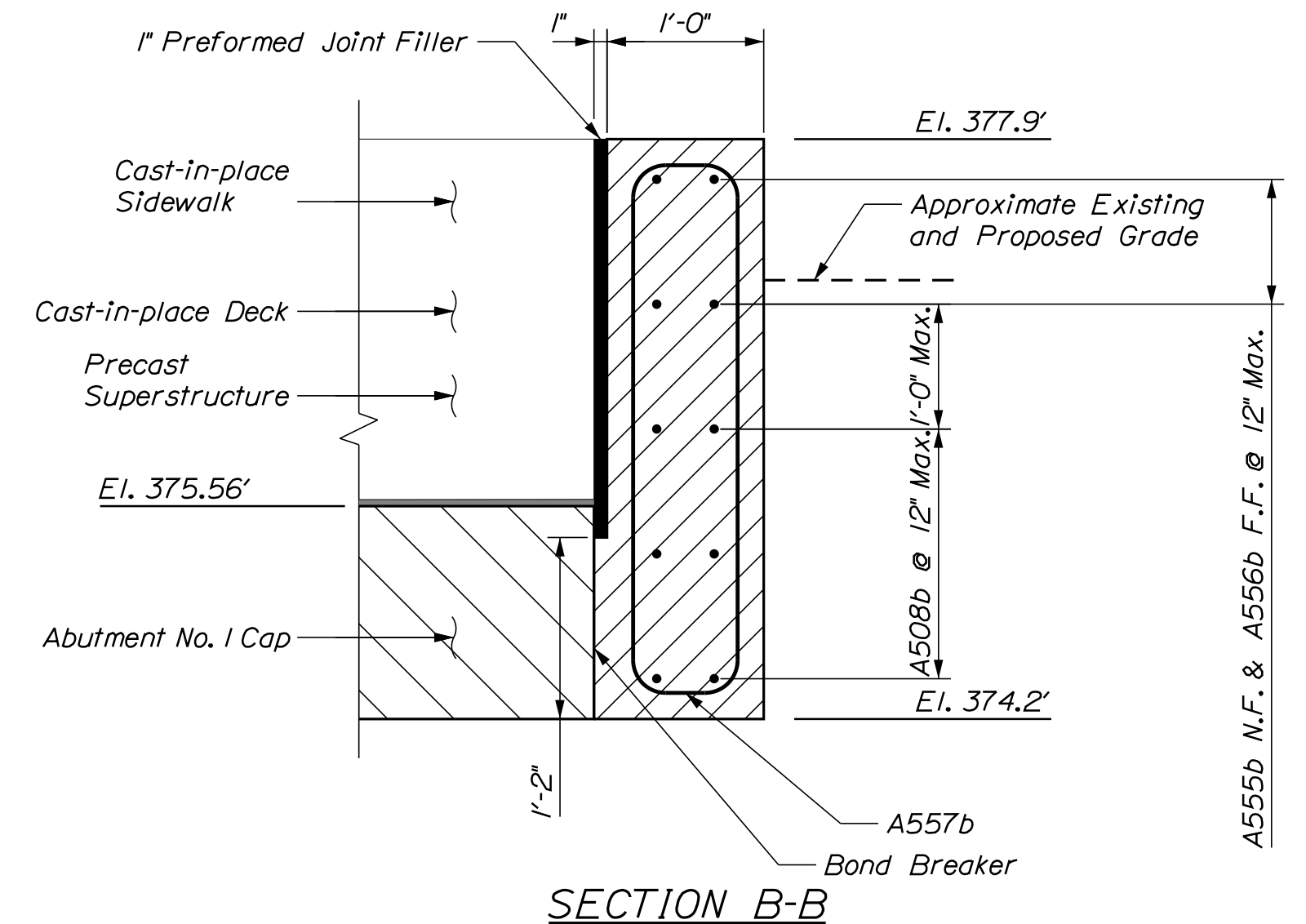
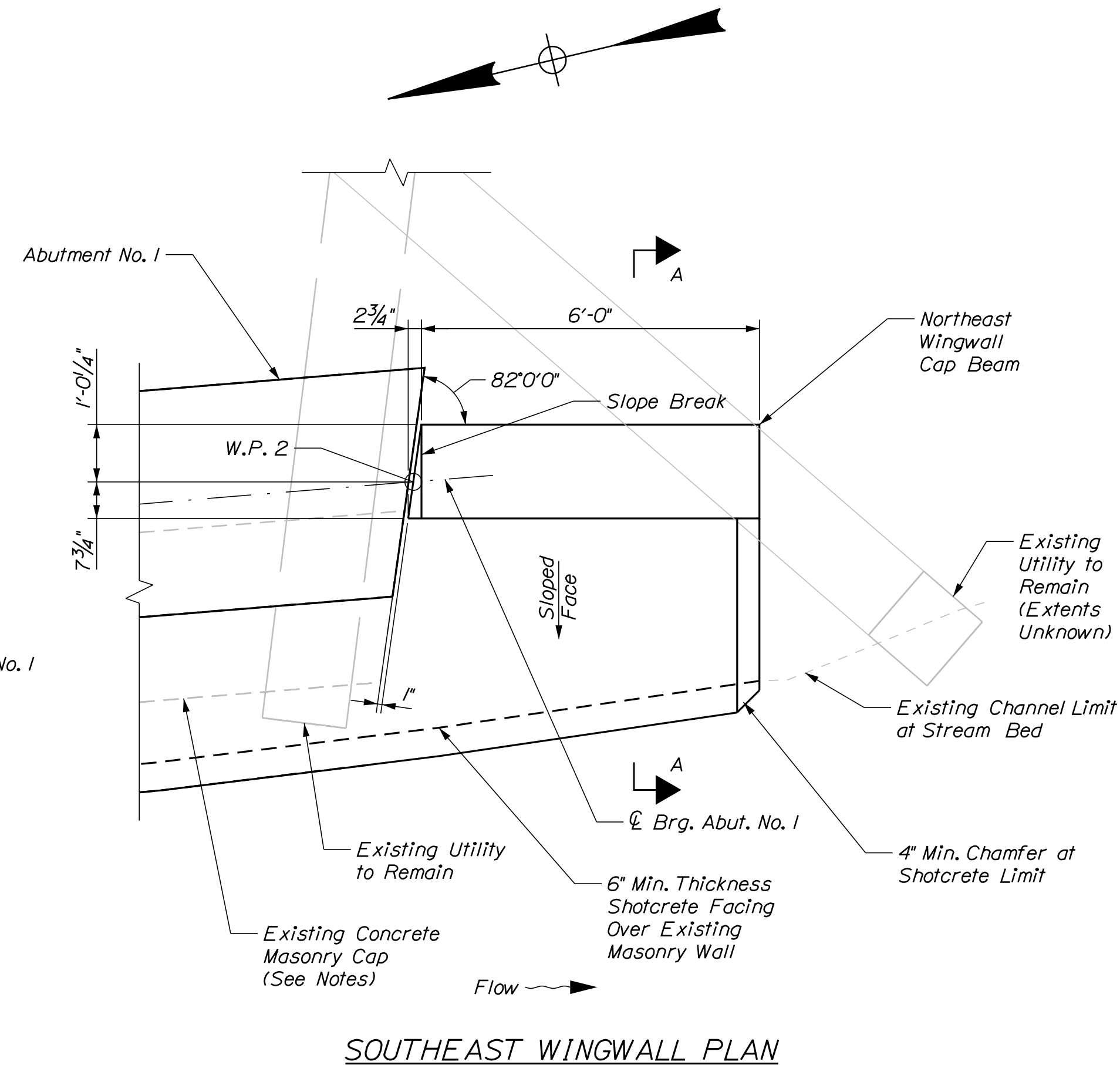
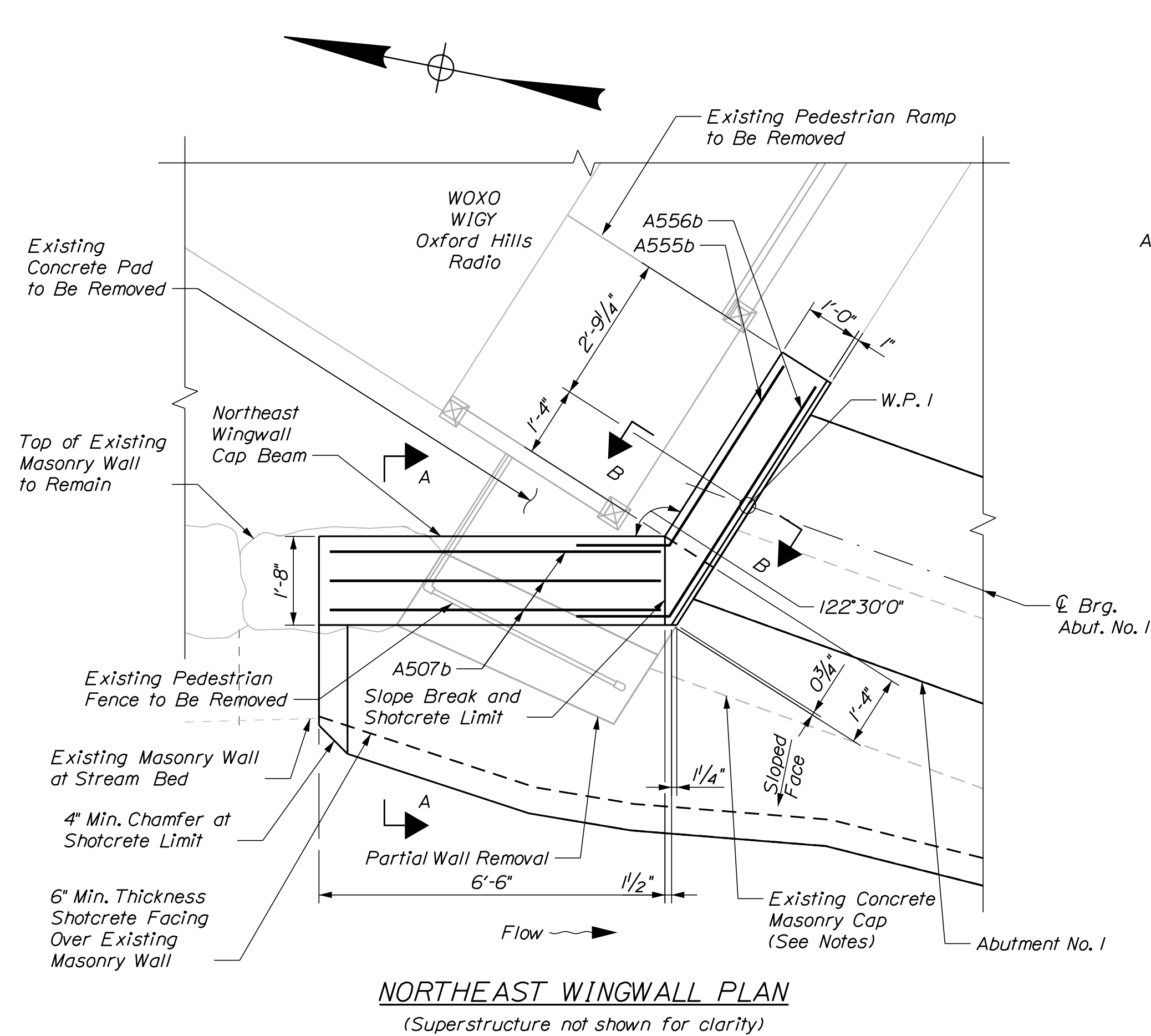
NORTHWEST WINGWALL - ABUTMENT NO. 2

NOTES:

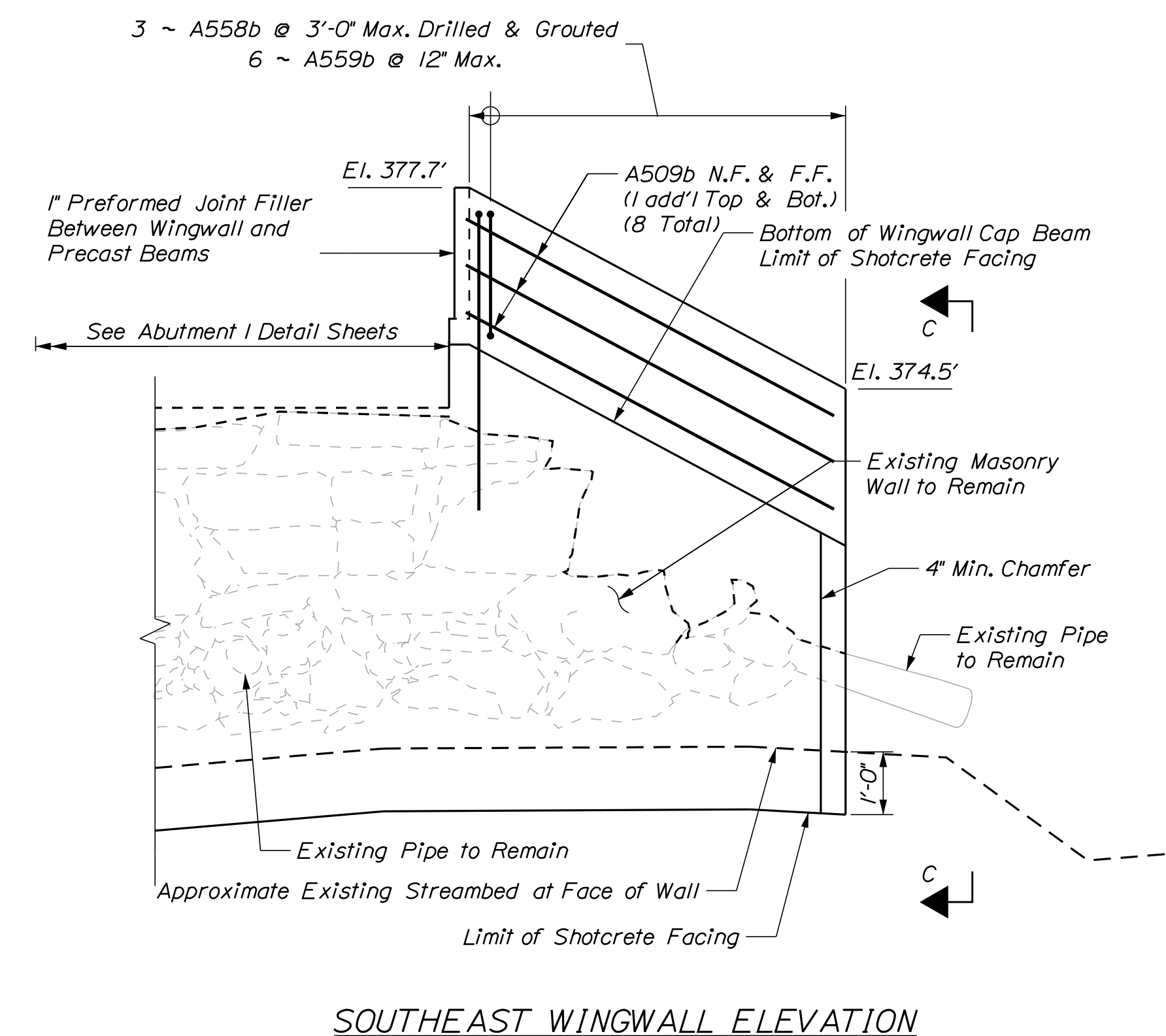
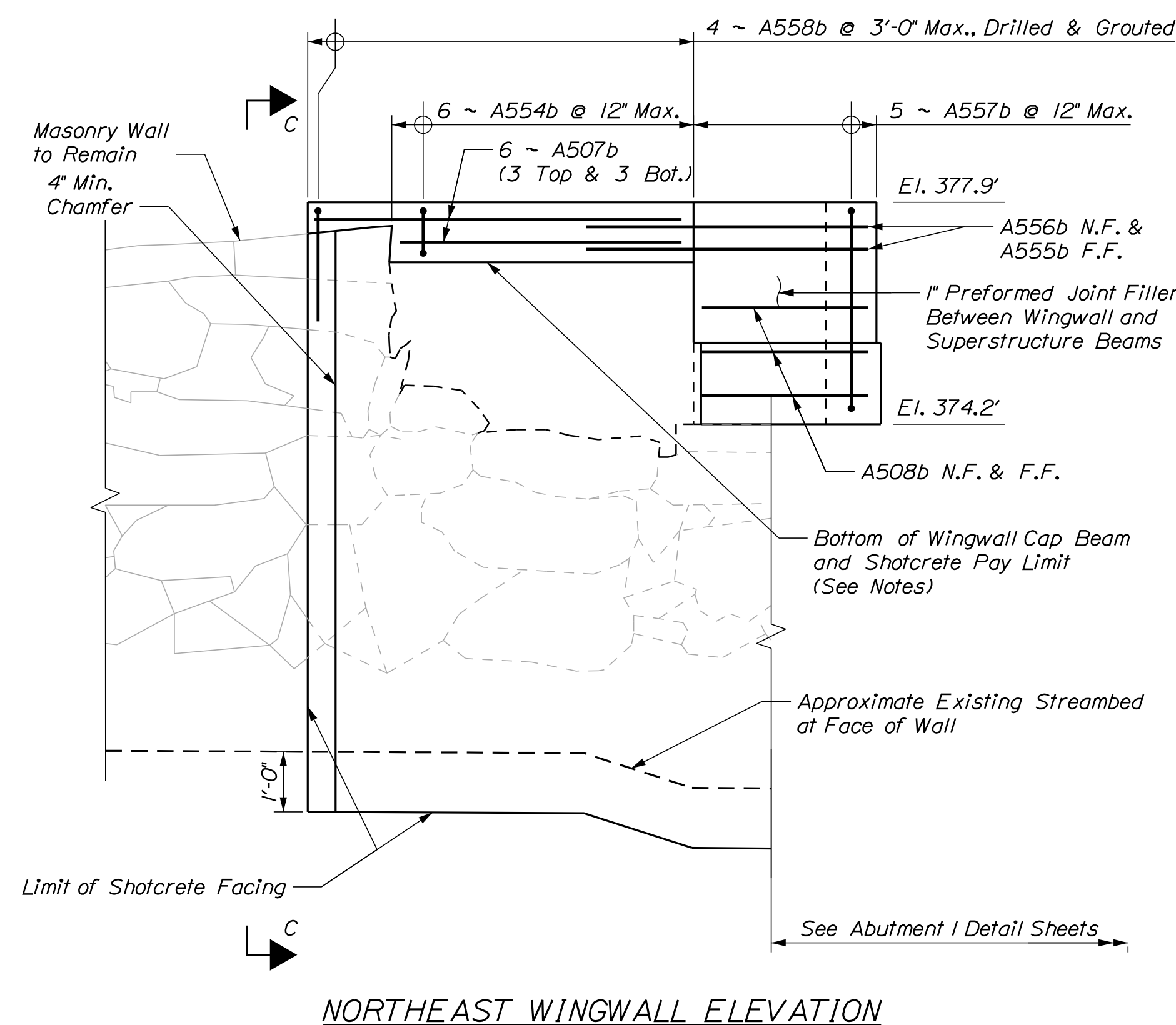
1. The existing Abutment Cap may be removed to an elevation below El. 374.2. If the final removal elevation is greater than or equal to El. 374.0, the Abutment Pile Cap may be placed in a single pour with an increased bottom concrete cover less than or equal to 6" as approved by the Resident. If the final removal elevation is below El. 374.0, then a separate leveling pour of Concrete Fill shall be placed before the Abutment Pile Cap is placed.
2. If a leveling concrete pour is required before placing the Abutment Pile Cap, it will be considered incidental to Item 502.219, "Structural Concrete, Abutments and Retaining Walls".

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2311600		WIN		023116.00		BRIDGE PLANS	
TANNERY BROOK BRIDGE OVER TANNERY BROOK NORWAY		OXFORD COUNTY		ABUTMENT REMOVAL LIMITS		SHEET NUMBER		25	
DATE		BY		JULIE BRASK		PROJ. MANAGER		DESIGN-DETAILED	
06/23		S. Morgan		D. Moore		D. Moore		DESIGN-REVIEWED	
06/23		D. Moore		D. Moore		D. Moore		DESIGN-DETAILED	
								REVISIONS 1	
								REVISIONS 2	
								REVISIONS 3	
								REVISIONS 4	
								FIELD CHANGES	
SIGNATURE		P.E. NUMBER		DATE					
Daniel S. Myers		12512		6/4/24					
DANIEL S. MYERS		No. 12512							
REGISTERED PROFESSIONAL ENGINEER									



<i>Point</i>	<i>Station</i>	<i>Offset</i>
<i>W.P. 1</i>	<i>49+94.37</i>	<i>33.54' RT</i>
<i>W.P. 2</i>	<i>49+80.40</i>	<i>28.63' LT</i>
<i>W.P. 3</i>	<i>50+06.63</i>	<i>28.63' LT</i>
<i>W.P. 4</i>	<i>50+20.51</i>	<i>33.54' RT</i>



- WINGWALL NOTES:

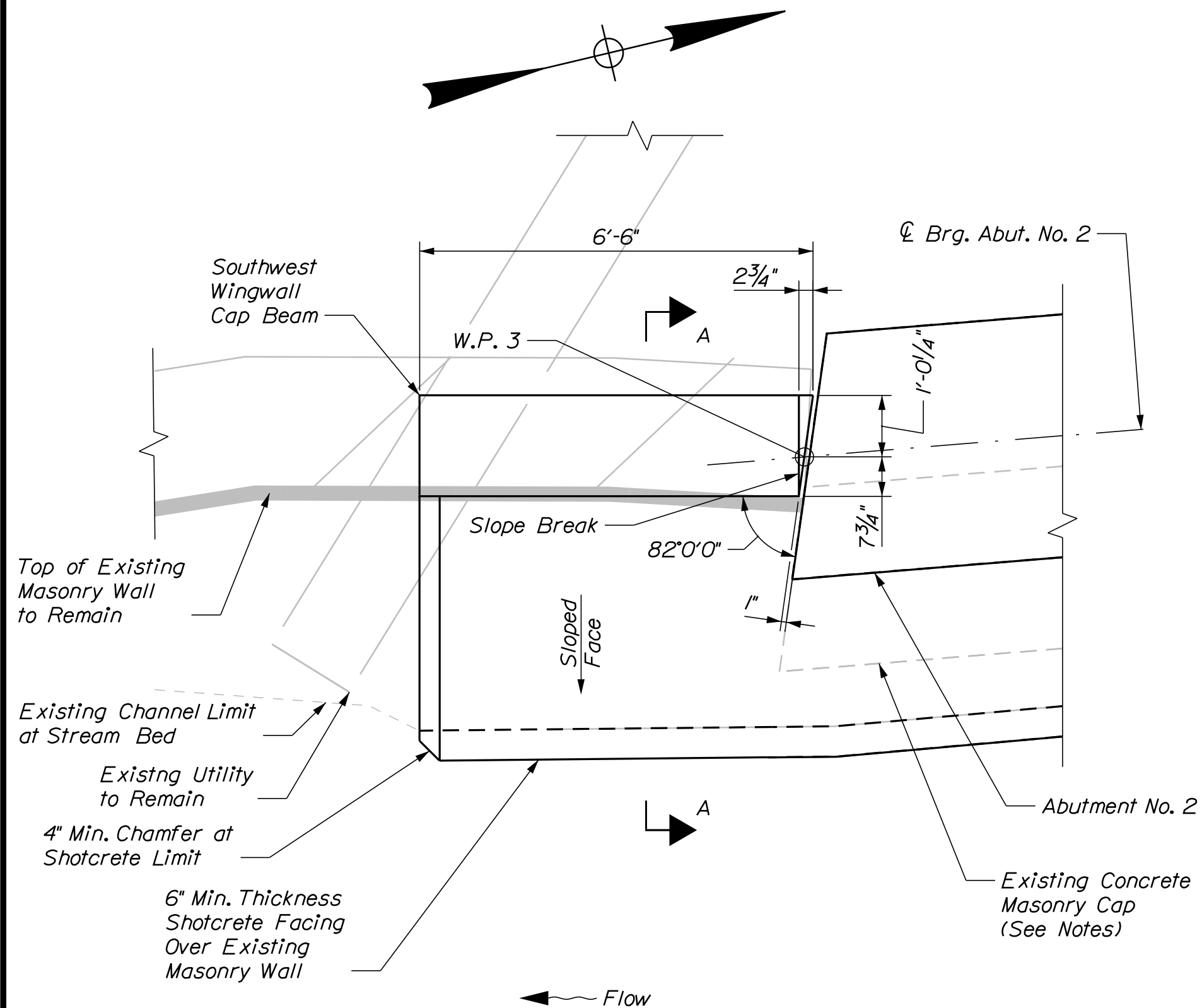
1. *For existing wall and concrete cap removal limits and details, see "Abutment Removal Limits" sheet.*
2. *Place shotcrete facing for abutment and adjacent wingwall in a single, continuous placement.*
3. *Provide a 1" thick preformed joint filler between the superstructure beams and the adjacent wingwall concrete. Payment will be considered incidental to Item 502.219, "Structural Concrete, Abutments and Retaining Walls".*
4. *Dowel bars shall be embedded 1'-3" minimum. Bars shall be drilled and grouted using a product from the MaineDOT Qualified Products List for Grout Materials or Epoxy and Resin Based Adhesive Bonding Systems. Dowel location and anchorage material shall be approved by The Resident.*
5. *Reinforcement placed in the shotcrete walls may be flexed to maintain clear cover as required. All bars shall be secured to maintain required clear cover during shotcrete placement. The grid of #4 reinforcement bars in the wall facing may be cut to fit with minimum 1'-6" laps. Materials and work will be considered incidental to Item 517.62, "Shotcrete Abutment Facing".*
6. *The wingwall cap beam may be cast directly on the top of masonry wall near the end of the northeast wingwall and northwest wingwall as shown in the elevation.*
7. *The wingwall cap beams shall be paid under Item 502.219, "Structural Concrete Abutments and Retaining Walls."*
8. *Large voids created by removal of existing concrete, existing masonry stones, or other obstructions will be filled with concrete fill, prior to placing preliminary shotcrete facing. All work will be as directed by the Resident, and payment will be made under Item 502.565, "Concrete Fill". Voids may also be filled with reused masonry stones, which will be paid for with hourly work items.*
9. *The bars in the bottom of the wingwall cap beams may be cut to fit in locations where the cap beam thickness is reduced below 12", as directed by The Resident.*
10. *The bars on the drilled and grouted bars may be cut to fit based on final wall removal limits.*

Date: 6/4/2024

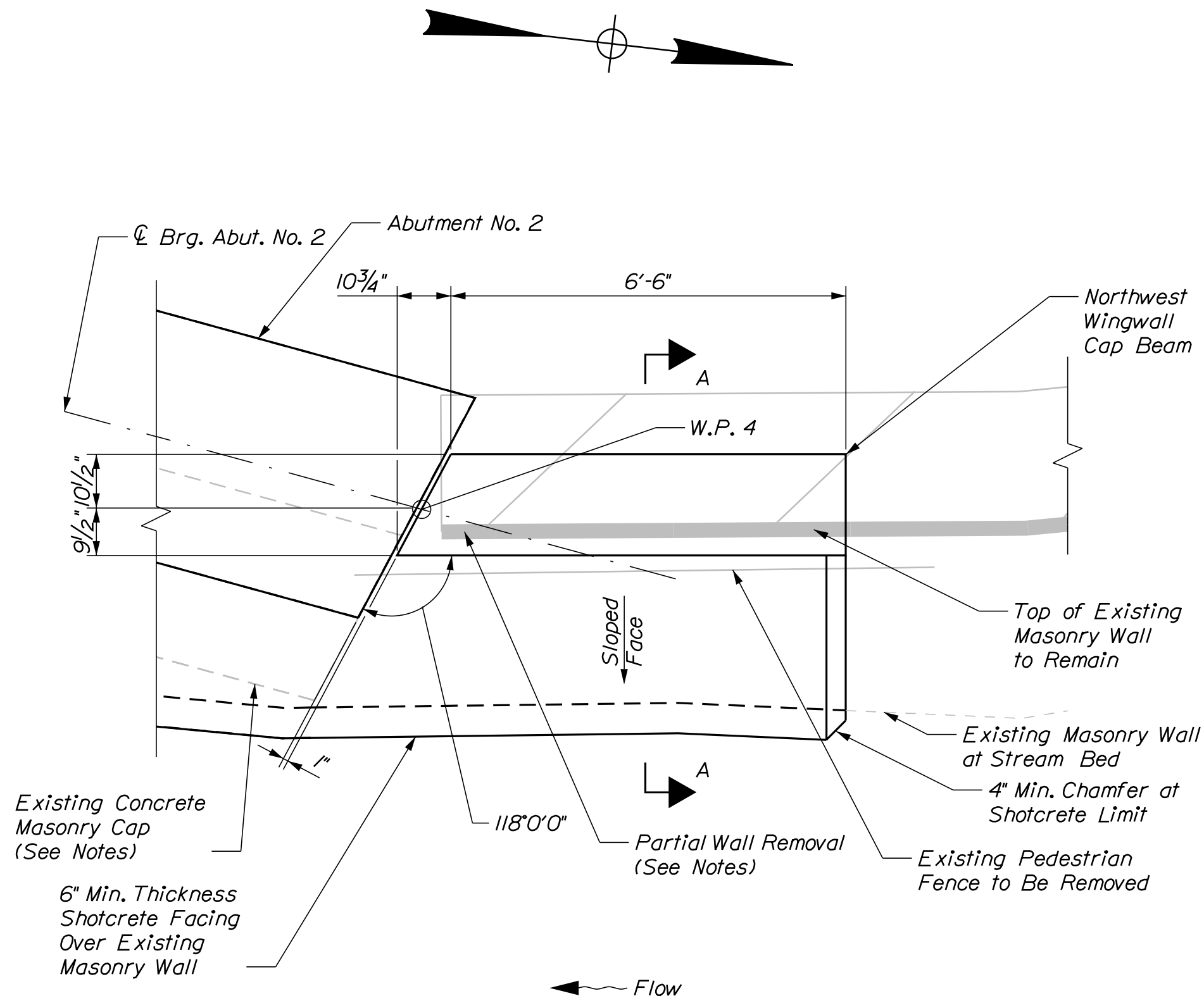
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Division: HIGHWAY

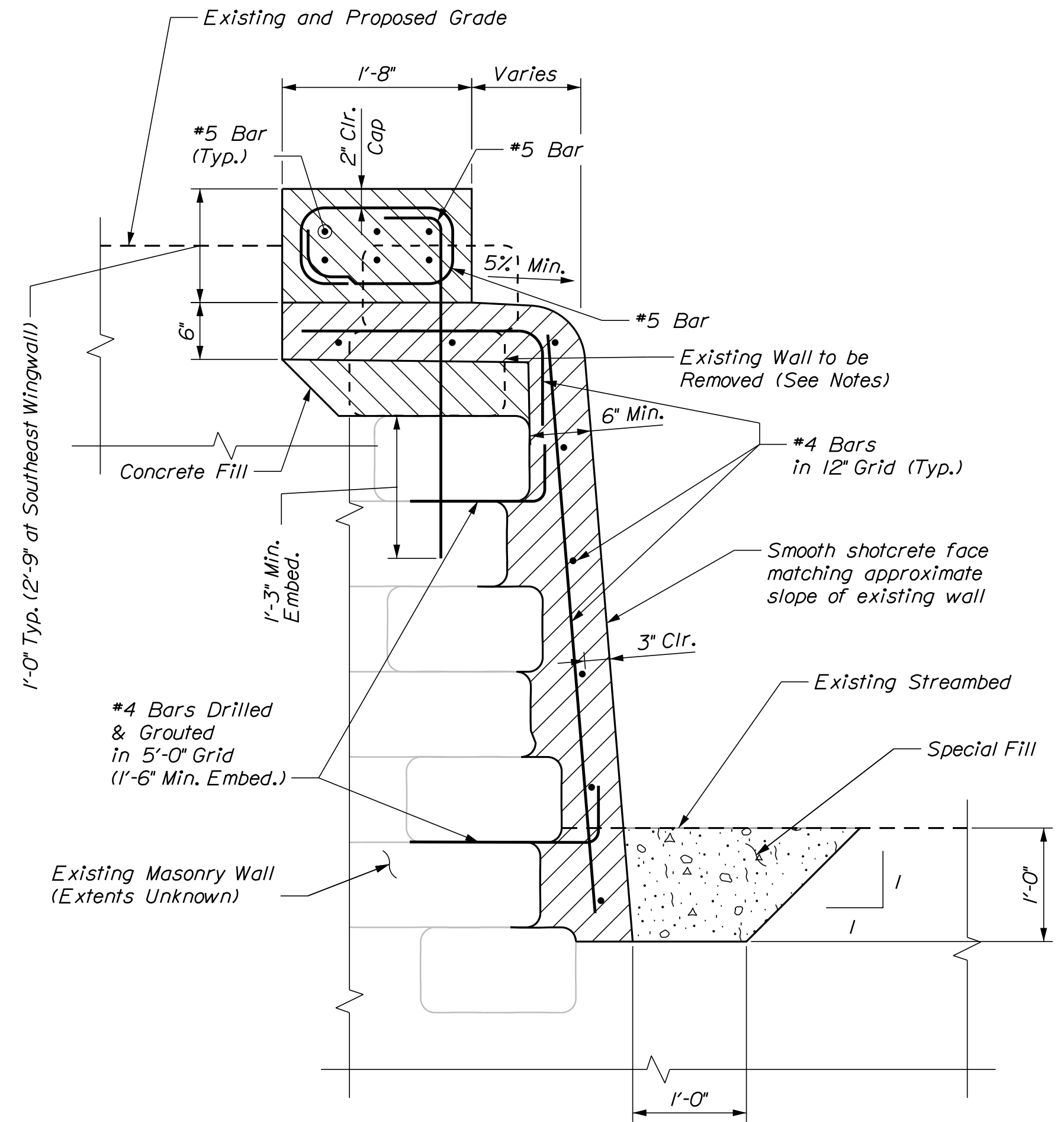
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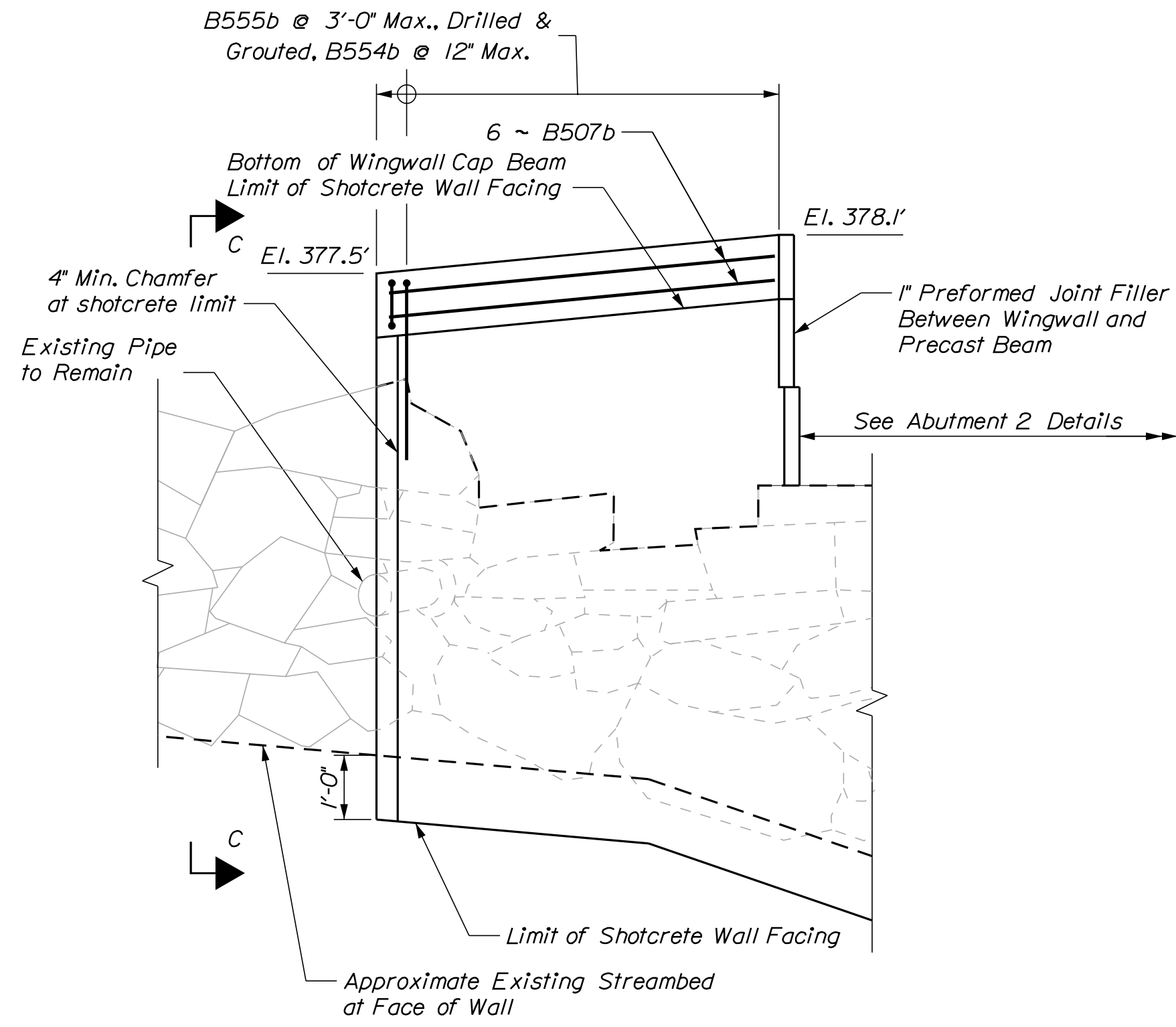
SOUTHWEST WINGWALL PLAN



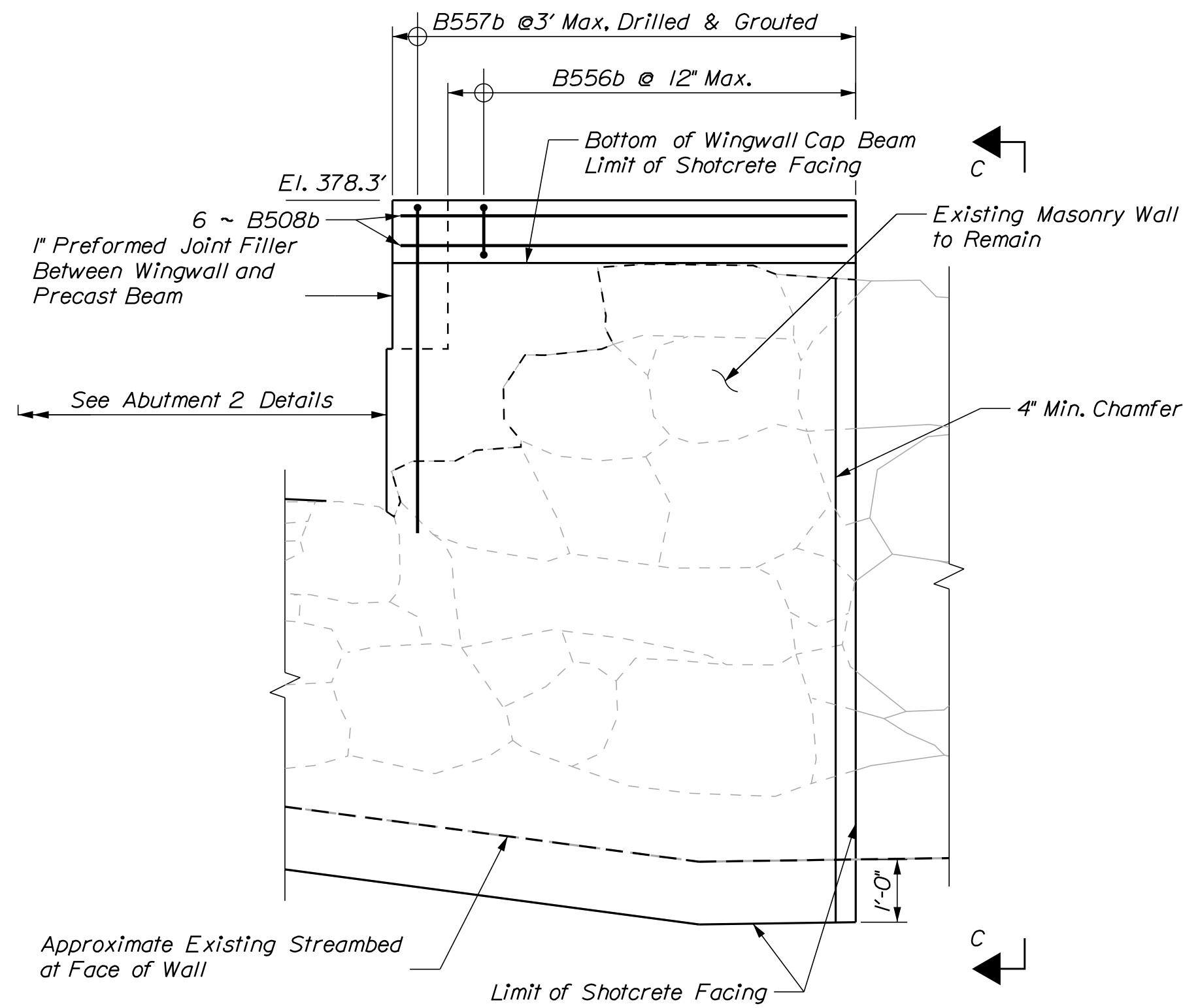
NORTHWEST WINGWALL PLAN



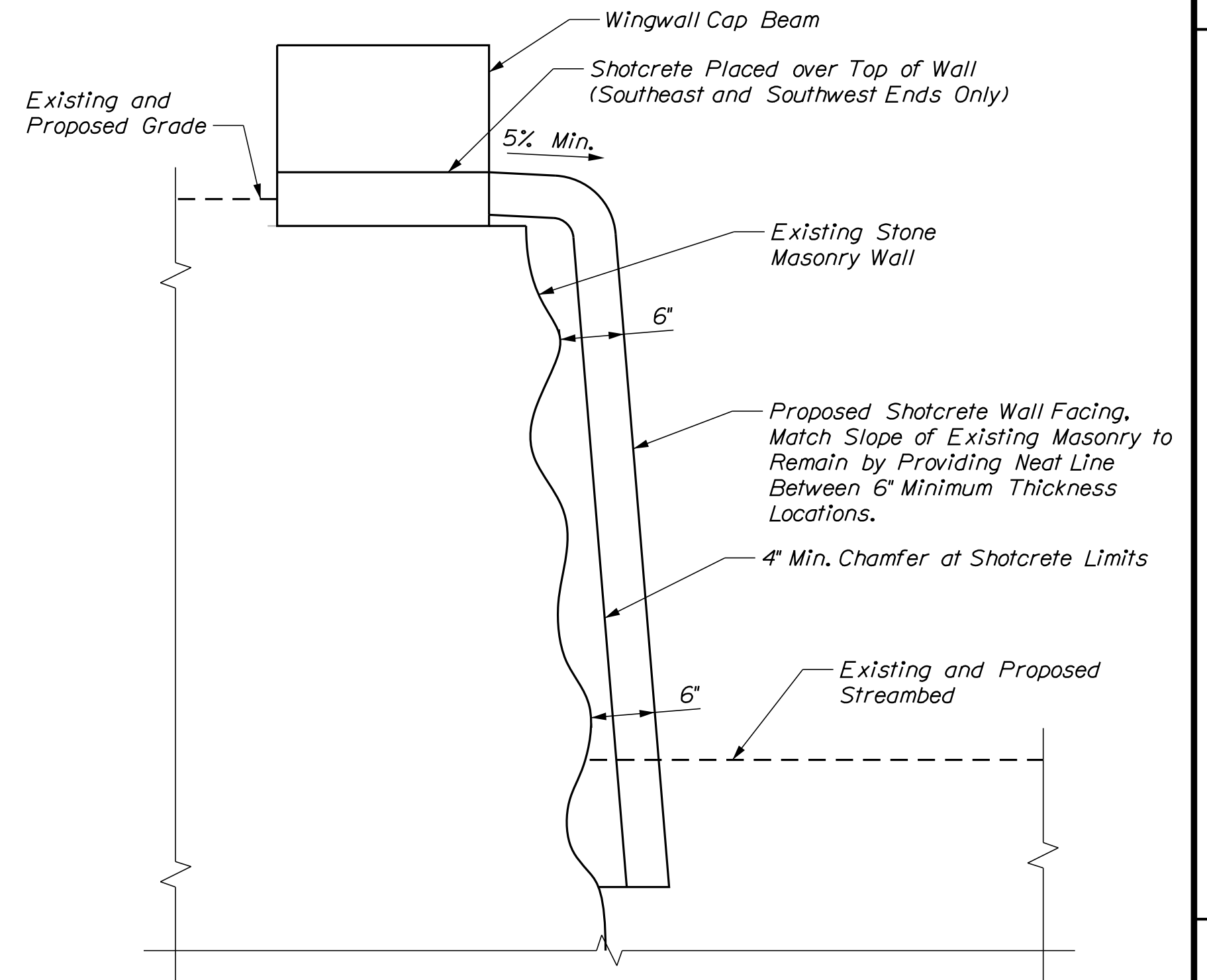
SECTION A-A



SOUTHWEST WINGWALL ELEVATION



NORTHWEST WINGWALL ELEVATION

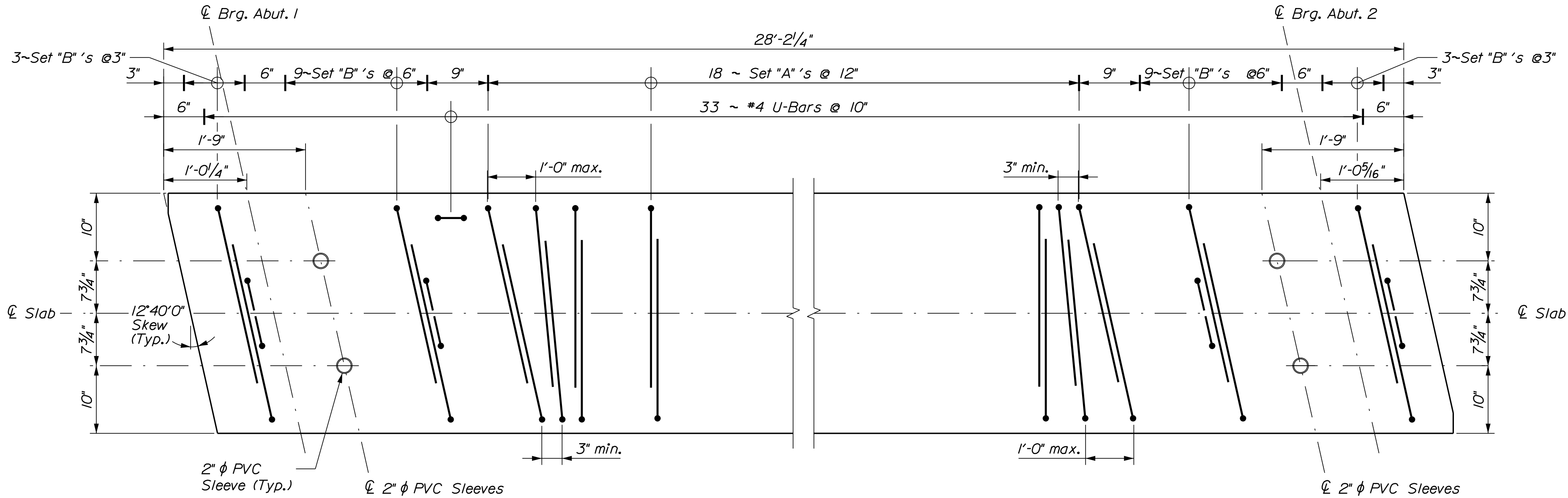


VIEW C-C

Northwest and Southeast Wingwall Opposite Hand

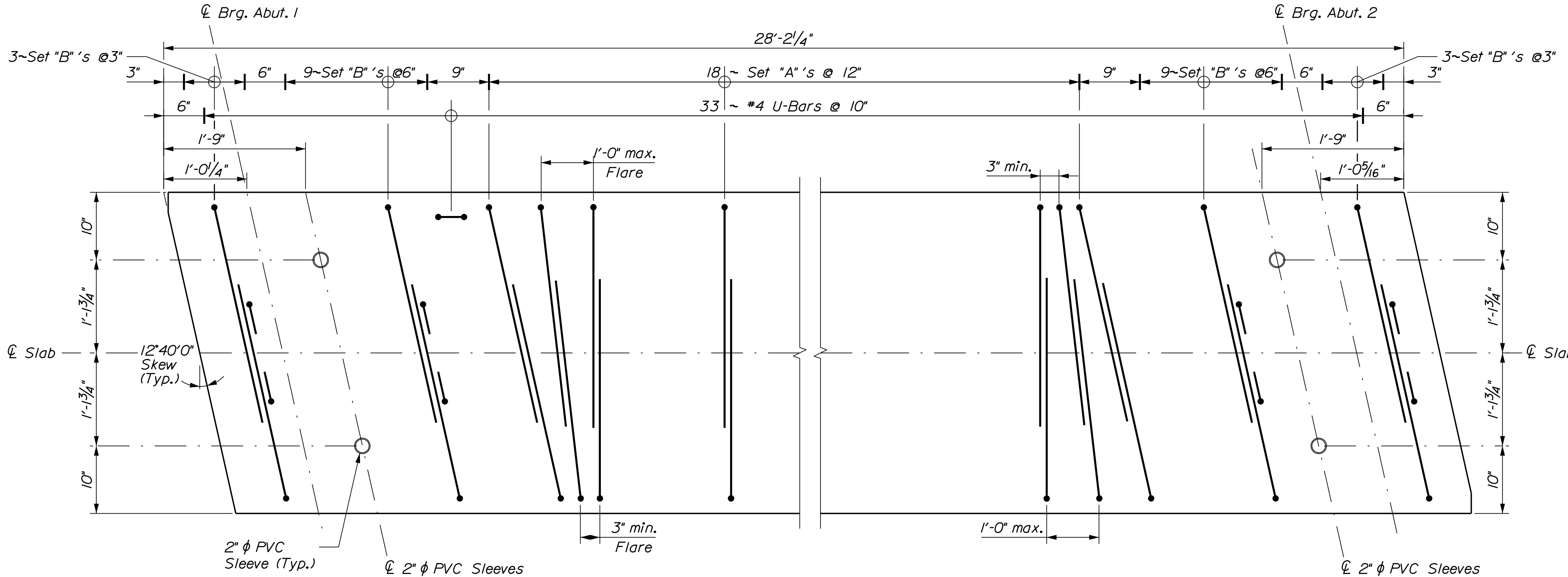
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PROJ. MANAGER	JULIE BRASK	BY	DATE	SIGNATURE	DATE
CHECKED-REVIEWED	B. Tothaker	D. Myers	6/2023	DANIEL S. MYERS	6/4/24
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					



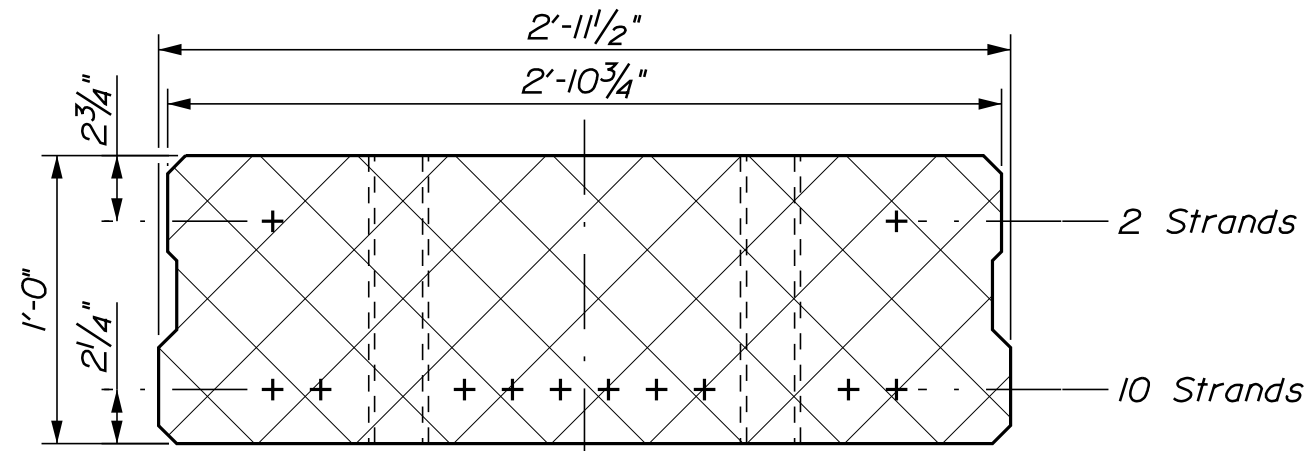
PRECAST SLAB (AASHTO TYPE S36-12)

Showing Interior Slab Layout for Set A and B Stirrups along with shear reinforcement.
For more information on additional reinforcement, dimensioning, spacing and clearances
see Standard Details, Section 535 - Precast Superstructure.

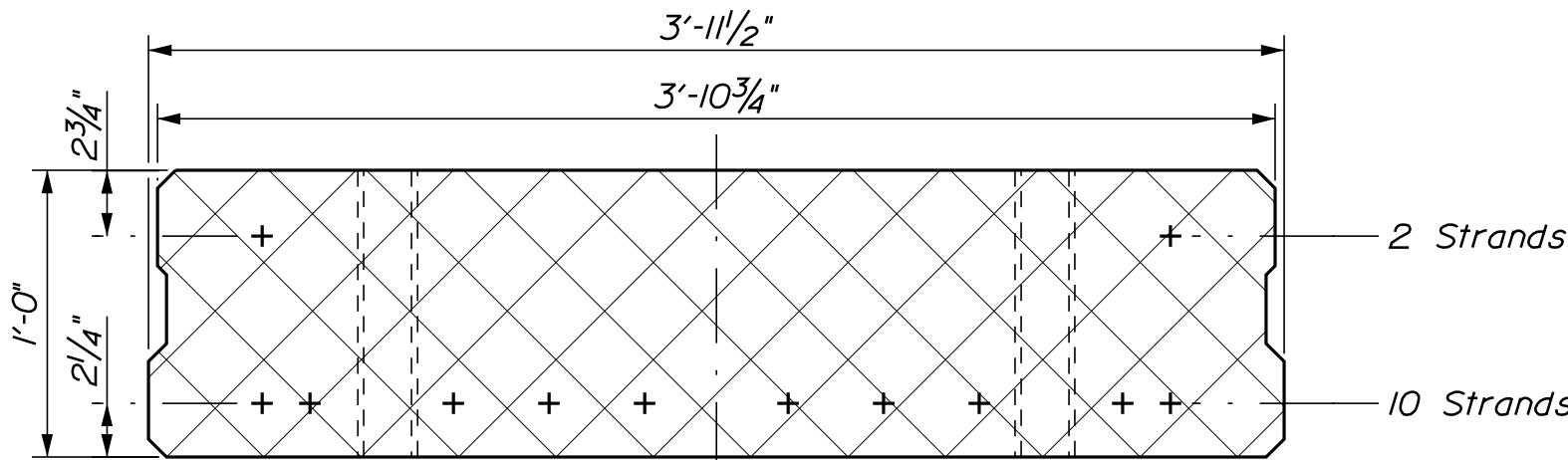


PRECAST SLAB (AASHTO TYPE S48-12)

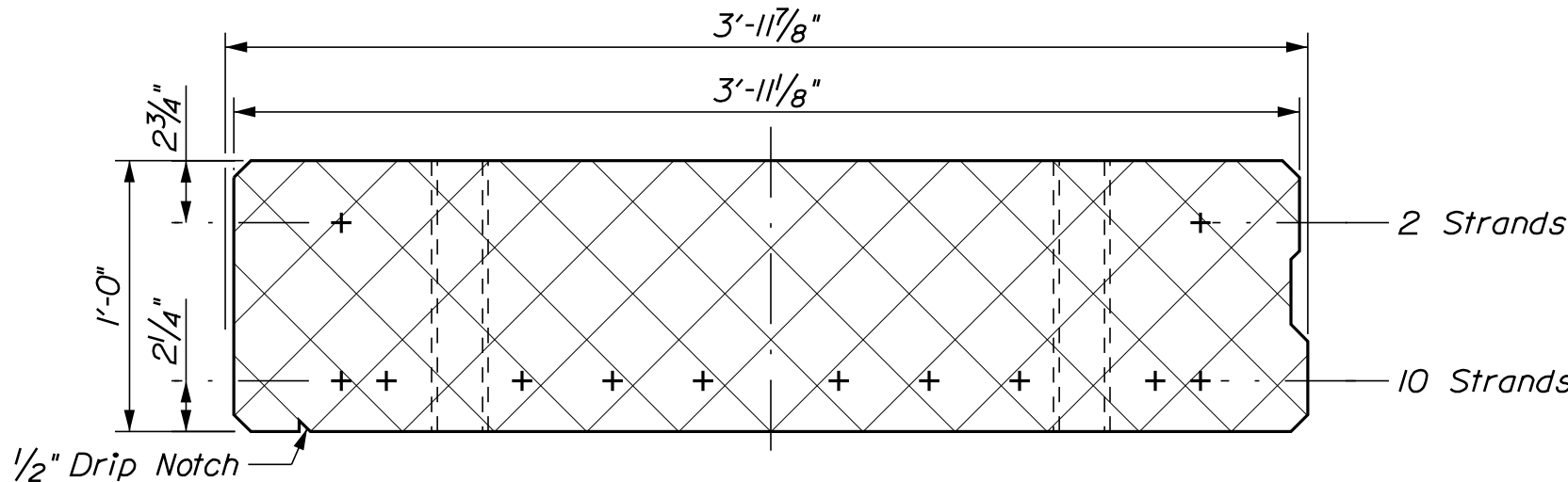
Showing Interior Slab Layout for Set A and B Stirrups along with shear reinforcement
For more information on additional reinforcement, dimensioning, spacing and clearances
see Standard Details, Section 535 - Precast Superstructure. (Exterior Slab Similar - See
Standard Detail 535(16) for additional deck shear reinforcement)



TYPICAL INTERIOR SLAB SECTION (AASHTO TYPE S36-12)
Showing Strand Layout



TYPICAL INTERIOR SLAB SECTION (AASHTO TYPE S48-12)
Showing Strand Layout

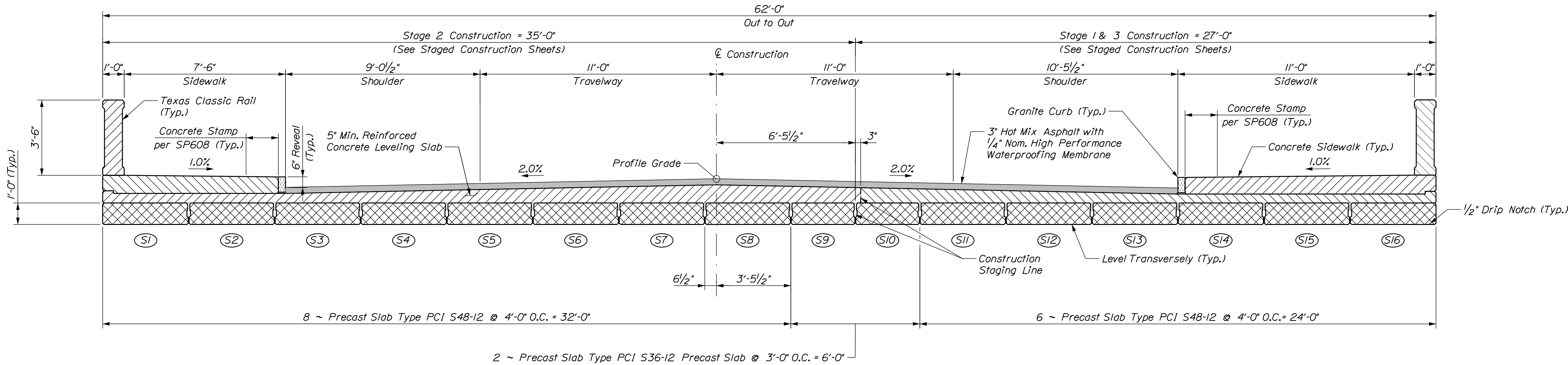


TYPICAL EXTERIOR SLAB SECTION (AASHTO TYPE S48-12)
Showing Strand Layout, S1 shown, S16 opposite hand
+ Strand Fully Bonded

For more information on additional rebar, dimensioning, spacing and clearances.
See Standard Details, Section 535 - Precast Superstructure

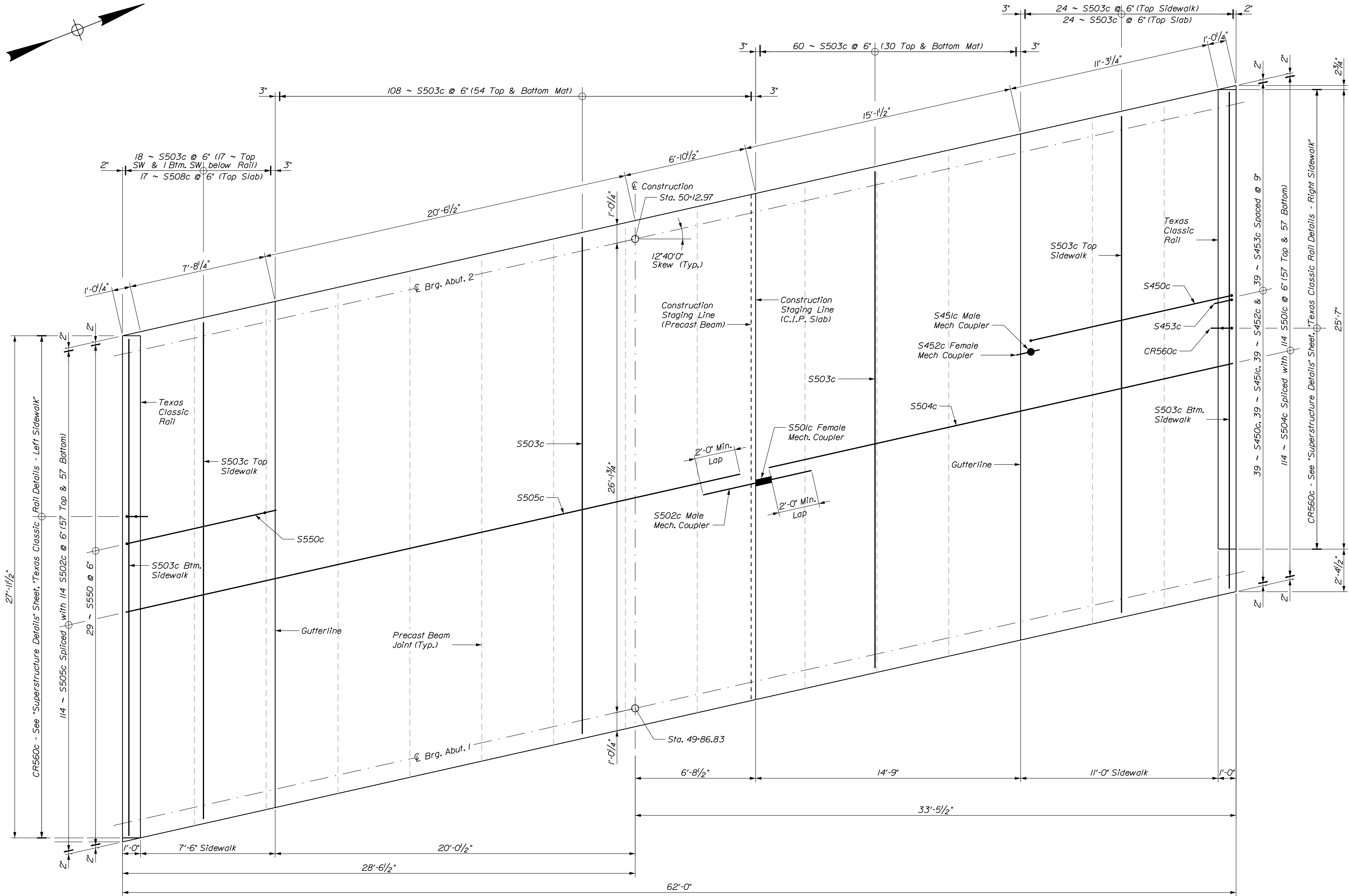
PRECAST CONCRETE SUPERSTRUCTURE NOTES:

1. Prestressing strands shall be 0.6 inch diameter. The tensioning force is 44 kips per prestressing strand.
2. The top surface of the prestressed beams shall be raked to a surface roughness of $\pm 1/4$ inch, except at locations corresponding to the blocking points. At these locations a flattened area of sufficient size shall be left to facilitate taking elevations for setting of slab elevations.
3. Do not drill holes or use powder actuated tools on the prestressed beams without the approval of the Fabrication Engineer.
4. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
5. Transverse post-tensioning is not required.
6. All dimensions and details shall meet slab type S36-12 & S48-12 per Standard Detail Section 535 unless otherwise noted.
7. Lifting loops shall be a maximum of 2 feet from beam end.
8. Reinforcing bars used in the precast slabs shall be low carbon chromium.



NOTE:
See "SUPERSTRUCTURE NOTES" on
"SUPERSTRUCTURE DETAILS" sheet.

TRANSVERSE SECTION
(Looking Up-Station)



SUPERSTRUCTURE PLAN

*See "Superstructure Notes" on "Superstructure Details" sheet.



TANNERY BROOK BRIDGE OVER TANNERY BROOK NORWAY		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
OXFORD COUNTY		2311600	
SUPERSTRUCTURE PLAN		BRIDGE NO. 3610	
SHEET NUMBER		WIN	
30		023116.00	
OF 33		BRIDGE PLANS	

PROJ. MANAGER

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGN-DETAILED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

JULIE BRASK

LLC/ERE

LLC/ERE

LLC/ERE

LLC/ERE

LLC/ERE

LLC/ERE

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DATE

6/9/2023

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SIGNATURE

12512

6/4/24

DATE

PROJ. MANAGER

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGN-DETAILED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

JULIE BRASK

LLC/ERE

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DATE

6/9/2023

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6/4/24

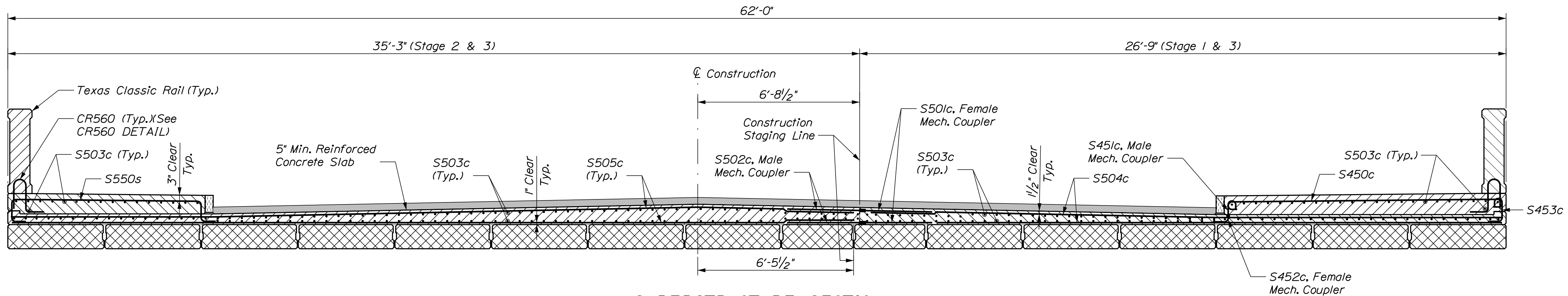
DATE

Date: 6/4/2024

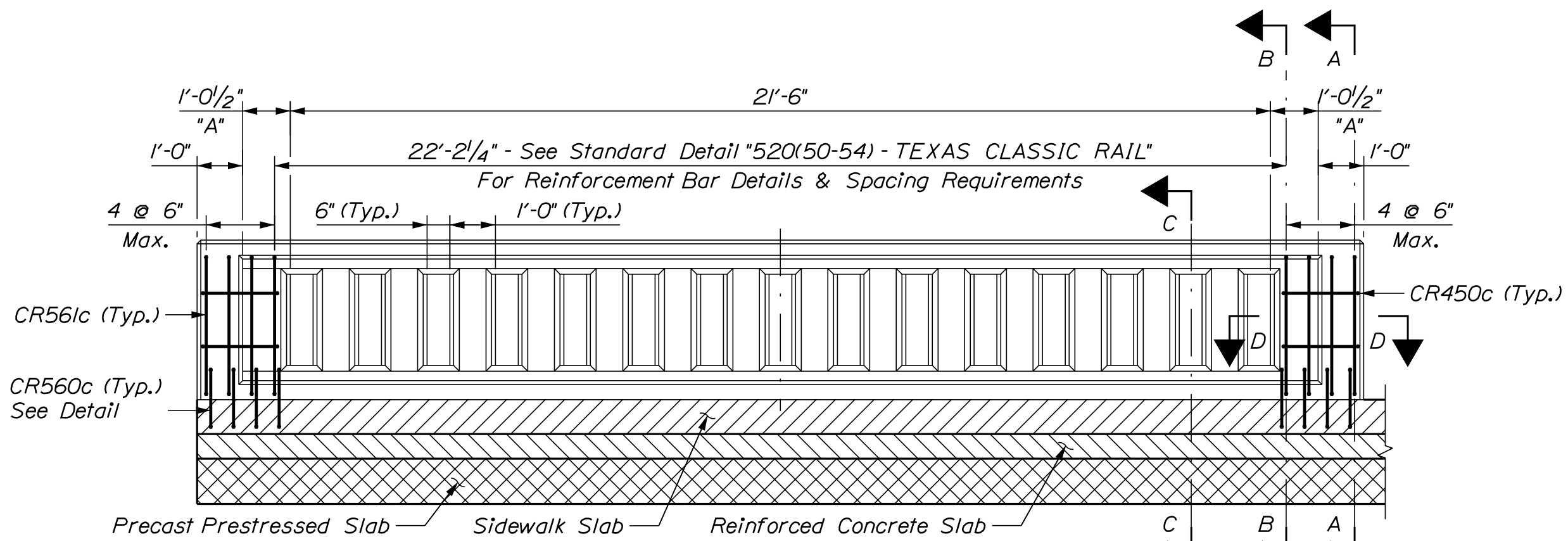
Username:

Division: HIGHWAY

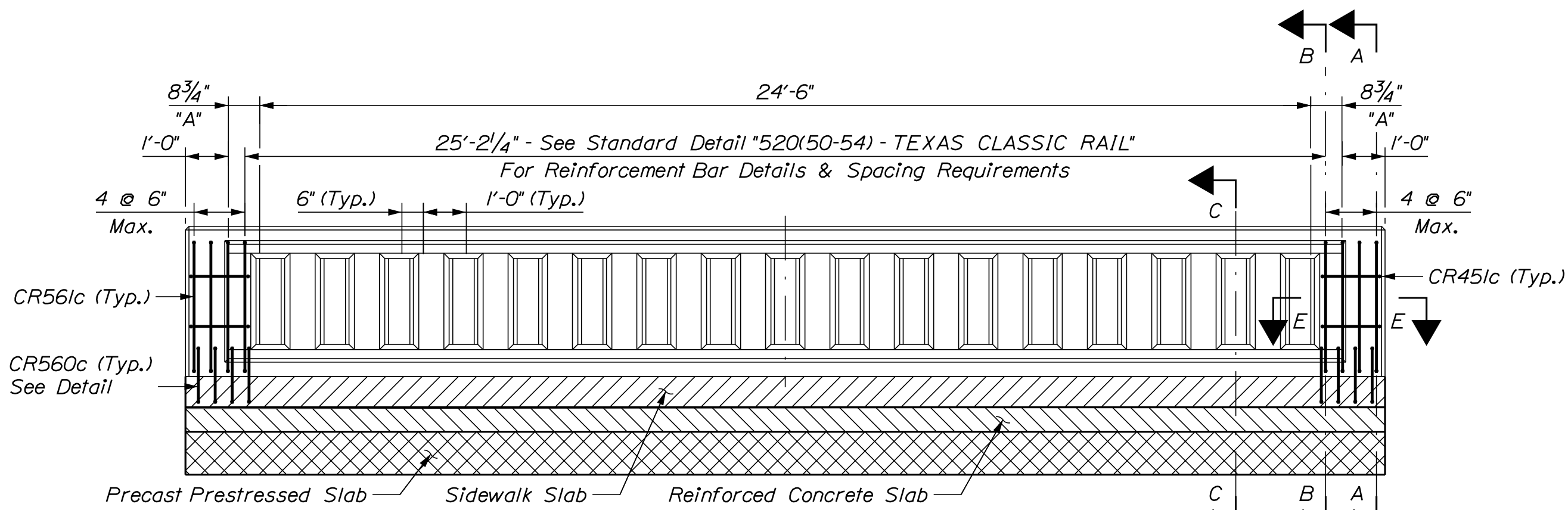
Filename: ... \031_Superstructure_Details.dgn



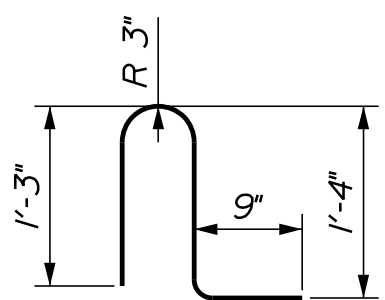
SUPERSTRUCTURE SECTION
(Looking Up-Station)



TEXAS CLASSIC RAIL DETAIL - RIGHT SIDEWALK
(Layout and Bar Adjustments)

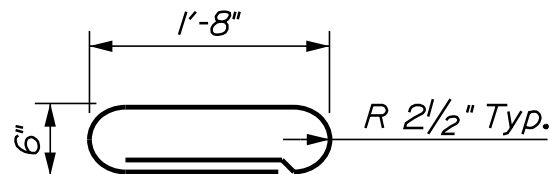


TEXAS CLASSIC RAIL DETAIL - RIGHT SIDEWALK
(Layout and Bar Adjustments)



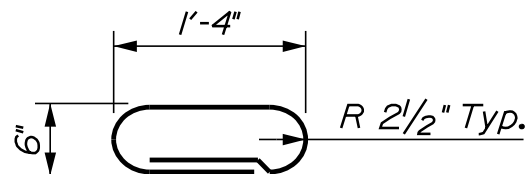
CR560c DETAIL

Bar CR560 from Standard Detail, Texas Classic Rail 526(54) shall be modified as shown



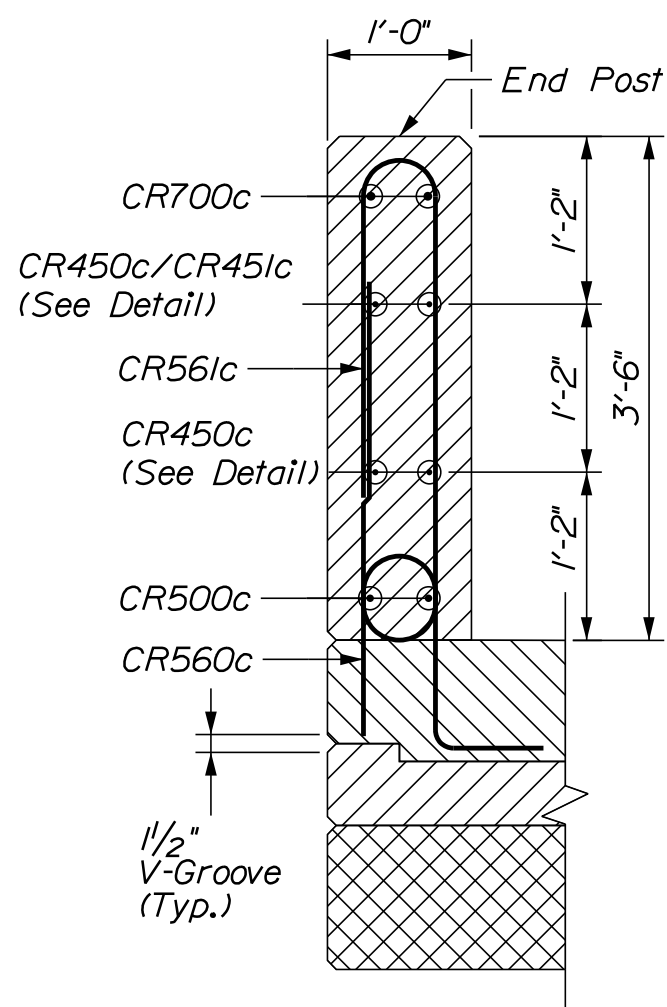
CR450c DETAIL

Additional CR450c bar not part of Texas Classic Rail Standard Detail 526(54)



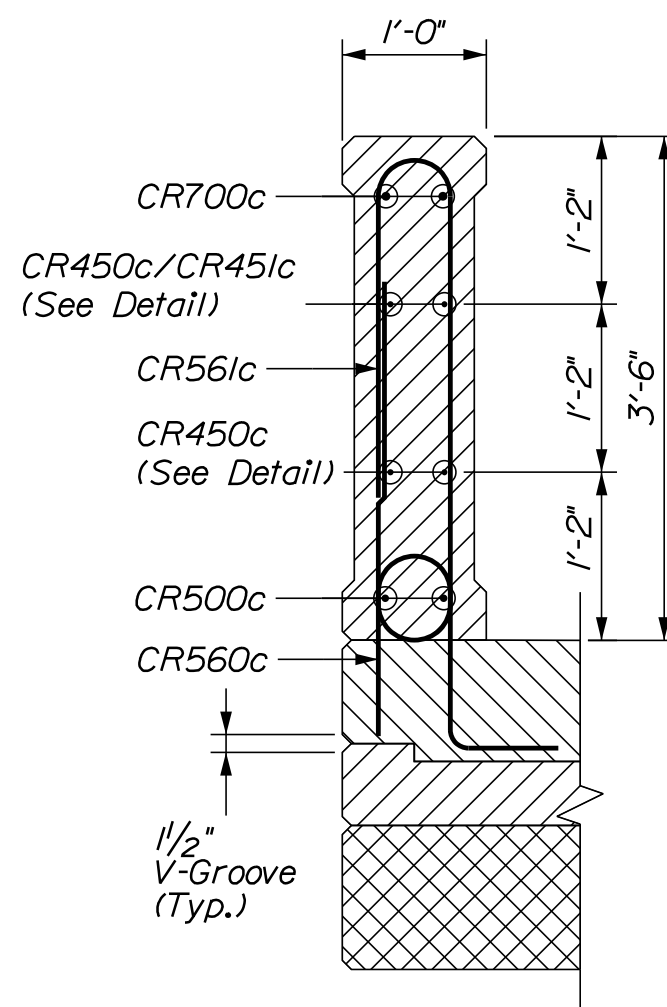
CR451c DETAIL

Additional CR451c bar not part of Texas Classic Rail Standard Detail 526(54)



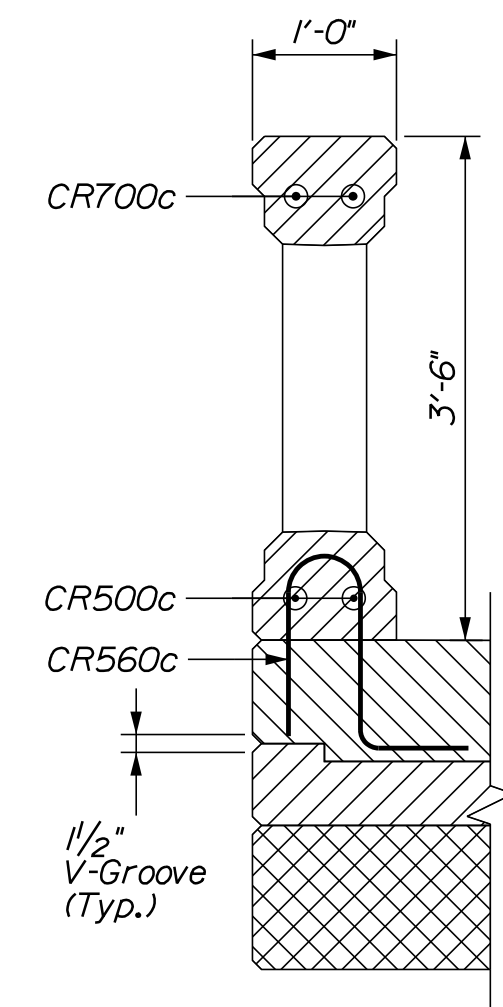
SECTION A-A

Reinforcing Layout, See Standard Detail 526(54) for more information



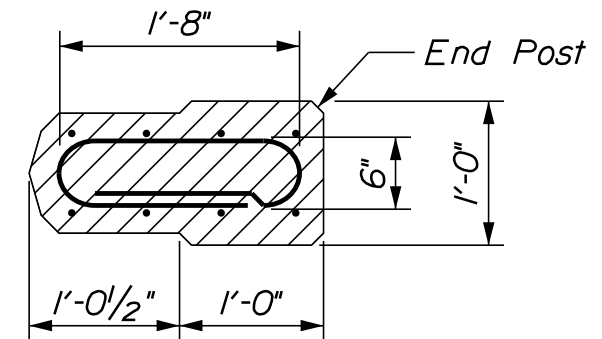
SECTION B-B

Reinforcing Layout, See Standard Detail 526(54) for more information



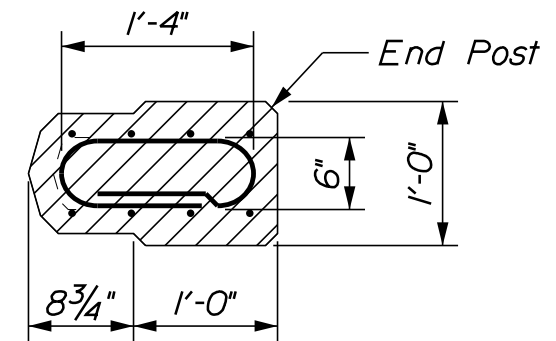
SECTION C-C

Reinforcing Layout, See Standard Detail 526(54) for more information



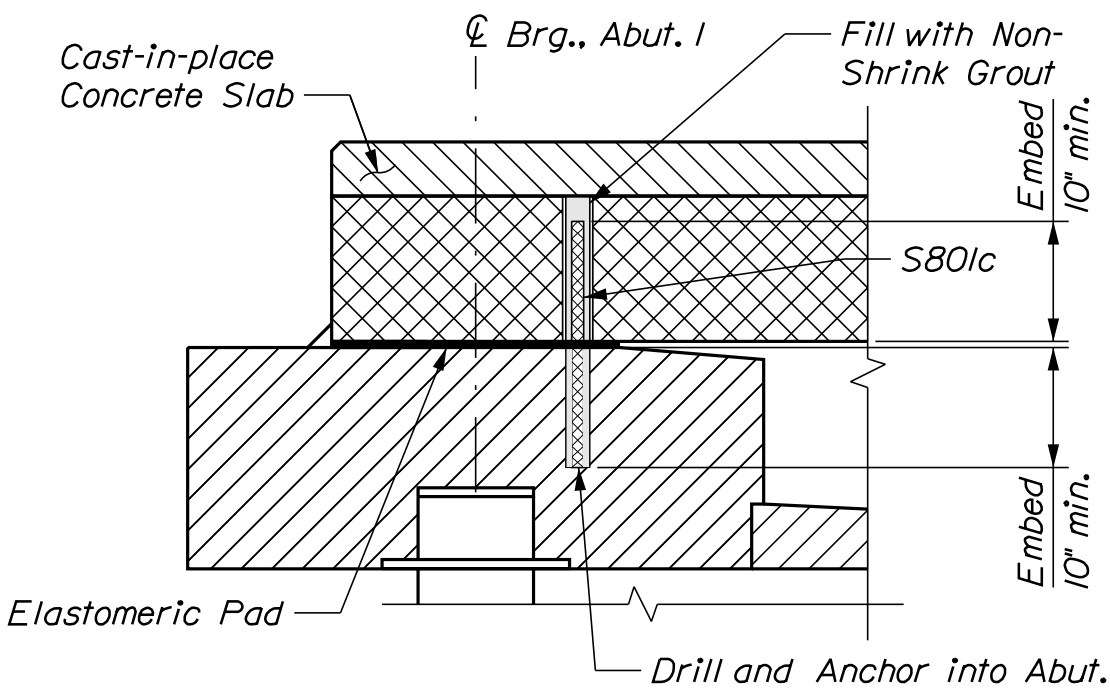
SECTION D-D

Additional CR450c Bar not part of Texas Classic Rail Standard Detail 526(54)



SECTION E-E

Additional CR451c Bar not part of Texas Classic Rail Standard Detail 526(54)



SUPERSTRUCTURE ANCHORAGE DETAIL
(Abut. 1 Shown, Abut. 2 Similar)

SUPERSTRUCTURE NOTES:

- The deck thickness shall be adjusted in accordance with Special Provision Section 535, Precast, Prestressed Concrete Superstructure, Camber.
- Form a one inch V-groove on the fascias at the horizontal joint between the sidewalk and slab.
- Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
- The cast-in-place superstructure slab concrete shall be placed continuously and shall be kept plastic until the entire placement has been made.
- Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.
- The steel reinforcement in the Texas Classic Rail shall be low-carbon chromium reinforcement.
- Elastomeric Bearing Pads shall be 2'-0" in plan and 1/2" thick.
- The elastomer shall have a shear modulus of 95 psi.
- Elastomeric Bearing Pads shall conform to the requirements of the latest edition of the AASHTO LRFD Bridge Construction Specification, Section 18.2.
- Elastomeric Bearing Pads & Non-shrink Grout will not be paid for directly but will be considered incidental to related Contract Items. No separate payment will be made.
- Non-shrink grout used in precast beam anchorages shall be from the MaineDOT QPL for Grout Materials.

PROJ. MANAGER	JULIE BRASK	BY	J. LePage	DATE	8/2022
CHECKED	REVIEWED	DESIGNED	DETAILS	REVISIONS	1
J. LePage	D. Myers	D. Myers	D. Myers	REVISIONS	2
				REVISIONS	3
				REVISIONS	4
				FIELD CHANGES	

Town, County, State
Approx. Property Lines
Existing Right of Way
Limits of Wrought Portion
Control Of Access
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
Tree Line
Water Edge
Ledge
Fence
Sign

Clearing Limit Line
Conifer
Deciduous
Bush Line
Rock/Boulder
Flag Pole
Stockade
Chain Link
Barbed Wire
Well
Mailbox

PLAN LEGEND

Existing Proposed
Sanitary Sewer
Telephone Line
Electric Line
Water Line
Underdrain Line
Gas Line
Guardrail
Culvert

Traveled Way
Ditch
Catch Basin
Manhole
Sewer Manhole
Utility Pole
Fire Hydrant
Curbing

Cut Line
Stonewall
Baseline
Monument
Iron Rod Found
Replacement Pin Set

Fill Line
Retaining Wall
Traverse Point
Pipe Found

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.

Scale of Feet

COUNTY RECEIVED at h m M and recorded in Plan Bk Pg. Attest: REGISTER

BOUNDARY SURVEY OF LAND OF DAVE BAKER BY R.W. EATON ASSOC. INC., DATED MAY 1, 1993 O.C.R.D. PLAN NO. 2803

ANTHONY C. MORRA PAMELA A. MORRA TRUSTEES OF 242 MAIN STREET TRUST PARCEL NO. (5) CONST. & MAINT. EASE. = 532± S.F. (1) TEMP. CONST. RIGHTS = 504± S.F. (1) TOTAL LOT AREA = 1.25± AC. (PER TAX MAP)

238 MAIN ST NORWAY ME, LLC PARCEL NO. (3) CONST. & MAINT. EASE. = 305± S.F. (1) TEMP. CONST. RIGHTS = 62± S.F. (1) TOTAL LOT AREA = 0.17± AC. (PER TAX MAP)

WILES GARAGE & BODY SHOP, INC. PARCEL NO. (6) TEMP. CONST. RIGHTS = 21± S.F. (1) TOTAL LOT AREA = 0.55± AC. (PER TAX MAP)

N/F JENNIFER A. RAUDONIS

MELHUS HOLDINGS, LLC PARCEL NO. (1) TEMP. CONST. RIGHTS = 0.06± AC. (1) TOTAL LOT AREA = 0.52± AC. (CALC.)

PARCEL NO. (2) OMITTED

BENNETT RADIO GROUP LLC PARCEL NO. (4) CONST. AND MAINT. EASE. = 385± S.F. (1) TEMP. CONST. RIGHTS = 885± S.F. (1) TOTAL LOT AREA = 0.11± AC. (PER TOWN)

NEW COMMUNITIES, INC. PARCEL NO. (7) CONST. AND MAINT. EASE. = 396± S.F. (1) TEMP. CONST. RIGHTS = 169± S.F. (1) TOTAL LOT AREA = 0.11± AC. (PER TOWN)

EXISTING RIGHT OF WAY REFERENCES
OXFORD COUNTY COMMISSIONERS RECORDS VOLUME 9, PAGE 20 1895, WIDTH VARIES
D.O.T. FILE NO. 9-344 ON FILE AT MAINE DEPT. OF TRANSPORTATION
TOWN ROAD INFORMATION FROM NORWAY INTOWN STREETS LIST:
LYNN STREET - 3 RODS WIDE, ACCEPTED 1874
GREENLEAF STREET - 2 RODS WIDE, ACCEPTED 1869
TANNERY STREET - 24 FEET WIDE, ACCEPTED 1912
MARSTON STREET - 30 FEET WIDE FOR FIRST 297 FEET, ACCEPTED 1874

A PLAN OF CENTRAL MAINE POWER COMPANY LOTS BETWEEN TANNERY AND MARSTON STREETS NORWAY, MAINE, PREPARED BY WALDO N. SEAVEY, DATED JUNE 1956, O.C.R.D. PLAN NO. 671

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

BRIDGE NO. 3610 WIN 023116.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NORWAY
RIGHT OF WAY MAP

SHEET NUMBER 33 OF 33

REVISONS
NO. DATE DESCRIPTION BY

PLAN FILED IN PLAN BOOK
NO. GRANTOR PAGE INSTRUMENT DATE BOOK PAGE

COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

BRUCE A. VAN NOTE

STATE HIGHWAY "19"
ROUTES 117 & 118 MAIN STREET
NORWAY OXFORD COUNTY
FEDERAL AID PROJECT NO. 2311600

MAY 2023
SCALE 1" = 25'

RIGHT-OF-WAY MAP
SHEET 1 OF 1

D.O.T. FILE NO. 9-428