

Date: 4/8/2019

Username: michael.lenko

Division: HIGHWAY

Filename: ... \MSTAO11_Typical_Wall.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BRUNSWICK-BATH
CUMBERLAND & SAGadahoc COUNTIES
US ROUTE 1 NORTHBOUND & SOUTHBOUND
FEDERAL PROJECT 2398700

SPECIAL PROVISION 526
NOTES & DETAILS

INDEX OF SHEETS

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NOT TO SCALE

SHEET NUMBER	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
	2389700	
1	WIN	
	23897.00	
OF 6	HIGHWAY PLANS	

GENERAL NOTES

- ALL DIMENSIONS, ANGLES AND STATIONING SHOWN ON EXISTING PLANS ARE TAKEN FROM AS-BUILT CONSTRUCTION DRAWINGS, SUPPLEMENTED BY LIMITED FIELD MEASUREMENTS, AND ARE NOT GUARANTEED TO BE CORRECT. ALL EXISTING BRIDGE, HIGHWAY AND DRAINAGE INFORMATION SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO COMMENCING WORK AND PRIOR TO SUBMITTING SHOP DRAWINGS.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE THE CHAIN LINK FENCE AND ALL ASSOCIATED HARDWARE. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO PAY ITEM 526.501, PRECAST CONCRETE MEDIAN BARRIER.
- INSTALLATION OF BARRIER REFLECTORS WILL BE CONSIDERED INCIDENTAL TO PAY ITEM 526.501, PRECAST CONCRETE MEDIAN BARRIER
- GUARDRAIL REMOVAL WILL BE PAID FOR UNDER ITEM 606.363, GUARDRAIL REMOVE AND DISPOSE, AND WILL INCLUDE ALL GUARDRAIL THAT IS REPLACED BY ITEM 526.301.
- ALL EXISTING MATERIALS WHICH ARE REMOVED FROM THE WORK AREA SHALL BE REMOVED FROM THE SITE AND PROPERLY DISPOSED OF BY THE CONTRACTOR. THESE EXISTING MATERIALS INCLUDE, BUT ARE NOT LIMITED TO, BITUMINOUS PAVEMENT, CONCRETE, REINFORCING STEEL, SILT AND OTHER DEBRIS. THE COST OF REMOVAL AND DISPOSAL SHALL BE INCIDENTAL TO THE COST OF THE WORK ITEMS FOR WHICH THESE REMOVALS ARE REQUIRED.
- ALL WORK SHALL CONFORM TO MAINE DOT STANDARD SPECIFICATIONS AND STANDARD DETAILS FOR HIGHWAYS AND BRIDGES, UNLESS OTHERWISE NOTED HEREIN.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL NECESSARY FIELD SURVEY AND THE LAYOUT OF THE CONSTRUCTION BASELINE AS NECESSARY TO COMPLETE THE WORK. ALL BASELINE LAYOUT INFORMATION SHALL BE CHECKED AND APPROVED BY THE RESIDENT PRIOR TO STARTING BARRIER INSTALLATION WORK. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF THE EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
- PROPOSED STATIONS REFERENCED ON THE PLANS ARE APPROXIMATE. CONTRACTOR SHALL CALCULATE AND PROVIDE ACCURATE STATIONING BASED ON THEIR SURVEY AND SHOP DRAWING PROCESS.
- PAVEMENT SAWCUTTING, WHERE REQUIRED, SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCIDENTAL TO THE RELATED CONTRACT ITEMS.
- PROJECT INFORMATION MAY BE ACCESSED AT THE FOLLOWING MAINE DOT WEB ADDRESS:
HTTP://WWW.MAINE.GOV/MDOT/CONTRACTORS/INDEX.SHTML.
- THE EXISTING HIGHWAY PLANS MAY BE ACCESSED AT THE MAINE DOT WEB ADDRESS. THE PLANS ARE REPRODUCTIONS OF THE ORIGINAL DRAWINGS AS PREPARED FOR THE CONSTRUCTION OF THE HIGHWAY. IT IS VERY UNLIKELY THAT THE PLANS WILL SHOW ANY CONSTRUCTION FIELD CHANGES OR ANY ALTERATIONS WHICH MAY HAVE BEEN MADE TO THE BRIDGE OR HIGHWAY DURING ITS LIFE SPAN.
- GUARDRAIL DELINEATORS SHALL BE PLACED IN ACCORDANCE WITH THE SPECIFICATIONS WHERE BEAM GUARDRAIL IS INSTALLED.
- ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
- GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW OR WET AREAS TO BE ONE FOOT ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW UNDERWATER BACKFILL.

STRUCTURAL

- PRIOR TO FABRICATING THE PRECAST CONCRETE BARRIER AND REINFORCING STEEL THE CONTRACTOR SHALL SUBMIT WORKING DRAWINGS OF THE PROPOSED MEDIAN BARRIER LAYOUT AND ITS' COMPONENTS IN ACCORDANCE WITH SPECIAL PROVISION 526.
- REINFORCING STEEL SCHEDULES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. REFER TO SPECIAL PROVISION 503 FOR ADDITIONAL INFORMATION. PAYMENT FOR ALL WORK ASSOCIATED WITH DEVELOPING REINFORCING STEEL SCHEDULES WILL BE CONSIDERED INCIDENTAL TO PAY ITEM 526.501, PRECAST CONCRETE MEDIAN BARRIER.
- ALL CONCRETE REINFORCING SHALL HAVE A 2.5 INCH MINIMUM COVER UNLESS OTHERWISE NOTED.
- PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO THE FOLLOWING AREAS OF NEW PRECAST OR CAST-IN-PLACE CONCRETE: ALL EXPOSED SURFACES OF CONCRETE MEDIAN BARRIERS AND TRANSITION BARRIERS.
- WHERE REINFORCING STEEL WILL BE DRILLED AND GROUTED IN PLACE THE ANCHORING MATERIAL SHALL BE SELECTED FROM MAINE DOT'S QUALIFIED PRODUCTS LIST. THE CONTRACTOR SHALL SUBMIT THE PROPOSED SYSTEM TO THE RESIDENT FOR APPROVAL. THE SELECTED ANCHORING MATERIAL SHALL BE INSTALLED IN STRICT ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. REINFORCING STEEL DRILLED AND ANCHORED INTO EXISTING CONCRETE SHALL BE EMBEDDED TO DEVELOP 125% OF THE YIELD STRENGTH OF THE BAR.
- ALL PROPOSED BARRIER CONNECTION COMPONENTS SHALL BE HOT DIP GALVANIZED AFTER FABRICATION.
- ALL CONCRETE REINFORCING SHALL BE DUAL-COATED REINFORCING STEEL CONFORMING TO ASTM A1055 IN ACCORDANCE WITH SPECIAL PROVISIONS 526 AND 503. CORROSION RESISTANT REINFORCING WILL NOT BE MEASURED FOR PAYMENT SEPARATELY, BUT SHALL BE INCIDENTAL TO THE PAY ITEM 526.501, PRECAST CONCRETE MEDIAN BARRIER.
- WHERE DUAL-COATED REINFORCING STEEL CONFORMING TO ASTM A1055 IS USED THE GUIDELINES OF ASTM A1055, APPENDIX XI, GUIDELINES FOR JOB SITE PRACTICES, SHALL APPLY.
- WHERE DUAL-COATED REINFORCING CONFORMING TO ASTM A1055 IS USED THE SURFACE PREPARATION AND PATCHING OF FIELD CUT BAR ENDS SHALL CONFORM TO ASTM A1055, APPENDIX XI, ARTICLE XI.3.12. AT THE CONTRACTOR'S OPTION THE STRUCTURAL TUBE AND I-BEAM BARRIER CONNECTION DETAIL MAY BE USED IN LIEU OF THE DWEL BAR BARRIER CONNECTION DETAIL. ALL PROPOSED SUBSTITUTIONS SHALL BE NOTED ON THE BARRIER WORKING DRAWINGS.

CONSTRUCTION PHASING

- THE CONTRACTOR SHALL NOTE CONSTRUCTION TIME RESTRICTIONS EXIST. SEE SPECIAL PROVISIONS 105 AND 107 FOR SPECIFIC TIME RESTRICTIONS AND LIMITATIONS OF OPERATIONS.
- THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN FOR THE PROJECT IN ACCORDANCE WITH SPECIAL PROVISIONS 105, 107 & 652 AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
- ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, USDOT, FHWA, LATEST EDITION.
- AT THE END OF EACH WORK DAY, THE CONTRACTOR SHALL PROVIDE 350 COMPLIANT END TREATMENTS, NO BLUNT ENDS, TWO LANES OF TRAFFIC IN EACH DIRECTION, AND ALL CONFLICTING SIGNS SHALL BE COVERED.

STATE OF MAINE					
DEPARTMENT OF TRANSPORTATION					
				2389700	
				WIN 23897.00	
				HIGHWAY PLANS	

BRUNSWICK-BATH		PROJ. MANAGER		SHAWN SMITH	BY	DATE
		DESIGN-DETAILED				
		CHECKED-REVIEWED				
		DESIGN2-DETAILED2				
		DESIGN3-DETAILED3				
		REVISIONS 1				
		REVISIONS 2				
		REVISIONS 3				
		REVISIONS 4				
		FIELD CHANGES				

SHEET NUMBER		2	
OF 6		SP 526.501 GENERAL NOTES	
		US ROUTE 1 NORTHBOUND & SOUTHBOUND	

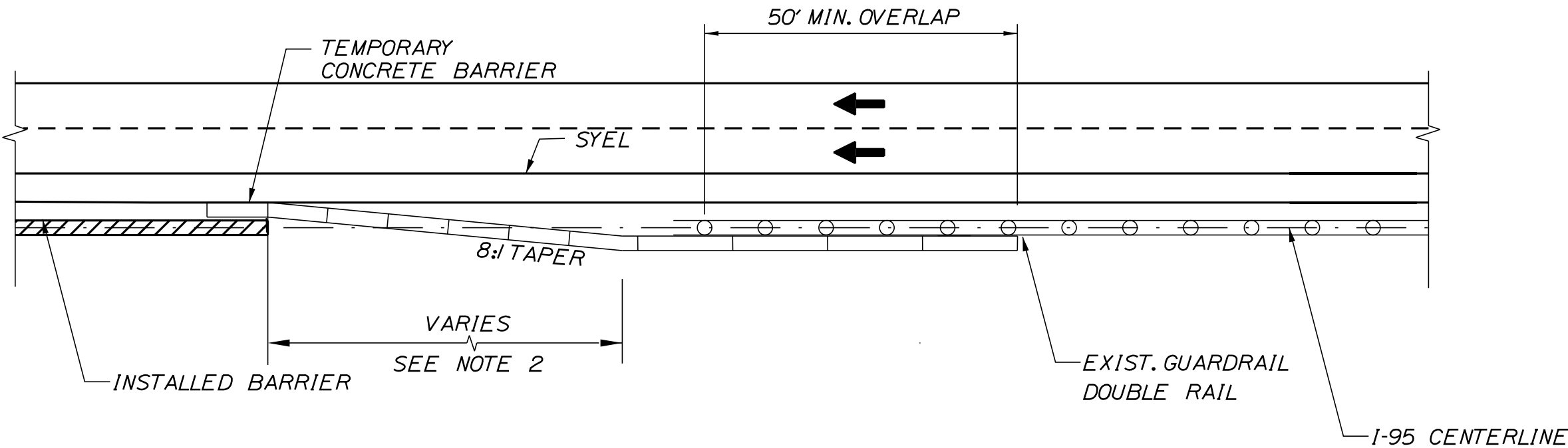
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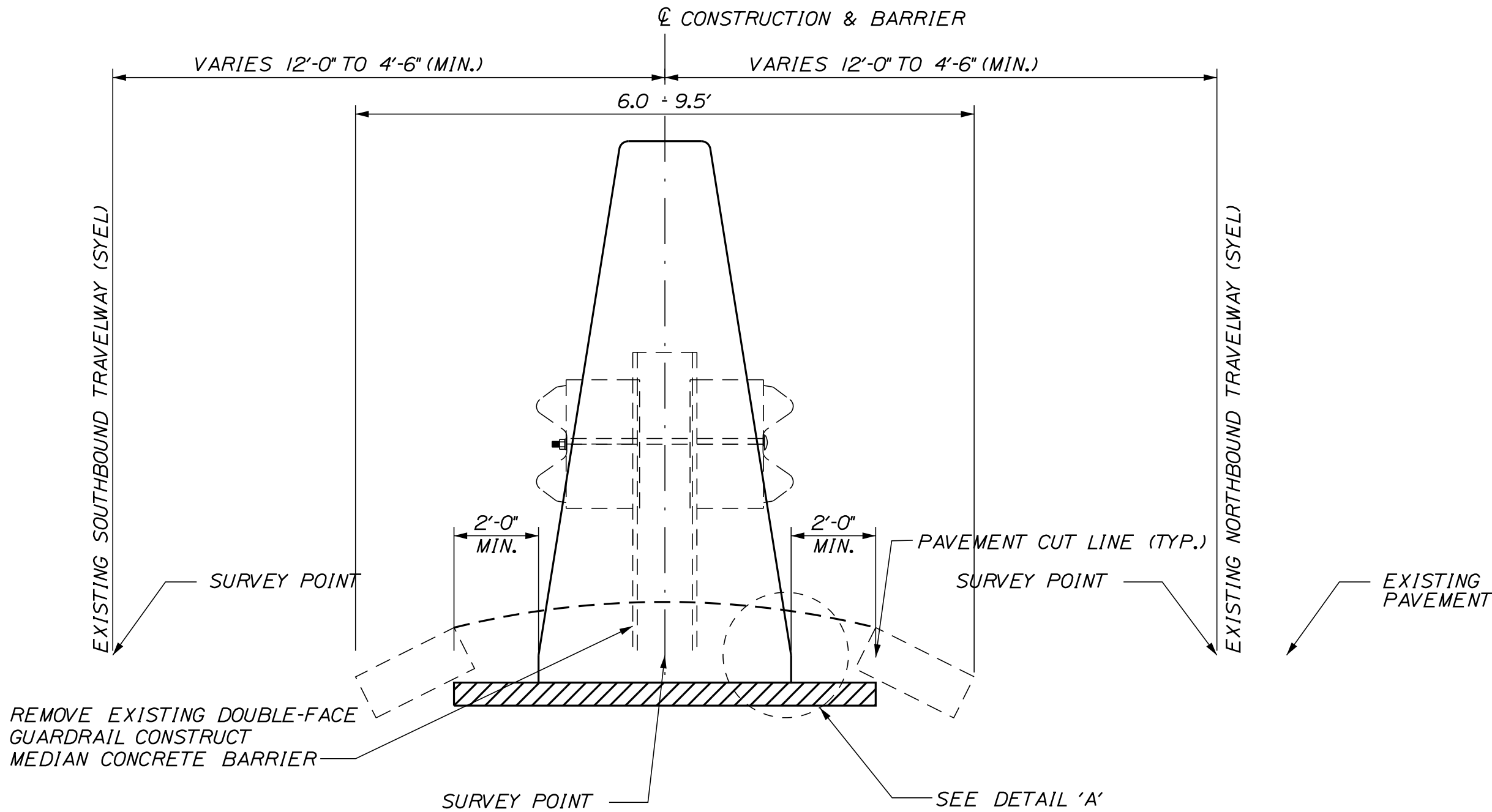
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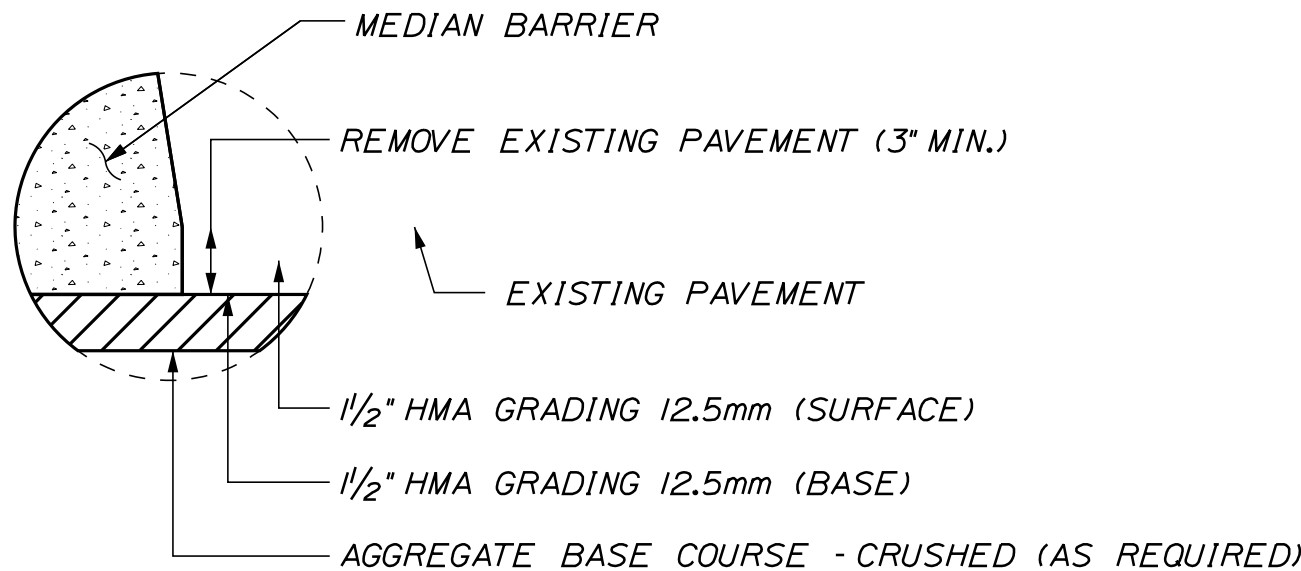
1. BARRIER ENDS SHALL BE PROTECTED BY A TEMPORARY WORK ZONE CRASH CUSHION OR LAPPED BEHIND GUARDRAIL.
2. 8:1 TAPERED BARRIER LENGTH IS DEPENDANT ON THE LOCATION OF THE BARRIER RELATIVE TO SHOULDERS, LANES, AND THE CONTRACTORS OPERATION.
3. IF A TEMPORARY WORK ZONE CRASH CUSHION IS USED, THE WORK ZONE CRASH CUSHION SYSTEM MUST BE FOUNDED ON A LEVEL SURFACE. ANY WORK NECESSARY TO PROVIDE A LEVEL SURFACE WILL BE INCIDENTAL TO THE WORK ZONE CRASH CUSHION ITEM.
4. A MASH COMPLIANT IMPACT ATTENUATION SYSTEM SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH RUN OF CONCRETE BARRIER.

CONCRETE BARRIER / GUARDRAIL OVERLAP DETAIL
NOT TO SCALE



MEDIAN BARRIER INSTALLATION DETAIL
NOT TO SCALE

NOTE:
SURVEY POINTS ARE MINIMUM REQUIRED (AT 50' INTERVALS) TO ASCERTAIN BARRIER TYPE AND HEIGHT, AND DRAINAGE CHARACTERISTICS. SURVEY IS INCIDENTAL TO ITEM 526.501, PRECAST CONCRETE MEDIAN BARRIER.



DETAIL 'A'
NOT TO SCALE

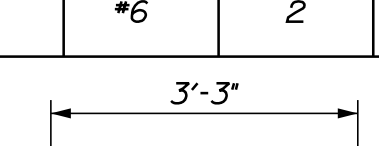
- NOTES:
1. 2" OF LEVELING SAND TO BE USED ON TOP OF GRAVEL TO SET BARRIER. PAYMENT IS INCIDENTAL TO ITEM 526.501, PRECAST CONCRETE MEDIAN BARRIER.
 2. VERTICAL FACES OF THE BASE AND SURFACE PAVEMENT SHALL BE COATED WITH HOT RUBBERIZED ASPHALT (INCIDENTAL TO PAVEMENT ITEMS).

NOT TO SCALE

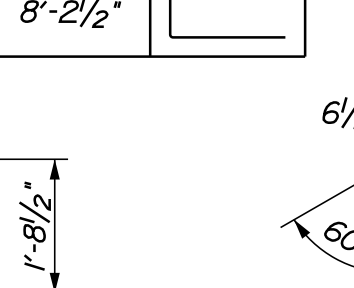
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
2389700		WIN 23897.00	
HIGHWAY PLANS		SHEET NUMBER	
3		OF 6	

CONCRETE BARRIER REINFORCING SCHEDULE*

DESCRIPTION	SIZE	NO.	UNBENT LENGTH	TYPE
LONGITUDINAL (EACH FACE)	#4	12	19'-7"	—
STIRRUPS	#4	29	10'-8"	
LOOP BAR	#6	2	8'-2 1/2"	



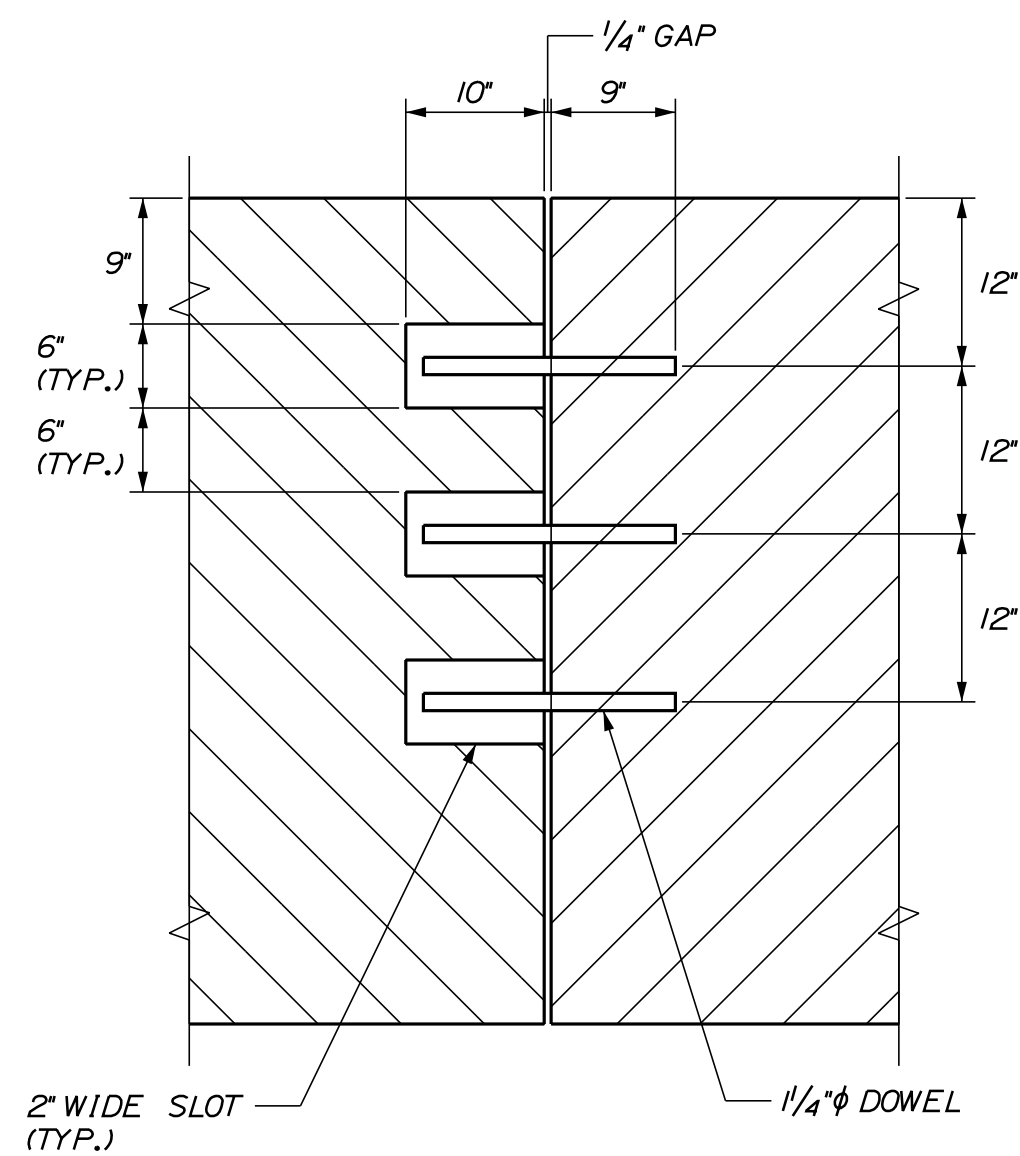
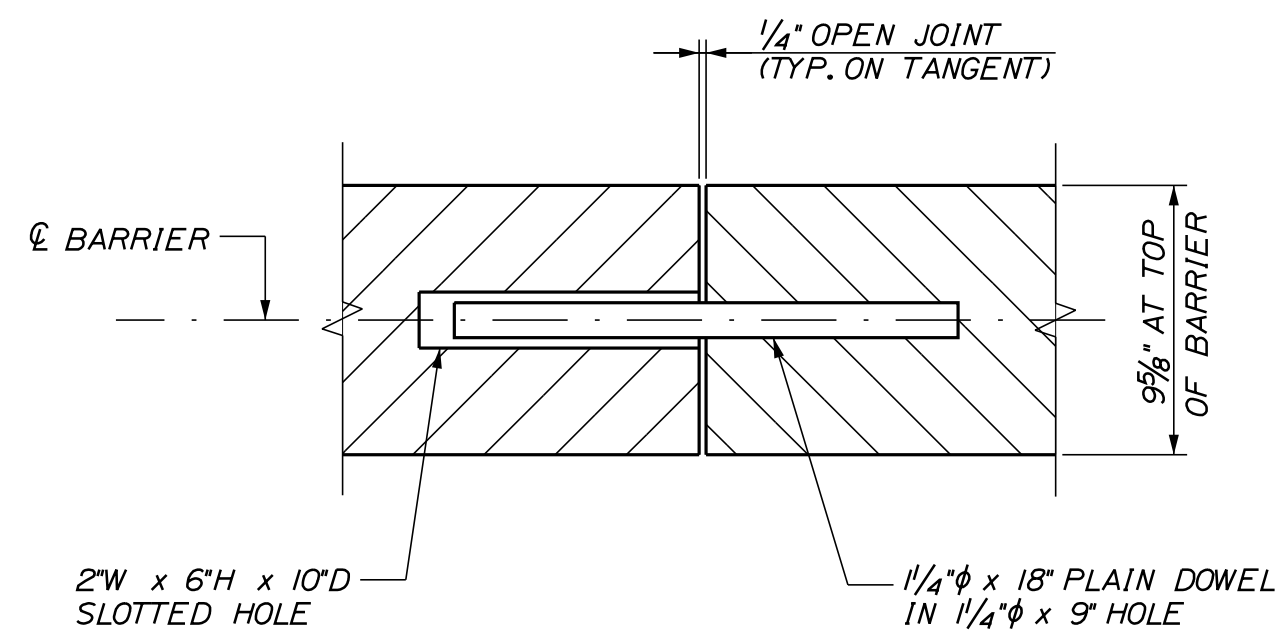
#6 LOOP BAR (TOP VIEW)



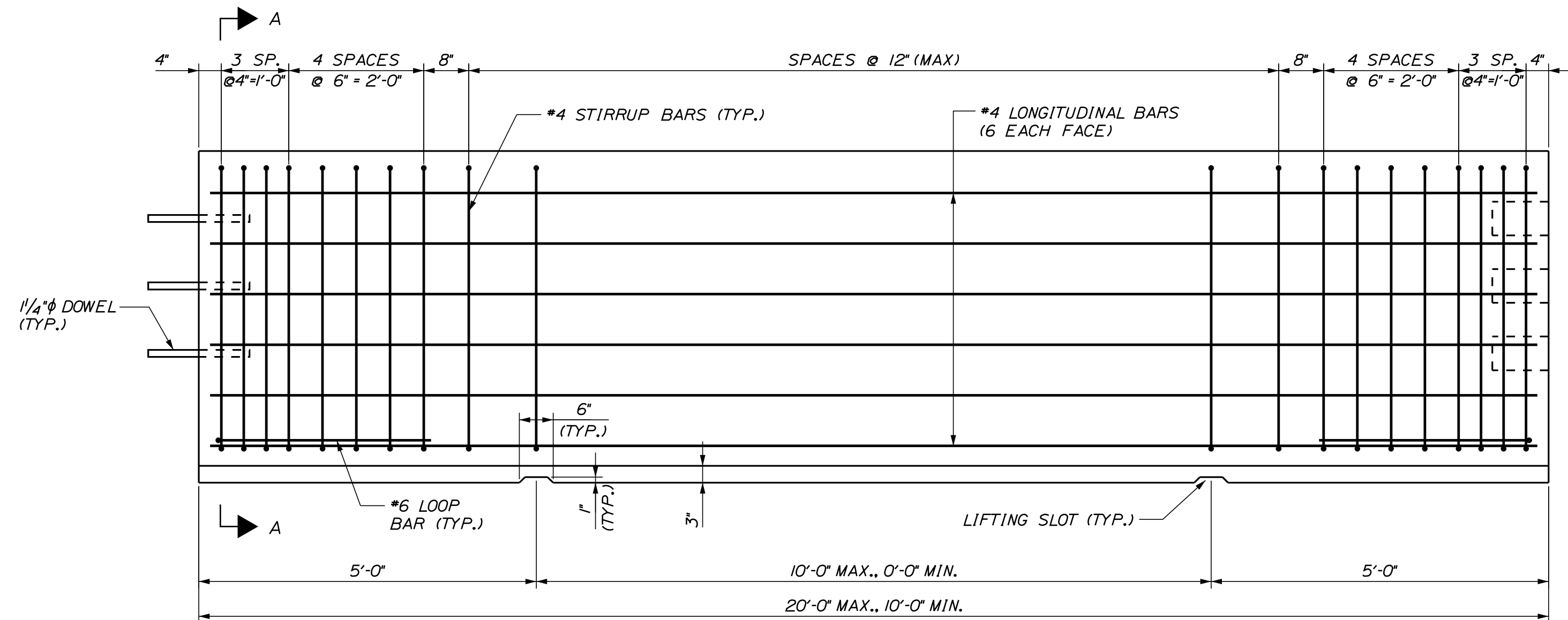
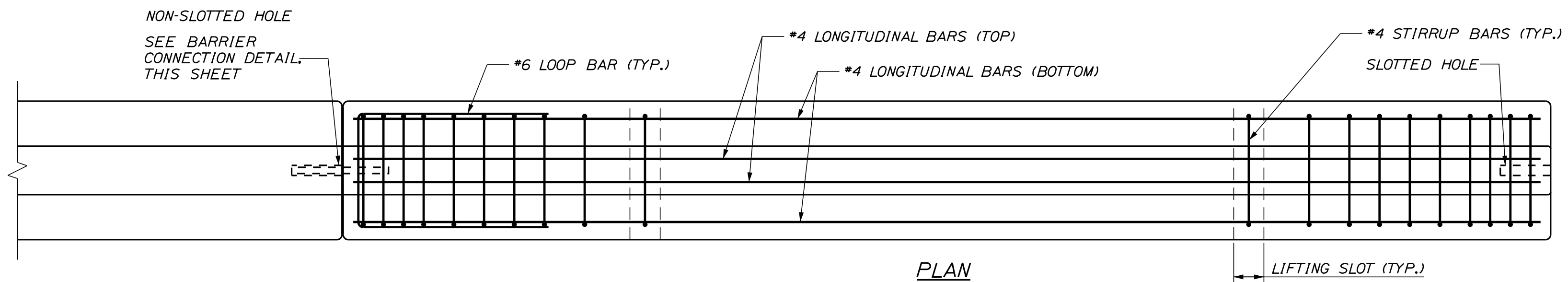
#4 STIRRUP BAR

* QUANTITIES BASED ON 20'-0" BARRIER LENGTH.

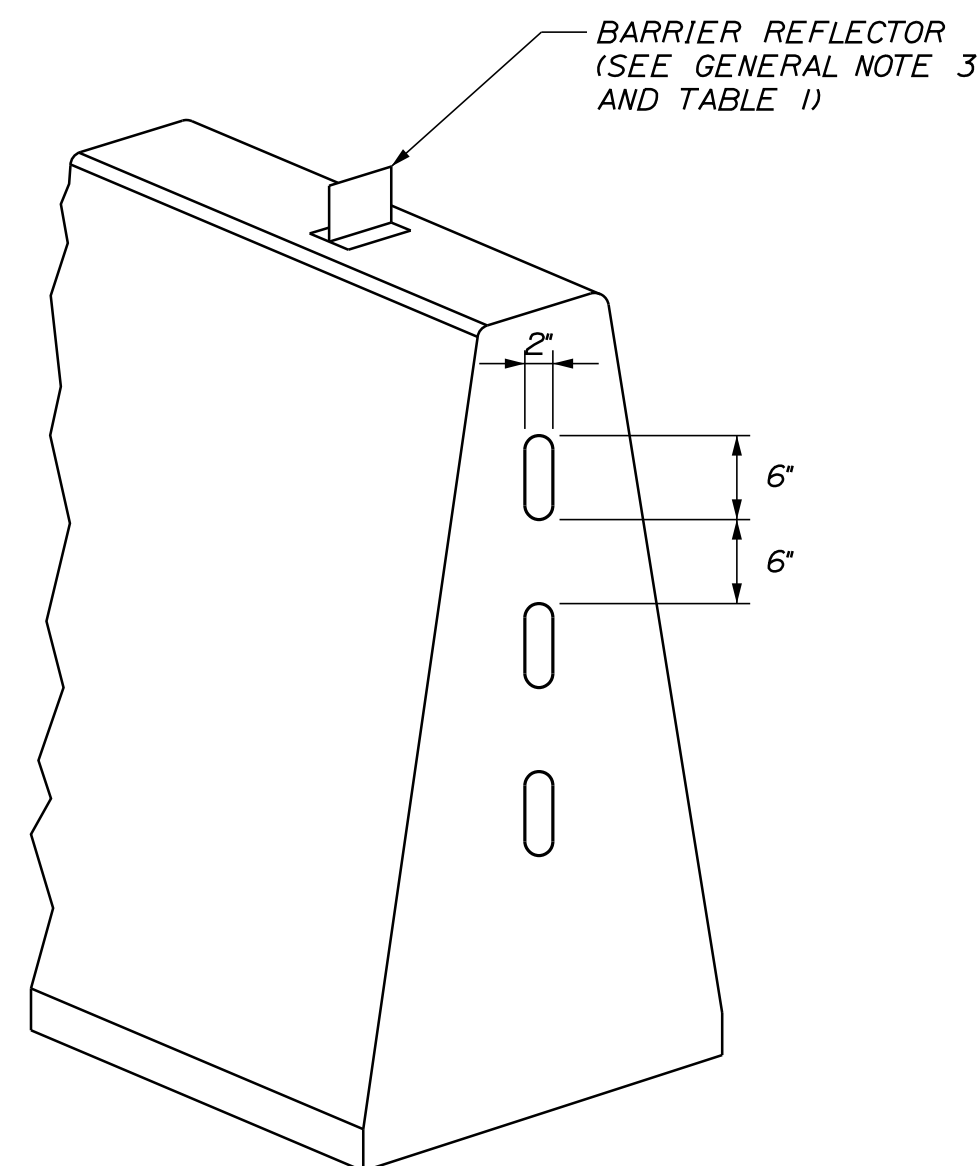
REINFORCING BAR DIMENSIONS WERE DEVELOPED BASED ON DUAL-COATED STEEL REINFORCING. IF GFRP REINFORCING IS USED THE CONTRACTOR SHALL MODIFY THE BAR DIMENSIONS AS REQUIRED TO PROVIDE A SATISFACTORY DESIGN IN ACCORDANCE WITH SPECIAL PROVISION 503, SUBSECTION 503.08.



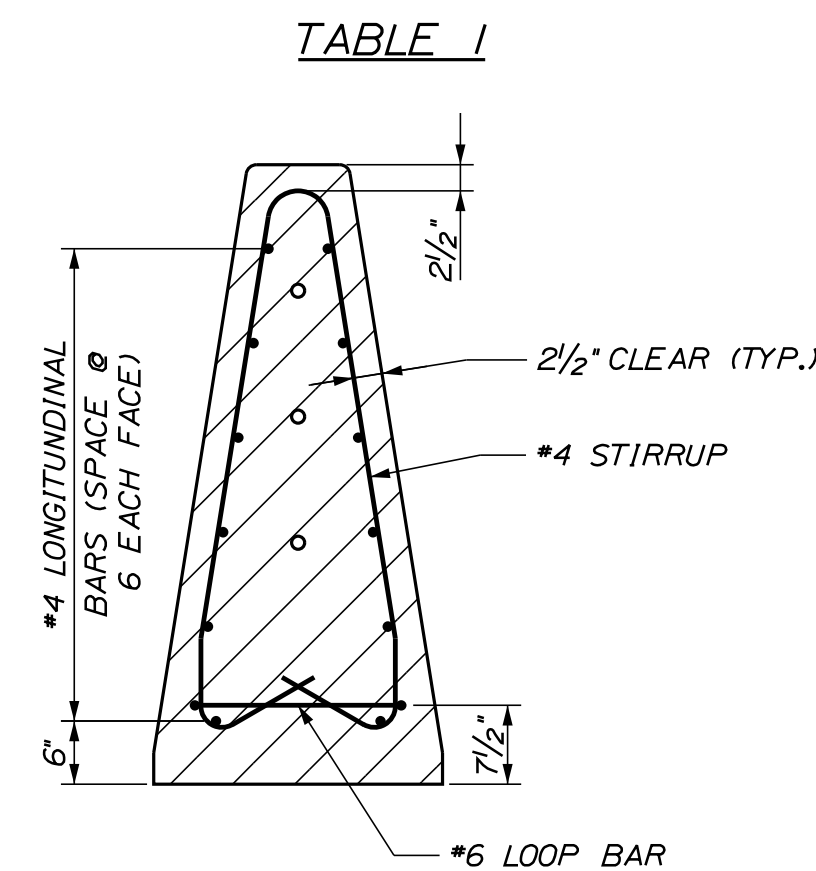
BARRIER CONNECTION DETAILS



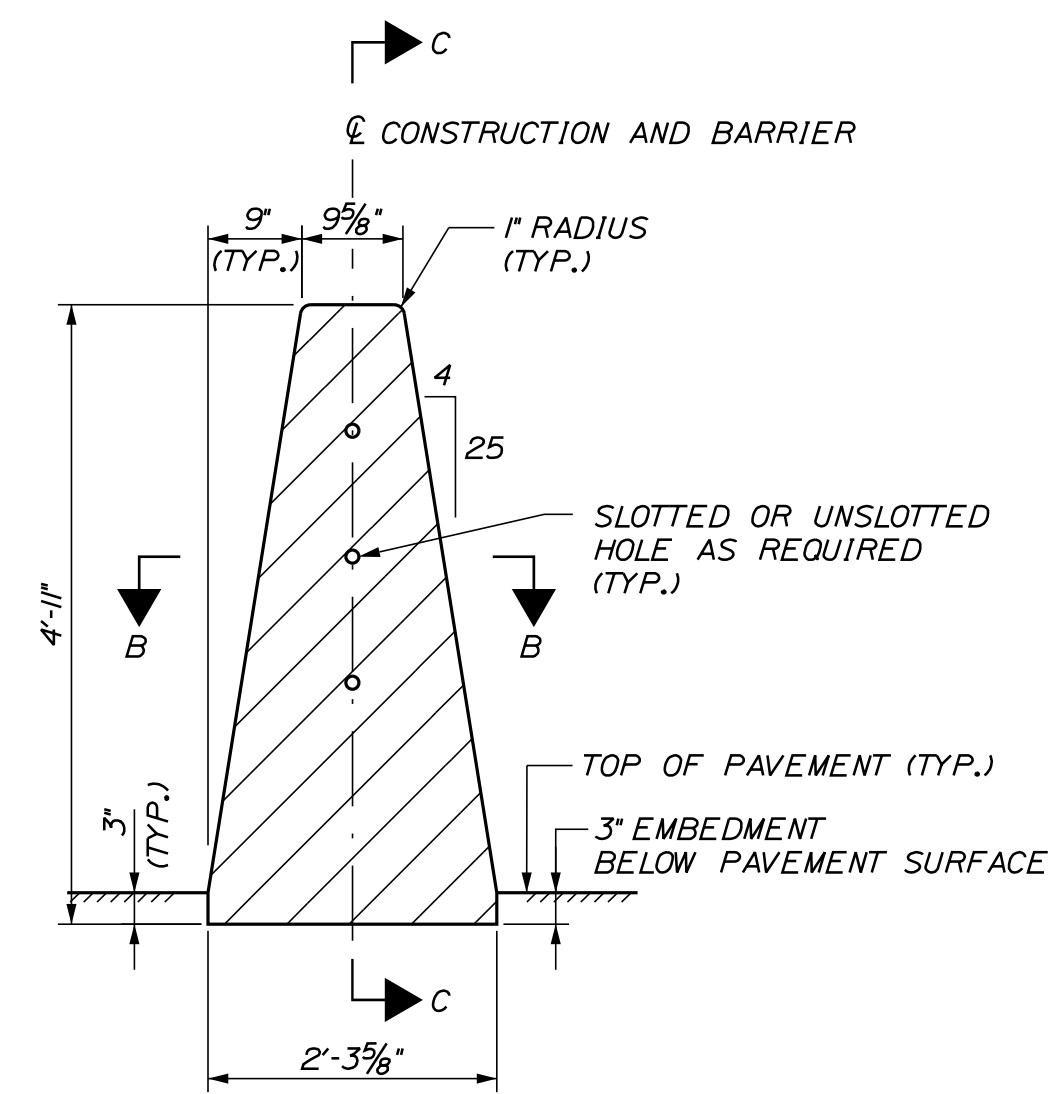
SPACING OF REFLECTORS	
RADIUS OF HORIZONTAL CURVE	℄ TO ℄ DISTANCE BETWEEN REFLECTORS
LESS THAN 2000'	115'
2000' TO 3000'	130'
3000' TO 5000'	160'
OVER 5000'	200'
TANGENT AREA	200'



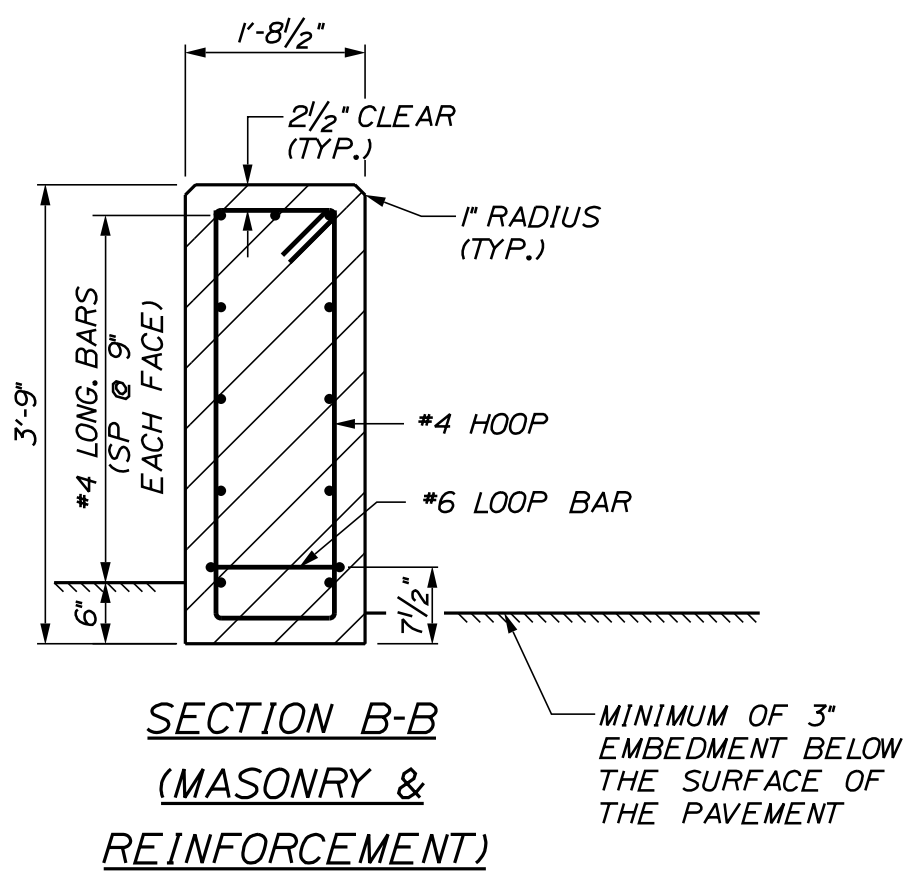
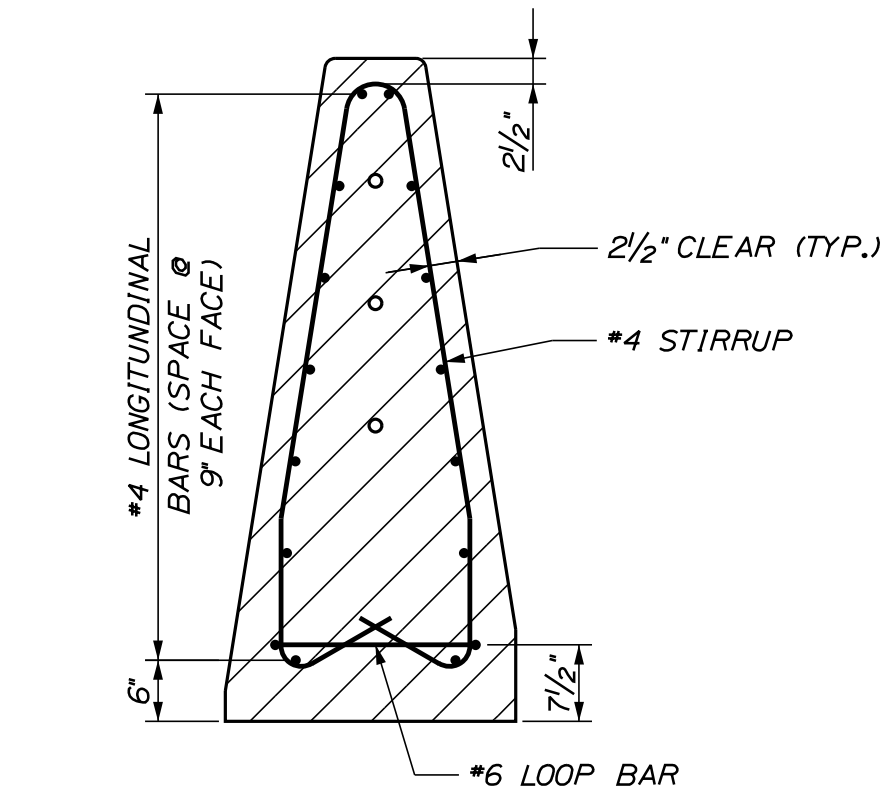
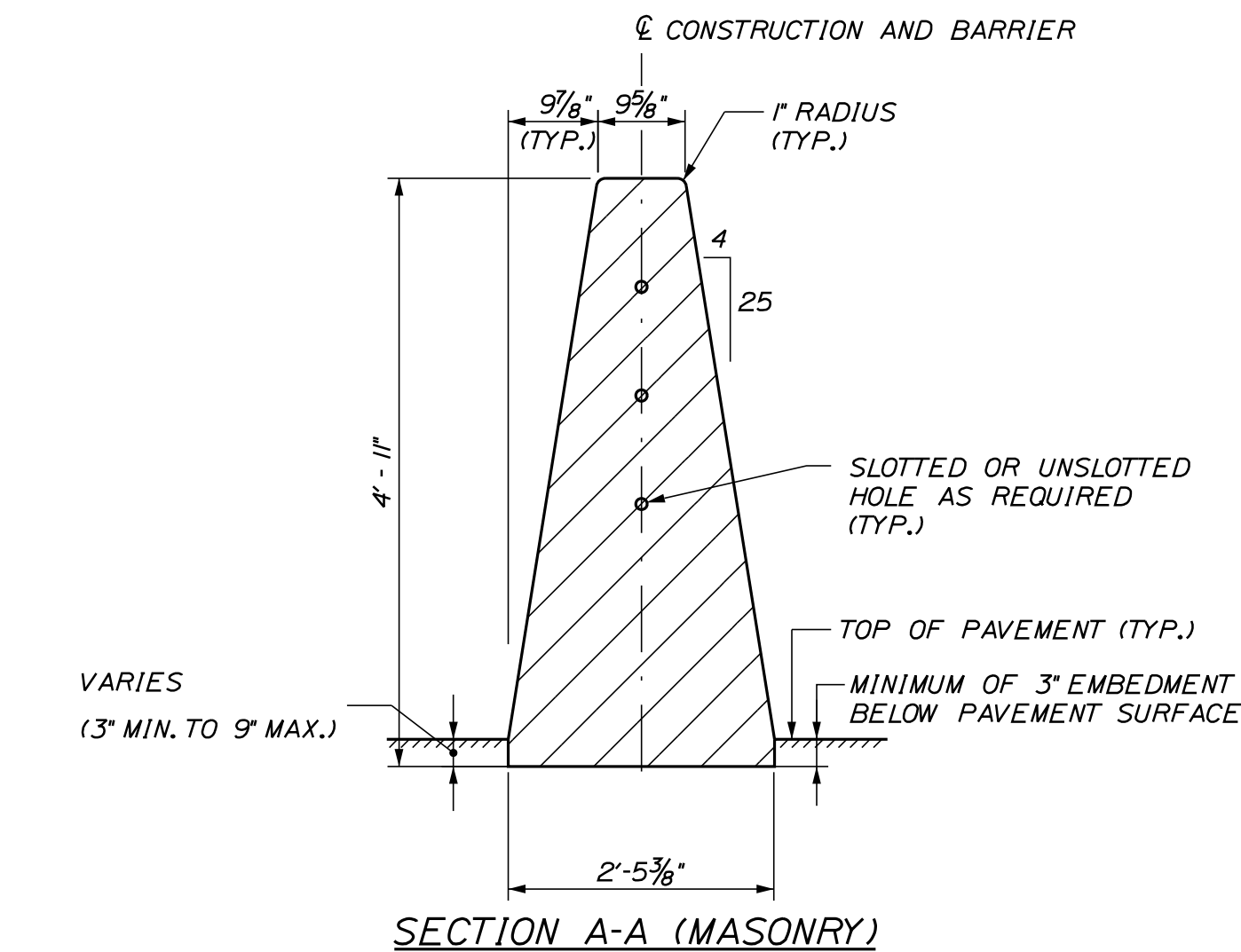
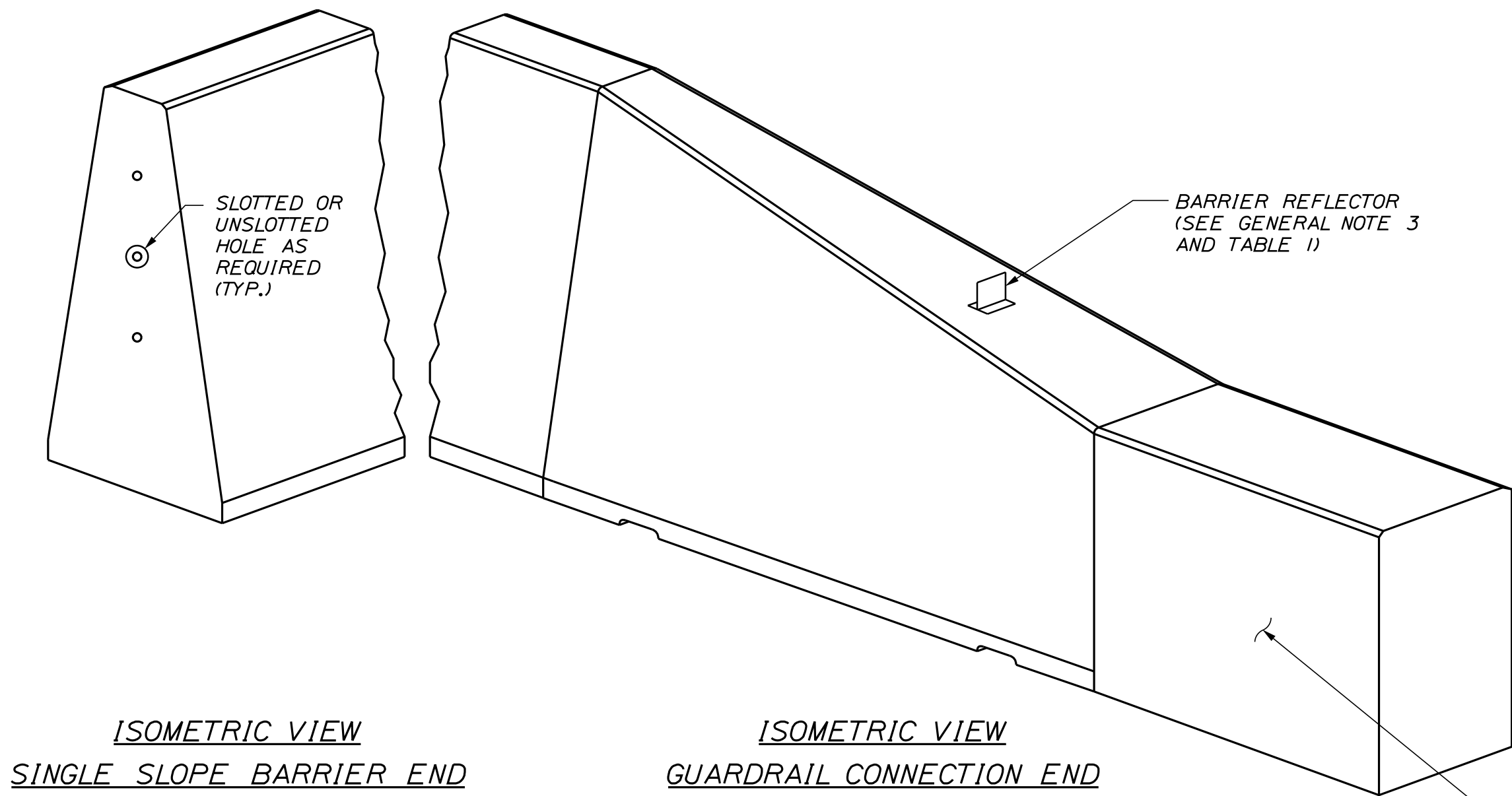
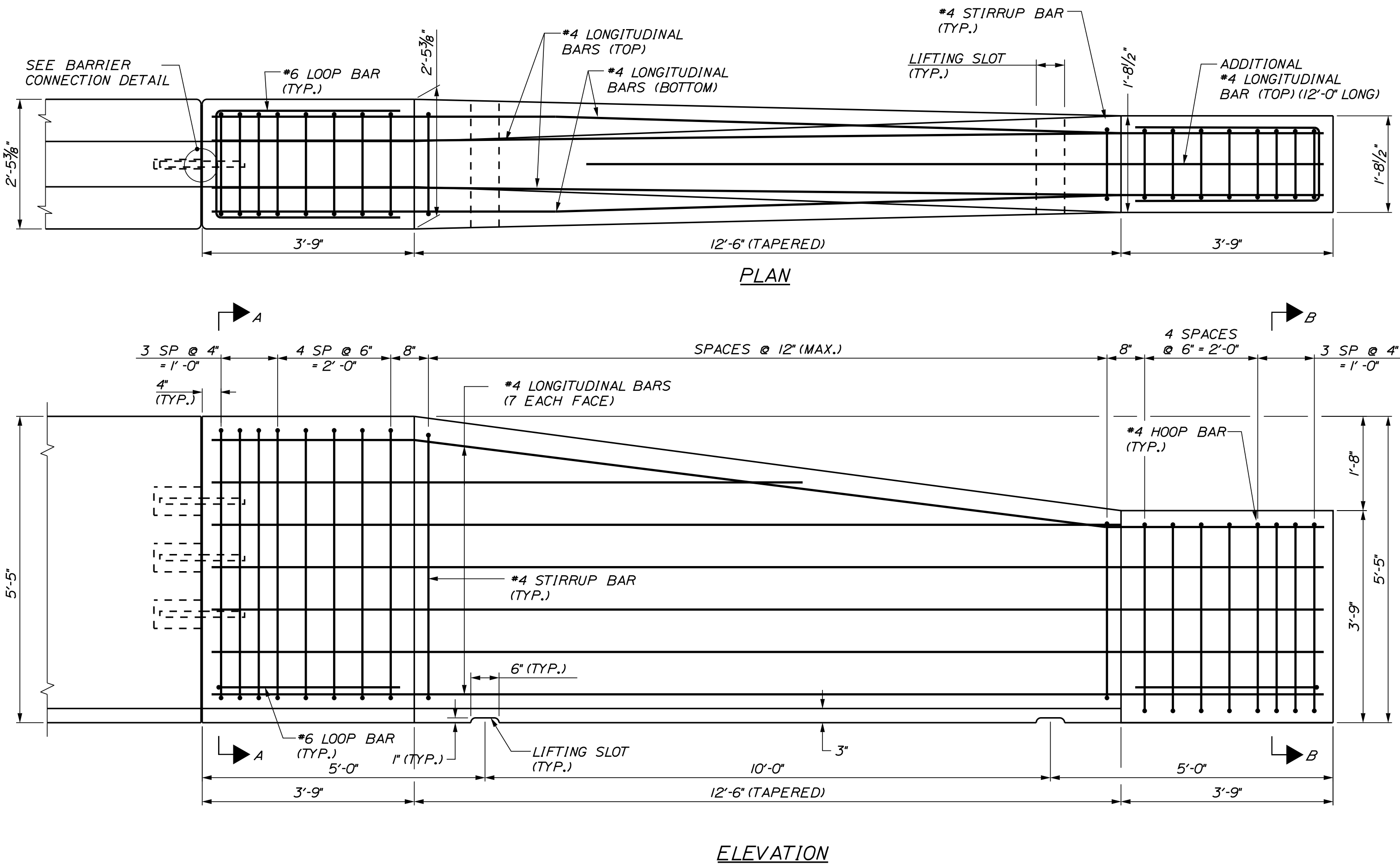
PERSPECTIVE VIEW
(SLOTTED END SHOWN)



SECTION A-A (REINFORCEMENT)



SECTION A-A (MASONRY)



- NOTES:
1. SEE SHEET II FOR BARRIER CONNECTION DETAIL.
 2. PREPARATION OF SUBGRADE SHALL BE PERFORMED TO ENSURE PROPER HEIGHT OF CONNECTING GUARDRAIL PRIOR TO SETTING CONCRETE TRANSITION BARRIER.

CONCRETE BARRIER REINFORCING SCHEDULE*				
DESCRIPTION	SIZE	NO.	UNBENT LENGTH	TYPE
LONGITUDINAL (EACH FACE)	#4	15	VARIES	—
STIRRUPS	#4	8	11'-8"	U
STIRRUPS	#4	8	10'-0"	U
STIRRUPS	#4	13	VARIES	U
LOOP BAR	#6	2	VARIES	U

#6 LOOP BAR (TOP VIEW)

#4 STIRRUP BAR

#4 STIRRUP BAR

#4 STIRRUP BAR

REINFORCING BAR DIMENSIONS WERE DEVELOPED BASED ON DUAL-COATED STEEL REINFORCING. IF GFRP REINFORCING IS USED THE CONTRACTOR SHALL MODIFY THE BAR DIMENSIONS AS REQUIRED TO PROVIDE A SATISFACTORY DESIGN IN ACCORDANCE WITH SPECIAL PROVISION 503, SUBSECTION 503.08.

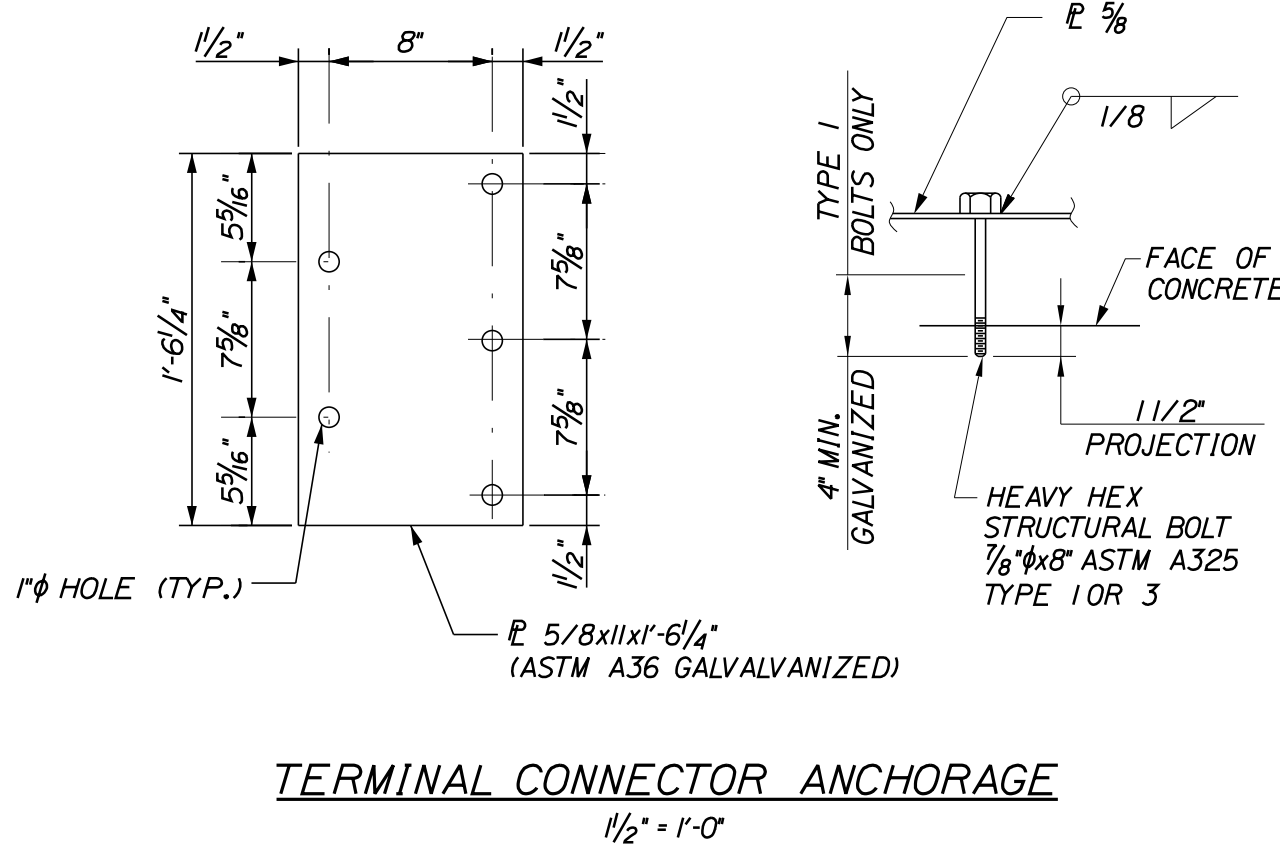
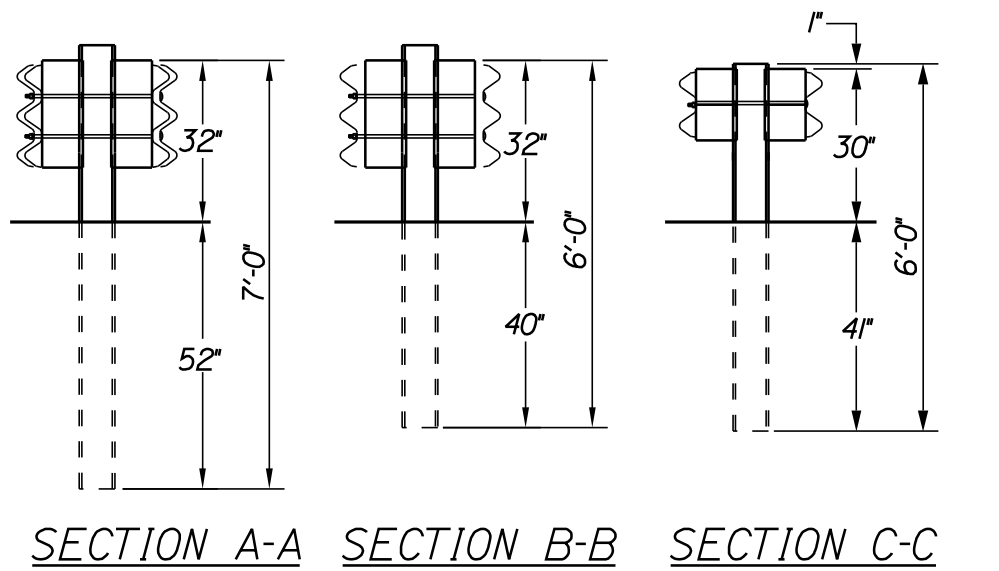
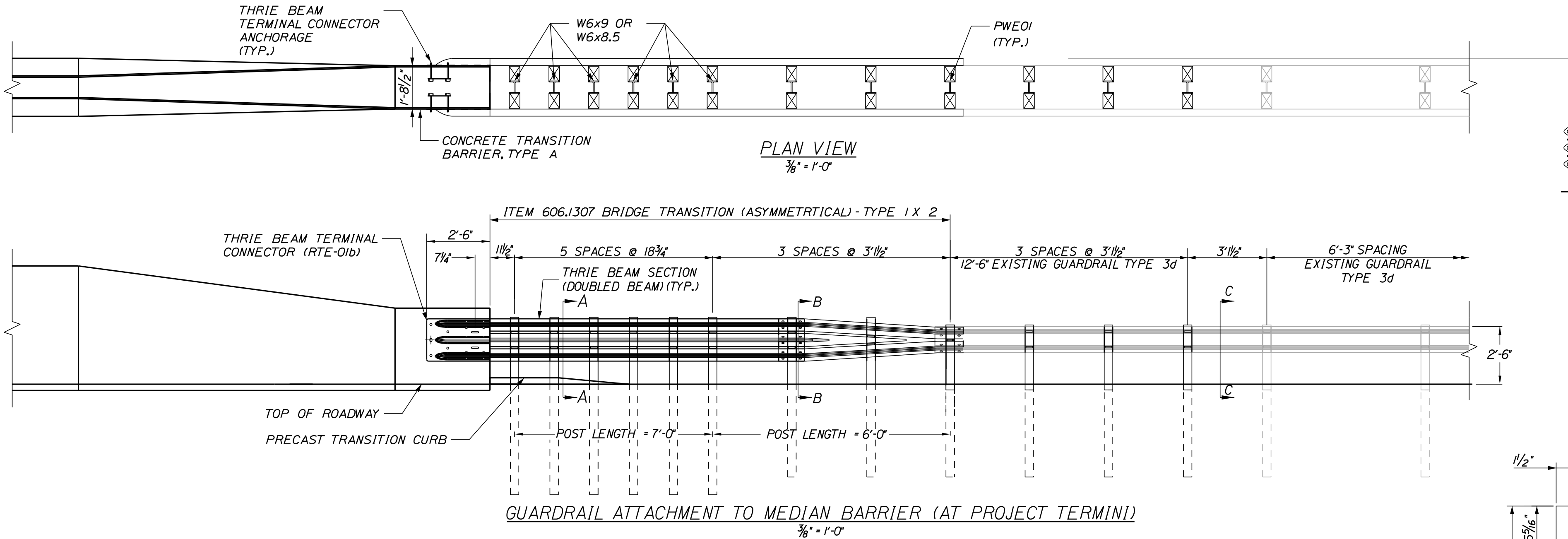
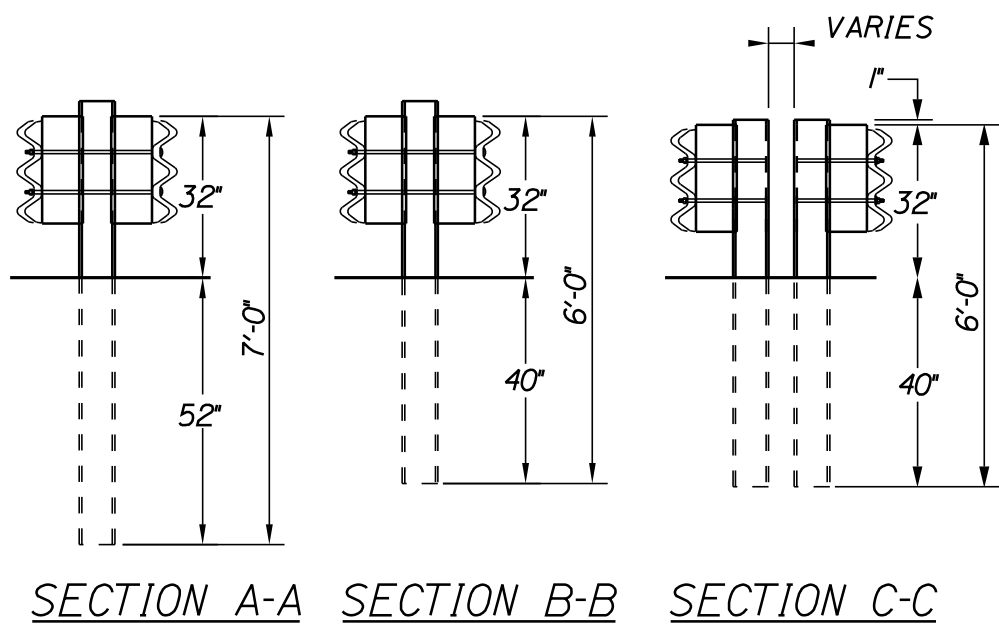
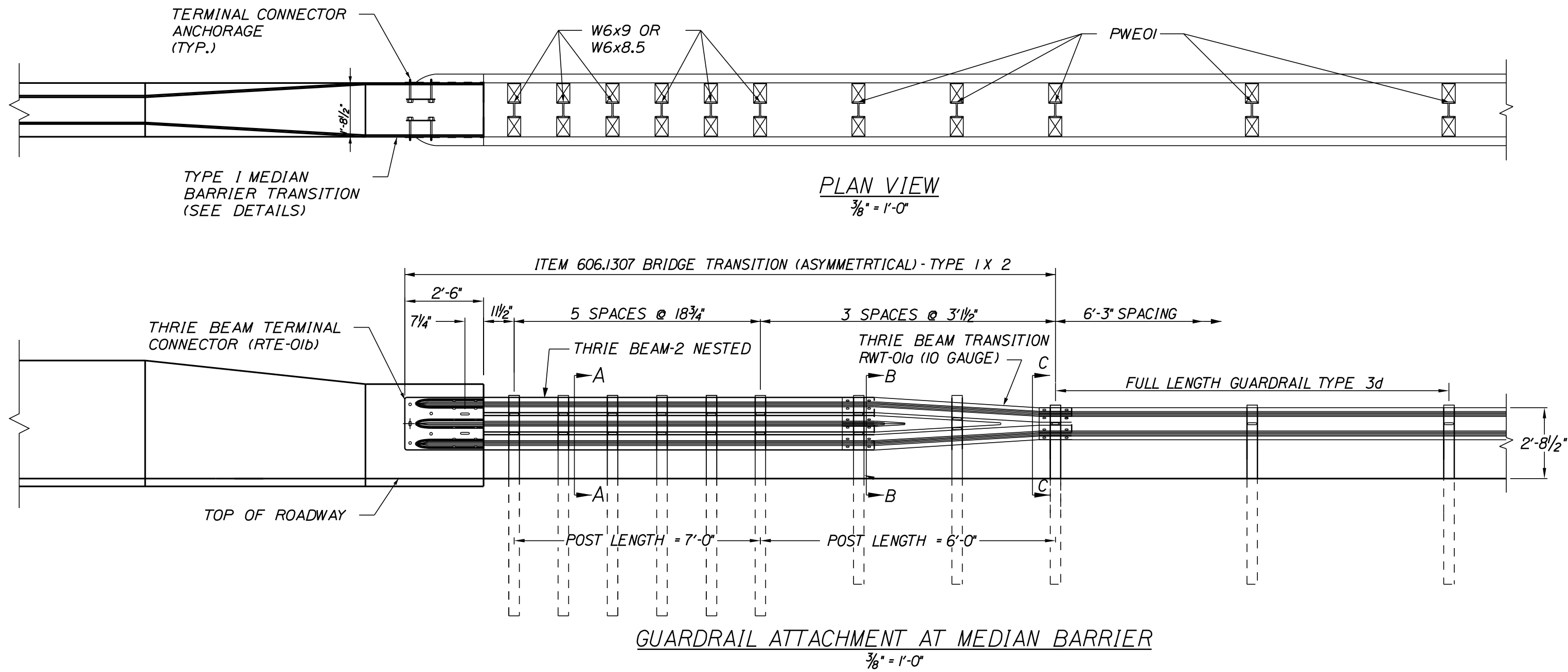
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GENERAL NOTES:

- ADDITIONAL HOLES MAY BE MADE IN THE THRIE-BEAM PANELS BY DRILLING, PUNCHING, OR OTHER MEANS THAT PRODUCE A NEAT, CLEAN HOLE. BURNING HOLES WILL NOT BE ALLOWED.
- STANDARD BARRIER HARDWARE HAS BEEN USED TO DEVELOP THESE GUARDRAIL ATTACHMENTS. DESIGNATIONS PROVIDED IN PARENTHESIS RELATE TO STANDARD ELEMENTS DETAILED IN "A GUIDE TO STANDARDIZED BARRIER RAIL HARDWARE," 1979, AASHTO-AGC-ARTBA JOINT COOPERATE COMMITTEE.
- RAIL ELEMENT SHALL MEET ALL THE REQUIREMENTS OF AASHTO M-180 EXCEPT AS MODIFIED ON THE PLANS. THE THRIE BEAM TRANSITION TO W-BEAM SHALL BE OF THE SAME MATERIAL, BUT SHALL NOT BE LESS THAN 10 GAUGE.
- AFTER INSTALLATION IS COMPLETE, UPSET THE THREAD ON THE ANCHOR BOLTS IN THREE PLACES AROUND EACH BOLT, AT THE JUNCTION OF THE NUT AND THE EXPOSED THREAD, WITH A CENTER PUNCH OR SIMILAR TOOL.
- EXTRA POSTS REQUIRED TO ATTACH TO EXISTING GUARDRAIL WILL BE INCIDENTAL TO THE MEDIAN BARRIER GUARDRAIL ATTACHMENT.

NOT TO SCALE

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2389700		WIN		23897.00		HIGHWAY PLANS	
BRUNSWICK-BATH		US ROUTE 1 NORTHBOUND & SOUTHBOUND		SP 526.501 GUARDRAIL DETAILS		SHEET NUMBER		6		OF 6	
PROJ. MANAGER		BY		DATE		SIGNATURE		P.E. NUMBER		DATE	
DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN-DETAILED		DESIGN-DETAILED		REVISIONS 1		REVISIONS 2	
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DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		REVISIONS 87		REVISIONS 88	
DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		REVISIONS 89		REVISIONS 90	
DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		REVISIONS 91		REVISIONS 92	
DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		REVISIONS 93		REVISIONS 94	
DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		REVISIONS 95		REVISIONS 96	
DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		REVISIONS 97		REVISIONS 98	
DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		REVISIONS 99		REVISIONS 100	