

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



SPECIFICATIONS

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

DESIGN LOADING

Live Load HL - 93 Modified

TRAFFIC DATA

Current (2020) AADT 8,860
Future (2040) AADT 9,750
DHV - % of AADT 10%
Design Hour Volume 975
Heavy Trucks (% of AADT) 14%
Heavy Trucks (% of DHV) 7%
Directional Distribution (% of DHV) 65%
18 kip Equivalent P 2.0 695
18 kip Equivalent P 2.5 662
Design Speed (mph) 35

HYDROLOGIC DATA

Drainage Area 1,595 sq mi
Design Discharge (Q50) 32,250 cfs
Check Discharge (Q100) 40,050 cfs
Headwater Elevation (Q50) 128.0 ft
Headwater Elevation (Q100) 128.6 ft
Discharge Velocity (Q50) 10.3 fps
Discharge Velocity (Q100) 11.3 fps
Headwater Elevation (Q1.1)* 126.5 ft
Discharge Velocity (Q1.1)* 2.5 fps
Headwater Elevation (Q25) 127.6 ft
Headwater Elevation (Q10) 127.2 ft
Discharge Velocity (Q10) 7.9 fps

*Hydraulics at the bridge are influenced by the operation of the Skeleton Dam located approximately 1.8 miles downstream. This facility has significant spillway capacity and can maintain water surface elevations between 123 and 127 ft (NAVD88), with typical pool levels ranging from 126.5 to 127 ft (NAVD88).

MATERIALS

Concrete:
Decks, Barriers & Curbs Class "A1"
All Other Class "A"
Plain Reinforcing Steel ASTM A615, Grade 60
Low Carbon Chromium Reinforcing Steel ASTM A1035, Type CS, Grade 100
GFRP Reinforcing ASTM D7957

Structural Steel:
All Material (except as noted) ASTM A 709, Grade 50W (unpainted)
High Strength Bolts ASTM F 3125, Grade A 325, Type 3

BASIC DESIGN STRESSES

Class A & A1 Concrete f'c = 4,000 psi
Plain Reinforcing Steel f y = 60,000 psi
Low Carbon Chromium Reinforcing Steel f y = 100,000 psi
GFRP:
Minimum Tensile Strength Ffu = 142,000 psi
Minimum Elastic Modulus Ef = 8,700,000 psi
Minimum Nominal Tensile Strain 1.60%

Structural Steel:
ASTM A 709, Grade 50W F y = 50,000 psi
ASTM F 3125, Grade A325, Type 3 F μ = 120,000 psi

HOLLIS-BUXTON
YORK COUNTY
SALMON FALLS BRIDGE
OVER
SACO RIVER
U.S. 202, 4, & 117
FEDERAL PROJECT NO. 2364300
PROJECT LENGTH 0.114 mi.
BRIDGE NO. 3708

LIST OF DRAWINGS

Title Sheet 1
Estimated Quantities & General Notes 2
General Plan 3
Profile 4
Boring Location Plan 5
Interpretive Subsurface Profile 6
Boring Logs 7
Highway Approach Typical Sections 8
Cross Sections 9-16
Detour Plan 17
Route 4A Widening Plan 18
Route 4A Widening Profiles 19
Route 4A Widening Typical Sections 20
Route 4A & 117 Temporary Signal Plan 21
Route 4A & 112 Temporary Signal Plan 22
Route 4A & 117 Intersection Signing Plan 23
Route 4A & 112 Intersection Signing Plan 24
Cross Sections, Route 4A 25-28
Cross Sections, Country Club Road 29-30
Cross Sections, Usher Mill Road 31
Abutment No. 1 Footing & Footing Reinforcing 32
Abutment No. 1 Plan, Elevation & Section 33
Abutment No. 1 Reinforcing 34
Abutment No. 1 Wingwalls & Wingwall Reinforcing 35
Abutment No. 2 Footing & Footing Reinforcing 36
Abutment No. 2 Plan, Elevation & Section 37
Abutment No. 2 Reinforcing 38
Abutment No. 2 Wingwalls & Wingwall Reinforcing 39
Approach Slab 40
Bearings 41
Framing Plan 42
Structural Steel Details I 43
Structural Steel Details II 44
Superstructure Plan 45
Superstructure Reinforcing 46
Reinforcing Steel Schedule 47-49
Traffic Signal Plans 50-51
Right-of-Way Maps 52-53

UTILITIES

Central Maine Power Company
Charter Communications, Inc.
Maine Fiber Company
OTELCO (South)

MAINTENANCE OF TRAFFIC

The bridge will be closed to traffic during construction, with traffic detoured.

PROJECT LOCATION	U.S. 202, 4, & 117, Salmon Falls Bridge (#3708) over Saco River Located 1.1 mile west of Junction Route 112 Lat./Long. 43°35'47.3" N 70°33'14.2" W
PROGRAM AREA	Bridge
OUTLINE OF WORK	Bridge Replacement

Date:2/6/2026

Username: 8646

Division: HIGHWAY

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

WIN 023643.00

2364300

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED

COMMISSIONER

CHIEF ENGINEER

3-19-26
3-19-26

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SIGNATURE

P.E. NUMBER

DATE

02/08/2026

PROJECT INFORMATION

PROGRAM

PROJECT MANAGER

DESIGNER

CONSULTANT

PROJECT RESIDENT

CONTRACTOR

PROJECT COMPLETION DATE

BRIDGE
JULIE BRASK
MIKE CULMO
CHA CONSULTING, INC.

HOLLIS-BUXTON
SALMON FALLS BRIDGE

TITLE SHEET

SHEET NUMBER

1

OF 53

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.23	REMOVING SINGLE TREE TOP ONLY	1	EA
201.24	REMOVING STUMP	1	EA
202.19	REMOVING EXISTING BRIDGE (1030 CY)	1	LS
202.20	REMOVING BITUMINOUS CONCRETE PAVEMENT	162	SY
202.202	REMOVING PAVEMENT SURFACE	2890	SY
203.20	COMMON EXCAVATION	1730	CY
203.24	COMMON BORROW	10	CY
203.25	GRANULAR BORROW	952	CY
206.082	STR EA EXC-MAJOR STRUCTURES	1555	CY
206.092	STRUCTURAL ROCK EXCAV - MAJOR STRUCTURES	211	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	890	CY
403.2081	12.5 MM POLYMER MODIFIED HMA	490	TON
403.209	HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVEWAY, ISLAND & INCIDENTALS)	2	TON
403.2131	12.5 MM POLYMER MODIFIED HMA BASE	320	TON
409.15	BITUMINOUS TACK COAT, APPLIED	305	G
502.219	STRUCTURAL CONCRETE, ABUT & RET WALLS (527 CY)	1	LS
502.26	STR CONC RD & SW SLABS ON STEEL BRIDGE (220 CY)	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLABS (24 CY)	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS (29 CY)	1	LS
502.565	CONCRETE FILL	76	CY
503.12	REINFORCING STEEL, FABRICATED/DELIVERED	43500	LB
503.13	REINFORCING STEEL, PLACING	43500	LB
503.19	LOW-CARBON, CHROMIUM REINF - FAB & DEL	28900	LB
503.20	LOW-CARBON, CHROMIUM REINF - PLACING	28900	LB
504.702	STRUCTURAL STEEL FAB'D & DELIV'D, WELDED (607000 LB)	1	LS
504.71	STRUCTURAL STEEL ERECTION (607000 LB)	1	LS
505.08	SHEAR CONNECTORS (2530 EA)	1	LS
507.0831	STEEL BRIDGE RAILING, 4 BAR (425 LF)	1	LS
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE (839 SY)	1	LS
511.07	COFFERDAM, ABUTMENT NO.1	1	LS
511.07	COFFERDAM, ABUTMENT NO. 2	1	LS
512.081	FRENCH DRAINS (178 LF)	1	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (643 SY)	1	LS
523.52	BEARING INSTALLATION	10	EA
523.5402	LAMINATED ELASTOMERIC BEARINGS, EXPANSION	10	EA
526.301	PORTABLE CONCRETE BARRIER TYPE 1 (120 LF)	1	LS
526.34	PERMANENT CONC TRANSITION BARRIER	4	EA
530.30	GLASS FIBER REINF POLY FAB & DEL	58330	LF
530.31	GLASS FIBER REINF POLY PLACING	58330	LF
604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	2	EA
606.1301	31"W-BM GR, MID-WAY SPLICE-SGL FACED	105	LF
606.1304	31"W-BM GR, MID-WAY SPLICE-OVER 15' RAD	203	LF
606.1306	31"W-BM GR, MID-WAY SPLICE, TANGENT TERMINAL	1	EA
606.1307	BRIDGE TRANSITION (ASYMMETRICAL) TYPE 1A	4	EA
606.265	TERM END - SINGLE RAIL- GALVANIZED STEEL	1	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	6	EA
609.31	CURB TYPE 3	170	LF
610.08	PLAIN RIPRAP	244	CY
610.16	HEAVY RIPRAP	199	CY
610.18	STONE DITCH PROTECTION	160	CY
613.319	EROSION CONTROL BLANKET	95	SY
615.07	LOAM	60	CY
618.13	SEEDING METHOD NUMBER 1 (COUNTRY CLUB ROAD RT & USHER HILL RD LT & RT)	3	UN
618.14	SEEDING METHOD NUMBER 2 (COUNTRY CLUB ROAD LT & RT, AND RTE 4A LT)	3	UN
618.141	SEEDING METHOD NUMBER 3 (RTE 4A WESTBOUND BACKSLOPE)	4	UN
619.12	MULCH	10	UN
619.14	EROSION CONTROL MIX	200	CY
620.58	EROSION CONTROL GEOTEXTILE	550	SY
626.22	NON-METALLIC CONDUIT	10	LF
626.221	NON-METALLIC CONDUIT, CONCRETE ENCASED	10	LF
626.38	GROUND MOUNTED CABINET FOUNDATION	1	EA
627.733	4 INCH WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	3700	LF
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	500	SF
629.05	HAND LABOR, STRAIGHT TIME	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
643.21	NON-INVASIVE DETECTION - STOP LINE, ROUTE 202 AT JOY VALLEY RD	1	LS
643.22	NON-INVASIVE DETECTION - ADVANCE, ROUTE 202 AT JOY VALLEY RD	1	LS
643.72	TEMPORARY TRAFFIC SIGNAL, ROUTE 4A & 117	1	LS
643.72	TEMPORARY TRAFFIC SIGNAL, ROUTE 4A & 112	1	LS
643.80	TRAFFIC SIGNAL AT, ROUTE 202, SALMON FALLS RD, JOY VALLEY RD	1	LS
645.292	REGULATORY, WARNING, CONFIRMATION AND ROUTE SIGNS TYPE 11	283	SF
645.305	SIGN MOUNTED BEACON ARRAY, ROUTE 4A EASTBOUND	1	LS
645.305	SIGN MOUNTED BEACON ARRAY, ROUTE 4A WESTBOUND	1	LS
645.513	ADVANCED SOLAR POWERED FLASHING WARNING SIGN	4	EA
645.561	36" STOP SIGN - SOLAR POWERED	4	EA
652.312	TYPE III BARRICADE	6	EA
652.33	DRUM	50	EA
652.34	CONE	100	EA
652.35	CONSTRUCTION SIGNS	918	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1	LS
652.38	FLAGGER	500	HR
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	10	EA
654.351	CONNECTED ROADSIDE UNIT (RSU)	1	EA
656.75	TEMPORARY SOIL EROSION & WATER POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS
660.21	ON-THE-JOB TRAINING (BID)	1000	HR

GENERAL CONSTRUCTION NOTES

1. For easements, construction limits, and right of way lines, refer to the Right of Way Map.
2. The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to Contract items.
3. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.
4. Existing signs within the Project limits shall be removed and reset as directed by the Resident. Payment for removal and reinstallation of existing signs will be considered incidental to the Contract. No separate payment will be made.
5. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.
6. In areas where the Resident directs the Contractor not to excavate to the subgrade line shown on the plans, payment for removing existing pavement, grubbing, shaping, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items.
7. All embankment material, except as otherwise shown, placed below EL 128.6 shall be Granular Borrow meeting the requirements of Standard Specifications Subsection 703.19, Granular Borrow, for Material for Underwater Backfill.
8. Place riprap on sideslopes up to bottom of aggregate subbase course gravel.
9. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.
10. Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Pay Item 619.14, Erosion Control Mix.
11. Place a 24 inch wide strip of Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.
12. A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.
13. Where it is apparent that runoff will cause continual erosion, Erosion Control Blanket, seeded gutters, riprap downspouts, and other gutters lined with Stone Ditch Protection shall be constructed after paving and shoulder work is completed. Payment will be made under the appropriate Contract items.
14. Protective Coating for Concrete Surfaces shall be applied to the following areas:
- All exposed surfaces of concrete curbs,
Fascias down to the drip notch,
All exposed surfaces of Concrete Transition Barriers,
Top of abutment backwalls and wingwalls, and
To one foot below the ground on vertical walls against earth.
15. Project information referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/contractors/>
16. 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.

17. 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.
18. The project geotechnical report titled: Geotechnical Engineering Report, Salmon Falls Bridge over Saco River, WIN 023643.00, Hollis-Buxton, Maine, July 2025 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 and Time.
21. 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.
22. The existing bridge shall be removed by and become the property of the Contractor. 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.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2364300

WIN
023643.00
BRIDGE NO. 3708
BRIDGE PLANS

PROJ. MANAGER

J. Brack

BY

DATE

DESIGN-DETAILED

P. Lushion

CHECKED-REVIEWED

C. Wall

DESIGN-DETAILED

R. Howe

DESIGN-DETAILED

U. Lumsd

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

SIGNATURE

P.E. NUMBER

DATE

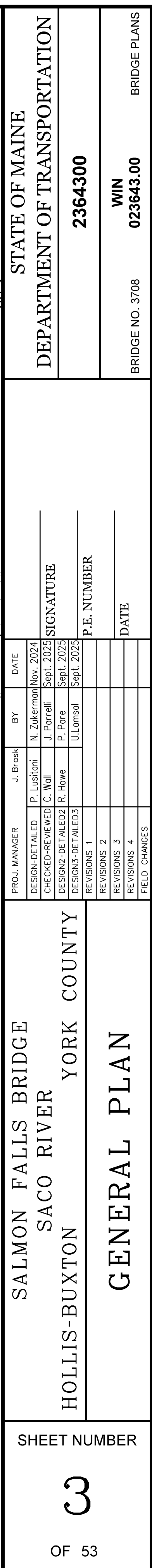
SALMON FALLS BRIDGE
SACO RIVER
HOLLIS-BUXTON
YORK COUNTY

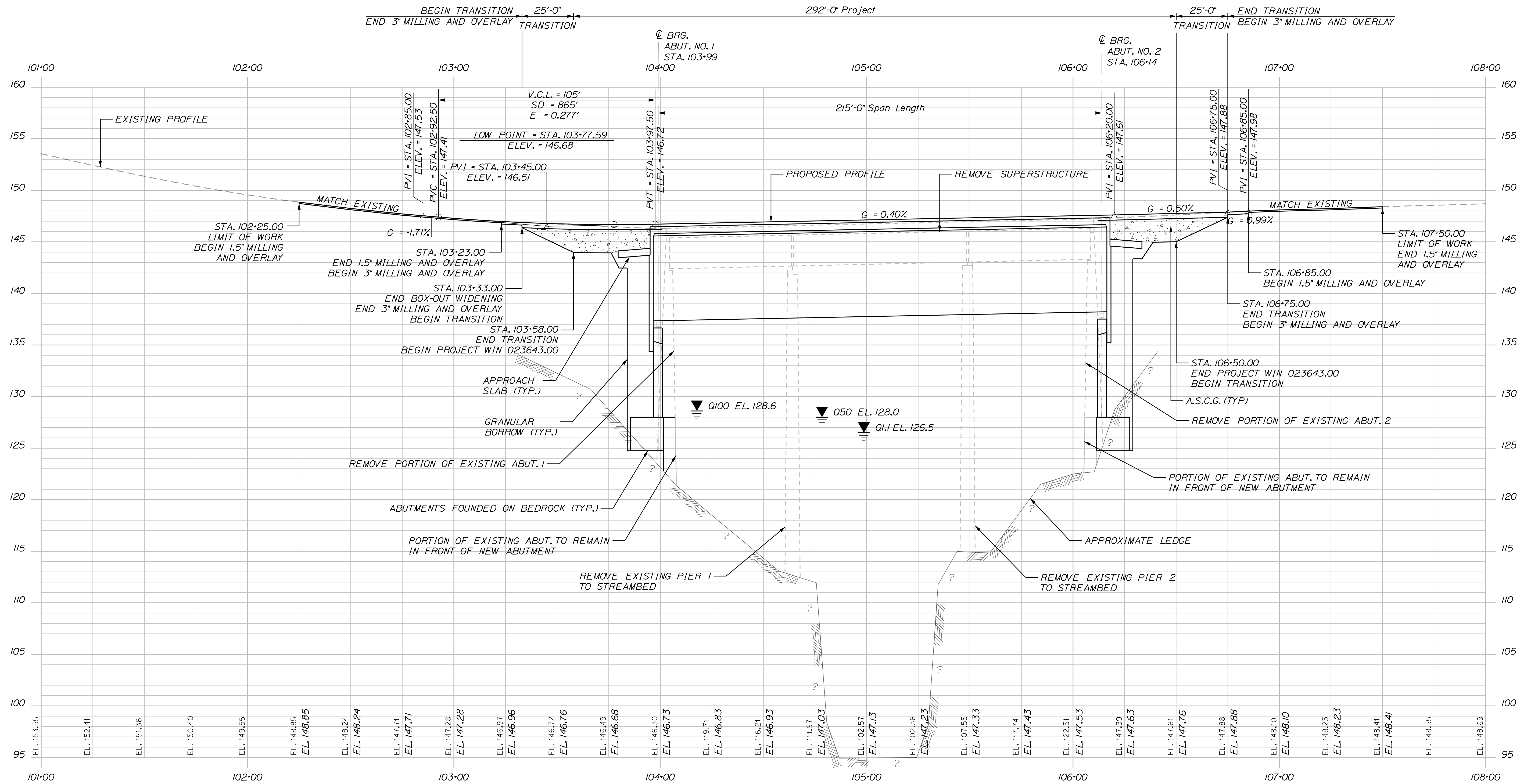
ESTIMATED QUANTITIES &
GENERAL NOTES

SHEET NUMBER

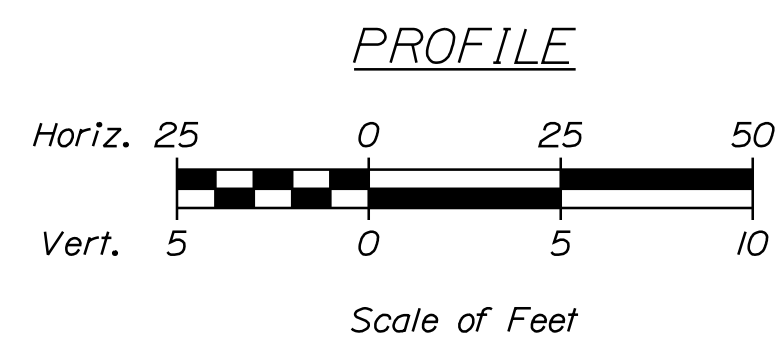
2

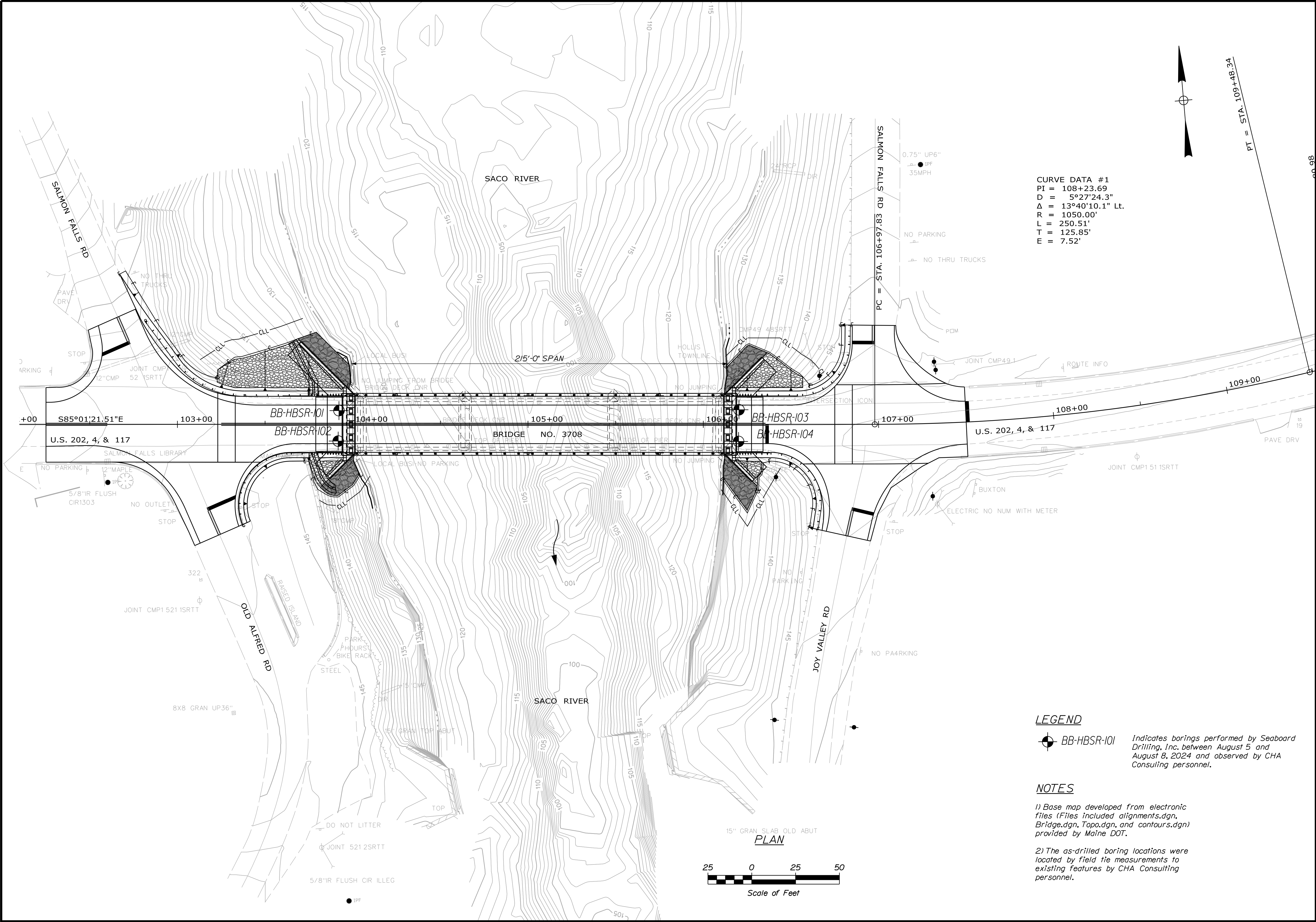
OF 53





US 202/RTE 4/RTE 117 PROFILE





CURVE DATA #1
PI = 108+23.69
D = 5°27'24.3"
Δ = 13°40'10.1" Lt.
R = 1050.00'
L = 250.51'
T = 125.85'
E = 7.52'

LEGEND

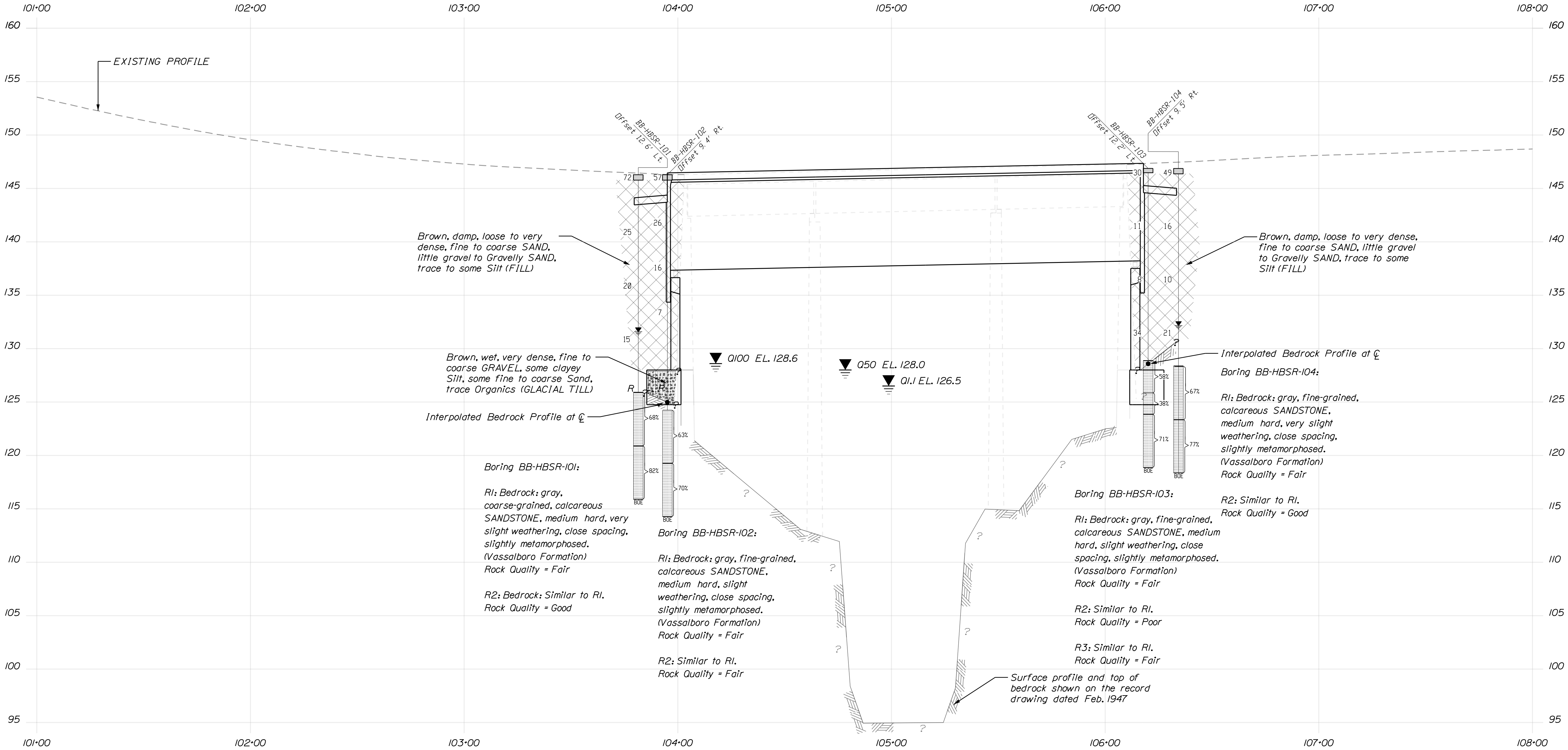
BB-HBSR-101 Indicates borings performed by Seaboard Drilling, Inc. between August 5 and August 8, 2024 and observed by CHA Consulting personnel.

NOTES

1) Base map developed from electronic files (Files included alignments.dgn, Bridge.dgn, Topo.dgn, and contours.dgn) provided by Maine DOT.

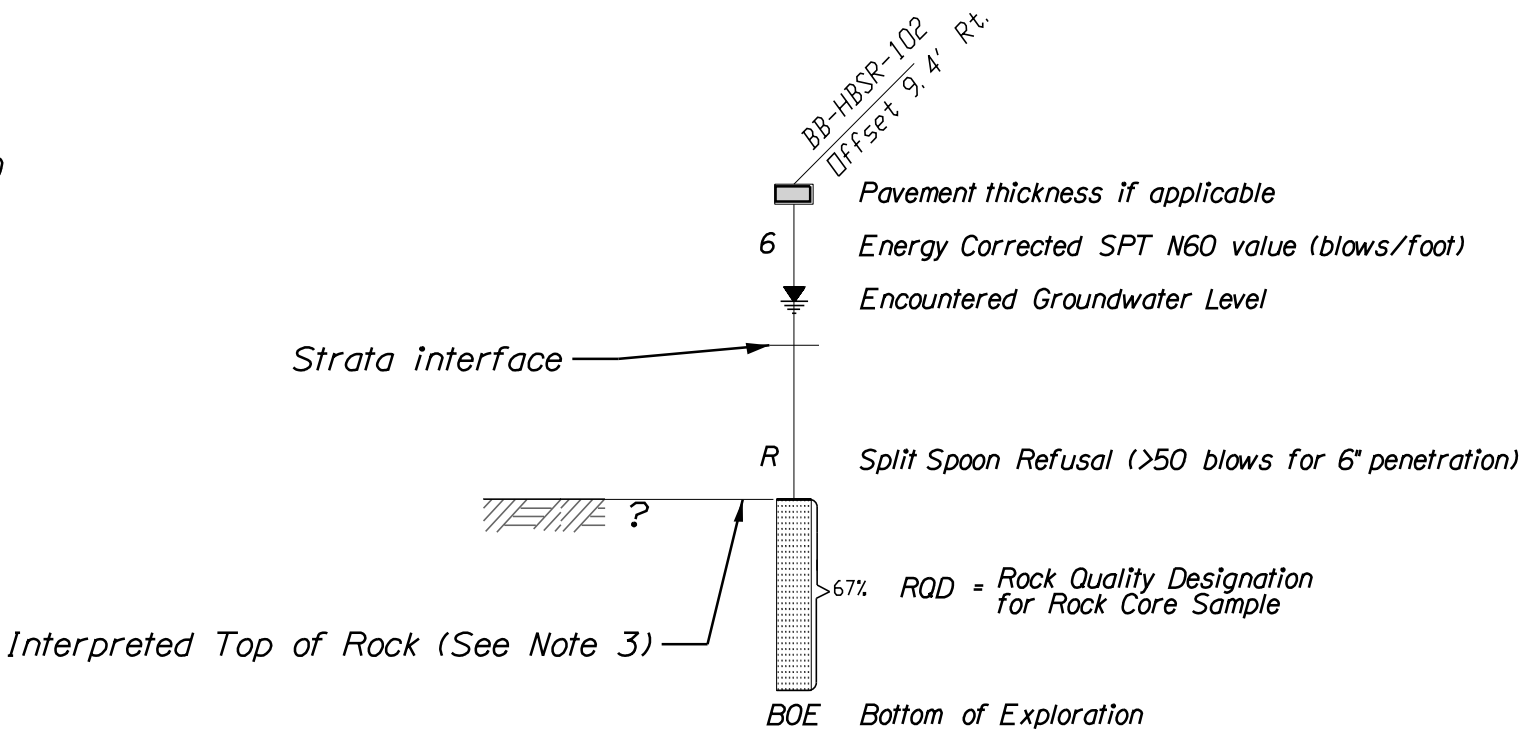
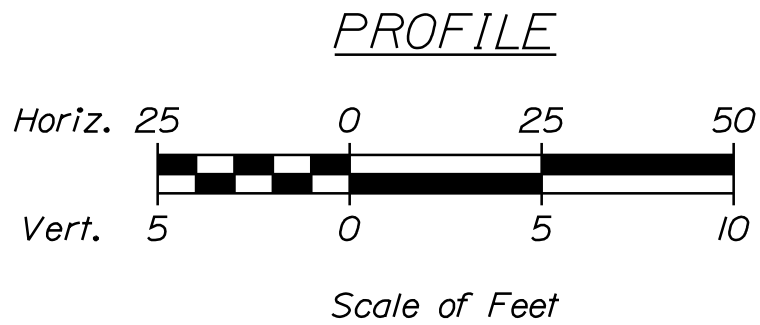
2) The as-drilled boring locations were located by field tie measurements to existing features by CHA Consulting personnel.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SIGNATURE	P.E. NUMBER	DATE	SHEET NUMBER
2364300				5
BRIDGE NO. 3708	WIN	023643.00		OF 53
BRIDGE PLANS				



NOTES:

- 1) Base map developed from electronic files provided by Maine DOT.
- 2) BB-HBSR-100 series bridge borings were performed by Seaboard Drilling, Inc. and observed by CHA Consulting personnel between August 5 and August 8, 2024.
- 3) This generalized interpretive soil profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil and bedrock transitions may vary and are probably more erratic. For more specific information, refer to the boring logs.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2364300

WIN
023643.00

BRIDGE NO. 3708
BRIDGE PLANS

SALMON FALLS BRIDGE
SACO RIVER
HOLLIS-BUXTON
YORK COUNTY

INTERPRETIVE
SUBSURFACE PROFILE

SHEET NUMBER
6
OF 53

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
J. Brack	N. Zulerman	Nov. 2024			
DESIGN-DETAILED	P. Lushton	Nov. 2024			
CHECKED-REVIEWED	C. Wall	Sept. 2025			
DESIGN-DETAILED	J. Perrelli	Sept. 2025			
DESIGN-DETAILED	P. Pare	Sept. 2025			
DESIGN-DETAILED	U. Lumsd	Sept. 2025			
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Soil Core Log

Soil/Back Department Log

US CUSTOMER: MBIA

Project: Millis-Boston Bridge

Location: Millis, MA

Boring No.: BB-HSBR-102

Wdr: 23643.00

Driller: Seaboard Drilling, Inc.

Operator: M. Bussey

Logged by: C. Hough

Start/Stop Time: Aug. 5 8:00 A.M. 2004

Boring Location: 103-03.1 9.0 R1

Elevation (ft.): 146.5

Bottom: MWD80

Log Type: Non-log B-HS

Drilling Method: Flush-Joint Casing

Casing 10/20

Header Type: Acoustic Hydraulic Page 6 Continued

1. Max Core Size: SSA - Solid Stem Auger

2. Max Core Length: SSA - Solid Stem Auger

3. Max Core Diameter: SSA - Solid Stem Auger

4. Max Core Weight: SSA - Solid Stem Auger

5. Max Core Depth: SSA - Solid Stem Auger

6. Max Core Diameter: SSA - Solid Stem Auger

7. Max Core Weight: SSA - Solid Stem Auger

8. Max Core Depth: SSA - Solid Stem Auger

9. Max Core Diameter: SSA - Solid Stem Auger

10. Max Core Weight: SSA - Solid Stem Auger

11. Max Core Depth: SSA - Solid Stem Auger

12. Max Core Diameter: SSA - Solid Stem Auger

13. Max Core Weight: SSA - Solid Stem Auger

14. Max Core Depth: SSA - Solid Stem Auger

15. Max Core Diameter: SSA - Solid Stem Auger

16. Max Core Weight: SSA - Solid Stem Auger

17. Max Core Depth: SSA - Solid Stem Auger

18. Max Core Diameter: SSA - Solid Stem Auger

19. Max Core Weight: SSA - Solid Stem Auger

20. Max Core Depth: SSA - Solid Stem Auger

21. Max Core Diameter: SSA - Solid Stem Auger

22. Max Core Weight: SSA - Solid Stem Auger

23. Max Core Depth: SSA - Solid Stem Auger

24. Max Core Diameter: SSA - Solid Stem Auger

25. Max Core Weight: SSA - Solid Stem Auger

26. Max Core Depth: SSA - Solid Stem Auger

27. Max Core Diameter: SSA - Solid Stem Auger

28. Max Core Weight: SSA - Solid Stem Auger

29. Max Core Depth: SSA - Solid Stem Auger

30. Max Core Diameter: SSA - Solid Stem Auger

31. Max Core Weight: SSA - Solid Stem Auger

32. Max Core Depth: SSA - Solid Stem Auger

33. Max Core Diameter: SSA - Solid Stem Auger

34. Max Core Weight: SSA - Solid Stem Auger

35. Max Core Depth: SSA - Solid Stem Auger

36. Max Core Diameter: SSA - Solid Stem Auger

37. Max Core Weight: SSA - Solid Stem Auger

38. Max Core Depth: SSA - Solid Stem Auger

39. Max Core Diameter: SSA - Solid Stem Auger

40. Max Core Weight: SSA - Solid Stem Auger

41. Max Core Depth: SSA - Solid Stem Auger

42. Max Core Diameter: SSA - Solid Stem Auger

43. Max Core Weight: SSA - Solid Stem Auger

44. Max Core Depth: SSA - Solid Stem Auger

45. Max Core Diameter: SSA - Solid Stem Auger

46. Max Core Weight: SSA - Solid Stem Auger

47. Max Core Depth: SSA - Solid Stem Auger

48. Max Core Diameter: SSA - Solid Stem Auger

49. Max Core Weight: SSA - Solid Stem Auger

50. Max Core Depth: SSA - Solid Stem Auger

51. Max Core Diameter: SSA - Solid Stem Auger

52. Max Core Weight: SSA - Solid Stem Auger

53. Max Core Depth: SSA - Solid Stem Auger

54. Max Core Diameter: SSA - Solid Stem Auger

55. Max Core Weight: SSA - Solid Stem Auger

56. Max Core Depth: SSA - Solid Stem Auger

57. Max Core Diameter: SSA - Solid Stem Auger

58. Max Core Weight: SSA - Solid Stem Auger

59. Max Core Depth: SSA - Solid Stem Auger

60. Max Core Diameter: SSA - Solid Stem Auger

61. Max Core Weight: SSA - Solid Stem Auger

62. Max Core Depth: SSA - Solid Stem Auger

63. Max Core Diameter: SSA - Solid Stem Auger

64. Max Core Weight: SSA - Solid Stem Auger

65. Max Core Depth: SSA - Solid Stem Auger

66. Max Core Diameter: SSA - Solid Stem Auger

67. Max Core Weight: SSA - Solid Stem Auger

68. Max Core Depth: SSA - Solid Stem Auger

69. Max Core Diameter: SSA - Solid Stem Auger

70. Max Core Weight: SSA - Solid Stem Auger

71. Max Core Depth: SSA - Solid Stem Auger

72. Max Core Diameter: SSA - Solid Stem Auger

73. Max Core Weight: SSA - Solid Stem Auger

74. Max Core Depth: SSA - Solid Stem Auger

75. Max Core Diameter: SSA - Solid Stem Auger

76. Max Core Weight: SSA - Solid Stem Auger

77. Max Core Depth: SSA - Solid Stem Auger

78. Max Core Diameter: SSA - Solid Stem Auger

79. Max Core Weight: SSA - Solid Stem Auger

80. Max Core Depth: SSA - Solid Stem Auger

81. Max Core Diameter: SSA - Solid Stem Auger

82. Max Core Weight: SSA - Solid Stem Auger

83. Max Core Depth: SSA - Solid Stem Auger

84. Max Core Diameter: SSA - Solid Stem Auger

85. Max Core Weight: SSA - Solid Stem Auger

86. Max Core Depth: SSA - Solid Stem Auger

87. Max Core Diameter: SSA - Solid Stem Auger

88. Max Core Weight: SSA - Solid Stem Auger

89. Max Core Depth: SSA - Solid Stem Auger

90. Max Core Diameter: SSA - Solid Stem Auger

91. Max Core Weight: SSA - Solid Stem Auger

92. Max Core Depth: SSA - Solid Stem Auger

93. Max Core Diameter: SSA - Solid Stem Auger

94. Max Core Weight: SSA - Solid Stem Auger

95. Max Core Depth: SSA - Solid Stem Auger

96. Max Core Diameter: SSA - Solid Stem Auger

97. Max Core Weight: SSA - Solid Stem Auger

98. Max Core Depth: SSA - Solid Stem Auger

99. Max Core Diameter: SSA - Solid Stem Auger

100. Max Core Weight: SSA - Solid Stem Auger

101. Max Core Depth: SSA - Solid Stem Auger

102. Max Core Diameter: SSA - Solid Stem Auger

103. Max Core Weight: SSA - Solid Stem Auger

104. Max Core Depth: SSA - Solid Stem Auger

105. Max Core Diameter: SSA - Solid Stem Auger

106. Max Core Weight: SSA - Solid Stem Auger

107. Max Core Depth: SSA - Solid Stem Auger

108. Max Core Diameter: SSA - Solid Stem Auger

109. Max Core Weight: SSA - Solid Stem Auger

110. Max Core Depth: SSA - Solid Stem Auger

111. Max Core Diameter: SSA - Solid Stem Auger

112. Max Core Weight: SSA - Solid Stem Auger

113. Max Core Depth: SSA - Solid Stem Auger

114. Max Core Diameter: SSA - Solid Stem Auger

115. Max Core Weight: SSA - Solid Stem Auger

116. Max Core Depth: SSA - Solid Stem Auger

117. Max Core Diameter: SSA - Solid Stem Auger

118. Max Core Weight: SSA - Solid Stem Auger

119. Max Core Depth: SSA - Solid Stem Auger

120. Max Core Diameter: SSA - Solid Stem Auger

121. Max Core Weight: SSA - Solid Stem Auger

Header Efficiency Factor: 0.905

1. Max Core Size: SSA - Solid Stem Auger

2. Max Core Length: SSA - Solid Stem Auger

3. Max Core Diameter: SSA - Solid Stem Auger

4. Max Core Weight: SSA - Solid Stem Auger

5. Max Core Depth: SSA - Solid Stem Auger

6. Max Core Diameter: SSA - Solid Stem Auger

7. Max Core Weight: SSA - Solid Stem Auger

8. Max Core Depth: SSA - Solid Stem Auger

9. Max Core Diameter: SSA - Solid Stem Auger

10. Max Core Weight: SSA - Solid Stem Auger

11. Max Core Depth: SSA - Solid Stem Auger

12. Max Core Diameter: SSA - Solid Stem Auger

13. Max Core Weight: SSA - Solid Stem Auger

14. Max Core Depth: SSA - Solid Stem Auger

15. Max Core Diameter: SSA - Solid Stem Auger

16. Max Core Weight: SSA - Solid Stem Auger

17. Max Core Depth: SSA - Solid Stem Auger

18. Max Core Diameter: SSA - Solid Stem Auger

19. Max Core Weight: SSA - Solid Stem Auger

20. Max Core Depth: SSA - Solid Stem Auger

21. Max Core Diameter: SSA - Solid Stem Auger

22. Max Core Weight: SSA - Solid Stem Auger

23. Max Core Depth: SSA - Solid Stem Auger

24. Max Core Diameter: SSA - Solid Stem Auger

25. Max Core Weight: SSA - Solid Stem Auger

26. Max Core Depth: SSA - Solid Stem Auger

27. Max Core Diameter: SSA - Solid Stem Auger

28. Max Core Weight: SSA - Solid Stem Auger

29. Max Core Depth: SSA - Solid Stem Auger

30. Max Core Diameter: SSA - Solid Stem Auger

31. Max Core Weight: SSA - Solid Stem Auger

32. Max Core Depth: SSA - Solid Stem Auger

33. Max Core Diameter: SSA - Solid Stem Auger

34. Max Core Weight: SSA - Solid Stem Auger

35. Max Core Depth: SSA - Solid Stem Auger

36. Max Core Diameter: SSA - Solid Stem Auger

37. Max Core Weight: SSA - Solid Stem Auger

38. Max Core Depth: SSA - Solid Stem Auger

39. Max Core Diameter: SSA - Solid Stem Auger

40. Max Core Weight: SSA - Solid Stem Auger

41. Max Core Depth: SSA - Solid Stem Auger

42. Max Core Diameter: SSA - Solid Stem Auger

43. Max Core Weight: SSA - Solid Stem Auger

44. Max Core Depth: SSA - Solid Stem Auger

45. Max Core Diameter: SSA - Solid Stem Auger

46. Max Core Weight: SSA - Solid Stem Auger

47. Max Core Depth: SSA - Solid Stem Auger

48. Max Core Diameter: SSA - Solid Stem Auger

49. Max Core Weight: SSA - Solid Stem Auger

50. Max Core Depth: SSA - Solid Stem Auger

51. Max Core Diameter: SSA - Solid Stem Auger

52. Max Core Weight: SSA - Solid Stem Auger

53. Max Core Depth: SSA - Solid Stem Auger

54. Max Core Diameter: SSA - Solid Stem Auger

55. Max Core Weight: SSA - Solid Stem Auger

56. Max Core Depth: SSA - Solid Stem Auger

57. Max Core Diameter: SSA - Solid Stem Auger

58. Max Core Weight: SSA - Solid Stem Auger

59. Max Core Depth: SSA - Solid Stem Auger

60. Max Core Diameter: SSA - Solid Stem Auger

61. Max Core Weight: SSA - Solid Stem Auger

62. Max Core Depth: SSA - Solid Stem Auger

63. Max Core Diameter: SSA - Solid Stem Auger

64. Max Core Weight: SSA - Solid Stem Auger

65. Max Core Depth: SSA - Solid Stem Auger

66. Max Core Diameter: SSA - Solid Stem Auger

67. Max Core Weight: SSA - Solid Stem Auger

68. Max Core Depth: SSA - Solid Stem Auger

69. Max Core Diameter: SSA - Solid Stem Auger

70. Max Core Weight: SSA - Solid Stem Auger

71. Max Core Depth: SSA - Solid Stem Auger

72. Max Core Diameter: SSA - Solid Stem Auger

73. Max Core Weight: SSA - Solid Stem Auger

74. Max Core Depth: SSA - Solid Stem Auger

75. Max Core Diameter: SSA - Solid Stem Auger

76. Max Core Weight: SSA - Solid Stem Auger

77. Max Core Depth: SSA - Solid Stem Auger

78. Max Core Diameter: SSA - Solid Stem Auger

79. Max Core Weight: SSA - Solid Stem Auger

80. Max Core Depth: SSA - Solid Stem Auger

81. Max Core Diameter: SSA - Solid Stem Auger

82. Max Core Weight: SSA - Solid Stem Auger

83. Max Core Depth: SSA - Solid Stem Auger

84. Max Core Diameter: SSA - Solid Stem Auger

85. Max Core Weight: SSA - Solid Stem Auger

86. Max Core Depth: SSA - Solid Stem Auger

87. Max Core Diameter: SSA - Solid Stem Auger

88. Max Core Weight: SSA - Solid Stem Auger

89. Max Core Depth: SSA - Solid Stem Auger

90. Max Core Diameter: SSA - Solid Stem Auger

91. Max Core Weight: SSA - Solid Stem Auger

92. Max Core Depth: SSA - Solid Stem Auger

93. Max Core Diameter: SSA - Solid Stem Auger

94. Max Core Weight: SSA - Solid Stem Auger

95. Max Core Depth: SSA - Solid Stem Auger

96. Max Core Diameter: SSA - Solid Stem Auger

97. Max Core Weight: SSA - Solid Stem Auger

98. Max Core Depth: SSA - Solid Stem Auger

99. Max Core Diameter: SSA - Solid Stem Auger

100. Max Core Weight: SSA - Solid Stem Auger

101. Max Core Depth: SSA - Solid Stem Auger

102. Max Core Diameter: SSA - Solid Stem Auger

103. Max Core Weight: SSA - Solid Stem Auger

104. Max Core Depth: SSA - Solid Stem Auger

105. Max Core Diameter: SSA - Solid Stem Auger

106. Max Core Weight: SSA - Solid Stem Auger

107. Max Core Depth: SSA - Solid Stem Auger

108. Max Core Diameter: SSA - Solid Stem Auger

109. Max Core Weight: SSA - Solid Stem Auger

110. Max Core Depth: SSA - Solid Stem Auger

111. Max Core Diameter: SSA - Solid Stem Auger

112. Max Core Weight: SSA - Solid Stem Auger

113. Max Core Depth: SSA - Solid Stem Auger

114. Max Core Diameter: SSA - Solid Stem Auger

115. Max Core Weight: SSA - Solid Stem Auger

116. Max Core Depth: SSA - Solid Stem Auger

117. Max Core Diameter: SSA - Solid Stem Auger

118. Max Core Weight: SSA - Solid Stem Auger

119. Max Core Depth: SSA - Solid Stem Auger

120. Max Core Diameter: SSA - Solid Stem Auger

121. Max Core Weight: SSA - Solid Stem Auger

Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

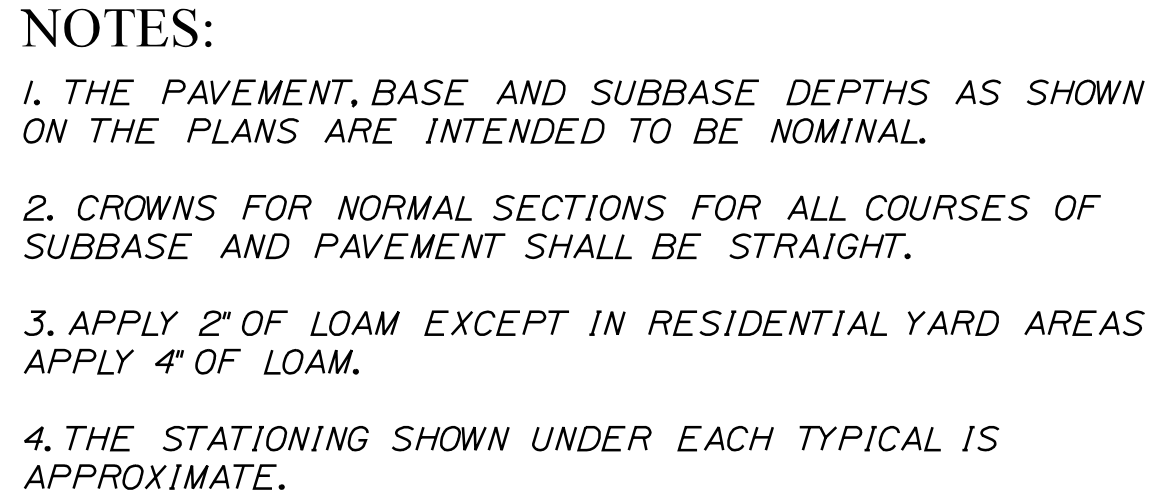
Sample Depth (ft.)

Sample No.

Pen. (lb./ft.)

Sample Depth (ft.)

Maine Department of Transportation										Project: Millis-Bucks Bridge		Boring No.: BB-HBSR-104	
Soil/Bank Elevation Log										Location: Millis, ME		VIN: 23643.00	
Geotechnical Drilling										Date: 10/15/2020		Time: 08:00	
Driller: Seaboard Drilling, Inc.										Elevation (ft.): 147.4		Auger ID: 2.25"	
Operator: M. Bessy										Baton: MWD000		Sampler: Standard Split Spoon	
Logged By: C. Morrison										Log Type: Standard		Number of Tests: 14	
Date Started/Finished: Aug. 8 & Aug. 8, 2024										Drilling Method: Flush-Joint Casing		Core Barrel: 14.7 ft. logs	
Boring Location: 106-20.0, 8.6 R/L										Casing ID: 4"		Water Level: 14.7 ft. logs	
Sampler Efficiency Factor: 0.985										Hwy Type: Arterial		Road & Curb: 14.7 ft. logs	
Notes:										1. No. of Tests: 14		2. No. of Tests: 14	
1. No. of Tests: 14										2. No. of Tests: 14		3. No. of Tests: 14	
2. No. of Tests: 14										3. No. of Tests: 14		4. No. of Tests: 14	
3. No. of Tests: 14										4. No. of Tests: 14		5. No. of Tests: 14	
4. No. of Tests: 14										5. No. of Tests: 14		6. No. of Tests: 14	
5. No. of Tests: 14										6. No. of Tests: 14		7. No. of Tests: 14	
6. No. of Tests: 14										7. No. of Tests: 14		8. No. of Tests: 14	
7. No. of Tests: 14										8. No. of Tests: 14		9. No. of Tests: 14	
8. No. of Tests: 14										9. No. of Tests: 14		10. No. of Tests: 14	
9. No. of Tests: 14										10. No. of Tests: 14		11. No. of Tests: 14	
10. No. of Tests: 14										11. No. of Tests: 14		12. No. of Tests: 14	
11. No. of Tests: 14										12. No. of Tests: 14		13. No. of Tests: 14	
12. No. of Tests: 14										13. No. of Tests: 14		14. No. of Tests: 14	
13. No. of Tests: 14										14. No. of Tests: 14		15. No. of Tests: 14	
14. No. of Tests: 14										15. No. of Tests: 14		16. No. of Tests: 14	
15. No. of Tests: 14										16. No. of Tests: 14		17. No. of Tests: 14	
16. No. of Tests: 14										17. No. of Tests: 14		18. No. of Tests: 14	
17. No. of Tests: 14										18. No. of Tests: 14		19. No. of Tests: 14	
18. No. of Tests: 14										19. No. of Tests: 14		20. No. of Tests: 14	
19. No. of Tests: 14										20. No. of Tests: 14		21. No. of Tests: 14	
20. No. of Tests: 14										21. No. of Tests: 14		22. No. of Tests: 14	
21. No. of Tests: 14										22. No. of Tests: 14		23. No. of Tests: 14	
22. No. of Tests: 14										23. No. of Tests: 14		24. No. of Tests: 14	
23. No. of Tests: 14										24. No. of Tests: 14		25. No. of Tests: 14	
24. No. of Tests: 14										25. No. of Tests: 14		26. No. of Tests: 14	
25. No. of Tests: 14										26. No. of Tests: 14		27. No. of Tests: 14	
26. No. of Tests: 14										27. No. of Tests: 14		28. No. of Tests: 14	
27. No. of Tests: 14										28. No. of Tests: 14		29. No. of Tests: 14	
28. No. of Tests: 14										29. No. of Tests: 14		30. No. of Tests: 14	
29. No. of Tests: 14										30. No. of Tests: 14		31. No. of Tests: 14	
30. No. of Tests: 14										31. No. of Tests: 14		32. No. of Tests: 14	
31. No. of Tests: 14										32. No. of Tests: 14		33. No. of Tests: 14	
32. No. of Tests: 14										33. No. of Tests: 14		34. No. of Tests: 14	
33. No. of Tests: 14										34. No. of Tests: 14		35. No. of Tests: 14	
34. No. of Tests: 14										35. No. of Tests: 14		36. No. of Tests: 14	
35. No. of Tests: 14										36. No. of Tests: 14		37. No. of Tests: 14	
36. No. of Tests: 14										37. No. of Tests: 14		38. No. of Tests: 14	
37. No. of Tests: 14										38. No. of Tests: 14		39. No. of Tests: 14	
38. No. of Tests: 14										39. No. of Tests: 14		40. No. of Tests: 14	
39. No. of Tests: 14										40. No. of Tests: 14		41. No. of Tests: 14	
40. No. of Tests: 14										41. No. of Tests: 14		42. No. of Tests: 14	
41. No. of Tests: 14										42. No. of Tests: 14		43. No. of Tests: 14	
42. No. of Tests: 14										43. No. of Tests: 14		44. No. of Tests: 14	
43. No. of Tests: 14										44. No. of Tests: 14		45. No. of Tests: 14	
44. No. of Tests: 14										45. No. of Tests: 14		46. No. of Tests: 14	
45. No. of Tests: 14										46. No. of Tests: 14		47. No. of Tests: 14	
46. No. of Tests: 14										47. No. of Tests: 14		48. No. of Tests: 14	
47. No. of Tests: 14										48. No. of Tests: 14		49. No. of Tests: 14	
48. No. of Tests: 14										49. No. of Tests: 14		50. No. of Tests: 14	
49. No. of Tests: 14										50. No. of Tests: 14		51. No. of Tests: 14	
50. No. of Tests: 14										51. No. of Tests: 14		52. No. of Tests: 14	
51. No. of Tests: 14										52. No. of Tests: 14		53. No. of Tests: 14	

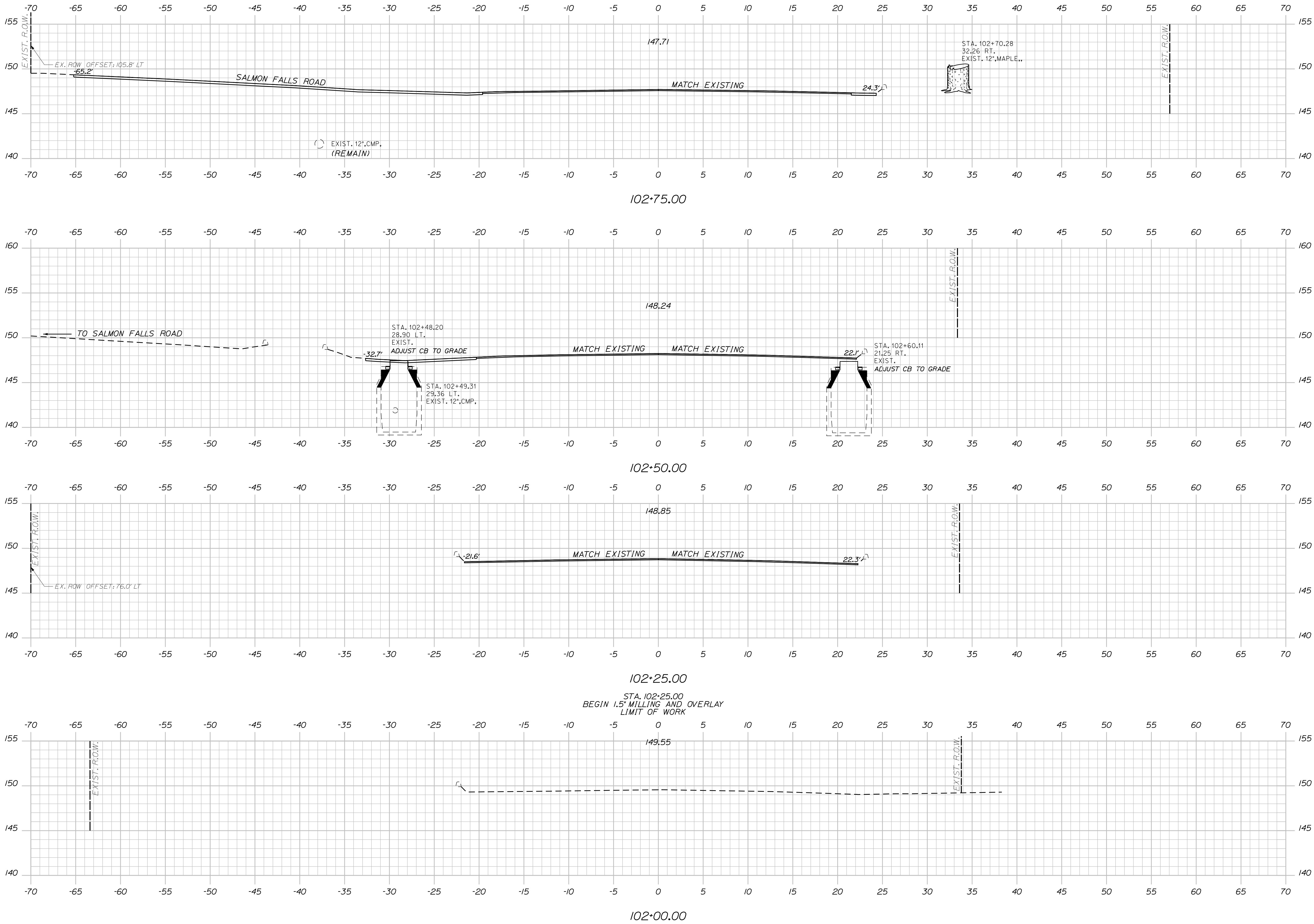


Date:11/20/2025

Username: 7799

Division: HIGHWAY

Filename: ... \MSTAN009_xsect_102-00.DGN



PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	J. Brock	Nov. 2024
CHECKED-REVIEWED	P. Lushion	Nov. 2024
DESIGN-DETAILED	J. Perrelli	Sept. 2025
REVISIONS 1	P. Pore	Sept. 2025
REVISIONS 2	U. Lumsd	Sept. 2025
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

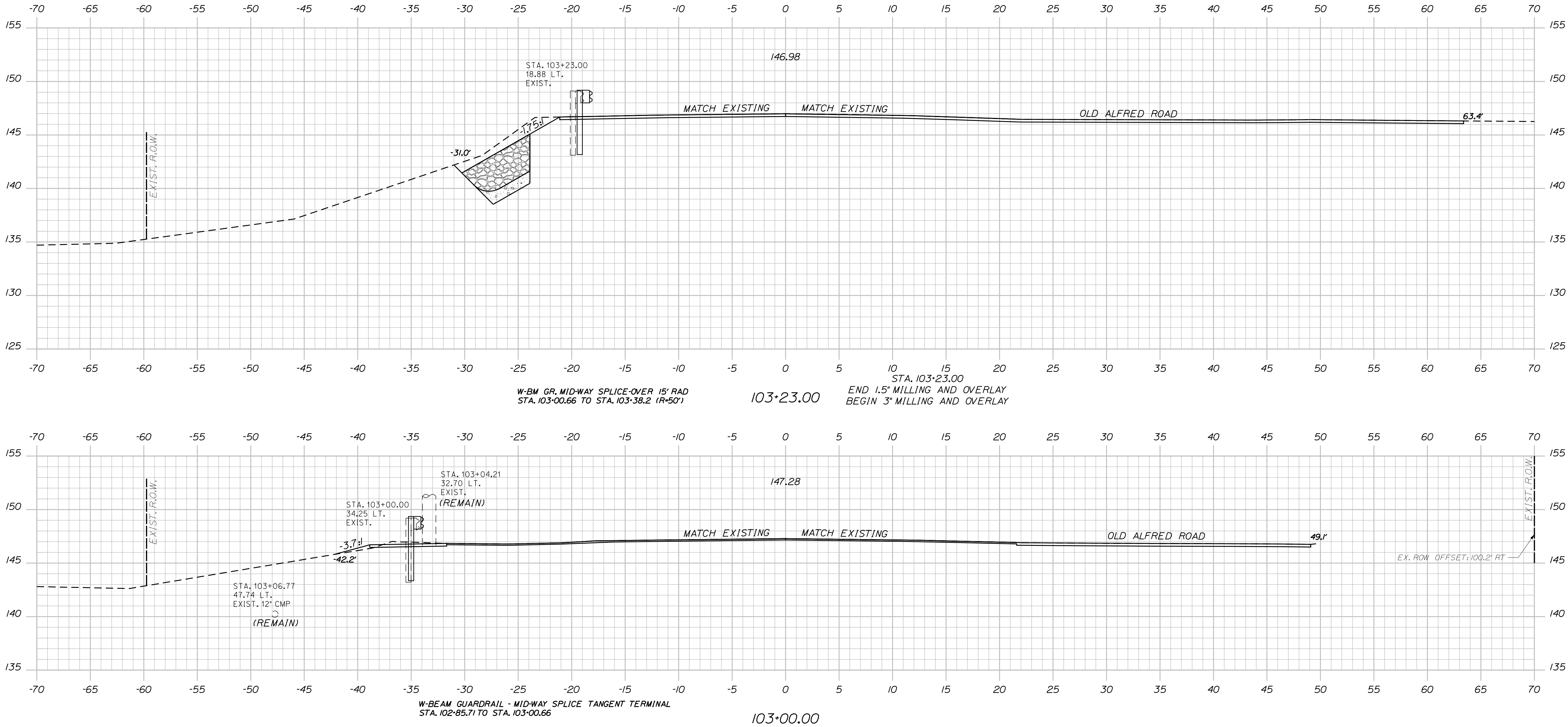
SIGNATURE	P.E. NUMBER	DATE

Date:11/20/2025

Username: 7799

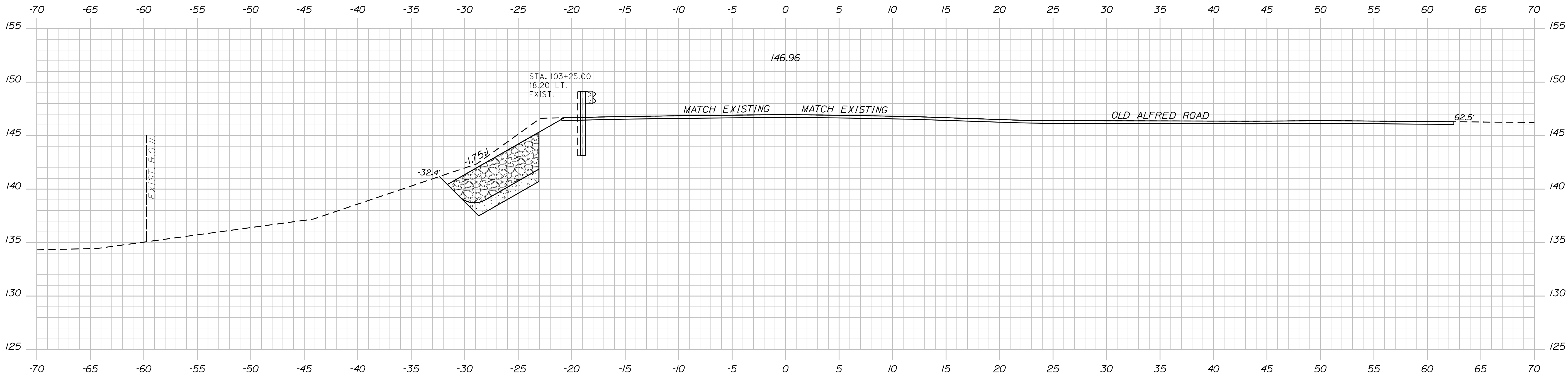
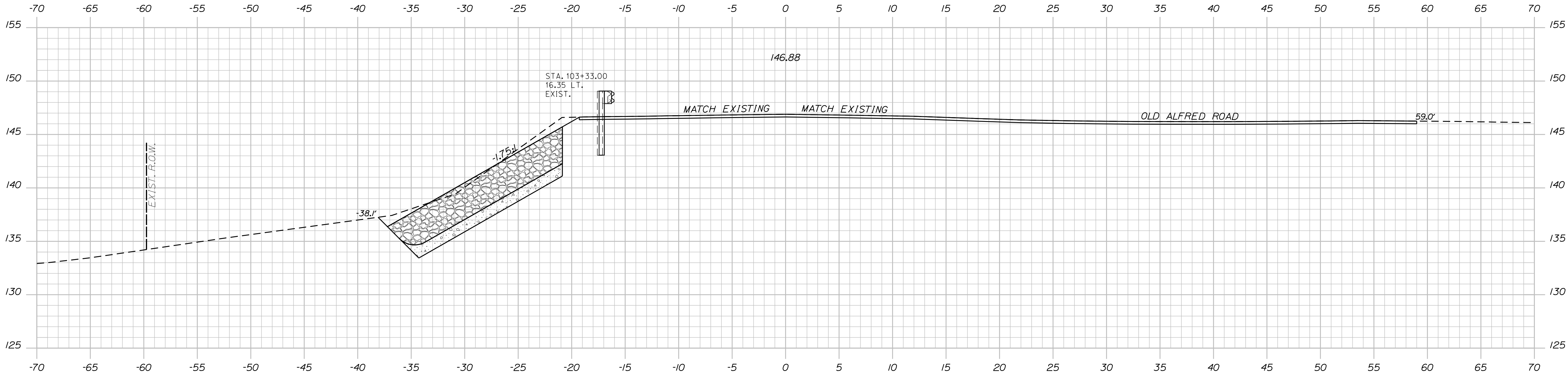
Division: HIGHWAY

Filename: ... \MSTA1010_Xsect_103+00.DGN



PROJ. MANAGER	BY	DATE
J. Brook	N. Zulerman	Nov. 2024
DESIGN-DETAILED	P. Lushon	Nov. 2024
CHECKED-REVIEWED	C. Wall	Sept. 2025
DESIGN-DETAILED	J. Perrelli	Sept. 2025
DESIGN-DETAILED	P. Pare	Sept. 2025
DESIGN-DETAILED	U. Lumsd	Sept. 2025
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SALMON FALLS BRIDGE SACO RIVER HOLLIS-BUXTON YORK COUNTY	CROSS SECTIONS
---	----------------



W-BM GR. MID-WAY SPLICE-OVER 15' RAD
STA. 103+00.66 TO STA. 103+38.2

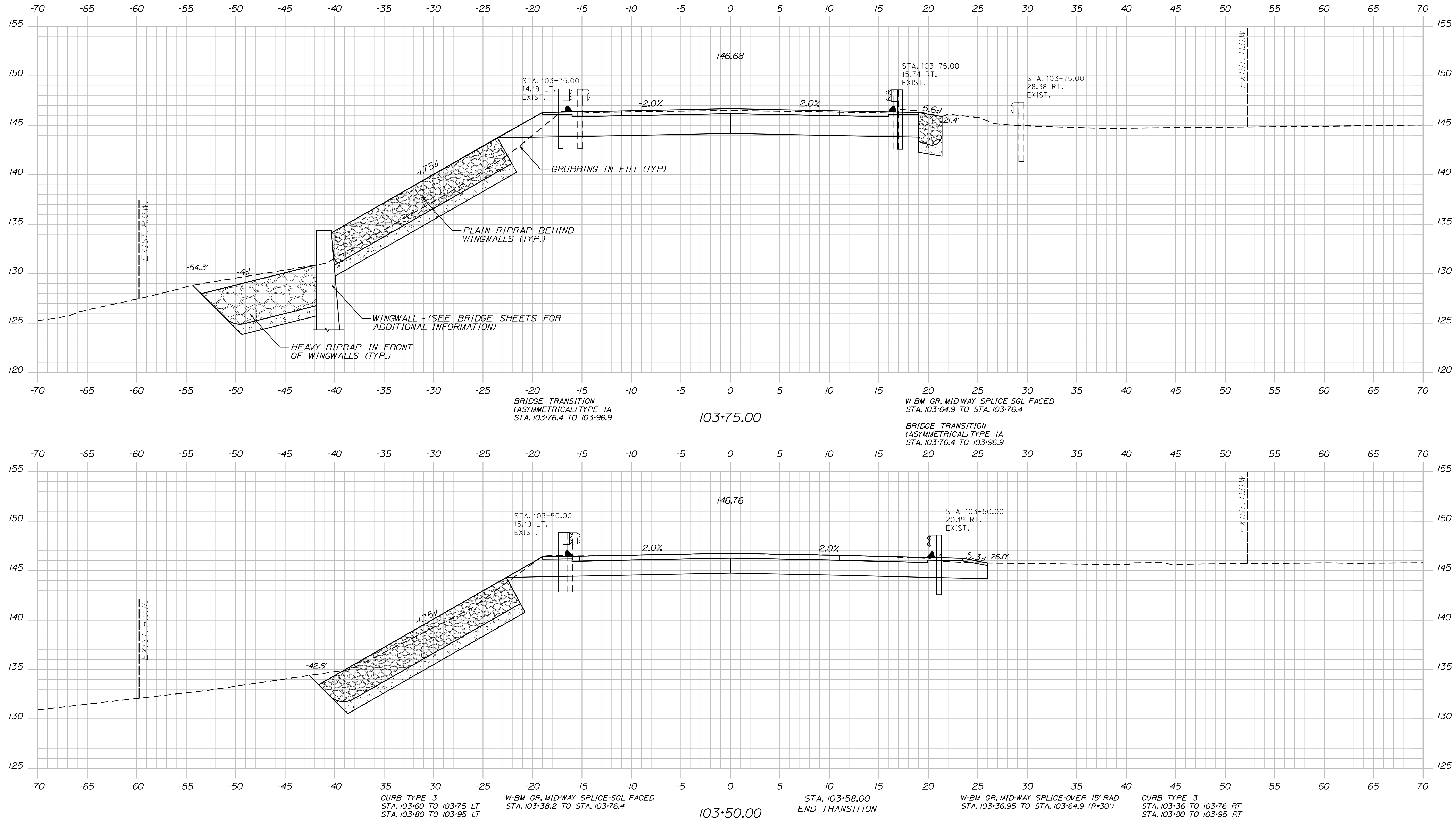
103+25.00

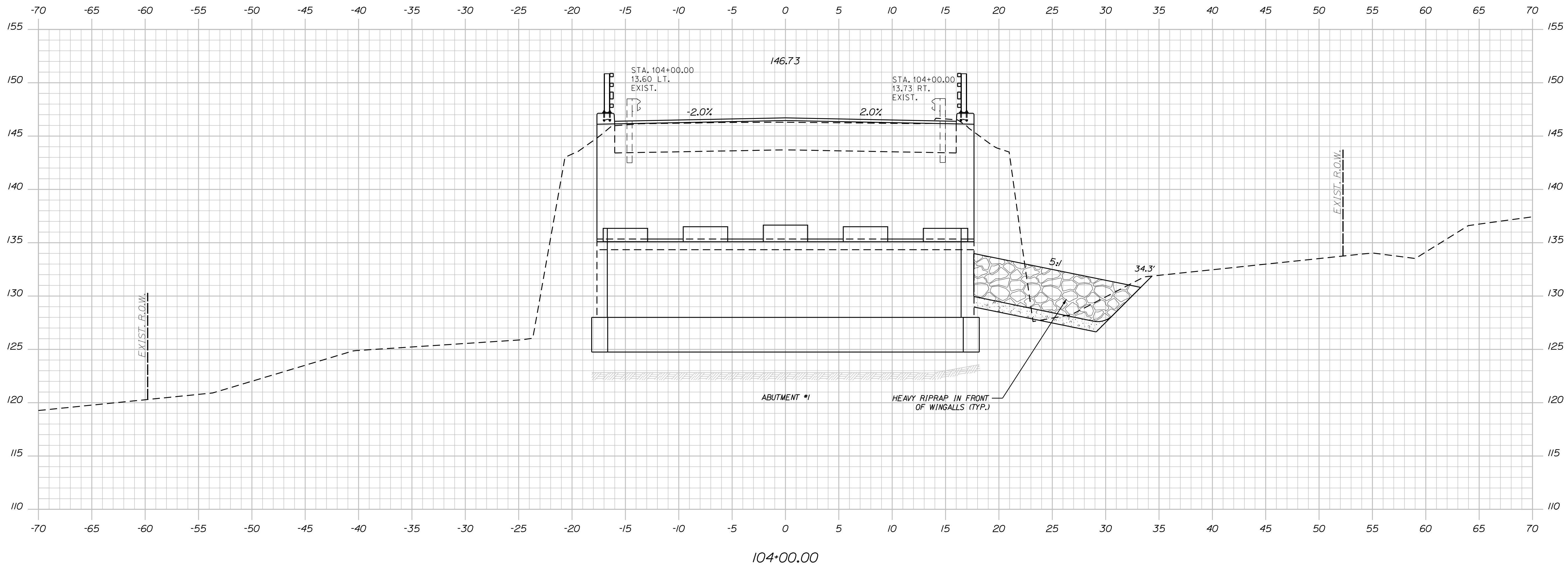
PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	J. Brook	N. Zulerman Nov. 2024
CHECKED-REVIEWED	P. Lushion	J. Perrelli Sept. 2025
DESIGN-DETAILED	C. Wall	P. Pore Sept. 2025
REVISIONS 1	R. Howe	U. Lumsd Sept. 2025
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SALMON FALLS BRIDGE SACO RIVER HOLLIS-BUXTON	YORK COUNTY
--	-------------

SHEET NUMBER 11 OF 53

CROSS SECTIONS





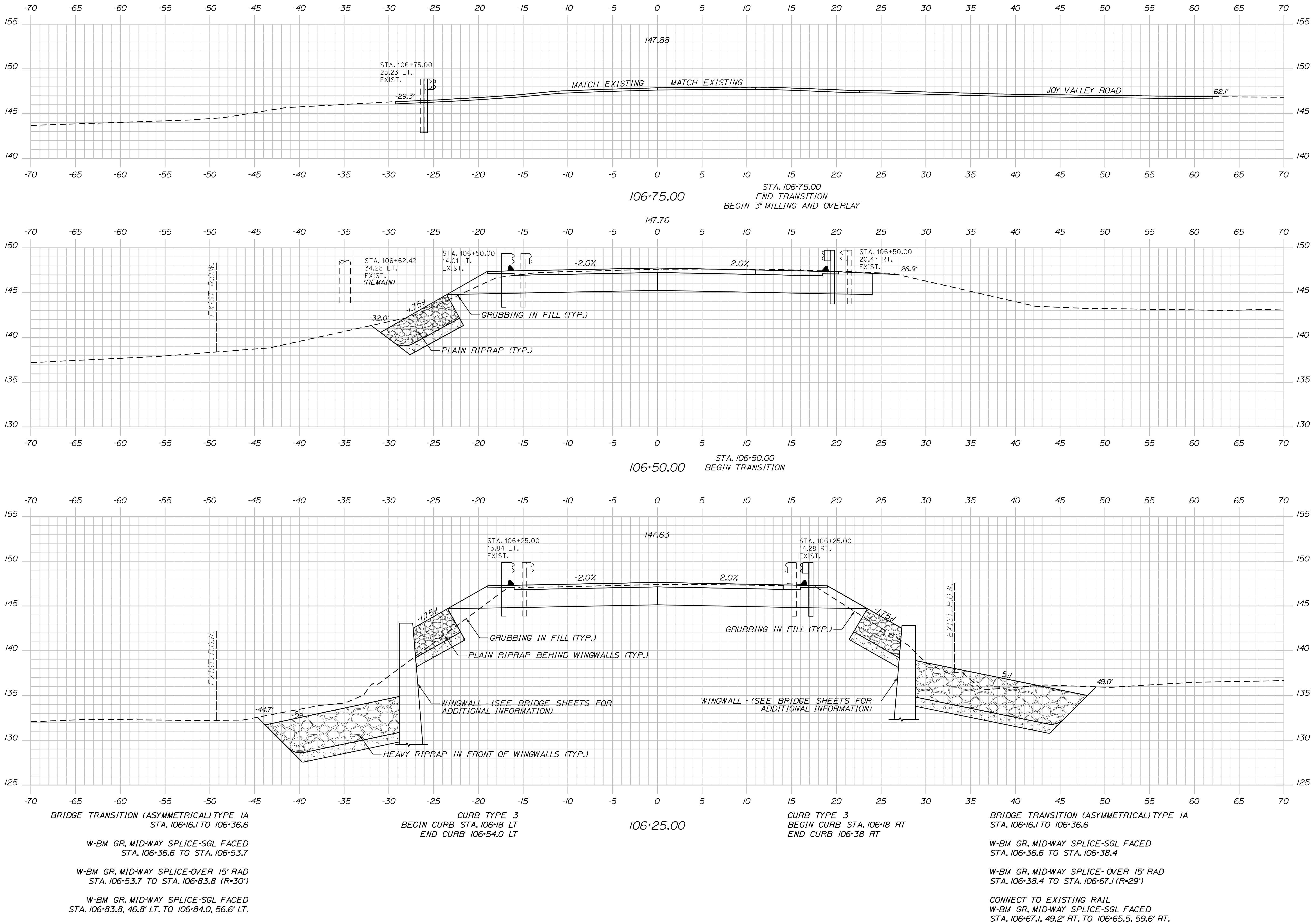
SHEET NUMBER 13 OF 53	SALMON FALLS BRIDGE SACO RIVER HOLLIS-BUXTON YORK COUNTY CROSS SECTIONS	PROJECT MANAGER J. Broek BY DATE			
		DESIGN-DETAILED P. Luston N. Zakarmon Nov. 2024			
		CHECKED-REVIEWED C. Wall J. Poirrelli Sept. 2024			
		DESIGN-DETAILED 02 R. Rowe D. Poirer Sept. 2024			
		DESIGN-DETAILED 03 U. Longst Sept. 2024			
		REVISIONS 1			
		REVISIONS 2			
		REVISIONS 3			
		REVISIONS 4			
		FIELD CHANGES			
STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2364300		BRIDGE NO. 37068		WIN 023643.00	BRIDGE PLANS

Username: 7799

Date:11/20/2025

Division: HIGHWAY

Filename: ... \MSTA014_Xsect_106-25.DGN



PROJ. MANAGER	BY	DATE
J. Brook	N. Zukerman	Nov. 2024
DESIGN-DETAILED	P. Lusign	Nov. 2024
CHECKED-REVIEWED	C. Wall	Sept. 2025
DESIGN-DETAILED	J. Perrelli	Sept. 2025
DESIGN-DETAILED	P. Pare	Sept. 2025
DESIGN-DETAILED	U. Lumsd	Sept. 2025
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

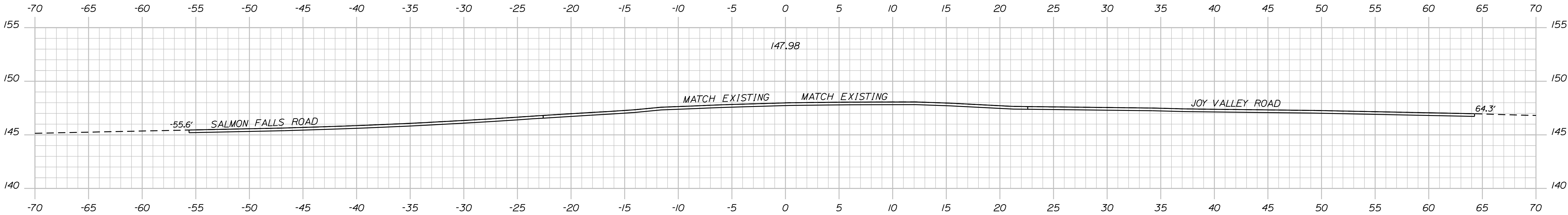
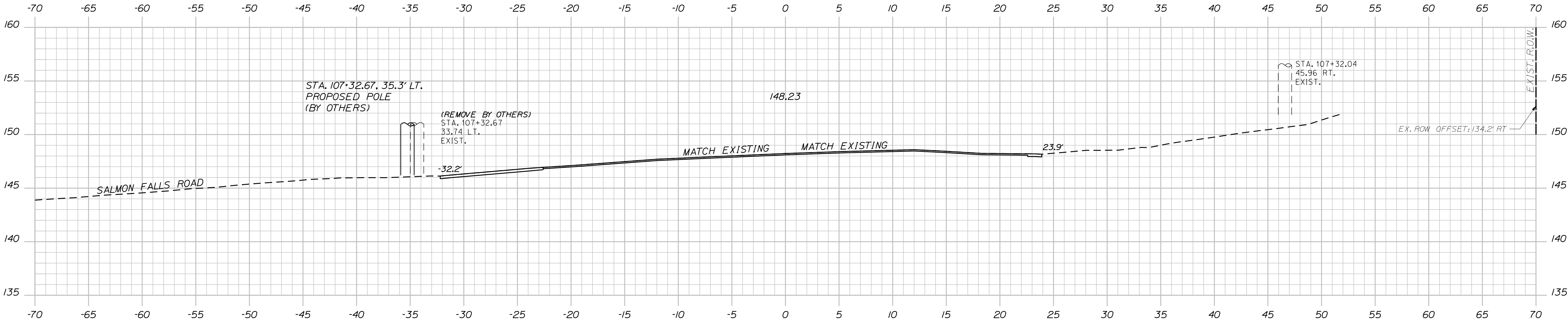
SALMON FALLS BRIDGE SACO RIVER HOLLIS-BUXTON YORK COUNTY	CROSS SECTIONS
---	----------------

Date:11/20/2025

Username: 7799

Division: HIGHWAY

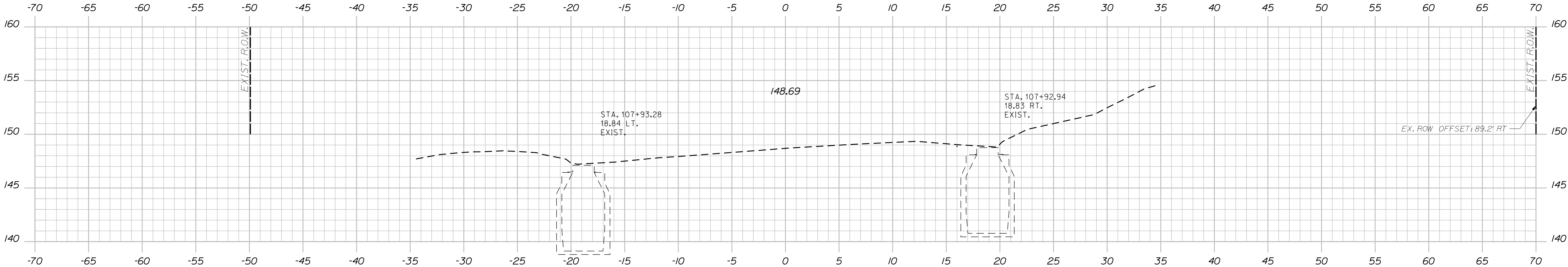
Filename: ... \MSTA015_Xsect_106+85.DGN



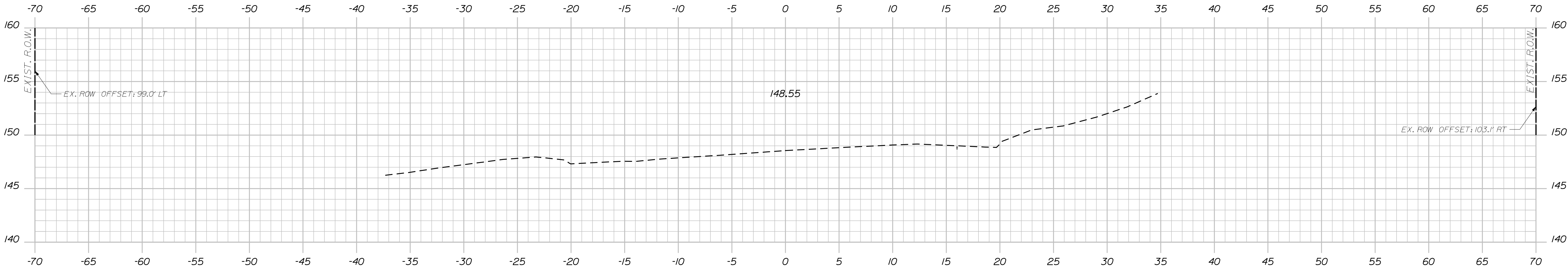
STA. 106+85.00
 END 3" MILLING AND OVERLAY
 BEGIN 1.5" MILLING AND OVERLAY

PROJ. MANAGER	BY	DATE
J. Brock	N. Zulerman	Nov. 2024
P. Lushion	J. Perrelli	Sept. 2025
C. Wall	P. Pore	Sept. 2025
R. Howe	U. Lumsd	Sept. 2025
DESIGN-DETAILED	SIGNATURE	P.E. NUMBER
DESIGN-REVIEWED	DATE	
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

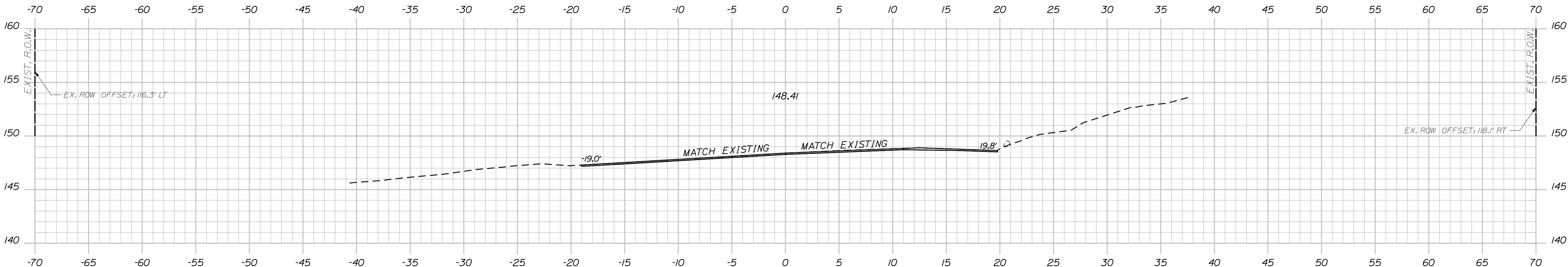
SALMON FALLS BRIDGE
 SACO RIVER
 YORK COUNTY
 HOLLIS-BUXTON
 CROSS SECTIONS



108+00.00



107+75.00



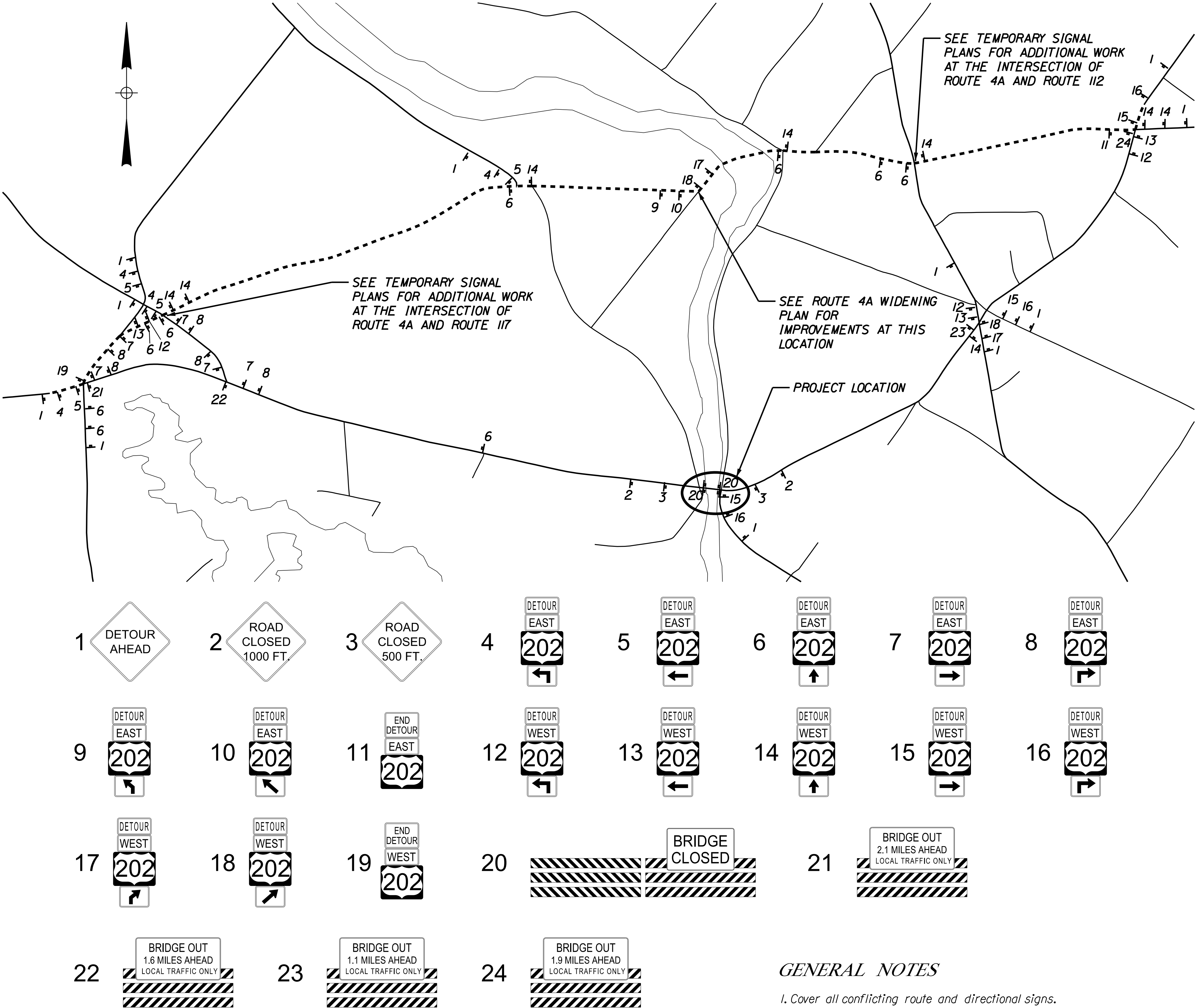
107+50.00

STA. 107+50.00
END 1.5" MILLING AND OVERLAY
LIMIT OF WORK

PROJ. MANAGER	BY	DATE
J. Brook	N. Zulerman	Nov. 2024
P. Lushion	J. Perrelli	Sep. 2025
C. Wall	P. Pore	Sep. 2025
R. Howe	U. Lumsd	Sep. 2025
DESIGN-DETAILED	SIGNATURE	
CHECKED-REVIEWED	P.E. NUMBER	
DESIGNS-DETAILED3	DATE	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SALMON FALLS BRIDGE SACO RIVER HOLLIS-BUXTON	YORK COUNTY
CROSS SECTIONS	

ID	SIZE OF SIGN		TEXT	NUMBER OF SIGNS REQUIRED	AREA SF (TOTAL)	NOTES
	WIDTH	HEIGHT				
MI-5	30	24		55	5 (275)	
M3-2P	24	12		30	2 (60)	
M3-4P	24	12		25	2 (50)	
M4-8P	24	12		53	2 (106)	
M4-8a	24	18		2	3 (6)	
M5-IPL	21	15		7	2.2 (15.3)	
M5-IPR	21	15		8	2.2 (17.5)	
M5-2PL	21	15		1	2.2 (2.2)	
M5-2PR	21	15		2	2.2 (4.4)	
M6-IPL	21	15		7	2.2 (15.4)	
M6-IPR	21	15		8	2.2 (17.5)	
M6-2PL	21	15		1	2.2 (2.2)	
M6-2PR	21	15		2	2.2 (4.4)	
M6-3P	21	15		17	2.2 (37.2)	
R11-2	48	30		2	10 (20)	MOUNT ON TYPE III BARRICADE
R11-3B	60	30		4	12.5 (50)	MOUNT ON TYPE III BARRICADE
W20-1	36	36		11	9 (99)	
W20-3	36	36		2	9 (18)	
W20-3	36	36		2	9 (18)	



GENERAL NOTES

- 1. Cover all conflicting route and directional signs.
- 2. This plan shows detour signing only. See Temporary Signal Plan for signal signing. Other project signing shall be addressed in the Contractor's Traffic Control Plan.
- 3. Sign text, dimensions and colors shall conform to "Standard Highway Signs".

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2364300

WIN
023643.00
BRIDGE NO. 3708
BRIDGE PLANS

PROJ. MANAGER
J. Brock

BY
N. Zulerman
J. Perrelli
P. Pare
U. Lumsd

DATE
Nov. 2024
Sept. 2025
Sept. 2025
Sept. 2025

DESIGN-DETAILED
P. Lushton

CHECKED-REVIEWED
C. Wall

DESIGN-DETAILED
R. Howe

DESIGN-DETAILED
U. Lumsd

REVISIONS
1
2
3
4

FIELD CHANGES

SIGNATURE

P.E. NUMBER

DATE

SALMON FALLS BRIDGE
SACO RIVER
HOLLIS-BUXTON
YORK COUNTY

DETOUR PLAN

SHEET NUMBER

17

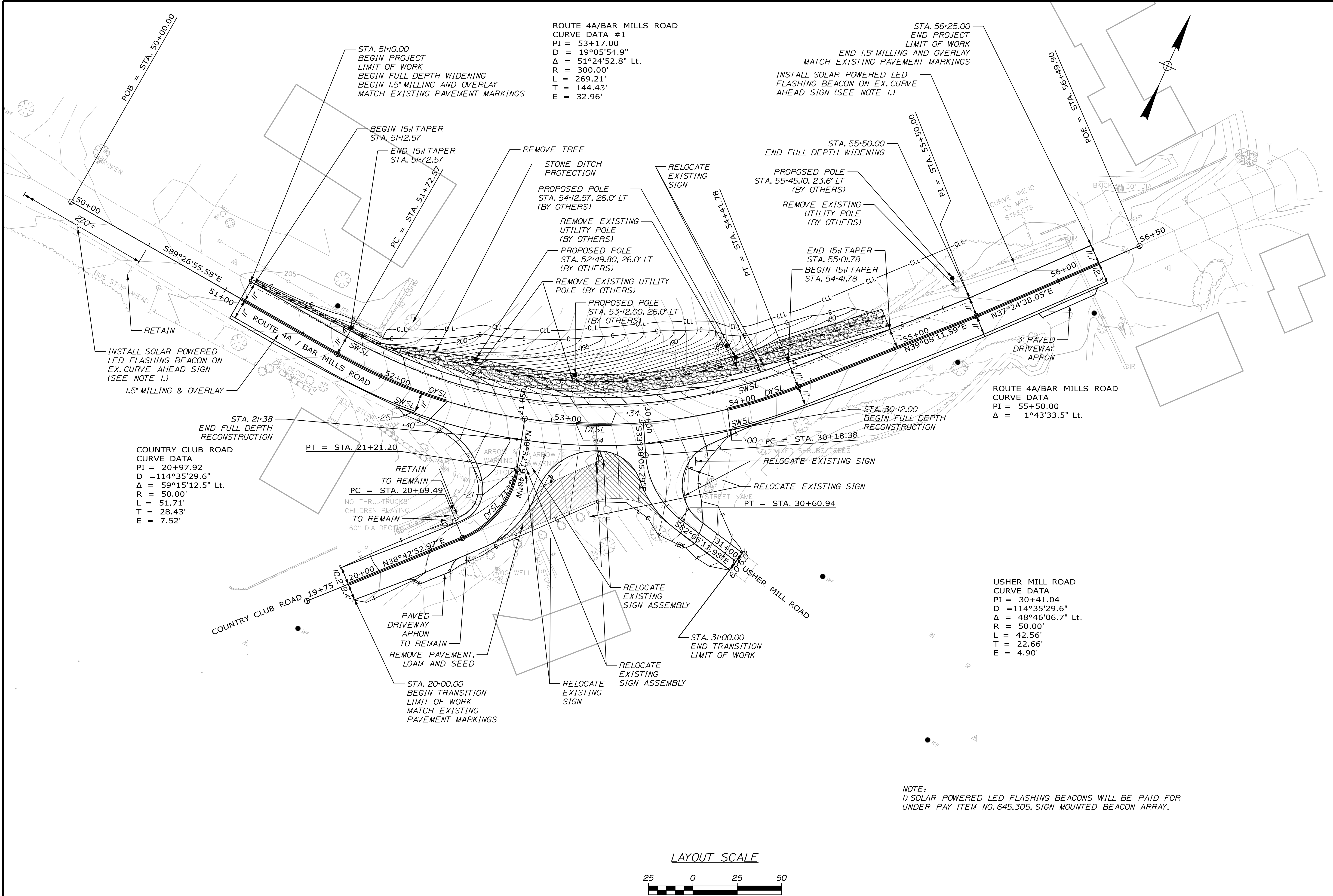
OF 53

Date:2/27/2026

Username: 1619

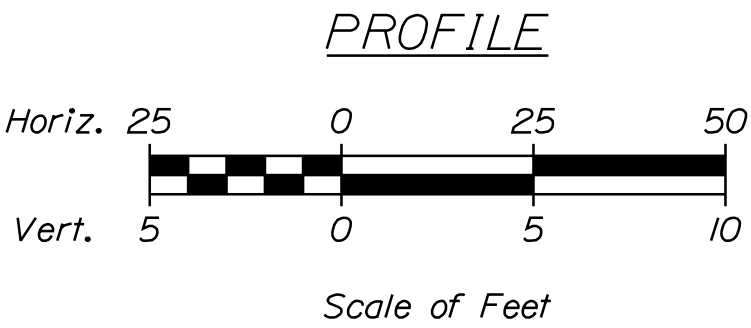
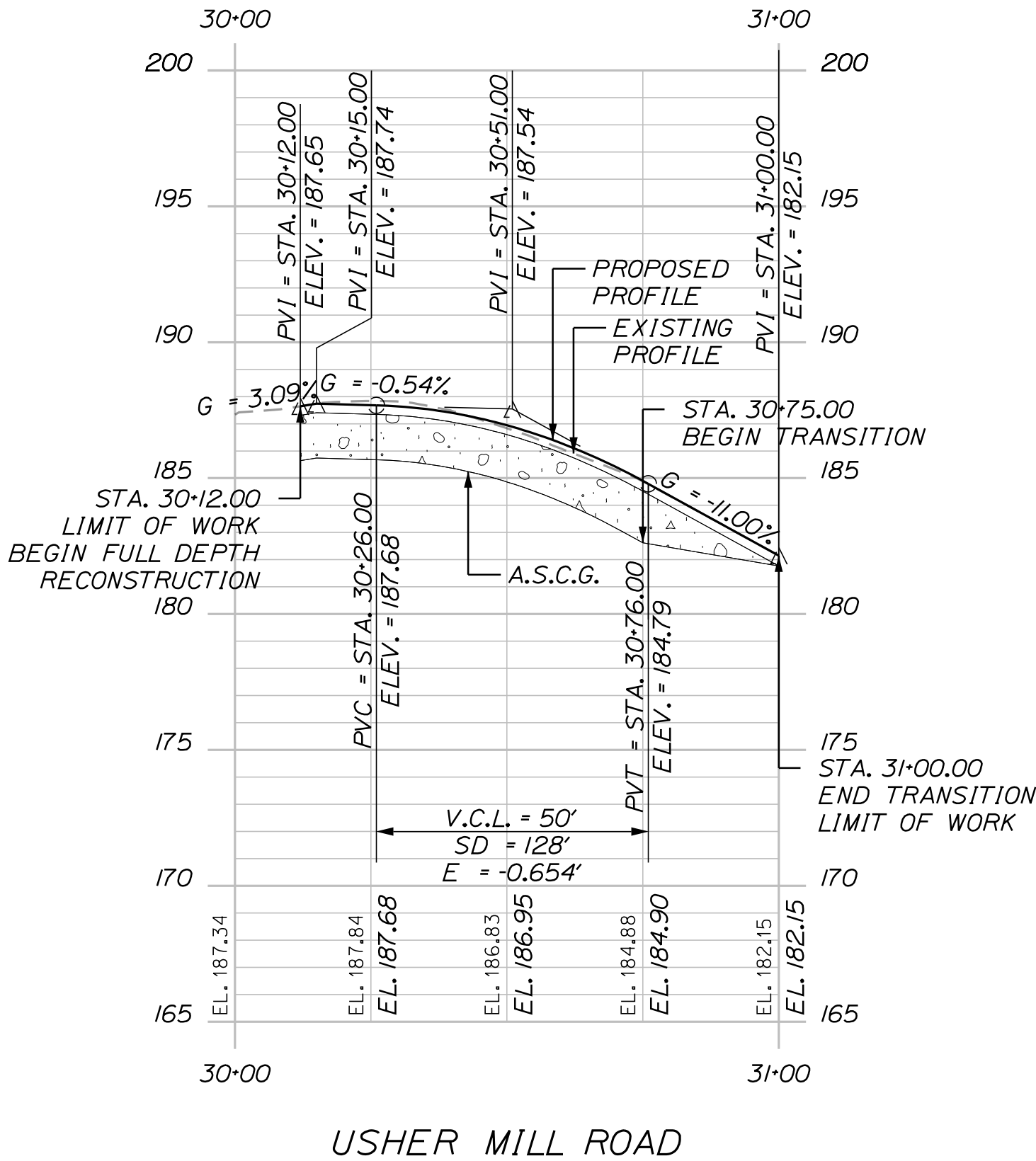
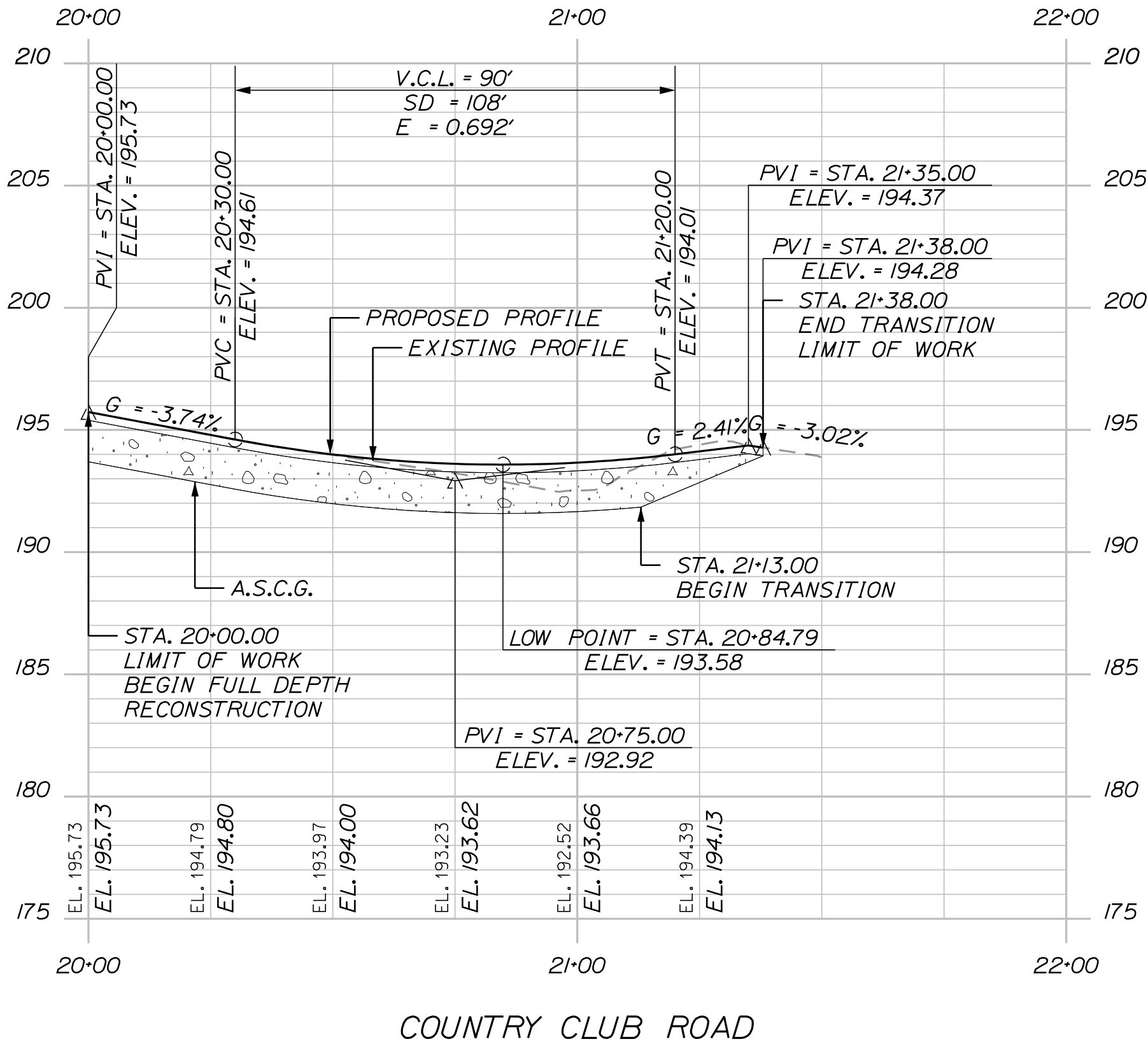
Division: HIGHWAY

Filename: ... \018_Detour Widening Plan.dgn

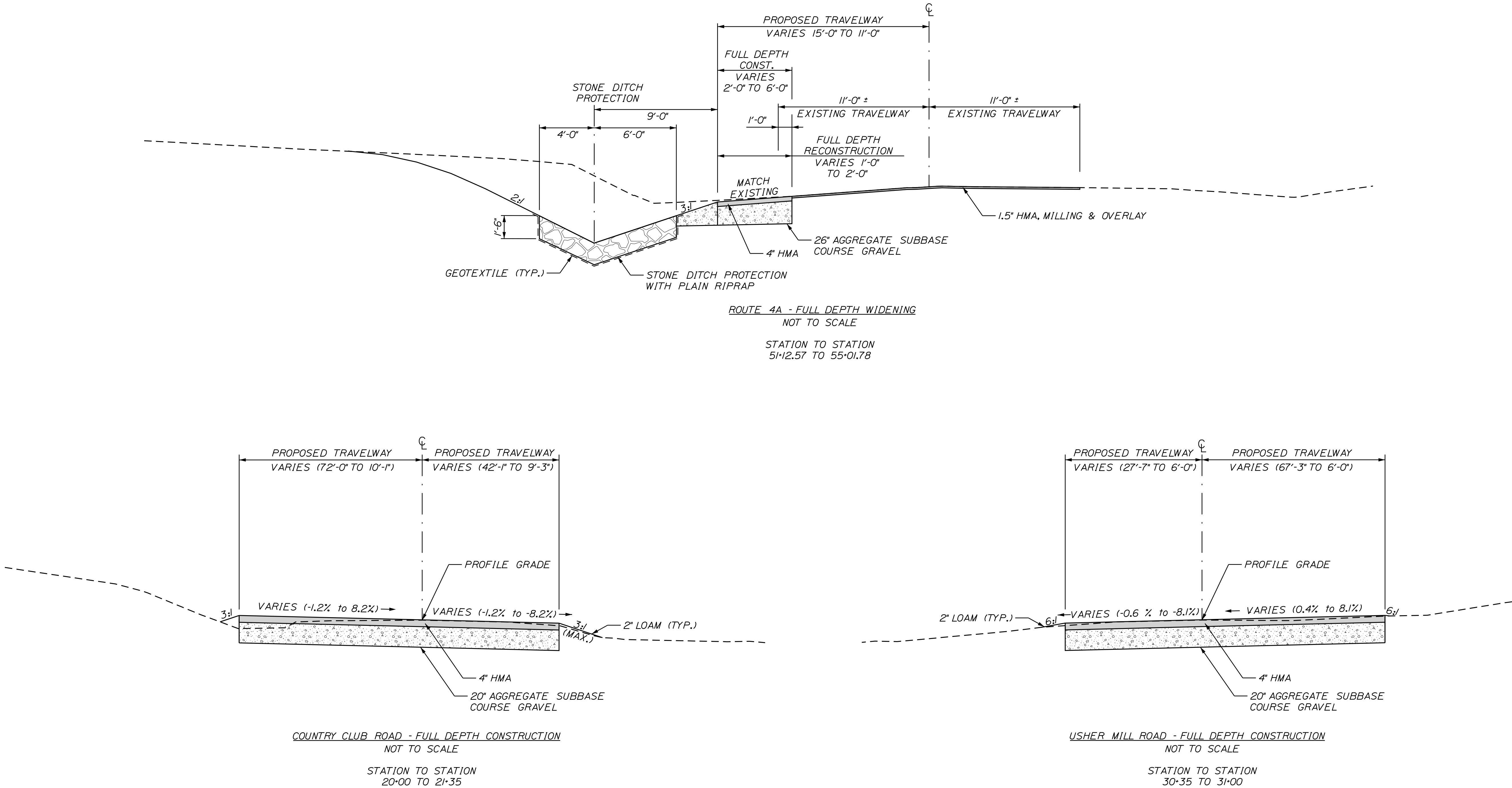


NOTE:
1) SOLAR POWERED LED FLASHING BEACONS WILL BE PAID FOR
UNDER PAY ITEM NO. 645.305, SIGN MOUNTED BEACON ARRAY.

SHEET NUMBER					STATE OF MAINE									
18					DEPARTMENT OF TRANSPORTATION									
OF 53					2364300									
SALMON FALLS BRIDGE SACO RIVER HOLLIS-BUXTON					YORK COUNTY					BRIDGE NO. 3708				
ROUTE 4A WIDENING PLAN					P.E. NUMBER					WIN				
					SIGNATURE					023643.00				
					DATE					BRIDGE PLANS				

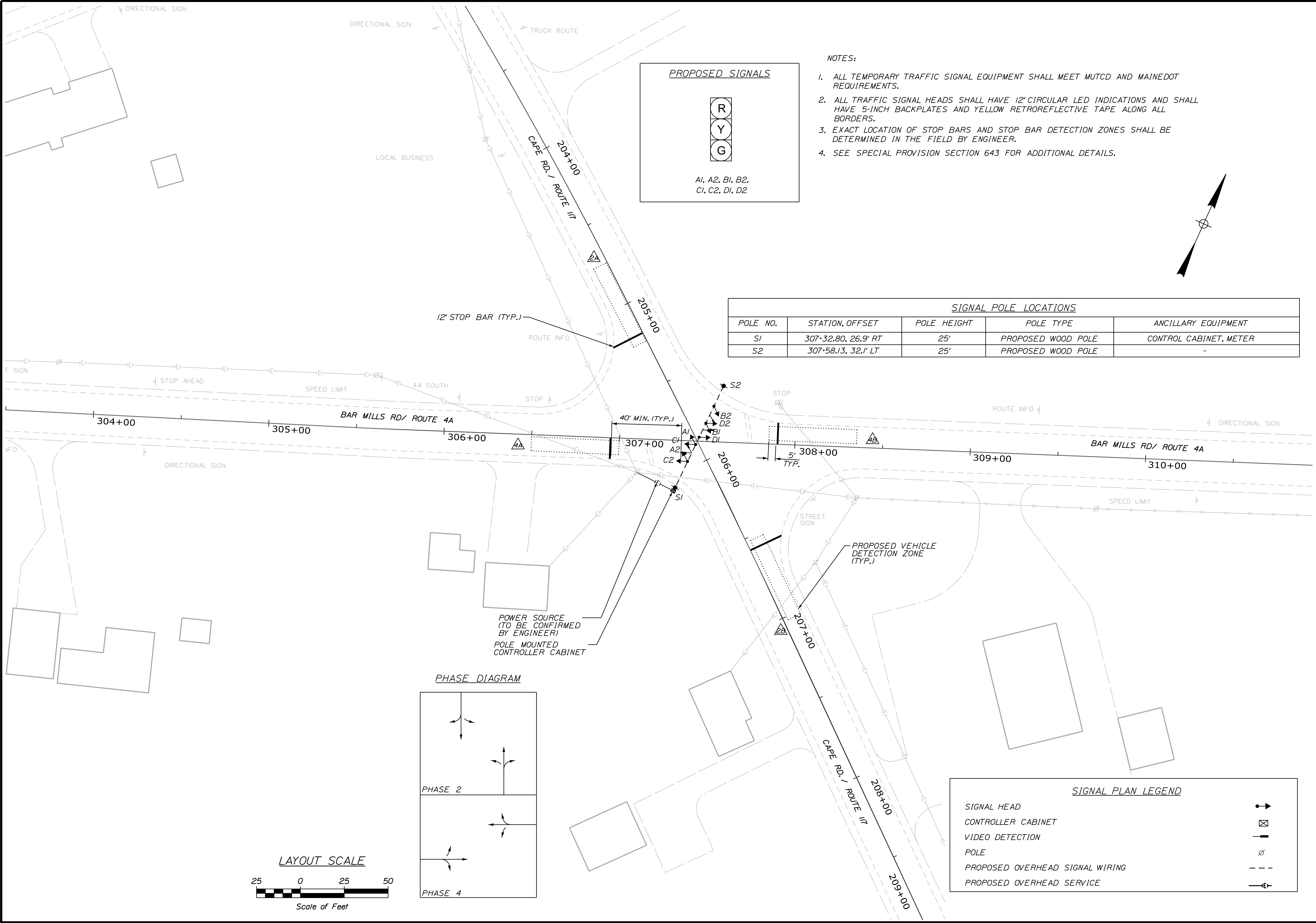


SALMON FALLS BRIDGE SACO RIVER HOLLIS-BUXTON	YORK COUNTY ROUTE 4A WIDENING PROFILES	STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2364300 WIN 023643.00 BRIDGE NO. 3708 BRIDGE PLANS	
		PROJ. MANAGER CHECKED DESIGN-REVIEWED DESIGN-DETAILED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES		BY DATE SIGNATURE P.E. NUMBER DATE	
		J. Brock N. Zulerman J. Perrelli P. Pare U. Lumsdai		Nov. 2024 Sept. 2025 Sept. 2025 Sept. 2025 Sept. 2025	
		SHEET NUMBER 19 OF 53			



- NOTES:
1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
 2. CROWNS FOR NORMAL SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
 3. APPLY 2" OF LOAM EXCEPT IN RESIDENTIAL YARD AREAS APPLY 4" OF LOAM.
 4. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.

SALMON FALLS BRIDGE SACO RIVER HOLLIS-BUXTON	YORK COUNTY ROUTE 4A WIDENING TYPICAL SECTIONS	STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2364300 WIN 023643.00		BRIDGE NO. 3708 BRIDGE PLANS	
		DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED DESIGN-DETAILED		BY BY BY BY		DATE DATE DATE DATE	
		DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED DESIGN-DETAILED		BY BY BY BY		DATE DATE DATE DATE	
		DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED DESIGN-DETAILED		BY BY BY BY		DATE DATE DATE DATE	



STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

2364300

WIN

023643.00

BRIDGE NO. 3708

BRIDGE PLANS

SALMON FALLS BRIDGE

SACO RIVER

HOLLIS-BUXTON

YORK COUNTY

ROUTE 4A & 117

TEMPORARY SIGNAL PLAN

PROJ. MANAGER

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGN-DETAILED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

BY

J. Brook

P. Lushton

C. Wall

J. Perrelli

P. Pare

U. Lumsdai

DATE

Nov. 2024

Sep. 2025

Sep. 2025

Sep. 2025

SIGNATURE

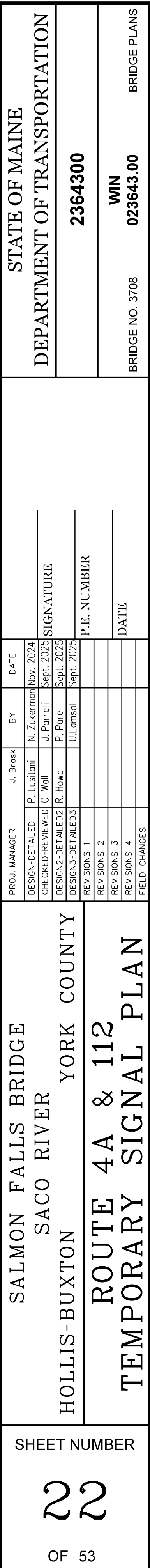
P.E. NUMBER

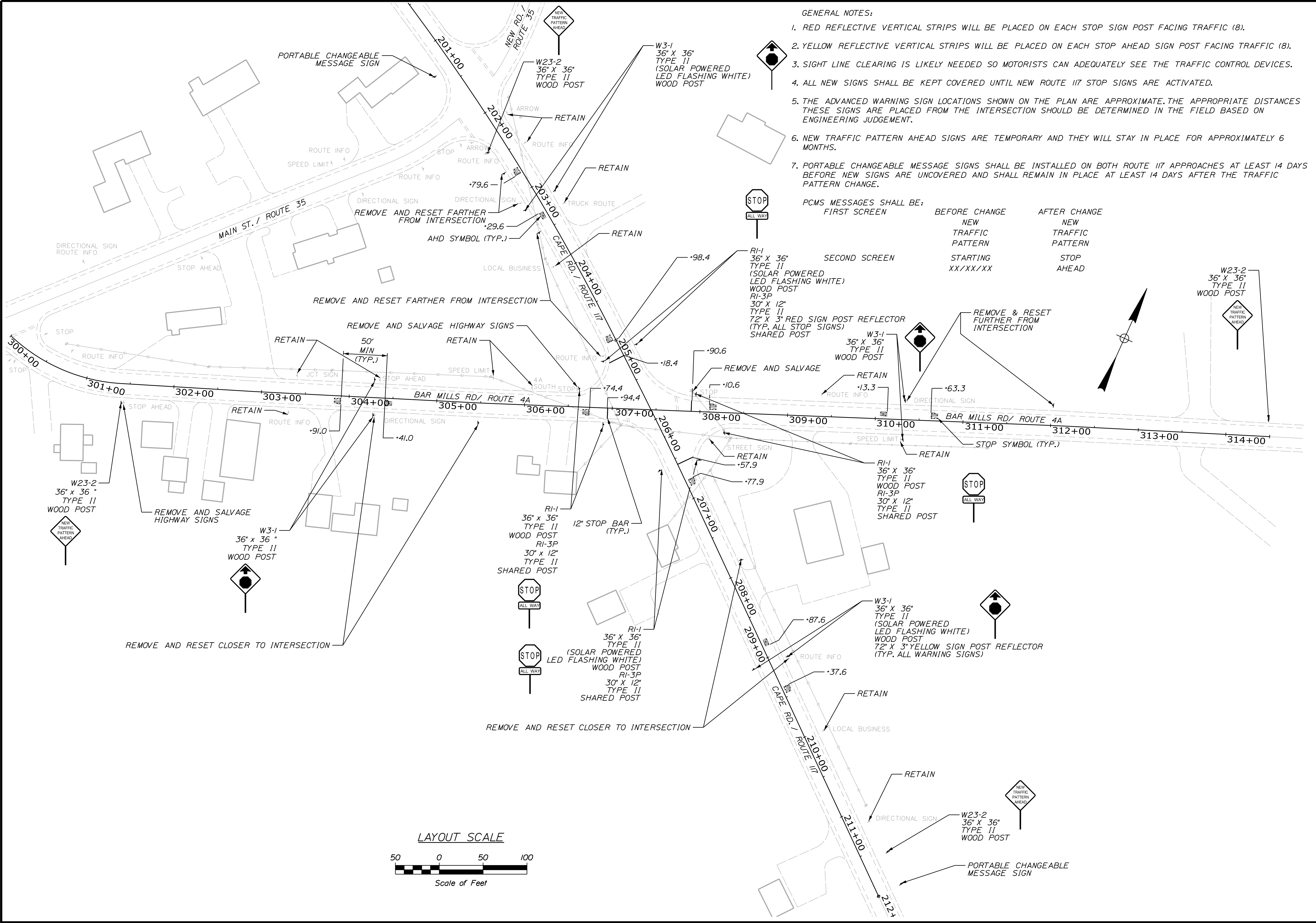
DATE

SHEET NUMBER

21

OF 53



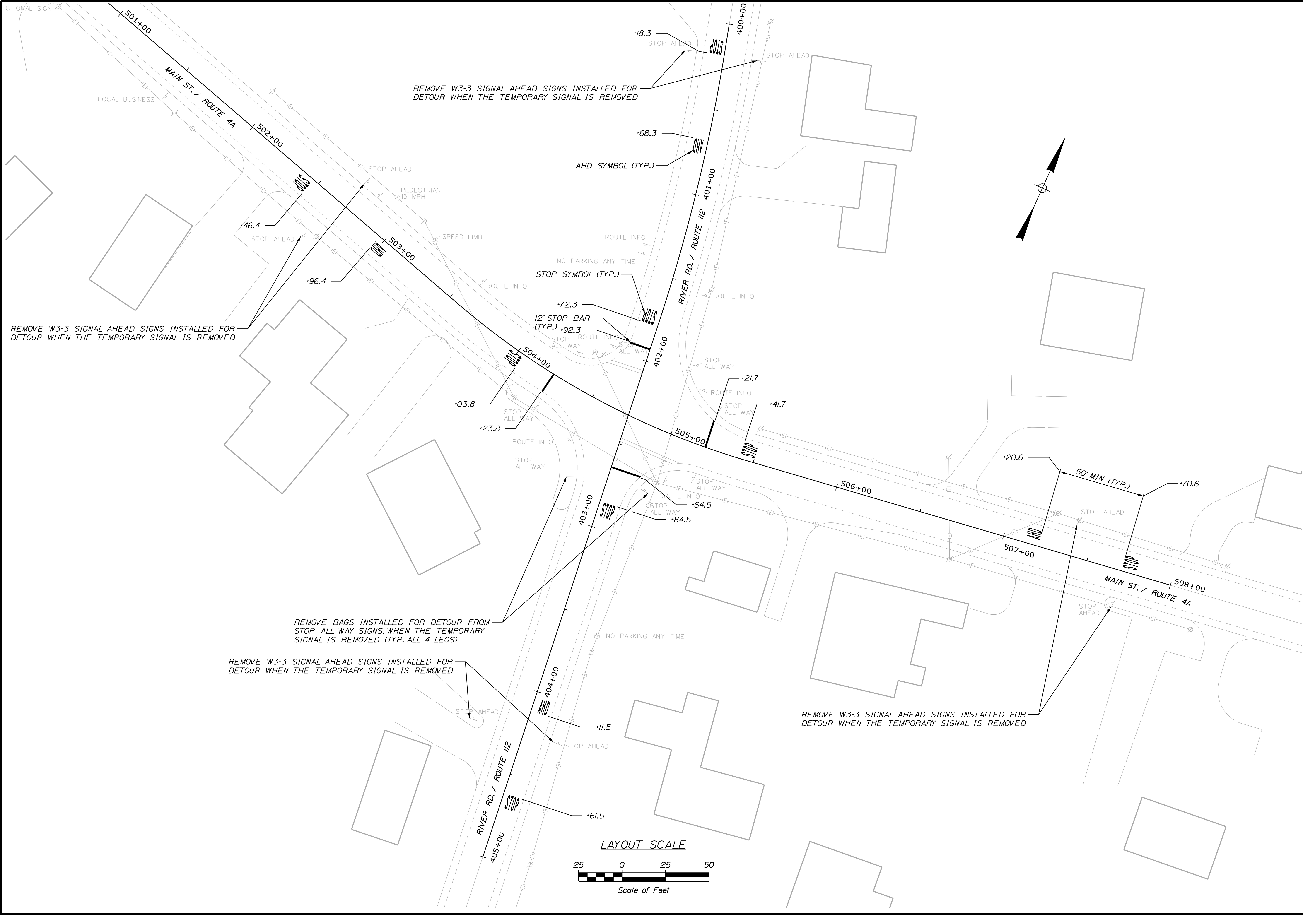


- GENERAL NOTES:
1. RED REFLECTIVE VERTICAL STRIPS WILL BE PLACED ON EACH STOP SIGN POST FACING TRAFFIC (8).
 2. YELLOW REFLECTIVE VERTICAL STRIPS WILL BE PLACED ON EACH STOP AHEAD SIGN POST FACING TRAFFIC (8).
 3. SIGHT LINE CLEARING IS LIKELY NEEDED SO MOTORISTS CAN ADEQUATELY SEE THE TRAFFIC CONTROL DEVICES.
 4. ALL NEW SIGNS SHALL BE KEPT COVERED UNTIL NEW ROUTE 117 STOP SIGNS ARE ACTIVATED.
 5. THE ADVANCED WARNING SIGN LOCATIONS SHOWN ON THE PLAN ARE APPROXIMATE. THE APPROPRIATE DISTANCES THESE SIGNS ARE PLACED FROM THE INTERSECTION SHOULD BE DETERMINED IN THE FIELD BASED ON ENGINEERING JUDGEMENT.
 6. NEW TRAFFIC PATTERN AHEAD SIGNS ARE TEMPORARY AND THEY WILL STAY IN PLACE FOR APPROXIMATELY 6 MONTHS.
 7. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED ON BOTH ROUTE 117 APPROACHES AT LEAST 14 DAYS BEFORE NEW SIGNS ARE UNCOVERED AND SHALL REMAIN IN PLACE AT LEAST 14 DAYS AFTER THE TRAFFIC PATTERN CHANGE.

PCMS MESSAGES SHALL BE:

FIRST SCREEN	BEFORE CHANGE NEW TRAFFIC PATTERN	AFTER CHANGE NEW TRAFFIC PATTERN
STARTING XX/XX/XX	STOP AHEAD	

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2364300		WIN		023643.00		BRIDGE NO. 3708		BRIDGE PLANS	
SALMON FALLS BRIDGE		SACO RIVER		YORK COUNTY		HOLLIS-BUXTON		ROUTE 4A & 117		INTERSECTION SIGNING PLAN		SHEET NUMBER	
J. Brock		P. Lushion		N. Zulerman		Nov. 2024		J. Perrelli		Sept. 2025		SIGNATURE	
DESIGNED-DETAILED		CHECKED-REVIEWED		C. Wall		J. Perrelli		P. Pare		Sept. 2025		P.E. NUMBER	
DESIGNS-DETAILED		DESIGNS-DETAILED		R. Howe		U. Lumsd		Sept. 2025		DATE			
REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		FIELD CHANGES					
23		OF 53											



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2364300

BRIDGE NO. 3708WIN023643.00BRIDGE PLANS

SALMON FALLS BRIDGE
SACO RIVER
HOLLIS-BUXTON

YORK COUNTY

ROUTE 4A & 112
INTERSECTION SIGNING PLAN

SHEET NUMBER

24

OF 53

PROJ. MANAGER	J. Brock	BY	DATE
DESIGN-DETAILED	P. Lusitani	N. Zulerman	Nov. 2024
CHECKED-REVIEWED	C. Wall	J. Perrelli	Sept. 2025
DESIGN-DETAILED	R. Howe	P. Pore	Sept. 2025
REVISIONS 1		U. Lumsdai	Sept. 2025
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

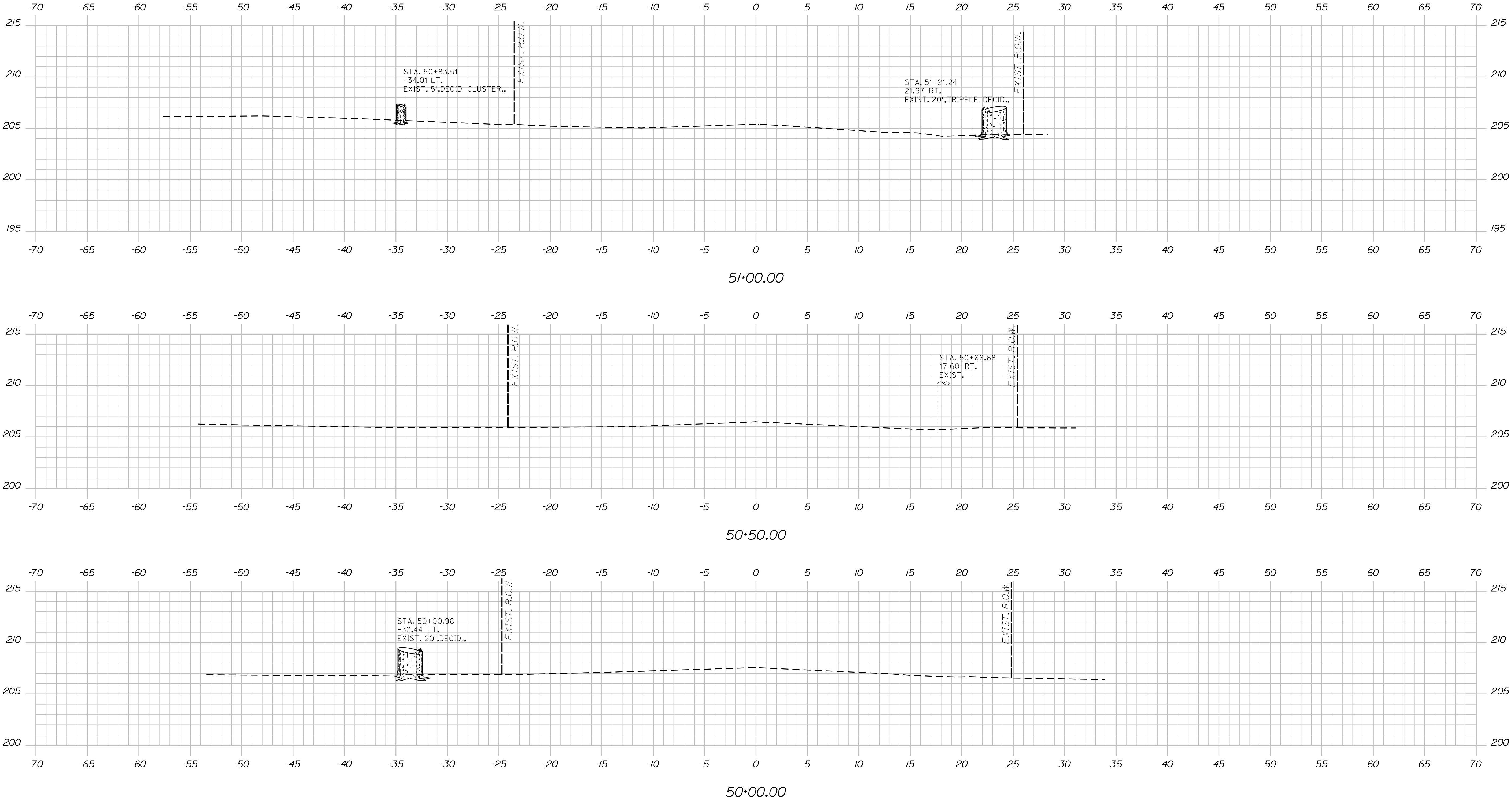
Date:11/20/2025

Username: 7799

Division: HIGHWAY

Filename: ... \MSTA025_XSECT_50+00.dgn

Sta. 50+00.00 to Sta. 51+00.00



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SIGNATURE		DATE
	P.E. NUMBER		DATE
	BRIDGE NO. 3708		BRIDGE PLANS
2364300		WIN	023643.00
SHEET NUMBER		25	
OF 53			

SALMON FALLS BRIDGE
SACO RIVER
HOLLIS-BUXTON

YORK COUNTY

CROSS SECTIONS,
ROUTE 4A

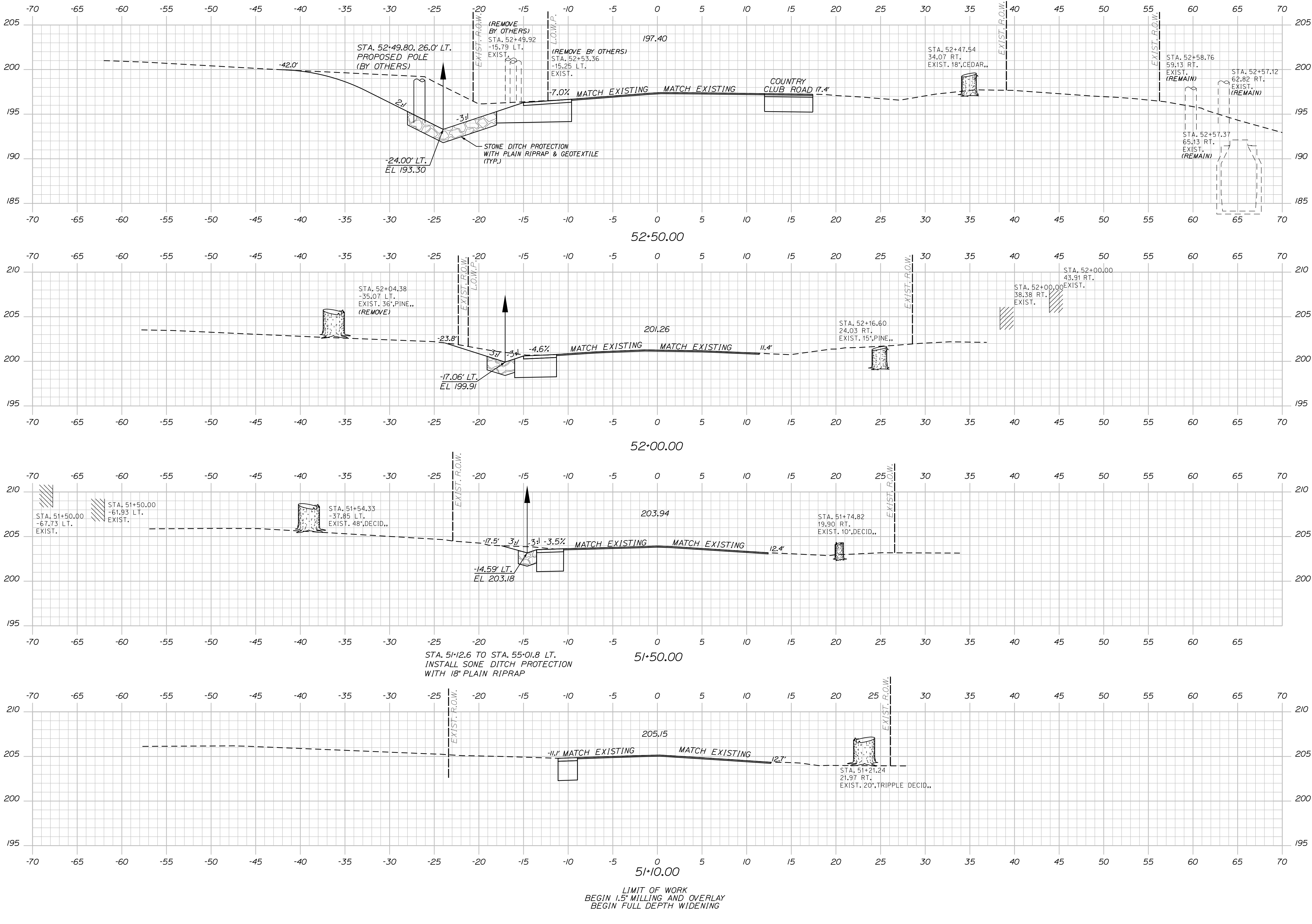
Date:11/20/2025

Username: 7799

Division: HIGHWAY

Filename: ... \MSTAD26_XSECT_51+50.dgn

Sta. 51+10.00 to Sta. 52+50.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2364300

BRIDGE NO. 3708
WIN
023643.00
BRIDGE PLANS

PROJ. MANAGER	BY	DATE
J. Brock	N. Zulerman	Nov. 2024
C. Wall	J. Perrelli	Sept. 2025
R. Howe	P. Pore	Sept. 2025
	U. Lumsdai	Sept. 2025

SALMON FALLS BRIDGE
SACO RIVER
HOLLIS-BUXTON
YORK COUNTY

CROSS SECTIONS,
ROUTE 4A

DESIGN-DETAILED	CHECKED-REVIEWED	DESIGNS-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES

SHEET NUMBER
26
OF 53

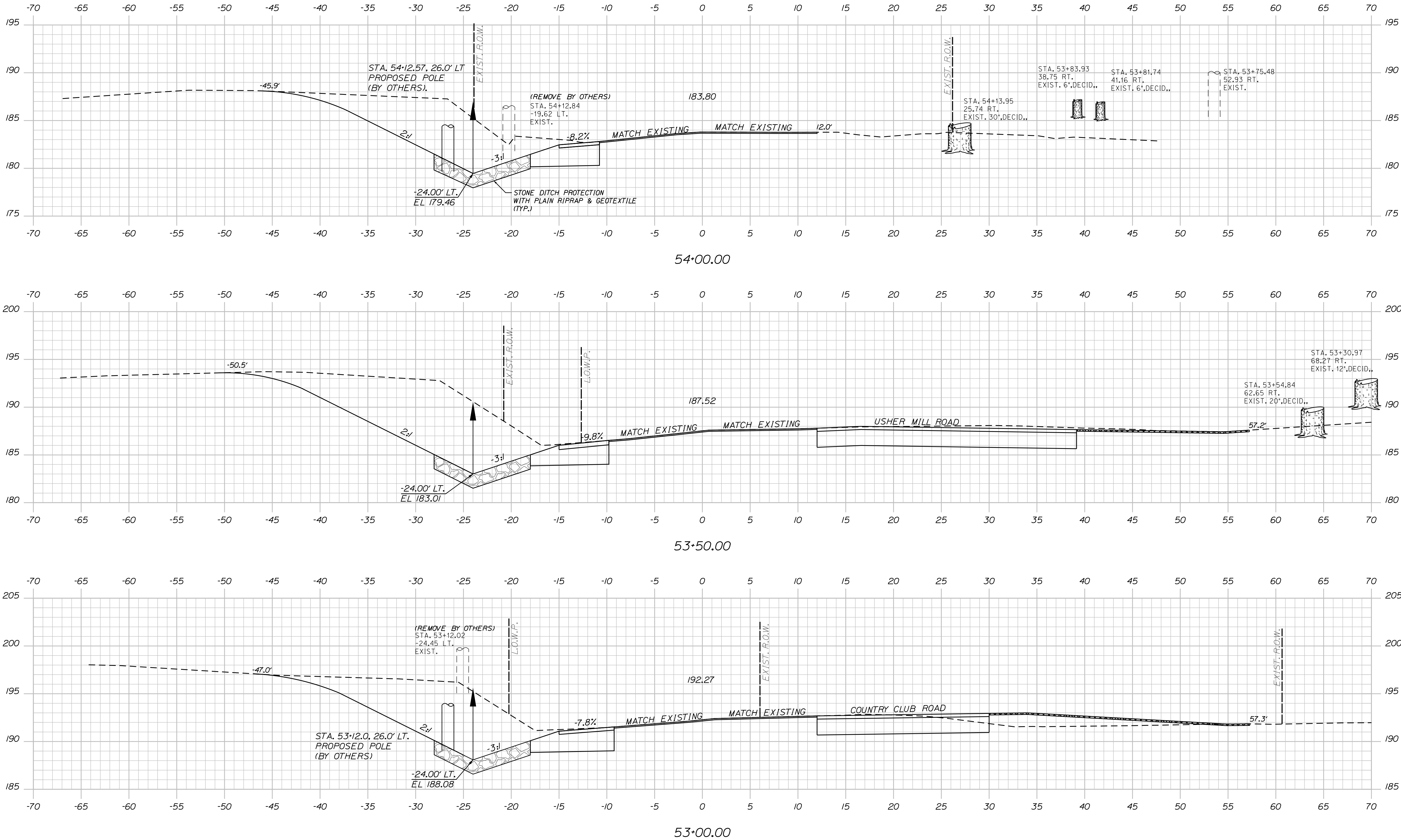
Date:11/20/2025

Username: 7799

Division: HIGHWAY

Filename: ... \MSTA027_XSECT_53+00.dgn

Sta. 53+00.00 to Sta. 54+00.00



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2364300		BRIDGE NO. 3708		WIN		023643.00		BRIDGE PLANS	
SALMON FALLS BRIDGE		SACO RIVER		YORK COUNTY		HOLLIS-BUXTON		CROSS SECTIONS, ROUTE 4A		SHEET NUMBER		27	
DESIGN-DETAILED		P. Lushion		N. Zulerman		Nov. 2024		SIGNATURE		P.E. NUMBER		DATE	
CHECKED-REVIEWED		C. Wall		J. Perrelli		Sept. 2025		P.E. NUMBER		DATE		DATE	
DESIGN-DETAILED		R. Howe		P. Pare		Sept. 2025		P.E. NUMBER		DATE		DATE	
DESIGN-DETAILED		U. Lumsdai		U. Lumsdai		Sept. 2025		P.E. NUMBER		DATE		DATE	
REVISIONS 1								REVISIONS 1		REVISIONS 1		REVISIONS 1	
REVISIONS 2								REVISIONS 2		REVISIONS 2		REVISIONS 2	
REVISIONS 3								REVISIONS 3		REVISIONS 3		REVISIONS 3	
REVISIONS 4								REVISIONS 4		REVISIONS 4		REVISIONS 4	
FIELD CHANGES								FIELD CHANGES		FIELD CHANGES		FIELD CHANGES	

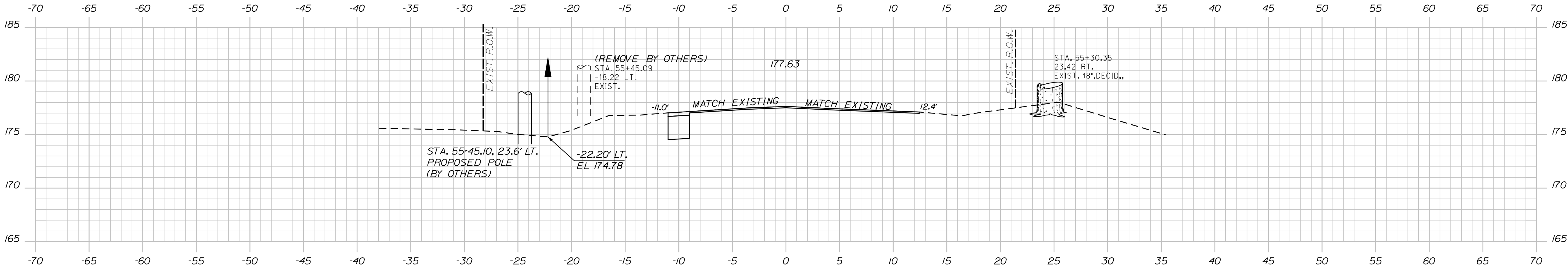
Date:11/20/2025

Username: 7799

Division: HIGHWAY

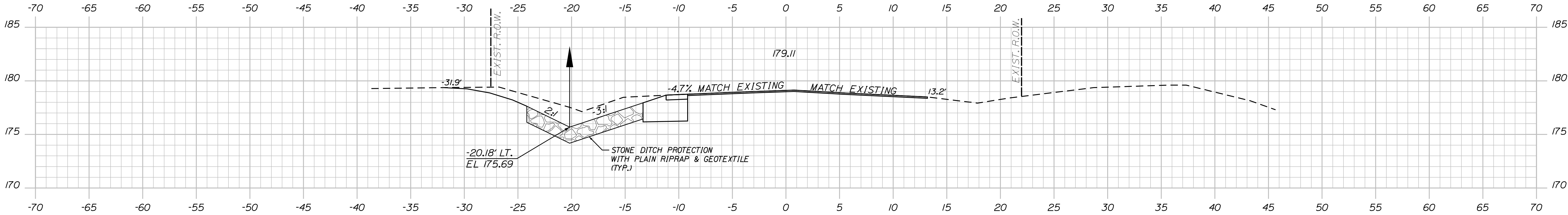
Filename: ... \MSTAO28_XSECT_54+50.dgn

Sta. 54+50.00 to Sta. 55+50.00

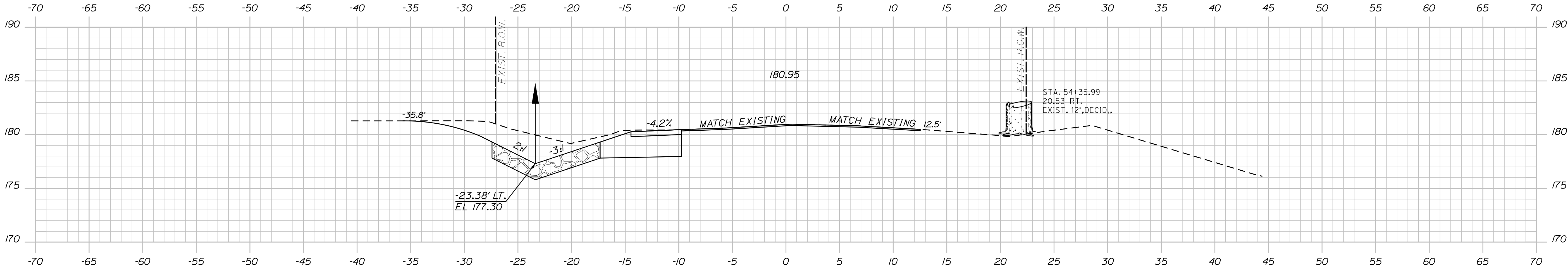


55+50.00

LIMIT OF WORK
END 1.5" MILLING AND OVERLAY
END FULL DEPTH WIDENING



55+00.00



54+50.00

PROJ. MANAGER	BY	DATE
J. Brook	N. Zulerman	Nov. 2024
CHECKED-REVIEWED	P. Lushion	Nov. 2024
DESIGNED-DETAILED	J. Perrelli	Sept. 2025
DESIGNED-DETAILED	P. Pore	Sept. 2025
DESIGNED-DETAILED	U. Lumsd	Sept. 2025
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

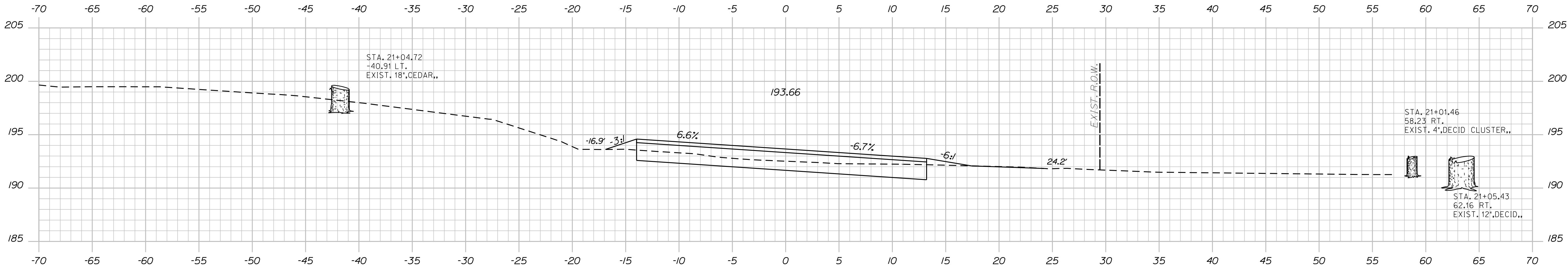
Date:11/20/2025

Username: 7799

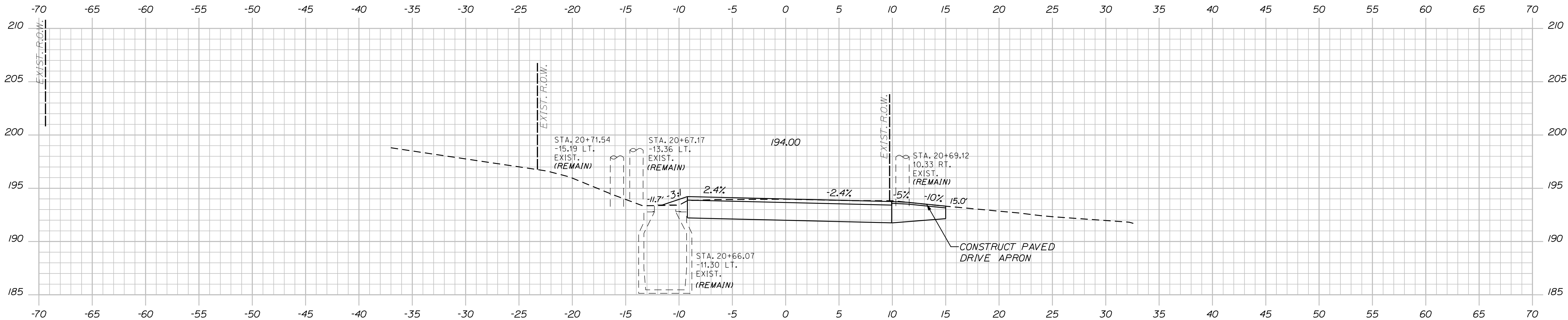
Division: HIGHWAY

Filename: ... \MSTAO29_XSECT_20-00.dgn

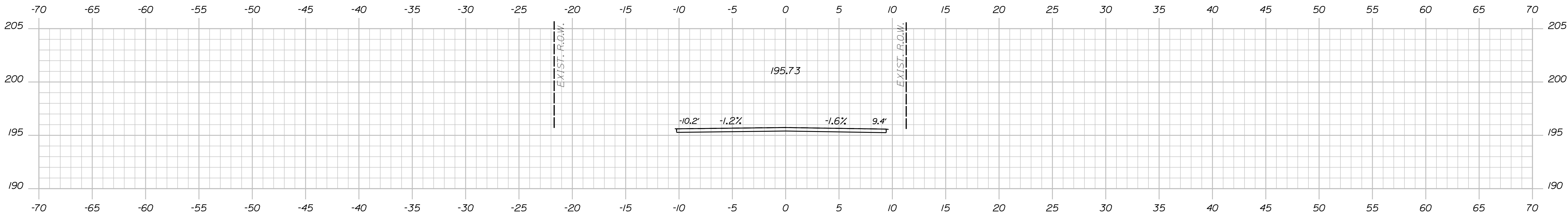
Sta. 20+00.00 to Sta. 20+40.41



21+00.00



20+50.00



20+00.00

STA. 20+00.00
BEGIN TRANSITION
LIMIT OF WORK

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2364300				BRIDGE NO. 3708	WIN	023643.00	BRIDGE PLANS
	SIGNATURE				P.E. NUMBER			
SALMON FALLS BRIDGE		YORK COUNTY		HOLLIS-BUXTON		CROSS SECTIONS, COUNTRY CLUB ROAD		SHEET NUMBER
SACO RIVER								29
								OF 53

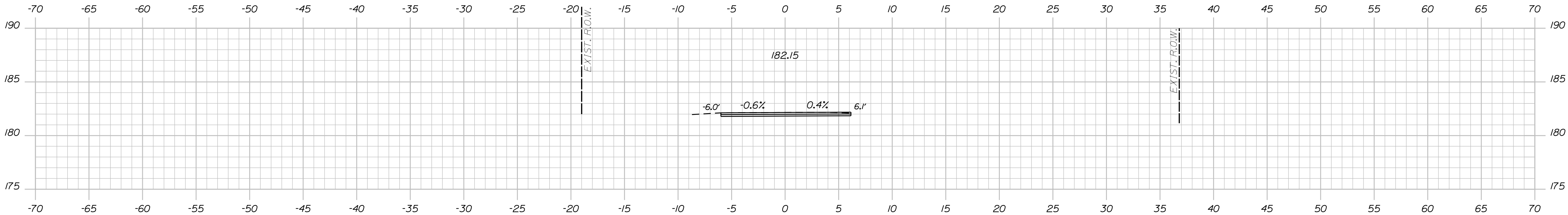
Date:11/20/2025

Username: 7799

Division: HIGHWAY

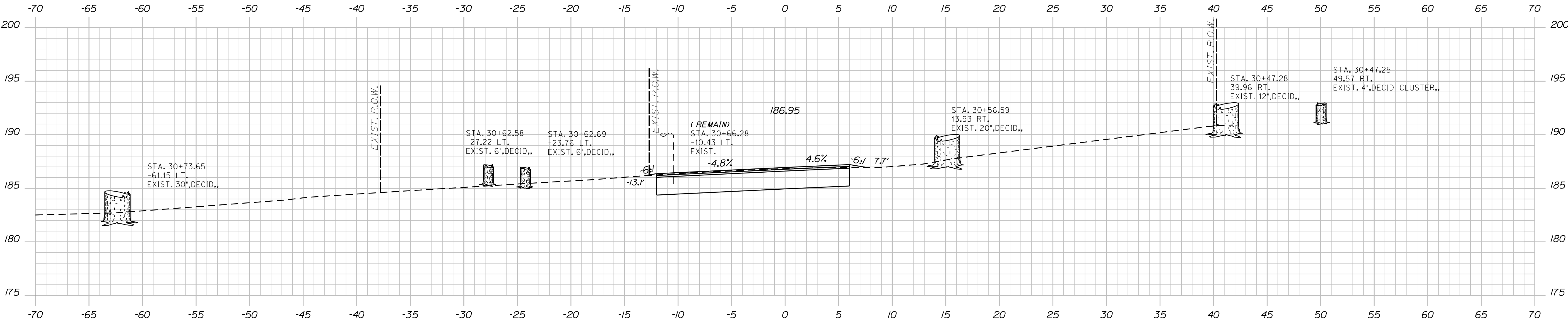
Filename: ... \MSTAO31_XSECT_30-00.dgn

Sta. 30+00.00 to Sta. 31+00.00

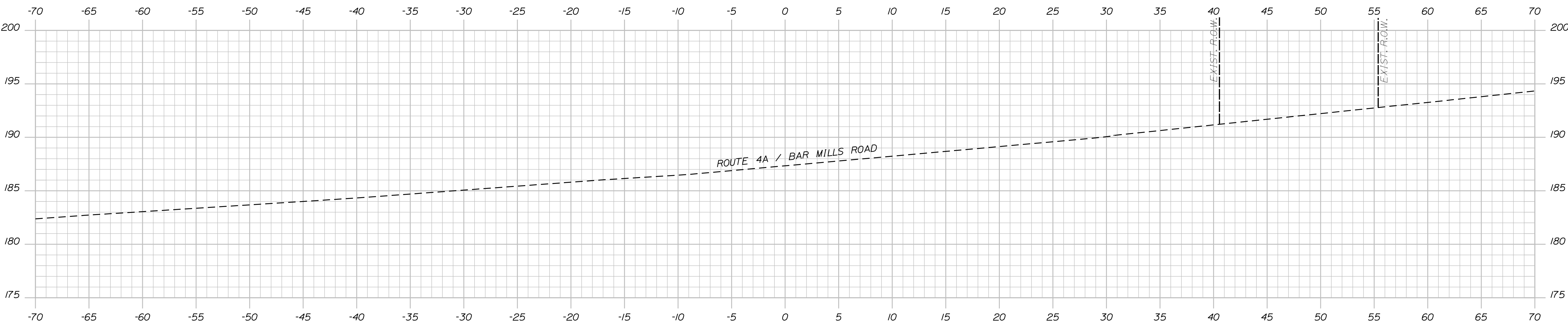


31+00.00

STA. 30+00.00
BEGIN TRANSITION
LIMIT OF WORK

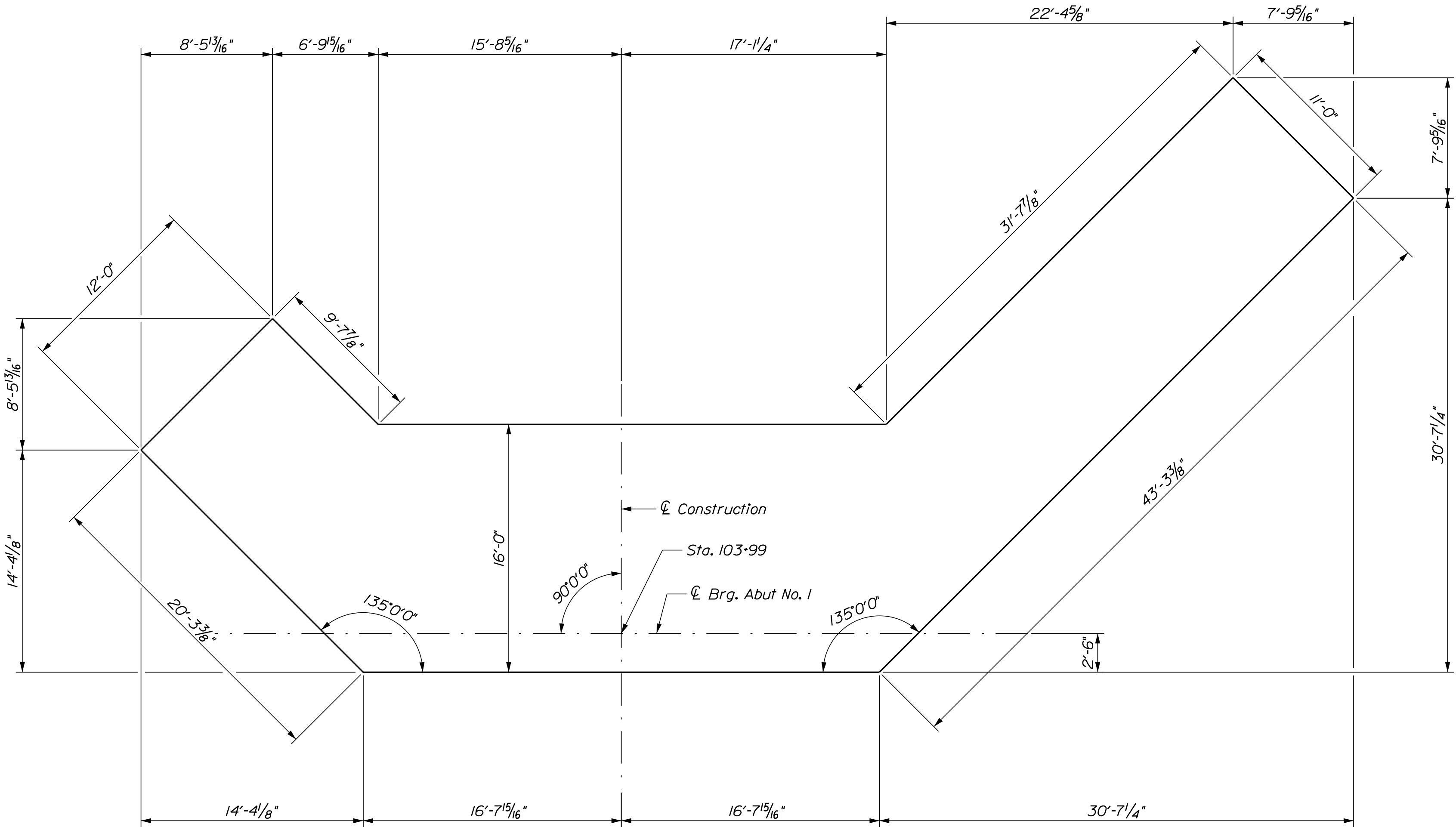
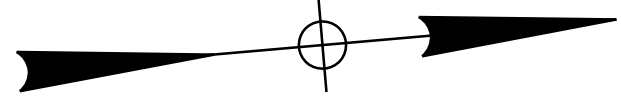


30+50.00

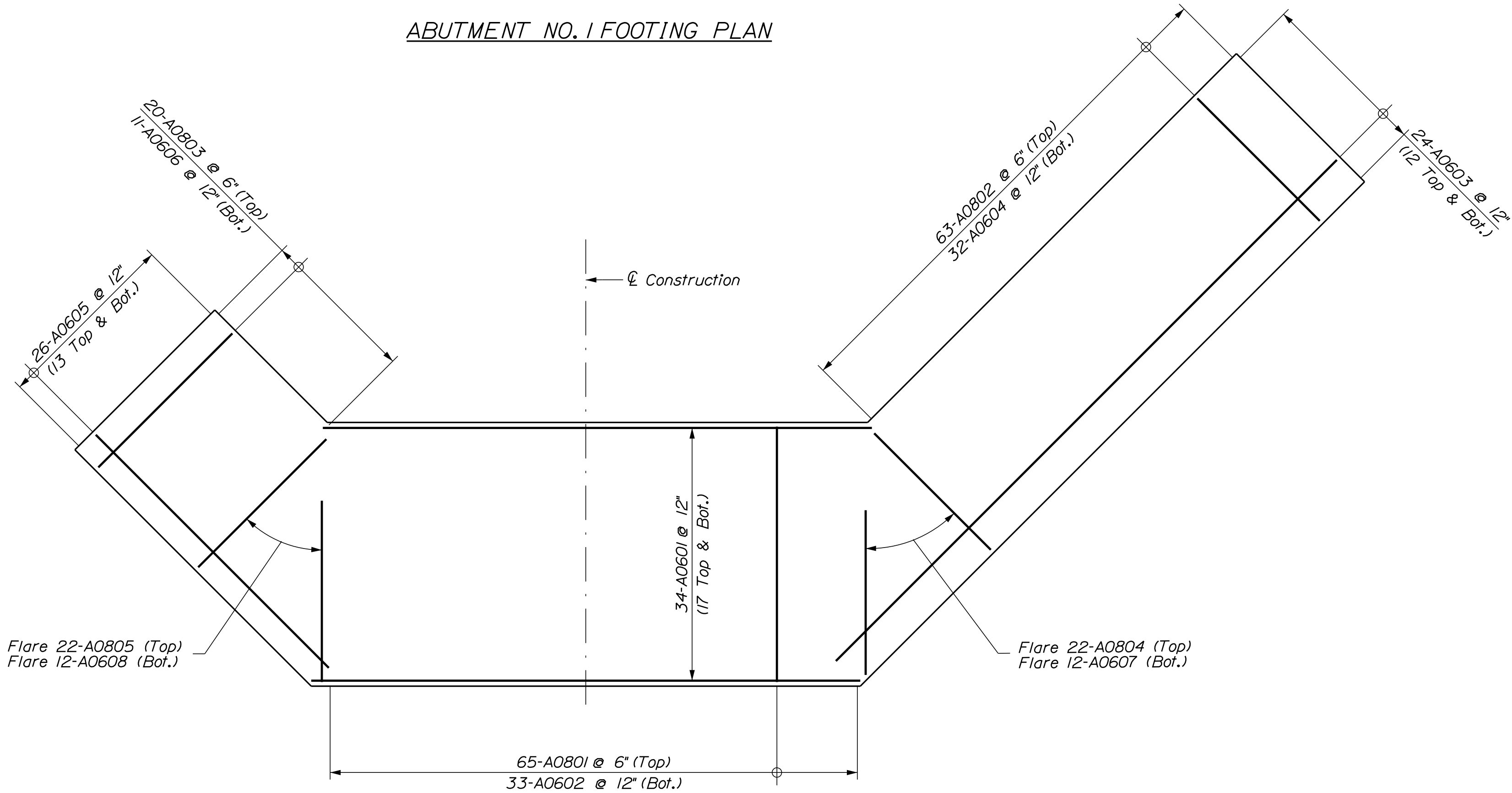


30+00.00

PROJ. MANAGER	J. Brock	BY	DATE
DESIGN-DETAILED	P. Lushon	N. Zukerman	Nov. 2024
CHECKED-REVIEWED	C. Wall	J. Perrelli	Sept. 2025
DESIGN-DETAILED	R. Howe	P. Pore	Sept. 2025
DESIGN-DETAILED	U. Lumsd	U. Lumsd	Sept. 2025
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



ABUTMENT NO. 1 FOOTING PLAN

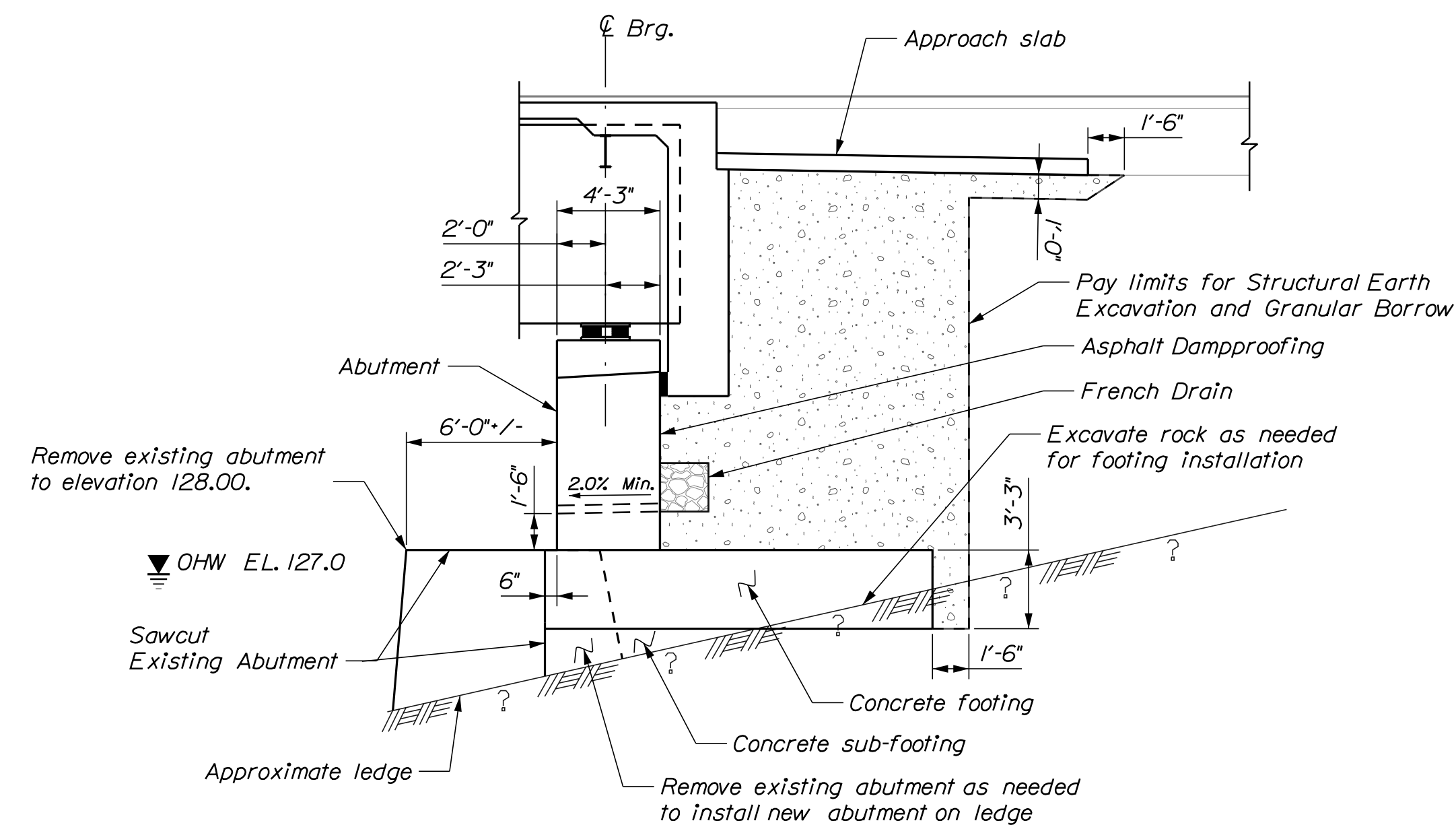
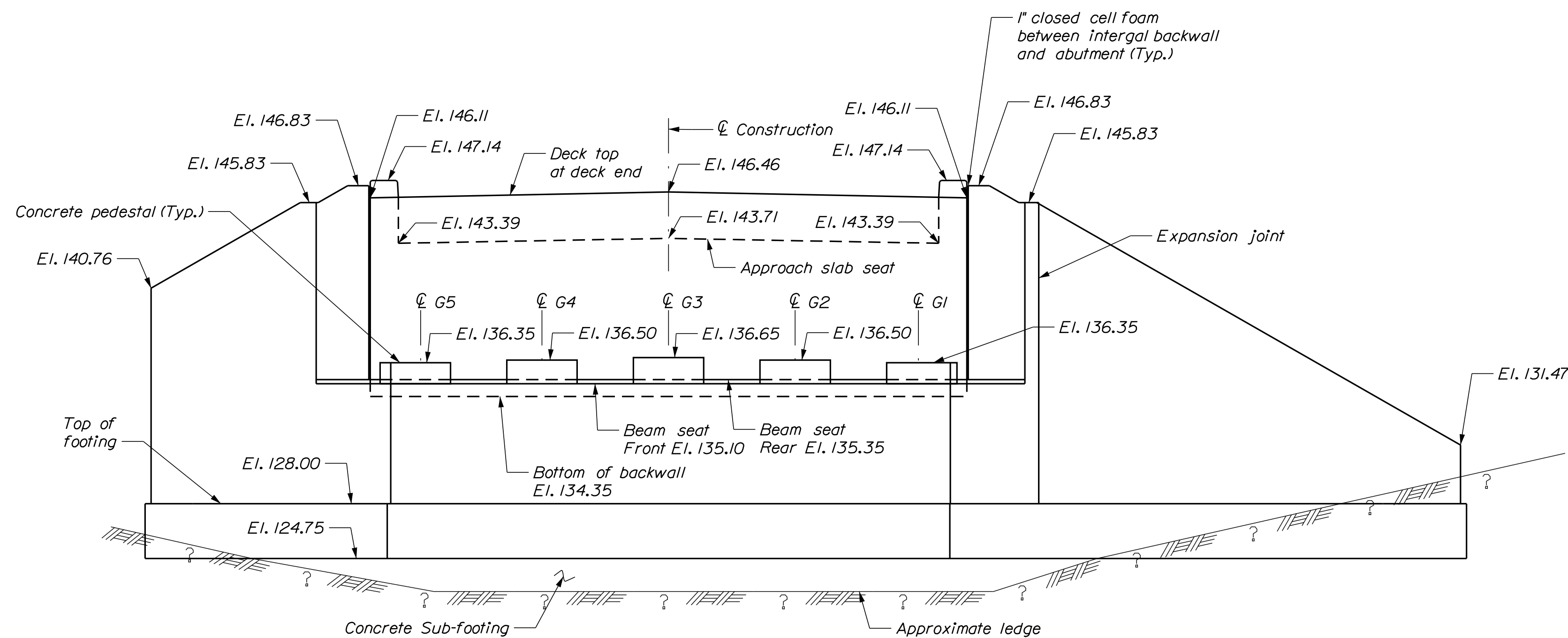
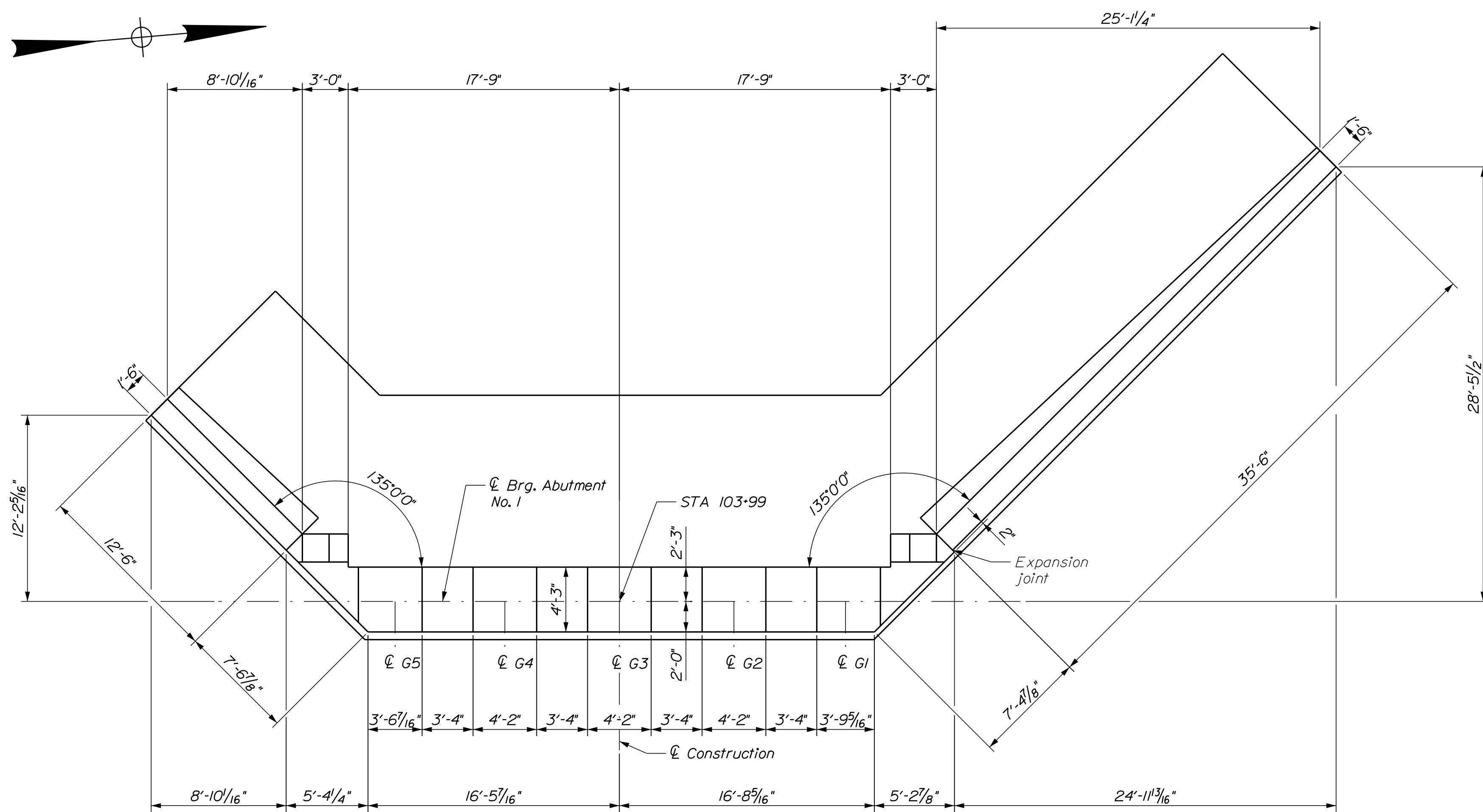


ABUTMENT NO. 1 FOOTING REINFORCEMENT PLAN

NOTES

1. See Abutment No. 1 sheet for abutment notes.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION					BRIDGE NO. 3708 WIN 023643.00 BRIDGE PLANS
2364300					
BRIDGE NO. 3708					
WIN					
023643.00					
BRIDGE PLANS					
SHEET NUMBER					
32					
OF 53					
SALMON FALLS BRIDGE SACO RIVER HOLLIS-BUXTON YORK COUNTY					SIGNATURE
PROJ. MANAGER		J. Brock	BY	DATE	
DESIGN-DETAILED		P. Lusitani	N. Zukerman	Nov. 2024	
CHECKED-REVIEWED		C. Wall	J. Porrelli	Sept. 2025	
DESIGN-DETAILED		R. Howe	P. Pire	Sept. 2025	
DESIGN-DETAILED		U. Lamsal	U. Lamsal	Sept. 2025	
REVISIONS 1		P.E. NUMBER			
REVISIONS 2					
REVISIONS 3					
REVISIONS 4		DATE			
FIELD CHANGES					

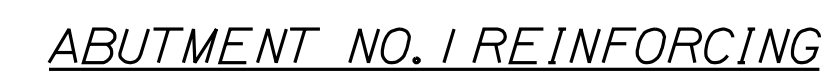


ABUTMENT NOTES

1. The maximum factored applied footing pressure is 17.4 ksf at the Strength I Limit State.
2. Abutments, wingwalls, and their footings shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits in cut areas and a vertical plane located 10 feet behind the walls in fill areas.
3. Reinforcing steel shall have a minimum concrete cover of 2 inches in the walls and 3 inches in the footings unless otherwise noted.
4. Place drains with a 4-inch diameter in the breastwall and wingwalls at 10 feet maximum spacing. The exact location will be determined by the Resident.
5. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
6. Construct French Drains behind the abutments and wingwalls in accordance with Standard Specification Section 512, French Drains.
7. When bedrock protrudes above the bottom of footing, the footing may be raised and the vertical reinforcing may be cut in the field with the approval of the Resident. The minimum footing elevations are shown on the Plans and shall not be lowered without prior approval of the Engineer of Record. Payment for adjusting the footing elevations and reinforcing steel will be considered incidental to the related Contract Items. No separate payment will be made.
8. At the option of the Resident, bedrock which protrudes above a horizontal plane 12 inches below the proposed bottom of footing elevation may be removed. Payment for bedrock removal shall be made under Item No. 206.092 Structural Rock Excavation - Major Structures.
9. Abutment concrete shall be placed on bedrock cleaned of all weathered rock, loose fractured rock and soil. The bedrock subgrade shall be confirmed to be relatively level. Where the bedrock slope exceeds 4H:1V, the bedrock surface shall be benched to create level steps or made completely level. The Resident shall approve the bedrock subgrade prior to the placement of the abutment concrete.
10. Prior to placing abutment concrete, the bedrock subgrade shall be washed with high-pressure water and air.
11. 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 manufacturers recommendations.
12. Payment for Asphalt Dampproofing will not be made directly, but will be considered incidental to the related Contract items.
13. Payment for existing abutment and pier concrete sawcutting, demolitions, and removal will be paid under item 202.19 removing existing bridges.
14. Payment for concrete sub-footing below abutment and wingwall footing will be paid under item 502.565 Concrete Fill.
15. Bedrock elevations are drawn schematically based on boring elevations. Actual bedrock elevations will vary from what is shown.

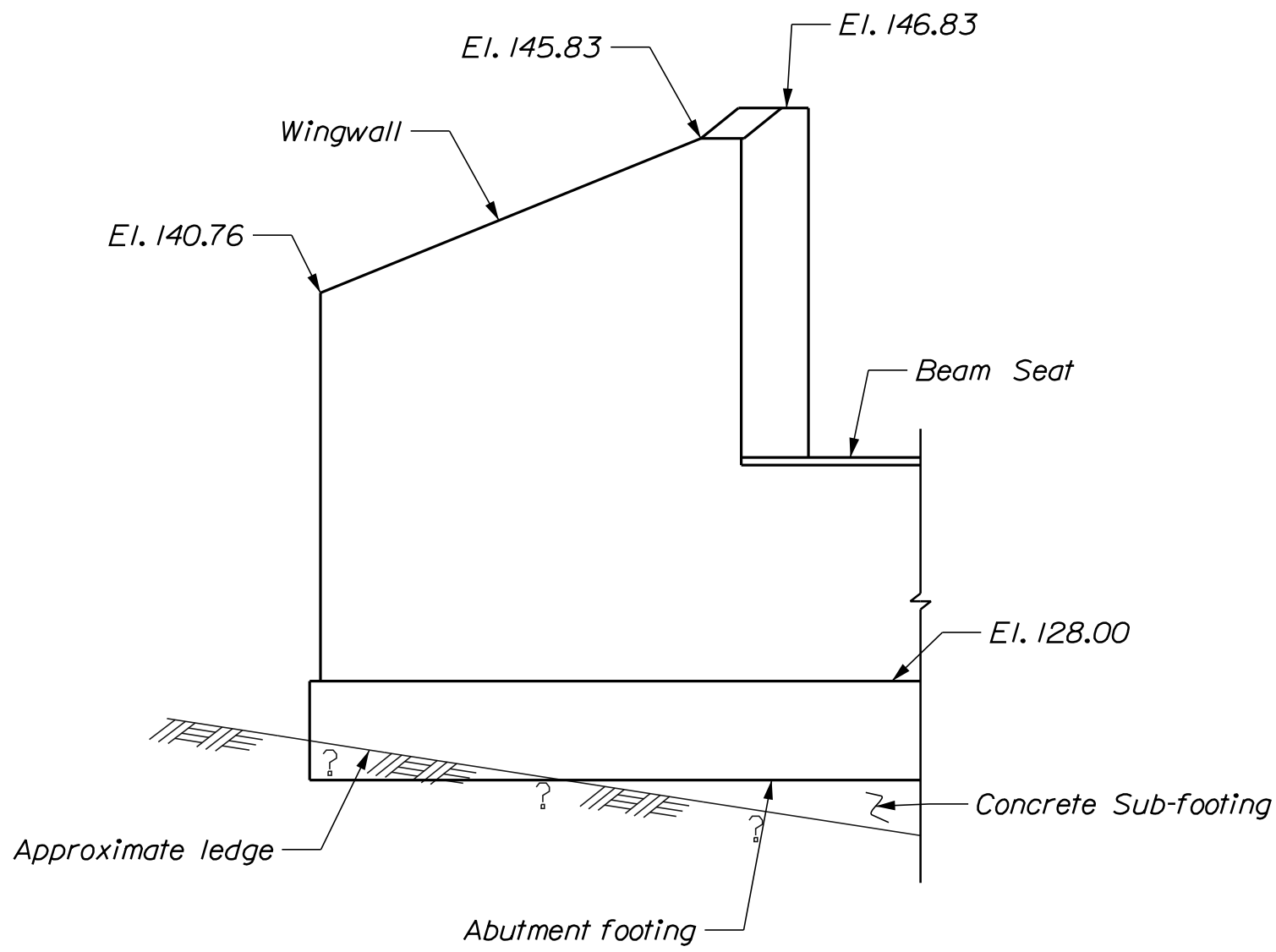


LEGEND
N.F. = Near Face
F.F. = Far Face
E.F. = Each Face

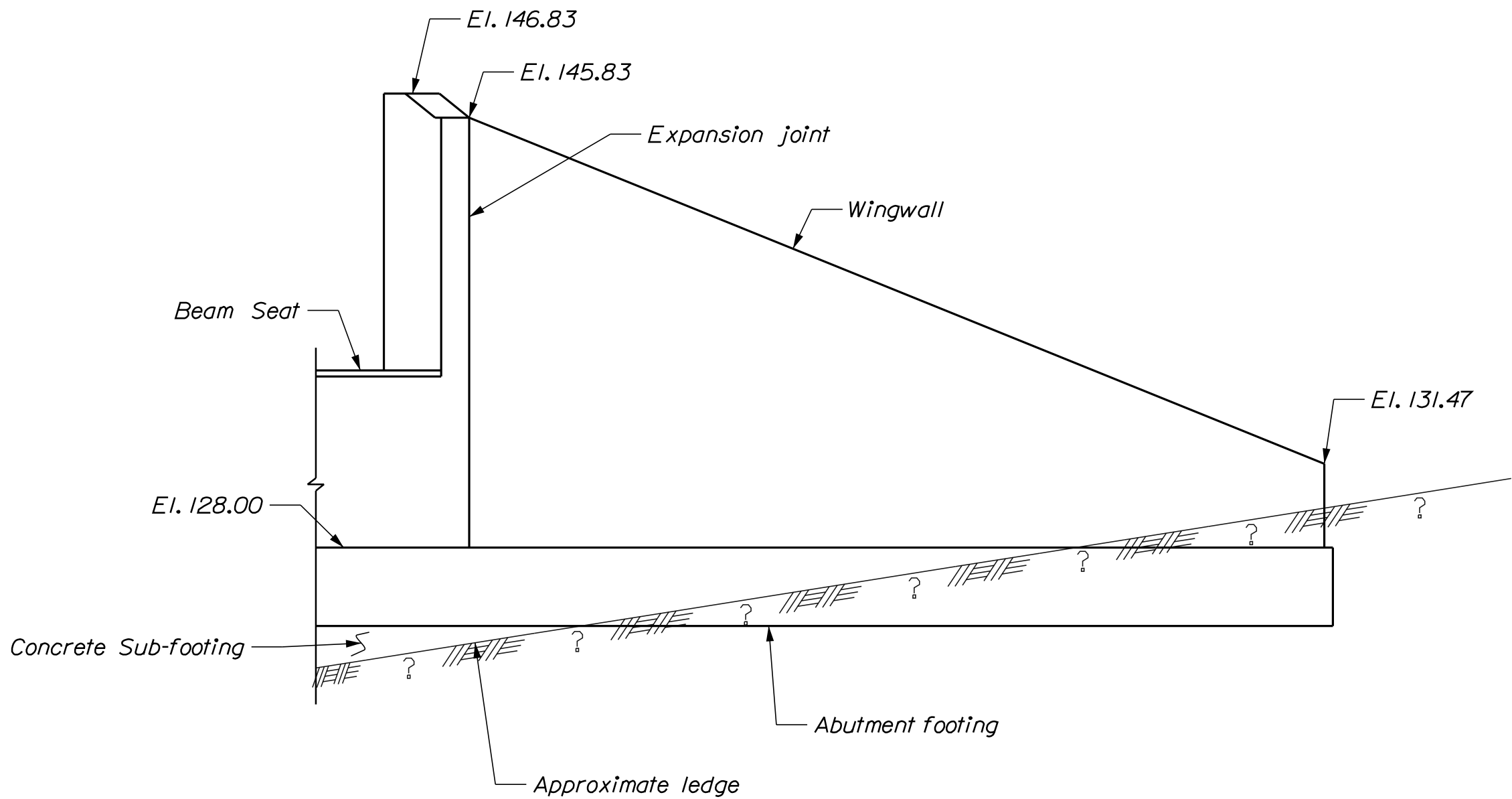


SHEET NUMBER				STATE OF MAINE			
34 OF 53				DEPARTMENT OF TRANSPORTATION			
				2364300			
				WIN			
				023643.00			
				BRIDGE NO. 3708			
BRIDGE PLANS							

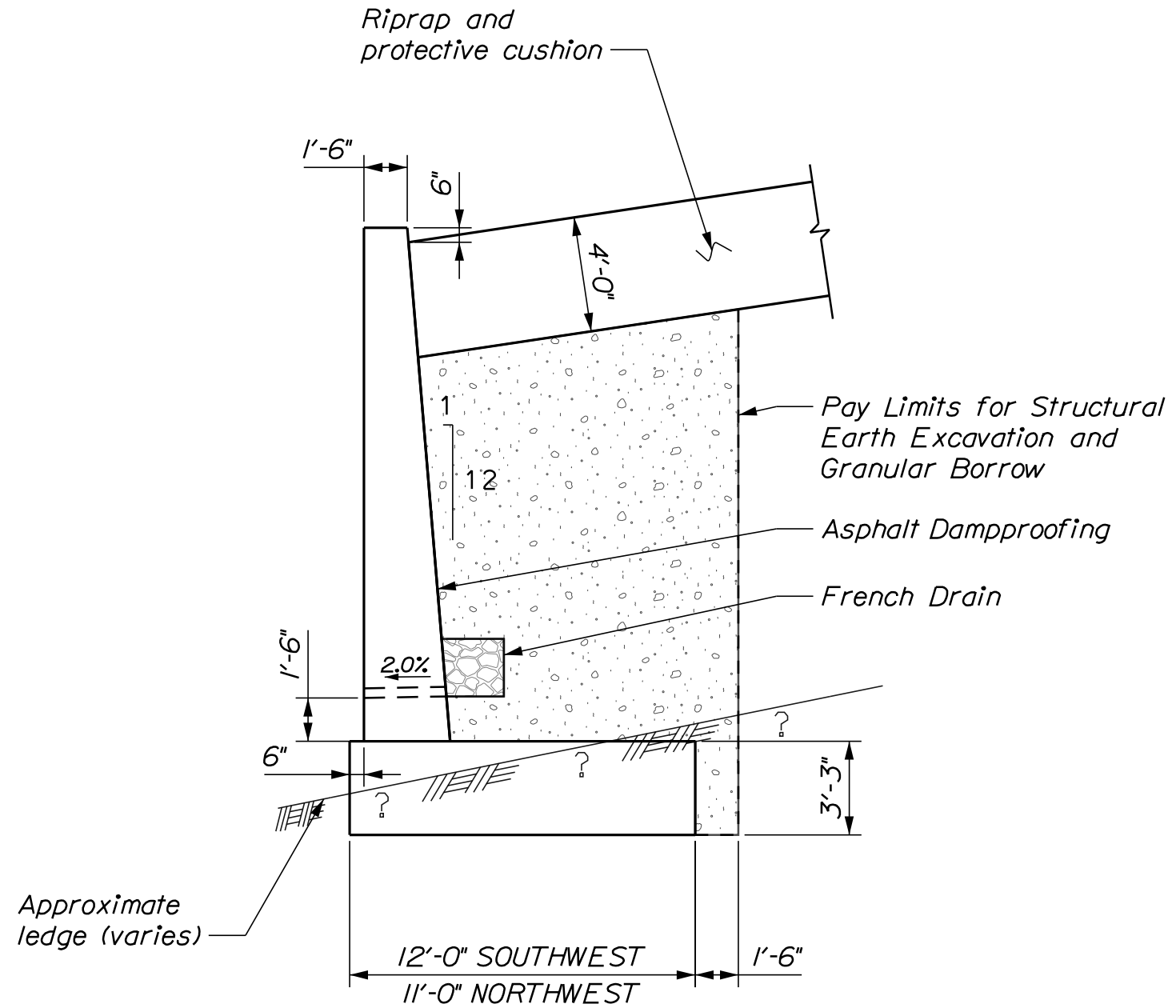
SALMON FALLS BRIDGE				PROJ. MANAGER	J. Broak	BY	DATE
SACO RIVER				DESIGN-DETAILED	P. Lustani	N. Zakem	Nov. 2024
HOLLIS-BUXTON				CHECKED-REVIEWED	C. Wall	J. Perrilli	Sept. 2025
YORK COUNTY				DESIGN2-DETAILED2	R. Howe	P. Pore	Sept. 2025
				DESIGN3-DETAILED3		U. Lomsal	Sept. 2025
ABUTMENT NO. 1 REINFORCING				REVISIONS 1			P.E. NUMBER
				REVISIONS 2			
				REVISIONS 3			
				REVISIONS 4			
				FIELD CHANGES			DATE



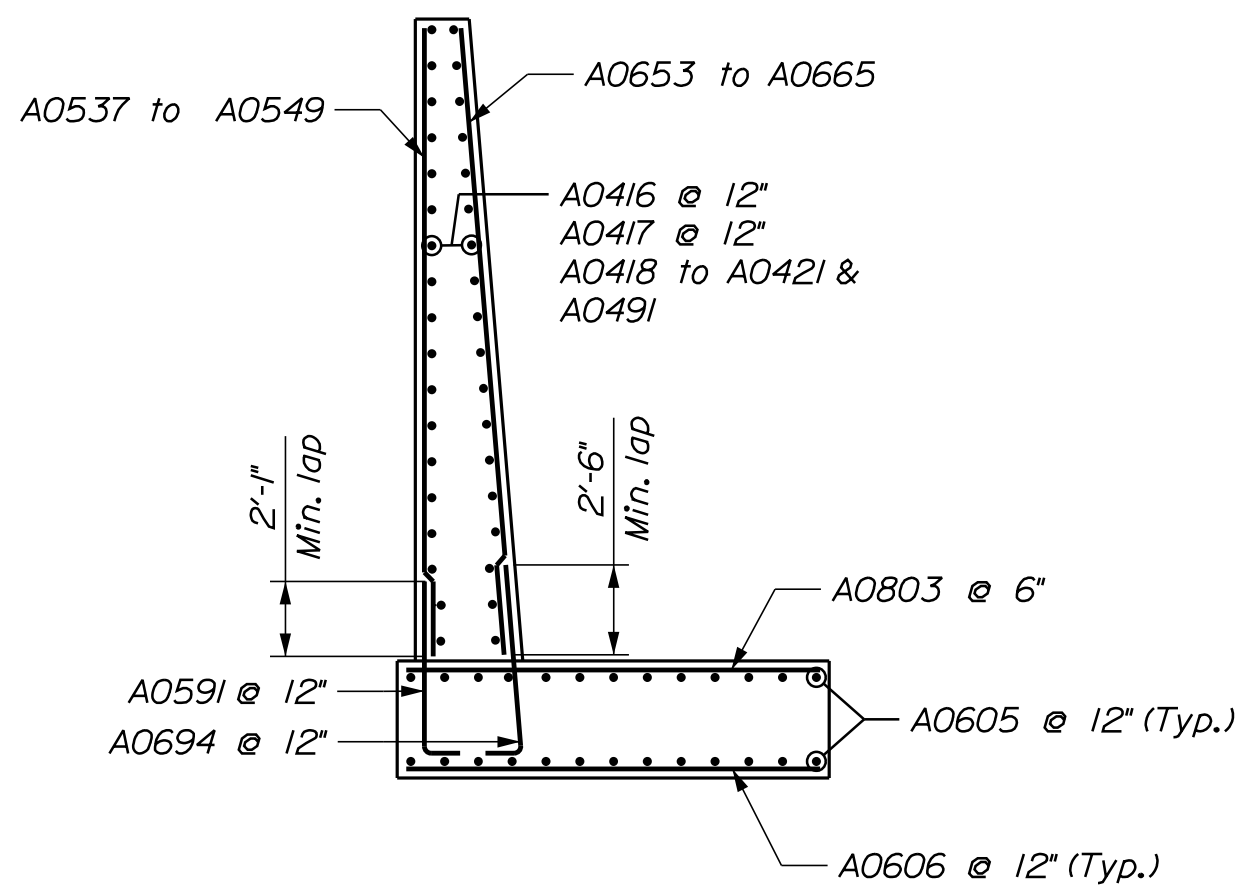
SOUTHWEST WINGWALL ELEVATION



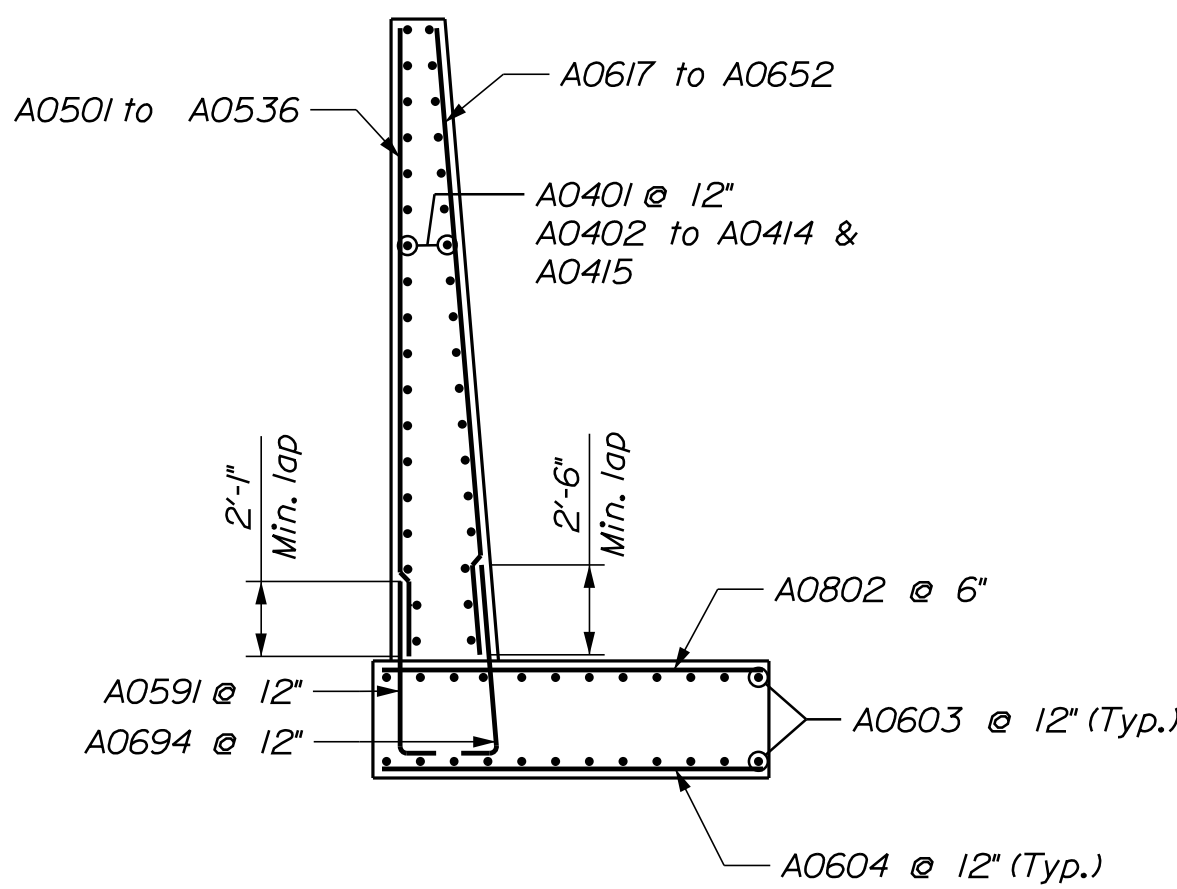
NORTHWEST WINGWALL ELEVATION



WINGWALL SECTION



SOUTHWEST WINGWALL REINFORCING



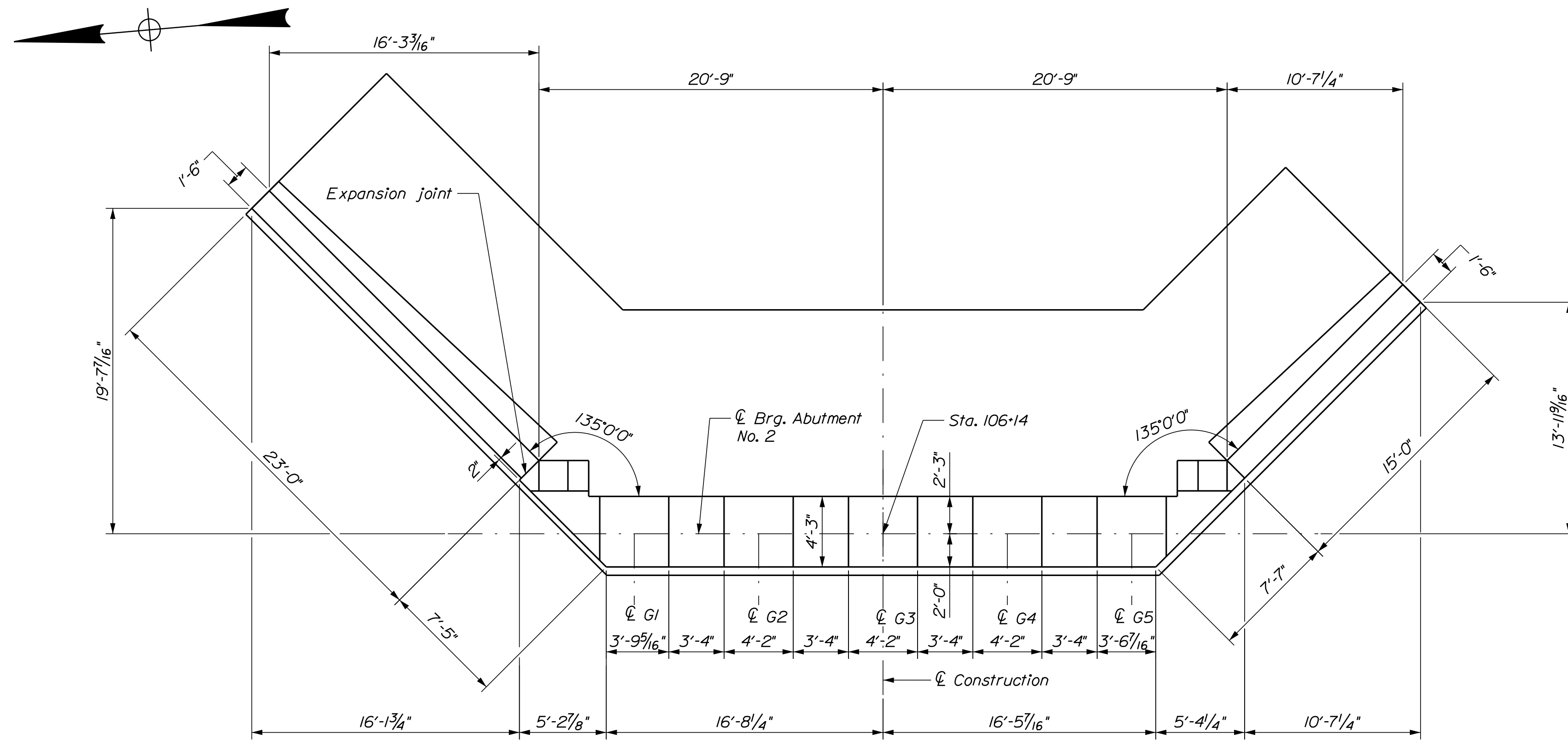
NORTHWEST WINGWALL REINFORCING

STATE OF MAINE										DEPARTMENT OF TRANSPORTATION									
2364300										WIN									
023643.00										BRIDGE NO. 3708									
BRIDGE PLANS																			
SALMON FALLS BRIDGE										SACO RIVER									
HOLLIS-BUXTON										YORK COUNTY									
ABUTMENT NO.1 WINGWALLS										& WINGWALL REINFORCING									
SHEET NUMBER										35									
OF 53																			

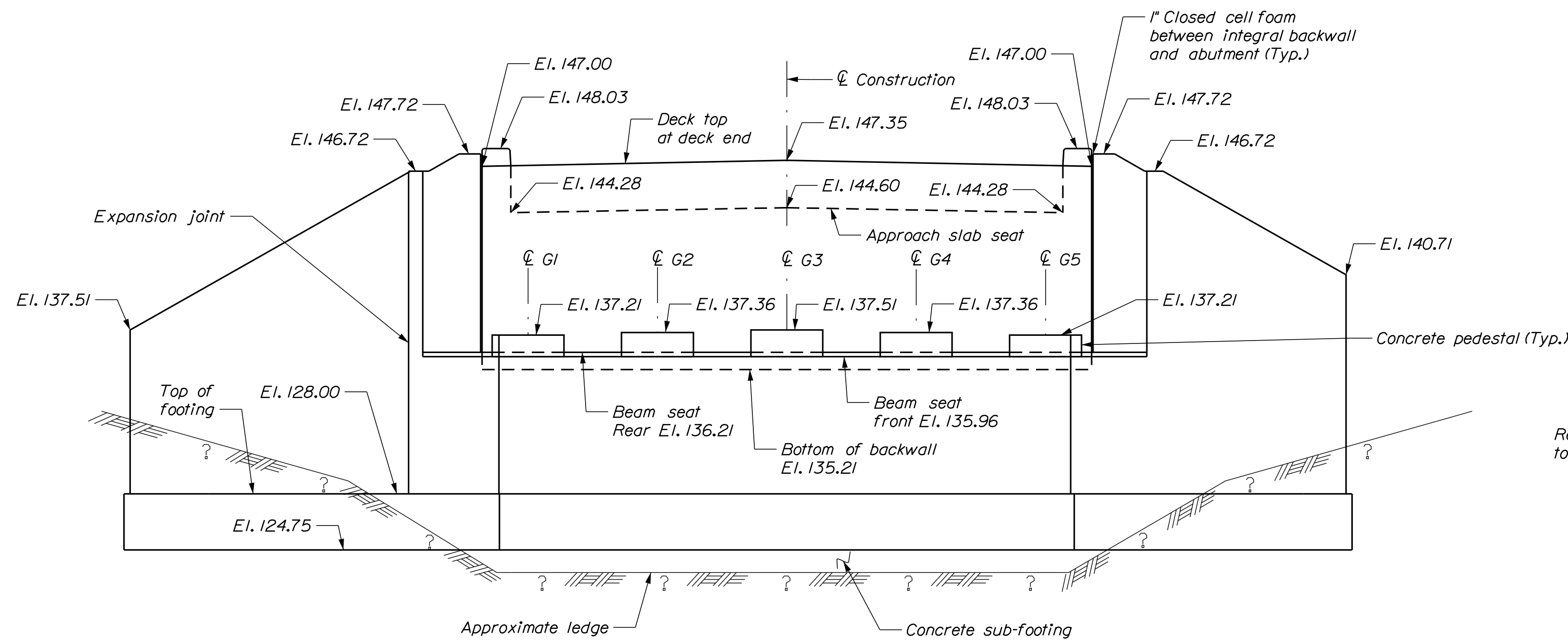


1. See Abutment No. 1 sheet for abutment notes.

SHEET NUMBER 36 OF 53	SALMON FALLS BRIDGE SACO RIVER HOLLIS-BUXTON YORK COUNTY ABUTMENT NO. 2 FOOTING & FOOTING REINFORCING	PROJ. MANAGER	J. Grosk	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2364300 WIN 023643.00 BRIDGE NO. 3708 BRIDGE PLANS
		DESIGN-DETAILED	P. Lusitoni	N. Zakarom	Nov. 2024	
		CHECKED-REVIEWED	C. Wall	J. Porreall	Sept. 2023	
		DESIGN-DETAILED	R. Howe	P. Pore	Sept. 2023	
		DESIGN-DETAILED	D3	U. Lonsal	Sept. 2023	
		REVISIONS 1			P.E. NUMBER	
		REVISIONS 2				
		REVISIONS 3				
		REVISIONS 4			DATE	
		FIELD CHANGES				



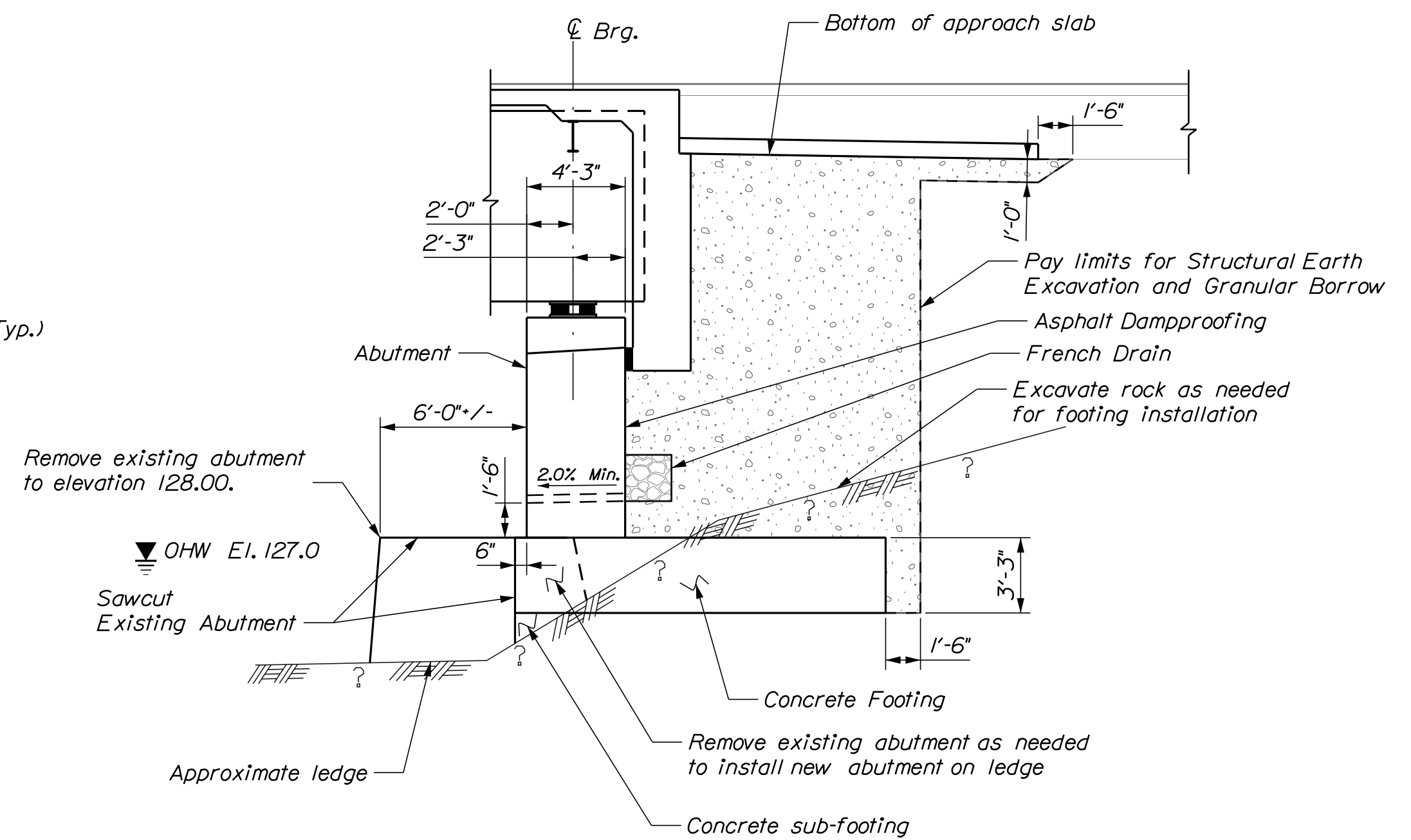
ABUTMENT NO. 2 PLAN



ABUTMENT NO. 2 ELEVATION

NOTES

1. See Abutment No. 1 sheet for abutment notes.



ABUTMENT NO. 2 SECTION

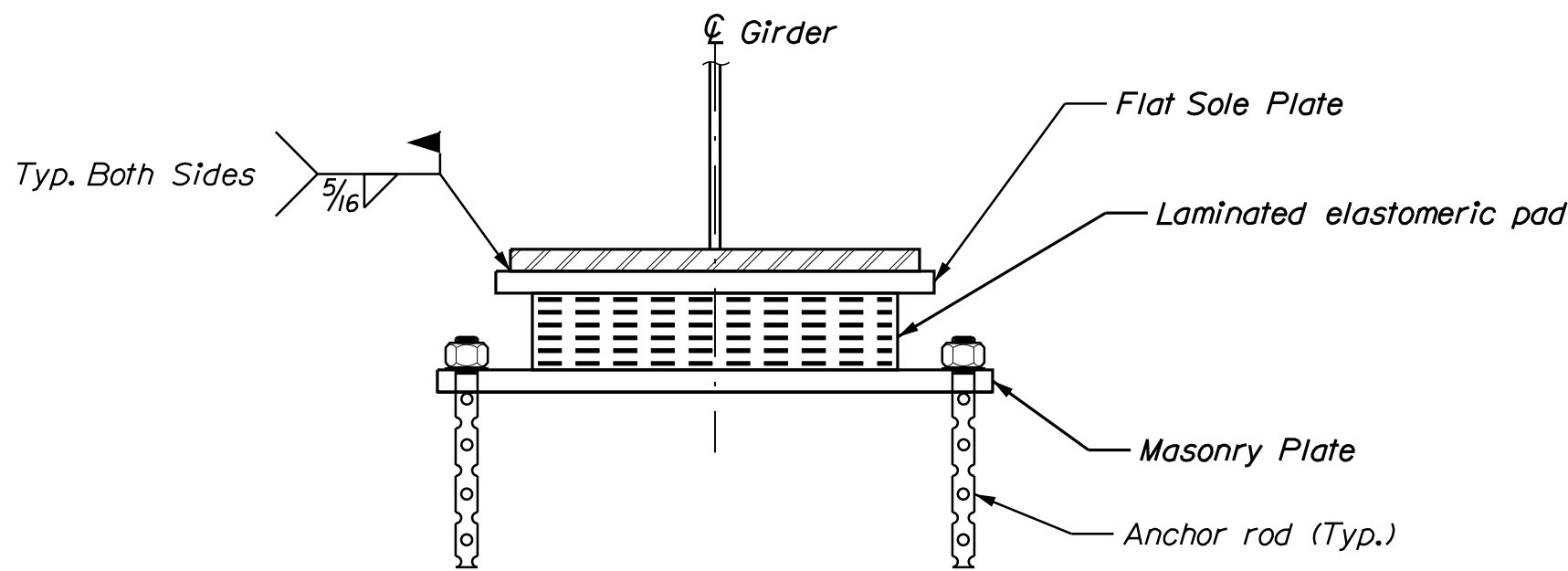
DESIGN-DETAILED	P. Lusitani	Nov. 2024	SIGNATURE
CHECKED-REVIEWED	C. Wall	Sept. 2025	
DESIGN2-DETAILED2	R. Howe	Sept. 2025	
DESIGN3-DETAILED3	U. Iamsal	Sept. 2025	
REVISIONS 1			P.E. NUMBER
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			DATE



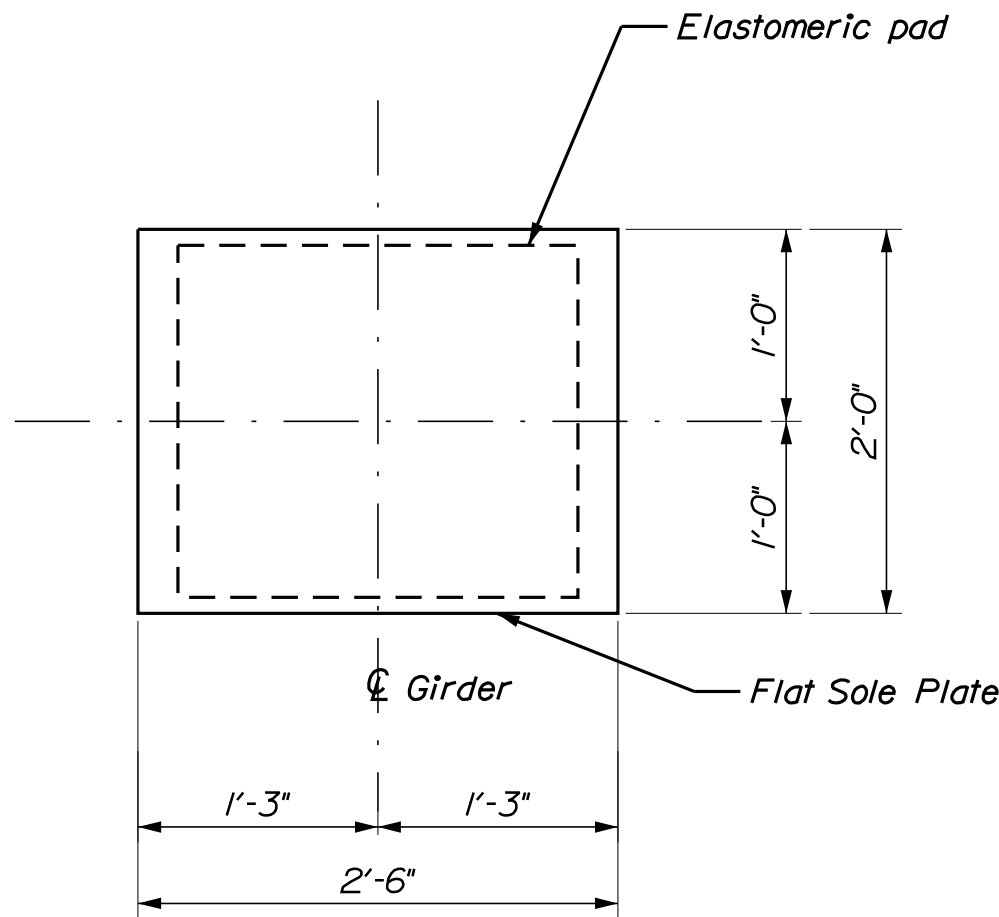
This diagram illustrates the cross-section of a bridge approach slab and its connection to an integral backwall. The following components and dimensions are shown:

- Abutment:** The support structure on the left, shown in cross-section.
- Integral backwall:** A vertical wall structure that is integral with the bridge deck, shown with diagonal hatching.
- Approach slab seat:** The horizontal surface where the approach slab meets the backwall.
- Approach slab:** The horizontal slab extending from the backwall to the bridge deck, shown with diagonal hatching.
- Dimensions:**
 - 2'-0"**: The vertical height of the approach slab seat above the base.
 - 6"**: The thickness of the approach slab.
 - 15'-6"**: The horizontal length of the approach slab from the backwall to the bridge deck.
- Centerline:** A vertical dashed line labeled "C Brg." (Centerline Bridge) passing through the abutment and backwall.

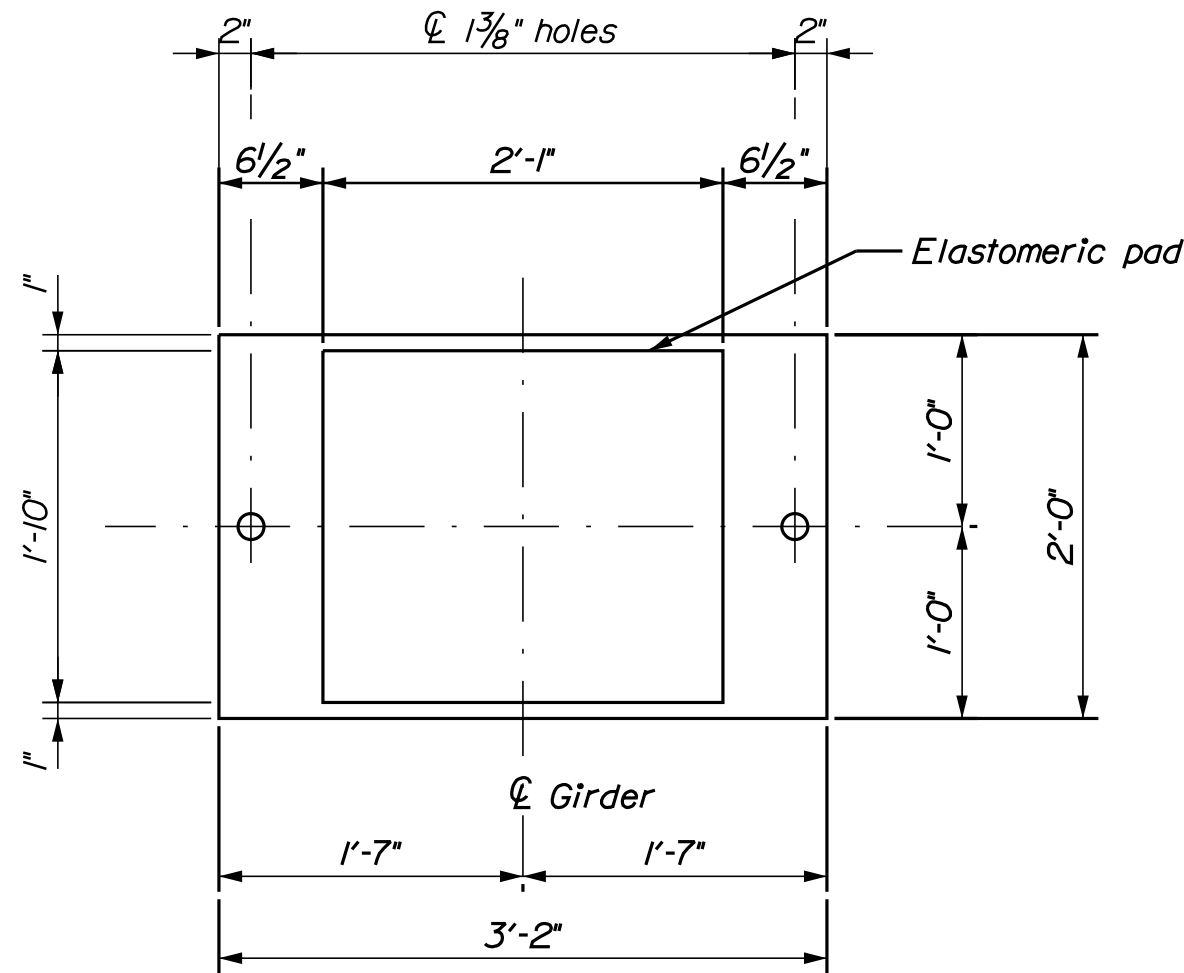
SALMON FALLS BRIDGE SACO RIVER HOLLIS-BUXTON YORK COUNTY				PROJ. MANAGER		J. Brosh	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2364300	
				DESIGN-DETAILED		P. Lustoni	N. Zakem	Nov. 2024		
				CHECKED-REVIEWED		C. Wali	J. Perrilli	Sept. 2025		
				DESIGN2-DETAILED2		R. Howe	P. Pire	Sept. 2025		
				DESIGN3-DETAILED3			U. Lomsal	Sept. 2025		
APPROACH SLAB				REVISIONS 1		P.E. NUMBER				
				REVISIONS 2						
				REVISIONS 3						
				REVISIONS 4						
				FIELD CHANGES		DATE				
SHEET NUMBER 40 OF 53				BRIDGE NO. 3708		WIN		023643.00		BRIDGE PLANS



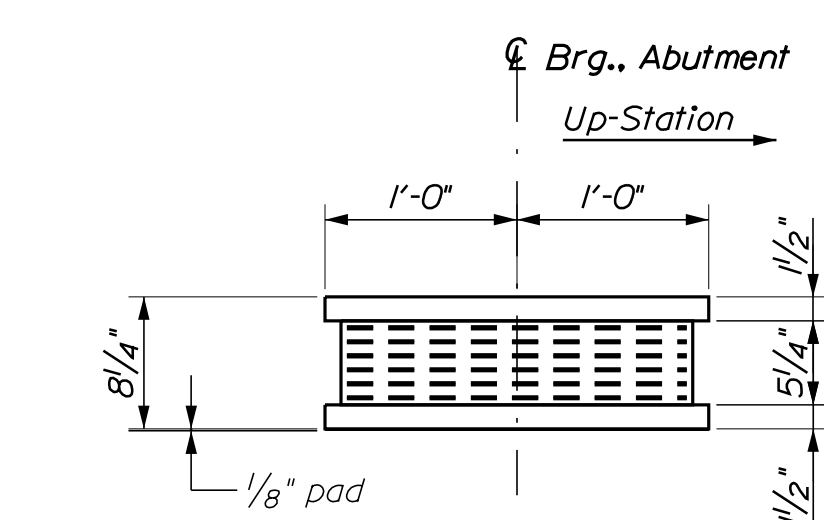
BEARING ELEVATION



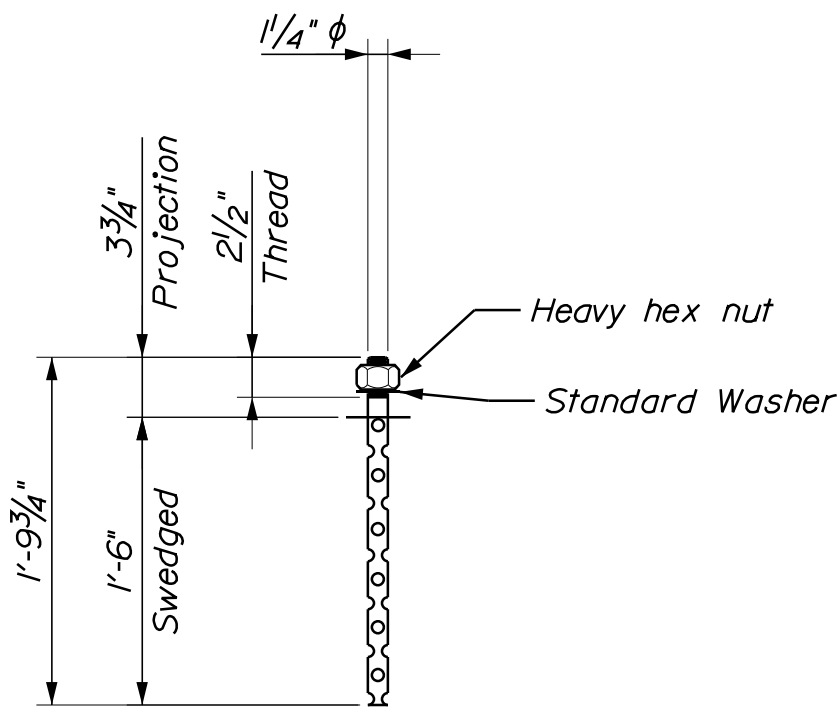
SOLE PLATE PLAN
Looking up at bottom of Sole Plate



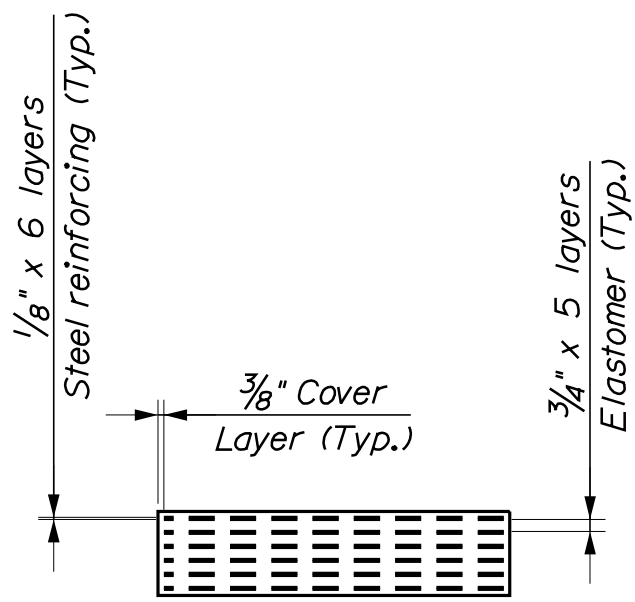
EXPANSION MASONRY PLATE PLAN
Showing laminated elastomeric pad



TYPICAL ABUTMENT BEARING SECTION



ANCHOR ROD DETAIL



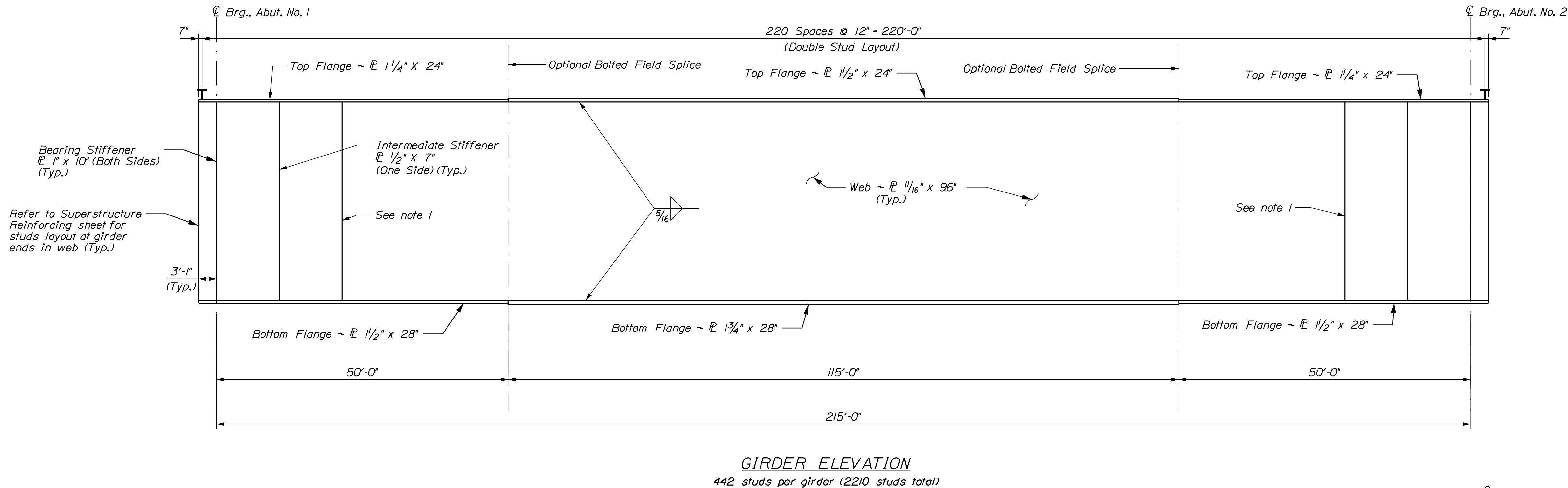
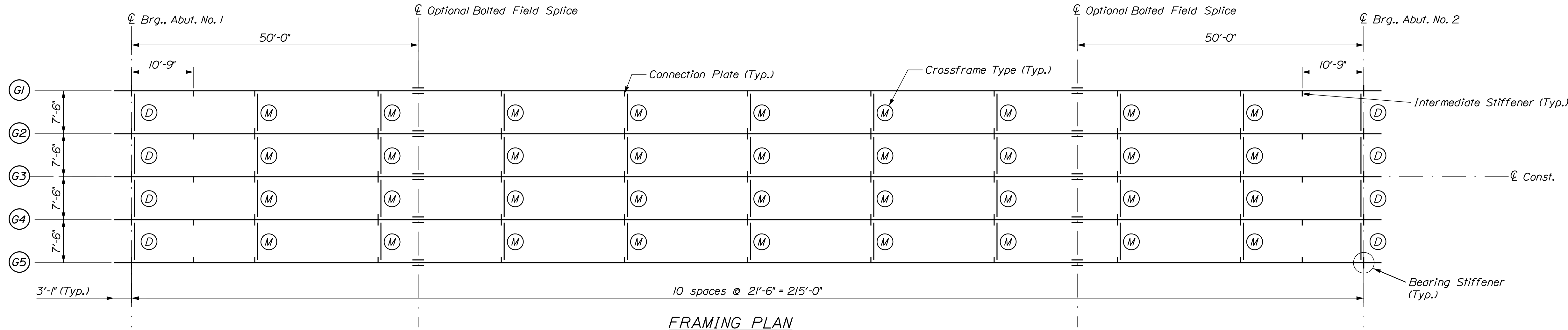
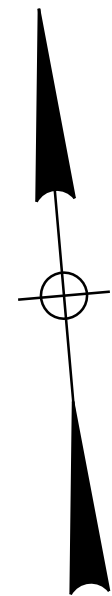
ELASTOMERIC PAD SECTION

ABUTMENT ELASTOMERIC BEARING LOADS (AASHTO Service I Load Combination)		
Design Loads:	DL = 249 kips	LL = 108 kips

ELASTOMERIC BEARING NOTES

- The shear modulus of the elastomer shall be 130 psi.
- Vulcanizing of the elastomer to the steel plates shall be done during the primary mold process. Sole plate shall be vulcanized to the elastomer.
- Masonry plates shall meet the requirements of ASTM A 709, Grade 50. Sole plates shall meet the requirements of ASTM A709, Grade 50W. Anchor rods shall meet the requirements of ASTM F 1554, Grade 105 and shall be swaged on the embedded portion of the rod.
- Masonry plates shall be galvanized in accordance with Section 506. Sole plates for steel superstructures shall be treated in the same manner as the structural steel. Anchor rods, washers, nuts and shear pins shall be galvanized to ASTM A 153 or ASTM B 695, Class 50, Type I.
- All bearings shall be marked prior to shipping. The marks shall include the bearing location on the bridge and a direction arrow that points upstation. All marks shall be permanent and shall be visible after the bearing is installed.
- Bearings shall be covered during shipping at any time prior to installation that the bearings may be exposed to sunlight.
- The superstructure may be erected when the ambient air temperature is within the range of 65°F and 90°F. If the ambient air temperature is outside this range, the bearings shall be reset as directed by the Resident.
- All necessary precautions shall be taken to protect bearing components from field weld flash and splatter. Heat from welding operations shall be controlled such that steel adjacent to the elastomer does not exceed 200°F. The temperature shall be verified by the use of temperature indication crayons or other suitable means.
- Upset the threads on the anchor rods after assembly of the bearing.
- The Contractor shall not weld the girders to the sole plate until after all adjustments have been made in accordance with Standard Specification Section 523.094.
- The "Bearing Design Load" for each bearing as noted in Standard Specifications, Subsection 523.23.4, is 357 kips. This is the total load for the Service I load combination, without impact.
- A Preformed pad meeting the requirements of Standard Specification Subsection 713.03 shall be installed under each masonry plate. All materials and work for the installation of the pads shall be considered incidental to Pay Items No. 523.52.

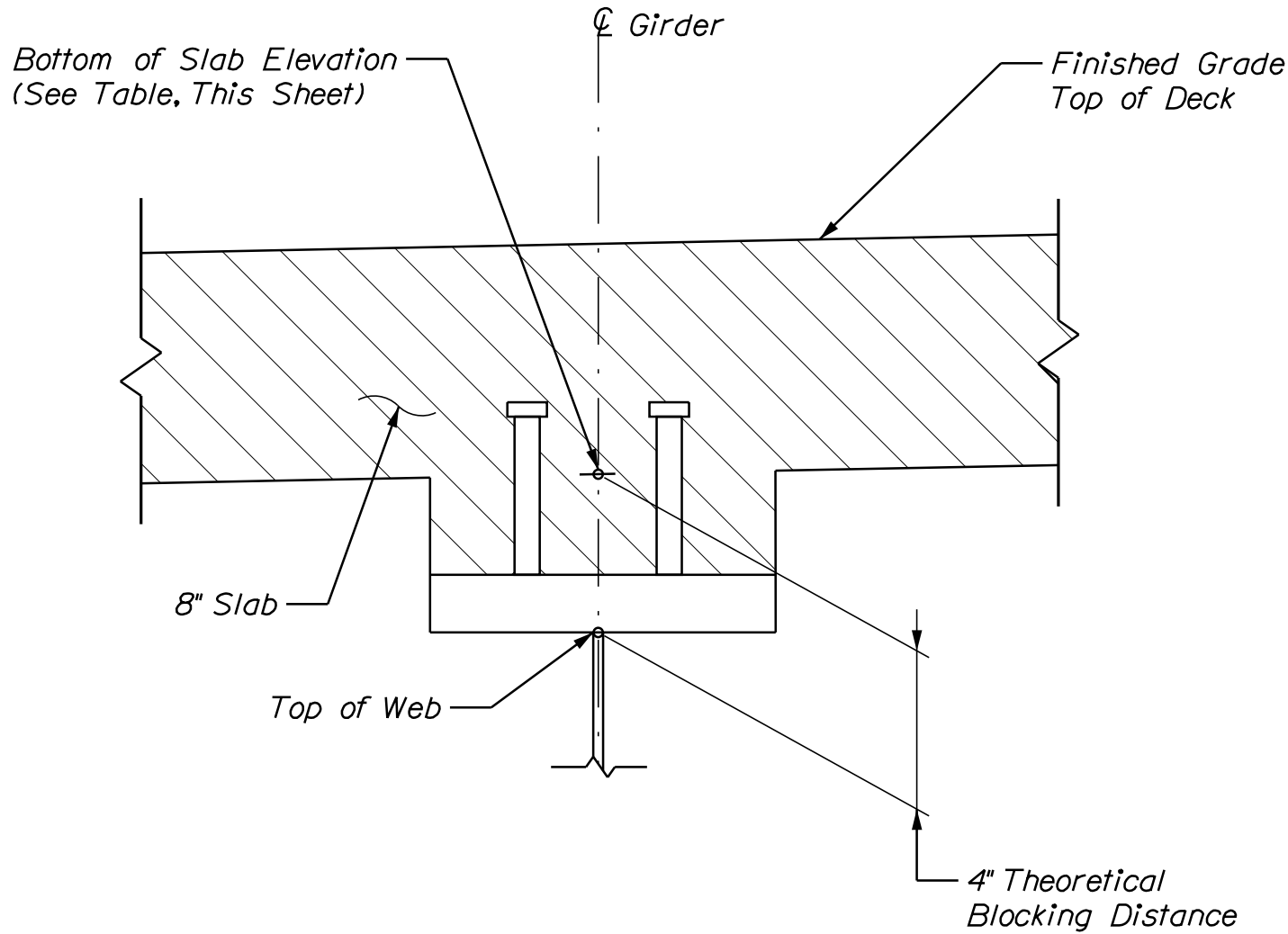
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2364300		WIN 023643.00		BRIDGE NO. 3708		BRIDGE PLANS	
SHEET NUMBER		41		OF 53					
SALMON FALLS BRIDGE SACO RIVER HOLLIS-BUXTON YORK COUNTY		BEARINGS							
PROJ. MANAGER		J. Brook							
DESIGN-DETAILED		P. Lushion		Nov. 2024					
CHECKED-REVIEWED		C. Wall		Sept. 2025					
DESIGN-DETAILED		R. Howe		Sept. 2025					
DESIGN-DETAILED		U. Lumsd		Sept. 2025					
REVISIONS 1									
REVISIONS 2									
REVISIONS 3									
REVISIONS 4									
FIELD CHANGES									



GIRDER	BOTTOM OF SLAB ELEVATIONS																				
	℄ Brg., Abut. No. 1	0.05 x L	0.10 x L	0.15 x L	0.20 x L	0.25 x L	0.30 x L	0.35 x L	0.40 x L	0.45 x L	0.50 x L	0.55 x L	0.60 x L	0.65 x L	0.70 x L	0.75 x L	0.80 x L	0.85 x L	0.90 x L	0.95 x L	℄ Brg., Abut. No. 2
G1	145.51	145.64	145.77	145.89	146.00	146.11	146.20	146.29	146.36	146.42	146.47	146.51	146.53	146.55	146.55	146.54	146.52	146.49	146.45	146.41	146.37
G2	145.66	145.80	145.93	145.06	146.19	146.30	146.40	146.49	146.57	146.63	146.68	146.71	146.74	146.75	146.74	146.73	146.70	146.67	146.62	146.57	146.52
G3	145.81	145.95	146.08	146.21	146.34	146.45	146.55	146.64	146.72	146.78	146.83	146.86	146.89	146.90	146.89	146.88	146.85	146.82	146.77	146.72	146.67
G4	145.66	145.80	145.93	145.06	146.19	146.30	146.40	146.49	146.57	146.63	146.68	146.71	146.74	146.75	146.74	146.73	146.70	146.67	146.62	146.57	146.52
G5	145.51	145.64	145.77	145.89	146.00	146.11	146.20	146.29	146.36	146.42	146.47	146.51	146.53	146.55	146.55	146.54	146.52	146.49	146.45	146.41	146.37

NOTES

1. The connection plates for the Type M cross frame closest to each abutment are also stiffener plates and shall be 1/2" x 8". Connection plates for all other Type M cross frames shall be in accordance with Standard Details 504.



BLOCKING DETAIL AT ℄ BEARING

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2364300

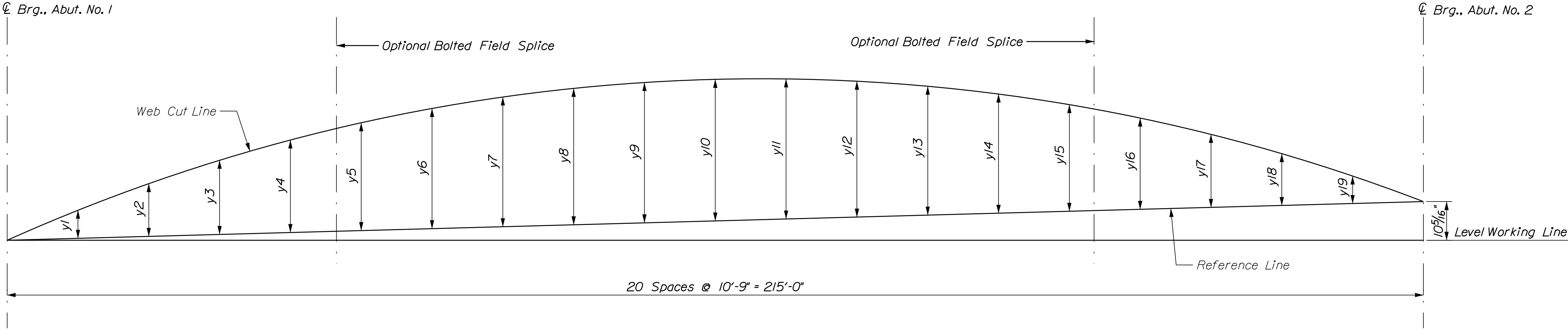
SALMON FALLS BRIDGE
SACO RIVER
HOLLIS-BUXTON YORK COUNTY

SHEET NUMBER
42
OF 53

BRIDGE PLANS
WIN 023643.00
BRIDGE NO. 3708

DATE
P.E. NUMBER
SIGNATURE
DATE

FRAMING PLAN



CAMBER DIAGRAM

GIRDER	CAMBER ORDINATES (INCHES)																				
	℄ Brg., Abut. No. 1	y1	y2	y3	y4	y5	y6	y7	y8	y9	y10	y11	y12	y13	y14	y15	y16	y17	y18	y19	℄ Brg., Abut. No. 2
G1 & G5	0	1 3⁄4	3 3⁄8	4 15⁄16	6 3⁄8	7 5⁄8	8 11⁄16	9 1⁄2	10 1⁄8	10 1⁄2	10 5⁄8	10 1⁄2	10 1⁄8	9 1⁄2	8 11⁄16	7 5⁄8	6 3⁄8	4 15⁄16	3 3⁄8	1 3⁄4	0
G2, G3 & G4	0	1 13⁄16	3 9⁄16	5 1⁄4	6 3⁄4	8 1⁄16	9 3⁄16	10 1⁄16	10 11⁄16	11 1⁄16	11 1⁄4	11 1⁄16	10 11⁄16	10 1⁄16	9 3⁄16	8 1⁄16	6 3⁄4	5 1⁄4	3 9⁄16	1 13⁄16	0

GIRDER	DEAD LOAD COMPONENT	DEAD LOAD DEFLECTIONS (INCHES)																				
		℄ Brg., Abut. No. 1	y1	y2	y3	y4	y5	y6	y7	y8	y9	y10	y11	y12	y13	y14	y15	y16	y17	y18	y19	℄ Brg., Abut. No. 2
G1 & G5	Steel Dead Load	0.00	0.68	1.34	1.96	2.52	3.01	3.43	3.76	4.00	4.15	4.20	4.15	4.00	3.76	3.43	3.01	2.52	1.96	1.34	0.68	0.00
	Deck Concrete Load	0.00	0.73	1.43	2.09	2.69	3.21	3.65	4.01	4.26	4.42	4.47	4.42	4.26	4.01	3.65	3.21	2.69	2.09	1.43	0.73	0.00
	Superimposed Dead Load	0.00	0.31	0.62	0.90	1.16	1.39	1.58	1.73	1.85	1.91	1.94	1.91	1.85	1.73	1.58	1.39	1.16	0.90	0.62	0.31	0.00
G2, G3 & G4	Steel Dead Load	0.00	0.67	1.33	1.94	2.49	2.98	3.39	3.72	3.95	4.10	4.15	4.10	3.95	3.72	3.39	2.98	2.49	1.94	1.33	0.67	0.00
	Deck Concrete Load	0.00	0.84	1.66	2.43	3.13	3.74	4.25	4.66	4.96	5.14	5.20	5.14	4.96	4.66	4.25	3.74	3.13	2.43	1.66	0.84	0.00
	Superimposed Dead Load	0.00	0.30	0.60	0.87	1.12	1.34	1.53	1.68	1.78	1.85	1.87	1.85	1.78	1.68	1.53	1.34	1.12	0.87	0.60	0.30	0.00

STRUCTURAL STEEL NOTES

1. Camber ordinates, as shown, are computed to compensate for all dead load deflections.
2. No transverse butt weld splices will be allowed in the flange plates or web plates within 10 feet or 10 percent of the span length (whichever is greater) from the points of maximum negative moment or maximum positive moment. Butt weld splices in flanges shall be not less than one foot from transverse butt welds in the web plates and no transverse web or flange butt welds shall be located within one foot of other transverse welds (e.g, connection plates to web welds) on either flange or web. No transverse butt weld splices will be allowed in areas of stress reversal.
3. Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall be not less than one foot in length unless otherwise shown on the plans.
4. Bearing stiffeners shall be plumb after erection and dead loading of the structure. Intermediate web stiffeners may be either plumb or normal to the top flange.
5. Intermediate crossframe or diaphragm connection plates may be either plumb or normal to the top flange.
6. Filler plates may be steel conforming to the requirements of ASTM A 709, Grade 36.
7. Coat girder ends and cross frames to a distance of 10 feet from each abutment centerline of bearing in accordance with Standard Specifications Section 506, Shop Applied Protective Coating - Steel (Zinc Rich Coating System), except NEPCOAT Qualified Products List C may be used. Payment for the coating will be incidental to Pay item 504.702.
8. After placement of the superstructure concrete, thoroughly clean the abutments of all stains with a method approved by the Resident. Payment will be considered incidental to related Contract items.
9. Provide a drip bar on the high side of each abutment on all girders in accordance with Standard Detail 504(10).

10. Structural steel was designed with a vertical construction load of 50 lb/sf and a lateral wind velocity during construction of 13 mph during an active work zone and 75 mph during an inactive work zone.
11. Bolted field splice connections shall be made using 7⁄8inch ASTM F3125, Grade A325 Type 3 high strength bolts. Bolt hole size shall be 15⁄16inch diameter. Field splice bolt threads shall be excluded from the shear plane.
12. The splice was designed with a Class B slip coefficient.
13. Ends of girder webs shall be vertical under full dead load.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2364300

BRIDGE NO. 3708
WIN
023643.00
BRIDGE PLANS

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

BY
J. Brook
P. Lushion
C. Wall
R. Howe
U. Lumsdai

DATE
Nov. 2024
Sept. 2025
Sept. 2025
Sept. 2025

SALMON FALLS BRIDGE
SACO RIVER
HOLLIS-BUXTON
YORK COUNTY

STRUCTURAL STEEL
DETAILS I

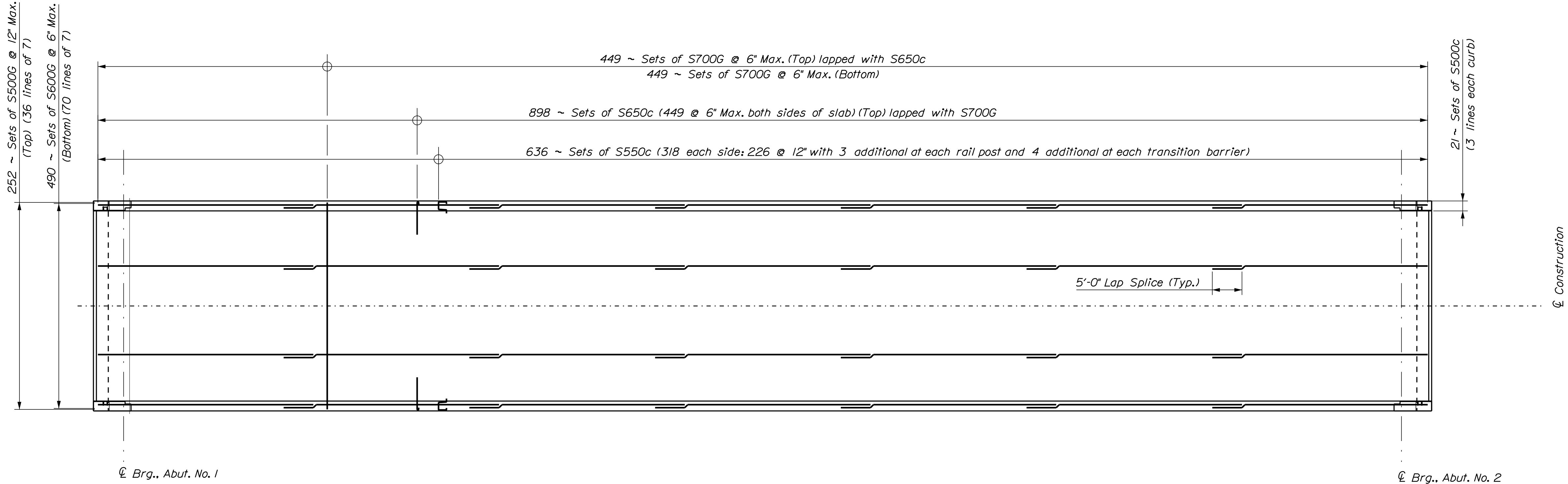
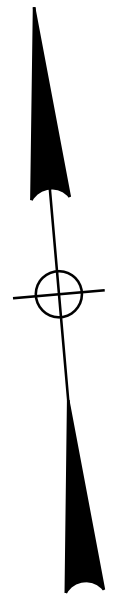
SHEET NUMBER
43
OF 53

SIGNATURE
P.E. NUMBER
DATE

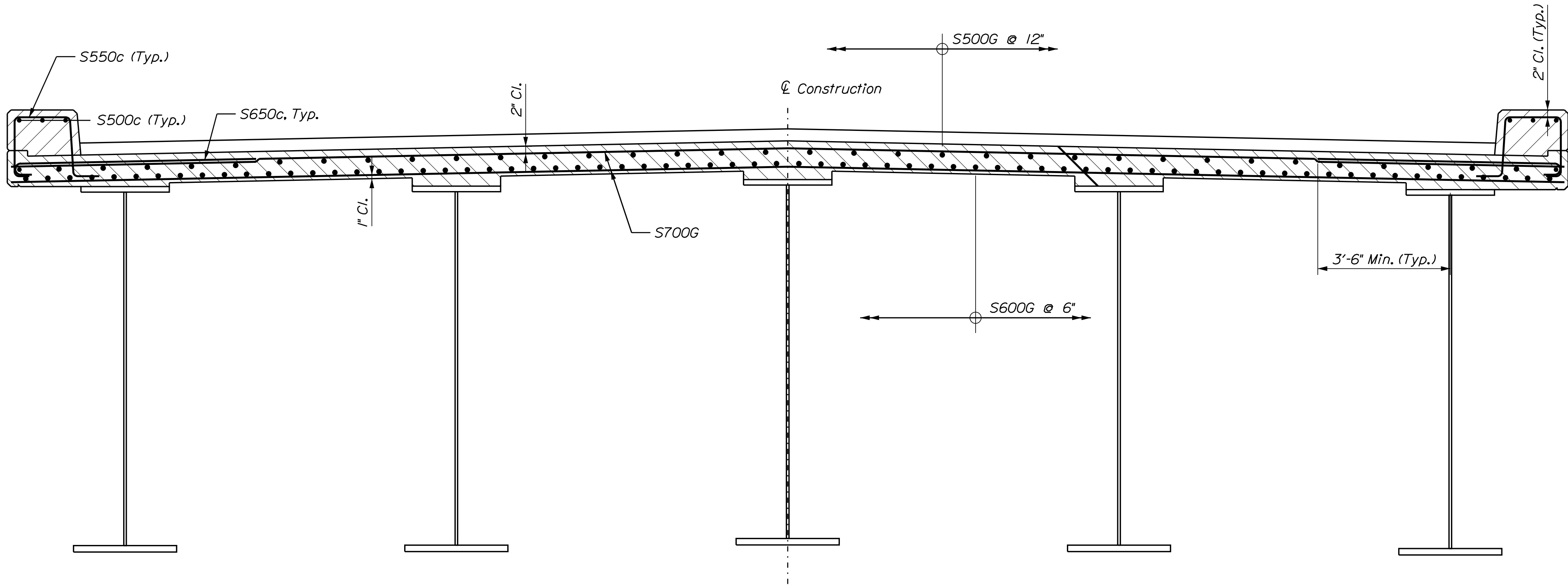


SUPERSTRUCTURE NOTES

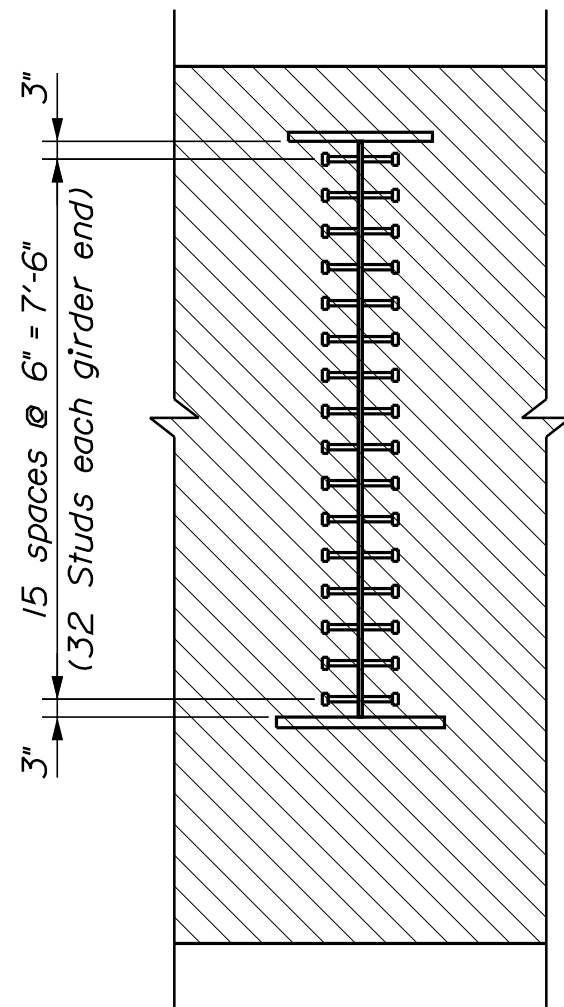
1. The theoretical blocking used for design of the structure is 4" inch at the centerline of bearing of the abutments. Refer to Standard Detail 502(0.3) for blocking details.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
4. The superstructure slab concrete shall be placed continuously and shall be kept plastic until the entire placement has been made.
5. Precast Concrete Deck Panels are not allowed on this project.
6. Provide 4 additional stirrups in the curbs at each Transition Barrier location.
7. The Contractor shall install Transition Barrier vertical closed stirrups, as shown in Standard Details Section 526, prior to placement of the curb or sidewalk concrete.
8. Transition Barrier reinforcing steel shall be low-carbon chromium.



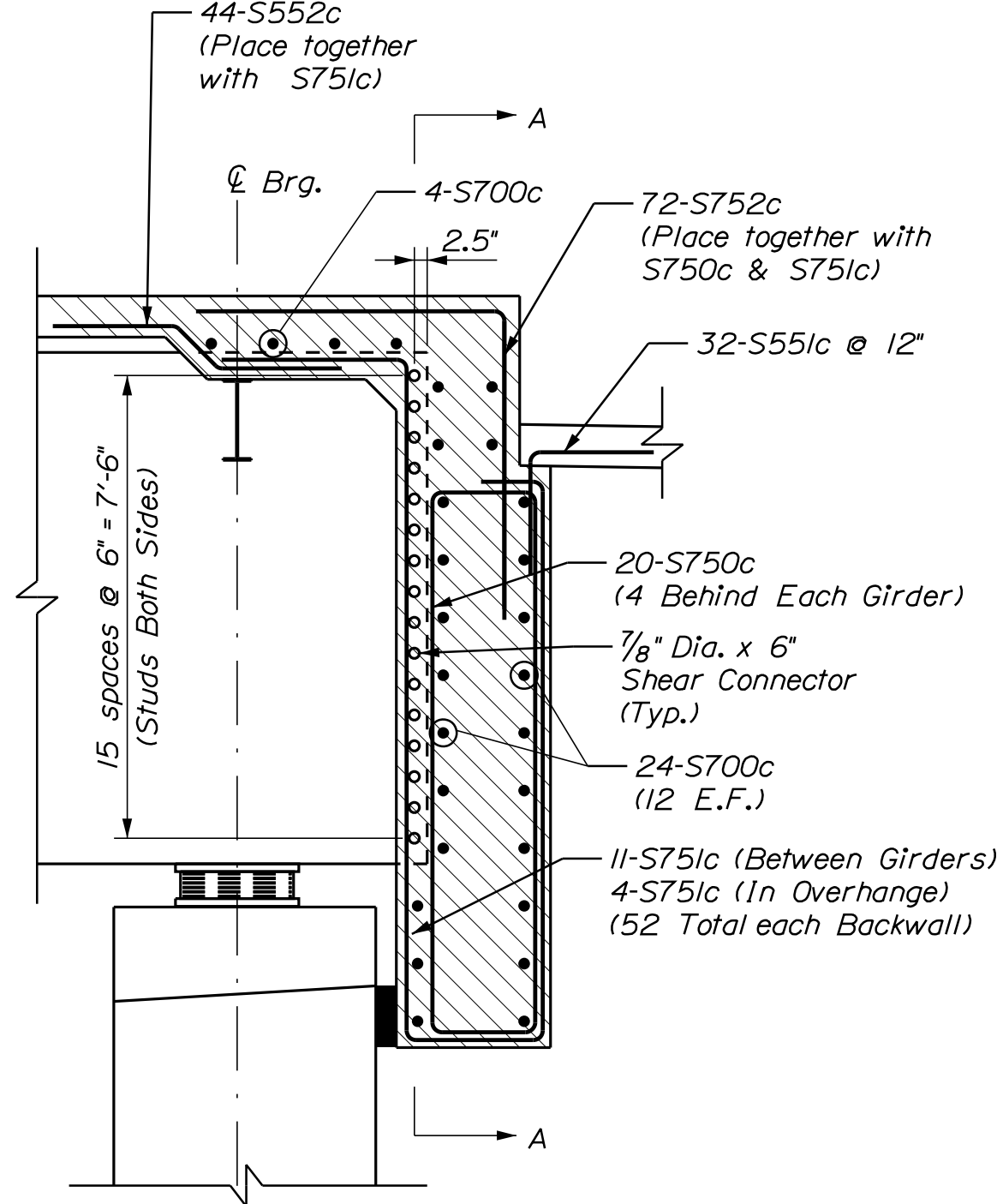
SUPERSTRUCTURE REINFORCING PLAN



TRANSVERSE REINFORCING SECTION



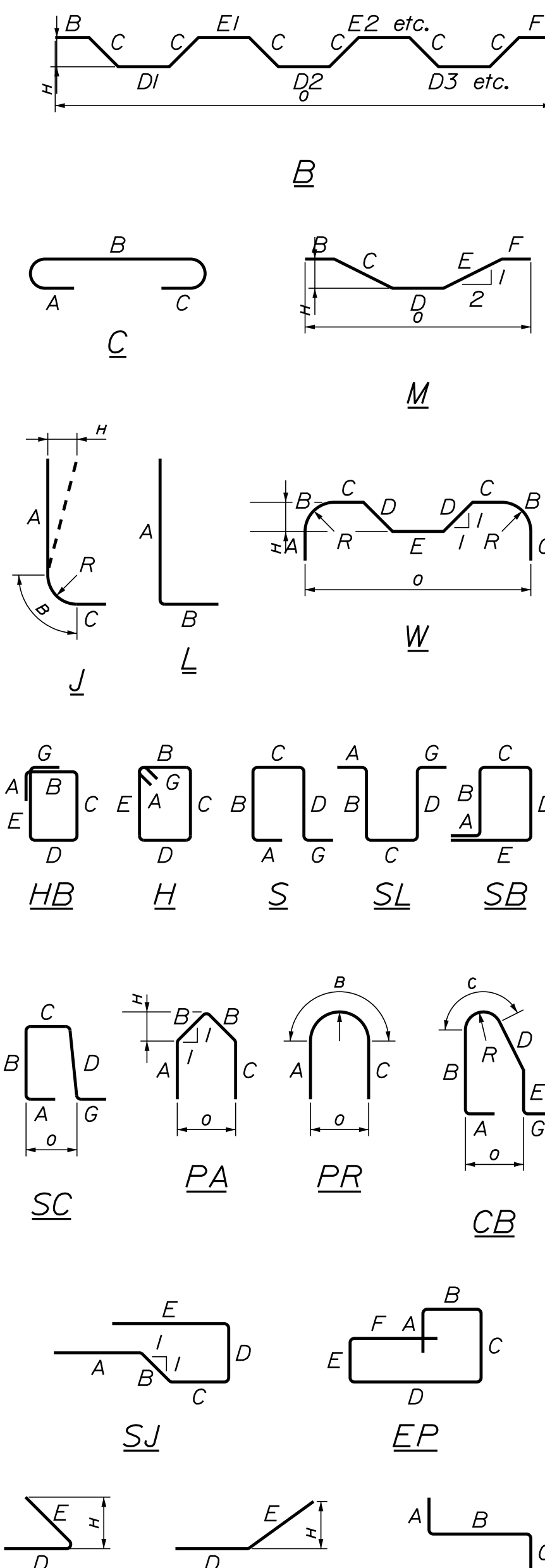
SECTION A-A
64 studs per Girder (320 Total)
Rebar not shown for clarity.



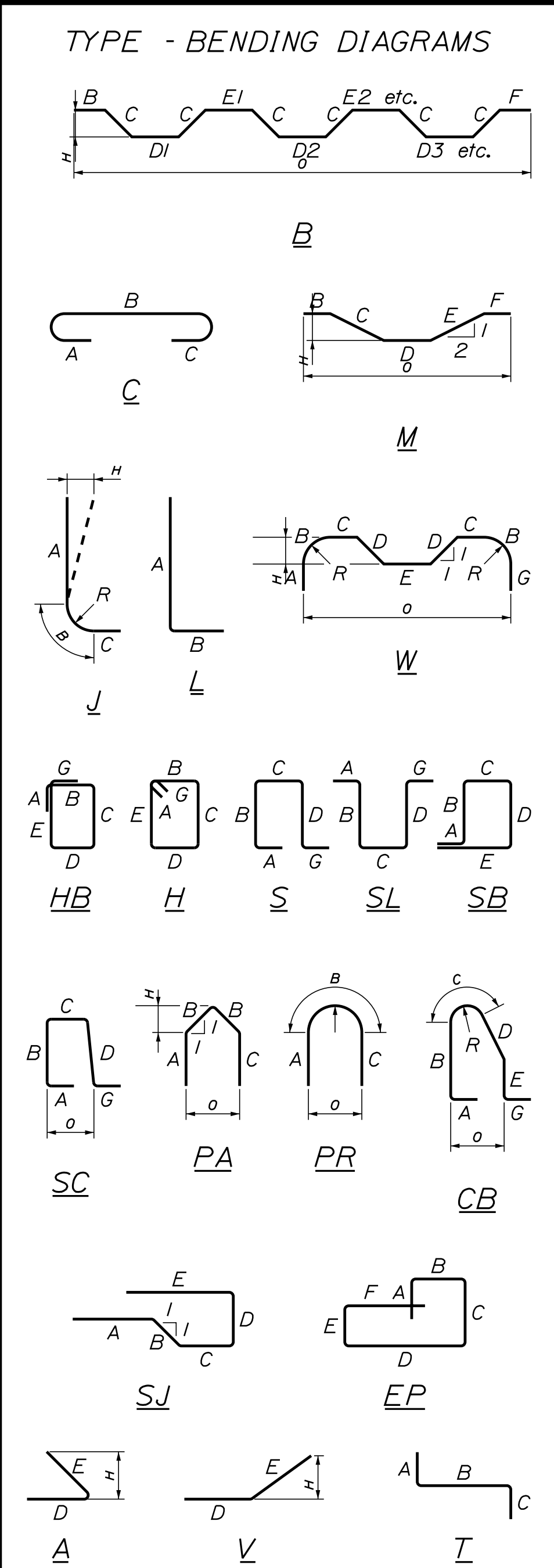
BACKWALL REINFORCING SECTION

SHEET NUMBER			STATE OF MAINE		
46			DEPARTMENT OF TRANSPORTATION		
			2364300		
			WIN		
OF 53			BRIDGE NO. 3708		
BRIDGE PLANS					

SALMON FALLS BRIDGE			PROJ. MANAGER		J. Brosh	BY	DATE
SACO RIVER			DESIGN-DETAILED	P. Lusitani		N. Zukerman	Nov. 2024
HOLLIS-BUXTON			CHECKED-REVIEWED	C. Wall		J. Porrelli	Sept. 2023
YORK COUNTY			DESIGN2-DETAILED2	R. Howe		P. Pyre	Sept. 2025
			DESIGN3-DETAILED3			U. Lamsal	Sept. 2025
SUPERSTRUCTURE			REVISIONS 1				P.E. NUMBER
REINFORCING			REVISIONS 2				
			REVISIONS 3				
			REVISIONS 4				DATE
			FIELD CHANGES				

STRAIGHT BARS				STRAIGHT BARS				TYPE - BENDING DIAGRAMS		STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2364300 WIN 023643.00 BRIDGE NO. 3708									
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION												
Abutment I				Abutment I						PROJ. MANAGER J. Brash DESIGN-DET. A-E-D P. Lustoni CHECKED-REVISED C. Wall DESIGN-2-DET. A-E-D R. Howe DESIGN-3-DET. A-E-D3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES		DATE N. Zelenchuk Nov. 2024 J. Portelli Sept. 2025 P. Pore Sept. 2025 U. Lonsdal Sept. 2025							
MARK QTY. LENGTH LOCATION				MARK QTY. LENGTH LOCATION															
A0401	8	35'-2"	Tranverse - N. Wingwall	A0614	6	17'-6"	Vertical - Abut. Near & Far Face	All dimensions are out-to-out of bar.		GENERAL NOTES		SHEET NUMBER							
A0402	2	33'-2"	Tranverse - N. Wingwall	A0615	4	18'-0"	Vertical - Abut. Near & Far Face												
A0403	2	30'-8"	Tranverse - N. Wingwall	A0616	8	18'-6"	Vertical - Abut. Near & Far Face	Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.		Reinforcing Bar: ASTM A 615/A 615M, Grade 60		47							
A0404	2	28'-3"	Tranverse - N. Wingwall	A0617	1	17'-6"	Vertical - N. Wingwall Far Face												
A0405	2	25'-9"	Tranverse - N. Wingwall	A0618	1	17'-1"	Vertical - N. Wingwall Far Face	The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0406	2	23'-3"	Tranverse - N. Wingwall	A0619	1	16'-8"	Vertical - N. Wingwall Far Face												
A0407	2	20'-9"	Tranverse - N. Wingwall	A0620	1	16'-4"	Vertical - N. Wingwall Far Face	Reinforcing Bar: ASTM A 615/A 615M, Grade 60		GENERAL NOTES		SHEET NUMBER							
A0408	2	18'-3"	Tranverse - N. Wingwall	A0621	1	15'-11"	Vertical - N. Wingwall Far Face												
A0409	2	15'-9"	Tranverse - N. Wingwall	A0622	1	15'-6"	Vertical - N. Wingwall Far Face	The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0410	2	13'-3"	Tranverse - N. Wingwall	A0623	1	15'-1"	Vertical - N. Wingwall Far Face												
A0411	2	10'-9"	Tranverse - N. Wingwall	A0624	1	14'-8"	Vertical - N. Wingwall Far Face	Reinforcing Bar: ASTM A 615/A 615M, Grade 60		GENERAL NOTES		SHEET NUMBER							
A0412	2	8'-3"	Tranverse - N. Wingwall	A0625	1	14'-3"	Vertical - N. Wingwall Far Face												
A0413	2	5'-9"	Tranverse - N. Wingwall	A0626	1	13'-10"	Vertical - N. Wingwall Far Face	The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0414	2	3'-3"	Tranverse - N. Wingwall	A0627	1	13'-6"	Vertical - N. Wingwall Far Face												
A0415	2	37'-10"	Tranverse - N. Wingwall	A0628	1	13'-1"	Vertical - N. Wingwall Far Face	Reinforcing Bar: ASTM A 615/A 615M, Grade 60		GENERAL NOTES		SHEET NUMBER							
A0416	16	20'-0"	Tranverse - S. Wingwall	A0629	1	12'-8"	Vertical - N. Wingwall Far Face												
A0417	12	13'-6"	Tranverse - S. Wingwall	A0630	1	12'-3"	Vertical - N. Wingwall Far Face	The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0418	2	9'-11"	Tranverse - S. Wingwall	A0631	1	11'-10"	Vertical - N. Wingwall Far Face												
A0419	2	7'-8"	Tranverse - S. Wingwall	A0632	1	11'-5"	Vertical - N. Wingwall Far Face	Reinforcing Bar: ASTM A 615/A 615M, Grade 60		GENERAL NOTES		SHEET NUMBER							
A0420	2	5'-5"	Tranverse - S. Wingwall	A0633	1	11'-1"	Vertical - N. Wingwall Far Face												
A0421	2	3'-2"	Tranverse - S. Wingwall	A0634	1	10'-8"	Vertical - N. Wingwall Far Face	The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0501	1	17'-6"	Vertical - N. Wingwall Near Face	A0635	1	10'-3"	Vertical - N. Wingwall Far Face												
A0502	1	17'-1"	Vertical - N. Wingwall Near Face	A0636	1	9'-10"	Vertical - N. Wingwall Far Face	Reinforcing Bar: ASTM A 615/A 615M, Grade 60		GENERAL NOTES		SHEET NUMBER							
A0503	1	16'-8"	Vertical - N. Wingwall Near Face	A0637	1	9'-5"	Vertical - N. Wingwall Far Face												
A0504	1	16'-4"	Vertical - N. Wingwall Near Face	A0638	1	9'-0"	Vertical - N. Wingwall Far Face	The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0505	1	15'-11"	Vertical - N. Wingwall Near Face	A0639	1	8'-8"	Vertical - N. Wingwall Far Face												
A0506	1	15'-6"	Vertical - N. Wingwall Near Face	A0640	1	8'-3"	Vertical - N. Wingwall Far Face	Reinforcing Bar: ASTM A 615/A 615M, Grade 60		GENERAL NOTES		SHEET NUMBER							
A0507	1	15'-1"	Vertical - N. Wingwall Near Face	A0641	1	7'-10"	Vertical - N. Wingwall Far Face												
A0508	1	14'-8"	Vertical - N. Wingwall Near Face	A0642	1	7'-5"	Vertical - N. Wingwall Far Face	The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0509	1	14'-3"	Vertical - N. Wingwall Near Face	A0643	1	7'-0"	Vertical - N. Wingwall Far Face												
A0510	1	13'-10"	Vertical - N. Wingwall Near Face	A0644	1	6'-7"	Vertical - N. Wingwall Far Face	Reinforcing Bar: ASTM A 615/A 615M, Grade 60		GENERAL NOTES		SHEET NUMBER							
A0511	1	13'-6"	Vertical - N. Wingwall Near Face	A0645	1	6'-2"	Vertical - N. Wingwall Far Face												
A0512	1	13'-1"	Vertical - N. Wingwall Near Face	A0646	1	5'-9"	Vertical - N. Wingwall Far Face	The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0513	1	12'-8"	Vertical - N. Wingwall Near Face	A0647	1	5'-4"	Vertical - N. Wingwall Far Face												
A0514	1	12'-3"	Vertical - N. Wingwall Near Face	A0648	1	5'-0"	Vertical - N. Wingwall Far Face	Reinforcing Bar: ASTM A 615/A 615M, Grade 60		GENERAL NOTES		SHEET NUMBER							
A0515	1	11'-10"	Vertical - N. Wingwall Near Face	A0649	1	4'-7"	Vertical - N. Wingwall Far Face												
A0516	1	11'-5"	Vertical - N. Wingwall Near Face	A0650	1	4'-2"	Vertical - N. Wingwall Far Face	The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0517	1	11'-1"	Vertical - N. Wingwall Near Face	A0651	1	3'-9"	Vertical - N. Wingwall Far Face												
A0518	1	10'-8"	Vertical - N. Wingwall Near Face	A0652	1	3'-4"	Vertical - N. Wingwall Far Face	Reinforcing Bar: ASTM A 615/A 615M, Grade 60		GENERAL NOTES		SHEET NUMBER							
A0519	1	10'-3"	Vertical - N. Wingwall Near Face	A0653	1	12'-7"	Vertical - S. Wingwall Far Face												
A0520	1	9'-10"	Vertical - N. Wingwall Near Face	A0654	1	13'-0"	Vertical - S. Wingwall Far Face	The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0521	1	9'-5"	Vertical - N. Wingwall Near Face	A0655	1	13'-4"	Vertical - S. Wingwall Far Face												
A0522	1	9'-0"	Vertical - N. Wingwall Near Face	A0656	1	13'-9"	Vertical - S. Wingwall Far Face	Reinforcing Bar: ASTM A 615/A 615M, Grade 60		GENERAL NOTES		SHEET NUMBER							
A0523	1	8'-8"	Vertical - N. Wingwall Near Face	A0657	1	14'-2"	Vertical - S. Wingwall Far Face												
A0524	1	8'-3"	Vertical - N. Wingwall Near Face	A0658	1	14'-8"	Vertical - S. Wingwall Far Face	The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0525	1	7'-10"	Vertical - N. Wingwall Near Face	A0659	1	15'-0"	Vertical - S. Wingwall Far Face												
A0526	1	7'-5"	Vertical - N. Wingwall Near Face	A0660	1	15'-5"	Vertical - S. Wingwall Far Face	Reinforcing Bar: ASTM A 615/A 615M, Grade 60		GENERAL NOTES		SHEET NUMBER							
A0527	1	7'-0"	Vertical - N. Wingwall Near Face	A0661	1	15'-10"	Vertical - S. Wingwall Far Face												
A0528	1	6'-7"	Vertical - N. Wingwall Near Face	A0662	1	16'-3"	Vertical - S. Wingwall Far Face	The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0529	1	6'-2"	Vertical - N. Wingwall Near Face	A0663	1	16'-8"	Vertical - S. Wingwall Far Face												
A0530	1	5'-9"	Vertical - N. Wingwall Near Face	A0664	1	17'-0"	Vertical - S. Wingwall Far Face	Reinforcing Bar: ASTM A 615/A 615M, Grade 60		GENERAL NOTES		SHEET NUMBER							
A0531	1	5'-4"	Vertical - N. Wingwall Near Face	A0665	1	17'-5"	Vertical - S. Wingwall Far Face												
A0532	1	5'-0"	Vertical - N. Wingwall Near Face	A0666	3	8'-2"	Transverse - Abut. Top	The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0533	1	4'-7"	Vertical - N. Wingwall Near Face	A0801	65	15'-6"	Transverse - Abut. Footing (Top)												
A0534	1	4'-2"	Vertical - N. Wingwall Near Face	A0802	63	10'-6"	Tranverse - N. Wingwall Footing (Top)	Reinforcing Bar: ASTM A 615/A 615M, Grade 60		GENERAL NOTES		SHEET NUMBER							
A0535	1	3'-9"	Vertical - N. Wingwall Near Face	A0803	20	11'-6"	Transverse - S. Wingwall Footing (Top)												
A0536	1	3'-4"	Vertical - N. Wingwall Near Face	A0804	22	10'-0"	Horizontal - Flare Footing Bars (Top)	The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0537	1	12'-7"	Vertical - S. Wingwall Near Face	A0805	22	11'-0"	Horizontal - Flare Footing Bars (Top)												
A0538	1	13'-0"	Vertical - S. Wingwall Near Face					Reinforcing Bar: ASTM A 615/A 615M, Grade 60		GENERAL NOTES		SHEET NUMBER							
A0539	1	13'-4"	Vertical - S. Wingwall Near Face																
A0540	1	13'-9"	Vertical - S. Wingwall Near Face					The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0541	1	14'-3"	Vertical - S. Wingwall Near Face																
A0542	1	14'-8"	Vertical - S. Wingwall Near Face					Reinforcing Bar: ASTM A 615/A 615M, Grade 60		GENERAL NOTES		SHEET NUMBER							
A0543	1	15'-0"	Vertical - S. Wingwall Near Face																
A0544	1	15'-5"	Vertical - S. Wingwall Near Face					The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0545	1	15'-10"	Vertical - S. Wingwall Near Face																
A0546	1	16'-3"	Vertical - S. Wingwall Near Face					Reinforcing Bar: ASTM A 615/A 615M, Grade 60		GENERAL NOTES		SHEET NUMBER							
A0547	1	16'-8"	Vertical - S. Wingwall Near Face																
A0548	1	17'-0"	Vertical - S. Wingwall Near Face					The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0549	1	17'-5"	Vertical - S. Wingwall Near Face																
A0601	34	33'-4"	Longitudinal - Abut. Footing					Reinforcing Bar: ASTM A 615/A 615M, Grade 60		GENERAL NOTES		SHEET NUMBER							
A0602	33	15'-6"	Tranverse - Abut. Footing (Bottom)																
A0603	24	43'-0"	Longitudinal - N. Wingwall Footing	BENT BARS				The first two digits following the letter(s) of the mark indicate the size of the bar:		2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.		OF 53							
A0604	32	10'-6"	Tranverse - N. Wingwall Footing (Bottom)																
A0605	26	20'-0"	Longitudinal - S. Wingwall Footing	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
A0606	11	11'-6"	Tranverse - S. Wingwall Footing (Bottom)	Abutment I															
A0607	12	10'-0"	Horizontal - Flare Footing Bars (Bottom)	A0491	2	14'-0"	M	--	1'-0"	13'-0"	--	--	--	--	5'-0"	13'-0"	--	N. Wingwall Bar	
A0608	12	11'-0"	Horizontal - Flare Footing Bars (Bottom)	A0591	49	6'-7"	L	5'-9"	0'-10"	--	--	--	--	--	--	--	--	Vertical - Wingwall Footing N.F.	
A0609	11	33'-2"	Transverse - Abut. Near Face	A0691	100	6'-9"	L	5'-9"	1'-0"	--	--	--	--	--	--	--	--	Vertical - Abut. Footing	
A0610	8	40'-8"	Transverse - Abut. Far Face	A0692	34	5'-3"	S	0'-8"	3'-11"	0'-8"	--	--	--	--	--	--	--	Transverse - Abut.	
A0611	82	6'-9"	Vertical - Abut. Near & Far Face	A0693	4	3'-0"	M	--	1'-0"	2'-0"	--	--	--	--	1'-0"	2'-9"	--	Transverse - Abut.	
A0612	8	7'-3"	Transverse - Abut. Near Face	A0694	49	6'-7"	J	0'-10"	--	5'-9"	--	--	--	--	0'-6"	--	2 1/4"	Vertical - Wingwall Footing F.F.	
A0613	76	2'-10"	Transverse - Abut.	A0695	50	9'-9"	S	3'-0"	3'-9"	3'-0"	--	--	--	--	--	--	--	Pedestal Bar	
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	

STRAIGHT BARS				STRAIGHT BARS													
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION										
Abutment 2				Abutment 2													
B0401	20	22'-8"	Tranverse - N. Wingwall	B0629	1	18'-2"	Vertical - S. Wingwall Far Face										
B0402	2	20'-6"	Tranverse - N. Wingwall	B0630	1	9'-4"	Vertical - N. Wingwall Far Face										
B0403	2	18'-0"	Tranverse - N. Wingwall	B0631	1	9'-9"	Vertical - N. Wingwall Far Face										
B0404	2	15'-6"	Tranverse - N. Wingwall	B0632	1	10'-2"	Vertical - N. Wingwall Far Face										
B0405	2	13'-0"	Tranverse - N. Wingwall	B0633	1	10'-6"	Vertical - N. Wingwall Far Face										
B0406	2	10'-6"	Tranverse - N. Wingwall	B0634	1	10'-11"	Vertical - N. Wingwall Far Face										
B0407	2	7'-11"	Tranverse - N. Wingwall	B0635	1	11'-4"	Vertical - N. Wingwall Far Face										
B0408	2	5'-5"	Tranverse - N. Wingwall	B0636	1	11'-9"	Vertical - N. Wingwall Far Face										
B0409	2	2'-10"	Tranverse - N. Wingwall	B0637	1	12'-2"	Vertical - N. Wingwall Far Face										
B0410	2	24'-5"	Tranverse - N. Wingwall	B0638	1	12'-6"	Vertical - N. Wingwall Far Face										
B0411	18	22'-5"	Tranverse - S. Wingwall	B0639	1	12'-11"	Vertical - N. Wingwall Far Face										
B0412	10	16'-0"	Tranverse - S. Wingwall	B0640	1	13'-4"	Vertical - N. Wingwall Far Face										
B0413	2	13'-11"	Tranverse - S. Wingwall	B0641	1	13'-9"	Vertical - N. Wingwall Far Face										
B0414	2	11'-5"	Tranverse - S. Wingwall	B0642	1	14'-2"	Vertical - N. Wingwall Far Face										
B0415	2	8'-10"	Tranverse - S. Wingwall	B0643	1	14'-6"	Vertical - N. Wingwall Far Face										
B0416	2	6'-4"	Tranverse - S. Wingwall	B0644	1	14'-11"	Vertical - N. Wingwall Far Face										
B0417	2	3'-10"	Tranverse - S. Wingwall	B0645	1	15'-4"	Vertical - N. Wingwall Far Face										
B0501	1	12'-6"	Vertical - S. Wingwall Near Face	B0646	1	15'-9"	Vertical - N. Wingwall Far Face										
B0502	1	12'-11"	Vertical - S. Wingwall Near Face	B0647	1	16'-2"	Vertical - N. Wingwall Far Face										
B0503	1	13'-4"	Vertical - S. Wingwall Near Face	B0648	1	16'-6"	Vertical - N. Wingwall Far Face										
B0504	1	13'-9"	Vertical - S. Wingwall Near Face	B0649	1	16'-11"	Vertical - N. Wingwall Far Face										
B0505	1	14'-2"	Vertical - S. Wingwall Near Face	B0650	1	17'-4"	Vertical - N. Wingwall Far Face										
B0506	1	14'-6"	Vertical - S. Wingwall Near Face	B0651	1	17'-9"	Vertical - N. Wingwall Far Face										
B0507	1	14'-11"	Vertical - S. Wingwall Near Face	B0652	1	18'-2"	Vertical - N. Wingwall Far Face										
B0508	1	15'-4"	Vertical - S. Wingwall Near Face	B0653	3	8'-2"	Transverse - Abut. Top										
B0509	1	15'-9"	Vertical - S. Wingwall Near Face	B0801	63	15'-6"	Transverse - Abut. Footing (Top)										
B0510	1	16'-2"	Vertical - S. Wingwall Near Face	B0802	66	11'-6"	Transverse - Wingwall Footing (Top)										
B0511	1	16'-6"	Vertical - S. Wingwall Near Face	B0803	44	11'-0"	Horizontal - Flare Footing Bars (Top)										
B0512	1	16'-11"	Vertical - S. Wingwall Near Face														
B0513	1	17'-4"	Vertical - S. Wingwall Near Face														
B0514	1	17'-9"	Vertical - S. Wingwall Near Face														
B0515	1	18'-2"	Vertical - S. Wingwall Near Face														
B0516	1	9'-4"	Vertical - N. Wingwall Near Face														
B0517	1	9'-9"	Vertical - N. Wingwall Near Face														
B0518	1	10'-2"	Vertical - N. Wingwall Near Face														
B0519	1	10'-6"	Vertical - N. Wingwall Near Face														
B0520	1	10'-11"	Vertical - N. Wingwall Near Face														
B0521	1	11'-4"	Vertical - N. Wingwall Near Face														
B0522	1	11'-9"	Vertical - N. Wingwall Near Face														
B0523	1	12'-2"	Vertical - N. Wingwall Near Face														
B0524	1	12'-6"	Vertical - N. Wingwall Near Face														
B0525	1	12'-11"	Vertical - N. Wingwall Near Face														
B0526	1	13'-4"	Vertical - N. Wingwall Near Face														
B0527	1	13'-9"	Vertical - N. Wingwall Near Face														
B0528	1	14'-2"	Vertical - N. Wingwall Near Face														
B0529	1	14'-6"	Vertical - N. Wingwall Near Face														
B0530	1	14'-11"	Vertical - N. Wingwall Near Face														
B0531	1	15'-4"	Vertical - N. Wingwall Near Face														
B0532	1	15'-9"	Vertical - N. Wingwall Near Face														
B0533	1	16'-2"	Vertical - N. Wingwall Near Face														
B0534	1	16'-6"	Vertical - N. Wingwall Near Face														
B0535	1	17'-0"	Vertical - N. Wingwall Near Face														
B0536	1	17'-4"	Vertical - N. Wingwall Near Face														
B0537	1	17'-9"	Vertical - N. Wingwall Near Face														
B0538	1	18'-2"	Vertical - N. Wingwall Near Face														
B0601	34	33'-3"	Longitudinal - Abut. Footing														
B0602	32	15'-6"	Tranverse - Abut. Footing (Bottom)														
B0603	26	22'-6"	Longitudinal - S. Wingwall Footing														
B0604	34	11'-6"	Tranverse - Wingwall Footing (Bottom)														
B0605	26	30'-6"	Longitudinal - N. Wingwall Footing														
B0606	24	11'-0"	Horizontal - Flare Footing Bars (Bottom)														
B0607	12	33'-2"	Transverse - Abut. Near Face														
B0608	9	40'-8"	Transverse - Abut. Far Face														
B0609	82	7'-8"	Vertical - Abut. Near & Far Face														
B0610	8	7'-3"	Transverse - Abut. Near Face														
B0611	76	2'-10"	Transverse - Abut.														
B0612	6	18'-5"	Vertical - Abut. Near & Far Face														
B0613	4	19'-0"	Vertical - Abut. Near & Far Face														
B0614	8	19'-4"	Vertical - Abut. Near & Far Face														
B0615	1	12'-6"	Vertical - S. Wingwall Far Face														
B0616	1	13'-0"	Vertical - S. Wingwall Far Face														
B0617	1	13'-4"	Vertical - S. Wingwall Far Face														
B0618	1	13'-9"	Vertical - S. Wingwall Far Face														
B0619	1	14'-2"	Vertical - S. Wingwall Far Face														
B0620	1	14'-6"	Vertical - S. Wingwall Far Face														
B0621	1	14'-11"	Vertical - S. Wingwall Far Face														
B0622	1	15'-4"	Vertical - S. Wingwall Far Face														
B0623	1	15'-9"	Vertical - S. Wingwall Far Face														
B0624	1	16'-2"	Vertical - S. Wingwall Far Face														
B0625	1	16'-6"	Vertical - S. Wingwall Far Face														
B0626	1	16'-11"	Vertical - S. Wingwall Far Face														
B0627	1	17'-4"	Vertical - S. Wingwall Far Face														
B0628	1	17'-9"	Vertical - S. Wingwall Far Face														
				BENT BARS													
MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION			
Abutment 2																	
B0491	2	16'-10"	M	--	1'-0"	15'-10"	--	--	--	--	6'-0"	15'-8"	--	S. Wingwall Bar			
B0591	38	6'-7"	L	5'-9"	0'-10"	--	--	--	--	--	--	--	--	Vertical - Wingwall Footing N.F.			
B0691	100	6'-9"	L	5'-9"	1'-0"	--	--	--	--	--	--	--	--	Vertical - Abut. Footing			
B0692	34	5'-3"	S	0'-8"	3'-11"	0'-8"	--	--	--	--	--	--	--	Transverse - Abut.			
B0693	4	3'-0"	M	--	1'-0"	2'-0"	--	--	--	--	1'-0"	2'-9"	--	Transverse - Abut.			
B0694	38	6'-7"	J	0'-10"	--	5'-9"	--	--	--	--	0'-6"	--	2/4"	Vertical - Wingwall Footing F.F.			
B0695	50	9'-9"	S	3'-0"	3'-9"	3'-0"	--	--	--	--	--	--	--	Pedestal Bar			



All dimensions are out-to-out of bar.

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

Reinforcing Bar: ASTM A 615/A 615M, Grade 60

GENERAL NOTES

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

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

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

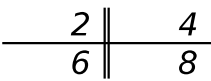
SHEET NUMBER 48 OF 53	SALMON FALLS BRIDGE SACO RIVER HOLLIS-BUXTON YORK COUNTY	PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED DESIGN-DETAILED REVISEMENTS 1 REVISEMENTS 2 REVISEMENTS 3 REVISEMENTS 4 FIELD CHANGES	J. Brozak P. Lusitoni C. Wall R. Howe U. Lonsdal	BY N. Zakemian J. Porreall P. Pore U. Lonsdal	DATE Nov. 2024 Sept. 2023 Sept. 2023 Sept. 2023	STATE OF MAINE DEPARTMENT OF TRANSPORTATION BRIDGE NO. 3708 WIN 02364300 BRIDGE PLANS
	REINFORCING STEEL SCHEDULE				P.E. NUMBER 2364300	
					DATE	

LIST OF WORK ITEMS

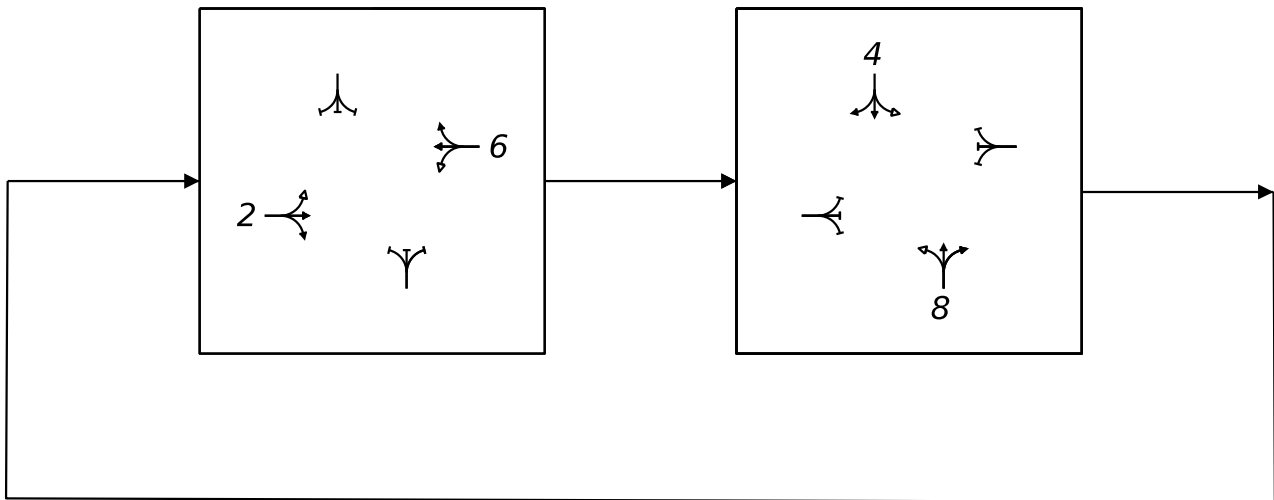
EQUIPMENT AND WORK ITEMS 643.80	QUANTITY
FURNISH AND INSTALL NEW ATCC MAINEDOT 32/48 SPEC GROUND MOUNT CABINET AND ATC CONTROLLER COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING	1
FURNISH AND INSTALL APPLIED INFORMATION FIELD MONITORING UNIT MODEL AI-500-085-02 OR APPROVED EQUAL AND CONNECT FIELD MONITORING UNIT TO MAINEDOT'S MAINELINK CENTRAL MANAGEMENT SYSTEM	1
FURNISH AND INSTALL WOODEN POLES AND SPANWIRE WITH ALL ANCILLARY EQUIPMENT AND WIRING	1
FURNISH AND INSTALL ONE-WAY, 3-SECTION, 12-INCH BLACK WITH BLACK DOOR TRAFFIC SIGNAL HEADS WITH BLACK TUNNEL VISORS AND BACKPLATES WITH 3" YELLOW RETROREFLECTIVE BORDER MOUNTED ON SPANWIRE	9
FURNISH AND INSTALL 4-CHANNEL PREEMPTION PHASE SELECTOR WITH SYSTEM CHASSIS	1
FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVERS WITH DETECTOR CABLE	4
FURNISH AND INSTALL PREEMPTION CONFIRMATION RED STROBE WITH CABLE	1
FURNISH AND INSTALL NEW SIGNAL CABLE	1
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	1
FURNISH AND INSTALL NON-INVASIZE STOP BAR VEHICLE DETECTION SYSTEM FOR 4 APPROACHES, COMPLETE (ITEM 643.21)	1
FURNISH AND INSTALL NON-INVASIVE ADVANCE VEHICLE DETECTION SYSTEM FOR 3 APPROACHES, COMPLETE (ITEM 643.22)	1
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	10
FURNISH AND INSTALL NON-METALLIC CONDUIT, CONCETE ENCASSES (ITEM 626.221)	10
FURNISH AND INSTALL CONTROLLER CABINET FOUNDATION (ITEM 626.38)	1
FURNISH AND INSTALL C-V2X ROADSIDE UNIT APPLIED INFORMATION MODEL AI-500-095 OR APPROVED EQUAL (ITEM 654.351)	1

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

RING AND BARRIER DIAGRAM



PHASE SEQUENCE

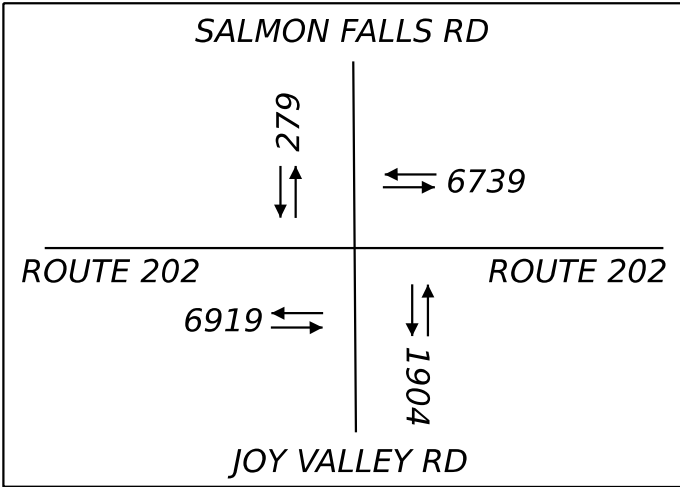


SIGNAL PLAN LEGEND

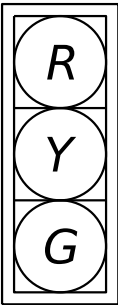
PROPOSED

SIGNAL HEAD	+
CONTROL CABIENT & FOUNDATION	CNTRL
DETECTOR ZONE	DETECTOR
VIDEO DETECTOR	VIDEO
ADVANCED DETECTION	ADVANCED
3" UNDERGROUND CONDUIT	3"
POLE	POLE
ROADSIDE UNIT (RSU)	RSU
360 DEGREE CAMERA	360
PRE-EMPTION RECIEVER	PRE-EMPTION
CONFIRMATION STROBE	CONFIRMATION

2025 BI-DIRECTIONAL AADT VOLUMES



PROPOSED SIGNAL INDICATIONS



A1,A2,B1,B2
C1,C2,C3,D1
D2

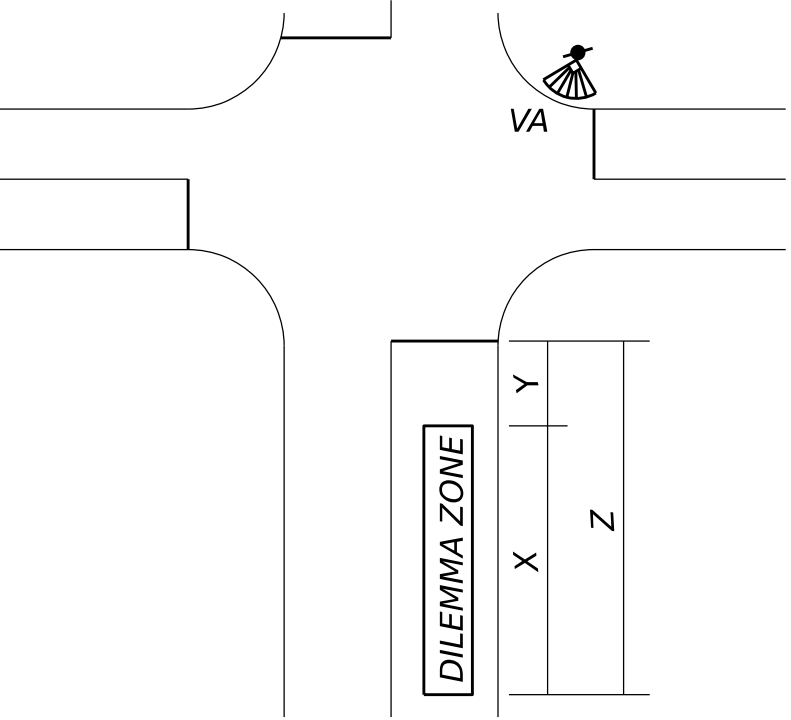
ALL PROPOSED INDICATIONS MODULES SHALL BE 12" LIGHT EMITTING DIODES MODULES WITH 5" LOUVERED RETROREFLECTIVE BACKPLATES

PREMPTION SCHEDULE

PREEMPT NUMBER	PREEMPT ASSIGNMENT	PRIORITY	ACTIVE PHASES
1	-	-	-
2	-	-	-
3	ROUTE 202 EB	1	2
4	ROUTE 202 WB	2	6
5	SALMON FALLS ROAD	3	4
6	JOY VALLY ROAD	4	8

PREEMPTION NOTES:

- PREEMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS
- IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED AT AN INTERSECTION, THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASES GREEN FOR A MINIMUM OF 10 SECONDS UNTIL THE PRE-EMPTION SIGNAL CEASES.
- MINIMUM GREEN, VEHICLE CLEARANCE, AND PEDESTRIAN CLEARANCE TIMES SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PREEMPTION DEMAND.
- CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY PREEMPTION GREEN IS ACTIVE.



TYPICAL DILEMMA ZONE APPLICATION

SPEED MILES PER HOUR	X (DISTANCE)	Y (DISTANCE)	Z (DISTANCE)
35	154'	128'	282'
40	176'	147'	323'
45	198'	165'	363'
50	220'	183'	403'
55	242'	202'	444'

NOTES:

- JOY VALLEY ROAD IS TO BE TREATED AS 35 MPH ZONE.

SIGNAL TIMING SCHEDULE

ITEM / PHASE	1	2	3	4	5	6	7	8
MINIMUM INITIAL	-	10.0	-	5.0	-	10.0	-	5.0
PASSAGE TIME	-	3.0	-	3.0	-	3.0	-	3.0
MAXIMUM 1	-	44.0	-	12.0	-	44.0	-	12.0
MAXIMUM 2	-	-	-	-	-	-	-	-
YELLOW	-	3.5	-	3.5	-	3.5	-	3.5
ALL RED	-	1.0	-	1.0	-	1.0	-	1.0
PED WALK	-	-	-	-	-	-	-	-
PED CLEAR	-	-	-	-	-	-	-	-
RECALL	-	SOFT	-	OFF	-	SOFT	-	OFF
DUAL ENTRY	-	ON	-	ON	-	ON	-	ON
FLASH	-	Y	-	R	-	Y	-	R

DETECTOR SCHEDULE

DETECTOR NUMBER	LOCATION	PHASE CALL	PHASE EXT.	MODE	DELAY	EXT.
2	ROUTE 202 EB	2	2	PRES.	0.0	0.0
4	SALMON FALLS ROAD	4	4	PRES.	0.0	0.0
6	ROUTE 202 WB	6	6	PRES.	0.0	0.0
8	JOY VALLEY ROAD	8	8	PRES.	0.0	0.0
34	ROUTE 202 EB ADVANCE	2	2	ADV.	0.0	0.0
36	SALMON FALLS RD ADVANCE	4	4	ADV.	0.0	0.0
38	ROUTE 202 WB ADVANCE	6	6	ADV.	0.0	0.0
40	JOY VALLEY ROAD ADVANCE	8	8	ADV.	0.0	0.0

STRUCTURE LIST

STRUCTURE	DESCRIPTION	FOUNDATION
A-C	CONTROLLER CABINET	L48"xW36"xH48"
A-1	WOODEN SPAN WIRE POLE	N/A
B-1	WOODEN SPAN WIRE POLE	N/A
C-1	WOODEN SPAN WIRE POLE	N/A
D-1	WOODEN SPAN WIRE POLE	N/A

SIGNAL NOTES

GENERAL NOTES

1. TRAFFIC SIGNAL WORK AT THE INTERSECTION OF U.S. ROUTE 202 (NARRAGANSETT TRAIL), SALMON FALLS ROAD, AND JOY VALLEY ROAD CONSISTS OF INSTALLING A FULLY FUNCTIONING TRAFFIC SIGNAL SYSTEM. THE WORK INCLUDES BUT IS NOT LIMITED TO: FURNISHING AND INSTALLING A COMPLETE GROUND-MOUNTED ADVANCED TRAFFIC CONTROLLER (ATC) SIGNAL CABINET AND FOUNDATION, FIELD MONITORING UNIT (FMU) MONITORING MALFUNCTION UNIT (MMU), STOP BAR VIDEO (SBVD) AND ADVANCED DETECTION, VEHICULAR SIGNAL HEADS WITH RETRORFLECTIVE BACKPLATES, WIRING, SIGNAL CABLE, OVERHEAD SPAN WIRE MOUNTED SIGNS, CONDUIT, ROAD SIDE UNIT (RSU), AND INCIDENTALS REQUIRED FOR A COMPLETE FUNCTIONING SIGNAL INSTALLATION.

IN ADDITION, THE PROJECT WILL PROVIDE THE MEANS FOR THE REMOTE COMMUNICATION TO THE TRAFFIC SIGNAL CABINET BY FMU FROM MAINEDOT'S EXISTING CLOUD BASED CENTRAL MANAGEMENT SYSTEM (CMS) VIA A SECURE VIRTUAL PRIVATE NETWORK TUNNEL. THE PROJECT ADDITIONALLY PROVIDES FOR CONNECTED VEHICLE INTEGRATED WITH THE ADVANCED TRANSPORTATION CONTROLLER AND MAINEDOT TRAFFIC MANAGEMENT CENTER.

2. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING THE PROJECT WITH WORKING AND FULLY CONFIGURED TRAFFIC SIGNAL FOR THE INTERSECTION, COMPLETE WITH INTEGRATION INTO THE CLOUD BASED CENTRAL MANAGEMENT SYSTEM, SIGNAL PERFORMANCE MEASURE APPLICATION, CONNECTED VEHICLE SYSTEM, INSTALLATION OF THE CENTRAL AND LOCATION INFORMATION TECHNOLOGY. THE CONTRACTOR IS FURTHER RESPONSIBLE FOR SYSTEM START-UP AND SYSTEM LOADING, ACCEPTANCE TESTING AND TRAINING.
3. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC AND THE LEAST AMOUNT OF DOWNTIME TO THE TRAFFIC SIGNAL OPERATION. ALL WORK SHALL BE COMPLETED IN CONFORMANCE WITH THE LATEST REVISIONS OF THE MAINEDOT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGE, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS FOR THE CONTRACT; THE 2023 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE NATIONAL ELECTRIC CODE, AND ANY ADDITIONAL UTILITY REQUIREMENTS.

UTILITY COORDINATION AND ACCESS NOTES

1. LOCATIONS OF ANY EXISTING UNDERGROUND AND OVERHEAD UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE PRESENCE OF ALL UTILITIES PRIOR TO COMMENCING ANY EXCAVATION WORK OR INSTALLATION OF POLES, FOUNDATIONS, CONDUIT, JUNCTION BOXES OR OTHER WORK INVOLVING SUBSURFACE OR OVERHEAD DISTURBANCE.

THE CONTRACTOR SHALL NOTIFY UTILITIES OF ANY PROPOSED WORK BELOW GROUND IN ACCORDANCE WITH MRSA TITLE 23 SECTION 3360-A, MAINE "DIG SAFE" SYSTEM. CONTRACTOR SHALL CONTACT DIG SAFE AT LEAST THREE WORKING DAYS PRIOR TO THE BEGINNING OF EXCAVATION AND UTILITY COMPANIES AT LEAST TWO WORKING DAYS BEFORE ANY OPERATIONS THAT COULD CONFLICT WITH AERIAL UTILITIES.

2. ALL EXISTING DRIVEWAY AND MAILBOX ACCESS SHALL BE MAINTAINED AT ALL TIMES. IN ADDITION, THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISIBLE TO THE TRAVELING PUBLIC. THIS WORK IS INCIDENTAL TO THE TRAFFIC SIGNAL ITEM (643.80).
3. THE CONTRACTOR SHALL PROVIDE THE RESIDENT AND MAINEDOT WITH A SCHEDULE OF WORK FOR CONSTRUCTING THE TRAFFIC IMPROVEMENTS AT LEAST TWO WEEKS PRIOR TO THE COMMENCEMENT OF WORK.
4. RIGHT-OF-WAY, WHERE NOTED IN THE PLANS, IS APPROXIMATE.

METHOD OF WORK NOTES

1. THE MAINTENANCE OF THE PROPOSED TRAFFIC SIGNALS SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR UNTIL FINAL ACCEPTANCE BY MAINEDOT.

TRAFFIC SIGNAL EQUIPMENT NOTES

1. TWO COPIES OF AS-BUILT PLANS, WIRING DIAGRAMS, BOX PRINTS, AND EQUIPMENT MANUALS SHALL BE LEFT IN THE CONTROLLER CABINET.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING RED-LINE AS-BUILT DRAWINGS OF THE FINAL WORK TO THE RESIDENT. THOSE DRAWINGS SHALL BE ON A CLEAN SET OF PLANS SHOWING ALL CHANGES OR MODIFICATIONS TO THE BID PLANS.
3. SPECIFIED LOCATION FOR THE CONTROLLER CABINET AND FOUNDATION IS APPROXIMATE. FINAL LOCATION TO BE APPROVED IN THE FIELD BY THE RESIDENT TO PROVIDE OPTIMAL VISIBILITY OF THE INTERSECTION WHILE MAINTAINING SAFE ACCESS FOR FUTURE MAINTENANCE WORK.
4. ALL EQUIPMENT SCHEDULES SHOWN ON THE SIGNAL PLANS ARE FOR INFORMATION ONLY, THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULES BASED UPON PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.

ELECTRICAL NOTES

1. CONDUIT FROM THE POWER SOURCE TO THE METER SHALL BE RIGID METAL OR CONCRETE ENCASED CONDUIT. OTHER CONDUIT NOT UNDER PAVEMENT SHALL BE 3 INCH PVC SCHEDULE 40, MINIMUM BURIAL DEPTH SHALL BE 36". CONDUIT SUBJECT TO PHYSICAL DAMAGE SHALL BE SCHEDULE 80.
2. TOP 3" OF CONDUIT SHALL BE SEALED TO PREVENT ENTRY BY RODENTS. BUSHINGS SHALL BE INSTALLED ON ALL CONDUIT TERMINATION AND PULL WIRE SHALL BE INSTALLED IN ALL CONDUIT. ALL CONDUIT HEADS ARE TO BE REDHEADED. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED CONDUIT ITEM.
3. THERE SHALL BE NO SPLICES OR JUNCTION BOXES EXCEPT AS NOTED ON THE PROJECT PLANS OR APPROVED BY THE RESIDENT. JUNCTION BOXES ARE INTENDED FOR WIRE PULLING ACCESS ONLY. JUNCTION BOXES SHALL BE TIER 22 RATED AND COVERS SHALL BE LABELED "TRAFFIC" AND SHALL BE GROUNDED.

VEHICLE DETECTION NOTES

1. DETECTION ZONES SHOWN IN THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DETECTION ZONES SHALL BE FIELD LOCATED AND APPROVED BY MAINEDOT AND THE RESIDENT.
2. THE CONTRACTOR SHALL FURNISH AND INSTALL STOP LINE VIDEO AND ADVANCED DETECTION AS APPROVED BY MAINEDOT AND THE RESIDENT.
3. THE VEHICLE DETECTORS ARE TO BE CONNECTED TO THE INTERSECTION TRAFFIC CONTROLLER FOR LOCAL VEHICLE DETECTION AND REMOTELY CONNECTED TO THE MAINEDOT TRAFFIC MANAGEMENT CENTER TO ALLOW FOR VISUAL CONFIRMATION (STOP LINE) AND ADJUSTMENT OF THE DETECTION ZONES AS SHOWN IN THE PLANS. WORK SHALL BE CONSTRUCTED AND PAID FOR AS OUTLINED IN SPECIAL PROVISION 643.
4. THE LOCATION OF THE DEVICES SHOWN IN THE PLANS ARE CONCEPTUAL FOR OPTIMAL APPROACH COVERAGE. ACTUAL NUMBER OF DETECTION DEVICES AND MOUNTING LOCATIONS SHALL BE PROVIDED PER MANUFACTURER'S RECOMMENDATION TO ACHIEVE APPROVED DETECTION AREAS.
5. ADVANCED DETECTION MAY BE MOUNTED TO THE POLE OF SPAN WIRE WITH TETHER IF DETECTION AREAS CAN BE ACHIEVED AND DETECTION IS NOT AFFECTED BY WIND.
6. THE RESIDENT RESERVES THE RIGHT TO DIRECT THE CONTRACTOR TO ADJUST DETECTOR MOUNTING HEIGHT OR LOCATION FOR LOCAL CONDITIONS IDENTIFIED DURING OR AFTER INSTALLATION AT NO ADDITIONAL COST FOR INSTALLATION OR WIRING. THIS WORK WILL BE INCIDENTAL TO THE STOP BAR DETECTION.
7. THE CONTRACTOR SHALL RE-INSPECT EACH SIGNALIZED INTERSECTION DURING THE ACCEPTANCE TESTING PERIOD AND CERTIFY DETECTORS ARE FUNCTIONING PROPERLY BEFORE FINAL ACCEPTANCE IS GRANTED.

SIGNAL HEAD NOTES

1. ALL NEW SIGNAL HEADS SHALL BE MOUNTED TO WOOD POLES OR SPAN WIRE AS INDICATED ON THE PLANS.
2. ALL NEW VEHICULAR SIGNAL HEADS SHALL BE EQUIPPED WITH NEW LED LENSES 12 INCHES IN DIAMETER AND EQUIPPED WITH NEW 5-INCH LOUVERED BACK PLATES, INCLUDING 3"RETRO REFLECTIVITY.
3. THE BOTTOM OF THE HOUSING OF ANY NEW SIGNAL FACES SHALL BE AT LEAST 17 FEET BUT NOT MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY. FOR POLE MOUNTED SIGNAL HEADS, THE BOTTOM OF THE HOUSING SHALL BE MOUNTED AT LEAST 8 FEET BUT NO MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE HIGH POINT OF THE ROAD.
4. ASSEMBLIES SHALL HAVE DOUBLE SPAN WIRE SUPPORT. SIGNAL ASSEMBLIES AND SIGNAGE ATTACHED TO SPAN WIRES SHALL BE STABILIZED WITH A BOTTOM TETHER. THE CONTRACTOR SHALL REVIEW SIGNAL HEAD LOCATIONS AND COMPLETE ANY ADJUSTMENTS NECESSARY OR AS DIRECTED BY THE RESIDENT TO MAINTAIN CLEAR SIGHT LINES TO THE SIGNAL HEADS ON ALL APPROACHES.

ROADSIDE UNIT (RSU) NOTES

1. THE CONTRACTOR MAY MOUNT THE RSU ON ANY SIGNAL POLE PROVIDED THAT THERE IS A CLEAR LINE OF SIGHT FOR ALL APPROACHES.

COMMUNICATIONS NOTES

1. THE SYSTEM SHALL SUPPORT COMMUNICATIONS TO ADVANCED TRANSPORTATION CONTROLLERS, ASSOCIATED EQUIPMENT, AND VEHICLE DETECTION AS SHOWN IN THE PLANS. ALL CONNECTIONS TO THE CLOUD-BASED CENTRAL MANAGEMENT SYSTEM SHALL BE VIA A SECURE VPN. COMMUNICATIONS FROM THE CLOUD-BASED SYSTEM TO THE ON-STREET TRAFFIC SIGNAL EQUIPMENT SHALL BE MADE THROUGH THE FMU.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING WHICH COMPATIBLE CELLULAR PROVIDER CAN PROVIDE THE BEST NETWORK COVERAGE TO THE FMU FOR REMOTE COMMUNICATIONS AND PROVIDE THE PROPER SIM CARD.
3. CONTRACTOR SHALL PROCURE A HIGH GAIN ANTENNA IN LIEU OF THE STANDARD FMU PETRI DISH ANTENNA.

TRAFFIC SYSTEM STARTUP AND SYSTEM LOADING NOTES

1. THE SIGNAL SHALL BE INSTALLED IN FLASH TWO WEEK PRIOR TO ACTIVATION. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE LOCATED ON ALL APPROACHES PRIOR TO THE INTERSECTION FOR TWO WEEKS PRIOR TO STARTUP THROUGH ACCEPTANCE WITH THE FOLLOWING MESSAGES AS APPLICABLE:
"NEW TRAFFIC PATTERN" / "SIGNAL ACTIVE XX/XX/XX"
"NEW TRAFFIC PATTERN"/ "TRAFFIC SIGNAL AHEAD"
2. WHEN FULL SIGNAL OPERATION IS ACTIVATED, REMOVE ALL EXISTING STOP SIGNS AND INTERSECTION WARNING SIGNS.
3. THE SYSTEM SUPPLIER SHALL INITIATE COMPLETE SYSTEM OPERATION INCLUDING ATC, CMS, SPM, SBVD, ADVANCED VEHICLE DETECTION SYSTEM, CONNECTED VEHICLE SYSTEM, HOSTED CLOUD BASED SYSTEMS, FMU COMMUNICATIONS, REMOTE MONITORING AND CONTROL OF OPERATIONS AS SHOWN ON THE PLANS AND/OR DIRECTED BY MAINEDOT AND THE RESIDENT.
4. AFTER THE SUPPLIER HAS INITIATED SYSTEM OPERATION ON SITE, THE SYSTEM SHALL BE RUNNING FOR A CONTINUOUS 7-DAY INITIAL TESTING PERIOD. THE SUPPLIER SHALL ADVISE MAINEDOT AND/OR THE RESIDENT THAT THE SYSTEM IS READY FOR START-UP PHASE.
5. ANY MAJOR SYSTEM MALFUNCTION ENCOUNTERED DURING THE START-UP PHASE SHALL BE CORRECTED BY THE SUPPLIER, AND THE TEST RESTARTED. DURING THIS PERIOD MAINEDOT AND/OR THE RESIDENT MAY MAKE MODIFICATION TO THE SYSTEM TIMING PARAMETERS, BUT THIS WILL NOT CAUSE RESTARTING OF THE TESTING PERIOD. AT THE COMPLETION OF THE TESTING PERIOD, THE SYSTEM WILL BE DEEMED READY FOR FINAL ACCEPTANCE TESTING AS DESCRIBED IN ACCEPTANCE TESTING NOTES.

TRAFFIC SIGNAL SYSTEM ACCEPTANCE TESTING NOTES

1. UPON COMPLETION OF THE 7-DAY STARTUP PERIOD, MAINEDOT AND/OR THE RESIDENT SHALL EVALUATE SYSTEM OPERATIONS. IT IS EXPECTED THAT THE COMPLETE SYSTEM SHALL OPERATE FULLY FUNCTIONAL FOR A PERIOD OF 28 CONSECUTIVE DAYS WITHOUT MALFUNCTION.
- IF THE SYSTEM FAILS TO OPERATE AS INTENDED BY THIS SPECIFICATION THE MALFUNCTION SHALL BE CORRECTED BY THE CONTRACTOR AT ITS COST AND A NEW 28-DAY TESTING PERIOD SHALL BEGIN. THIS PROCESS SHALL CONTINUE UNTIL A COMPLETELY OPERABLE SYSTEM IS DEMONSTRATED FOR A CONSECUTIVE 28-DAY PERIOD.
2. ACCEPTANCE TESTING MUST DEMONSTRATE TO MAINEDOT AND/OR THE RESIDENT A REASONABLE SATISFACTION THAT THE HARDWARE AND LICENSED SOFTWARE FUNCTION IN ACCORDANCE WITH THE SPECIFICATIONS, REQUIREMENTS, FUNCTIONALITIES, PERFORMANCE CRITERIA OR OTHER BENEFITS STATED IN DOCUMENTATION PROPOSALS AND/OR DEMONSTRATIONS GIVEN TO MAINEDOT.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	WIN 023643.00		023643.00	TRAFFIC SIGNAL PLANS		
ROUTE 202 AT SALMON FALLS RD CUMBERLAND BUXTON	PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED2 DESIGN-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	J. BRASK BY B. GLIDDEN C. THOMPSON	DATE AUG 2025 AUG 2025	SIGNATURE	P.E. NUMBER	DATE
SHEET NUMBER		51				
		OF 53				

Date:9/29/2025

Username: Jude.Hogan

Division: ROW

Filename: ... \00\ROW\WSTA002_RWPLAN2.dgn

