T·Y·LIN INTERNATIONAL
engineers | planners | scientists

MEMORANDUM

To:	Scott Rollins Mackenzie Kersbergen MaineDOT	**From:**	Darin Bryant T.Y. Lin International
		Date:	October 21, 2019
Address:	Brunswick/Topsham, ME	**CC:**	File
Re:	Frank J. Wood Bridge – 60% Submission – Materials and Finishes		

As part of the Memorandum of Agreement for this project between the Maine Department of Transportation, Federal Highway Administration, and others, 60% plans are to be submitted for review by the Maine SHPO, the Bridge Design Committee, and the consulting parties to ensure compatibility with the existing historic features. Design plans stamped "60% Review Set; 10/21/2019" have been developed for this required submission which show the layouts, outlines, and limits for the project. To further clarify those preliminary plans, the additional information contained in this memo outlines the materials and finishes which have yet to be detailed on the design plans.

1. **Bridge Rail**

   A combination parapet/rail system shown in the rendering below will be used on the bridge itself. Arched inset panels in the wall will be smooth, while the insets in the light columns will be inlaid with a brick pattern (but no color). The metal railing at the top will be black. The rendering below illustrates the appearance and configuration being designed for this feature.

2. Approach Rail

The safety rail behind the sidewalk on the roadway approaches to the bridge will be a black, metal rail system with vertical elements which partially resemble the top portion of the combination parapet/rail system on the bridge. The photo below shows a similar system used on the Naples Causeway project. The rail system for this project will appear similar, except the posts will be solid and there will be an additional horizontal member at the bottom to support the bottom of the vertical elements. The photo below illustrates the appearance and configuration being designed for this feature.

3. Lighting Type

The type of lighting to be used on both on the bridge and on the roadway approaches is shown in the rendering below.

4. Pier Shape

Trapezoidal piers are being designed as support for the bridge as shown here:

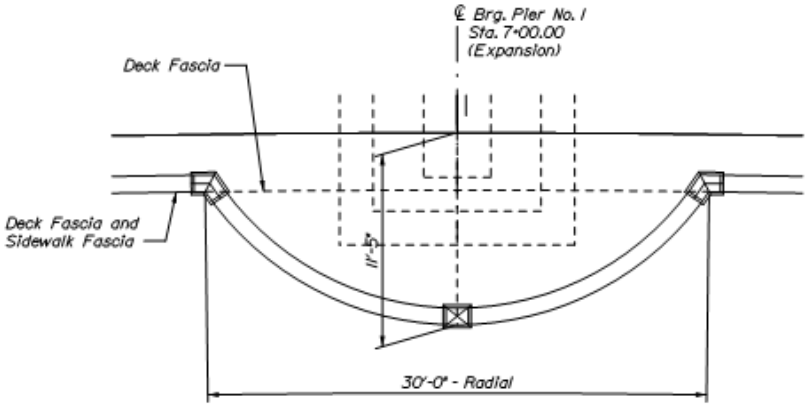
This trapezoidal shape seems to be a good fit for this site from an engineering perspective. Another option studied early in the design process (a daylight arch pier) would have been somewhat more challenging and expensive. Based on the March 14, 2018 DAC vote, the solid, trapezoidal shape was selected as the preferred pier shape and is currently being used in the design of the project.

5. Pier Surface Treatment

A stone color ashlar finish (faux-stone) is being designed for the pier concrete surfaces. The rendering in Item 4 (above) shows the pier surface treatment being used in the design. Final confirmation of the specific texture and shape of the stone finish will occur closer to the end of the design process.

6. Bump-Out Geometry/Placement

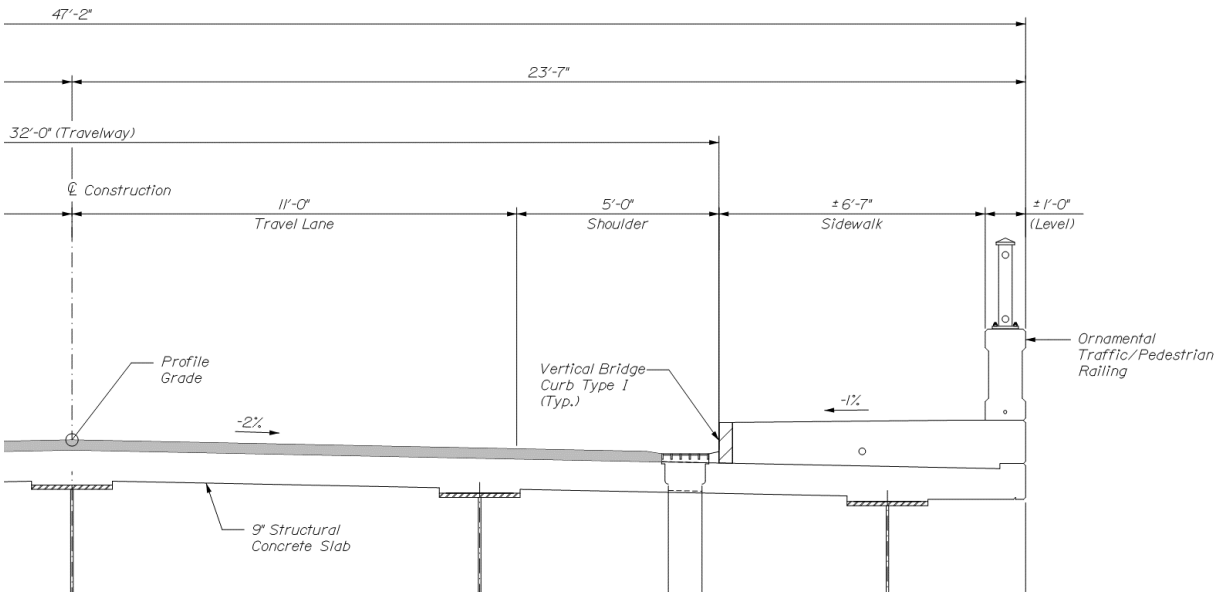
MaineDOT has agreed to provide two crescent-shaped bump outs on the bridge, one on the upstream side and one on the downstream side. The current design shows 3 piers on the proposed replacement bridge. The first pier on the Brunswick side will be located just north of the power outfall channel (shown is the red circle to the right in the rendering below). The downstream bump out would be located over this pier. Pier 2 would have the upstream bump out (shown is the red circle to the left in the rendering below). Dimensions of the bump outs are shown in the detail below the rendering.



PIER NO. 1 - BUMPOUT

7. Added Bridge Width

MaineDOT has also agreed to provide 2 extra feet of bridge width, increasing the total bridge width from 45'-2" to 47'-2". In addition, the final bridge rail may be somewhat narrower than the original design, providing a few more inches in available width. This added width is being split equally between the sidewalks on either side of the road. The following typical section illustrates the lane / shoulder-bike path / sidewalk configuration currently being designed for the bridge:



8. Shoulder/Bike Lane Color

The bike lanes will be painted brick red to match the adjacent Cabot Mill buildings. The final treatment will need to be slip-resistant. Options on how to achieve this in a durable manner will be developed later in the design process. The rendering below illustrates the appearance and configuration currently being designed for the colored shoulder/bike lane:

9. Sidewalks

The sidewalks on the bridge and on the majority of the approach roadways will be brushed concrete. On the northerly end of the project, the sidewalks in Topsham will transition to brick to match in with the existing sidewalk materials in that location. The photo below illustrates the appearance currently being designed for the brushed concrete sidewalks:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD
Bridge Design Specifications, 8th Edition.

DESIGN LOADING

Live Load ..... HL - 93 Modified for Strength I (Truck only increased 25%)

TRAFFIC DATA

Current (20XX) AADT	18860
Future (20XX) AADT	22630
DHV - % of AADT	10%
Design Hour Volume	2263
Heavy Trucks (% of AADT)	3%
Heavy Trucks (% of DHV)	3%
Directional Distribution (% of DHV)	50%
18 kip Equivalent P 2.0	189
18 kip Equivalent P 2.5	181
Design Speed (mph)	25 mph

HYDROLOGIC DATA

Drainage Area	3435 sq mi
Ordinary High Water Discharge (Q1.1)	27,500 cfs
Design Discharge (Q50)	89,300 cfs
Check Discharge (Q100)	99,700 cfs

Headwater Elevation & Discharge Velocities vary due to nearby dam and due to riverbed ropography

MATERIALS

Concrete:

Sidewalk and End Posts	Class "LP"
Seals	Class "S" (Unless Noted)
All Other	Class "A"
Reinforcing Steel	ASTM A 615/A 615M, Grade 60

Structural Steel:

All Material (except as noted)	ASTM A 709, Grade 50 Metalized
High Strength Bolts	ASTM F 3125, Type I, Galvanized

BASIC DESIGN STRESSES

Concrete (Class A)	f 'c = 4000 psi
Concrete (Class LP)	f 'c = 5000 psi
Concrete (Class S)	f 'c = 3000 psi
Reinforcing Steel	f y = 60,000 psi

Structural Steel:

ASTM A 709, Grade 50	F y = 50,000 psi
ASTM F 3125	F μ = 120,000 psi

BRUNSWICK - TOPSHAM
CUMBERLAND & SAGADAHOC COUNTIES
FRANK J. WOOD BRIDGE
OVER
ANDROSCOGGIN RIVER
ROUTE 201/24
PROJECT NO. STP-2260(300)X
PROJECT LENGTH 0.3 mi.
BRIDGE NO. 2016

LIST OF DRAWINGS

60% REVIEW SET
10/21/2019

UTILITIES

Electric	Cable TV
Telephone	Water / Sewer

MAINTENANCE OF TRAFFIC

Maintain two lanes of traffic (one each direction) over existing bridge and approaches during construction.

PROJECT LOCATION	Frank J. Wood Bridge # 2016 on the Brunswick-Topsham TL which carries Route 201/24 over the Androscoggin River. Latitude 43 55'14.27N" Longitude 69 57'57.46W"
PROGRAM AREA	BRIDGE PROGRAM
OUTLINE OF WORK	BRIDGE REPLACEMENT

STP-2260(300)X WIN 22603.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED | DATE
COMMISSIONER:
CHIEF ENGINEER:

SIGNATURE | P.E. NUMBER | DATE

PROJECT INFORMATION

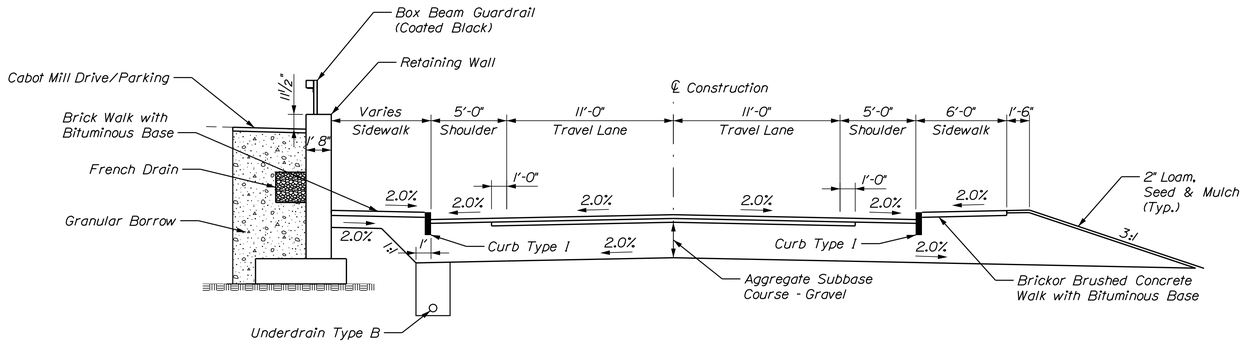
PROGRAM	BRIDGE
PROJECT MANAGER	J.KITTREDGE
DESIGNER	R.M.HEBERT
CONSULTANT	T.Y.LIN
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

TOPSHAM - BRUNSWICK
FRANK J. WOOD BRIDGE

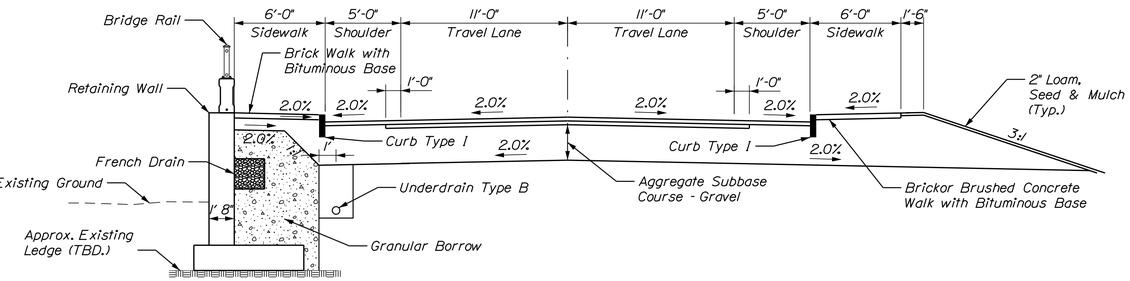
TITLE SHEET

SHEET NUMBER
1
OF 30

Date:10/21/2019 Username: Division: HIGHWAY Filename:\00\BRIDGE\MSTA\001_Title.dgn



BRUNSWICK APPROACH DESIGN SECTION



TOPSHAM APPROACH DESIGN SECTION

Filename: ...\MSTA\000_Typical_01.dgn Division: HIGHWAY Username: Date:10/21/2019

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

PROJ. MANAGER	D. Bryant	BY	DATE
DESIGN-DETAILED	D. Burhans	T. Antz	5/2019
CHECKED-REVIEWED	D. Bryant		5/2019
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

TYPICAL SECTIONS

SHEET NUMBER

2

OF 30

60% REVIEW SET 10/21/2019

TY-LIN INTERNATIONAL

Filename: ...\HIGHWAY\MSTA\000_HDPlan_01.DGN Username: Division: HIGHWAY Date:10/21/2019

GRID NORTH
MAINE 2000 WEST ZONE

CURVE DATA #1
PI = 2+73.46
D = 7°09'43.1"
Δ = 20°25'20.6" Lt.
R = 800.00'
L = 285.15'
T = 144.10'
E = 12.88'

WATERFRONT, MAINE BRUNSWICK LLC

BROOKFIELD WHITE PINE HYDRO LLC

TOWN OF BRUNSWICK

AREA LEASED TO THE TOWN OF BRUNSWICK

BROOKFIELD WHITE PINE HYDRO LLC

STATE HIGHWAY "17" / US ROUTE 201 & ROUTE 24B / MAIN STREET

STATE HIGHWAY "2" SOUTHBOUND RAMP

APPROXIMATE BRIDGE LOCATION PRIOR TO 1932

Androscoggin River

Match Line STA. 6+00

Measured Along ℄ Construction

Span 1 = 260'-0"

℄ Proposed Construction U.S. Route 201 & Route 24

℄ Brg. Abut. 1 Sta. 4+40.00

PC = STA. 1+29.36

PT = STA 4+14.51

30.00' Transition

STA. 0+70.00 Limit of Work
Match Existing Pavement and Curb
Begin Mill & Overlay

STA. 1+00.00 End Mill & Overlay Project
Begin Full Depth Construction

Chainlink Fence 4' PVC Coated
Approximate Limits of Coffer Dam Wall
Adjust to Grade (By Others)
New Pole (By Others)
Brushed Concrete Sidewalk
Approximate Temporary Construction Impacts
Retaining Wall
Remove Retaining Wall
Remove and Reset Sign
Sta 3+10.22 Off -31.00 FT
Remove and Reset Sign
Sta 3+03.39 Off -21.00
Relocate Sign (By Others)
Remove Pole (By Others)
Remove Trees
Sta 2+81.30 Off -20.99 FT
Remove CB
Curve 1
To Brunswick
0+00
1+00
2+00
3+00
4+00
5+00
N15°36'51.02"E
U.S. Route 201 & Route 24
Steel Rail
Remove Tree
Remove and Reset Fence
Gravel Path
Remove and Reset Sign
Remove Shrubs
Remove Tree
Adjust to Grade
Remove Tree
Adjust to Grade (By Others)
Retaining Wall (typ.)
Remove and Reset Sign
Adjust to Grade (By Others)
Brushed Concrete Sidewalk
Remove Tree
Steel Rail
Retaining Wall
Wingwall (Typ.)
4 Conduit Duct Bank
6 Conduit Duct Bank
16" Water Line
12 Conduit Duct Bank
Adjust to Grade (By Others)
Partially Remove Existing Abutment
Existing Bridge To Be Removed
Remove Guardrail
Retaining Wall
Approximate Location FERC Project Boundary
CONTROL OF ACCESS
APPROX. NORTHERN BOUNDARY
ACCESS EASEMENT TO CMP C.C.N.D BK. 4564 PAGE 270
FERC PROJECT BOUNDARY APPROX. LOCATION
P.L.
CT BOUNDARY
TOWN OF BRU
TOWN OF T
APPROXIMA

PLAN

25 0 25 50
Scale of Feet

60% REVIEW SET 10/21/2019

T.Y.LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

PROJ. MANAGER	D. Bryant	
DESIGN-DETAILED	D. Barbans	
CHECKED-REVIEWED	D. Bryant	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

	BY	DATE
	T. Artz	5/2019
		5/2019

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

PRELIMINARY PLAN 1 OF 3

SHEET NUMBER
3
OF 30

Filename: ...\HIGHWAY\MSTA\000_HDPlan_02.DGN Division: HIGHWAY Username: Date:10/21/2019

GRID NORTH
MAINE 2000 WEST ZONE

TAX MAP / LOT - U14 / 152
BOOK / PAGE -
POR NO. - 4

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

CENTRAL MAINE POWER CO

SHAD ISLAND

CENTRAL MAINE POWER CO EASEMENT SEE S.C.R.D. 1910/9

℄ Brg. Pier 1
Sta. 7+00.00

Approximate Location
FERC Project Boundary

℄ Brg. Pier 2
Sta. 9+05.00

℄ Construction Proposed
US Route 201/Route 24

℄ Brg. Pier 3
Sta. 11+10.00

CENTRAL MAINE POWER CO EASEMENT

6 Conduit
Duct Bank

4 Conduit
Duct Bank

90°0'0"(Typ.)

CUMBERLAND COUNTY
SAGADAHOC COUNTY

Match Line Sta. 6+00

6+00
7+00
8+00
9+00
10+00
11+00
12+00

U.S. Route 201 & Route 24

35°0'0"

30'-0" Radial

11'-5" Radial

Span 1 = 257'-10"

Span 2 = 205'-0 1/4"

Span 3 = 205'-0 1/4"

Span 4 = 143'-3"

CURVE DATA #2
PI = 8+60.04
D = 4°46'28.7"
Δ = 40°44'15.8" Rt.
R = 1200.00'
L = 853.21'
T = 445.53'
E = 80.04'

Measured Along
℄ Construction

16" Water Line

Match Line Sta. 12+00

12 Conduit
Duct Bank

STATE HIGHWAY "17" / US ROUTE 201
& ROUTE 24B / MAIN STREET

Remove Existing
South Pier Flush
with Riverbed

Remove Existing Bridge

Existing North
Pier to Remain

BRUNSWICK
TOPSHAM

Androscoggin River

Flow

PLAN

25 0 25 50
Scale of Feet

60% REVIEW SET 10/21/2019

T.Y.LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

PROJ. MANAGER	D. Bryant	BY	DATE
DESIGN-DETAILED	D. Burhans	T. Antz	5/2019
CHECKED-REVIEWED	D. Bryant		5/2019
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

PRELIMINARY PLAN 2 OF 3

SHEET NUMBER

4

OF 30

Filename: ...\HIGHWAY\MSTA\000_HDPlan_03.DGN Division: HIGHWAY Username: Date:10/21/2019

GRID NORTH
MAINE 2000 WEST ZONE

Androscoggin River
Flow

Approximate Location FERC Project Boundary

Steel Rail

6 Conduit Duct Bank

4 Conduit Duct Bank

Retaining Wall

Approximate Temporary Construction Impacts

Remove Tree

Relocate Pole (By Others)

Proposed ℄ Construction U.S. Route 201 & Route 24

Remove Trees

Relocate Pole (By Others)

Brushed Concrete Sidewalk

Remove and Reset Sign

Sta. 14+50.00 End Project Begin Mill and Overlay and Left Shoulder Construction

Adjust to Grade

Protect Sign

Brick Sidewalk

Protect Sign

Sta. 15+75.00 End Mill and Overlay Match Existing Pavement and Curb Limit of Work

125.00' Transition

L.O.W.P.

SUMMER STREET

PRIORITY PROPERTIES, LLC

12 Conduit Duct Bank

Measured Along ℄ Construction

16" Water Line

Match Line Sta. 12+00

Steel Rail

Remove Existing Bridge

PT = STA 12+67.12

Retaining Wall

Remove Guardrail (Typ.)

Approximate Temporary Construction Impacts

EXISTING STORM SEWER OUTLET PIPE SEE D.O.T. FILE NO. 12-108

EXISTING DRAINAGE EASEMENT LIMITS

MH

Brushed Concrete Sidewalk

Adjust to Grade

Brick Sidewalk

3 MAIN STREET, LLC

BOWDOIN MILL ASSOCIATES, LLC

50' RIGHT OF WAY

U.S. Route 201 & Route 24

To Topsham

STATE HIGHWAY "17" / US ROUTE 201 & ROUTE 24B / MAIN STREET

N35°55'46.16"E

12+00 13+00 14+00 15+00 16+00 17+00 18+00

SUSAN Q. FARNSWORTH LISA H. ZLONKE

OBERY REAL ESTATE, LLC

PLAN

25 0 25 50
Scale of Feet

60% REVIEW SET 10/21/2019

T.Y.LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	D. Bryant		
DESIGN-DETAILED	D. Burhans	T. Antz	5/2019
CHECKED-REVIEWED	D. Bryant		5/2019
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

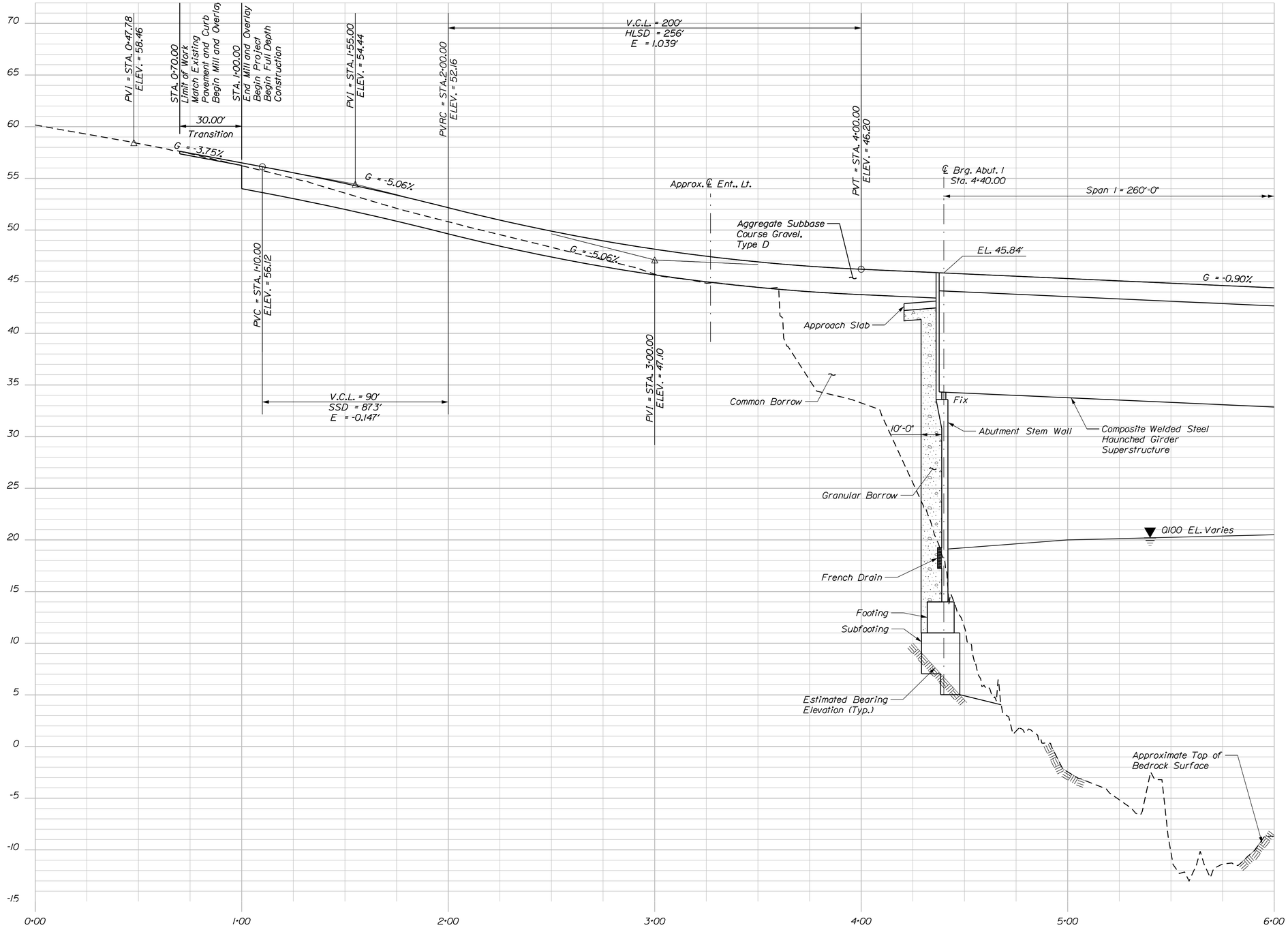
FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

PRELIMINARY PLAN 3 OF 3

SHEET NUMBER

5

OF 30



PROFILE: U.S. ROUTE 201 / ROUTE 24

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

60% REVIEW SET 10/21/2019

T·Y·LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

PROJ. MANAGER	D. Bryant	
DESIGN-DETAILED	D. Burhons	5/2019
CHECKED-REVIEWED	D. Bryant	5/2019
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BY / DATE

SIGNATURE

P.E. NUMBER

DATE

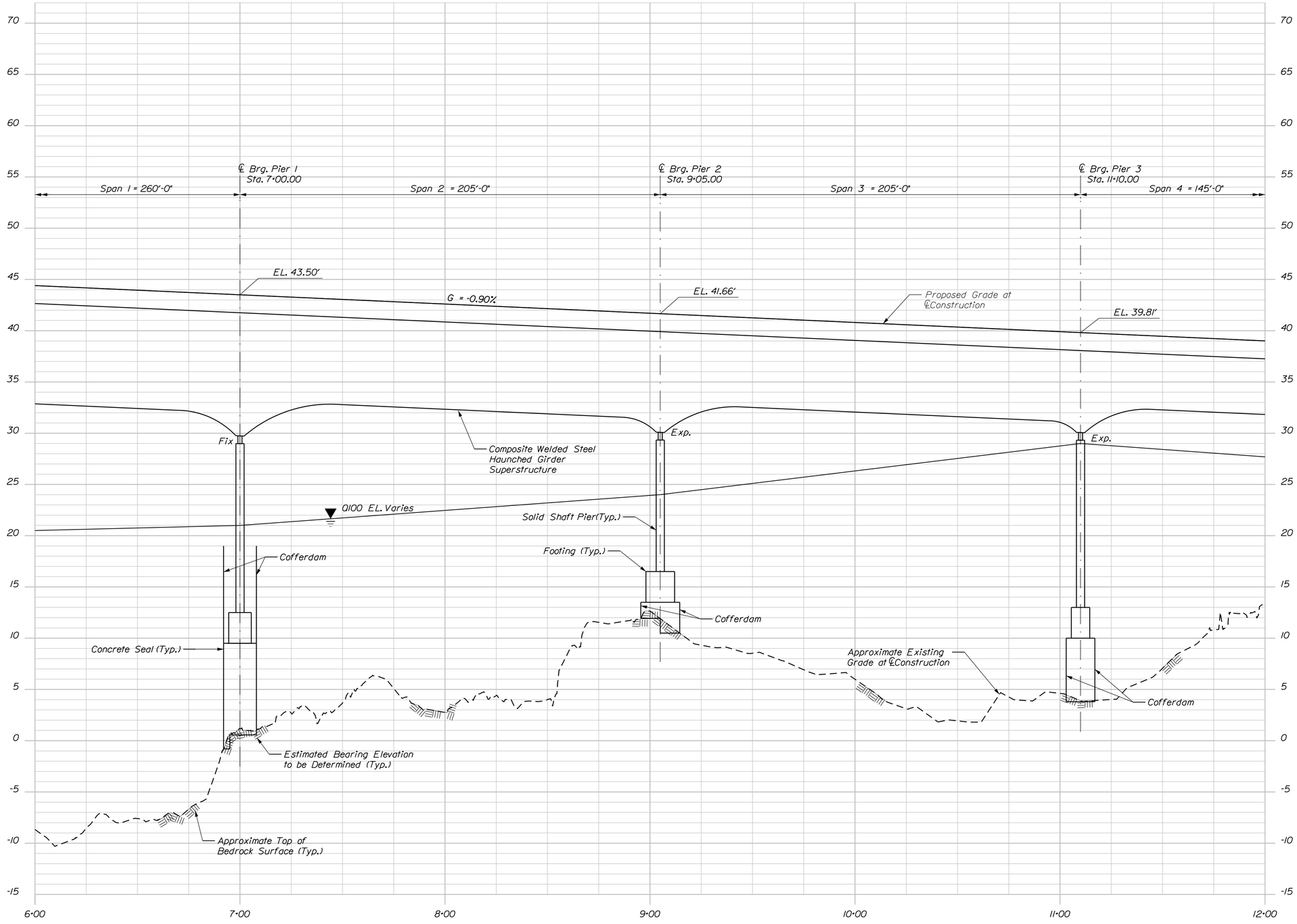
FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

PRELIMINARY PROFILE 1 OF 3

SHEET NUMBER

6

OF 30



PROFILE: U.S. ROUTE 201 / ROUTE 24

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

60% REVIEW SET 10/21/2019

T.Y.LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

PROJ. MANAGER	D. Bryant		
DESIGN-DETAILED	D. Burhans	T. Antz	5/2019
CHECKED-REVIEWED	D. Bryant		5/2019
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

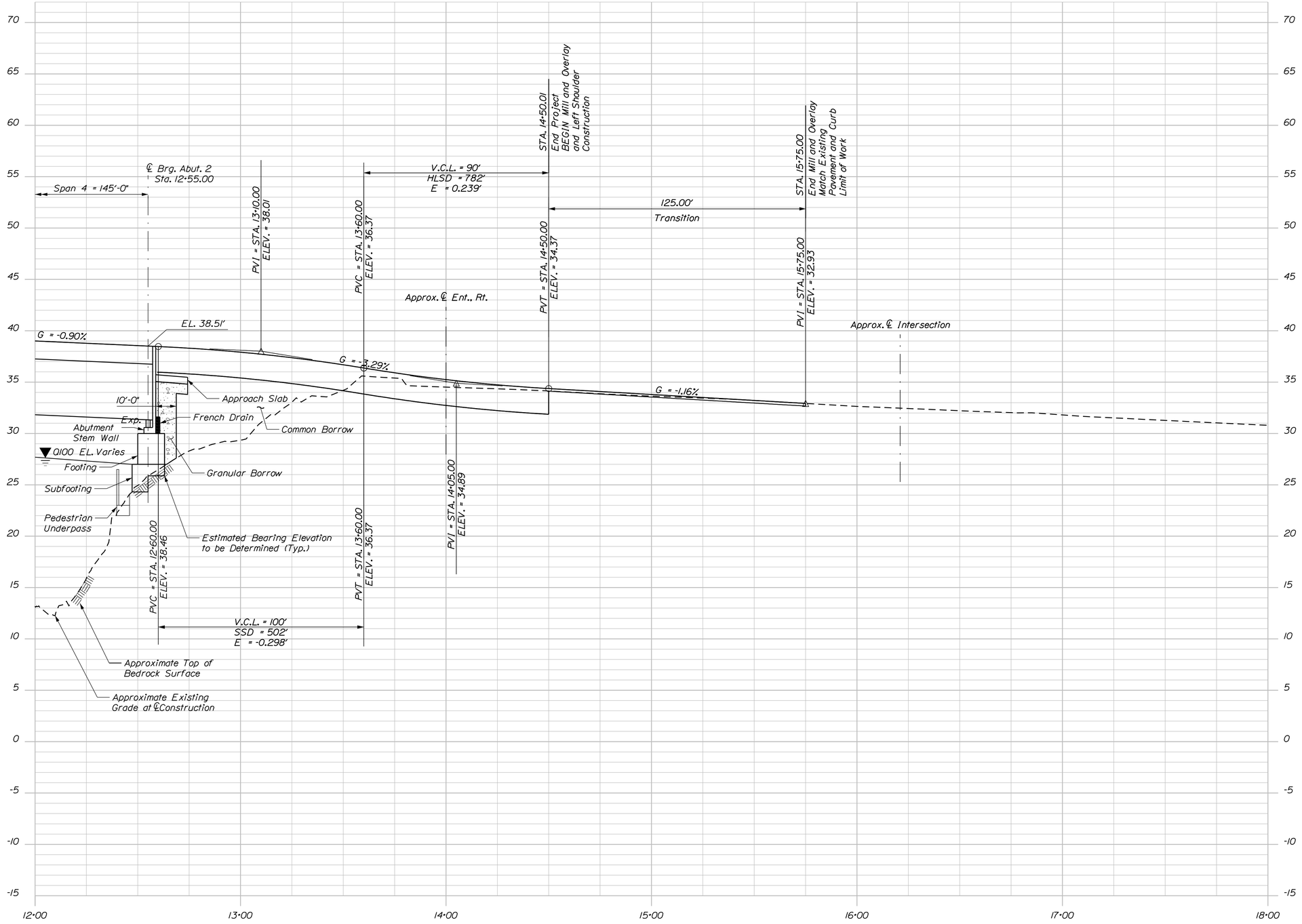
PRELIMINARY PROFILE 2 OF 3

SHEET NUMBER

7

OF 30

Filename: ...\MSTA\000_HDProfile_02.DGN Division: HIGHWAY Username: Date:10/21/2019



PROFILE: U.S. ROUTE 201 / ROUTE 24

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

60% REVIEW SET 10/21/2019

T·Y LIN INTERNATIONAL

Filename: ...\MSTA\000_HDProfile_03.DGN Division: HIGHWAY Username: Date:10/21/2019

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016 BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	D. Bryant	
DESIGN-DETAILED	T. Antz	5/2019
CHECKED-REVIEWED	D. Burhons	5/2019
DESIGN2-DETAILED2	D. Bryant	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

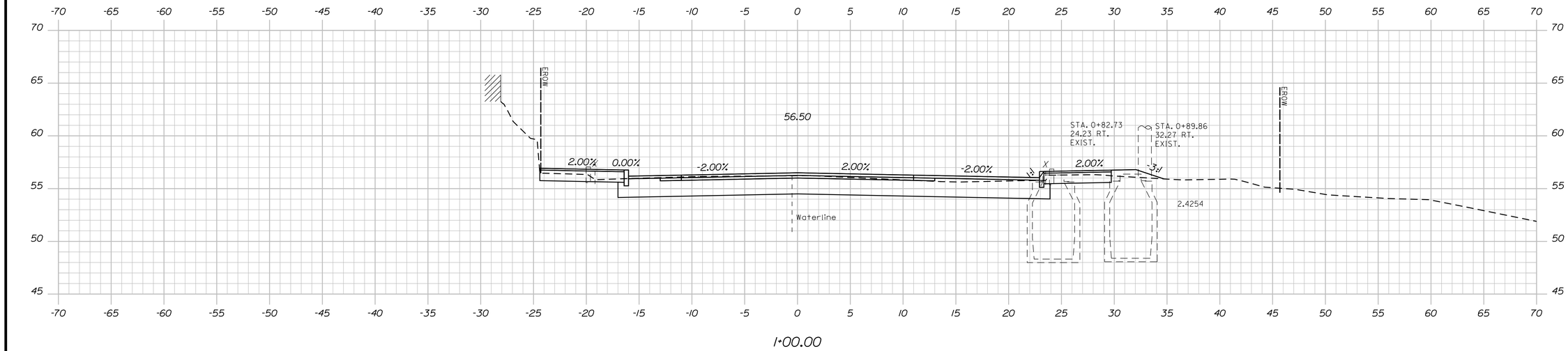
PRELIMINARY PROFILE 3 OF 3

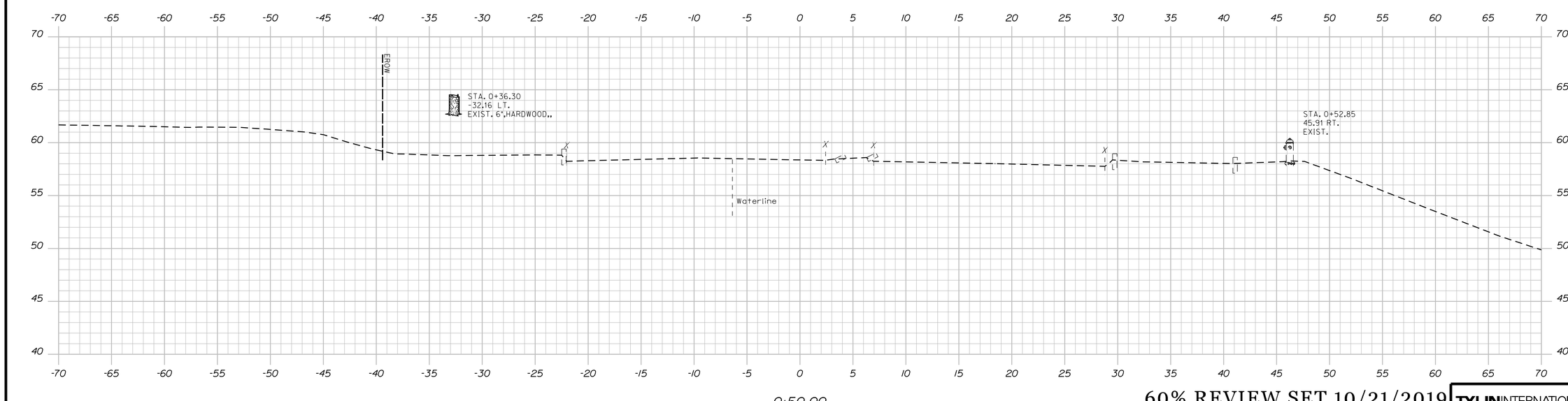
SHEET NUMBER

8

OF 30

Filename: ...\HIGHWAY\MSTA\000_XSections.dgn Division: HIGHWAY Username: Date:10/21/2019





60% REVIEW SET 10/21/2019

T·Y·LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016 BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	D. Bryant	
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

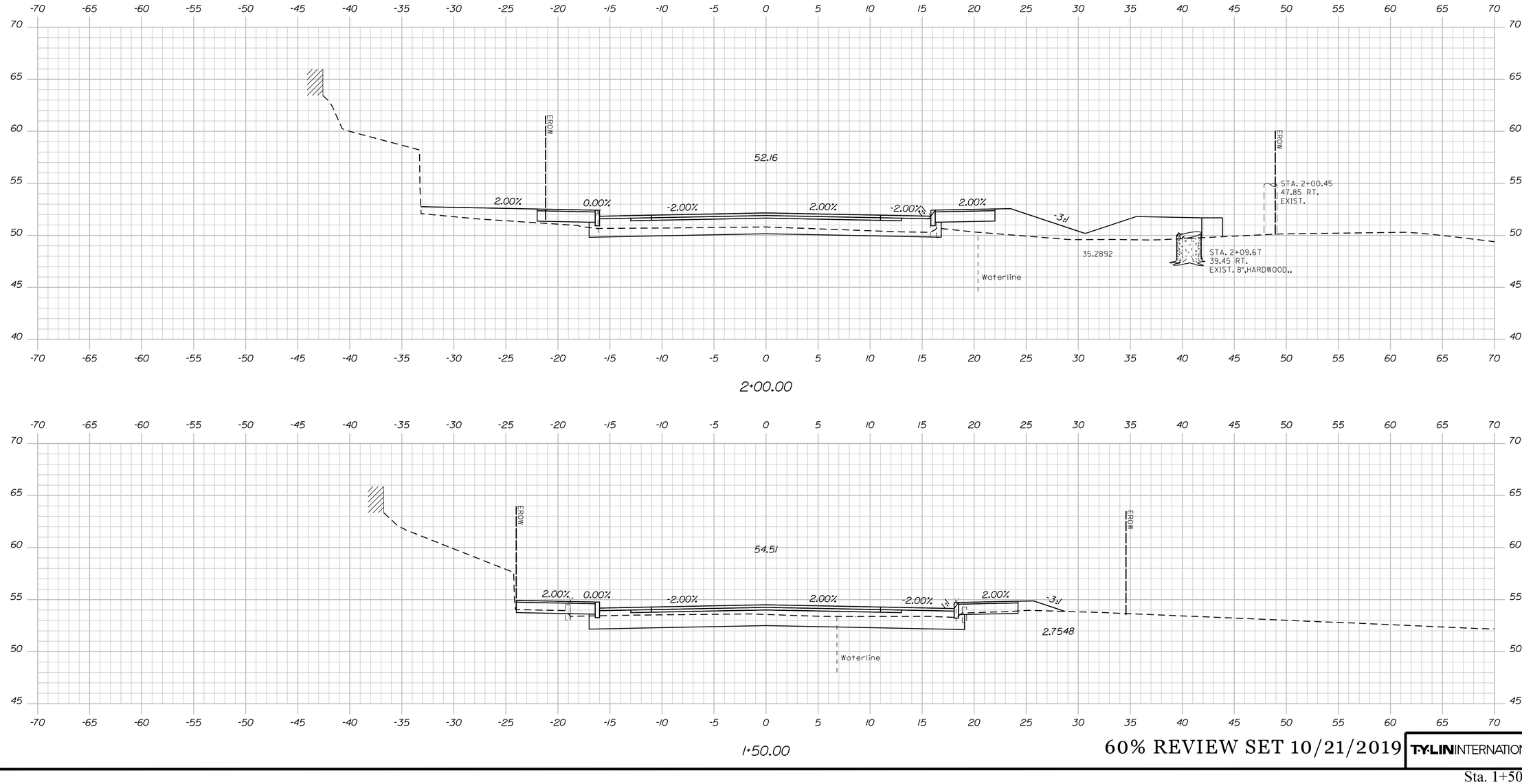
FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

SHEET NUMBER

9

OF 30

Sta. 0+50.00 to Sta. 1+00.00



60% REVIEW SET 10/21/2019

Sta. 1+50.00 to Sta. 2+00.00

Filename: ...\HIGHWAY\MSTA\000_XSections.dgn Division: HIGHWAY Username: Date:10/21/2019

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016 BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	D. Bryant	
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

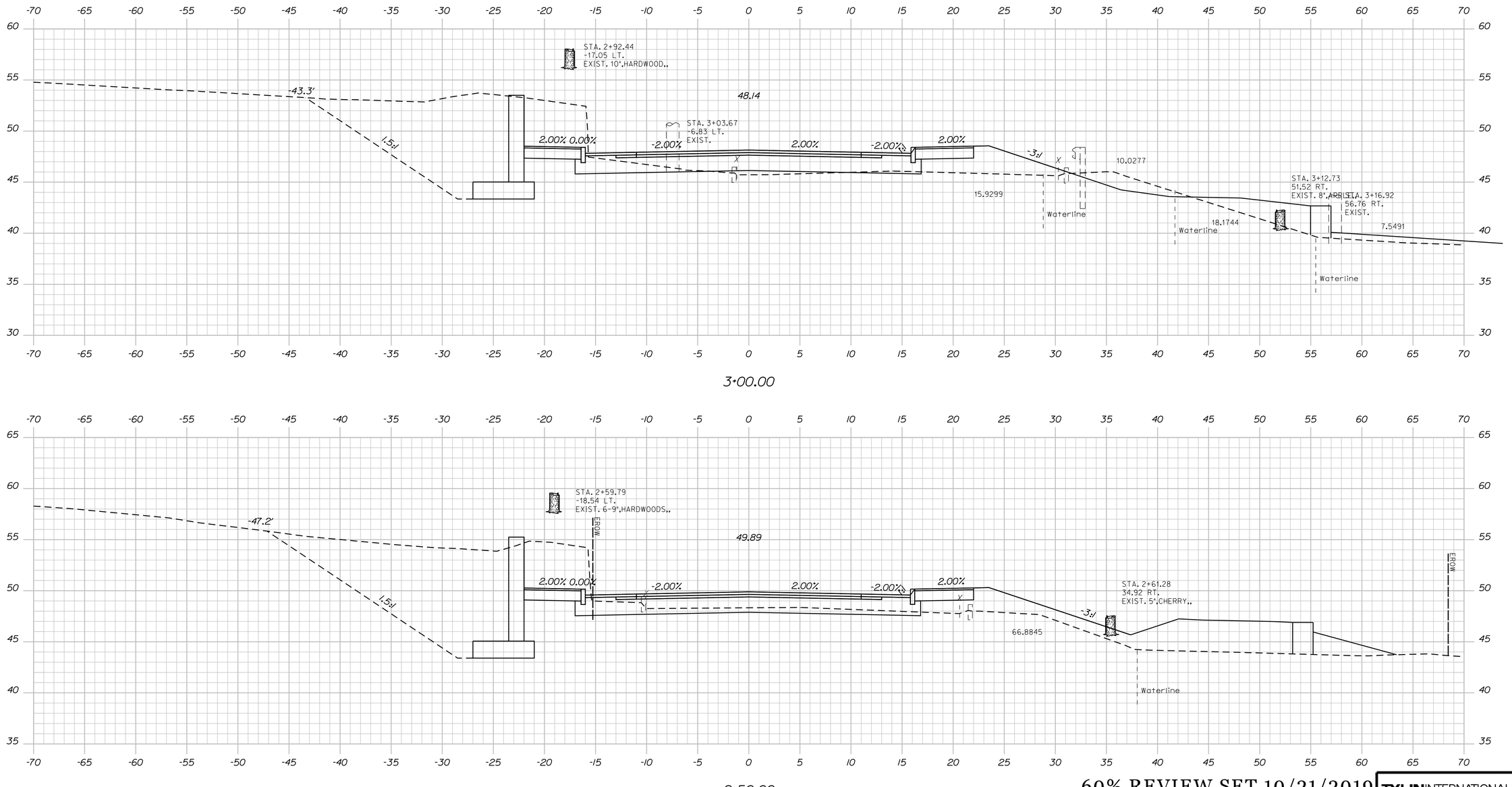
FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

SHEET NUMBER

10

OF 30

TY-LIN INTERNATIONAL



60% REVIEW SET 10/21/2019

T·Y LIN INTERNATIONAL

Sta. 2+50.00 to Sta. 3+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016 — BRIDGE PLANS

	DATE	BY
PROJ. MANAGER		
DESIGN-DETAILED		D. Bryant
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

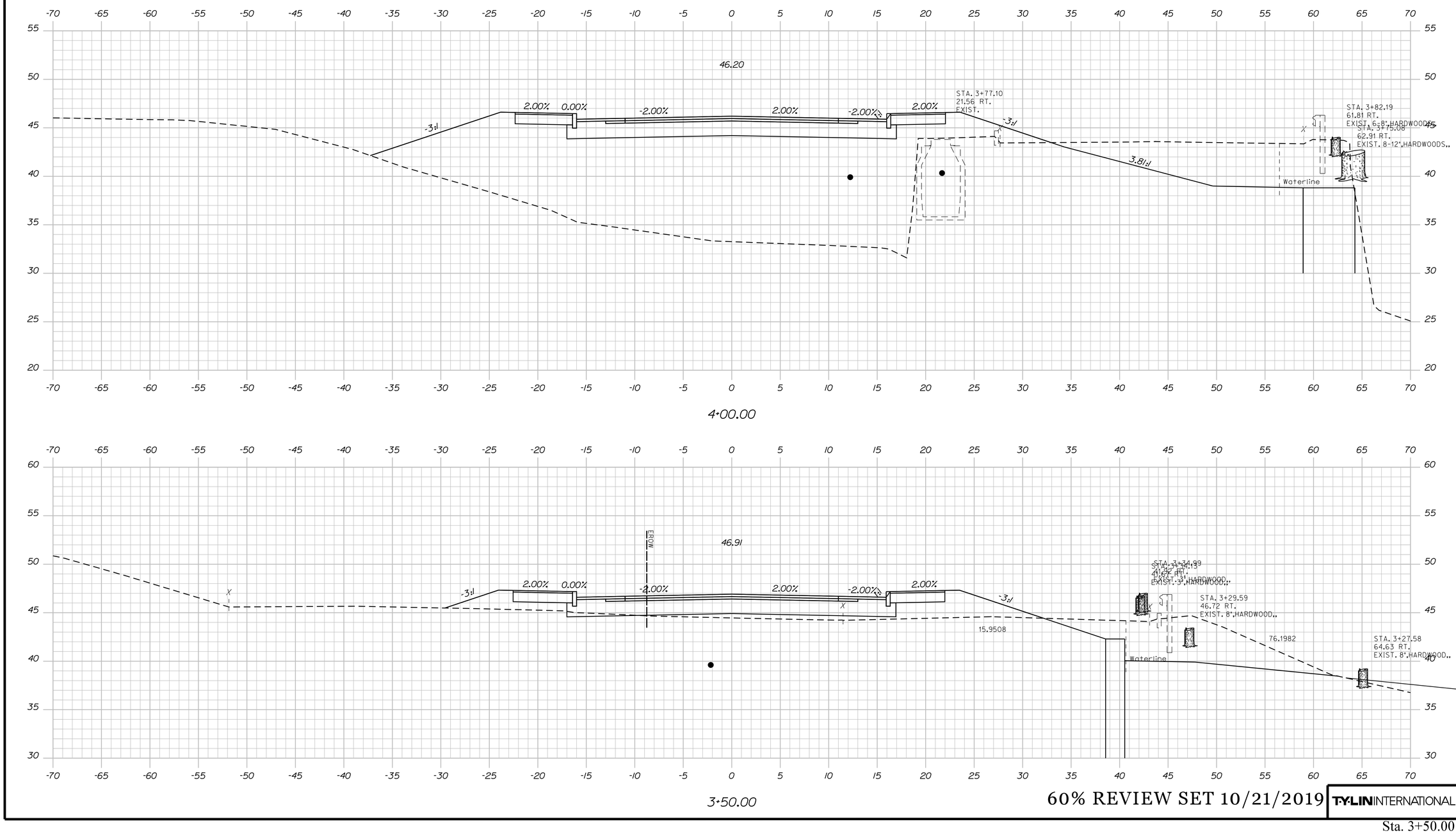
SHEET NUMBER

11

OF 30

Filename: ...\HIGHWAY\MSTA\000_XSections.dgn Division: HIGHWAY Username: Date:10/21/2019

STA. 4+40 TO STA. 12+55
BRIDGE



60% REVIEW SET 10/21/2019

T.Y.LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	D. Bryant	
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

SHEET NUMBER

12

OF 30

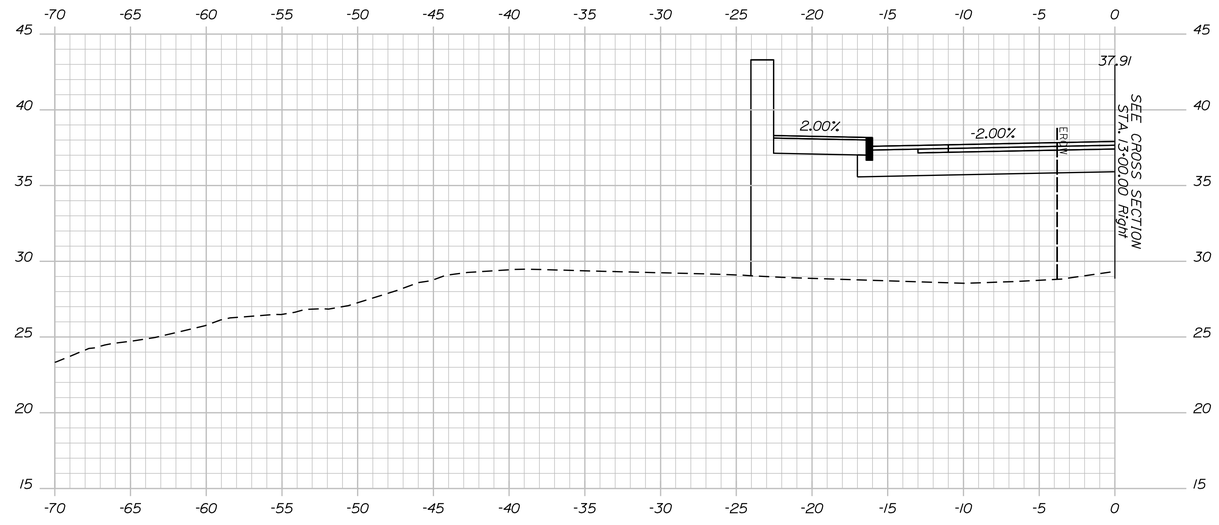
Date:10/21/2019

Username:

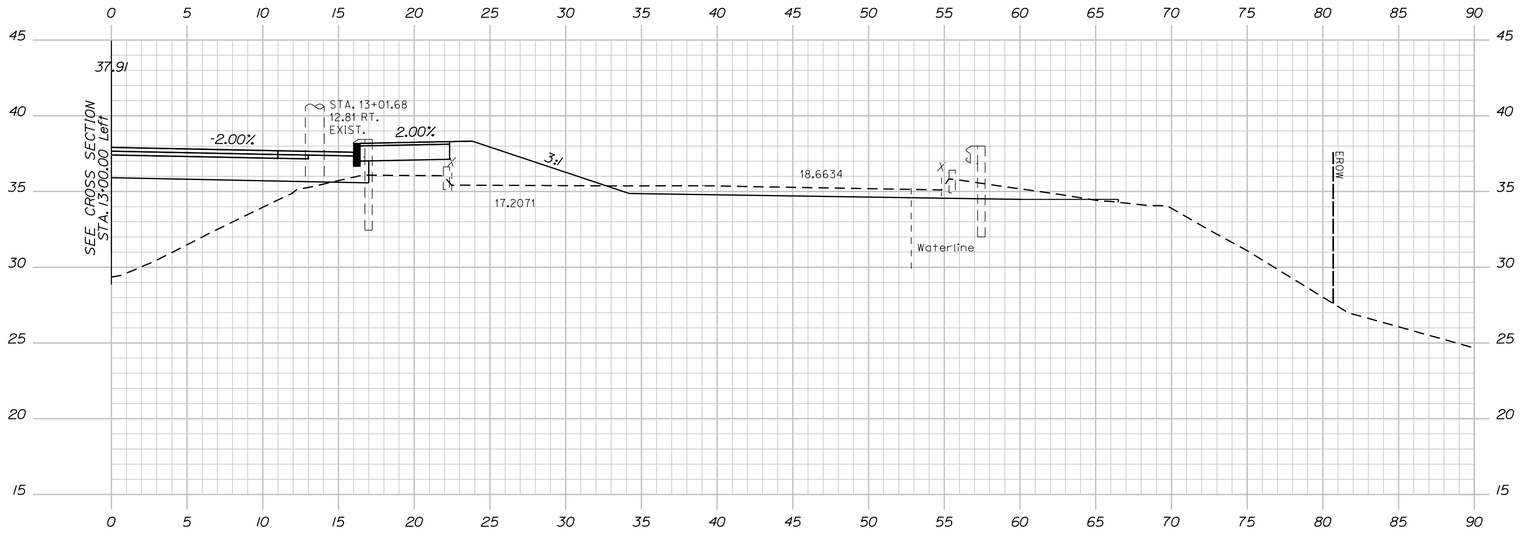
Division: HIGHWAY

Filename: ...\HIGHWAY\MSTA\000_XSections.dgn

Sta. 3+50.00 to Sta. 4+00.00



13+00.00. Left



13+00.00. Right

STA. 4+40 TO STA. 12+55
BRIDGE

60% REVIEW SET 10/21/2019

T.Y.LIN INTERNATIONAL

Sta. 13+00.00 Right to Sta. 13+00.00 Left

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

PROJ. MANAGER	D. Bryant	
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

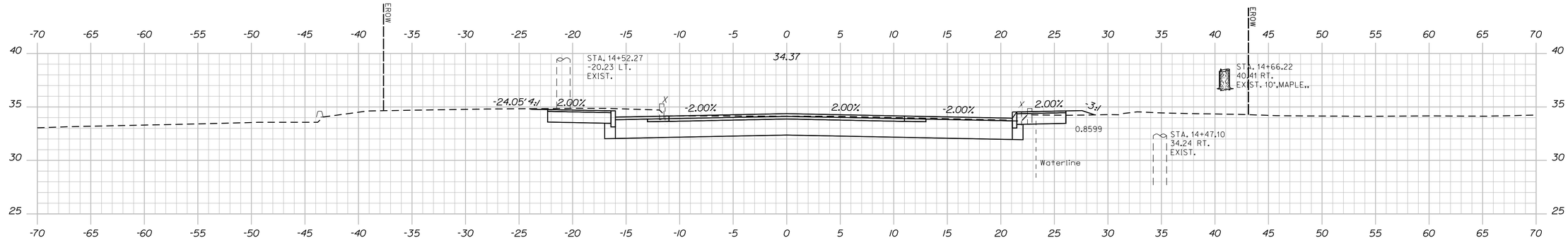
FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

SHEET NUMBER

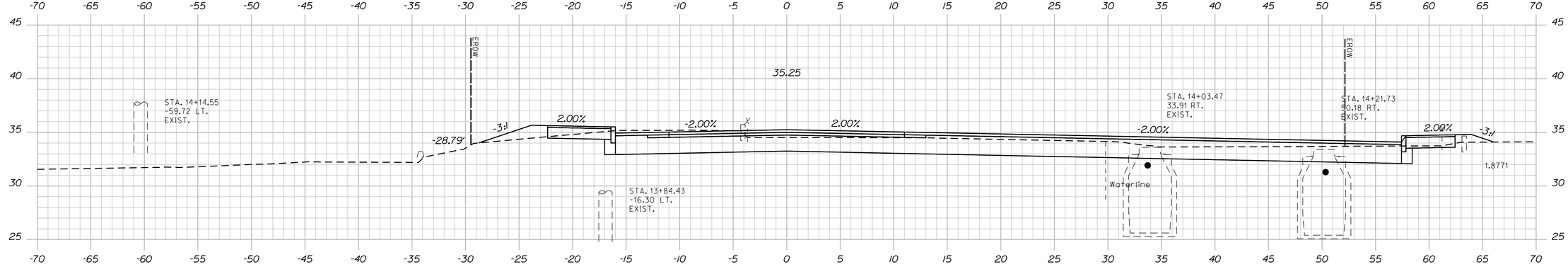
13

OF 30

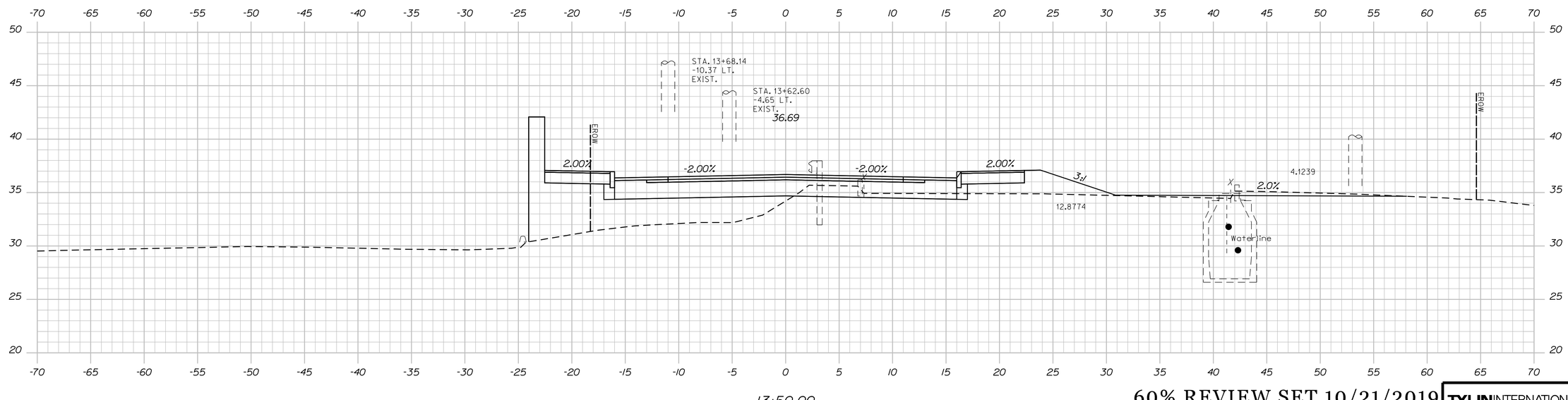
Filename: ...\HIGHWAY\MSTA\000_XSections.dgn Division: HIGHWAY Username: Date:10/21/2019



14+50.00



14+00.00



13+50.00

60% REVIEW SET 10/21/2019

T·Y LIN INTERNATIONAL

Sta. 13+50.00 to Sta. 14+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

PROJ. MANAGER			
DESIGN-DETAILED	D. Bryant		
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

SHEET NUMBER

14

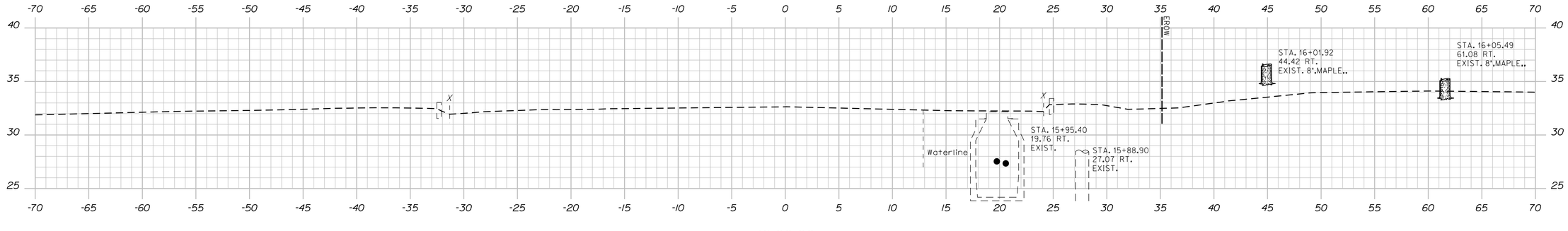
OF 30

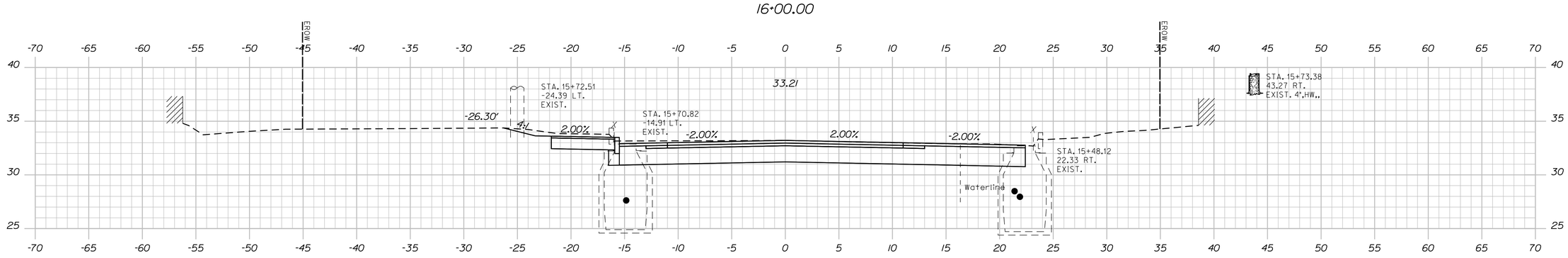
Date:10/21/2019

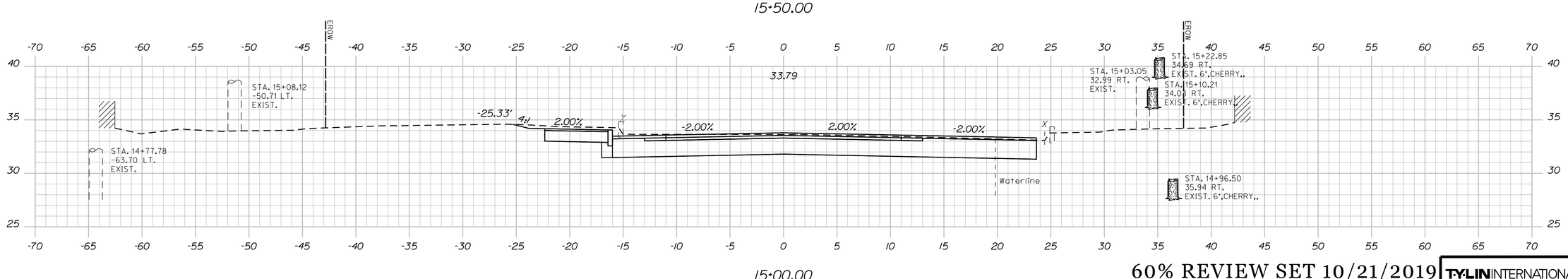
Username:

Division: HIGHWAY

Filename: ...\HIGHWAY\MSTA\000_XSections.dgn







Date:10/21/2019

Username:

Division: HIGHWAY

Filename: ...\HIGHWAY\MSTA\000_XSections.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	D. Bryant	
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

SHEET NUMBER

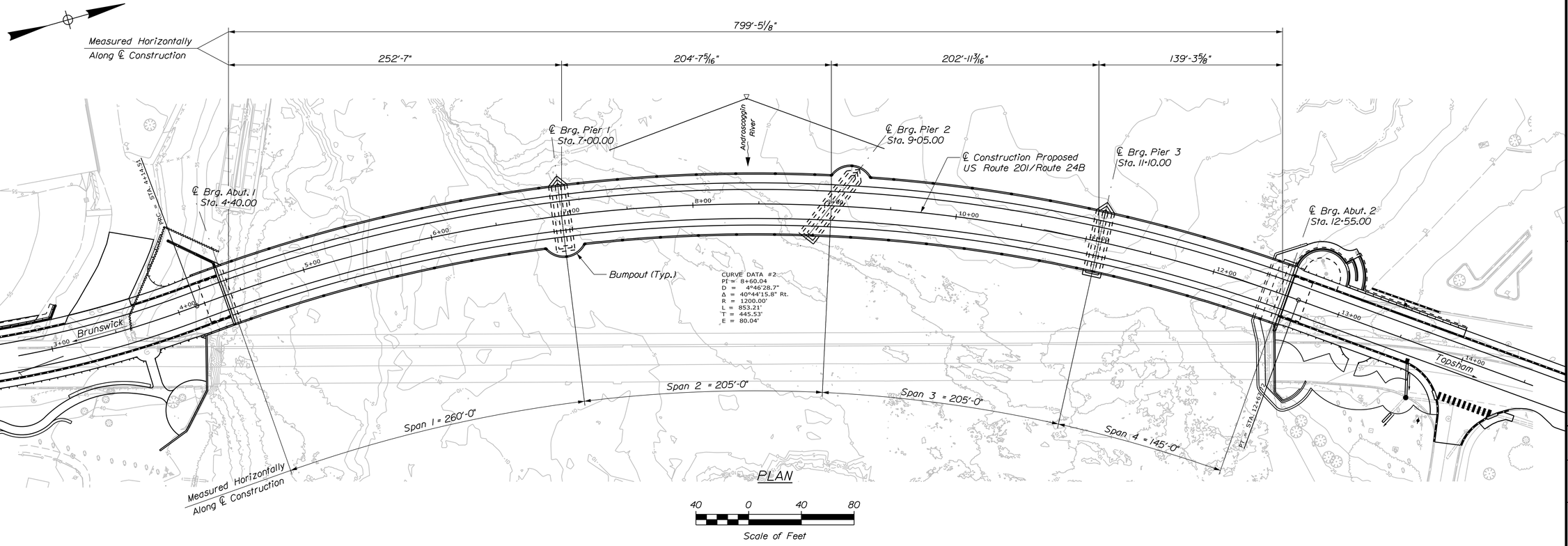
15

OF 30

60% REVIEW SET 10/21/2019

T.Y.LIN INTERNATIONAL

Sta. 15+00.00 to Sta. 16+00.00



Date:10/21/2019

Username:

Division: HIGHWAY

Filename: ...\MSTA\xxx_Plan_Elevation.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	D. Bryant	
DESIGN-DETAILED		
CHECKED-REVIEWED	S. Morgan	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

BRIDGE PLAN & ELEVATION

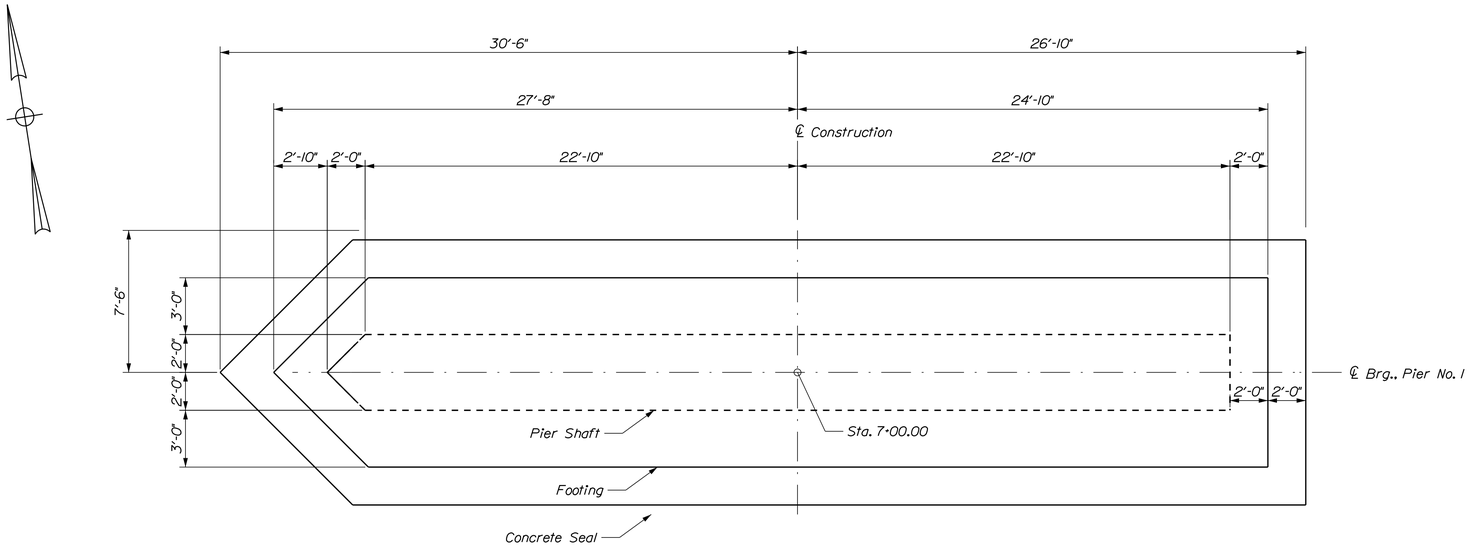
SHEET NUMBER

16

OF 30

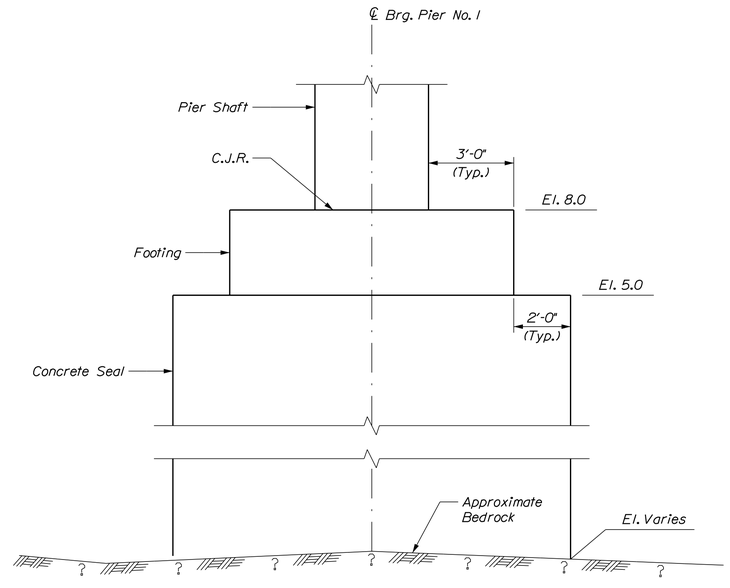
60% REVIEW SET 10/21/2019

T·Y LIN INTERNATIONAL



PIER NO. 1 FOOTING PLAN

Flow



SECTION A-A

LEGEND:

C.J.R. = Construction Joint, Roughen Surface 1/4" profile Min. (Typ.)
W.P. = Working Point

60% REVIEW SET 10/21/2019

TY LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

PROJ. MANAGER	D. Bryant	BY	DATE
DESIGN-DETAILED	R. Kravchuk	S. Morgan	
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

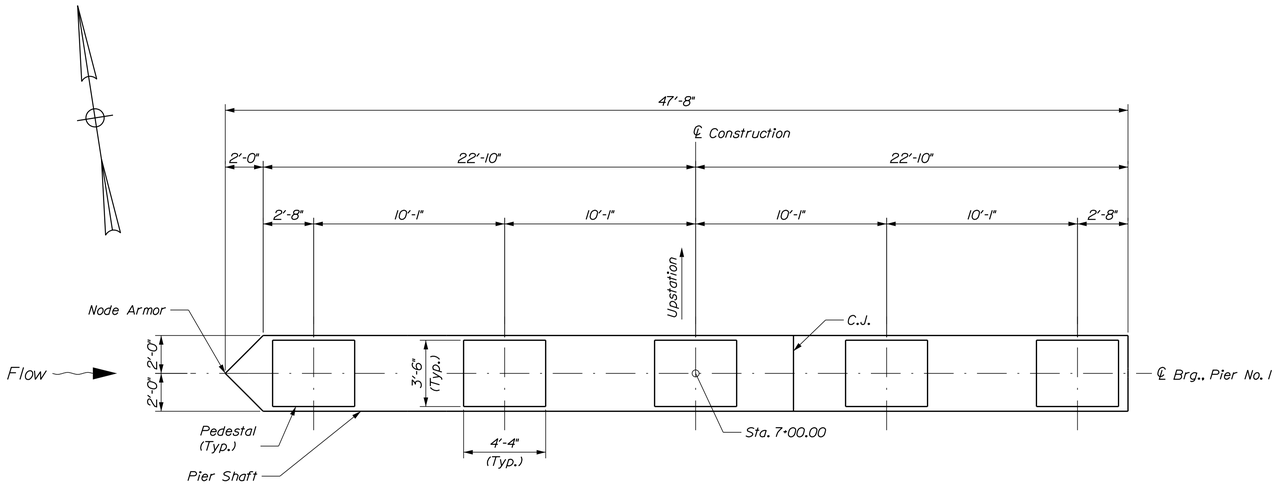
PIER NO. 1
FOOTING PLAN

SHEET NUMBER

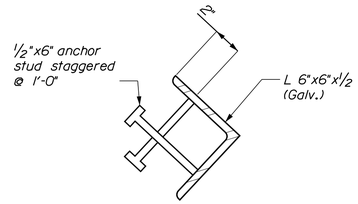
17

OF 30

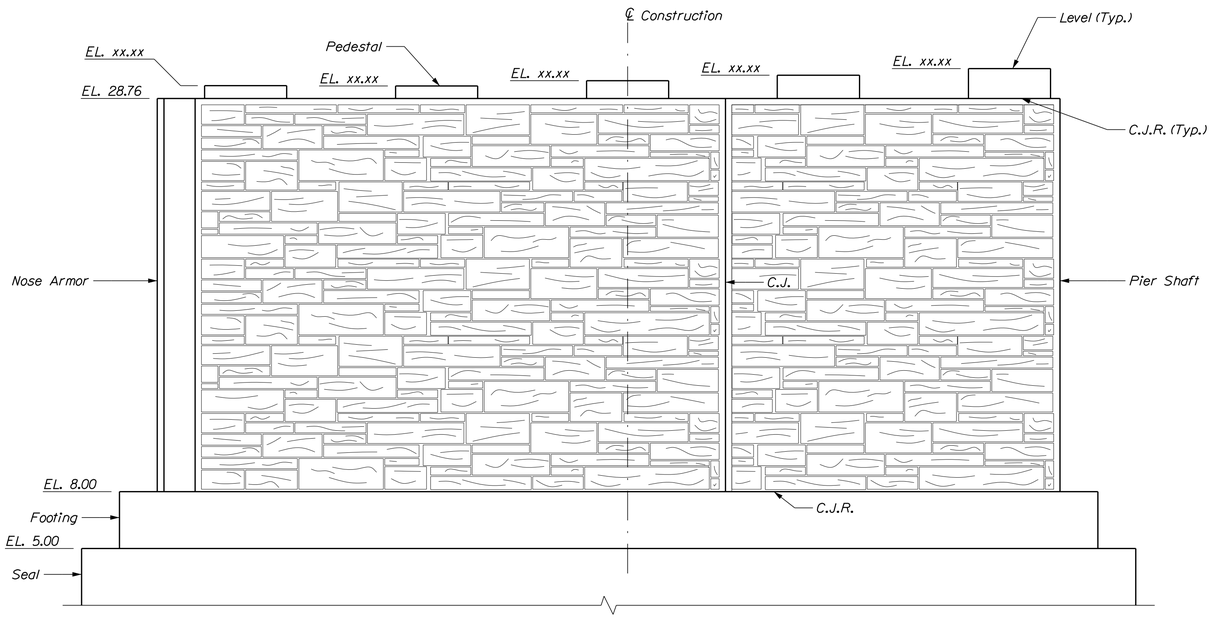
Filename: ...\xxx_Pier 1_Footing_Plan.dgn Division: HIGHWAY Username: Date:10/21/2019



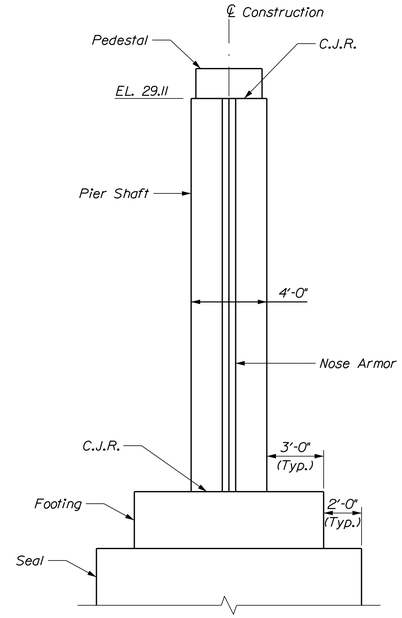
PIER NO. 1 SHAFT PLAN



NOSE ARMOR DETAIL



PIER NO. 1 ELEVATION



PIER NO. 1 END ELEVATION

Upstream End Shown. Downstream End Similar.

LEGEND:

C.J. = Construction Joint
C.J.R. = Construction Joint, Roughen Surface ¼" profile Min. (Typ.)
W.P. = Working Point

60% REVIEW SET 10/21/2019

T.Y.LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

PROJ. MANAGER	D. Bryant		
DESIGN-DETAILED	R. Kravchuk		
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BY | DATE

S. Morgan

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

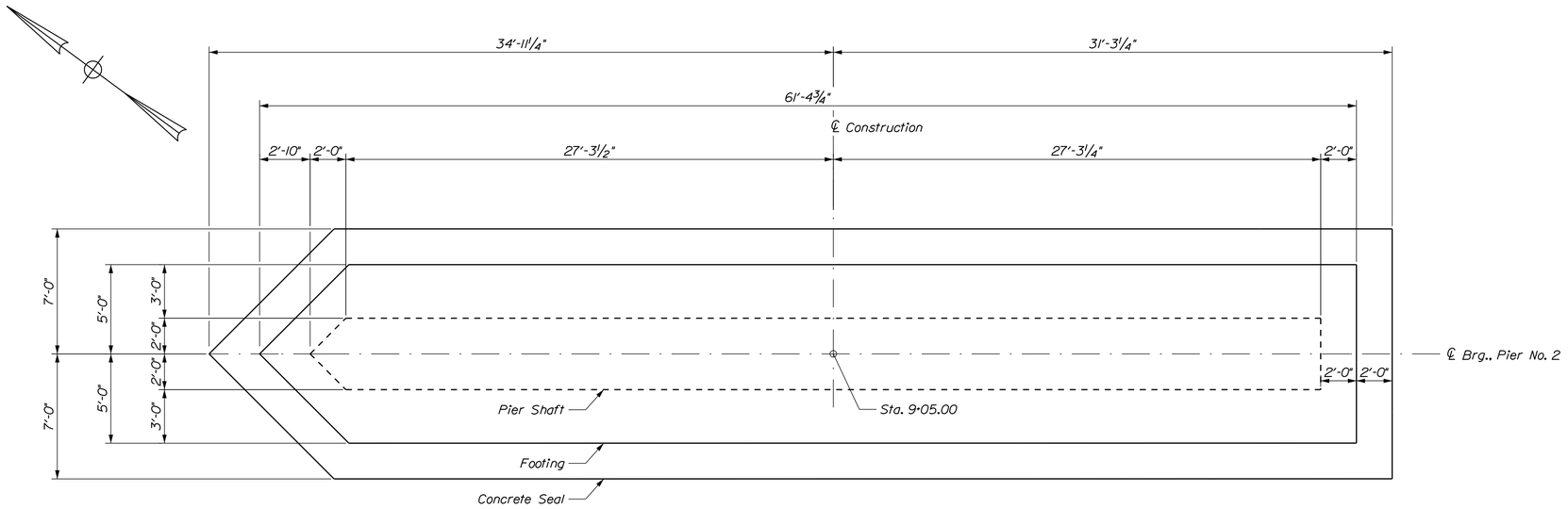
PIER NO. 1
SHAFT PLAN & ELEVATIONS

SHEET NUMBER

18

OF 30

Filename: ...\MST\A\xxx_Pier 1_Plan_Elev.dgn Division: HIGHWAY Username: Date:10/21/2019



PIER NO. 2 FOOTING PLAN

Flow →

LEGEND:

C.J.R. = Construction Joint, Roughen Surface 1/4" profile Min. (Typ.)
W.P. = Working Point

60% REVIEW SET 10/21/2019

T·Y·LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

PROJ. MANAGER	D. Bryant	BY	DATE
DESIGN-DETAILED	R. Kravchuk	S. Morgan	
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

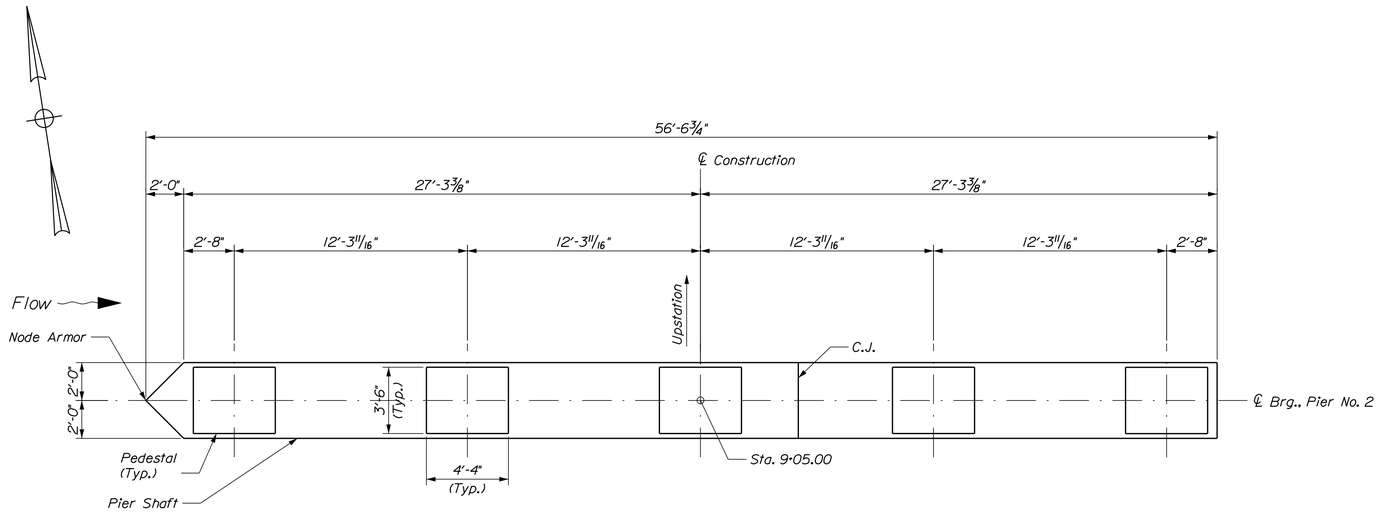
PIER NO. 2
FOOTING PLAN

SHEET NUMBER

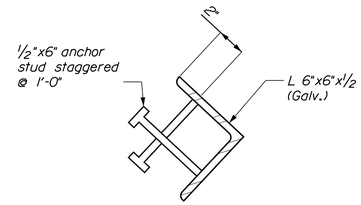
19

OF 30

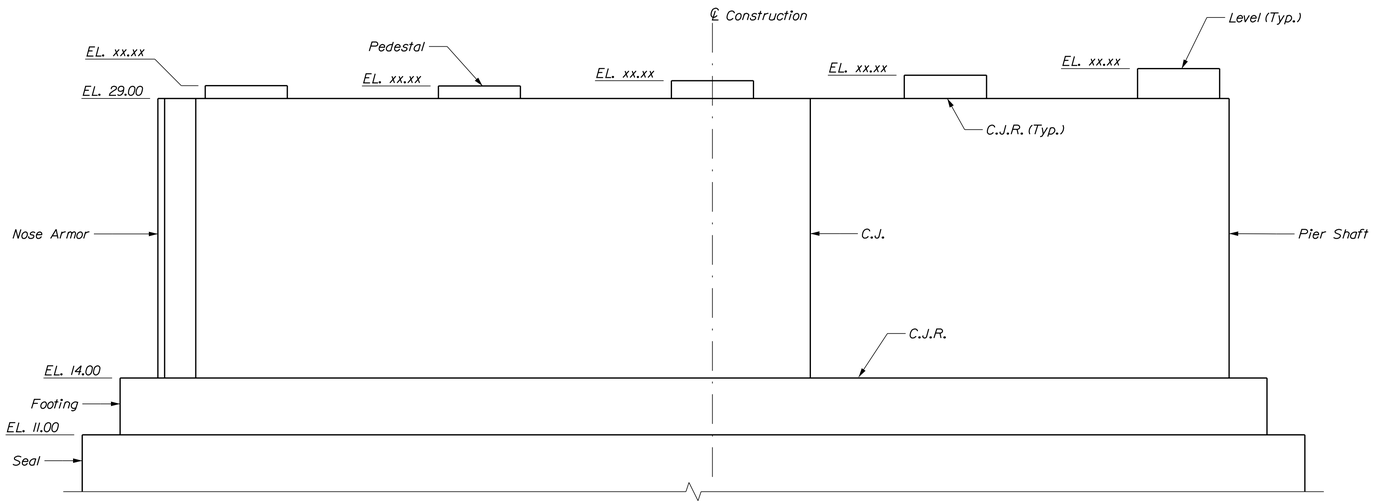
Filename: ...\xxx_Pier 2_Footing_Plan.dgn Division: HIGHWAY Username: Date:10/21/2019



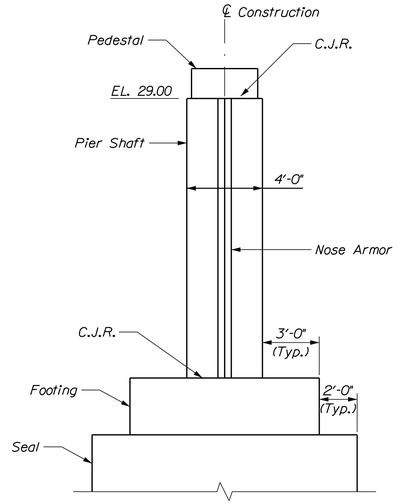
PIER NO. 2 SHAFT PLAN



NOSE ARMOR DETAIL



PIER NO. 2 ELEVATION



PIER NO. 2 END ELEVATION

Upstream End Shown. Downstream End Similar.

LEGEND:

C.J. = Construction Joint
C.J.R. = Construction Joint, Roughen Surface ¼" profile Min. (Typ.)
W.P. = Working Point

60% REVIEW SET 10/21/2019

T.Y.LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	D. Bryant	
DESIGN-DETAILED	R. Kravchuk	
CHECKED-REVIEWED	S. Morgan	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

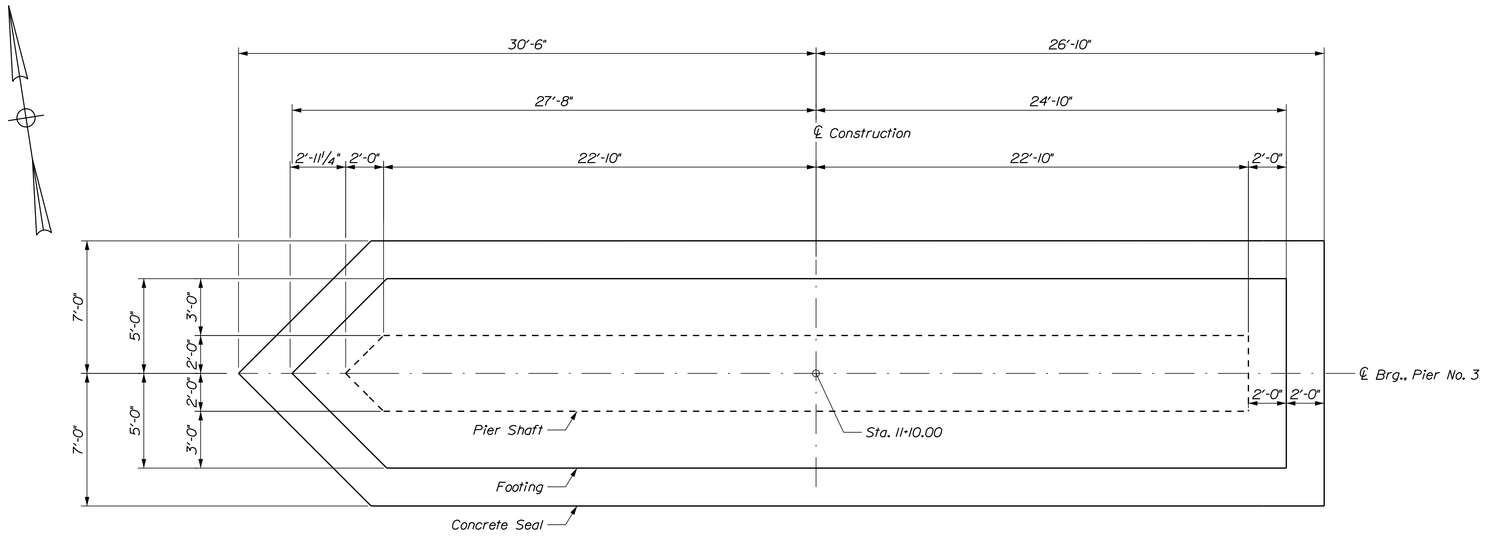
PIER NO. 2
SHAFT PLAN & ELEVATION

SHEET NUMBER

20

OF 30

Filename: ...\MSTA\xxx_Pier 2_Plan_Elev.dgn Division: HIGHWAY Username: Date:10/21/2019



PIER NO. 3 FOOTING PLAN

Flow →

LEGEND:

C.J.R. = Construction Joint, Roughen Surface ¼" profile Min. (Typ.)
W.P. = Working Point

60% REVIEW SET 10/21/2019

T·Y·LIN INTERNATIONAL

Filename: ...\xxx_Pier 3_Footing_Plan.dgn Division: HIGHWAY Username: Date:10/21/2019

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

PROJ. MANAGER	D. Bryant	BY	DATE
DESIGN-DETAILED	R. Kravchuk	S. Morgan	
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

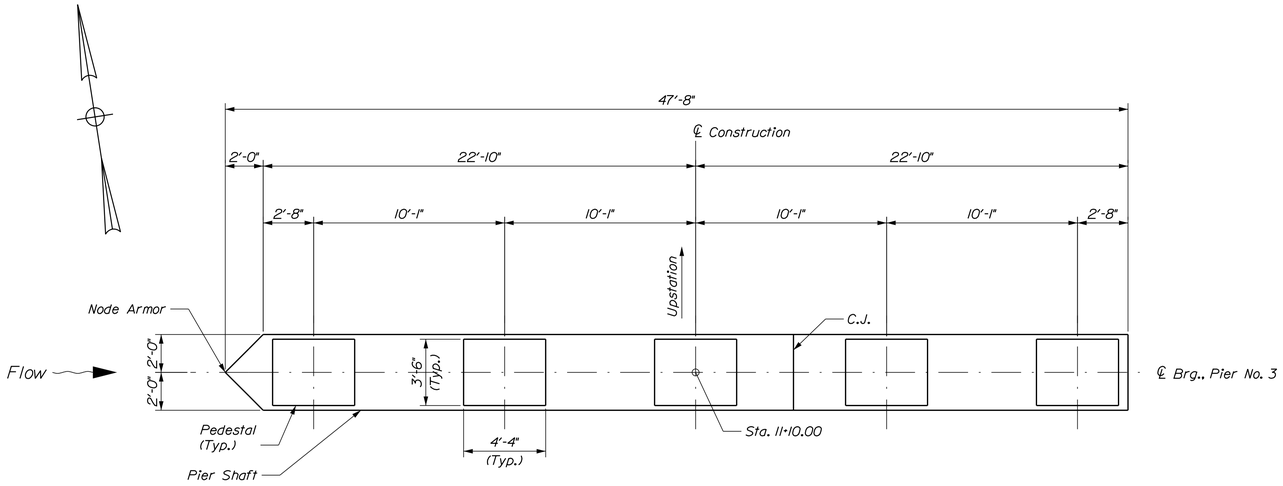
FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

PEIR NO. 3
FOOTING PLAN

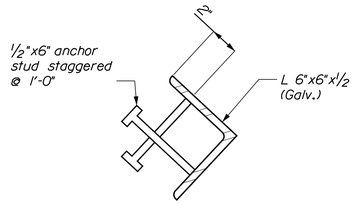
SHEET NUMBER

21

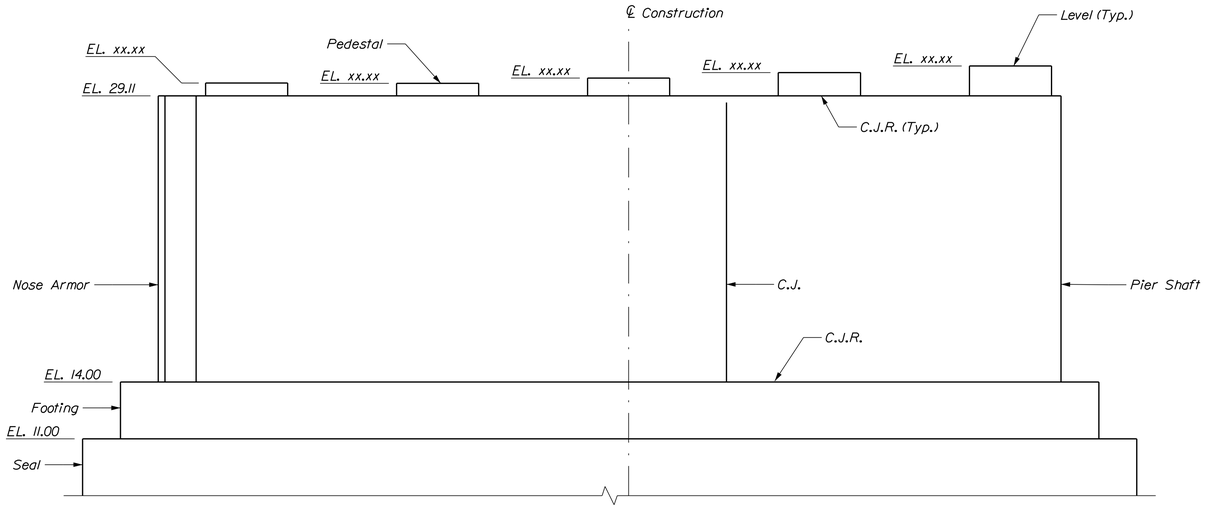
OF 30



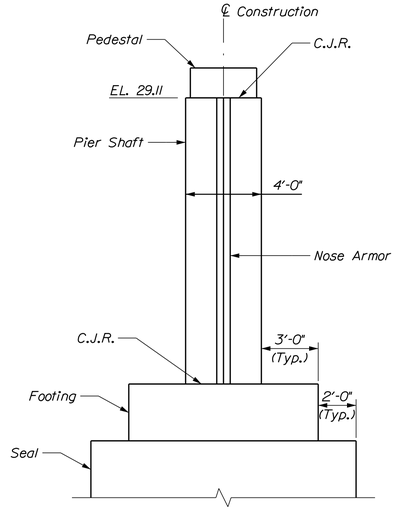
PIER NO. 3 SHAFT PLAN



NOSE ARMOR DETAIL



PIER NO. 3 ELEVATION



PIER NO. 3 END ELEVATION

Upstream End Shown. Downstream End Similar.

LEGEND:

C.J. = Construction Joint
C.J.R. = Construction Joint. Roughen Surface ¼" profile Min. (Typ.)
W.P. = Working Point

60% REVIEW SET 10/21/2019

T.Y.LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	D. Bryant	
DESIGN-DETAILED	R. Kravchuk	
CHECKED-REVIEWED	S. Morgan	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

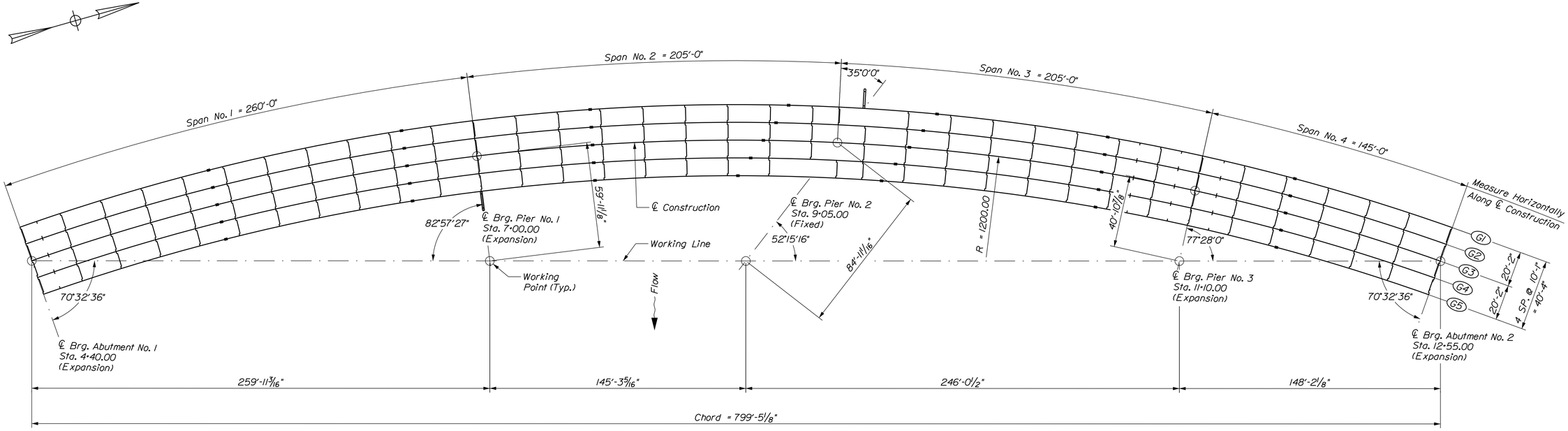
PEIR NO. 3
SHAFT PLAN & ELEVATION

SHEET NUMBER

22

OF 30

Filename: ...\MSTA\xxx_Pier 3_Plan_Elev.dgn Division: HIGHWAY Username: Date:10/21/2019



FRAMING PLAN LAYOUT

30 0 30 60

Scale of Feet

STRUCTURAL STEEL NOTES

1. Girders may be either heat curved or cut curved in accordance with AASHTO specifications at the option of the Contractor.
2. Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.
3. No transverse butt - weld splices will be allowed in the flange plates or web plates within 10 ft. 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 3 ft. from tranverse butt - welds in the web plates and no transverse web or flange butt - welds shall be located within 3 ft. of other transverse welds (e.g. connection plates to web welds) on either flange or web. No tranverse butt - weld splices will be allowed in areas of stress reversal.
4. 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 20 ft. in length unless otherwise shown on the plans.
5. Filler plates may be steel conforming to the requirements of A709, Grade 36.
6. At locations marked with an asterisk (*), the designated cross frames may be changed to a Type D, Modified cross frame to accomodate the Contractor's deck placement sequence. No extra compensation will be allowed for any cross frames so substituted, and any additional costs will be considered incidental to the contract items.
7. Bolted field splice connections shall be made using 7/8" diameter, ASTM A325 Type 1 H.S. bolts. Hole size shall be 15/16" diameter unless otherwise shown. Bolt threads shall be excluded from the shear plane of field splice connections.
8. Steel for cross frames, connection plates and stiffeners shall be ASTM A709, Grade 50.
9. 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.
10. Cross frame connection plates may be either plumb or normal to the top flange.
11. All cross frames except those at Pier No. 2 are radial.
12. Bolted cross frame connections shall be made using 7/8" diameter, ASTM A325 Type 1 H.S. bolts. Hole size shall be 15/16" diameter. The minimum edge distance shall be 1 1/2" unless otherwise shown. Oversized or short-slotted holes are not permitted for use in cross frame connections.
13. Connection plates shall be 5/8" minimum thickness and 8" minimum width except where either flange exceeds 32 in. The connection plates shall be 9" minimum width. Intermediate stiffeners shall be 5/8"x6 3/4" minimum.
15. Stiffeners not used as connection plates shall be tight fit to flanges and welded to the web only, except stiffeners on fascia girders shall also be welded to both flanges.
16. Cross frames shall be detailed and fabricated to fit under full dead load.
17. Girder webs shall be vertical under full dead load.
18. Prior to structural steel erection, the Contractor shall submit an erection sequence to the Engineer for approval.
19. All web, flange, field splice plates, and cross frame members (including connection plates) in tension or stress reversal areas shall conform to Zone 2 Charpy V-notch impact test requirements of AASHTO M270.

60% REVIEW SET 10/21/2019

TY LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	D. Bryant	
DESIGN-DETAILED	C. Taylor	S. Morgan
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

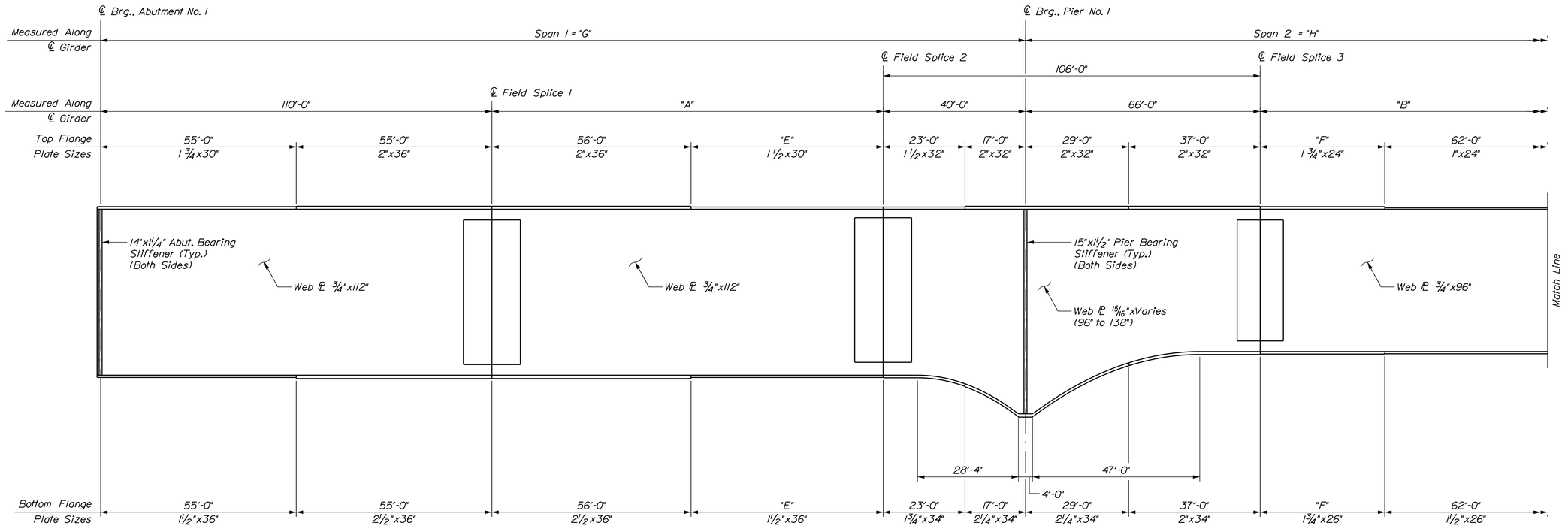
FRAMING LAYOUT PLAN

SHEET NUMBER

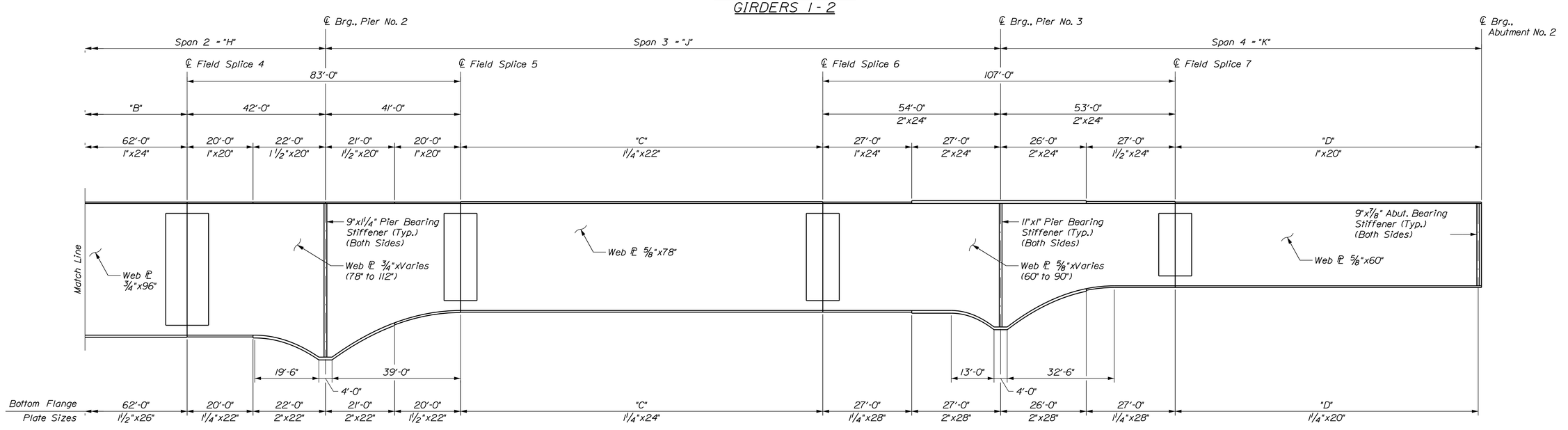
23

OF 30

Filename: ...\MSTA\xxx_Framing_Layout.dgn Division: HIGHWAY Username: Date:10/21/2019



GIRDER ELEVATION
GIRDERS 1 - 2



GIRDER ELEVATION
GIRDERS 1 - 2

TABLE OF GIRDER DIMENSIONS

Girder	Radius	A	B	C	D	E	F	G	H	J	K
1	1220.17'	114'-4 7/16"	114-6 3/16"	99'-4 1/2"	94'-5 1/4"	58'-4 7/16"	52'-6 3/16"	264'-4 7/16"	222'-6 3/16"	194'-4 1/2"	147'-5 1/4"
2	1210.08'	112'-2 3/16"	105'-9 1/4"	104'-8 1/16"	93'-2 5/8"	56'-2 3/16"	43'-9 1/4"	262'-2 3/16"	213'-9 1/4"	199'-8 1/16"	146'-2 5/8"
3	1200.00'	110'-0"	97'-0"	110'-0"	92'-0"	54'-0"	35'-0"	260'-0"	205'-0"	205'-0"	145'-0"
4	1189.92'	107'-9 3/16"	88'-2 1/2"	115'-4 3/16"	90'-9 3/8"	51'-9 3/16"	26'-2 1/2"	257'-9 3/16"	196'-2 1/2"	210'-4 3/16"	143'-9 3/8"
5	1179.83'	105'-7 3/16"	79'-3 3/16"	120'-9 3/4"	89'-6 1/4"	49'-7 3/16"	17'-3 3/16"	255'-7 3/16"	187'-3 3/16"	215'-9 1/4"	142'-6 1/4"

GIRDER ELEVATION
GIRDERS 1 - 2

NOTE:
One longintudinal butt weld splice will be allowed in the web of the haunched sections of the girders. Feather edges between the longitudinal welds and the bottom flanges will not be allowed.

60% REVIEW SET 10/21/2019

T.Y.LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	D. Bryant	
DESIGN-DETAILED	S. Morgan	
CHECKED-REVIEWED	C. Taylor	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

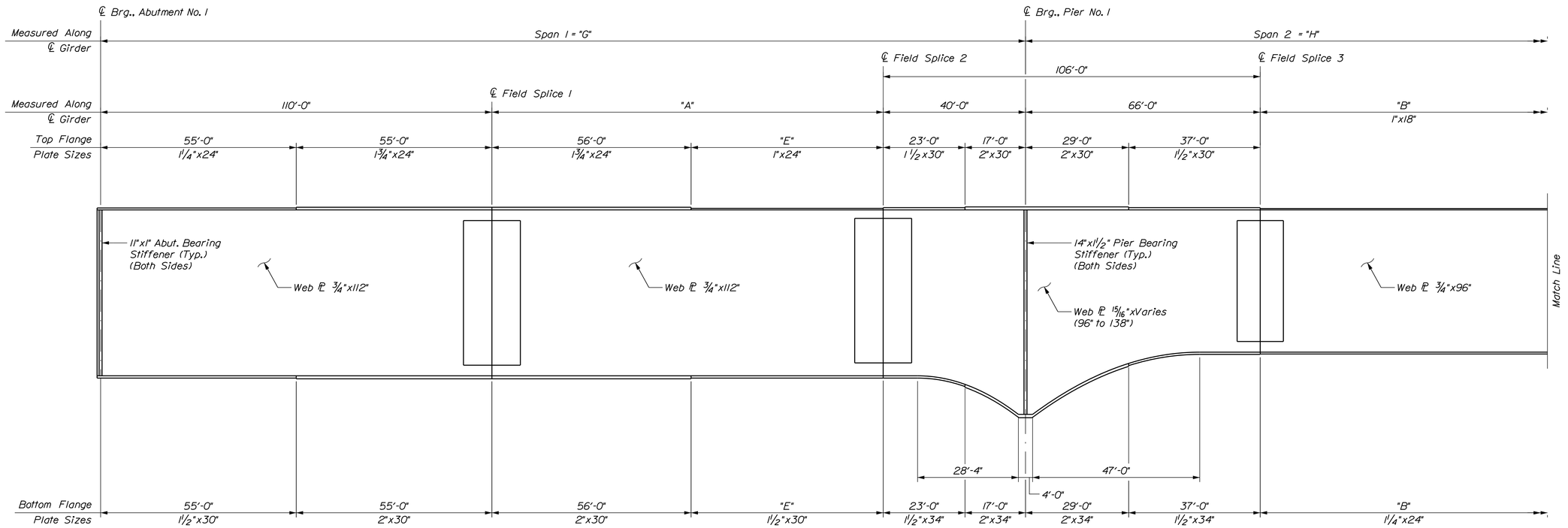
DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

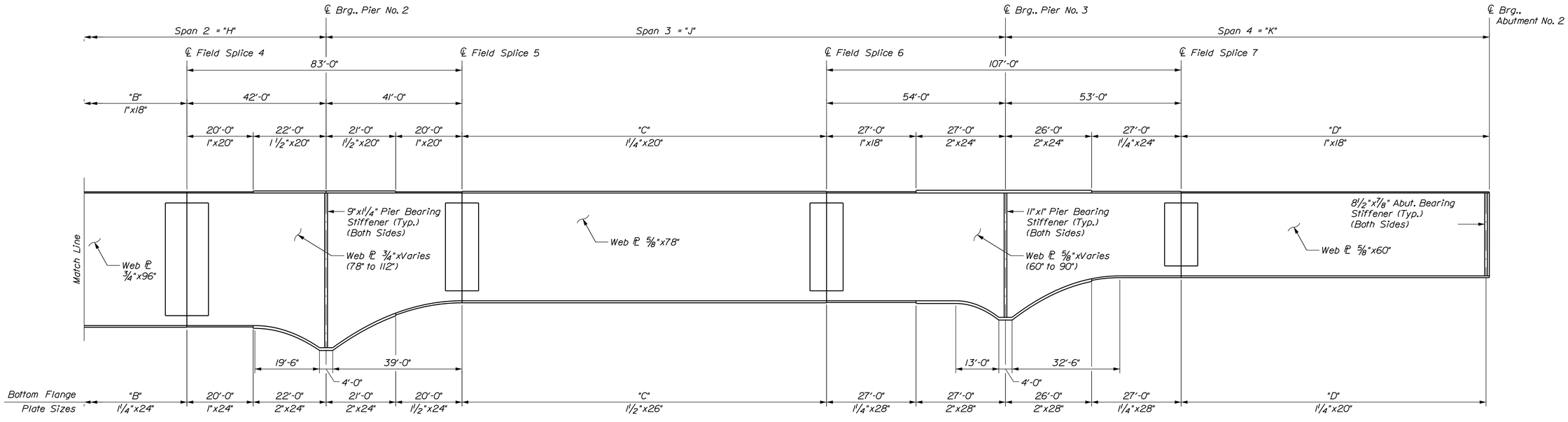
GIRDER ELEVATION 1

SHEET NUMBER
24
OF 30

Filename: ...\MSTA\xxx_Girder_Elev 1.dgn Username: Division: HIGHWAY Date:10/21/2019



GIRDER ELEVATION
GIRDERS 3 - 5



GIRDER ELEVATION
GIRDERS 3 - 5

60% REVIEW SET 10/21/2019

T·Y LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

			DATE
PROJ. MANAGER	D. Bryant	BY	
DESIGN-DETAILED	C. Taylor	S. Morgan	
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

GIRDER ELEVATION 2

SHEET NUMBER

25

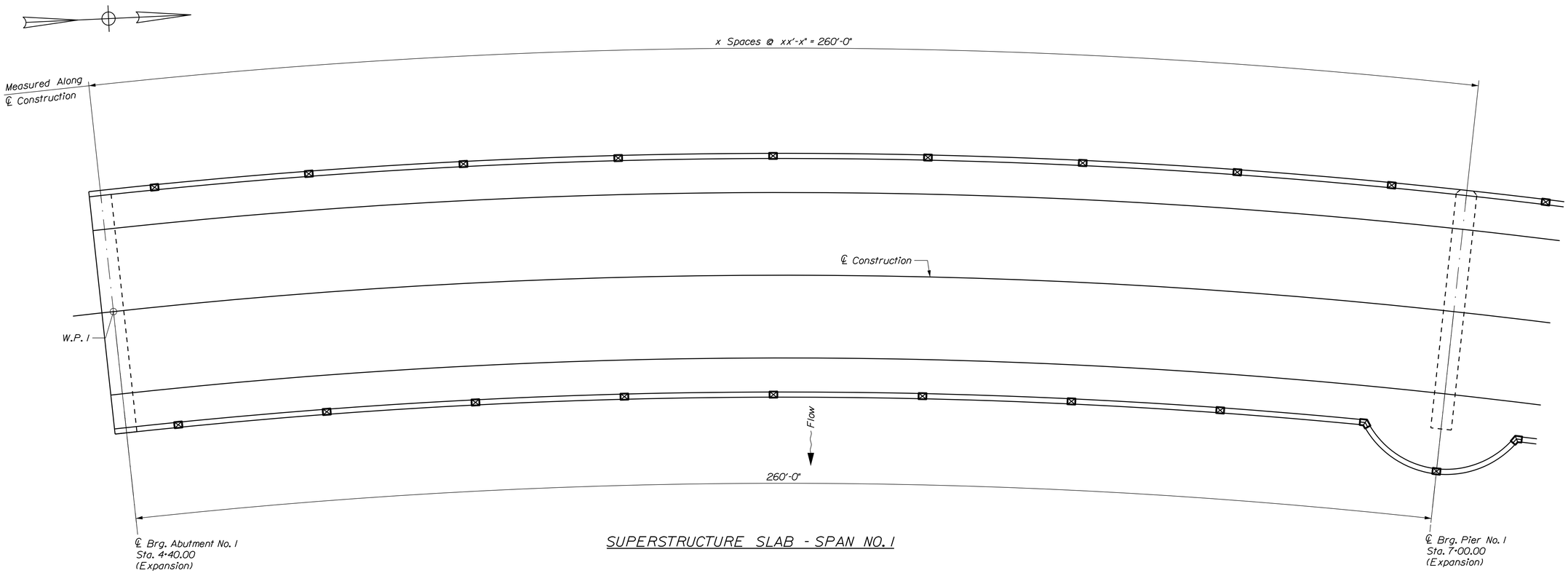
OF 30

Date:10/21/2019

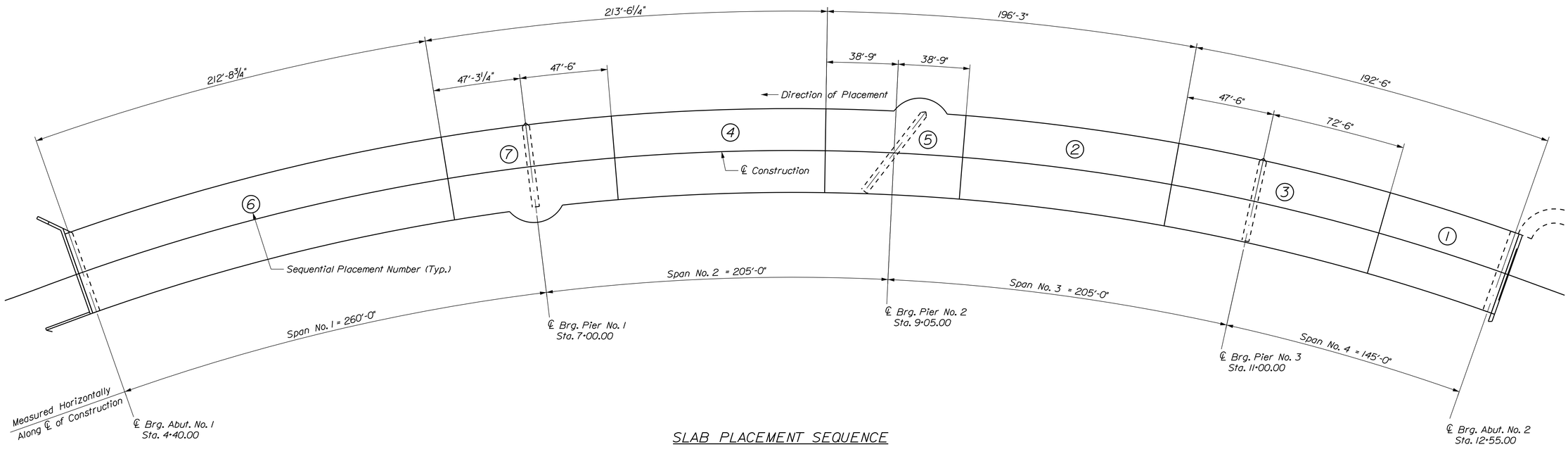
Username:

Division: HIGHWAY

Filename: ...\MSTA\xxx_Girder_Elev 2.dgn



SUPERSTRUCTURE SLAB - SPAN NO. 1



SLAB PLACEMENT SEQUENCE

60% REVIEW SET 10/21/2019

T.Y.LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

PROJ. MANAGER	D. Bryant	BY	DATE
DESIGN-DETAILED	I. Lost	S. Morgan	xx/xx
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

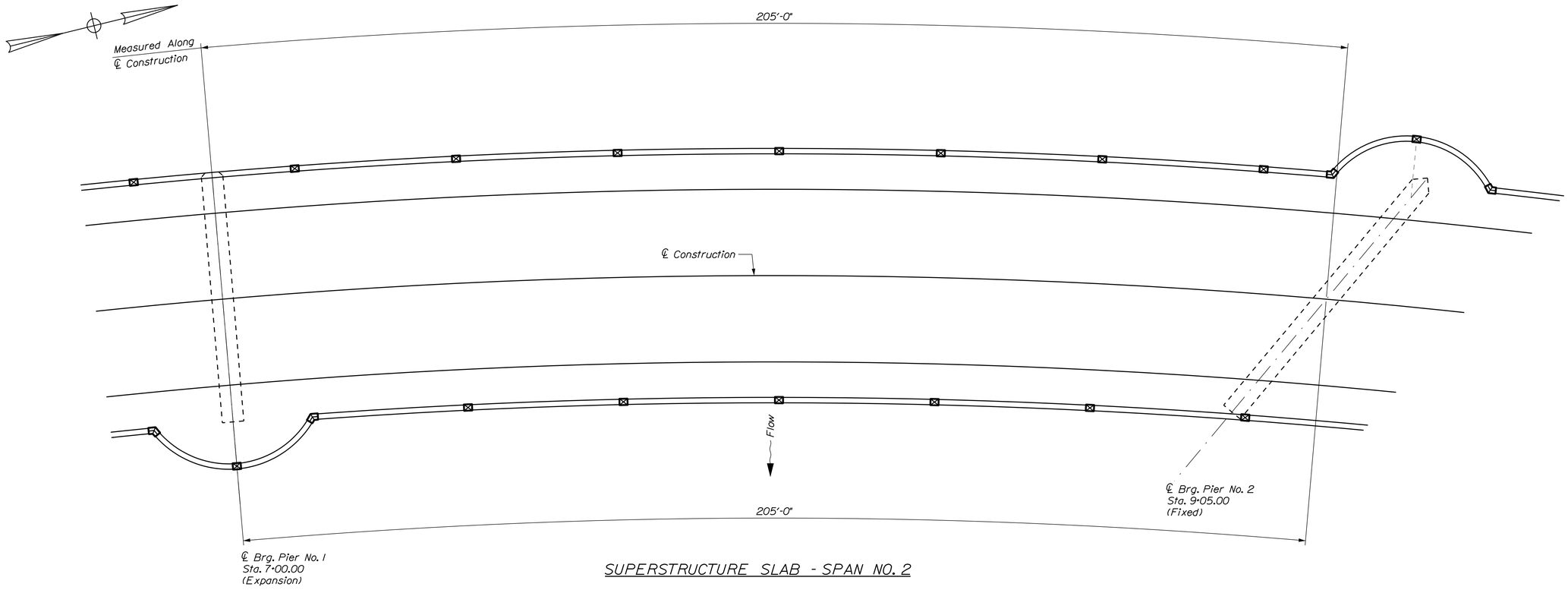
SUPERSTRUCT. SLAB SPAN NO. 1
& SLAB SEQUENCE PLACEMENT

SHEET NUMBER

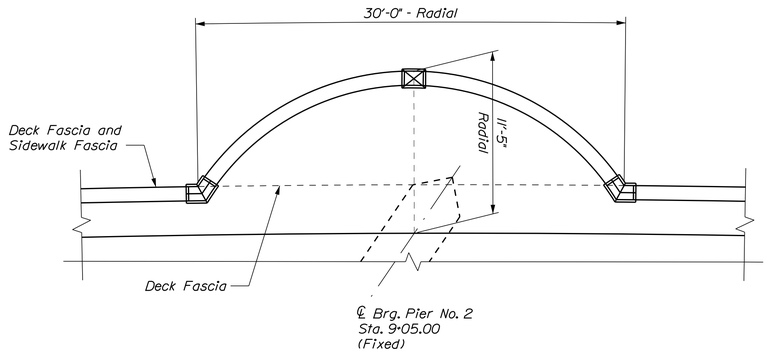
26

OF 30

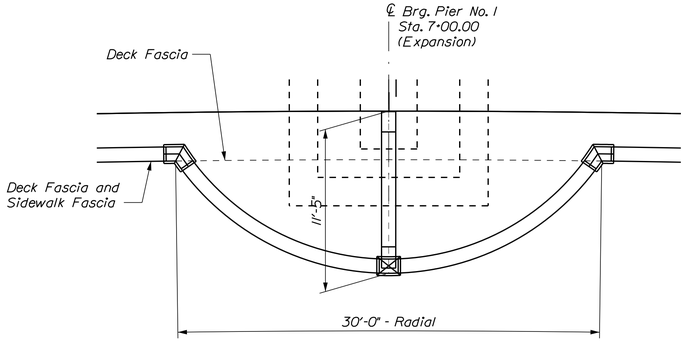
Filename: ...\MSTA\xxx_Super_Slab_Span_1.dgn Division: HIGHWAY Username: Date:10/21/2019



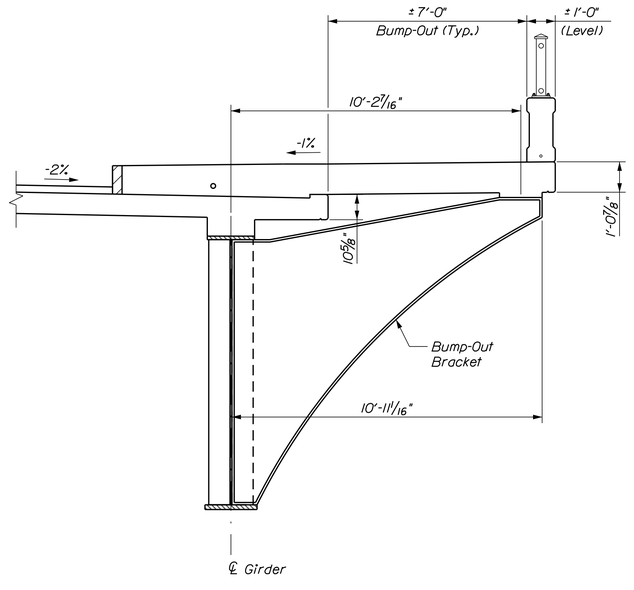
SUPERSTRUCTURE SLAB - SPAN NO. 2



PIER NO. 2 - BUMPOUT



PIER NO. 1 - BUMPOUT



SECTION

60% REVIEW SET 10/21/2019

T·Y·LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

PROJ. MANAGER	D. Bryant	BY	DATE
DESIGN-DETAILED	I. Lost	S. Morgan	xx/xx
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

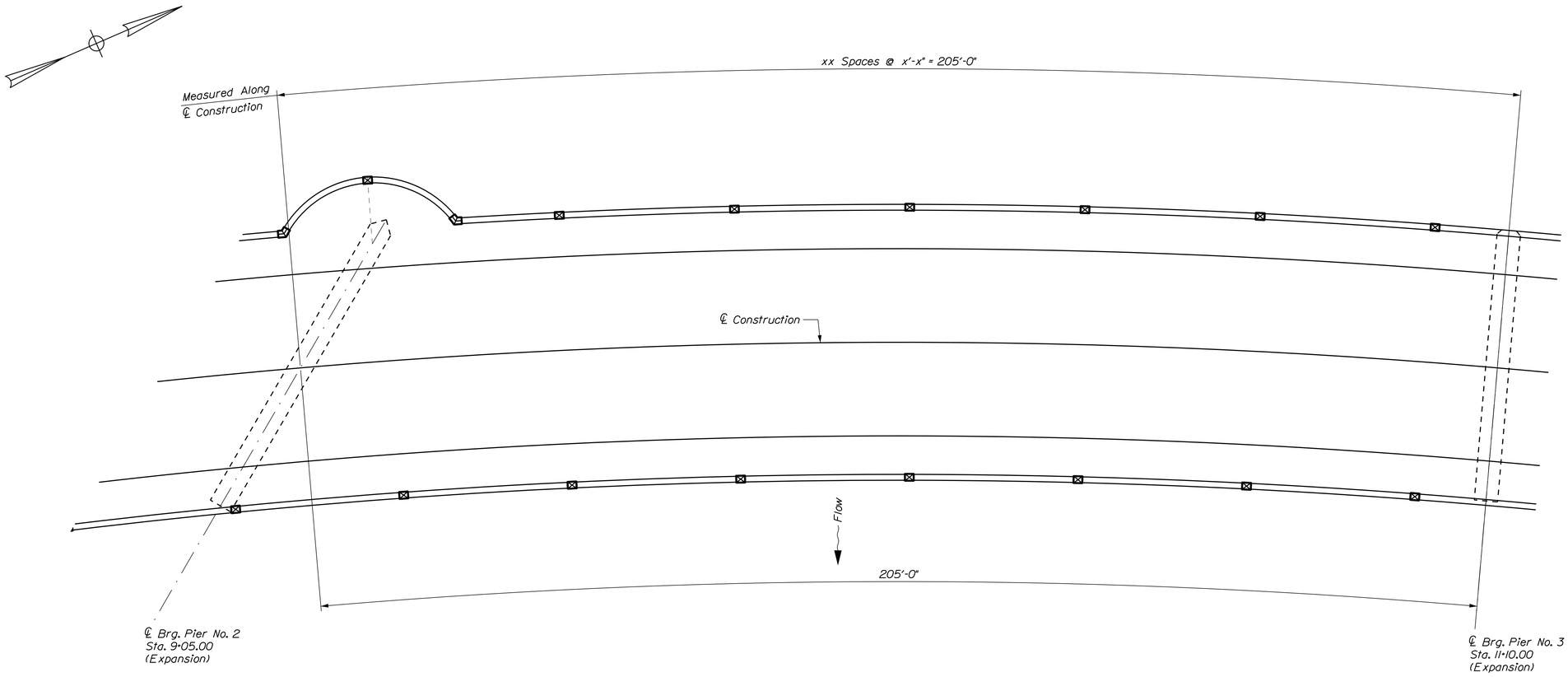
SUPERSTRUCTURE SLAB
SPAN NO. 2

SHEET NUMBER

27

OF 30

Filename: ...\MSTA\xxx_Super_Slab_Span_2.dgn Division: HIGHWAY Username: Date:10/21/2019



SUPERSTRUCTURE SLAB - SPAN NO. 3

60% REVIEW SET 10/21/2019

T.Y.LIN INTERNATIONAL

Filename: ...\MSTA\xxx_Super_Slab_Span_3.dgn Division: HIGHWAY Username: Date:10/21/2019

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	D. Bryant	
DESIGN-DETAILED	I. Lost	xx/xx
CHECKED-REVIEWED	S. Morgan	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

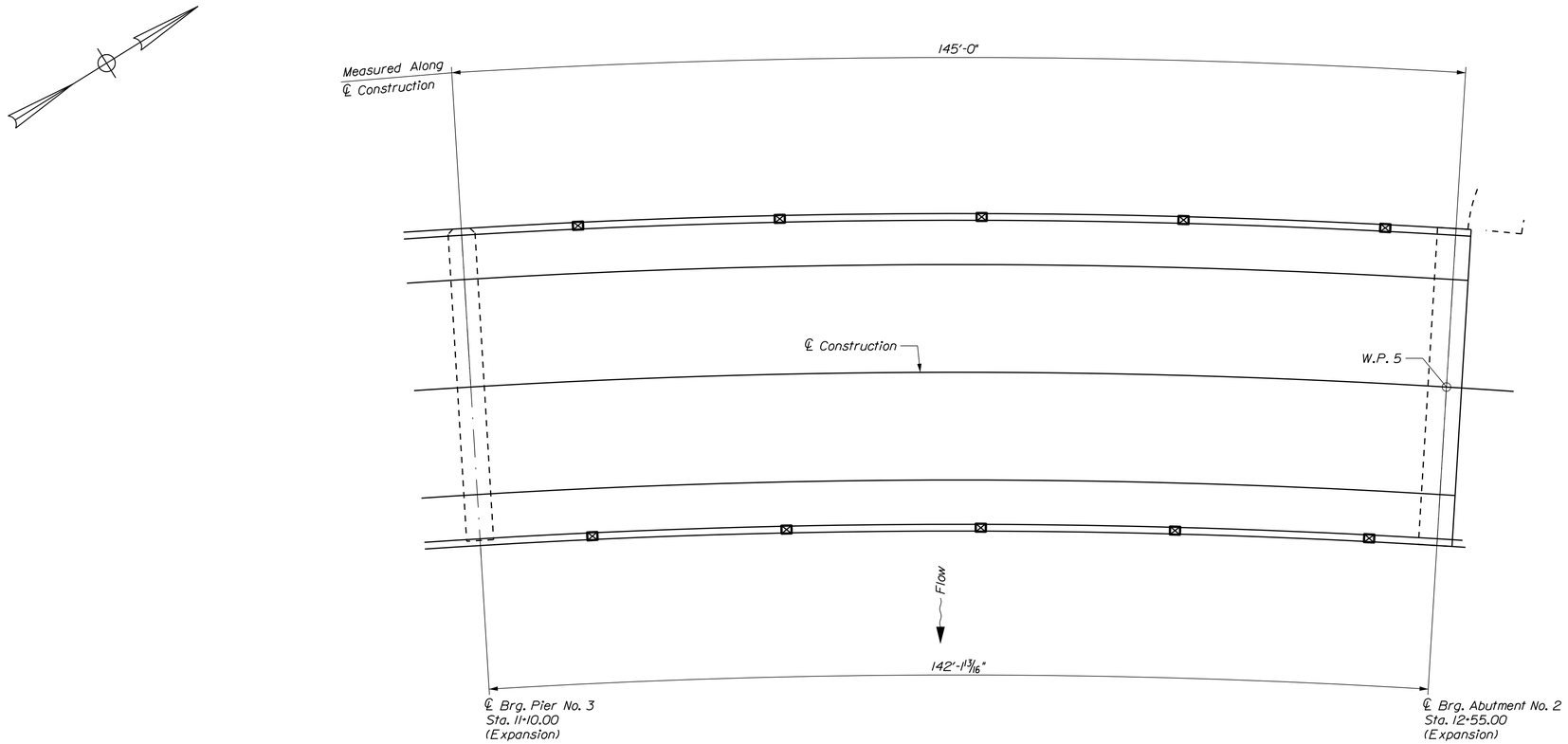
FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

SUPERSTRUCTURE SLAB
SPAN NO. 3

SHEET NUMBER

28

OF 30



SUPERSTRUCTURE SLAB - SPAN NO. 4

60% REVIEW SET 10/21/2019

T.Y.LIN INTERNATIONAL

Filename: ...\MSTA\xxx_Super_Slab_Span_4.dgn Division: HIGHWAY Username: Date:10/21/2019

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016

BRIDGE PLANS

PROJ. MANAGER	D. Bryant	BY	DATE
DESIGN-DETAILED	I. Lost	S. Morgan	xx/xx
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

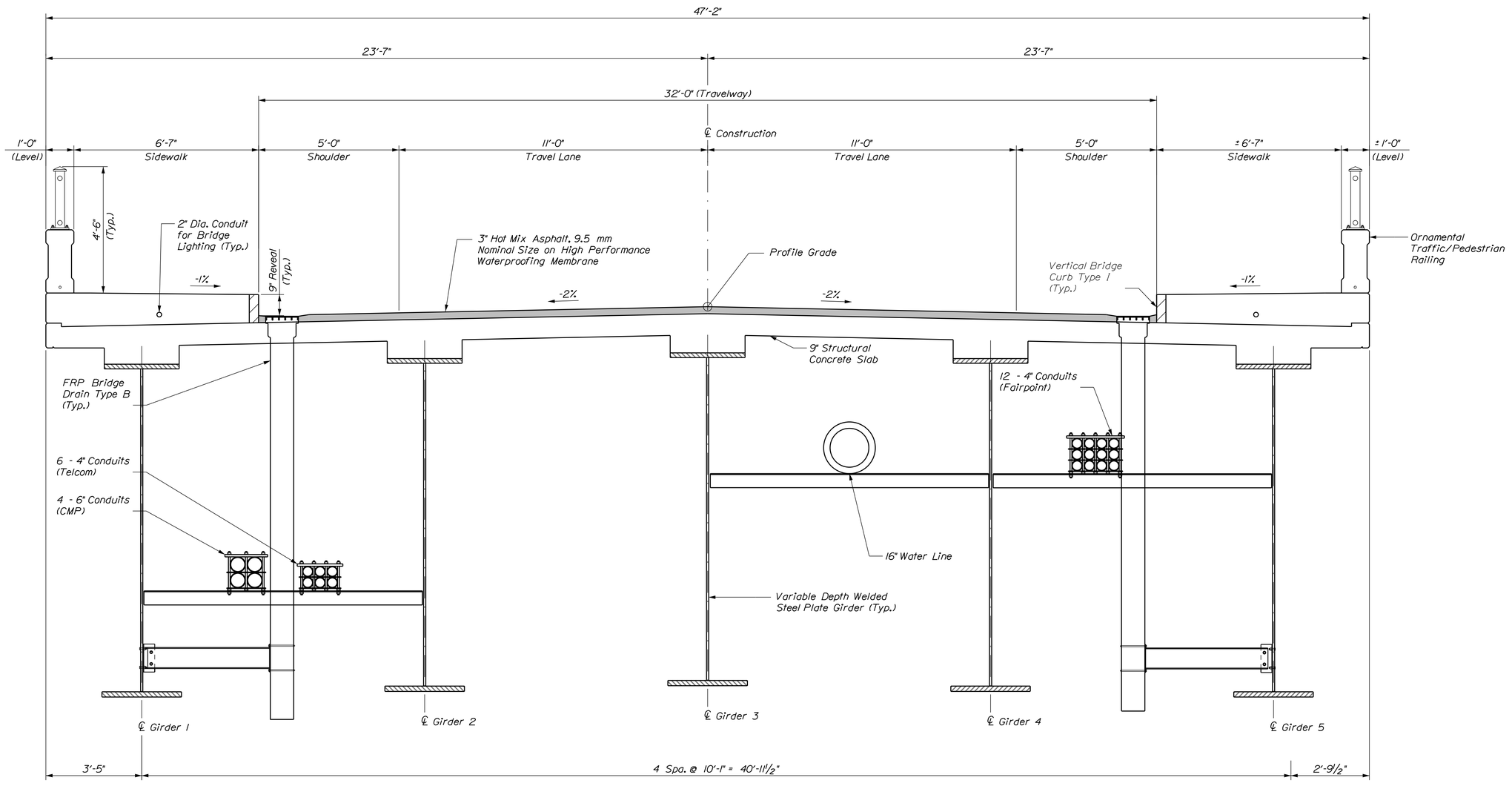
FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

SUPERSTRUCTURE SLAB
SPAN NO. 4

SHEET NUMBER

29

OF 30



TRANSVERSE SECTION

60% REVIEW SET 10/21/2019

TY LIN INTERNATIONAL

Filename: ...\xxx_Transverse_Section_01.dgn Division: HIGHWAY Username: Date:10/21/2019

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-2260(300)X

WIN 22603.00

BRIDGE NO. 2016 BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	D. Bryant	
DESIGN-DETAILED	S. Morgan	06 / 17
CHECKED-REVIEWED	R. Hebert	06 / 17
DESIGN2-DETAILED2	R. Hebert	
DESIGN3-DETAILED3	N. Baker	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FRANK J. WOOD BRIDGE
ANDROSCOGGIN RIVER
BRUNSWICK-TOPSHAM CUMBERLAND

TRANSVERSE SECTION

SHEET NUMBER

30

OF 30