



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

October 30, 2023
Subject: Bridge Deck Replacement
State WIN: 025631.01
Location: **Medway**
Amendment No. 1

Dear Sir/Ms.:

Make the following changes to the bid documents:

In the Bid Book:

REMOVE pages sixteen to Twenty-six titled Proposal Schedule of Items dated 10/4/2023 and **REPLACE** with the attached Proposal Schedule of items

In the Plan Sheet:

REMOVE SHEET NUMBER 2 of 168, ESTIMATED QUANTITIES dated 10/3/2023 and **REPLACE** with the attached SHEET NUMBER 2 of 168, BEARING DETAILS, dated 10/25/2023.

REMOVE SHEET NUMBER 119 of 168, ABUTMENT MODIFICATIONS dated 10/3/2023 and **REPLACE** with the attached SHEET NUMBER 119 of 168, ABUTMENT MODIFICATIONS, dated 10/16/2023.

REMOVE SHEET NUMBER 120 of 168, ABUTMENT MODIFICATIONS dated 10/3/2023 and **REPLACE** with the attached SHEET NUMBER 120 of 168, ABUTMENT MODIFICATIONS, dated 10/16/2023.

REMOVE SHEET NUMBER 121 of 168, ABUTMENT MODIFICATIONS dated 10/3/2023 and **REPLACE** with the attached SHEET NUMBER 121 of 168, ABUTMENT MODIFICATIONS, dated 10/16/2023.

REMOVE SHEET NUMBER 122 of 168, WINGWALL MODIFICATIONS dated 10/3/2023 and **REPLACE** with the attached SHEET NUMBER 122 of 168, WINGWALL MODIFICATIONS, dated 10/16/2023.

REMOVE SHEET NUMBER 135 of 168, REINFORCING STEEL SCHEDULE dated 10/3/2023 and **REPLACE** with the attached SHEET NUMBER 135 of 168, REINFORCING STEEL SCHEDULE, dated 10/16/2023.

REMOVE SHEET NUMBER 136 of 168, ABUTMENT MODIFICATIONS dated 10/3/2023 and **REPLACE** with the attached SHEET NUMBER 136 of 168, ABUTMENT MODIFICATIONS, dated 10/16/2023.

REMOVE SHEET NUMBER 137 of 168, ABUTMENT MODIFICATIONS dated 10/3/2023 and **REPLACE** with the attached SHEET NUMBER 137 of 168, ABUTMENT MODIFICATIONS, dated 10/16/2023.

REMOVE SHEET NUMBER 138 of 168, WINGWALL MODIFICATIONS dated 10/3/2023 and **REPLACE** with the attached SHEET NUMBER 138 of 168, WINGWALL MODIFICATIONS, dated 10/16/2023.

REMOVE SHEET NUMBER 146 of 168, REINFORCING STEEL SCHEDULE dated 10/3/2023 and **REPLACE** with the attached SHEET NUMBER 146 of 168, REINFORCING STEEL SCHEDULE, dated 10/16/2023.

REMOVE SHEET NUMBER 155 of 168, ABUTMENT MODIFICATIONS dated 10/3/2023 and **REPLACE** with the attached SHEET NUMBER 155 of 168, ABUTMENT MODIFICATIONS, dated 10/16/2023.

REMOVE SHEET NUMBER 156 of 168, ABUTMENT MODIFICATIONS dated 10/3/2023 and **REPLACE** with the attached SHEET NUMBER 156 of 168, ABUTMENT MODIFICATIONS, dated 10/16/2023.

REMOVE SHEET NUMBER 157 of 168, WINGWALL MODIFICATIONS dated 10/3/2023 and **REPLACE** with the attached SHEET NUMBER 157 of 168, WINGWALL MODIFICATIONS, dated 10/16/2023.

REMOVE SHEET NUMBER 166 of 168, REINFORCING STEEL SCHEDULE dated 10/3/2023 and **REPLACE** with the attached SHEET NUMBER 166 of 168 REINFORCING STEEL SCHEDULE, dated 10/16/2023.

The following questions have been received:

Question: Due to the complexity with the closures and construction sequence, please extend the bid date by two weeks to November 22.

Response: In the NOTICE TO CONTRACTORS on page 15 of the project bid book, change *November 8, 2023*, to *November 22, 2023*. Make this change in pen & ink.

Question: Note One on Sheet 139 calls for the existing bearing anchor bolts to be cut and ground flush. Please confirm the new Anchor Bolt Layout does not conflict with the existing Anchor Bolts.

Response: REMOVE SHEET NUMBER 139 of 168, BEARING DETAILS dated 10/3/2023 and REPLACE with the attached SHEET NUMBER 139 of 168, BEARING DETAILS, dated 10/25/2023.

Question: Please confirm the backwalls and wingwalls for both abutments of bridges 1410 and 6078 are scheduled for replacement.

Response: Yes, the wingwalls and backwalls for both abutments of both bridges are scheduled for replacement.

Question: Per the estimated quantities on sheet 4, please confirm that the automated trailer mounted speed limits signs are to be used at the RT 157 bridge and not for the I-95 crossovers.

Response: While shown under the WIN for BR #6141, two automated trailer mounted speed limits signs should be available for use while work is ongoing on either Interstate 95 or Route 157.

Question: In the schedule of items, bid item # 609.34 is for NEW Curb Type 5. However; on plan sheet 3 of 168 the description for item 609.34 is for "Reset" Curb Type 5. Please verify that NEW curb is to be installed.

Response: On SHEET NUMBER 3 of 168, ESTIMATED QUANTITIES, CHANGE the item number for Reset Curb Type 5 from "609.34" to "609.40". Make this change in pen and ink.

Question: Item 503.19 Low-Carbon, Chromium Reinf - Fab & Deliver escalator appears to be tied to the same Platts Steel Spot Market Prices as the black rebar item 503.12 according to the quantities listed in the table on page 2 and 3 of special provision 108. Item 5.

Response: Confirmed. Replace SPECIAL PROVISION SECTION 108 PAYMENT (Steel Cost Adjustment) on pages 60 through 62 of the project bid book with the revised SPECIAL PROVISION SECTION 108 PAYMENT (Steel Cost Adjustment).

Consider these changes and information prior to submitting your bid on **November 22, 2023**.

Sincerely,

George M. A. Macdougall P.E.
Contracts & Specifications Engineer

10/27/2023

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Proposal Schedule of Items

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Proposal ID: 025631.01

Project(s): 025631.01, 025631.02, 025631.03,
025631.04, 025631.05

SECTION: 1 INITIAL GROUP

Alt Set ID:

Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0010	202.10 REMOVING EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR) I95 NB RT 116	LUMP SUM	LUMP	SUM	_____	_____
0020	202.10 REMOVING EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR) I95 SB RT 116	LUMP SUM	LUMP	SUM	_____	_____
0030	202.10 REMOVING EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR) NB VDM BR	LUMP SUM	LUMP	SUM	_____	_____
0040	202.10 REMOVING EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR) RT 157 I-95 BR	LUMP SUM	LUMP	SUM	_____	_____
0050	202.10 REMOVING EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR) SB VDM BR	LUMP SUM	LUMP	SUM	_____	_____
0060	202.12 REMOVING EXISTING STRUCTURAL CONCRETE	549.000 CY	_____	_____	_____	_____
0070	202.13 REMOVING EXISTING RAILINGS (RETAINED BY DEPARTMENT)	5,620.000 LF	_____	_____	_____	_____
0080	202.202 REMOVING PAVEMENT SURFACE	48,670.000 SY	_____	_____	_____	_____
0090	202.205 RUMBLE STRIPS - SHOULDER	2,600.000 LF	_____	_____	_____	_____
0100	203.20 COMMON EXCAVATION	3,510.000 CY	_____	_____	_____	_____

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SECTION: 1 INITIAL GROUP

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0110	203.24 COMMON BORROW	3,498.000 CY	_____	 _____	_____	 _____
0120	203.25 GRANULAR BORROW	679.000 CY	_____	 _____	_____	 _____
0130	206.082 STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES	770.000 CY	_____	 _____	_____	 _____
0140	304.10 AGGREGATE SUBBASE COURSE - GRAVEL	3,858.000 CY	_____	 _____	_____	 _____
0150	403.2081 12.5 MM POLYMER MODIFIED HOT MIX ASPHALT	3,410.000 T	_____	 _____	_____	 _____
0160	403.211 HOT MIX ASPHALT (SHIMMING)	100.000 T	_____	 _____	_____	 _____
0170	403.2131 12.5 MM POLYMER MODIFIED HMA BASE	2,070.000 T	_____	 _____	_____	 _____
0180	409.15 BITUMINOUS TACK COAT - APPLIED	2,730.000 G	_____	 _____	_____	 _____
0190	461.131 TEMPORARY PAVEMENT	1,096.000 T	_____	 _____	_____	 _____
0200	502.21 STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	327.000 CY	_____	 _____	_____	 _____
0210	502.26 STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES I95 NB RT 116	LUMP SUM	LUMP SUM		_____	 _____

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Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0220	502.26 STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES I95 SB RT 116	LUMP SUM	LUMP	SUM	_____	_____
0230	502.26 STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES NB VDM BR	LUMP SUM	LUMP	SUM	_____	_____
0240	502.26 STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES RT 157 I-95 BR	LUMP SUM	LUMP	SUM	_____	_____
0250	502.26 STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES SB VDM BR	LUMP SUM	LUMP	SUM	_____	_____
0260	502.31 STRUCTURAL CONCRETE APPROACH SLABS	LUMP SUM	LUMP	SUM	_____	_____
0270	502.49 STRUCTURAL CONCRETE CURBS AND SIDEWALKS	LUMP SUM	LUMP	SUM	_____	_____
0280	502.77 FIBER REINFORCED POLYMER BRIDGE DRAIN - TYPE: F	48.000 EA	_____	_____	_____	_____
0290	503.12 REINFORCING STEEL, FABRICATED AND DELIVERED	21,250.000 LB	_____	_____	_____	_____
0300	503.13 REINFORCING STEEL, PLACING	21,250.000 LB	_____	_____	_____	_____
0310	503.17 MECHANICAL WELDED SPLICE	1,400.000 EA	_____	_____	_____	_____

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0320	503.19 LOW-CARBON, CHROMIUM REINFORCEMENT - FABRICATED & DELIVERED	995,700.000 LB	_____	 _____	_____	 _____
0330	503.20 LOW-CARBON, CHROMIUM REINFORCEMENT - PLACING	995,700.000 LB	_____	 _____	_____	 _____
0340	504.70 STRUCTURAL STEEL FABRICATED AND DELIVERED	LUMP SUM	LUMP	 SUM	_____	 _____
0350	504.71 STRUCTURAL STEEL ERECTION	LUMP SUM	LUMP	 SUM	_____	 _____
0360	505.08 SHEAR CONNECTORS	LUMP SUM	LUMP	 SUM	_____	 _____
0370	506.1775 FIELD PAINTING NEW AND EXIST STL W/ ZINC RICH PAINT I95 NB RT 116 BR	LUMP SUM	LUMP	 SUM	_____	 _____
0380	506.1775 FIELD PAINTING NEW AND EXIST STL W/ ZINC RICH PAINT RT 157 BR	LUMP SUM	LUMP	 SUM	_____	 _____
0390	507.0821 STEEL BRIDGE RAILING, 3 BAR	LUMP SUM	LUMP	 SUM	_____	 _____
0400	507.0822 STEEL APPROACH RAILING, 3-BAR	20.000 EA	_____	 _____	_____	 _____
0410	508.14 HIGH PERFORMANCE WATERPROOFING MEMBRANE	LUMP SUM	LUMP	 SUM	_____	 _____
0420	515.21 PROTECTIVE COATING FOR CONCRETE SURFACES	LUMP SUM	LUMP	 SUM	_____	 _____

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Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0430	518.60 REPAIR OF VERTICAL SURFACES < 8 IN.	35.000 SF	_____	 _____	_____	 _____
0440	520.21 EXPANSION DEVICE - GLAND SEAL	2.000 EA	_____	 _____	_____	 _____
0450	520.22 EXPANSION DEVICE - COMPRESSION SEAL	2.000 EA	_____	 _____	_____	 _____
0460	521.23 EXPANSION DEVICE FINGER JOINT	4.000 EA	_____	 _____	_____	 _____
0470	523.52 BEARING INSTALLATION	25.000 EA	_____	 _____	_____	 _____
0480	523.5304 STEEL BEARINGS, EXPANSION, ROCKER	1.000 EA	_____	 _____	_____	 _____
0490	523.5401 LAMINATED ELASTOMERIC BEARINGS, FIXED	12.000 EA	_____	 _____	_____	 _____
0500	523.5402 LAMINATED ELASTOMERIC BEARINGS, EXPANSION	12.000 EA	_____	 _____	_____	 _____
0510	524.301 TEMPORARY STRUCTURAL SUPPORT I95 NB RT 116 BEARING REPL	LUMP SUM	LUMP SUM		_____	 _____
0520	524.301 TEMPORARY STRUCTURAL SUPPORT I95 SB RT 116 BEARING REPL	LUMP SUM	LUMP SUM		_____	 _____

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Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0530	524.301 TEMPORARY STRUCTURAL SUPPORT NB VDM BR BEARING REPL	LUMP SUM	LUMP	SUM	_____	_____
0540	524.301 TEMPORARY STRUCTURAL SUPPORT RT 157 I-95 BR APPR	LUMP SUM	LUMP	SUM	_____	_____
0550	524.40 PROTECTIVE SHIELD I95 NB RT 116 BR	LUMP SUM	LUMP	SUM	_____	_____
0560	524.40 PROTECTIVE SHIELD I95 SB RT 116 BR	LUMP SUM	LUMP	SUM	_____	_____
0570	524.40 PROTECTIVE SHIELD NB VDM BR	LUMP SUM	LUMP	SUM	_____	_____
0580	524.40 PROTECTIVE SHIELD RT 157 I-95 BR	LUMP SUM	LUMP	SUM	_____	_____
0590	524.40 PROTECTIVE SHIELD SB VDM BR	LUMP SUM	LUMP	SUM	_____	_____
0600	526.301 PORTABLE CONCRETE BARRIER TYPE I	LUMP SUM	LUMP	SUM	_____	_____
0610	526.301 PORTABLE CONCRETE BARRIER TYPE I RT 157 I-95 BR	LUMP SUM	LUMP	SUM	_____	_____
0620	526.305 PORTABLE CONCRETE BARRIER, BRACED TYPE 1	LUMP SUM	LUMP	SUM	_____	_____
0630	527.33 TRUCK MOUNTED ATTENUATOR	3.000 EA	_____	_____	_____	_____

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SECTION: 1 INITIAL GROUP

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Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0640	527.34 WORK ZONE CRASH CUSHIONS	8.000 UN				
0650	603.179 18 INCH CULVERT PIPE OPTION III	1,360.000 LF				
0660	604.09 CATCH BASIN TYPE B1	2.000 EA				
0670	606.1301 31" W-BM GR, MID-WAY SPLICE-SGL FACED	3,150.000 LF				
0680	606.1305 31" W-BM GR, MID-WAY SPLICE FLARED TERMINAL	5.000 EA				
0690	606.1721 BRIDGE TRANSITION - TYPE 1	20.000 EA				
0700	606.265 TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	4.000 EA				
0710	606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	16.000 EA				
0720	606.363 GUARDRAIL REMOVE AND DISPOSE	316.000 LF				
0730	607.183 CHAIN LINK SNOW FENCE 33 INCH	LUMP SUM		LUMP SUM		
0740	609.40 RESET CURB TYPE 5	79.000 LF				
0750	610.08 PLAIN RIPRAP	278.000 CY				

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0760	613.319 EROSION CONTROL BLANKET	520.000 SY	_____	_____	_____	_____
0770	615.10 DIRTY BORROW	2,200.000 CY	_____	_____	_____	_____
0780	618.14 SEEDING METHOD NUMBER 2	100.000 UN	_____	_____	_____	_____
0790	619.12 MULCH	6.000 UN	_____	_____	_____	_____
0800	619.14 EROSION CONTROL MIX	25.000 CY	_____	_____	_____	_____
0810	620.58 EROSION CONTROL GEOTEXTILE	480.000 SY	_____	_____	_____	_____
0820	620.6012 HDPE GEOMEMBRANE	54.000 SY	_____	_____	_____	_____
0830	627.18 12 " SOLID WHITE PAVEMENT MARKING	1,328.000 LF	_____	_____	_____	_____
0840	627.30 GROOVING FOR PAVEMENT MARKING	25,100.000 SF	_____	_____	_____	_____
0850	627.733 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	2,100.000 LF	_____	_____	_____	_____
0860	627.744 6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	25,100.000 LF	_____	_____	_____	_____
0870	627.77 REMOVING PAVEMENT MARKINGS	3,870.000 SF	_____	_____	_____	_____

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Proposal ID: 025631.01

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025631.04, 025631.05

SECTION: 1 INITIAL GROUP

Alt Set ID:

Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0880	627.78 TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	280.000 LF	_____	 _____	_____	 _____
0890	627.781 TEMPORARY 6 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	30,000.000 LF	_____	 _____	_____	 _____
0900	629.05 HAND LABOR, STRAIGHT TIME	125.000 HR	_____	 _____	_____	 _____
0910	631.10 AIR COMPRESSOR (INCLUDING OPERATOR)	25.000 HR	_____	 _____	_____	 _____
0920	631.11 AIR TOOL (INCLUDING OPERATOR)	25.000 HR	_____	 _____	_____	 _____
0930	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	125.000 HR	_____	 _____	_____	 _____
0940	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	125.000 HR	_____	 _____	_____	 _____
0950	631.22 FRONT END LOADER (INCLUDING OPERATOR)	125.000 HR	_____	 _____	_____	 _____
0960	639.18 FIELD OFFICE TYPE A	1.000 EA	_____	 _____	_____	 _____
0970	643.72 TEMPORARY TRAFFIC SIGNAL	LUMP SUM	LUMP SUM		_____	 _____
0980	644.31 GLARE SCREEN TEMPORARY	900.000 LF	_____	 _____	_____	 _____

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0990	652.30 FLASHING ARROW BOARD	4.000 EA	_____	_____	_____	_____
1000	652.312 TYPE III BARRICADE	18.000 EA	_____	_____	_____	_____
1010	652.33 DRUM	400.000 EA	_____	_____	_____	_____
1020	652.34 CONE	30.000 EA	_____	_____	_____	_____
1030	652.35 CONSTRUCTION SIGNS	1,020.000 SF	_____	_____	_____	_____
1040	652.361 MAINTENANCE OF TRAFFIC CONTROL DEVICES	LUMP SUM	LUMP SUM		_____	_____
1050	652.38 FLAGGER	180.000 HR	_____	_____	_____	_____
1060	652.41 PORTABLE CHANGEABLE MESSAGE SIGN	4.000 EA	_____	_____	_____	_____
1070	652.45 AUTOMATED TRAILER MOUNTED SPEED LIMIT SIGN	2.000 EA	_____	_____	_____	_____
1080	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM	LUMP SUM		_____	_____
1090	659.10 MOBILIZATION	LUMP SUM	LUMP SUM		_____	_____
Section: 1			Total:		_____	_____

Total Bid: _____

Date:10/16/2023

Username: jfitzpatrick

Division:

Filename: ... \002_Estimated Quantities.dgn

ESTIMATED QUANTITIES									
ITEM NO.	ITEM DESCRIPTION		BR # 1410	BR # 6078	BR # 6141	BR # 1411	BR # 6077	Total Quantity	UNIT
			WIN 25631.01	WIN 25631.02	WIN 25631.03	WIN 25631.04	WIN 25631.05		
202.10	REMOVE EXISTING SUPERSTRUCTURE PROPERTY OF CONTRACTOR: SB VDM BRIDGE	1,430 CY	1	0	0	0	0	1	LS
202.10	REMOVE EXISTING SUPERSTRUCTURE PROPERTY OF CONTRACTOR: NB VDM BRIDGE	1,430 CY	0	1	0	0	0	1	LS
202.10	REMOVE EXISTING SUPERSTRUCTURE PROPERTY OF CONTRACTOR: RTE 157 BRIDGE	375 CY	0	0	1	0	0	1	LS
202.10	REMOVE EXISTING SUPERSTRUCTURE PROPERTY OF CONTRACTOR: SB RTE 116 BRIDGE	160 CY	0	0	0	1	0	1	LS
202.10	REMOVE EXISTING SUPERSTRUCTURE PROPERTY OF CONTRACTOR: NB RTE 116 BRIDGE	160 CY	0	0	0	0	1	1	LS
202.12	REMOVE EXISTING STRUCTURAL CONCRETE		170	170	82	65	62	549	CY
202.13	REMOVE EXISTING RAILINGS (RETAINED BY DEPARTMENT)		2200	2200	720	250	250	5620	LF
202.202	REMOVING PAVEMENT SURFACE		12000	12000	670	12000	12000	48670	SY
202.205	RUMBLE STRIPS- SHOULDER		650	650	0	650	650	2600	LF
203.20	COMMON EXCAVATION		830	830	130	860	860	3510	CY
203.24	COMMON BORROW		870	870	18	870	870	3498	CY
203.25	GRANULAR BORROW		210	210	110	74	75	679	CY
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES, PLAN QUANTITY		220	220	110	110	110	770	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL		920	920	98	960	960	3858	CY
403.2081	HOT MIX ASPHALT - 12.5 MM NOMINAL MAXIMUM SIZE (POLYMER MODIFIED)		940	940	170	680	680	3410	T
403.211	HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (SHIMMING)		25	25	0	25	25	100	T
403.2131	HOT MIX ASPHALT - 12.5 MM NOMINAL MAXIMUM SIZE (BASE AND INTERMEDIATE BASE COURSE, POLYMER MODIFIED)		580	590	180	350	370	2070	T
409.15	BITUMINOUS TACK COAT, APPLIED		710	710	390	460	460	2730	G
461.131	TEMPORARY PAVEMENT		270	270	16	270	270	1096	T
502.21	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS		110	110	49	29	29	327	CY
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON STEEL BRIDGES: SB VDM BRIDGE	1,030 CY	1	0	0	0	0	1	LS
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON STEEL BRIDGES: NB VDM BRIDGE	1,030 CY	0	1	0	0	0	1	LS
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON STEEL BRIDGES: RTE 157 BRIDGE	320 CY	0	0	1	0	0	1	LS
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON STEEL BRIDGES: SB RTE 116 BRIDGE	140 CY	0	0	0	1	0	1	LS
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON STEEL BRIDGES: NB RTE 116 BRIDGE	140 CY	0	0	0	0	1	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLAB: SB VDM BRIDGE	24 CY	1	0	0	0	0	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLAB: NB VDM BRIDGE	24 CY	0	1	0	0	0	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLAB: ROUTE 157 BRIDGE	23 CY	0	0	1	0	0	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLAB: SB ROUTE 116 BRIDGE	30 CY	0	0	0	1	0	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLAB: NB ROUTE 116 BRIDGE	30 CY	0	0	0	0	1	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS: SB VDM BRIDGE	140 CY	1	0	0	0	0	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS: NB VDM BRIDGE	140 CY	0	1	0	0	0	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS: ROUTE 157 BRIDGE	47 CY	0	0	1	0	0	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS: SB ROUTE 116 BRIDGE	18 CY	0	0	0	1	0	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS: NB ROUTE 116 BRIDGE	18 CY	0	0	0	0	1	1	LS
502.77	FRP BRIDGE DRAIN, TYPE F		22	22	4	0	0	48	EA
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED		4000	4000	3650	4800	4800	21250	LB
503.13	REINFORCING STEEL, PLACING		4000	4000	3650	4800	4800	21250	LB
503.17	MECHANICAL WELDED SPLICE		0	0	1400	0	0	1400	EA
503.19	LOW-CARBON CHROMIUM REINFORCEMENT, FABRICATED AND DELIVERED		386700	386800	118700	51700	51800	995700	LB
503.20	LOW-CARBON CHROMIUM REINFORCEMENT, PLACING		386700	386800	118700	51700	51800	995700	LB
504.70	STRUCTURAL STEEL FABRICATED AND DELIVERED: ROUTE 157 BRIDGE	1,500 LB	0	0	1	0	0	1	LS
504.70	STRUCTURAL STEEL FABRICATED AND DELIVERED: NB ROUTE 116 BRIDGE	370 LB	0	0	0	0	1	1	LS
504.71	STRUCTURAL STEEL ERECTION: ROUTE 157 BRIDGE	1,500 LB	0	0	1	0	0	1	LS
504.71	STRUCTURAL STEEL ERECTION: NB ROUTE 116 BRIDGE	370 LB	0	0	0	0	1	1	LS
505.08	SHEAR CONNECTORS: SB VDM BRIDGE	13,208 EA	1	0	0	0	0	1	LS
505.08	SHEAR CONNECTORS: NB VDM BRIDGE	13,208 EA	0	1	0	0	0	1	LS
505.08	SHEAR CONNECTORS: ROUTE 157 BRIDGE	9,255 EA	0	0	1	0	0	1	LS
505.08	SHEAR CONNECTORS: SB ROUTE 116 BRIDGE	4,374 EA	0	0	0	1	0	1	LS
505.08	SHEAR CONNECTORS: NB ROUTE 116 BRIDGE	4,374 EA	0	0	0	0	1	1	LS
506.1775	FIELD PAINTING, NEW AND EXISTING STEEL WITH ZINC RICH PAINT: ROUTE 157 BRIDGE	35 SF	0	0	1	0	0	1	LS
506.1775	FIELD PAINTING, NEW AND EXISTING STEEL WITH ZINC RICH PAINT: NB ROUTE 116 BRIDGE	5 SF	0	0	0	0	1	1	LS
507.0821	STEEL BRIDGE RAILING, 3 BAR: SB VDM BRIDGE	2,180 LF	1	0	0	0	0	1	LS
507.0821	STEEL BRIDGE RAILING, 3 BAR: NB VDM BRIDGE	2,180 LF	0	1	0	0	0	1	LS
507.0821	STEEL BRIDGE RAILING, 3 BAR: ROUTE 157 BRIDGE	745 LF	0	0	1	0	0	1	LS
507.0821	STEEL BRIDGE RAILING, 3 BAR: SB ROUTE 116 BRIDGE	275 LF	0	0	0	1	0	1	LS
507.0821	STEEL BRIDGE RAILING, 3 BAR: NB ROUTE 116 BRIDGE	275 LF	0	0	0	0	1	1	LS
507.0822	STEEL APPROACH RAILING: 3-BAR		4	4	4	4	4	20	EA
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE: SB VDM BRIDGE	3,825 SY	1	0	0	0	0	1	LS
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE: NB VDM BRIDGE	3,825 SY	0	1	0	0	0	1	LS
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE: ROUTE 157 BRIDGE	1,250 SY	0	0	1	0	0	1	LS
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE: SB ROUTE 116 BRIDGE	555 SY	0	0	0	1	0	1	LS
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE: NB ROUTE 116 BRIDGE	555 SY	0	0	0	0	1	1	LS

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

PROJECT NO. 2563101, 2563102, 2563103, 2563104, 2563105

WIN 25631.01, 25631.02, 25631.03, 25631.04, 25631.05

BRIDGE NO. 1410, 1411, 8078, 6078, 6141

BRIDGE PLANS

PROJ. MANAGER

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGNS-DETAILED

DESIGNS-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

BY

S. LINDSEY

T. MCALLIFFE

N. EDMAN

REINFORCING UPDATES

DATE

08-23

08-23

08-23

10-23

SIGNATURE

P.E. NUMBER

DATE

1-95 SB & NB VAUGHAN D'ARCEVILLE MEMORIAL BRIDGES, 1-95 SB & NB OVER ROUTE 116, & ROUTE 157 INTERCHANGE BRIDGE

BRIDGE NOS. 1410, 6078, 1411, 6077, 6141

MEDWAY

PENOBSCOT COUNTY

ESTIMATED QUANTITIES

SHEET NUMBER

2

OF 168



1. The Contractor shall use care not to damage any existing reinforcing steel which is to remain. Any damaged reinforcing steel shall be replaced as directed by the Resident at no expense to the Department.
2. Before drilling and grouting new reinforcing steel, the Contractor shall locate reinforcing steel in existing concrete by non-destructive methods to avoid conflicts. All costs associated with this work shall be incidental to related Contract Items.
3. Reinforcing steel shall have 2 inches cover unless otherwise noted.
4. Existing abutment and wingwall concrete to be removed as shown on the plans shall be sawcut 1 inch deep prior to removal of existing concrete. All costs associated with this work shall be incidental to related Contract items.
5. Where drilling and anchoring of reinforcement is required, the Contractor shall use a material listed on the Maine Department of Transportation Qualified Products List of Concrete Adhesive Anchor Systems. The depth of embedment shall be sufficient to develop 125% of the yield strength of the bar per the manufacturer's recommendations or 12 inches, whichever is greater. Proposed anchoring material and embedment depth shall be submitted for approval. Payment for drilling and anchoring will be incidental to related Contract items.
6. Dimensions and layout shown are based on available as-built drawings. Contractor shall field verify all dimensions prior to any related work.
7. All surfaces to be rehabilitated shall be clean of all debris and foreign material and shall be roughened to the 1/2" amplitude prior to placement of the new concrete. Payment shall be incidental to related concrete items.
8. Projecting reinforcing that can be maintained, in addition to that shown in the details, may be left in place at Contractor's discretion.
9. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
10. Anchor rods shall be drilled and grouted into bearing pedestals. Grout shall be from MaineDOT approved grout from Qualified Products List.
11. Place drains with a 4-inch diameter in the wingwalls at 10 feet maximum spacing. The exact location will be determined by the Resident.

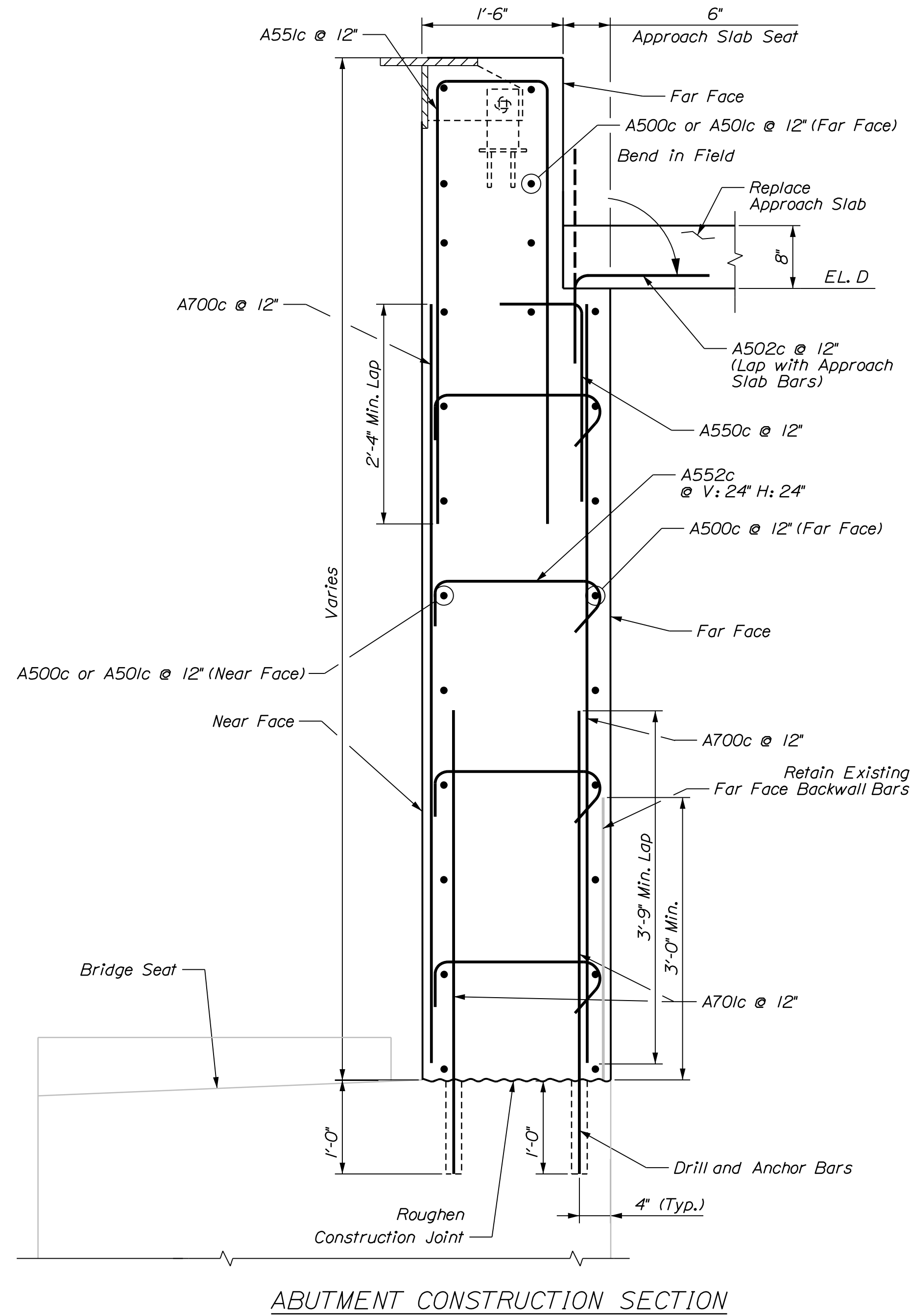
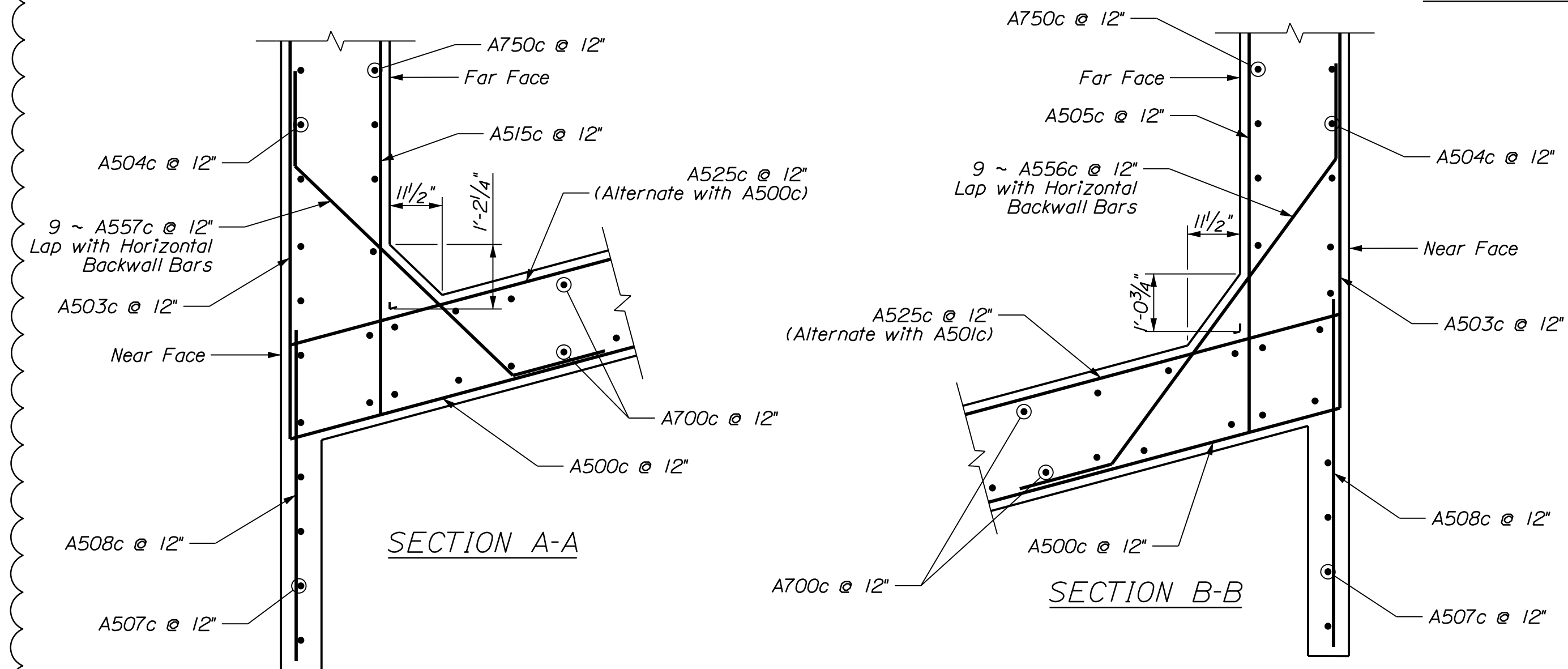
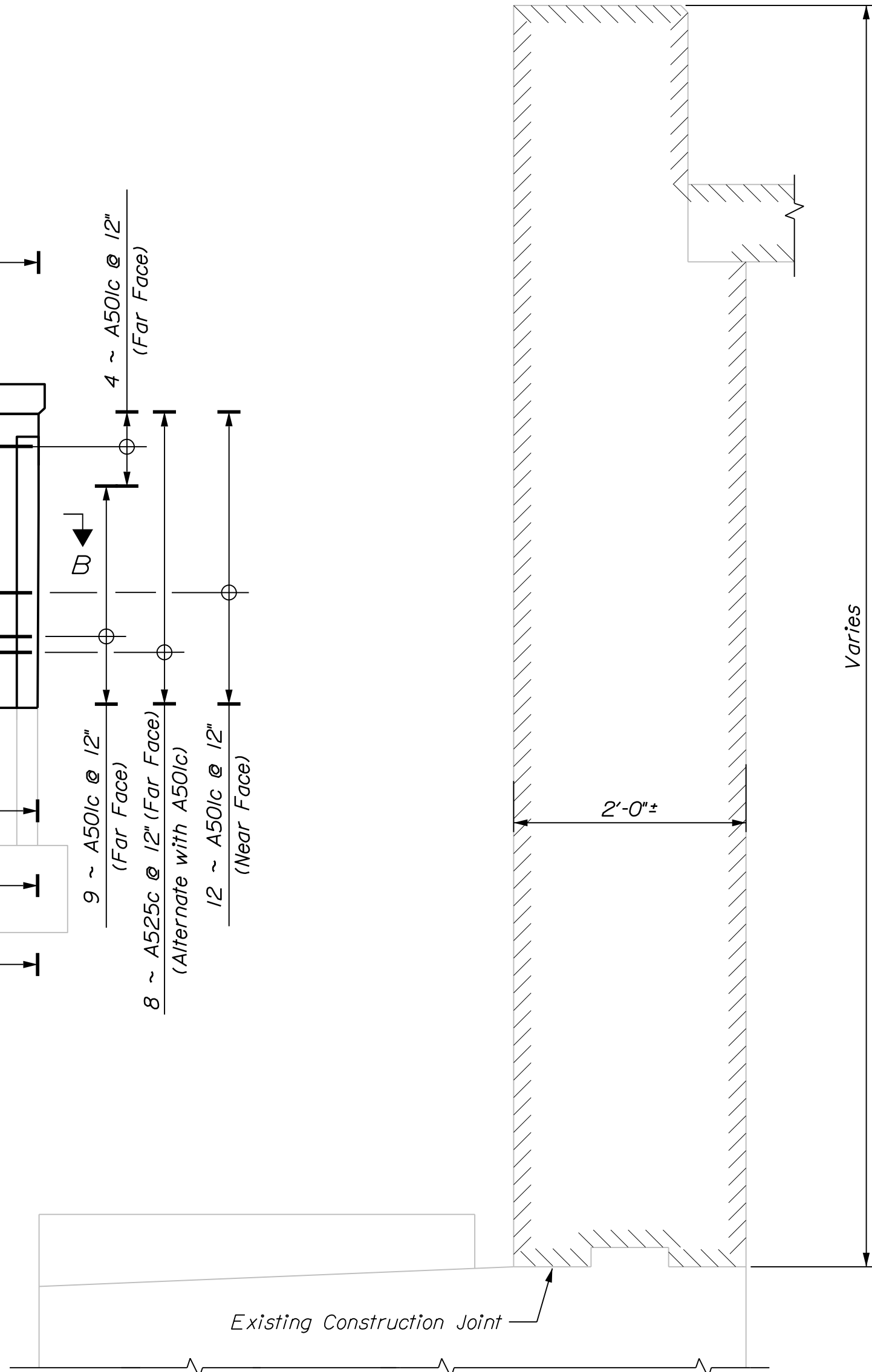
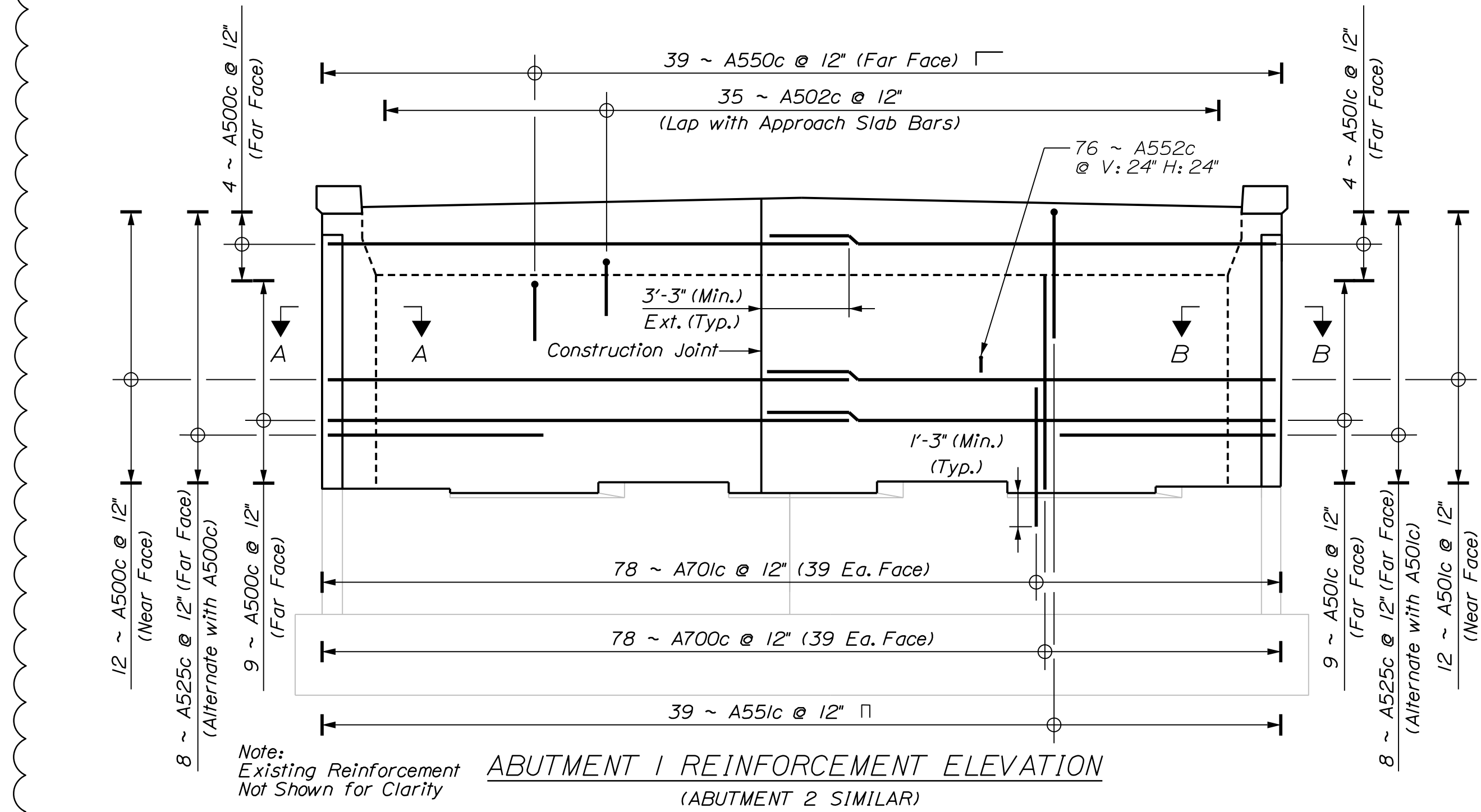
1. The quantity of concrete repairs on these drawings are based on visual inspection. If differences are identified, the Resident shall be notified and quantities shall be adjusted accordingly. For approximate locations of repair, see Sheet I21. Actual repair areas will be determined and agreed on by the Contractor and the Resident during construction.
2. No repairs are anticipated for substructure units not shown. The Contractor and the Resident shall verify that no work is required.
3. The Department must approve changes in quantity beyond what is shown or assumed.
4. All broken or corroded reinforcing bars shall be supplemented in accordance with Standard Specification Section 518.04. Supplemental reinforcing shall maintain a clear cover of 2" minimum. Payment for supplemental bars shall be included in (Pay Items) 503.19 and 503.20.

**Elevation to coincide with the existing construction joint elevation. Elevations provided are approximated from the existing bridge plans. To be field verified.*

SHEET NUMBER

119

OF 168



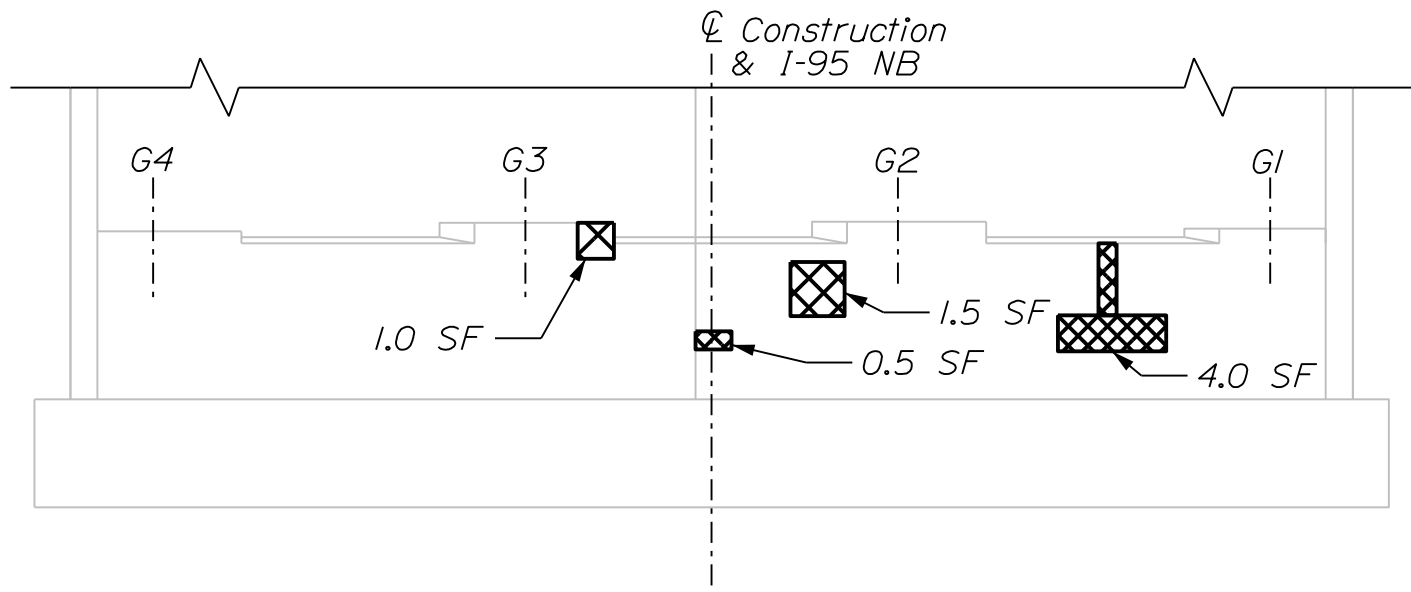
STATE OF MAINE DEPARTMENT OF TRANSPORTATION				PROJECT NO. 2563101 & 2563102				WIN 25631.01 & 25631.02 BRIDGE NO. 1410 & 6078			
I-95 SB & NB VAUGHAN DAGGETT MEMORIAL BRIDGES BR NOS. 1410 & 6078				MEDWAY PENOBSCOT COUNTY				ABUTMENT MODIFICATIONS			
SHEET NUMBER				120				OF 168			
PROJ. MANAGER				BY				DATE			
DESIGN-DETAILED				S. LINDSEY				08-23			
CHECKED-REVIEWED				T. MCALLIFFE				08-23			
DESIGNS-DETAILED				N. EDMAN				08-23			
DESIGNS-DETAILED				J. FITZ				08-23			
REVISIONS 1				REINFORCING UPDATES				10-23			
REVISIONS 2											
REVISIONS 3											
REVISIONS 4											
FIELD CHANGES											
SIGNATURE				P.E. NUMBER				DATE			

Date:10/16/2023

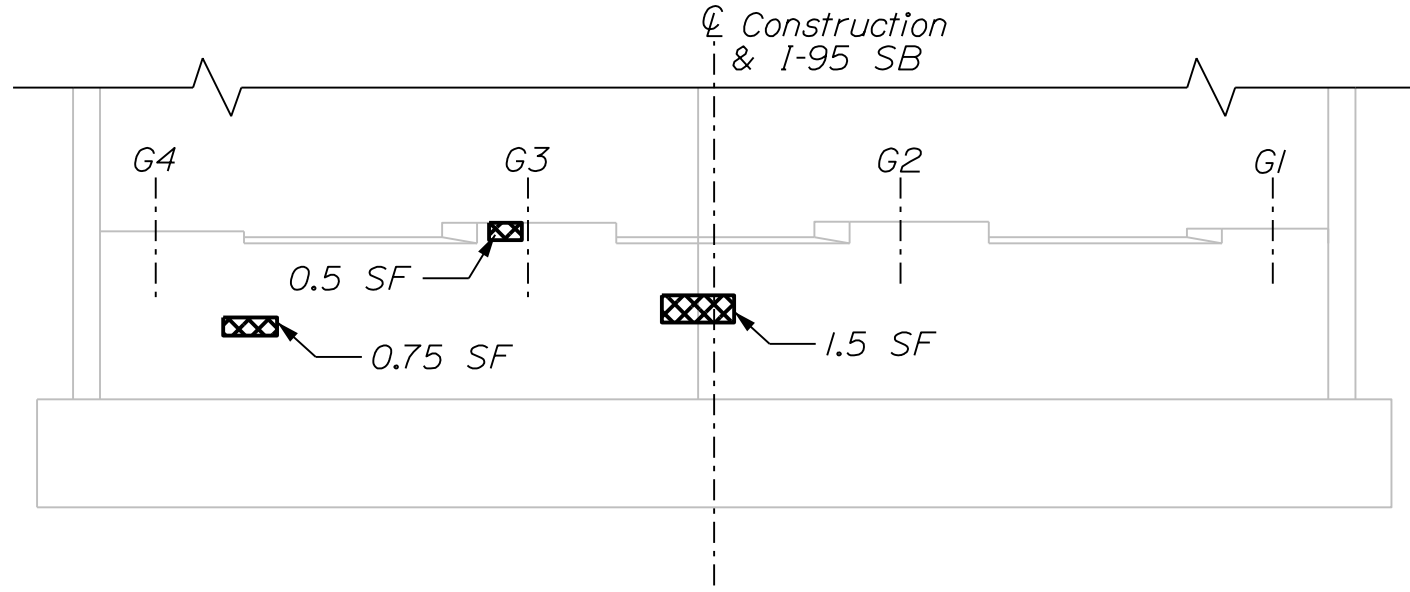
Username: jfitzpatrick

Division:

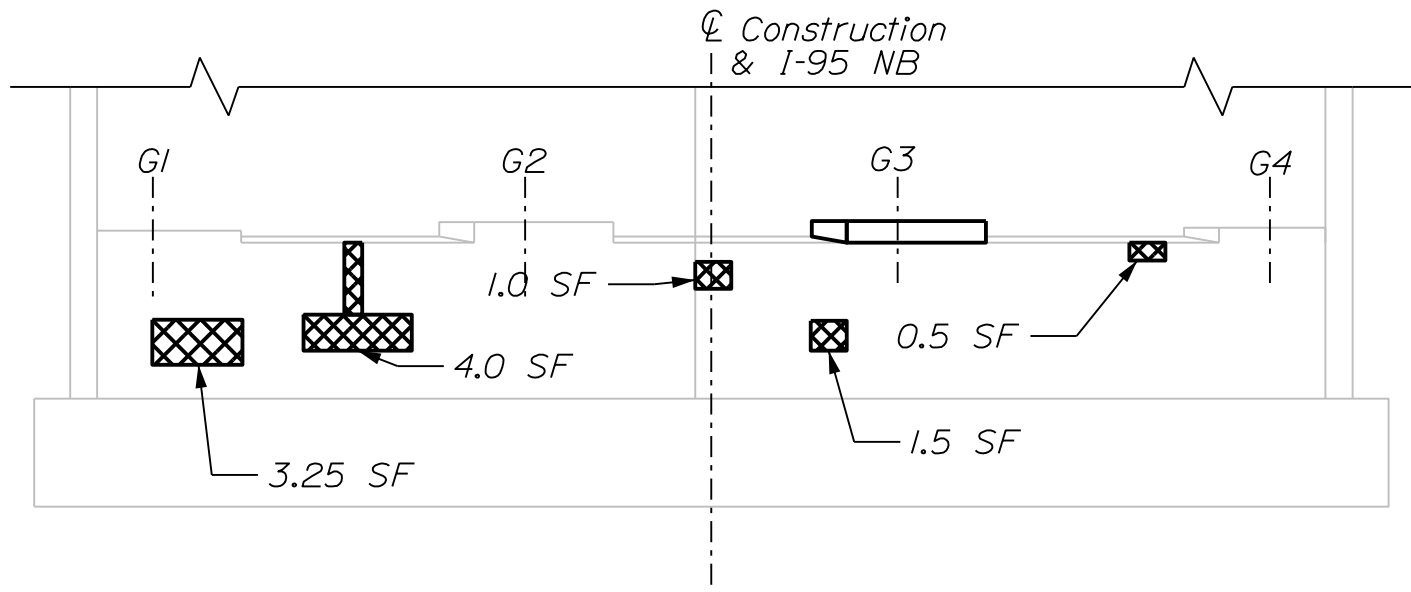
Filename: ... \023_VDM_Abutment.dgn



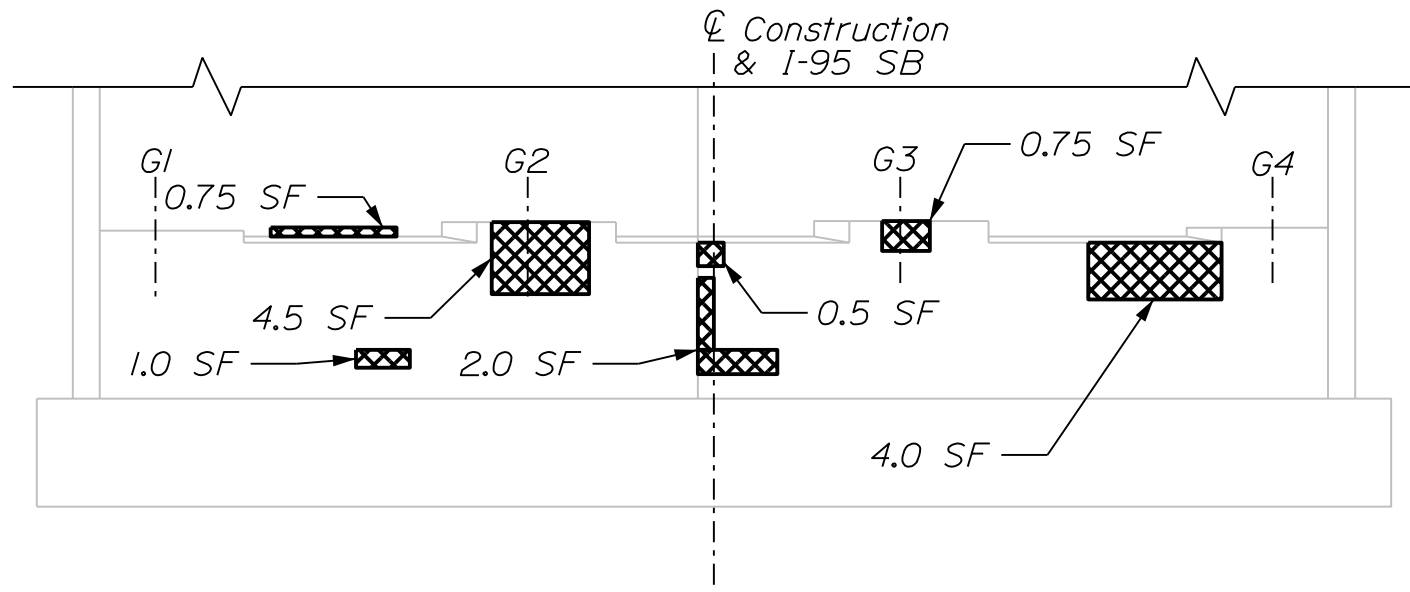
BRIDGE 6078 ABUTMENT 1
CONSTRUCTION ELEVATION



BRIDGE 1410 ABUTMENT 1
CONSTRUCTION ELEVATION



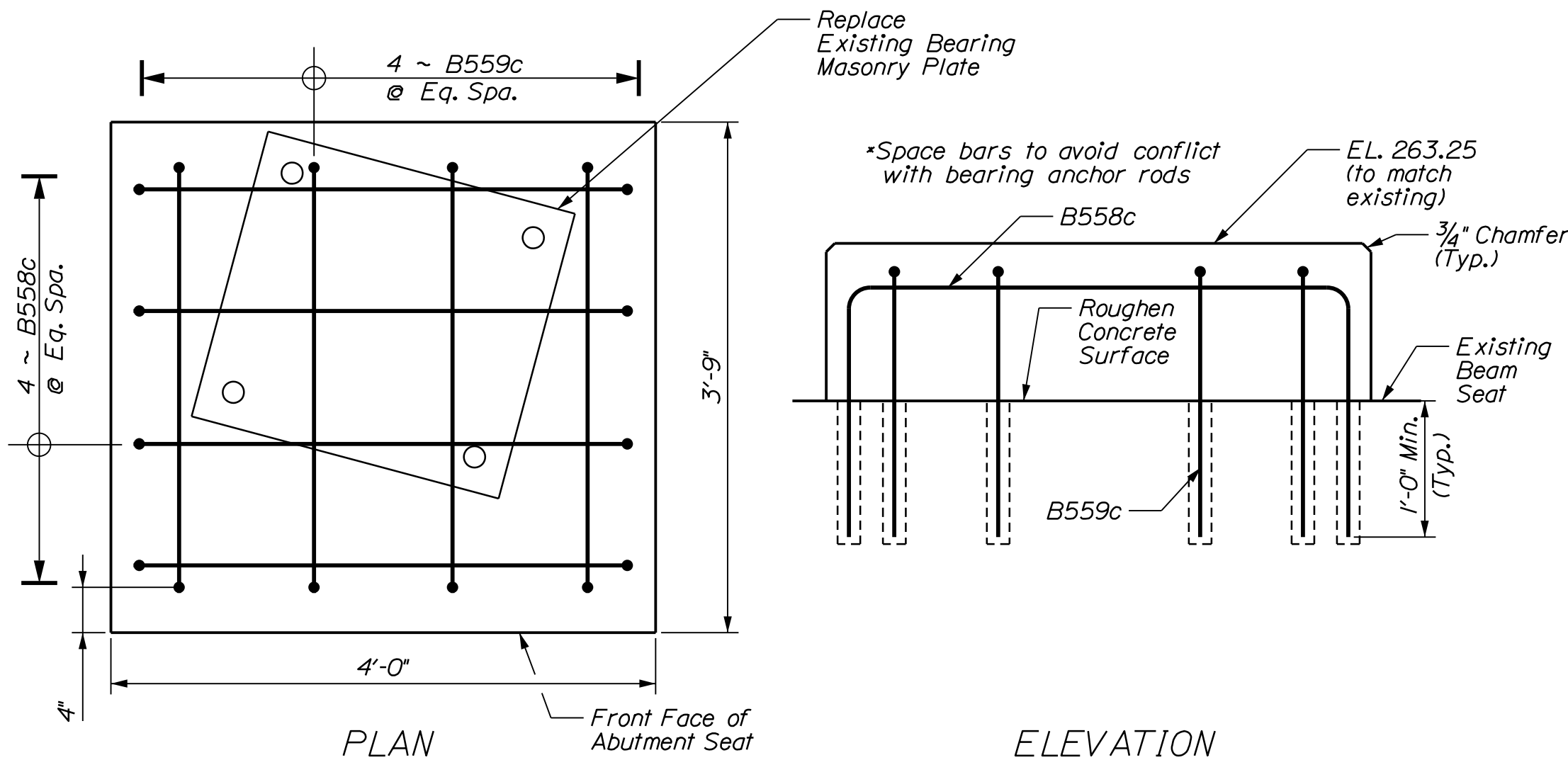
BRIDGE 6078 ABUTMENT 2
CONSTRUCTION ELEVATION



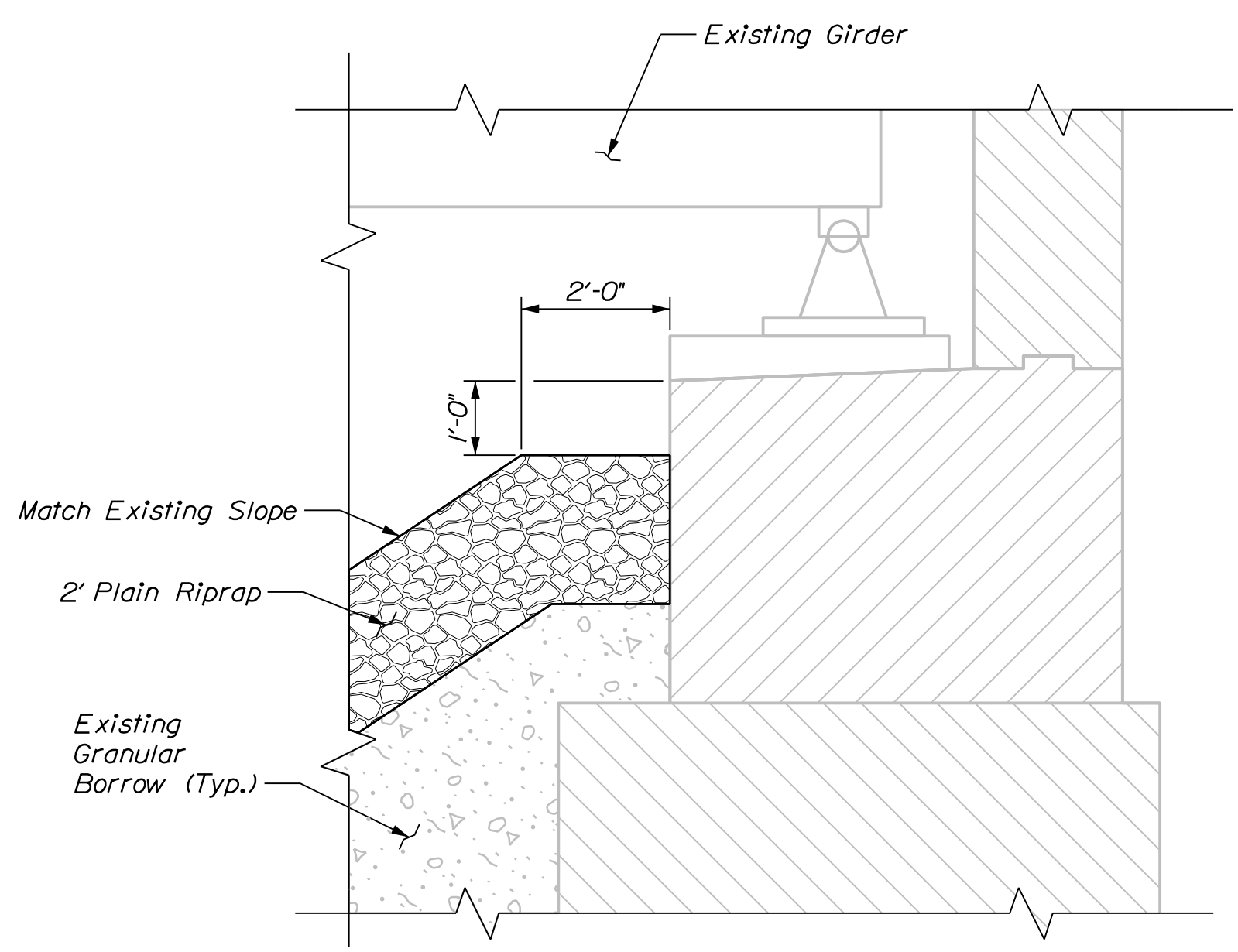
BRIDGE 1410 ABUTMENT 2
CONSTRUCTION ELEVATION

LEGEND

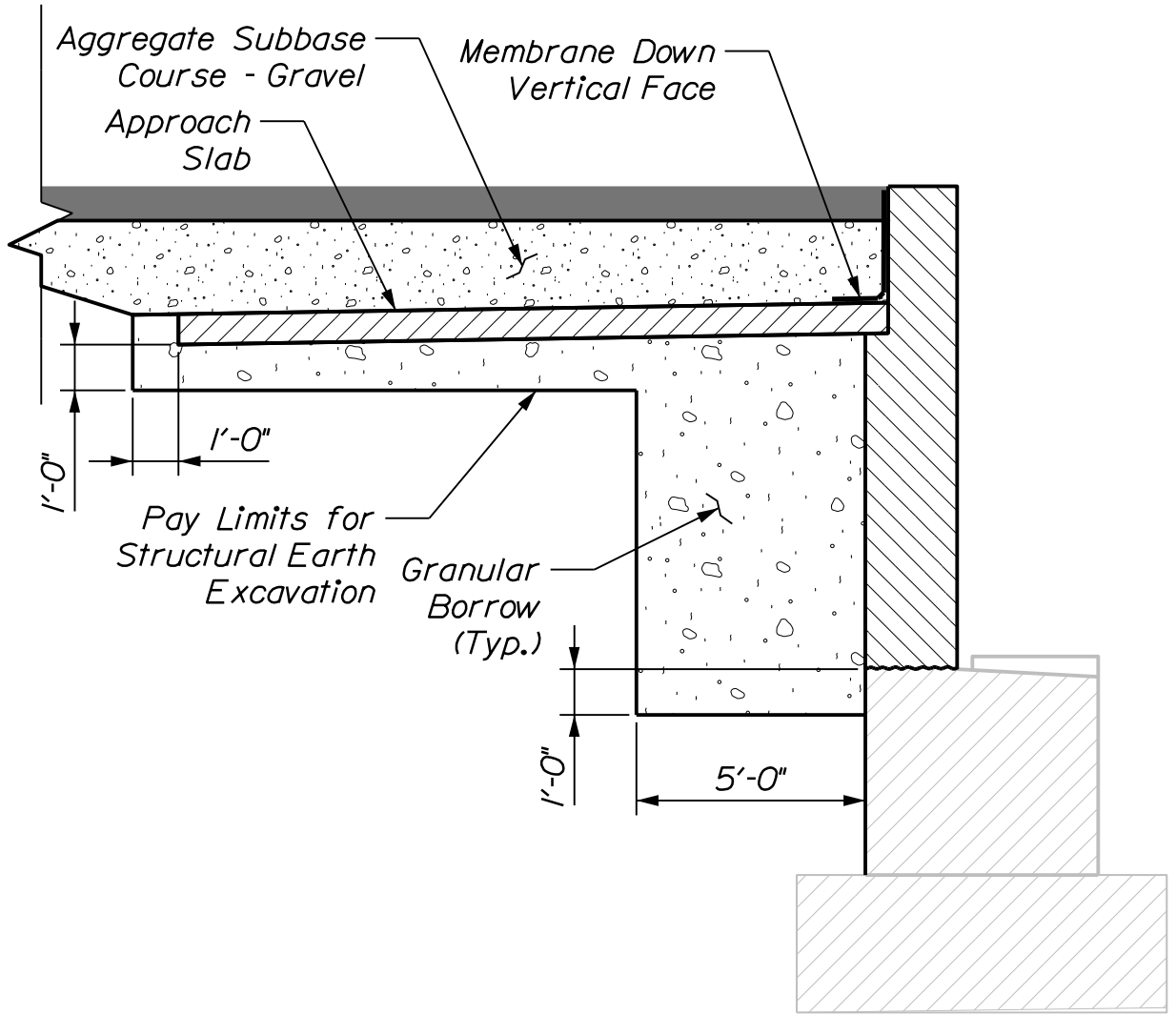
Concrete Repair Area



BRIDGE 6078 ABUTMENT 2 PEDESTAL G3 REINFORCING DETAIL



SLOPE PROTECTION DETAIL
(Abutment 2 Only)



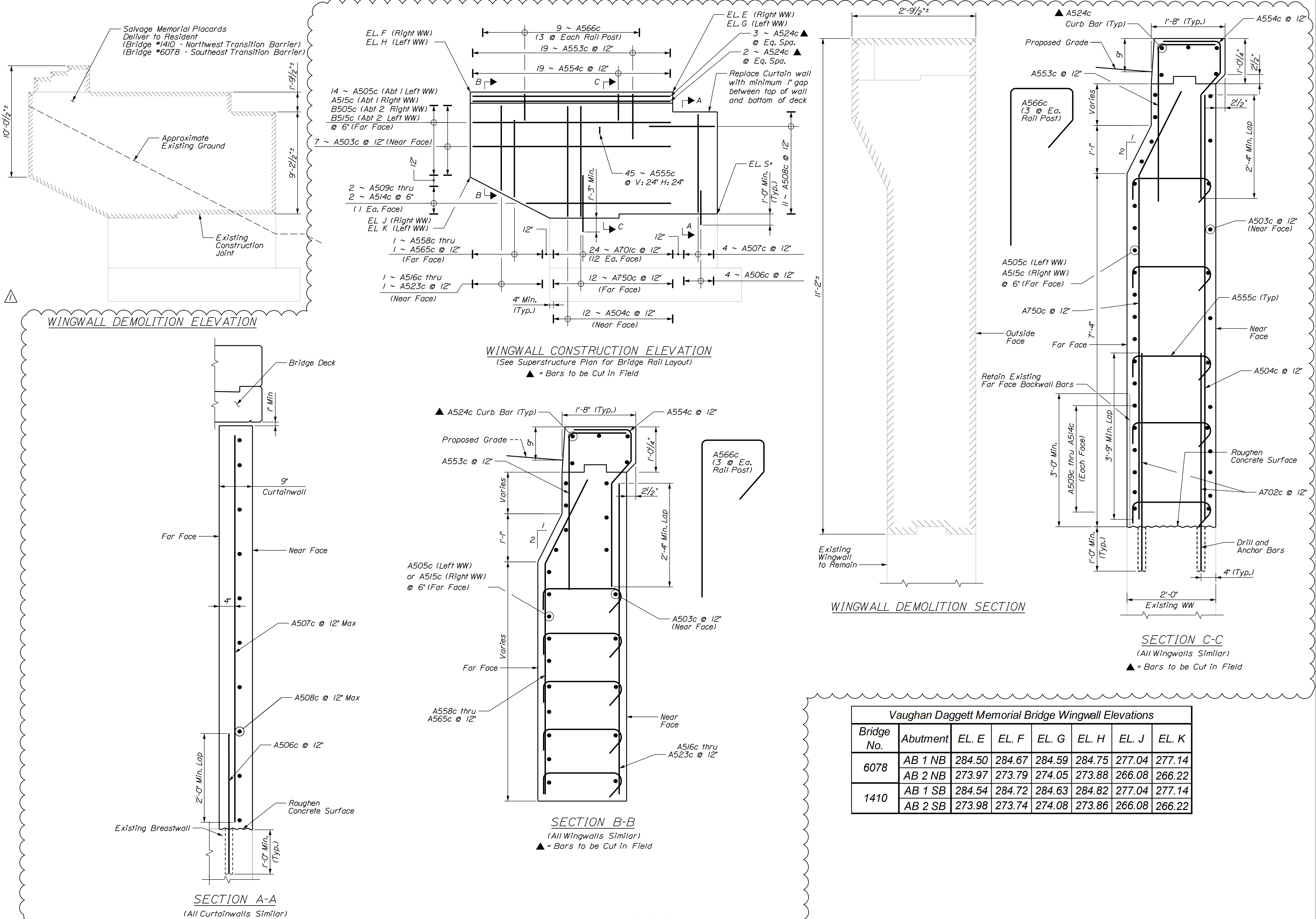
ABUTMENT BACKFILL DETAIL
Abutment Detail Shown, Wingwall Detail Similar

STATE OF MAINE	DEPARTMENT OF TRANSPORTATION	PROJECT NO. 2563101 & 2563102	WIN 25631.01 & 25631.02	BRIDGE NO. 1410 & 6078
BRIDGE PLANS				

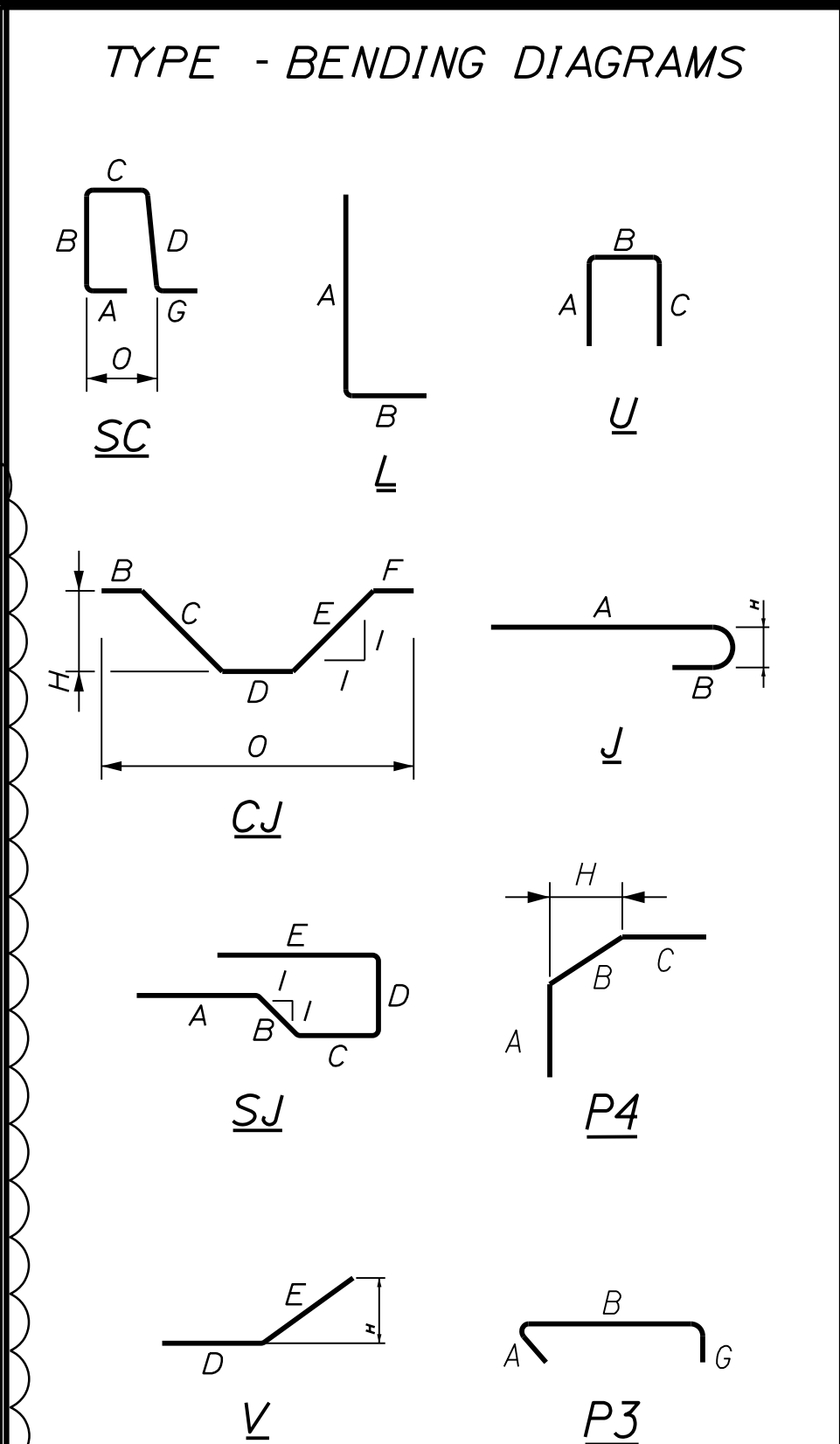
PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
S. LINDSEY	E. MORRISON	T. MCALLISTER	B. COLBURN	J. FITZ	REINFORCING UPDATES			
DATE	08-23	08-23	08-23	10-23				
BY	J. FITZ	J. FITZ	J. FITZ	J. FITZ	J. FITZ	J. FITZ	J. FITZ	J. FITZ
SIGNATURE								
P.E. NUMBER								
DATE								

I-95 SB & NB VAUGHAN DAGGETT MEMORIAL BRIDGES BR NOS. 1410 & 6078	PENOBSCOT COUNTY	ABUTMENT MODIFICATIONS
MEDWAY		

SHEET NUMBER
121
OF 168



STRAIGHT BARS						BENT BARS																							
MARK	QTY.	LENGTH	LOCATION			MARK	QTY.	LENGTH	LOCATION			MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION			
Superstructure (Each Bridge)			Abutment No. 2 (Each Bridge)			Superstructure (Each Bridge)																							
S500c	1520	57'-9"	Deck Longitudinal			B500c	25	20'-0"	Longitudinal Phase 1			S550c	2898	5'-8"	SC	10"	1'-4"	1'-3"	1'-5"				10"			1'-4"		Curb Stirrup	
S501c	2105	36'-11"	Deck Transverse			B501c	25	19'-8"	Longitudinal Phase 2			S551c	4210	5'-2"	J	4'-7"	7"							5"				Deck Overhang	
S502c	24	3'-7"	Curb End Longitudinal			B502c	35	3'-1"	Approach Slab Bend in Field			S552c	60	4'-5"	SJ	1'-1"	1'-0"	1'-5"	11"	0"							Deck End		
						B503c	14	17'-11"	WW Longitudinal NF			S553c	60	5'-1"	L	4'-3"	10"										Deck End		
S600c	60	8'-11"	Deck End			B504c	23	9'-8"	WW Vertical			S554c	90	8'-6"	CJ		2'-6"	1'-2"	1'-2"	1'-2"	2'-6"		10"	8'-0"			Construction Joint		
S601c	216	58'-4"	Deck Longitudinal, Piers 1 & 4			B505c	14	18'-4"	WW Longitudinal FF Long			S555c	8	4'-1"	U		1'-5"	1'-3"	1'-5"								Curb End		
S602c	216	60'-0"	Deck Longitudinal, Piers 2 & 3			B506c	8	3'-6"	Curtainwall Drill and Anchor			S556c	88	6'-0"	L	3'-0"	3'-0"										Drains		
S603c	2105	36'-11"	Deck Transverse			B507c	8	8'-9"	Curtainwall Vertical																				
						B508c	20	6'-7"	Curtainwall Longitudinal																				
Approach Slabs (Each Bridge)						B509c	4	16'-10"	WW Longitudinal			Abutment No. 1 (Each Bridge)																	
AS501b	32	20'-0"	Approach Slab Transverse			B510c	4	15'-5"	WW Longitudinal			A550c	39	3'-2"	L	2'-4"	10"											Backwall Below Approach Slab	
AS502b	32	14'-0"	Approach Slab Transverse			B511c	4	14'-2"	WW Longitudinal			A551c	39	11'-0"	U		4'-11"	1'-2"	4'-11"									Backwall	
						B512c	4	12'-11"	WW Longitudinal			A552c	76	3'-2"	P3	8"	1'-8"					10"						Stirrups	
AS601b	124	15'-2"	Approach Slab Longitudinal			B513c	4	11'-8"	WW Longitudinal			A553c	38	4'-9"	L	3'-5"	1'-4"											WW Longitudinal Curb	
						B514c	4	10'-5"	WW Longitudinal			A554c	38	4'-9"	SJ	2'-4"	6"	7"	1'-4"	0"								WW Curb Stirrups	
Abutment No. 1 (Each Bridge)						B515c	14	17'-5"	WW Longitudinal FF Short			A555c	90	3'-4"	P3	8"	1'-8"					1'-0"						WW Stirrups	
A500c	25	20'-0"	Longitudinal Phase 1			B516c	2	6'-3"	WW Vertical			A556c	9	8'-10"	P4	10"	7'-2"	10"						5'-9"				WW Corner Long	
A501c	25	19'-8"	Longitudinal Phase 2			B517c	2	6'-8"	WW Vertical			A557c	9	7'-5"	P4	10"	5'-9"	10"						3'-11"				WW Corner Short	
A502c	35	3'-1"	Approach Slab Bend in Field			B518c	2	7'-1"	WW Vertical			A558c	2	6'-1"	V				3'-7"	2'-6"				1'-1"				Flying WW Varying	
A503c	14	17'-11"	WW Longitudinal NF			B519c	2	7'-6"	WW Vertical			A559c	2	6'-7"	V				4'-1"	2'-6"				1'-1"				Flying WW Varying	
A504c	23	9'-11"	WW Vertical			B520c	2	7'-11"	WW Vertical			A560c	2	7'-1"	V				4'-7"	2'-6"				1'-1"				Flying WW Varying	
A505c	14	18'-4"	WW Longitudinal FF Long			B521c	2	8'-4"	WW Vertical			A561c	2	7'-7"	V				5'-1"	2'-6"				1'-1"				Flying WW Varying	
A506c	8	3'-6"	Curtainwall Drill and Anchor			B522c	2	8'-9"	WW Vertical			A562c	2	8'-1"	V				5'-7"	2'-6"				1'-1"				Flying WW Varying	
A507c	8	9'-1"	Curtainwall Vertical			B523c	2	9'-2"	WW Vertical			A563c	2	8'-7"	V				6'-1"	2'-6"				1'-1"				Flying WW Varying	
A508c	22	6'-7"	Curtainwall Longitudinal			B524c	10	18'-4"	WW Longitudinal Curb			A564c	2	9'-1"	V				6'-7"	2'-6"				1'-1"				Flying WW Varying	
A509c	4	17'-2"	WW Longitudinal			B525c	16	8'-0"	Additional Corner Bar			A565c	2	9'-7"	V				7'-1"	2'-6"				1'-1"				Flying WW Varying	
A510c	4	16'-0"	WW Longitudinal									A566c	18	6'-2"	SJ	0"	10"	7"	1'-4"	3'-5"								WW Additional Post Bars	
A511c	4	15'-0"	WW Longitudinal			B700c	78	7'-6"	Vertical			A750c	24	9'-10"	V				7'-8"	2'-2"				1'-0"				WW Vertical FF	
A512c	4	14'-0"	WW Longitudinal			B701c	124	5'-2"	Drill and Anchor																				
A513c	4	13'-0"	WW Longitudinal																										
A514c	4	12'-0"	WW Longitudinal																										
A515c	14	17'-5"	WW Longitudinal FF Short									Abutment No. 2 (Each Bridge)																	
A516c	2	6'-2"	WW Vertical									B550c	39	3'-2"	L	2'-4"	10"											Backwall Below Approach Slab	
A517c	2	6'-8"	WW Vertical									B551c	39	11'-0"	U		4'-11"	1'-2"	4'-11"									Backwall	
A518c	2	7'-2"	WW Vertical									B552c	76	3'-2"	P3	8"	1'-8"						10"					Stirrups	
A519c	2	7'-8"	WW Vertical									B553c	38	4'-7"	L	3'-3"	1'-4"											WW Longitudinal Curb	
A520c	2	8'-2"	WW Vertical									B554c	38	4'-9"	SJ	7"	1'-4"	0"	4'-9"	0"								WW Curb Stirrups	
A521c	2	8'-8"	WW Vertical									B555c	90	3'-4"	P3	8"	1'-8"					1'-0"						WW Stirrups	
A522c	2	9'-2"	WW Vertical									B556c	9	8'-10"	P4	10"	7'-2"	10"										WW Corner Long	
A523c	2	9'-8"	WW Vertical									B557c	9	7'-5"	P4	10"	5'-9"	10"										WW Corner Short	
A524c	10	18'-4"	WW Longitudinal Curb									B560c	2	6'-6"	V				4'-3"	2'-3"				1'-0"				Flying WW Varying	
A525c	16	8'-0"	Additional Corner Bar									B561c	2	6'-11"	V				5'-1"	2'-3"				1'-0"				Flying WW Varying	
												B562c	2	7'-4"	V				5'-1"	2'-3"				1'-0"				Flying WW Varying	
A700c	78	7'-8"	Vertical									B563c	2	7'-9"	V				5'-6"	2'-3"				1'-0"				Flying WW Varying	
A701c	124	5'-2"	Drill and Anchor									B564c	2	8'-2"	V				5'-11"	2'-3"				1'-0"				Flying WW Varying	
												B565c	2	8'-7"	V				6'-4"	2'-3"				1'-0"				Flying WW Varying	
												B566c	2	9'-0"	V				6'-9"	2'-3"				1'-0"				Flying WW Varying	
												B567c	2	9'-5"	V				7'-2"	2'-3"				1'-0"				Flying WW Varying	
												B568c	18	5'-9"	SJ	0"	10"	7"	1'-4"	3'-0"								WW Additional Post Bars	
						Abutment No. 2 (Bridge #6078 Only)																							
						B558c	4	6'-2"	U					1'-3"	3'-8"	1'-3"												Pedestal Long	
						B559c	4	5'-9"	U					1'-3"	3'-3"	1'-3"												Pedestal Short	
												B750c	24	10'-2"	V				7'-6"	2'-8"				1'-2"				WW Vertical FF	
						Abutment No. 2 (Bridge #1410 Only)																							
						B750c	24	9'-7"	V							7'-6"	2'-1"					11"					WW Vertical FF		



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.

Plain Reinforcing Steel: ASTM A 615, Grade 60
Stainless Steel Reinforcing: ASTM A955, Grade 75
Glass Fiber Reinforced Polymer: ASTM D7957
Low-Carbon Chromium Steel: ASTM A1035, Type CS, Grade 100

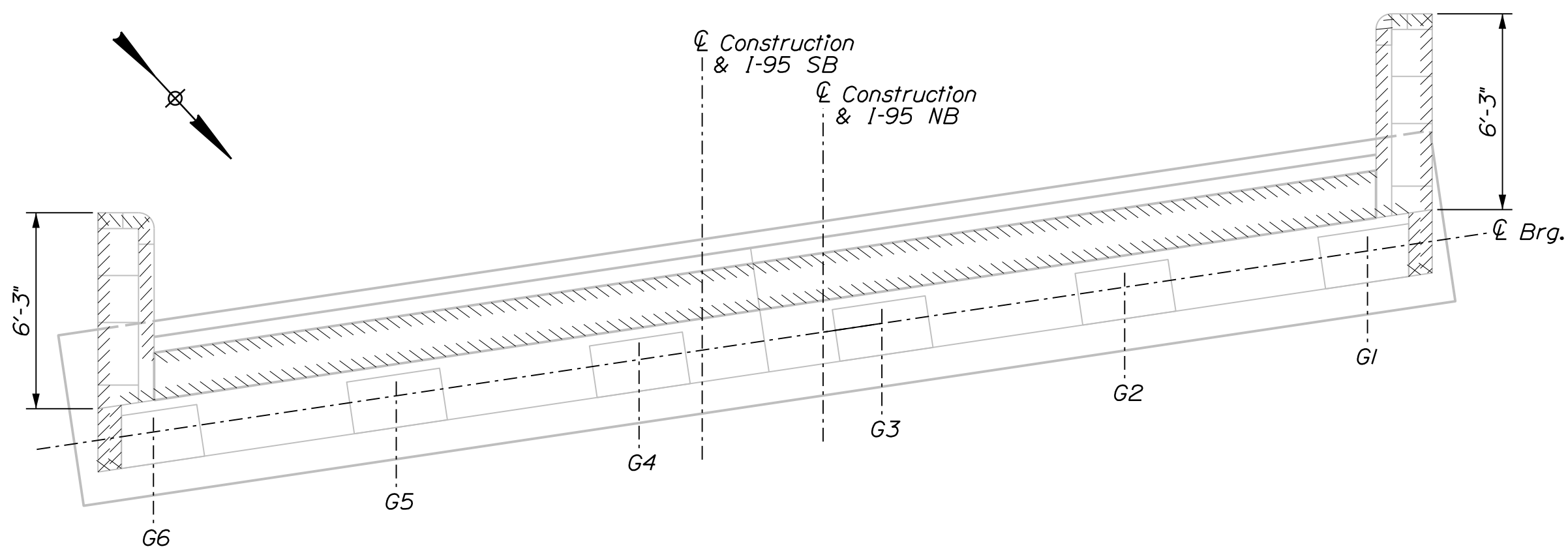
GENERAL NOTES

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

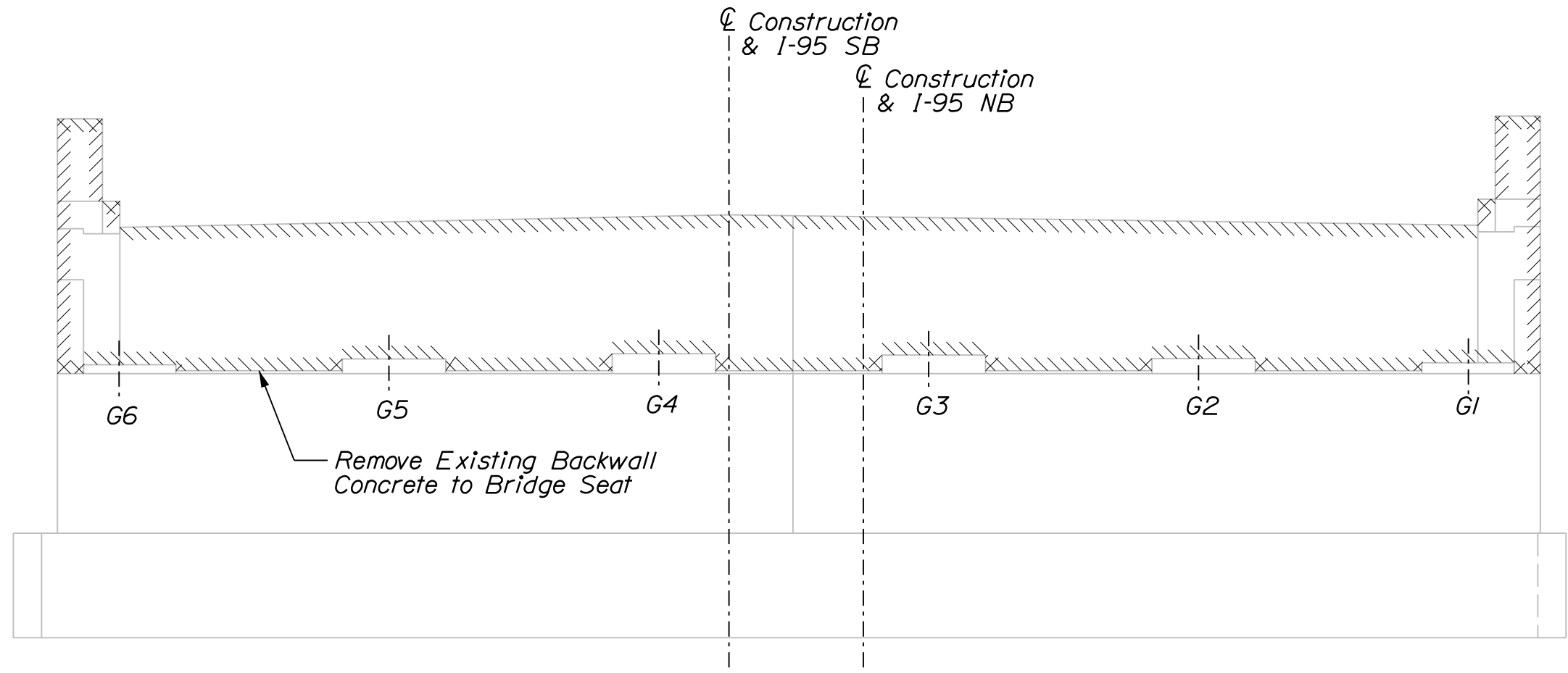
Mark "A502" = bar size #5
Mark "P805" = bar size #8
Mark "S650" = bar size #6
Mark "P1404" = bar size #14
2. The lower case letter following the bar number indicates the material of the bar.

"A500b", b = (Black) Plain Steel
"A550s", s = Stainless Steel
"S500p", p = Glass Fiber Reinforced Polymer
"P510c", c = Low-Carbon Chromium Steel
3. All reinforcement bars shall be Low-Carbon Chromium Steel except in the approach slabs. Approach slab reinforcement will be Plain Reinforcing Steel.

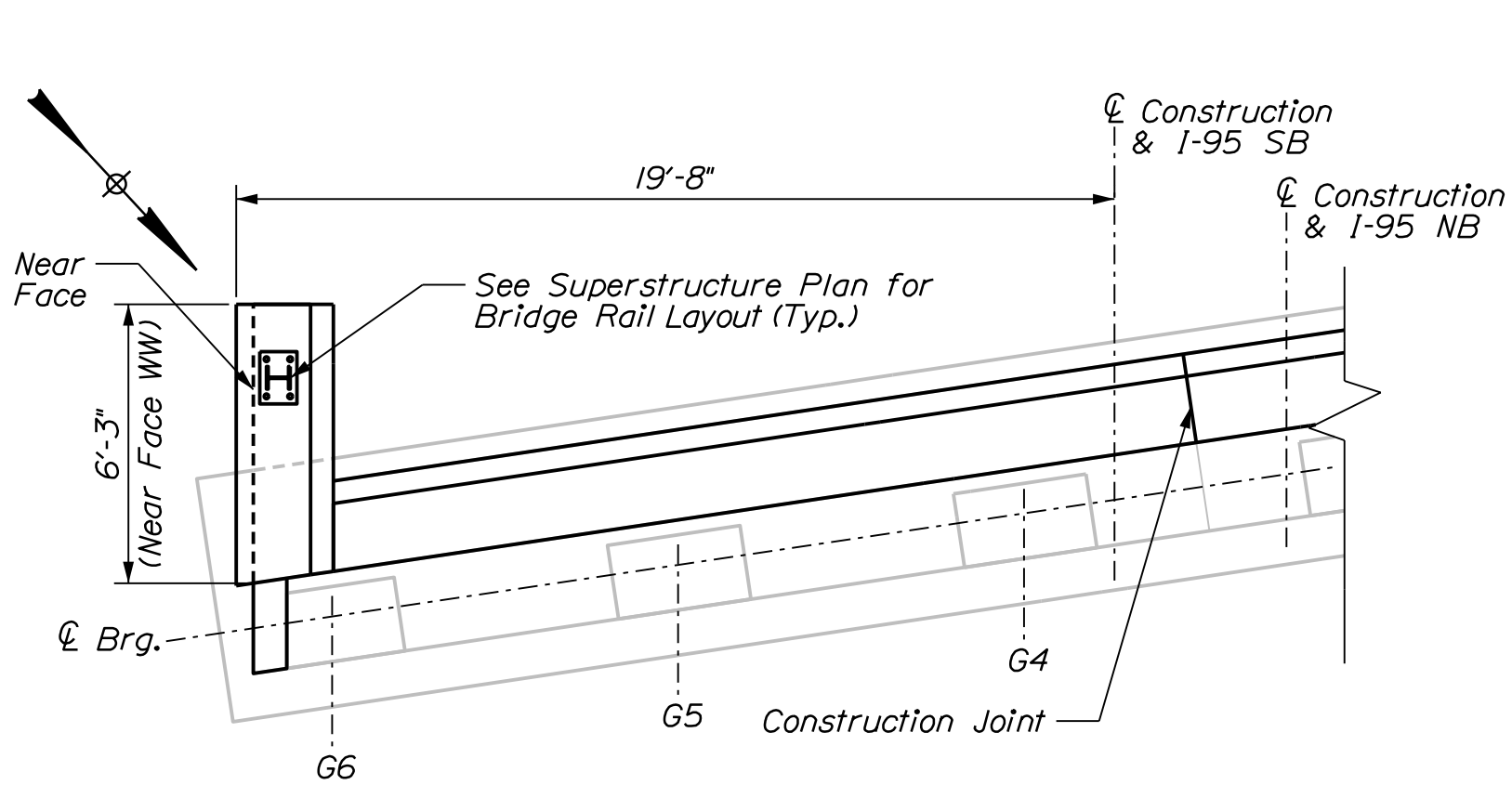
I-95 SB & NB VAUGHAN DAGGETT MEMORIAL BRIDGES BR NOS. 1410 & 6078 MEDWAY PENOBSCOT	PROJ. MANAGER		BY		
	DESIGN-DETAILED	S. LINDSEY	E. MORRISON	08-23	
	CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	08-23	
	DESIGN-DETAILED2	N. EDMAN	J. FITZ	08-23	SIGNATURE
	DESIGNS-DETAILED3				P.E. NUMBER
	REVISIONS 1	REINFORCING UPDATES	10-23		
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					DATE
FIELD CHANGES					
REINFORCING STEEL SCHEDULE					
SHEET NUMBER	STATE OF MAINE				
	DEPARTMENT OF TRANSPORTATION				
	PROJECT NO. 2563101 & 2563102				
135 OF 168	WIN 25631.01 & 25631.02				
	BRIDGE NO. 1410 & 6078				
BRIDGE PLANS					



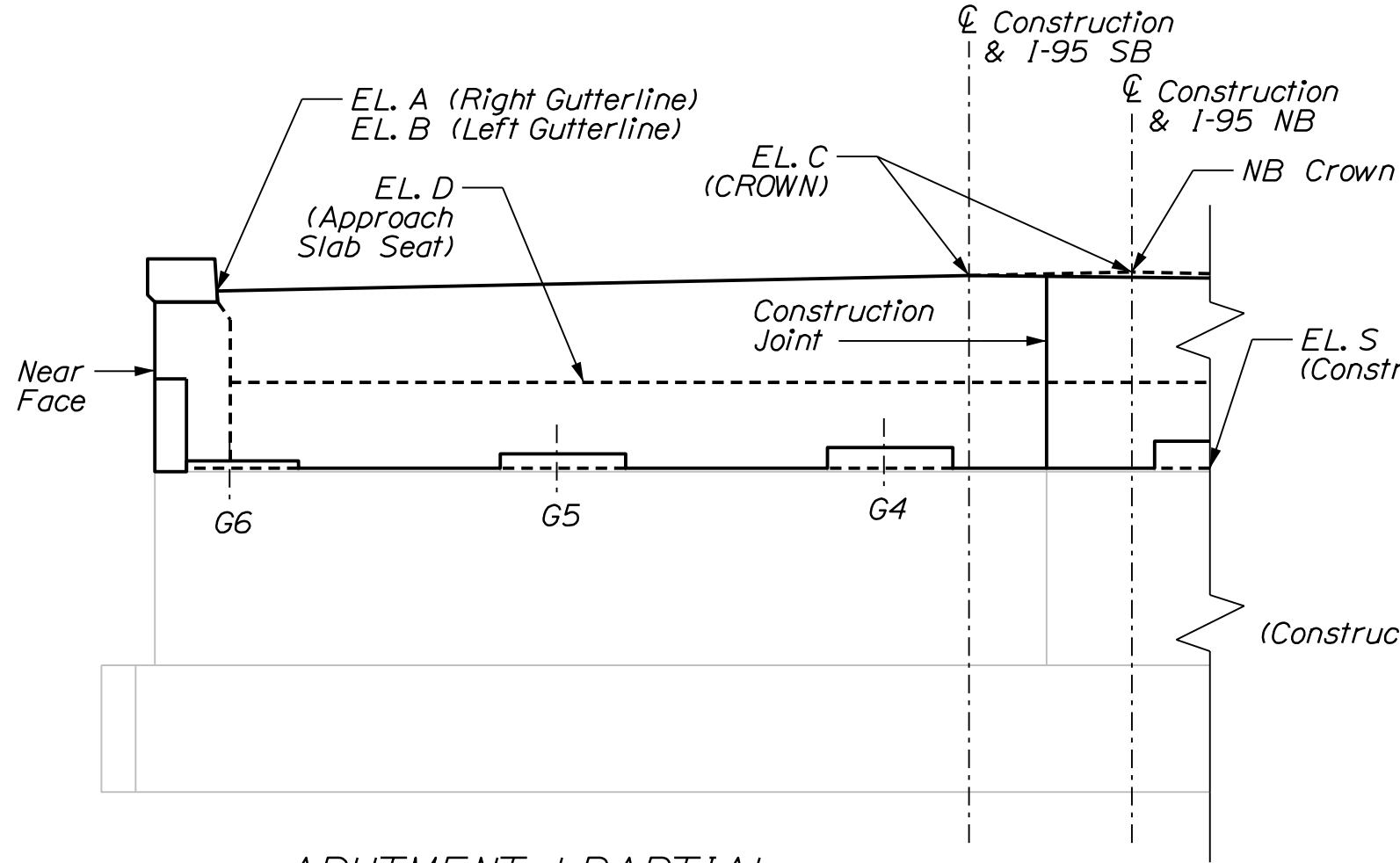
ABUTMENT 1 DEMOLITION PLAN
(ABUTMENT 2 SIMILAR)



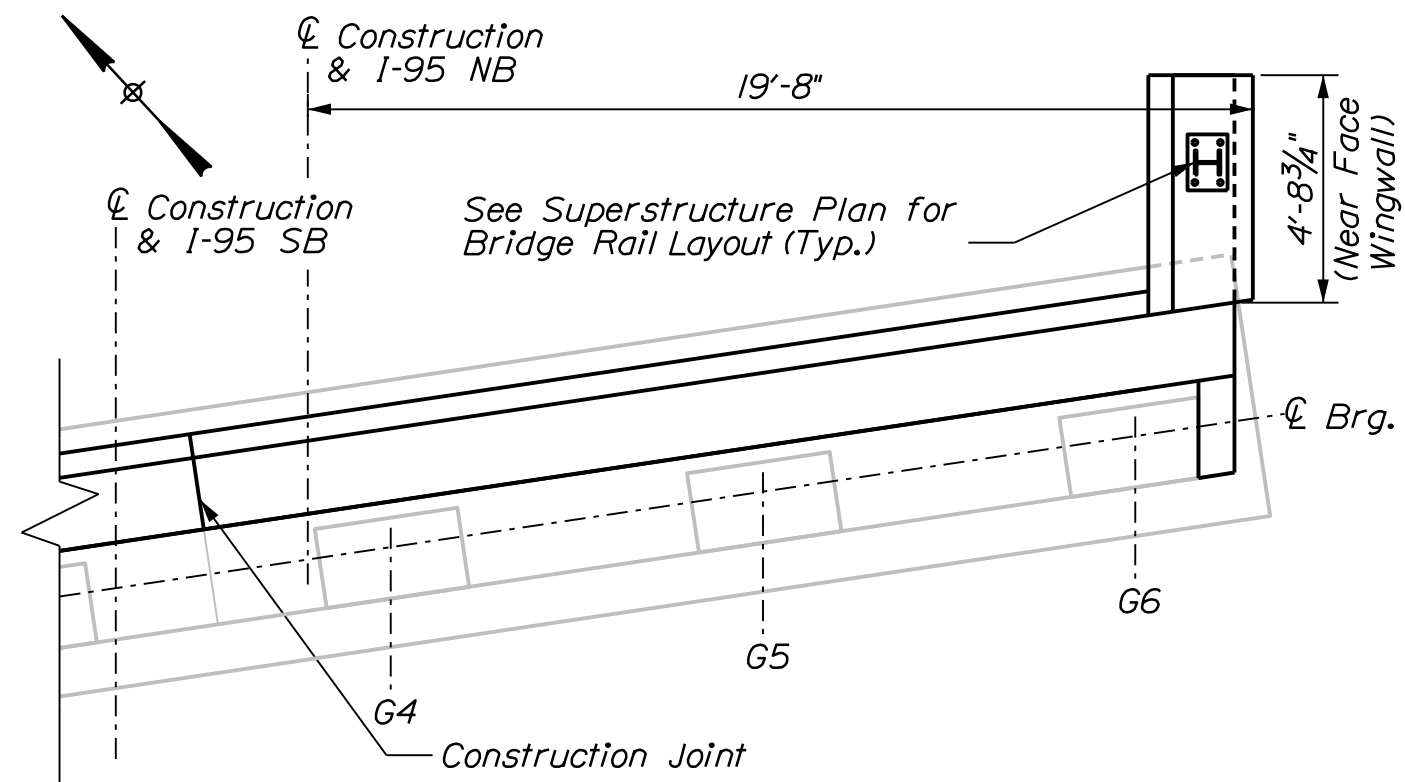
ABUTMENT 1 DEMOLITION ELEVATION
(ABUTMENT 2 SIMILAR)



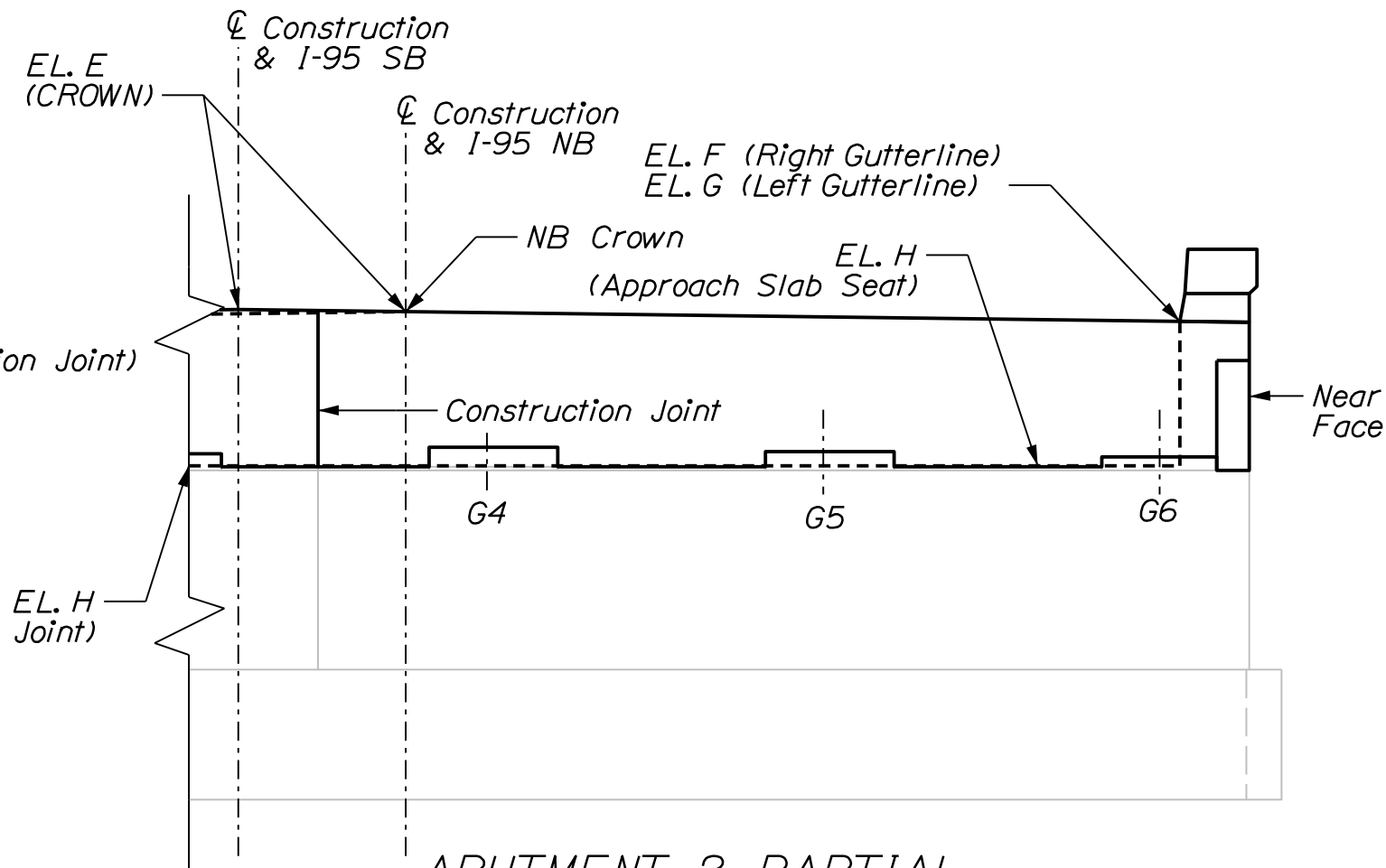
ABUTMENT 1 PARTIAL
CONSTRUCTION PLAN



ABUTMENT 1 PARTIAL
CONSTRUCTION ELEVATION



ABUTMENT 2 PARTIAL
CONSTRUCTION PLAN

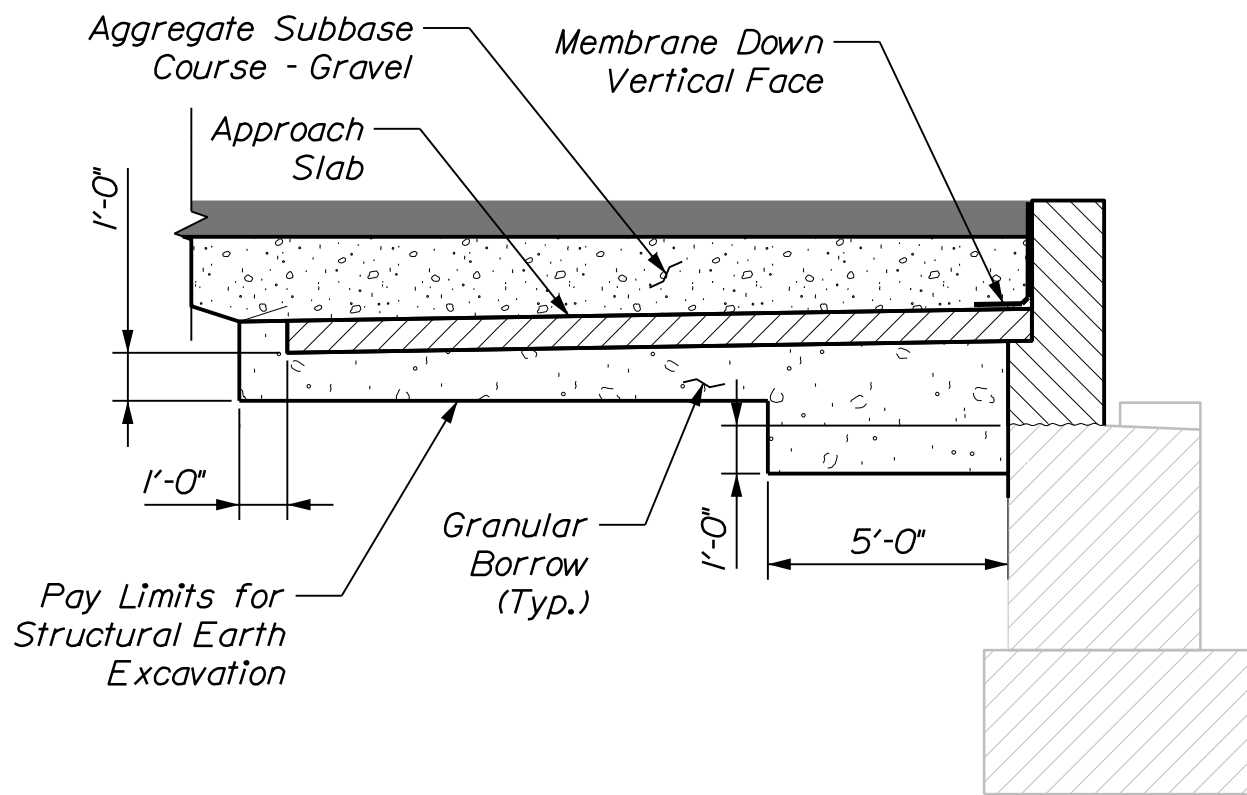


ABUTMENT 2 PARTIAL
CONSTRUCTION ELEVATION

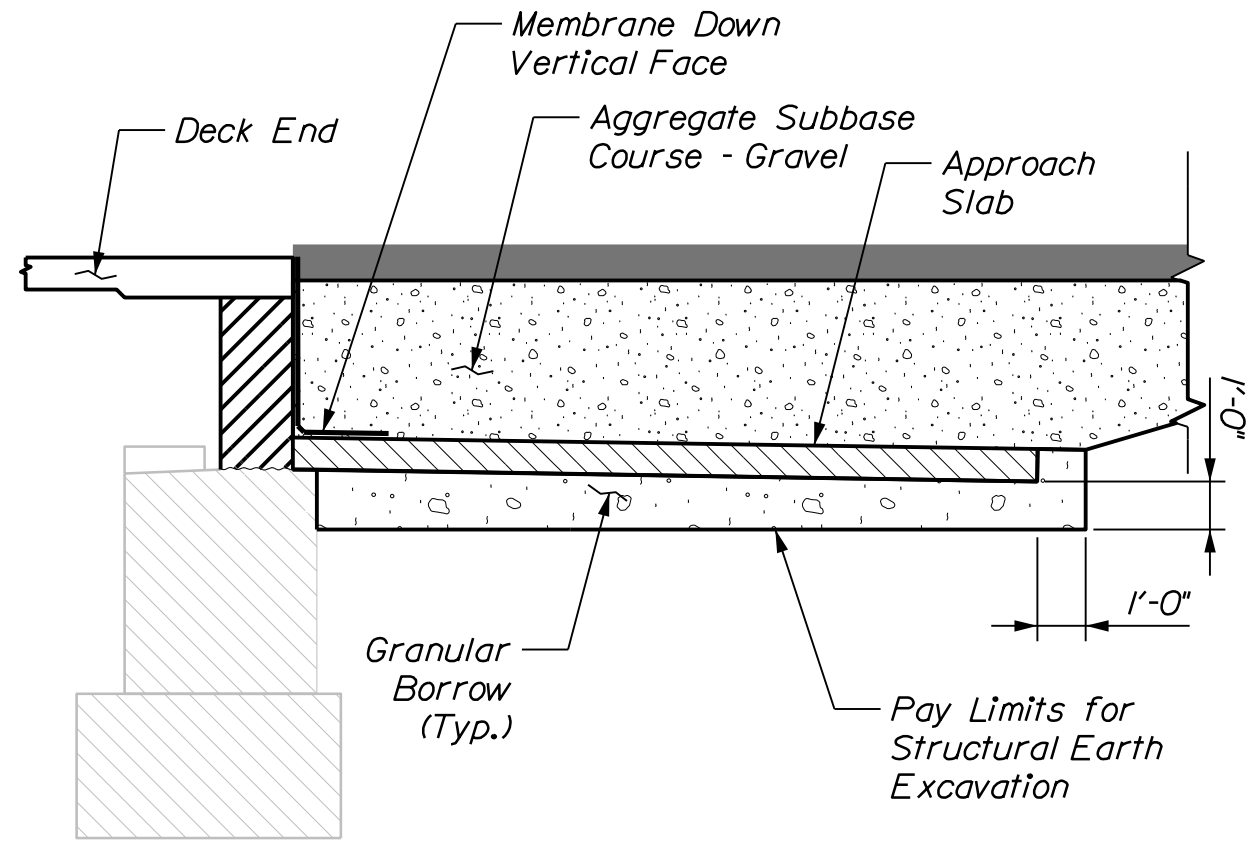
ABUTMENT AND WINGWALL MODIFICATION NOTES

- The Contractor shall use care not to damage any existing reinforcing steel which is to remain. Any damaged reinforcing steel shall be replaced as directed by the Resident at no expense to the Department.
- Before drilling and grouting new reinforcing steel, the Contractor shall locate reinforcing steel in existing concrete by non-destructive methods to avoid conflicts. All costs associated with this work shall be incidental to related Contract items.
- Reinforcing steel shall have 2 inches cover unless otherwise noted.
- Existing abutment and wingwall concrete to be removed as shown on the plans shall be sawcut 1 inch deep prior to removal of existing concrete. All costs associated with this work shall be incidental to related Contract items.
- Where drilling and anchoring of reinforcement is required, the Contractor shall use a material listed on the Maine Department of Transportation Qualified Products List of Concrete Adhesive Anchor Systems. The depth of embedment shall be sufficient to develop 125% of the yield strength of the bar per the manufacturer's recommendations or 12 inches, whichever is greater. Proposed anchoring material and embedment depth shall be submitted for approval. Payment for drilling and anchoring will be incidental to related Contract items.
- Dimensions and layout shown are based on available as-built drawings. Contractor shall field verify all dimensions prior to any related work.
- All surfaces to be rehabilitated shall be clean of all debris and foreign material and shall be roughened to the 1/2" amplitude prior to placement of the new concrete. Payment shall be incidental to related concrete items.
- Projecting reinforcing that can be maintained, in addition to that shown in the details, may be left in place at Contractor's discretion.
- Cover joints where waterstops are not required in accordance with Standard Details Section 502.
- Anchor rods shall be drilled and grouted into bearing pedestals. Grout shall be from MaineDOT approved grout from Qualified Products List.

I-95 Over Route 116 Substructure Elevations															
Bridge	ABUTMENT 1								ABUTMENT 2						
	EL. A		EL. B		EL. C		EL. D	EL. S*	EL. E		EL. F		EL. G		EL. H*
	NF	FF	NF	FF	NF	FF			NF	FF	NF	FF	NF	FF	
6077 (NB)	290.02	290.05	290.22	290.25	290.47	290.50	287.55	285.72	286.73	286.70	286.28	286.24	286.47	286.44	283.31
1411 (SB)	289.78	289.81	289.83	289.86	290.15	290.18	287.23	285.52	286.53	286.50	286.16	286.13	286.21	286.18	283.25
NF = Near Face FF = Far Face															
*Elevation to coincide with the existing construction joint elevation. Elevations provided are approximated from the existing bridge plans. To be field verified.															

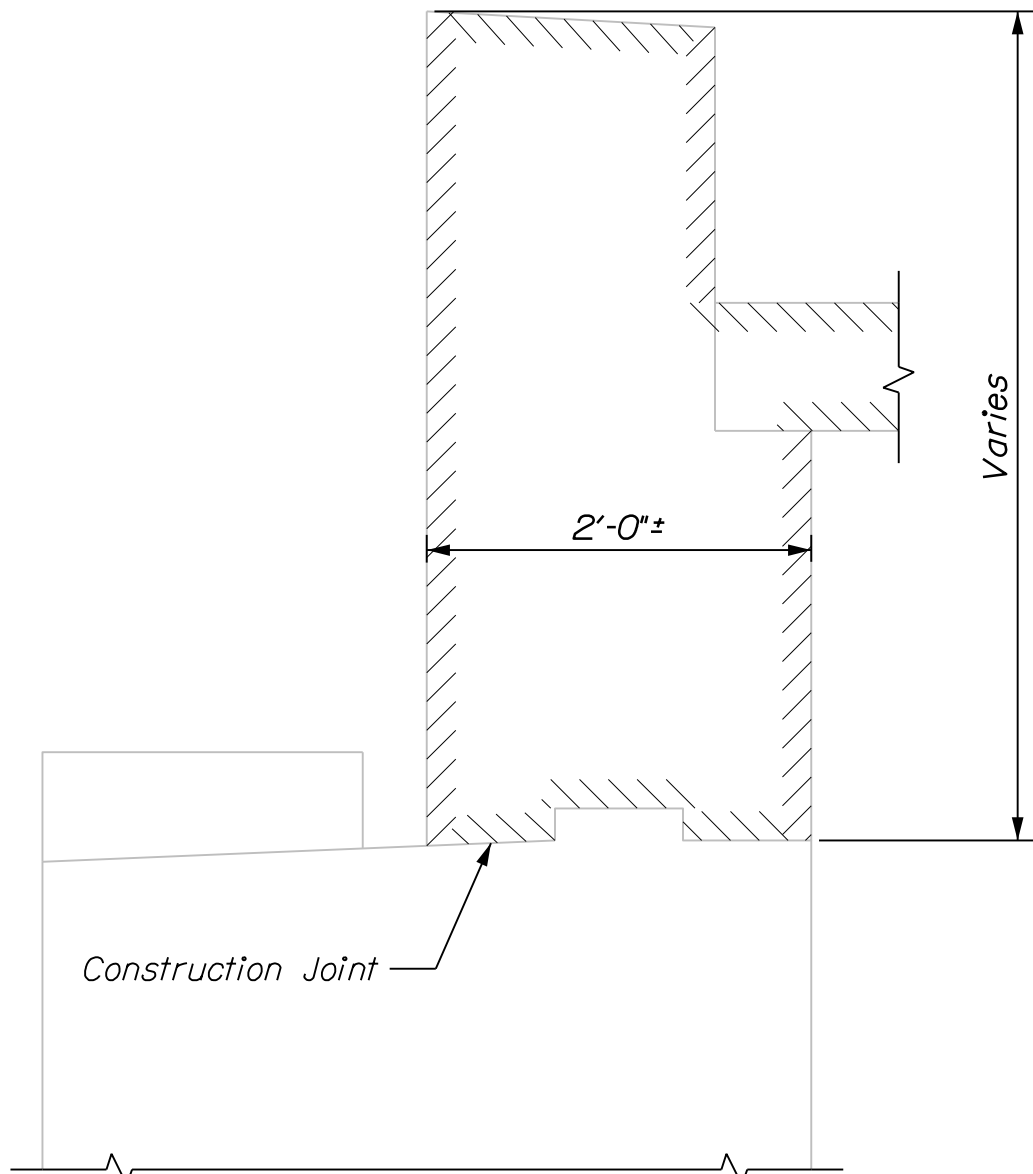


ABUTMENT 1 BACKFILL DETAIL
Abutment Detail Shown, Wingwall Detail Similar

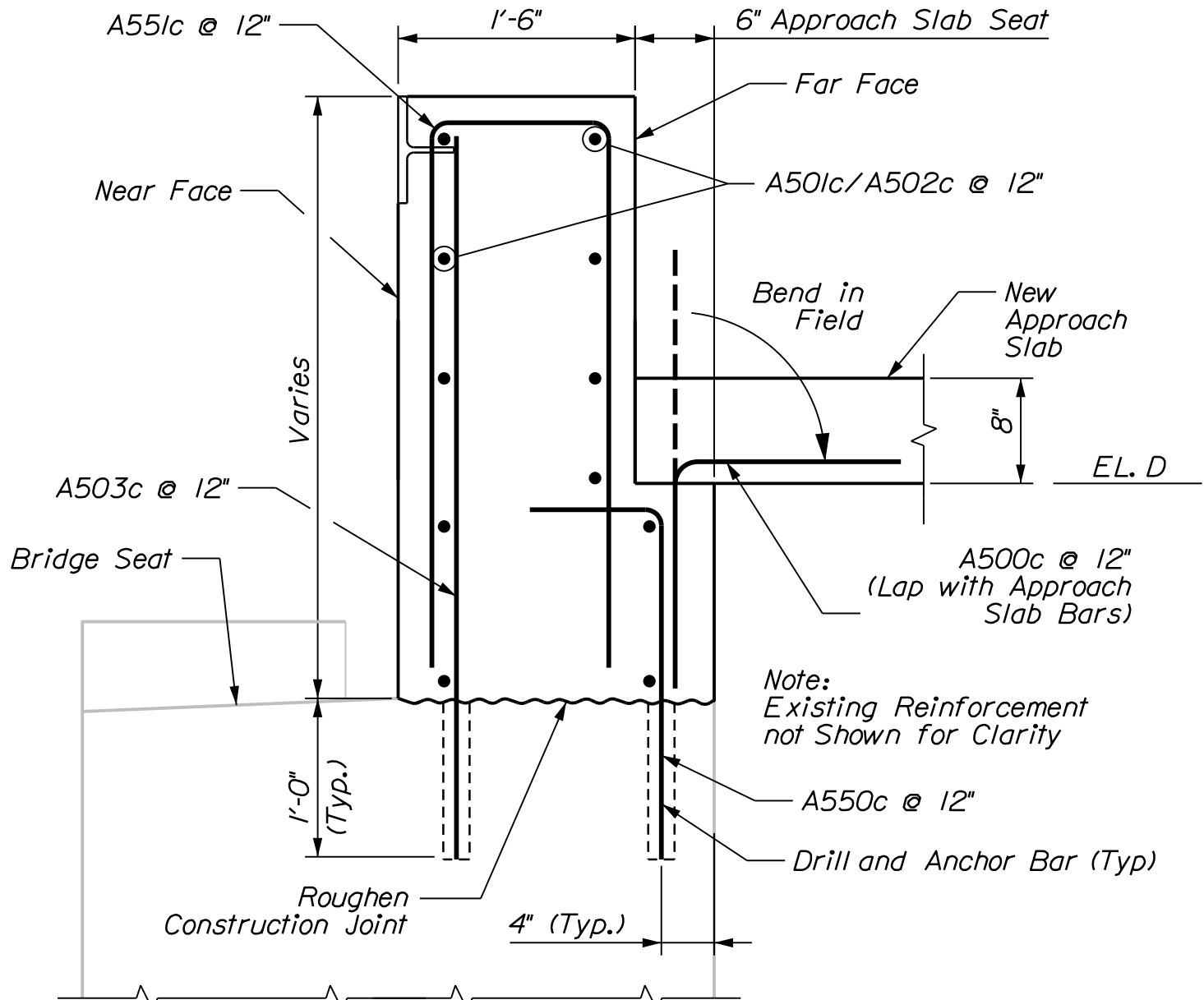


ABUTMENT 2 BACKFILL DETAIL
Abutment Detail Shown, Wingwall Detail Similar

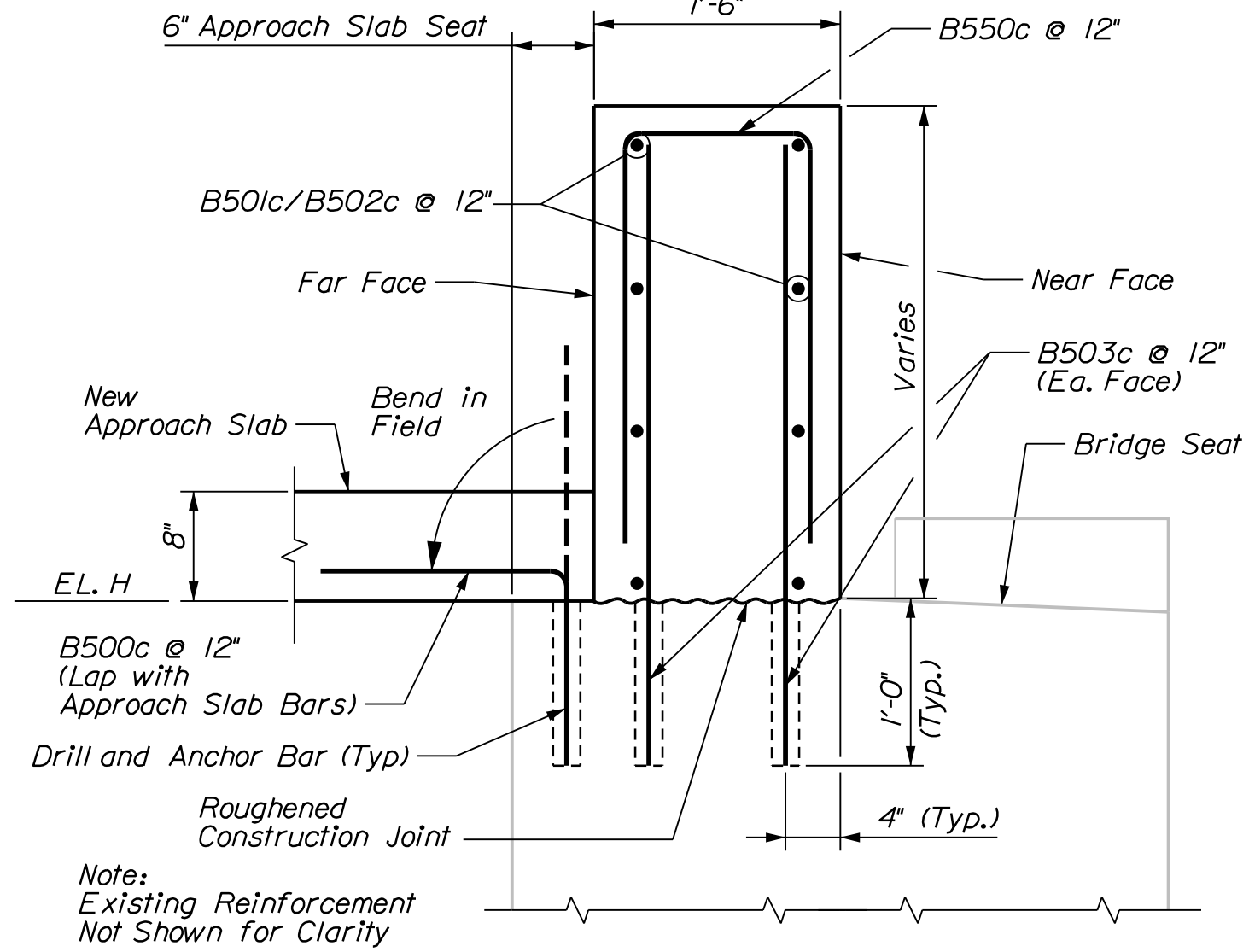
PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGNED-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
S. LINDSEY	E. MORRISON	T. MCALLIFFE	N. EDMAN	REINFORCING UPDATES				
DATE	08-23	08-23	08-23	10-23				
BY	J. FITZ							
SIGNATURE								
P.E. NUMBER								
DATE								



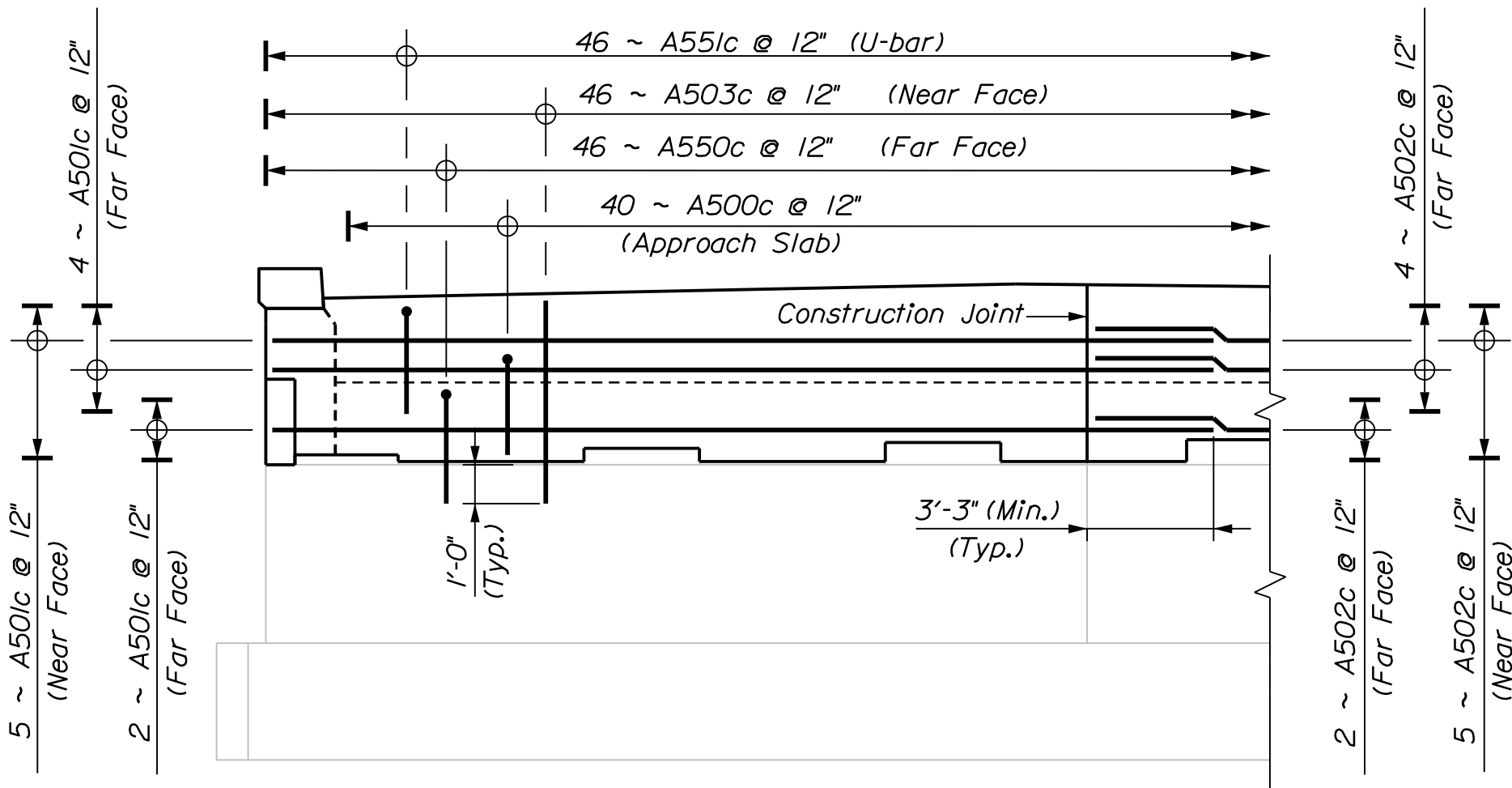
ABUTMENT DEMOLITION SECTION



ABUTMENT 1 CONSTRUCTION SECTION

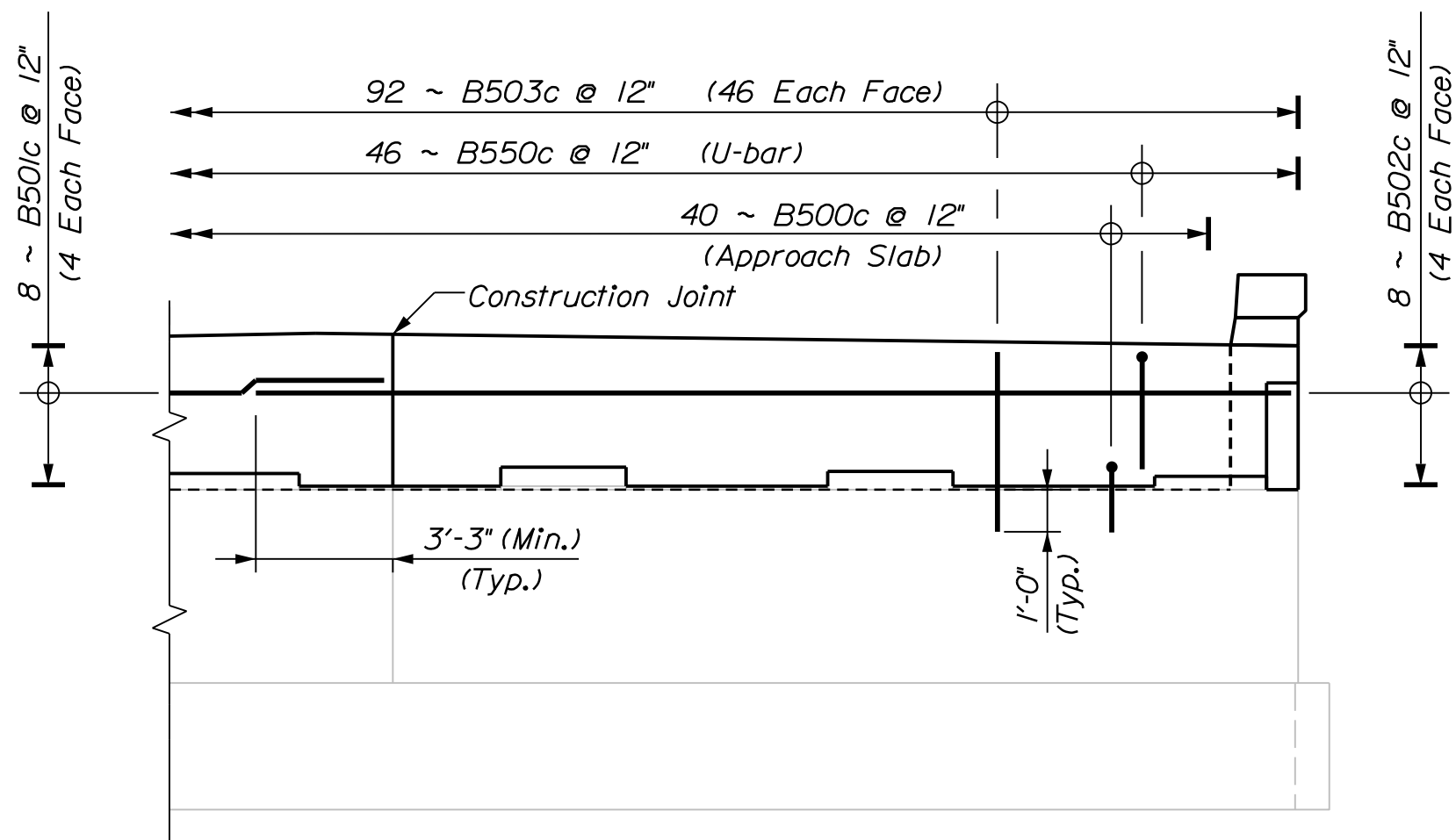


ABUTMENT 2 CONSTRUCTION SECTION



ABUTMENT 1 PARTIAL
REINFORCEMENT ELEVATION

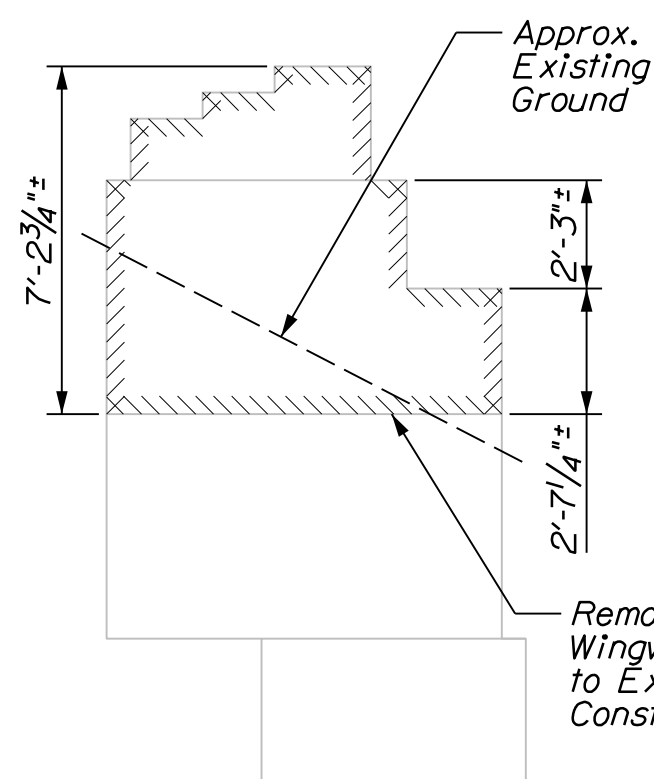
Note:
Existing Reinforcement
Not Shown for Clarity



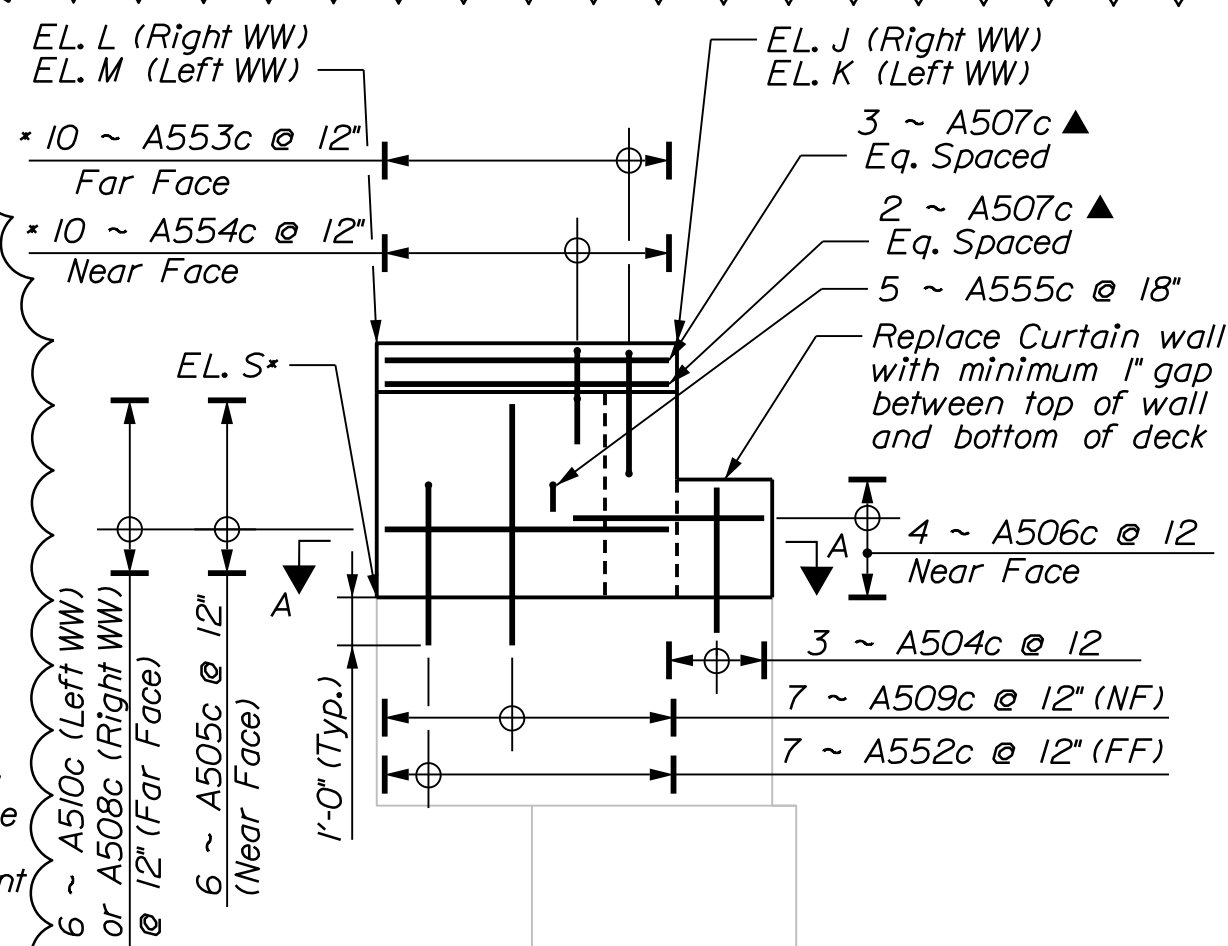
ABUTMENT 2 PARTIAL
REINFORCEMENT ELEVATION

Note:
Existing Reinforcement
not Shown for Clarity

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	S. LINDSEY	08-23
CHECKED-REVIEWED	E. MORRISON	08-23
DESIGNS-DETAILED	T. MCALLISTER	08-23
DESIGNS-DETAILED	N. EDMAN	08-23
REVISIONS 1	REINFORCING UPDATES	10-23
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

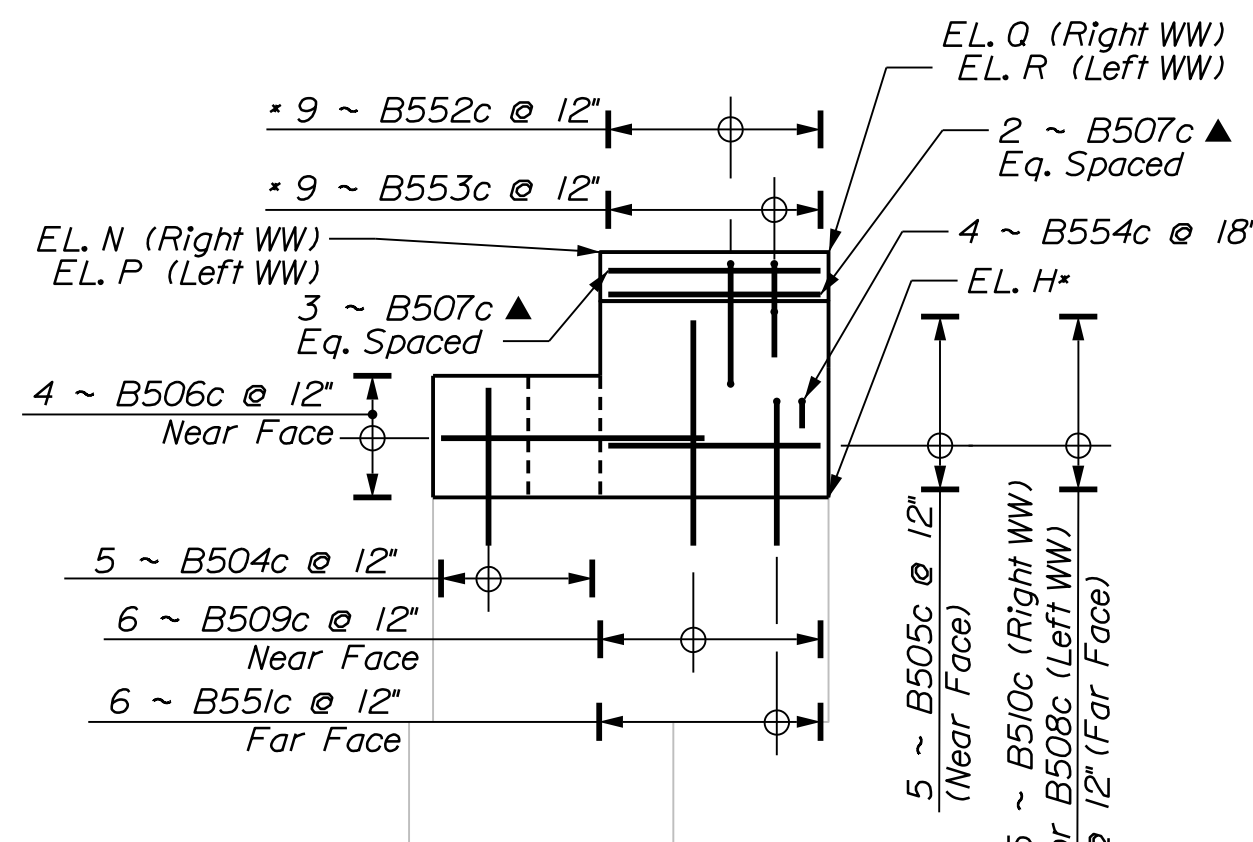


WINGWALL DEMOLITION ELEVATION



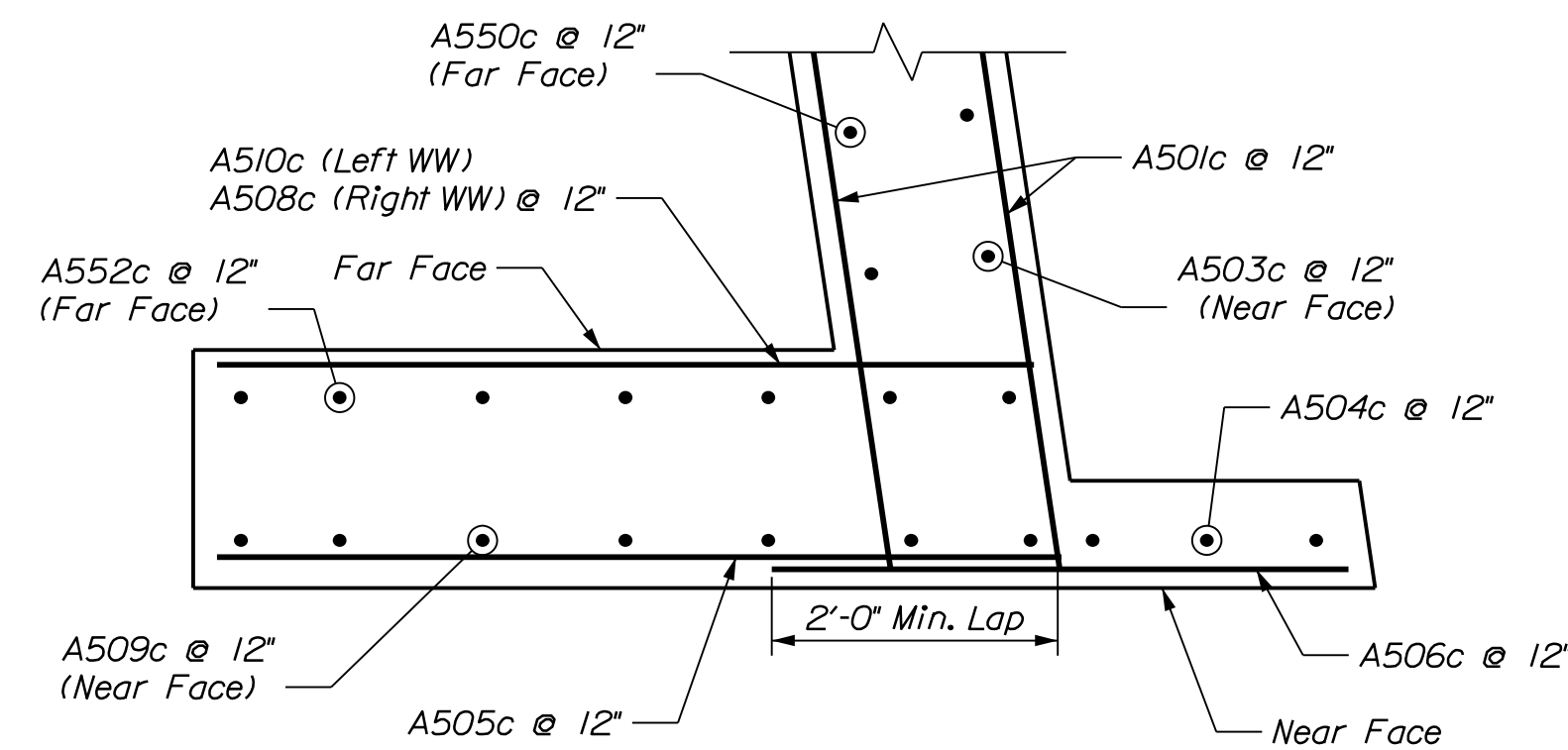
ABUTMENT / WINGWALL
CONSTRUCTION ELEVATION

* Includes Additional Bars at Rail Post ▲ = Bars to be Cut in Field



ABUTMENT 2 WINGWALL
CONSTRUCTION ELEVATION

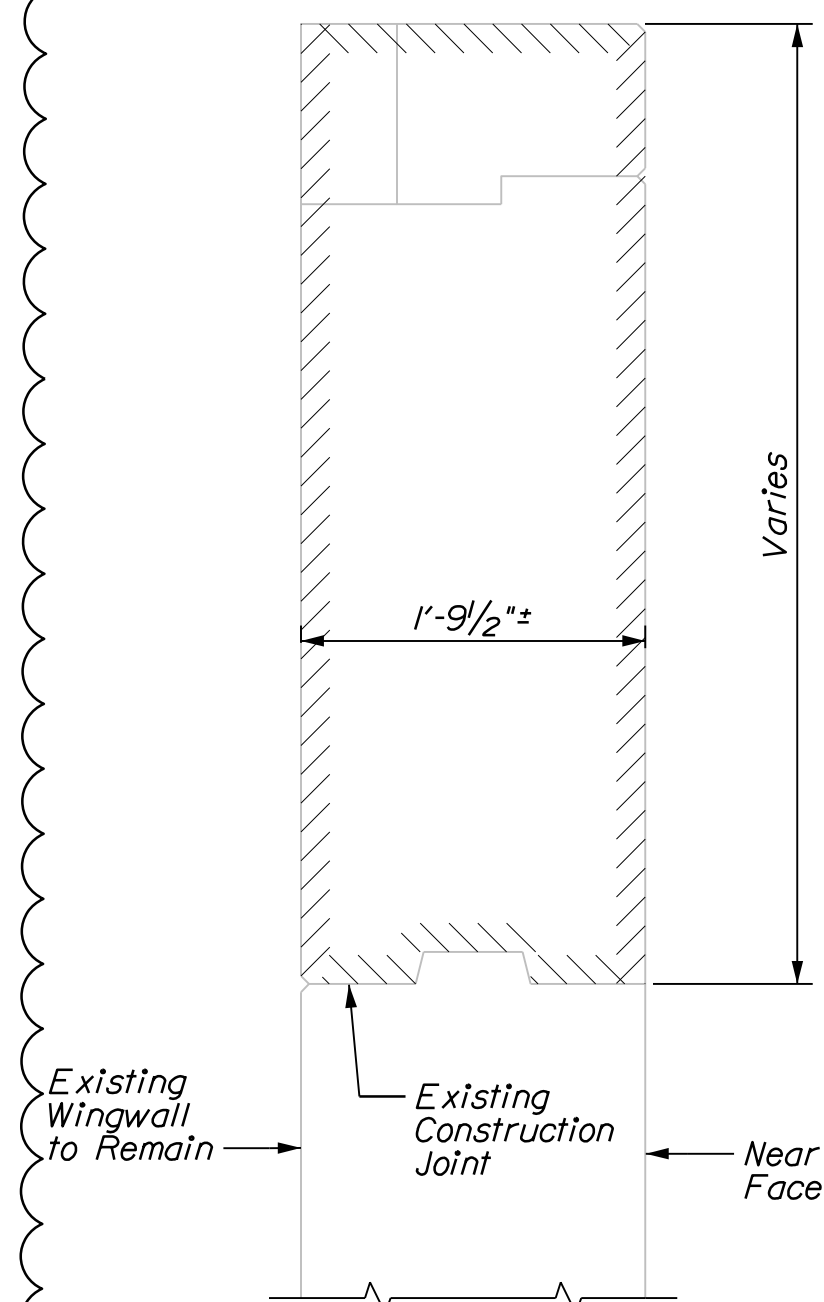
* Includes Additional Bars at Rail Post ▲ = Bars to be Cut in Field



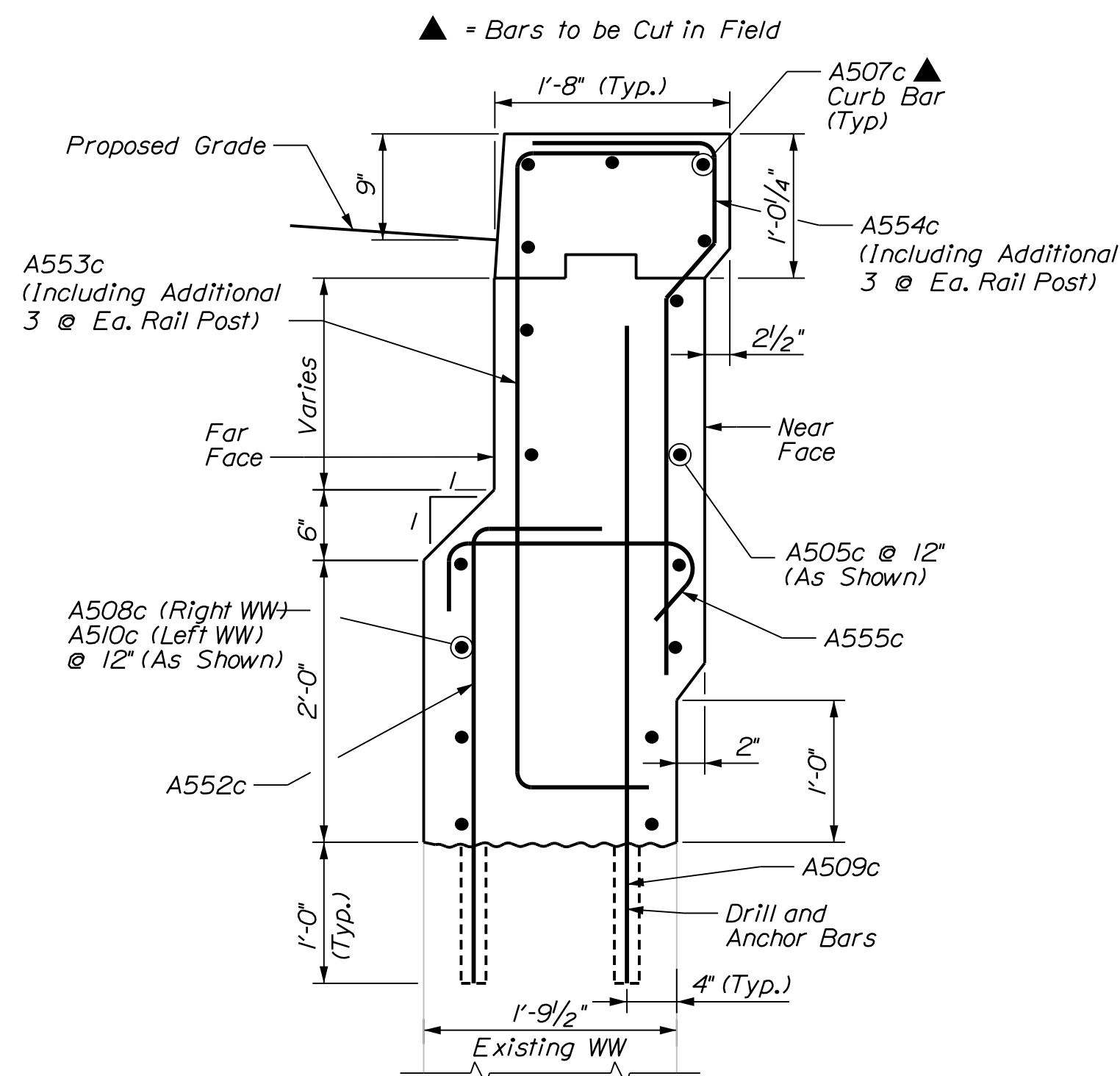
SECTION A-A

Abutment 1 Shown (Abutment 2 Similar)

I-95 Over Route 116 Wingwall Elevations								
Bridge	Abutment 1				Abutment 2			
	EL. J	EL. K	EL. L	EL. M	EL. N	EL. P	EL. Q	EL. R
6077 (NB)	290.76	290.97	290.90	291.10	288.17	288.37	287.99	288.20
1411 (SB)	290.53	290.58	290.66	290.72	288.01	288.07	287.88	287.94

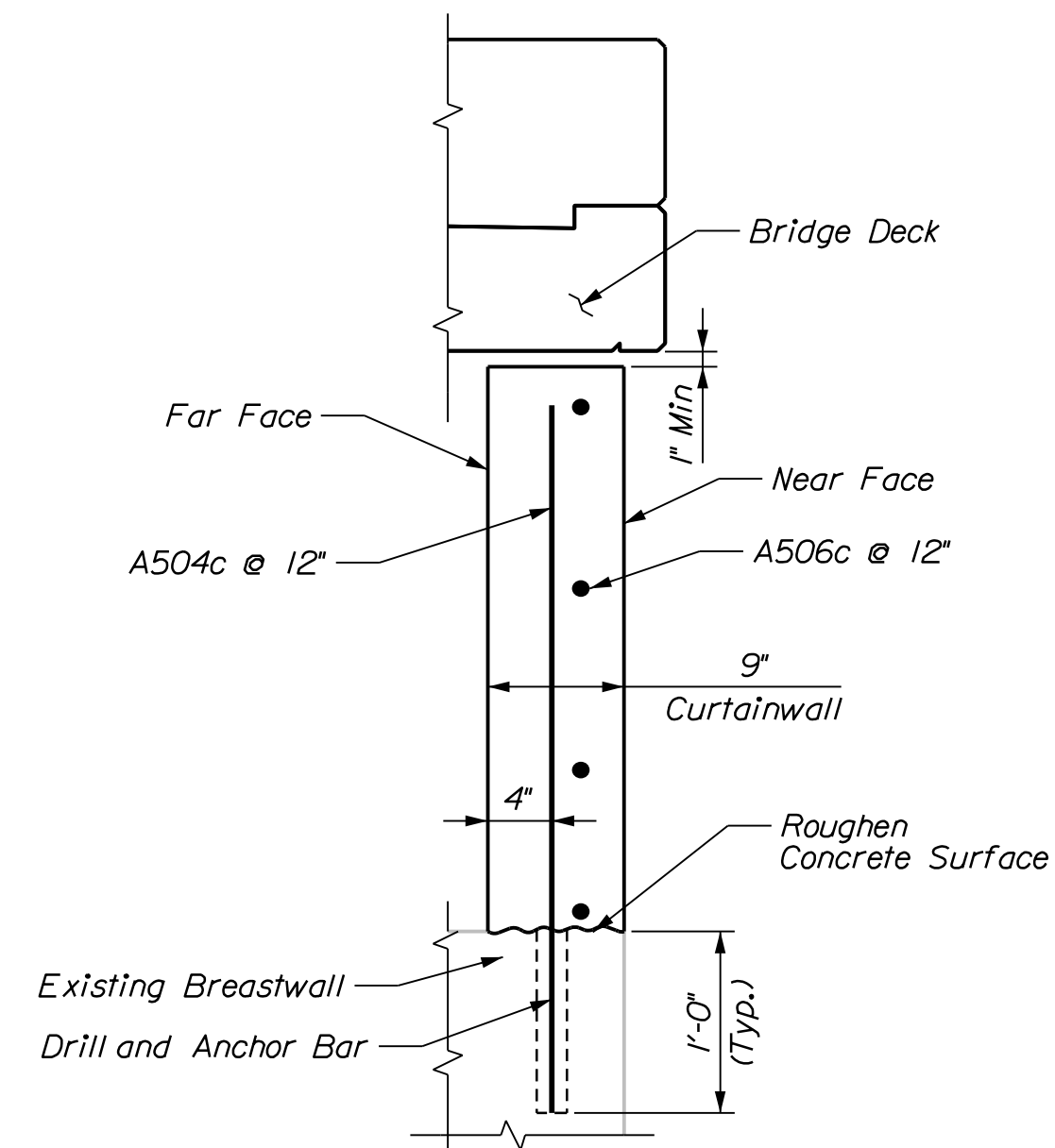


(WINGWALL DEMOLITION SECTION)



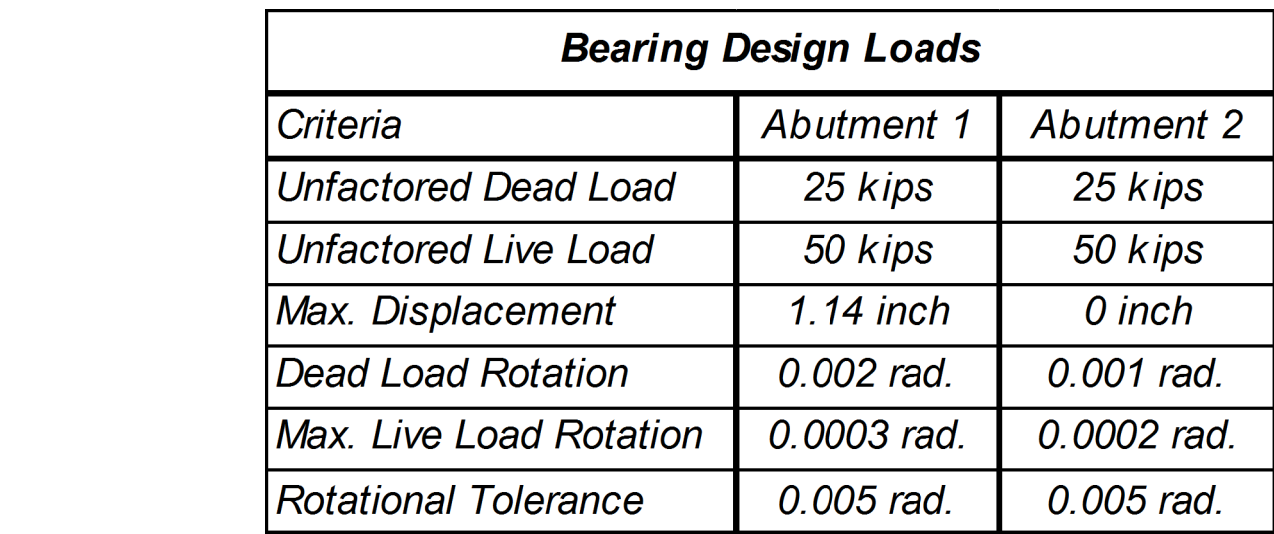
WINGWALL CONSTRUCTION SECTION

(All Wingwalls Similar)
Abutment 1 Shown (Abutment 2 Similar)



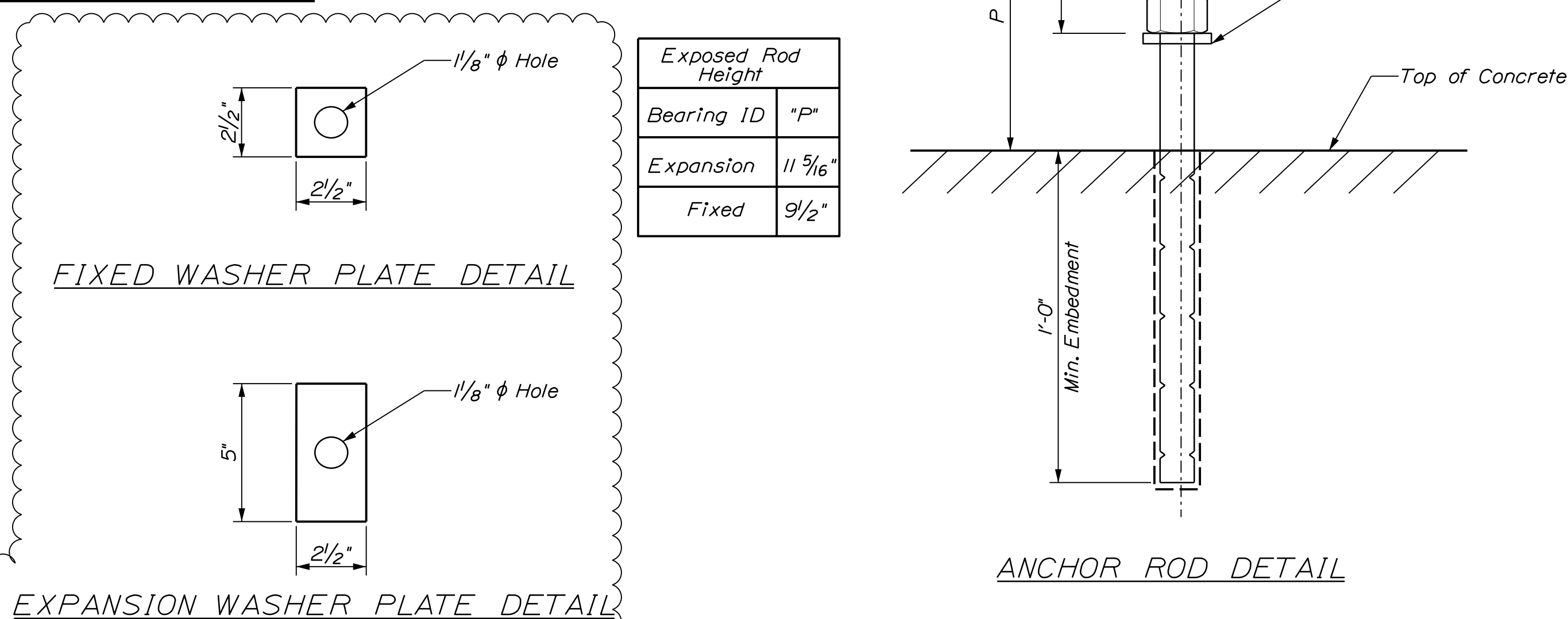
CURTAINWALL CONSTRUCTION SECTION

(All Curtainwalls Similar)

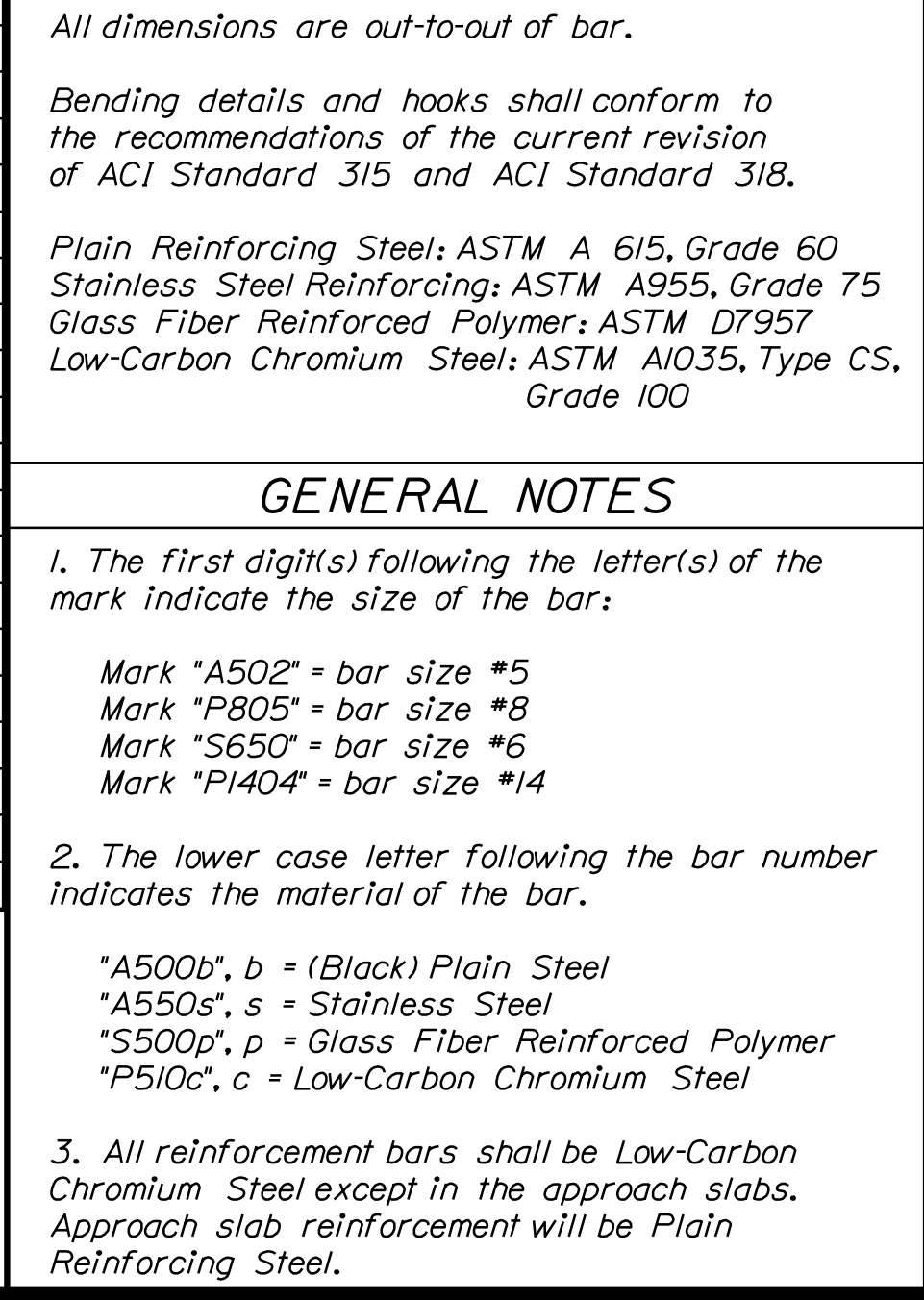


1. Existing bearings shall be removed and replaced at the locations shown on the Key Plan. The existing anchor rods shall be cut flush with the bridge seat. Payment for removal and installation of new anchor rods is incidental to the Bearing Installation Pay Item.
2. The shear modulus of the elastomer shall be 130 psi and meet AASHTO M251 criteria for Design Method B.
3. Vulcanization of the elastomer to the steel plates shall be done during the primary mold process. Sole and masonry plates shall be vulcanized to the elastomer.
4. Sole and masonry plates shall meet the requirement of ASTM A709, Grade 50. Anchor rods shall meet the requirement of ASTM F1554, Grade 105 and shall be swaged or threaded on the embedded portion of the rod.
5. Sole and masonry plates shall be galvanized in accordance with Section 506. Anchor rods, washers, nuts, and shear blocks shall be galvanized to ASTM A153 or ASTM B695, Class 50, Type 1.
6. 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.
7. Bearings shall be covered during shipping and at any time prior to installation that the bearings may be exposed to sunlight.

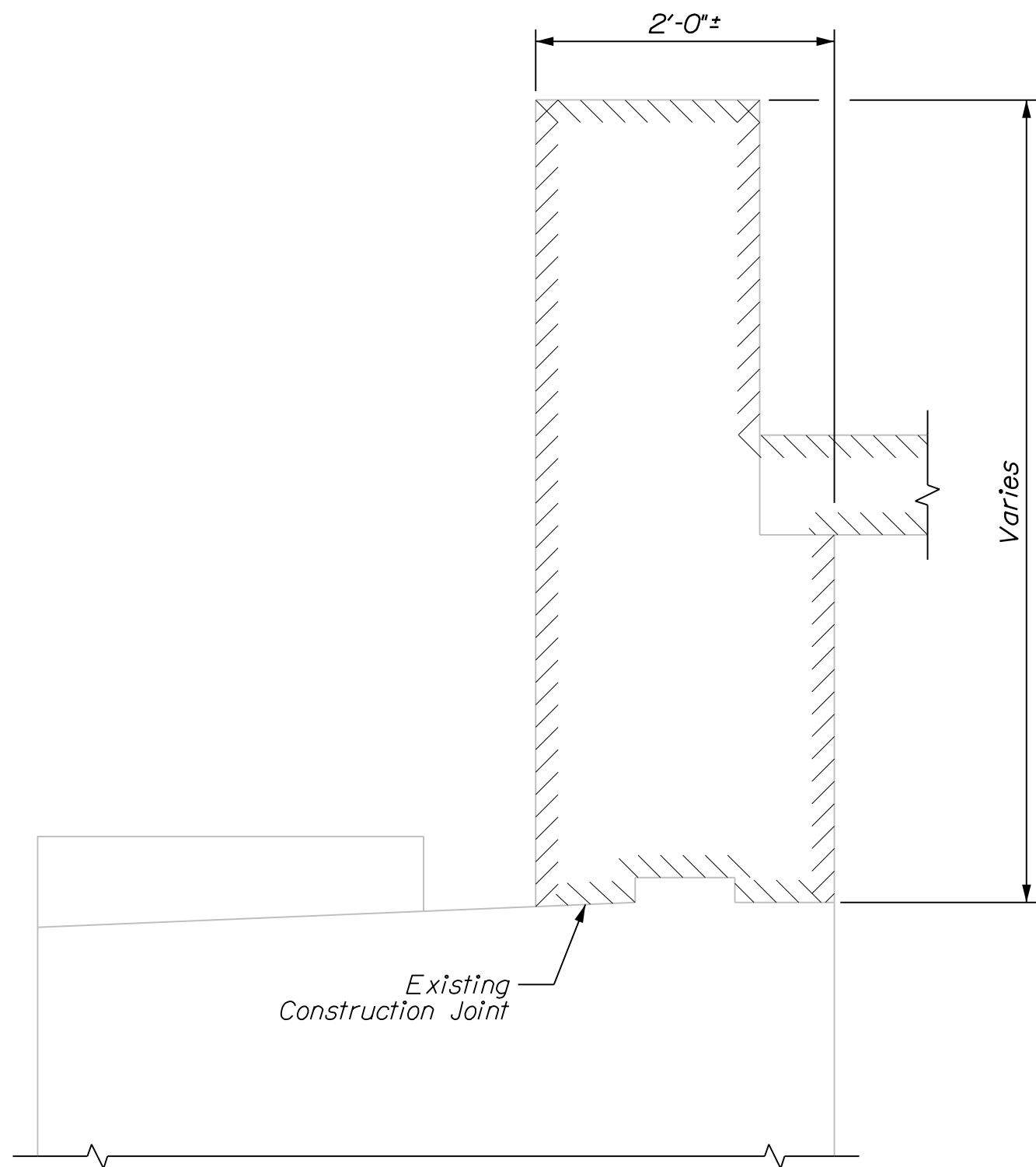
8. The Contractor shall measure the steel temperature using a calibrated surface thermometer at 5 locations, as determined by the Resident, if the ambient air temperature is less than 30°F or over 90°F within the 24 hours prior to each day of erection. The average of the measured steel temperatures shall be above 0°F and less than 90°F in order for erection to proceed.
9. All necessary precautions shall be taken to protect bearing components from field weld flash and spatter. 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 indicating crayons or other suitable means.
10. Upset the threads on the anchor rods after assembly of the bearing.
11. 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.
12. The "Bearing Design Load" for each bearing as noted in Standard Specification, Subsection 523.23.4 is given in the table. This is the total load for the Service I load combination without impact.
13. For drilling and anchoring the anchor rods, the Contractor shall use material listed on the Maine Department of Transportation Qualified Products List of Concrete Adhesive Anchoring Systems.



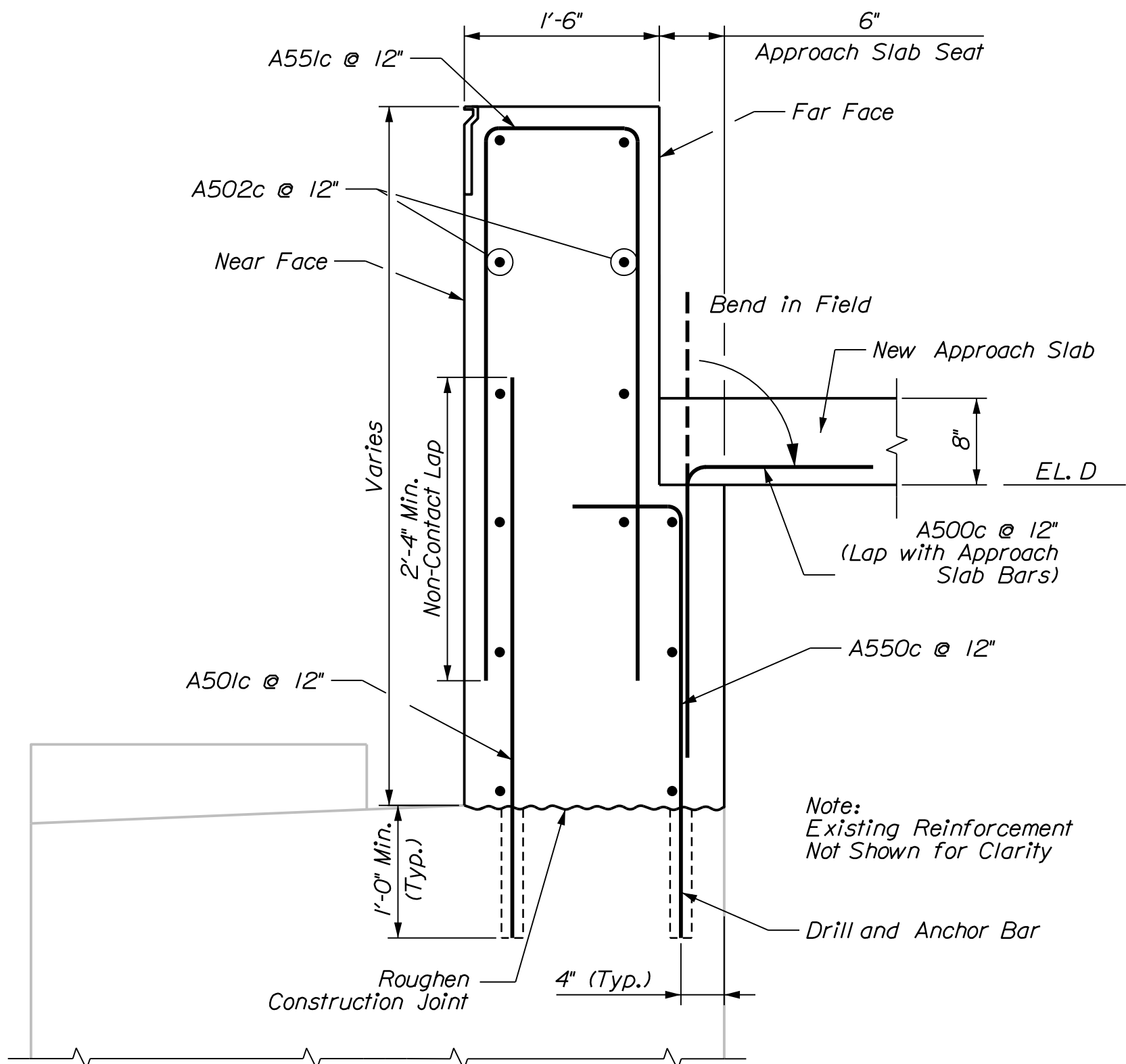
<i>Exposed Rod Height</i>	
<i>Bearing ID</i>	<i>"P"</i>
<i>Expansion</i>	<i>11 5/16"</i>
<i>Fixed</i>	<i>9 1/2"</i>

[illegible]

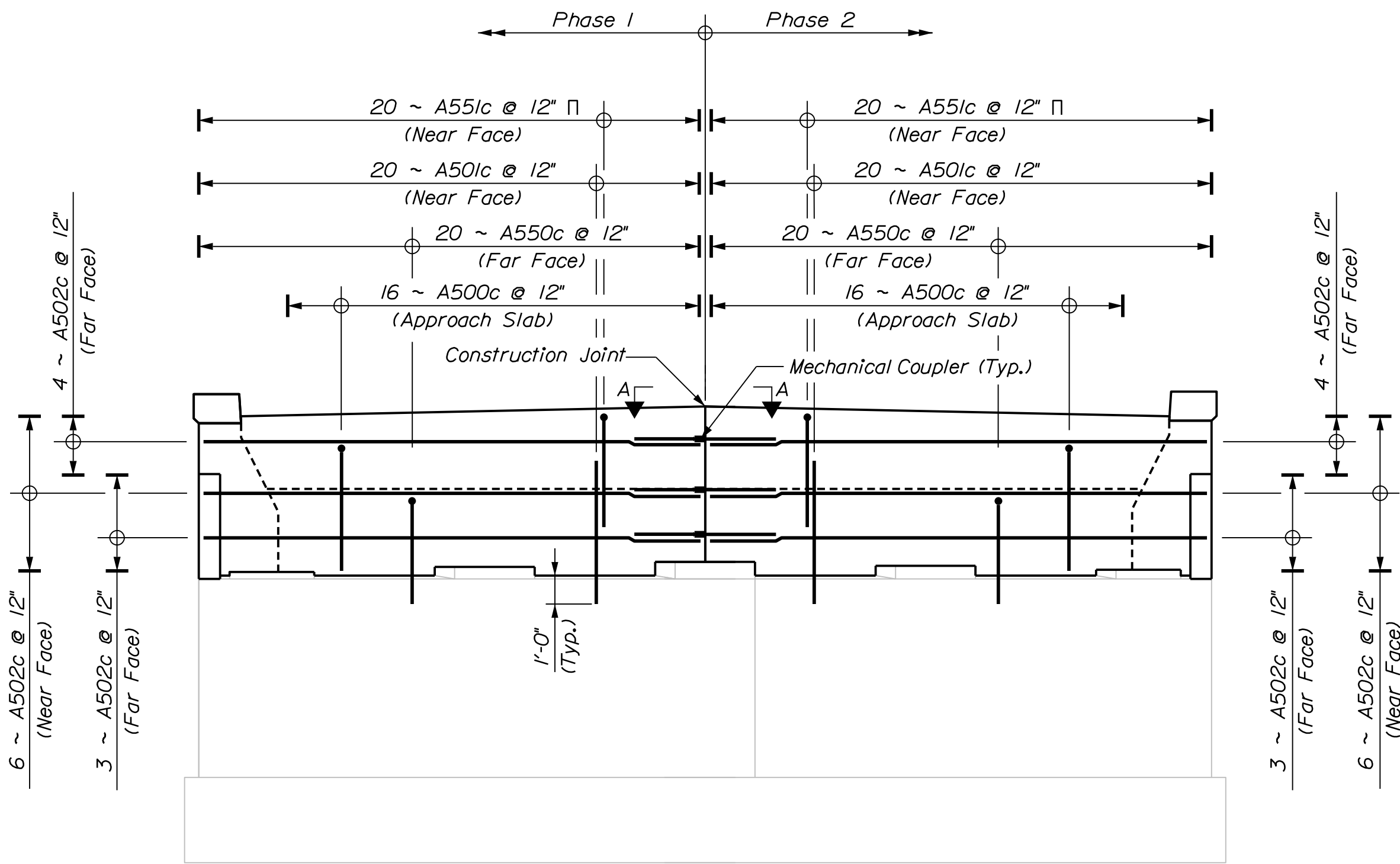
SHEET NUMBER
146
OF 168



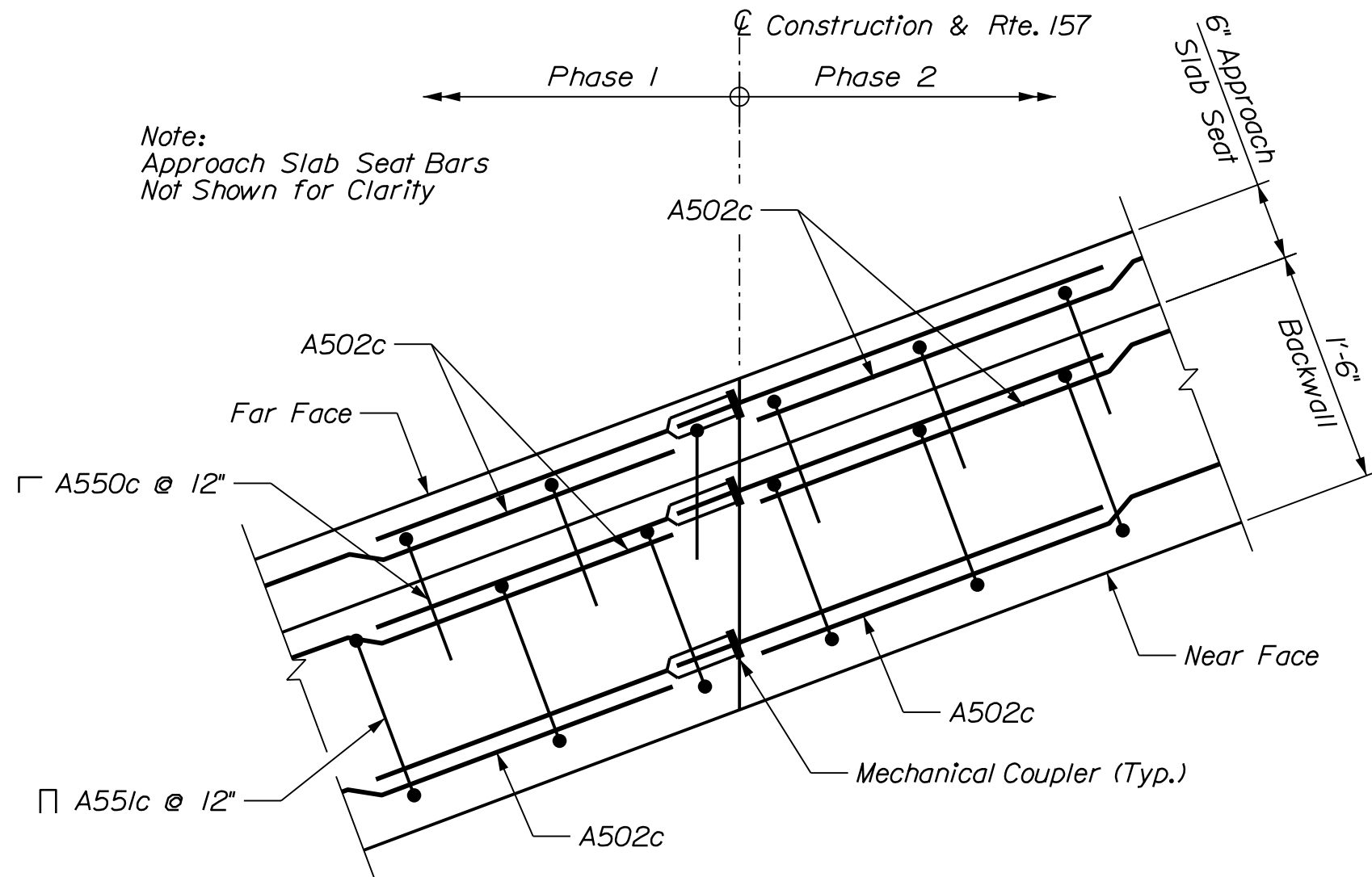
ABUTMENT DEMOLITION SECTION



ABUTMENT CONSTRUCTION SECTION



ABUTMENT 1 REINFORCEMENT ELEVATION
(ABUTMENT 2 SIMILAR)



VIEW A-A
(AT ABUTMENT 1)
(ABUTMENT 2 SIMILAR)

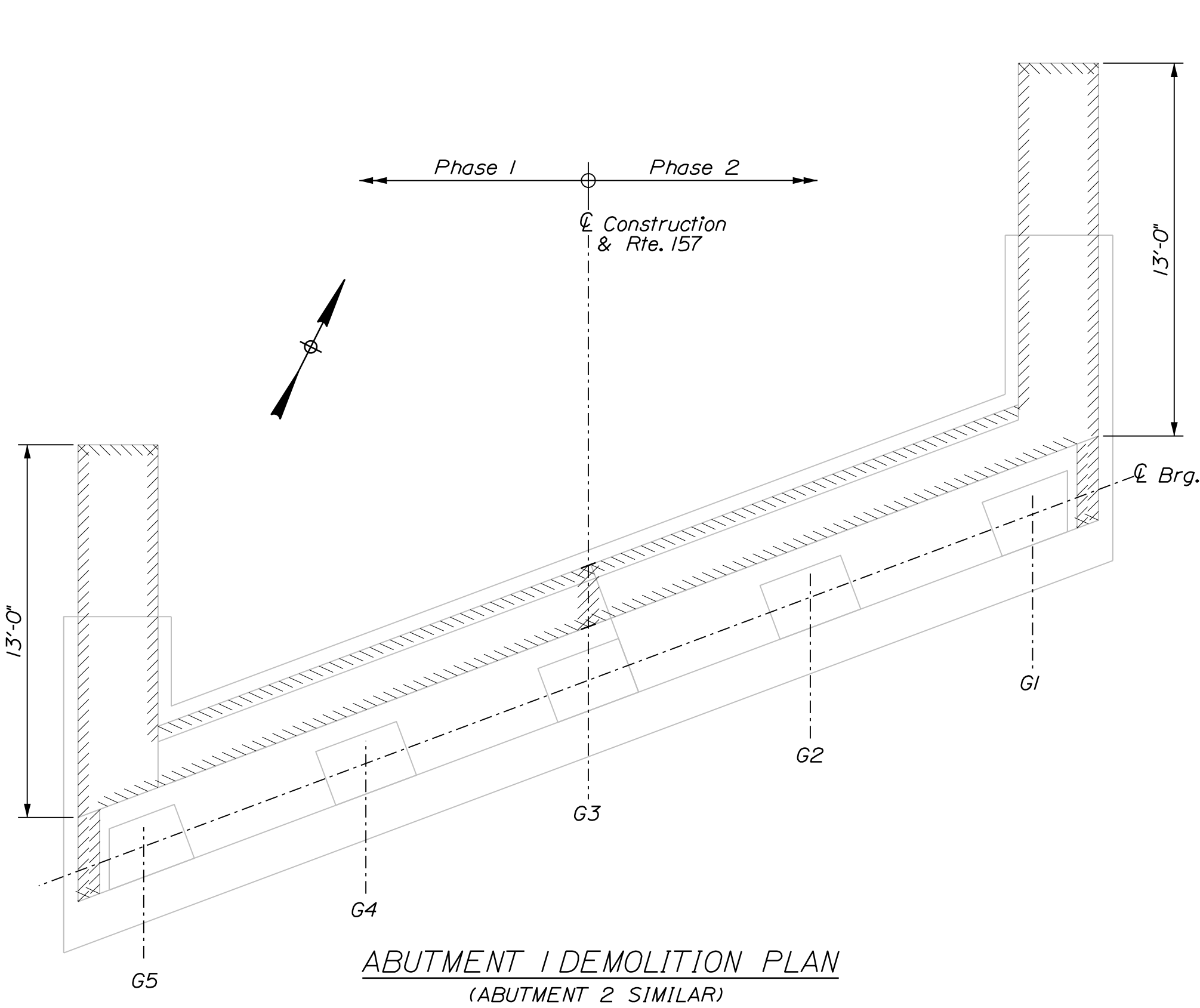
PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	S. LINDSEY	08-23
CHECKED-REVIEWED	E. MORRISON	08-23
DESIGN-DETAILED	T. MCALLISTER	08-23
DESIGN-DETAILED	N. EDMAN	08-23
REVISIONS 1	REINFORCING UPDATES	10-23
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

Date:10/16/2023

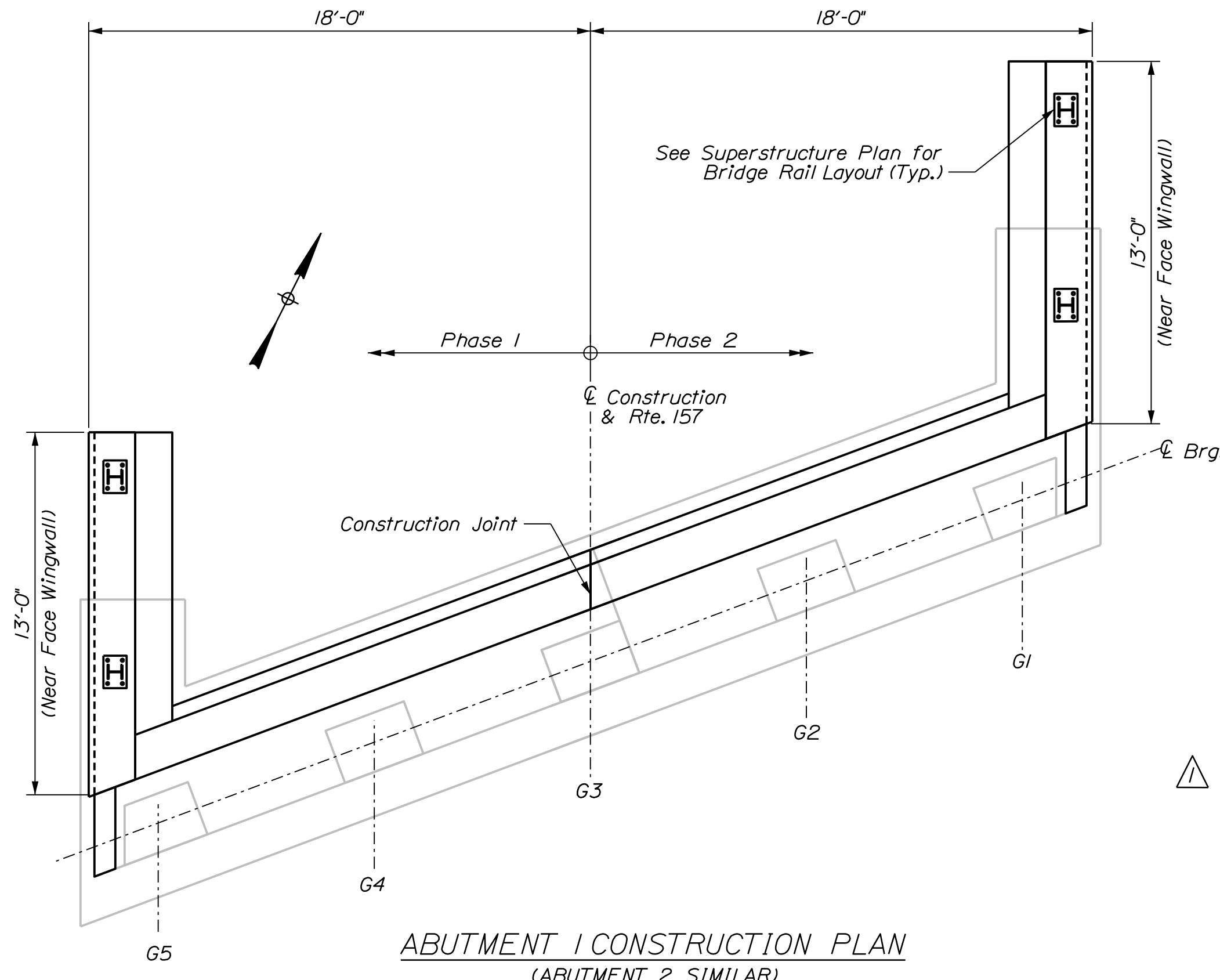
Username: jfitzpatrick

Division:

Filename: ... \039_157_Abutment.dgn



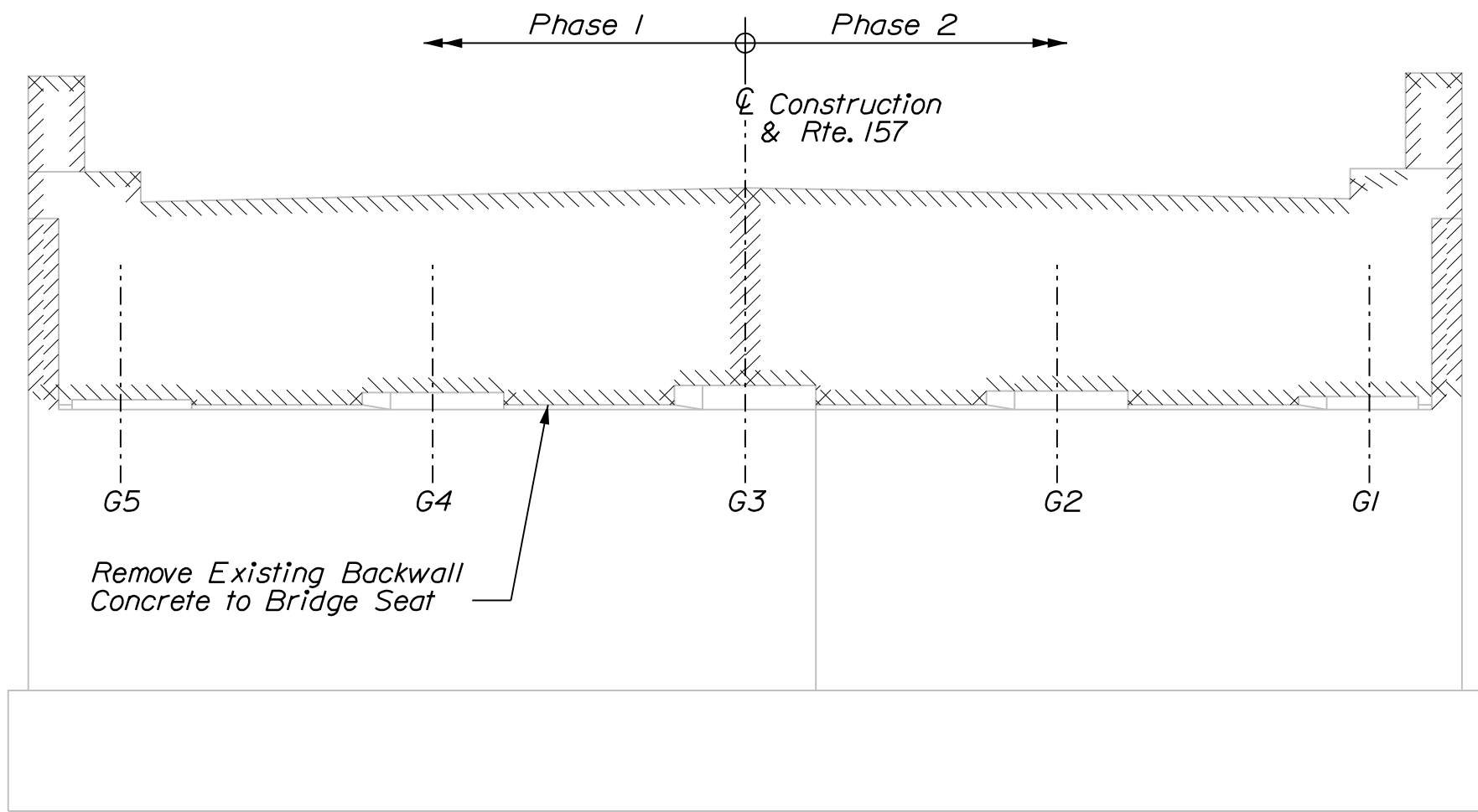
ABUTMENT 1 DEMOLITION PLAN
(ABUTMENT 2 SIMILAR)



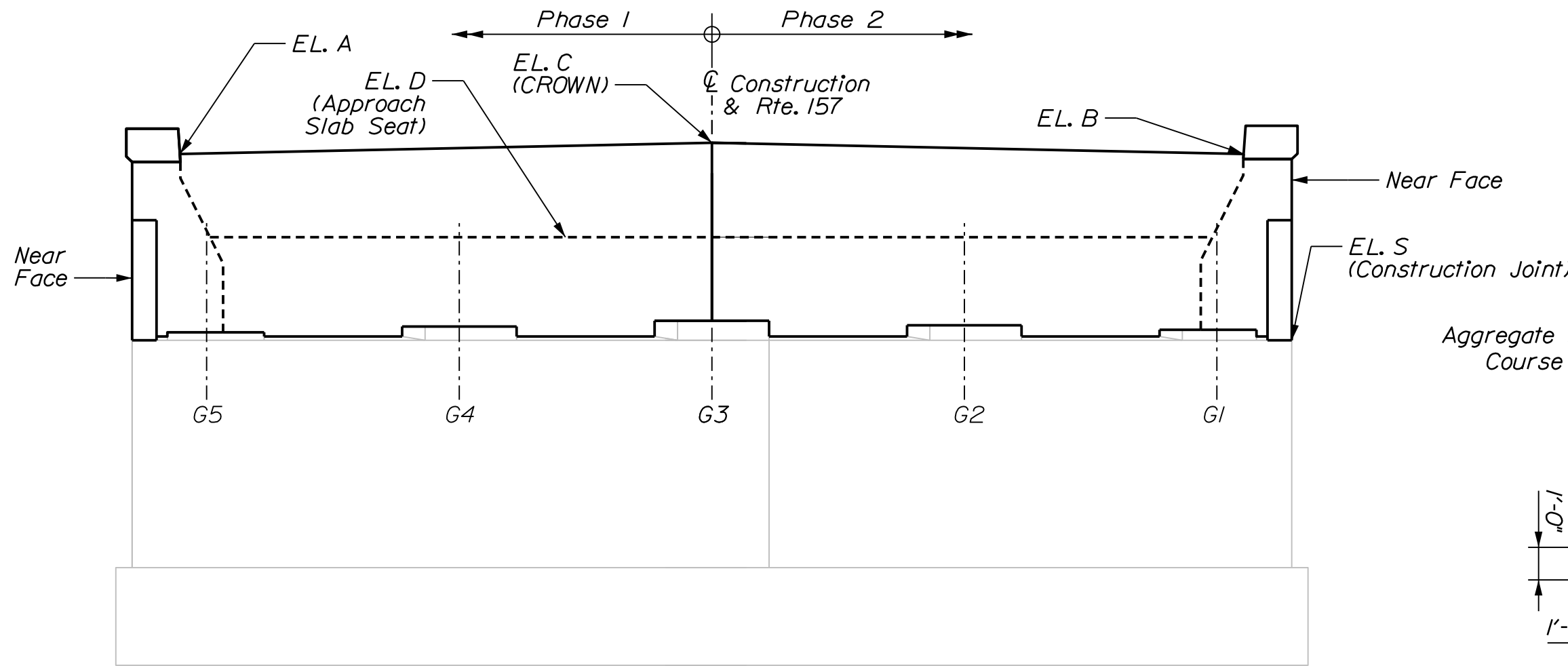
ABUTMENT 1 CONSTRUCTION PLAN
(ABUTMENT 2 SIMILAR)

ABUTMENT AND WINGWALL MODIFICATION NOTES

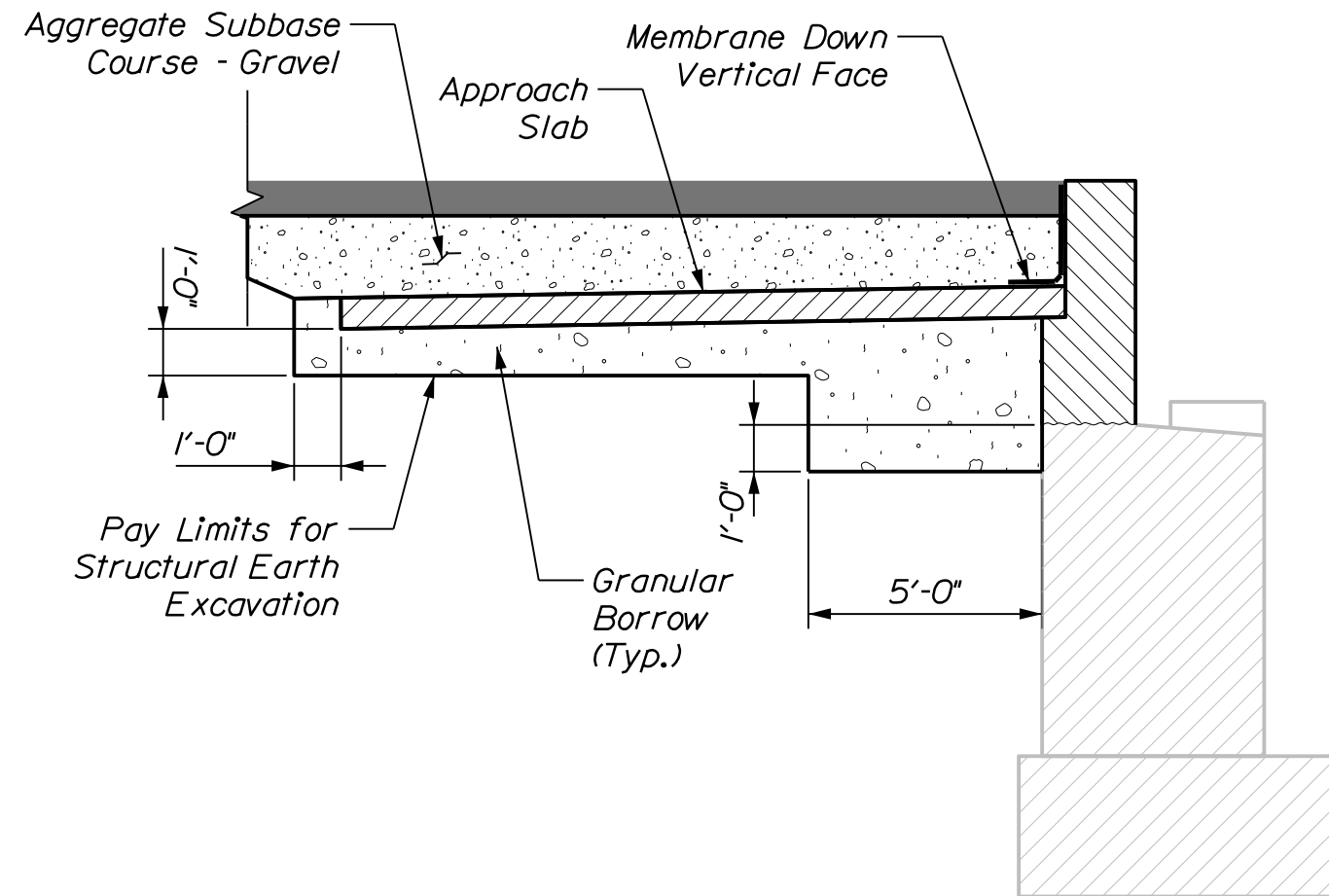
1. The Contractor shall use care not to damage any existing reinforcing steel which is to remain. Any damaged reinforcing steel shall be replaced as directed by the Resident at no expense to the Department.
2. Before drilling and grouting new reinforcing steel, the Contractor shall locate reinforcing steel in existing concrete by non-destructive methods to avoid conflicts. All costs associated with this work shall be incidental to related Contract Items.
3. Reinforcing steel shall have 2 inches cover unless otherwise noted.
4. Existing abutment and wingwall concrete to be removed as shown on the plans shall be sawcut 1 inch deep prior to removal of existing concrete. All costs associated with this work shall be incidental to related Contract items.
5. Where drilling and anchoring of reinforcement is required, the Contractor shall use a material listed on the Maine Department of Transportation Qualified Products List of Concrete Adhesive Anchor Systems. The depth of embedment shall be sufficient to develop 125% of the yield strength of the bar per the manufacturer's recommendations or 12 inches, whichever is greater. Proposed anchoring material and embedment depth shall be submitted for approval. Payment for drilling and anchoring will be incidental to related Contract items.
6. Dimensions and layout shown are based on available as-built drawings. Contractor shall field verify all dimensions prior to any related work.
7. All surfaces to be rehabilitated shall be clean of all debris and foreign material and shall be roughened to the 1/2" amplitude prior to placement of the new concrete. Payment shall be incidental to related concrete items.
8. Projecting reinforcing that can be maintained, in addition to that shown in the details, may be left in place at Contractor's discretion.
9. Cover joints where waterstops are not required in accordance with Standard Details Section 502.



ABUTMENT 1 DEMOLITION ELEVATION
(ABUTMENT 2 SIMILAR)



ABUTMENT 1 CONSTRUCTION ELEVATION
(ABUTMENT 2 SIMILAR)



ABUTMENT BACKFILL DETAIL
Abutment Detail Shown, Wingwall Detail Similar

Route 157 over I-95 Substructure Elevations								
Abutment	EL. A		EL. B		EL. C		EL. D	EL. S*
	NF	FF	NF	FF	NF	FF		
1	325.43	325.45	325.53	325.54	325.82	325.83	322.92	320.34
2	321.76	321.74	321.59	321.57	322.02	321.99	319.08	316.67
NF = Near Face FF= Far Face								
*Elevation to coincide with the existing construction joint elevation. Elevations provided are approximated from the existing bridge plans. To be field verified.								

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	PROJECT NO. 2563103	WIN 25631.03	BRIDGE NO. 6141	BRIDGE PLANS
ROUTE 157/I-95 INTERCHANGE BRIDGE BRIDGE NO. 6141				
PENOBSCOT COUNTY				
MEDWAY				
ABUTMENT MODIFICATIONS				
SHEET NUMBER				
155				
OF 168				

SPECIAL PROVISION
SECTION 108
PAYMENT
(Steel Cost Adjustment)

This Special Provision was developed to minimize risk to the Contractor and steel fabricator(s) associated with current volatile fluctuations in the cost of steel materials.

Description Steel cost adjustments will be made to provide additional compensation to the Contractor, or a credit to the Department, for fluctuations in steel prices. All prices and costs are in U.S. Dollars (USD).

Types of Steel Products: An adjustment will be made for fluctuations in the cost of reinforcing steel (all reinforcing/reinforcement items included in Standard Specification Section 503), and plate and rolled-shape steel used in the fabrication of steel for Contract pay items covered under the following sections of the Standard Specification:

- Section 503, Reinforcing Steel
- Section 504, Structural Steel
- Section 507, Railings

The adjustments shall apply to the above items when they are part of the original Contract or Extra Work added by Contract Modification and paid for by agreed unit prices. The adjustments shall not apply when the item is Extra Work added by Contract Modification and paid for at a lump sum price or by Force Account.

Documentation Sufficient documentation shall be furnished to the Department to verify the following:

1. The full Purchase Order weight and date of the material order with signature.
2. The quantity of steel, in pounds, incorporated into the various pay items covered by this Special Provision. The Department reserves the right to verify submitted quantities.

Method of Adjustment Steel cost adjustments shall be computed as follows:

$$SCA = Q \times D$$

Where: **SCA** = steel cost adjustment, in USD
Q = quantity of steel incorporated into the work, in pounds. For 503 items, this quantity shall be the quantity included in the schedule of items; for 504 and 507 items, this quantity shall be the weight of steel included in the accepted as-built Working Drawings; the weight of scrap steel and steel used for convenience shall not be included in these weights.
D = price factor, in USD per pound

$$D = MP_B - MP_A$$

Where: **MP_B** = The Platts Steel Spot Market Prices for the bid item listed in the table below for the month the material Purchase Order, including the total weight of steel and date of the order, is executed. The price will be converted from USD per ton to USD per pound.

MP_A = The Platts Steel Spot Market Prices for the bid item listed in the table below, for the month prior to the bid opening, for work paid for at the Contract price; or for the month the Contract Modification is signed by the Contractor for Extra Work that is paid for by agreed unit prices. The price will be converted from USD per ton to USD per pound.

The estimated total weight of the steel and market price identifier that will be used to calculate the steel cost adjustment for the respective Pay Items is shown in the following tables:

WIN 025631.01:

Standard Specification Section	Estimated Total Weight of Steel (lbs.)	Platts Market Price
507, Railings	144,000	Plate
503, Reinforcing	4,000	Reinforcing Bar, No.5
503, Reinforcing (Low-Carbon Chromium)	386,700	Reinforcing Bar, No.5

WIN 025631.02:

Standard Specification Section	Estimated Total Weight of Steel (lbs.)	Platts Market Price
507, Railings	144,000	Plate
503, Reinforcing	4,000	Reinforcing Bar, No.5
503, Reinforcing (Low-Carbon Chromium)	386,700	Reinforcing Bar, No.5

WIN 025631.03:

Standard Specification Section	Estimated Total Weight of Steel (lbs.)	Platts Market Price
504, Structural Steel	1,500	Plate
507, Railings	49,700	Plate
503, Reinforcing	3,650	Reinforcing Bar, No.5
503, Reinforcing (Low-Carbon Chromium)	118,700	Reinforcing Bar, No.5

WIN 02631.04:

Standard Specification Section	Estimated Total Weight of Steel (lbs.)	Platts Market Price
507, Railings	18,600	Plate
503, Reinforcing	4,800	Reinforcing Bar, No.5
503, Reinforcing (Low-Carbon Chromium)	51,700	Reinforcing Bar, No.5

WIN 025631.05:

Standard Specification Section	Estimated Total Weight of Steel (lbs.)	Platts Market Price
504, Structural Steel	370	Plate
507, Railings	18,600	Plate
503, Reinforcing	4,800	Reinforcing Bar, No.5
503, Reinforcing (Low-Carbon Chromium)	51,800	Reinforcing Bar, No.5

No steel cost adjustment will be made for any products manufactured from steel having a mill shipping date prior to the Contract Bid date.

If the Contractor fails to provide the required documentation, the method of adjustment will be calculated as described above; however, the MP_B will be based on the date the material arrives at the jobsite. In this case, an adjustment will only be made when there is a decrease in steel costs.

Basis of Payment Steel cost adjustments may be positive or negative.

Steel cost adjustments will be calculated by the Department and will be paid or deducted when all other Contract requirements for the applicable items of work are satisfied. Adjustments will only be made for fluctuations in the cost of the steel as described herein. No adjustments will be made for changes in the cost of manufacturing, fabrication, shipping, storage, etc.

The steel cost adjustments shall not apply during any time after the Contract Completion Date when the Contractor is being assessed Liquidated Damages.

Cost adjustments, if any, shall be made by Contract Modification in accordance with this Special Provision.