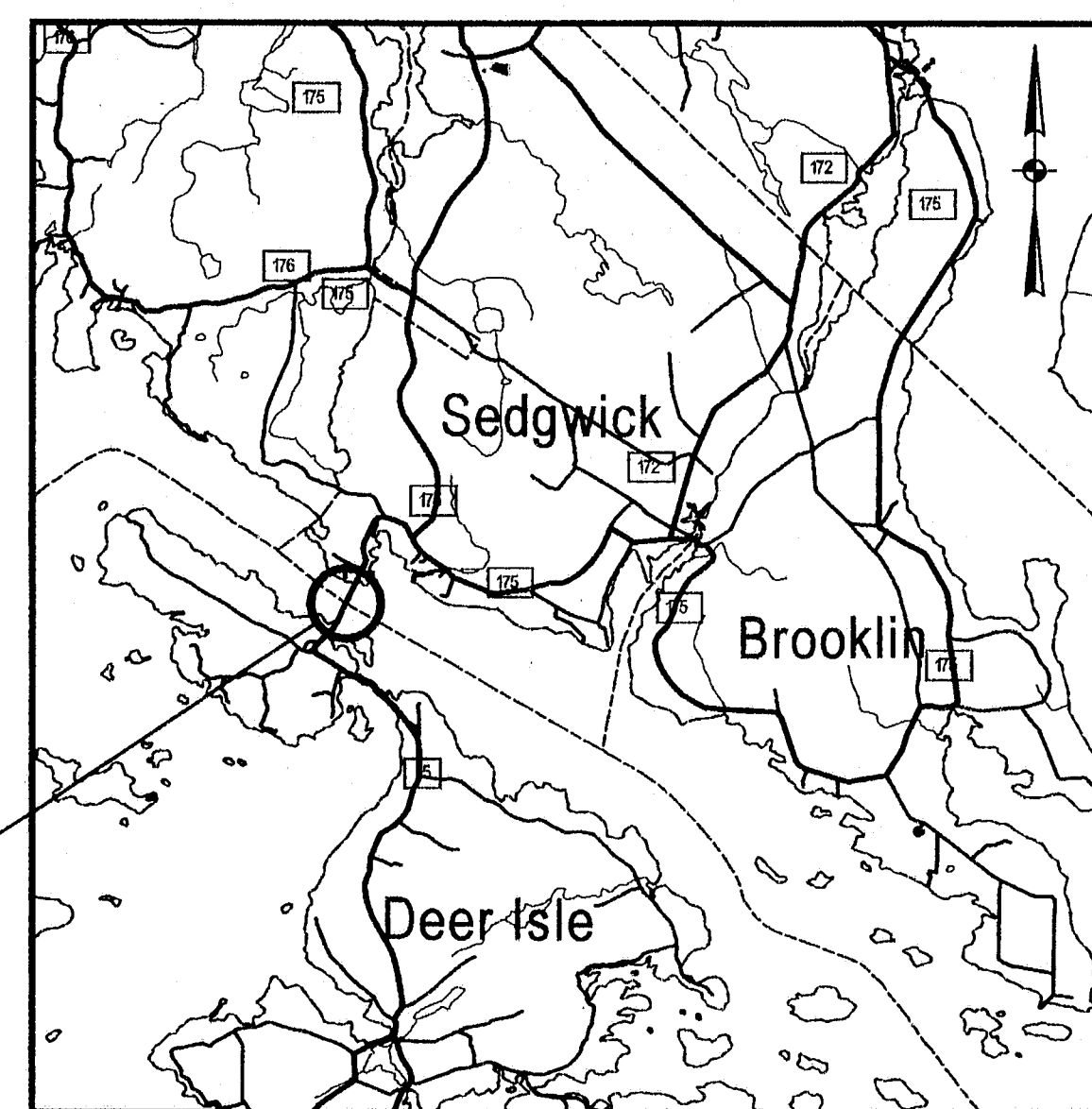


STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

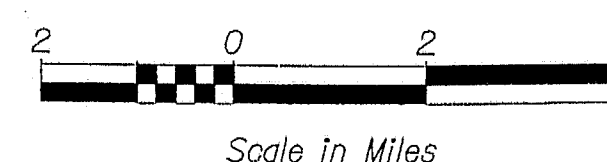


DEER ISLE-SEDGWICK  
HANCOCK COUNTY  
DEER ISLE-SEDGWICK BRIDGE  
OVER  
EGGEMOGGIN REACH  
US ROUTE 15

PROJECT No. BH-1006(200)X  
PROJECT LENGTH 0.539 mi.  
BRIDGE REHABILITATION  
BRIDGE NO. 3257



LOCATION MAP



**SPECIFICATIONS**

DESIGN: AASHTO Standard Specifications for Highway Bridges,  
17th Edition 2002 and Interim Specifications through  
March 2005.

**DESIGN LOADING**

Live Load ..... H20

**TRAFFIC DATA**

Current (2005) AADT ..... 3,470  
Future (2025) AADT ..... 5,210  
DHV - % of AADT ..... 12  
Design Hour Volume ..... 625  
% Heavy Trucks (AADT) ..... 7  
% Heavy Trucks (DHV) ..... 5  
Directional Distribution (DHV) ..... 50  
18 kip Equivalent P 2.0 ..... 104  
18 kip Equivalent P 2.5 ..... 100  
Design Speed (mph) ..... 25

**HYDROLOGIC DATA**

Mean Lower Low Water (MLLW) ..... -5.712 ft  
Mean Low Water (MLW) ..... -5.312 ft  
Mean Tide Level (MTL) ..... -0.312 ft  
Mean High Water (MHW) ..... 4.688 ft  
Mean Higher High Water (MHHW) ..... 5.788 ft  
2006 Predicted High Tide ..... 6.788 ft

**MATERIALS**

Concrete (Deck) ..... 4,000 psi, 3/8" Max. Aggregate Size  
Concrete (All Other) ..... Class "A"  
Reinforcing Steel ..... AASHTO M 31 (ASTM A 615, Grade 60)  
Structural Steel ..... AASHTO M 270 (ASTM A 709, Grade 36)  
(Unless Otherwise Noted)  
High Strength Bolts ..... AASHTO M 164 (ASTM A 325, Type 1)  
(Unless Otherwise Noted)  
Steel Grid ..... AASHTO M 270 (ASTM A 709, Grade 50)  
Shear Connectors ..... AASHTO M 169 (ASTM A 108)

**BASIC DESIGN STRESSES**

Concrete (Deck) .....  $f'c = 4,000$  psi  
Concrete (All Other) .....  $f'c = 4,350$  psi  
AASHTO M 31 (ASTM A 615, Grade 60) .....  $f_y = 60,000$  psi  
Structural Steel:  
AASHTO M 270 (ASTM A 709, Grade 36) .....  $F_y = 36,000$  psi  
AASHTO M 270 (ASTM A 709, Grade 50) .....  $F_y = 50,000$  psi  
AASHTO M 164 (ASTM A 325) .....  $F_u = 120,000$  psi  
AASHTO M 169 (ASTM A 108, Grade 60) .....  $F_u = 60,000$  psi  
ASTM 1011 Galv. .....  $F_s = 18,000$  psi

**UTILITIES**

Adelphia Communications Corporation  
Bangor Hydro-Electric Company  
Verizon

**MAINTENANCE OF TRAFFIC**

One lane of traffic 9'-0" wide, using temporary traffic signals, shall be typically maintained throughout construction. Periodic bridge closures (no traffic except emergency vehicles) and periodic complete bridge openings (two lanes of unobstructed traffic) shall be scheduled throughout the work as approved by the Engineer. See Special Provision Section 652.01.

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**SCOPE OF WORK**

THE WORK UNDER THIS PROJECT SHALL CONSIST  
OF THE FOLLOWING MAJOR ITEMS OF WORK:

- DECK REMOVAL AND REPLACEMENT
- HIGH PERFORMANCE WATERPROOFING MEMBRANE
- DECK JOINT REMOVAL AND REPLACEMENT
- SHEAR CONNECTOR INSTALLATION
- STRUCTURAL STEEL REPAIRS
- STRUCTURAL CONCRETE REPAIRS
- MICROSURFACING AND PAVING
- FABRIC TROUGH INSTALLATION
- GUARDRAIL INSTALLATION

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
	<i>[Signature]</i>	7/06/06
COMMISSIONER:		
CHIEF ENGINEER:		

STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NO. 10384 REGISTERED PROFESSIONAL ENGINEER EXPIRATION DATE 12/31/06	SIGNATURE <i>[Signature]</i> 10/20/04	P.E. NUMBER 0213106	DATE 02/13/06
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PROJECT INFORMATION	PROGRAM	BRIDGE PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
			DEVIN ANDERSON	CONSULTANT	LICHTENSTEIN			

DEER ISLE-SEDGWICK DEER ISLE-SEDGWICK BRIDGE	TITLE SHEET
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SHEET NUMBER

1

OF 25

141-~~202~~ 202  
**Lichtenstein**  
Consulting Engineers

Date: 2/9/2006

Username: \$user\$

Division: Bridge

Filename: 001\_Title Sheet.dgn

PIN 10062.00

BH-1006(200)X



ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.10	Removing Existing Superstructure (Property of Contractor) (1,100 CY)	1	LS
202.127	Removing of Existing Bituminous Pavement (25 CY)	1	LS
403.210	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size	55	TON
403.213	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size, Base	55	TON
409.15	Bituminous Tack Coat, Applied	100	G
462.001	Microsurfacing (5,600 SY)	1	LS
502.49	Structural Concrete Curbs And Sidewalks (1.5 CY)	1	LS
504.81	Floorbeam Retrofit	4	EA
504.83	Expansion Joint Support Beam Retrofit	1	LS
504.84	Channel Shear Connectors (24,000 LBS)	1	LS
505.08	Shear Connectors (21,500 EA)	1	LS
507.131	Temporary Bridge Rail	1	LS
508.14	High Performance Waterproofing Membrane (Anchorages) (1,500 SF)	1	LS
508.14	High Performance Membrane Waterproofing (Deck) (49,000 SF)	1	LS
518.51	Repair of Upward Facing Surfaces-Below Reinforcing Steel, <7.9"	250	SF
518.60	Repair of Vertical Surfaces, < 7.9"	3,000	SF
518.61	Repair of Vertical Surfaces, >7.9"	30	CY
518.80	Crack Repair	100	LF
520.21	Expansion Device - Gland Seal	2	EA
520.22	Expansion Device - Compression Seal	4	EA
521.231	Expansion Joint Device - Finger Joint Removed and Reset	2	EA
521.32	Fabric Trough for Finger Joint	2	EA
530.00	Prefabricated Deck Panel (49,000 SF)	1	LS
606.151	Guardrail Type 3aa - Single Rail (Corrosion Resistant Steel)	600	LF
606.1722	Bridge Transition - Type 2 (Corrosion Resistant Steel)	4	EA
606.25	Terminal Connector (Corrosion Resistant Steel)	4	EA
606.266	Guardrail Terminal End (Trailing End)(Corrosion Resistant Steel)	2	EA
606.35	Guardrail Delineator Post	12	EA
606.79	Guardrail 350 Flared End Terminal (Corrosion Resistant Steel)	2	EA
627.711	White or Yellow Painted Pavement Marking Line (Plan Quantity)	8,000	LF
638.18	Field Office, Type A	1	EA
643.72	Temporary Traffic Signal	1	LS
652.38	Flaggers	650	HR
652.39	Work Zone Traffic Control	1	LS
659.10	Mobilization	1	LS
660.21	On-The-Job Training (Bid)	6,000	HR

GENERAL NOTES:

1. THE CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS," DECEMBER 2002, AND "STANDARD DETAILS," DECEMBER 2002 INCLUDING ALL SUPPLEMENTAL SPECIFICATIONS AND THE SPECIAL PROVISIONS OF THIS CONTRACT.
2. DIMENSIONS, ANGLES, STATIONING AND ELEVATIONS SHOWN ON EXISTING DETAILS ARE TAKEN FROM THE CONSTRUCTION DRAWINGS DATED SEPTEMBER 14, 1937 THROUGH JUNE 24, 1939 SUPPLEMENTED BY LIMITED FIELD MEASUREMENTS AND ARE NOT GUARANTEED TO BE CORRECT. THE CONTRACTOR SHALL DETERMINE AND ESTABLISH ALL DIMENSIONS, ANGLES, ELEVATIONS AND EXISTING DETAILS NECESSARY FOR THE COMPLETION OF ALL WORK BY FIELD MEASUREMENTS AND SURVEY. THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY EXISTING FIELD CONDITIONS (I.E. MEMBER SIZES, PLATE SIZES, AND MEMBER CONFIGURATION) BY FIELD MEASUREMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ADEQUACY AND ACCURACY THEREOF AND SHALL NOT COMMENCE ANY FABRICATION UNTIL HE HAS MADE THE REQUIRED MEASUREMENTS ON THE ACTUAL STRUCTURE AND THE SUBMITTED SHOP DRAWINGS HAVE BEEN APPROVED BY THE ENGINEER. SHOP DRAWINGS SHALL STATE THAT THE EXISTING DIMENSIONS, ANGLES, ELEVATIONS AND FIELD CONDITIONS HAVE BEEN FIELD VERIFIED BY THE CONTRACTOR.
3. ALL DIRT, RUST, SCALE, SLAG, PAINT AND OTHER FOREIGN MATTER SHALL BE REMOVED FROM THE EXISTING STRUCTURE IN THE VICINITY OF ANY REPAIR WORK. ANY CLEANING OR MINOR MODIFICATIONS TO COMPONENTS OF THE EXISTING STRUCTURE SUCH AS GRINDING, WELDING OR DRILLING HOLES WHICH ARE REQUIRED TO ACCOMMODATE THE INSTALLATION OF NEW ELEMENTS, AS DETAILED AND FABRICATED, SHALL BE CONSIDERED INCIDENTAL TO THOSE ELEMENTS AND NO ADDITIONAL ALLOWANCE WILL BE MADE FOR SUCH WORK. ALL PROPOSED MODIFICATIONS TO EXISTING COMPONENTS WHICH ARE TO REMAIN AS PART OF THE FINISHED STRUCTURE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO STARTING THE WORK. IF THE CONTRACTOR'S OPERATIONS DAMAGE EXISTING MATERIALS TO REMAIN, REPAIRS SHALL BE MADE WITHOUT ADDITIONAL COMPENSATION. IF MAJOR REPAIRS DUE TO DAMAGE ARE REQUIRED, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE TESTING AND ENGINEERING DESIGN OF THOSE REPAIRS WITHOUT ADDITIONAL COMPENSATION.
4. THE CONTRACTOR IS NOTIFIED THAT WHILE WORKING AT THE BRIDGE SITE, IT IS UNACCEPTABLE FOR ANY GRIT OR DUST TO ESCAPE THE WORK AREA IN A VISIBLE CLOUD OR PLUME. THE CONTRACTOR IS ALSO NOTIFIED THAT IT IS UNACCEPTABLE FOR ANY MATERIALS OR DEBRIS TO FALL INTO THE AREAS BELOW THE BRIDGE. ALL DEBRIS, MATERIALS, DUST AND GRIT SHALL BE CONTAINED BY DRAPING THE WORK AREA OR BY OTHER APPROVED MEANS AND SHALL BE COLLECTED AND REMOVED FROM THE WORK AREA. THERE WILL BE NO SEPARATE PAYMENT FOR THIS WORK. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE WORK ITEM BEING PERFORMED. IF THE MAINE DEPARTMENT OF TRANSPORTATION DETERMINES THAT ADEQUATE PROTECTIVE DEVICES ARE NOT EMPLOYED, THE WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED.
5. THE CONTRACTOR IS NOTIFIED THAT THE EXISTING BRIDGE HAS A POSTED LOAD RESTRICTION "TRUCKS AND BUSES OVER 20,000 LBS. G.V.W. MAINTAIN 500' SPACING." THE CONTRACTOR MUST ADHERE TO THE POSTED LOAD RESTRICTIONS AT ALL TIMES.
6. THE LOCATIONS OF THE EXISTING UTILITIES, BRIDGE WIRING AND WEATHER MONITORING INSTRUMENTS (I.E. UTILITIES AND SPECIAL EQUIPMENT) SHOWN ON THESE PLANS ARE BASED ON THE BEST AVAILABLE INFORMATION AND ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES AND SPECIAL EQUIPMENT PRIOR TO STARTING WORK. THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES AND SPECIAL EQUIPMENT DURING CONSTRUCTION AND SHALL PROVIDE TEMPORARY SUPPORTS WHERE REQUIRED BY HIS OPERATIONS. TEMPORARY SUPPORTS SHALL BE APPROVED BY THE UTILITY OR SPECIAL EQUIPMENT OWNER PRIOR TO THEIR INSTALLATION AND USE.
7. THE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS AND LICENSES AND PAY ALL CHARGES AND FEES INCURRED. THE CONTRACTOR SHALL GIVE ALL NOTICES NECESSARY AND INCIDENTAL TO THE DUE AND LAWFUL PROSECUTION OF THE WORK, AND SHALL COMPLY WITH ALL LAWS, ORDINANCES, RULES, AND REGULATIONS OF THE FEDERAL AND STATE GOVERNMENT.

8. MATERIAL THAT IS SPECIFICALLY CALLED OUT ON THE PLANS AND IS NOT DESIGNATED AS EXISTING SHALL BE NEW MATERIAL.
9. ALL BOLTS SHALL BE HIGH STRENGTH BOLTS MEETING THE REQUIREMENTS OF AASHTO M164 (ASTM 325, TYPE 1). BOLTS SHALL BE 7/8" IN 1 1/8" HOLES UNLESS OTHERWISE NOTED. HIGH STRENGTH BOLTS SHALL HAVE A HARDENED WASHER UNDER THE NUT. HARDENED WASHERS SHALL ALSO BE PLACED UNDER THE HEAD IF THE HEAD IS THE TURNED ELEMENT. SLOTTED HOLES, IN ACCORDANCE WITH THE CURRENT AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES SHALL BE USED AT LOCATIONS SHOWN ON THE CONTRACT DRAWINGS OR APPROVED BY THE ENGINEER.
10. ALL STRUCTURAL STEEL SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M270 (ASTM A709) GRADE 36, T2, EXCEPT AS NOTED. WELDED FABRICATION SHALL BE PERFORMED, AND WELDERS SHALL BE CERTIFIED, IN ACCORDANCE WITH THE CURRENT BRIDGE WELDING CODE, ANSI/AASHTO/AWS D15 AND ALL INTERIM REVISIONS PUBLISHED AS OF THE BID OPENING DATE. NO WELDING SHALL BE PERMITTED TO EXISTING STEEL UNLESS SPECIFIED ON THE CONTRACT DRAWINGS OR APPROVED IN WRITING BY THE ENGINEER. PAINTING SHALL CONFORM TO THE CONTRACT SPECIFICATIONS.
11. REMOVE GALVANIZING IN AREAS WHERE FIELD WELDING IS REQUIRED.
12. CLEAN AND COAT ALL FIELD WELDS IN ACCORDANCE WITH SECTION 506 OF THE SPECIAL PROVISIONS. THE COST OF ANY REQUIRED CLEANING AND COATING APPLICATION SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE WORK BEING PERFORMED.
13. AREAS WHERE EXISTING STEEL COATING IS COMPROMISED DUE TO THE CONTRACTOR'S OPERATIONS SHALL BE CLEANED AND RECOATED IN ACCORDANCE WITH SECTION 506 OF THE SPECIAL PROVISIONS. THE COST OF ANY REQUIRED CLEANING AND COATING APPLICATION SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE WORK BEING PERFORMED.
14. CLEAN AND COAT NEW FASTENERS IN ACCORDANCE WITH SECTION 506 OF THE SPECIAL PROVISIONS. THE COST OF ANY REQUIRED CLEANING AND COATING APPLICATION SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE WORK BEING PERFORMED.
15. THE PAINT ON THE EXISTING BRIDGE IS LEAD BASED. THIS PAINT WILL NEED TO BE REMOVED FROM AREAS WHERE THE CONTRACTOR IS REQUIRED TO WORK ON THE EXISTING STEEL. THIS COATING SHALL BE DISPOSED OF AT AN APPROVED DISPOSAL FACILITY. THE CONTRACTOR SHALL SUBMIT A PLAN FOR APPROVAL BY THE ENGINEER, AT LEAST 10 BUSINESS DAYS PRIOR TO THE START OF WORK ON THIS ITEM. OUTLINING THE METHODS AND EQUIPMENT TO BE USED TO REMOVE AND DISPOSE OF ALL MATERIALS INCLUDED IN THE PORTIONS OF THE EXISTING BRIDGE TO BE REMOVED OR MODIFIED. NO WORK RELATED TO THE REMOVAL OR MODIFICATION OF ANY STRUCTURAL STEEL SHALL BE UNDERTAKEN UNTIL THE DEPARTMENT HAS APPROVED IN WRITING THE ABOVE REFERENCED PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE CONTAINMENT AND PROPER MANAGEMENT OF ALL LEAD-CONTAMINATED HAZARDOUS WASTE GENERATED IN THE PROCESS OF REMOVING PORTIONS OF, MODIFYING, WELDING TO, DRILLING, REAMING OR OTHERWISE ALTERING PART OR PARTS OF THE BRIDGE STRUCTURE, PURSUANT TO MAINE DEPARTMENT OF ENVIRONMENTAL REGULATION CHAPTER 850, SECTION 3A, (40X&XVI). CONSEQUENTLY THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING APPROPRIATE PERSONAL PROTECTION STANDARDS MANDATED BY OSHA. THERE WILL BE NO SEPARATE PAYMENT FOR THIS WORK. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE WORK REQUIRING THE PAINT REMOVAL.
16. ITEM 202.10 REMOVING EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR) SHALL INCLUDE THE ENTIRE EXISTING DECK (EXCEPT THE ANCHORAGE SPANS).
17. AREAS OF DETERIORATED CONCRETE ON PIERS, ANCHORAGES AND ABUTMENTS TO BE MARKED PRIOR TO REMOVAL (SEE SHEET NO. 20). CONCRETE TO BE REMOVED SHALL BE CONSIDERED PROPERTY OF THE CONTRACTOR, AND SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH SECTION 518 OF THE STANDARD SPECIFICATIONS.
18. DURING CONSTRUCTION, THE ROAD WILL BE OPEN TO ONE 9'-0" LANE OF BI-DIRECTIONAL TRAFFIC, AT A MINIMUM OF ONCE EVERY 30 CONSECUTIVE CALENDAR DAYS. THE CONTRACTOR WILL BE REQUIRED TO OPEN BOTH LANES OF THE BRIDGE TO TRAFFIC FOR A 48 HOUR PERIOD. THE CONTRACTOR MUST NOTIFY THE ENGINEER, THE TOWNS OF SEDGWICK AND DEER ISLE, AND THE LOCAL NEWS MEDIA, IN WRITING, OF HIS INTENT TO OPEN BOTH LANES A MINIMUM OF 30 CALENDAR DAYS IN ADVANCE.
19. THROUGHOUT CONSTRUCTION, THE CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS (I.E. BLOCKING VEHICLES, FLAGGERS, DRUMS, CONES, ETC.) TO SAFEGUARD HIS WORKERS AGAINST TRAFFIC AND OTHER HAZARDS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE WORK UNDER ITEM 652.39.
20. WELDING AND BURNING ABOVE THE NAVIGATION CHANNEL MUST CEASE UPON APPROACH OF A VESSEL, AND SHALL NOT START AGAIN UNTIL THE VESSEL HAS PASSED THE BRIDGE. PREVENTATIVE MEASURES MUST BE TAKEN TO PREVENT ANY HOT WORK, DEBRIS, OR CONSTRUCTION MATERIAL FOR ENTERING THE WATERWAY.
21. THE USE OF FALSEWORK, FORMWORK, RIGGING, SCAFFOLDING AS WELL AS OTHER CONSTRUCTION METHODS AND PROCEDURES SHALL BE SCHEDULED AND PERFORMED IN SUCH A WAY THAT IT SHALL NOT INTERFERE WITH OR CAUSE UNAUTHORIZED INTERRUPTIONS TO NAVIGATION. THE EXTENT AND LIMITS OF ENCROACHMENT, IF ANY, ON THE NAVIGATION CLEARANCES SHALL BE SUBMITTED TO THE USCG FOR APPROVAL. NO ENCROACHMENT SHALL BE CAUSED UNTIL WRITTEN AUTHORIZATION IS RECEIVED FROM THE USCG.
22. TWO GUARDRAIL DELINEATOR POSTS SHALL BE INSTALLED AT EACH LEADING GUARDRAIL END AND ONE AT EACH TRAILING GUARDRAIL END.
23. BIDDERS AND CONTRACTORS SHALL OBTAIN A COPY OF THE EXISTING BRIDGE PLANS BY CONTACTING THE DEPARTMENT. THE PLANS ARE REPRODUCTIONS OF THE ORIGINAL DRAWINGS AS PREPARED FOR THE CONSTRUCTION OF THE BRIDGE AS WELL AS BRIDGE REHABILITATION PROJECTS. THE EXISTING PLANS ARE CONSIDERED PART OF THE CONTRACT DOCUMENTS FOR THIS PROPOSED PROJECT.
24. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE. REPAIR WORK, IF NECESSARY, SHALL NOT BE DONE ON A LANE CARRYING TRAFFIC.
25. THE CONTRACTOR MAY USE THE EXISTING 100' x 35' GRAVEL LOT ALONGSIDE THE NORTH APPROACH ROADWAY AS A STAGING AREA. SEE SHEET NO. 21.

SUGGESTED SEQUENCE OF CONSTRUCTION - DECK REPLACEMENT

THE FOLLOWING CONSTRUCTION SEQUENCE IS INTENDED AS A SUGGESTION OF ONE FEASIBLE METHOD, IN ORDER TO PROVIDE A UNIFORM BASIS FOR BIDDING. THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SEQUENCE IN WRITING TO THE ENGINEER FOR APPROVAL BEFORE STARTING WORK. SUBMITTED SEQUENCES WHICH PROVIDE FOR A NARROWER TRAVEL LANE THAN THAT SHOWN ON THESE DRAWINGS (9'-0") WILL NOT BE FAVORABLY CONSIDERED.

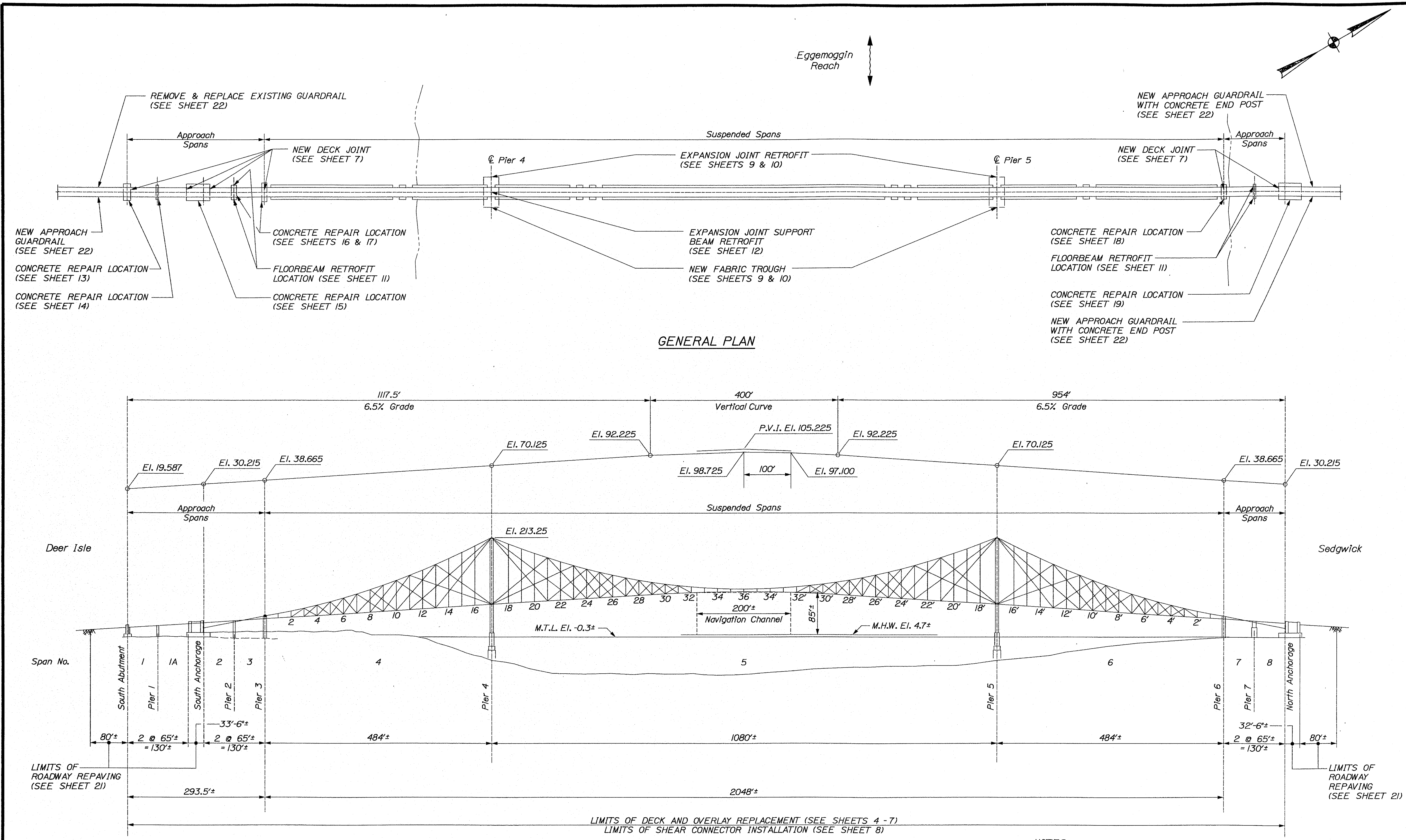
1. INSTALL CONSTRUCTION SIGNAGE ON BRIDGE APPROACHES.
2. CLOSE THE SOUTHBOUND LANE FOR THE FULL LENGTH OF THE BRIDGE (CLOSURES WILL ONLY BE PERMITTED M-F, 7:30 AM - 3:30 PM).
3. PLACE BITUMINOUS CONCRETE WEARING SURFACE IN ANCHORAGE SPANS IN CLOSED LANE. PROVIDE BITUMINOUS CONCRETE RAMP TO EXISTING ROADWAY ELEVATION ON EACH SIDE OF THE ANCHORAGE SPANS.
4. REMOVE WEARING SURFACE AND WELD BETWEEN DECK PANEL SIDE ANGLES ALONG THE CENTERLINE OF THE ROADWAY FOR THE FULL LENGTH OF THE BRIDGE.
5. RESET TRAFFIC CONTROL IN THE NORTHBOUND LANE AND REPEAT STEP 3 FOR THE NORTHBOUND LANE (CLOSURES WILL ONLY BE PERMITTED M-F, 7:30 AM - 3:30 PM).
6. BEGINNING AT THE NORTH END OF SPAN 8, LAYOUT AND DRILL HOLES IN THE NORTHBOUND LANE OF THE EXISTING DECK IN ORDER TO ATTACH THE TEMPORARY BRIDGE RAIL TO PERMIT DECK REPLACEMENT IN THE SOUTHBOUND LANE.
7. PLACE TEMPORARY TRAFFIC SIGNALS, TEMPORARY CONCRETE BARRIERS, WORK ZONE CRASH CUSHION, TEMPORARY STOP LINE AND DRUMS, AND ATTACH TEMPORARY BRIDGE RAIL FOR FIRST WORK AREA.
8. DETACH EXISTING DECK FROM EXISTING SHEAR STUDS/ANGLES IN GROUTED POCKETS.
9. REMOVE EXISTING DECK BY SAWCUTTING TRANSVERSELY (FROM CURBLINE TO CENTERLINE OF ROADWAY) AS REQUIRED TO REMOVE EXISTING DECK. IF CUTTING ABOVE A FLOORBEAM EXERCISE CAUTION SO AS NOT TO DAMAGE THE TOP FLANGE OF THE FLOORBEAM.
10. REMOVE AND DISPOSE OF EXISTING DECK PANEL.
11. REMOVE EXISTING SHEAR STUDS/BULB ANGLES FROM EXPOSED FLOORBEAM TOP FLANGE, EXERCISING CAUTION NOT TO DAMAGE THE FLOORBEAM TOP FLANGE.
12. CLEAN EXPOSED FLOORBEAM TOP FLANGE.
13. INSTALL STUD SHEAR CONNECTORS OR CHANNEL SHEAR CONNECTORS.
14. REPEAT STEPS 8 THROUGH 13 FOR THE ENTIRE WORK AREA.
15. INSTALL NEW DECK PANELS FOR THE ENTIRE WORK AREA.
16. INSTALL TRANSVERSE SPLICE CONNECTION BOLTS BETWEEN DECK PANELS (AT FLOORBEAM LOCATIONS).
17. PLACE CEMENTITIOUS FILL MATERIAL IN BLOCKOUT AT FLOORBEAMS.
18. PLACE CONCRETE SEALER ON NEW DECK.
19. RESET TEMPORARY TRAFFIC SIGNALS, TEMPORARY CONCRETE BARRIERS, WORK ZONE CRASH CUSHION, TEMPORARY STOP LINE, DRUMS AND TEMPORARY BRIDGE RAIL TO THE NEXT WORK AREA.
20. REPEAT STEPS 8 - 19 UNTIL THE DECK ON THE SOUTHBOUND LANE OF THE BRIDGE IS REPLACED.
21. BEGINNING AT THE NORTH END OF SPAN 8, RESET TEMPORARY TRAFFIC SIGNALS, TEMPORARY CONCRETE BARRIERS, WORK ZONE CRASH CUSHION, TEMPORARY STOP LINE AND DRUMS, AND ATTACH THE TEMPORARY BRIDGE RAIL USING PRECAST HOLES IN NEW DECK PANELS TO PERMIT DECK REPLACEMENT IN THE NORTHBOUND LANE.
22. REPEAT STEPS 8 - 16.
23. INSTALL LONGITUDINAL SPLICE CONNECTION BOLTS BETWEEN DECK PANELS ALONG CENTERLINE OF ROADWAY.
24. PLACE CEMENTITIOUS FILL MATERIAL IN BLOCKOUT AT FLOORBEAMS.
25. PLACE CONCRETE SEALER ON NEW DECK.
26. RESET TEMPORARY TRAFFIC SIGNALS, TEMPORARY CONCRETE BARRIERS, WORK ZONE CRASH CUSHION, TEMPORARY STOP LINE, DRUMS AND TEMPORARY BRIDGE RAIL TO THE NEXT WORK AREA.
27. REPEAT STEPS 21 - 26 UNTIL THE DECK ON THE NORTHBOUND LANE OF THE BRIDGE IS REPLACED.
28. REMOVE TEMPORARY CONCRETE BARRIERS, DRUMS AND TEMPORARY BRIDGE RAIL.
29. CLOSE THE SOUTHBOUND LANE FOR THE FULL LENGTH OF THE BRIDGE.
30. MILL 1/2" OF CONCRETE OFF THE NEW DECK IN THE SOUTHBOUND LANE.
31. PLACE NEW MEMBRANE WATERPROOFING IN THE SOUTHBOUND LANE.
32. PLACE NEW MICROSURFACING IN THE SOUTHBOUND LANE.
33. OPEN SOUTHBOUND LANE TO TRAFFIC.
34. REPEAT STEPS 29 - 33 FOR THE NORTHBOUND LANE.



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	BH-1006(200)X	PIN 10062.00	BRIDGE NO. 3257	BRIDGE PLANS
<div>DEER ISLE-SEDGWICK BRIDGE EGGEMOGGIN REACH DEER ISLE-SEDGWICK HANCOCK COUNTY</div> <div>ESTIMATED QUANTITIES &amp; GENERAL NOTES</div>				
SHEET NUMBER <div>2</div> <div>OF 25</div>				



Filename: 003\_Gpe.dgn  
 Division: Bridge  
 Username: User\$  
 Date: 1/27/2006



141-204  
**Lichtenstein**  
 Consulting Engineers

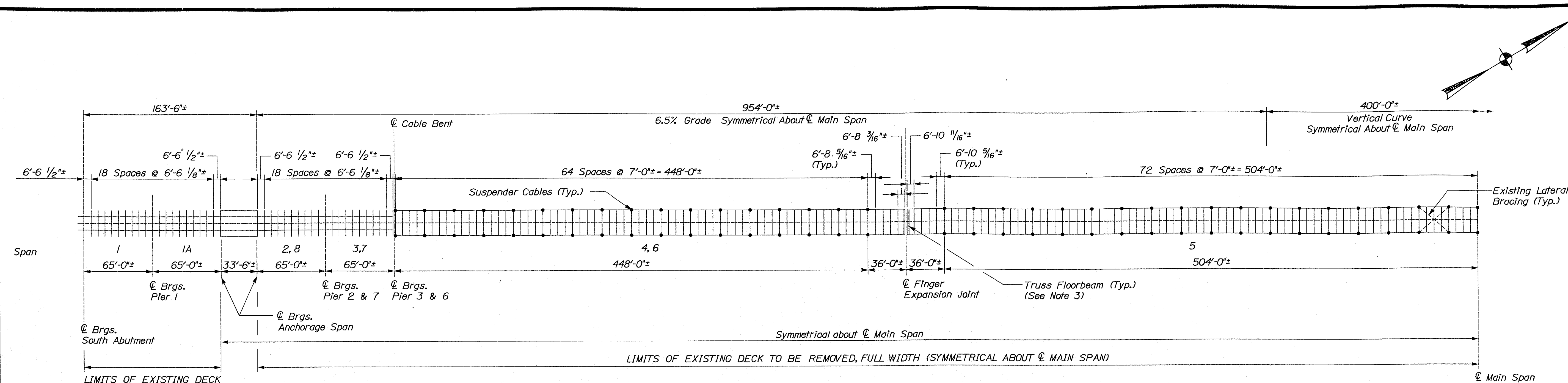
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1006(200)X		BRIDGE NO. 3257	
JOSEPH J. POLLARO P.E. NO. 10364 REGISTERED PROFESSIONAL ENGINEER		10504 P.E. NUMBER		02/13/06 DATE	
DEER ISLE-SEDGWICK BRIDGE EGGEMOGGIN REACH DEER ISLE-SEDGWICK HANCOCK COUNTY		GENERAL PLAN & ELEVATION		SHEET NUMBER <b>3</b> OF 25	

Date: 1/27/2006

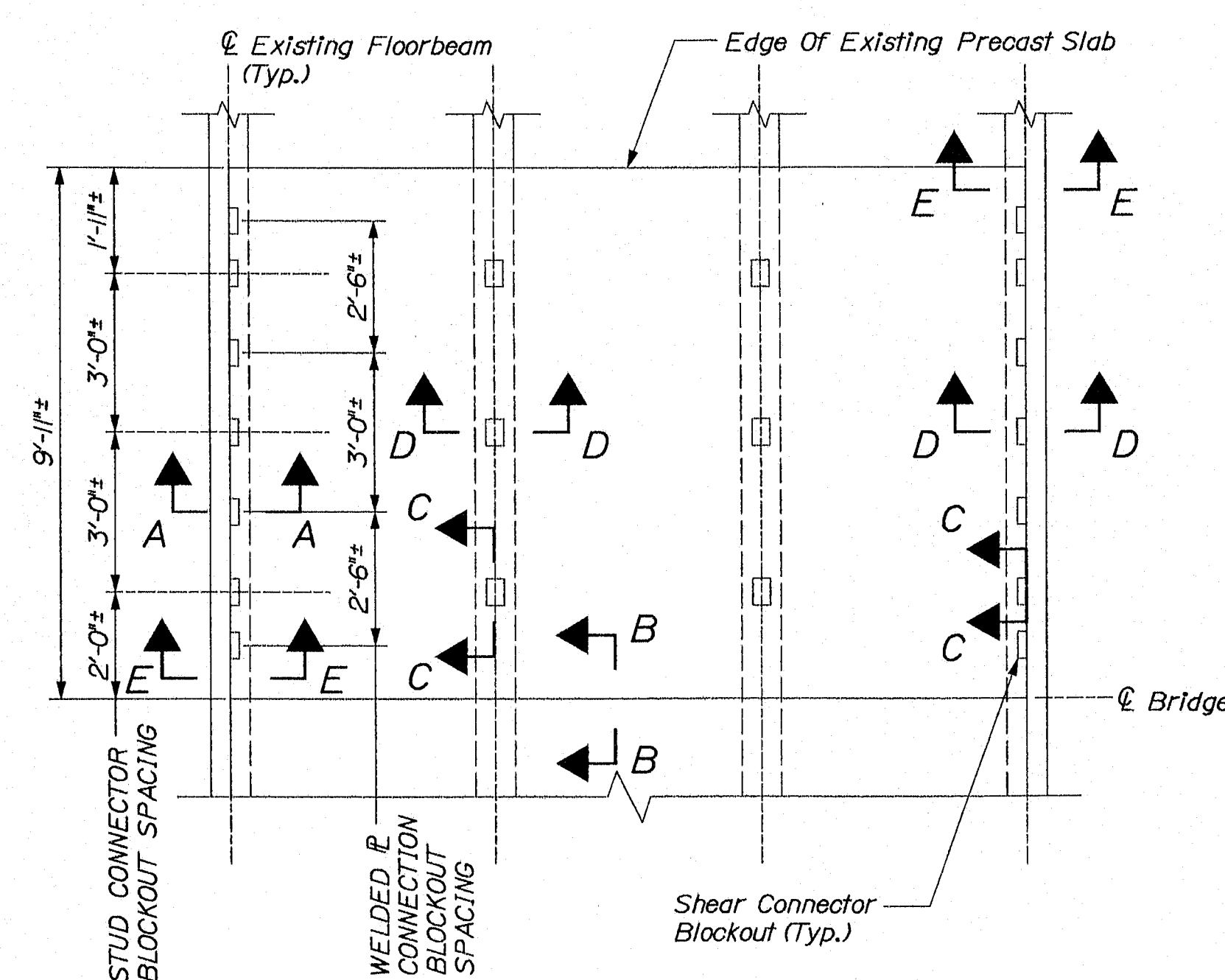
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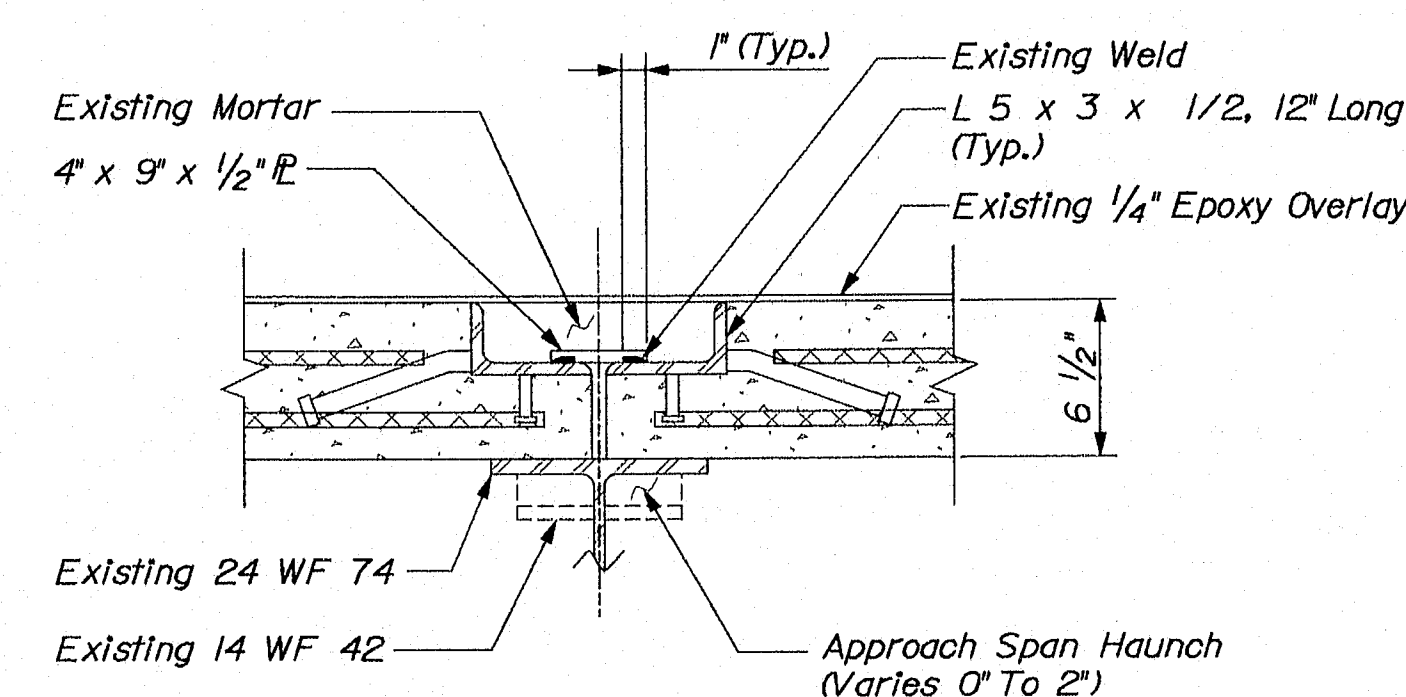
EXISTING FLOORBEAM LAYOUT PLAN



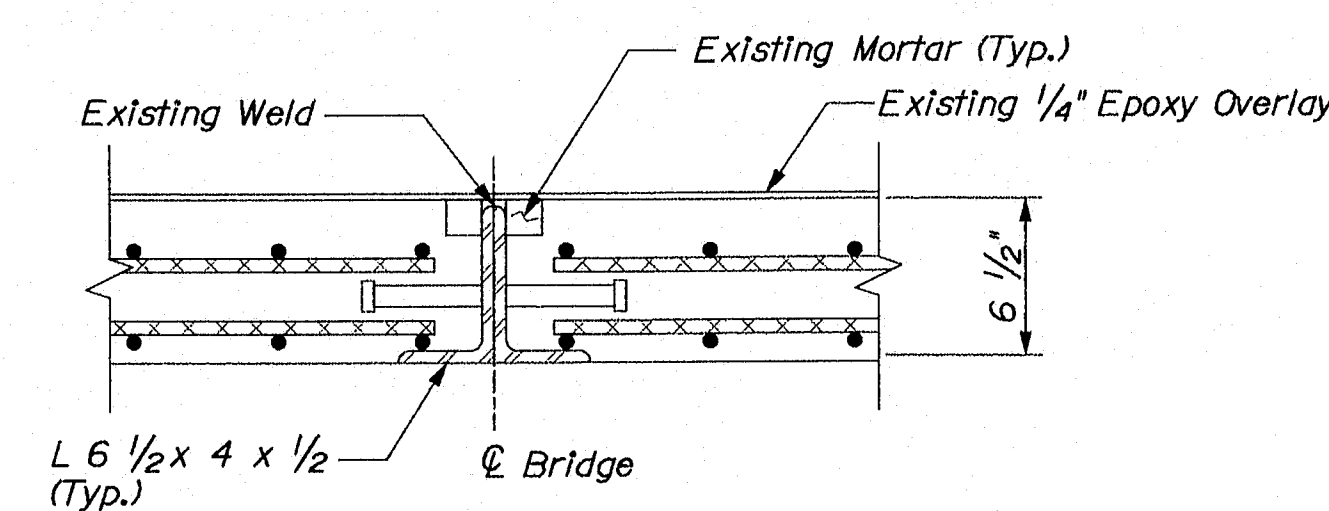
EXISTING DECK CONNECTION LAYOUT PLAN

DECK ELEVATION NOTE:

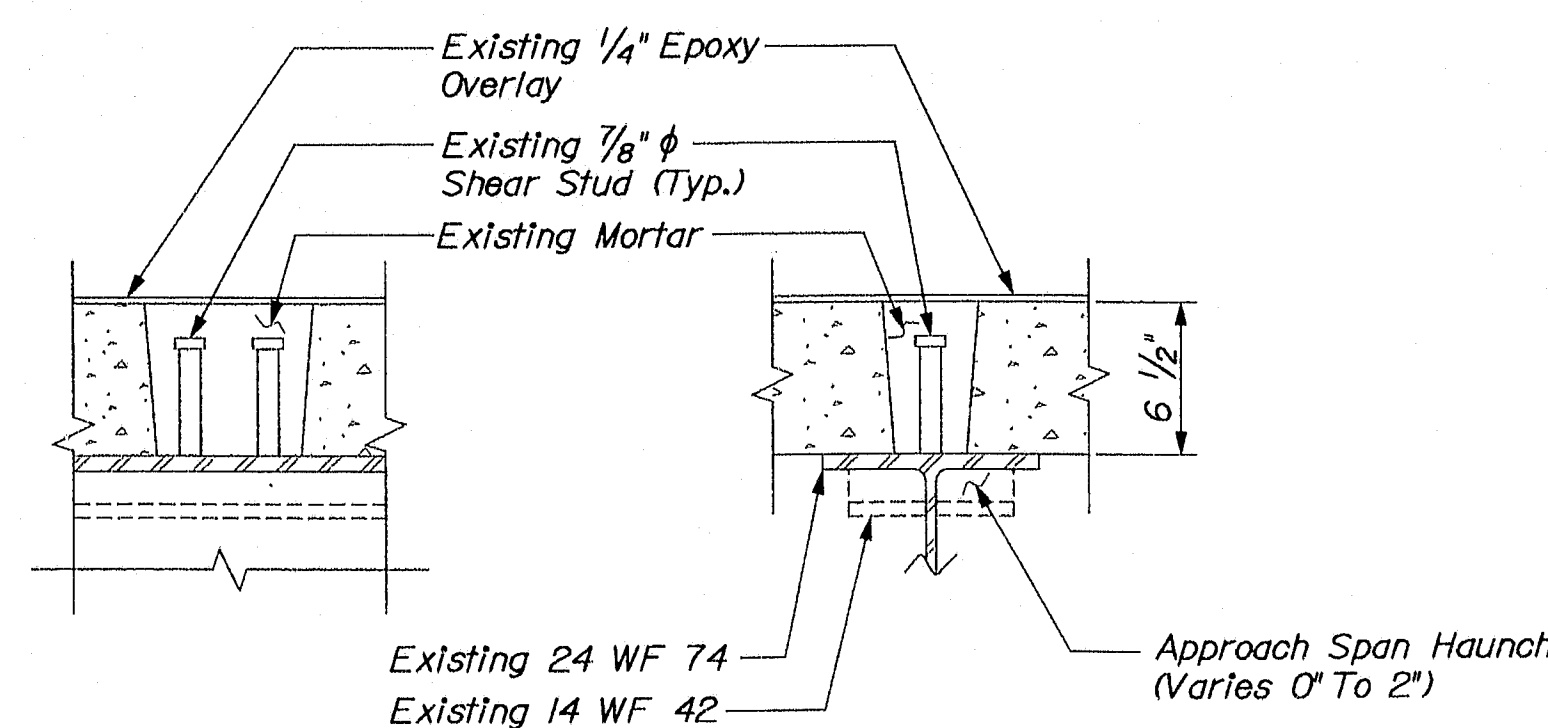
THE EXISTING DECK HAS A VARIABLE DEPTH HAUNCH IN SPANS 3 AND 7. THIS HAUNCH IS 2' AT THE END OF THESE SPANS ADJACENT TO THE SUSPENDED SPAN, AND TAPERS TO 0' OVER A 45'-6" LENGTH. THIS PROJECT WILL ELIMINATE THE VARIABLE DEPTH HAUNCH, AND REPLACE IT WITH A CONSTANT 2' HAUNCH FOR THE FULL LENGTH OF THE APPROACH SPANS. THE DECK ELEVATION OF THE ANCHORAGE SPANS WILL HAVE TO BE RAISED 2 1/4" TO MATCH THIS NEW DECK ELEVATION ON THE APPROACH SPANS. THIS WILL BE ACCOMPLISHED BY PLACING BITUMINOUS CONCRETE PAVEMENT ON THE ANCHORAGE SPANS. ADDITIONALLY, THE ELEVATION OF THE APPROACH ROADWAYS WILL BE ADJUSTED BY MILLING AND REPAVING SO THAT THE APPROACH ROADWAY ELEVATION MEETS BRIDGE ROADWAY ELEVATION, AND THE APPROACH ROADWAY ELEVATION WILL THEN TRANSITION OVER AN 80' LENGTH TO MEET THE EXISTING APPROACH ROADWAY ELEVATION.



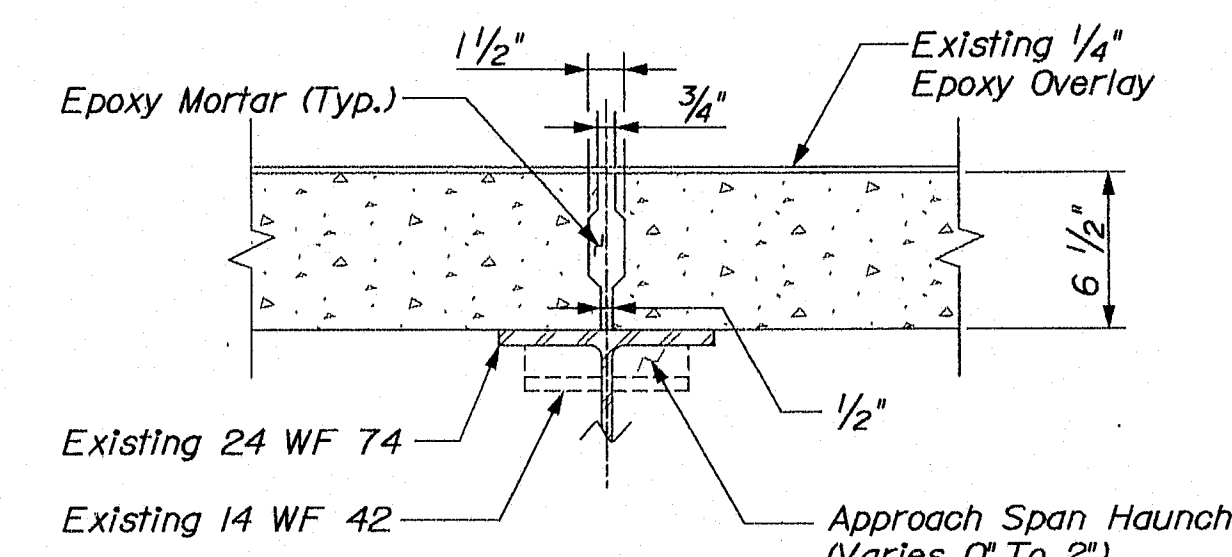
SECTION A-A  
WELDED PLATE CONNECTION BLOCKOUTS



SECTION B-B  
EXISTING LONGITUDINAL DECK JOINT SPLICE



SECTION C-C  
STUD CONNECTOR BLOCKOUTS (See Note 4)



SECTION E-E

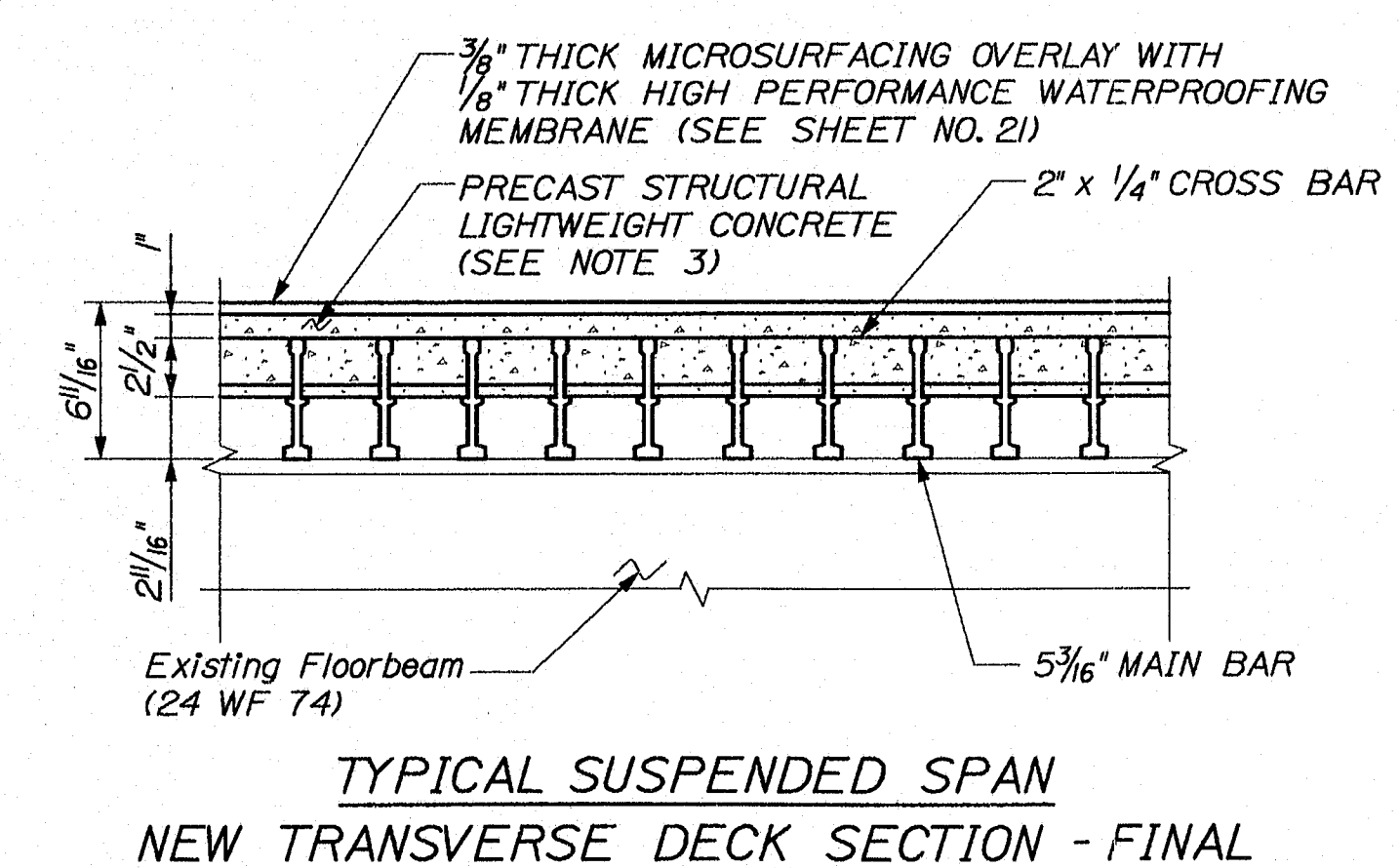
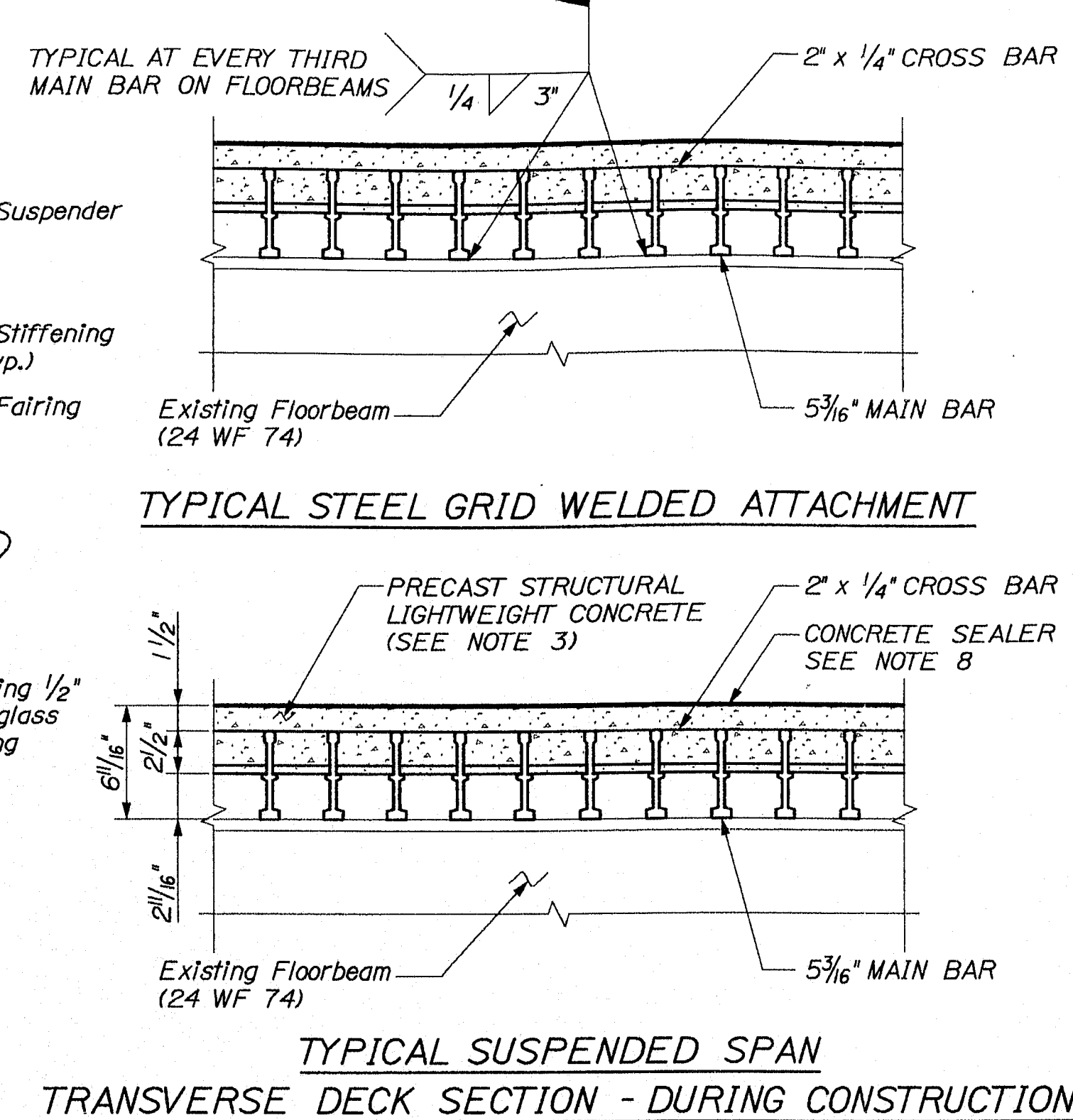
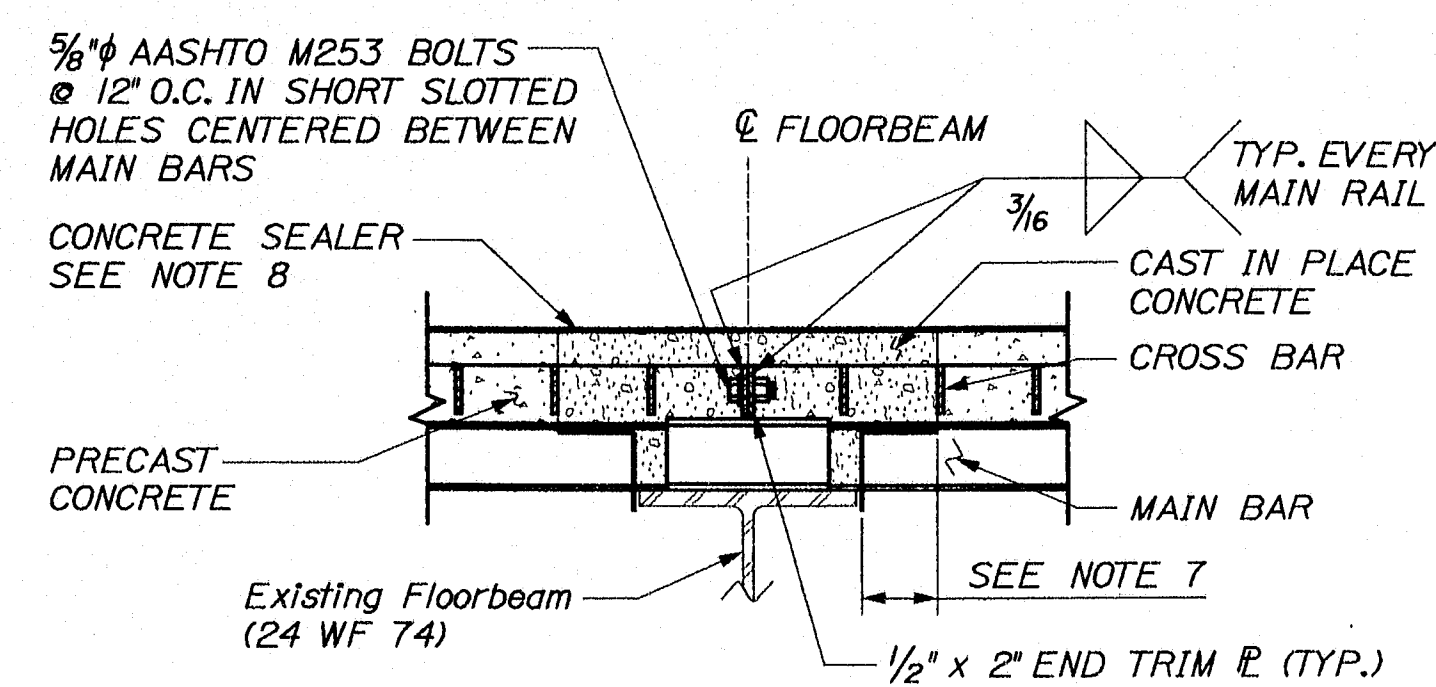
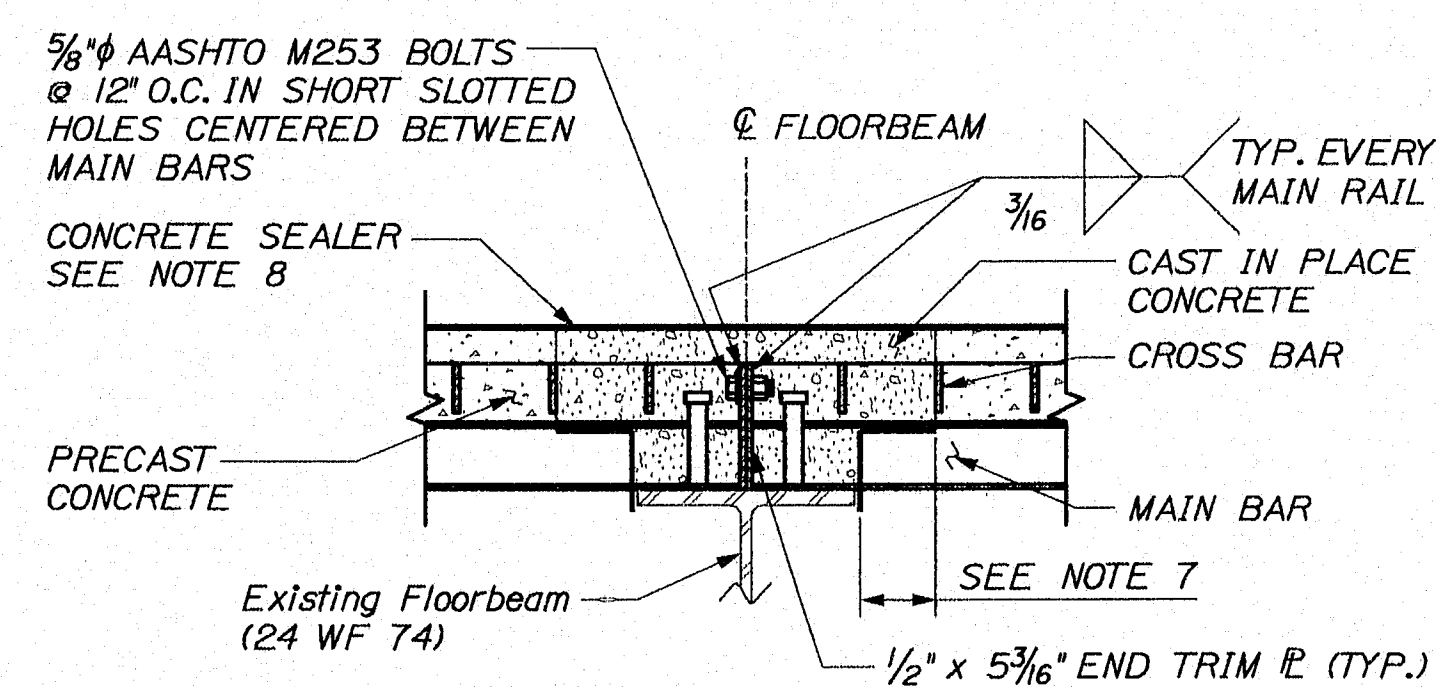
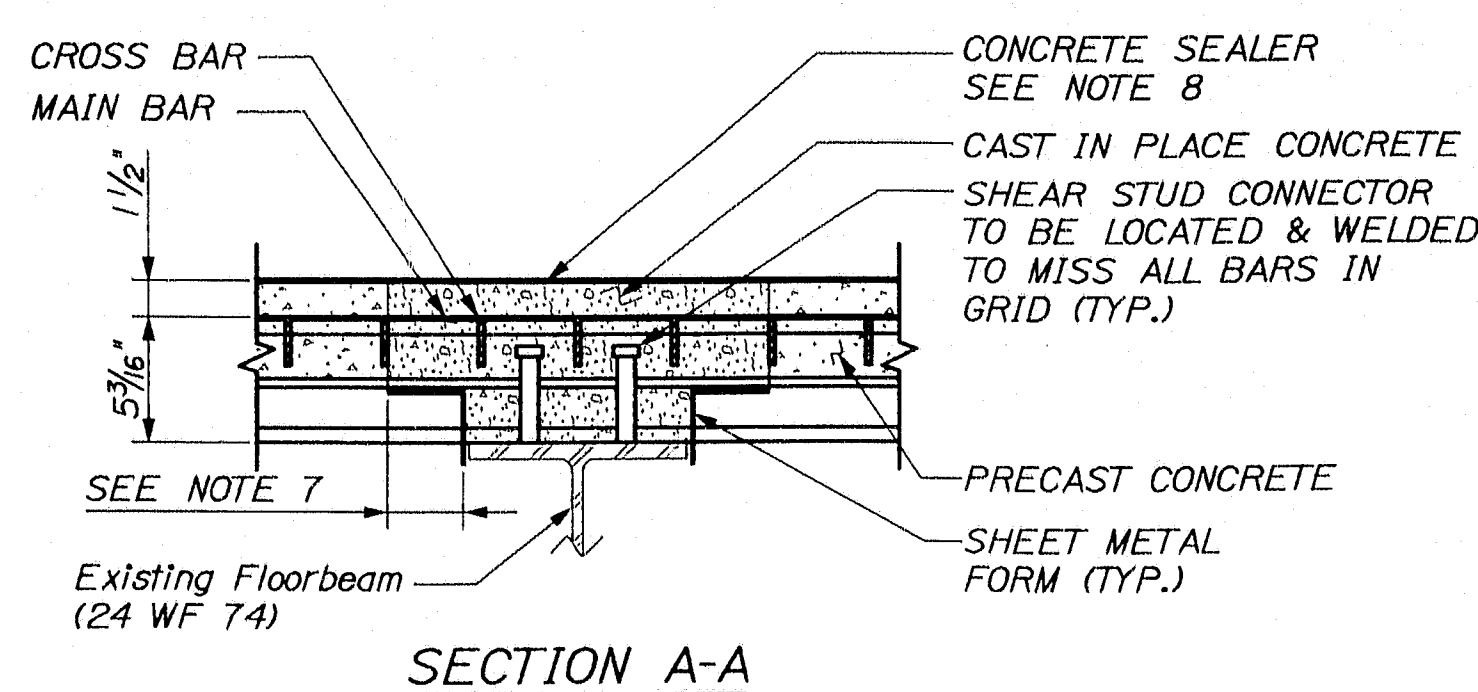
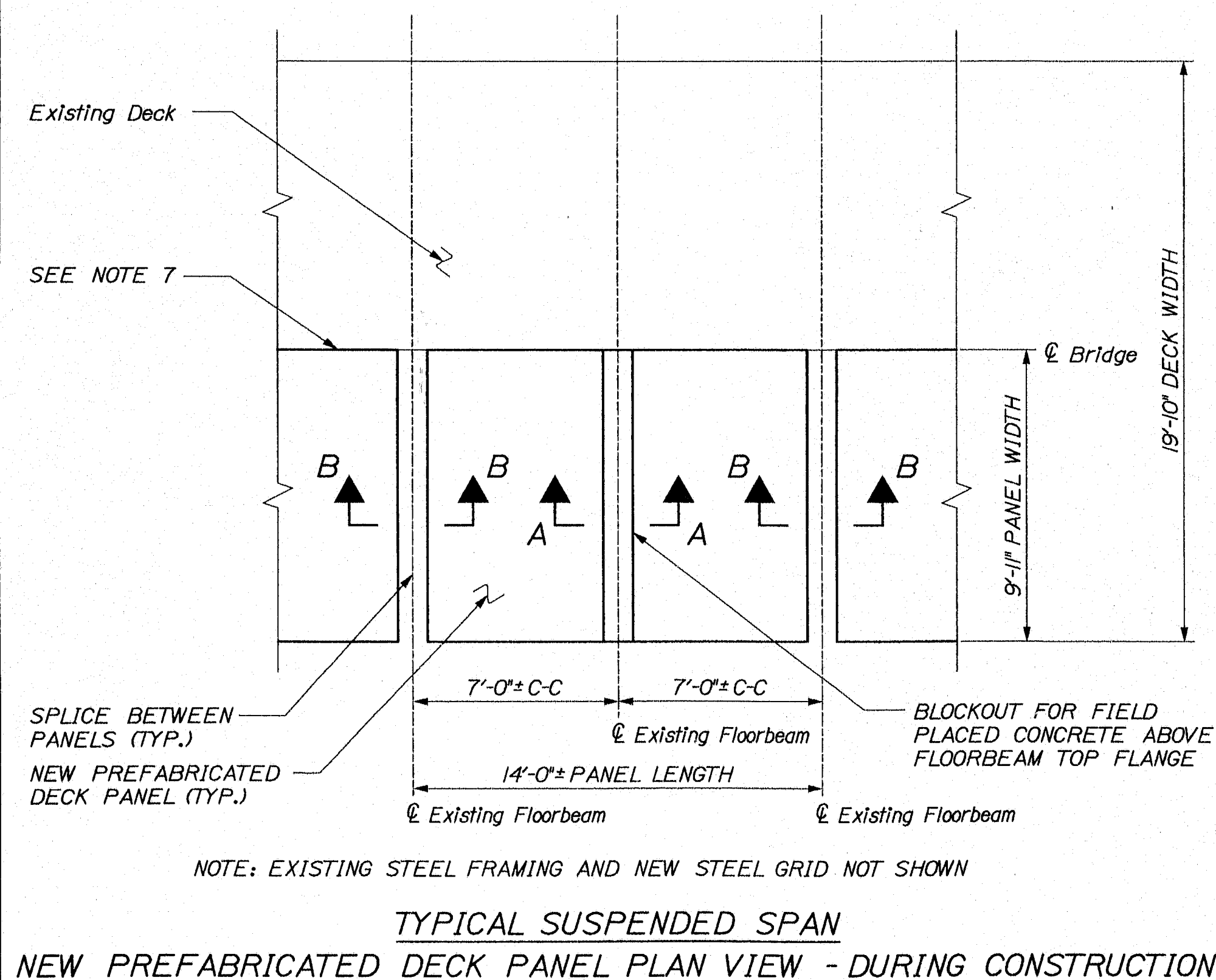
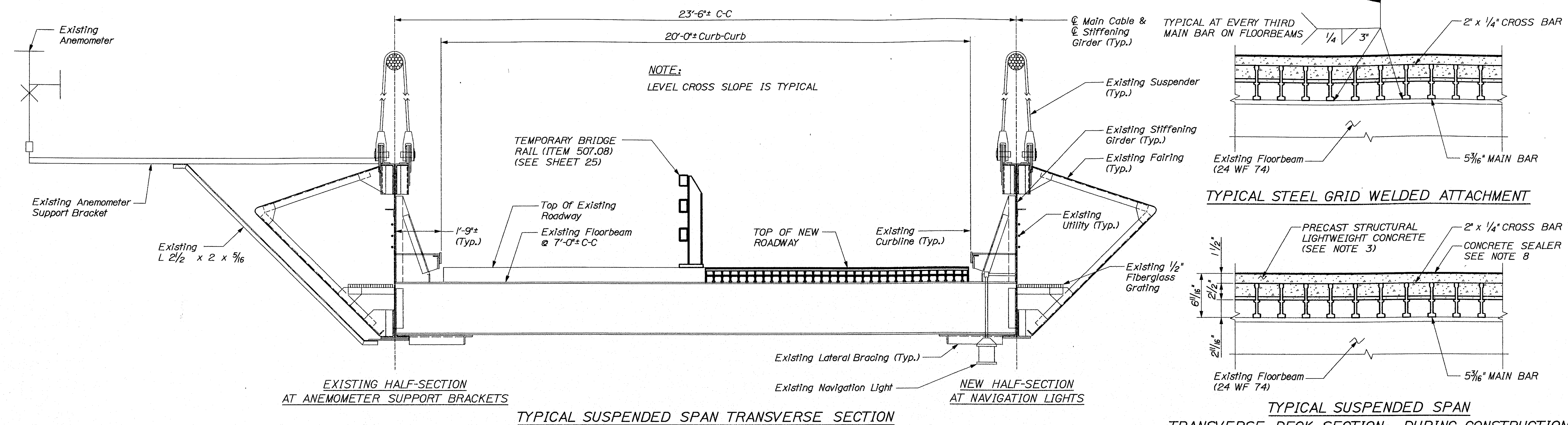
NOTES:

1. FOR GENERAL NOTES AND DECK REPLACEMENT SUGGESTED SEQUENCE OF CONSTRUCTION SEE SHEET NO. 2.
2. FLOORBEAM SPACING AS SHOWN IS DIMENSIONED ALONG THE HORIZONTAL. ALL EXISTING DIMENSIONS SHOWN ON THE PLANS WERE OBTAINED FROM AVAILABLE EXISTING DESIGN PLANS AND SHOP DRAWINGS. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL EXISTING DIMENSIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR IS ALSO RESPONSIBLE FOR THE PROPER FIT OF ALL NEW COMPONENTS ONTO THE EXISTING STRUCTURE TO REMAIN.
3. INFORMATION TAKEN FROM THE DECK REPLACEMENT DESIGN PLANS, 18 SHEETS. THE AS-BUILT DRAWINGS DATED 1987, SHOWS TRUSS FLOORBEAMS WERE INSTALLED BETWEEN THE FLOORBEAMS ADJACENT TO THE TOWER.
4. INFORMATION TAKEN FROM THE DECK REPLACEMENT DESIGN PLANS, 18 SHEETS. THE AS-BUILT DRAWINGS DATED 1987, INDICATE ANGLE SECTIONS WERE SUBSTITUTED FOR THE SHEAR STUDS.
5. ALL WORK ON THIS SHEET SHALL BE PAID FOR UNDER ITEM 202.10 UNLESS OTHERWISE NOTED.

141-205  
Lichtenstein  
Consulting Engineers

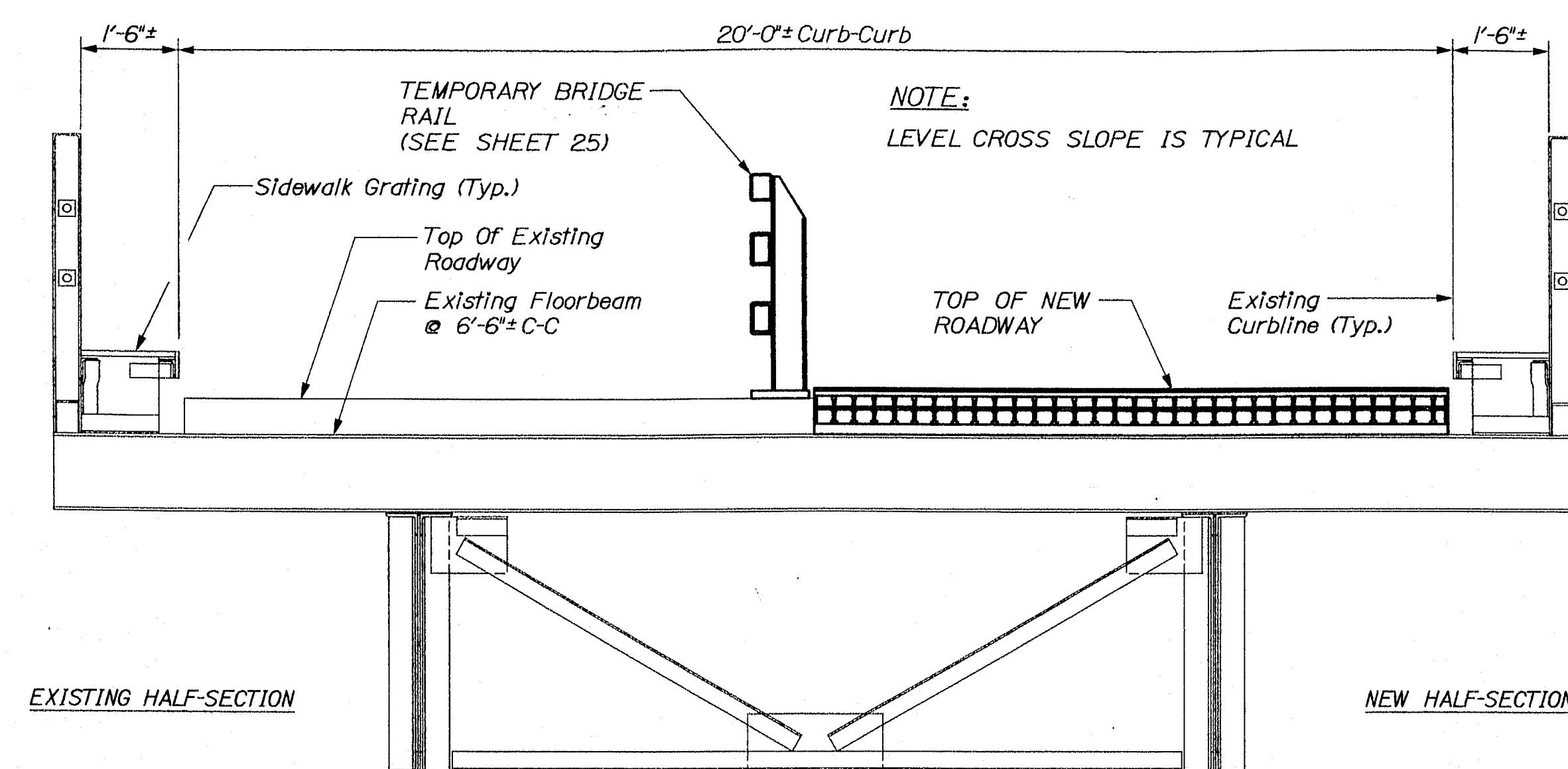
STATE OF MAINE DEPARTMENT OF TRANSPORTATION BH-1006(200)X		BRIDGE NO. 3257 PIN 10062.00 BRIDGE PLANS	
		DATE: 02/13/06 P.E. NUMBER: 10304 SIGNATURE: [Signature] PROJECT: DEER ISLE-SEDGWICK BRIDGE	
DEER ISLE-SEDGWICK BRIDGE EGGEMOGGIN REACH DEER ISLE-SEDGWICK HANCOCK COUNTY		EXISTING DECK DETAILS	
SHEET NUMBER 4		OF 25	



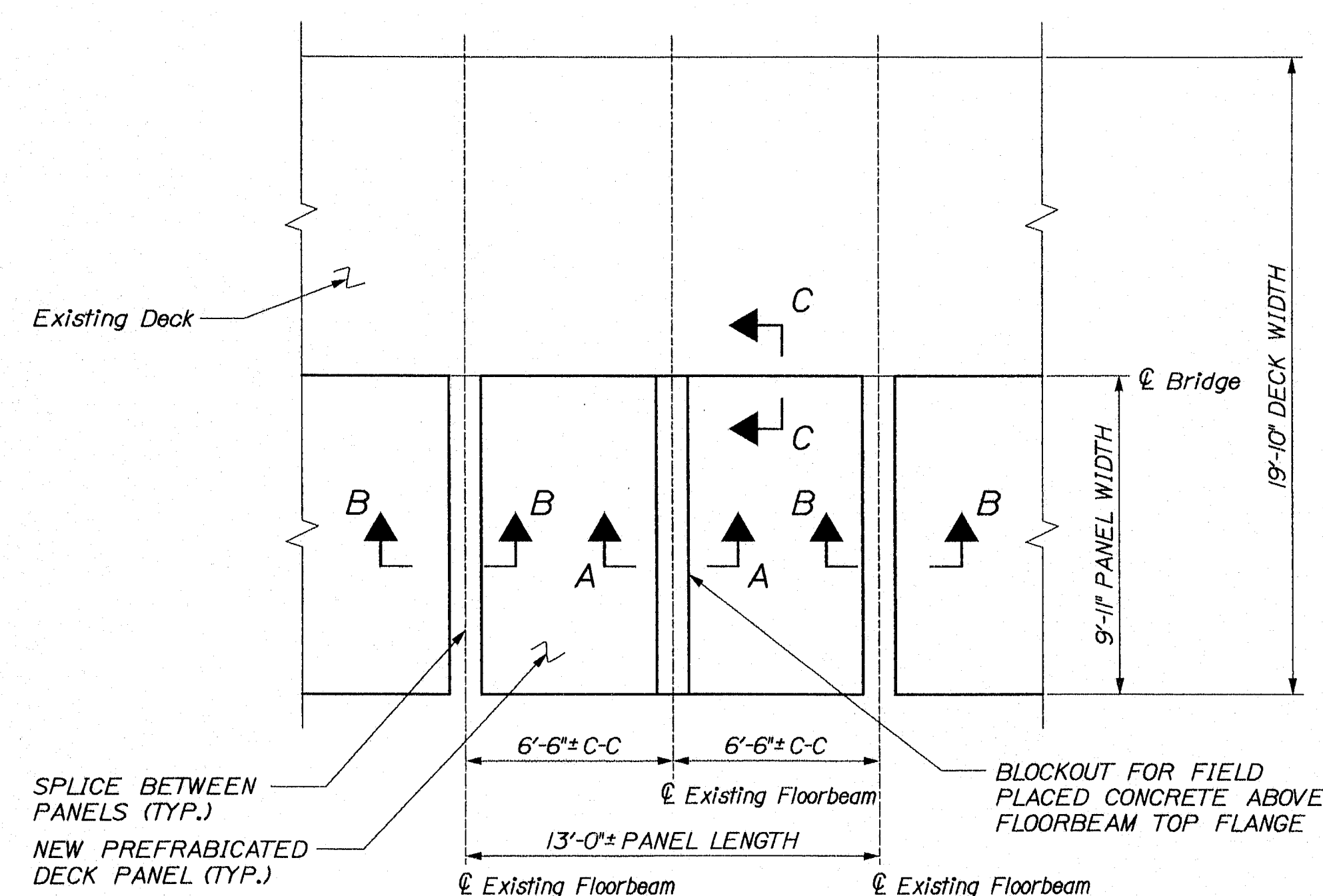


- NOTES:
1. FOR GENERAL NOTES AND DECK REPLACEMENT SUGGESTED SEQUENCE OF CONSTRUCTION SEE SHEET NO. 2.
  2. FOR EXISTING FLOORBEAM LAYOUT PLAN SEE SHEET NO. 4.
  3. PRECAST STRUCTURAL LIGHTWEIGHT CONCRETE FILL TO CONSIST OF 2 1/2" FILL WITHIN STEEL GRID AND 1 1/2" OVERFILL. AFTER INSTALLATION AND ACCEPTANCE OF ALL PREFABRICATED DECK PANELS AND PRIOR TO PLACEMENT OF HIGH PERFORMANCE WATERPROOFING MEMBRANE THE UPPER 1/4" OF THE OVERFILL TO BE GROUND OFF BY MICROMILLING. DECK SURFACE WITHIN 1'-6" OF DECK JOINTS TO BE MILLED BY HANDWORK. THE COST OF THE MICROMILLING TO BE CONSIDERED INCIDENTAL TO THE WORK UNDER ITEM 530.00.
  4. HIGH PERFORMANCE WATERPROOFING MEMBRANE TO BE PAID FOR UNDER ITEM 508.14.
  5. MICROSURFACING TO BE PAID FOR UNDER ITEM 462.001.
  6. SEE SHEET NO. 6, SECTION C-C, FOR LONGITUDINAL SPLICE BETWEEN DECK PANELS.
  7. CAST IN PLACE CONCRETE CLOSURE POURS AT FLOORBEAM LOCATIONS TO BE STEPPED. THIS SHALL BE ACCOMPLISHED BY FORMING THE PRECAST CONCRETE TO END AT THE SECOND STEEL GRID CROSSBAR FROM THE CENTERLINE OF THE FLOORBEAM ON EACH SIDE OF THE FLOORBEAM AS SHOWN.
  8. CONCRETE SEALER TO BE PLACED ON NEW DECK AFTER PLACEMENT AND CURING OF CAST IN PLACE CONCRETE, AND PRIOR TO RELOCATION OF TEMPORARY BRIDGE RAIL AND TRAFFIC CONTROL DEVICES TO THE NEXT WORK ZONE. THE CONCRETE SEALER IS A TEMPORARY PROTECTIVE MEASURE FOR THE NEW DECK WHICH IS PLACED INTO SERVICE DURING CONSTRUCTION, AND WILL BE REMOVED WITH THE TOP 1/2" OF CONCRETE DURING MICROMILLING.
  9. ALL WORK ON THIS SHEET SHALL BE PAID FOR UNDER ITEM 530.00 UNLESS OTHERWISE NOTED.





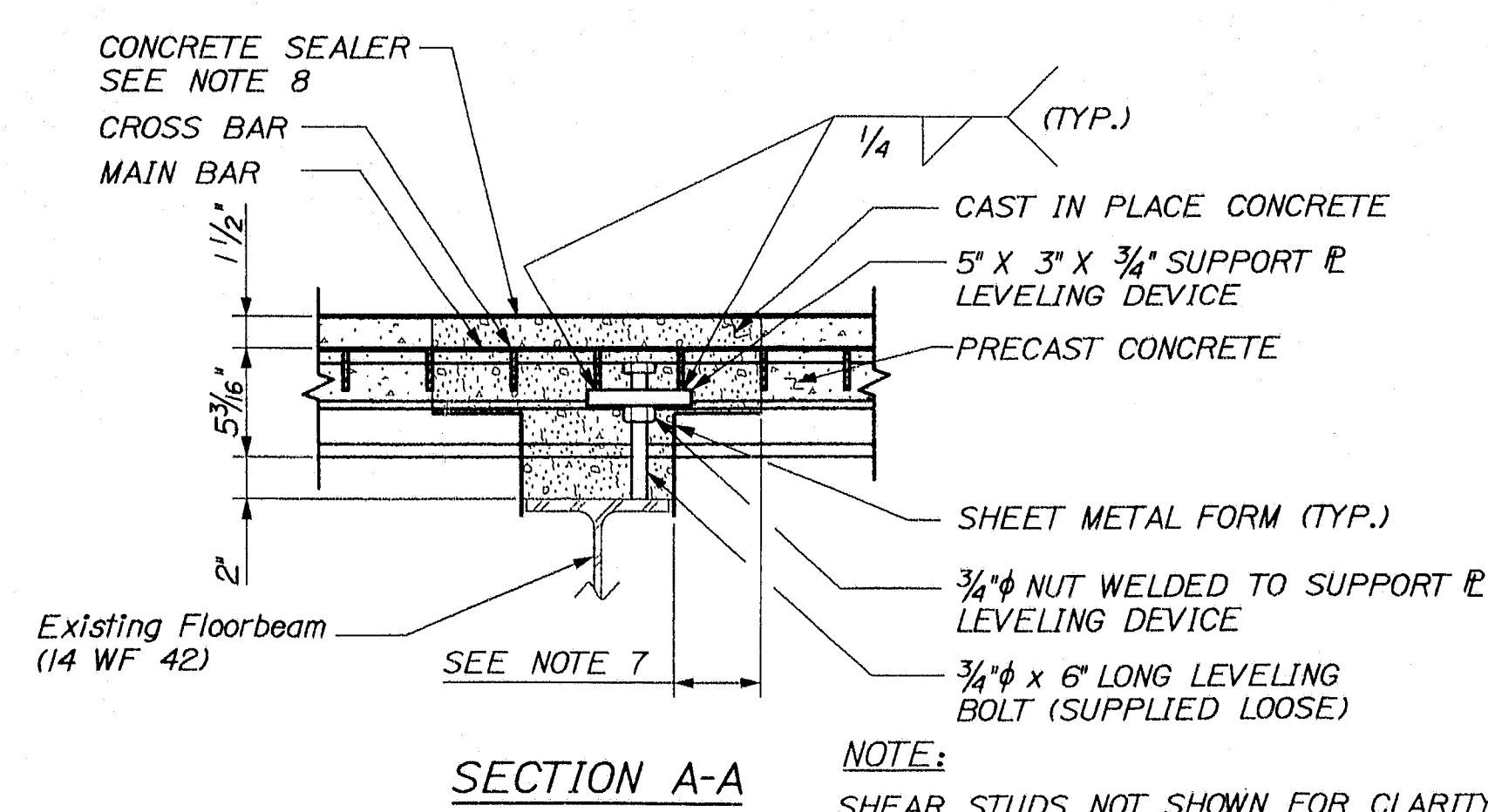
TYPICAL APPROACH SPAN TRANSVERSE SECTION



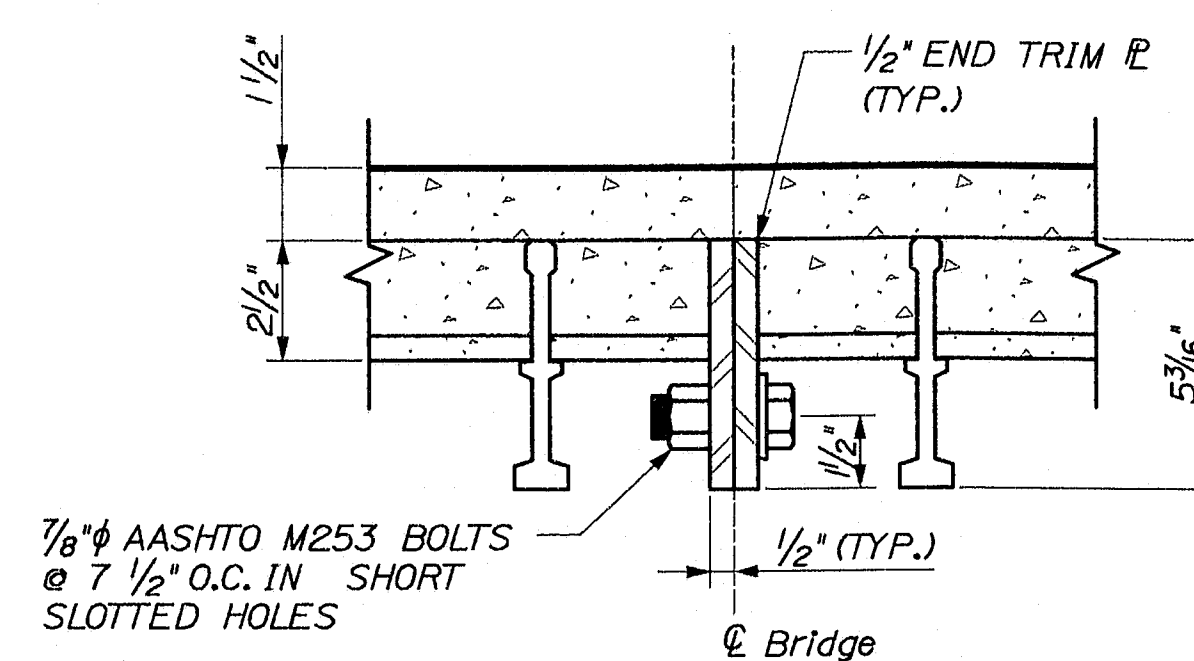
NOTE: EXISTING STEEL FRAMING AND NEW STEEL GRID NOT SHOWN

TYPICAL APPROACH SPAN

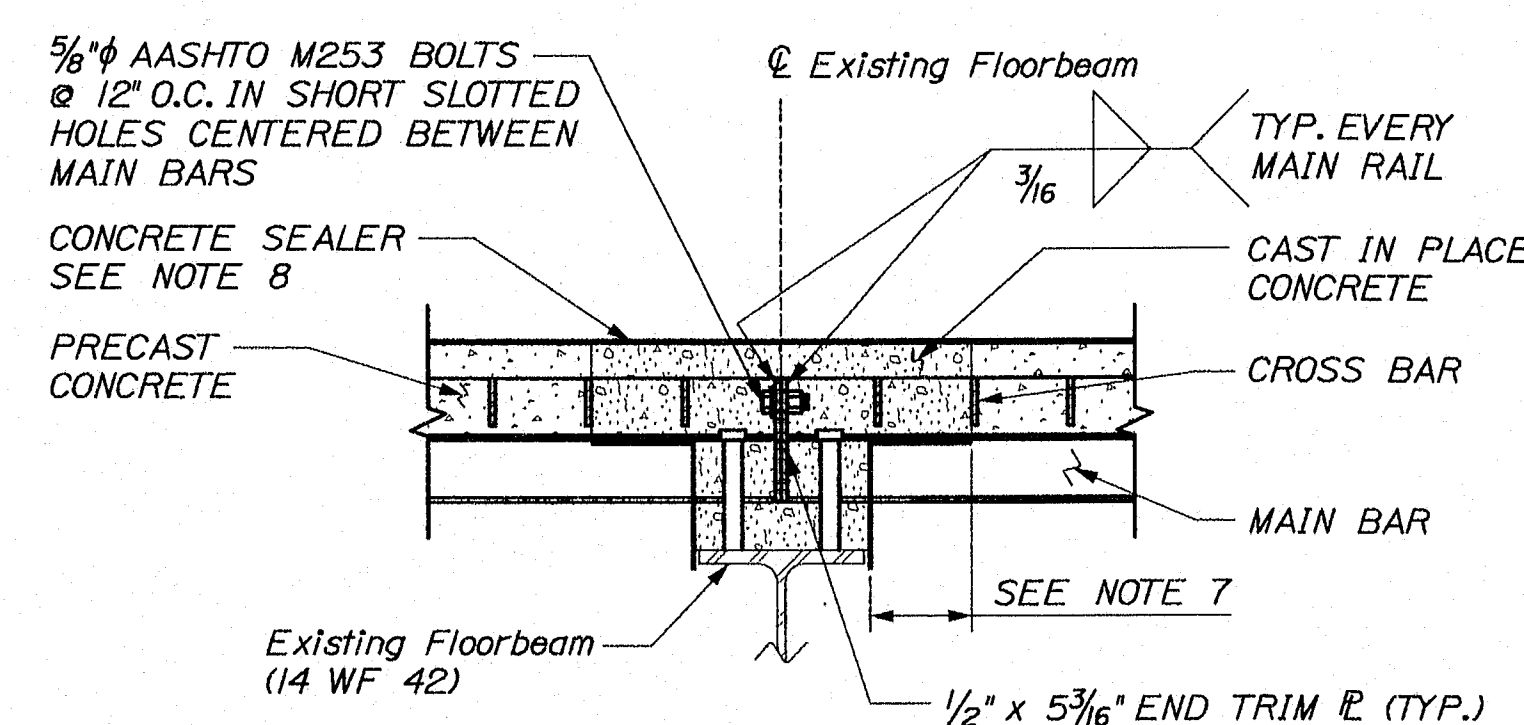
NEW PREFRABICATED DECK PANEL PLAN VIEW - DURING CONSTRUCTION



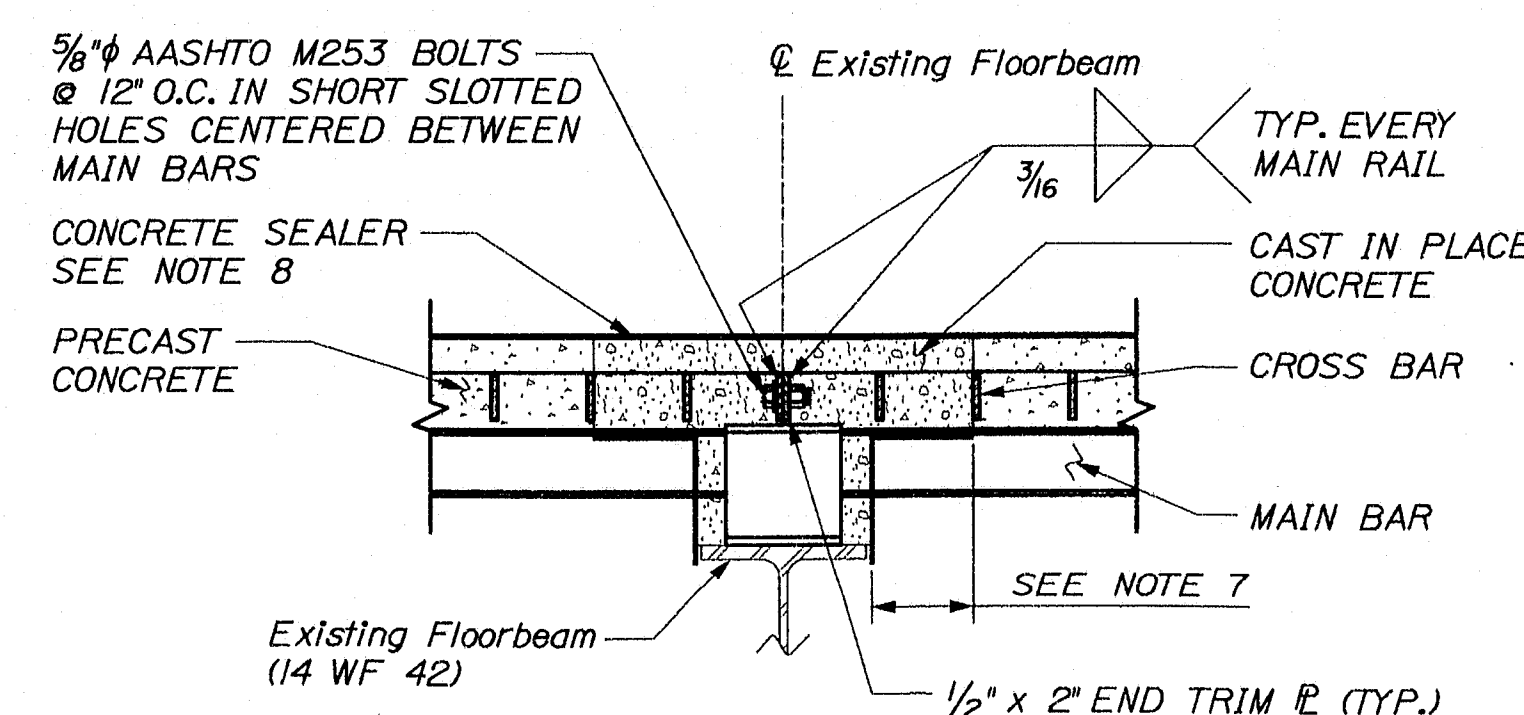
NOTE:  
SHEAR STUDS NOT SHOWN FOR CLARITY



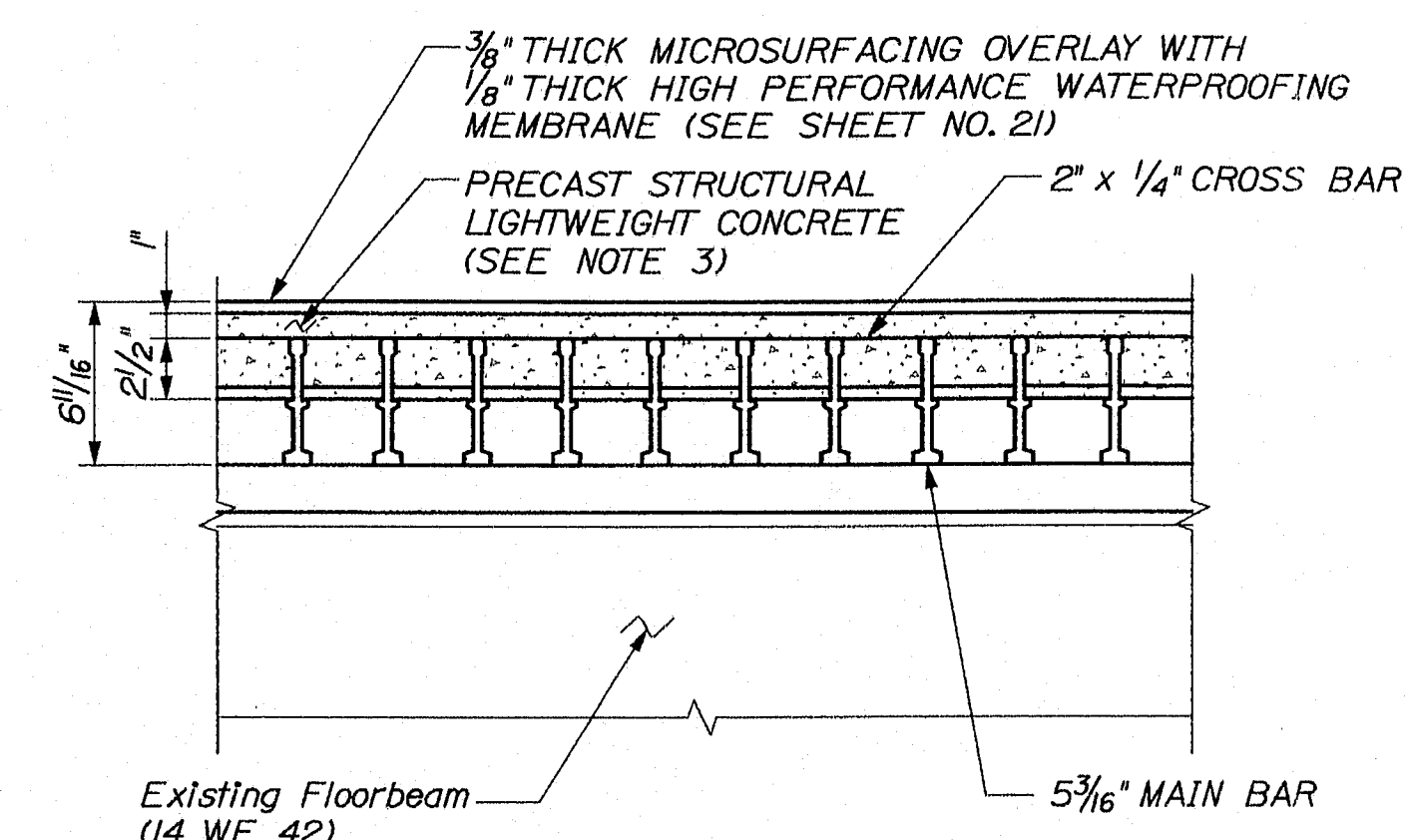
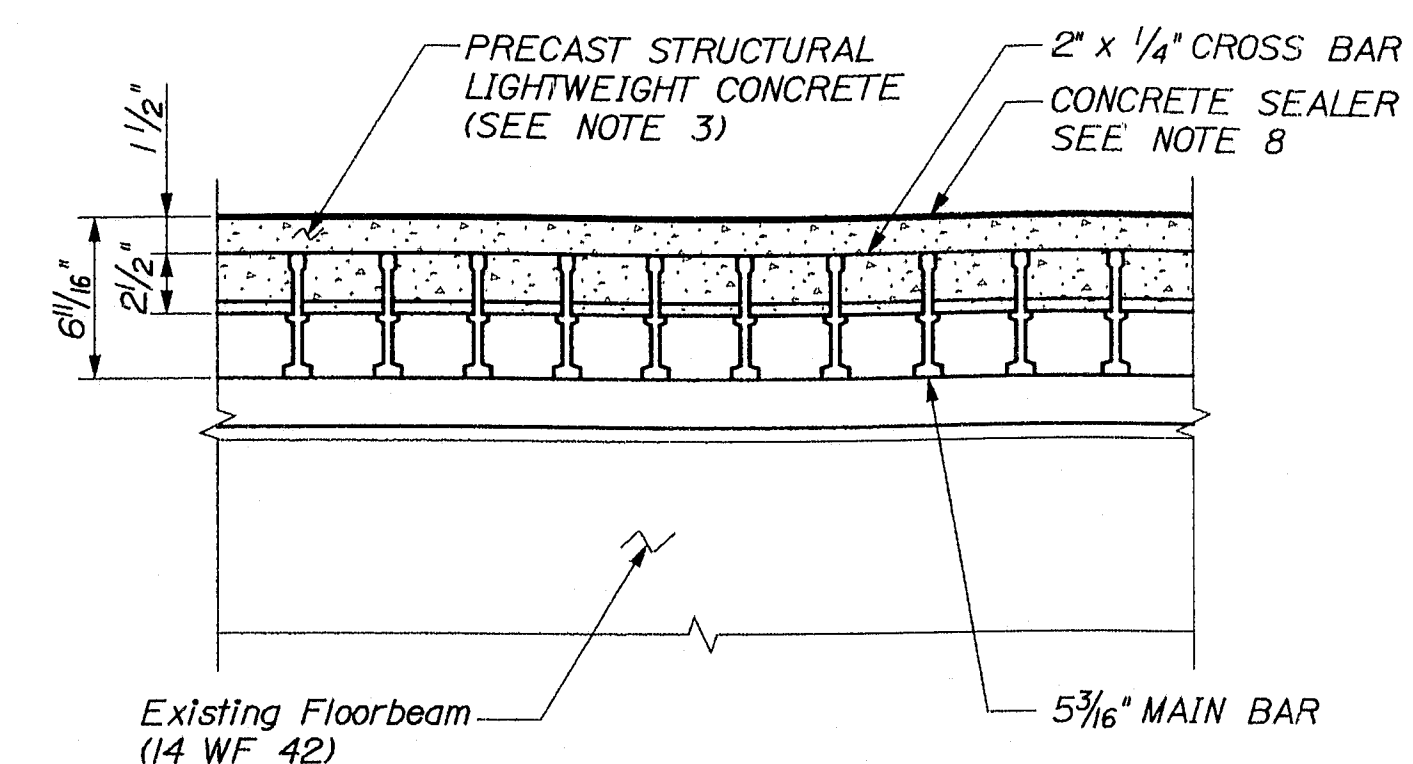
SECTION C-C  
TYPICAL NEW LONGITUDINAL DECK SPLICE  
(PRIOR TO MILLING AND INSTALLATION OF HIGH  
PERFORMANCE WATERPROOFING MEMBRANE)



SECTION B-B  
TYPICAL TRANSVERSE SPLICE AT APPROACH SPAN  
FLOORBEAM WITH SHEAR STUD CONNECTORS -  
DURING CONSTRUCTION



SECTION B-B  
TYPICAL TRANSVERSE SPLICE AT APPROACH SPAN  
FLOORBEAM WITH SHEAR CHANNEL CONNECTORS -  
DURING CONSTRUCTION



NOTES:

1. FOR GENERAL NOTES AND DECK REPLACEMENT SUGGESTED SEQUENCE OF CONSTRUCTION SEE SHEET NO. 2.
2. FOR EXISTING FLOORBEAM LAYOUT PLAN SEE SHEET NO. 4.
3. PRECAST STRUCTURAL LIGHTWEIGHT CONCRETE FILL TO CONSIST OF 2½" FILL WITHIN STEEL GRID AND 1½" OVERFILL. AFTER INSTALLATION AND ACCEPTANCE OF ALL PREFABRICATED DECK PANELS AND PRIOR TO PLACEMENT OF HIGH PERFORMANCE WATERPROOFING MEMBRANE THE UPPER ½" OF THE OVERFILL TO BE GROUND OFF BY MICROMILLING. DECK SURFACE WITHIN 1'-6" OF DECK JOINTS TO BE MILLED BY HANDWORK. THE COST OF THE MICROMILLING TO BE CONSIDERED INCIDENTAL TO THE WORK UNDER ITEM 530.00.
4. HIGH PERFORMANCE WATERPROOFING MEMBRANE TO BE PAID FOR UNDER ITEM 508.14.
5. MICROSURFACING TO BE PAID FOR UNDER ITEM 462.001.
6. EACH DECK PANEL SHALL HAVE A MINIMUM OF TWO LEVELING BOLTS PER FLOORBEAM. LEVELING BOLTS SHALL BE PLACED APPROXIMATELY 2'-6" FROM EACH SIDE OF THE PANEL, AND BE LOCATED TO AVOID INTERFERENCE WITH THE STEEL GRID SPLICES, SHEAR CONNECTORS AND OTHER DECK COMPONENTS. THE CONTRACTOR SHALL NOT PLACE CONSTRUCTION VEHICLES OR OTHER EQUIPMENT ON DECK PANELS SUPPORTED BY LEVELING BOLTS PRIOR TO PLACEMENT AND SUFFICIENT CURING OF CAST IN PLACE CONCRETE ABOVE FLOORBEAMS.
7. CAST IN PLACE CONCRETE CLOSURE POURS AT FLOORBEAM LOCATIONS TO BE STEPPED. THIS SHALL BE ACCOMPLISHED BY FORMING THE PRECAST CONCRETE TO END AT THE SECOND STEEL GRID CROSSBAR FROM THE CENTERLINE OF THE FLOORBEAM ON EACH SIDE OF THE FLOORBEAM AS SHOWN.
8. CONCRETE SEALER TO BE PLACED ON NEW DECK AFTER PLACEMENT AND CURING OF CAST IN PLACE CONCRETE, AND PRIOR TO RELOCATION OF TEMPORARY BRIDGE RAIL AND TRAFFIC CONTROL DEVICES TO THE NEXT WORK ZONE. THE CONCRETE SEALER IS A TEMPORARY PROTECTIVE MEASURE FOR THE NEW DECK WHICH IS PLACED INTO SERVICE DURING CONSTRUCTION, AND WILL BE REMOVED WITH THE TOP ½" OF CONCRETE DURING MICROMILLING.
9. ALL WORK ON THIS SHEET SHALL BE PAID FOR UNDER ITEM 530.00 UNLESS OTHERWISE NOTED.

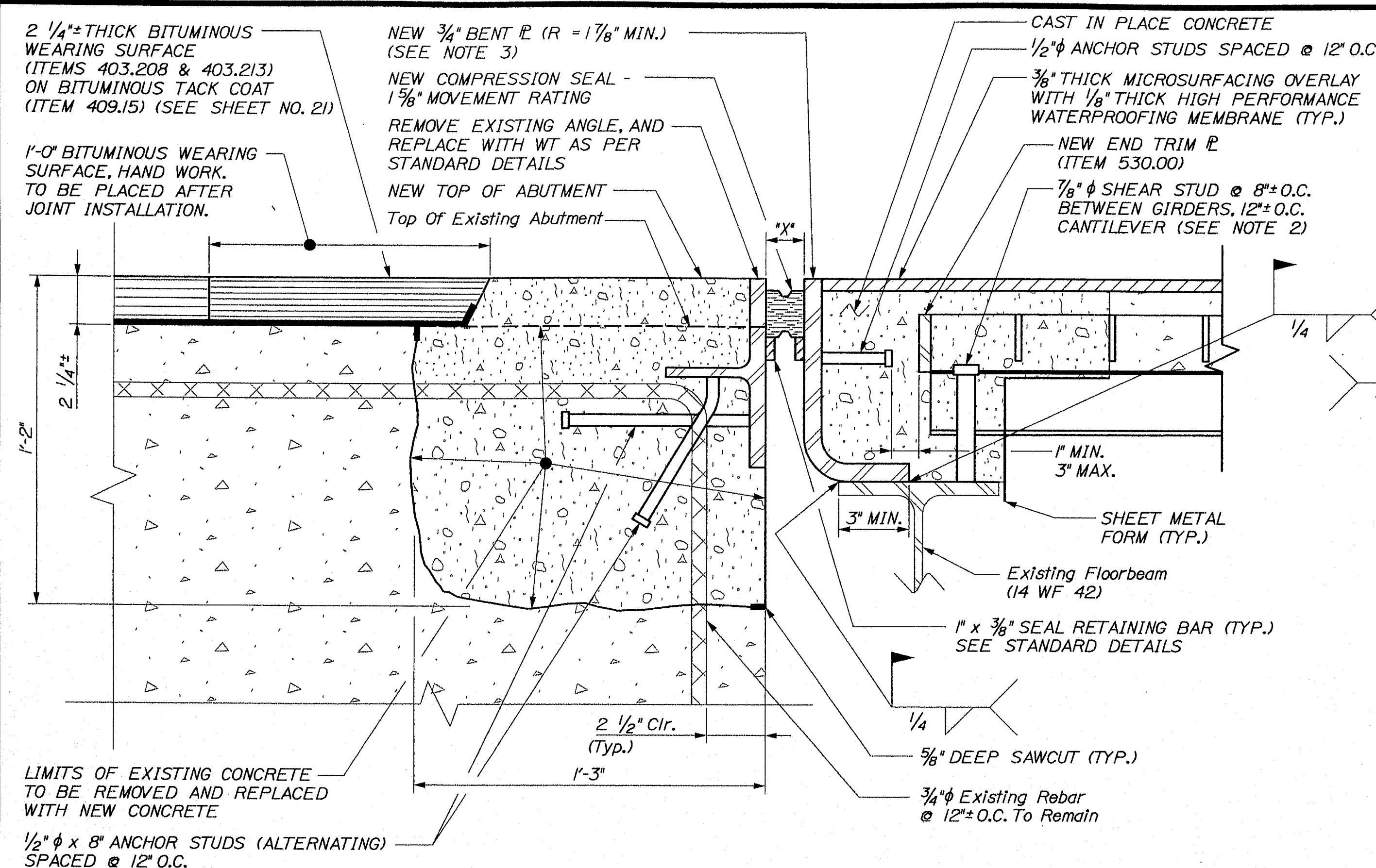


Date: 1/27/2006

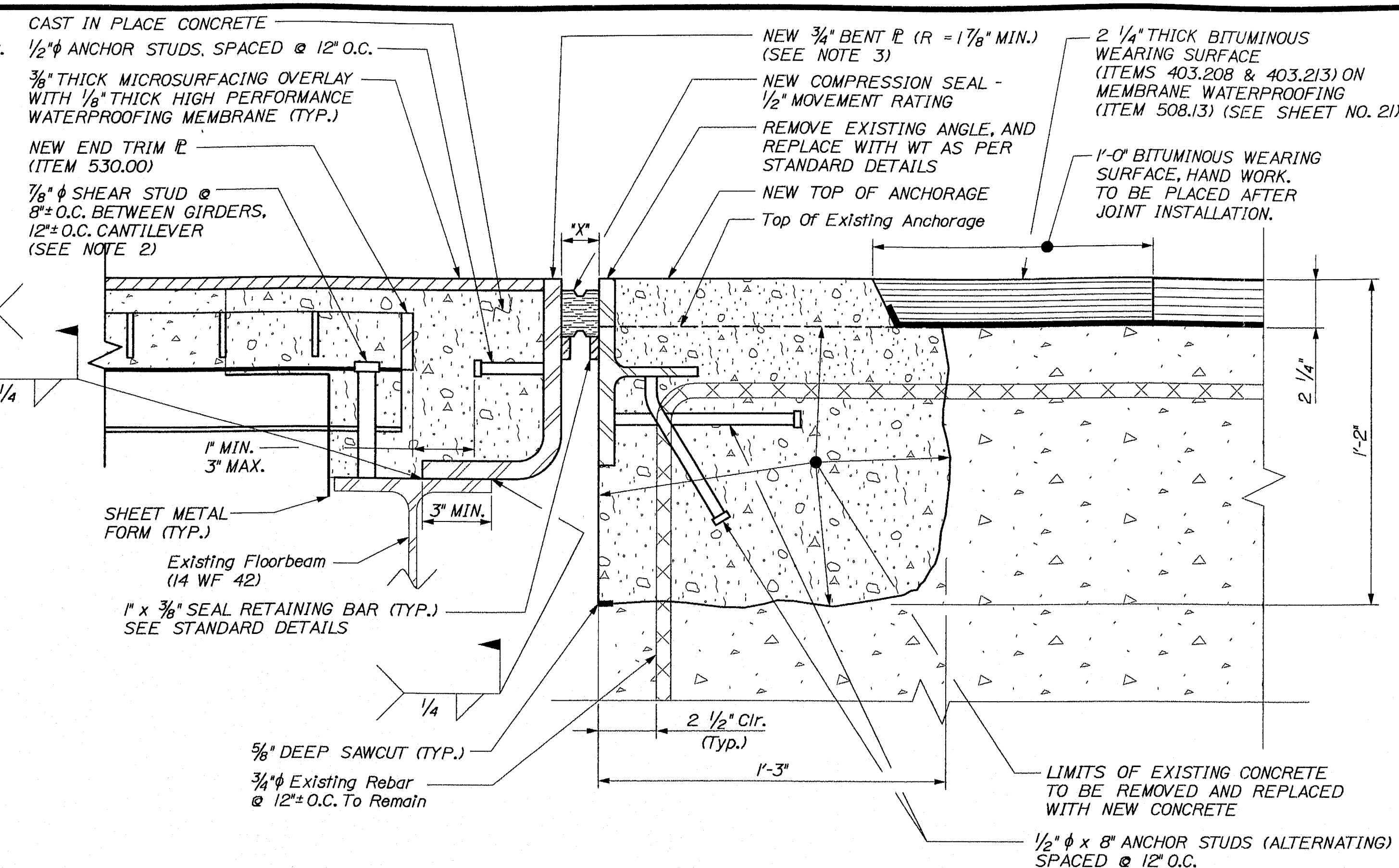
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Division: Bridge

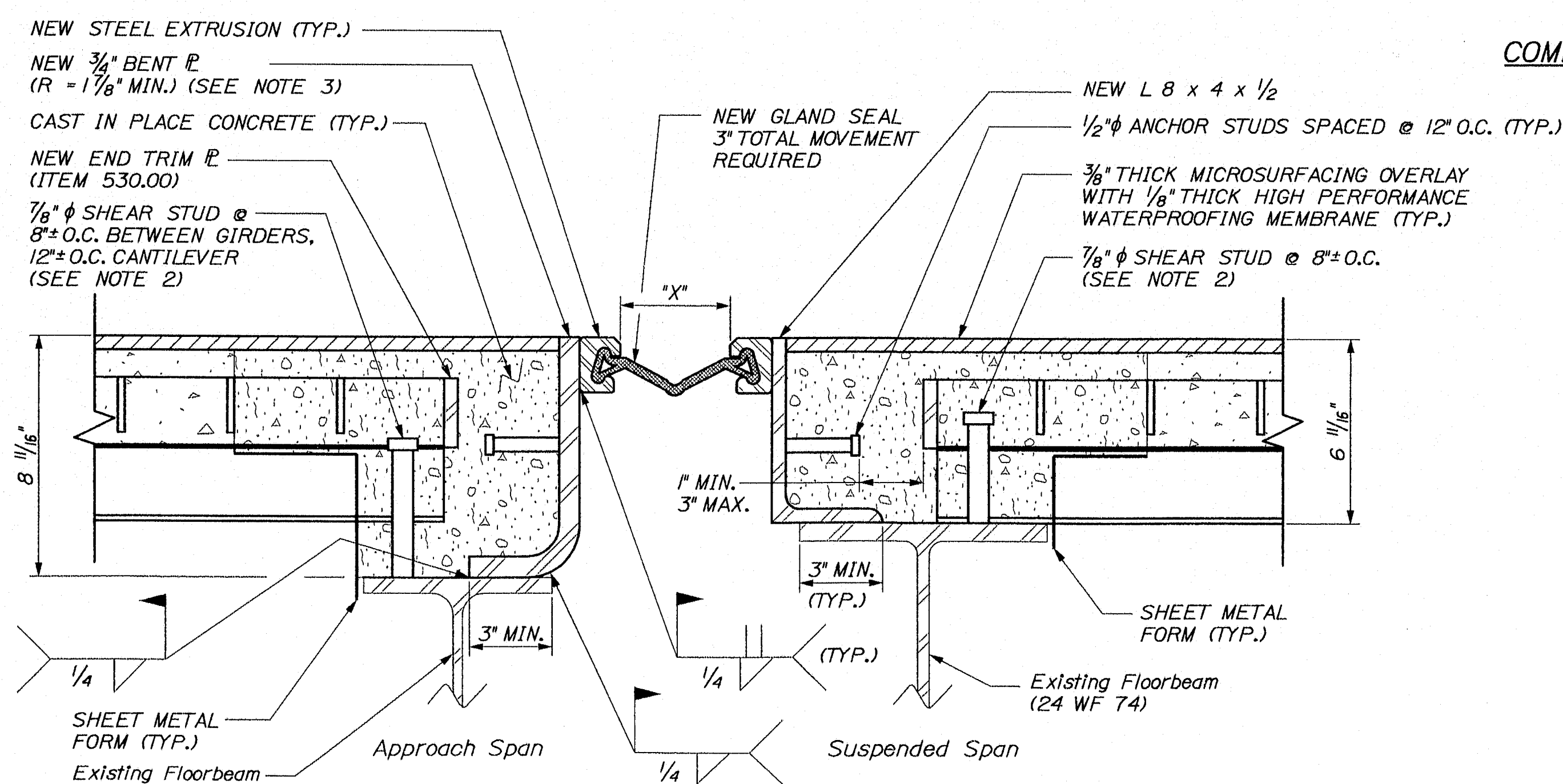
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SECTION THROUGH NEW COMPRESSION SEAL AT DEER ISLE ABUTMENT  
(ITEM 520.22)



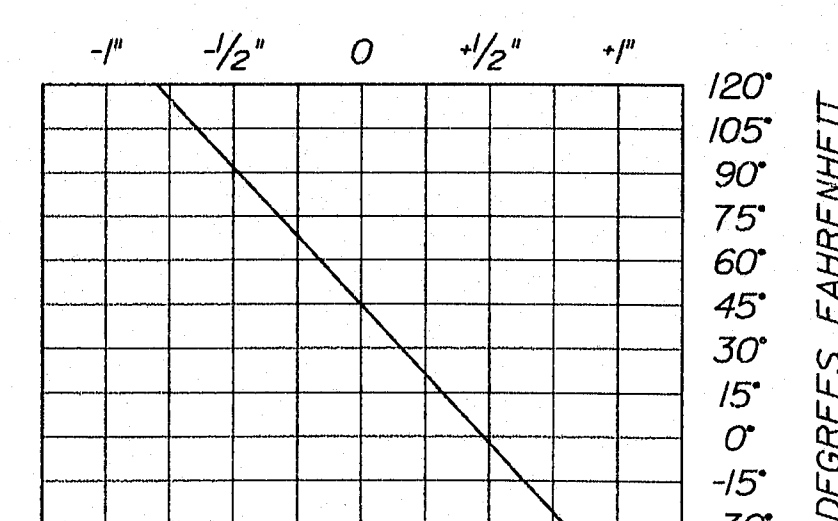
SECTION THROUGH NEW COMPRESSION SEAL AT ANCHORAGE (3 LOCATIONS)  
(ITEM 520.22)



SECTION THROUGH NEW GLAND SEAL @ PIERS 3 & 6  
(ITEM 520.21)

GLAND SEAL SETTING TABLE	
TOTAL MOVEMENT REQUIRED	DIM "X" MEASURED PARALLEL TO C OF ROADWAY TEMPERATURE (°F)
3"	120° 105° 90° 75° 60° 45° 30° 15° 0° -15° -30°
	1/2" 3/4" 1 1/8" 1 3/8" 1 7/8" 2" 2 1/4" 2 5/8" 2 7/8" 3 1/8" 3 1/2"

COMPRESSION SEAL ADJUSTMENT CHART



SUGGESTED SEQUENCE OF CONSTRUCTION - ITEM 520.22

1. SAWCUT EXISTING CONCRETE ABUTMENT/ANCHORAGE AT LOCATIONS AS SHOWN.
  2. REMOVE EXISTING CONCRETE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, EXERCISING CAUTION TO AVOID DAMAGE TO EXISTING STEEL REINFORCING WHICH IS TO REMAIN. CHIPPING HAMMERS MAY BE USED UP TO A MAXIMUM WEIGHT OF 35 LBS., AND ONLY CHISEL POINT BITS WILL BE ALLOWED.
  3. CLEAN EXISTING REINFORCING STEEL TO REMAIN OF ALL LOOSE RUST BY SAND BLASTING, WIRE BRUSHING OR MACHINE WIRE BRUSHING.
  4. FORM AREA FOR NEW CONCRETE, AND PLACE NEW EXPANSION JOINT (COMPRESSION SEAL OR GLAND SEAL) IN POSITION BASED ON THE AMBIENT TEMPERATURE. NEW EXPANSION JOINT SHALL BE ADEQUATELY SUPPORTED SO THAT IT DOES NOT BECOME MISALIGNED DURING CONCRETE PLACEMENT.
  5. PLACE NEW CONCRETE.
- NOTES:
1. FOR GENERAL NOTES SEE SHEET NO. 2.
  2. SHEAR CONNECTORS ON FLOORBEAMS ADJACENT TO JOINTS SHALL BE STUD CONNECTORS. NEW SHEAR CONNECTORS TO BE PAID UNDER ITEM 504.84 OR 505.08. SEE SHEET NO. 8.
  3. BENDS SHALL BE ORIENTED PERPENDICULAR TO DIRECTION OF FINAL ROLLING OF THE PLATE.
  4. THE CONTRACTOR SHALL SUBMIT THE GLAND SEAL AND COMPRESSION SEALS TO THE RESIDENT FOR APPROVAL PRIOR TO FABRICATION OF THE JOINT ARMOR.
  5. THE JOINT OPENING DIMENSION "X" FOR COMPRESSION SEAL JOINTS WILL VARY DEPENDING ON THE DIMENSIONS OF THE SEAL SELECTED BY THE CONTRACTOR. THIS DIMENSION SHALL BE SET ACCORDING TO THE DIMENSION SHOWN ON THE APPROVED SHOP DRAWINGS.
  6. THE COMPRESSION SEAL ADJUSTMENT CHART SHOWS THE ADJUSTMENT REQUIRED FOR THE JOINT OPENING DIMENSION "X" SHOWN ON THE SHOP DRAWINGS FOR TEMPERATURES OTHER THAN 45°F. ADJUSTMENT IS TO BE MEASURED PARALLEL TO THE CENTERLINE OF THE BRIDGE.
  7. MICROSURFACING TO BE PAID FOR UNDER ITEM 462.00, AND HIGH PERFORMANCE WATERPROOFING MEMBRANE TO BE PAID FOR UNDER ITEM 508.14. REMAINING WORK ON THIS SHEET TO BE PAID FOR UNDER ITEM 521.21 AND 521.22 UNLESS OTHERWISE NOTED.

141-208  
Lichtenstein  
Consulting Engineers

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BH-1006(200)X BRIDGE NO. 3257 PIN 10062.00 BRIDGE PLANS	DATE: 02/13/06 BY: [Signature] CHECKED: [Signature] DESIGNED: [Signature] REVISIONS: 1, 2, 3 FIELD CHANGES: [ ]	DEER ISLE-SEDGWICK BRIDGE EGGEMOGGIN REACH DEER ISLE-SEDGWICK HANCOCK COUNTY DECK REPLACEMENT 3 OF 3 SHEET NUMBER 7 OF 25
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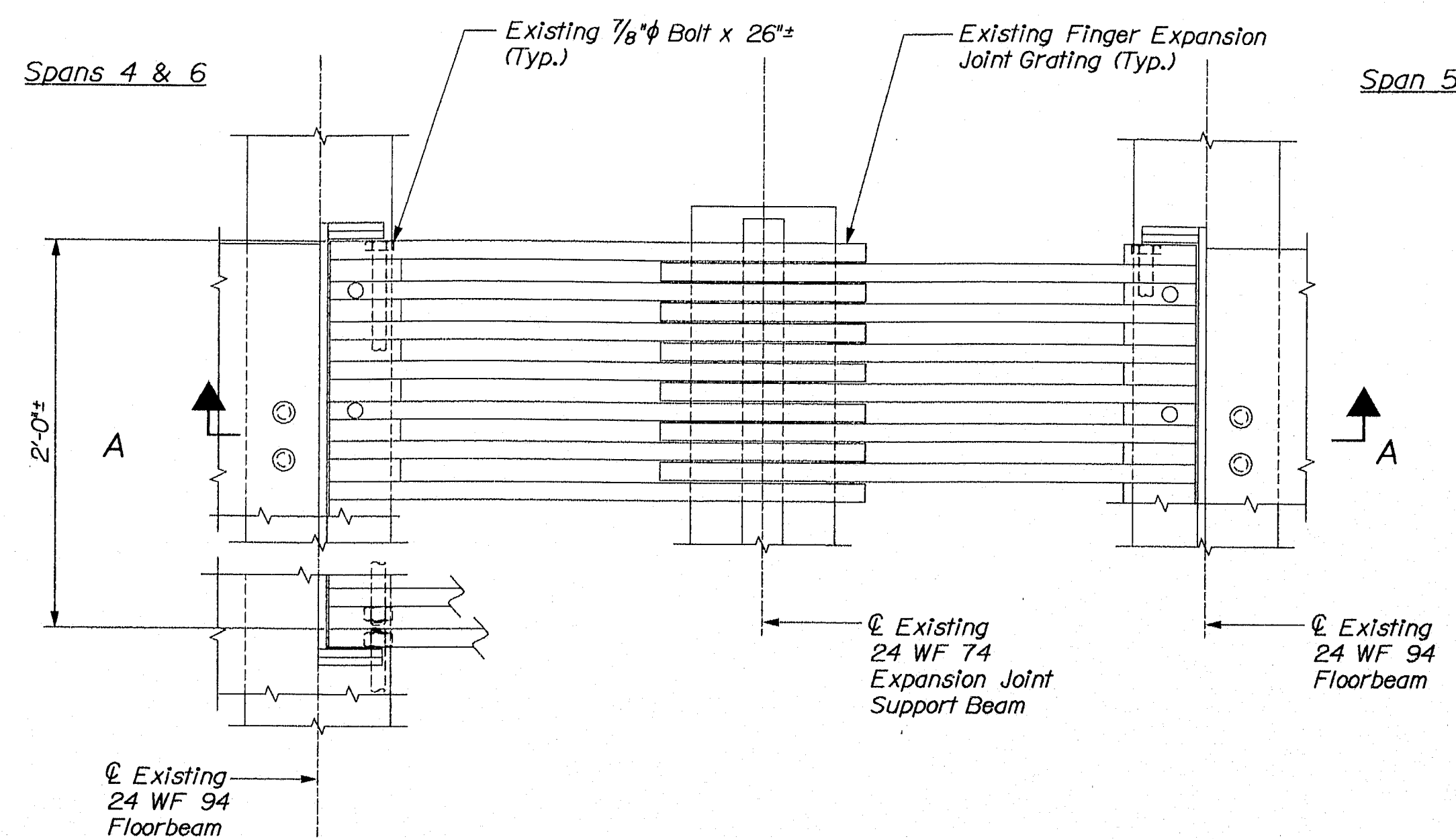


Date: 1/27/2006

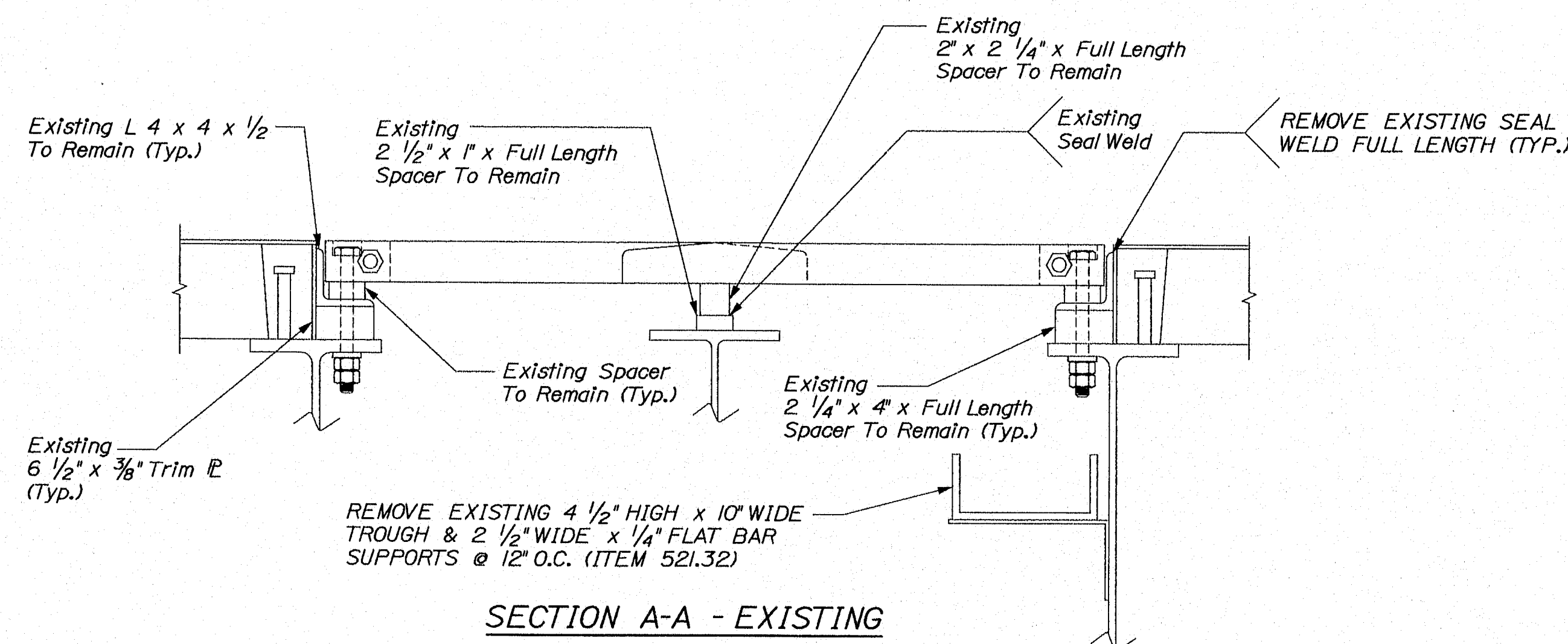
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Division: Bridge

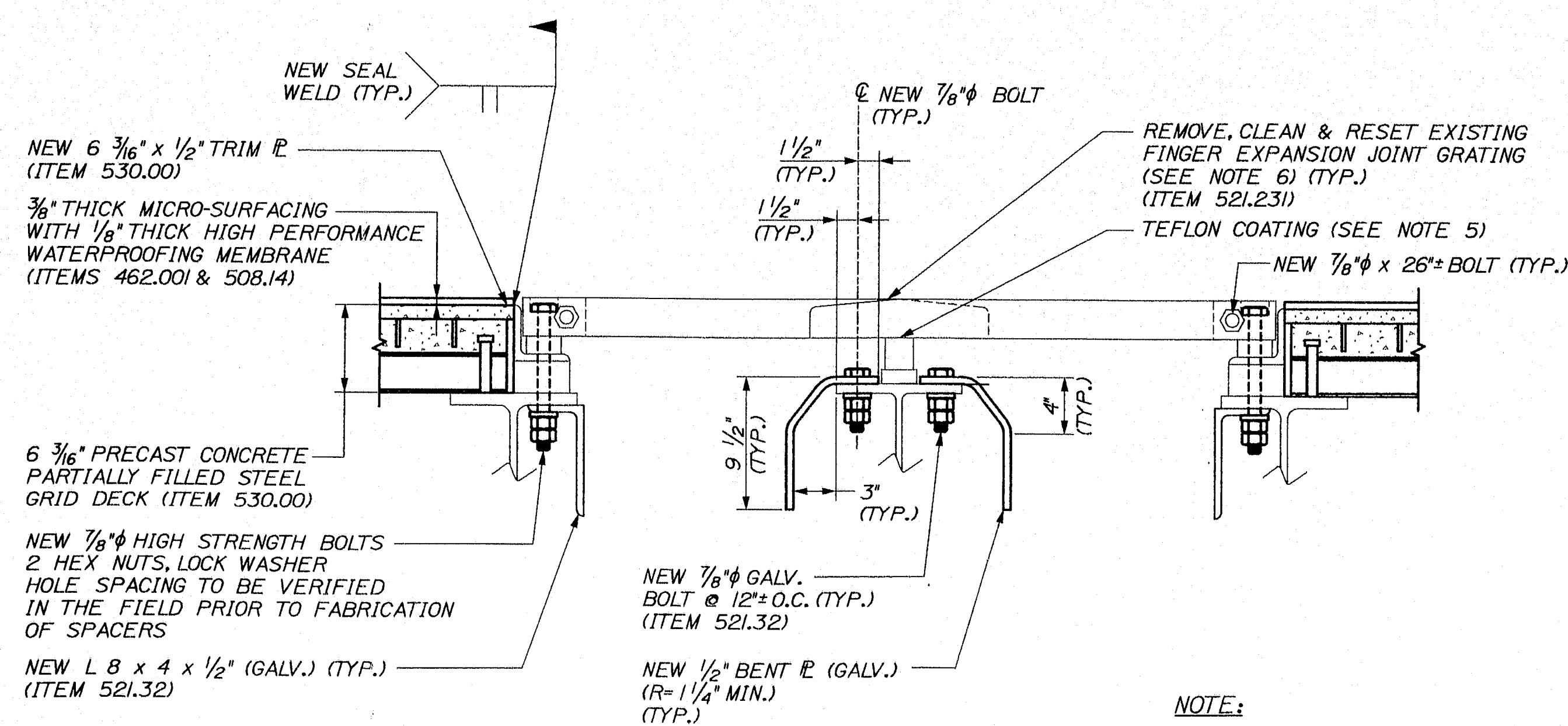
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PLAN DETAIL OF EXISTING FINGER EXPANSION JOINT TYPICAL SEGMENT

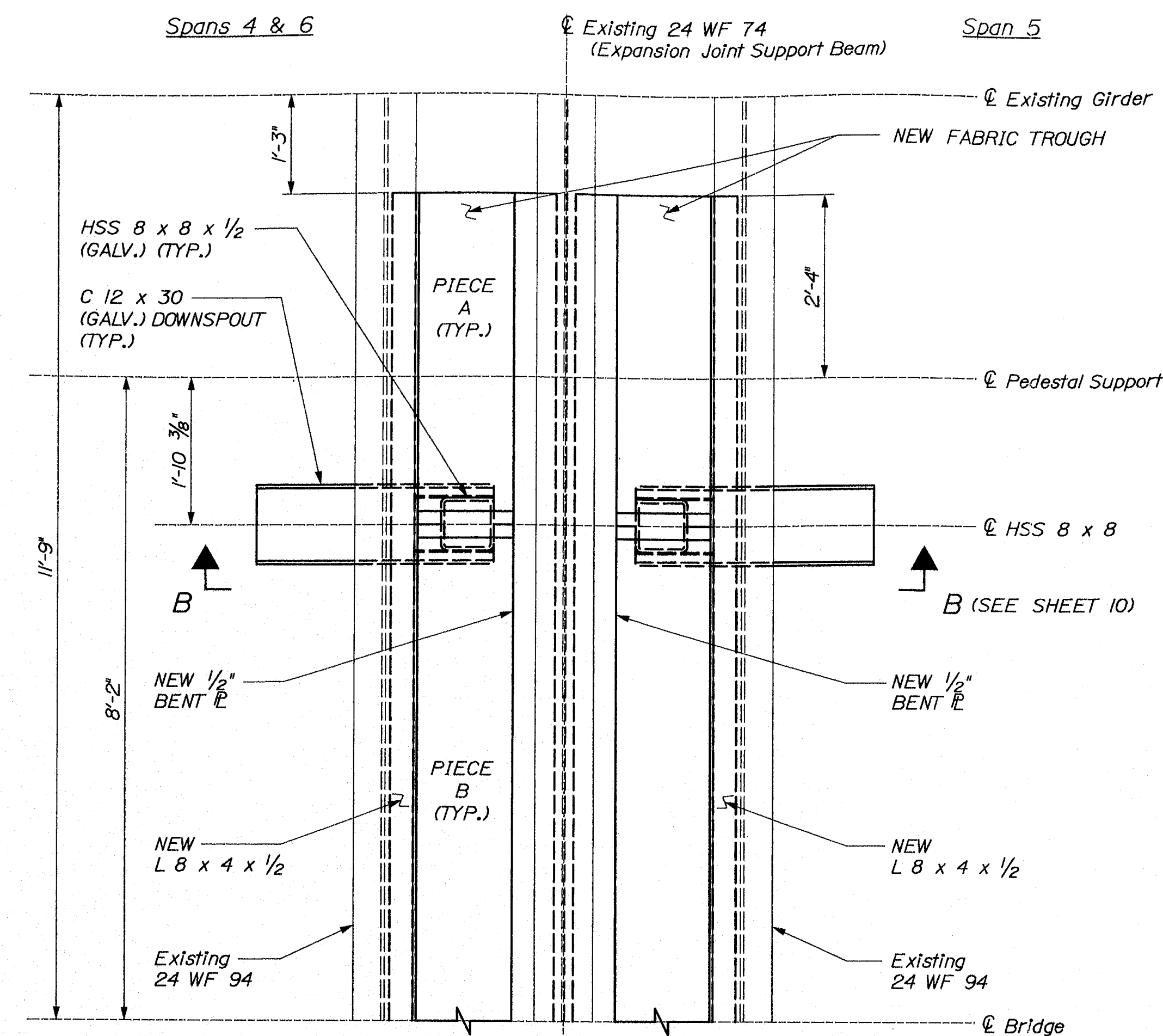


SECTION A-A - EXISTING



SECTION A-A - NEW  
(ITEM 521.32)

NOTE:  
NEW FABRIC TROUGH  
NOT SHOWN FOR CLARITY.



NOTE:  
EXPANSION JOINT GRATING AND SPACER BARS OMITTED FOR CLARITY.  
SEE SHEET NO. 10 FOR FABRIC TROUGH AND DOWNSPOUT DETAILS

PLAN OF NEW FABRIC TROUGH SYSTEM  
(ITEM 521.32)

SUGGESTED SEQUENCE OF CONSTRUCTION (ITEMS 521.231 & 521.32):

1. REMOVE EXISTING FASTENERS FOR FINGER EXPANSION JOINT IN THE WORK AREA.
2. REMOVE AND CLEAN EXISTING FINGER EXPANSION JOINT GRATINGS.
3. REMOVE EXISTING TRIM PLATES.
4. REMOVE EXISTING TROUGH AND SUPPORTS.
5. INSTALL NEW L 8 x 4 x 1/2 ANGLES AND 1/2" THICK BENT PLATES.
6. RESET EXISTING FINGER EXPANSION JOINTS USING NEW 7/8" DIAMETER FASTENERS.
7. INSTALL FABRIC TROUGH/DOWNSPOUT SYSTEMS.

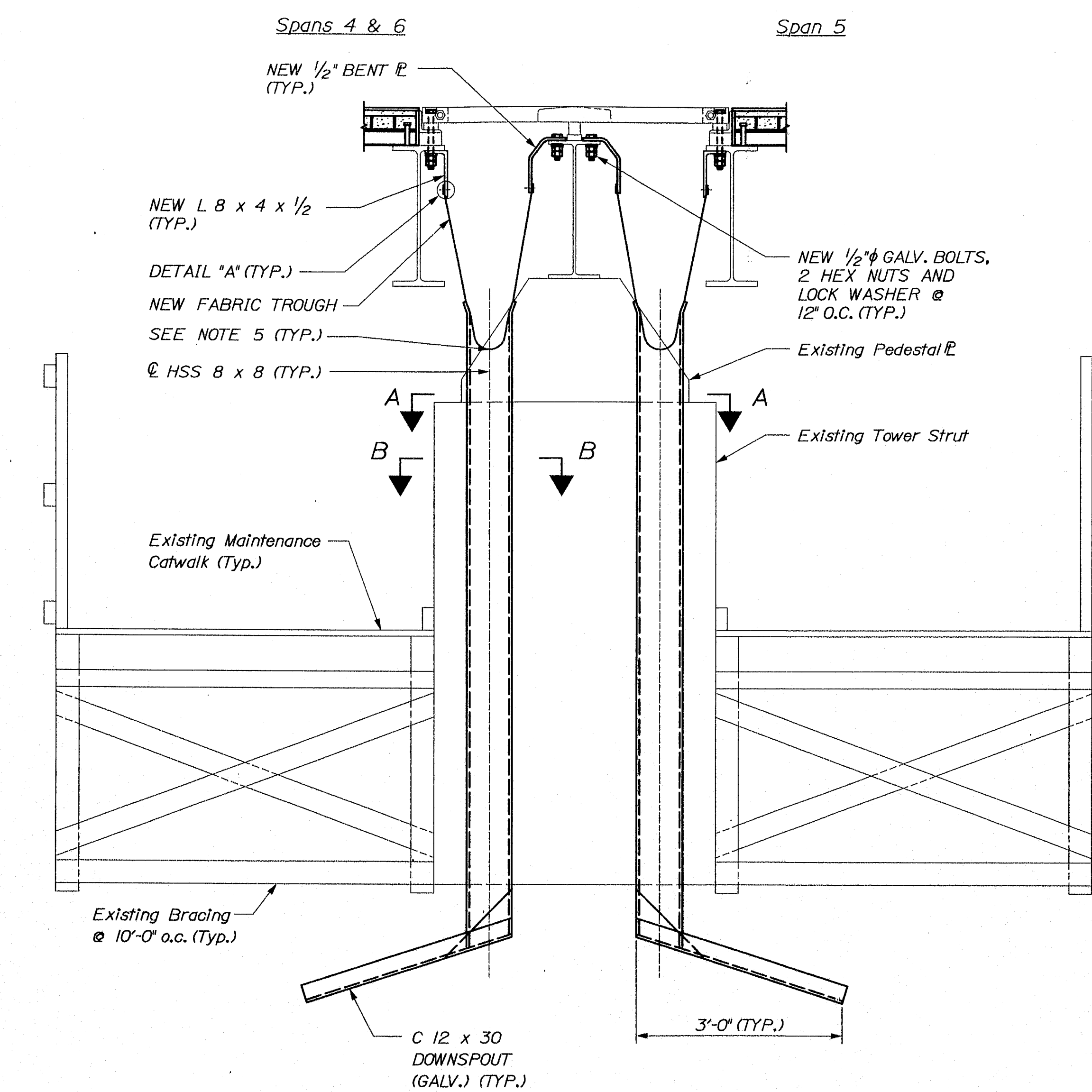
NOTES:

1. FOR GENERAL NOTES SEE SHEET NO. 2.
2. ALL EXISTING WELDS SHALL BE REMOVED BY GRINDING.
3. ALL NEW WELDS SHALL BE PERFORMED WITH ETOXX ELECTRODES.
4. WORK ON THIS SHEET TO BE COORDINATED WITH WORK UNDER ITEM 504.830 "EXPANSION JOINT SUPPORT BEAM RETROFIT" (SEE SHEET NO. 14).
5. TEFLON COATING TO BE DUPONT TEFLON®-S 954-103 BLACK OR APPROVED EQUAL.
6. EXISTING FINGER EXPANSION JOINT GRATINGS TO BE CLEANED OF SCALE, RUST, OIL, OR OTHER DELETERIOUS MATERIAL PRIOR TO BEING RESET.
7. ALL WORK ON THIS SHEET SHALL BE PAID FOR UNDER ITEM 521.231 UNLESS OTHERWISE NOTED.

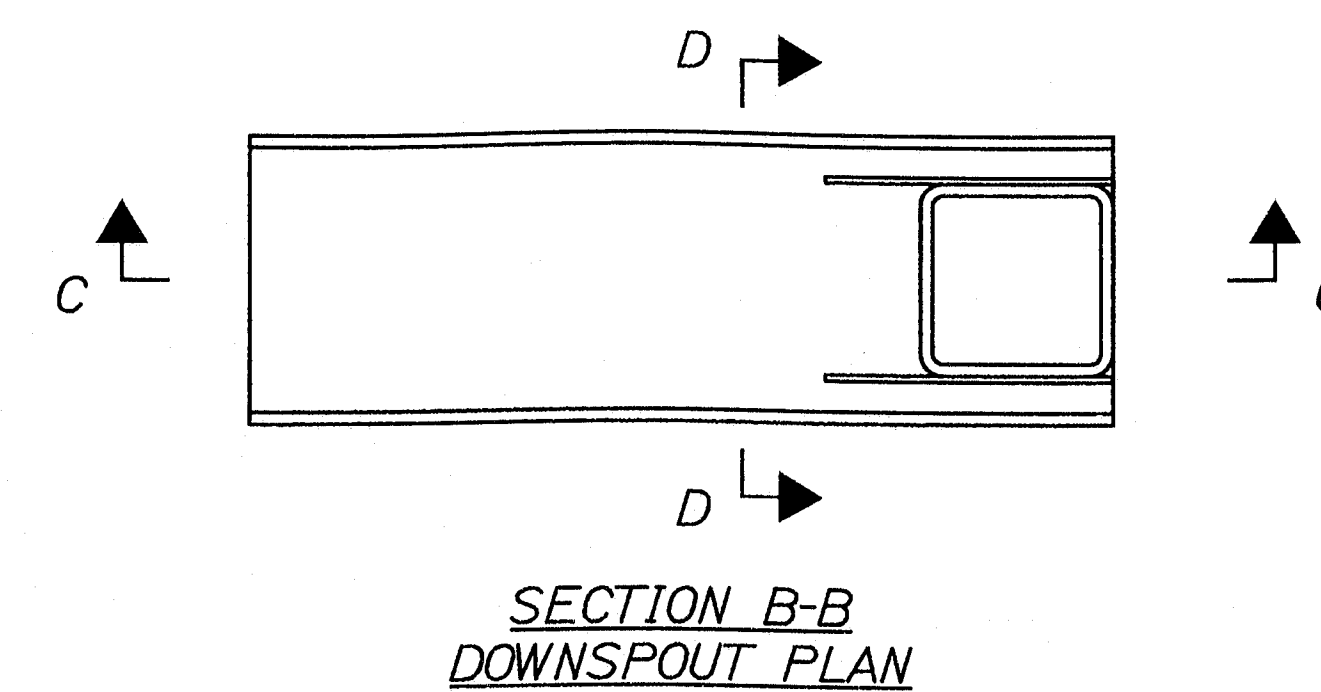
141-210  
Lichtenstein  
Consulting Engineers

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BH-1006(200)X		BRIDGE NO. 3257 PIN 10062.00 BRIDGE PLANS	
DEER ISLE-SEDGWICK BRIDGE EGGENOGGIN REACH DEER ISLE-SEDGWICK HANCOCK COUNTY EXPANSION JOINT RETROFIT 1 OF 2		SHEET NUMBER 9 OF 25	
DATE	BY	PROJ. MANAGER	ECN
01/06	CMD	DESIGN-REVIEWED	QMS
07/06	ECL	DESIGN-REVIEWED	JLD
07/06	CMD	DESIGN-REVIEWED	REVISIONS 2
02/13/04	DATE	REVISIONS 3	REVISIONS 4
02/13/04	DATE	REVISIONS 5	FIELD CHANGES

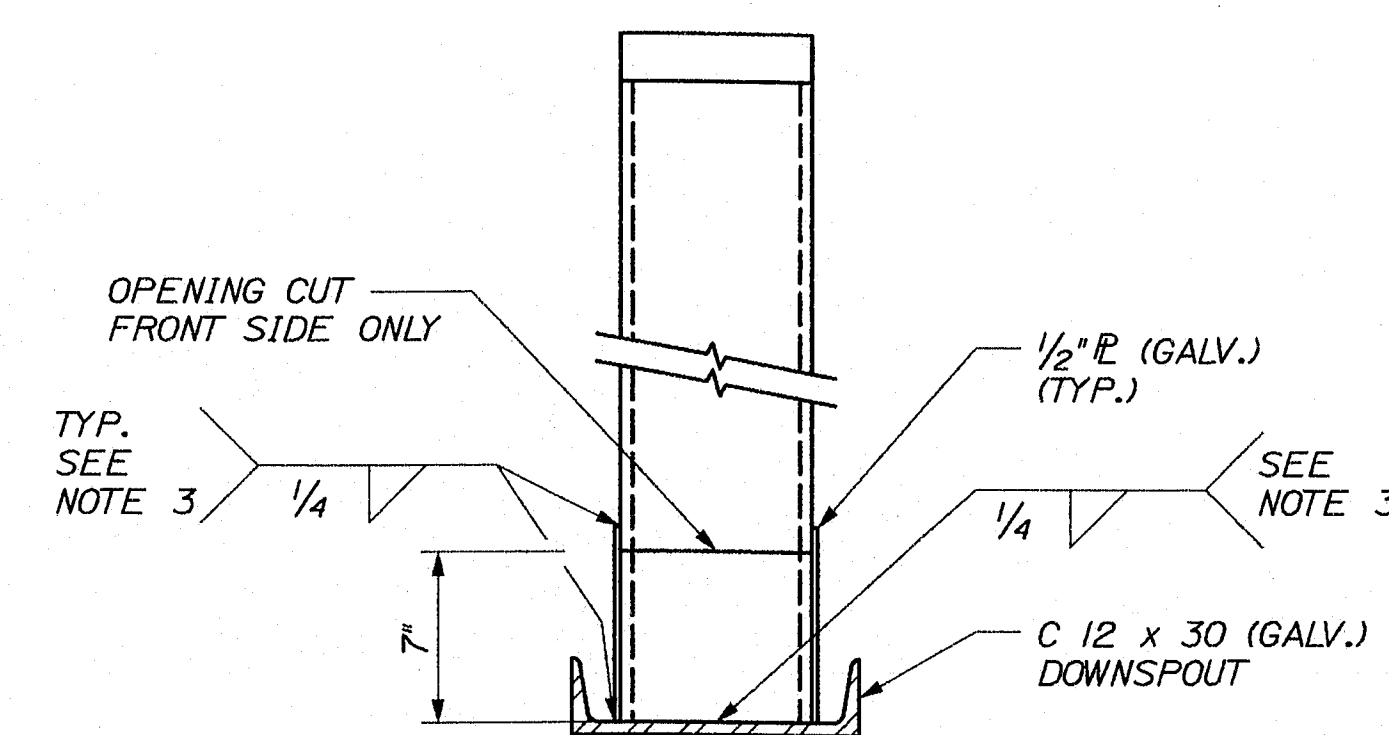




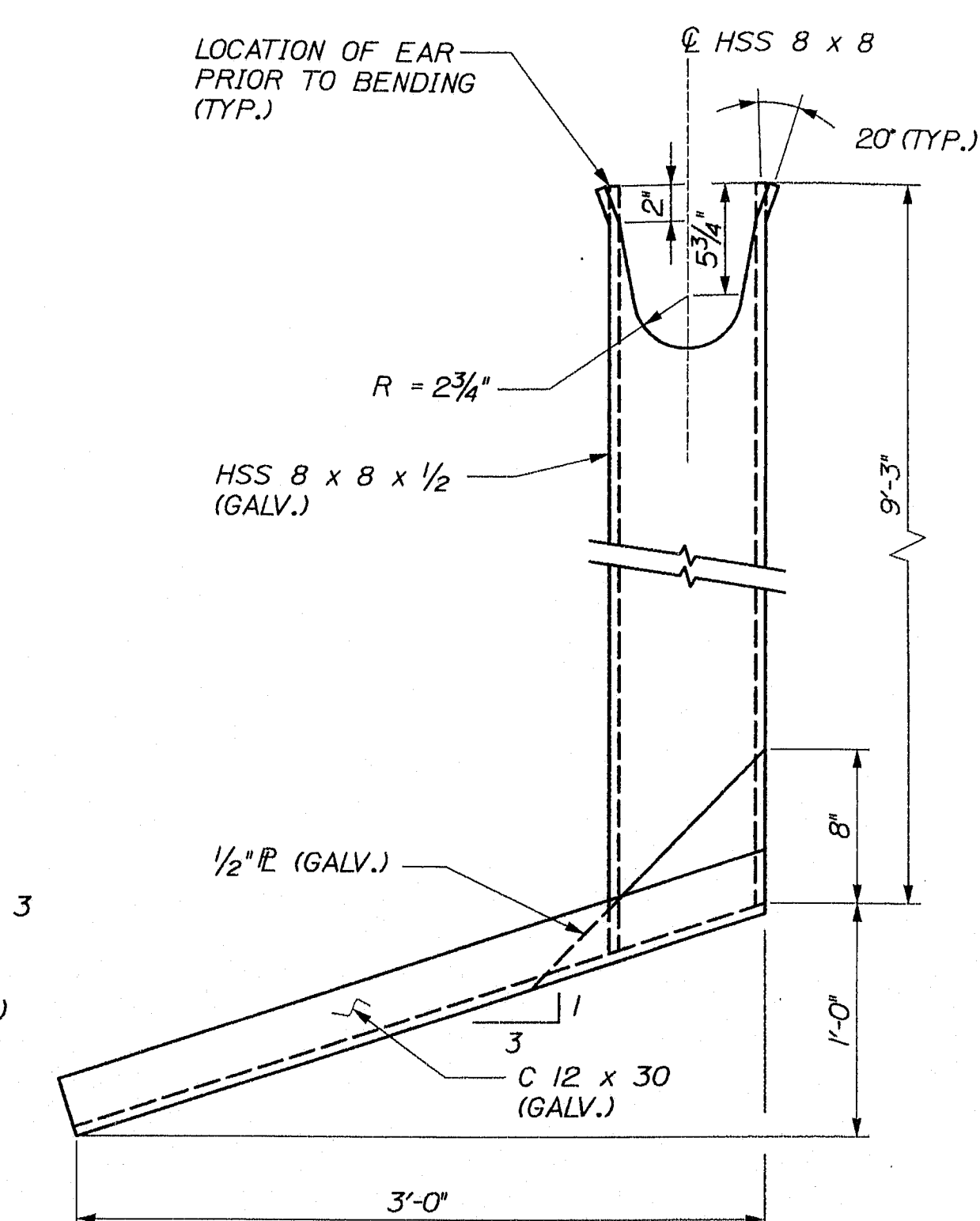
SECTION B-B (SEE SHEET NO. 9)  
TROUGH AND DOWNSPOUT



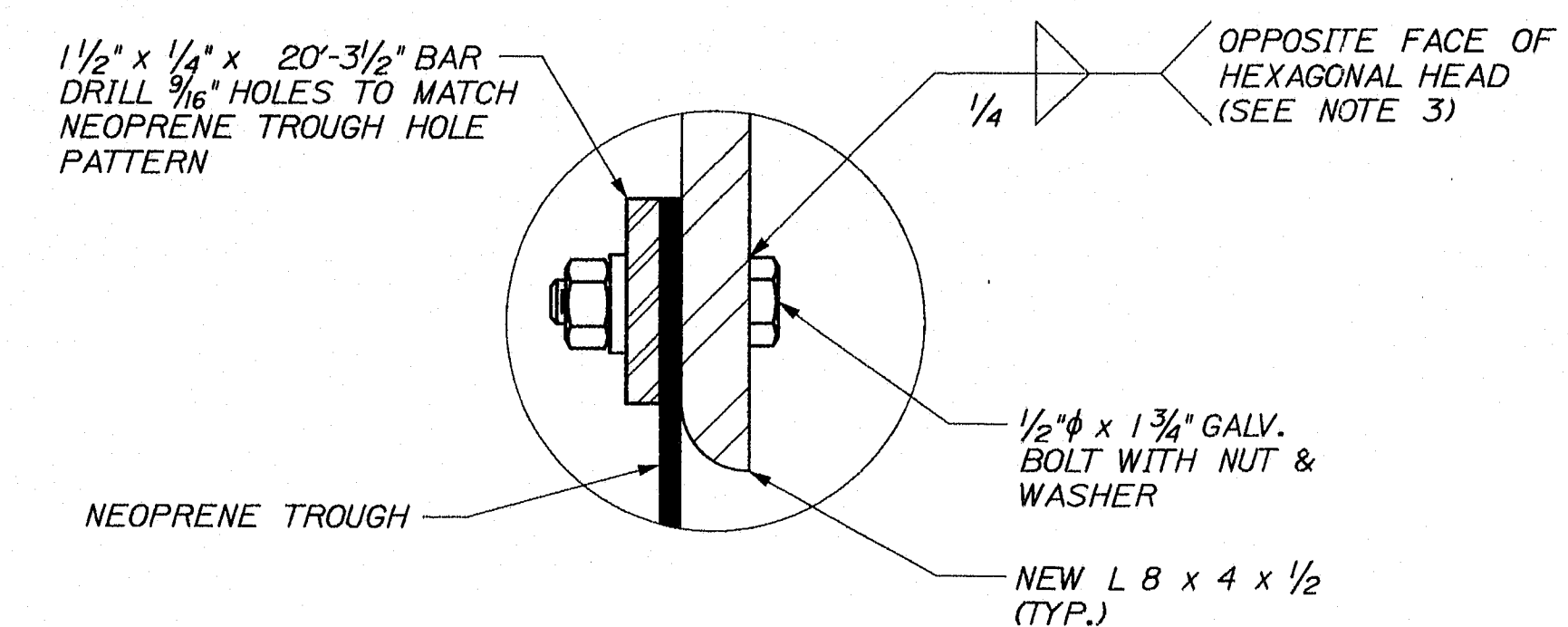
SECTION B-B  
DOWNSPOUT PLAN



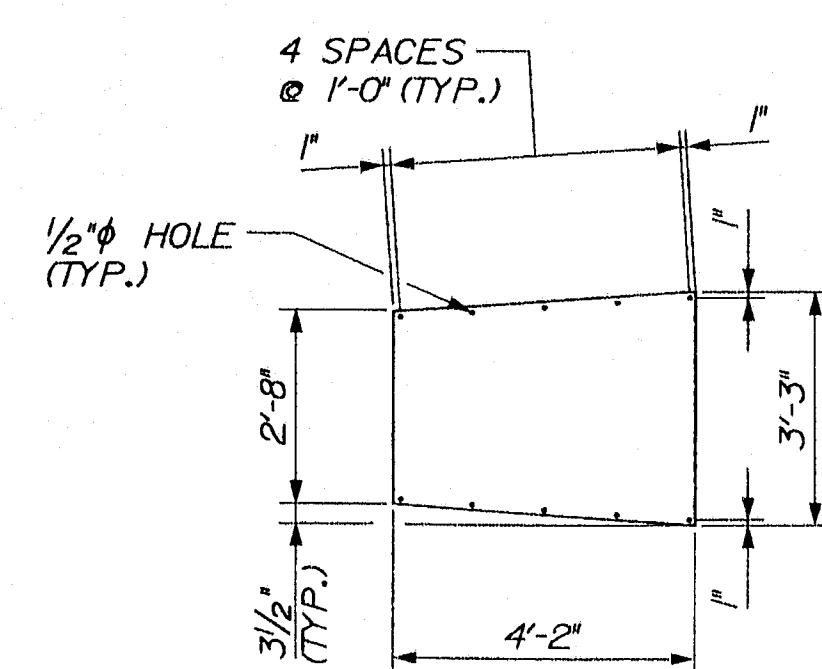
SECTION D-D



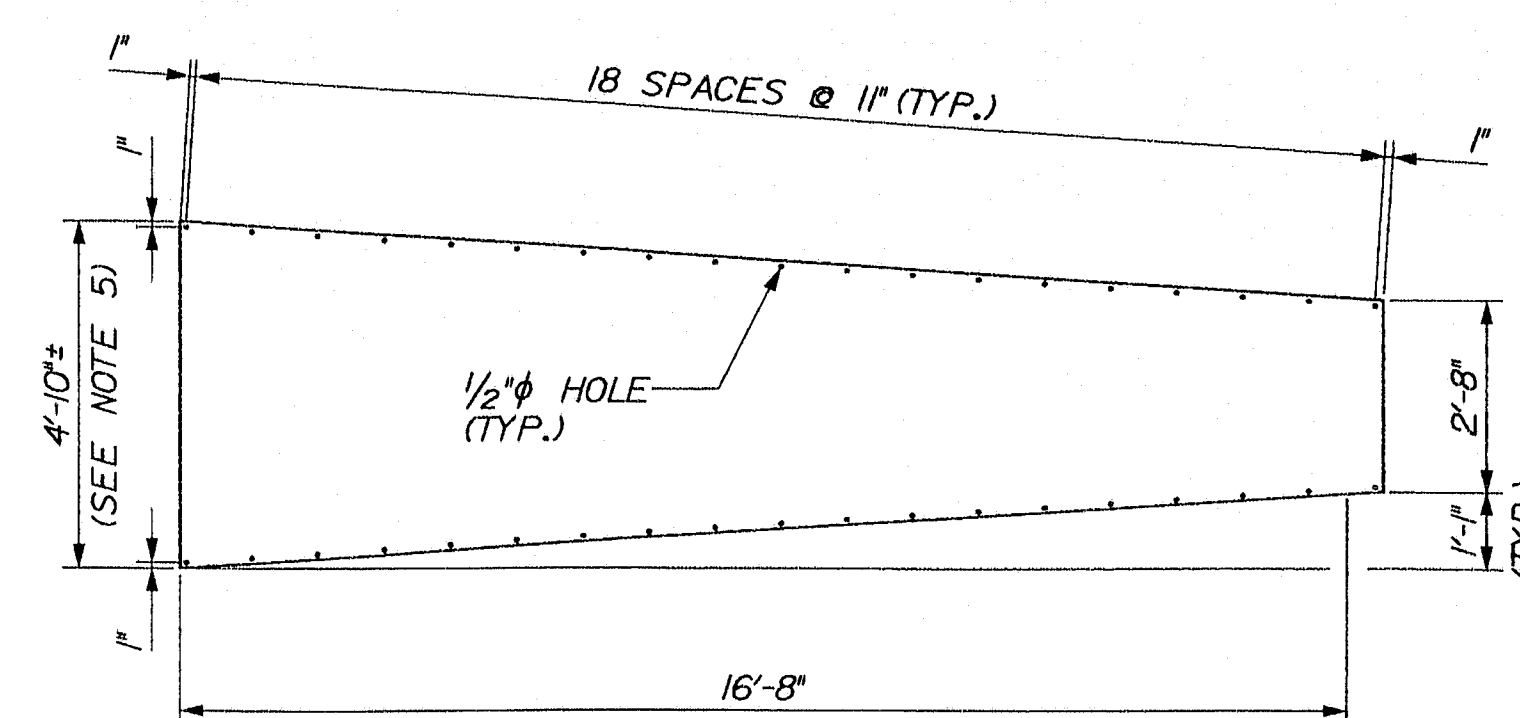
SECTION C-C



DETAIL "A"

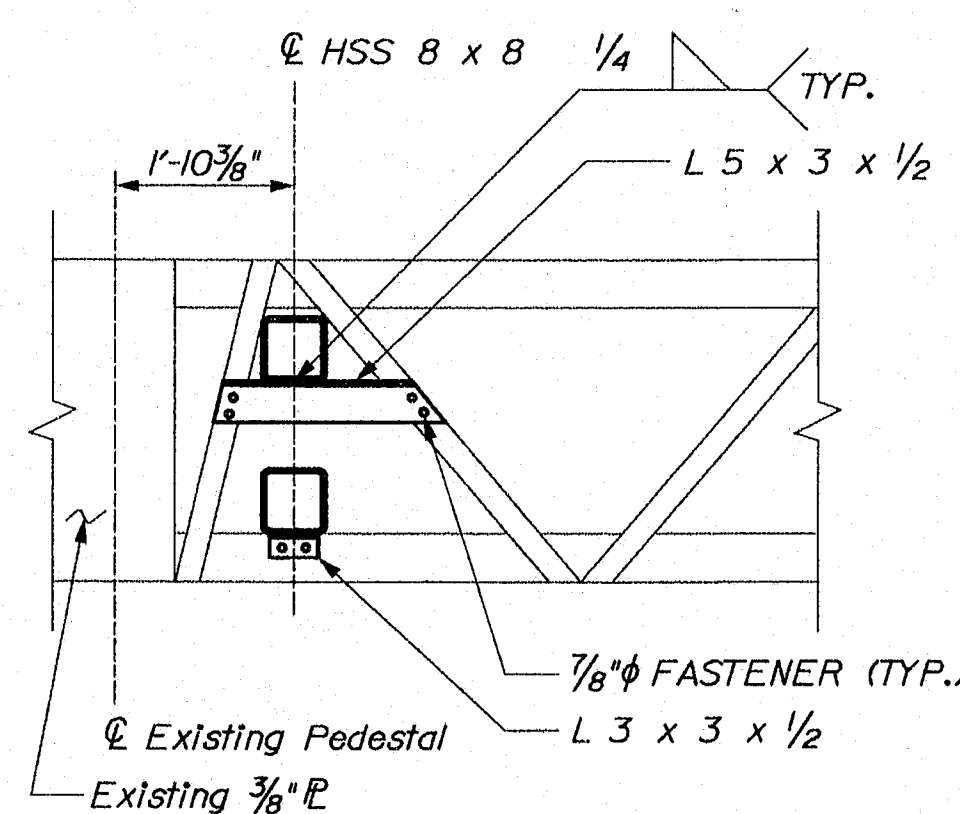


PIECE A



FABRIC TROUGH  
(SHOWN FLAT)

PIECE B



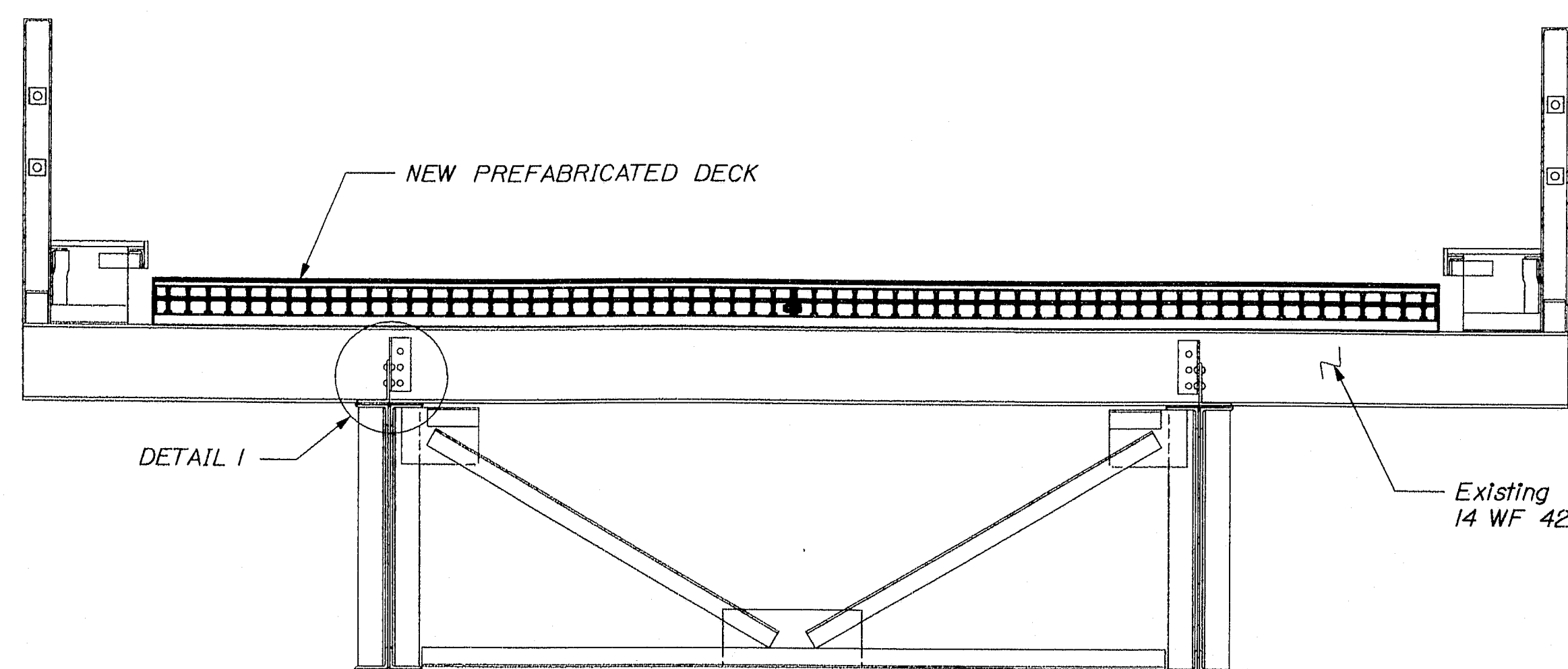
SECTION A-A  
TOWER STRUT - PLAN VIEW

- NOTES:
1. FOR GENERAL NOTES SEE SHEET NO.2.
  2. FOR SUGGESTED SEQUENCE OF CONSTRUCTION SEE SHEET NO. 9.
  3. CLEAN WELDS AFTER WELDING AND APPLY COLD GALVANIZED COATING.
  4. WORK ON THIS SHEET TO BE COORDINATED WITH WORK UNDER ITEM 521.231  
"EXPANSION JOINT DEVICE - FINGER JOINT REMOVED AND RESET"(SEE SHEET NO. 9)  
AND ITEM 504.830 "EXPANSION JOINT SUPPORT BEAM RETROFIT"(SEE SHEET NO. 14).
  5. CONTRACTOR TO SIZE FABRIC TO PROVIDE A 1/2" GAP BETWEEN BOTTOM OF FABRIC  
AND BOTTOM OF CUTOUT IN HSS WHEN THE JOINT IS IN THE FULLY CONTRACTED  
POSITION.
  6. ALL WORK ON THIS SHEET SHALL BE PAID FOR UNDER ITEM 521.32 UNLESS  
OTHERWISE NOTED.

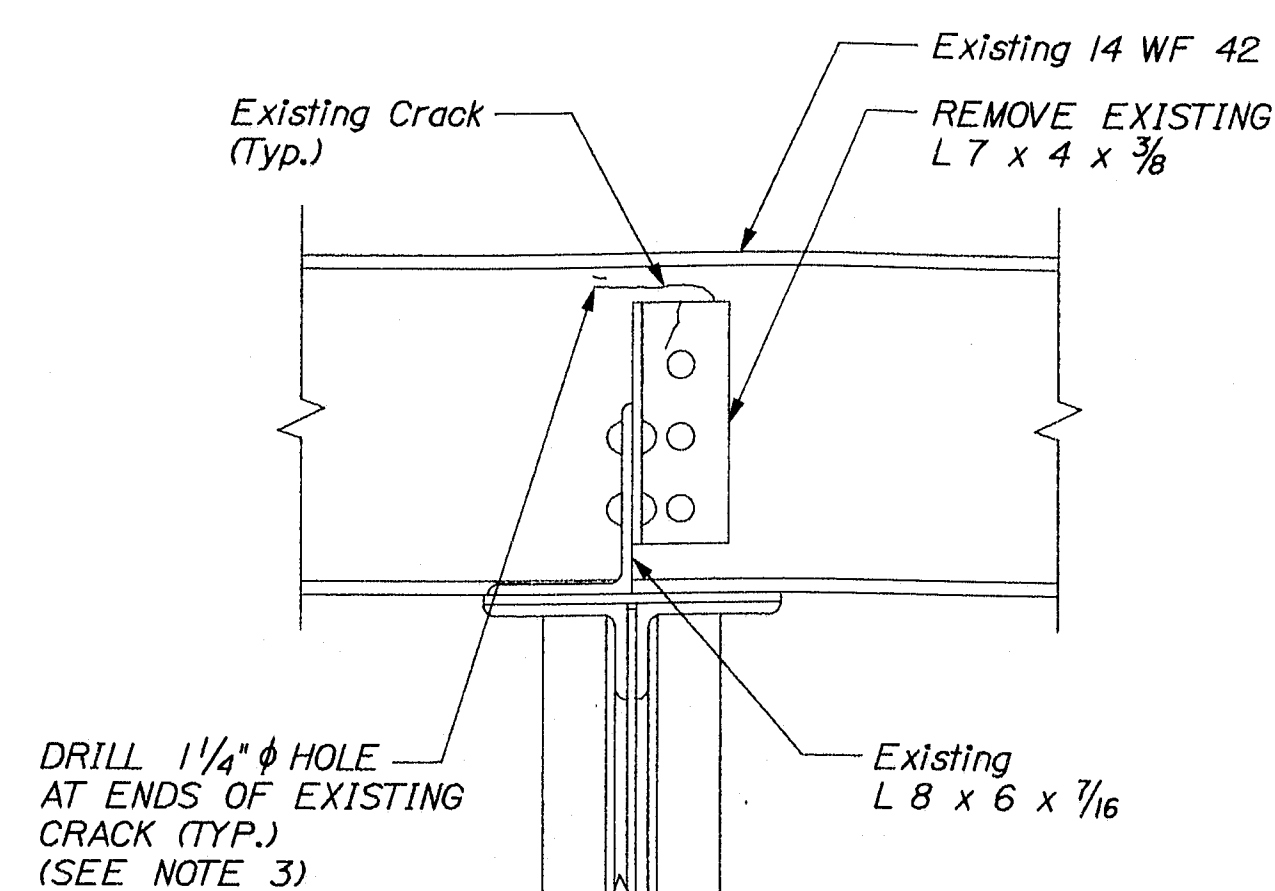
141-211  
Lichtenstein  
Consulting Engineers

SHEET NUMBER		10		OF 25	
DEER ISLE-SEDGWICK BRIDGE		DEER ISLE-SEDGWICK BRIDGE		STATE OF MAINE	
EGGEMOGGIN REACH		EGGEMOGGIN REACH		DEPARTMENT OF TRANSPORTATION	
DEER ISLE-SEDGWICK HANCOCK COUNTY		DEER ISLE-SEDGWICK HANCOCK COUNTY		BH-1006(200)X	
EXPANSION JOINT RETROFIT		EXPANSION JOINT RETROFIT		PIN	
2 OF 2		2 OF 2		10062.00	
				BRIDGE NO. 3257	
				BRIDGE PLANS	



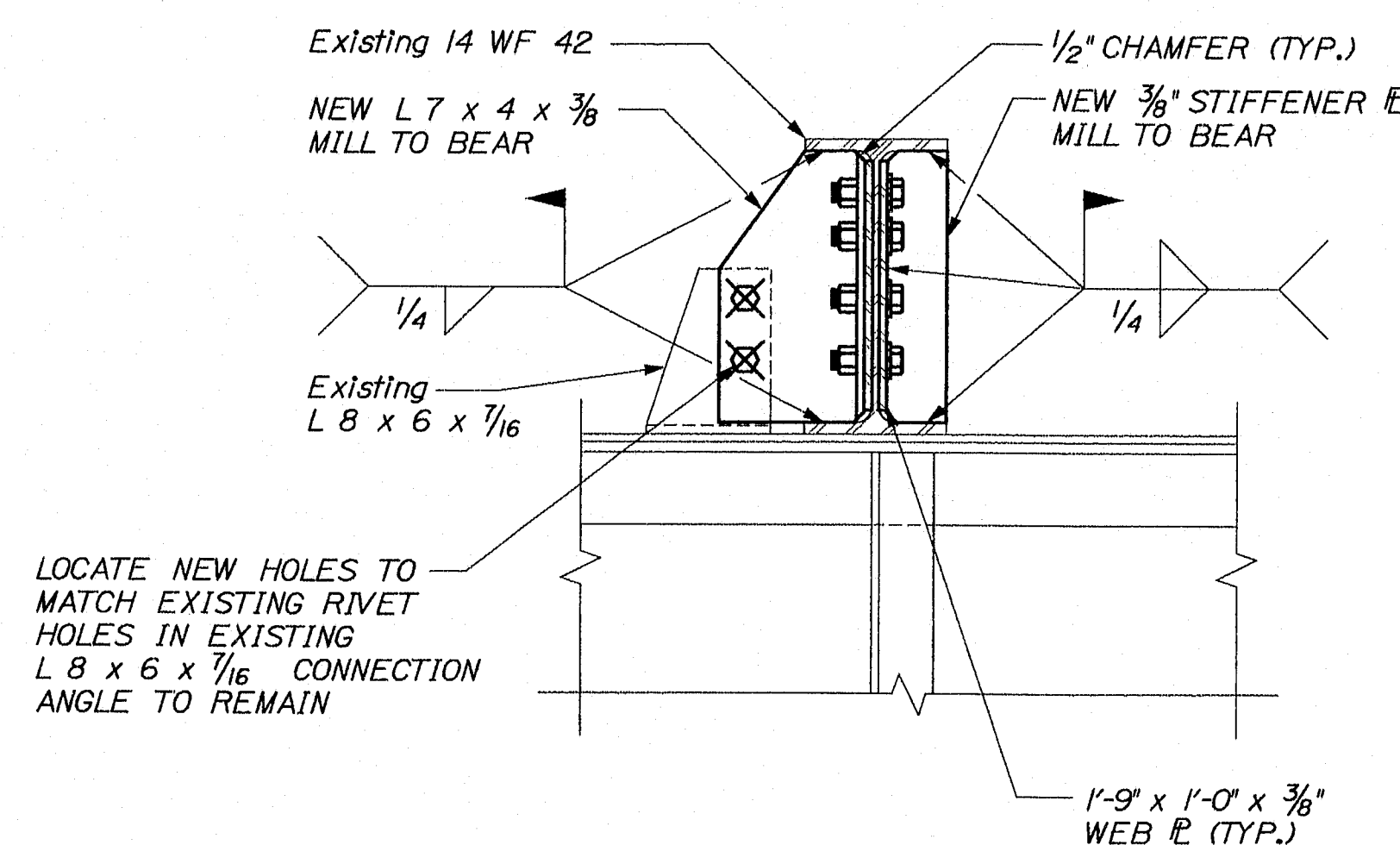


**SOUTH ELEVATION, APPROACH SPAN FLOORBEAM AT PIER 2**  
(NORTH ELEVATION, APPROACH SPAN FLOORBEAM AT PIER 7 SIMILAR)



**NOTE:**  
LOCATION AND LENGTH OF EXISTING  
CRACKS VARIES BY REPAIR LOCATION

**DETAIL 1 - EXISTING ELEVATION**  
**APPROACH SPAN FLOORBEAM REPAIR AT PIER 2**  
(SOUTH ELEVATION OF WEST GIRDER/FLOORBEAM CONNECTION  
SHOWN, EAST GIRDER/FLOORBEAM CONNECTION OPPOSITE HAND,  
NORTH ELEVATION OF PIER 7 SIMILAR)

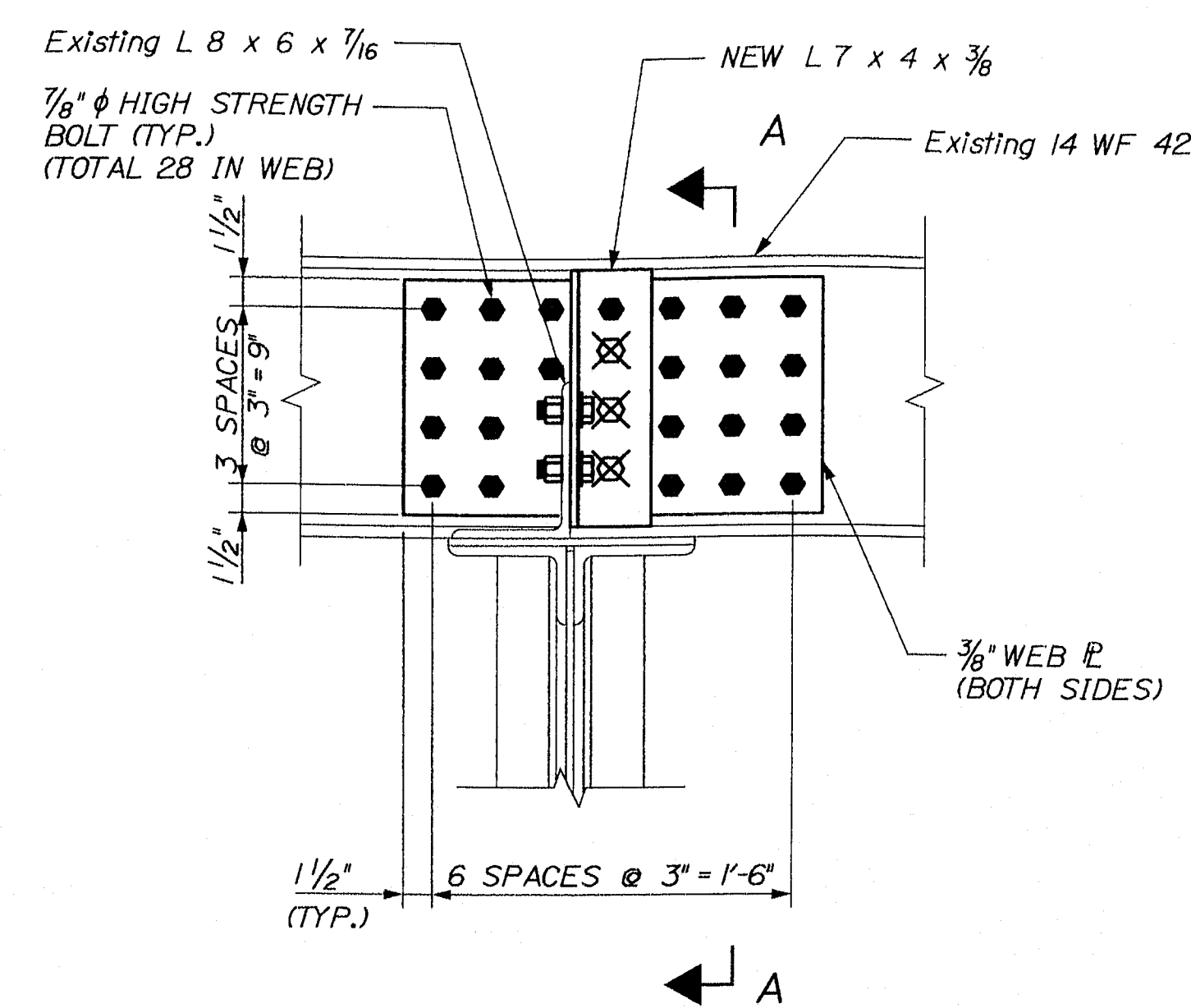


**EXISTING CONDITIONS (SEE NOTE 3)**

**SECTION A-A**

LEGEND	
SYM.	DESCRIPTION
○	EXISTING RIVET
○	EXISTING BOLT
⊗	REMOVE EXISTING FASTENER AND PLACE NEW 7/8" Ø HIGH STRENGTH BOLT IN EXISTING HOLE
•	PLACE NEW 7/8" Ø HIGH STRENGTH BOLT IN NEW HOLE

Approach Span Floorbeam Condition	
Location	Condition
Pier 2 - West Girder	1/2" Long Horizontal Crack In Floorbeam Web Above The Connection Angle
	5" Long Horizontal Crack In The Floorbeam Web Extending Out From Top Of Connection Angle
	1-7/8" Long Vertical Crack In The Connection Angle At The Top
Pier 2 - East Girder	2 - 1/2" Long Intermittent Horizontal Cracks In The Web Above The Connection Angle
	2 - 3/4" Long Vertical Cracks In The Connection Angle At The Top
Pier 7 - West Girder	1/4" Long Horizontal Crack In The Floorbeam Web Above The Top Rivet
Pier 7 - East Girder	Abrasion Dust Along The Top Of The Connection Angle On The North Elevation Of The Floorbeam With Cracks In The Paint On The Floorbeam Web
	Abrasion Dust Around The Top Rivet Head, And Cracks In The Paint On The Floorbeam Web



**DETAIL 1 - PROPOSED ELEVATION**  
**APPROACH SPAN FLOORBEAM REPAIR AT PIER 2**  
(SOUTH ELEVATION OF WEST GIRDER/FLOORBEAM CONNECTION  
SHOWN, EAST GIRDER/FLOORBEAM CONNECTION OPPOSITE HAND,  
NORTH ELEVATION OF PIER 7 SIMILAR)

**SUGGESTED SEQUENCE OF CONSTRUCTION (ITEM 504.81):**

1. THE TRAFFIC LANE DIRECTLY ABOVE THE REPAIR LOCATION SHALL BE CLOSED TO ALL TRAFFIC AND CONSTRUCTION VEHICLES AND EQUIPMENT WHILE WORK IS BEING PERFORMED.
2. REMOVE EXISTING L 7 x 4 x 3/8.
3. LOCATE END OF CRACK(S) THROUGH NON-DESTRUCTIVE MEANS, AND DRILL ARREST HOLES(S). (SEE NOTE 3.)
4. CLEAN ALL EXISTING STEEL SURFACES WHERE NEW STEEL WILL BE INSTALLED.
5. INSTALL NEW 3/8" THICK WEB PLATE ON EACH SIDE OF WEB.
6. DRILL HOLES IN NEW L 7 x 4 x 3/8 CONNECTION ANGLE TO MATCH EXISTING HOLES IN L 8 x 6 x 7/16 TO REMAIN AND INSTALL NEW FASTENERS.
7. INSTALL NEW 3/8" STIFFENER PLATE.
8. APPLY PAINT TO EXISTING AND NEW STRUCTURE AS REQUIRED.

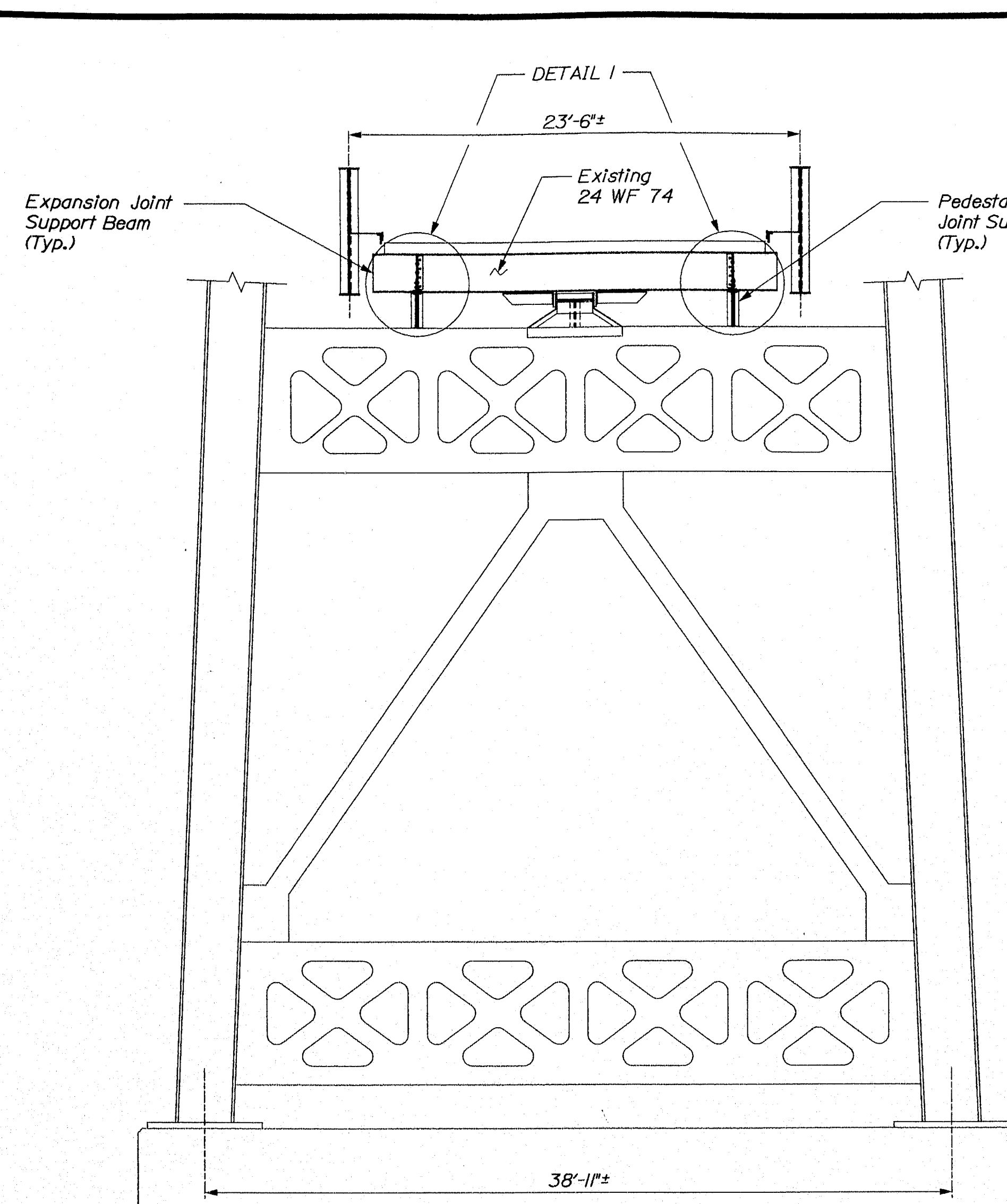
**NOTES:**

1. FOR GENERAL NOTES SEE SHEET NO. 2.
2. FOR REPAIR LOCATIONS SEE SHEET NO. 3.
3. THE FULL EXTENT OF PROPAGATION OF ALL CRACKS SHALL BE DETERMINED THROUGH MAGNETIC PARTICLE TESTING OR OTHER NON-DESTRUCTIVE MEANS AS APPROVED BY THE ENGINEER. A 1/4" DIAMETER ARREST HOLE SHALL BE DRILLED AT THE ENDS OF ALL CRACKS. FOR INDIVIDUAL CRACKS, THE HOLE SHALL BE CENTERED AT THE CRACK END. FOR LOCATIONS WITH MULTIPLE CRACKS, ARREST HOLES(S) SHALL BE LOCATED SO THAT THE HOLE(S) ENCOMPASS THE ENDS OF MULTIPLE CRACKS WHENEVER POSSIBLE. ARREST HOLE LOCATIONS TO BE APPROVED BY THE RESIDENT PRIOR TO DRILLING.
4. ALL WORK SHOWN ON THIS SHEET SHALL BE PERFORMED WHILE THE DECK IS BEING REPLACED IN THE TRAFFIC LANE ABOVE THE WORK AREA, AND SHALL BE PAID FOR UNDER ITEM 504.81 UNLESS OTHERWISE NOTED.

**Lichtenstein**  
Consulting Engineers  
141-212

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BH-1006(200)X		BRIDGE NO. 3257 PIN 10062.00 BRIDGE PLANS	
		DATE: 02/13/06 P.E. NUMBER: 10314 SIGNATURE: [Signature] PROJECT: DEER ISLE-SEDGWICK BRIDGE EGGEMOGGIN REACH DEER ISLE-SEDGWICK HANCOCK COUNTY FLOORBEAM RETROFIT	
SHEET NUMBER <b>11</b>		OF 25	





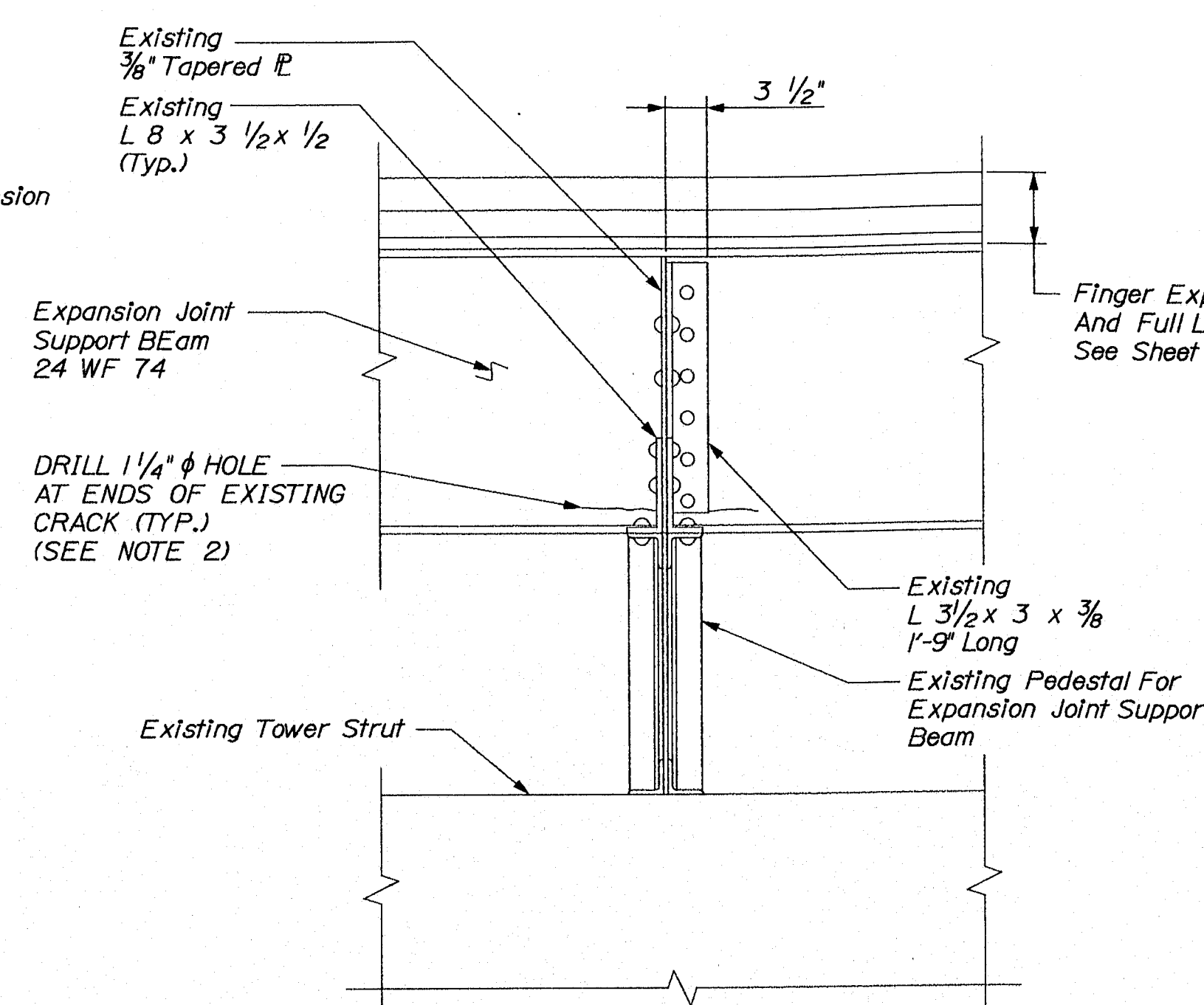
NOTE:  
 EXISTING MAINTENANCE CATWALK NOT SHOWN  
 FOR CLARITY. SEE SHEET NO. 10 FOR DETAILS.

**SOUTH ELEVATION, MAIN TOWER AT PIER 4**

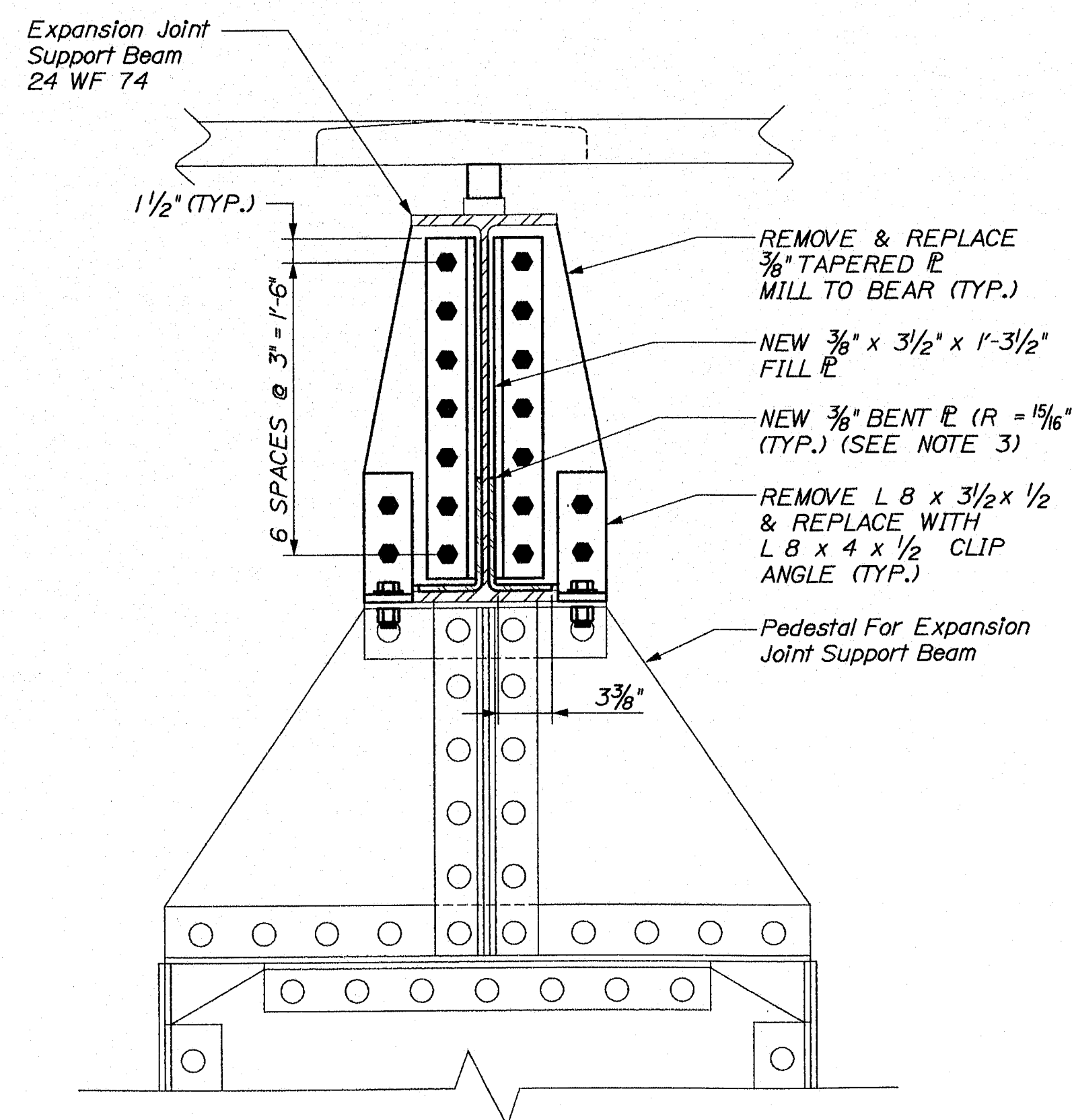
LEGEND	
SYM.	DESCRIPTION
○	EXISTING RIVET
○	EXISTING BOLT
✕	REMOVE EXISTING FASTENER AND PLACE NEW 7/8" HIGH STRENGTH BOLT IN EXISTING HOLE
•	PLACE NEW 7/8" HIGH STRENGTH BOLT IN NEW HOLE

**EXISTING CONDITIONS (SEE NOTE 2)**

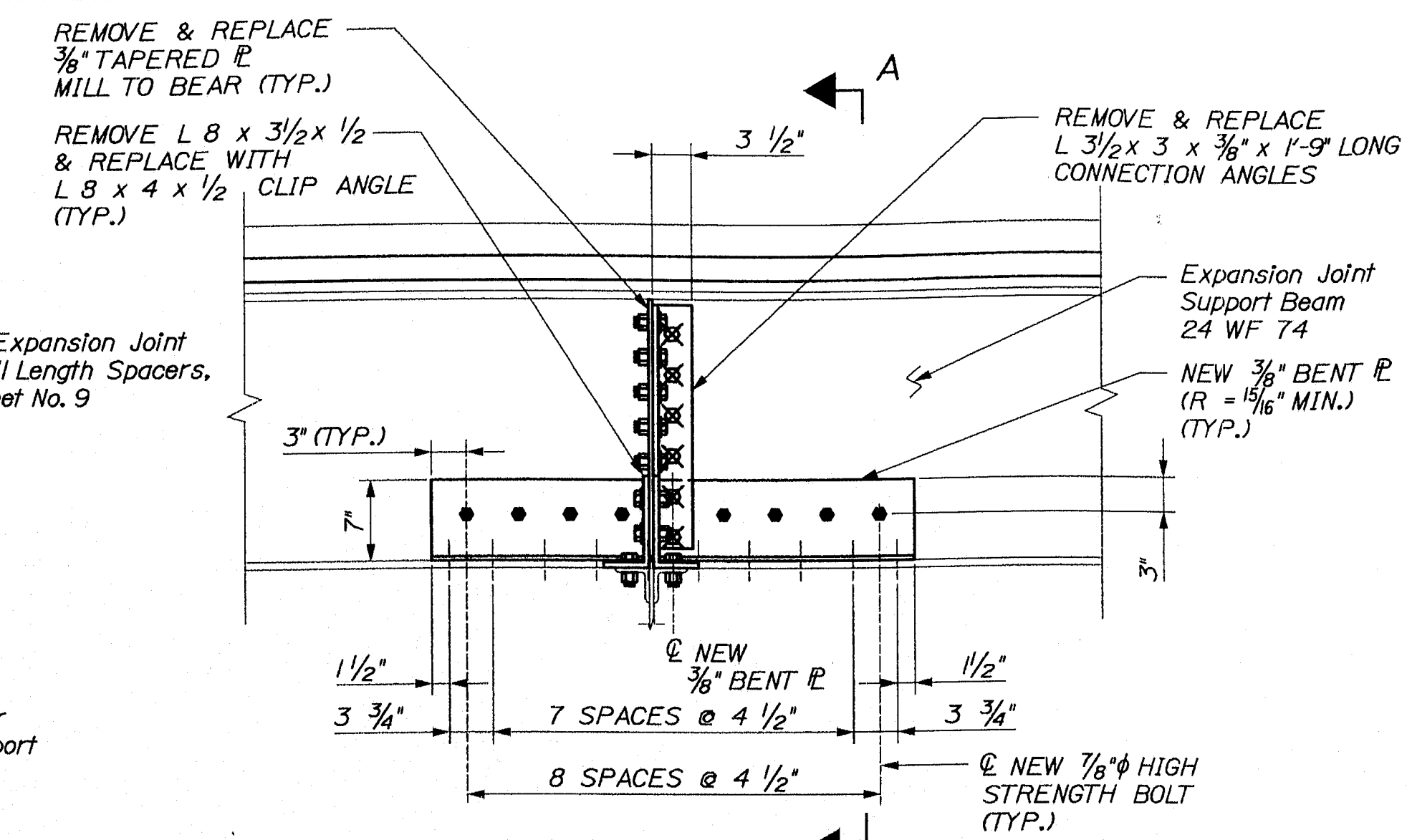
LOCATION	LENGTH OF CRACK (IN)
PIER 4 - WEST PEDESTAL	15%
PIER 4 - EAST PEDESTAL	22



**DETAIL 1 - EXISTING**  
 (SOUTH ELEVATION OF WEST PEDESTAL SUPPORT CONNECTION SHOWN, EAST PEDESTAL SUPPORT CONNECTION OPPOSITE HAND)



**SECTION A-A**  
 (RETROFIT LOCATIONS: PIER 4 - EAST & WEST PEDESTALS)



**DETAIL 1 - PROPOSED**  
 (SOUTH ELEVATION OF WEST PEDESTAL SUPPORT CONNECTION SHOWN, EAST PEDESTAL SUPPORT CONNECTION OPPOSITE HAND)

**SUGGESTED SEQUENCE OF CONSTRUCTION (ITEM 504.83):**

1. WORK ON THIS SHEET TO BE PERFORMED WHEN EXISTING EXPANSION JOINT GRATINGS HAVE BEEN REMOVED FROM THE LANE ABOVE THE WORK AREA, AND PRIOR TO THE NEOPRENE TROUGH INSTALLATION. SEE SHEETS NOS. 9 & 10.
2. THE TRAFFIC LANE DIRECTLY ABOVE THE RETROFIT LOCATION SHALL BE CLOSED TO ALL TRAFFIC AND CONSTRUCTION VEHICLES AND EQUIPMENT WHILE WORK IS BEING PERFORMED.
3. REMOVE ALL FOUR EXISTING L 8 x 3 1/2 x 3/8 CLIP ANGLES, EXISTING 3/8" THICK TAPERED PLATES, AND EXISTING L 3 1/2 x 3 x 3/8 CONNECTION ANGLES.
4. LOCATE END OF CRACK(S) AND DRILL ARREST HOLE(S). (SEE NOTE 2.)
5. CLEAN ALL EXISTING STEEL SURFACES WHERE NEW STEEL WILL BE INSTALLED.
6. INSTALL NEW 3/8" BENT PLATE ON EACH SIDE OF WEB.
7. INSTALL NEW 3/8" THICK FILL PLATES AND PROPOSED L 3 1/2 x 3 x 3/8 CONNECTION ANGLES.
8. INSTALL NEW 3/8" THICK TAPERED PLATES. MILL TO BEAR.
9. INSTALL NEW L 8 x 4 x 1/2 CLIP ANGLES.
10. APPLY TOUCH UP PAINT TO EXISTING AND NEW STRUCTURE AS REQUIRED.

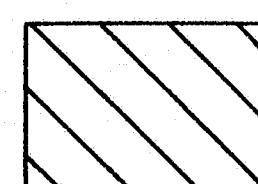
**NOTES:**

1. FOR GENERAL NOTES SEE SHEET NO. 2.
2. THE FULL EXTENT OF PROPAGATION OF ALL CRACKS SHALL BE DETERMINED THROUGH MAGNETIC PARTICLE TESTING OR OTHER NON-DESTRUCTIVE MEANS AS APPROVED BY THE ENGINEER. A 1 1/4" DIAMETER ARREST HOLE SHALL BE DRILLED AT THE ENDS OF ALL CRACKS, WITH THE HOLE CENTERED AT THE CRACK END, PRIOR TO RETROFIT INSTALLATION.
3. BENDS SHALL BE ORIENTED PERPENDICULAR TO DIRECTION OF FINAL ROLLING OF THE PLATE.
4. ALL WORK SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER ITEM 504.83 UNLESS OTHERWISE NOTED.

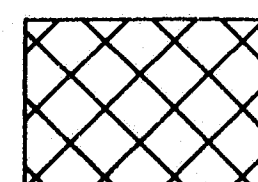
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1006(200)X		BRIDGE NO. 3257		PIN 10062.00		BRIDGE PLANS	
DEER ISLE-SEGOWICK BRIDGE EGGEMOGGIN REACH DEER ISLE-SEGOWICK HANCOCK COUNTY		EXPANSION JOINT SUPPORT BEAM RETROFIT		SHEET NUMBER		12		OF 25	
DATE: 01/27/06		BY: Juser\$		CHECKED: Juser\$		APPROVED: Juser\$		DATE: 02/13/06	
DESIGNED: Juser\$		DRAWN: Juser\$		CALCULATED: Juser\$		INVESTIGATED: Juser\$		FIELD CHANGES:	
REVISIONS: 1		REVISIONS: 2		REVISIONS: 3		REVISIONS: 4		REVISIONS: 5	



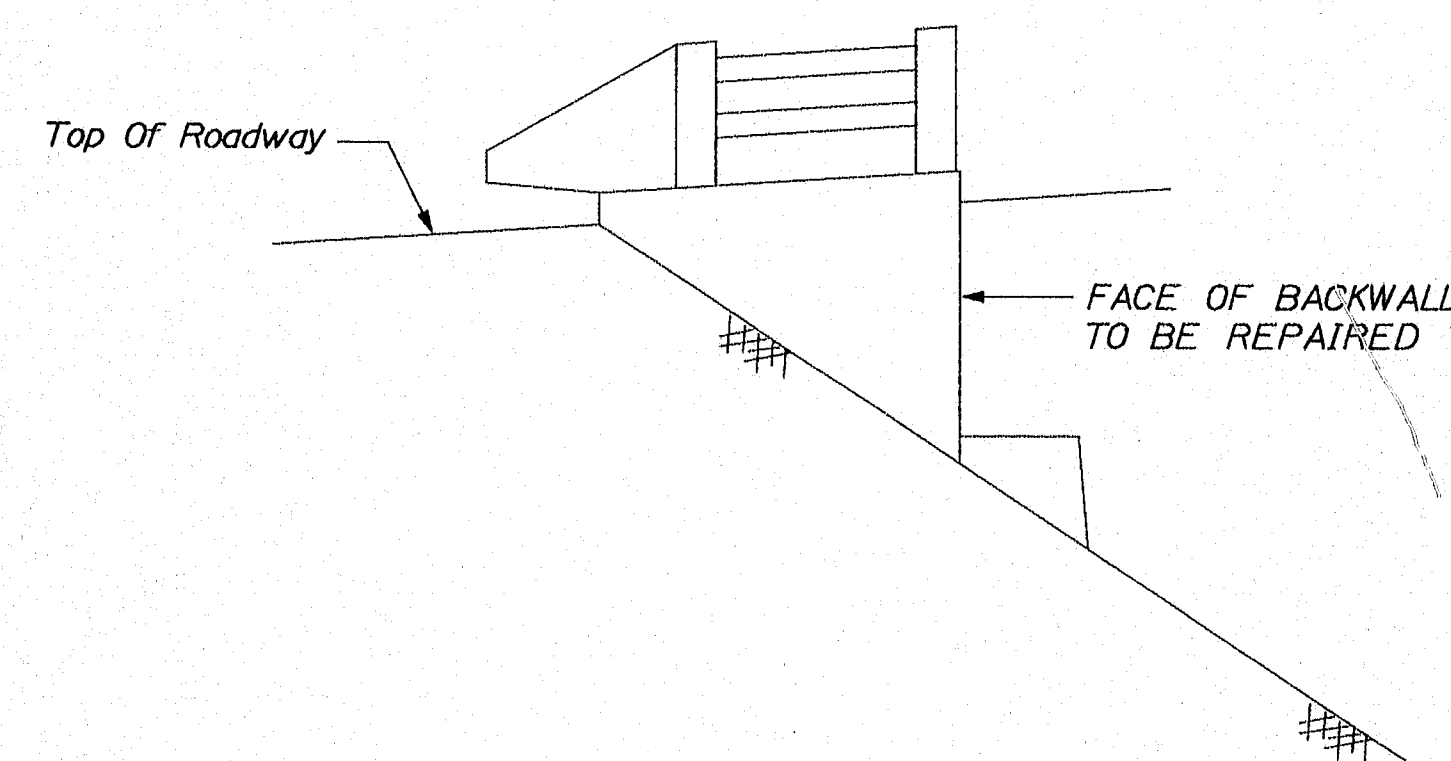
# LEGEND



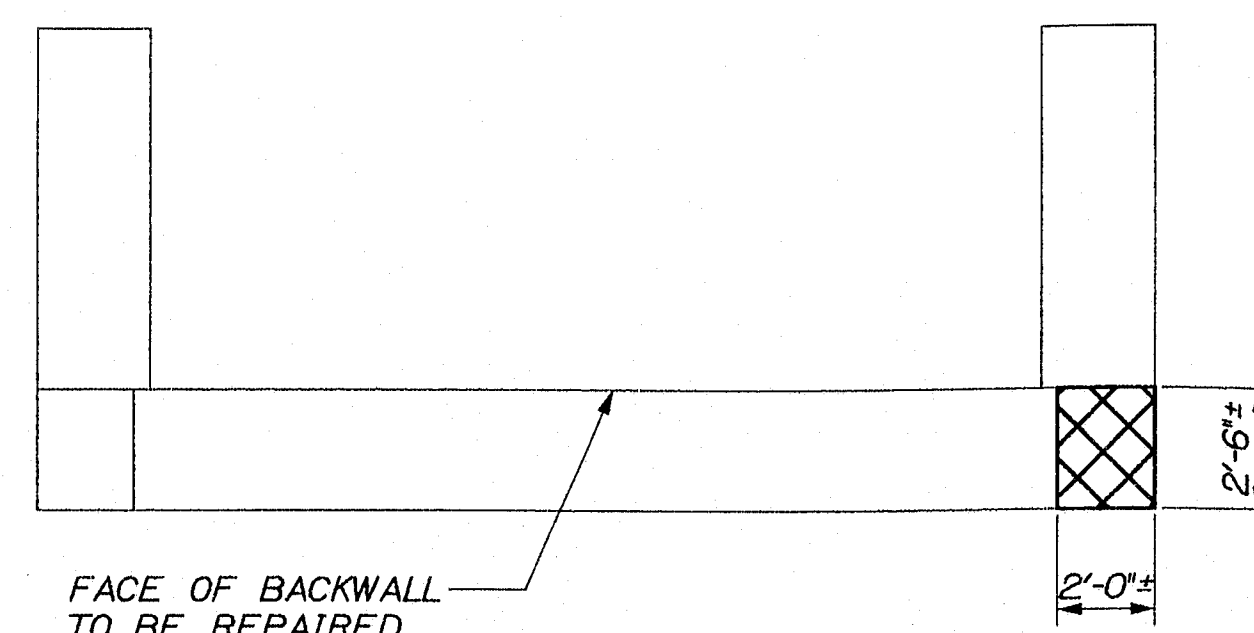
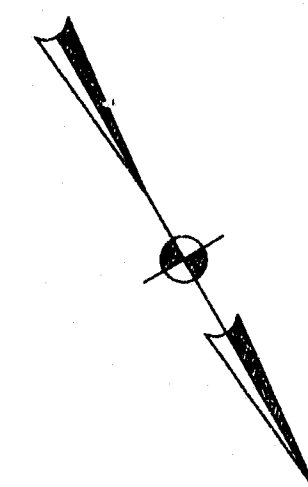
CONCRETE REPAIR AREA (SF)  
(ITEM 518.60)



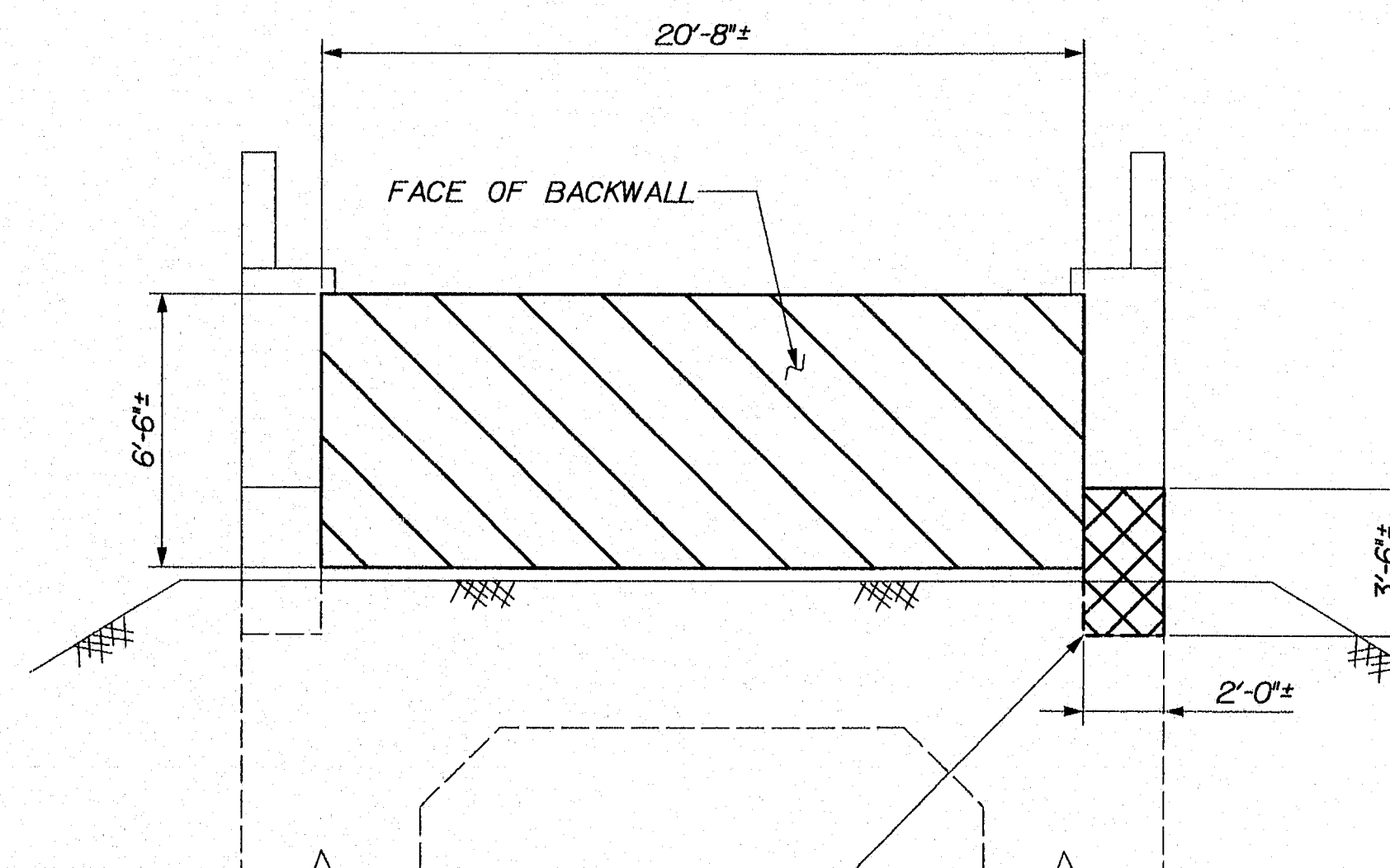
CONCRETE REPAIR AREA (CY)  
(ITEM 518.61)



EAST ELEVATION

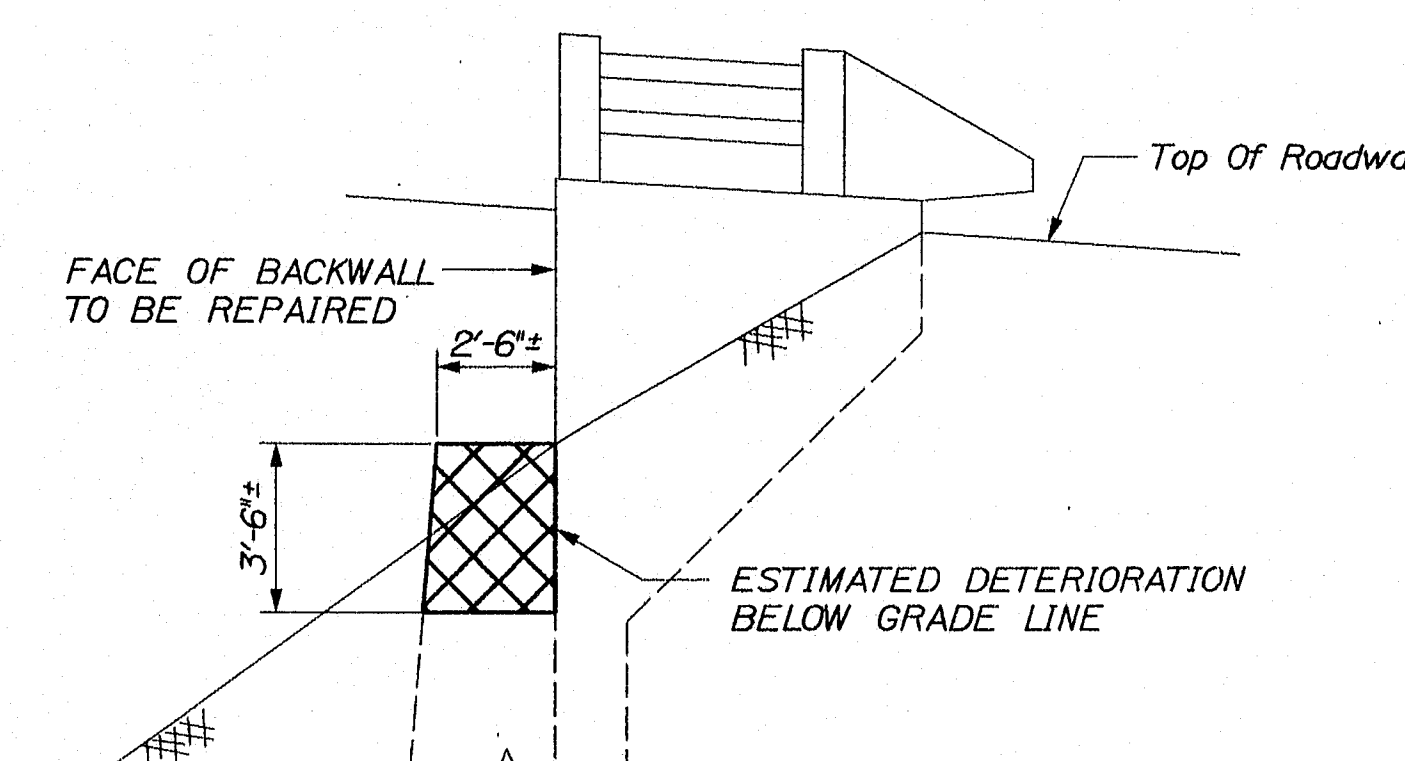


PLAN



NORTH ELEVATION

SOUTH ABUTMENT



WEST ELEVATION

## NOTES:

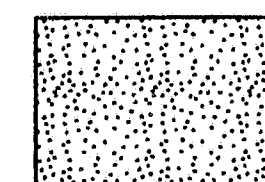
1. FOR GENERAL NOTES SEE SHEET NO. 2.
2. FOR SUBSTRUCTURE REPAIR DETAILS AND SUGGESTED SEQUENCE OF CONSTRUCTION SEE SHEET NO. 20.
3. AREAS AND VOLUMES INDICATED ARE APPROXIMATE. ACTUAL AREAS AND VOLUMES SHALL BE DETERMINED BY THE RESIDENT IN THE FIELD.
4. ALL WORK SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER ITEMS 518.60 AND 518.61 UNLESS OTHERWISE NOTED.

**141-214**  
**Lichtenstein**  
Consulting Engineers

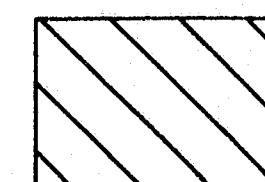
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1006(200)X		BRIDGE NO. 3257		PIN 10062.00		BRIDGE PLANS	
		SIGNATURE <i>Joseph J. Pullaro</i>		P.E. NUMBER 10384		DATE 02/13/06			
		PROJECT MANAGER ECL		DESIGN-REVIEWED ECL		CHECKED-REVIEWED ECL		DATE 07/06	
DEER ISLE-SEDGWICK BRIDGE EGGEMOGGIN REACH DEER ISLE-SEDGWICK HANCOCK COUNTY		SUBSTRUCTURE REPAIRS - SOUTH ABUTMENT		SHEET NUMBER 13		OF 25			



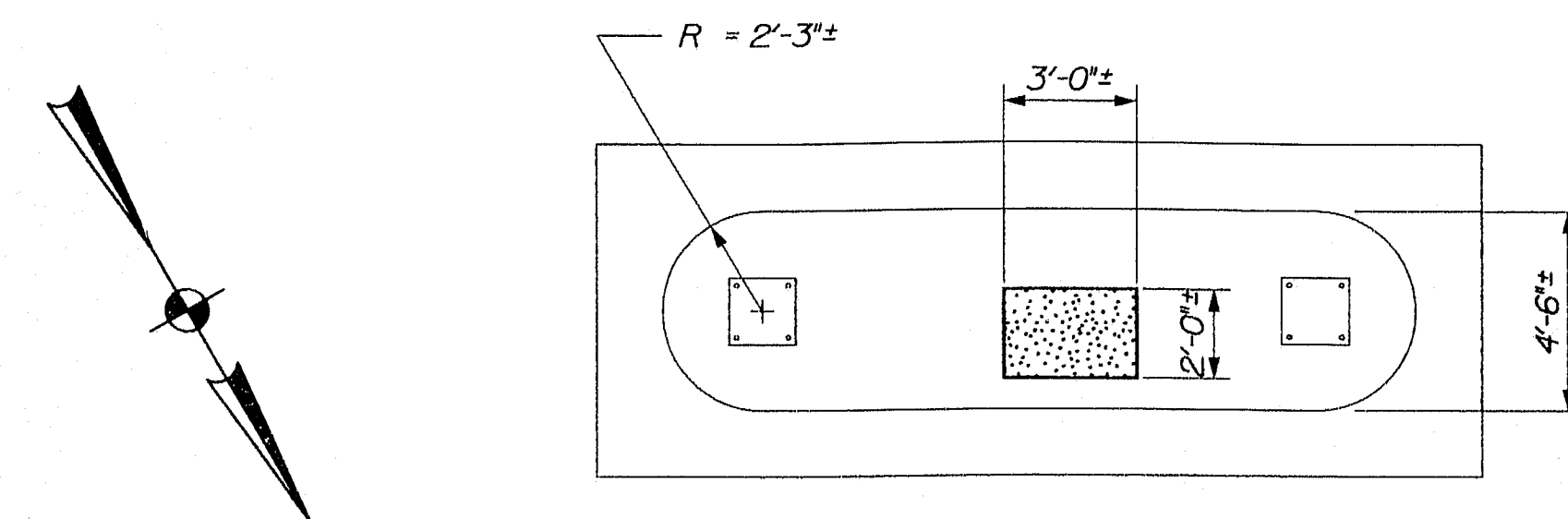
**LEGEND**



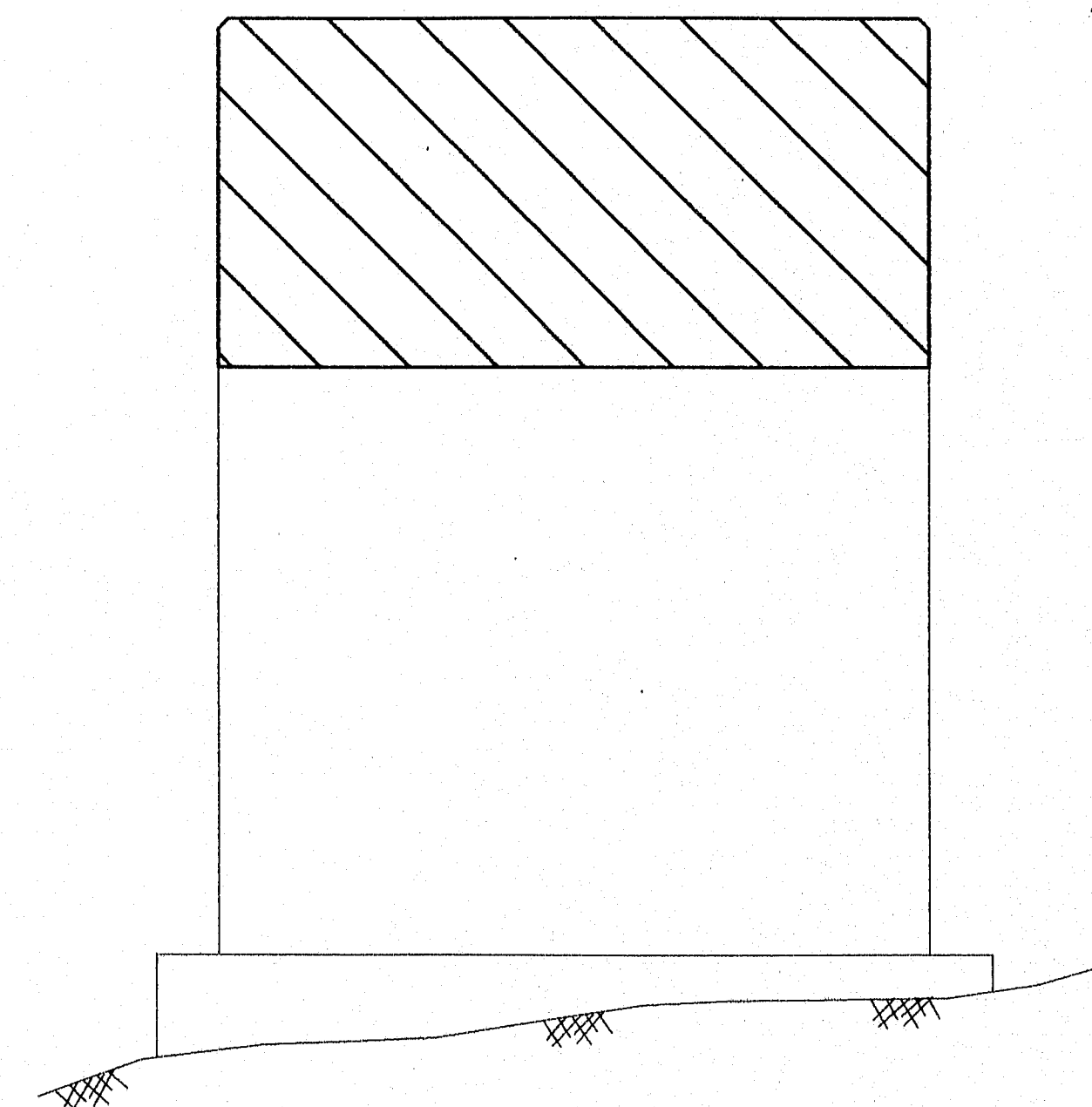
CONCRETE REPAIR AREA (SF)  
(ITEM 518.51)



CONCRETE REPAIR AREA (SF)  
(ITEM 518.60)

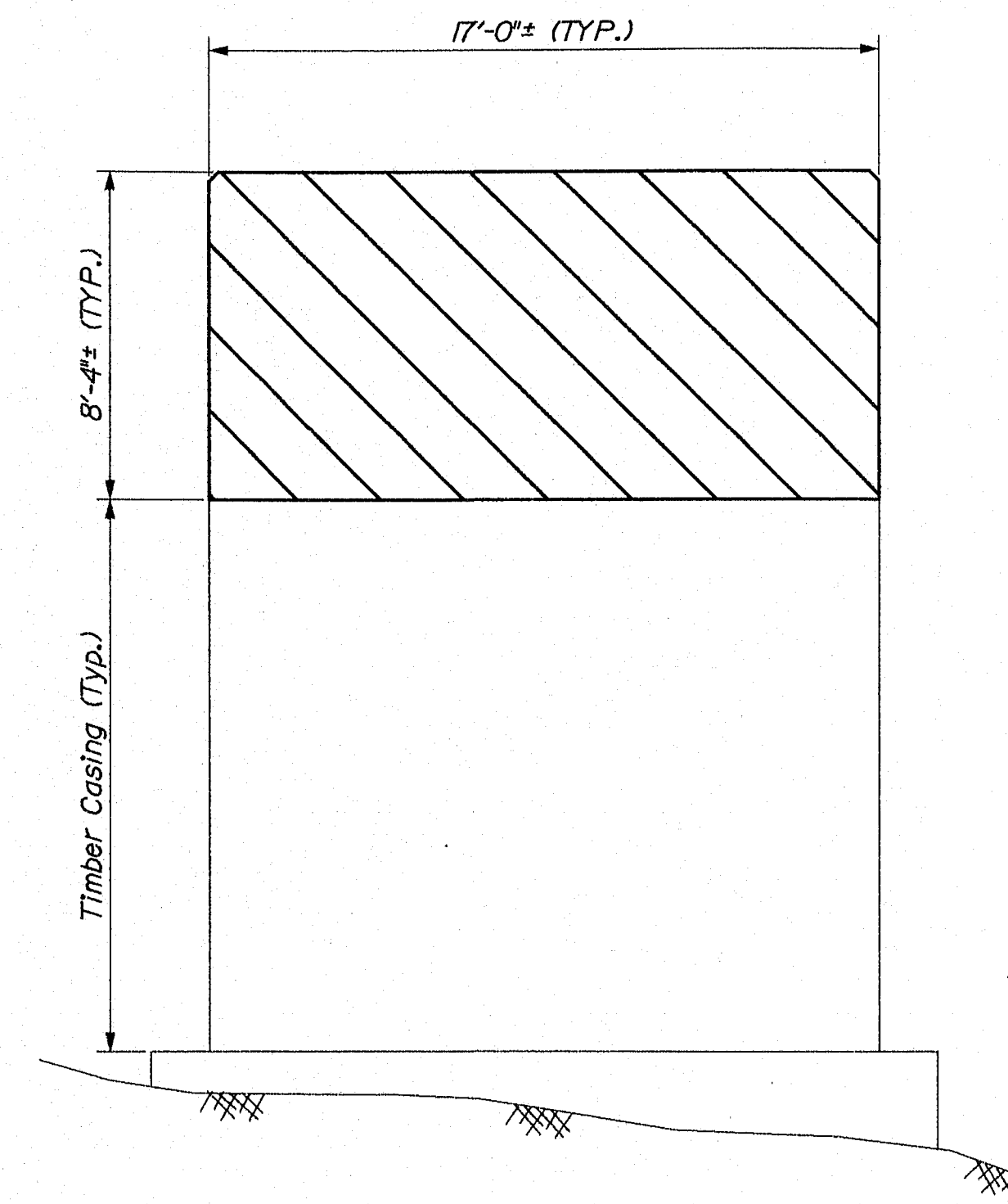


**PLAN**



**NORTH ELEVATION**

**PIER 1**



**SOUTH ELEVATION**

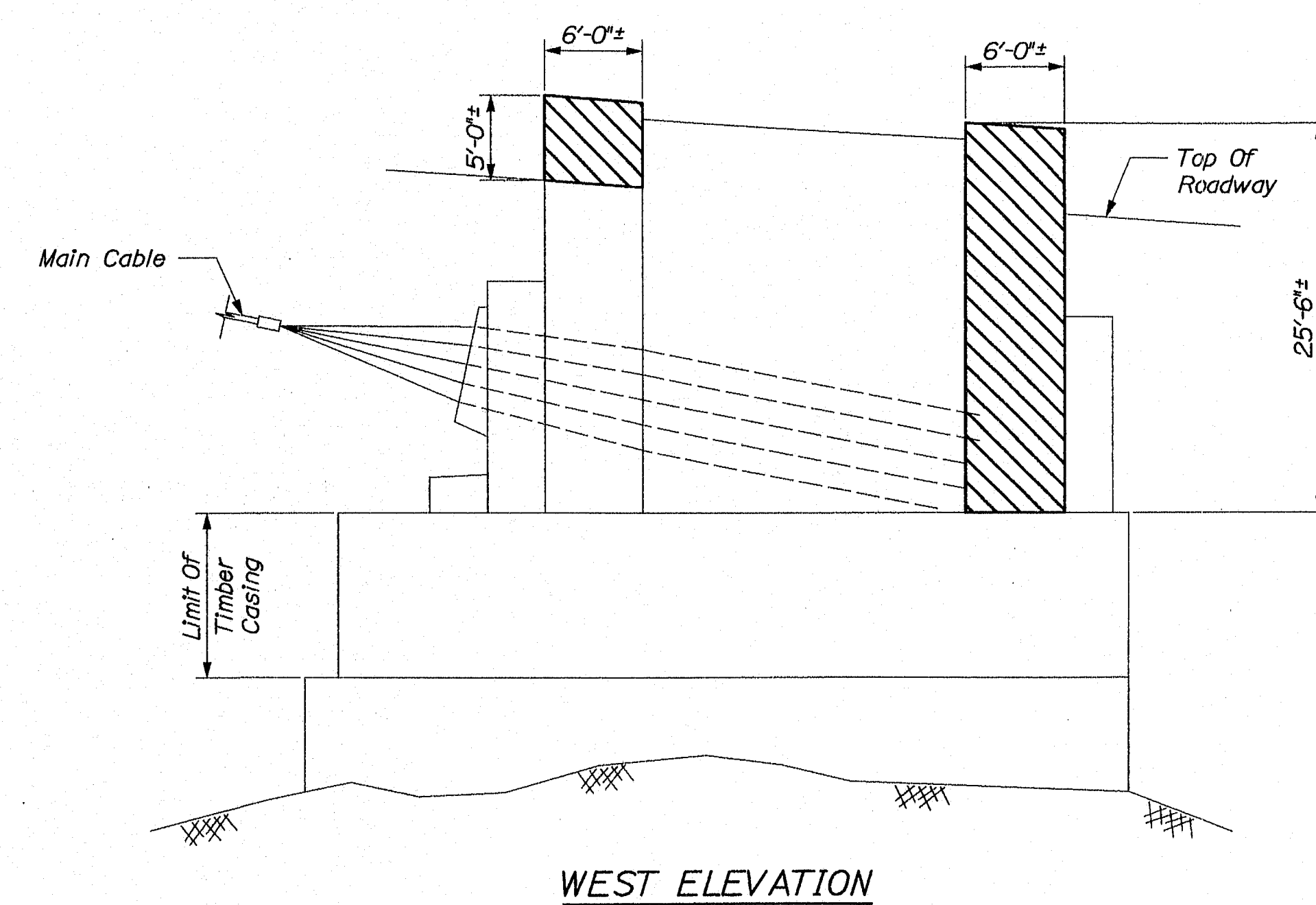
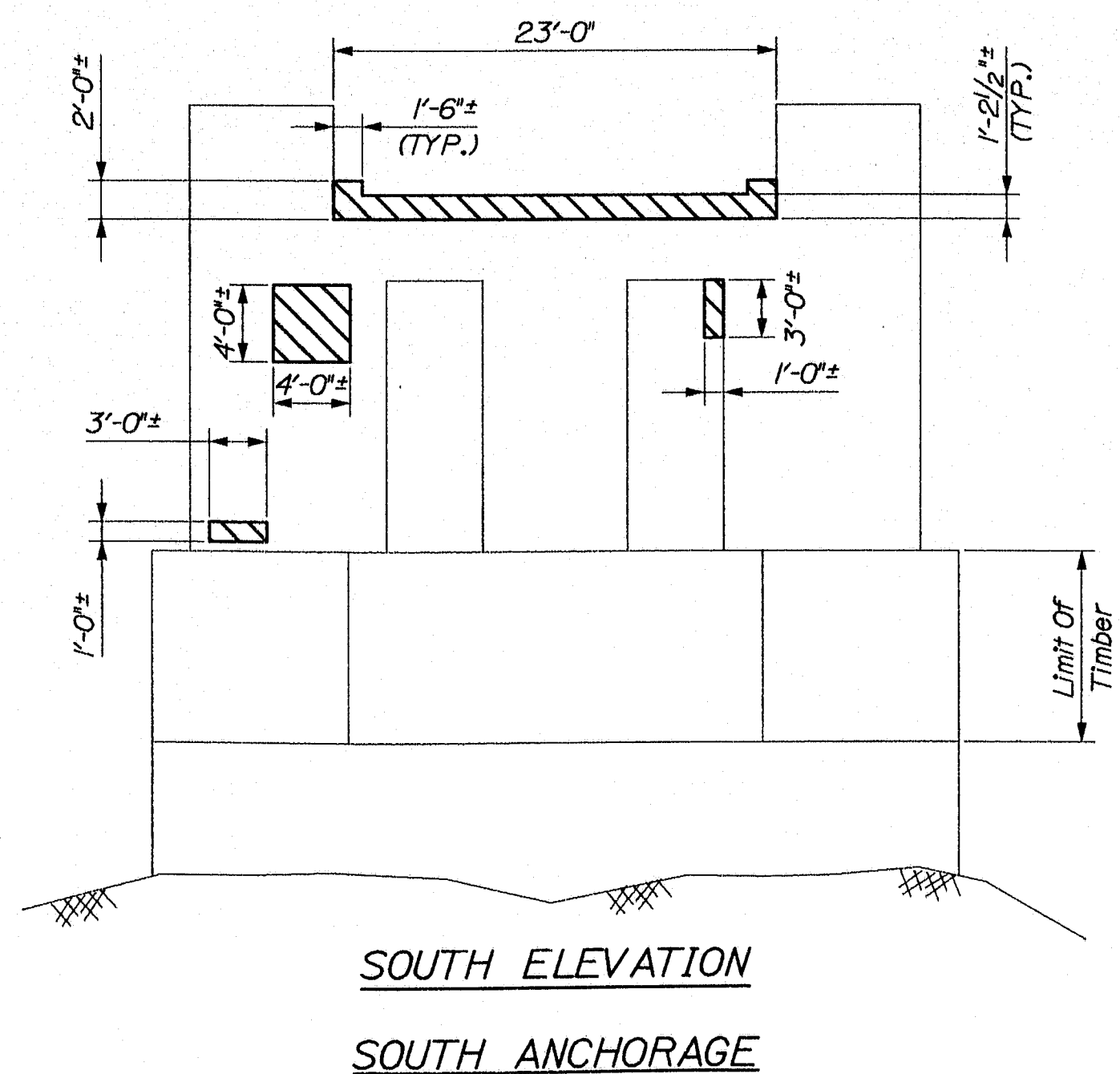
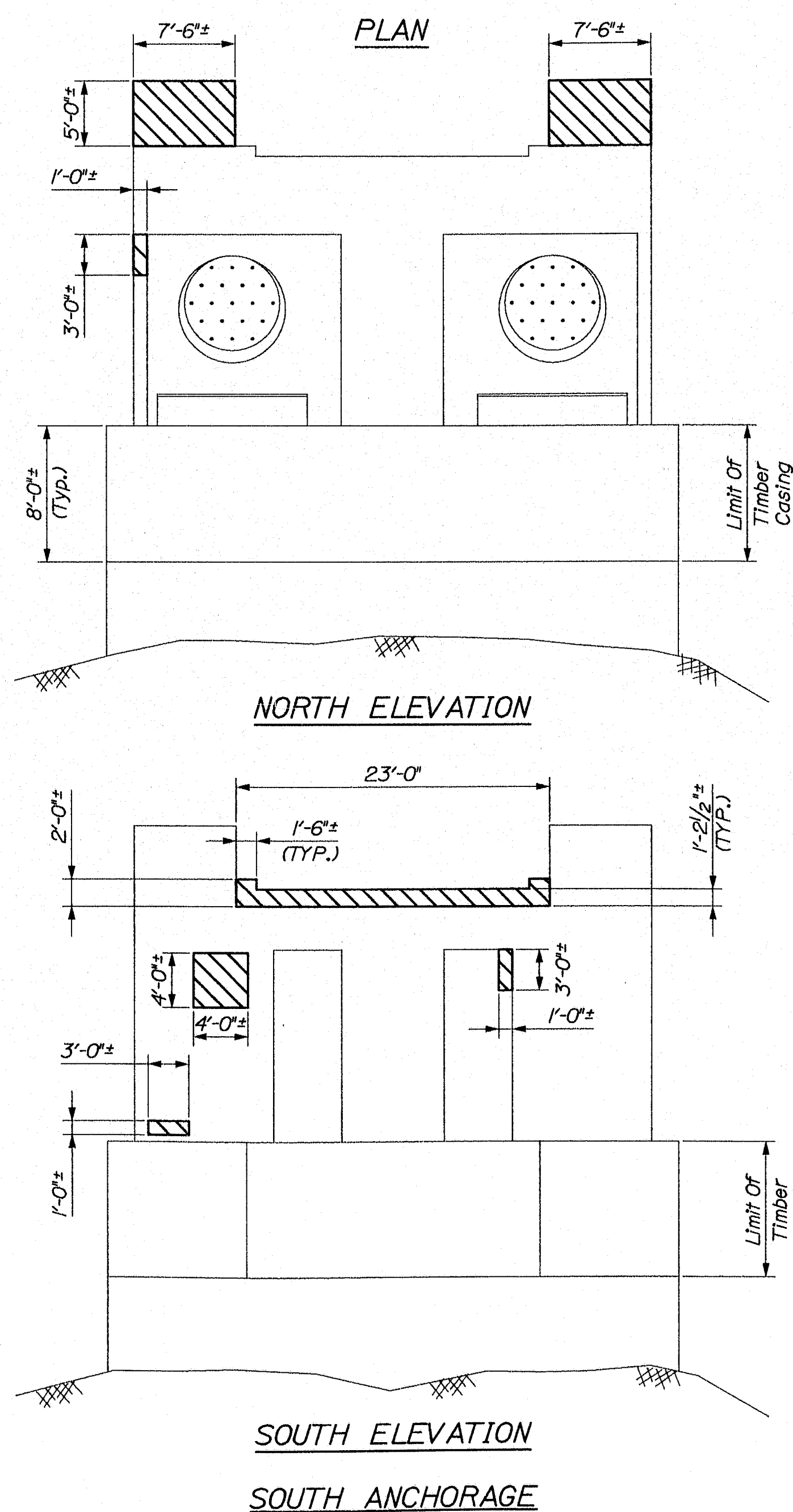
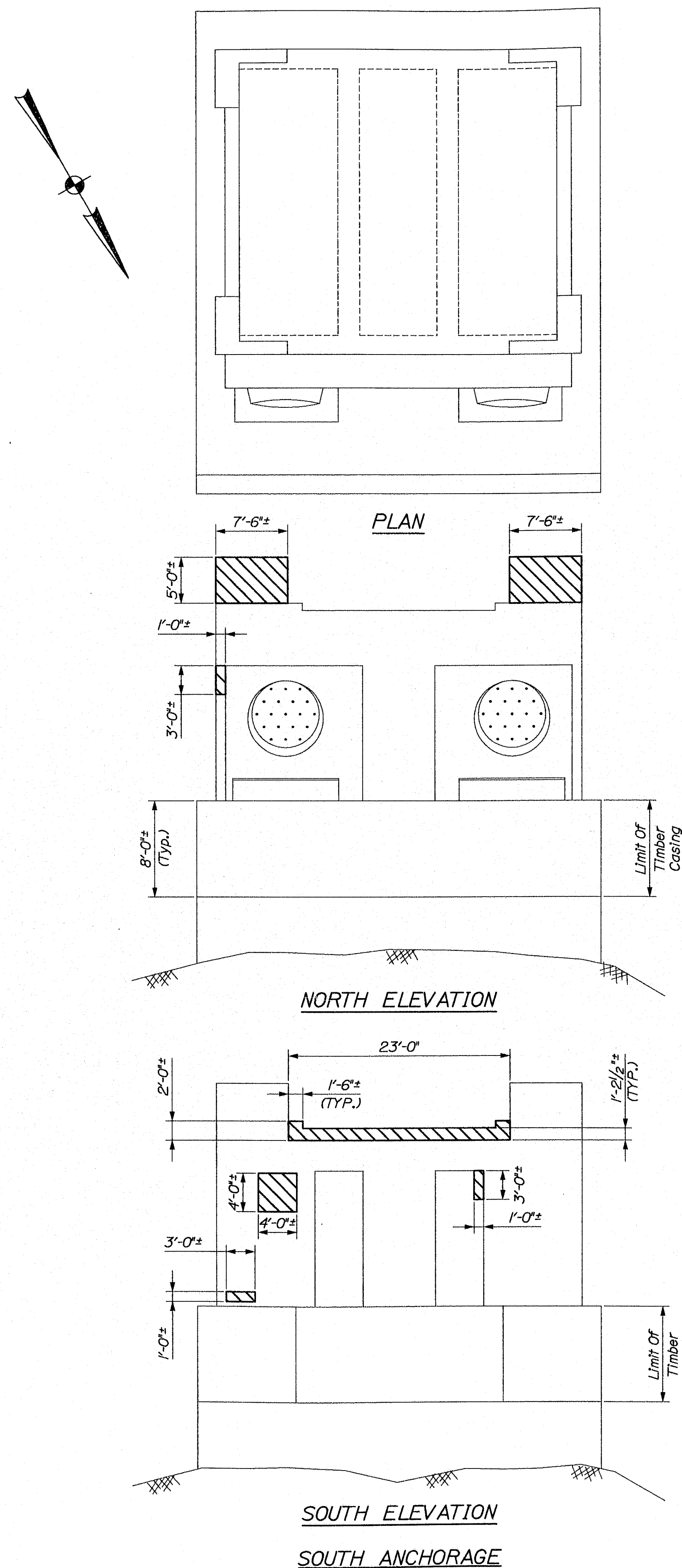
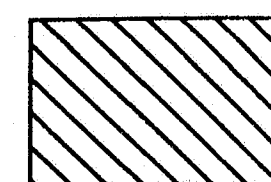
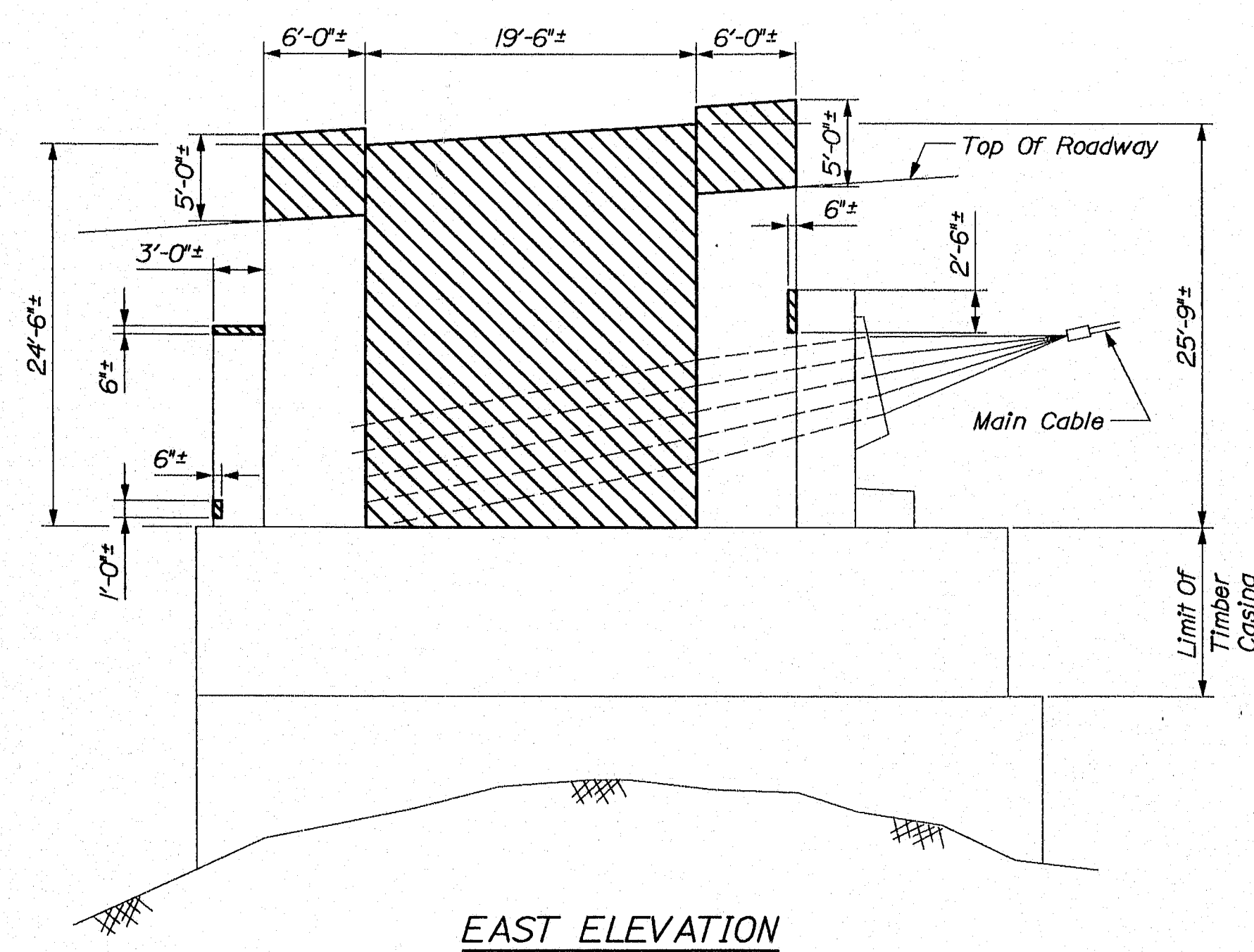
**NOTES:**

1. FOR GENERAL NOTES SEE SHEET NO. 2.
2. FOR SUBSTRUCTURE REPAIR DETAILS AND SUGGESTED SEQUENCE OF CONSTRUCTION SEE SHEET NO. 20.
3. AREAS AND VOLUMES INDICATED ARE APPROXIMATE. ACTUAL AREAS AND VOLUMES SHALL BE DETERMINED BY THE RESIDENT IN THE FIELD.
4. ALL WORK SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER ITEMS 518.51 AND 518.60 UNLESS OTHERWISE NOTED.

**141-215**  
**Lichtenstein**  
Consulting Engineers

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1006(200)X		BRIDGE NO. 3257 PIN 10062.00 BRIDGE PLANS	
DEER ISLE-SEDEGWICK BRIDGE EGGEMOGGIN REACH DEER ISLE-SEDEGWICK HANCOCK COUNTY		SUBSTRUCTURE REPAIRS - PIER 1		SHEET NUMBER <b>14</b> OF 25	
PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	DATE
DESIGN-DETAILED	01/20/06	CAD	01/20/06	JOSEPH J. PULLARO	02/13/06
DESIGN-DETAILED	01/20/06	CAD	01/20/06	NO. 10384	
DESIGN-DETAILED	01/20/06	CAD	01/20/06	P.E. NUMBER	
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					





- NOTES:

1. FOR GENERAL NOTES SEE SHEET NO. 2.
2. FOR SUBSTRUCTURE REPAIR DETAILS AND SUGGESTED SEQUENCE OF CONSTRUCTION SEE SHEET NO. 20.
3. AREAS AND VOLUMES INDICATED ARE APPROXIMATE. ACTUAL AREAS AND VOLUMES SHALL BE DETERMINED BY THE RESIDENT IN THE FIELD.
4. ALL WORK SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER ITEM 518.60 UNLESS OTHERWISE NOTED.

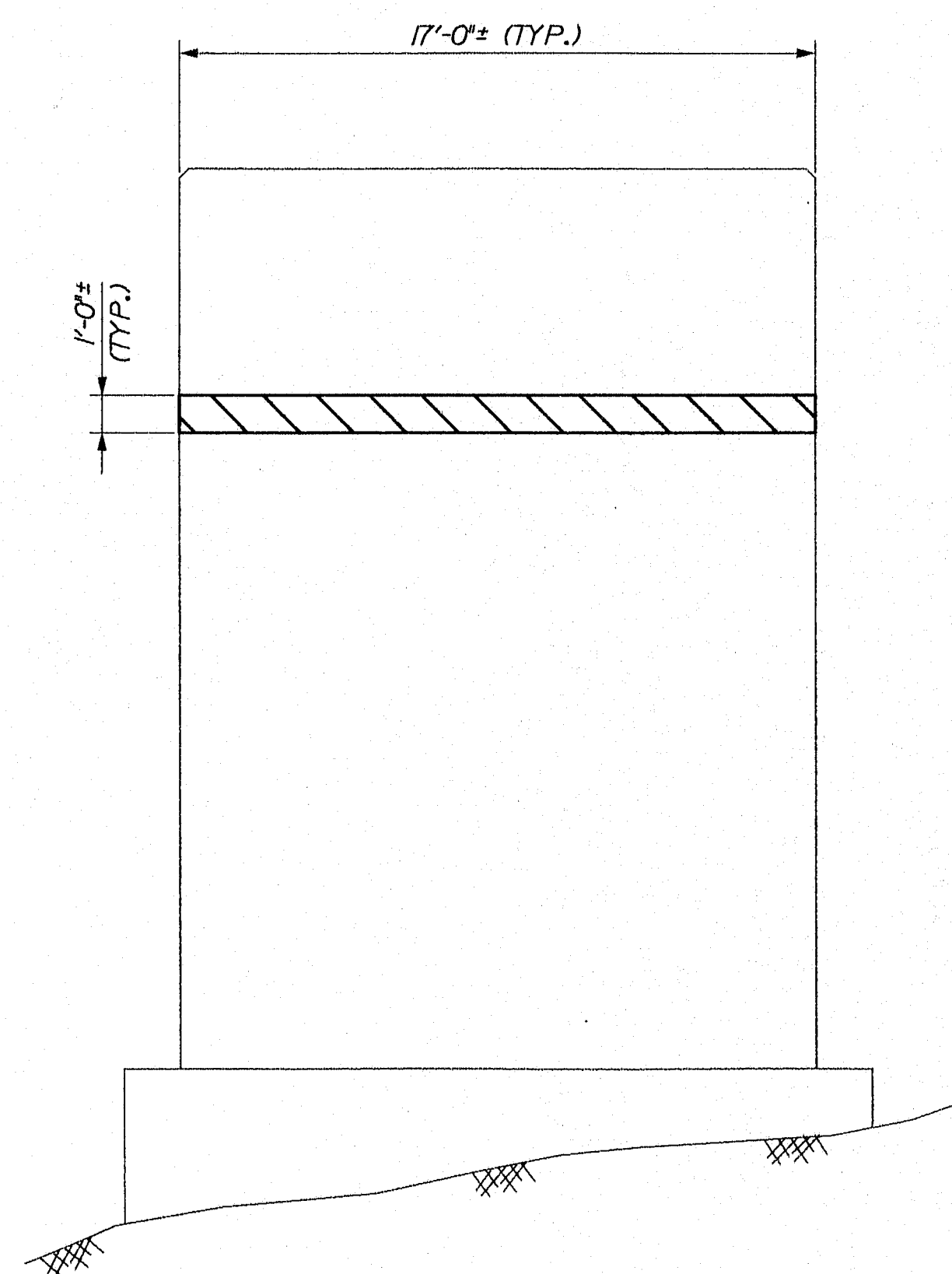


## Consulting Engineers

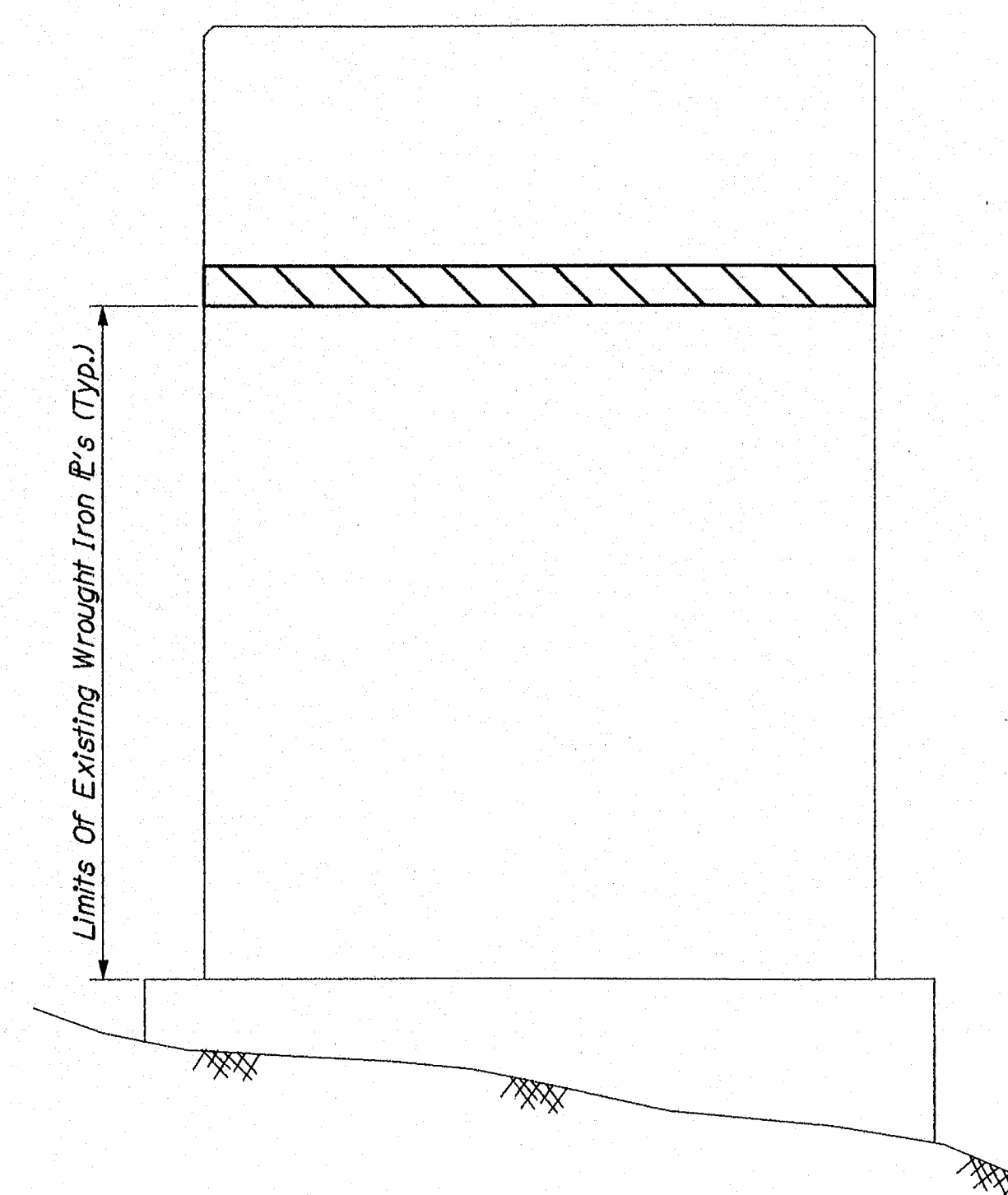
141-216

[illegible]





NORTH ELEVATION

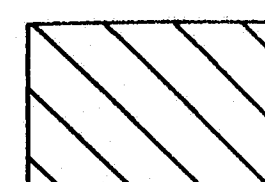


SOUTH ELEVATION

PIER 2

- NOTES:
1. FOR GENERAL NOTES SEE SHEET NO. 2.
  2. FOR SUBSTRUCTURE REPAIR DETAILS AND SUGGESTED SEQUENCE OF CONSTRUCTION SEE SHEET NO. 20.
  3. AREAS AND VOLUMES INDICATED ARE APPROXIMATE. ACTUAL AREAS AND VOLUMES SHALL BE DETERMINED BY THE RESIDENT IN THE FIELD.
  4. ALL WORK SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER ITEM 518.60 UNLESS OTHERWISE NOTED.

*LEGEND*





CONCRETE REPAIR AREA (SF)  
(ITEM 518.60)

**141-217**  
**Lichtenstein**  
**Consulting Engineers**

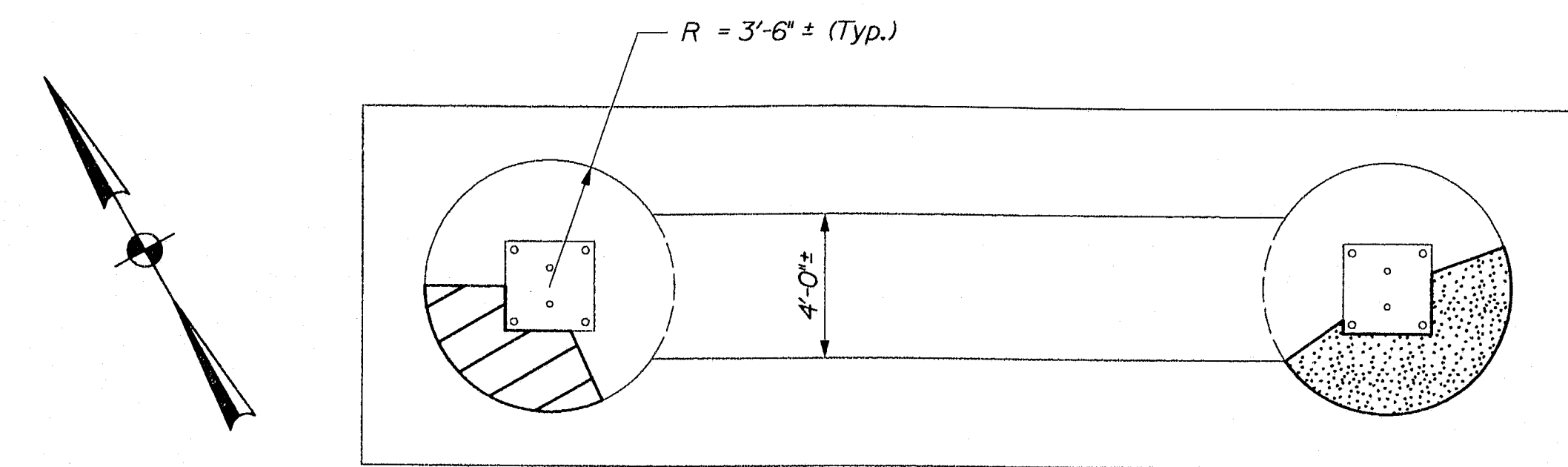
SHEET NUMBER

16

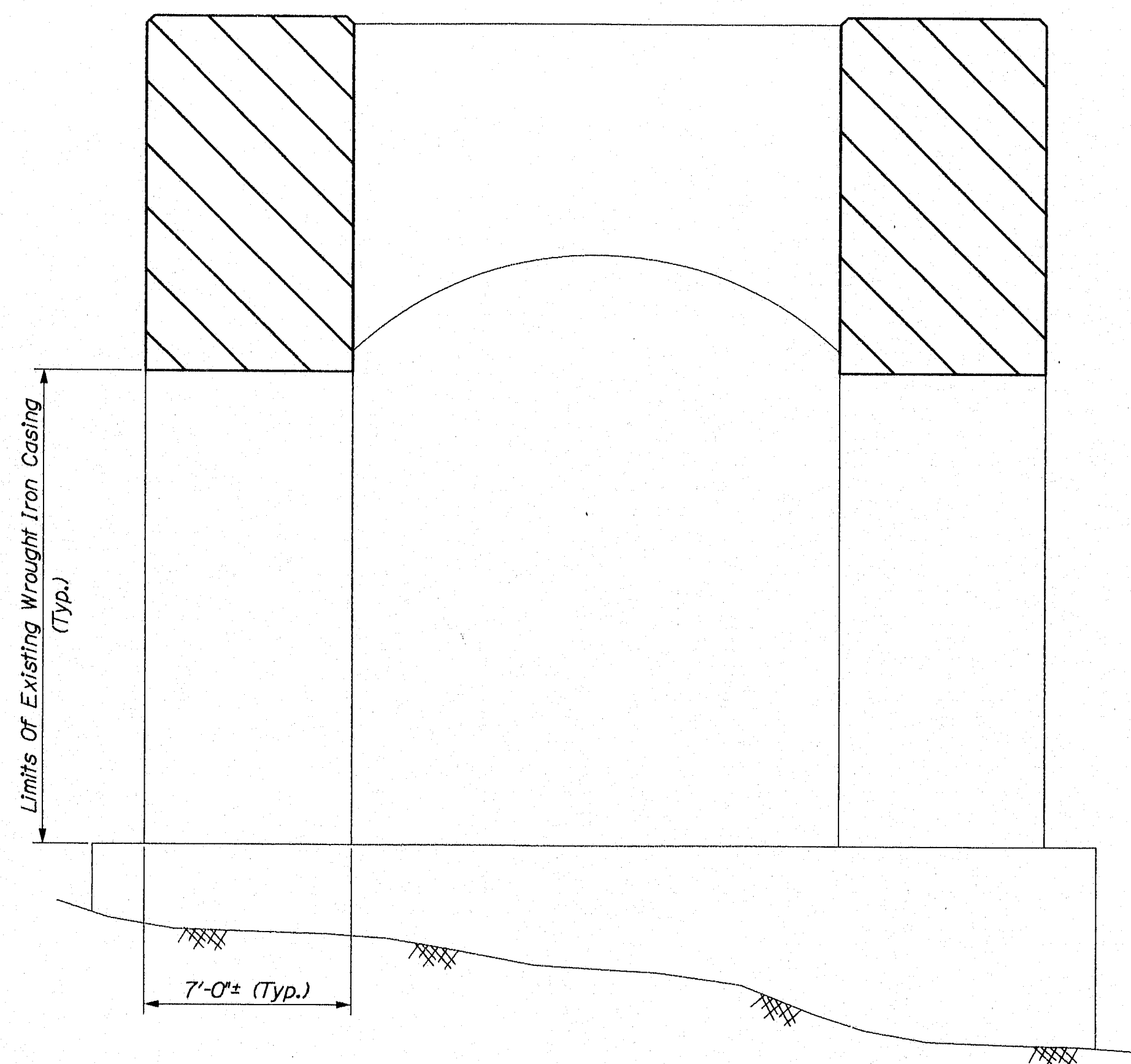
OF 25

DEER ISLE-SEDGWICK BRIDGE		PROJ. MANAGER	ECL		BY	DATE			STATE OF MAINE	
EGGEMOGGIN REACH		DESIGN-DETAILED	OMS			07/05			DEPARTMENT OF TRANSPORTATION	
DEER ISLE-SEDGWICK HANCOCK COUNTY		CHECKED-REVIEWED	ECL			07/05	SIGNATURE		BH-1006(200)X	
		DESIGN-DETAILED	LD				P.E. NUMBER		NO. 10384	
		DESIGNS-DETAILED					DATE		02/13/06	
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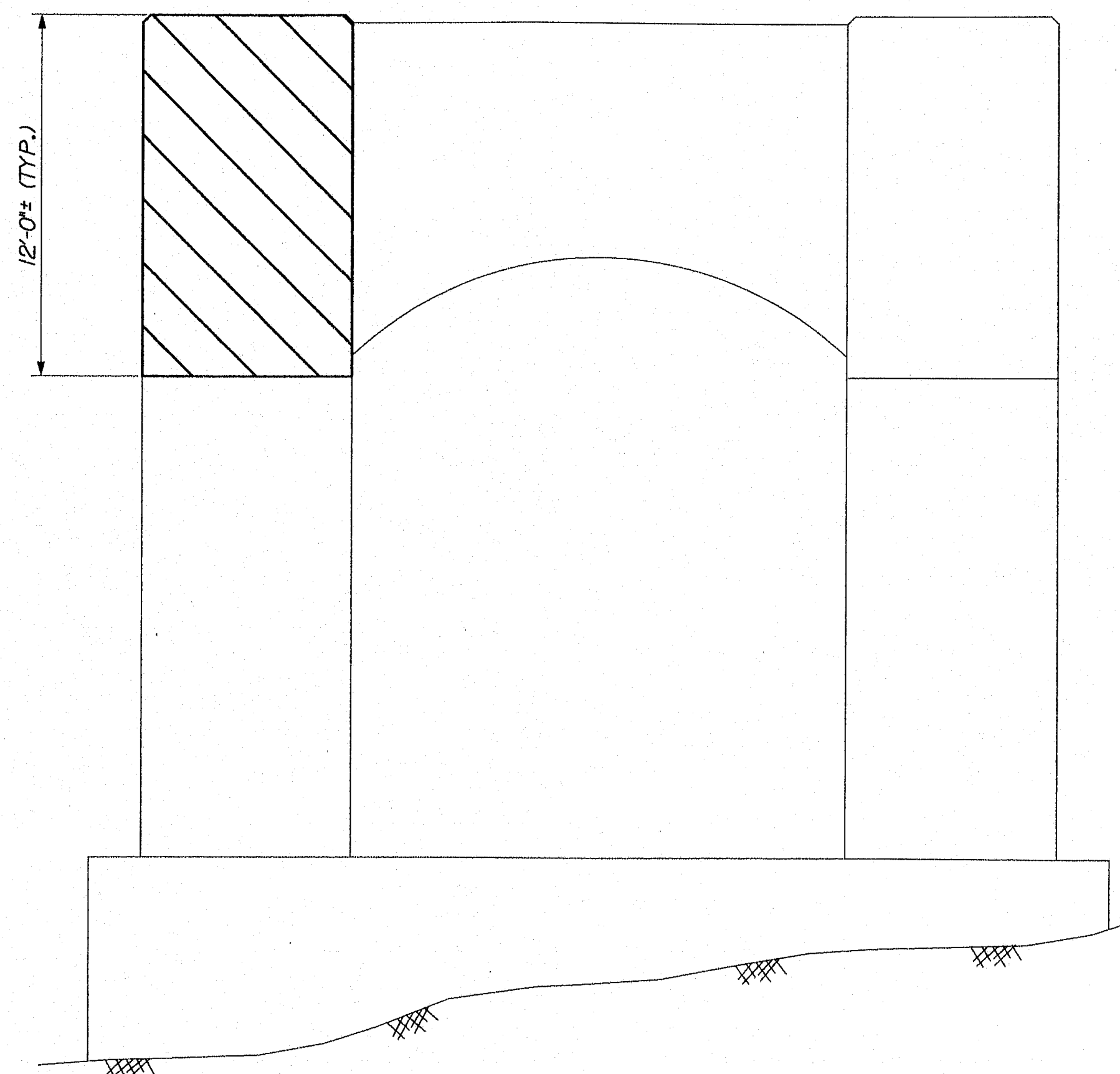




PLAN

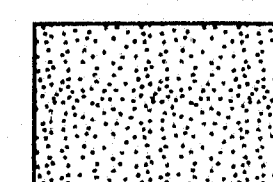


SOUTH ELEVATION

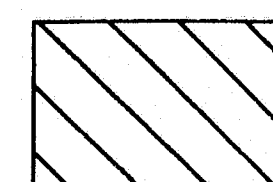


NORTH ELEVATION

LEGEND



CONCRETE REPAIR AREA (SF)  
(ITEM 518.51)



CONCRETE REPAIR AREA (SF)  
(ITEM 518.60)

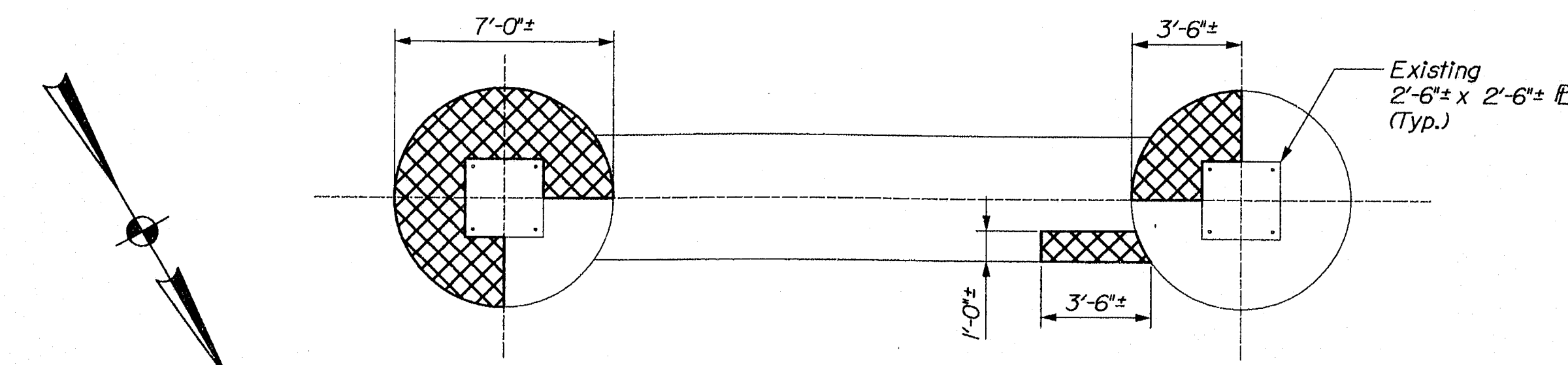
PIER 3

NOTES:

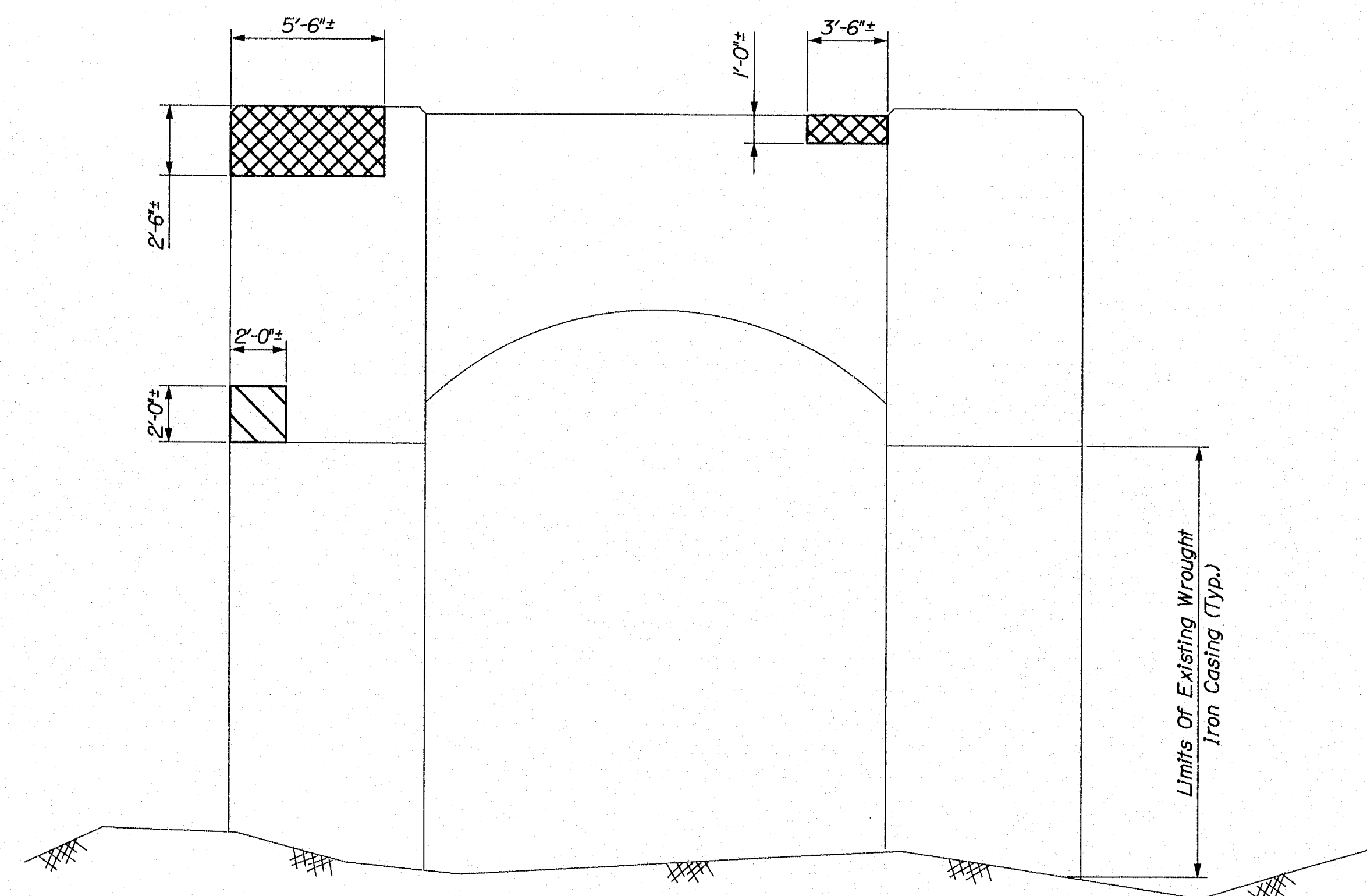
1. FOR GENERAL NOTES SEE SHEET NO. 2.
2. FOR SUBSTRUCTURE REPAIR DETAILS AND SUGGESTED SEQUENCE OF CONSTRUCTION SEE SHEET NO. 20.
3. AREAS AND VOLUMES INDICATED ARE APPROXIMATE. ACTUAL AREAS AND VOLUMES SHALL BE DETERMINED BY THE RESIDENT IN THE FIELD.
4. ALL WORK SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER ITEM 518.60 UNLESS OTHERWISE NOTED.

**141-218**  
**Lichtenstein**  
Consulting Engineers

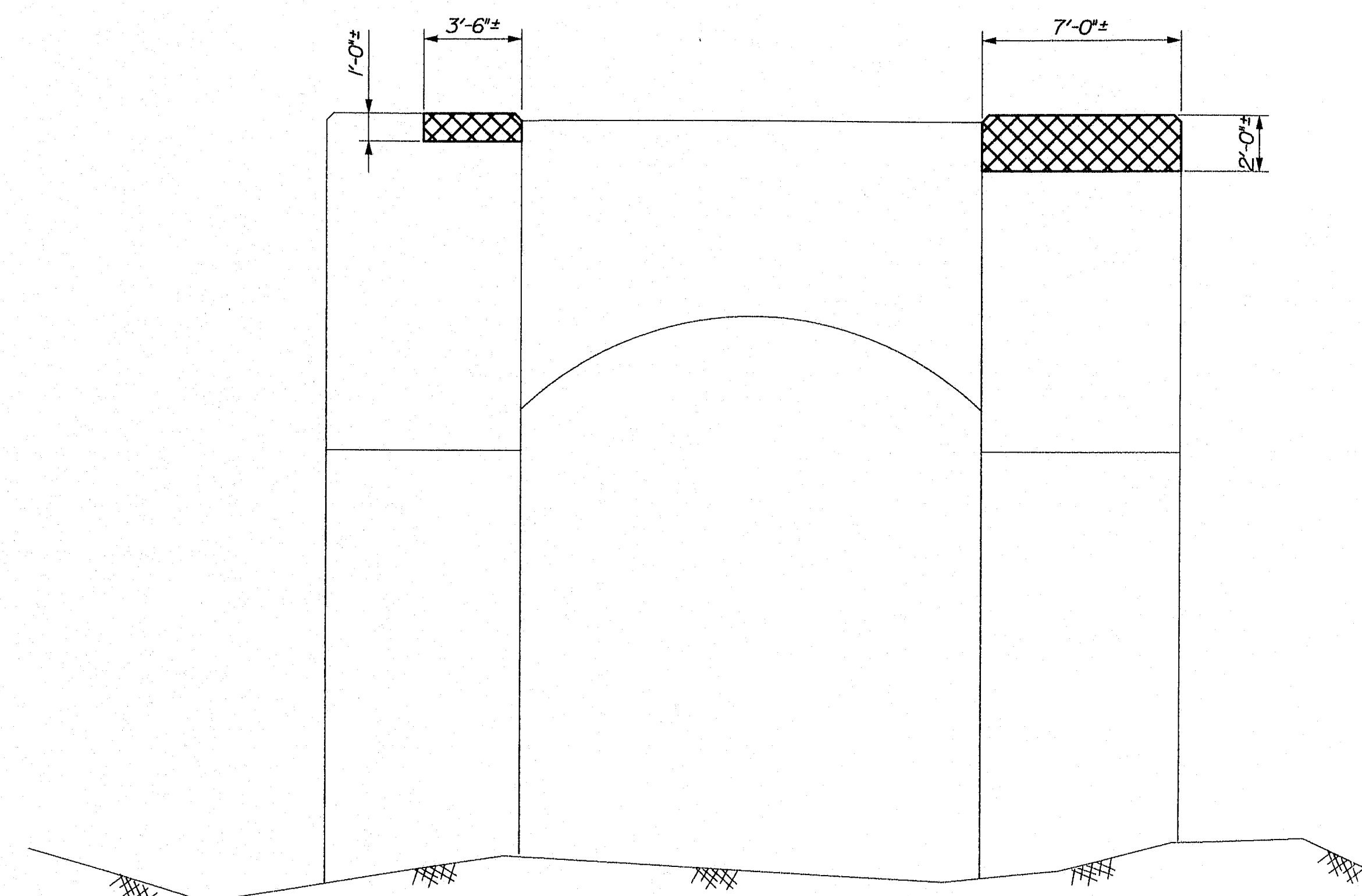
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1006(200)X		BRIDGE NO. 3257		PIN 10062.00		BRIDGE PLANS	
DEER ISLE-SEDGWICK BRIDGE EGGEMOGGIN REACH DEER ISLE-SEDGWICK HANCOCK COUNTY		SUBSTRUCTURE REPAIRS - PIER 3		SHEET NUMBER 17		OF 25			
PROJ. MANAGER	ECL	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE		
DESIGN-REVIEWED	CMS	01/06	CMD	01/06		10304	02/13/06		
CHECKED-REVIEWED	ECI	01/06	ECI						
DESIGN-REVIEWED	JLD	01/06	CMD						
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REVISIONS 1									
REVISIONS 2									
REVISIONS 3									
REVISIONS 4									
FIELD CHANGES									



PLAN



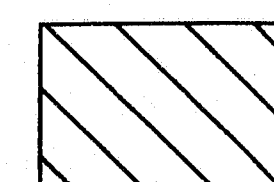
NORTH ELEVATION



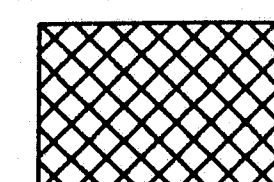
SOUTH ELEVATION

PIER 6

LEGEND



CONCRETE REPAIR AREA (SF)  
(ITEM 518.60)



CONCRETE REPAIR AREA (CY)  
(ITEM 518.61)

NOTES:

1. FOR GENERAL NOTES SEE SHEET NO. 2.
2. FOR SUBSTRUCTURE REPAIR DETAILS AND SUGGESTED SEQUENCE OF CONSTRUCTION SEE SHEET NO. 20.
3. AREAS AND VOLUMES INDICATED ARE APPROXIMATE. ACTUAL AREAS AND VOLUMES SHALL BE DETERMINED BY THE RESIDENT IN THE FIELD.
4. ALL WORK SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER ITEMS 518.60 AND 518.61 UNLESS OTHERWISE NOTED.

**141-219**  
**Lichtenstein**  
Consulting Engineers

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BH-1006(200)X		BRIDGE NO. 3257 PIN 10062.00 BRIDGE PLANS	
		DATE: 02/13/06 P.E. NUMBER: 10384 SIGNATURE: [Signature] DATE: 07/06 BY: [Signature] ECL: [Signature] CND: [Signature] PROJ. MANAGER: [Signature] ECL: [Signature] DESIGN-REVIEWED: [Signature] DESIGN-DETAILS: [Signature] REVISIONS: 1, 2, 3, 4 FIELD CHANGES:	
DEER ISLE-SEDGWICK BRIDGE EGGEMOGGIN REACH DEER ISLE-SEDGWICK HANCOCK COUNTY SUBSTRUCTURE REPAIRS - PIER 6		SHEET NUMBER <b>18</b> OF 25	



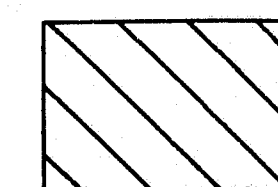
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Division: Bridge

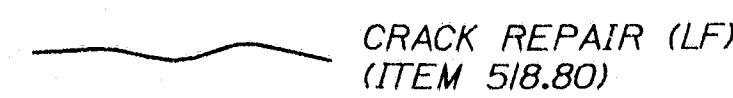
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Date: 1/20/2006

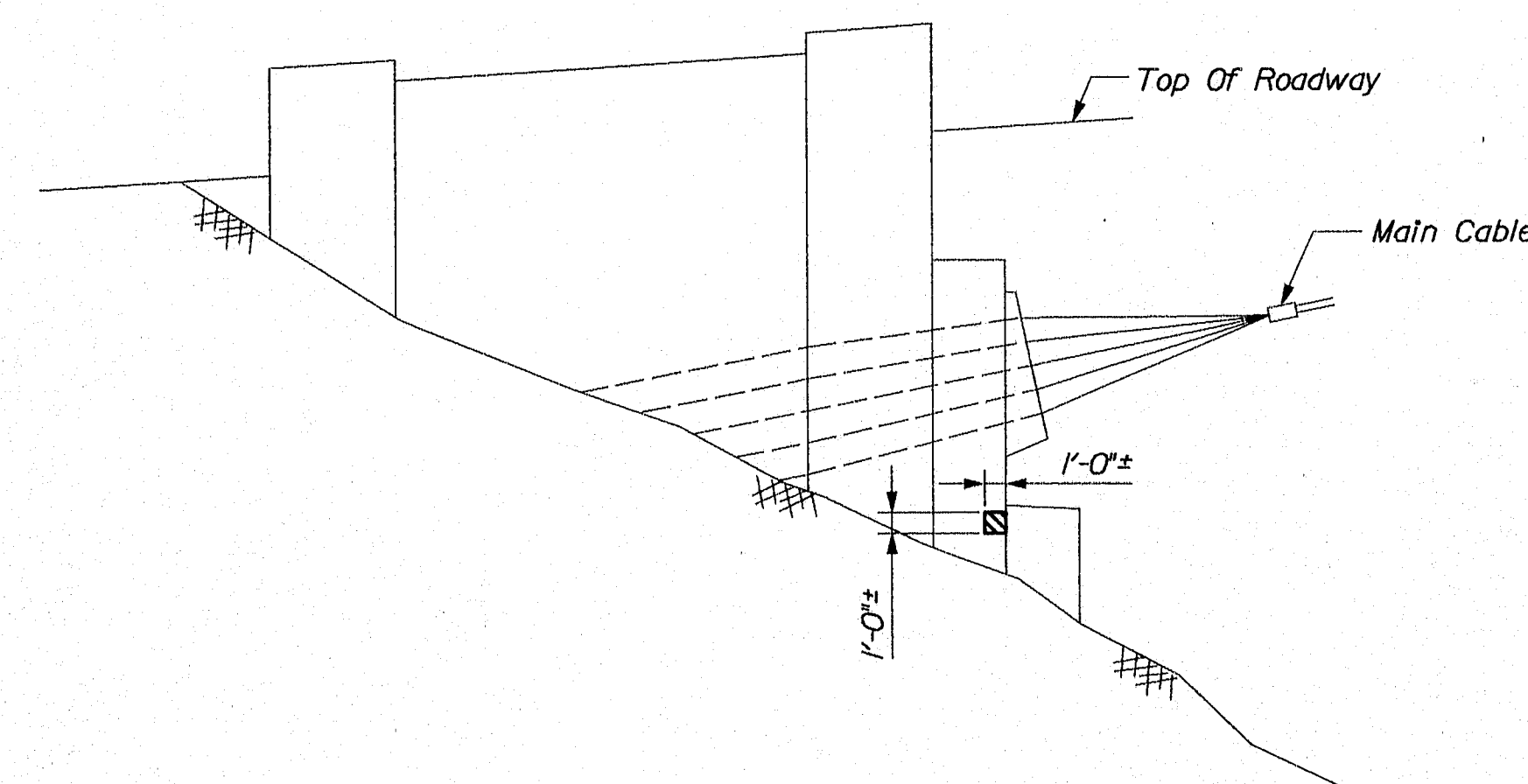
# LEGEND



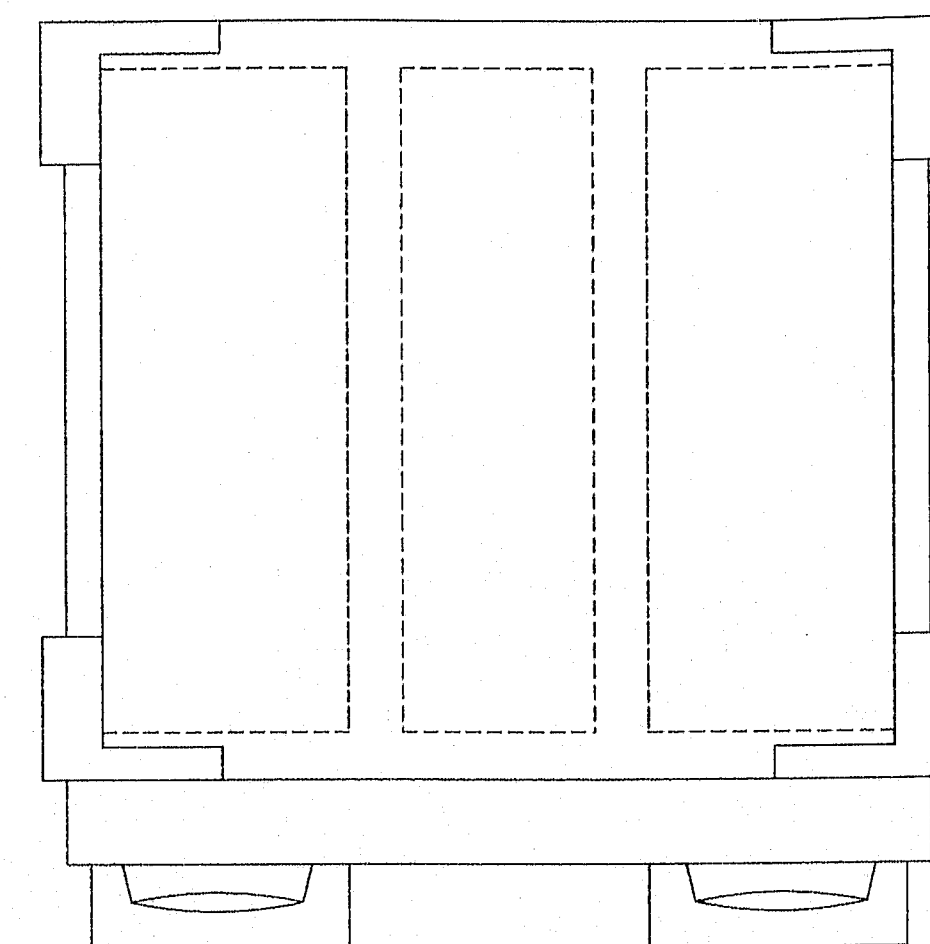
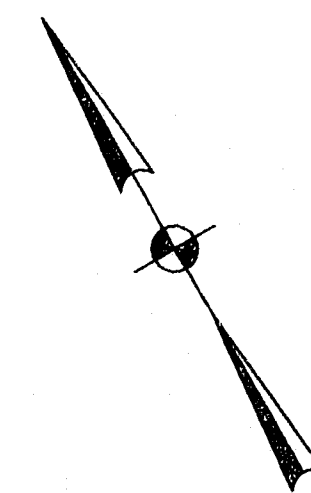
CONCRETE REPAIR AREA (SF)  
(ITEM 518.60)



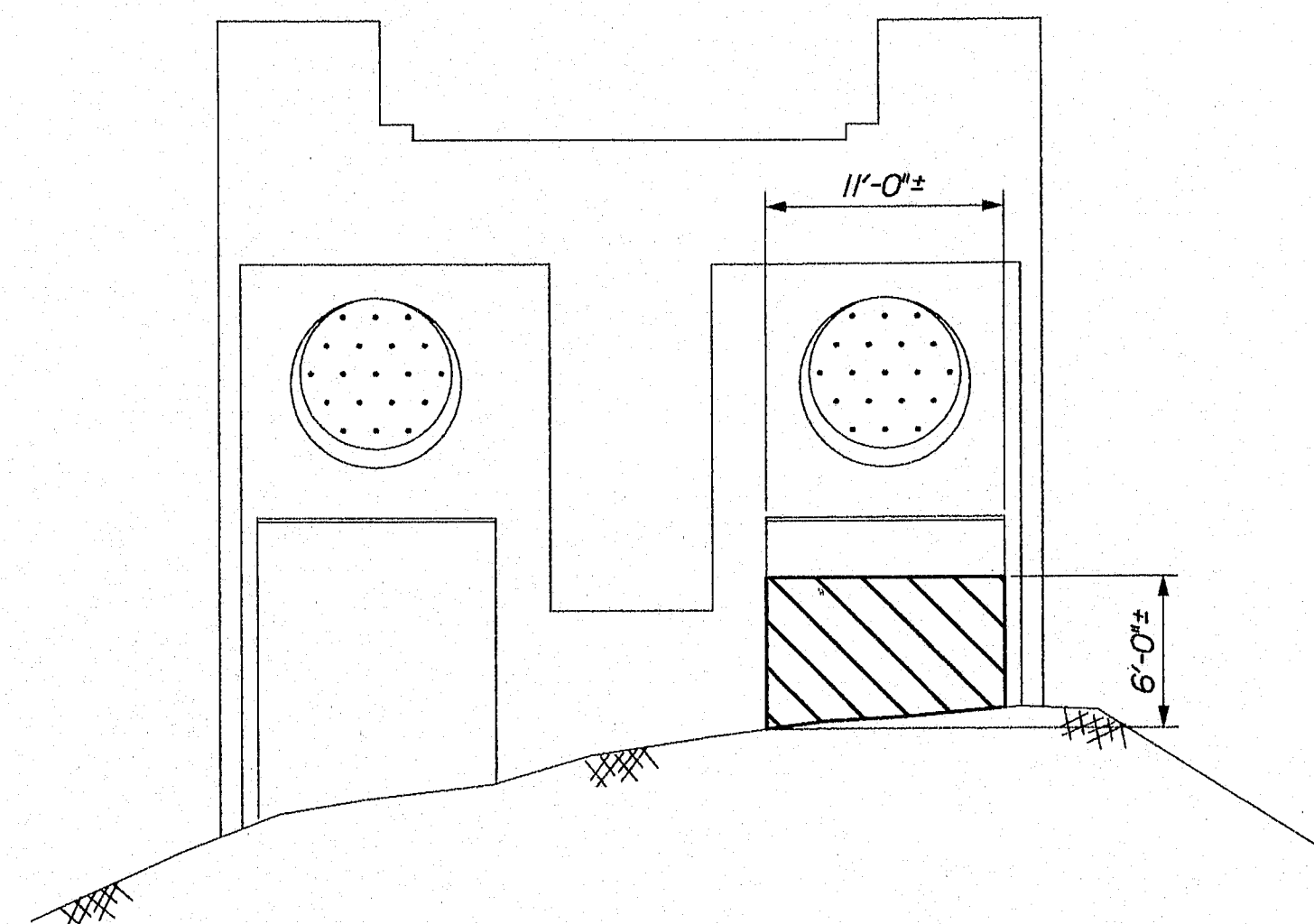
CRACK REPAIR (LF)  
(ITEM 518.80)



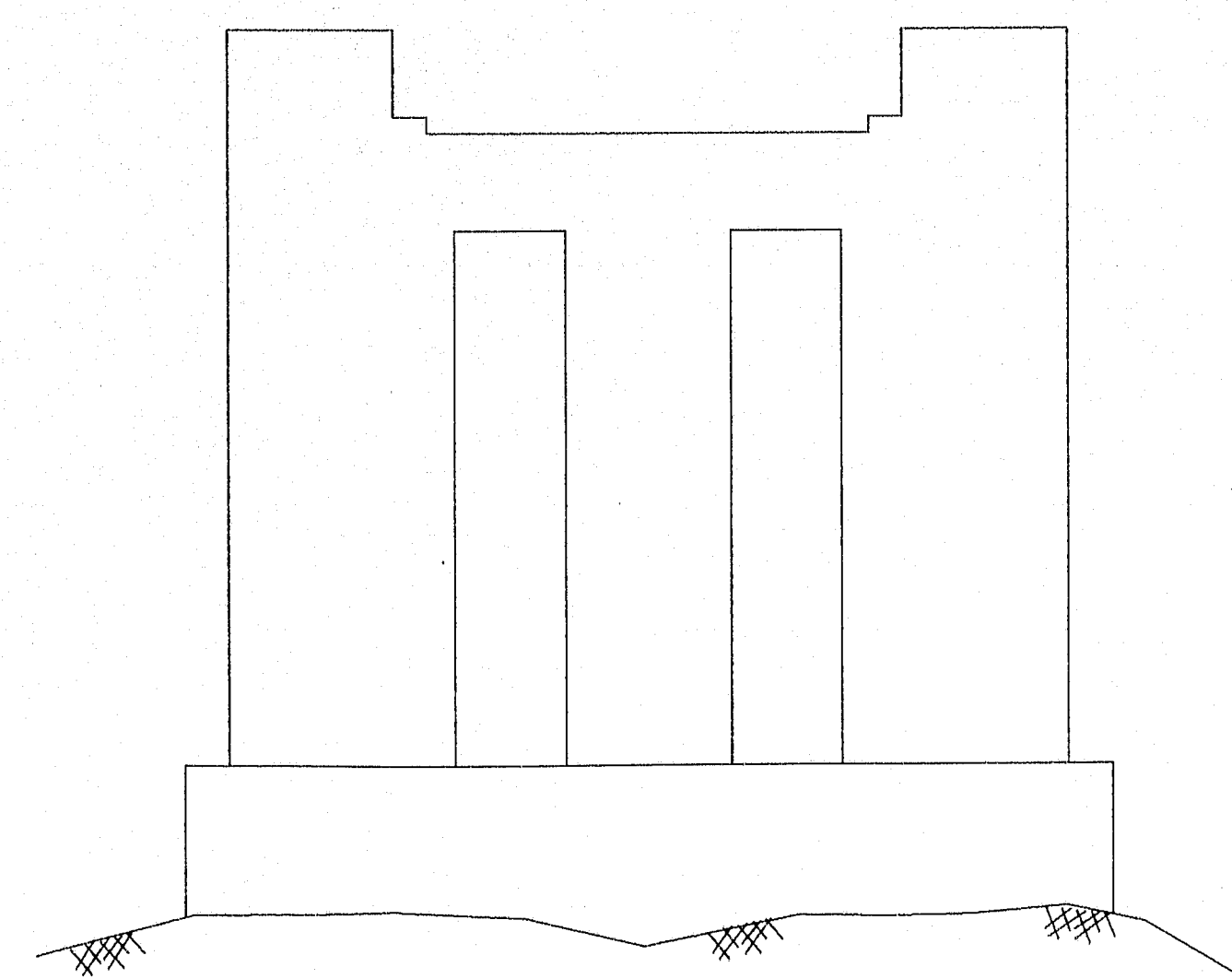
WEST ELEVATION



PLAN

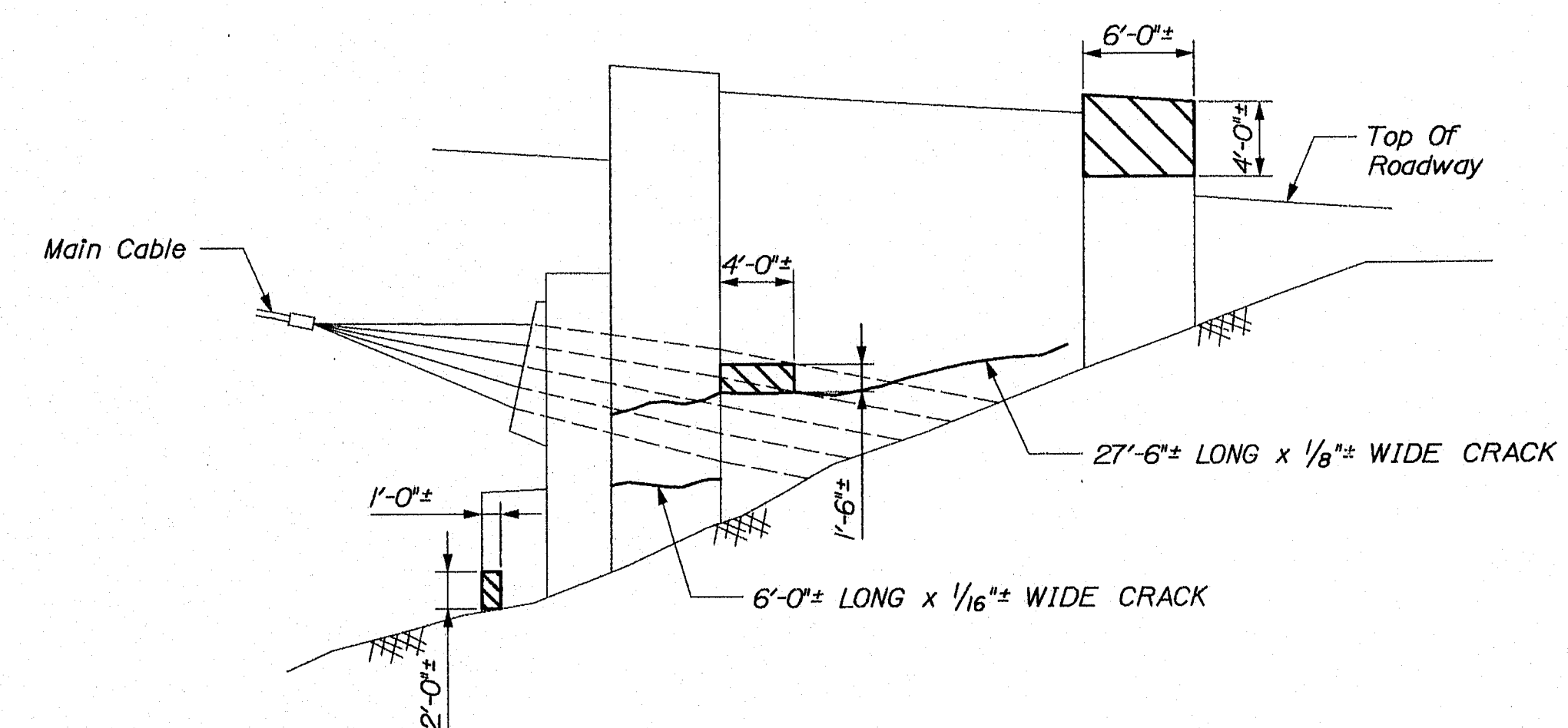


SOUTH ELEVATION



NORTH ELEVATION

NORTH ANCHORAGE



EAST ELEVATION

## NOTES:

1. FOR GENERAL NOTES SEE SHEET NO. 2.
2. FOR SUBSTRUCTURE REPAIR DETAILS AND SUGGESTED SEQUENCE OF CONSTRUCTION SEE SHEET NO. 20.
3. AREAS AND VOLUMES INDICATED ARE APPROXIMATE. ACTUAL AREAS AND VOLUMES SHALL BE DETERMINED BY THE RESIDENT IN THE FIELD.
4. ALL WORK SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER ITEMS 518.60 AND 518.80 UNLESS OTHERWISE NOTED.



141-220  
Lichtenstein  
Consulting Engineers

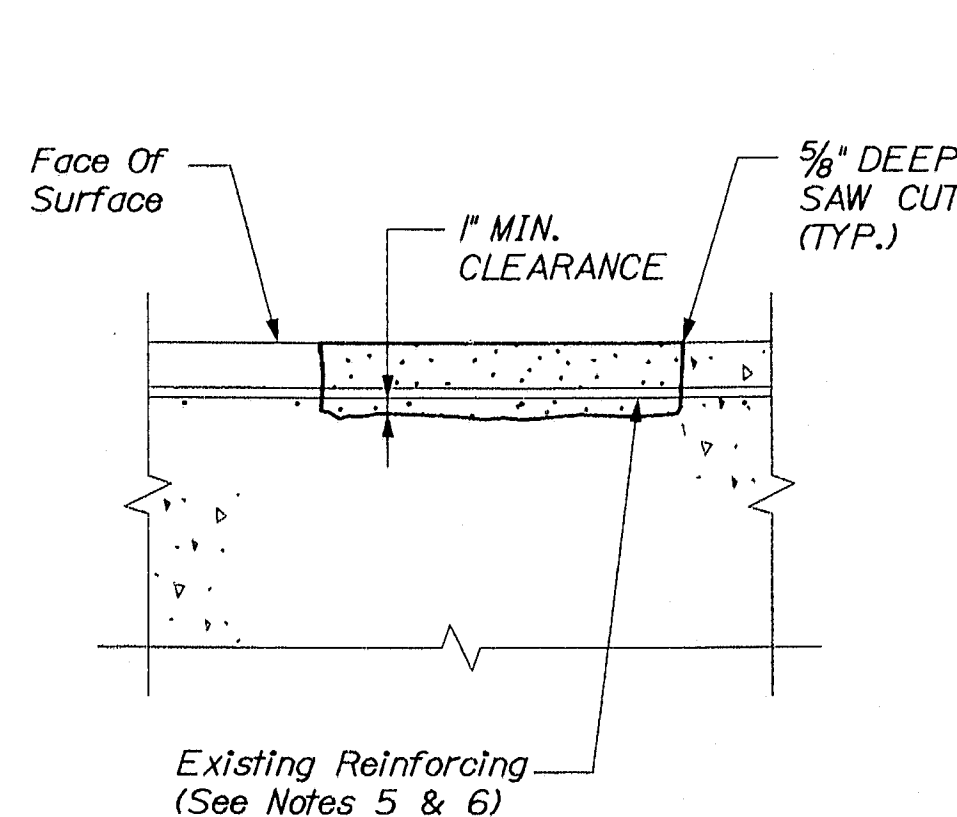
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1006(200)X		BRIDGE NO. 3257		PIN 10062.00		BRIDGE PLANS	
		SIGNATURE JOSEPH J. POLLARO NO. 10384 P.E. NUMBER 02/13/06 DATE							
DEER ISLE-SEDGWICK BRIDGE		EGGEMOGGIN REACH		HANCOCK COUNTY		SUBSTRUCTURE REPAIRS -		NORTH ANCHORAGE	
SHEET NUMBER		19		OF 25					

Date: 1/17/2006

Username: \$user\$

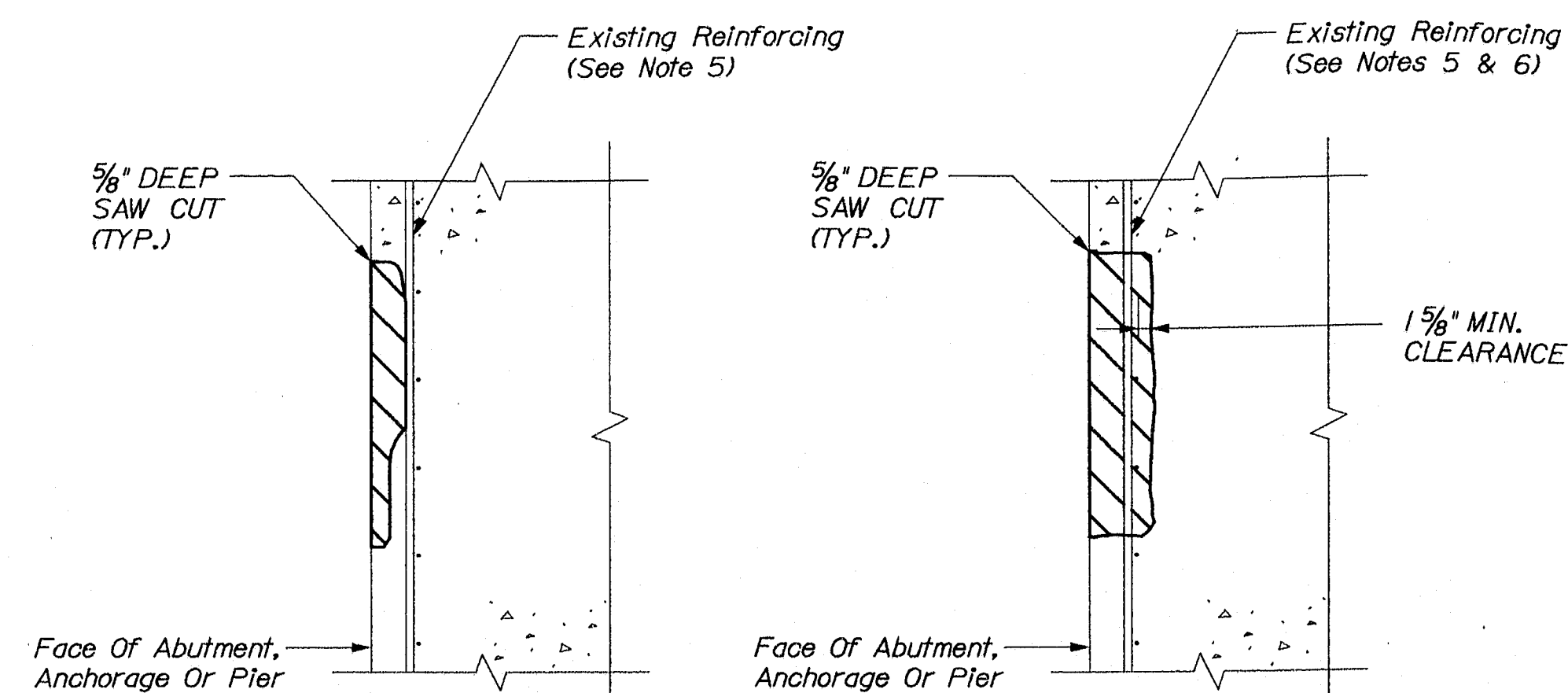
Division: Bridge

Filename: 020\_Substructure Repair Details.dgn



REPAIR DEPTH  
BEYOND REINFORCEMENT

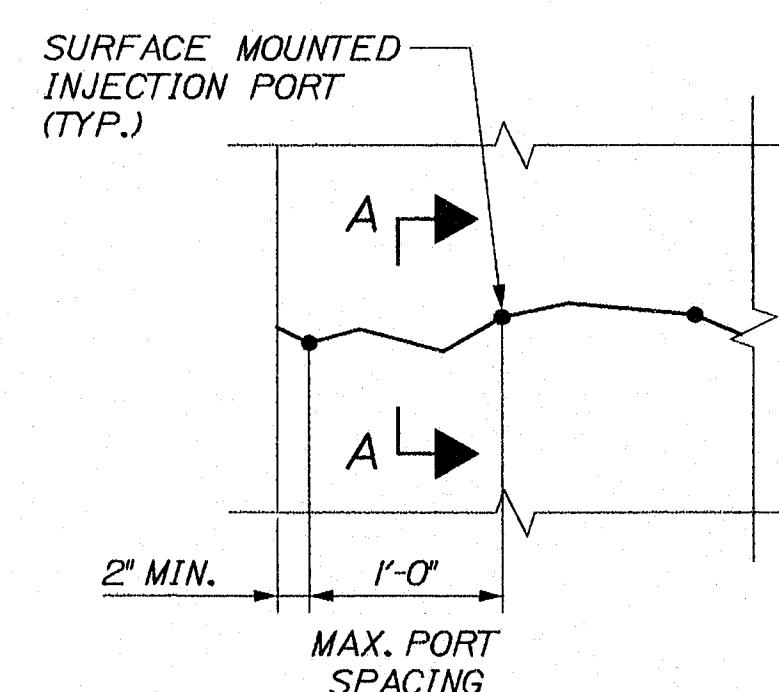
CONCRETE REPAIRS OF UPWARD-FACING  
SURFACES - BELOW REINFORCING STEEL < 7.9"  
(ITEM 518.51)



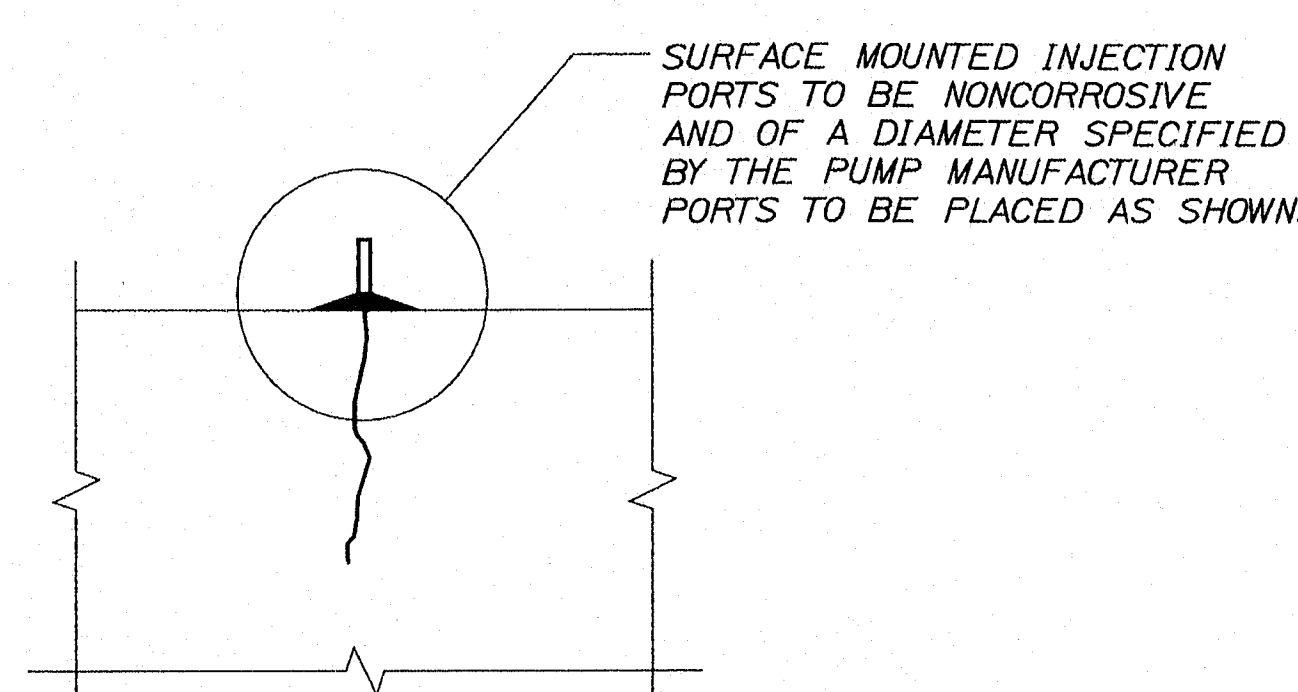
REPAIR DEPTH  
TO REINFORCEMENT

REPAIR DEPTH  
BEYOND REINFORCEMENT

CONCRETE REPAIRS OF VERTICAL SURFACES  
(ITEMS 518.60 & 518.61)



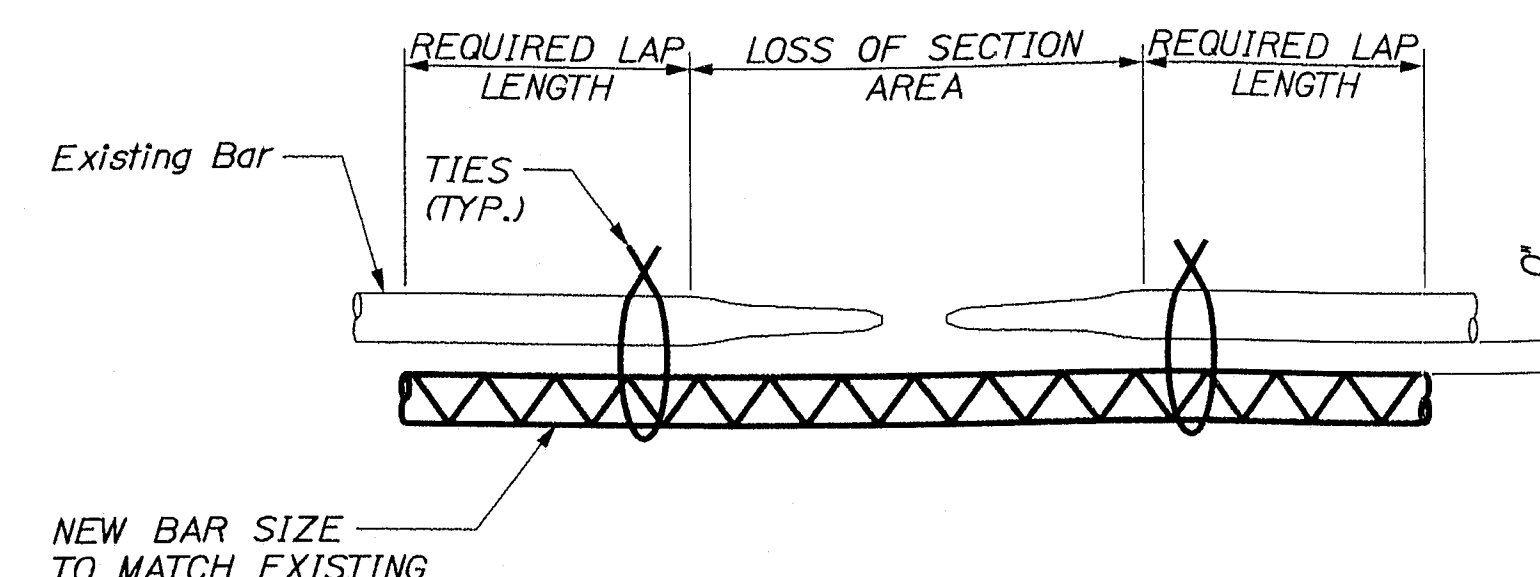
CRACK REPAIR DETAIL  
(ITEM 518.80)



SECTION A-A

SUBSTRUCTURE UNIT	CONCRETE REPAIR ITEM 518.51 * (SF)	CONCRETE REPAIR ITEM 518.60 * (SF)	CONCRETE REPAIR ITEM 518.61 * (CY)	CRACK REPAIR ITEM 518.80 * (LF)
SOUTH ABUTMENT	-	150	1	-
PIER 1	10	350	-	-
SOUTH ANCHORAGE	-	900	-	-
PIER 2	-	80	-	-
PIER 3	35	450	-	-
PIER 6	-	10	5	-
NORTH ANCHORAGE	-	110	-	40
OTHER	205	950	24	60
TOTAL	250	3000	30	100

\* INCLUDES A QUANTITY FOR "IF & WHERE" REPAIRS AS MAY BE REQUIRED AND AS DIRECTED BY THE RESIDENT DURING CONSTRUCTION.



REINFORCING REPAIR PLAN  
(INCIDENTAL TO WORK REQUIRED UNDER CONCRETE REPAIR ITEMS)

SUGGESTED SEQUENCE OF CONSTRUCTION (ITEMS 518.51, 518.60, AND 518.61):

1. PRIOR TO REMOVING DETERIORATED CONCRETE, CONTRACTOR TO PROVIDE ACCESS TO ALL WORK AREAS. USING THE CONTRACT DRAWINGS AS A GUIDE, THE RESIDENT AND CONTRACTOR SHALL HAMMER SOUND ALL WORK AREAS AND MARK THE LIMITS OF CONCRETE TO BE REMOVED.
2. DETERIORATED CONCRETE SHALL BE REMOVED WITHIN THE MARKED LIMITS OF CONCRETE REMOVAL TO THE GREATER OF THE FOLLOWING DEPTHS: A SOUND SUBSTRATE OR A DEPTH AS INDICATED ON THE REPAIR DETAILS.
3. EQUIPMENT USED FOR REMOVAL OF UNSOUND CONCRETE SHALL BE CHIPPING HAMMERS WEIGHING A MAXIMUM OF 35 LBS AND ONLY CHISEL POINT BITS WILL BE ALLOWED.
4. UPON REINSPECTION AND DETERMINATION THAT DETERIORATED CONCRETE HAS BEEN REMOVED, THE CONTRACTOR SHALL SAWCUT THE PERIMETER OF ALL REMOVAL AREAS TO A DEPTH OF 5/8".
5. ALL REINFORCING STEEL EXPOSED BY CONCRETE REMOVAL SHALL BE CLEANED OF ALL LOOSE RUST BY SANDBLASTING, WIRE BRUSHING, OR BY MACHINE WIRE BRUSHING.
6. EXISTING REINFORCING WHICH HAS BEEN BROKEN OR LOST 25% OR MORE OF THE ORIGINAL CROSS SECTIONAL AREA SHALL BE SUPPLEMENTED WITH REINFORCING STEEL OF THE SAME DIAMETER, LAPPED 30 BAR DIAMETERS AND WIRED TO THE EXISTING STEEL.
7. THE SURFACES TO RECEIVE THE REPAIR MATERIAL SHALL BE FREE OF OIL, SOLVENT, GREASE, DIRT, LOOSE PARTICLES AND FOREIGN MATTER. CLEANING OF THE REPAIR AREAS SHALL BE PERFORMED BY SANDBLASTING (NOT MORE THAN 36 HRS. AHEAD OF THE REPAIR PLACEMENT) OR OTHER METHODS APPROVED BY THE ENGINEER.
8. CONCRETE REPAIR MATERIAL SHALL BE PLACED ACCORDING TO THE STANDARD SPECIFICATIONS.
9. THE CONCRETE REPAIRS SHALL BE FINISHED TO CONFORM TO THE LINE AND GRADE OF THE ORIGINAL CONCRETE SURFACE.

SUGGESTED SEQUENCE OF CONSTRUCTION (ITEMS 518.80):

1. CRACKS SHALL BE REPAIRED IN LOCATIONS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE RESIDENT (SEE CONTRACT SPECIFICATIONS FOR CRACK SEALING COMPOUND AND CRACK FILLER MATERIAL).
2. AREAS TO BE REPAIRED SHALL BE CLEANED WITH A FRESH WATER JET.
3. PLACE SURFACE MOUNTED INJECTION PORTS AND SEAL SURFACE OF CRACK AND PORTS WITH CRACK SEALING COMPOUND A MINIMUM OF 1/16" THICK AND 1" WIDE.
4. AFTER CRACK SEALING COMPOUND HAS CURED, INJECT CRACK FILLER MATERIAL BEGINNING AT LOWEST POINT OF THE CRACK UNDER PRESSURE UNTIL IT IS OBSERVED FLOWING FROM THE FOLLOWING INJECTION PORT. CONTINUE PRESSURE INJECTION ADVANCING UPWARD ONE PORT AT A TIME UNTIL ENTIRE CRACK IS FILLED.
5. AFTER INJECTED CRACK FILLER MATERIAL HAS CURED, CUT PORTS AND GRIND PORTS AND CRACK SEALING COMPOUND FLUSH WITH EXISTING SURFACE.

NOTES:

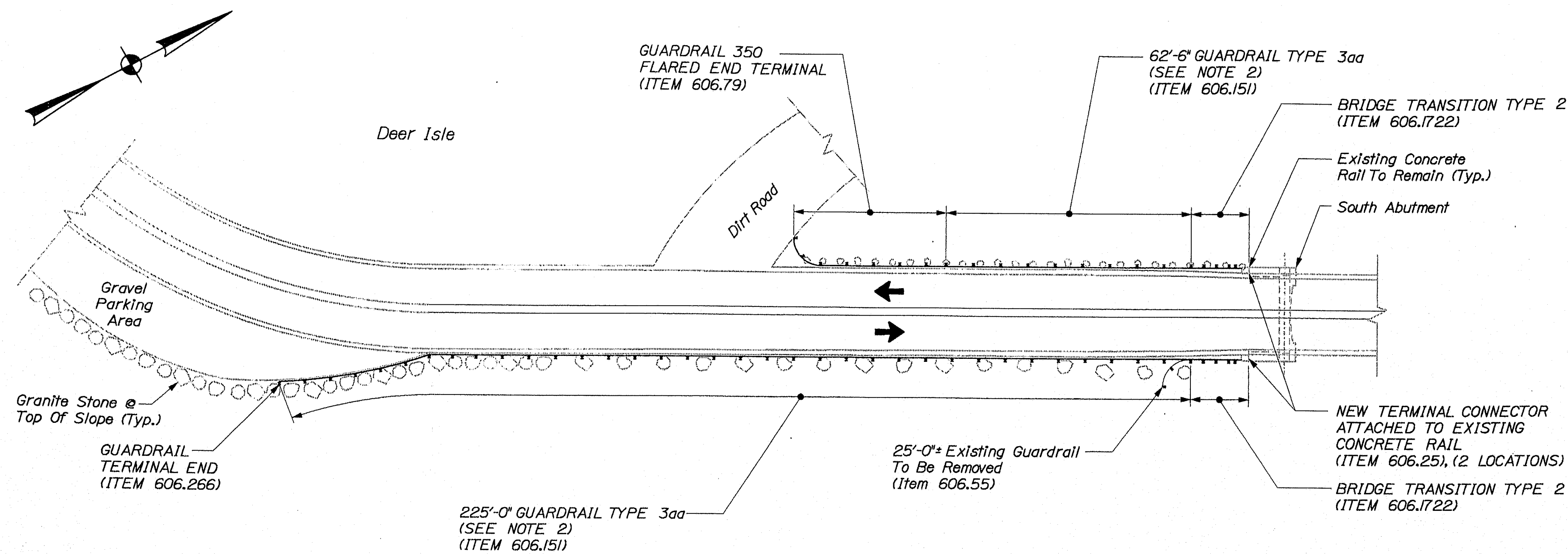
1. FOR GENERAL NOTES SEE SHEET NO. 2.
2. ALL WORK SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER ITEMS 518.51, 518.60, 518.61, AND 518.80 UNLESS OTHERWISE NOTED.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1006(200)X		BRIDGE NO. 3257 PIN 10062.00 BRIDGE PLANS	
DEER ISLE-SEDGWICK BRIDGE		EGGEMOGGIN REACH		DEER ISLE-SEDGWICK HANCOCK COUNTY	
SUBSTRUCTURE		REPAIR DETAILS		SHEET NUMBER	
20		OF 25		141-221 Lichtenstein Consulting Engineers	

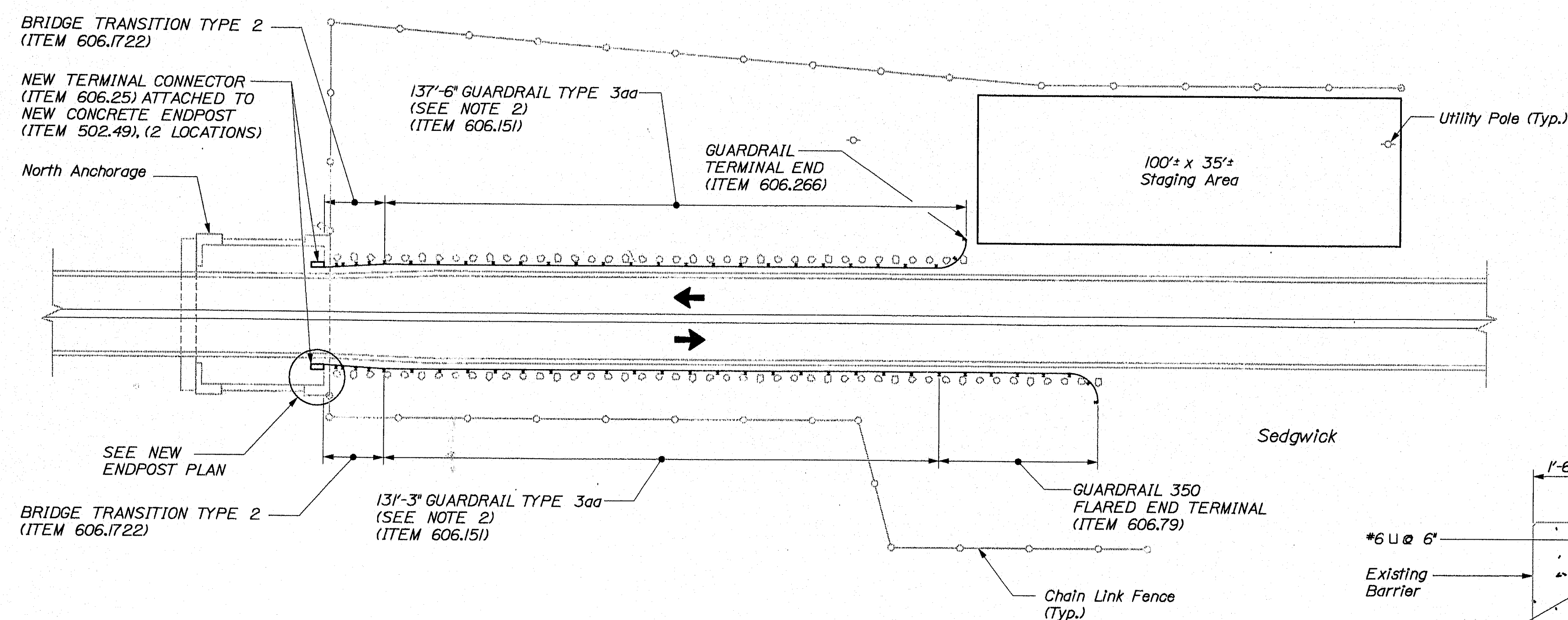








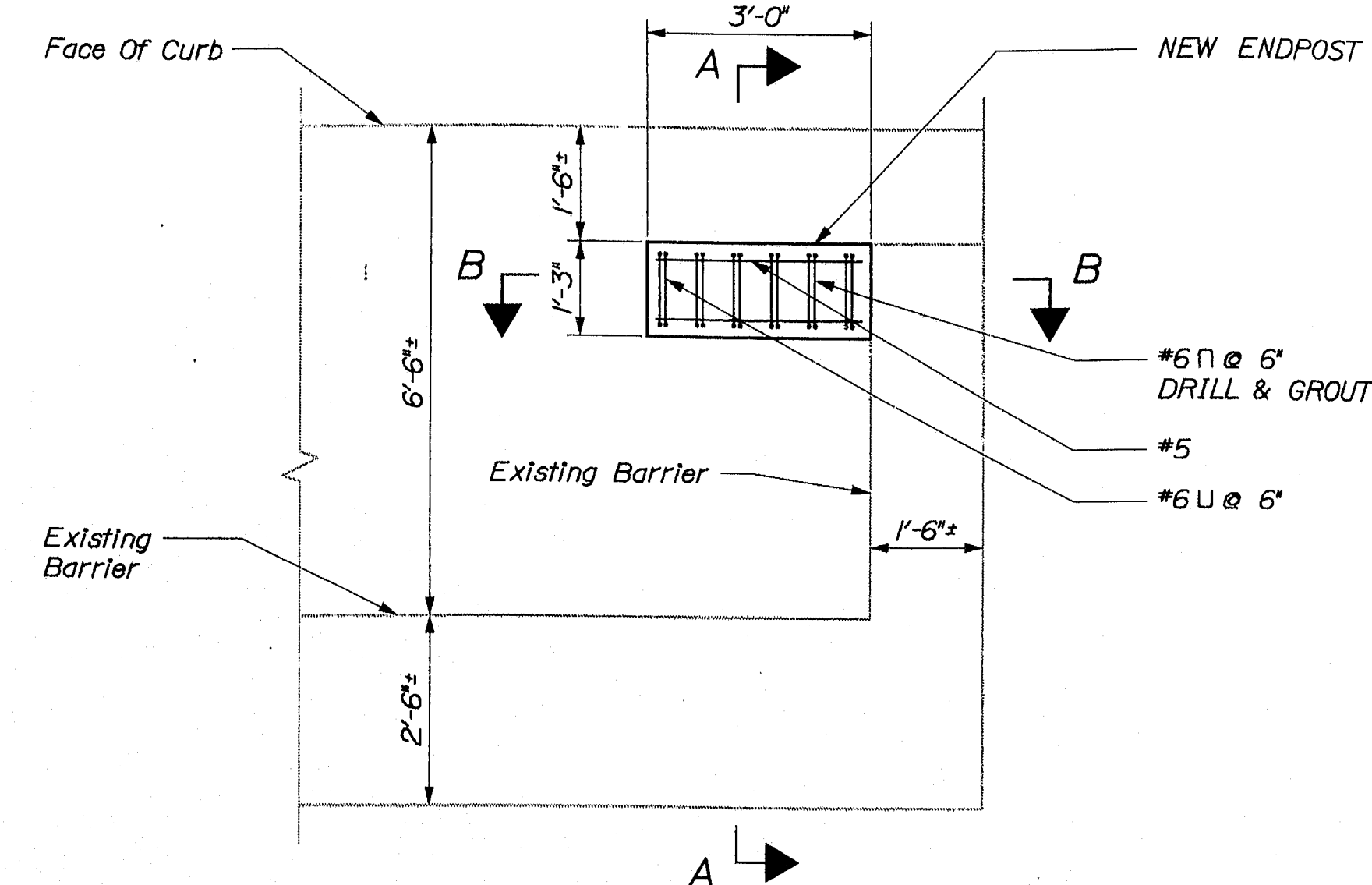
**SOUTH APPROACH ROADWAY  
NEW GUARDRAIL PLAN VIEW**



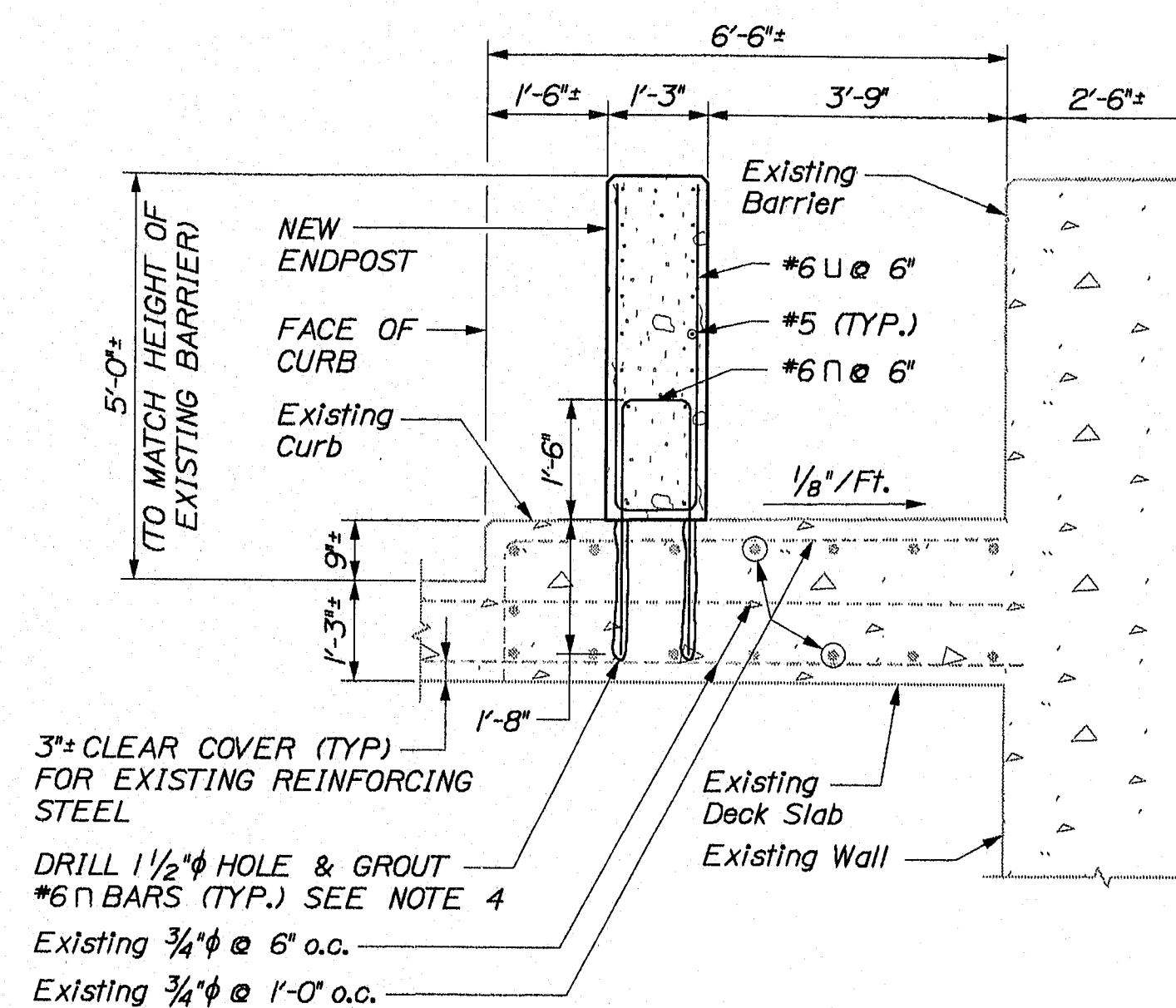
**NORTH APPROACH ROADWAY  
NEW GUARDRAIL PLAN VIEW**

**LEGEND**

— NEW GUARDRAIL WITH STEEL POSTS



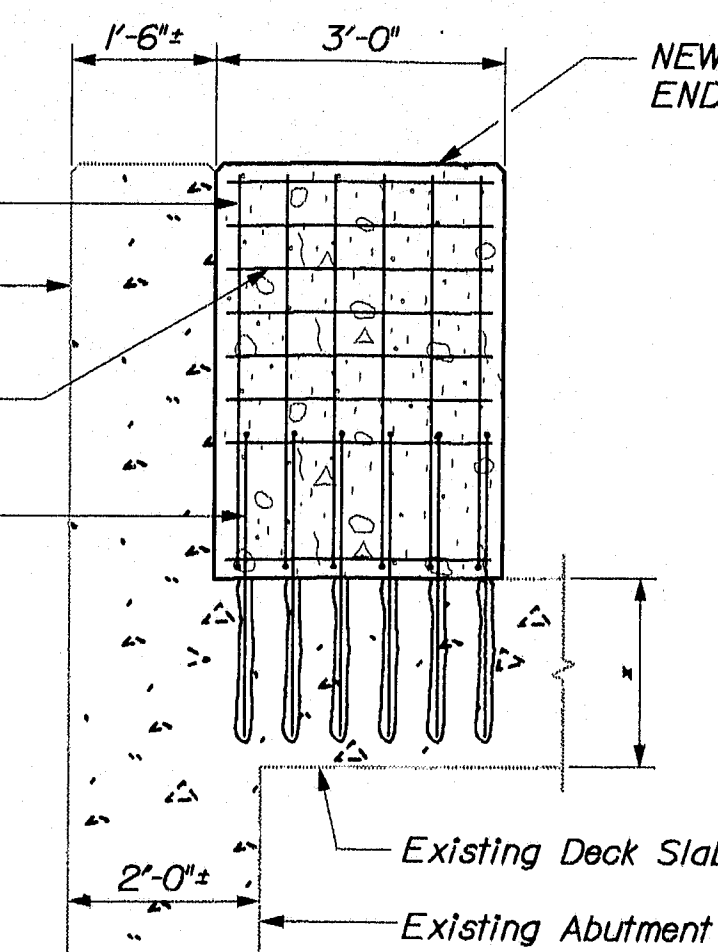
**NEW ENDPOST PLAN  
(ITEM 502.49)**



**SECTION A-A**

**NOTES:**

1. FOR GENERAL NOTES SEE SHEET NO. 2.
2. TWO GUARDRAIL DELINEATOR POSTS SHALL BE INSTALLED AT EACH LEADING GUARDRAIL END AND ONE AT EACH TRAILING GUARDRAIL END. (ITEM 606.35)
3. EXISTING GRANITE STONES AT TOP OF SLOPE TO BE REMOVED AND RESET AS NECESSARY FOR THE INSTALLATION OF GUARDRAIL. THIS WORK IS INCIDENTAL TO GUARDRAIL INSTALLATION.
4. LOCATE NEW 1 1/2\"/>



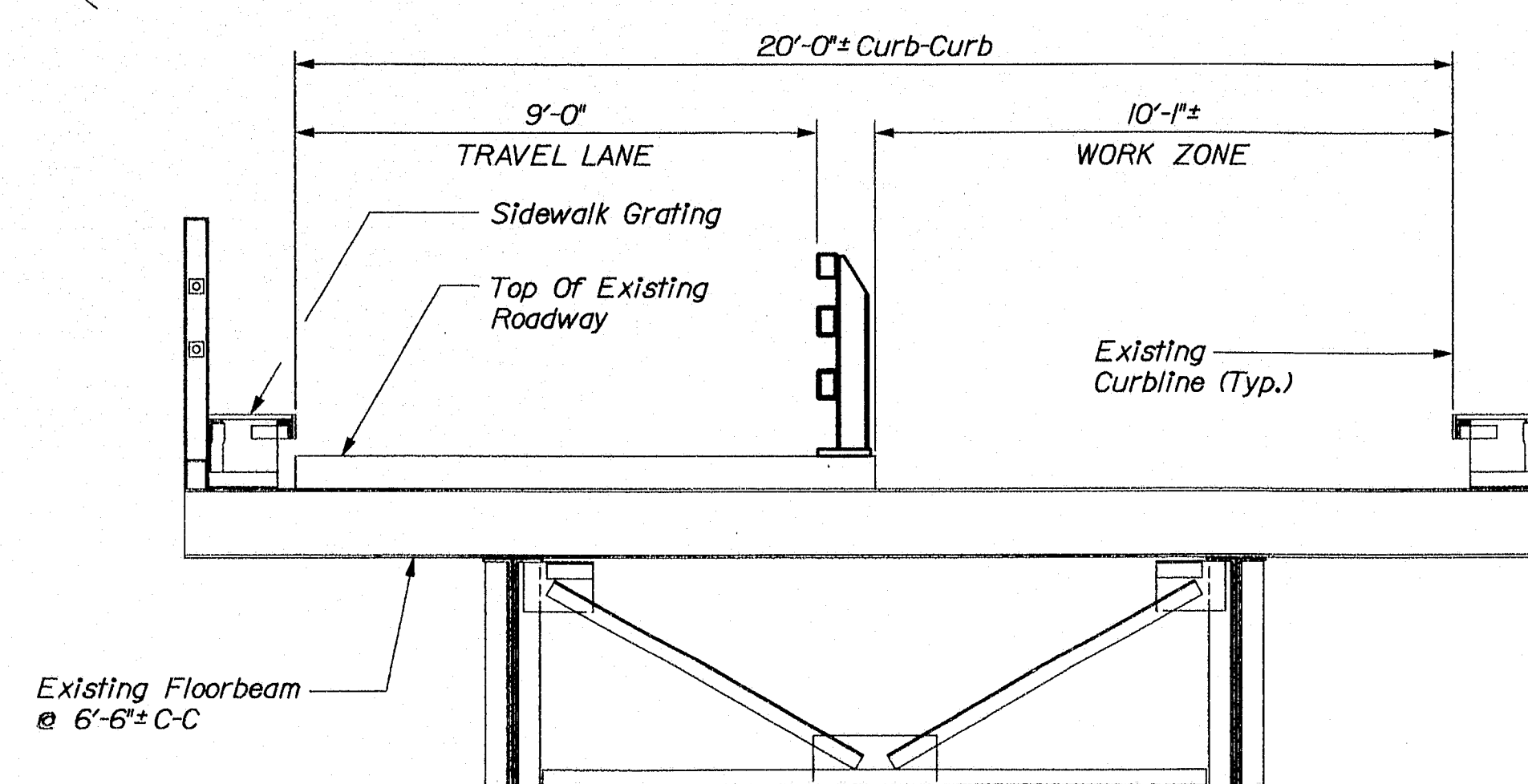
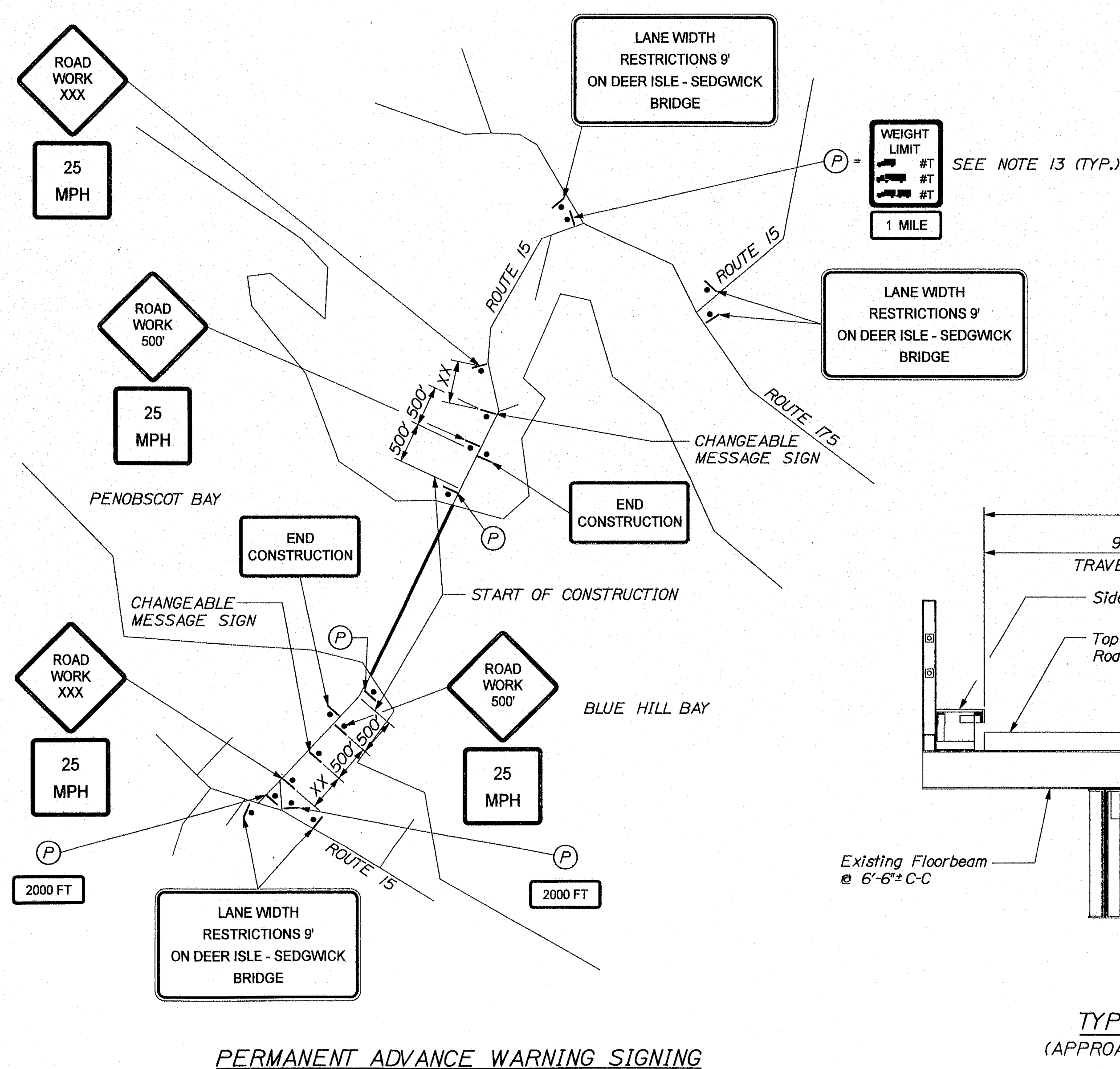
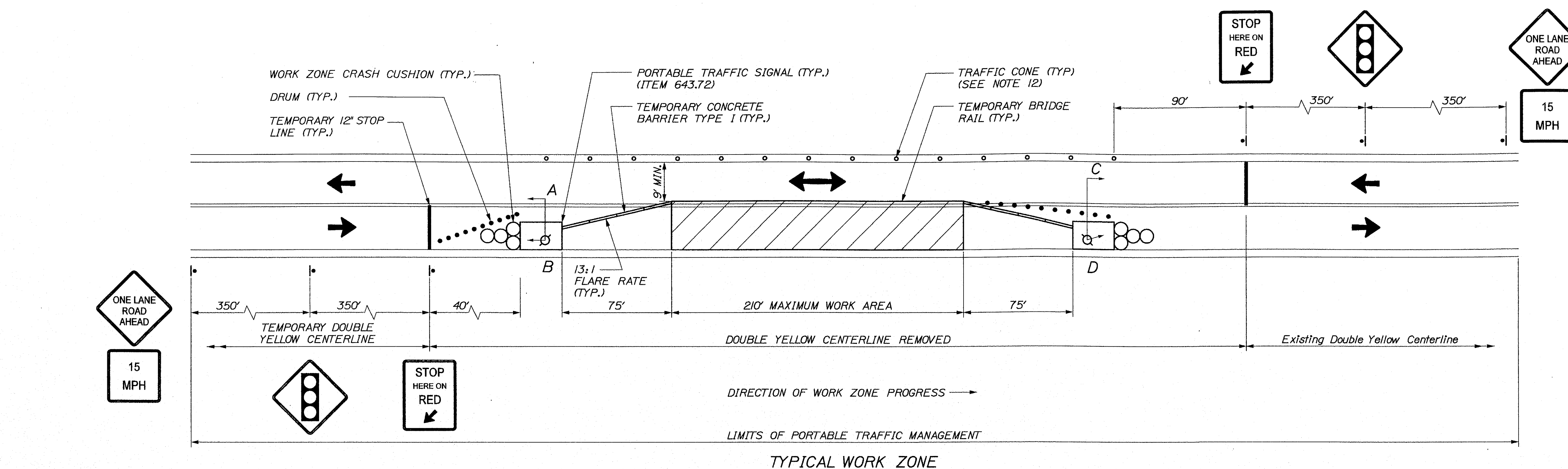
\* Existing Sidewalk Depth Varies

**SECTION B-B**

STATE OF MAINE DEPARTMENT OF TRANSPORTATION				BRIDGE NO. 3257			
BH-1006(200)X				PIN 10062.00			
DEER ISLE-SEDGWICK BRIDGE				GUARDRAIL PLAN			
EGGEMOGGIN REACH				SHEET NUMBER			
DEER ISLE-SEDGWICK HANCOCK COUNTY				22			
				OF 25			

**141-223**  
**Lichtenstein**  
Consulting Engineers





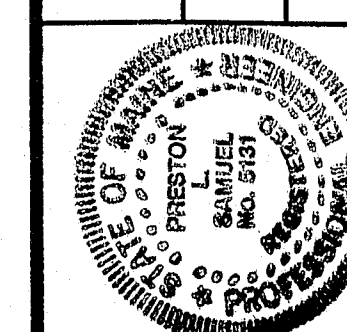
- NOTES:**

1. FOR GENERAL NOTES SEE SHEET NO. 2.
2. WORK AREA WILL BE AT A MAXIMUM OF 210 FEET IN LENGTH.
3. STRIPING DURING CONSTRUCTION SHALL CONFORM TO TYPICAL WORK ZONE DETAIL.
4. DURING PERIODS OF NON-WORK, A SAFETY NET OR APPROVED DEVICE SHALL BE APPROPRIATELY HUNG BELOW OR ON TOP OF THE OPEN DECK AREA. PAYMENT TO BE CONSIDERED INCIDENTAL TO RELATED CONTRACT ITEMS.
5. FOR SIGN MOUNTING DETAILS ON THE BRIDGE SEE SHEET NO. 24.
6. ALL CONSTRUCTION SIGNING, TRAFFIC/LANE STRIPING, AND OTHER TRAFFIC MANAGEMENT DEVICES SHALL CONFORM WITH THE CURRENT MUTCD AND MDOT SPECIFICATIONS.
7. ALL DISTANCES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
8. MAXIMUM SPACING OF CHANNELIZING DEVICES IN A TAPER IS EQUAL IN FEET TO THE POSTED SPEED LIMIT (MPH).
9. MINIMUM TRAVEL LANE WIDTH SHALL BE 9 FEET.
10. FLAGGERS SHALL BE USED IN TIMES WHEN PORTABLE TRAFFIC SIGNAL IS NOT IN USE. FLAGGER REGULATIONS SHALL CONFORM TO THE CURRENT MUTCD AND MDOT SPECIFICATIONS.
11. SIGNS SHALL BE COVERED OR REMOVED WHEN THEY ARE NOT REQUIRED.
12. CONES SHALL BE USED WITHIN WORK ZONE ALONG OPPOSING SIDEWALK GRATING TO DRAW ATTENTION TO LANE WIDTH REDUCTION. CONES SHALL BE SPACED AT INTERVALS EQUAL IN FEET TO TWO TIMES THE SPEED LIMIT. CONES SHALL BE FASTENED TO THE BRIDGE TO PREVENT FROM BEING TURNED OVER.
13. LOAD POSTING SIGNS TO BE INSTALLED AND LEFT IN PLACE UPON COMPLETION OF CONSTRUCTION.
14. ALL WORK ON THIS SHEET TO BE PAID FOR UNDER ITEM 652.39 UNLESS NOTED OTHERWISE.

141-224

**C & C CONSULTING ENGINEERS, LLC**

STATE OF MAINE		
DEPARTMENT OF TRANSPORTATION		
<b>BH-1006(200)X</b>	<b>PIN</b>	<b>BRIDGE PLANS</b>
	1006210	
	BRIDGE NO. 3257	

[illegible]

DEER ISLE-SEDGWICK BRIDGE  
EGGEMOGGIN REACH  
DEER ISLE-SEDGWICK HANCOCK COUNTY  
TRAFFIC CONTROL 1 OF 3

SHEET NUMBER

23

OF 25

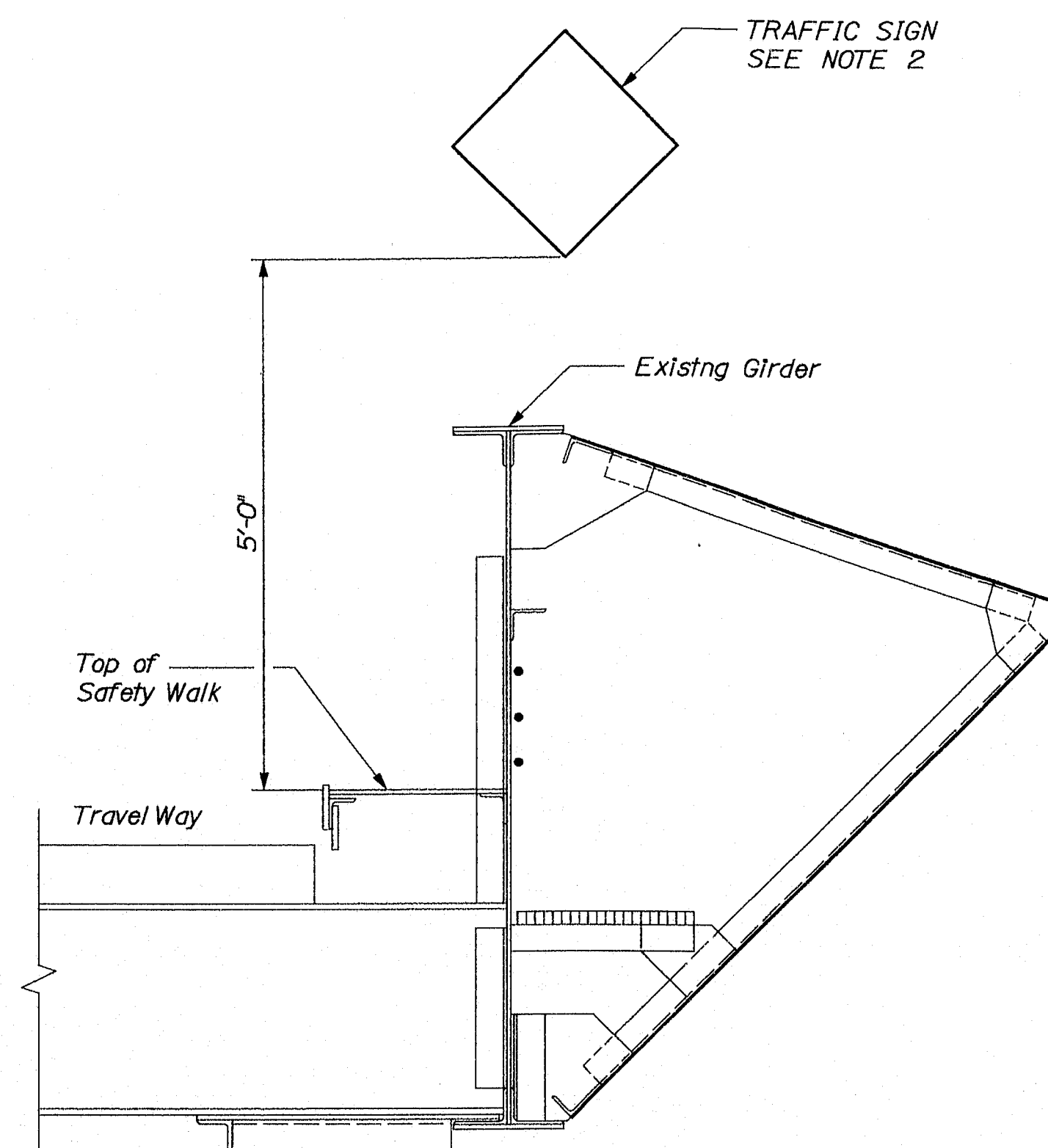
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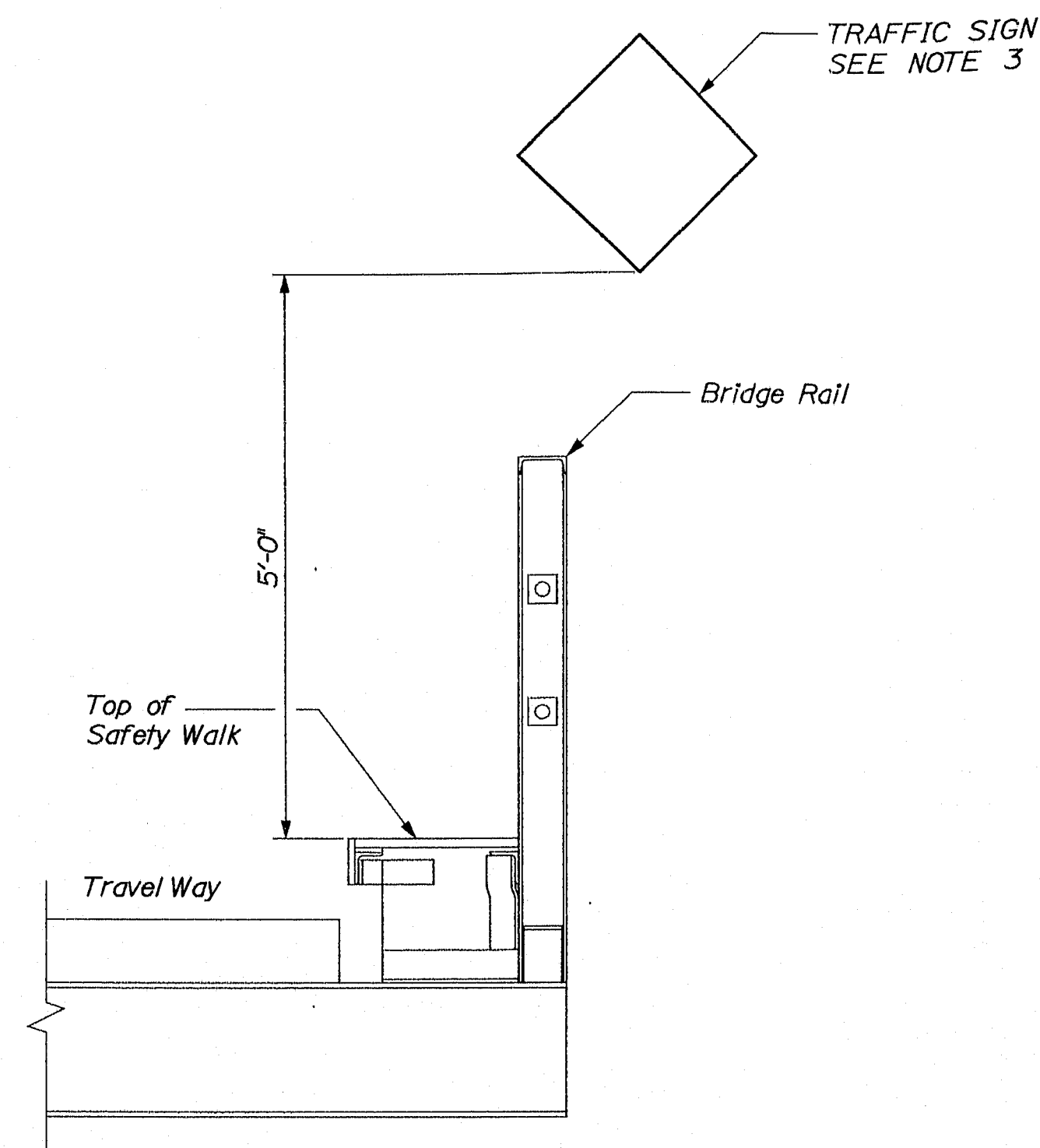
Division: Bridge

Filename: 024\_Traffic control 2.dgn

IDENTIFICATION NUMBER	SIZE OF SIGN (inch)		TEXT	NUMBER OF SIGNS REQUIRED	AREA IN SQUARE FEET
	WIDTH	HEIGHT			
R10-6	24	36	STOP HEREON RED	2	12.00
W3-3	48	48		2	32.00
G20-2	36	18	END CONSTRUCTION	2	9.00
W20-1 (500)	48	48	ROAD WORK 500'	2	32.00
W20-4	48	48	ONE LANE ROAD AHEAD	2	32.00
W20-1 (XXX)	48	48	ROAD WORK XXX	2	32.00
W20-7a	48	48		2	32.00
W13-1 (15)	30	30	15 MPH	2	12.50
W13-1 (25)	30	30	25 MPH	4	25.00
W-LR	72	48	LANE WIDTH RESTRICTIONS IF ON DEER ISLE - SEDGWICK BRIDGE	5	120.00
R12-5	24	36	WEIGHT LIMIT 10 KIP	5	30.00
W16-2a	24	12	2000 FT	2	4.00
W16-3a	24	12	1 MILE	1	9.00
TOTAL					374.50

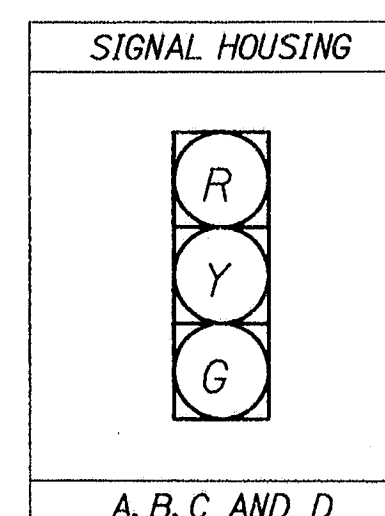


TYPICAL SIGN MOUNTING ON SUSPENDED SPANS



TYPICAL SIGN MOUNTING ON APPROACH SPANS

DEER ISLE BRIDGE									
SIGNAL SEQUENCE AND TIMING CHART									
		PHASE 1			PHASE 2				
		1	2	3	4	5	6		
MAXIMUM GREEN		18			18				
YELLOW CLEARANCE			3			3			
ALL RED CLEARANCE				30			30		
WALK INTERVAL									
PEDS. CLEARANCE INTERVAL									
STREET		DIRECTION	HOUSING						
DEER ISLE BRIDGE		EB	A, B		G	Y	R	R	R
DEER ISLE BRIDGE		WB	C, D		R	R	R	G	Y
		<div>#1</div>				<div></div>		<div></div>	
		<div>#2</div>				<div>→</div>		<div>←</div>	
PREFERRED PHASING									
DETECTOR				LOCK				LOCK	



ITEM 643.72 TEMPORARY TRAFFIC SIGNAL	
DEER ISLE BRIDGE	
LIST OF MAJOR ITEMS REQUIRED	
QUANTITY	DESCRIPTION
2	PORTABLE TRAFFIC CONTROL SYSTEM

NOTES:

1. FOR GENERAL NOTES SEE SHEET NO. 2.
2. TRAFFIC SIDE EDGE OF SIGN AND SUPPORT WILL NOT EXTEND MORE THAN 3" BEYOND THE ROADSIDE EDGE OF EXISTING GIRDER.
3. TRAFFIC SIDE EDGE OF SIGN AND SUPPORT WILL NOT EXTEND BEYOND THE ROADSIDE EDGE OF THE BRIDGE RAIL.
4. THE SIGN SPACING FOR THE PORTABLE TRAFFIC MANAGEMENT SIGNING ARE MINIMUM DISTANCES, IF THERE IS A SIGHT DISTANCE PROBLEM FOR A SIGN, THE DISTANCES CAN BE INCREASED AS APPROVED BY THE ENGINEER.
5. SIGN SUPPORT DESIGN FOR SIGNS TO BE LOCATED ON THE BRIDGE TO BE PREPARED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO SIGN INSTALLATION.
6. SIGNAL TIMINGS ARE BASED ON THE TYPICAL WORK ZONE AS SHOWN ON SHEET NO. 23, AND MAY BE ADJUSTED TO ACCOMMODATE EXISTING TRAFFIC PATTERNS OR FIELD CONDITIONS, AS APPROVED BY THE ENGINEER.
7. ALL WORK ON THIS SHEET TO BE PAID FOR UNDER ITEM 652.39 UNLESS OTHERWISE NOTED.

141-225

C & C CONSULTING ENGINEERS, LLC

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BH-1006(200)X PIN 10062.00 BRIDGE NO. 3257 BRIDGE PLANS	 DATE 07/06 SIGNATURE P.E. NUMBER DATE FIELD CHANGES	DEER ISLE-SEDCWICK BRIDGE EGGEMOGGIN REACH DEER ISLE-SEDCWICK HANCOCK COUNTY TRAFFIC CONTROL 2 OF 3 SHEET NUMBER 24 OF 25
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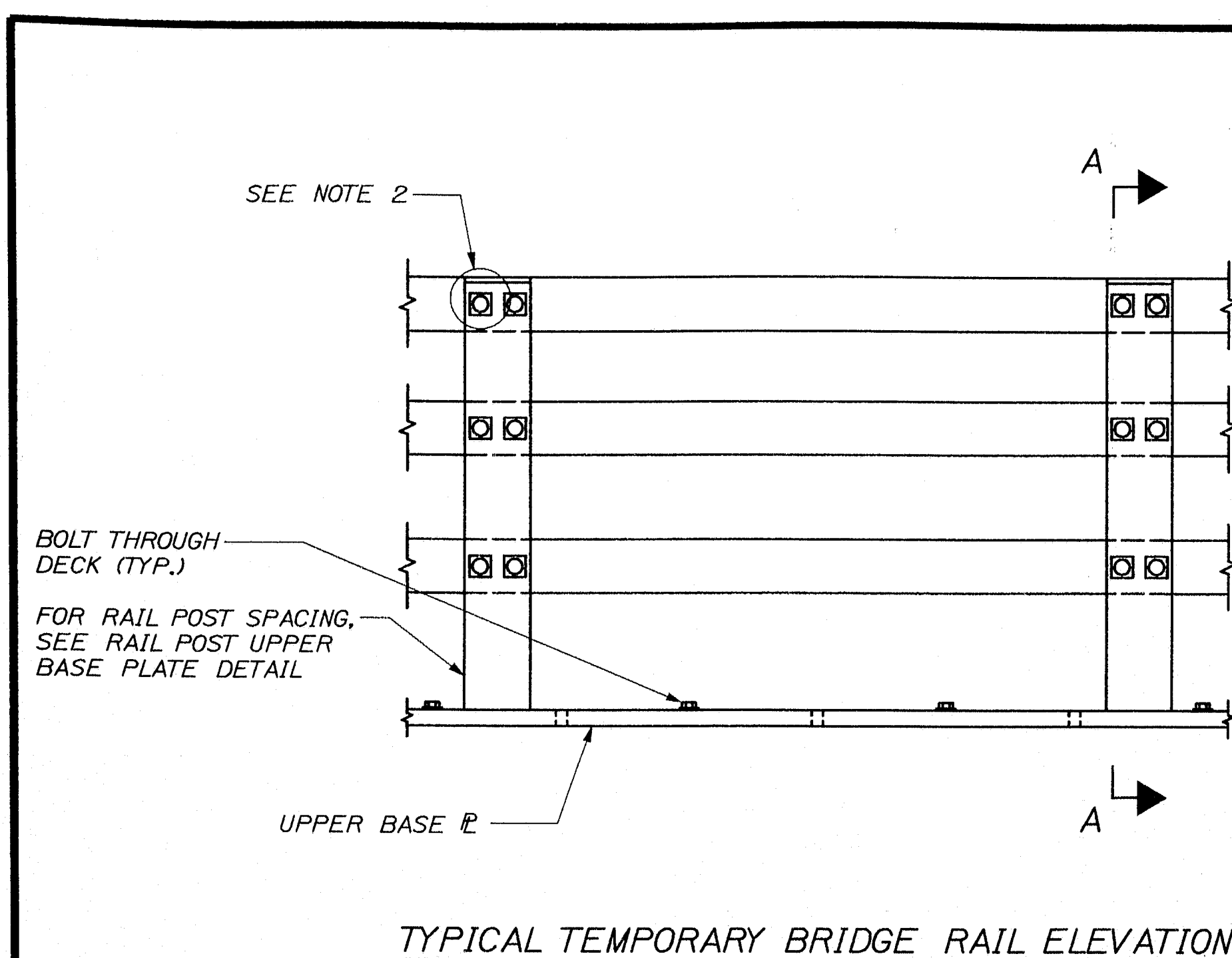


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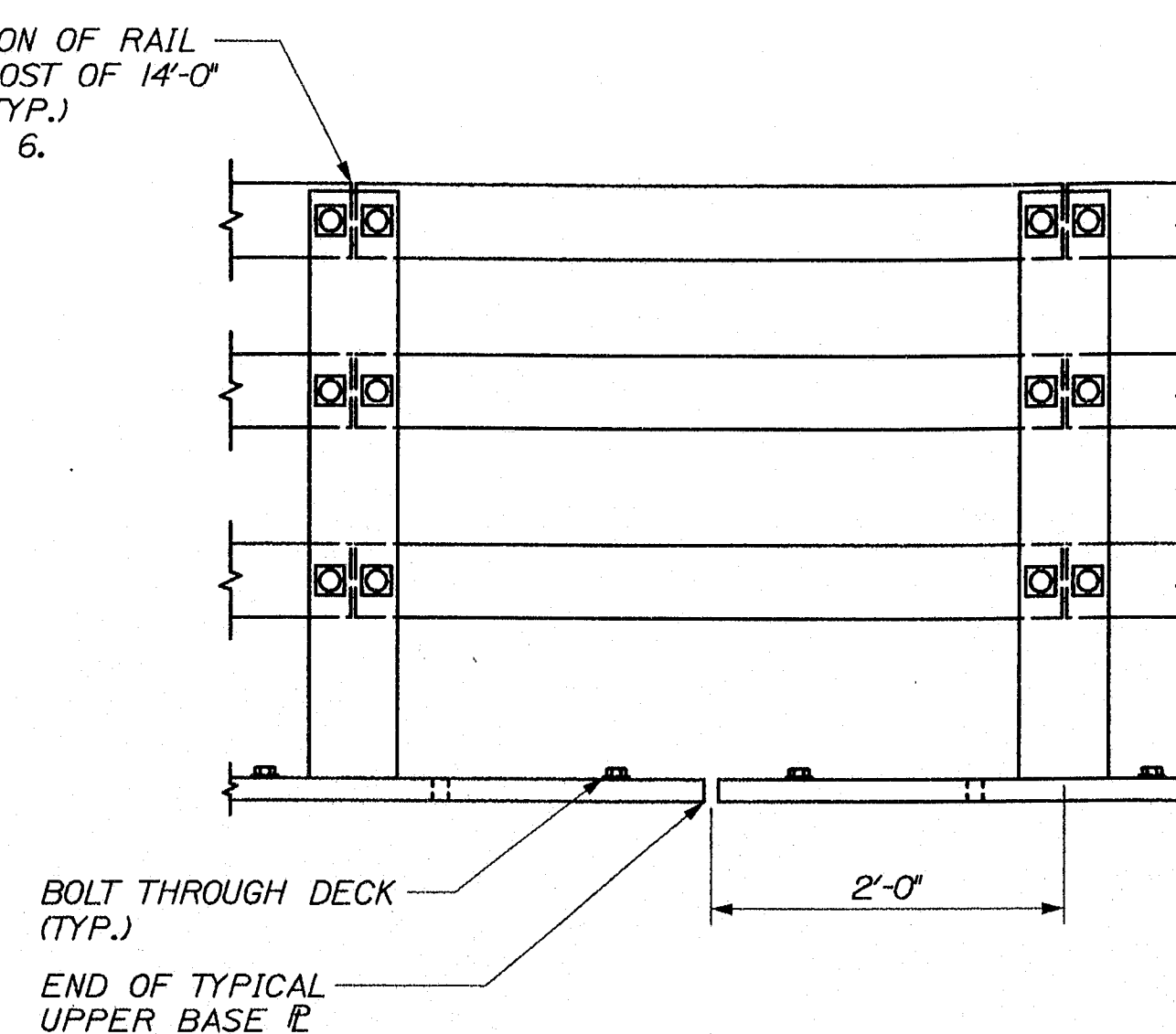
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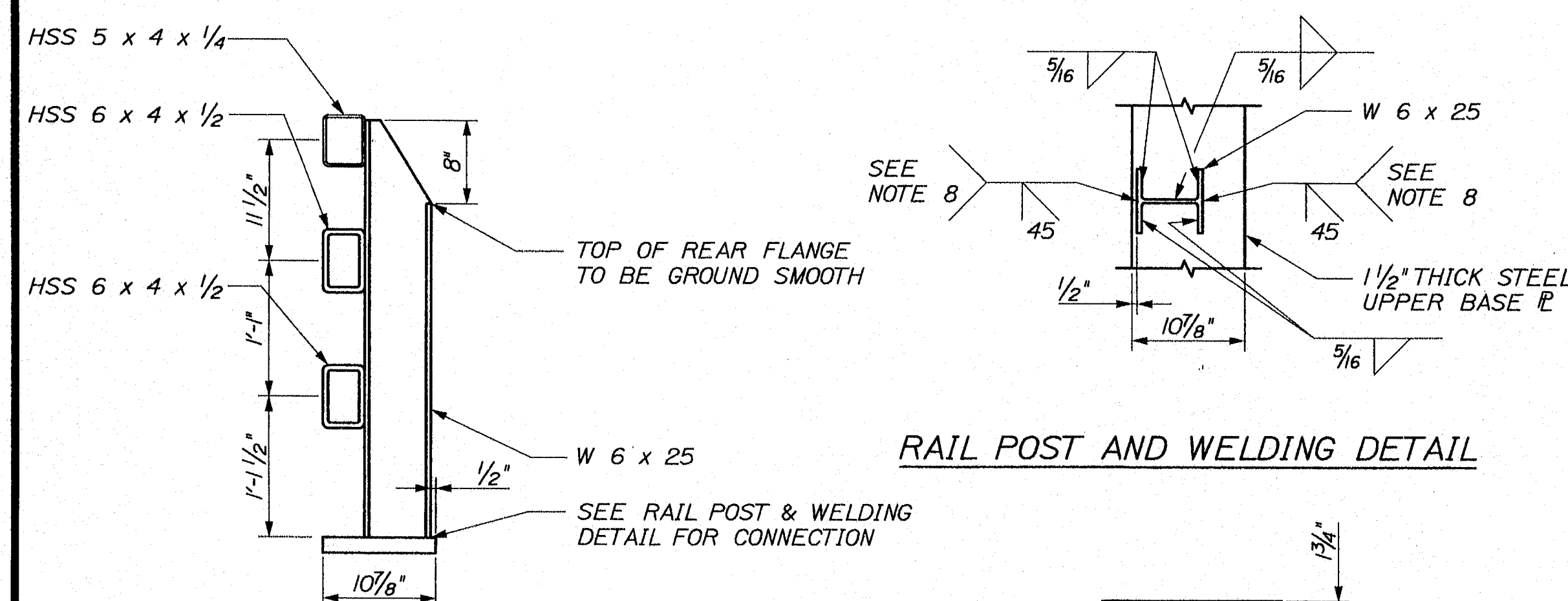


TYPICAL TEMPORARY BRIDGE RAIL ELEVATION

TERMINATION OF RAIL AT LAST POST OF 14'-0" SECTION (TYP.) SEE NOTE 6.



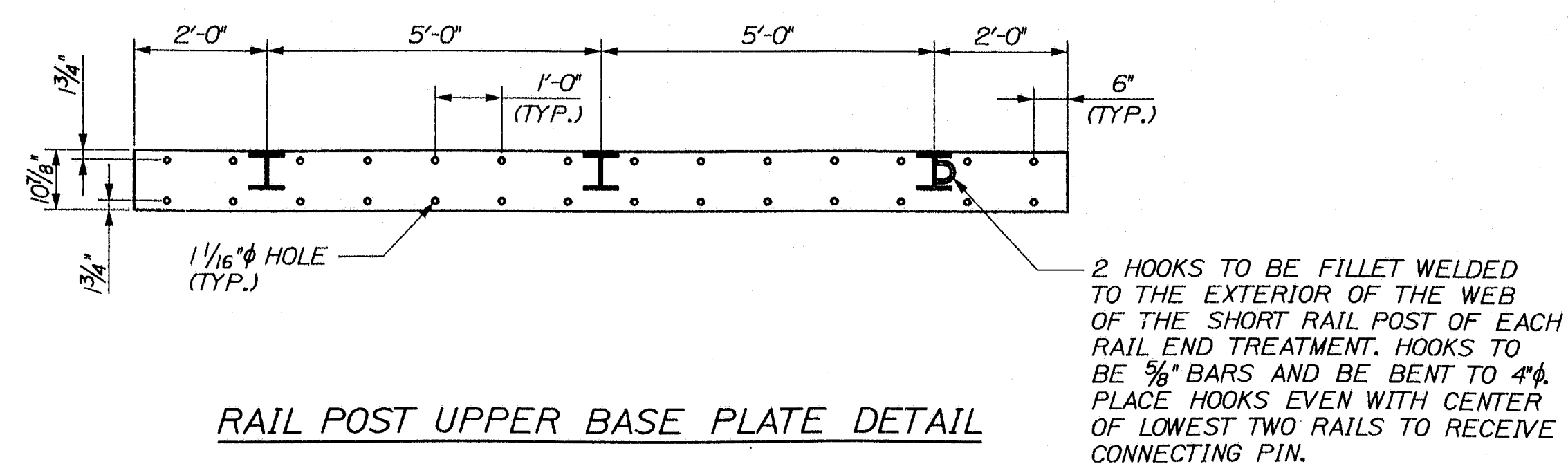
TYPICAL TRANSITION RAIL



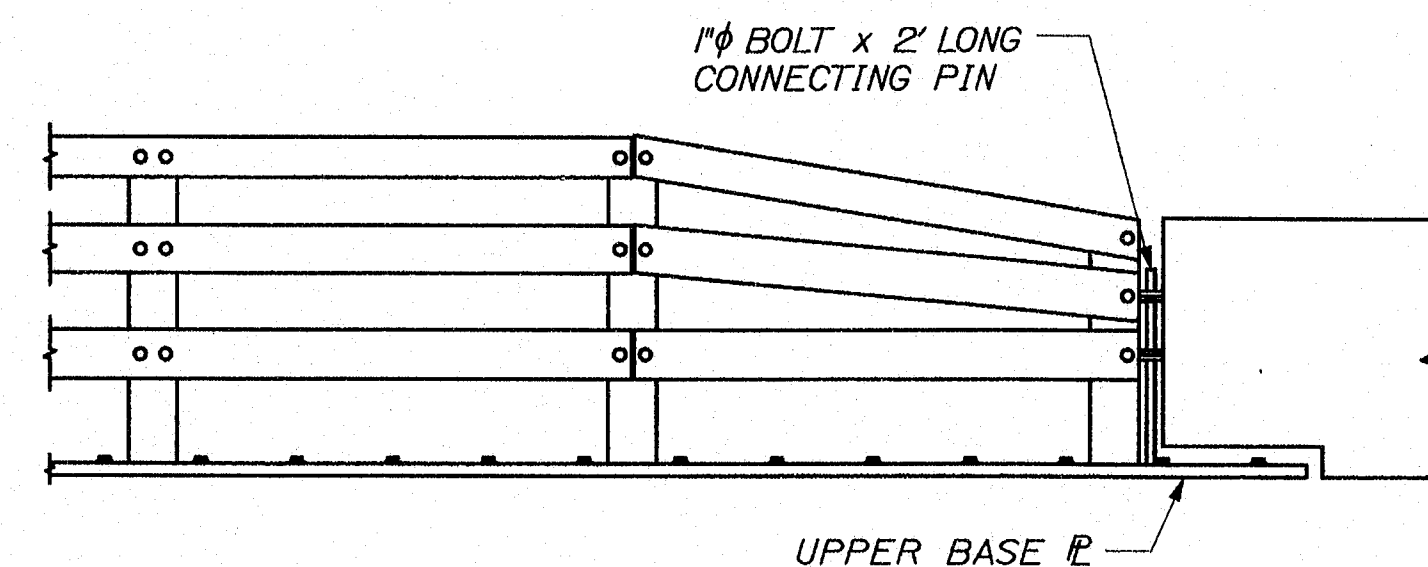
SECTION A-A  
RAIL POST, LONGITUDINAL RAIL DETAIL

1 1/16" HOLE (TYP.) SEE NOTE 9

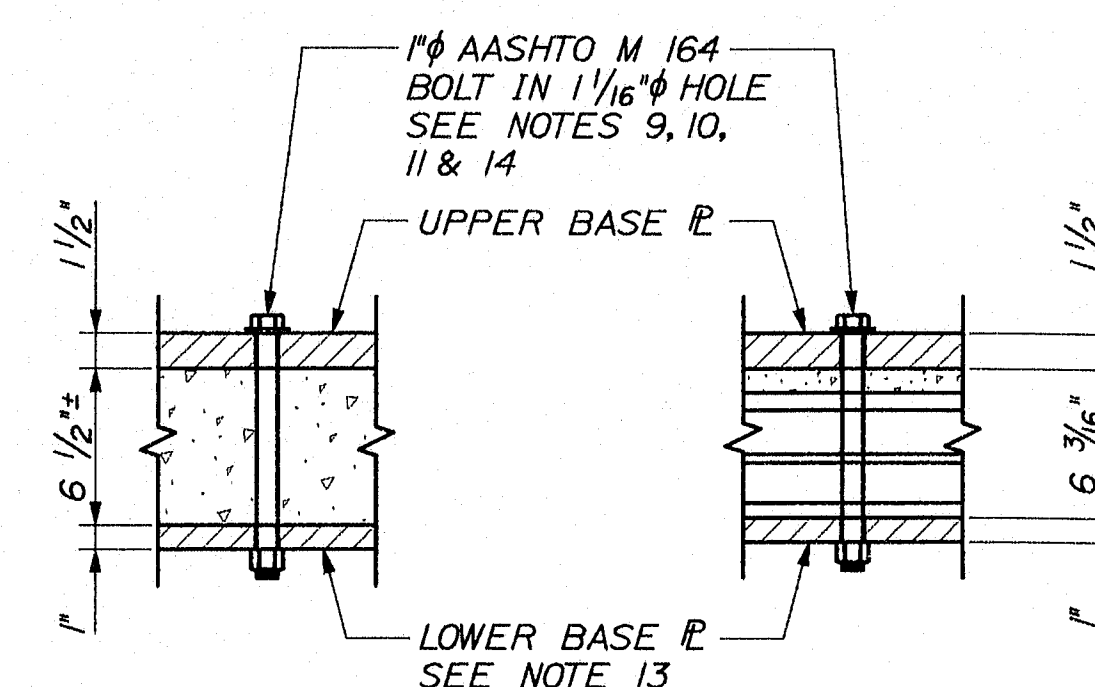
LOWER BASE PLATE DETAIL



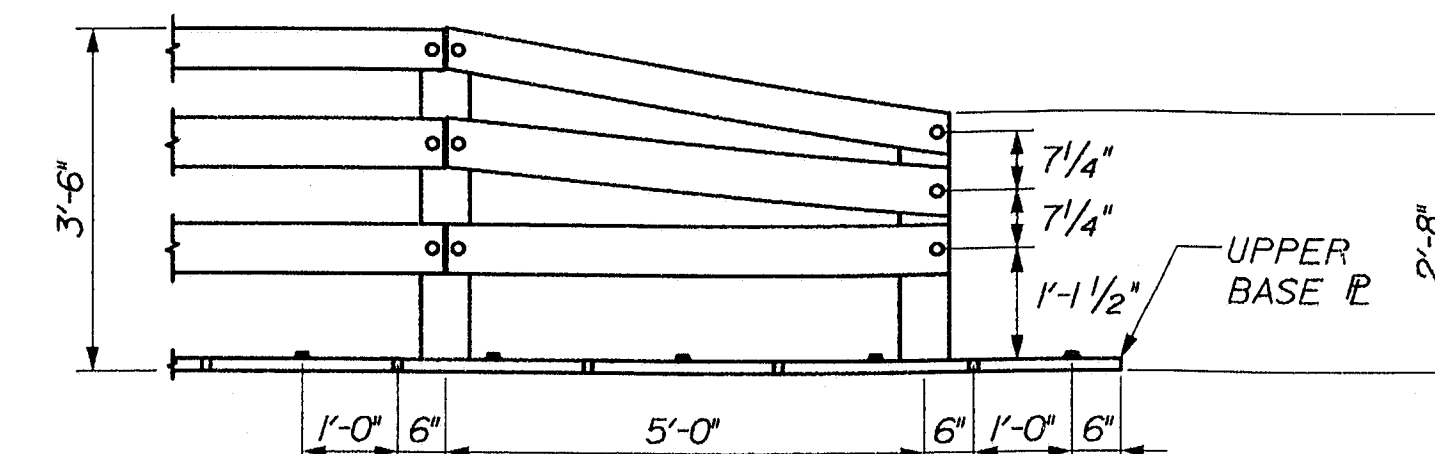
RAIL POST UPPER BASE PLATE DETAIL



RAIL TRANSITION TO TAPER BARRIERS



EXISTING DECK PROPOSED DECK  
TYPICAL BOLT CONNECTION THROUGH DECK



RAIL SIZES THE SAME SIZE AS SHOWN ON RAIL POST, LONGITUDINAL RAIL DETAIL CONNECTION METHODS ARE ALSO THE SAME.

FINAL POST TO HAVE SIMILAR CUT AS SHOWN ON RAIL POST, LONGITUDINAL RAIL DETAIL EXCEPT HEIGHT FROM TOP OF BASE PLATE TO TOP OF POST IS TO BE 2'-8".

RAIL END TREATMENT FOR OPPOSITE END OF RAIL TO BE OPPOSITE HAND OF DETAIL SHOWN HERE, TWO RAIL SECTIONS SHALL BE FABRICATED AS SHOWN IN THIS DETAIL; AS SHOWN AND OPPOSITE HAND.

SEE RAIL TRANSITION TO TAPER BARRIERS FOR LAYOUT OF END TREATMENT.

OTHER END OF RAIL END TREATMENT SECTION TO BE SIMILAR TO TRANSITION RAIL DETAIL ON THIS SHEET.

### RAIL END TREATMENT

#### NOTES:

- FOR GENERAL NOTES SEE SHEET NO. 2.
- FASTENER TO BE 7/8" DIAMETER AASHTO M164 ROUND HEAD BOLT WITH NUT, 2" x 2" x 3/16" WASHER AND LOCKWASHER. BOLT THROUGH RAIL TO RAIL POST FLANGE.
- RAILS SHOWN AS CONTINUOUS ACROSS RAIL POSTS. RAILS TO TERMINATE AT THE ENDPOTS OF EACH 14 FOOT RAIL SECTION TO PERMIT ATTACHMENT OF TRANSITION RAIL SECTION AS REQUIRED. SEE TYPICAL TRANSITION RAIL DETAIL ON THIS SHEET.
- TRANSITION RAIL SECTIONS (E.G. RAIL SECTIONS BETWEEN RAIL POSTS ON ADJACENT 14' BASE PLATES) TO BE UNBOLTED AND REMOVED PRIOR TO REMOVING RAIL ANCHOR BOLTS THROUGH DECK WHEN REMOVING AND RESETTING RAIL.
- RAIL POST AND BASE PLATE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M270, GRADE 50.
- HOLLOW RAIL STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 WITH A CERTIFIED Fy + 50 KSI MINIMUM. AT FINGER EXPANSION JOINTS RAILS SHALL CANTILEVER 1'-6" MIN. PAST LAST POST OF 14' RAILING SECTION, AND BE SPLICED OVER FINGER EXPANSION JOINTS USING HOLLOW RAIL STRUCTURAL TUBING FITTED OVER STANDARD RAILS. STRUCTURAL TUBING USED FOR SPLICES SHALL BE OF EQUAL OR GREATER THICKNESS THAN THE RAIL BEING SPLICED, AND SHALL BE WELDED TO THE RAIL BEING SPLICED AT ONE END TO PERMIT EXPANSION AND CONTRACTION. THE END OF STRUCTURAL TUBING NOT BEING WELDED SHALL OVERLAP THE STANDARD RAILS BY A MINIMUM OF 4' AT ALL TIMES.
- ALL WELDING TO BE PERFORMED USING ETOXX ELECTRODES UNLESS OTHERWISE NOTED.
- WELDS CONNECTING RAIL POST AND UPPER BASE PLATE DO NOT REQUIRE MAGNETIC PARTICLE TESTING. WELDS SHALL BE BACK GOUGED ON THE BACK SIDE EXCEPT AT THE WEB. THE 45° GROOVE WELD TO BE BACK GOUGED WITH F.O.
- HOLES IN UPPER AND LOWER BASE PLATES SHALL BE STANDARD HOLES DRILLED WITH TEMPLATES.
- RAIL ANCHOR BOLT HOLES IN NEW DECK TO BE PRECAST AND SHALL BE LOCATED TO AVOID DAMAGE TO GRID BEARING BARS AND SECONDARY BARS. FIELD DRILLING OF RAIL ANCHOR BOLT HOLES IN EXISTING DECK SHALL BE PERFORMED WITH TEMPLATES.
- ALL RAIL ANCHOR BOLTS TO BE TIGHTENED TO 5 KIPS OF TENSION DURING USE AS PER THE AASHTO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES", DIVISION II, TABLE II.5.A FOR 1" BOLTS.
- TEMPORARY CONCRETE BARRIER SHALL NOT BE PLACED ON TOP OF RAIL UPPER BASE PLATE. BASE OF TEMPORARY CONCRETE BARRIER SHALL BE RECESSED TO ALLOW IT TO FIT OVER STEEL BASE PLATE AND BOLTS. SEE RAIL TRANSITION TO TAPER BARRIERS DETAIL ON THIS SHEET.
- LOWER BASE PLATE TO BE PROVIDED AT LOCATIONS OF RAIL ANCHOR BOLTS.
- LONGITUDINAL SPACING BETWEEN PAIRS OF ANCHOR BOLTS IS NOT TO EXCEED 2'-6" EXCEPT AT FINGER EXPANSION JOINT LOCATIONS AS APPROVED BY THE ENGINEER. ANCHOR BOLTS WILL BE PLACED TO AVOID DRILLING THROUGH FLOORBEAM FLANGES.
- ALL WORK ON THIS SHEET TO BE PAID FOR UNDER ITEM 507.08 UNLESS OTHERWISE NOTED.

C & C CONSULTING ENGINEERS, LLC

141-226

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BH-1006(200)X		BRIDGE NO. 3257		PIN 10062.00		BRIDGE PLANS	
DEER ISLE-SEDGWICK BRIDGE EGGEMOGGIN REACH DEER ISLE-SEDGWICK HANCOCK COUNTY		TRAFFIC CONTROL 3 OF 3		SHEET NUMBER 25		OF 25			