STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Fourth Edition 2007 and Interim Specifications through 2009.

DESIGN LOADING

Live Load	HL - 93 Modified for Strength 1

BASIC DESIGN STRESSES

Concrete	f 'c = 4,350 psi
Reinforcing Steel	f y = 60,000 psi

Structural Steel:

ASTM A 709, Grade 50W	F y = 50,000 psi
ASTM A 709, Grade 36	F y = 36,000 psi
ASTM A 325	F μ = 120,000 psi

MATERIALS

Concrete:

Barriers, Curbs, Sidewalks & Transition Barriers	Class "LP"
All Other	Class "A"
Reinforcing Steel	ASTM A 615/A 615M, Grade 60

Structural Steel:

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

TRAFFIC DATA

Current (2008) AADT	8,400
Future (2028) AADT	12,600
DHV - % of AADT	10
Design Hour Volume	1,206
Heavy Trucks (% of AADT)	5
Heavy Trucks (% of DHV)	4
Directional Distribution (% of DHV)	55
18 kip Equivalent P 2.0	475
18 kip Equivalent P 2.5	452
Design Speed (mph)	25

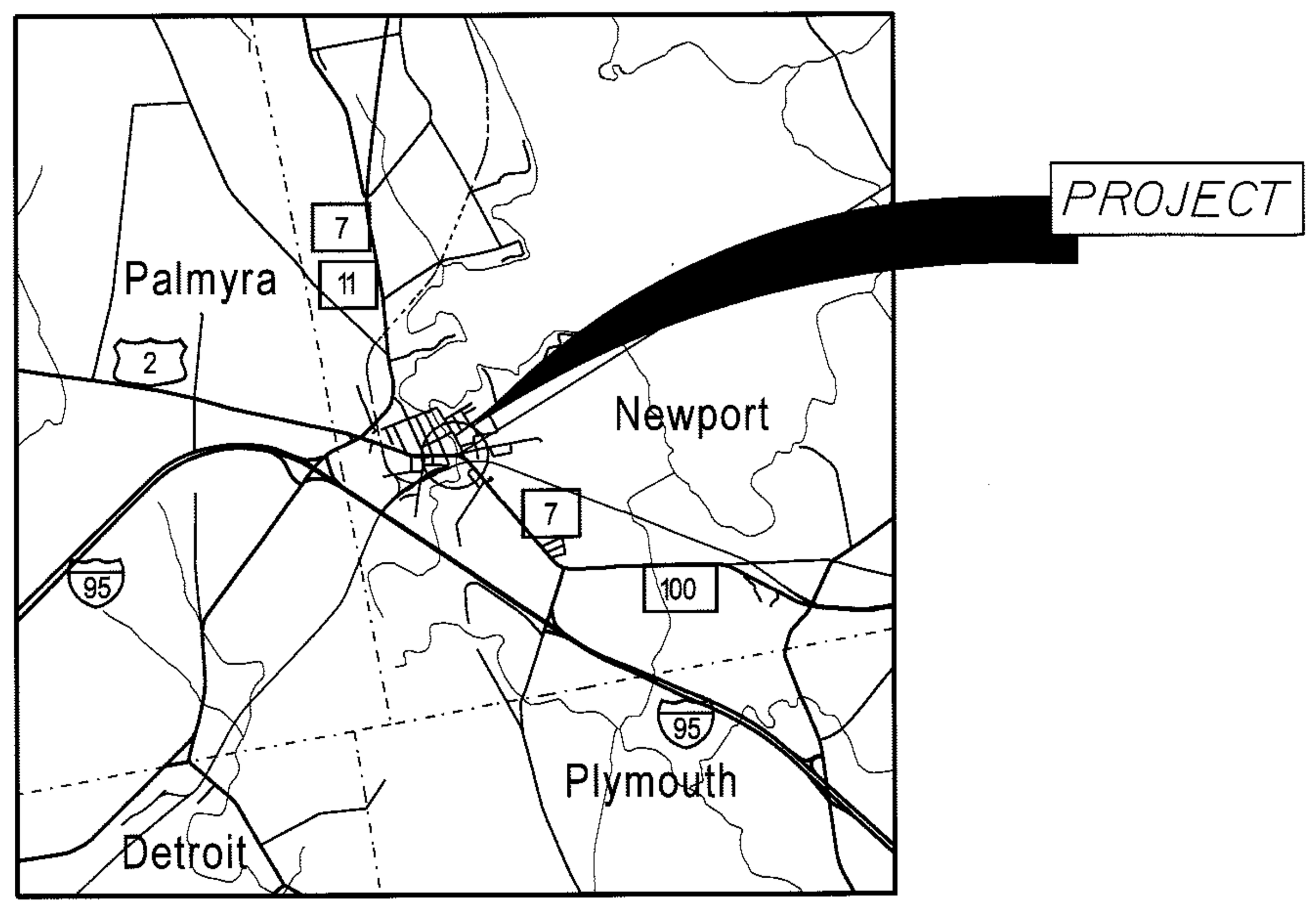
HYDROLOGIC DATA

Drainage Area	126 sq mi
Design Discharge (Q50)	3,742 cfs
Check Discharge (Q100)	4,200 cfs
Headwater Elevation (Q50)	191.23 ft
Headwater Elevation (Q100)	191.59 ft
Discharge Velocity (Q50)	10.82 fps
Discharge Velocity (Q100)	11.09 fps
Headwater Elevation (Q1.1)	188.20 ft
Discharge Velocity (Q1.1)	6.11 fps

UTILITIES

Central Maine Power Company
Fairpoint Communications
Time Warner Cable
Town of Newport Sewer and Water

NEWPORT
PENOBSCOT COUNTY
MAIN STREET BRIDGE
OVER
EAST BRANCH SEBASTICOOK RIVER
MAIN STREET
FEDERAL PROJECT NO. BR-1562(500)X
PROJECT LENGTH 0.095 mi.
Bridge Replacement
BRIDGE NO. 2501



LOCATION MAP

2 0 2 4

Scale of Miles

LIST OF DRAWINGS

MAINTENANCE OF TRAFFIC

Bridge to be closed to traffic during construction. Detour over local roads to the North of bridge. Trucks unable to use local roads shall be routed around on State routes. See Special Provisions.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED	DATE
COMMISSIONER:	12/10/10
CHIEF ENGINEER:	12/13/10

STATE OF MAINE
Michael Harry Wight
8089
LICENSED
PROFESSIONAL ENGINEER

SIGNATURE
P.E. NUMBER 8089
DATE 11/29/2010

PROJECT INFORMATION

PROGRAM	BRIDGE
PROJECT MANAGER	STEVE BODGE
DESIGNER	MICHAEL WIGHT
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

PIN 15625.00

BR-1562(500)X

NEWPORT
MAIN STREET BRIDGE

TITLE SHEET

SHEET NUMBER
1
OF 41

Filename:\00\BRIDGE\MSTA\001_Title.dgn Division: BRIDGE Username: richard.nimon Date:11/29/2010

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.11	REMOVING PORTLAND CEMENT CONCRETE PAVEMENT	1170	SY
202.111	REMOVING OF CONCRETE SIDEWALK	215	SY
202.19	REMOVING EXISTING BRIDGE (1580 CY)	1	LS
203.20	COMMON EXCAVATION	1320	CY
203.24	COMMON BORROW	2970	CY
203.25	GRANULAR BORROW	1340	CY
203.35	CRUSHED STONE FILL	100	CY
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES	680	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	1415	CY
403.207	HOT MIX ASPHALT 19.0 MM HMA	320	T
403.209	HOT MIX ASPHALT 9.5 MM HMA (SIDEWALKS, DRIVES, INCIDENTALS)	70	T
403.210	HOT MIX ASPHALT 9.5 MM HMA	400	T
403.211	HOT MIX ASPHALT (SHIMMING)	34	T
403.213	HOT MIX ASPHALT 12.5 MM BASE	200	T
409.15	BITUMINOUS TACK COAT - APPLIED	170	G
501.231	DYNAMIC LOADING TEST	2	EA
501.50	STEEL H-BEAM PILES 89 LBS/FT, DELIVERED	330	LF
501.501	STEEL H-BEAM PILES 89 LBS/FT, IN PLACE	330	LF
501.90	PILE TIPS	10	EA
501.91	PILE SPLICES	4	EA
501.92	PILE DRIVING EQUIPMENT MOBILIZATION	1	LS
502.219	STRUCTURAL CONCRETE, ABUT.S AND RETAINING WALLS (315 CY)	1	LS
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS		
	ON STEEL BRIDGES (140 CY)	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLABS (27 CY)	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALK (36 CY)	1	LS
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	85900	LB
503.13	REINFORCING STEEL, PLACING	85900	LB
504.702	STRUCTURAL STEEL FAB. AND DELIVERED, WELDED (199000 LB)	1	LS
504.709	BRIDGE HARDWARE	1	LS
504.71	STRUCTURAL STEEL ERECTION (199000 LB)	1	LS
505.08	SHEAR CONNECTORS (1850 EA)	1	LS
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE (528 SY)	1	LS
510.12	SPECIAL DETOUR 26' ROADWAY WIDTH VEHICULAR		
	& PEDESTRIAN TRAFFIC SEPARATED	1	LS
512.081	FRENCH DRAINS (120 LF)	1	LS
514.06	CURING BOX FOR CONCRETE CYLINDERS	1	EA
515.20	PROTECTIVE COATING FOR CONCRETE SURFACES	440	SY
520.232	EXPANSION DEVICE - ASPHALTIC PLUG JOINT	72	LF
525.33	STONE MASONRY WALL - REMOVE AND RESET	1	LS
526.30	TEMPORARY CONCRETE BARRIER - TYPE I	100	LF
526.323	TEXAS CLASSIC RAIL (347 LF)	1	LS
527.303	ENERGY ABSORBING SYSTEM (ET-PLUS)	2	EA
603.179	18 INCH CULVERT PIPE OPTION III	134	LF
604.072	CATCH BASIN TYPE A1-C	3	EA
605.09	6 INCH UNDERDRAIN TYPE B	384	LF
606.1721	BRIDGE TRANSITION - TYPE I	6	EA
606.1722	BRIDGE TRANSITION - TYPE 2	1	EA
606.23	GUARDRAIL TYPE 3C - SINGLE RAIL	244	LF
606.231	GUARDRAIL TYPE 3C - 15 FOOT RADIUS AND LESS	75	LF
606.265	TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	3	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	14	EA
606.79	GUARDRAIL 350 FLARED TERMINAL	2	EA
607.17	CHAIN LINK FENCE - 6 FOOT	40	LF
607.24	REMOVE AND RESET FENCE	46	LF
608.26	CURB RAMP DETECTABLE WARNING FIELD	48	SF
609.11	VERTICAL CURB TYPE I	604	LF
609.12	VERTICAL CURB TYPE I - CIRCULAR	63	LF
609.13	VERTICAL BRIDGE CURB TYPE I	246	LF
609.234	TERMINAL CURB TYPE I - 4 FOOT	2	EA
609.237	TERMINAL CURB TYPE I - 7 FOOT	9	EA
609.2371	TERMINAL CURB TYPE I-7 FT - CIRCULAR	4	EA
610.08	PLAIN RIPRAP	385	CY
610.16	HEAVY RIPRAP	800	CY
610.18	STONE DITCH PROTECTION	30	CY
613.319	EROSION CONTROL BLANKET	150	SY
615.07	LOAM	92	CY
618.1301	SEEDING METHOD NUMBER 1 - PLAN QUANTITY	2	UN
618.1401	SEEDING METHOD NUMBER 2 - PLAN QUANTITY	15	UN
619.1201	MULCH - PLAN QUANTITY	17	UN
619.1401	EROSION CONTROL MIX	185	CY
620.58	EROSION CONTROL GEOTEXTILE	4650	SY
626.221	NON-METALLIC CONDUIT CONCRETE ENCASED	114	LF
626.37	SPECIAL FOUNDATION	1	EA
627.733	4 INCH WHITE OR YELLOW PAINTED PAVE MRK LINE	18350	LF
627.75	WHITE OR YELLOW PAVEMENT AND CURB MARKING	1300	SF
627.77	REMOVING PAVEMENT MARKINGS	12	SF
627.811	TEMPORARY BI-DIRECTIONAL YELLOW DELINEATORS	50	EA
627.812	TEMP. BI-DIRECTIONAL WHITE DELINEATORS	100	EA
629.05	HAND LABOR, STRAIGHT TIME	40	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	20	HR
631.16	ROLLER, PAVEMENT (INCLUDING OPERATOR)	20	HR

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	20	HR
631.18	CHAIN SAW RENTAL (INCLUDING OPERATOR)	10	HR
631.21	ROAD BROOM (INCLUDING OPERATORS AND HAULER)	10	HR
631.211	PAVEMENT SWEEPER (INCLUDING OPERATOR)	10	HR
631.212	SMALL PAVEMENT GRINDER (INCLUDING OPERATOR)	20	HR
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	10	HR
634.70	ORNAMENTAL LIGHTING	2	EA
637.071	DUST CONTROL	1	LS
639.19	FIELD OFFICE TYPE B	1	EA
641.35	ALUMINUM FLAG POLE	1	EA
645.113	REINSTALL GUIDE SIGN	1	EA
645.271	REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER		
	ASSEMBLY SIGNS, TYPE I	65	SF
645.51	SPECIAL SIGNING	1	LS
652.31	TYPE I BARRICADE	8	EA
652.312	TYPE III BARRICADE	6	EA
652.33	DRUM	40	EA
652.34	CONE	40	EA
652.35	CONSTRUCTION SIGNS	2200	SF
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	180	CD
652.38	FLAGGER	500	HR
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS

GENERAL CONSTRUCTION NOTES

1. During construction, the road will be closed to traffic for a time period specified in the Special Provisions.

2. For easements, construction limits and right of way lines, refer to Right of Way Map.

3. The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to Contract items.

4. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.

5. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.

6 In areas where the Resident directs the Contractor not to excavate to the subgrade line shown on the plans, payment for removing existing pavement, grubbing, shaping, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items.

7. Place riprap on sideslopes up to EL. 192.00.

8. Construct a riprap shelf at each abutment:
   Abut. No. 1 EL. 194.60
   Abut. No. 2 EL. 194.20.

9. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.

10. Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Item No. 619.1401, Erosion Control Mix.

11. All embankment material, except as otherwise shown, placed below EL. 191.00 shall be Granular Borrow meeting the requirements of Subsection 703.19, Material for Underwater Backfill.

12. Place a 24-in. wide strip of Temporary Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.

13. An NCHRP350 compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.

14. Extended-use Erosion Control Blanket, seeded gutters, riprap downspouts, and other gutters lined with Stone Ditch Protection shall be constructed after paving and shoulder work is completed, where it is apparent that runoff will cause continual erosion. Payment will be made under the appropriate Contract items.

15. Protective Coating for Concrete Surfaces shall be applied to the following areas:

    All exposed surfaces of concrete curbs and sidewalks.
    Fascias down to the drip notch.
    All exposed surfaces of Texas Classic Rail.
    Top of parapets and wingwalls.
    Backside of wingwalls, one foot down from top.

GENERAL CONSTRUCTION NOTES (Cont.)

16. Project information referred to below may be accessed at the following MaineDOT web address: http://www.maine.gov/mdot/comprehensive-list-projects/project-information.php.

17. The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.

18. The hydrologic report of the bridge site may be accessed at the MaineDOT web address. The hydrologic report is based on MaineDOT's interpretation of the information obtained for the subject site. No assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.

19. The project geotechnical report titled: Geotechnical Design Report, Soils Report No. 2009-30, October 16, 2009 may be accessed at the MaineDOT web address.

20. Geotechnical information furnished or referred to in this plan set is for the use of the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidders' or Contractor's interpretations of, or conclusions drawn from, the geotechnical information. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between the boring locations.

21. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:

    a. If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.

    b. If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.

    c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation.

22. The Contractor shall submit a Bridge Demolition Plan to the Resident at least 10 business days prior to the start of demolition work. The plan shall outline the methods and equipment to be used to remove and dispose of all materials included in the existing bridge. No work related to the removal of the bridge shall be undertaken by the Contractor until MaineDOT has reviewed the Bridge Demolition Plan for appropriateness and completeness. Payment for all work necessary for developing, submitting and finalizing the Demolition Plan will be considered incidental to the bridge removal pay item.

23. The two (2) round concrete planters next to the existing war monument shall be removed, stored and reinstalled on either side of the war monument by the Contractor as directed by the Resident. All work associated with the concrete planters shall not be paid for directly. Payment is considered incidental to related contract items.

24. The Contractor shall reuse to the maximum extent possible any granite blocks removed from the existing bridge and the existing retaining wall as plain riprap.

25. The existing fish passage sign located at station 9+18 right shall be removed and delivered to the town of Newport Public Works Garage on Water Street by the Contractor. This work shall be considered incidental to related contract items.

26. The existing concrete pavement limits are shown on the cross sections. The limits of the existing concrete pavement are approximate and are interpretations of the existing plans.

27. The existing aluminum flagpole at station 6+96 left shall be carefully removed and delivered to the the town of Newport Public Works Garage on Water Street by the Contractor. This work shall not be paid for directly. Payment shall be considered incidental to related contract items.

28. The existing bridge shall be removed by and become the property of the Contractor. The steel portions of the existing bridge are coated with a lead-based paint system. The Contractor is responsible for the containment, proper management and disposal of all lead-contaminated hazardous waste generated by the process of demolishing the bridge. The Contractor is responsible for implementing appropriate OSHA mandated personal protection standards related to this process. Once the existing bridge is removed, the Contractor is solely responsible for the care, custody and control of the components of the existing bridge and any hazardous waste generated as a result of the storage, recycling or disposal of the bridge components, including lead-coated steel. The Contractor shall recycle or reuse the steel in accordance with the Maine Department of Environmental Protection's "Maine Hazardous Waste Management Regulations," Chapter 850. A copy of this regulation is available at MaineDOT's offices on Child Street in Augusta. Payment for all labor, materials, equipment and other costs required to remove and dispose of the existing bridge will be considered incidental to the bridge removal pay item.

29. Seeding Method Number 2 shall be used on all seeded areas on Main Street. Seeding Method Number 1 shall be used on all seeded areas on Elm Street and North Street.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN 15625.00

BRIDGE PLANS

BRIDGE NO. 2501

	BY	DATE
PROJ. MANAGER	S. Badge	
DESIGN-DETAILED	M. Wight / D. Sullivan	DEC 2010
CHECKED-REVIEWED	R. Myers / R. Nimon	NOV 2010
DESIGN2-DETAILED2	R. Nimon	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

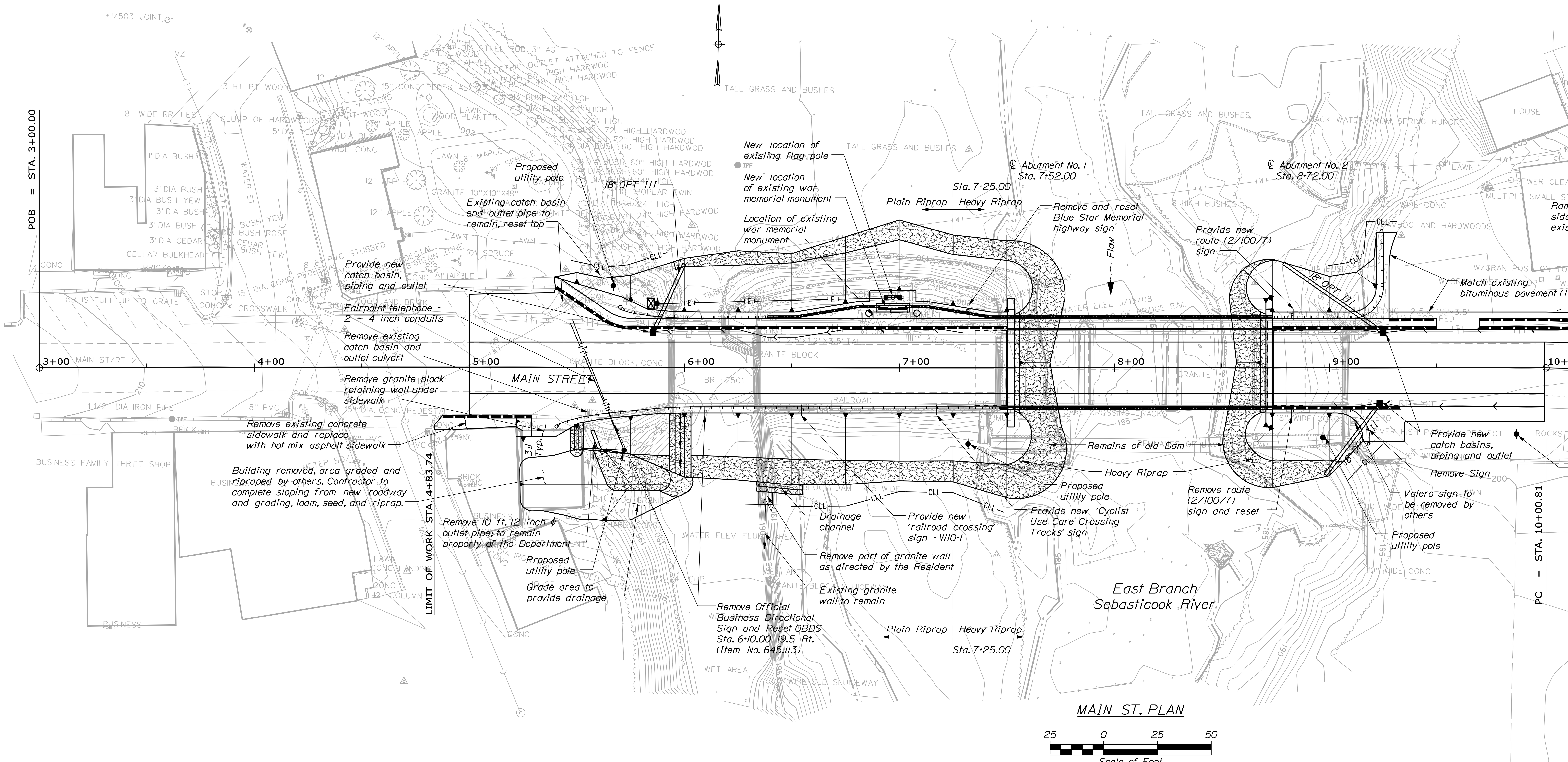
SIGNATURE

P.E. NUMBER

DATE

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

ESTIMATED QUANTITIES & NOTES



MAIN ST. PLAN

25 0 25 50
Scale of Feet

Filename: ...\00\bridge\msta\003_BDPlan1.dgn
Division: BRIDGE
Username: david.sullivan
Date:12/6/2010

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

BRIDGE NO. 2501
PIN 15625.00
BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	S. Bodge		
DESIGN-DETAILED	M. Wight	D. Sullivan	DEC 2010
CHECKED-REVIEWED	R. Myers	R. Nimon	NOV 2010
DESIGN2-DETAILED2		R. Nimon	
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

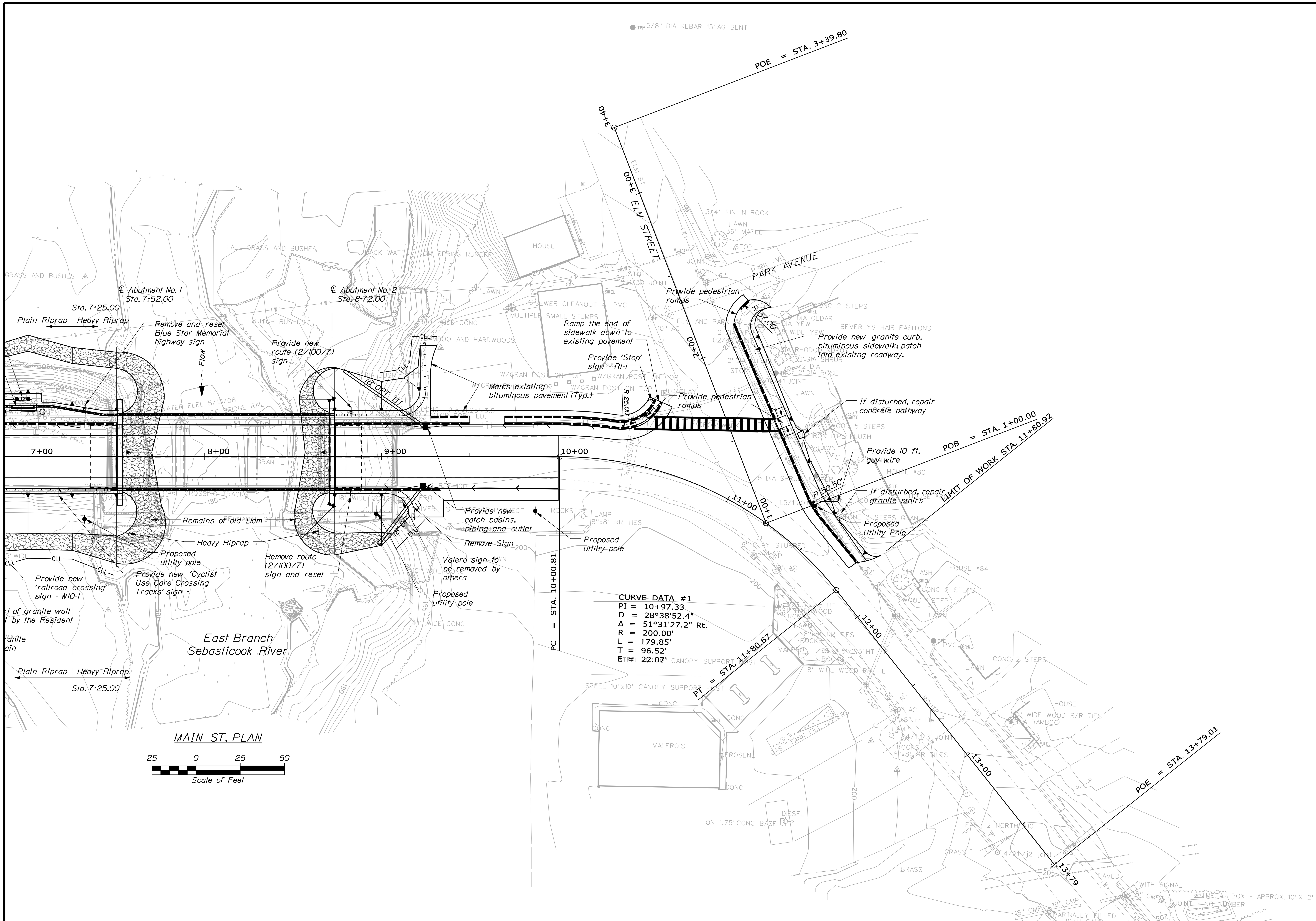
DATE

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

GENERAL PLAN ~ MAIN ST.

SHEET NUMBER
3
OF 41

Filename: ...\00\bridge\msta\004_BDPlan2.dgn Division: BRIDGE Username: david.sullivan Date:12/6/2010



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN 15625.00

BRIDGE NO. 2501

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	S. Bodge	
DESIGN-DETAILED	M. Wight	D. Sullivan DEC 2010
CHECKED-REVIEWED	R. Myers	R. Nimon NOV 2010
DESIGN2-DETAILED2		R. Nimon
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

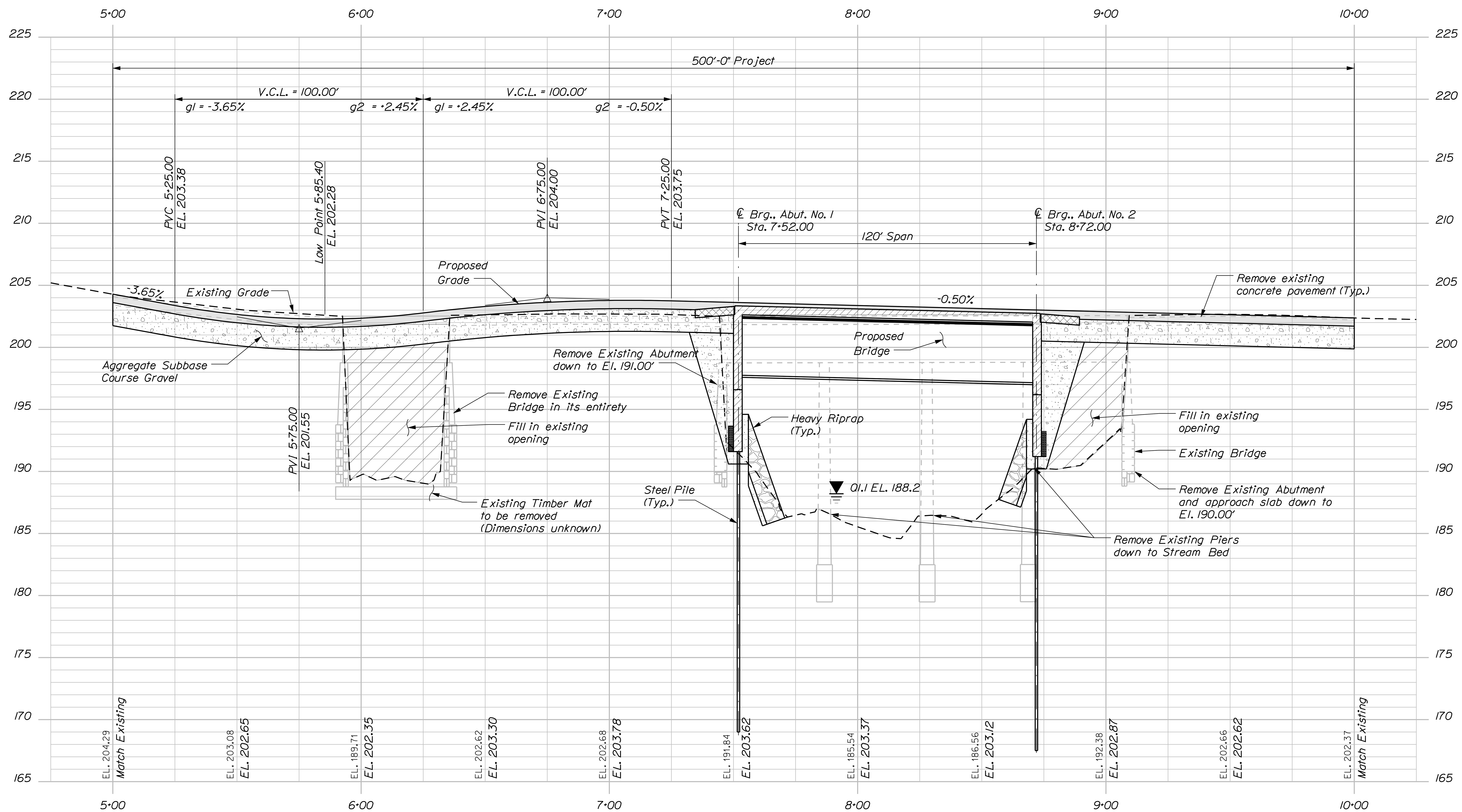
MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

GENERAL PLANS ~ MAIN ST.

SHEET NUMBER

4

OF 41



PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

BRIDGE NO. 2501

PIN
15625.00

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	S. Bodge	
DESIGN-DETAILED	M. Wight, D. Sullivan	DEC 2010
CHECKED-REVIEWED	R. Myers, R. Nimon	NOV 2010
DESIGN2-DETAILED2	R. Nimon	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

PROFILE ~ MAIN ST.

SHEET NUMBER

5

OF 41

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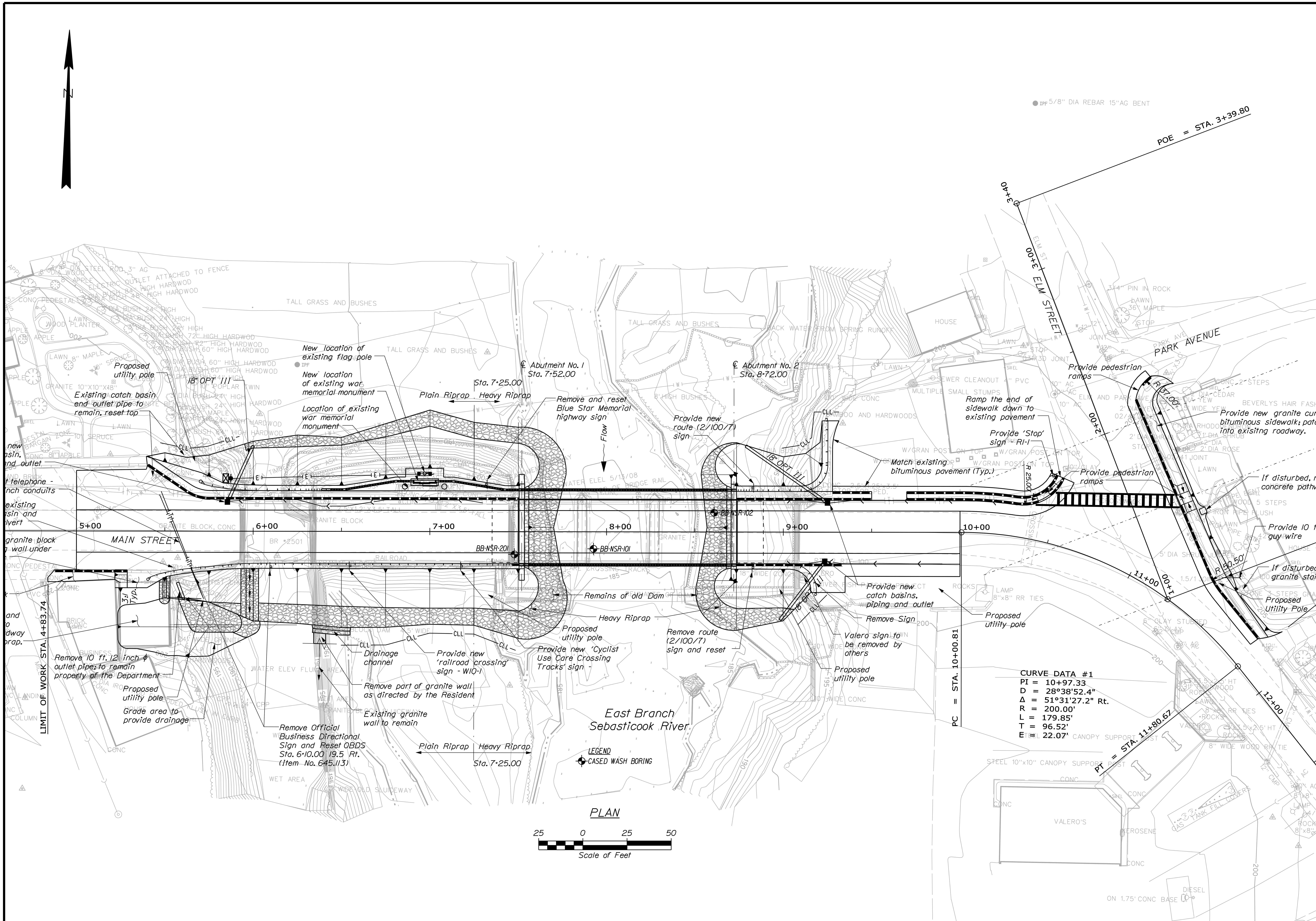

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

15625.00

PIN 15625.00

BRIDGE NO. 2501

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	L. KRUSINSKI	
CHECKED-REVIEWED	T. WHITE	JULY 2008
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

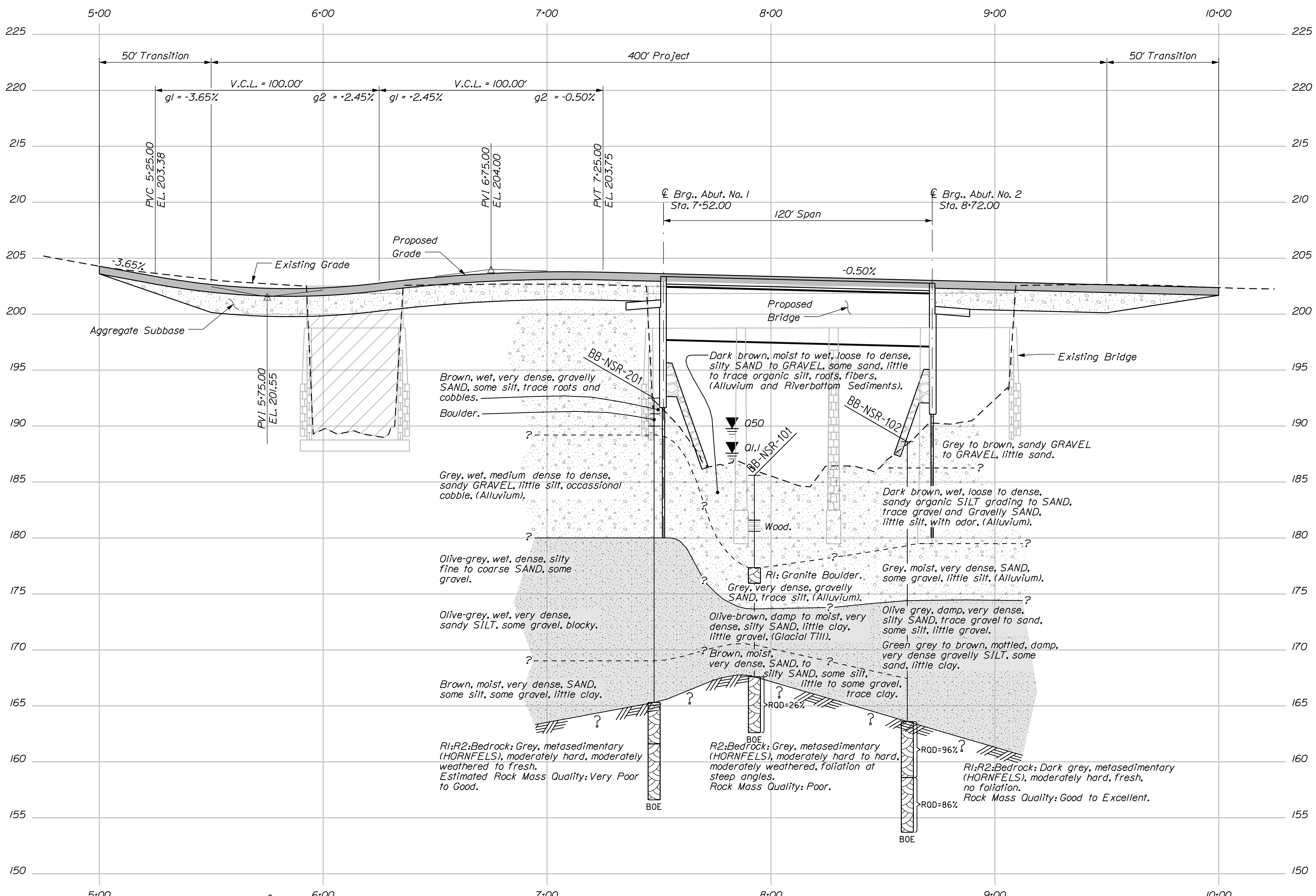
MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

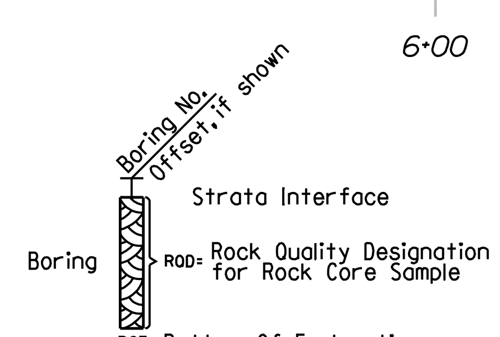
BORING LOCATION PLAN

SHEET NUMBER

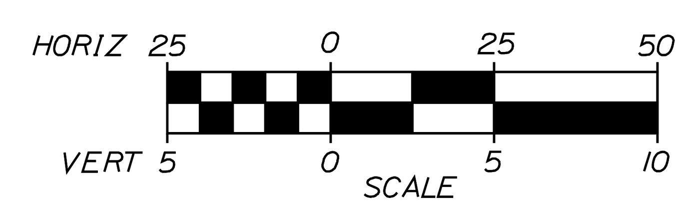
6

OF 41





PROFILE



Note: This generalized interpretive soil profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

15625.00

PIN 15625.00

BRIDGE NO. 2501

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	L. KRUSINSKI	
CHECKED-REVIEWED	T. WHITE	
DESIGN2-DETAILED2		JULY 2008
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER
7
OF 41

Filename: ...\00\GEOTECH\MSTA\007_ISP1.dgn Division: BRIDGE Username: david.sullivan Date:12/6/2010

Filename: ...\MSTA\008_BORING LOGS1.dgn   Division: BRIDGE   Username: david.sullivan   Date:12/6/2010

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project:	Main Street Bridge #2501 over East Branch Sabasticook River	Location:	Newport, Maine	Boring No.:	BB-NSR-201
				PIN:	15625.00
Driller:	MaineDOT	Elevation (ft.)	192.5	Auger ID/OD:	N/A
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	6/15/09, 6/25/09	Drilling Method:	Cased Wash Boring	Core Barrel:	BX
Boring Location:	7+47.8, 12.9 Rt.	Casing ID/OD:	NW & HW	Water Level*:	16.0'-6/15, 9.0' 6/25 bgs.
Hammer Efficiency Factor: 0.84		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test, PP = Pocket Penetrometer; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{u(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows
1D	7.2/5	0.00 - 0.60	1/50(1.2")	---		2
						50
						15
						OPEN HOLE
2D	24/10	5.00 - 7.00	6/11/16/11	27	38	15
						81
						142
						171
3D	24/1	9.00 - 11.00	3/7/6/7	13	18	150
						44
						59
						64
						51
4D	24/8	14.00 - 16.00	19/13/10/18	23	32	37
						76
						88
						125
						146
5D	18/16	19.00 - 20.50	42/33/52	85	119	56
						73
						99
						130
						166
6D	24/17	24.00 - 26.00	21/31/29/30	60	84	14
						RC
R1	44.4/34	27.20 - 30.90				BX
R2	60/60	30.90 - 35.90				

Elevation (ft.)	Depth (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
	0	Brown, wet, very dense, gravelly fine to coarse SAND, some silt, roots, cobbles. Boulder from 1.4-2.5' bgs. Roller Coned ahead to 5.0' bgs.	
189.00	3.50	Dark grey, wet, dense, sandy GRAVEL, little silt, occasional cobble, slight odor. Switched to NW casing. Roller Coned ahead to 9.0' bgs. Similar to above, except medium dense.	G#212332 A-1-a, GM WC=16.6%
180.00	12.50	Olive-grey, wet, dense, silty fine to coarse SAND, some gravel, (Till). Olive-grey, wet, very dense, fine to coarse sandy SILT, some fine to coarse gravel, blocky Roller Coned ahead to 24.0' bgs.	
169.50	23.00	Brown, moist, very dense, SAND, some silt, some gravel, little clay, (Till). Roller Coned ahead from 25.0-27.2' bgd.	G#212333 A-4, CL-ML WC=11.2% LL=22 PL=17 PI=5
165.30	27.20	Top of Bedrock at Elev. 165.3'. R1:Bedrock: Grey, fine grained, metasedimentary (HORNFELS) with quartz veins, moderately hard, moderately weathered. Joint breaks at close spacing. Vassalboro Formation. Rock Mass Quality: very poor, based on an estimated NQ RQD of 21%. R1:Core Times (min:sec) 27.2-28.2' (4:30) 28.2-29.2' (3:00) 29.2-30.2' (3:30) 30.2-30.9' (4:12) 76% Recovery Core Blocked R2: Bedrock: Same as R1, except fresh, joint set moderately close to close. Rock Mass Quality: good, based on an estimated NQ RQD of 68%. R2:Core Times (min:sec) 30.9-31.9' (4:25) 31.9-32.9' (4:00) 32.9-33.9' (4:12) 33.9-34.9' (4:35) 34.9-35.9' (4:50) 100% Recovery Could not get Core Barrel back down, casing bent.	
156.60	35.90	Bottom of Exploration at 35.90 feet below ground surface.	

Remarks:

11.0' from Bridge Deck to Ground.
Bridge Deck Concrete 12" thick.
Used BX Core Barrel, casing was bent to much to get NQ-2 Core Barrel down hole.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: BB-NSR-201

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project:	Main Street Bridge #2501 over East Branch Sabasticook River	Location:	Newport, Maine	Boring No.:	BB-NSR-101
				PIN:	15625.00
Driller:	MaineDOT	Elevation (ft.)	185.6	Auger ID/OD:	N/A
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	L. Krusinski	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	6/4/08; 11:00-16:30	Drilling Method:	Cased Wash Boring	Core Barrel:	NQ-2"
Boring Location:	7+92.6, 9.6 Rt.	Casing ID/OD:	NW & HW	Water Level*:	Stream Elev.
Hammer Efficiency Factor: 0.77		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test, PP = Pocket Penetrometer; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{u(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows
1D	24/3	0.00 - 2.00	10/8/2/2	10	13	47
						33
2D	24/7	2.00 - 4.00	9/22/20/14	42	54	46
						604
						19
3D	24/3	5.00 - 7.00	3/2/3/8	5	6	6
						26
						25
R1	24/17	8.25 - 10.25	RQD = N/A%			a31 NQ-2
						134 CORE
						77
4D/AB	24/19	11.00 - 13.00	7/16/27/36	43	55	102
						142
						255
						215
5D	24/20	15.00 - 17.00	24/33/43/36	76	98	bRC
R2	60/53	18.00 - 23.00	RQD = 26%			NQ-2 CORE

Elevation (ft.)	Depth (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
	0	Dark brown, moist, medium dense, silty fine to coarse SAND, little roots and fibers, slightly organic, two 1" rock fragments. (River Bottom Sediments). Dark brown, wet, very dense, fine angular GRAVEL, some fine to coarse SAND, trace organic silt, few rock fragments. (Alluvium with Riverbottom Sediments). Hit wood at 4.0' bgs. Wood in wash water from 4.0-5.0' bgs. Brown, wet, loose, medium to coarse SAND, some wood, little silt, trace clay and fine angular gravel. Telescoped NW Casing into HW Casing at 5.0' bgs. a31 blows for 3", then 220 blows after coring.	G#209975 A-1-a, GP-GM WC=11.8%
177.35	8.25	R1: Granite BOULDER 1.4' thick. R1:Core Times (min:sec) 8.25-9.25' (3:19) 9.25-10.25' (2:38)	
175.95	9.65	(4D/A) 11.0-12.0' bgs. Grey, moist, very dense, angular fine to coarse gravelly SAND, trace silt, (Alluvium). Changed to brown in wash water at 11'3".	G#210011 A-1-a, SW-SM WC=10.7%
173.60	12.00	(4D/B) 12.0-13.0' bgs. Olive-brown, damp to moist, silty fine SAND, some medium sand, little clay, little fine angular gravel, some staining. (Till). bRoller Coned ahead to 18.0' bgs. Brown, moist, very dense, fine to coarse SAND, some silt, little fine to coarse angular gravel, trace clay, well bonded, some staining/ oxidation. (Till).	G#210012 A-2-4, SC-SM WC=9.4%
167.60	18.00	Top of Bedrock at Elev. 167.6 ft. R2: Bedrock: Grey, fine grained, metasedimentary (HORNFELS), moderately hard to hard, moderately weathered, cleaves along foliation at steep angles, tight, weathered and stained surfaces; moderately fractured and weathered zone 3.6-4.2', no foliation or cleavage in upper 10", pegmatite veins in lower 6". Vassalboro Formation. Rock Mass Quality: Poor. R2:Core Times (min:sec) 18.0-19.0' (3:08) 19.0-20.0' (2:26) 20.0-21.0' (2:40) 21.0-22.0' (2:31) 22.0-23.0' (2:40) 88% Recovery	
162.60	23.00	Bottom of Exploration at 23.00 feet below ground surface.	

Remarks:

Large cobble moved to side at Ground Surface.
16.8' from Bridge Deck to Ground.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: BB-NSR-101

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project:	Main Street Bridge #2501 over East Branch Sabasticook River	Location:	Newport, Maine	Boring No.:	BB-NSR-102
				PIN:	15625.00
Driller:	MaineDOT	Elevation (ft.)	188.6	Auger ID/OD:	N/A
Operator:	E. Giguere/C. Giles	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	L. Krusinski	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	6/3/08-6/4/08	Drilling Method:	Cased Wash Boring	Core Barrel:	NQ-2"
Boring Location:	8+60.9, 10.9 Lt.	Casing ID/OD:	NW & HW	Water Level*:	2.0' bgs.
Hammer Efficiency Factor: 0.77		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test, PP = Pocket Penetrometer; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR/C = weight of rods or casing; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{u(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows
1D/AB	24/7	0.00 - 2.00	11/10/3/3	13	17	8
						14
2D	24/8	2.00 - 4.00	2/2/4/3	6	8	5
						8
						50
3D	24/8	5.00 - 7.00	12/17/20/12	37	47	59
						93
						77
						70
						100
4D	24/10	10.00 - 12.00	15/18/24/20	42	54	81
						23
						65
						71
						109
5D/BA	24/12	15.00 - 17.00	27/34/43/32	77	99	71
						95
						140
						172
						265
6D/AB	24/18	20.00 - 22.00	33/53/52/49	105	135	63
						70
						79
						88
R1	60/57.6	25.00 - 30.00	RQD = 96%			NQ-2 CORE
R2	58.8/ 58.8	30.00 - 34.90	RQD = 86%			

Elevation (ft.)	Depth (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
	0	(1D/A) Brown, damp, medium dense, sandy GRAVEL. (1D/B) Grey, damp, angular coarse GRAVEL (broken rock fragments), little fine to medium sand.	
186.60	2.00	Dark brown, wet, loose, fine sandy organic SILT, grading to very dark brown, moist, fine to coarse SAND, trace gravel, slight odor, (River Bottom Sediment and Alluvium). Washing out to 5.0' bgs, hit rock fragment at 4.5' bgs.	
183.60	5.00	Dark olive-grey, saturated, dense, angular fine to coarse gravelly SAND, little silt, (gravel is broken rock fragments), slight odor, (River Bottom Sediment and Alluvium).	G#209970 A-1-a, SM WC=18.4%
179.60	9.00	Grey, moist, very dense, fine to coarse SAND, some fine angular gravel, little silt, well sorted, (Alluvium). Telescoped NW Casing into HW Casing at 11.1' bgs.	G#209971 A-1-b, SM WC=10.6%
174.60	14.00	(5D/B) Olive grey, damp to moist, very dense, silty SAND, trace angular gravel, some staining, (Glacial Till). (5D/A) Olive grey, damp, very dense, fine to coarse SAND, some silt, little fine angular gravel and weathered rock fragments, (Glacial Till). (6D/A) Olive grey and brown, mottled, damp, very dense, gravelly SILT, gravel fine to coarse, angular, including weathered rock fragments, some fine sand, little clay, (Glacial Till). Roller Coned ahead to 23.8' bgs., hit something hard, roller coned ahead to 25.0' bgs. (6D/B) Brown, moist, very dense, silty fine to coarse SAND, some fine to coarse angular gravel, trace clay, (Glacial Till). NW Casing to 24.5' bgs.	G#209973 A-4, SM WC=11.1% G#209972 A-2-4, SM WC=10.1%
163.60	25.00	Top of Bedrock at Elev. 163.6 ft. R1: Bedrock: Dark grey, fine grained, metasedimentary (HORNFELS) moderately hard, fresh, occasional quartz veins, no foliation, drill breaks along quartz veins, one open seam 8" from top, upper 8" quartz disolved, some vuggy seams. Vassalboro Formation. Rock Mass Quality: Excellent. R1:Core Times (min:sec) 25.0-26.0' (10:40) 26.0-27.0' (5:00) 27.0-28.0' (4:25) 28.0-29.0' (5:15) 29.0-30.0' (6:27) 96% Recovery R2: Bedrock: Same as R1, only less fractured, fractures along quartz veins, surfaces stained with some oxidation, drill breaks along quartz veins. Vassalboro Formation. Rock Mass Quality: Good. R2:Core Times (min:sec) 30.0-31.0' (6:30) 31.0-32.0' (5:50) 32.0-33.0' (3:30) 33.0-34.0' (4:05) 34.0-34.9' (2:33) 100 % Recovery	
153.70	34.90	Bottom of Exploration at 34.90 feet below ground surface.	

Remarks:

13.9' from Bridge Deck to Ground.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: BB-NSR-102

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
15625.00

BRIDGE NO. 2501 — PIN 15625.00 — BRIDGE PLANS

		BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	L. KRUSINSKI	T. WHITE	JULY 2008
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

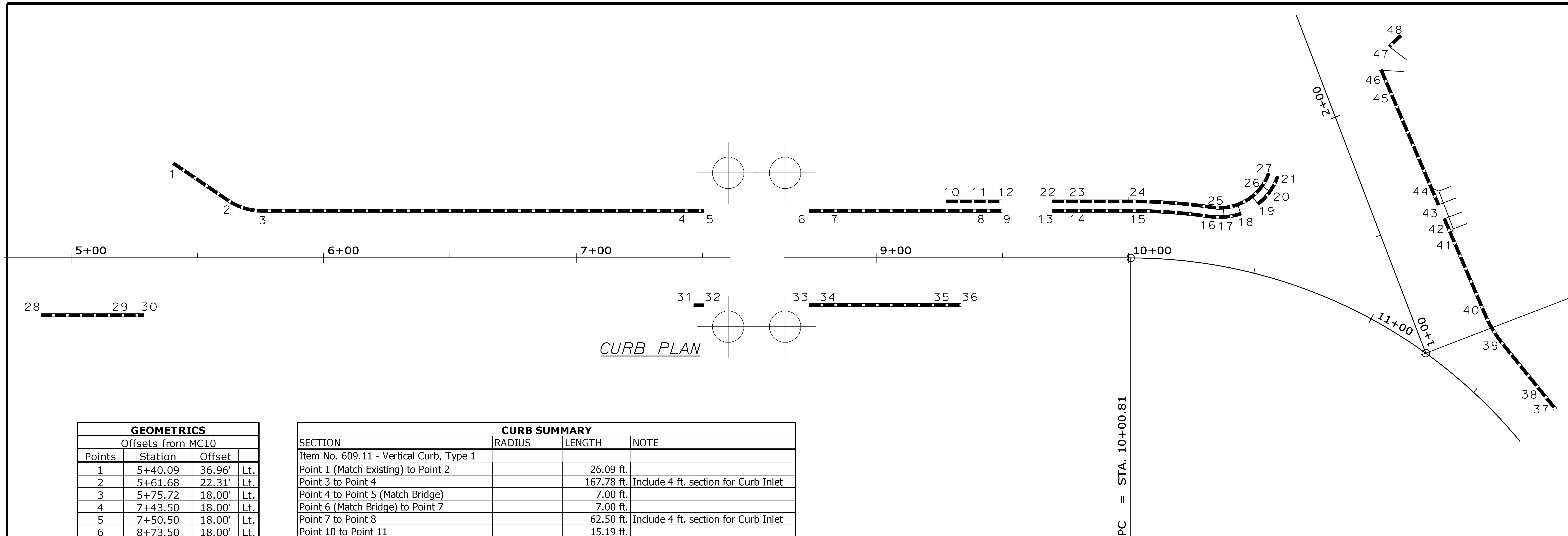
DATE

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

BORING LOGS

SHEET NUMBER
8
OF 41

Filename: ...\MSTA\009_Curb_Details.dgn   Division: BRIDGE   Username: david.sullivan   Date:12/6/2010



CURB PLAN

GEOMETRICS			
Offsets from MC10			
Points	Station	Offset	
1	5+40.09	36.96'	Lt.
2	5+61.68	22.31'	Lt.
3	5+75.72	18.00'	Lt.
4	7+43.50	18.00'	Lt.
5	7+50.50	18.00'	Lt.
6	8+73.50	18.00'	Lt.
7	8+80.50	18.00'	Lt.
8	9+43.00	18.00'	Lt.
9	9+50.00	18.00'	Lt.
10	9+27.81	23.00'	Lt.
11	9+43.00	23.00'	Lt.
12	9+50.00	23.00'	Lt.
13	9+69.81	18.00'	Lt.
14	9+76.81	18.00'	Lt.
15	10+00.81	18.00'	Lt.
16	10+29.92	18.00'	Lt.
17	10+34.84	18.65	Lt.
18	10+40.69	21.34	Lt.
19	10+46.02	26.62	Lt.
20	10+49.08	32.65	Lt.
21	10+50.40	39.45	Lt.
22	9+69.81	23.00'	Lt.
23	9+76.81	23.00'	Lt.
24	10+00.81	23.00'	Lt.
25	10+29.93	23.00'	Lt.
26	10+45.11	35.54	Lt.
27	10+46.40	39.89	Lt.
28	4+88.00	22.00	Rt.
29	5+21.79	22.00	Rt.
30	5+28.79	22.00	Rt.
31	7+46.50	18.00'	Rt.
32	7+50.50	18.00'	Rt.
33	8+73.50	18.00'	Rt.
34	8+77.50	18.00'	Rt.
35	9+29.50	18.00'	Rt.
36	9+33.50	18.00'	Rt.
37	11+76.00	18.34	Lt.
38	11+69.59	18.55	Lt.
39	11+46.05	21.27	Rt.
40	1+05.93	26.77	Rt.
41	1+40.00	25.53	Rt.
42	1+47.00	25.29	Rt.
43	1+53.00	25.07	Rt.
44	1+60.00	24.80	Rt.
45	2+04.04	23.23	Rt.
46	2+11.03	22.94	Rt.
47	2+18.78	29.72	Rt.
48	2+21.36	35.63	Rt.

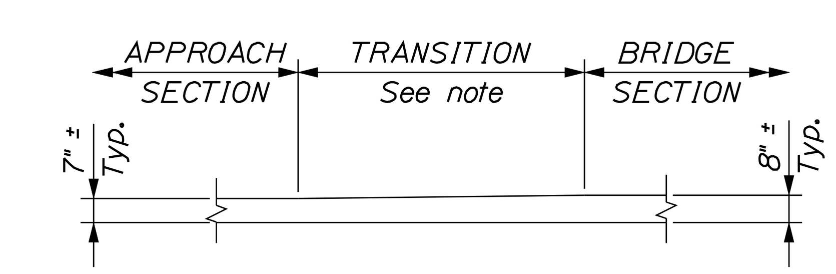
CURB SUMMARY			
SECTION	RADIUS	LENGTH	NOTE
Item No. 609.11 - Vertical Curb, Type 1			
Point 1 (Match Existing) to Point 2		26.09 ft.	
Point 3 to Point 4		167.78 ft.	Include 4 ft. section for Curb Inlet
Point 4 to Point 5 (Match Bridge)		7.00 ft.	
Point 6 (Match Bridge) to Point 7		7.00 ft.	
Point 7 to Point 8		62.50 ft.	Include 4 ft. section for Curb Inlet
Point 10 to Point 11		15.19 ft.	
Point 14 to Point 15		24.00 ft.	
Point 15 to Point 16	218.00 ft.	31.73 ft.	Use straight pieces
Point 23 to Point 24		24.00 ft.	
Point 24 to Point 25	223.00 ft.	33.29 ft.	Use straight pieces
Point 28 to Point 29		33.75 ft.	
Point 33 (Match Bridge) to Point 34		4.00 ft.	
Point 34 to Point 35		52.00 ft.	Include 4 ft. section for Curb Inlet
Point 38 to Point 39		26.01 ft.	
Point 40 to Point 41		34.31 ft.	
Point 44 to Point 45		43.55 ft.	
Item No. 609.12 - Vertical Curb, Type 1 - Circular			
Point 2 to Point3	25.00 ft.	14.90 ft.	
Point 16 to Point 17	25.00 ft.	5.42 ft.	
Point 25 to Point 26	20.00 ft.	21.93 ft.	
Point 39 to Point 40	50.50 ft.	14.08 ft.	
Point 47 to Point 48	37.00 ft.	6.46 ft.	
Item No. 609.234 - Terminal Curb, Type 1 - 4ft.			
Point 31 to Point 32		4.00 ft.	
Point 35 to Point 36		4.00 ft.	
Item No. 609.237 - Terminal Curb, Type 1 - 7ft.			
Point 8 to Point 9		7.00 ft.	
Point 11 to Point 12		7.00 ft.	
Point 13 to Point 14		7.00 ft.	
Point 22 to Point 23		7.00 ft.	
Point 29 to Point 30		7.00 ft.	
Point 37 to Point 38		7.00 ft.	
Point 41 to Point 42		7.00 ft.	
Point 43 to Point 44		7.00 ft.	
Point 45 to Point 46		7.00 ft.	
Item No. 609.2371 - Terminal Curb, Type 1 - 7ft. - Circular			
Point 17 to Point 18	25.00 ft.	7.00 ft.	
Point 19 to Point 20	25.00 ft.	7.00 ft.	
Point 20 to Point 21	25.00 ft.	7.00 ft.	
Point 26 to Point 27	20.00 ft.	5.55 ft.	
Item No. 609.13 - Vertical Bridge Curb, Type 1			
Point 5 to Point 6		123.00 ft.	
Point 32 to Point 33		123.00 ft.	

CURB NOTES

1. All Catch Basins Type A1 placed on circular curb shall have the curb inlet cut to the same radius as the adjacent circular curb. Payment shall be made incidental to Item No. 609.12 - Vertical Curb Type 1 - Circular. No separate payment will be made.

2. Reveal shall be varied as shown on this sheet to transition from approach curb to bridge curb.

3. Install ½" Closed Cell Neoprene to cover the entire coss sectional area between Vertical Bridge Curb and Vertical Curb Type 1 in addition to the area between the Abutment and the concrete base for curbing at the following locations.
   Point 5
   Point 6
   Point 32
   Point 33



TYPICAL CURB REVEAL TRANSITION

NOTE:
7'-0" points 4-5, 6-7
4'-0" points 31-32, 33-34

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN 15625.00

BRIDGE NO. 2501   BRIDGE PLANS

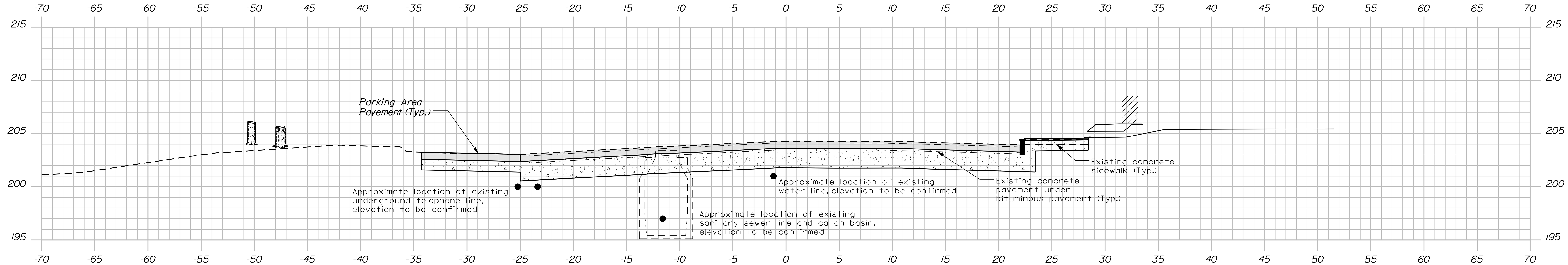
	BY	DATE
PROJ. MANAGER	S. Badge	
DESIGN-DETAILED	M. Wight	D. Sullivan	DEC 2010
CHECKED-REVIEWED	R. Myers	R. Nimon	NOV 2010
DESIGN2-DETAILED2		R. Nimon	
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE   P.E. NUMBER   DATE

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT   PENOBSCOT COUNTY

CURB LAYOUT PLANS

SHEET NUMBER
9
OF 41

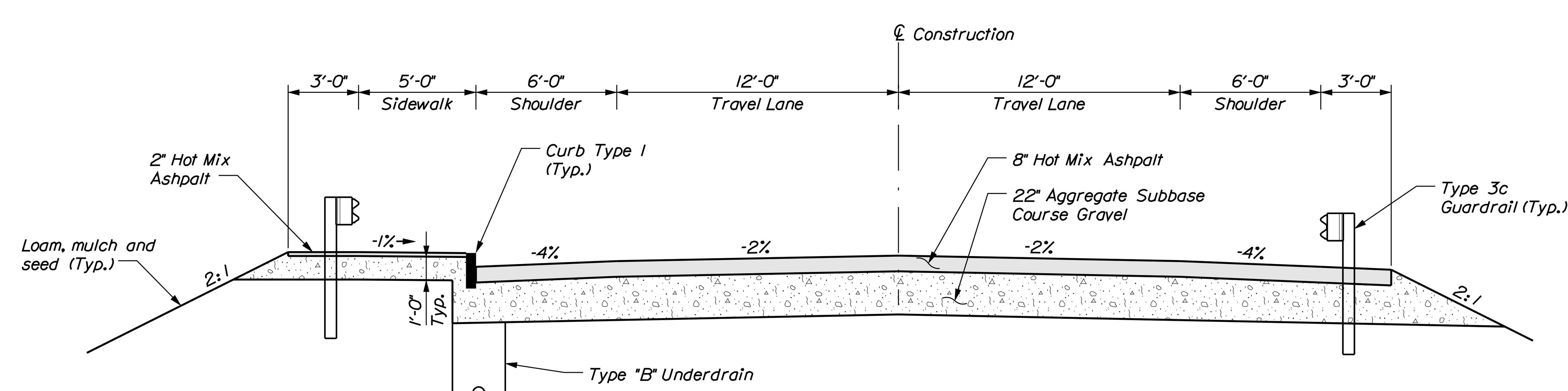


Sta. 5+00.0 to Sta. 5+90.0±
Remove existing concrete pavement and approach slab

5+00.00
Begin Project
(Full Depth Construction)
Match Existing

Sta. 5+21.80 to Sta. 5+28.80
Install ADA Ramp

Sta. 4+83.74 to Sta. 5+39.00
Install Bituminous Sidewalk



TYPICAL APPROACH SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1562(500)X
PIN 15625.00
BRIDGE NO. 2501
BRIDGE PLANS

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

CROSS SECTIONS

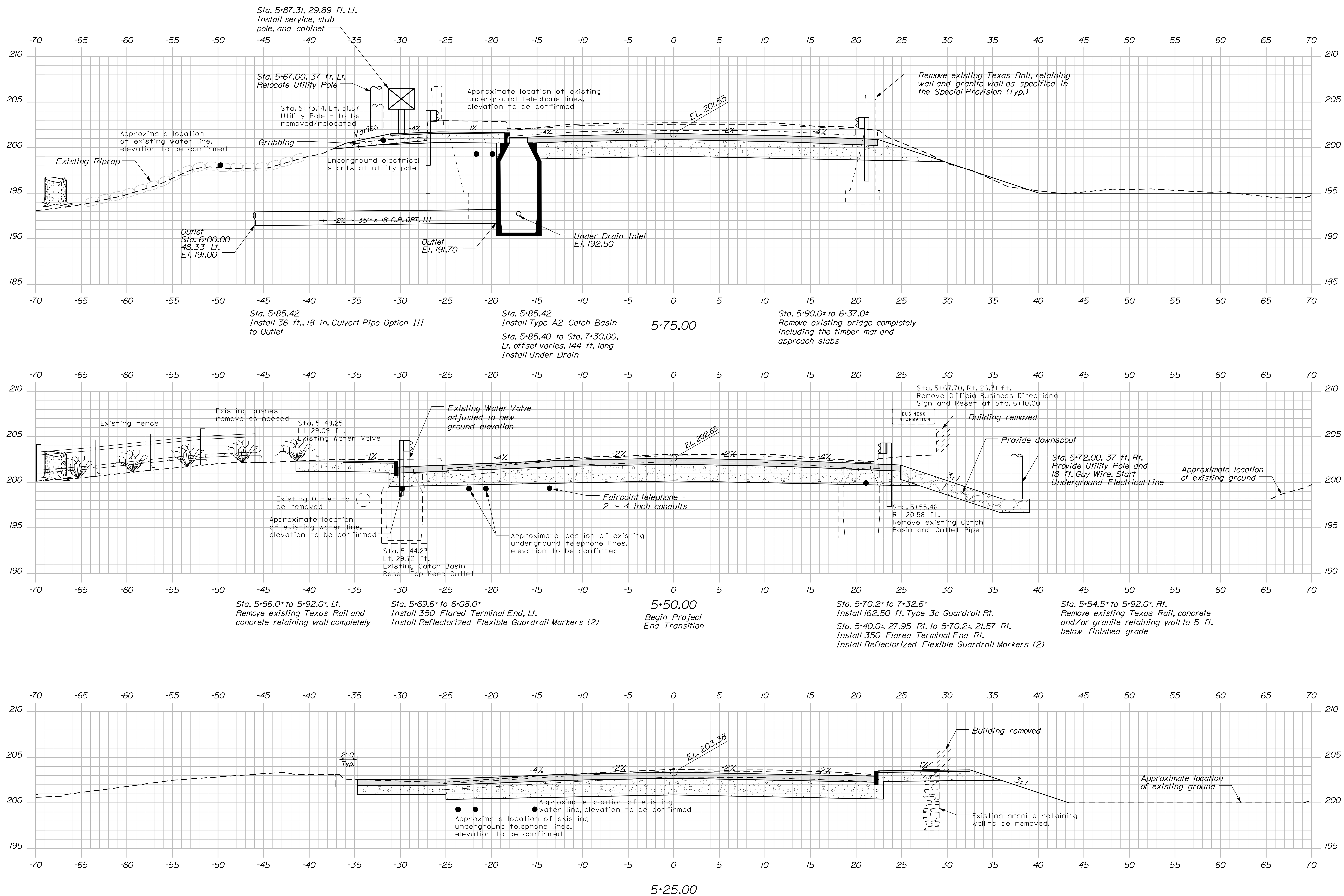
PROJ. MANAGER	S. Bodge	BY	DATE
DESIGN-DETAILED	M. Wight	D. Sullivan	DEC 2010
CHECKED-REVIEWED	R. Myers	R. Nimon	NOV 2010
DESIGN2-DETAILED2		R. Nimon	
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
P.E. NUMBER
DATE

SHEET NUMBER
10
OF 41

Sta. 5+00.00

Filename: ...\MSTA\010_Xsect_4+50_010.dgn Division: BRIDGE Username: david.sullivan Date:12/9/2010



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN 15625.00

BRIDGE PLANS

BRIDGE NO. 2501

	BY	DATE
PROJ. MANAGER	S. Badge	
DESIGN-DETAILED	M. Wight	D. Sullivan	DEC 2010
CHECKED-REVIEWED	R. Myers	R. Nimon	NOV 2010
DESIGN2-DETAILED2		R. Nimon	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

CROSS SECTIONS

SHEET NUMBER

11

OF 41

Sta. 5+25.00 to Sta. 5+75.00

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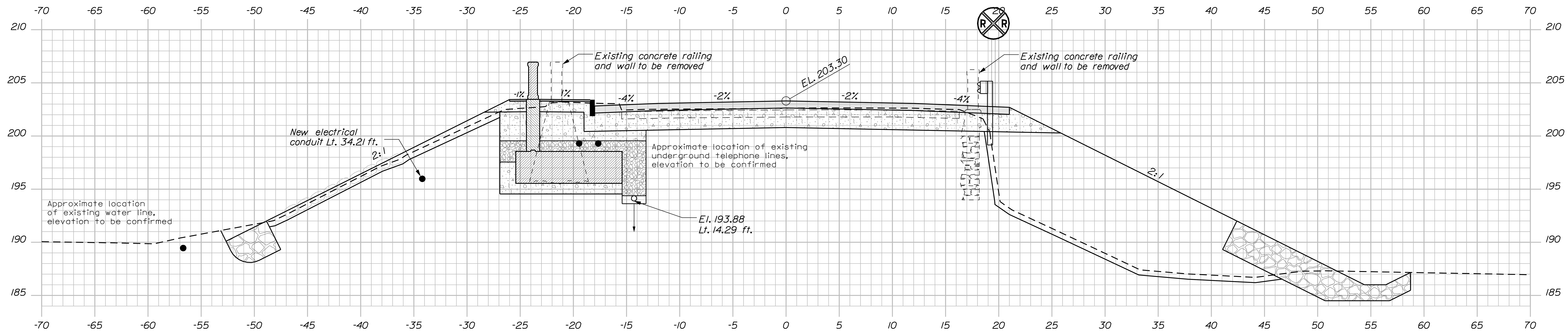
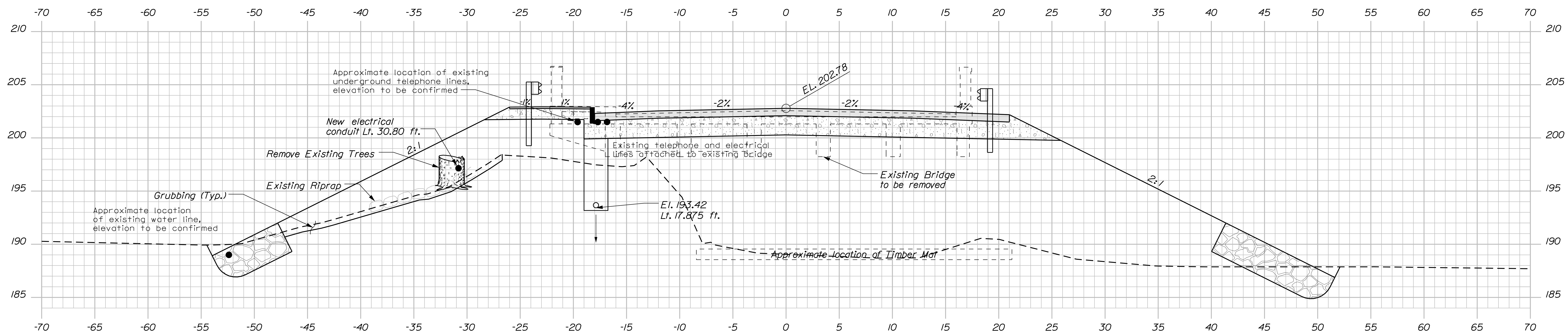


6+50.00

Sta. 6+55.00 Rt. 20.0 ft.
Remove Rail Road
Sign and Reset



Sta. 6+36.5± to 7+43.0± Lt.
Remove existing Texas Rail and
concrete retaining wall completely

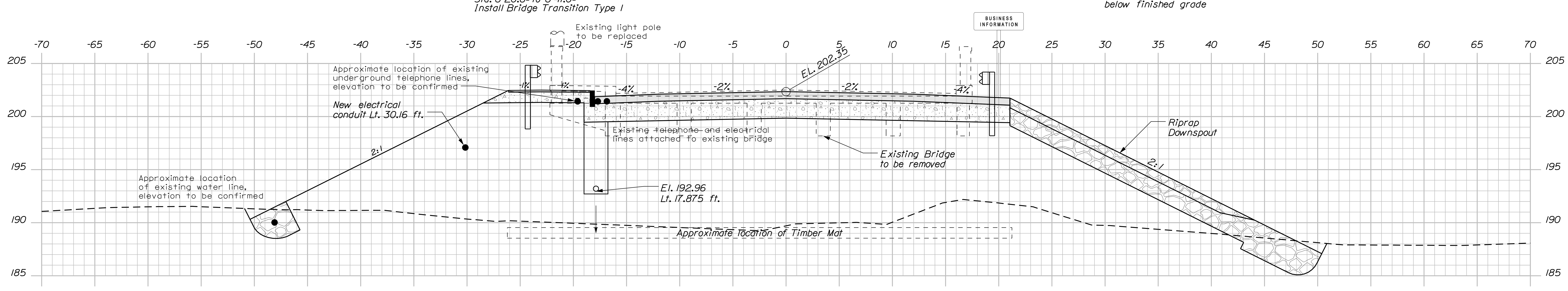
Sta. 6+38.67 to 6+91.00
Install 52.75 ft. Texas Classic Rail Lt.

Sta. 6+20.6± to 6+41.0±
Install Bridge Transition Type I

6+25.00

Sta. 6+37.0± to 7+43.0±
Remove existing concrete causeway
roadway and sidewalk

Sta. 6+36.5± to 7+43.0± Rt.
Remove existing Texas Rail, concrete
and granite retaining wall to 5 ft.
below finished grade



Sta. 6+08.0± to 6+20.6±
Install 12.50 ft. Type 3c Guardrail Lt.

6+00.00

Sta. 6+10.00, Reset Official Business
Directional Sign from Sta. 5+67.71

STATE OF MAINE
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BR-1562(500)X

PIN 15625.00

BRIDGE PLANS

BRIDGE NO. 2501

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DESIGN-DETAILED	M. Wight	
CHECKED-REVIEWED	R. Myers	
DESIGN2-DETAILED2	D. Sullivan	DEC 2010
DESIGN3-DETAILED3	R. Nimon	NOV 2010
REVISIONS 1	R. Nimon	
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

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MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

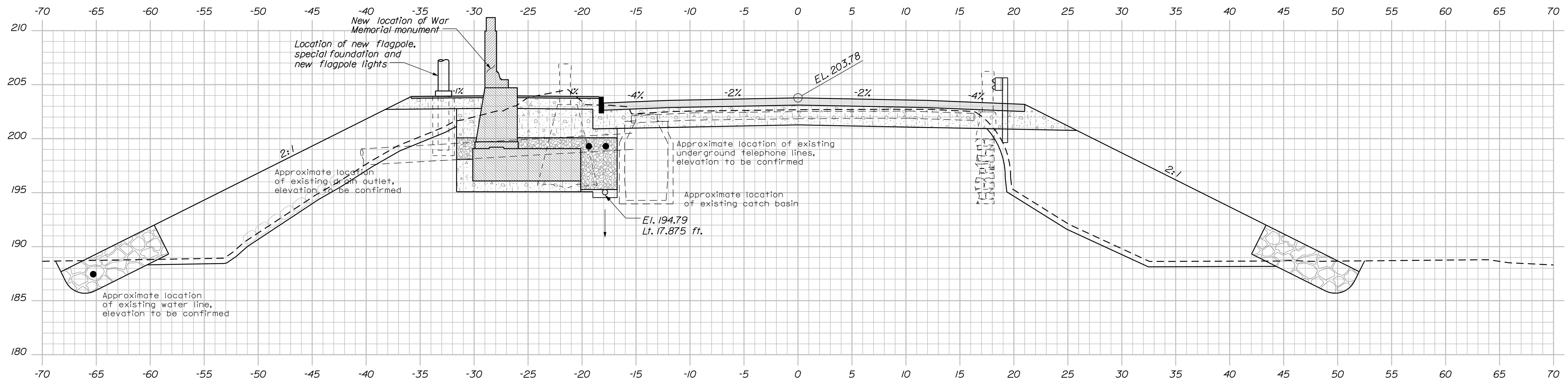
CROSS SECTIONS

SHEET NUMBER

12

OF 41

Sta. 6+00.00 to Sta. 6+50.00

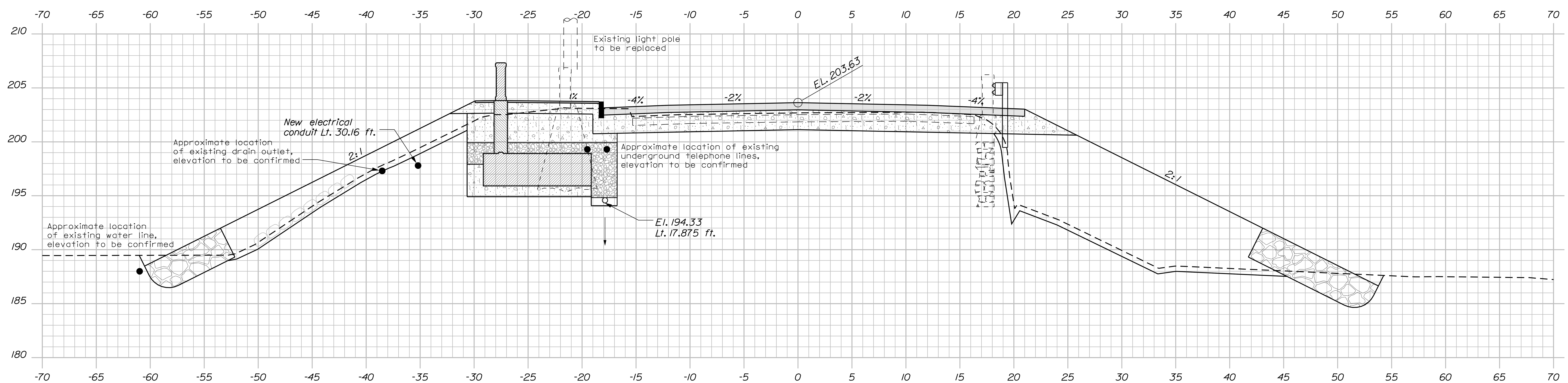


Sta. 7+03.00 to 7+50.50
Install 48.39 ft. Texas Classic Rail Lt.

7+00.00

Sta. 7+04.67
Lt. 14.04
Remove Existing Catch Basin and Outlet Pipe

Sta. 7+08.17 Lt.25.46
Center of New Location of Planter



Sta. 6+97.00 Lt.26.00
Center of New Location of Monument

6+75.00

Sta. 6+97.00 Lt.32.85
Center of New Location of Flag Pole

Sta. 6+85.83 Lt.25.46
Center of New Location of Planter

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN
15625.00

BRIDGE PLANS

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MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

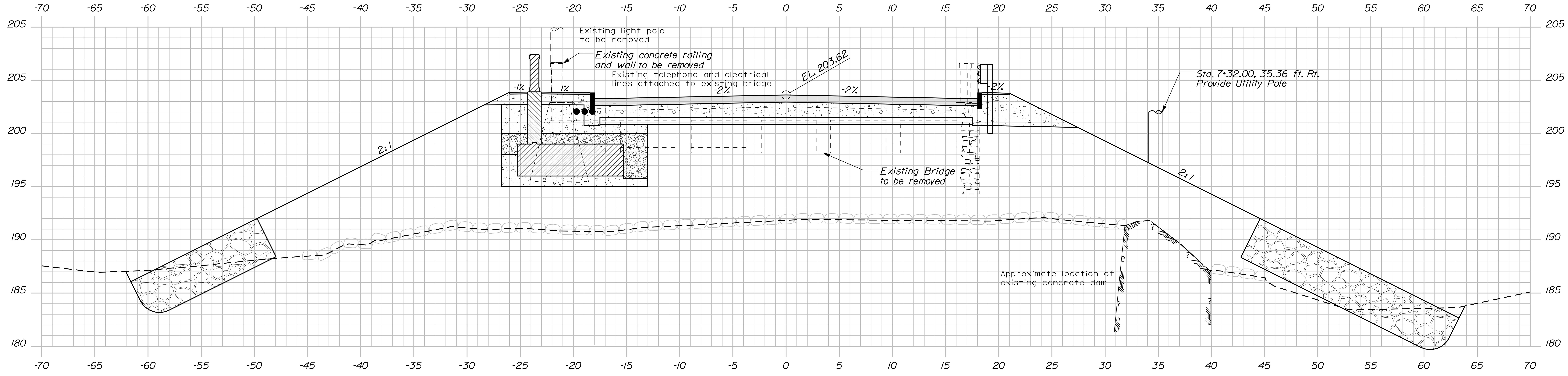
CROSS SECTIONS

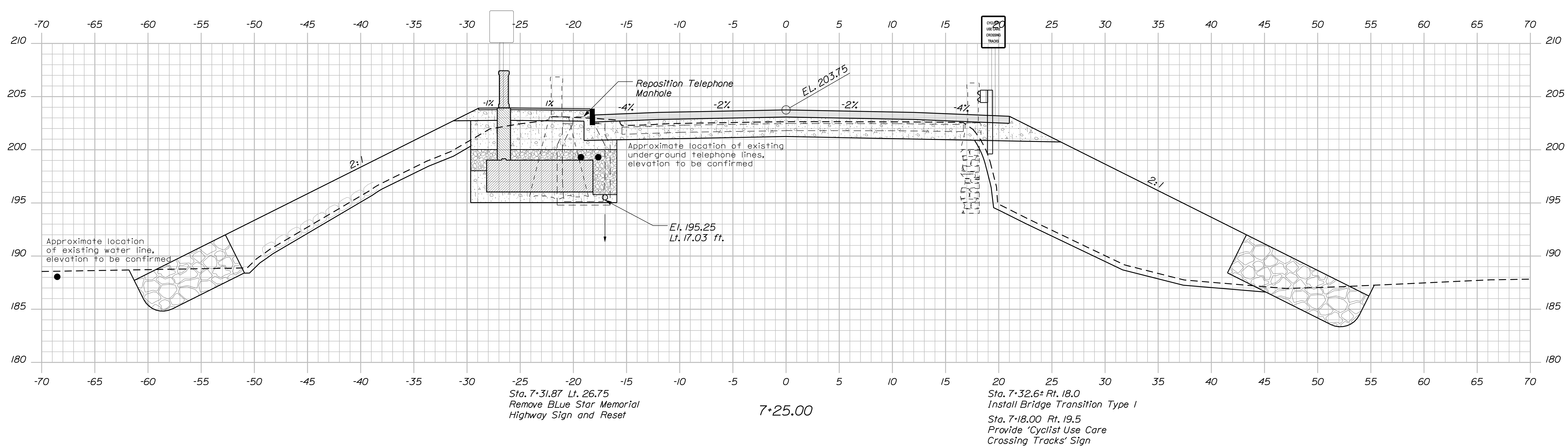
SHEET NUMBER
13
OF 41

Sta. 6+75.00 to Sta. 7+00.00

Filename: ...\MSTA\014_Xsect_7+25_004.dgn Division: BRIDGE Username: david.sullivan Date:12/9/2010

BRIDGE





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN 15625.00

BRIDGE PLANS

BRIDGE NO. 2501

SIGNATURE

P.E. NUMBER

DATE

		BY	DATE
PROJ. MANAGER	S. Badge		
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FIELD CHANGES			

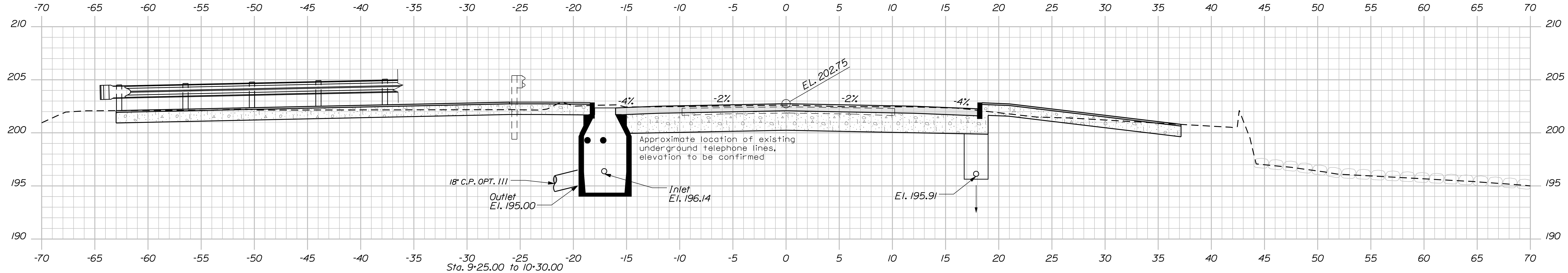
MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

CROSS SECTIONS

SHEET NUMBER

14

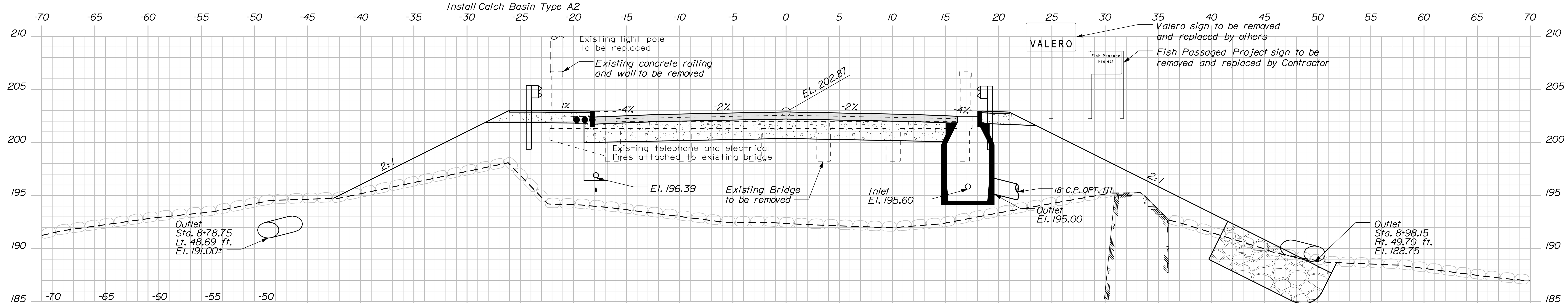
Sta. 7+25.00 to Sta. 7+50.00



Sta. 9+25.00 to 10+30.00
Install 106.0 ft. Underdrain Type B

9+25.00

Sta. 9+25.00
Install Catch Basin Type A2



Sta. 9+25.2± Rt. 37.88 to 63.00
Install 25 ft. Guardrail Type 3c
Install Reflectorized Flexible Guardrail Markers (3 or 4)

Sta. 9+25.00
Install 56 ft., 18 in. Culvert Pipe Option III to Outlet

Sta. 9+10.2± to 9+25.2±
Install 25 ft. Guardrail Type 3c 15ft. radius

Sta. 9+25.2± Rt. 63.00
Install Terminal End

Sta. 9+05.5± to 9+24.0±
Remove existing abutment to El.190.0 and approach slab

9+00.00

Sta. 9+05.5± to 10+00.0
Remove existing concrete pavement

Sta. 9+25.2± Rt. 63.00
Install Terminal End

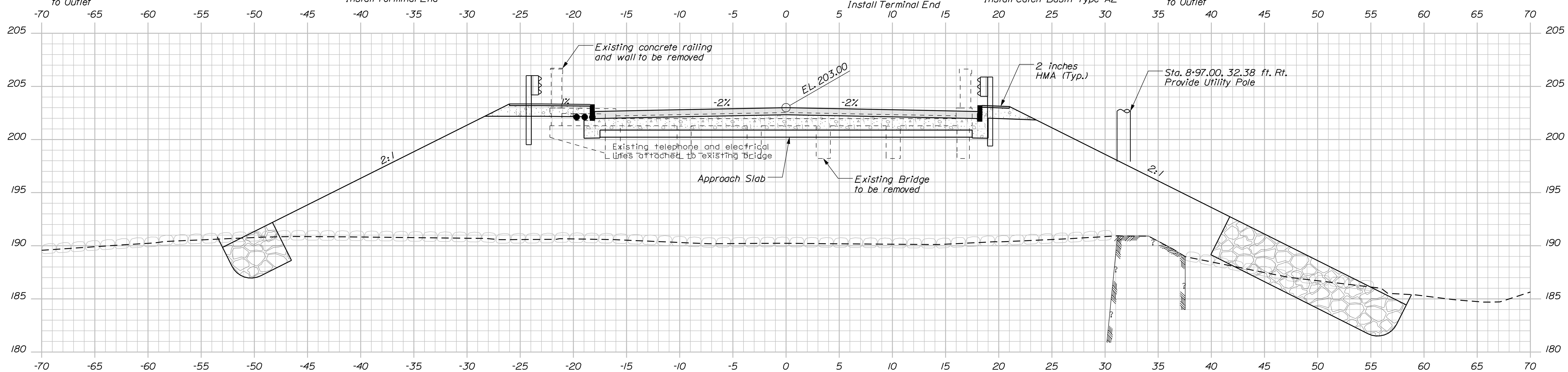
Sta. 9+23.50 to 9+90.00
Install 65.0 ft. Underdrain Type B

Sta. 9+23.50
Install Catch Basin Type A2

Sta. 9+03.9± to 9+18.8±
Install 25 ft. Guardrail Type 3c 15ft. radius

Sta. 9+23.50
Install 42 ft., 18 in. Culvert Pipe Option III to Outlet

Sta. 9+25.2± Rt. 37.88 to 63.00
Install 25 ft. Guardrail Type 3c
Install Reflectorized Flexible Guardrail Markers (3 or 4)



Sta. 8+90.00 to 9+25.00
Install 35.0 ft. Underdrain Type B

Sta. 8+70.9± Lt. 23.0
Install Bridge Transition Type I

Sta. 8+91.4± to 9+10.2±
Install 18.75 ft. Guardrail Type 3c

Sta. 8+82.88 Lt. 24.94
Install Route 2, 100.7 Sign

8+75.00

Sta. 8+91.4± to 9+03.9±
Install 12.5 ft. Guardrail Type 3c

Sta. 8+82.88 Lt. 20.03
Install Route 2, 100.7 Sign

Sta. 8+90.00 to 9+23.50
Install 33.5 ft. Underdrain Type B

Sta. 8+70.9± Rt. 18.0
Install Bridge Transition Type I

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN 15625.00

BRIDGE NO. 2501

BRIDGE PLANS

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PROJ. MANAGER	S. Budge	
DESIGN-DETAILED	M. Wight	D. Sullivan	DEC 2010
CHECKED-REVIEWED	R. Myers	R. Nimon	NOV 2010
DESIGN2-DETAILED2		R. Nimon	
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
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FIELD CHANGES			

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DATE

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

CROSS SECTIONS

SHEET NUMBER
15
OF 41

Sta. 8+75.00 to Sta. 9+25.00

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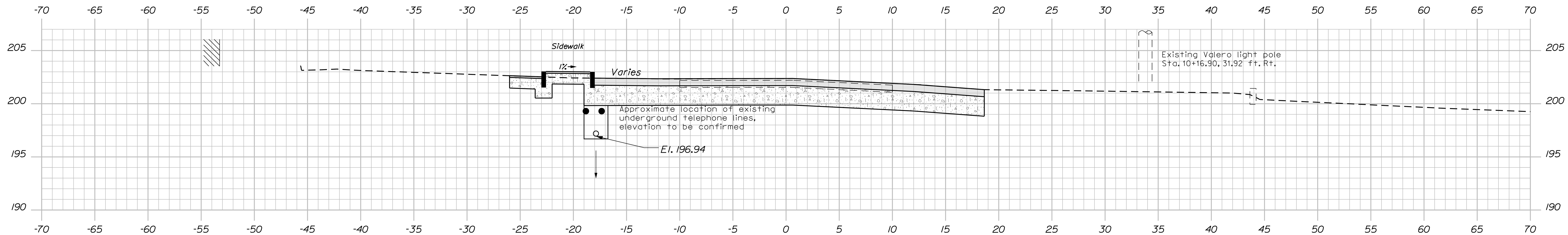
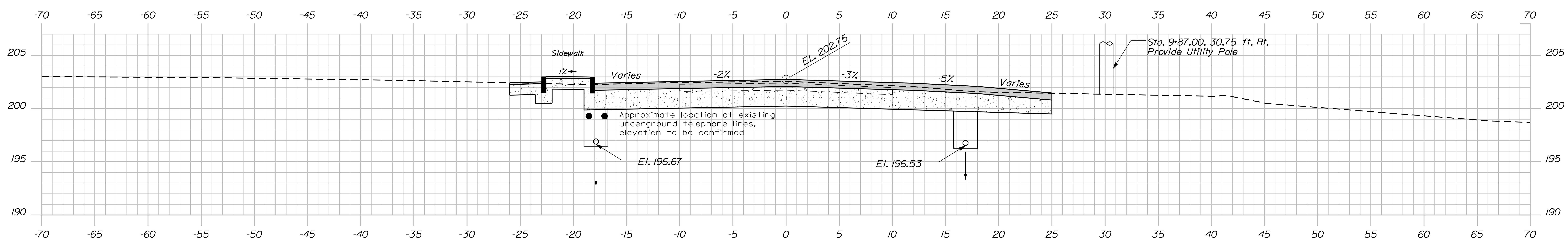
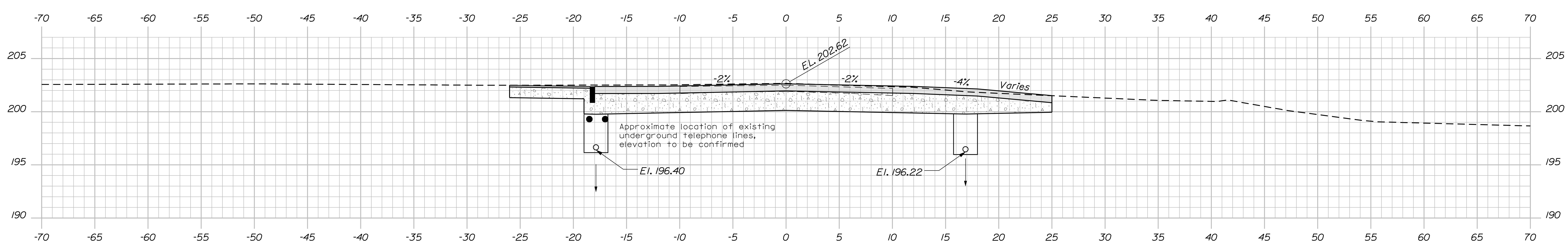


10+00.00
Match Existing
End Transition



9+75.00



9+50.00
Begin Transition
End Project

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN 15625.00

BRIDGE NO. 2501

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	S. Bodge	
DESIGN-DETAILED	M. Wight / D. Sullivan	DEC 2010
CHECKED-REVIEWED	R. Myers / R. Nimon	NOV 2010
DESIGN2-DETAILED2	R. Nimon	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

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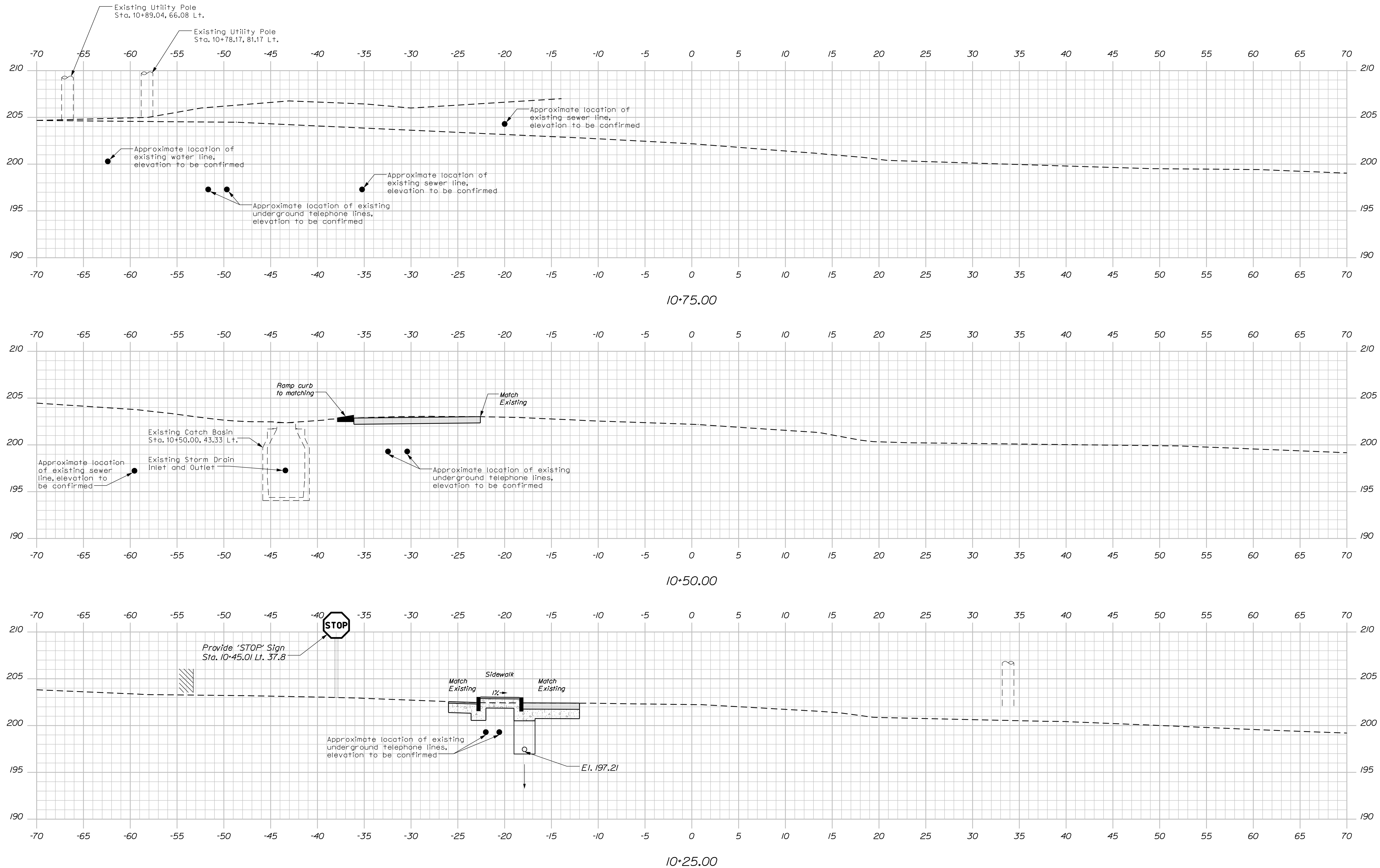
MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

CROSS SECTIONS

SHEET NUMBER
16
OF 41

Sta. 9+50.00 to Sta. 10+00.00



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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN 15625.00

BRIDGE NO. 2501

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

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PROJ. MANAGER	S. Bodge		
DESIGN-DETAILED	M. Wight	D. Sullivan	DEC 2010
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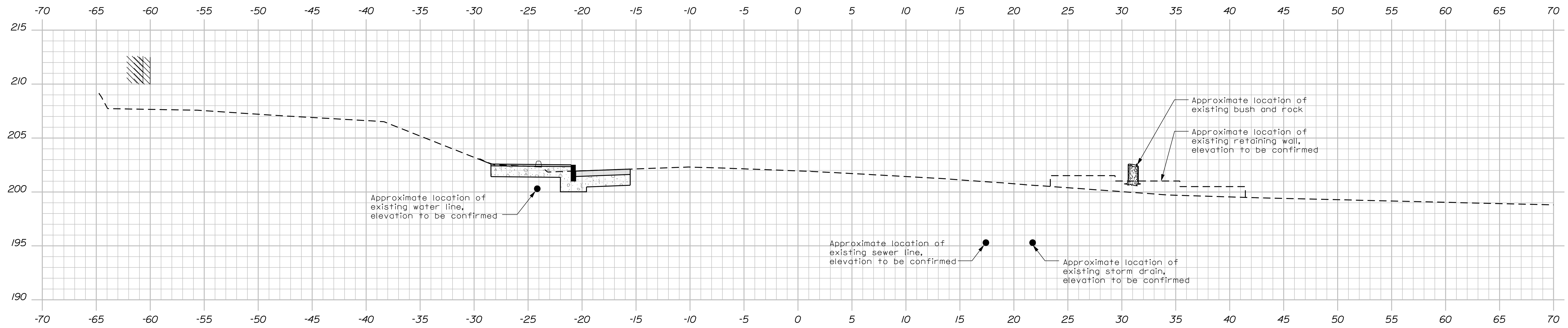
FIELD CHANGES			

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

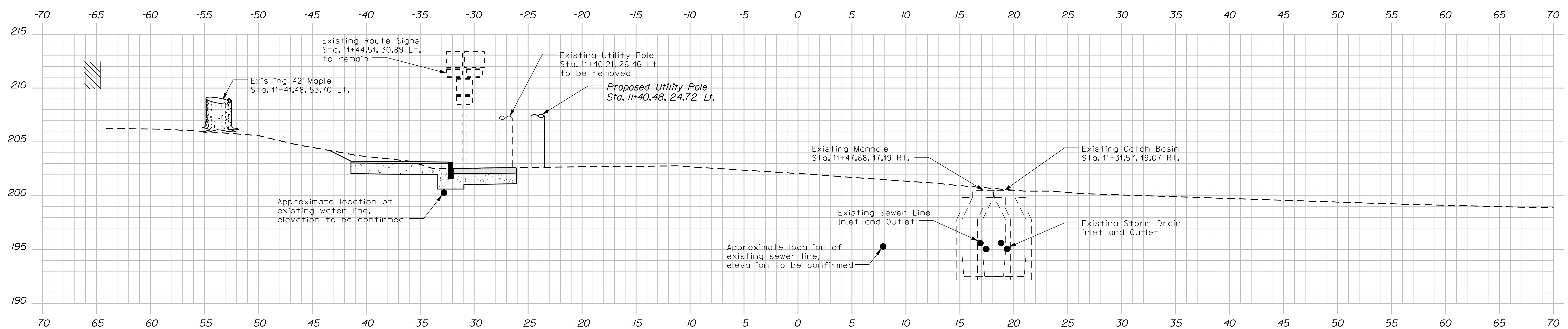
CROSS SECTIONS

SHEET NUMBER
17
OF 41

Sta. 10+25.00 to Sta. 10+75.00



11+50.00



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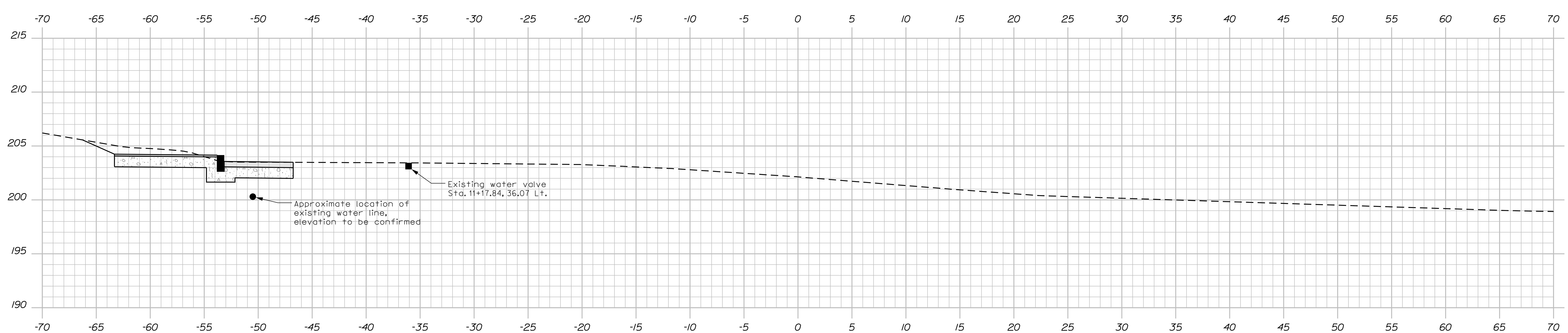

11+00.00

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Division: BRIDGE
Username: david.sullivan
Date:12/6/2010

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

BRIDGE PLANS

PIN 15625.00

BRIDGE NO. 2501

		BY	DATE
PROJ. MANAGER	S. Badge		
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FIELD CHANGES			

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MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

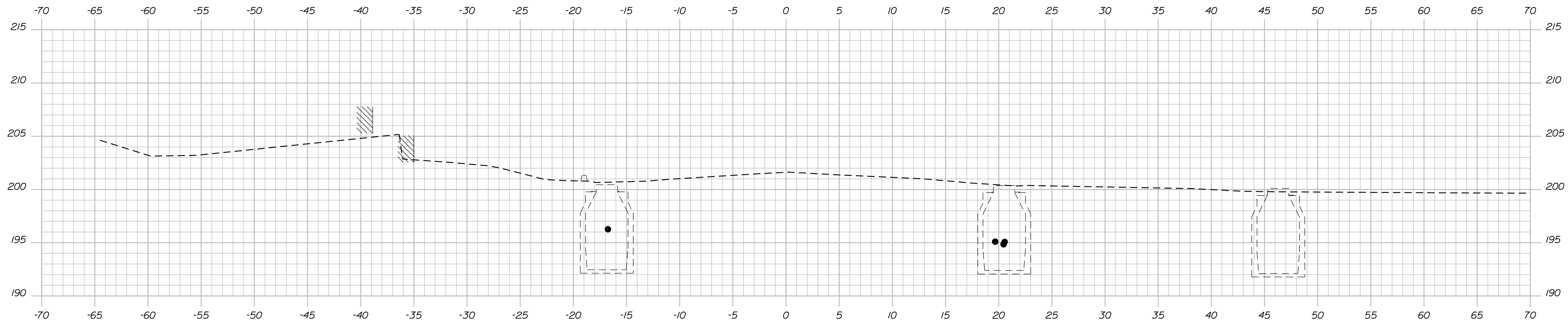
CROSS SECTIONS

SHEET NUMBER

18

OF 41

Sta. 11+00.00 to Sta. 11+50.00



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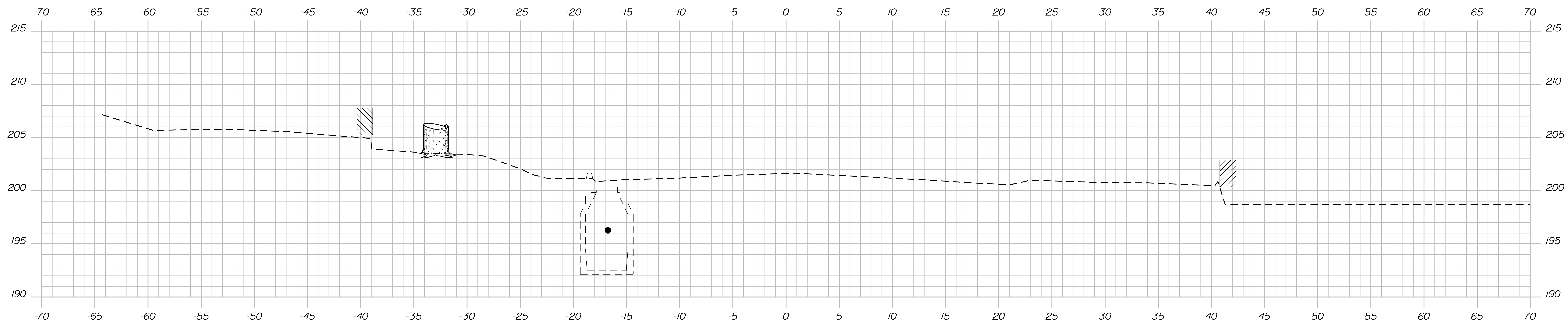
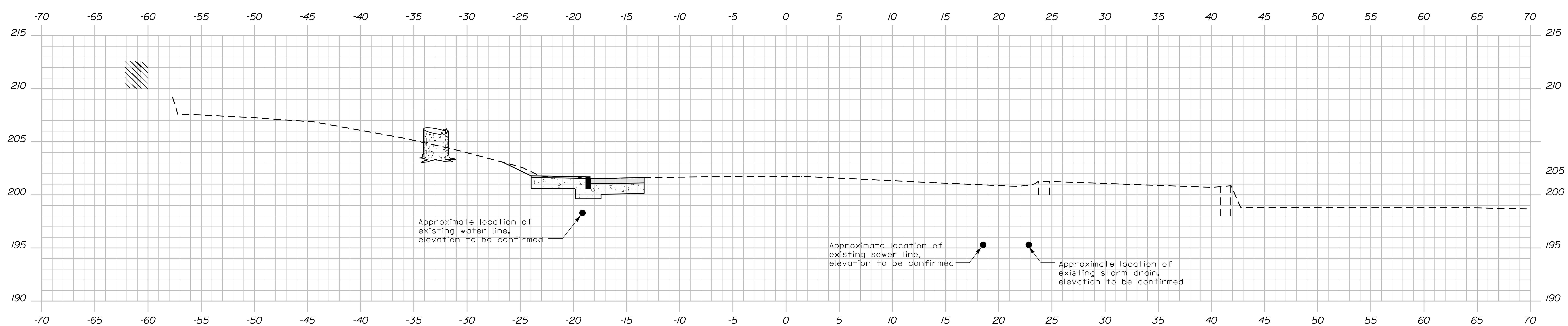


12+00.00



11+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN 15625.00

BRIDGE PLANS

BRIDGE NO. 2501

		BY	DATE
PROJ. MANAGER	S. Bodge		
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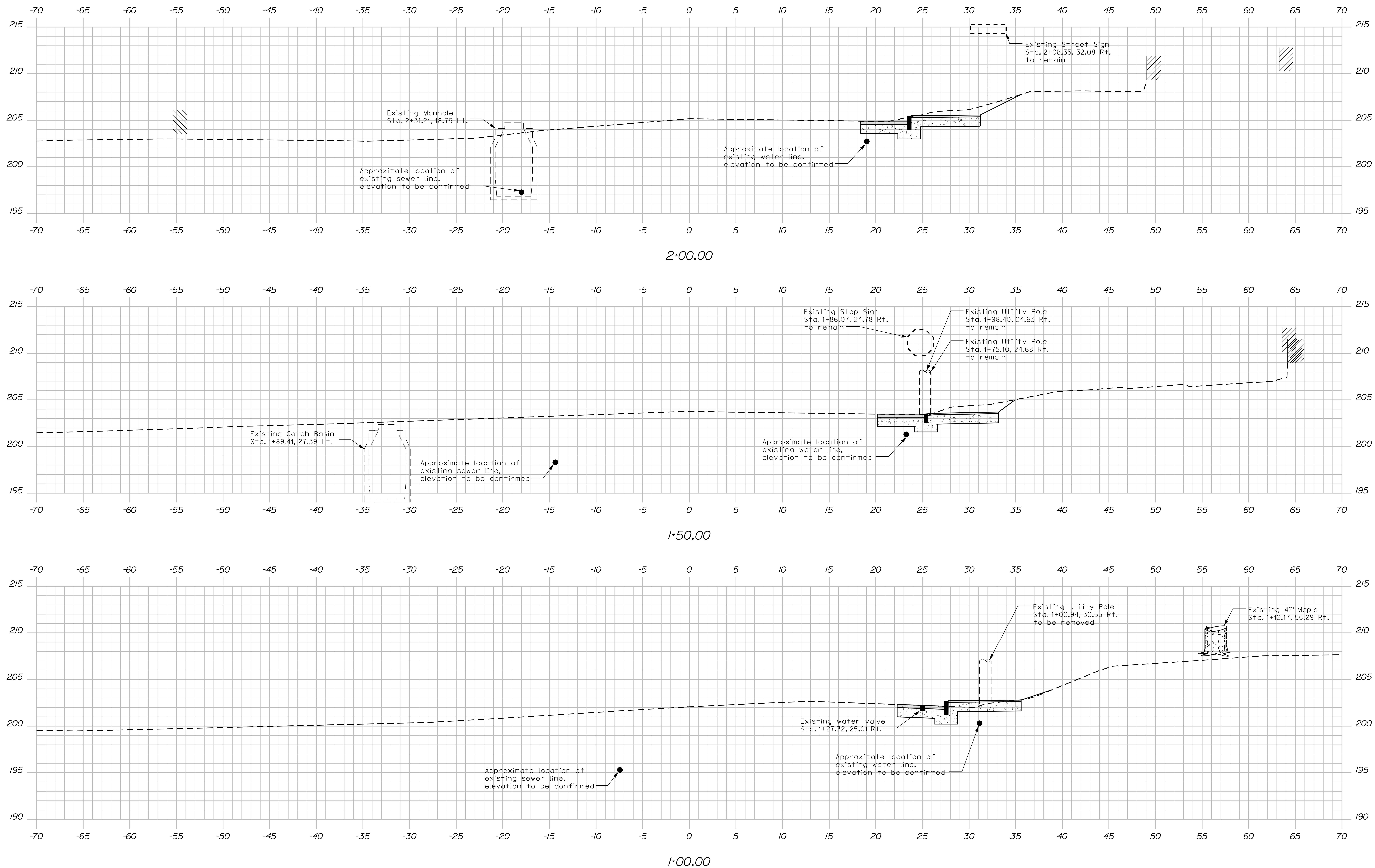
MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

CROSS SECTIONS

SHEET NUMBER
19
OF 41



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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

BRIDGE NO. 2501

PIN 15625.00

BRIDGE PLANS

PROJ. MANAGER	S. Bodge	BY	DATE
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MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

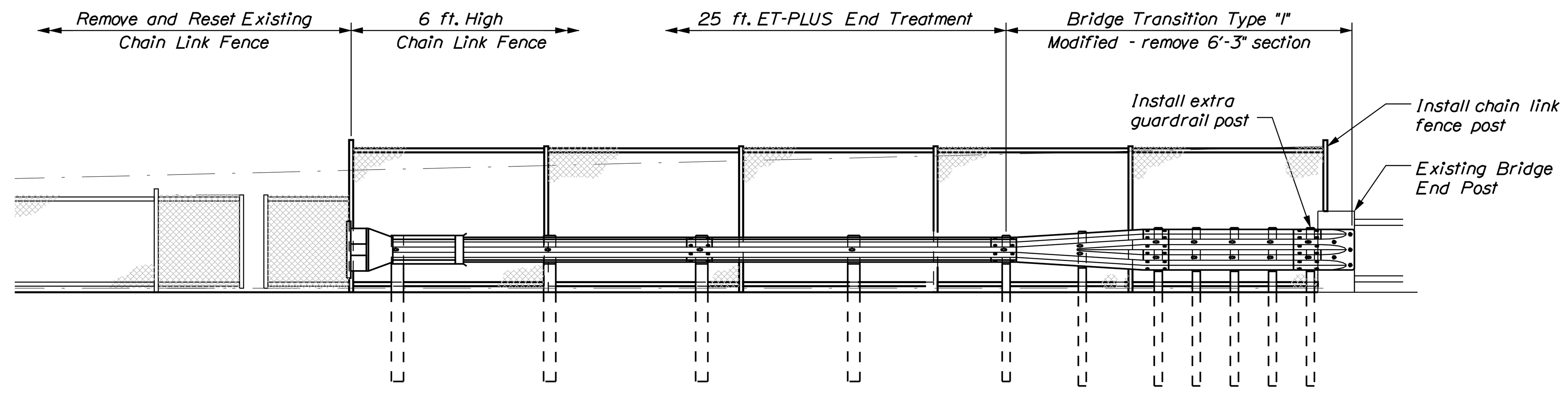
CROSS SECTIONS

SHEET NUMBER

20

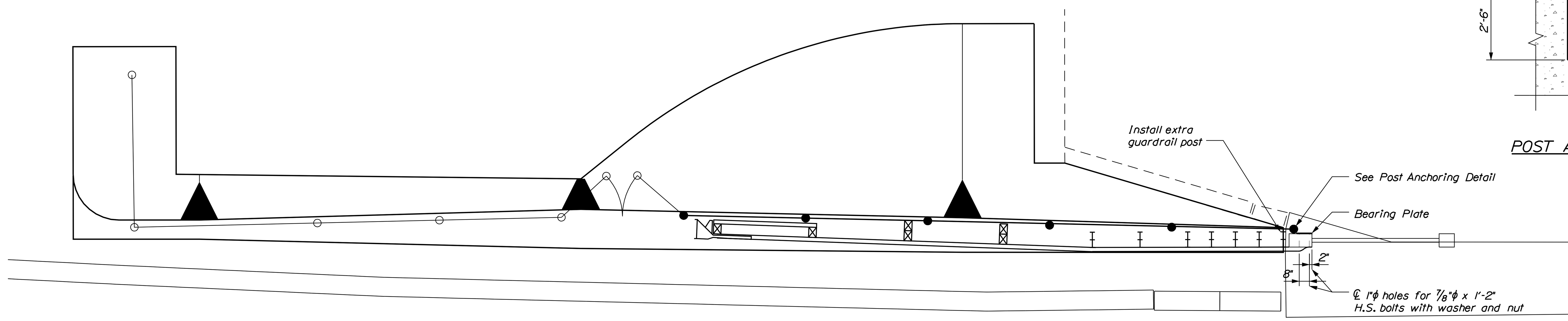
OF 41

Sta. 1+00.00 to Sta. 2+00.00



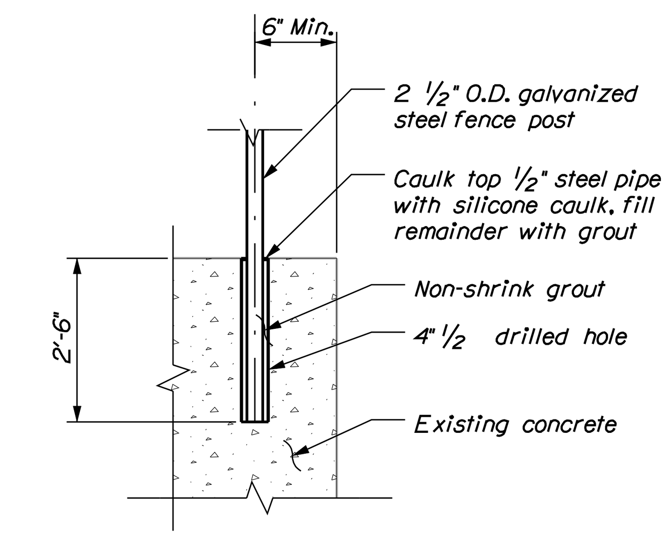
BRIDGE TRANSITION, END TREATMENT AND CONNECTION ELEVATION

Upstream, West side - Modified Transition Type I



BRIDGE TRANSITION, END TREATMENT AND CONNECTION PLAN

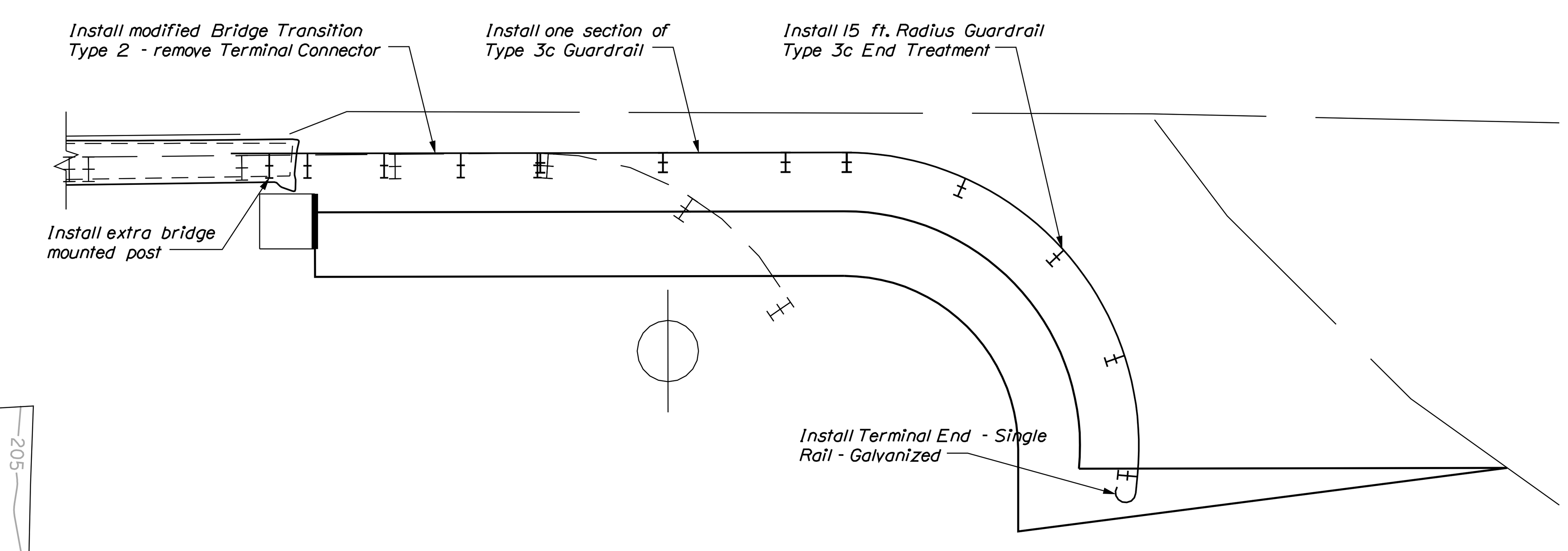
Upstream, West side - Modified Transition Type I



POST ANCHORING DETAIL

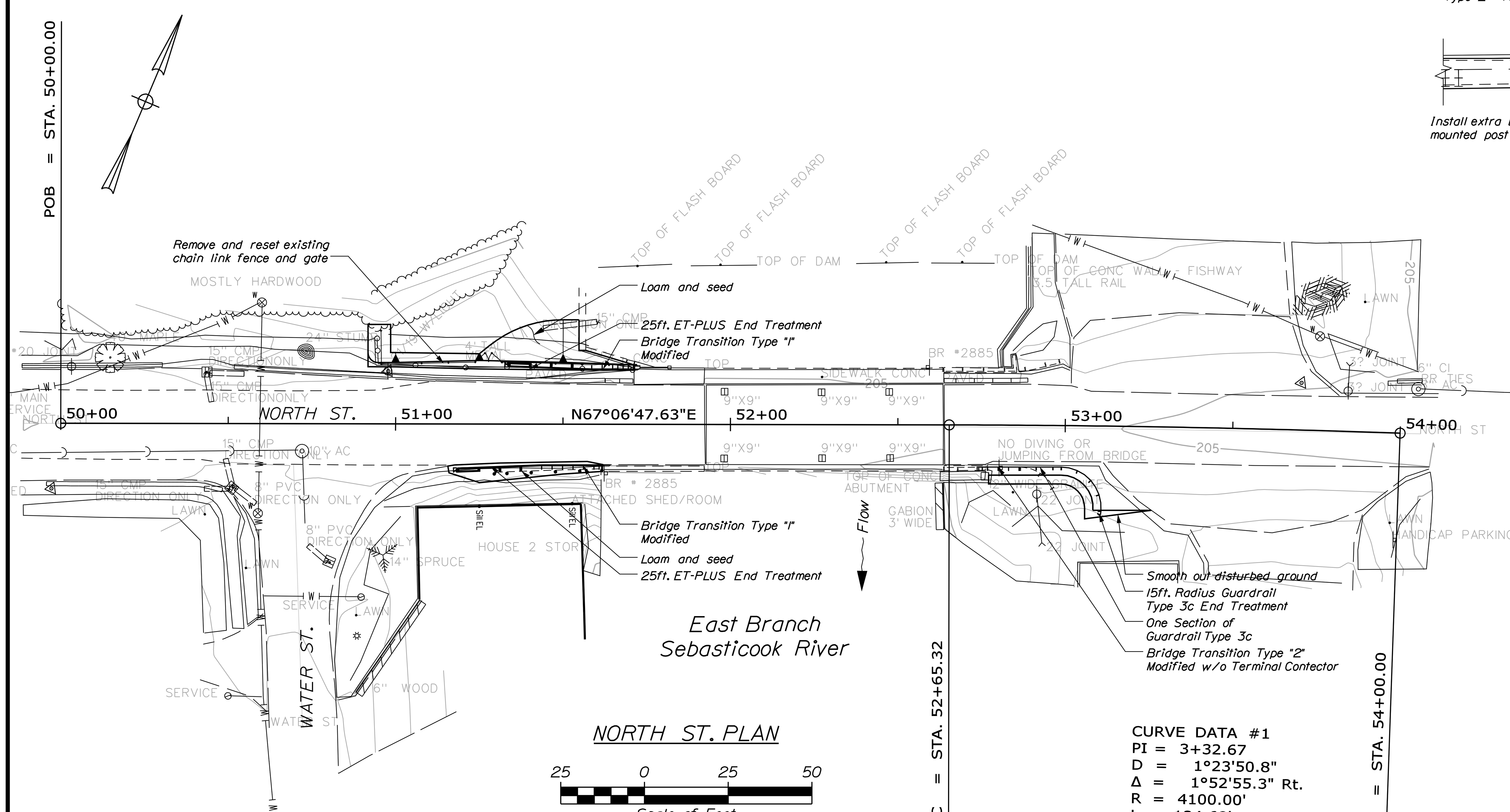
NORTH ST. DETOUR NOTES:

1. Chain link fence post spacing will be 8 ft. unless otherwise noted.
2. See Standard Details for guardrail connections unless otherwise noted.
3. The exact location of the chain link fence post located in the wingwall shall be determined in the field by the Resident. The clear space between the bridge rail post and the post in wingwall shall be a maximum of 6 inches. The work required to place the chain link fence post in the wingwall shall be considered incidental to Item 607.17 Chain Link Fence 6 ft.
4. All work including materials needed to attach the guardrail to the existing bridge rail posts shall be considered incidental to the related contract items.
5. The bridge mounted guardrail post needed at the Southeast corner of the bridge to install the modified Bridge Transition - Type II shall not be paid for directly. Payment shall be considered incidental to Item 606.1722 Bridge Transition - Type II.
6. The extra guardrail post needed at the Northwest corner of the bridge shall not be paid for directly. Payment shall be considered incidental to Item 606.1721 Bridge Transition I.
7. The existing gate for the existing fence shall be removed and reset. Payment shall be considered incidental to Item 607.24, Remove and Reset Fence.



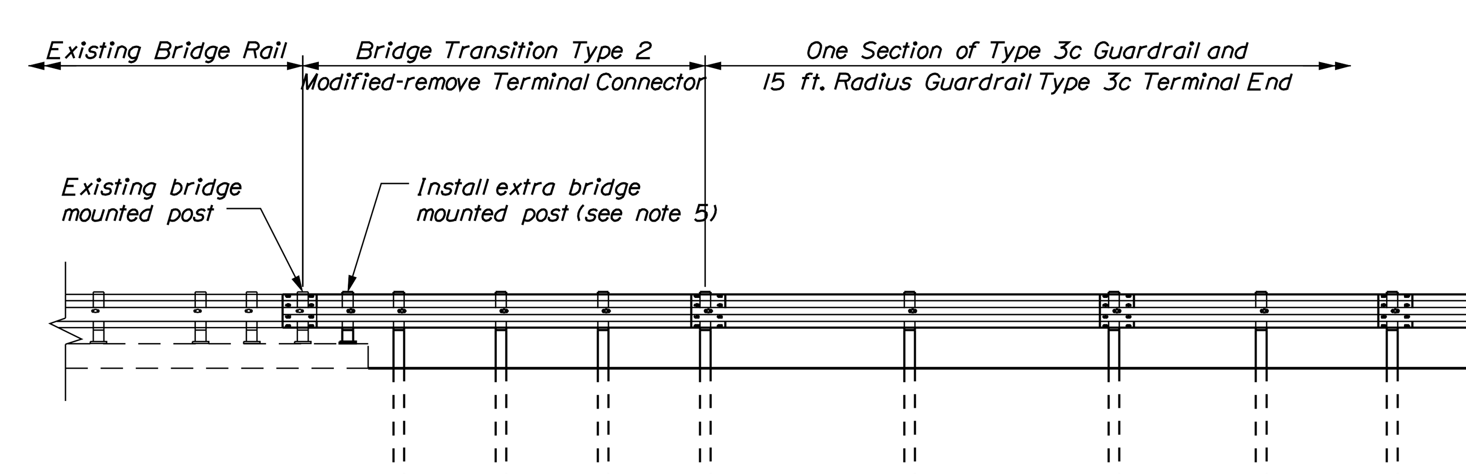
BRIDGE TRANSITION, END TREATMENT AND CONNECTION PLAN

Downstream, East side - Modified Transition Type 2



NORTH ST. PLAN

CURVE DATA #1
PI = 3+32.67
D = 1°23'50.8"
Δ = 1°52'55.3" Rt.
R = 4100.00'
L = 134.68'
T = 67.34'
E = 0.55'



BRIDGE TRANSITION, END TREATMENT AND CONNECTION ELEVATION

Downstream, East side - Modified Transition Type 2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN 15625.00

BRIDGE PLANS

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DESIGN3-DETAILED3			
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FIELD CHANGES			

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MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

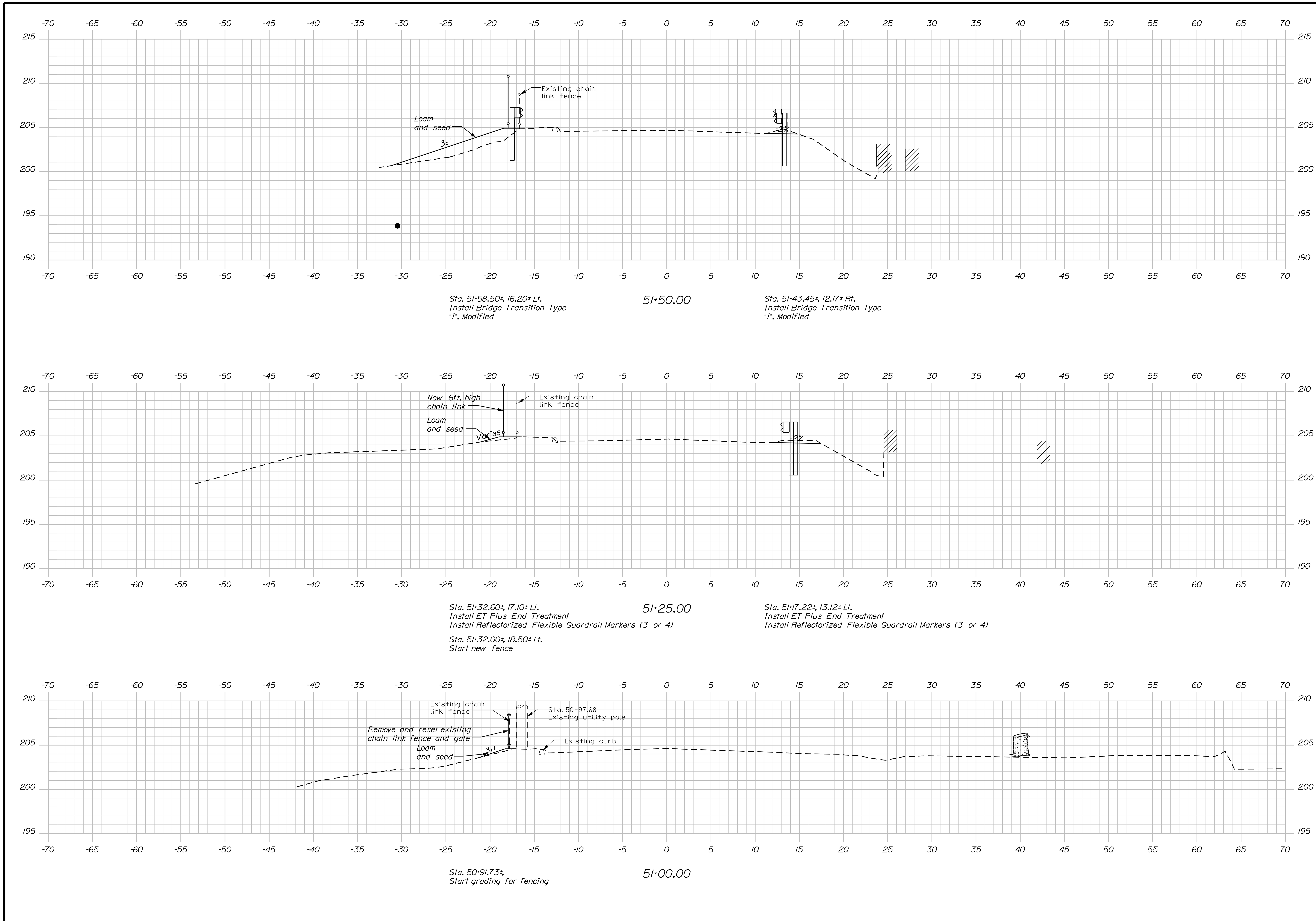
GENERAL PLAN ~ NORTH ST.

SHEET NUMBER

21

OF 41

Filename: ...\MSTA\021_North_St_Plan.dgn Division: BRIDGE Username: david.sullivan Date:12/6/2010



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN 15625.00

BRIDGE PLANS

BRIDGE NO. 2501

	BY	DATE
PROJ. MANAGER	S. Badge	
DESIGN-DETAILED	M. Wight	D. Sullivan	DEC 2010
CHECKED-REVIEWED	R. Myers	R. Nimon	NOV 2010
DESIGN2-DETAILED2		R. Nimon	
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

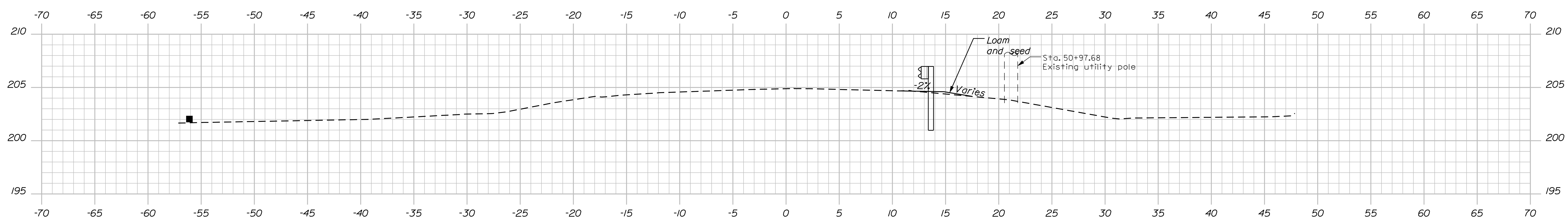
CROSS SECTIONS

SHEET NUMBER

22

OF 41

Sta. 51+00.00 to Sta. 51+50.00

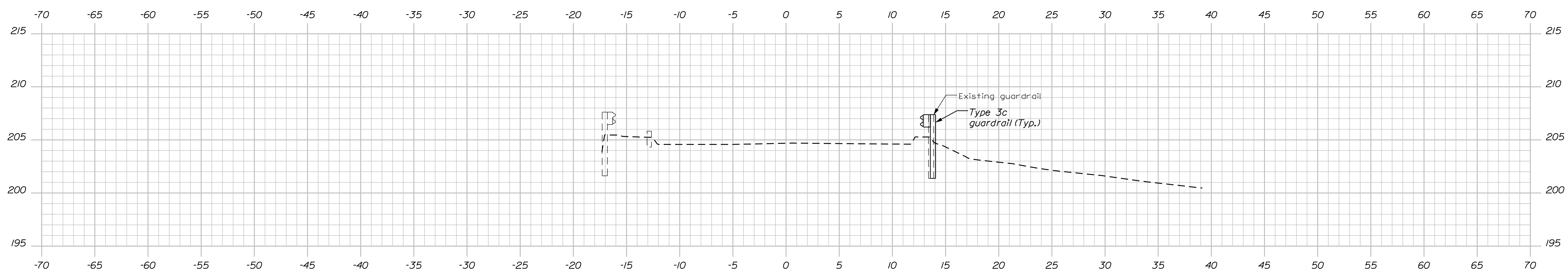


53+00.00

Sta. 52+86.3±, 12.5± Rt.
Install 12.5 ft. (1 panel) guardrail type 3c

Sta. 52+91.6±, 19.3± Rt.
Install 25 ft. guardrail type 3c 15 ft. radius
Install Reflectorized Flexible Guardrail
Markers (3 or 4)

Sta. 53+10.9± Rt. 25.4 ft.
Install Terminal End



52+75.00

Sta. 52+73.71±, 12.56± Rt.
Install Bridge Transition Type
"2", Modified

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN
15625.00

BRIDGE NO. 2501

BRIDGE PLANS

PROJ. MANAGER	S. Bodge	BY	DATE
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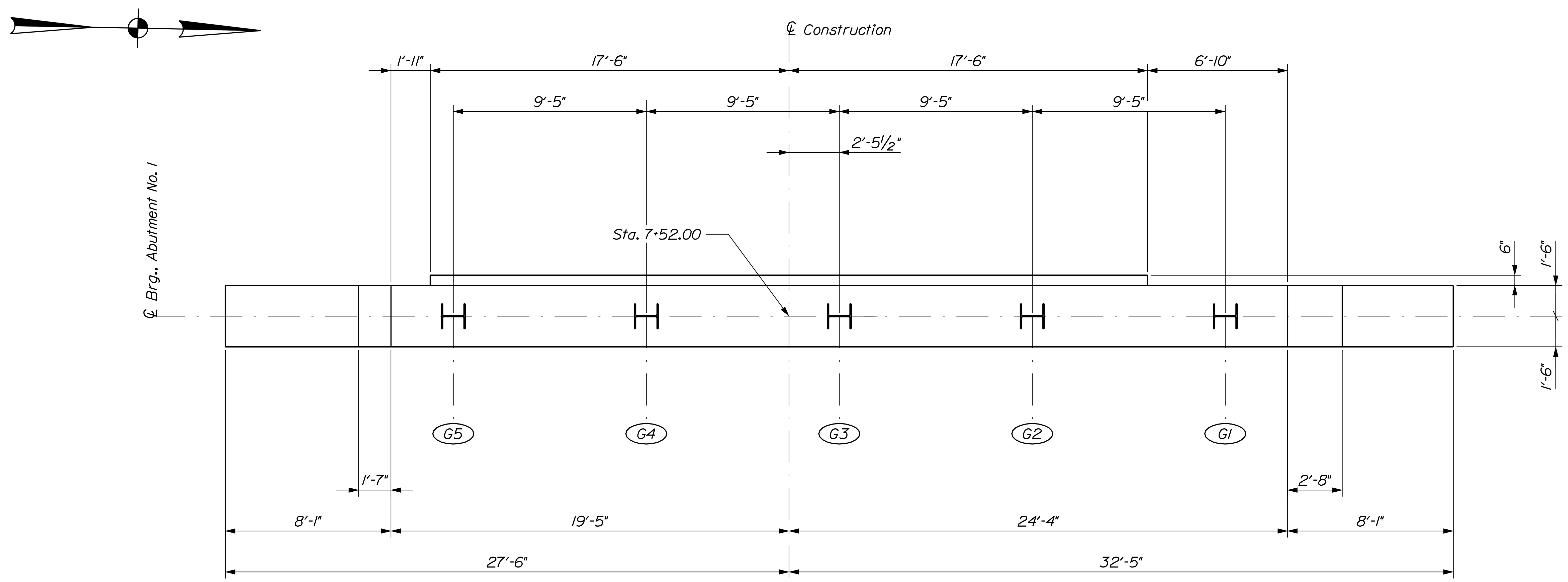
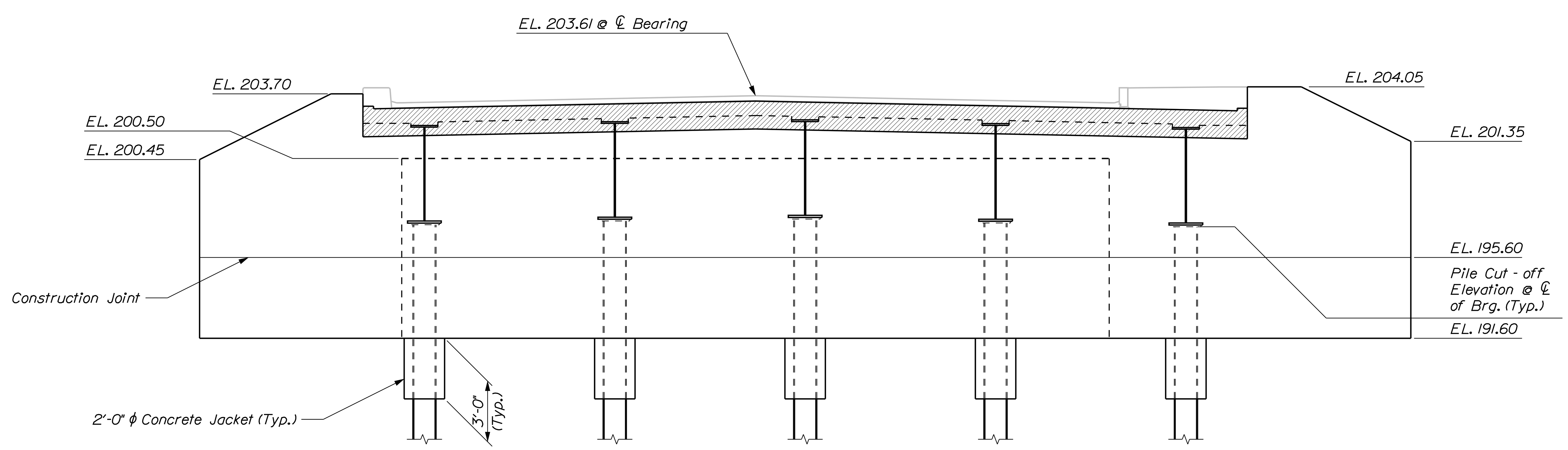
MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

CROSS SECTIONS

SHEET NUMBER
23
OF 41



ABUTMENT NO. 1 PLAN



ABUTMENT NO. 1 ELEVATION

PILE NOTES

1. The maximum factored pile load is 412 kips.

2. H-pile material shall be ASTM A 572, Grade 50.

3. Estimate of piles required:

   Abutment No. 1: 5 ~ HP 14x89 @ 32 feet
   Abutment No. 2: 5 ~ HP 14x89 @ 34 feet

4. All piles shall be equipped with a pile tip in accordance with Standard Specifications Section 501.10, Prefabricated Pile Tips.

5. Piles shall be driven to bedrock.

6. Piles shall not be out of position shown by more than 2 inches in any direction.

7. Due to the presence of sloping bedrock at the site, pile walking during driving is possible. No compensation will be made for piles which need to be removed and redriven due to the Contractor's pile driving operation.

8. It is anticipated that the Contractor will encounter obstructions during pile driving operations. Clearing of obstructions shall be as specified in Section 501 of the Standard Specifications. The method of clearing obstructions shall be approved by the Resident. The cost of clearing obstructions will be considered incidental to related Contract items.

9. The Contractor shall perform and submit a wave equation analysis for review and acceptance by the Resident. The maximum allowable driving stress is 0.90 times Fy. The submittal analyses shall include the proposed stopping criteria based on the wave equation analysis and the proposed driving system. The stopping criteria shall include the blows per inch and the number of 1-in. intervals at which pile installation may be terminated. The cost of performing the wave equation analysis will be considered incidental to Item No. 501.92, Pile Driving Equipment Mobilization.

10. The Contractor shall perform 2 dynamic load test(s) to confirm the ultimate capacity of the piles. The required nominal resistance for the pile is the factored axial pile load divided by a resistance factor of 0.65 per LRFD Specifications. The dynamic test shall be performed on the first production pile driven.

11. The sole plates and installation of the sole plate at the top of the h-piles shall not be paid for directly. Payment shall be incidental to Pay Item No. 501.501, Steel H-beam Piles 89 LBS/FT., In Place.

ABUTMENT NO. 1
PILE CUT - OFF
ELEVATIONS

Pile	Elevation
G1	197.12
G2	197.31
G3	197.50
G4	197.41
G5	197.22

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1562(500)X
BRIDGE PLANS
PIN 15625.00
BRIDGE NO. 2501

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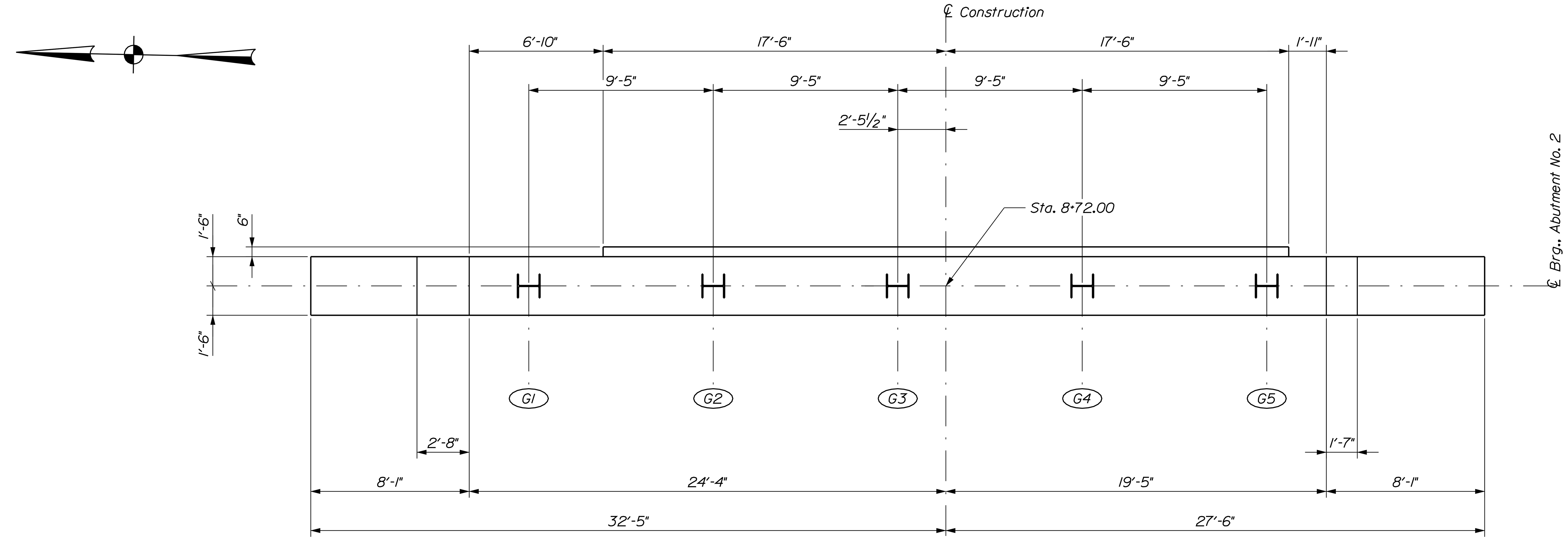
DATE

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

ABUTMENT NO. 1

SHEET NUMBER
24
OF 41

Filename: ...\MSTA\024_Abutment_No. 1.dgn Division: BRIDGE Username: david.sullivan Date:12/6/2010



ABUTMENT NO. 2 PLAN

ABUTMENT NOTES

1. Structural Earth Excavation, Abutments and Retaining Walls, required more than 12 inches below the bottom of the structure, will be paid for in accordance with Standard Specifications Section 206, Structural Excavation.

2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.

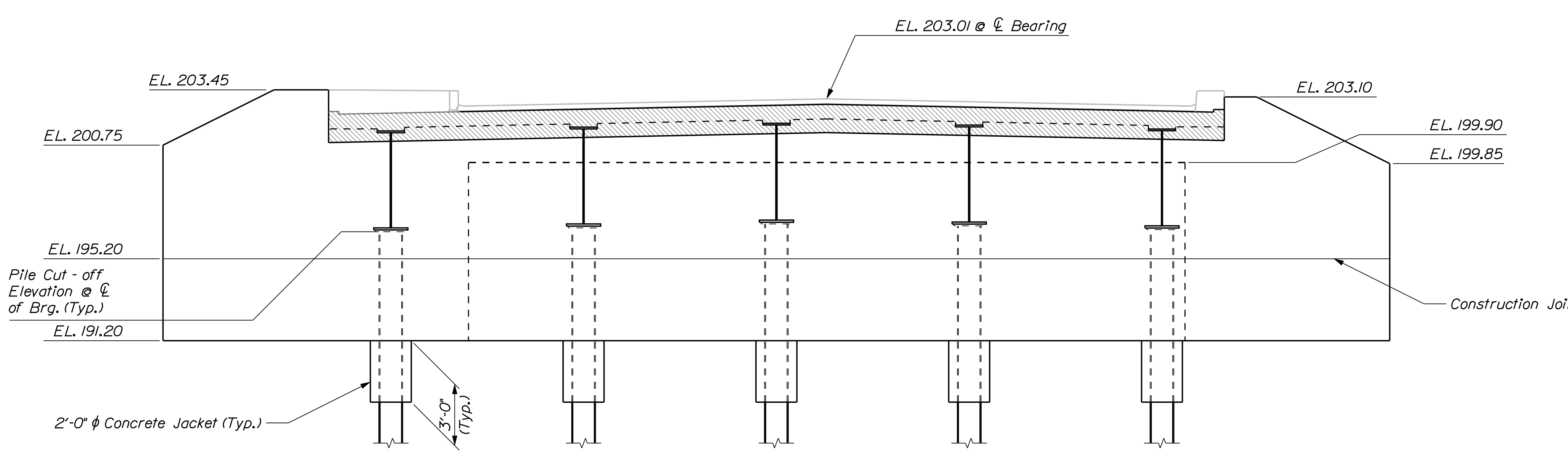
3. Place 4-in. diameter drains in the breastwall and wingwalls at 10-ft maximum spacing. The exact location will be determined by the Resident.

4. Cover joints where waterstops are not required in accordance with Standard Details Section 502.

5. Construct French Drains behind the abutments and wingwalls in accordance with Standard Specifications Section 512, French Drains.

6. Abutments and wingwalls shall be backfilled with Granular Borrow. Pay limits will be as shown in the "Abutment Backfill Detail."

7. Payment for the Concrete Jacket around the tops of the h-piles will not be paid for directly. Payment shall be incidental to Pay Item No. 502.219, Structural Concrete Abutment and Retaining Wall. Fill concrete shall be used for the Concrete Jackets.



ABUTMENT NO. 2 ELEVATION

ABUTMENT NO. 2 PILE CUT - OFF ELEVATIONS

Pile	Elevation
G1	196.52
G2	196.71
G3	196.90
G4	196.81
G5	196.62

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1562(500)X
PIN 15625.00
BRIDGE NO. 2501
BRIDGE PLANS

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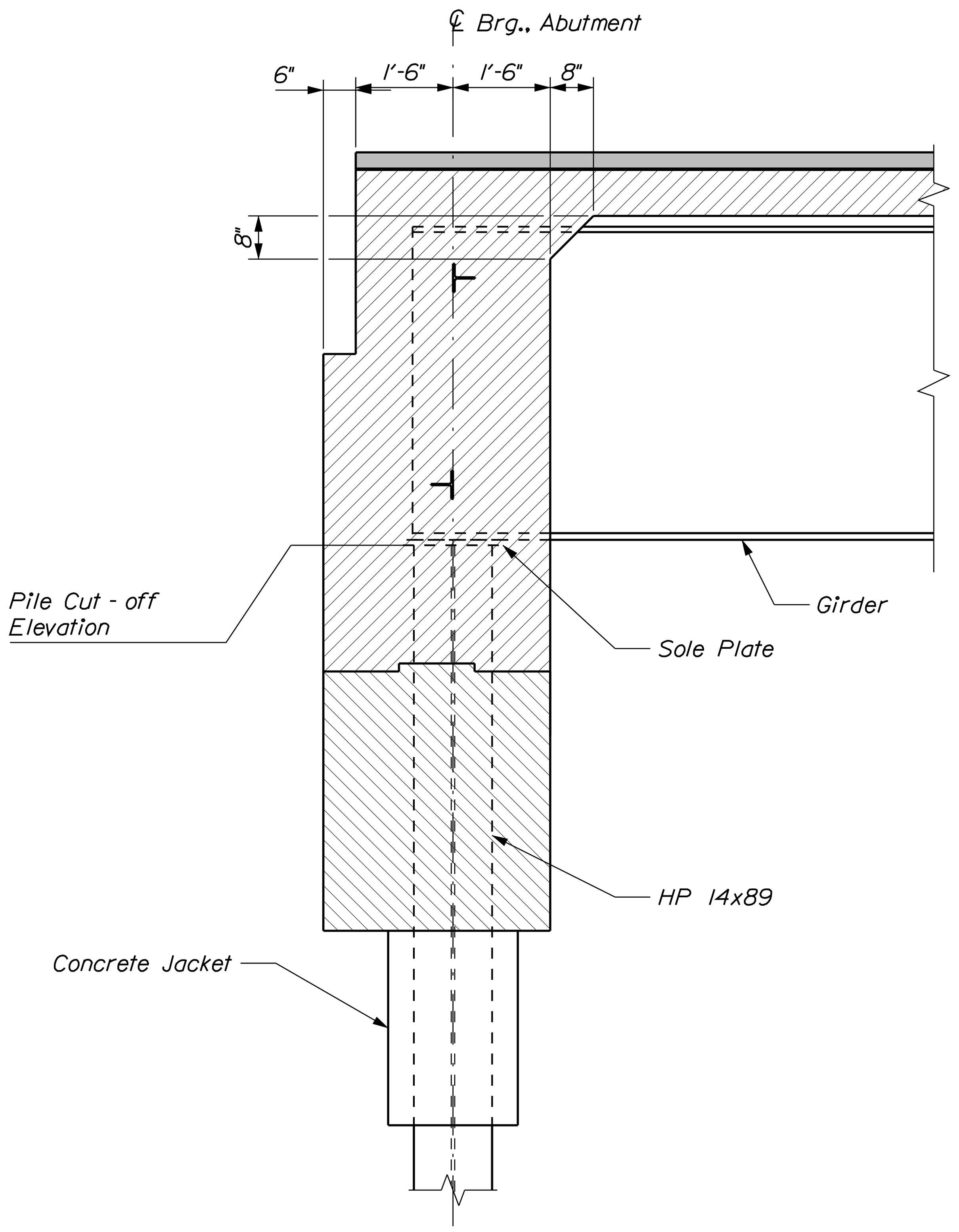
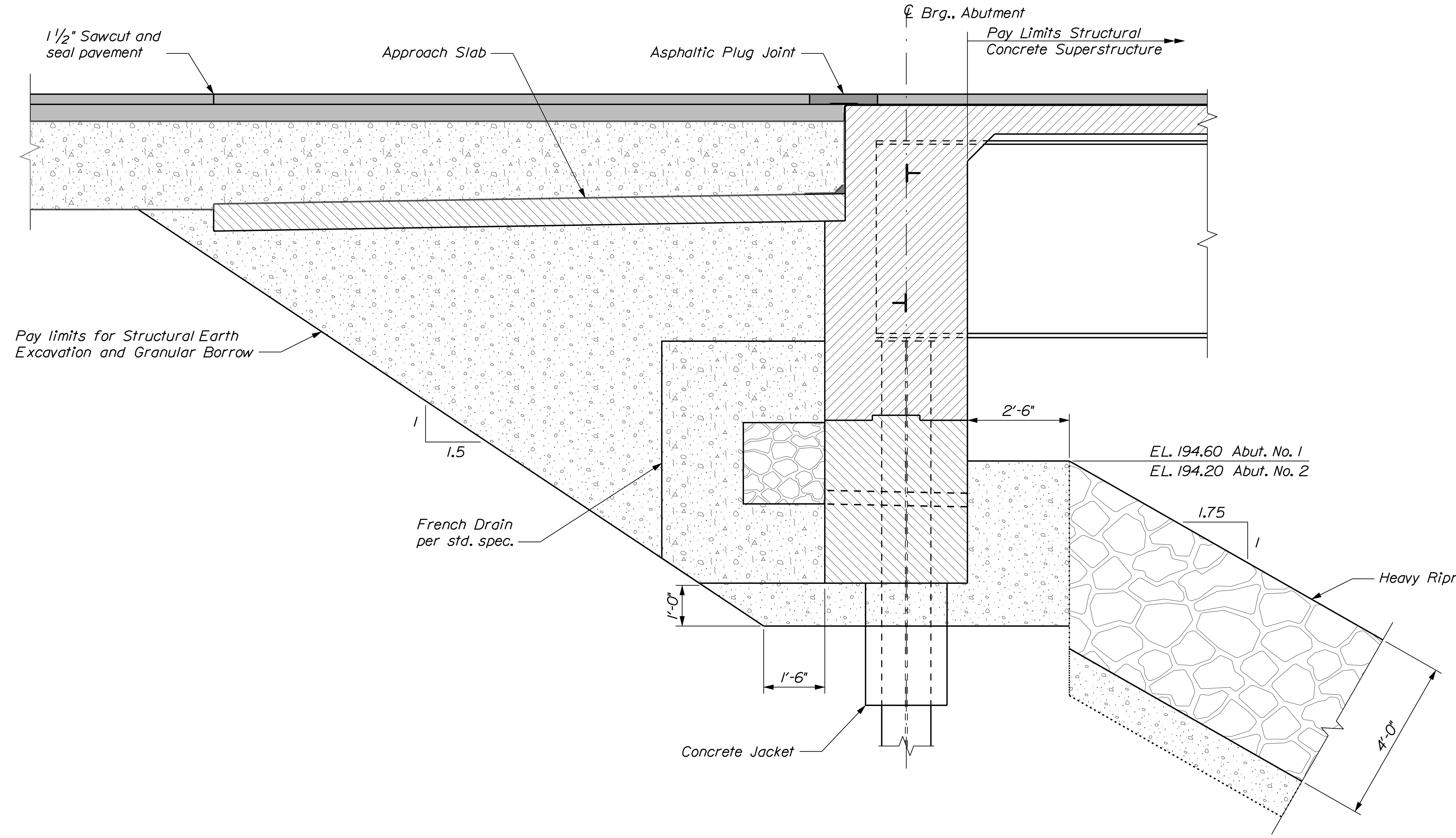
MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

ABUTMENT NO. 2

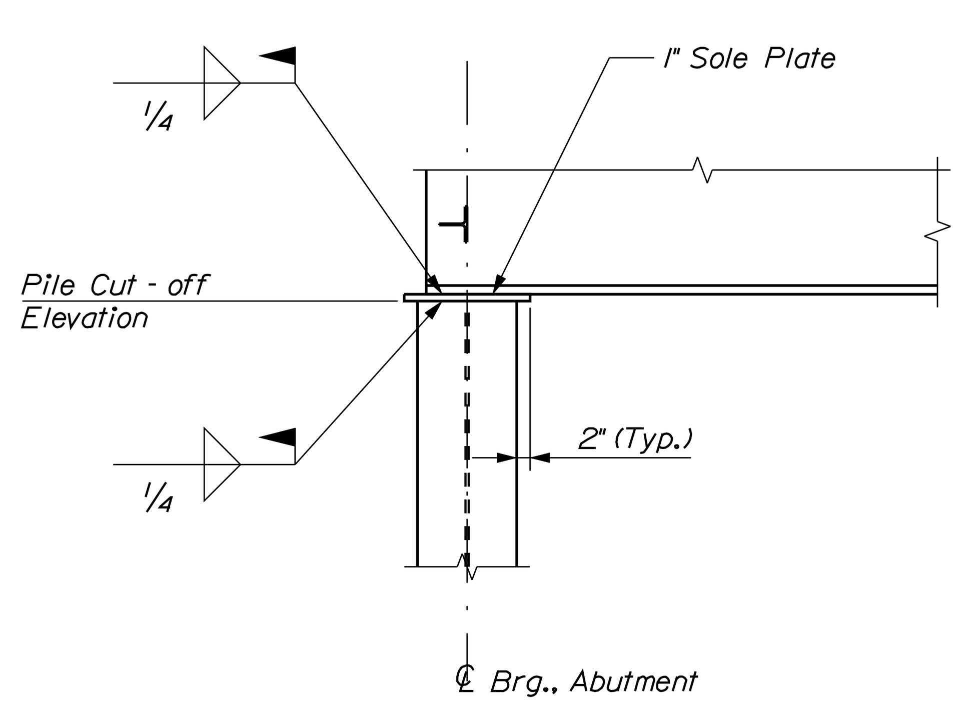
SHEET NUMBER
25
OF 41



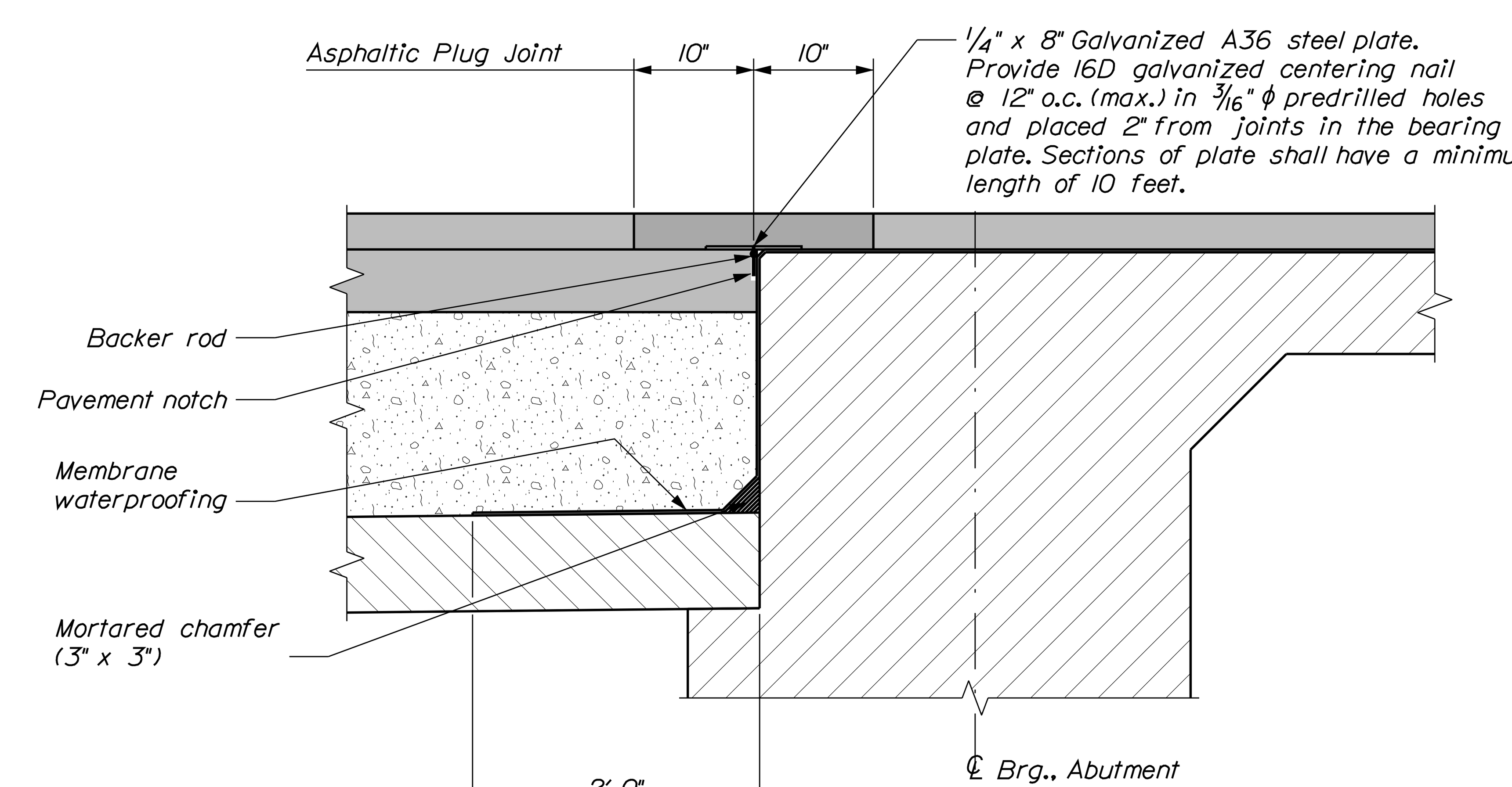
TYPICAL ABUTMENT SECTION



ABUTMENT BACKFILL DETAIL



SOLE PLATE DETAIL



ASPHALTIC PLUG JOINT DETAIL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN 15625.00

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MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

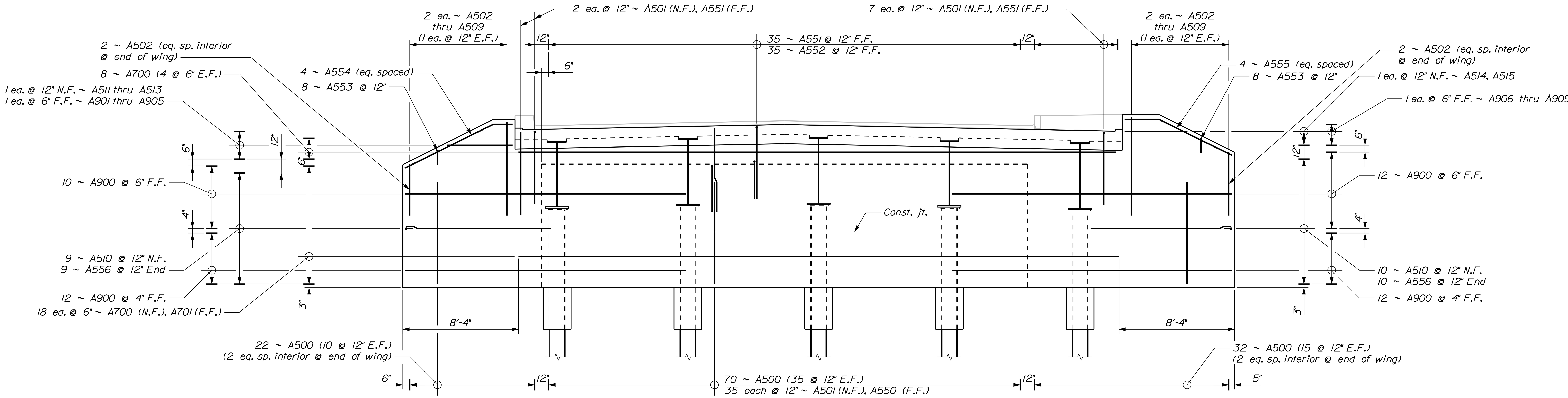
ABUTMENT DETAILS

SHEET NUMBER

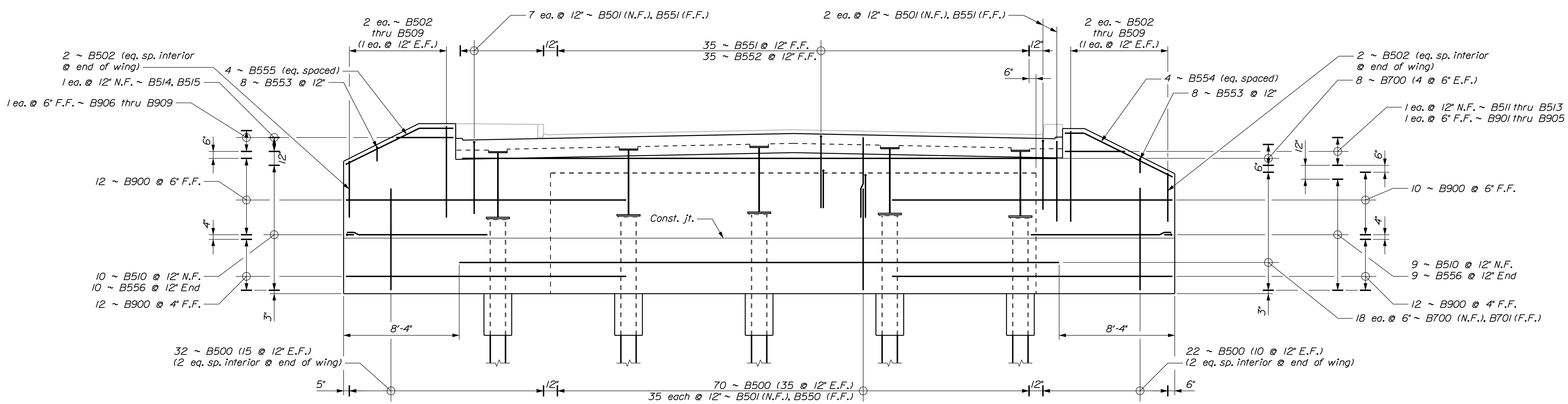
26

OF 41

Filename: ...\MSTA\026_Abutment_Details.dgn Division: BRIDGE Username: david.sullivan Date:12/6/2010



ABUTMENT NO. 1 REINFORCING



ABUTMENT NO. 2 REINFORCING

LEGEND

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

BRIDGE NO. 2501

PIN 15625.00

BRIDGE PLANS

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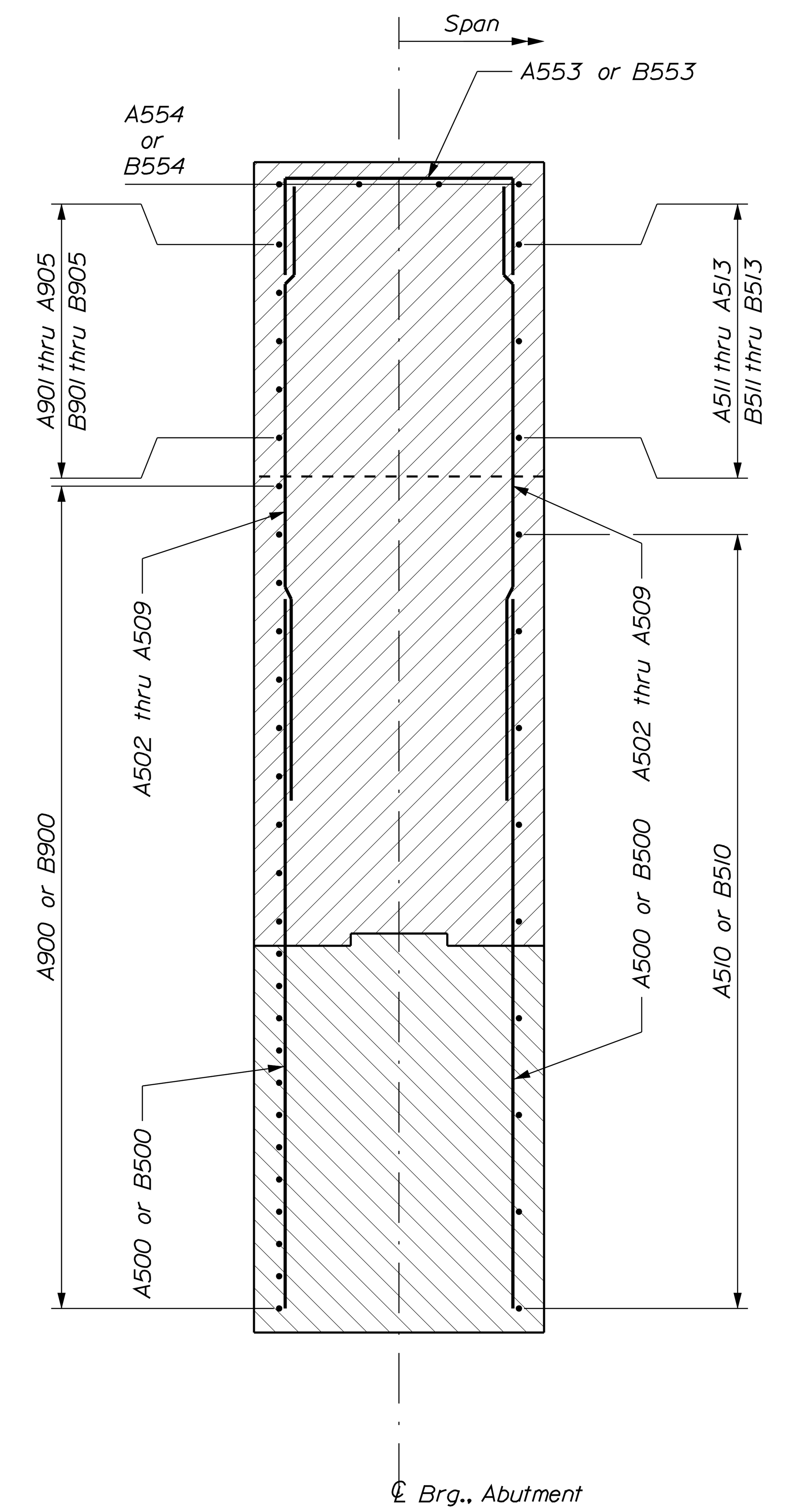
MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

ABUTMENT REINFORCING

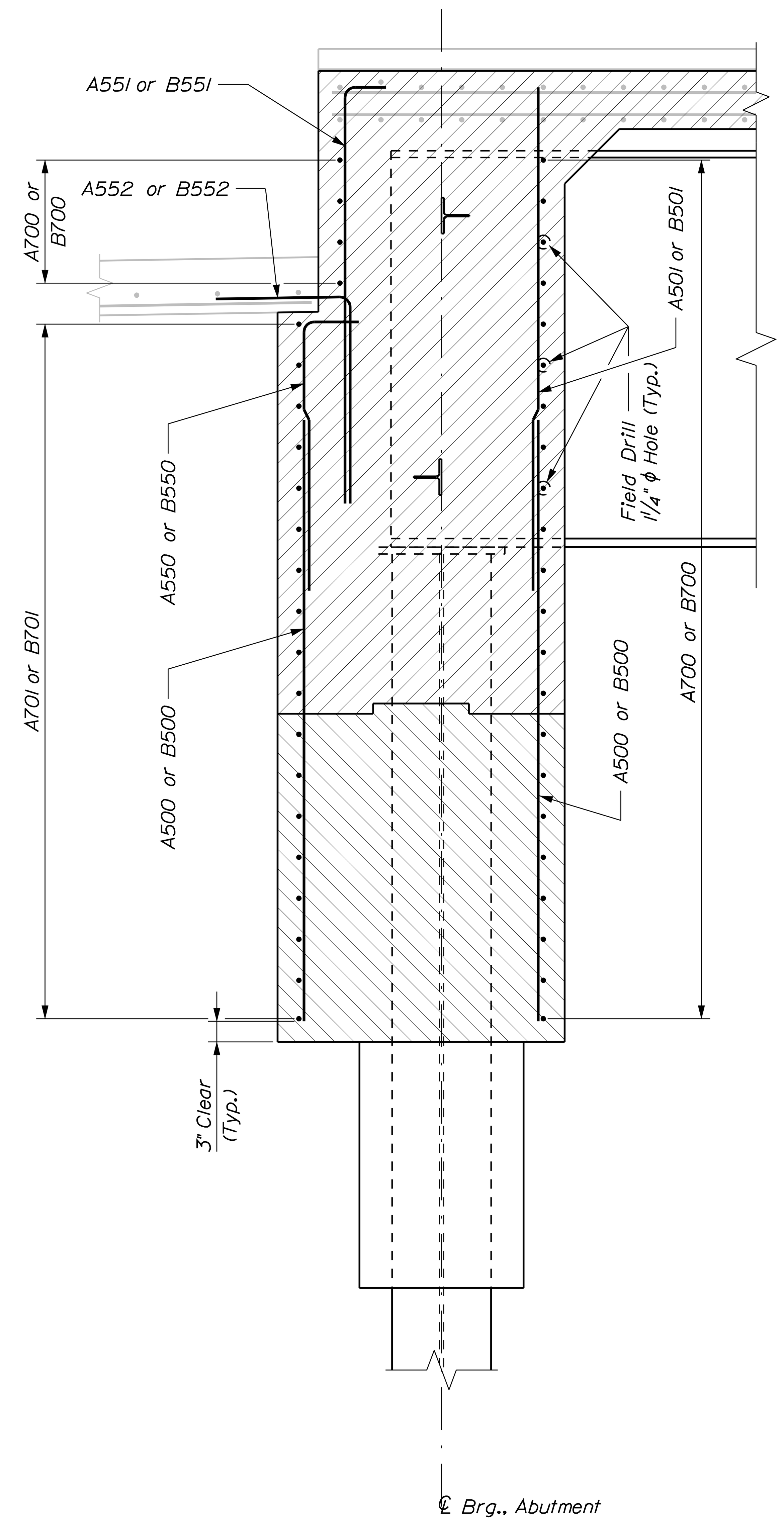
SHEET NUMBER

27

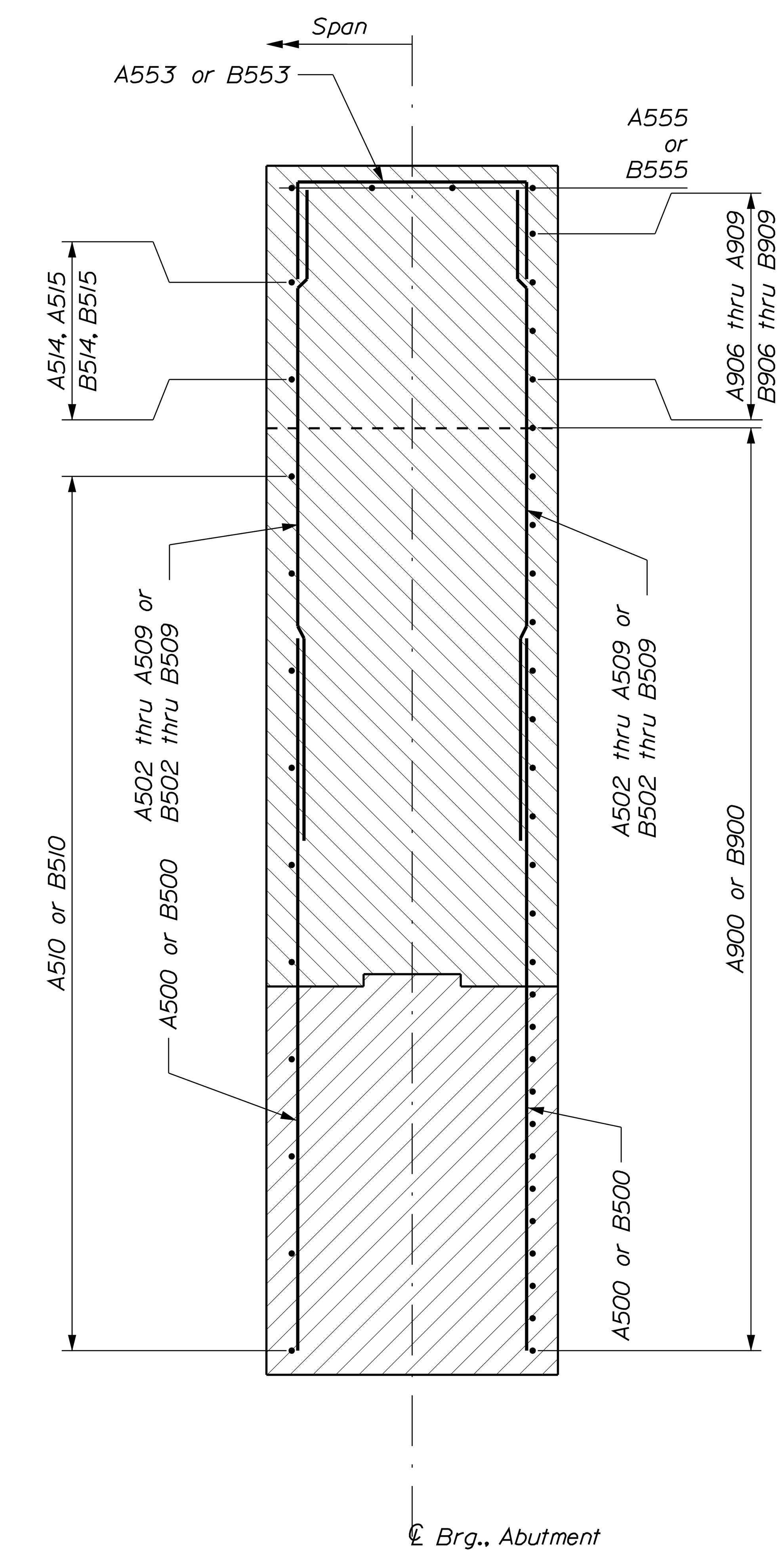
OF 41



DOWNSTREAM ABUTMENT WINGWALL SECTION



TYPICAL ABUTMENT SECTION



UPSTREAM ABUTMENT WINGWALL SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN 15625.00

BRIDGE NO. 2501

BRIDGE PLANS

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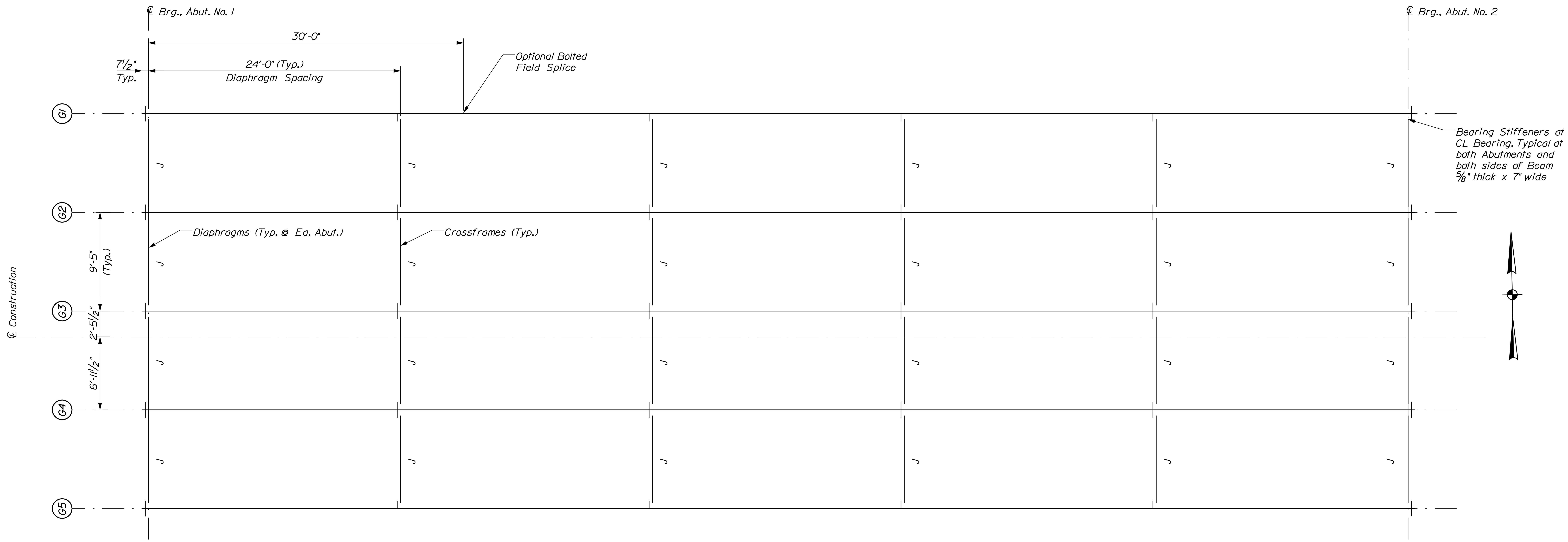
MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

ABUTMENT SECTIONS

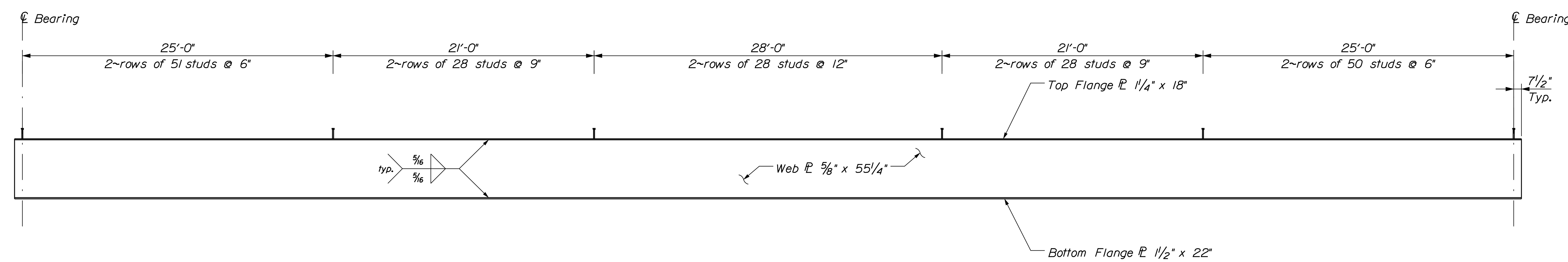
SHEET NUMBER

28

Filename: ...\MSTA\028_Abutment_Sections.dgn Division: BRIDGE Username: david.sullivan Date:12/6/2010



FRAMING PLAN



BEAM ELEVATION AND STUD LAYOUT

Typical Girder
370 Studs per girder = 1850

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN 15625.00

BRIDGE PLANS

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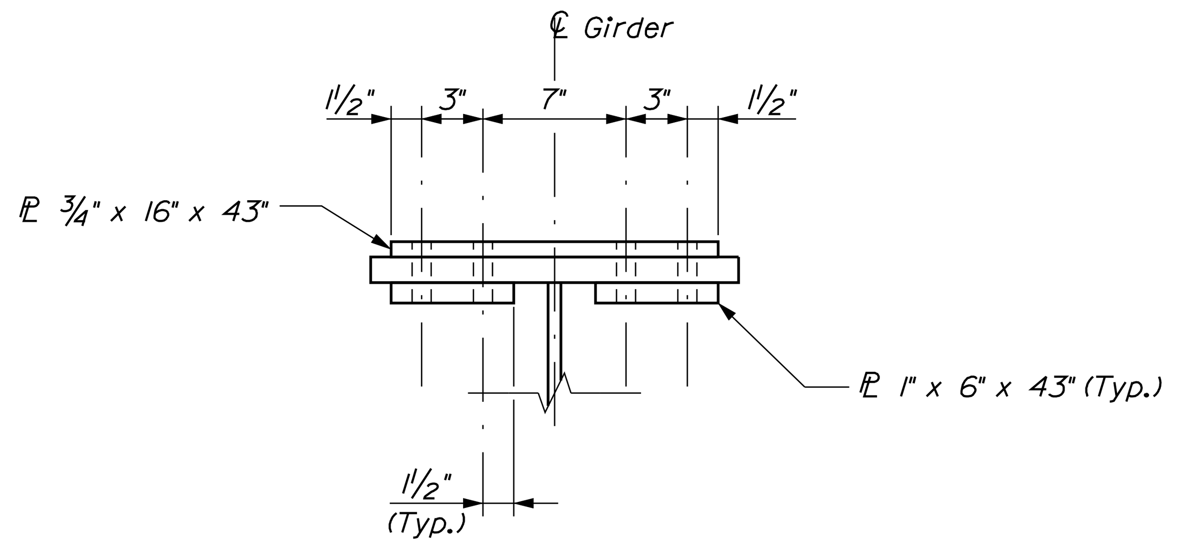
DATE

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

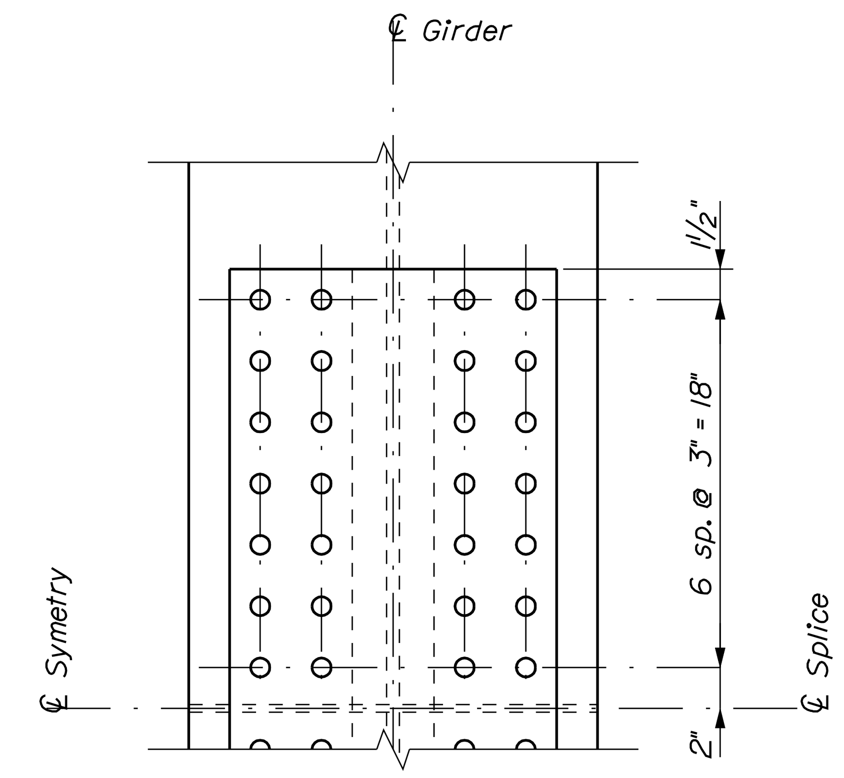
STRUCTURAL STEEL

SHEET NUMBER
29
OF 41

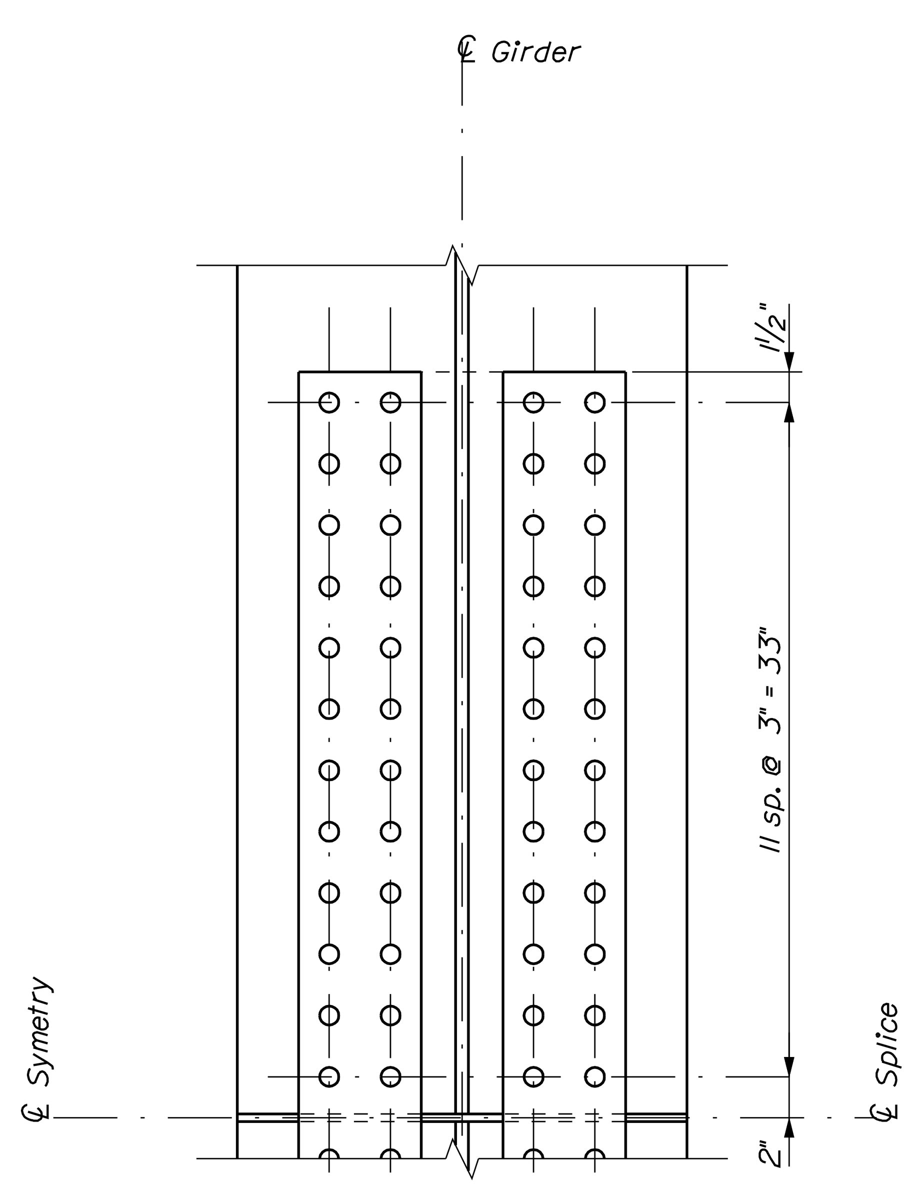
Filename: ...\MSTA\030_Framing_Details.dgn   Division: BRIDGE   Username: david.sullivan   Date:12/6/2010



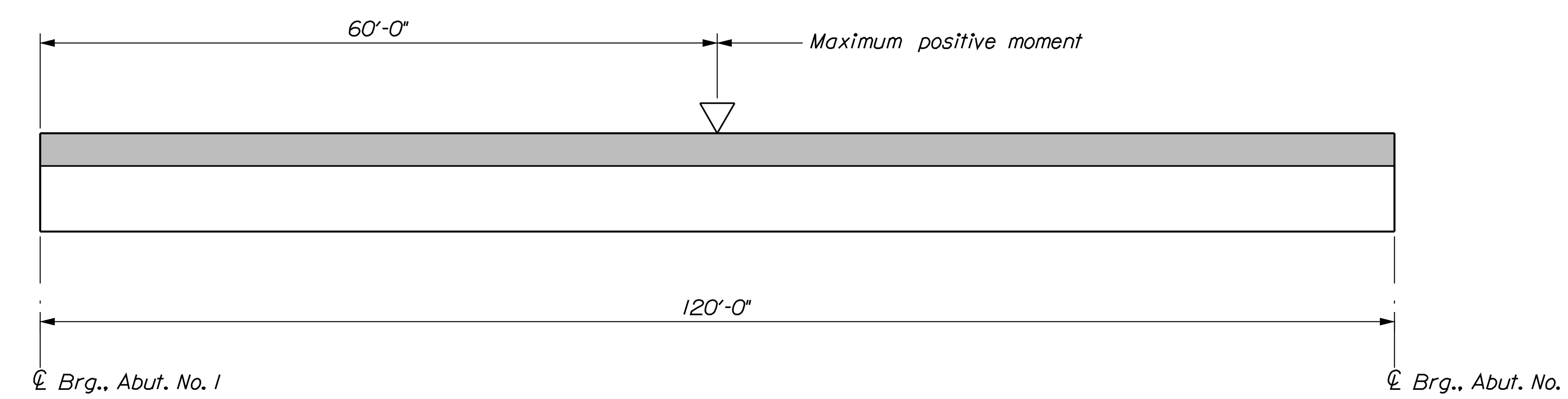
BOLTED FIELD SPLICE
- TOP FLANGE SECTION



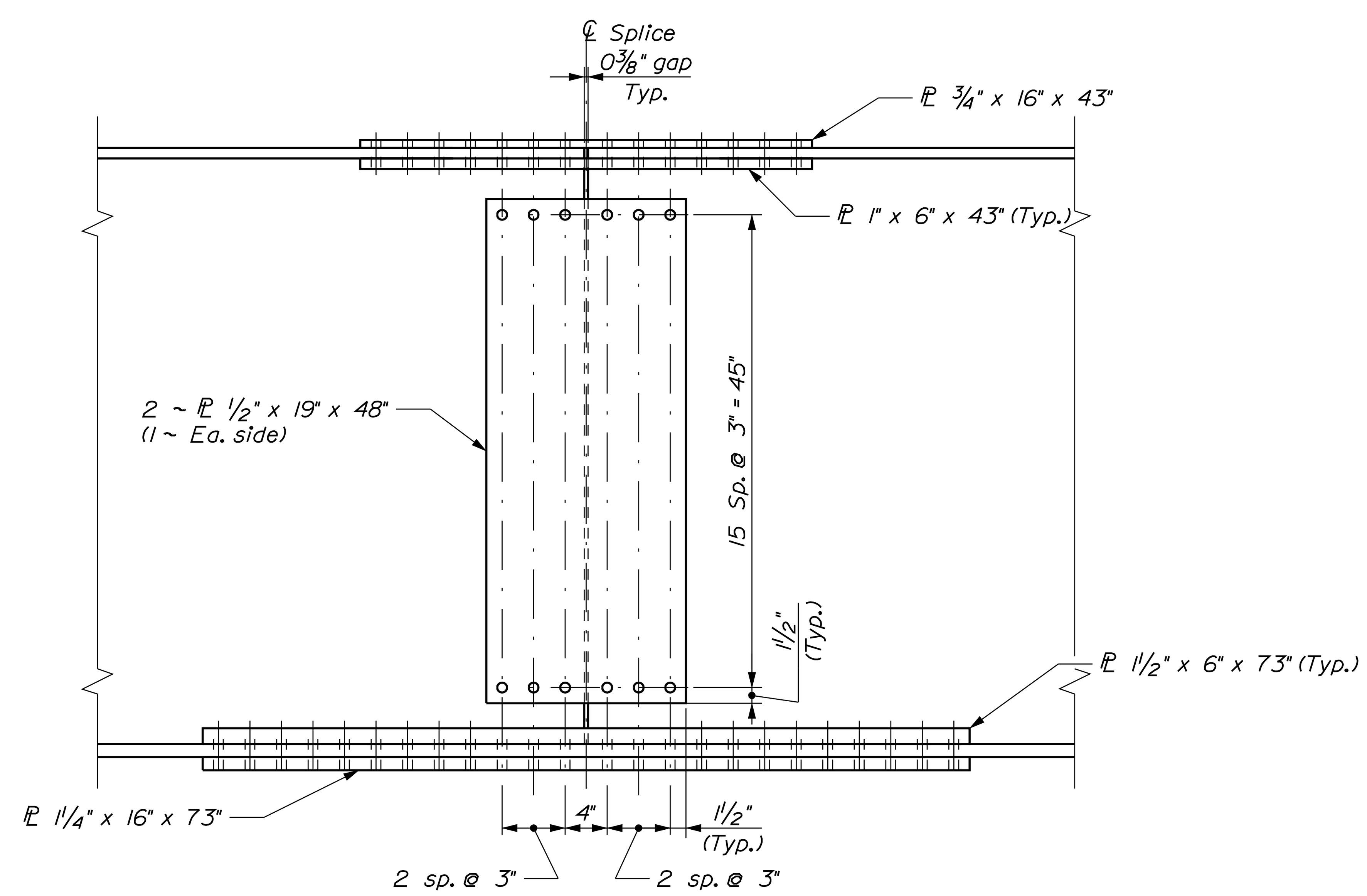
BOLTED FIELD SPLICE
- TOP FLANGE (TOP VIEW)



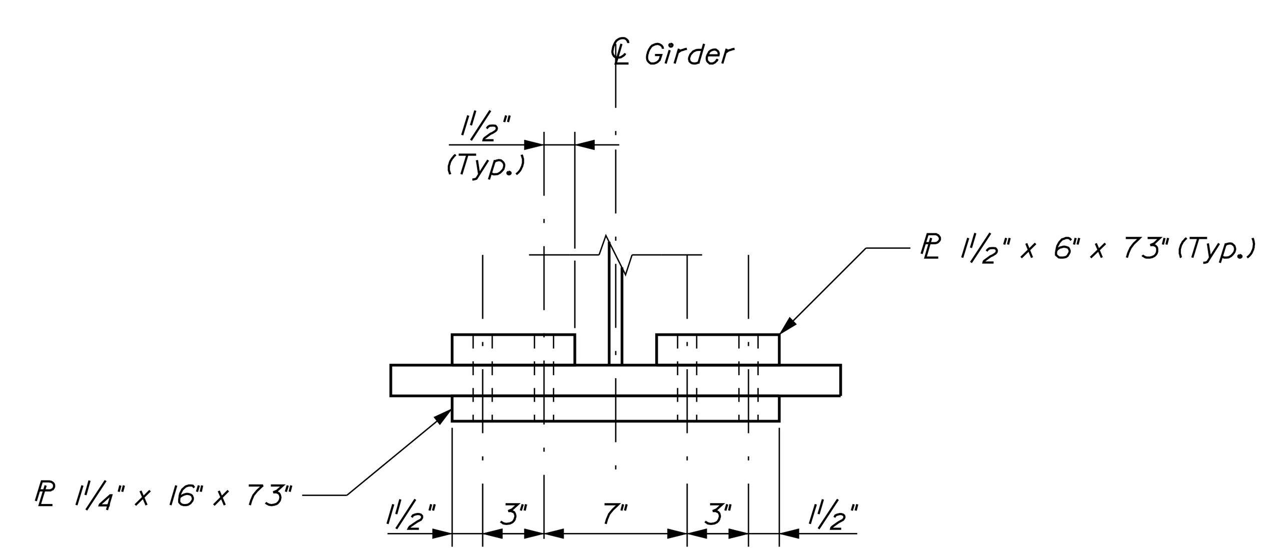
BOLTED FIELD SPLICE
- BOTTOM FLANGE (TOP VIEW)



GIRDER STRESS DIAGRAM
The shaded area is in compression.
The remaining area is in tension.



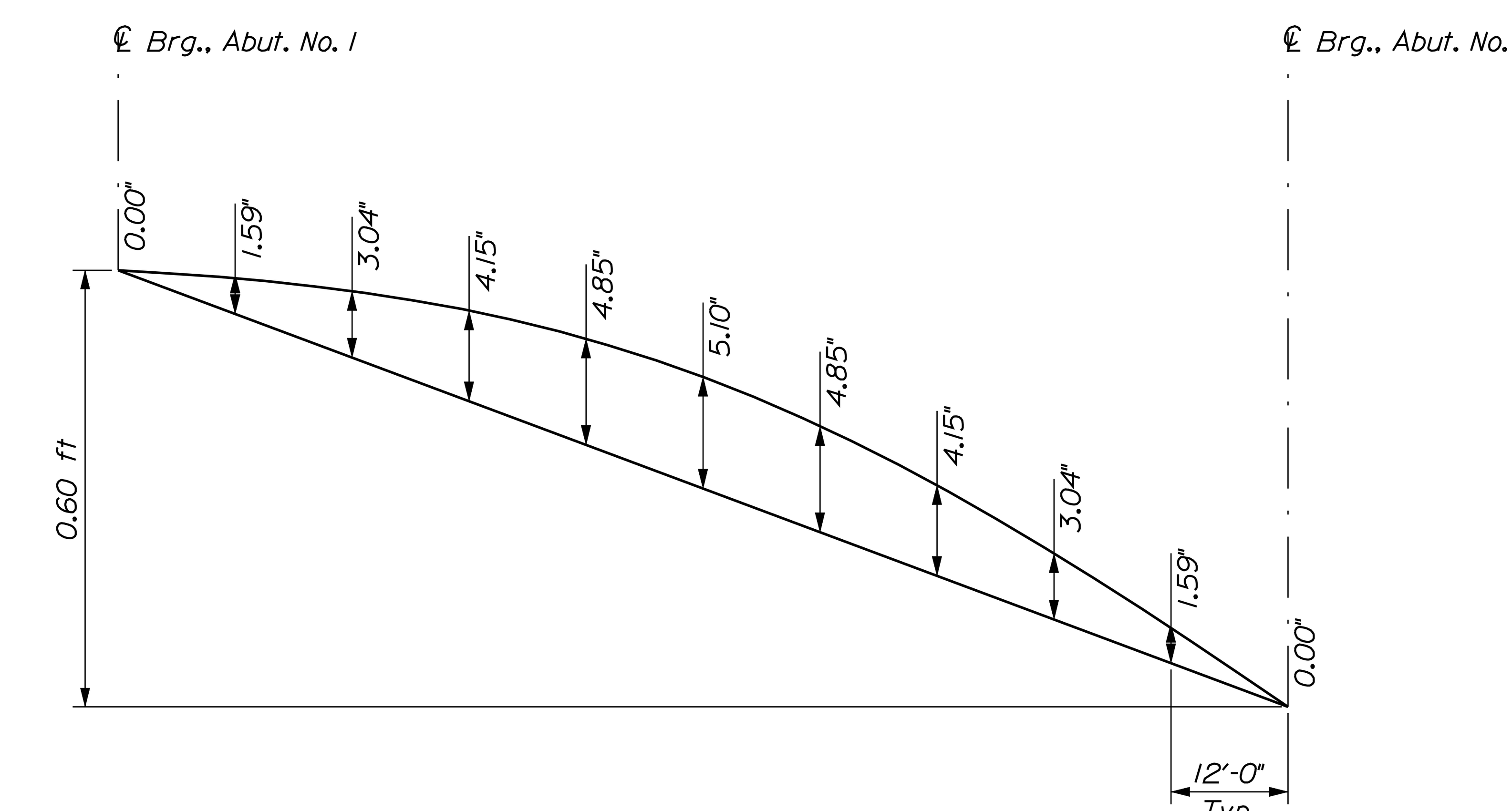
BOLTED FIELD SPLICE
- WEB SPLICE PLATES (ELEVATION VIEW)



BOLTED FIELD SPLICE
- BOTTOM FLANGE SECTION

STRUCTURAL STEEL NOTES

1. Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.
2. No transverse butt weld splices will be allowed in the flange plates or web plates within 10 feet or 10 percent of the span length (whichever is greater) from the points of maximum negative moment or maximum positive moment. Butt weld splices in flanges shall be not less than one foot from transverse butt welds in the web plates and no transverse web or flange butt welds shall be located within one foot of other transverse welds (e.g. connection plates to web welds) on either flange or web. No transverse butt weld splices will be allowed in areas of stress reversal.
3. Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall be not less than 20 feet in length unless otherwise shown on the plans.
4. Bearing stiffeners shall be plumb after erection and dead loading of the structure. Intermediate web stiffeners may be either plumb or normal to the top flange.
5. Crossframe or diaphragm connection plates may be either plumb or normal to the top flange.
6. All bolt holes for field splice will be $\frac{15}{16}$" ϕ.
7. The ends of the girders and the end diaphragms shall be coated with a zinc-rich coating system in accordance with Special Provision Section 506 to a distance of 10' from the face of the abutments.



CAMBER DIAGRAM

Bottom of Slab Elevations - Girder 1 through 5 (ft)											CL Brg. Abut. # 2
	CL Brg. Abut. # 1	+12.00	+24.00	+36.00	+48.00	+60.00	+72.00	+84.00	+96.00	+108.00	+120.00
Girder Line 1	202.21	202.26	202.29	202.31	202.29	202.25	202.17	202.07	201.93	201.78	201.61
Girder Line 2	202.40	202.44	202.48	202.50	202.48	202.44	202.36	202.26	202.12	201.96	201.80
Girder Line 3	202.59	202.63	202.67	202.68	202.67	202.63	202.55	202.44	202.31	202.15	201.99
Girder Line 4	202.50	202.54	202.58	202.59	202.58	202.54	202.46	202.35	202.22	202.06	201.90
Girder Line 5	202.31	202.35	202.39	202.41	202.39	202.35	202.27	202.17	202.03	201.87	201.71

Table of Deflections - Girder 1 through 5 (in)											CL Brg. Abut. # 2
	CL Brg. Abut. # 1	+12.00	+24.00	+36.00	+48.00	+60.00	+72.00	+84.00	+96.00	+108.00	+120.00
Fluid Dead Load (in)	0.00	0.93	1.77	2.42	2.83	2.98	2.83	2.42	1.77	0.93	0.00
Steel Dead Load (in)	0.00	0.31	0.60	0.82	0.95	1.00	0.95	0.82	0.60	0.31	0.00
Superimposed Dead Load (in)	0.00	0.35	0.67	0.91	1.07	1.12	1.07	0.91	0.67	0.35	0.00
Total Dead Load Deflection	0.00	1.59	3.04	4.15	4.85	5.10	4.85	4.15	3.04	1.59	0.00

STATE OF MAINE
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BR-1562(500)X

PIN 15625.00

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MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

STRUCTURAL STEEL DETAILS

SHEET NUMBER

Filename: ...\MSTA\031_Superstructure.dgn Division: BRIDGE Username: david.sullivan Date:12/6/2010

SUPERSTRUCTURE NOTES

1. The theoretical blocking used for design of the structure is $3\frac{1}{4}$ inchs at the centerline of bearing of the abutments and piers. Refer to Standard Detail 502(02) for blocking details.

2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.

3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.

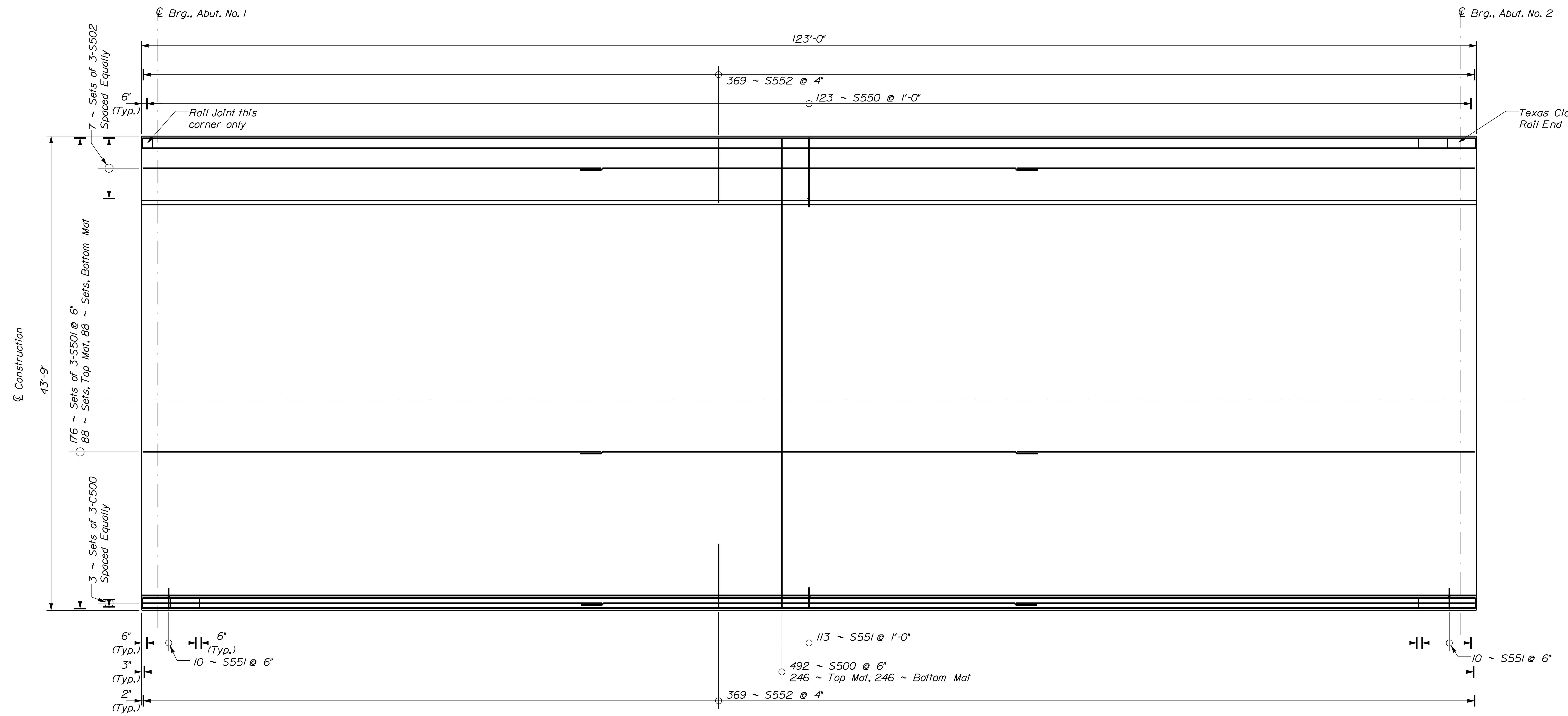
4. The superstructure slab concrete for each span shall be placed continuously and shall be kept plastic until the entire placement has been made.

5. At the Contractor's option, Precast Deck Panels may be used in place of the full depth cast-in-place deck slab, in accordance with Special Provisions Section 502, Structural Concrete - Precast Deck Panels, and in accordance with the Standard Details.

6. Payment for reinforcing steel fabricated, delivered, and placed in the cast-in-place portion of the structural concrete slab will be considered incidental to the appropriate Standard Specifications Section 502 pay item.

7. Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.

8. The Contractor shall install Transition Barrier vertical closed stirrups, as shown in Standard Details Section 526, prior to the placement of the curb or sidewalk concrete.



SUPERSTRUCTURE PLAN

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

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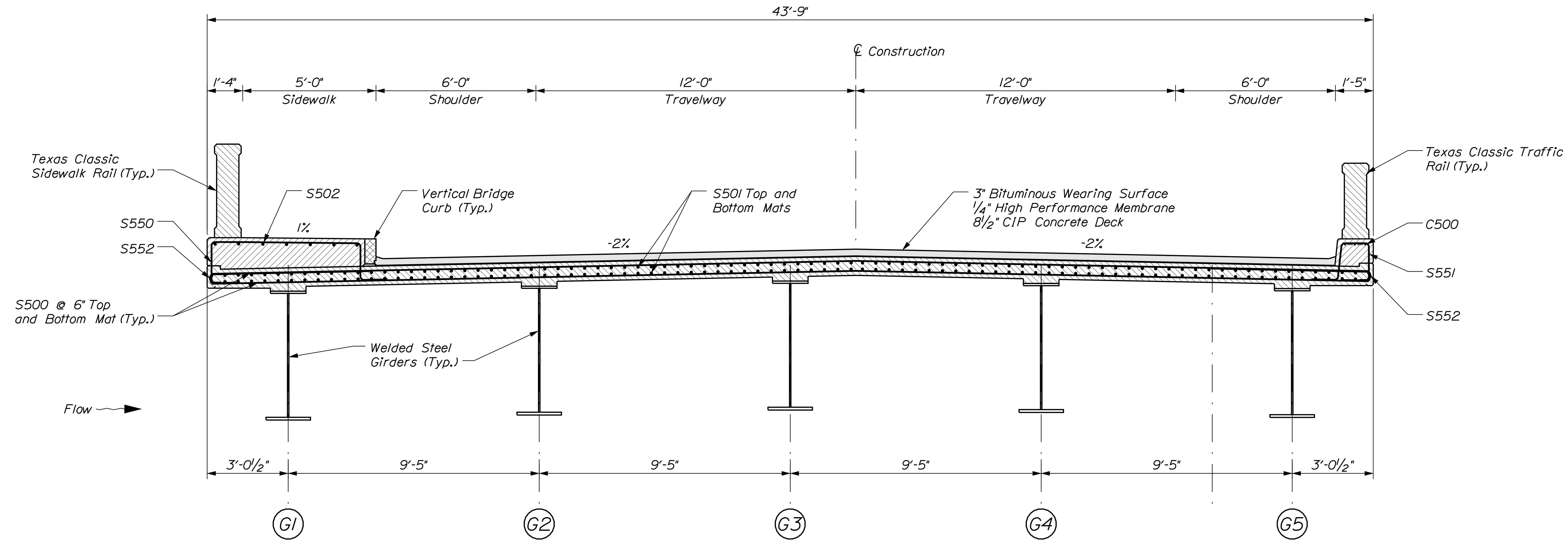
MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

SUPERSTRUCTURE

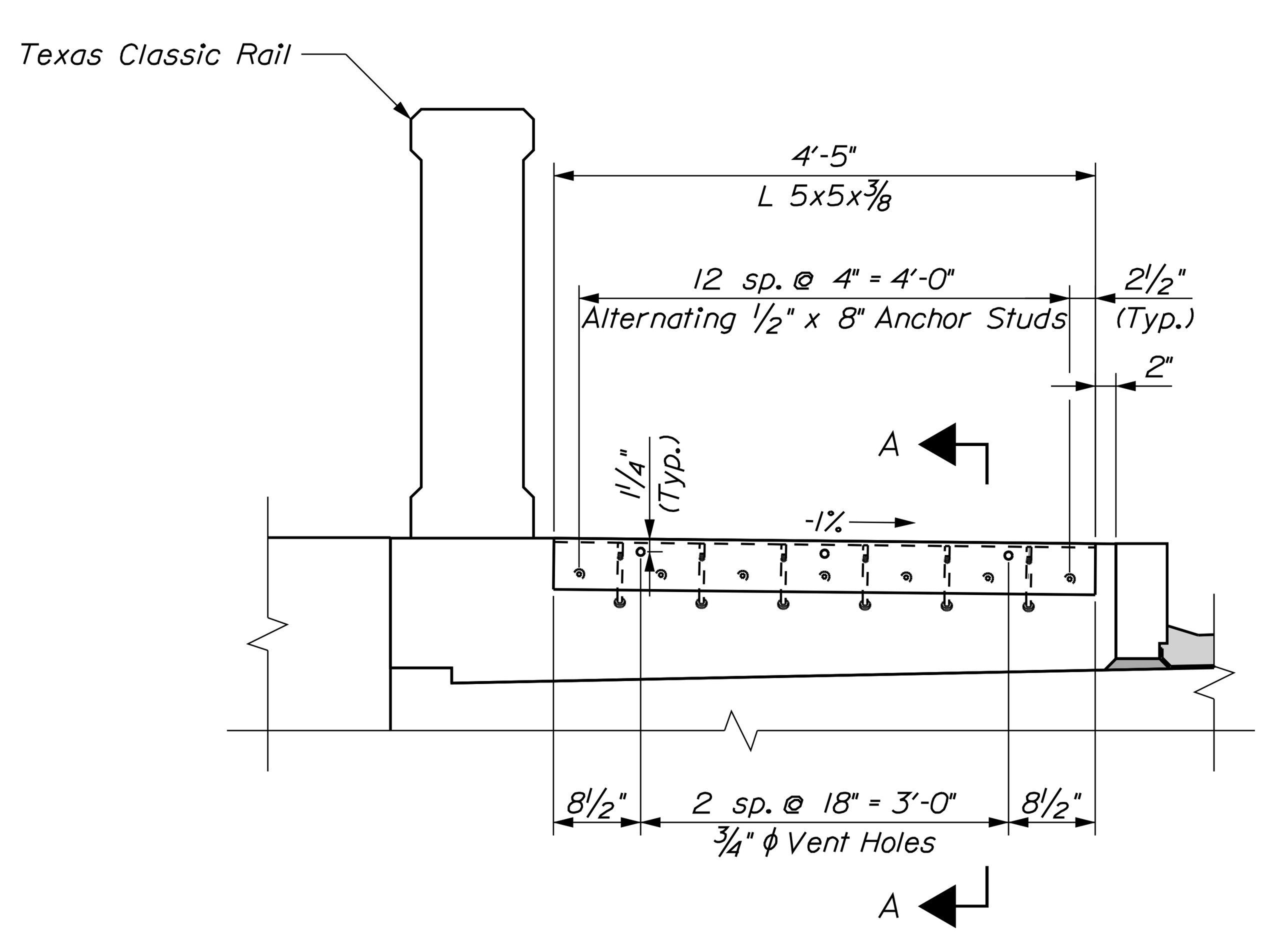
SHEET NUMBER

31

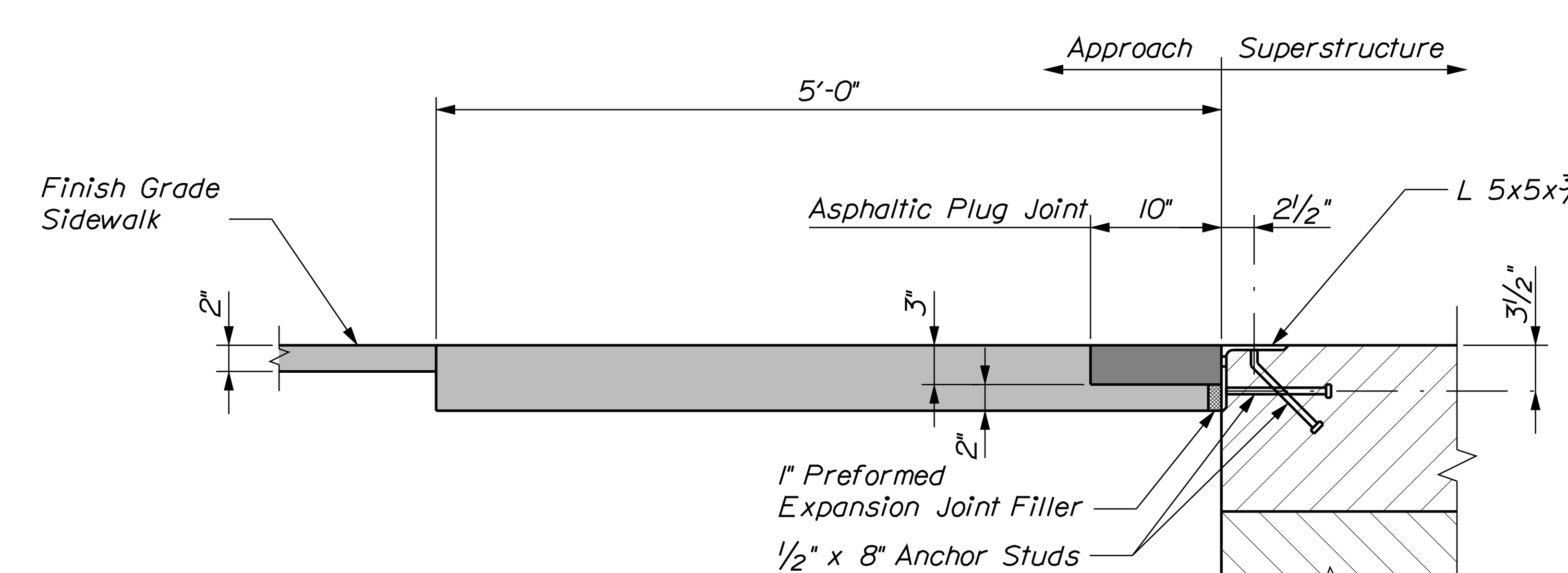
OF 41



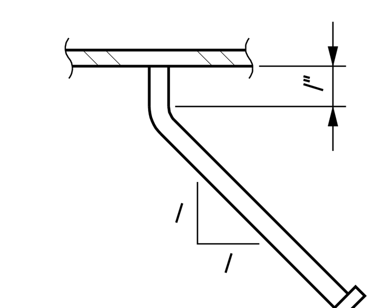
TRANSVERSE SECTION



END VIEW SIDEWALK
(Typical Each End)



SECTION A - A



BENT STUD DETAIL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

BRIDGE PLANS

PIN
15625.00

BRIDGE NO. 2501

		BY	DATE
PROJ. MANAGER	S. Bodge		
DESIGN-DETAILED	M. Wight	D. Sullivan	DEC 2010
CHECKED-REVIEWED	R. Myers	R. Nimon	NOV 2010
DESIGN2-DETAILED2		R. Nimon	
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

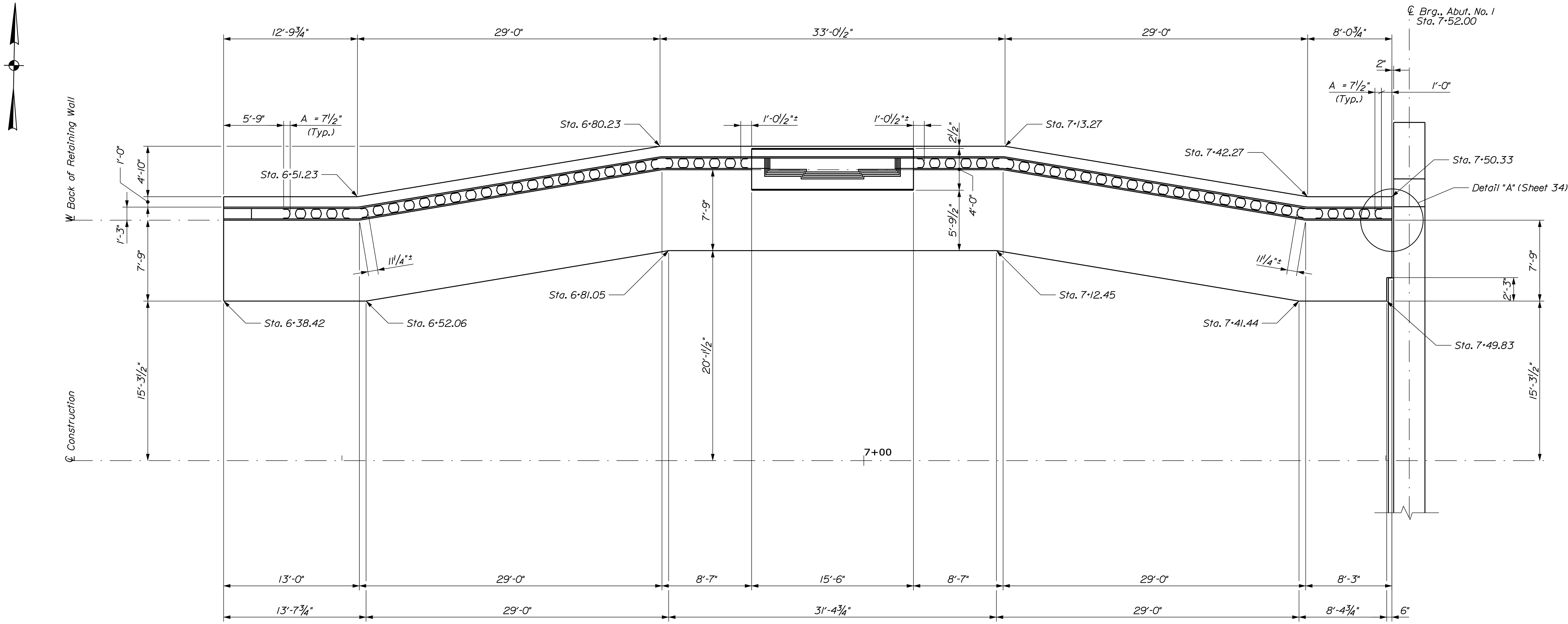
DATE

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

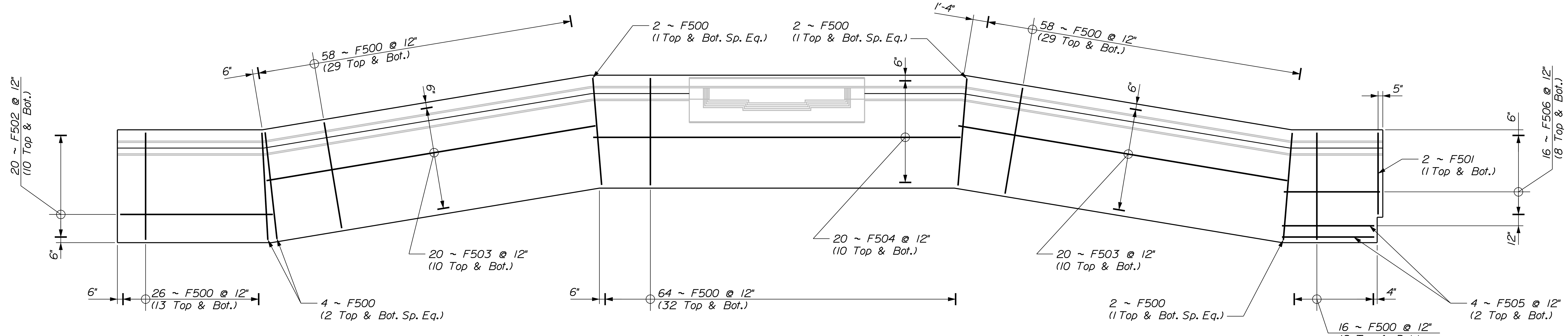
SUPERSTRUCTURE DETAILS

SHEET NUMBER
32
OF 41

Filename: ...\033_Wall_Retaining_Layout.dgn   Division: BRIDGE   Username: david.sullivan   Date:12/6/2010



PLAN RETAINING WALL



PLAN FOOTING REINFORCEMENT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN
15625.00

BRIDGE PLANS

BRIDGE NO. 2501

SIGNATURE

P.E. NUMBER

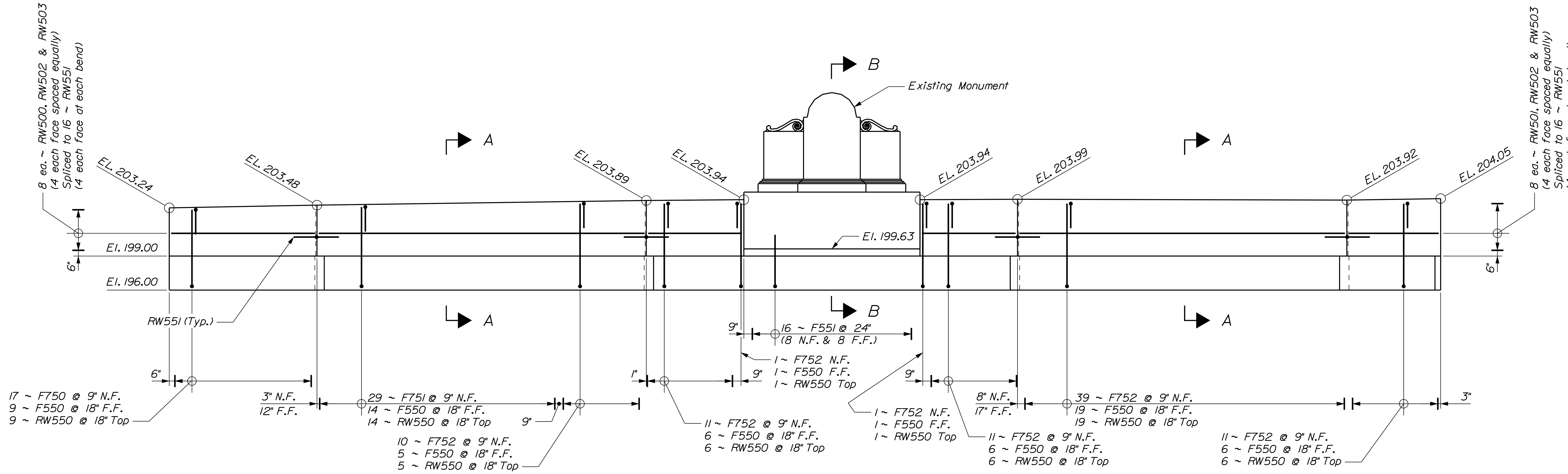
DATE

		BY	DATE
PROJ. MANAGER	S. Bodge		
DESIGN-DETAILED	R. Myers	R. Nimon	10/2010
CHECKED-REVIEWED	M. Wight	D. Sullivan	NOV 2010
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

RETAINING WALL LAYOUT

Filename: ...\034_Wall_Retaining_Details.dgn Division: BRIDGE Username: david.sullivan Date:12/6/2010



ELEVATION RETAINING WALL

RETAINING WALL NOTES

1. Structural Earth Excavation, Abutments and Retaining Walls, required more than 12 inches below the bottom of the structure, will be paid for in accordance with Standard Specifications Section 206, Structural Excavation.

2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.

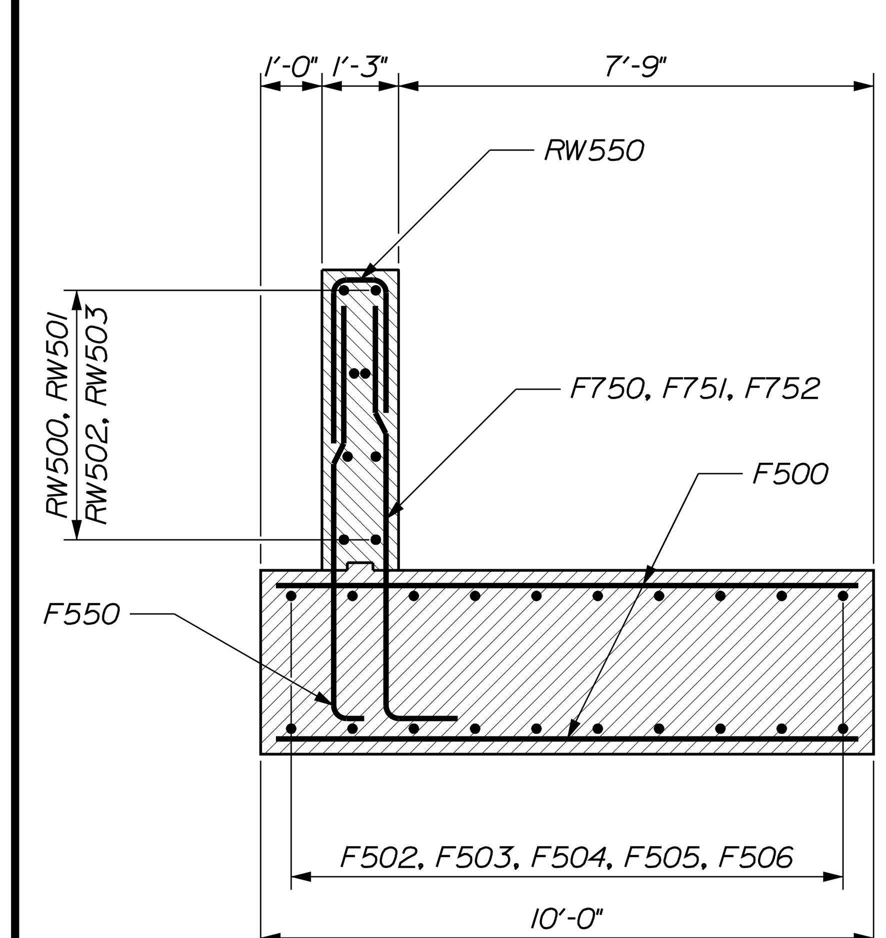
3. Place 4-in. diameter drains in the Retaining Wall at 5-ft maximum spacing. The exact location will be determined by the Resident.

4. Cover joints where waterstops are not required in accordance with Standard Details Section 502.

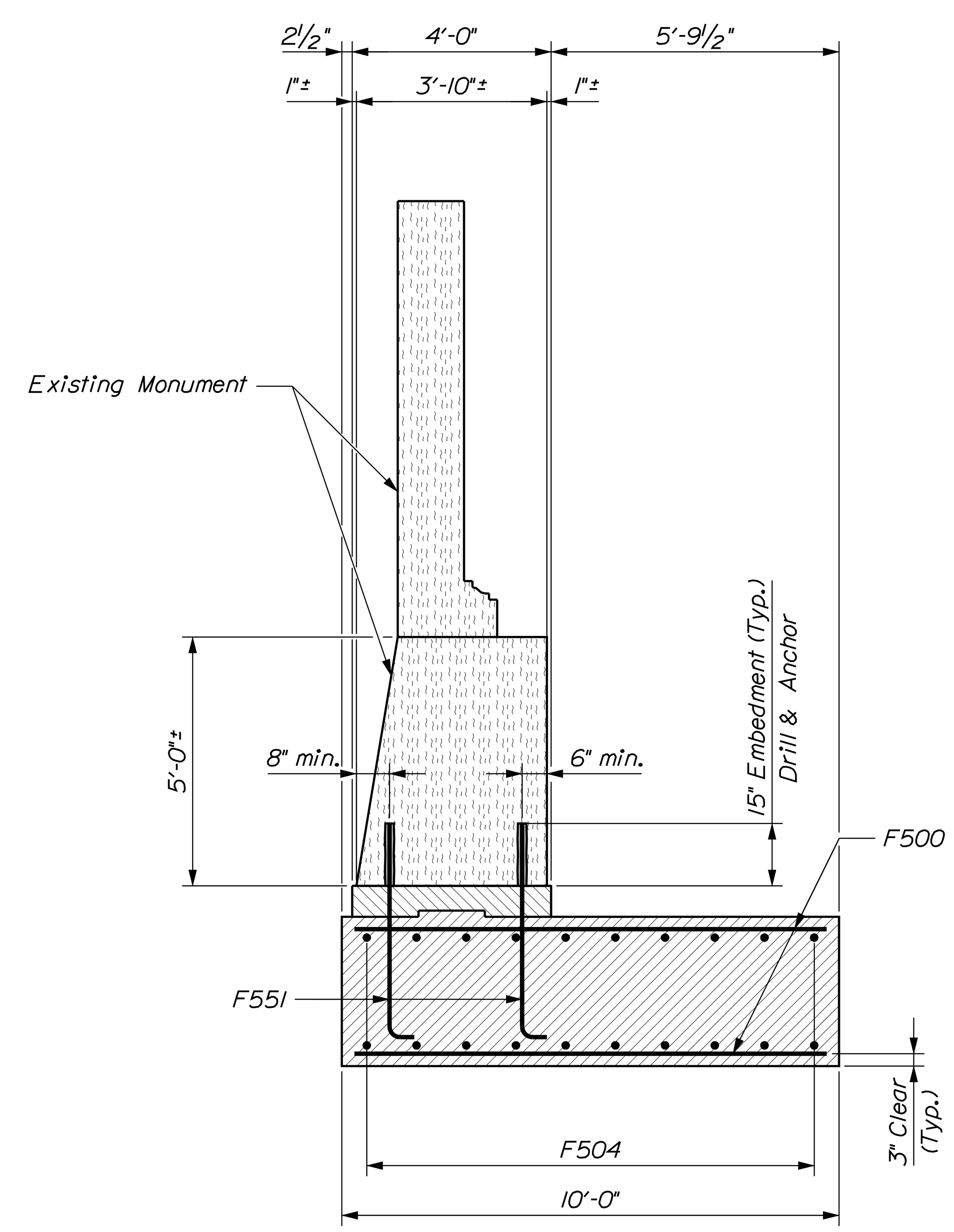
5. The Retaining Wall shall be backfilled with Granular Borrow. Pay limits will be as shown in the "Typical Section."

6. Refer to Special Provision 525 - Granite Masonry for requirements involving removing and resetting the existing monument.

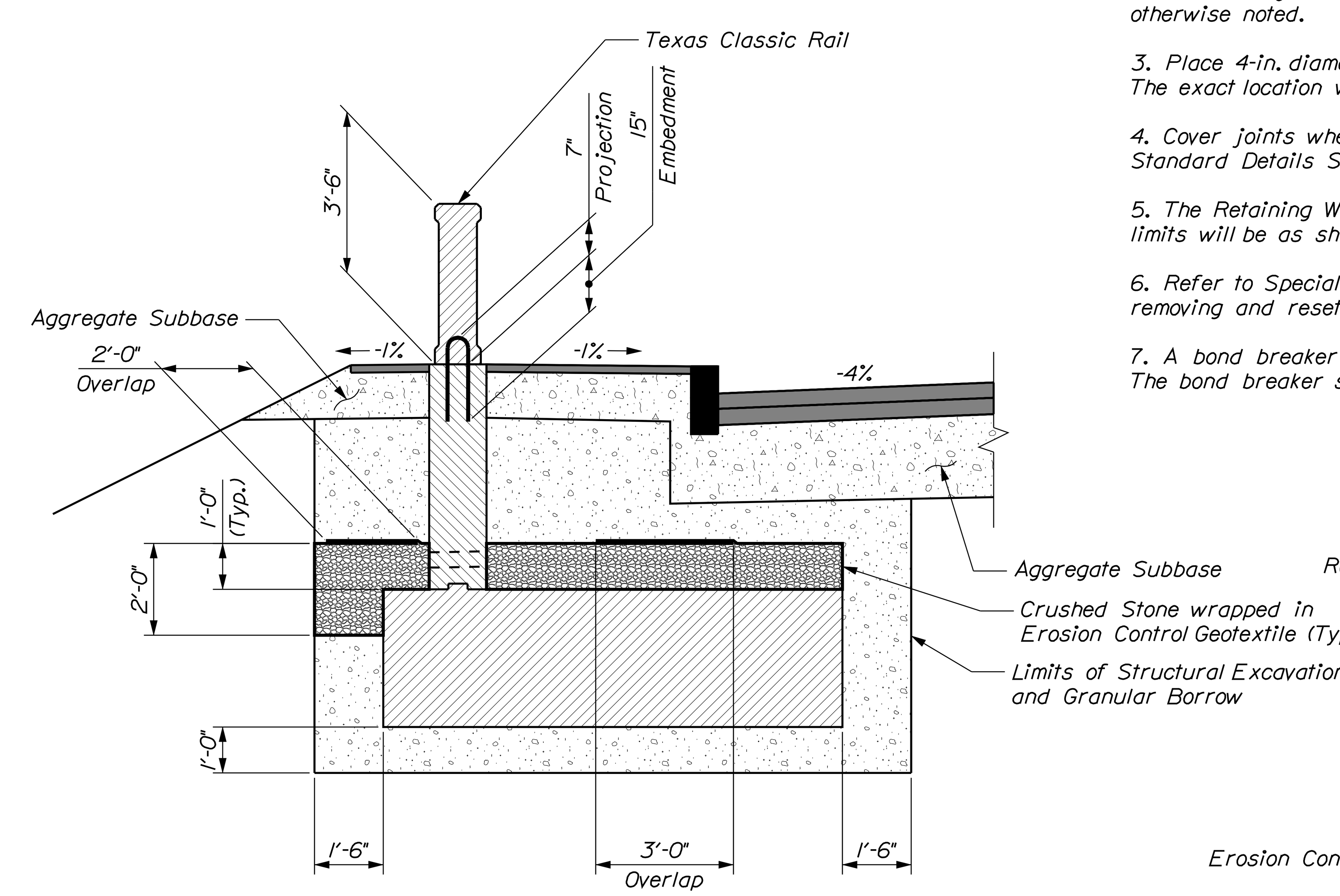
7. A bond breaker shall be used at both ends of the existing monument. The bond breaker shall be approved by the Resident



SECTION A-A

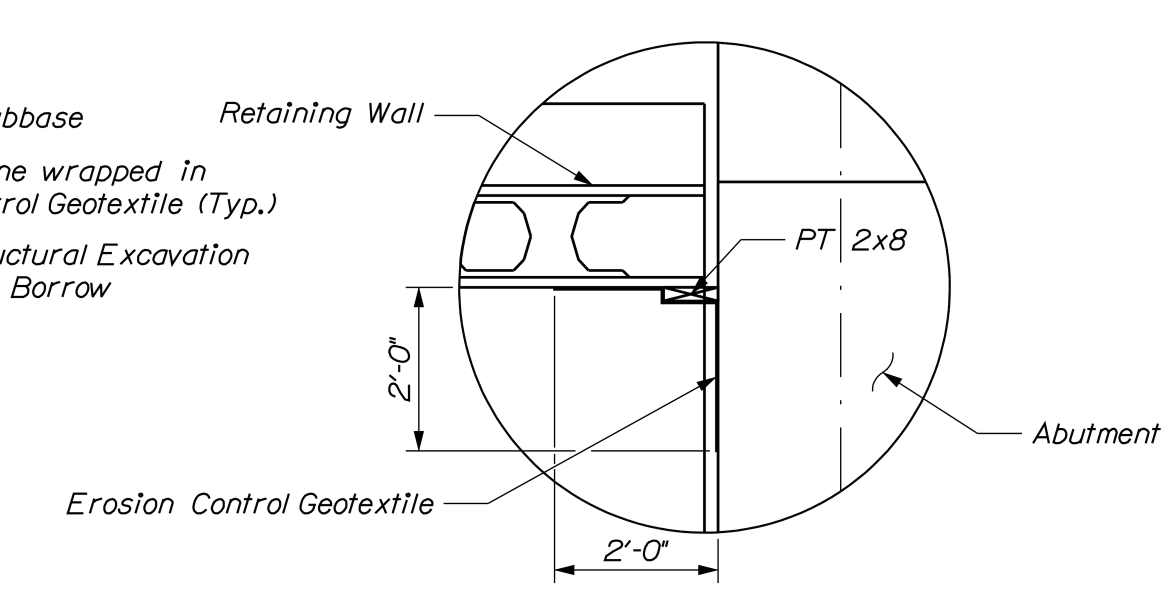


SECTION B-B



TYPICAL SECTION

Reinforcing not shown for Clarity
Refer to Cross Sections for additional drainage details.



DETAIL A

(Place from top of footing up to finish grade.)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

BRIDGE NO. 2501 | PIN 15625.00 | BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	S. Bodge		
DESIGN-DETAILED	R. Myers	R. Nimon	10/2010
CHECKED-REVIEWED	M. Wight	D. Sullivan	NOV 2010
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

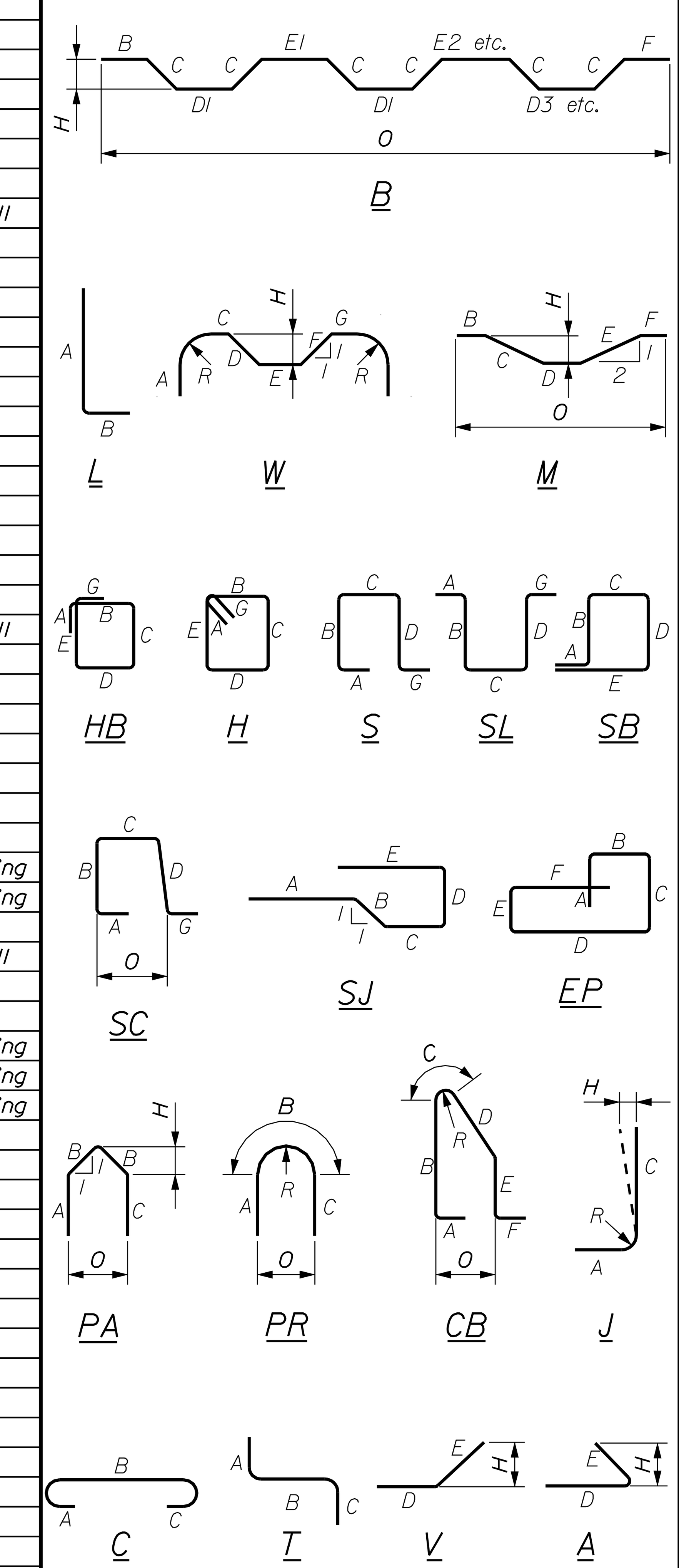
RETAINING WALL DETAILS

Filename: ...\00\BRIDGE\MSTA\035_Rebar.dgn Division: BRIDGE Username: david.sullivan Date:12/6/2010

STRAIGHT BARS							
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION
Abutment No. 1				Abutment No. 2			
A500	124	7'-4"	Vertical - Abutment	B500	124	7'-4"	Vertical - Abutment
A501	44	5'-10"	Vertical - Abutment	B501	44	5'-10"	Vertical - Abutment
A502	8	4'-1"	Vertical - Wingwall	B502	8	3'-10"	Vertical - Wingwall
A503	4	4'-7"	Vertical - Wingwall	B503	4	4'-4"	Vertical - Wingwall
A504	4	5'-1"	Vertical - Wingwall	B504	4	4'-10"	Vertical - Wingwall
A505	4	5'-7"	Vertical - Wingwall	B505	4	5'-4"	Vertical - Wingwall
A506	4	6'-1"	Vertical - Wingwall	B506	4	5'-10"	Vertical - Wingwall
A507	4	6'-7"	Vertical - Wingwall	B507	4	6'-5"	Vertical - Wingwall
A508	4	6'-7"	Vertical - Wingwall	B508	4	6'-5"	Vertical - Wingwall
A509	4	6'-7"	Vertical - Wingwall	B509	4	6'-5"	Vertical - Wingwall
A510	19	10'-6"	Horizontal - Wingwall	B510	19	10'-6"	Horizontal - Wingwall
A511	1	9'-8"	Horizontal - Wingwall	B511	1	9'-2"	Horizontal - Wingwall
A512	1	4'-9"	Horizontal - Wingwall	B512	1	4'-4"	Horizontal - Wingwall
A513	1	2'-9"	Horizontal - Wingwall	B513	1	2'-4"	Horizontal - Wingwall
A514	1	6'-6"	Horizontal - Wingwall	B514	1	6'-1"	Horizontal - Wingwall
A515	1	3'-6"	Horizontal - Wingwall	B515	1	4'-1"	Horizontal - Wingwall
A700	26	43'-3"	Horizontal - Abutment	B700	26	43'-3"	Horizontal - Abutment
A701	18	34'-8"	Horizontal - Abutment	B701	18	34'-8"	Horizontal - Abutment
A900	46	20'-3"	Horizontal - Wingwall	B900	46	20'-3"	Horizontal - Wingwall
A901	1	10'-3"	Horizontal - Wingwall	B901	1	9'-11"	Horizontal - Wingwall
A902	1	9'-3"	Horizontal - Wingwall	B902	1	8'-11"	Horizontal - Wingwall
A903	1	4'-9"	Horizontal - Wingwall	B903	1	4'-4"	Horizontal - Wingwall
A904	1	3'-9"	Horizontal - Wingwall	B904	1	3'-4"	Horizontal - Wingwall
A905	1	2'-9"	Horizontal - Wingwall	B905	1	2'-4"	Horizontal - Wingwall
A906	1	6'-6"	Horizontal - Wingwall	B906	1	6'-1"	Horizontal - Wingwall
A907	1	5'-6"	Horizontal - Wingwall	B907	1	5'-1"	Horizontal - Wingwall
A908	1	4'-6"	Horizontal - Wingwall	B908	1	4'-1"	Horizontal - Wingwall
A909	1	3'-6"	Horizontal - Wingwall	B909	1	3'-1"	Horizontal - Wingwall
Retaining Wall				Approach Slabs			
F500	232	9'-6"	Transverse Footing	AS500	32	34'-8"	Transverse
F501	2	7'-3"	Transverse Footing				
F502	20	13'-6"	Longitudinal Footing	AS600	140	15'-2"	Longitudinal
F503	40	29'-6"	Longitudinal Footing				
F504	20	32'-6"	Longitudinal Footing				
F505	4	8'-2"	Longitudinal Footing				
F506	16	8'-6"	Longitudinal Footing				
RW500	8	12'-9"	Horizontal - Retaining Wall				
RW501	8	8'-0"	Horizontal - Retaining Wall				
RW502	16	29'-4"	Horizontal - Retaining Wall				
RW503	16	8'-5"	Horizontal - Retaining Wall				
Superstructure							
S500	490	43'-5"	Transverse Top & Bottom				
S501	528	42'-2"	Longitudinal Top & Bottom				
S502	21	42'-2"	Longitudinal Sidewalk				
C500	9	42'-2"	Longitudinal Curb				
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION

BENT BARS														
MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
Abutment No. 1														
A550	35	3'-6"	L	3'-0"	0'-6"	--	--	--	--	--	--	--	--	Approach Slab Seat
A551	44	5'-9"	L	5'-3"	0'-6"	--	--	--	--	--	--	--	--	Vertical - Abutment
A552	35	4'-4"	L	2'-8"	1'-8"	--	--	--	--	--	--	--	--	Approach Slab Anchor
A553	16	4'-6"	S	--	1'-0"	2'-6"	1'-0"	--	--	--	--	--	--	Vertical - Top of Wingwall
A554	4	8'-6"	V	--	--	--	1'-4½"	7'-1½"	--	--	3'-2¼"	--	--	Top of Wingwall
A555	4	8'-4"	V	--	--	--	2'-5½"	5'-10½"	--	--	2'-7½"	--	--	Top of Wingwall
A556	19	4'-8"	S	--	1'-0"	2'-8"	1'-0"	--	--	--	--	--	--	Horizontal - End of Wingwall
Abutment No. 2														
B550	35	3'-6"	L	3'-0"	0'-6"	--	--	--	--	--	--	--	--	Approach Slab Seat
B551	44	5'-9"	L	5'-3"	0'-6"	--	--	--	--	--	--	--	--	Vertical - Abutment
B552	35	4'-4"	L	2'-8"	1'-8"	--	--	--	--	--	--	--	--	Approach Slab Anchor
B553	16	4'-6"	S	--	1'-0"	2'-6"	1'-0"	--	--	--	--	--	--	Vertical - Top of Wingwall
B554	4	8'-6"	V	--	--	--	1'-4½"	7'-1½"	--	--	3'-2¼"	--	--	Top of Wingwall
B555	4	8'-4"	V	--	--	--	2'-5½"	5'-10½"	--	--	2'-7½"	--	--	Top of Wingwall
B556	19	4'-8"	S	--	1'-0"	2'-8"	1'-0"	--	--	--	--	--	--	Horizontal - End of Wingwall
Retaining Wall														
F550	67	7'-3"	L	6'-9"	0'-6"	--	--	--	--	--	--	--	--	Vertical - Retaining Wall Footing
F551	16	5'-0"	L	4'-6"	0'-6"	--	--	--	--	--	--	--	--	Vertical - Retaining Wall Footing
RW550	67	5'-10"	S	0	2'-8"	0-11"	2'-3"	--	--	0	--	--	--	Vertical - Top Retaining Wall
RW551	32	4'-0"	V	--	--	--	2'-0"	2'-0"	--	--	0'-4"	--	--	Horizontal - Retaining Wall
F750	17	7'-11"	L	6'-9"	1'-2"	--	--	--	--	--	--	--	--	Vertical - Retaining Wall Footing
F751	29	8'-1"	L	6'-11"	1'-2"	--	--	--	--	--	--	--	--	Vertical - Retaining Wall Footing
F752	84	8'-5"	L	7'-3"	1'-2"	--	--	--	--	--	--	--	--	Vertical - Retaining Wall Footing
Superstructure														
S550	123	10'-7"	SC	1'-0"	1'-7"	5'-7"	1'-5"	--	--	1'-0"	--	--	--	Transverse Sidewalk
S551	133	5'-10"	SC	1'-0"	1'-5"	1'-0"	1'-5"	--	--	1'-0"	--	--	--	Transverse Curb
S552	738	6'-7"	C	0'-7"	6'-0"	0	--	--	--	--	--	--	--	Transverse Overhang
MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

TYPE - BENDING DIAGRAMS



All dimensions are out-to-out of bar.

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

Reinforcing Bar: ASTM A615/A615M, Grade 60

GENERAL NOTES

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

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

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN 15625.00

BRIDGE PLANS

BRIDGE NO. 2501

	BY	DATE
PROJ. MANAGER	S. Bodge	
DESIGN-DETAILED	M. Wight D. Sullivan	DEC 2010
CHECKED-REVIEWED	R. Myers R. Nimon	NOV 2010
DESIGN2-DETAILED2	R. Nimon	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

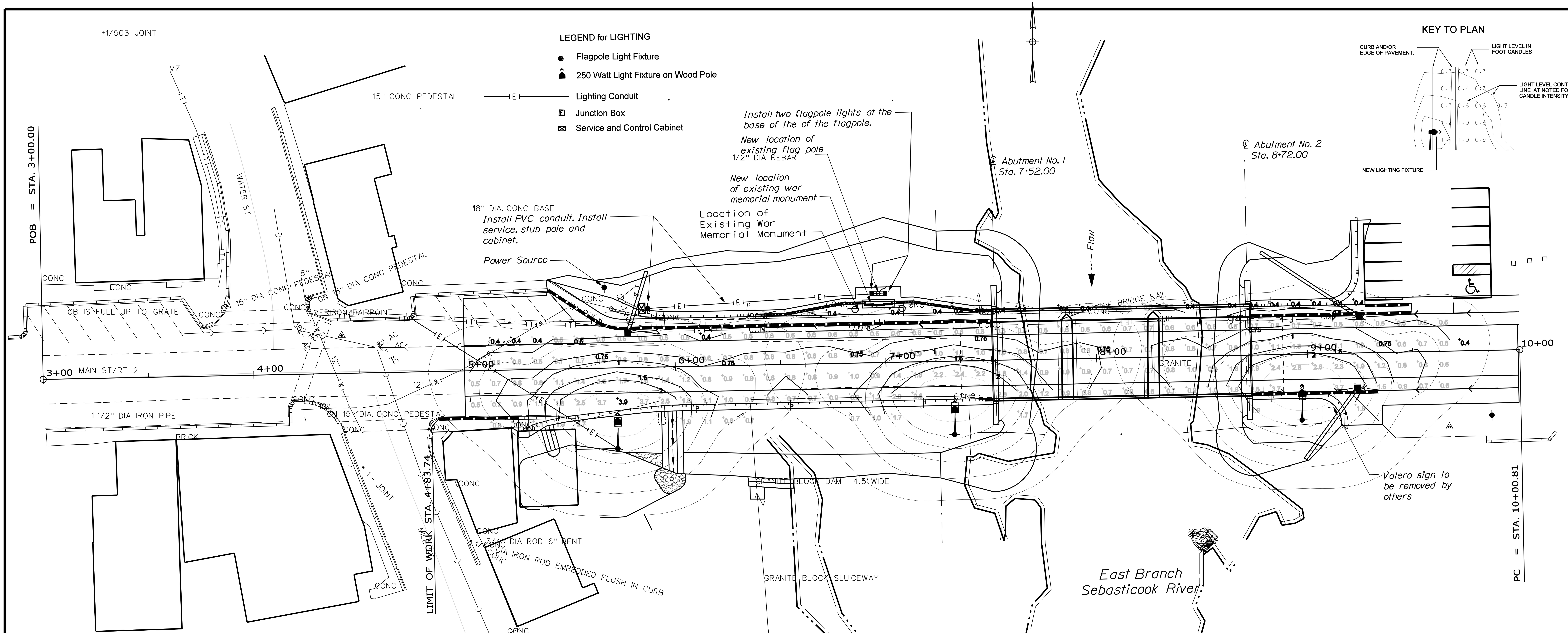
MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

REINFORCING STEEL SCHEDULE

SHEET NUMBER

35

OF 41



FLAGPOLE LIGHTING

THE CONTRACTOR SHALL INSTALL UP LIGHTING FOR THE RELOCATED FLAGPOLE. INSTALL SERVICE, POLE AND CABINET. SEE THE SPECIAL PROVISIONS, SECTION 634, FOR DESCRIPTION OF THE LIGHT FIXTURES TO BE USED.

HIGHWAY LIGHTING

PROPOSED LIGHTING IS INTENDED TO BE INSTALLED AND MAINTAINED BY CENTRAL MAINE POWER COMPANY.

INSTALL THREE LIGHT FIXTURES ON WOOD POLES AT STA. 5+72 RT. 7+32 RT AND 8+97 RT. 32 TO 35 FT. ABOVE THE PAVEMENT, ON 10 FOOT ARMS.

THE LIGHTING SHOWN IS AMERICAN ELECTRIC LIGHTING, ROADWAY LIGHTING LUMINAIRES. 250 WATT HIGH PRESSURE SODIUM, CATALOG NO. 125 25S R3 FG HP. IES TYPE 3 DISTRIBUTION. LIGHTING FIXTURES INSTALLED SHALL BE IES TYPE 3 DISTRIBUTION, FULL CUTOFF.

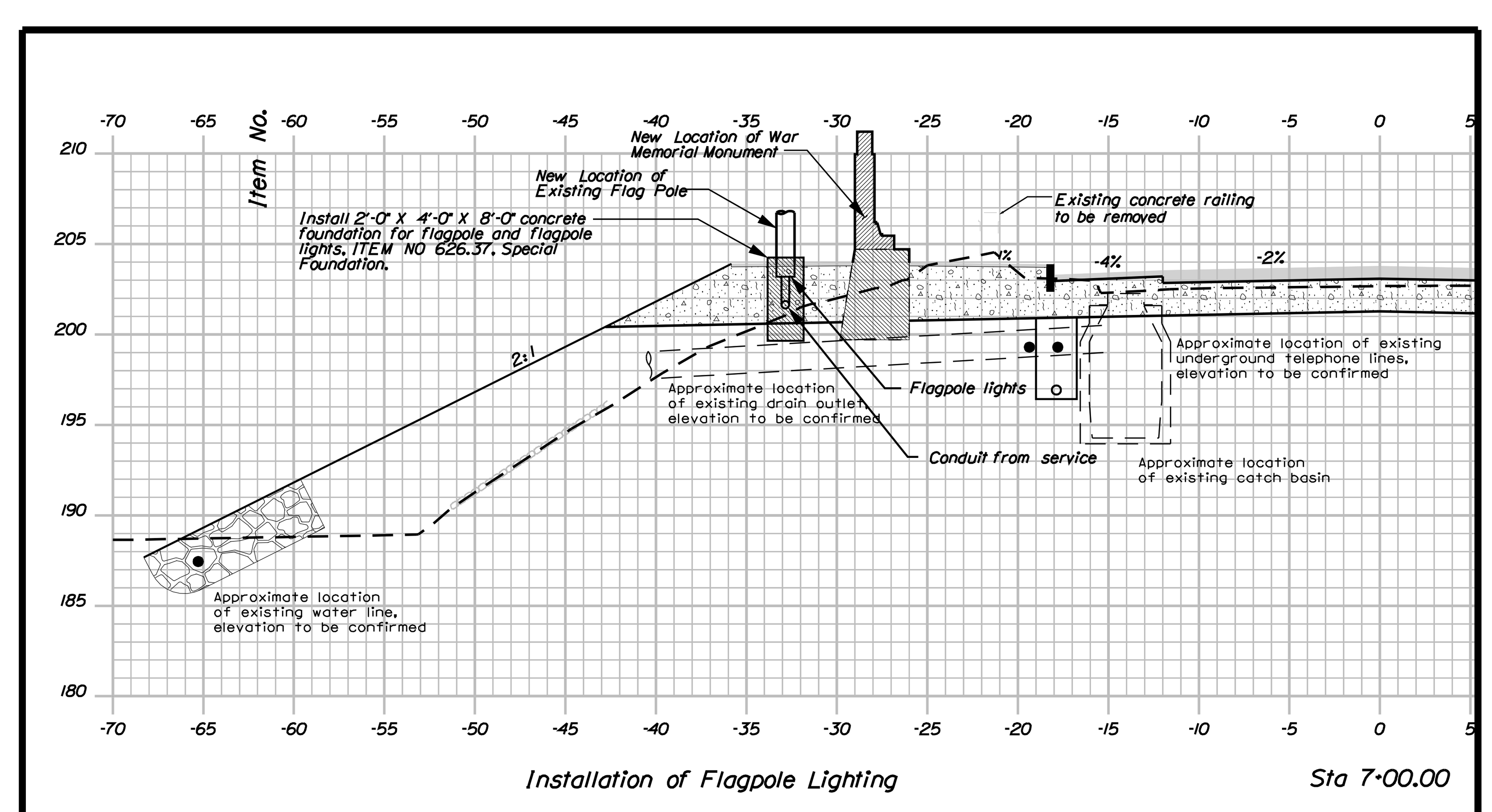
POWER FEED SHALL BE AERIAL, WITH POWER SOURCE TO BE DETERMINED BY CMP.

STATISTICS

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Bridge	+	1.0 fc	3.9 fc	0.4 fc	9.8:1	2.5:1

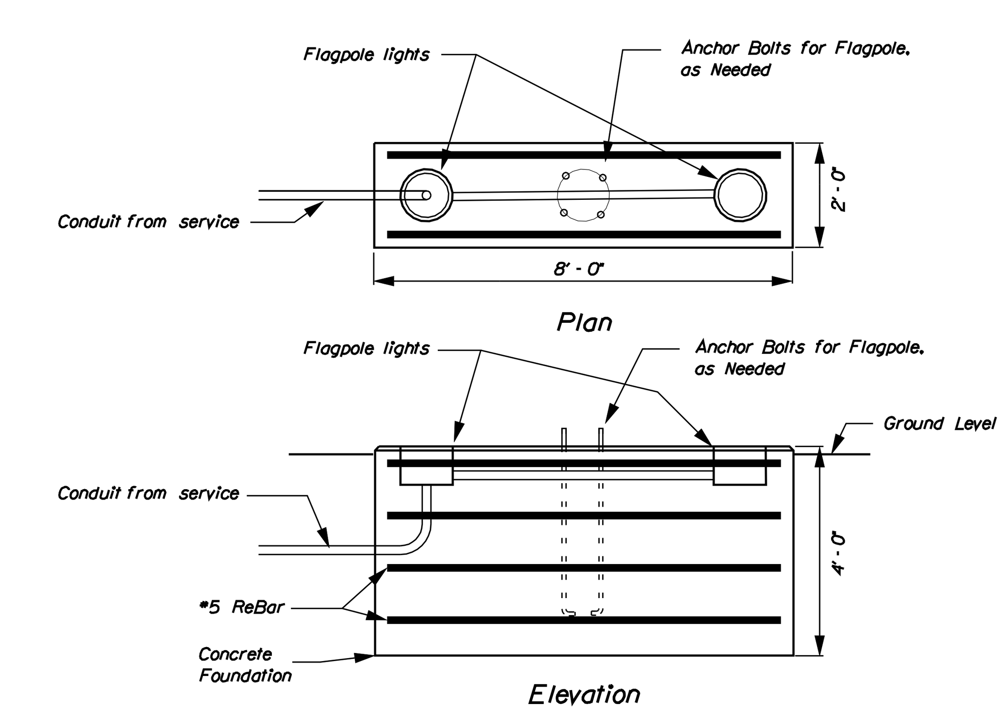
LUMINAIRE SCHEDULE

Symbol	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
	3	125 25S R3 FG HP	125 SERIES 250W HPS TYPE 3 FULL CUTOFF HIGH PERFORMANCE OPTIC	ONE 250-WATT CLEAR ED-18 HIGH PRESSURE SODIUM, TILTED 3-DEGREES BELOW HORIZONTAL POSITION. PRO-RATED FROM ITL54462.	125_25S_R3_FG_HP.ies	28500	0.81	297



Installation of Flagpole Lighting

Sta 7+00.00



Flagpole Foundation

Item No. 626.37, Special Foundation

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN 15625.00

BRIDGE NO. 2501

BRIDGE PLANS

PROJ. MANAGER	S. Bodge	BY	DATE
DESIGN-DETAILED	RAL	RAL	Jan. 2010
CHECKED-REVIEWED	ALG		Jan. 2010
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

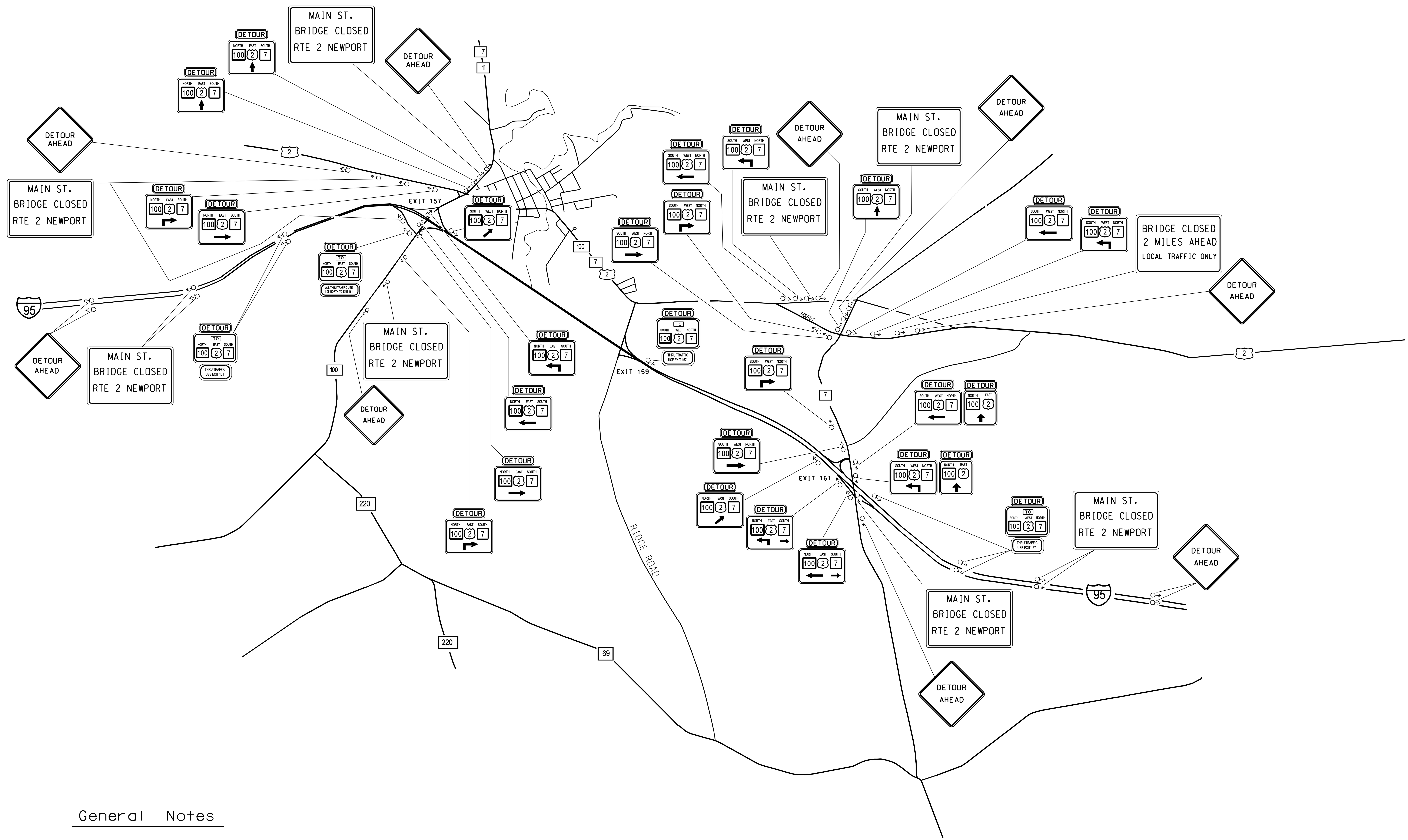
SIGNATURE
4226
P.E. NUMBER
JUNE 4, 2010
DATE

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

LIGHTING PLAN

SHEET NUMBER
36
OF 41

Filename: ...\MSTA\036_Lighting_Plan.dgn Division: BRIDGE Username: david.sullivan Date:12/6/2010



General Notes

1) Other signs may be needed as directed by the Resident.

2) The Resident shall approve locations and text on message boards on Route 2.

3) The Contractor shall cover all conflicting route and directional signs and cover any conflicting portion of a sign.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

BRIDGE NO. 2501 | PIN 15625.00 | BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	S. Bodge		
DESIGN-DETAILED	M. Wight	D. Sullivan	DEC 2010
CHECKED-REVIEWED	R. Myers	R. Nimon	NOV 2010
DESIGN2-DETAILED2		R. Nimon	
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

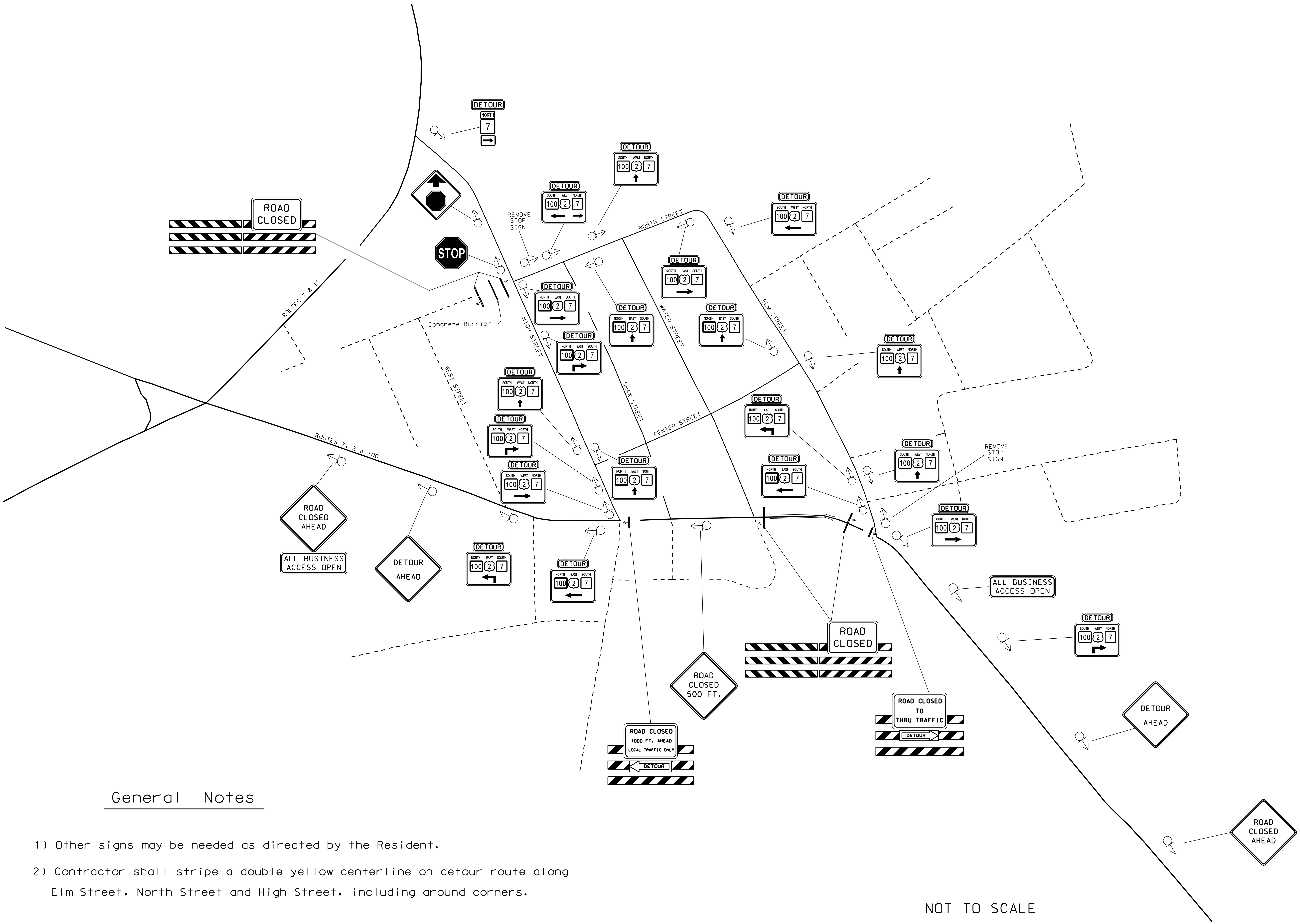
MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

MAIN ST. DETOUR PLANS

SHEET NUMBER
37
OF 41

Filename: ...\MSTA\037_Detour_Main_St.dgn Division: BRIDGE Username: david.sullivan Date:12/6/2010

Filename: ...\MSTA\038_Detour_North_St.dgn   Division: BRIDGE   Username: david.sullivan   Date:12/6/2010



General Notes

1) Other signs may be needed as directed by the Resident.

2) Contractor shall stripe a double yellow centerline on detour route along Elm Street, North Street and High Street, including around corners.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

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P.E. NUMBER
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MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

NORTH ST. DETOUR PLANS

SIGN SUMMARY

SIGN	SIZE	QTY. / COLOR
DETOUR AHEAD — W20-2	48 x 48	13 Black on Orange
ROAD CLOSED AHEAD — W20-3	48 x 48	2 Black on Orange
ROAD CLOSED 500 FT. — W20-3	48 x 48	1 Black on Orange
MAIN ST. BRIDGE CLOSED RTE 2 NEWPORT	60 x 30	7 Black on White
MAIN ST. BRIDGE CLOSED RTE 2 NEWPORT	96 x 48 Interstate	4 Black on White
BRIDGE CLOSED 2 MILES AHEAD LOCAL TRAFFIC ONLY	60 x 30	1 Black on White
NORTH EAST SOUTH 100 2 7	72 x 48	5 Black on Orange
NORTH EAST SOUTH 100 2 7	72 x 48	3 Black on Orange
NORTH EAST SOUTH 100 2 7	72 x 48	4 Black on Orange
NORTH EAST SOUTH 100 2 7	72 x 48	3 Black on Orange

SIGN SUMMARY

SIGN	SIZE	QTY. / COLOR
	48 x 48	1 Black / Red on Orange
STOP	36 x 36	1 Red/White
SOUTH WEST NORTH 100 2 7	72 x 48	1 Black on Orange
TO SOUTH WEST NORTH 100 2 7	72 x 48	4 Black on Orange
TO NORTH EAST SOUTH 100 2 7	72 x 48	3 Black on Orange
THRU TRAFFIC USE EXIT 157	60 x 30	4 Black on Orange
THRU TRAFFIC USE EXIT 161	60 x 30	2 Black on Orange
ALL THRU TRAFFIC USE I-95 NORTH TO EXIT 161	72 x 24	1 Black on Orange
ALL BUSINESS ACCESS OPEN	60 x 24	2 Black on Orange
DETOUR	60 x 12	52 Black on Orange
DETOUR — M4-10L	48 x 18	1 Black on Orange
DETOUR — M4-10R	48 x 18	1 Black on Orange
7	24 x 24	1 Black on White
M6-1	21 x 15	1 Black on White
NORTH — M3-1	24 x 12	1 Black on White
DETOUR — M4-8	24 x 12	1 Black on Orange

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1562(500)X
BRIDGE NO. 2501
PIN 15625.00
BRIDGE PLANS

PROJ. MANAGER	S. Bodge	BY	DATE
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
P.E. NUMBER
DATE

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

DETOUR SIGNS

SHEET NUMBER
39
OF 41

Filename: ...\MSTA\039_Detour_Signs-1.dgn Division: BRIDGE Username: david.sullivan Date:12/6/2010

SIGN SUMMARY

SIGN		SIZE	QTY. / COLOR
ROAD CLOSED	R11-2	48 x 30	4 Black on White
ROAD CLOSED TO THRU TRAFFIC	R11-4	60 x 30	1 Black on White
ROAD CLOSED 1000 FT. AHEAD LOCAL TRAFFIC ONLY	R11-3a	60 x 30	1 Black on White
SOUTH WEST NORTH 100 2 7		72 x 48	1 Black on Orange
NORTH EAST SOUTH 100 2 7		72 x 48	1 Black on Orange
NORTH EAST SOUTH 100 2 7		72 x 48	3 Black on Orange
NORTH EAST SOUTH 100 2 7		72 x 48	1 Black on Orange
NORTH EAST SOUTH 100 2 7		72 x 48	1 Black on Orange
NORTH EAST 100 2		52 x 48	2 Black on Orange
SOUTH WEST NORTH 100 2 7		72 x 48	4 Black on Orange
SOUTH WEST NORTH 100 2 7		72 x 48	4 Black on Orange
SOUTH WEST NORTH 100 2 7		72 x 48	4 Black on Orange
SOUTH WEST NORTH 100 2 7		72 x 48	3 Black on Orange

SIGN SUMMARY

SIGN	SIZE	QTY. / COLOR
SOUTH WEST NORTH 100 2 7	72 x 48	5 Black on Orange

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(500)X

PIN 15625.00

BRIDGE NO. 2501

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	S. Bodge	
DESIGN-DETAILED	M. Wight	D. Sullivan	DEC 2010
CHECKED-REVIEWED	R. Myers	R. Nimon	NOV 2010
DESIGN2-DETAILED2		R. Nimon	
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

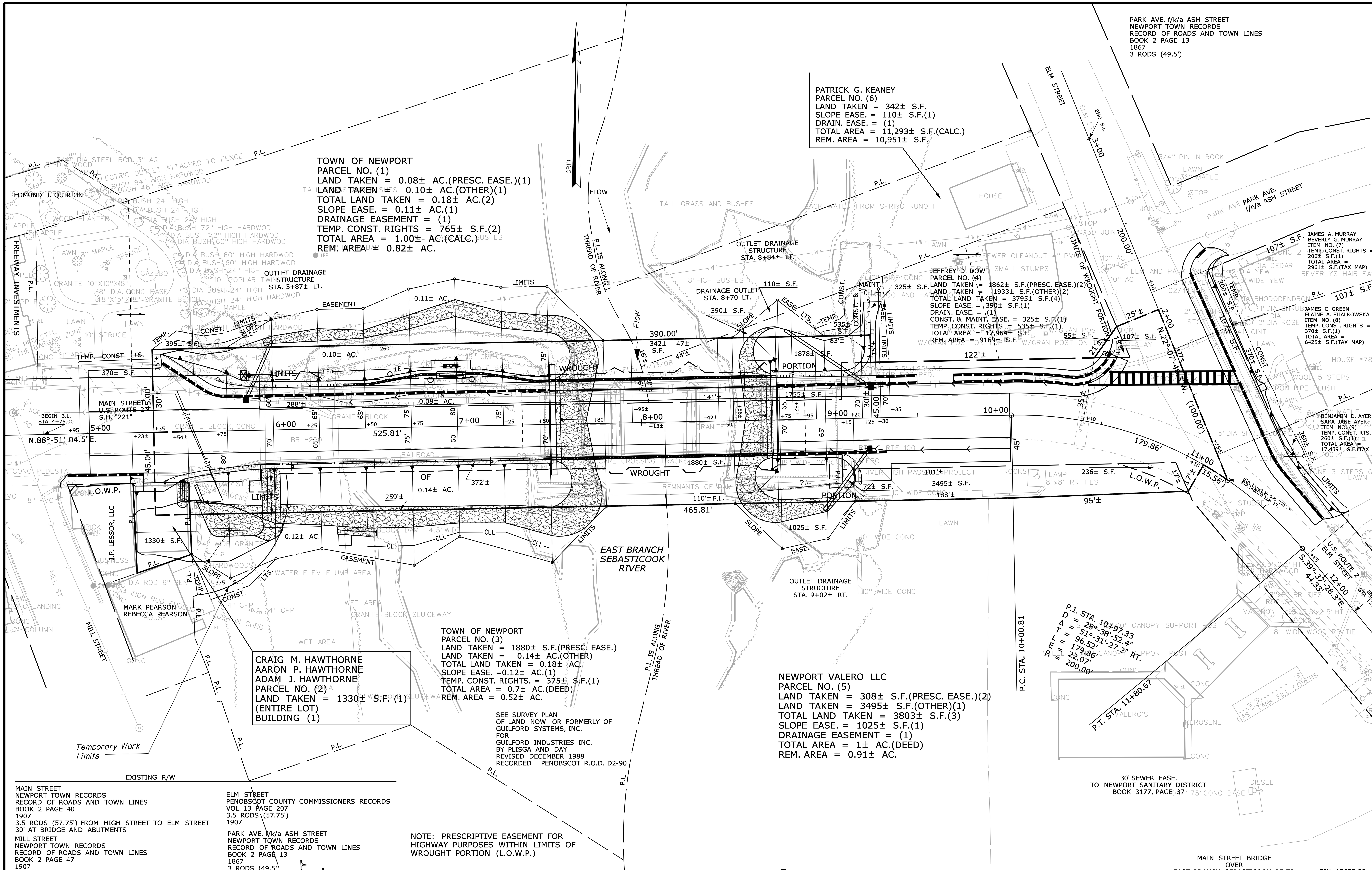
DATE

MAIN STREET BRIDGE
EAST BRANCH SEBASTICOOK RIVER
NEWPORT PENOBSCOT COUNTY

DETOUR SIGNS

SHEET NUMBER
40
OF 41

Filename: ...\MSTA\040_Detour_Signs-2.dgn Division: BRIDGE Username: david.sullivan Date:12/6/2010



ITEM	TECH	CHECKED
BASE MAP	D.W.B.	
EXIST. R/W		
PROP. LINES	D.S.G. T.L.B.	
AREAS	T.L.B.	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016
NEWPORT
RIGHT OF WAY MAP

NO.	DATE	REVISIONS DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
2	PART I	COND.	5/17/10	12131	63
	PART II	COND.	11/9/10	12311	263

DAVID A. COLE
COMMISSIONER
KENNETH E. SWEENEY
CHIEF ENGINEER
DATE

STATE HIGHWAY "221"
MAIN STREET\U.S. ROUTE 2\ROUTE 100
NEWPORT PENOBSCOT COUNTY
FEDERAL PROJECT NO. BR-1562(500)X PART I & II
NOVEMBER 2009 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 10-455
SCALE 1" = 25' | SHEET 1 OF 1

SHEET NUMBER
41
OF 41