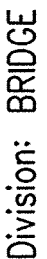
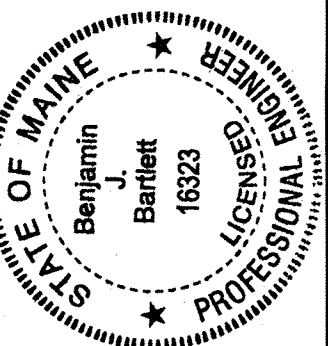


Username: Benjamin.J.Bartlett Date: 7/21/2025



Filename: \10\BRIDGE\MSTA\001_Title.dgn

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		APPROVED	DATE
COMMISSIONER:		<i>[Signature]</i>	7-28-20
CHIEF ENGINEER:		<i>[Signature]</i>	7-28-2020



Signature Benjamin Ball
 SIGNATURE
 16323
 P.E. NUMBER
 07/28/2025
 DATE

PROJECT INFORMATION	
PROGRAM	BRIDGE
PROJECT MANAGER	M. PARLIN
DESIGNER	B. BARTLETT
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

021686.10

WIN

2168610

CHARLOTTE
MOOSEHORN BRIDGE

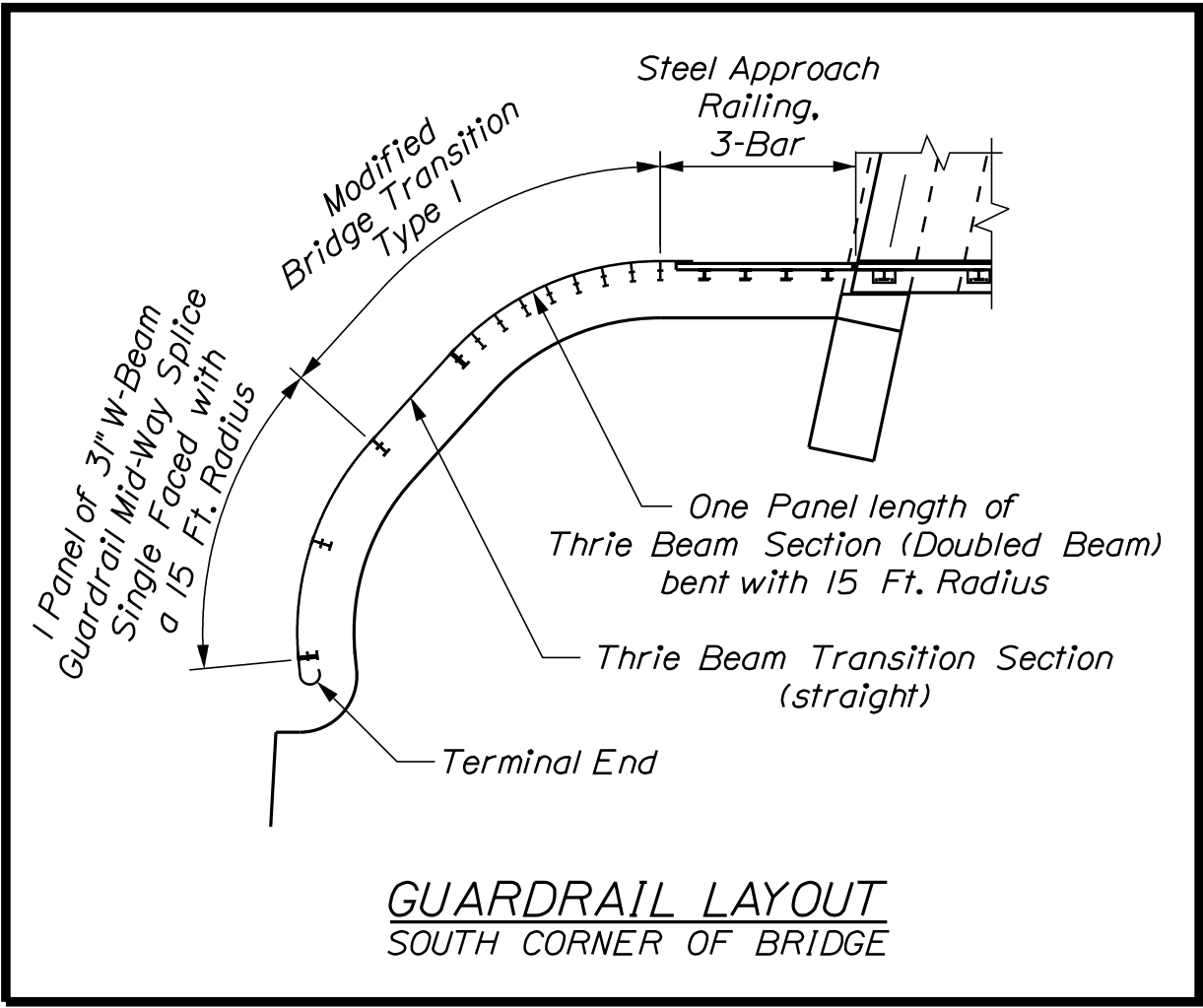
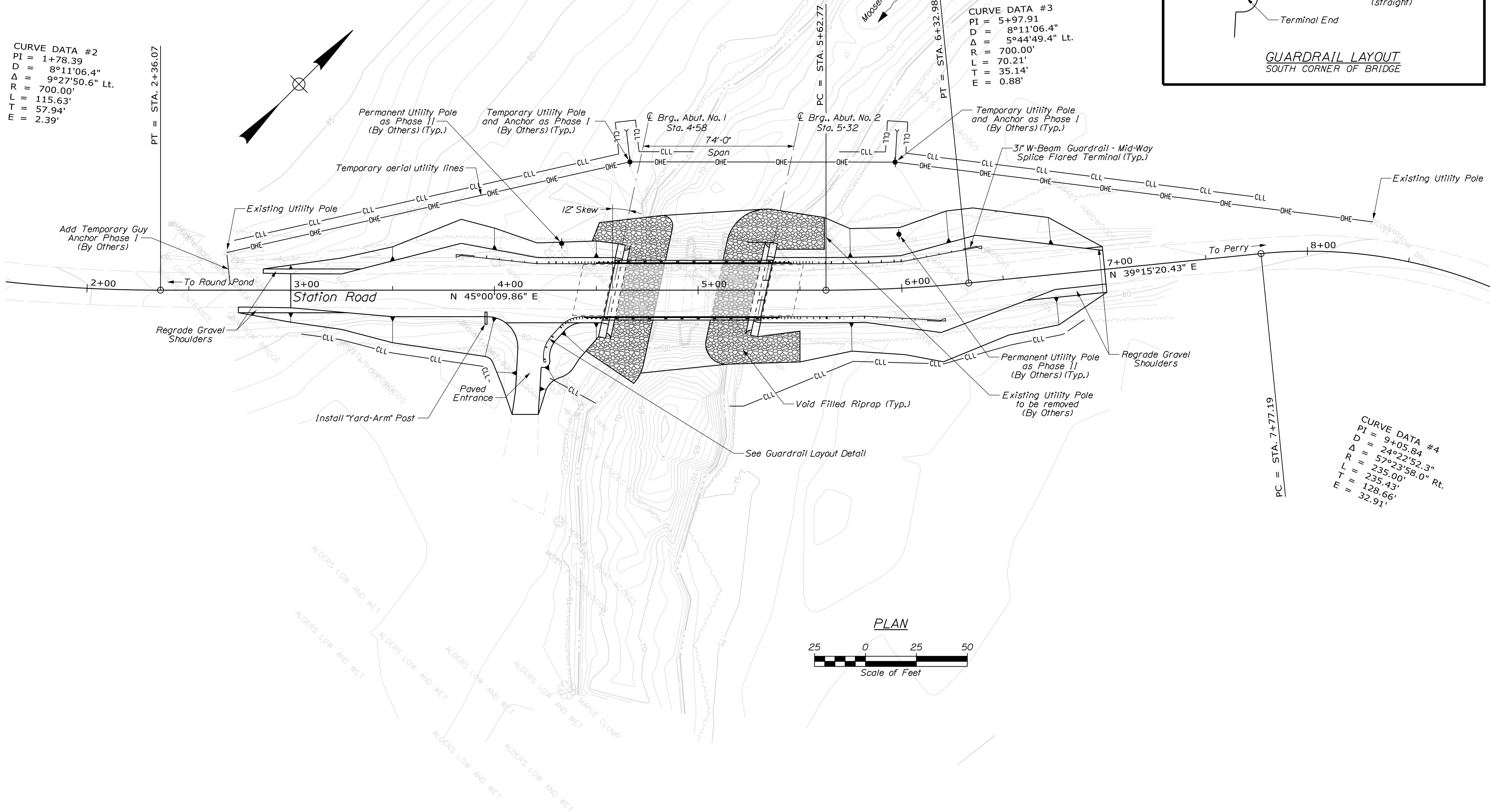
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SHEET NUMBER

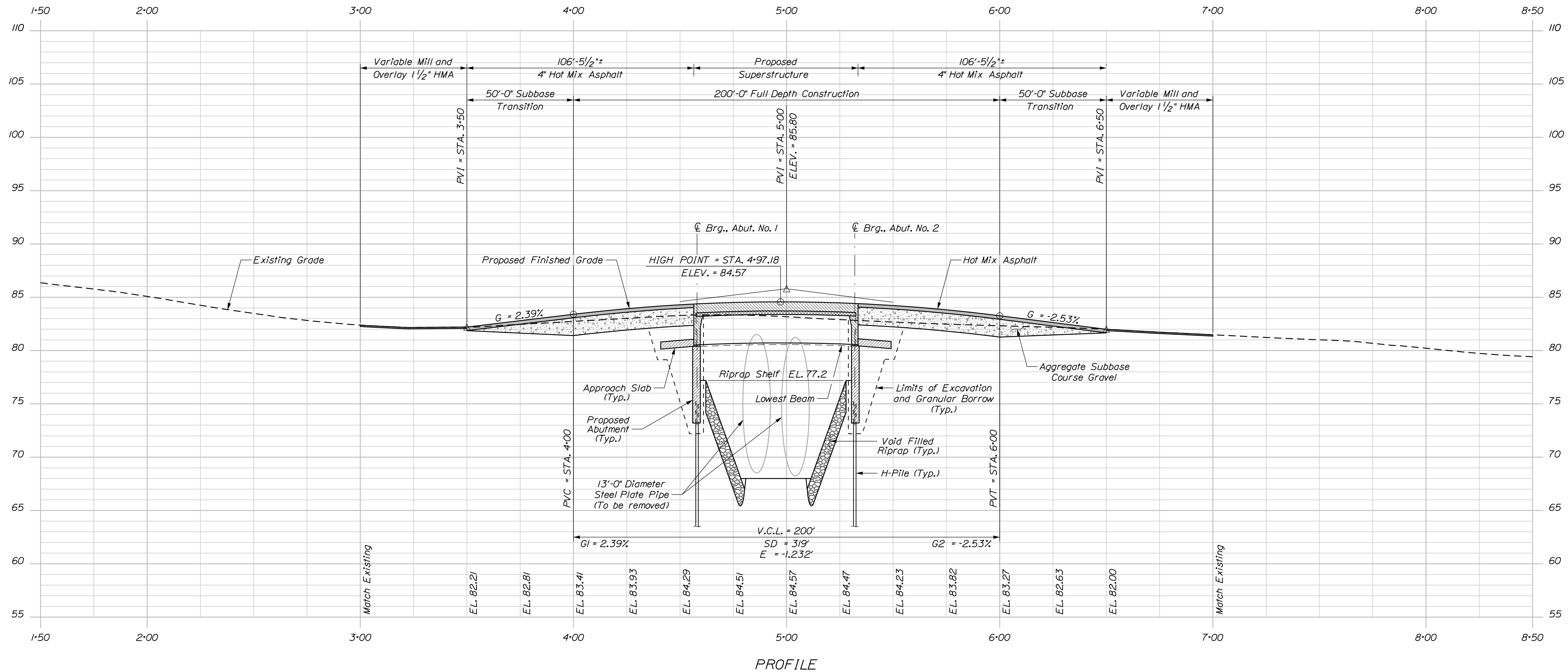
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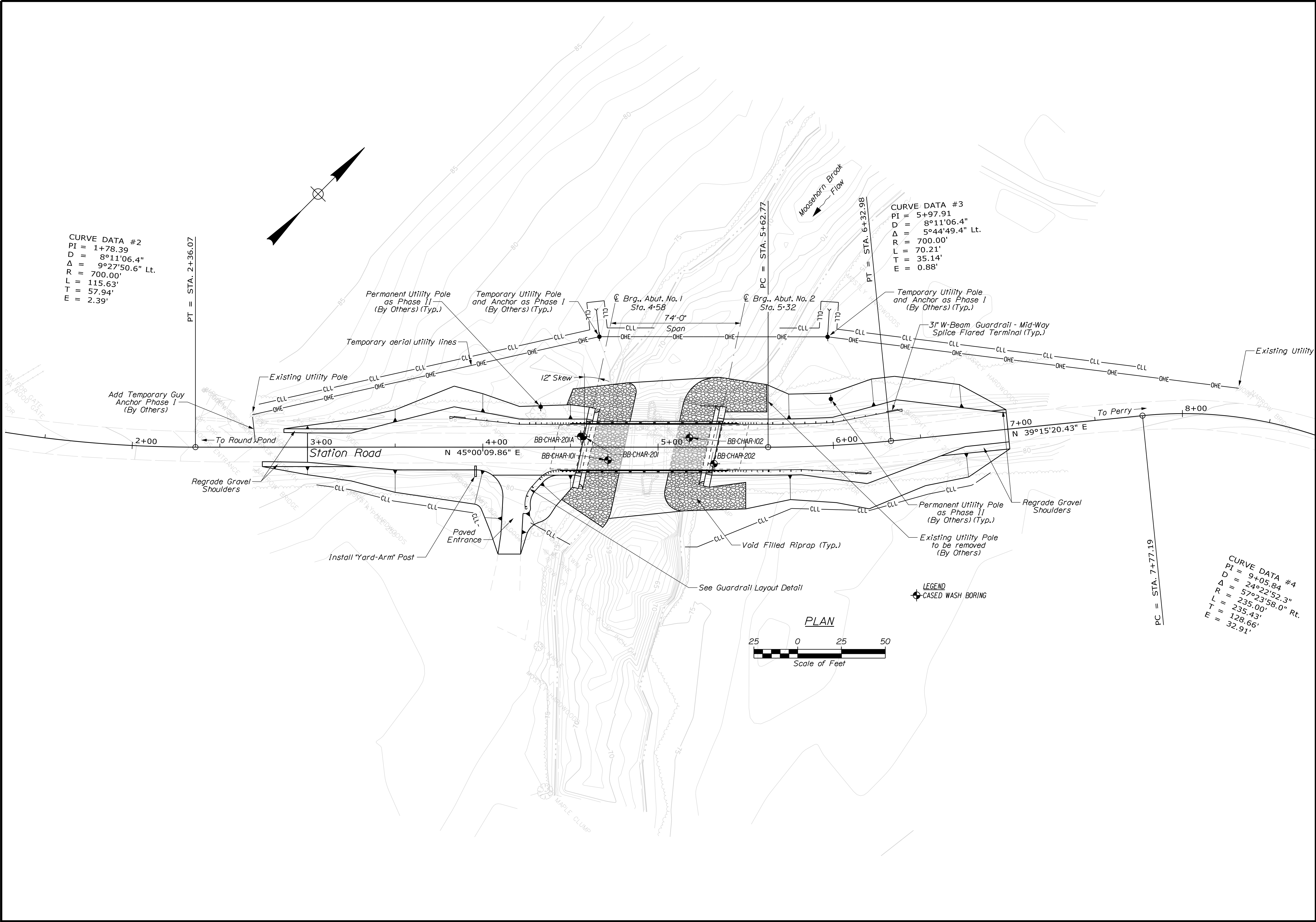
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GENERAL CONSTRUCTION NOTES																																																											
1. For easements, construction limits, and right of way lines, refer to the Right of Way Map. 2. The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to Contract items. 3. All utility facilities shall be adjusted by the respective utilities unless otherwise noted. 4. Existing signs within the Project limits shall be removed and reset as directed by the Resident. Payment for removal and reinstallation of existing signs will be considered incidental to the Contract. No separate payment will be made. 5. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident. 6. In areas where the Resident directs the Contractor not to excavate to the subgrade line shown on the plans, payment for removing existing pavement, grubbing, shaping, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items. 7. All embankment material, except as otherwise shown, placed below EL. 77 shall be Granular Borrow meeting the requirements of Standard Specifications Subsection 703.19, Granular Borrow, for Material for Underwater Backfill. 8. Construct the riprap shelf at each abutment at EL. 77.2. 9. Stones which cannot be rolled or compacted into the surface of the shoulder shall be removed by hand raking. Payment for hand raking will be considered incidental to Pay Item 304.10, Aggregate Subbase Course - Gravel. 10. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident. 11. Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Pay Item 619.14, Erosion Control Mix. 12. Place a 24 inch wide strip of Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls. 13. A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail. 14. Where it is apparent that runoff will cause continual erosion, Erosion Control Blanket, seeded gutters, riprap downspouts, and other gutters lined with Stone Ditch Protection shall be constructed after paving and shoulder work is completed. Payment will be made under the appropriate Contract items. 15. Protective Coating for Concrete Surfaces shall be applied to the following areas: All exposed surfaces of concrete curbs, Fascias down to the drip notch, Concrete wearing surfaces, Top of abutment backwalls and wingwalls, and To one foot below the ground on vertical walls against earth. 16. Project information referred to below may be accessed at the following MaineDOT web address: https://www.maine.gov/dot/doing-business/bid-opportunities 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 project geotechnical report titled: Geotechnical Design Report for the Replacement of Moosehorn Bridge, Charlotte, Maine, Soils Report 2025-17, dated April 25, 2025, may be accessed at the MaineDOT web address. 19. Geotechnical information furnished or referred to in this plan set is for the use of the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidders' or Contractor's interpretations of, or conclusions drawn from, the geotechnical information. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between the boring locations. 20. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows: a. If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence. b. If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed. c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation and Time. 21. Removal of the existing pipes and any excavation required outside of the Limits of Structural Earth Excavation and Granular Borrow will be the amount actually excavated, provided the maximum allowable horizontal dimensions do not exceed those bounded by vertical surfaces 18 inches outside the base or extreme limits of the structure and shall be paid for under Item 202.19, Removing Existing Bridge. 22. The Contractor shall install a "Yard-Arm" style post at the entrance to the IF&W property, exact location to be determined by the Resident. Post will be provided by IF&W. Payment for installing the post will be paid for under hourly rental items. 23. The Contractor shall maintain access to the IF&W boat launch property at all times. The Contractor shall not block access to, park in, or use the IF&W property for storage of materials and equipment. <tr><td colspan="10"> STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2168610 WIN 021686.10 BRIDGE NO. 3332 BRIDGE PL </td></tr> <tr><td colspan="10"> MOOSEHORN BRIDGE MOOSEHORN BROOK WASHINGTON COUNTY CHARLOTTE ESTIMATED QUANTITIES AND GENERAL CONSTRUCTION NOTES </td></tr> <tr><td colspan="10"> PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES M. PARLIN B. BARTLETT R. WATYER T. INFUKAT BY D. SHAW T. WHITE DATE MAY 2025 MAY 2025 APR 2025 SIGNATURE P.E. NUMBER DATE </td></tr> <tr><td colspan="10">SHEET NUMBER</td></tr> <tr><td colspan="10">2</td></tr>										STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2168610 WIN 021686.10 BRIDGE NO. 3332 BRIDGE PL										MOOSEHORN BRIDGE MOOSEHORN BROOK WASHINGTON COUNTY CHARLOTTE ESTIMATED QUANTITIES AND GENERAL CONSTRUCTION NOTES										PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES M. PARLIN B. BARTLETT R. WATYER T. INFUKAT BY D. SHAW T. WHITE DATE MAY 2025 MAY 2025 APR 2025 SIGNATURE P.E. NUMBER DATE										SHEET NUMBER										2									
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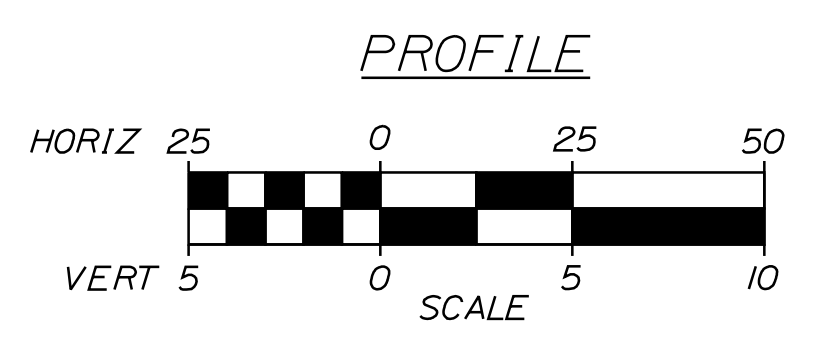
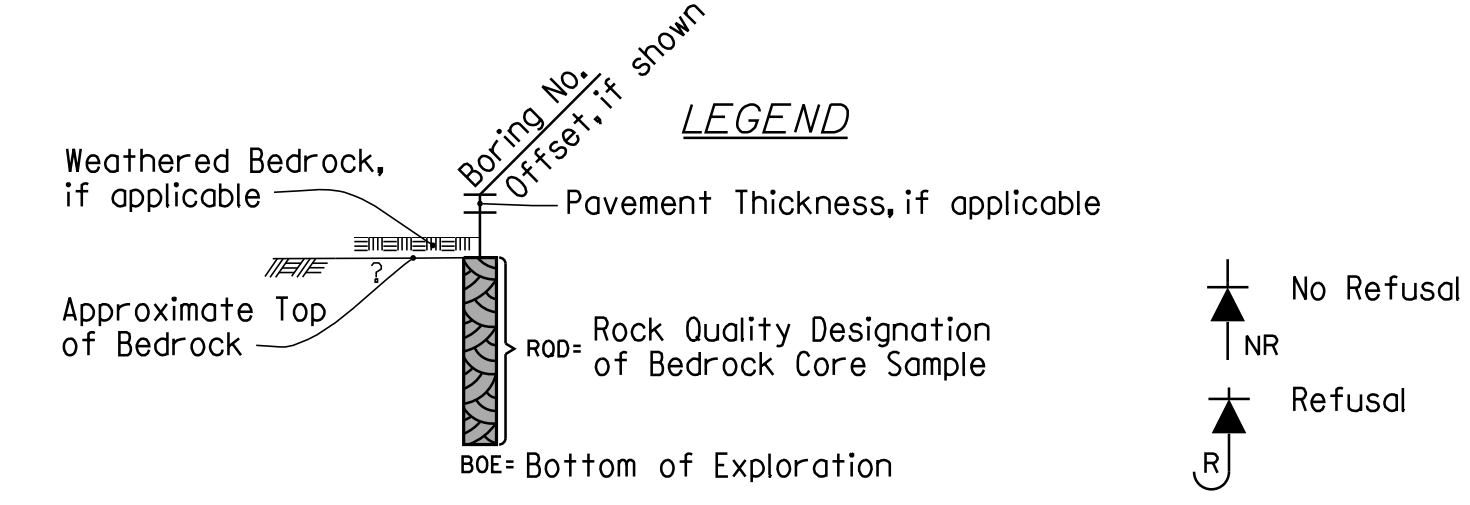
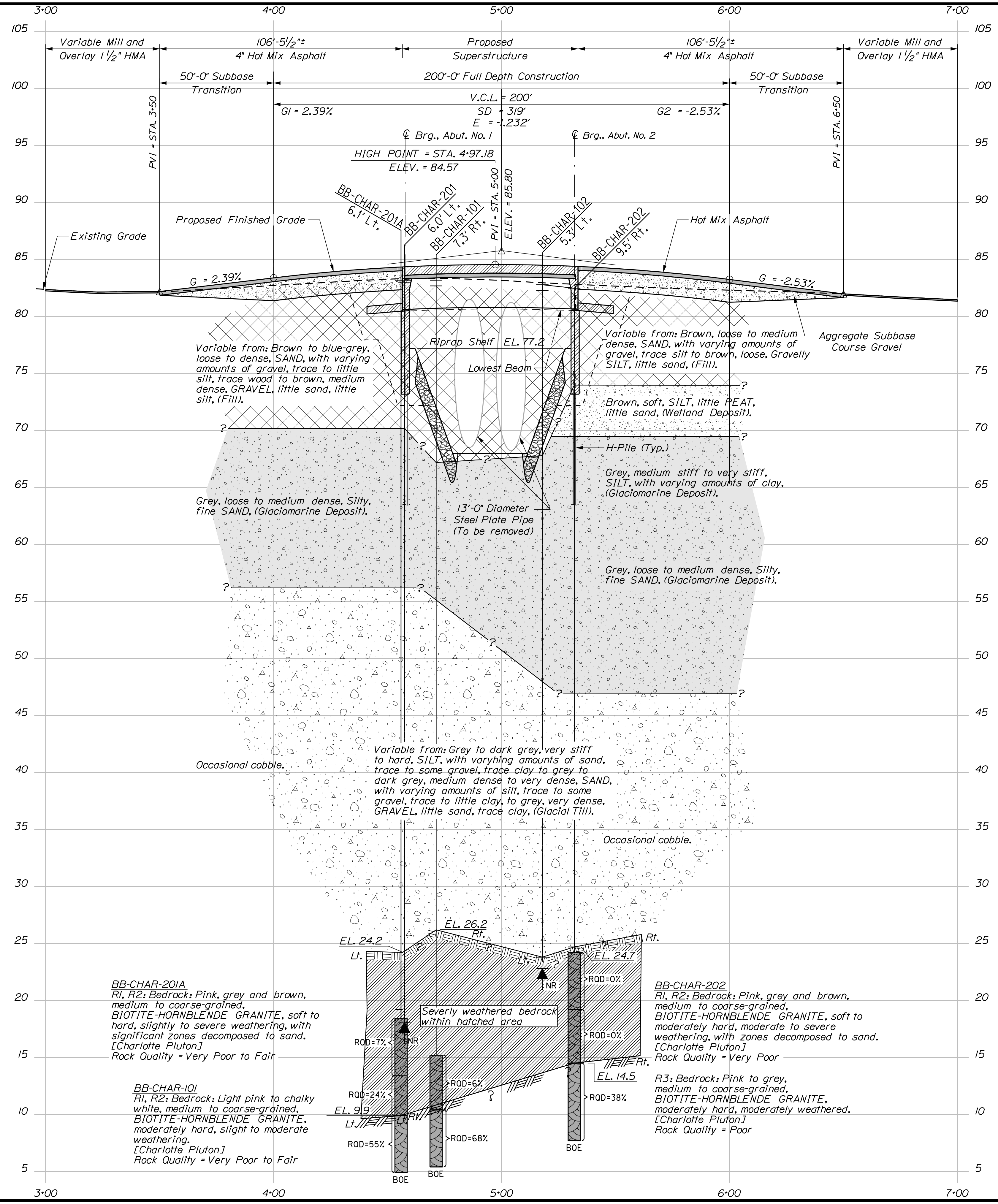


OF 25	SHEET NUMBER	MOOSEHORN BRIDGE MOOSEHORN BROOK CHARLOTTE WASHINGTON COUNTY				PROJ. MANAGER		BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION BRIDGE NO. 3332 WIN 021686.10 BRIDGE PLANS
		GENERAL PLAN				DESIGN-DETAILED		B. BARTLETT	D. SHAW	
					CHECKED-REVIEWED		SIGNATURE			
					DESIGN2-DETAILED2		N. PUJAY	T. WHITE	APR 2025	
					DESIGN3-DETAILED3					
					REVISIONS 1					
					REVISIONS 2					
					REVISIONS 3					
					REVISIONS 4					
					FIELD CHANGES					





STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SIGNATURE		P.E. NUMBER	DATE
	02168610			
MOOSEHORN BRIDGE MOOSEHORN BROOK CHARLOTTE WASHINGTON COUNTY		BORING LOCATION PLAN		
SHEET NUMBER		5		
BRIDGE NO. 3332		WIN 021686.10		
BRIDGE PLANS		OF 25		



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

"Varying Amounts" term = Portion is 0 to 50 percent of total.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		02168610		WIN		021686.10		BRIDGE NO. 3332		BRIDGE PLANS	
PROJECT MANAGER		BY		DATE		SIGNATURE		P.E. NUMBER		DATE			
DESIGN-DETAILED		D. SHAW											
CHECKED-REVIEWED		T. WHITE		APR. 2025									
DESIGNS-DETAILED													
REVISIONS 1													
REVISIONS 2													
REVISIONS 3													
REVISIONS 4													
FIELD CHANGES													
MOOSEHORN BRIDGE MOOSEHORN BROOK WASHINGTON COUNTY CHARLOTTE												SHEET NUMBER	
INTERPRETIVE SUBSURFACE PROFILE												6	
												OF 25	

Maine Department of Transportation										Project: Moosannah Bridge #332 carries Station Road over Moosannah Brook Location: Charlotte, Maine		Boring No.: BB-CHAR-101	
Soil/Bore Exploration Log										WIN: 21686.10			
US CUSTOMARY UNITS													
Drillers: New England Boring Contractors				Elevation (ft.): 83.2		Auger 10/00: 4" SSA							
Operator: Mike Porter				Datum: NAVD88		Sampler: Standard Split Spoon							
Logged By: TBM				Rig Type: Truck Mounted Mobile #83		Hammer #1/Fall: 140 lbs./30"							
Date Start/Finish: 9:45AM 6/7/17-10:17AM 6/9/2017				Drilling Method: Cased Wash Boring		Core Bore(s): NO-2"							
Boring Location: 47°13.1, 1.3 ft Rt.				Casing 10/00: MH4"/4.5"		Water Level*: 101' bgs @ 7:55 on 6/8/17							
Hammer Efficiency Factor: 0.859				Hammer Type: Automatic		Hydraulic		Rock & Corrosion					
A = Split Spoon Sample B = Plasticine C = Thin Wall D = Field Core E = Field Core F = Field Core G = Field Core H = Field Core I = Field Core J = Field Core K = Field Core L = Field Core M = Field Core N = Field Core O = Field Core P = Field Core Q = Field Core R = Field Core S = Field Core T = Field Core U = Field Core V = Field Core W = Field Core X = Field Core Y = Field Core Z = Field Core AA = Field Core AB = Field Core AC = Field Core AD = Field Core AE = Field Core AF = Field Core AG = Field Core AH = Field Core AI = Field Core AJ = Field Core AK = Field Core AL = Field Core AM = Field Core AN = Field Core AO = Field Core AP = Field Core AQ = Field Core AR = Field Core AS = Field Core AT = Field Core AU = Field Core AV = Field Core AW = Field Core AX = Field Core AY = Field Core AZ = Field Core BA = Field Core BB = Field Core BC = Field Core BD = Field Core BE = Field Core BF = Field Core BG = Field Core BH = Field Core BI = Field Core BJ = Field Core BK = Field Core BL = Field Core BM = Field Core BN = Field Core BO = Field Core BP = Field Core BQ = Field Core BR = Field Core BS = Field Core BT = Field Core BU = Field Core BV = Field Core BW = Field Core BX = Field Core BY = Field Core BZ = Field Core CA = Field Core CB = Field Core CC = Field Core CD = Field Core CE = Field Core CF = Field Core CG = Field Core CH = Field Core CI = Field Core CJ = Field Core CK = Field Core CL = Field Core CM = Field Core CN = Field Core CO = Field Core CP = Field Core CQ = Field Core CR = Field Core CS = Field Core CT = Field Core CU = Field Core CV = Field Core CW = Field Core CX = Field Core CY = Field Core CZ = Field Core DA = Field Core DB = Field Core DC = Field Core DD = Field Core DE = Field Core DF = Field Core DG = Field Core DH = Field Core DI = Field Core DJ = Field Core DK = Field Core DL = Field Core DM = Field Core DN = Field Core DO = Field Core DP = Field Core DQ = Field Core DR = Field Core DS = Field Core DT = Field Core DU = Field Core DV = Field Core DW = Field Core DX = Field Core DY = Field Core DZ = Field Core EA = Field Core EB = Field Core EC = Field Core ED = Field Core EE = Field Core EF = Field Core EG = Field Core EH = Field Core EI = Field Core EJ = Field Core EK = Field Core EL = Field Core EM = Field Core EN = Field Core EO = Field Core EP = Field Core EQ = Field Core ER = Field Core ES = Field Core ET = Field Core EU = Field Core EV = Field Core EW = Field Core EX = Field Core EY = Field Core EZ = Field Core FA = Field Core FB = Field Core FC = Field Core FD = Field Core FE = Field Core FF = Field Core FG = Field Core FH = Field Core FI = Field Core FJ = Field Core FK = Field Core FL = Field Core FM = Field Core FN = Field Core FO = Field Core FP = Field Core FQ = Field Core FR = Field Core FS = Field Core FT = Field Core FU = Field Core FV = Field Core FW = Field Core FX = Field Core FY = Field Core FZ = Field Core GA = Field Core GB = Field Core GC = Field Core GD = Field Core GE = Field Core GF = Field Core GH = Field Core GI = Field Core GJ = Field Core GK = Field Core GL = Field Core GM = Field Core GN = Field Core GO = Field Core GP = Field Core GQ = Field Core GR = Field Core GS = Field Core GT = Field Core GU = Field Core GV = Field Core GW = Field Core GX = Field Core GY = Field Core GZ = Field Core HA = Field Core HB = Field Core HC = Field Core HD = Field Core HE = Field Core HF = Field Core HG = Field Core HH = Field Core HI = Field Core HJ = Field Core HK = Field Core HL = Field Core HM = Field Core HN = Field Core HO = Field Core HP = Field Core HQ = Field Core HR = Field Core HS = Field Core HT = Field Core HU = Field Core HV = Field Core HW = Field Core HX = Field Core HY = Field Core HZ = Field Core IA = Field Core IB = Field Core IC = Field Core ID = Field Core IE = Field Core IF = Field Core IG = Field Core IH = Field Core II = Field Core IJ = Field Core IK = Field Core IL = Field Core IM = Field Core IN = Field Core IO = Field Core IP = Field Core IQ = Field Core IR = Field Core IS = Field Core IT = Field Core IU = Field Core IV = Field Core IW = Field Core IX = Field Core IY = Field Core IZ = Field Core JA = Field Core JB = Field Core JC = Field Core JD = Field Core JE = Field Core JF = Field Core JG = Field Core JH = Field Core JI = Field Core JJ = Field Core JK = Field Core JL = Field Core JM = Field Core JN = Field Core JO = Field Core JP = Field Core JQ = Field Core JR = Field Core JS = Field Core JT = Field Core JU = Field Core JV = Field Core JW = Field Core JX = Field Core JY = Field Core JZ = Field Core KA = Field Core KB = Field Core KC = Field Core KD = Field Core KE = Field Core KF = Field Core KG = Field Core KH = Field Core KI = Field Core KJ = Field Core KK = Field Core KL = Field Core KM = Field Core KN = Field Core													

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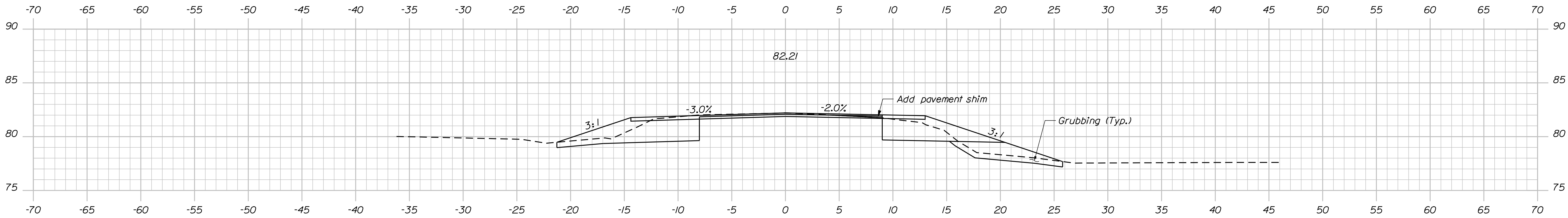
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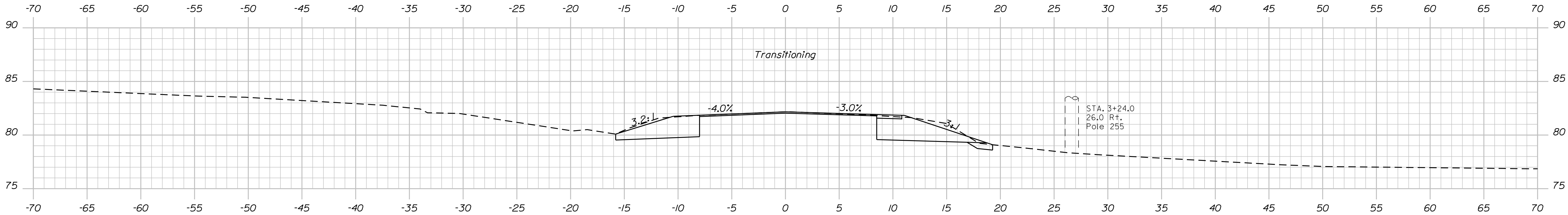
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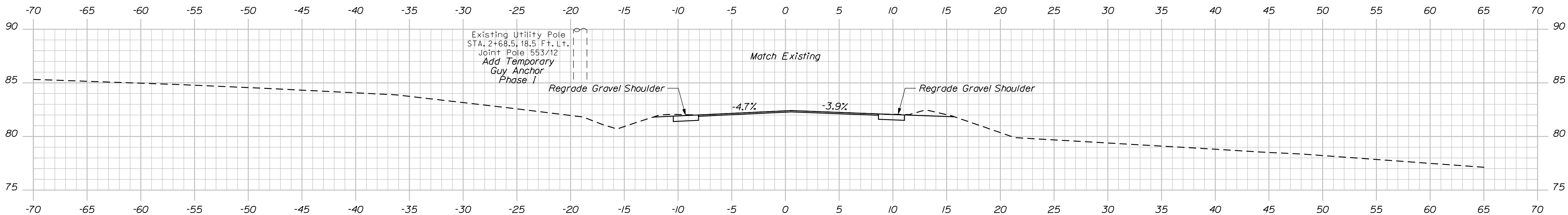
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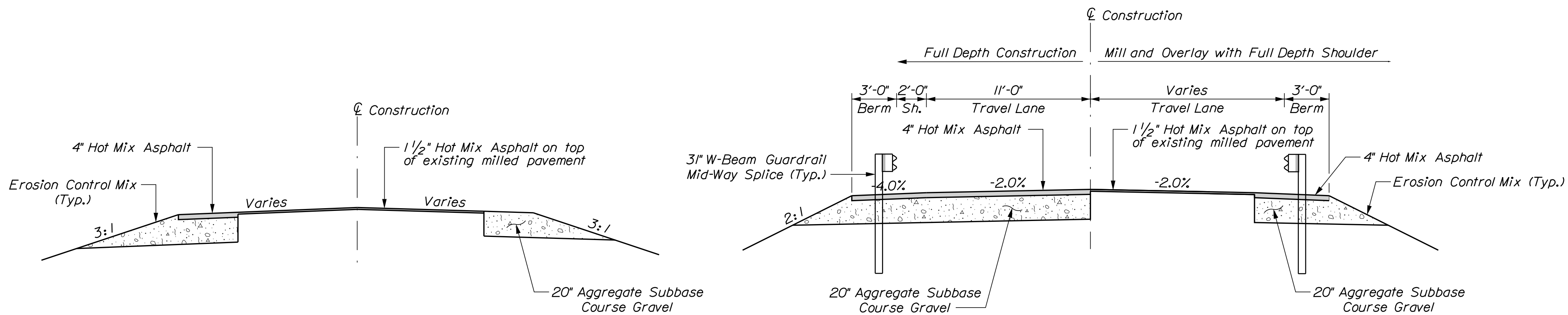
3+50.00
End Variable Mill and Overlay 1 1/2" Hot Mix Asphalt
Begin 4" Hot Mix Asphalt and Subbase Transition



3+25.00



3+00.00
Begin Variable Mill and Overlay 1 1/2" Hot Mix Asphalt



NON-GUARDRAIL TYPICAL APPROACH SECTION

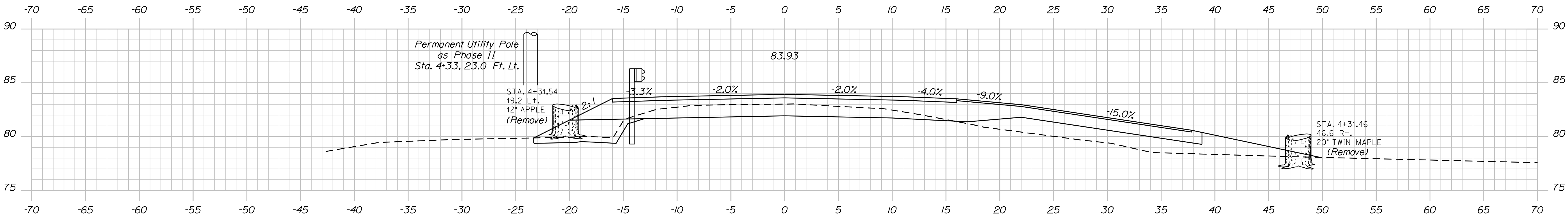
TYPICAL APPROACH SECTION

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
	2168610	
	BRIDGE NO. 3332	WIN

PROJ. MANAGER M. PARLIN	BY D. SHAW	DATE APR 2025	SIGNATURE	P.E. NUMBER	DATE
CHECKED-REVIEWED J.B. BARTLETT	DESIGNED-DETAILED N. PIKAY				
DESIGNED-DETAILED N. PIKAY					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

MOOSEHORN BRIDGE MOOSEHORN BROOK CHARLOTTE	WASHINGTON COUNTY	CROSS SECTIONS

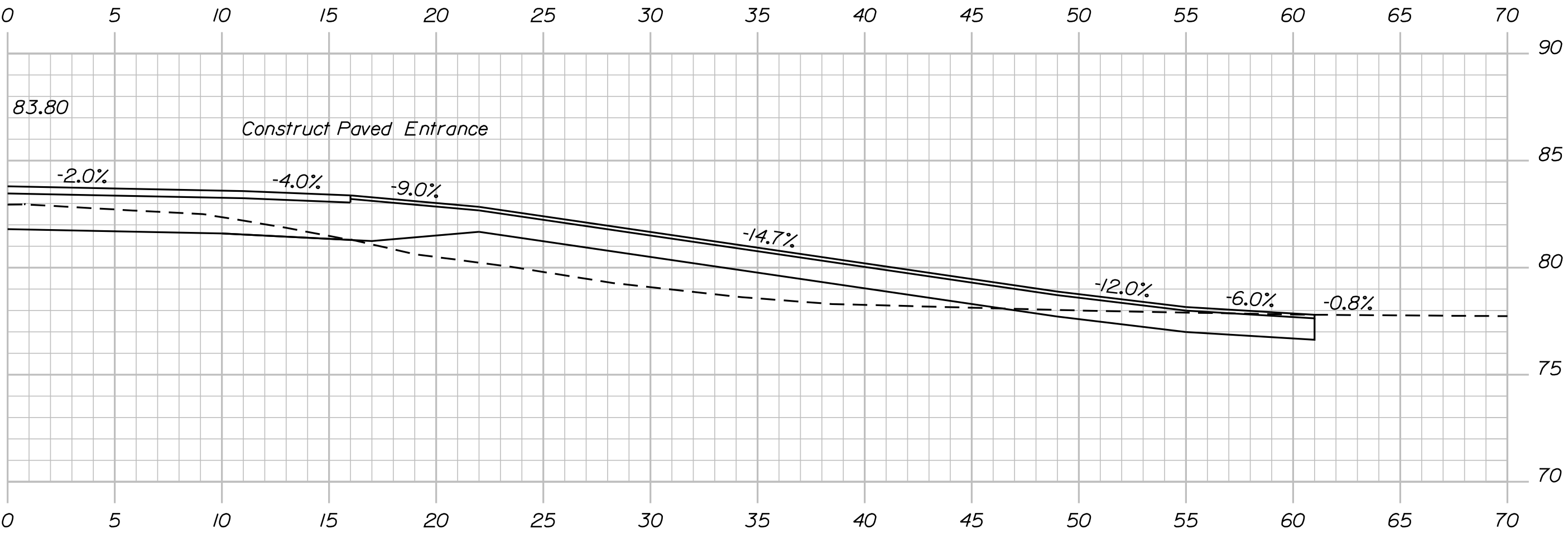
SHEET NUMBER
9
OF 25



Install 9.4 L.F. of 31" W-Beam Guardrail - Mid-Way Splice
Sta. 4+21.0±, 13.0 Ft. Lt. to Sta. 4+30.3±, 13.0 Ft. Lt.
Install Bridge Transition Type "I" and
Steel Approach Railing, 3-Bar
Sta. 4+30.3±, 13.0 Ft. Lt. to Bridge

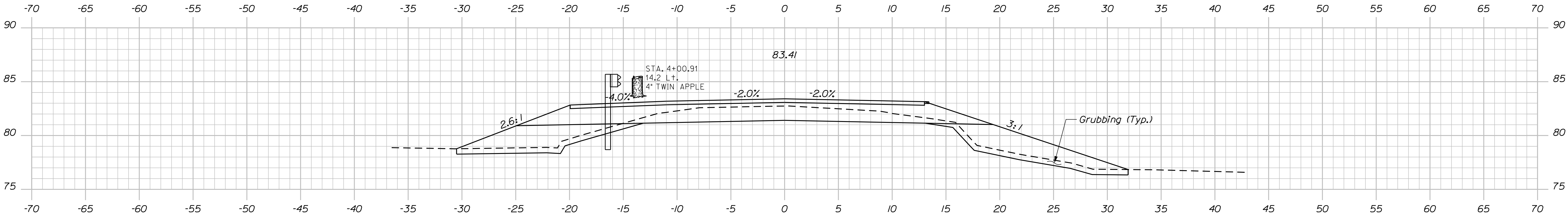
Install 12.5 L.F. of 31" W-Beam Guardrail - Mid-Way Splice
with a 15 Ft. radius and a Terminal End
Sta. 4+24.1±, 34.1± Ft. Rt. to Sta. 4+27.9±, 22.5± Ft. Rt.
Install Bridge Transition Type "I" - Modified and
Steel Approach Railing, 3-Bar
Sta. 4+27.9±, 22.5± Ft. Rt. to Bridge

4+25.00



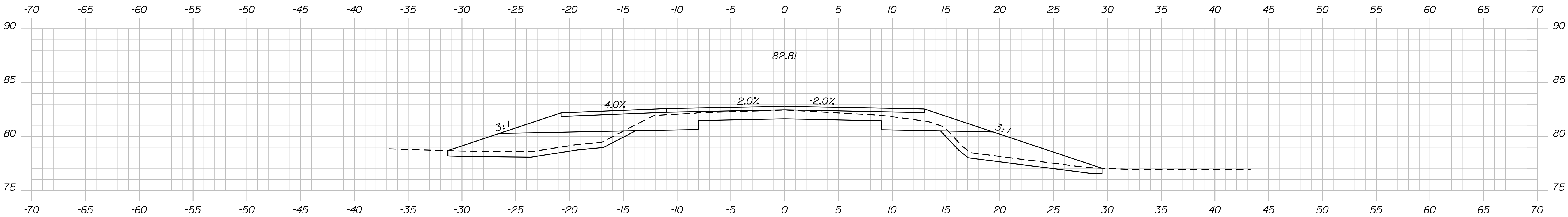
Construct Paved Entrance

4+18.00



End Subbase Transition / Begin Full Depth Construction

4+00.00



Install 31" W-Beam Guardrail - Mid-Way Splice Flared Terminal
Sta. 3+83.7±, 17.0 Ft. Lt. to Sta. 4+21.0±, 13.0 Ft. Lt.

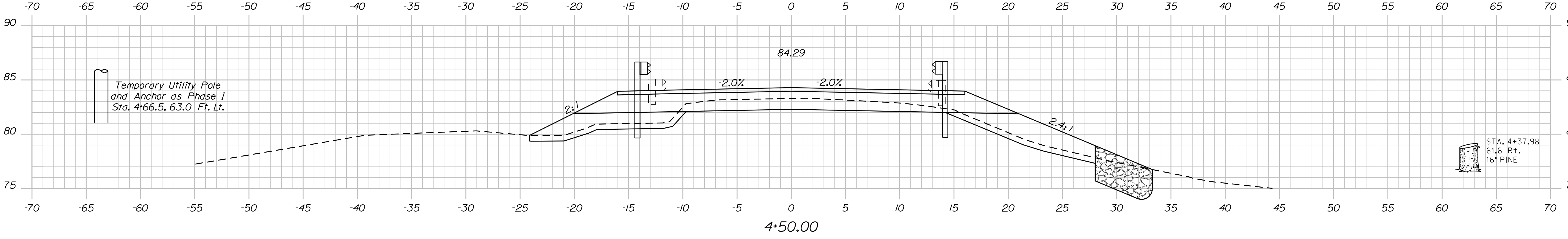
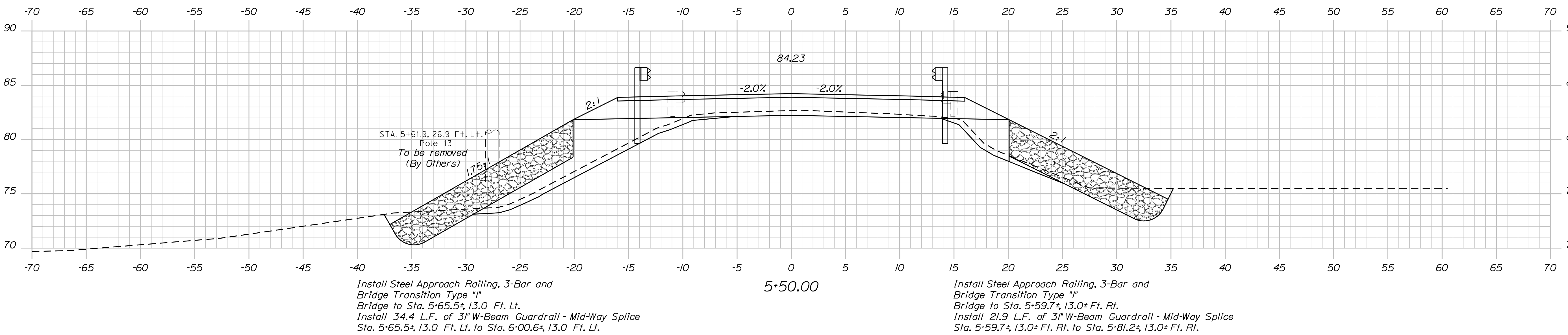
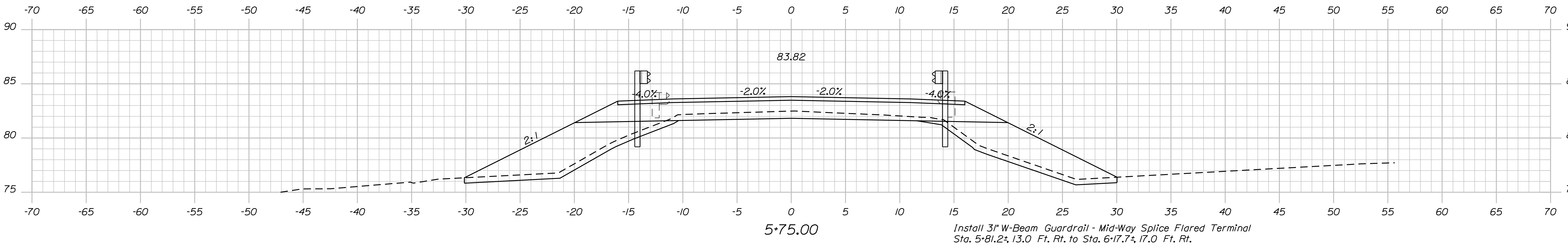
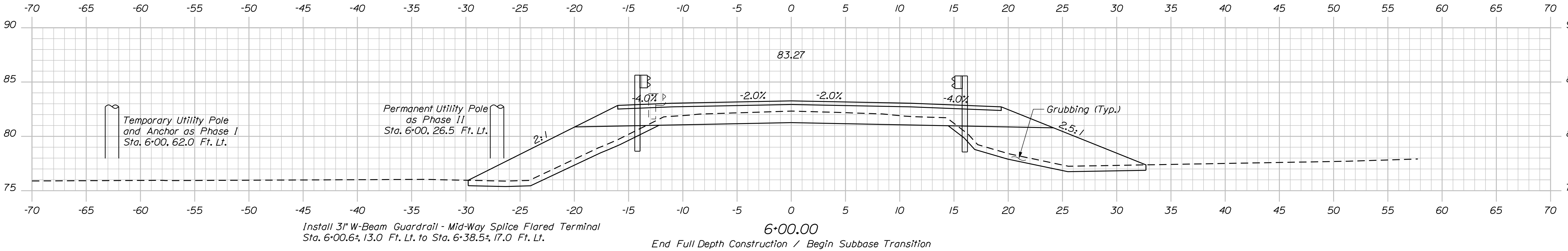
3+75.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2168610		BRIDGE NO. 3332	WIN	021686.10	BRIDGE PLANS

PROJ. MANAGER	M. PARLIN	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
CHECKED-REVIEWED	J.B. BARTLETT	D. SHAW	APR 2025			
DESIGN-DETAILED	N. PIKAY	T. WHITE				
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

MOOSEHORN BRIDGE MOOSEHORN BROOK CHARLOTTE	WASHINGTON COUNTY	CROSS SECTIONS

SHEET NUMBER
10
OF 25



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2168610

WIN
021686.10

BRIDGE NO. 3332
BRIDGE PLANS

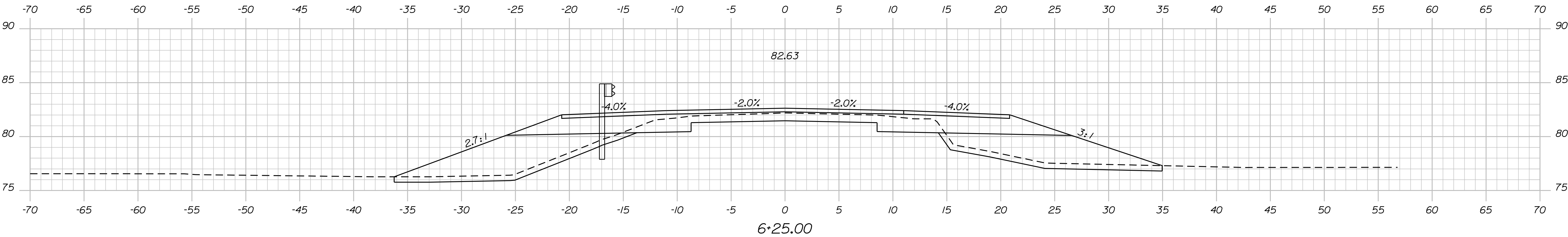
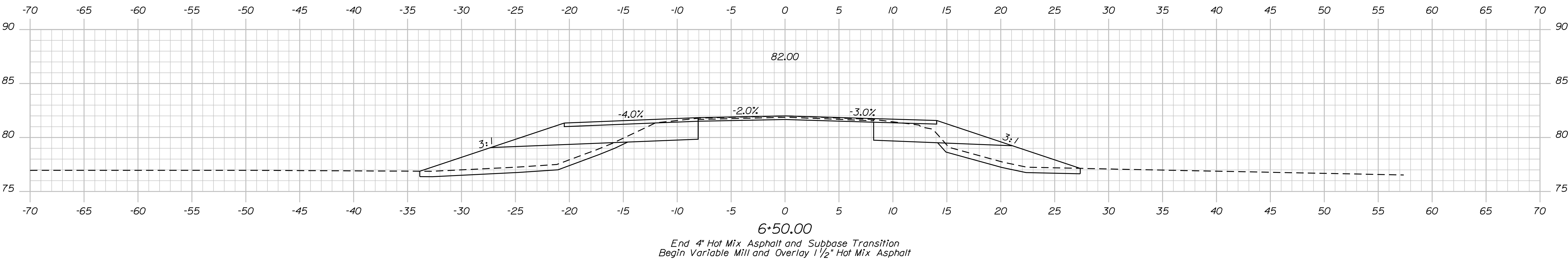
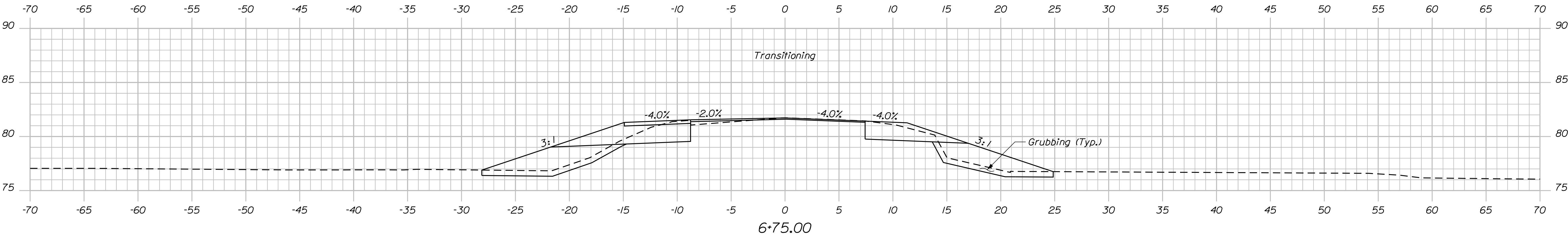
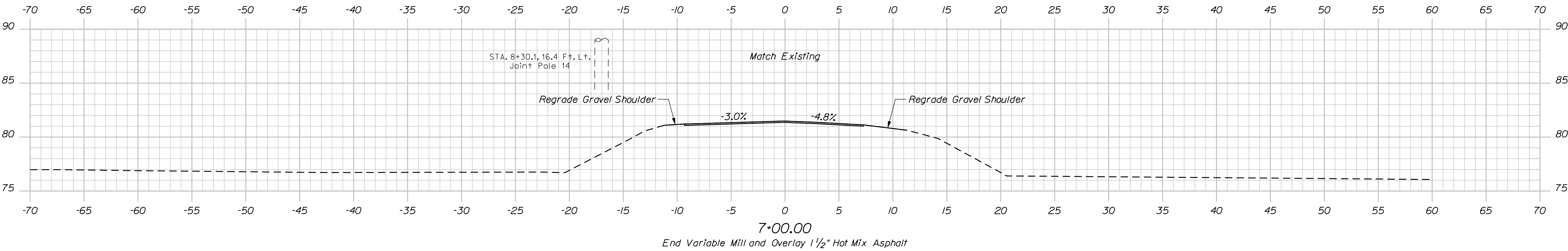
MOOSEHORN BRIDGE
MOOSEHORN BROOK
CHARLOTTE WASHINGTON COUNTY

CROSS SECTIONS

SHEET NUMBER

11

OF 25



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2168610		WIN		021686.10		BRIDGE NO. 3332		BRIDGE PLANS	
MOOSEHORN BRIDGE		MOOSEHORN BROOK		WASHINGTON COUNTY		CHARLOTTE		CROSS SECTIONS		SHEET NUMBER		12	
PROJ. MANAGER		M. PARLIN		BY		DATE		SIGNATURE		P.E. NUMBER		DATE	
DESIGNED-DETAILED		B. BARTLETT		D. SHAW		APR 2025		SIGNATURE		P.E. NUMBER		DATE	
DESIGNED-DETAILED		N. PIKAY		T. WHITE		APR 2025		SIGNATURE		P.E. NUMBER		DATE	
REVISIONS 1								REVISIONS 1		REVISIONS 2		REVISIONS 3	
REVISIONS 2								REVISIONS 1		REVISIONS 2		REVISIONS 3	
REVISIONS 3								REVISIONS 1		REVISIONS 2		REVISIONS 3	
REVISIONS 4								REVISIONS 1		REVISIONS 2		REVISIONS 3	
FIELD CHANGES								REVISIONS 1		REVISIONS 2		REVISIONS 3	

Date: 7/21/2025

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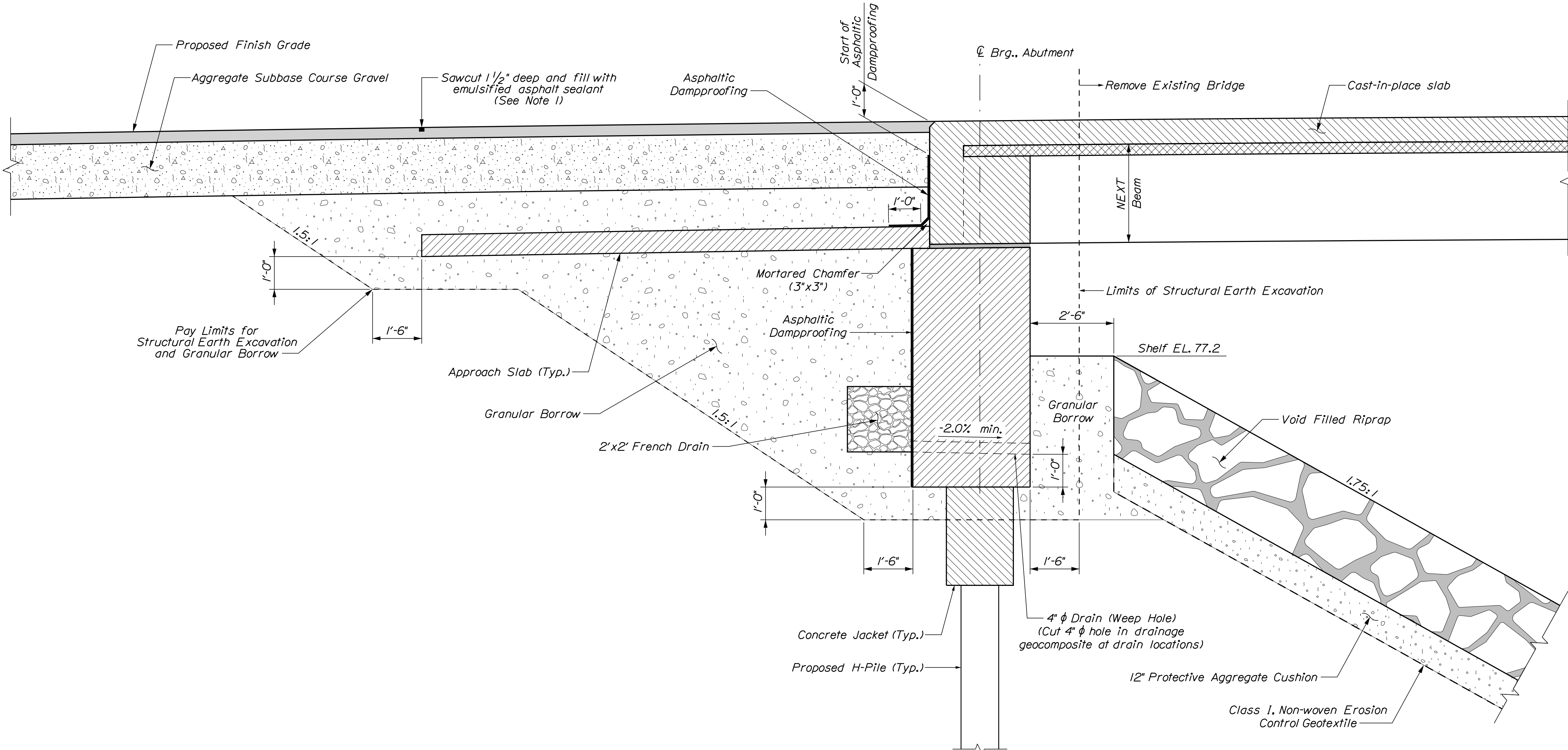
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NOTES

1. Transverse sawcuts in the pavement at the ends of approach slabs shall be sealed with emulsified asphalt sealing compound conforming to Specification 702.12. The sawcut and emulsified asphalt sealing shall not be paid for directly, but considered incidental to related Contract Items.
2. Payment for mortared chamfer at approach slabs shall not be paid for directly, but shall be considered incidental to related Contract Items.
3. Asphalt Dampproofing shall meet the requirements of either ASTM D449 Type II, ASTM D1227 Type II-Class I, or ASTM D1227 Type III-Class I. The product shall be applied in accordance with the manufacturer's recommendations.
4. Asphalt Dampproofing shall be applied to the backside of the wingwalls up to 1 foot below grade.
5. Payment for Asphalt Dampproofing will not be made directly, but will be considered incidental to related Contract Items.



ABUTMENT BACKFILL DETAIL
Abutment No. 1 shown. Abutment No. 2 similar.

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

2168610

BRIDGE NO. 3332

WIN

021686-10

BRIDGE PLANS

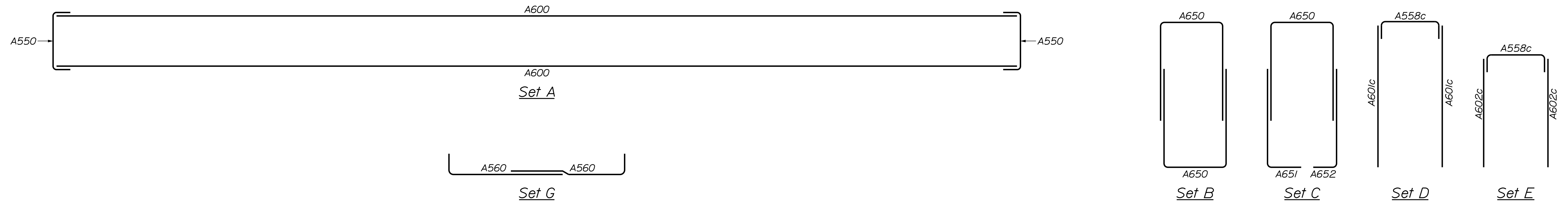
PROJ. MANAGER	M. PARLIN	BY	DATE
DESIGN-DETAILED	B. BARTLETT	D. SHAW	
CHECKED-REVIEWED			
DESIGN2-DETAILED2	N.PIKAY	T. WHITE	APR 2025
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
REVISIONS 5			
FIELD CHANGES			
SIGNATURE			
P.E. NUMBER			
DATE			

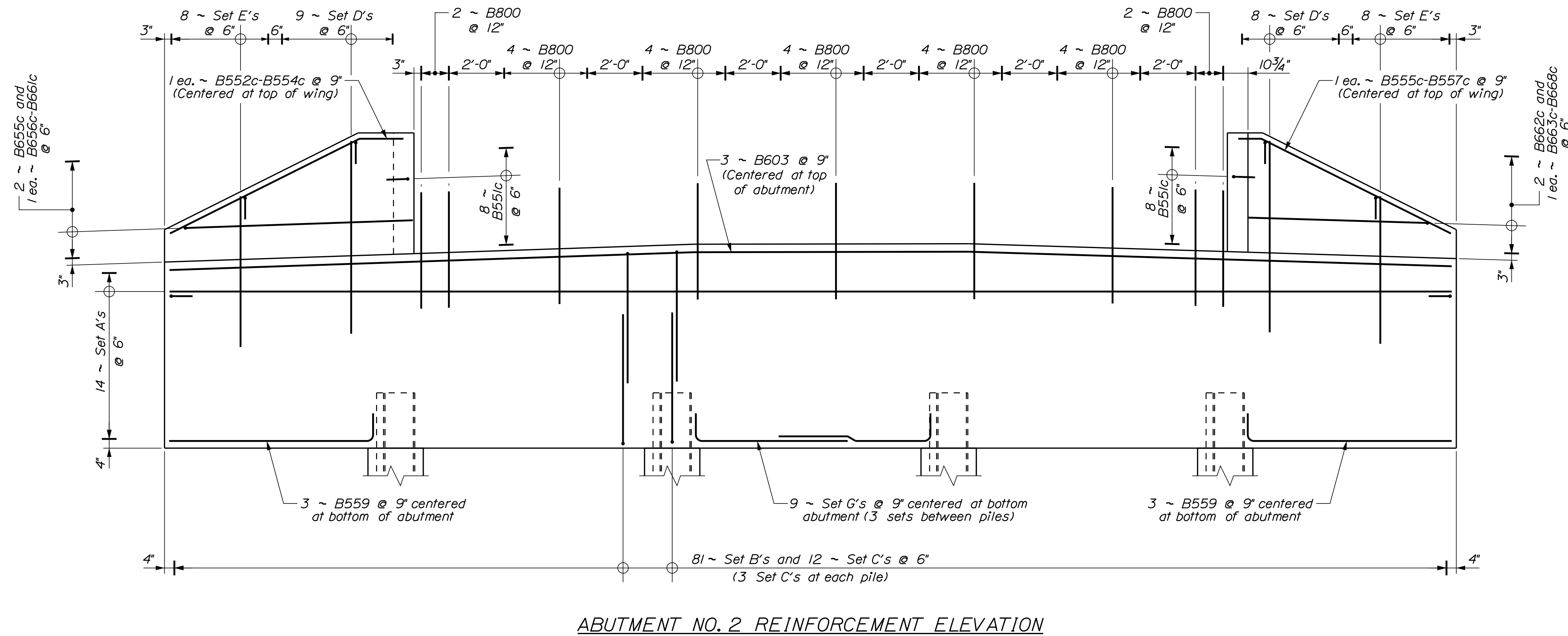
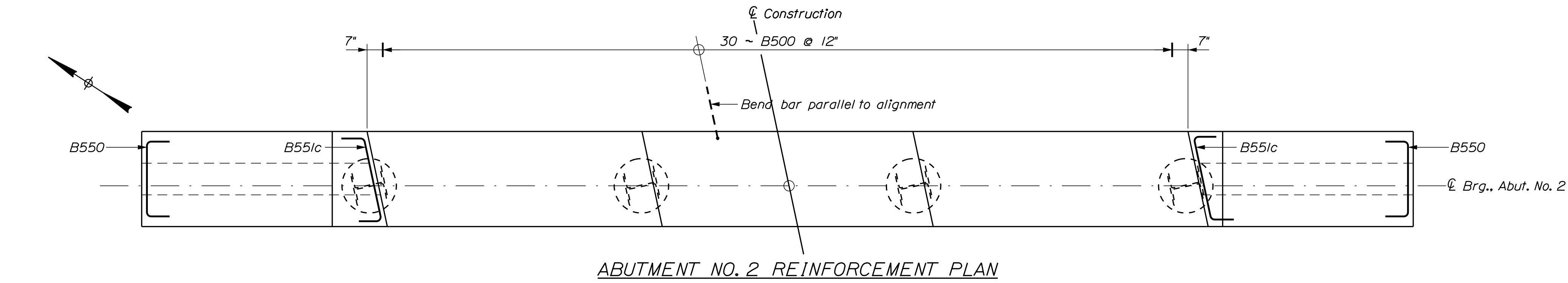
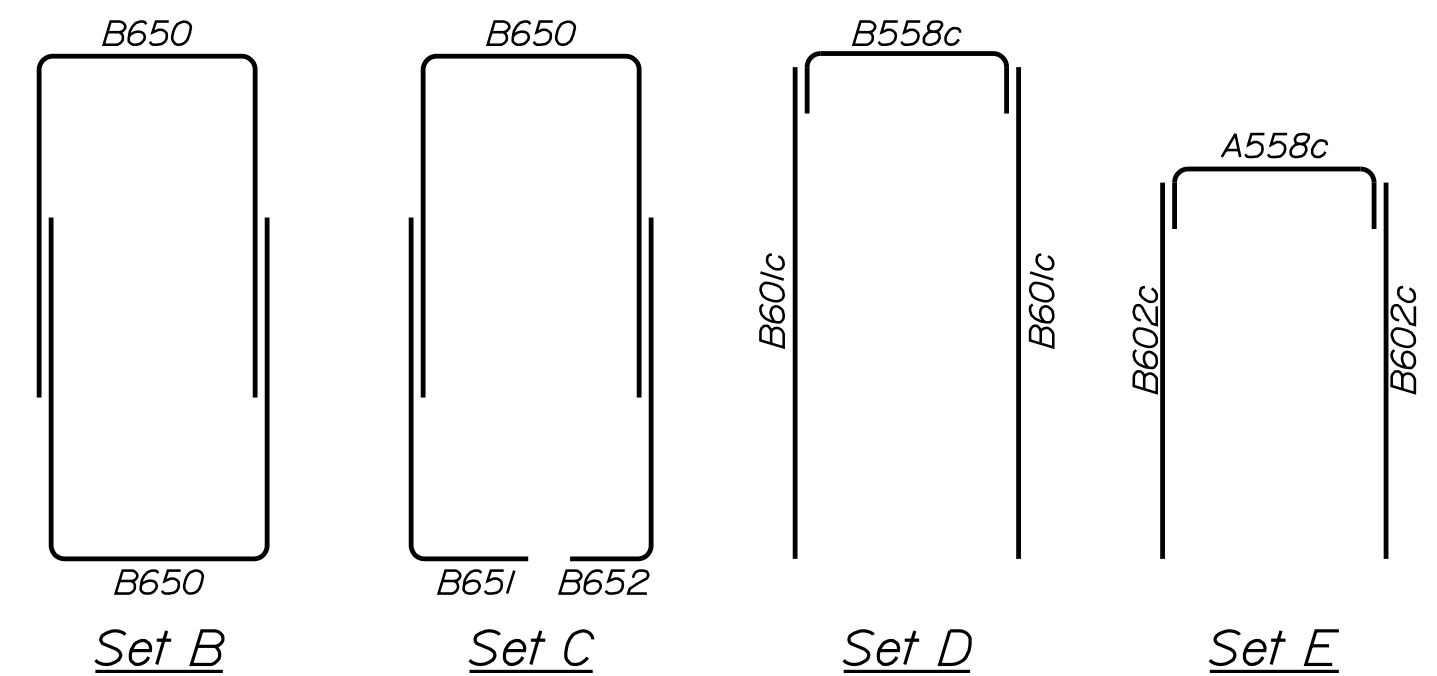
MOOSEHORN BRIDGE
MOOSEHORN BROOK
CHARLOTTE WASHINGTON COUNTY
ABUTMENT DETAILS

SHEET NUMBER

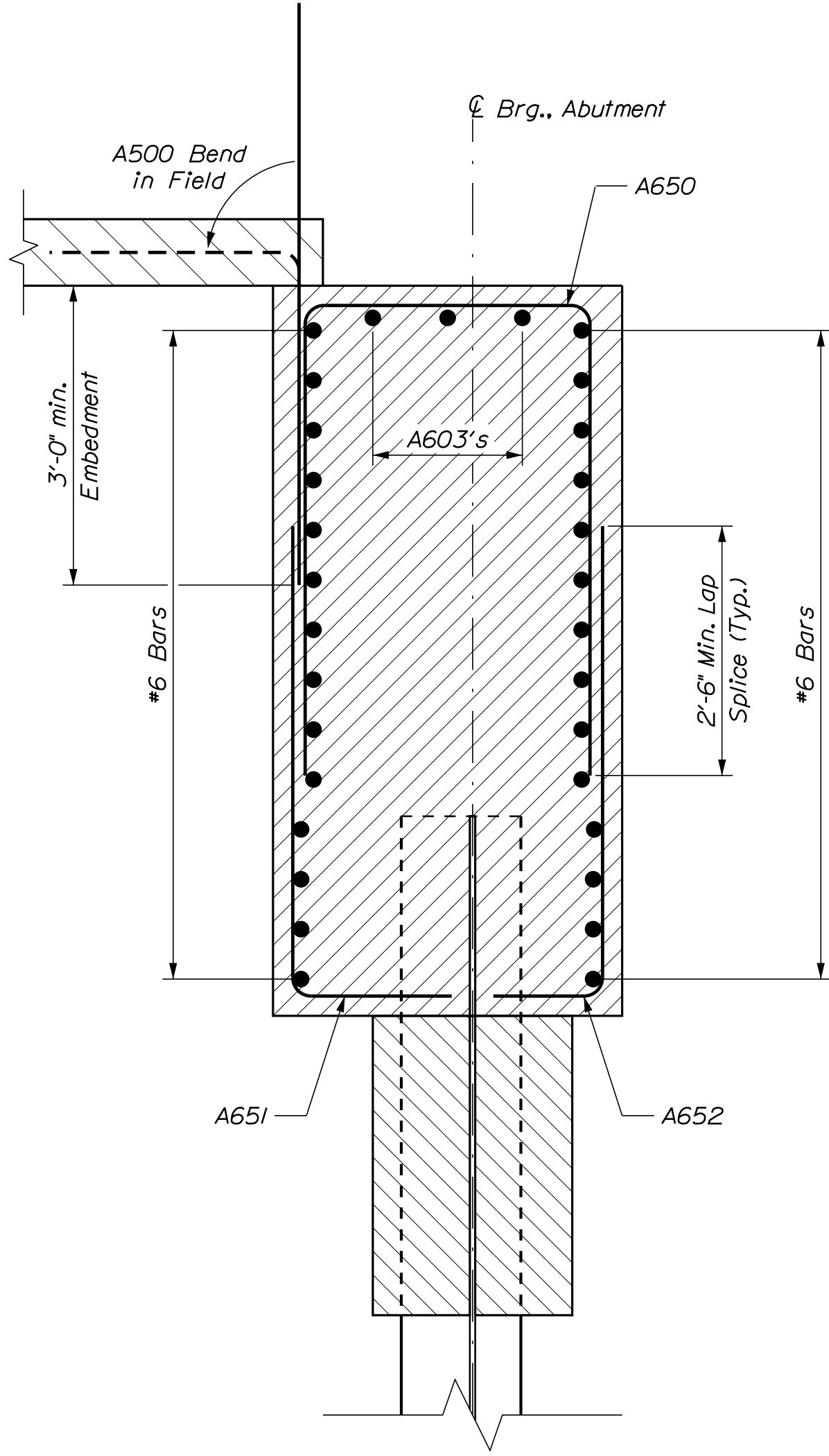
15

OF 25

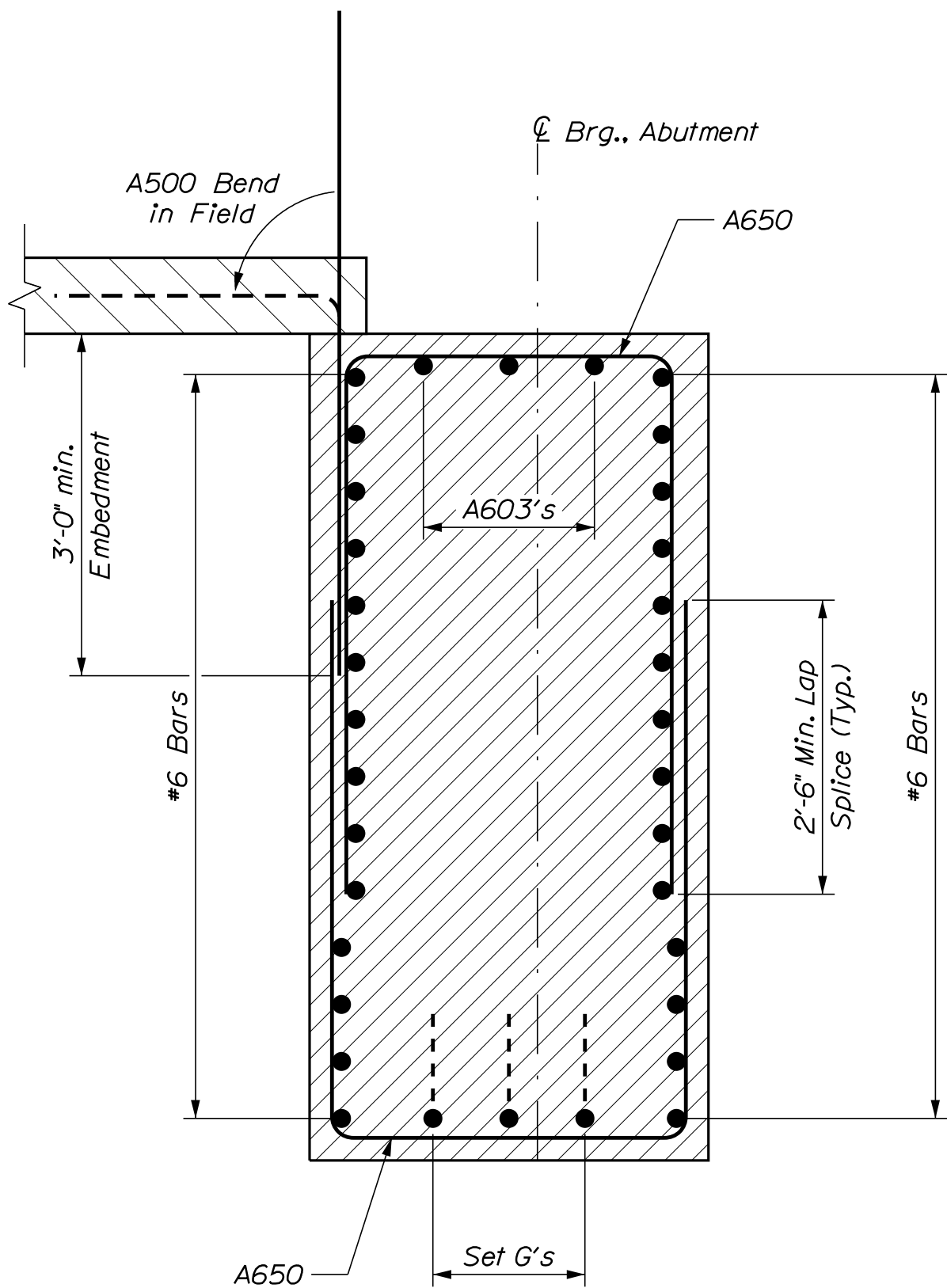




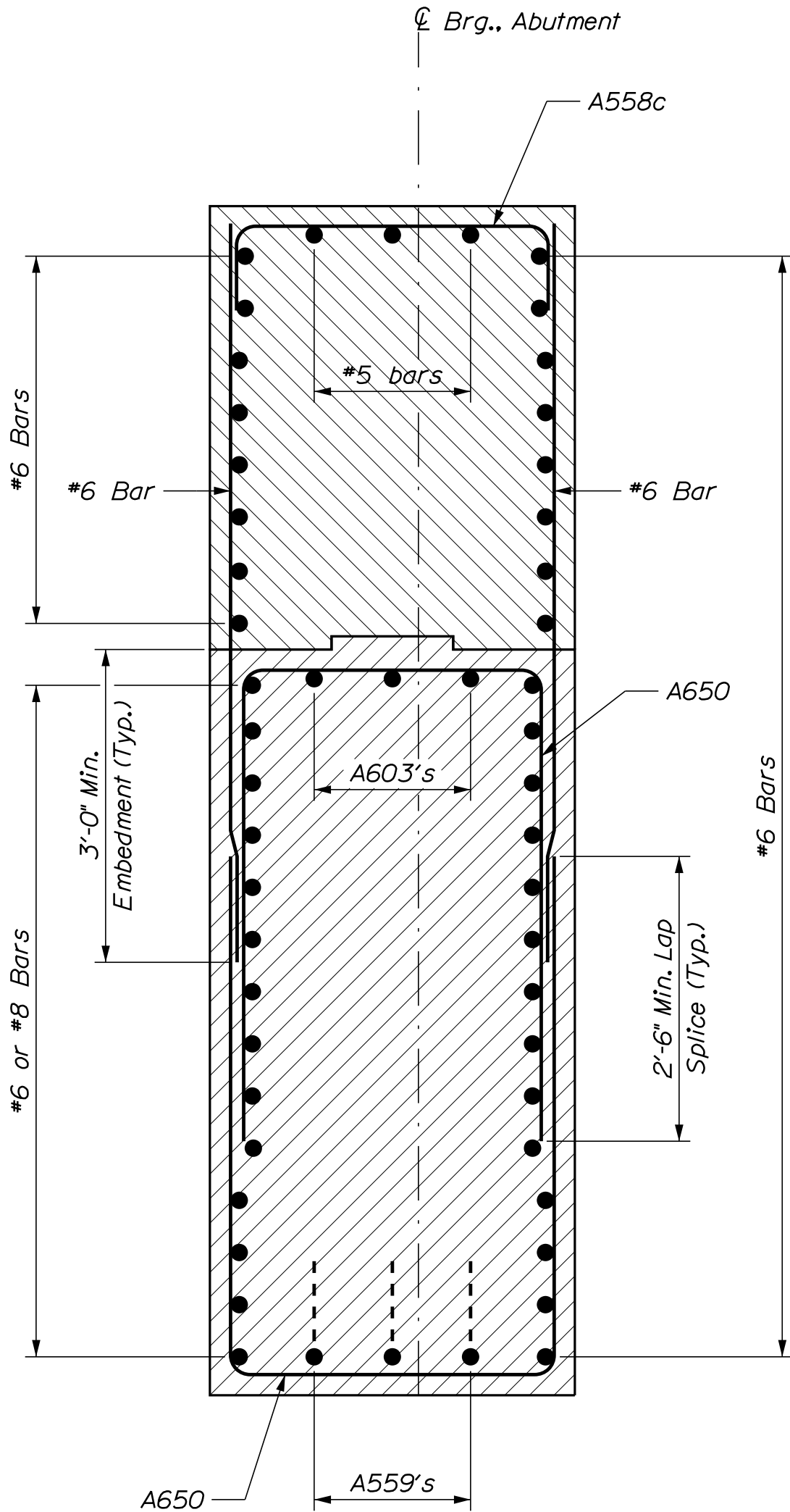
17 OF 25	SHEET NUMBER	MOOSEHORN BRIDGE				PROJ. MANAGER	M. PARLIN	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 21688610 WIN 0216886.10 BRIDGE NO. 3332 BRIDGE PLANS
		MOOSEHORN BROOK				DESIGN-DETAILED	B. BARTLETT	D. SHAW		
		CHARLOTTE WASHINGTON COUNTY				CHECKED-REVIEWED			SIGNATURE	
						DESIGN2-DETAILED2	N. PIKAY	I. WHITE	APR 2023	
						DESIGN3-DETAILED3			P.E. NUMBER	
		ABUTMENT NO. 2 REINFORCEMENT				REVISIONS 1				
						REVISIONS 2				
						REVISIONS 3				
						REVISIONS 4			DATE	
						FIELD CHANGES				



SECTION AT PILE
Abutment No. 1 Rebar shown,
Abutment No. 2 Rebar similar



SECTION BETWEEN PILES
Abutment No. 1 Rebar shown,
Abutment No. 2 Rebar similar



WINGWALL SECTION
Abutment No. 1 Rebar shown,
Abutment No. 2 Rebar similar

MOOSEHORN BRIDGE MOOSEHORN BROOK CHARLOTTE WASHINGTON COUNTY		STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
		2168610			
		WIN 021686.10			
ABUTMENT SECTIONS		PROJ. MANAGER		BY	DATE
		DESIGN-DETAILED		B. BARTLETT	D. SHAW
		CHECKED-REVIEWED		N. PIKAY	T. WHITE
		DESIGN-DETAILED			
		REVISIONS 1			
SHEET NUMBER		REVISIONS 2			
		REVISIONS 3			
		REVISIONS 4			
		FIELD CHANGES			
18		SIGNATURE			
OF 25		P.E. NUMBER			
		DATE			
		BRIDGE NO. 3332			
		BRIDGE PLANS			



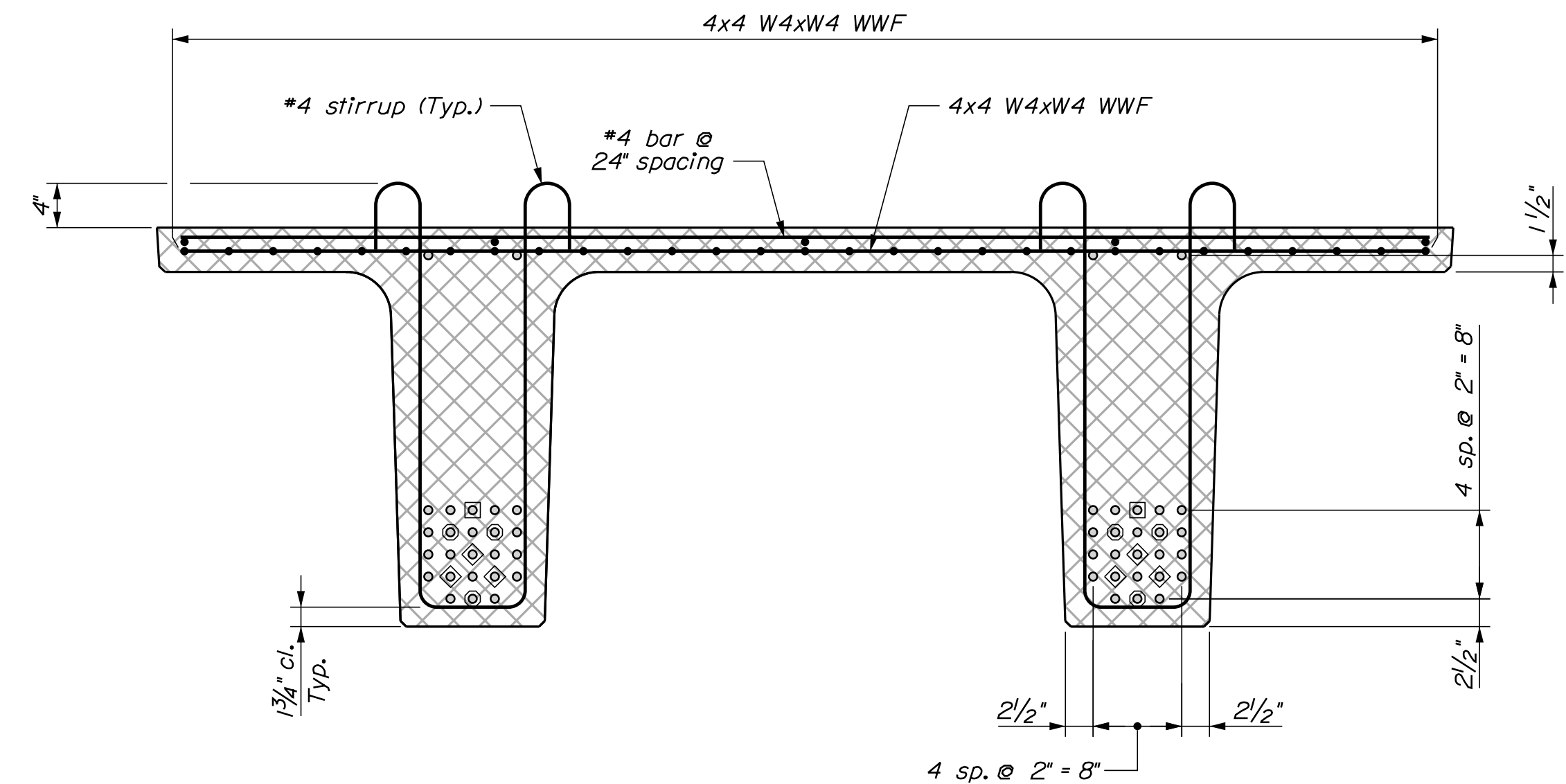
PRECAST CONCRETE SUPERSTRUCTURE NOTES

1. The NEXT F Beams are a non - proprietary shape developed by PCI
NORTHEAST (PCINE). Standardized section properties and details may be
found at <http://www.pcine.org>.
2. The estimated camber at release is 2 inches and the estimated camber
at erection is 3 3/8 inches. Refer to Special Provision Section 535, Precast,
Prestressed Concrete Superstructure - Camber.
3. Prestressing strands shall be 0.6 inch diameter. The tensioning force is
44 kips per prestressing strand, including the top strands.
4. Reinforcing steel shall have a minimum concrete cover of 2 inches unless
otherwise noted.
5. Do not drill holes or use powder actuated tools on the prestressed beams
without the approval of the Fabrication Engineer.
6. Unless otherwise noted, rake the top surface of the upper flange of the
prestressed beams to a surface roughness of +/- 1/4 inch, except at locations
corresponding to the blocking points. At these locations, finish a flat area of
sufficient size to facilitate taking elevations for setting bottom of slab elevations.
7. A maximum of 50 percent of the strands in the bottom 5 rows may be
debonded 6 inches from the end of the beam. All 4 top row strands shall be
fully bonded.
8. Lifting loops and temporary storage/shipping dunnage shall be a maximum
of 2 feet from each beam end.
9. Payment for Sheet Waterproofing Membrane over joints between adjacent
NEXT Beams will not be made directly, but will be considered incidental to
related Contract Items. Alternate methods of sealing the gap between Flanges
may be submitted to the Resident for approval.

ELASTOMERIC BEARING PAD NOTES

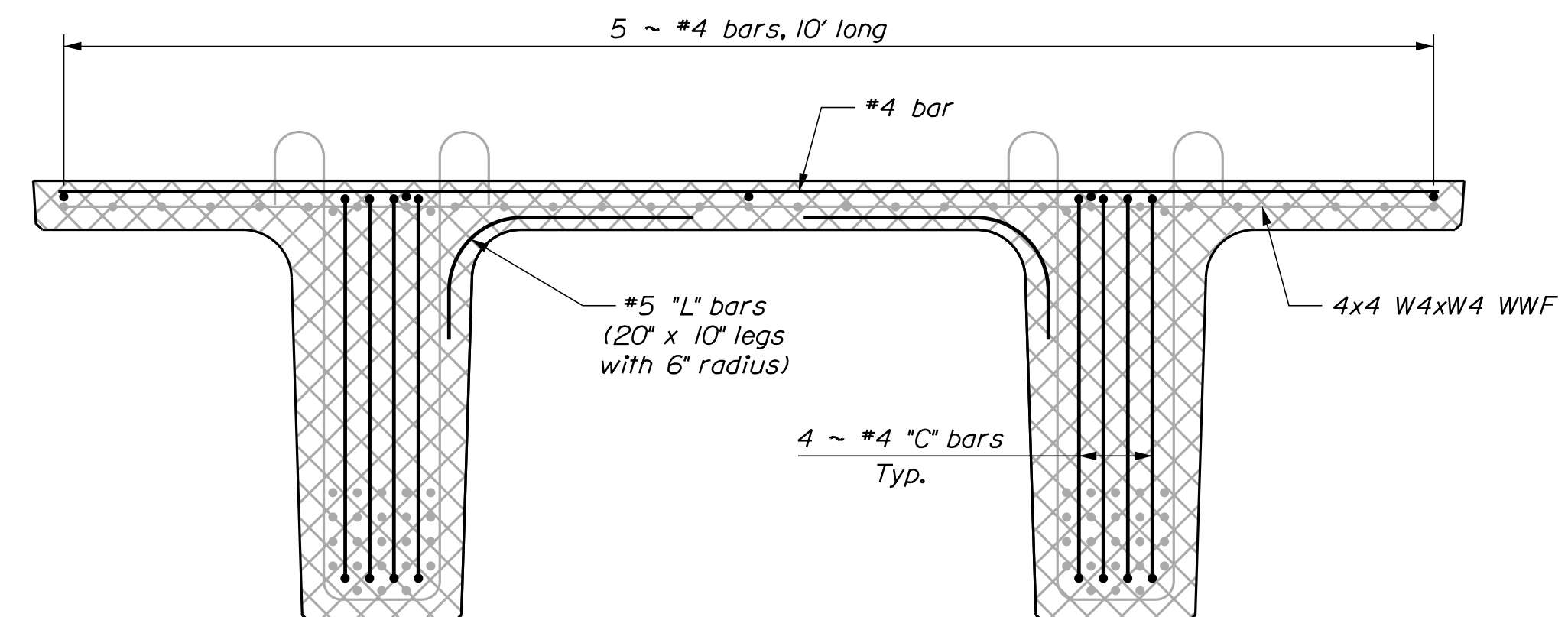
1. Elastomeric Bearing Pads shall be 1 1/2" x 3'-0" x 30'-9" per abutment.
2. The elastomer shall have a shear modulus of 95 psi and a Shore A Durometer hardness of 50.
3. Elastomeric Bearing Pads shall conform to the requirements of the latest edition of the AASHTO LRFD Bridge Construction Specifications, Section 18.2.
4. Elastomeric Bearing Pads will not be paid for directly but will be considered incidental to related Contract items. No separate payment will be made.

SHEET NUMBER		MOOSEHORN BRIDGE		PROJ. MANAGER		M. PARLIN		BY		DATE		STATE OF MAINE	
19		MOOSEHORN BROOK		DESIGN-DETAILED		B. BARTLETT		D. SHAW		APR 2025		DEPARTMENT OF TRANSPORTATION	
		CHARLOTTE		CHECKED-REVIEWED								SIGNATURE	
		WASHINGTON COUNTY		DESIGN2-DETAILED2		N. PIJAK		I. WHITE		APR 2025			
				DESIGN3-DETAILED3								2168610	
				REVISIONS 1									
				REVISIONS 2									
				REVISIONS 3									
				REVISIONS 4									
				FIELD CHANGES									
		PRECAST NEXT BEAM										BRIDGE NO. 3332	
												WIN	
												021686.10	
												BRIDGE PLANS	
OF 25													



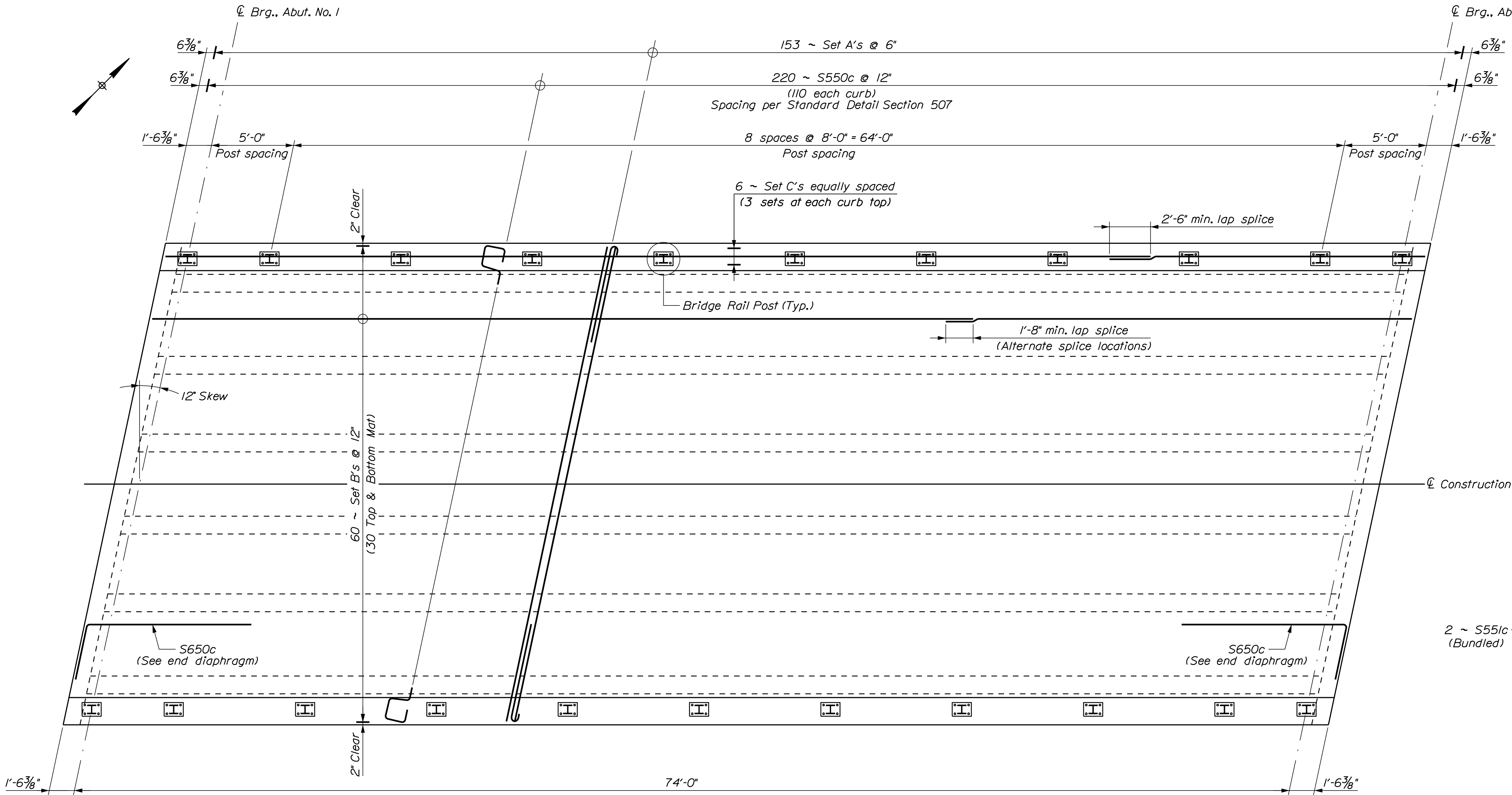
NEXT F BEAM TYPICAL REINFORCING SECTION

- ▣ Strands debonded 15 ft.
- ◆ Strands debonded 8 ft.
- ◎ Strands debonded 3 ft.

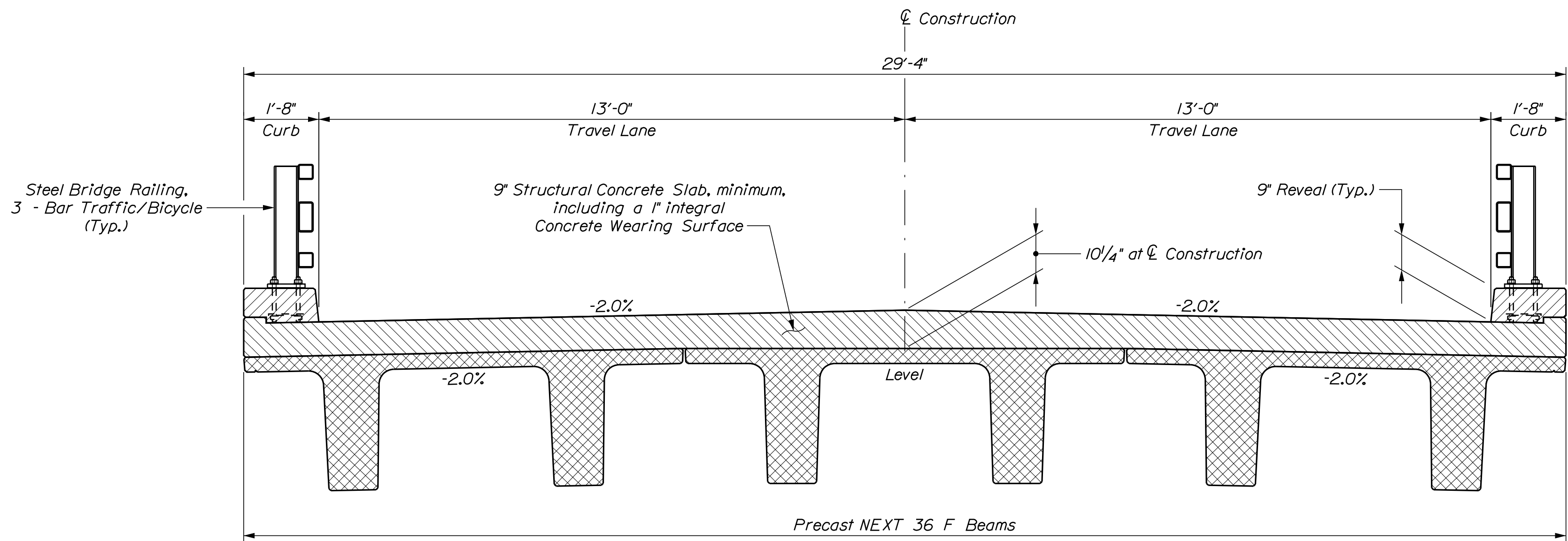


NEXT F BEAM END REINFORCING SECTION

SHEET NUMBER 20 OF 25		MOOSEHORN BRIDGE		PROJ. MANAGER	M. PARLIN	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
		MOOSEHORN BROOK		DESIGN-DETAILED	B. BARTLETT	D. SHAW				
CHARLOTTE WASHINGTON COUNTY		PRECAST NEXT BEAM		DESIGN-DETAILED02				SIGNATURE		
				DESIGN-DETAILED03						
				REVISIONS 1					P.E. NUMBER	
				REVISIONS 2						
				REVISIONS 3						
REVISIONS 4										
				FIELD CHANGES			DATE	BRIDGE NO. 3332	WIN 021686.10	BRIDGE PLANS



SUPERSTRUCTURE PLAN



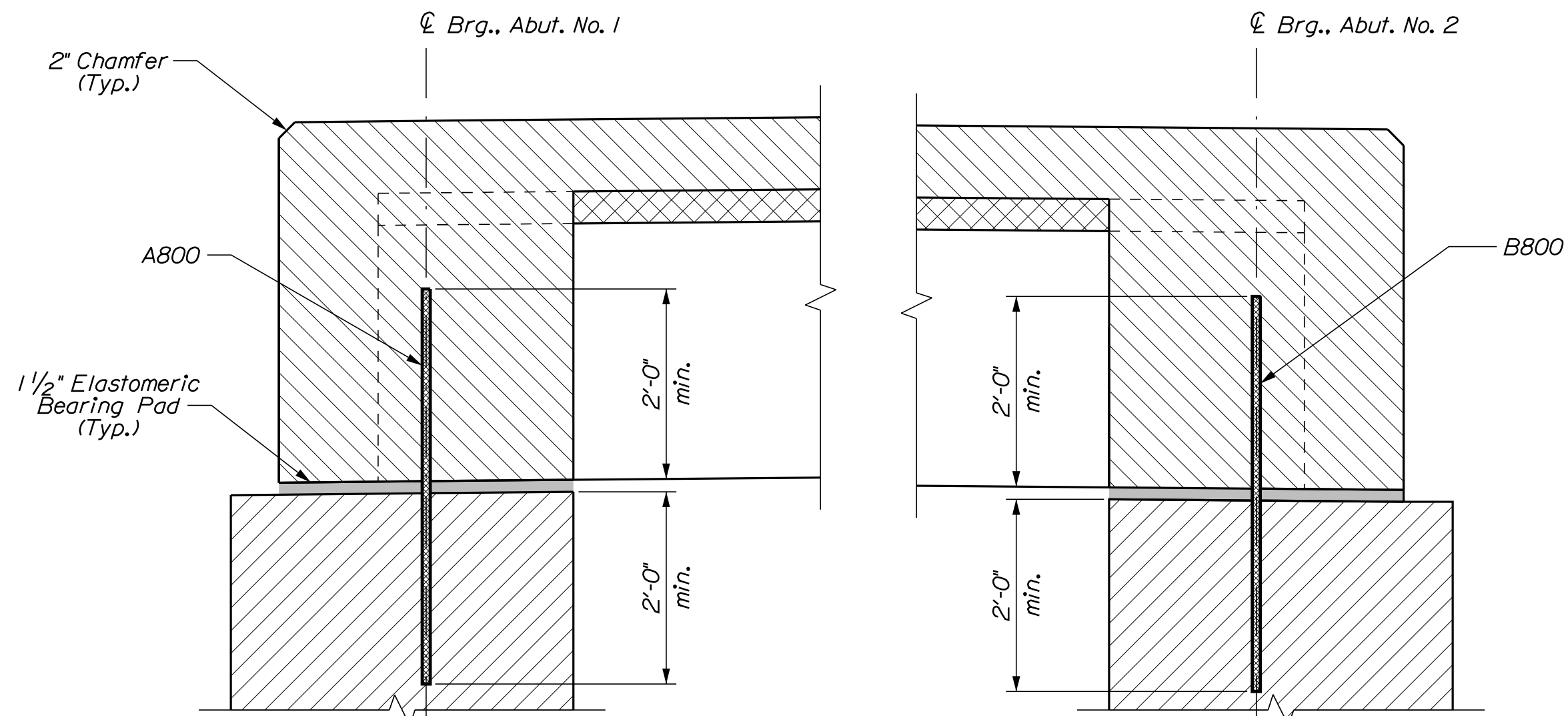
PROPOSED BRIDGE SECTION



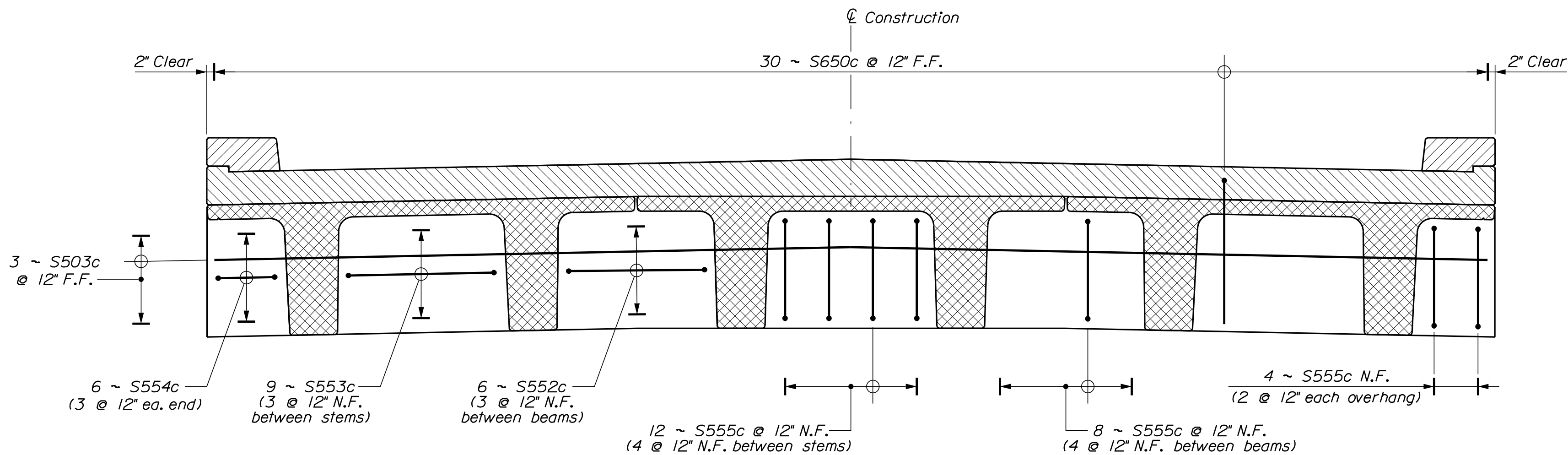
SUPERSTRUCTURE NOTES

- The deck thickness shall be adjusted in accordance with Special Provision Section 535, Precast, Prestressed Concrete Superstructure, Camber.
- Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
- Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
- The Saw Cut Grooving shall be in the longitudinal direction.
- End diaphragm concrete will be paid for under Item No. 502.261, Structural Concrete Roadway and Sidewalk Slabs on Concrete Bridges and shall be placed with the deck.
- The superstructure slab and end diaphragm shall be placed in one continuous operation and shall be kept plastic until the entire placement has been made.
- Bar supports for GFRP reinforcement shall be plastic, dielectric material, or other approved material. See Special Provision Subsection 530.06 for additional requirements.

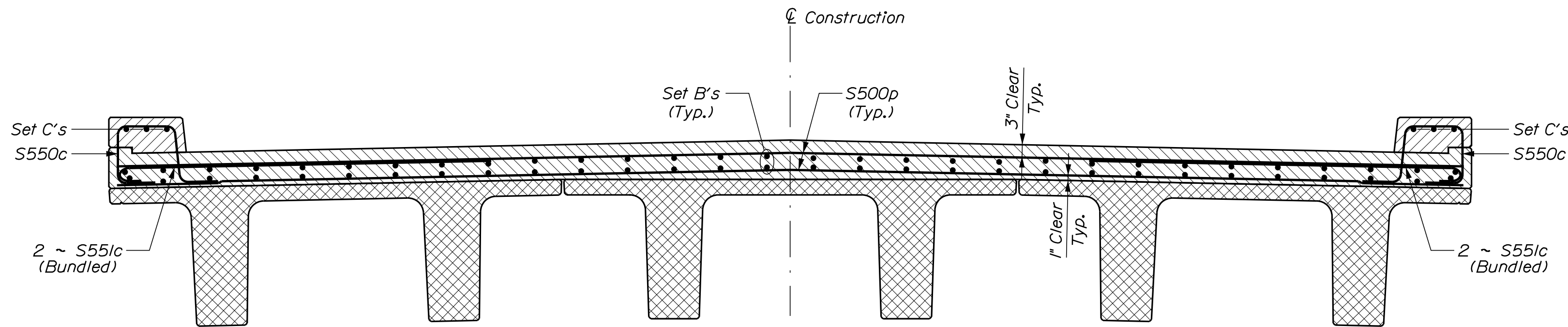
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2168610		BRIDGE NO. 3332		WIN		021686.10		BRIDGE PLANS	
MOOSEHORN BRIDGE		MOOSEHORN BROOK		WASHINGTON COUNTY		CHARLOTTE		SUPERSTRUCTURE PLAN		SHEET NUMBER		21	
PROJ. MANAGER		BY		DATE		SIGNATURE		P.E. NUMBER		DATE		FIELD CHANGES	
DESIGN-DETAILED		M. PARLIN											
CHECKED-REVIEWED		B. BARTLETT		D. SHAW									
DESIGN-DETAILED													
REVISIONS 1													
REVISIONS 2													
REVISIONS 3													
REVISIONS 4													



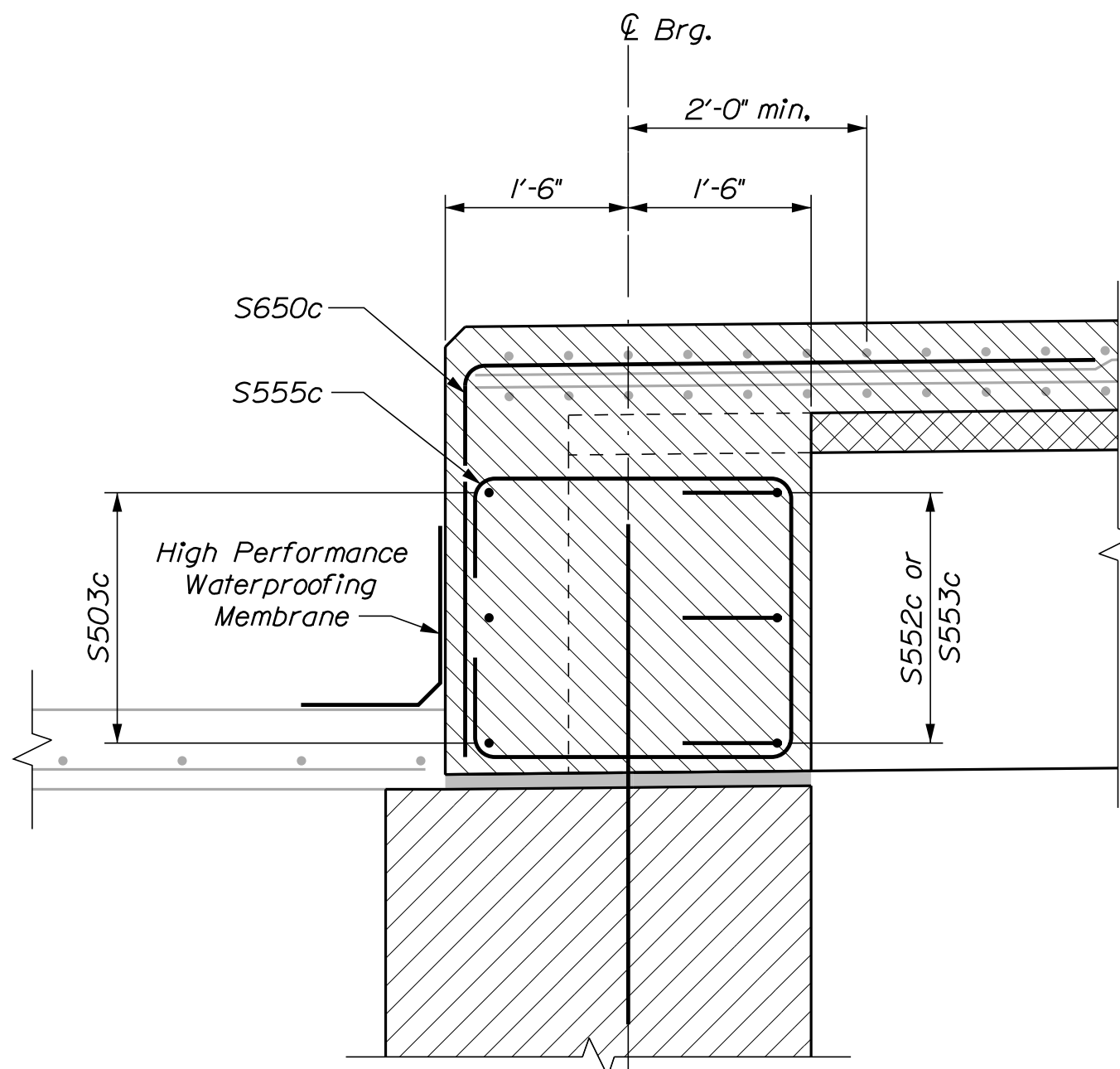
SUPERSTRUCTURE ANCHORAGE DETAIL



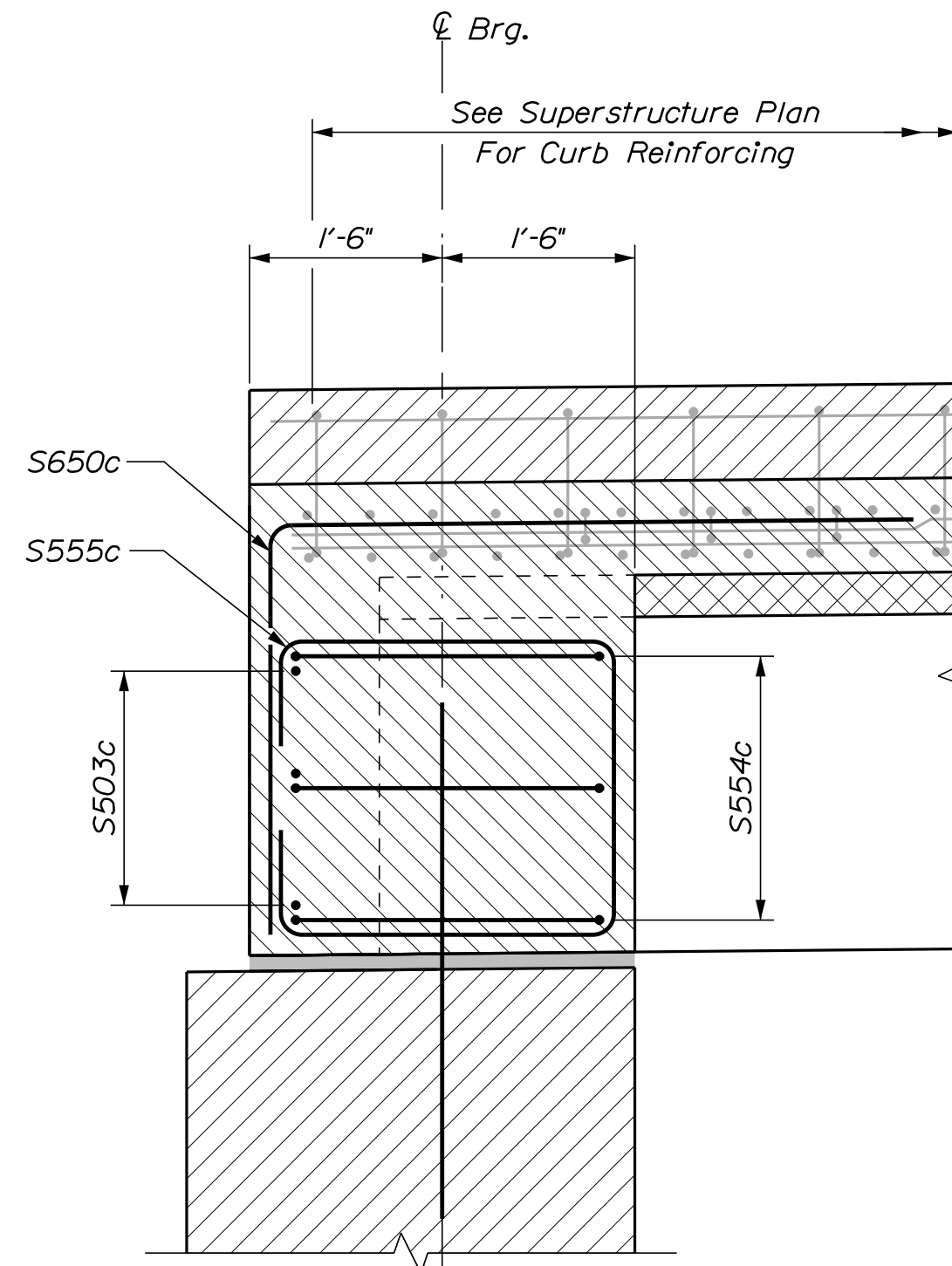
END DIAPHRAGM ELEVATION



SUPERSTRUCTURE SLAB REINFORCEMENT



END DIAPHRAGM SECTION AT ROADWAY



END DIAPHRAGM SECTION AT CURB

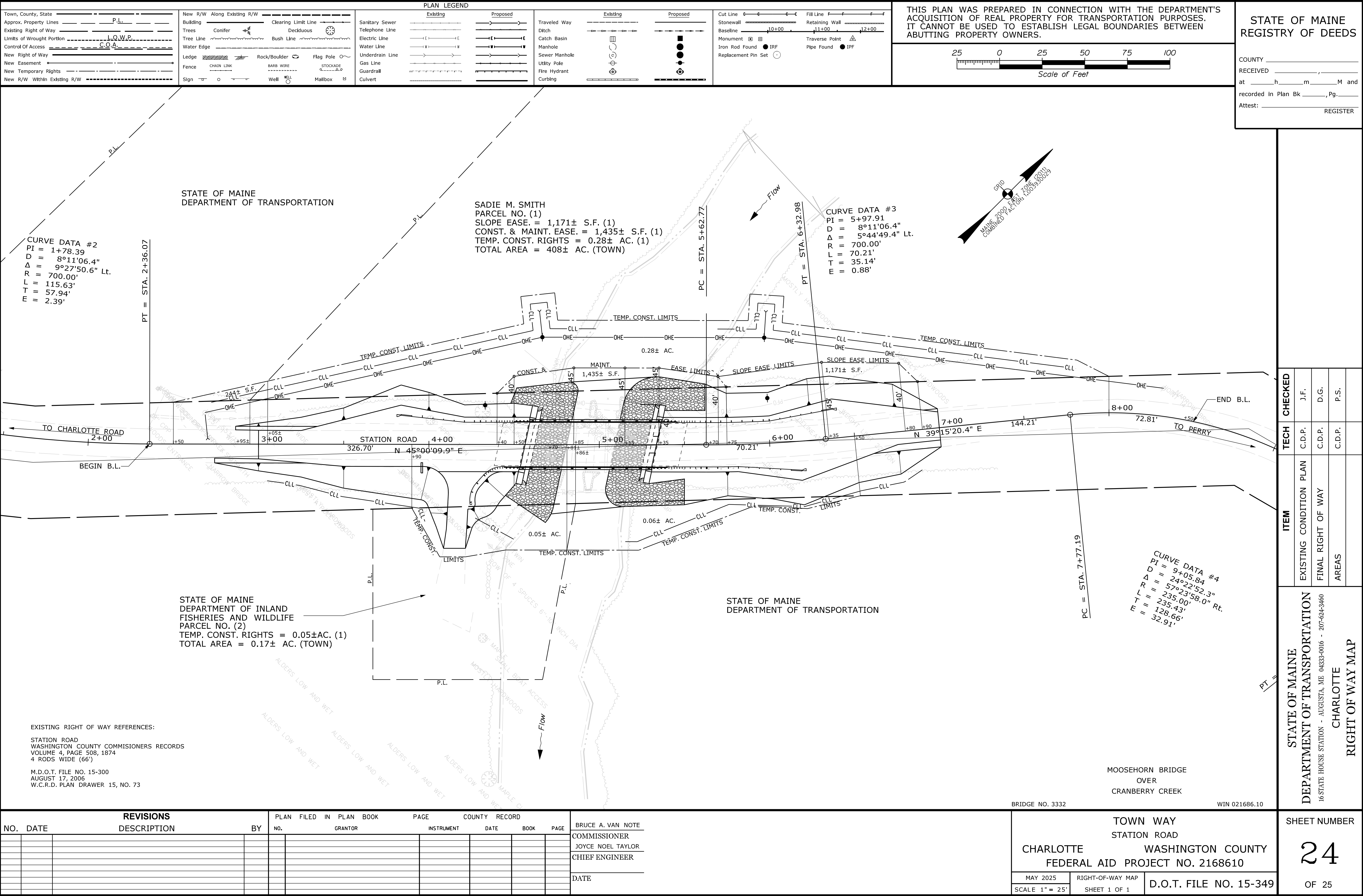
STATE OF MAINE DEPARTMENT OF TRANSPORTATION										BRIDGE NO. 3332 WIN 021686.10 BRIDGE PLANS									
MOOSEHORN BRIDGE MOOSEHORN BROOK WASHINGTON COUNTY CHARLOTTE SUPERSTRUCTURE SECTIONS AND ABUTMENT DETAILS										PROJ. MANAGER		M. PARLIN		BY		DATE			
										DESIGN-DETAILED		B. BARTLETT		D. SHAW					
										CHECKED-REVIEWED						SIGNATURE			
										DESIGN2-DETAILED2									
										DESIGN3-DETAILED3						P.E. NUMBER			
										REVISIONS 1									
										REVISIONS 2									
										REVISIONS 3									
										REVISIONS 4						DATE			
										FIELD CHANGES									

Date:7/17/2025

Username: David.Shaw

Division: BRIDGE

Filename: ... \10\ROW\MSTA\001_RVPLANI.dgn



Note: Upon completion of the bridge closure and deactivation of the detour, the temporary all way stop at the intersection of Ridge Road, Mt Tom Road, Little Falls Road, and Upper Cross Road shall be removed.

1

ROAD CLOSED

TYPE III BARRICADES

2

ROAD CLOSED 500 FT

3

ROAD CLOSED 0.10 MILES AHEAD LOCAL TRAFFIC ONLY

TYPE III BARRICADE

4

ROAD CLOSED 0.30 MILES AHEAD LOCAL TRAFFIC ONLY

TYPE III BARRICADE

5

ROAD CLOSED 1000 FT

6

STATION ROAD

DETOUR AHEAD

7

DETOUR STATION ROAD

↑

8

DETOUR STATION ROAD

↶

9

DETOUR STATION ROAD

↷

10

END DETOUR STATION ROAD

11

DETOUR STATION ROAD

No Through Traffic

12

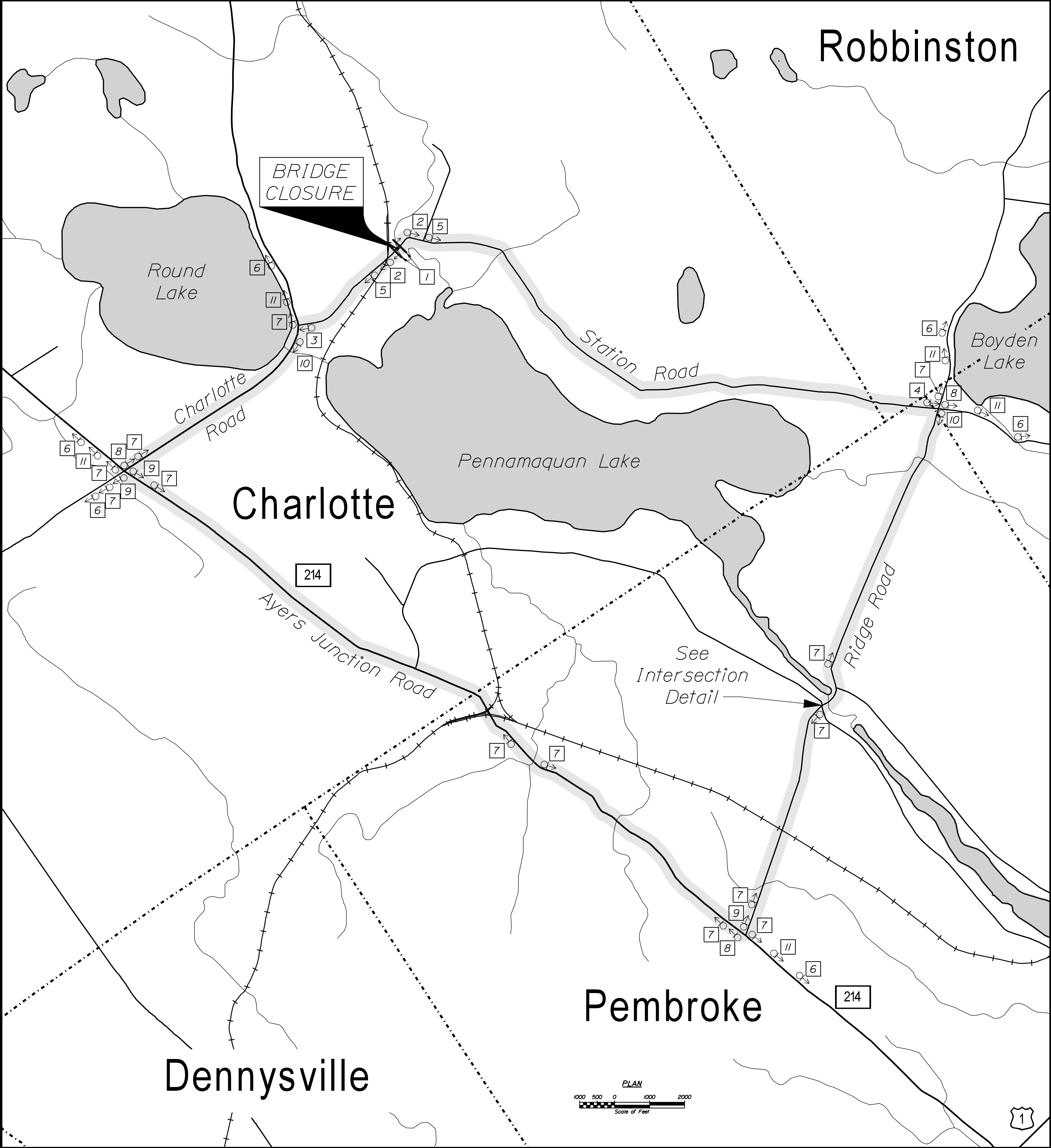
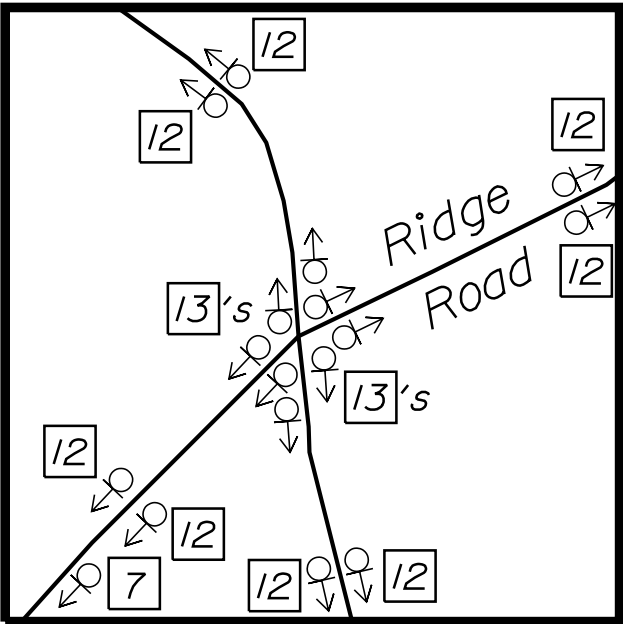
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STOP

13

STOP

INTERSECTION DETAIL
Temporary All Way Stop



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2168610

WIN
021686.10

BRIDGE NO. 3332

BRIDGE PLANS

MOOSEHORN BRIDGE
MOOSEHORN BROOK
WASHINGTON COUNTY

CHARLOTTE

DETOUR MAP

PROJ. MANAGER
M. PARLIN

CHECKED-REVIEWED
B. BARTLETT

DESIGNED-DETAILED
D. SHAW

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

DATE

BY

SIGNATURE

P.E. NUMBER

DATE

SHEET NUMBER

25

OF 25