

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



LUBEC
WASHINGTON COUNTY
MAYS BRIDGE
OVER
MAYS STREAM
ROUTE 189
FEDERAL AID PROJECT NO. STP-2169(700)
PROJECT LENGTH 0.03 mi
BRIDGE NO. 2527

SPECIFICATIONS

Design: Load and Resistance Factor Design per
AASHTO LRFD Bridge Design Specifications,
Eighth Edition, 2017.

DESIGN LOADING

Live Load HL - 93 Modified for Strength I

TRAFFIC DATA

Current (2018) AADT 2,120
Future (2038) AADT 2,540
DHV - % of AADT 11%
Design Hour Volume 279
% Heavy Trucks (AADT) 9%
% Heavy Trucks (DHV) 7%
Directional Distribution (DHV) 55%
18 kip Equivalent P 2.0 76
18 kip Equivalent P 2.5 73
Design Speed (mph) 50

HYDROLOGIC DATA

Drainage Area 2.30 SQ. MI
Design Discharge (Q50) 309 CFS
Check Discharge (Q100) 361 CFS
Headwater Elevation (Q1.1) 29.24 FT
Headwater Elevation (Q25) 31.46 FT
Headwater Elevation (Q50) 31.74 FT
Headwater Elevation (Q100) 31.96 FT
Discharge Velocity (Q1.1) 0.60 FPS
Discharge Velocity (Q25) 1.71 FPS
Discharge Velocity (Q50) 1.88 FPS
Discharge Velocity (Q100) 2.09 FPS

MATERIALS

Concrete:
Precast Elements Class "P"
All Other Class "A"
Reinforcing Steel ASTM A 615/A 615M, Grade 60
Welded Wire Reinforcement ASTM A 185/A 185M or ASTM A 479/A 479M

BASIC DESIGN STRESSES

Concrete (Class "A") $f'_c = 4,000$ psi
Precast Concrete (Class "P") $f'_c = 5,000$ psi
Reinforcing Steel $f_y = 60,000$ psi
Welded Wire Reinforcing $f_y = 65,000$ psi min.

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UTILITIES

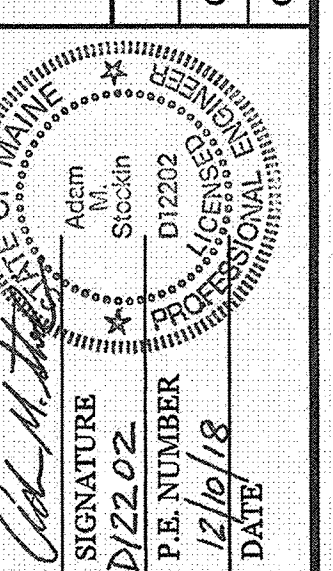
Emera Maine
Charter Communications
Consolidated Communications
Town of Lubec (Water)

MAINTENANCE OF TRAFFIC

Bridge will be closed to traffic with
traffic detoured during construction.

PROJECT LOCATION	In Lubec on Route 189 (County Road), approximately 0.6 miles east of the Township of Trescott town line. Latitude 44° 48' 50.04" N Longitude 67° 04' 26.35" W
PROGRAM AREA	Highway Bridges - Traditional
OUTLINE OF WORK	Replace existing steel plate pipe arch with a Precast Concrete Box Culvert and rebuild 150' of roadway.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
	<i>[Signature]</i>	12/13/18
	COMMISSIONER	
	CHIEF ENGINEER	12-13-18



PROJECT INFORMATION	BRIDGE
PROGRAM	MICHAEL WIGHT
PROJECT MANAGER	ADAM STOCIN
DESIGNER	WSP
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

LUBEC MAYS BRIDGE TITLE SHEET

SHEET NUMBER
1
OF 16

Date:12/3/2018

Username:

Division:

Filename:\cadd\001_TITLE.dgn

wsp

ESTIMATED QUANTITIES			
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT
202.202	Removing Pavement Surface	460	SY
203.20	Common Excavation	470	CY
203.2318	Disposal of Special Waste	110	CY
203.24	Common Borrow	50	CY
203.25	Granular Borrow	240	CY
206.0611	Structural Earth Excavation – Drainage & Min. Structures	20	CY
304.10	Aggregate Subbase Course – Gravel	290	CY
403.208	Hot Mix Asphalt 12.5 MM HMA Surface	90	TON
403.211	Hot Mix Asphalt (Shim)	13	TON
403.213	Hot Mix Asphalt 12.5 MM Base	50	TON
409.15	Bituminous Tack Coat – Applied	66	GAL
508.13	Sheet Waterproofing Membrane (180 SY)	1	LS
511.07	Cofferdam: Upstream	1	LS
511.07	Cofferdam: Downstream	1	LS
513.22	Crushed Stone Slope Protection	80	SY
515.21	Protective Coating for Concrete Surfaces (81 SY)	1	LS
526.301	Temporary Concrete Barrier – Type I (80 SY)	1	LS
534.71	Precast Concrete Box Culvert (223 SY)	1	LS
606.36	Guardrail Removed and Reset	338	LF
610.08	Plain Riprap	100	CY
610.18	Stone Ditch Protection	10	CY
610.210	Stream Channel Rock	260	CY
613.319	Erosion Control Blanket	150	SY
615.07	Loam	9	CY
618.14	Seeding Method Number 2	2	UN
619.12	Mulch	2	UN
619.14	Erosion Control Mix	17	CY
620.58	Erosion Control Geotextile	310	SY
620.63	Non-Woven Geotextile	130	SY
627.18	12" Solid White Pavement Marking	40	LF
627.733	4" White or Yellow Painted Pavement Marking Line	800	LF
627.811	Temporary Bi-Directional Yellow Delineators	200	EA
629.05	Hand Labor, Straight Time	20	HR
631.12	All Purpose Excavator (Including Operator)	20	HR
631.131	Small Bulldozer-Grader (Including Operator)	20	HR
631.15	Roller Earth Base Course (Including Operator)	20	HR
631.172	Truck – Large (Including Operator)	20	HR
639.19	Field Office Type B	1	EA
645.271	Regulatory, Warning, Confirmation and Route Marker Assembly Signs, Type	70	SF
652.312	Type III Barricade	6	EA
652.32	Battery Operated Light	3	EA
652.33	Drum	40	EA
652.34	Cone	40	EA
652.35	Construction Signs	900	SF
652.361	Maintenance of Traffic Control Devices (30 CD)	1	LS
652.38	Flagger	500	HR
652.381	Traffic Officer	36	HR
652.41	Portable Changeable Message Sign	5	EA
652.47	Temporary Portable Rumble Strip	4	GP
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. 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. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.

5. 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.

6. Place plain riprap on sideslopes up to the concrete headwalls

7. Riprap adjacent to the box culvert shall be placed so as not to damage the culvert. Any damage to the box culvert during construction shall be repaired or replaced as determined by the Resident at the Contractor's expense.

8. All embankment material, except as otherwise shown, shall be Granular Borrow meeting the requirements of Subsection 703.19. Material for Underwater Backfill with the additional requirement that the maximum particle size be limited to 4 inches.

9. The riprap slope protection shall be constructed as shown on MaineDOT standard detail 610(02). The protective aggregate cushion layer shall be 12 inches thick. A Class I non woven erosion control geotextile shall be used under the protective aggregate cushion layer.

10. 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.

11. Place loam 2 inches deep on all new or reconstructed side slopes or as directed by the Resident.

12. 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. Seed placement shall be in accordance with Section 618; however, distributing seed by hand will be permitted. Payment will be considered incidental to Contract Items.

13. Place a 24-in. wide strip of Extended-Use Erosion Control Blanket on the sideslopes along the backside of the 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:
Concrete headwalls, including to one foot inside the box;
Exposed tops of vertical walls and to one foot below the ground on the back side;
Exposed faces of vertical walls and to one foot inside the box.

16. Project information referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/contractors/>

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, Mays Bridge #2527 Over Mays Stream, Route 189 Culvert Replacement, Lubec, Maine, WIN 21697.00, dated November 29, 2018, may be accessed at the MaineDOT website.

20. Geotechnical information furnished or referred to in this plan set is for the use of the Bidders and the Contractors. 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 Contractors 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. Existing Guardrail to be removed and reset over the proposed box culvert shall be modified in accordance with Standard Detail 606(20) when full length posts are unable to be installed. Additional posts, nested rail and modifications to the existing Guardrail shall be considered incidental to Item 606.36 Guardrail Remove and Reset.

23. Payment for Removing and Resetting of the Existing Guardrail Terminal end unit and Modifying the Guardrail Post over the new Structure in Accordance with Standard Detail 606(20), shall be considered incidental to related contract items.

24. Payment for Removing and Resetting Existing Signs within the Project Limits will be considered incidental to related contract items.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2169(700)

WIN
21697.00
BRIDGE No. 2527
BRIDGE PLANS

MAYS BRIDGE
MAYS STREAM
WASHINGTON COUNTY
LUBEC

ESTIMATED QUANTITIES
AND GENERAL CONSTRUCTION NOTES

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN-DETAILED
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

BY
WEG
TWP

DATE
12/18
12/18

SIGNATURE

P.E. NUMBER

DATE

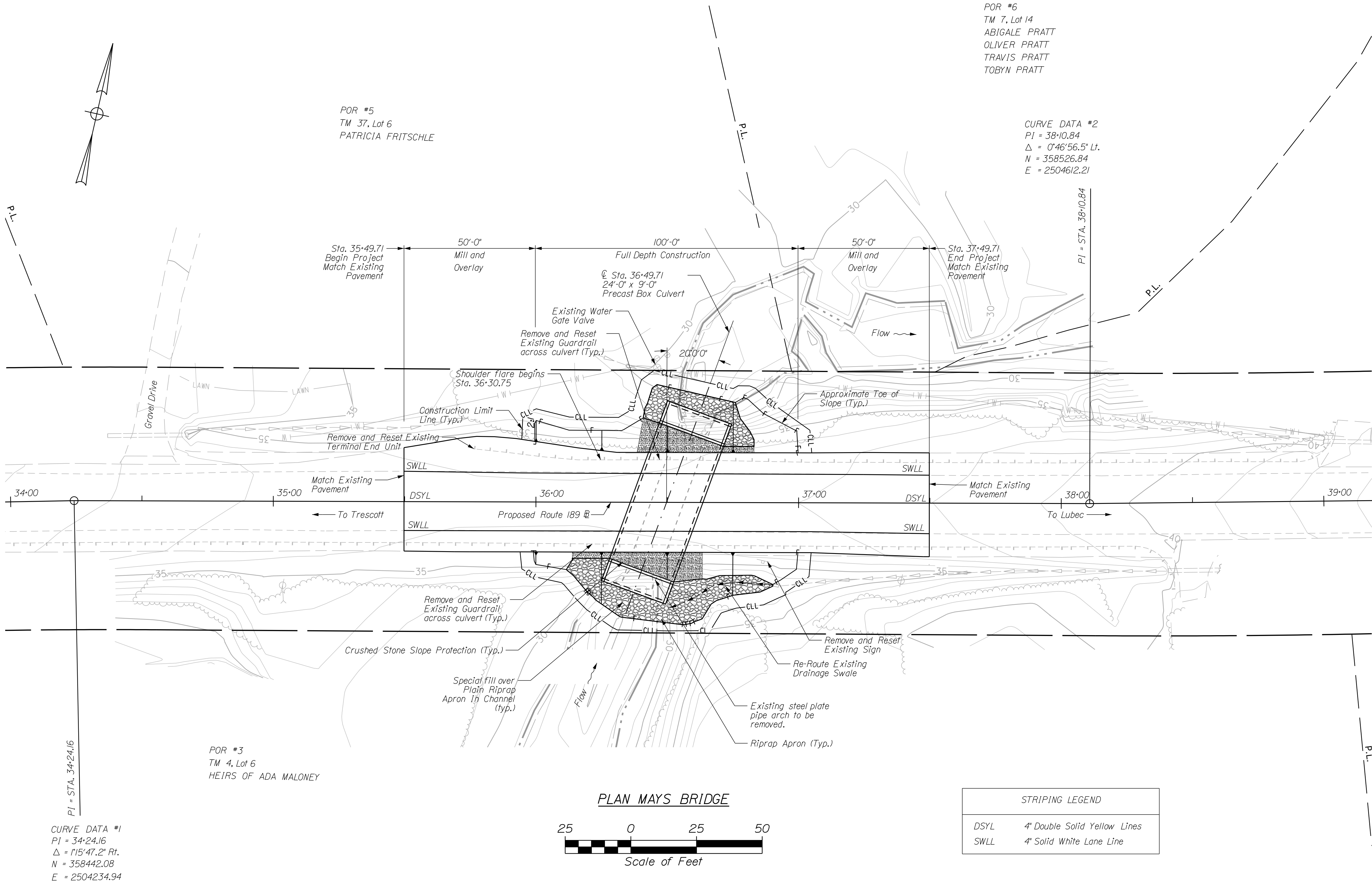
SHEET NUMBER
2
OF 16

Date:12/7/2018

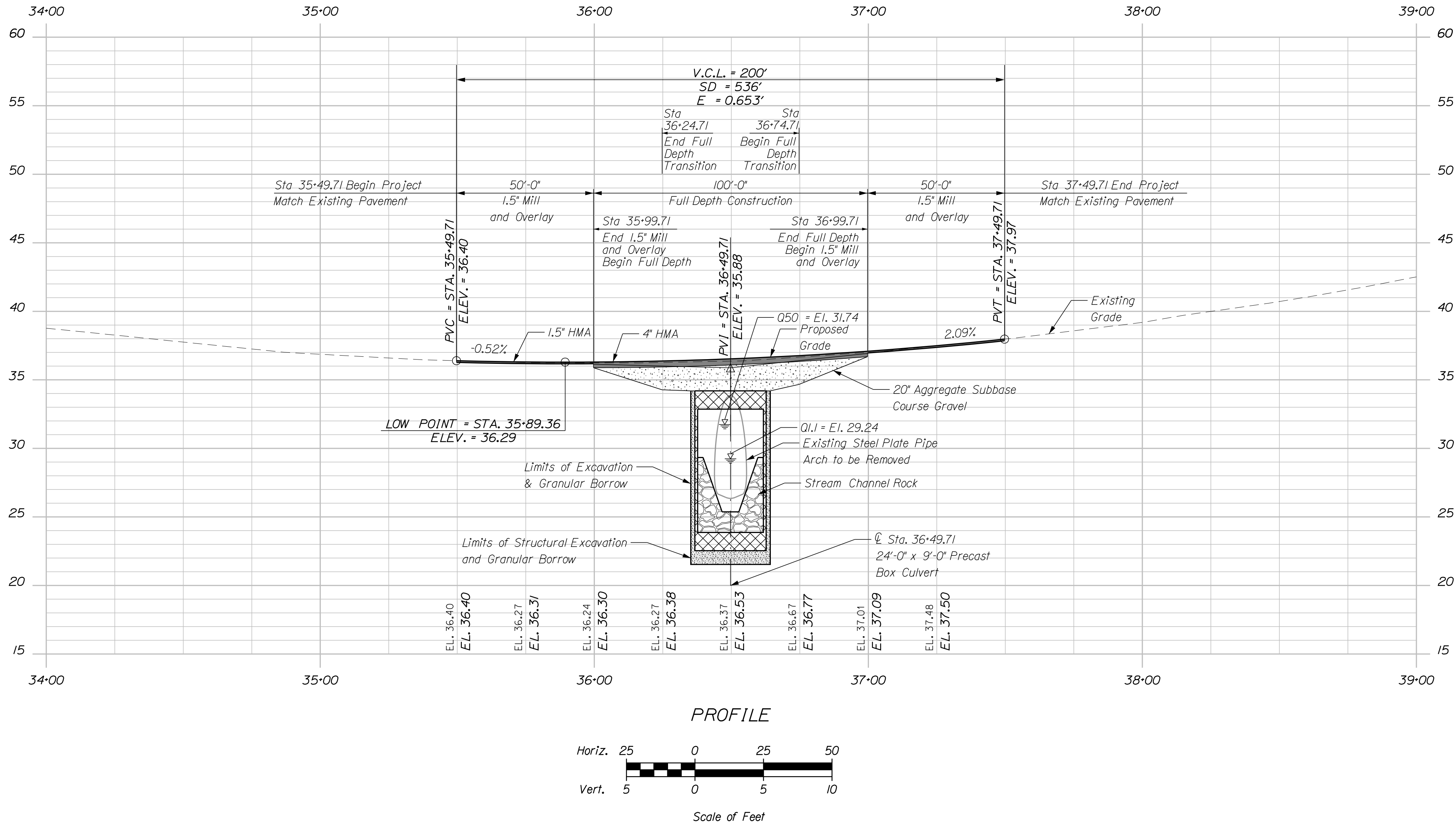
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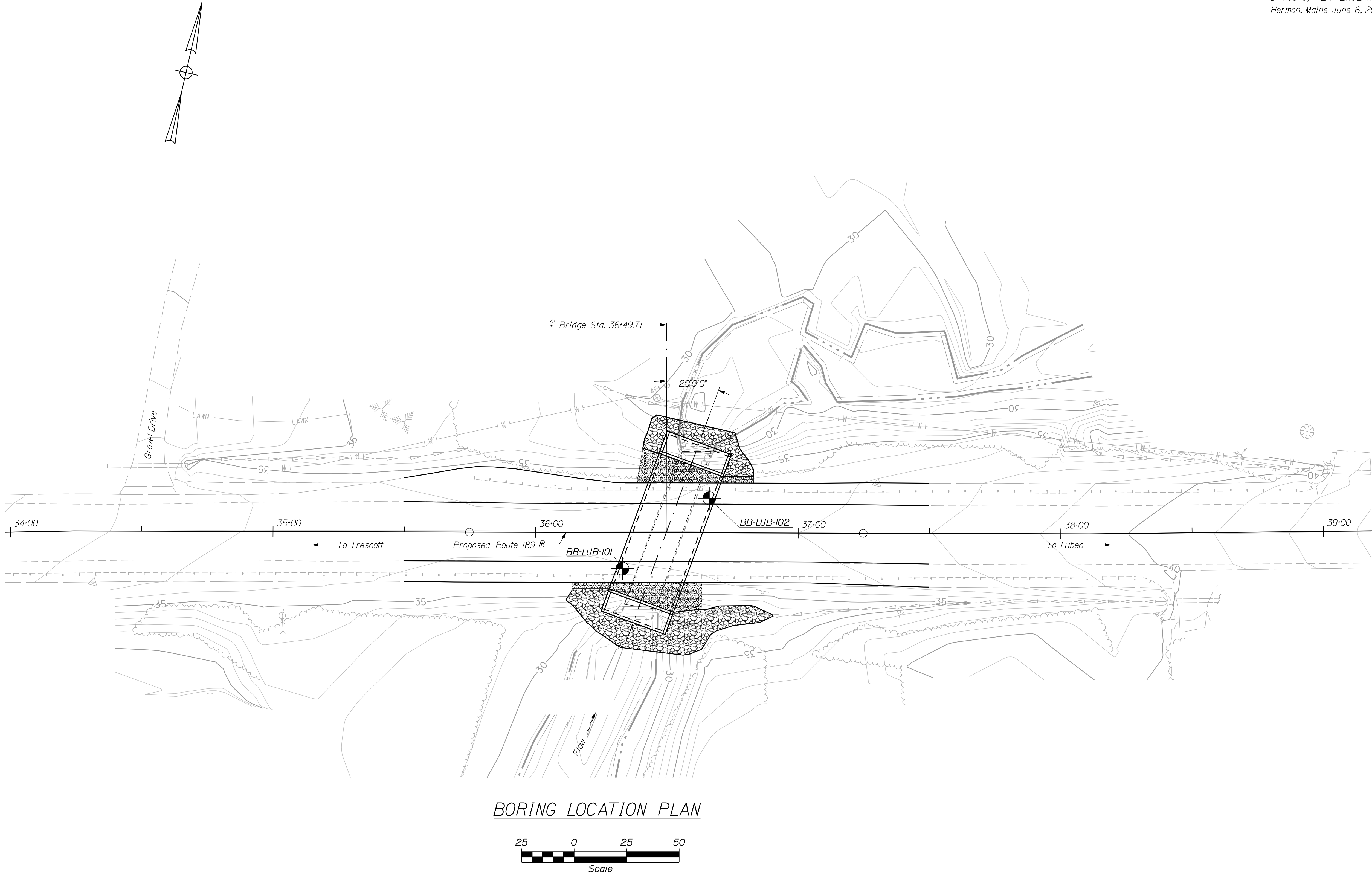
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STATE OF MAINE DEPARTMENT OF TRANSPORTATION					



LUBEC	MAYS BRIDGE		STATE OF MAINE	
	MAYS STREAM		DEPARTMENT OF TRANSPORTATION	
	WASHINGTON COUNTY		STP-2169(700)	
PROFILE		DESIGN-DETAILED	KJH	12/18
		CHECKED-REVIEWED	RAB	12/18
		DESIGN-DETAILED		
		REVISIONS 1		
SHEET NUMBER		REVISIONS 2		
		REVISIONS 3		
		REVISIONS 4		
		FIELD CHANGES		
4		BY	KJH	12/18
		DATE	RAB	12/18
		SIGNATURE		
		P.E. NUMBER		
OF 16		DATE		
BRIDGE PLANS		BRIDGE No. 2527	WIN	21697.00



- NOTES
- The Boring Locations Shown in this Figure are Approximate and are based on Hand Taped Measurements taken in the Field.
 - Borings were Located and Observed by Golder and Drilled by NEW ENGLAND BORING CONTRACTORS of Hermon, Maine June 6, 2017.

BORING LOCATION PLAN LEGEND

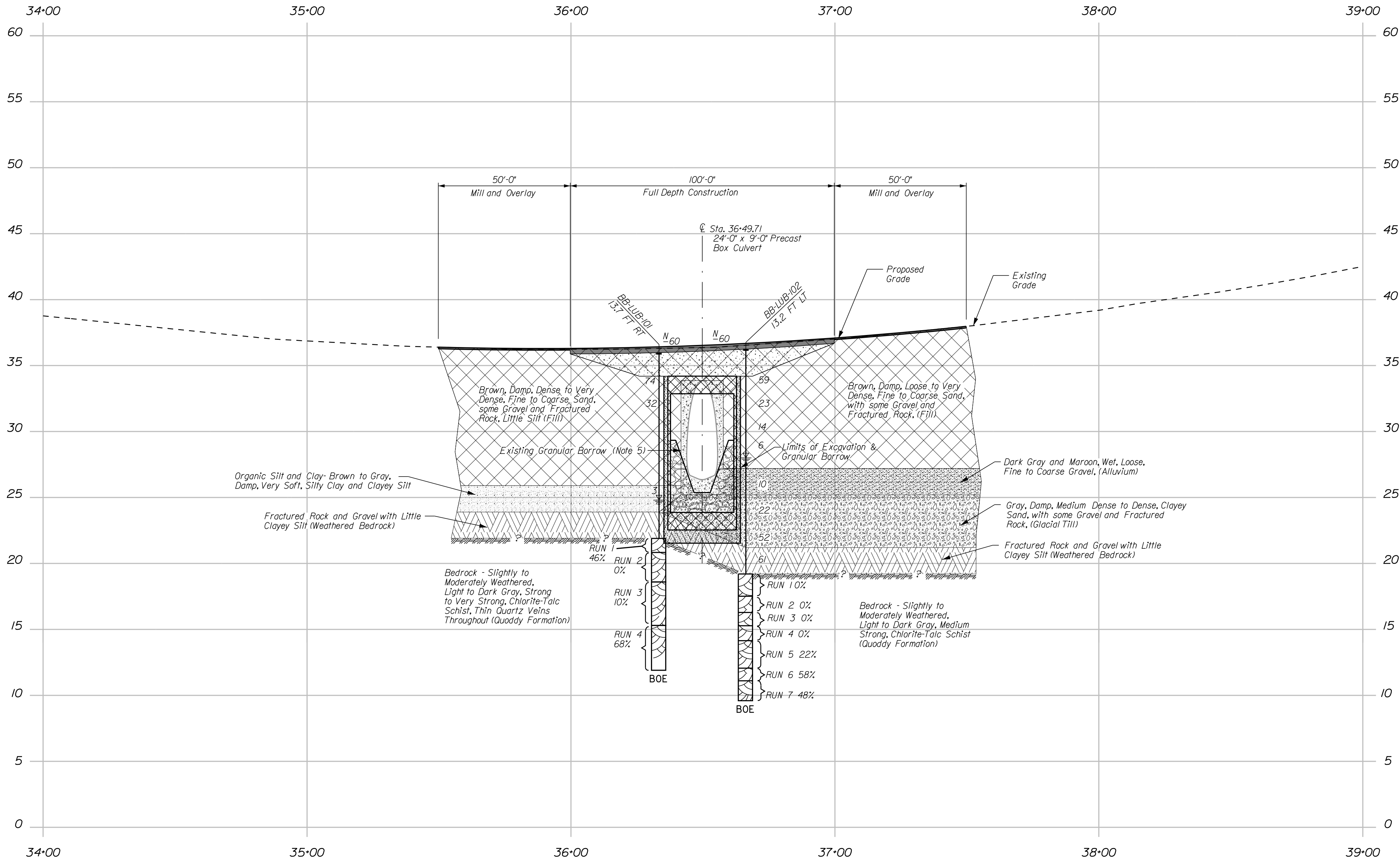
BB-LUB-101 Location and designation of boring

5 OF 16	SHEET NUMBER		MAYS BRIDGE MAYS STREAM				PROJ. MANAGER	M. WIGHT	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
	LUBEC WASHINGTON COUNTY BORING LOCATION PLAN		DESIGN-DETAILED		ACP	WEC	12/18	SIGNATURE			
			CHECKED-REVIEWED		TWP	TWP	12/18				
			DESIGN2-DETAILED2								
			DESIGN3-DETAILED3								
			REVISIONS 1				P.E. NUMBER				
			REVISIONS 2								
			REVISIONS 3								
			REVISIONS 4				DATE				
			FIELD CHANGES								
						BRIDGE No. 2527				WIN 21697.00	BRIDGE PLANS

Date:12/16/2018

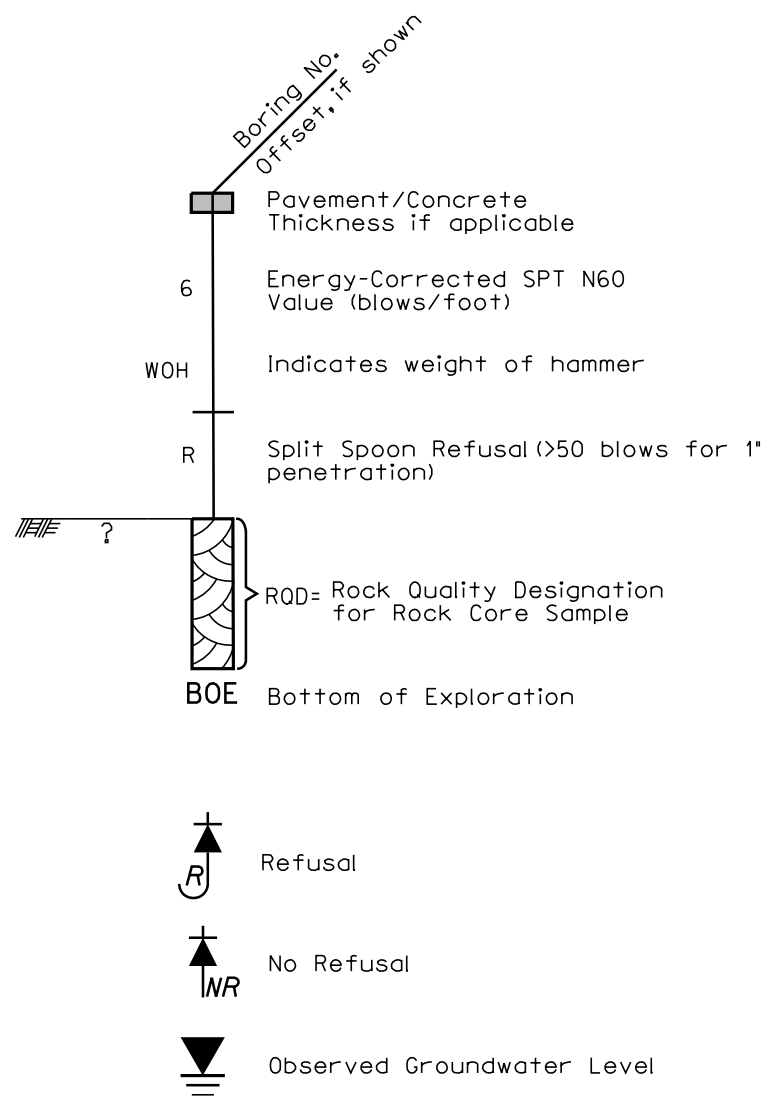
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Filename: ... \006_interpretiveSubsurfaceProfile.dgn Division:

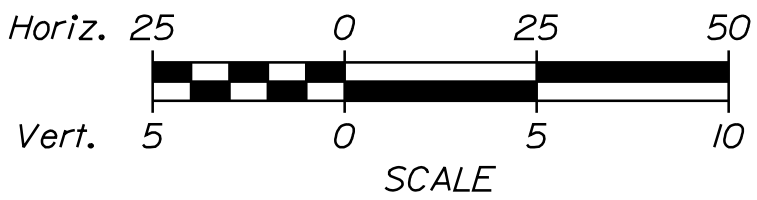


- NOTES**
- See Boring Logs for Detailed Lithologic Descriptions.
 - The Boring Locations shown in this Figure are Approximate and are Based on Hand Taped Measurements Taken in the Field.
 - The Generalized Interpretive Soil Profile is intended to convey trends in subsurface conditions. The boundaries 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.
 - Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made. Groundwater levels outside of the river channel are based on the measurements taken in the borings during the June 2017 field exploration.
 - Existing Granular Borrow extent detailed surrounding the existing culvert is based on 1956 drawings notes.

INTERPRETIVE SUBSURFACE PROFILE LEGEND

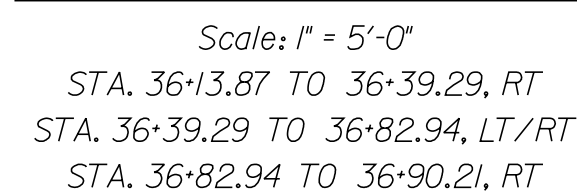
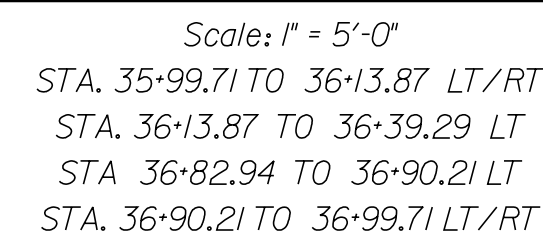
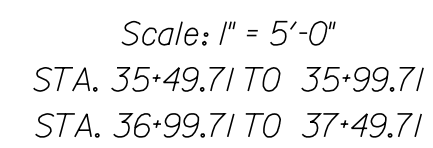


PROFILE

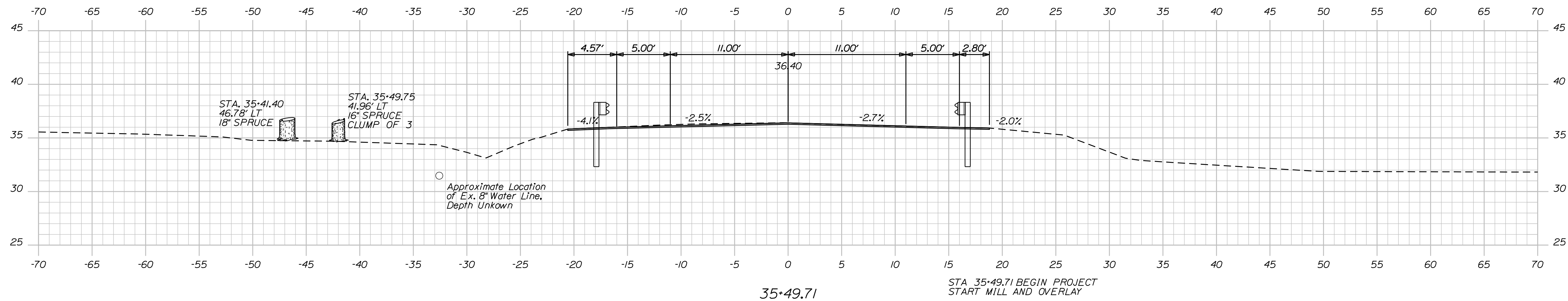


STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-2169(700)		WIN		BRIDGE No. 2527		BRIDGE PLANS	
MAYS BRIDGE		MAYS STREAM		WASHINGTON COUNTY		LUBEC		INTERPRETIVE SUBSURFACE PROFILE		SHEET NUMBER	
DATE		BY		SIGNATURE		P.E. NUMBER		DATE			
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12/18		AMS		12/18		12/18		12/18		21697.00	
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12/18		AMS		12/18							

Maine Department of Transportation						Project Route 189 Culvert Replacement		Boring No.: BB-LUB-102																																																																																																																																																																																								
Soil/Rock Exploration Log US CUSTOMARY UNITS						Location: Lubec, Maine		WIN: 21697.00																																																																																																																																																																																								
Driller: New England Boring Contractors			Elevation (ft.): 36.2 (See Remarks)		Auger ID/DD: 4"																																																																																																																																																																																											
Operator: Mike Porter			Bottom:		Sampler: Standard Split Spoon																																																																																																																																																																																											
Logged By: TRM			Rig Type: Truck Mounted Mobile #B3		Hammer Wt./Fall: 140 lbs./30"																																																																																																																																																																																											
Date Start/Finish: 12/4/18 15 6/6/17			Drilling Method: SSA & D+W		Core Barrel: ND																																																																																																																																																																																											
Boring Location: East Side Approach			Casing ID/DD: 4"		Water Level*: 8' 2" bgs @ 18D 6/6/17																																																																																																																																																																																											
Hammer Efficiency Factor: 0.869			Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐																																																																																																																																																																																													
Definitions: R = Rock Core Sample S_r = Rear/Retained Field Vane Undrained Shear Strength (psf) T_v = Pocket Torque Vane Shear Strength (psf) B = Split Spoon Sample SSA = Solid Stem Auger S_{u(100)} = Lab Vane Undrained Shear Strength (psf) W_c = Water Content, percent M = Unsuccessful Split Spoon Sample Attempt HSA = Hollow Stem Auger q_u = Uncorrected Compressive Strength (psf) LL = Liquid Limit PL = Plastic Limit U = Thin Wall Tube Sample RC = Roller Cone Nonuncorrcted = Raw Field SPI N-value Hammer Efficiency Factor = Big Specific Annual Correlation Value PI = Plasticity Index MU = Unsuccessful Thin Wall Tube Sample Attempt WBH = Weight of 140lb. Hammer N_{sp} = SPI Numerical Corrected for Hammer Efficiency G = Grain Size Analysis V = Field Vane Shear Test, RP = Pocket Penetrometer WDIP = Weight of Blow or Casing N_{pn} = Hammer Efficiency Factor/600N=Noncorrected C = Consolidation Index NV = Unsuccessful Field Vane Shear Test Attempt WDIP = Weight of One Person																																																																																																																																																																																																
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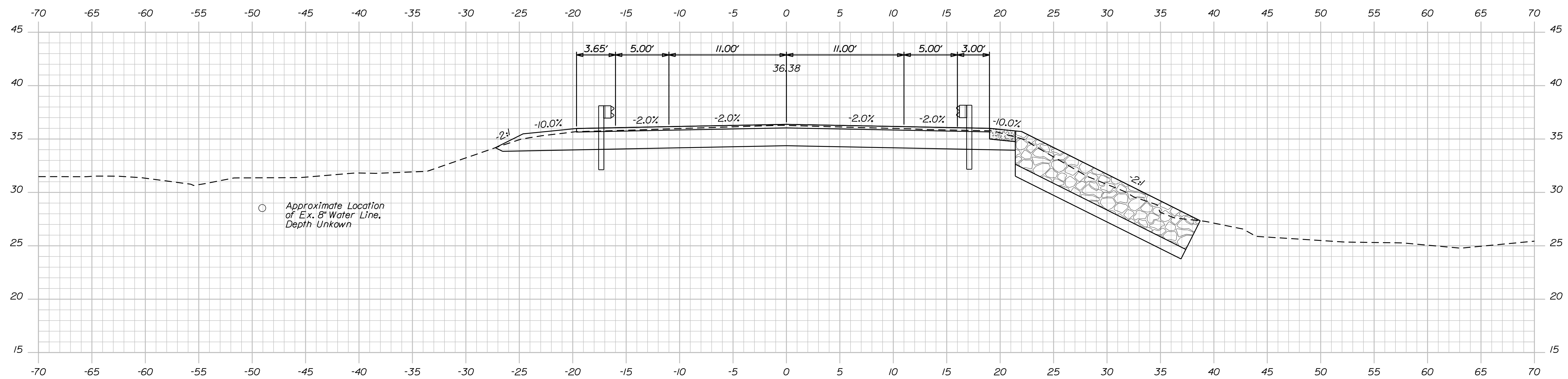


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Sta. 35+49.71 to Sta. 36+00.00

Filename: ... \cadd\009_Cross Sections.dgn



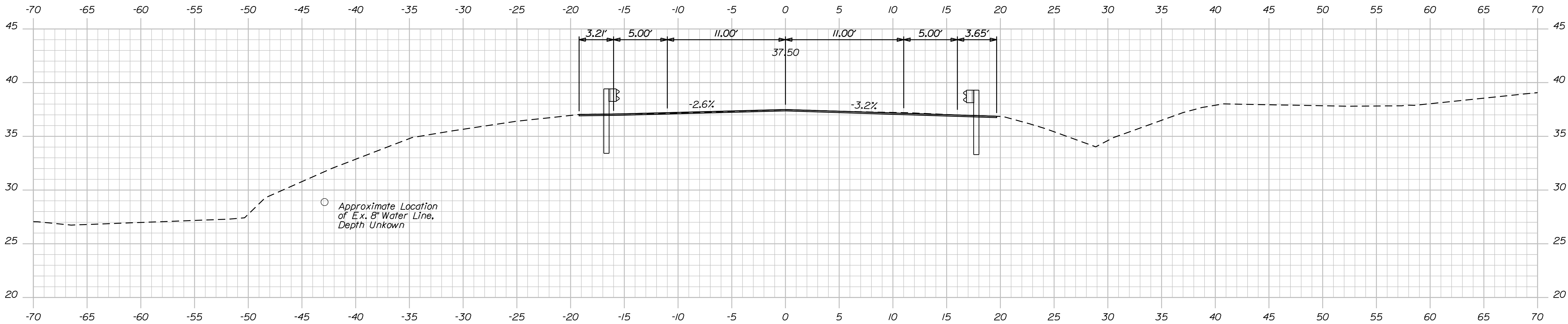
STA 36+24.71 END FULL DEPTH SUBGRADE TRANSITION,
BEGIN FULL DEPTH CONSTRUCTION

Date:12/6/2018

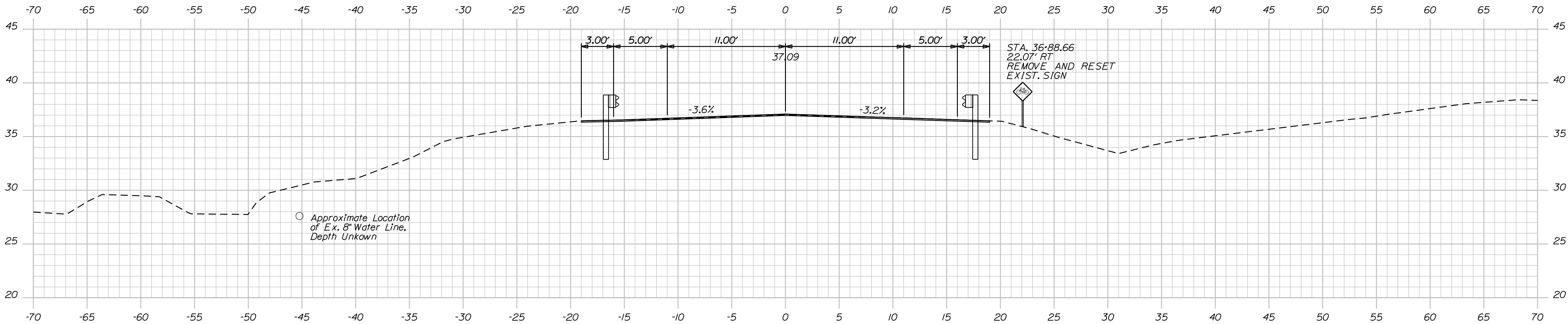
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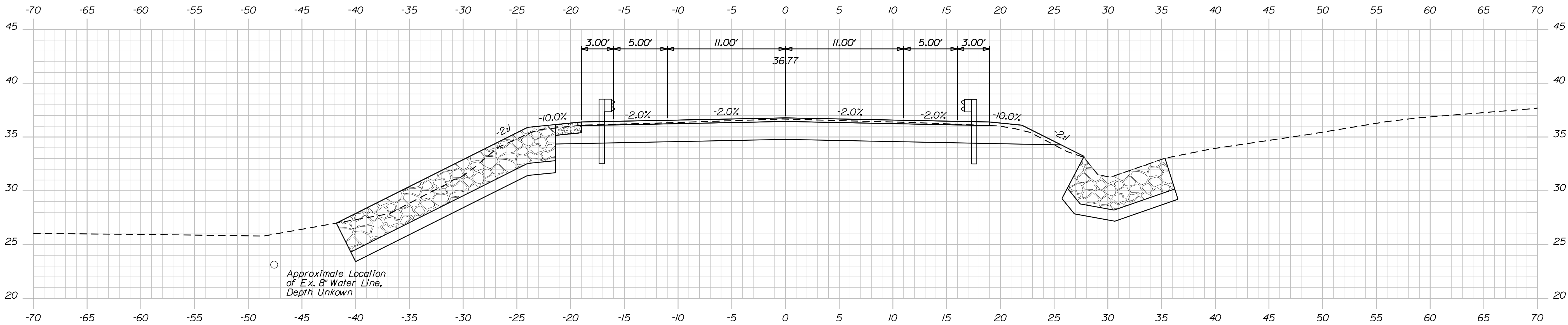


37+25.00



37+00.00

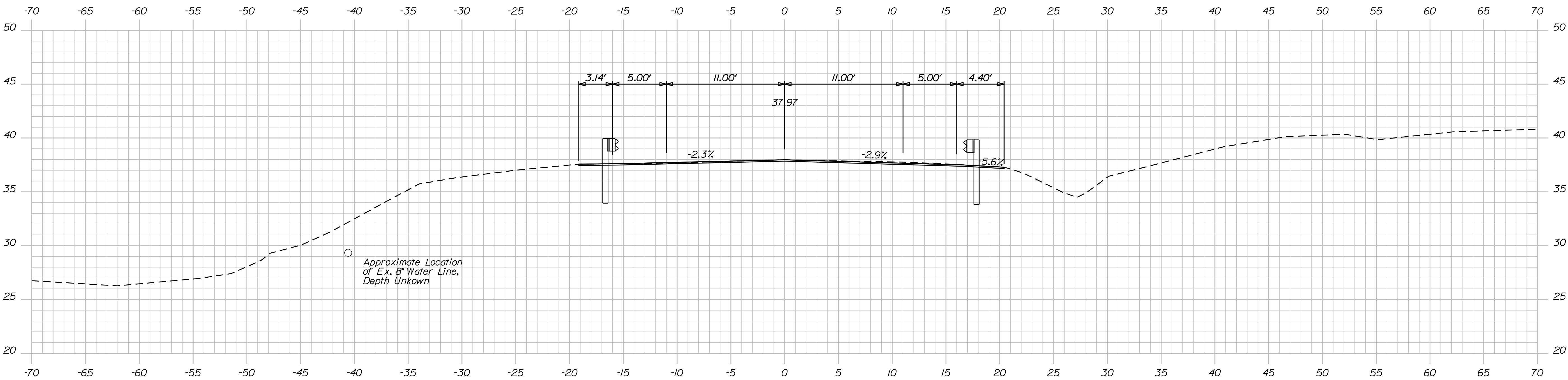
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BEGIN MILL AND OVERLAY



36+75.00

STA 36+74.71 END FULL DEPTH CONSTRUCTION
BEGIN FULL DEPTH SUBGRADE TRANSITION

PROJ. MANAGER	CHECKED	DATE	BY	DATE	SIGNATURE	P.E. NUMBER
KLH	KLH	12/18	KLH	12/18		
RAB	RAB		RAB			
DESIGNED	DESIGNED					
REVISIONS 1	REVISIONS 1					
REVISIONS 2	REVISIONS 2					
REVISIONS 3	REVISIONS 3					
REVISIONS 4	REVISIONS 4					
FIELD CHANGES	FIELD CHANGES					



37+49.71

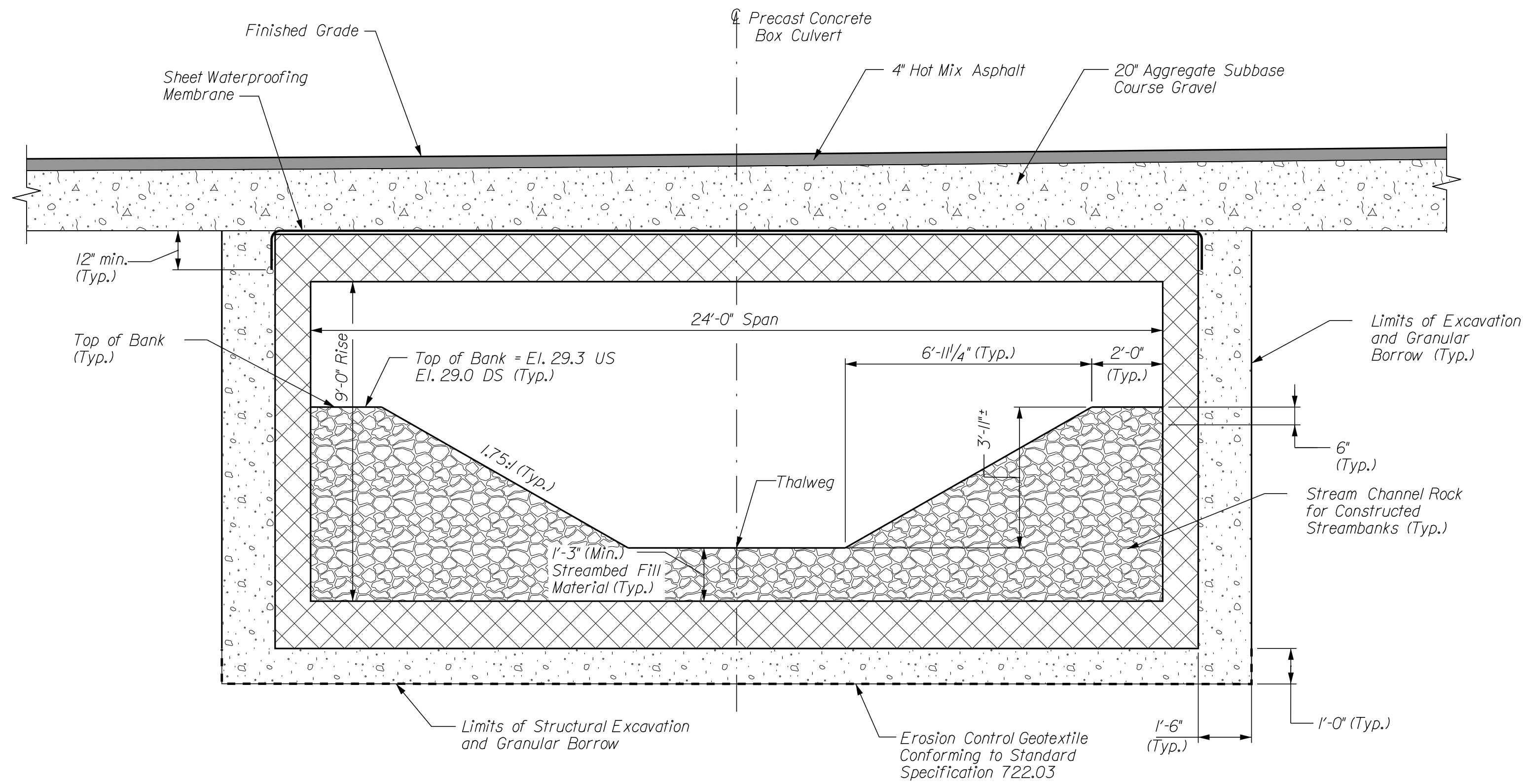
STA 37+49.71 END MILL AND OVERLAY,
MATCH EXISTING PAVEMENT, END PROJECT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2169(700)
BRIDGE No. 2527
WIN
21697.00
BRIDGE PLANS

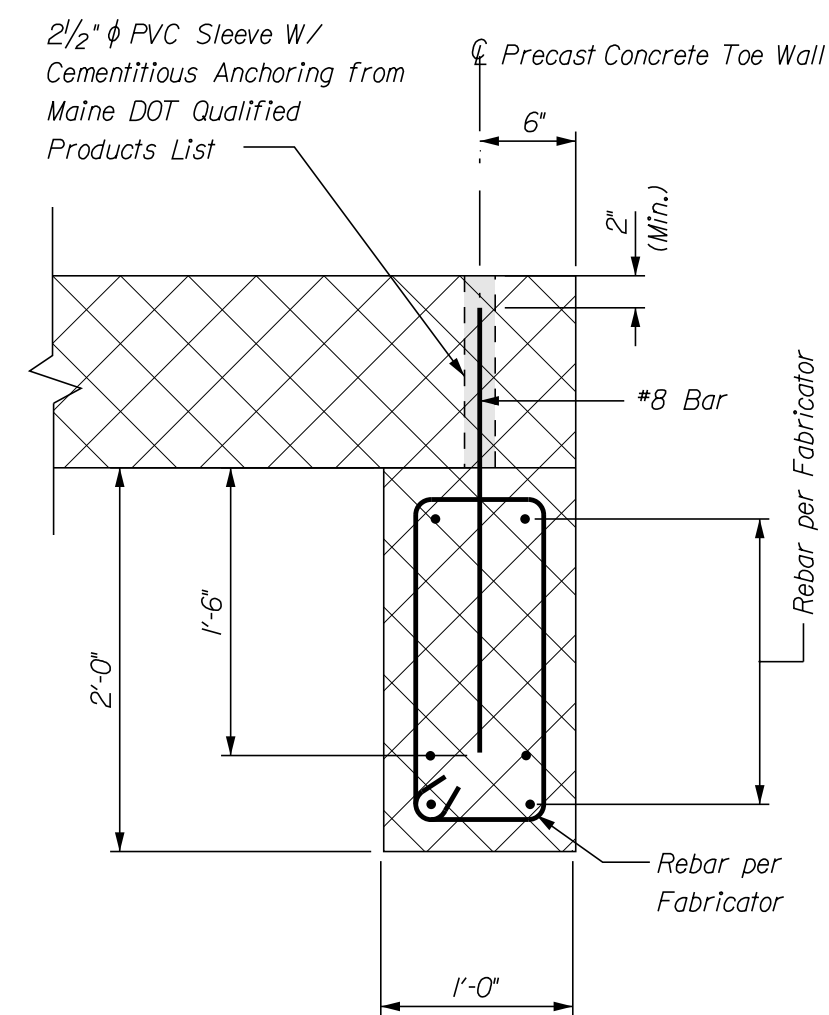
PROJ. MANAGER	BY	DATE
CHECKED-REVIEWED	K/H	12/18
DESIGNED-DETAILED	RAB	12/18
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		
SIGNATURE		
P.E. NUMBER		

MAYS BRIDGE	WASHINGTON COUNTY
MAYS STREAM	
LUBEC	
CROSS SECTIONS	

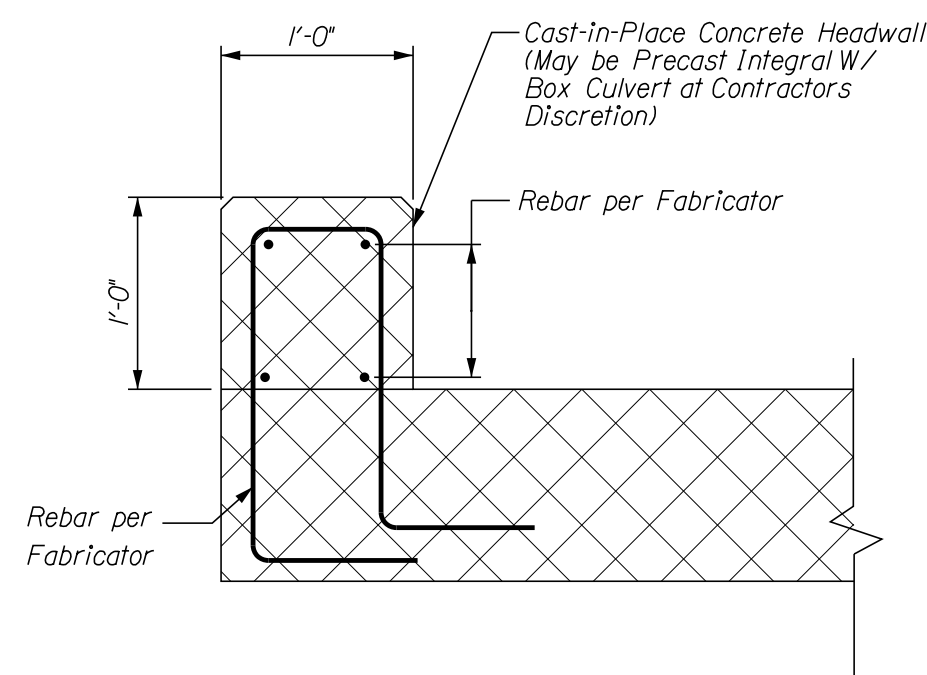
SHEET NUMBER
12
OF 16



BOX CULVERT SECTION



PRECAST CONCRETE TOE WALL DETAIL

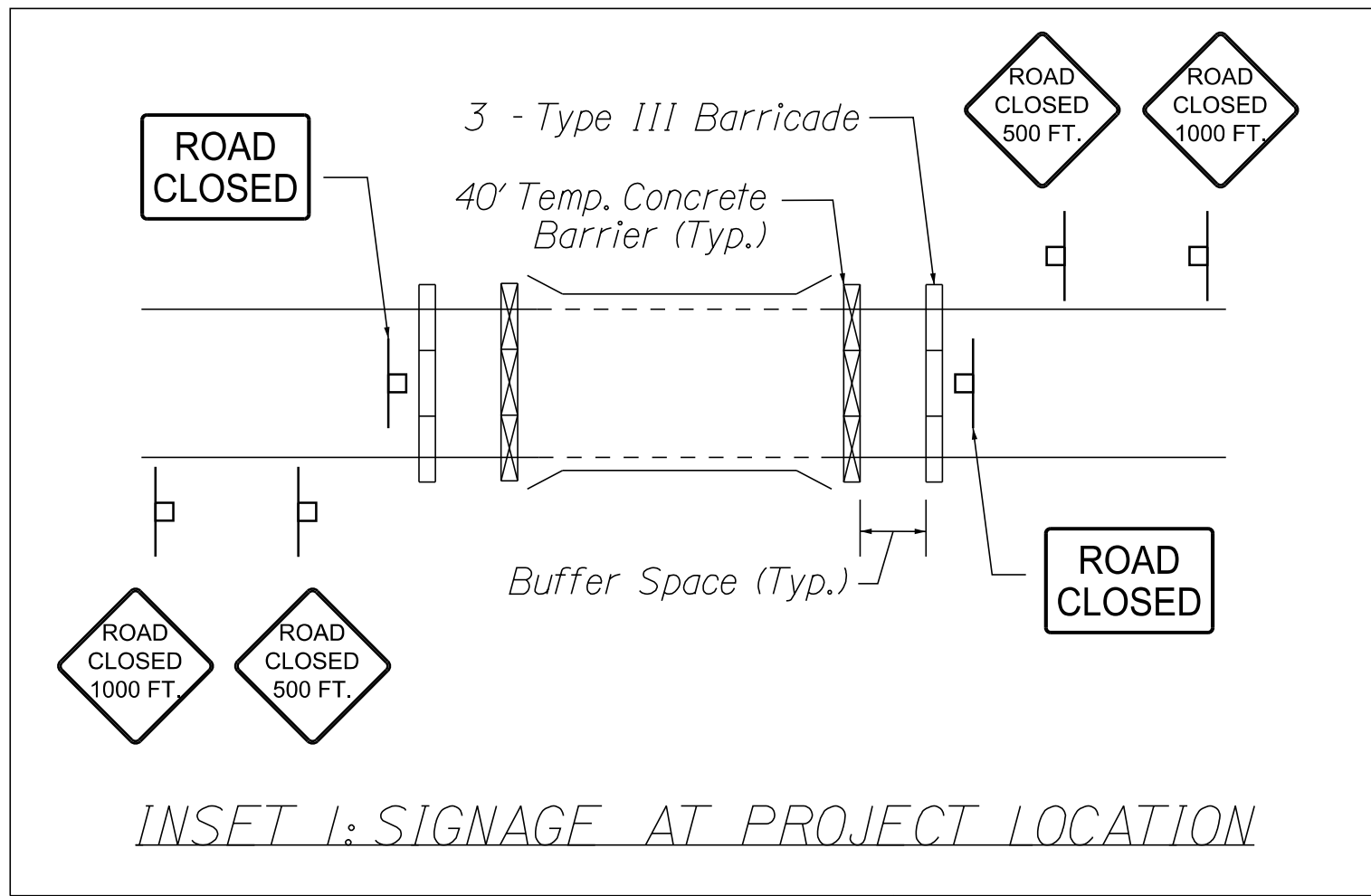
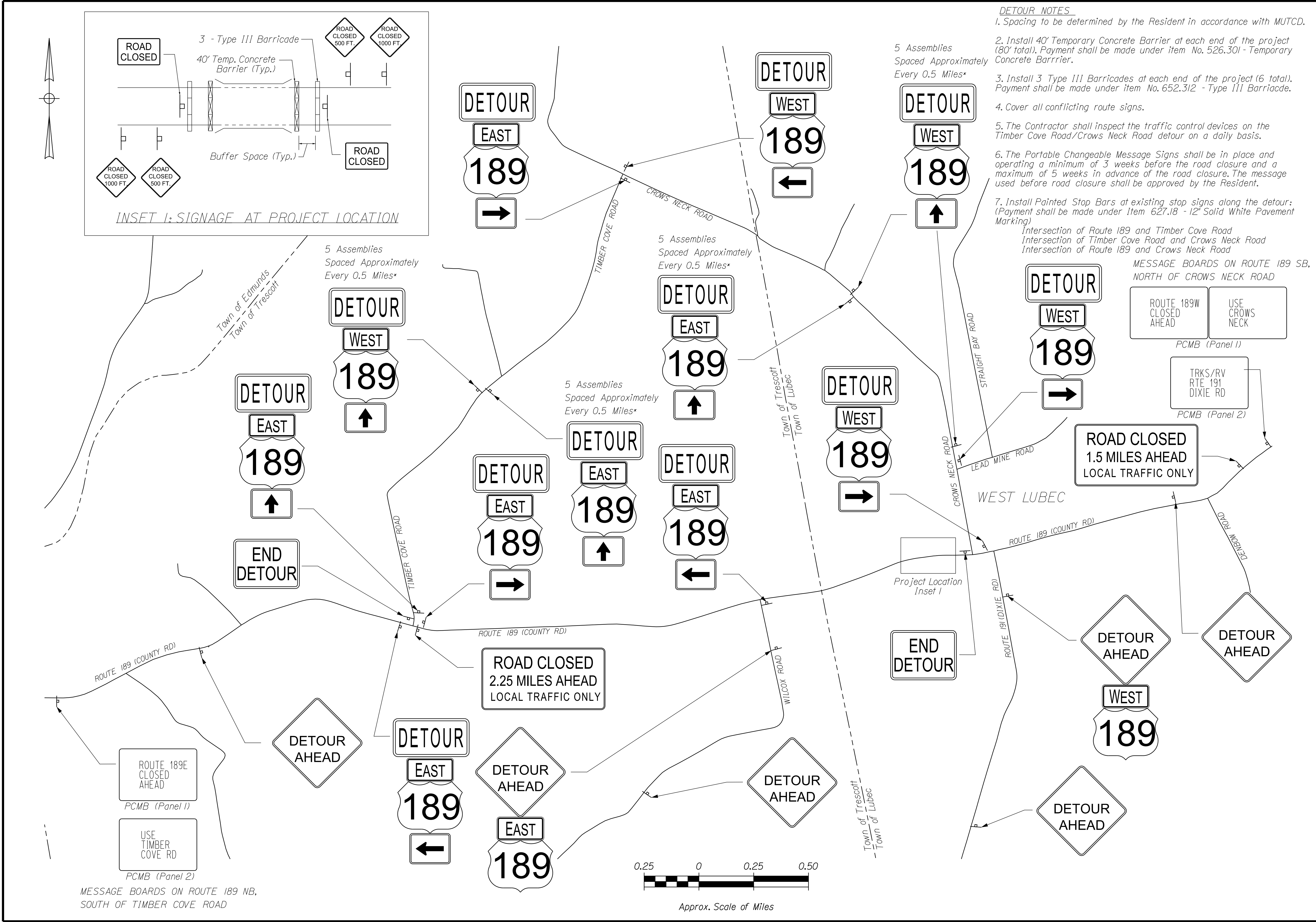


TYPICAL HEADWALL SECTION

PRECAST CONCRETE BOX NOTES

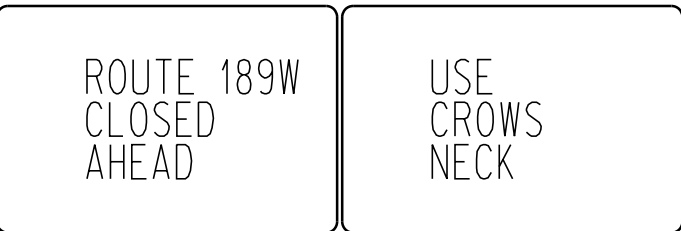
1. *Install Standard Membrane Waterproofing over the top and to 12 inches down the Exterior sides of the Precast Units.*
2. *Concrete for Headwall and Toe Walls, whether Precast or Cast-in-Place will be paid for under item No. 534.71, Precast Concrete Box Culvert.*

SHEET NUMBER 14 OF 16	MAYS BRIDGE				PROJ. MANAGER	M. WIGHT	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-2169(700) WIN 21697.00 BRIDGE No. 2527 BRIDGE PLANS
	MAYS STREAM				DESIGN-DETAILED	AGP	WEC	12/18	
					CHECKED-REVIEWED	TWP	TWP	SIGNATURE	
	LUBEC				DESIGN2-DETAILED2				
	WASHINGTON COUNTY				DESIGN3-DETAILED3			P.E. NUMBER	
					REVISIONS 1				
					REVISIONS 2				
					REVISIONS 3				
					REVISIONS 4			DATE	
					FIELD CHANGES				
PRECAST CONCRETE BOX DETAILS (2 OF 2)									



- DETOUR NOTES**
1. Spacing to be determined by the Resident in accordance with MUTCD.
 2. Install 40' Temporary Concrete Barrier at each end of the project (80' total). Payment shall be made under item No. 526.301 - Temporary Concrete Barrier.
 3. Install 3 Type III Barricades at each end of the project (6 total). Payment shall be made under item No. 652.312 - Type III Barricade.
 4. Cover all conflicting route signs.
 5. The Contractor shall inspect the traffic control devices on the Timber Cove Road/Crows Neck Road detour on a daily basis.
 6. The Portable Changeable Message Signs shall be in place and operating a minimum of 3 weeks before the road closure and a maximum of 5 weeks in advance of the road closure. The message used before road closure shall be approved by the Resident.
 7. Install Painted Stop Bars at existing stop signs along the detour: (Payment shall be made under Item 627.18 - 12" Solid White Pavement Marking)

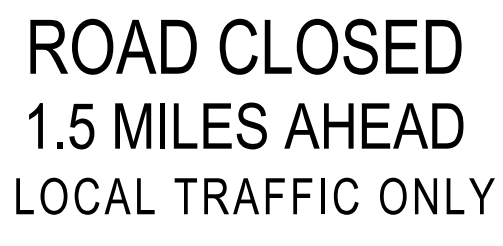
MESSAGE BOARDS ON ROUTE 189 SB,
NORTH OF CROWS NECK ROAD



PCMB (Panel 1)



PCMB (Panel 2)



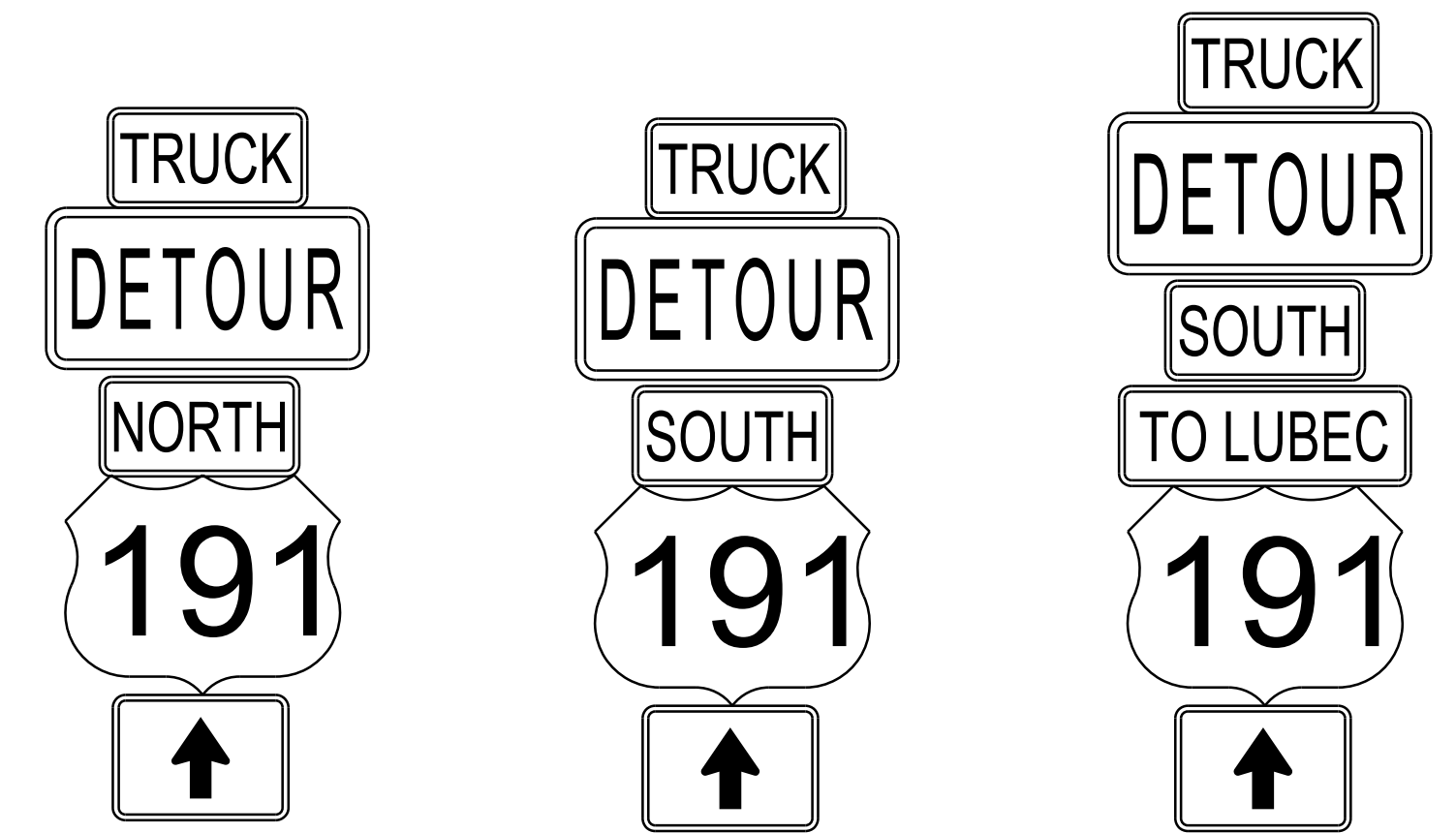
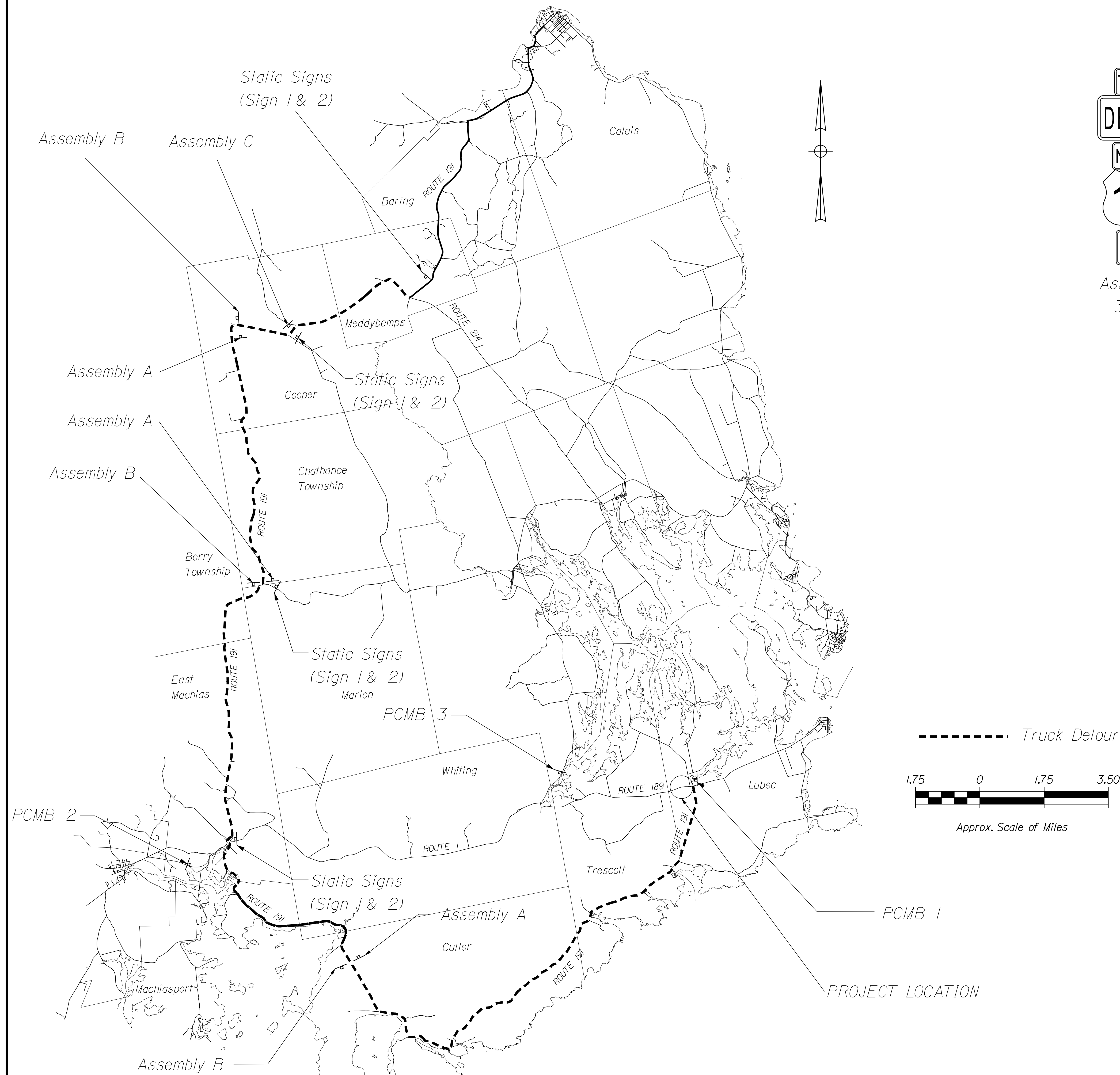
PCMB (Panel 1)



PCMB (Panel 2)

MESSAGE BOARDS ON ROUTE 189 NB,
SOUTH OF TIMBER COVE ROAD

MAYS BRIDGE MAYS STREAM				WASHINGTON COUNTY				LUBEC				STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
LOCAL TRAFFIC DETOUR PLAN												STP-2169(700)			
												WIN 21697.00			
												BRIDGE No. 2527			
												BRIDGE PLANS			



Assembly A
3 Total

Assembly B
3 Total

Assembly C
/ Total

ROAD
CLOSED
AHEAD

TRKS/RV
USE RTE 191

PCMB (Panel I)

PCMB (Panel 2)

Portable Changeable
Message Board 1

CLOSED 18
MI AHEAD

TRKS/RV
USE 191 S
FOR LUBEC

PCMB (Panel I)

PCMB (Panel 2)

Portable Changeable Message Board 2

RTE 189
CLOSED 5
MI AHEAD

TRKS/RV
USE 191 S
FOR LUBEC

PCMB (Panel I)

PCMB (Panel 2)

Portable Changeable
Message Board 3

BRIDGE CLOSED
ON RTE 189
TO LUBEC

TRUCK TRAFFIC
USE RTE 191
PASSENGER VEHICLES
USE LOCAL DETOUR
ON RTE 189

(Static Sign 1)
(90" x 42")

(Static Sign 2)
(126" x 72")

Static Signs
4 Locations

LUBEC WASHINGTON COUNTY TRUCK DETOUR PLAN	DESIGN-DETAILED	CMS	CMS	12/18
	CHECKED-REVIEWED	RAB	RAB	12/18
	DESIGN-DETAILED2			
	DESIGN-DETAILED3			
	REVISIONS 1			
	REVISIONS 2			
	REVISIONS 3			
	REVISIONS 4			
	FIELD CHANGES			
STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-2169(700) BRIDGE No. 2527 WIN 21697.00 BRIDGE PLANS				