

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



LIST OF DRAWINGS

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SPECIFICATIONS

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

TRAFFIC DATA

| | |
|---|-------|
| Current (2018) AADT | 19140 |
| Future (2038) AADT | 21050 |
| DHV - % of AADT | 10% |
| Design Hour Volume | 2105 |
| Heavy Trucks (% of AADT) | 10% |
| Heavy Trucks (% of DHV) | 8% |
| Directional Distribution (% of DHV) | 50% |
| 18 kip Equivalent P 2.0 | 2066 |
| 18 kip Equivalent P 2.5 | 1968 |
| Design Speed (mph) | 25 |

MATERIALS

| | |
|---|------------------------|
| Concrete: | |
| Transition Barriers and Sidewalks | Class "LP" |
| All Others | Class "A" |
| Reinforcing Steel: | |
| Plain | A 615/A 615M, Grade 60 |

BASIC DESIGN STRESSES

| | |
|--------------------|------------------|
| Concrete: | |
| Class "LP" | f 'c = 5,000 psi |
| Class "A" | f 'c = 4,000 psi |
| Reinforcing Steel: | |
| Plain | fy = 60,000 psi |

MAINTENANCE OF TRAFFIC

North Bridge No. 2617
Maintain one lane of alternating one-way traffic overnight, all lanes open during the day.

South Bridge No. 2785
Maintain one lane of alternating one-way traffic overnight, all lanes open during the day.

UTILITIES

Central Maine Power Company
Fairpoint (Northern New England Telephone Operation LLC) dba: Consolidated Communications
Bee Line Cable TV
Maine Water Company
Town of Skowhegan
Brookfield Renewable Energy Partners L.P.
MaineDOT

SKOWHEGAN SOMERSET COUNTY MARGARET CHASE SMITH NORTH & SOUTH BRIDGES OVER KENNEBEC RIVER ROUTE 2 & 201 PROJECT NO. STP-2175(000) PROJECT NO. STP-2174(900) PROJECT LENGTH 0.24 mi. BRIDGE NO. 2617 & 2785

| | |
|--------------------------|--|
| PROJECT LOCATION: | Margaret Chase Smith North & South Bridges over the Kennebec River North Bridge: Latitude 44°-45'-53" N Longitude 69°-43'-11" W South Bridge: Latitude 44°-45'-47" N Longitude 69°-43'-5"W |
| PROGRAM AREA: | Bridge Program |
| OUTLINE OF WORK: | Bridge Wearing Surface Replacement With Additional Repairs and Mill and Overlay |

STP-2175(000) & STP-2174(900) WIN 21750.00 & 21749.00

| | | |
|--|----------|---------|
| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | APPROVED | DATE |
| COMMISSIONER: <i>[Signature]</i> | | 9/19/18 |
| CHIEF ENGINEER: <i>[Signature]</i> | | 9-19-18 |

| | |
|--------------------|-------------|
| <i>[Signature]</i> | SIGNATURE |
| 18 473 | P.E. NUMBER |
| 9/17/18 | DATE |

| | |
|-------------------------|-------------|
| PROJECT INFORMATION | BRIDGE |
| PROGRAM | M. PARLIN |
| PROJECT MANAGER | K. WOOD |
| DESIGNER | KLEINFELDER |
| CONSULTANT | |
| PROJECT RESIDENT | |
| CONTRACTOR | |
| PROJECT COMPLETION DATE | |

SKOWHEGAN
MARGARET CHASE SMITH
NORTH & SOUTH BRIDGES

TITLE SHEET

SHEET NUMBER

1
OF 8

Date: 9/17/2018
User: BRIDGE
Division: BRIDGE
Filename: BRIDGE\MSTA\001_Title.dgn

Date: 9/19/2018

Username:

Division: BRIDGE

Filename: ... \BRIDGE\N\STA\002_Notes.dgn

| ESTIMATED QUANTITIES | | | | | |
|----------------------|---|----------------------------------|----------------------------------|-------|------|
| ITEM NO. | DESCRIPTION | 021750.00 (NORTH) QUANTITY | 021749.00 (SOUTH) QUANTITY | TOTAL | UNIT |
| 202.202 | REMOVING PAVEMENT SURFACE | 2600 | 2900 | 5500 | SY |
| 203.20 | COMMON EXCAVATION | 190 | 180 | 370 | CY |
| 304.10 | AGGREGATE SUBBASE COURSE - GRAVEL | 160 | 140 | 300 | CY |
| 403.209 | HOT MIX ASPHALT, 9.5 MM (INCIDENTALS) | 5.5 | 5.5 | 11 | T |
| 403.210I | HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (POLYMER MODIFIED) | 200 | 200 | 400 | T |
| 403.21I | HOT MIX ASPHALT (SHIM) | 5 | 5 | 10 | T |
| 403.213 | HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE (BASE AND INTERMEDIATE COURSE) | 31 | 28 | 59 | T |
| 403.213I | HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE (BASE COURSE, POLYMER MODIFIED) | 180 | 180 | 360 | T |
| 409.15 | BITUMINOUS TACK COAT APPLIED | 180 | 180 | 360 | GAL |
| 410.25 | ASPHALT-RUBBER SURFACE TREATMENT WITH AGGREGATE COVER | 580 | 940 | 1520 | SY |
| 503.12 | REINFORCING STEEL, FABRICATED AND DELIVERED | | 200 | 200 | LB |
| 503.13 | REINFORCING STEEL, PLACING | | 300 | 300 | LB |
| 514.06 | CURING BOX FOR CONCRETE CYLINDERS | 0.5 | 0.5 | 1 | EA |
| 515.21 | PROTECTIVE COATING FOR CONCRETE SURFACES (320/710 SY) | 0.5 | 0.5 | 1 | LS |
| 518.50 | REPAIR OF UPWARD FACING SURFACES - TO REINFORCING STEEL | 130 | 340 | 470 | SF |
| 518.51 | REPAIR OF UPWARD FACING SURFACES - BELOW REINFORCING STEEL < 8 INCHES | 49 | 42 | 91 | SF |
| 518.60 | REPAIR OF VERTICAL SURFACE < 8 INCHES | | 70 | 70 | SF |
| 518.6I | REPAIR OF VERTICAL SURFACES = 8 INCHES | | 2 | 2 | CY |
| 520.244 | BRIDGE JOINT MODIFICATION - TYPE 4 | 2 | 2 | 4 | EA |
| 526.30I | TEMPORARY CONCRETE BARRIER - TYPE I | | 20 | 1 | LS |
| 527.34 | WORK ZONE CRASH CUSHIONS | | 1 | 1 | UN |
| 604.18 | ADJUST MANHOLE OR CATCH BASIN TO GRADE | 2 | 3 | 5 | EA |
| 608.08 | REINFORCED CONCRETE SIDEWALK | 5 | 5 | 10 | SY |
| 608.26 | CURB RAMP DETECTABLE WARNING FIELD | 8 | 56 | 64 | SF |
| 608.46 | REGRAIDING SIDEWALK | 6 | | 6 | SY |
| 608.46I | RECONSTRUCT PEDESTRIAN RAMP | 3 | 14 | 17 | EA |
| 609.34 | CURB TYPE 5 | | 30 | 30 | LF |
| 609.35 | CURB TYPE 5 - CIRCULAR | | 8 | 8 | LF |
| 609.38 | RESET CURB TYPE I | 35 | 35 | 70 | LF |
| 627.407 | REFLECTORIZED PLASTIC WHITE OR YELLOW PAVEMENT MARKING | 820 | 950 | 1770 | SF |
| 627.75 | WHITE OR YELLOW PAVEMENT AND CURB MARKING | 230 | 230 | 460 | SF |
| 627.78 | TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW | 5750 | 6700 | 12450 | LF |
| 629.05 | HAND LABOR, STRAIGHT TIME | 30 | 30 | 60 | HR |
| 631.12 | ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR) | 20 | 20 | 40 | HR |
| 631.172 | TRUCK - LARGE (INCLUDING OPERATOR) | 20 | 20 | 40 | HR |
| 639.19 | FIELD OFFICE - TYPE B | 0.5 | 0.5 | 1 | EA |
| 652.33 | DRUM | 65 | 66 | 131 | EA |
| 652.34 | CONE | 65 | 66 | 131 | EA |
| 652.35 | CONSTRUCTION SIGNS | 150 | 200 | 350 | SF |
| 652.36I | MAINTENANCE OF TRAFFIC CONTROL DEVICES (25/35 CD) | 0.5 | 0.5 | 1 | LS |
| 652.38 | FLAGGER | 320 | 960 | 1280 | HR |
| 652.41 | PORTABLE CHANGEABLE MESSAGE SIGN | 2 | 3 | 5 | EA |
| 656.75 | TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL | 0.5 | 0.5 | 1 | LS |
| 659.10 | MOBILIZATION | 0.5 | 0.5 | 1 | LS |

CONSTRUCTION NOTES

Item 604.18 - Adjusting Manhole or Catch Basin to Grade

| Station | Quantity |
|-----------|----------|
| 1-45 RT. | 1 EA |
| 7-01 LT. | 1 EA |
| 11-09 LT. | 1 EA |
| 11-11 RT. | 1 EA |
| 13-49 RT. | 1 EA |

Item 608.26 - Curb Ramp Detectable Warning Field

| Station | Quantity |
|----------|---|
| 1-26 LT. | 8.00 SF. Island, Main Line Side |
| 1-28 RT. | 8.00 SF. Main Line |
| 1-30 LT. | 8.00 SF. Island, Right Hand Turning Lane Side |
| 1-45 LT. | 8.00 SF. Right Hand Turning Lane |
| 1-79 RT. | 8.00 SF. |
| 2-43 RT. | 8.00 SF. |
| 7-55 LT. | 8.00 SF. |
| 7-77 LT. | 8.00 SF. |

Item 608.46I - Reconstruct Pedestrian Ramp

| Station | Quantity |
|-----------|---|
| 1-26 LT. | 2 EA Island, Main Line Side |
| 1-28 RT. | 1 EA Main Line - Uphill Ramp |
| 1-30 LT. | 1 EA Island, Right Hand Turning Lane Side |
| 1-45 LT. | 1 EA Right Hand Turning Lane - Uphill Ramp |
| 1-79 RT. | 2 EA |
| 2-43 RT. | 2 EA |
| 6-38 LT. | 1 EA |
| 6-90 RT. | 1 EA |
| 7-53 LT. | 2 EA All loam, seeding method no. 1, and mulch necessary to reconstruct pedestrian ramp |
| 7-81 LT. | 1 EA shall be incidental to Item 608.46I - Reconstruct Pedestrian Ramp |
| 11-40 LT. | 1 EA |
| 11-62 RT. | 1 EA |
| 13-20 LT. | 1 EA |

Item 608.46 - Regrading Sidewalk

| Station to | Station | Quantity |
|------------|-----------|----------|
| 11-68 LT. | 11-78 LT. | 6 SY |

GENERAL CONSTRUCTION NOTES

- All utility facilities shall be adjusted by the respective utilities unless otherwise noted.
- Protective Coating for Concrete Surfaces shall be applied to the following areas:

All exposed surfaces of Concrete Curbs and Sidewalks, Concrete Transition Barriers and Concrete joint headers.
- Project information referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/contractors/>.
- 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.
- The original reinforced concrete wearing surfaces were replaced in 1999 with unreinforced concrete wearing surfaces of the same thickness.
- 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:
 - If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.
 - If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.
 - 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.
- The bridge deck core reports for the existing bridges may be accessed at the MaineDOT web address. The reports contain visual inspection information and deck core data of each bridge. There is no assurance that the information or data is a true representation of the conditions of the entire deck.
- Temporary pavement ramps shall be provided by the Contractor around the existing bridge drains, joints, and other abrupt changes in driving surface grade caused by the Contractor's operations. All pavement transitions shall meet the following criteria:
 - For speed limits under 50 MPH; taper length of 4 feet per inch of transition depth
 - For speed limits of 50 MPH or more; taper length of 8 feet per inch of transition depth
 - Temporary pavement ramps will not be paid for separately, but considered incidental to related Contract Items.
- General plans are based upon aerial photographs, existing bridge plans, and field measurements. All stations referenced are approximate.
- Final striping and pavement markings for the project shall be done by the Contractor. The striping and pavement markings shall match the existing striping and pavement markings. The Contractor shall be responsible for field measuring and noting existing striping and pavement markings prior to removal of the existing roadway pavement and bridge wearing surfaces. Final striping and pavement markings shall be approved by the Resident prior to final striping and pavement marking. Payment shall be made under appropriate Contract Items.
- The Contractor shall clean all debris on and above the existing abutment bridge seats after completion of joint replacements and backwall repairs. Payment will be considered incidental to related Contract Items.
- Drone photographs of the underside of each bridge may be accessed at the MaineDOT web address. The photos are selections from all the drone flight photos under each bridge. There is no assurance that the photos are true representation of the conditions of the entire deck of each bridge.
- The Contractor shall use care to avoid damaging the existing PVC utility conduits in the sidewalks when removing unsound concrete. Any damage to the PVC utility conduits shall be repaired as directed by the Resident at no expense to the Department.
- Payment for fine texture milling of the existing concrete wearing surface of the bridge deck and removing the existing pavement from the approaches excluding the full depth reconstruction sections will be made under item 202.202 Removing Pavement Surface.
- Repairs of areas of de-lamination or pot-holing that occur after fine texture milling of the existing concrete wearing surface will be as directed by the Resident. Payment for issues that arise up to 7 calendar days after milling will be made under Contract Item 518.50 - Repair Of Upward Facing Surfaces To Reinforcing Steel.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2175(000) & STP-2174(900)
WIN
21750.00 & 21749.00
BRIDGE NO. 2617 & 2765
BRIDGE PLANS

| PROJ. MANAGER | M. PARLIN | BY | DATE |
|------------------|-------------|------------|---------|
| DESIGN-DETAILED | T. TURCOTTE | I. WOLFFEL | 9/20/18 |
| CHECKED-REVIEWED | T. TURCOTTE | K. WOOD | 9/20/18 |
| DESIGN-DETAILED | | | |
| DESIGN-DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

MARGARET CHASE SMITH NORTH & SOUTH BRIDGES
KENNEBEC RIVER
SOMERSET COUNTY
SKOWHEGAN
ESTIMATED QUANTITIES, GENERAL NOTES & CONSTRUCTION NOTES

SHEET NUMBER

2

OF 8



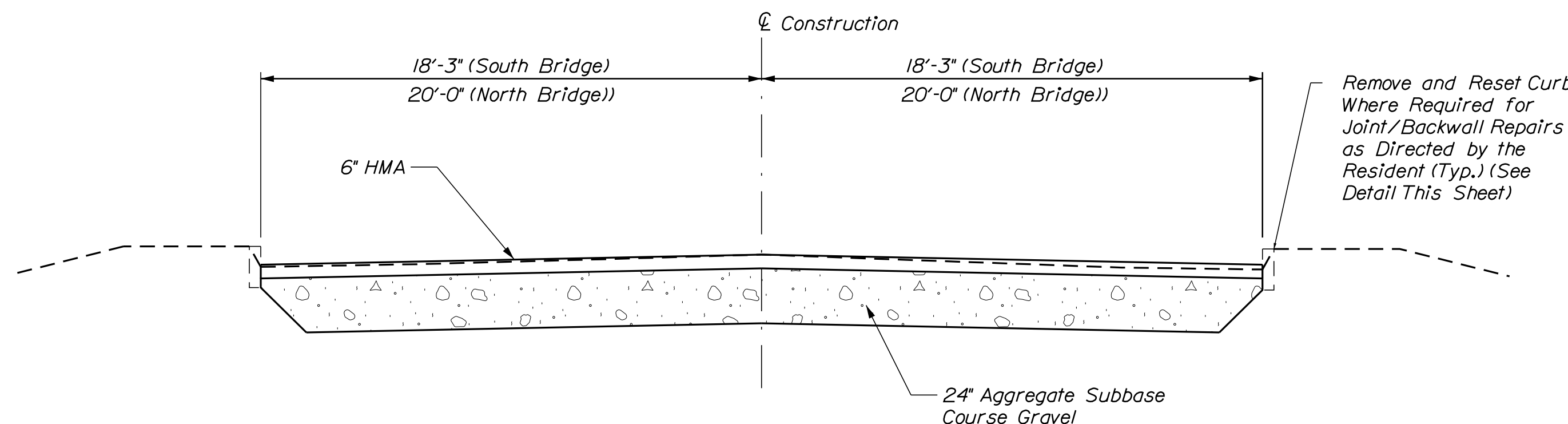
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| STATE OF MAINE | | DEPARTMENT OF TRANSPORTATION | |
| STP-2175(000) & STP-2174(900) | | WIN | |
| 21750.00 & 21749.00 | | BRIDGE NO. 2617 & 2785 | |
| BRIDGE PLANS | | GENERAL PLANS | |
| PROJ. MANAGER | M. PARLIN | BY | T. TURCOTTE, T. WOLFFEL |
| DESIGN-DETAILED | T. TURCOTTE, T. WOLFFEL | DATE | 9/2018 |
| CHECKED-REVIEWED | T. WOLFFEL, K. WOOD | SIGNATURE | |
| DESIGN-DETAILED | | P.E. NUMBER | |
| REVISIONS 1 | | DATE | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |
| MARGARET CHASE SMITH NORTH & SOUTH BRIDGES | | SHEET NUMBER | |
| KENNEBEC RIVER | | 4 | |
| SKOWHEGAN SOMERSET COUNTY | | OF 8 | |

Date: 9/17/2018

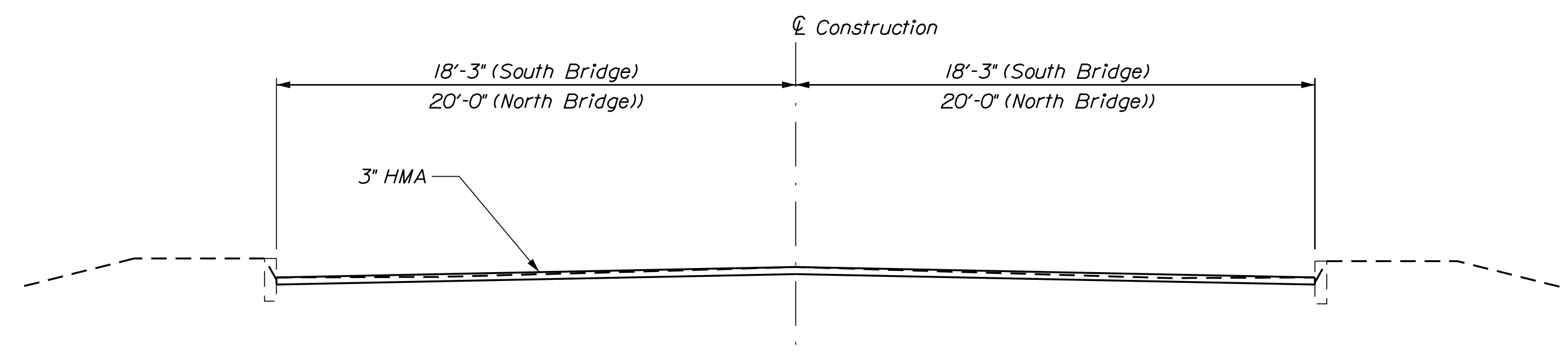
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Division: BRIDGE

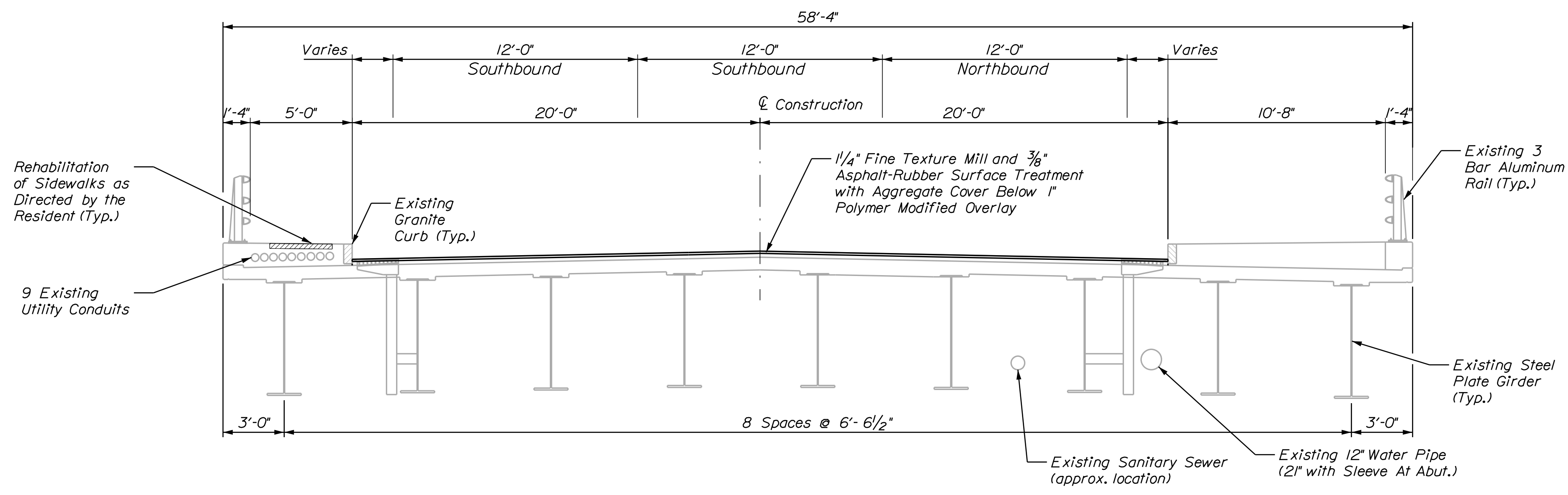
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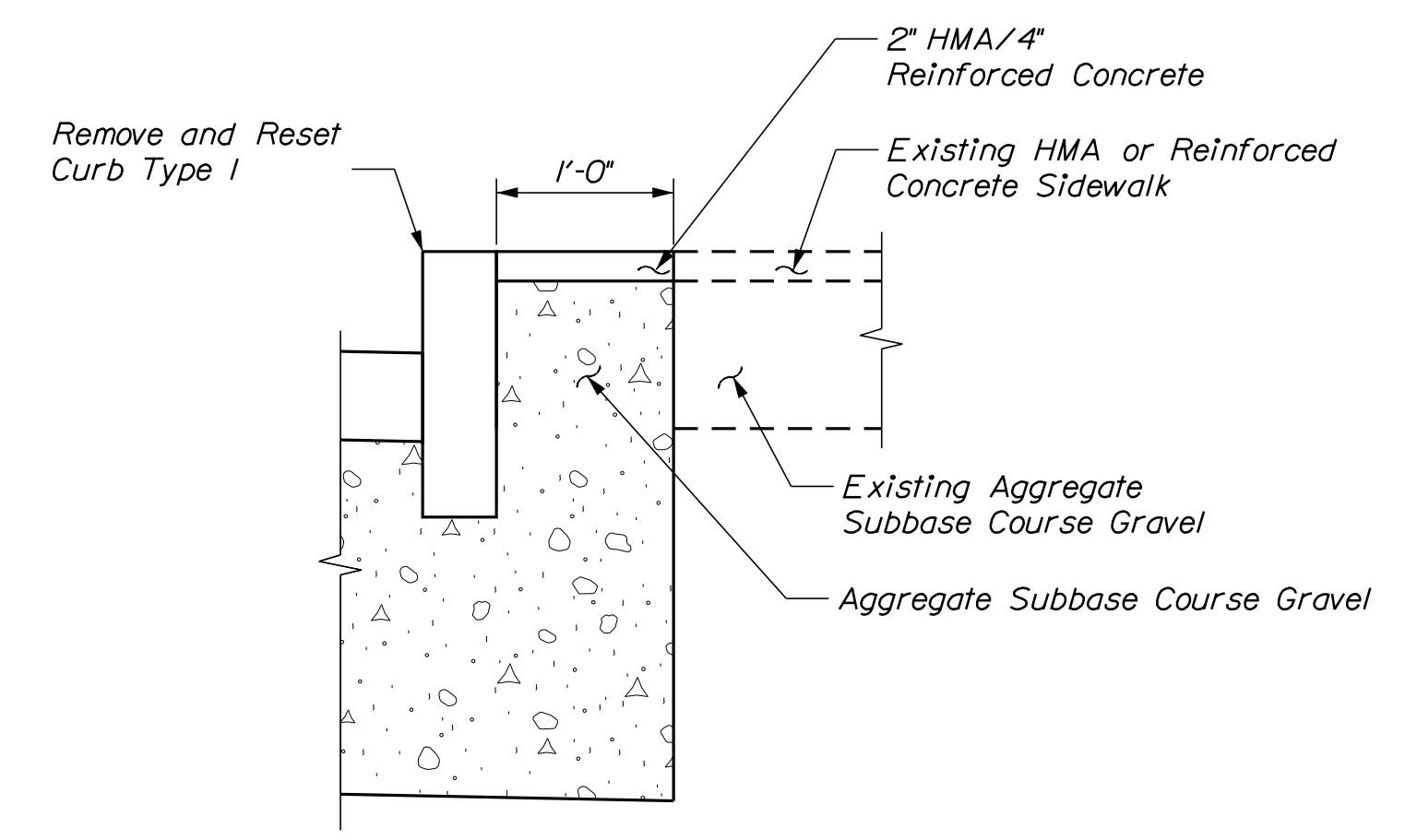
TYPICAL SECTION - FULL DEPTH RECONSTRUCTION
SOUTH BRIDGE SHOWN - NORTH BRIDGE SIMILAR



TYPICAL SECTION - MILL & OVERLAY
SOUTH BRIDGE SHOWN - NORTH BRIDGE SIMILAR

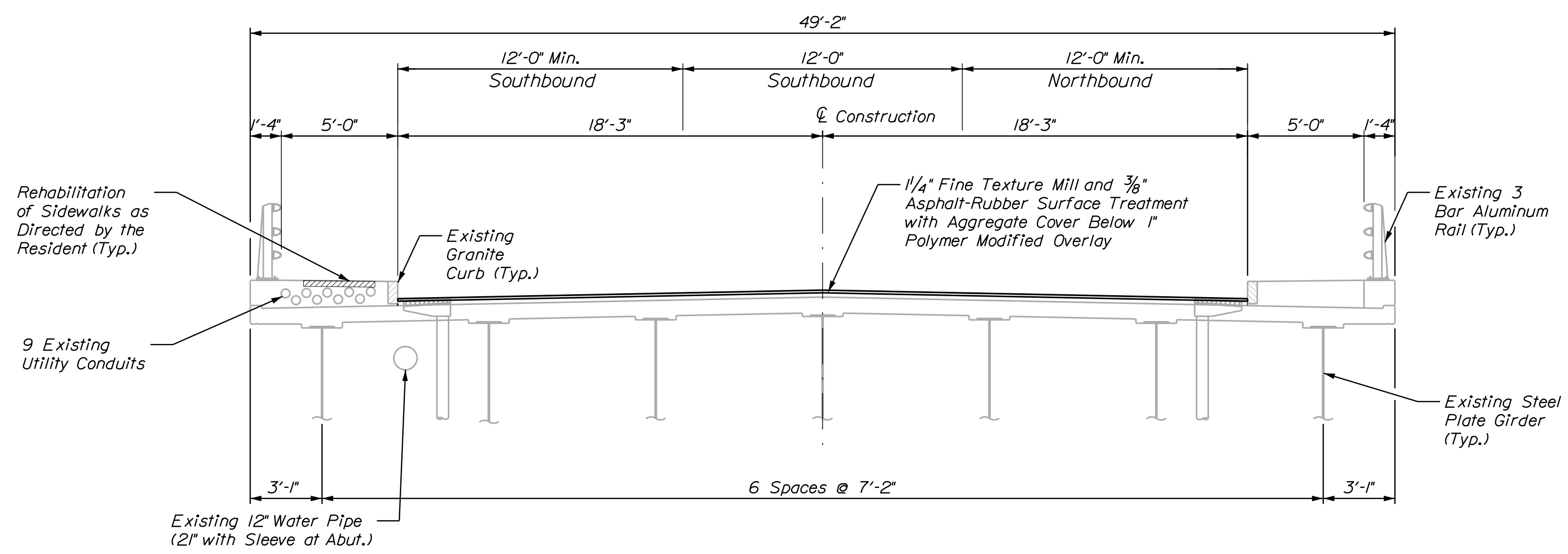


NORTH BRIDGE PROPOSED SECTION



REMOVE AND RESET CURB DETAIL

Where removal of the existing granite curb is required for construction of the Joint Modification, resetting of the granite curb and reconstruction of the sidewalk will be paid for under the appropriate Contract Items.

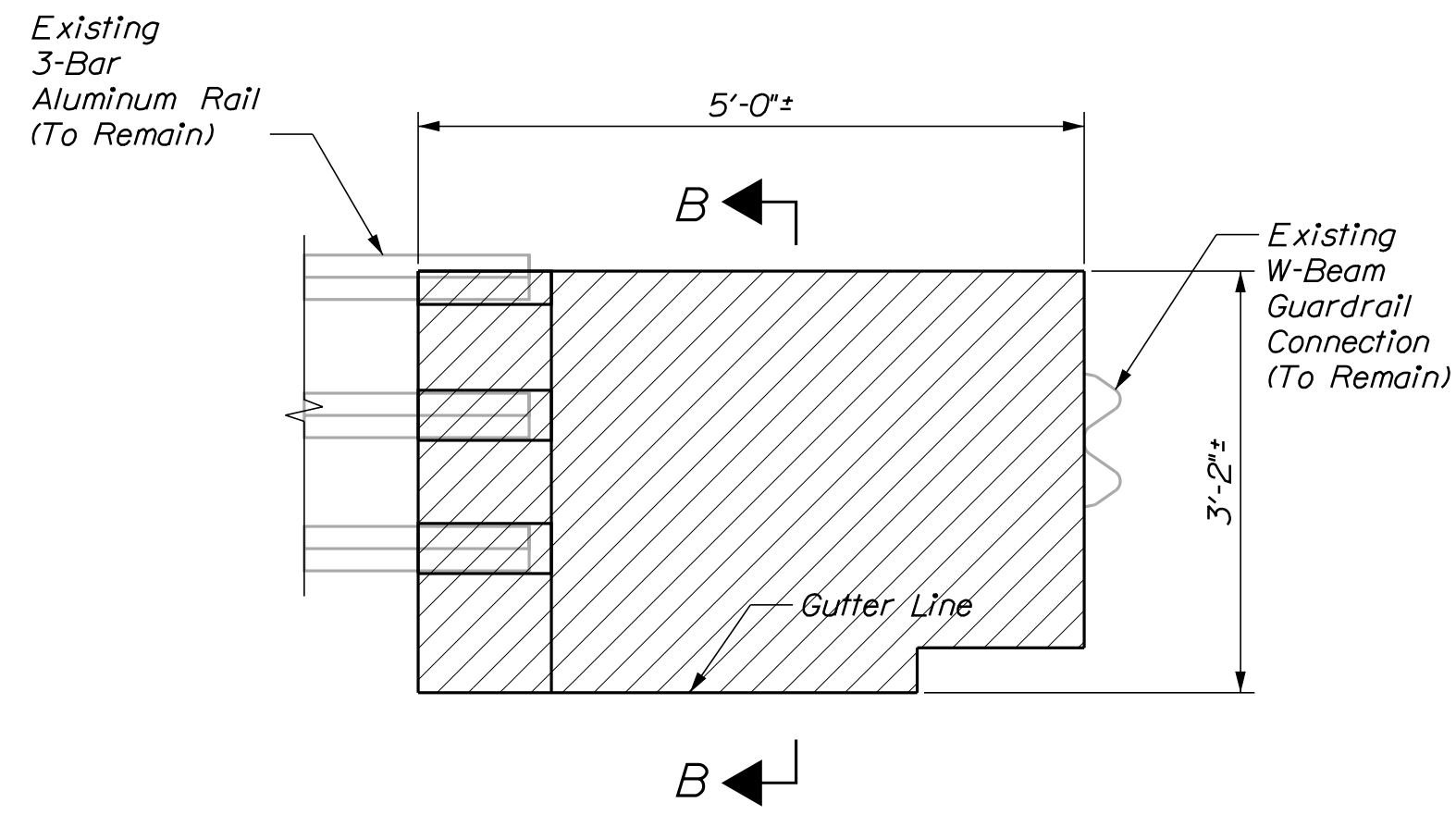


SOUTH BRIDGE PROPOSED SECTION

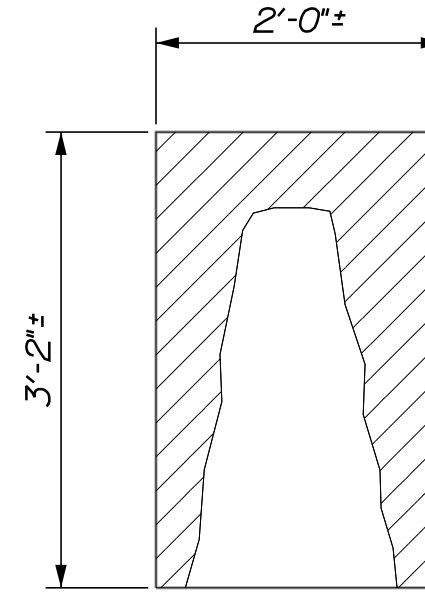
SUPERSTRUCTURE NOTES

1. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
2. The Contractor shall repair areas of concrete sidewalk deterioration as directed by the Resident. Locations of sidewalk repairs have not been predetermined. The Contractor shall identify and mark areas for sidewalk repair after coordinating with the Resident. Payment for sidewalk repair work shall be under the appropriate 518 pay item.

| | | | | | | | | | |
|--|-----------|-------------------------------|------------|----------------------------|--------|------------------------|--|--------------|--|
| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | | STP-2175(000) & STP-2174(900) | | WIN 21750.00 & 21749.00 | | BRIDGE NO. 2617 & 2785 | | BRIDGE PLANS | |
| PROJ. MANAGER | M. PARLIN | BY | T. WOLFFEL | DATE | 9/2/08 | SIGNATURE | | P.E. NUMBER | |
| DESIGN-DETAILED | K. WOOD | CHECKED-REVIEWED | W. BROWN | DATE | 9/2/08 | | | | |
| DESIGN-DETAILED | | DESIGN-DETAILED | | | | | | | |
| REVISIONS 1 | | REVISIONS 2 | | | | | | | |
| REVISIONS 3 | | REVISIONS 4 | | | | | | | |
| FIELD CHANGES | | | | | | | | | |
| MARGARET CHASE SMITH NORTH & SOUTH BRIDGES | | KENNEBEC RIVER | | SOMERSET COUNTY | | SUPERSTRUCTURE DETAILS | | | |
| SKOWHEGAN | | | | | | SHEET NUMBER | | | |
| | | | | | | 5 | | | |
| | | | | | | OF 8 | | | |



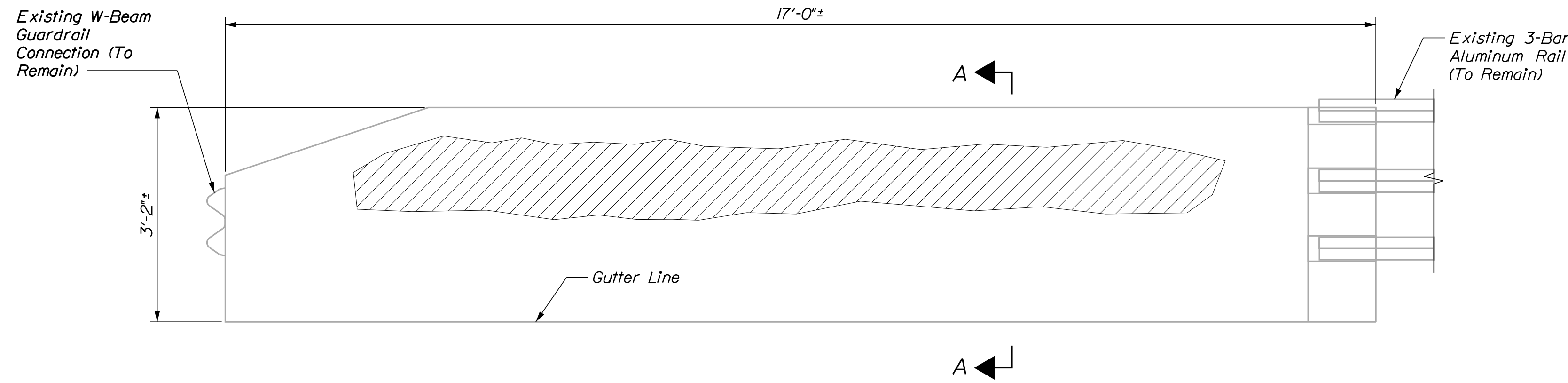
SOUTH BRIDGE SOUTHEAST TRANSITION BARRIER ELEVATION



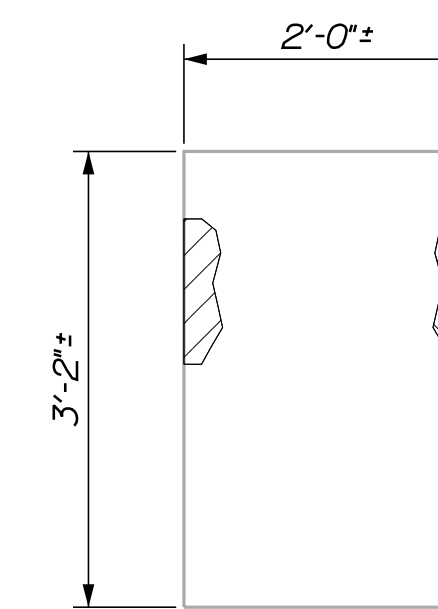
SECTION B-B

REPAIR NOTES

1. Dimensions shown are approximate. Final dimensions shall be determined by the Resident.
2. Reinforcing steel shall have 2 inches minimum of cover unless otherwise noted.
3. Care shall be taken not to damage existing reinforcing steel. Any damage to existing reinforcing steel shall be repaired at the Contractor's expense. All repairs shall be in accordance with Section 518 of the Standard Specifications.
4. Payment for replacement of galvanized hardware for connection of existing guardrail shall be considered incidental to related Contract Items.
5. If complete replacement of the end post is required, the Contractor shall have the option of removing and replacing all reinforcing steel not extending from below the gutter line. Payment for fabrication, delivery and placement of reinforcing steel will be made under the appropriate 503 pay item.
6. Temporary Concrete Barrier - Type I and a work zone crash cushion will be required for the repair of the South Bridge - southeast transition barrier. Payment will be made under the appropriate Contract Items.



SOUTH BRIDGE SOUTHWEST TRANSITION BARRIER ELEVATION



SECTION A-A

The Contractor shall repair areas of concrete deterioration as directed by the Resident. Areas of repair are approximate. The Contractor shall identify and mark areas for repair and coordinate with the Resident. Payment for actual repairs shall be under the appropriate 518 pay item.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-2175(000) & STP-2174(900)
WIN
21750.00 & 21749.00
BRIDGE NO. 2617 & 2765
BRIDGE PLANS

| | | | | | |
|-----------------|-----------|------------------|-------------|-------------|--------|
| PROJ. MANAGER | M. PARLIN | BY | T. TURCOTTE | DATE | 9/2018 |
| DESIGN-DETAILED | K. WOOD | CHECKED-REVIEWED | W. BROWN | DATE | 9/2018 |
| DESIGN-DETAILED | | DESIGN-DETAILED | | SIGNATURE | |
| REVISIONS 1 | | REVISIONS 1 | | P.E. NUMBER | |
| REVISIONS 2 | | REVISIONS 2 | | DATE | |
| REVISIONS 3 | | REVISIONS 3 | | | |
| REVISIONS 4 | | REVISIONS 4 | | | |
| FIELD CHANGES | | | | | |

MARGARET CHASE SMITH NORTH & SOUTH BRIDGES
KENNEBEC RIVER
SOMERSET COUNTY
SKOWHEGAN
**TRANSITION BARRIER
REPAIR DETAILS**

SHEET NUMBER

6

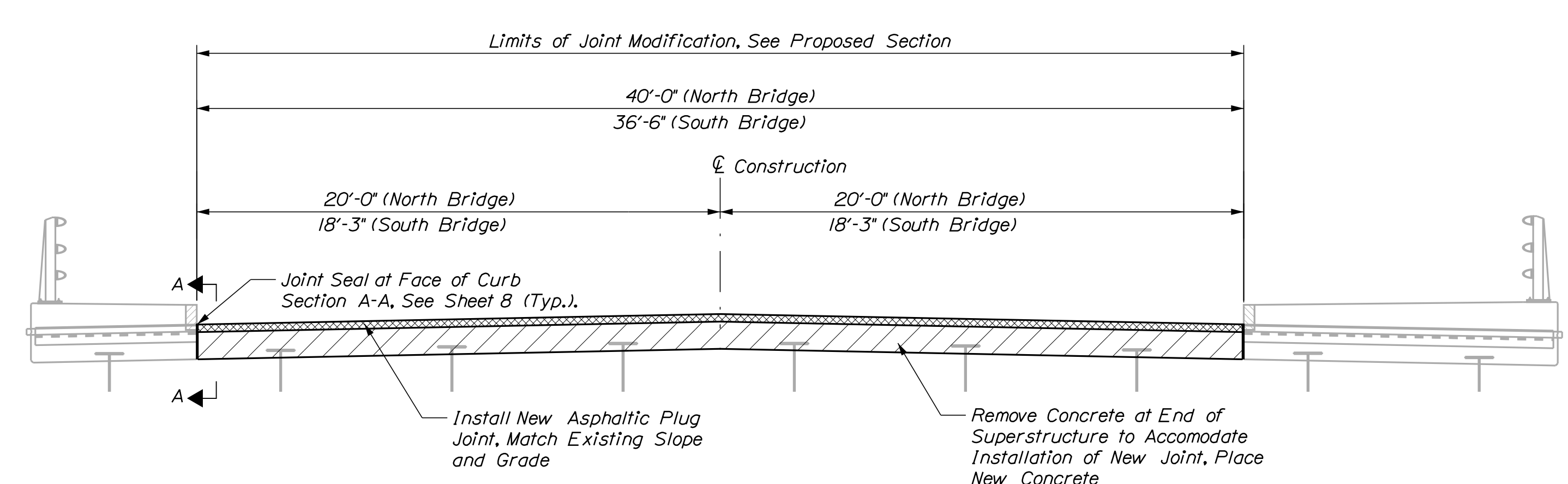
OF 8

Date: 9/17/2018

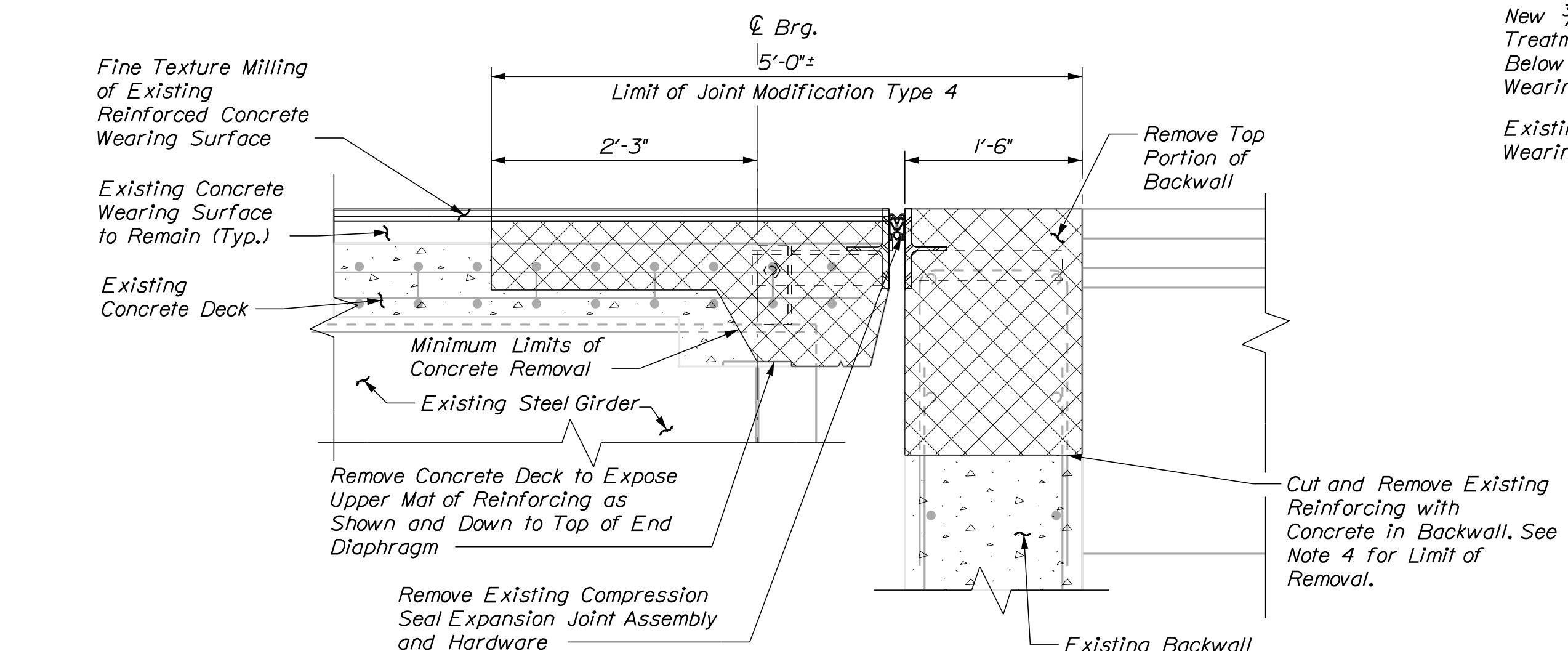
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Division: BRIDGE

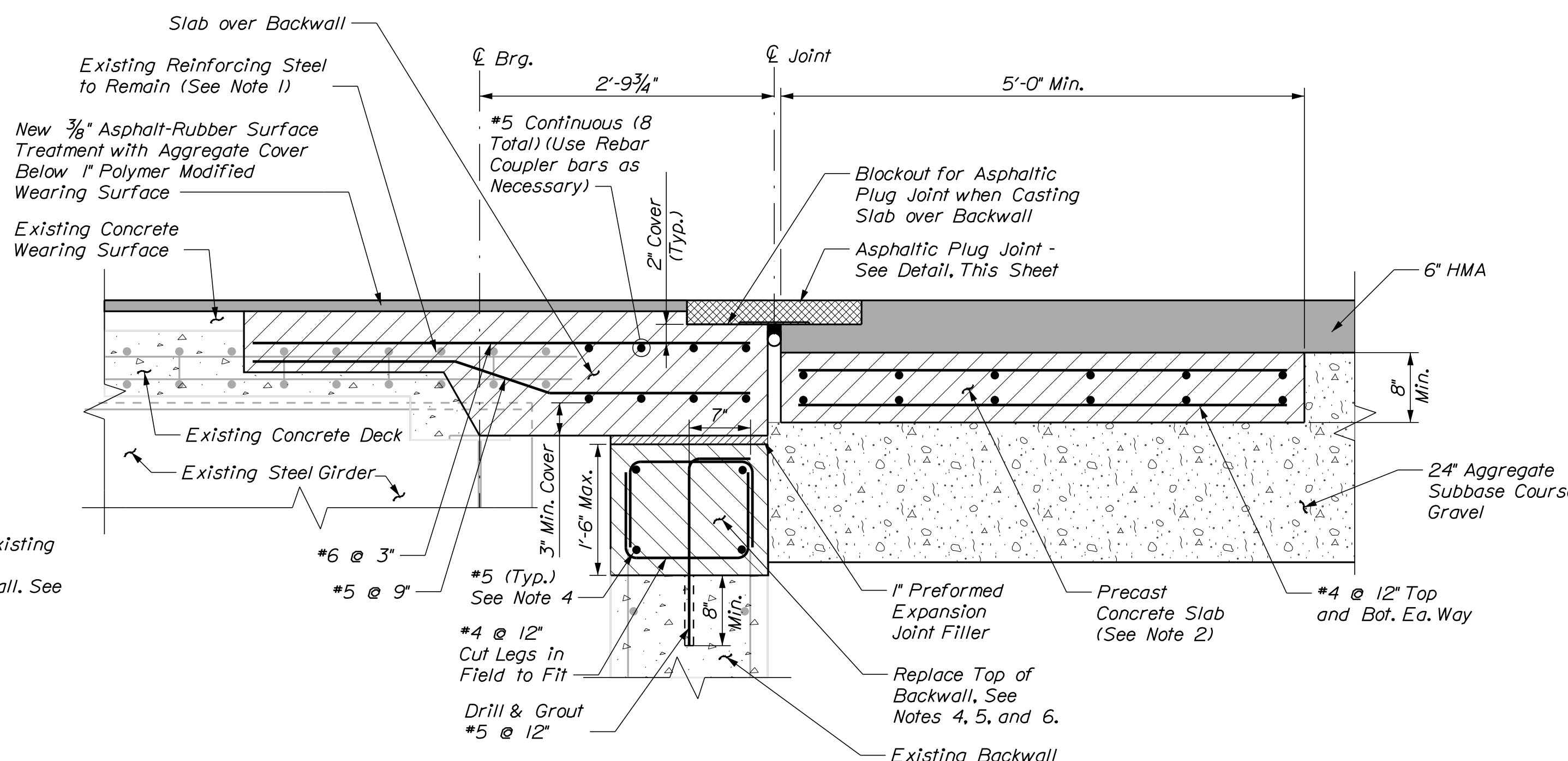
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PROPOSED ELEVATION
NORTH BRIDGE SHOWN - SOUTH BRIDGE SIMILAR

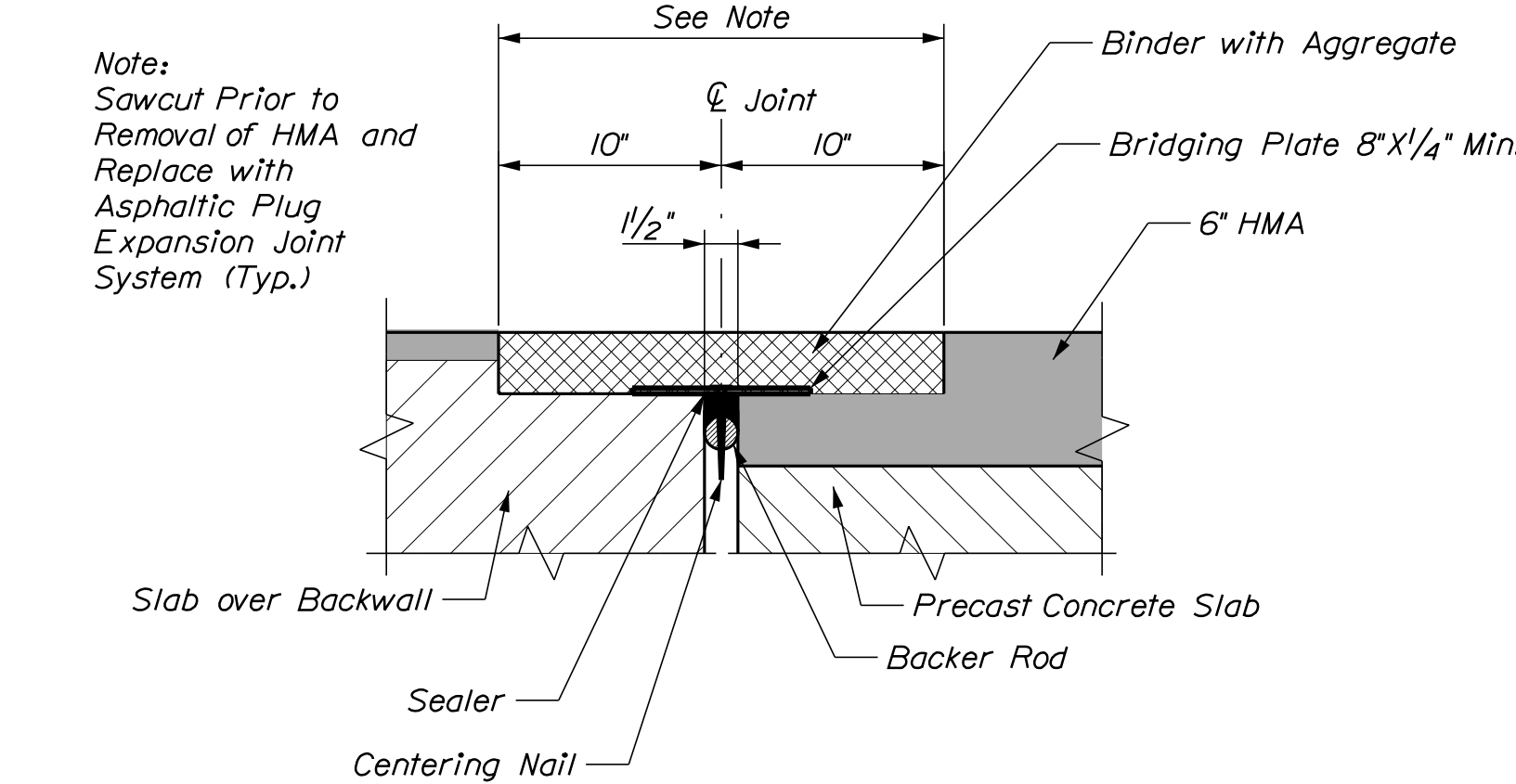


DEMOLITION SECTION

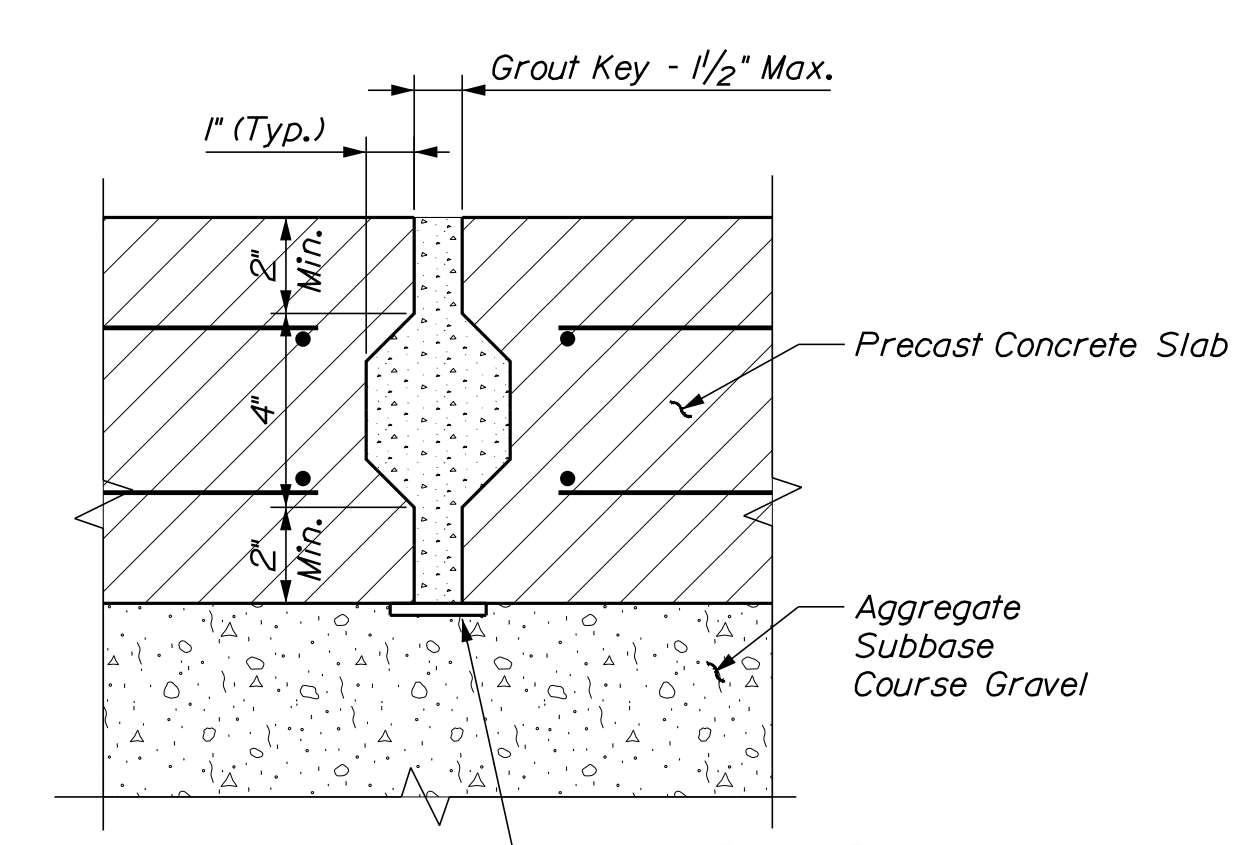


PROPOSED SECTION

JOINT MODIFICATION TYPE 4
NORTH BRIDGE SHOWN - SOUTH BRIDGE SIMILAR



ASPHALTIC PLUG JOINT DETAIL



JOINT BETWEEN PRECAST CONCRETE SLABS

- NOTES**
1. All existing transverse and longitudinal reinforcing in the deck shall be retained as shown in the demolition and proposed sections.
 2. To facilitate staged construction, the precast concrete slab may be placed in sections of 8'-0" minimum width. In their final position, these precast slabs shall be grouted between sections prior to carrying traffic, and located directly below the bridge joint and approach pavement as shown in the proposed section. Grout shall be from the Department's Qualified Products List. The grout shall attain a minimum compressive strength of 4,000 psi before loading.
 3. The contractor may propose to use the precast concrete slab sections as a temporary structure meeting the requirements of the Special Provision Section 520 Expansion Devices - Bridge Joint Modifications. In order for the temporary structure to be reused as part of the permanent structure, each precast concrete slab shall remain undamaged and in good condition, as determined by the Resident. Otherwise, it shall be removed and replaced at no extra cost to the Department.
 4. The removal limit of the existing backwall will be determined by the Resident. A new reinforced concrete section shall be constructed with a depth of 8" min. and 1'-6" max. Two #5 longitudinal bars may be used (instead of four) when the concrete depth is 10" or less.
 5. To facilitate staged construction, the new reinforcing steel in the top of the backwall need not be continuous across construction joints. The transverse sections at top of backwall shall have a minimum length of 6'-0" between construction joints.
 6. Removing of existing concrete at the top of the backwall, and the drilling and grouting of new reinforcing shall avoid all existing utilities in the backwall. Any adjustments shall be as directed by the Resident.
 7. Grout shall be from the Department's Qualified Products List. Depth of drill and grout per manufacturer's recommendations to develop the full yield strength of the bar. Assume existing concrete strength = 3000 psi
 8. Excavation related to joint modification work will be paid for under common excavation.
 9. Payment for rebar couplers and coupler bars will be considered incidental to the Joint Modification Type 4.

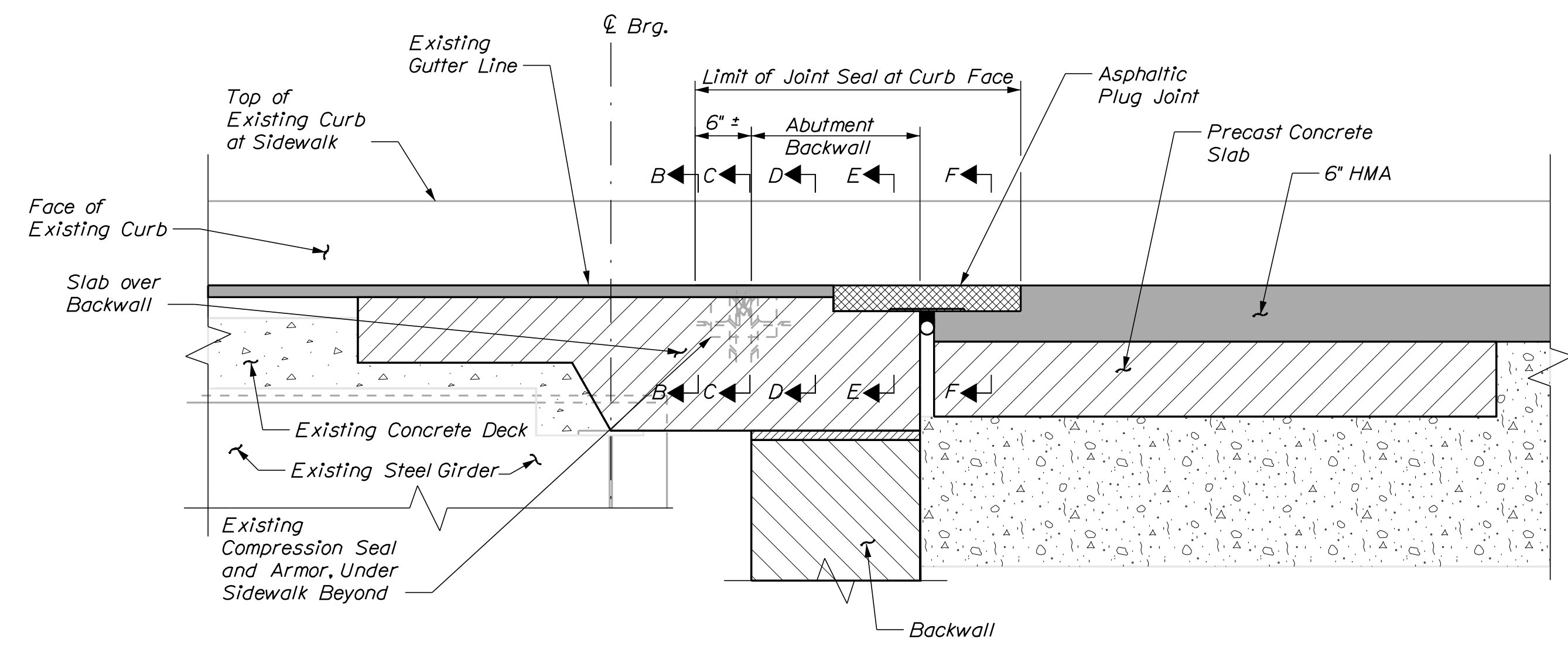
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| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | | STP-2175(000) & STP-2174(900) | |
| MARGARET CHASE SMITH NORTH & SOUTH BRIDGES KENNEBEC RIVER | | SOMERSET COUNTY | |
| SKOWHEGAN | | JOINT MODIFICATION DETAILS | |
| SHEET NUMBER | | 2 | |
| OF 8 | | BRIDGE NO. 2617 & 2765 | |
| WIN | | 21750.00 & 21749.00 | |
| BRIDGE PLANS | | DATE | |
| BY | | DATE | |
| M. PARLIN | | 9/2018 | |
| D. BLODEAU | | 9/2018 | |
| W. BROWN | | SIGNATURE | |
| K. WOOD | | P.E. NUMBER | |
| DESIGN DETAILED | | DATE | |
| DESIGN REVIEWED | | FIELD CHANGES | |
| REVISIONS 1 | | REVISIONS 2 | |
| REVISIONS 3 | | REVISIONS 4 | |
| REVISIONS 4 | | REVISIONS 5 | |

Date: 9/17/2018

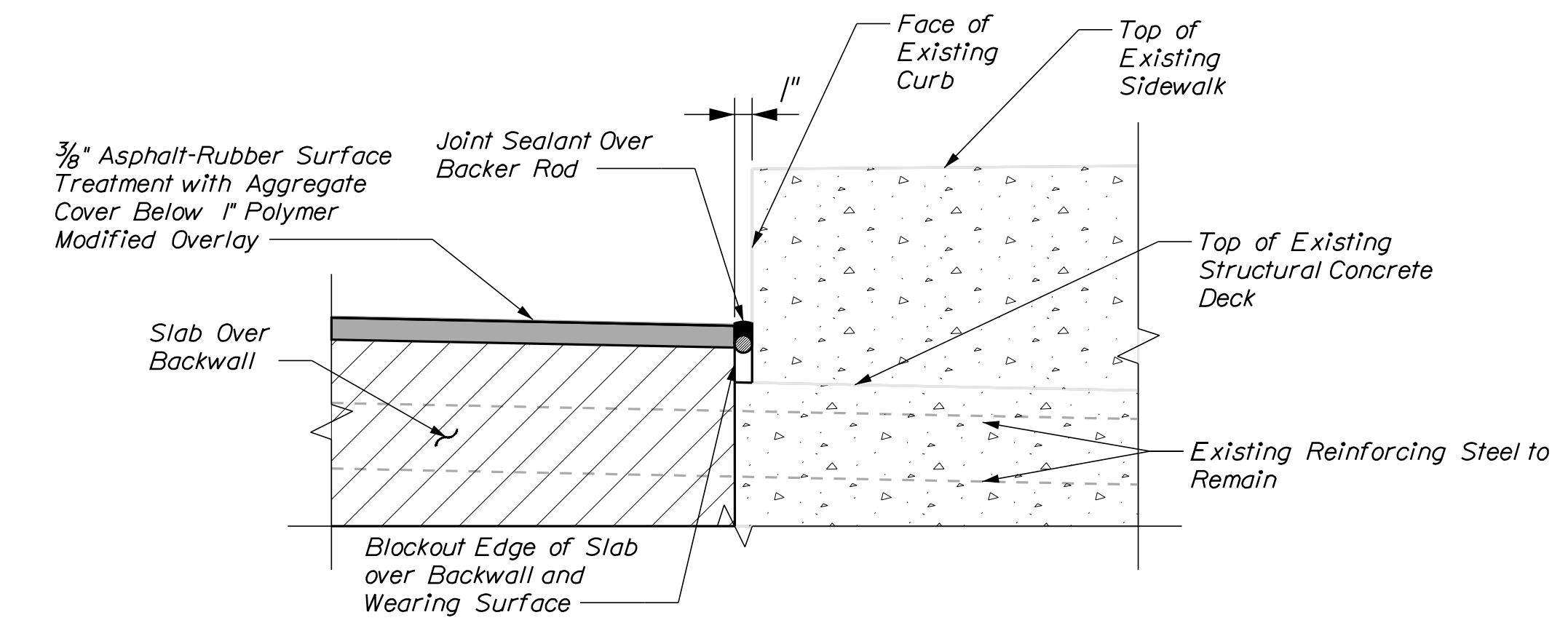
Username:

Division: BRIDGE

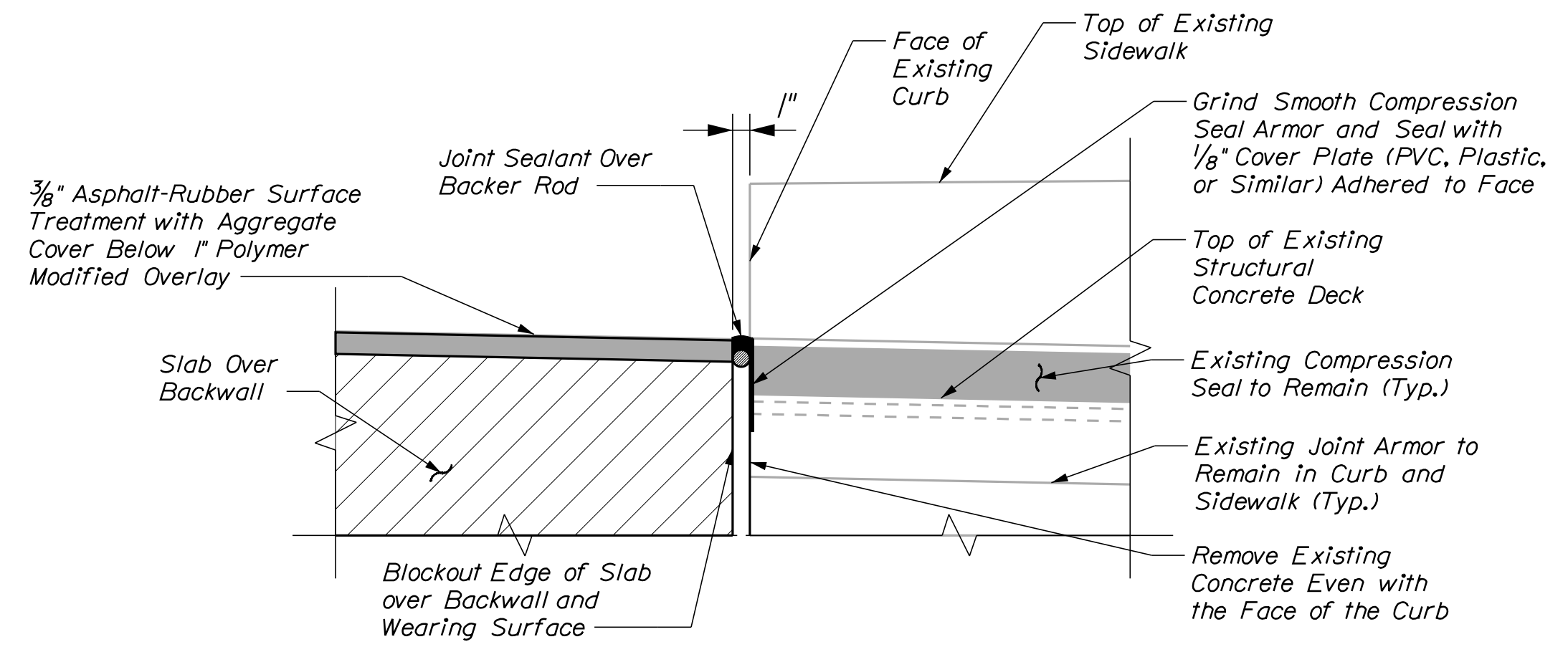
Filename: ... \MST\A008_Joint Sections.dgn



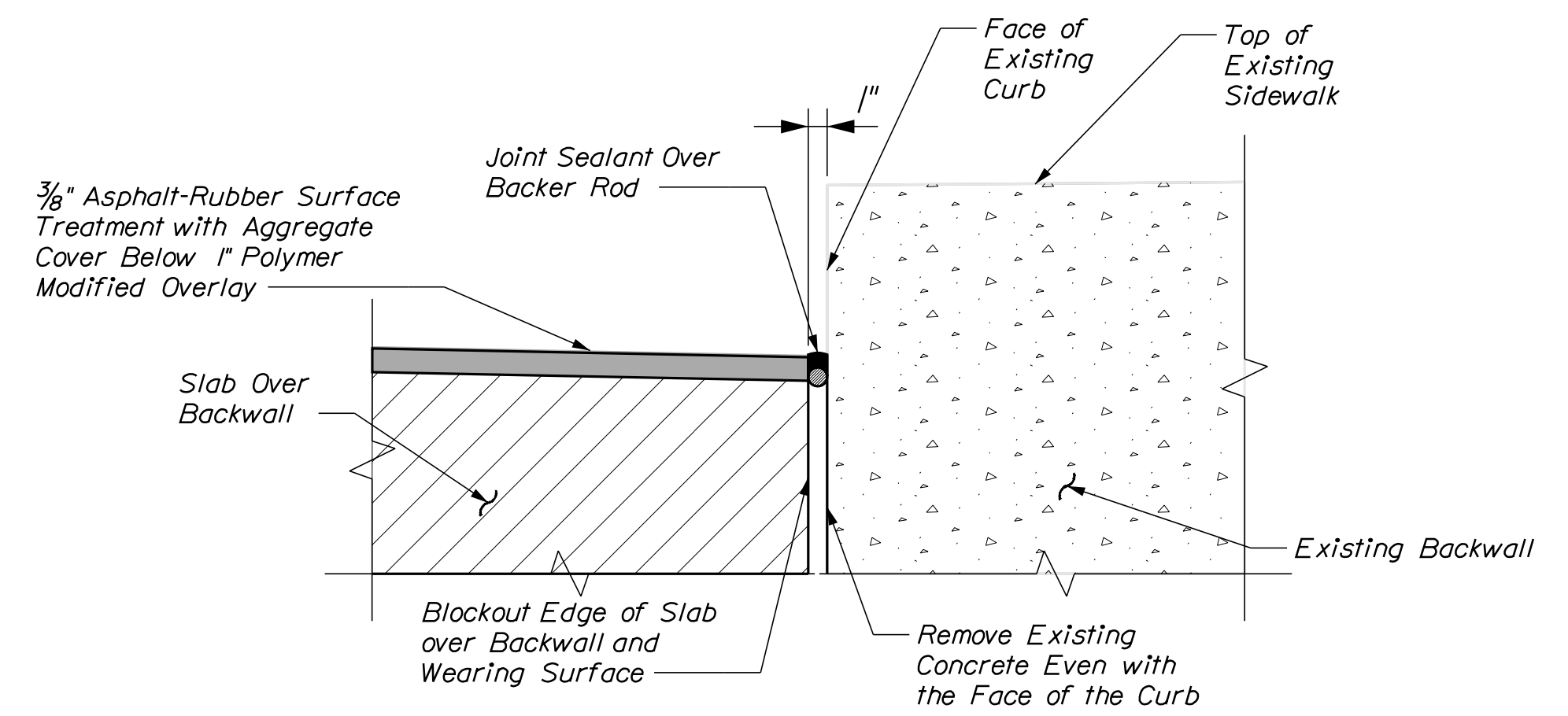
JOINT SEAL AT FACE OF CURB SECTION A-A



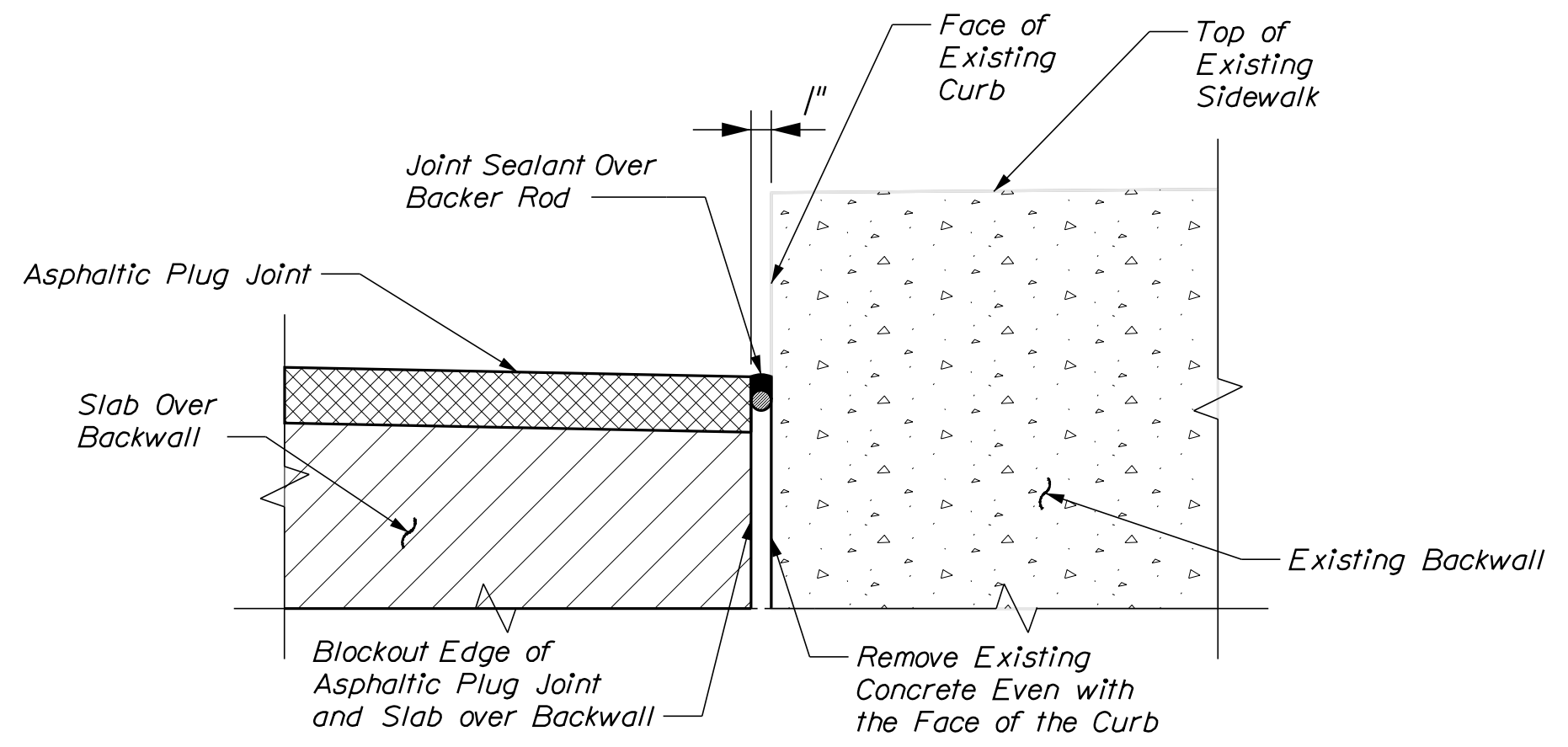
SECTION B-B



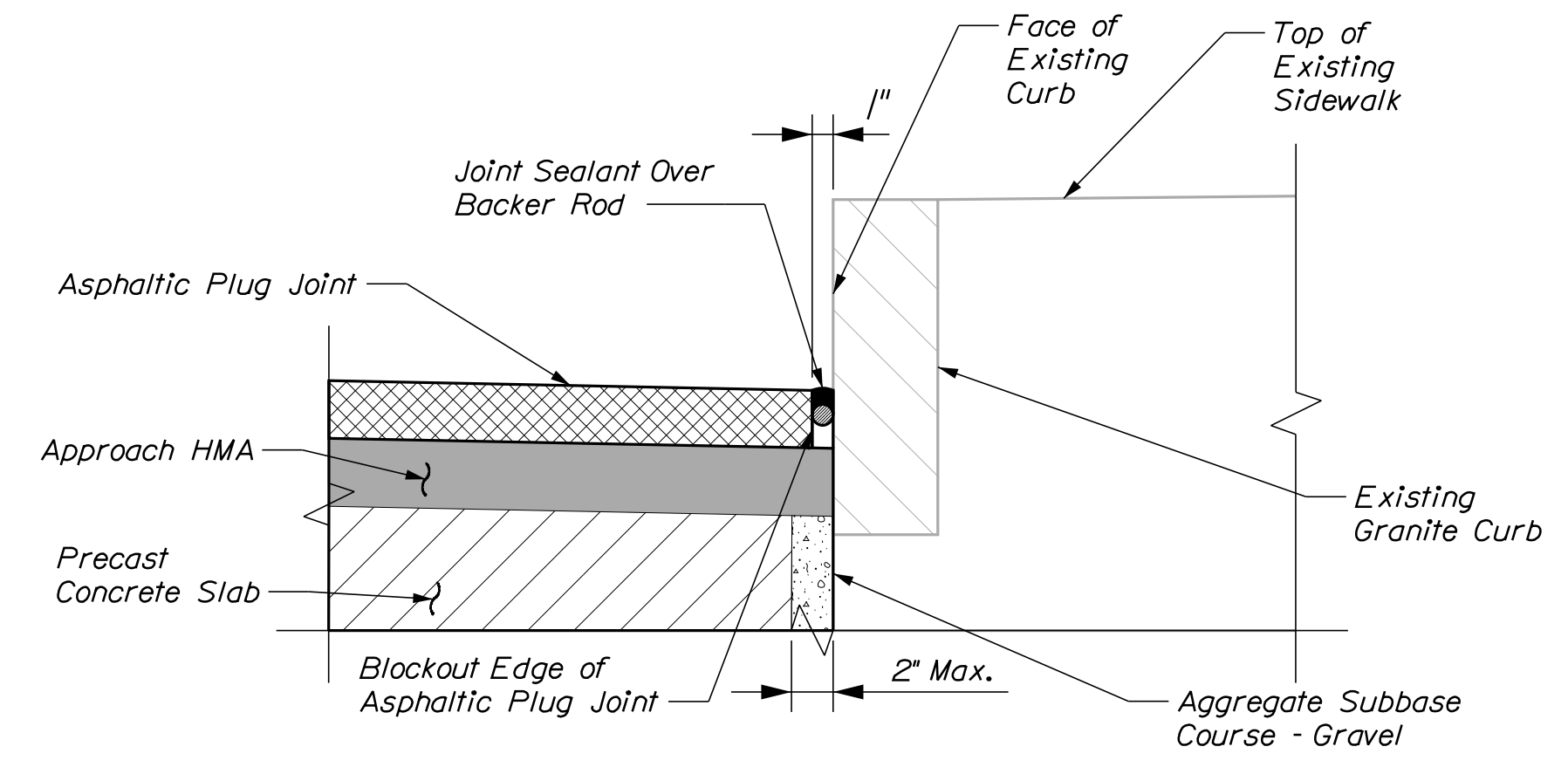
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

- NOTES**
1. All proposed rebar omitted for clarity.
 2. Sidewalk expansion dams located at the existing joints on the front face and top of the existing sidewalk are omitted for clarity.
 3. The Contractor shall saw cut the existing deck and backwall to a minimum depth of 1" prior to the removal of the existing concrete.
 4. Joint Sealant shall be from the Department's Qualified Products List for the appropriate traffic and substrate.

| | | | | | | | | | | | | | |
|--|-----------|------------------------------|----------|-------------------------------|-------------|-----------|--------|----------------------------|--|------------------------|--|--------------|--|
| STATE OF MAINE | | DEPARTMENT OF TRANSPORTATION | | STP-2175(000) & STP-2174(900) | | WIN | | 21750.00 & 21749.00 | | BRIDGE NO. 2617 & 2765 | | BRIDGE PLANS | |
| MARGARET CHASE SMITH NORTH & SOUTH BRIDGES | | KENNEBEC RIVER | | SOMERSET COUNTY | | SKOWHEGAN | | JOINT MODIFICATION DETAILS | | SHEET NUMBER | | 8 | |
| PROJ. MANAGER | M. PARLIN | CHECKED | W. BROWN | DESIGNED | I. TURCOTTE | DATE | 9/2018 | SIGNATURE | | P.E. NUMBER | | DATE | |
| DESIGNED | W. BROWN | CHECKED | K. WOOD | DESIGNED | K. WOOD | DATE | 9/2018 | SIGNATURE | | P.E. NUMBER | | DATE | |
| REVISIONS | 1 | REVISIONS | 2 | REVISIONS | 3 | REVISIONS | 4 | FIELD CHANGES | | | | | |