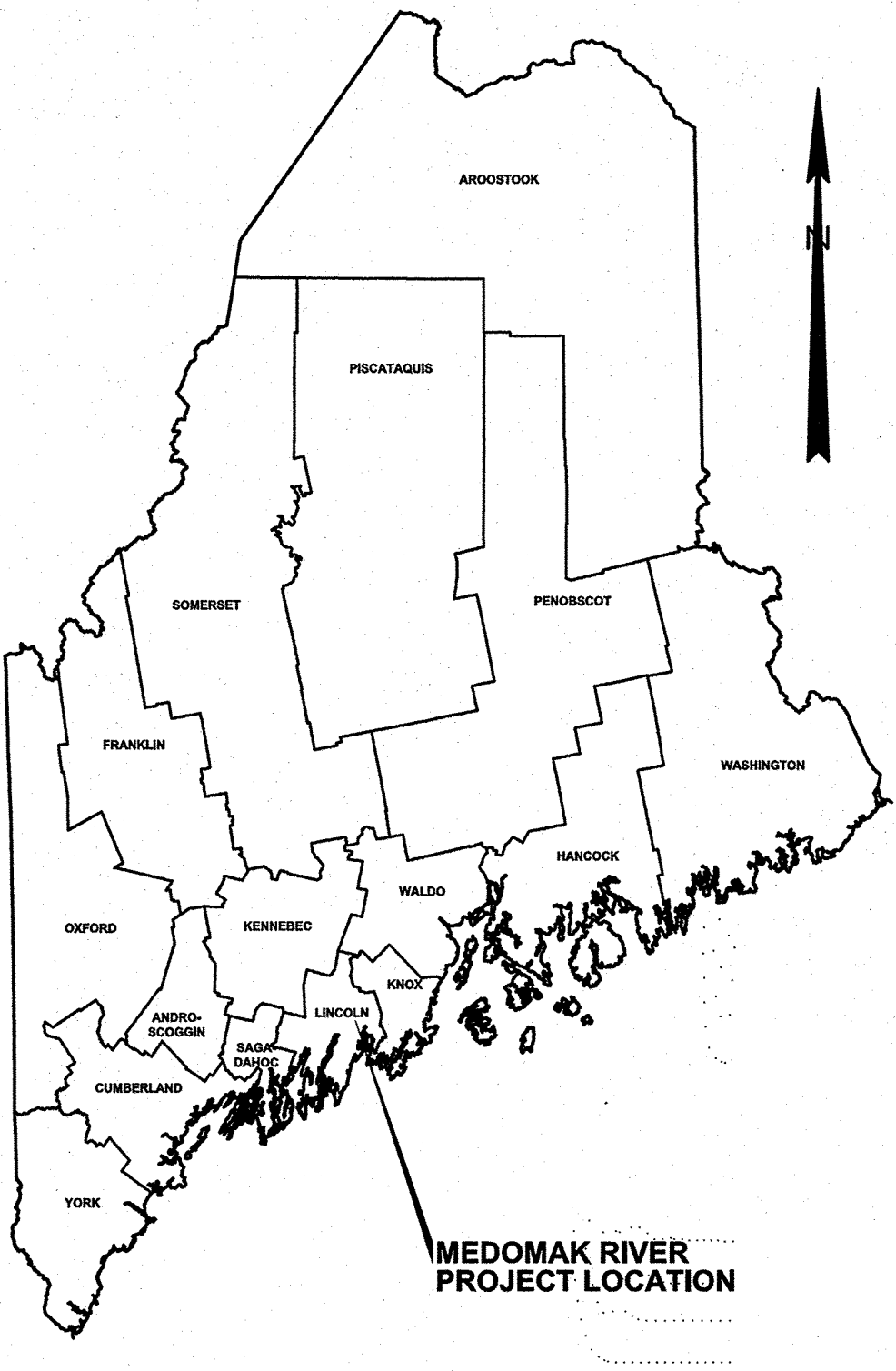


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



TOWN OF WALDOBORO
LINCOLN COUNTY

MEDOMAK RIVER RAIL BRIDGE #7659
SCOUR PROTECTION PROJECT
MAINEDOT WIN: 023462.00



INDEX OF SHEETS

SHEET NO. TITLE

GENERAL

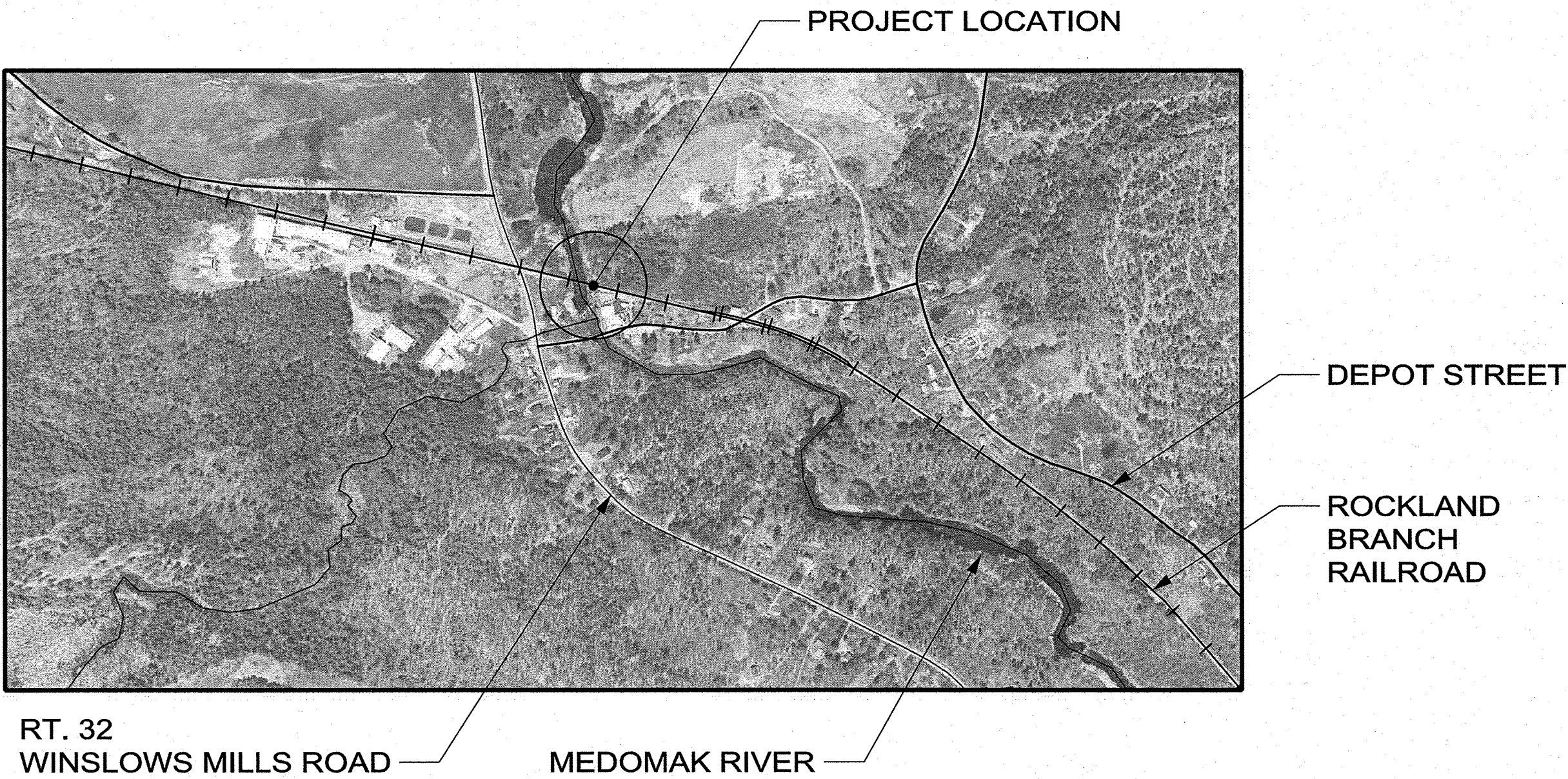
G01 1 TITLE SHEET

STRUCTURAL PLANS

S01 2 SITE PLAN & QUANTITIES
S02 3 RIPRAP DETAILS

RIGHT OF WAY PLAN

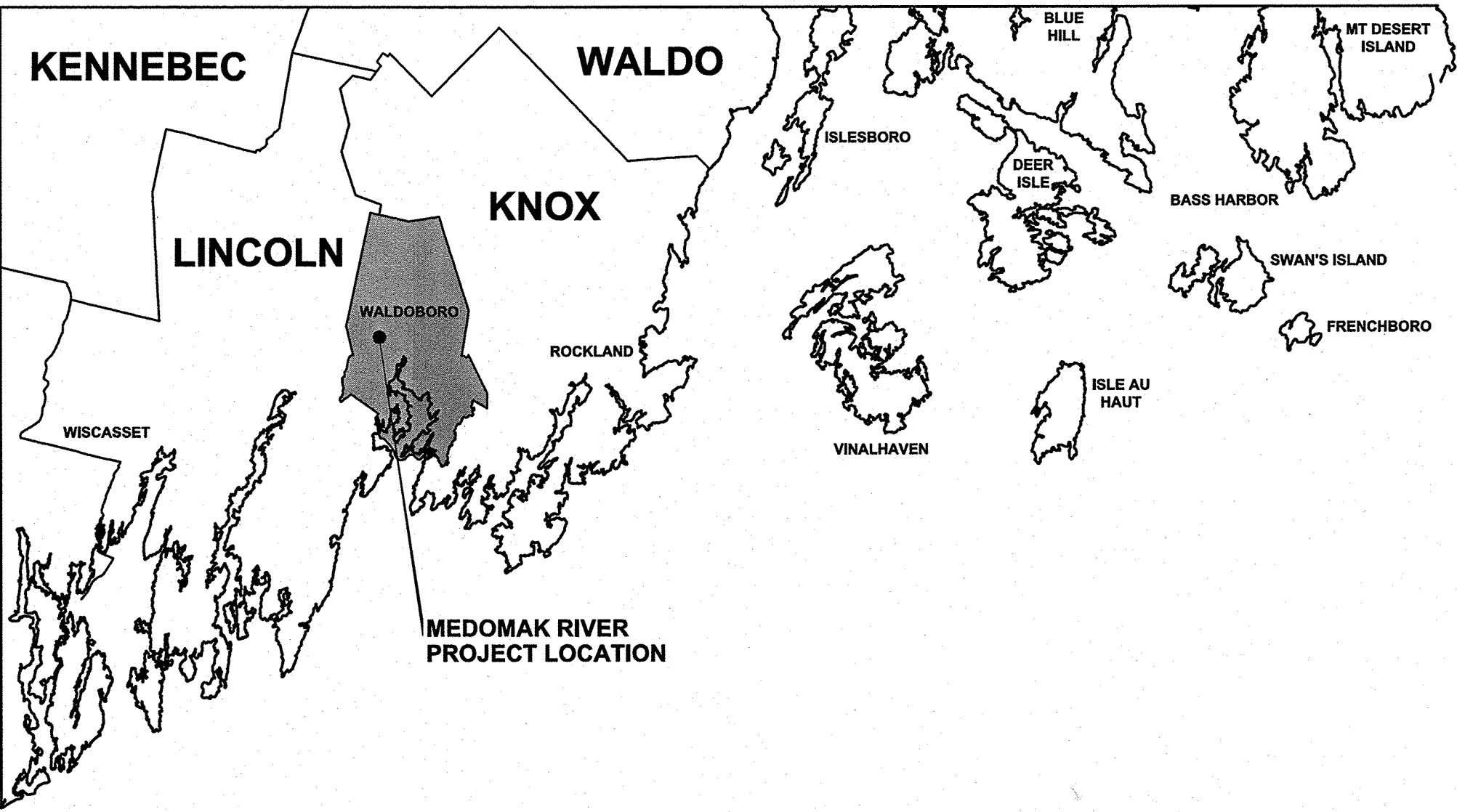
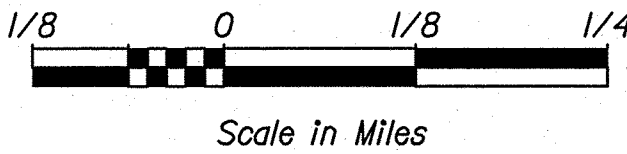
4 RIGHT OF WAY PLAN



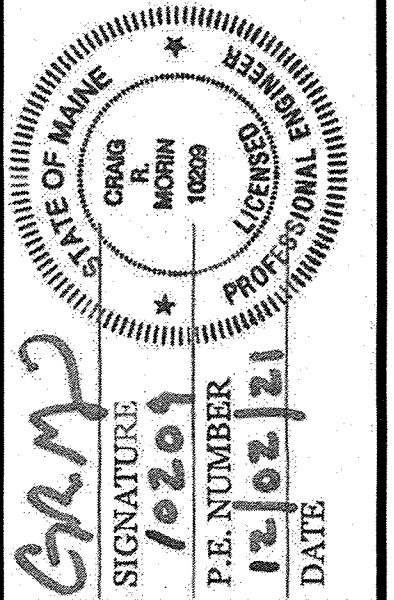
RT. 32
WINSLOWS MILLS ROAD

MEDOMAK RIVER

MEDOMAK RIVER BRIDGE
LOCATION MAP



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		DATE
APPROVED		12-13-21
COMMISSIONER: [Signature]		12-13-21
CHIEF ENGINEER: [Signature]		12-13-21



PROJECT INFORMATION		MULTIMODAL
PROGRAM	PROJECT MANAGER	NATE BENOIT, P.E.
DESIGNER	DESIGNER	CRAG R. MORIN, P.E.
CONSULTANT	CONSULTANT	INTB CORPORATION
PROJECT RESIDENT	PROJECT RESIDENT	
CONTRACTOR	CONTRACTOR	
PROJECT COMPLETION DATE		

MEDOMAK RIVER RAIL BRIDGE SCOUR PROTECTION PROJECT	
TITLE SHEET	

SHEET NUMBER	
G01	
1	OF 4

WIN 023462.00



Date:12/2/2021

Username:

Division:

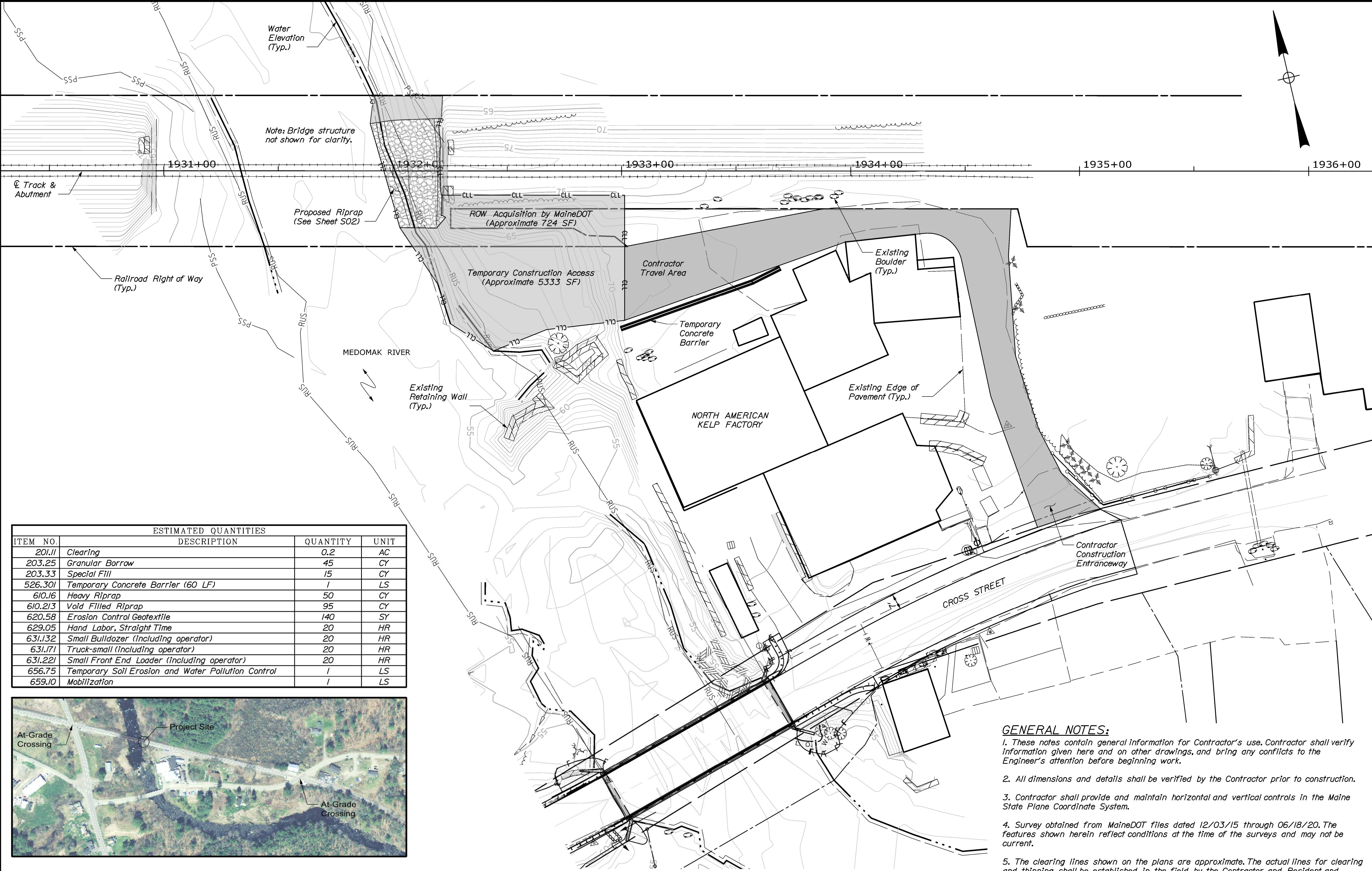
Filename: 002_Scour Protection Plan.dgn



MEDOMAK RIVER BRIDGE
VICINITY MAP



ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.11	Clearing	0.2	AC
203.25	Granular Borrow	45	CY
203.33	Special Fill	15	CY
526.301	Temporary Concrete Barrier (60 LF)	1	LS
610.16	Heavy Riprap	50	CY
610.213	Void Filled Riprap	95	CY
620.58	Erosion Control Geotextile	140	SY
629.05	Hand Labor, Straight Time	20	HR
631.132	Small Bulldozer (including operator)	20	HR
631.171	Truck-small (including operator)	20	HR
631.221	Small Front End Loader (including operator)	20	HR
656.75	Temporary Soil Erosion and Water Pollution Control	1	LS
659.10	Mobilization	1	LS

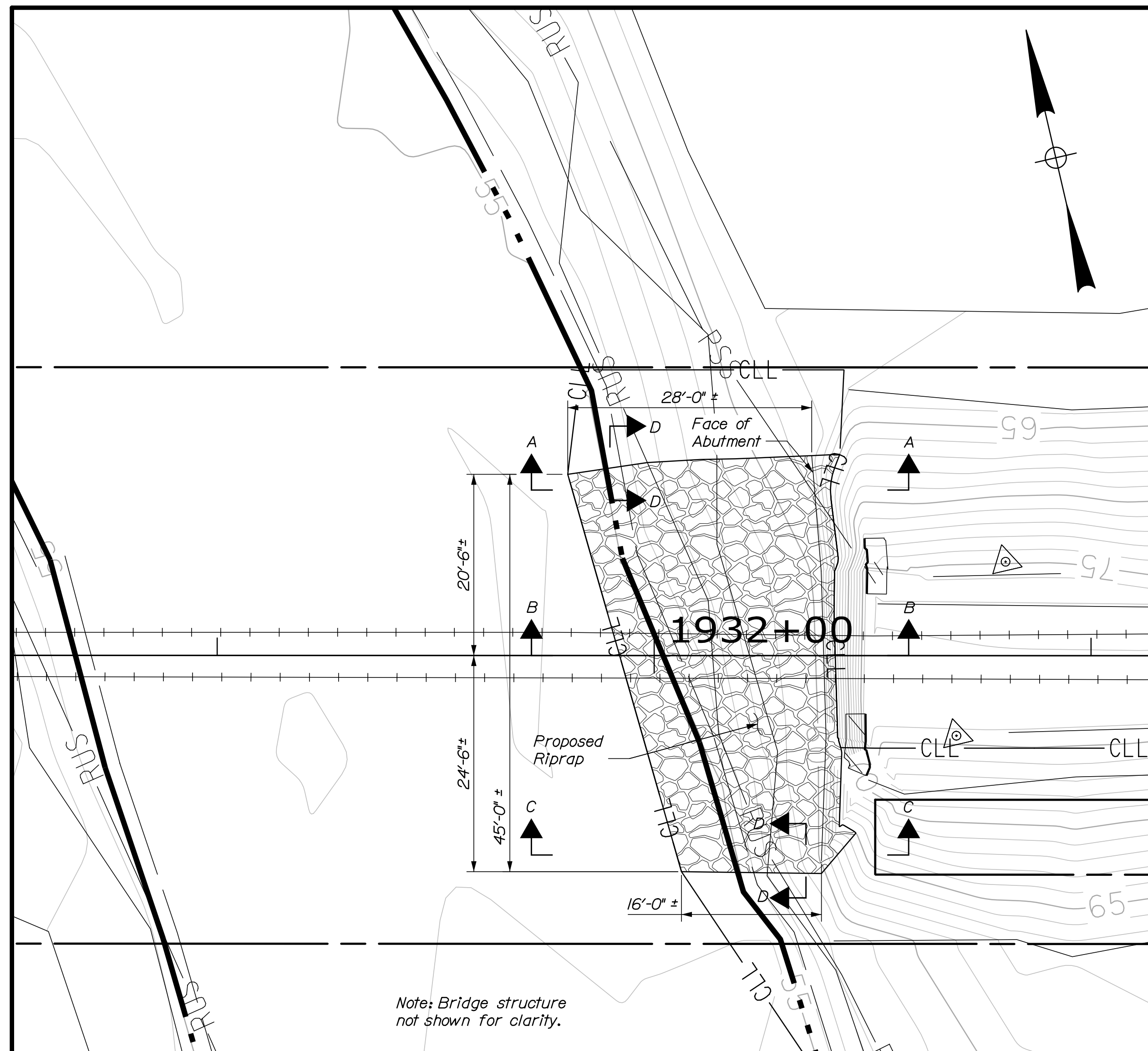


SITE PLAN
1" = 20'-0"

- GENERAL NOTES:**
- These notes contain general information for Contractor's use. Contractor shall verify information given here and on other drawings, and bring any conflicts to the Engineer's attention before beginning work.
 - All dimensions and details shall be verified by the Contractor prior to construction.
 - Contractor shall provide and maintain horizontal and vertical controls in the Maine State Plane Coordinate System.
 - Survey obtained from MaineDOT files dated 12/03/15 through 06/18/20. The features shown herein reflect conditions at the time of the surveys and may not be current.
 - The clearing lines shown on the plans are approximate. The actual lines for clearing and thinning shall be established in the field by the Contractor and Resident and subsequently approved by the Engineer.
 - Contractor shall install a Temporary Concrete Barrier as shown on the plans at the onset of the project in order to protect the nearby fueling tanks from construction activity. The barrier shall be removed upon completion of the project.



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		PROJECT MANAGER Y. Piro C. Mott		BY P. Bishop	DATE 03/21
		DESIGN-DETAILED DESIGN-REVIEWED		SIGNATURE	
		REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4		P.E. NUMBER	
		FIELD CHANGES		DATE	
Medomak River Rail Bridge Scour Protection Project Waldoboro Lincoln County		SHEET NUMBER S01 2 OF 4			
		BRIDGE PLANS WIN 023462.00 Bridge No. 7659			



SITE PLAN
1" = 10'-0"

ABBREVIATIONS:

$\bar{C}$ = Centerline
 CLL = Clear Line Limit
 El. = Elevation in Feet
 PSS = Palustrine Scrub - Shrub
 RUS = Riverine Unconsolidated Shore
 Typ. = Typical

NOTES:

1. Geotextile shall be Class 1, non-woven erosion control geotextile (loosely placed) meeting the requirements of Standard Specification 722.03. Geotextile shall be placed on existing grade.

2. Protective aggregate cushion shall be a minimum of 12 in. thick and shall meet the requirements of 703.19 Granular Borrow - Material for Underwater Backfill.

3. *Void-Filled riprap shall meet the requirements of Special Provision 610, Void-Filled Riprap.*

4. Heavy riprap shall meet the requirements of 703.28, Heavy Riprap. Heavy riprap shall be installed with a blend of special fill material as described in Special Provision 203.

5. Contractor shall clear cut area receiving riprap.

6. Elevations and contours are in feet based on project datum, NAVD88.

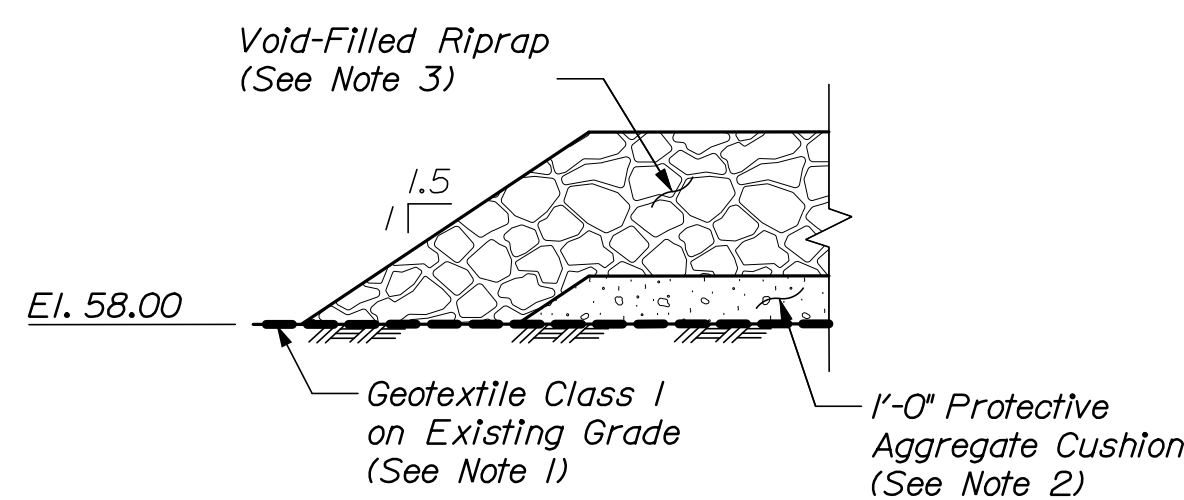
7. Contractor shall maintain adequate survey control at all times to establish and maintain all lines and elevations.

8. A turbidity curtain shall be used around perimeter of the construction site. The turbidity curtain shall be incidental to item no. 656.75.

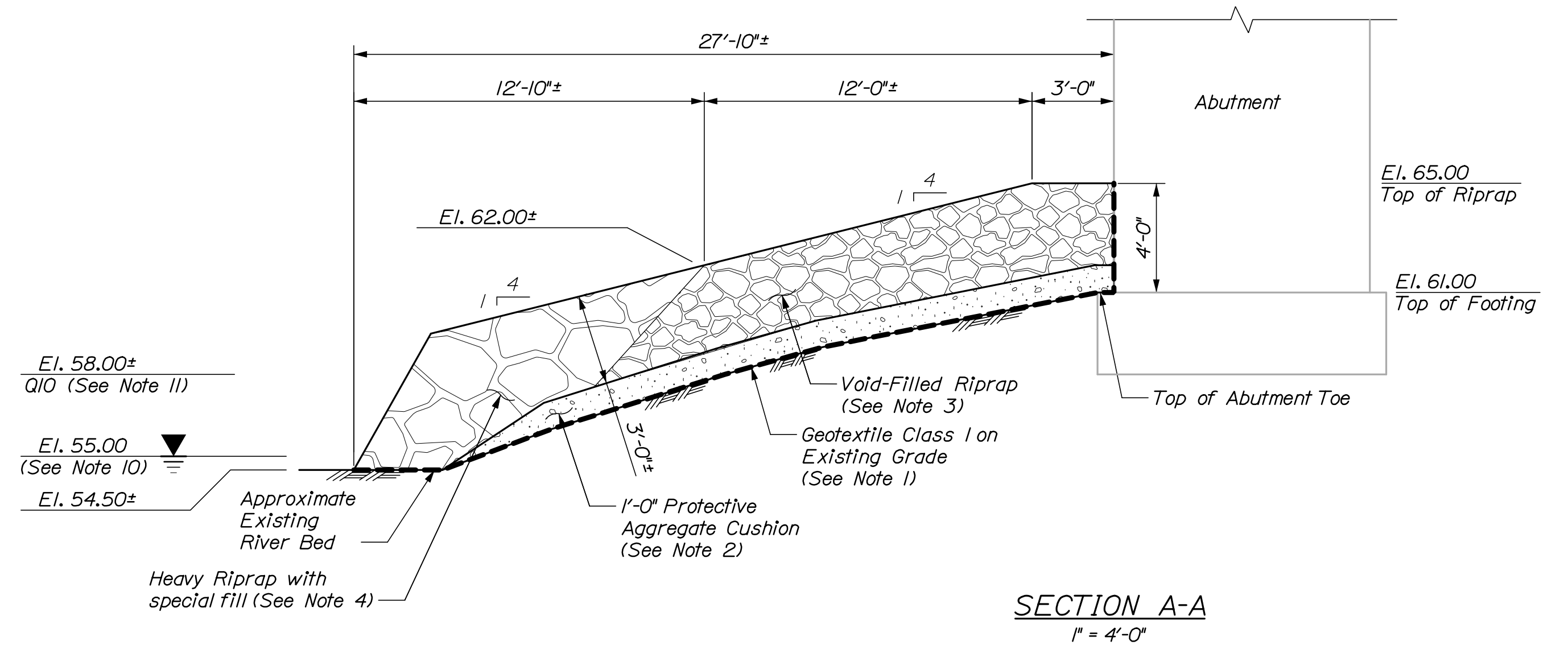
9. Riprap slopes are approximated based on existing grade for locations A-A, B-B and C-C as references. Riprap slopes may vary according to existing grade.

10. Water elevation shown at time of survey on October 24th, 2019. Water elevations may be higher in the spring/summer.

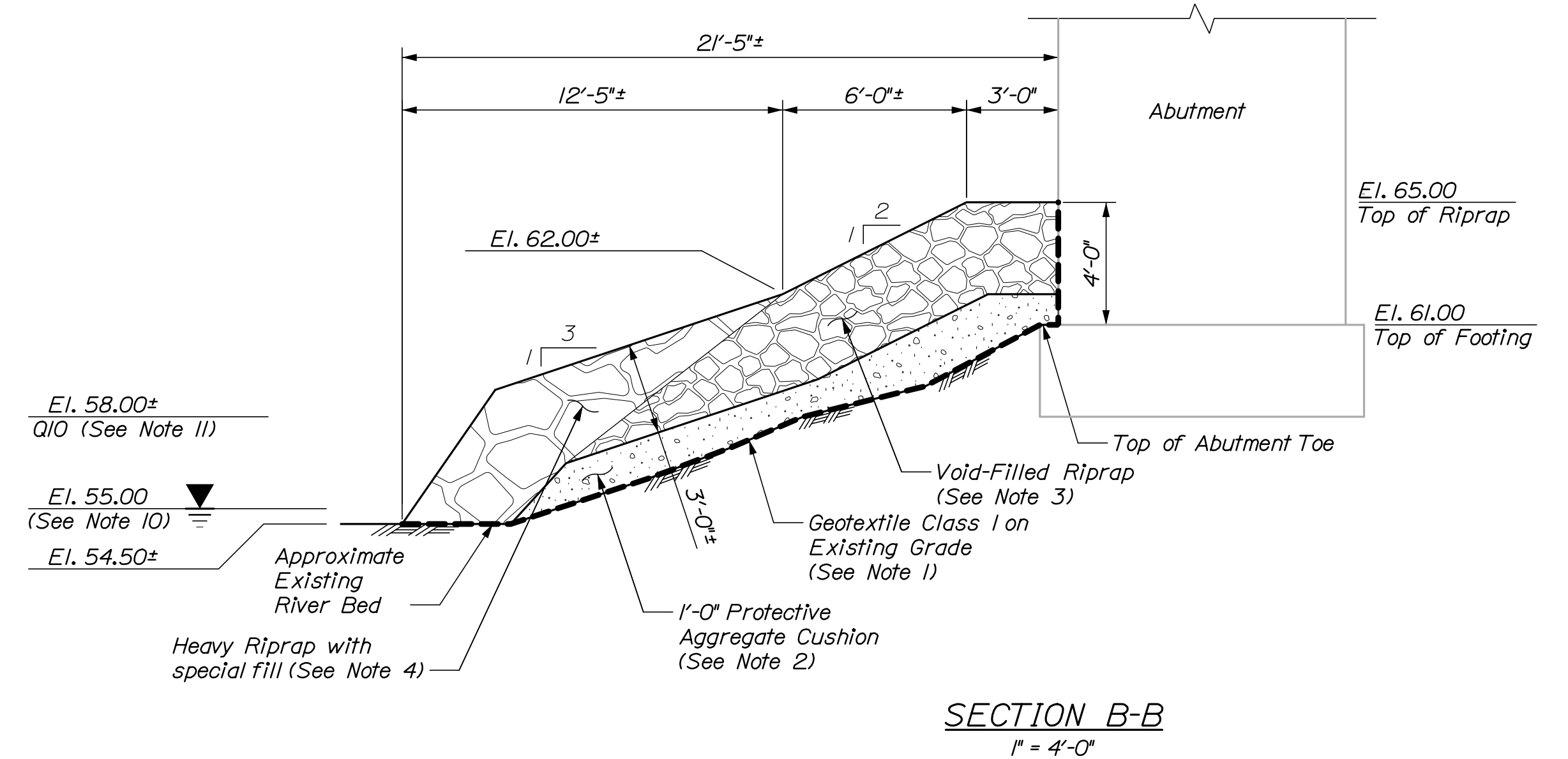
11. Q10 water elevation is estimated per open channel hydraulics analysis.



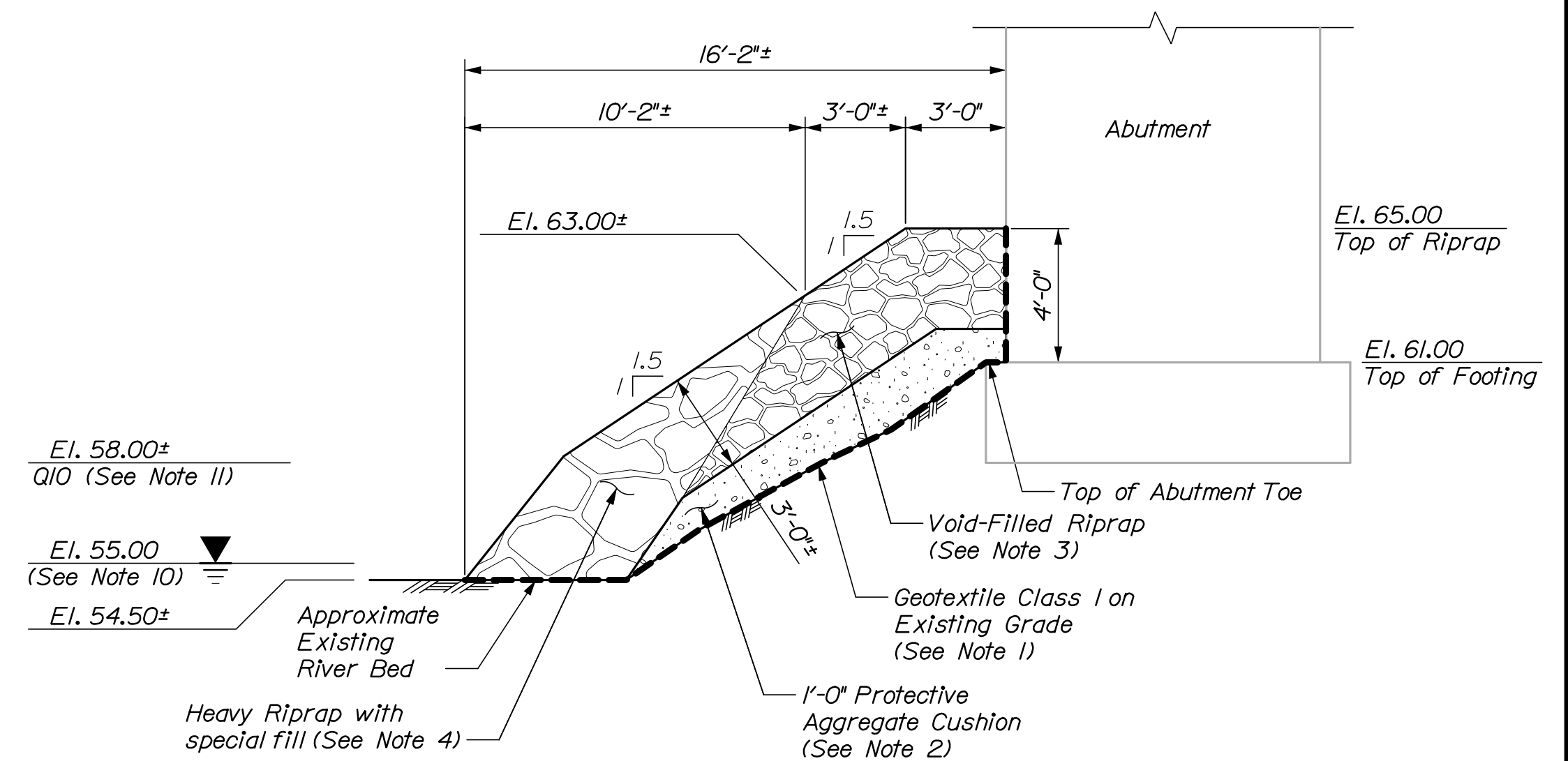
SECTION D-D
1" = 4'-0"



SECTION A-A
1" = 4'-0"



SECTION B-B
Iⁿ = 4'-0"



SECTION C-C
Iⁿ = 4'-0"

DESIGN-DETAILED	Y. Peng	P. Bishop	03/21
CHECKED-REVIEWED	C. Morin		03/21
DESIGN-DETAILED			
DESIGN-DETAILED			
DESIGNS 1			
DESIGNS 2			
DESIGNS 3			
DESIGNS 4			
FIELD CHANGES			
SIGNATURE			
P.E. NUMBER			
DATE			

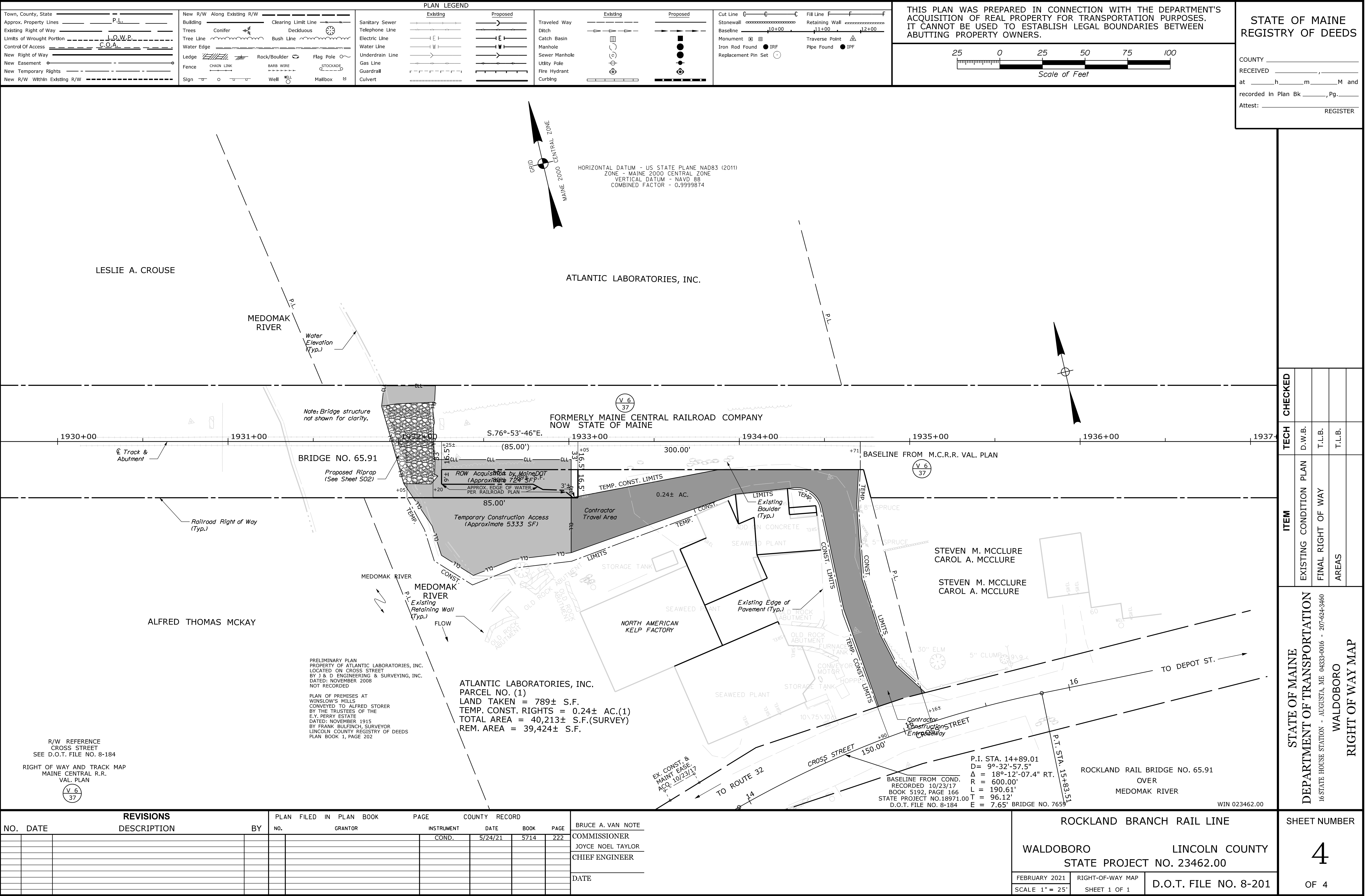
Waldoboro Scour Protection Project Lincoln County

RIPRAP DETAILS

SHEET NUMBER

S02

3 OF 4



Date:11/30/2021

Username: Guy Lodd

Division: ROW

Filename: ... \00\ROW\MSTA001_RWP\PLAN1.dgn

HNTB

GENERAL NOTES

1. These notes contain general information and are not complete for construction purposes. Contractor shall verify information given here with specifications and other drawings and bring any conflicts to the Engineer's attention before beginning work.
2. All dimensions and details shall be verified by the Contractor prior to construction.
3. Contractor shall provide and maintain horizontal and vertical controls in the Maine state plane coordinate system.
4. Project info referred to below may be accessed at the following MaineDOT web address:
http://www.maine.gov/mdot/contractors/*projectbl
5. 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.
6. All work shall be done in accordance with the Maine Department of Transportation's Best Management Practices for Erosion Control & Sediment Control, February 2008.
7. The Contractor is responsible for any damage caused to the existing bridges as a result of any construction activities.
8. Existing dimensions or features shown on these plans have been obtained from limited field investigation and may not accurately reflect actual field conditions. The plan, elevation, and sections shown are schematic only. The Contractor is responsible for taking sufficient field measurements of existing components to verify the dimensions of the proposed components before starting the work. Any discrepancies in dimensions, character, or extent of the existing structure shall be brought to the attention of the Engineer before advancing the work or beginning fabrication of new components.
9. The Contractor shall submit, for approval, working drawings and design calculations for jacking operations at any bridge.
10. The Contractor shall coordinate with MaineDOT and Canadian Pacific for any shutdowns that may be required during construction.

SPECIFICATIONS AND CODES

1. These drawings form part of the contract documents. Refer to the project specifications for additional requirements.
2. State of Maine, Department of Transportation, Standard Specifications, March 2020. Including all supplemental specifications and special provisions.
3. Codes and other references
A. AREMA, Manual for Railway Engineering, 2020 edition

STRUCTURAL STEEL AND MISCELLANEOUS STEEL FABRICATIONS

1. Steel shapes and plates shall be ASTM A36.
2. All bolts for timber connections shall be in accordance with ASTM A307, except where noted.
3. All steel shapes, bolts, and hardware shall be hot-dip galvanized in accordance with ASTM A123.

TIMBER

1. All timber shall be Southern Pine and identified by an approved mark or certificate of inspection issued by Southern Pine Inspection Bureau, unless otherwise noted.
2. All timber should be pressure treated in accordance with AREMA, Chapter 30, Section 3.6 "Wood Preserving" and MaineDOT Standard Specifications. All timber shall be trimmed and bored before treatment whenever possible.
3. Holes for bolts shall be the diameter of the bolt plus 1/16 inch.
4. Timber cut after treatment shall be painted with one coat of an approved preservative.
5. Holes bored into creosote treated timber shall be treated with an approved creosote compatible solution.
6. All timber construction shall conform to the National Design Specification for Wood Construction of the American Forest and Paper Association.
7. Field treat all cut and drilled timber surfaces with two coats of an approved preservative.
8. Contractor shall field verify the dimensions for shimming. Shim materials shall be composite or treated southern pine in accordance with the special provision. Contractor shall obtain approval from the Resident before proceeding.

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.17	Removing Existing Structural Concrete	1	LS
502.219	Structural Concrete, Abutments and Retaining Walls	10	CY
502.23	Structural Concrete, Piers	5	CY
503.12	Reinforcing Steel, Fabricated and Delivered	2,750	LB
503.13	Reinforcing Steel, Placing	2,750	LB
523.5403	Plain Elastomeric Bearings	2	EA
524.30	Temporary Structural Support	2	EA
528.01	Structural Timber, Fabrication and Delivery	5,300	BF
528.02	Structural Timber, Erection	5,300	BF
528.82	Structural Timber, Shimming	50	EA
629.05	Hand Labor, Straight Time	120	HR
631.173	Rail Operated Truck - Large (Including Operator)	80	HR
631.36	Foreperson	120	HR
656.75	Temporary Soil Erosion and Water Pollution Control	1	LS
659.10	Mobilization	1	LS

CONCRETE

1. Concrete material shall be cast-in-place, Class "A", unless otherwise noted.
2. Clearances for reinforcement shall be 2" unless otherwise noted.
3. Chamfer all concrete edges 1" @ 45° unless otherwise noted.
4. All reinforcing shall be fully supported on non-metallic approved chairs. Reinforcing shall not be supported on timber blocks, bricks, concrete blocks, miscellaneous reinforcing, etc.
5. Construction joints shall be made only as shown unless approved otherwise.
6. All existing concrete surfaces to receive concrete shall be roughened to a minimum amplitude of 1/4" and coated with a product listed on the MaineDOT pre-qualified list of concrete bonding agents.
7. Wet curing of concrete is to begin within 30 minutes after concrete finishing, or as soon as possible without damaging finished surface.
8. All formwork for concrete shall be left in place and concrete surfaces shall be covered and kept moist for a period of not less than seven (7) full days after concrete placements.
9. Contractor shall submit detailed reinforcing drawings including bar and bending schedules to the Engineer for review and approval prior to delivery of any reinforcing steel.

REINFORCING

1. Reinforcing Steel: ASTM A615, unless otherwise noted.

2. Splicing of reinforcing steel is permitted. Stagger splices one splice length minimum. No more than 50 percent of the reinforcing steel shall be spliced at any location. Provide a minimum splice length of 50 bar diameters, unless otherwise noted on the drawings.

ABBREVIATIONS:

EA	Each
EL	Elevation In Feet
K (KIP)	1000 Pounds
LBS	Pounds
LF	Linear Feet
MAX	Maximum
MIN.	Minimum
NTS	Not To Scale
OC	On Center
PSF	Pounds Per Square Foot
R	Radius
SF	Square Feet
TYP.	Typical
MLLW	Mean Lower Low Water
MHHW	Mean Higher High Water

LEGEND:

	Baseline
	Plate
	Centerline
	Diameter

ENVIRONMENTAL CONDITIONS

1. Tidal ranges (elevations in feet):

Wiscasset	Tidal Datums		
	MSL	MLW	MLLW
Top of Rail*	10.49	15.23	15.55
MHHW	5.17	9.91	10.23
MHW	4.75	9.49	9.81
MSL	0.00	4.74	5.06
MLW	-4.74	0.00	0.32
MLLW	-5.06	-0.32	0.00

* Along top rail at Bent 6 of Long Bridge, per project site visit. Station ID: 8416921, Wiscasset, ME
Tidal Epoch: 1983-2001
** Mean range of tide is 9.48 Ft.

2. MLLW and MHHW elevations indicated herein are approximated based on field observations of water marks on bridge substructures.

CONCRETE REMOVAL NOTES

1. Contractor shall provide temporary support if needed when removing existing concrete.
2. All existing reinforcing extending into what is being removed shall be cut flush unless otherwise noted in the plans.

DESIGN LOADS

DESIGN LOADS (PER BEARING)				
Location			Dead Load	Live Load + Impact
Bridge No.	M.P.			
7654	52.30	Abutment 1	14 kips	129 kips

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
024603.00
BRIDGE PLANS

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

DATE
03/21
03/21

BY
P. Bishop
C. Morin

SIGNATURE

P.E. NUMBER

DATE

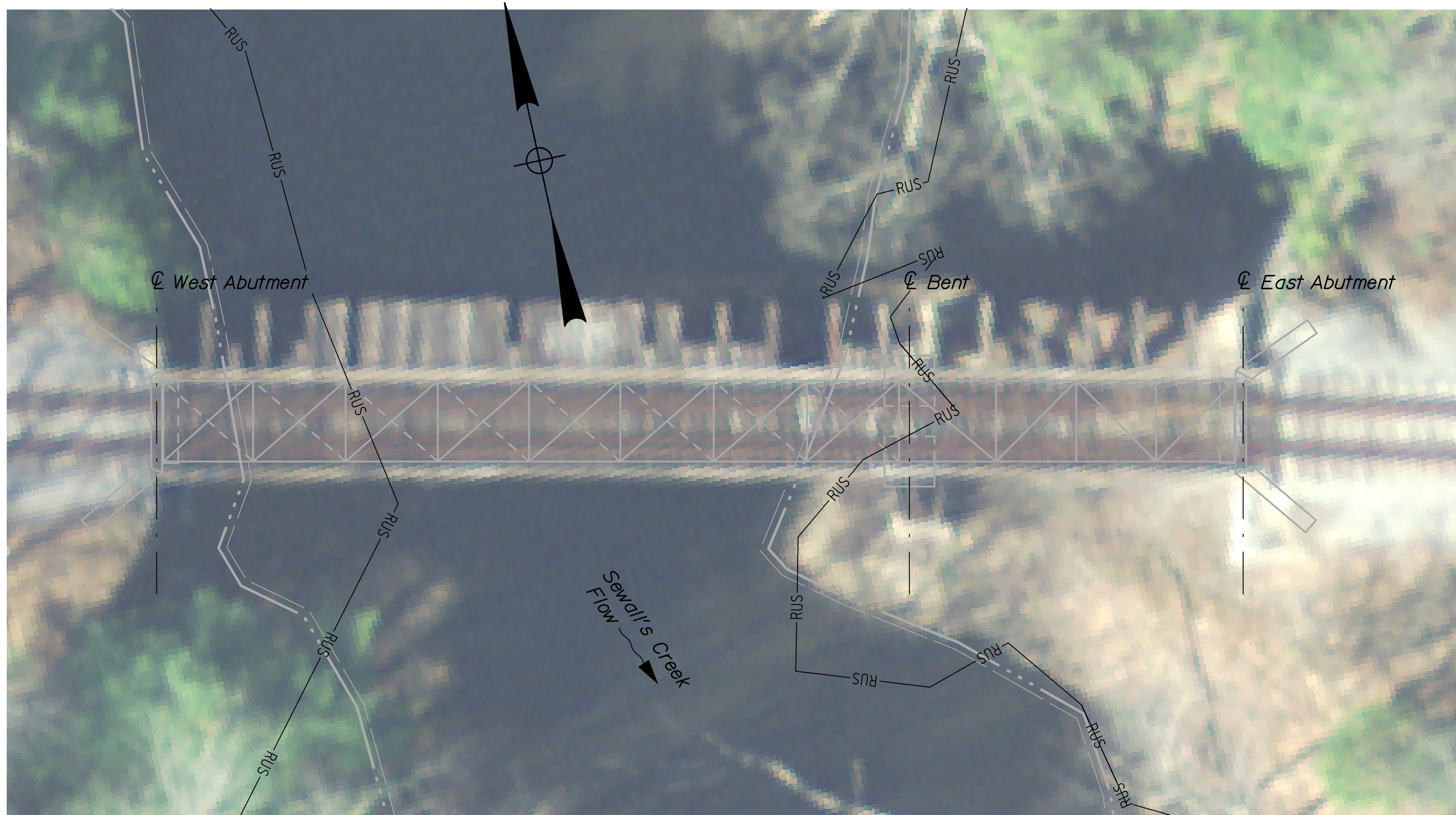
ROCKLAND BRANCH RAILROAD
BRIDGE REPAIRS

GENERAL NOTES &
ESTIMATED QUANTITIES

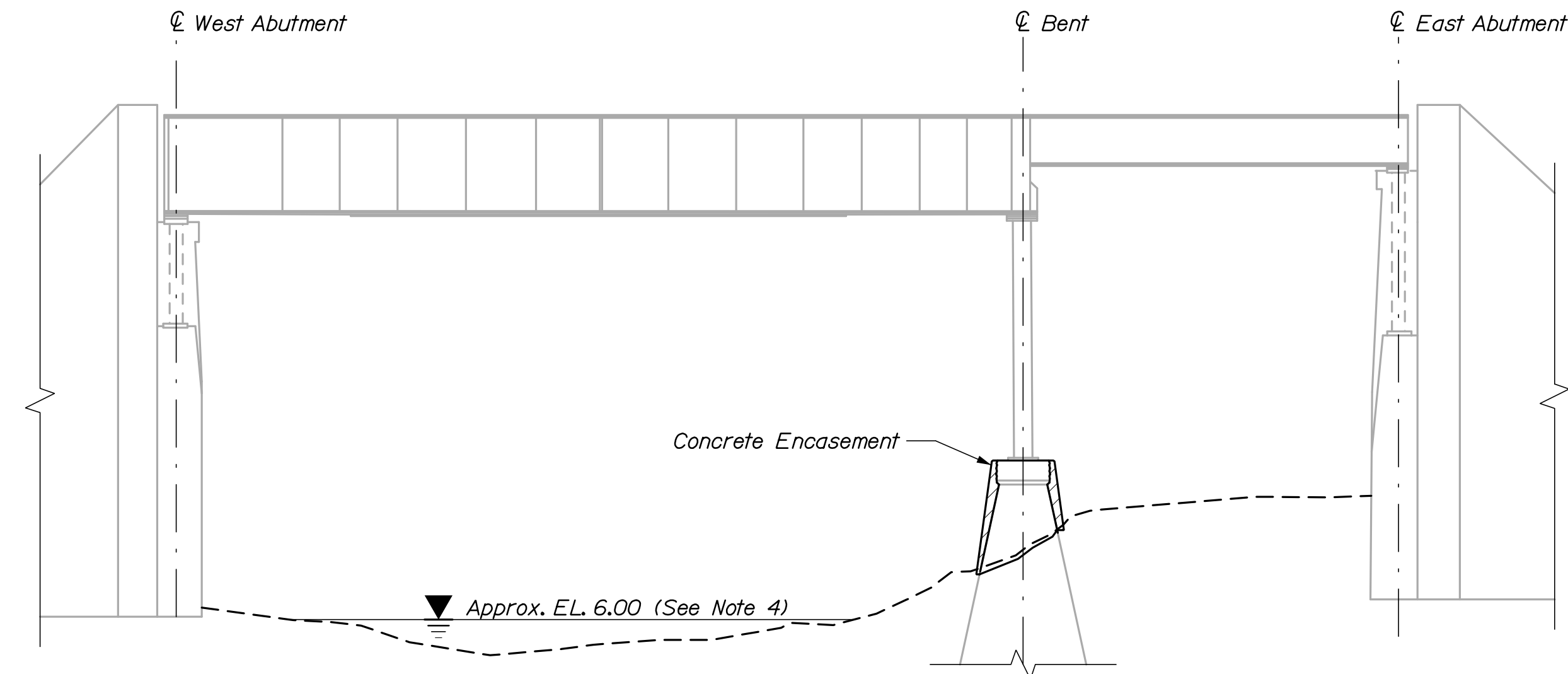
SHEET NUMBER

G02

2 OF 9



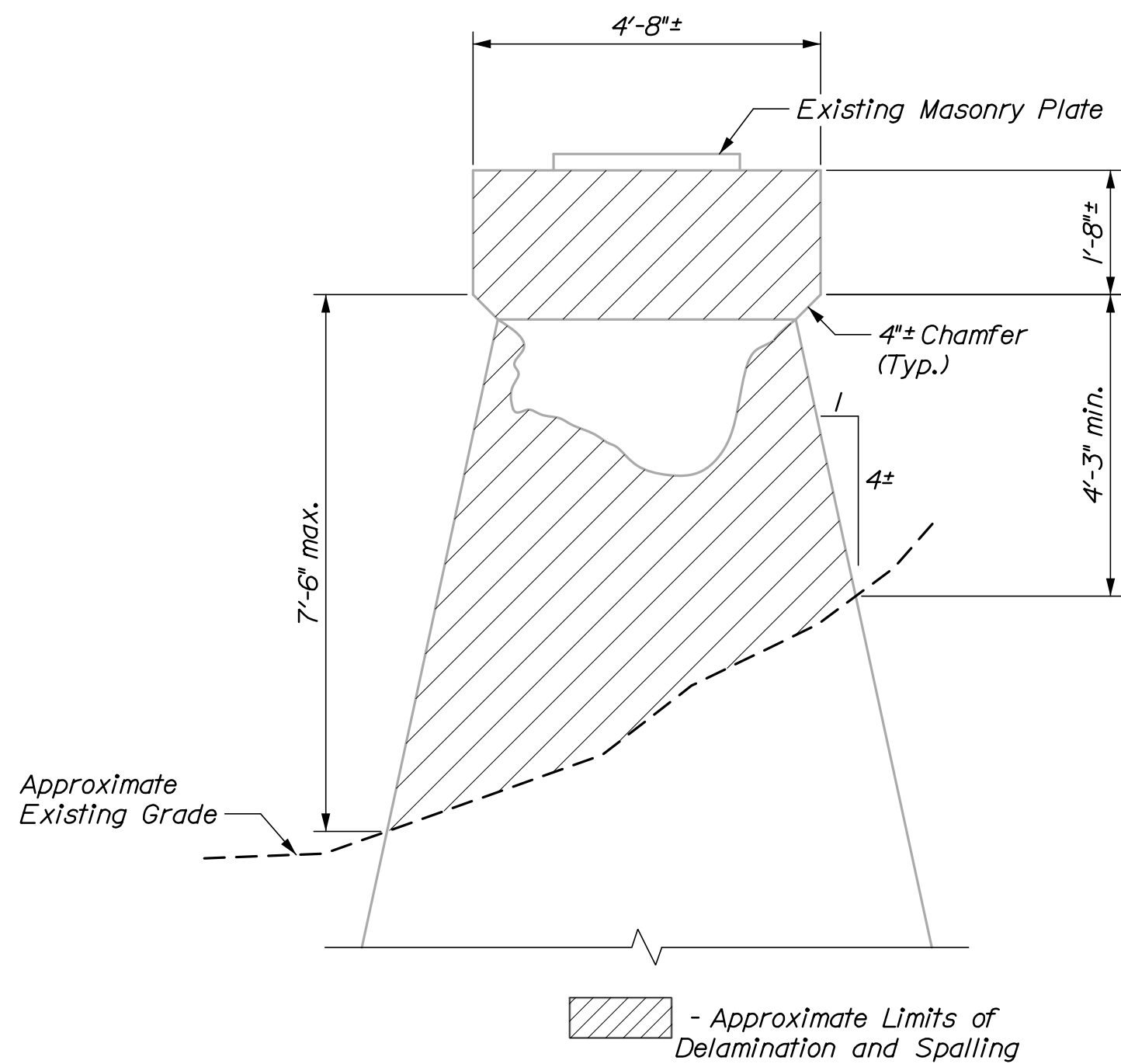
PLAN
1" = 10'-0"



ELEVATION
I" = 10'-0"

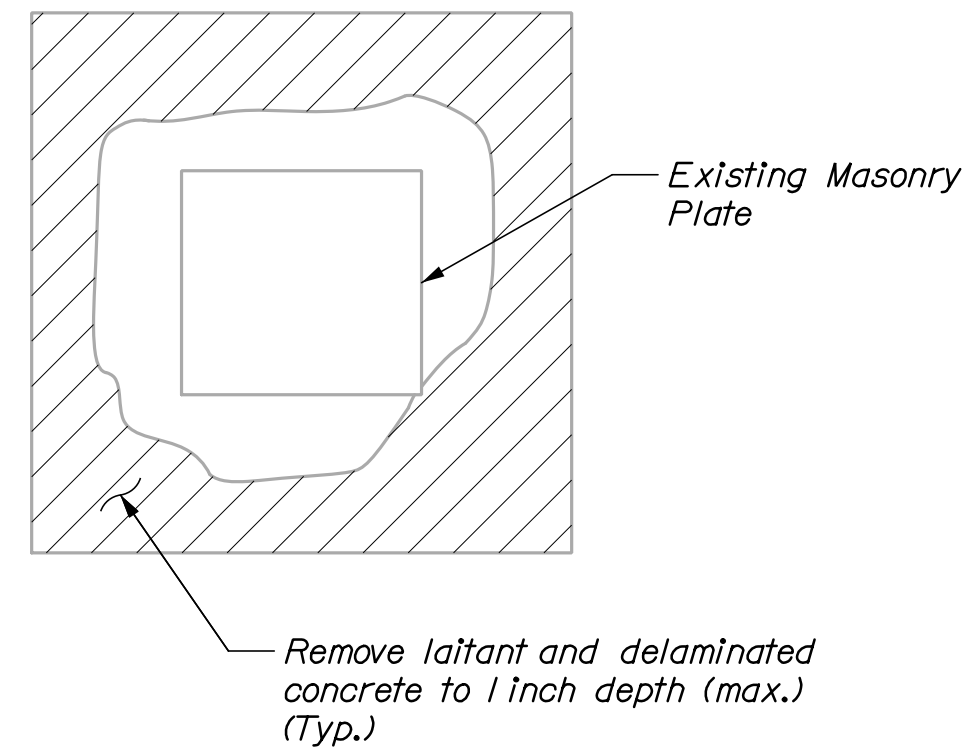
NOTES:

- 1. Track not shown for clarity.*
- 2. For right of way information please contact MaineDOT.*
- 3. Concrete shall be placed at existing grade up to a depth of 3 inches. Any concrete repairs required at a depth greater than 3 inches below grade shall be subject to approval from the Engineer.*
- 4. Water elevation shown is approximated from September 1, 2020 field investigation. Water control may be required if the water level is higher than shown on the plans and shall be subject to approval from the Engineer.*
- 5. The Contractor shall provide additional steel reinforcement as needed to support the proposed steel rebar cage surrounding the existing concrete bent column. Steel rebar may be drilled and grouted into the existing concrete as needed to support the rebar cage.*



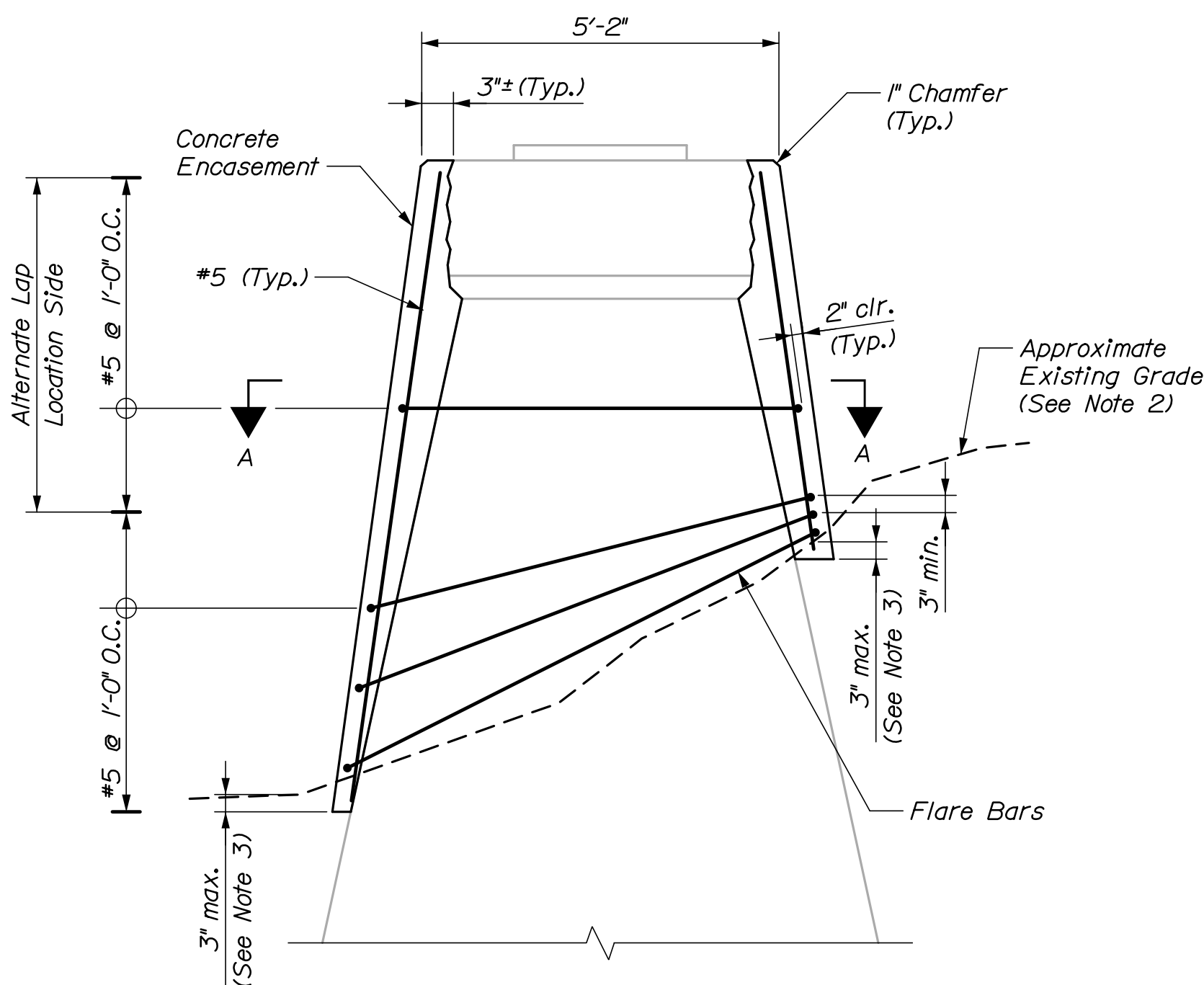
EXISTING BENT COLUMN
FOUNDATION ELEVATION - FACING NORTH

(North foundation shown, south similar)
(Existing steel bent not shown for clarity)
 $\frac{1}{2}" = 1'-0"$



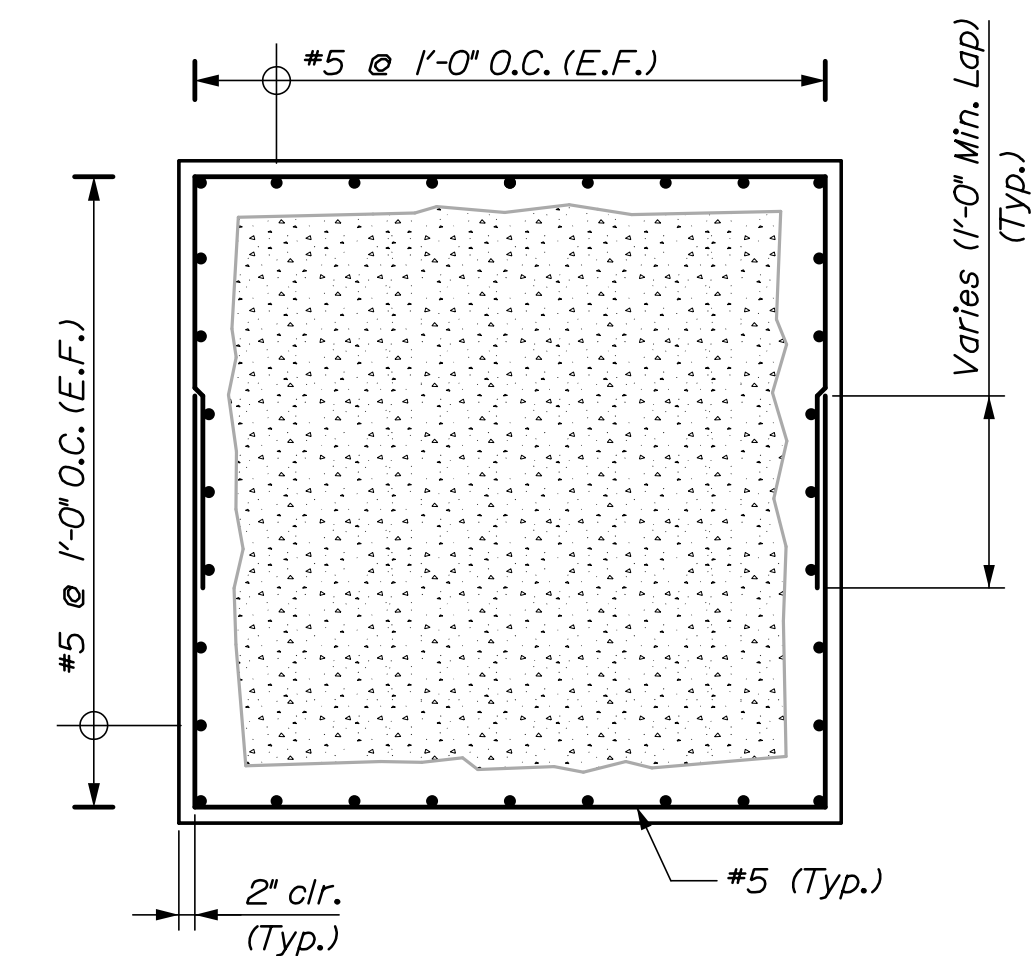
EXISTING BENT COLUMN
FOUNDATION PLAN

(North foundation shown, south similar)
1/2" = 1'-0"



PROPOSED BENT COLUMN
FOUNDATION ELEVATION - FACING NORTH

(North foundation shown, south similar)
(Existing steel bent not shown for clarity)
 $1/2" = 1'-0"$



SECTION A-A
(North foundation shown, south similar)
1/2" = 1'-0"

(North foundation shown, south similar)
1/2" = 1'-0"

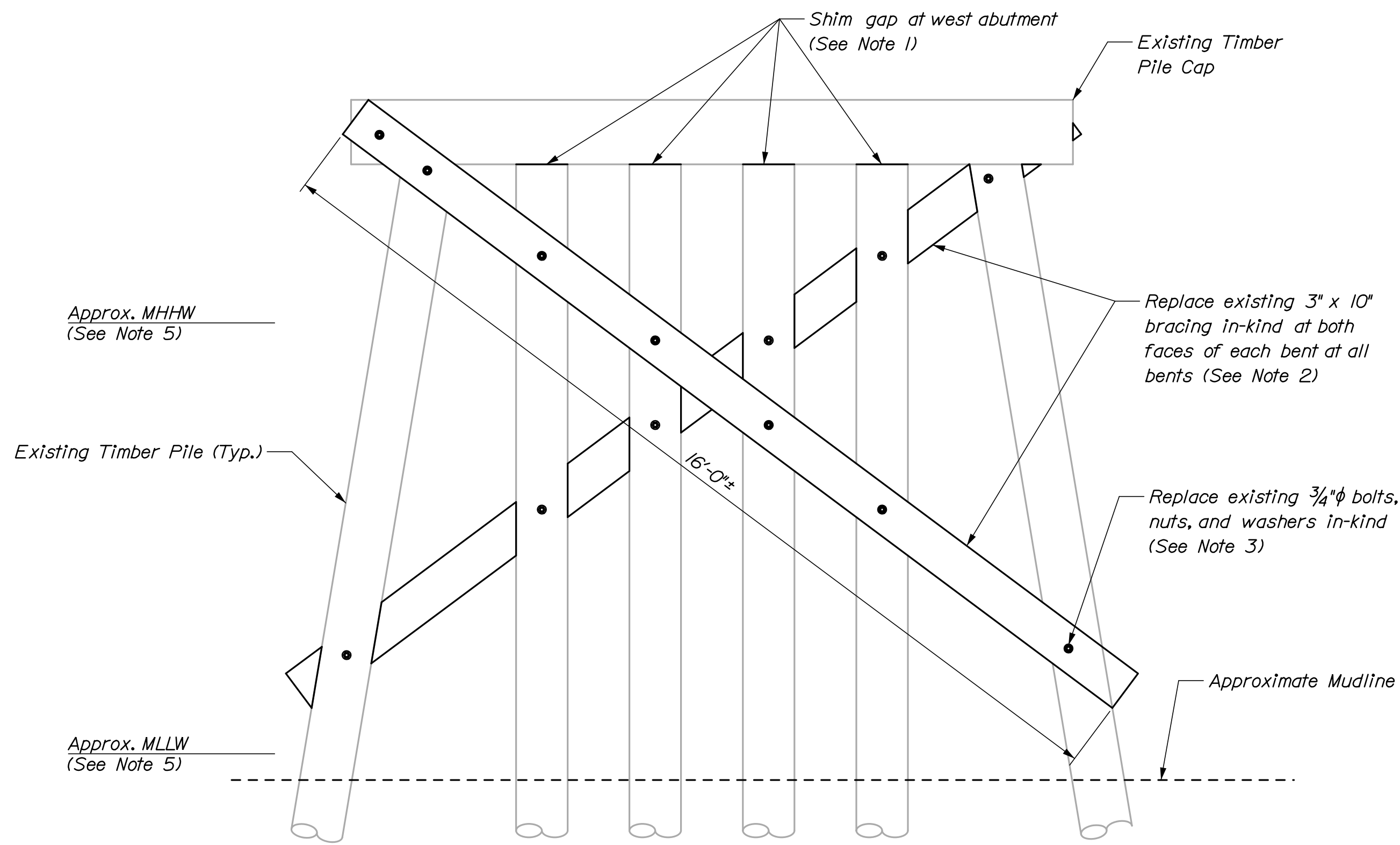
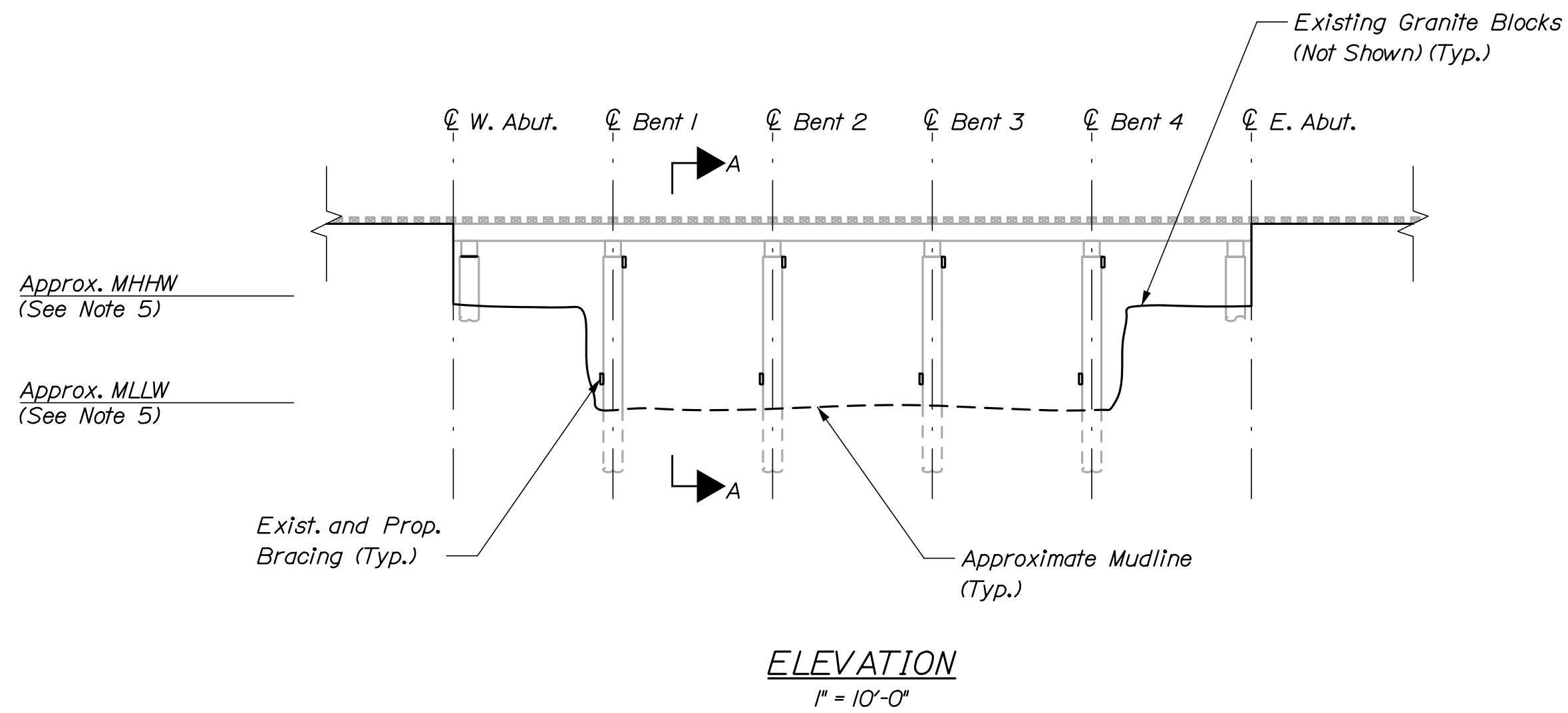
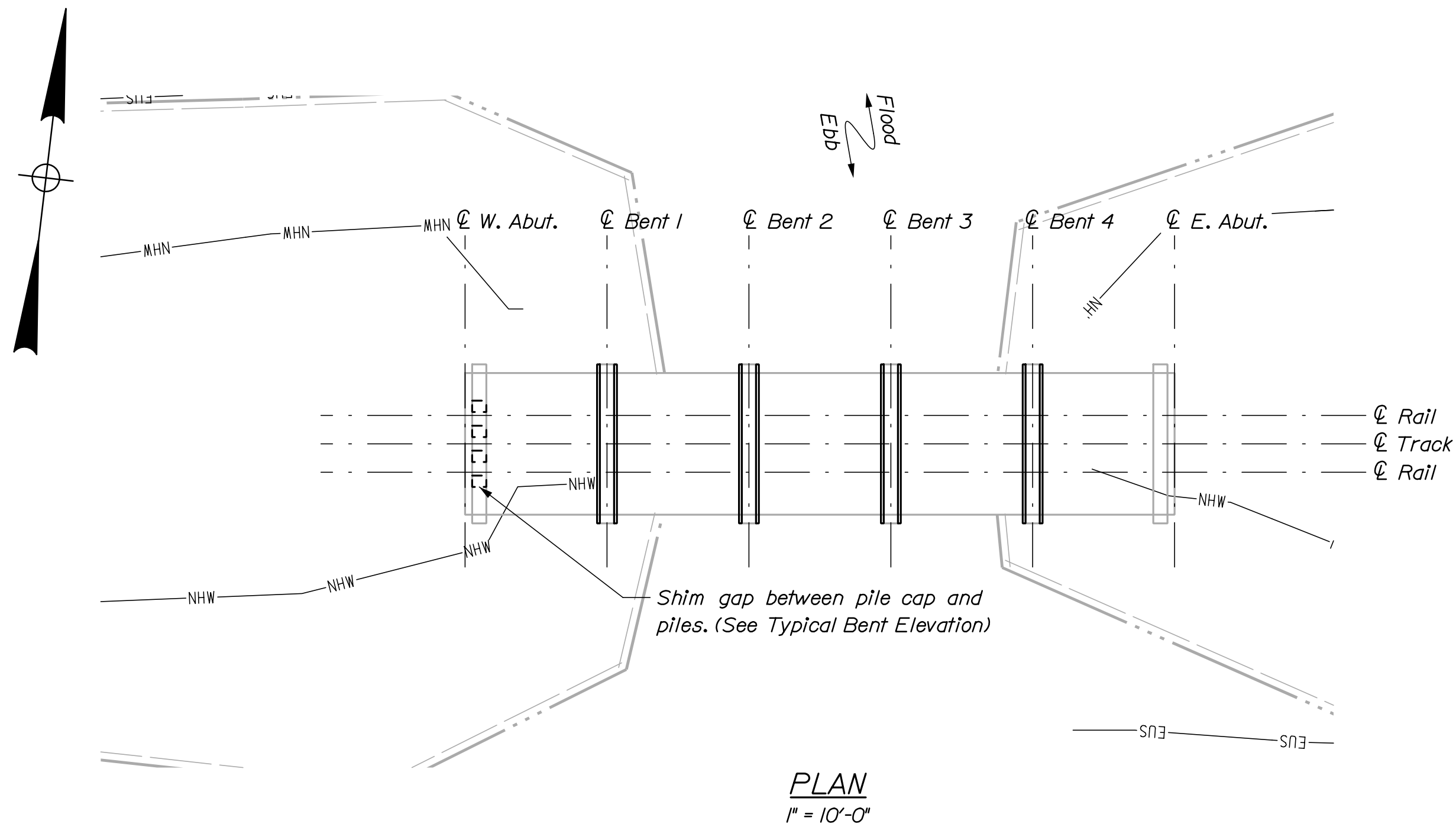
SHEET NUMBER S01 OF 9	ROCKLAND BRANCH RAILROAD BRIDGE REPAIRS	PROJ. MANAGER Note Benoit, P.E.				BY	DATE	
		DESIGN-DETAILED				Y. Paro	P. Bishop	03/21
		CHECKED-REVIEWED				J. Yellomas	C. Morin	03/21
		DESIGN2-DETAILED2						
		DESIGN3-DETAILED3						
	SEWALL'S CREEK BRIDGE BENT REPAIRS	REVISIONS 1						P.E. NUMBER
		REVISIONS 2						
		REVISIONS 3						
		REVISIONS 4						DATE
		FIELD CHANGES						
STATE OF MAINE DEPARTMENT OF TRANSPORTATION							WIN 024603.00	BRIDGE PLANS

Date:6/23/2021

Username:

Division:

Filename: S02_7651.dgn



- NOTES:**
1. Shim size shall match dimensions of pile. Shim material shall conform to materials specified in the general notes.
 2. Hardware for bracing shall conform to materials specified in general notes.
 3. Re-bolt through existing holes in pile and pile cap where possible. Drill new holes in pile and/or pile cap when new brace must be realigned. Holes drilled into new pressure treated timber and existing timber must be treated with two coats of an approved preservative. Upon installation of the bolt assembly, add a second nut on each end of the bolt and hand-tighten.
 4. Any abandoned existing holes shall be filled.
 5. Water elevation shown is approximated from September 1, 2020 field investigation.

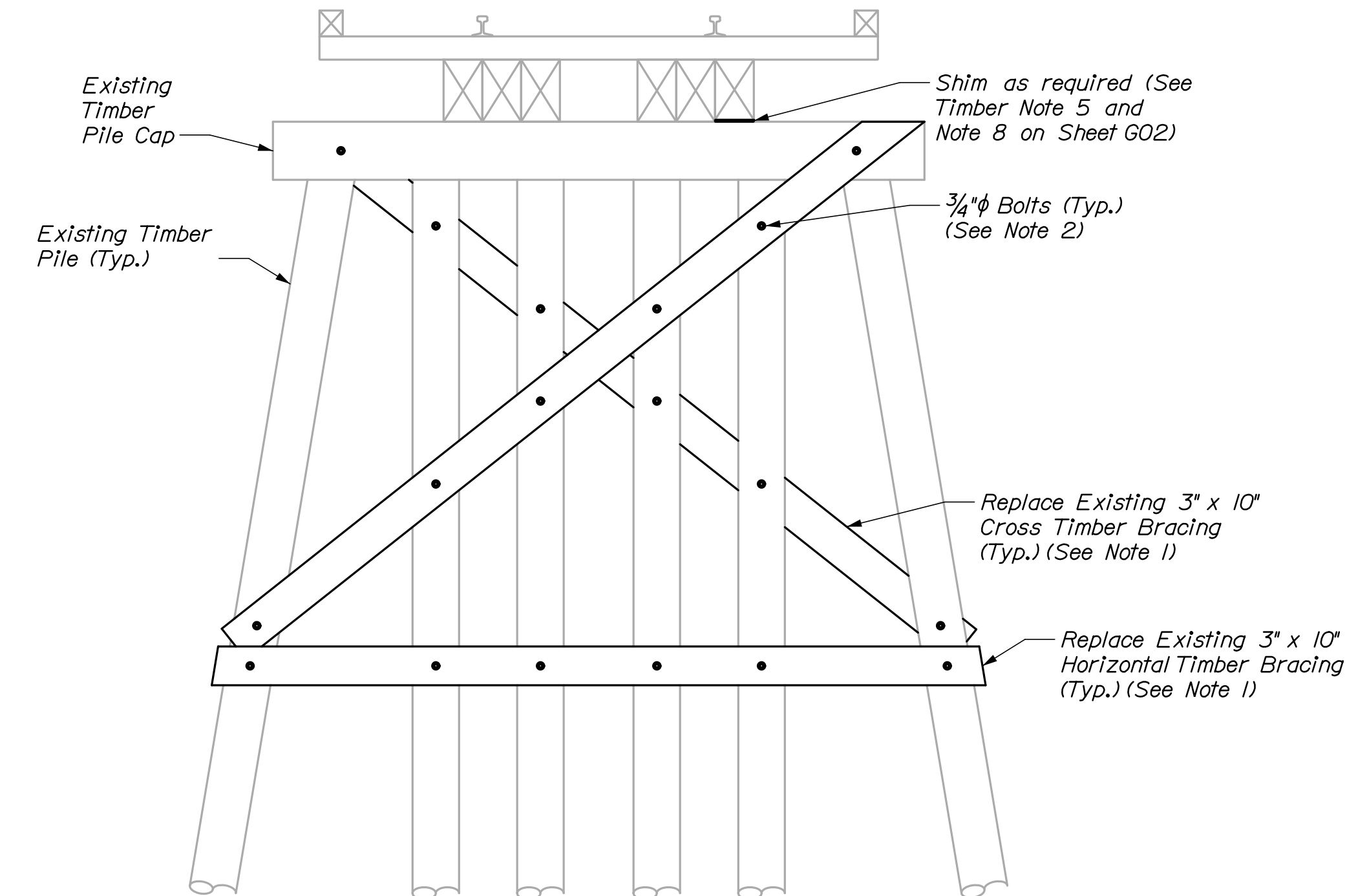
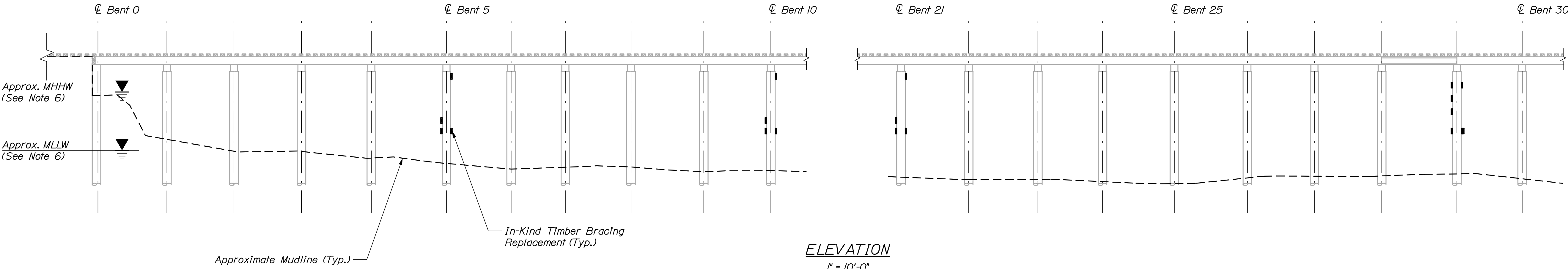
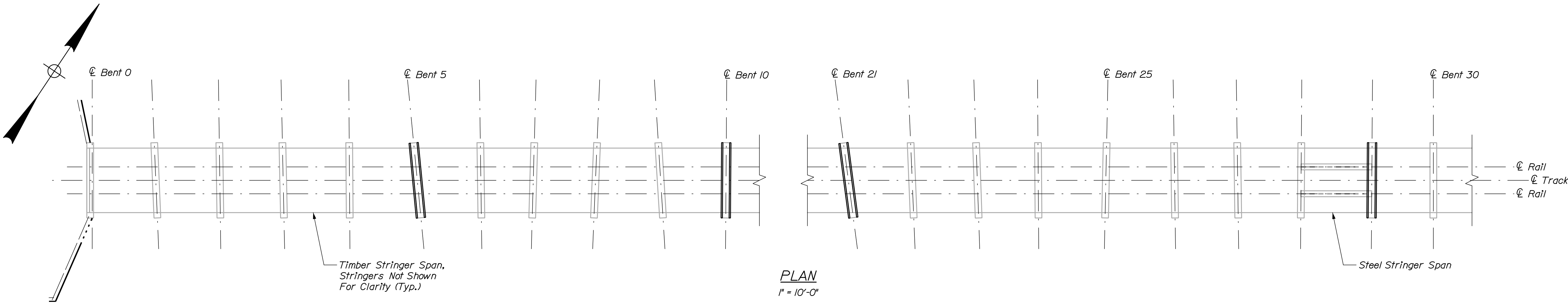
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BRIDGE PLANS	
PROJECT NUMBER 024603.00		WIN	
PROJECT NAME ROCKLAND BRANCH RAILROAD BRIDGE REPAIRS		PROJECT NUMBER HOBSON'S BRIDGE TIMBER BRACING REPLACEMENT	
SHEET NUMBER S02		OF 9	
DATE 03/21		SIGNATURE	
BY P. Bishop C. Martin		P.E. NUMBER	
PROJ. MANAGER Note Benoit, P.E.		DATE	
DESIGN-DETAILED Y. Prop J. Yalones		REVISIONS 1	
CHECKED-REVIEWED J. Yalones		REVISIONS 2	
DESIGN-DETAILED		REVISIONS 3	
REVISIONS 1		REVISIONS 4	
REVISIONS 2		FIELD CHANGES	
REVISIONS 3			
REVISIONS 4			

Date:6/23/2021

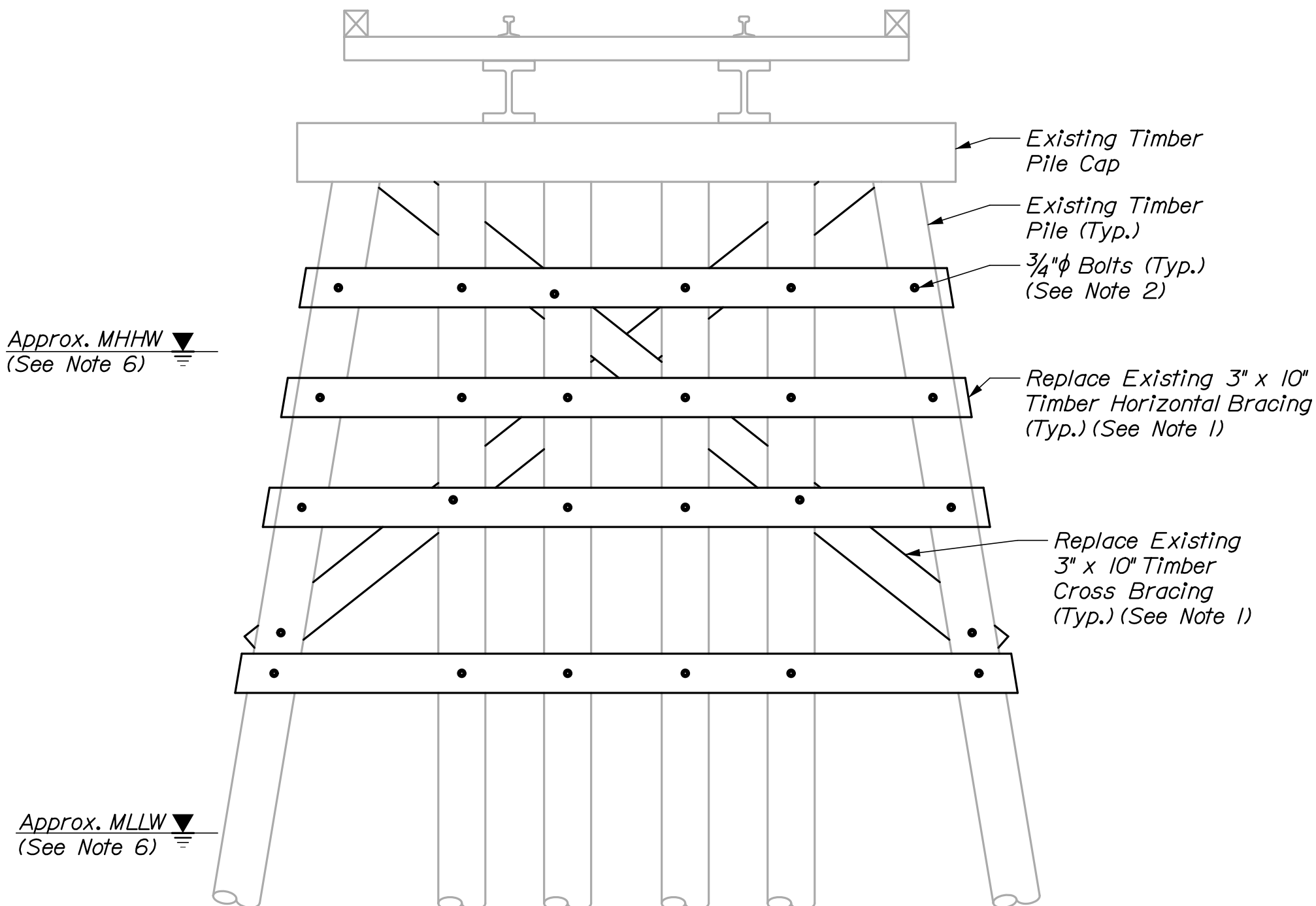
Username:

Division:

Filename: S03_7652.dgn



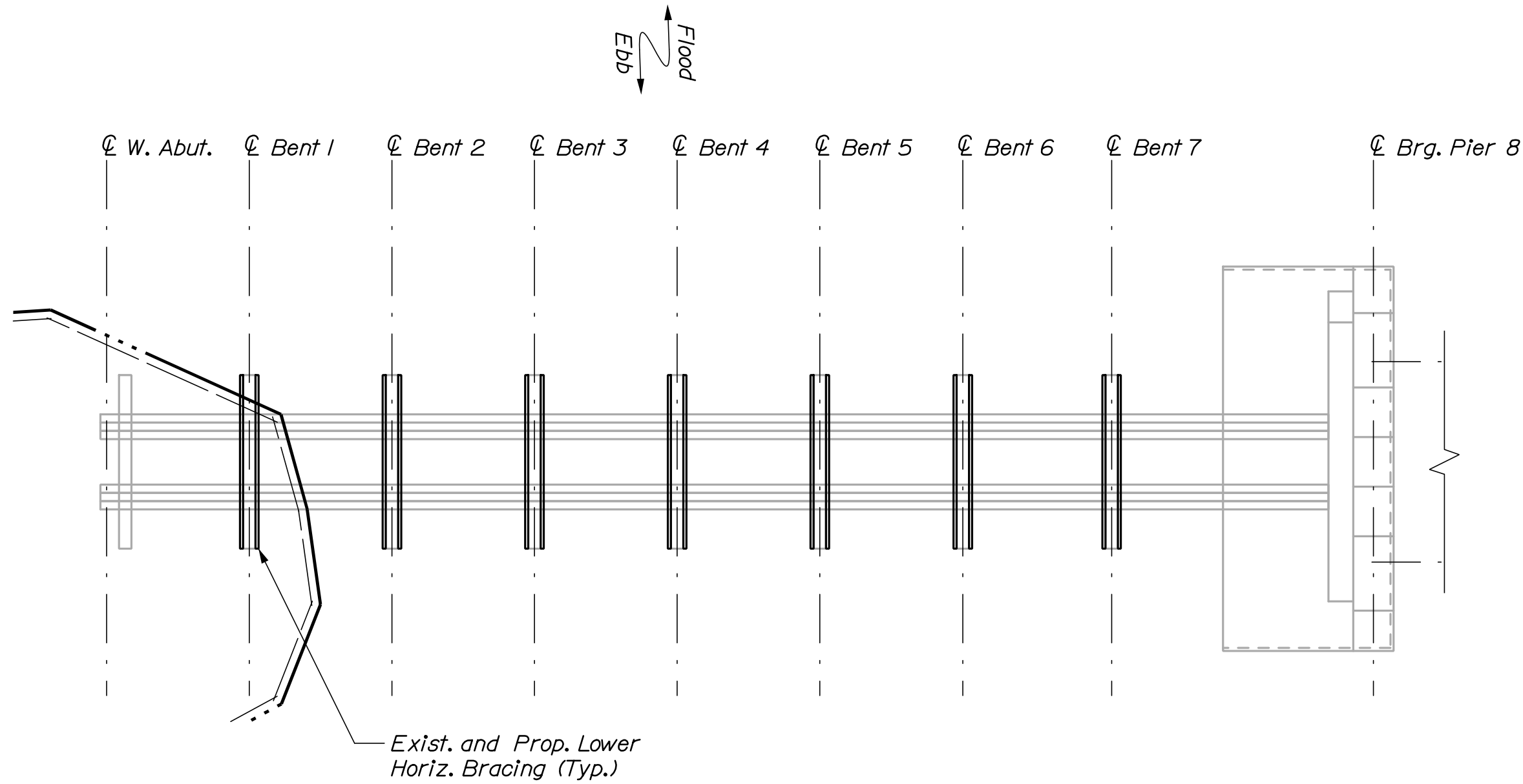
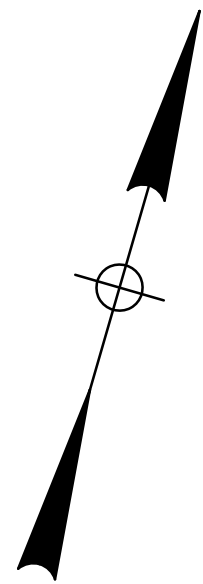
TYPICAL BENT ELEVATION - TIMBER SUPERSTRUCTURE
3/8" = 1'-0"



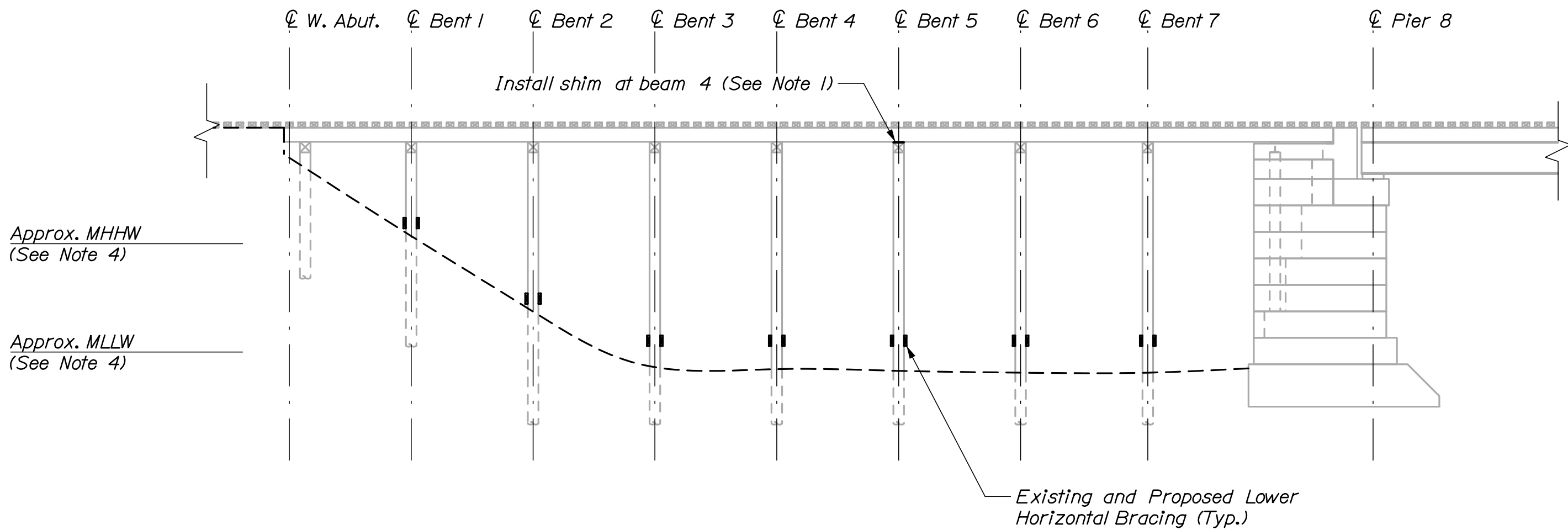
TYPICAL BENT ELEVATION - STEEL SUPERSTRUCTURE
3/8" = 1'-0"

- NOTES:**
1. Replace cross and horizontal bracing in-kind at bents: 5, 10, 21, and 29.
 2. Re-bolt through existing holes in pile and pile cap where possible. Drill new holes in pile and/or pile cap when new brace must be re-aligned. Holes drilled into new pressure treated timber and existing timber must be treated with two coats of an approved preservative. Upon installation of the bolt assembly, add a second nut on each end of the bolt and hand-tighten.
 3. Timber bracings which exist below MLLW, shall not be replaced.
 4. Any existing abandoned holes shall be filled.
 5. The Engineer shall be notified of all locations of shimming for approval before proceeding.
 6. Water elevation shown is approximated from September 2, 2020 field investigation.

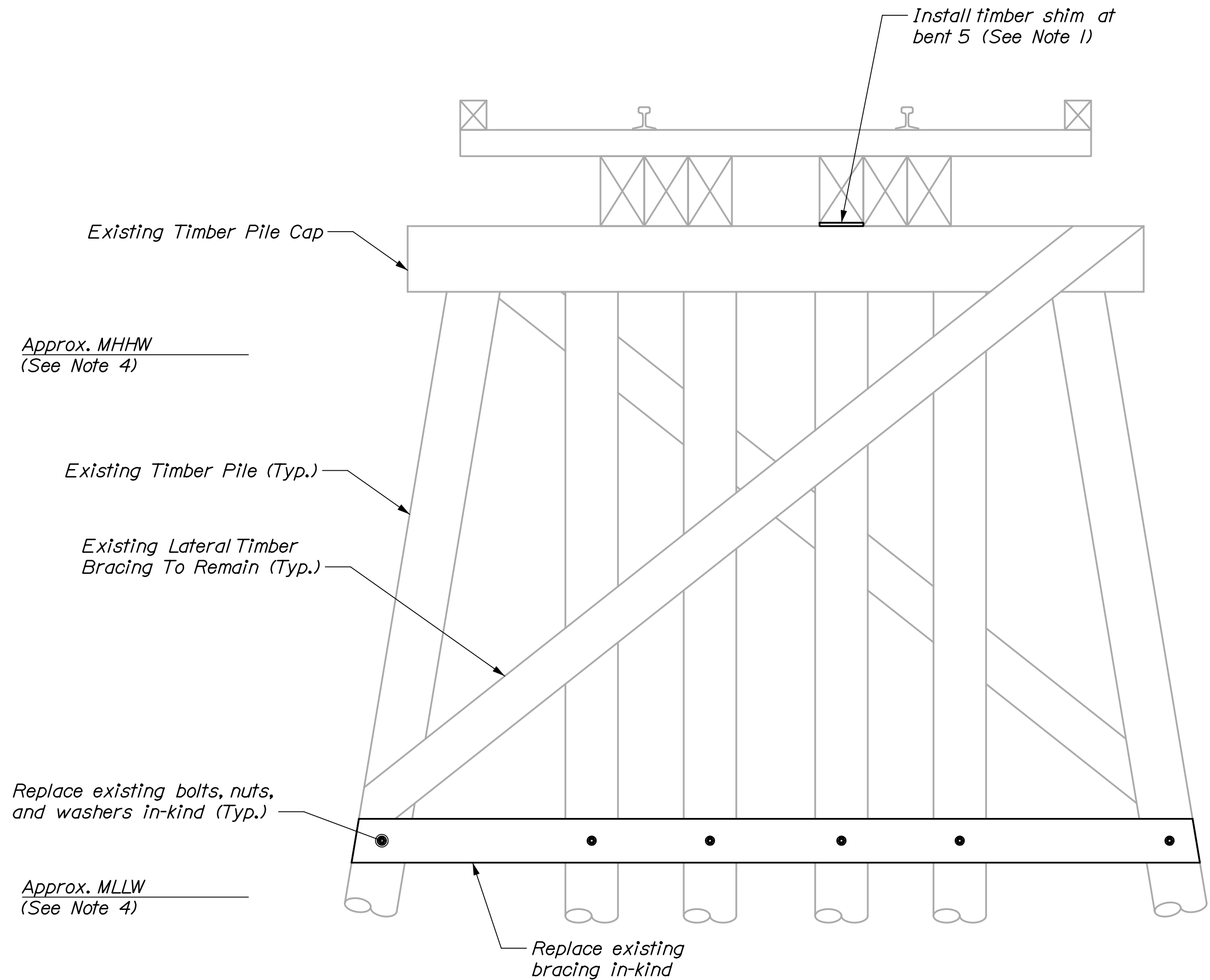
STATE OF MAINE DEPARTMENT OF TRANSPORTATION				ROCKLAND BRANCH RAILROAD BRIDGE REPAIRS			
WIN 024603.00				LONG BRIDGE TIMBER BRACING REPLACEMENT			
BRIDGE PLANS				SHEET NUMBER			
SIGNATURE				S03			
P.E. NUMBER				OF 9			
DATE				HNTB			
DATE							
BY							
P. Bishop C. Martin							
PROJ. MANAGER							
Note							
DESIGN-DETAILED							
CHECKED-REVIEWED							
DESIGN-DETAILED							
DESIGN-DETAILED							
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4							
FIELD CHANGES							



PLAN
(Track not shown for clarity)
1" = 10'-0"



ELEVATION
1" = 10'-0"



TYPICAL BENT ELEVATION (LOOKING EAST)
1/2" = 1'-0"

NOTES:

1. Refer to Timber Note 8 on Sheet 2 of the General Notes.
2. Re-bolt through existing holes in pile and pile cap where possible. Drill new holes in pile and/or pile cap when new brace must be re-aligned. Holes drilled into new pressure treated timber and existing timber must be treated with two coats of an approved preservative. Upon installation of the bolt assembly, add a second nut on each end of the bolt and hand-tighten.
3. Any existing abandoned holes shall be filled.
4. Water elevation shown is approximated from September 1, 2020 field investigation.

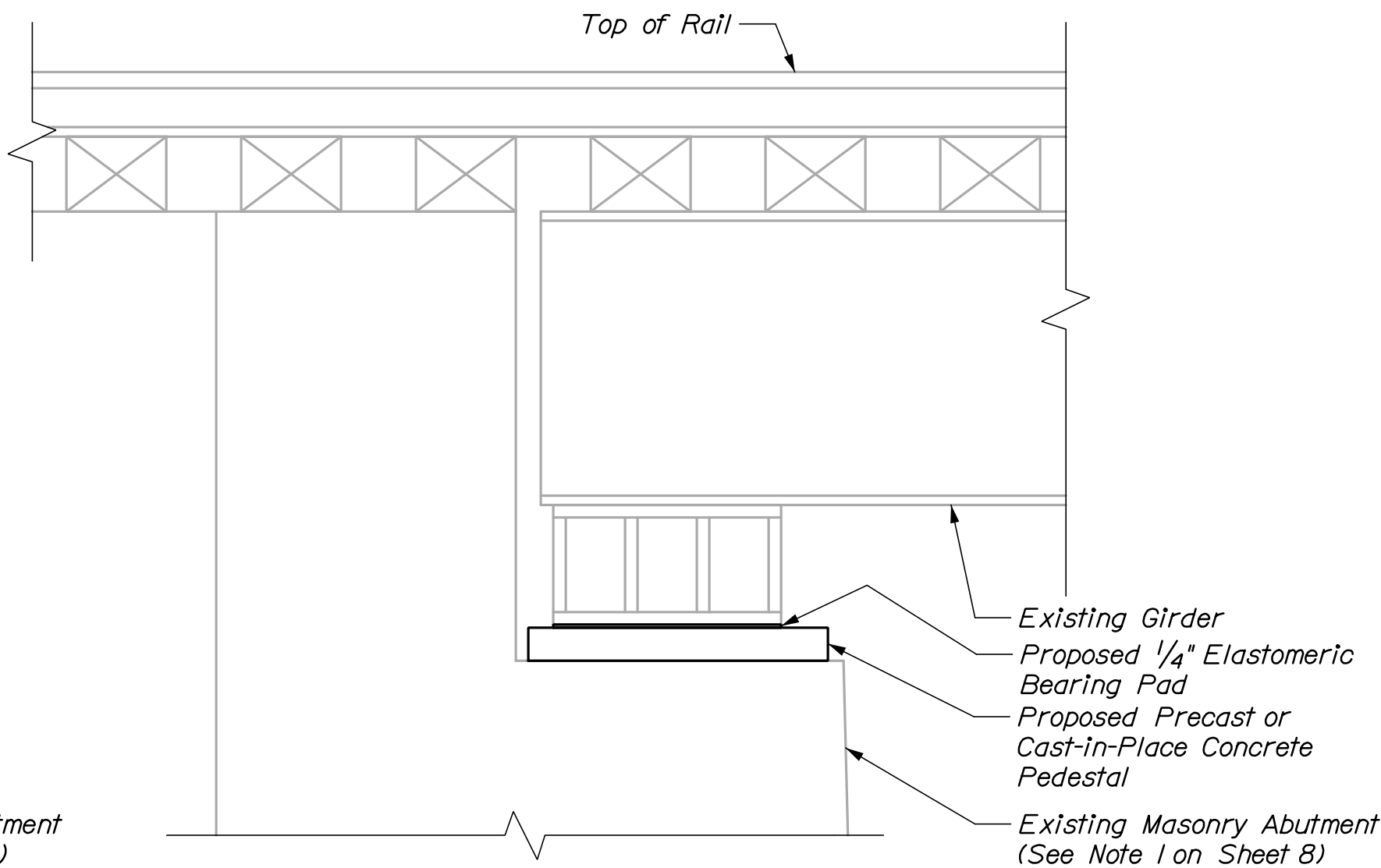
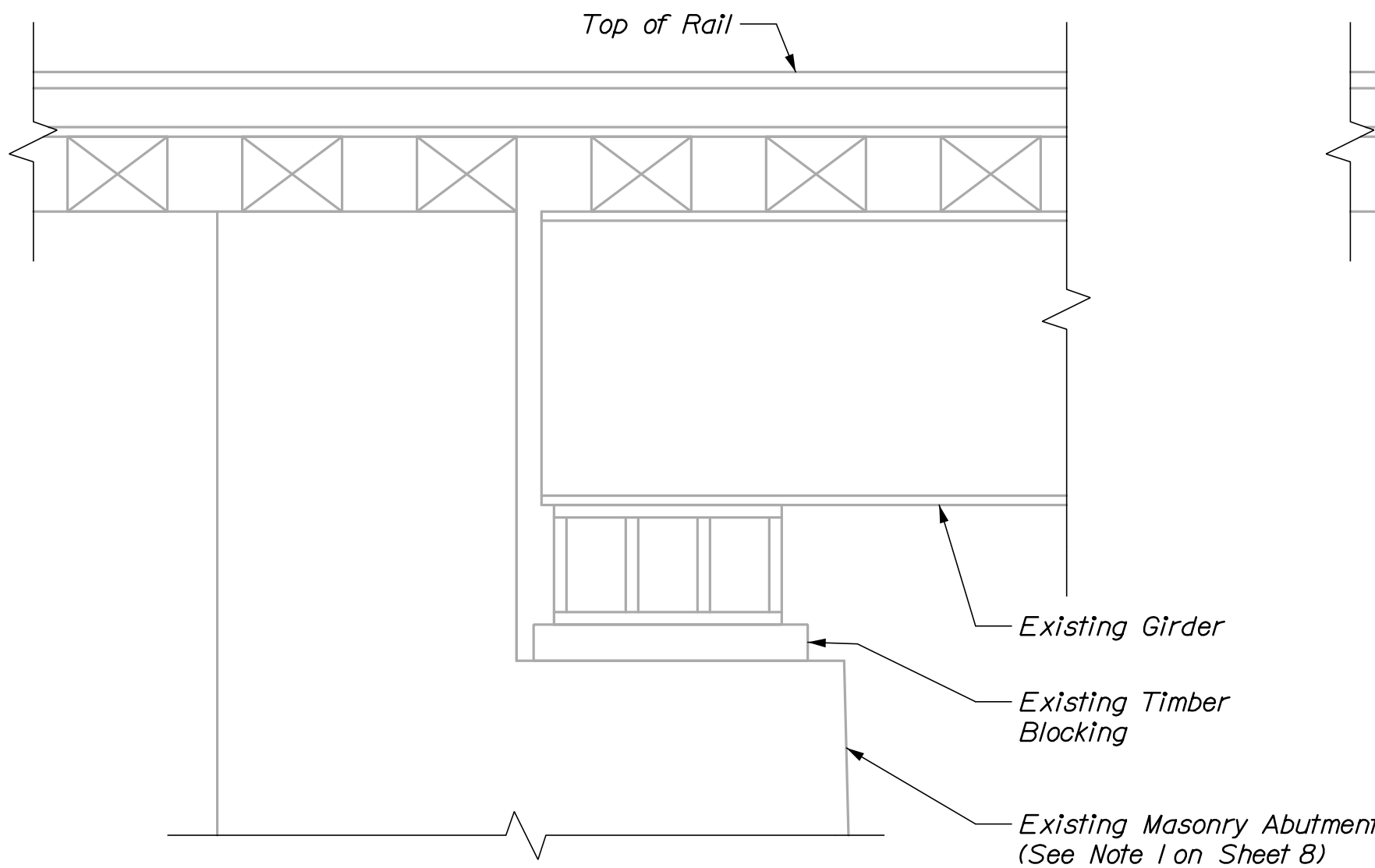
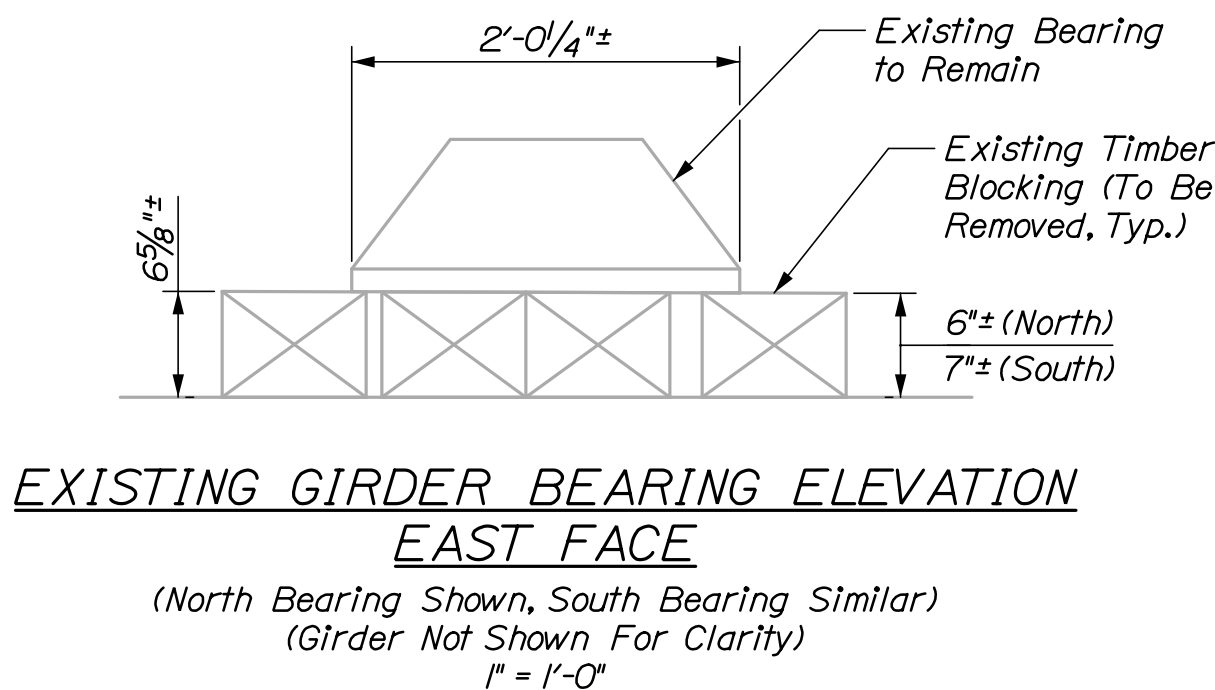
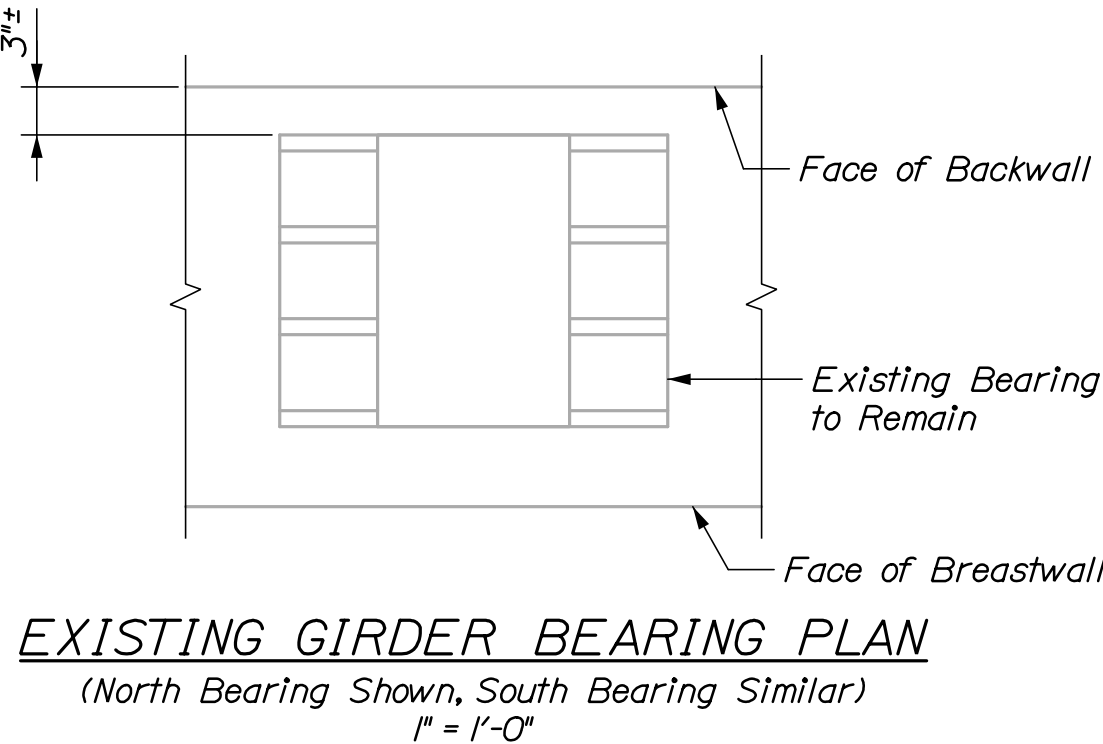
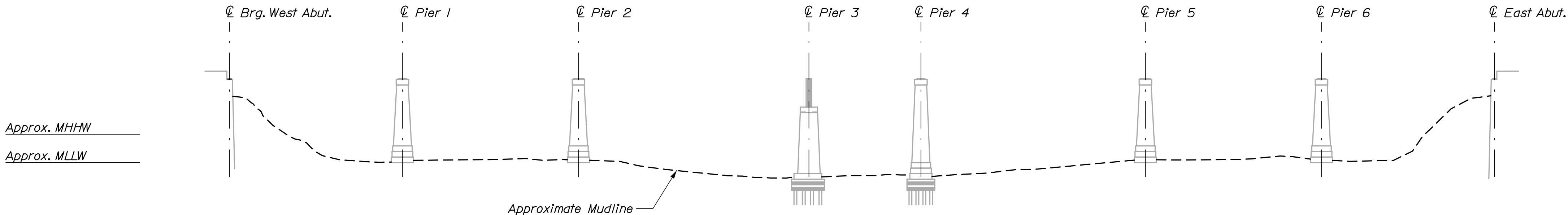
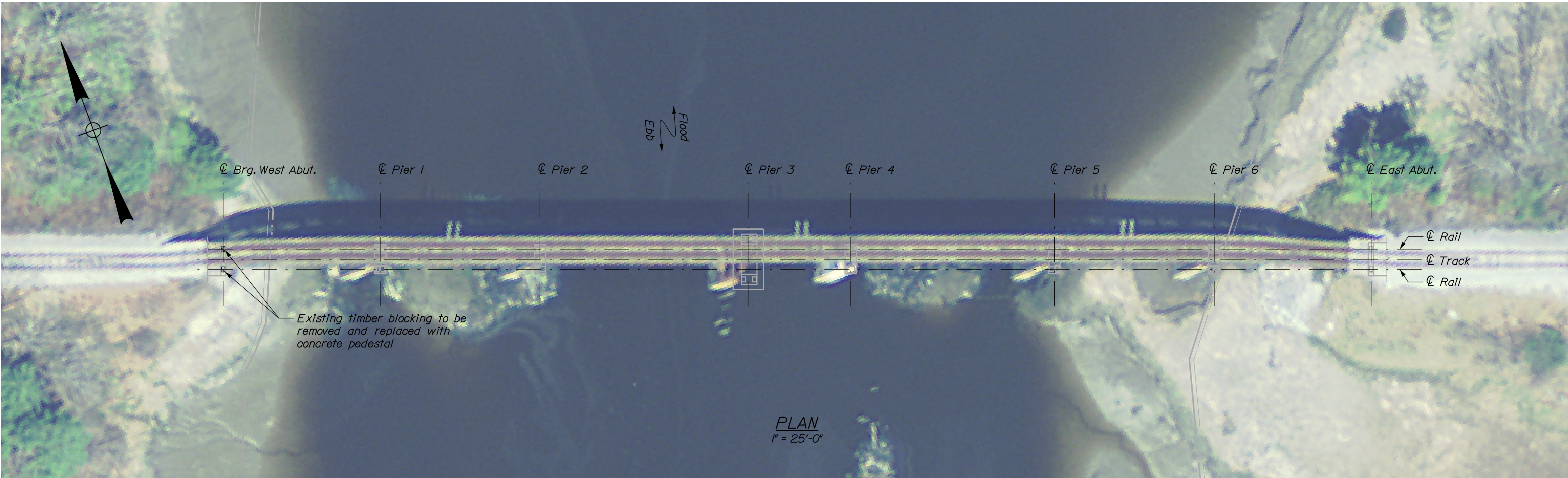
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		SIGNATURE		P.E. NUMBER		DATE	
ROCKLAND BRANCH RAILROAD BRIDGE REPAIRS		DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED	
SHEEPSHOT RIVER BRIDGE TIMBER BRACING REPLACEMENT		CHECKED-REVIEWED		CHECKED-REVIEWED		CHECKED-REVIEWED	
SHEET NUMBER		BY		BY		BY	
S04		P. Bishop		P. Bishop		P. Bishop	
OF 9		C. Martin		C. Martin		C. Martin	
		DATE		DATE		DATE	
		03/21		03/21		03/21	
		PROJECT MANAGER		PROJECT MANAGER		PROJECT MANAGER	
		Note		Note		Note	
		Y. Papp		Y. Papp		Y. Papp	
		J. Yalowitz		J. Yalowitz		J. Yalowitz	
		REVISIONS 1		REVISIONS 1		REVISIONS 1	
		REVISIONS 2		REVISIONS 2		REVISIONS 2	
		REVISIONS 3		REVISIONS 3		REVISIONS 3	
		REVISIONS 4		REVISIONS 4		REVISIONS 4	
		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES	
		WIN		024603.00		BRIDGE PLANS	

Date:6/23/2021

Username:

Division:

Filename: S05_7654.dgn



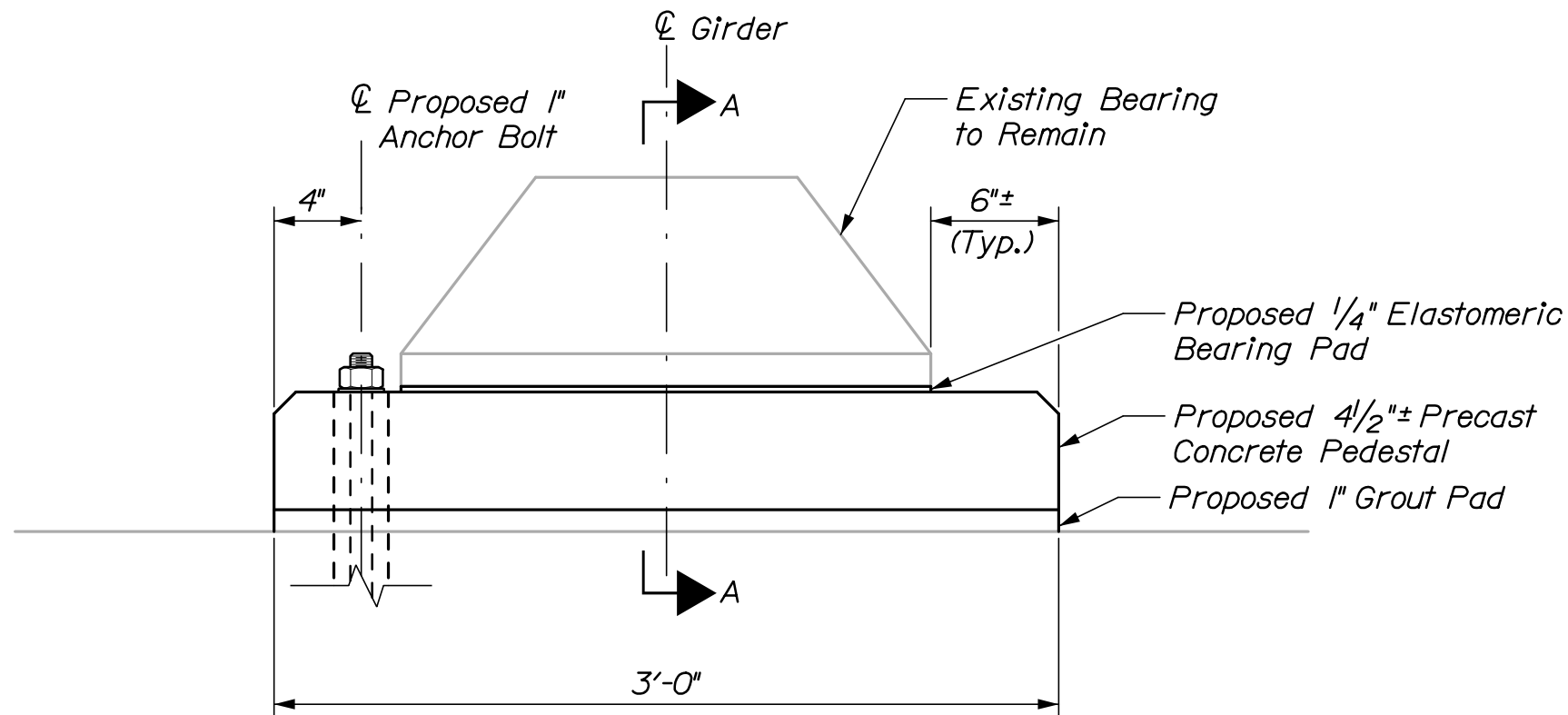
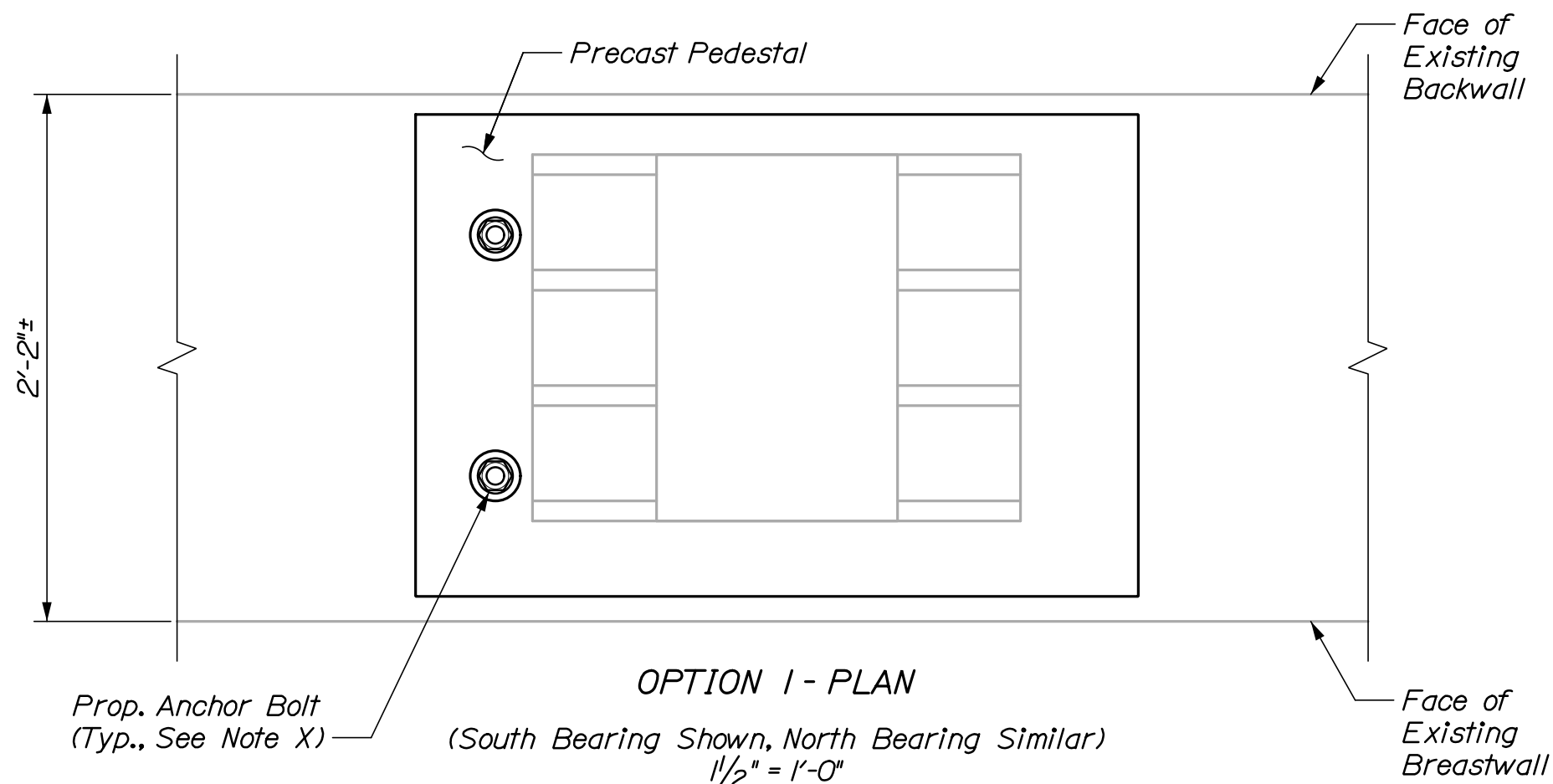
SHEET NUMBER				ROCKLAND BRANCH RAILROAD BRIDGE REPAIRS				PROJ. MANAGER Note Benoit, P.E. Y. Peng P. Bishop J. Vallieres C. Morin				DATE 03/21 03/21		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
S05				MARSH RIVER BRIDGE BEARING PEDESTAL REPLACEMENT				DESIGN2-Detailed				SIGNATURE			
OF 9								DESIGN2-Detailed2							
								DESIGN3-Detailed3							
								REVISIONS 1				P.E. NUMBER			
								REVISIONS 2							
								REVISIONS 3							
								REVISIONS 4				DATE			
				FIELD CHANGES								WIN 024603.00 BRIDGE PLANS			

Date:6/23/2021

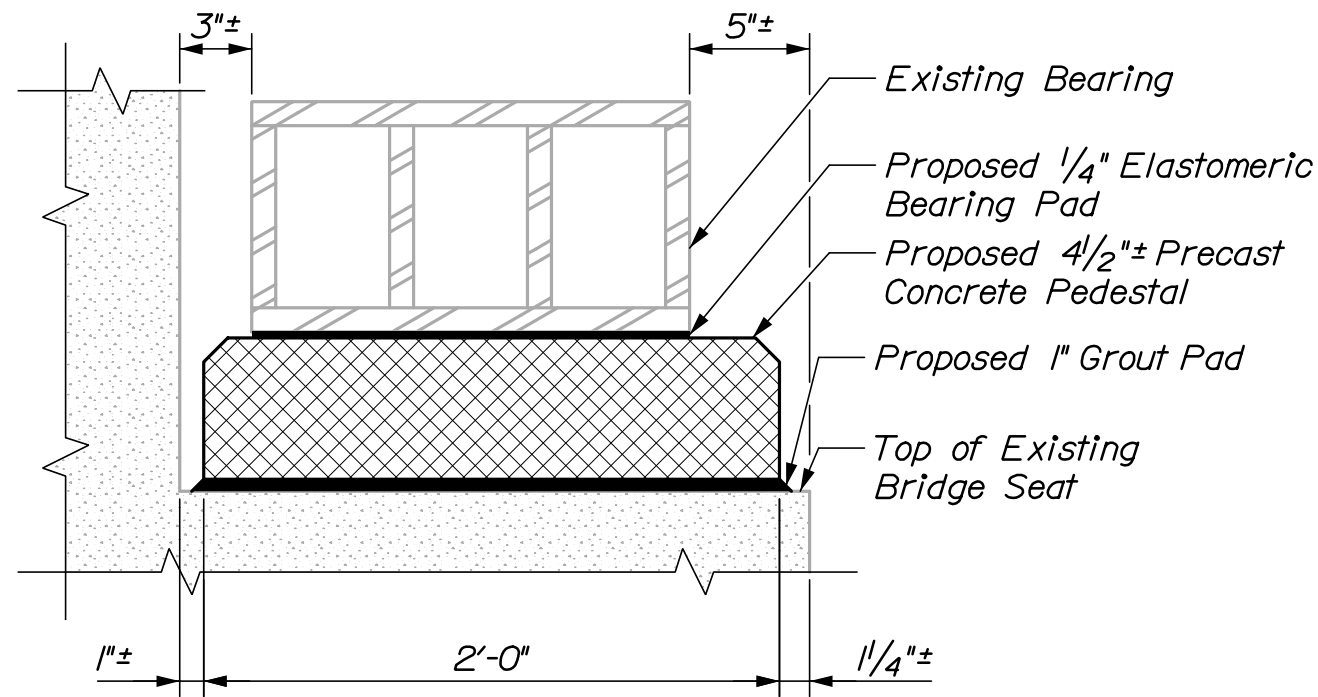
Username:

Division:

Filename: S06_7654 - 2.dgn

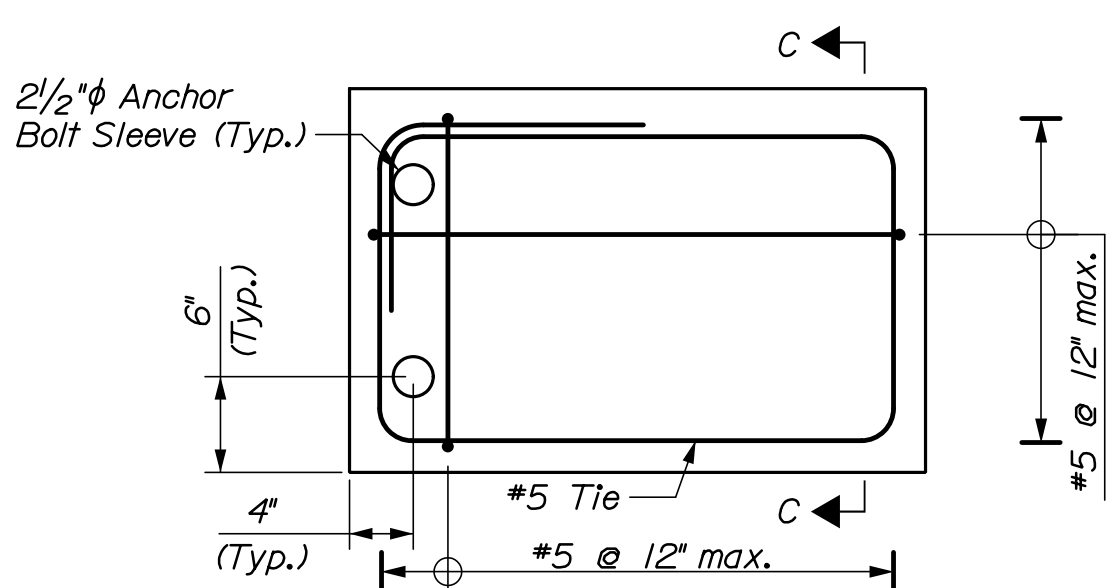


OPTION 1 - EAST ELEVATION
(South Bearing Shown, North Bearing Similar)
(Girder Not Shown For Clarity)
1 1/2" = 1'-0"

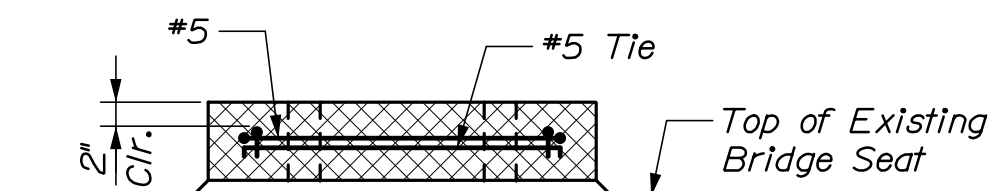


OPTION 1 - SECTION A-A
(South Bearing Shown, North Bearing Similar)
(Girder Not Shown For Clarity)
1 1/2" = 1'-0"

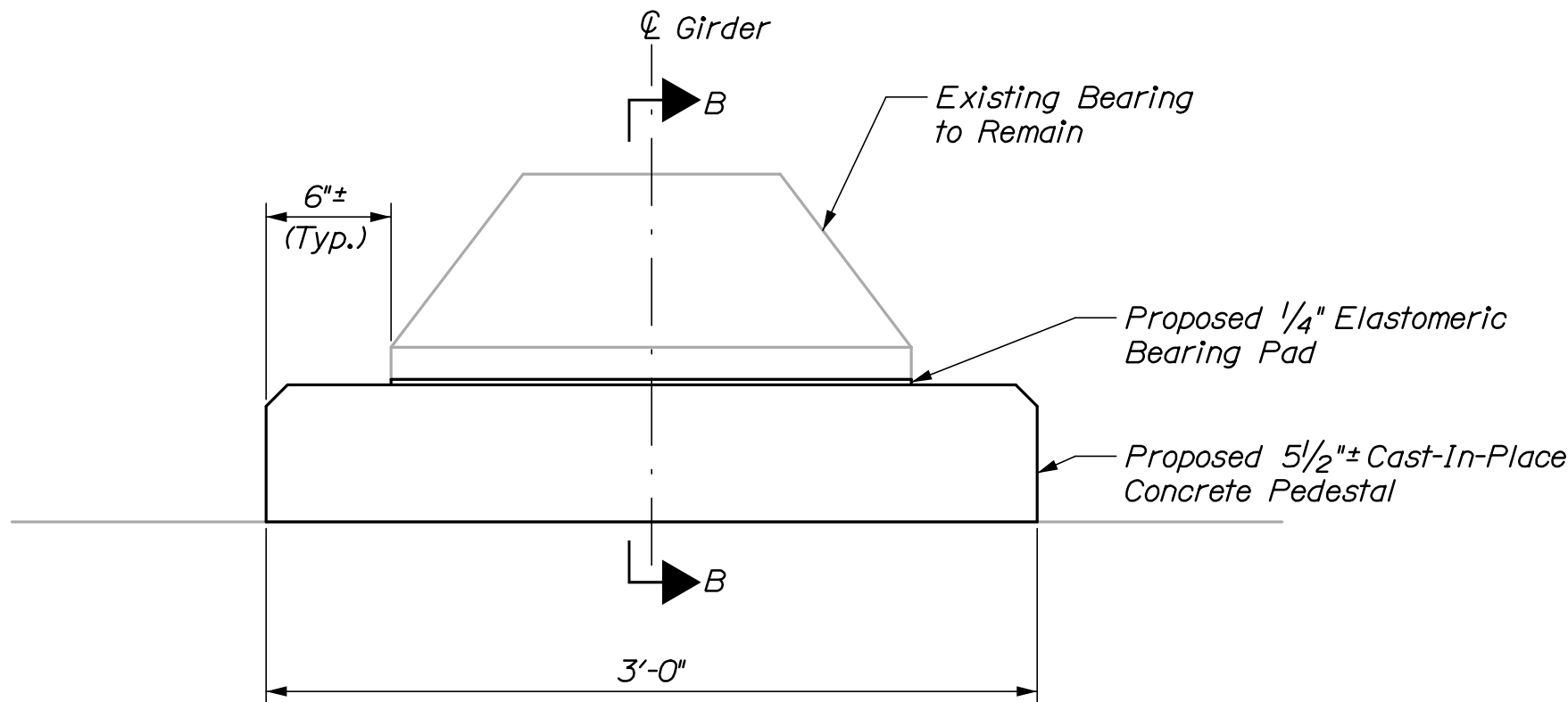
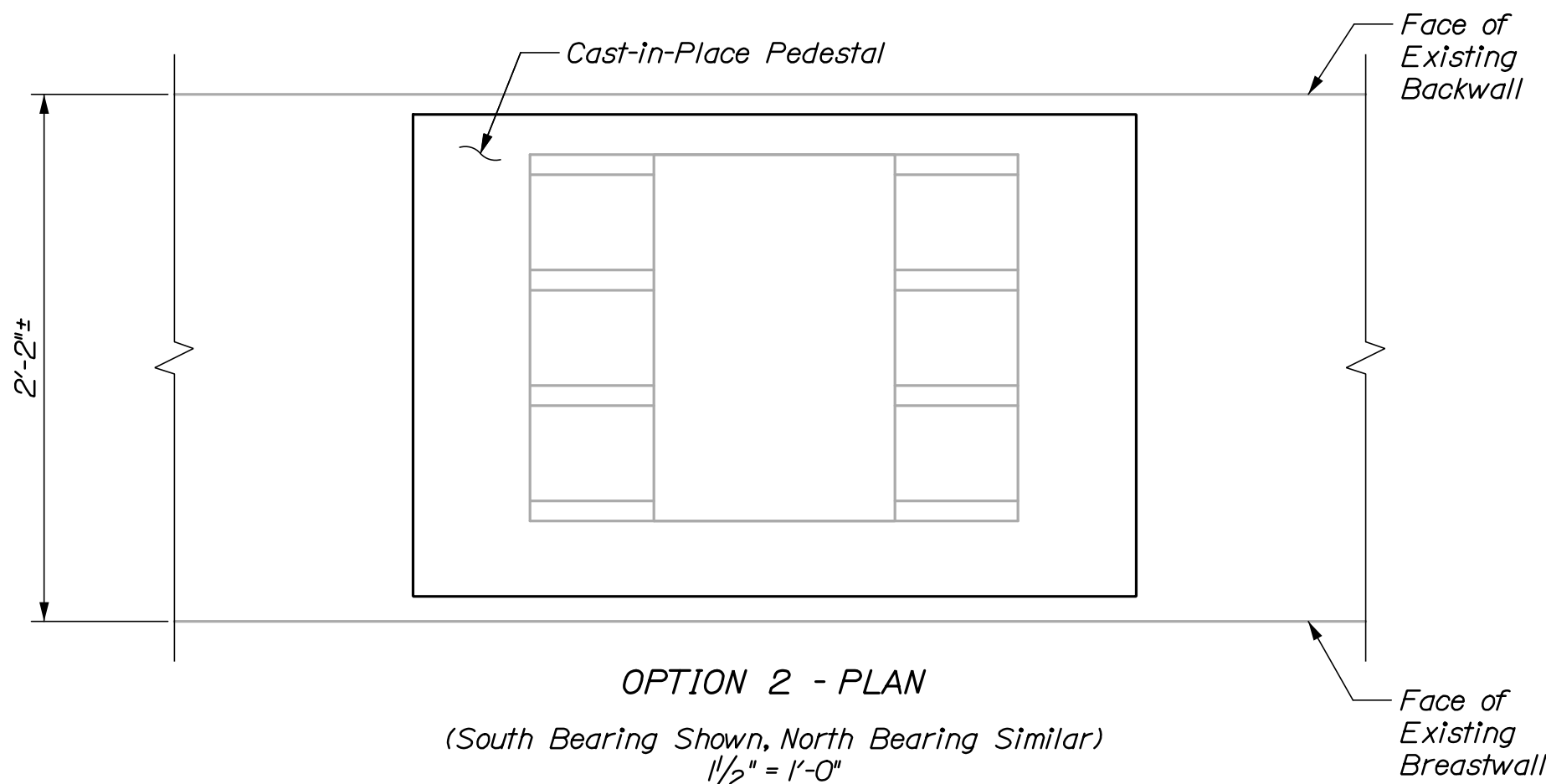
PROPOSED OPTION 1 - PRECAST CONCRETE PEDESTAL



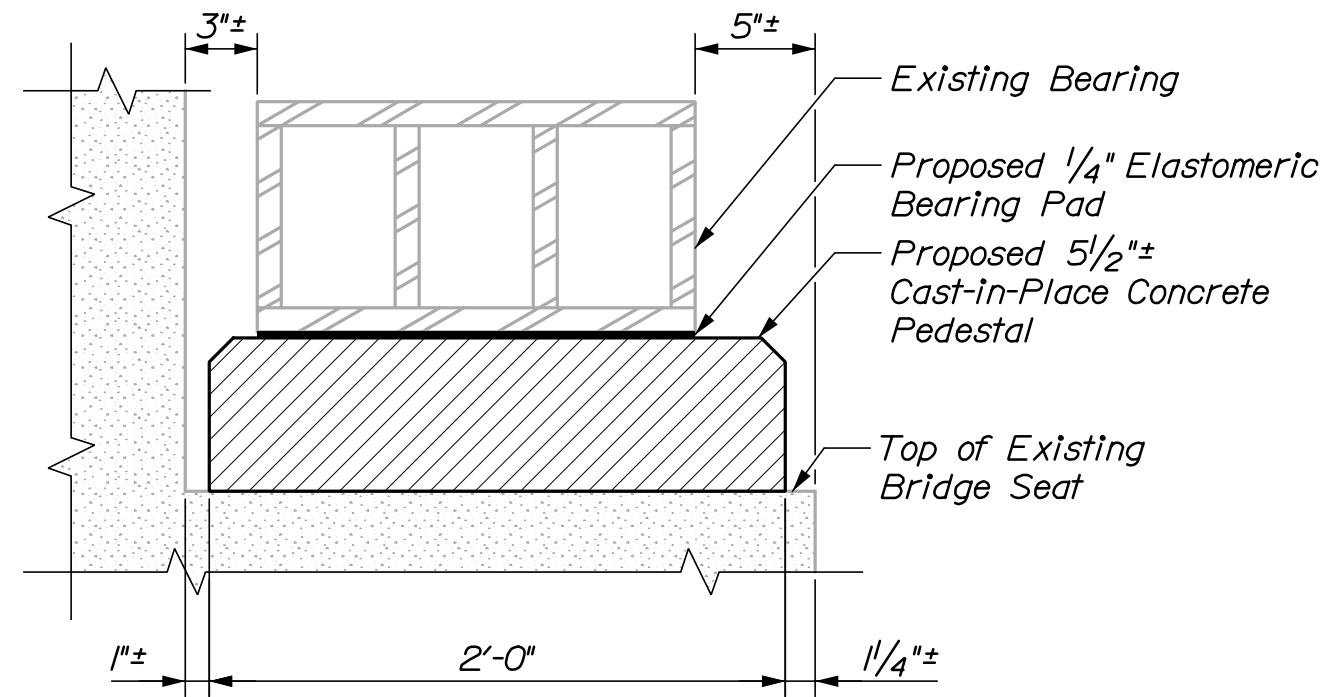
TYPICAL CONCRETE PEDESTAL
REINFORCING PLAN - OPTION 1
1' = 1'-0"



SECTION C-C
1' = 1'-0"

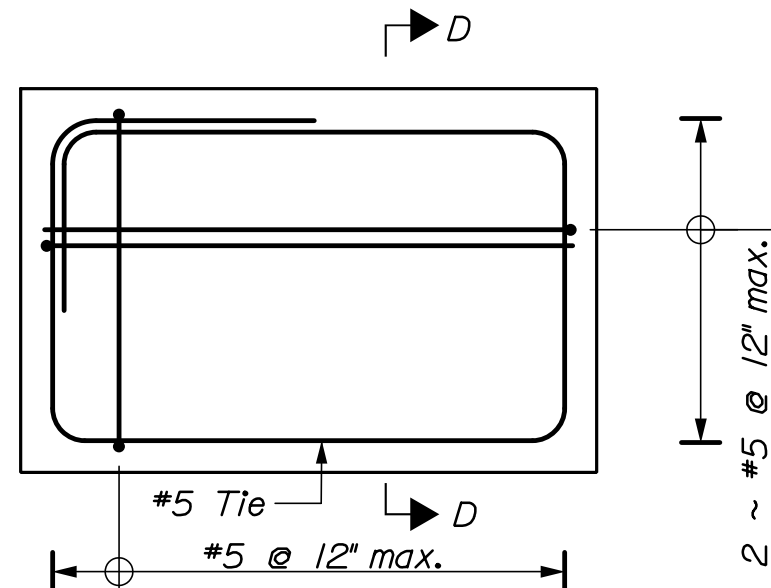


OPTION 2 - EAST ELEVATION
(South Bearing Shown, North Bearing Similar)
(Girder Not Shown For Clarity)
1 1/2" = 1'-0"

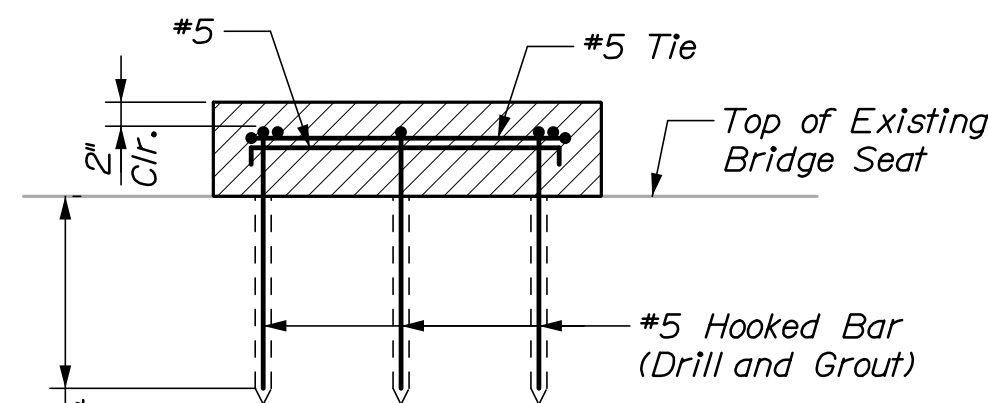


OPTION 2 - SECTION B-B
(South Bearing Shown, North Bearing Similar)
(Girder Not Shown For Clarity)
1 1/2" = 1'-0"

PROPOSED OPTION 2 - CAST-IN-PLACE CONCRETE PEDESTAL



TYPICAL CONCRETE PEDESTAL
REINFORCING PLAN - OPTION 2
1' = 1'-0"



SECTION D-D
1' = 1'-0"

NOTES:

- Existing abutment exhibits signs of rotation and shall be monitored during construction/jacking operations. Any movement recorded shall be brought to the attention of the Engineer for further instruction to proceed.
- Reinforced precast pedestal shall have wet-cast concrete block with minimum compressive strength of 5000 psi.
- Cast-in-place concrete shall be class "A" with a minimum compressive strength of 4000 psi.

BEARING NOTES:

- Elastomeric bearing pad shall be 100% polychloroprene (neoprene) with a minimum durometer hardness of 50 and a minimum shear modulus of 110 psi.
- Bearing pad shall be covered during shipping and at any time prior to installation that the bearings may be exposed to sunlight.
- The bearings may be placed when the ambient air temperature is within the range of 30°F and 90°F. If the ambient temperature is outside this range, the bearings shall be reset as directed by the Resident.
- Refer to Note 8 of the General Notes.

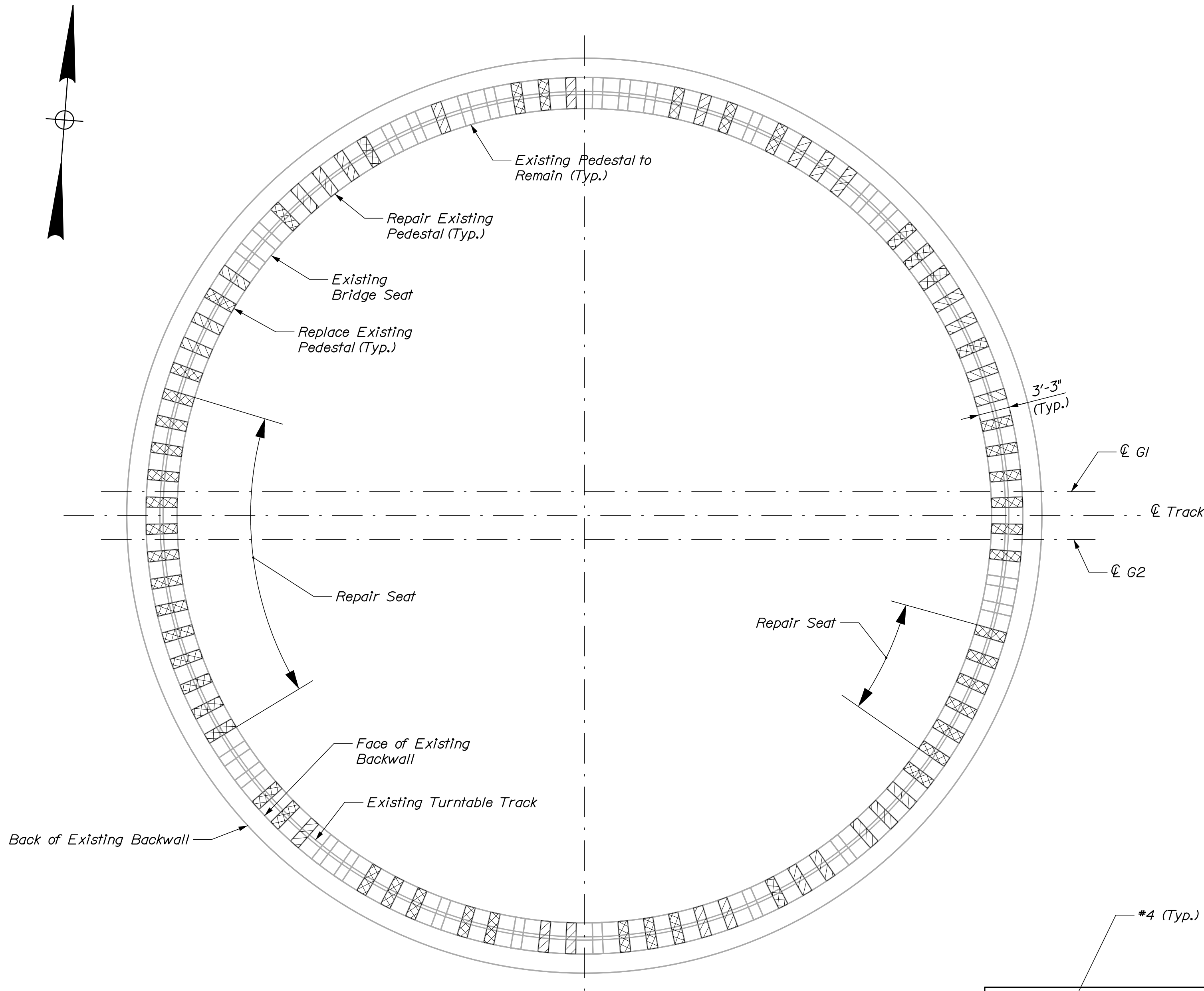
STATE OF MAINE		
DEPARTMENT OF TRANSPORTATION		
WIN	024603.00	BRIDGE PLANS

DATE	03/21	SIGNATURE		P.E. NUMBER		DATE	
BY	P. Bishop						
PROJ. MANAGER	Noted	P. Bishop					
DESIGN-DETAILED	Y. Perro						
CHECKED-REVIEWED	J. Yodanis						
DESIGN-DETAILED							
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4							
FIELD CHANGES							

ROCKLAND BRANCH RAILROAD BRIDGE REPAIRS	MARSH RIVER BRIDGE BEARING PEDESTAL REPLACEMENT
--	--

SHEET NUMBER	S06
OF 9	

HNTB

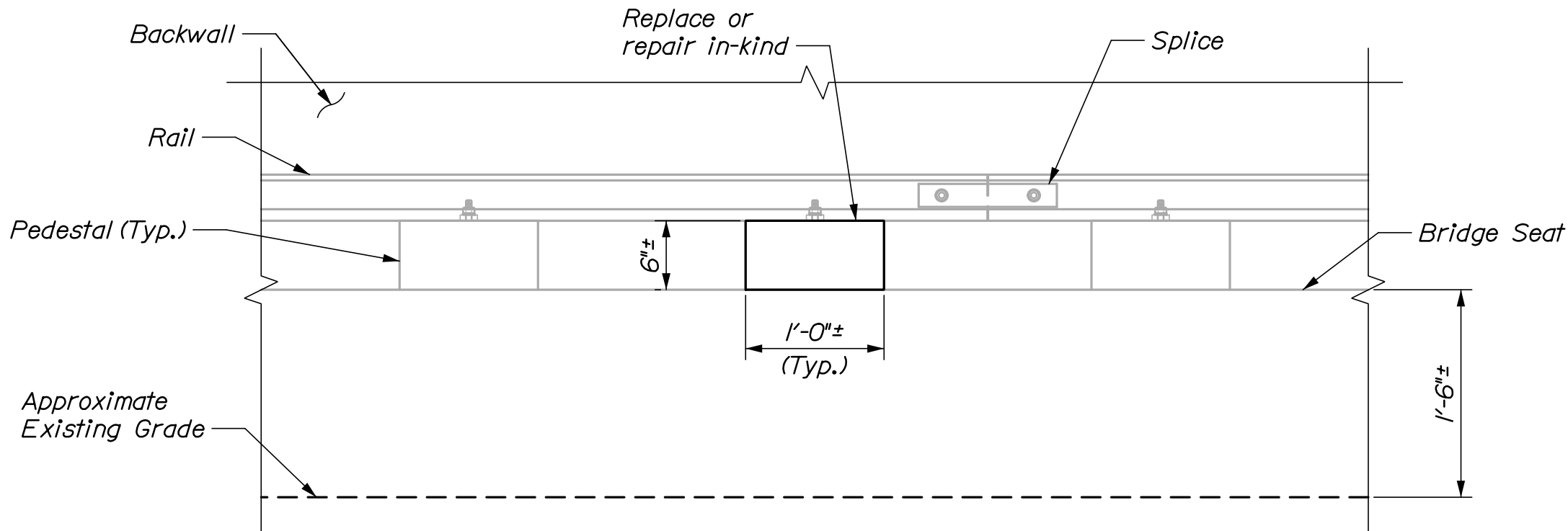


TURNTABLE PLAN
 1/8" = 1'-0"

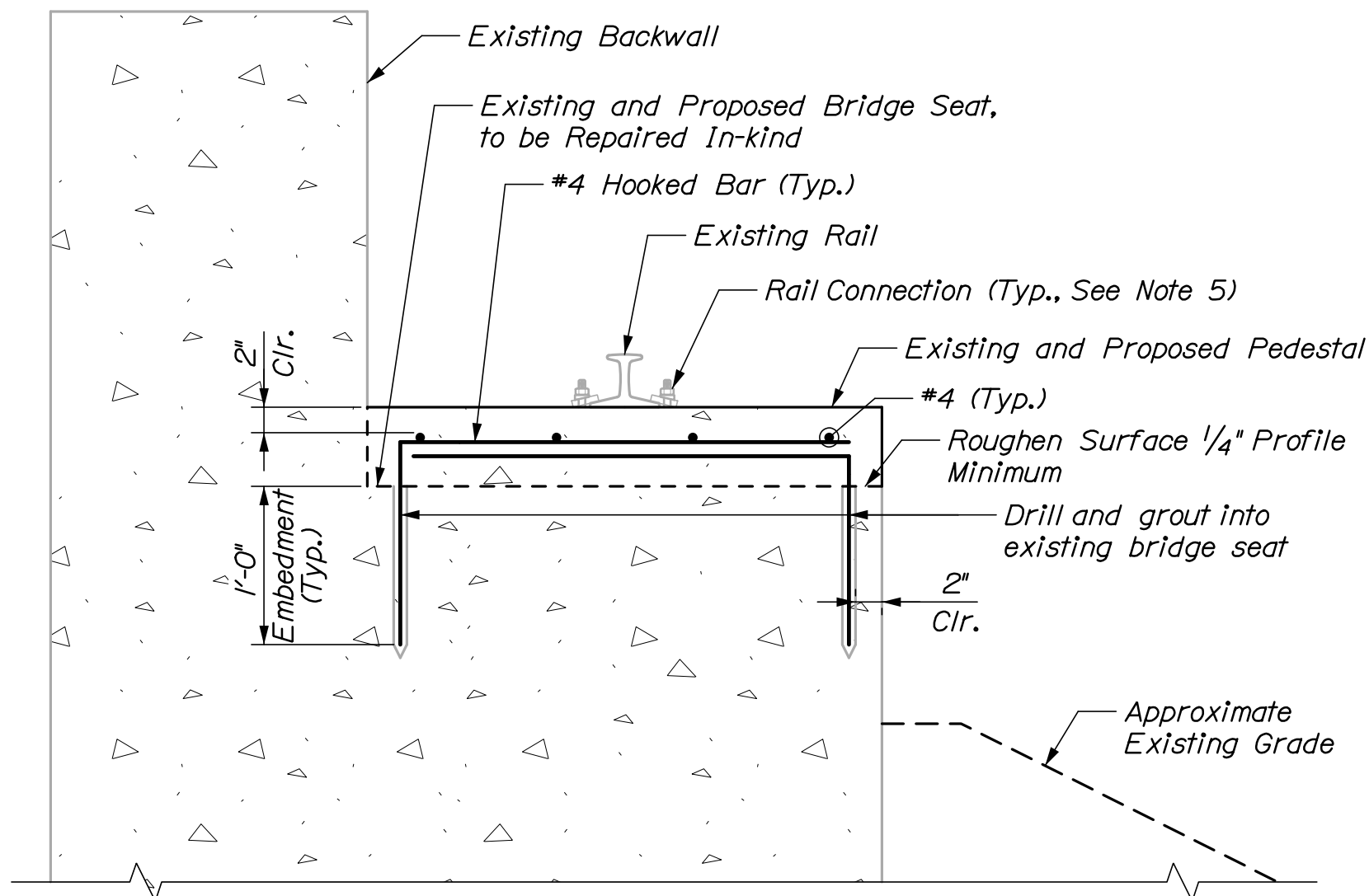
- Replace Pedestal (52 Total)
- Repair Pedestal (26 Total)

NOTES:

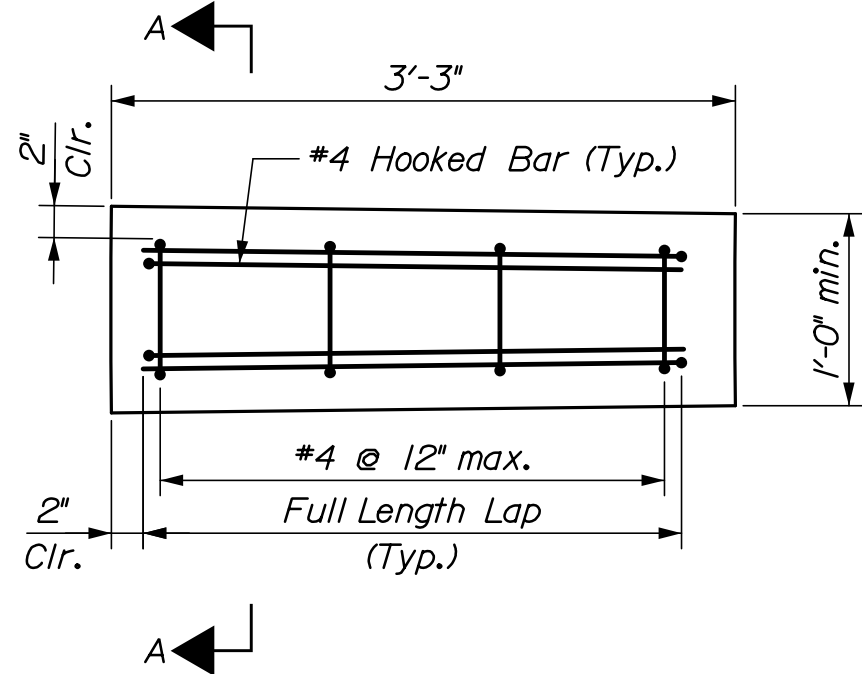
- Centerline of turntable, centerline of girder, and location of track shown are approximate.
- Contractor shall field verify the dimensions and locations of all pedestals.
- Prior to the start of the concrete repairs, the Resident and the Contractor shall sound the concrete and agree on repair limits. Should the repair area limits change during the demolition process, the Contractor shall notify the Resident. The Resident and the Contractor shall agree on the revised pay limits prior to the Contractor continuing the demolition.
- All reinforcing shall maintain 2" minimum clearance.
- Rail connection/splice hardware requiring replacement is to be replaced in-kind and is considered incidental to Item 502.219.
- Contractor shall coordinate with MaineDOT and Canadian Pacific if turntable is to be rotated to aid in construction.



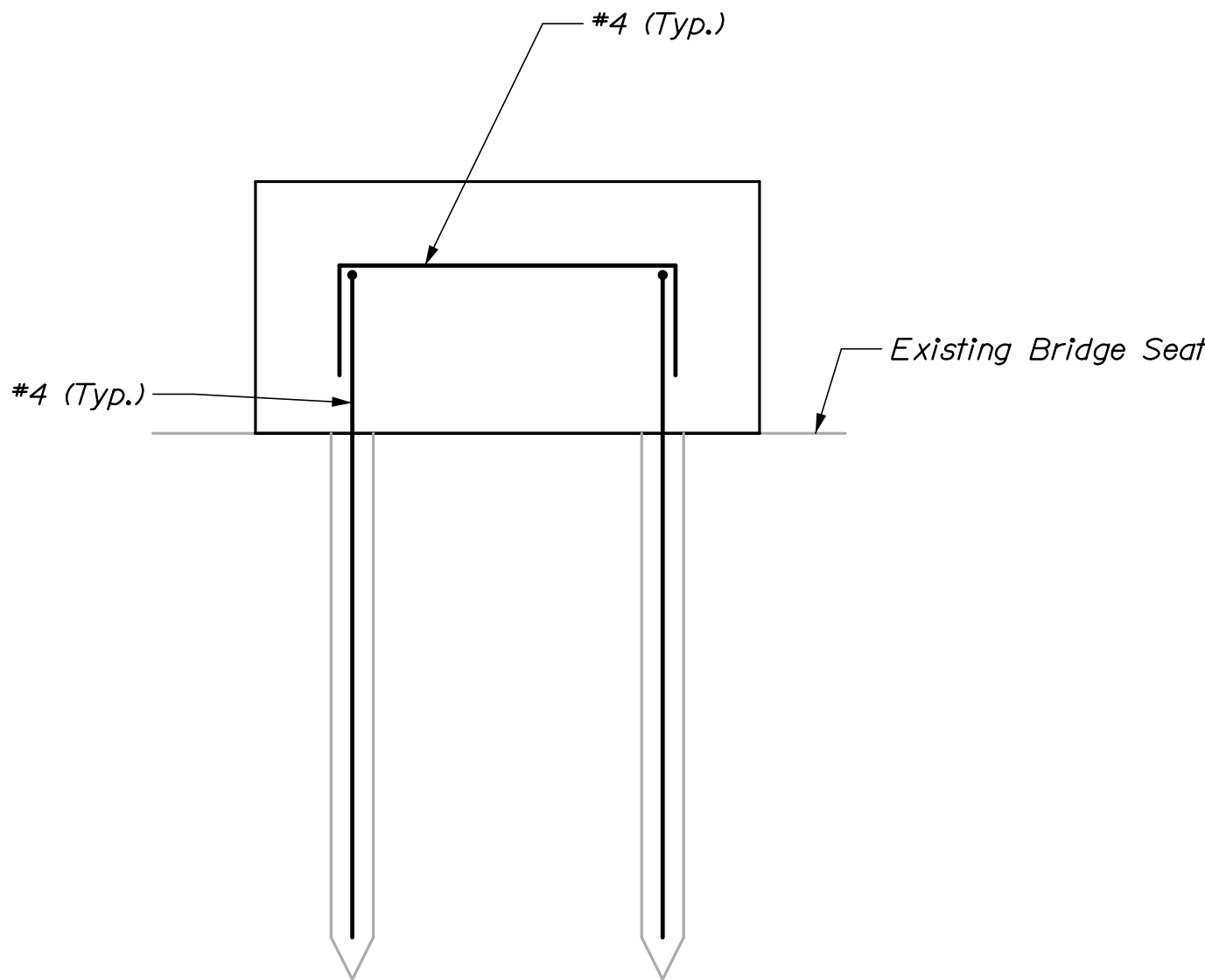
PEDESTAL ELEVATION
 1" = 1'-0"



TYPICAL ABUTMENT CROSS SECTION
 1" = 1'-0"



PEDESTAL REPLACEMENT PLAN
 (REINFORCING DETAILS)
 1" = 1'-0"



SECTION A-A
 3" = 1'-0"

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		SIGNATURE		P.E. NUMBER		DATE	
WIN		024603.00		BRIDGE PLANS			
PROJECT MANAGER		DESIGNED		CHECKED		DESIGNED	
NOTES		REVISIONS		REVISIONS		REVISIONS	
ROCKLAND BRANCH RAILROAD BRIDGE REPAIRS		ROCKLAND TURNTABLE PEDESTAL REPAIR		SHEET NUMBER			
		S07		OF 9			