

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



PITTSFIELD
SOMERSET COUNTY
INTERSTATE 95

I-95 SB /ROUTE 152 & MCRR BRIDGE #5986
FEDERAL AID PROJECT NO. 2360300 - PROJECT LENGTH 0.062 mi.
I-95 NB / NORTH MAIN STREET BRIDGE #5989
FEDERAL AID PROJECT NO. 2360700 - PROJECT LENGTH 0.056 mi.
I-95 SB / NORTH MAIN STREET BRIDGE #1445
FEDERAL AID PROJECT NO. 2360900 - PROJECT LENGTH 0.049 mi.
I-95 SB / SEBASTICOOK RIVER BRIDGE #1446
FEDERAL AID PROJECT NO. 2361300 - PROJECT LENGTH 0.063 mi.

LIST OF DRAWINGS

Title Sheet	1
Estimated Quantities	2-3
General Construction Notes	4
General Plans	5-7
Profiles (I-95)	8-11
Profile (N. Main St)	12
Traffic Control Plans	13-23
Profiles (Crossovers)	24-27
Staged Construction Plans	28-29
Typical Sections (Mainline & N. Main St)	30
Typical Sections (Crossovers)	31
Typical Sections (Staged Construction)	32
Crossover Superelevation Charts	33
Cross Sections (N. Main St)	34-39
Cross Sections (Crossover #1)	40-49
Cross Sections (Crossover #2)	50-57
Detour Plan	58
Sign Summary	59

Route 152/MCRR Bridge WIN 23603.00 (Bridge #5986)	
Abutment Modifications	60-61
Wingwall Modifications	62
Shear Connector Layout	63
Superstructure Plan	64-65
Transverse Section	66
Reinforcing Plan	67-68
Superstructure Details	69
Expansion Joint Details	70
Reinforcing Steel Schedule	71

Sebasticook River Bridge WIN 23613.00 (Bridge #1446)	
Abutment Modifications	72-73
Wingwall Modifications	74
Shear Connector Layout	75
Superstructure Plan	76
Transverse Section	77
Reinforcing Plan	78
Superstructure Details	79
Reinforcing Steel Schedule	80

I95 NB/North Main Street Bridge WIN 23607.00 (Bridge #5989)	
Abutment Modifications	81-82
Wingwall Modifications	83
Bearing Details	84
Framing Plan	85
Structural Steel Details	86
Superstructure Plan	87
Transverse Section	88
Reinforcing Plan	89
Superstructure Details	90
Reinforcing Steel Schedule	91

I95 SB/North Main Street Bridge WIN 23609.00 (Bridge #1445)	
Abutment Modifications	92-93
Wingwall Modifications	94
Pier Modifications	95
Steel Bearing Details	96
Shear Connector Layout	97
Superstructure Plan	98
Transverse Section	99
Reinforcing Plan	100
Superstructure Details	101
Reinforcing Steel Schedule	102

Bridge Drain Details	103
Snow Fence Details	104

PROJECT LOCATION	I-95 SB over Route 152 & MCRR (#5986) - Lat./Long. 44°48'01" N 69°23'37" W I-95 NB over North Main Street (#5989) - Lat./Long. 44°48'15" N 69°22'39" W I-95 SB over North Main Street (#1445) - Lat./Long. 44°48'18" N 69°22'39" W I-95 SB over Sebasticook River (#1446) - Lat./Long. 44°48'07" N 69°23'27" W
PROGRAM AREA	Bridge
OUTLINE OF WORK	Bridge Deck Replacements, Bridge Superstructure Replacement, Roadway Reconstruction on North Main Street (Madawaska Road)

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Ninth Edition, 2020.

DESIGN LOADING

WIN 23603.00, WIN 23609.00 & WIN 23613.00
Live Load HL - 93

WIN 23607.00
Live Load HL - 93 Modified

TRAFFIC DATA

	I-95 Northbound	I-95 Southbound
Current (2019) AADT	7790	9240
Future (2039) AADT	8570	10160
DHV - % of AADT	11%	9%
Design Hour Volume	943	914
Heavy Trucks (% of AADT)	19%	20%
Heavy Trucks (% of DHV)	14%	14%
Directional Distribution (% of DHV)	100%	100%
18 kip Equivalent P 2.0	2035	1757
18 kip Equivalent P 2.5	1938	1674
Design Speed (mph)	70 MPH	70 MPH

MATERIALS

Concrete:
Curbs Class "LP"
All Other Class "A"

Reinforcing Steel:
Low-Carbon Chromium (ChromX 9100) ASTM A1035-CS, Grade 100
Plain ASTM A 615/A 615M, Grade 60
Glass Fiber Reinforced Polymer (GFRP) ASTM D7957

Structural Steel:
All Material (except as noted) ASTM A 709, Grade 50, Metallized
High Strength Bolts ASTM F 3125, Grade A 325, Type 1 H.D.G.

BASIC DESIGN STRESSES

Concrete f 'c = 4000 psi

Reinforcing Steel (Plain) f y = 60,000 psi
Reinforcing Steel (Low-Carbon Chromium) f y = 100,000 psi

Structural Steel:
ASTM A 709, Grade 50, Metallized F y = 50,000 psi
ASTM F 3125, Grade A 325, Type 1 H.D.G. F μ = 120,000 psi

GFRP Reinforcing:
#5 F μ = 93,870 psi
#6 F μ = 92,950 psi
#7 F μ = 90,170 psi

Minimum Elastic Modulus Ef =6,500,000 psi
Minimum Nominal Design Tensile Strain EFμ = 1.1%

UTILITIES

Xfinity Cable
Time Warner/Spectrum Cable
Central Maine Power Company
Town of Pittsfield Water and Sewer

MAINTENANCE OF TRAFFIC

BR 5986 & 1446 - Single phase construction maintaining one lane of interstate through traffic in both northbound and southbound directions with the use of median crossovers.

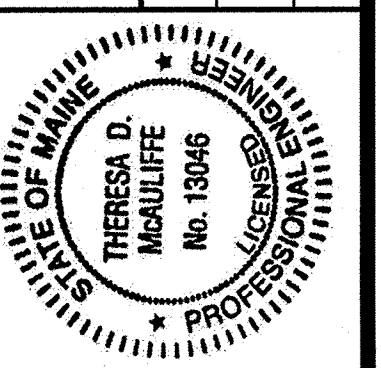
BR 5989 & 1445 - Two phase construction maintaining one lane of interstate traffic on bridge.

North Main Street - Construction under traffic utilizing flagger control.

WIN 023603.00, 023607.00, 023609.00, 023613.00

PROJECT NO. 2360300, 2360700, 2360900, 2361300

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE 7-27-22
COMMISSIONER: <i>[Signature]</i>		CHIEF ENGINEER: <i>[Signature]</i>



[Signature]
SIGNATURE
13046
P.E. NUMBER
7-22-22
DATE

PROJECT INFORMATION	Bridge Program	DEVIAN EATON	THERESA D. McLAUGHLIN, INC.		
PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR

PITTSFIELD SEBASTICOOK RIVER ROUTE 152, & N. MAIN ST.	TITLE SHEET
---	-------------

SHEET NUMBER 1 OF 104

2	SHEET NUMBER	I-95 / ROUTE 152, NORTH MAIN STREET, & SEBASTICOOK RIVER PITTSFIELD SOMERSET COUNTY				PROJ. MANAGER	D. EATON	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NO. 2360300 / 2360700 2360900 / 2361300 WIN 23603.00 / 23607.00 / 23609.00 / 23613.00 BRIDGE NO. 5986, 5989, 1445 & 1446 BRIDGE PLANS	
		ESTIMATED QUANTITIES				DESIGNED-DETAILED		T. ACUILAR	07-22		
						CHECKED-REVIEWED		T. MCAULIFFE	07-22		
						DESIGNED-DETAILED2		N. EDMAN	07-22		
						DESIGNED-DETAILED3		S. LINDSLEY	07-22		
						REVISIONS 1					P.E. NUMBER
						REVISIONS 2					
						REVISIONS 3					
						REVISIONS 4					
						FIELD CHANGES					DATE

I-95 / ROUTE 152, NORTH MAIN STREET, & SEBASTICOOK RIVER PITTSFIELD SOMERSET COUNTY ESTIMATED QUANTITIES	PROJ. MANAGER	D. EATON	BY	DATE
	DESIGN-DETAILED	T. AGUILAR	M. DOREO	07-22
	CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22
	DESIGN-DETAILED02	N. EDMAN	S. LINDSLEY	07-22
	DESIGN-DETAILED03			
	REVISIONS 1			
	REVISIONS 2			
	REVISIONS 3			
	REVISIONS 4			
	FIELD CHANGES			
SHEET NUMBER	3 OF 104			
I-95 / ROUTE 152, NORTH MAIN STREET, & SEBASTICOOK RIVER PITTSFIELD SOMERSET COUNTY ESTIMATED QUANTITIES				
PROJECT NO. 23603000 / 2360700 2360900 / 2361300				
WIN 23603.00 / 23607.00 / 23609.00 / 23613.00 BRIDGE NO. 5986, 5989, 1445 & 1446 BRIDGE PLANS				
DEPARTMENT OF TRANSPORTATION STATE OF MAINE				

GENERAL CONSTRUCTION NOTES

1. Approximate Right-Of-Way lines were developed from record plans and are shown on the plans. All work shall remain within the existing Right-Of-Way.

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 the 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. 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.

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

9. Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Item No. 619.14, Erosion Control Mix.

10. A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.

11. 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.

12. Protective Coating for Concrete Structures shall be applied to the following areas:

All exposed surfaces of concrete curbs and sidewalks,
Fascias down to the drip notch,
Top of abutment backwalls, and
To one foot below the ground on vertical walls against earth.

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

14. The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for 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.

15. 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.

16. The Contractor shall submit Bridge Deck Removal Plans for WINs 023603.00, 023609.00, and 203613.00 to the Resident at least 10 business days prior to the start of demolition work. The plan shall outline the methods and equipment to be used to remove and dispose of all materials included in the existing bridge decks. No work related to the removal of the bridge decks shall be undertaken by the Contractor until MaineDOT has reviewed the Bridge Deck Removal Plans for appropriateness and completeness. Payment for all work necessary for developing, submitting and finalizing the Bridge Deck Removal Plans will be considered incidental to the appropriate bridge removal pay items.

17. The Contractor shall submit a Bridge Demolition plan for WIN 023607.00 to the Resident at least 10 business days prior to the start of demolition work. The plan shall outline the methods and equipment to be used to remove and dispose of all materials included in the existing bridge superstructure. No work related to the removal of the bridge superstructure shall be undertaken by the Contractor until MaineDOT has reviewed the Bridge Demolition Plan for appropriateness and completeness. Payment for all work necessary for developing, submitting and finalizing the Bridge Demolition Plan will be considered incidental to the appropriate bridge removal pay item.

18. The existing bridge components to be removed shall be removed by and become property of the Contractor. The steel portions of the existing bridges may be coated with a lead-based paint system. The Contractor is responsible for the containment, proper management and disposal of all lead-contaminated hazardous waste generated by the process of demolishing the bridge superstructure for WIN 023607.00, as well as the hazardous waste generated by the process of demolishing the existing decks, modifications of structural steel, and installation of shear studs for WINs 023603.00, 023609.00, 023613.00. The Contractor is responsible for implementing appropriate OSHA mandated personal protection standards related to these processes. Once the existing bridge components are removed, the Contractor is solely responsible for the care, custody, and control of the components of the existing bridges and any hazardous water generated as a result of the storage, recycling, or disposal of the bridge components, including lead-coated steel. The Contractor shall recycle or reuse the steel in accordance with the Maine Department of Environmental Protection's "Maine Hazardous Waste Management Regulations," Chapter 850. A copy of this regulation is available at MaineDOT's offices on Child Street in Augusta. Payment for all labor, materials, equipment, and other costs required to remove and dispose of the existing bridges will be considered incidental to the bridge removal pay items.

19. All drainage structures that are labeled as 'Temporary' on the plans shall be removed as part of the completion of the project and become property of the Contractor, payment shall be considered incidental to the respective pay items.

20. Payment for connections for proposed guardrail to existing guardrail will be considered incidental to related contract items.

21. Location of utilities shown are approximate and should be verified in the field by the contractor.

22. No existing drainage shall be abandoned, removed or plugged without prior approval of the resident.

EARTHWORK SUMMARY					
COMMON EXCAVATION FOR ESTIMATE					
COMMON EXCAVATION- Crossovers	2,964				
COMMON EXCAVATION- Bridges	245				
COMMON EXCAVATION- N Main Street	644				
GRUBBING IN FILL- Crossovers	901				
GRUBBING IN FILL- N Main St	204.65				
TOTAL COMMON EXCAVATION				4,958	
FILL FOR BORROW CALCULATIONS					
COMMON FILL- Crossovers	4,088				
GRUBBING IN FILL- Crossovers	901				
TOTAL FILL				4,989	
AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS					
TOTAL AVAILABLE COMMON EXCAVATION (Crossovers Only)				2,964	
TOTAL AVAILABLE NON-ROCK EXCAVATION					2,964
COMPUTATION FOR SURPLUS MATERIAL OR COMMON BORROW FOR ESTIMATE					
TOTAL AVAILABLE NON-ROCK EXCAVATION	2,964	x 0.90	=	2,667	
TOTAL AVAILABLE EXCAVATION					2,667
BORROW NEEDED = TOTAL FILL (-) TOTAL AVAILABLE EXCAVATION					
					2,322
COMMON BORROW					
					2,322

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

PROJECT NO. 2360300 / 2360700

2360900 / 2361300

WIN 23603.00 / 23607.00 / 23609.00 / 23613.00

BRIDGE NO. 5986, 5989, 1445 & 1446

BRIDGE PLANS

I-95 / ROUTE 152, NORTH MAIN STREET, & SEBASTICOOK RIVER

PITTSFIELD SOMERSET COUNTY

GENERAL CONSTRUCTION NOTES

SHEET NUMBER

4

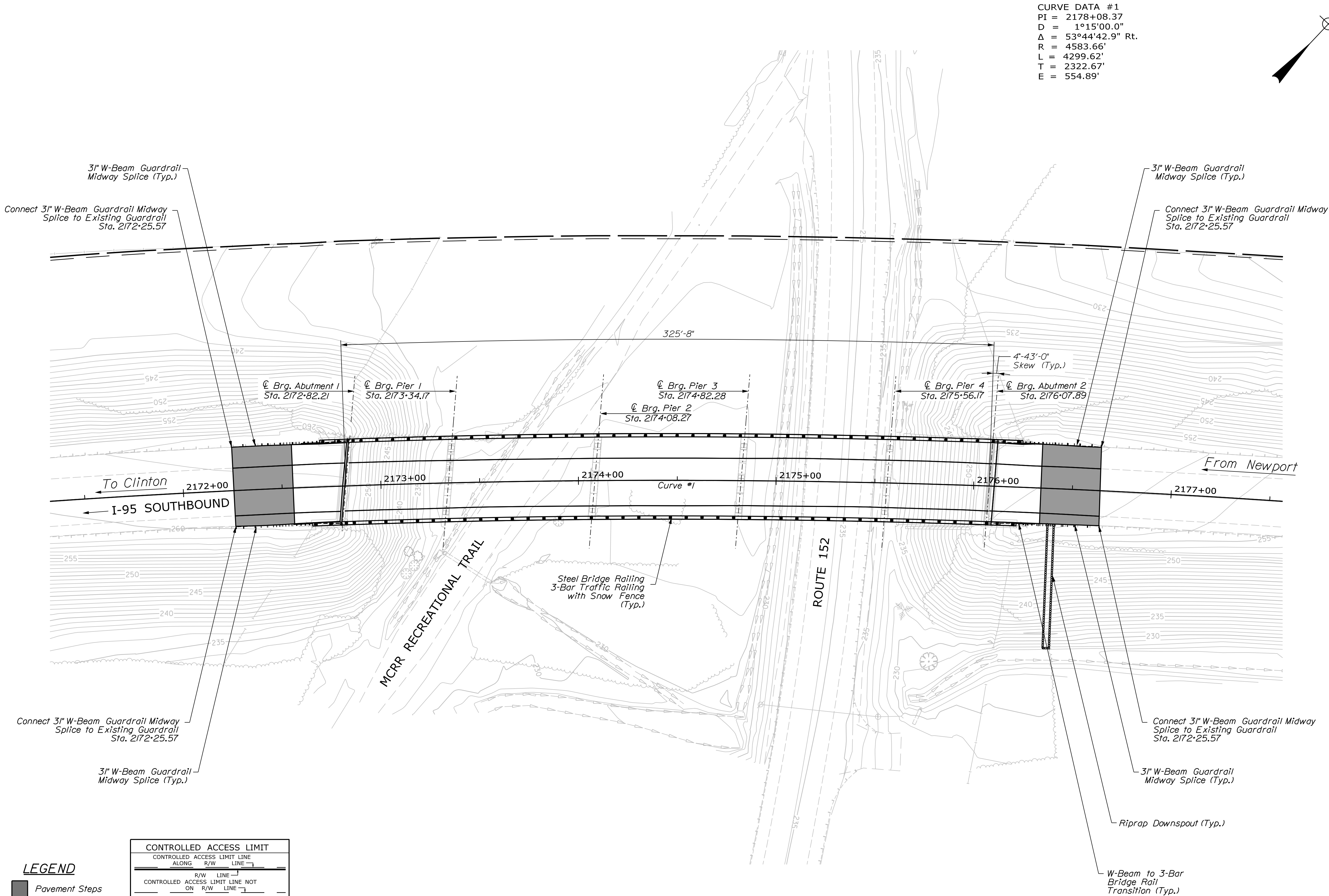
OF 104

Date: 7/25/2022

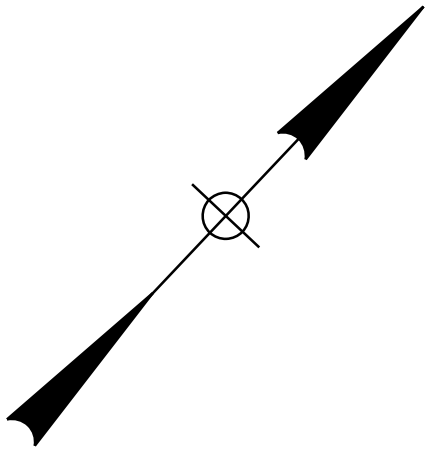
Username: togular

Division:

Filename: ... \005_GeneralPlan_5986.dgn



CURVE DATA #1
PI = 2178+08.37
D = 1°15'00.0"
Δ = 53°44'42.9" Rt.
R = 4583.66'
L = 4299.62'
T = 2322.67'
E = 554.89'



LEGEND

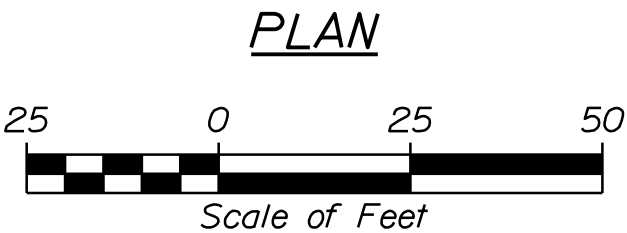
■ Pavement Steps

CONTROLLED ACCESS LIMIT

CONTROLLED ACCESS LIMIT LINE
ALONG R/W LINE

R/W LINE ————
CONTROLLED ACCESS LIMIT LINE NOT
ON R/W LINE

NO ACCESS WILL BE PERMITTED TO
OR FROM STATE HIGHWAY "X" AND
ADJOINING PROPERTIES WITHIN
BOUNDARIES DEFINED BY
CONTROLLED ACCESS LIMIT LINES



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2360300
WIN 023603.00
BRIDGE NO. 5986
BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE

I95 SB / ROUTE 152 & MCRR
BRIDGE NO. 5986
PITTSFIELD
SOMERSET COUNTY
GENERAL PLAN

SHEET NUMBER
5
OF 104

LEGEND

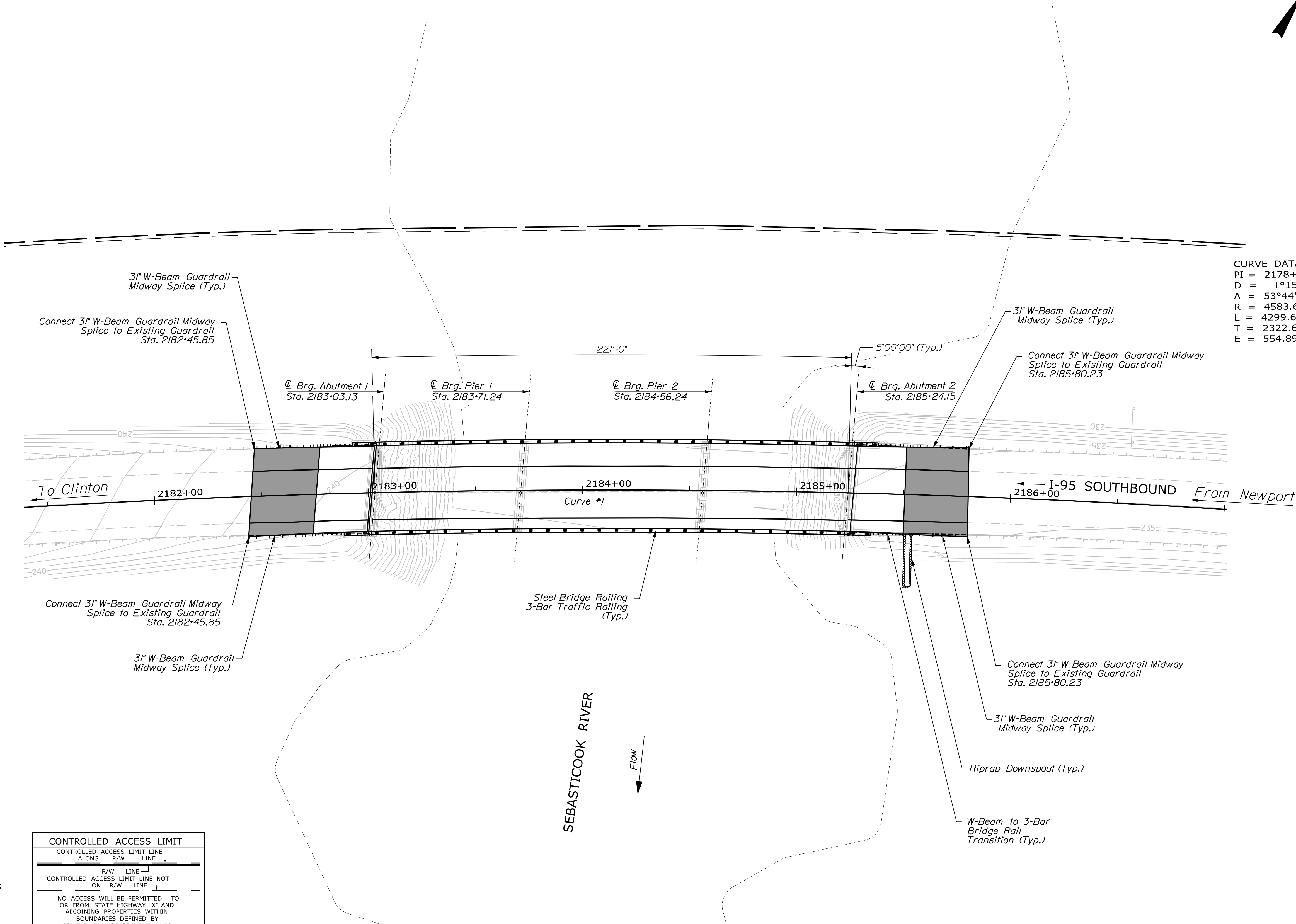
 Pavement Steps

CONTROLLED ACCESS LIMIT

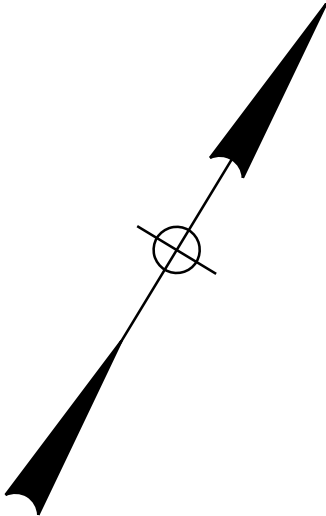
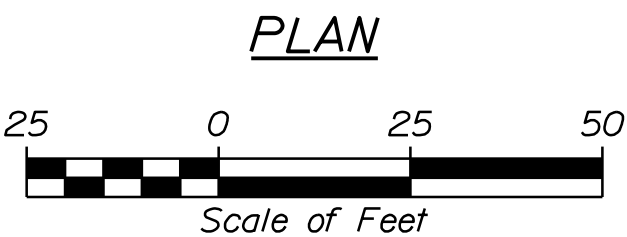
CONTROLLED ACCESS LIMIT LINE
ALONG R/W LINE

R/W LINE
CONTROLLED ACCESS LIMIT LINE NOT
ON R/W LINE

NO ACCESS WILL BE PERMITTED TO
OR FROM STATE HIGHWAY "X" AND
ADJOINING PROPERTIES WITHIN
BOUNDARIES DEFINED BY
CONTROLLED ACCESS LIMIT LINES



CURVE DATA #1
PI = 2178+08.37
D = 1°15'00.0"
Δ = 53°44'42.9" Rt.
R = 4583.66'
L = 4299.62'
T = 2322.67'
E = 554.89'



PROJ. MANAGER	D. EATON	BY	DATE
CHECKED-REVIEWED	T. AQUILAR	M. DOREO	07-22
DESIGNS-DETAILED	T. MCALLISTER	B. COLBURN	07-22
DESIGNS-DETAILED	N. EDMAN	S. LINDSEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE

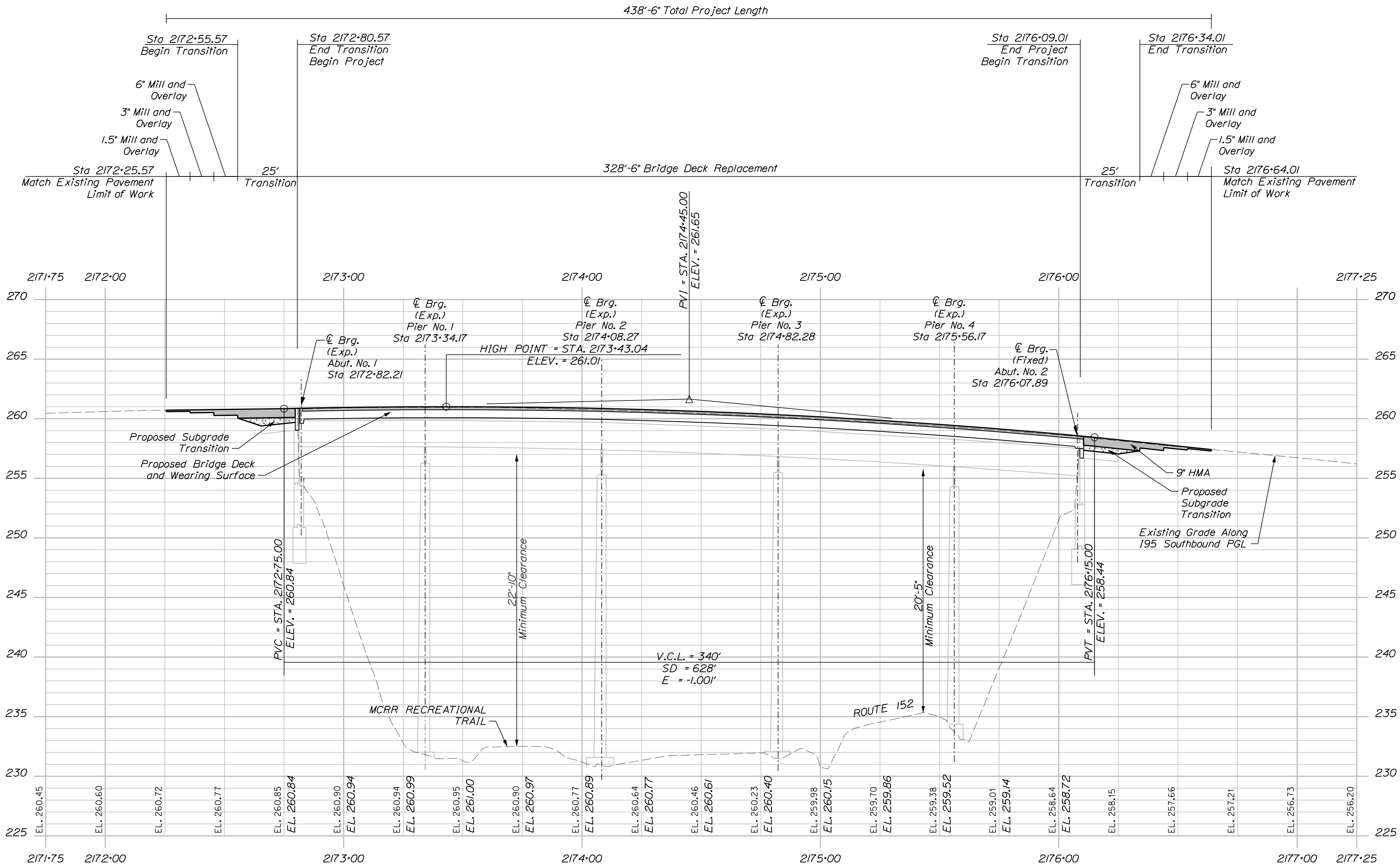


Date: 7/25/2022

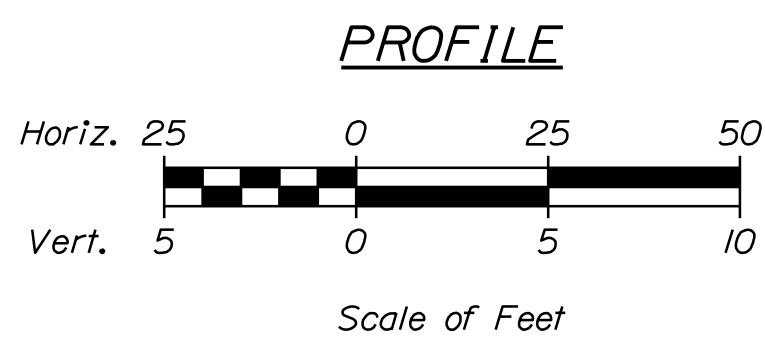
Username: tagular

Division:

Filename: ... \008_Profile_BR5986.dgn

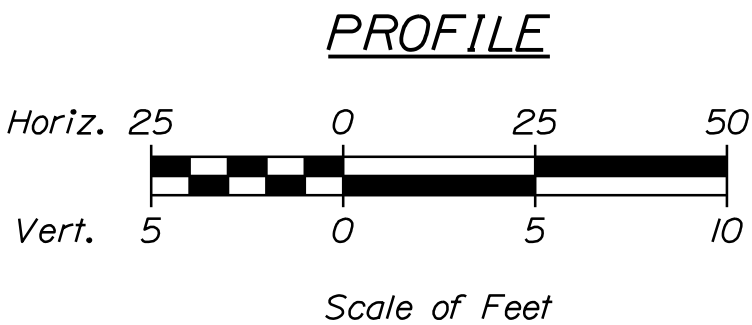
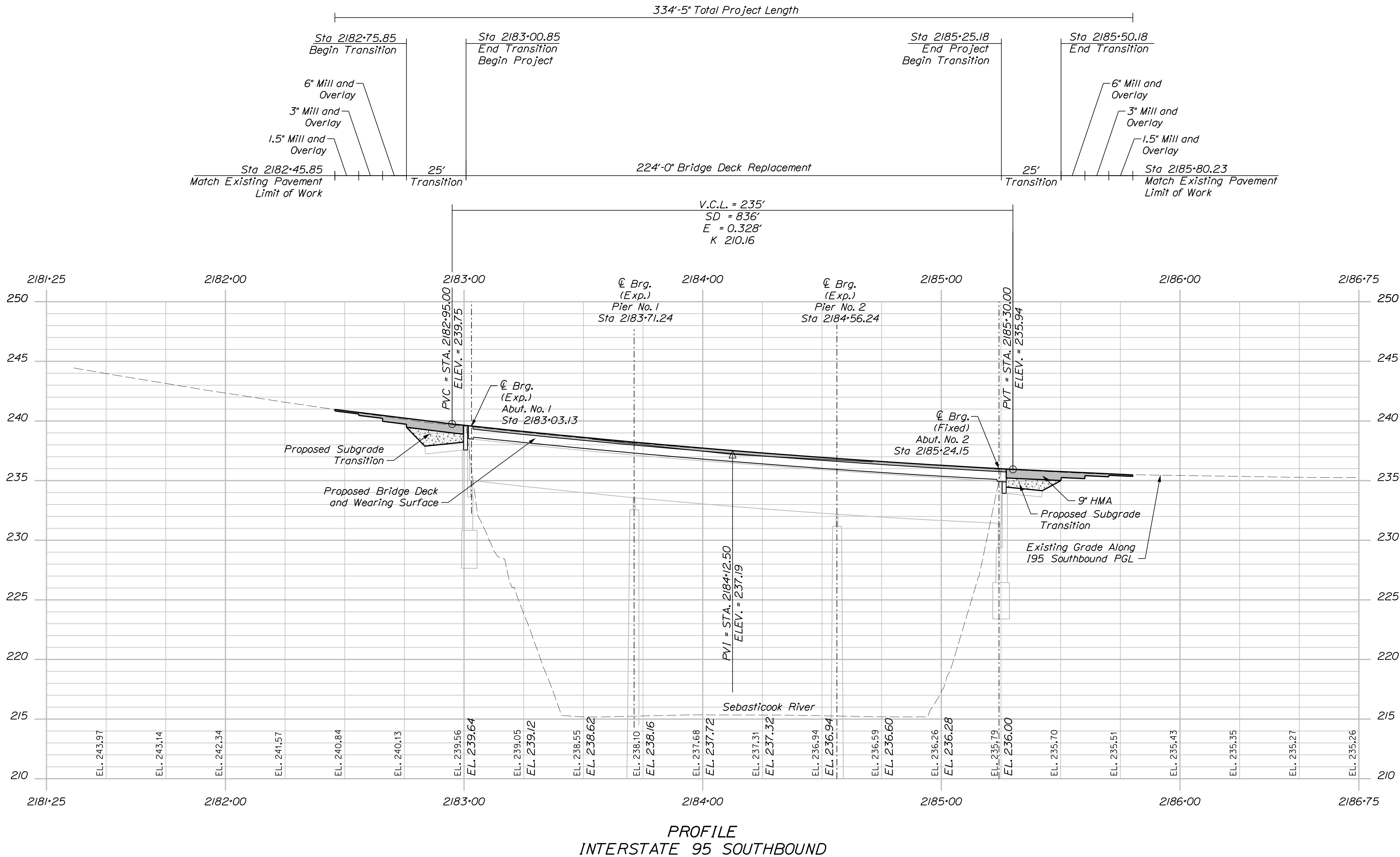


PROFILE
INTERSTATE 95 SOUTHBOUND



PROJ. MANAGER	D. EATON	BY	DATE
CHECKED-DETAILED	T. AQUILAR	M. DORE	07-22
DESIGN-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22
DESIGNS-DETAILED	N. EDMAN	S. LINDSEY	07-22
DESIGNS-1			
REVISIONS-2			
REVISIONS-3			
REVISIONS-4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE



195 SB / SEBASTICOOK RIVER BRIDGE
BRIDGE NO. 1446
PITTSFIELD SOMERSET COUNTY

SHEET NUMBER
9
OF 104

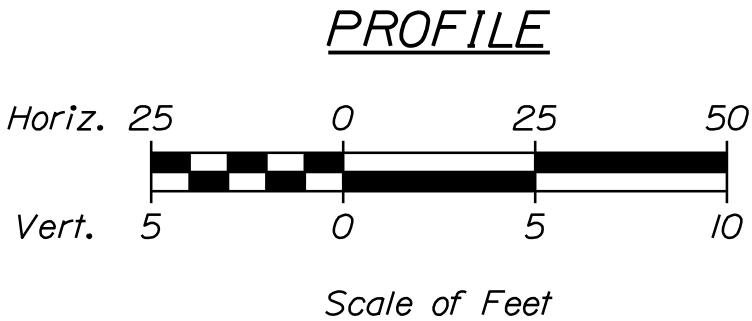
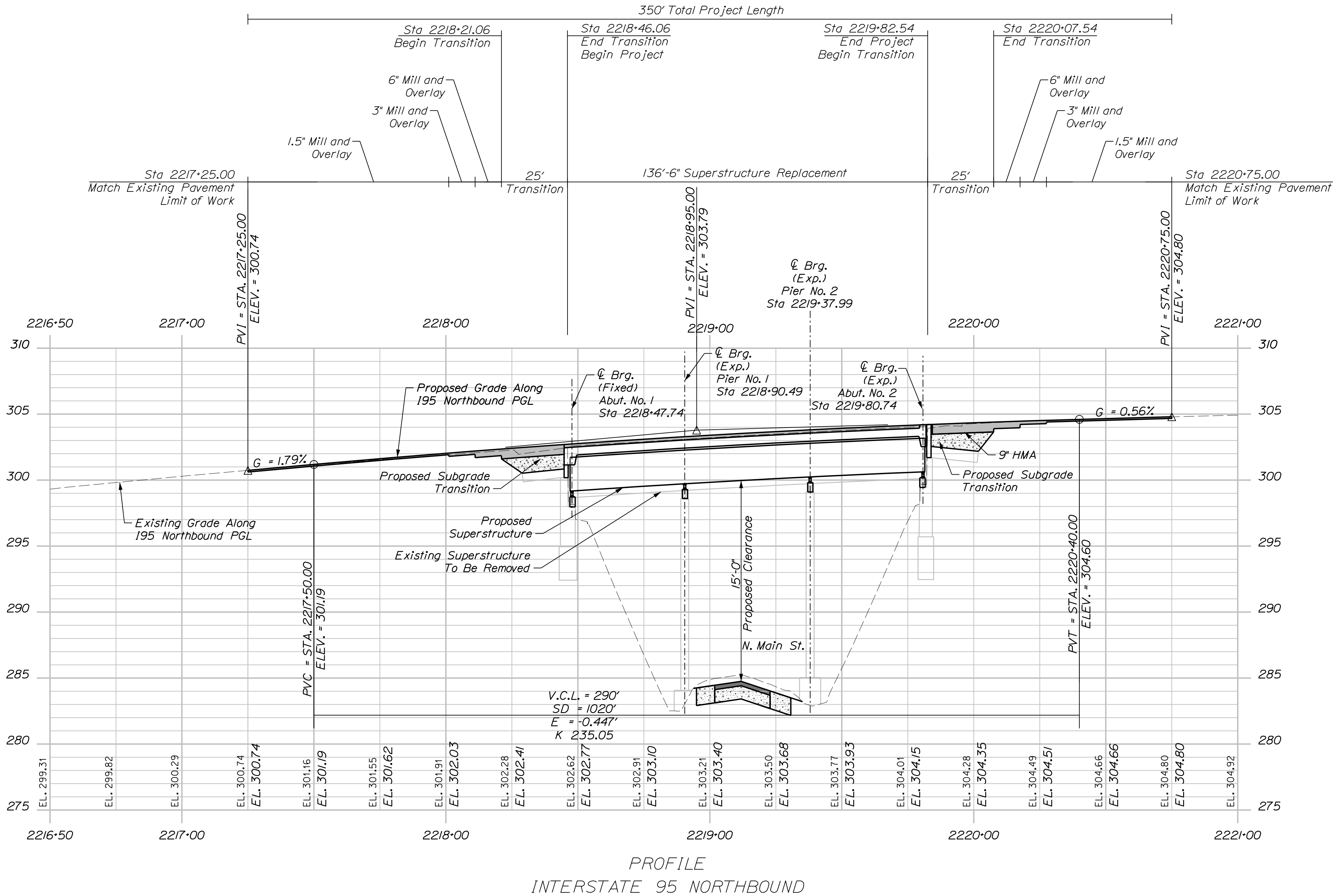
PROJ. MANAGER	D. EATON	BY	DATE
CHECKED-REVIEWED	T. AQUILAR	M. DOREO	07-22
DESIGNED-DETAILED	T. MCALLISTER	B. COLBURN	07-22
DESIGNED-DETAILED	N. EDMAN	S. LINDSLEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

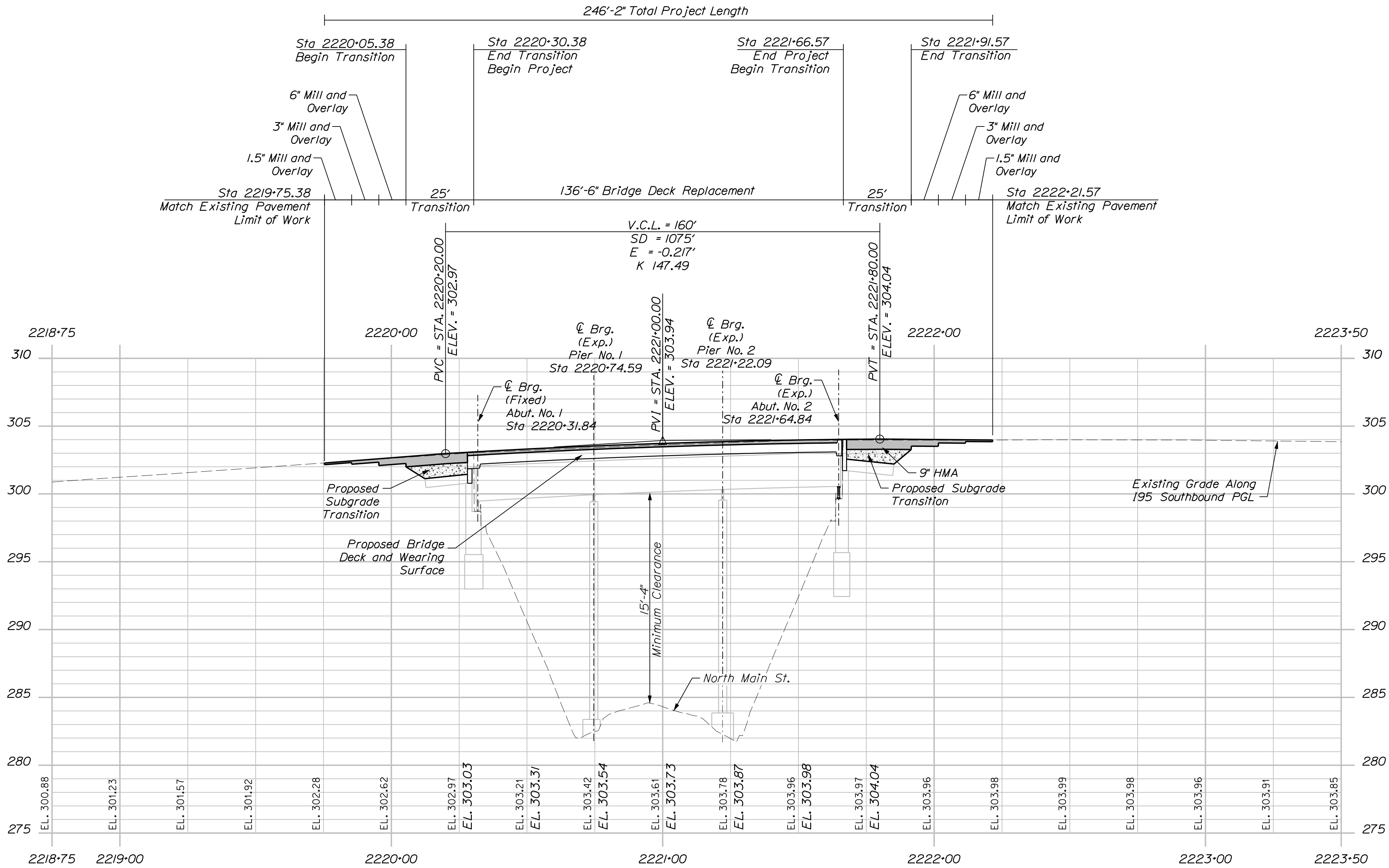
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2361300
WIN 23613.00
BRIDGE NO. 1446
BRIDGE PLANS

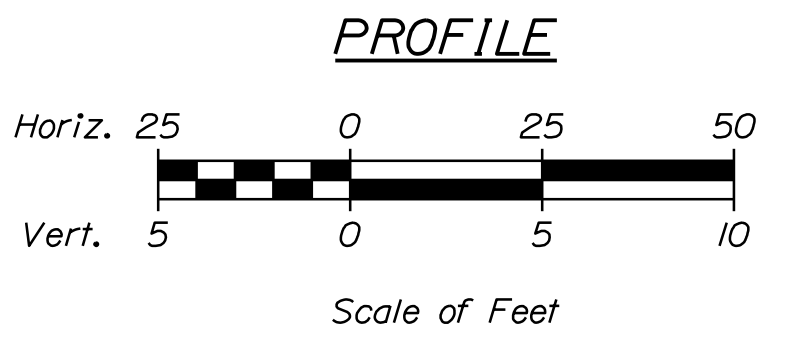


PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSLEY	07-22
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

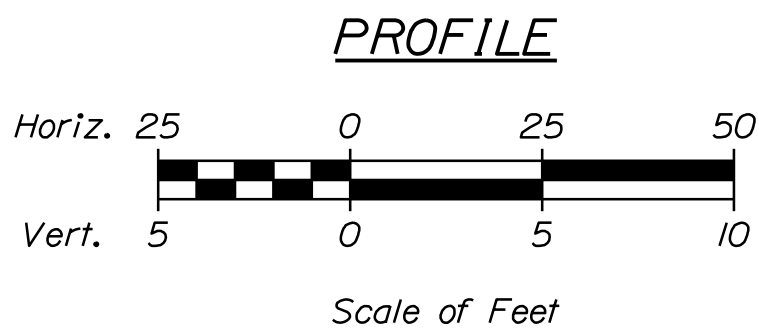
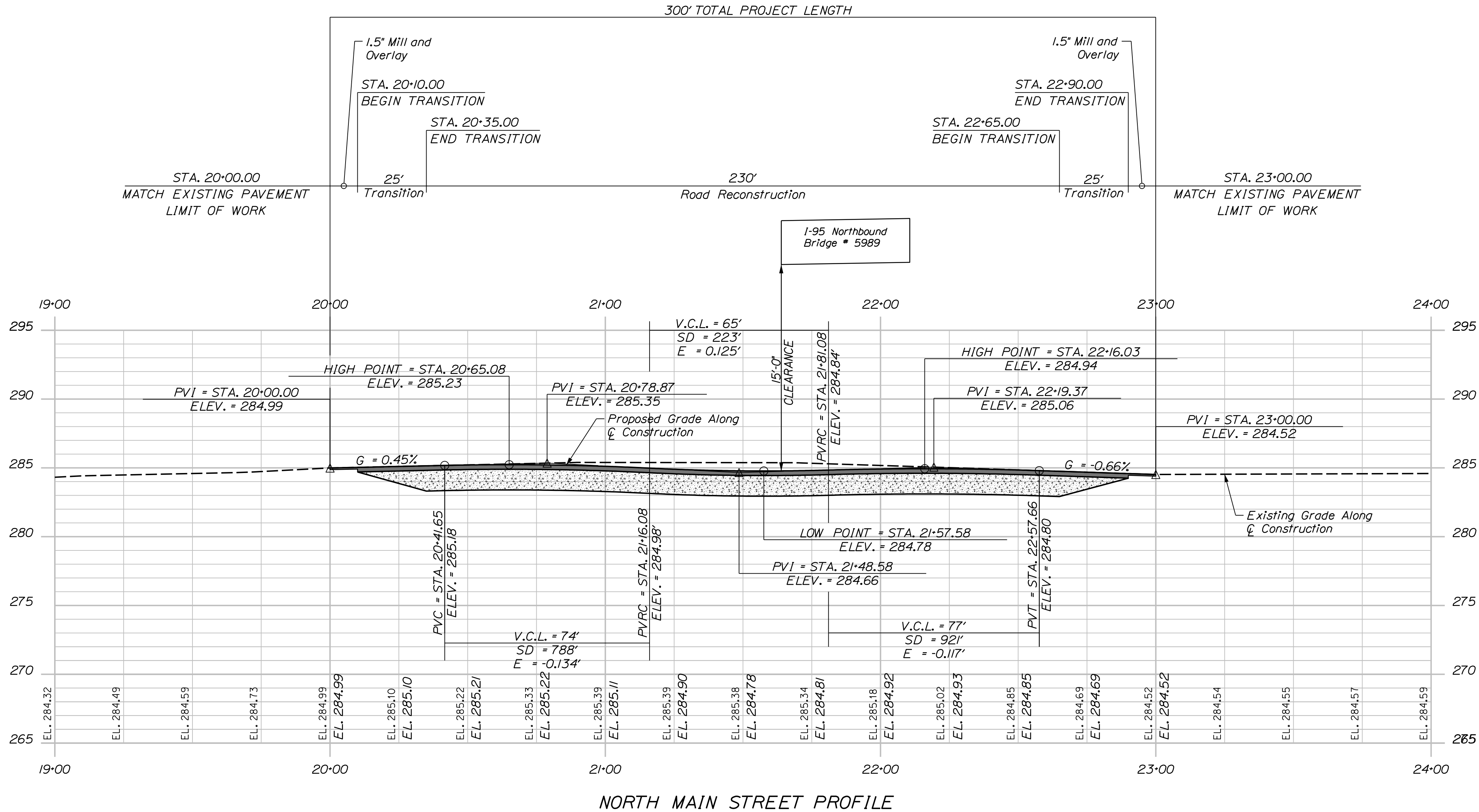
SIGNATURE	P.E. NUMBER	DATE



PROFILE
INTERSTATE 95 SOUTHBOUND



195 SB / NORTH MAIN STREET BRIDGE BRIDGE NO. 1445 PITTSFIELD SOMERSET COUNTY	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
	PROJECT NO. 2360900			
	WIN 23609.00			
	BRIDGE NO. 1445 BRIDGE PLANS			
PROFILES	PROJ. MANAGER	D. EATON	BY	DATE
	DESIGN-DETAILED	T. AQUILAR	M. DOREO	07-22
	CHECKED-REVIEWED	T. MCALLISTER	B. COLBURN	07-22
	DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
SHEET NUMBER 11 OF 104	REVISIONS 1			
	REVISIONS 2			
	REVISIONS 3			
	REVISIONS 4			
FIELD CHANGES				
SIGNATURE		P.E. NUMBER		
DATE		DATE		



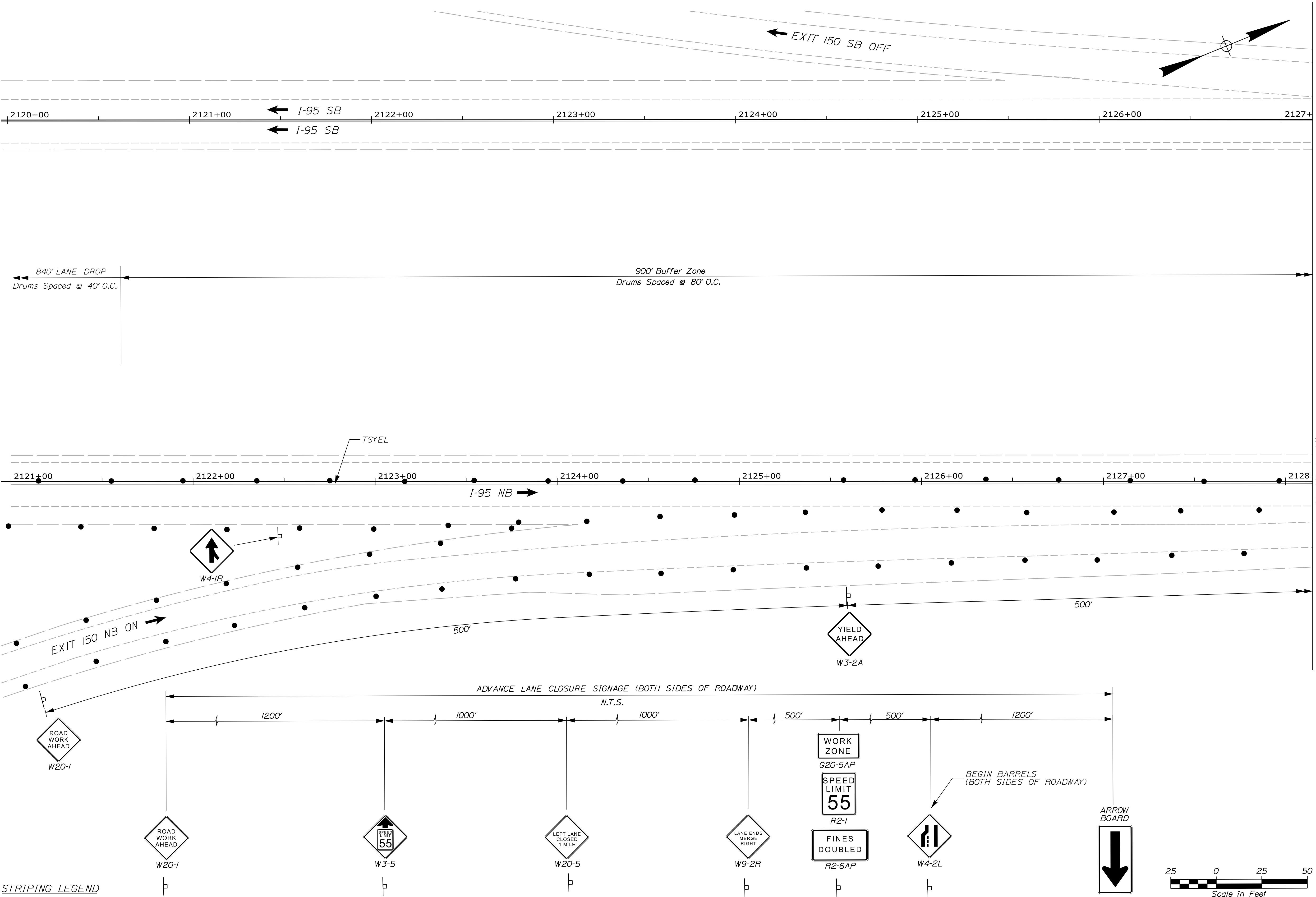
195 / NORTH MAIN ST BRIDGE BRIDGE NO. 5989 PITTSFIELD SOMERSET COUNTY	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
	PROJECT NO. 2360700	
	WIN 23607.00 BRIDGE NO. 5989	
PROFILES	SIGNATURE	
	P.E. NUMBER	
SHEET NUMBER 12 OF 104	DATE	
	FIELD CHANGES	

Date:7/25/2022

Username: tagular

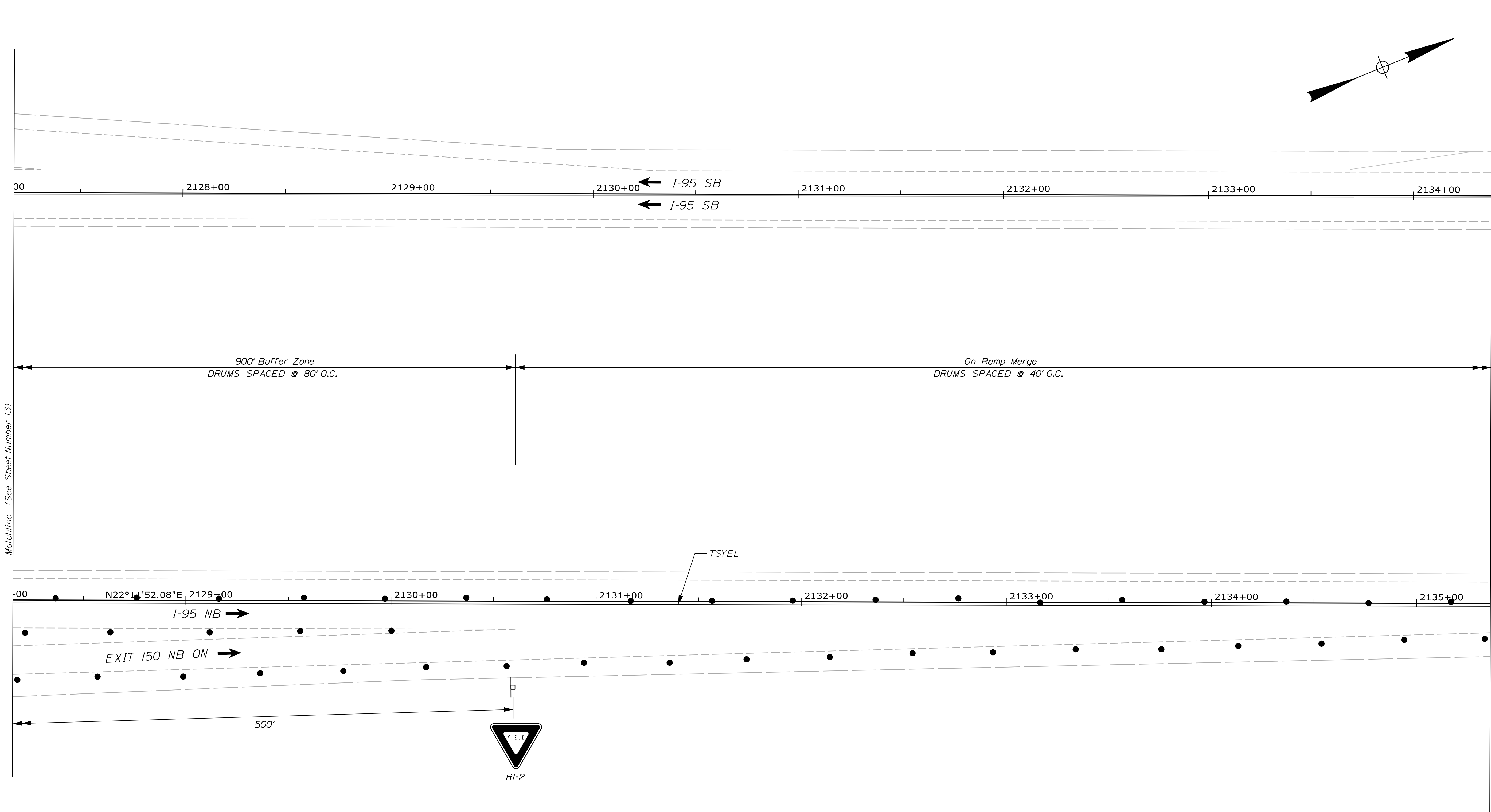
Division:

Filename: ... \013_TCP_BR5986_1446.dgn



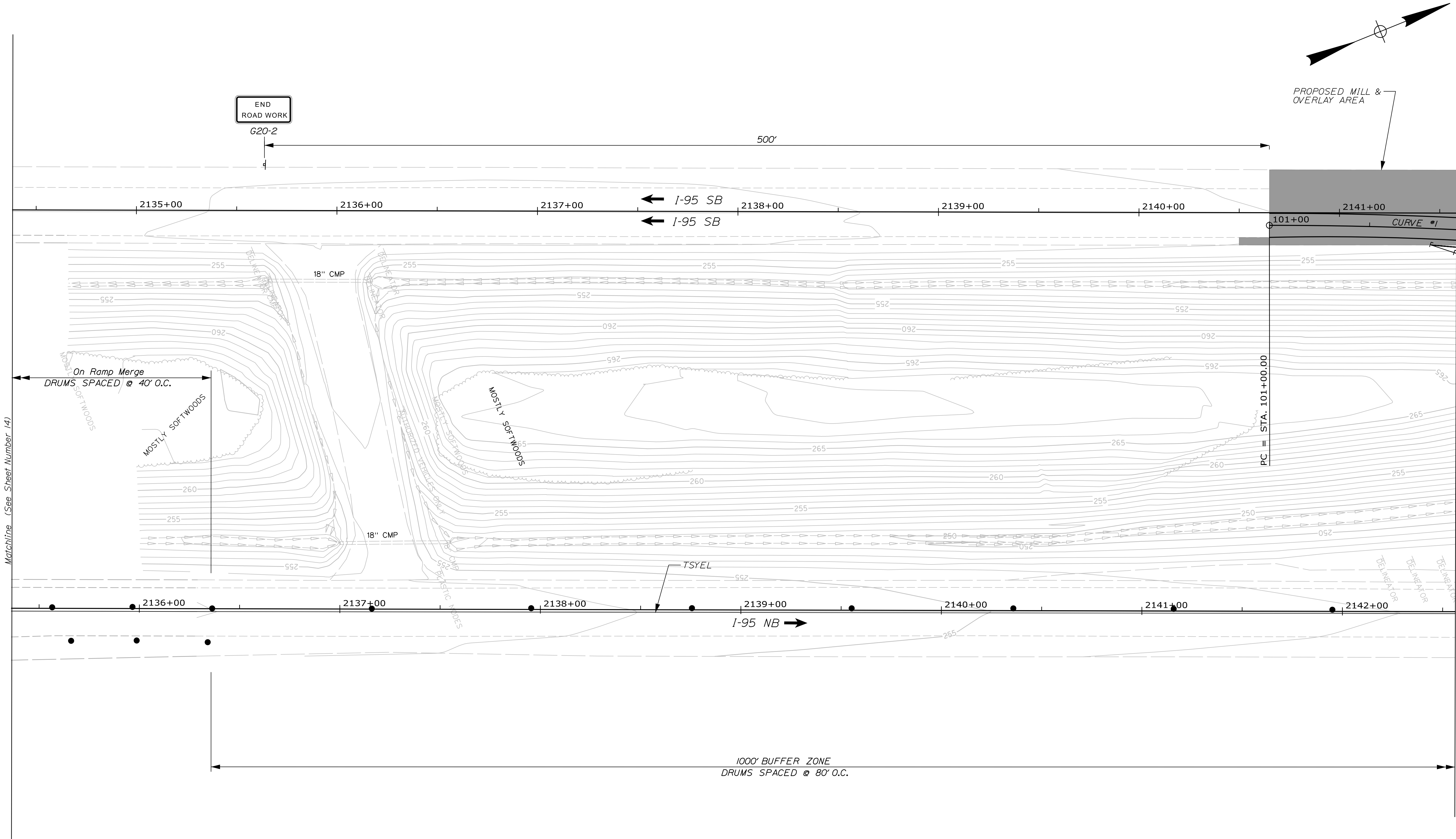
STRIPING LEGEND
TSWEL 6" TEMPORARY SOLID WHITE EDGE LINE
TSYEL 6" TEMPORARY SOLID YELLOW EDGE LINE

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		PROJECT NO. 2360300 & 2361300		WIN BRIDGE NO. 5936/1446 23603.00 & 23613.00 BRIDGE PLANS	
I95 SB / ROUTE 152/MCRR & SEBASTICOOK RIVER		PITTSFIELD		SOMERSET COUNTY		TRAFFIC CONTROL PLANS	
BRIDGE NO. 5986 & 1446		SHEET NUMBER		13		OF 104	
DESIGN-DETAILED CHECKED-REVIEWED DESIGNS-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES		PROJ. MANAGER D. EATON T. AQUILAR T. MCALLIFFE N. EDMAN		BY M. DOREO B. COLBURN S. LINDSLEY		DATE 07-22 07-22 07-22	
SIGNATURE		P.E. NUMBER		DATE			



PROJ. MANAGER	D. EATON	BY	DATE
CHECKED-REVIEWED	T. AQUILAR	M. DOREO	07-22
DESIGNED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22
DESIGNS-DETAILED	N. EDMAN	S. LINDSEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE



STRIPING LEGEND

TSWEL 6" TEMPORARY SOLID WHITE EDGE LINE
TSYEL 6" TEMPORARY SOLID YELLOW EDGE LINE

SHADING LEGEND

PROPOSED MILL & OVERLAY AREA



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2360300 & 2361300

BRIDGE NO. 5986/1446 23603.00 & 23613.00
WIN
BRIDGE PLANS

195 SB / ROUTE 152/MCRR & SEBASTICOOK RIVER
BRIDGE NO. 5986 & 1446
PITTSFIELD SOMERSET COUNTY

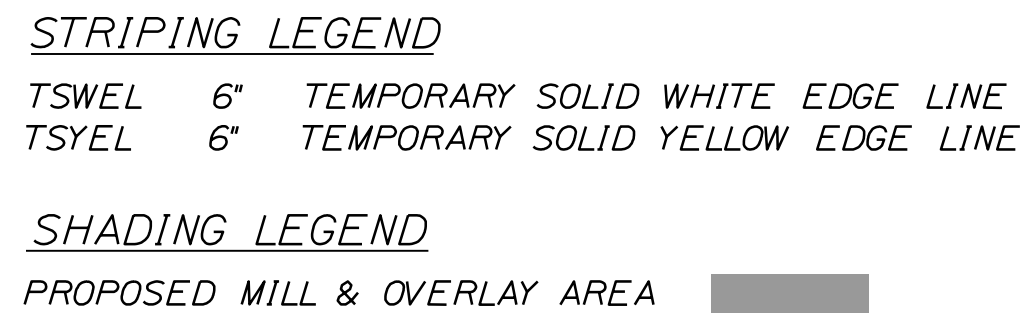
SHEET NUMBER
15
OF 104

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DOREO	07-22
CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSLEY	07-22
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
P.E. NUMBER
DATE

TRAFFIC CONTROL PLANS

Filename: ... \016_TCP_BR5986_1446.dqn



SHEET NUMBER

16

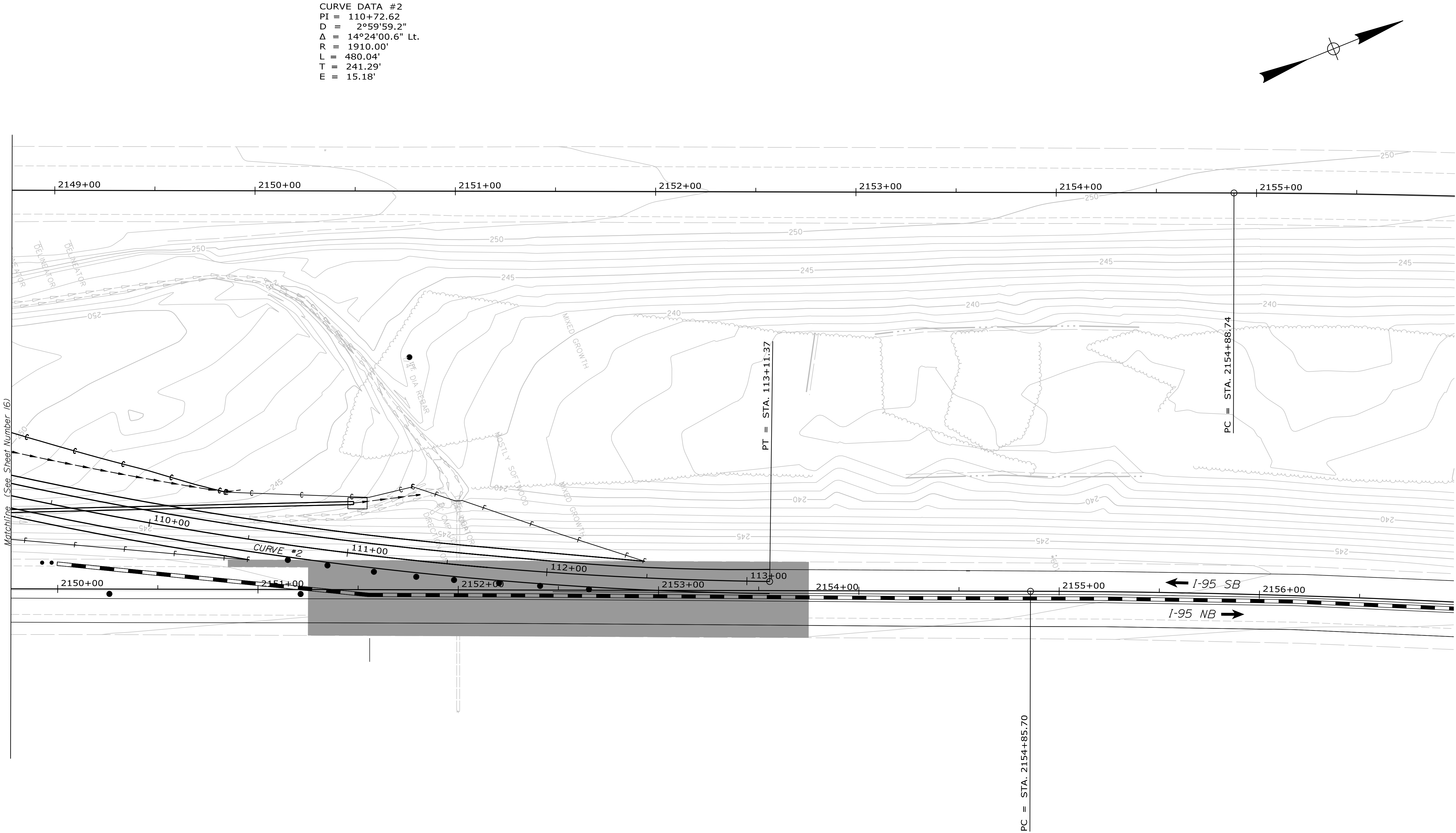
OF 104

Date:7/25/2022

Username: togular

Division:

Filename: ... \017_TCP_BR5986_1446.dgn



STRIPING LEGEND

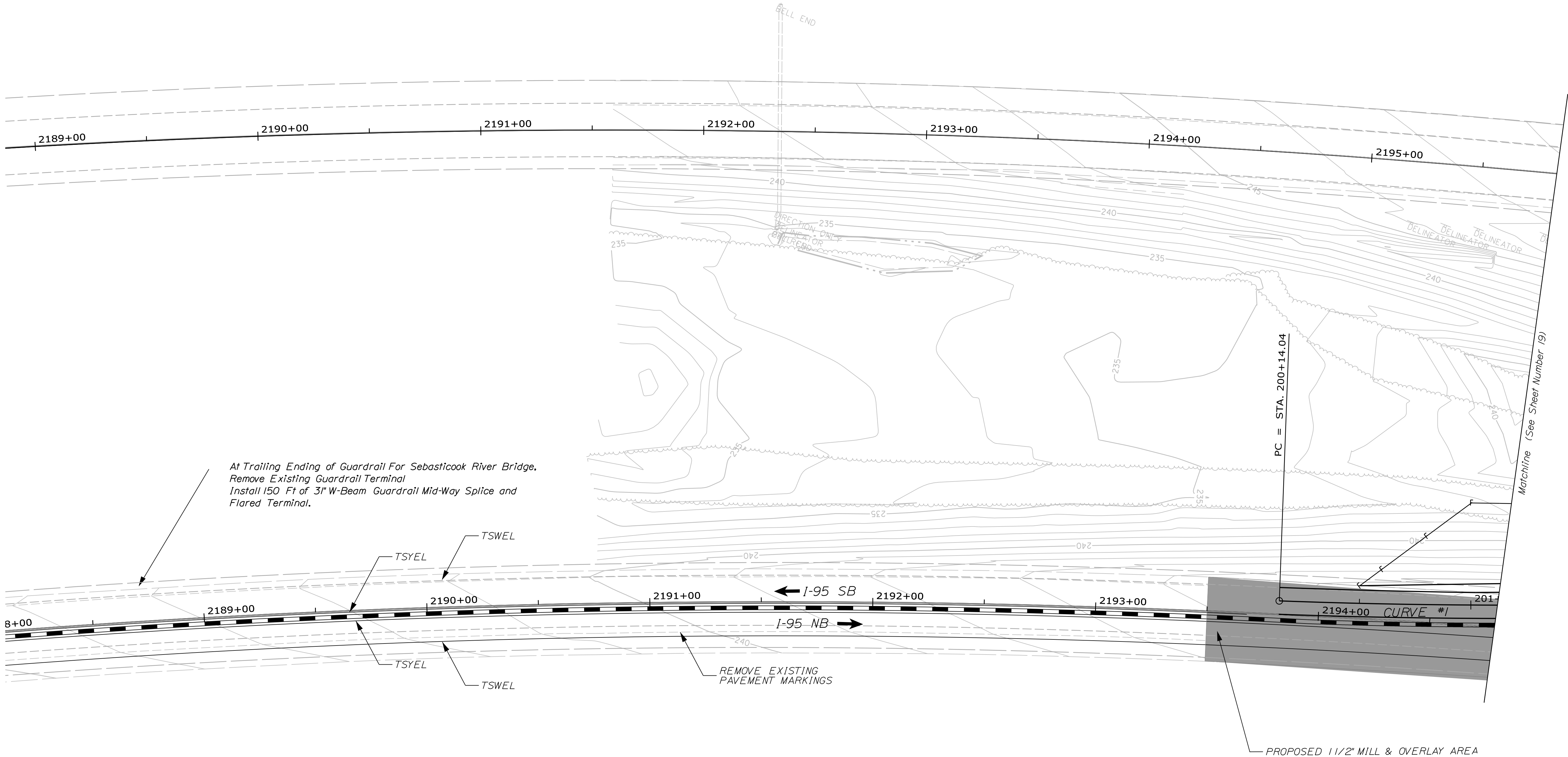
TSWEL 6" TEMPORARY SOLID WHITE EDGE LINE
TSYEL 6" TEMPORARY SOLID YELLOW EDGE LINE

SHADING LEGEND

PROPOSED MILL & OVERLAY AREA

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLIFFE	B. COLEBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE



STRIPING LEGEND

TSWEL 6" TEMPORARY SOLID WHITE EDGE LINE
TSYEL 6" TEMPORARY SOLID YELLOW EDGE LINE

SHADING LEGEND

PROPOSED MILL & OVERLAY AREA

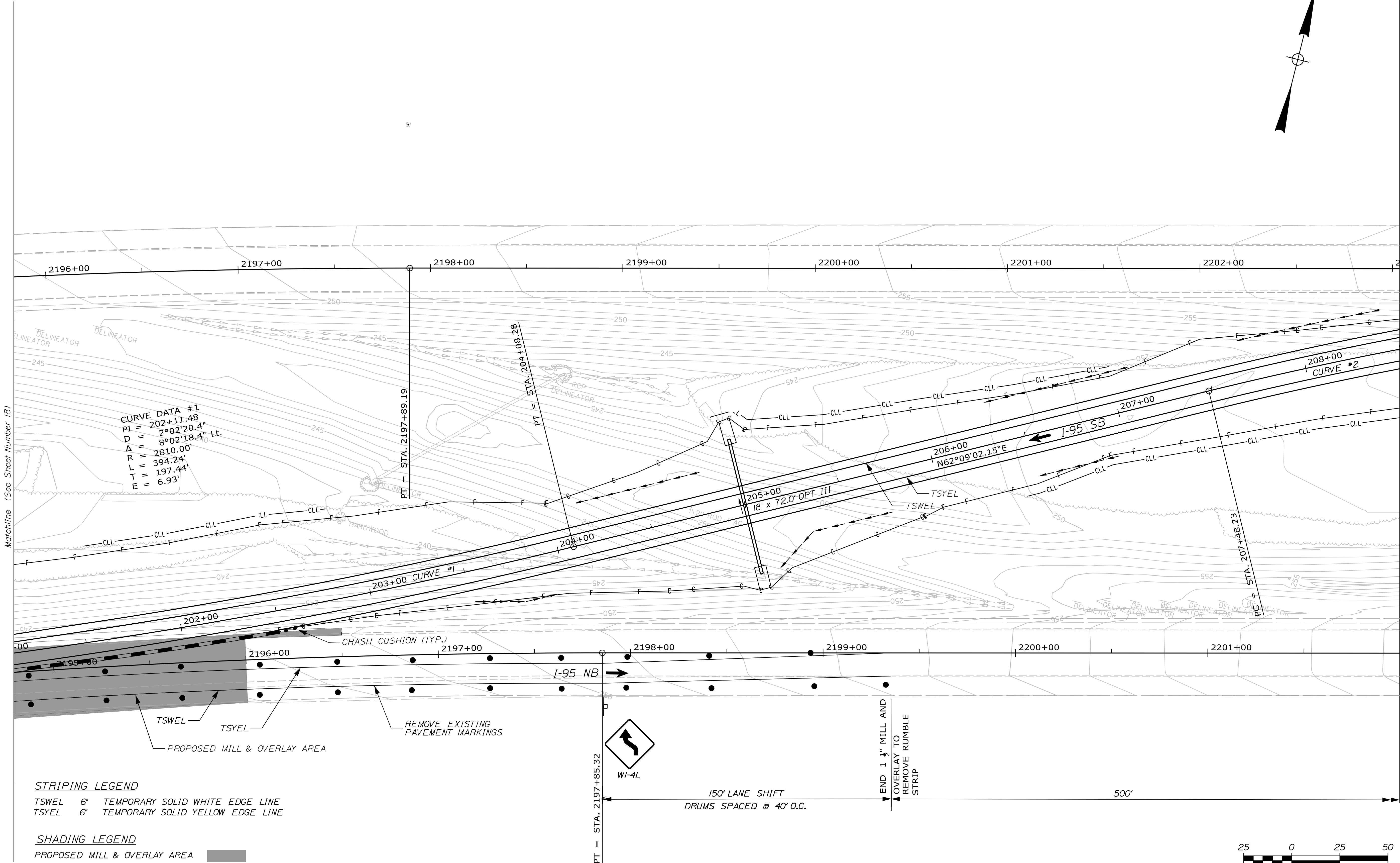


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2360300 & 2361300
WIN BRIDGE NO. 5936/1446 23603.00 & 23613.00
BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLIFFE	B. COLEBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSLEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

I95 SB / ROUTE 152/MCRR & SEBASTICOOK RIVER BRIDGE NO. 5986 & 1446 PITTSFIELD	SOMERSET COUNTY
TRAFFIC CONTROL PLANS	

SHEET NUMBER
18
OF 104



PROJ. MANAGER	D. EATON	BY	DATE
CHECKED-REVIEWED	T. AQUILAR	M. DOREO	07-22
DESIGN-DETAILED	T. MCALLIFFE	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSLEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

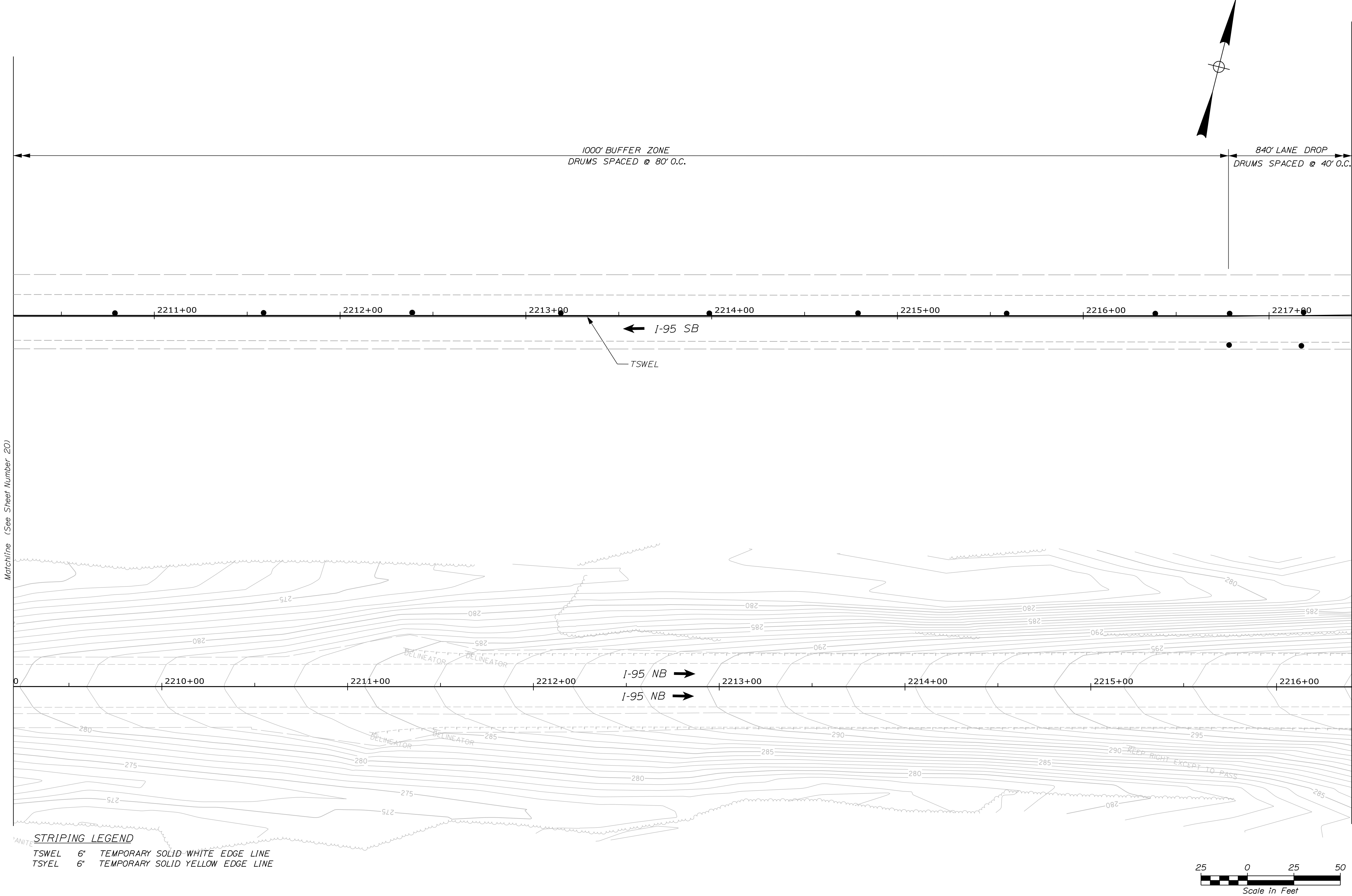
SIGNATURE	P.E. NUMBER	DATE

Date:7/25/2022

Username: togular

Division:

Filename: ... \021_TCP_BR5986_1446.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2360300 & 2361300
WIN
BRIDGE NO. 5986/1446 23603.00 & 23613.00
BRIDGE PLANS

195 SB / ROUTE 152/MCRR & SEBASTICOOK RIVER
BRIDGE NO. 5986 & 1446
PITTSFIELD SOMERSET COUNTY
TRAFFIC CONTROL PLANS

SHEET NUMBER
21
OF 104

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

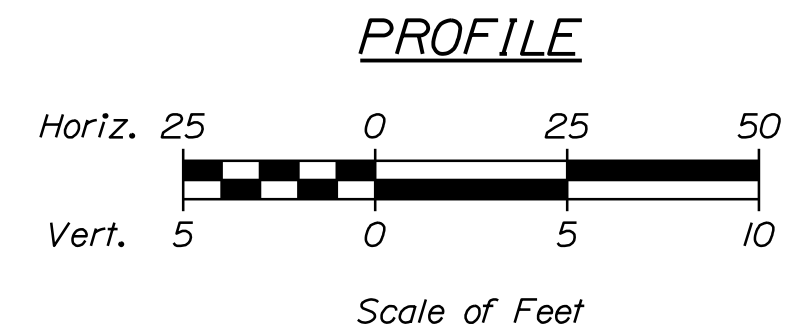
SIGNATURE

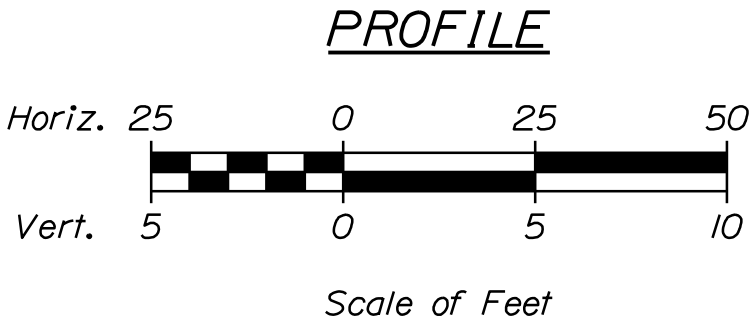
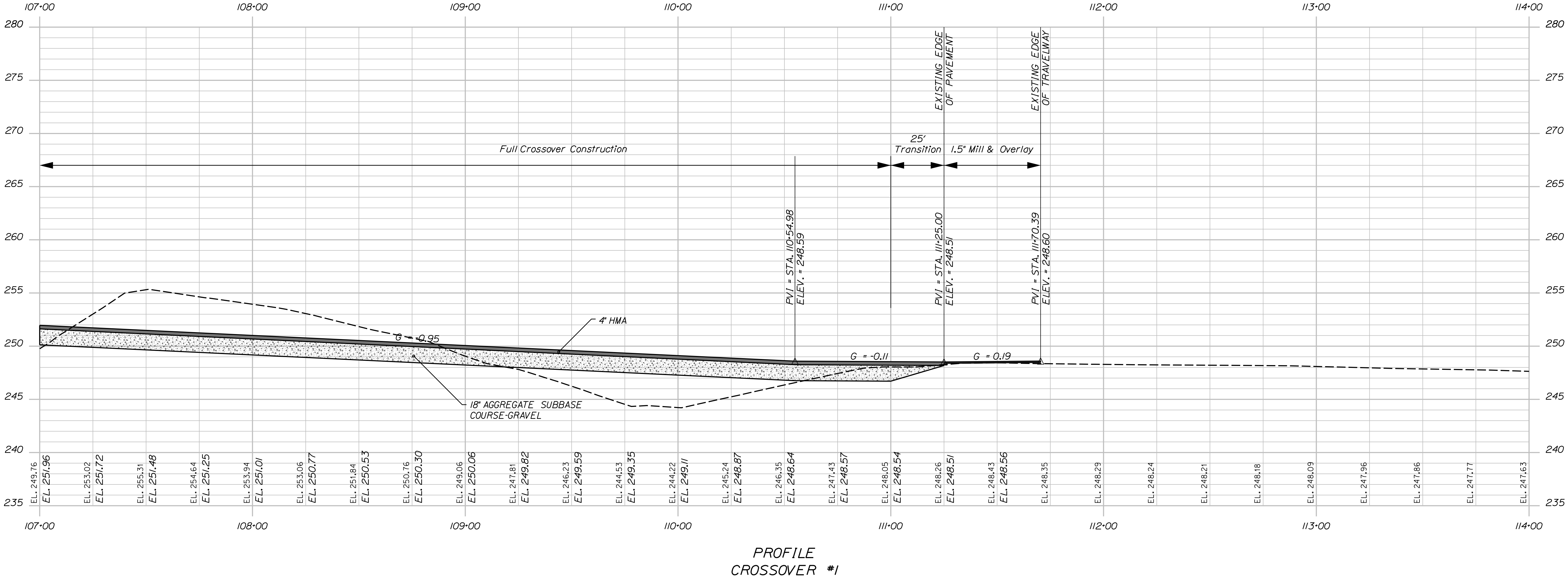
P.E. NUMBER

DATE



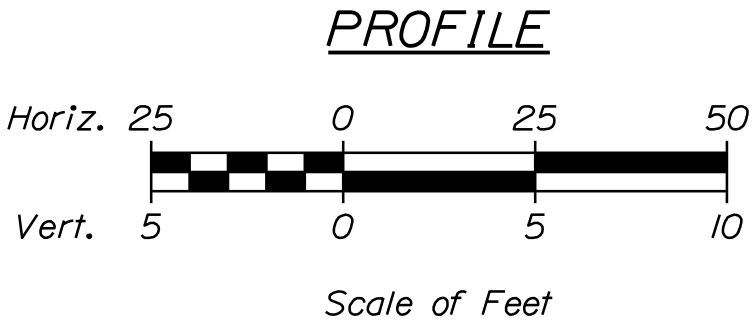
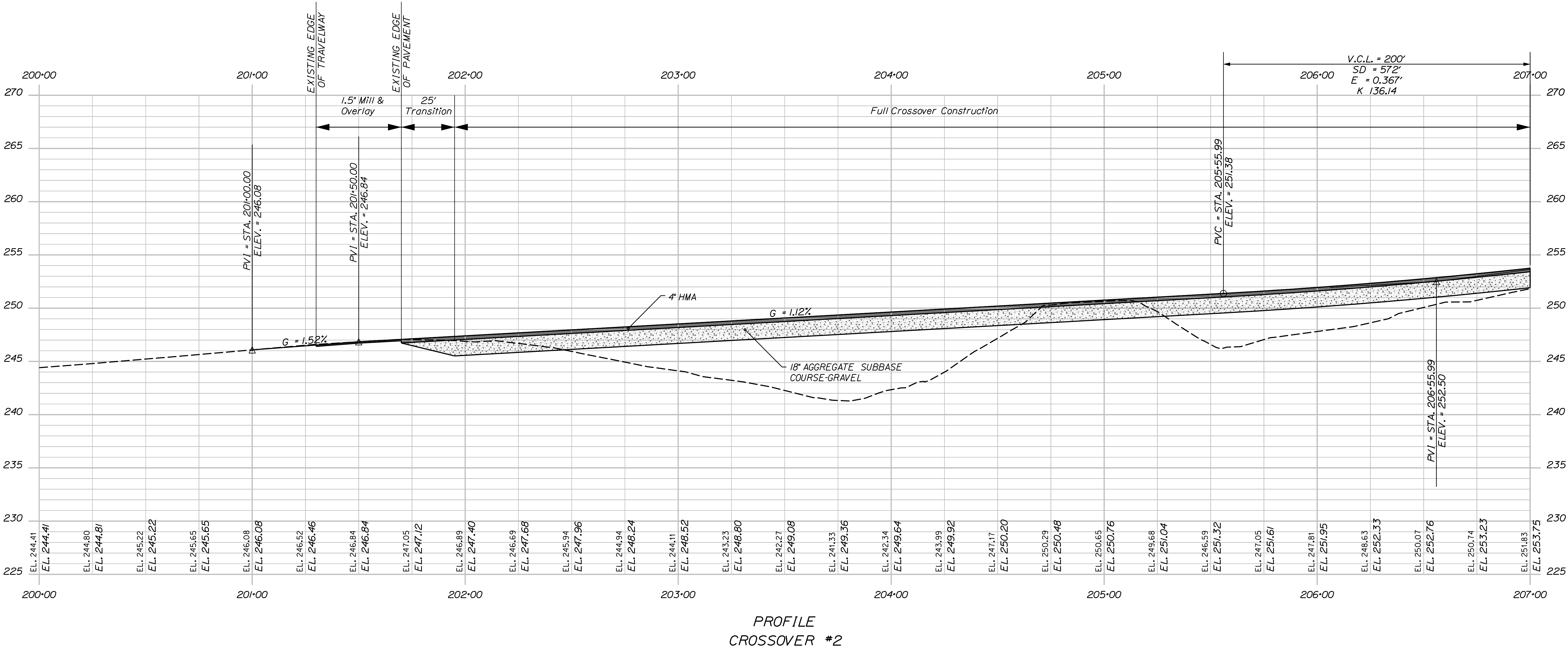




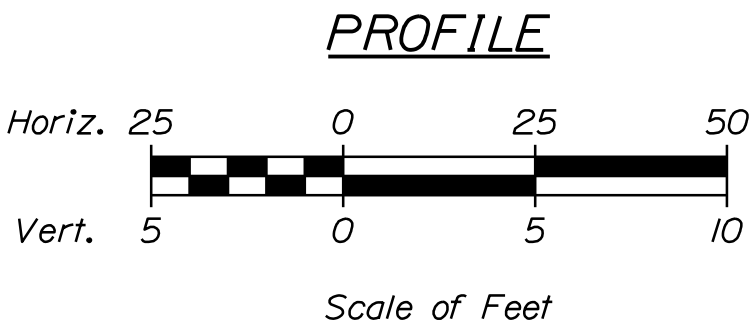
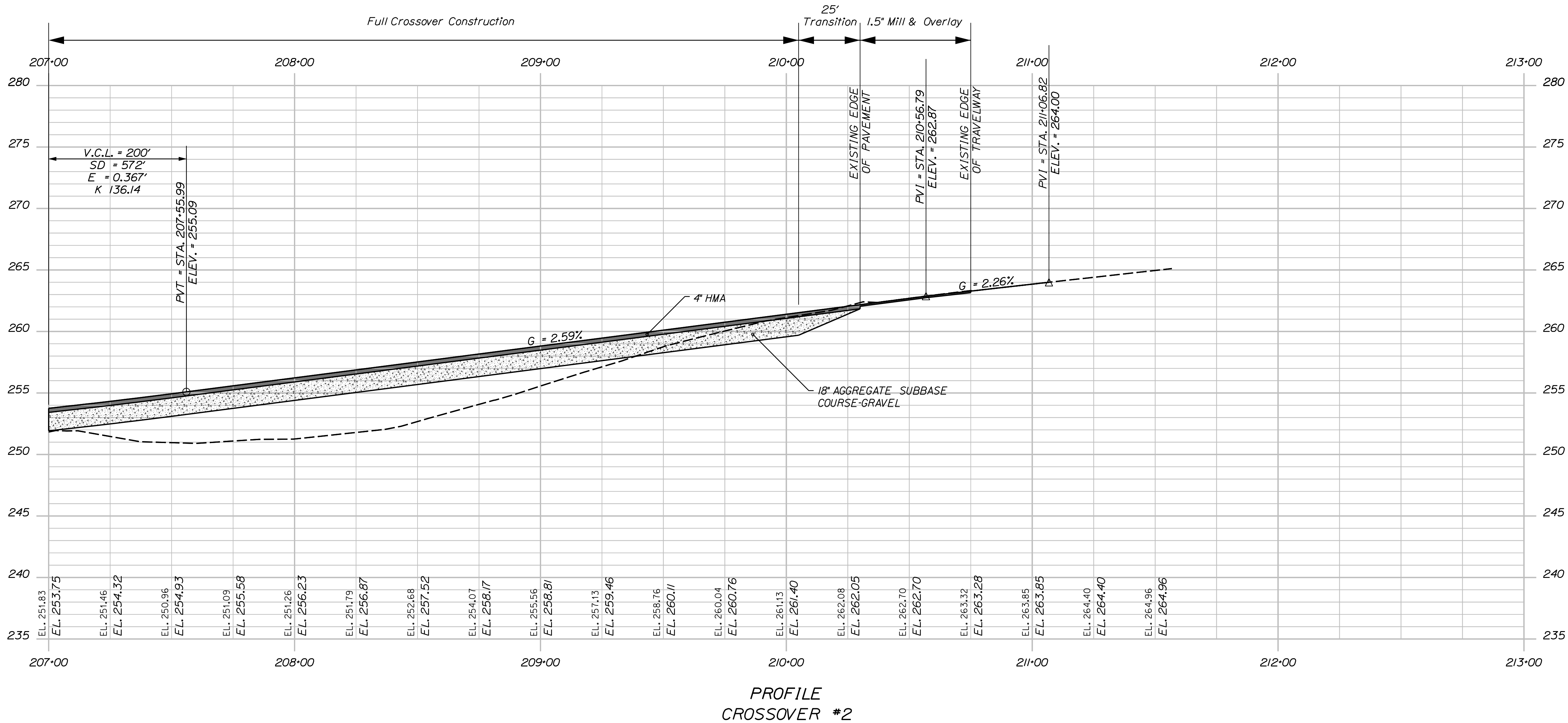


PROJ. MANAGER	D. EATON	BY	DATE
CHECKED-REVIEWED	T. AQUILAR	M. DOREO	07-22
DESIGNED-DETAILED	T. MCALLISTER	B. COLBURN	07-22
DESIGNED-DETAILED	N. EDMAN	S. LINDSEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

195 SB / ROUTE 152/MCRR & SEBASTICOOK RIVER BRIDGE NO. 5986 & 1446 PITTSFIELD	SOMERSET COUNTY
CROSSOVER NO.1	PROFILE



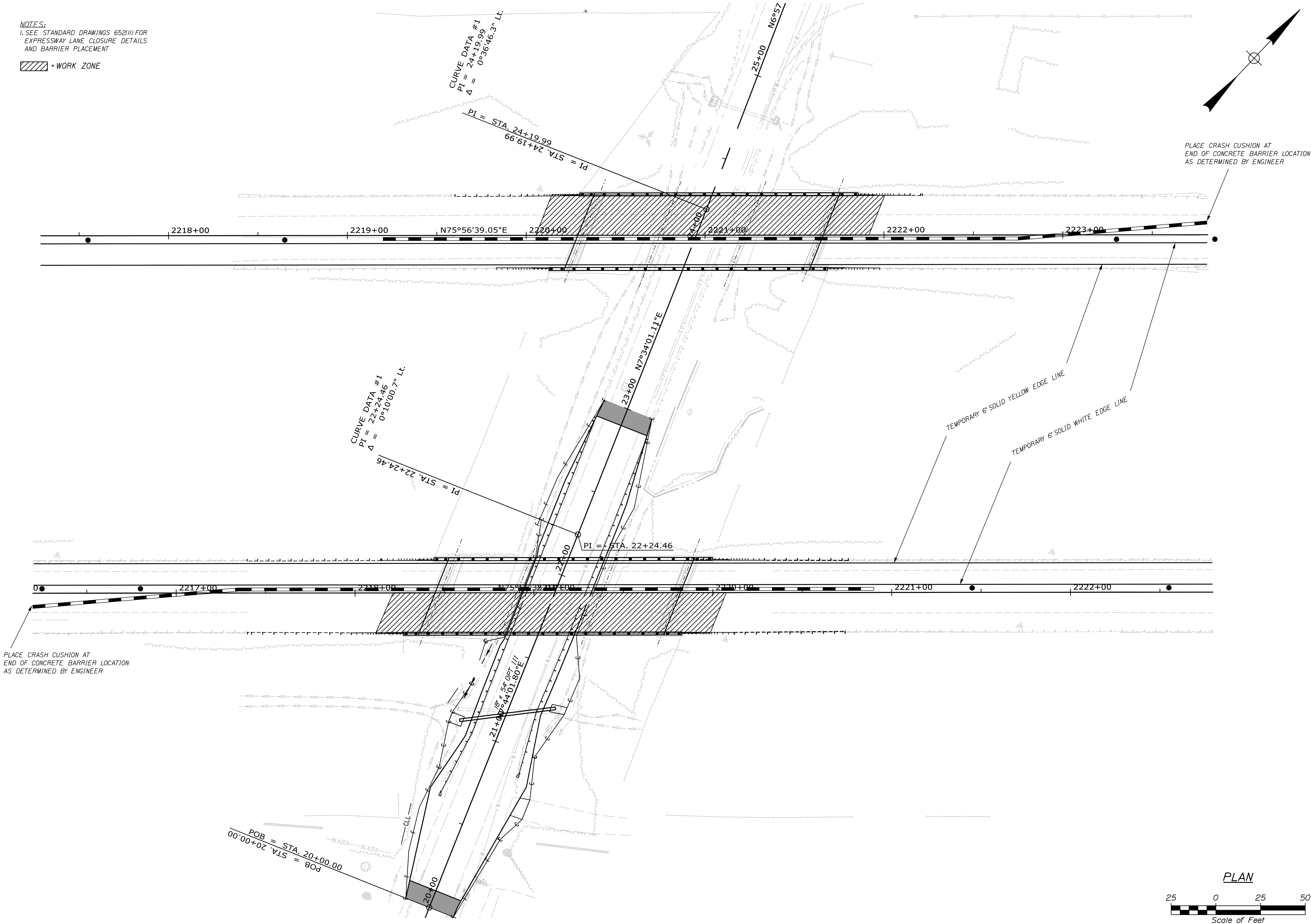
195 SB / ROUTE 152/MCRR & SEBASTICOOK RIVER BRIDGE NO. 5986 & 1446 PITTSFIELD SOMERSET COUNTY	PROJ. MANAGER DESIGN-DETAILED DESIGNS-DETAILED DESIGNS-DETAILED DESIGNS-DETAILED	D. EATON T. AQUILAR T. MCALLIFFE N. EDMAN	BY M. DOREO B. COLBURN S. LINDSEY	DATE 07-22 07-22 07-22
CROSSOVER NO.2 PROFILE	REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES			
SHEET NUMBER				



195 SB / ROUTE 152/MCRR & SEBASTICOOK RIVER BRIDGE NO. 5986 & 1446 PITTSFIELD SOMERSET COUNTY	PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	D. EATON T. AQUILAR T. MCALLIFFE N. EDMAN	BY M. DORE B. COLBURN S. LINDSEY	DATE 07-22 07-22 07-22	SIGNATURE P.E. NUMBER DATE
---	---	--	---	---------------------------------	----------------------------------

NOTES:
1. SEE STANDARD DRAWINGS 652(III) FOR
EXPRESSWAY LANE CLOSURE DETAILS
AND BARRIER PLACEMENT

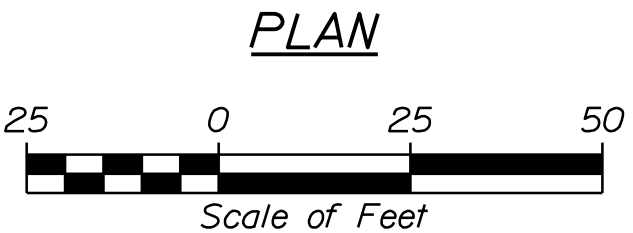
 = WORK ZONE



195 NB & SB / NORTH MAIN STREET BRIDGE NO. 5989 & 1445 PITTSFIELD SOMERSET COUNTY	STATE OF MAINE DEPARTMENT OF TRANSPORTATION																																									
	PROJECT NO. 2360700 / 2360900																																									
TRAFFIC CONTROL PLAN PHASE 1	WIN 23607.00 / 23609.00																																									
	BRIDGE NO. 5989 & 1445 BRIDGE PLANS																																									
SHEET NUMBER	28 OF 104																																									
<table><tr><td>PROJ. MANAGER</td><td>D. EATON</td><td>BY</td><td>DATE</td></tr><tr><td>DESIGN-DETAILED</td><td>T. AQUILAR</td><td>M. DOREO</td><td>07-22</td></tr><tr><td>CHECKED-REVIEWED</td><td>T. MCALLIFFE</td><td>B. COLBURN</td><td>07-22</td></tr><tr><td>DESIGN-DETAILED</td><td>N. EDMAN</td><td>S. LINDSEY</td><td>07-22</td></tr><tr><td>DESIGN-DETAILED</td><td></td><td></td><td></td></tr><tr><td>REVISIONS 1</td><td></td><td></td><td></td></tr><tr><td>REVISIONS 2</td><td></td><td></td><td></td></tr><tr><td>REVISIONS 3</td><td></td><td></td><td></td></tr><tr><td>REVISIONS 4</td><td></td><td></td><td></td></tr><tr><td>FIELD CHANGES</td><td></td><td></td><td></td></tr></table>			PROJ. MANAGER	D. EATON	BY	DATE	DESIGN-DETAILED	T. AQUILAR	M. DOREO	07-22	CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22	DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22	DESIGN-DETAILED				REVISIONS 1				REVISIONS 2				REVISIONS 3				REVISIONS 4				FIELD CHANGES			
PROJ. MANAGER	D. EATON	BY	DATE																																							
DESIGN-DETAILED	T. AQUILAR	M. DOREO	07-22																																							
CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22																																							
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22																																							
DESIGN-DETAILED																																										
REVISIONS 1																																										
REVISIONS 2																																										
REVISIONS 3																																										
REVISIONS 4																																										
FIELD CHANGES																																										

Date: 7/25/2022

 = WORK ZONE

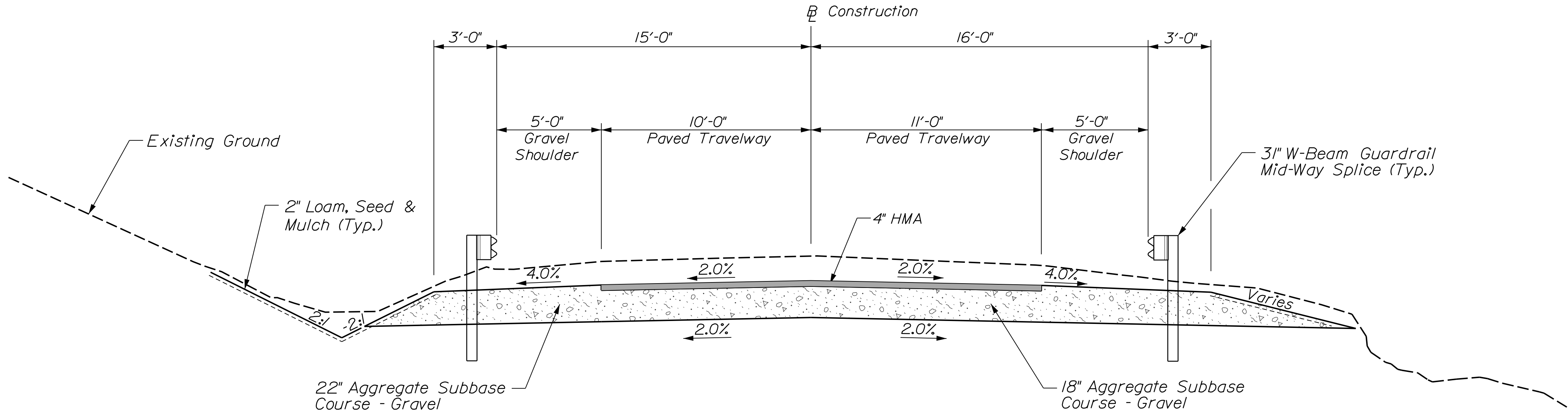


SHEET NUMBER

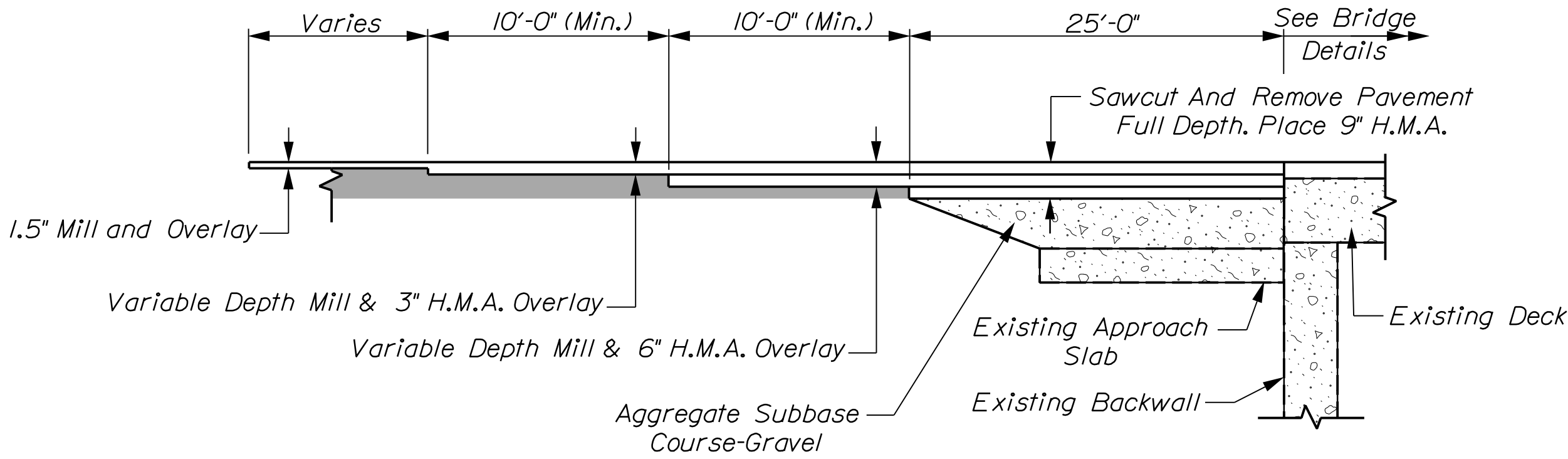
29

OF 104

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2360700 / 2360900
WIN 23607.00 / 23609.00
BRIDGE NO. 5989 & 1445
BRIDGE PLANS



NORTH MAIN STREET
STA. 20+00.00 TO STA. 23+00.00



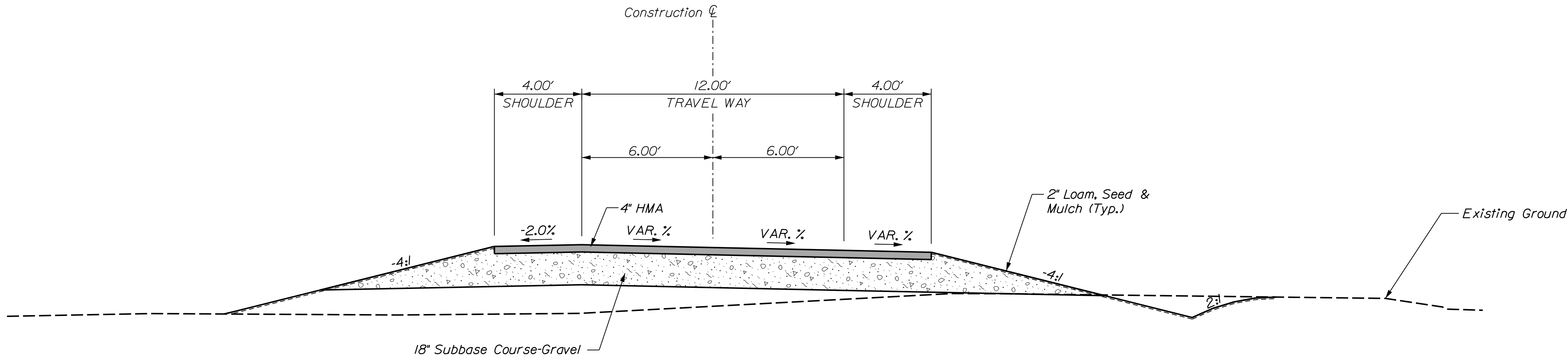
PAVEMENT TRANSITION DETAIL
N.T.S.
Note: Distances Measured Along Construction

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2360300 / 2360700
2360900 / 2361300
WIN 23603.00 / 23607.00 / 23609.00 / 23613.00
BRIDGE NO. 5986, 5989, 1445, & 1446
BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLISTER	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

I-95 / ROUTE 152, NORTH MAIN STREET, & SEBASTICOOK RIVER PITTSFIELD SOMERSET COUNTY
TYPICAL SECTIONS

SHEET NUMBER
30
OF 104

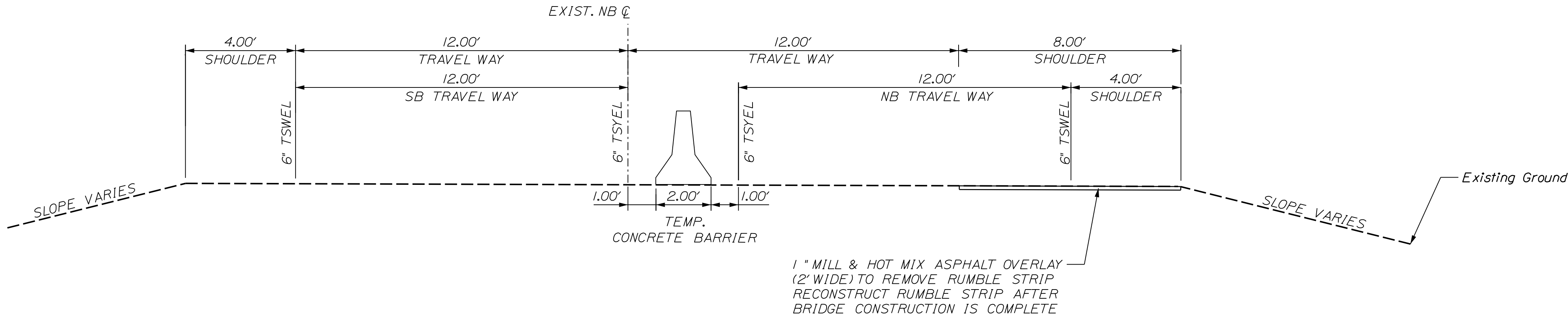


CROSSOVER TYPICAL SECTION

Crossover No.1 Sta. 105+00 To Sta. 110+00
Crossover No.2 Sta. 203+00 To 209+00
N.T.S.

Note:

1. Place 2" Of Loam, Seed, & Mulch Over
Crossover Pavement At Completion Of Project.



TWO WAY TRAFFIC TYPICAL SECTION

STA. 2153+00 TO 2194+00 NORTHBOUND ROADWAY
N.T.S.

195 SB / ROUTE 152/MCRR & SEBASTICOOK RIVER
BRIDGE NO. 5986 & 1446
PITTSFIELD SOMERSET COUNTY

TYPICAL SECTIONS

SHEET NUMBER

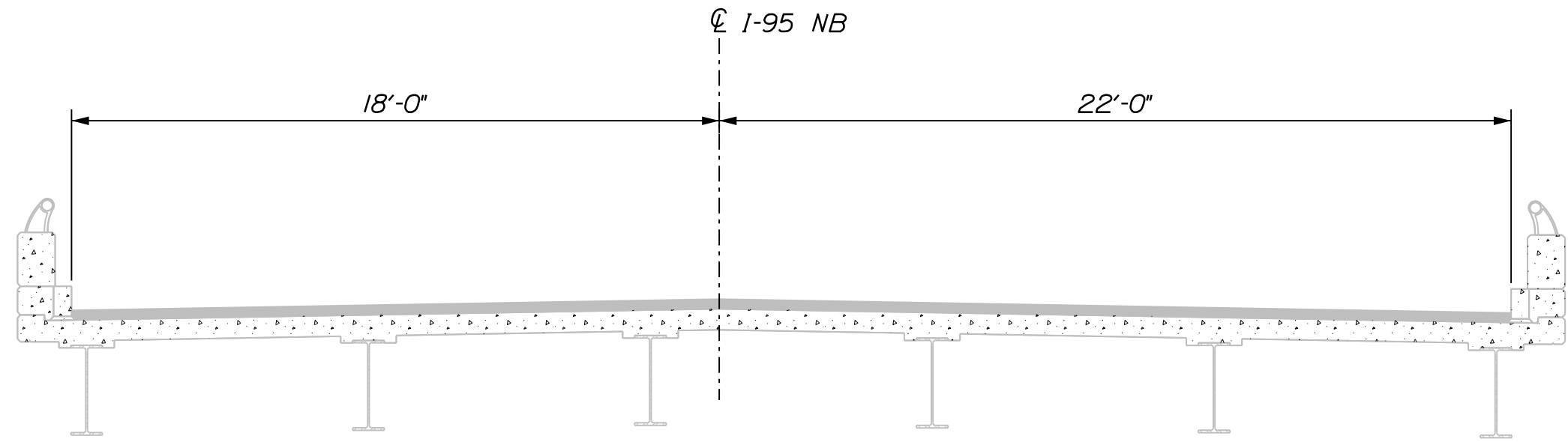
31

OF 104

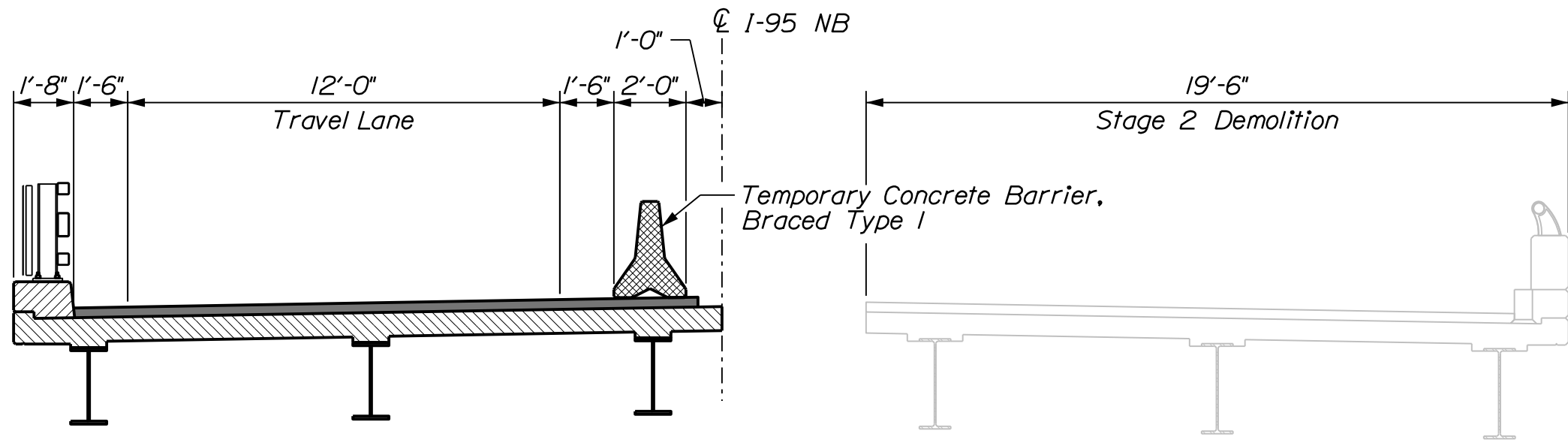
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2360300 & 2361300
WIN
BRIDGE NO. 5986/1446 23603.00 & 23613.00
BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

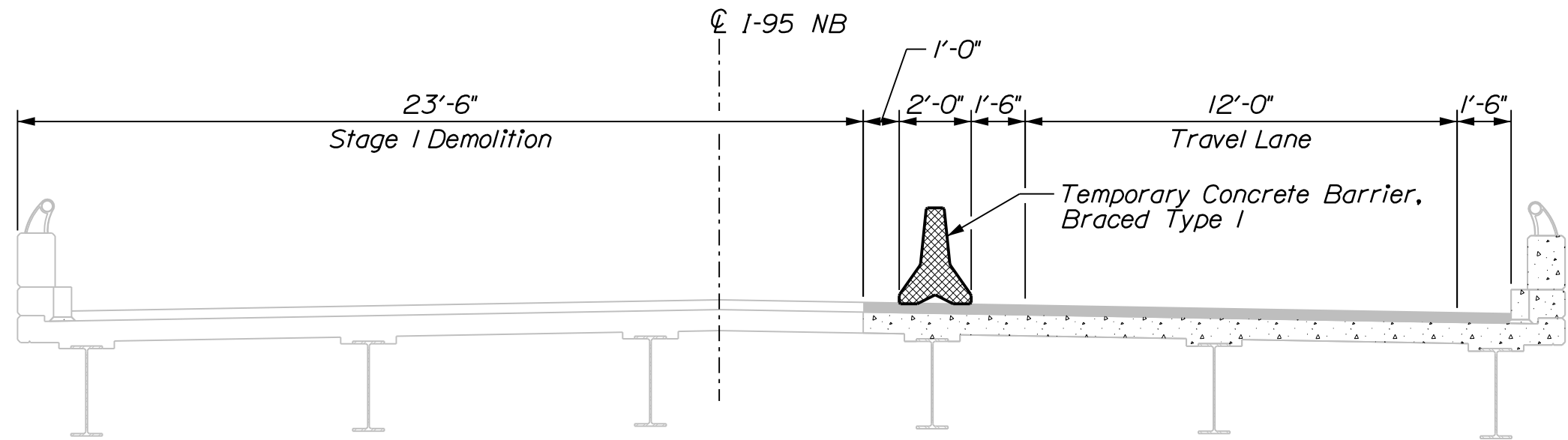
SIGNATURE	P.E. NUMBER	DATE



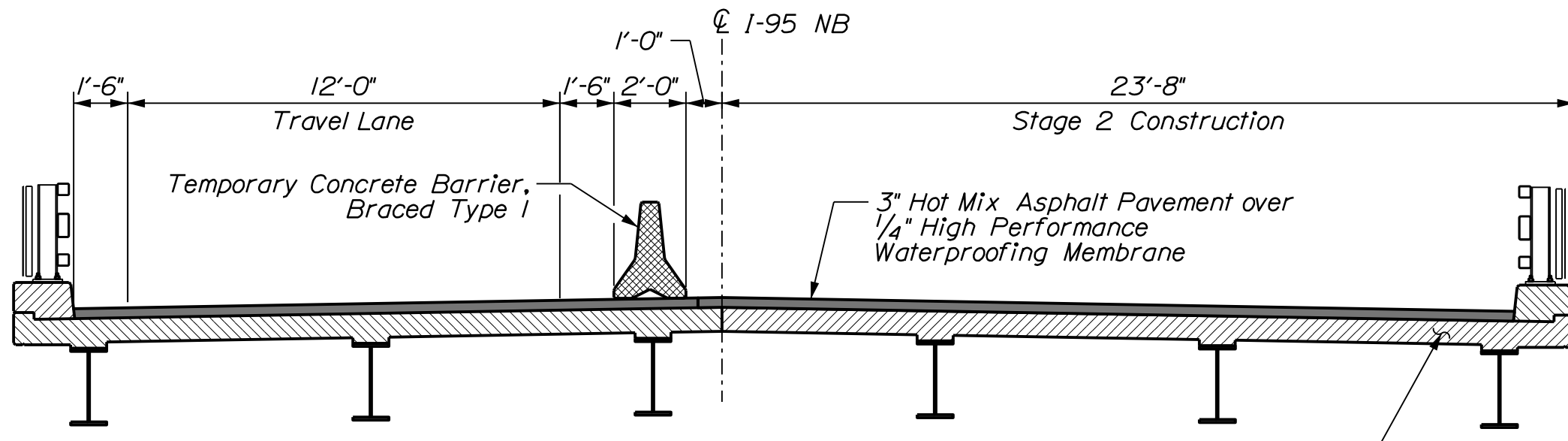
EXISTING SECTION
I-95 Northbound shown,
I-95 Southbound opposite hand.



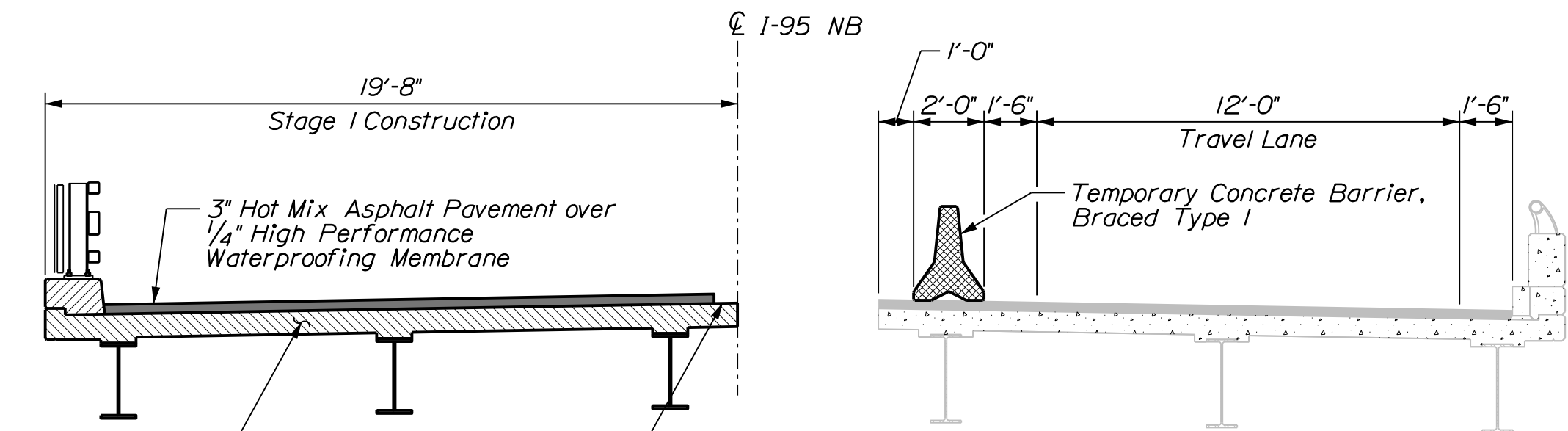
STAGE 2 DEMOLITION
I-95 Northbound shown,
I-95 Southbound opposite hand.



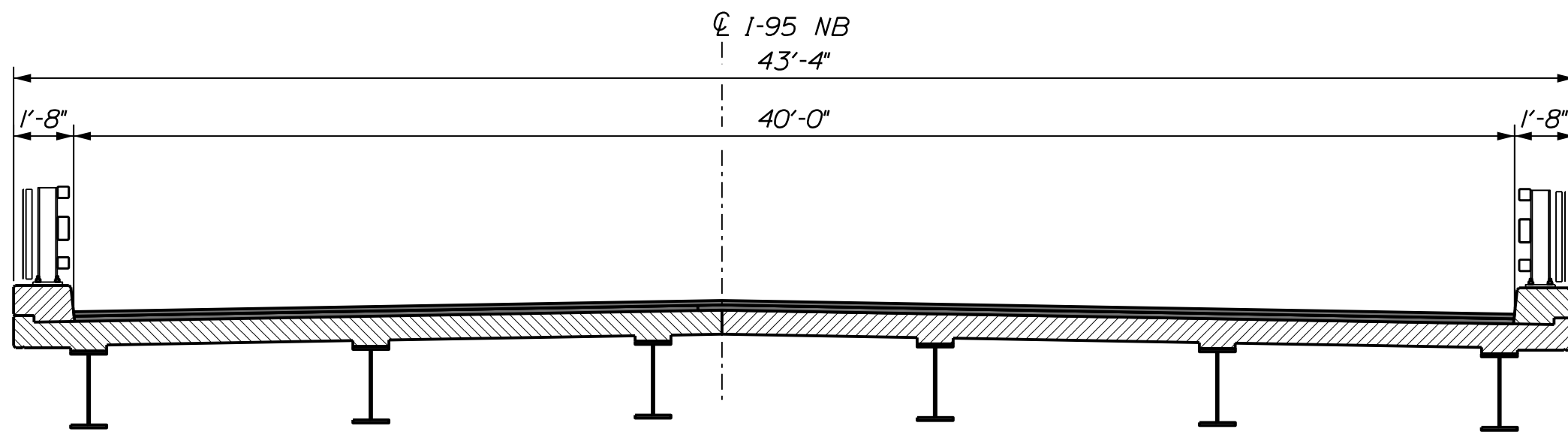
STAGE 1 DEMOLITION
I-95 Northbound shown,
I-95 Southbound opposite hand.



STAGE 2 CONSTRUCTION
I-95 Northbound shown,
I-95 Southbound opposite hand.



STAGE 1 CONSTRUCTION
I-95 Northbound shown,
I-95 Southbound opposite hand.



PROPOSED SECTION
I-95 Northbound shown,
I-95 Southbound opposite hand.

- NOTES:
- Bridge drains and diaphragms not shown for clarity.
 - Temporary Concrete Barrier, Braced Type I shall be in accordance with Special Provision 526.
 - Bridge transverse sections are looking upstation.

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22
DESIGNS-DETAILED	N. EDMAN	S. LINDSLEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Crossover #1				
Superelevation Chart				
Left Shoulder	Left Travelway	Station	Right Travelway	Right Shoulder
		102+50.00		Match
		103+00.00		-5.00%
	5.00%	103+50.00	-5.00%	-5.00%
	5.00%	104+00.00	-5.00%	-5.00%
-2.00%	5.00%	105+85.00	-5.00%	-5.00%
-2.00%	4.44%	106+00.00	-4.44%	-4.44%
-2.00%	2.59%	106+50.00	-2.59%	-2.59%
-2.00%	2.00%	106+66.00	-2.00%	-2.00%
-2.00%	0.74%	107+00.00	-0.74%	-2.00%
-2.00%	0.00%	107+20.00	0.00%	-2.00%
-2.00%	-1.11%	107+50.00	1.11%	-2.00%
-2.00%	-2.00%	107+74.00	2.00%	-2.00%
-2.96%	-2.96%	108+00.00	2.96%	-2.00%
-4.81%	-4.81%	108+50.00	4.81%	-2.00%
-5.00%	-5.00%	108+55.00	5.00%	-2.00%
Full Superelevation				
-5.00%	-5.00%	112+85.00	5.00%	-2.00%

Crossover #2				
Superelevation Chart				
Left Shoulder	Left Travelway	Station	Right Travelway	Right Shoulder
Match		201+50.00		
-4.00%				
-4.00%				
-4.00%	-4.00%	203+90.00	4.00%	-2.00%
-3.76%	-3.76%	204+00.00	3.76%	-2.00%
-2.58%	-2.58%	204+50.00	2.58%	-2.00%
-2.00%	-2.00%	204+74.44	2.00%	-2.00%
-2.00%	-1.39%	205+00.00	1.39%	-2.00%
-2.00%	-0.21%	205+50.00	0.21%	-2.00%
-2.00%	0.00%	205+58.89	0.00%	-2.00%
-2.00%	0.97%	206+00.00	-0.97%	-2.00%
-2.00%	2.00%	206+43.33	-2.00%	-2.00%
-2.00%	2.16%	206+50.00	-2.16%	-2.16%
-2.00%	3.34%	207+00.00	-3.34%	-3.34%
-2.00%	4.53%	207+50.00	-4.53%	-4.53%
-2.00%	5.00%	207+70.00	-5.00%	-5.00%
Full Superelevation				
		211+50.00	-5.00%	-5.00%
				Match

195 SB / ROUTE 152/MCRR & SEBASTICOOK RIVER
BRIDGE NO. 5986 \$ 1446
PITTSFIELD SOMERSET COUNTY

CROSSOVER
SUPERELEVATION CHARTS

SHEET NUMBER

33

OF 104

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2360300 / 2361300
WIN 23603.00 / 23613.00
BRIDGE NO. 5986 & 1446
BRIDGE PLANS

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

D. EATON
T. AQUILAR
T. MCALLISTER
N. EDMAN

BY
M. DOREO
B. COLBURN
S. LINDSEY

DATE
07-22
07-22
07-22

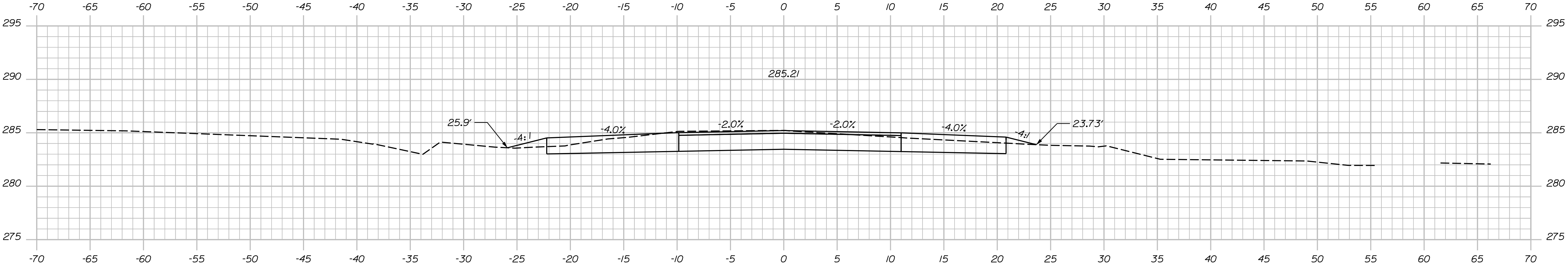
SIGNATURE
P.E. NUMBER
DATE

Date:7/25/2022

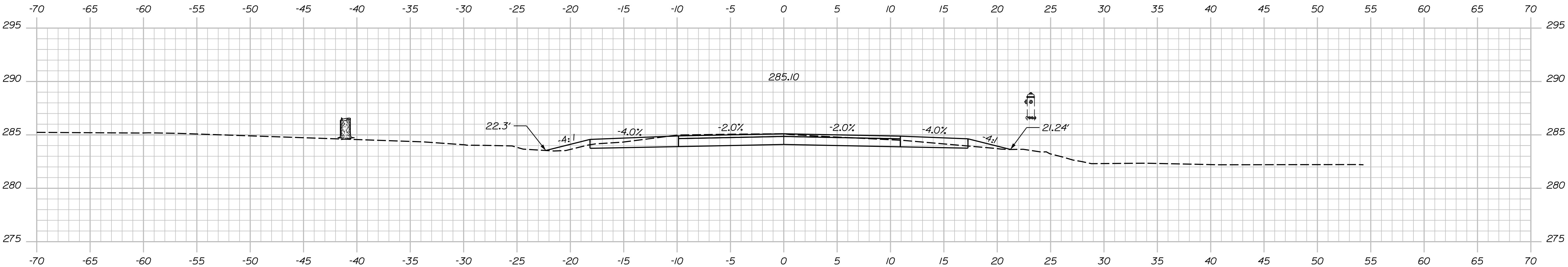
Username: togular

Division:

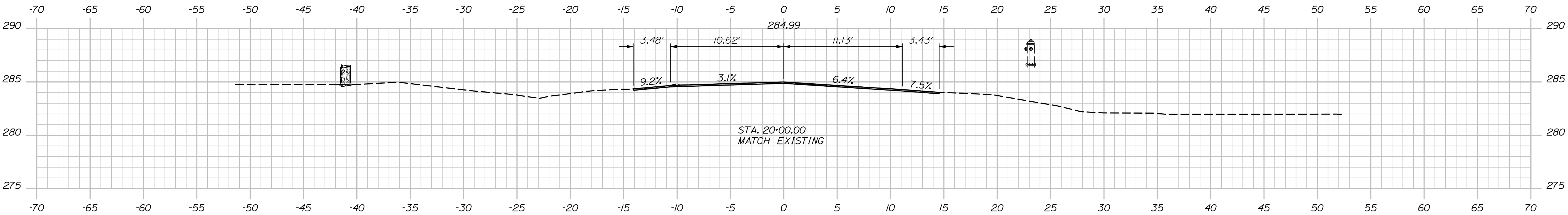
Filename: ... \Xsects_Madawaska Ave.dgn



20+50.00



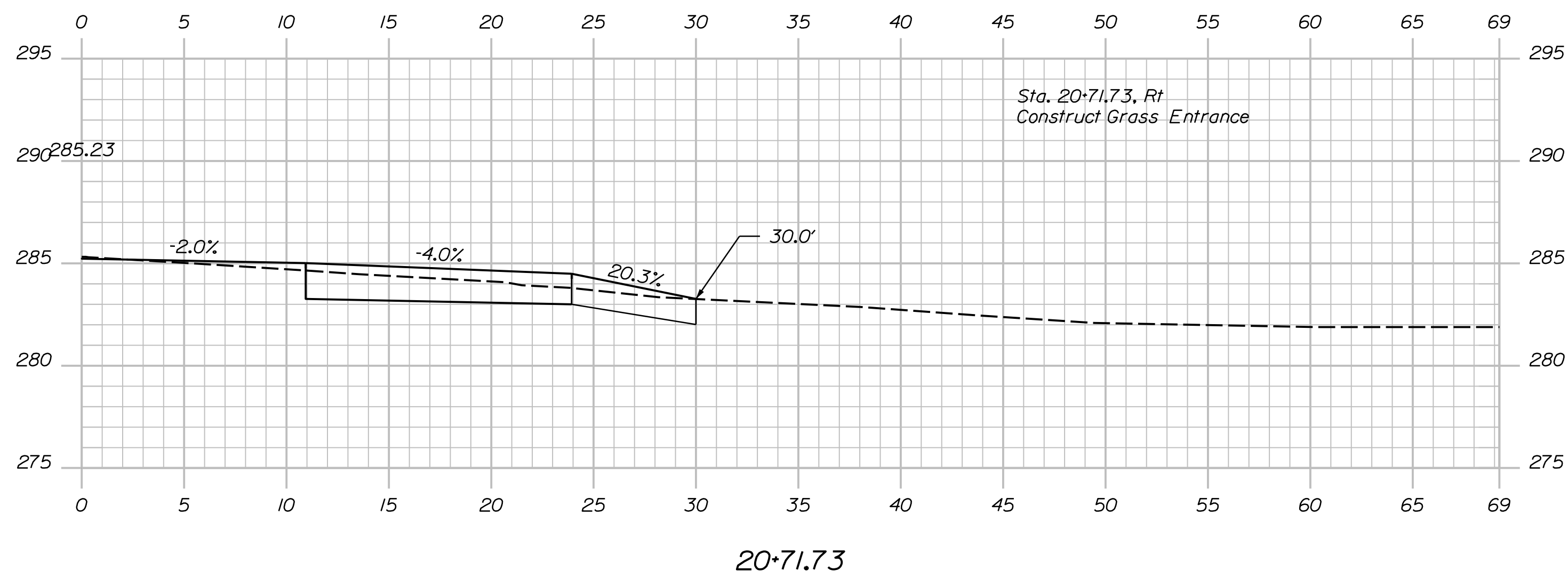
20+25.00



20+00.00

PROJ. MANAGER	D. EATON	BY	DATE
CHECKED-REVIEWED	T. AQUILAR	M. DOREO	07-22
DESIGNED-REVIEWED	T. MCALLISTER	B. COLBURN	07-22
DESIGNED-REVIEWED	N. EDMAN	S. LINDSEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Filename: ... \Xsects_Madawaska Ave.dgn



SHEET NUMBER

35

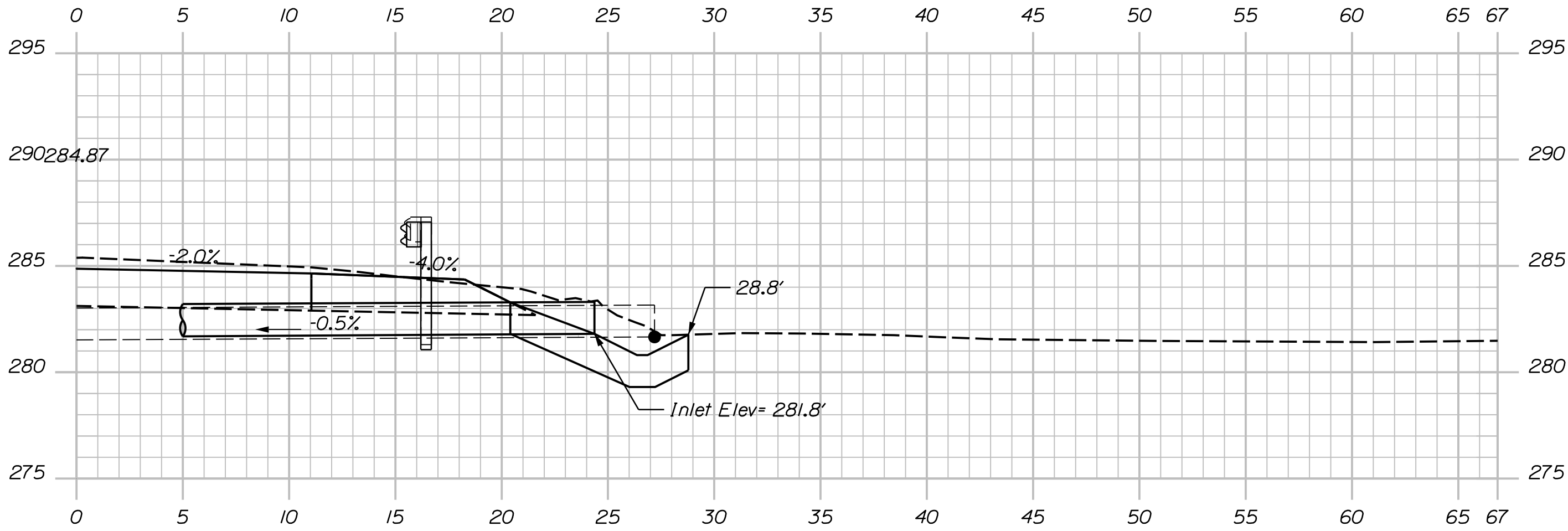
OF 104

Date:7/25/2022

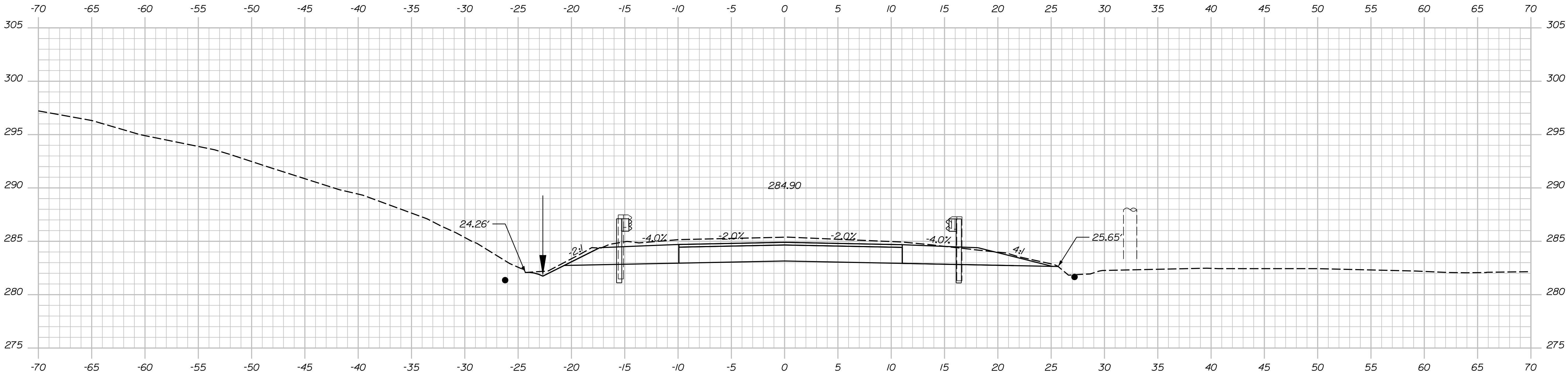
Username: togular

Division:

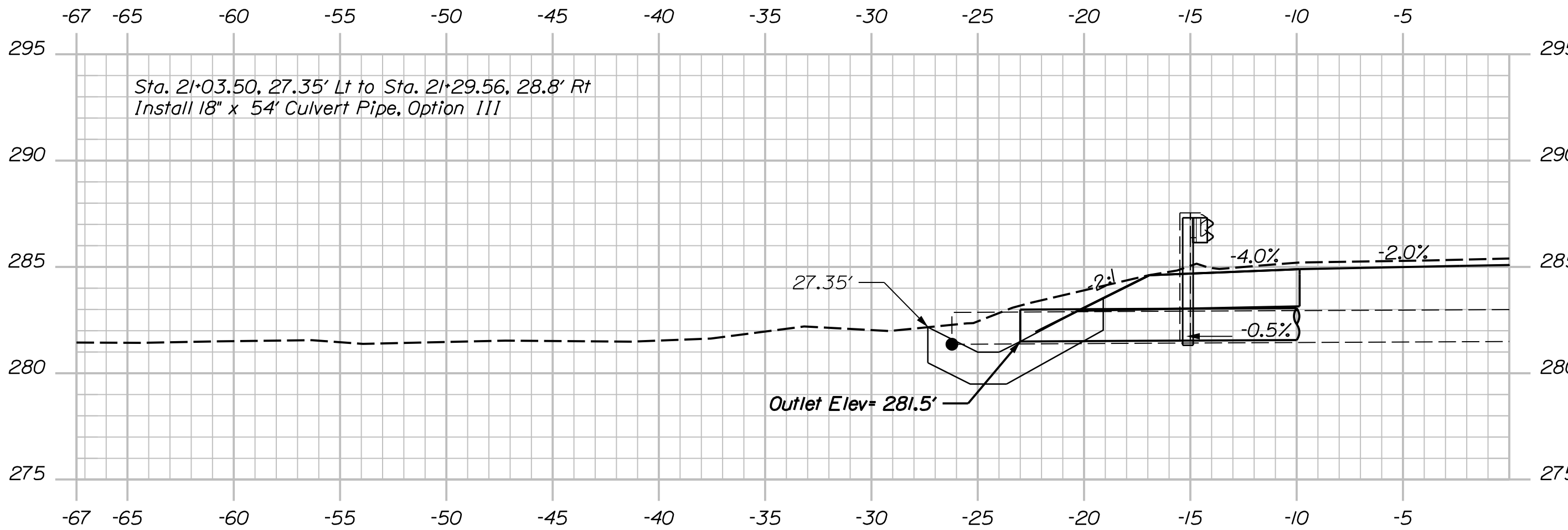
Filename: ... \Xsects_Madawaska Ave.dgn



21+29.56



21+25.00



21+03.50

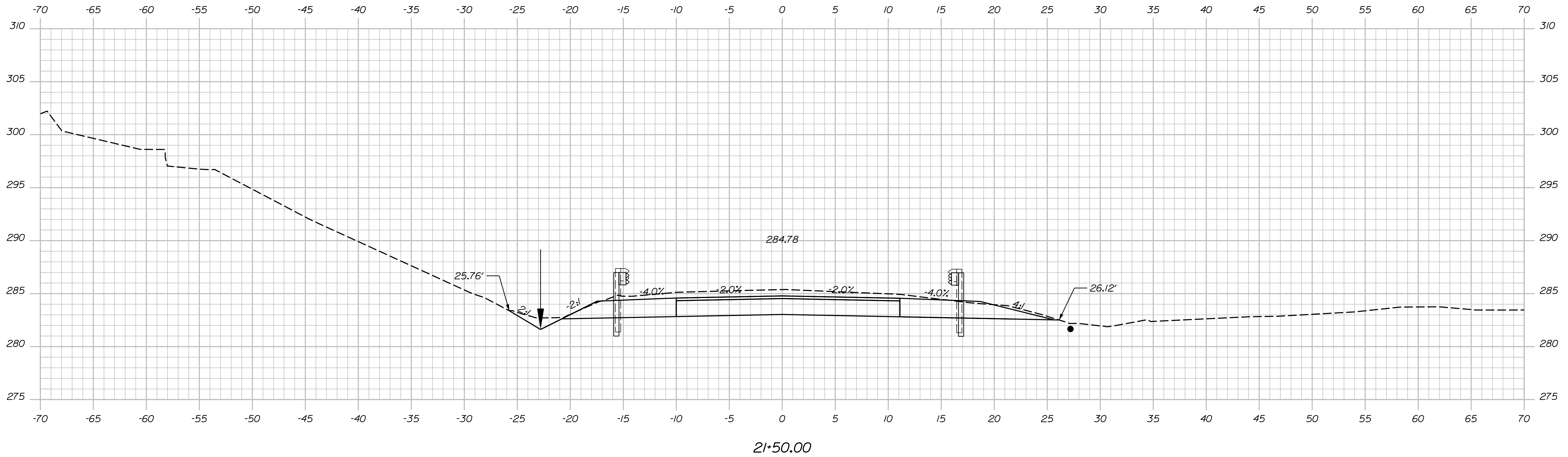
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2360700
WIN 023607.00
BRIDGE NO. 5989
BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
CHECKED-REVIEWED	T. AQUILAR	M. DOREO	07-22
DESIGN-DETAILED	T. MCALLISTER	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE			
P.E. NUMBER			
DATE			

195 NB / NORTH MAIN STREET BRIDGE
BRIDGE NO. 5989
SOMERSET COUNTY
PITTSFIELD
NORTH MAIN STREET
CROSS SECTIONS

SHEET NUMBER
36
OF 104

Filename: ... \Xsects_Madawaska Ave.dgn

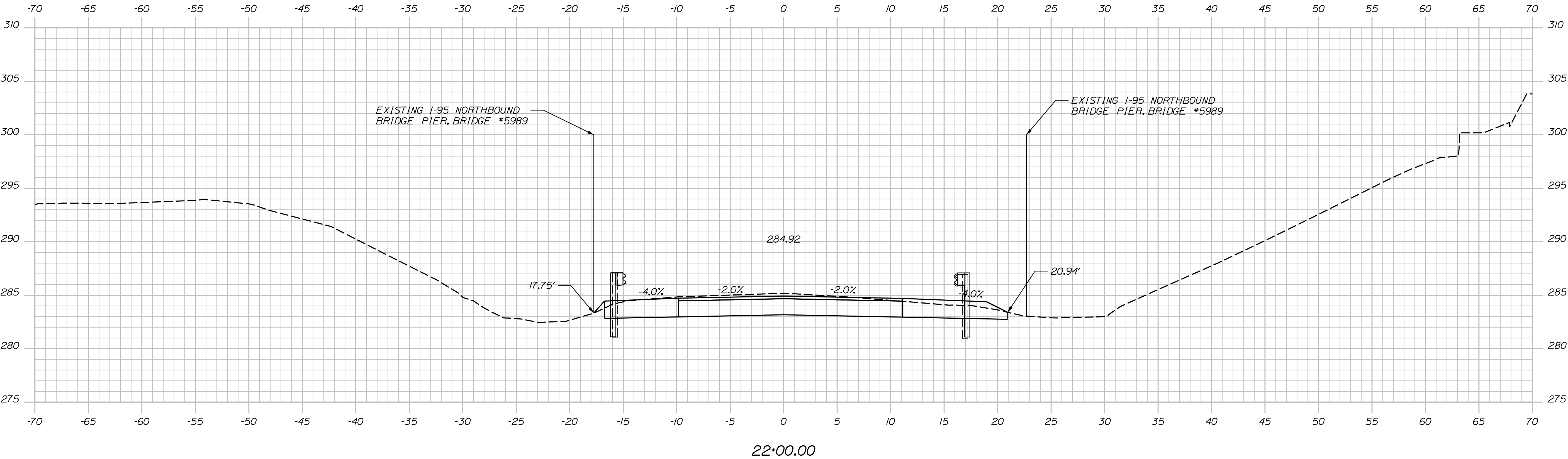
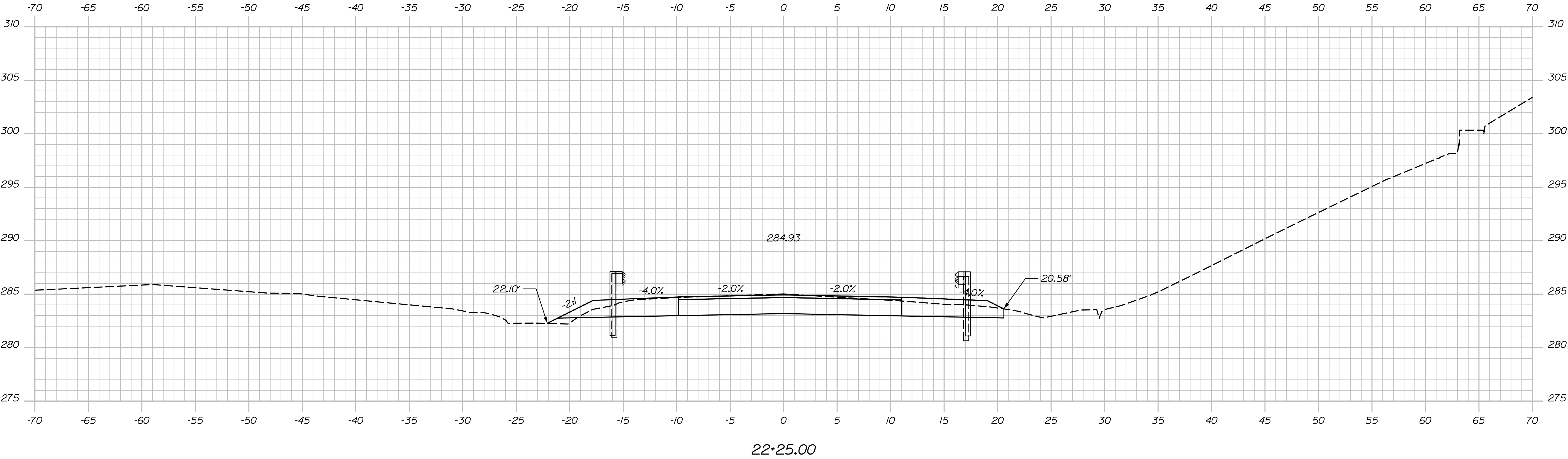


Date:7/25/2022

Username: togular

Division:

Filename: ... \Xsects_Madawaska Ave.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 2360700

WIN 023607.00
BRIDGE NO. 5989

BRIDGE PLANS

195 NB / NORTH MAIN STREET BRIDGE
BRIDGE NO. 5989
PITTSFIELD

SOMERSET COUNTY

NORTH MAIN STREET
CROSS SECTIONS

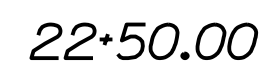
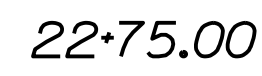
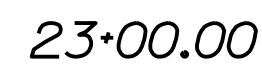
SHEET NUMBER

38

OF 104

PROJ. MANAGER	D. EATON	BY	DATE	SIGNATURE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22	
CHECKED-REVIEWED	T. MCALLISTER	B. COLBURN	07-22	
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22	
REVISIONS 1				P.E. NUMBER
REVISIONS 2				DATE
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

Filename: ... \Xsects_Madawaska Ave.dgn



SHEET NUMBER

39

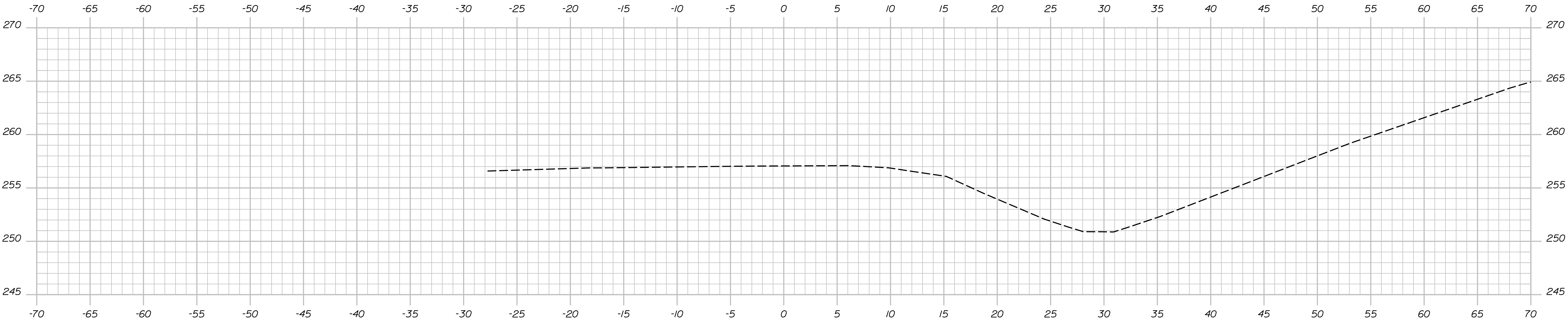
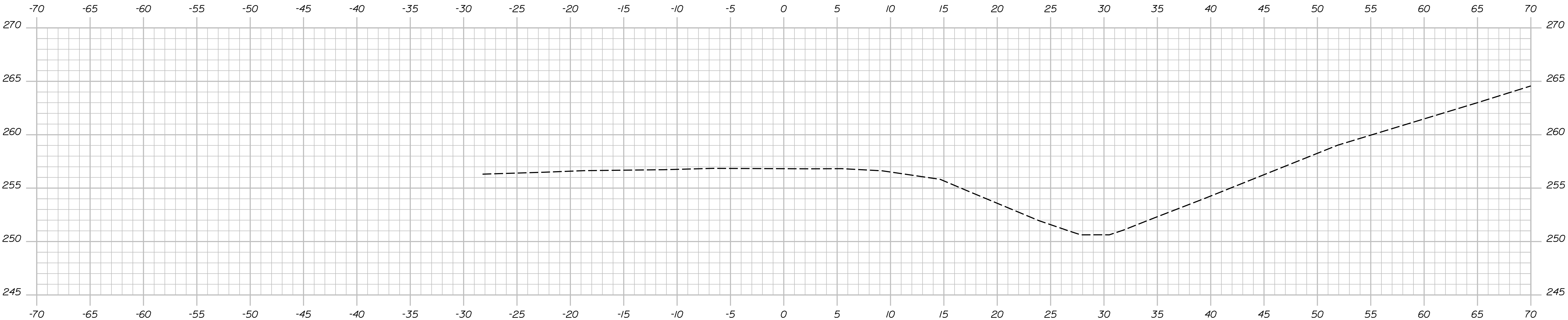
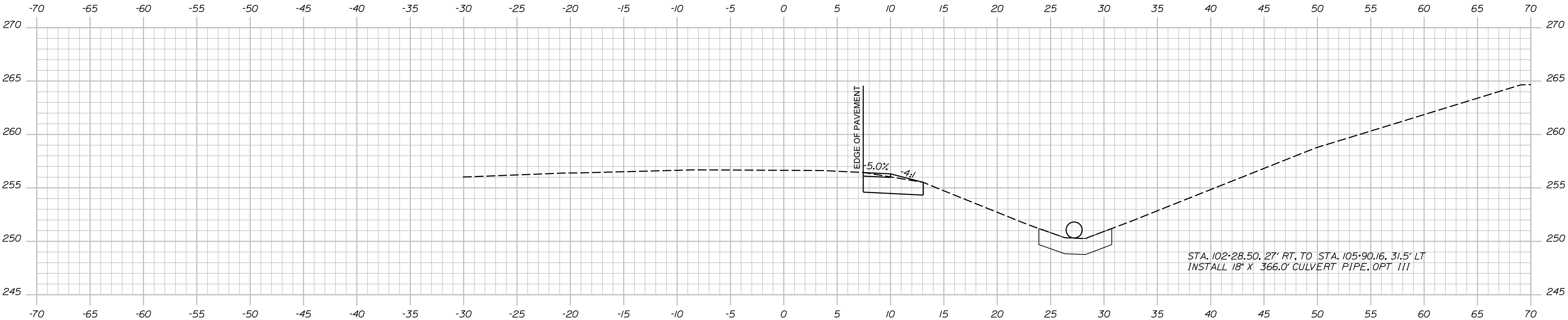
OF 104

Date:7/25/2022

Username: togular

Division:

Filename: ... \Xsects_Southern Crossover.dgn



STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

PROJECT NO. 2360300 & 2361300

WIN
BRIDGE NO. 5986/1446 23603.00 & 23613.00 BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLISTER	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

195 SB / ROUTE 152/MCRR & SEBASTICOOK RIVER

BRIDGE NO. 5986 & 1446

PITTSFIELD

SOMERSET COUNTY

CROSS SECTIONS

CROSSOVER 1

SHEET NUMBER

40

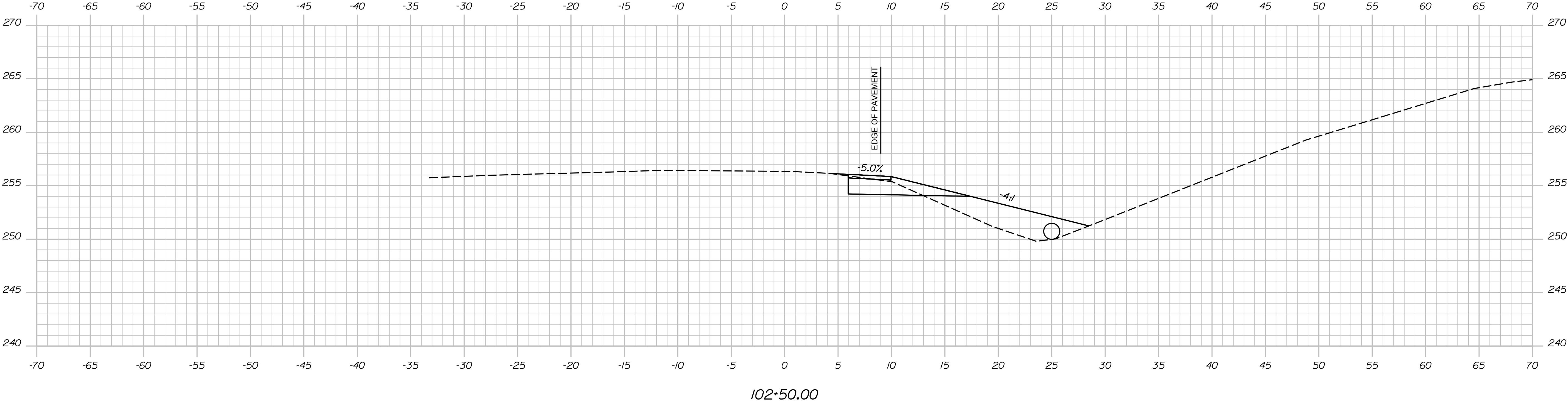
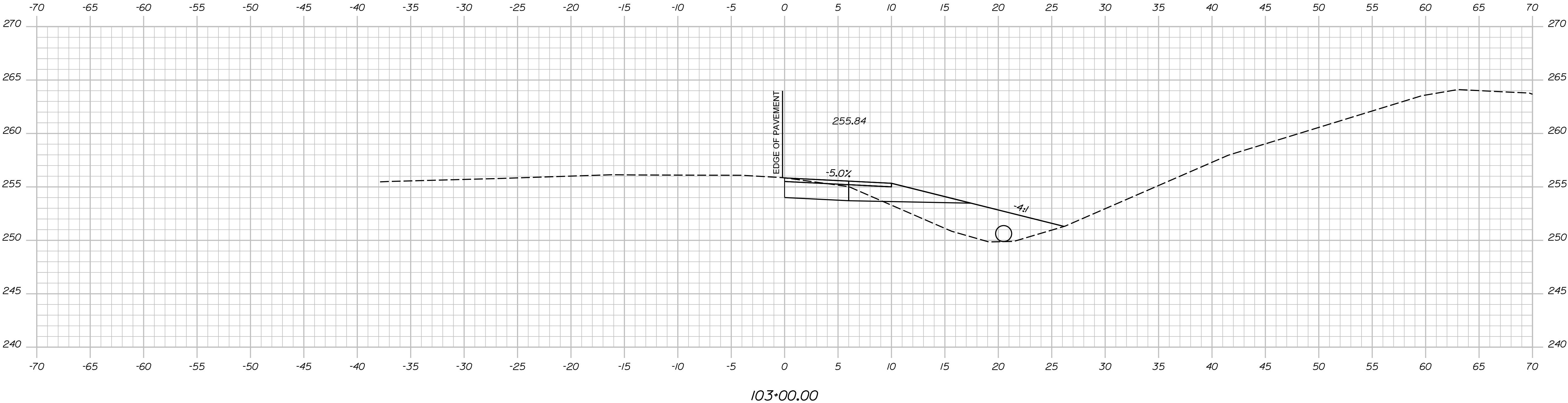
OF 104

Date: 7/25/2022

Username: togular

Division:

Filename: ... \Xsects_Southern Crossover.dgn



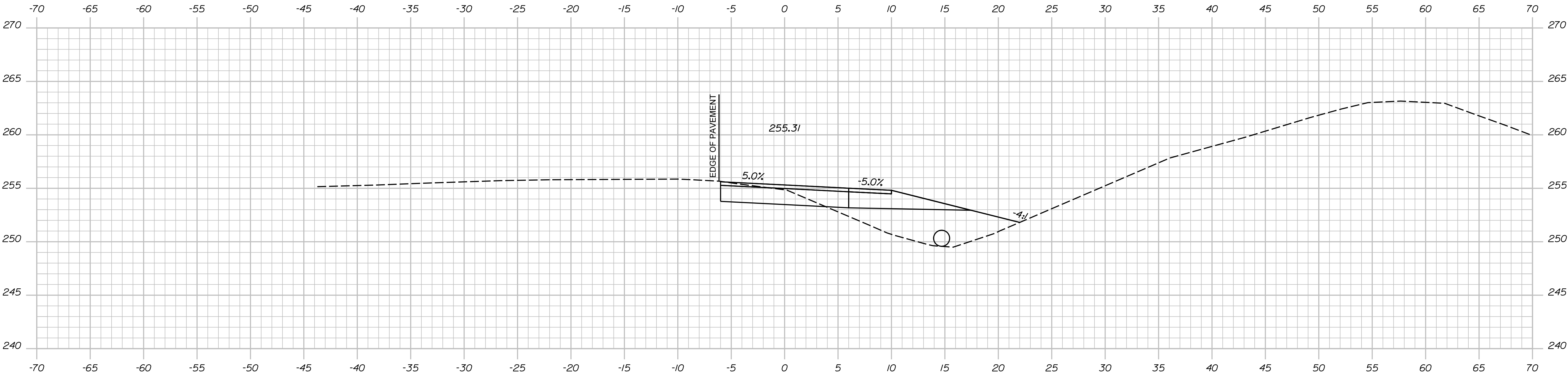
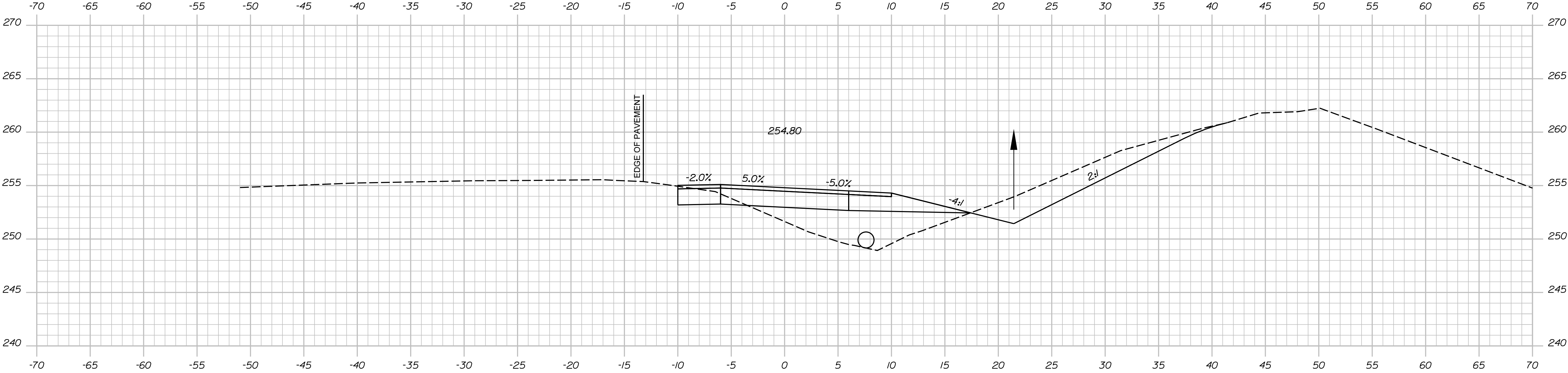
PROJ. MANAGER	D. EATON	BY	DATE
CHECKED-REVIEWED	T. AQUILAR T. MCALLISTER	M. DOBRO B. COLEBURN	07-22 07-22
DESIGNS-DETAILED	N. EDMAN	S. LINDSLEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Date:7/25/2022

Username: tagular

Division:

Filename: ... \Xsects_Southern Crossover.dgn



PROJ. MANAGER	D. EATON	BY	DATE
CHECKED-DETAILED	T. AQUILAR	M. DORE	07-22
DESIGN-REVIEWED	T. MCALLISTER	B. COLBURN	07-22
DESIGNS-DETAILED	N. EDMAN	S. LINDSEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

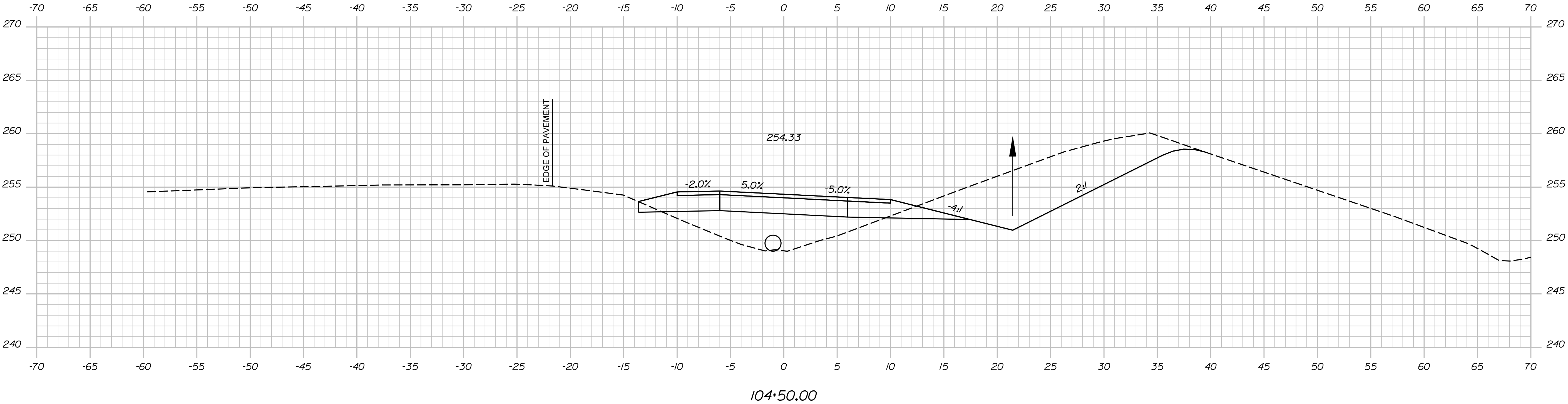
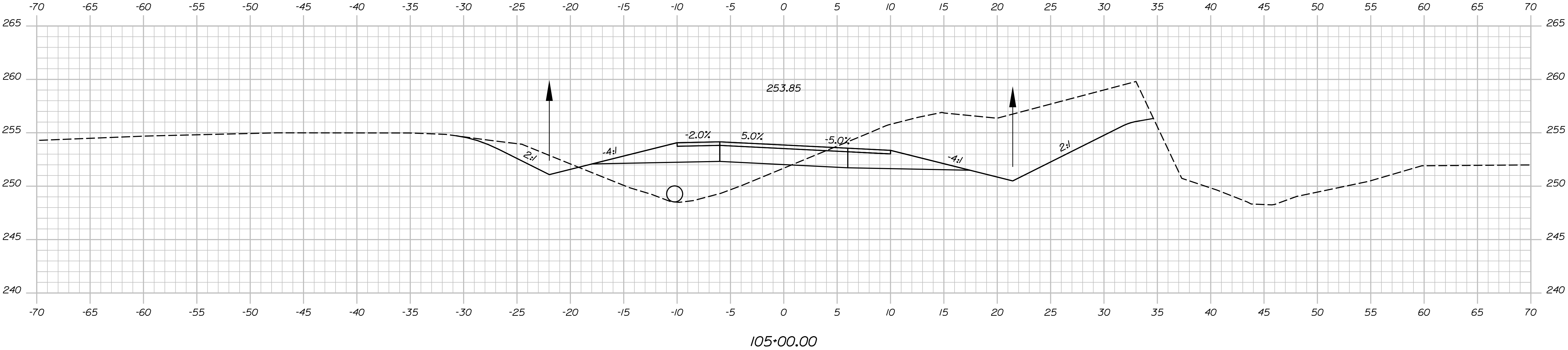
195 SB / ROUTE 152/MCRR & SEBASTICOOK RIVER
BRIDGE NO. 5986 & 1446
PITTSFIELD SOMERSET COUNTY
CROSS SECTIONS
CROSSOVER 1

Date:7/25/2022

Username: tagular

Division:

Filename: ... \Xsects_Southern Crossover.dgn

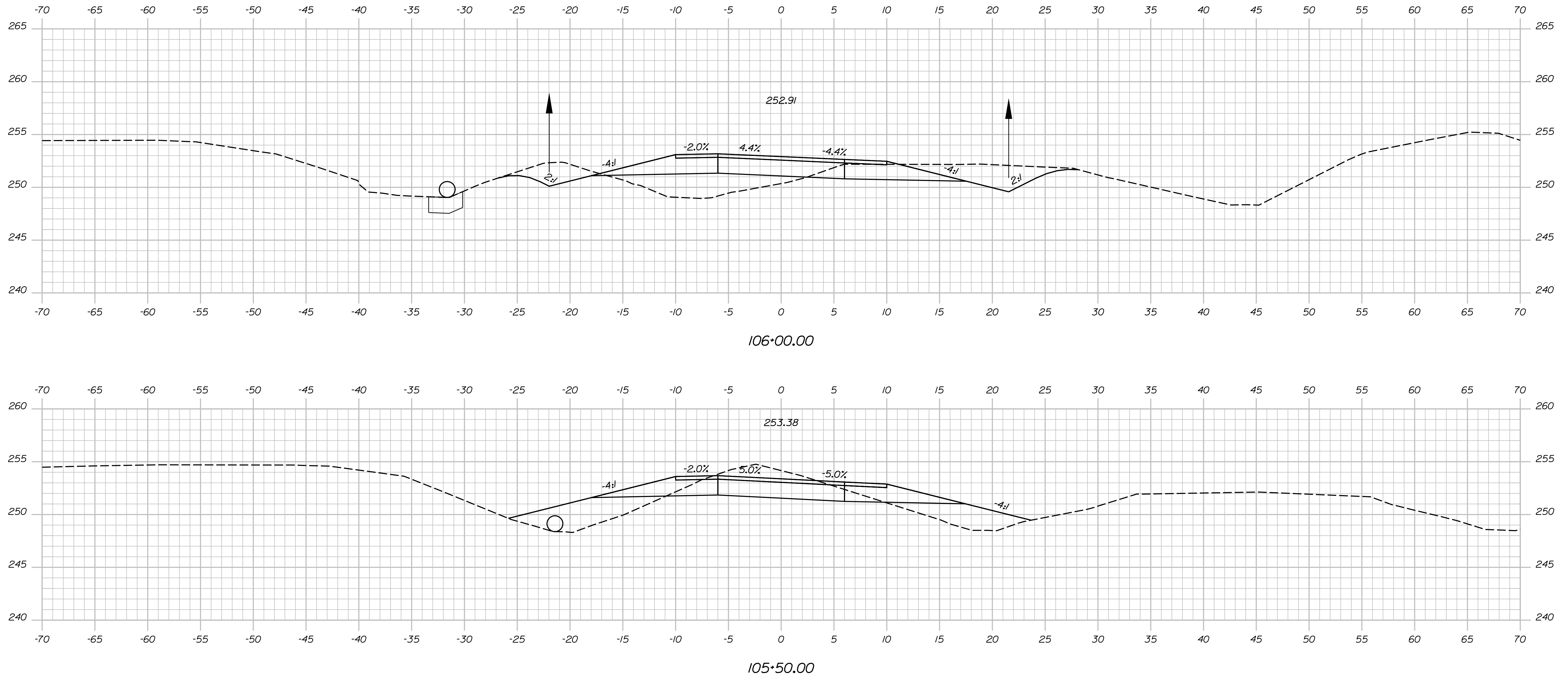


PROJ. MANAGER	D. EATON	BY	DATE
CHECKED-REVIEWED	T. AQUILAR	M. DOREO	07-22
DESIGN-DETAILED	T. MCALLISTER	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSLEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
PROJECT NO. 2360300 & 2361300	
WIN	
BRIDGE NO. 5986/1446	23603.00 & 23613.00
BRIDGE PLANS	

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	DESIGN-DETAILED	D. EATON	BY	DATE
CHECKED-REVIEWED	T. AGUILAR	M. DOREO		07-22
DESIGN2-DETAILED2	T. MCAULIFFE	B. COBURN		07-22
DESIGN3-DETAILED3	N. EDMAN	S. LINDSLEY		07-22
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

**CROSS SECTIONS
CROSSOVER 1**

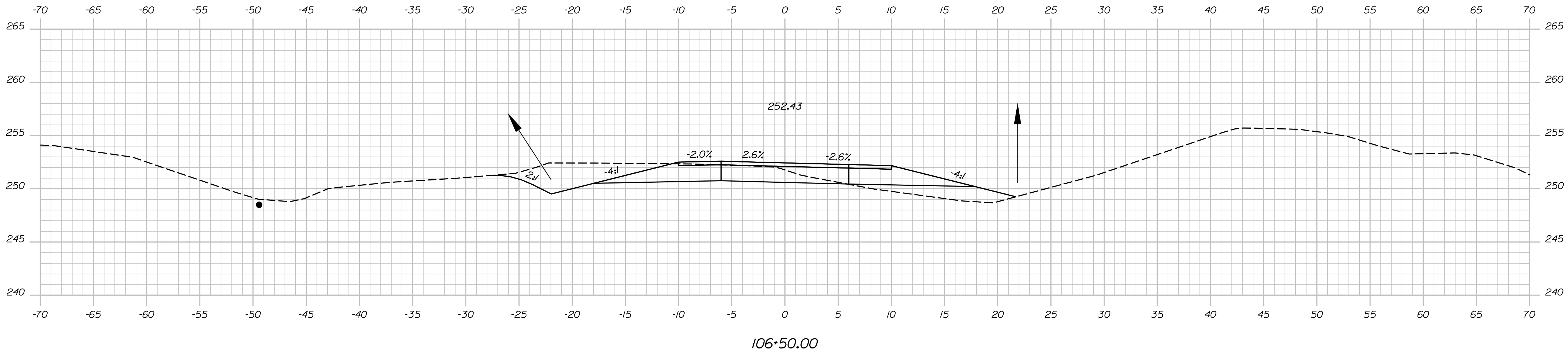
PITTSFIELD SOMERSET COUNTY

SHEET NUMBER

44

OF 104

Filename: ... \Xsects_Southern Crossover.dgn

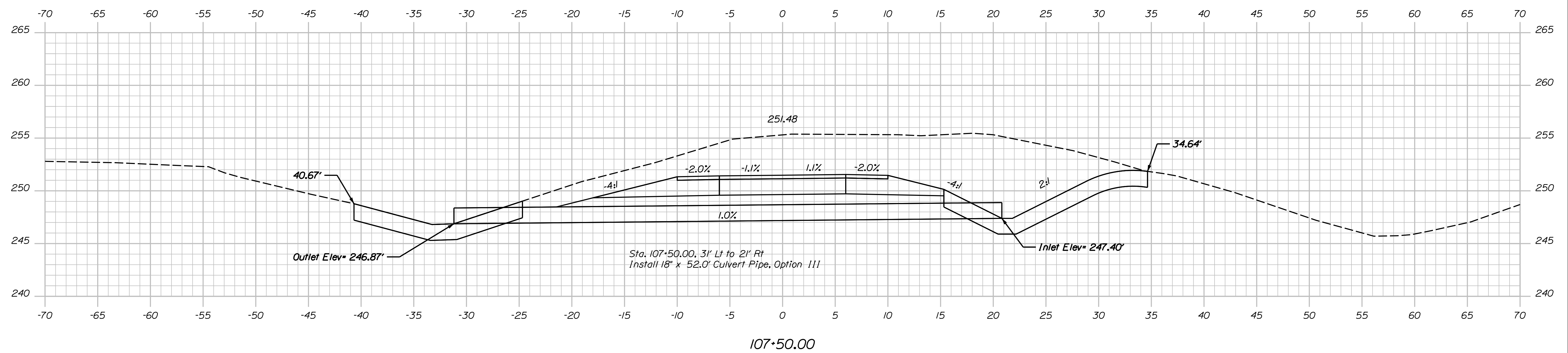
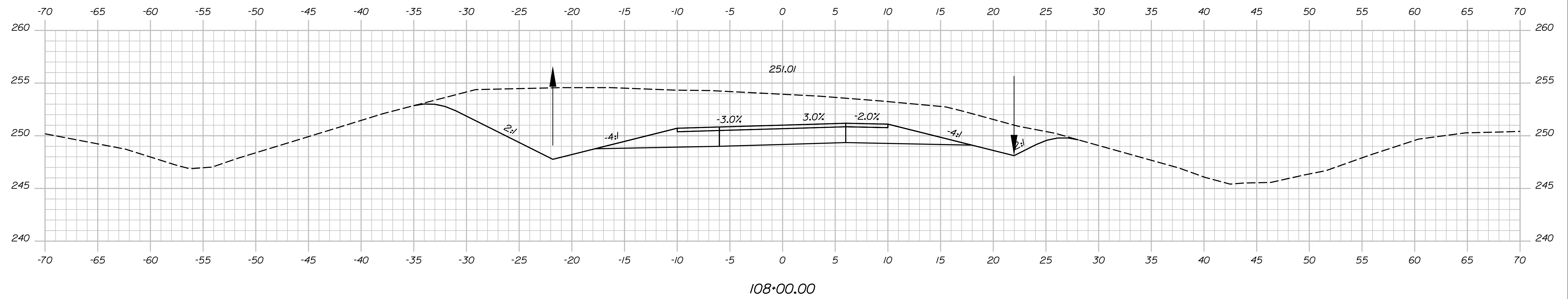
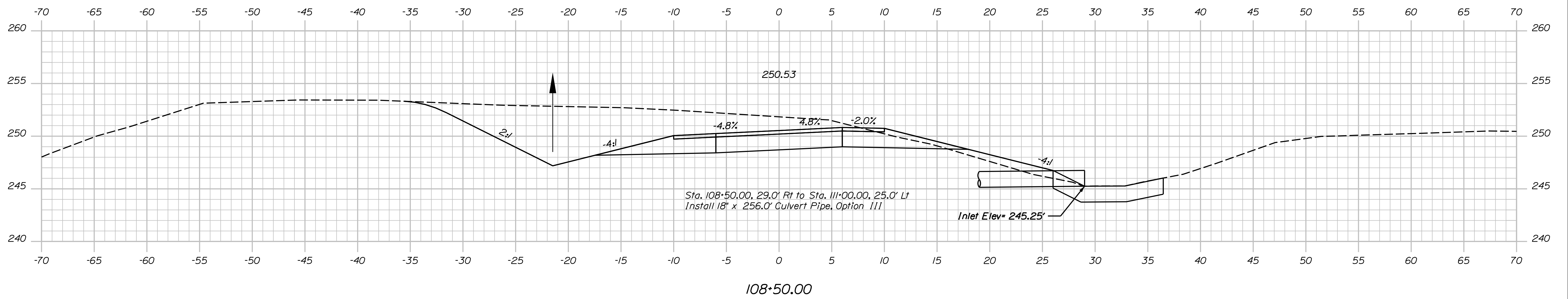


Sta. 106+50.00 to Sta. 107+00.00

SHEET NUMBER

45

OF 104



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 2360300 & 2361300

BRIDGE NO. 5986/1446 23603.00 & 23613.00 BRIDGE PLANS

DESIGN-DETAILED	T. ACUILAR	M. DOREO	07-22
CHECKED-REVIEWED	J. MCAULIFFE	B. COLUMBURN	07-22
DESIGNZ-DETAILEDZ	N. EDMAN	S. LINDSEY	07-22
DESIGNZ-DETAILED3			
REVISONS 1			
REVISONS 2			
REVISONS 3			
REVISONS 4			
FIELD CHANGES			
			DATE
			P.E. NUMBER
			SIGNATURE

BRIDGE NO. 5986 & 1446

CTIONS

CROSS SECTIONS CROSSOVER 1

SHEET NUMBER

46

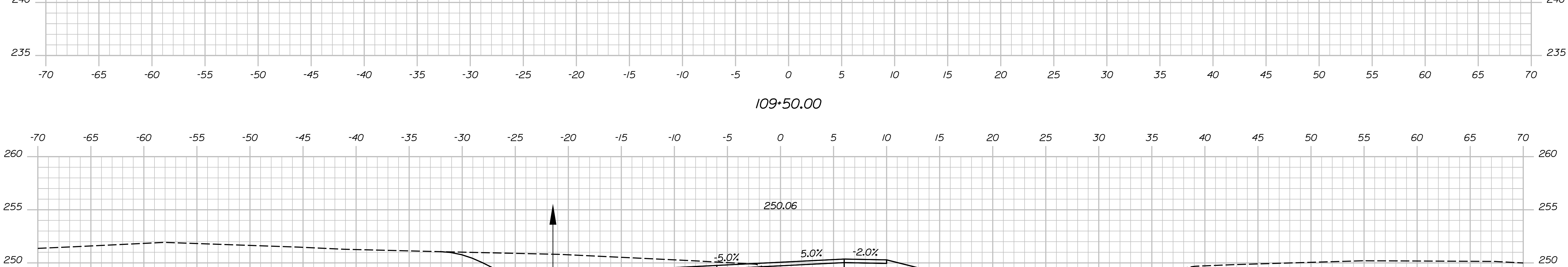
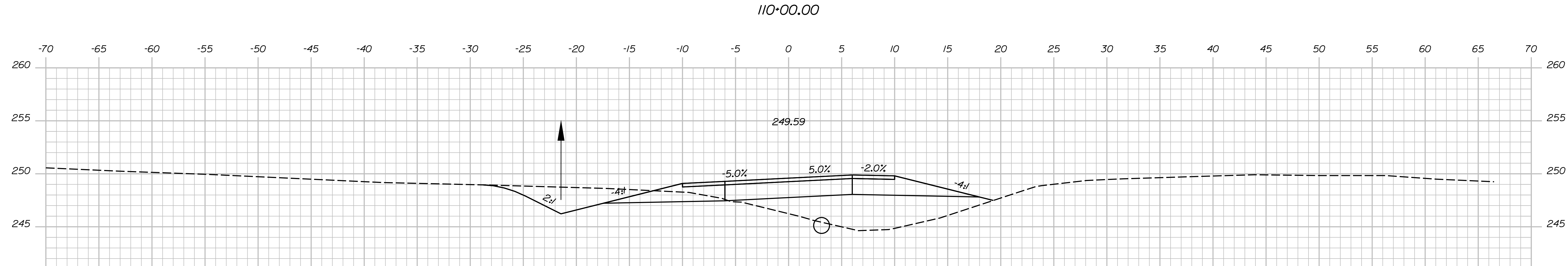
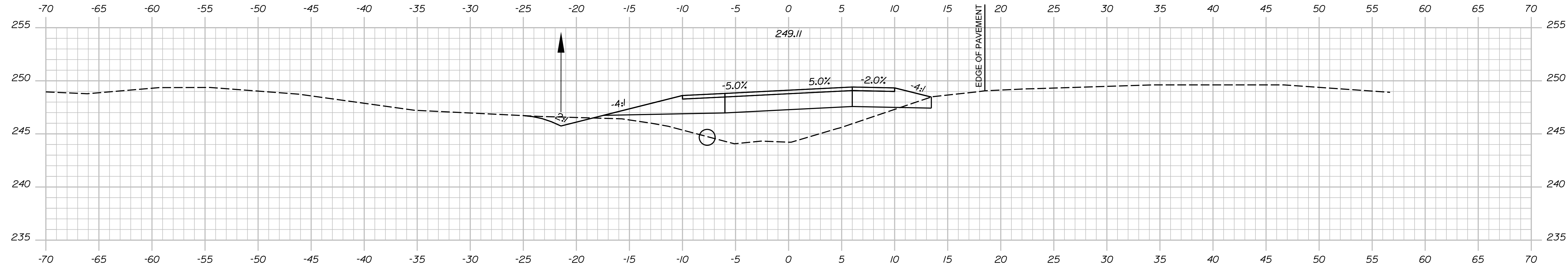
F 104

Date:7/25/2022

Username: tagular

Division:

Filename: ... \Xsects_Southern Crossover.dgn



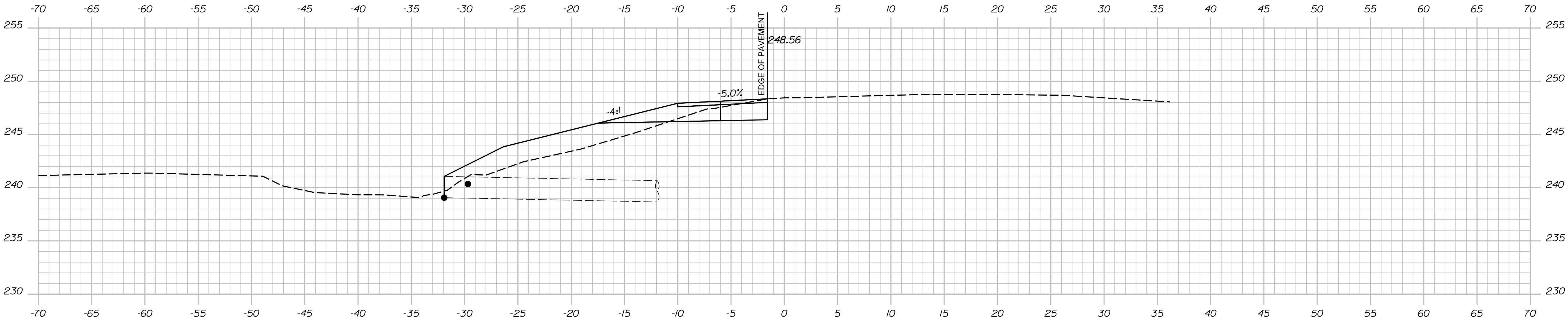
PROJ. MANAGER	D. EATON	BY	DATE
CHECKED-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLISTER	B. COLEBURN	07-22
DESIGNS-DETAILED	N. EDMAN	S. LINDSEY	07-22
DESIGNS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Date:7/25/2022

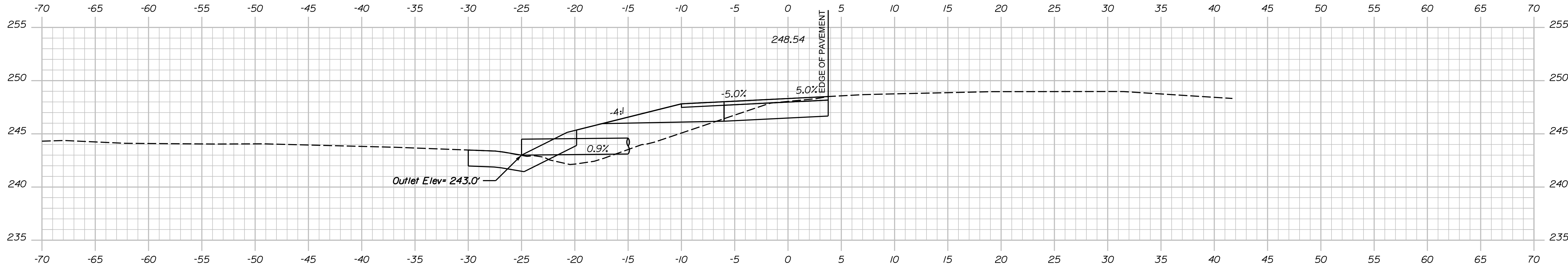
Username: togular

Division:

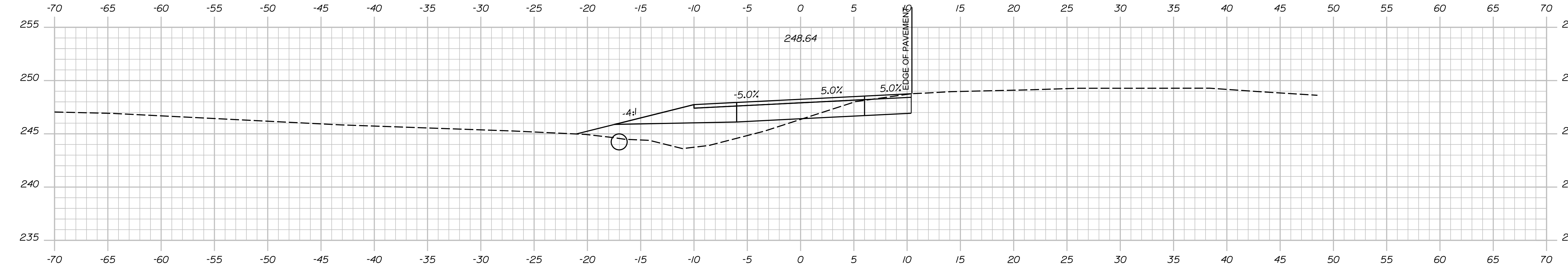
Filename: ... \Xsects_Southern Crossover.dgn



III+50.00



III+00.00



IIO+50.00

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
PROJECT NO. 2360300 & 2361300	
BRIDGE NO. 5936/1446	WIN
23603.00 & 23613.00	
BRIDGE PLANS	

SIGNATURE	
P.E. NUMBER	
DATE	

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLISTER	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

195 SB / ROUTE 152/MCRR & SEBASTICOOK RIVER	
BRIDGE NO. 5986 & 1446	
PITTSFIELD	
SOMERSET COUNTY	
CROSS SECTIONS	
CROSSOVER 1	

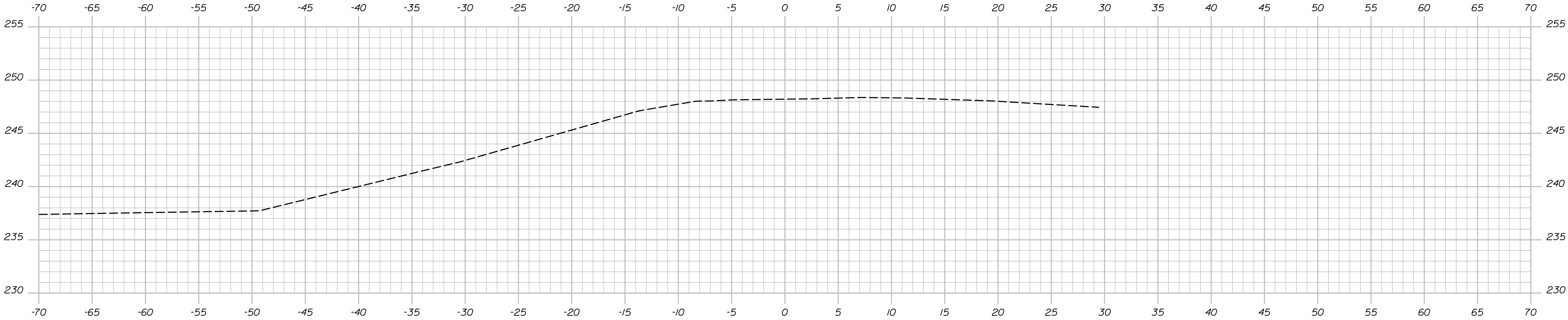
SHEET NUMBER
48
OF 104

Date:7/25/2022

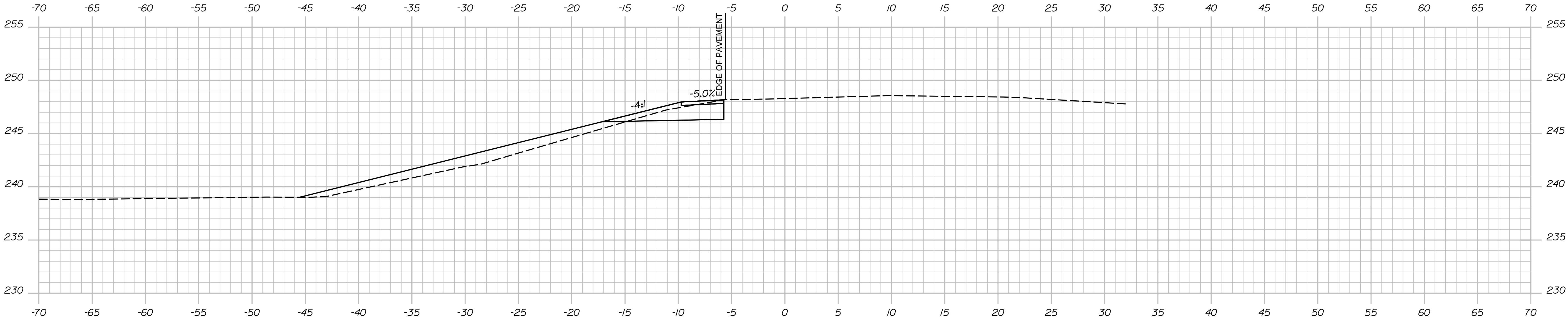
Username: togular

Division:

Filename: ... \Xsects_Southern Crossover.dgn



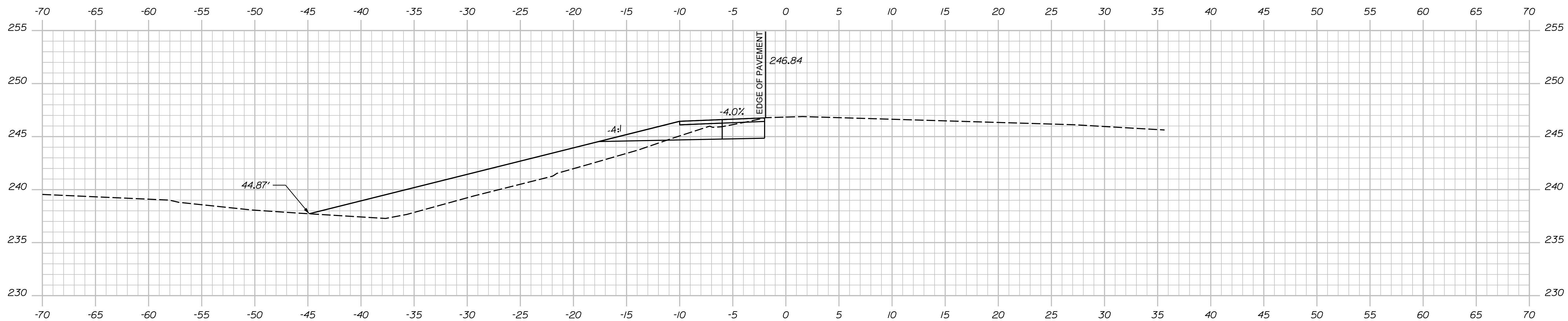
112+50.00



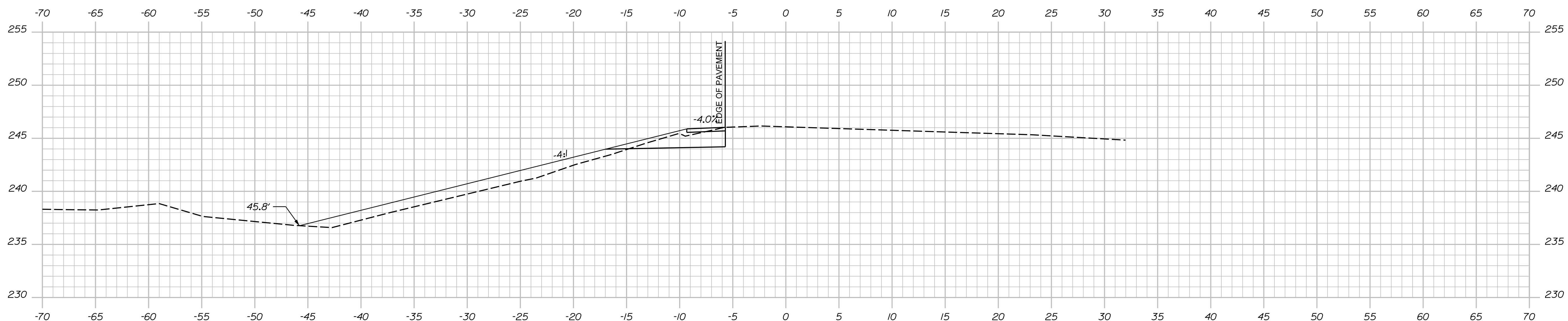
112+00.00

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLISTER	B. COLEBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSLEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

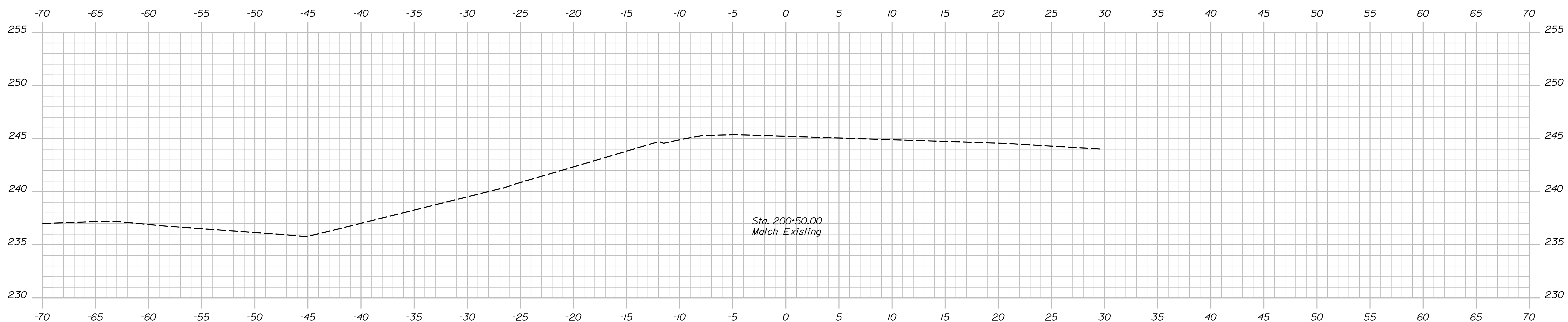
SIGNATURE
P.E. NUMBER
DATE



201+50.00



201+00.00

 $200+50.00$

STATE OF MAINE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 2360300 & 2361300

BRIDGE NO. 5986/1446 WIN 23603.00 & 23603.00

I95 SB / ROUTE 152/MCRR & SEBASTICOOK RIVER

BRIDGE NO. 5986 & 1446

SOMERSET COUNTY

CROSS SECTIONS

CROSSOVER 2

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	M. DOREO	07-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COUBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSELEY	07-22
DESIGN3-DETAILED03			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
			P.E. NUMBER
			DATE

SHEET NUMBER

50

OF 104

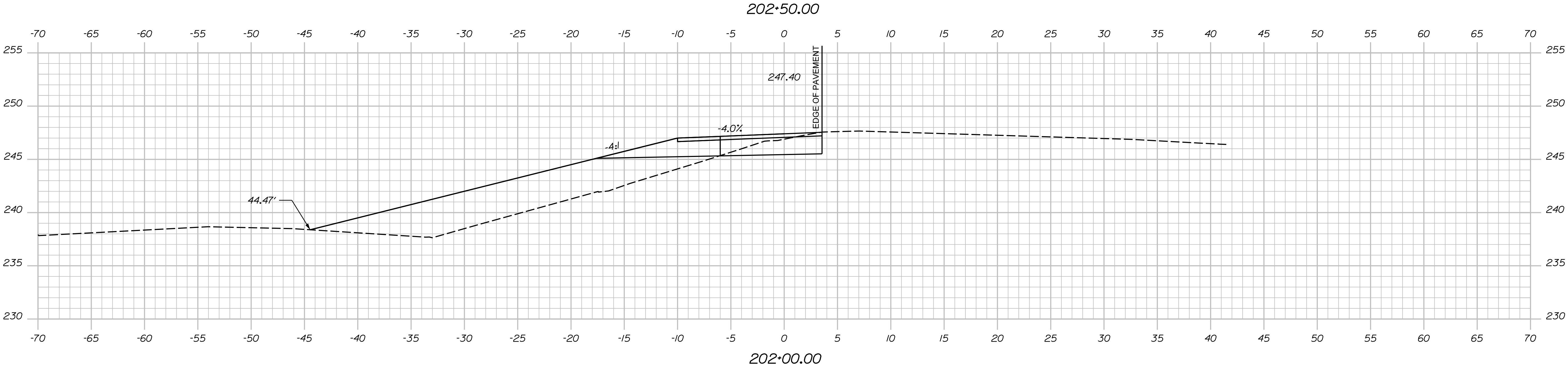
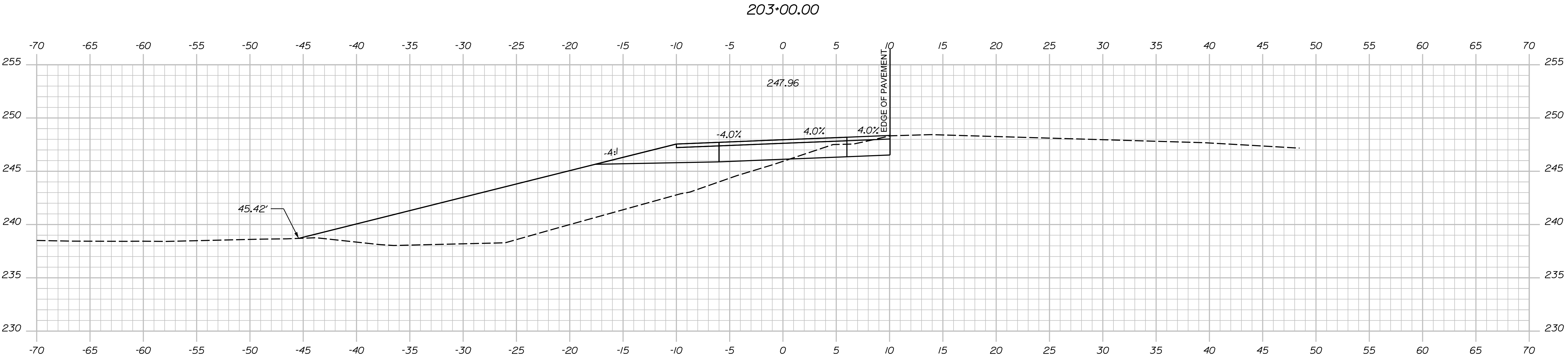
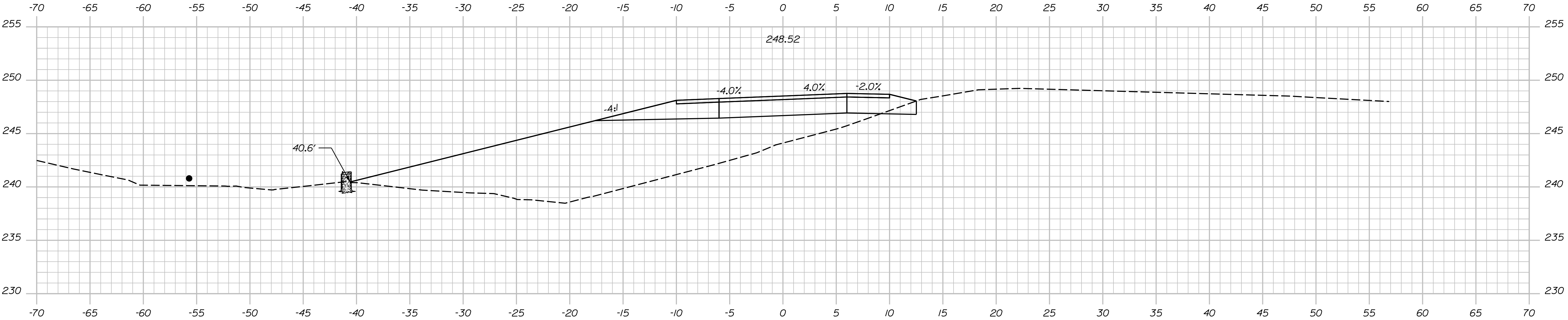
Sta. 200+50.00 to Sta. 201+50.00

Date:7/25/2022

Username: togular

Division:

Filename: ... \Xsects_Northern Crossover.dgn



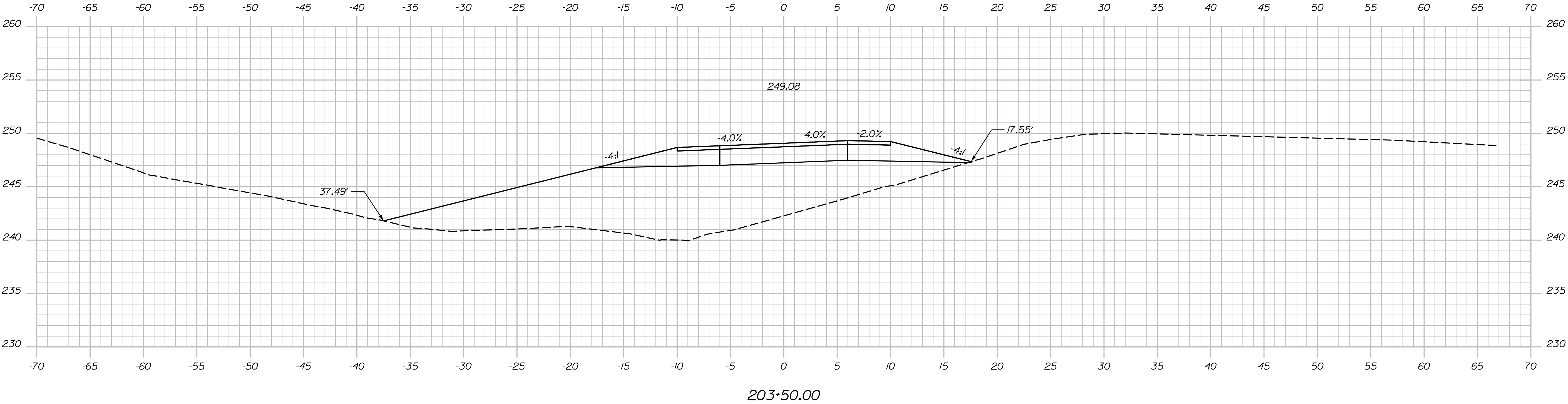
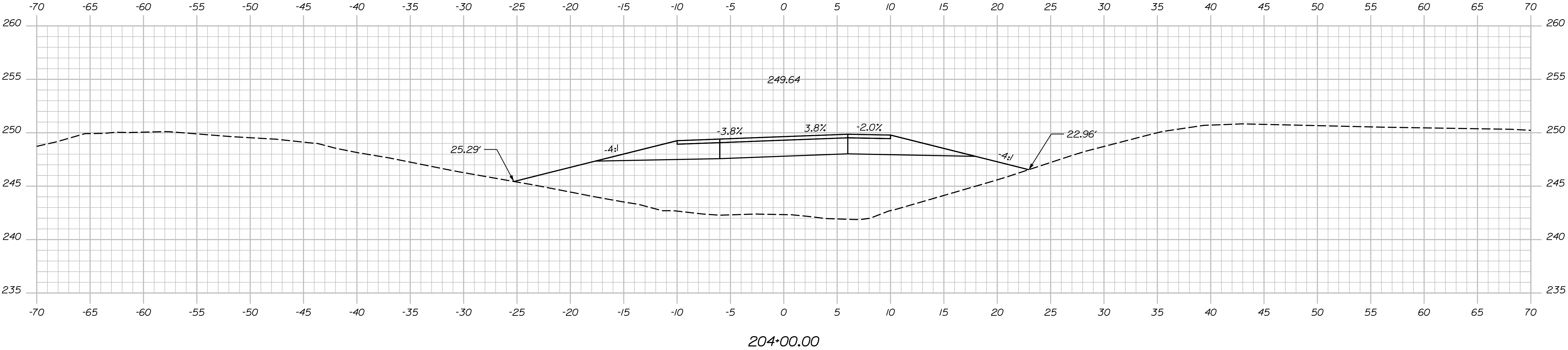
PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSLEY	07-22
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Date:7/25/2022

Username: togular

Division:

Filename: ... \Xsects_Northern Crossover.dgn



STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

PROJECT NO. 2360300 & 2361300

WIN

BRIDGE NO. 5936/1446 23603.00 & 23613.00

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLISTER	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

195 SB / ROUTE 152/MCRR & SEBASTICOOK RIVER

BRIDGE NO. 5986 & 1446

PITTSFIELD SOMERSET COUNTY

CROSS SECTIONS

CROSSOVER 2

SHEET NUMBER

52

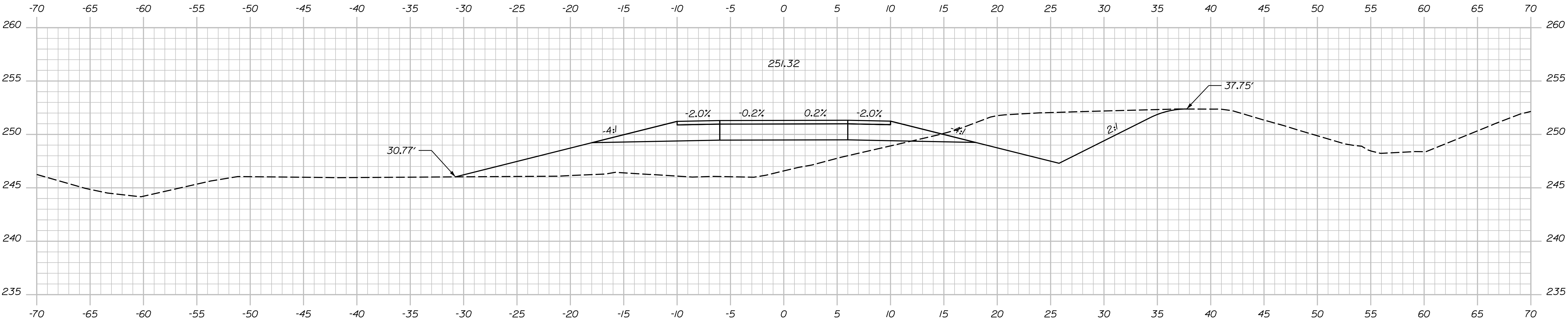
OF 104

Date:7/25/2022

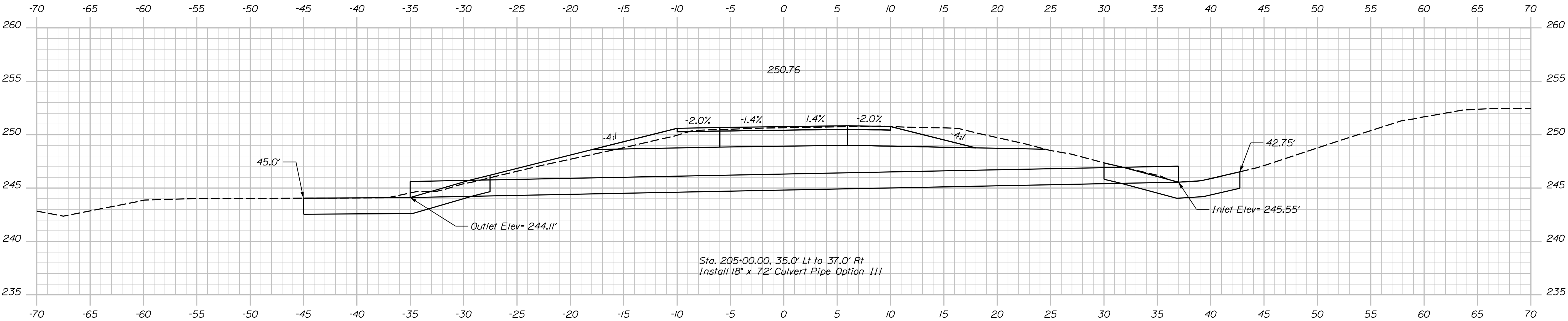
Username: togular

Division:

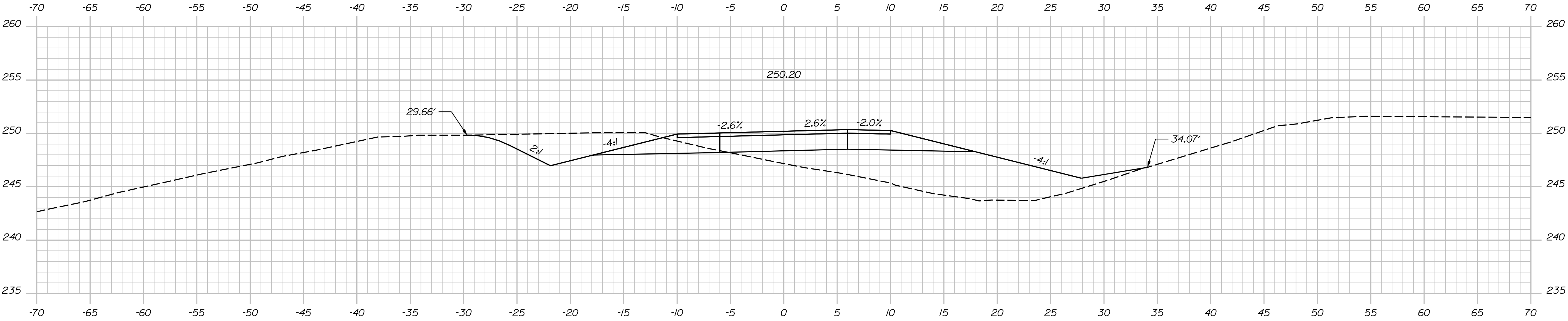
Filename: ... \Xsects_Northern Crossover.dgn



205+50.00



205+00.00



204+50.00

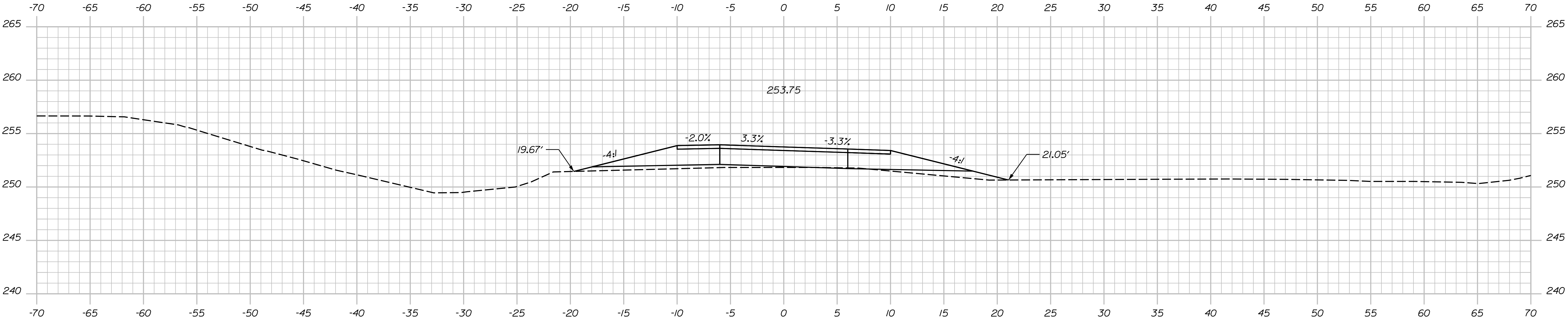
PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLISTER	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSLEY	07-22
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Date:7/25/2022

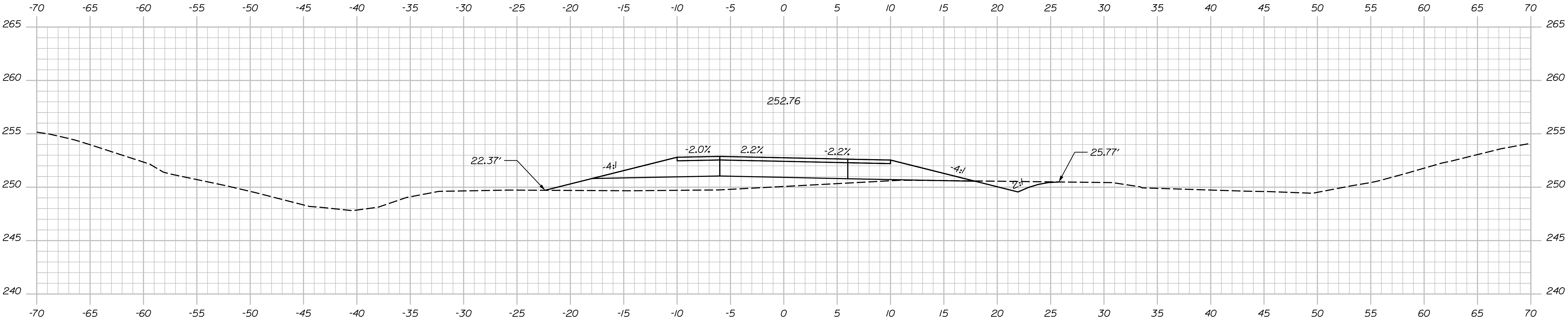
Username: togular

Division:

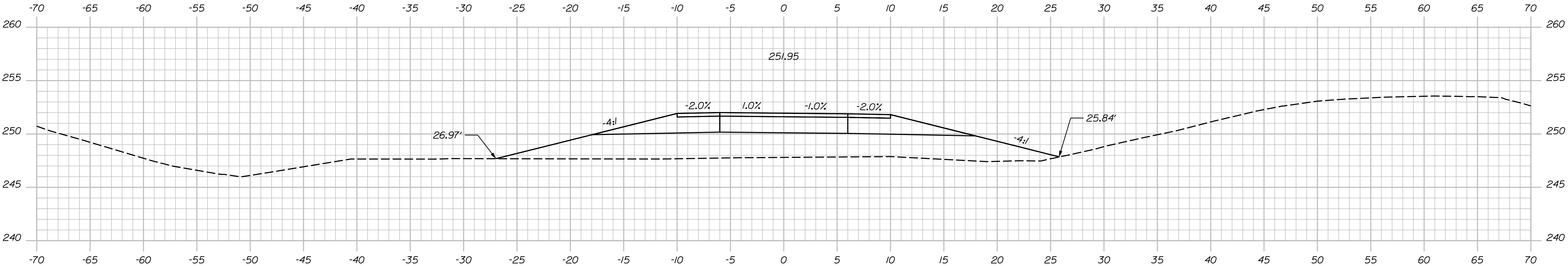
Filename: ... \Xsects_Northern Crossover.dgn



207+00.00



206+50.00



206+00.00

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

PROJECT NO. 2360300 & 2361300

WIN
BRIDGE NO. 5936/1446 23603.00 & 23613.00 BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
CHECKED-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLISTER	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSLEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

195 SB / ROUTE 152/MCRR & SEBASTICOOK RIVER

BRIDGE NO. 5986 & 1446

PITTSFIELD SOMERSET COUNTY

CROSS SECTIONS

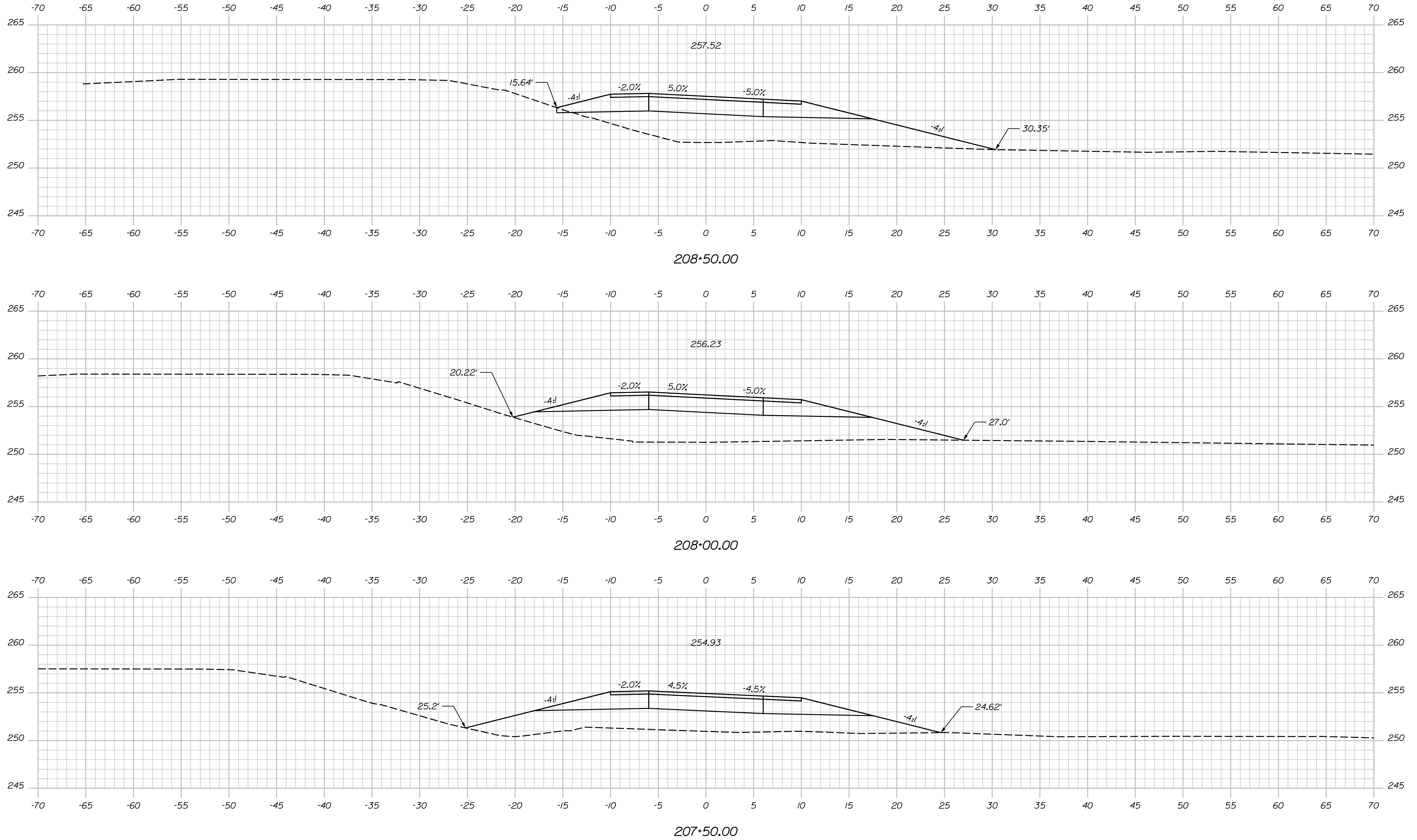
CROSSOVER 2

SHEET NUMBER

54

OF 104

Filename: ... \Xsects_Northern Crossover.dgn



DEPARTMENT OF TRANSPORTATION STATE OF MAINE	
PROJECT NO. 2360300 & 2361300	
WIN	
BRIDGE NO. 5986/1446	23603.00 & 23613.00
BRIDGE PLANS	

PROJ. MANAGER	D. EATON	BY		DATE	
DESIGN-DETAILED	T. AQUILAR	M. DOREO	07-22		
CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22		
DESIGN-DETAILED2	N. EDMAN	S. LINDSLEY	07-22		
DESIGN3-DETAILED3					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					
				DATE	
				P.E. NUMBER	
				SIGNATURE	

195 SB / ROUTE 152/MCRR & SEBASTICOOK RIVER BRIDGE NO. 5986 & 1446 PITTSFIELD SOMERSET COUNTY
CROSS SECTIONS CROSSOVER 2

SHEET NUMBER

55

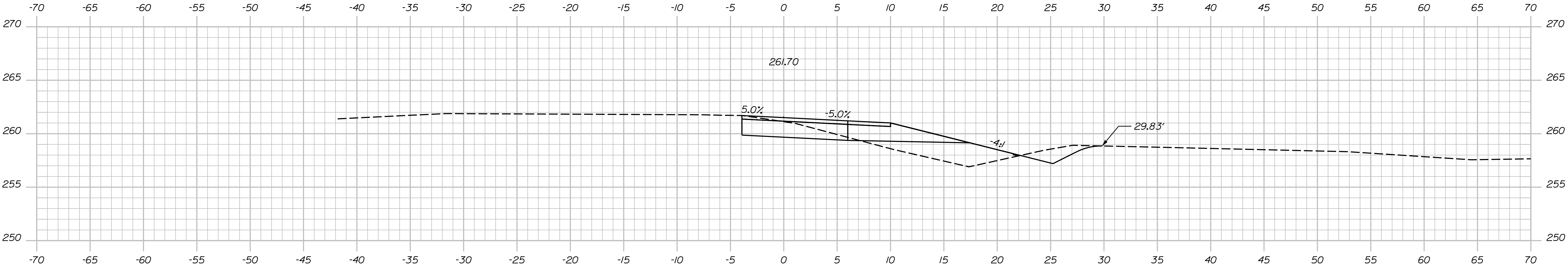
OF 104

Date:7/25/2022

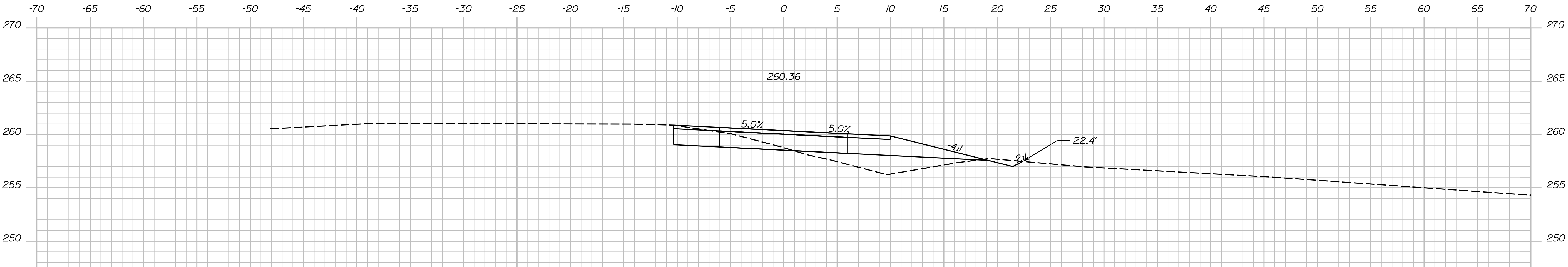
Username: togular

Division:

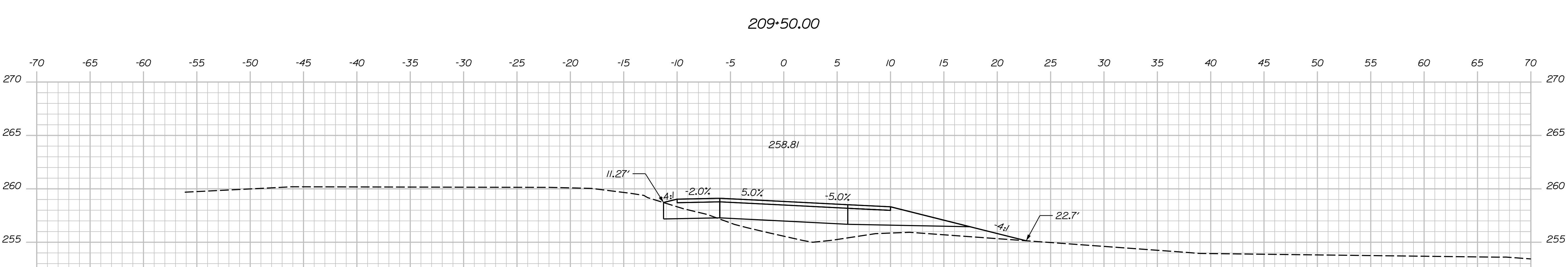
Filename: ... \Xsects_Northern Crossover.dgn



210+00.00



209+50.00



209+00.00

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

PROJECT NO. 2360300 & 2361300

WIN

BRIDGE NO. 5936/1446 23603.00 & 23613.00

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLISTER	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

195 SB / ROUTE 152/MCRR & SEBASTICOOK RIVER

BRIDGE NO. 5986 & 1446

PITTSFIELD SOMERSET COUNTY

CROSS SECTIONS

CROSSOVER 2

SHEET NUMBER

56

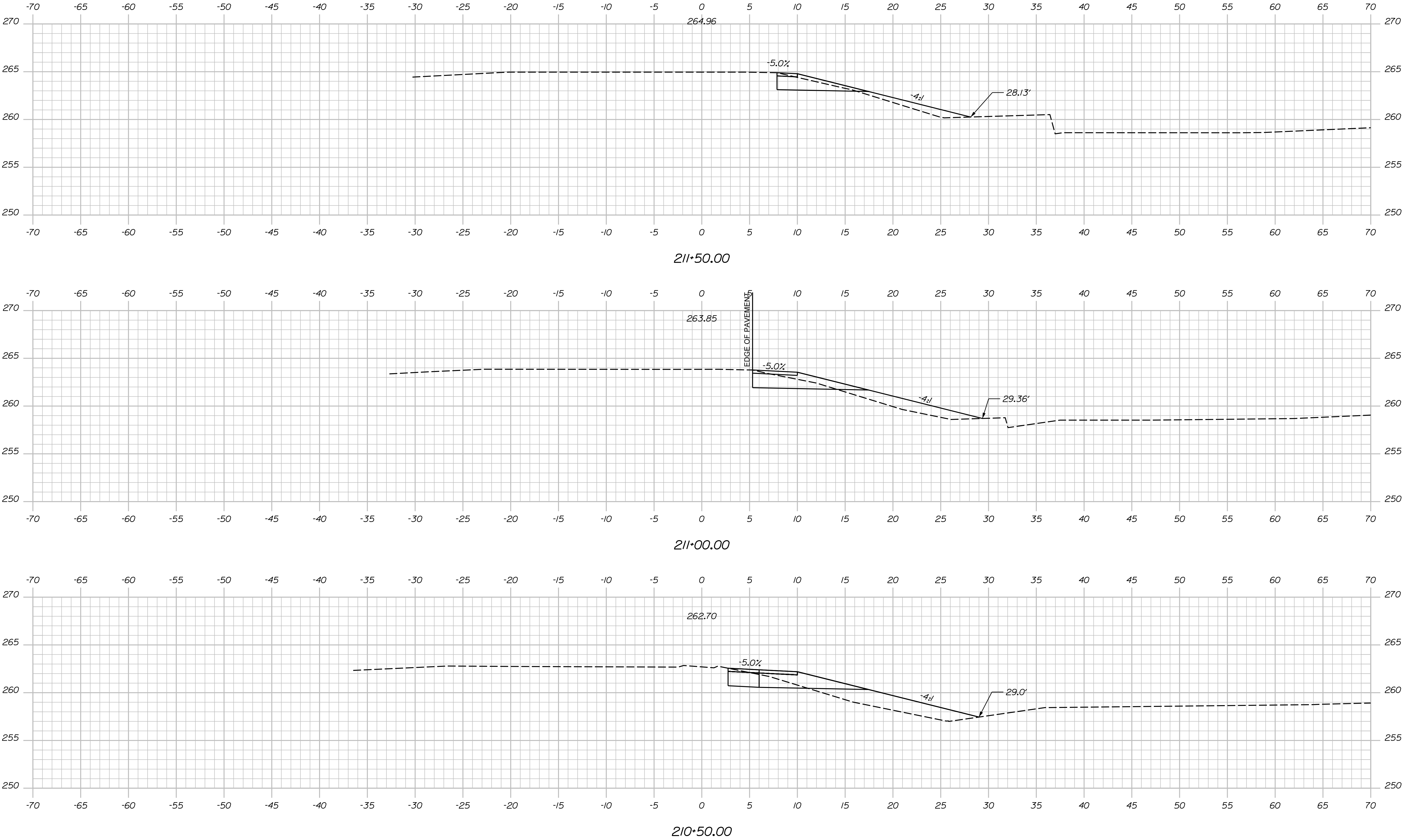
OF 104

Date:7/25/2022

Username: togular

Division:

Filename: ... \Xsects_Northern Crossover.dgn



DESIGN-DETAILED	T. AQUILAR	07-22	SIGNATURE
CHECKED-REVIEWED	M. DOREO	07-22	P.E. NUMBER
DESIGNS-DETAILED	T. MCALLISTER	07-22	DATE
DESIGNS-DETAILED	N. EDMAN		
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DOREO	07-22
CHECKED-REVIEWED	T. MCALLISTER	B. COLBURN	07-22
DESIGNS-DETAILED	N. EDMAN	S. LINDSEY	07-22
DESIGNS-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

1

ROAD CLOSED
1000 FT.

48" x 48"

2

ROAD CLOSED
500 FT.

48" x 48"

3

DETOUR
AHEAD

48" x 48"

4

DETOUR
NORTH
N MAIN STREET
↑

24" x 12"
24" x 12"
24" x 24"
21" x 15"

5

DETOUR
NORTH
N MAIN STREET
→

24" x 12"
24" x 12"
24" x 24"
21" x 15"

6

DETOUR
NORTH
N MAIN STREET
←

24" x 12"
24" x 12"
24" x 24"
21" x 15"

7

DETOUR
NORTH
N MAIN STREET
↗

24" x 12"
24" x 12"
24" x 24"
21" x 15"

8

DETOUR
NORTH
N MAIN STREET
↖

24" x 12"
24" x 12"
24" x 24"
21" x 15"

9

END
DETOUR
NORTH
N MAIN STREET

24" x 24"
24" x 12"
24" x 24"

10

DETOUR
SOUTH
N MAIN STREET
↑

24" x 12"
24" x 12"
24" x 24"
21" x 15"

11

DETOUR
SOUTH
N MAIN STREET
→

24" x 12"
24" x 12"
24" x 24"
21" x 15"

12

DETOUR
SOUTH
N MAIN STREET
←

24" x 12"
24" x 12"
24" x 24"
21" x 15"

13

DETOUR
SOUTH
N MAIN STREET
↗

24" x 12"
24" x 12"
24" x 24"
21" x 15"

14

DETOUR
SOUTH
N MAIN STREET
↖

24" x 12"
24" x 12"
24" x 24"
21" x 15"

15

END
DETOUR
SOUTH
N MAIN STREET

24" x 24"
24" x 12"
24" x 24"

16

ROAD CLOSED
AHEAD
LOCAL TRAFFIC ONLY

60" x 30"

17

N MAIN STREET UNDER I-95
ROAD CLOSED
2.8 MILES AHEAD
LOCAL TRAFFIC ONLY

66" x 12"
60" x 30"

18

N MAIN STREET UNDER I-95
ROAD CLOSED
4.6 MILES AHEAD
LOCAL TRAFFIC ONLY

66" x 12"
60" x 30"

19

N MAIN STREET UNDER I-95
ROAD CLOSED
1.6 MILES AHEAD
LOCAL TRAFFIC ONLY

66" x 12"
60" x 30"

20

N MAIN STREET UNDER I-95
ROAD CLOSED
1.4 MILES AHEAD
LOCAL TRAFFIC ONLY

66" x 12"
60" x 30"

21

N MAIN STREET UNDER I-95
ROAD CLOSED
0.75 MILES AHEAD
LOCAL TRAFFIC ONLY

66" x 12"
60" x 30"

22

48" x 30" ROAD CLOSED

DETOUR NOTES

1. ALL SIGN LOCATIONS SHOWN ARE APPROXIMATE. ACTUAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE RESIDENT.

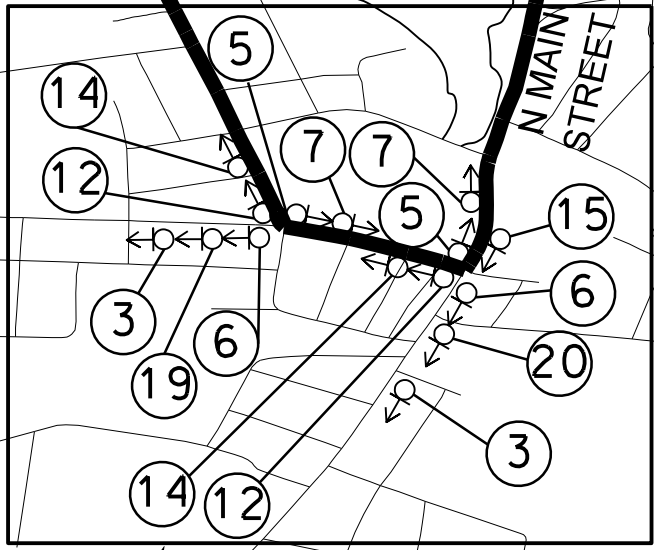
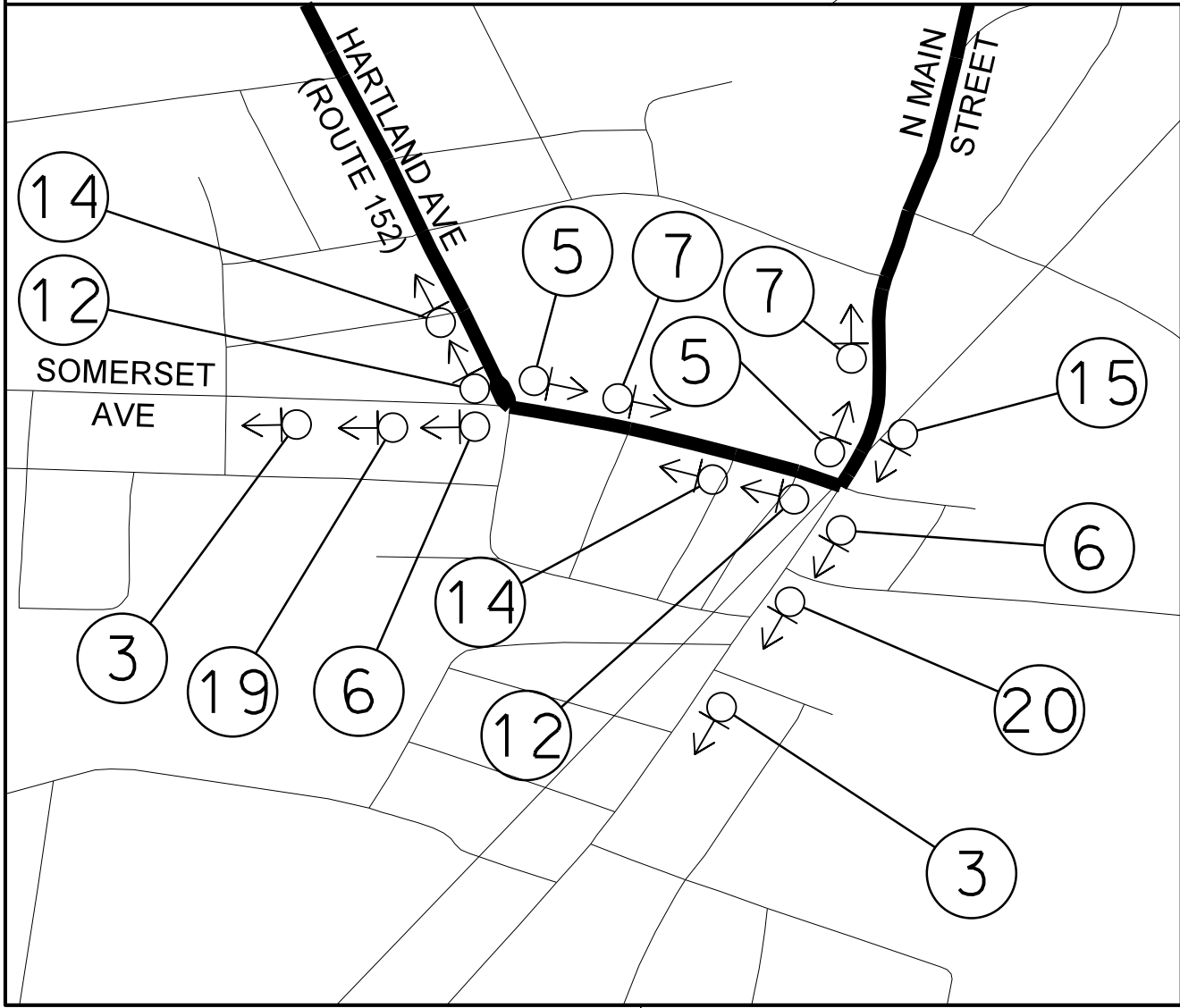
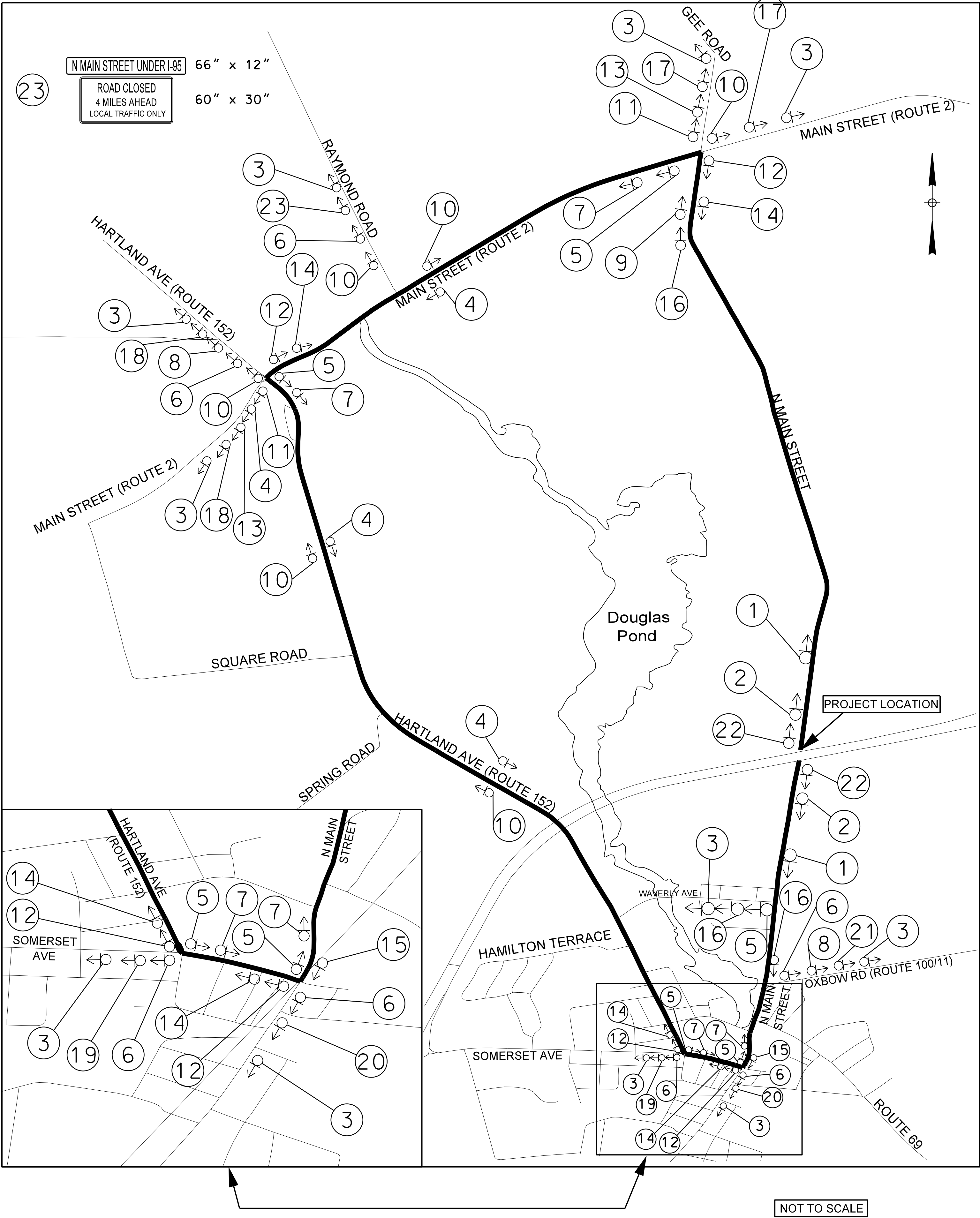
2. ALL MODIFICATIONS TO TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. CHANGES AND ADJUSTMENTS TO TRAFFIC CONTROL DEVICES SHALL BE APPROVED BY THE RESIDENT PRIOR TO IMPLEMENTATION.

3. ANY AND ALL CHANGES AND ADJUSTMENTS TO TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE TRAFFIC CONTROL PLAN SUBMITTED. THE TRAFFIC CONTROL PLAN SHALL BE SUBMITTED, DESIGNED, AND STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN STATE OF MAINE, AND SHALL BE APPROVED BY THE RESIDENT PRIOR TO IMPLEMENTATION.

4. THE CONTRACTOR SHALL COVER ALL EXISTING SIGNS THAT CONFLICT WITH WORK ZONE SIGNS (INCIDENTAL TO ITEM 652.35)

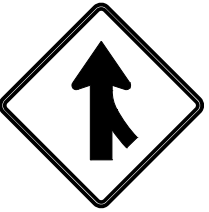
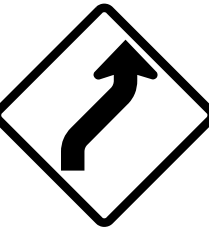
5. IN ADDITION TO SIGNS SHOWN, THE CONTRACTOR SHALL PLACE PORTABLE CHANGEABLE MESSAGE SIGNS PRIOR TO CLOSURE. LOCATIONS AND MESSAGES TO BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.

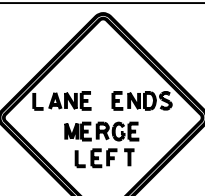
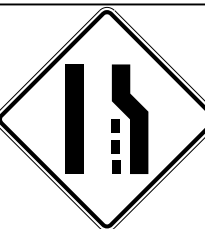
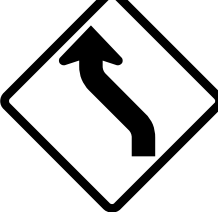
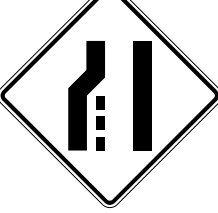
6. ADDITIONAL SIGNS MAY BE NEEDED AS DIRECTED BY THE RESIDENT.



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		PROJECT NO. 2360700		WIN 023607.00		BRIDGE NO. 5989		BRIDGE PLANS	
195 NB / NORTH MAIN STREET BRIDGE		BRIDGE NO. 5989		SOMERSET COUNTY		DETOUR PLAN		SHEET NUMBER		58	
PITTSFIELD		SOMERSET COUNTY		DETOUR PLAN		SHEET NUMBER		58		OF 104	
PROJ. MANAGER	D. EATON	BY	M. DORE	DATE	07-22	CHECKED-REVIEWED	T. AGUILAR	DATE	07-22	SIGNATURE	
DESIGN-DETAILED	T. AGUILAR	DESIGN-DETAILED	T. MCALLISTER	DATE	07-22	DESIGN-DETAILED	N. EDMAN	DATE	07-22	P.E. NUMBER	
REVISIONS 1		REVISIONS 1				REVISIONS 2				DATE	
REVISIONS 3		REVISIONS 3				REVISIONS 4				DATE	
FIELD CHANGES		FIELD CHANGES				FIELD CHANGES				DATE	

PROPOSED SIGN SUMMARY

ITEM NUMBER	IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		TOTAL AREA IN SQUARE FEET	POST
		WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE.MKR.		BACK- GROUND	LEGEND BORDER		
652.35	W4-IR	48"	48"		TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			1	COLOR DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"		16	WOOD POSTS
652.35	R2-1	48"	60"					4			80	WOOD POSTS
652.35	WI-4R	48"	48"					1			16	WOOD POSTS
652.35	RI-2	48"	24"					1			8	WOOD POSTS
652.35	G20-5AP	36"	24"					4			24	WOOD POSTS
652.35	W20-1	48"	48"					5			80	WOOD POSTS
652.35	W3-5	48"	48"					4			64	WOOD POSTS
652.35	W20-5	48"	48"					2			32	WOOD POSTS
652.35	W9-2R	48"	48"					2			32	WOOD POSTS
652.35	W3-2A	48"	48"					1			16	WOOD POSTS
652.35	R2-6AP	48"	36"					4			48	WOOD POSTS
652.35	G20-2	48"	24"					2			16	WOOD POSTS

ITEM NUMBER	IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		TOTAL AREA IN SQUARE FEET	POST
		WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE.MKR.		BACK- GROUND	LEGEND BORDER		
652.35	W20-5	48"	48"		TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			2	COLOR DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"		32	WOOD POSTS
652.35	W9-2L	48"	48"					2			32	WOOD POSTS
652.35	W4-2R	48"	48"					2			32	WOOD POSTS
652.35	WI-4L	48"	48"					1			16	WOOD POSTS
652.35	W4-2L	48"	48"					2			32	WOOD POSTS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2360300 / 2360700
2360900 / 2361300
WIN 23603.00 / 23607.00 / 23609.00 / 23613.00
BRIDGE NO. 5986, 5989, 1445, & 1446
BRIDGE PLANS

195 / ROUTE 152, NORTH MAIN STREET,
& SEBASTICOOK RIVER
PITTSFIELD
SOMERSET COUNTY

SIGN SUMMARY

SHEET NUMBER
59
OF 104

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

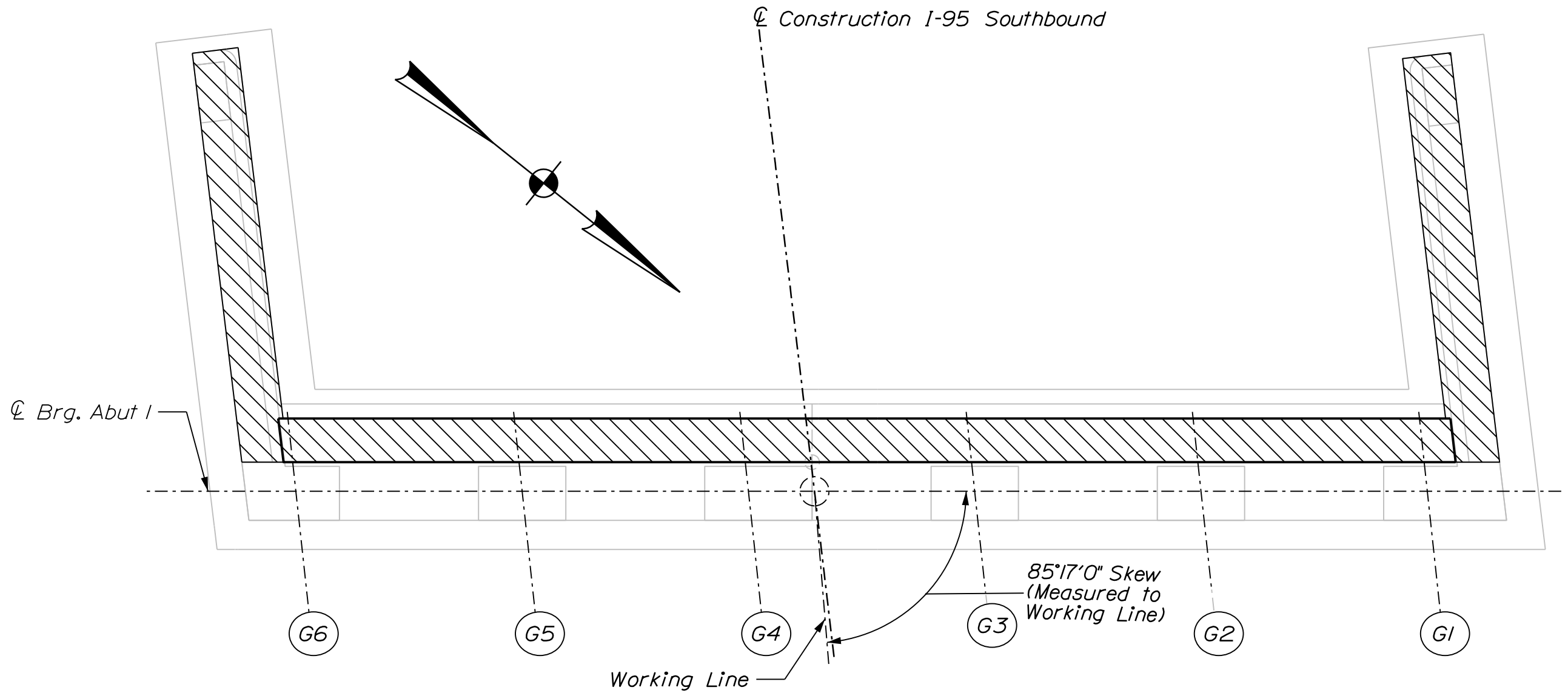
D. EATON
T. AQUILAR
M. DORE
T. MCALLISTER
N. EDMAN

DATE
3-22
3-22
3-22

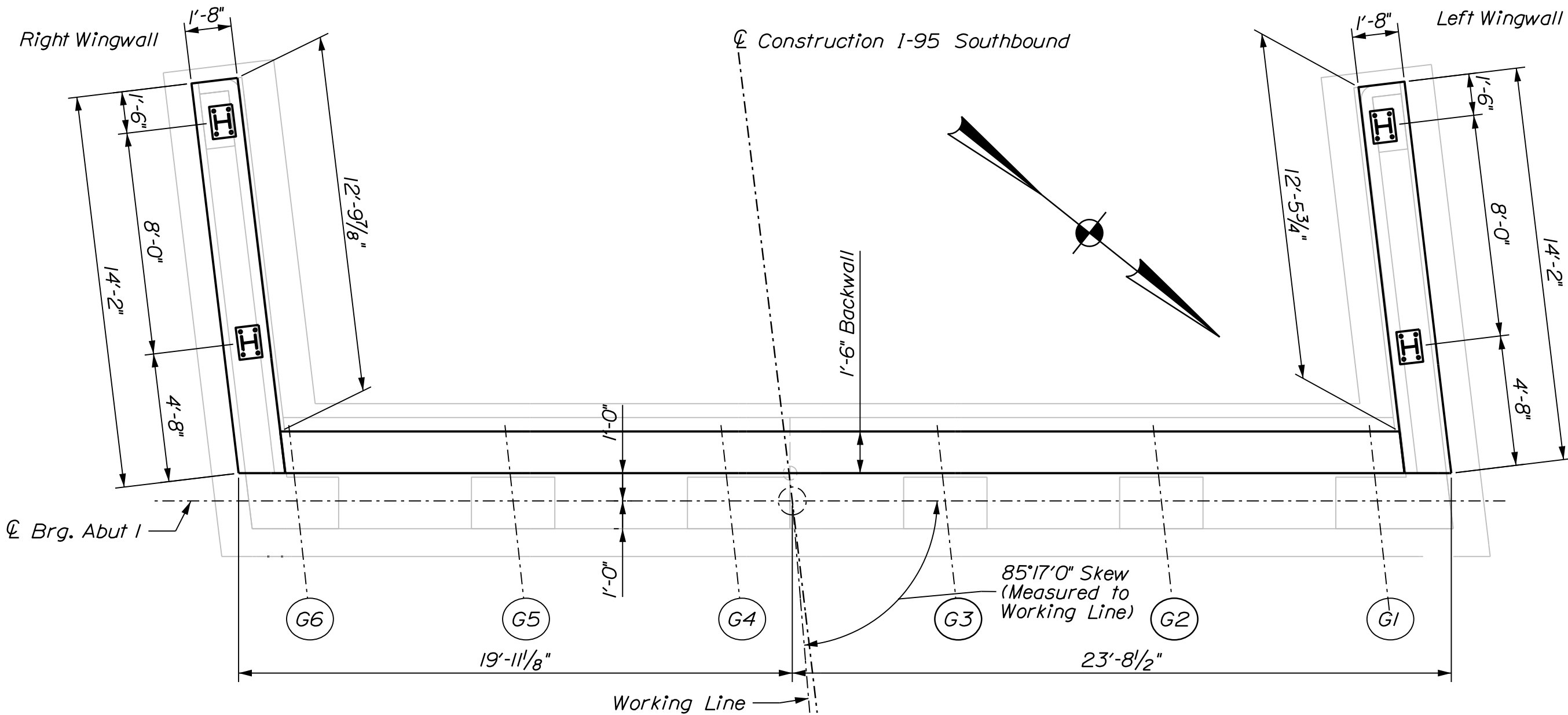
SIGNATURE
P.E. NUMBER
DATE

DATE
3-22
3-22

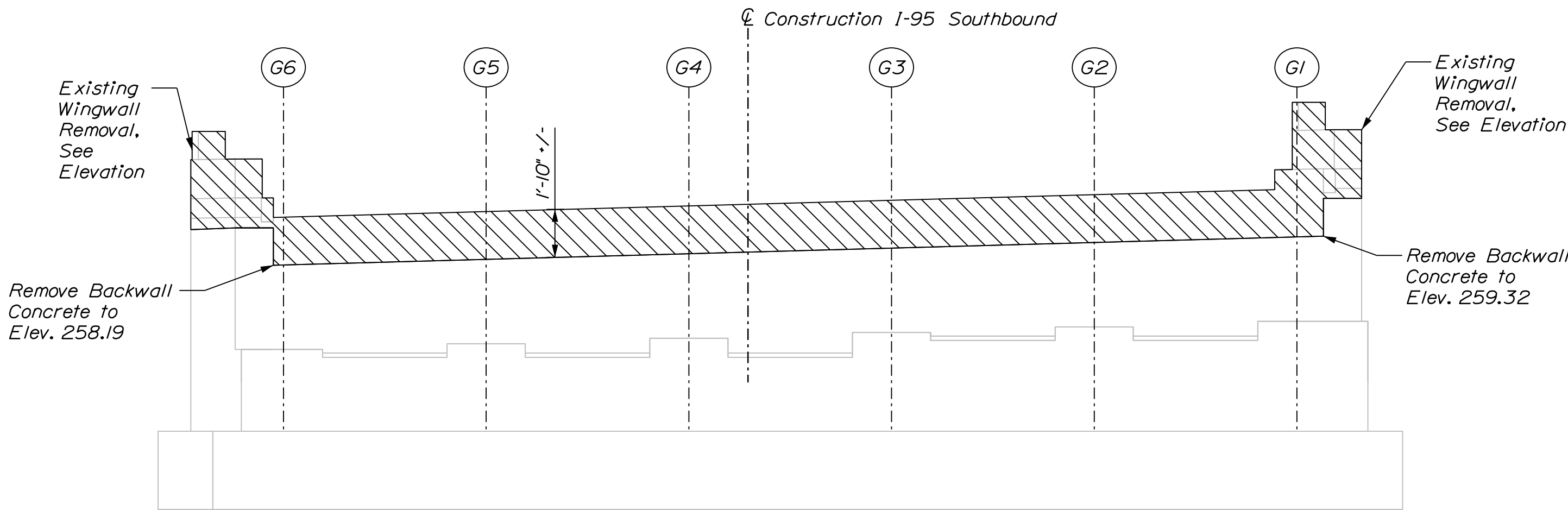
SIGNATURE
P.E. NUMBER
DATE



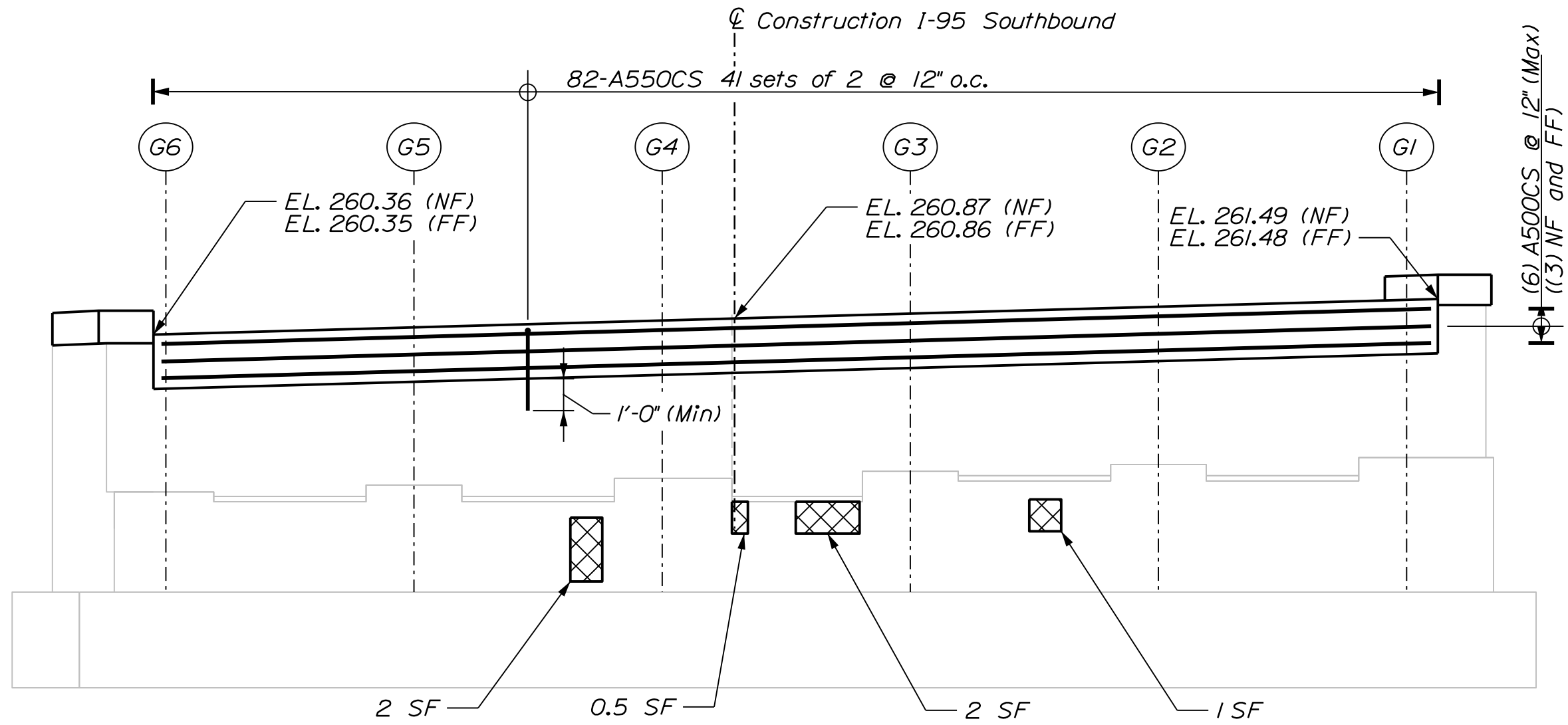
ABUTMENT I DEMOLITION PLAN



ABUTMENT I CONSTRUCTION PLAN



ABUTMENT I DEMOLITION ELEVATION



ABUTMENT I CONSTRUCTION ELEVATION

ABUTMENT AND WINGWALL MODIFICATION NOTES

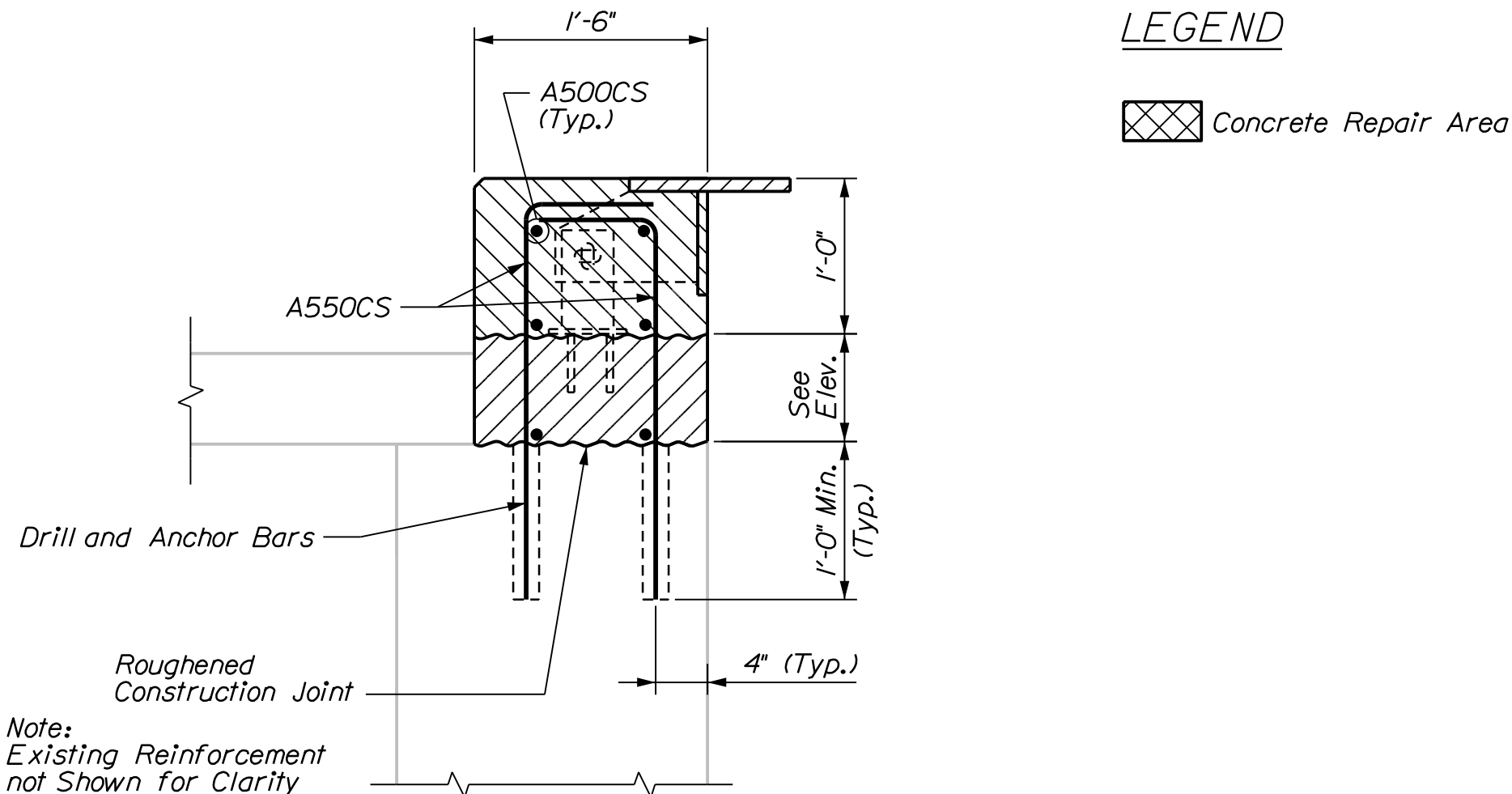
- The Contractor shall use care not to damage any existing reinforcing steel which is to remain. Any damaged reinforcing steel shall be replaced as directed by the Resident at no expense to the Department.
- The Contractor shall locate by non-destructive methods, reinforcing steel in existing concrete before drilling and grouting new reinforcing steel to avoid conflicts. All costs associated with this work shall be incidental to related contract items.
- Reinforcing steel shall have 2 inches cover unless otherwise noted.
- Existing abutment and wingwall concrete to be removed as shown on the plans shall be sawcut 1 inch deep prior to removal of existing concrete. All costs associated with this work shall be incidental to related contract items.
- Where drilling and anchoring of reinforcement is required, the Contractor shall use a material listed on the Maine Department of Transportation Qualified Products List of Concrete Adhesive Anchor Systems. The depth of embedment shall be sufficient to develop 125% of the yield strength of the bar per the manufacturer's recommendations or 12 inches, whichever is greater. Proposed anchoring material and embedment depth shall be submitted for approval. Payment for drilling and anchoring will be incidental to related Contract items.
- Dimensions and layout shown are based on available as-built drawings. Contractor shall field verify all dimensions prior to any related work.
- All surfaces to be rehabilitated shall be clean of all debris and foreign material and shall be roughened to the 1/2" amplitude prior to placement of the new concrete. Payment shall be incidental to related concrete items.
- Projecting reinforcing that can be maintained may be left in place at Contractors discretion.

ABUTMENT NOTES

- Reinforcing steel shall have a minimum concrete cover of 2 inches or match existing.
- Cover joints where waterstops are not required in accordance with Standard Details Section 502.
- Anchor rods shall be drilled and grouted into bearing pedestals. Grout shall be from MaineDOT approved grout from Qualified Products List.

CONCRETE REPAIR NOTES

- The quantity of concrete repairs on these drawings are based on visual inspection. If differences are experienced, the Resident shall be notified and quantities shall be adjusted accordingly. For approximate locations of repair, see Sheets 60-62. Actual repair areas will be determined and agreed on by the Contractor and the Resident during construction.
- No repairs are anticipated for substructure units not shown. The Contractor and the Resident shall verify that no work is required.
- The Department must approve changes in quantity beyond what is shown or assumed.
- All broken or corroded reinforcing bars shall be supplemented in accordance with Standard Specification Section 518.04. Supplemental reinforcing shall maintain a clear cover of 2" minimum. Payment for supplemental bars shall be included in items 503.12 and 503.13.



ABUTMENT I CONSTRUCTION SECTION

LEGEND

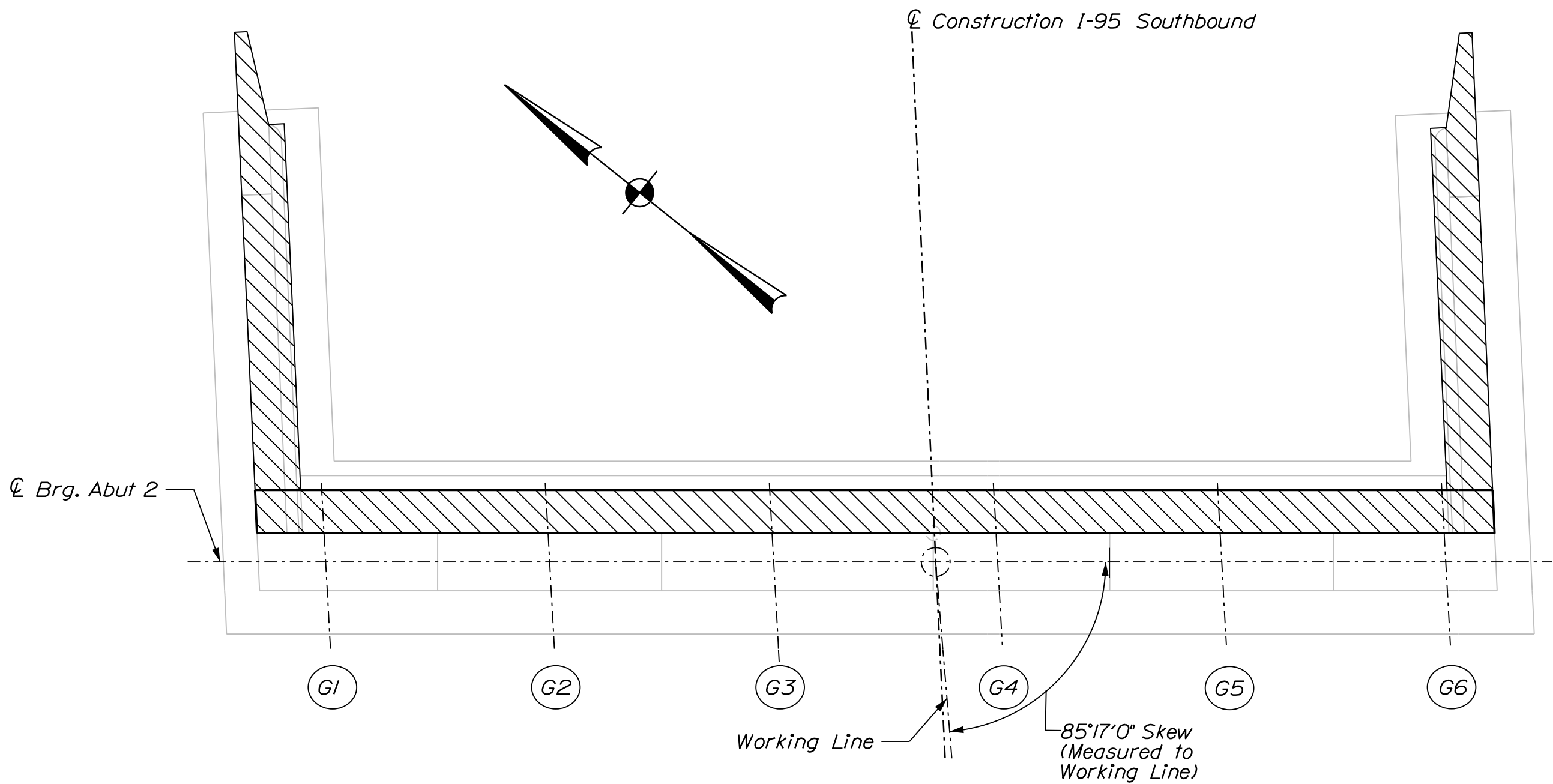
Concrete Repair Area

STATE OF MAINE	PROJECT NO. 2360300	BRIDGE NO. 5986
DEPARTMENT OF TRANSPORTATION	WIN 23603.00	BRIDGE PLANS

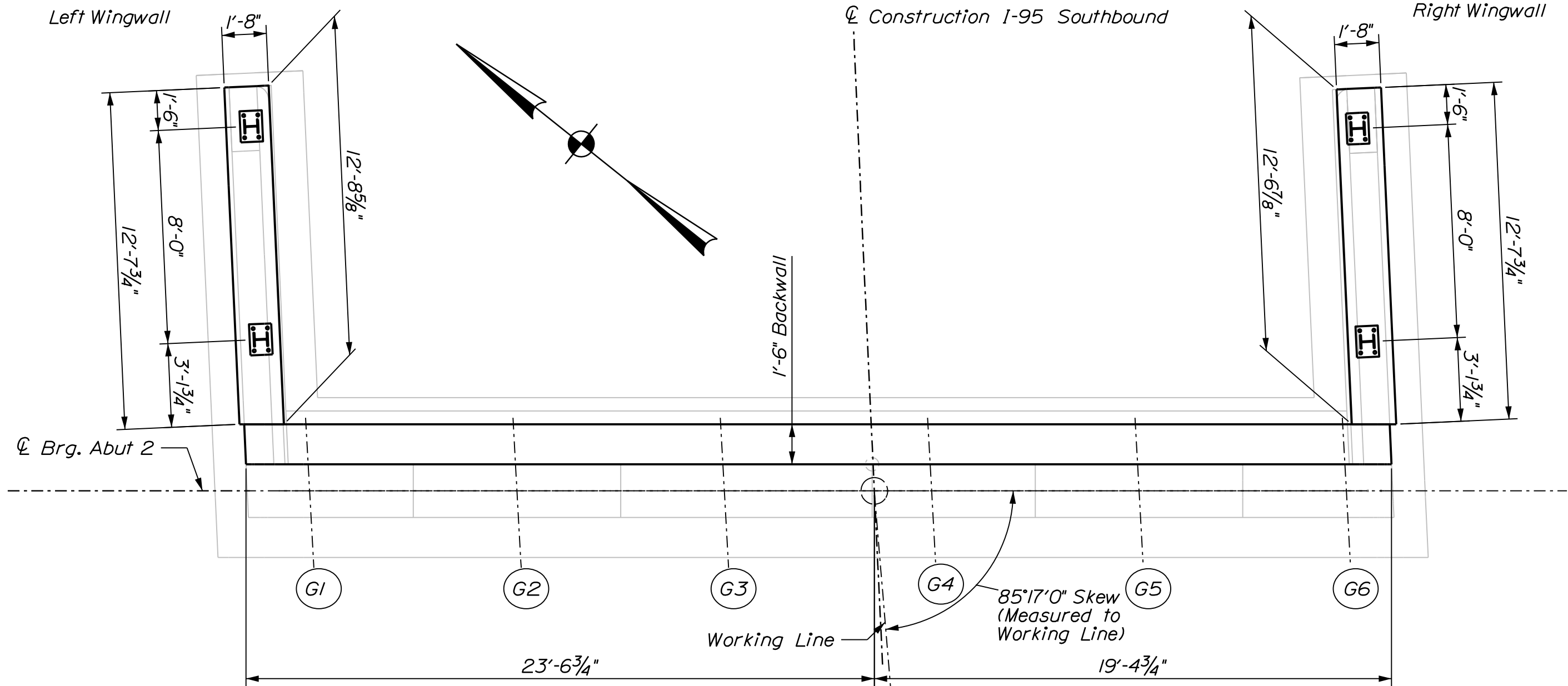
PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
D. EATON	T. AQUILAR	M. DORE	T. MCALLISTER	N. EDMAN	S. LINDSEY			
DATE	BY	DATE	DATE	DATE	DATE	DATE	DATE	DATE
07-22	07-22	07-22	07-22	07-22	07-22			
SIGNATURE	P.E. NUMBER	DATE						

195 SB / ROUTE 152 & MCRR	SOMERSET COUNTY	ABUTMENT MODIFICATIONS
BRIDGE NO. 5986	PITTSFIELD	

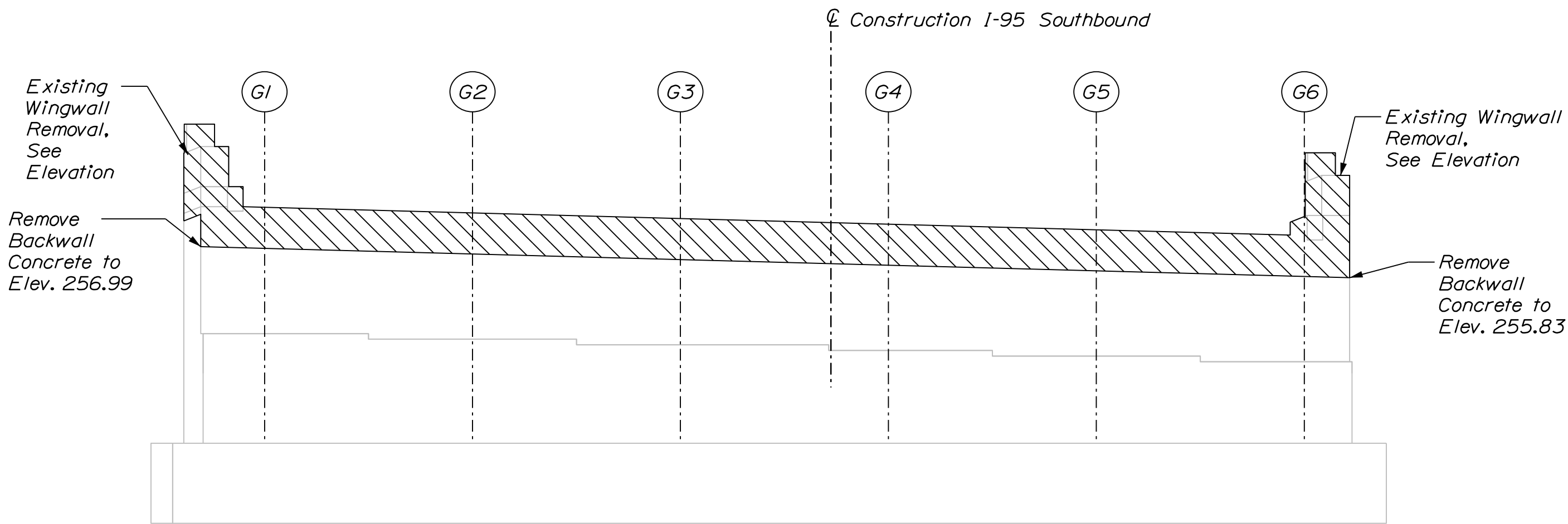
SHEET NUMBER	60
OF 104	



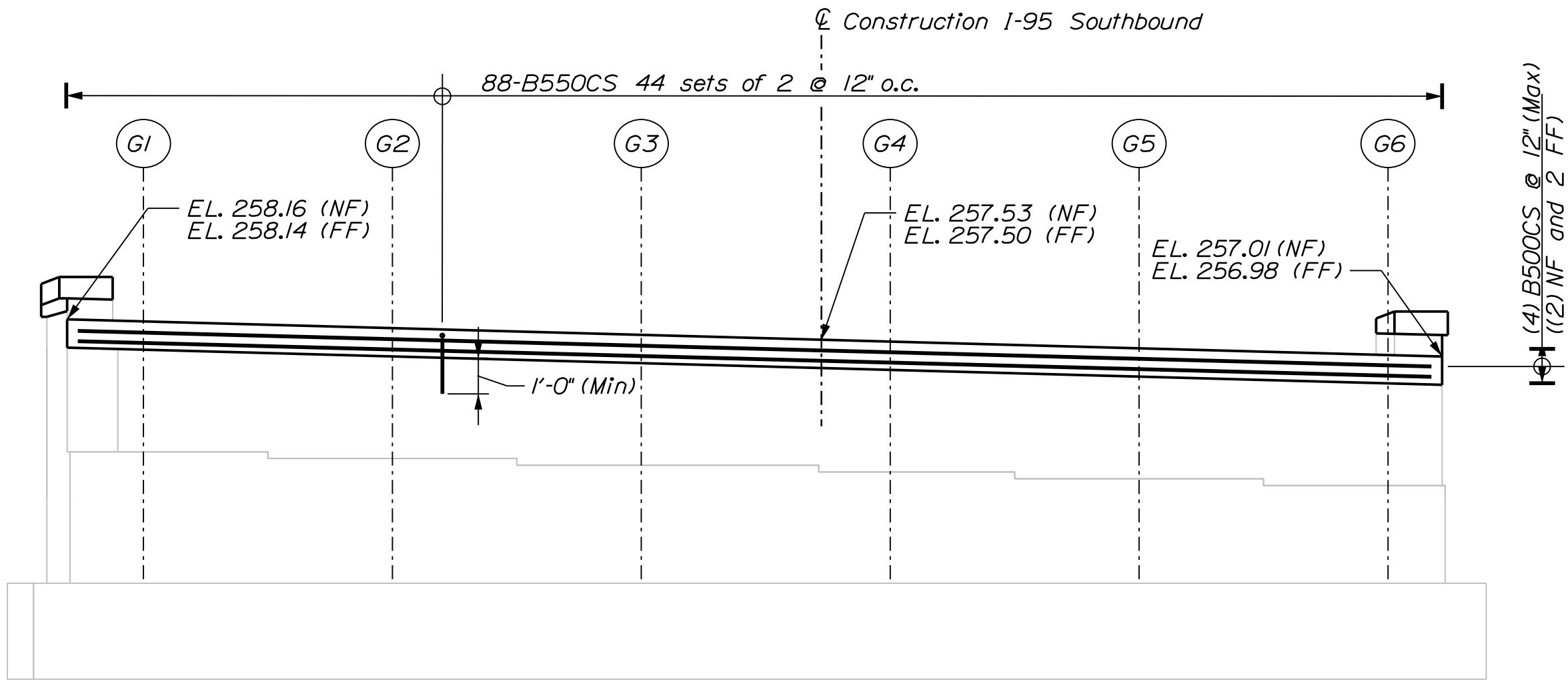
ABUTMENT 2 DEMOLITION PLAN



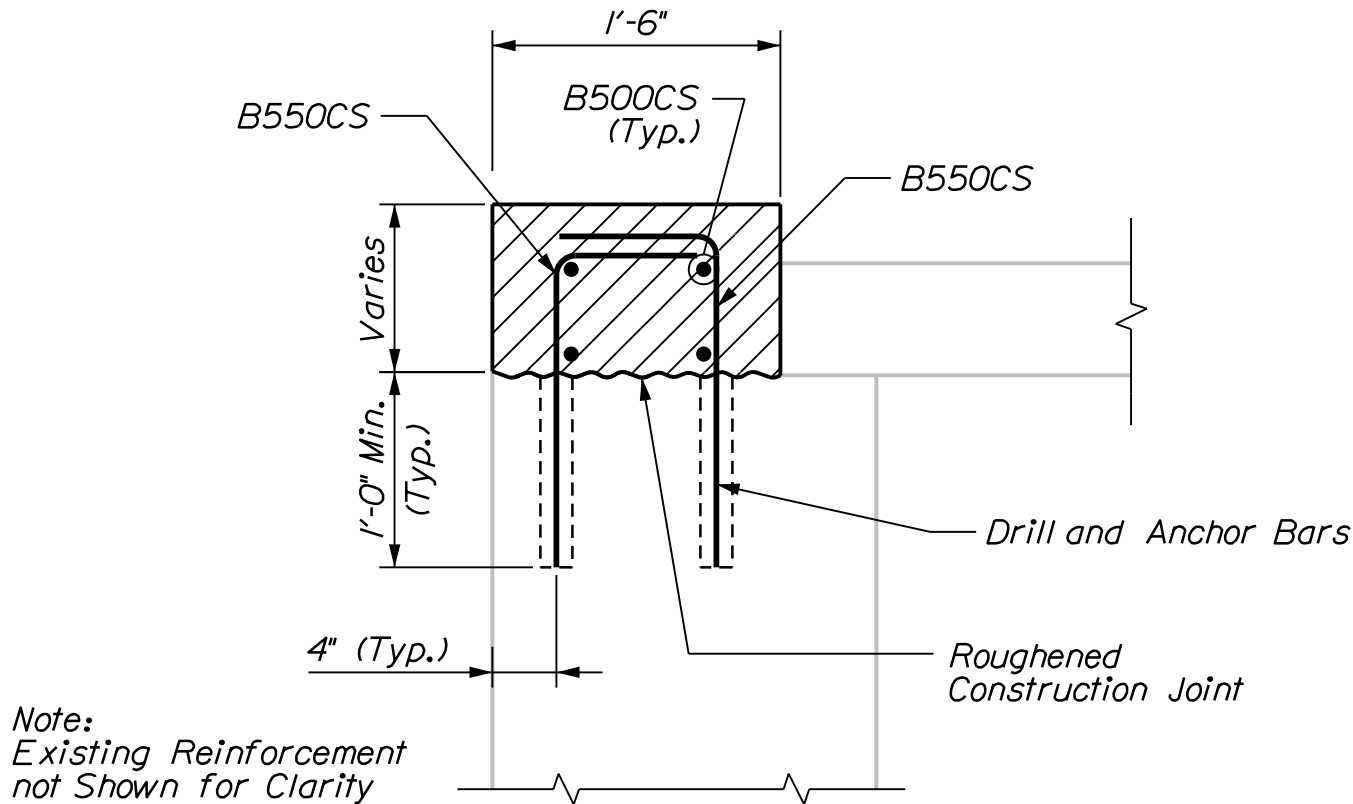
ABUTMENT 2 CONSTRUCTION PLAN



ABUTMENT 2 DEMOLITION ELEVATION



ABUTMENT 2 CONSTRUCTION ELEVATION



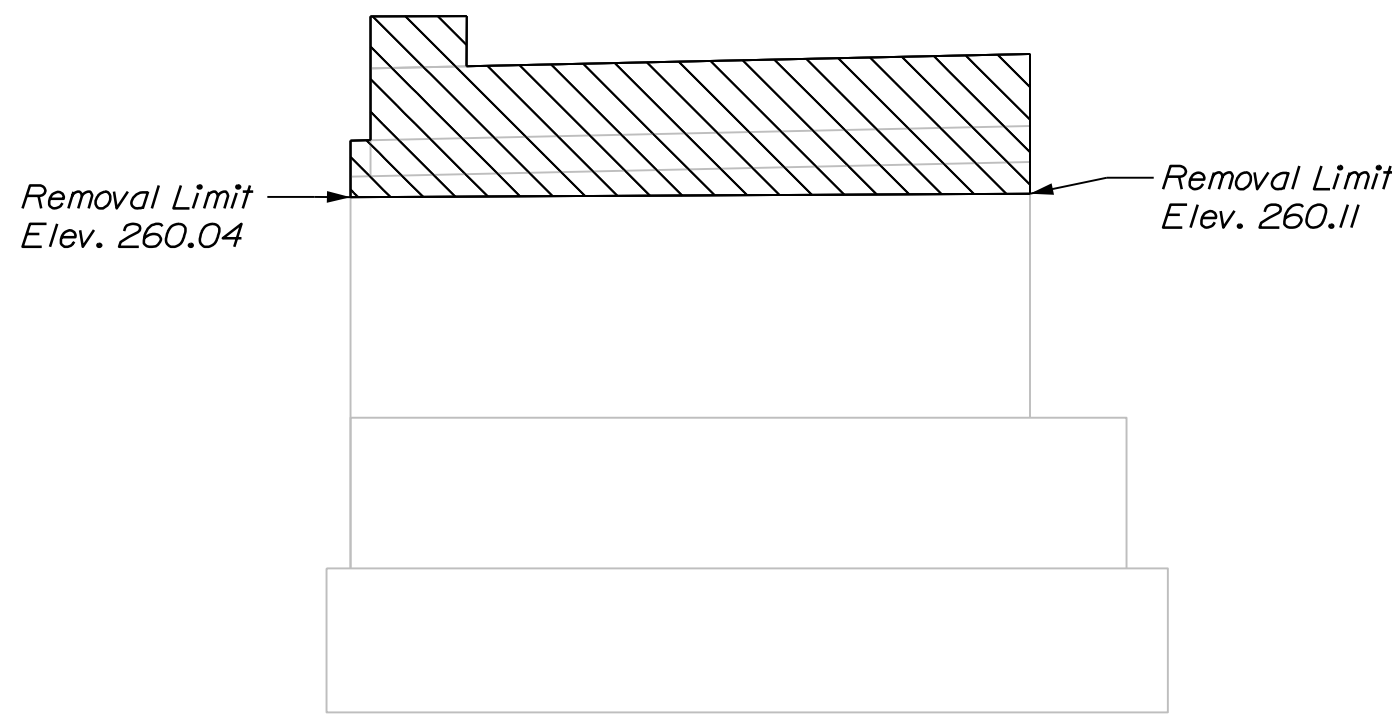
ABUTMENT 2 CONSTRUCTION SECTION

195 SB / ROUTE 152 & MCRR BRIDGE NO. 5986				STATE OF MAINE			
PITTSFIELD				DEPARTMENT OF TRANSPORTATION			
SOMERSET COUNTY				PROJECT NO. 2360300			
ABUTMENT MODIFICATIONS				WIN 23603.00			
SHEET NUMBER				BRIDGE NO. 5986			
61				DATE			
OF 104				P.E. NUMBER			

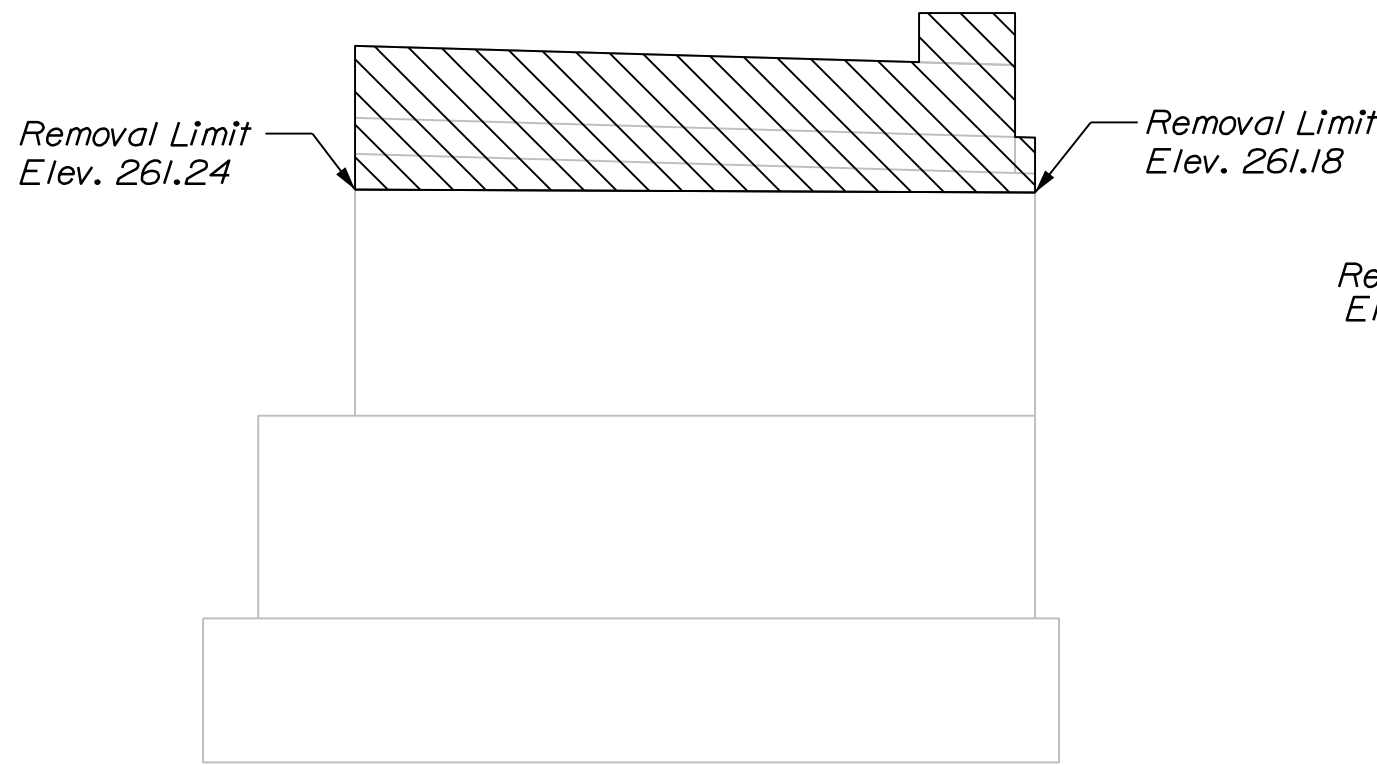
Date: 7/22/2022

Username: togular

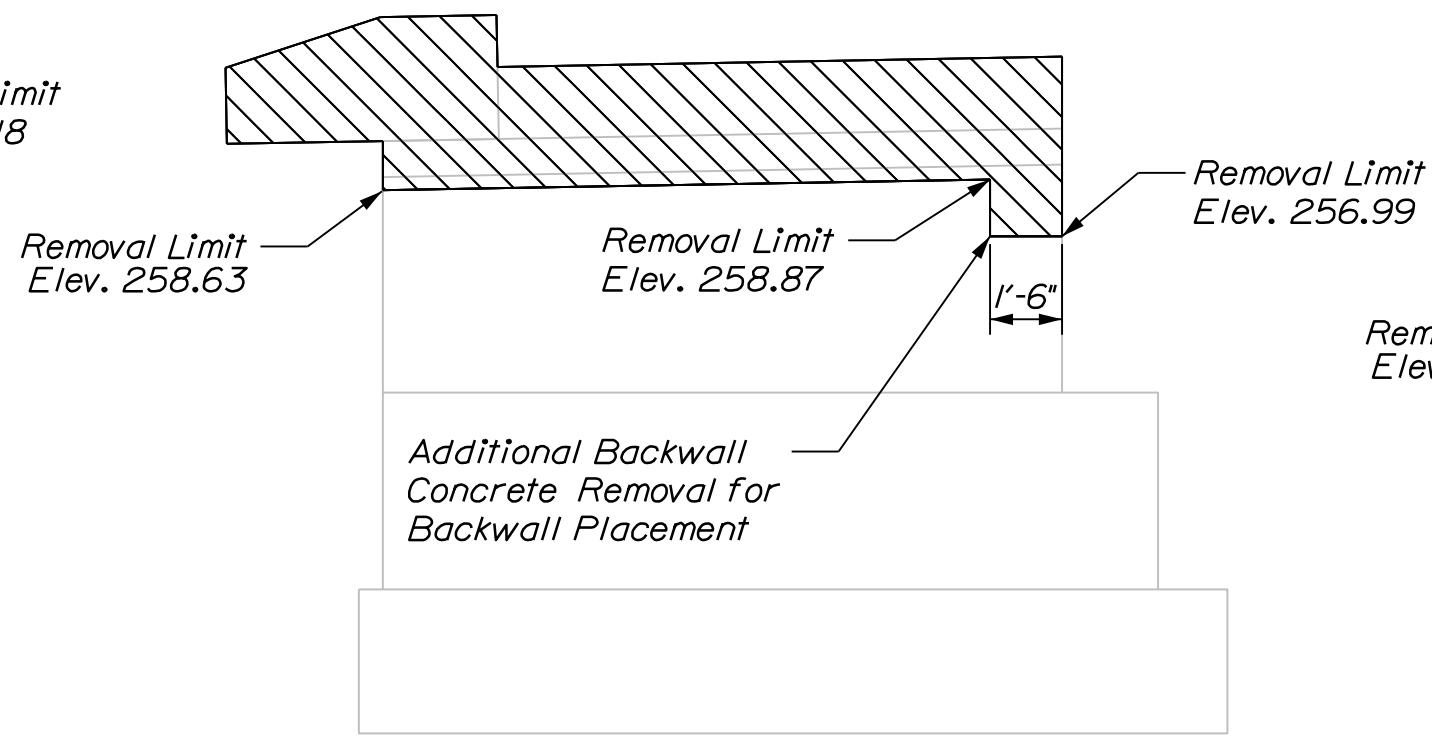
Filename: ... \069_Wingwall Modifications_Bridge 5986.dgn



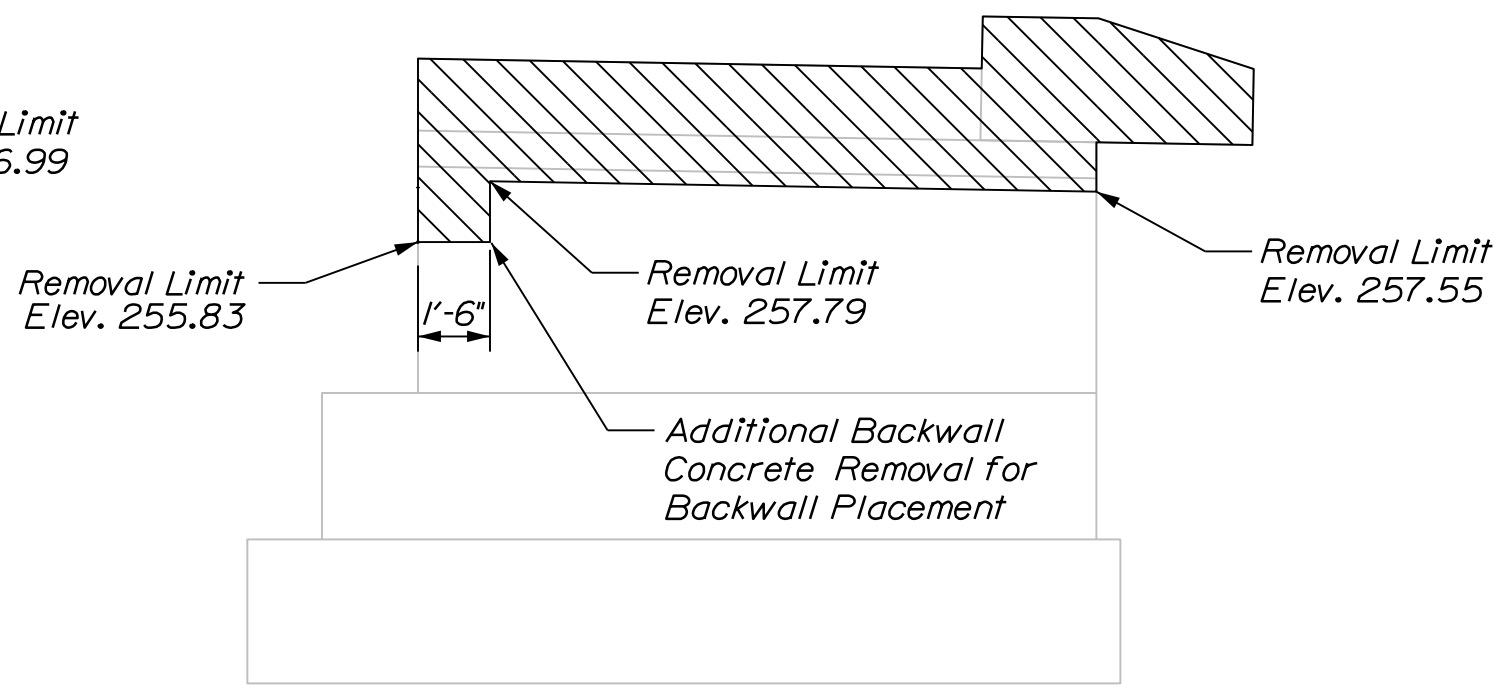
ABUTMENT 1 RIGHT DEMOLITION
WINGWALL ELEVATION



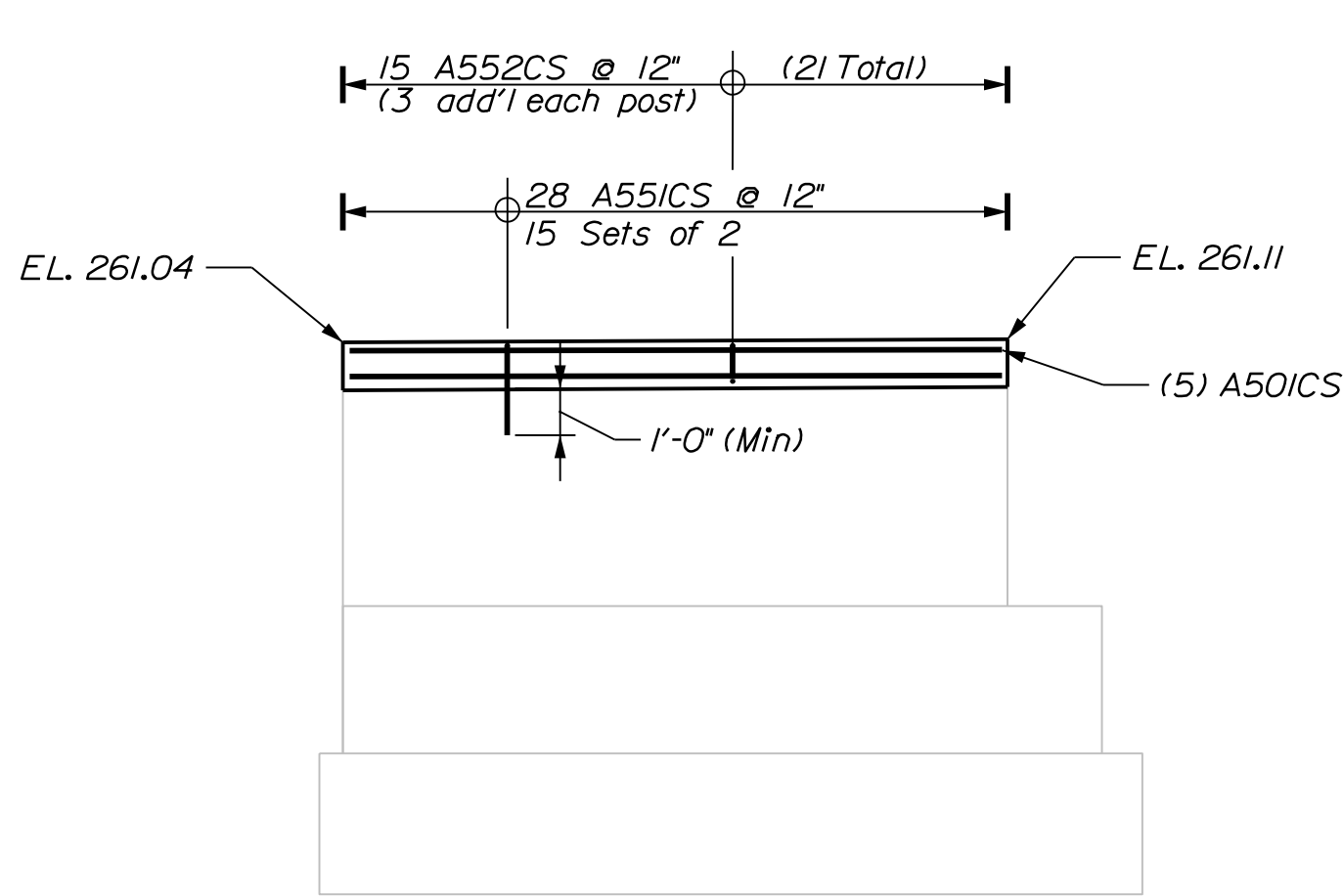
ABUTMENT 1 LEFT DEMOLITION
WINGWALL ELEVATION



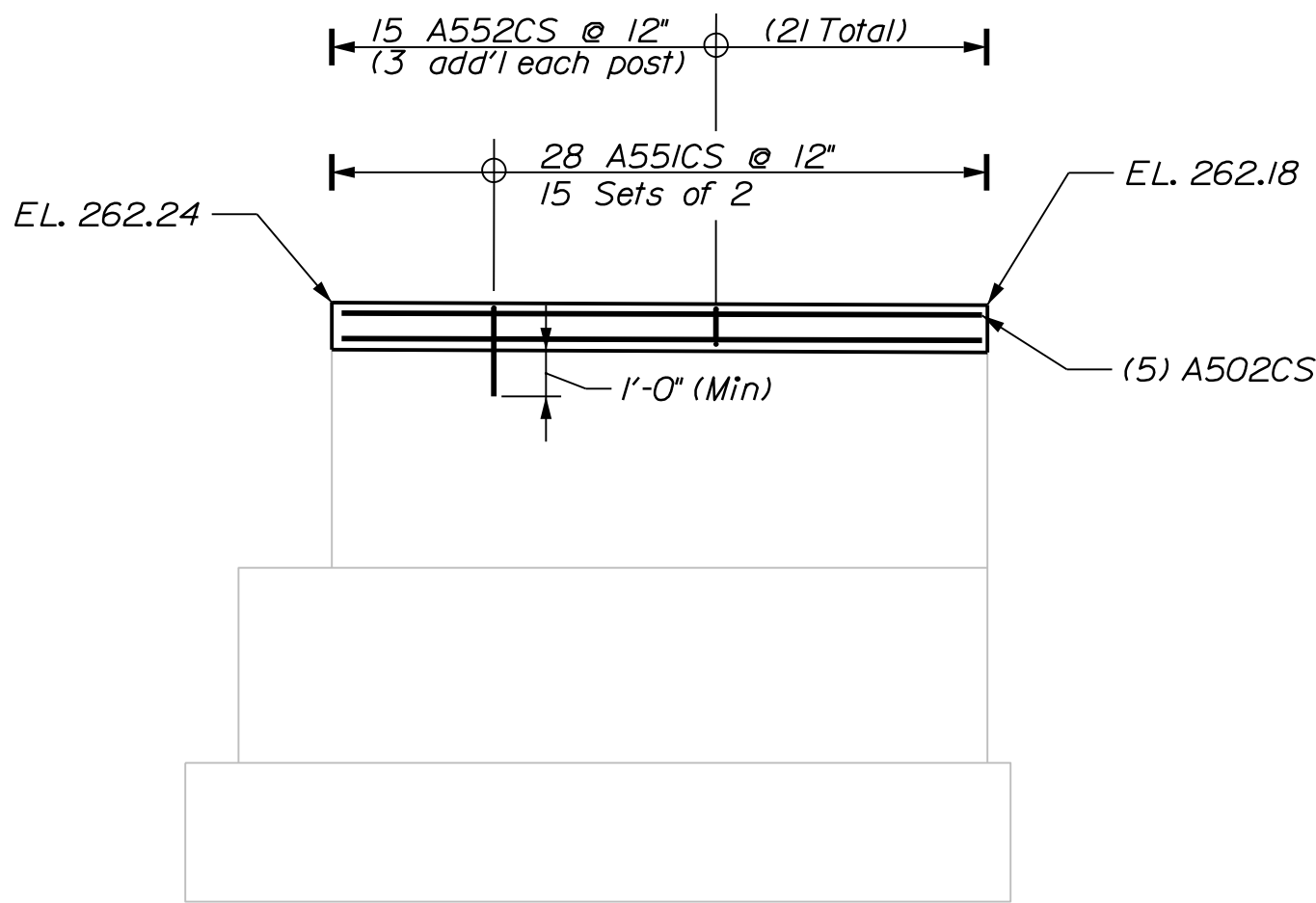
ABUTMENT 2 LEFT DEMOLITION
WINGWALL ELEVATION



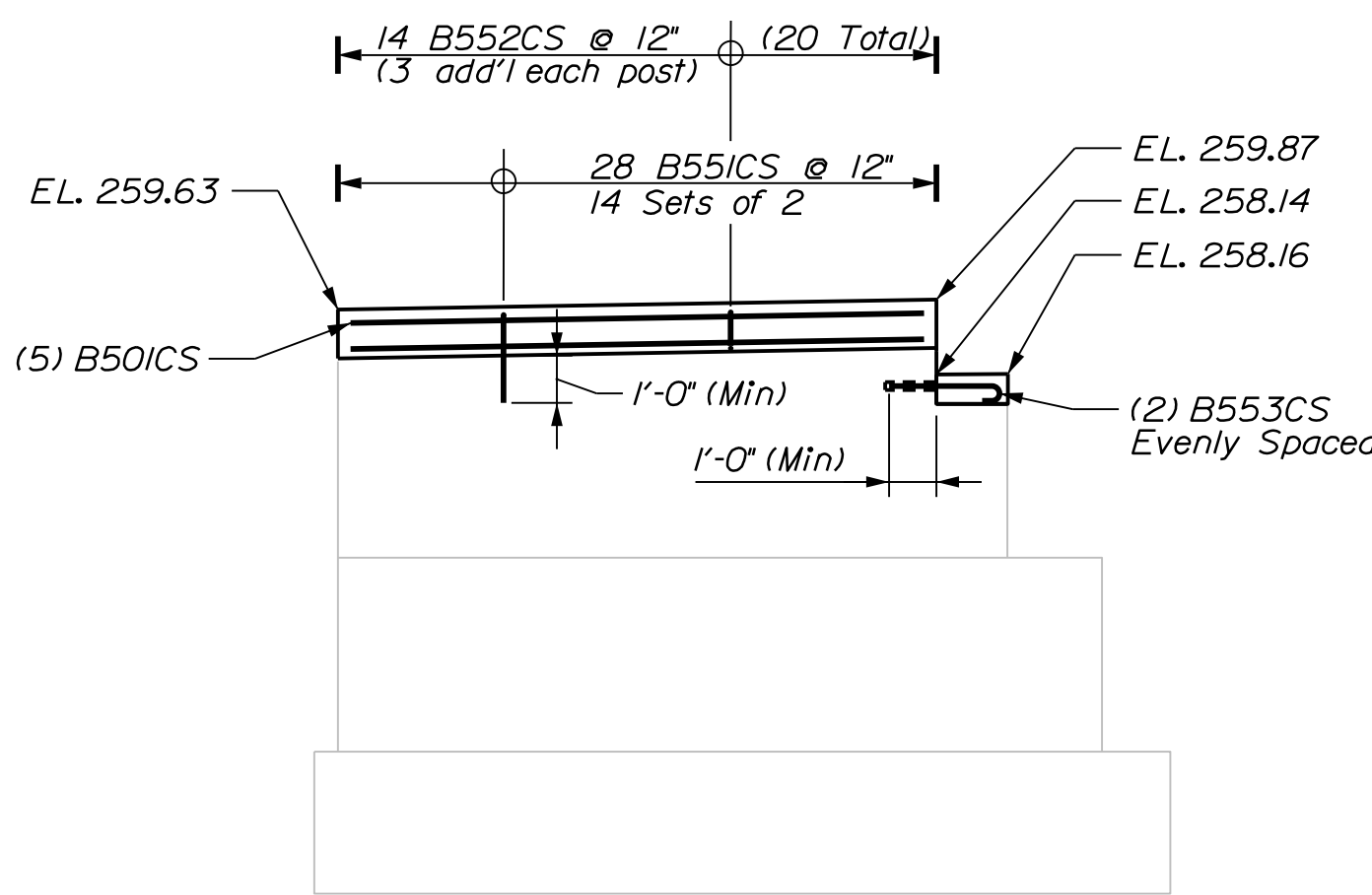
ABUTMENT 2 RIGHT DEMOLITION
WINGWALL ELEVATION



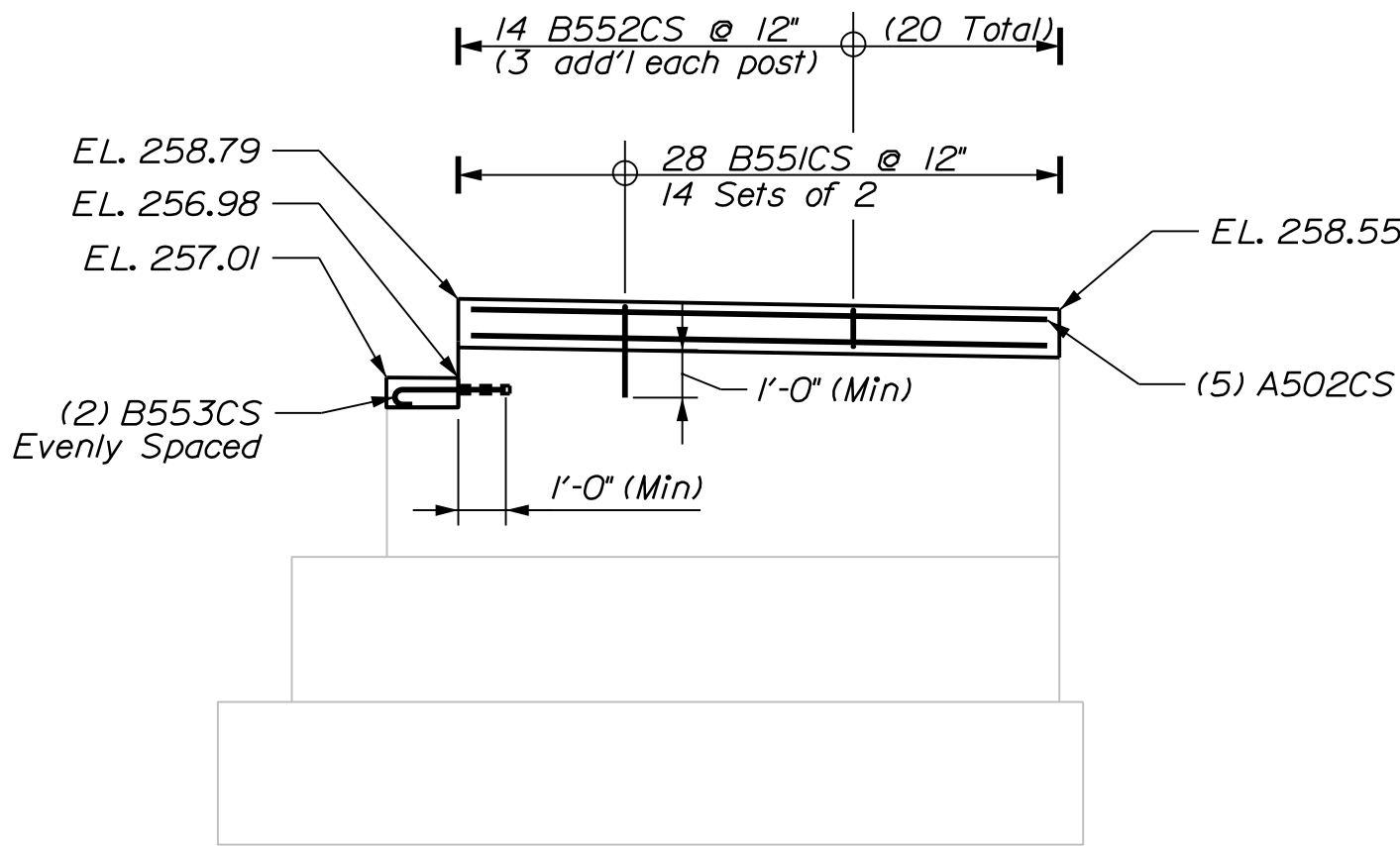
ABUTMENT 1 RIGHT CONSTRUCTION
WINGWALL ELEVATION



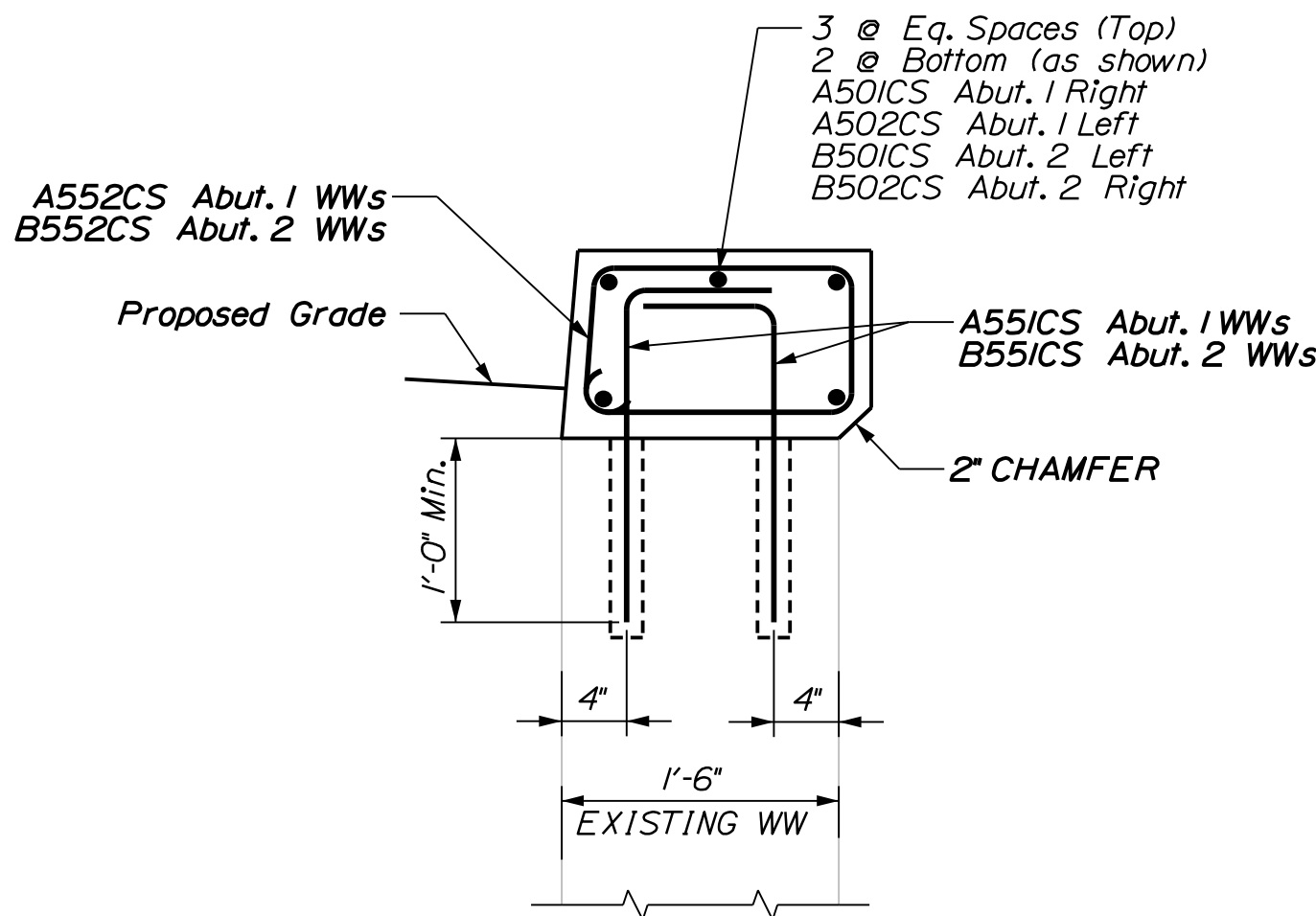
ABUTMENT 1 LEFT CONSTRUCTION
WINGWALL ELEVATION



ABUTMENT 2 LEFT CONSTRUCTION
WINGWALL ELEVATION



ABUTMENT 2 RIGHT CONSTRUCTION
WINGWALL ELEVATION



WINGWALL CONSTRUCTION SECTION
(All Wingwalls Similar)

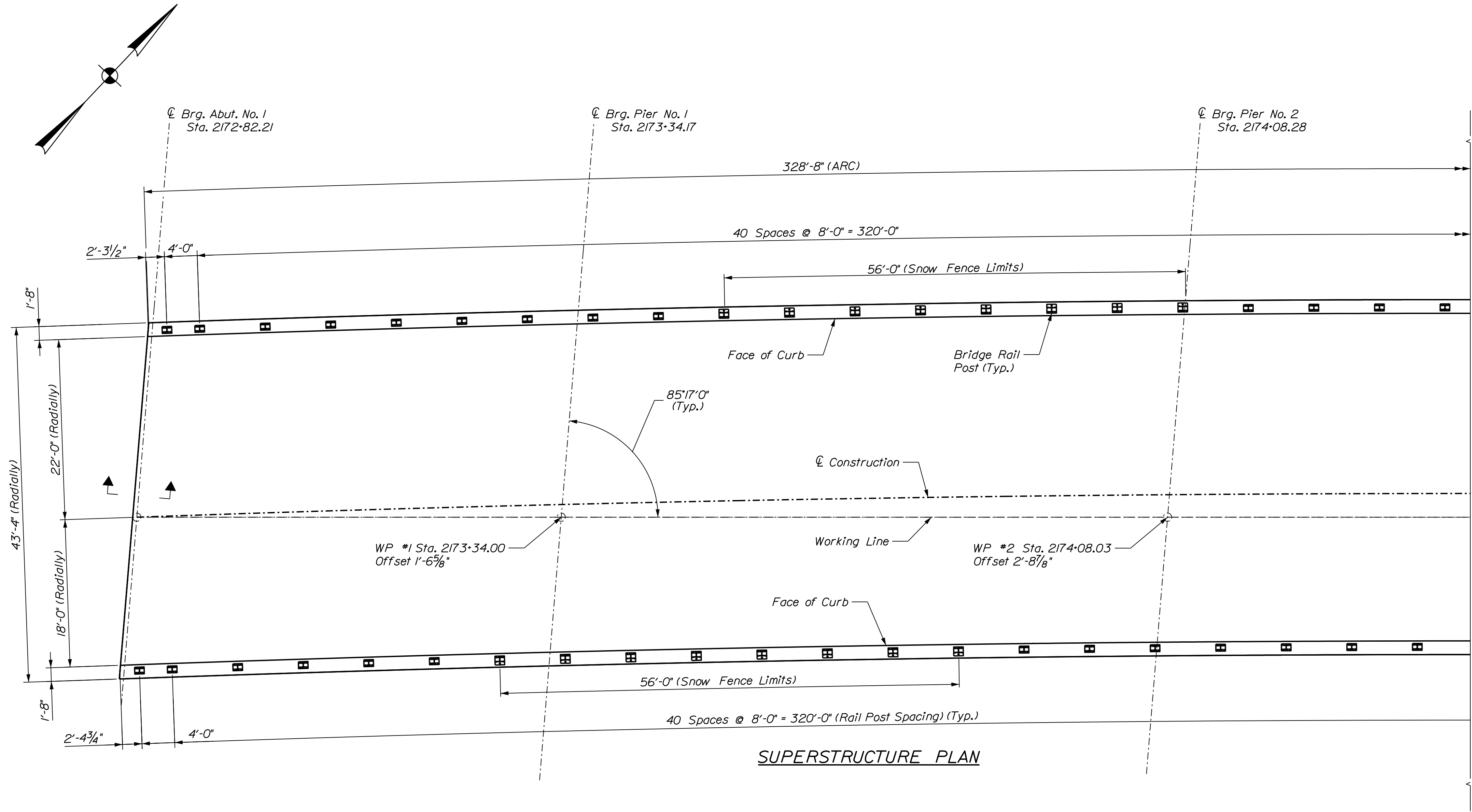
PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLISTER	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



1257 (419x3 Rows) Studs Per Girder (7542 Total)



1. Dimensions are measured along centerline of the girder.
2. Prior to installing the proposed shear studs, the contractor shall clean the top flange so that it is free of debris, rust, scale, oil and other contaminants that would adversely affect the welding operation. Payment for cleaning the top flange for installation of proposed shear studs shall be incidental to Item 505.08, Shear Connectors.
3. The proposed shear studs shall be $\frac{7}{8}$ " diameter. Studs shall penetrate into the deck a minimum of 2" and maintain a clear cover of 2" to the top of the studs.
4. Existing shear connectors shall be removed such that they project 1 inch maximum above the top of the existing top flange unless they conflict with the installation of the new shear connectors or any other work. If the existing shear connectors interfere with installation of the new shear connectors or any other work, they shall be removed completely and ground flush with the top flange. All costs associated with this work shall be incidental to related contract items.



GIRDER	BOTTOM OF SLAB ELEVATIONS																				
	CL BRG. ABUT. NO. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. PIER NO. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. PIER NO. 2
G1	260.53	260.55	260.57	260.59	260.61	260.62	260.63	260.63	260.63	260.63	260.64	260.64	260.66	260.66	260.66	260.65	260.64	260.62	260.58	260.53	260.49
G2	260.31	260.33	260.36	260.38	260.39	260.40	260.41	260.41	260.42	260.42	260.42	260.43	260.45	260.46	260.46	260.45	260.43	260.40	260.36	260.32	260.27
G3	260.09	260.12	260.14	260.16	260.17	260.18	260.19	260.20	260.20	260.20	260.21	260.22	260.23	260.24	260.24	260.24	260.22	260.19	260.15	260.10	260.06
G4	259.87	259.90	259.92	259.94	259.96	259.97	259.98	259.98	259.98	259.99	259.99	260.00	260.02	260.03	260.03	260.02	260.00	259.97	259.93	259.89	259.85
G5	259.65	259.68	259.70	259.72	259.74	259.75	259.76	259.76	259.77	259.77	259.78	259.79	259.80	259.81	259.82	259.81	259.79	259.76	259.72	259.68	259.64
G6	259.43	259.46	259.48	259.50	259.52	259.53	259.54	259.55	259.55	259.56	259.56	259.57	259.59	259.59	259.60	259.59	259.57	259.54	259.51	259.47	259.43

GIRDER	BOTTOM OF SLAB ELEVATIONS																				
	CL BRG. PIER NO. 2	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. PIER NO. 3	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. PIER NO. 4
G1	260.49	260.45	260.41	260.37	260.33	260.28	260.23	260.18	260.12	260.04	259.96	259.89	259.81	259.73	259.66	259.57	259.49	259.39	259.30	259.20	259.09
G2	260.27	260.24	260.21	260.17	260.13	260.08	260.03	259.96	259.89	259.81	259.74	259.68	259.61	259.55	259.48	259.40	259.30	259.20	259.08	258.97	258.85
G3	260.06	260.03	260.00	259.96	259.92	259.87	259.82	259.75	259.68	259.60	259.53	259.47	259.40	259.34	259.27	259.19	259.09	258.99	258.88	258.76	258.64
G4	259.85	259.82	259.78	259.75	259.71	259.66	259.61	259.54	259.47	259.39	259.32	259.26	259.19	259.13	259.06	258.98	258.89	258.78	258.67	258.55	258.43
G5	259.64	259.60	259.57	259.54	259.50	259.45	259.39	259.33	259.26	259.18	259.11	259.05	258.98	258.92	258.85	258.77	258.68	258.57	258.46	258.34	258.22
G6	259.43	259.39	259.36	259.32	259.28	259.24	259.18	259.11	259.04	258.97	258.90	258.84	258.77	258.71	258.63	258.55	258.46	258.36	258.24	258.13	258.01

GIRDER	BOTTOM OF SLAB ELEVATIONS										
	CL BRG. PIER NO. 4	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. ABUT. NO. 2
G1	259.09	259.00	258.91	258.83	258.74	258.66	258.57	258.48	258.39	258.30	258.21
G2	258.85	258.77	258.69	258.62	258.54	258.46	258.37	258.28	258.19	258.09	257.99
G3	258.64	258.56	258.48	258.41	258.33	258.25	258.16	258.08	257.98	257.89	257.79
G4	258.43	258.35	258.28	258.20	258.12	258.04	257.95	257.87	257.77	257.68	257.58
G5	258.22	258.14	258.07	257.99	257.91	257.83	257.75	257.66	257.56	257.47	257.37
G6	258.01	257.93	257.86	257.78	257.70	257.62	257.53	257.45	257.35	257.26	257.16

SUPERSTRUCTURE NOTES

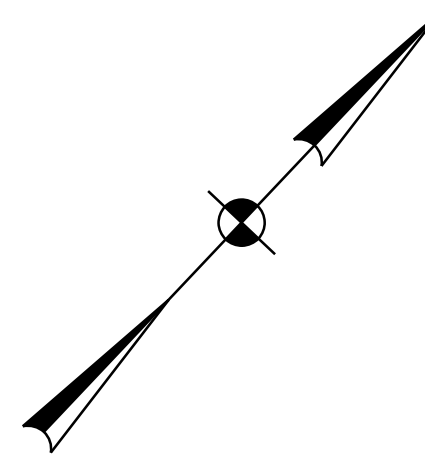
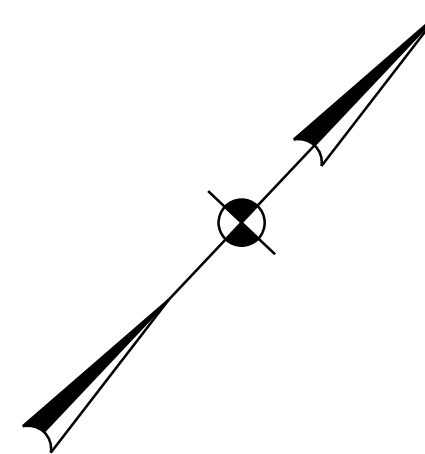
- The theoretical blocking used for design was checked using as-built plans to verify it would not be less than 1 inch. Contractor to verify steel elevations prior to placement of forms. Refer to Standard Detail 502(03) for blocking details.
- Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
- Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
- Precast Concrete Deck Panels are not allowed on this project.
- Contractor shall stagger the splice locations of the longitudinal and transverse bars.
- Unless the superstructure slab concrete is placed in one continuous operation, the initial placement shall start at a simply supported end of the deck slab and shall terminate at the completion of a positive moment section. Successive placements shall proceed from the end of the previous placement, terminate at the completion of a positive moment section, and include two or more spans. Concrete in a placement shall be kept plastic one complete span behind the span being placed. A minimum of 5 days shall elapse between successive partial placements. The superstructure slab concrete placement sequence shall be approved by the Resident.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2360300
WIN 23603.00
BRIDGE NO. 5986
BRIDGE PLANS

195 SB / ROUTE 152 & MCRR
BRIDGE NO. 5986
PITTSFIELD
SOMERSET COUNTY

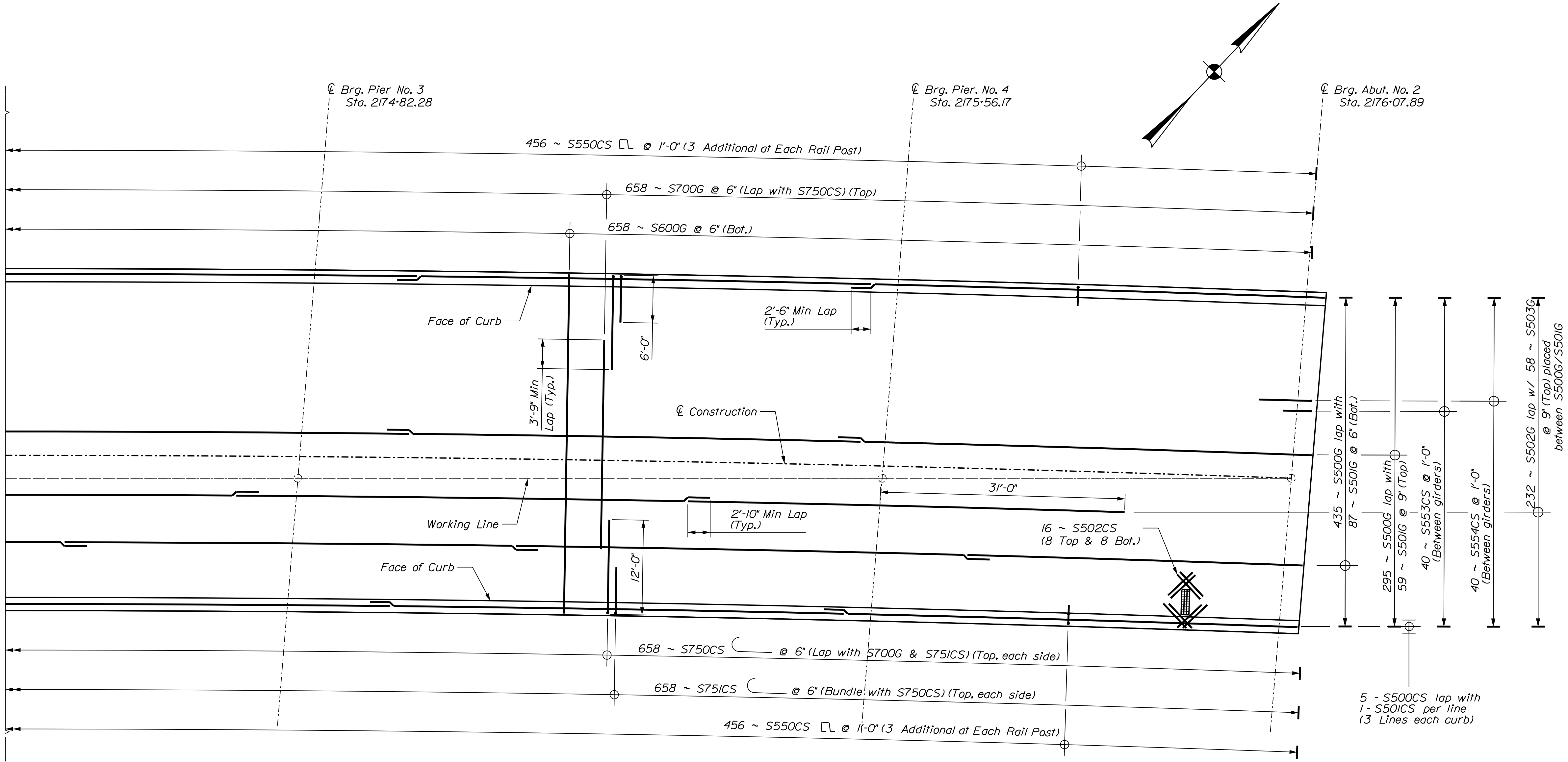
SUPERSTRUCTURE PLAN

SHEET NUMBER
64
OF 104



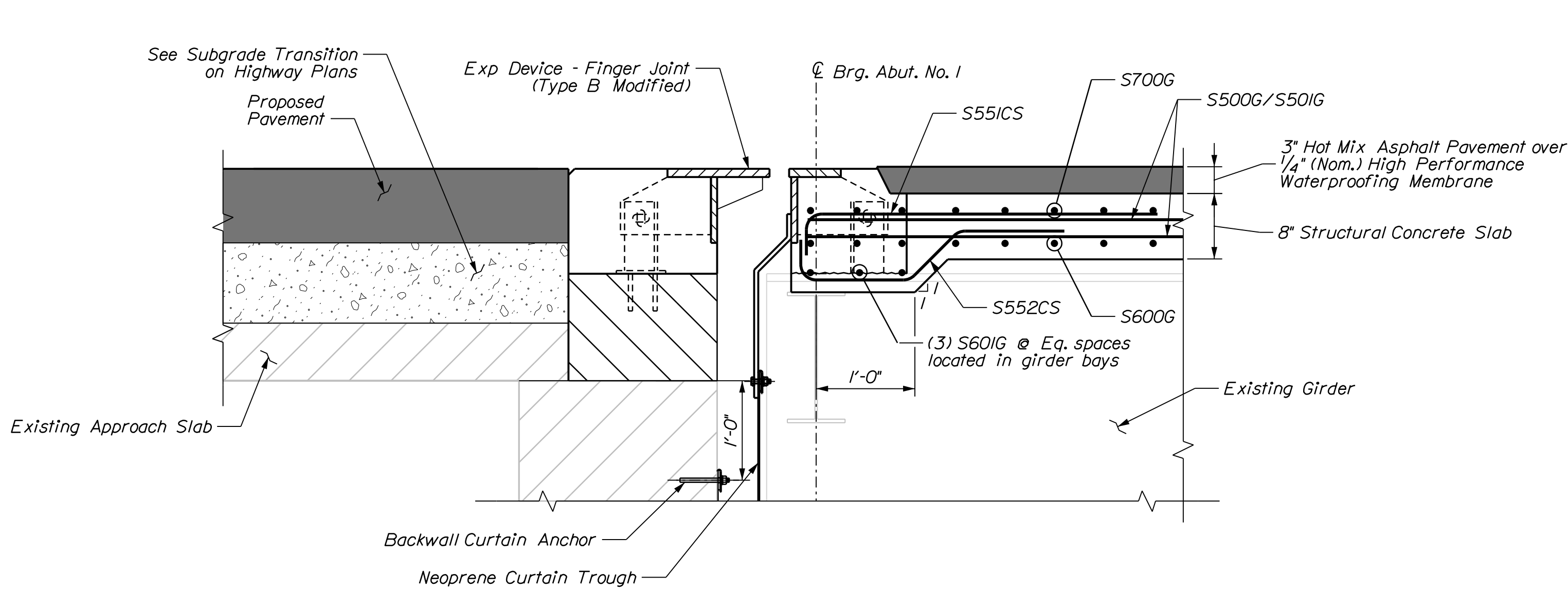
Note: All measurements are taken perpendicular to each fascia girder.



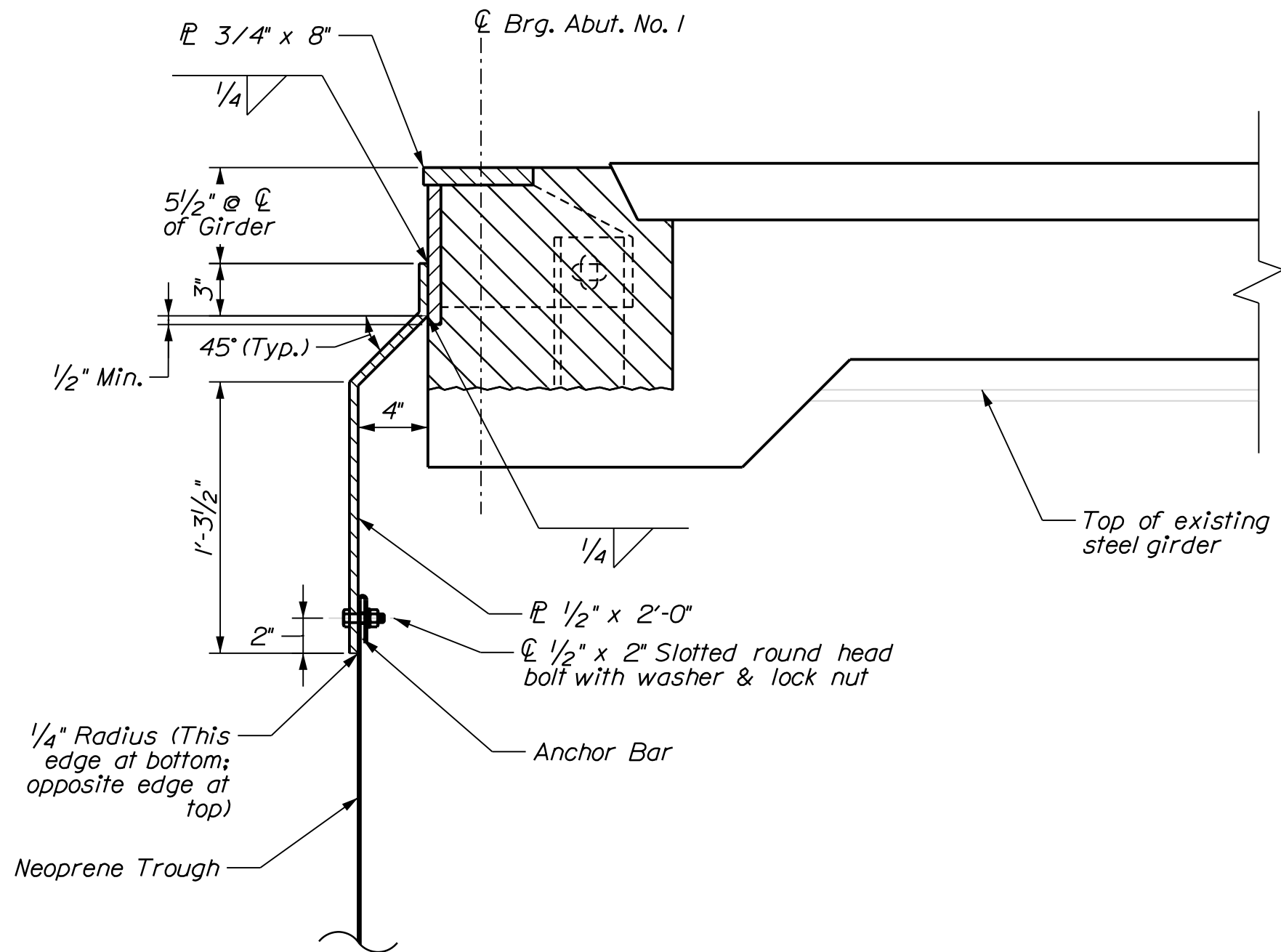


REINFORCING PLAN

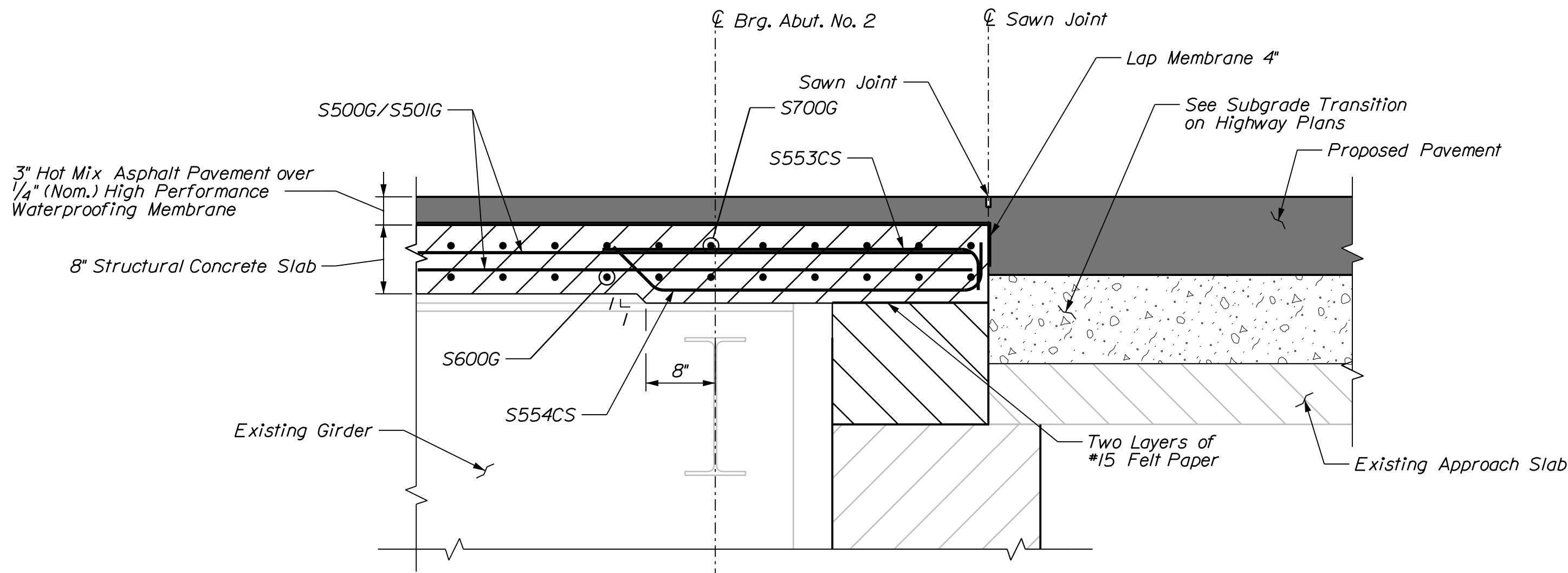
195 SB / ROUTE 152 & MCRR BRIDGE NO. 5986 PITTSFIELD SOMERSET COUNTY	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
	PROJECT NO. 2360300			
	WIN 23603.00 BRIDGE NO. 5986			
REINFORCING PLAN	PROJ. MANAGER	D. EATON	BY	DATE
	DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
	CHECKED-REVIEWED	T. MCALLISTER	B. COLBURN	07-22
	DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
	REVISIONS 1			
SHEET NUMBER	REVISIONS 2			
	REVISIONS 3			
	REVISIONS 4			
	FIELD CHANGES			
68	SIGNATURE			
	P.E. NUMBER			
	DATE			
	BRIDGE PLANS			



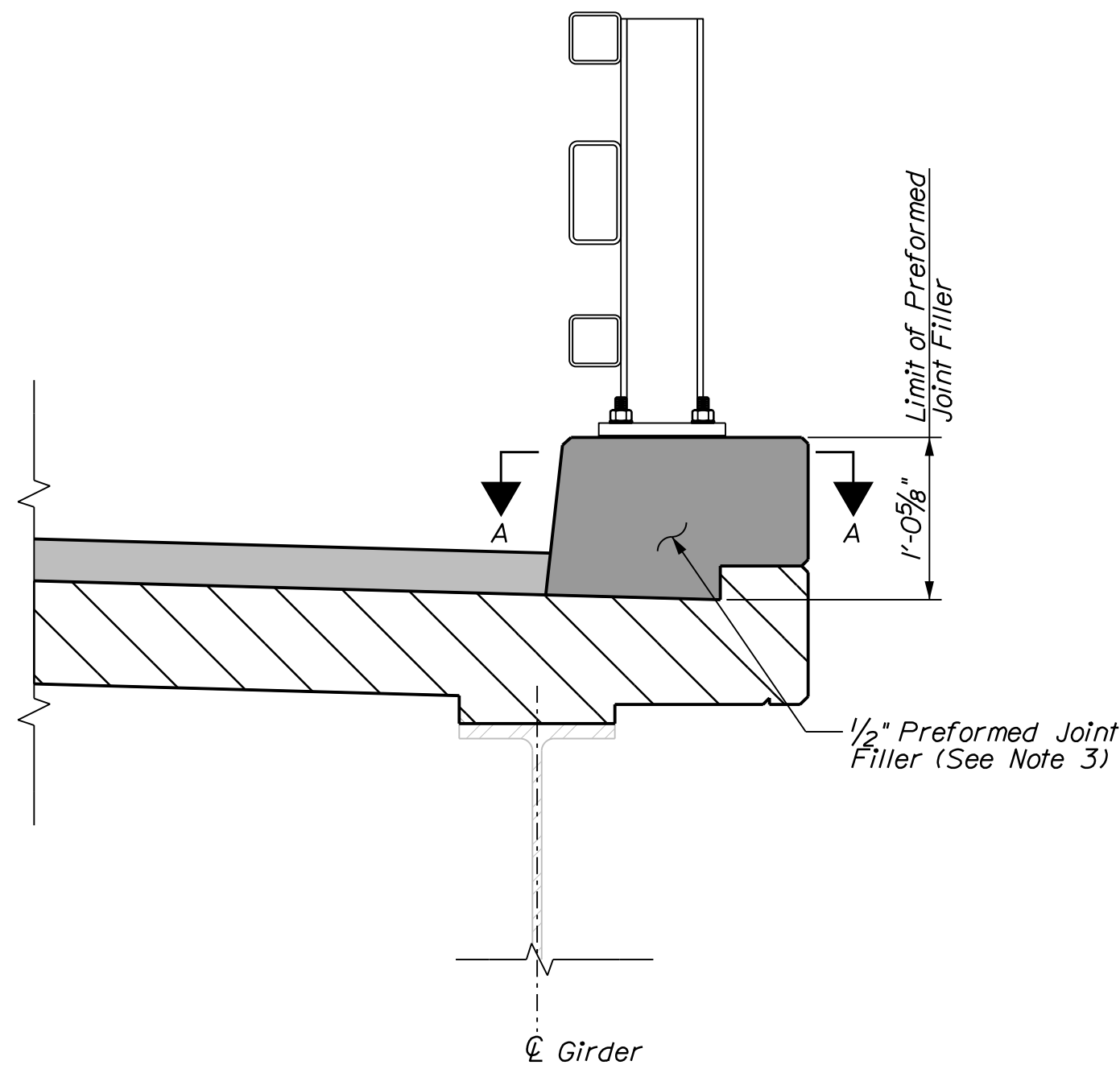
ABUTMENT NO. 1 DECK END SECTION



TYPICAL CURTAIN PLATE DETAIL

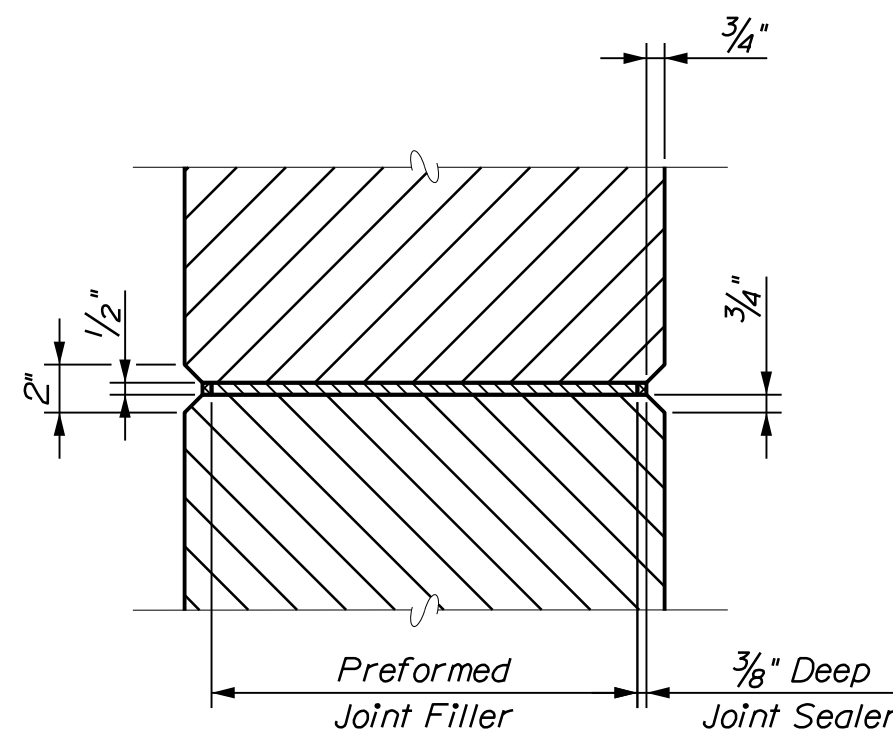


ABUTMENT NO. 2 DECK END SECTION



CURB JOINT DETAIL

At Abutment 2 Only.



SECTION A-A

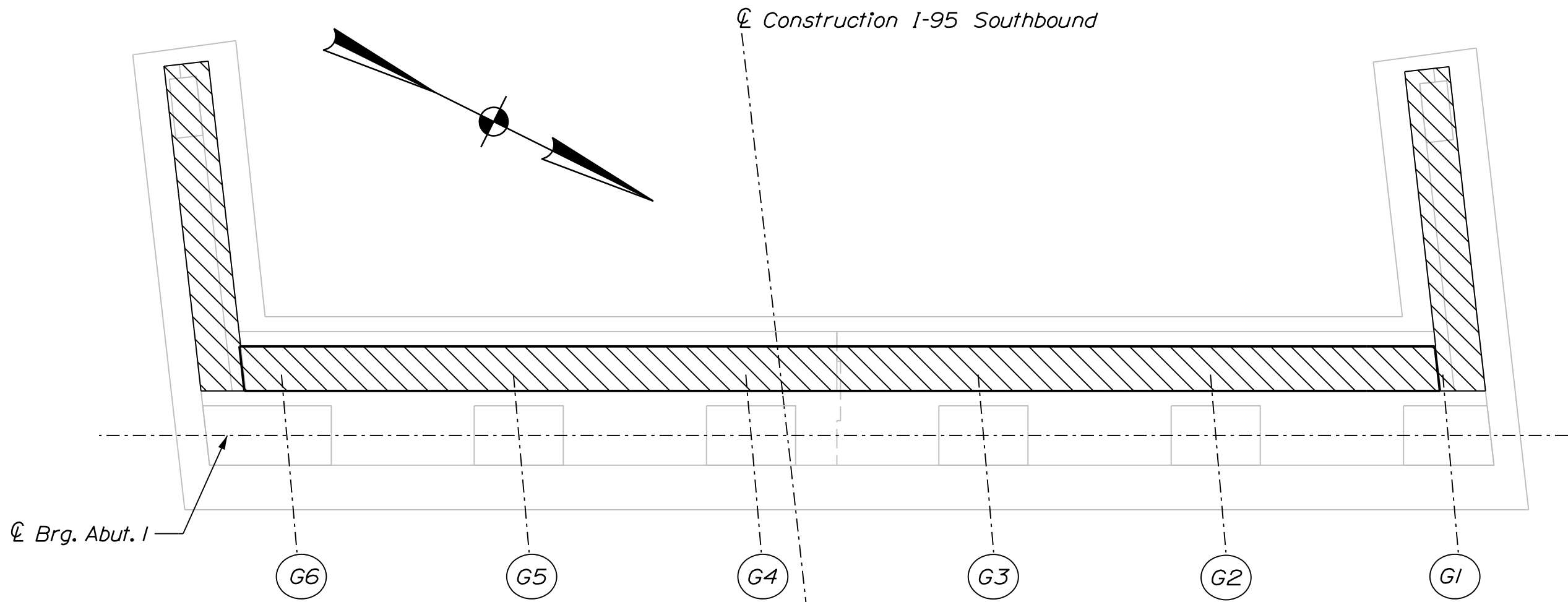
CURB JOINT NOTES

1. Construction of joints, including joint filler, shall be incidental to the related structural concrete pay item.
2. Preformed joint filler shall conform to ASTM designation D1752, Type 1 or ASTM D5249, Type 2. Preformed joint filler shall be a non staining, non bleeding type. Cork is not an acceptable joint filler material.
3. Joint sealer shall conform with subsection 714.04 of the specifications and shall be incidental to the related pay items.

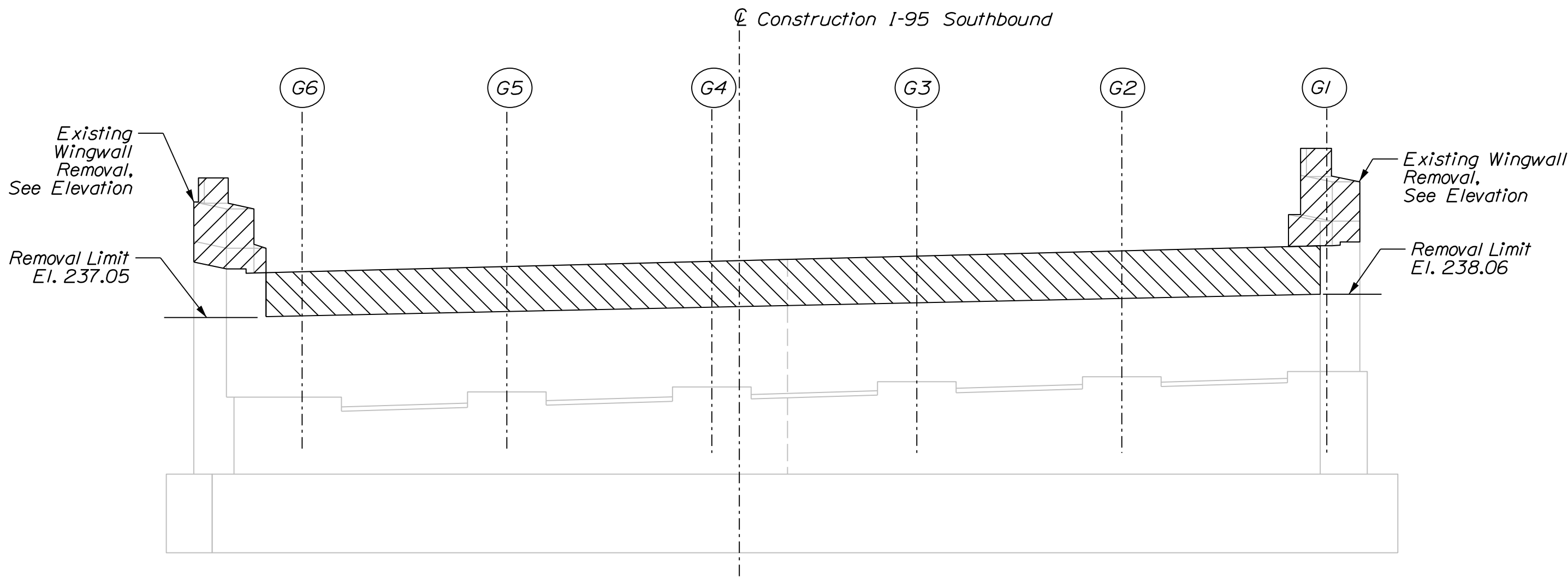
195 SB / ROUTE 152 & MCRR BRIDGE NO. 5986 PITTSFIELD SOMERSET COUNTY					PROJ. MANAGER	D. EATON	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
SUPERSTRUCTURE DETAILS					DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22	SIGNATURE	PROJECT NO. 2360300
					CHECKED-REVIEWED	T. MCALLISTER	B. COLBURN	07-22		
					DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22		
					REVISIONS 1				P.E. NUMBER	
					REVISIONS 2				DATE	
REVISIONS 3										
REVISIONS 4										
FIELD CHANGES					BRIDGE NO. 5986 WIN 23603.00 BRIDGE PLANS					



2. *Curb expansion dams shall be constructed in accordance with the standard details.*
3. *Fabrication and materials for the curtain trough, including galvanization of steel components, shall be in accordance with the provisions of Section 52I of the Standard Specification.*
4. *Payment for trough plates, curtain troughs, including neoprene sheets, anchor bars and hardware, will be incidental to pay item 52I.23 Expansion Device - Finger Joint*
5. *HDPE Liner shall be installed over the full abutment seat width and depth, extending 6-inches down the front face of the abutment, in the bays identified. Payment for the HDPE Liners will be made under Item 620.60I2, HDPE Geomembrane.*
6. *Refer to Standard Details Section 52I for details and information not shown.*



ABUTMENT I DEMOLITION PLAN



ABUTMENT I DEMOLITION ELEVATION

ABUTMENT AND WINGWALL MODIFICATION NOTES

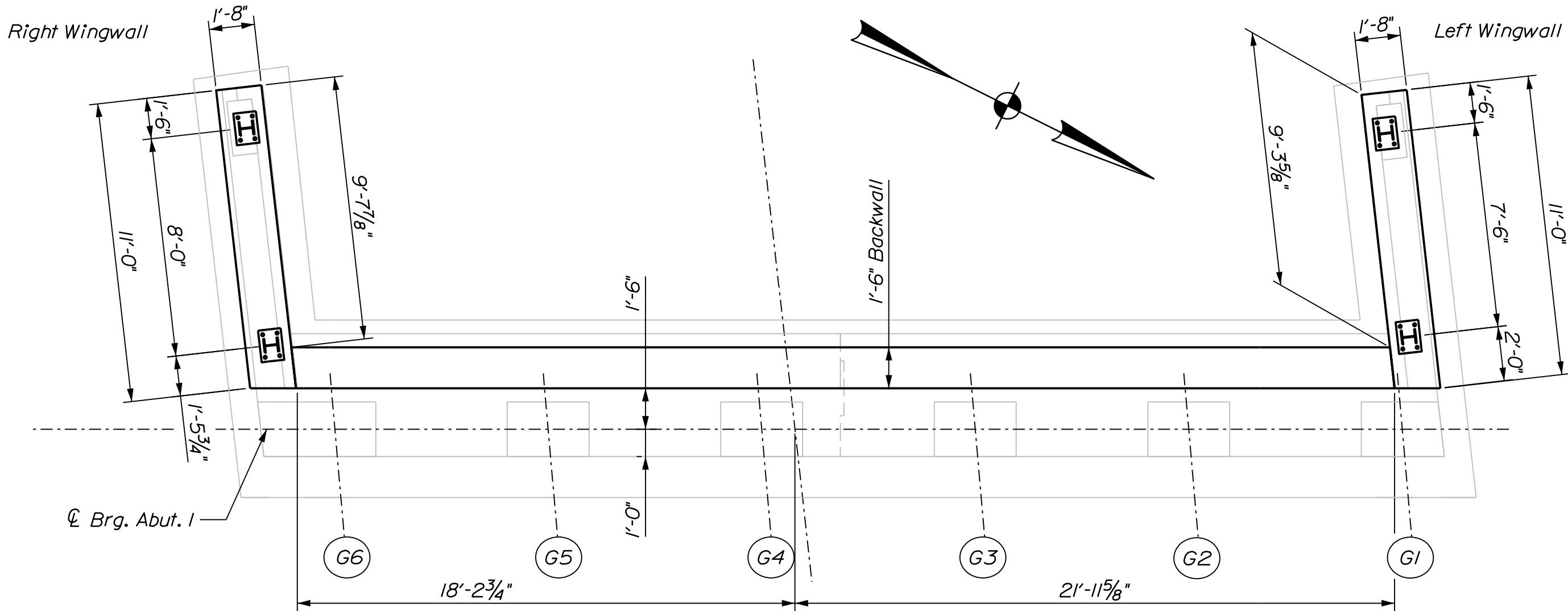
- The Contractor shall use care not to damage any existing reinforcing steel which is to remain. Any damaged reinforcing steel shall be replaced as directed by the Resident at no expense to the Department.
- The Contractor shall locate by non-destructive methods, reinforcing steel in existing concrete before drilling and grouting new reinforcing steel to avoid conflicts. All costs associated with this work shall be incidental to related contract items.
- Reinforcing steel shall have 2 inches cover unless otherwise noted.
- Existing abutment and wingwall concrete to be removed as shown on the plans shall be sawcut 1 inch deep prior to removal of existing concrete. All costs associated with this work shall be incidental to related contract items.
- Where drilling and anchoring of reinforcement is required, the Contractor shall use a material listed on the Maine Department of Transportation Qualified Products List of Concrete Adhesive Anchor Systems. The depth of embedment shall be sufficient to develop 125% of the yield strength of the bar per the manufacturer's recommendations or 12 inches, whichever is greater. Proposed anchoring material and embedment depth shall be submitted for approval. Payment for drilling and anchoring will be incidental to related Contract items.
- Dimensions and layout shown are based on available as-built drawings. Contractor shall field verify all dimensions prior to any related work.
- All surfaces to be rehabilitated shall be clean of all debris and foreign material and shall be roughened to the 1/2" amplitude prior to placement of the new concrete. Payment shall be incidental to related concrete items.
- Projecting reinforcing that can be maintained may be left in place at Contractor's discretion.

ABUTMENT NOTES

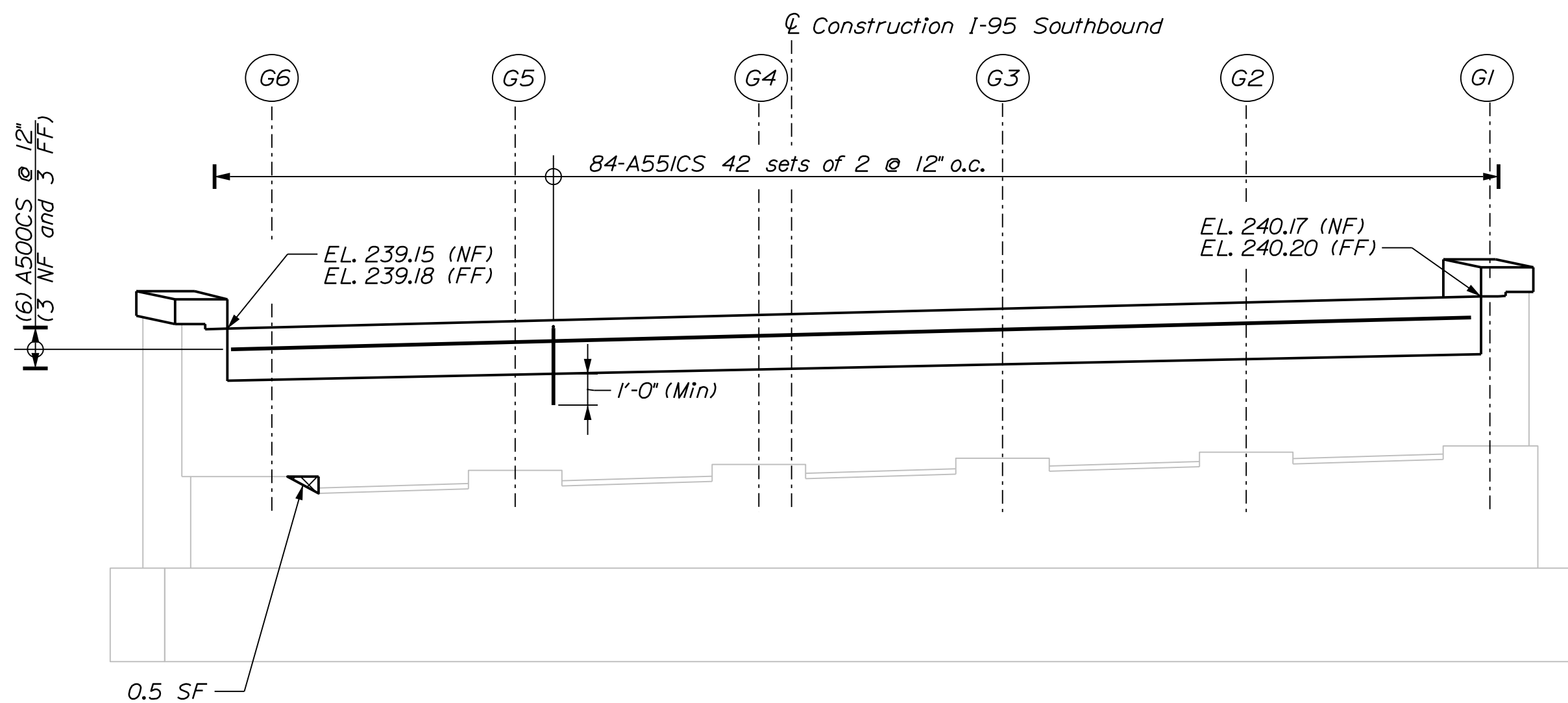
- Reinforcing steel shall have a minimum concrete cover of 2 inches or match existing.
- Cover joints where waterstops are not required in accordance with Standard Details Section 502.
- Anchor rods shall be drilled and grouted into bearing pedestals. Grout shall be from MaineDOT approved grout from Qualified Products List.

CONCRETE REPAIR NOTES

- The quantity of concrete repairs on these drawings are based on visual inspection. If differences are experienced, the Resident shall be notified and quantities shall be adjusted accordingly. For approximate locations of repair, see Sheets 72-74. Actual repair areas will be determined and agreed on by the Contractor and the Resident during construction.
- No repairs are anticipated for substructure units not shown. The Contractor and the Resident shall verify that no work is required.
- The Department must approve changes in quantity beyond what is shown or assumed.
- All broken or corroded reinforcing bars shall be supplemented in accordance with Standard Specification Section 518.04. Supplemental reinforcing shall maintain a clear cover of 2" minimum. Payment for supplemental bars shall be included in items 503.12 and 503.13.



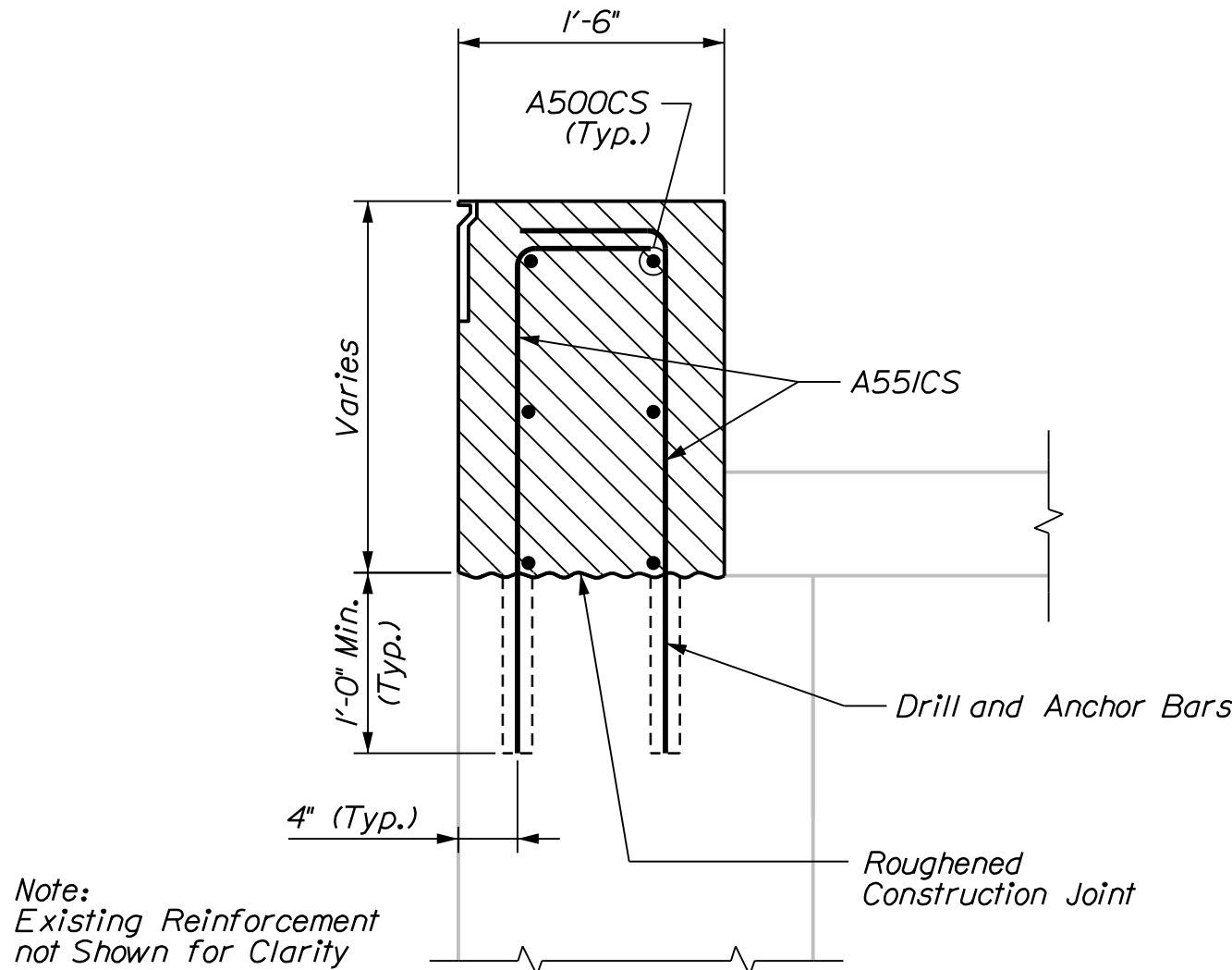
ABUTMENT I RECONSTRUCTION PLAN



ABUTMENT I CONSTRUCTION ELEVATION

LEGEND

Concrete Repair Area



ABUTMENT I CONSTRUCTION SECTION

STATE OF MAINE	PROJECT NO. 2361300	BRIDGE NO. 1446
DEPARTMENT OF TRANSPORTATION	WIN 23613.00	BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

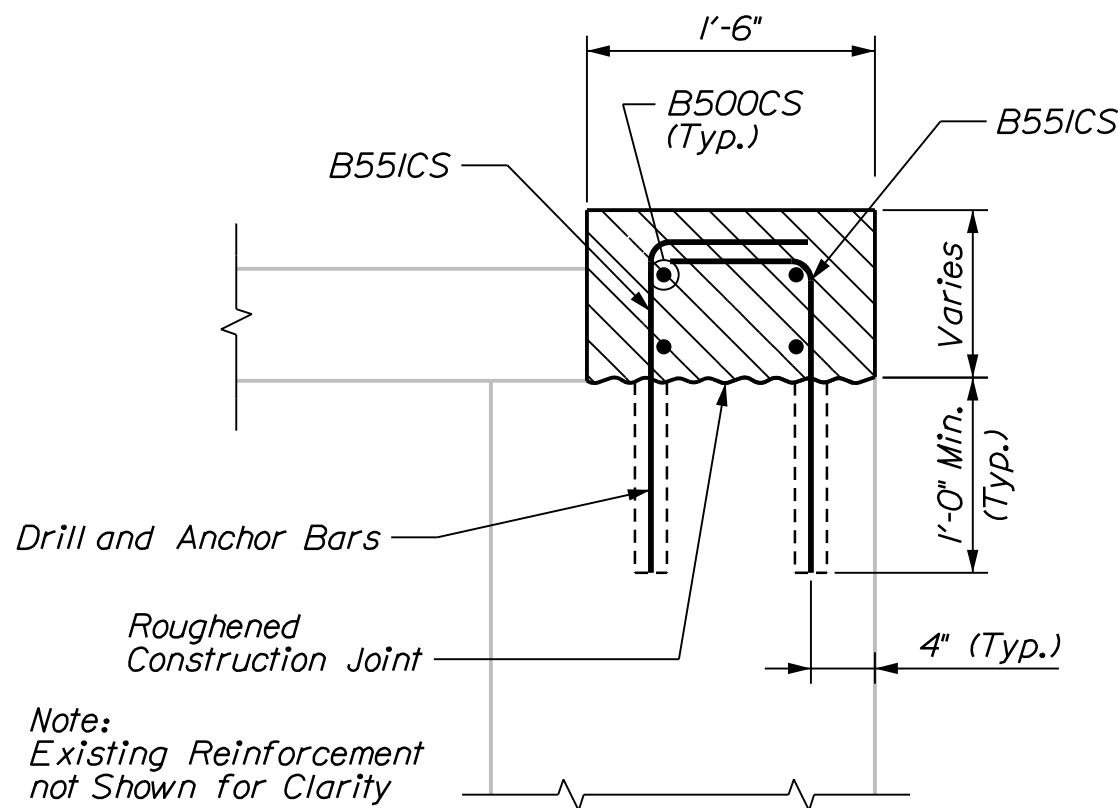
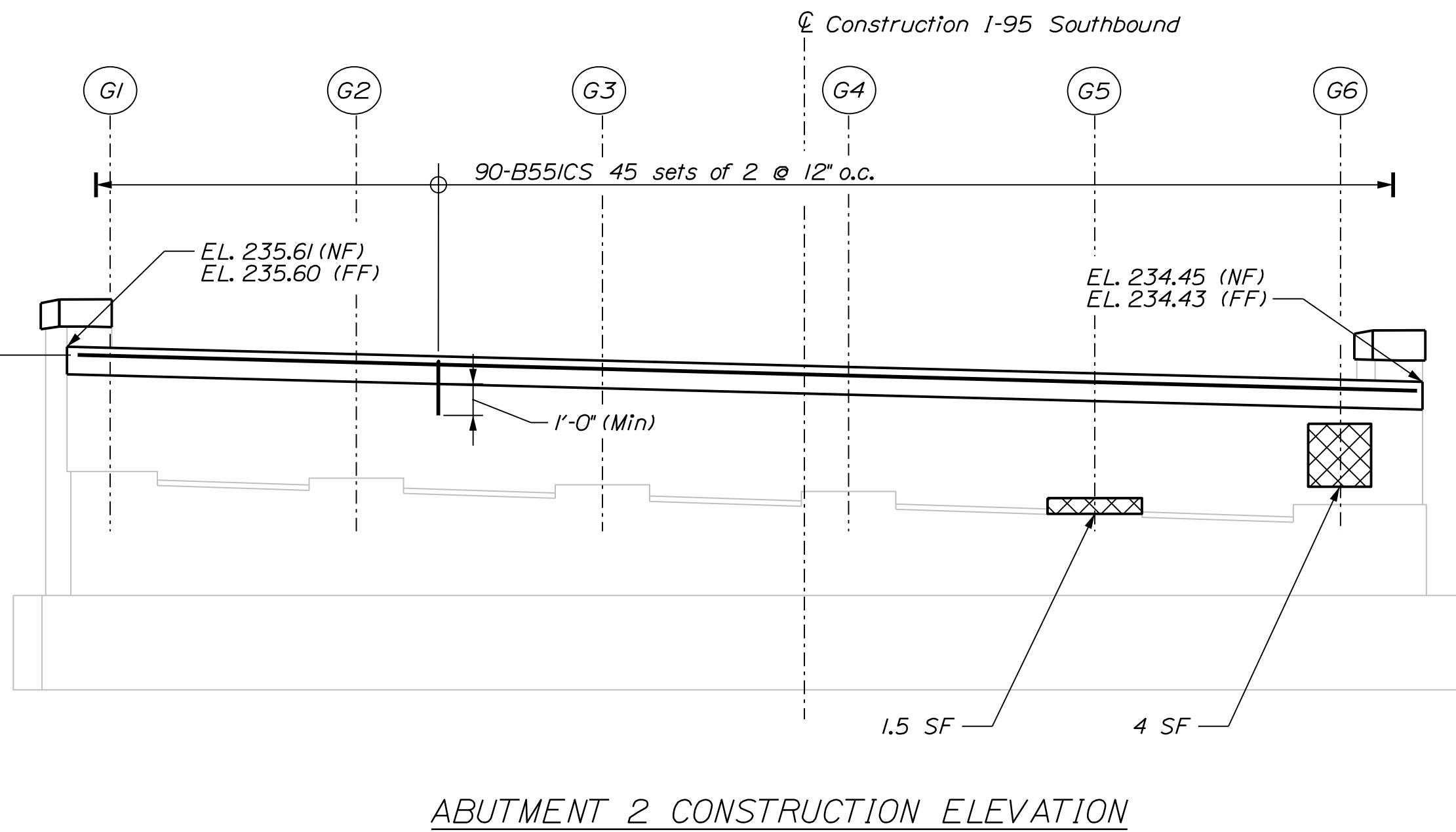
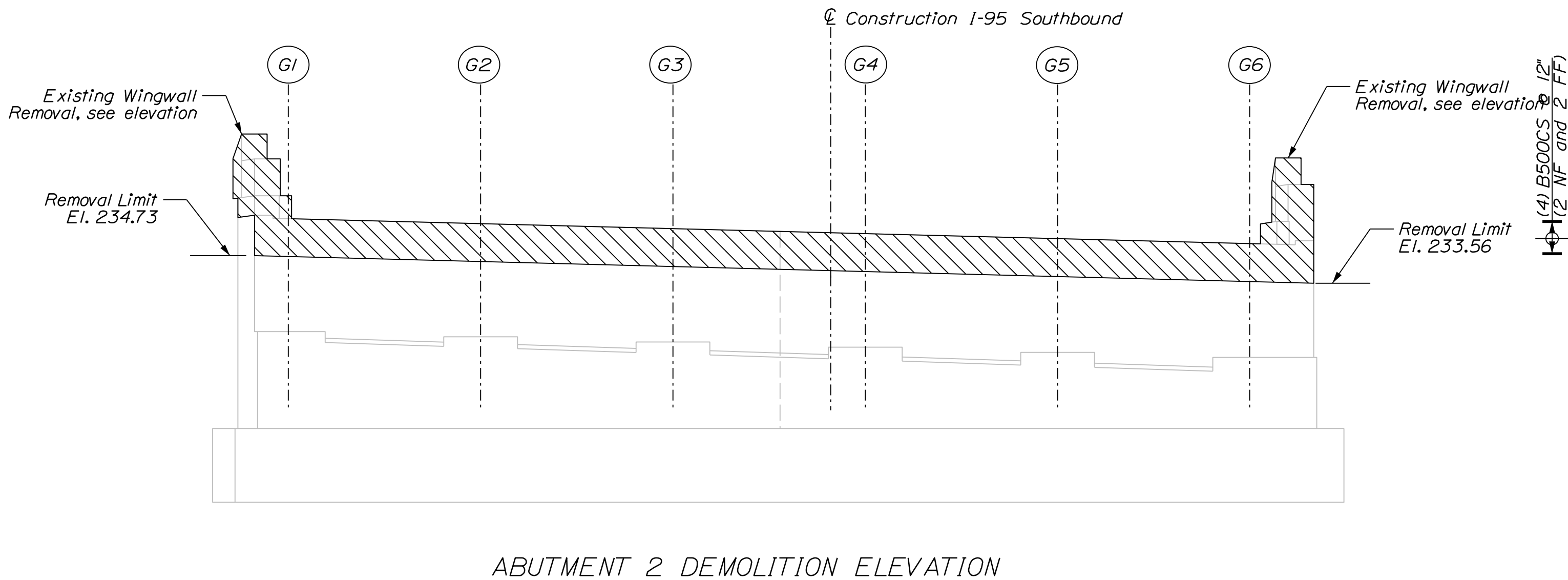
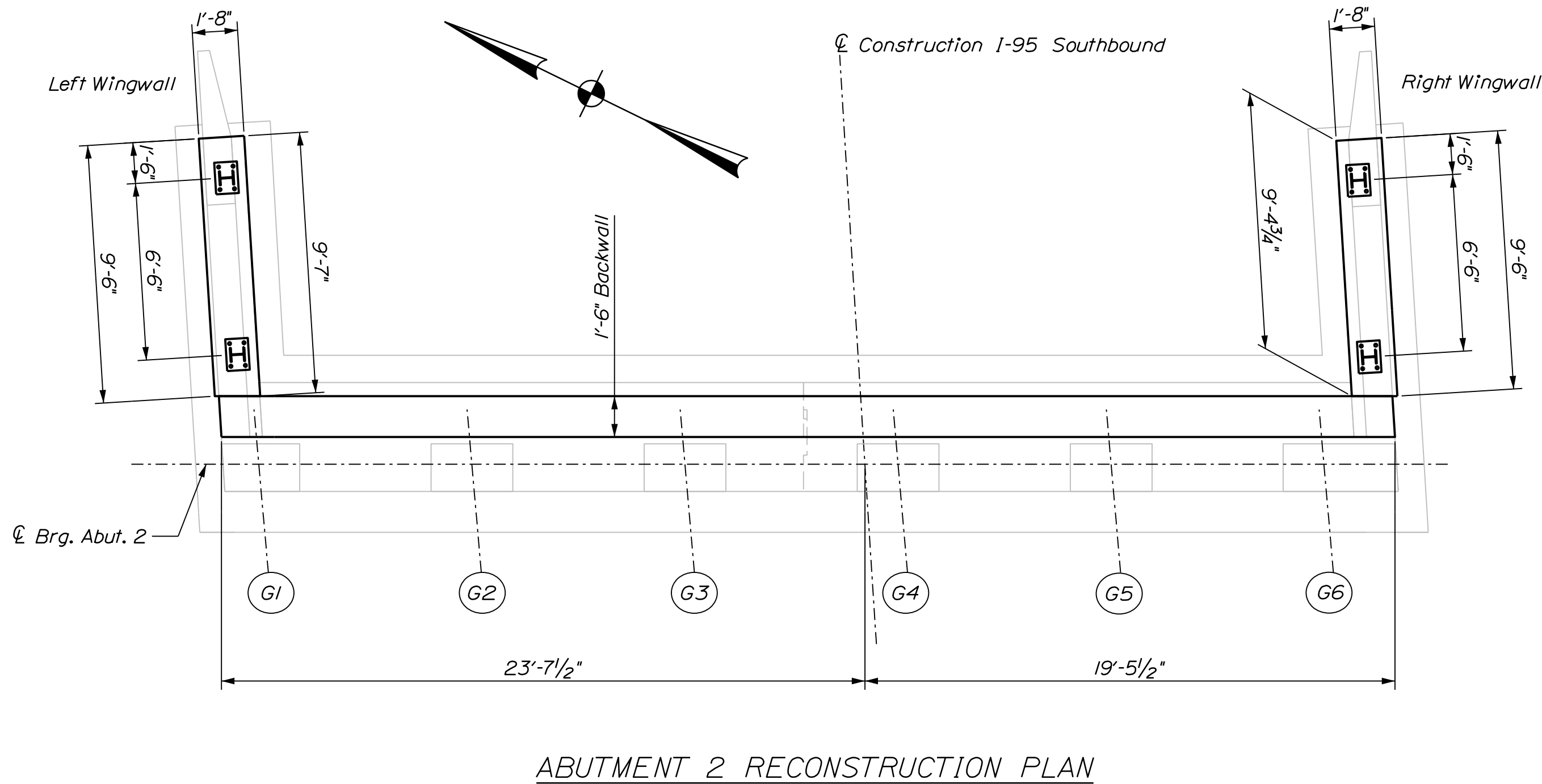
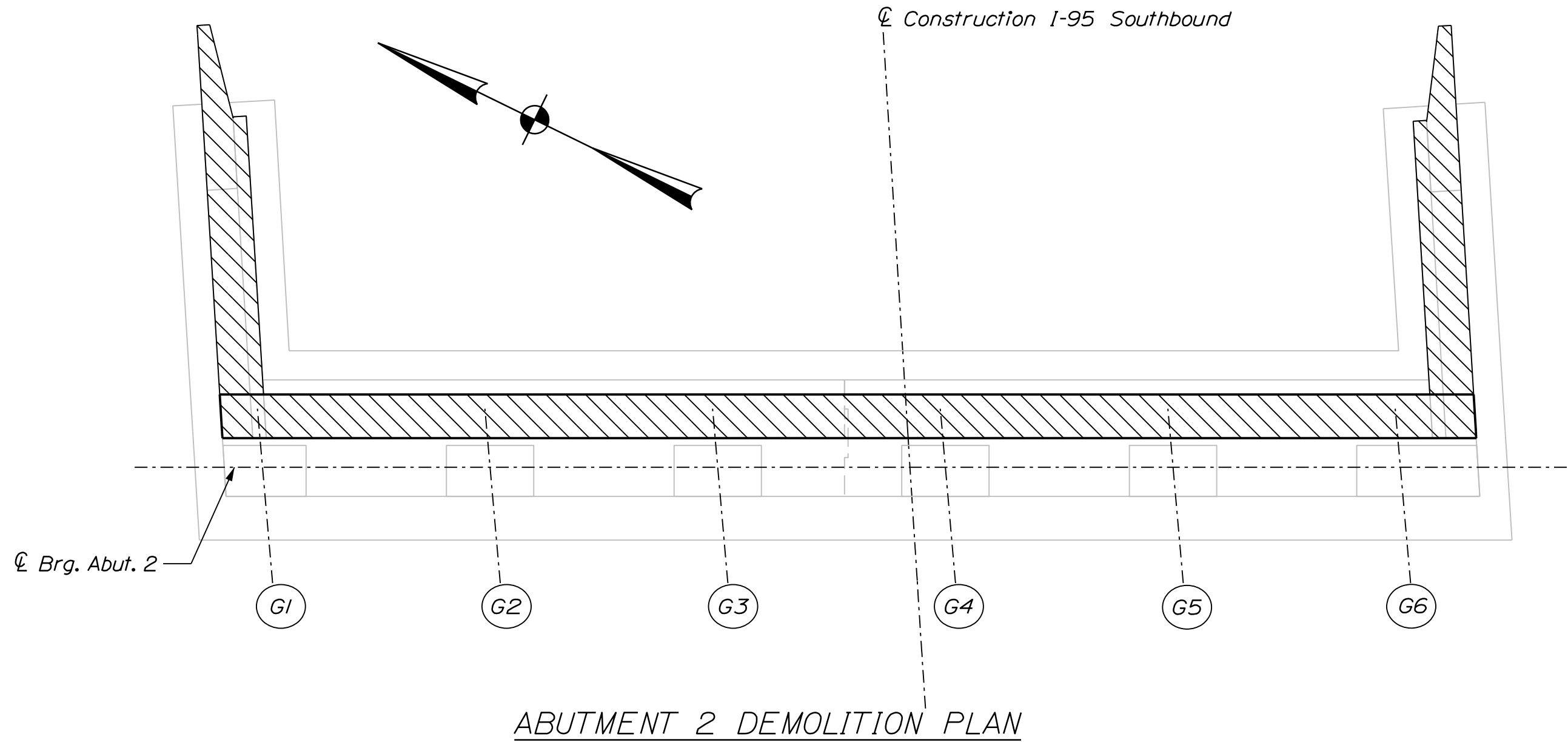
195 SB / SEBASTICOOK RIVER BRIDGE	SOMERSET COUNTY	ABUTMENT MODIFICATIONS
BRIDGE NO. 1446		
PITTSFIELD		

SHEET NUMBER
72
OF 104

Date:7/22/2022

Username: togular

Filename: ... \080B_Abutment Modifications 2_Bridge01446.dgn



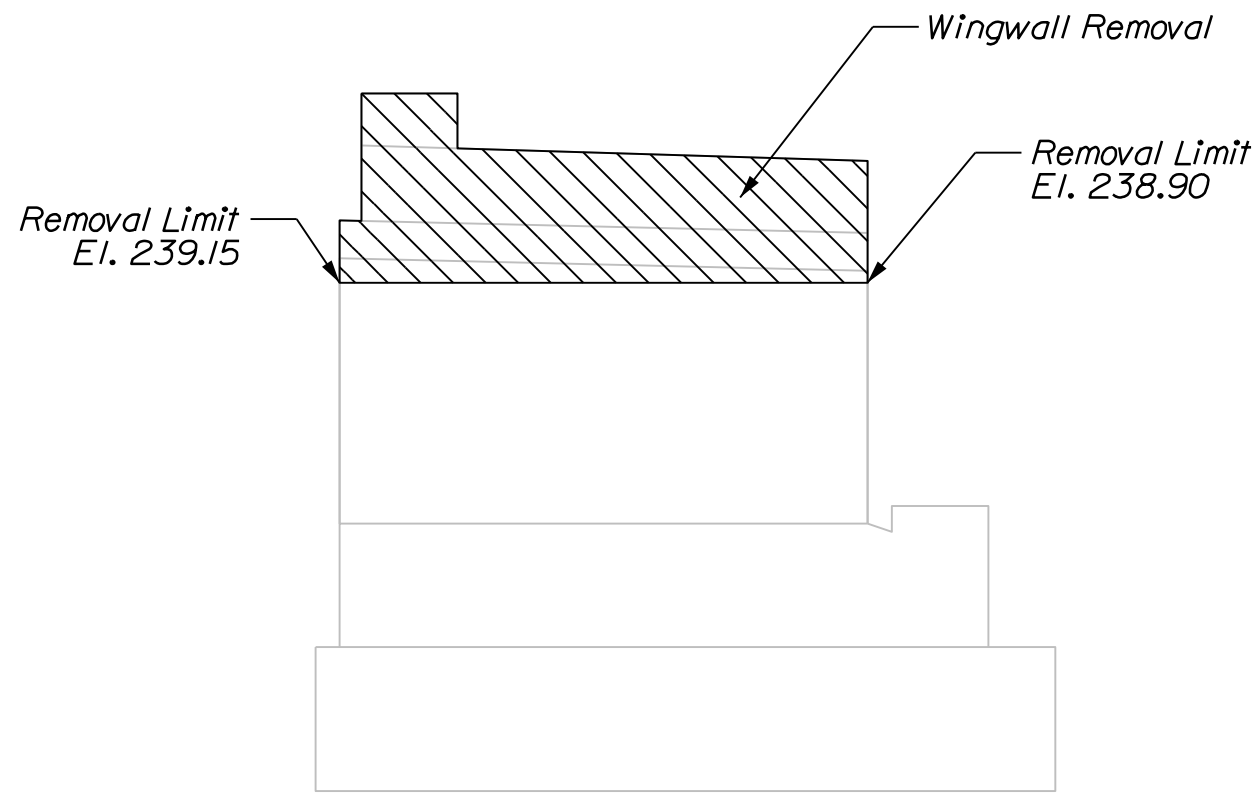
LEGEND

Concrete Repair Area

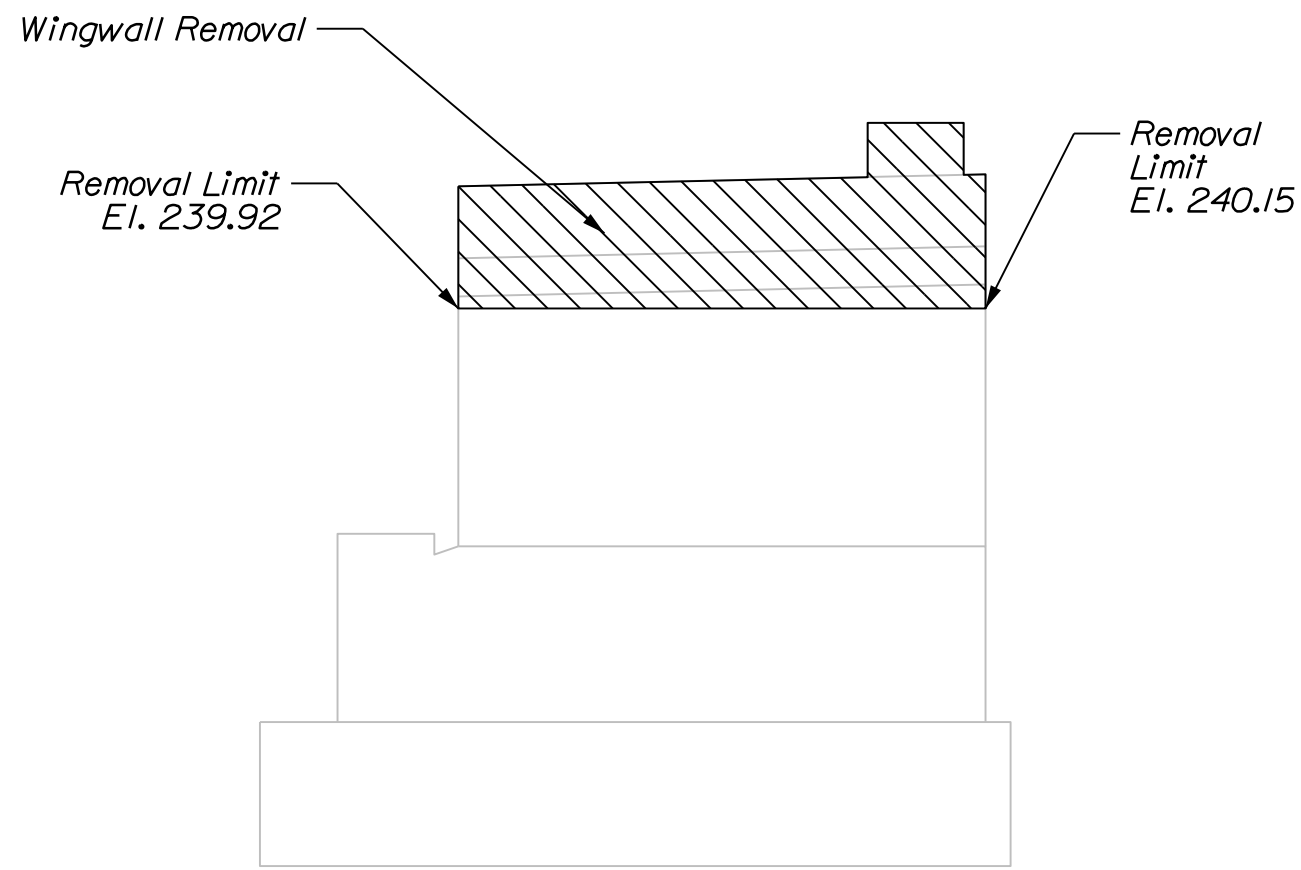
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2361300
WIN 23613.00
BRIDGE NO. 1446
BRIDGE PLANS

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
D. EATON	T. AQUILAR	M. DOREO	T. MCALLISTER	N. EDMAN	S. LINDSEY	07-22	07-22	07-22
BY	DATE	SIGNATURE	P.E. NUMBER	DATE				

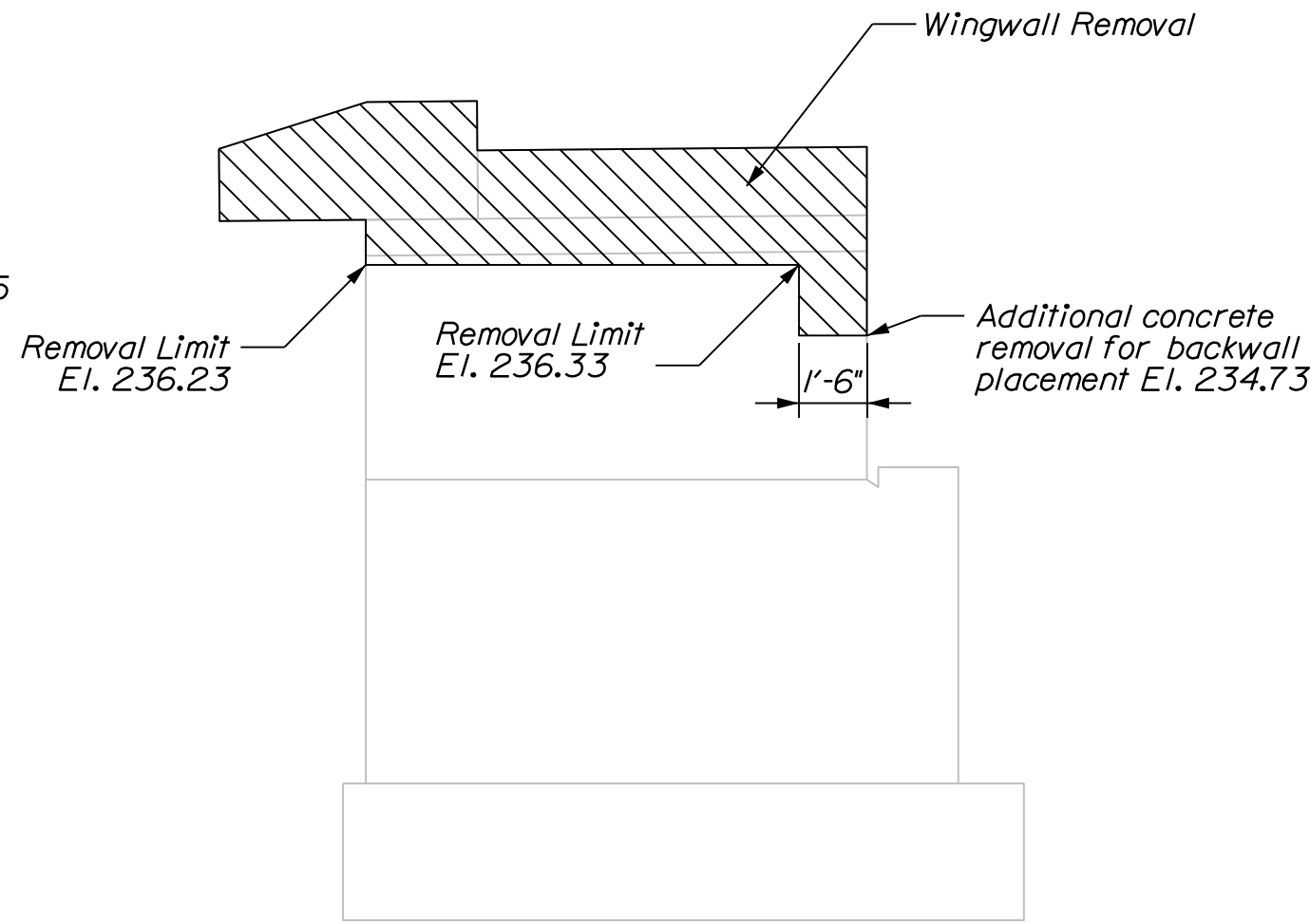
195 SB / SEBASTICOOK RIVER BRIDGE	PITTSFIELD	SOMERSET COUNTY	ABUTMENT MODIFICATIONS
BRIDGE NO. 1446			
SHEET NUMBER	73	OF 104	



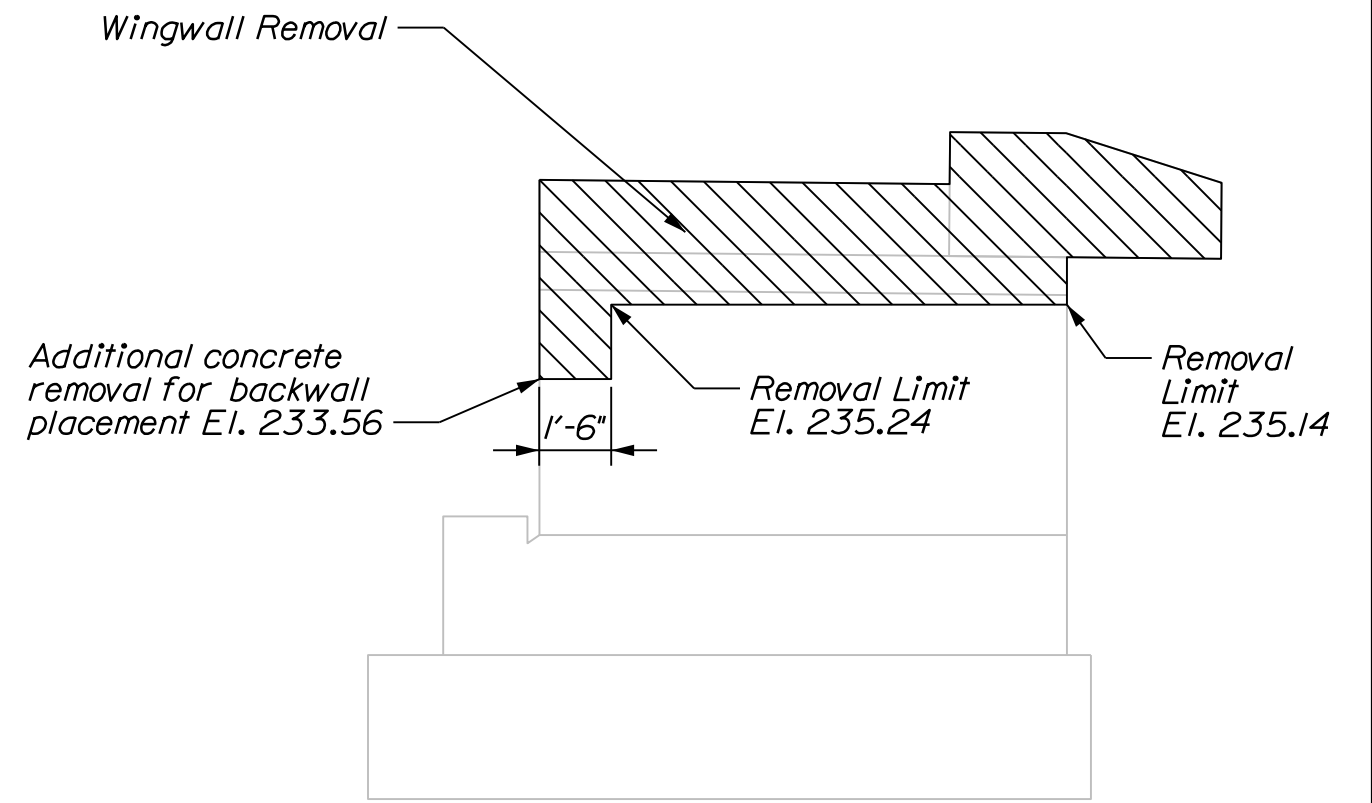
ABUTMENT 1 RIGHT DEMOLITION
WINGWALL ELEVATION



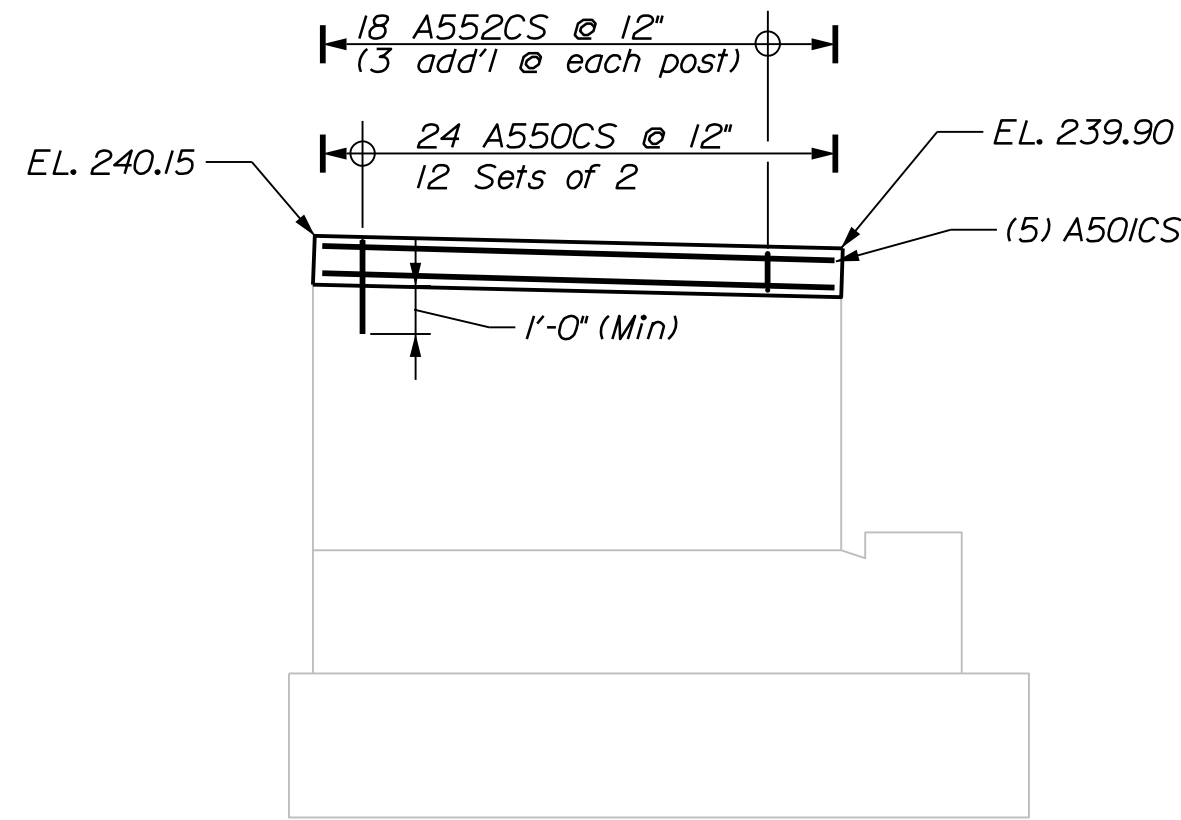
ABUTMENT 1 LEFT DEMOLITION
WINGWALL ELEVATION



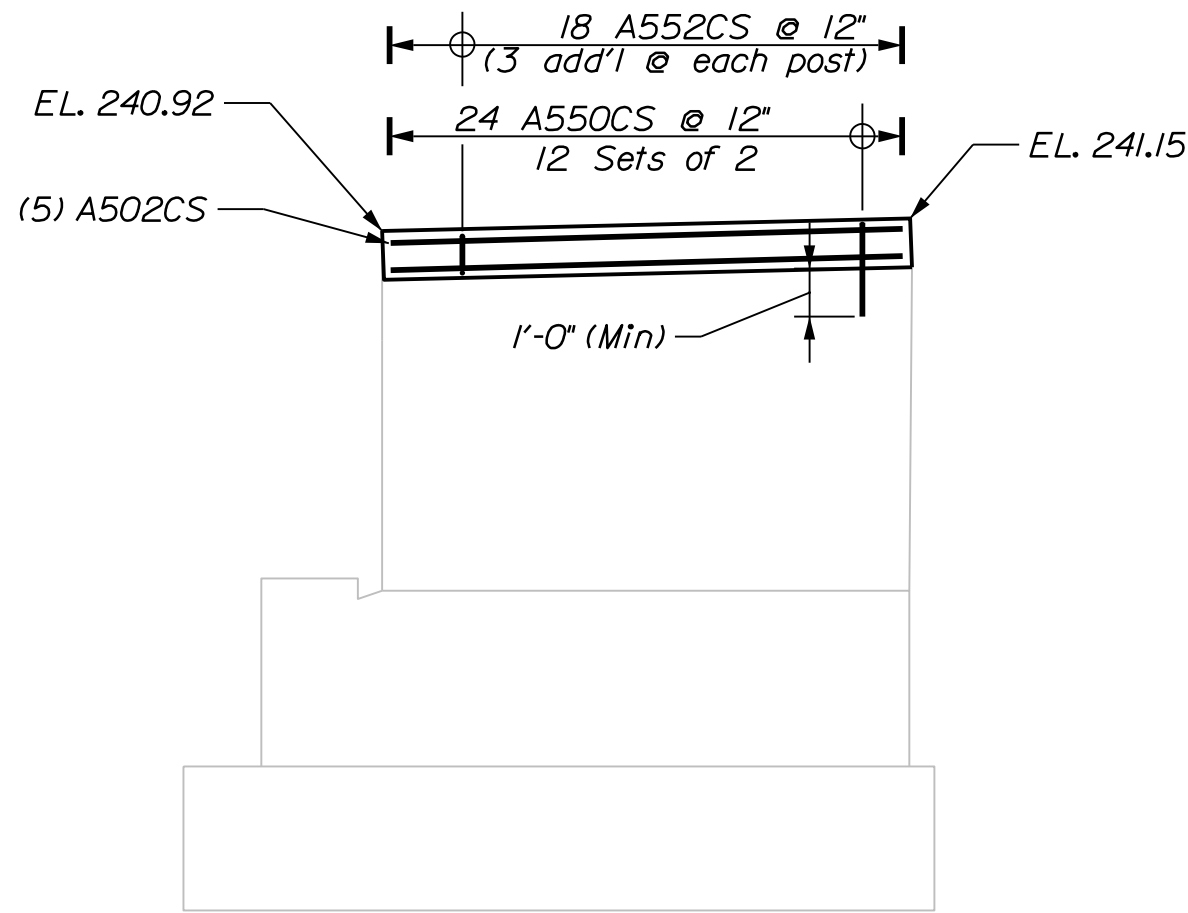
ABUTMENT 2 LEFT DEMOLITION
WINGWALL ELEVATION



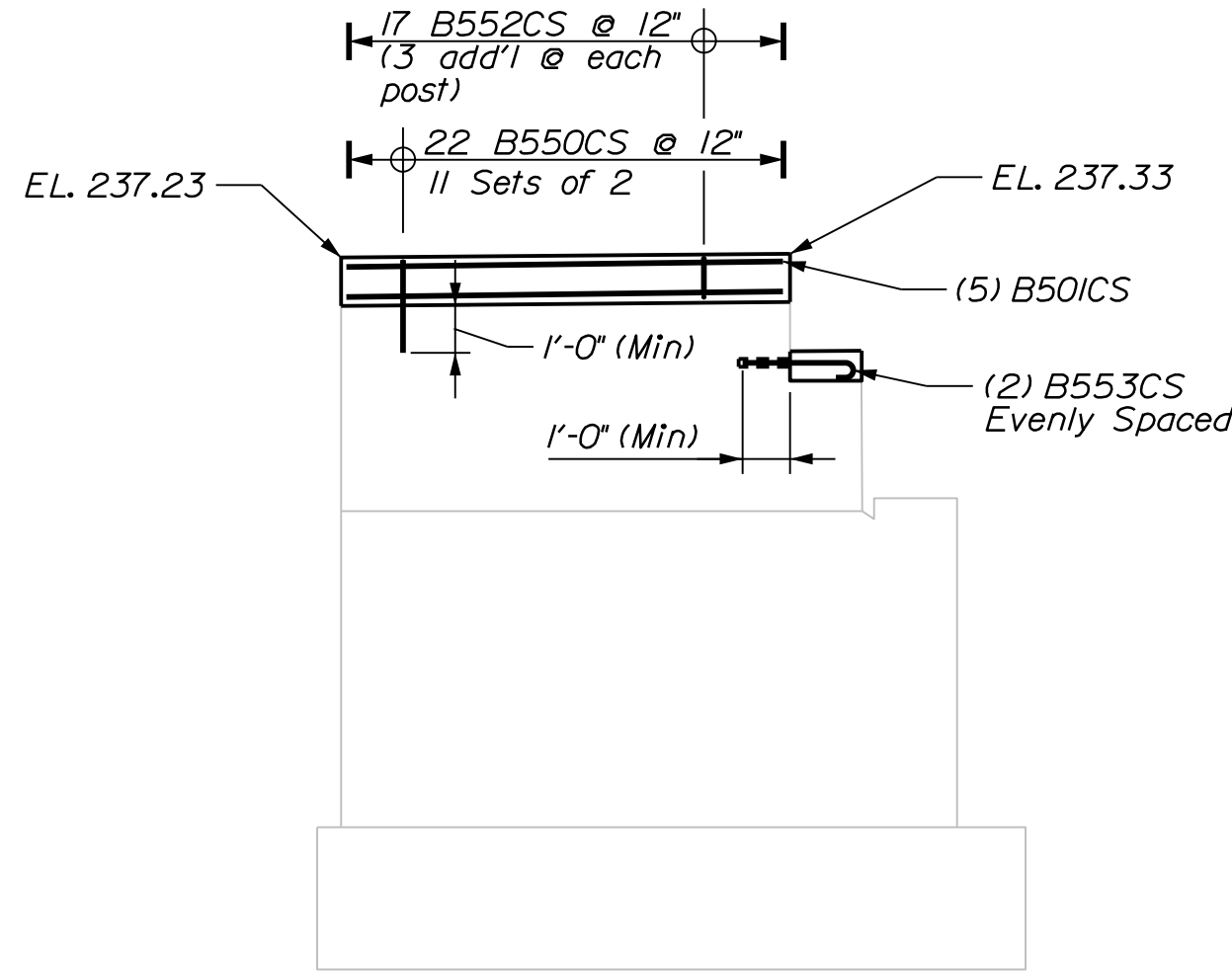
ABUTMENT 2 RIGHT DEMOLITION
WINGWALL ELEVATION



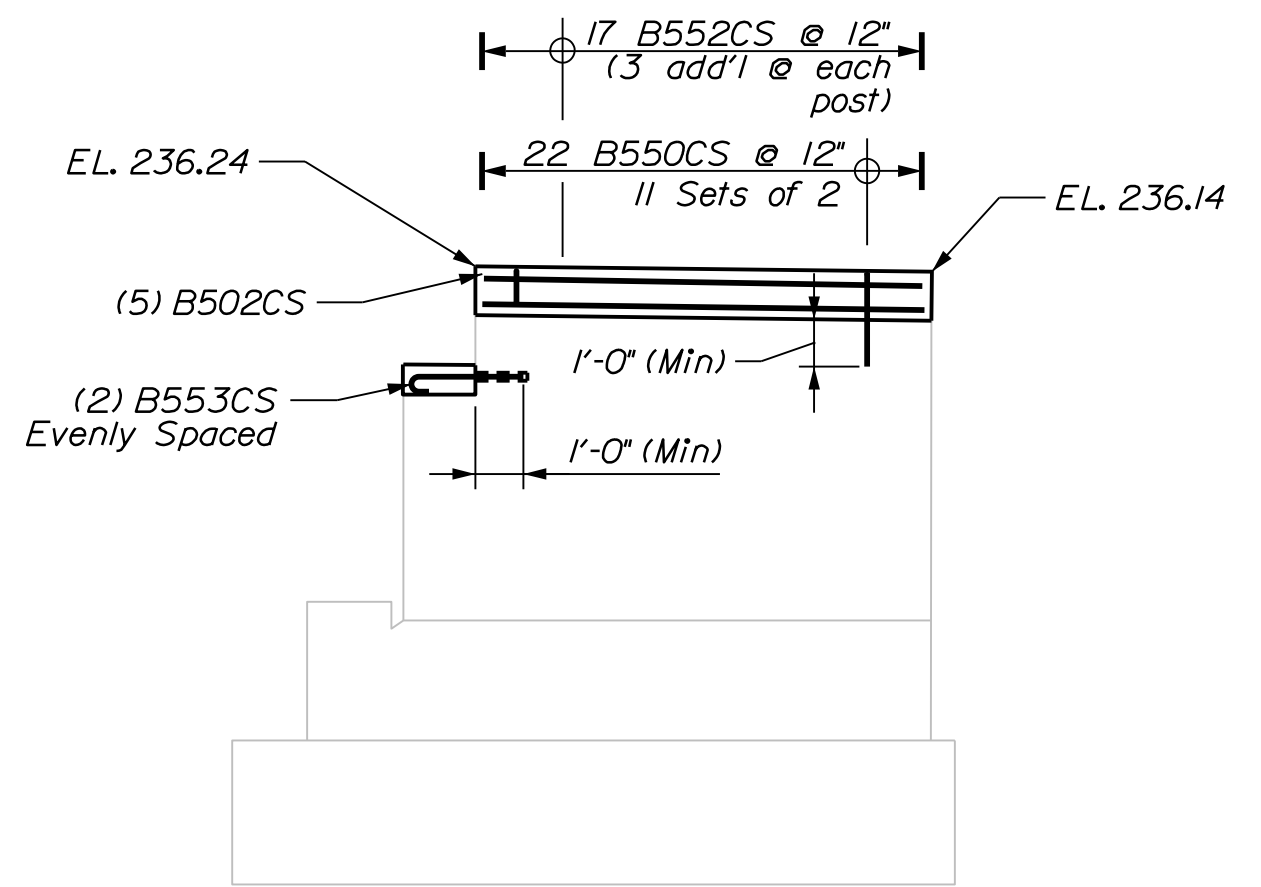
ABUTMENT 1 RIGHT CONSTRUCTION
WINGWALL ELEVATION



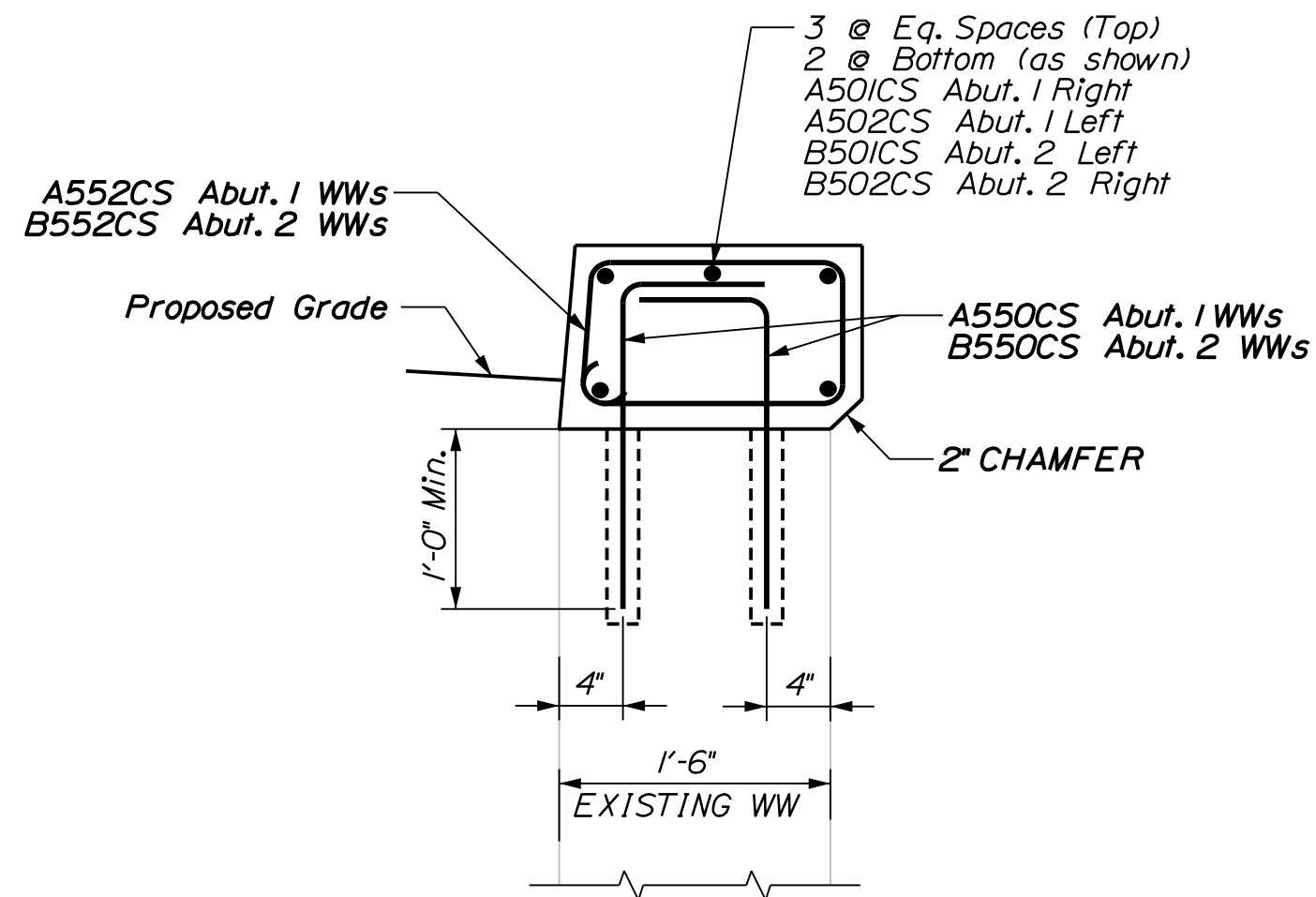
ABUTMENT 1 LEFT CONSTRUCTION
WINGWALL ELEVATION



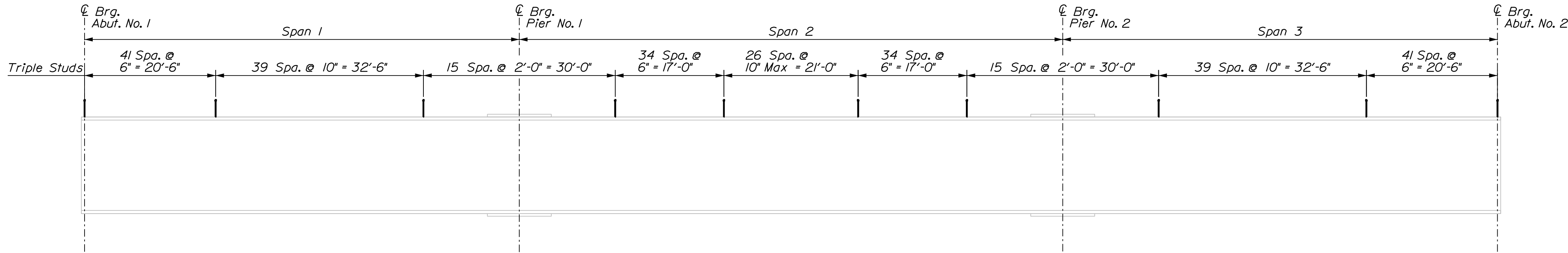
ABUTMENT 2 LEFT CONSTRUCTION
WINGWALL ELEVATION



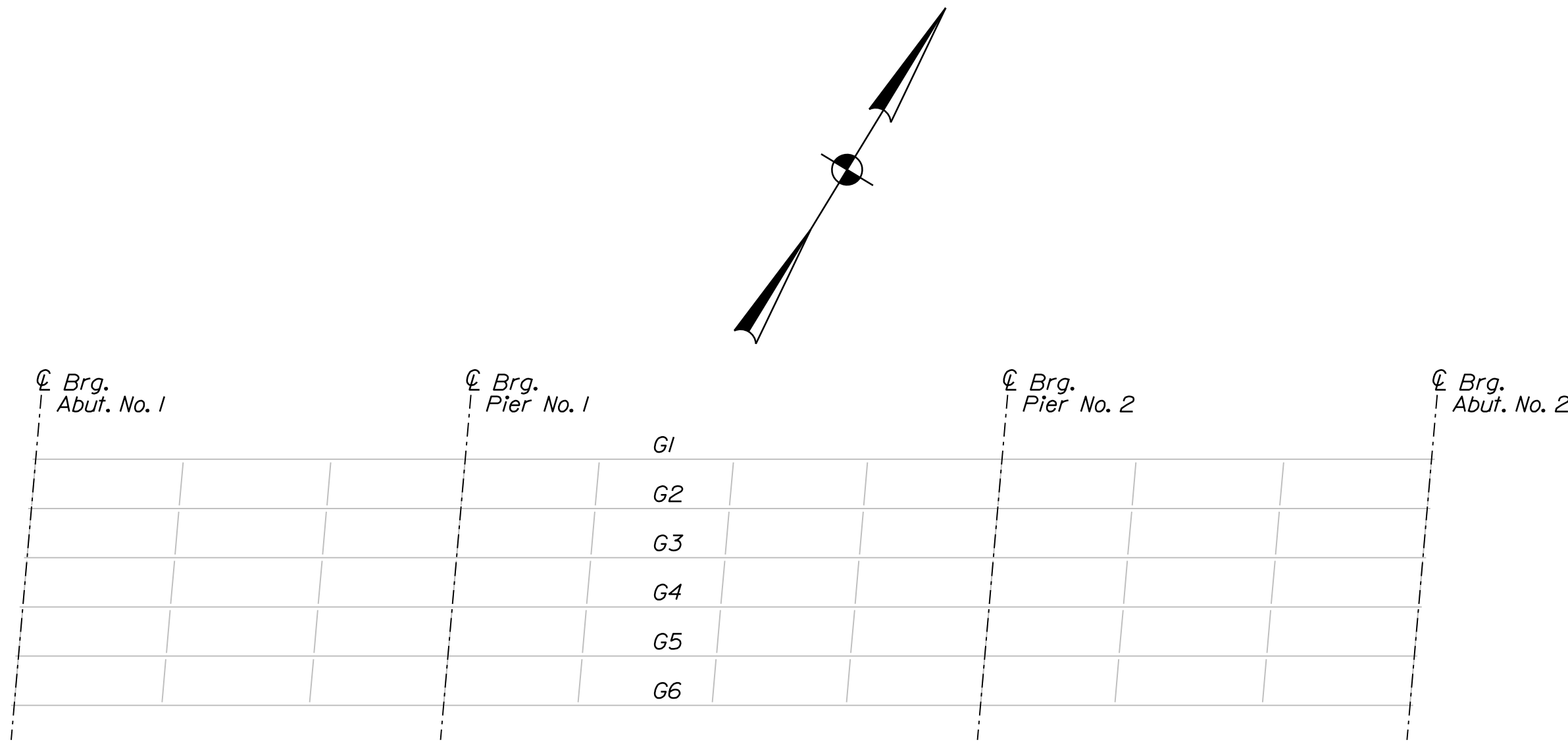
ABUTMENT 2 RIGHT CONSTRUCTION
WINGWALL ELEVATION



WINGWALL CONSTRUCTION SECTION
(All Wingwalls Similar)



SHEAR CONNECTOR LAYOUT
855 (285X3 Rows) Studs Per Girder (5130 Total)



KEY PLAN

SHEAR CONNECTOR NOTES

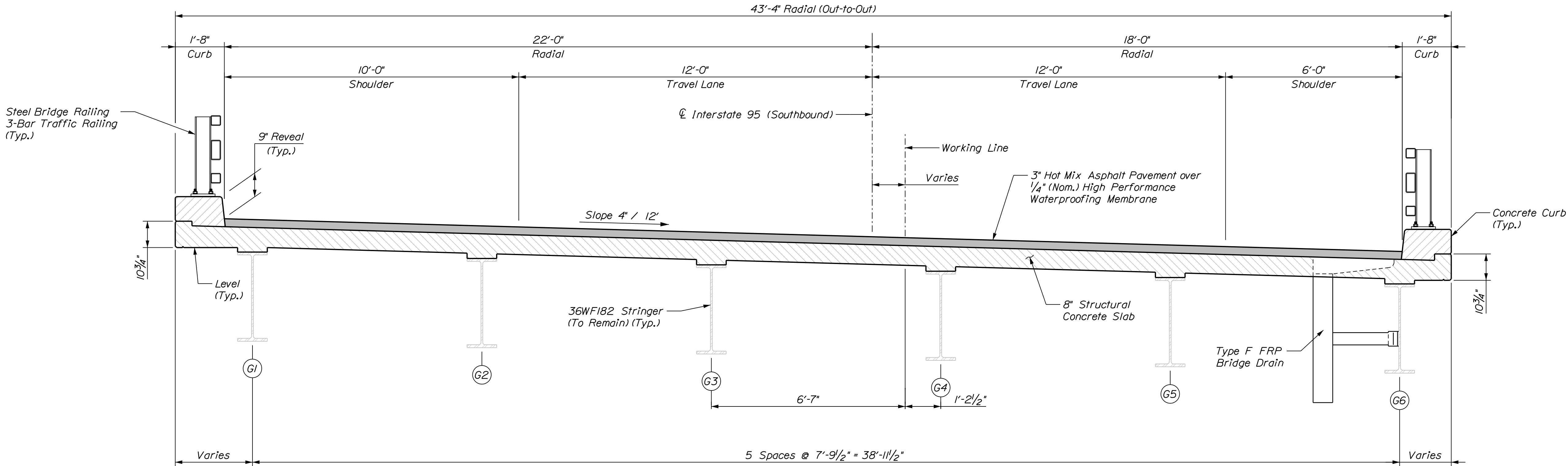
1. Dimensions are measured along centerline of the girder.
2. Prior to installing the proposed shear studs, the contractor shall clean the top flange so that it is free of debris, rust, scale, oil and other contaminants that would adversely affect the welding operation. Payment for cleaning the top flange for installation of proposed shear studs shall be incidental to Item 505.08, Shear Connectors.
3. The proposed shear studs shall be 7/8" diameter. Studs shall penetrate into the deck a minimum of 2" and maintain a clear cover of 2" to the top of the studs.
4. Existing shear connectors shall be removed such that they project 1 inch maximum above the top of the existing top flange unless they conflict with the installation of the new shear connectors or any other work. If the existing shear connectors interfere with installation of the new shear connectors or any other work, they shall be removed completely and ground flush with the top flange. All costs associated with this work shall be incidental to related contract items.

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DOREO	07-22
CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



GIRDER	BOTTOM OF SLAB ELEVATIONS										
	CL BRG. PIER NO. 2	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. ABUT. NO. 2
G1	236.48	236.39	236.31	236.24	236.16	236.09	236.01	235.93	235.84	235.76	235.67
G2	236.27	236.18	236.10	236.03	235.96	235.88	235.80	235.72	235.64	235.55	235.46
G3	236.06	235.97	235.89	235.82	235.75	235.67	235.59	235.51	235.42	235.33	235.24
G4	235.85	235.76	235.68	235.61	235.54	235.46	235.38	235.30	235.21	235.12	235.03
G5	235.65	235.56	235.48	235.40	235.33	235.25	235.17	235.09	235.00	234.91	234.82
G6	235.44	235.35	235.27	235.19	235.12	235.04	234.96	234.88	234.79	234.70	234.61

- ## SUPERSTRUCTURE NOTES
1. The theoretical blocking used for design was checked using as-built plans to verify it would not be less than 1 inch. Contractor to verify steel elevations prior to placement of forms. Refer to Standard Detail 502(03) for blocking details.
 2. Contractor shall stagger the splice locations of the longitudinal and transverse bars.
 3. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
 4. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
 5. Precast Concrete Deck Panels are not allowed on this project.
 6. All straight reinforcement bars shall be Glass Fiber Reinforced Polymer (GFRP) unless otherwise noted. All bent reinforcement bars shall be Low-Carbon Chromium unless otherwise noted.
 7. The superstructure slab concrete shall be placed on one continuous operation and the concrete shall be kept plastic one complete span behind the span being placed.
 8. The formwork and its supports, over the full width of the structural slab, shall remain in place until a minimum of 48 hours have elapse after the final section of the slab. After this period, removal of formwork for sections may then proceed and shall meet the requirements for form removal in Standard Specifications Section 502, Structural Concrete.



TRANSVERSE SECTION (INTERSTATE 95 - SOUTHBOUND)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2361300
BRIDGE NO. 1446
WIN
23613.00
BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DOREO	07-22
CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

I95 SB / SEBASTICOOK RIVER BRIDGE	
BRIDGE NO. 1446	
PITTSFIELD	SOMERSET COUNTY
TRANSVERSE SECTION	

SHEET NUMBER
77
OF 104

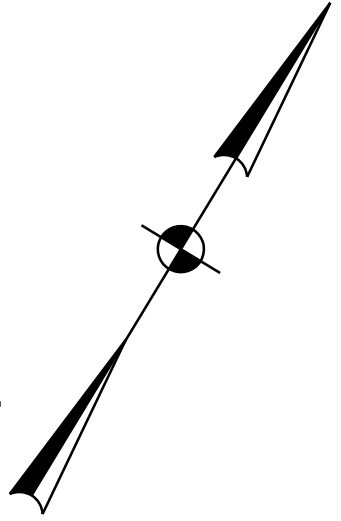
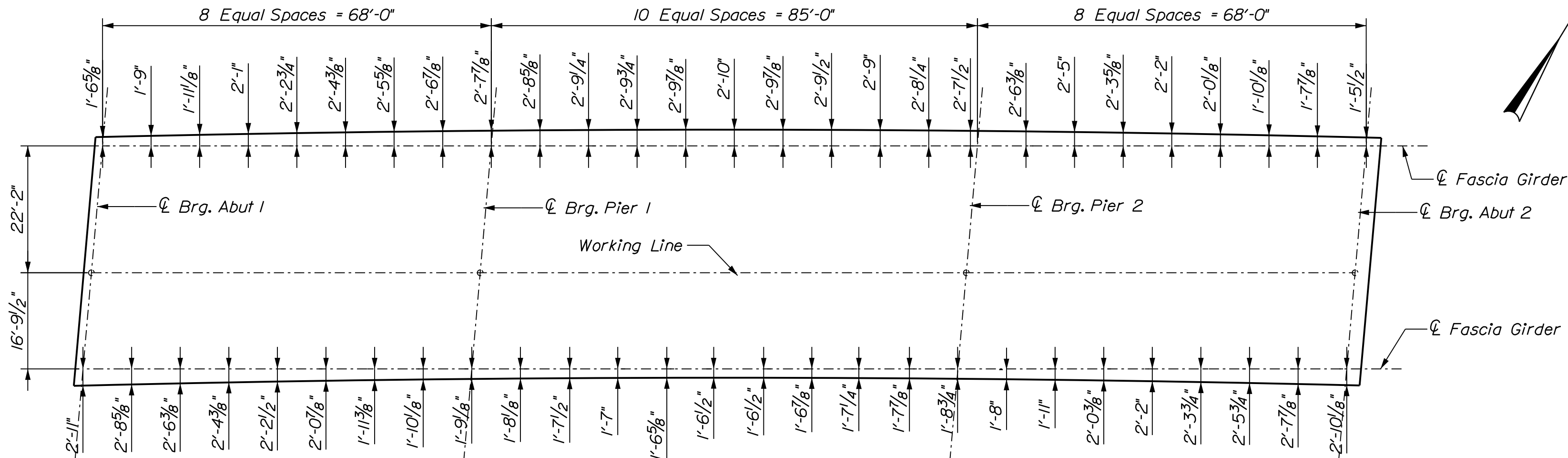


Diagram illustrating the cross-section of a bridge deck with reinforcement details:

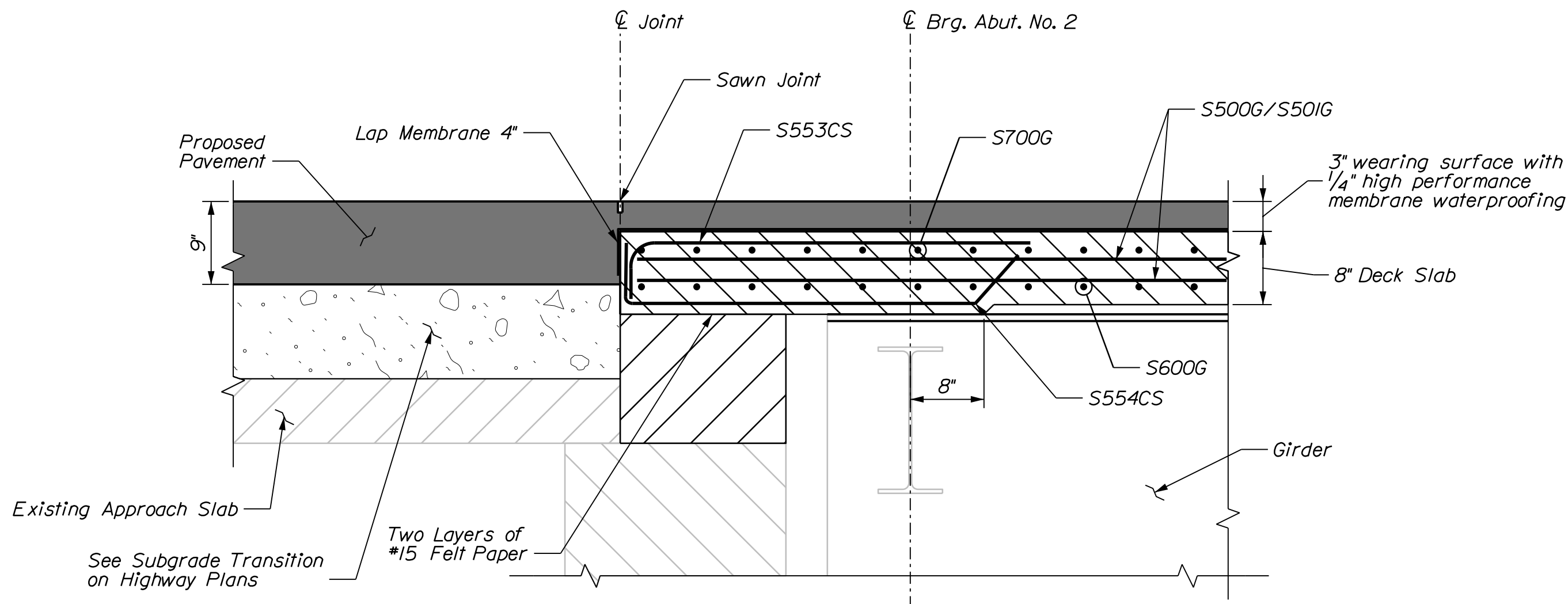
- Reinforcement Bars:**
 - S550CS (Top Left)
 - S500CS/S501CS Evenly Spaced (Typ. Top of Each Curb)
 - S500G/S501G @ 9" (Centerline)
 - S502G/S503G @ 9" Placed between S500G/S501G
 - S700G @ 6" (Top Right)
 - S600G @ 6" (Bottom Right)
 - S750CS/S751CS Hooked Bars bundled @ 6" (Typ.) (Far Right)
- Dimensions:**
 - 12'-0" (S750CS) (Each side)
 - 6'-0" (S751CS) (Each side)
 - 3'-9" Min Lap Typ.
 - 1 1/2" Clr. Bottom
 - 2" Clr. Top
- Construction Notes:**
 - Construction (Centerline)
 - 2" Clr. Side
- Labels:**
 - G1, G2, G3, G4, G5, G6 (Support locations)

REINFORCING SECTION

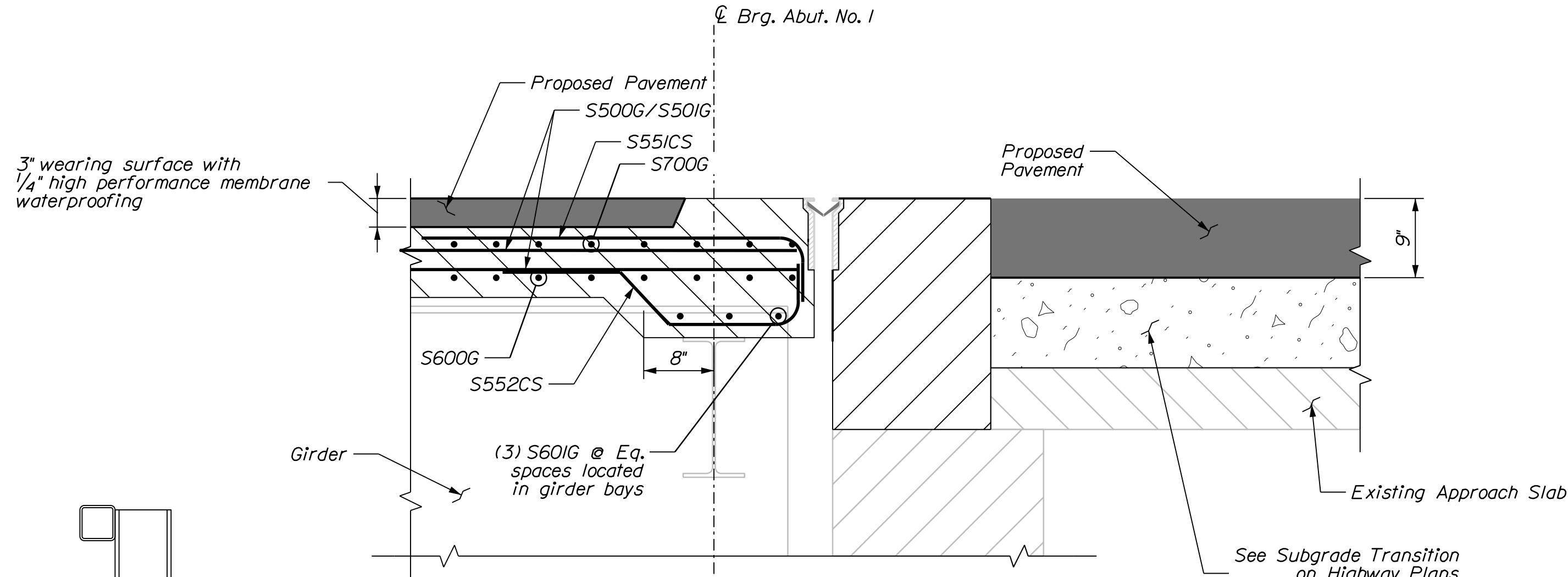


FASCIA OFFSET PLAN

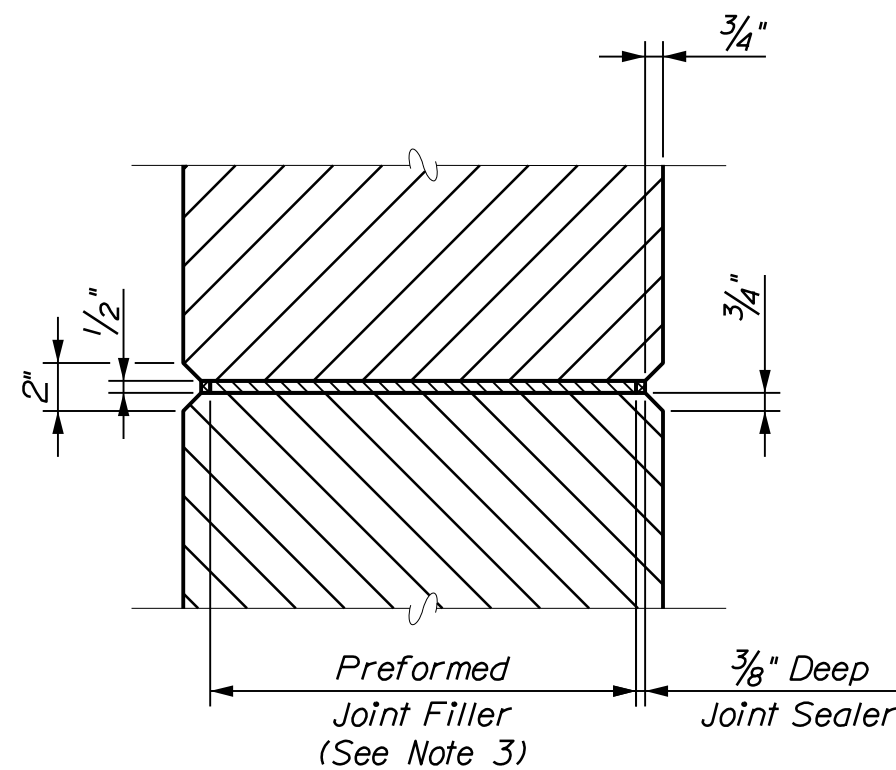
Note: All measurements are taken perpendicular to each fascia girder.



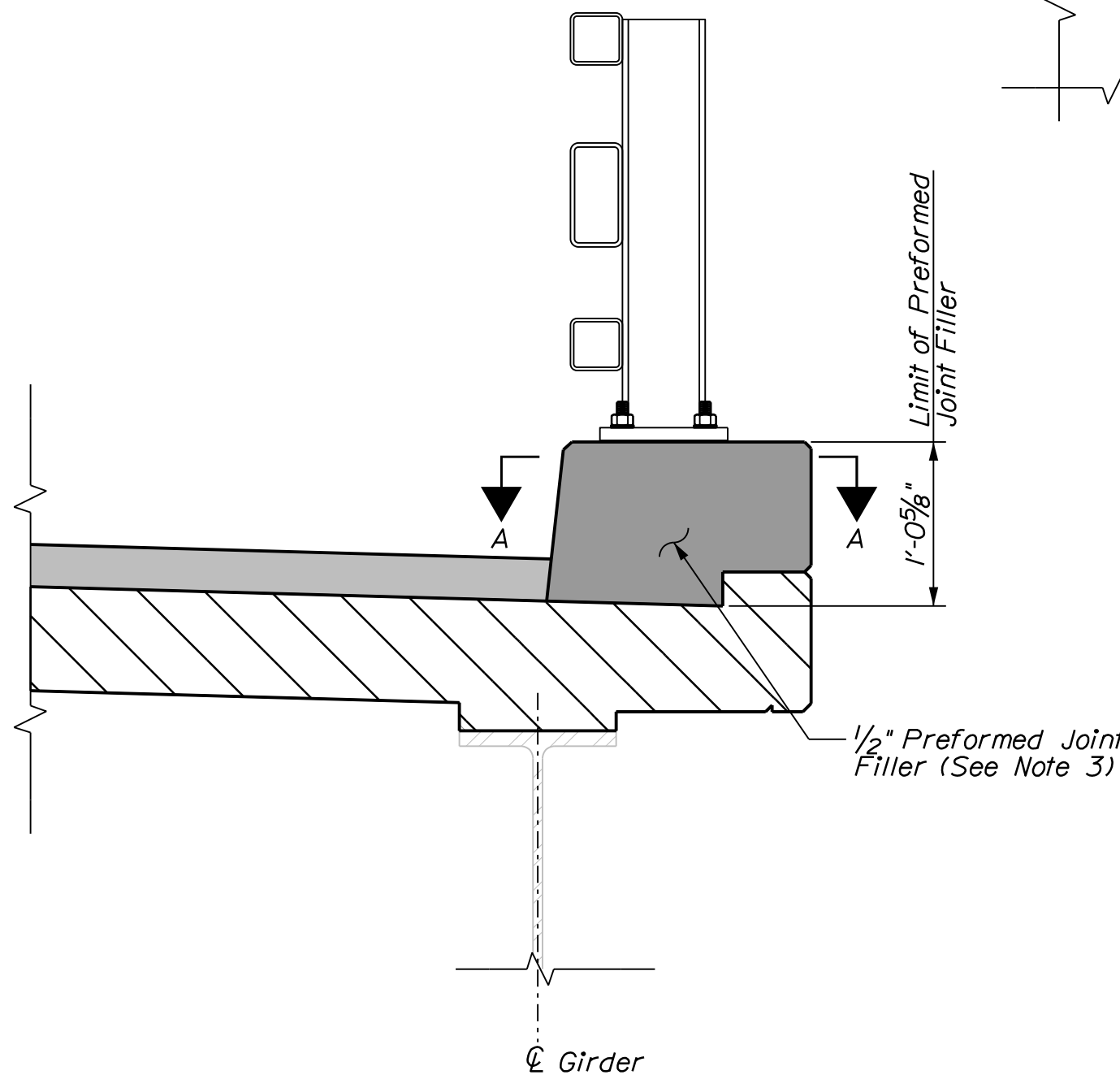
END CLOSURE JOINT SECTION



THICKENED END SLAB DETAIL



SECTION A-A



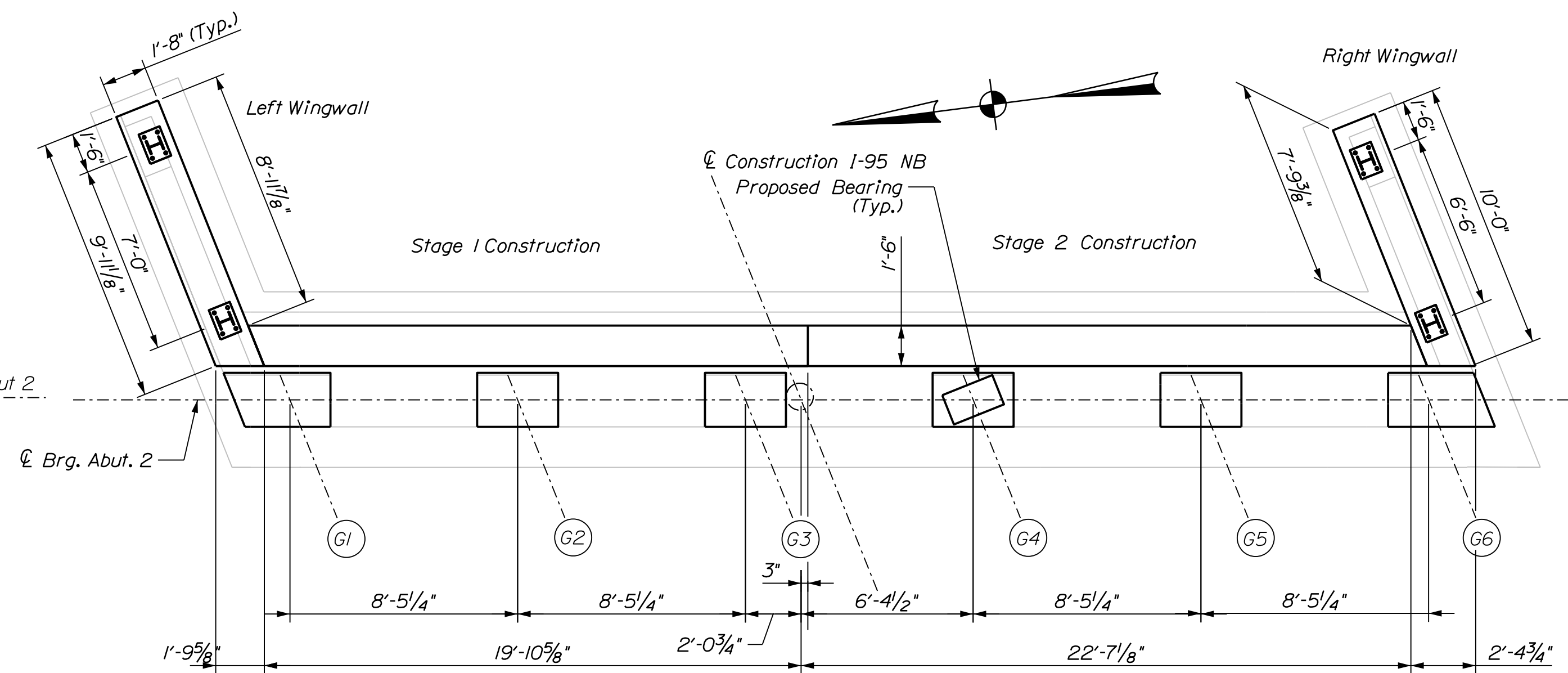
CURB JOINT DETAIL

At Abutment 2 Only.

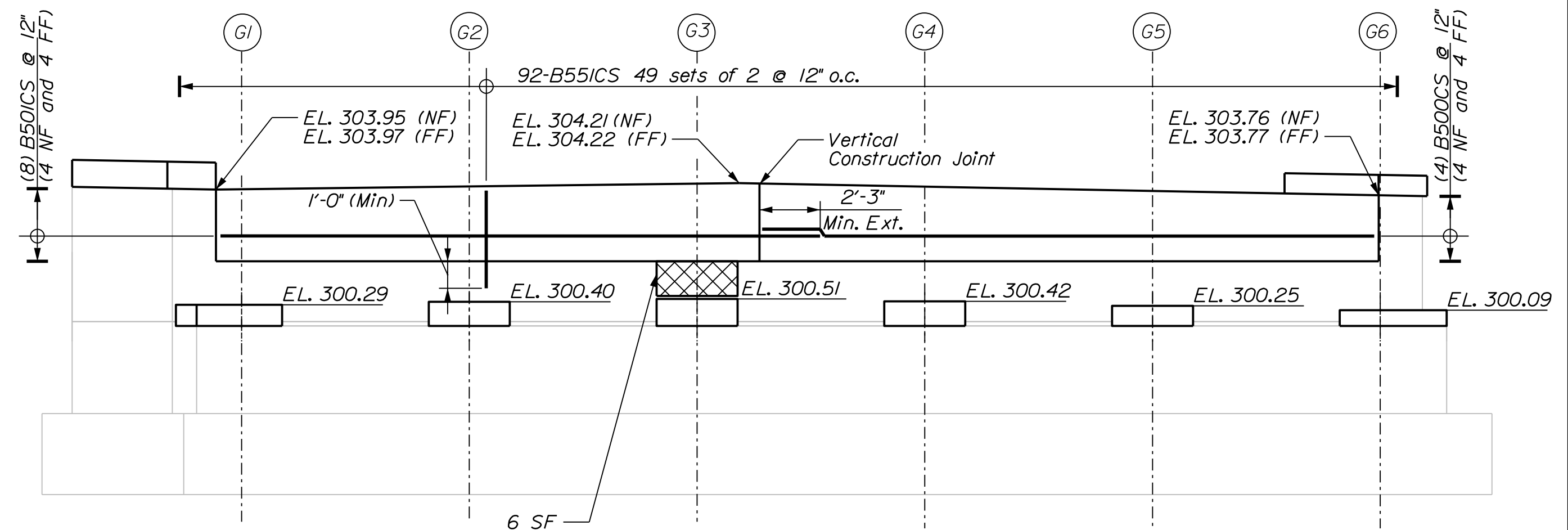
CURB JOINT NOTES

1. Construction of joints, including joint filler, shall be incidental to the related structural concrete pay item.
2. Preformed joint filler shall conform to ASTM designation D1752, Type 1 or ASTM D5249, Type 2. Preformed joint filler shall be a non staining, non bleeding type. Cork is not an acceptable joint filler material.
3. Joint sealer shall conform with subsection 714.04 of the specifications and shall be incidental to the related pay items.

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DOREO	07-22
CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



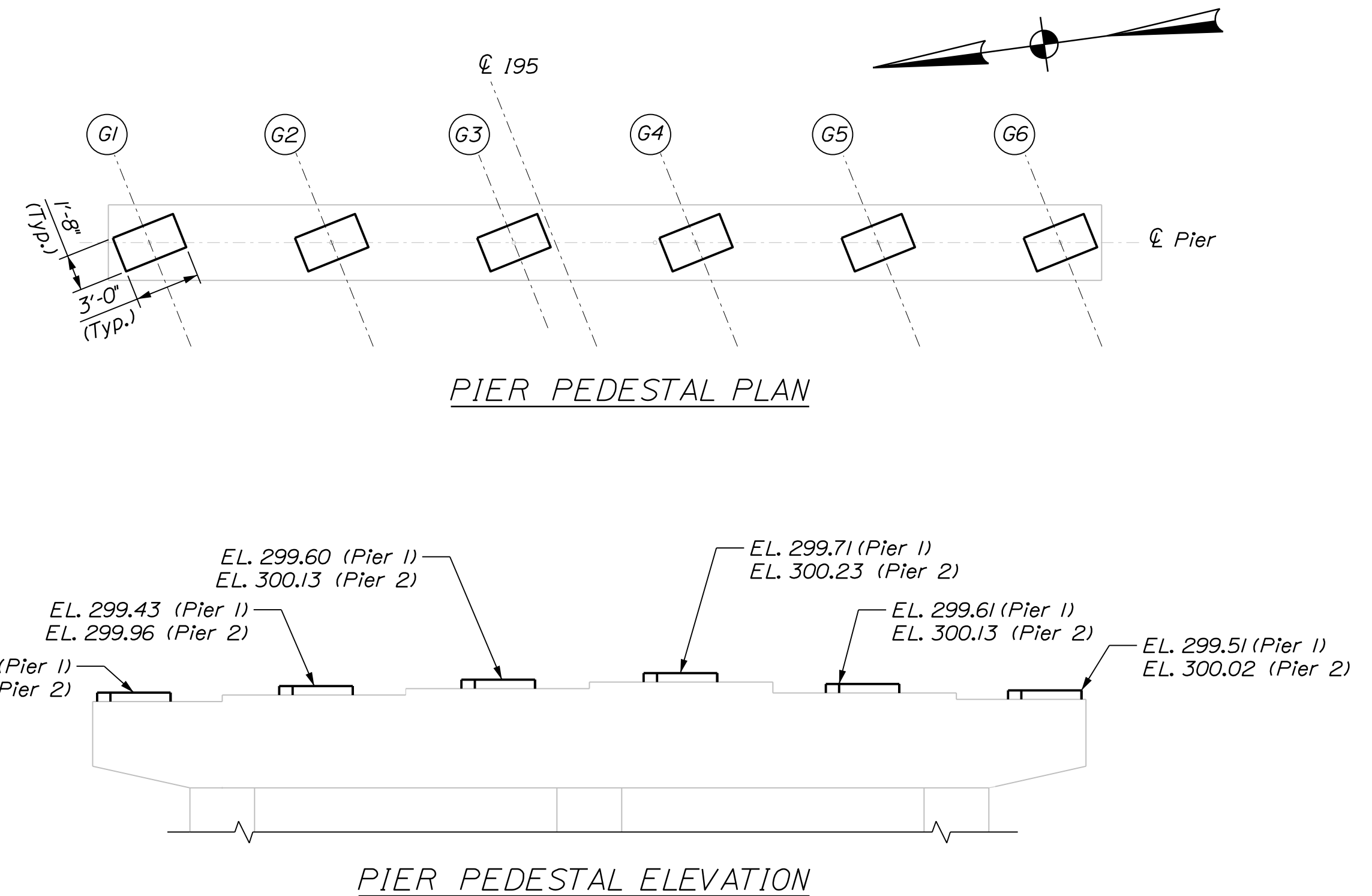
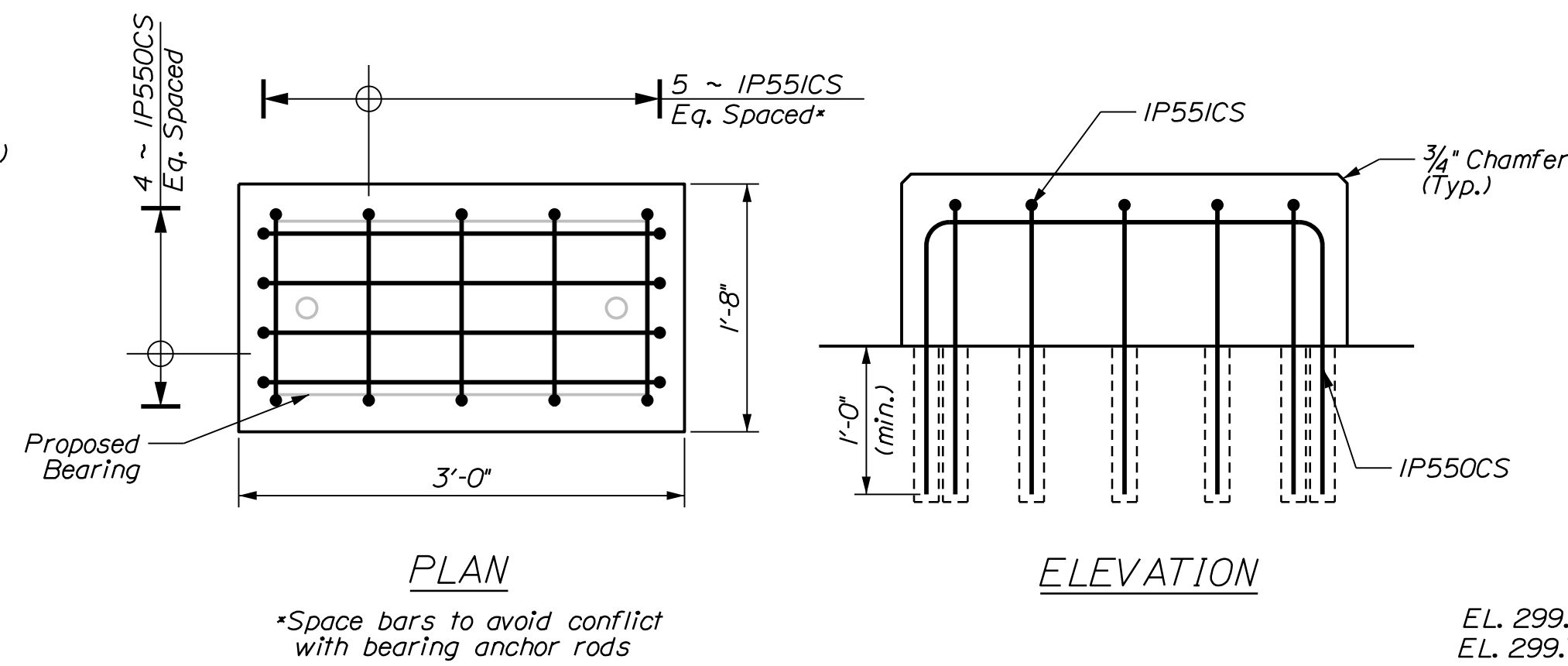
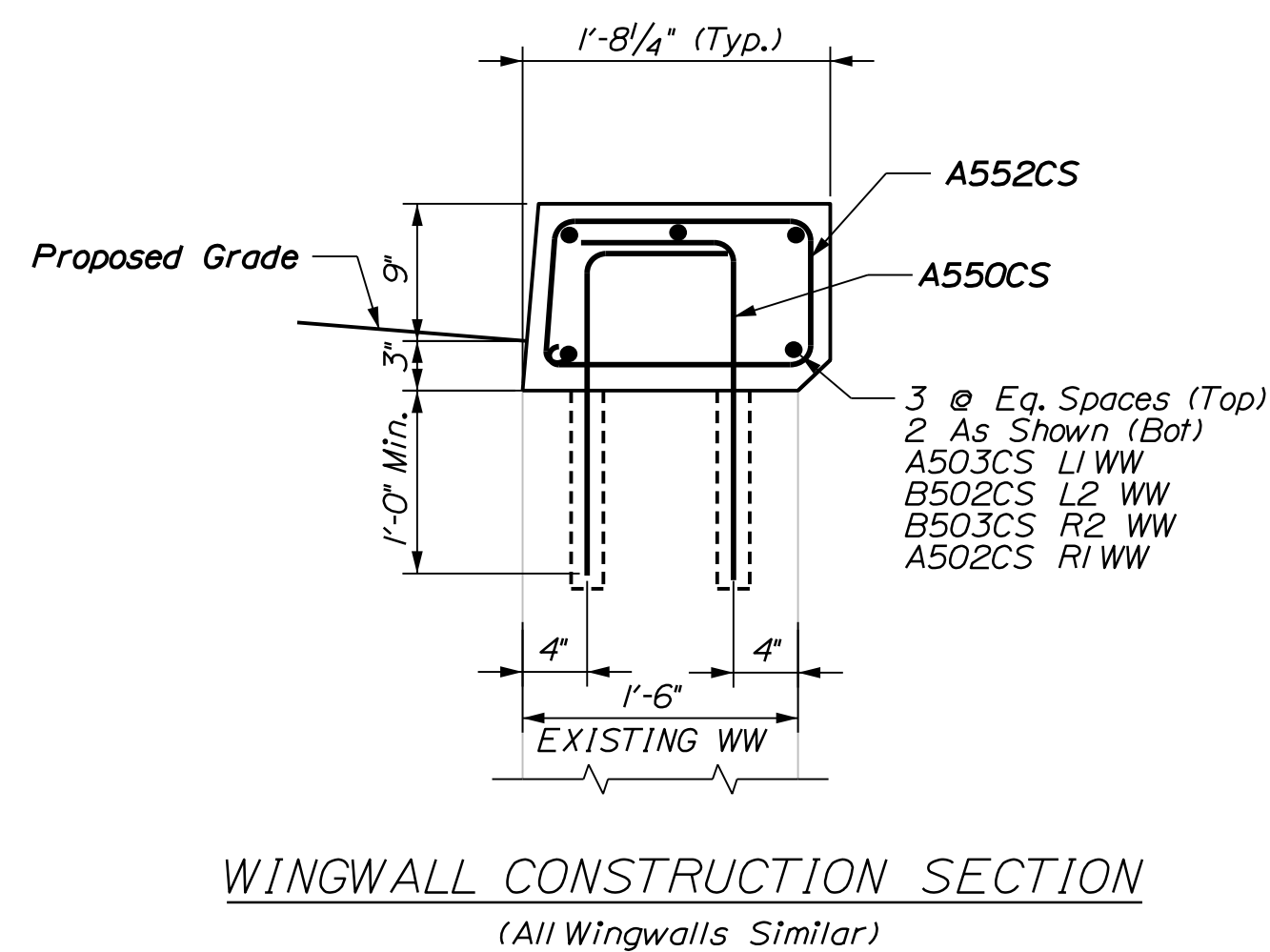
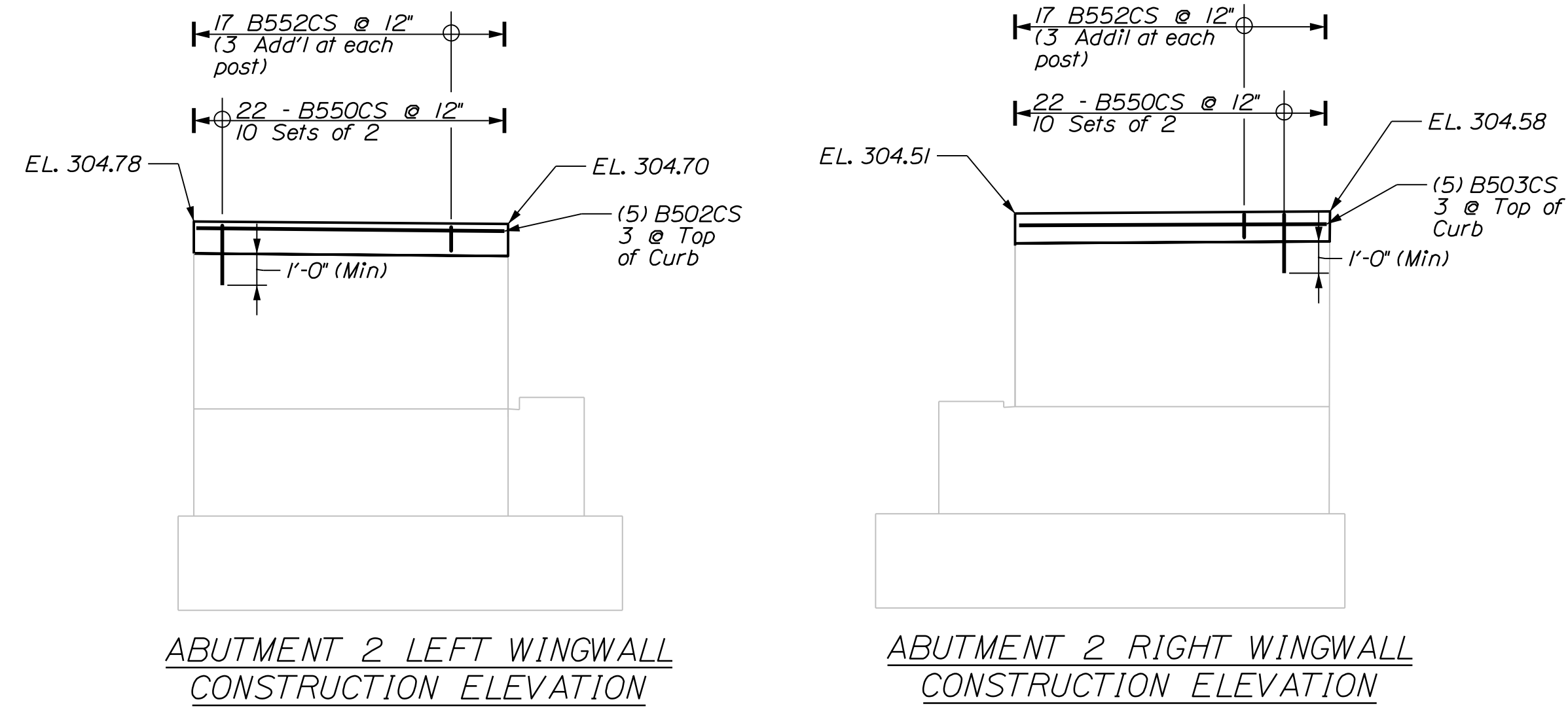
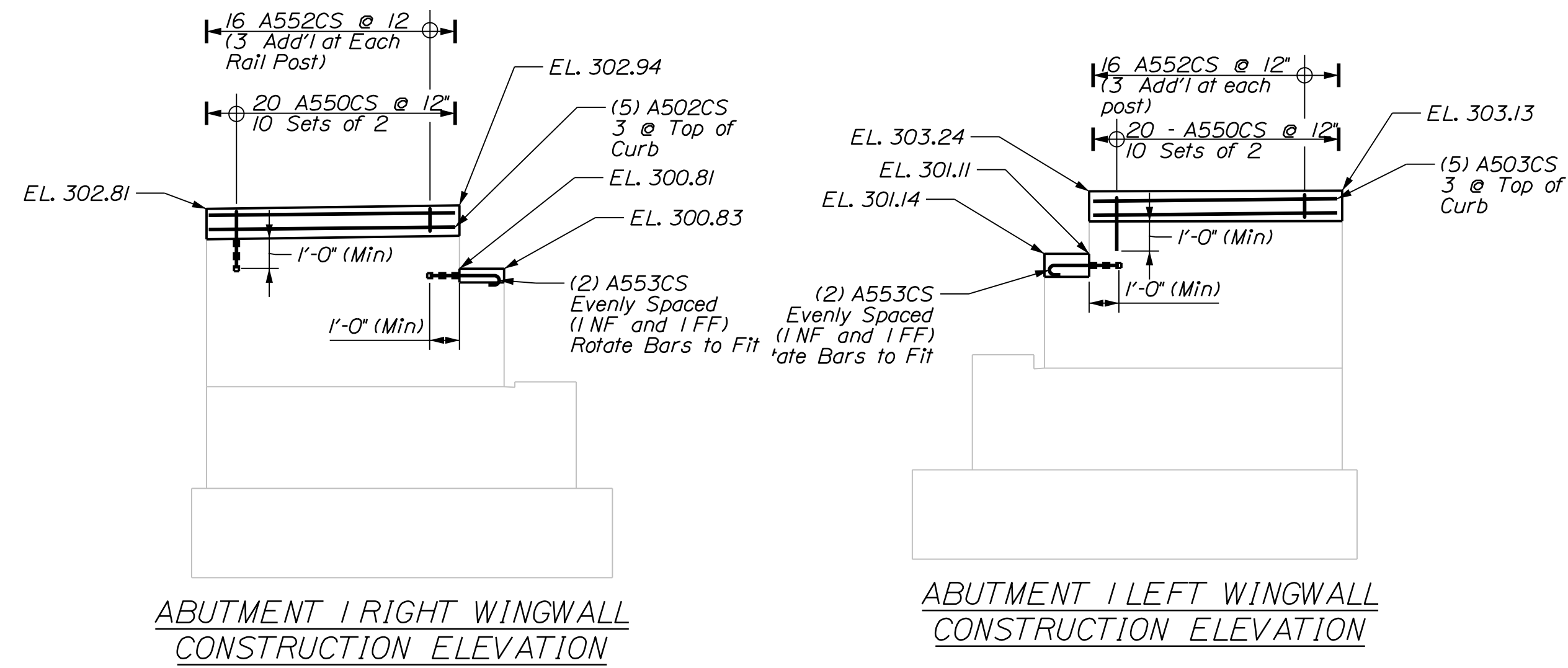
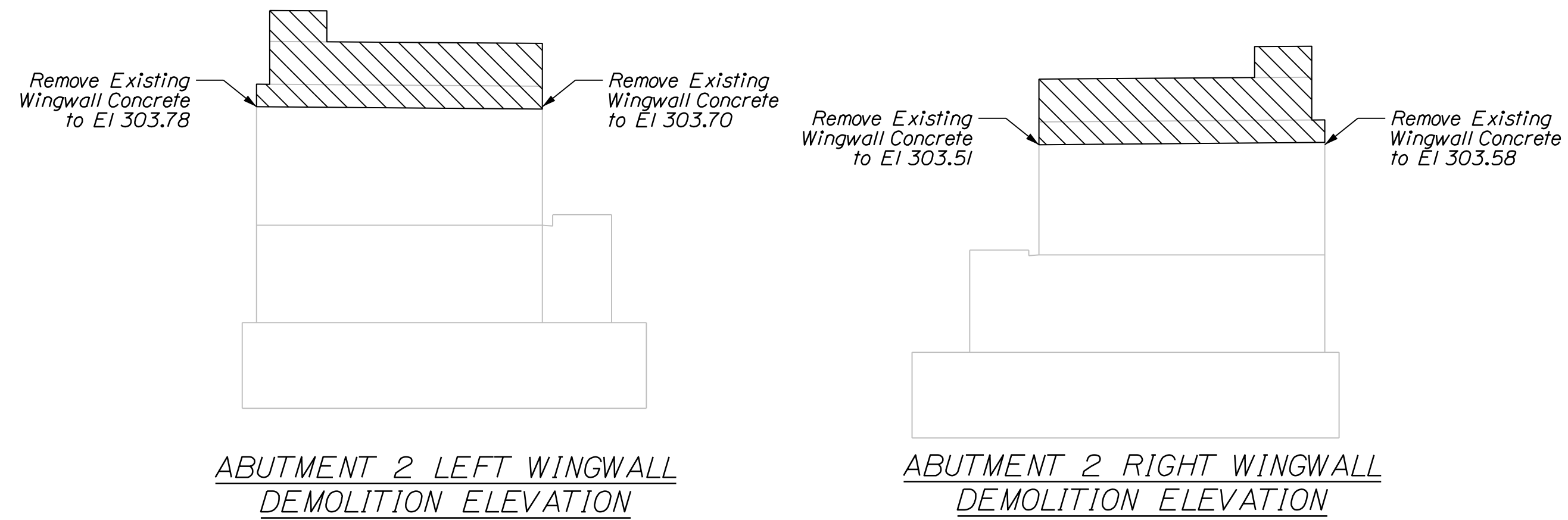
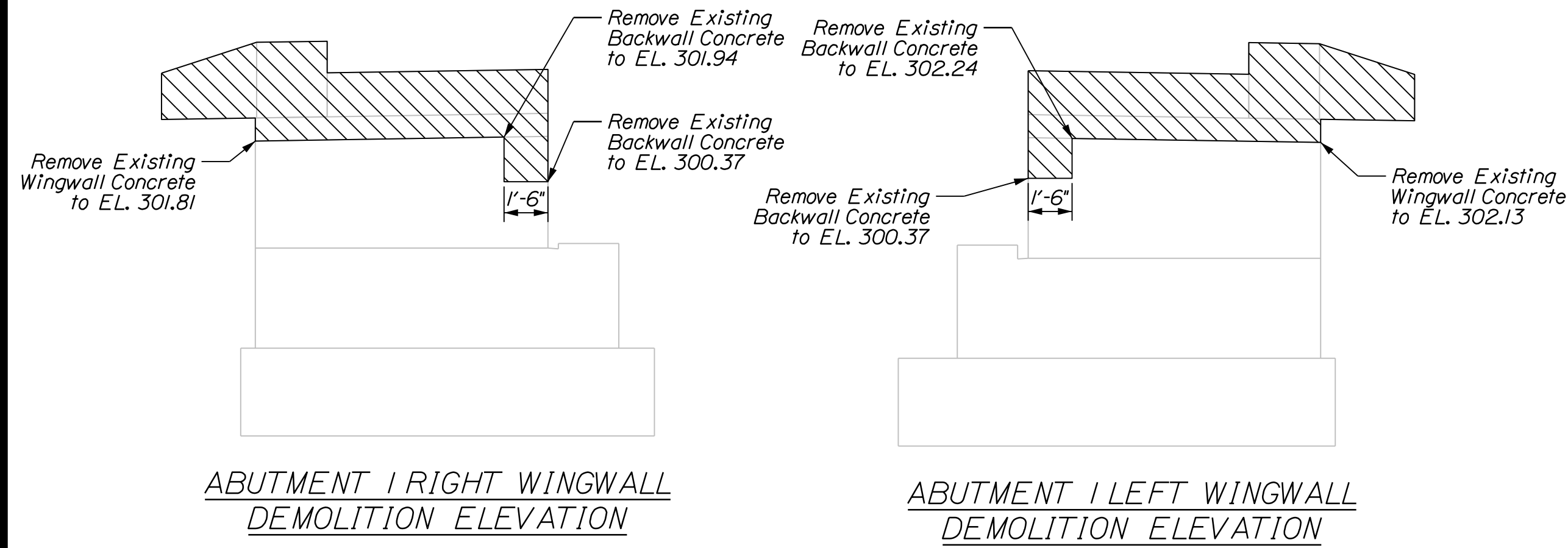
ABUTMENT 2 CONSTRUCTION PLAN

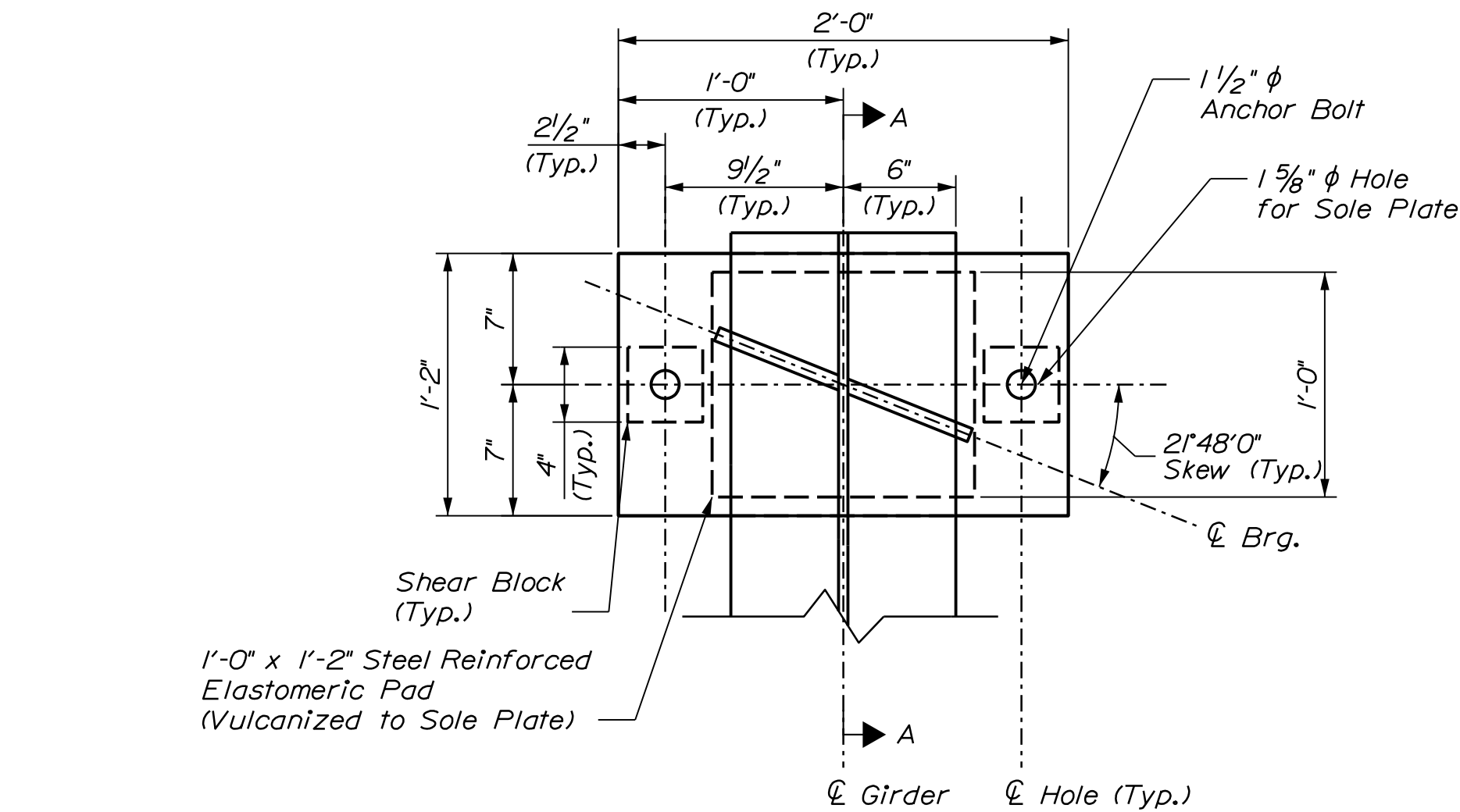


ABUTMENT 2 CONSTRUCTION ELEVATION

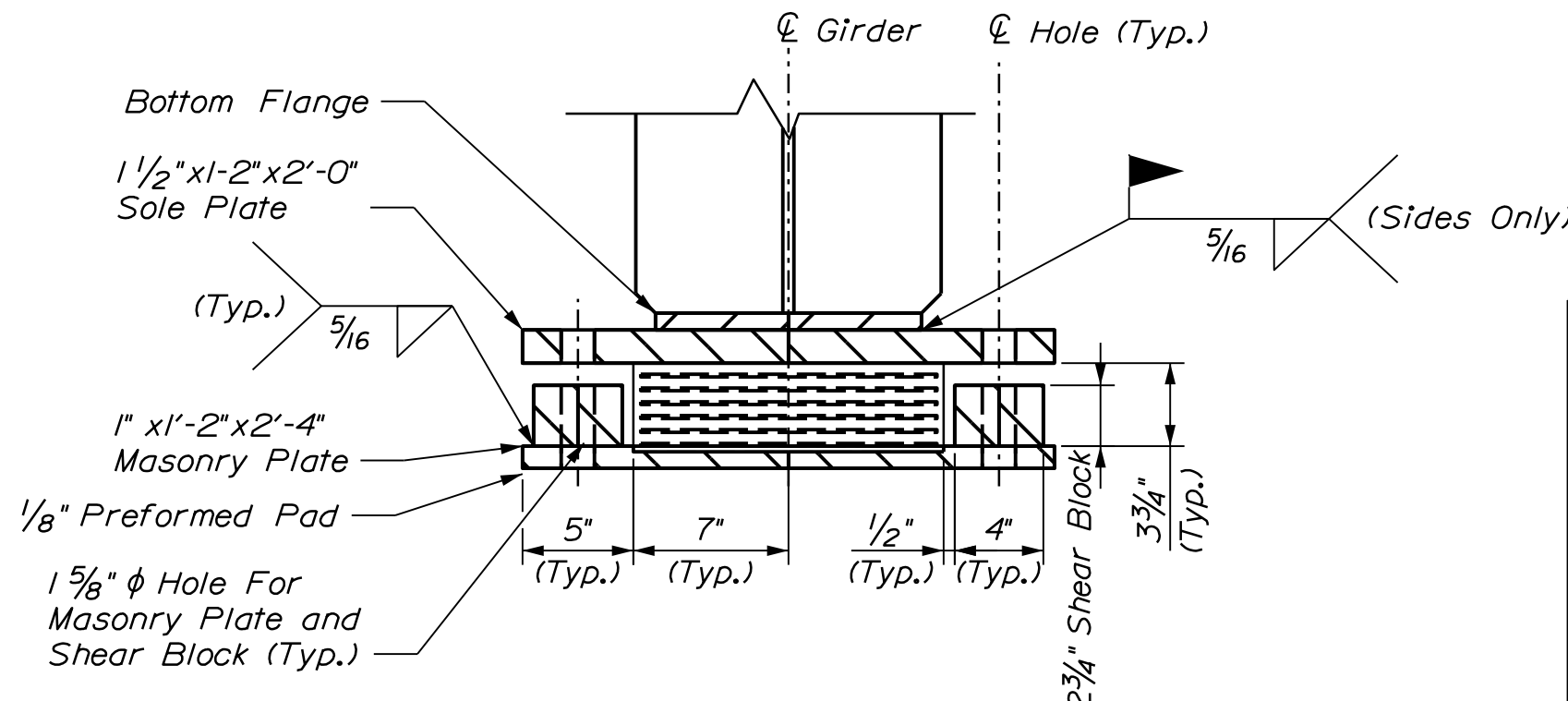
1. *The quantity of concrete repairs on these drawings are based on visual inspection. If differences are experienced, the Resident shall be notified and quantities shall be adjusted accordingly. For approximate locations of repair, see Sheets 8I-83. Actual repair areas will be determined and agreed on by the Contractor and the Resident during construction.*
2. *No repairs are anticipated for substructure units not shown. The Contractor and the Resident shall verify that no work is required.*
3. *The Department must approve changes in quantity beyond what is shown or assumed.*
4. *All broken or corroded reinforcing bars shall be supplemented in accordance with Standard Specification Section 518.04. Supplemental reinforcing shall maintain a clear cover of 2" minimum. Payment for supplemental bars shall be included in items 503.12 and 503.13.*

ABUTMENT 2 CONSTRUCTION SECTION



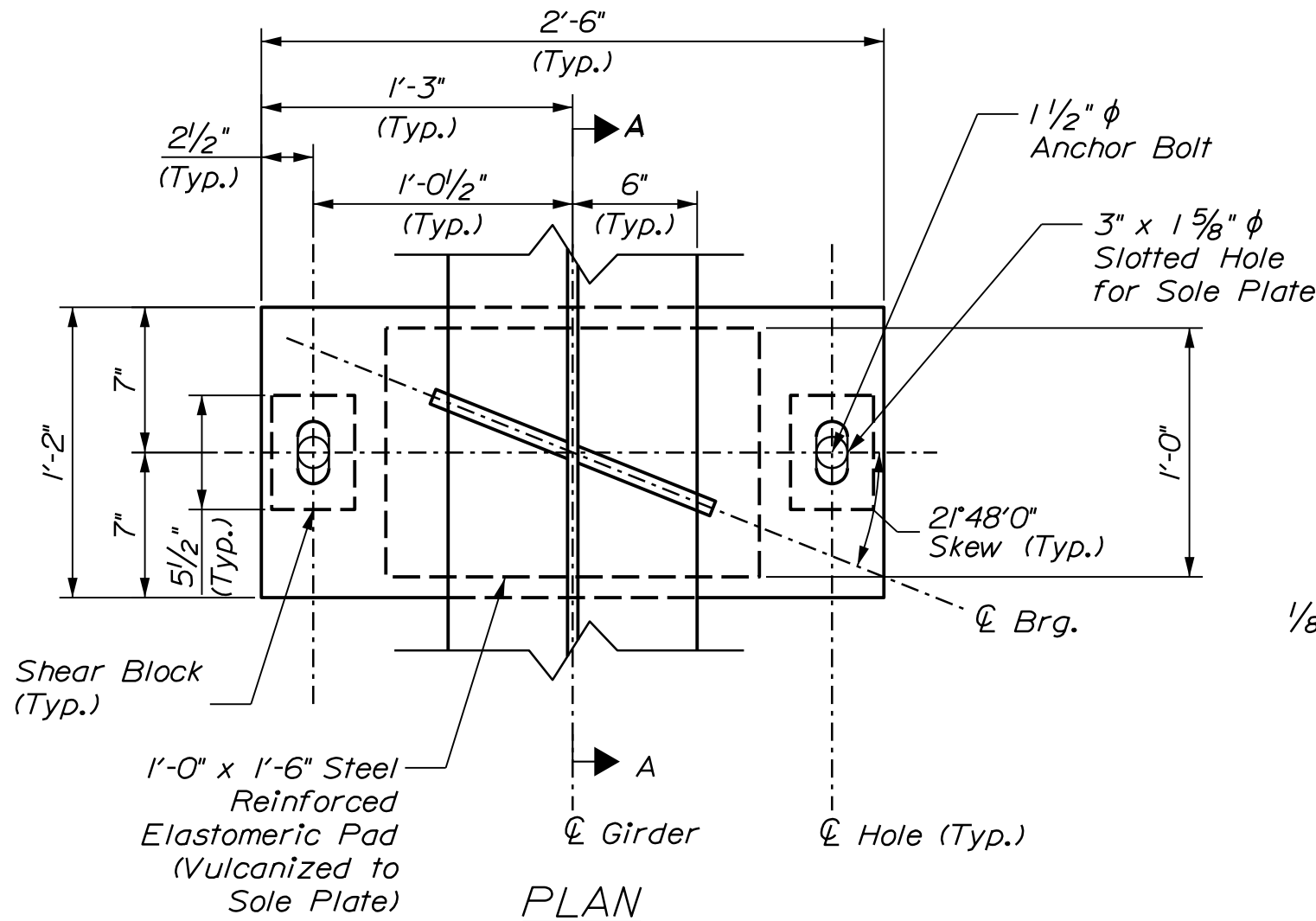


Plan

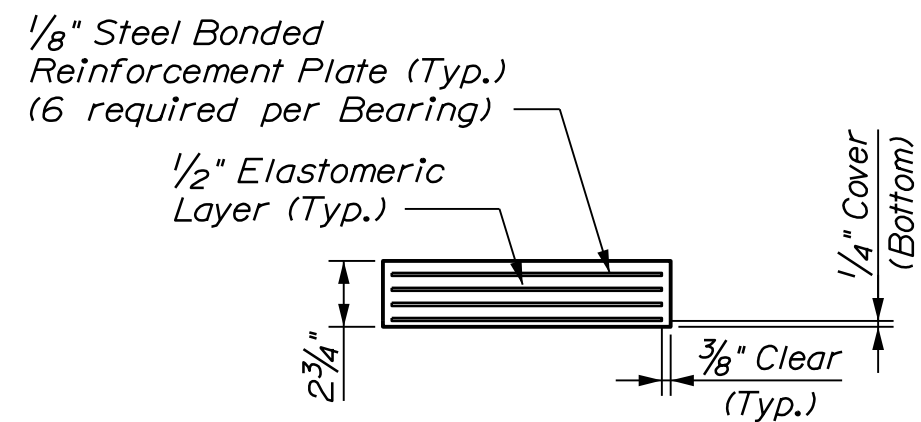


Elevation

ABUTMENT NO. 1 BEARING ASSEMBLY (FIXED)

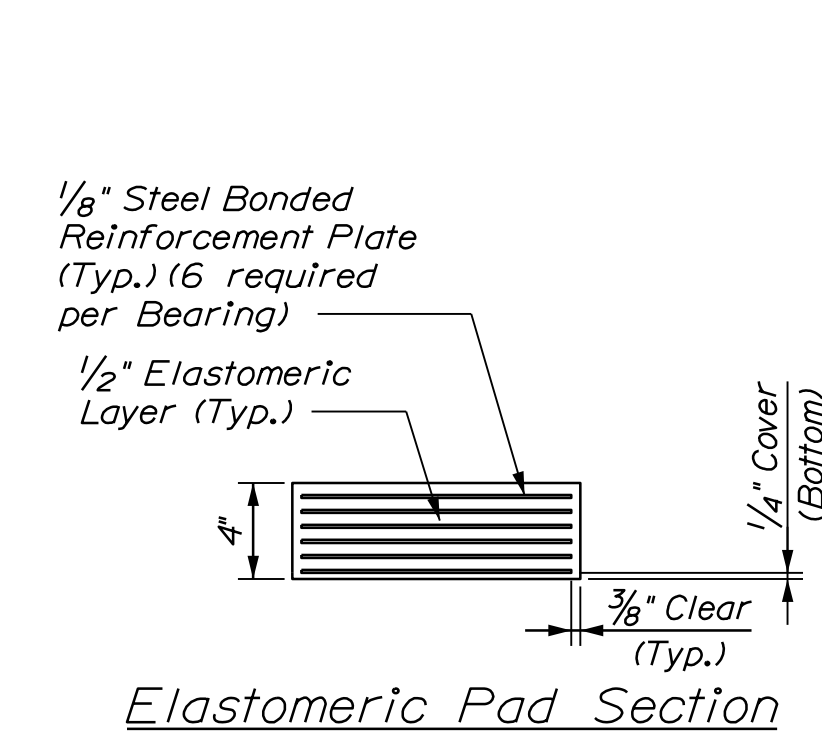


PLAN

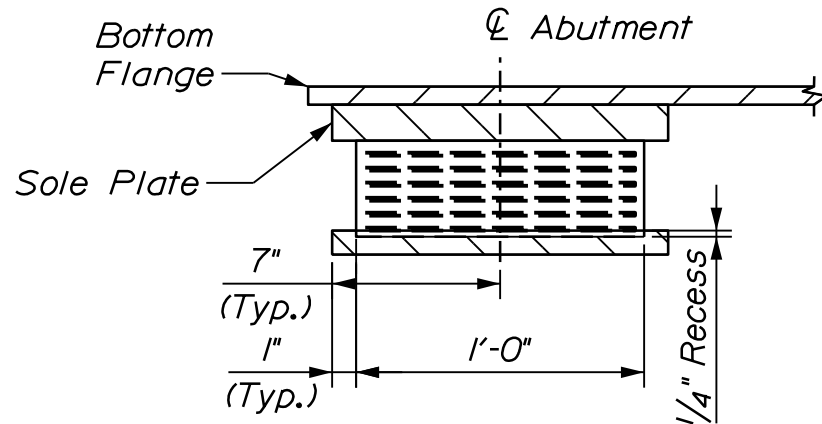


Elastomeric Pad Section

PIER BEARING ASSEMBLY (EXPANSION)

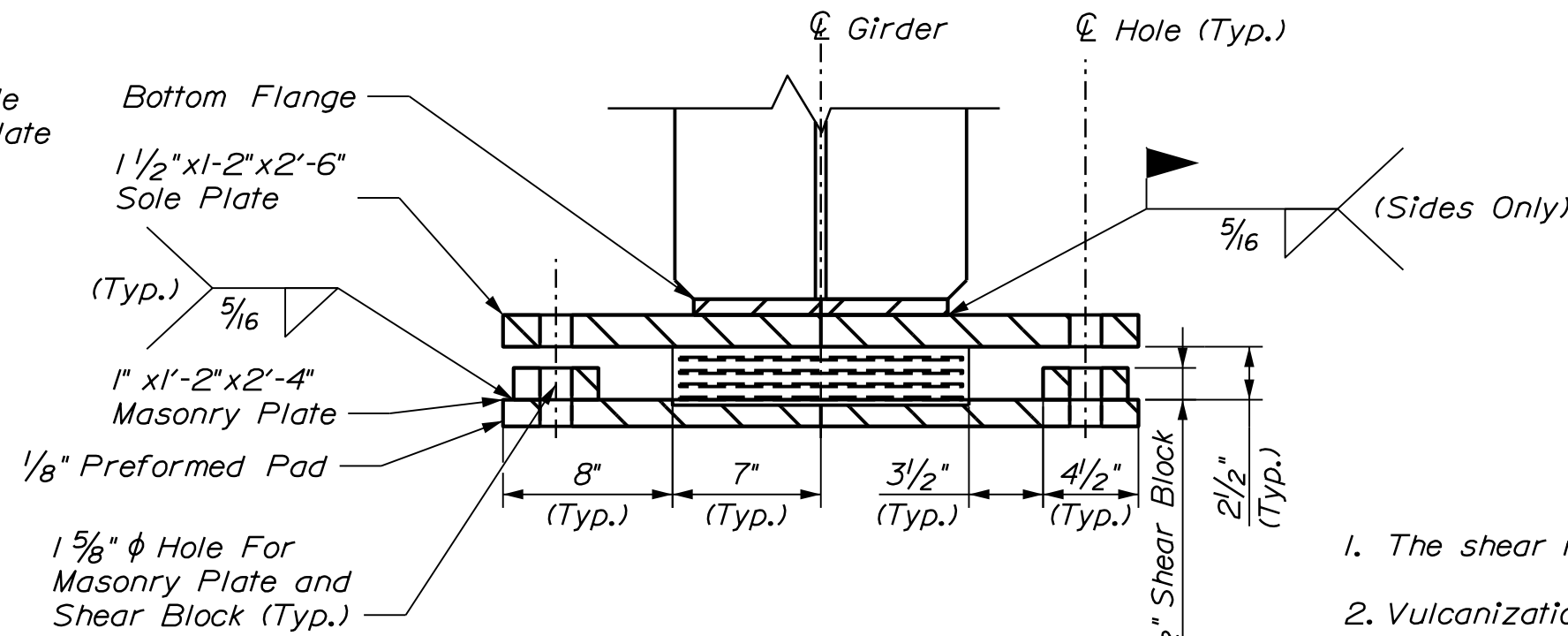


Elastomeric Pad Section

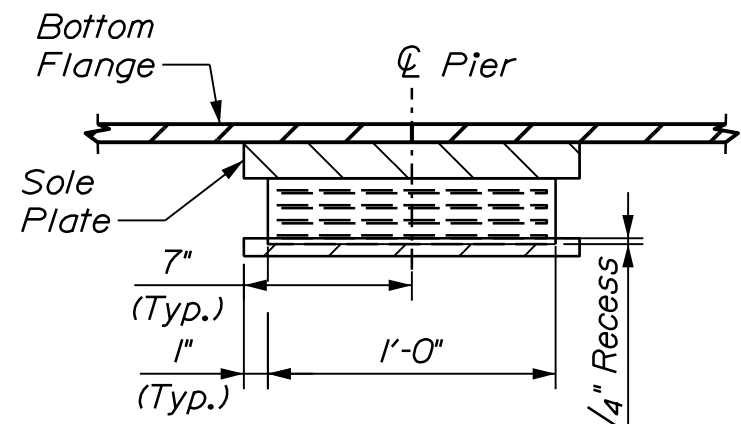


Section A-A

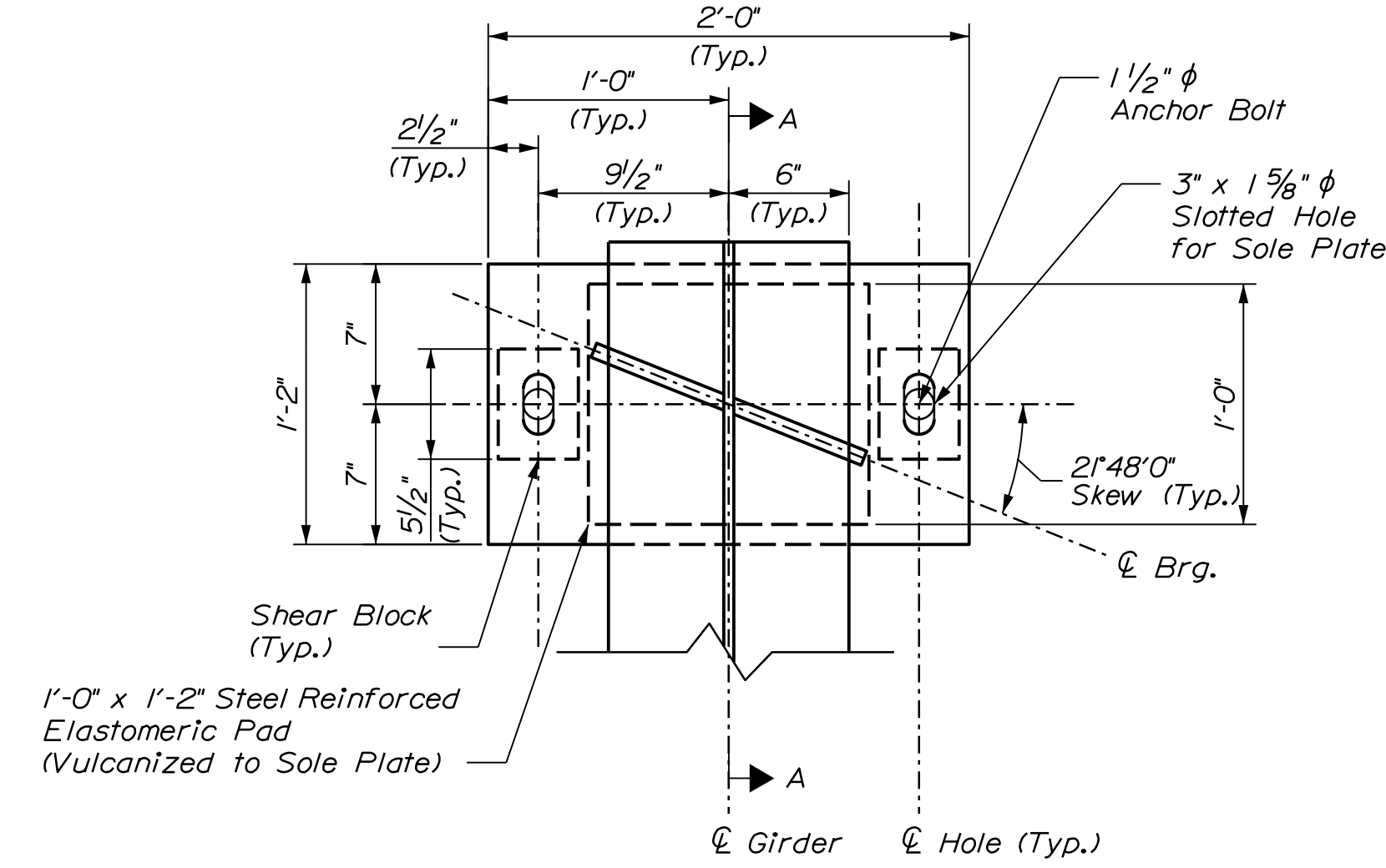
Bearing Design Criteria		
Criteria	Support	
	Abutments	Piers
Unfactored Dead Load	25 kip	70 kip
Unfactored Live Load	70 kip	90 kip
Max. Longitudinal Displ.	1.87 in.	1.27 in.
Max. Dead Load Rotation	0.014 rad.	0.012 rad.
Max. Live Load Rotation	0.010 rad.	0.006 rad.
Rotational Tolerance	0.005 rad.	0.005 rad.



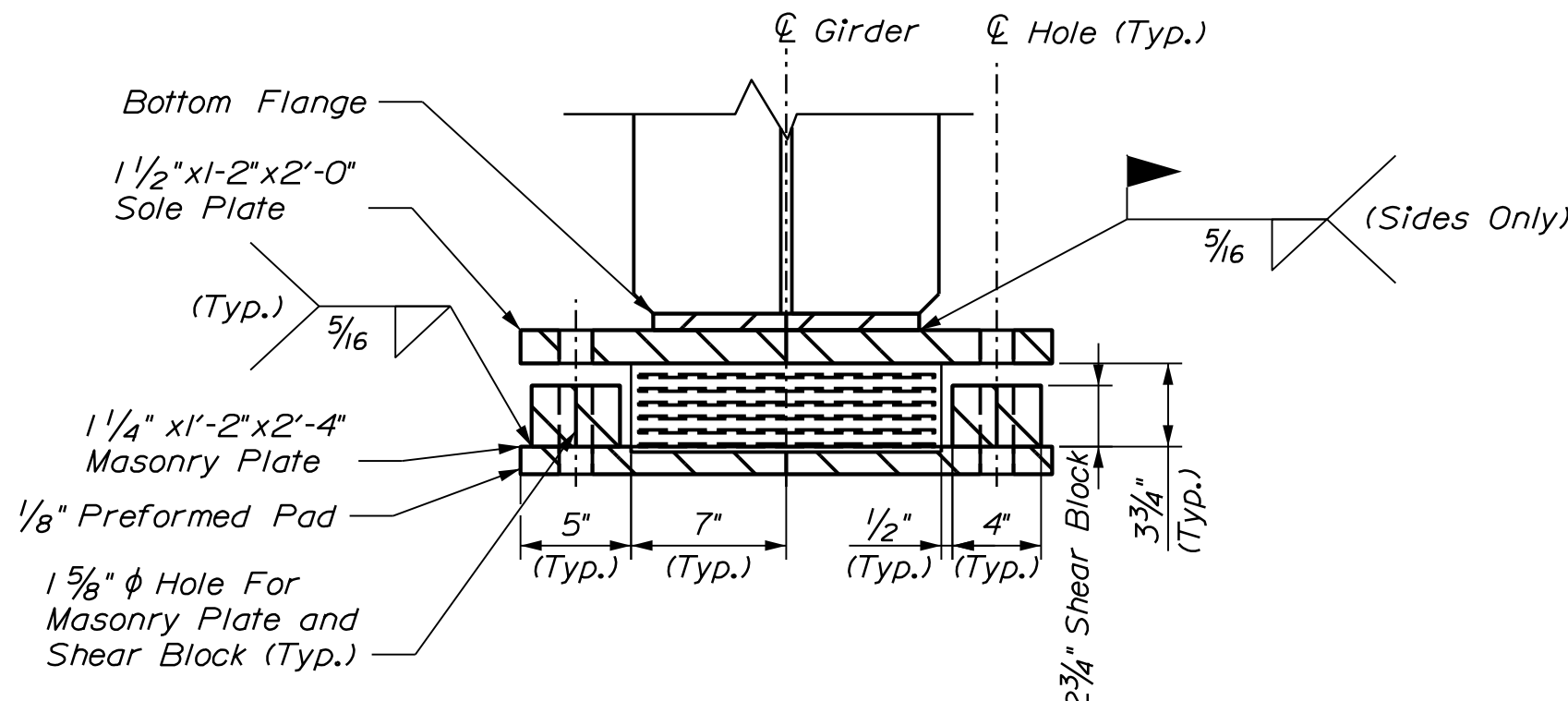
Elevation



Section A-A



Plan



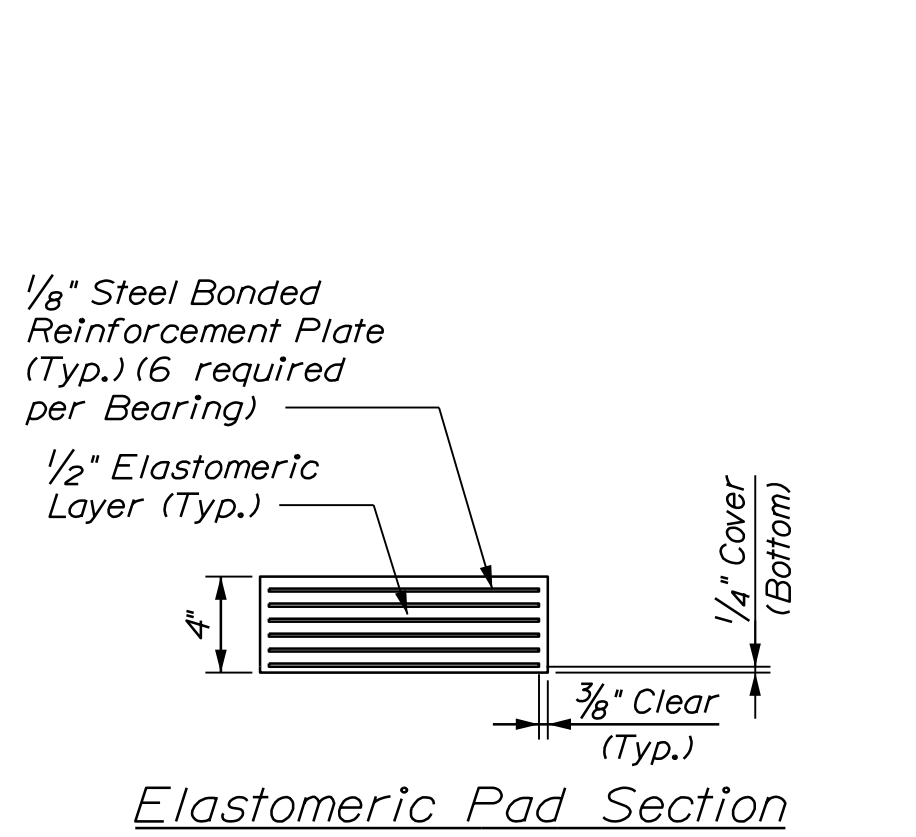
Elevation

ABUTMENT NO. 2 BEARING ASSEMBLY (EXPANSION)

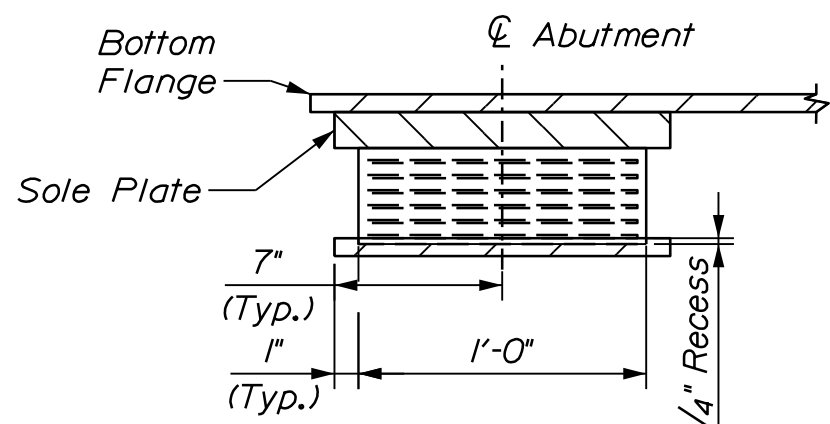
Anchor Rod Projection	
Support	A (in)
Abutment No. 1	11.75
Abutment No. 2	12
Piers No. 1 and 2	10.75

ELASTOMERIC BEARING NOTES

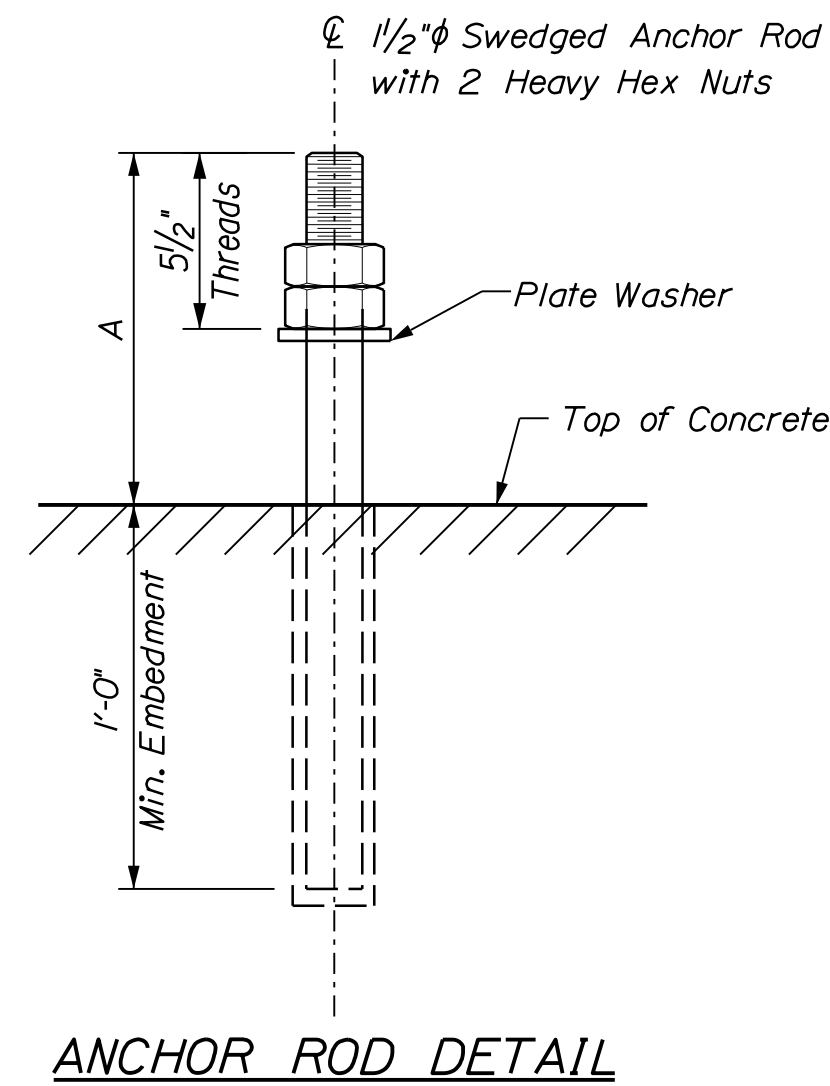
- The shear modulus of the elastomer shall be 130 psi.
- Vulcanization of the elastomer to the steel plates shall be done during the primary mold process. Sole plate shall be vulcanized to the elastomer.
- Masonry plates, sole plates, and shear blocks shall meet the requirement of ASTM A709, Grade 50 or 50W. Anchor rods shall meet the requirement of ASTM F1554, Grade 105 and shall be swaged on the embedded portion of the rod.
- Masonry plates shall be galvanized in accordance with Section 506. Sole plates for steel superstructures shall be treated in the same manner as the structural steel. Anchor rods, washers, nuts, and shear blocks shall be galvanized to ASTM A153 or ASTM B695, Class 50, Type 1.
- All bearings shall be marked prior to shipping. The marks shall include the bearing location on the bridge and a direction arrow that points upstation. All marks shall be permanent and shall be visible after the bearing is installed.
- Bearings shall be covered during shipping and at any time prior to installation that the bearings may be exposed to sunlight.
- The superstructure may be erected when the ambient air temperature is within the range of 65°F and 90°F. If the ambient air temperature is outside this range, the bearings shall be reset as directed by the Resident.
- All necessary precautions shall be taken to protect bearing components from field weld flash and spatter. Heat from welding operations shall be controlled such that steel adjacent to the elastomer does not exceed 200°F. The temperature shall be verified by the use of temperature indicating crayons or other suitable means.
- Upset the threads on the anchor rods after assembly of the bearing.
- The Contractor shall not weld the girders to the sole plate until after all adjustments have been made in accordance with Standard Specification Section 523.094.
- The "Bearing Design Load" for each bearing as noted in Standard Specification, Subsection 523.23.4 is given in the table. This is the total load for the Service I load combination without impact.
- For drilling and anchoring the anchor rods, the Contractor shall use material listed on the Maine Department of Transportation Qualified Products List of Concrete Adhesive Anchoring Systems.



Elastomeric Pad Section

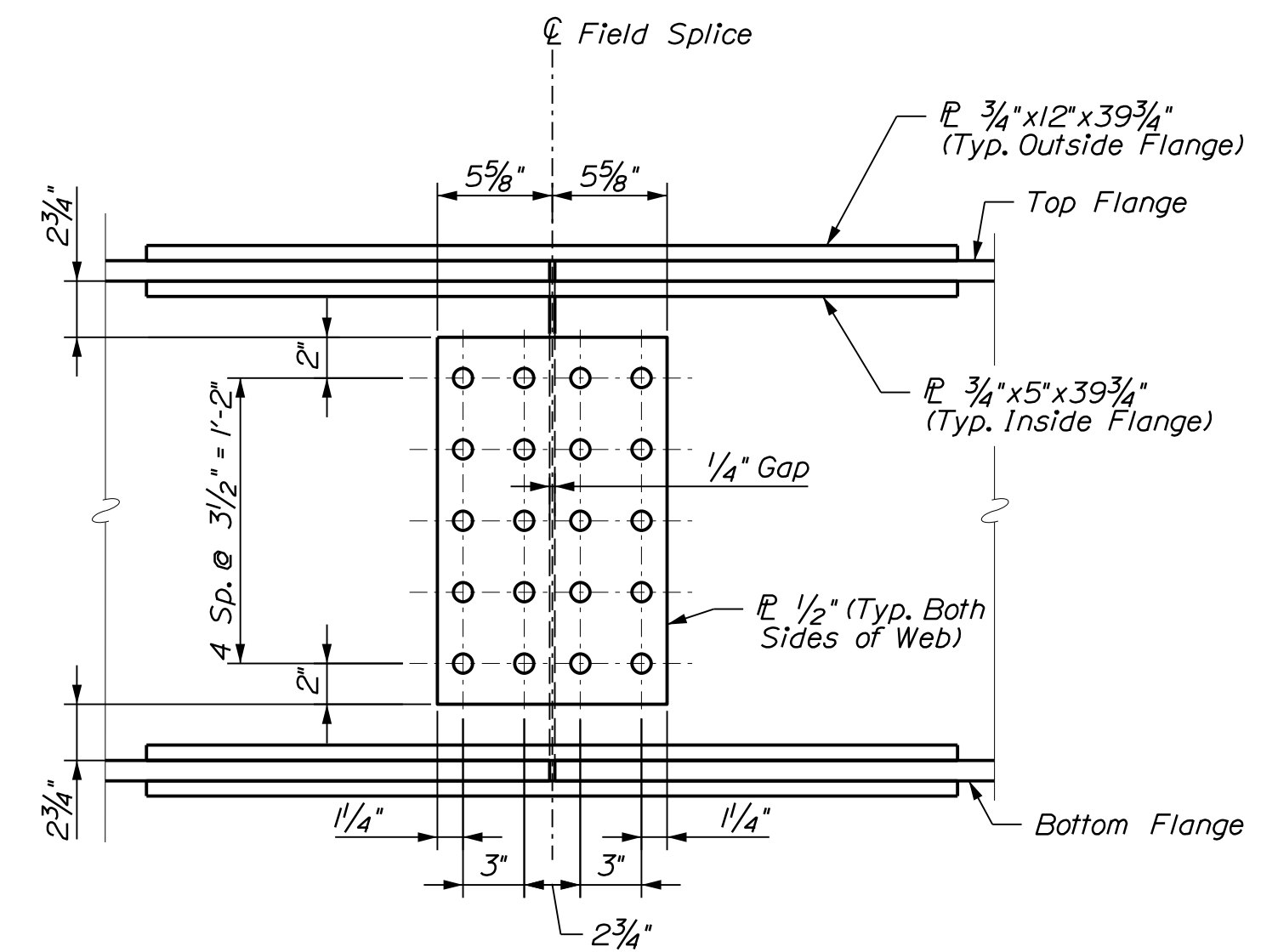
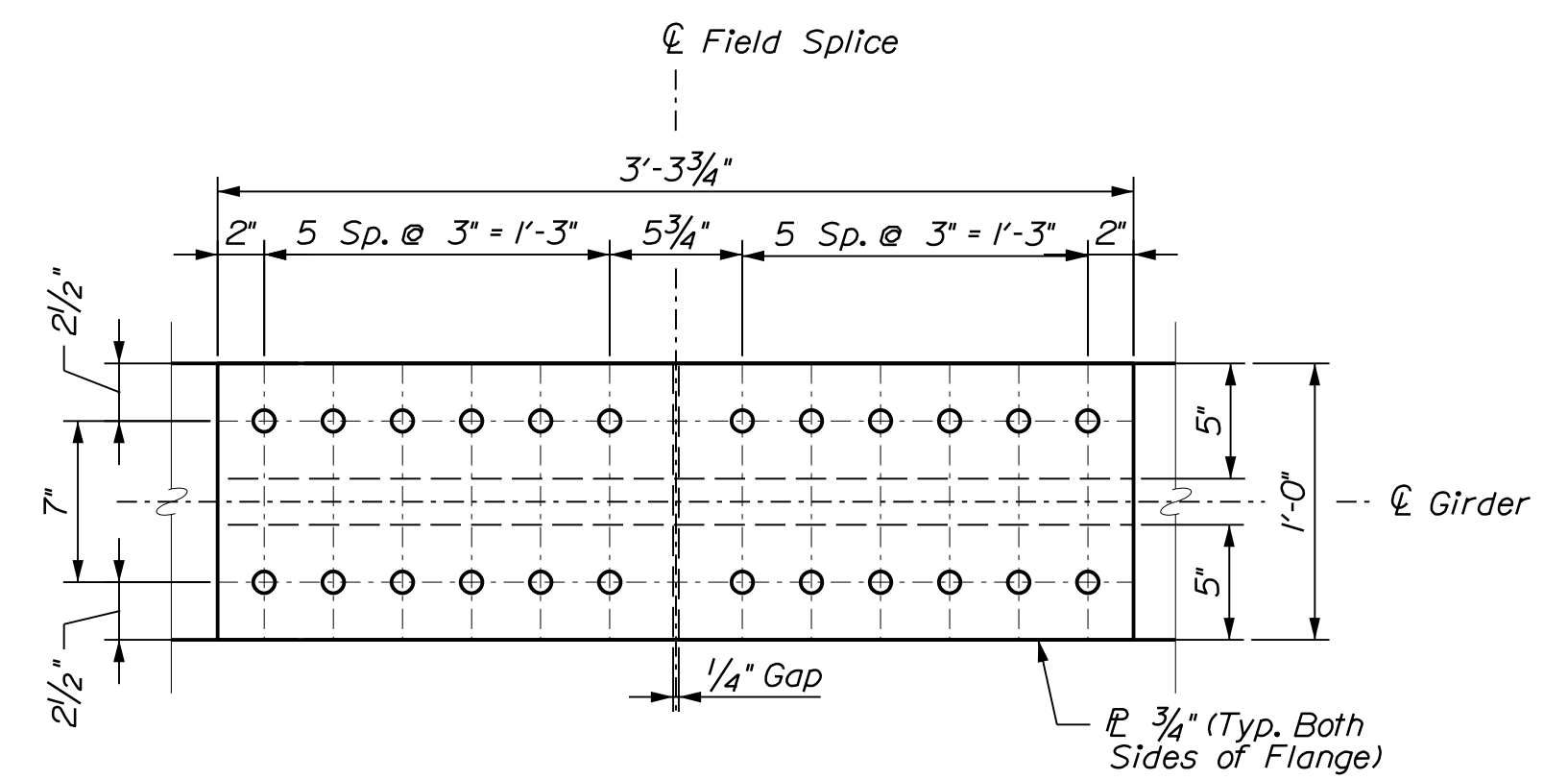
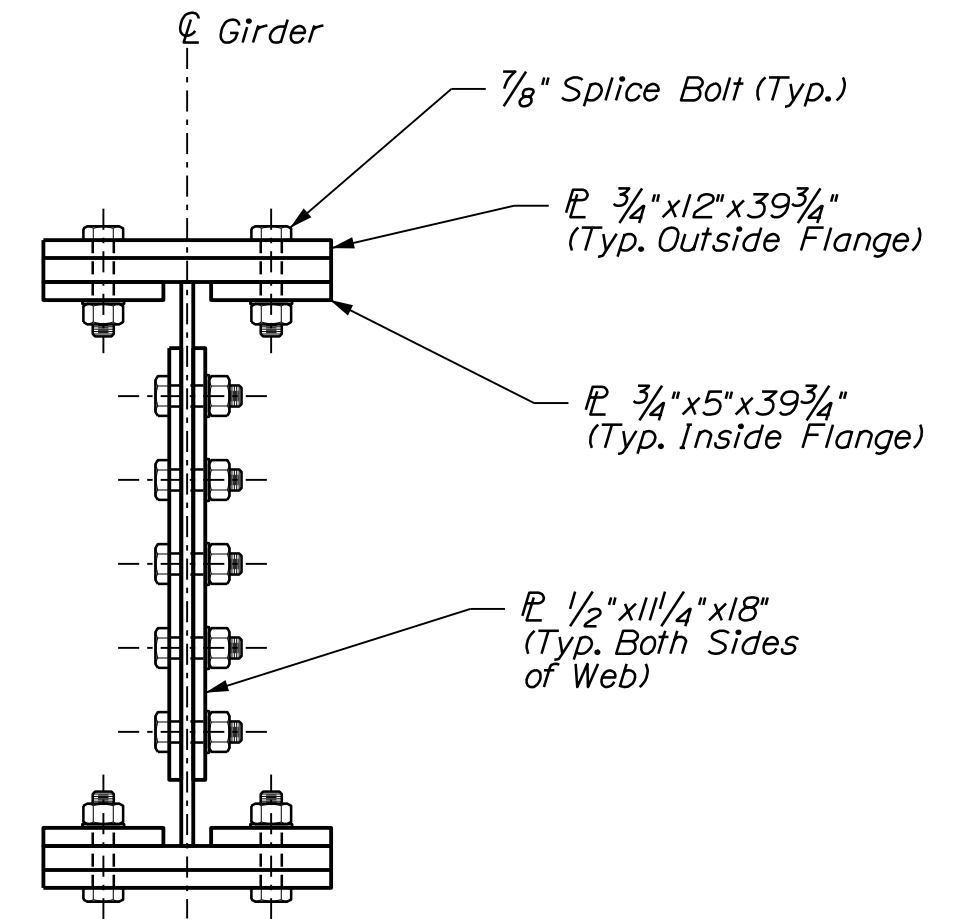
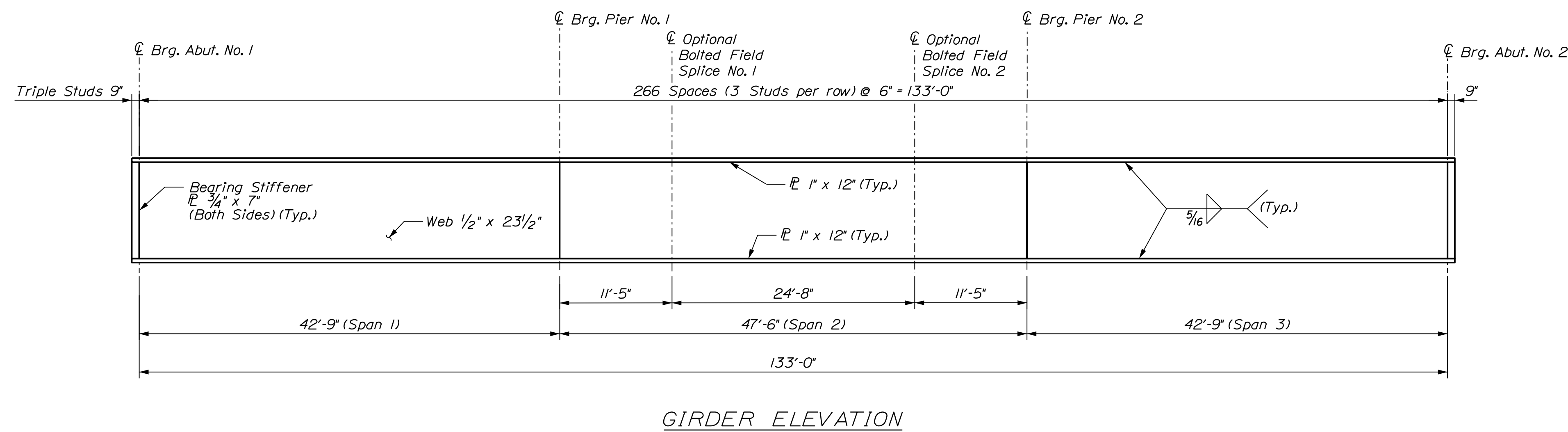
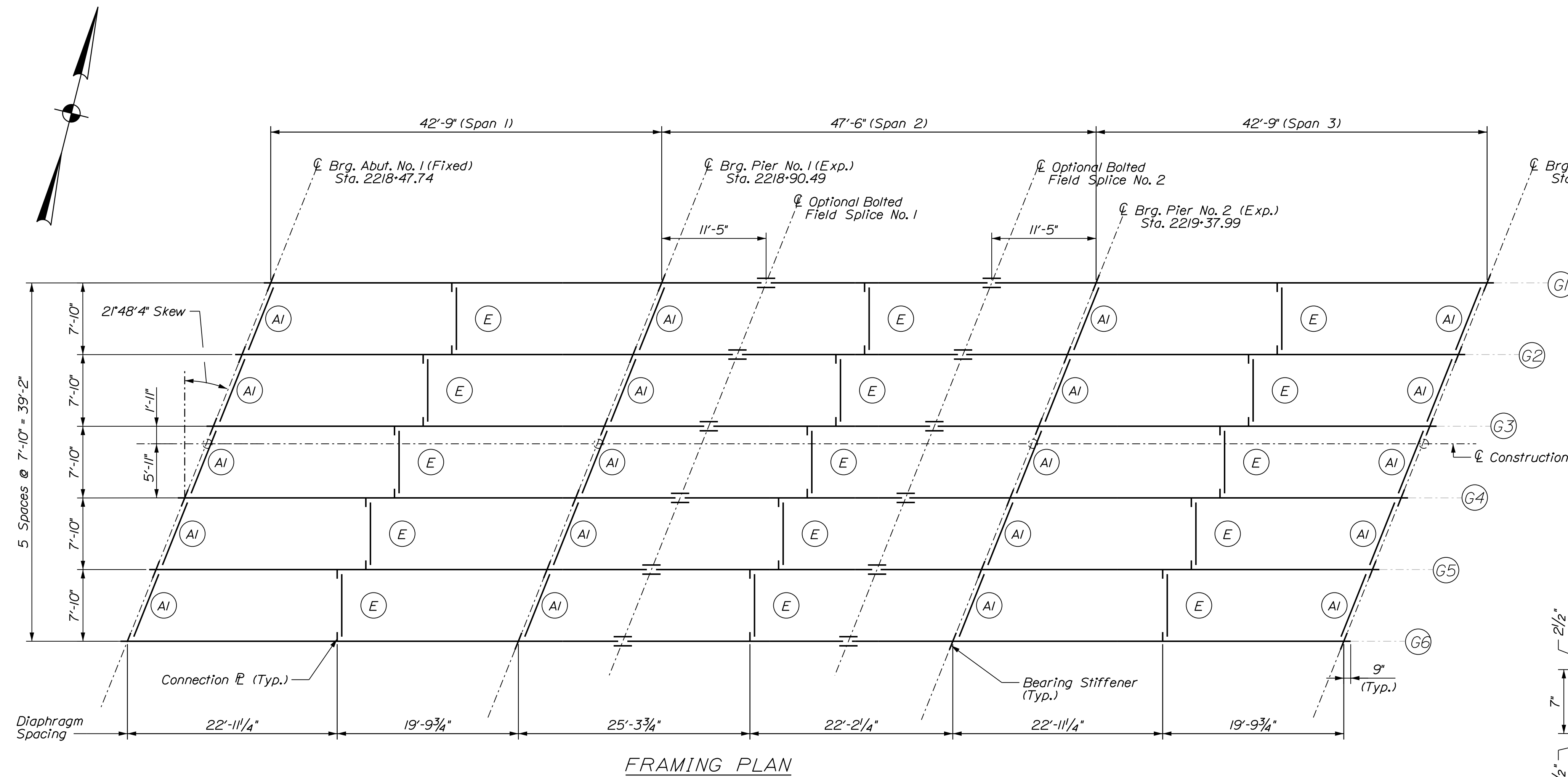


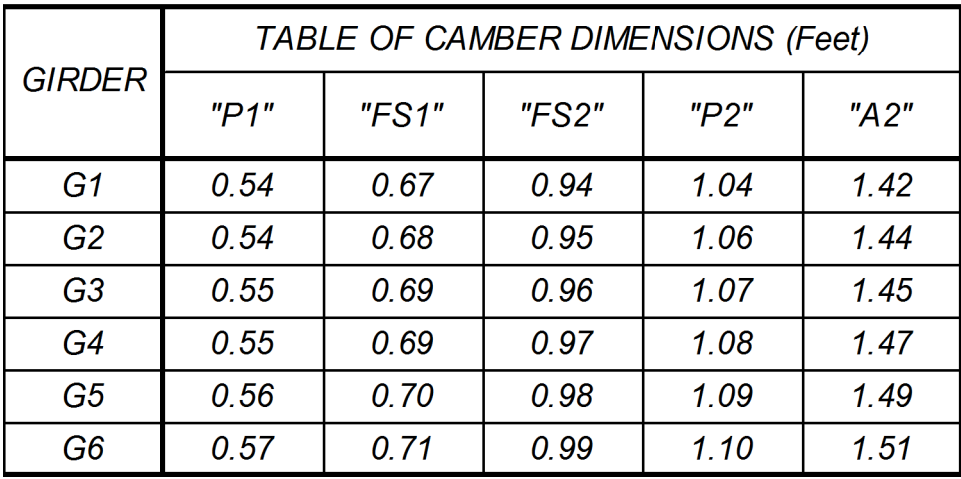
Section A-A



ANCHOR ROD DETAIL

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
D. EATON	T. AQUILAR	M. DOREO	L. MCALLIFFE	N. EDMAN	S. LINDSEY			
DATE	07-22	07-22	07-22					
BY	M. DOREO	B. COLBURN	S. LINDSEY					
SIGNATURE								
P.E. NUMBER								
DATE								





GIRDER STRESS DIAGRAM

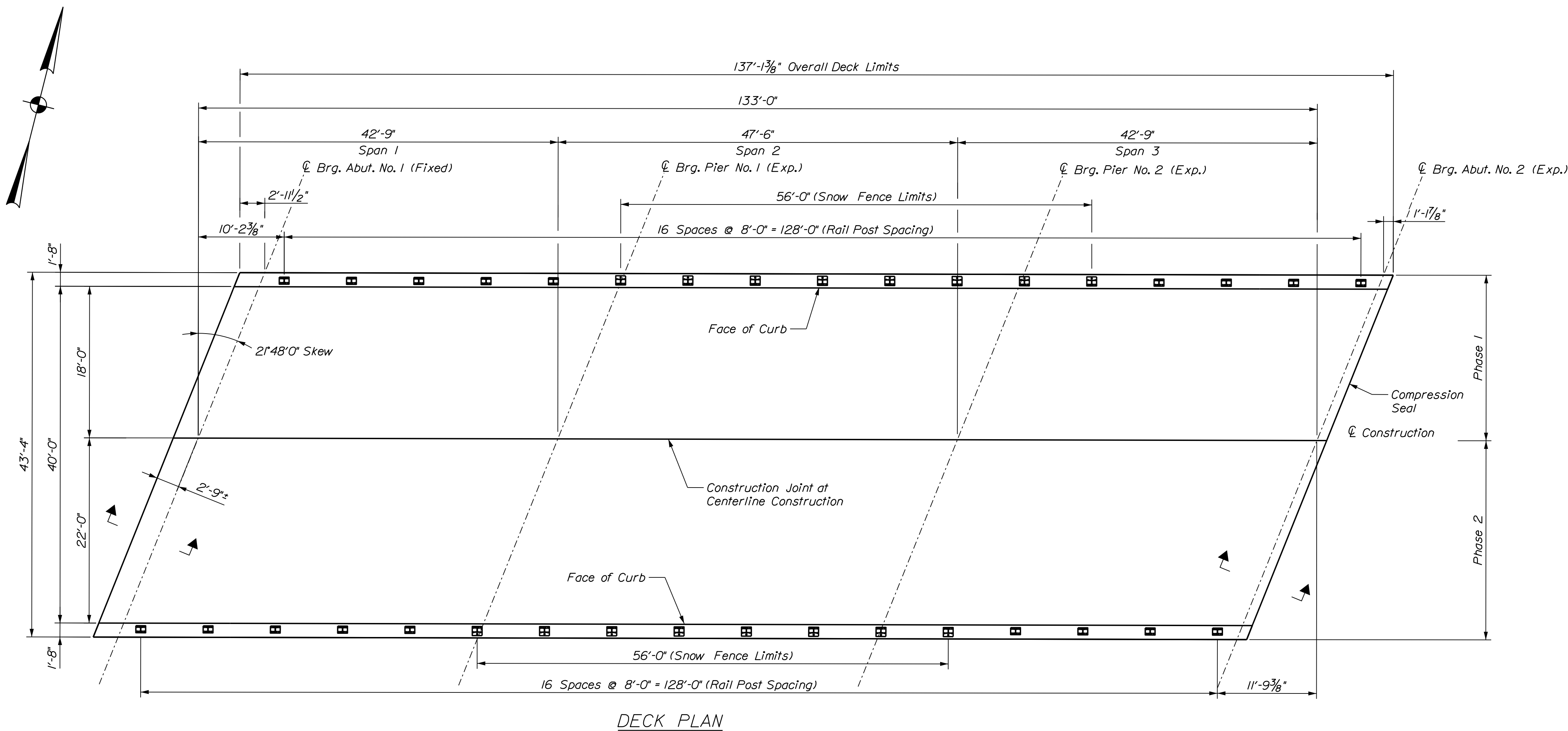
GIRDER	DEAD LOAD COMPONENT	DEAD LOAD DEFLECTIONS (INCHES)																			
		CL BRG. ABUT. NO. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. PIER NO. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L
G1 & G6	STEEL DL	0.00	-0.01	-0.03	-0.04	-0.04	-0.04	-0.03	-0.03	-0.02	-0.01	0.00	0.00	-0.01	-0.01	-0.02	-0.02	-0.02	-0.01	-0.01	0.00
	DECK CONCRETE DL	0.00	-0.07	-0.13	-0.17	-0.19	-0.18	-0.16	-0.12	-0.07	-0.03	0.00	0.00	-0.02	-0.05	-0.07	-0.08	-0.07	-0.05	-0.02	0.00
	SUPERIMPOSED DL	0.00	-0.02	-0.03	-0.04	-0.05	-0.05	-0.04	-0.03	-0.02	-0.01	0.00	0.00	-0.01	-0.01	-0.02	-0.02	-0.02	-0.01	-0.01	0.00
G2 - G5	STEEL DL	0.00	-0.01	-0.03	-0.04	-0.04	-0.04	-0.04	-0.03	-0.02	-0.01	0.00	0.00	-0.01	-0.01	-0.02	-0.02	-0.02	-0.01	-0.01	0.00
	DECK CONCRETE DL	0.00	-0.09	-0.16	-0.22	-0.24	-0.24	-0.21	-0.15	-0.09	-0.04	0.00	0.00	-0.03	-0.07	-0.09	-0.10	-0.09	-0.07	-0.03	0.00
	SUPERIMPOSED DL	0.00	-0.02	-0.03	-0.04	-0.05	-0.05	-0.04	-0.03	-0.02	-0.01	0.00	0.00	-0.01	-0.01	-0.02	-0.02	-0.02	-0.01	-0.01	0.00

GIRDER	DEAD LOAD COMPONENT	DEAD LOAD DEFLECTIONS (INCHES)											
		CL BRG. PIER NO. 2	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. ABUT. NO. 2	
G1 & G6	STEEL DL	0.00	-0.01	-0.02	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.03	-0.01	0.00
	DECK CONCRETE DL	0.00	-0.03	-0.07	-0.12	-0.16	-0.18	-0.19	-0.17	-0.13	-0.07	0.00	
	SUPERIMPOSED DL	0.00	-0.01	-0.02	-0.03	-0.04	-0.05	-0.05	-0.04	-0.03	-0.02	0.00	
G2 - G5	STEEL DL	0.00	-0.01	-0.02	-0.03	-0.04	-0.04	-0.04	-0.04	-0.03	-0.01	0.00	
	DECK CONCRETE DL	0.00	-0.04	-0.09	-0.15	-0.21	-0.24	-0.24	-0.22	-0.16	-0.09	0.00	
	SUPERIMPOSED DL	0.00	-0.01	-0.02	-0.03	-0.04	-0.05	-0.05	-0.04	-0.03	-0.02	0.00	

GIRDER	TABLE OF CAMBER ORDINATES "CO" (Inches)																			
	CL BRG. ABUT. NO. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	FS1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L
G1 - G6	0.00	0.21	0.37	0.46	0.48	0.41	0.31	0.18	0.08	0.03	0.00	0.05	0.08	0.10	0.11	0.12	0.12	0.11	0.08	0.05

GIRDER	TABLE OF CAMBER ORDINATES "CO" (Inches)										
	FS2	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. ABUT. NO. 2
G1 - G6	0.00	0.03	0.08	0.18	0.31	0.42	0.48	0.46	0.38	0.21	0.00

1. Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.
2. No transverse butt weld splices will be allowed in the flange plates or web plates within 10 feet or 10 percent of the span length (whichever is greater) from the point of maximum negative moment or maximum positive moment. Butt weld splices in flanges shall be not less than one foot from transverse butt welds in the web plates and no transverse web or flange butt welds shall be located within 1 foot of other transverse welds (e.g. connection plates to web welds on either flange or web. No transverse butt weld splices will be allowed in areas of stress reversal.
3. Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall be at least 10 feet in length unless otherwise shown on the Plans.
4. Bearing stiffeners shall be plumb after erection and dead loading of the structure.
5. Intermediate crossframe or diaphragm connection plates may be either plumb or normal to the top flange.
6. All connection plate and stiffener welds shall be $\frac{5}{16}$ -inch fillet welds.
7. Structural steel was designed with a vertical construction load of 50 psf and a lateral wind velocity during construction of 80 mph.
8. All bolts, nut, and washers shall be hot dip galvanized in accordance with ASTM A153.
9. Bolted diaphragms or cross frame connections shall be made using $\frac{7}{8}$ inch diameter, ASTM F3125, Grade A325 Type 1 high strength bolts. Hole size shall be $\frac{13}{16}$ inch diameter. The minimum edge distance shall be 1-1/2 inch unless otherwise shown. Oversized or short-slotted holes are not permitted. Bolt threads shall be excluded from the shear plane of cross frame or diaphragm connections.
10. At the Contractor's option, all structural steel may be Hot-Dipped Galvanized in accordance with Standard Specifications Section 506, Shop Applied Protective Coating, as approved by the Resident. Payment will be considered incidental to Item 506.9104, Thermal Spray Coating (Shop Applied), no separate payment will be made.
11. End of girder webs shall be vertical under full dead load.

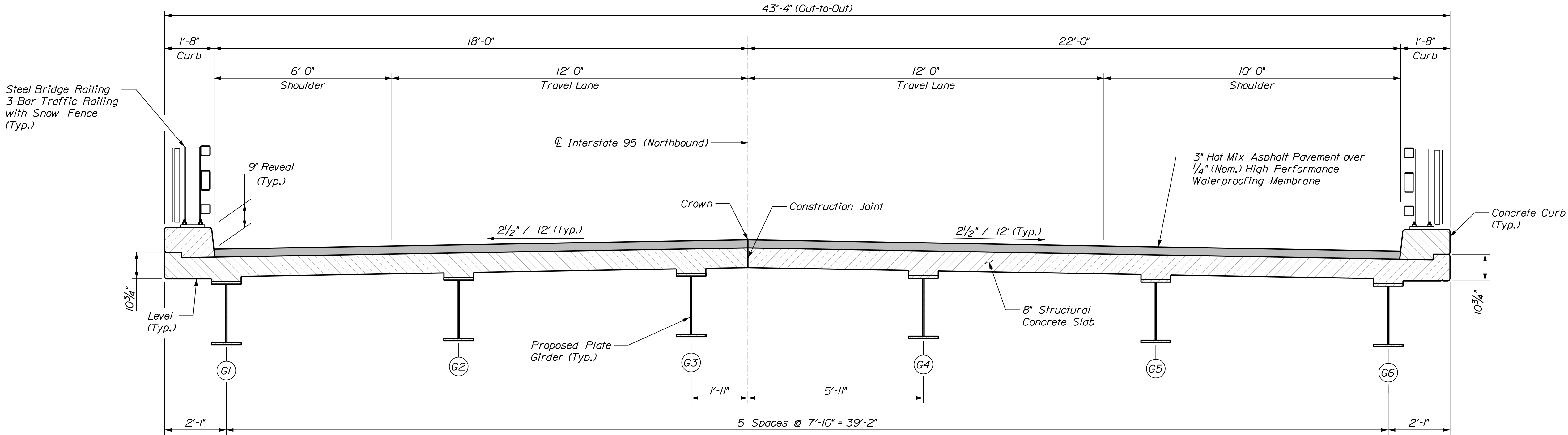


GIRDER	BOTTOM OF SLAB ELEVATIONS																				
	CL BRG. ABUT. NO. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. PIER NO. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. PIER NO. 2
G1	301.59	301.66	301.72	301.78	301.84	301.89	301.94	301.99	302.04	302.08	302.13	302.18	302.24	302.30	302.35	302.40	302.45	302.50	302.55	302.59	302.64
G2	301.69	301.75	301.82	301.88	301.94	301.99	302.04	302.09	302.14	302.18	302.23	302.28	302.34	302.40	302.46	302.51	302.56	302.60	302.65	302.69	302.74
G3	301.78	301.85	301.91	301.97	302.03	302.09	302.14	302.19	302.23	302.28	302.33	302.38	302.44	302.50	302.56	302.61	302.66	302.71	302.75	302.80	302.85
G4	301.67	301.73	301.80	301.86	301.92	301.98	302.03	302.08	302.13	302.17	302.22	302.28	302.34	302.40	302.45	302.51	302.56	302.61	302.65	302.70	302.75
G5	301.49	301.55	301.62	301.68	301.74	301.80	301.85	301.90	301.95	302.00	302.05	302.10	302.16	302.22	302.28	302.34	302.39	302.44	302.48	302.53	302.58
G6	301.31	301.37	301.44	301.50	301.56	301.62	301.67	301.72	301.77	301.82	301.87	301.93	301.99	302.05	302.11	302.16	302.21	302.26	302.31	302.36	302.41

GIRDER	BOTTOM OF SLAB ELEVATIONS										
	CL BRG. PIER NO. 2	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. ABUT. NO. 2
G1	302.64	302.68	302.72	302.77	302.81	302.85	302.89	302.92	302.95	302.98	303.01
G2	302.74	302.79	302.83	302.88	302.92	302.96	303.00	303.04	303.07	303.10	303.12
G3	302.85	302.89	302.94	302.99	303.03	303.07	303.11	303.15	303.18	303.21	303.23
G4	302.75	302.79	302.84	302.89	302.93	302.97	303.01	303.05	303.08	303.11	303.14
G5	302.58	302.63	302.67	302.72	302.77	302.81	302.85	302.89	302.92	302.95	302.97
G6	302.41	302.46	302.50	302.55	302.60	302.64	302.68	302.72	302.75	302.78	302.81

SUPERSTRUCTURE NOTES

1. The theoretical blocking used for design of the structure is 2 inches at the centerlines of bearing of the abutments and piers. Refer to Standard Detail 502(03) for blocking details.
2. Contractor shall stagger the splice locations of the longitudinal and transverse bars.
3. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
4. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
5. Precast Concrete Deck Panels are not allowed on this project.
6. The superstructure slab concrete shall be placed in one continuous operation and the concrete shall be kept plastic one complete span behind the span being placed.
7. All straight reinforcement bars shall be Glass Fiber Reinforced Polymer (GFRP) unless otherwise noted. All bent reinforcement bars shall be Low-Carbon Chromium unless otherwise noted.
8. The formwork and its supports, over the full width of the structural slab, shall remain in place until a minimum of 48 hours have elapsed after the final section of the slab. After this period, removal of formwork for sections may then proceed and shall meet the requirements for form removal in Standard Specifications Section 502, Structural Concrete.
9. The seal to be furnished at Abutment No. 2 shall have minimum Movement Rating of $1\frac{3}{4}$ inches.
10. The Resident shall approve the seals prior to fabrication of the Expansion Device.



TRANSVERSE SECTION (INTERSTATE 95 - NORTHBOUND)

195 NB / NORTH MAIN STREET BRIDGE
BRIDGE NO. 5989
PITTSFIELD SOMERSET COUNTY

TRANSVERSE SECTION

SHEET NUMBER

88

OF 104

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 2360700

BRIDGE NO. 5989
WIN
23607.00

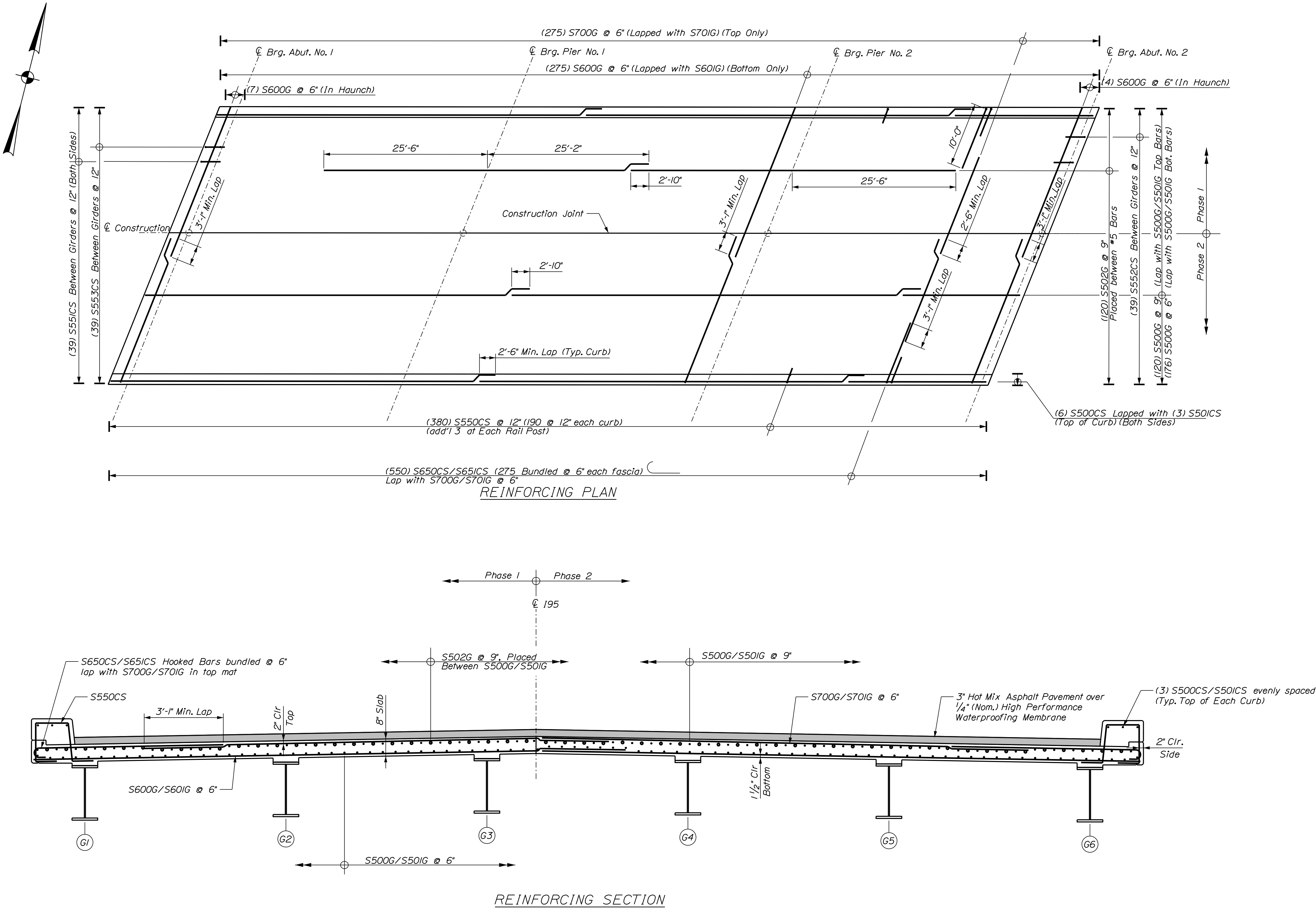
BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DOREO	07-22
CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSLEY	07-22
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

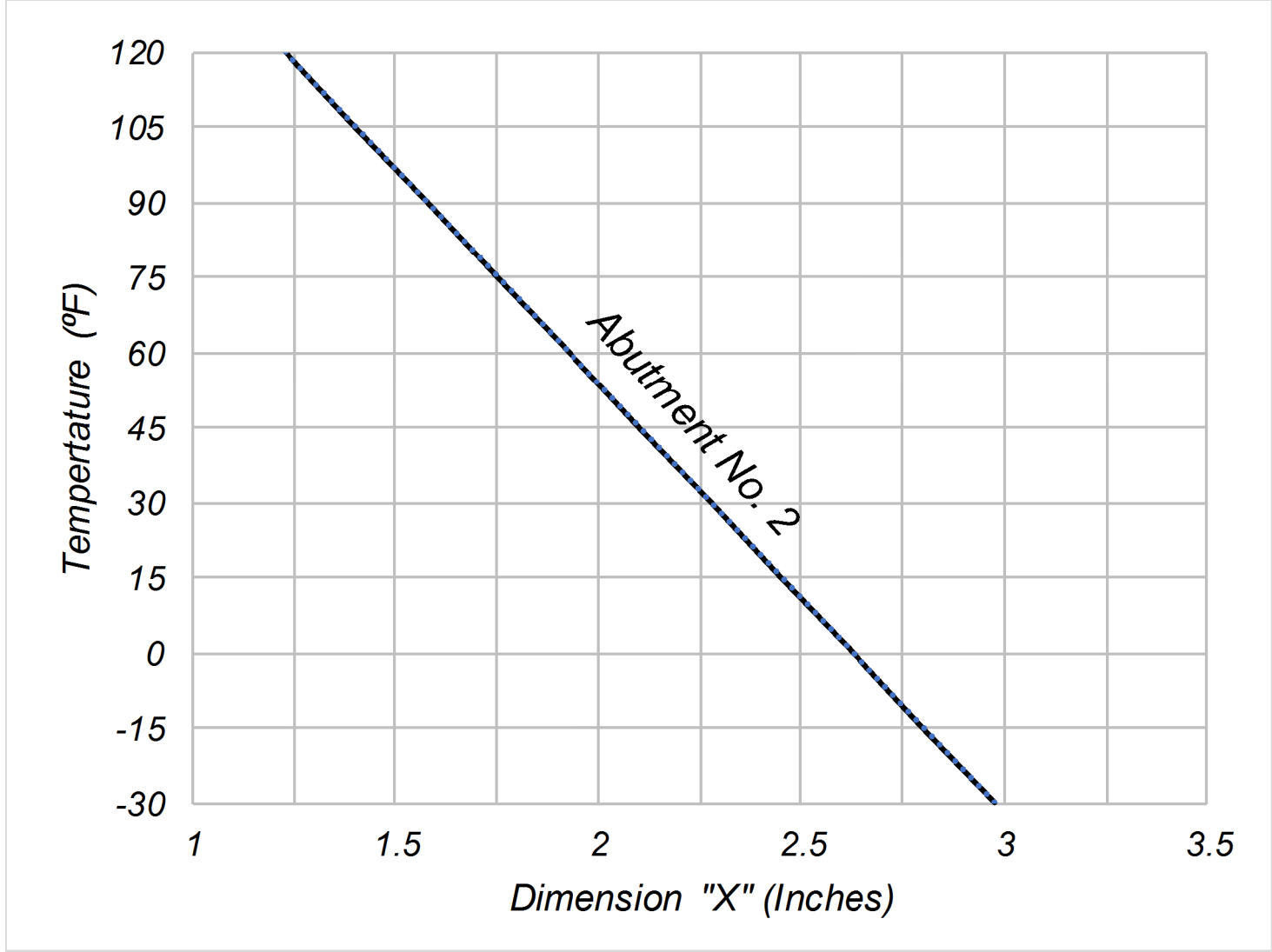
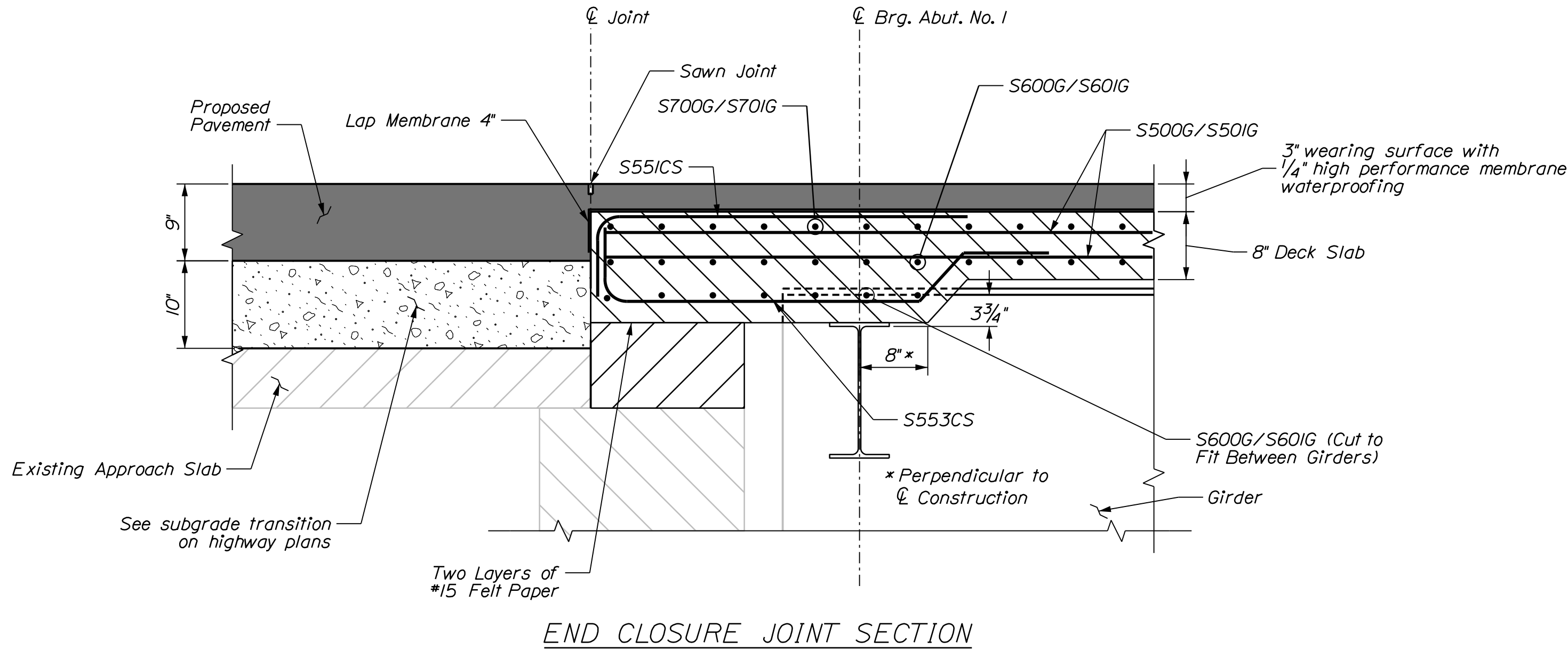


STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		PROJECT NO. 2360700		BRIDGE NO. 5989		WIN 23607.00		BRIDGE PLANS	
195 NB / NORTH MAIN STREET BRIDGE		BRIDGE NO. 5989		SOMERSET COUNTY		REINFORCING PLAN		SHEET NUMBER		89	
PITTSFIELD		SOMERSET COUNTY		REINFORCING PLAN		SHEET NUMBER		89		OF 104	
PROJ. MANAGER		D. EATON		BY		DATE		SIGNATURE		P.E. NUMBER	
DESIGN-DETAILED		T. AQUILAR		M. DORE		07-22		SIGNATURE		P.E. NUMBER	
CHECKED-REVIEWED		T. MCALLISTER		B. COLBURN		07-22		SIGNATURE		P.E. NUMBER	
DESIGN-DETAILED		N. EDMAN		S. LINDSLEY		07-22		SIGNATURE		P.E. NUMBER	
REVISIONS 1								DATE			
REVISIONS 2								DATE			
REVISIONS 3								DATE			
REVISIONS 4								DATE			
FIELD CHANGES								DATE			

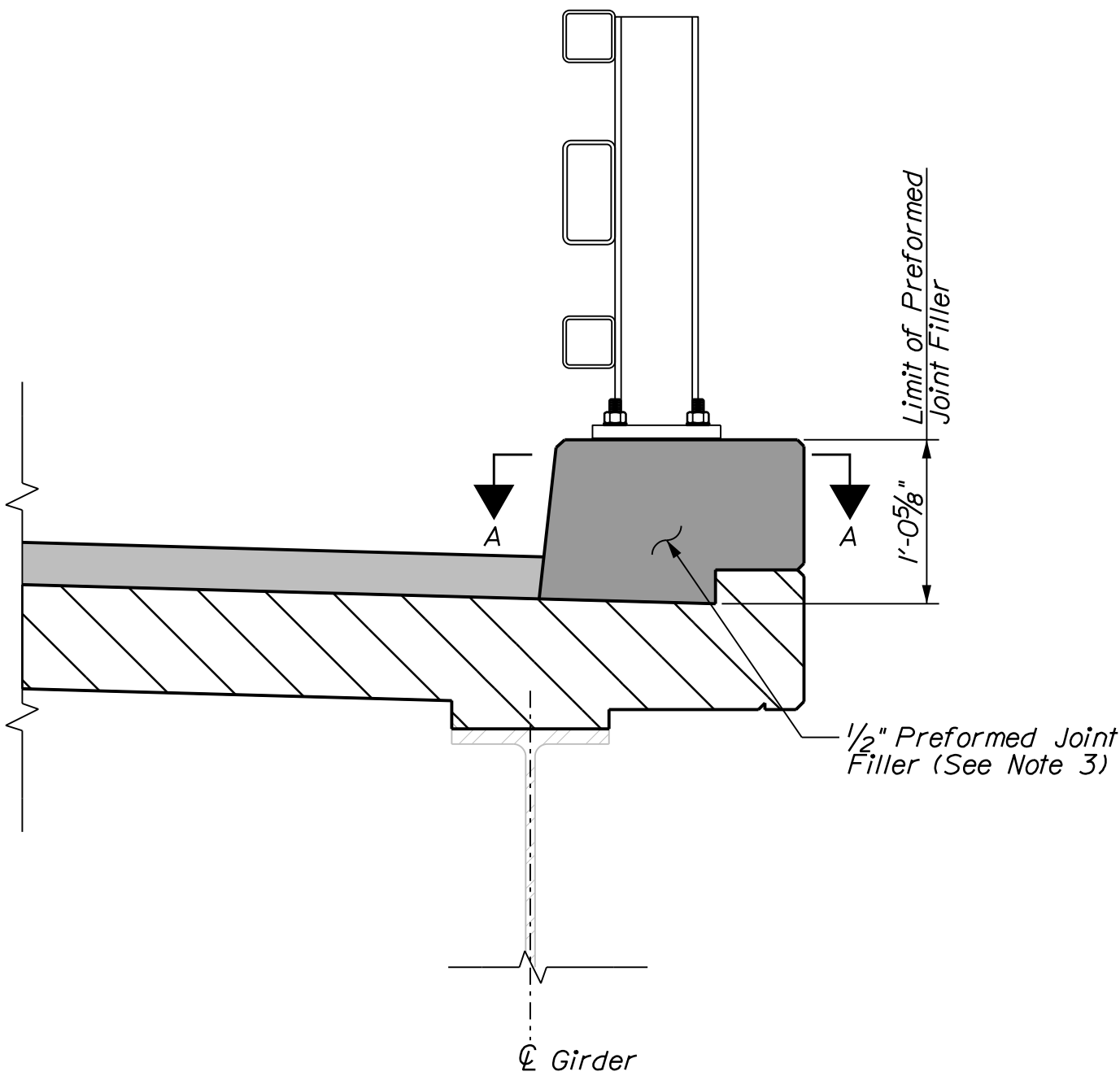
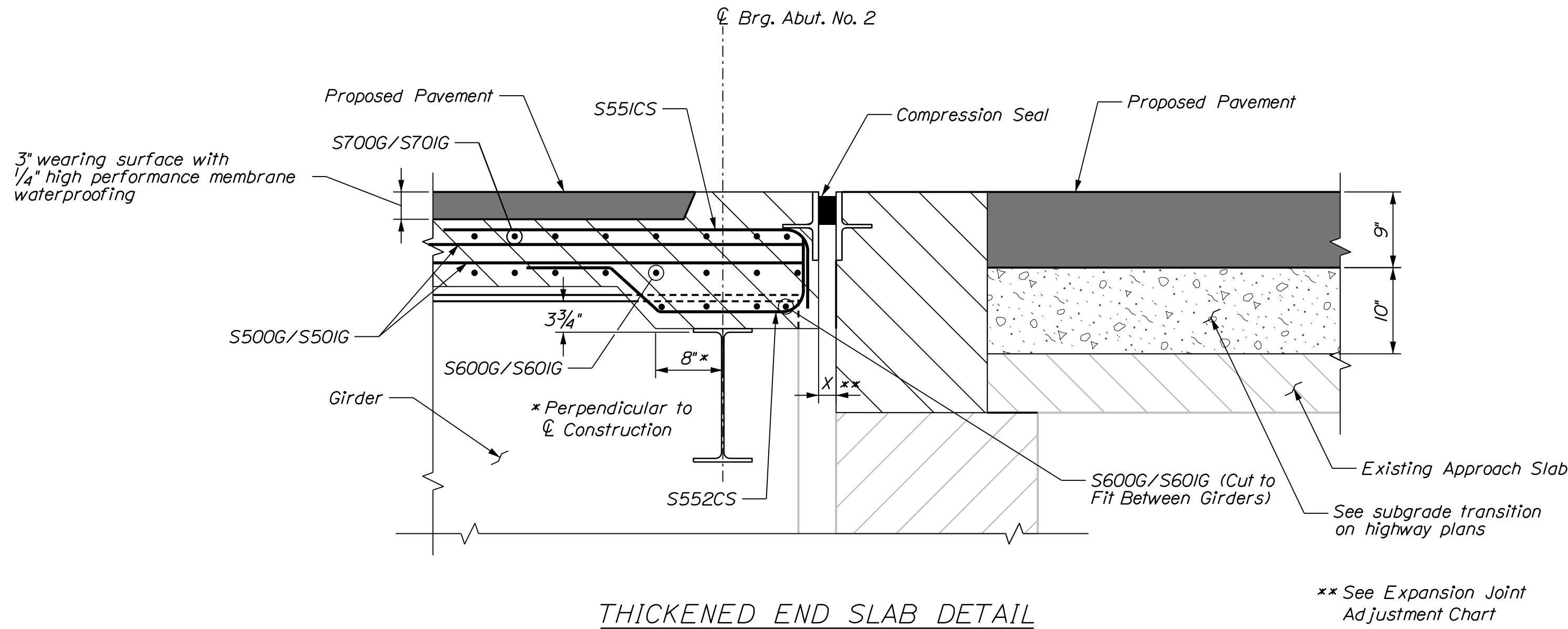
Date: 7/22/2022

Username: tagular

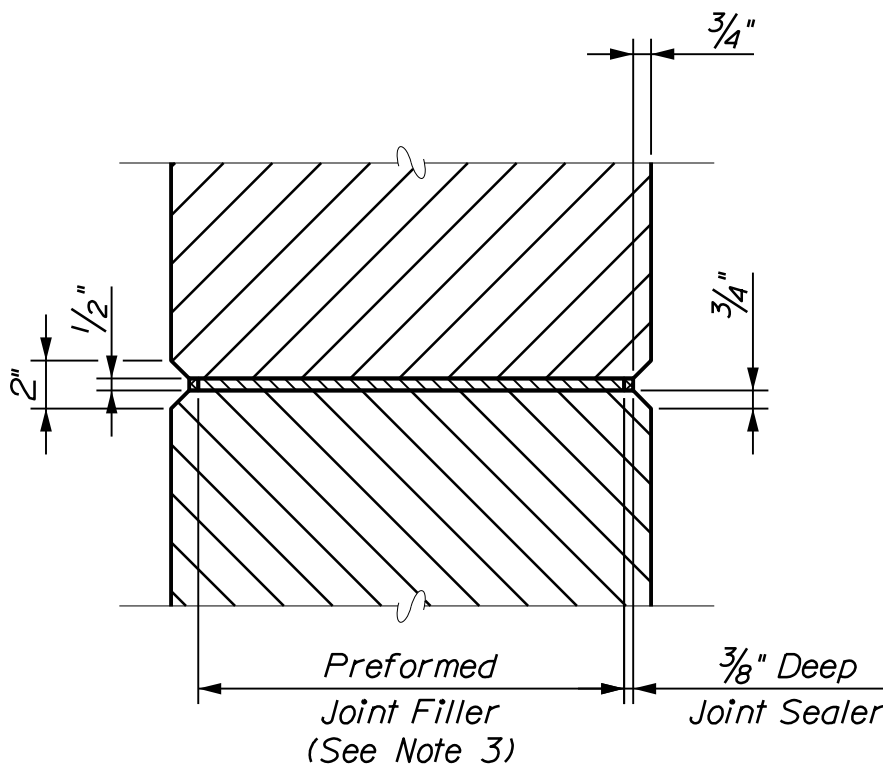
Filename: ... \098_Superstructure Details_Bridge 5989.dgn



EXPANSION JOINT ADJUSTMENT CHART



CURB JOINT DETAIL
At Abutment 1 Only.



SECTION A-A

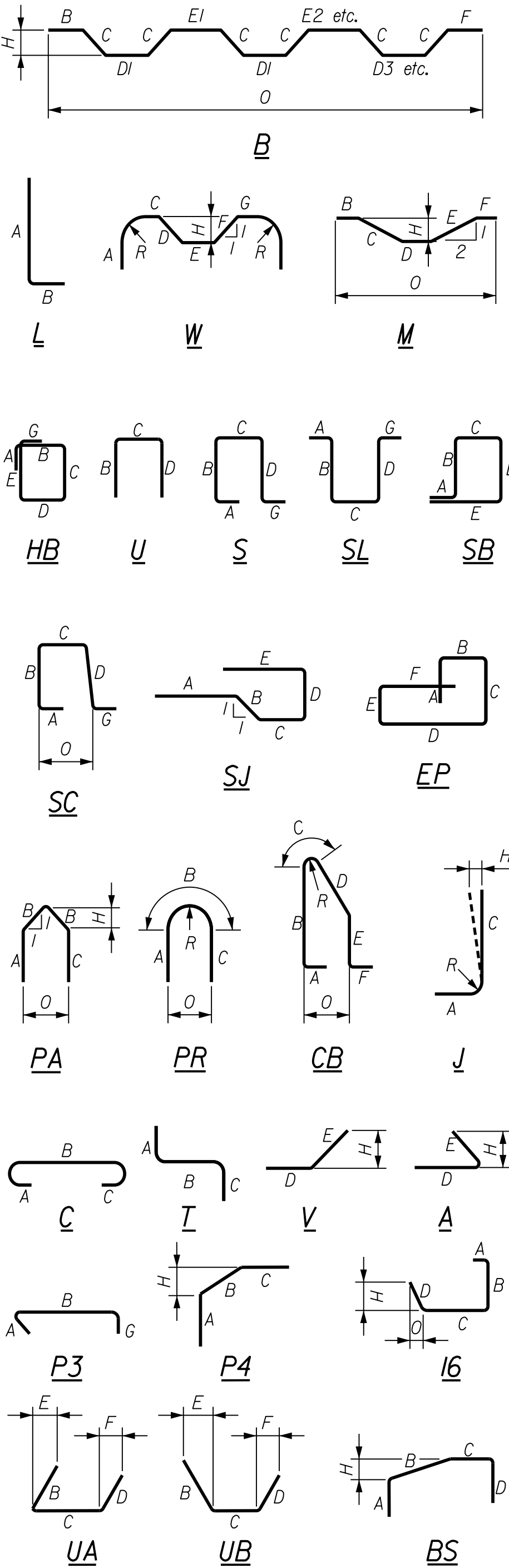
CURB JOINT NOTES

- Construction of joints, including joint filler, shall be incidental to the related structural concrete pay item.
- Preformed joint filler shall conform to ASTM designation D1752, Type 1 or ASTM D5249, Type 2. Preformed joint filler shall be a non staining, non bleeding type. Cork is not an acceptable joint filler material.
- Joint sealer shall conform with subsection 714.04 of the specifications and shall be incidental to the related pay items.

195 NB / NORTH MAIN STREET BRIDGE BRIDGE NO. 5989 PITTSFIELD					STATE OF MAINE DEPARTMENT OF TRANSPORTATION										
SOMERSET COUNTY					PROJECT NO. 2360700										
					WIN 23607.00										
					BRIDGE NO. 5989										
					BRIDGE PLANS										
SUPERSTRUCTURE DETAILS															
										PROJ. MANAGER		D. EATON		BY	DATE
										DESIGN-DETAILED		T. AGUILAR		M. DOREO	07-22
										CHECKED-REVIEWED		T. MCALLIFFE		B. COLBURN	07-22
										DESIGN2-DETAILED2		N. EDMAN		S. LINDSLEY	07-22
SHEET NUMBER					90										
										DESIGN3-DETAILED3					
										REVISIONS 1					
										REVISIONS 2					
										REVISIONS 3					
OF 104															
										REVISIONS 4					
										DATE					
										FIELD CHANGES					

STRAIGHT BARS								BENT BARS															
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
Deck (GFRP)				Deck (Low-Carbon Chromium)				Deck (Low-Carbon Chromium)															
S500G	296	60'-0"	Primary Longitudinal	S500CS	12	60'-0"	Curb	S550CS	378	5'-9"	SC	10"	1'-5"	1'-4"	1'-4"			10"			1'-5"		Curb Stirrup
S501G	148	22'-6"	Primary Longitudinal	S501CS	6	21'-10"	Curb	S551CS	78	6'-8"	L	6'-0"	8"										Deck Haunch
S502G	120	50'-8"	Top Longitudinal		Abutment 1 (Low-Carbon Chromium)				S552CS	39	3'-6"	SJ	10"	8"	1'-4"	8"	0"						Deck Haunch
									S553CS	39	5'-2"	SJ	10"	8"	3'-0"	8"	0"						Deck Haunch
S600G	286	24'-4"	Primary Transverse (Bot.)	A500CS	4	24'-2"	Backwall																
S601G	286	25'-2"	Primary Transverse (Bot.)	A501CS	4	24'-6"	Backwall	S650CS	550	11'-0"	C	8"	10'-0"	0"									Deck Overhang
				A502CS	5	8'-7"	Curb	S651CS	550	5'-6"	C	8"	4'-6"	0"									Deck Overhang
S700G	275	17'-0"	Primary Transverse (Top)	A503CS	5	8'-1"	Curb																
S701G	275	18'-3"	Primary Transverse (Top)		Abutment 2 (Low-Carbon Chromium)				Abutment 1 (Low-Carbon Chromium)														
									A550CS	40	2'-8"	L	1'-10"	10"									Wingwall Curb
				B500CS	8	22'-7"	Backwall	A551CS	98	3'-0"	L	1'-10"	1'-2"										Backwall
				B501CS	8	22'-3"	Backwall	A552CS	32	4'-10"	HB	4"	1'-5"	8"	1'-5"	8"		4"					Wingwall Curb
				B502CS	5	9'-7"	Curb	A553CS	4	4'-1"	C	7"	2'-4"	0"									Backwall
				B503CS	5	8'-7"	Curb	A554CS	16	6'-8"	U		2'-0"	2'-8"	2'-0"								Pedestals
								A555CS	26	5'-6"	U		2'-0"	1'-6"	2'-0"								Pedestals
								A556CS	2	6'-10"	U		2'-0"	2'-10"	2'-0"								Pedestals
								A557CS	2	7'-0"	U		2'-0"	3'-0"	2'-0"								Pedestals
								A558CS	2	7'-2"	U		2'-0"	3'-2"	2'-0"								Pedestals
								A559CS	2	7'-4"	U		2'-0"	3'-4"	2'-0"								Pedestals
								Abutment 2 (Low-Carbon Chromium)															
								B550CS	44	2'-8"	L	1'-10"	10"										Wingwall Curb
								B551CS	92	4'-11"	L	3'-9"	1'-2"										Backwall
								B552CS	34	4'-10"	HB	4"	1'-5"	8"	1'-5"	8"		4"					Wingwall Curb
								B553CS	16	6'-4"	U		1'-10"	2'-8"	1'-10"								Pedestals
								B554CS	26	5'-2"	U		1'-10"	1'-6"	1'-10"								Pedestals
								B555CS	2	6'-6"	U		1'-10"	2'-10"	1'-10"								Pedestals
								B556CS	2	6'-8"	U		1'-10"	3'-0"	1'-10"								Pedestals
								B557CS	2	6'-10"	U		1'-10"	3'-2"	1'-10"								Pedestals
								B558CS	2	7'-0"	U		1'-10"	3'-4"	1'-10"								Pedestals
								Pier 1 (Low-Carbon Chromium)															
								1P550CS	24	5'-2"	U		1'-3"	2'-8"	1'-3"								Pedestals
								1P551CS	30	3'-10"	U		1'-3"	1'-4"	1'-3"								Pedestals
								Pier 2 (Low-Carbon Chromium)															
								2P550CS	24	5'-2"	U		1'-3"	2'-8"	1'-3"								Pedestals
								2P551CS	30	3'-10"	U		1'-3"	1'-4"	1'-3"								Pedestals

TYPE - BENDING DIAGRAMS



All dimensions are out-to-out of bar.

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

Reinforcing Bar:
ASTMA615 / A615M, Grade 60 (U.N.O.)
ASTM A1035-CS, Grade 100 (Bar Marks ending in 'CS')
GFRP, ASTM D7957 (Bar Marks ending in 'G')

GENERAL NOTES

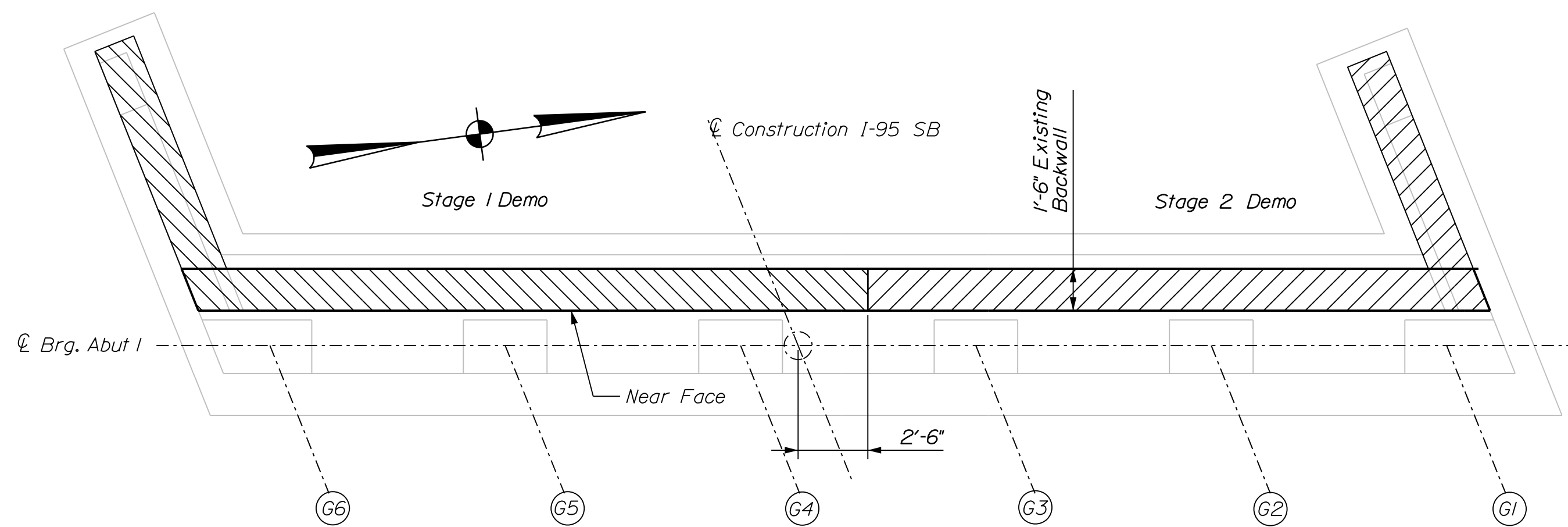
- The first two digits following the letter(s) of the mark indicate the size of the bar:

Mark 'A502' = bar size #5
Mark 'P805' = bar size #8
Mark 'S650' = bar size #6
- Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as schedule on the plans.

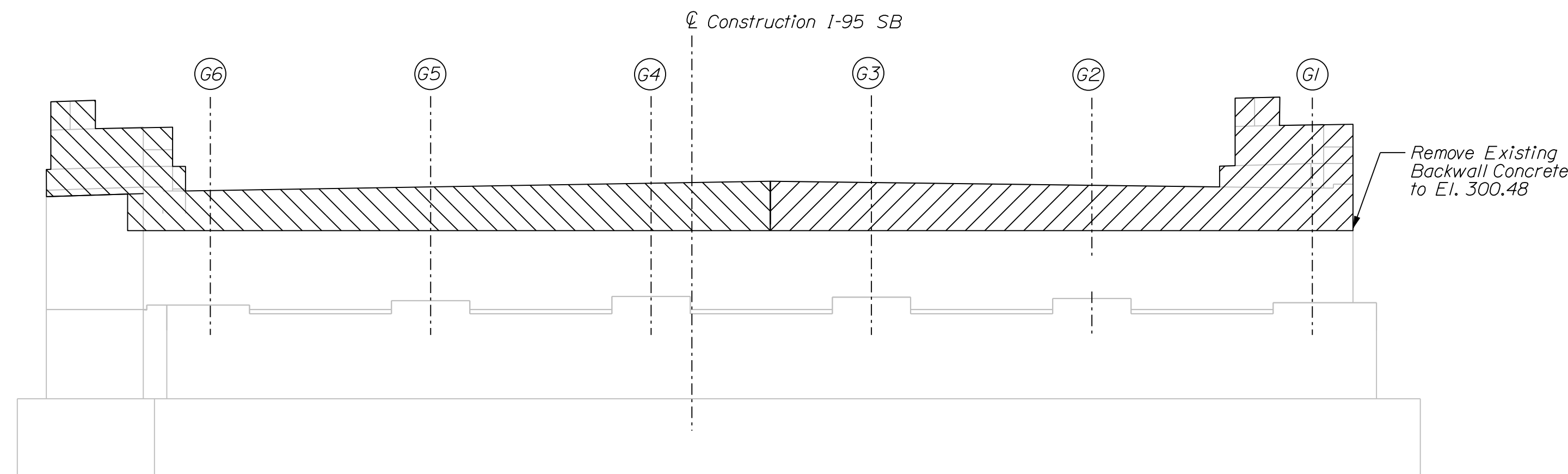
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2360700
WIN 23607.00
BRIDGE NO. 5989
BRIDGE PLANS

195 NB / NORTH MAIN STREET BRIDGE
BRIDGE NO. 5989
PITTSFIELD
SOMERSET COUNTY
REINFORCING SCHEDULE

SHEET NUMBER
91
OF 104



ABUTMENT / DEMOLITION PLAN



ABUTMENT / DEMOLITION ELEVATION

ABUTMENT AND WINGWALL MODIFICATION NOTES

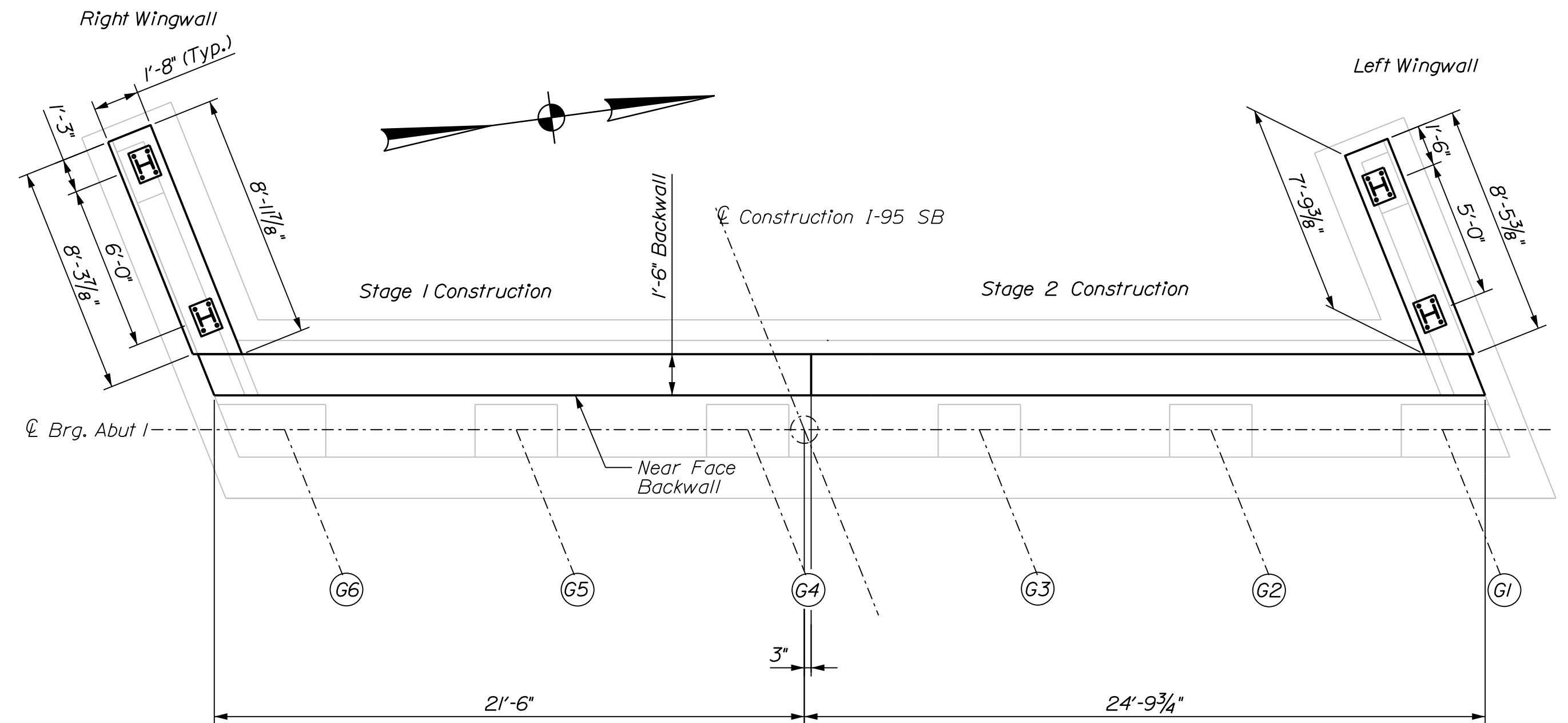
1. *The Contractor shall use care not to damage any existing reinforcing steel which is to remain. Any damaged reinforcing steel shall be replaced as directed by the Resident at no expense to the Department.*
2. *The Contractor shall locate by non-destructive methods, reinforcing steel in existing concrete before drilling and grouting new reinforcing steel to avoid conflicts. All costs associated with this work shall be incidental to related contract items.*
3. *Reinforcing steel shall have 2 inches cover unless otherwise noted.*
4. *Existing abutment and wingwall concrete to be removed as shown on the plans shall be sawcut 1 inch deep prior to removal of existing concrete. All costs associated with this work shall be incidental to related contract items.*
5. *Where drilling and anchoring of reinforcement is required, the Contractor shall use a material listed on the Maine Department of Transportation Qualified Products List of Concrete Adhesive Anchor Systems. The depth of embedment shall be sufficient to develop 125% of the yield strength of the bar per the manufacturer's recommendations or 12 inches, whichever is greater. Proposed anchoring material and embedment depth shall be submitted for approval. Payment for drilling and anchoring will be incidental to related Contract items.*
6. *Dimensions and layout shown are based on available as-built drawings. Contractor shall field verify all dimensions prior to any related work.*
7. *All surfaces to be rehabilitated shall be clean of all debris and foreign material and shall be roughened to the 1/2" amplitude prior to placement of the new concrete. Payment shall be incidental to related concrete items.*
8. *Projecting reinforcing that can be maintained may be left in place at Contractor's discretion.*

ABUTMENT NOTES

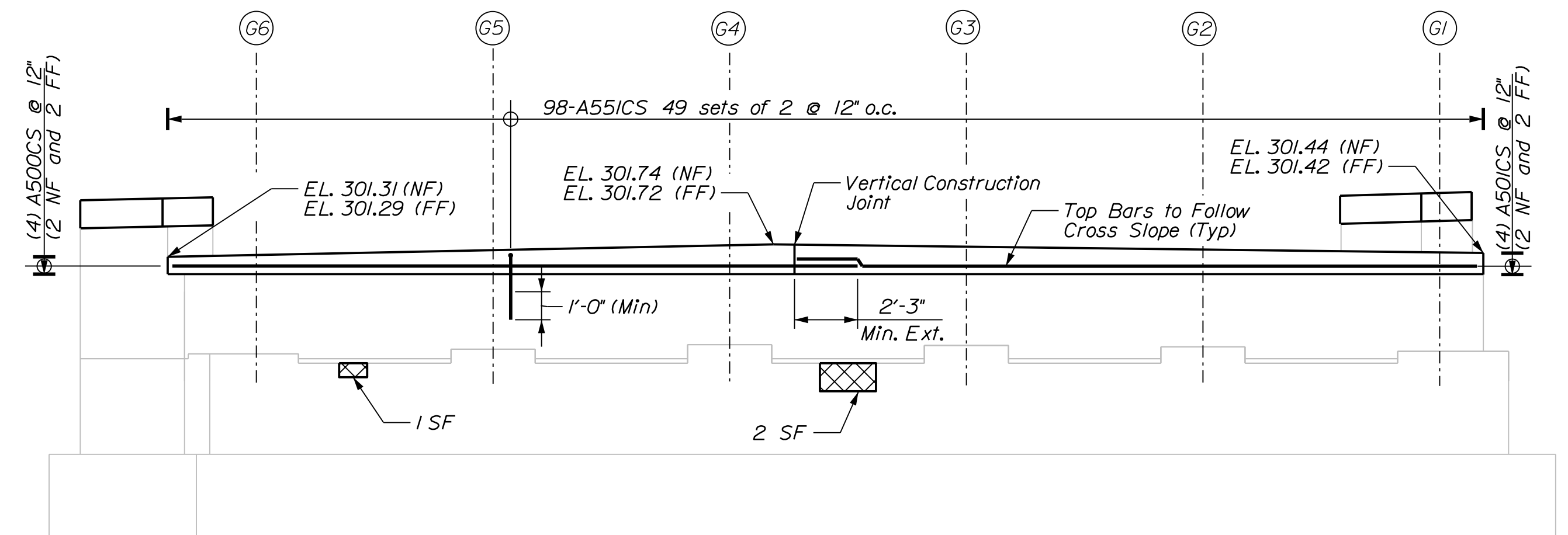
1. Reinforcing steel shall have a minimum concrete cover of 2 inches or match existing.
2. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
3. Anchor rods shall be drilled and grouted into bearing pedestals. Grout shall be from MaineDOT approved grout from Qualified Products List.

CONCRETE REPAIR NOTES

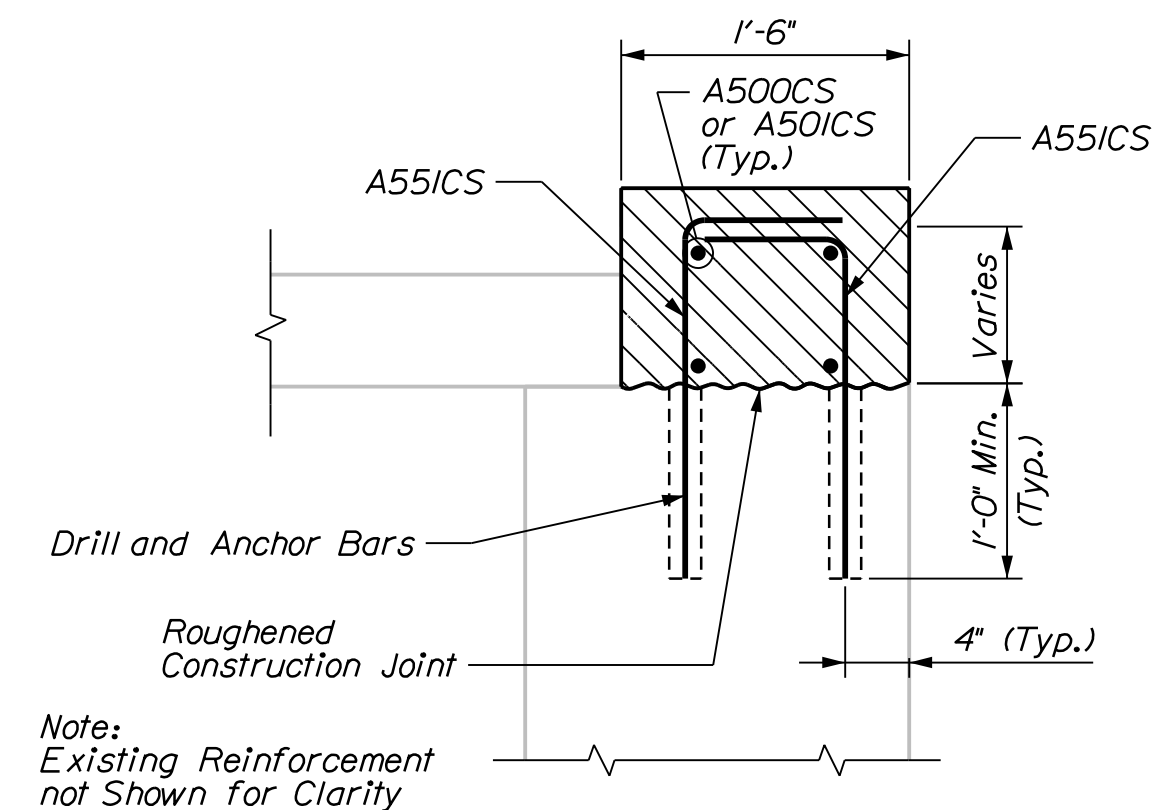
1. *The quantity of concrete repairs on these drawings are based on visual inspection. If differences are experienced, the Resident shall be notified and quantities shall be adjusted accordingly. For approximate locations of repair, see Sheets 92-95. Actual repair areas will be determined and agreed on by the Contractor and the Resident during construction.*
2. *No repairs are anticipated for substructure units not shown. The Contractor and the Resident shall verify that no work is required.*
3. *The Department must approve changes in quantity beyond what is shown or assumed.*
4. *All broken or corroded reinforcing bars shall be supplemented in accordance with Standard Specification Section 518.04. Supplemental reinforcing shall maintain a clear cover of 2" minimum. Payment for supplemental bars shall be included in items 503.12 and 503.13.*



ABUTMENT 1 CONSTRUCTION PLAN



ABUTMENT 1 CONSTRUCTION ELEVATION

 Concrete Repair Area

ABUTMENT 1 CONSTRUCTION SECTION

OFFICE OF REVENUE DEPARTMENT OF TRANSPORTATION PROJECT NO. 2360900	WIN 23609.00 BRIDGE NO. 1445 BRIDGE PLANS
---	--

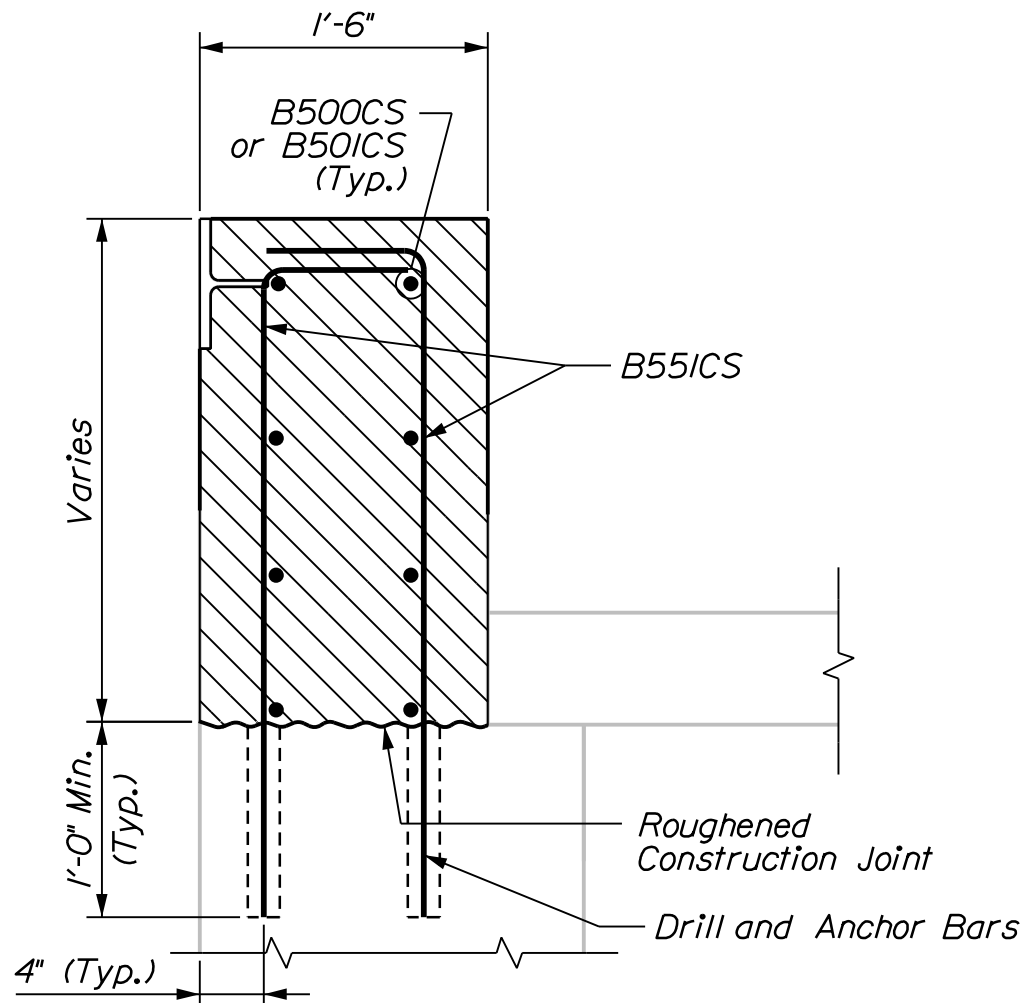
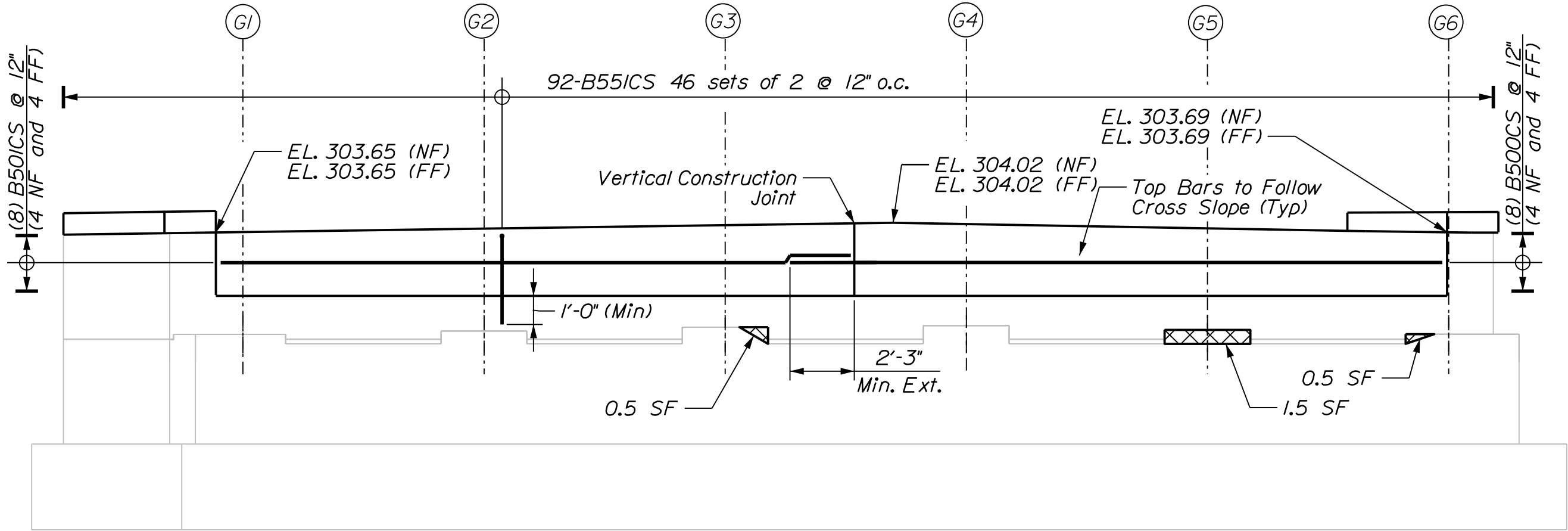
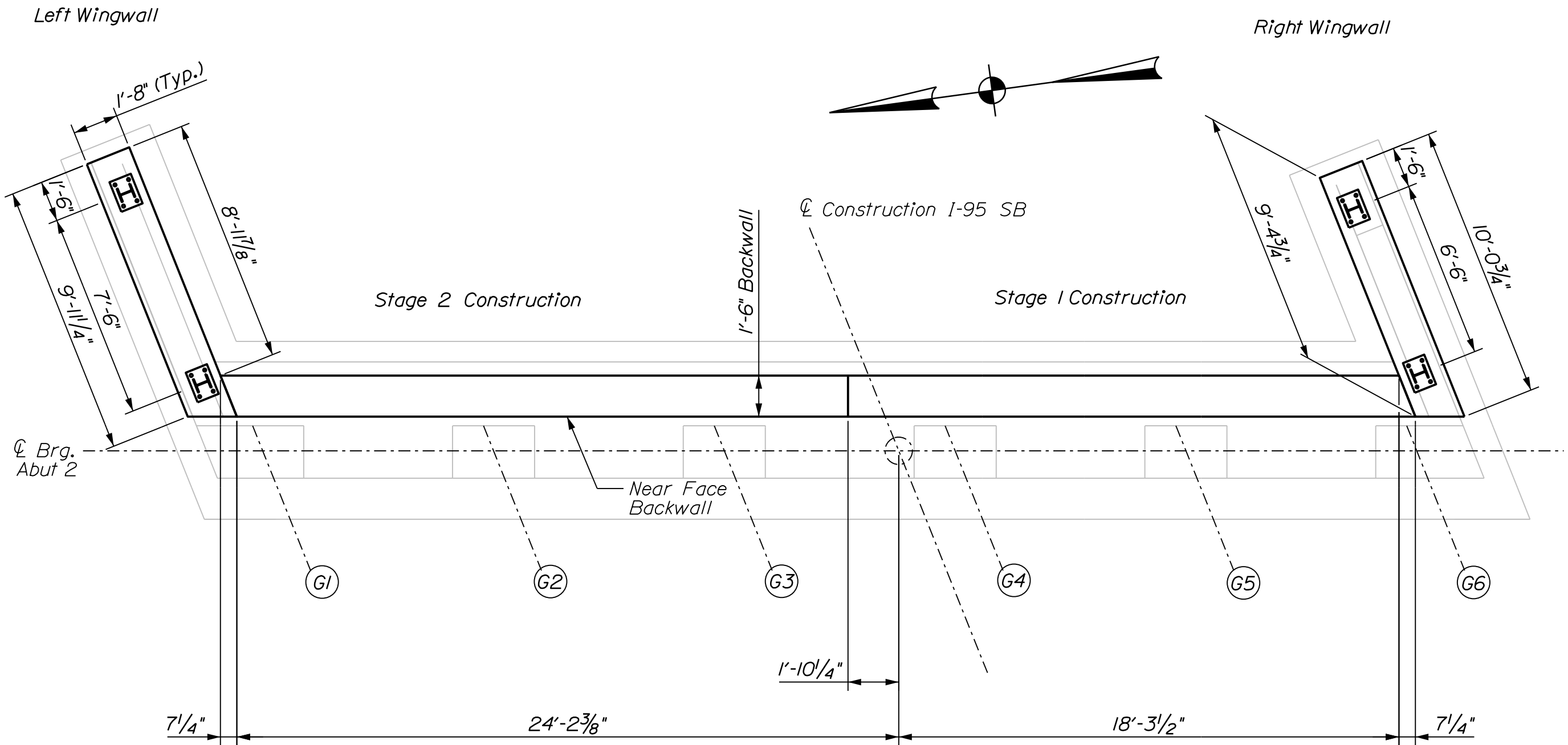
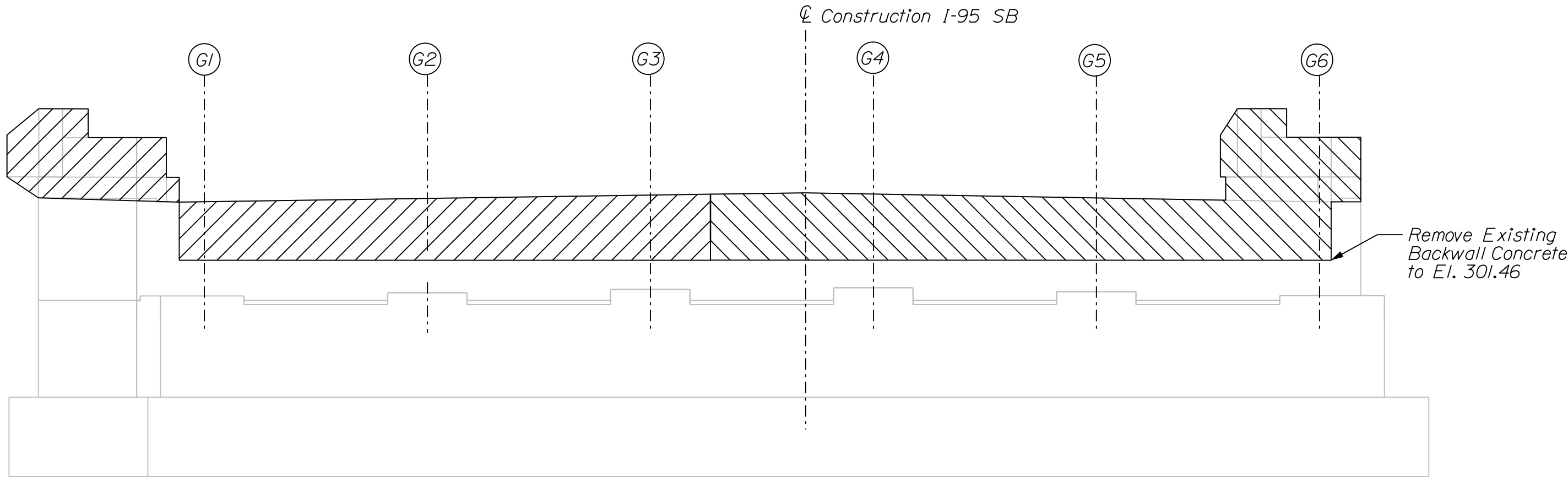
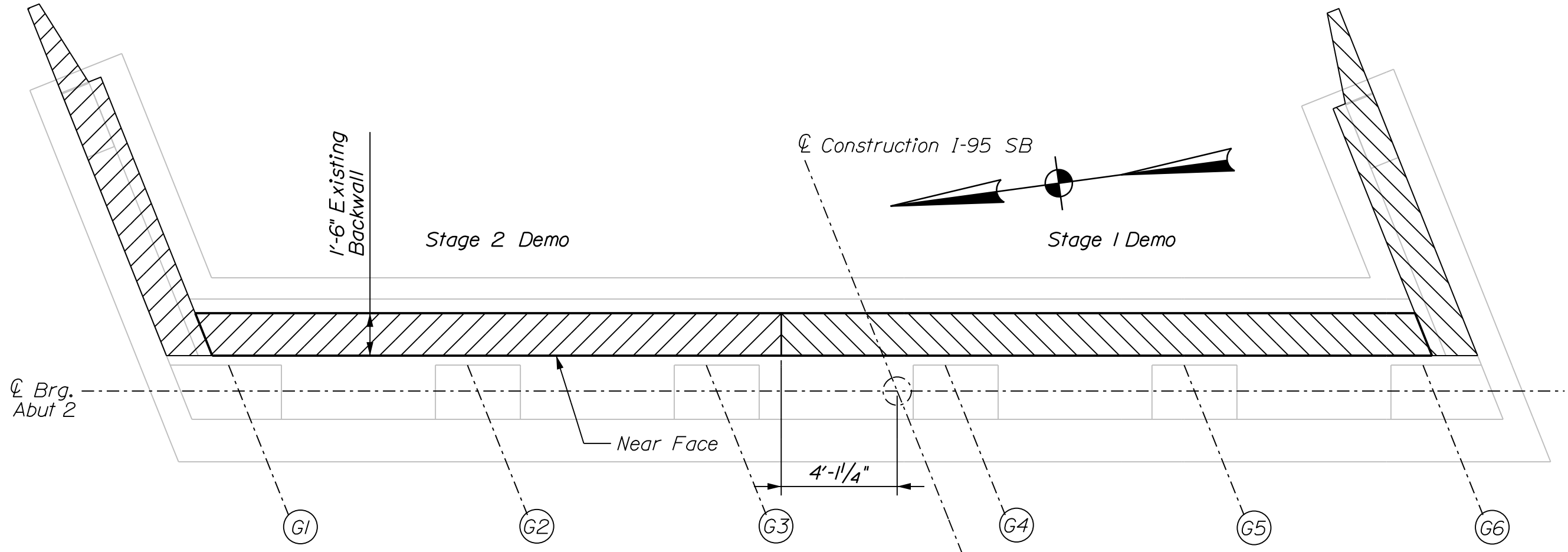
DESIGN-DETAILED	T. AGUILAR	M. DORELO	07-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COUBURN	07-22
DESIGN2-DETAILED2	N. EDMAN	S. LINDSEY	07-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
		SIGNATURE	
		P.E. NUMBER	
		DATE	

193 SB / NORTH MAIN STREET BRIDGE
BRIDGE NO. 1445
PITTSFIELD SOMERSET COUNTY
ABUTMENT MODIFICATIONS

Date: 7/22/2022

Username: tagular

Filename: ... \100_Abument Modifications_Bridge 1445.dgn



Note: Existing Reinforcement not Shown For Clarity

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
PROJECT NO. 2360900	
WIN 23609.00	
BRIDGE NO. 1445	
BRIDGE PLANS	

PROJ. MANAGER	D. EATON	BY	DATE	SIGNATURE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22	P.E. NUMBER
DESIGN-REVIEWED	T. MCALLISTER	B. COLBURN	07-22	DATE
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22	FIELD CHANGES
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				

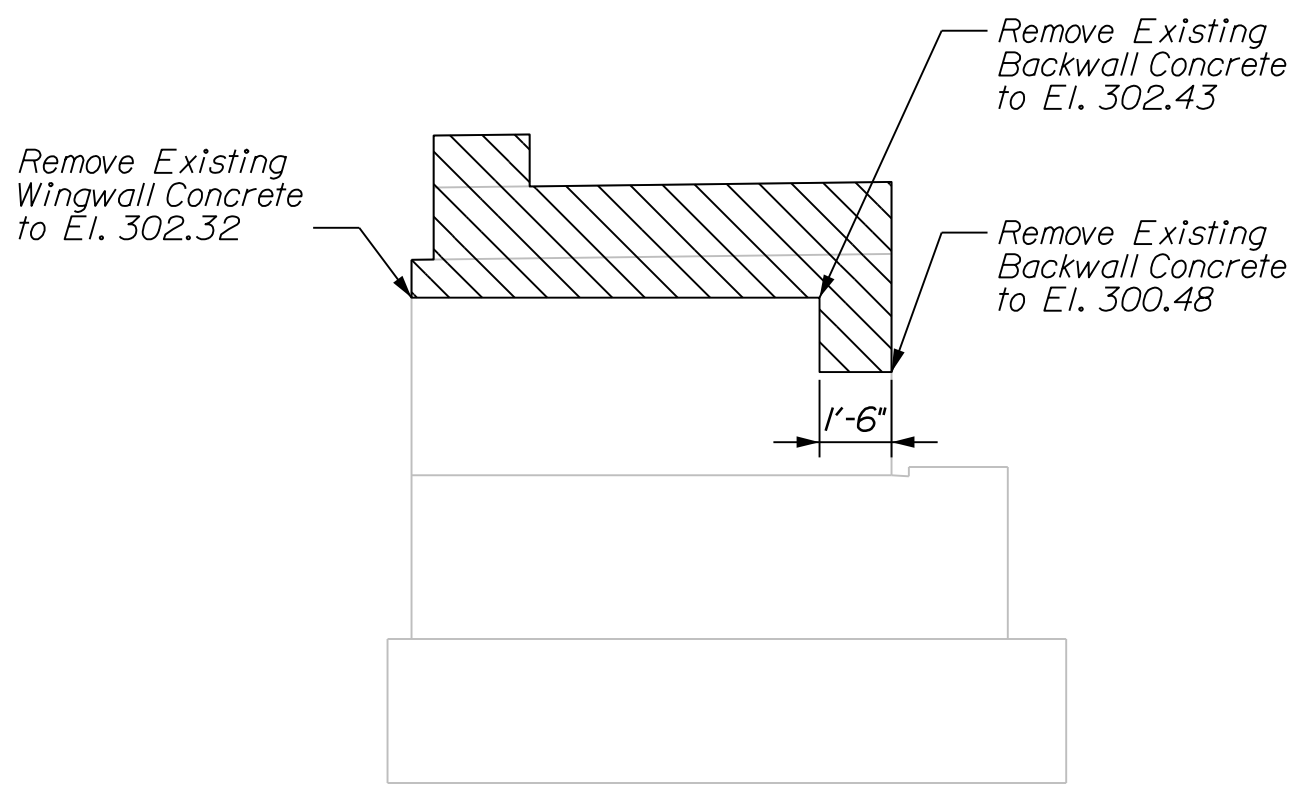
195 SB / NORTH MAIN STREET BRIDGE	
BRIDGE NO. 1445	
PITTSFIELD SOMERSET COUNTY	
ABUTMENT MODIFICATIONS	

SHEET NUMBER	
93	
OF 104	

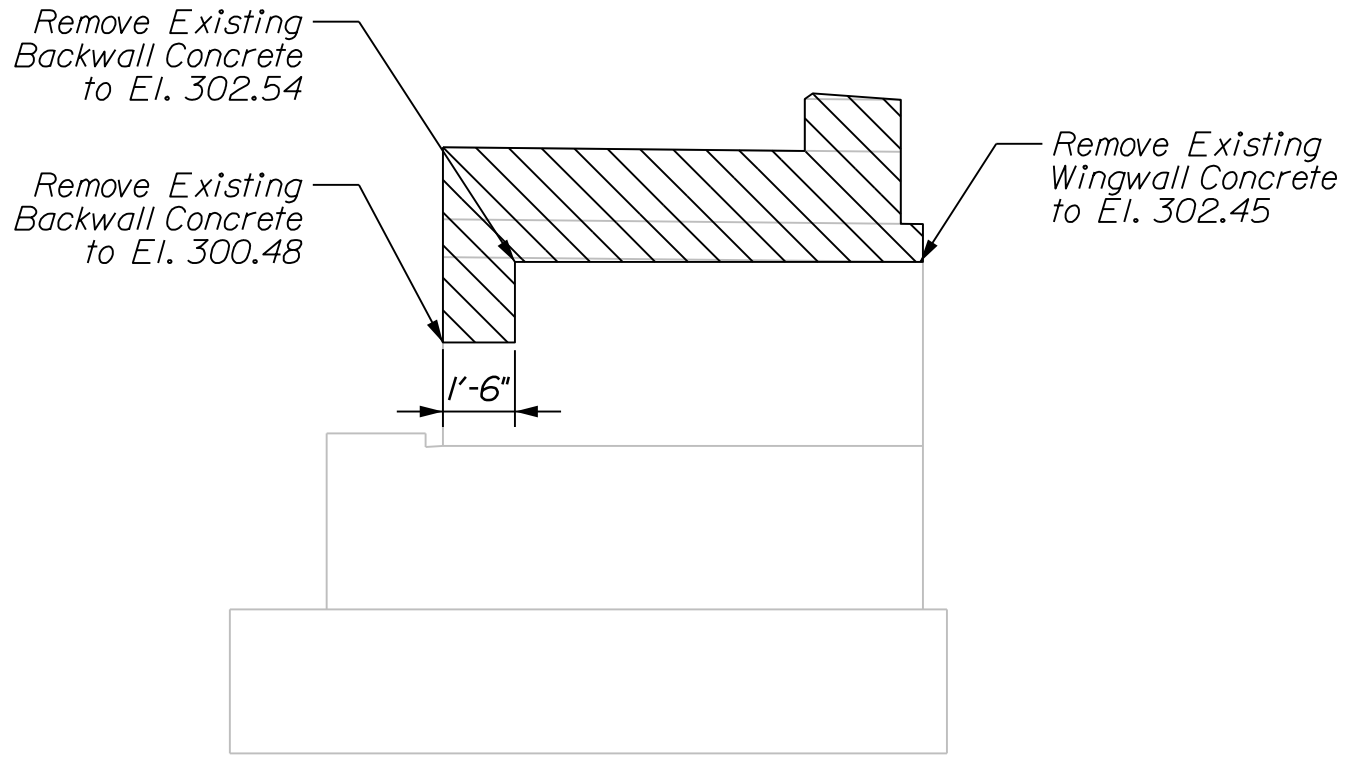
Date: 7/22/2022

Username: tagular

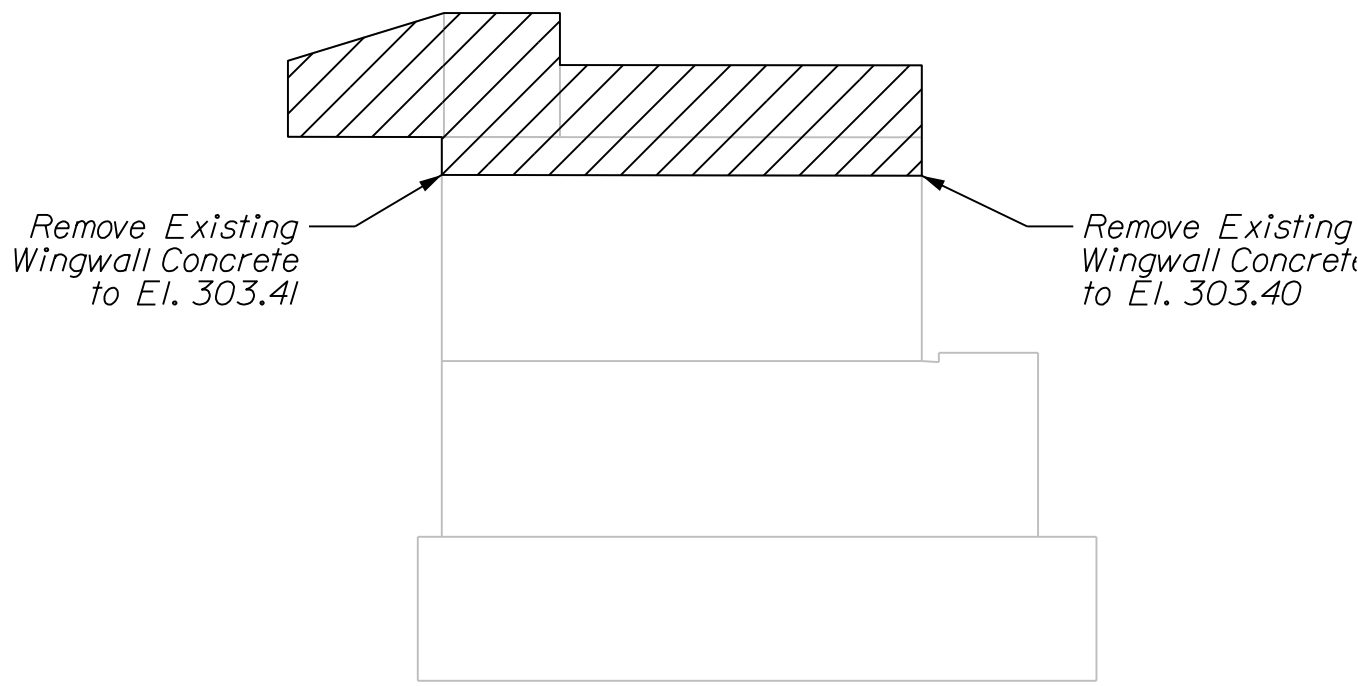
Filename: ... \101_Wingwall Modifications_Bridge 1445.Brgnson:



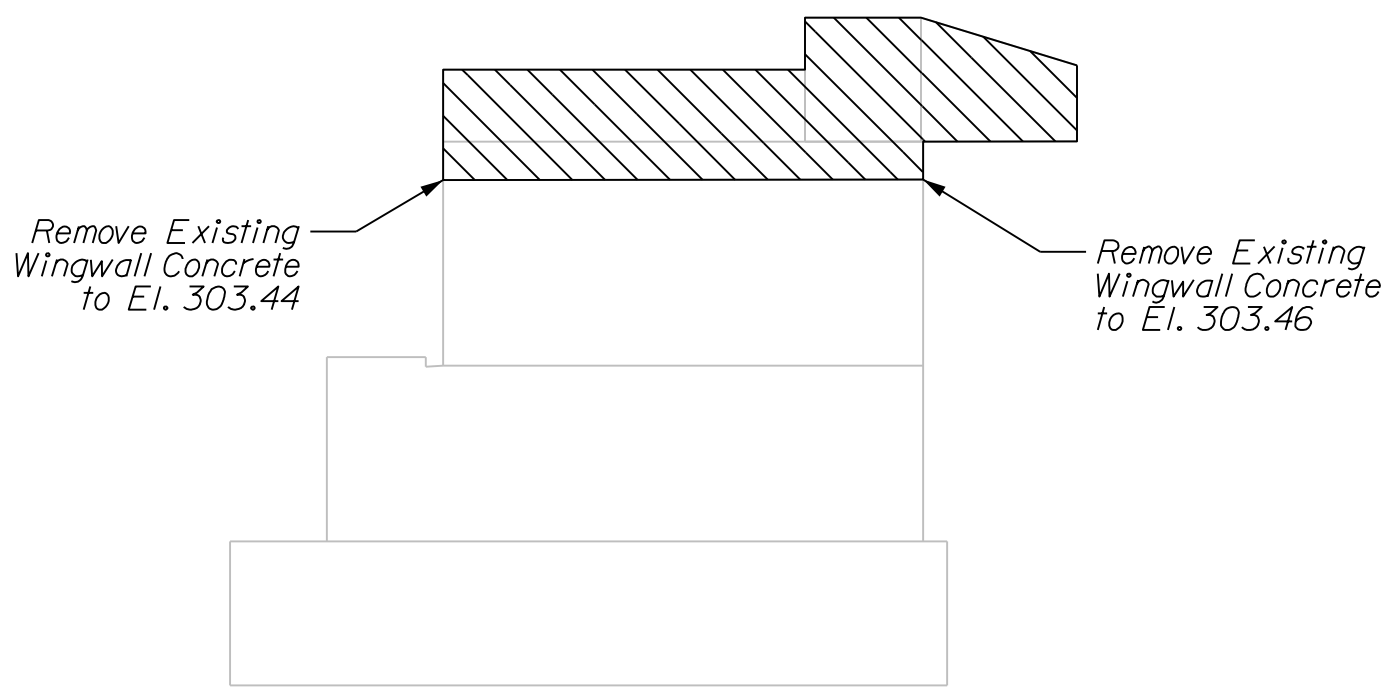
ABUTMENT 1 RIGHT WINGWALL
DEMOLITION ELEVATION



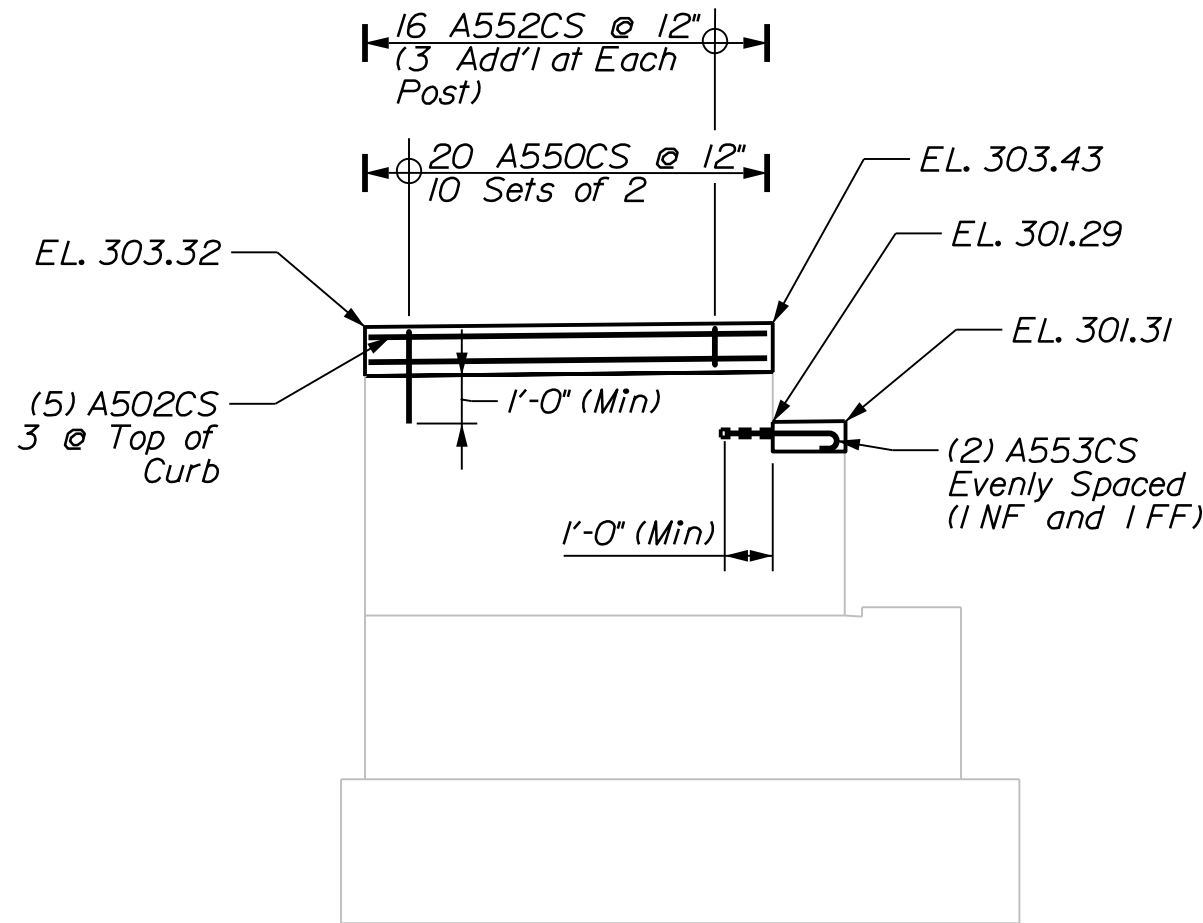
ABUTMENT 1 LEFT WINGWALL
DEMOLITION ELEVATION



ABUTMENT 2 LEFT WINGWALL
DEMOLITION ELEVATION

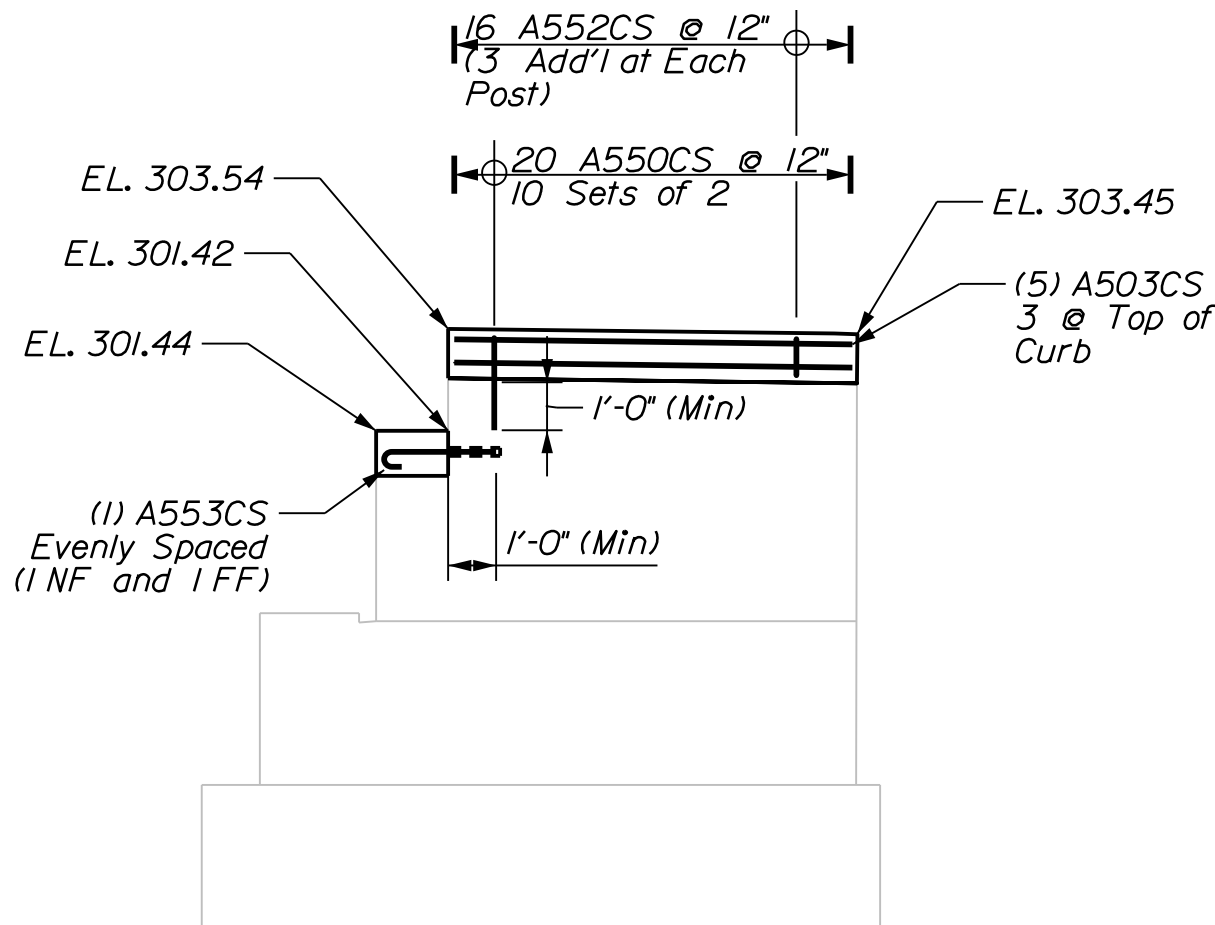


ABUTMENT 2 RIGHT WINGWALL
DEMOLITION ELEVATION

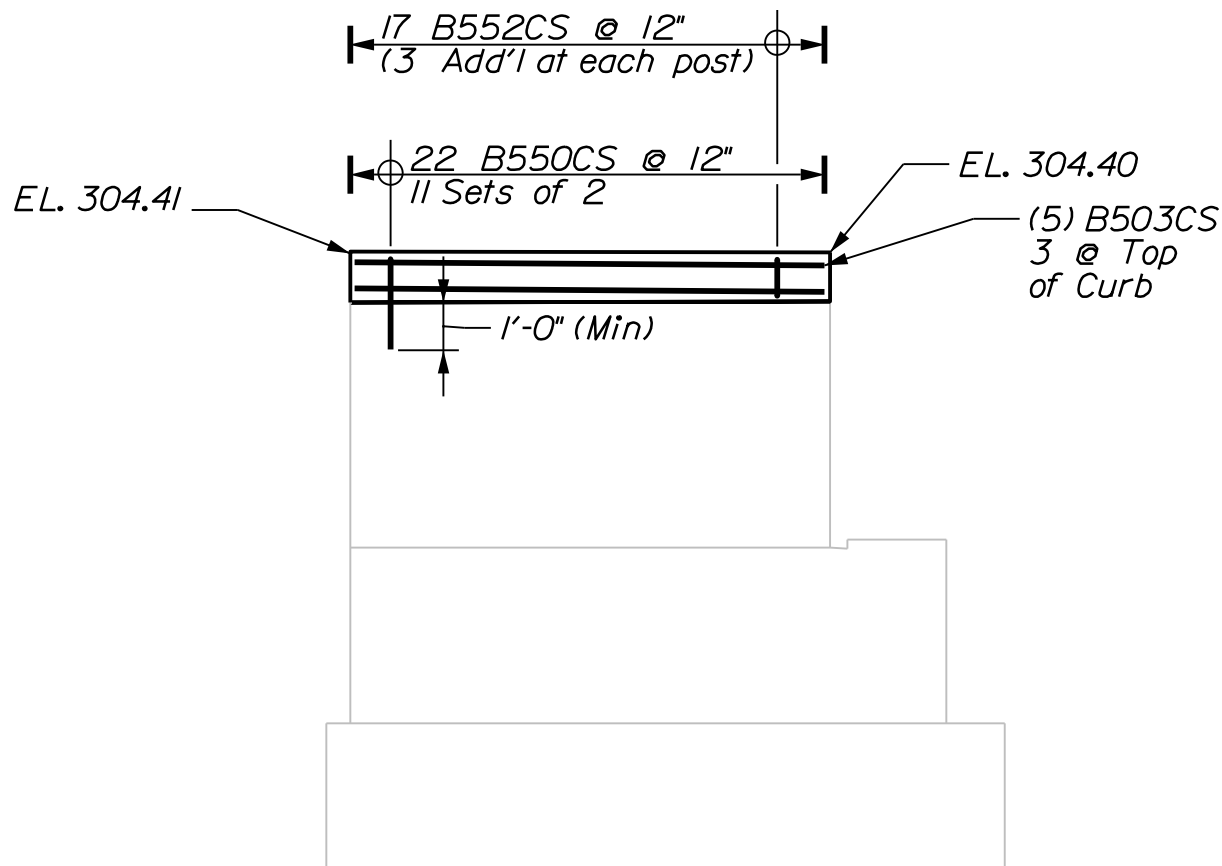


ABUTMENT 1 RIGHT WINGWALL
CONSTRUCTION ELEVATION

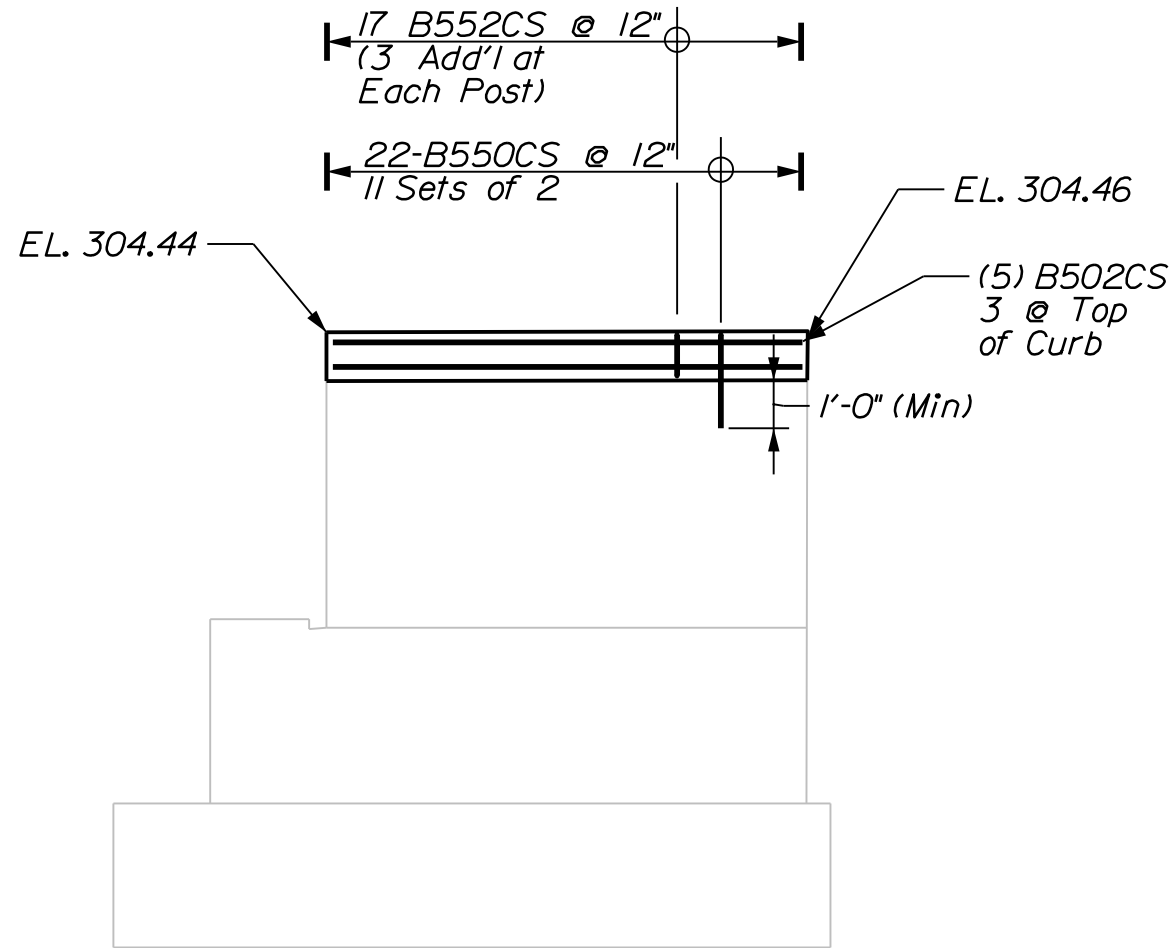
Note: Deck End and Bridge Curb not Shown for Clarity



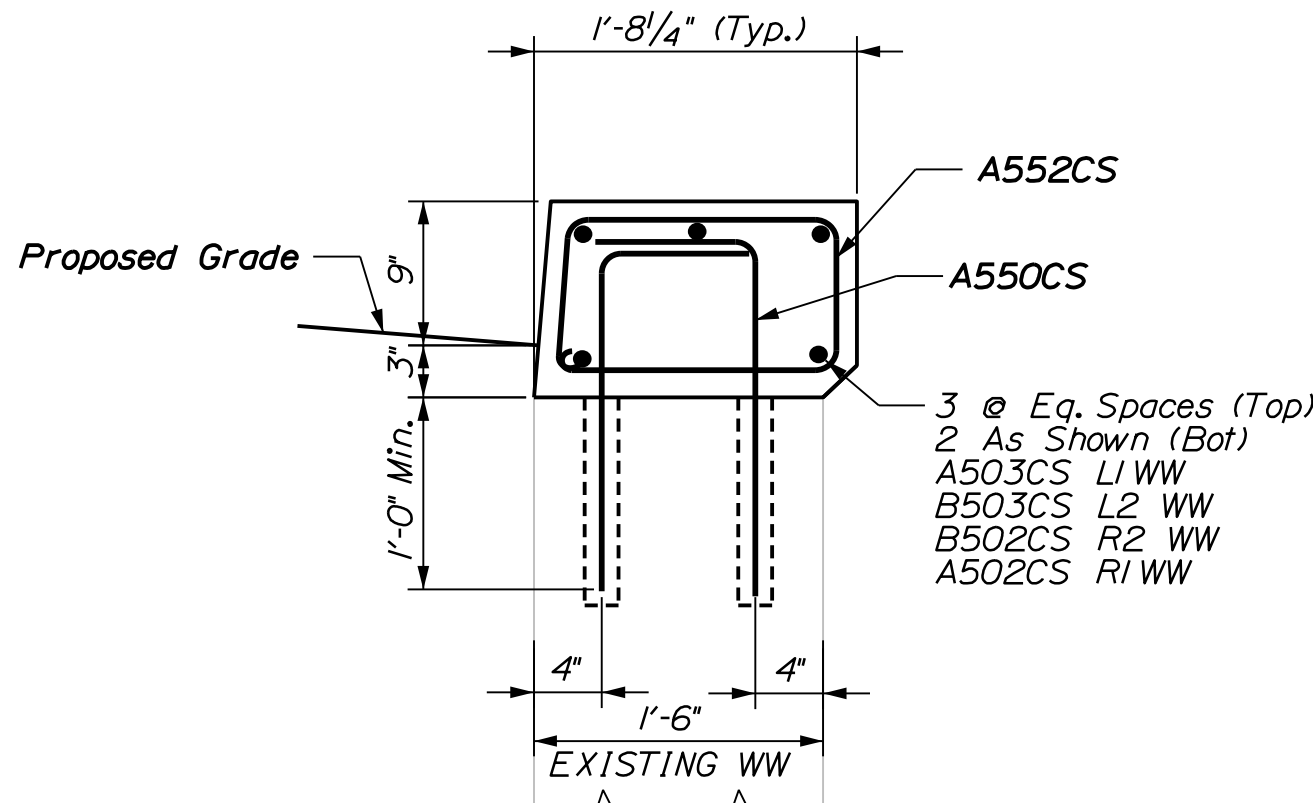
ABUTMENT 1 LEFT WINGWALL
CONSTRUCTION ELEVATION



ABUTMENT 2 LEFT WINGWALL
CONSTRUCTION ELEVATION

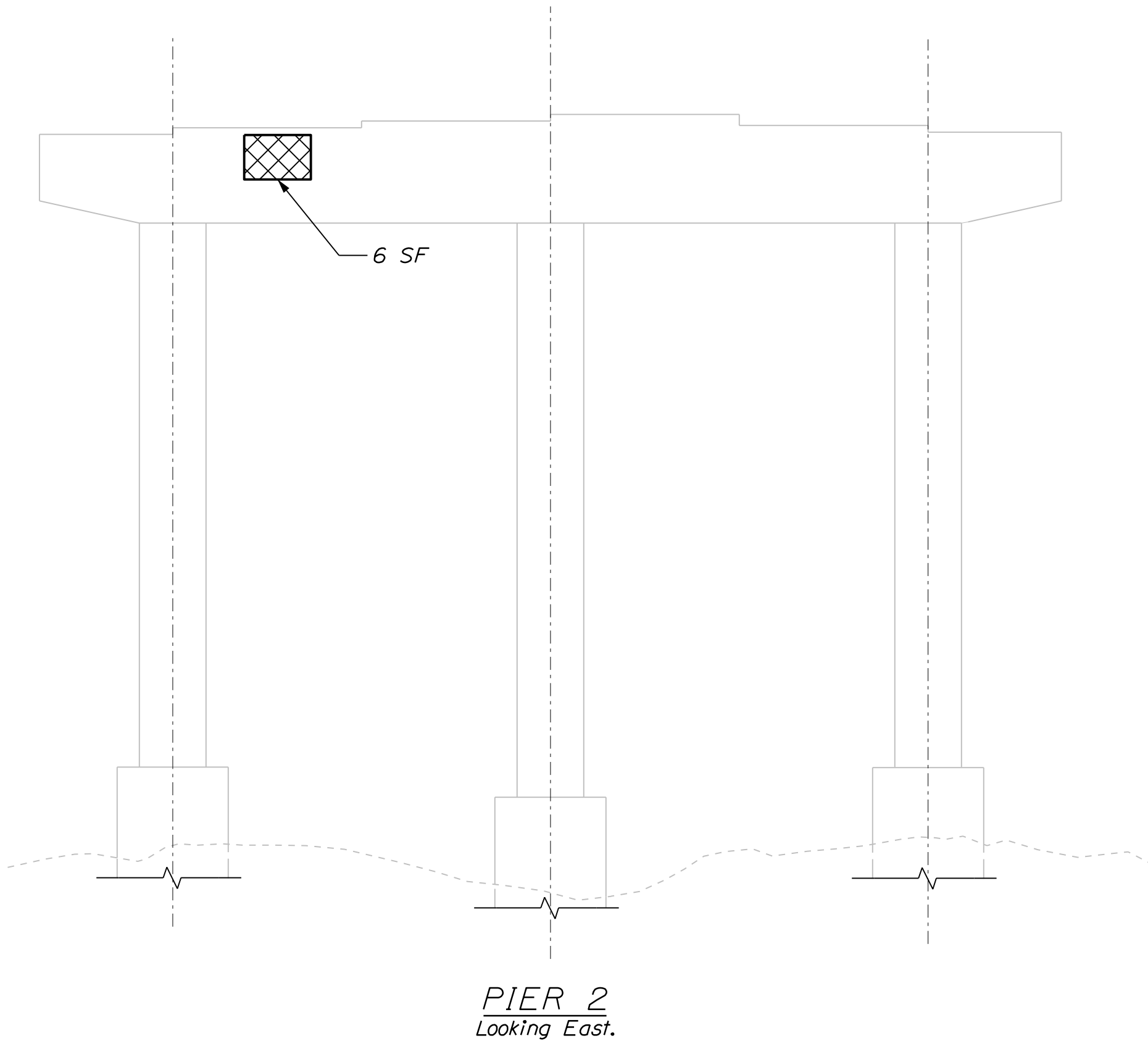
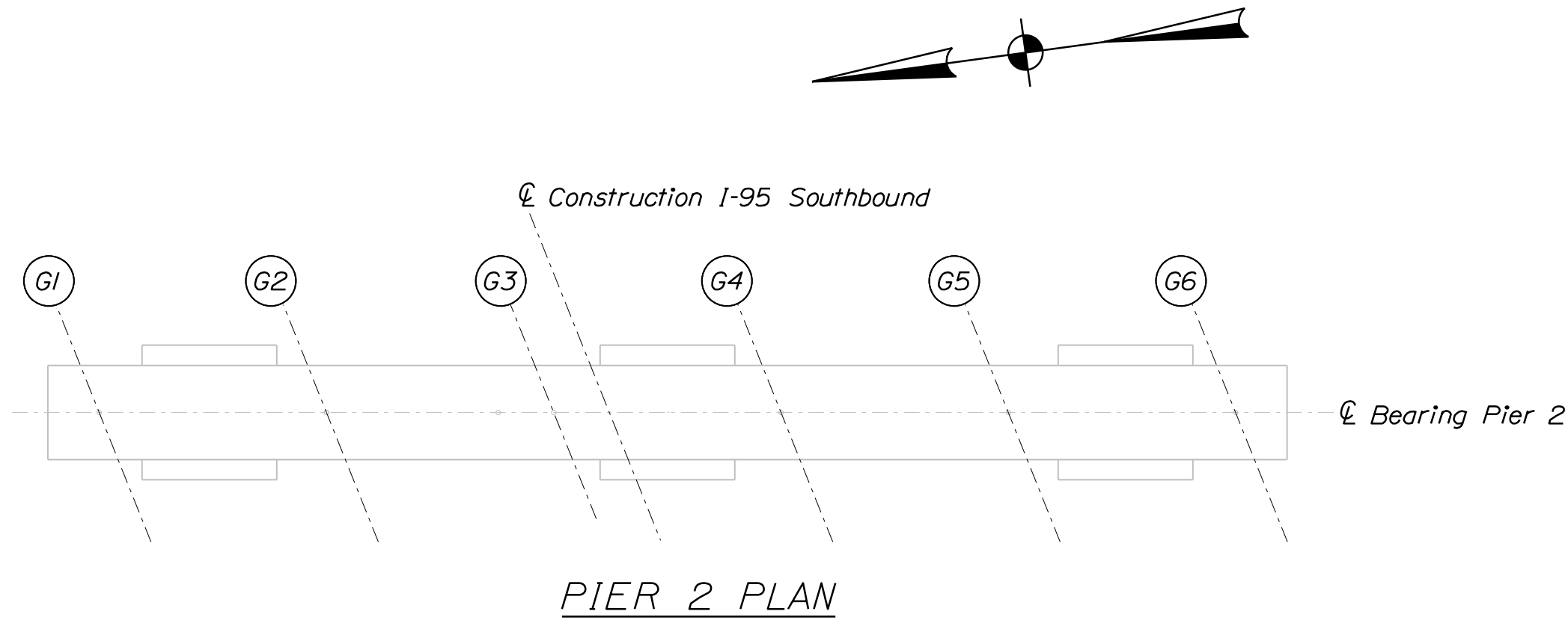
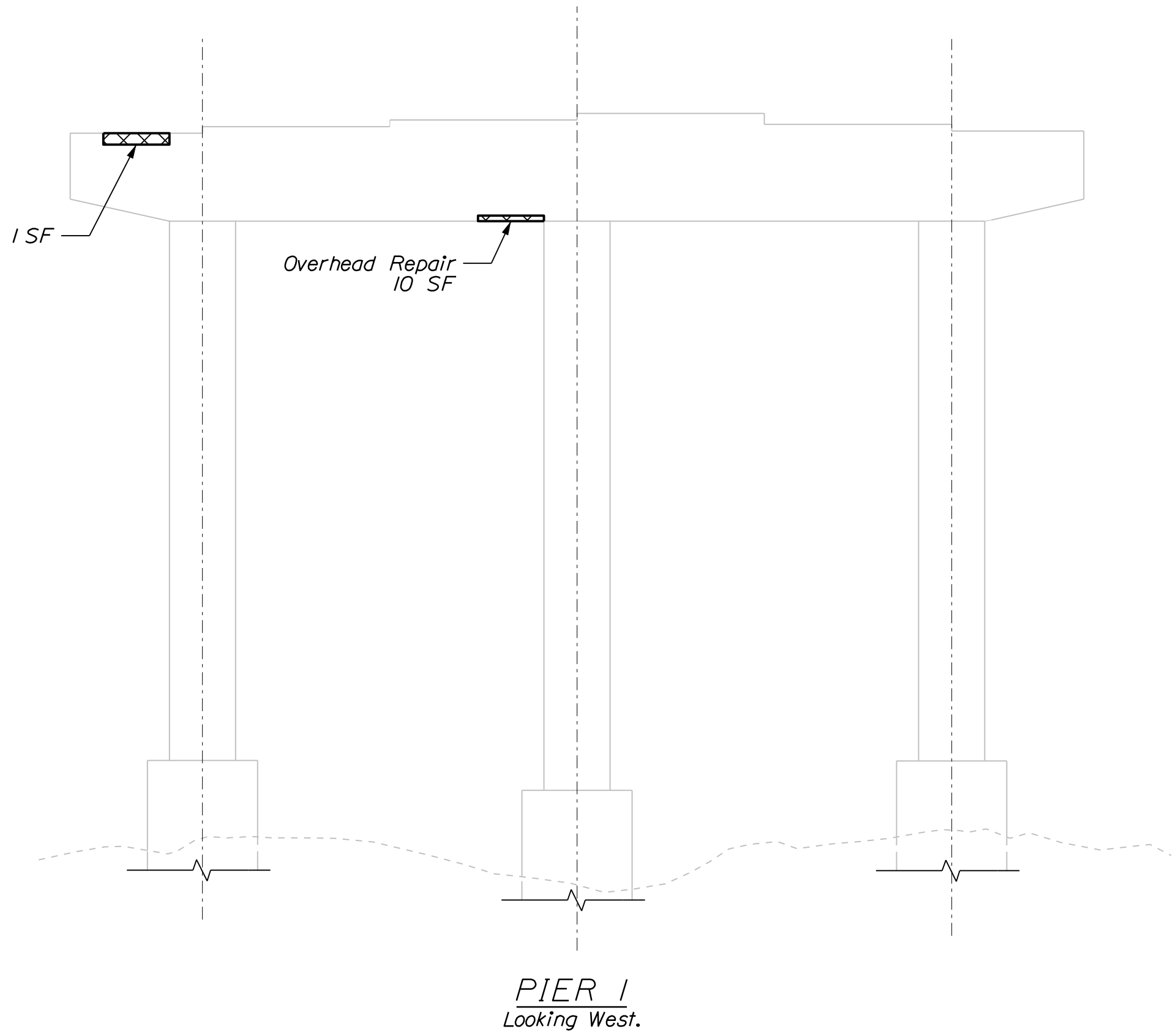
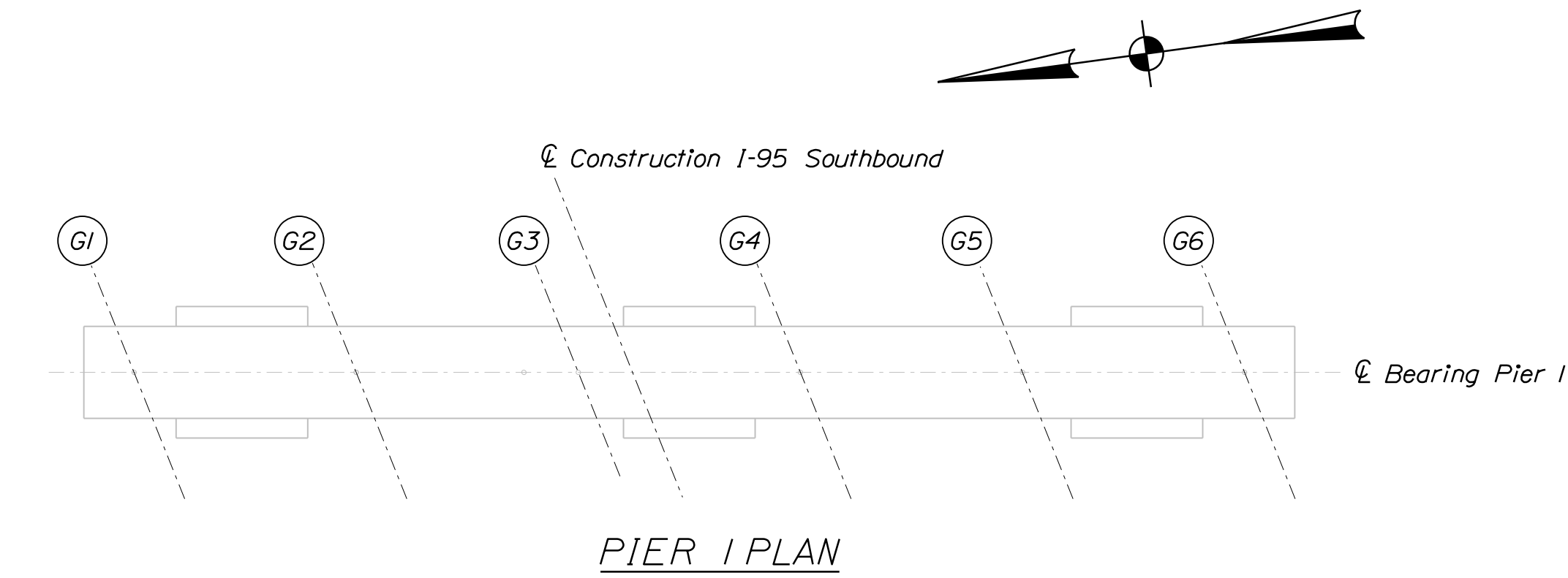


ABUTMENT 2 RIGHT WINGWALL
CONSTRUCTION ELEVATION



WINGWALL MODIFIED SECTION
(All Wingwalls Similar)

195 SB / NORTH MAIN STREET BRIDGE BRIDGE NO. 1445 PITTSFIELD	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
	PROJECT NO. 2360900			
	WIN 23609.00			
	BRIDGE NO. 1445			
SOMERSET COUNTY WINGWALL MODIFICATIONS	SIGNATURE			
	P.E. NUMBER			
	DATE			
	FIELD CHANGES			
SHEET NUMBER		BRIDGE PLANS		
94		OF 104		



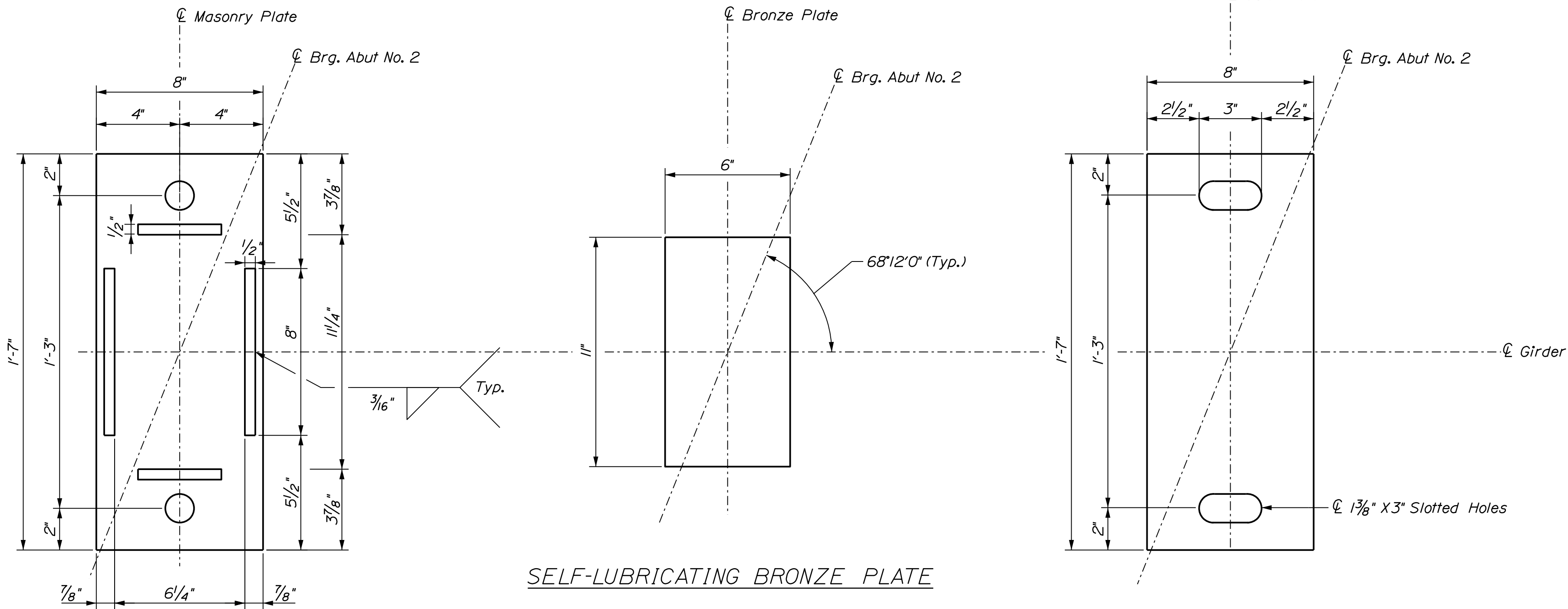
PIER NOTES

1. See Concrete Repair Notes on Abutment Modifications Sheet 92

LEGEND

 Concrete Repair Area

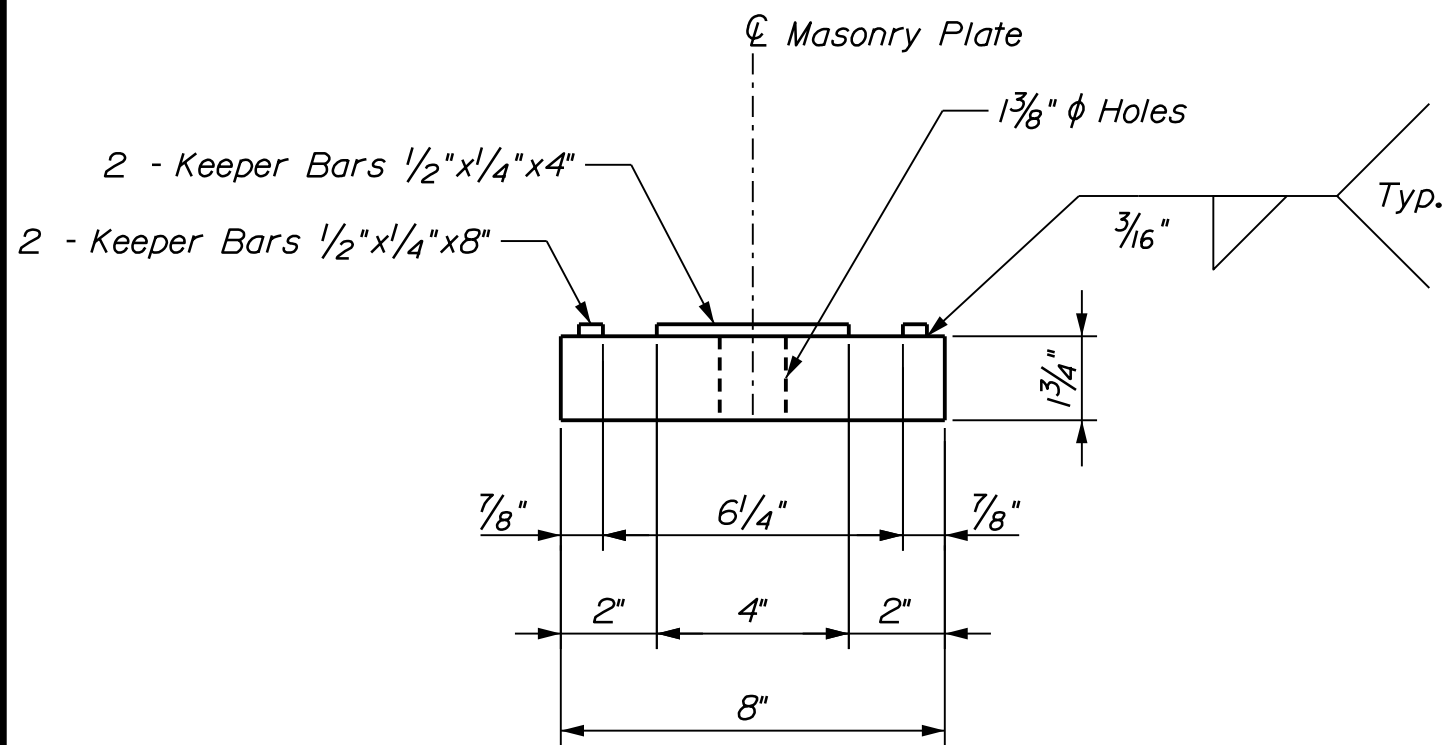
195 SB / NORTH MAIN STREET BRIDGE BRIDGE NO. 1445 PITTSFIELD SOMERSET COUNTY	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
	PROJECT NO. 2360900			
	WIN 23609.00 BRIDGE NO. 1445 BRIDGE PLANS			
PIER MODIFICATIONS	PROJ. MANAGER	D. EATON	BY	DATE
	DESIGN-DETAILED	T. AQUILAR	M. DOREO	07-22
	CHECKED-REVIEWED	T. MCALLISTER	B. COLEBURN	07-22
	DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
	REVISIONS 1			
SHEET NUMBER	REVISIONS 2			
	REVISIONS 3			
	REVISIONS 4			
95	FIELD CHANGES			
	SIGNATURE			
	P.E. NUMBER			
OF 104	DATE			



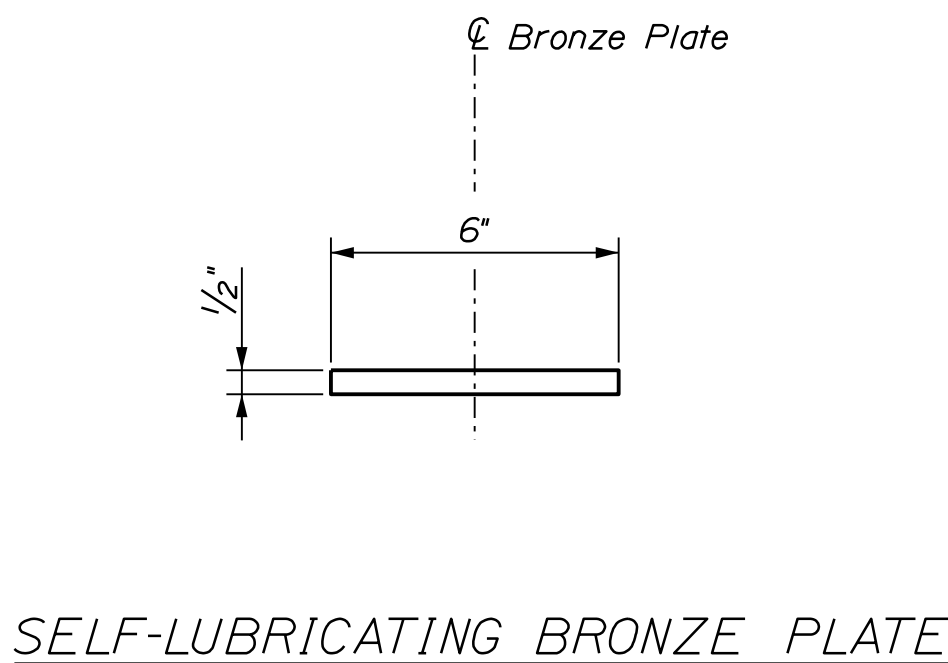
MASONRY PLATE

SELF-LUBRICATING BRONZE PLATE

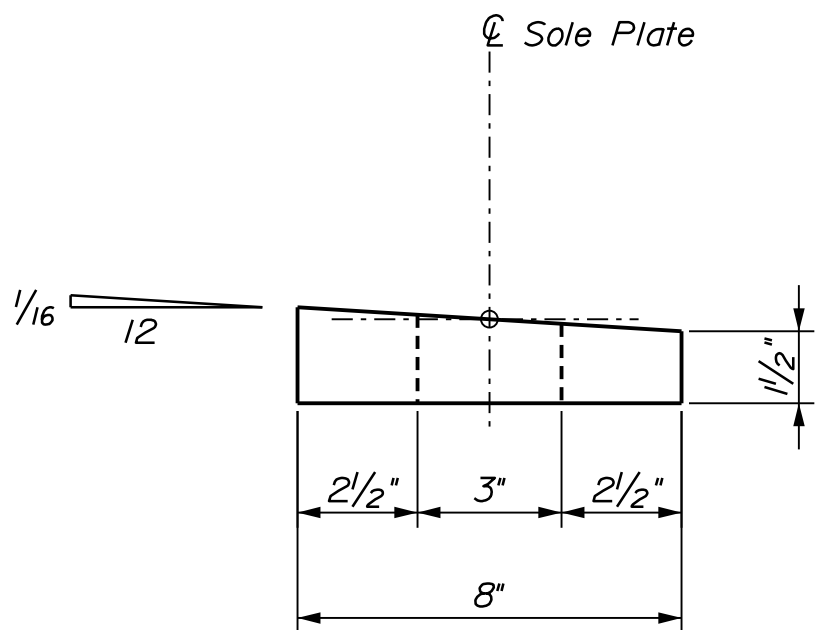
SOLE PLATE



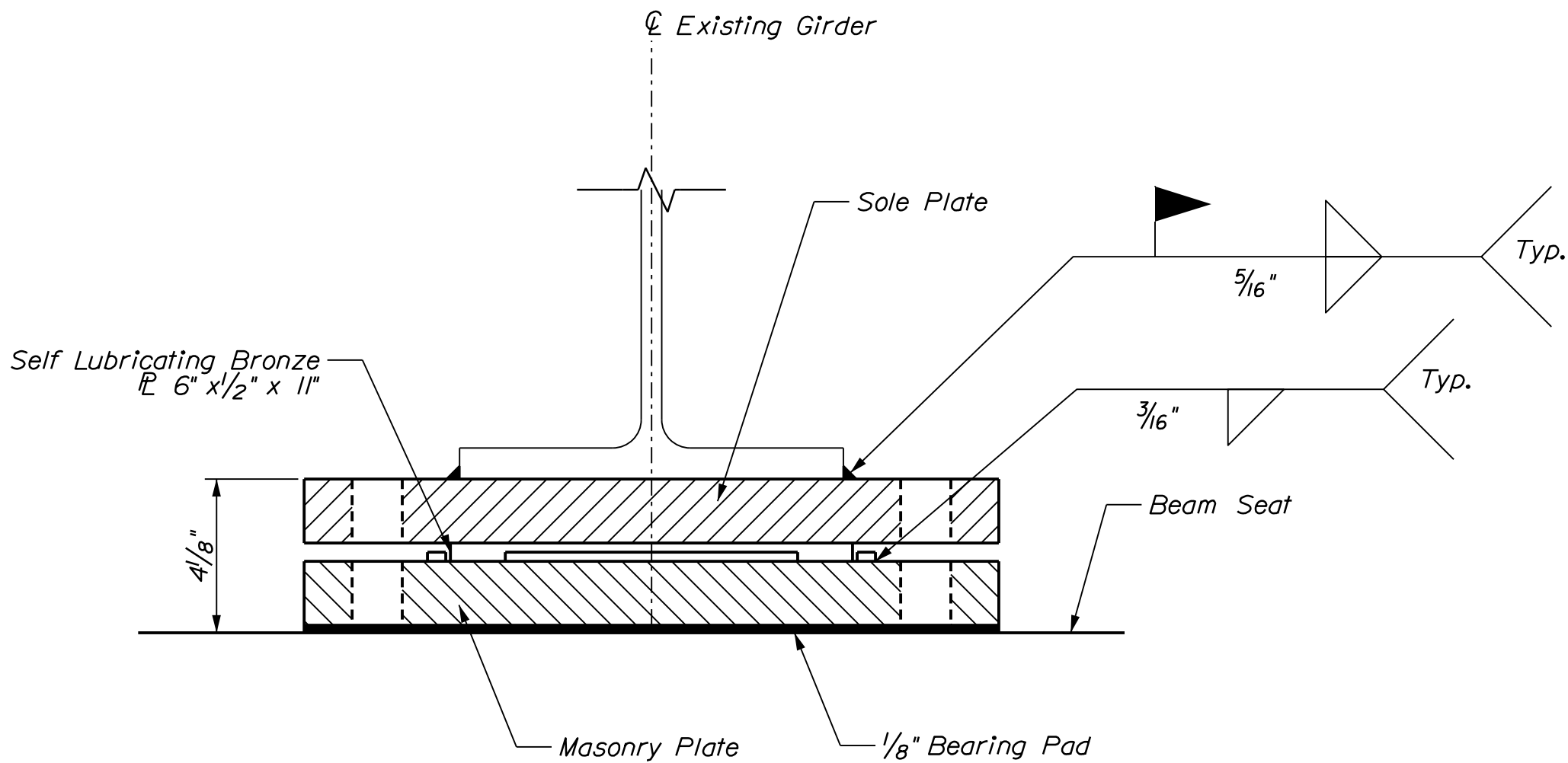
MASONRY PLATE



SELF-LUBRICATING BRONZE PLATE



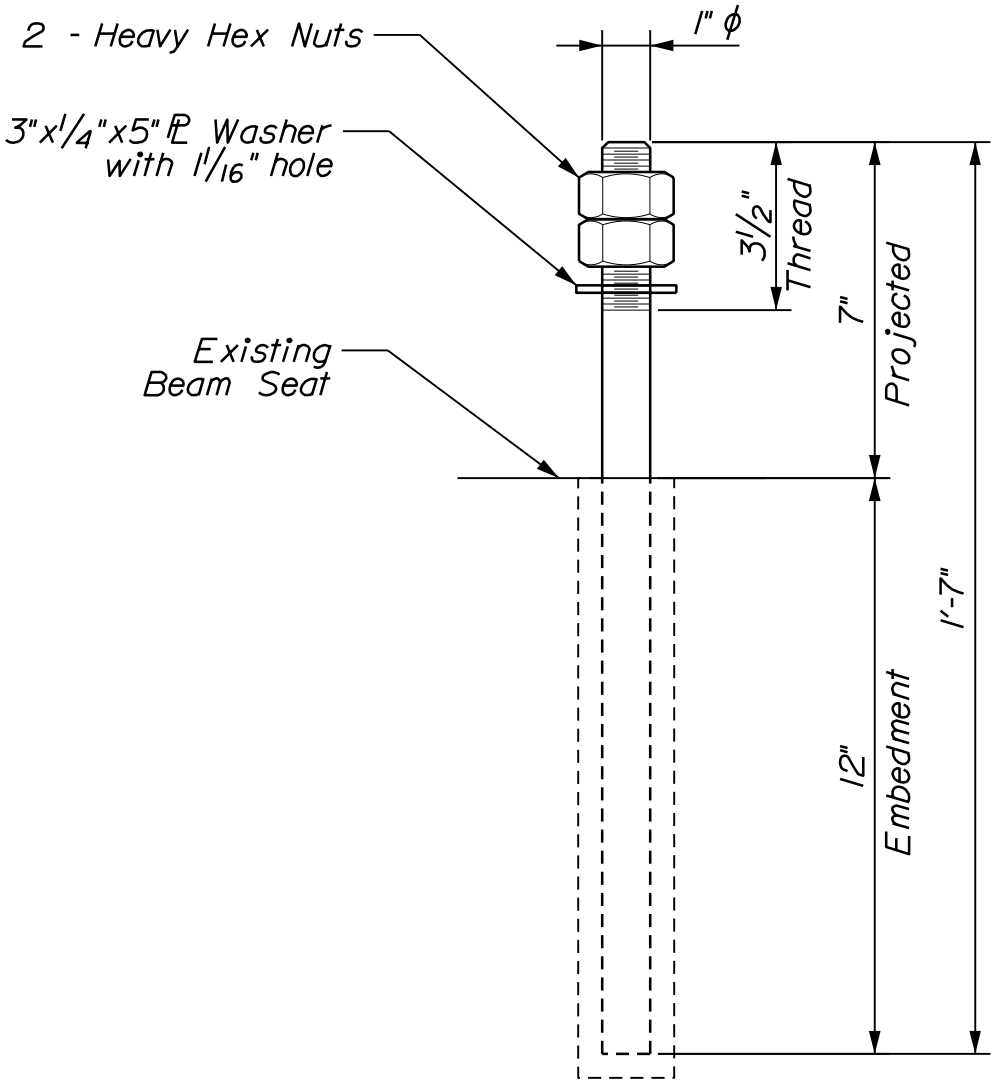
SOLE PLATE



BEARING PLATE ELEVATION

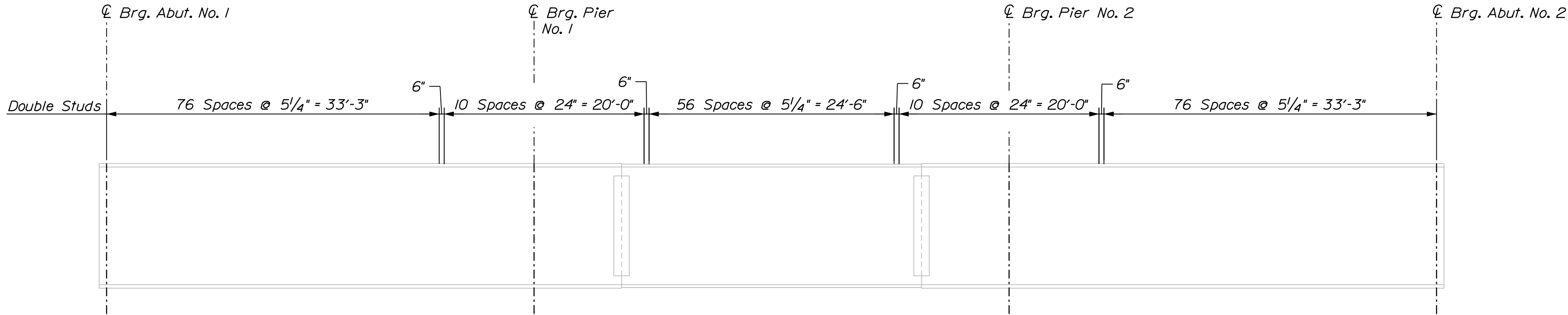
STEEL BEARING NOTES

1. Masonry plates, sole plates, and keeper bars shall meet the requirements on ASTM A709/A709M, Grade 50. Anchor rods shall meet the requirements of ASTM F1554, Grade 105 and shall be swaged on the embedded portion of the rod.
2. Masonry plates, sole plates, and keeper bars shall be galvanized in accordance with ASTM A123.
3. Anchor rods, washers, and nuts shall be galvanized to ASTM A153 or ASTM B695, Class 50, Type I.
4. All bearings shall be marked prior to shipping. The marks shall include the bearing location on the bridge and a direction arrow which points upstation. All marks shall be permanent and shall be visible after the bearing is installed.
5. Bearings shall be covered during transit.
6. All necessary precautions shall be taken to protect bearing components from field weld flash and spatter.
7. Burr threads on anchor rods after nuts tightened snug to prevent removal. Touch up damaged galvanized areas with zinc-rich paint. Cost included in bearing item.
8. Contractor shall verify bearing dimensions to ensure they match existing bearing dimensions.
9. Anchor rods shall be drilled and grouted into bearing pedestals. Grout shall be from MaineDOT approved grout from Qualified Products List.
10. Masonry plates shall be placed on a 1/8" thick preformed pad in accordance with the Standard Specifications, Subsection 523.09, Installation of Bearings.

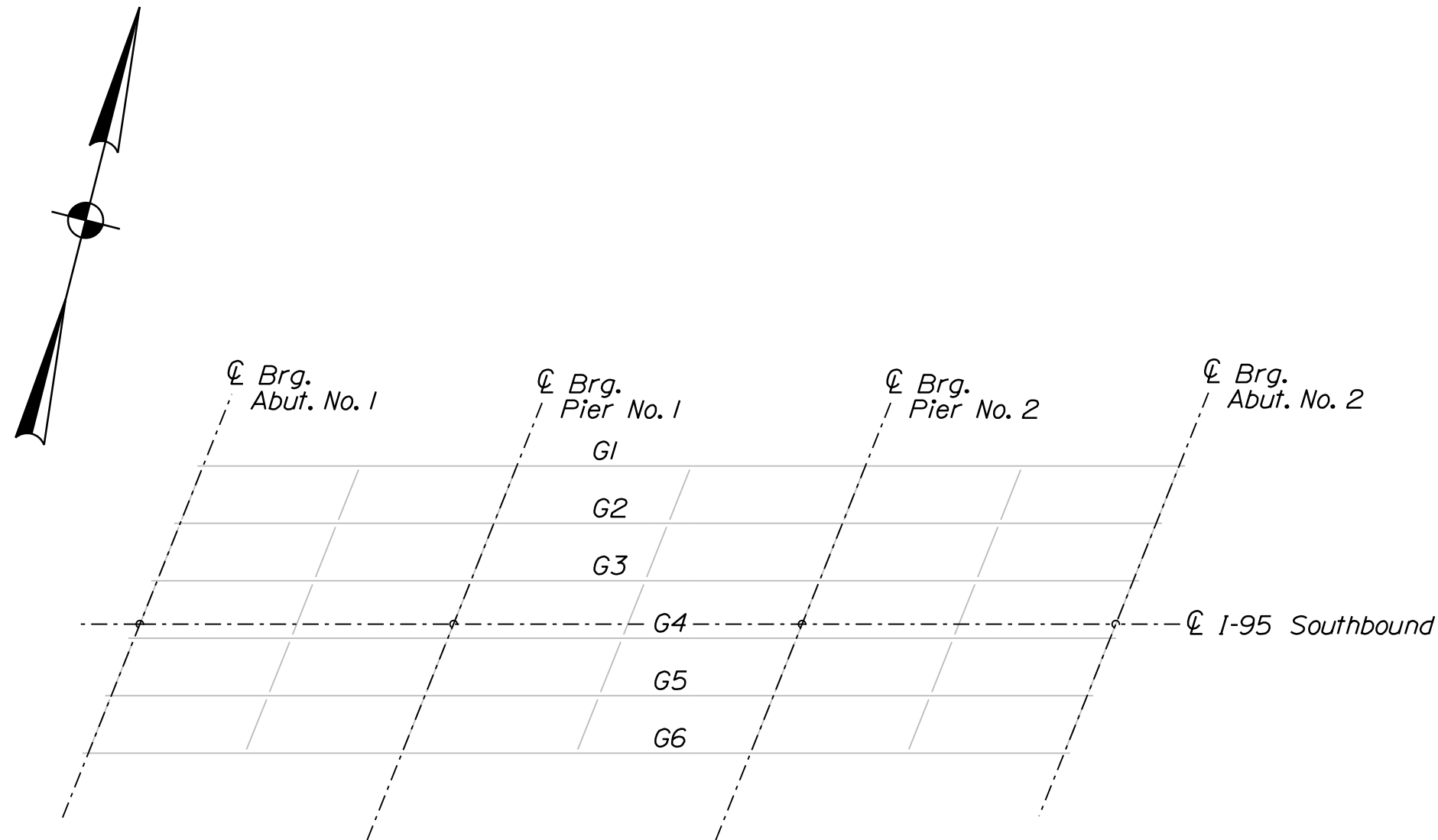


ANCHOR ROD

195 SB / NORTH MAIN STREET BRIDGE				STATE OF MAINE	
BRIDGE NO. 1445				DEPARTMENT OF TRANSPORTATION	
PITTSFIELD				PROJECT NO. 2360900	
SOMERSET COUNTY				BRIDGE NO. 1445	
STEEL BEARING DETAILS				WIN 23609.00	
SHEET NUMBER				BRIDGE PLANS	
96				DATE	
OF 104				P.E. NUMBER	
				SIGNATURE	
				DATE	
				</	



SHEAR CONNECTOR LAYOUT
466 (233 x 2 Rows) Studs per Girder (2796 Total)



KEY PLAN

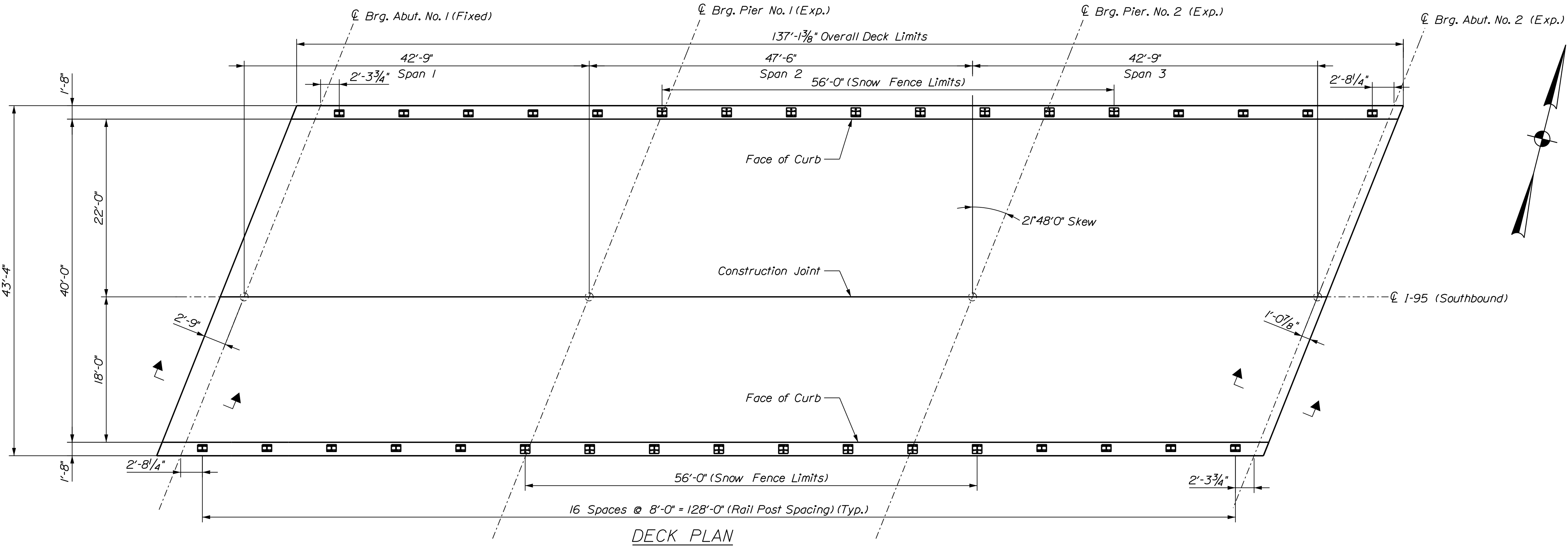
SHEAR CONNECTOR NOTES

- Dimensions are measured along centerline of the girder.
- Prior to installing the proposed shear studs, the contractor shall clean the top flange so that it is free of debris, rust, scale, oil and other contaminants that would adversely affect the welding operation. Payment for cleaning the top flange for installation of proposed shear studs shall be incidental to Item 505.08, Shear Connectors.
- The proposed shear studs shall be 7/8" diameter. Studs shall penetrate into the deck a minimum of 2" and maintain a clear cover of 2" to the top of the studs.
- Existing shear connectors shall be removed such that they project 1 inch maximum above the top of the existing top flange unless they conflict with the installation of the new shear connectors or any other work. If the existing shear connectors interfere with installation of the new shear connectors or any other work, they shall be removed completely and ground flush with the top flange. All costs associated with this work shall be incidental to related contract items.

195 SB / NORTH MAIN STREET BRIDGE BRIDGE NO. 1445 PITTSFIELD SOMERSET COUNTY	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
	PROJECT NO. 2360900			
	WIN 23609.00			
	BRIDGE NO. 1445 BRIDGE PLANS			
SHEET NUMBER 97 OF 104	SIGNATURE			
	P.E. NUMBER			
	DATE			
	FIELD CHANGES			

GIRDER	BOTTOM OF SLAB ELEVATIONS																				
	CL BRG. ABUT. NO. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. PIER NO. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. PIER NO. 2
G1	301.89	301.94	301.99	302.04	302.08	302.12	302.16	302.19	302.23	302.26	302.29	302.33	302.36	302.40	302.43	302.47	302.49	302.52	302.54	302.56	302.58
G2	301.99	302.05	302.10	302.15	302.19	302.23	302.27	302.30	302.34	302.37	302.40	302.44	302.48	302.52	302.55	302.58	302.61	302.64	302.66	302.68	302.70
G3	302.10	302.15	302.20	302.25	302.30	302.34	302.38	302.41	302.44	302.48	302.51	302.55	302.59	302.63	302.67	302.70	302.73	302.75	302.78	302.80	302.83
G4	302.13	302.18	302.24	302.29	302.33	302.38	302.42	302.45	302.49	302.52	302.55	302.59	302.63	302.68	302.71	302.75	302.78	302.81	302.83	302.85	302.88
G5	301.96	302.01	302.07	302.12	302.17	302.21	302.25	302.29	302.32	302.36	302.39	302.43	302.47	302.52	302.55	302.59	302.62	302.65	302.68	302.70	302.73
G6	301.78	301.84	301.89	301.95	301.99	302.04	302.08	302.12	302.16	302.19	302.23	302.27	302.31	302.35	302.39	302.43	302.46	302.49	302.52	302.55	302.57

GIRDER	BOTTOM OF SLAB ELEVATIONS										
	CL BRG. PIER NO. 2	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. ABUT. NO. 2
G1	302.58	302.61	302.63	302.65	302.67	302.68	302.70	302.71	302.71	302.72	302.72
G2	302.70	302.73	302.75	302.76	302.79	302.81	302.83	302.84	302.84	302.85	302.85
G3	302.83	302.85	302.87	302.89	302.92	302.94	302.95	302.96	302.97	302.98	302.98
G4	302.88	302.90	302.93	302.94	302.98	303.00	303.01	303.02	303.03	303.04	303.04
G5	302.73	302.75	302.78	302.79	302.83	302.85	302.86	302.88	302.89	302.89	302.90
G6	302.57	302.60	302.63	302.65	302.67	302.69	302.71	302.73	302.74	302.75	302.75



SUPERSTRUCTURE NOTES

- The theoretical blocking used for design was checked using as-built plans to verify it would not be less than 1 inch. Contractor to verify steel elevations prior to placement of forms. Refer to Standard Detail 502(03) for blocking details.
- Contractor shall stagger the splice locations of the longitudinal and transverse bars.
- 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.
- Precast Concrete Deck Panels are not allowed on this project.
- The superstructure slab concrete shall be placed in one continuous operation and the concrete shall be kept plastic one complete span behind the span being placed.
- All straight reinforcement bars shall be Glass Fiber Reinforced Polymer (GFRP) unless otherwise noted. All bent reinforcement bars shall be Low-Carbon Chromium unless otherwise noted.
- The formwork and its supports, over the full width of the structural slab, shall remain in place until a minimum of 48 hours have elapse after the final section of the slab. After this period, removal of formwork for sections may then proceed and shall meet the requirements for form removal in Standard Specifications Section 502, Structural Concrete.
- The seal to be furnished at Abutment No. 2 shall have minimum Movement Rating of 1 3/4 inches.
- The Resident shall approve the seals prior to fabrication of the Expansion Device.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2360900

BRIDGE NO. 1445
WIN 23609.00
BRIDGE PLANS

195 SB / NORTH MAIN STREET BRIDGE
BRIDGE NO. 1445
PITTSFIELD
SOMERSET COUNTY

SHEET NUMBER
98
OF 104

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

D. EATON
T. AQUILAR
M. DOREO
L. MCALLISTER
N. EDMAN

BY
M. DOREO
B. COLBURN
S. LINDSEY

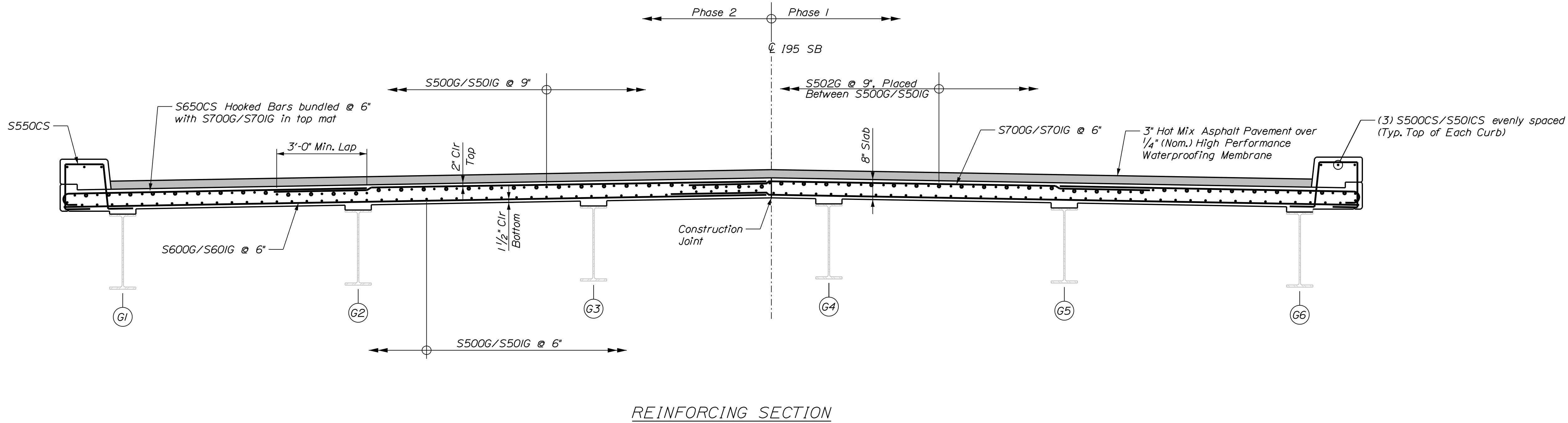
DATE
07-22
07-22
07-22

SIGNATURE
P.E. NUMBER
DATE

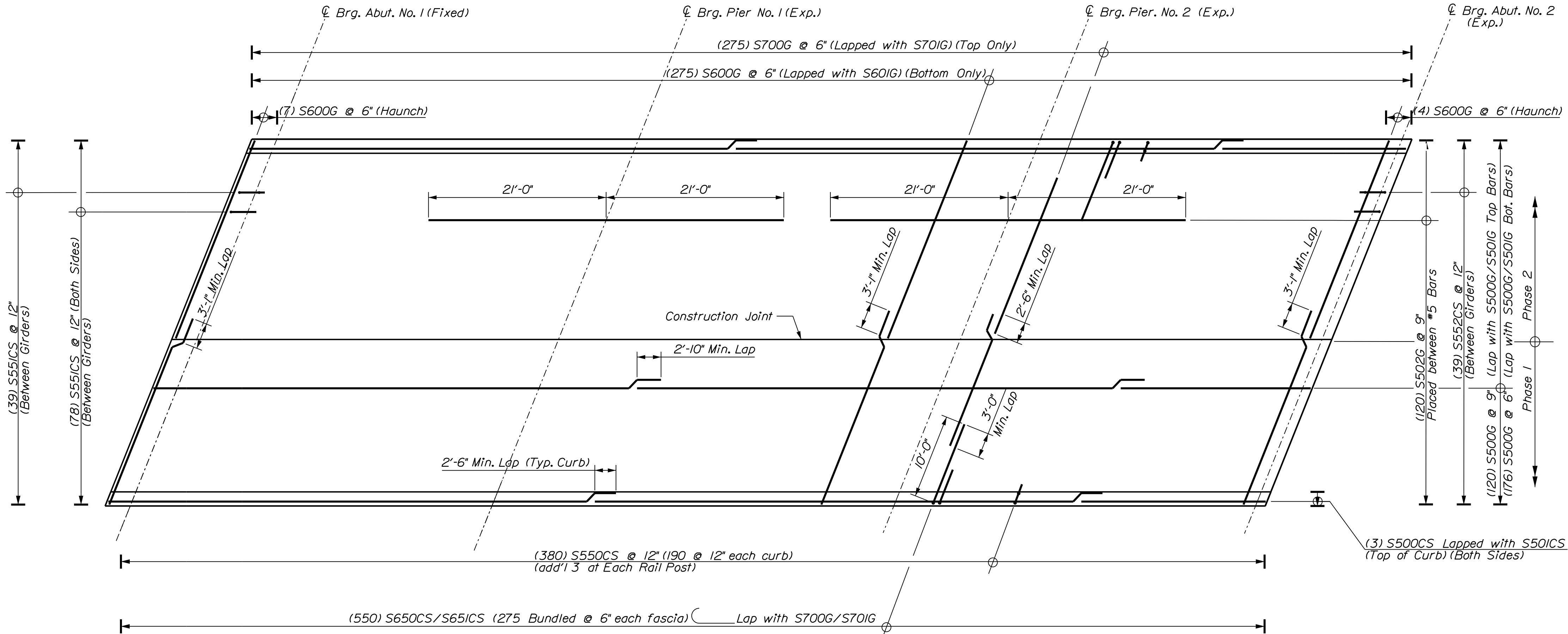
SUPERSTRUCTURE PLAN



99 OF 104 SHEET NUMBER	195 SB / NORTH MAIN STREET BRIDGE BRIDGE NO.1445 PITTSFIELD SOMERSET COUNTY				PROJ. MANAGER D. EATON BY DATE		STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NO. 2360900 BRIDGE NO. 1445 WIN 23609.00 BRIDGE PLANS
	TRANSVERSE SECTION				DESIGN-DETAILED T. AGUILAR M. DOREO 07-22		
					CHECKED-REVIEWED T. MCQUILLIFF B. COLBURN 07-22		
					DESIGN-DETAILED N. EDMAN S. LINDSEY 07-22		
					DESIGN-DETAILED 3		
					REVISIONS 1		
					REVISIONS 2		
					REVISIONS 3		
					REVISIONS 4		
					FIELD CHANGES		



REINFORCING SECTION



REINFORCING PLAN

195 SB / NORTH MAIN STREET BRIDGE
BRIDGE NO. 1445
PITTSFIELD SOMERSET COUNTY
REINFORCING PLAN

SHEET NUMBER
100
OF 104

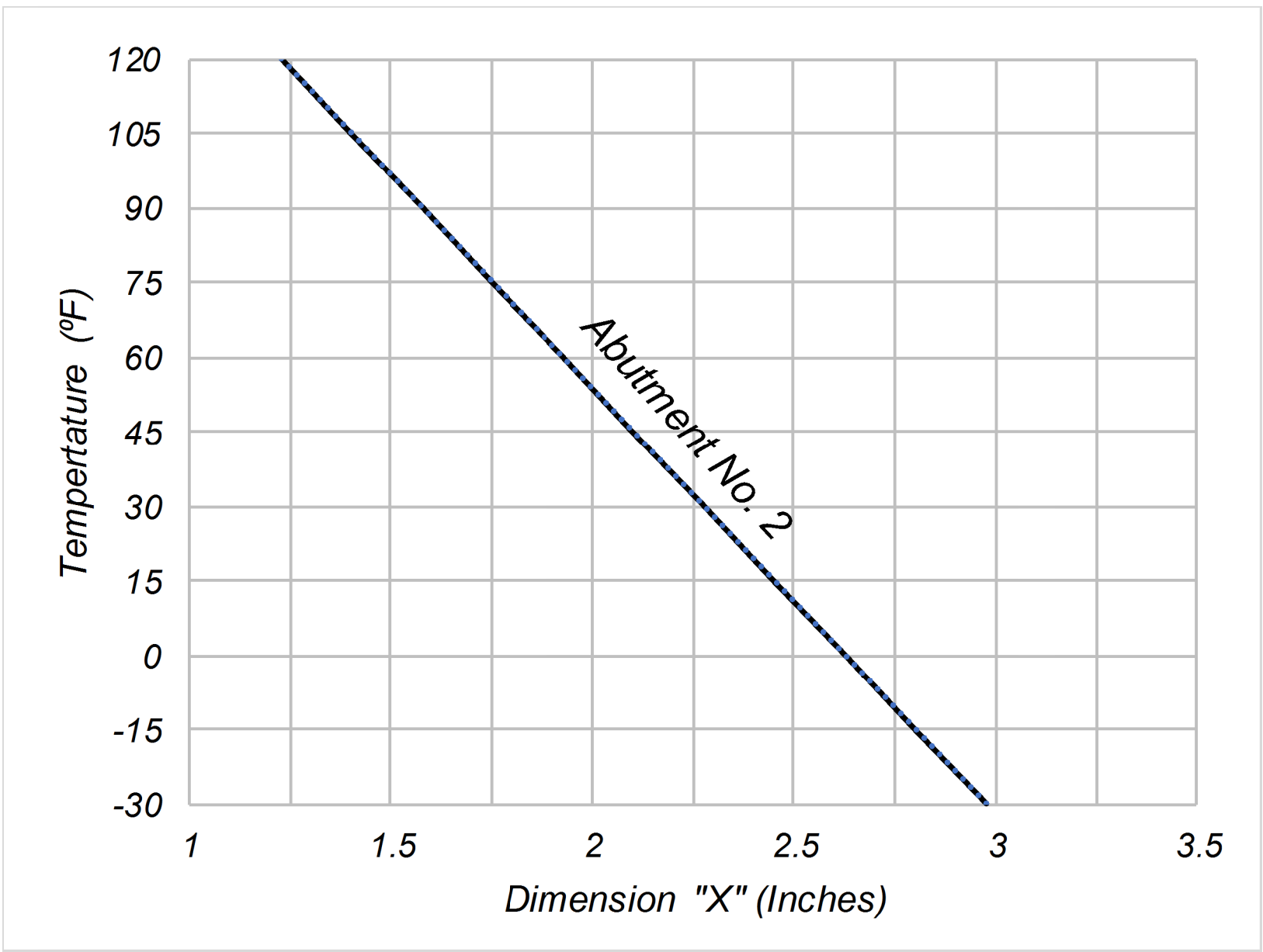
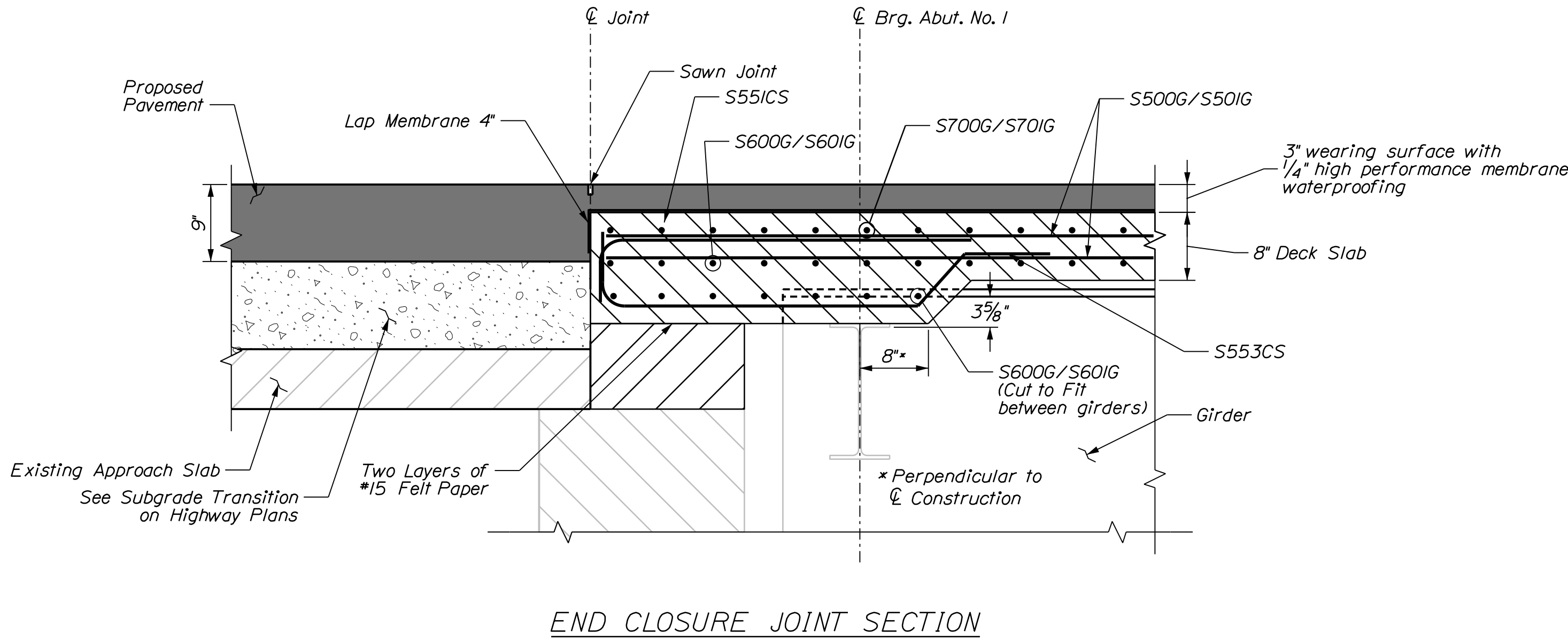
PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AQUILAR	M. DORE	07-22
CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22
DESIGN-DETAILED	N. EDMAN	S. LINDSEY	07-22
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE	DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2360900	SIGNATURE
WIN 23609.00	P.E. NUMBER
BRIDGE NO. 1445	DATE
BRIDGE PLANS	

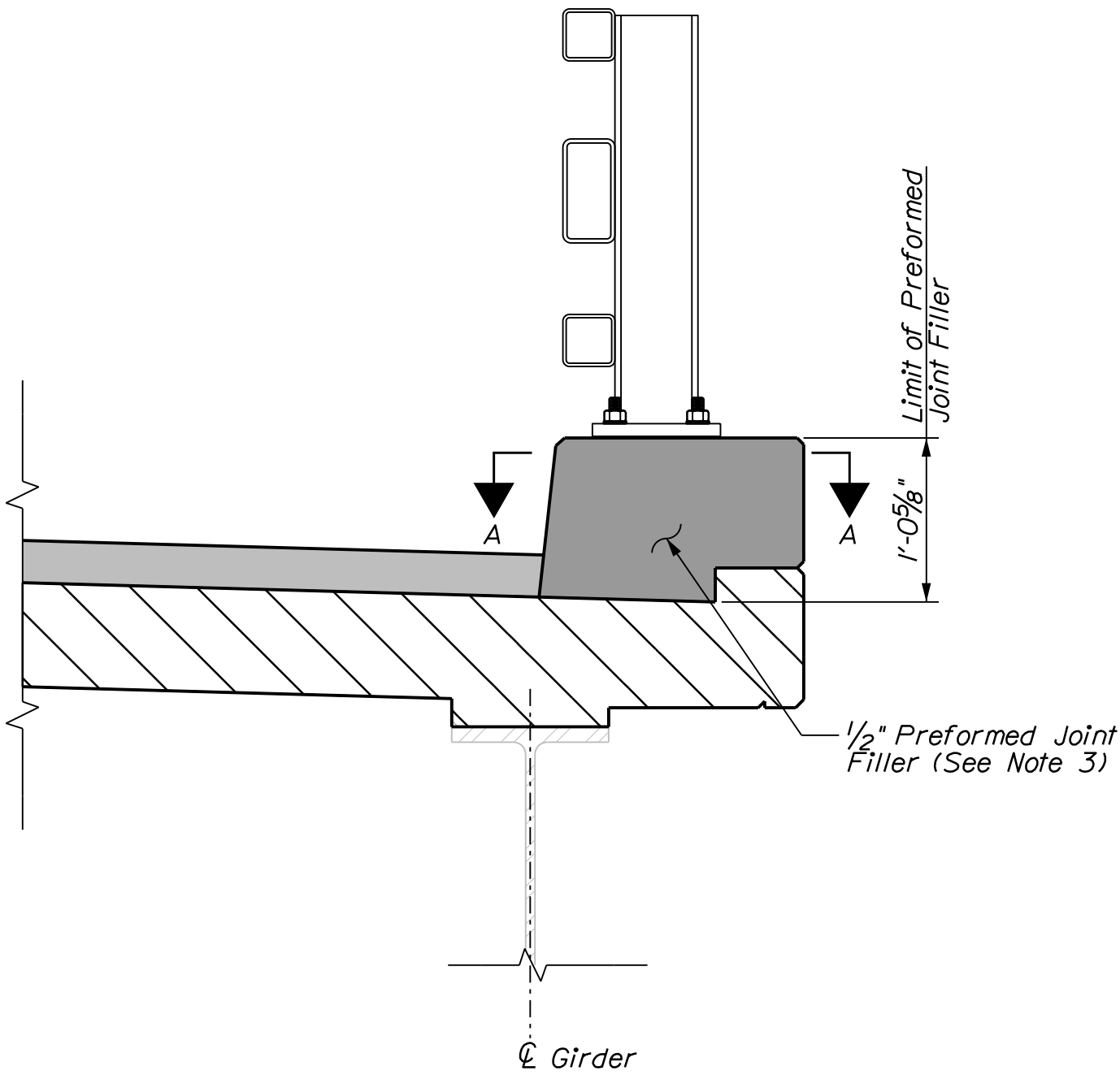
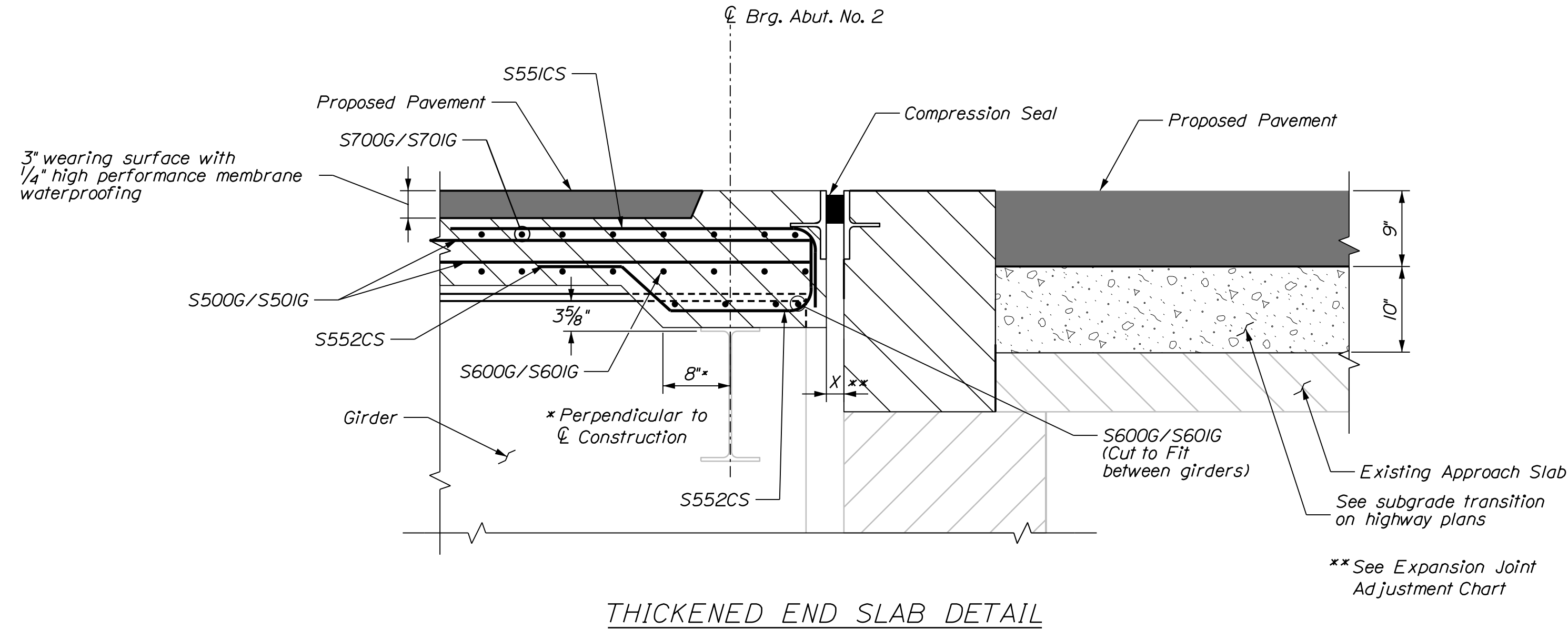
Date: 7/22/2022

Username: togular

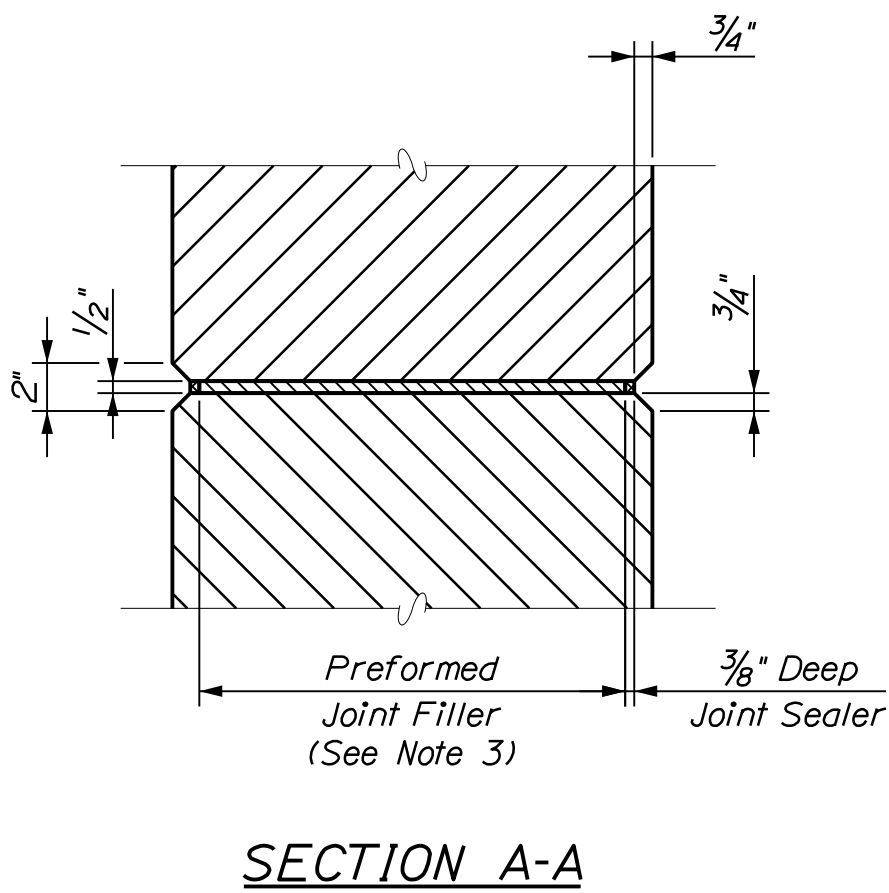
Filename: ... \108_Superstructure Details_Bridge 14-1445.dgn



EXPANSION JOINT ADJUSTMENT CHART



CURB JOINT DETAIL
At Abutment 1 Only.



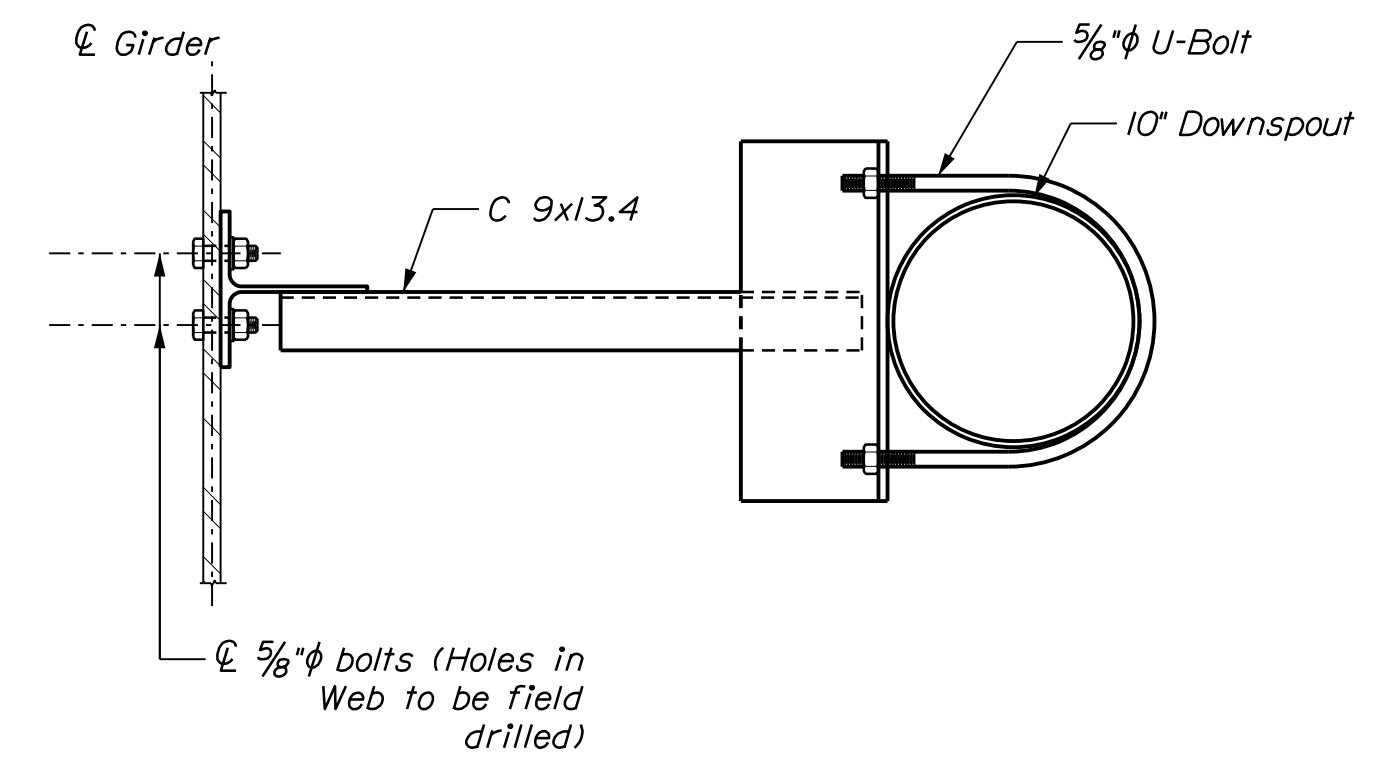
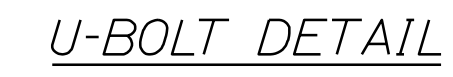
CURB JOINT NOTES

- Construction of joints, including joint filler, shall be incidental to the related structural concrete pay item.
- Preformed joint filler shall conform to ASTM designation D1752, Type 1 or ASTM D5249, Type 2. Preformed joint filler shall be a non staining, non bleeding type. Cork is not an acceptable joint filler material.
- Joint sealer shall conform with subsection 714.04 of the specifications and shall be incidental to the related pay items.

195 SB / NORTH MAIN STREET BRIDGE BRIDGE NO. 1445 PITTSFIELD				STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
SOMERSET COUNTY				PROJECT NO. 2360900			
SUPERSTRUCTURE DETAILS				WIN 23609.00			
FIELD CHANGES				BRIDGE NO. 1445			
DATE				BRIDGE PLANS			
SHEET NUMBER				DATE			
101				P.E. NUMBER			
OF 104				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			
				DATE			
				P.E. NUMBER			
				SIGNATURE			



1. FRP Bridge Drains shall be designed and detailed based on the dimensions for the bridge drain details shown, and in accordance with Special Provisions Section 502, Fiber Reinforced Polymer Bridge Drains and Downspouts.
2. Shear connectors welded to the top flange of steel beams may require adjustment to clear the bridge drains. No extra payment will be made for needed adjustment to the studs.
3. Support Assembly components and hardware shall meet the grade and protective coating requirements identified on Standard Detail 502(24).



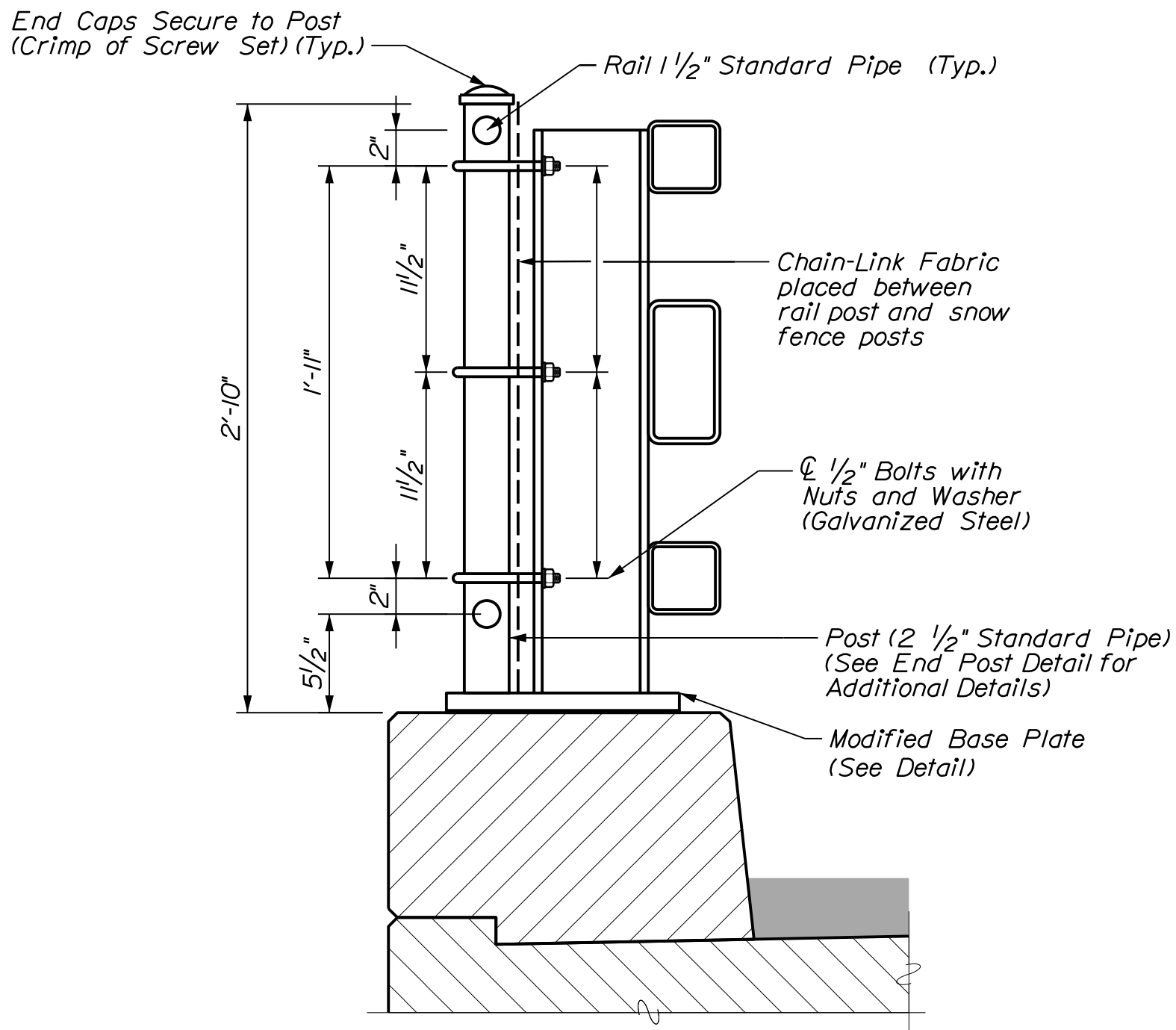
103 OF 104		SHEET NUMBER	I-95 / ROUTE 152, NORTH MAIN STREET, & SEBASTICOOK RIVER PITTSFIELD SOMERSET COUNTY		BRIDGE DRAIN DETAILS						STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NO. 2360300 / 2360700 2360900 / 2361300	
									WIN 23603.00 / 23607.00 / 23609.00 / 23613.00 BRIDGE NO. 5986, 5989, 1445 & 1446 BRIDGE PLANS			
					PROJ. MANAGER	D. EATON	BY	DATE	SIGNATURE 			

Date:7/22/2022

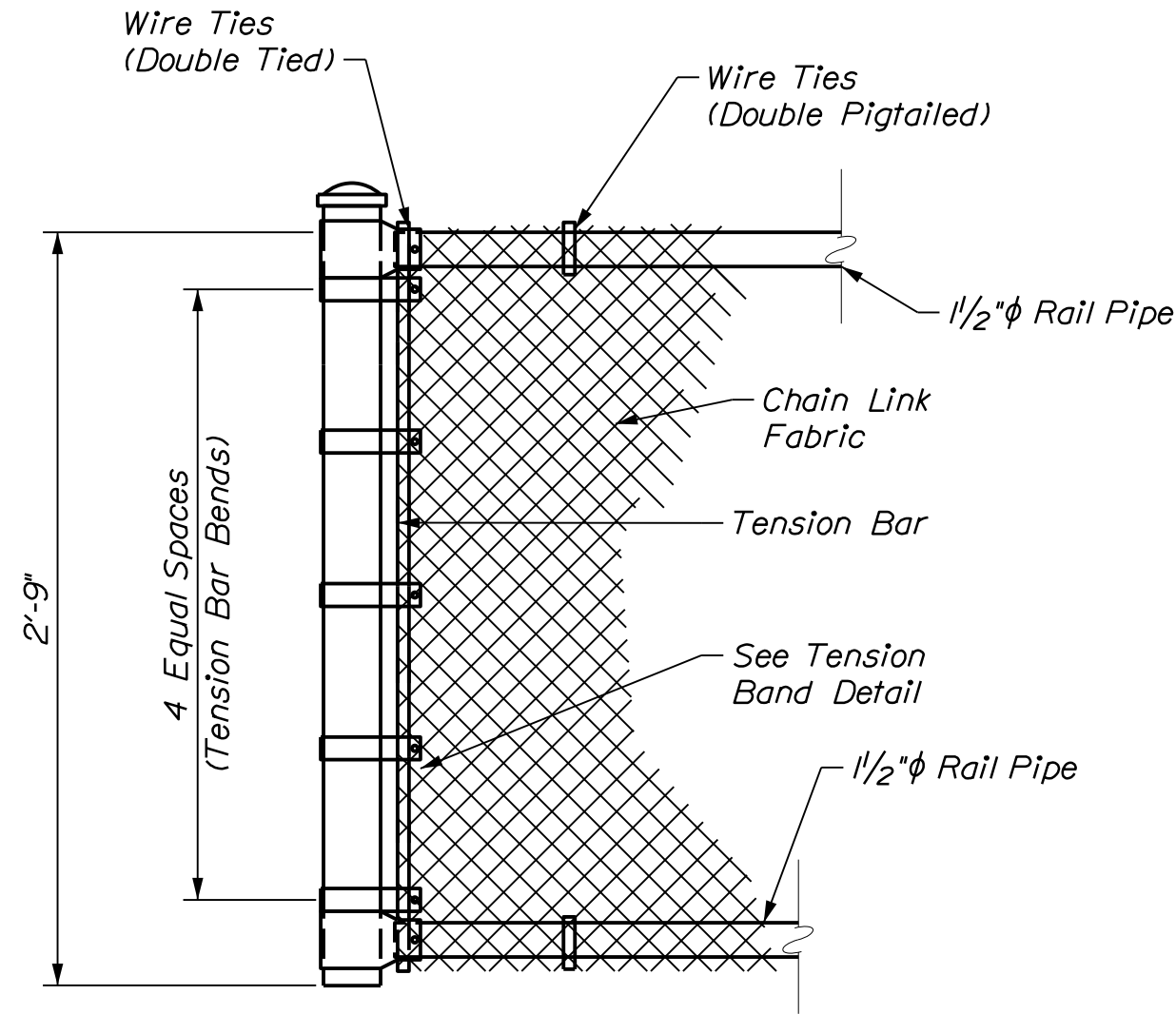
Username: togular

Division:

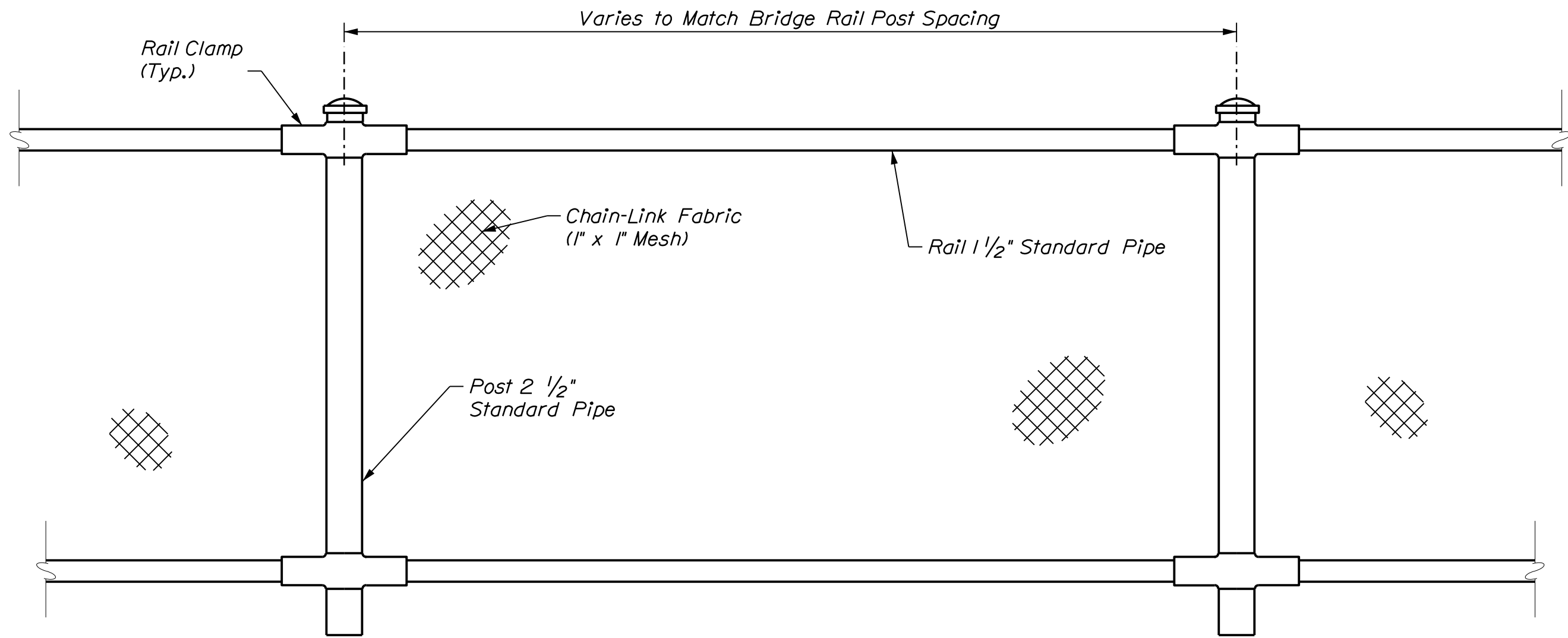
Filename: ... \111_Snow Fence Details.dgn



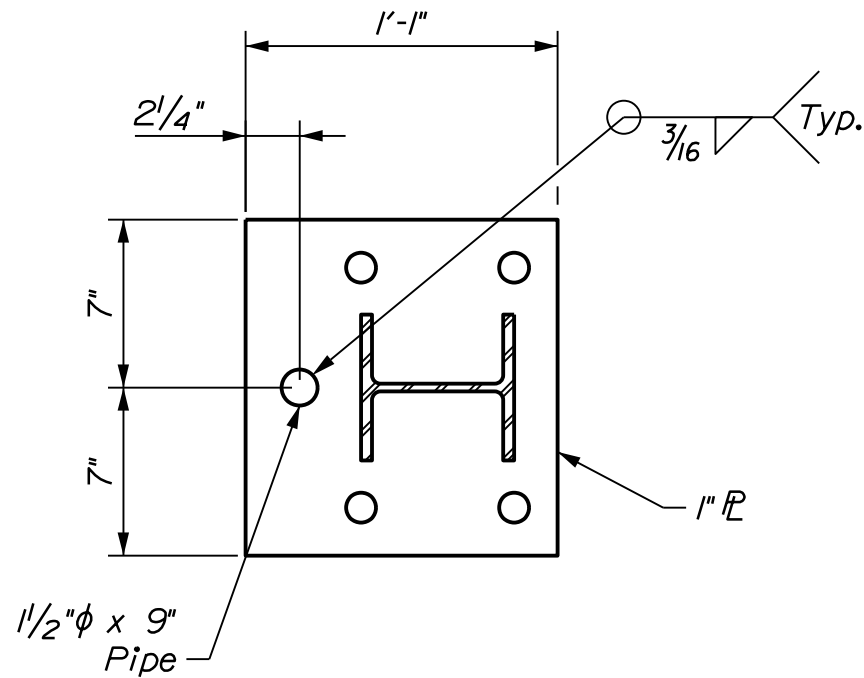
SNOW FENCE CONNECTION DETAIL



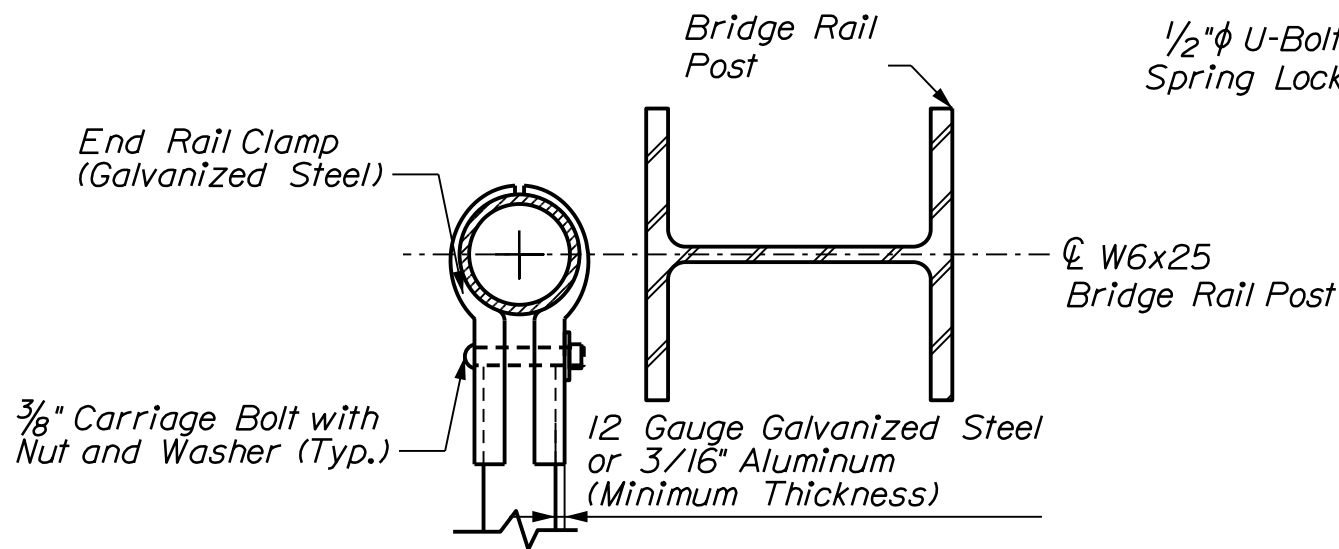
END POST DETAIL



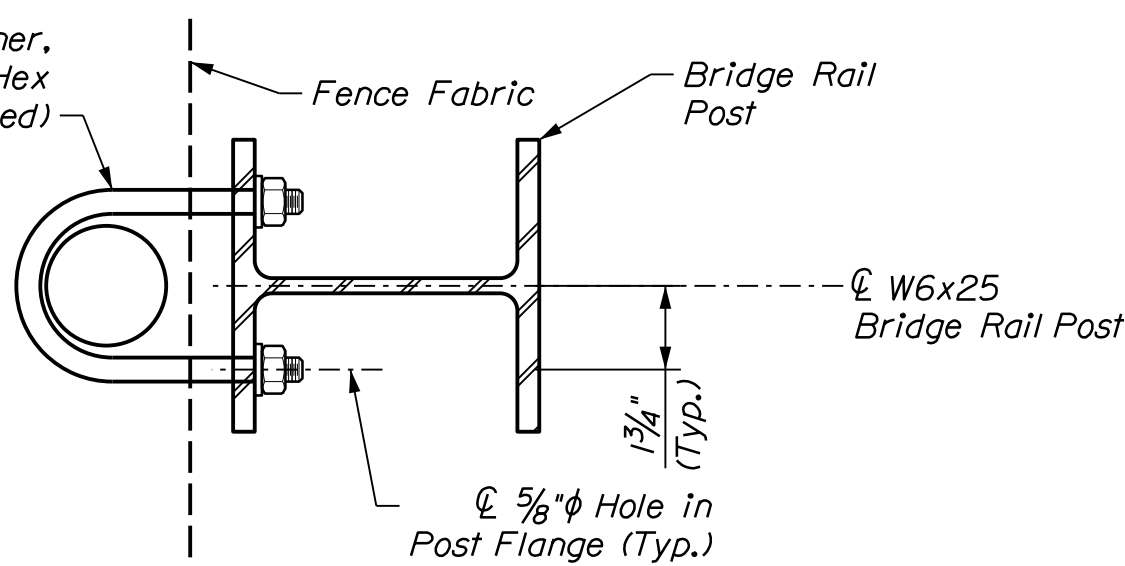
ELEVATION - SNOW FENCE



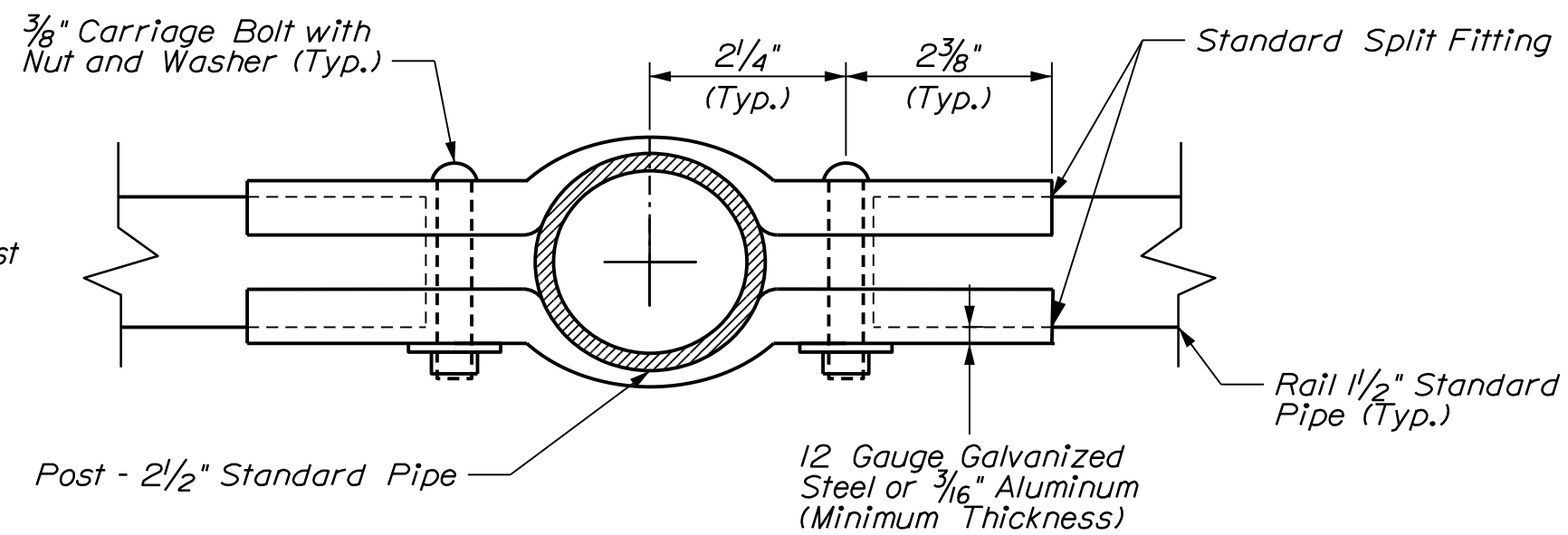
MODIFIED BASE PLATE DETAIL



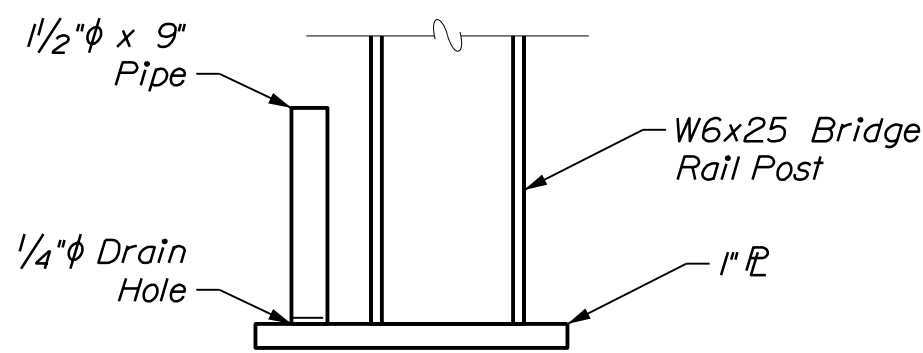
END POST DETAIL
(U-Bolt Not Shown)



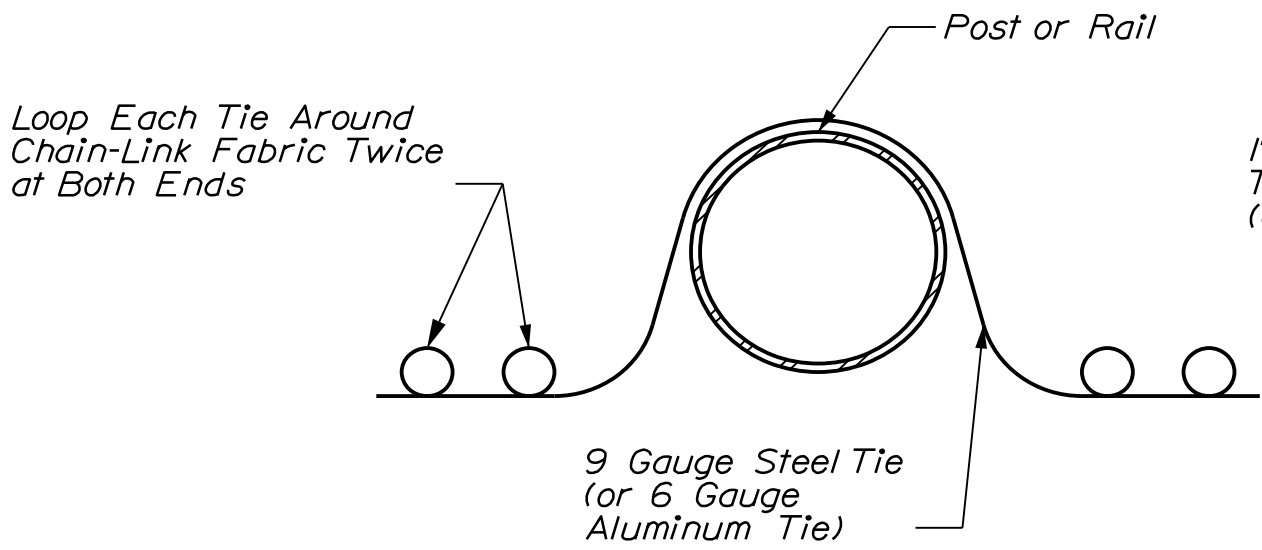
U-BOLT CONNECTION DETAIL



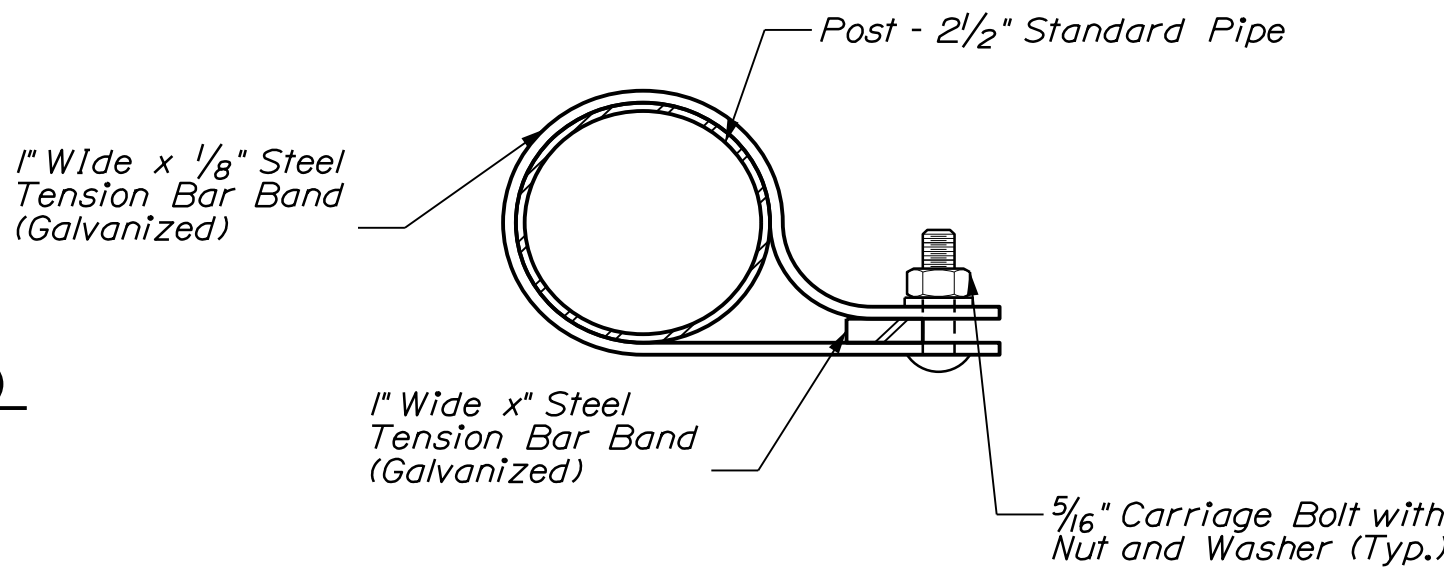
RAIL CLAMP DETAIL



MODIFIED BASE PLATE ELEVATION



DOUBLE PIGTAILED TIE



TENSION BAND DETAIL

SNOW FENCE NOTES

- Chain-Link fence shall conform to Section 710.03 and Special Provision Section 607. The size of wire mesh (fabric) shall be 1".
- Wire ties shall be standard round 9 gauge zinc-or aluminum-coated steel or 6 gauge aluminum alloy conforming to ASTM F626. All ties shall be wrapped around chain-link fabric twice (double pigtailed) at both ends. Space ties @ 6' o.c. to bottom rail and @ 12' o.c. to all posts and other rails. Mechanical/Power fastened fence ties acceptable.
- For limits of Snow Fence installation, see Superstructure Plan Sheet.
- Post and rail pipe shall be hot-dip galvanized. All pipe shall be schedule 40, standard weight. Nominal pipe sizes are shown.
- Tension bars, bar bands, boulevard and end rail clamps shall be steel or aluminum alloy conforming to AASHTO M181 (ASTM F626). Steel components shall be hot-dip galvanized in accordance with AASHTO M111 (ASTM A123) or AASHTO M232 (ASTM A153) as applicable.
- All bolts and nuts shall be steel conforming to ASTM A307 and ASTM A563 grade A respectively. Washers shall be hardened steel commercial type A plain and shall meet the dimensional requirements of ANSI B18.22. All bolts, nuts, and washers shall be hot-dip galvanized in accordance with AASHTO M111 (ASTM A123) or AASHTO M232 (ASTM A153) as applicable.
- Rail may be field cut (sawn) to fit post spacing. Repair galvanizing on cut edges in accordance with ASTM A780.
- Payment for modified base plate will be considered incidental to related contract items.

STATE OF MAINE				DEPARTMENT OF TRANSPORTATION			
PROJECT NO. 2360300 / 2360700				2360900 / 2361300			
WIN 23603.00 / 23607.00 / 23609.00 / 23613.00				BRIDGE NO. 5986, 5989, 1445 & 1446			
BRIDGE PLANS							
PROJ. MANAGER		D. EATON	BY	M. DOREO	DATE	07-22	
DESIGN-DETAILED		T. AQUILAR	CHECKED-REVIEWED	T. MCALLIFFE	B. COLBURN	07-22	
DESIGNS DETAILING		N. EDMAN	S. LINDSLEY	07-22			
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4							
FIELD CHANGES							
I-95 / ROUTE 152, NORTH MAIN STREET, & SEBASTICOOK RIVER				PITTSFIELD SOMERSET COUNTY			
SNOW FENCE DETAILS				SHEET NUMBER			
104				OF 104			