

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



WILTON
FRANKLIN COUNTY
BRIDGES BRIDGE
OVER
WILSON STREAM
POND ROAD
FEDERAL AID PROJECT NO. 2510500
PROJECT LENGTH 0.04 mi.
BRIDGE NO. 2102

SPECIFICATIONS

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

DESIGN LOADING

Live Load HL - 93 Modified for Strength 1

TRAFFIC DATA

Current (2023) AADT 360
Future (2043) AADT 400
DHV - % of AADT 13%
Design Hour Volume 52
Heavy Trucks (% of AADT) 17%
Heavy Trucks (% of DHV) 10%
Directional Distribution (% of DHV) 52%
18 kip Equivalent P 2.0 19
18 kip Equivalent P 2.5 19
Design Speed (mph) 40

HYDROLOGIC DATA

Drainage Area 21.3 sq mi
Design Discharge (Q50) 2970 cfs
Check Discharge (Q100) 3395 cfs
Headwater Elevation (Q1.1) 574.76 ft
Headwater Elevation (Q10) 577.30 ft
Headwater Elevation (Q50) 577.96 ft
Headwater Elevation (Q100) 578.24 ft
Discharge Velocity (Q1.1) 1.27 fps
Discharge Velocity (Q10) 3.28 fps
Discharge Velocity (Q50) 4.56 fps
Discharge Velocity (Q100) 5.10 fps

MATERIALS

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

Reinforcing Steel:
Plain Reinforcing Steel ASTM A 615, Grade 60
Low-Carbon Chromium ASTM A 1035, Type CS, Grade 100
Glass Fiber Reinforced Polymer (GFRP) ASTM D7957
Prestressing Strands AASHTO M 203 (ASTM A 416),
Grade 270, Low Relaxation

BASIC DESIGN STRESSES

Concrete:
Concrete, Class "A" f 'c = 4,000 psi
Concrete, Class "P" f 'ci = 6,500 psi
Concrete, Class "LP" f 'c = 8,000 psi
Concrete, Class "LP" f 'c = 5,000 psi

Reinforcing:
Plain Reinforcing Steel f y = 60,000 psi
Low-Carbon Chromium Reinforcing Steel f y = 100,000 psi
Prestressing Strands F μ = 270,000 psi
Glass Fiber Reinforced Polymer:
#5 Bar f fu = 100,000 psi
Minimum Elastic Modulus E = 6,150,000 psi
Minimum Nominal Design Tensile Strain e fu = 1.226%

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UTILITIES

Central Maine Power

MAINTENANCE OF TRAFFIC

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

PROJECT LOCATION:	Bridges Bridge (#2102) in Wilton carrying Pond Road over Wilson Stream. Lat./Long. 44°36'56" N 70°15'47" W
PROGRAM AREA:	Bridge Program
OUTLINE OF WORK:	Bridge Replacement with associated approach work.



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>		12-6-24
CHIEF ENGINEER: <i>[Signature]</i>		12-6-2024

STATE OF MAINE DEPARTMENT OF TRANSPORTATION ENGINEER	SIGNATURE ASHLEY E. STEPHENS No. 13888	P.E. NUMBER 13888	DATE 12/16/24
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PROJECT INFORMATION	BRIDGE	MARK ARLIN	ASHLEY STEPHENS, P.E.	HNTB	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE	

WILTON BRIDGES BRIDGE	TITLE SHEET
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SHEET NUMBER
1
OF 30

Date:10/16/2024

Username:

Division:

Filename001_Title.dgn

WIN 025105.00

2510500

Date:11/8/2024

Username:

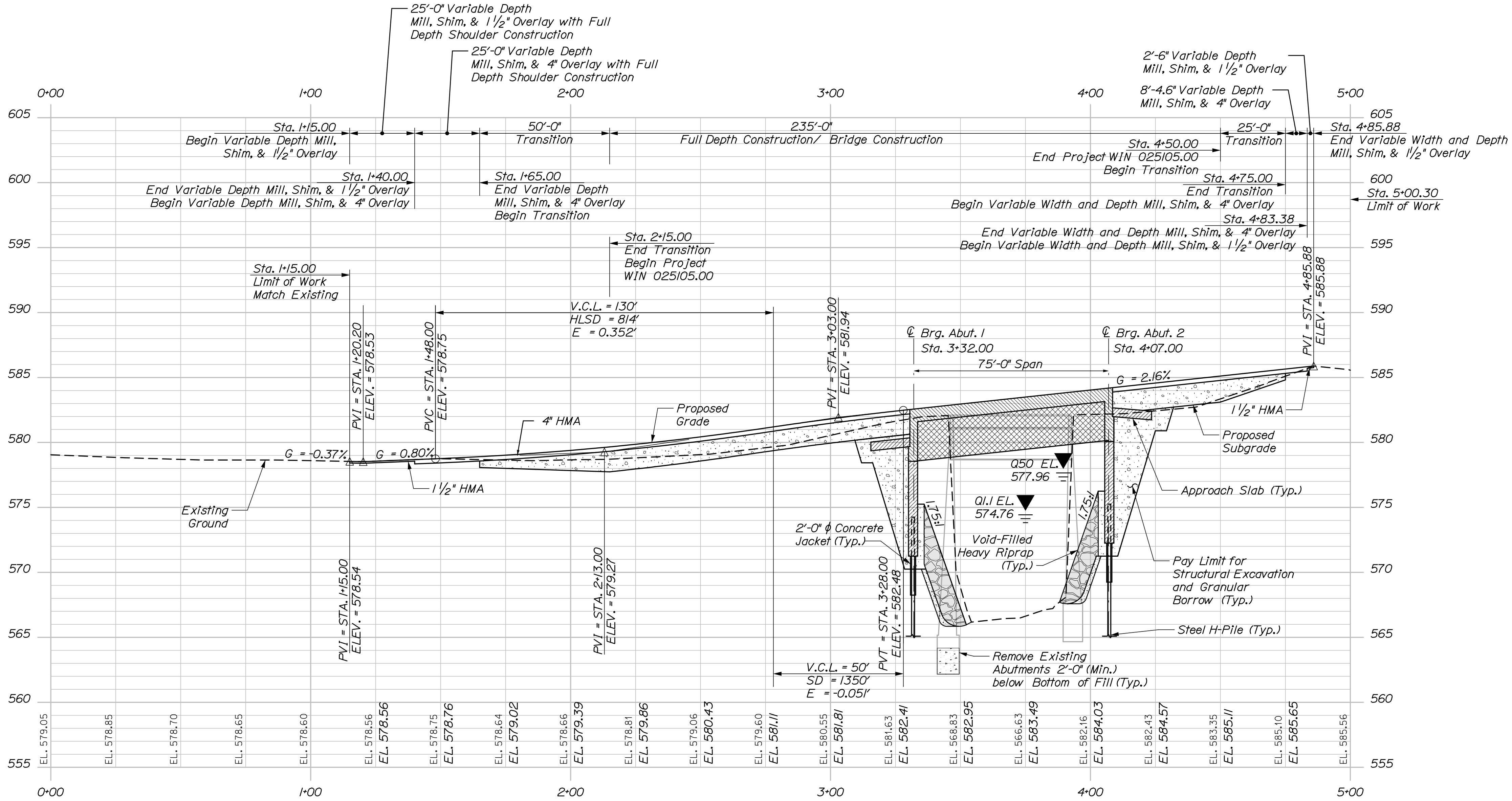
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ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.19	Removing Existing Bridge (Concrete 430 CY, Steel 30,000 LB)	1	LS
202.202	Removing Pavement Surface	180	SY
202.31	Profile Milling, Concrete Wearing Surface	200	SY
203.20	Common Excavation	775	CY
203.23/8	Disposal of Special Waste	180	TON
203.25	Granular Borrow	500	CY
203.33	Special Fill	10	CY
206.082	Structural Earth Excavation - Major Structures, Plan Quantity	430	CY
304.10	Aggregate Subbase Course - Gravel	639	CY
403.208/	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (Polymer Modified)	95	TON
403.209	Hot Mix Asphalt, 9.5 mm (Sidewalks, Drives, Islands & Incidentals)	1	TON
403.213/	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (Base and Intermediate Base course, Polymer Modified)	140	TON
409.15	Bituminous Tack Coat, Applied	35	GAL
501.239	Dynamic Load Test - Providing for	2	EA
501.50	Steel H-beam Piles 89 lb/ft, delivered	300	LF
501.501	Steel H-beam Piles 89 lb/ft, in place	260	LF
501.90	Pile Tips	8	EA
501.92	Pile Driving Equipment Mobilization	1	LS
502.219	Structural Concrete, Abutments and Retaining Walls (114 CY)	1	LS
502.261	Structural Concrete Roadway and Sidewalk Slab on Concrete Bridges (87 CY)	1	LS
502.31	Structural Concrete Approach Slab (18 CY)	1	LS
502.49	Structural Concrete Curbs and Sidewalks (7 CY)	1	LS
503.12	Reinforcing Steel, Fabricated and Delivered	15,000	LB
503.13	Reinforcing Steel, Placing	15,000	LB
503.19	Low-Carbon Chromium Reinforcement, Fabricated and Delivered	12,800	LB
503.20	Low-Carbon Chromium Reinforcement, Placing	12,800	LB
507.082/	Steel Bridge Railing, 3 Bar (160 LF)	1	LS
507.0822	Steel Approach Railing, 3-Bar	4	EA
511.07	Cofferdam: Abutment 1	1	LS
511.07	Cofferdam: Abutment 2	1	LS
515.21	Protective Coating for Concrete Surfaces (340 SY)	1	LS
526.301	Portable Concrete Barrier, Type I (160 LF)	1	LS
530.30	GFRP, Reinforcement Bars, Fabricated and Delivered	14,000	LF
530.31	GFRP, Reinforcement Bars, Placing	14,000	LF
535.622	Prestressed Structural Concrete NEXT Beam (79 CY)	1	LS
603.16	15 inch Culvert Pipe Option I	40	LF
603.199	24 inch Culvert Pipe Option III	52	LF
606.1301	31" W-Beam Guardrail - Mid-Way Splice - Single Faced	160	LF
606.1303	31" W-Beam Guardrail - Mid-Way Splice, 15' Radius and Less	25	LF
606.1304	31" W-Beam Guardrail - Mid-Way Splice, Over 15' Radius	37.5	LF
606.1305	31" W-Beam Guardrail - Mid-Way Splice Flared Terminal	1	EA
606.1721	Bridge Transition - Type I	4	EA
606.265	Terminal End-Single Rail - Galvanized Steel	1	EA
606.353	Reflectorized Flexible Guardrail Marker	6	EA
606.78	Low Volume End	1	EA
610.08	Plain Riprap	6	CY
610.16	Heavy Riprap	240	CY
610.214	Void-Filled Heavy Riprap	530	CY
613.319	Erosion Control Blanket	520	SY
615.07	Loam	60	CY
618.14	Seeding Method Number 2	8	UN
619.12	Mulch	8	UN
619.14	Erosion Control Mix	105	CY
620.58	Erosion Control Geotextile	920	SY
620.66	Drainage Geocomposite	72	SY
627.733	4" White or Yellow Painted Pavement Marking Line	150	LF
629.05	Hand Labor, Straight Time	40	HR
631.12	All Purpose Excavator (including operator)	40	HR
631.14	Grader (including operator)	40	HR
631.15	Roller, earth and base (including Operator)	40	HR
631.172	Truck-large (including operator)	40	HR
639.19	Field Office, Type B	1	EA
652.312	Type III Barricades	6	EA
652.33	Drum	50	EA
652.34	Cone	50	EA
652.35	Construction Signs	260	SF
652.361	Maintenance of Traffic Control Devices	1	LS
652.38	Flaggers	150	HR
652.41	Portable-Changeable Message Sign	3	EA
656.75	Temporary Soil Erosion and Water Pollution Control	1	LS
659.10	Mobilization	1	LS

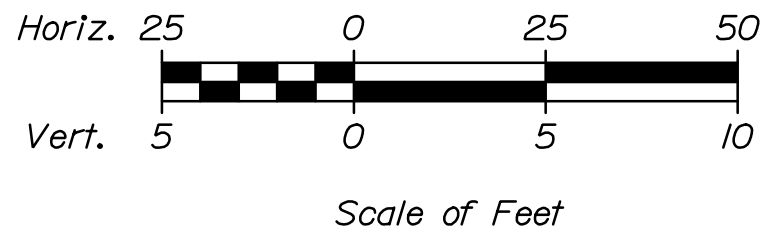
GENERAL CONSTRUCTION NOTES

1. All utility facilities shall be adjusted by the respective utilities unless otherwise noted. 2. For easements, construction limits and right of way lines, refer to Right of Way Maps. 3. Two reflectorized flexible guardrail markers will be installed at each guardrail end. 4. The clearing limits as shown on the Plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to Contract Items. Tree and stump removal within the clearing limits shall be considered clearing. 5. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident. 6. A MASH Compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail unless otherwise noted on the plans or directed by the Resident. 7. 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. 8. Protective Coating for Concrete Surfaces shall be applied to the following areas: All exposed surfaces of concrete curbs, Fascias down to the drip notch, Concrete Wearing Surfaces, Top of abutment backwalls and wingwalls, and to one foot below the ground on vertical walls against earth. 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 Number 619.14, Erosion Control Mix. 10. Place a 24 inch wide strip of Erosion Control Blanket on the sideslopes along the top of riprap and behind the wingwalls. 11. Project information referred to below may be accessed at the following MaineDOT web address: http://www.maine.gov/mdot/contractors/. 12. The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its lifespan. 13. The project geotechnical report titled: Geotechnical Design Report Bridges Bridge No. 2102 Wilton, Maine, dated August, 2024 may be accessed at the MaineDOT web address. 14. Geotechnical information furnished or referred to in this Plan set is for the use of the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidder's or Contractor's interpretations or conclusions drawn from the geotechnical information. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between boring locations. 15. Reports on hydrology and/or hydraulics applicable to the bridge site may be accessed at the MaineDOT web address. The reports are based on MaineDOT's interpretation of the information obtained for the subject site. No assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction. 16. 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 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 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 and adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation and Time.	17. All embankment material, except as otherwise shown, placed below EL 577.96 shall be Granular Borrow meeting the requirements of Subsection 703.19, Material for Underwater Backfill. 18. No existing drainage shall be abandoned, removed or plugged without prior approval of the Resident. 19. Inlets and outlets of all culverts shall be riprapped unless otherwise noted on the plans or directed by the Resident. 20. Grass entrances shall be constructed with 10 inches of aggregate subbase course gravel and 4 inches of loam, seeded & mulched unless otherwise noted in the Plans or directed by the Resident. 21. A 3 foot paved lip shall be placed at all unpaved entrances unless otherwise noted on the Plans or directed by the Resident. 22. Where called for on the Plans, where new pavement joins existing pavement, the existing pavement shall be sawcut along a smooth line to a neat, even, vertical joint as directed by the Resident. Broken or raveled edges will not be permitted. All work necessary for the preparation of this joint will be considered incidental to the related contract items. 23. The existing bridge shall be removed by and become the property of the Contractor. The steel portions of the existing bridge 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. The Contractor is responsible for implementing appropriate OSHA mandated personal protection standards related to this process. Once the existing bridge is removed, the Contractor is solely responsible for the care, custody, and control of the components of the existing bridge and any hazardous waste 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 bridge will be considered incidental to the bridge removal pay item. 24. During construction, Pond Road will be closed to traffic for a time period specified in the Special Provisions. 25. Remove and reset, and remove and dispose of signs shall be performed in accordance with section 645 - Highway Signing and as directed by the Resident. Payment will be incidental to related Contract Items. 26. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident. 27. 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. 28. Void-filled riprap shall be used at and below EL 01.1 unless noted otherwise, see Special Provision 610.
BRIDGES BRIDGE WILSON STREAM WILTON FRANKLIN ESTIMATED QUANTITIES & GENERAL NOTES	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2510500 025105.00 BRIDGE NO. 2102 BRIDGE PLANS
PROJ. MANAGER DESIGN-DETAILED DESIGN-REVIEWED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES Mark Parlin P. Mckechnie L. Driscoll BY P. Mckechnie C. Hemmick DATE 07/1/2024 07/1/2024	SIGNATURE P.E. NUMBER DATE
SHEET NUMBER	2 OF 30

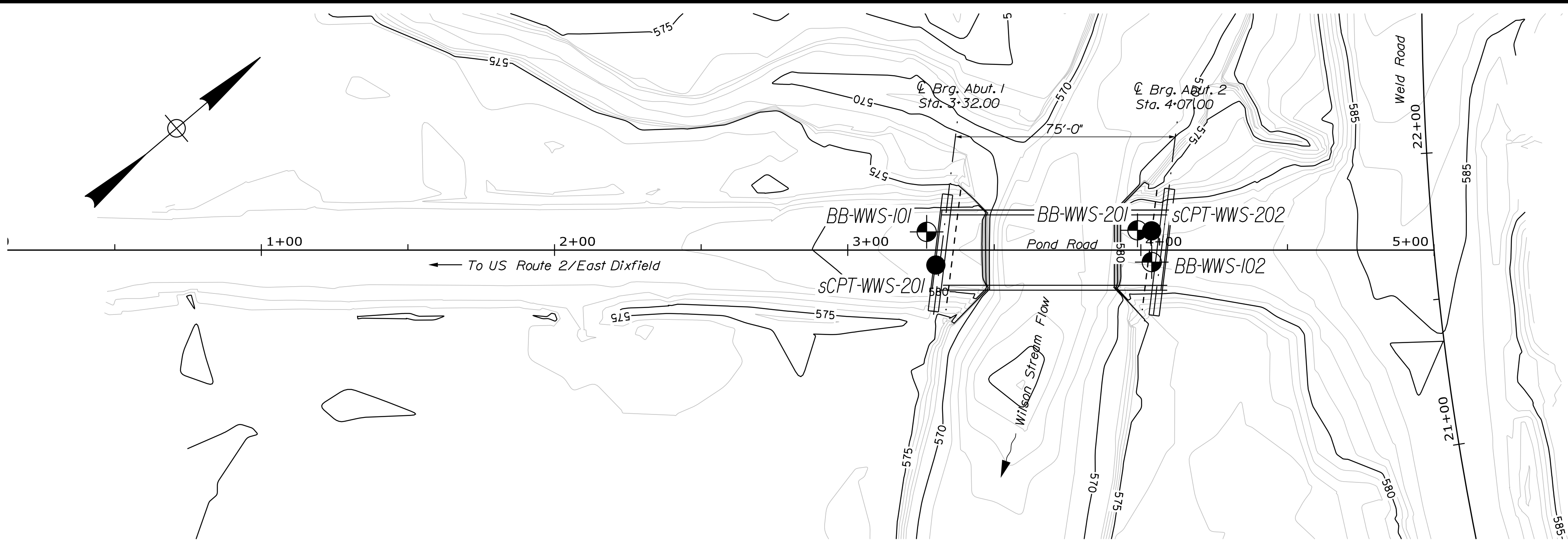




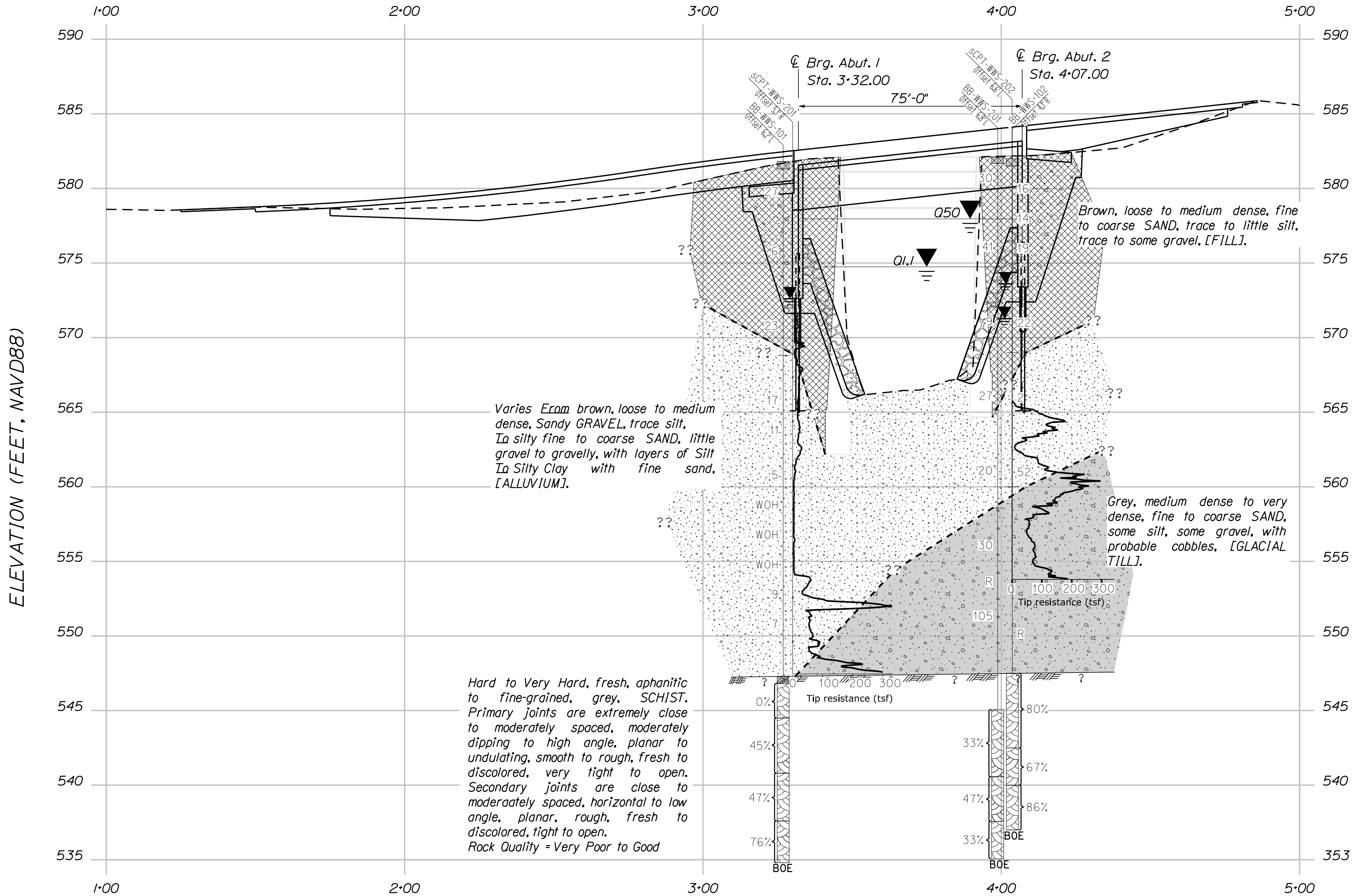
PROFILE



4		SHEET NUMBER		WILTON		BRIDGES BRIDGE WILSON STREAM		FRANKLIN		PROJ. MANAGER		Mark	Perkin	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
										DESIGN-DETAILED	P. McKechnie	07/2024					
4		SHEET NUMBER		WILTON		BRIDGES BRIDGE WILSON STREAM		FRANKLIN		CHECKED-REVIEWED	L. Driscoll	C. Helmick	07/2024	SIGNATURE		2510500	
										DESIGN2-DETAILED2							
										DESIGN3-DETAILED3				P.E. NUMBER			
										REVISIONS 1							
										REVISIONS 2							
4		SHEET NUMBER		WILTON		BRIDGES BRIDGE WILSON STREAM		FRANKLIN		REVISIONS 3				DATE		BRIDGE NO. 2102 WIN 025105.00 BRIDGE PLANS	
										REVISIONS 4							
										FIELD CHANGES							



BORING LOCATION PLAN



INTERPRETIVE SUBSURFACE PROFILE

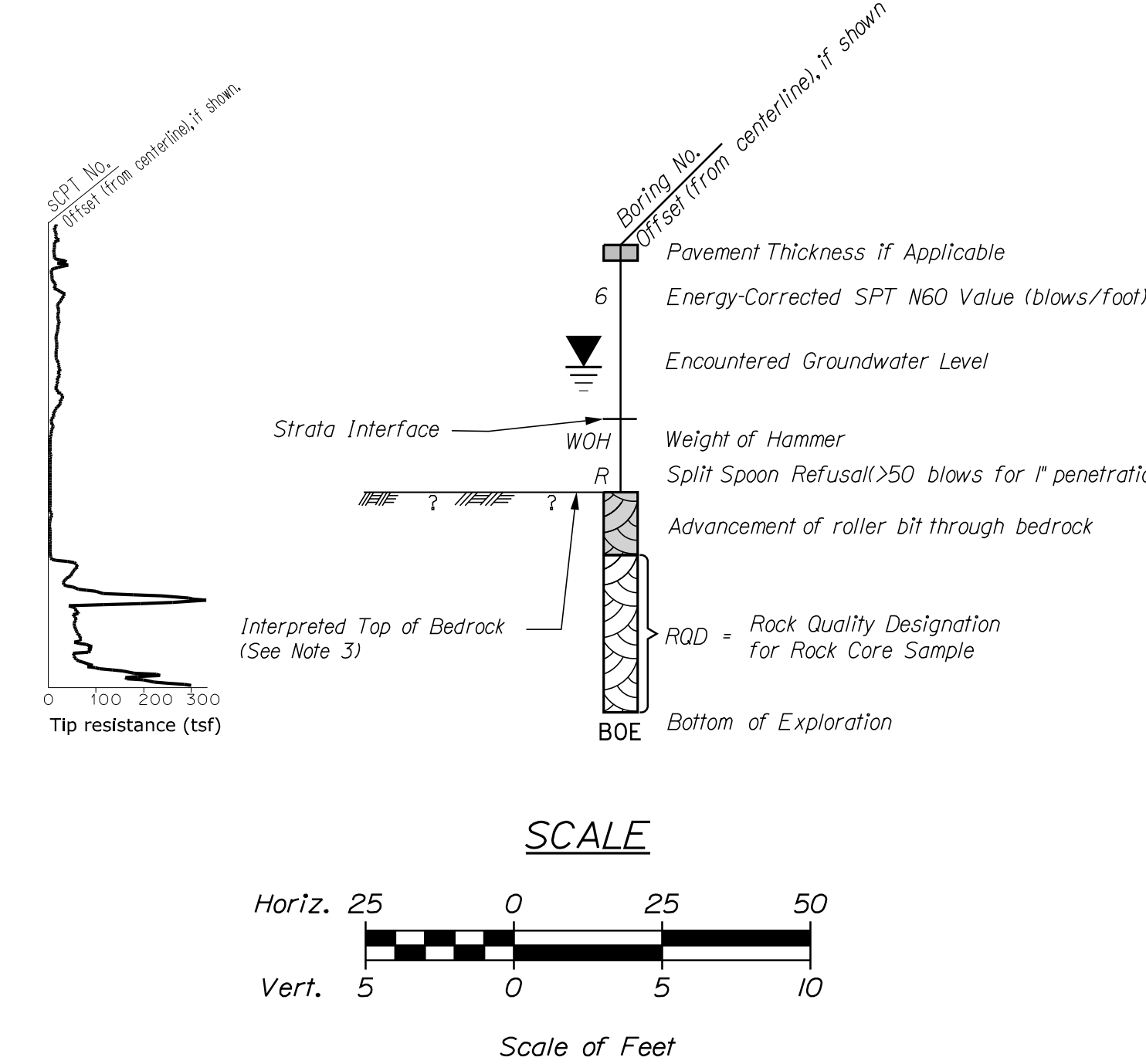
NOTES

- 1) Base map developed from electronic files (Alignments.dgn, Bridge.dgn, BDPLAN.dgn, Countours, Profile.dgn, and Topo.dgn) provided by HNTB on July 21, 2023.
- 2) The as-drilled locations of the BB-WWS-101 and BB-WWS-102 test borings were surveyed and provided by MaineDOT in an electronic file (Borings.dgn) on July 17, 2023.
- 3) The as-drilled locations of the BB-WWS-201 test boring and sCPT-WWS-200 series cone penetration tests were surveyed and provided by MaineDOT in an electronic file (Borings.dgn) on May 3, 2024.
- 4) This generalized interpretive soil and rock profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil and rock transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

BORING LOCATION PLAN LEGEND

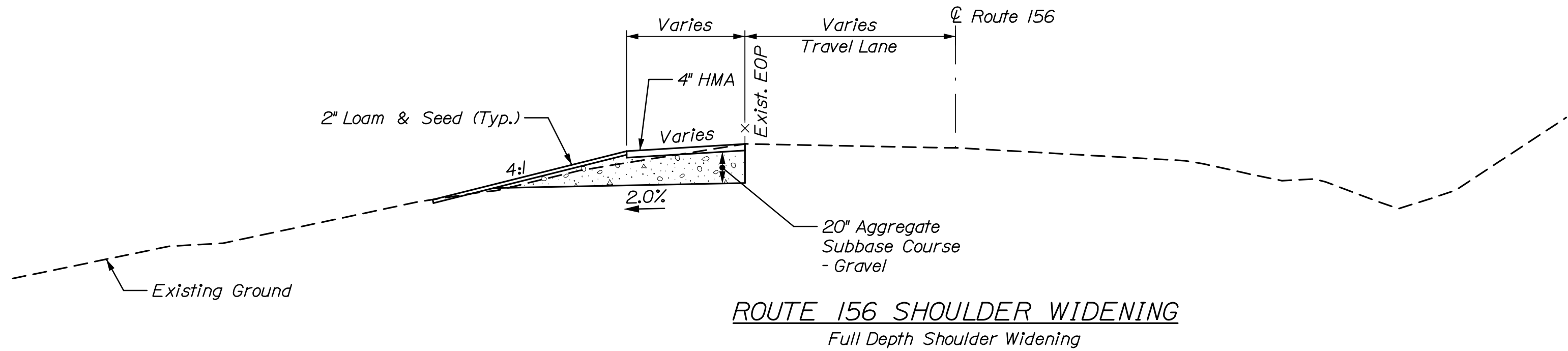
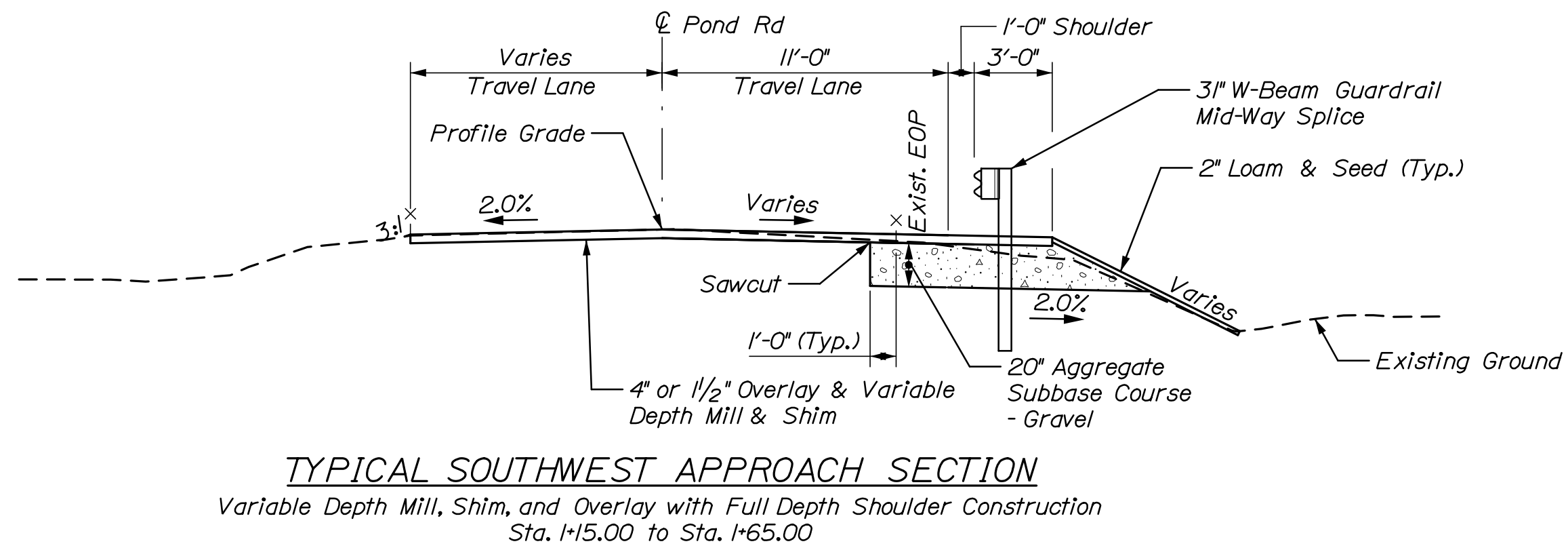
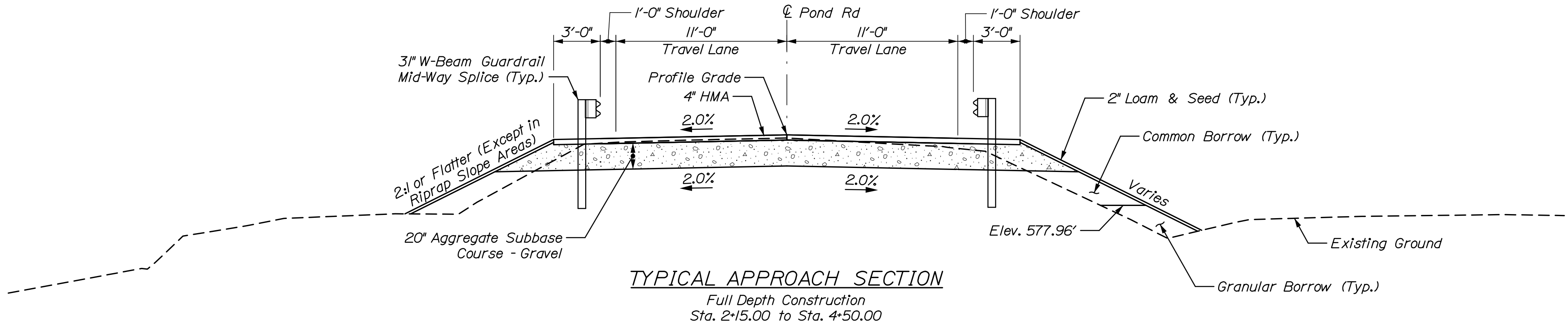
- BB-WWS-102 Location and designation of BB-WWS-100 series borings that were performed by New England Boring Contractors of Hermon, Maine between May 2 and May 4, 2023.
- BB-WWS-201 Location and designation of BB-WWS-200 series borings that were performed by Seaboard Drilling of Bangor, Maine on April 22, 2024.
- sCPT-WWS-202 Location and designation of sCPT-WWS-200 series seismic cone penetration tests that were performed by Seaboard Drilling of Bangor, Maine on April 23, 2024.

INTERPRETIVE SUBSURFACE PROFILE LEGEND



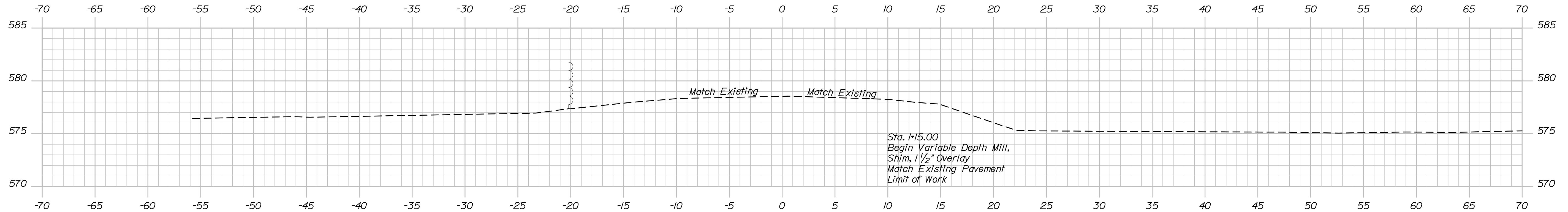
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FRANKLIN BRIDGES BRIDGE WILSON STREAM WILTON				
BORING LOCATION PLAN & INTERPRETIVE SUBSURFACE PROFILE				
SHEET NUMBER 5 OF 30				

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2510500		BRIDGE NO. 2102		WIN		025105.00		BRIDGE PLANS	
BRIDGES BRIDGE WILSON STREAM		FRANKLIN		WILTON		TYPICAL SECTIONS		SHEET NUMBER		2	
PROJ. MANAGER		BY		DATE		SIGNATURE		P.E. NUMBER		DATE	
DESIGN-DETAILED		P. Mckechnie		07/2024							
CHECKED-REVIEWED		L. Driscoll		07/2024							
DESIGN-DETAILED											
REVISIONS 1											
REVISIONS 2											
REVISIONS 3											
REVISIONS 4											
FIELD CHANGES											

Filename: Xsect.dgn



1+15.00

Sta. 1+24.19. 24.0' Rt. to Sta. 1+64.19. 24.0' Rt.
Install 40' x 15" Opt. I
Inv. In = 574.10
Inv. Out = 573.98

Sta. 1+15.00
Begin Variable Depth Mill,
Shim, 1 1/2" Overlay
Match Existing Pavement
Limit of Work

SHEET NUMBER

8

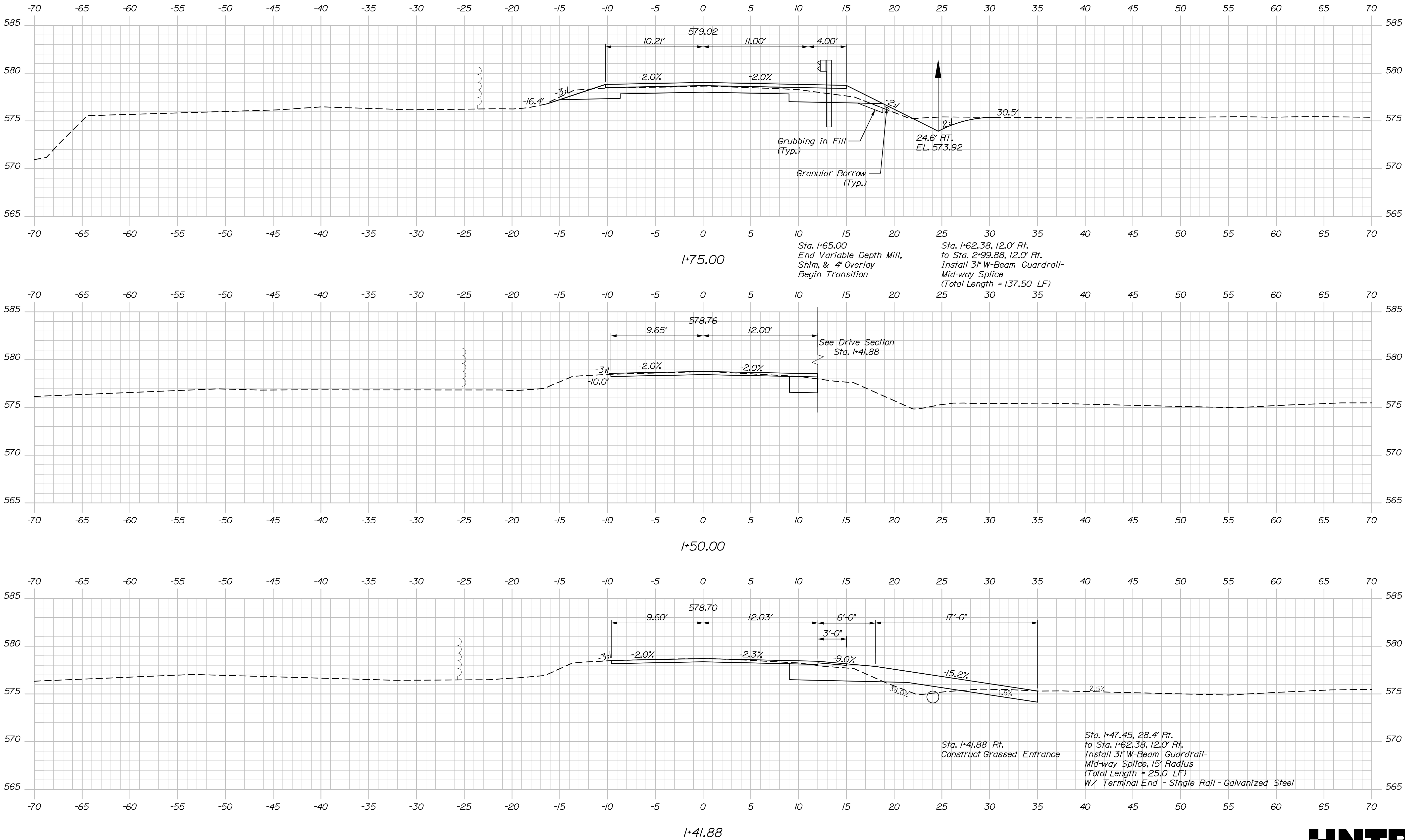
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Date:10/17/2024

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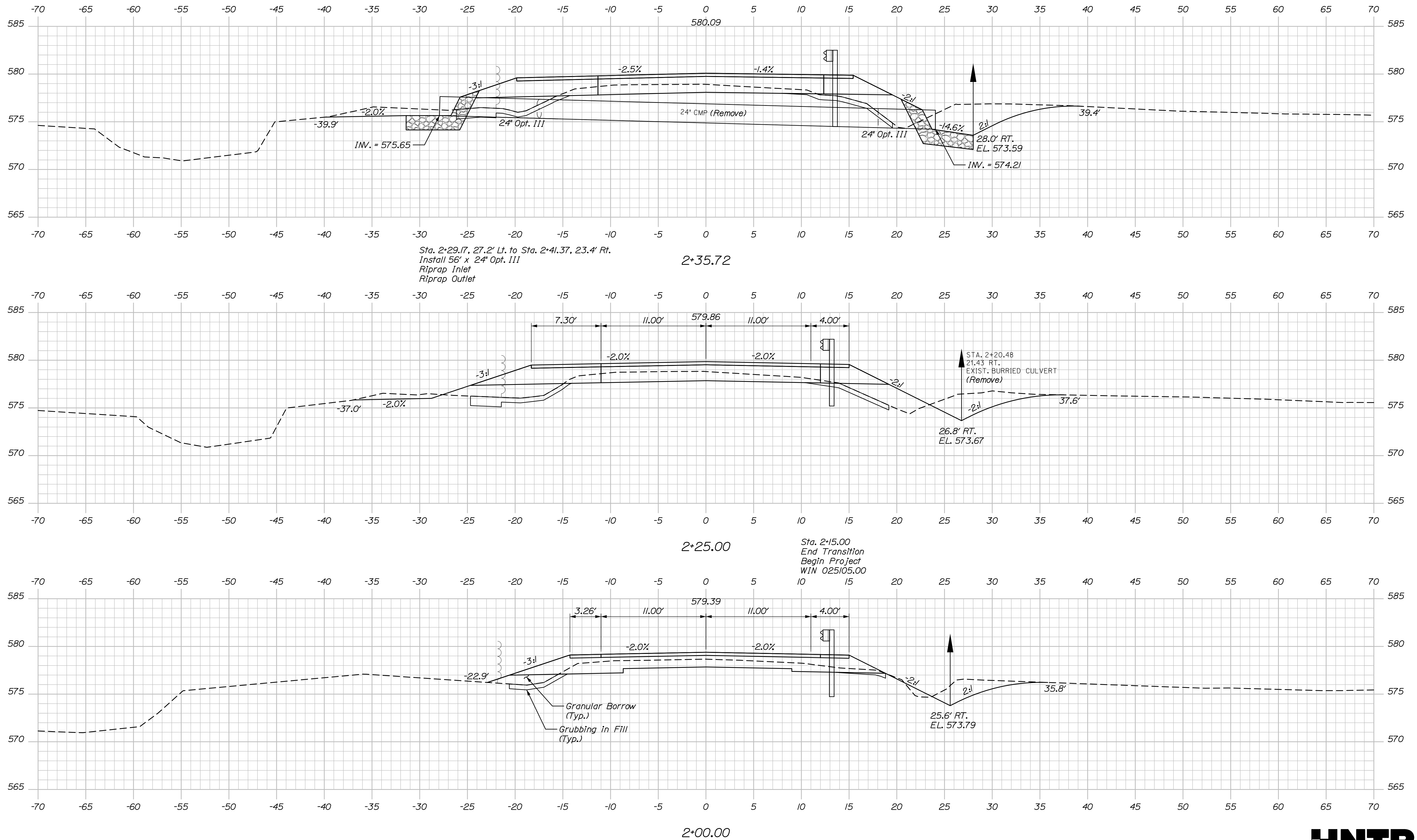
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STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2510500		WIN 025105.00		BRIDGE NO. 2102		BRIDGE PLANS	
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PROJ. MANAGER		BY		DATE		SIGNATURE		P.E. NUMBER	
DESIGNED-DETAILED		P. McKechnie		07/2024		P. McKechnie		07/2024	
CHECKED-REVIEWED		L. Driscoll		07/2024		L. Driscoll		07/2024	
DESIGNED-DETAILED									
REVISIONS 1									
REVISIONS 2									
REVISIONS 3									
REVISIONS 4									
FIELD CHANGES									

Filename: Xsect.dgn



HNTB

Sta. 2+00.00 to Sta. 2+35.72

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2510500

WIN 2E10E

BRIDGE NO. 2102

SIGNATURE

P.E. NUMBER

DATE _____

PROJ. MANAGER	Mark Porlin	BY	DATE
DESIGN-DETAILED	P. McKechnie	P. McKechnie	07\2024
CHECKED-REVIEWED	L. Driscoll	C. Helmick	07\2024

DESIGN3-DETAILED3		
REVISIONS 1		

REVISIONS 3	
REVISIONS 4	

MAINLINE	MAINLINE
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BRIDGES BRIDGE
WILSON STREAM

NOTES

SHEET NUMBER

10

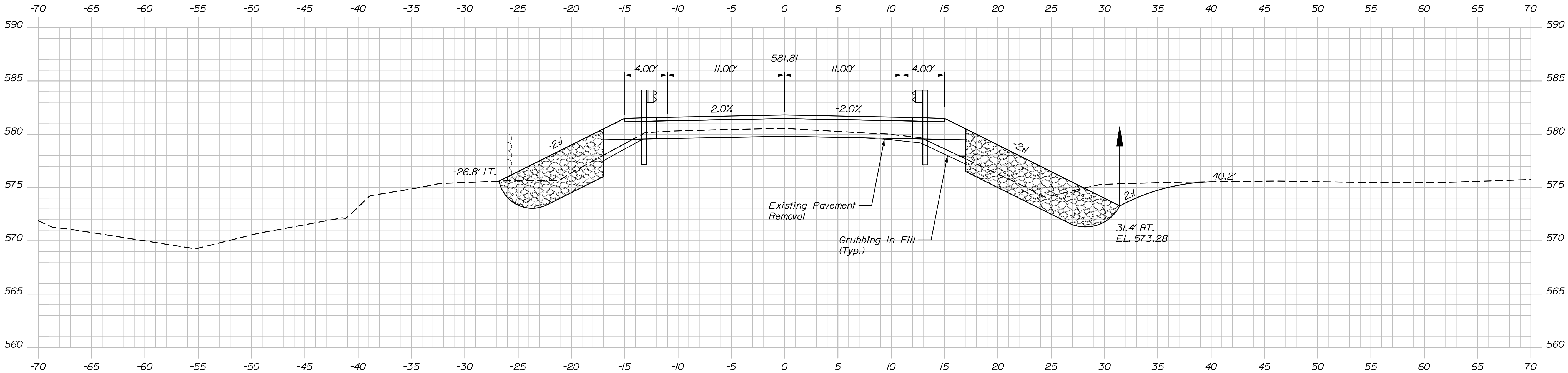
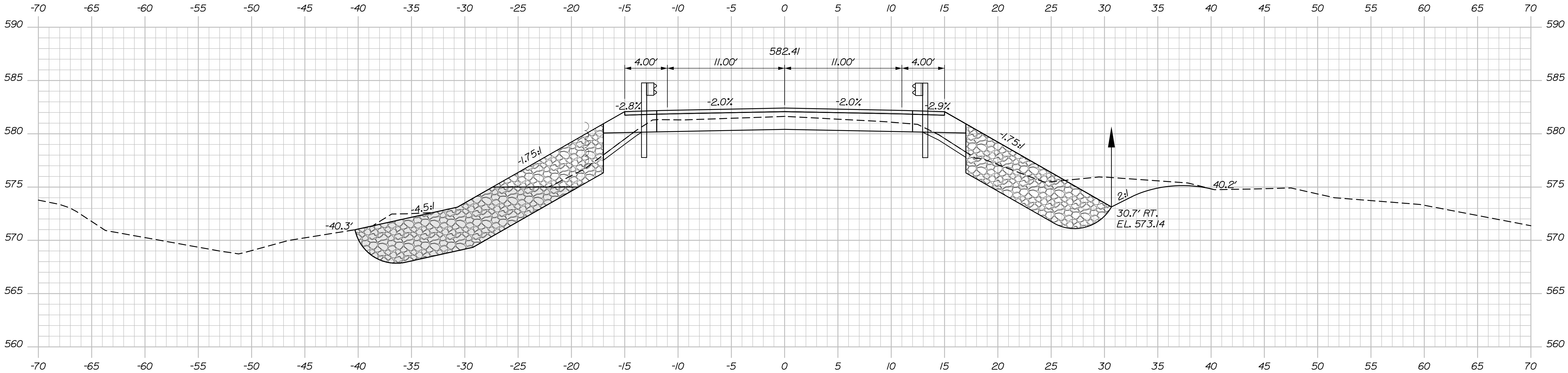
OF 30

Date:10/17/2024

Username:

Division:

Filename: Xsect.dgn



Sta. 3+03.03, 12.0' Lt.
to Sta. 3+23.51, 12.0' Lt.
Install Bridge Transition Type I

3+00.00

Sta. 2+99.88, 12.0' Rt.
to Sta. 3+20.36, 12.0' Rt.
Install Bridge Transition Type I



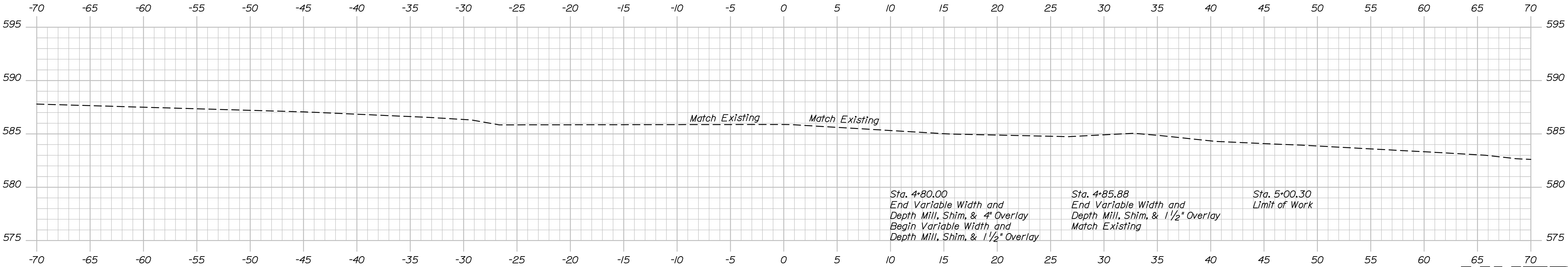
STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
2510500	
WIN	025105.00
BRIDGE NO. 2102	BRIDGE PLANS

PROJ. MANAGER	Mark Parlin	BY	DATE
CHECKED-DETAILED	P. McKechnie	BY	DATE
DESIGNED-DETAILED	L. Driscoll	BY	DATE
REVISIONS 1		BY	DATE
REVISIONS 2		BY	DATE
REVISIONS 3		BY	DATE
REVISIONS 4		BY	DATE
FIELD CHANGES		BY	DATE

BRIDGES BRIDGE	FRANKLIN
WILSON STREAM	
WILTON	
POND RD CROSS SECTIONS	

SHEET NUMBER
12
OF 30

Sta. 3+00.00 to Sta. 3+25.00



4+85.88



Sta. 4+85.88 to Sta. 4+85.88

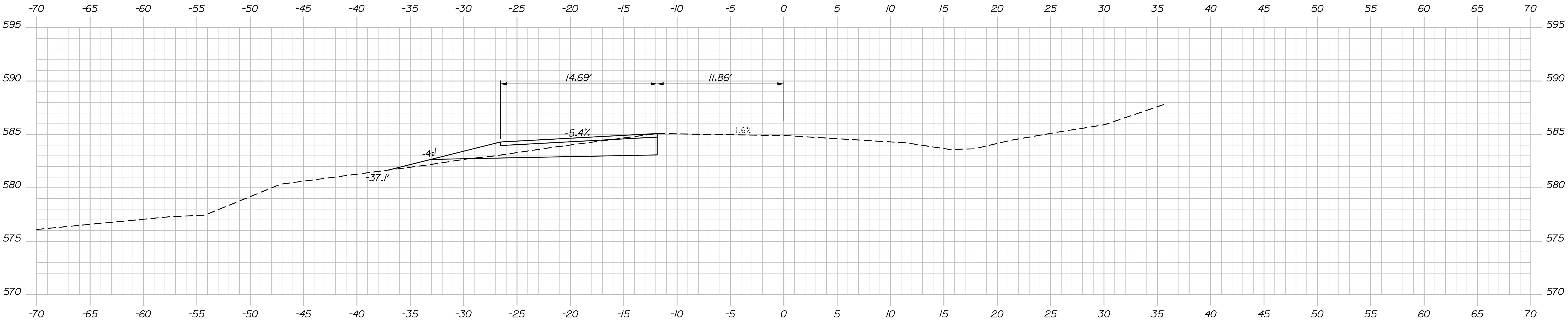
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WILSON STREAM		DEPARTMENT OF TRANSPORTATION	
WILTON		2510500	
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SHEET NUMBER		BRIDGE PLANS	
14			
OF 30			

Date:10/17/2024

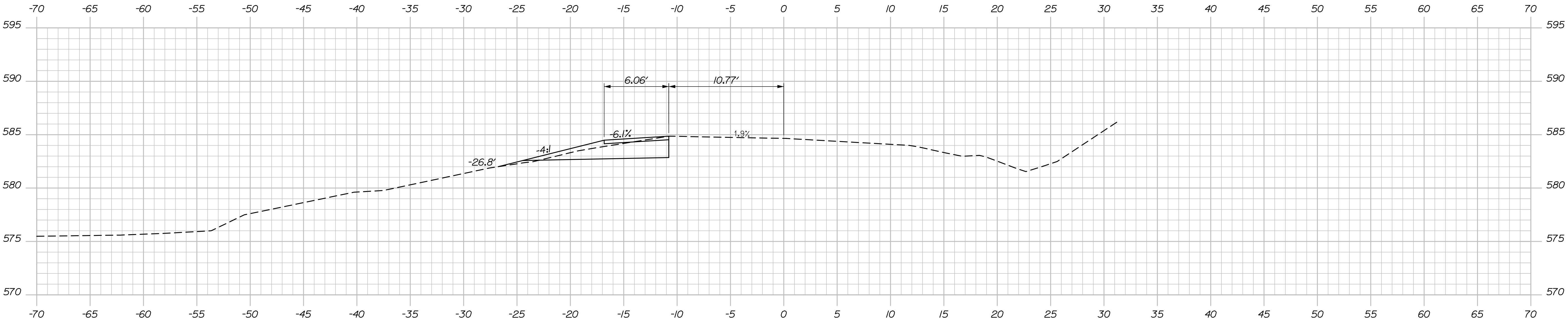
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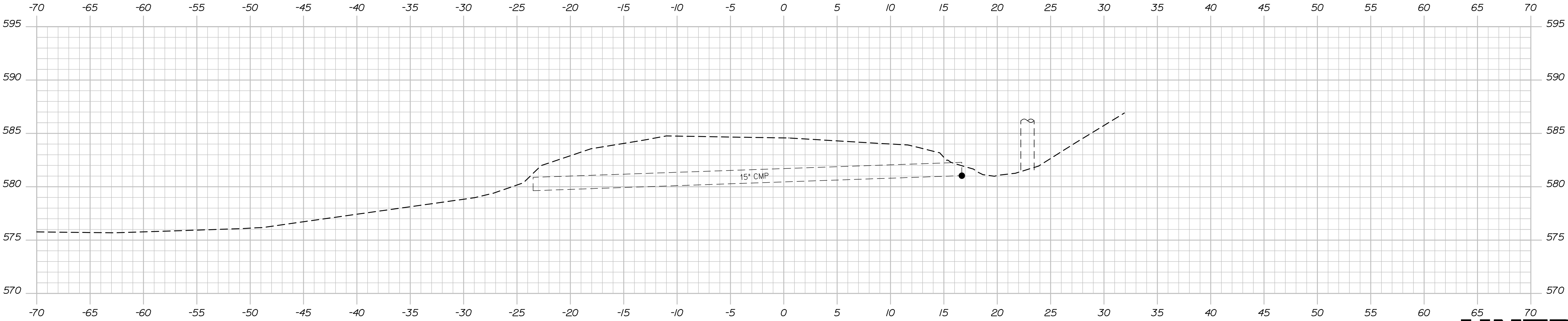
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21+25.00



21+00.00

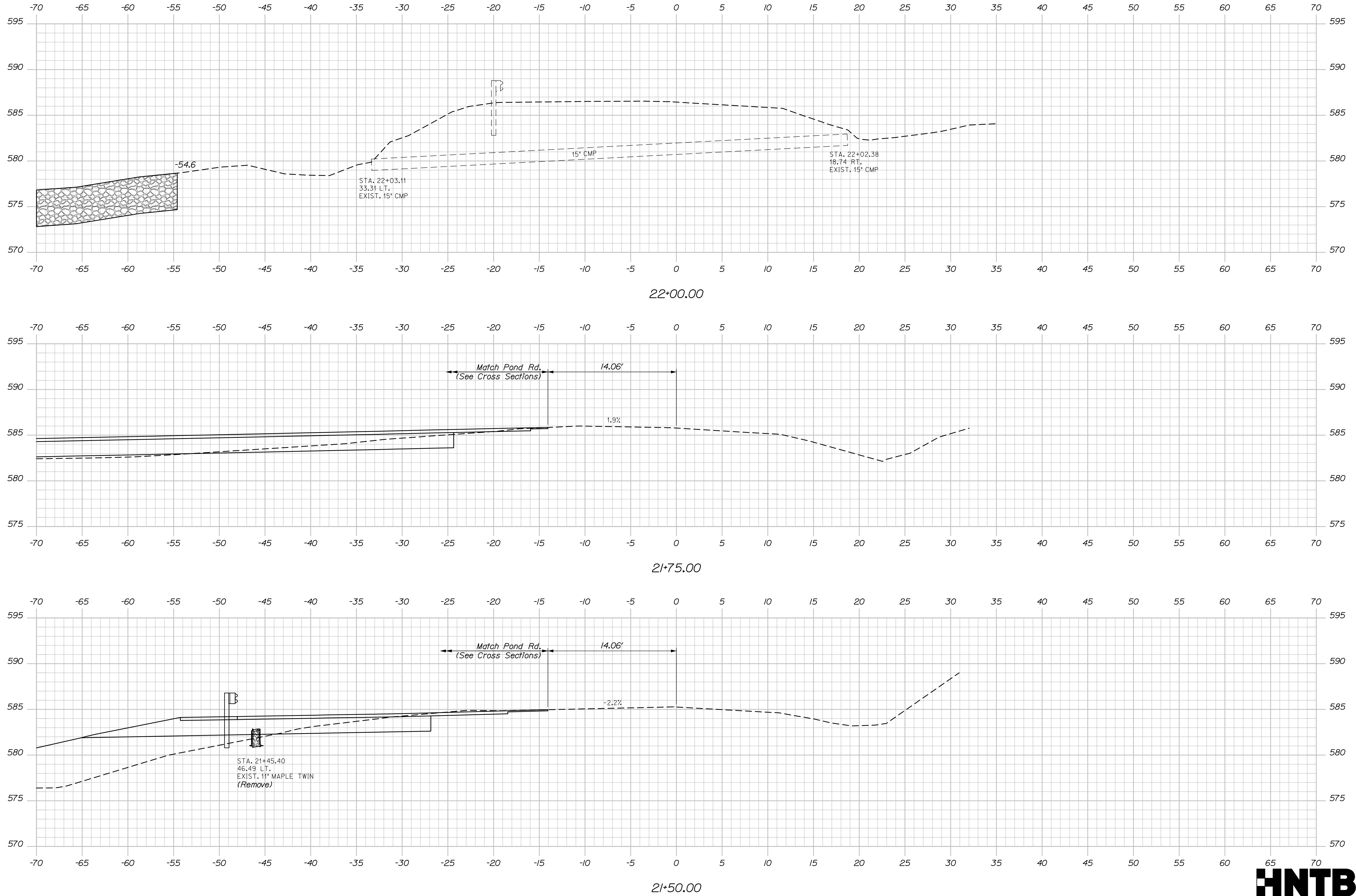


20+75.00



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2510500		WIN		025105.00		BRIDGE PLANS		
	SIGNATURE		P.E. NUMBER		DATE				
	DATE		BY		PROJ. MANAGER				
FRANKLIN		WILTON		WILSON STREAM		BRIDGES BRIDGE			
ROUTE 156 CROSS SECTIONS		SHEET NUMBER		15		OF 30			

Filename: Xsect.dgn



HNTB

Sta. 21+50.00 to Sta. 22+00.00

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
2510500	
BRIDGE NO. 2102	WIN 025105.00
BRIDGE PLANS	

[illegible]

BRIDGES BRIDGE
WILSON STREAM

WILTON

FRANKLIN

ROUTE 156 CROSS SECTIONS

SHEET NUMBER

16

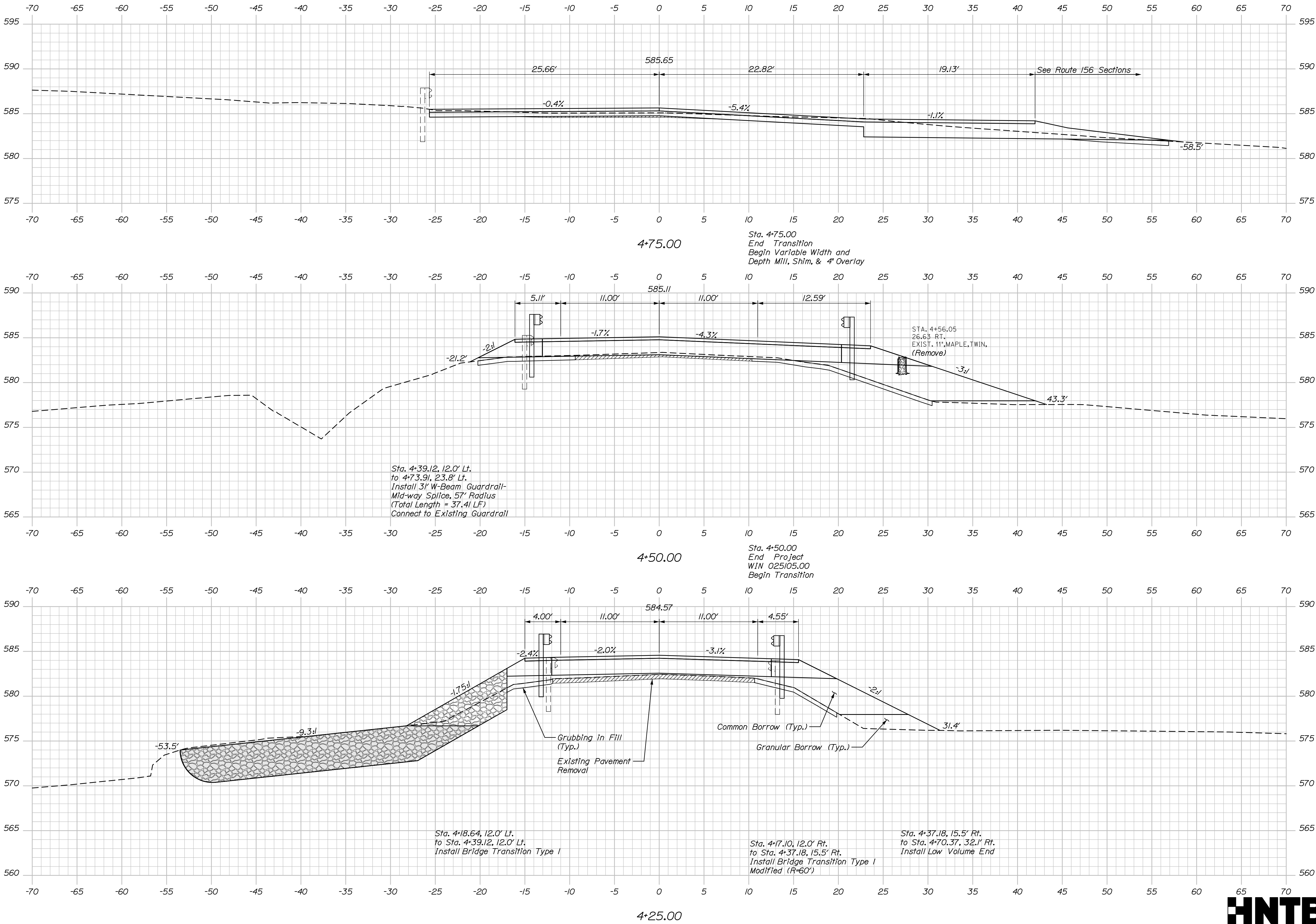
OF 30

Date:10/17/2024

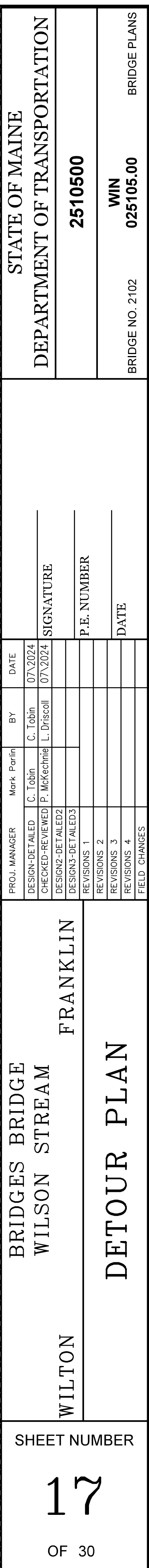
Username:

Division:

Filename: Xsect.dgn



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2510500		WIN 025105.00		BRIDGE NO. 2102		BRIDGE PLANS	
FRANKLIN WILSON STREAM		WILTON		POND RD CROSS SECTIONS		SHEET NUMBER 13 OF 30			
PROJ. MANAGER Mark Parlin		BY P. Mckechnie C. Hemick		DATE 07/20/24 07/20/24		SIGNATURE		P.E. NUMBER DATE	
DESIGN-DETAILED		DESIGN-REVIEWED		DESIGN-DETAILED		DESIGN-REVIEWED		DESIGN-DETAILED	
REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		FIELD CHANGES	



DETOUR SIGN SUMMARY

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		AREA IN SQUARE FEET	NOTES
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND BORDER		
CS-1	24"	12"	Pond Rd	4"C			16	ORANGE	BLACK	2.0 (32)	
CS-2	36"	30"	POND ROAD BRIDGE OUT USE DETOUR	4"C 4"C 4"C	4" 4"		11	ORANGE	BLACK	7.5 (82.5)	
CS-3	42"	30"	FOOTHILL LAND CONSERVANCY OPEN 1.6 MILES	4"C 4"C 4"C	4" 4"		1	ORANGE	BLACK	8.75 (8.75)	
CS-4	42"	30"	FOOTHILL LAND CONSERVANCY OPEN 0.5 MILES	4"C 4"C 4"C	4" 4"		1	ORANGE	BLACK	8.75 (8.75)	
M4-8a	24"	18"	END DETOUR	TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			2	SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"		3.0 (6)	
M4-9	30"	24"	DETOUR ↑				9			5.0 (45)	
M4-9L	30"	24"	DETOUR ←				4			5.0 (20)	
M4-9R	30"	24"	DETOUR →				3			5.0 (15)	
R11-2	48"	30"	ROAD CLOSED				2			10 (20)	
R11-3a (0.15)	60"	30"	ROAD CLOSED 0.15 MILES AHEAD LOCAL TRAFFIC ONLY				1			12.5 (12.5)	
R11-3a (1.7)	60"	30"	ROAD CLOSED 1.7 MILES AHEAD LOCAL TRAFFIC ONLY	▼	▼	▼	1	▼	▼	12.5 (12.5)	

BRIDGES BRIDGE
WILSON STREAM
WILTON

FRANKLIN

SIGN SUMMARY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2510500

BRIDGE NO. 2102
WIN
025105.00

BRIDGE PLANS

SHEET NUMBER

18

OF 30

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

Mark Porlin
P. McKechnie
C. Tobin

BY
P. McKechnie
L. Driscoll

DATE
07/1/2024
07/1/2024

SIGNATURE

P.E. NUMBER

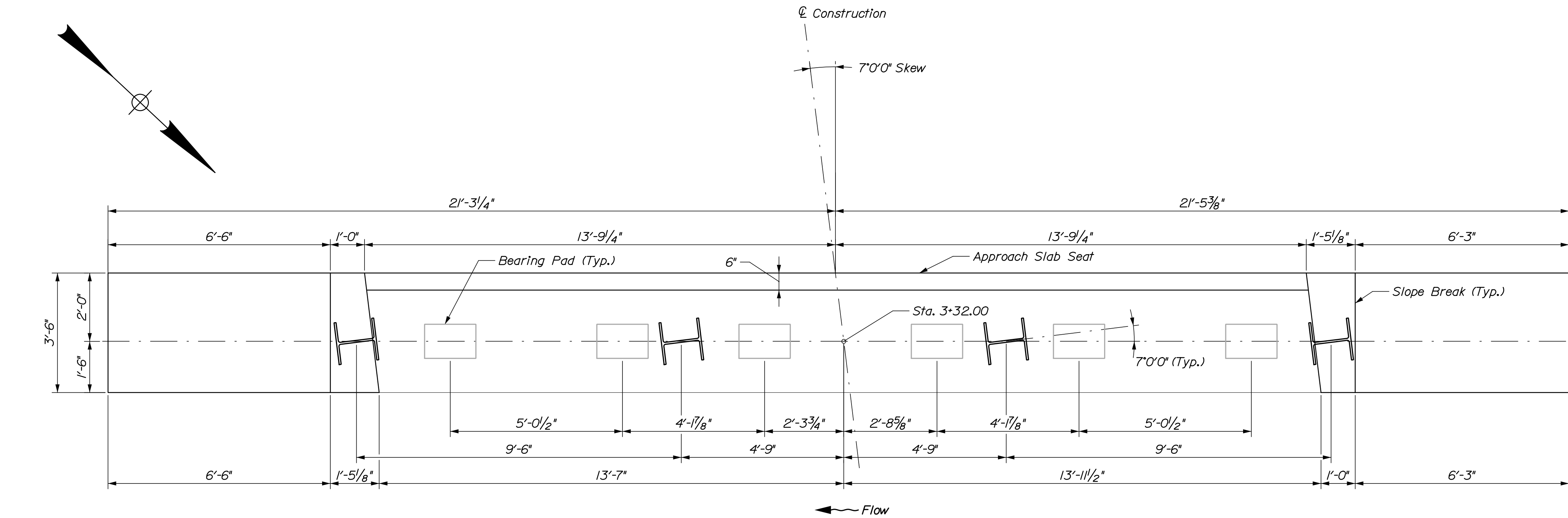
DATE

Date:10/17/2024

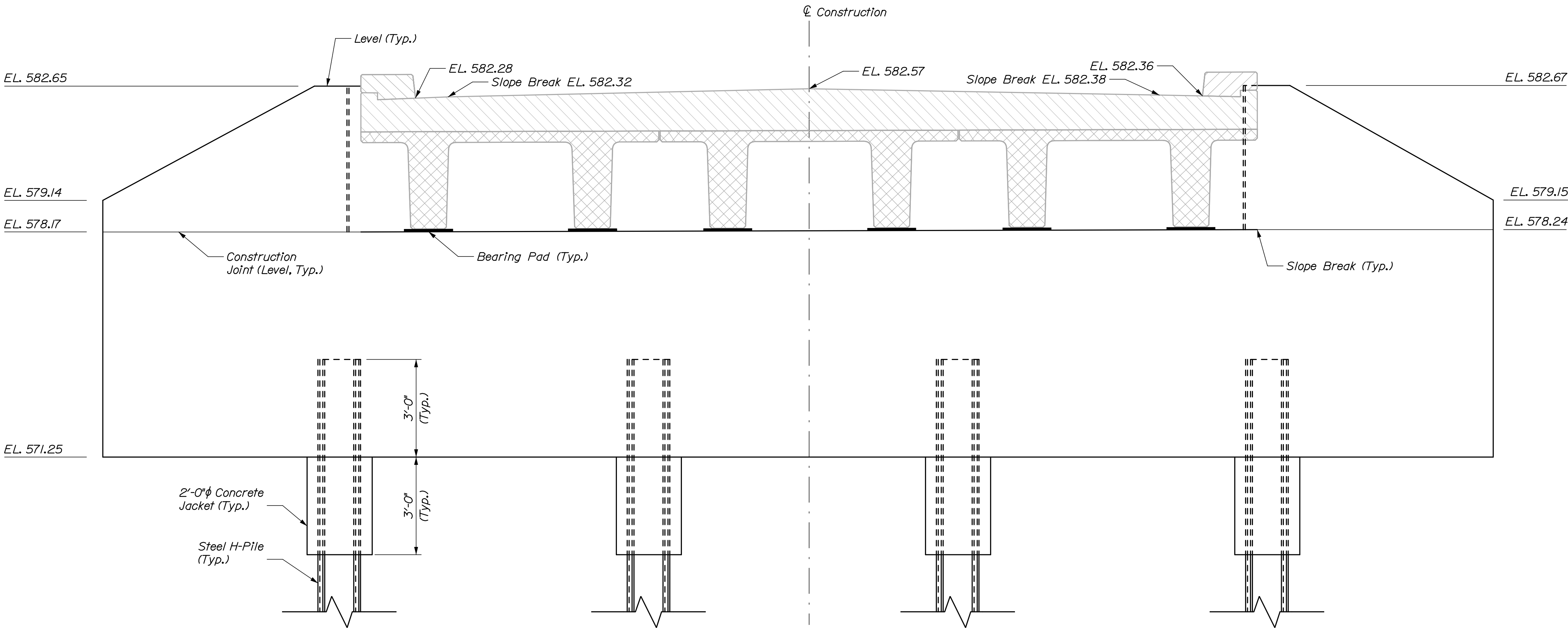
Username:

Division:

Filename: 019_Abument 1.dgn



ABUTMENT NO. 1 PLAN



ABUTMENT NO. 1 ELEVATION
(Superstructure shown screened for clarity)

ABUTMENT NOTES

1. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
2. Cover joints where waterstops are not required in accordance with Standard Detail 502(01).
3. Place 4 inch diameter drains in abutment and wingwalls at 10 feet maximum spacing. The exact location will be determined by the Resident.
4. Install Drainage Geocomposite behind the abutments and wingwalls in accordance with Special Provision Section 620, Geotextiles - Drainage Geocomposite.
5. Abutments and wingwalls shall be backfilled with Granular Borrow for Underwater Backfill. Pay limits will be the structural excavation limits as shown on the "Abutment Details" sheet.
6. All elevations are provided at centerline of bearing unless otherwise noted.
7. Payment for concrete jacket around the tops of the H-piles will not be paid for directly. Payment shall be incidental to Item 502.219, Structural Concrete, Abutments and Retaining Walls. Fill concrete may be used for the concrete jackets.
8. Integral concrete wearing surfaces shall have a milled finish (see Superstructure Notes). All deck geometry shown is for the final condition, after the wearing surface has been milled.

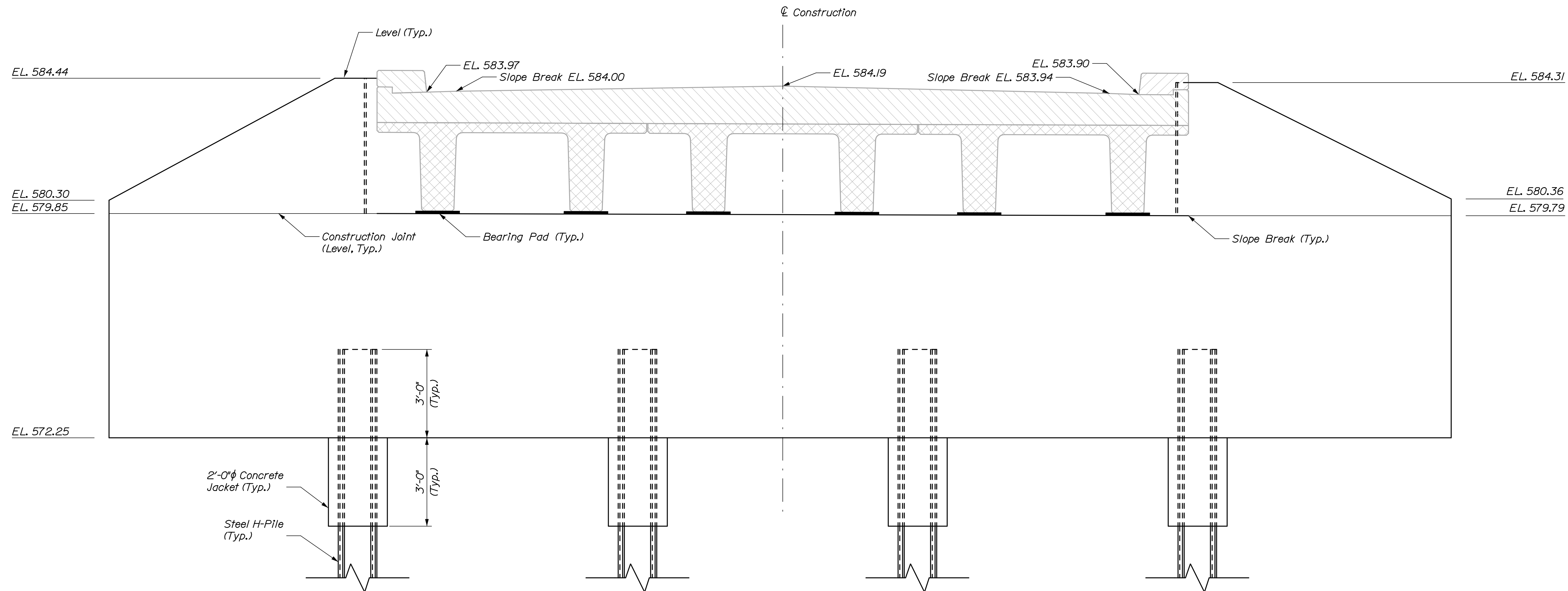
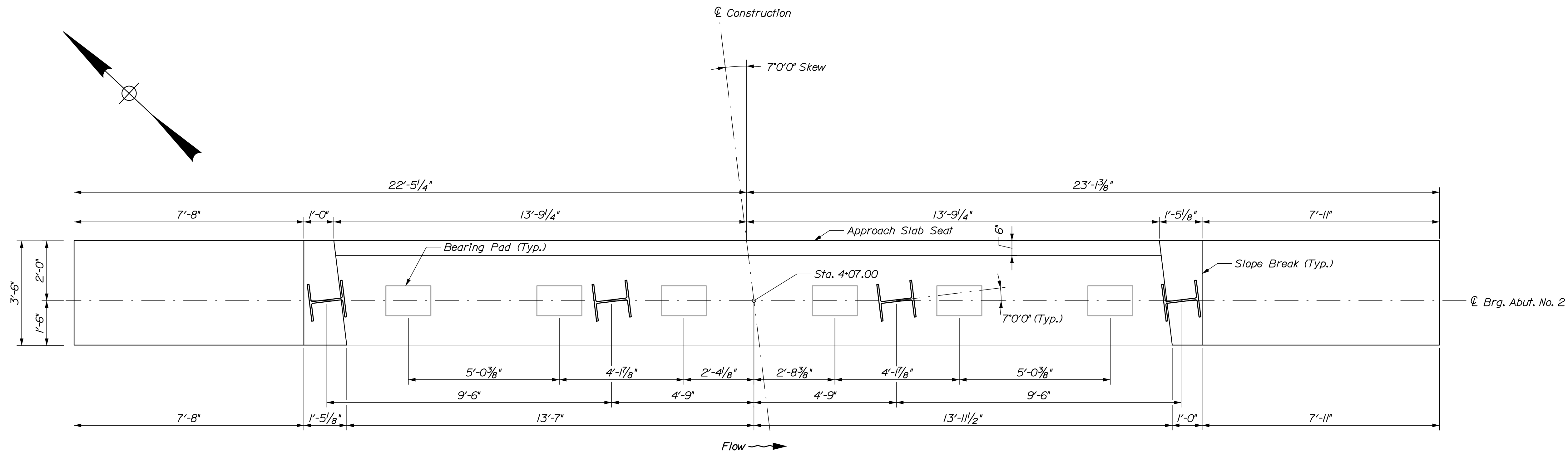
PILE NOTES

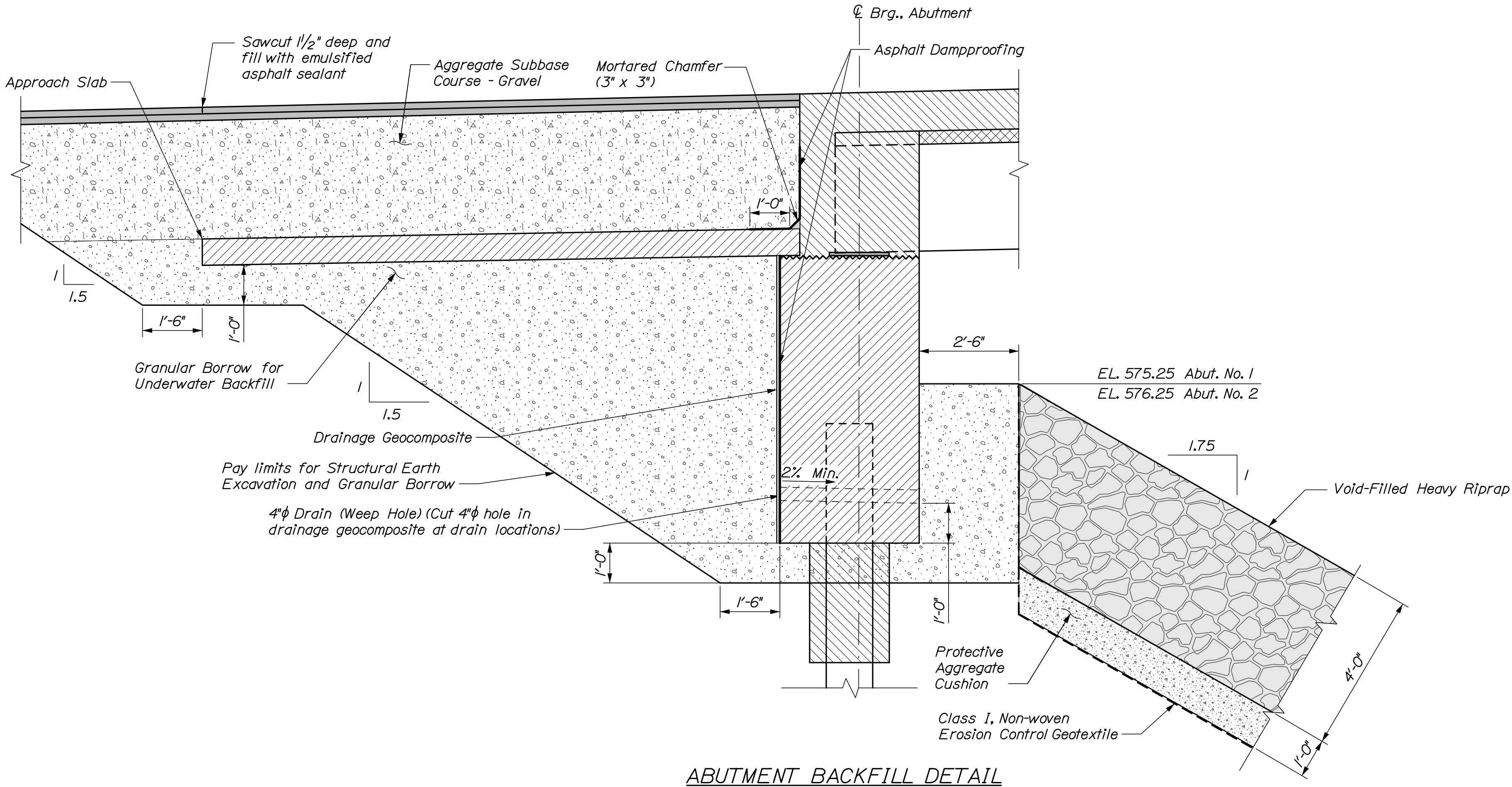
1. The maximum factored pile load is 360 kips at the Strength Limit State. Piles shall be driven to the required nominal resistance on or within bedrock in accordance with Standard Specification Section 501.
2. Estimate of Piles required:

Abutment No. 1: 4 - HP 14x89 @ 32 ft
Abutment No. 2: 4 - HP 14x89 @ 33 ft

The order lengths of the piles shall include an additional 5 feet of length for each test pile to accommodate dynamic pile testing equipment.
3. H-pile material shall be ASTM A572, Grade 50.
4. Piles shall not be out of position shown by more than 2 inches in any direction.
5. All piles shall be equipped with a pile tip in accordance with Standard Specification Subsections 501.048, Prefabricated Pile Tips and 711.10 H-Beam Piles, Spliced and Tips.
6. The Contractor shall submit to the Department, for review and acceptance, their proposed pile driving equipment with a compiled "Pile and Driving Equipment Data Form," Figure 1, of Standard Section 501 - Foundation Piles. Approval of the proposed pile driving equipment by the Department will be based on Department - conducted wave equation analyses and the criteria specified in Section 501 and Subsection 501.042, Equipment for Driving Piles. If the Department - conducted wave equation analyses show that the proposed driving system(s) is unacceptable, the Contractor shall modify or replace the proposed driving equipment in an amendment of the QCP, at their own expense, until subsequent wave equation analyses by the Department indicate the pile can be driven to the required resistance, without damage or excessive blows.
7. The Contractor shall provide access for the agents of the Department to perform 2 dynamic load test(s) with signal matching and 24-hour (minimum) restrike tests, one at each Abutment, as specified in Special Provision 501-Dynamic Loading Test, to confirm the nominal resistance of the piles. The first dynamic pile load test at each abutment will be completed on the first production pile driven and will include a minimum 24-hour restrike test. The required nominal resistance for the pile is the factored axial pile load divided by a resistance factor of 0.65 per LRFD Specifications. The Contractor may drive production piles to the preliminary driving criteria, however pile cut-off will not be permitted until completion of restrike testing and establishment of the final driving criteria.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2510500		WIN		025105.00		BRIDGE NO. 2102		BRIDGE PLANS	
BRIDGES BRIDGE		WILSON STREAM		FRANKLIN		WILTON		ABUTMENT NO. 1		SHEET NUMBER		19	
PROJ. MANAGER		MARK PARLIN		BY		DATE		SIGNATURE		P.E. NUMBER		DATE	
DESIGN-DETAILED		N. BERT		K. BELSIE		07/2024							
CHECKED-REVIEWED		B. GREER		A. STEPHENS		07/2024							
DESIGN-DETAILED													
REVISIONS 1													
REVISIONS 2													
REVISIONS 3													
REVISIONS 4													
FIELD CHANGES													

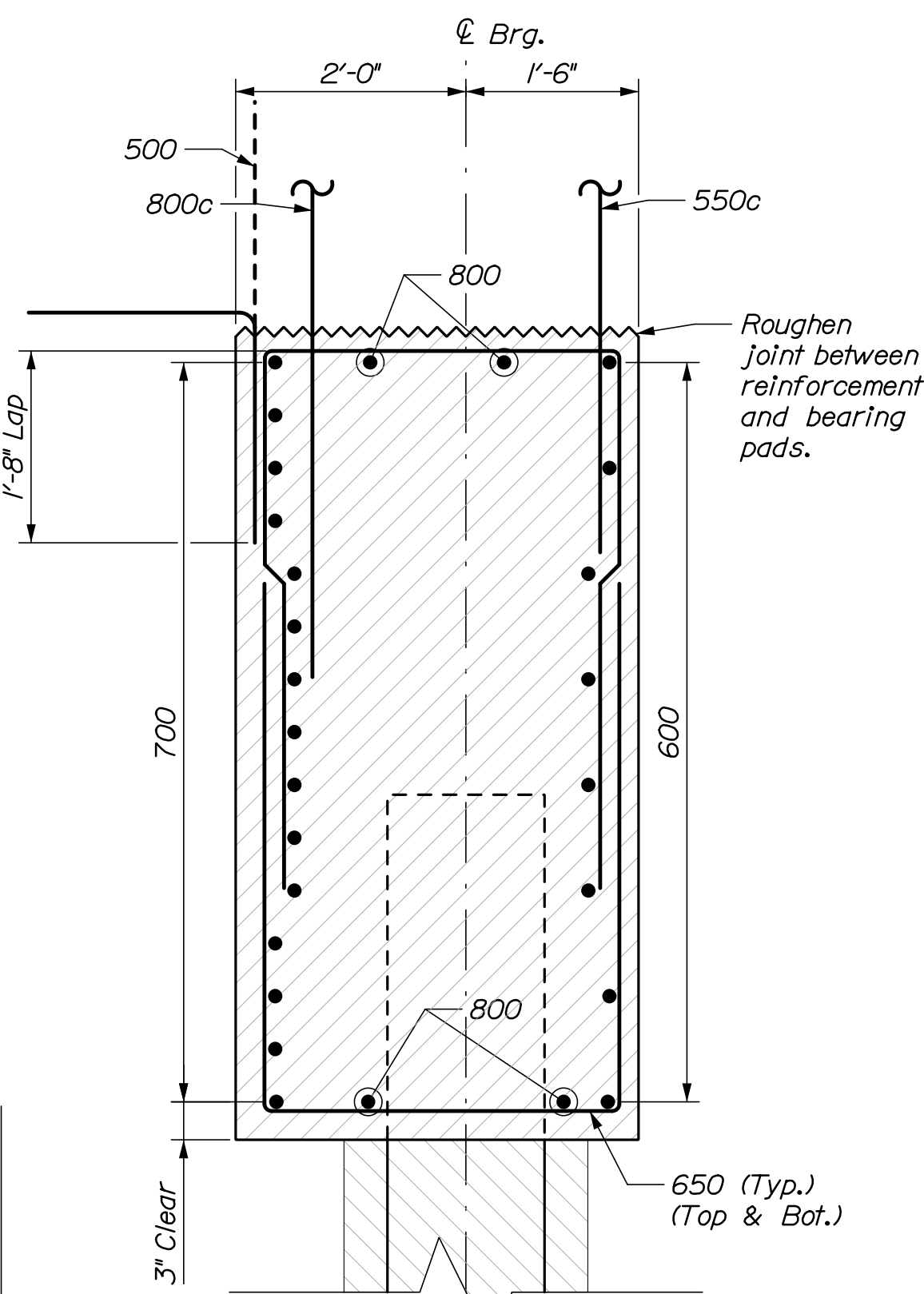




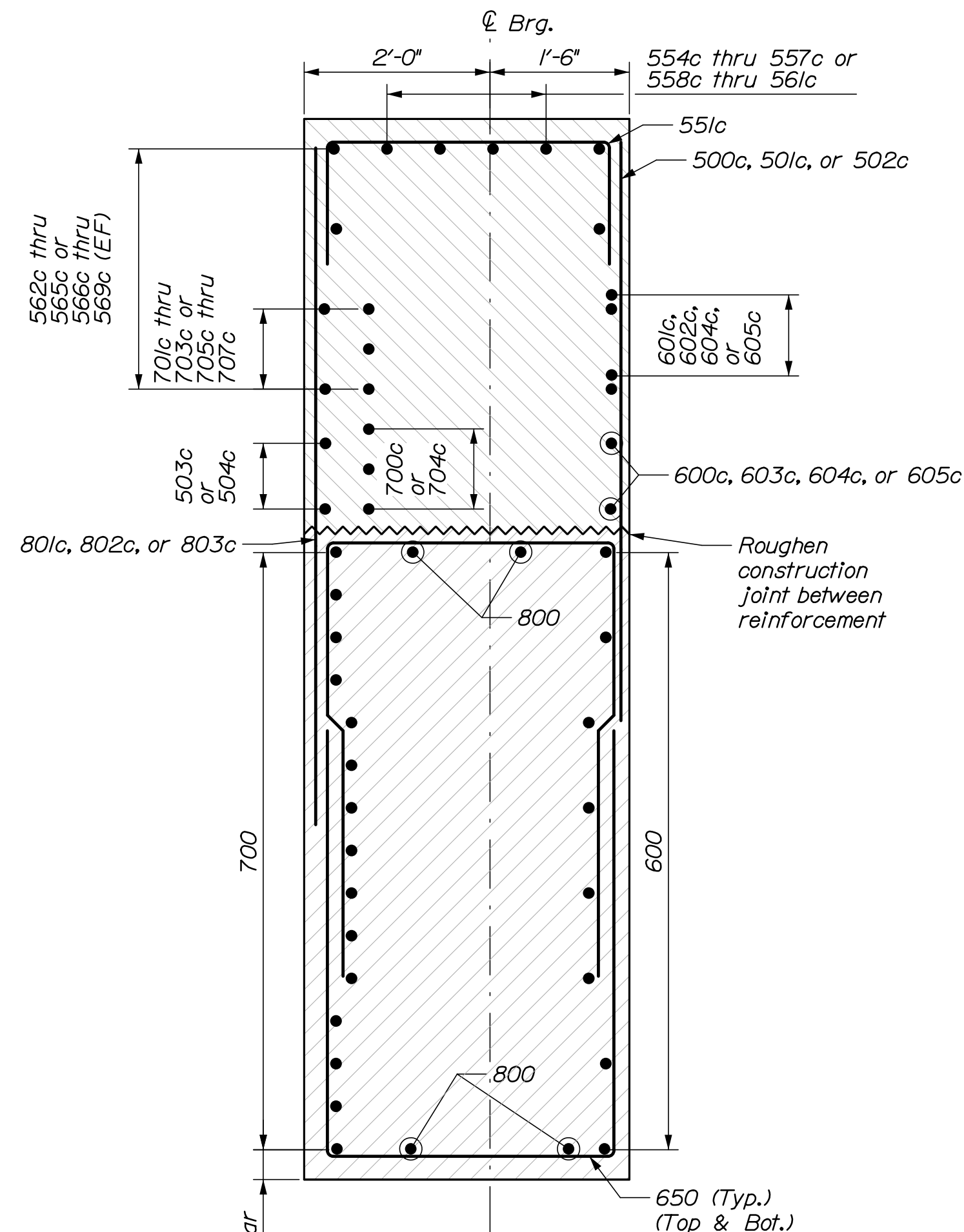
NOTES:

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

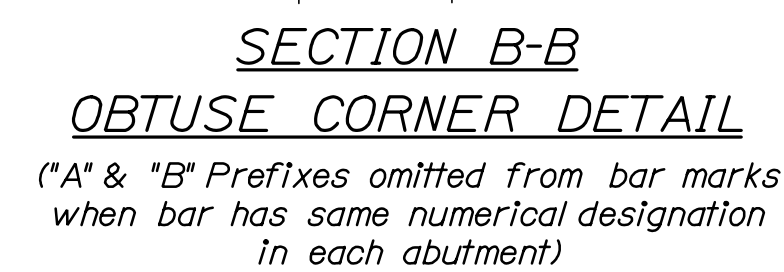
BRIDGES BRIDGE		STATE OF MAINE	
WILSON STREAM		DEPARTMENT OF TRANSPORTATION	
FRANKLIN		2510500	
WILTON		WIN	
ABUTMENT DETAILS		025105.00	
SHEET NUMBER		BRIDGE NO. 2102	
21		BRIDGE PLANS	
OF 30			



SECTION C-C
ABUTMENT SECTION
(“A” & “B” Prefixes omitted from bar marks)



SECTION D-D
WINGWALL SECTION
(*"A" & "B" Prefixes*
omitted from bar marks)

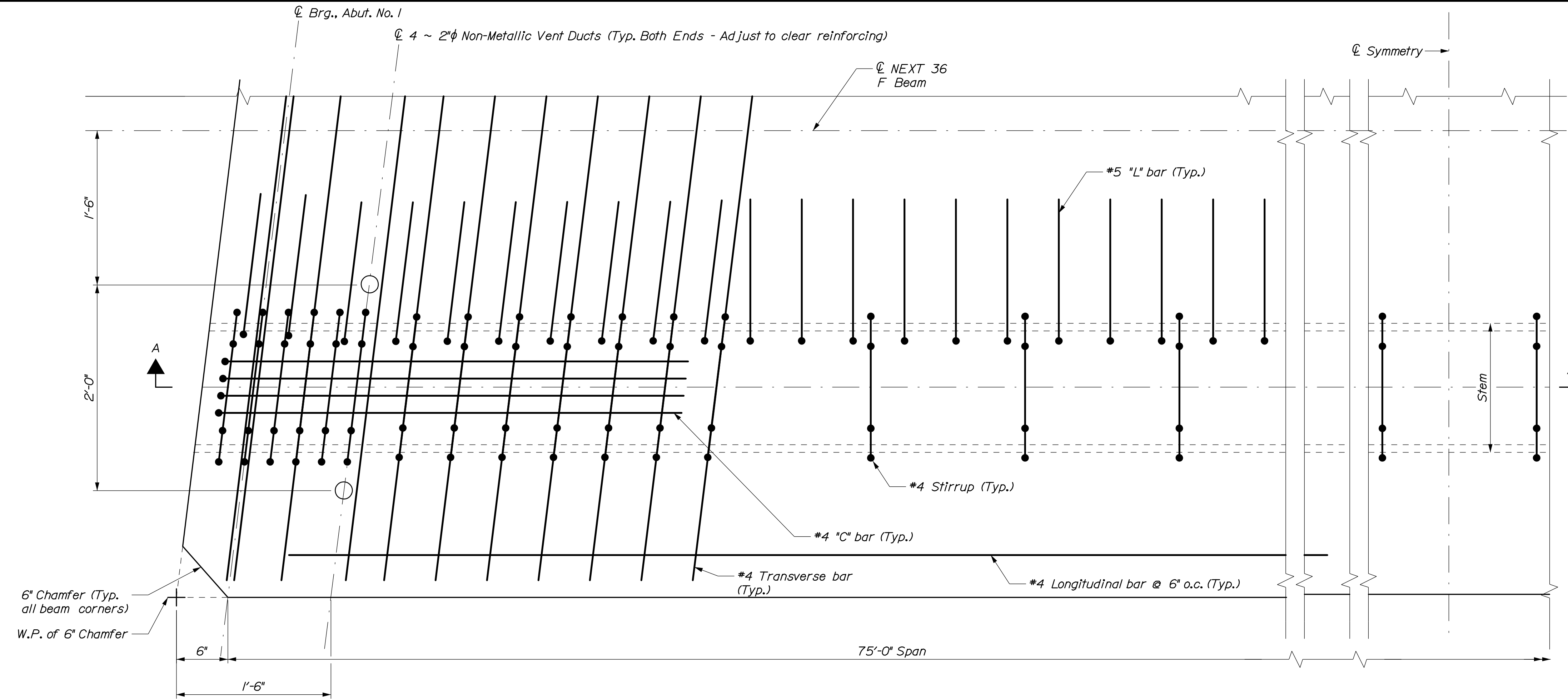


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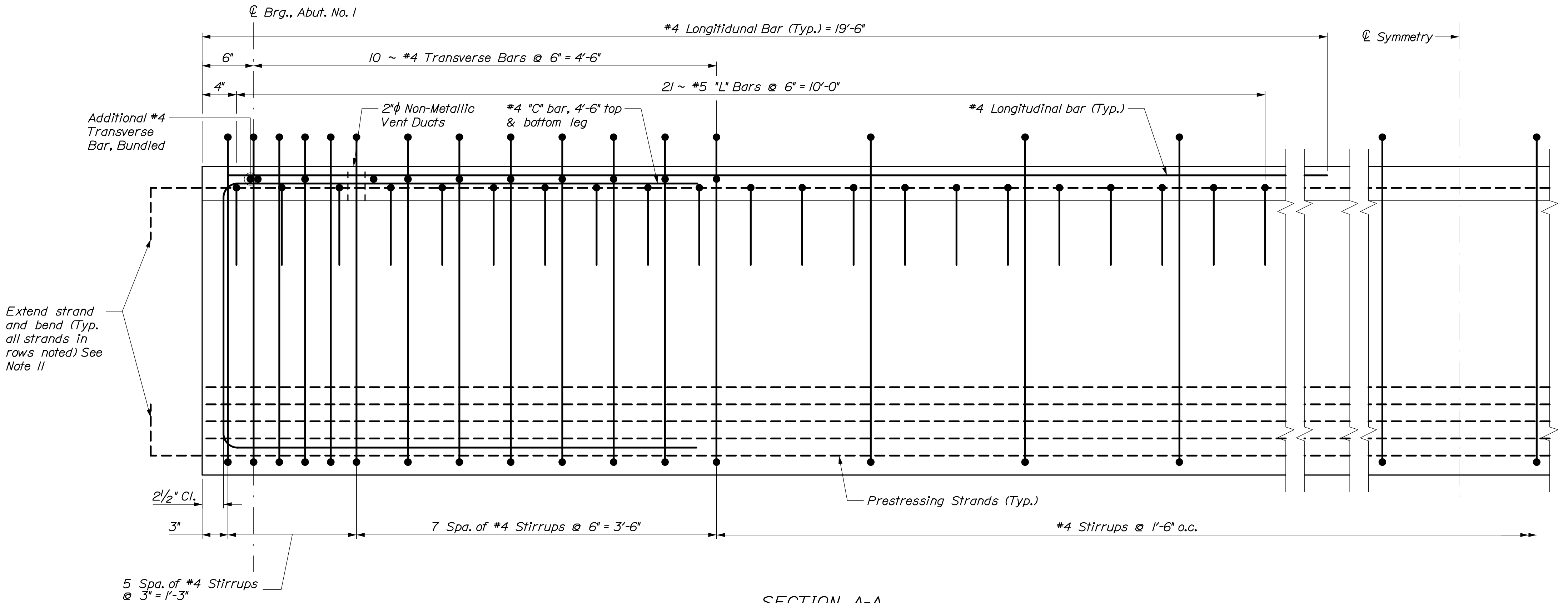
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Division:

Filename: 024_Girder Details 1.dgn



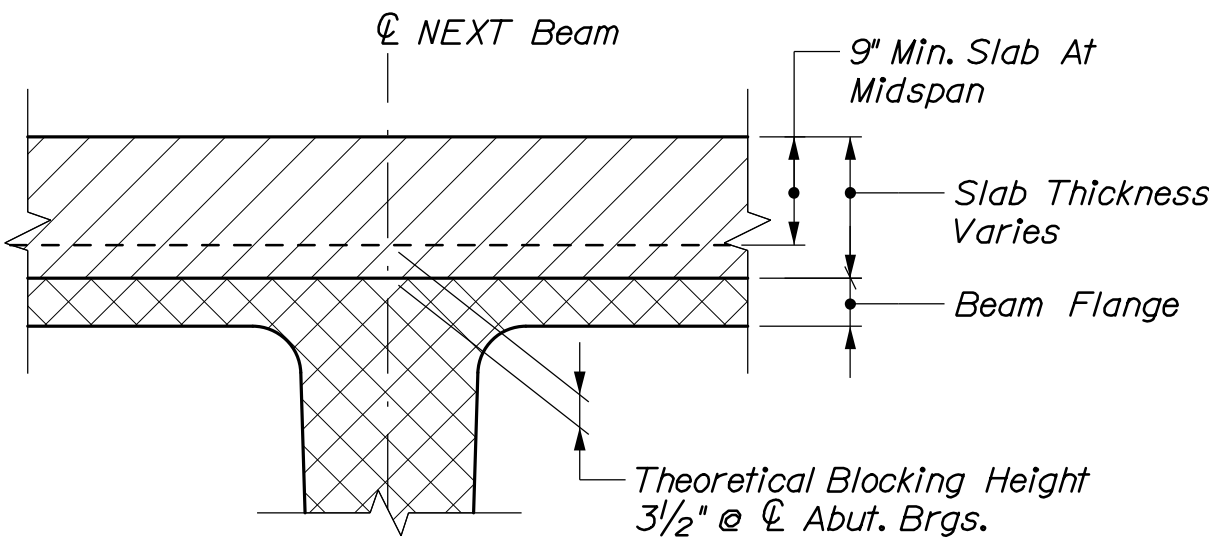
NEXT 36 F BEAM PLAN
(Strands and Top Mat not shown for clarity)



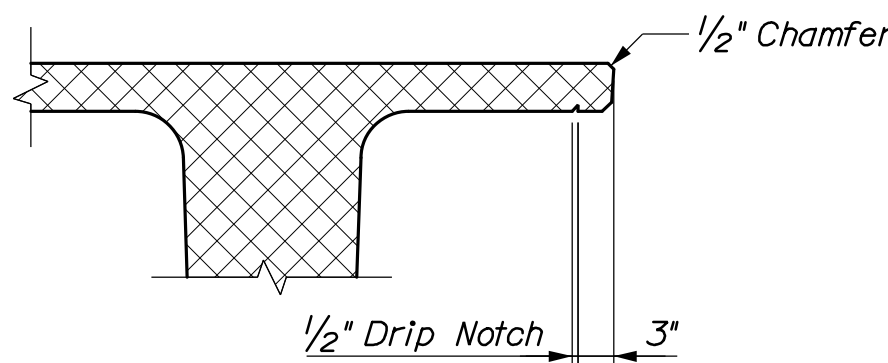
SECTION A-A
(Top Mat not shown for clarity)

PRECAST NEXT BEAM NOTES

1. NEXT F Beams are a non - proprietary shape developed by PCI Northeast (PCINE). Standardized section properties and details may be found at <http://www.pcine.org>.
2. The estimated camber at release is 2.09 inches; the estimated camber at erection is 3.69 inches; and the estimated final camber at completion of the project is 2.23 inches.
3. Prestressing strands shall be 0.6 inch diameter. The tensioning force is 44 kips per prestressing strand, including the top strands.
4. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
5. Do not drill holes or use powder actuated tools on the prestressed beams without the approval of the Fabrication Engineer.
6. A mat of mild reinforcing steel, #4 bars @ 12 inches in both directions, may be substituted for the welded wire fabric. Reinforcing steel shall be ASTM A615 Grade 60.
7. Girder reinforcement detailed in plan and elevation is typical about the midspan and centerline of each girder.
8. Bearing pads shall be either polychloroprene or natural polysoprene with a shear modulus of 115 psi, and shall conform to the requirements of Section 18.2 of the LRFD Bridge Construction Specifications, Fourth Edition. Bearing pads and Closed Cell Expansion Material will not be paid for directly but will be considered incidental to related Contract Items.
9. A maximum of 12 additional strands per beam (6 per stem) may be debanded for a distance of 6-inches within the bottom 5 rows to reduce the potential for end cracking during release. All 4 top row strands shall be fully bonded.
10. Strands extending past the end of the beam shall extend a distance of 16 inches past the precast concrete beam at release, and be bent to fit within the end diaphragm.
11. Lifting loops and temporary storage/shipping dunnage shall be a maximum of 2 feet from each beam end.
12. Unless otherwise noted, rake the top surface of the upper flange of the prestressed beams to a surface roughness of $\pm 1/4$ inch, except at locations corresponding to the blocking points. At these locations, finish a flattened area of sufficient size to facilitate taking elevations for setting the bottom of slab elevations.



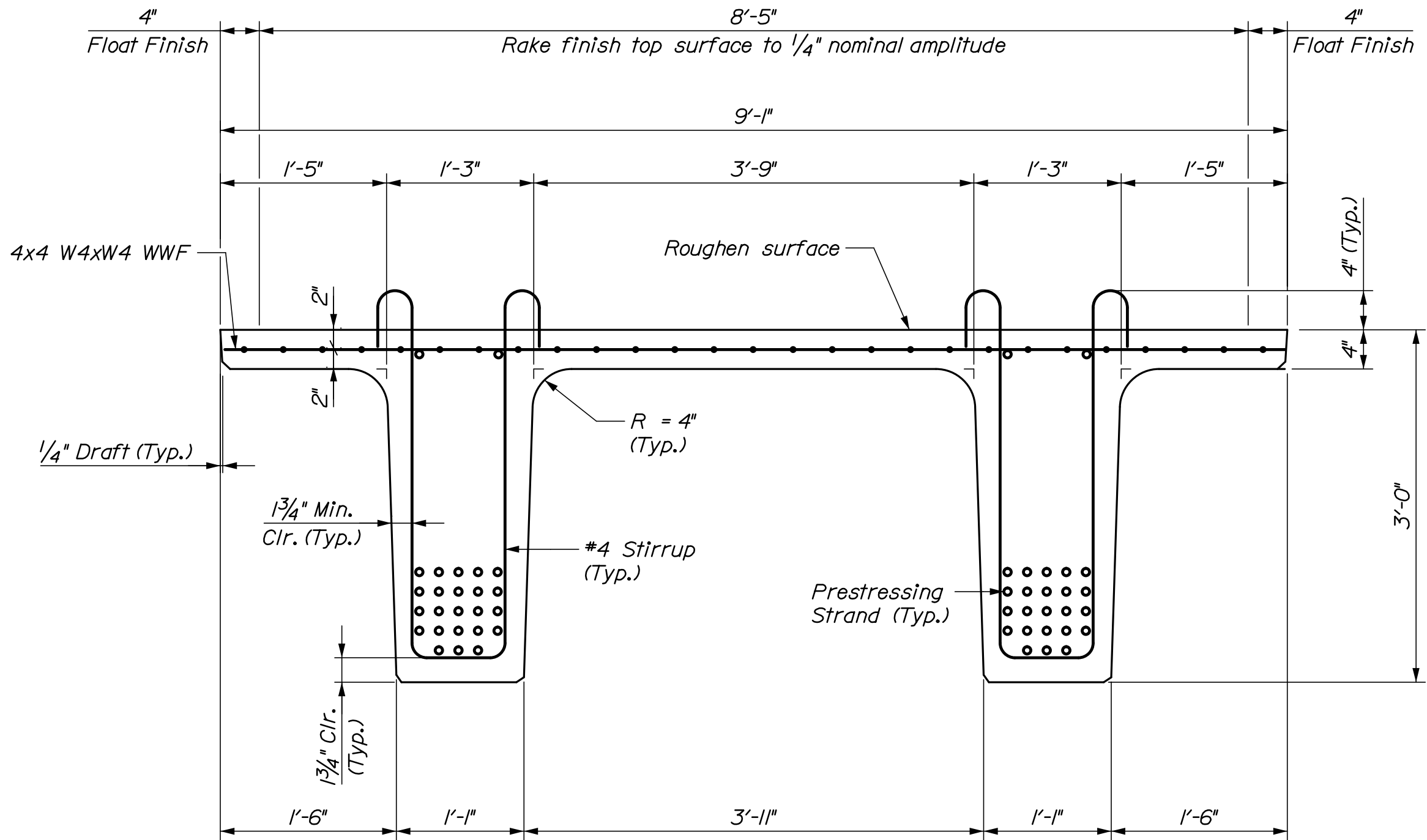
DECK THICKNESS DETAIL
Not to Scale



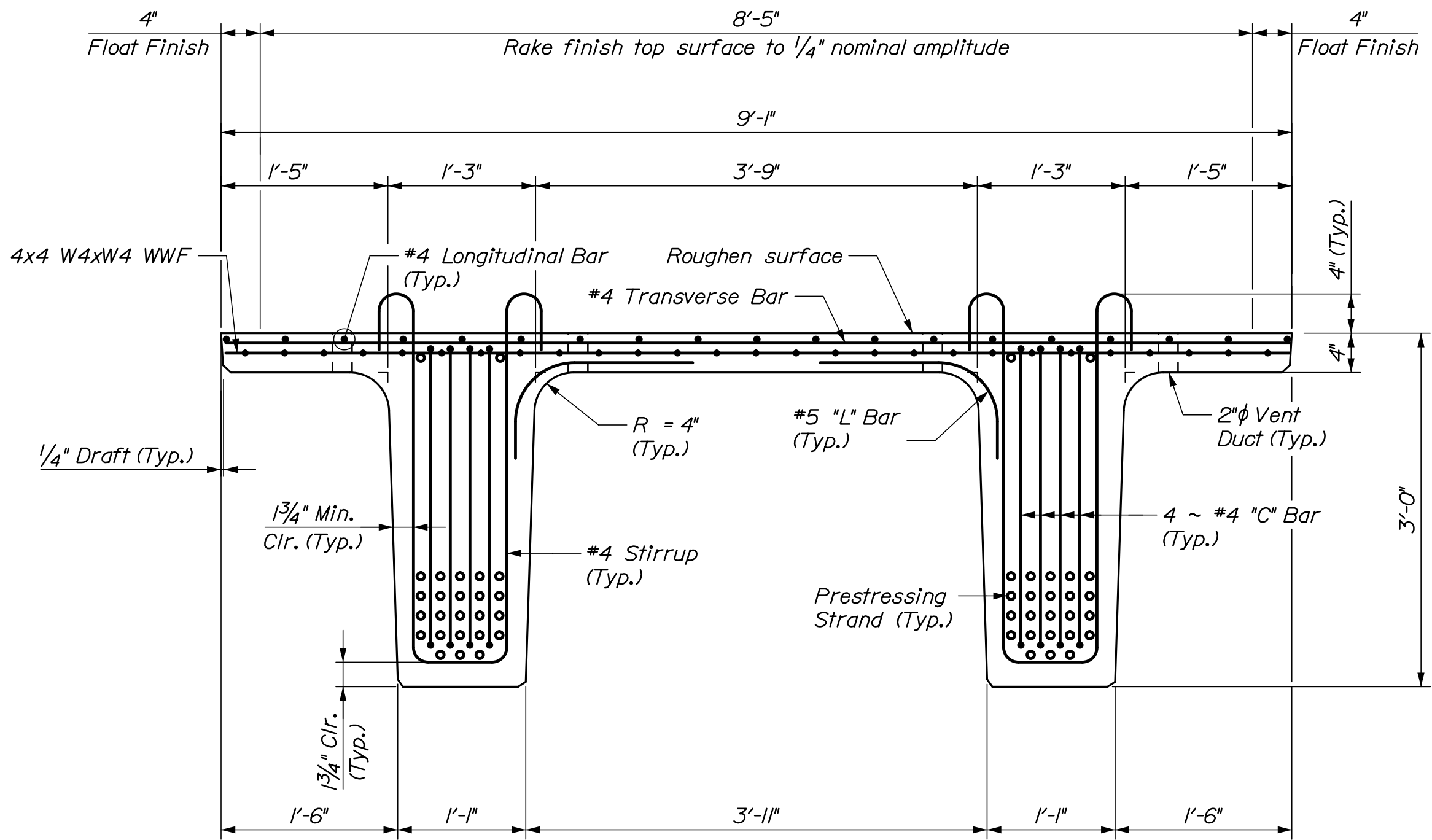
FASCIA OVERHANG DETAIL
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HNTB

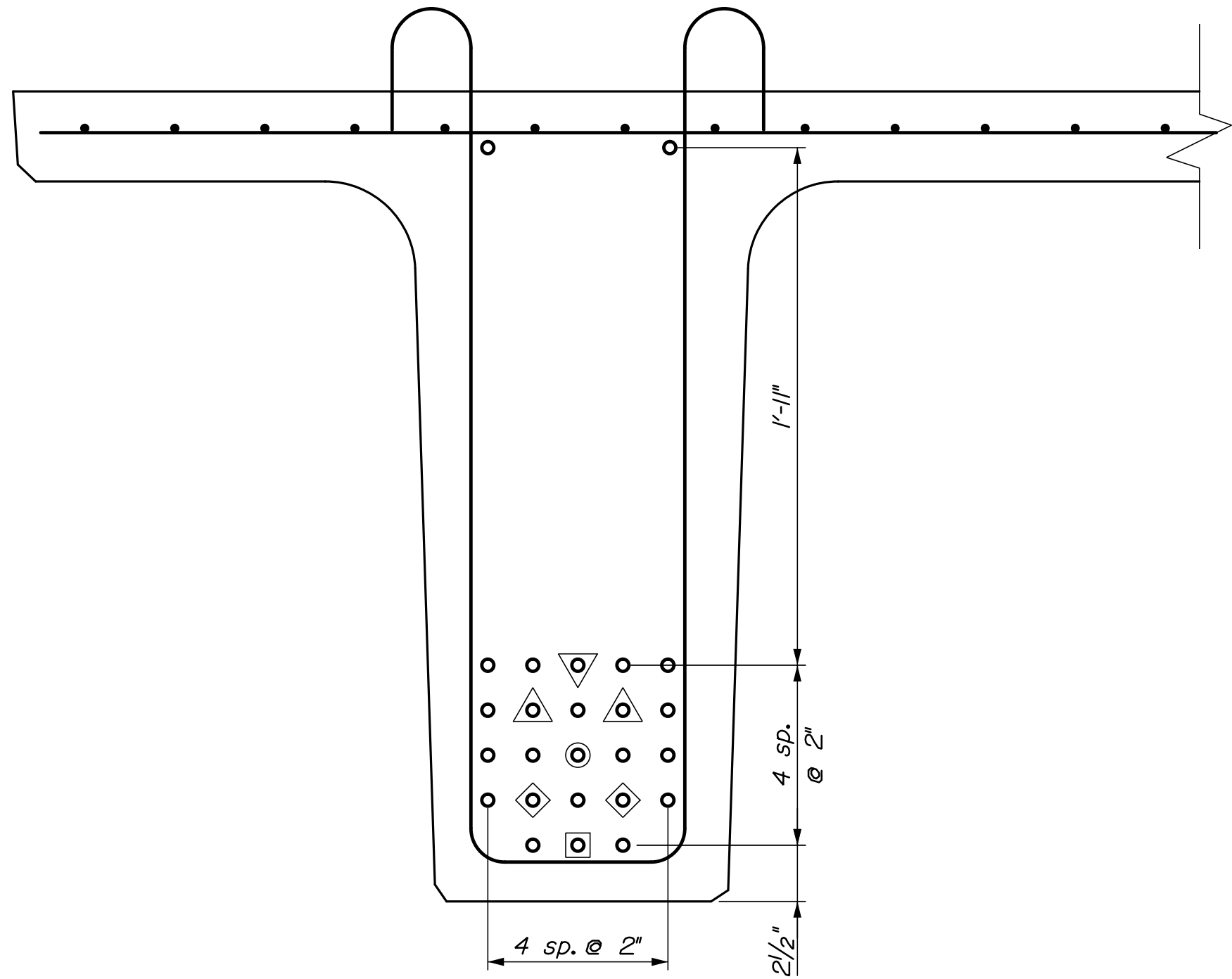
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2510500		WIN		025105.00		BRIDGE NO. 2102		BRIDGE PLANS	
BRIDGES BRIDGE		WILSON STREAM		FRANKLIN		WILTON		GIRDER DETAILS I		SHEET NUMBER		24	
PROJECT MANAGER		DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN-DETAILED		REVISIONS 1		REVISIONS 2		REVISIONS 3	
BY		DATE		SIGNATURE		P.E. NUMBER		DATE		FIELD CHANGES		OF 30	
Mark Parlin		07/2024		K. Belisle		A. Stephens							
G. Thompson		07/2024		H. Walton									



NEXT 36 F BEAM TYPICAL SECTION - AT MIDSPAN



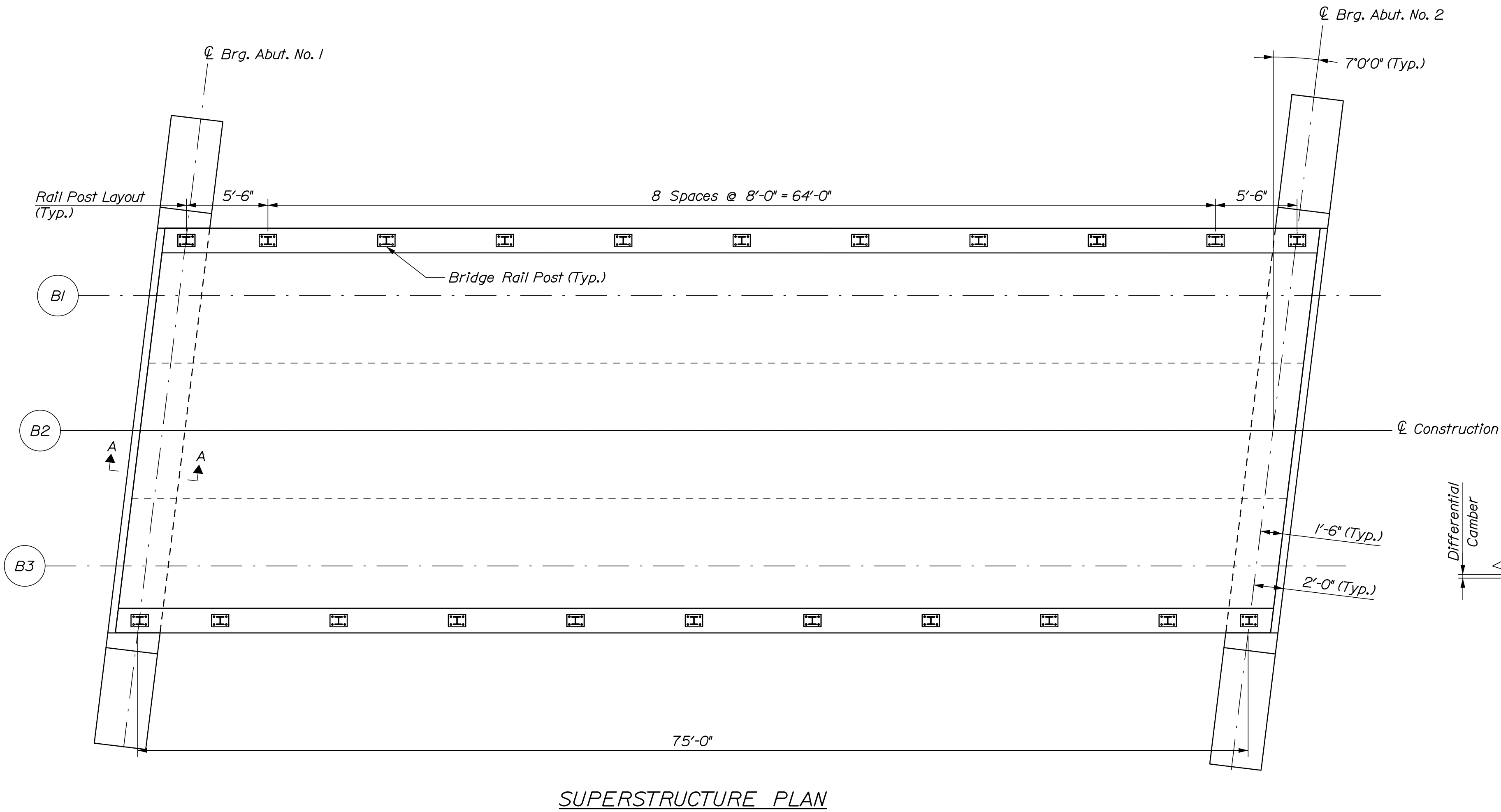
NEXT 36 F BEAM TYPICAL SECTION - AT ENDS



NEXT 36 F BEAM STRAND PATTERN

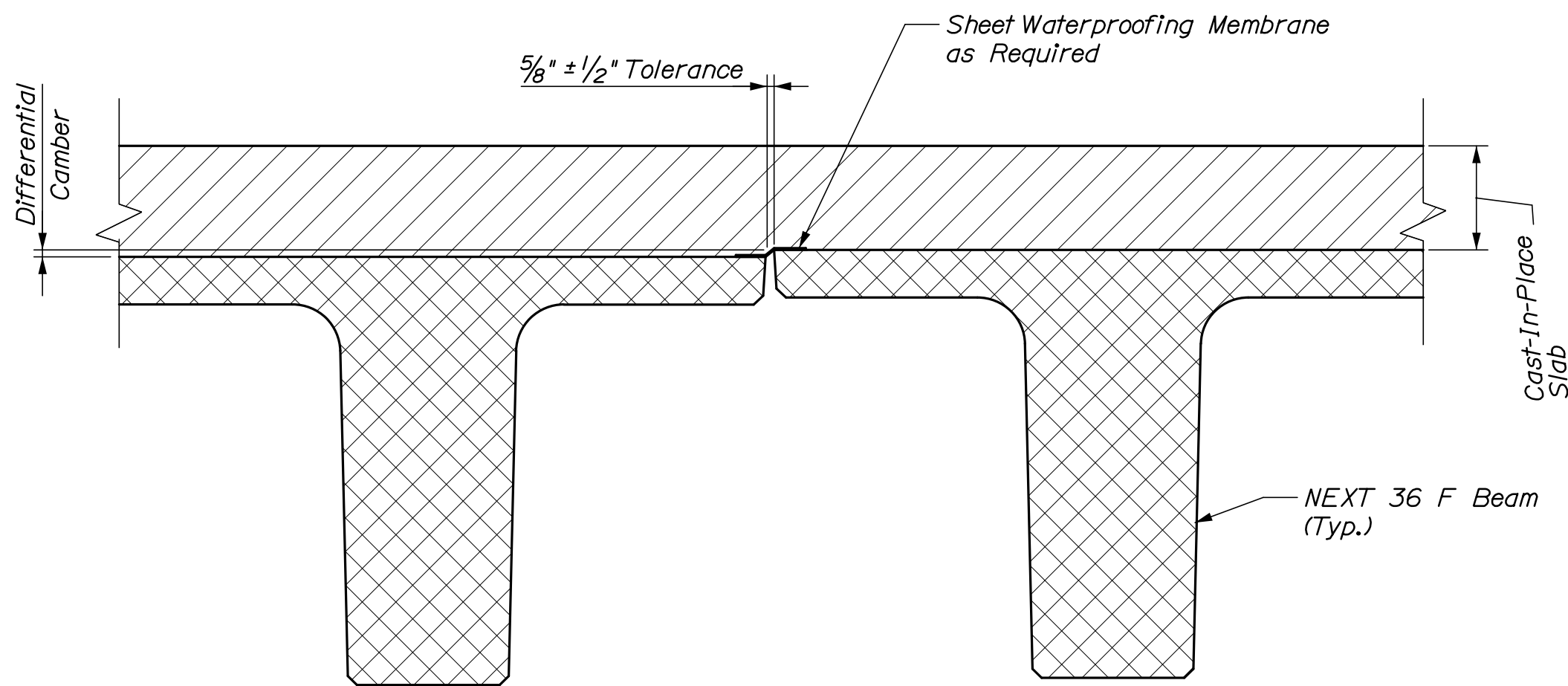
- Strands debonded 15ft
- Strands debonded 12ft
- Strands debonded 9ft
- Strands debonded 6ft
- Strands debonded 3ft

DEAD LOAD DEFLECTIONS (INCH)										
(Deck, Rail, and Curbs)										
℄ Brg. Abut. 1	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ Brg. Abut. 2
0.00	0.46	0.86	1.18	1.38	1.45	1.38	1.18	0.86	0.46	0.00

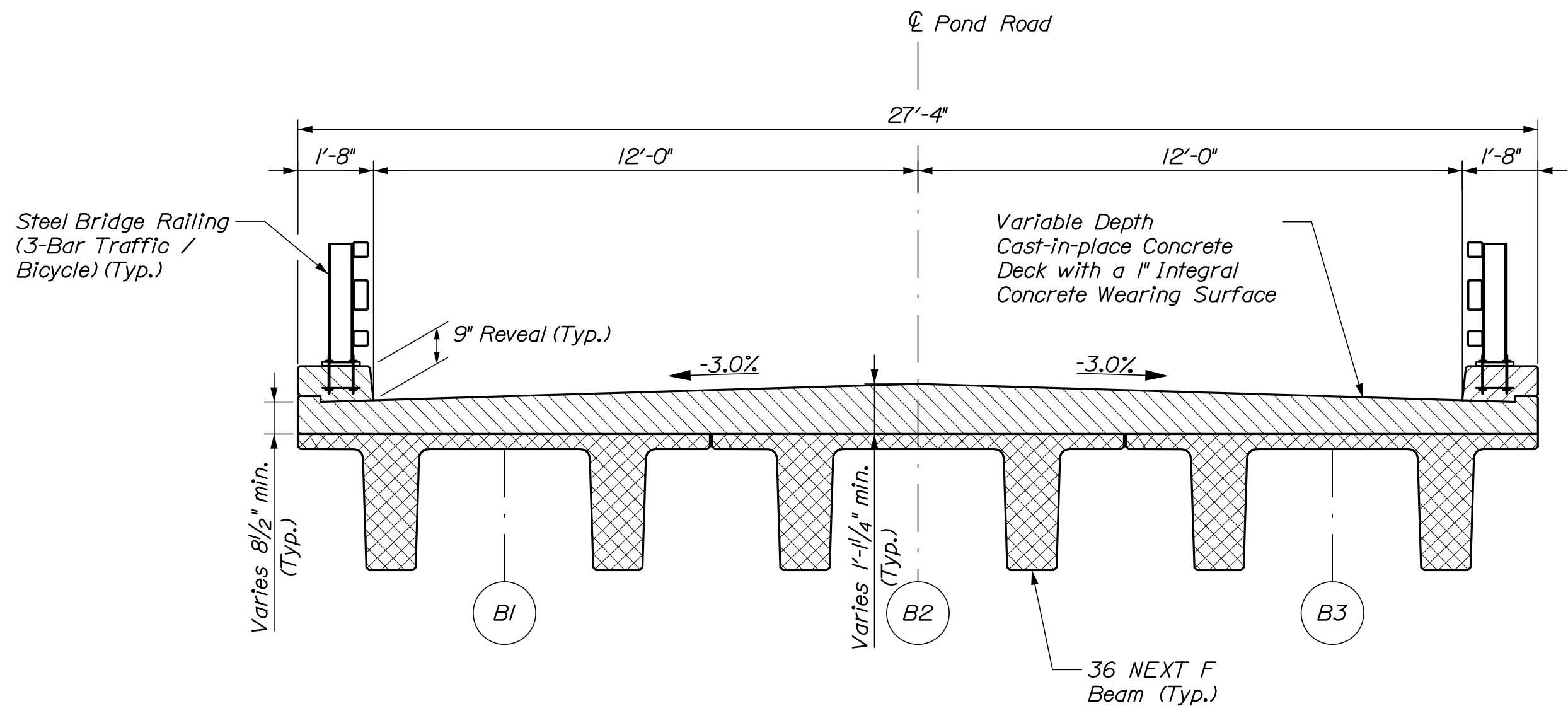


SUPERSTRUCTURE NOTES

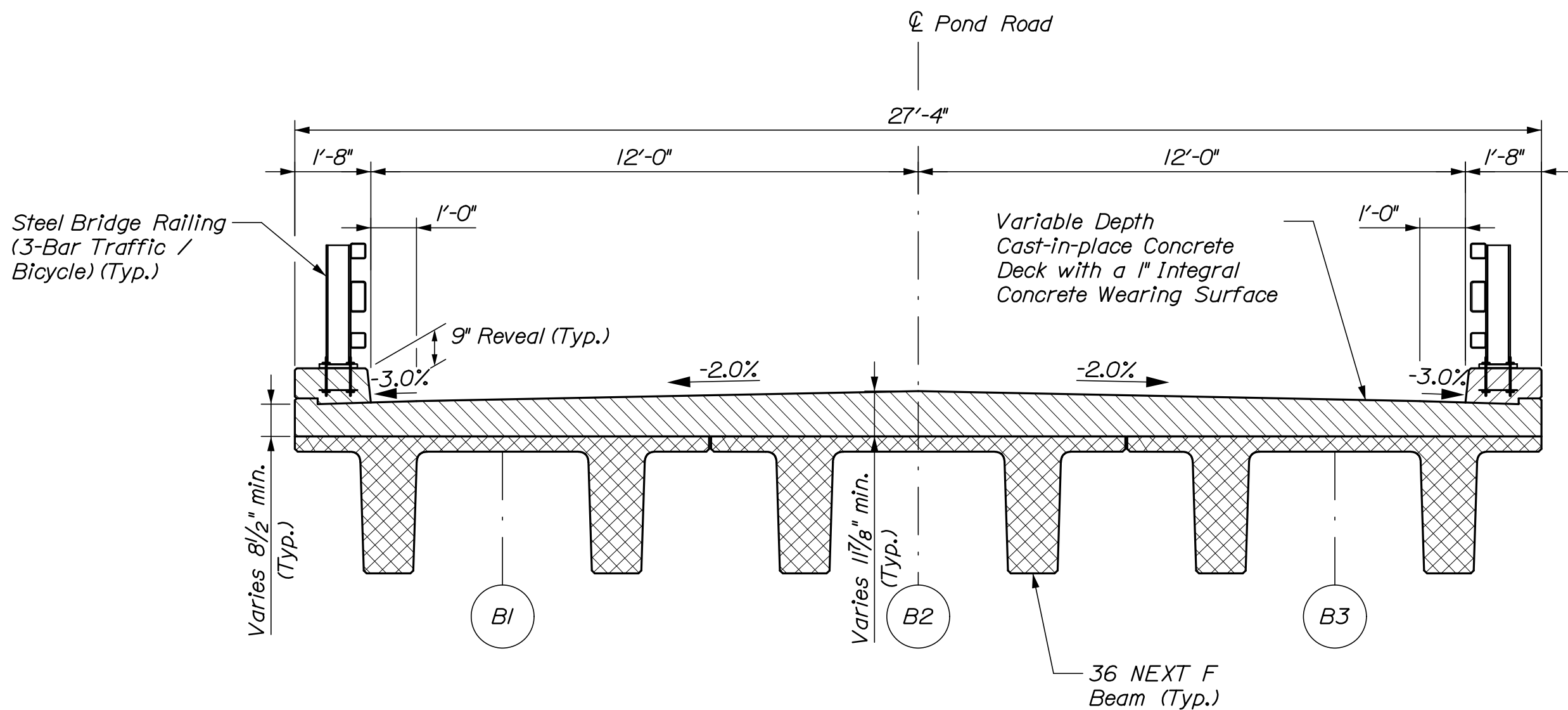
1. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
2. Reinforcing bars shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. The superstructure slab and upper portions of the abutments shall be placed in one continuous operation and shall be kept plastic until the entire placement has been made.
4. Payment for concrete within the abutment and below the bottom of the cast-in-place deck will be made under Item No. 502.219 Structural Concrete, Abutments and Retaining Walls.
5. Payment for Sheet Waterproofing Membrane over joints between adjacent NEXT Beams will not be made directly, but will be considered incidental to related Contract Items. Alternate methods of sealing the gap between the flanges may be submitted to the Resident for approval.
6. See "End Diaphragm Reinforcing" Sheet for Section A-A.
7. Integral concrete wearing surface shall have a milled finish. Milling shall be paid under Item 202.31 - Profile Milling Concrete Wearing Surface.
8. The bearing elevation and deck thickness shall be adjusted in accordance with Special Provision Section 535, Precast, Prestressed Concrete Superstructure, Camber.
9. Bar supports for GFRP reinforcement shall be plastic, dielectric material, or other approved material. See Special Provision Subsection 530.06 for additional requirements.



NEXT BEAM GAP FORM DETAIL

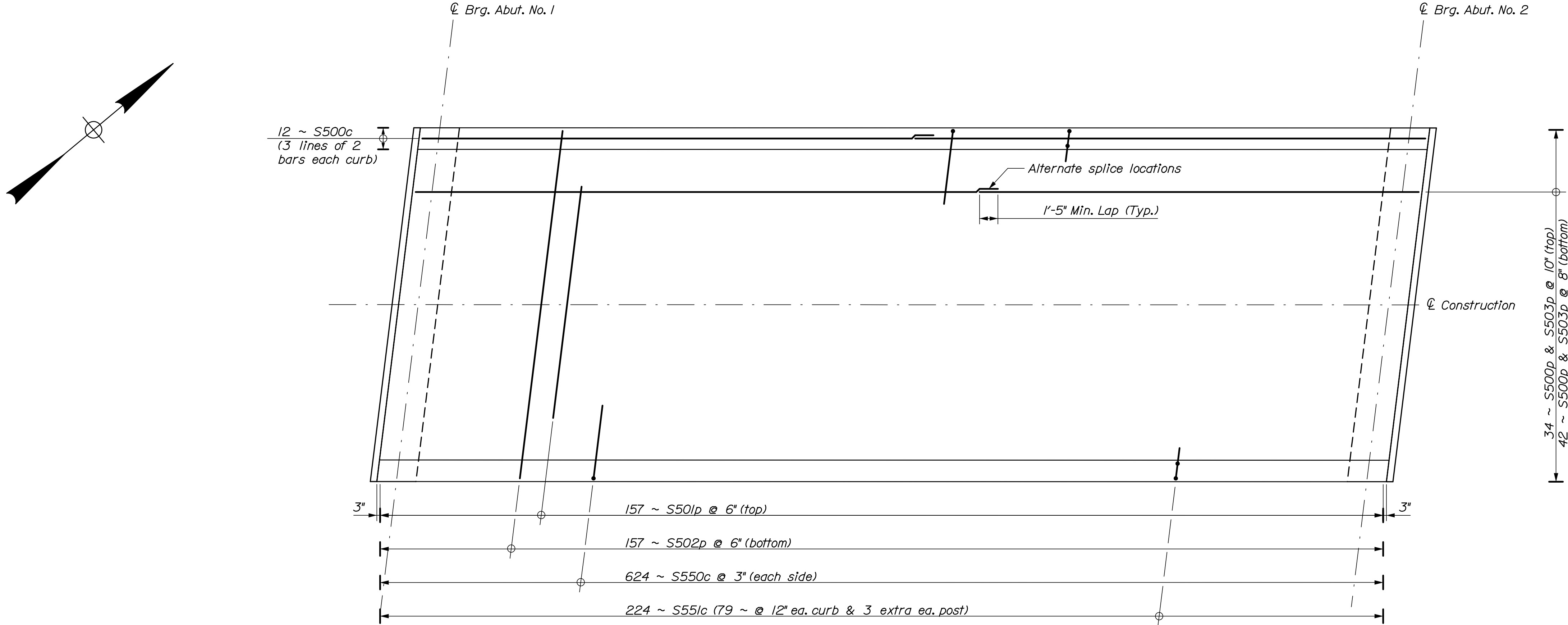


DECK PLACEMENT TRANSVERSE SECTION
Prior to milling procedure

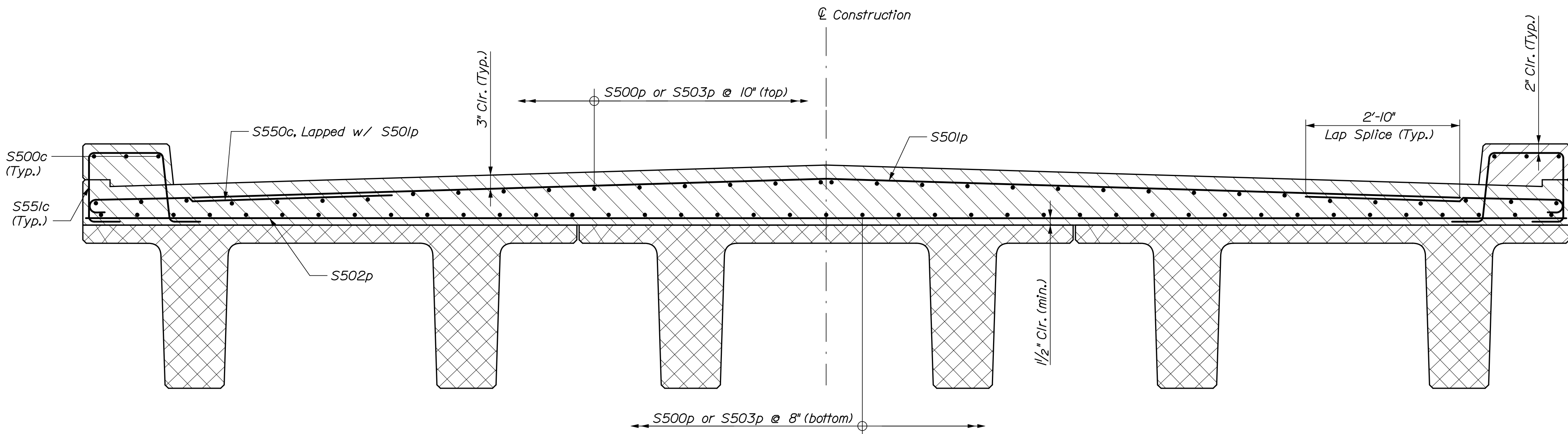


TRANSVERSE SECTION
Final deck section after milling procedure

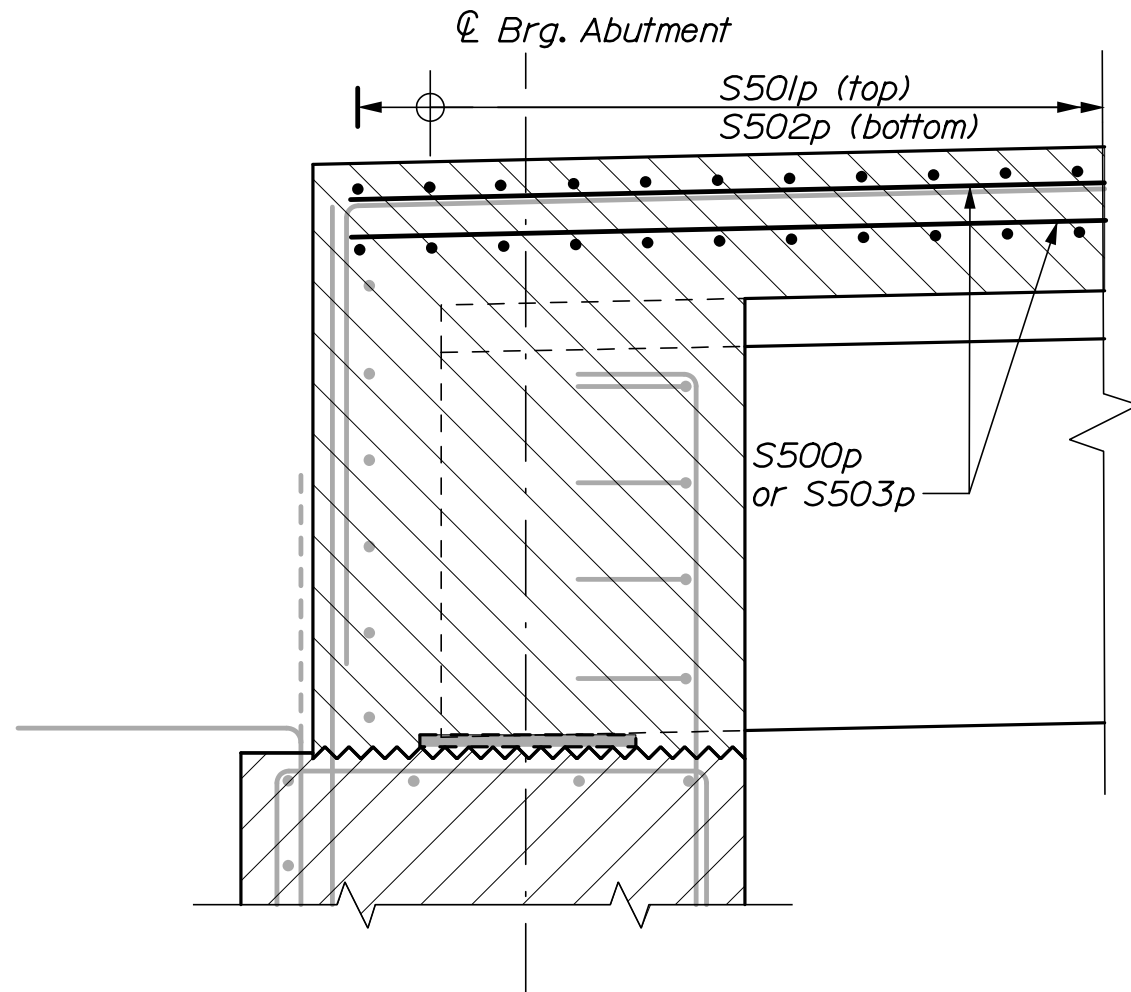
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2510500		WIN		025105.00		BRIDGE NO. 2102		BRIDGE PLANS	
BRIDGES BRIDGE		WILSON STREAM		FRANKLIN		WILTON		SUPERSTRUCTURE PLAN		SHEET NUMBER		26	
PROJ. MANAGER		Mark Parlin		BY		DATE		SIGNATURE		P.E. NUMBER		DATE	
DESIGN-DETAILED		G. Thompson		07/2024		07/2024							
CHECKED-REVIEWED		H. Watson		A. Stephens									
DESIGN-DETAILED													
REVISIONS 1													
REVISIONS 2													
REVISIONS 3													
REVISIONS 4													
FIELD CHANGES													



SUPERSTRUCTURE REINFORCING PLAN
(NEXT beam limits not shown for clarity)



TRANSVERSE REINFORCING SECTION
Final deck section after milling procedure



PARTIAL LONGITUDINAL SECTION
(Abutment reinforcing shown screened for clarity)

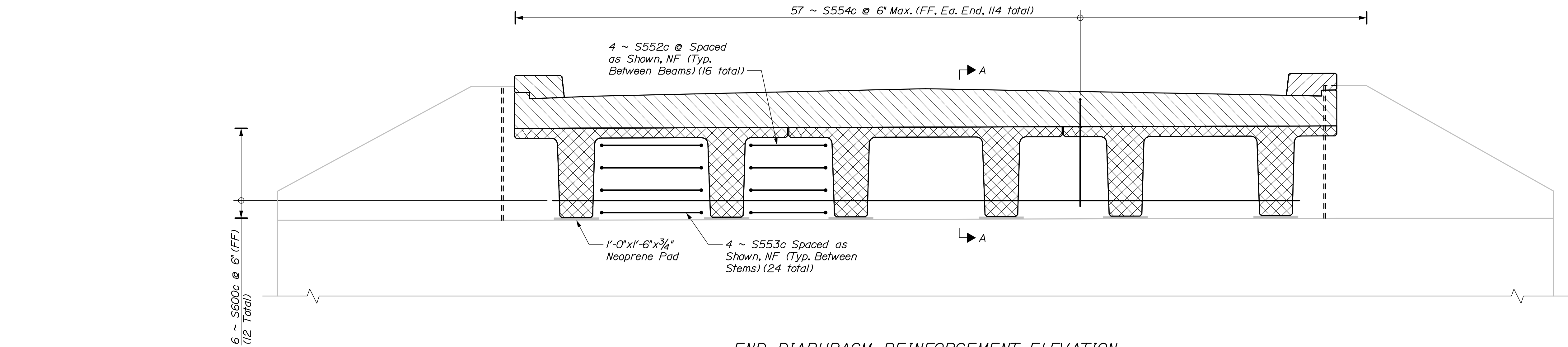
BRIDGES BRIDGE WILSON STREAM WILTON			PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES			MARK PERMIT G. Thompson K. Belsie H. Walton <		
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Date:10/17/2024

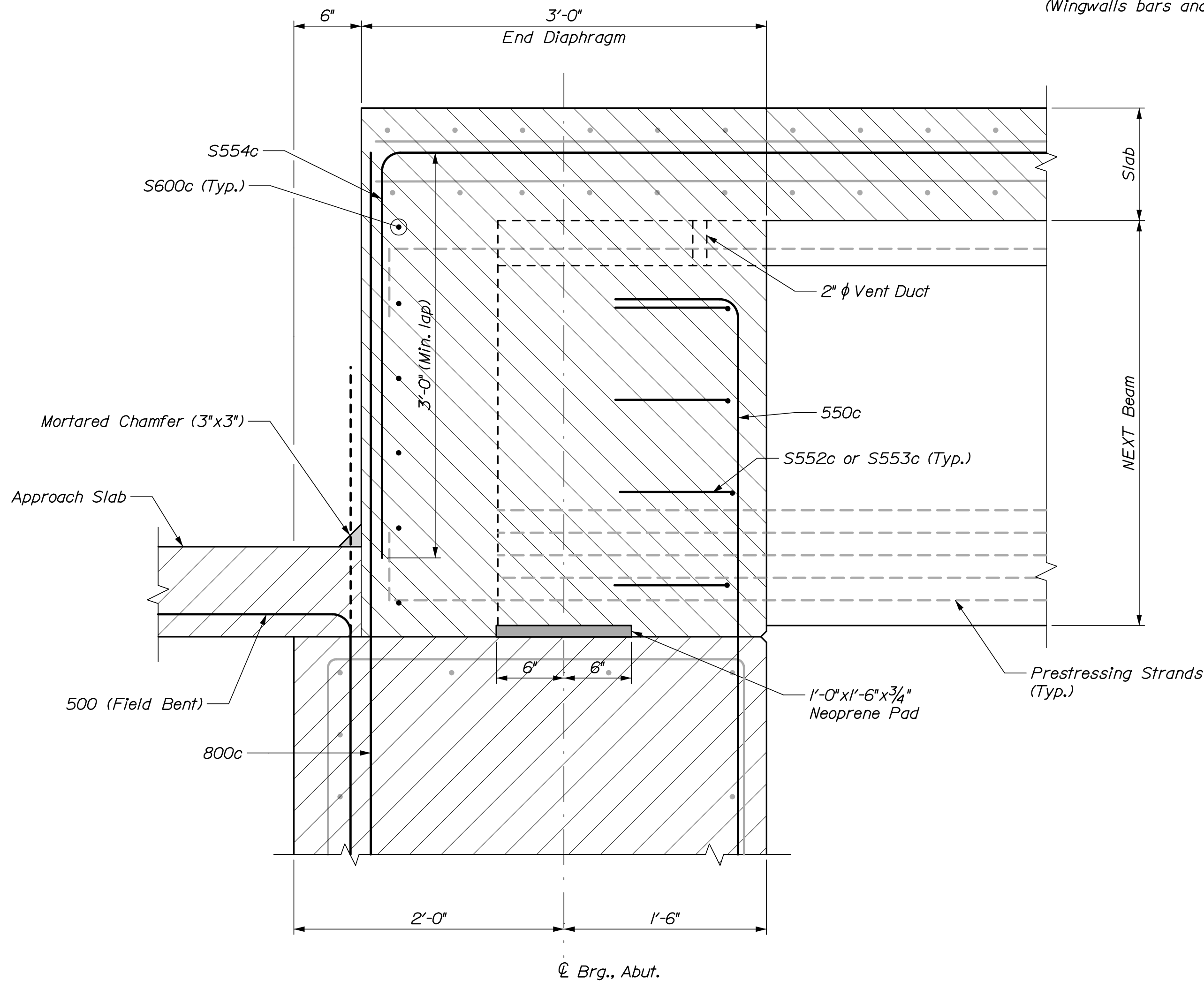
Username:

Division:

Filename: 028_End Diaphragm Reinforcing.dgn



END DIAPHRAGM REINFORCEMENT ELEVATION
(Abutment No. 1 shown looking downstation, Abutment No. 2 opposite hand)
(Wingwalls bars and Abutment bars extending into Diaphragm not shown for clarity)



SECTION A-A
("A" and "B" prefixes omitted from bar marks)

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
2510500	
BRIDGE NO. 2102	WIN 025105.00
BRIDGE PLANS	

PROJ. MANAGER	Mark Parlin	BY	DATE
DESIGN-DETAILED	N. Boert	K. Bellis	07/2024
CHECKED-REVIEWED	B. Greter	A. Stephens	07/2024
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BRIDGES BRIDGE	FRANKLIN
WILSON STREAM	
WILTON	
END DIAPHRAGM REINFORCING	

SHEET NUMBER
28
OF 30

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	
Abutment I (Plain Bars)				Abutment No. I (Low-Carbon Chromium)				Abutment I (Plain Bars)															
A500	24	3'-10"	Approach Slab Dowels	A500c	12	6'-6"	Wingwall Vert. N.F.	A550	16	4'-9"	S	0'-0"	0'-10"	3'-1"	0'-10"			0'-0"					W.W. Horiz. End U-Bars Below C.J.
A600	8	42'-4"	Abutment Horiz., N.F.	A501c	3	4'-4"	Wingwall Vert. N.F., D.S.	A650	174	12'-4"	S	0'-0"	4'-7"	3'-2"	4'-7"			0'-0"					Vert. U-Bars Below C.J.
				A502c	3	4'-10"	Wingwall Vert. N.F., U.S.																
A700	15	42'-4"	Abutment Horiz., F.F.	A503c	2	7'-2"	Wingwall Horiz. Above C.J., D.S., F.F.	A550c	23	5'-4"	L	4'-6"	0'-10"										Abutment Vertical L-Bars, N.F.
				A504c	2	7'-4"	Wingwall Horiz. Above C.J., U.S., F.F.																
A800	4	42'-4"	Abutment Horiz., Bot. & Below C.J.	A600c	2	9'-0"	Wingwall Horiz. Above C.J., D.S., N.F.	A551c	17	5'-8"	S	0'-0"	1'-3"	3'-2"	1'-3"			0'-0"					Wingwall Top U-Bars
				A601c	1	7'-6"	Wingwall Horiz. Above C.J., D.S., N.F.	A552c	2	5'-9"	S	0'-0"	1'-3"	3'-3"	1'-3"			0'-0"					Skewed Wingwall Top U-Bars
				A602c	1	6'-0"	Wingwall Horiz. Above C.J., D.S., N.F.	A553c	4	4'-9"	S	0'-0"	0'-10"	3'-1"	0'-10"			0'-0"					Wing Tip End U-Bars Above C.J.
B500	24	3'-10"	Approach Slab Dowels	A603c	2	8'-3"	Wingwall Horiz. Above C.J., U.S., N.F.	A554c	1	8'-0"	V				0'-10"	7'-2"						D.S. Wingwall Top Bar	
B600	9	45'-2"	Abutment Horiz., N.F.	A604c	1	6'-9"	Wingwall Horiz. Above C.J., U.S., N.F.	A555c	1	8'-2"	V				1'-0"	7'-2"							D.S. Wingwall Top Bar
				A605c	1	5'-3"	Wingwall Horiz. Above C.J., U.S., N.F.	A556c	1	8'-3"	V				1'-1"	7'-2"							D.S. Wingwall Top Bar
B700	16	45'-2"	Abutment Horiz., F.F.	A700c	3	13'-4"	Wingwall Horiz. Above C.J., D.S., F.F.	A557c	1	8'-5"	V				1'-3"	7'-2"							D.S. Wingwall Top Bar
				A701c	1	12'-2"	Wingwall Horiz. Above C.J., D.S., F.F.	A558c	1	8'-3"	V				1'-3"	7'-0"							U.S. Wingwall Top Bar
B800	4	45'-2"	Abutment Horiz., Bot. & Below C.J.	A702c	1	11'-4"	Wingwall Horiz. Above C.J., D.S., F.F.	A559c	1	8'-1"	V				1'-1"	7'-0"							U.S. Wingwall Top Bar
				A703c	1	10'-5"	Wingwall Horiz. Above C.J., D.S., F.F.	A560c	1	8'-0"	V				1'-0"	7'-0"							U.S. Wingwall Top Bar
				A704c	3	13'-7"	Wingwall Horiz. Above C.J., D.S., N.F.	A561c	1	7'-10"	V				0'-10"	7'-0"							U.S. Wingwall Top Bar
				A705c	1	12'-3"	Wingwall Horiz. Above C.J., U.S., F.F.	A562c	1	16'-6"	P6	6'-11"	3'-1"	6'-6"					0'-5"				D.S. Wingwall Upper Horiz. T&S Bar
S500p	76	45'-0"	Longitudinal Deck Rebar, Top & Bot.	A706c	1	10'-5"	Wingwall Horiz. Above C.J., U.S., F.F.	A563c	1	12'-10"	P6	5'-1"	3'-1"	4'-8"									D.S. Wingwall Upper Horiz. T&S Bar
S501p	157	23'-5"	Transverse Deck Rebar, Top	A707c	1	11'-4"	Wingwall Horiz. Above C.J., U.S., F.F.	A564c	1	9'-2"	P6	3'-3"	3'-1"	2'-10"									D.S. Wingwall Upper Horiz. T&S Bar
S502p	157	27'-2"	Transverse Deck Rebar, Bot.	A800c	57	6'-11"	Abutment Vert., F.F.	A565c	1	5'-6"	P6	1'-5"	3'-1"	1'-0"									D.S. Wingwall Upper Horiz. T&S Bar
S503p	76	34'-2"	Longitudinal Deck Rebar, Top & Bot.	A801c	21	7'-6"	Wingwall Vert. Above C.J., F.F.	A566c	1	16'-0"	P6	6'-8"	3'-1"	6'-3"									U.S. Wingwall Upper Horiz. T&S Bar
				A802c	6	5'-9"	Wingwall Horiz. Above C.J., D.S., F.F.	A567c	1	12'-6"	P6	4'-11"	3'-1"	4'-6"									U.S. Wingwall Upper Horiz. T&S Bar
				A803c	5	5'-7"	Wingwall Vert. Above C.J., U.S., F.F.	A568c	1	9'-0"	P6	3'-2"	3'-1"	2'-9"									U.S. Wingwall Upper Horiz. T&S Bar
AS60I	94	15'-2"	Longitudinal Bars					A569c	1	5'-6"	P6	1'-5"	3'-1"	1'-0"									U.S. Wingwall Upper Horiz. T&S Bar
								Abutment No. 2 (Plain Rebar)															
								B550	18	4'-9"	S	0'-0"	0'-10"	3'-1"	0'-10"			0'-0"					W.W. Horiz. End U-Bars Below C.J.
								Abutment No. 2 (Low-Carbon Chromium)															
				B500c	13	6'-8"	Wingwall Vert., N.F.	B650	188	12'-10"	S	0'-0"	4'-10"	3'-2"	4'-10"			0'-0"					Vert. U-Bars Below C.J.
				B501c	4	4'-8"	Wingwall Vert., N.F., U.S.																
				B502c	4	4'-9"	Wingwall Vert., N.F., D.S.																
								Abutment No. 2 (Low-Carbon Chromium)															
				B503c	1	8'-4"	Wingwall Horiz. Above C.J., U.S., F.F.	B550c	23	5'-4"	L	4'-6"	0'-10"									Abutment Vertical L-Bars, N.F.	
				B504c	1	9'-0"	Wingwall Horiz. Above C.J., D.S., F.F.	B551c	20	5'-8"	S	0'-0"	1'-3"	3'-2"	1'-3"			0'-0"				Wingwall Top U-Bars	
								B552c	2	5'-9"	S	0'-0"	1'-3"	3'-3"	1'-3"			0'-0"				Skewed Wingwall Top U-Bars	
				B600c	1	10'-2"	Wingwall Horiz. Above C.J., U.S., N.F.	B553c	2	4'-9"	S	0'-0"	0'-10"	3'-1"	0'-10"			0'-0"				Wing Tip End U-Bars Above C.J.	
				B601c	1	9'-2"	Wingwall Horiz. Above C.J., U.S., N.F.	B554c	1	9'-4"	V				0'-10"	8'-6"						U.S. Wingwall Top Bar	
				B602c	1	7'-8"	Wingwall Horiz. Above C.J., U.S., N.F.	B555c	1	9'-6"	V				1'-0"	8'-6"						U.S. Wingwall Top Bar	
				B603c	1	6'-2"	Wingwall Horiz. Above C.J., U.S., N.F.	B556c	1	9'-7"	V				1'-1"	8'-6"						U.S. Wingwall Top Bar	
				B604c	1	10'-0"	Wingwall Horiz. Above C.J., D.S., N.F.	B557c	1	9'-9"	V				1'-3"	8'-6"						U.S. Wingwall Top Bar	
				B605c	1	9'-2"	Wingwall Horiz. Above C.J., D.S., N.F.	B558c	1	9'-11"	V				1'-3"	8'-8"						D.S. Wingwall Top Bar	
				B606c	1	7'-6"	Wingwall Horiz. Above C.J., D.S., N.F.	B559c	1	9'-9"	V				1'-1"	8'-8"						D.S. Wingwall Top Bar	
				B607c	1	5'-11"	Wingwall Horiz. Above C.J., D.S., N.F.	B560c	1	9'-8"	V				1'-0"	8'-8"						D.S. Wingwall Top Bar	
								B561c	1	9'-6"	V				0'-10"	8'-8"						D.S. Wingwall Top Bar	
				B700c	3	14'-7"	Wingwall Horiz. Above C.J., U.S., F.F.	B562c	1	16'-8"	P6	7'-0"	3'-1"	6'-7"								U.S. Wingwall Upper Horiz. T&S Bar	
				B701c	1	12'-5"	Wingwall Horiz. Above C.J., U.S., F.F.	B563c	1	13'-0"	P6	5'-2"	3'-1"	4'-9"								U.S. Wingwall Upper Horiz. T&S Bar	
				B702c	1	11'-6"	Wingwall Horiz. Above C.J., U.S., F.F.	B564c	1	9'-4"	P6	3'-4"	3'-1"	2'-11"								U.S. Wingwall Upper Horiz. T&S Bar	
				B703c	1	10'-8"	Wingwall Horiz. Above C.J., U.S., F.F.	B565c	1	5'-8"	P6	1'-6"	3'-1"	1'-1"								U.S. Wingwall Upper Horiz. T&S Bar	
				B704c	3	15'-3"	Wingwall Horiz. Above C.J., D.S., F.F.	B566c	1	17'-4"	P6	7'-4"	3'-1"	6'-11"								D.S. Wingwall Upper Horiz. T&S Bar	
				B705c	1	13'-2"	Wingwall Horiz. Above C.J., D.S., F.F.	B567c	1	13'-4"	P6	5'-4"	3'-1"	4'-11"								D.S. Wingwall Upper Horiz. T&S Bar	
				B706c	1	12'-2"	Wingwall Horiz. Above C.J., D.S., F.F.	B568c	1	9'-6"	P6	3'-5"	3'-1"	3'-0"								D.S. Wingwall Upper Horiz. T&S Bar	
				B707c	1	11'-2"	Wingwall Horiz. Above C.J., D.S., F.F.	B569c	1	5'-6"	P6	1'-5"	3'-1	1'-0"								D.S. Wingwall Upper Horiz. T&S Bar	
								Superstructure (Low-Carbon Chromium)															
				B800c	57	6'-11"	Abutment Vert., F.F.	S550c	624	5'-9"	PI	0'-7"	5'-2"									Deck Overhang Bars	
				B801c	23	7'-7"	Wingwall Vert. Above C.J., F.F.	S551c	224	5'-4"	SC	0'-10"	1'-2/2"	1'-3"	1'-2/2"			0'-10"			1'-4"	Curb Stirrups	
				B802c	7	5'-5"	Wingwall Vert. Above C.J., U.S., F.F.	S552c	16	4'-2"	S	0'-0"	0'-10"	2'-6"	0'-10"			0'-0"				E.D. Horiz. Stirrup Btw. Stems at Joint	
				B803c	8	5'-8"	Wingwall Vert. Above C.J., D.S., F.F.	S553c	24	5'-1"	S	0'-0"	0'-10"	3'-5"	0'-10"			0'-0"				E.D. Horiz. Stirrup Between Stems	
								Superstructure (Low-Carbon Chromium)															
				S500c	12	40'-6"	Curb Longitudinal Bars	S554c	114	5'-10"	L	2'-6"	3'-4"									End Diaphragm Deck Hook	
				S600c	12	25'-0"	End Diaphragm Horiz., F.F.																
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