STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SPECIFICATIONS

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

DESIGN LOADING

Live Load ..... HL - 93

TRAFFIC DATA

BR # 6082	US Route 202 Eastbound	US Route 202 Westbound	Interstate I-395 Eastbound	Interstate I-395 Westbound
Current (2021) AADT	5,110	5,320	16,660	17,330
Future (2041) AADT	5,620	5,850	18,330	19,060
DHV - % of AADT	14%	12%	10%	11%
Design Hour Volume	787	702	1833	2097
Heavy Trucks (% of AADT)	7%	9%	10%	10%
Heavy Trucks (% of DHV)	2%	7%	6%	8%
Directional Distribution (% of DHV)	100%	100%	100%	100%
18 kip Equivalent P 2.0	224	292	1116	1173
18 kip Equivalent P 2.5	219	286	1100	1155
Design Speed (mph)	45 MPH	45 MPH	60 MPH	60 MPH

BR # 6080	US Route 202 Eastbound	US Route 202 Westbound
Current (2021) AADT	5110	5320
Future (2041) AADT	5620	5850
DHV - % of AADT	14%	12%
Design Hour Volume	787	702
Heavy Trucks (% of AADT)	7%	9%
Heavy Trucks (% of DHV)	2%	7%
Directional Distribution (% of DHV)	100%	100%
18 kip Equivalent P 2.0	226	293
18 kip Equivalent P 2.5	216	280
Design Speed (mph)	45 MPH	45 MPH

MATERIALS

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

Reinforcing Steel:
- Low-Carbon Chromium ..... ASTM A1035-CS, Grade 100
- Plain ..... ASTM A 615/A 615M, Grade 60

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

BASIC DESIGN STRESSES

Concrete
- Class A ..... f 'c = 4000 psi
- Class LP ..... f 'c = 5000 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, Painted ..... F y = 50,000 psi
- ASTM F 3125, Grade A 325, Type 1 H.D.G. ..... F μ = 120,000 psi

BANGOR - HAMPDEN
PENOBSCOT COUNTY
U.S. ROUTE 202

US 202/I-395 BRIDGE #6082

FEDERAL AID PROJECT NO. 2563110 - PROJECT LENGTH 0.2 mi.

RTE 202/MCRR BRIDGE #6080

FEDERAL AID PROJECT NO. 2563110 - PROJECT LENGTH 0.1 mi.

LIST OF DRAWINGS

UTILITIES

Versant Power
Lincolnville Telecom
Charter Communications
Consolidated Communications

MAINTENANCE OF TRAFFIC

BR 6082 - Staged construction maintaining one lane in each direction, except in Stage 1. In Stage 1, maintain one lane of US 202 Westbound traffic and use an offsite detour for I-395 Westbound on-ramp traffic.

I-395 - Single lane closures allowed for specific work activities.

BR 6080 - Staged construction with alternating one-way traffic using temporary traffic signals.

PROJECT LOCATION	US 202/I-395 Bridge (#6082) - Lat./Long. 44° 47' 12.11" N 68° 47' 38.66" W RTE 202/MCRR Bridge (#6080) - Lat./Long. 44° 46' 38.46" N 68° 47' 57.44" W
OUTLINE OF WORK	Bridge Deck Replacements

WIN 025631.10 & 025631.11

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

	DATE
APPROVED	
COMMISSIONER:	9-20-24
CHIEF ENGINEER:	9-19-2024

STATE OF MAINE · THERESA D. MCAULIFFE No. 13046 · LICENSED PROFESSIONAL ENGINEER

SIGNATURE
P.E. NUMBER 13046
DATE 8/29/24

PROJECT INFORMATION

PROGRAM	Bridge Program
PROJECT MANAGER	Julie Brask
DESIGNER	
CONSULTANT	MCFARLAND JOHNSON, INC.
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

BANGOR - HAMPDEN
US 202/I-395 BRIDGE
RTE 202/MCRR BRIDGE

TITLE SHEET

SHEET NUMBER 1
OF 55

Date:8/29/2024
Username: jfitzpatrick
Division:
Filename:\5_Bangor-Hampden\001_Title.dgn

ESTIMATED QUANTITIES

ITEM NO.	ITEM DESCRIPTION		UNIT	WIN 25631.10 BRIDGE #6082	WIN 25631.11 BRIDGE #6080	TOTAL QUANTITY
202.10	REMOVING EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR) - BRIDGE #6082	(510 CY)	LS	1	0	1
202.10	REMOVING EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR) - BRIDGE #6080	(240 CY)	LS	0	1	1
202.12	REMOVING EXISTING STRUCTURAL CONCRETE		CY	91	76	167
202.13	REMOVING EXISTING RAILINGS (RETAINED BY DEPARTMENT)		LF	570	330	900
202.202	REMOVING PAVEMENT SURFACE		SY	1400	2150	3550
203.20	COMMON EXCAVATION		CY	460	480	940
203.25	GRANULAR BORROW		CY	140	110	250
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES, PLAN QUANTITY		CY	140	110	250
304.10	AGGREGATE SUBBASE COURSE - GRAVEL		CY	250	360	610
403.2081	HOT MIX ASPHALT - 12.5 MM (POLYMER MODIFIED)		T	360	260	620
403.209	HOT MIX ASPHALT 9.5 MM (INCIDENTALS)		T	31	0	31
403.211	HOT MIX ASPHALT - SHIM		T	6	6	12
403.2131	HOT MIX ASPHALT - 12.5 MM (BASE AND INTERMEDIATE COURSE, POLYMER MODIFIED)		T	490	240	730
409.15	BITUMINOUS TACK COAT, APPLIED		G	390	200	590
461.131	TEMPORARY PAVEMENT		T	320	0	320
502.21	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS		CY	52	39	91
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON STEEL BRIDGES - BRIDGE #6082	(390 CY)	LS	1	0	1
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON STEEL BRIDGES - BRIDGE #6080	(180 CY)	LS	0	1	1
502.31	STRUCTURAL CONCRETE APPROACH SLAB - BRIDGE #6082	(40 CY)	LS	1	0	1
502.31	STRUCTURAL CONCRETE APPROACH SLAB - BRIDGE #6080	(32 CY)	LS	0	1	1
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS - BRIDGE #6082	(82 CY)	LS	1	0	1
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS - BRIDGE #6080	(22 CY)	LS	0	1	1
502.77	FRP BRIDGE DRAIN, TYPE D		EA	4	6	10
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED		LB	12900	73900	86800
503.13	REINFORCING STEEL, PLACING		LB	12900	73900	86800
503.17	MECHANICAL/WELDED SPLICE		EA	550	0	550
503.19	LOW-CARBON CHROMIUM REINFORCEMENT, FABRICATED AND DELIVERED		LB	1000	5100	6100
503.20	LOW-CARBON CHROMIUM REINFORCEMENT, PLACING		LB	1000	5100	6100
504.70	STRUCTURAL STEEL FABRICATED AND DELIVERED	(460 LB)	LS	0	1	1
504.71	STRUCTURAL STEEL ERECTION	(460 LB)	LS	0	1	1
505.08	SHEAR CONNECTORS - BRIDGE #6082	(6992 EA)	LS	1	0	1
505.08	SHEAR CONNECTORS - BRIDGE #6080	(3456 EA)	LS	0	1	1
506.1775	FIELD PAINTING, NEW AND EXISTING STEEL WITH ZINC RICH PAINT	(15 SF)	LS	0	1	1
507.0821	STEEL BRIDGE RAILING, 3 BAR - BRIDGE #6082	(590 LF)	LS	1	0	1
507.0821	STEEL BRIDGE RAILING, 3 BAR - BRIDGE #6080	(350 LF)	LS	0	1	1
507.0822	STEEL APPROACH RAILING: 3-BAR		EA	4	4	8
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE - BRIDGE #6082	(1450 SY)	LS	1	0	1
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE - BRIDGE #6080	(760 SY)	LS	0	1	1
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES - BRIDGE #6082	(1300 SY)	LS	1	0	1
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES - BRIDGE #6080	(720 SY)	LS	0	1	1
518.60	REPAIR OF VERTICAL SURFACES < 8 INCHES		SF	17	11	28
520.21	EXPANSION DEVICE - GLAND SEAL		EA	2	1	3
523.52	BEARING INSTALLATION		EA	16	7	23
523.5303	STEEL BEARINGS, FIXED ROCKER		EA	0	1	1
523.5304	STEEL BEARINGS, EXPANSION, ROCKER		EA	0	6	6
523.5402	LAMINATED ELASTOMERIC BEARINGS, EXPANSION		EA	16	0	16
524.301	TEMPORARY STRUCTURAL SUPPORT (BEARING REPLACEMENT) - BRIDGE #6082		LS	1	0	1
524.301	TEMPORARY STRUCTURAL SUPPORT (BEARING REPLACEMENT) - BRIDGE #6080		LS	0	1	1
524.301	TEMPORARY STRUCTURAL SUPPORT (APPROACHES) - BRIDGE #6082		LS	1	0	1
524.301	TEMPORARY STRUCTURAL SUPPORT (APPROACHES) - BRIDGE #6080		LS	0	1	1
524.40	PROTECTIVE SHIELD - BRIDGE #6082	(8805 SF)	LS	1	0	1
524.40	PROTECTIVE SHIELD - BRIDGE #6080	(6843 SF)	LS	0	1	1
526.301	PORTABLE CONCRETE BARRIER, TYPE I - BRIDGE #6082	(1620 LF)	LS	1	0	1
526.301	PORTABLE CONCRETE BARRIER, TYPE I - BRIDGE #6080	(290 LF)	LS	0	1	1
526.305	TEMPORARY CONCRETE BARRIER, BRACED TYPE I - BRIDGE #6082	(320 LF)	LS	1	0	1
526.305	TEMPORARY CONCRETE BARRIER, BRACED TYPE I - BRIDGE #6080	(210 LF)	LS	0	1	1
527.33	TRUCK MOUNTED ATTENUATOR		EA	1	0	1
527.34	WORK ZONE CRASH CUSHIONS		UN	2	2	4
606.1301	31" W-BEAM GUARDRAIL, MID-WAY SPLICE-SINGLE FACED		LF	875	737.5	1612.5
606.1302	31" W-BEAM GUARDRAIL, MID-WAY SPLICE-DOUBLE FACED		LF	237.5	0	237.5
606.1721	BRIDGE TRANSITION - TYPE 1		EA	4	4	8
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER		EA	26	26	52
606.93	SACRIFICIAL CRASH CUSHION		EA	1	0	1
607.182	CHAIN LINK FENCE - 8', HIGH SECURITY	(288 LF)	LS	0	1	1
607.183	CHAIN LINK SNOW FENCE 33 INCH	(320 LF)	LS	1	0	1
609.34	CURB TYPE 5		LF	130	0	130
609.35	CURB TYPE 5 - CIRCULAR		LF	21	0	21
609.40	RESET CURB TYPE 5		LF	520	0	520

ESTIMATED QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	WIN 25631.10 BRIDGE #6082	WIN 25631.11 BRIDGE #6080	TOTAL QUANTITY
610.08	PLAIN RIPRAP	CY	0	45	45
613.319	EROSION CONTROL BLANKET	SY	340	500	840
615.07	LOAM	CY	19	28	47
618.14	SEEDING METHOD NUMBER 2	UN	4	5	9
619.12	MULCH	UN	4	5	9
619.14	EROSION CONTROL MIX	CY	38	55	93
620.58	EROSION CONTROL GEOTEXTILE	SY	0	140	140
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	4200	2100	6300
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	SF	0	52	52
627.77	REMOVING EXISTING PAVEMENT MARKING	SF	3500	2100	5600
627.78	TEMPORARY 4" PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	LF	9400	1150	10550
629.05	HAND LABOR, STRAIGHT TIME	HR	25	25	50
631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	HR	5	5	10
631.11	AIR TOOL (INCLUDING OPERATOR)	HR	5	5	10
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	HR	25	25	50
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	HR	25	25	50
631.22	FRONT END LOADER (INCLUDING OPERATOR)	HR	25	25	50
639.18	FIELD OFFICE TYPE A	EA	0.5	0.5	1
643.72	TEMPORARY TRAFFIC SIGNAL	LS	0	1	1
645.103	DEMOUNT GUIDE SIGN	EA	2	0	2
645.113	REINSTALL GUIDE SIGN	EA	1	0	1
645.13	GUIDE SIGN - OVERPASS MOUNTED	LS	1	0	1
652.30	FLASHING ARROW	EA	1	0	1
652.312	TYPE III BARRICADE	EA	6	4	10
652.33	DRUM	EA	30	20	50
652.34	CONE	EA	15	40	55
652.35	CONSTRUCTION SIGNS	SF	520	120	640
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	LS	0.5	0.5	1
652.38	FLAGGERS	HR	0	320	320
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	EA	5	3	8
656.75	TEMPORARY SOIL EROSION & WATER POLLUTION CONTROL	LS	0.5	0.5	1
659.10	MOBILIZATION	LS	0.5	0.5	1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110
WIN
025631.10 & 025631.11
BRIDGE NO. 6082 & 6080

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J. BRASK		
DESIGN-DETAILED	S. LINDSLEY	J. FITZ	08-24
CHECKED-REVIEWED	D. WHITE	B. COLBURN	08-24
DESIGN2-DETAILED2	N. EDMAN	E. MORRISON	08-24
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

US 202/I-395 BRIDGE
RTE 202/MCRR BRIDGE
BANGOR - HAMPDEN PENOBSCOT COUNTY

ESTIMATED QUANTITIES

SHEET NUMBER

2

OF 55

Filename: ...\0xx_Quantities.dgn Division: Username: jfitzpatrick Date:8/29/2024

GENERAL CONSTRUCTION NOTES

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

2. All clearing shall be considered incidental to the Contract and no separate payment will be made. The actual lines for clearing shall be established in the field by the Contractor as indicated on the Plans and approved by the Resident.

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, excluding overhead guide 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. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by Resident.

8. 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 Pay Item 619.14, Erosion Control Mix.

9. Where it is apparent that runoff will cause continual erosion, Erosion Control Blanket, seeded gutters, or riprap downspouts shall be constructed after paving and shoulder work is completed. Payment will be made under the appropriate Contract Items.

10. Protective Coating for Concrete Surfaces shall be applied to the following areas:

    All exposed surfaces of concrete curbs and median,
    Fascias down to the drip notch,
    Top of abutment backwalls and wingwalls,
    All exposed surfaces of Pier caps and columns, and
    Exposed surfaces of vertical walls against earth.

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 life span.

13. 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 Specification 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 and Time.

14. The Contractor shall submit Bridge Demolition Plans for each bridge 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, portions of abutments and wingwalls, and identified diaphragms, and bearings. No work related to the removal of the bridge decks shall be undertaken by the Contractor until MaineDOT has reviewed the Bridge Demolition Plans for appropriateness and completeness. Payment for all work necessary for developing, submitting and finalizing the Bridge Demolition Plans will be considered incidental to the appropriate bridge removal pay items.

15. The existing bridge components to be removed shall be removed by and become the 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 hazardous waste generated by the process of demolishing the existing decks, modifications of structural steel, and installation of shear studs. 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.

16. Where a joint between new pavement and existing pavement is called for on the Plans, 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.

17. Payment for connections of proposed guardrail to existing guardrail will be considered incidental to related Contract Items.

18. Part of the work related to Bridge #6080 will be performed adjacent to and over railroad right of way. See Special Provision 104 for additional requirements. Payment for meeting these requirements will be considered incidental to the Contract.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN
025631.10 & 025631.11

BRIDGE NO. 6082 & 6080 — BRIDGE PLANS

PROJ. MANAGER	J. BRASK	BY	DATE
DESIGN-DETAILED	S. LINDSLEY	J. FITZ	08/24
CHECKED-REVIEWED	D. WHITE	B. COLBURN	08/24
DESIGN2-DETAILED2	N. EDMAN	E. MORRISON	08/24
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

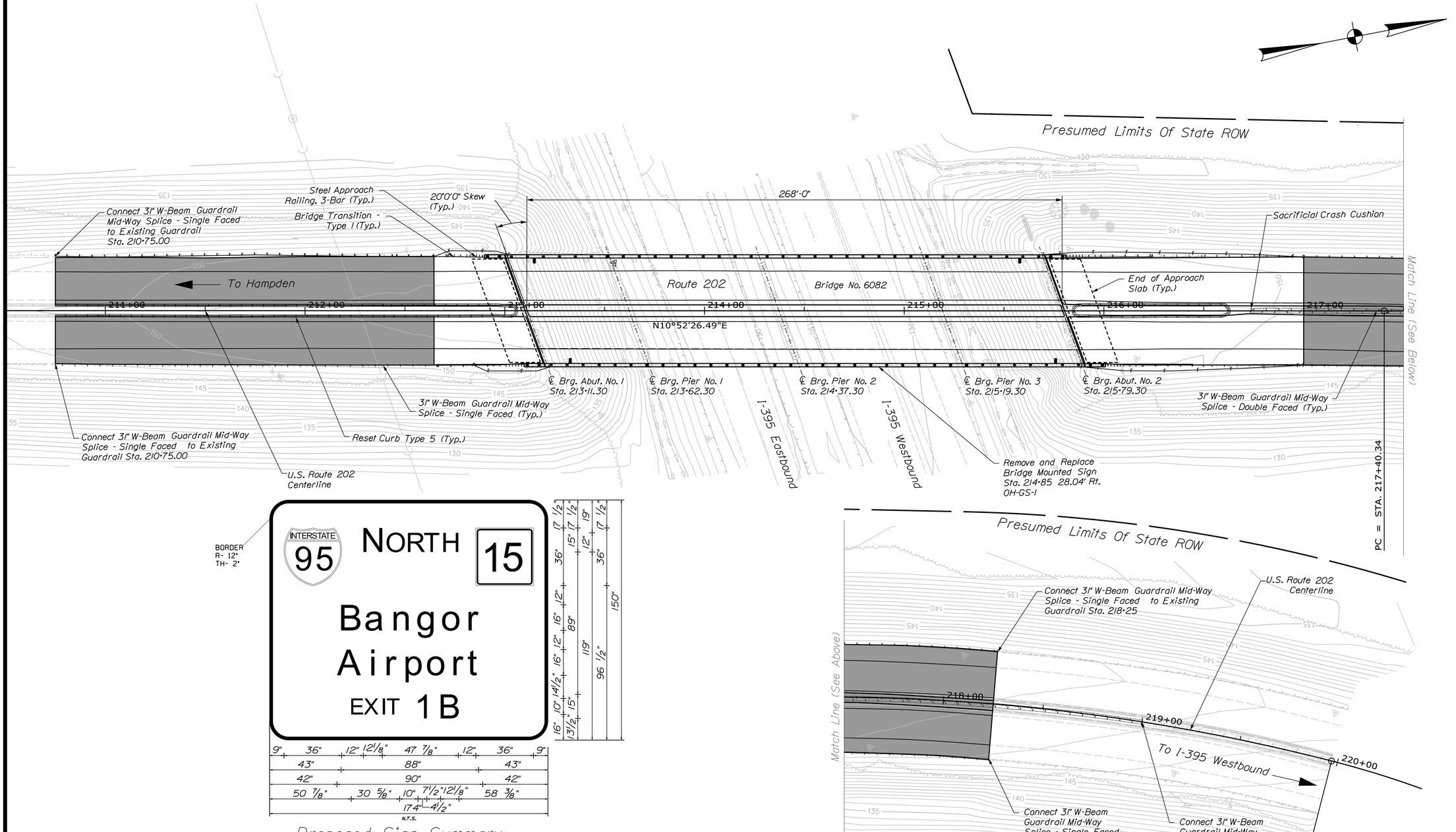
US 202/I-395 BRIDGE
RTE 202/MCRR BRIDGE
BANGOR - HAMPDEN PENOBSCOT COUNTY

GENERAL NOTES

SHEET NUMBER

3

OF 55



Proposed Sign Summary

Item Number	Identification Number	Size of Sign		Graphic	Number of Signs Required	Color		Total Area In Square Feet	Support	Remarks
		Width	Height			Back-Ground	Legend Border			
						COLOR DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"				
645.13	OH-GS-1	174"	150"	95 NORTH 15 Bangor Airport EXIT 1B	1	Green	White	181.25	Install on New Bridge Brackets	See Standard Highway Signs & Markings Book

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10

BRIDGE NO. 6082

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	J. BRASK	
DESIGN-DETAILED	S. LINDSLEY	J. FITZ 08/24
CHECKED-REVIEWED	D. WHITE	B. COLBURN 08/24
DESIGN2-DETAILED2	N. EDMAN	E. MORRISON 08/24
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

GENERAL PLAN

SHEET NUMBER

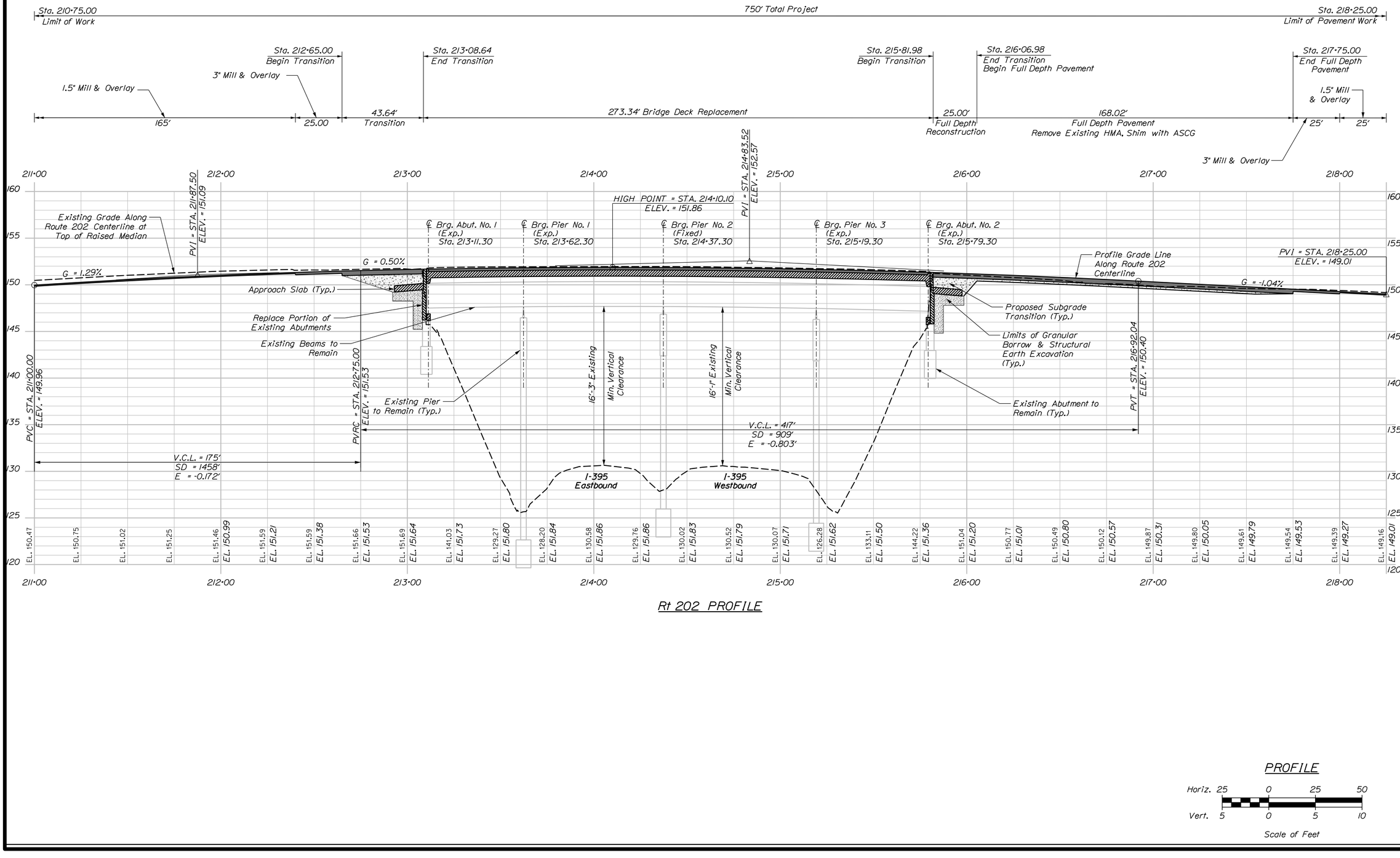
4

OF 55

Username: jfitzpatrick Date:8/29/2024

Division:

Filename: ...\00X_Bangor GeneralPlan.dgn



Rt 202 PROFILE

PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10

BRIDGE NO. 6082

HIGHWAY PLANS

	BY	DATE
J. BRASK	J. FITZ	08-24
S. LINDSLEY	B. COLBURN	08-24
D. WHITE	E. MORRISON	08-24
N. EDMAN		

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	J. BRASK
DESIGN-DETAILED	S. LINDSLEY
CHECKED-REVIEWED	D. WHITE
DESIGN2-DETAILED2	N. EDMAN
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

US 202/I-395 BRIDGE
I-395
BANGOR PENOBSCOT COUNTY

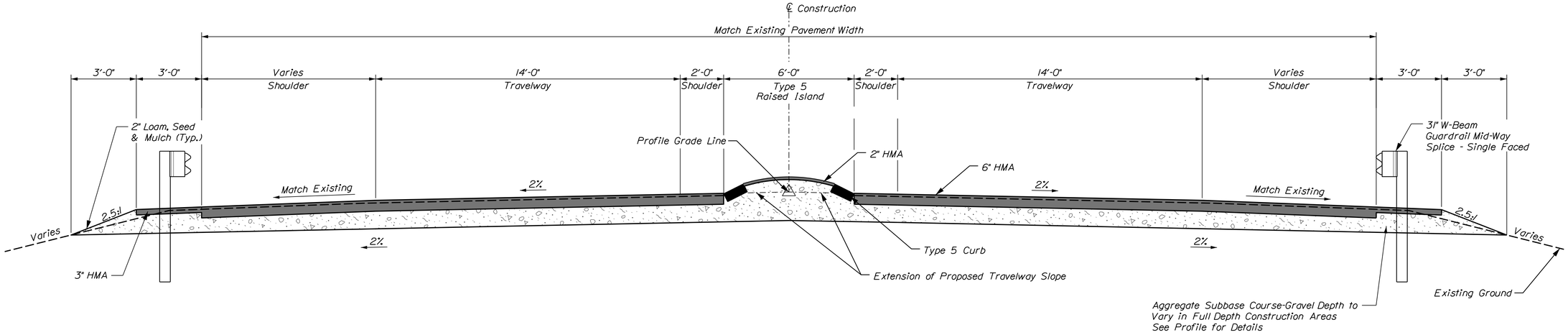
PROFILE

SHEET NUMBER

5

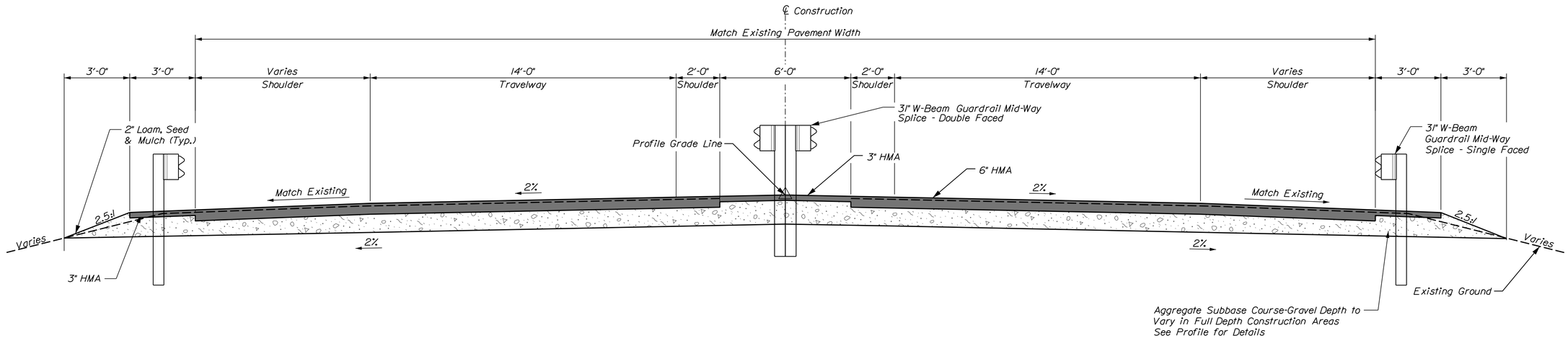
OF 55

Filename: ...\00X_Bangor Profile.dgn Division: Username: jfitzpatrick Date:8/29/2024



BRIDGE APPROACH TYPICAL SECTION

STA 212+75.00 - 213+08.46
STA 215+83.98 - 216+63.25



RTE 202/I-395 RAMP TYPICAL SECTION

STA 216+73.25 - 217+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10

BRIDGE NO. 6082

HIGHWAY PLANS

PROJ. MANAGER	J. BRASK		
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DESIGN2-DETAILED2	N. EDMAN	E. MORRISON	08-24
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

TYPICAL SECTIONS

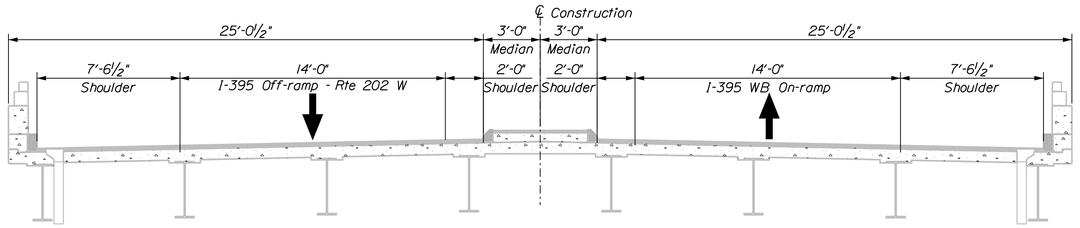
SHEET NUMBER

6

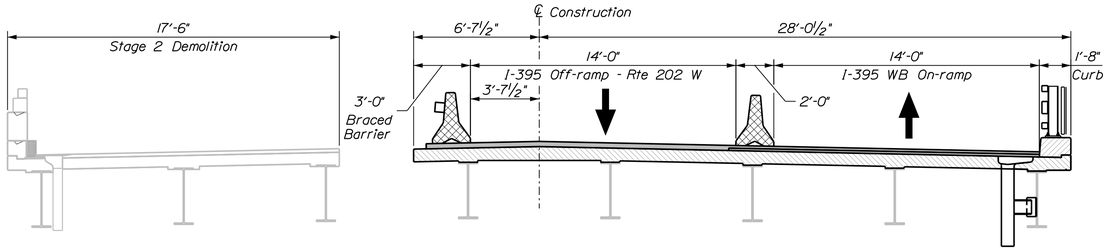
OF 55

Username: jfitzpatrick Date:8/29/2024

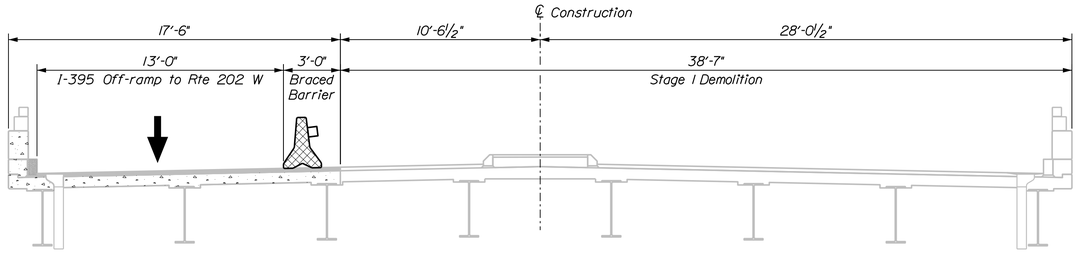
Filename: ...\00X_Bangor Highway Typicals.dgn Division:



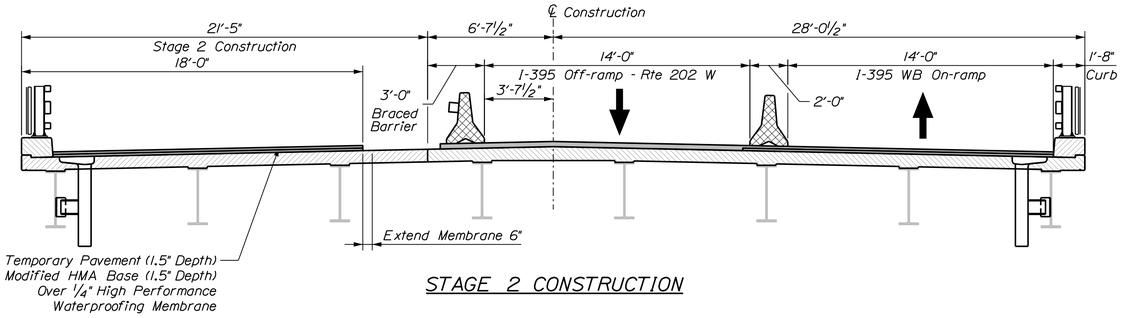
EXISTING TRANSVERSE SECTION



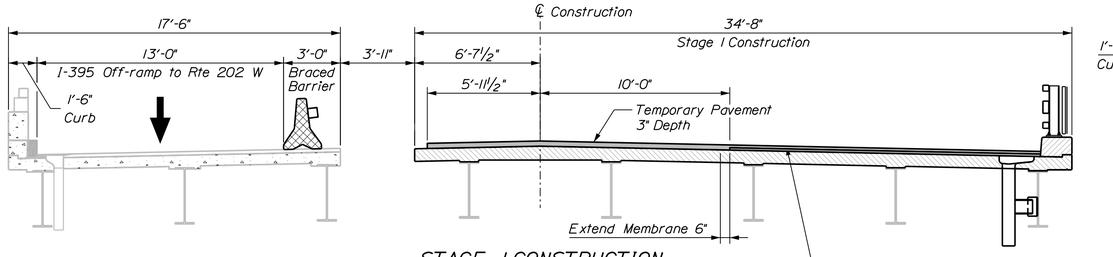
STAGE 2 DEMOLITION



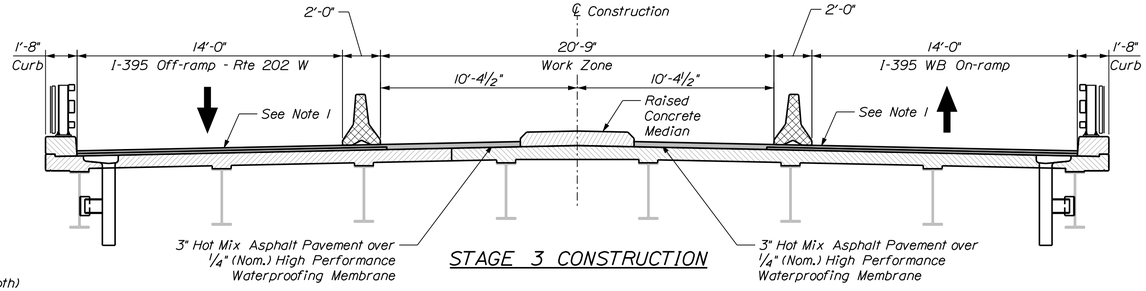
STAGE 1 DEMOLITION



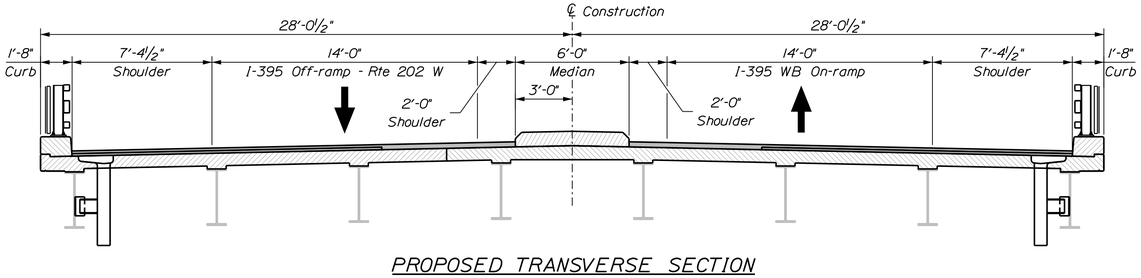
STAGE 2 CONSTRUCTION



STAGE 1 CONSTRUCTION



STAGE 3 CONSTRUCTION



PROPOSED TRANSVERSE SECTION

NOTES

1. Upon construction of the Median on the Bridge, Contractor shall remove all Temporary Pavement on Bridge and replace with 1.5" of Polymer Modified Wearing Surface.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10

BRIDGE NO. 6082

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J. BRASK	
DESIGN-DETAILED	S. LINDSLEY	08-24
CHECKED-REVIEWED	J. FITZ	08-24
DESIGN2-DETAILED2	D. WHITE	08-24
DESIGN3-DETAILED3	B. COLBURN	08-24
REVISIONS 1	N. EDMAN	08-24
REVISIONS 2	E. MORRISON	08-24
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

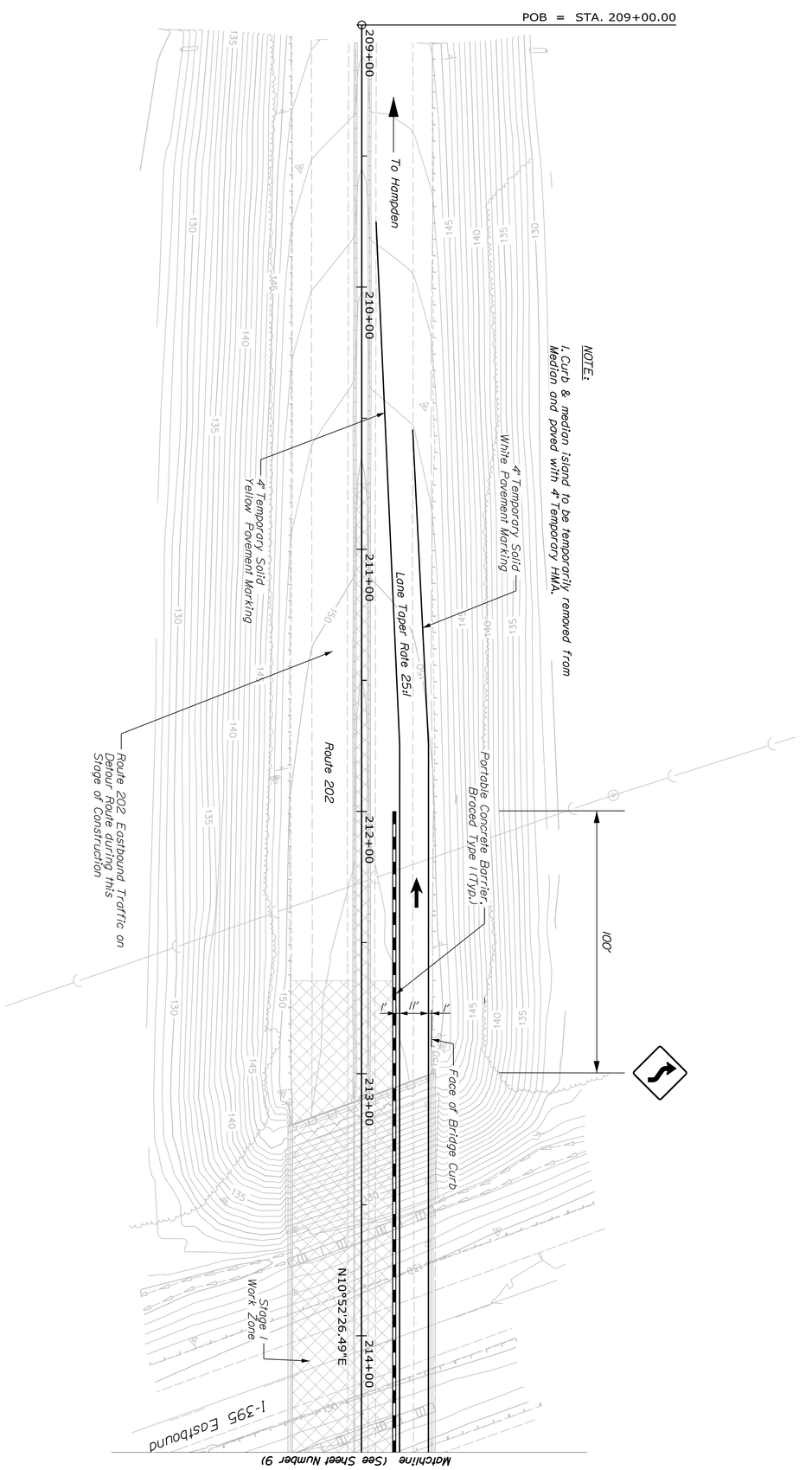
DATE

US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

STAGED CONSTRUCTION

SHEET NUMBER
7
OF 55

Filename: ...\00X_Bangor_Staged Construction.dgn Division: Username: jfitzpatrick Date:8/29/2024



STAGE 1 PLAN

Scale of Feet: 25 0 25 50

PROJ. MANAGER	J. BRASK	BY	DATE
DESIGN-DETAILED	S. LINDSLEY	J. FITZ	08-24
CHECKED-REVIEWED	D. WHITE	B. COLBURN	08-24
DESIGN2-DETAILED2	N. EDMAN	E. MORRISON	08-24
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SHEET NUMBER 8 OF 55

US 202/I-395 BRIDGE
I-395

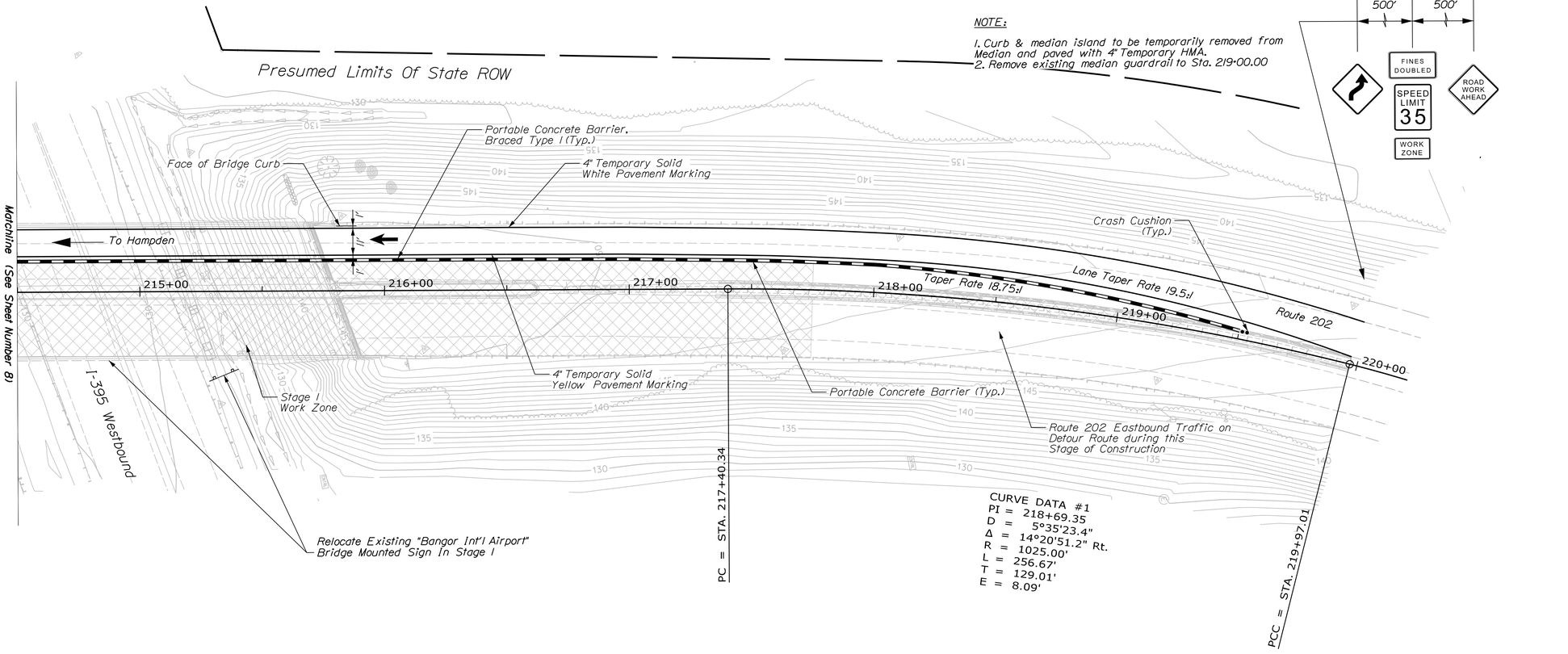
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

BRIDGE NO. 6082 **WIN 025631.10** HIGHWAY PLANS



STAGE I PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10

BRIDGE NO. 6082 HIGHWAY PLANS

PROJ. MANAGER	J. BRASK		
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REVISIONS 1			
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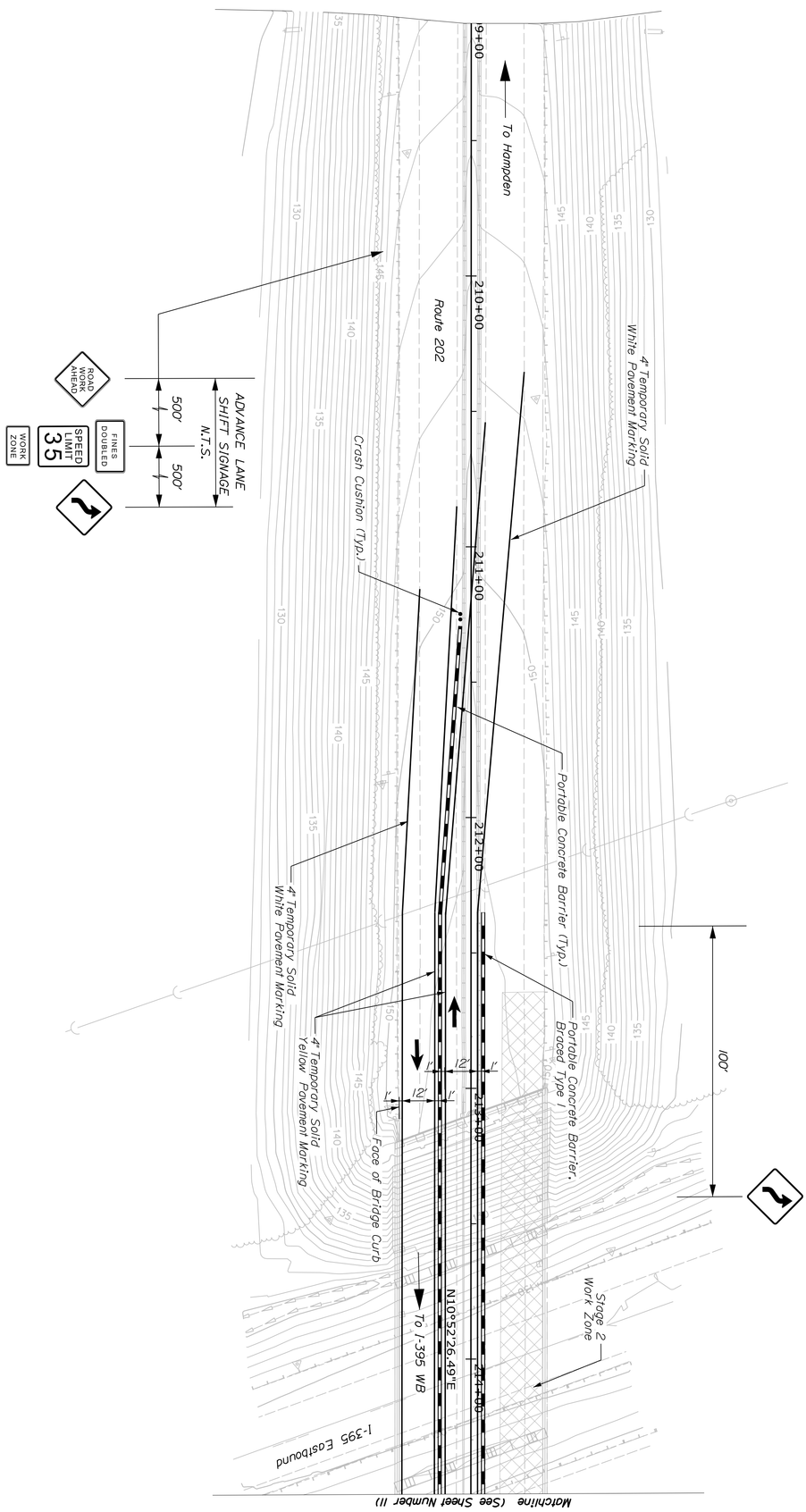
US 202/I-395 BRIDGE
I-395
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN

SHEET NUMBER
9
OF 55



STAGE 2 PLAN

SHEET NUMBER 10 OF 55

US 202/I-395 BRIDGE
I-395

BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN

PROJ. MANAGER	J. BRASK	BY	DATE
DESIGN-DETAILED	S. LINDSLEY	J. FITZ	08-24
CHECKED-REVIEWED	D. WHITE	B. COLBURN	08-24
DESIGN2-DETAILED2	N. EDMAN	E. MORRISON	08-24
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

BRIDGE NO. 6082 **WIN 025631.10** HIGHWAY PLANS

STAGE 2 PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10

BRIDGE NO. 6082 HIGHWAY PLANS

PROJ. MANAGER	J. BRASK		
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DESIGN3-DETAILED3			
REVISIONS 1			
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REVISIONS 4			
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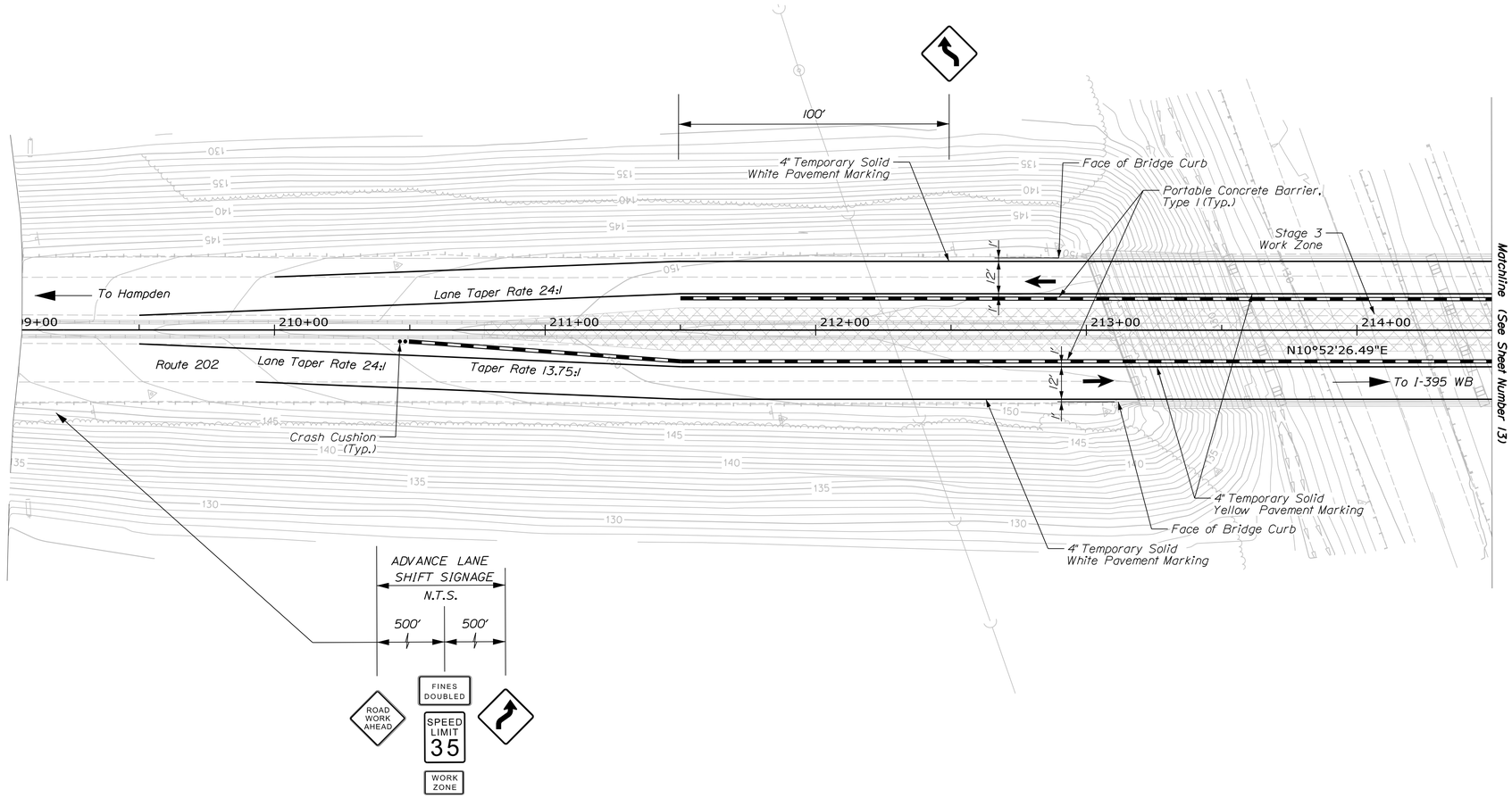
US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

TRAFFIC CONTROL PLAN

SHEET NUMBER

11

OF 55



STAGE 3 PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10

BRIDGE NO. 6082 HIGHWAY PLANS

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REVISIONS 4		
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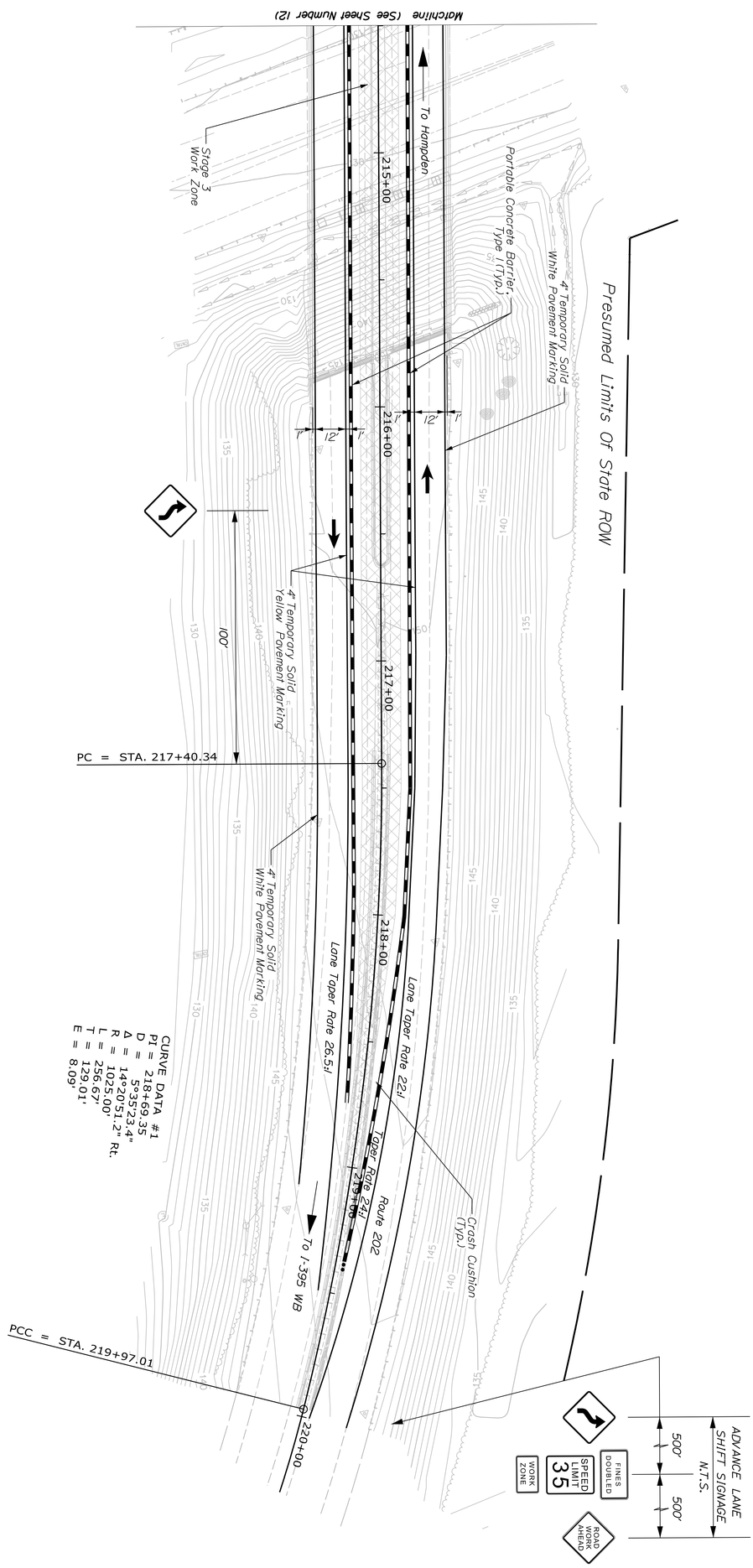
US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

TRAFFIC CONTROL PLAN

SHEET NUMBER

12

OF 55



STAGE 3 PLAN

SHEET NUMBER 13 OF 55

US 202/I-395 BRIDGE
I-395

BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN

PROJ. MANAGER	J. BRASK	BY	DATE
DESIGN-DETAILED	S. LINDSLEY	J. FITZ	08-24
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DESIGN2-DETAILED2	N. EDMAN	E. MORRISON	08-24
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REVISIONS 1			
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SIGNATURE

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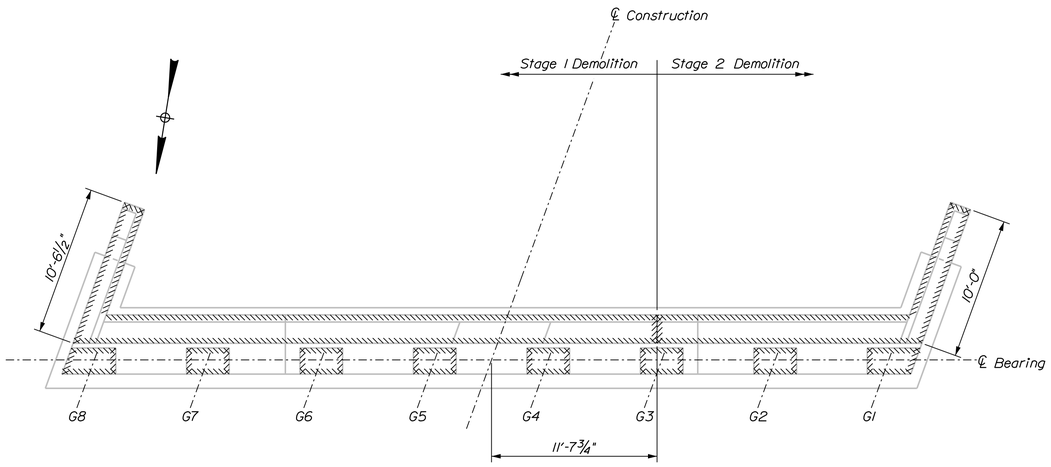
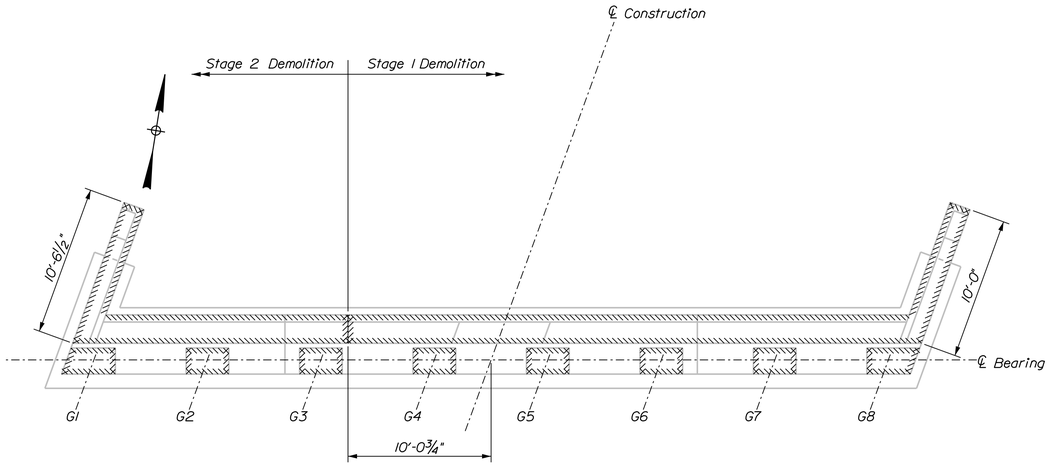
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

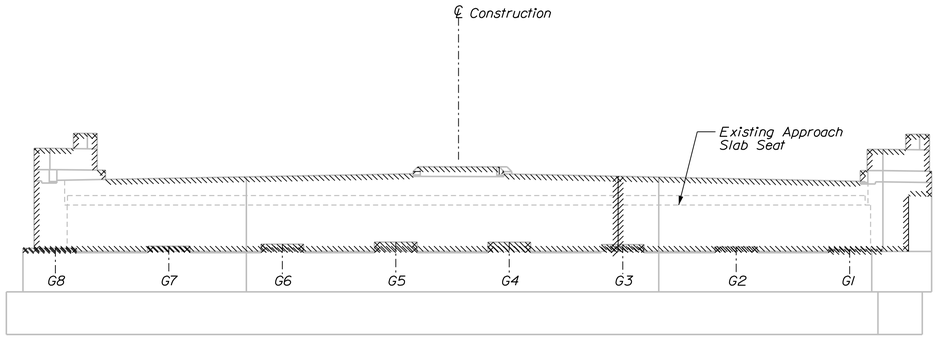
BRIDGE NO. 6082 **WIN 025631.10** HIGHWAY PLANS



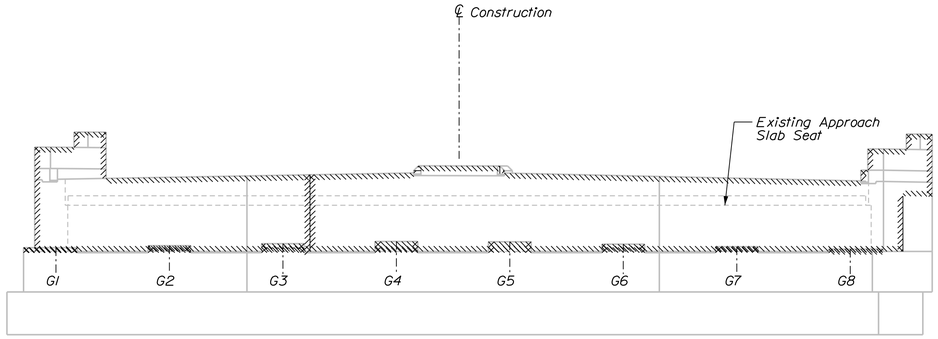
ABUTMENT 1 DEMOLITION PLAN



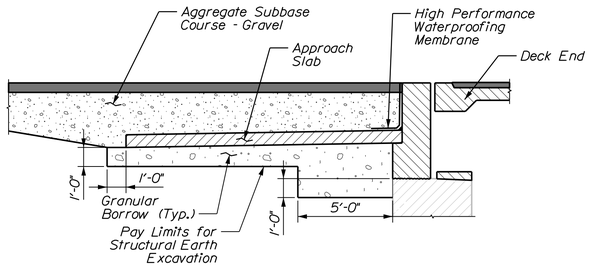
ABUTMENT 2 DEMOLITION PLAN



ABUTMENT 1 DEMOLITION ELEVATION



ABUTMENT 2 DEMOLITION ELEVATION



ABUTMENT BACKFILL DETAIL

Wingwall Backfill Detail Similar

CONCRETE REPAIR NOTES

1. The repair quantities in these Plans are approximate and are based on limited field inspections. Prior to the start of any concrete repairs, the Resident and Contractor shall jointly inspect all concrete surfaces and agree on repair limits. Estimated repair quantities may be increased or decreased at the Resident's discretion.
2. No repairs are anticipated for substructure units not shown. The Contractor and the Resident shall verify that no work is required.
3. 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. Supplemental bars shall be paid for under Pay Items 503.12 and 503.13.

ABUTMENT AND WINGWALL MODIFICATION NOTES

1. The Contractor shall use care not to damage any existing reinforcing steel which is to remain. All existing reinforcing steel which is to remain shall be cleaned of all loose rust by sandblasting, wire brushing, machine wire brushing, or other methods approved by the Resident. Any damaged reinforcing steel shall be replaced as directed by the Resident at no expense to the Department.
2. Before drilling and grouting new reinforcing steel, the Contractor shall locate reinforcing steel in existing concrete by non-destructive methods 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 record plans. 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, in addition to that shown in the details, may be left in place at Contractor's discretion with approval of the Resident.
9. Cover abutment backwall, wingwall, and approach slab joints where waterstops are not required in accordance with Standard Details Section 502.
10. The approach slab demolition and construction limits shall follow the same transverse offsets as the bridge deck as shown in the Staged Construction details. The approach slab shall be constructed in each stage per the standard details, with the two stages having a butted joint. There will be no reinforcing lapping/splicing between stages.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10 — BRIDGE NO. 6082 — BRIDGE PLANS

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DESIGN-DETAILED	S. LINDSLEY	J. FITZ	08-24
CHECKED-REVIEWED	D. WHITE	B. COLBURN	08-24
DESIGN2-DETAILED2	N. EDMAN	E. MORRISON	08-24
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BY — DATE — SIGNATURE

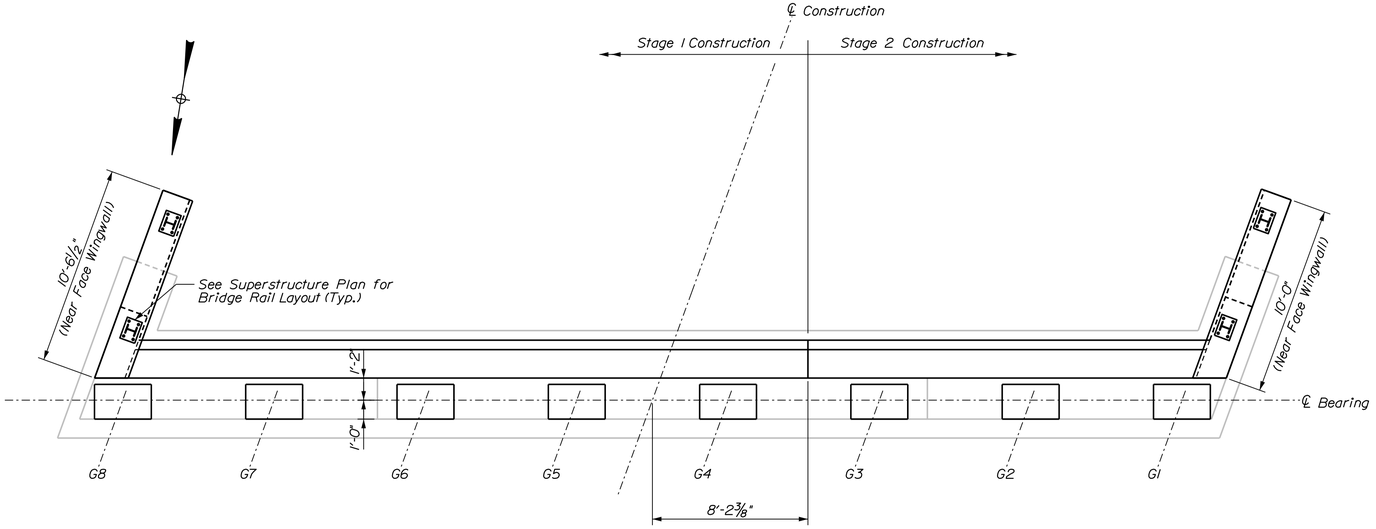
P.E. NUMBER — DATE

US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

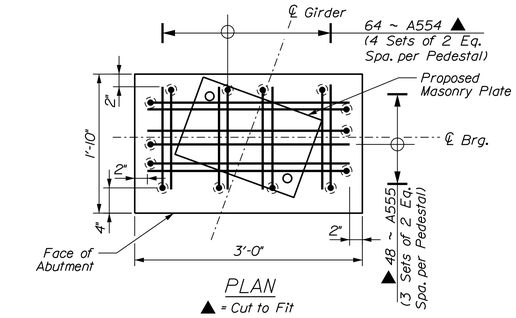
ABUTMENT DEMOLITION

SHEET NUMBER
14
OF 55

Username: jfitzpatrick Date:8/29/2024
Filename: ...\00X_Bangor Abutment Demo.dgn Division:

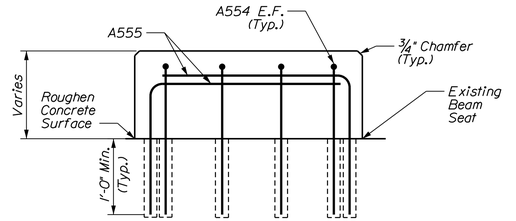


ABUTMENT 1 CONSTRUCTION PLAN



PLAN

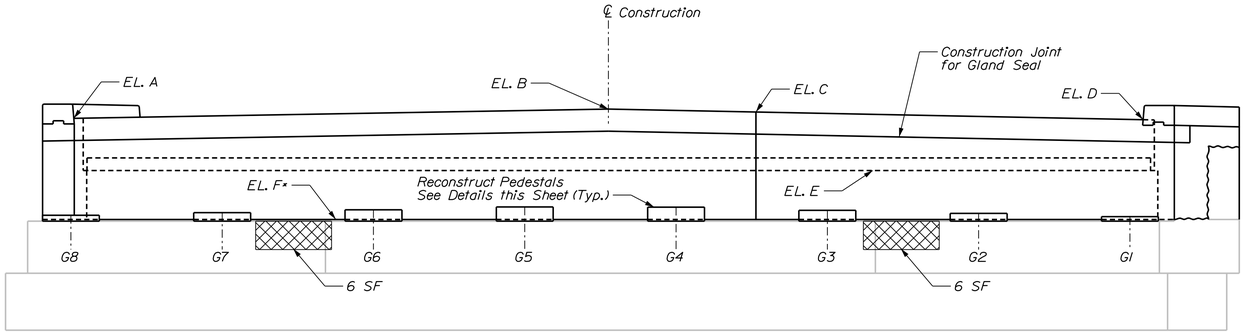
▲ = Cut to Fit



ELEVATION

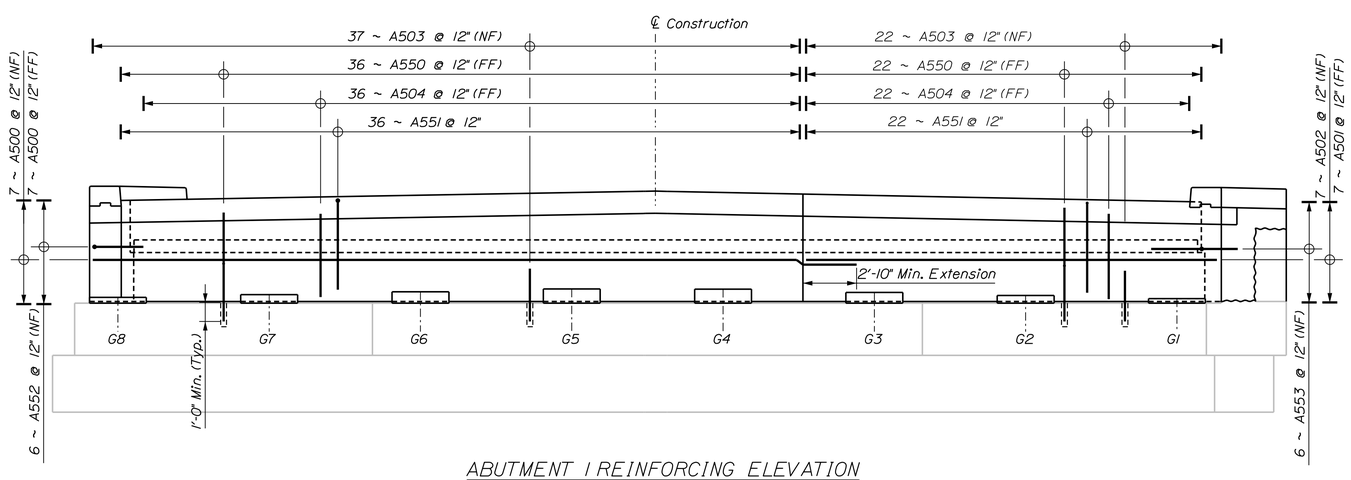
PEDESTAL REINFORCING DETAIL

Typical Abutment 1 Pedestal Shown,
Abutment 2 Pedestal Similar



ABUTMENT 1 CONSTRUCTION ELEVATION

Concrete Repair Areas



ABUTMENT 1 REINFORCING ELEVATION

Abutment 1 Elevations									
EL. A		EL. B		EL. C		EL. D		EL. E	EI F*
NF	FF	NF	FF	NF	FF	NF	FF		
151.19	151.18	151.68	151.68	151.53	151.53	151.12	151.11	148.44	145.86

NF = Near Face FF= Far Face

*Elevation to coincide with the existing construction joint elevation. Elevations provided are approximated from the existing bridge plans. To be field verified.

Abutment 1 Pedestal Elevations							
G1*	G2*	G3*	G4*	G5*	G6*	G7*	G8*
146.44	146.61	146.77	146.94	146.95	146.80	146.65	146.51

*Elevations provided are approximated from the existing bridge plans. To be field verified. The intent is that the elevation of bottom of existing steel girders will not change.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10

BRIDGE NO. 6082 — BRIDGE PLANS

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DESIGN3-DETAILED3			
REVISIONS 1			
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FIELD CHANGES			

SIGNATURE

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US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

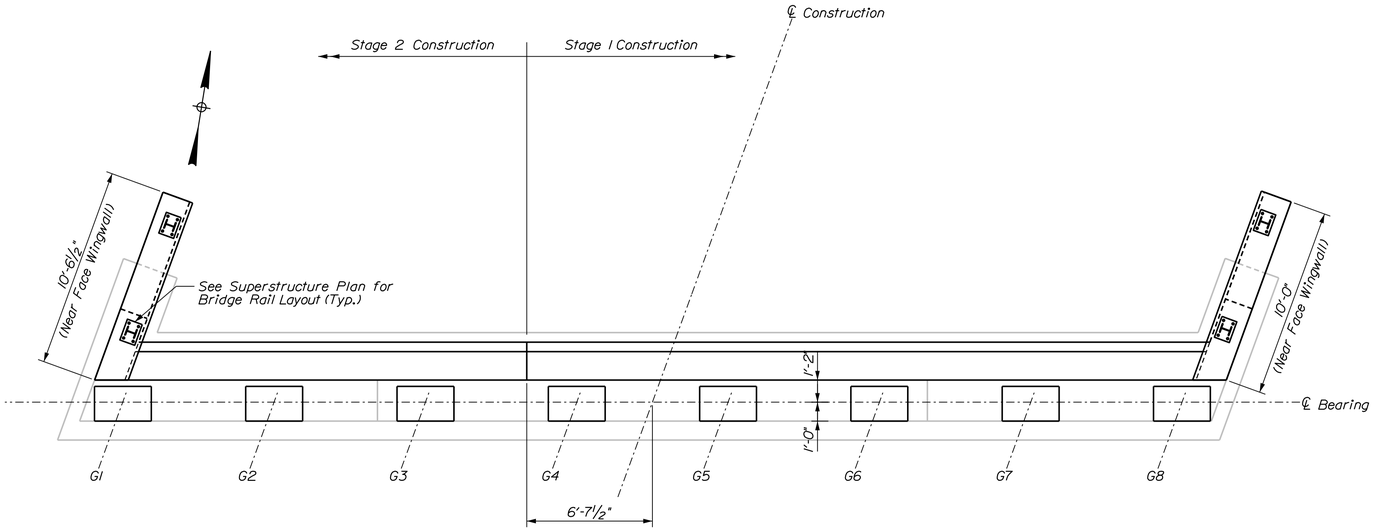
ABUTMENT 1 CONSTRUCTION

SHEET NUMBER

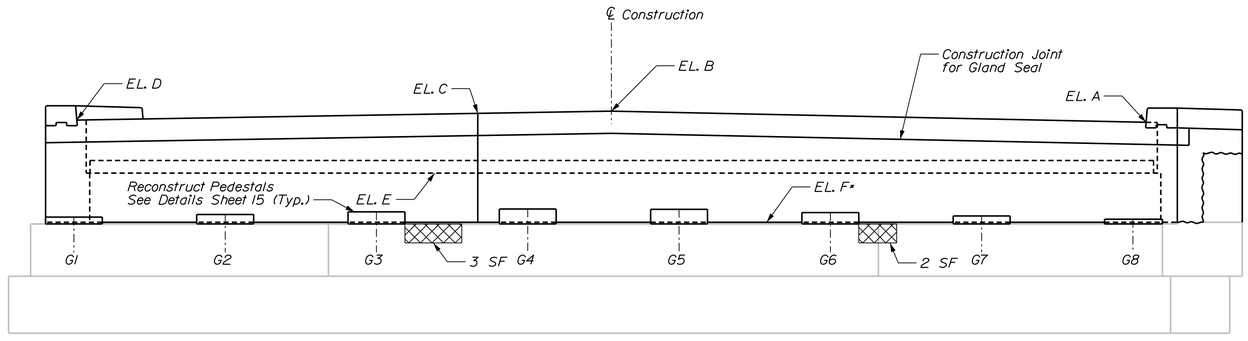
15

OF 55

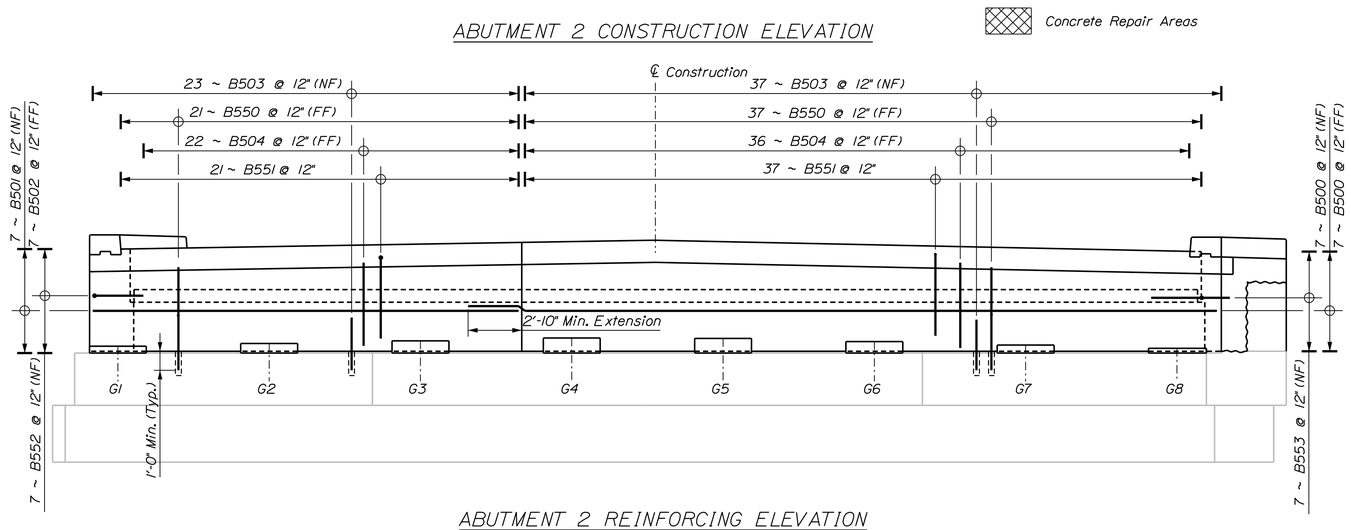
Filename: ...\00X_Bangor Abutment 1 Construction.dgn Division: Date:8/29/2024 Username: jfitzpatrick



ABUTMENT 2 CONSTRUCTION PLAN



ABUTMENT 2 CONSTRUCTION ELEVATION



ABUTMENT 2 REINFORCING ELEVATION

Abutment 2 Elevations									
EL. A		EL. B		EL. C		EL. D		EL. E	El F*
NF	FF	NF	FF	NF	FF	NF	FF		
150.74	150.73	151.33	151.32	151.21	151.19	150.86	150.85	148.06	145.47

NF = Near Face FF= Far Face

*Elevation to coincide with the existing construction joint elevation. Elevations provided are approximated from the existing bridge plans. To be field verified.

Abutment 2 Pedestal Elevations							
G1*	G2*	G3*	G4*	G5*	G6*	G7*	G8*
146.13	146.27	146.41	146.56	146.54	146.37	146.19	146.02

*Elevations provided are approximated from the existing bridge plans. To be field verified. The intent is that the elevation of bottom of existing steel girders will not change.

STATE OF MAINE
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FEDERAL PROJECT NO. 2563110

WIN 025631.10

BRIDGE NO. 6082 — BRIDGE PLANS

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FIELD CHANGES			

SIGNATURE

P.E. NUMBER

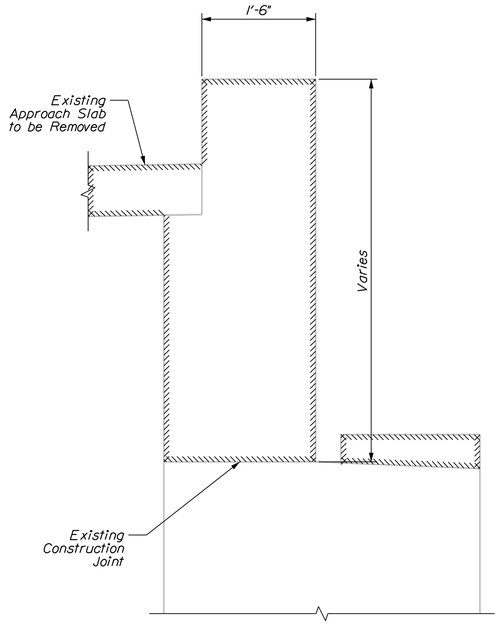
DATE

US 202/I-395 BRIDGE
I-395
BANGOR — PENOBSCOT COUNTY

ABUTMENT 2 CONSTRUCTION

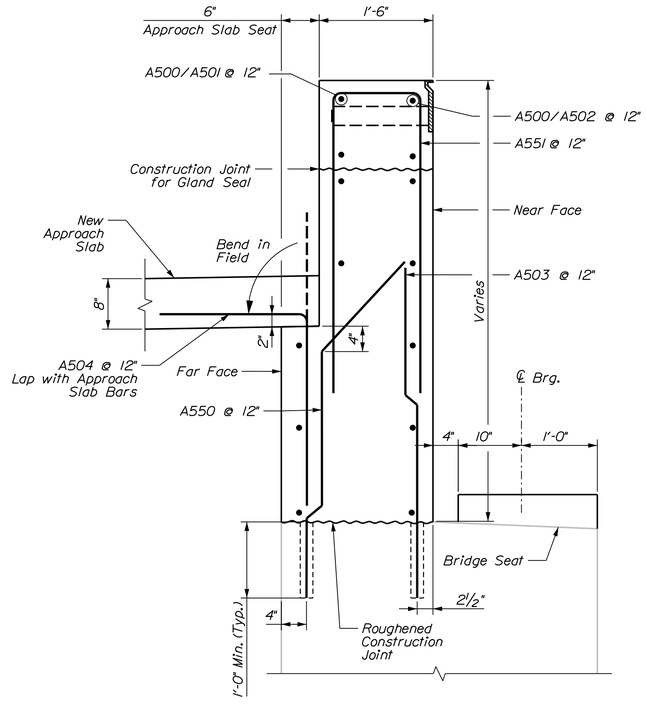
SHEET NUMBER
16
OF 55

Filename: ...\00X_Bangor Abutment 2 Construction.dgn Username: jfitzpatrick Date:8/29/2024



ABUTMENT DEMOLITION SECTION

Abutment 1 Shown, Abutment 2 Similar



ABUTMENT CONSTRUCTION SECTION

Abutment 1 Shown, Abutment 2 Similar
Pedestal Reinforcing Not Shown for Clarity

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

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BRIDGE NO. 6082 BRIDGE PLANS

			DATE
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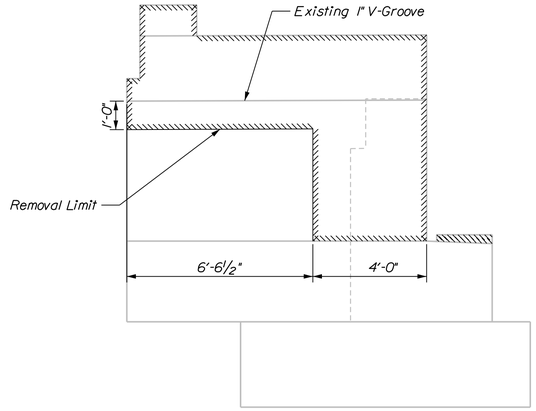
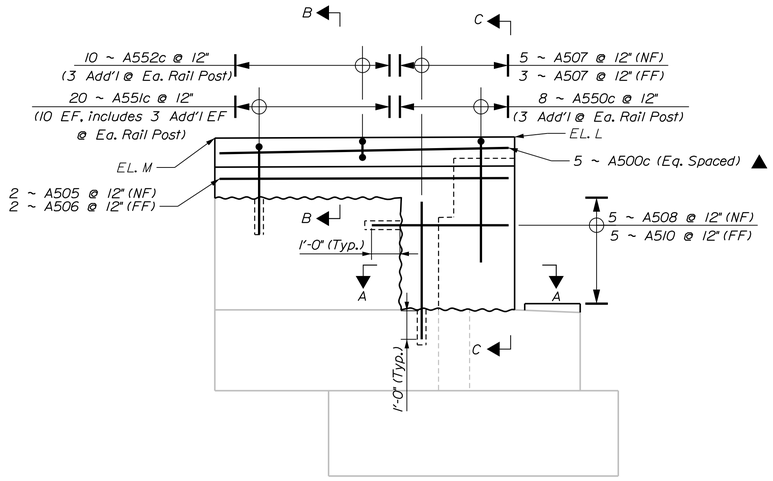
US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

ABUTMENT SECTIONS

SHEET NUMBER
17
OF 55



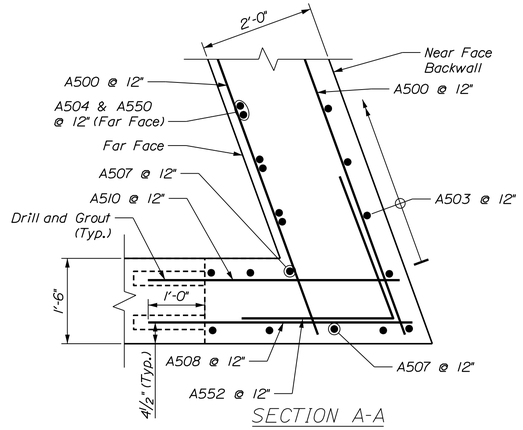
ABUTMENT 1 RIGHT WINGWALL
DEMOLITION ELEVATION



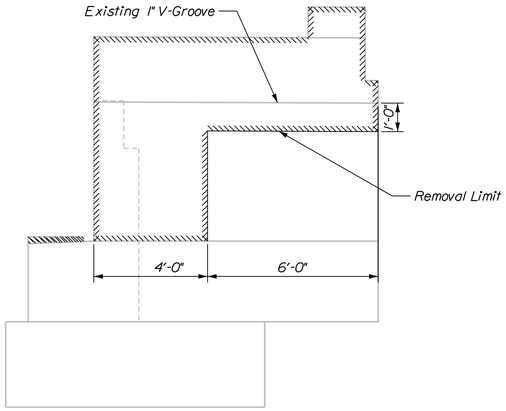
ABUTMENT 1 RIGHT WINGWALL
CONSTRUCTION ELEVATION

See Superstructure Plan for Bridge Rail Layout
See Sheet 19 for Sections B-B and C-C

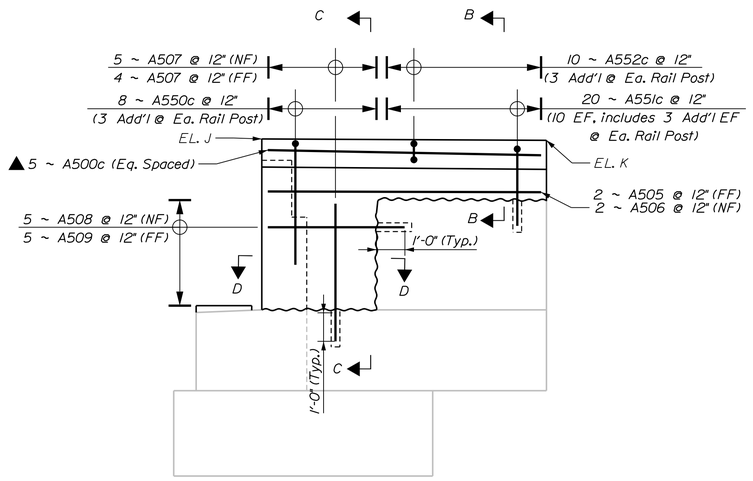
▲ = Cut to Fit



SECTION A-A



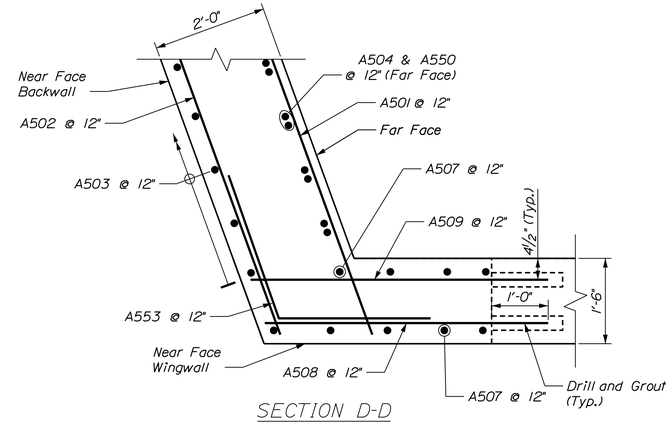
ABUTMENT 1 LEFT WINGWALL
DEMOLITION ELEVATION



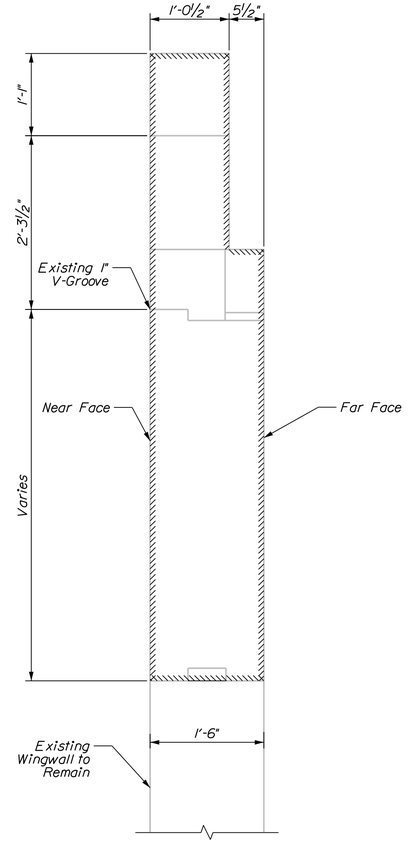
ABUTMENT 1 LEFT WINGWALL
CONSTRUCTION ELEVATION

See Superstructure Plan for Bridge Rail Layout
See Sheet 19 for Sections B-B and C-C

▲ = Cut to Fit



SECTION D-D



WINGWALL DEMOLITION SECTION

Abutment 1 Wingwall Elevations			
EL. J	EL. K	EL. L	EL. M
151.87	151.82	151.94	151.90

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10

BRIDGE NO. 6082 — BRIDGE PLANS

PROJ. MANAGER	J. BRASK		
DESIGN-DETAILED	S. LINDSLEY	J. FITZ	08-24
CHECKED-REVIEWED	D. WHITE	B. COLBURN	08-24
DESIGN2-DETAILED2	N. EDMAN	E. MORRISON	08-24
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

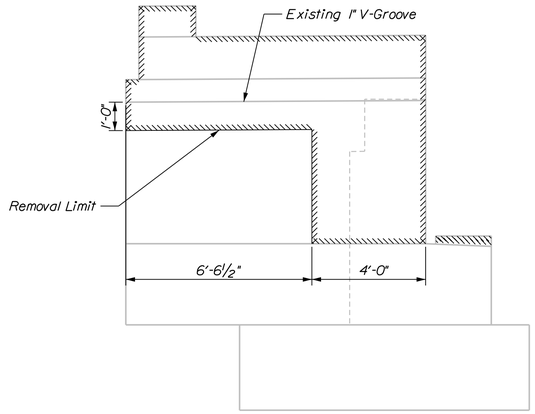
P.E. NUMBER

DATE

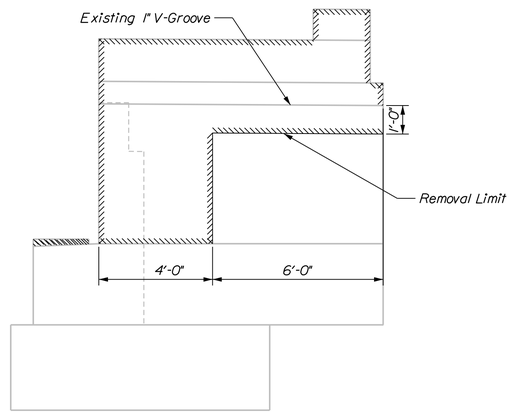
US 202/I-395 BRIDGE
I-395
BANGOR — PENOBSCOT COUNTY

WINGWALL MODIFICATIONS

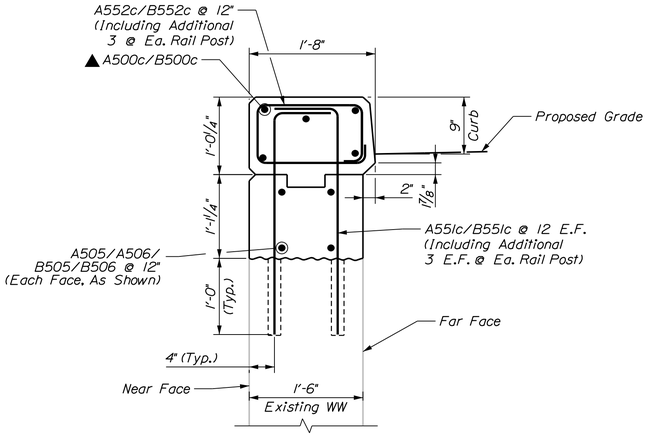
SHEET NUMBER
18
OF 55



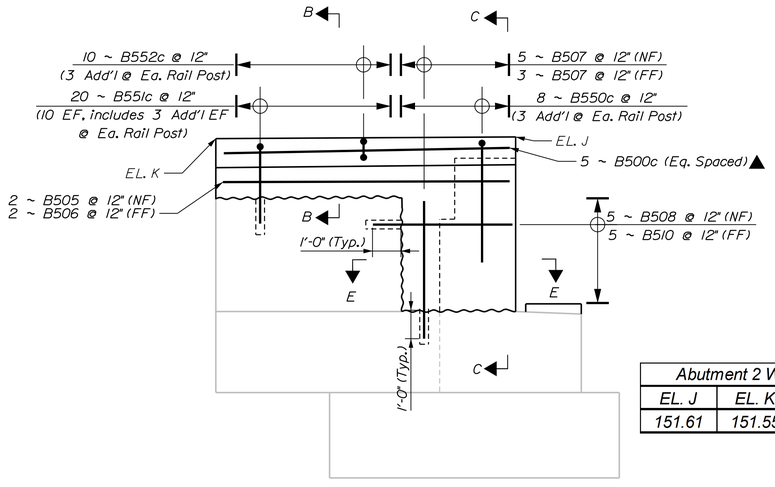
ABUTMENT 2 LEFT WINGWALL
DEMOLITION ELEVATION

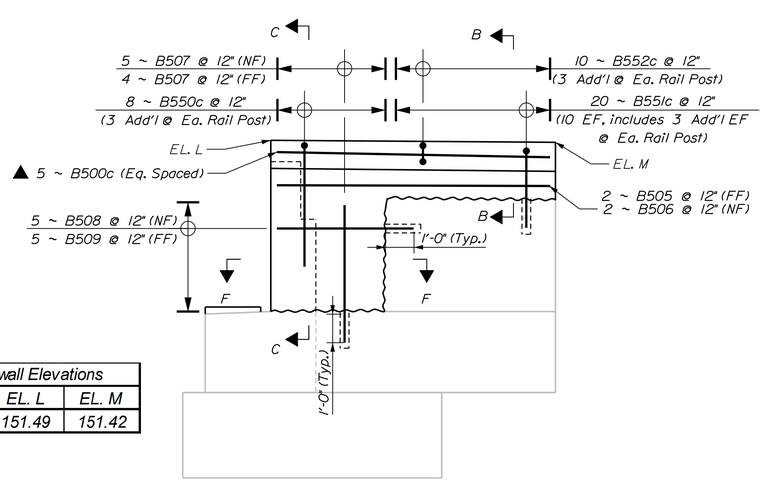


ABUTMENT 2 RIGHT WINGWALL
DEMOLITION ELEVATION

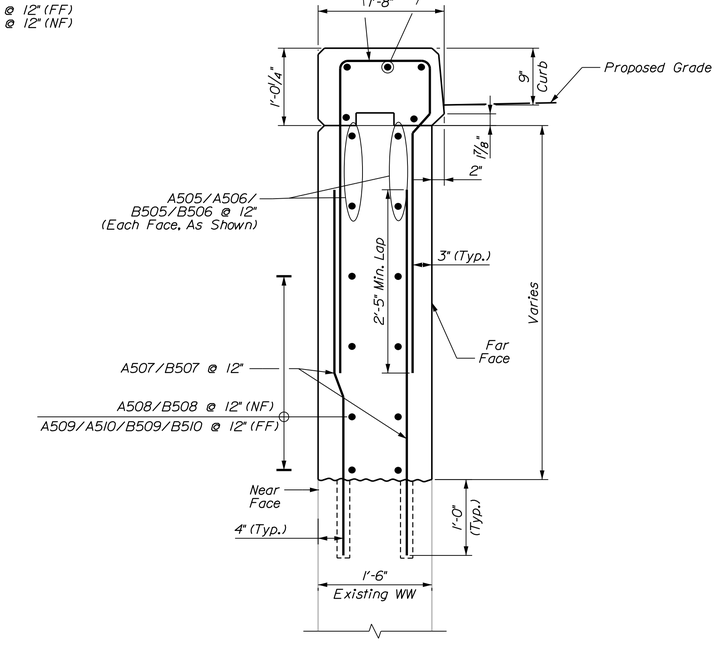


WINGWALL CONSTRUCTION SECTION
(SECTION B-B)
▲ = Cut to Fit



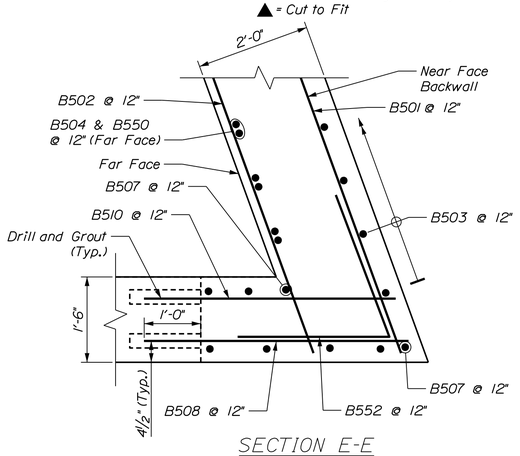


Abutment 2 Wingwall Elevations			
EL. J	EL. K	EL. L	EL. M
151.61	151.55	151.49	151.42



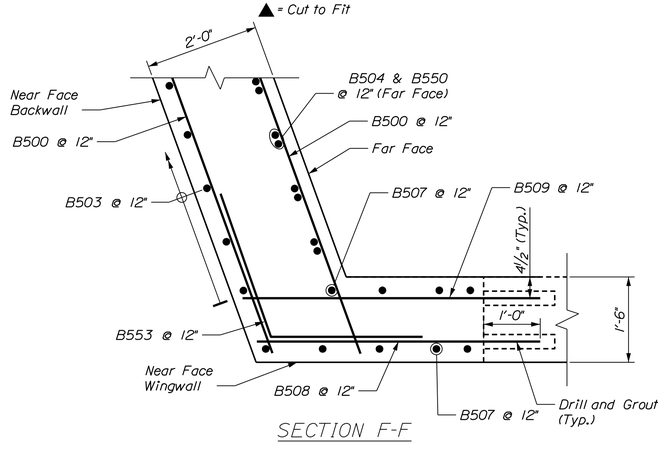
WINGWALL CONSTRUCTION SECTION
(SECTION C-C)
▲ = Cut to Fit

ABUTMENT 2 LEFT WINGWALL
CONSTRUCTION ELEVATION
See Superstructure Plan for Bridge Rail Layout
▲ = Cut to Fit



SECTION E-E

ABUTMENT 2 RIGHT WINGWALL
CONSTRUCTION ELEVATION
See Superstructure Plan for Bridge Rail Layout
▲ = Cut to Fit



SECTION F-F

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10

BRIDGE NO. 6082

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J. BRASK	
DESIGN-DETAILED	S. LINDSLEY	08-24
CHECKED-REVIEWED	J. FITZ	08-24
DESIGN2-DETAILED2	D. WHITE	08-24
DESIGN3-DETAILED3	B. COLBURN	08-24
REVISIONS 1	N. EDMAN	08-24
REVISIONS 2	E. MORRISON	08-24
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

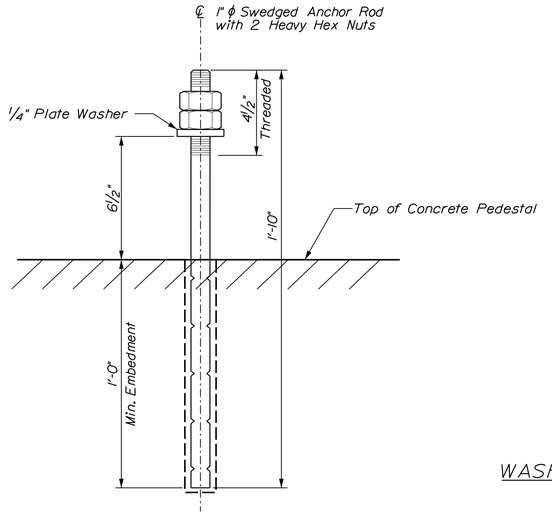
DATE

US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

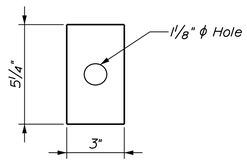
WINGWALL MODIFICATIONS

SHEET NUMBER
19
OF 55

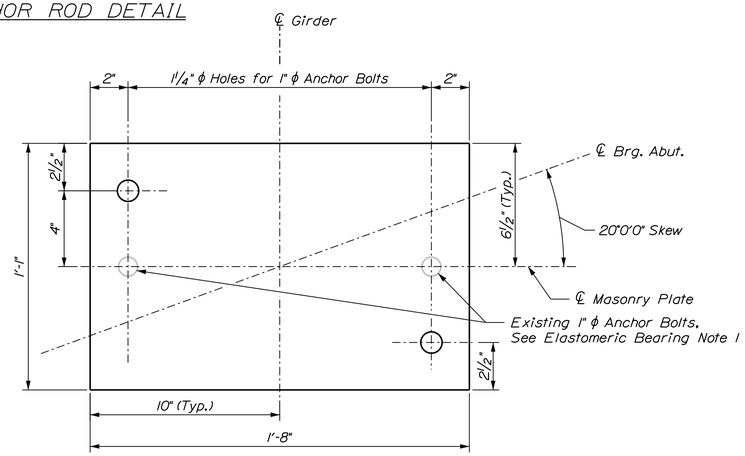
Filename: ...\00X_Bangor WW Mods-Ab2.dgn Division: Username: jfitzpatrick Date:8/29/2024



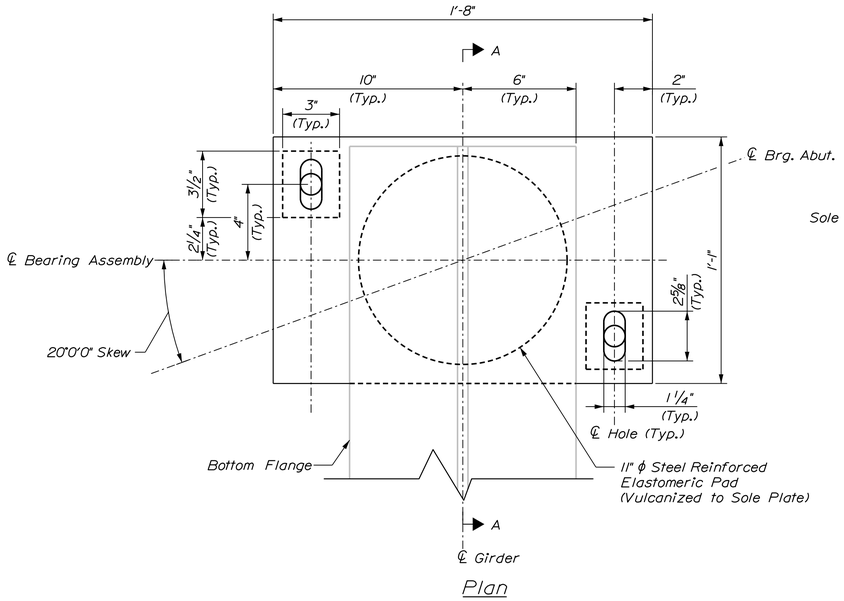
ANCHOR ROD DETAIL



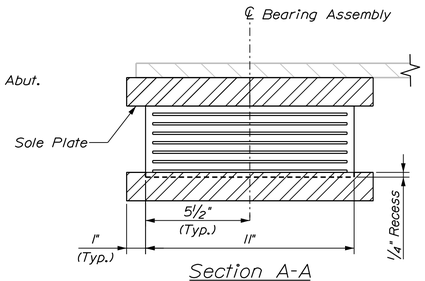
WASHER PLATE DETAIL



MASONRY PLATE



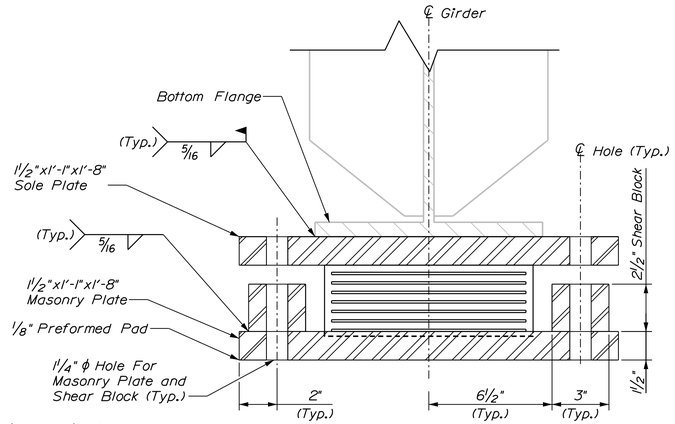
Plan



Section A-A

7 - 3/8" Elastomer Layers
1 - 1/4" Elastomer Bottom Layer
7 - 1/8" Steel Shims

Elastomeric Pad Section



Elevation

Sole Plate Section

Bearing Design Loads	
Criteria	
Unfactored Dead Load	25 Kips
Unfactored Live Load	75 Kips
Max. Displacement	1.42 inch
Dead Load Rotation	0.0092 rad.
Max. Live Load Rotation	0.0011 rad.
Rotational Tolerance	0.0100 rad.

ABUTMENT 1 - EXPANSION BEARING ASSEMBLY

ELASTOMERIC BEARING NOTES

1. Sixteen existing bearings shall be removed and replaced at the locations shown on the Key Plan. The existing anchor rods shall be cut flush with the bridge seat. Payment for removal and installation of new anchor rods is incidental to the Bearing Installation Pay Item.
2. The shear modulus of the elastomer shall be 130 psi and meet AASHTO M251 criteria for Design Method B.
3. Vulcanization of the elastomer to the steel plates shall be done during the primary mold process. Sole plates shall be vulcanized to the elastomer.
4. Sole and masonry plates shall meet the requirement of ASTM A709, Grade 50. Anchor rods shall meet the requirement of ASTM F1554, Grade 105 and shall be swedged or threaded on the embedded portion of the rod.
5. Masonry plates shall be galvanized in accordance with Section 506. Sole plates for steel superstructures shall be treated in the same manner as the existing structural steel. Anchor rods, washers, nuts, and shear blocks shall be galvanized to ASTM A153 or ASTM B695, Class 50, Type 1.
6. 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.
7. Bearings shall be covered during shipping and at any time prior to installation that the bearings may be exposed to sunlight.
8. The Contractor shall measure the steel temperature using a calibrated surface thermometer at 5 locations, as determined by the Resident, if the ambient air temperature is less than 30°F or over 90°F within the 24 hours prior to each day of erection. The average of the measured steel temperatures shall be above 0°F and less than 90°F in order for erection to proceed.
9. 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.
10. Upset the threads on the anchor rods after assembly of the bearing.
11. 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.
12. 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.
13. Anchor rods shall be drilled and grouted in place using a material listed on the Maine Department of Transportation Qualified Products List of Concrete Adhesive Anchoring Systems.

STATE OF MAINE
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WIN 025631.10

BRIDGE NO. 6082

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DESIGN3-DETAILED3		
REVISIONS 1	J. FITZ	08-24
REVISIONS 2	B. COLBURN	08-24
REVISIONS 3	E. MORRISON	08-24
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

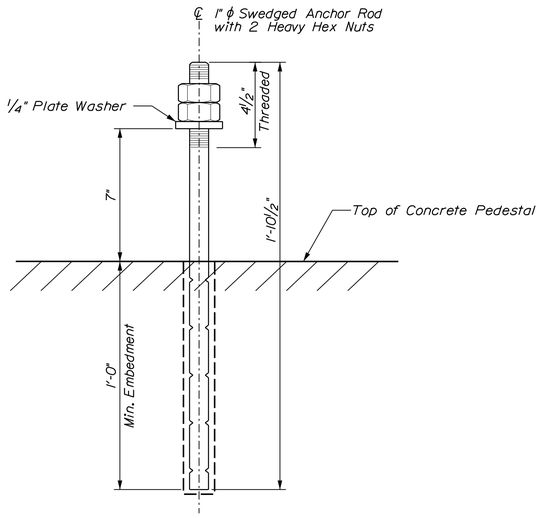
P.E. NUMBER

DATE

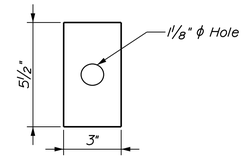
US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

ABUTMENT 1
BEARING DETAILS

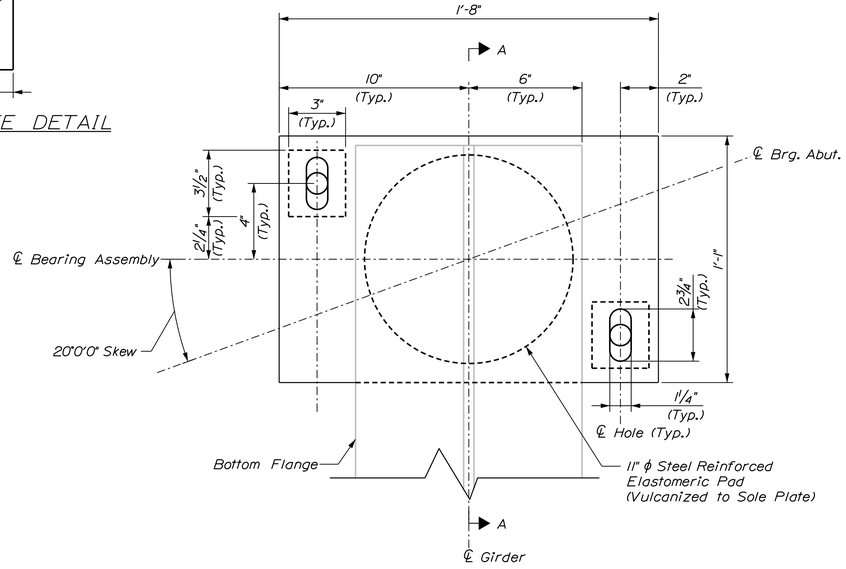
SHEET NUMBER
20
OF 55



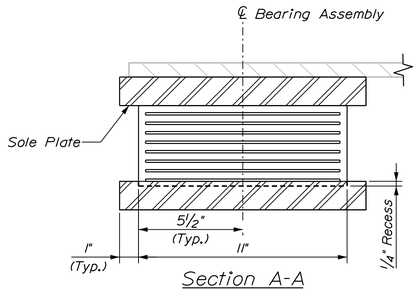
ANCHOR ROD DETAIL



WASHER PLATE DETAIL



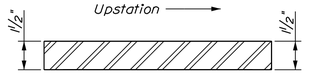
Plan



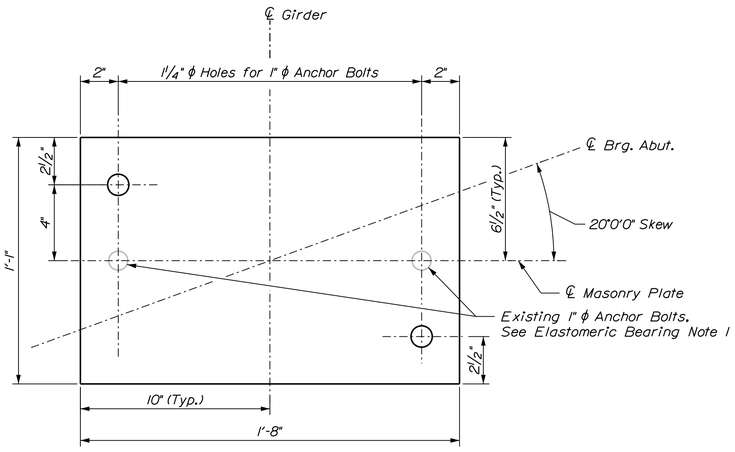
Section A-A

8 - 3/8" Elastomer Layers
1 - 1/4" Elastomer Bottom Layer
8 - 1/8" Steel Shims

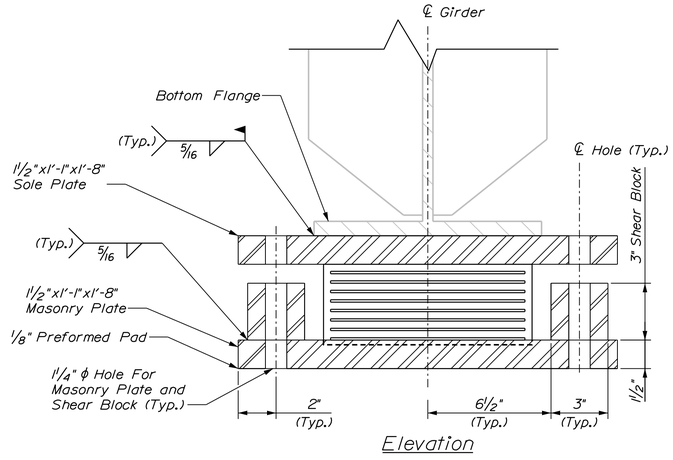
Elastomeric Pad Section



Sole Plate Section



MASONRY PLATE



Elevation

Bearing Design Loads	
Criteria	
Unfactored Dead Load	30 Kips
Unfactored Live Load	80 Kips
Max. Displacement	1.60 inch
Dead Load Rotation	0.0119 rad.
Max. Live Load Rotation	0.0014 rad.
Rotational Tolerance	0.0100 rad.

ABUTMENT 2 - EXPANSION BEARING ASSEMBLY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 025631.10

BRIDGE NO. 6082

BRIDGE PLANS

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DESIGN3-DETAILED3		
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REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

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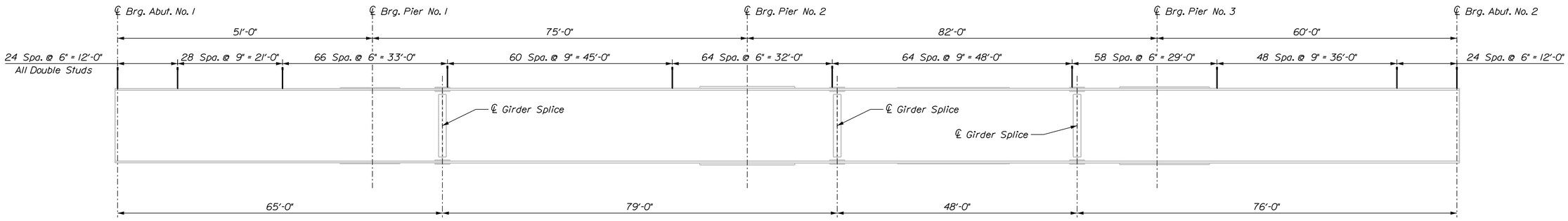
DATE

US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

ABUTMENT 2
BEARING DETAILS

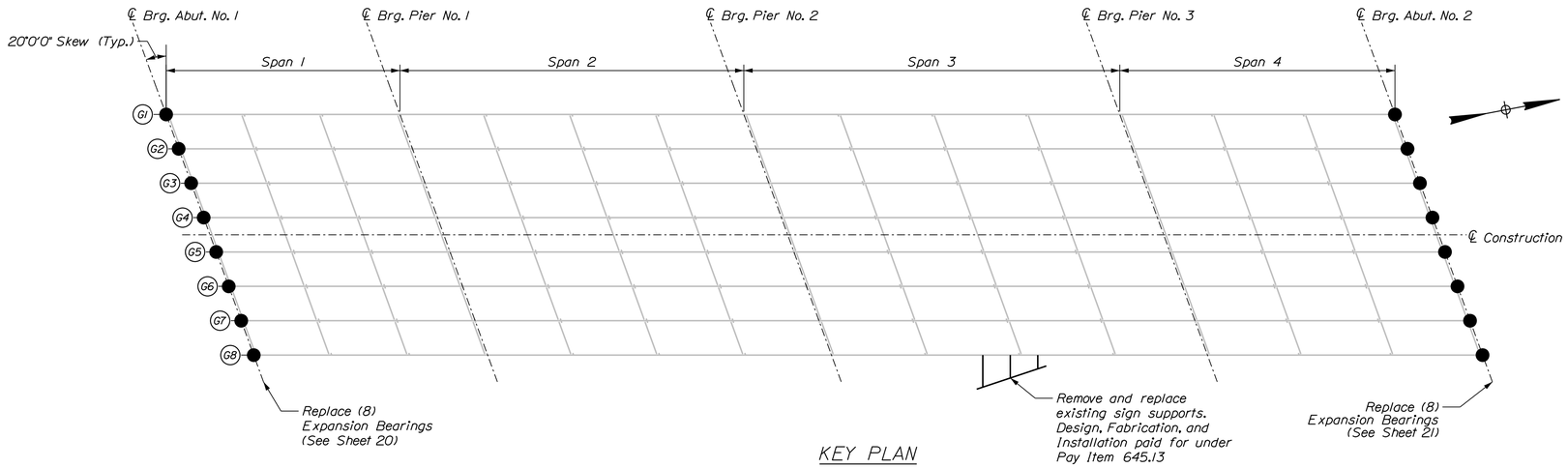
SHEET NUMBER
21
OF 55

Filename: ...\0xx_Bangor_Bearing_Details_2.dgn Division: Username: jfitzpatrick Date:8/29/2024



SHEAR CONNECTOR LAYOUT

874 (437 x 2 Rows) Studs Per Girder
(6,992 Studs Total)



KEY PLAN

LEGEND

● Proposed Expansion Bearing Replacement

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 contaminates 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. Existing steel may be coated with a lead-based paint system. See General Notes for more information.
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. If existing shear connectors are present, they 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.
5. Pitch spacing may be adjusted at bolted splices to avoid splice bolts.

STATE OF MAINE
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REVISIONS 1			
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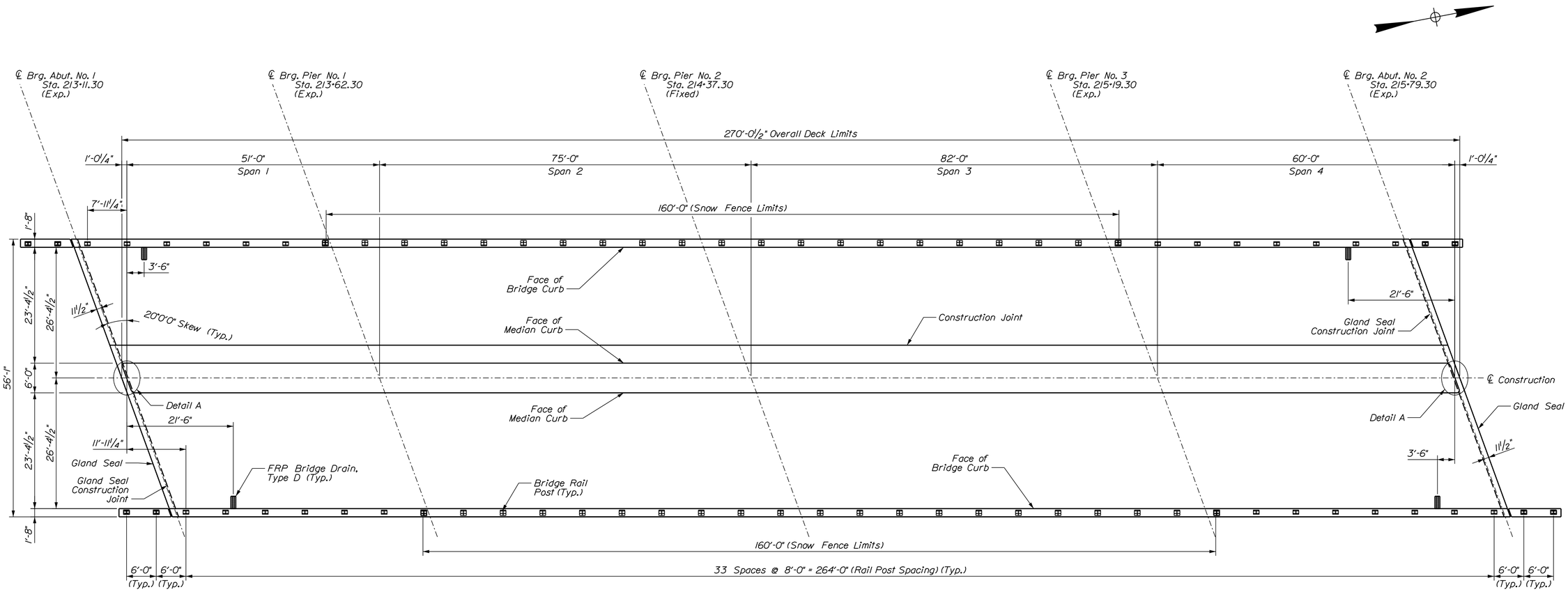
DATE

US 202/I-395 BRIDGE
I-395
BANGOR PENOBSCOT COUNTY

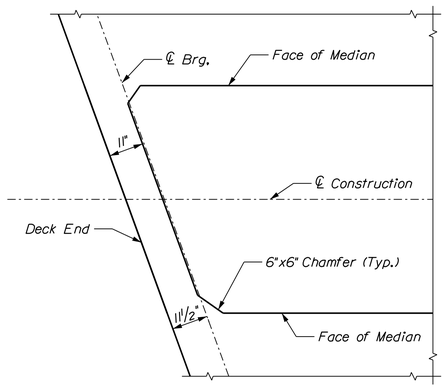
KEY PLAN &
SHEAR CONNECTOR LAYOUT

SHEET NUMBER
22
OF 55

Username: jfitzpatrick Date:8/29/2024
Filename: ...\00X_Bangor Shear Connector Layout.dgn



SUPERSTRUCTURE PLAN



DETAIL A

Abutment 1 Median End Shown.
Abutment 2 Median End Similar

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	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. ABUT. NO. 2
G1	150.19	150.21	150.24	150.26	150.28	150.29	150.30	150.31	150.32	150.33	150.34	150.36	150.39	150.41	150.42	150.43	150.43	150.42	150.41	150.40	150.40	150.40	150.40	150.41	150.40	150.39	150.37	150.34	150.30	150.26	150.22	150.20	150.18	150.16	150.14	150.11	150.09	150.06	150.02	149.98	149.93
G2	150.35	150.37	150.40	150.42	150.44	150.45	150.46	150.47	150.48	150.49	150.50	150.52	150.54	150.57	150.58	150.59	150.59	150.58	150.57	150.55	150.55	150.55	150.55	150.56	150.55	150.54	150.52	150.48	150.44	150.40	150.36	150.34	150.32	150.30	150.28	150.26	150.23	150.20	150.16	150.11	150.07
G3	150.51	150.53	150.56	150.58	150.60	150.61	150.62	150.63	150.64	150.64	150.65	150.67	150.70	150.72	150.73	150.74	150.74	150.73	150.71	150.70	150.69	150.69	150.70	150.70	150.70	150.69	150.66	150.63	150.58	150.54	150.50	150.48	150.46	150.44	150.42	150.39	150.37	150.33	150.29	150.25	150.20
G4	150.67	150.69	150.72	150.74	150.75	150.77	150.78	150.79	150.79	150.80	150.81	150.83	150.85	150.87	150.89	150.89	150.89	150.88	150.86	150.85	150.84	150.84	150.84	150.85	150.84	150.83	150.80	150.77	150.73	150.68	150.64	150.62	150.59	150.58	150.55	150.53	150.50	150.47	150.43	150.38	150.33
G5	150.68	150.70	150.73	150.75	150.76	150.77	150.78	150.79	150.80	150.81	150.81	150.83	150.86	150.87	150.89	150.89	150.89	150.88	150.86	150.85	150.84	150.84	150.84	150.84	150.84	150.82	150.80	150.76	150.72	150.67	150.63	150.60	150.58	150.56	150.54	150.52	150.49	150.45	150.41	150.37	150.32
G6	150.54	150.56	150.58	150.60	150.62	150.63	150.64	150.65	150.65	150.66	150.67	150.69	150.71	150.73	150.74	150.74	150.74	150.73	150.71	150.70	150.69	150.68	150.69	150.69	150.68	150.67	150.64	150.60	150.56	150.51	150.47	150.44	150.42	150.40	150.38	150.35	150.32	150.29	150.24	150.20	150.15
G7	150.40	150.42	150.44	150.46	150.48	150.49	150.50	150.50	150.51	150.52	150.52	150.54	150.56	150.58	150.59	150.59	150.59	150.58	150.56	150.54	150.53	150.53	150.53	150.53	150.52	150.51	150.48	150.44	150.40	150.35	150.31	150.28	150.26	150.24	150.21	150.19	150.16	150.12	150.08	150.03	149.98
G8	150.26	150.28	150.30	150.32	150.33	150.34	150.35	150.36	150.36	150.37	150.38	150.39	150.41	150.42	150.43	150.44	150.43	150.42	150.40	150.39	150.38	150.37	150.37	150.37	150.36	150.34	150.31	150.28	150.23	150.19	150.14	150.12	150.09	150.07	150.04	150.02	149.98	149.95	149.91	149.86	149.81

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10

BRIDGE NO. 6082

BRIDGE PLANS

PROJ. MANAGER	J. BRASK		
DESIGN-DETAILED	S. LINDSLEY	J. FITZ	08-24
CHECKED-REVIEWED	D. WHITE	B. COLBURN	08-24
DESIGN2-DETAILED2	N. EDMAN	E. MORRISON	08-24
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

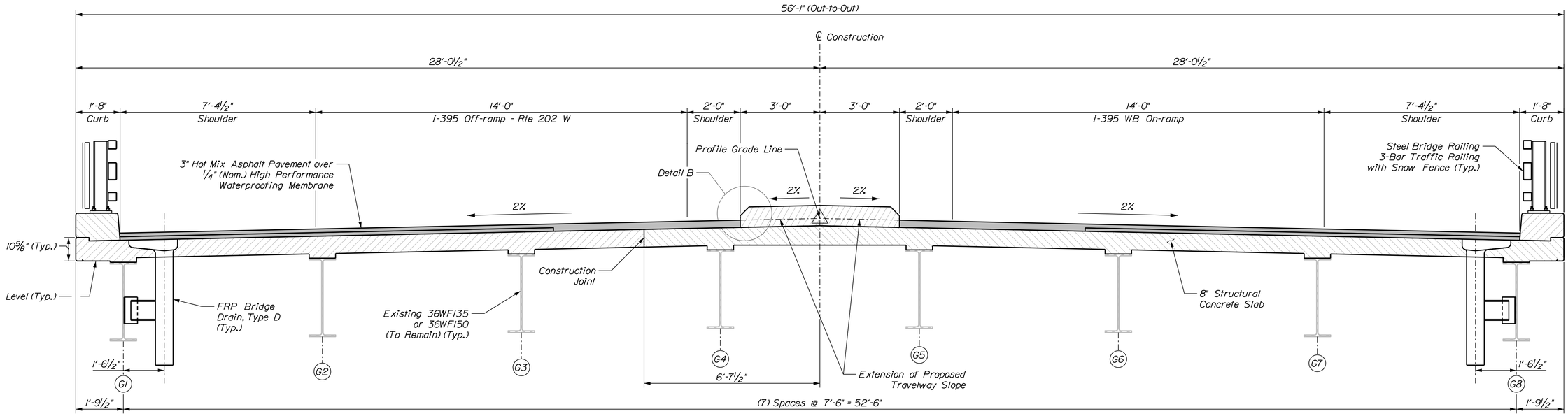
DATE

US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

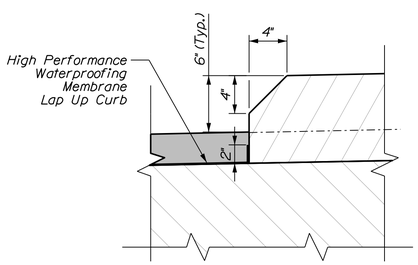
SUPERSTRUCTURE PLAN

SHEET NUMBER
23
OF 55

Username: jfitzpatrick Date:8/29/2024
Filename: ...\00X_Bangor Superstructure Plan.dgn Division:



TRANSVERSE SECTION



Detail B
Left Side Shown,
Right Side Similar

SUPERSTRUCTURE NOTES

1. The theoretical blocking used for design of the structure is 3 inches at the centerlines of bearing of the abutments and piers as measured from the top of the rolled beam flange. Refer to Standard Detail 502(03) for blocking details.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
4. The superstructure slab concrete shall be placed continuously, per Stage, and shall be kept plastic until the entire placement has been made.
5. At the Contractor's option, Precast Concrete Deck Panels may be used in place of full depth cast-in-place deck slab, in accordance with Special Provision Section 502, Structural Concrete - Precast Deck Panels, and in accordance with the Standard Details.
6. Payment for reinforcing steel fabricated, delivered and placed in the cast-in-place portion of the structural concrete slab, curb, and median will be considered incidental to the appropriate 502 Pay Items. If Contractor opts to use Precast Concrete Deck Panels, Contractor is responsible for revising the Reinforcement Schedule.
7. Deck reinforcement shall be Plain Steel and curb reinforcement shall be Low-Carbon Chromium unless otherwise noted.
8. Contractor shall stagger the splice locations of the longitudinal bars.
9. Location of bridge drains shall be finalized in the field. Placement may shift up to 1.5 feet upstation or downstation for attachment of bridge drain support assembly.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10

BRIDGE NO. 6082

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J. BRASK	
DESIGN-DETAILED	S. LINDSLEY	J. FITZ 08/24
CHECKED-REVIEWED	D. WHITE	B. COLBURN 08/24
DESIGN2-DETAILED2	N. EDMAN	E. MORRISON 08/24
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

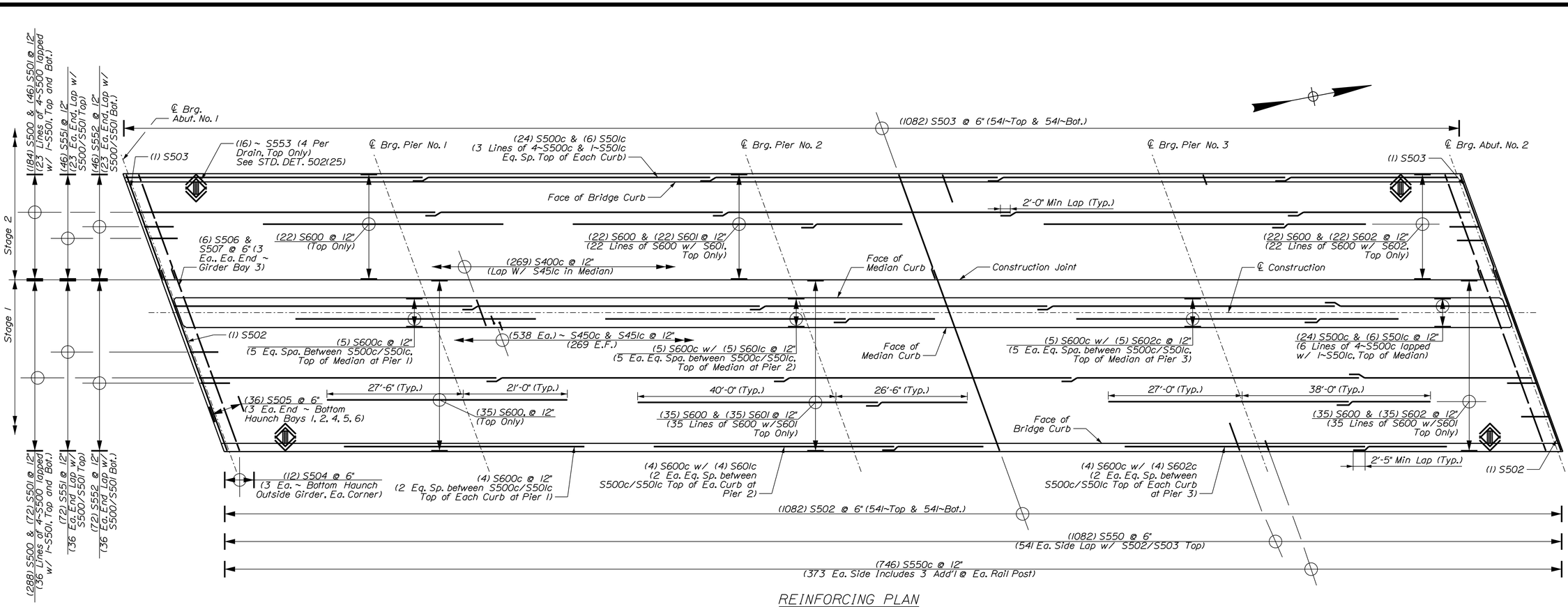
P.E. NUMBER

DATE

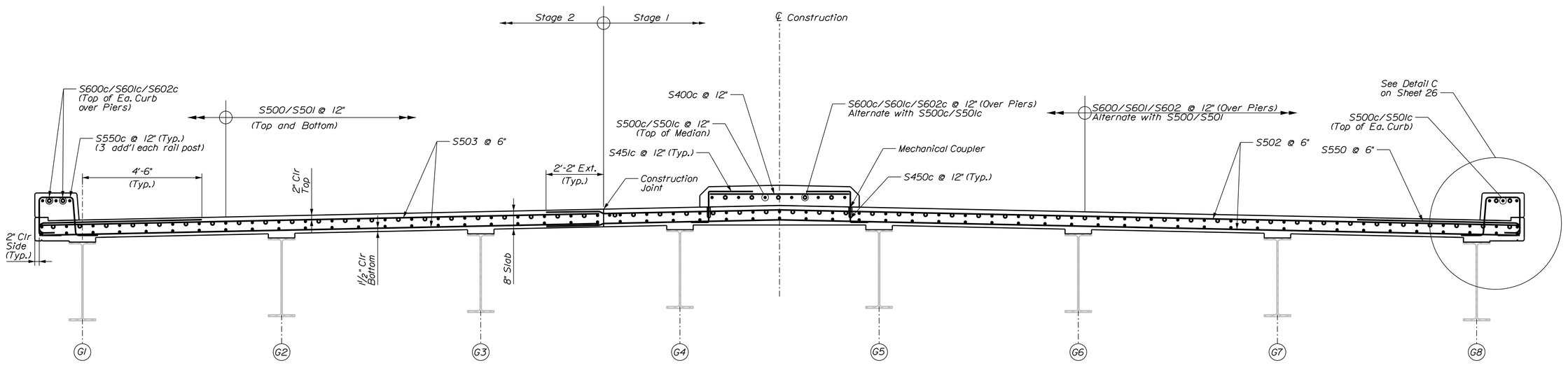
US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

TRANSVERSE SECTION

SHEET NUMBER
24
OF 55



REINFORCING PLAN



REINFORCING SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10

BRIDGE NO. 6082

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J. BRASK	
DESIGN-DETAILED	S. LINDSLEY	J. FITZ 08/24
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DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

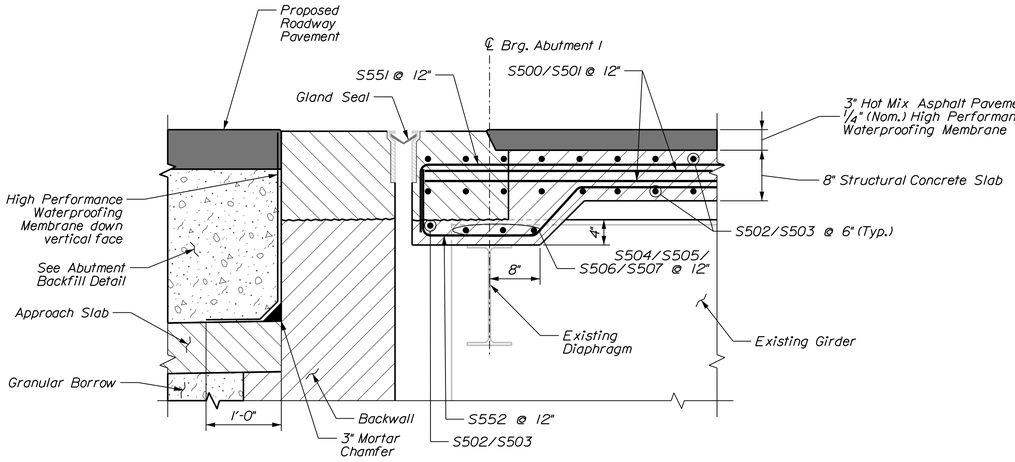
P.E. NUMBER

DATE

US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

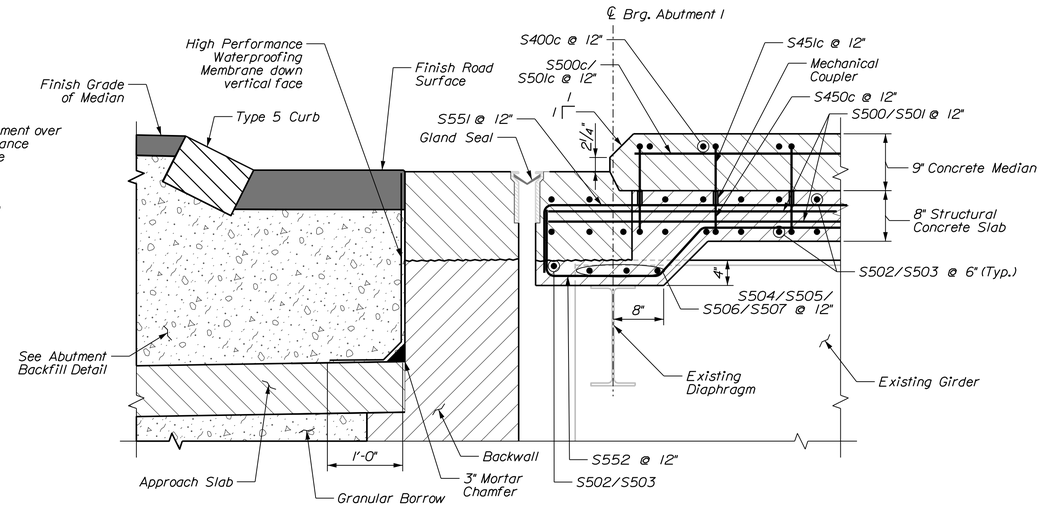
DECK REINFORCING

SHEET NUMBER
25
OF 55



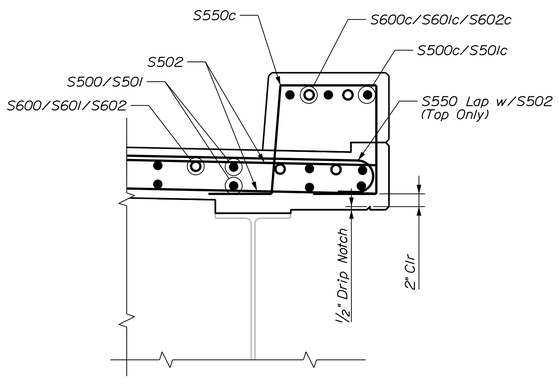
ABUTMENT DECK END SECTION

(PARALLEL TO GIRDER)
Abutment 1 Shown.
Abutment 2 Similar



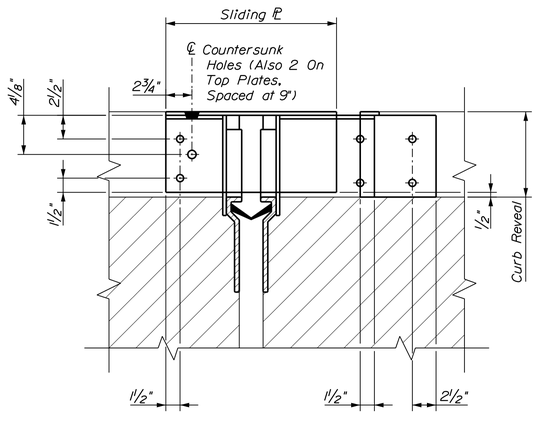
ABUTMENT DECK END SECTION AT MEDIAN

(PARALLEL TO GIRDER)
Abutment 1 Shown.
Abutment 2 Similar



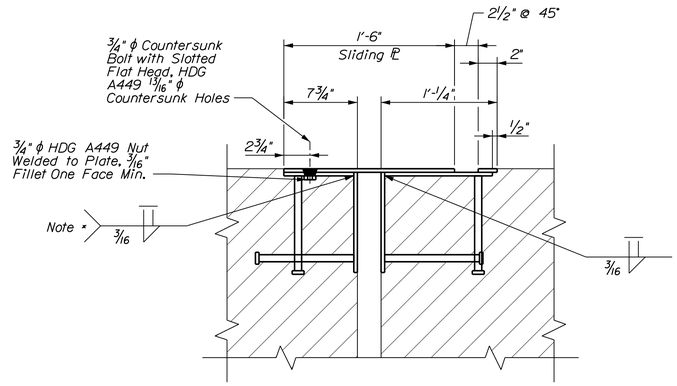
DETAIL C

Right Overhang Shown
Left Overhang Similar



EXPANSION DAM ELEVATION

Per Gland Seal Note 2.
This Elevation Replaces the Elevation
Shown in Standard Detail 520(05)



SECTION C-C

Per Gland Seal Note 2.
This Section Replaces Section C-C
Shown in Standard Detail 520(07).
Section D-D Will Be Similar

GLAND SEAL NOTES

1. The gland seal to be furnished shall have minimum Movement Ratings as follows:

   Abutment No. 1 = 1.75 Inches
   Abutment No. 2 = 2.00 Inches

2. The standard sliding plate detail for the curbs shall be modified to use countersunk bolts.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10
BRIDGE NO. 6082
BRIDGE PLANS

	BY	DATE
J. BRASK	B.	
S. LINDSLEY	J. FITZ	08/24
D. WHITE	B. COLBURN	08/24
N. EDMAN	E. MORRISON	08/24

SIGNATURE
P.E. NUMBER
DATE

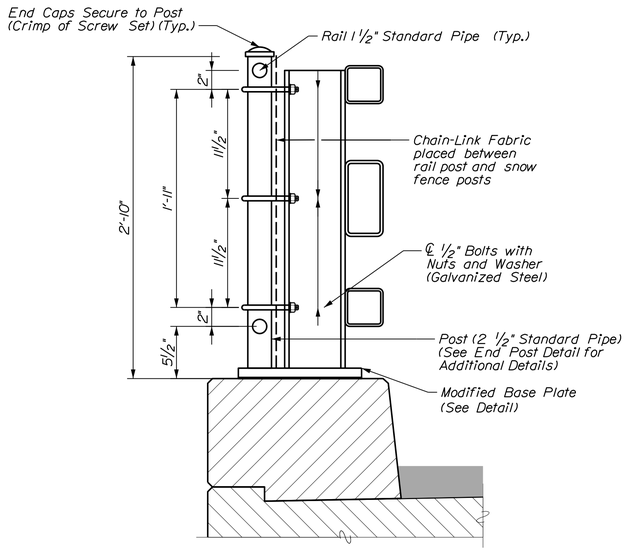
PROJ. MANAGER	
DESIGN-DETAILED	
CHECKED-REVIEWED	
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

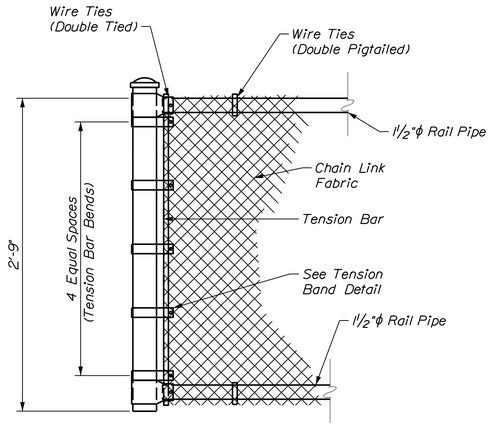
SUPERSTRUCTURE DETAILS

SHEET NUMBER
26
OF 55

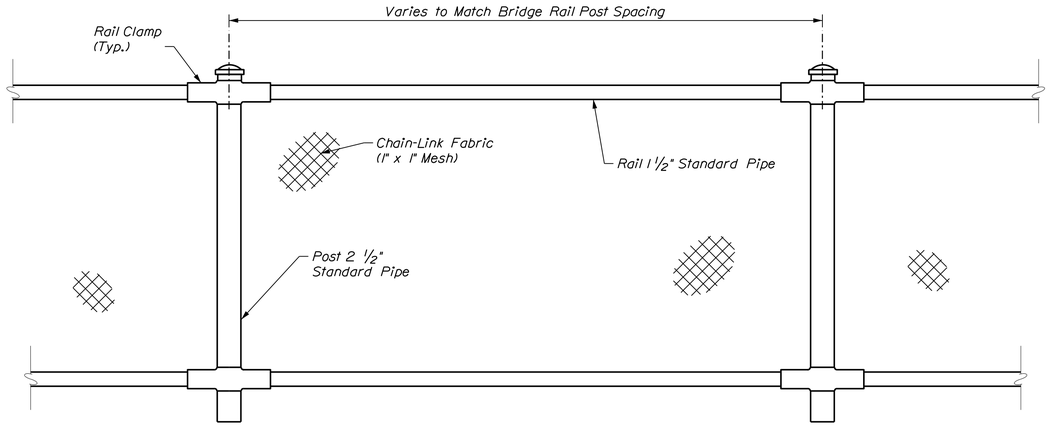
Filename: ...\00X_Bangor Superstructure Details.dgn Division: Username: jfitzpatrick Date:8/29/2024



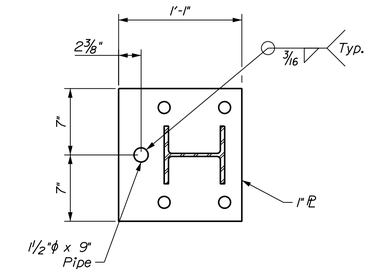
SNOW FENCE CONNECTION DETAIL



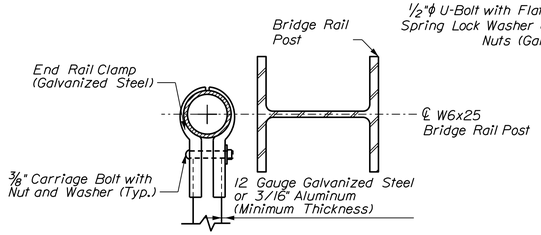
END POST DETAIL



ELEVATION - SNOW FENCE

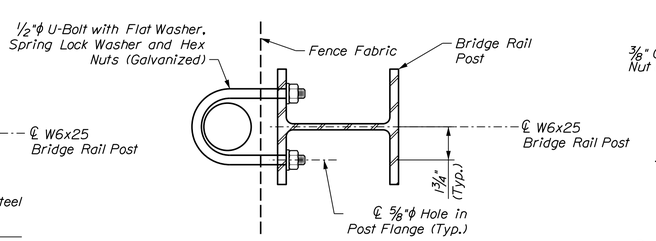


MODIFIED BASE PLATE DETAIL

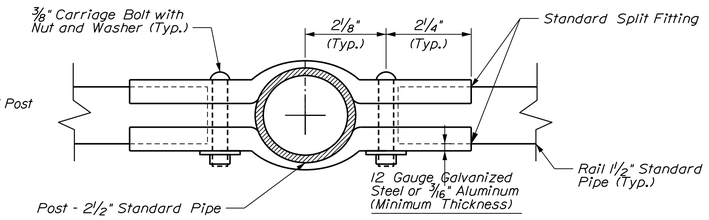


END POST SECTION

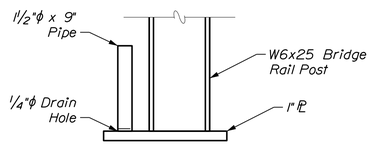
(U-Bolt Not Shown)



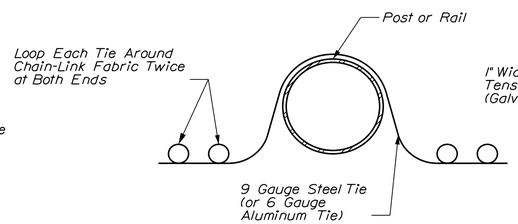
U-BOLT CONNECTION DETAIL



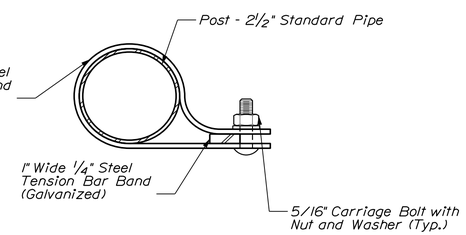
RAIL CLAMP DETAIL



MODIFIED BASE PLATE ELEVATION



DOUBLE PIGTAILED TIE



TENSION BAND DETAIL

SNOW FENCE NOTES

1. Chain-Link fence shall conform to Section 710.03 and Special Provision Section 607. The size of wire mesh (fabric) shall be 1".
2. Post and rail pipe shall be hot-dip galvanized. All pipe shall be schedule 40, standard weight. Nominal pipe sizes are shown.
3. 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.
4. 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.
5. Rail may be field cut (sawn) to fit post spacing. Repair galvanizing on cut edges in accordance with ASTM A780.
6. Payment for modified base plate will be considered incidental to related Contract Items.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10 BRIDGE PLANS

BRIDGE NO. 6082

	BY	DATE
J. BRASK		
PROJ. MANAGER	S. LINDSLEY	08-24
DESIGN-DETAILED	J. FITZ	08-24
CHECKED-REVIEWED	D. WHITE	08-24
DESIGN2-DETAILED2	B. COLBURN	08-24
DESIGN3-DETAILED3	N. EDMAN	08-24
REVISIONS 1	E. MORRISON	08-24
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

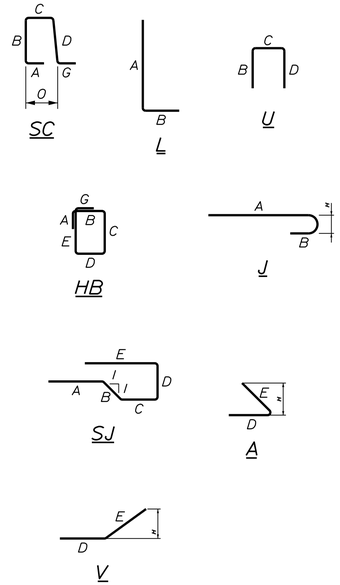
SNOW FENCE DETAILS

SHEET NUMBER
27
OF 55

STRAIGHT BARS							
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION
Approach Slabs (Plain Steel)				Abutment 1 (Low-Carbon Chromium)			
AS501	32	34'-0"	Transverse Phase 1	A500c	10	10'-2"	Wingwall Curbs
AS502	32	19'-11"	Transverse Phase 2				
				Abutment 1 (Plain Steel)			
AS601	208	15'-0"	Longitudinal	A500	14	40'-2"	Backwall Phase 1
				A501	7	22'-4"	Backwall Phase 2
Superstructure (Low-Carbon Chromium)				A502	7	21'-9"	Backwall Phase 2
S400c	269	5'-8"	Median	A503	59	3'-6"	Backwall
				A504	58	4'-7"	Backwall
S500c	48	60'-0"	Curb & Median Longitudinal	A505	4	10'-2"	Wingwall
S501c	12	37'-9"	Curb & Median Longitudinal	A506	4	9'-8"	Wingwall
				A507	17	5'-7"	Wingwall
S600c	27	48'-6"	Curb & Median Long. Piers	A508	10	4'-10"	Wingwall
S601c	9	20'-5"	Curb & Median Long. Pier 2	A509	5	5'-5"	Left Wingwall
S602c	9	18'-11"	Curb & Median Long. Pier 3	A510	5	4'-4"	Right Wingwall
Superstructure (Plain Steel)				Abutment 2 (Low-Carbon Chromium)			
S500	472	60'-0"	Deck Longitudinal	B500c	10	10'-2"	Wingwall Curbs
S501	118	37'-9"	Deck Longitudinal				
S502	1084	38'-11"	Deck Transverse Phase 1	Abutment 2 (Plain Steel)			
S503	1084	22'-5"	Deck Transverse Phase 2	B500	14	40'-3"	Backwall Phase 1
S504	12	1'-6"	Deck Ends	B501	7	22'-4"	Backwall Phase 2
S505	36	7'-7"	Deck Ends	B502	7	21'-9"	Backwall Phase 2
S506	6	5'-1"	Deck Ends	B503	60	3'-9"	Backwall
S507	6	4'-8"	Deck Ends	B504	58	4'-8"	Backwall
				B505	4	10'-2"	Wingwall
S600	171	48'-6"	Deck Longitudinal Piers	B506	4	9'-8"	Wingwall
S601	57	20'-5"	Deck Longitudinal Pier 2	B507	17	5'-7"	Wingwall
S602	57	18'-11"	Deck Longitudinal Pier 3	B508	10	4'-10"	Wingwall
				B509	5	5'-5"	Right Wingwall
				B510	5	4'-4"	Left Wingwall

BENT BARS														
MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
Superstructure (Low-Carbon Chromium)														
S450c	538	1'-2"	L	8"	6"									Median
S451c	538	2'-3"	L	1'-8"	7"									Median
S550c	746	5'-8"	SC	10"	1'-4"	1'-4"	1'-4"			10"		1'-5"		Curb Stirrup
Superstructure (Plain Steel)														
S550	1082	6'-9"	J	6'-2"	7"						6"			Deck Overhang
S551	118	4'-11"	L	4'-1"	10"									Deck Ends
S552	118	5'-2"	SJ	2'-0"	1'-0"	1'-4"	10"	0"						Deck Ends
S553	16	6'-0"	L	3'-0"	3'-0"									Bridge Drains
Abutment 1 (Low-Carbon Chromium)														
A550c	16	7'-7 2/4"	SJ	2'-4"	2 2/4"	8"	1'-2"	3'-3"						Wingwall Curb
A551c	40	3'-10"	L	3'-0"	10"									Wingwall Curb
A552c	20	4'-6"	HB	4"	8"	1'-3"	8"	1'-3"		4"				Wingwall Curb
Abutment 1 (Plain Steel)														
A550	58	4'-8"	V				3'-2"	1'-6"			1'-1"			Backwall
A551	58	11'-0"	U		4'-11"	1'-2"	4'-11"							Backwall
A552	6	5'-4"	A				2'-8"	2'-8"			2'-6"			Backwall
A553	6	5'-4"	V				2'-8"	2'-8"			2'-6"			Backwall
A554	64	3'-3"	L	1'-11"	1'-4"									Pedestal
A555	48	4'-7"	L	1'-11"	2'-8"									Pedestal
Abutment 2 (Low-Carbon Chromium)														
B550c	16	7'-9 2/4"	SJ	2'-5"	2 2/4"	8"	1'-2"	3'-4"						Wingwall Curb
B551c	40	3'-10"	L	3'-0"	10"									Wingwall Curb
B552c	20	4'-6"	HB	4"	8"	1'-3"	8"	1'-3"		4"				Wingwall Curb
Abutment 2 (Plain Steel)														
B550	58	4'-9"	V				3'-3"	1'-6"			1'-1"			Backwall
B551	58	11'-0"	U		4'-11"	1'-2"	4'-11"							Backwall
B552	7	5'-4"	A				2'-8"	2'-8"			2'-6"			Backwall
B553	7	5'-4"	V				2'-8"	2'-8"			2'-6"			Backwall
B554	64	3'-3"	L	1'-11"	1'-4"									Pedestal
B555	48	4'-7"	L	1'-11"	2'-8"									Pedestal

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.

Plain Reinforcing Steel: ASTM A 615, Grade 60
Stainless Steel Reinforcing: ASTM A955, Grade 75
Glass Fiber Reinforced Polymer: ASTM D7957
Low-Carbon Chromium Steel: ASTM A1035, Type CS, Grade 100

GENERAL NOTES

1. The first digit(s) 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
   Mark "P1404" = bar size #14

2. All reinforcement bars shall be Plain Reinforcing Steel, except in the curbs. Curb reinforcement will be Low-Carbon Chromium Steel as denoted by the lower case letter "c" following the bar number.

   "P510c", c = Low-Carbon Chromium Steel

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10

BRIDGE NO. 6082

BRIDGE PLANS

PROJ. MANAGER	J. BRASK		
DESIGN-DETAILED	S. LINDSLEY	J. FITZ	08/24
CHECKED-REVIEWED	D. WHITE	B. COLBURN	08/24
DESIGN2-DETAILED2	N. EDMAN	E. MORRISON	08/24
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

REINFORCING STEEL SCHEDULE

SHEET NUMBER

28

OF 55

1 — DETOUR AHEAD — 48" x 48"

2 — DETOUR / WEST / INTERSTATE 395 — 24" x 12" / 24" x 12" / 24" x 24" / 21" x 15"

3 — DETOUR / WEST / INTERSTATE 395 — 24" x 12" / 24" x 12" / 24" x 24" / 21" x 15"

4 — DETOUR / WEST / INTERSTATE 395 — 24" x 12" / 24" x 12" / 24" x 24" / 21" x 15"

5 — DETOUR / WEST / INTERSTATE 395 / KEEP RIGHT — 24" x 12" / 24" x 12" / 24" x 24" / 24" x 30"

6 — DETOUR / WEST / INTERSTATE 395 / USE EXIT 3B — 24" x 12" / 24" x 12" / 24" x 24" / 36" x 24"

7 — END DETOUR / WEST / INTERSTATE 395 — 24" x 24" / 24" x 12" / 24" x 24"

8 — ROAD CLOSED — 48" x 30" / 48" x 24"

PCMS MESSAGES

	PCMS (PRIOR TO CLOSURE)	PCMS
SCREEN #1	I-395 WESTBOUND ON RAMP CLOSURE	I-395 WESTBOUND ON RAMP CLOSED
SCREEN #2	DATE TO DATE	USE DETOUR ROUTE

BORDER R- 1.5" TH- .63"

USE
EXIT 3B

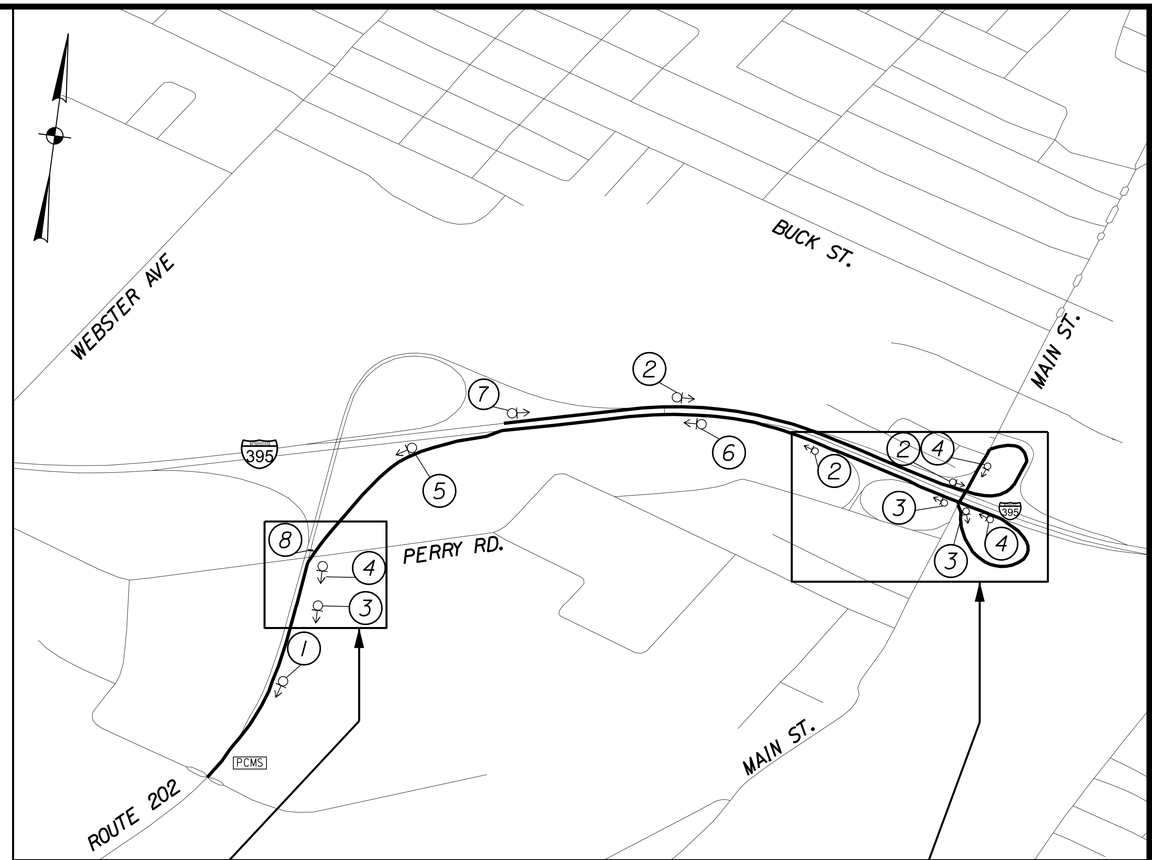
14" = 2" + 8" + 4"; 24" = 8" + 8" + 2"
11 3/4" + 12 1/2" + 11 3/4" = 36"
4 7/8" + 14 1/8" + 4" + 8 1/8" + 4 7/8" = 36"

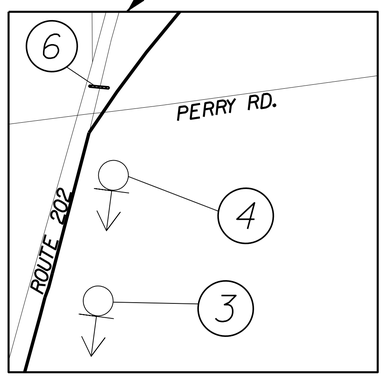
Proposed Sign Summary

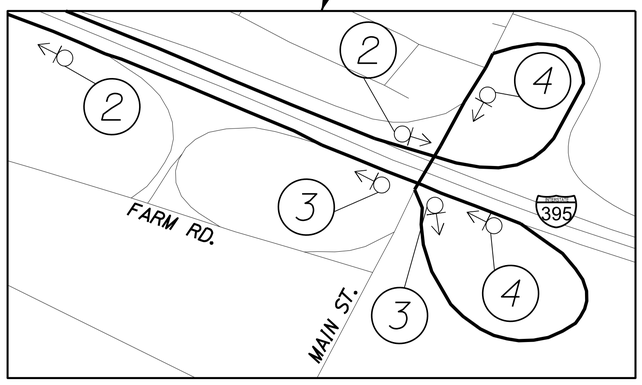
Item Number	Identification Number	Size of Sign Width	Size of Sign Height	Graphic	Number of Signs Required	Color Back-Ground	Color Legend Border	Total Area In Square Feet	Support	Remarks
						COLOR DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"				
645.13		36"	24"	USE EXIT 3B	1	Orange	Black	6	Install on New Posts	See Standard Highway Signs & Markings Book

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)
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. Portable changeable message signs to be placed in advance of Western Avenue and Coldbrook Road intersections.
7. Additional signs may be needed as directed by the Resident.







NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.10

BRIDGE NO. 6082 — BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J. BRASK	
DESIGN-DETAILED	S. LINDSLEY	
CHECKED-REVIEWED	D. WHITE	
DESIGN2-DETAILED2	N. EDMAN	
DESIGN3-DETAILED3		
REVISIONS 1	J. FITZ	08/24
REVISIONS 2	B. COLBURN	08/24
REVISIONS 3	E. MORRISON	08/24
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

US 202/I-395 BRIDGE
I-395
PENOBSCOT COUNTY
BANGOR

DETOUR PLAN
I-395 WESTBOUND ON RAMP

SHEET NUMBER
29
OF 55

Presumed Limits Of State ROW

RTE 202 CURVE DATA #1
PI = 179+96.90
D = 1°42'37.2"
Δ = 3°19'54.4" Lt.
R = 3350.00'
L = 194.80'
T = 97.43'
E = 1.42'

PC = STA. 178+99.47

Connect 31" W-Beam Guardrail Mid-Way Splice to Existing Guardrail Sta. 173+60.00

31" W-Beam Guardrail Mid-Way Splice (Typ.)

Remove Existing Guardrail (Typ.)

℄ CSX Railway

24°30'0" Skew (Typ.)

148'-6"

℄ Brg. Abutment 1 Sta. 175+85.23

℄ Brg. Pier 1 Sta. 176+33.23

℄ Brg. Pier 2 Sta. 176+85.73

℄ Brg. Abutment 2 Sta. 177+33.73

Pole Relocations by Others (Typ.)

Connect 31" W-Beam Guardrail Mid-Way Splice to Existing Guardrail Sta. 179+50.00

To Hampden

173+00 174+00 175+00 176+00 177+00 178+00 179+00 180+00

N46°21'33.80"E

Bridge No. 6080

ROUTE 202

To Bangor

U.S. Route 202 Centerline

CLL

Bridge Transition - Type I (Typ.)

Steel Approach Railing, 3-Bar (Typ.)

Connect 31" W-Beam Guardrail Mid-Way Splice to Existing Guardrail Sta. 173+60.00

End of Approach Slab (Typ.)

55'-0"

44'-0"

99'-0"

Plain Riprap (Typ.)

CSX Transportation R/W

Presumed Limits Of State ROW

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.11

BRIDGE NO. 6080

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	J. BRASK	
DESIGN-DETAILED	S. LINDSLEY	J. FITZ 08/24
CHECKED-REVIEWED	D. WHITE	B. COLBURN 08/24
DESIGN2-DETAILED2	N. EDMAN	E. MORRISON 08/24
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

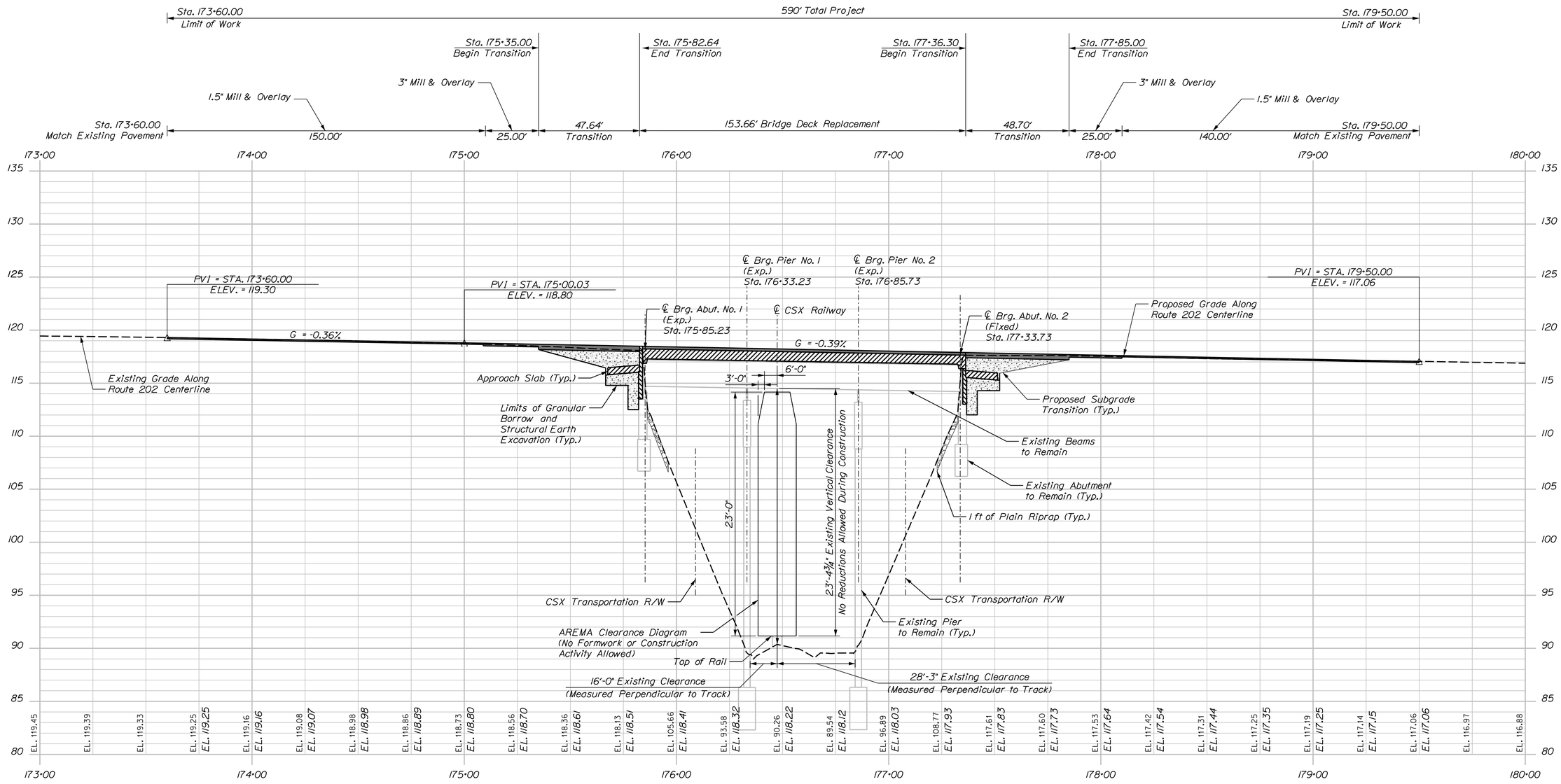
RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

GENERAL PLAN

SHEET NUMBER
30
OF 55

Filename: ...\00X_Hampden General Plan.dgn Division:

Username: jfitzpatrick Date:8/29/2024



HAMPDEN RT 202 PROFILE

PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.11

BRIDGE NO. 6080

HIGHWAY PLANS

PROJ. MANAGER	J. BRASK		
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

PROFILE

SHEET NUMBER

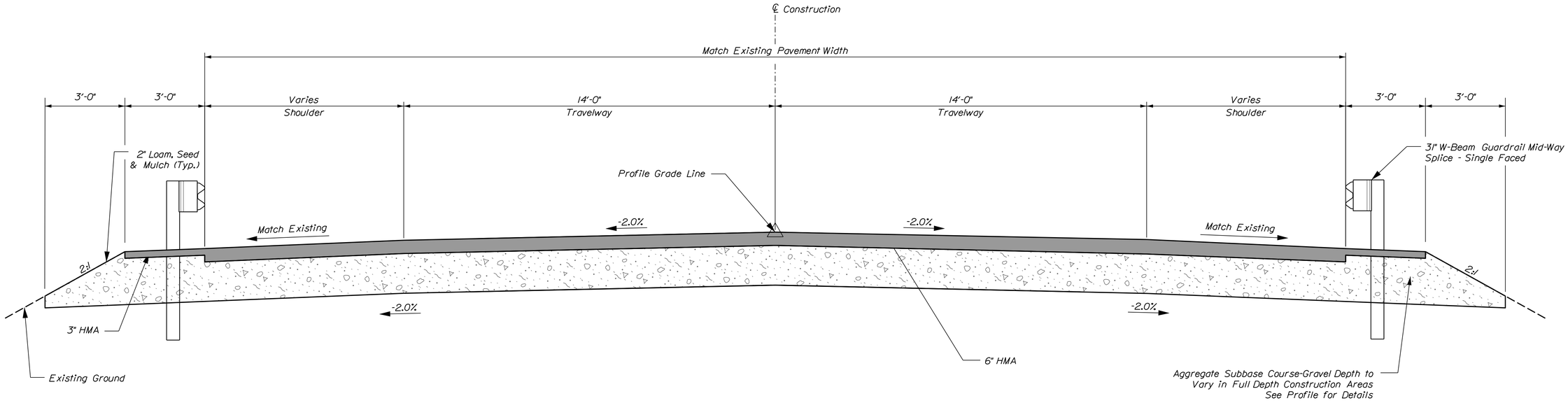
31

OF 55

Username: jfitzpatrick Date:8/29/2024

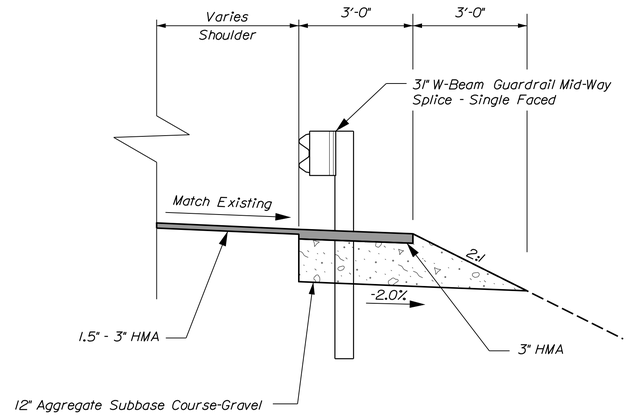
Division:

Filename: ...\00X_Hampden Profile.dgn



BRIDGE APPROACH TYPICAL SECTION

Sta. 175+35 to Sta. 175+83
Sta. 177+36 to Sta. 177+85



GUARDRAIL BOX CUT TYPICAL SECTION

Sta. 173+60 to Sta. 175+35
Sta. 177+85 to Sta. 179+50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.11

BRIDGE NO. 6080

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	J. BRASK	
DESIGN-DETAILED	S. LINDSLEY	J. FITZ 08-24
CHECKED-REVIEWED	D. WHITE	B. COLBURN 08-24
DESIGN2-DETAILED2	N. EDMAN	E. MORRISON 08-24
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

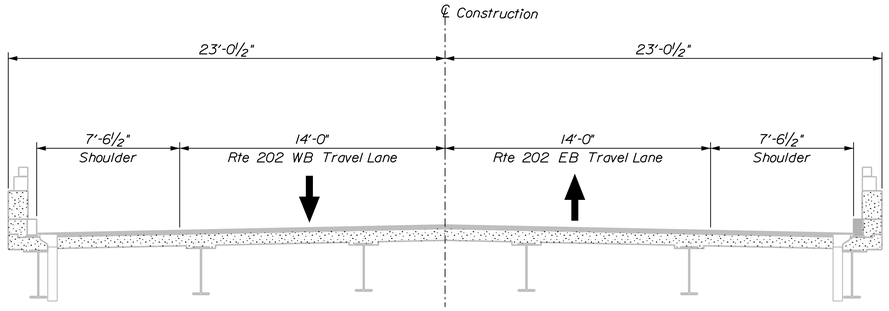
TYPICAL SECTIONS

SHEET NUMBER

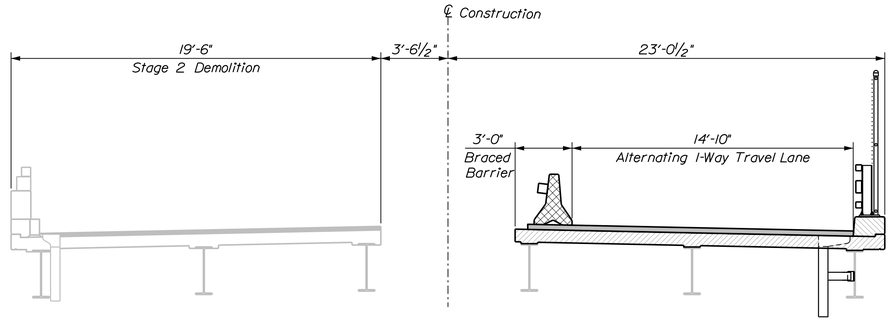
32

OF 55

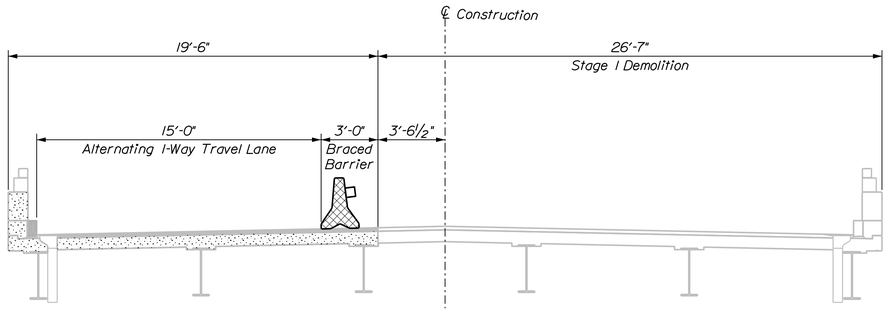
Filename: ...\00X_Hampden HW Typical.dgn Division: Username: jfitzpatrick Date:8/29/2024



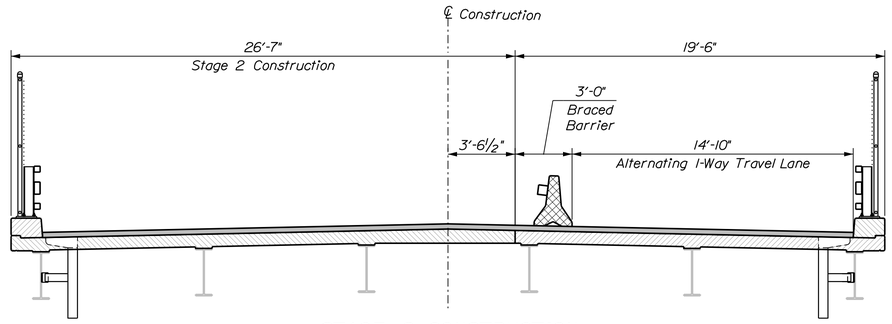
EXISTING TRANSVERSE SECTION



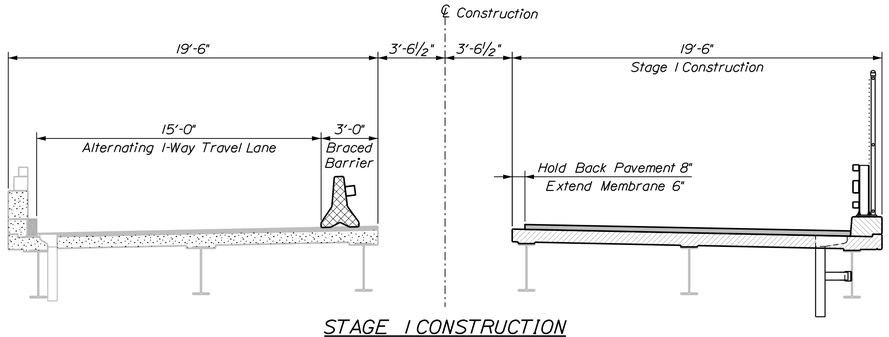
STAGE 2 DEMOLITION



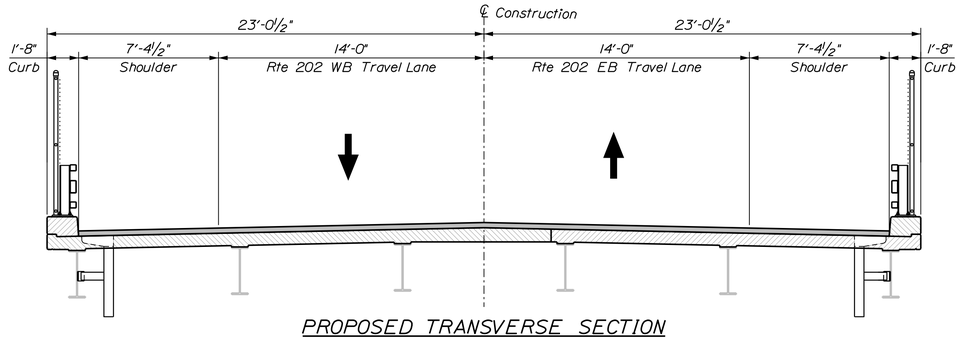
STAGE 1 DEMOLITION



STAGE 2 CONSTRUCTION



STAGE 1 CONSTRUCTION



PROPOSED TRANSVERSE SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.11

BRIDGE NO. 6080 — BRIDGE PLANS

PROJ. MANAGER	J. BRASK		
DESIGN-DETAILED	S. LINDSLEY	J. FITZ	08/24
CHECKED-REVIEWED	D. WHITE	B. COLBURN	08/24
DESIGN2-DETAILED2	N. EDMAN	E. MORRISON	08/24
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN — PENOBSCOT COUNTY

STAGED CONSTRUCTION

SHEET NUMBER

33

OF 55

Username: jfitzpatrick Date:8/29/2024

Filename: ...\00X_Hampden_Staged_Construction.dgn Division:

Username: jfitzpatrick Date:8/29/2024

Division:

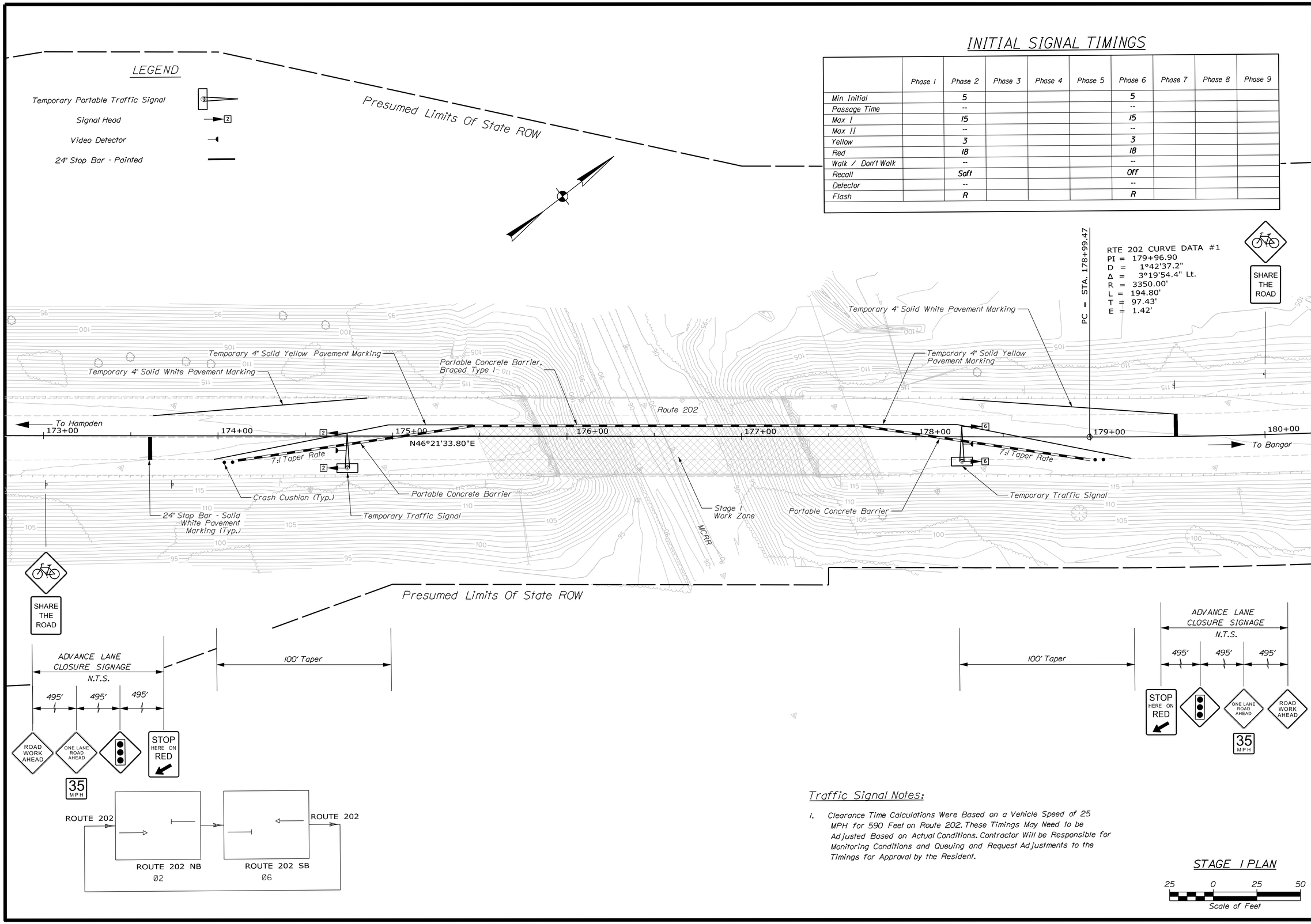
Filename: ...\00X_Hampden TCPlan1.dgn

LEGEND

- Temporary Portable Traffic Signal
- Signal Head
- Video Detector
- 24" Stop Bar - Painted

INITIAL SIGNAL TIMINGS

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8	Phase 9
Min Initial		5				5			
Passage Time		--				--			
Max I		15				15			
Max II		--				--			
Yellow		3				3			
Red		18				18			
Walk / Don't Walk		--				--			
Recall		Soft				Off			
Detector		--				--			
Flash		R				R			



Traffic Signal Notes:

1. Clearance Time Calculations Were Based on a Vehicle Speed of 25 MPH for 590 Feet on Route 202. These Timings May Need to be Adjusted Based on Actual Conditions. Contractor Will be Responsible for Monitoring Conditions and Queuing and Request Adjustments to the Timings for Approval by the Resident.

STAGE I PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.11

BRIDGE NO. 6080

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	J. BRASK	
DESIGN-DETAILED	S. LINDSLEY	08-24
CHECKED-REVIEWED	D. WHITE	08-24
DESIGN2-DETAILED2	N. EDMAN	08-24
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

TRAFFIC CONTROL PLANS

SHEET NUMBER

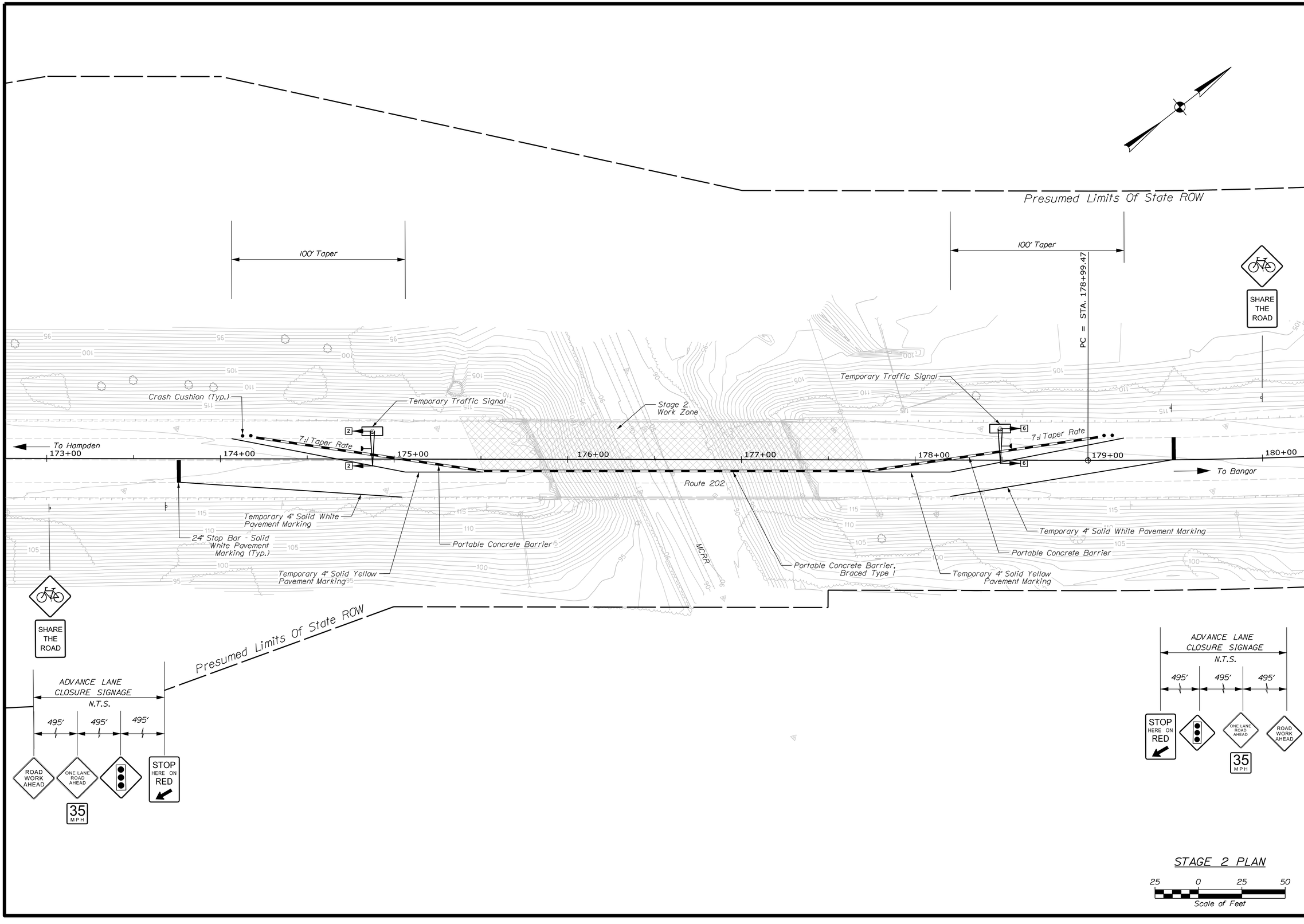
34

OF 55

Usernname: jfitzpatrick Date:8/29/2024

Division:

Filename: ...\00X_Hampden TCPlan2.dgn



STAGE 2 PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.11

BRIDGE NO. 6080

HIGHWAY PLANS

PROJ. MANAGER	J. BRASH		
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REVISIONS 1			
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FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

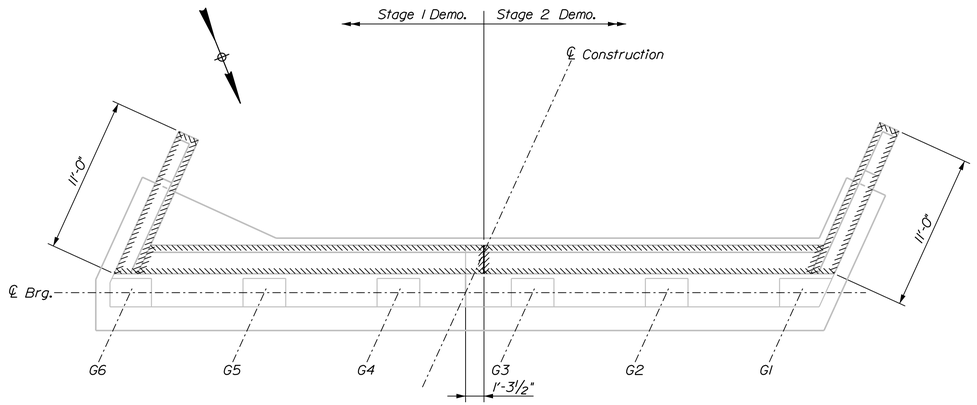
RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

TRAFFIC CONTROL PLANS

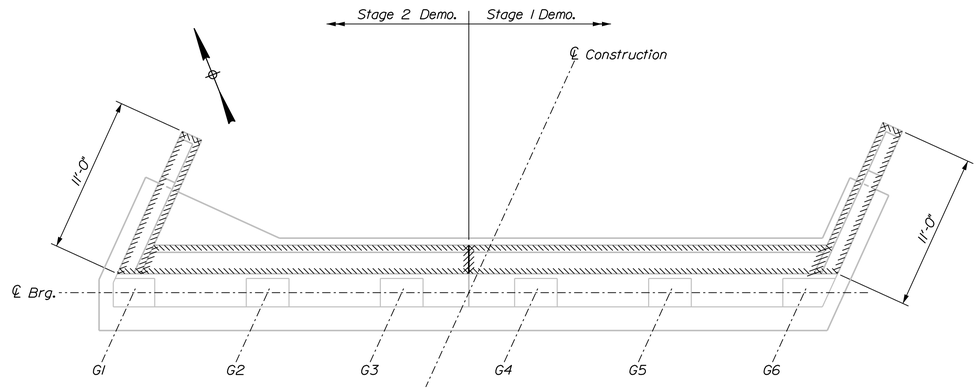
SHEET NUMBER

35

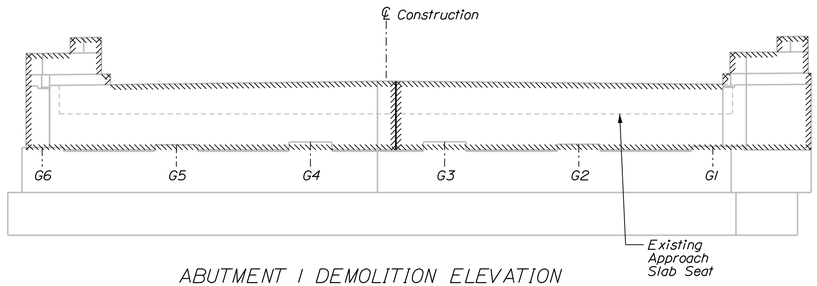
OF 55



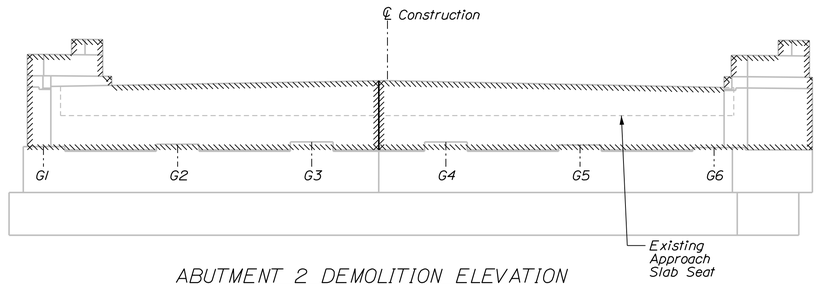
ABUTMENT 1 DEMOLITION PLAN



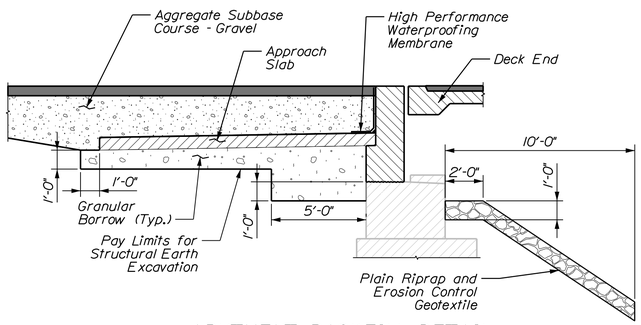
ABUTMENT 2 DEMOLITION PLAN



ABUTMENT 1 DEMOLITION ELEVATION



ABUTMENT 2 DEMOLITION ELEVATION



ABUTMENT BACKFILL DETAIL

Abutment 1 Shown, Abutment 2 and Wingwalls Similar

CONCRETE REPAIR NOTES

1. The repair quantities in these Plans are approximate and are based on limited field inspections. Prior to the start of any concrete repairs, the Resident and the Contractor shall jointly inspect all concrete surfaces and agree on repair limits. Estimated repair quantities may be increased or decreased at the Resident's discretion.
2. No repairs are anticipated for substructure units not shown. The Contractor and the Resident shall verify that no work is required.
3. 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. Supplemental bars shall be paid for under Pay Items 503.12 and 503.13.

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. Before drilling and grouting new reinforcing steel, the Contractor shall locate reinforcing steel in existing concrete by non-destructive methods 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 record plans. 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 ½" amplitude prior to placement of the new concrete. Payment shall be incidental to related concrete items.
8. Projecting reinforcing that can be maintained, in addition to that shown in the details, may be left in place at Contractor's discretion with approval of the Resident.
9. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
10. The approach slab demolition and construction limits shall follow the same transverse offsets as the bridge deck as shown in the Staged Construction details. The approach slab shall be constructed in each stage per the standard details, with the two stages having a butted joint. There will be no reinforcing lapping/splicing between stages.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.11
BRIDGE NO. 6080
BRIDGE PLANS

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DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
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REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

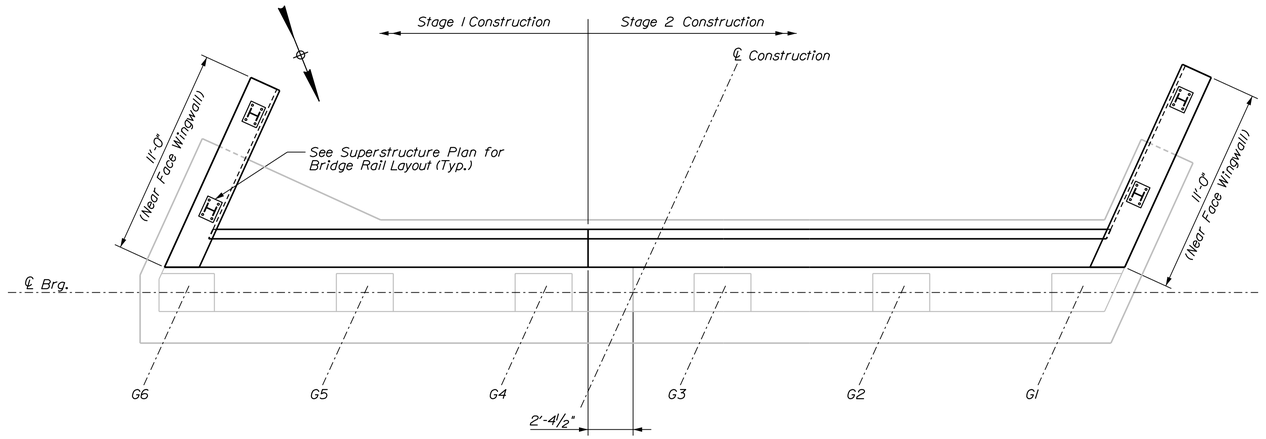
DATE

RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

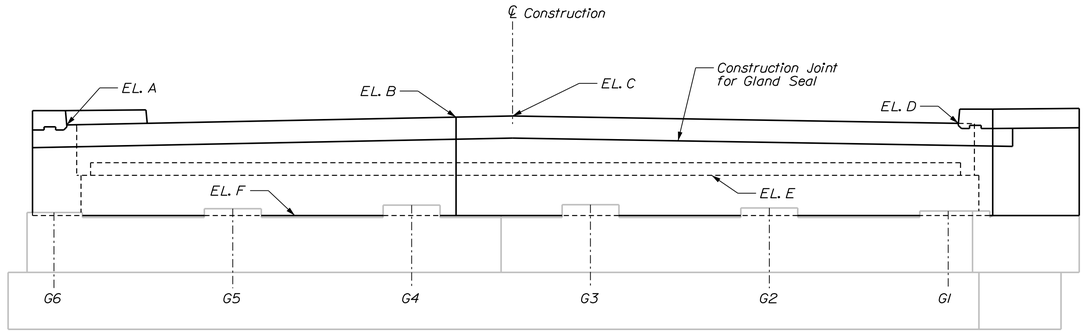
ABUTMENT DEMOLITION

SHEET NUMBER
36
OF 55

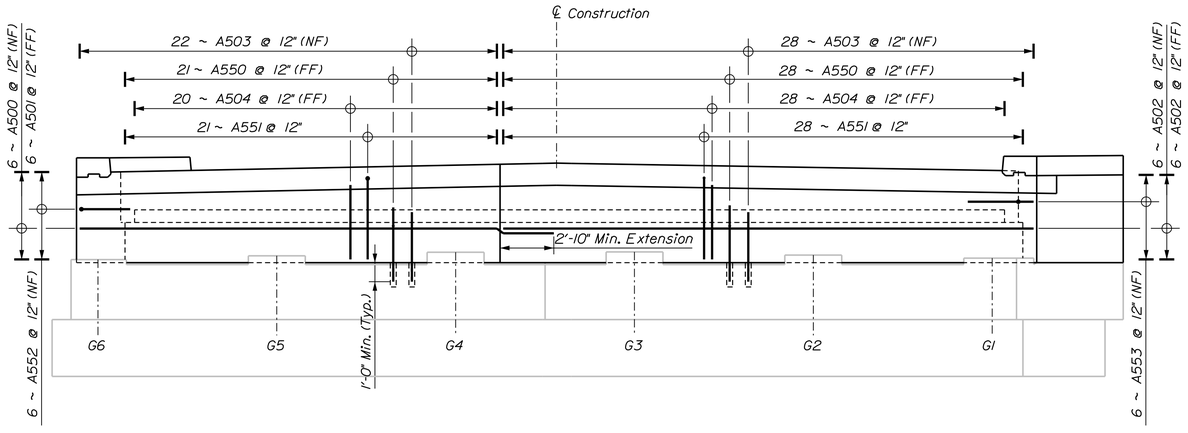
Username: jfitzpatrick Date:8/29/2024
Filename: ...\00X_Hampden Abut Demo.dgn Division:



ABUTMENT 1 CONSTRUCTION PLAN



ABUTMENT 1 CONSTRUCTION ELEVATION



ABUTMENT 1 REINFORCING ELEVATION

Abutment 1 Elevations									
EL. A		EL. B		EL. C		EL. D		EL. E	EL. F*
NF	FF	NF	FF	NF	FF	NF	FF		
118.01	118.02	118.42	118.41	118.48	118.48	118.09	118.09	115.35	113.23

NF = Near Face FF= Far Face

*Elevation to coincide with the existing construction joint elevation. Elevations provided are approximated from the existing bridge plans. To be field verified.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.11

BRIDGE NO. 6080

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J. BRASK	
DESIGN-DETAILED	S. LINDSLEY	08-24
CHECKED-REVIEWED	J. FITZ	08-24
DESIGN2-DETAILED2	D. WHITE	08-24
DESIGN3-DETAILED3	B. COLBURN	08-24
REVISIONS 1	N. EDMAN	08-24
REVISIONS 2	E. MORRISON	08-24
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

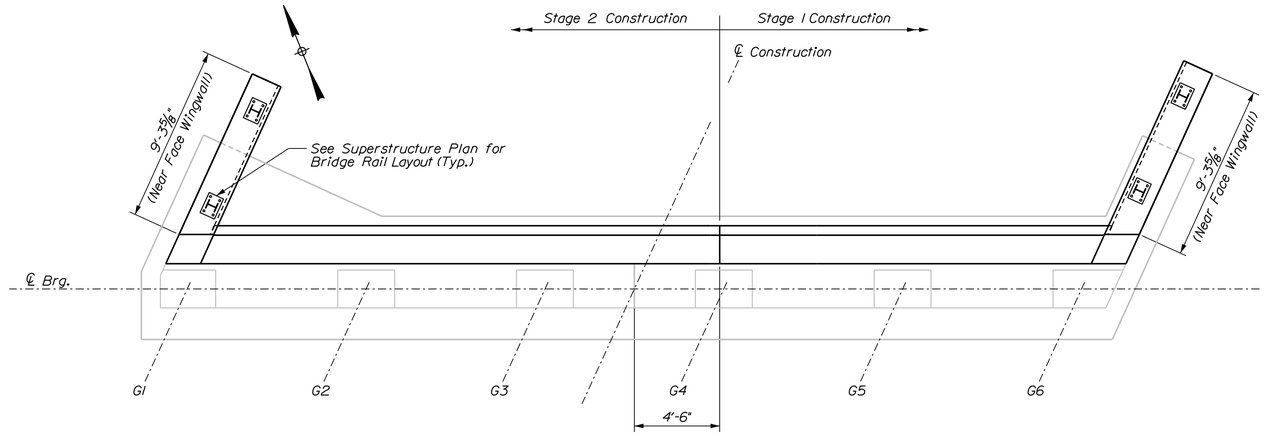
ABUTMENT 1 CONSTRUCTION

SHEET NUMBER

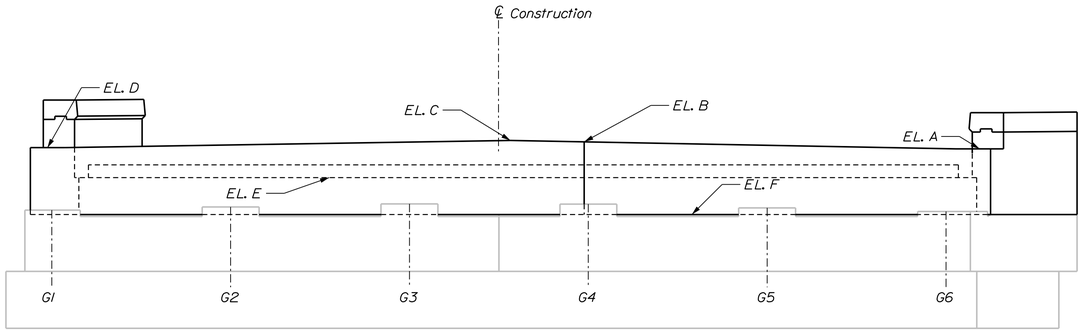
37

OF 55

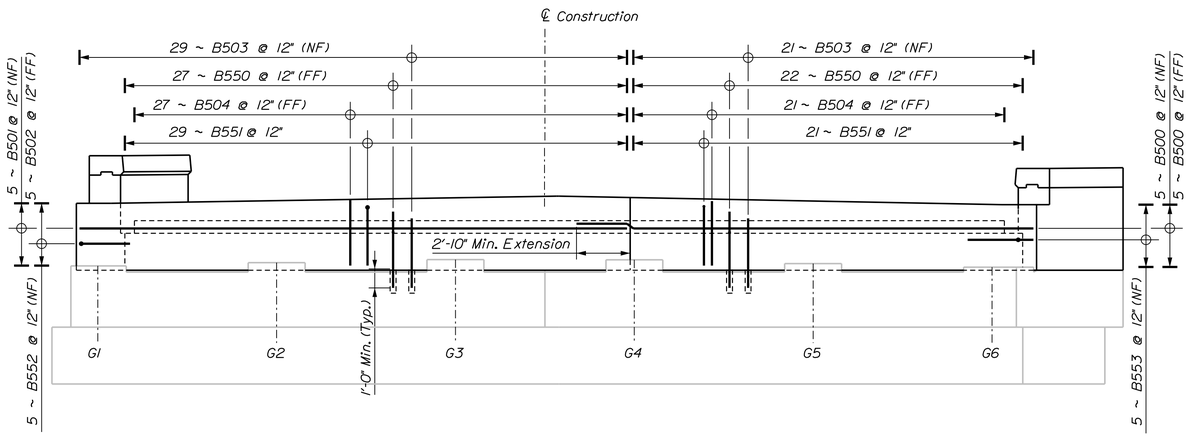
Filename: ...\00X_Hampden Abut 1 Construction.dgn Division: Username: jfitzpatrick Date:8/29/2024



ABUTMENT 2 CONSTRUCTION PLAN



ABUTMENT 2 CONSTRUCTION ELEVATION



ABUTMENT 2 REINFORCING ELEVATION

Abutment 2 Elevations									
EL. A		EL. B		EL. C		EL. D		EL. E	EL. F*
NF	FF	NF	FF	NF	FF	NF	FF		
116.26	116.25	116.65	116.65	116.72	116.72	116.33	116.33	114.75	112.80

NF = Near Face FF= Far Face

*Elevation to coincide with the existing construction joint elevation. Elevations provided are approximated from the existing bridge plans. To be field verified.

STATE OF MAINE
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RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

ABUTMENT 2 CONSTRUCTION

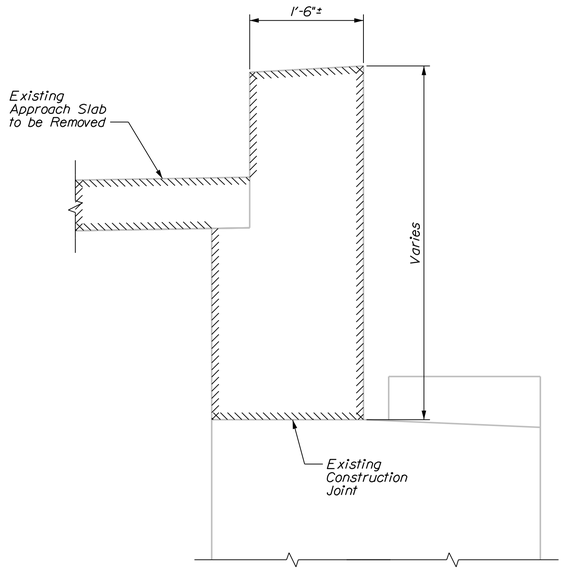
SHEET NUMBER

38

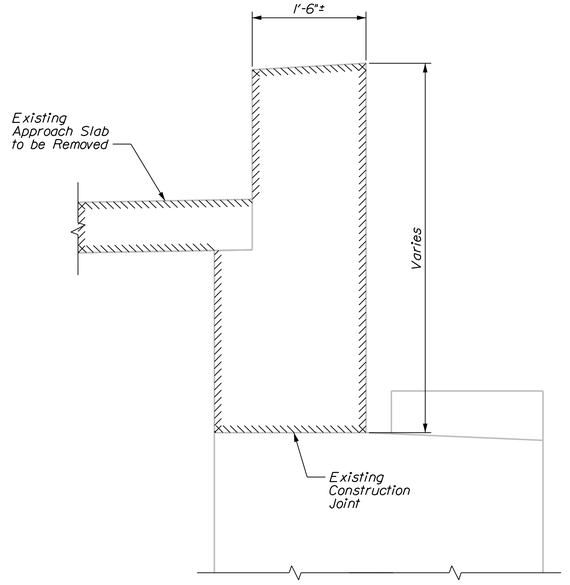
OF 55

Username: jfitzpatrick Date:8/29/2024

Filename: ...\00X_Hampden Abut 2 Construction.dgn Division:



ABUTMENT 1 DEMOLITION SECTION



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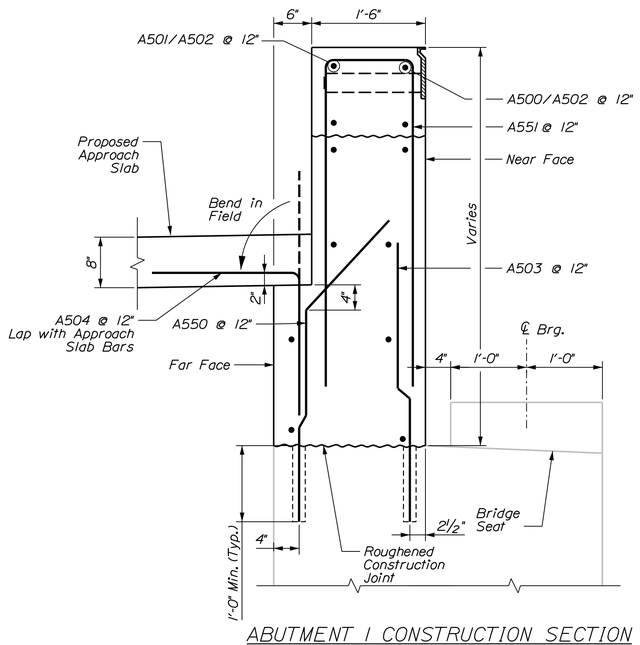

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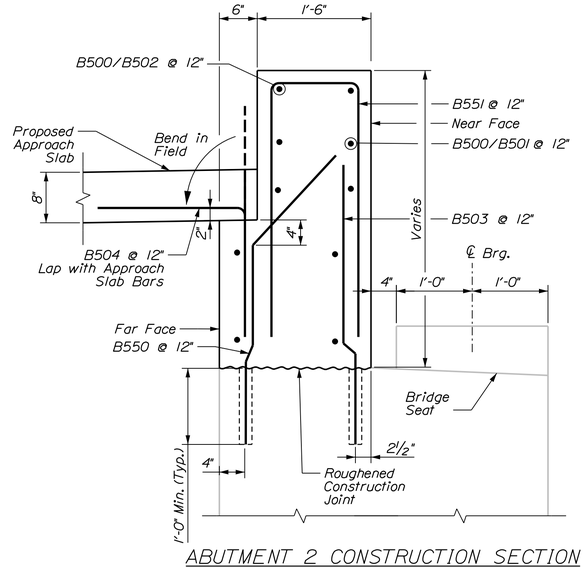

ABUTMENT 2 CONSTRUCTION SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.11

BRIDGE NO. 6080 BRIDGE PLANS

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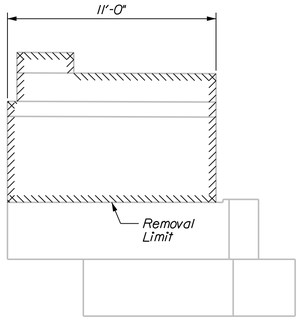
RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

ABUTMENT SECTIONS

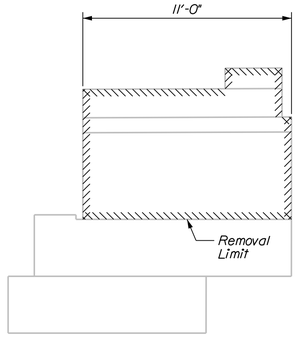
SHEET NUMBER

39

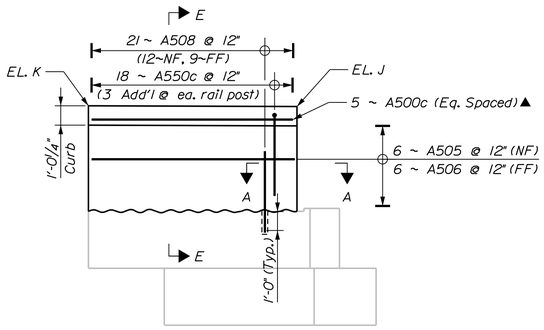
OF 55



ABUTMENT 1 RIGHT WINGWALL DEMOLITION ELEVATION

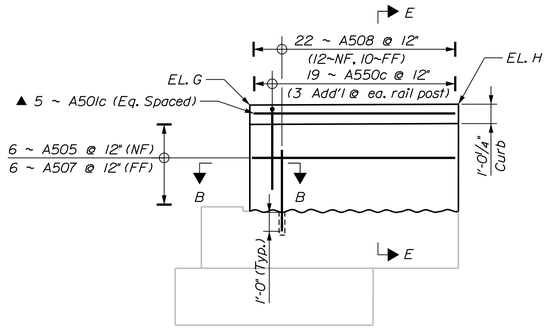


ABUTMENT 1 LEFT WINGWALL DEMOLITION ELEVATION



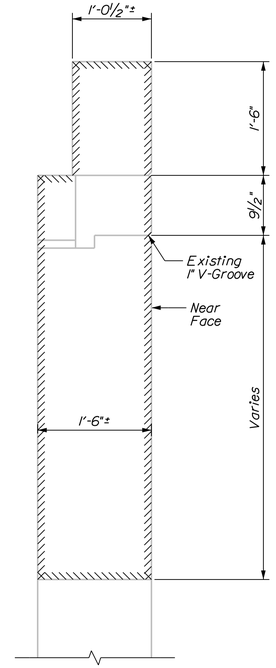
ABUTMENT 1 RIGHT WINGWALL CONSTRUCTION ELEVATION

(See Superstructure Plan for Bridge Rail Layout)
See Sheet 41 for Section E-E

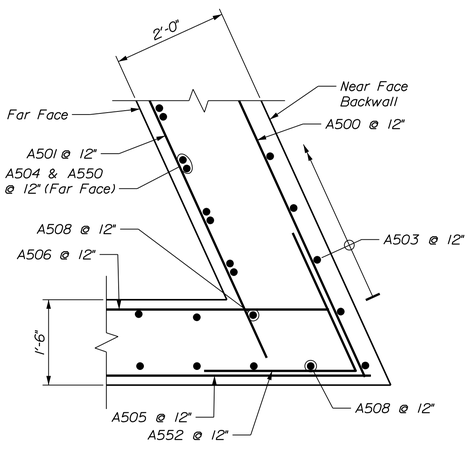


ABUTMENT 1 LEFT WINGWALL CONSTRUCTION ELEVATION

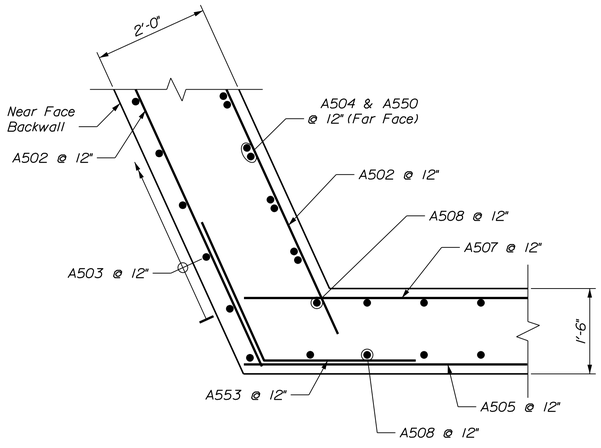
(See Superstructure Plan for Bridge Rail Layout)
See Sheet 41 for Section E-E



WINGWALL DEMOLITION SECTION



SECTION A-A



SECTION B-B

Abutment 1 Wingwall Elevations			
EL. G	EL. H	EL. J	EL. K
118.84	118.88	118.76	118.80

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 025631.11

BRIDGE NO. 6080

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FIELD CHANGES			

SIGNATURE

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DATE

RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

ABUTMENT 1
WINGWALL MODIFICATIONS

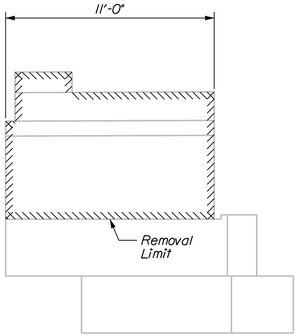
SHEET NUMBER

40

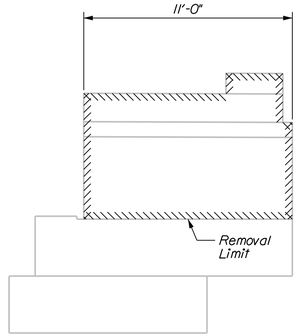
OF 55

Username: jfitzpatrick Date:8/29/2024

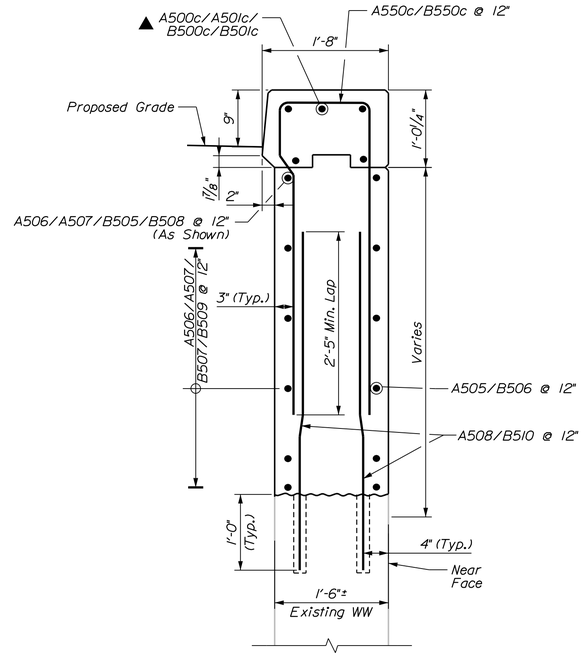
Filename: ...\00X_Hampden Abut 1 Wingwall Mod.dgn Division:



ABUTMENT 2 LEFT WINGWALL DEMOLITION ELEVATION

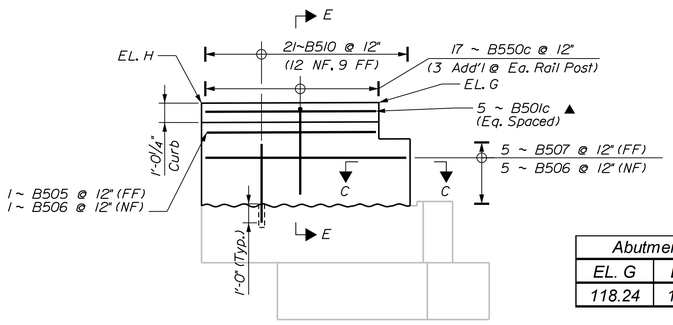


ABUTMENT 2 RIGHT WINGWALL DEMOLITION ELEVATION

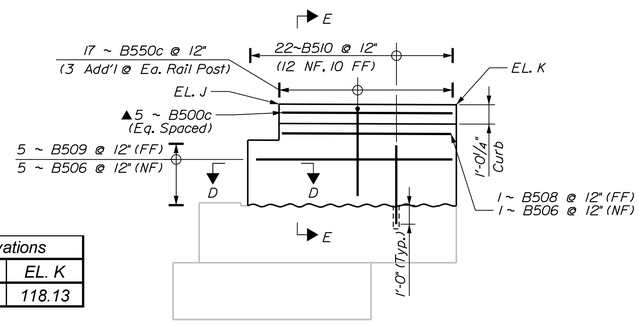


WINGWALL CONSTRUCTION SECTION E-E

▲ = Cut to Fit



Abutment 2 Wingwall Elevations			
EL. G	EL. H	EL. J	EL. K
118.24	118.21	118.17	118.13

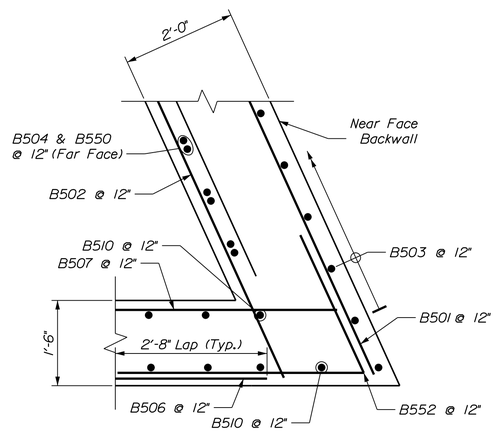


ABUTMENT 2 LEFT WINGWALL CONSTRUCTION ELEVATION

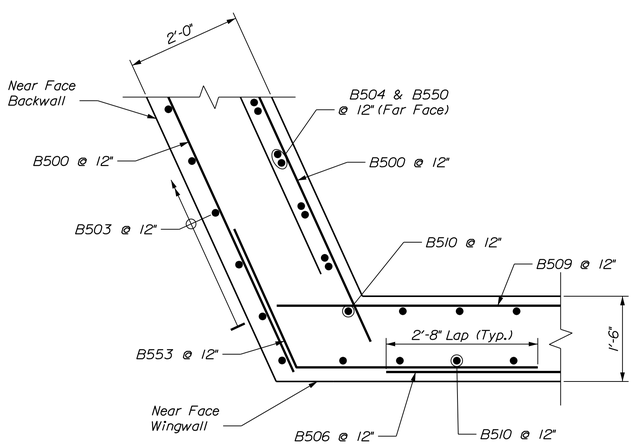
(See Superstructure Plan for Bridge Rail Layout)

ABUTMENT 2 RIGHT WINGWALL CONSTRUCTION ELEVATION

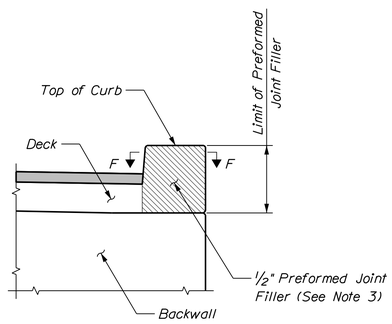
(See Superstructure Plan for Bridge Rail Layout)



SECTION C-C

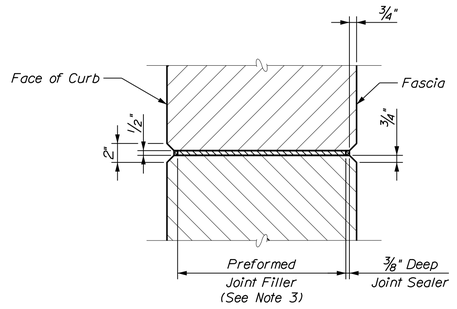


SECTION D-D



CURB JOINT DETAIL

At Abutment 2 Only.



SECTION F-F

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 I 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.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.11

BRIDGE NO. 6080

BRIDGE PLANS

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DESIGN-DETAILED	S. LINDSLEY	J. FITZ	08/24
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DESIGN2-DETAILED2	N. EDMAN	E. MORRISON	08/24
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

ABUTMENT 2
WINGWALL MODIFICATIONS

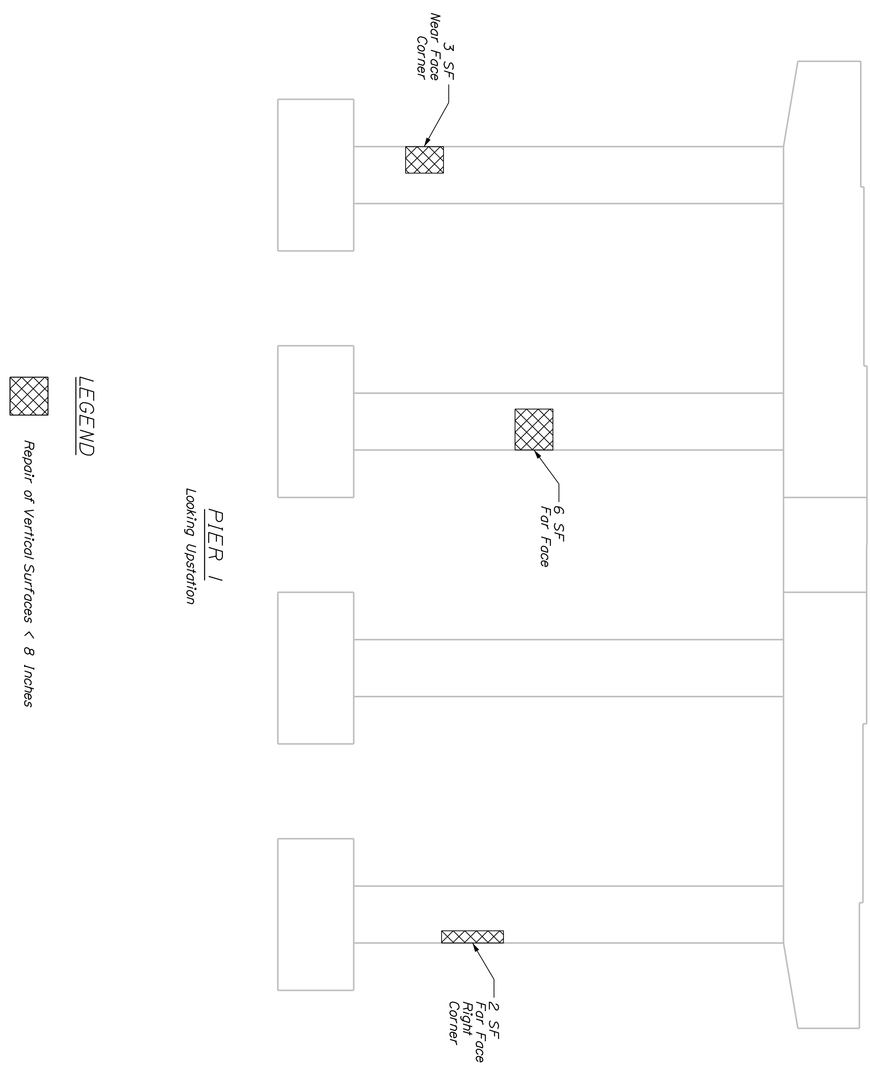
SHEET NUMBER

41

OF 55

Username: jfitzpatrick Date:8/29/2024

Filename: ...\00X_Hampden Abut 2 Wingwall Mod.dgn Division:



SHEET NUMBER 42 OF 55

RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

PIER REPAIRS

PROJ. MANAGER	J. BRASK	BY	DATE
DESIGN-DETAILED	S. LINDSLEY	J. FITZ	08-24
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DESIGN2-DETAILED2	N. EDMAN	E. MORRISON	08-24
DESIGN3-DETAILED3			
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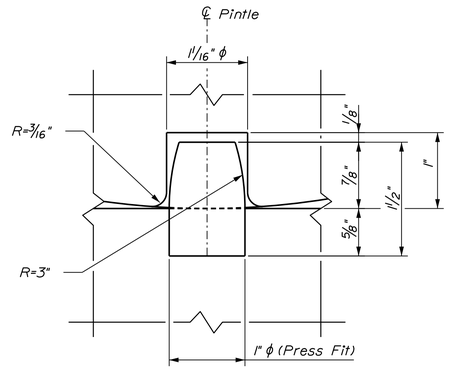
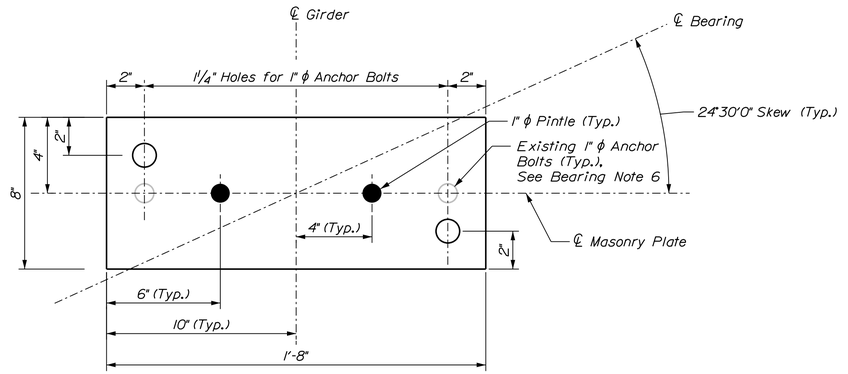
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

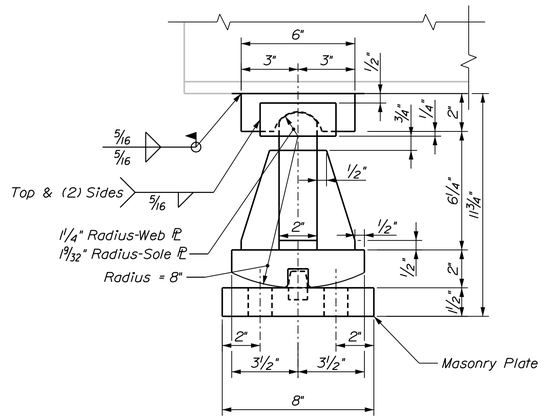
BRIDGE NO. 6080 **WIN 025631.11** BRIDGE PLANS



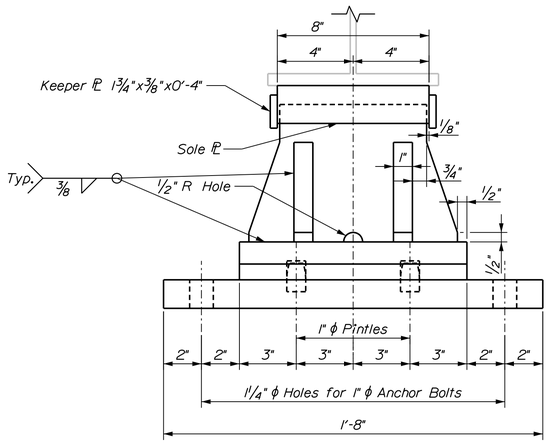
PINTLE DETAIL



MASONRY PLATE



SIDE VIEW



FRONT VIEW

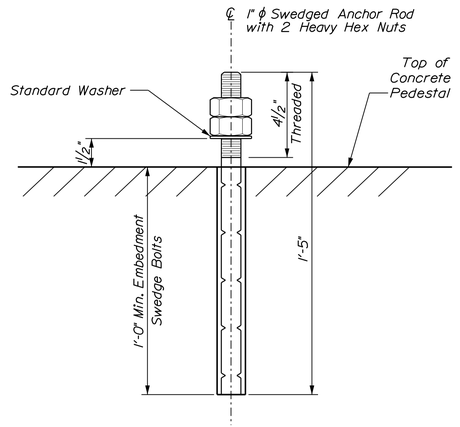
EXPANSION BEARING ASSEMBLY

NOTES

1. This work includes removal and in-kind replacement of 6 high rocker bearing assemblies and 1 fixed bearing assembly at locations shown on the Key Plan.
2. All existing dimensions and information shown on the Plans are based on as-built drawings. The Contractor shall field verify all relevant dimensions prior to submission of shop drawings.
3. At the location of the new bearing assemblies and masonry plates, the concrete pedestal shall be dressed one inch larger all around than the size of the proposed masonry plate to match the existing bottom of masonry plate elevation (prior to removal) exactly.

BEARING NOTES

1. Bearing Assemblies, masonry plates, and pintles shall meet the requirements of ASTM A709, Grade 36 or Grade 50. Charpy V-notch tests are not required for steel used in bearing masonry plates.
2. Masonry plate and primary bearing structure shall be galvanized in accordance with Section 506 Structural Steel Coatings. Sole plates, pintles, and top bearing radius shall not be galvanized and shall meet the surface roughness requirements in the Standard Specifications.
3. Anchor rods shall be swedged or threaded on the embedded portion of the rod. Anchor rods shall meet the requirements of ASTM F1554, Grade 105, and be galvanized according to ASTM A 153.
4. Anchor rods shall be drilled and grouted in place using a material listed on the Maine Department of Transportation Qualified Products List of Concrete Adhesive Anchoring Systems.
5. Upset the threads of the anchor rods after assembly.
6. The existing anchor rods for the bearing assemblies being replaced shall be cut flush with the existing concrete pedestals. Payment for removal and installation of new anchor rods is incidental to the Bearing Installation Pay Item.



ANCHOR ROD DETAIL

STATE OF MAINE
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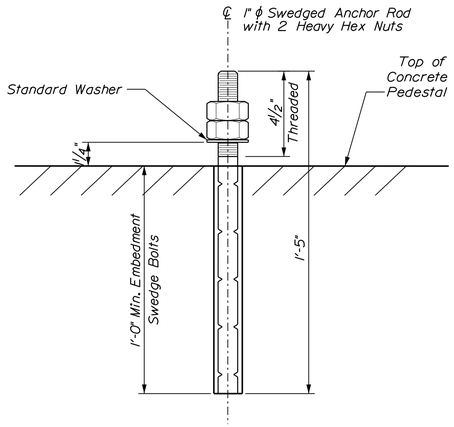
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

ABUTMENT 1
BEARING DETAILS

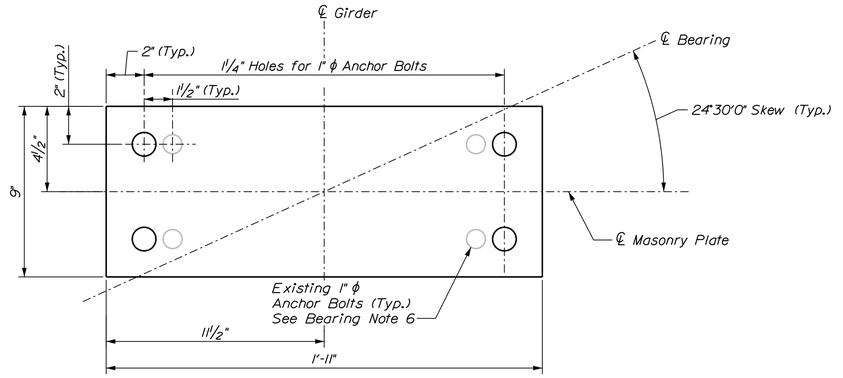
SHEET NUMBER

43

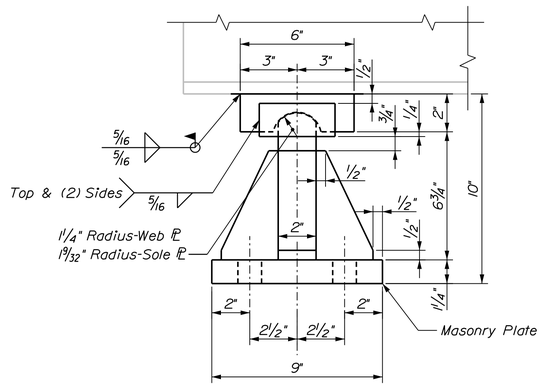
OF 55



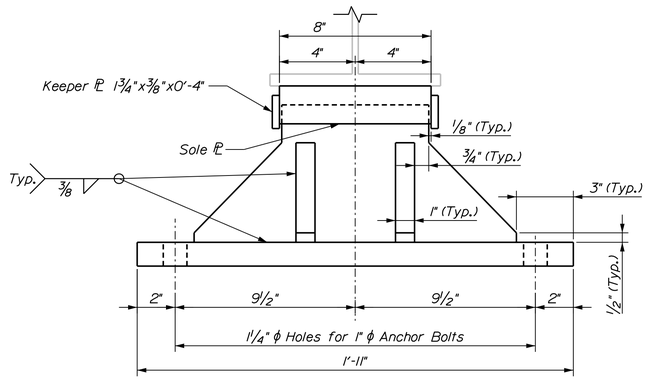
ANCHOR BOLT DETAIL



MASONRY PLATE



SIDE VIEW



FRONT VIEW

FIXED BEARING ASSEMBLY

STATE OF MAINE
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BRIDGE PLANS

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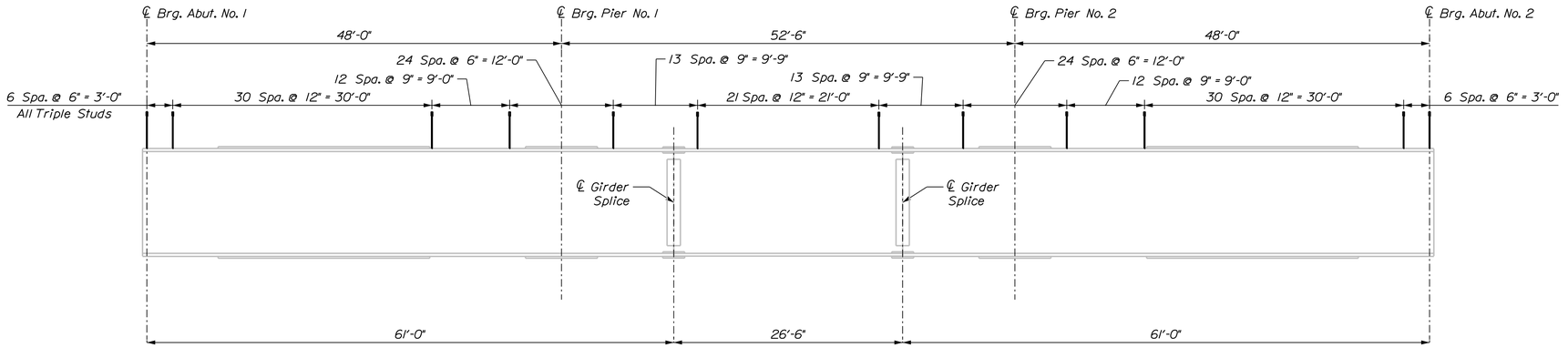
ABUTMENT 2
BEARING DETAILS

SHEET NUMBER

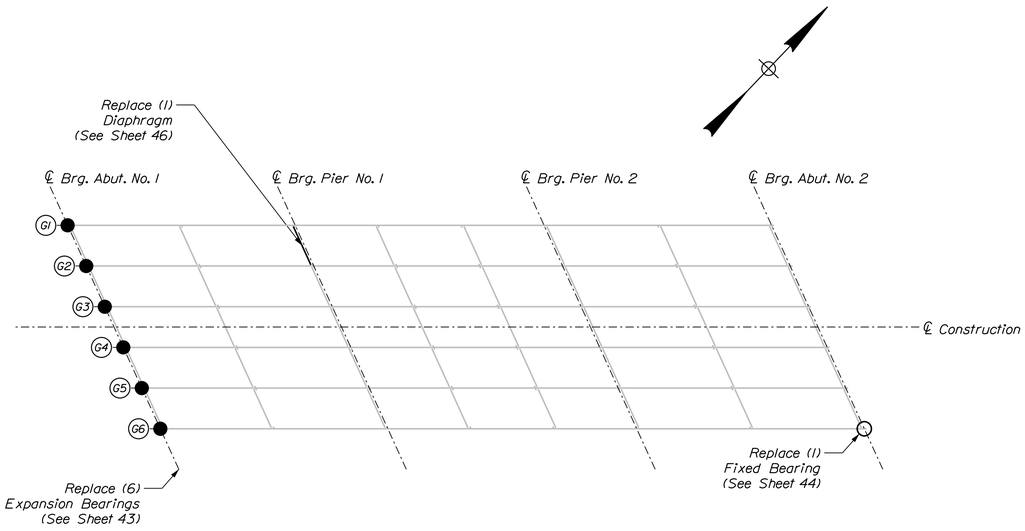
44

OF 55



SHEAR CONNECTOR LAYOUT

576 (192 x 3 Rows) Studs Per Girder
(3456 Studs Total)



KEY PLAN

LEGEND

- ● Proposed Expansion Bearing Replacement
- ○ Proposed Fixed Bearing Replacement

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 contaminates 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. Existing steel may be coated with a lead-based paint system. See General Notes for more information.
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. If existing shear connectors are present, they 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.
5. Pitch spacing may be adjusted at bolted splices to avoid splice bolts.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.11

BRIDGE NO. 6080

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J. BRASK	
DESIGN-DETAILED	S. LINDSLEY	J. FITZ 08/24
CHECKED-REVIEWED	D. WHITE	B. COLBURN 08/24
DESIGN2-DETAILED2	N. EDMAN	E. MORRISON 08/24
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

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RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

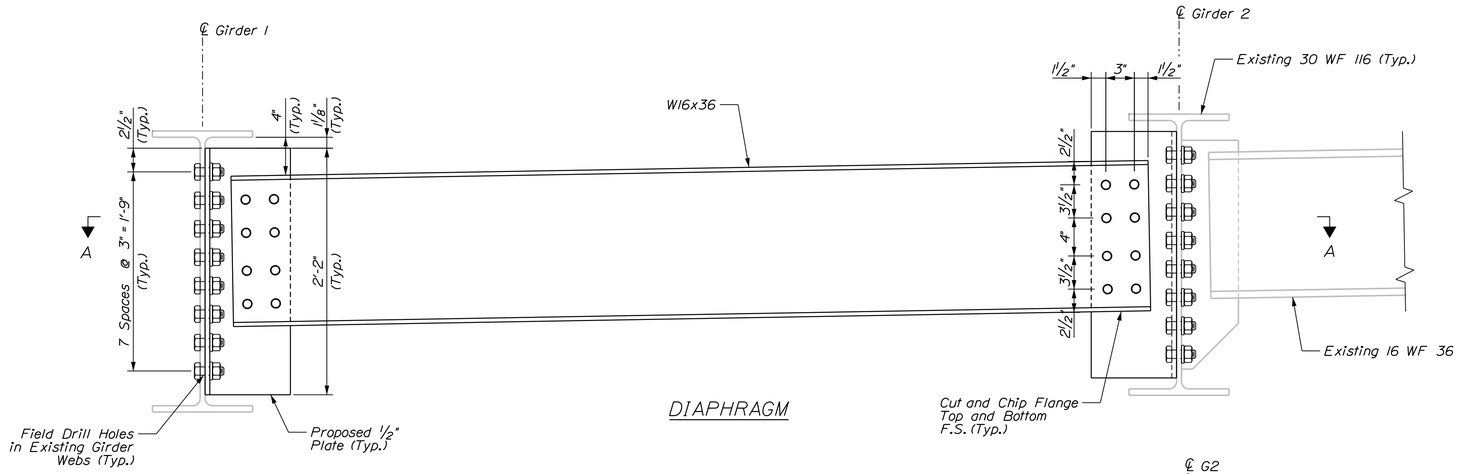
KEY PLAN &
SHEAR CONNECTOR LAYOUT

SHEET NUMBER

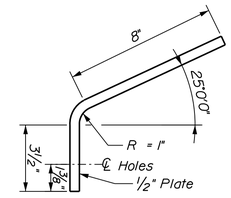
45

OF 55

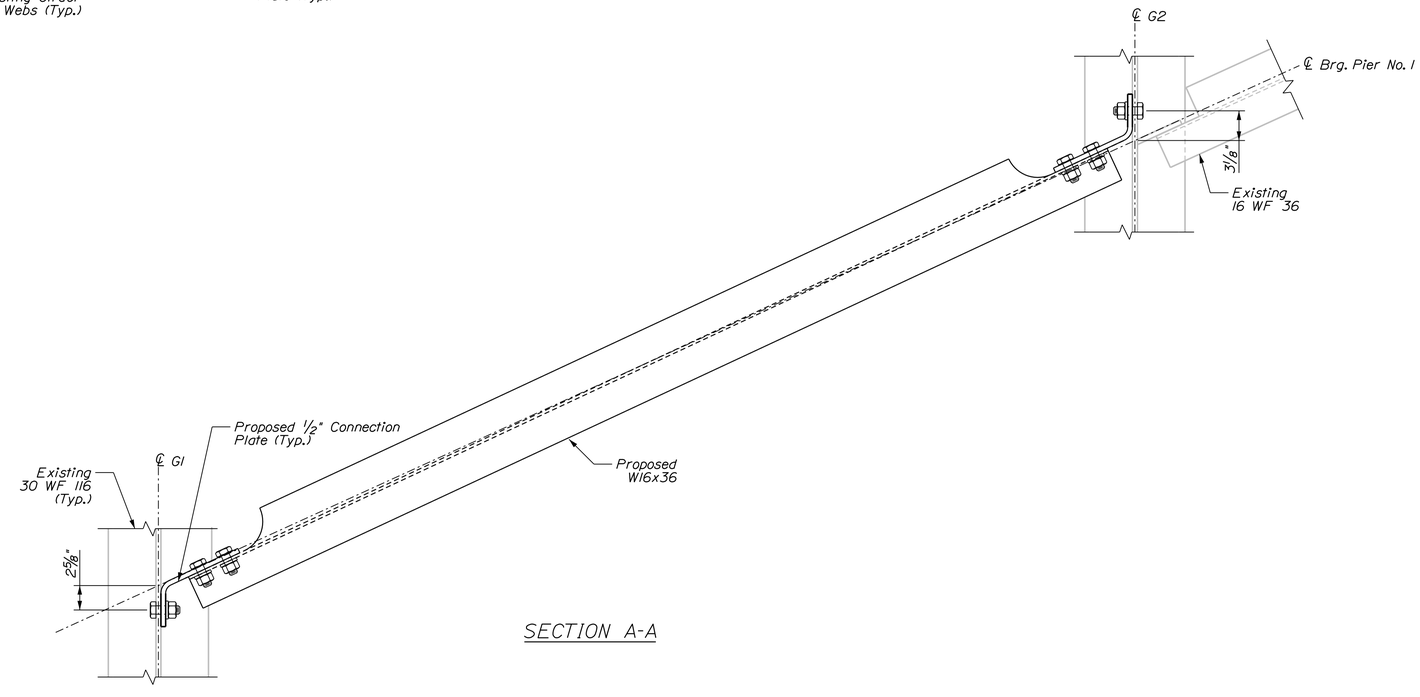
Filename: ...\00X_Hampden Shear Connector Layout.dgn Username: jfitzpatrick Date:8/29/2024



DIAPHRAGM



CONNECTION PLATE DETAIL



SECTION A-A

NOTES

1. Replace 1 Diaphragm and associated connection plates as shown on Key Plan.
2. Bent plates shall be plumb after erection.
3. All bolts shall be ⅞" ϕ, ASTM F3125 Grade A325, Type 1, High Strength Bolts.
4. Proposed Structural Steel shall be coated in accordance with Standard Specifications Section 506, Shop Applied Protective Coating - Steel (Zinc Rich Coating System), except NEPCOAT Qualified Product List C may be used. Payment for the coating will be incidental to Pay Item 504.70.
5. Shop drill 15/16" ϕ holes in diaphragm and connection plates for diaphragm connection. Shop drill 1 1/16" ϕ holes in the connection plate for girder connection. Field drill 15/16" ϕ holes in existing girders.
6. Proposed steel contact surfaces shall be cleaned in accordance with Pay Item 506.1775 Field Painting, New and Existing Steel with Zinc Rich Paint.
7. Payment for field measuring and field drilling shall be incidental to Pay Item 504.71, "Structural Steel Erection".
8. Existing connection plates that are being replaced shall be removed without damage to the girder. Payment will be incidental to Pay Item 504.71.

STATE OF MAINE
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WIN 025631.11

BRIDGE NO. 6080

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FIELD CHANGES			

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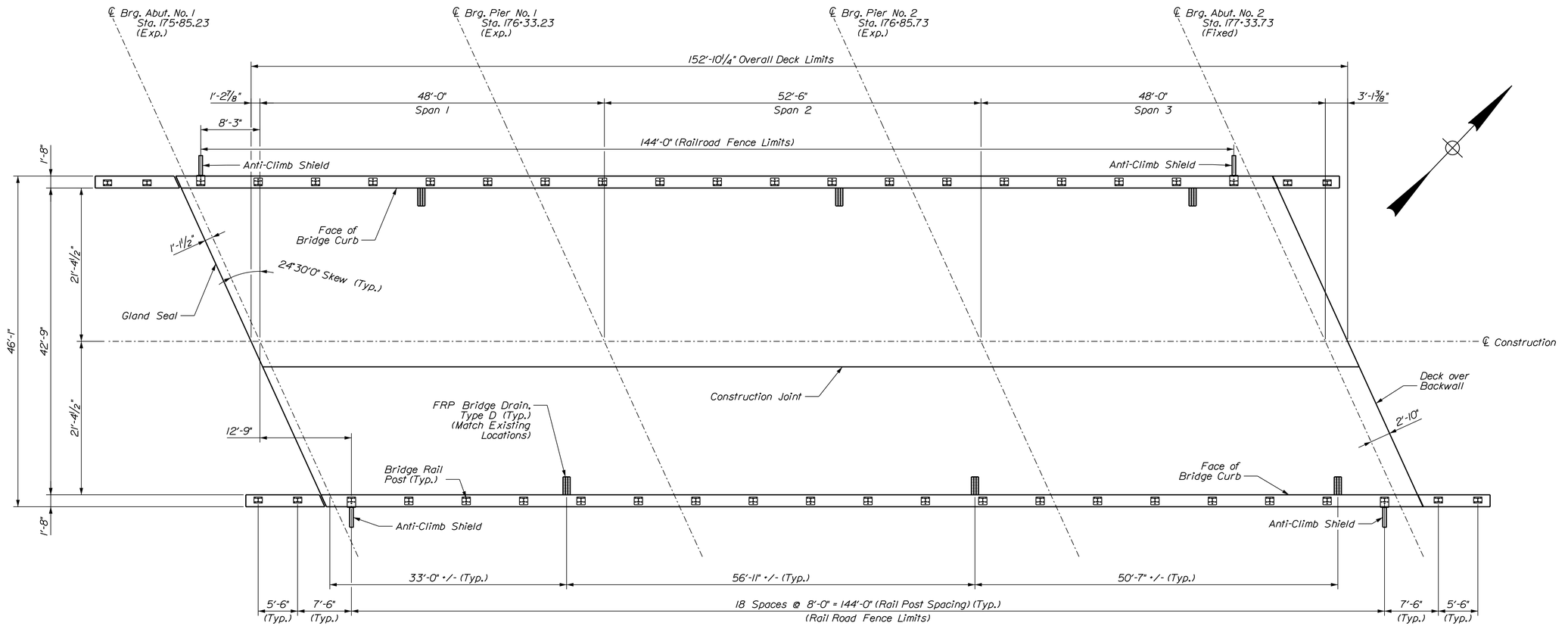
RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

STRUCTURAL STEEL DETAILS

SHEET NUMBER

46

OF 55



SUPERSTRUCTURE PLAN

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	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	117.14	117.12	117.10	117.09	117.07	117.05	117.03	117.01	116.99	116.97	116.96	116.94	116.92	116.90	116.87	116.85	116.83	116.81	116.79	116.77	116.75	116.73	116.72	116.70	116.68	116.66	116.64	116.62	116.60	116.59	116.57
G2	117.30	117.28	117.26	117.24	117.22	117.21	117.19	117.17	117.15	117.13	117.11	117.09	117.07	117.05	117.03	117.01	116.99	116.97	116.95	116.93	116.91	116.89	116.87	116.85	116.84	116.82	116.80	116.78	116.76	116.74	116.72
G3	117.45	117.44	117.42	117.40	117.38	117.36	117.34	117.32	117.31	117.29	117.27	117.25	117.23	117.21	117.19	117.17	117.15	117.13	117.11	117.09	117.07	117.05	117.03	117.01	116.99	116.97	116.95	116.94	116.92	116.90	116.88
G4	117.44	117.42	117.40	117.38	117.37	117.35	117.33	117.31	117.29	117.27	117.25	117.23	117.21	117.19	117.17	117.15	117.13	117.11	117.09	117.07	117.05	117.03	117.01	117.00	116.98	116.96	116.94	116.92	116.90	116.88	116.87
G5	117.25	117.23	117.22	117.20	117.18	117.16	117.14	117.12	117.10	117.09	117.07	117.05	117.03	117.01	116.99	116.97	116.95	116.93	116.90	116.88	116.86	116.85	116.83	116.81	116.79	116.77	116.75	116.73	116.72	116.70	116.68
G6	117.07	117.05	117.03	117.01	116.99	116.97	116.95	116.94	116.92	116.90	116.88	116.86	116.84	116.82	116.80	116.78	116.76	116.74	116.72	116.70	116.68	116.66	116.64	116.62	116.60	116.58	116.57	116.55	116.53	116.51	116.49

STATE OF MAINE
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FEDERAL PROJECT NO. 2563110

WIN 025631.11

BRIDGE NO. 6080

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REVISIONS 4			
FIELD CHANGES			

SIGNATURE

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RTE 202/MCRR BRIDGE
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HAMPDEN PENOBSCOT COUNTY

SUPERSTRUCTURE PLAN

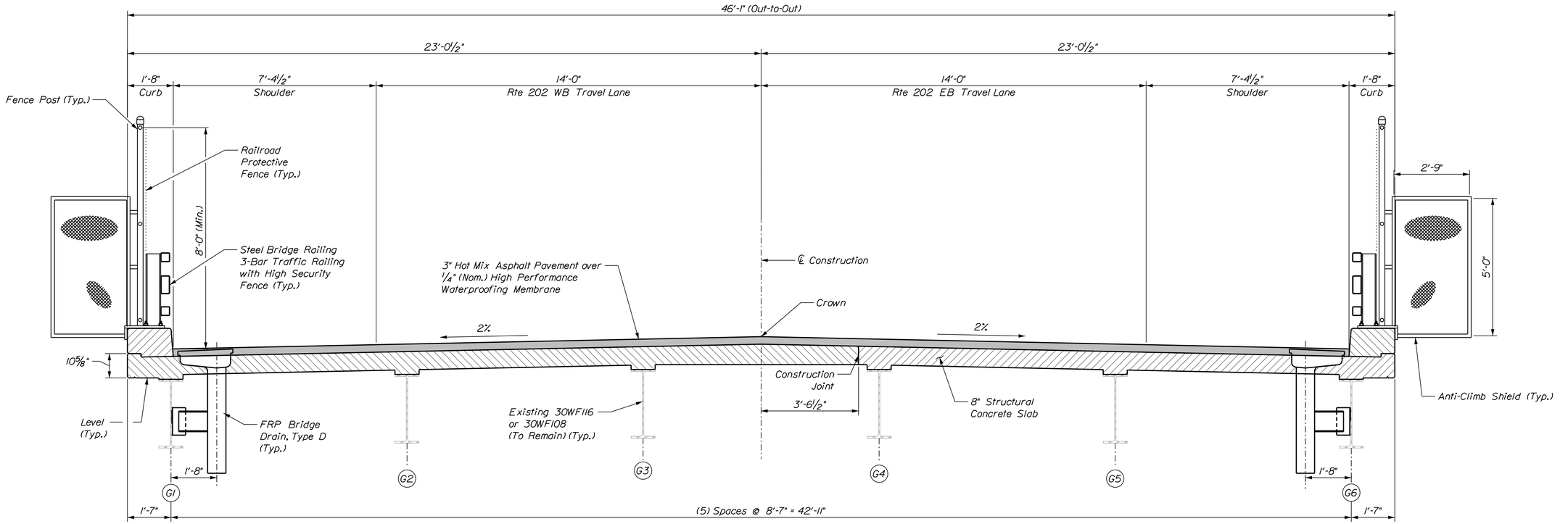
SHEET NUMBER

47

OF 55

Username: jfitzpatrick Date:8/29/2024

Filename: ...\00X_Hampden Superstructure Plan.dgn Division:



TRANSVERSE SECTION

SUPERSTRUCTURE NOTES

1. The theoretical blocking used for design of the structure is 2.25 inches at the centerlines of bearing of the abutments and piers as measured from the top of the rolled beam flange. Refer to Standard Detail 502(03) for blocking details.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
4. The superstructure slab concrete shall be placed continuously, per Stage, and shall be kept plastic until the entire placement has been made.
5. Precast Concrete Deck Panels are not allowed on this project.
6. Deck reinforcement shall be Plain Steel and curb reinforcement shall be Low-Carbon Chromium unless otherwise noted.
7. Contractor shall stagger the splice locations of the longitudinal bars.
8. Location of bridge drains shall be finalized in the field. Placement may shift up to 1.5 feet upstation or downstation for attachment of bridge drain support assembly.

STATE OF MAINE
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FEDERAL PROJECT NO. 2563110

WIN 025631.11

BRIDGE NO. 6080 BRIDGE PLANS

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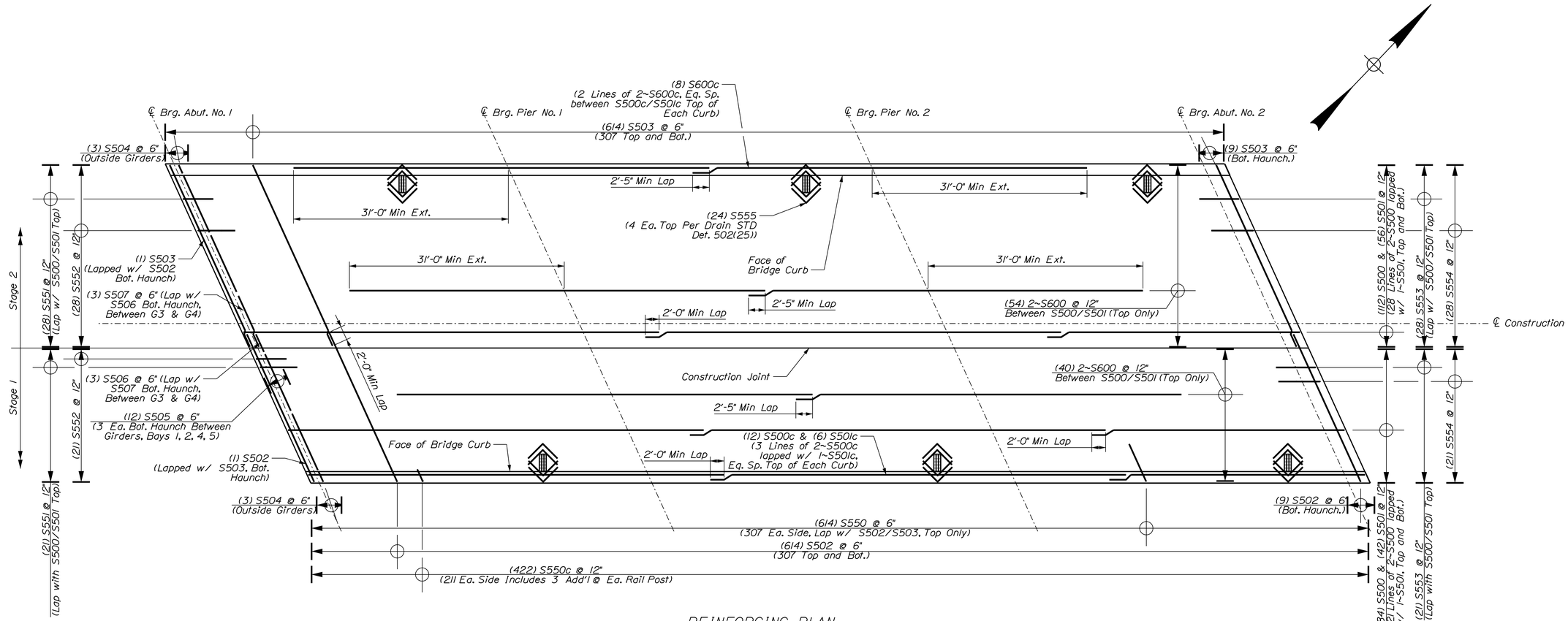
RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

TRANSVERSE SECTION

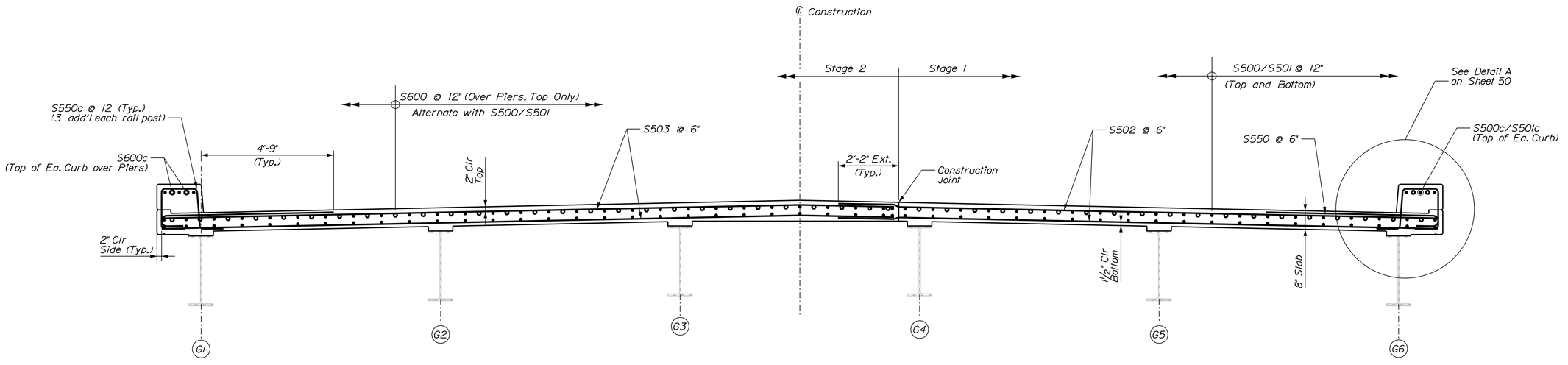
SHEET NUMBER

48

OF 55



REINFORCING PLAN



REINFORCING SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.11

BRIDGE NO. 6080

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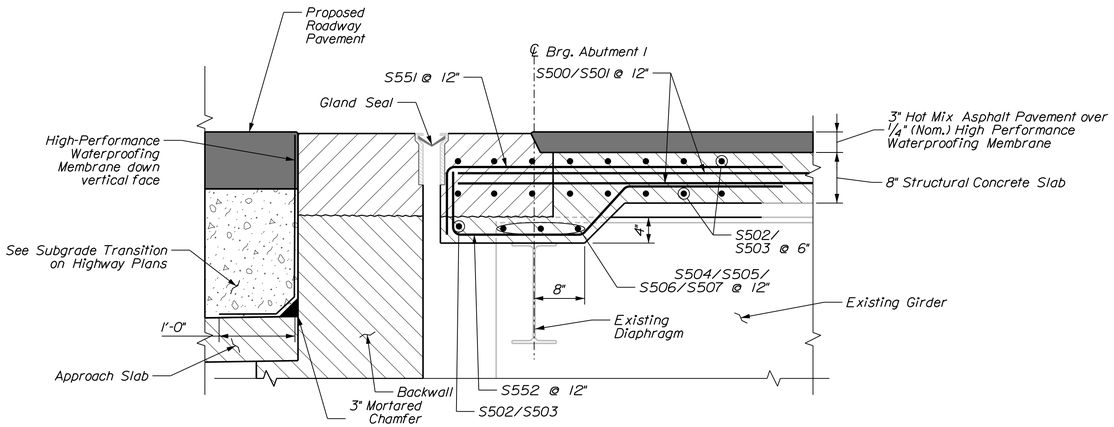
RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

DECK REINFORCING

SHEET NUMBER

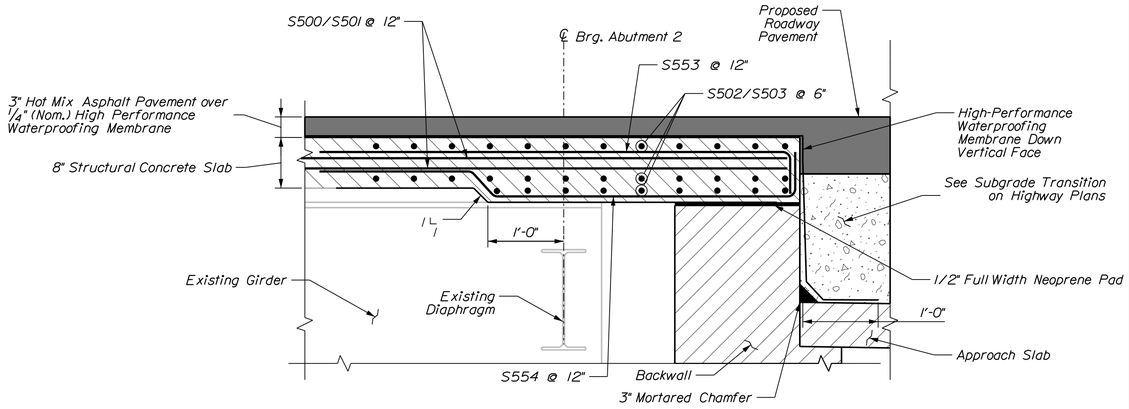
49

OF 55



ABUTMENT 1 DECK END SECTION

(PARALLEL TO GIRDER)



ABUTMENT 2 DECK END SECTION

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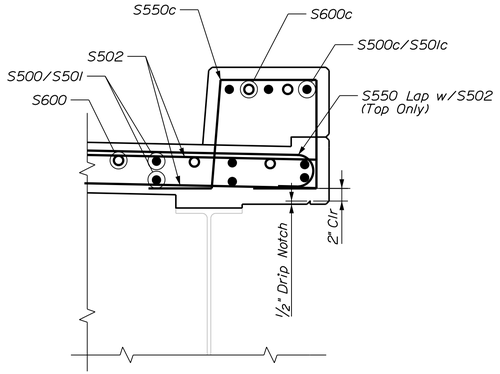
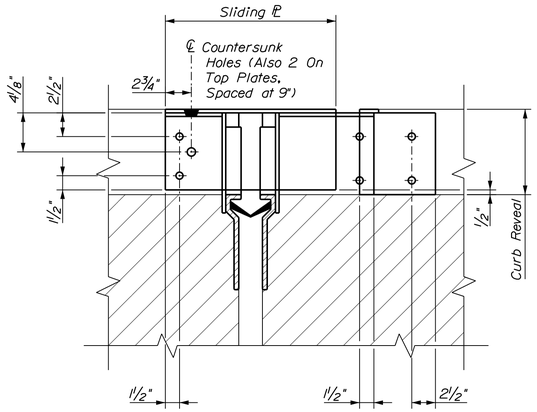


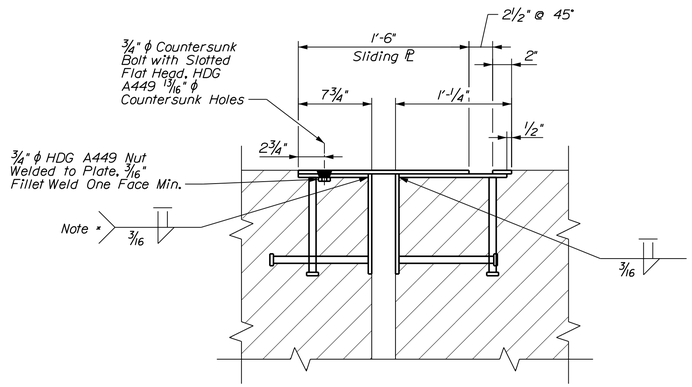
DETAIL A

Right Overhang Shown
Left Overhang Similar



EXPANSION DAM ELEVATION

Per Gland Seal Note 2.
This Elevation Replaces the Elevation
Shown in Standard Detail 520(05)



SECTION C-C

Per Gland Seal Note 2.
This Section Replaces Section C-C
Shown in Standard Detail 520(07).
Section D-D Will Be Similar

DECK OVER BACKWALL NOTES

1. Payment for the neoprene pad will be incidental to related Contract Items.

GLAND SEAL NOTES

1. The gland seal to be furnished shall have minimum Movement Ratings as follows:

   Abutment No. 1 = 2.00 Inches

2. To facilitate staged construction, the sliding cover plate detail for the curbs shall be modified to use countersunk bolts.

STATE OF MAINE
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WIN 025631.11
BRIDGE NO. 6080
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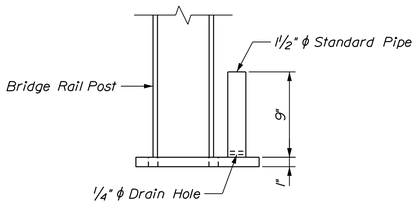
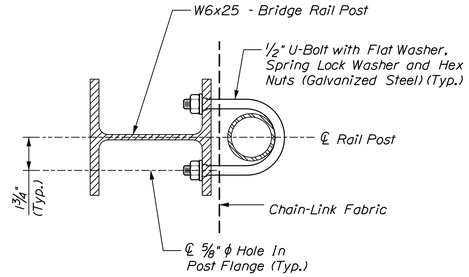
RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

SUPERSTRUCTURE DETAILS

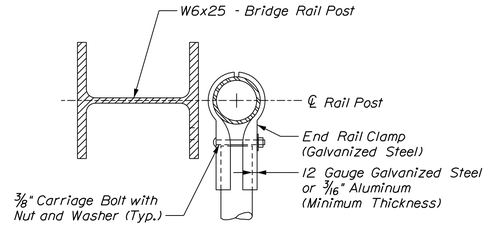
SHEET NUMBER
50
OF 55



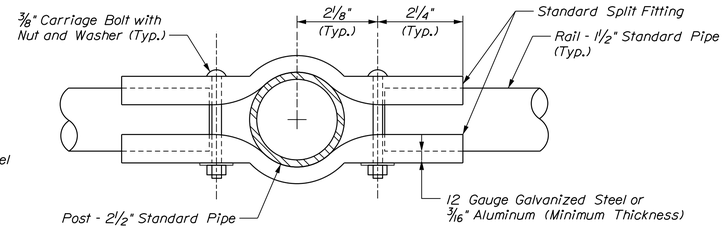
MODIFIED BASE PLATE ELEVATION
(Security Fence)



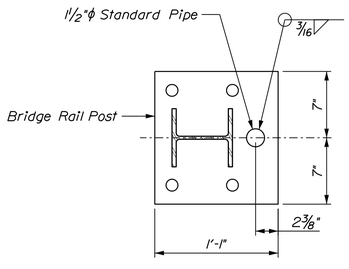
U-BOLT CONNECTION DETAIL



END POST DETAIL
(U-Bolt Not Shown)



RAIL CLAMP DETAIL



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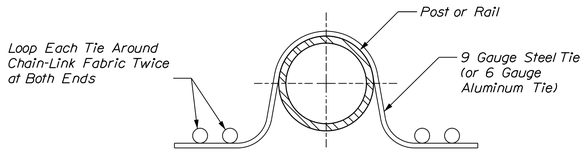
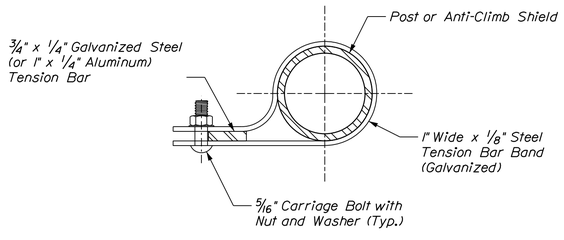
(Security Fence)



DOUBLE PIGTAILED TIE



TENSION BAND DETAIL

FENCE NOTES

1. Chain-Link fence shall conform to Section 710.03 and Special Provision Sections 607. The size of wire mesh (fabric) shall be 1 inch.
2. Post, rail, and anti-climb shield pipe shall be hot-dip galvanized. All pipe shall be schedule 40, standard weight. Nominal pipe sizes are shown.
3. 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.
4. 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.
5. Rail may be field cut (sawn) to fit post spacing. Repair galvanizing on cut edges in accordance with ASTM A780.
6. Anti-Climb Shield shall be considered incidental to Pay Item No. 607.181 CHAIN LINK FENCE - 8'. HIGH SECURITY.
7. Payment for modified base plate will be considered incidental to related Contract Items.

STATE OF MAINE
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BRIDGE NO. 6080 — **WIN 025631.11** — BRIDGE PLANS

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FIELD CHANGES		

SIGNATURE

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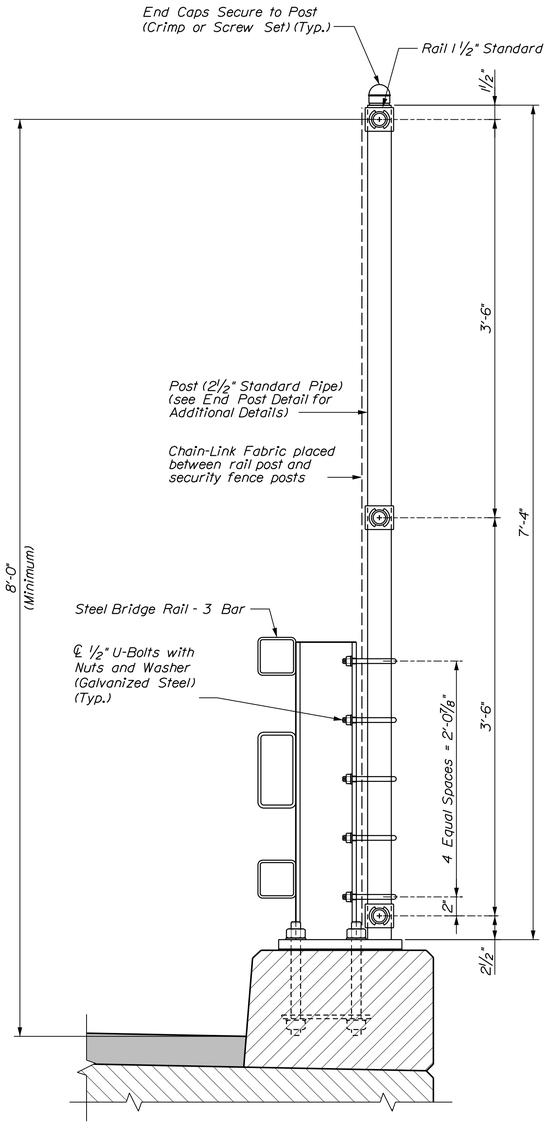
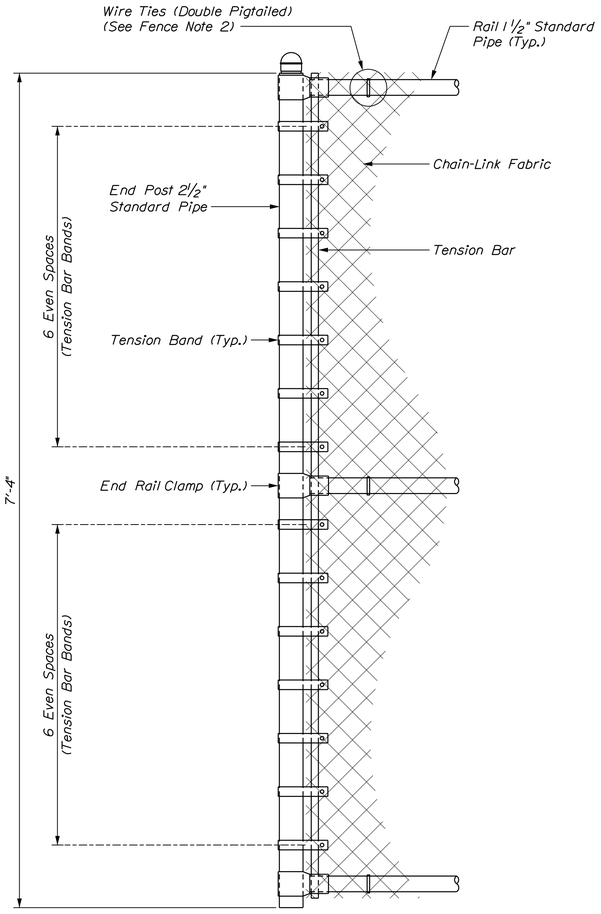
RTE 202/MCRR BRIDGE
CSX RAILWAY
PENOBSCOT COUNTY
HAMPDEN

RAILROAD FENCE DETAILS I

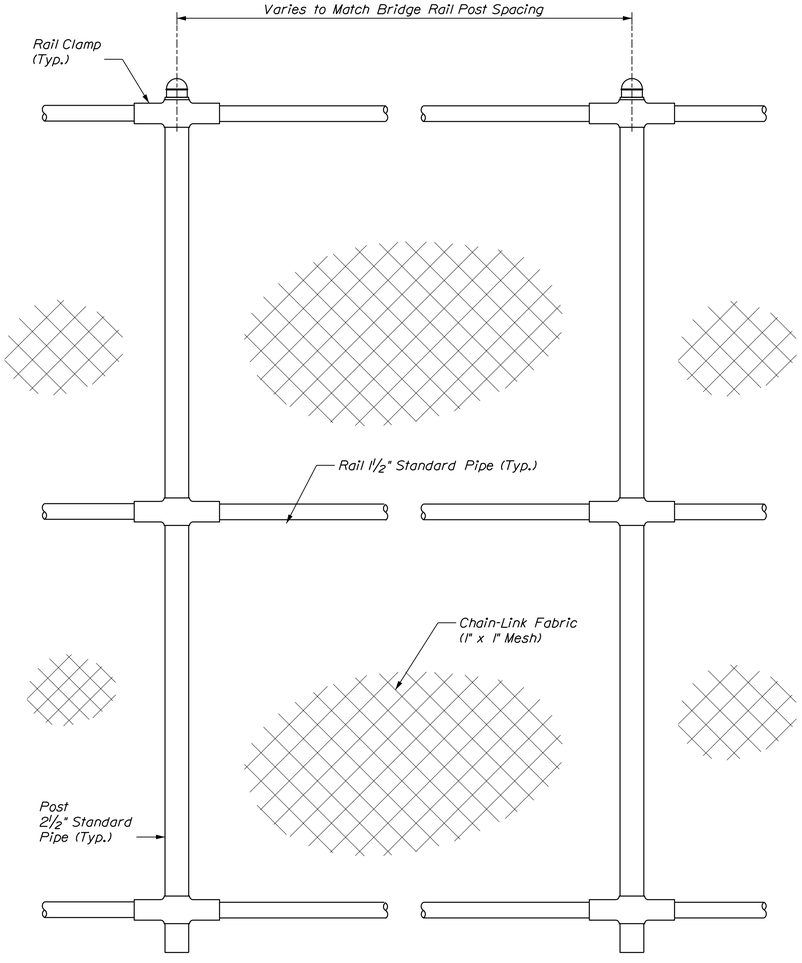
SHEET NUMBER
51
OF 55



CONNECTION DETAIL - SECURITY FENCE



END POST DETAIL - SECURITY FENCE



ELEVATION - SECURITY FENCE

STATE OF MAINE
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RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

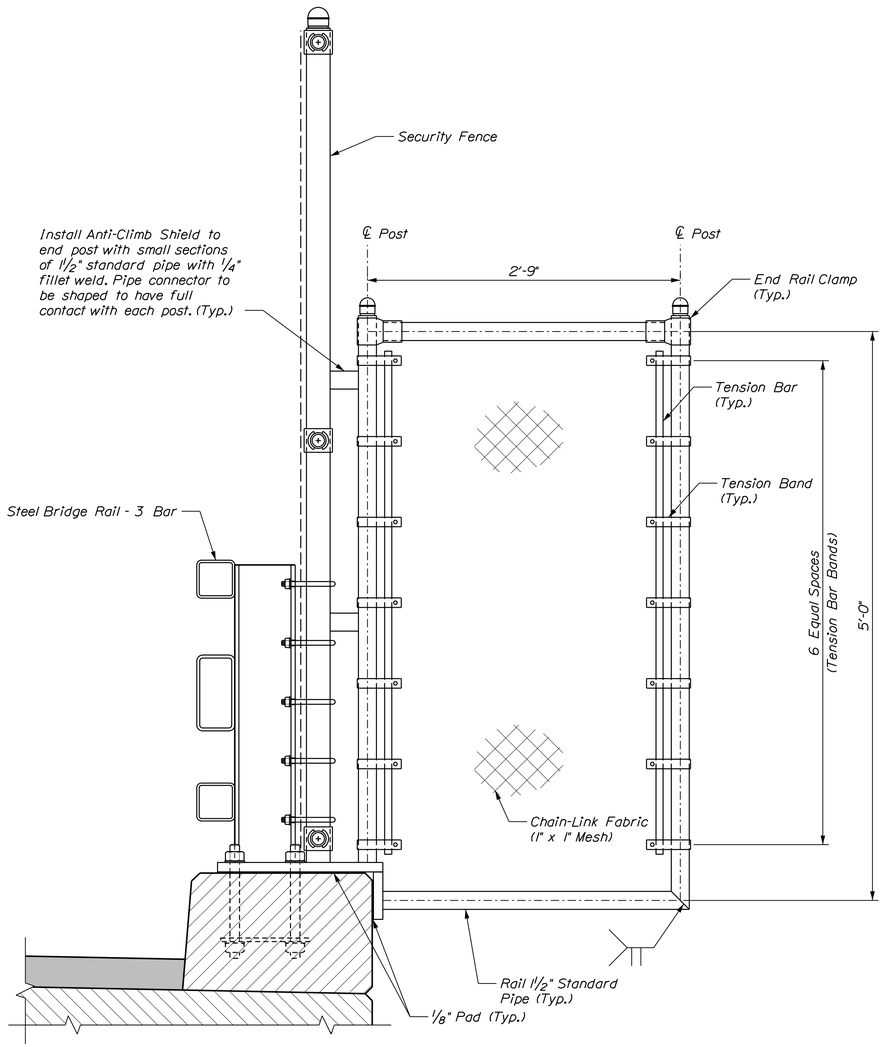
RAILROAD FENCE DETAILS II

SHEET NUMBER

52

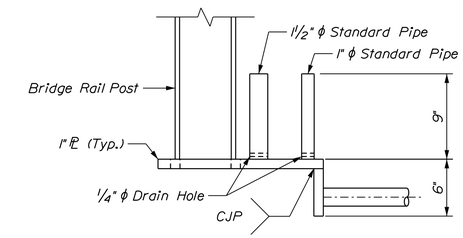
OF 55

Filename: ...\00X_Hampden_Fence Details II.dgn Division: Username: jfitzpatrick Date:8/29/2024



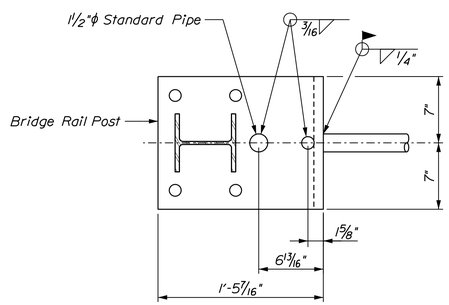
ANTI-CLIMB SHIELD DETAIL

(Installed each end of fence as shown on superstructure plan)



MODIFIED BASE PLATE ELEVATION

(at Anti-Climb Shield)



MODIFIED BASE PLATE DETAIL

(at Anti-Climb Shield)

STATE OF MAINE
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CHECKED-REVIEWED	D. WHITE	B. COLBURN	08-24
DESIGN2-DETAILED2	N. EDMAN	E. MORRISON	08-24
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

RAILROAD FENCE DETAILS III

SHEET NUMBER

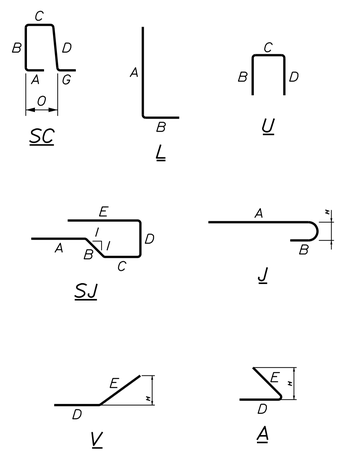
53

OF 55

Filename: ...\00X_Hampden_Fence Details III.dgn Division: Username: jfitzpatrick Date:8/29/2024

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
Approach Slabs (Plain Steel)				Abutment 1 (Low-Carbon Chromium)				Superstructure (Low-Carbon Chromium)														
AS501	32	18'-5"	Approach Slab Transverse	A500c	5	10'-8"	Right Wingwall Curb	S550c	422	5'-8"	SC	10"	1'-4"	1'-4"	1'-4"			10"		1'-5"		Curb Stirrup
AS502	32	26'-3"	Approach Slab Transverse	A501c	5	11'-5"	Left Wingwall Curb																
								Superstructure (Plain Steel)															
AS601	168	15'-0"	Approach Slab Longitudinal	Abutment 1 (Plain Steel)				S550	614	6'-9"	J	6'-2"	7"						6"			Deck Overhang
				A500	6	24'-11"	Backwall Phase 1	S551	49	5'-2"	L	4'-4"	10"									AB 1 Deck End
Superstructure (Low-Carbon Chromium)				A501	6	24'-2"	Backwall Phase 1	S552	49	5'-4"	SJ	2'-0"	1'-0"	1'-6"	10"	0"						AB 1 Deck End
S500c	12	60'-0"	Curb Longitudinal	A502	12	27'-11"	Backwall Phase 2	S553	49	6'-3"	L	5'-8"	7"									AB 2 Deck End
S501c	6	36'-7"	Curb Longitudinal	A503	50	3'-8"	Backwall	S554	49	6'-10"	SJ	2'-0"	7"	3'-8"	7"	0"						AB 2 Deck End
				A504	48	4'-2"	Backwall	S555	24	6'-0"	L	3'-0"	3'-0"									Bridge Drains
S600c	8	58'-6"	Curb Longitudinal	A505	12	10'-8"	Wingwall																
				A506	6	10'-0"	Right Wingwall	Abutment 1 (Low-Carbon Chromium)															
Superstructure (Plain Steel)				A507	6	11'-4"	Left Wingwall	A550c	37	7'-5 1/2"	SJ	2'-3"	2 1/2"	8"	1'-2"	3'-2"						Wingwall Curb Stirrup
S500	196	60'-0"	Deck Longitudinal	A508	43	5'-4"	Wingwall																
S501	98	36'-7"	Deck Longitudinal					Abutment 1 (Plain Steel)															
S502	624	23'-6"	Deck Transverse Phase 1	Abutment 2 (Low-Carbon Chromium)				A550	49	4'-3"	V				2'-9"	1'-6"			1'-1"			Backwall
S503	624	28'-10"	Deck Transverse Phase 2	B500c	5	9'-8"	Right Wingwall	A551	49	10'-0"	U		4'-5"	1'-2"	4'-5"							Backwall
S504	6	1'-4"	AB 1 Deck End	B501c	5	9'-0"	Left Wingwall	A552	6	5'-4"	A				2'-8"	2'-8"			2'-5"			Backwall End
S505	12	9'-1"	AB 1 Deck End					A553	6	5'-4"	V				2'-8"	2'-8"			2'-5"			Backwall End
S506	3	2'-10"	AB 1 Deck End	Abutment 2 (Plain Steel)																			
S507	3	8'-3"	AB 1 Deck End	B500	10	24'-2"	Backwall Phase 1	Abutment 2 (Low-Carbon Chromium)															
				B501	5	28'-9"	Backwall Phase 2	B550c	34	9'-4 1/2"	SJ	3'-2"	2 1/2"	8"	1'-2"	4'-2"						Wingwall Curb Stirrup
S600	94	58'-6"	Deck Longitudinal	B502	5	28'-0"	Backwall Phase 2																
				B503	50	3'-8"	Backwall	Abutment 2 (Plain Steel)															
				B504	48	4'-0"	Backwall	B550	49	4'-1"	V				2'-7"	1'-6"			1'-1"			Backwall
				B505	1	8'-4"	Left Wingwall	B551	50	7'-4"	U		3'-1"	1'-2"	3'-1"							Backwall
				B506	12	9'-0"	Wingwall	B552	5	8'-8"	A				4'-4"	4'-4"			3'-11"			Backwall End
				B507	5	9'-11"	Left Wingwall	B553	5	8'-8"	V				4'-4"	4'-4"			3'-11"			Backwall End
				B508	1	9'-7"	Right Wingwall																
				B509	5	11'-4"	Right Wingwall																
				B510	43	4'-3"	Wingwall																

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.

Plain Reinforcing Steel: ASTM A 615, Grade 60
Stainless Steel Reinforcing: ASTM A955, Grade 75
Glass Fiber Reinforced Polymer: ASTM D7957
Low-Carbon Chromium Steel: ASTM A1035, Type CS, Grade 100

GENERAL NOTES

1. The first digit(s) 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
   Mark "P1404" = bar size #14

2. All reinforcement bars shall be Plain Reinforcing Steel, except in the curbs. Curb reinforcement will be Low-Carbon Chromium Steel as denoted by the lower case letter "c" following the bar number.

   "P510c", c = Low-Carbon Chromium Steel

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.11

BRIDGE NO. 6080

BRIDGE PLANS

PROJ. MANAGER	J. BRASK	BY	DATE
DESIGN-DETAILED	S. LINDSLEY	J. FITZ	08/24
CHECKED-REVIEWED	D. WHITE	B. COLBURN	08/24
DESIGN2-DETAILED2	N. EDMAN	E. MORRISON	08/24
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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DATE

RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN — PENOBSCOT COUNTY

REINFORCING STEEL SCHEDULE

SHEET NUMBER

54

OF 55

Filename: ...\00x_Hampden_Reinforcing Steel Schedule.dgn Username: jfitzpatrick Date:8/29/2024

61

2223'

RR CURVE DATA #1
PI = 2782+04.56
D = 1°35'29.6" Lt.
Δ = 2°48'15.4"
R = 3600.00'
L = 176.20'
T = 88.12'
E = 1.08'

PC = STA. 2781+16.45

℄ CSX Railway

FML-60.579
AAR/DOT 365327G

℄ Brg. Abutment 1
Sta. 175+85.23

℄ Brg. Pier 1
Sta. 176+33.23

℄ Brg. Pier 2
Sta. 176+85.73

℄ Brg. Abutment 2
Sta. 177+33.73

28'-3"

To Hampden

173+00 174+00 175+00 176+00 177+00 178+00 179+00 180+00

N46°21'33.80"E

Bridge No. 6080

ROUTE 202

16'-0"

To Bangor

Existing Face of Pier

U.S. Route 202 Centerline

3057'

STA 176+52.07 Route 202 =
CSX Valuation STA 2781+99.00

55'-0"

99'-0"

44'-0"

PT = STA. 2782+92.64

CSX Transportation R/W

60

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. 2563110

WIN 025631.11

BRIDGE NO. 6080 HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	J. BRASK	
DESIGN-DETAILED	S. LINDSLEY	J. FITZ 08/24
CHECKED-REVIEWED	D. WHITE	B. COLBURN 08/24
DESIGN2-DETAILED2	N. EDMAN	E. MORRISON 08/24
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RTE 202/MCRR BRIDGE
CSX RAILWAY
HAMPDEN PENOBSCOT COUNTY

RAILROAD INFORMATION

SHEET NUMBER

55

OF 55