

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 Modified for Strength I

MATERIALS

Concrete:
Deck & Curbs _____ Class "A1"
All Other _____ Class "A"
Reinforcing:
Plain Reinforcing Steel _____ ASTM A615, Grade 60
Low-Carbon Chromium _____ ASTM A1035, Type CS, Grade 100
Structural Steel:
All Material (except as noted) _____ ASTM A709, Grade 50W (unpainted)
High Strength Bolts _____ ASTM F3125, Grade A325, Type 3

BASIC DESIGN STRESSES

Concrete:
Class "A" & "A1" _____ f'c = 4,000 psi
Reinforcing:
Plain Reinforcing Steel _____ f y = 60,000 psi
Low-Carbon Chromium _____ f y = 100,000 psi
Structural Steel:
ASTM A709, Grade 50W _____ F y = 50,000 psi
ASTM F3125, Grade A325, Type 3 _____ F μ = 120,000 psi

HOWLAND
PENOBSCOT COUNTY
I95SB OVER SEBOEIS RD BRIDGE
OVER
NORTH HOWLAND ROAD
INTERSTATE 95 SOUTHBOUND
FEDERAL AID PROJECT NO. 2608700
BRIDGE NO. 6070

LIST OF DRAWINGS

Title Sheet	1
Estimated Quantities	2
General Notes	3
General Plans	4
Profile - I-95 SB	5
Profile - North Howland Road	6
Typical Sections	7
Cross Sections	8-18
Abutment Modifications	19-23
Wingwall Modifications	24-25
Pier Modifications	26-27
Bearing Details	28-29
Framing Plan & Girder Elevation	30
Camber & Stress Diagrams	31
Structural Steel Details	32
Superstructure Plan	33
Transverse Section	34
Deck Reinforcing	35
Superstructure Details	36
Reinforcing Steel Schedule	37
Staged Construction	38
Traffic Control Plans	39-46

UTILITIES

Versant Power
Charter Communications
GoNetspeed

TRAFFIC DATA

	Interstate 95 Southbound	North Howland Road
Current (2023) AADT	4520	520
Future (2043) AADT	4970	570
DHV - % of AADT	11%	13%
Design Hour Volume	547	74
Heavy Trucks (% of AADT)	22%	6%
Heavy Trucks (% of DHV)	11%	2%
Directional Distribution (% of DHV)	100%	57%
18 kip Equivalent P 2.0	1890	16
18 kip Equivalent P 2.5	1800	16
Design Speed (mph)	75 MPH	45 MPH

MAINTENANCE OF TRAFFIC

North Howland Road - Staged construction with alternating one-way traffic using temporary traffic signals.

BR 6070 - Staged Construction - Maintain One Lane of Interstate 95 Southbound Thru Traffic.

PROJECT LOCATION	I95SB OVER SEBOEIS RD BRIDGE (6070) OVER NORTH HOWLAND ROAD LOCATED 2.2 MILES NORTH OF ROUTE 155 (EXIT 217)
OUTLINE OF WORK	BRIDGE SUPERSTRUCTURE REPLACEMENT

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>		6-1-26
CHIEF ENGINEER: <i>[Signature]</i>		6-3-2026

SIGNATURE	P.E. NUMBER	DATE
<i>[Signature]</i>	18476	5/21/2026

PROJECT INFORMATION	BRIDGE PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
	CHARLES GUY	DANIEL WHITE	MC FARLAND JOHNSON, INC				

HOWLAND I95SB OVER SEBOEIS RD BRIDGE	TITLE SHEET
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SHEET NUMBER
1
OF 46

ESTIMATED QUANTITIES			
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT
202.10	REMOVE EXISTING SUPERSTRUCTURE PROPERTY OF CONTRACTOR (190 CY)	1	LS
202.121	REMOVE EXISTING CONCRETE (90 CY)	1	LS
202.13	REMOVE EXISTING RAILINGS (RETAINED BY DEPARTMENT)	270	LF
202.202	REMOVING PAVEMENT SURFACE	1400	SY
202.205	RUMBLE STRIPS - SHOULDER	460	LF
203.20	COMMON EXCAVATION	1800	CY
203.24	COMMON BORROW	20	CY
203.25	GRANULAR BORROW	79	CY
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES, PLAN QUANTITY	88	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	1500	CY
403.2081	HOT MIX ASPHALT - 12.5 MM (POLYMER MODIFIED)	300	T
403.2131	HOT MIX ASPHALT - 12.5 MM (BASE AND INTERMEDIATE COURSE, POLYMER MODIFIED)	490	T
409.15	BITUMINOUS TACK COAT, APPLIED	430	G
502.219	STRUCTURAL CONCRETE, ABUTMENTS & RETAINING WALLS (47 CY)	1	LS
502.239	STRUCTURAL CONCRETE PIERS (11 CY)	1	LS
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON STEEL BRIDGES (170 CY)	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLAB (33 CY)	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS (19 CY)	1	LS
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	5350	LB
503.13	REINFORCING STEEL, PLACING	5350	LB
503.17	MECHANICAL/WELDED SPLICE	36	EA
503.19	LOW-CARBON CHROMIUM REINFORCEMENT, FABRICATED AND DELIVERED	68700	LB
503.20	LOW-CARBON CHROMIUM REINFORCEMENT, PLACING	68700	LB
504.702	STRUCTURAL STEEL FABRICATED AND DELIVERED, WELDED (105900 LB)	1	LS
504.71	STRUCTURAL STEEL ERECTION (105900 LB)	1	LS
505.08	SHEAR CONNECTORS (5943 EA)	1	LS
507.0821	STEEL BRIDGE RAILING, 3 BAR (280 LF)	1	LS
507.0822	STEEL APPROACH RAILING: 3-BAR	4	EA
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE (670 SY)	1	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (490 SY)	1	LS
518.60	REPAIR OF VERTICAL SURFACES < 8 IN.	18	SF
518.61	REPAIR OF VERTICAL SURFACES ≥ 8 IN.	1	CY
519.60	EXPANSION DEVICE - ASPHALTIC PLUG JOINT	45	LF
520.22	EXPANSION DEVICE - COMPRESSION SEAL	1	EA
523.52	BEARING INSTALLATION	28	EA
523.5401	LAMINATED ELASTOMERIC BEARINGS, FIXED	7	EA
523.5402	LAMINATED ELASTOMERIC BEARINGS, EXPANSION	21	EA
524.301	TEMPORARY STRUCTURAL SUPPORT	1	LS
524.40	PROTECTIVE SHIELD	1	LS
526.301	PORTABLE CONCRETE BARRIER, TYPE I (962.5 LF)	1	LS
526.305	TEMPORARY CONCRETE BARRIER, BRACED TYPE I (187.5 LF)	1	LS
527.33	TRUCK MOUNTED ATTENUATOR	1	EA
527.34	WORK ZONE CRASH CUSHIONS	3	UN
603.199	24" CULV PIPE OPTION III	140	LF
606.1301	31" W-BEAM GUARDRAIL, MID-WAY SPLICE-SINGLE FACED	925	LF
606.1305	31" W-BEAM GUARDRAIL, MID-WAY SPLCE FLARED TERMINAL	3	EA
606.1306	31" W-BM GR, MD-WY SPLC TANGENT TERM	1	EA
606.1721	BRIDGE TRANSITION - TYPE 1	4	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	30	EA
607.183	CHAIN LINK SNOW FENCE 33 INCH (96 LF)	1	LS
610.08	PLAIN RIPRAP	25	CY
613.319	EROSION CONTROL BLANKET	870	SY
615.07	LOAM	57	CY
618.14	SEEDING METHOD NUMBER 2	10	UN
619.12	MULCH	10	UN
619.14	EROSION CONTROL MIX	57	CY
620.58	EROSION CONTROL GEOTEXTILE	250	SY
627.30	GROOVING FOR PAVEMENT MARKING	420	SF
627.511	TEMPORARY PAVEMENT LINE TAPE, YELLOW OR WHITE	44	SF
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	2500	LF
627.744	6" WHITE OR YELLOW PAINTED PAVE MRK LINE	830	LF
627.77	REMOVING EXISTING PAVEMENT MARKING	4250	SF
627.78	TEMPORARY 4" PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	1500	LF
627.781	TEMP 6" PAINT PVMT MARK LINE, W OR Y	4950	LF

ESTIMATED QUANTITIES			
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT
629.05	HAND LABOR, STRAIGHT TIME	25	HR
631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	25	HR
631.11	AIR TOOL (INCLUDING OPERATOR)	25	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	25	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	25	HR
631.22	FRONT END LOADER (INCLUDING OPERATOR)	25	HR
639.19	FIELD OFFICE TYPE B	1	EA
643.72	TEMPORARY TRAFFIC SIGNAL	1	LS
652.30	FLASHING ARROW	1	EA
652.312	TYPE III BARRICADE	11	EA
652.33	DRUM	93	EA
652.34	CONE	10	EA
652.35	CONSTRUCTION SIGNS	400	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1	LS
652.38	FLAGGERS	400	HR
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	3	EA
652.45	AUTOMATED TRAILER MOUNT SPEED LIMIT SIGN	1	UN
656.75	TEMPORARY SOIL EROSION & WATER POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2608700
WIN 26087.00

195SB OVER SEBOEIS RD BRIDGE NO. 6070
CROSSING NORTH HOWLAND ROAD
HOWLAND

ESTIMATED QUANTITIES

SHEET NUMBER
2
OF 46

REVISIONS
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN-2-DETAILED2
DESIGN-3-DETAILED3
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

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

CHARLES GUY
S. LINDSEY
D. WHITE
J. FITZ
BY
E. MORRISON
T. WAT/BR
J. FITZ
DATE
05-26
05-26
05-26
SIGNATURE
P.E. NUMBER
DATE

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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.

3. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.

4. Existing signs within the Project limits shall be removed and reset as directed by the Resident. Payment for removal and reinstallation of existing signs will be considered incidental to the Contract. No separate payment will be made.

5. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.

6. In areas where the Resident directs the Contractor not to excavate to the subgrade line shown on the Plans, payment for removing existing pavement, grubbing, shaping, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items.

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

10. 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.

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

All exposed surfaces of concrete curbs,
Fascias down to the drip notch,
Top of abutment backwalls and wingwalls,
To one foot below the top of backwalls and wingwalls on the back side,
All exposed horizontal faces of abutments and piers, and
All exposed vertical faces of abutments and piers.

12. Project information referred to below may be accessed at the following MaineDOT web address:
<https://www.maine.gov/dot/doing-business/bid-opportunities/>

13. 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.

14. 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.

15. The Contractor shall submit Bridge Demolition Plans 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 deck, portions of abutments and wingwalls, and identified diaphragms and bearings. No work related to the removal of the bridge deck 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.

16. 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 bridge superstructure. 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 bridge 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 bridge components will be considered incidental to related Contract Items.

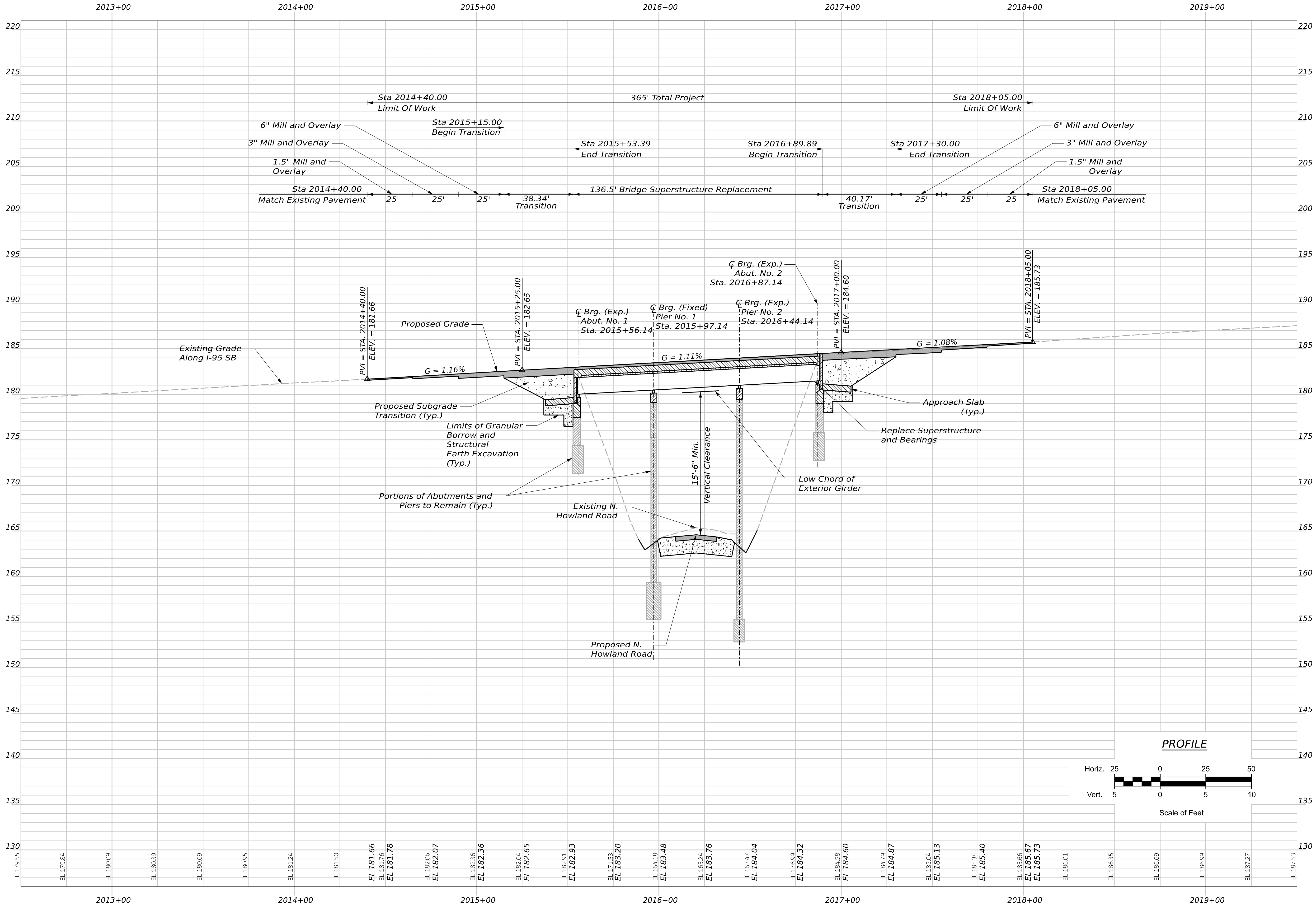
17. All existing delineators and mile marker posts on Interstate 95 which are impacted shall be removed and reset. Payment for removing and resetting delineators and mile marker posts shall be incidental to the Contract.

18. Relocating existing ground mounted signs during traffic control phasing will not be directly measured for payment; payment shall be considered incidental to related various Contract Items. Signs temporarily relocated within 30' of an active travel way shall have breakaway devices or be protected with portable concrete barrier. Temporary sign supports shall meet the requirements of Specification Section 652.

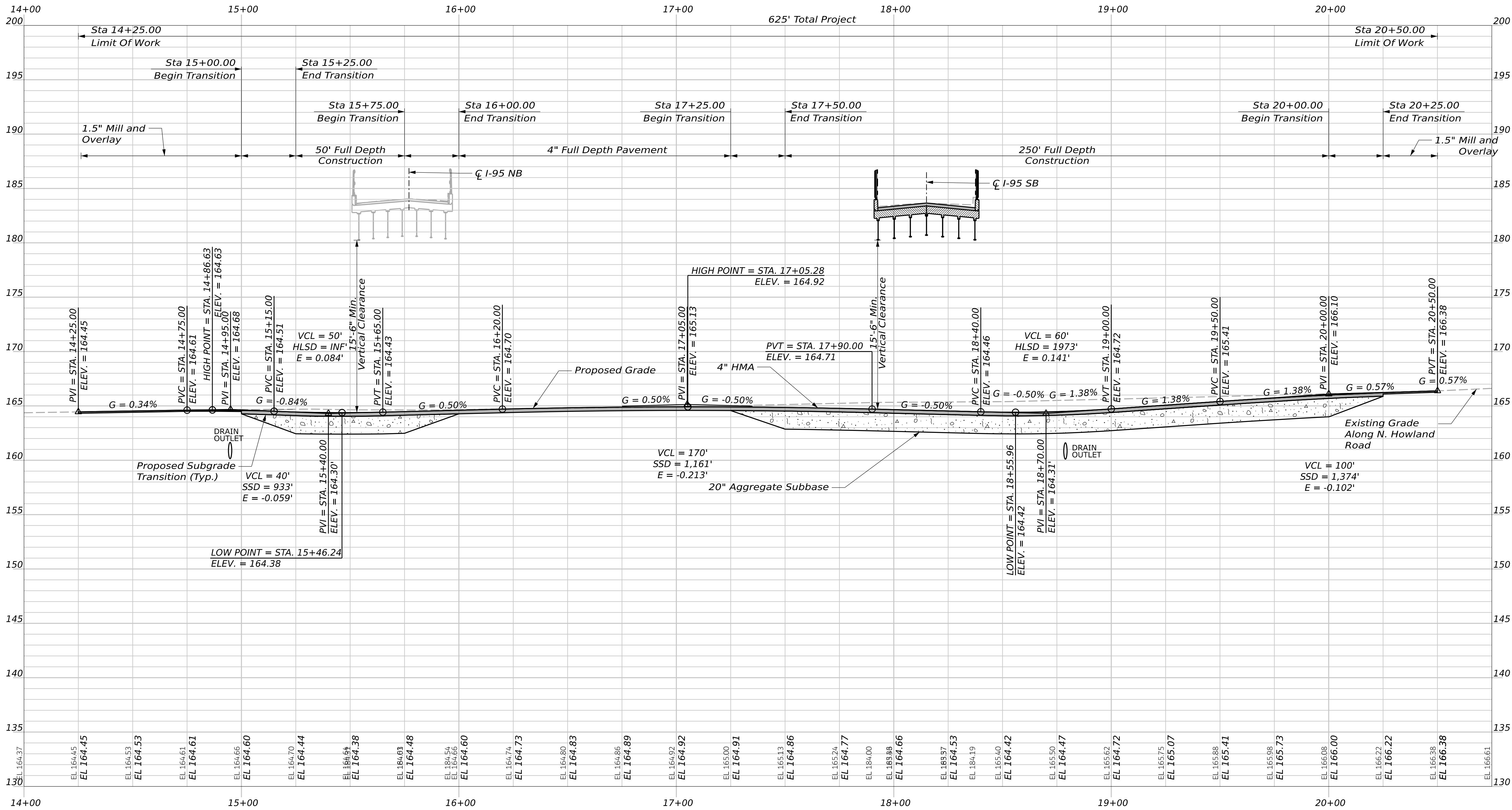
19. Payment for connections of proposed guardrail to existing guardrail will be considered incidental to related Contract Items.

20. The Resident shall be informed a minimum of two weeks prior to the removal of any survey monuments from the Project. Monuments shall be carefully salvaged by the Contractor and will remain the property of the Department.

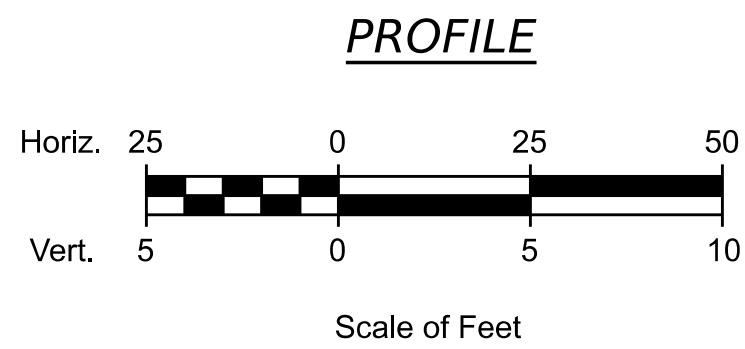
21. Inlets and outlets of all culverts shall be rippedrap unless otherwise noted on the Plans or directed by the Resident.
- | | | | |
|---|--|------------------------------|--|
| STATE OF MAINE | | DEPARTMENT OF TRANSPORTATION | |
| Federal Project No. 2608700 | | WIN 26087.00 | |
| 195SB OVER SEBOEIS RD BRIDGE NO. 6070
CROSSING NORTH HOWLAND ROAD
HOWLAND | | GENERAL NOTES | |
| SHEET NUMBER | | 3 | |
| | | OF 46 | |
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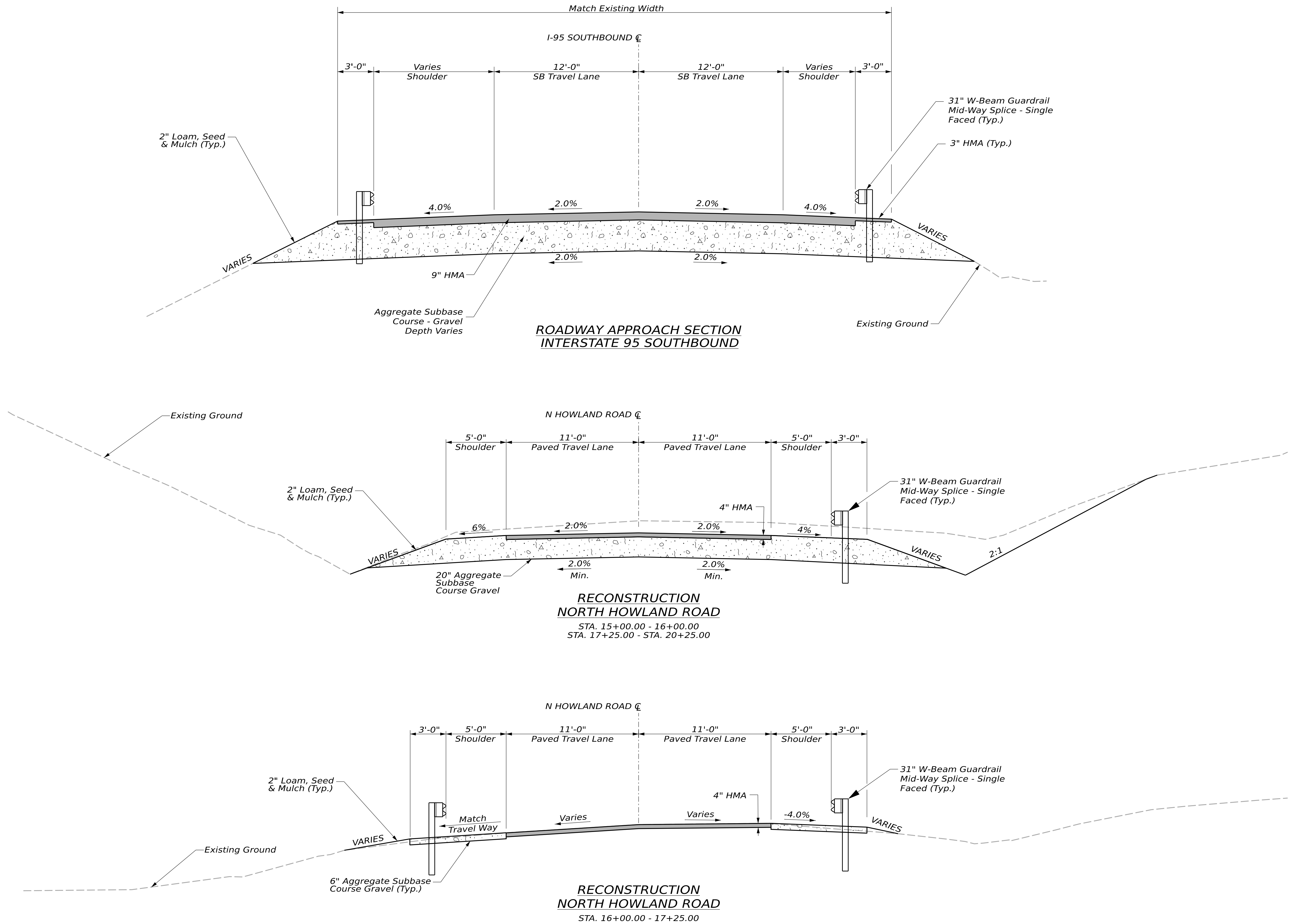
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		Federal Project No. 2608700		WIN 26087.00	
195SB OVER SEBOEIS RD BRIDGE NO. 6070 CROSSING NORTH HOWLAND ROAD HOWLAND		PROFILE INTERSTATE 95 SOUTHBOUND		SHEET NUMBER 5 OF 46	
PROJ. MANAGER	CHARLES GUY	BY	DATE	SIGNATURE	P.E. NUMBER
DESIGN-DETAILED	S. LINDSLEY	DESIGNED	05-26		
CHECKED-REVIEWED	D. WHITE	TWO/ERC	05-26		
DESIGN-DETAILED	J. PITE	J. PITE	05-26		
DESIGN-DETAILED	D.3				
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					



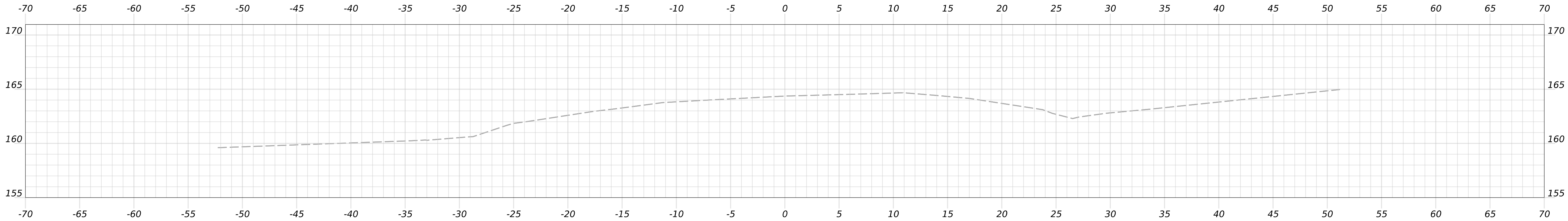
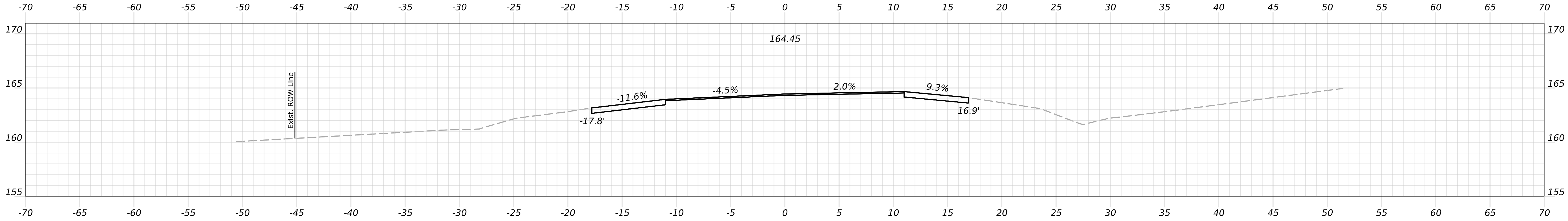
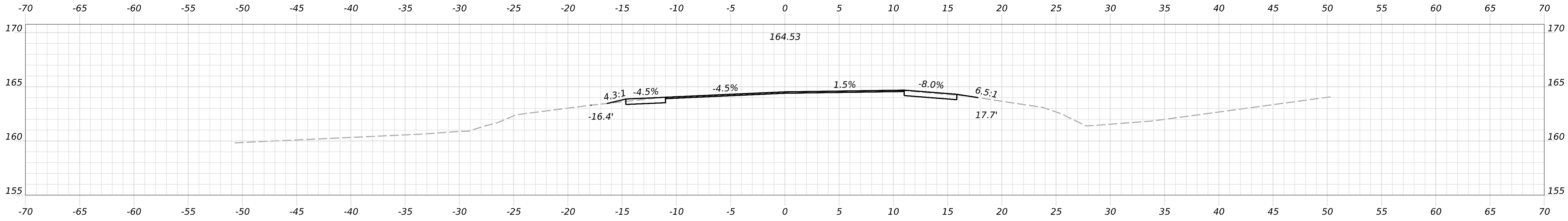
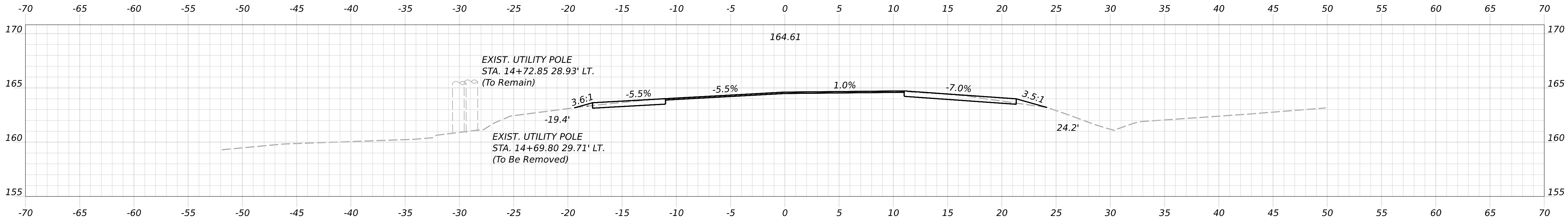
PROFILE
N HOWLAND ROAD



195SB OVER SEBOEIS RD BRIDGE NO. 6070 CROSSING NORTH HOWLAND ROAD HOWLAND				PROJ. MANAGER				CHARLES GUY	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION Federal Project No. 2608700 WIN 26087.00
PROFILE NORTH HOWLAND ROAD				DESIGN-DETAILED				S. LINDSLEY	05-26	SIGNATURE	
				CHECKED-REVIEWED				D. WHITE	TWM/BRG		
				DESIGN-2-DETAILED2				J. RITZ	05-26		
				DESIGN-3-DETAILED3							
				REVISIONS 1							
				REVISIONS 2						DATE	
				REVISIONS 3							
				REVISIONS 4							
				FIELD CHANGES							



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		Federal Project No. 2608700		WIN 26087.00	
I95SB OVER SEBOEIS RD BRIDGE NO. 6070		CROSSING NORTH HOWLAND ROAD		HOWLAND		TYPICAL SECTIONS	
SHEET NUMBER		7		OF		46	
PROJ. MANAGER	CHARLES GUY	BY	DATE	SIGNATURE	P.E. NUMBER	DATE	
DESIGN-DETAILED	S LINDSLEY	E MORRISON	05/26				
CHECKED-REVIEWED	D WHITE	TWY/EPIC	05/26				
DESIGN-DETAILED	J RTE	J RTE	05/26				
DESIGN-DETAILED							
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4							



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2608700

WIN 26087.00

195SB OVER SEBOEIS RD BRIDGE NO. 6070
CROSSING NOERTH HOWLAND ROAD
HOWLAND

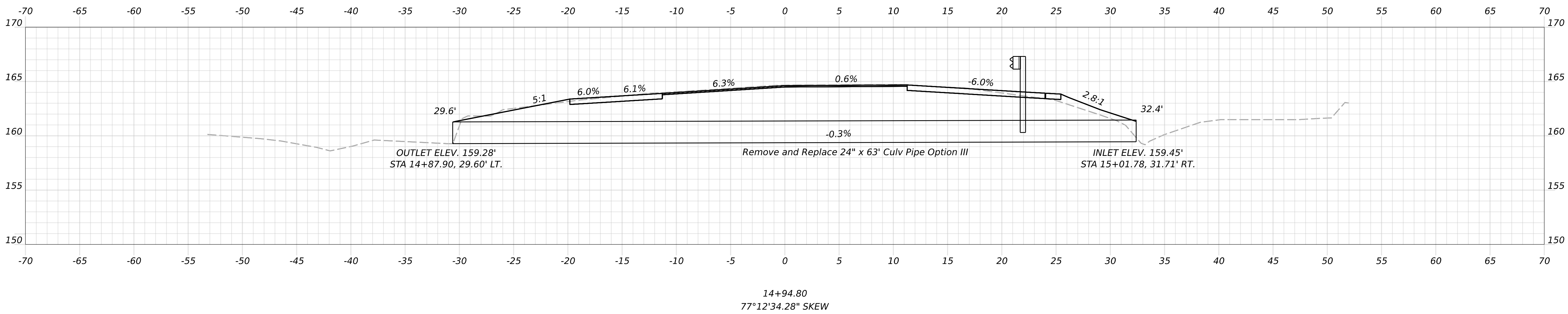
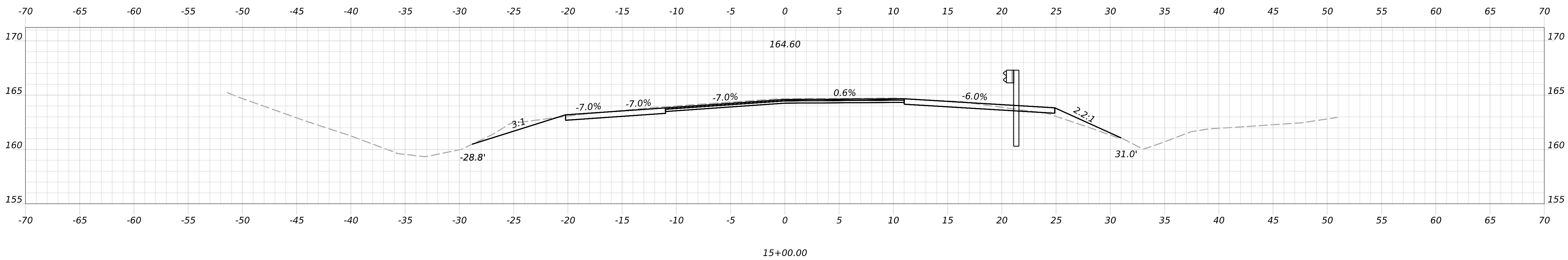
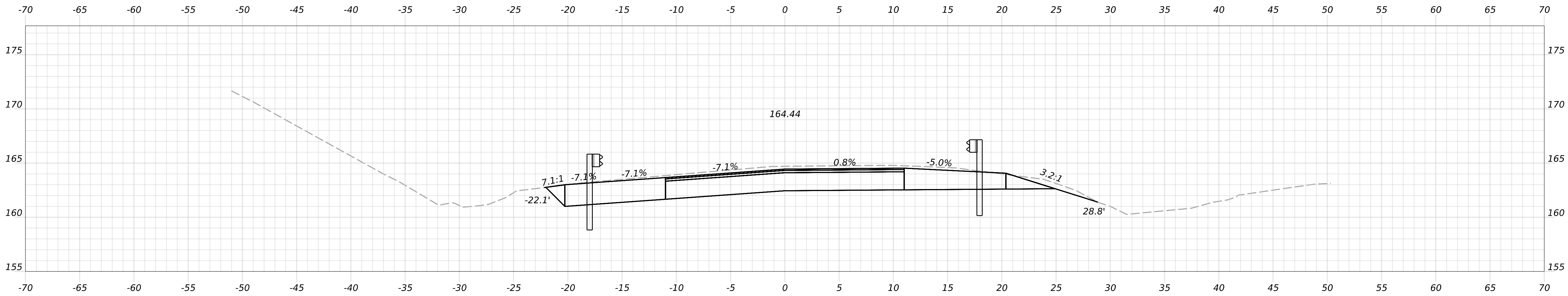
CROSS SECTIONS
NORTH HOWLAND ROAD

SHEET NUMBER

8

OF 46

PROJ. MANAGER	BY	DATE	SIGNATURE
DESIGN-DETAILED	E. MORRISON	05-26	
CHECKED-REVIEWED	D. WHITE	05-26	
DESIGN-DETAILED2	J. FITZ	05-26	P.E. NUMBER
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			DATE
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2608700

WIN 26087.00

PROJ. MANAGER	DESIGN-DETAILED	BY	DATE
CHECKED-REVIEWED	S. LINDSLEY	E. MORRISON	05-26
DESIGN-DETAILED	D. WHITE	T.W. BPC	05-26
DESIGN-DETAILED	J. PITE	J. PITE	05-26
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

195SB OVER SEBOEIS RD BRIDGE NO. 6070
CROSSING NOERTH HOWLAND ROAD

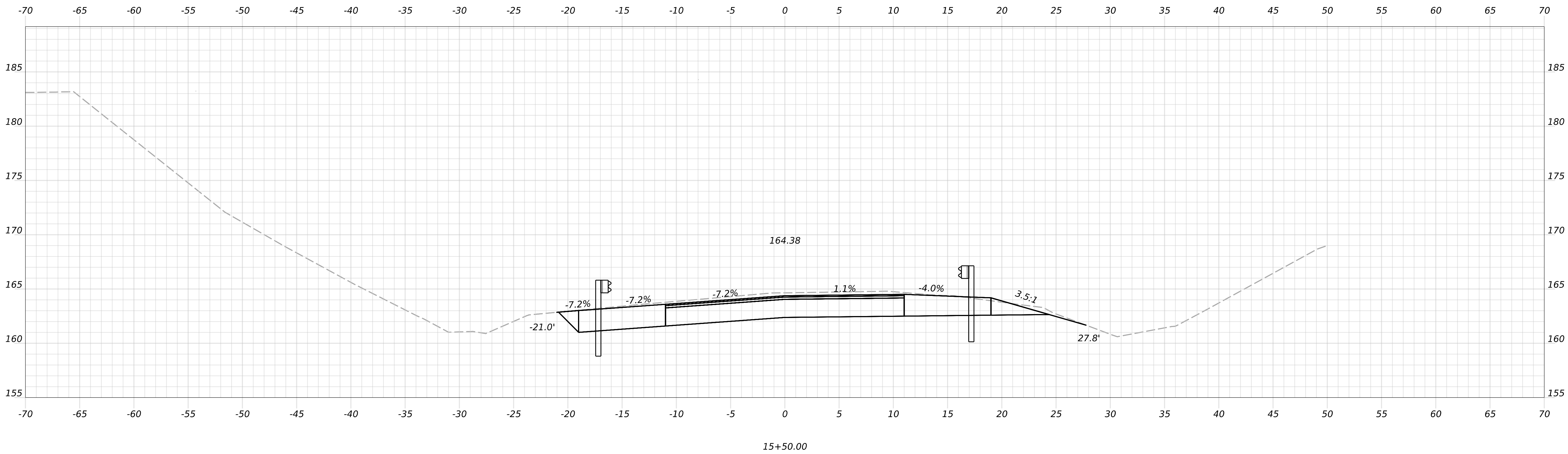
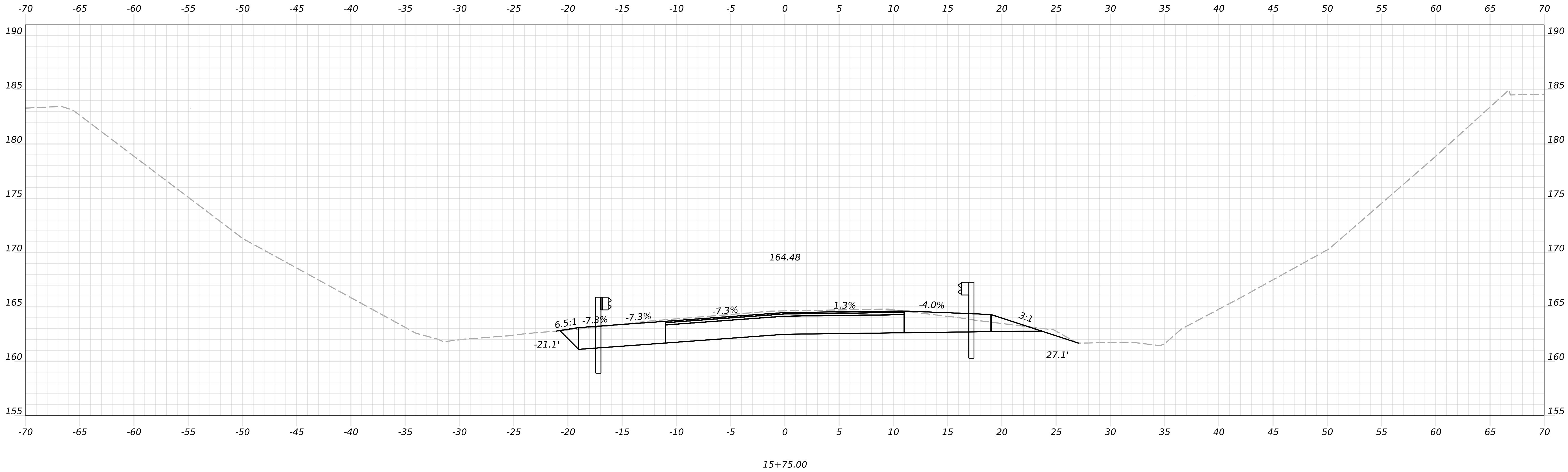
HOWLAND

CROSS SECTIONS
NORTH HOWLAND ROAD

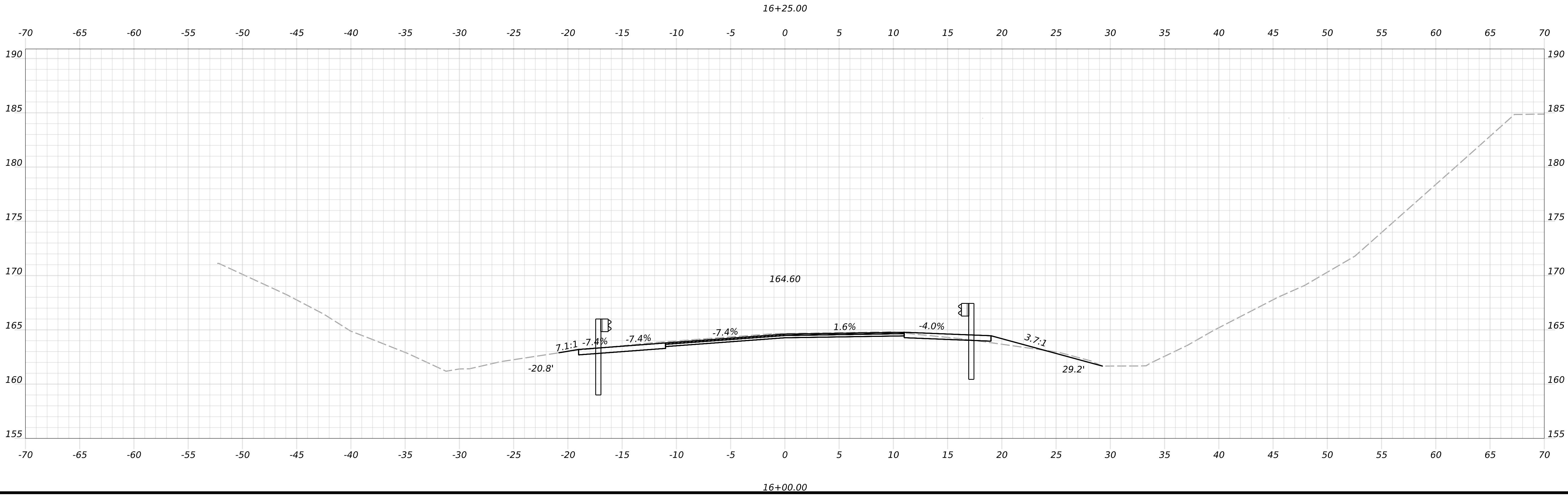
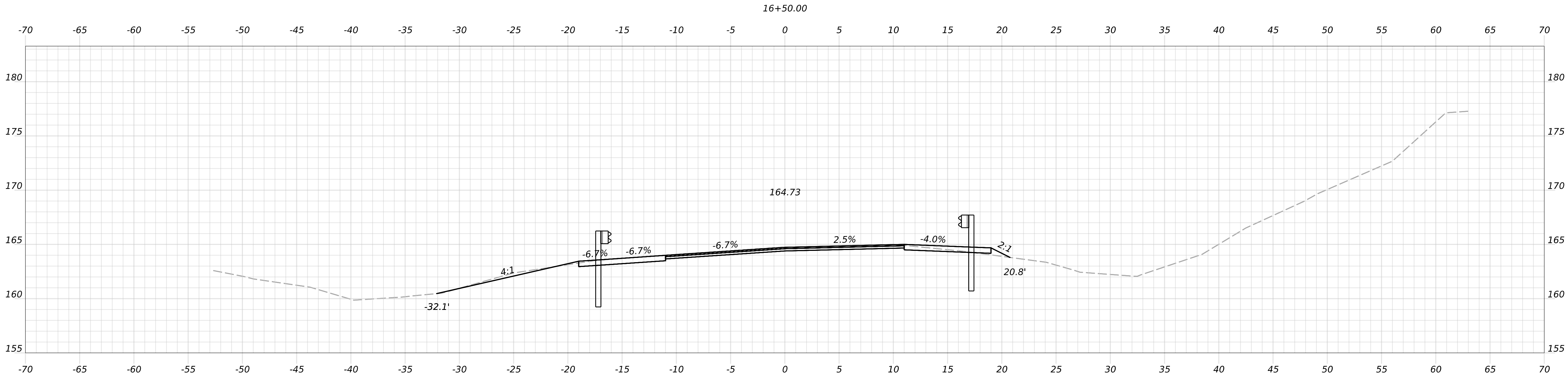
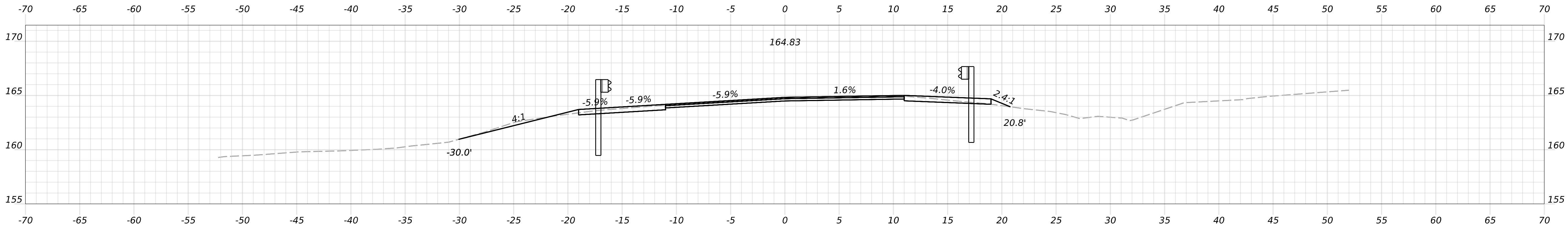
SHEET NUMBER

9

OF 46



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	Federal Project No. 2608700		WIN 26087.00	
	1955B OVER SEBOEIS RD BRIDGE NO. 6070 CROSSING NOERTH HOWLAND ROAD HOWLAND			
	CROSS SECTIONS NORTH HOWLAND ROAD			
SHEET NUMBER 10 OF 46				



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2608700

WIN 26087.00

195SB OVER SEBOEIS RD BRIDGE NO. 6070
CROSSING NOERTH HOWLAND ROAD
HOWLAND

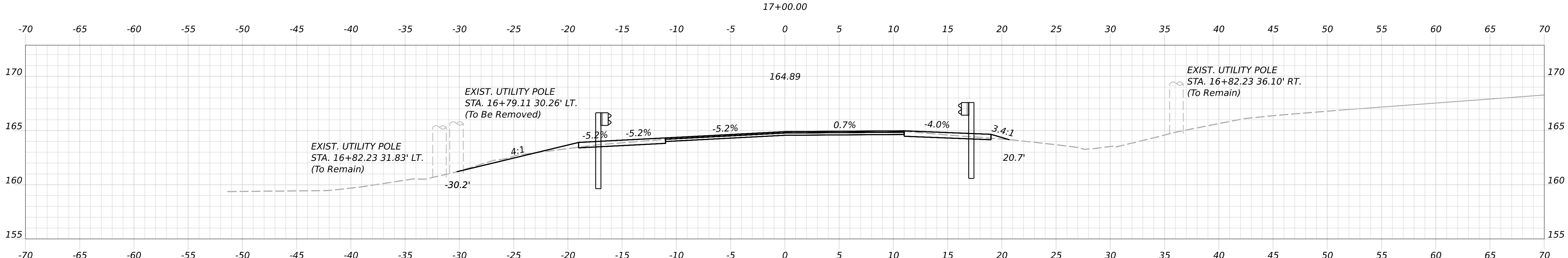
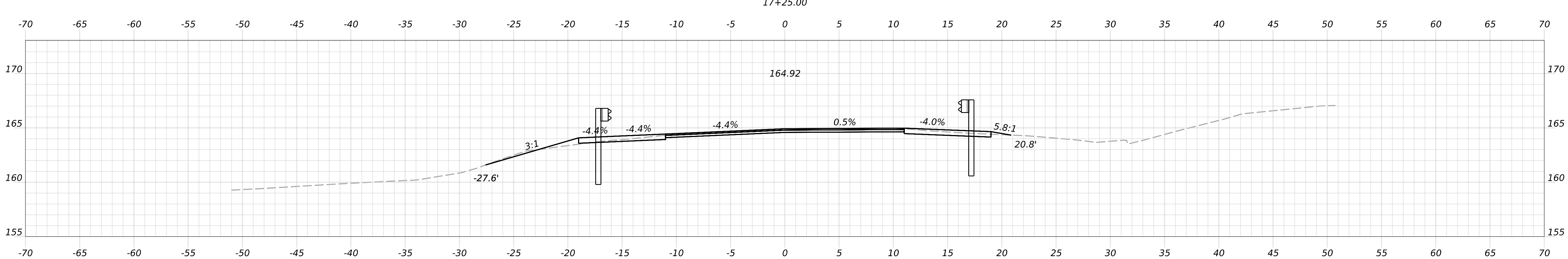
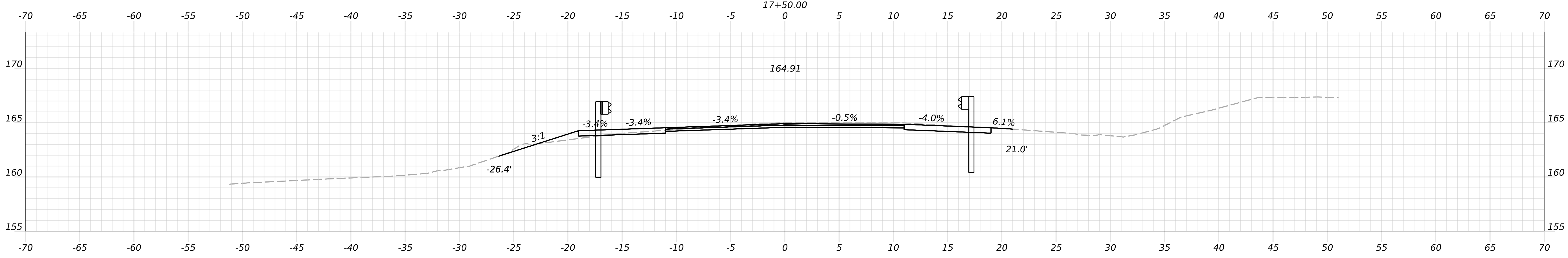
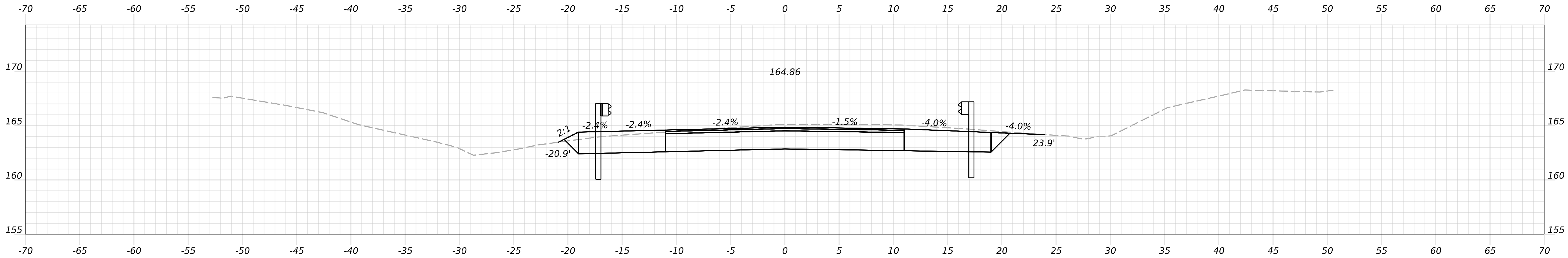
CROSS SECTIONS
NORTH HOWLAND ROAD

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	E. MORRISON	05-26			
CHECKED-REVIEWED	D. WHITE	05-26			
DESIGN-DETAILED	J. FITE	05-26	P.E. NUMBER	DATE	DATE
DESIGN-DETAILED	J. FITE	05-26			
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

SHEET NUMBER

11

OF 46



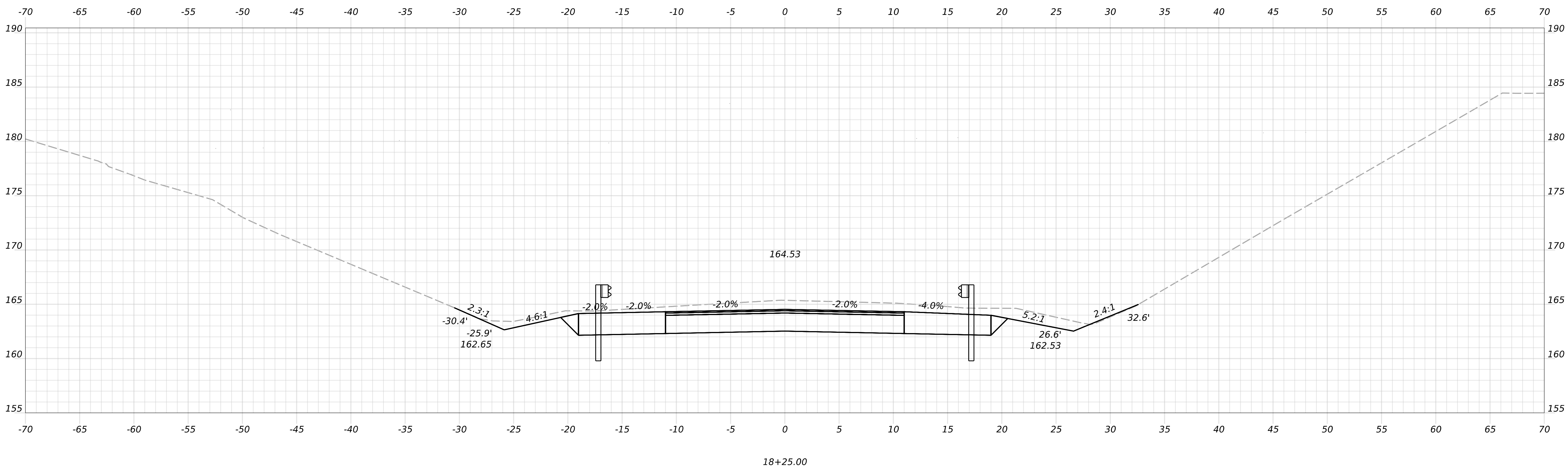
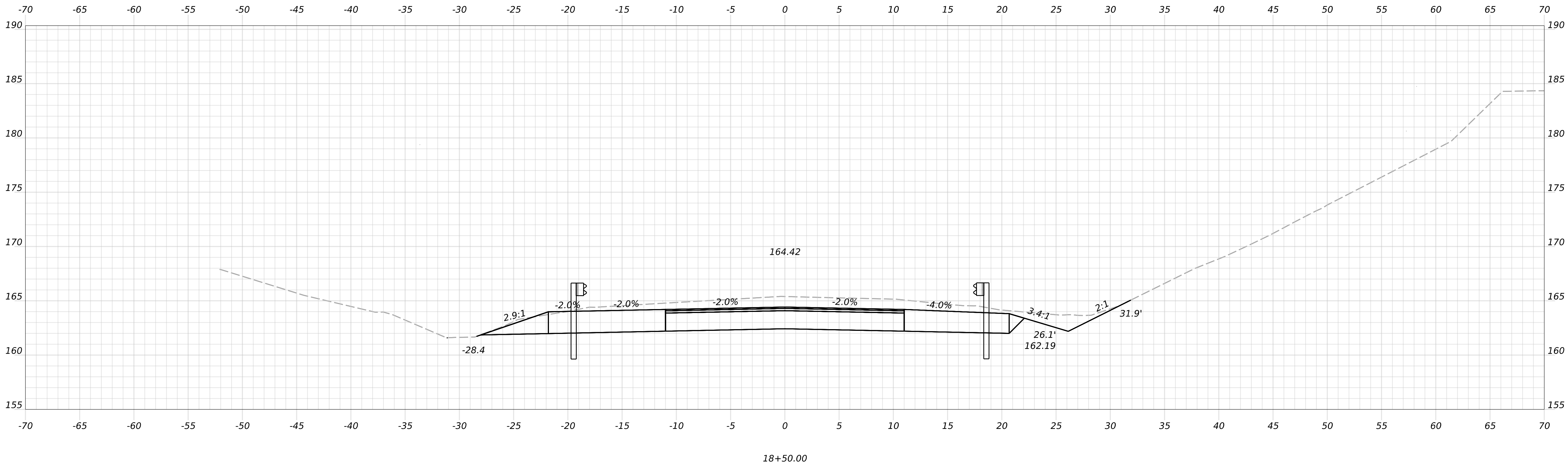
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2608700
WIN 26087.00

195SB OVER SEBOEIS RD BRIDGE NO. 6070
CROSSING NOERTH HOWLAND ROAD
HOWLAND

CROSS SECTIONS
NORTH HOWLAND ROAD

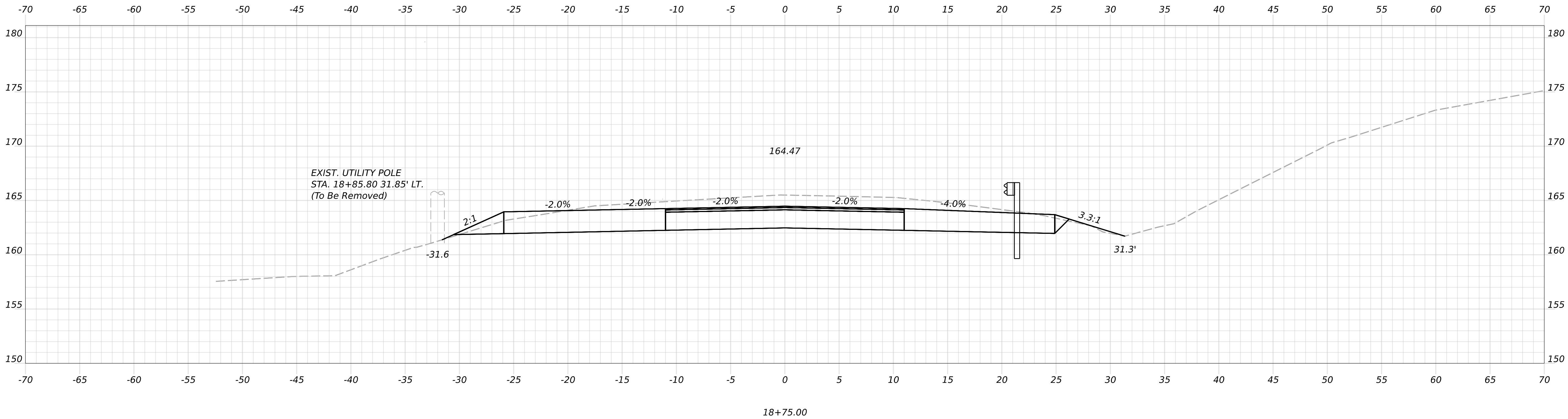
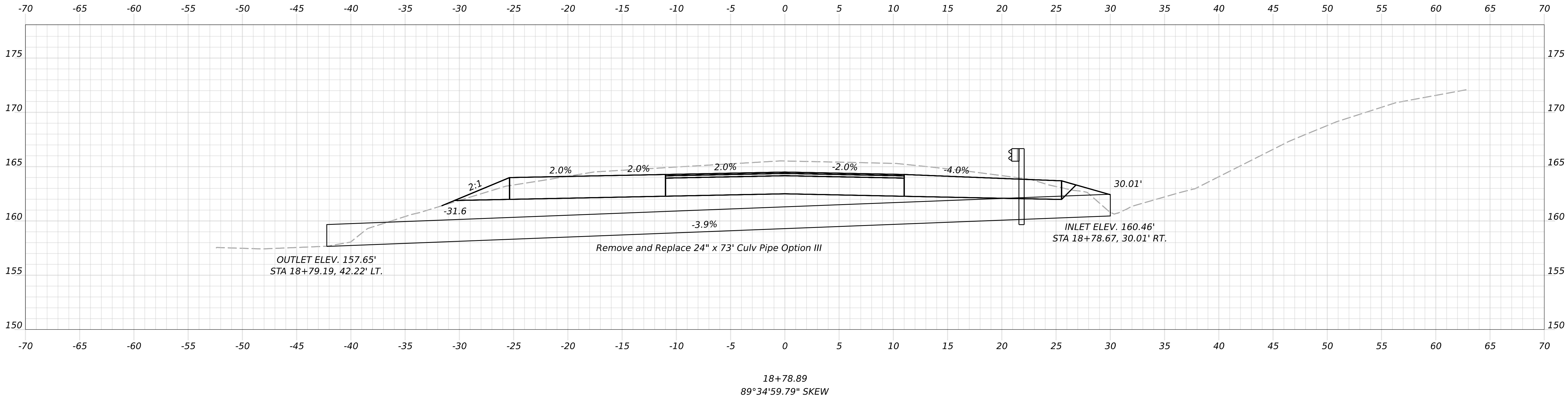
SHEET NUMBER
12
OF 46

DATE
P.E. NUMBER
SIGNATURE

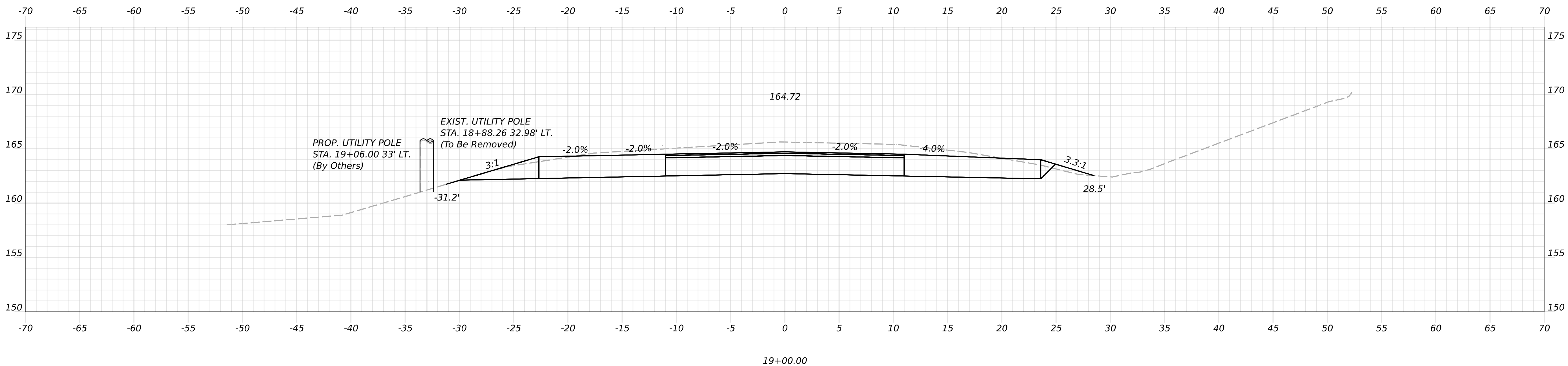
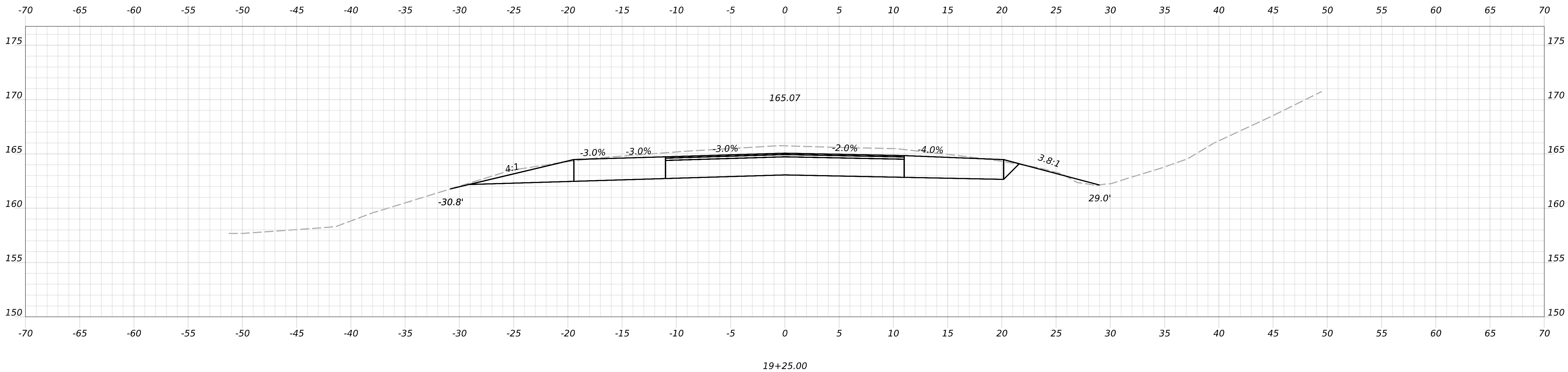
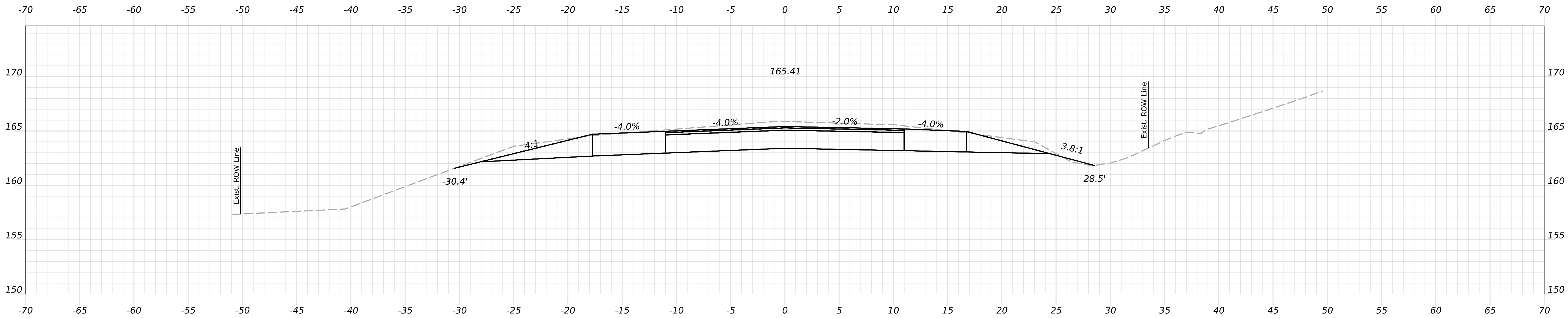


STATE OF MAINE DEPARTMENT OF TRANSPORTATION	Federal Project No. 2608700			
	WIN 26087.00			
	CROSS SECTIONS NORTH HOWLAND ROAD			
195SB OVER SEBOEIS RD BRIDGE NO. 6070 CROSSING NOERTH HOWLAND ROAD HOWLAND		SHEET NUMBER 14 OF 46		

PROJ. MANAGER	BY	DATE	SIGNATURE
DESIGN-DETAILED	E MORRISON	05/26	
CHECKED-REVIEWED	D WHITE	05/26	
DESIGN-DETAILED	J FITE	05/26	
DESIGN-DETAILED			P.E. NUMBER
REVISIONS 1			DATE
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SIGNATURE				
	Federal Project No. 2608700				
	WIN 26087.00				
				DATE	05-26
				BY	E MORRISON
				PROJ. MANAGER	S LINDSLEY
				CHECKED-REVIEWED	D WHITE
				DESIGNED-DETAILED	J FITZ
CROSS SECTIONS NORTH HOWLAND ROAD				P.E. NUMBER	
				DATE	
				REVISIONS 1	
				REVISIONS 2	
				REVISIONS 3	
SHEET NUMBER 15 OF 46				FIELD CHANGES	
				REVISIONS 4	
				REVISIONS 5	
				REVISIONS 6	
				REVISIONS 7	



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2608700

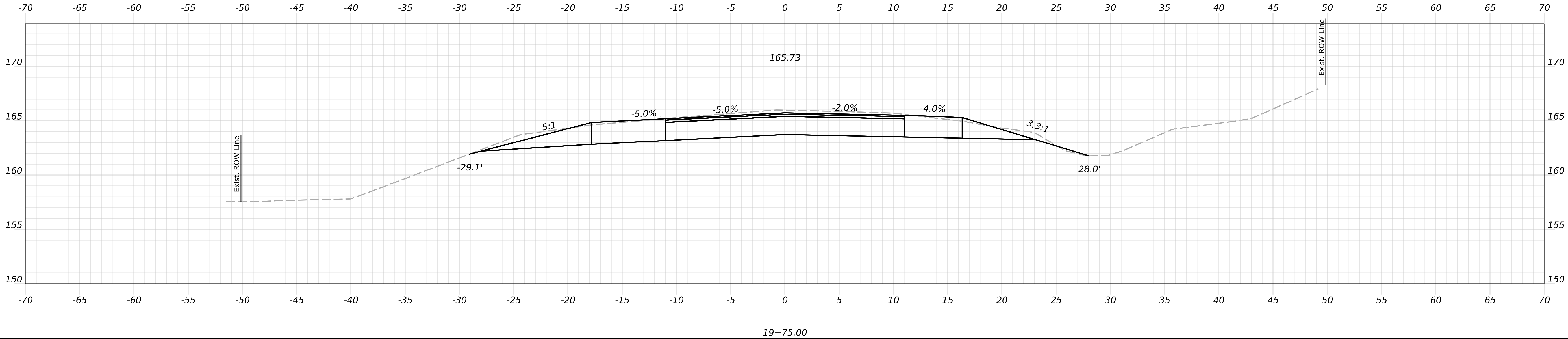
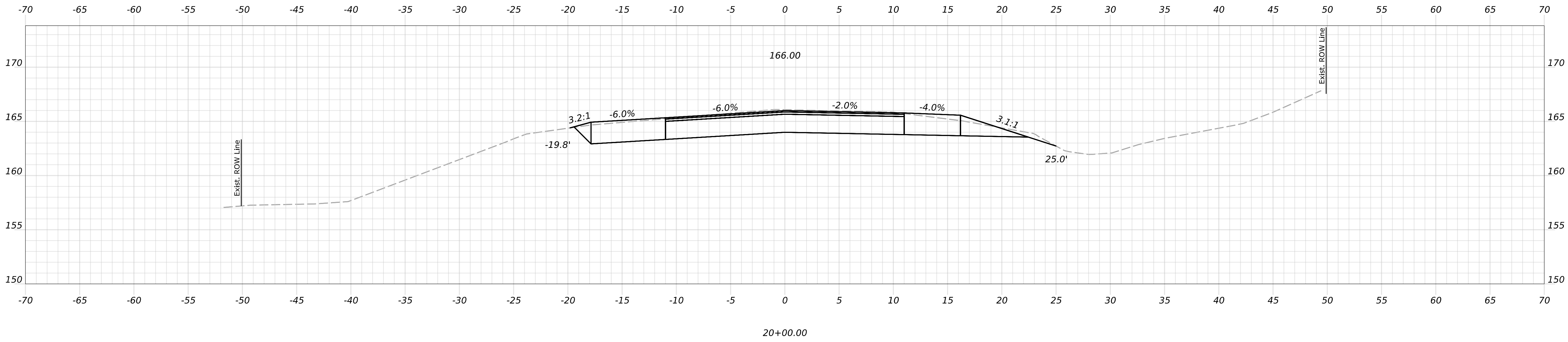
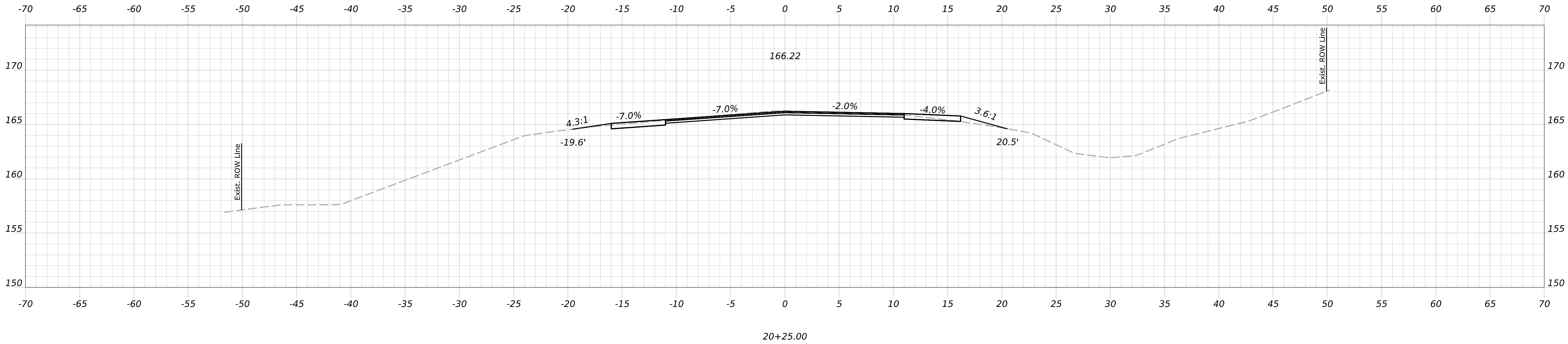
WIN 26087.00

1955B OVER SEBOEIS RD BRIDGE NO. 6070
CROSSING NOERTH HOWLAND ROAD
HOWLAND

CROSS SECTIONS
NORTH HOWLAND ROAD

SHEET NUMBER
16
OF 46

PROJ. MANAGER	BY	DATE	SIGNATURE
DESIGN-DETAILED	E. MORRISON	05-26	
CHECKED-REVIEWED	T.W./BPC	05-26	
DESIGN-DETAILED	J. PTE	05-26	
DESIGN-DETAILED			P.E. NUMBER
REVISIONS 1			DATE
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2608700

WIN 26087.00

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

BY
E. MORRISON
TMY/BJC
J. ITZ
J. ITZ

DATE
05-26
05-26
05-26

SIGNATURE

P.E. NUMBER

DATE

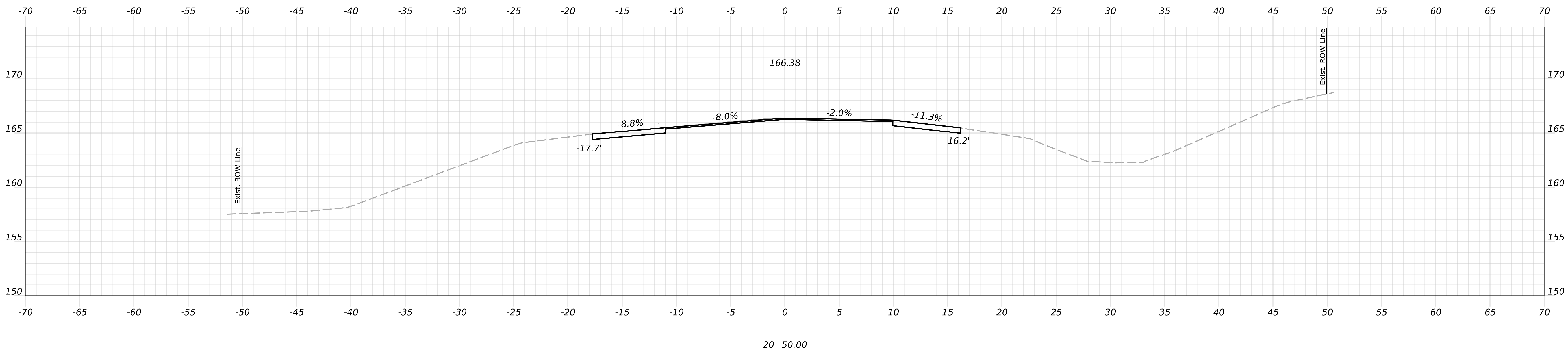
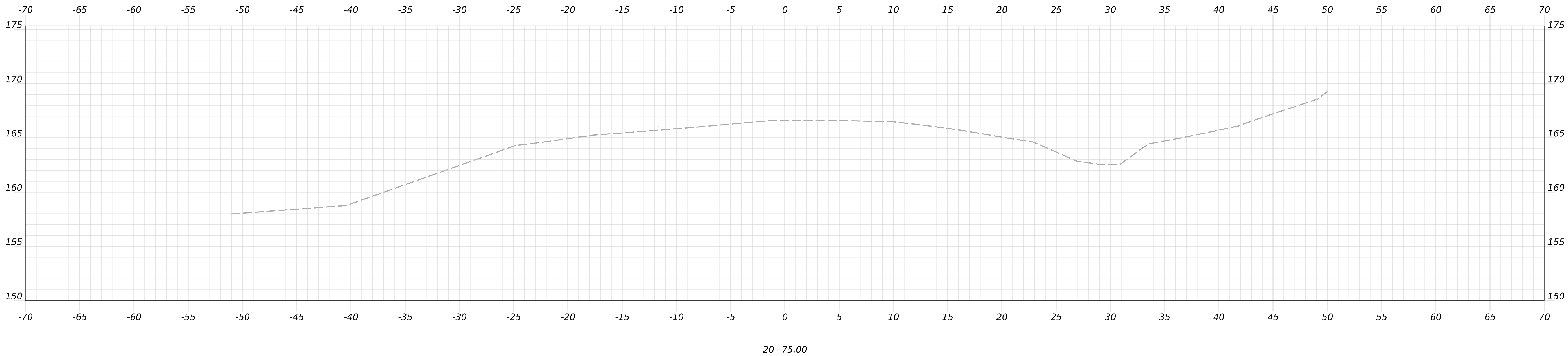
195SB OVER SEBOEIS RD BRIDGE NO. 6070
CROSSING NOERTH HOWLAND ROAD
HOWLAND

CROSS SECTIONS
NORTH HOWLAND ROAD

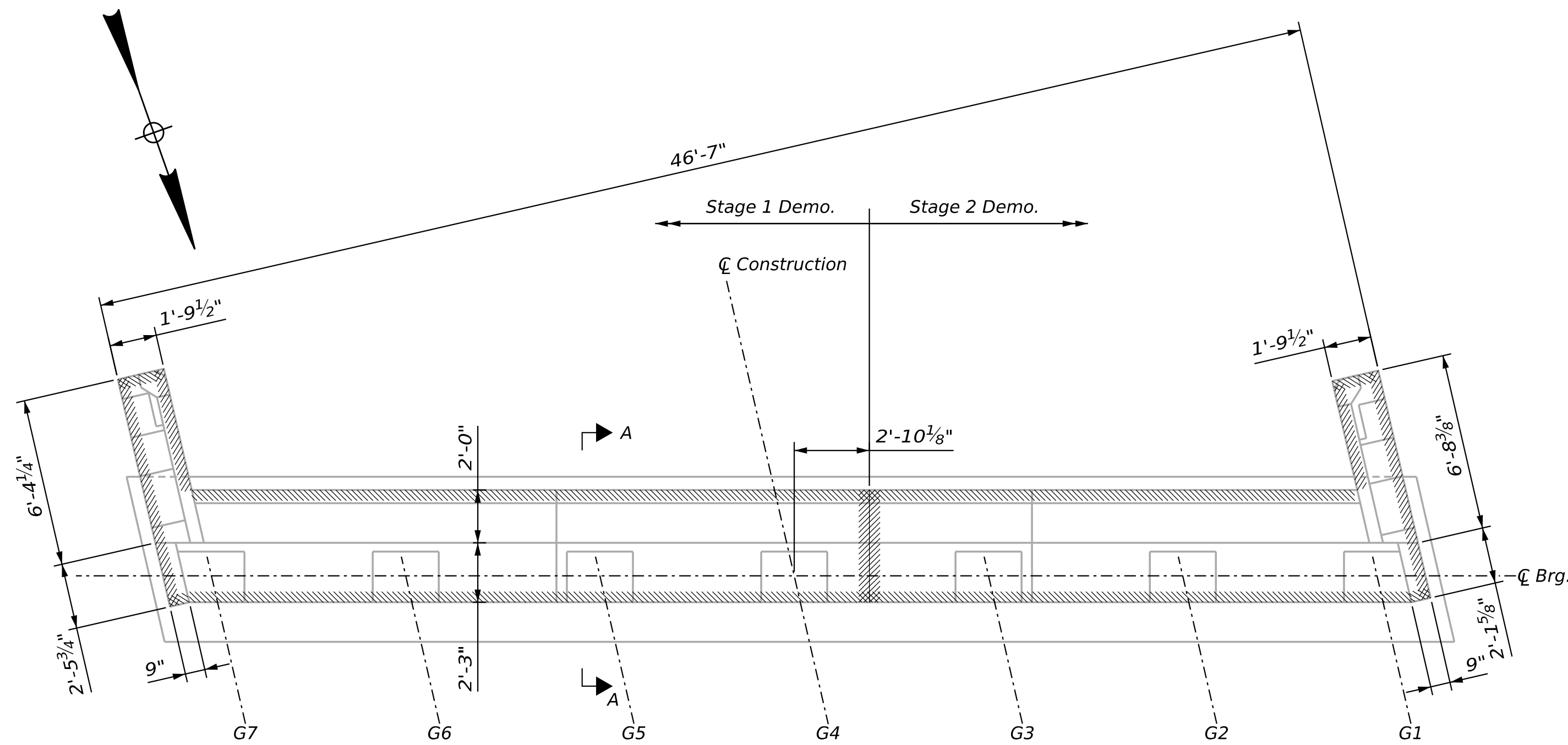
SHEET NUMBER

17

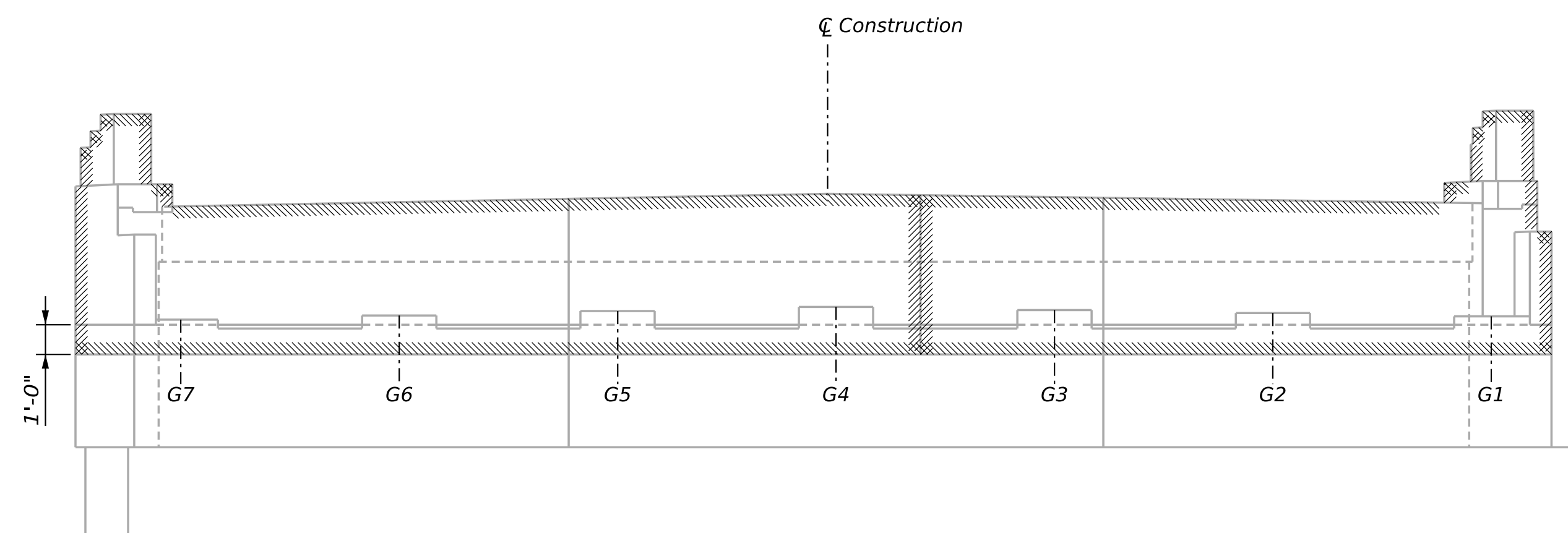
OF 46



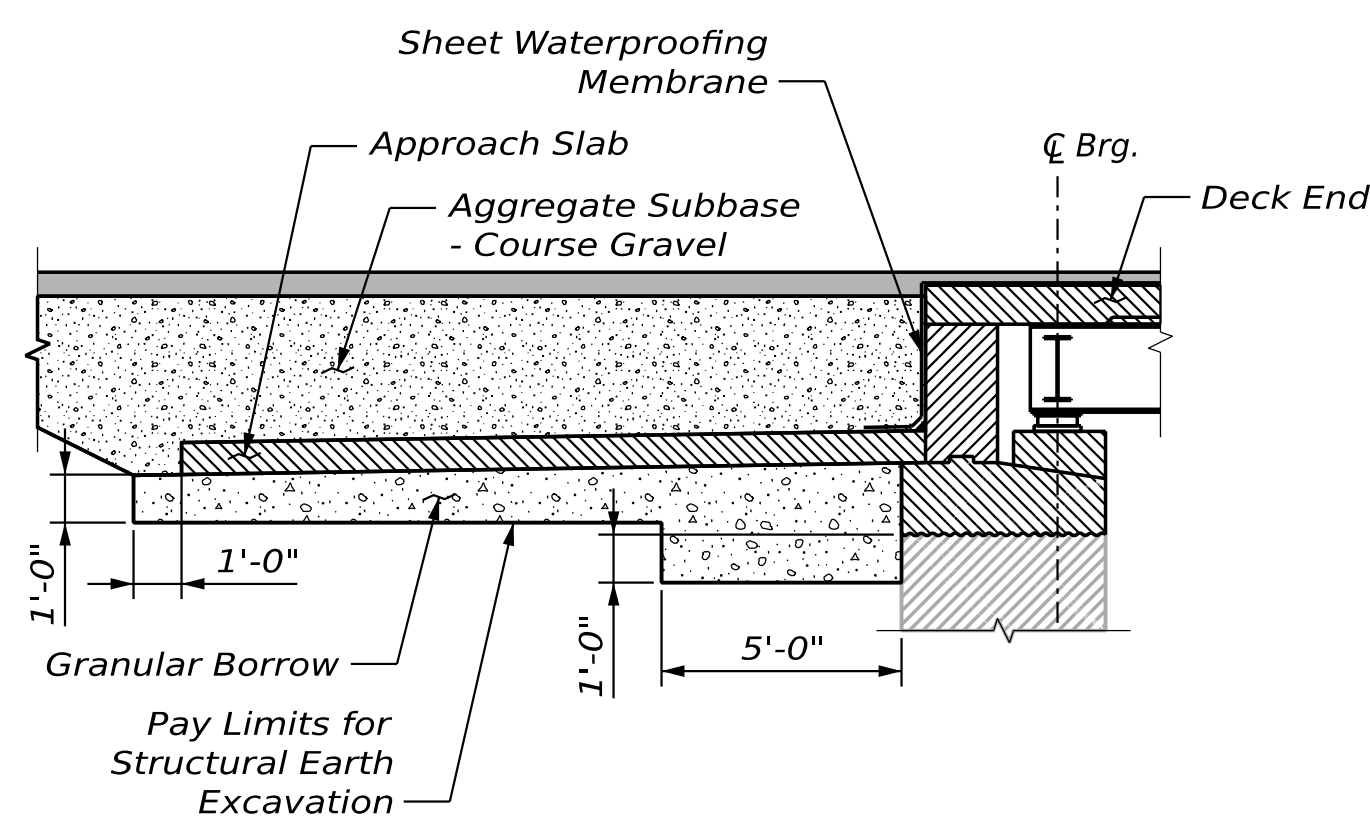
195SB OVER SEBOEIS RD BRIDGE NO. 6070 CROSSING NOERTH HOWLAND ROAD HOWLAND	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
	Federal Project No. 2608700			
	WIN 26087.00			
	SHEET NUMBER 18 OF 46			
CROSS SECTIONS NORTH HOWLAND ROAD	PROJ. MANAGER	BY	DATE	SIGNATURE
	DESIGN-DETAILED	E MORRISON	05-26	
	CHECKED-REVIEWED	D WHITE	05-26	
	DESIGN-DETAILED	J LITE	05-26	
CROSS SECTIONS NORTH HOWLAND ROAD	DESIGN-DETAILED			P.E. NUMBER
	REVISIONS 1			
	REVISIONS 2			
	REVISIONS 3			
CROSS SECTIONS NORTH HOWLAND ROAD	REVISIONS 4			DATE
	FIELD CHANGES			



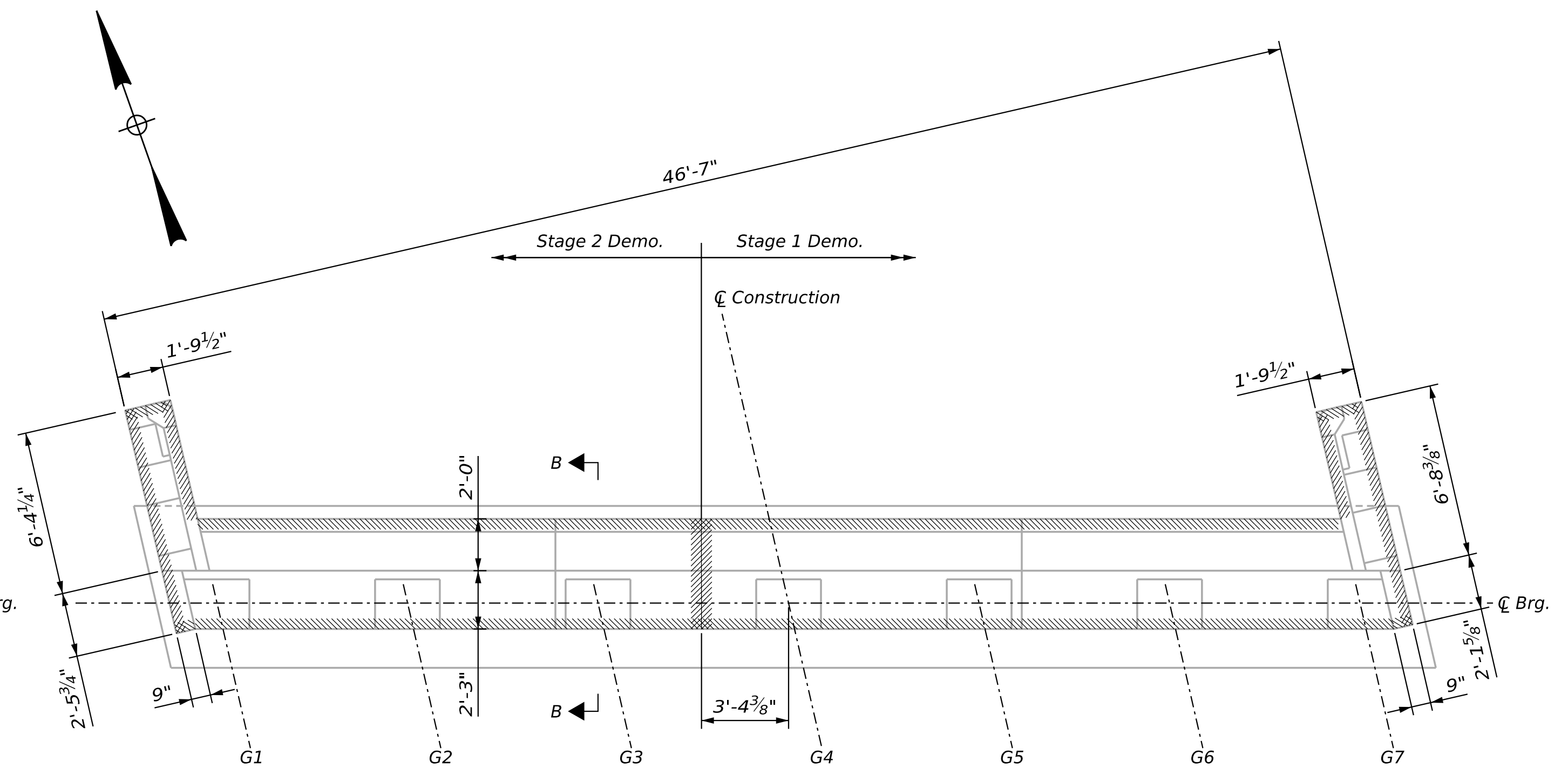
ABUTMENT 1 DEMOLITION PLAN
See Sheet 21 for Abutment Demolition Section



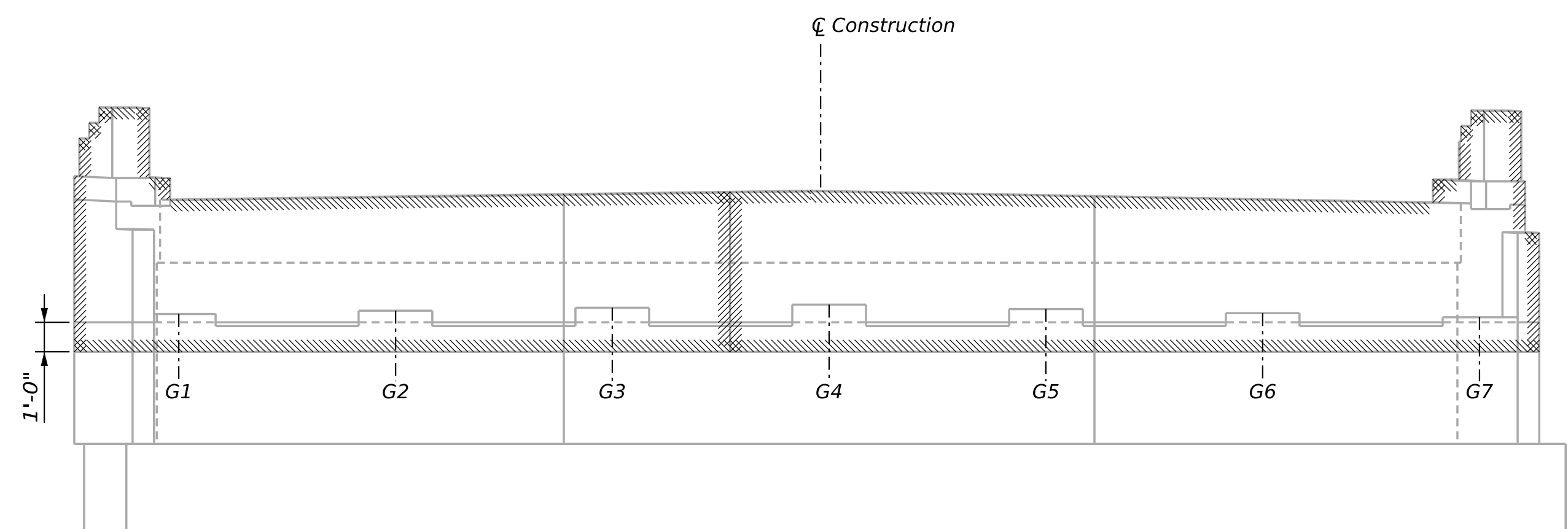
ABUTMENT 1 DEMOLITION ELEVATION
See Sheet 21 for Abutment Demolition Section



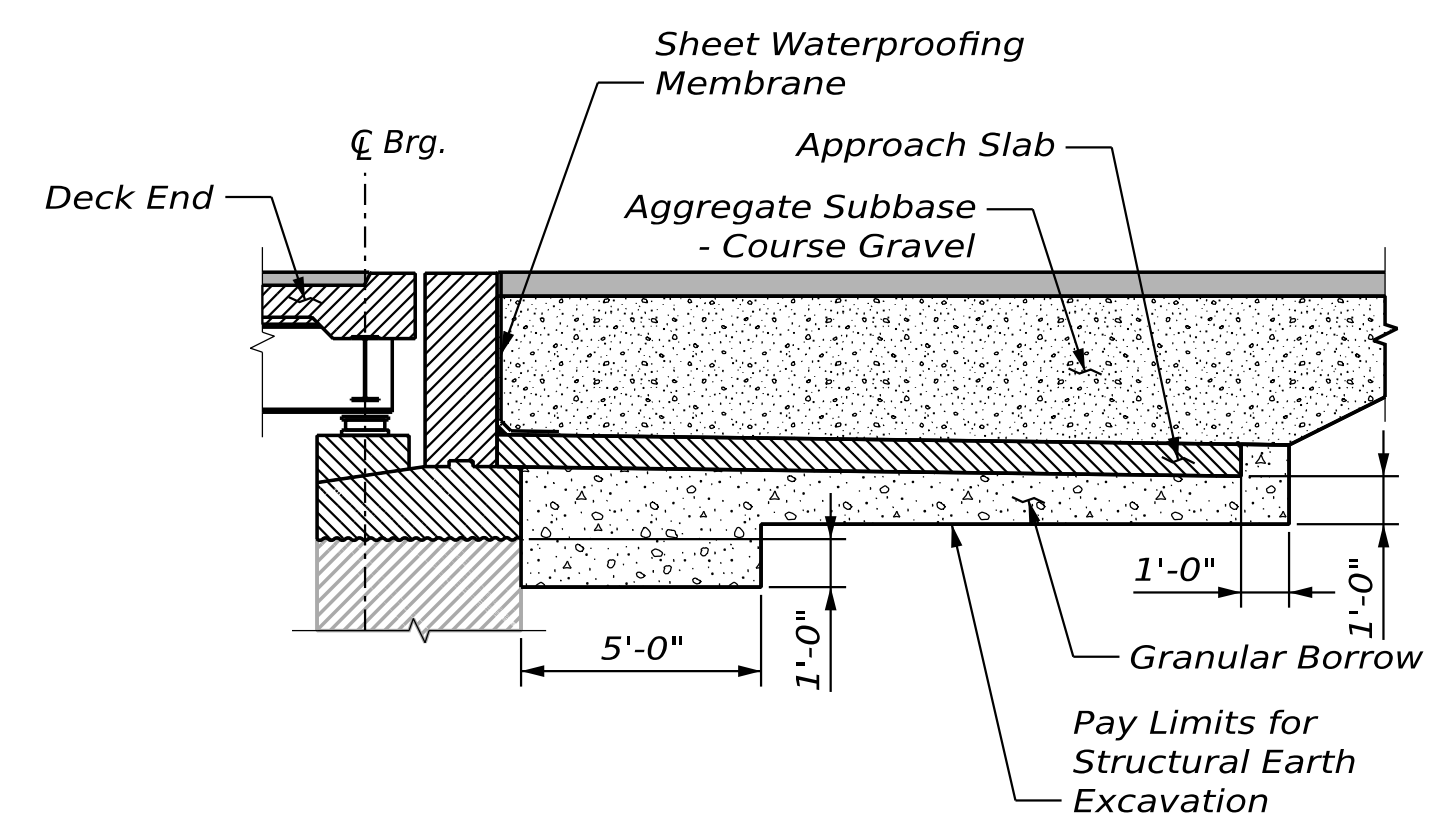
ABUTMENT 1 BACKFILL DETAIL
Wingwall Backfill Detail Similar



ABUTMENT 2 DEMOLITION PLAN
See Sheet 23 for Abutment Demolition Section



ABUTMENT 2 DEMOLITION ELEVATION
See Sheet 23 for Abutment Demolition Section



ABUTMENT 2 BACKFILL DETAIL
Wingwall Backfill Detail Similar

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2608700
WIN 26087.00

PROJ. MANAGER	CHARLES GUY	E. MORRISON	DATE
DESIGN-DET-PAILED	S. UNDESLY	05-26	
DESIGN-REV-PAILED	D. WHITE	TWY/BBC	
DESIGN-DET-PAILED2	J. FITZ	05-26	
DESIGN-DET-PAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE			
P.E. NUMBER			
DATE			

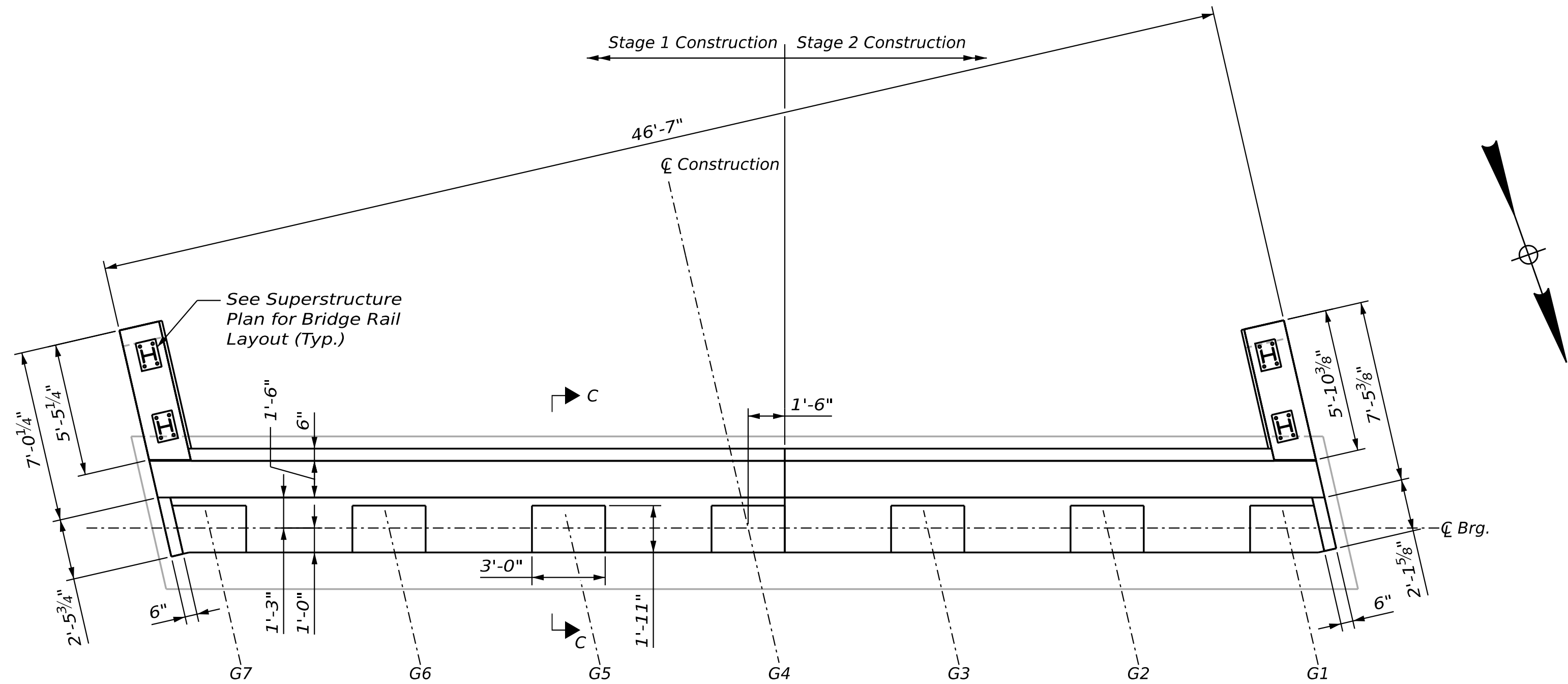
195SB OVER SEBOEIS RD BRIDGE NO. 6070
CROSSING NORTH HOWLAND ROAD
HOWLAND

ABUTMENT DEMOLITION

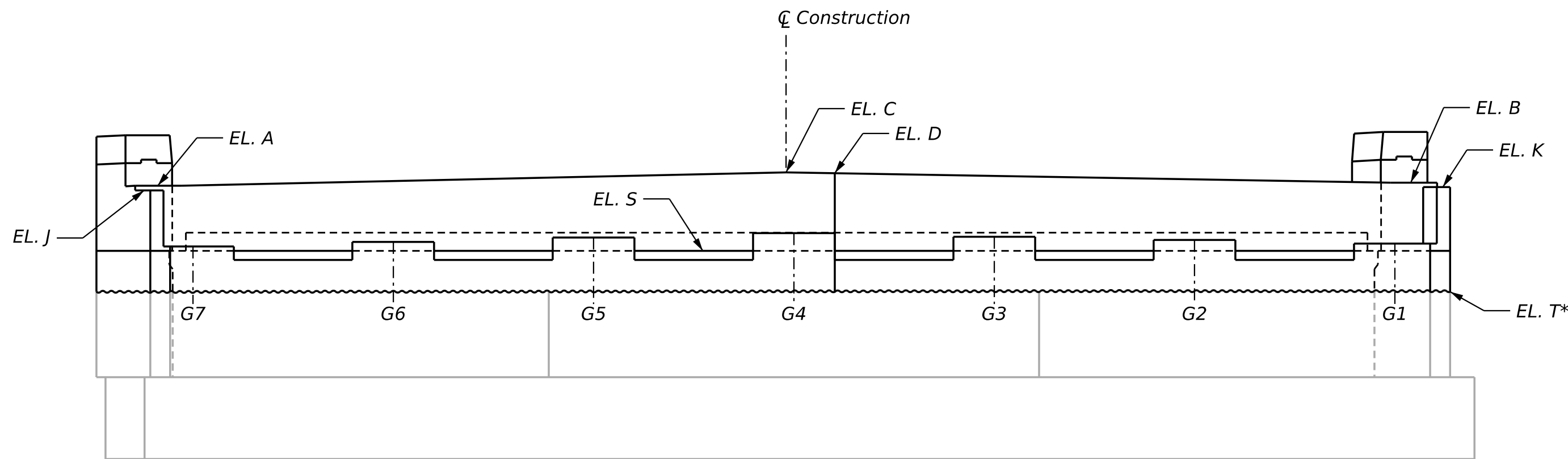
SHEET NUMBER

19

OF 46



ABUTMENT 1 CONSTRUCTION PLAN
See Sheet 21 for Abutment Construction Section



ABUTMENT 1 CONSTRUCTION ELEVATION
See Sheet 21 for Abutment Construction Section

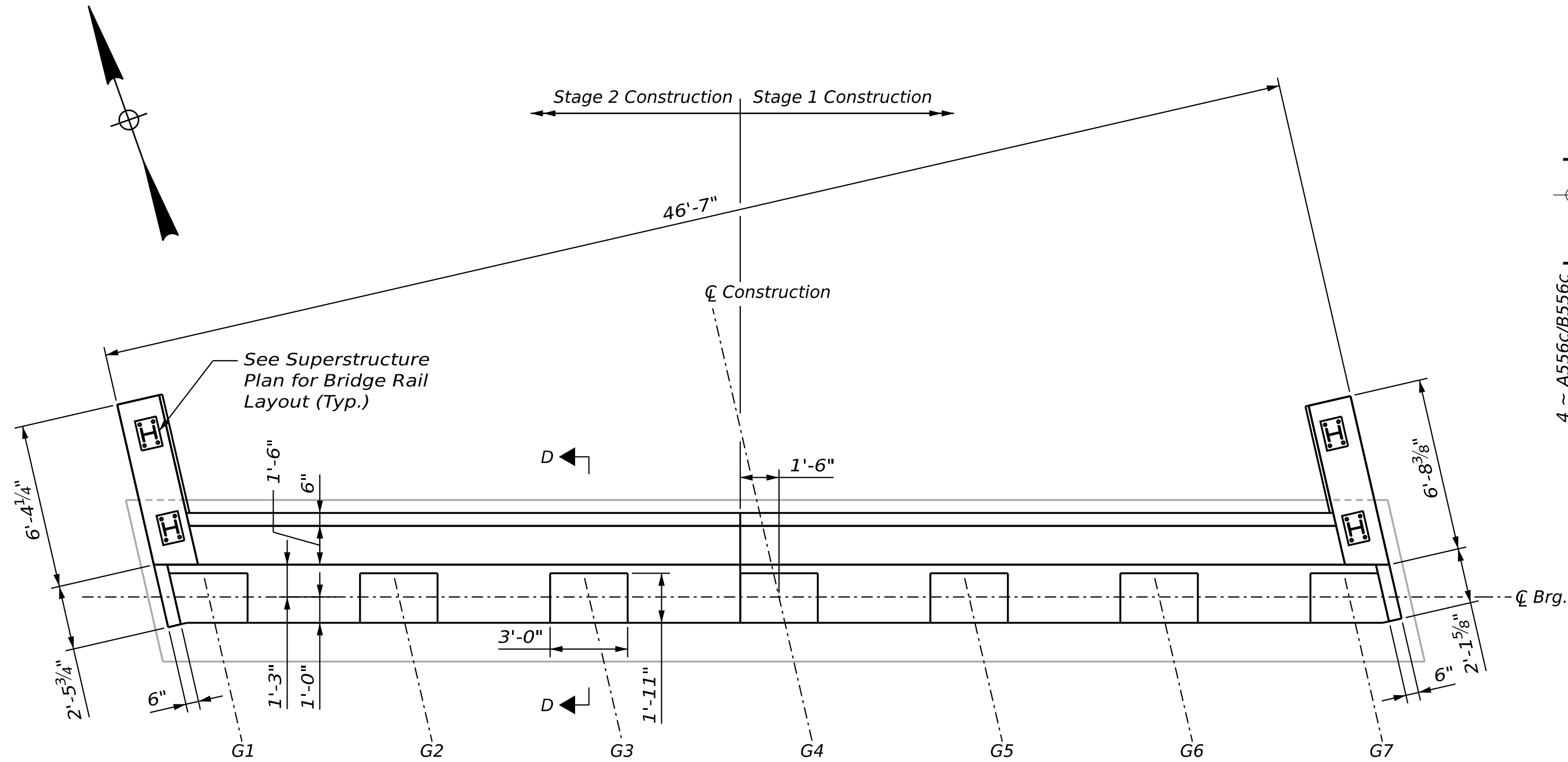
Abutment 1 Elevations									
EL. A		EL. B		EL. C		EL. D		EL. S	EL. T*
NF	FF	NF	FF	NF	FF	NF	FF		
181.37	181.35	181.48	181.46	181.86	181.84	181.82	181.80	178.98	177.48
NF = Near Face FF = Far Face									
*Elevation to coincide with 1' below the existing construction joint elevation. Elevations provided are approximated from the existing bridge plans. To be field verified.									

Abutment 1 Pedestal Elevations						
G1	G2	G3	G4	G5	G6	G7
179.25	179.38	179.50	179.63	179.47	179.31	179.14

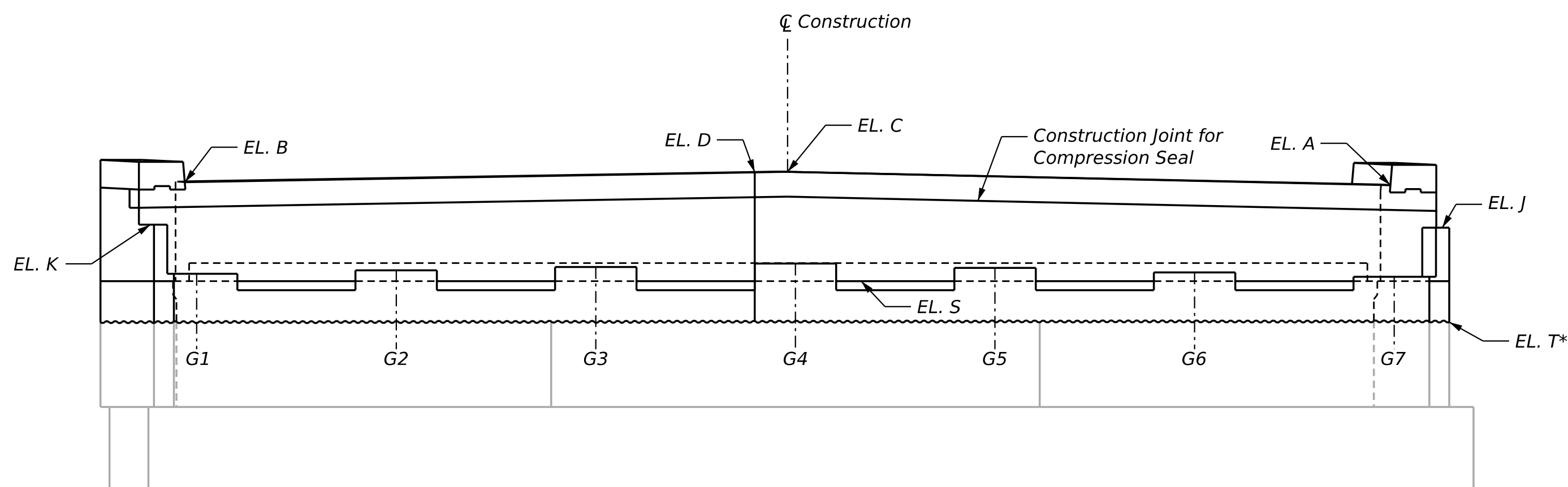
ABUTMENT AND WINGWALL MODIFICATION NOTES

- 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.
- 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.
- Reinforcing steel shall have 2 inches cover unless otherwise noted.
- Existing abutment and wingwall concrete to be removed as shown on the Plans shall be sawcut 1 inch deep prior to removal of existing concrete. All costs associated with this work shall be incidental to related Contract Items.
- Where drilling and anchoring of reinforcement is required, the Contractor shall use a material listed on the Maine Department of Transportation Qualified Products List of Concrete Adhesive Anchor Systems. The depth of embedment shall be sufficient to develop 125% of the yield strength of the bar per the manufacturer's recommendations or 12 inches, whichever is greater. Proposed anchoring material and embedment depth shall be submitted for approval. Payment for drilling and anchoring will be incidental to related Contract Items.
- Dimensions and layout shown are based on available record plans. Contractor shall field verify all dimensions prior to any related work.
- All surfaces to be rehabilitated shall be clean of all debris and foreign material and shall be roughened to a 1/2" amplitude prior to placement of the new concrete. Payment shall be incidental to related concrete items.
- 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.
- Cover joints where waterstops are not required in accordance with Standard Details Section 502.
- The approach slab 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.

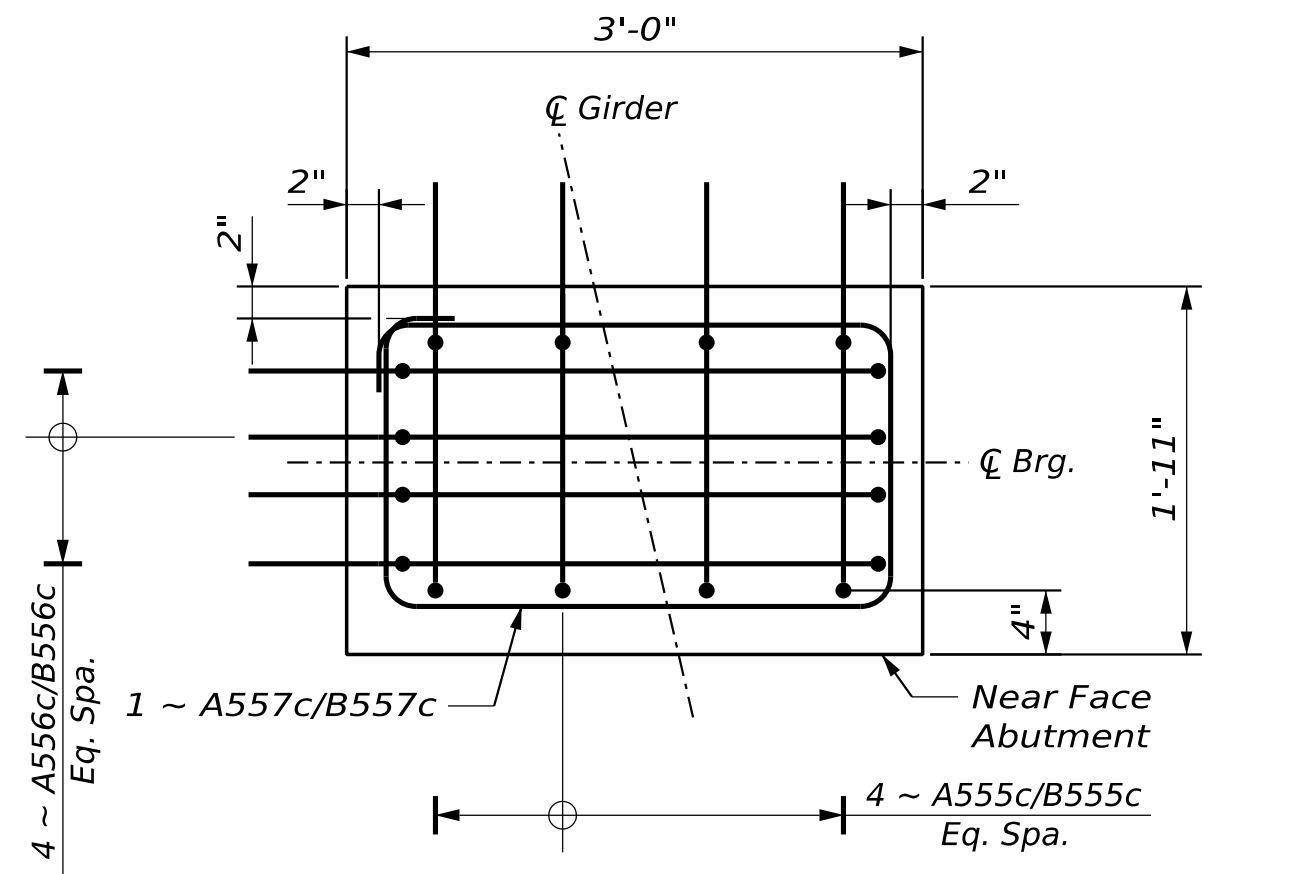
PROJ. MANAGER	CHARLES GUY	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	S. LINDSLEY	E. MORRISON	05-26			
CHECKED-REVIEWED	D. WHITE	T. WAINBRIDGE	05-26			
DESIGN-DETAILED2	J. FITZ	J. FITZ	05-26			
DESIGN-DETAILED3						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						



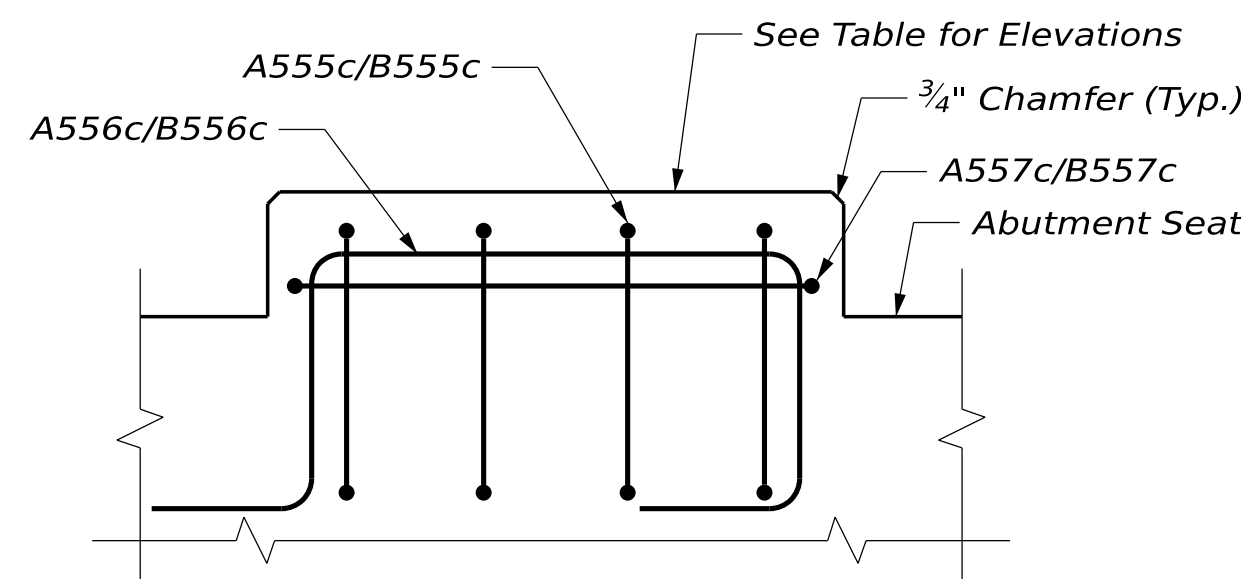
ABUTMENT 2 CONSTRUCTION PLAN
See Sheet 24 for Abutment Construction Section



ABUTMENT 2 CONSTRUCTION ELEVATION
See Sheet 24 for Abutment Construction Section



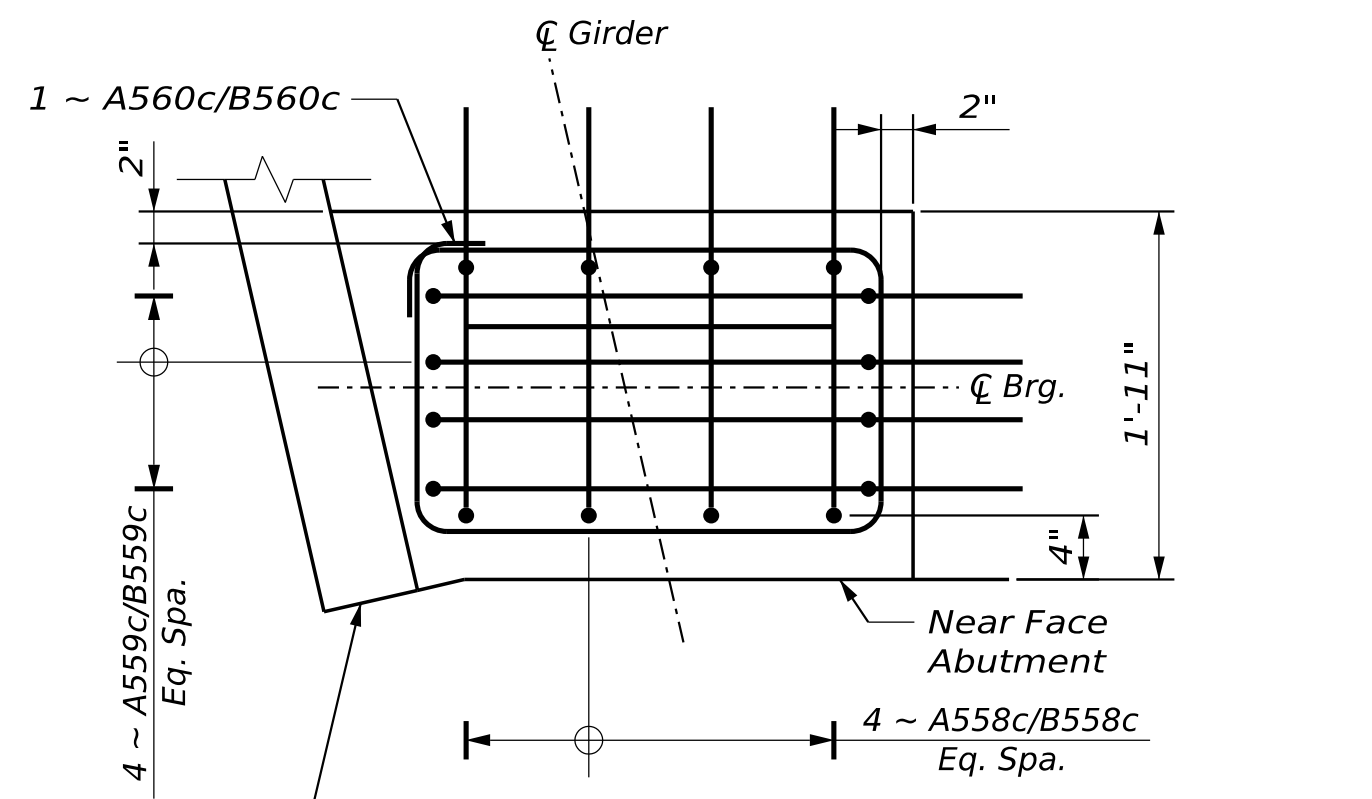
PLAN



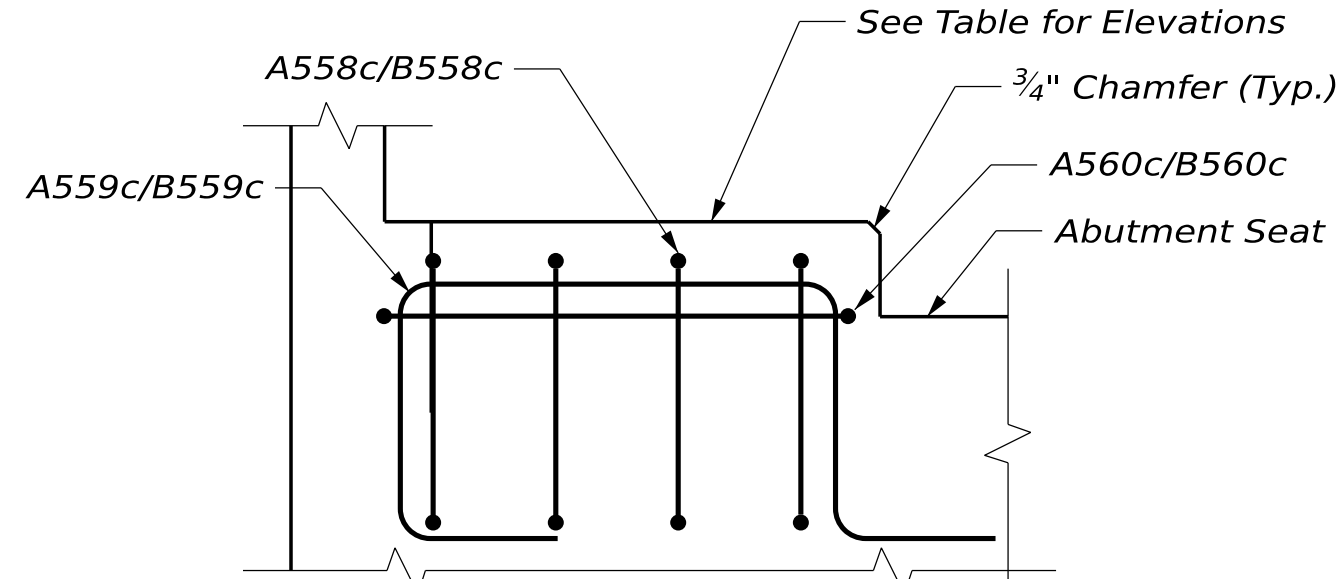
ELEVATION

INTERIOR PEDESTAL REINFORCING DETAIL

Abutment 1 Interior Pedestal Shown,
Abutment 2 Interior Pedestals Similar,
Masonry Plates and Anchor Rods Not Shown



PLAN



ELEVATION

EXTERIOR PEDESTAL REINFORCING DETAIL

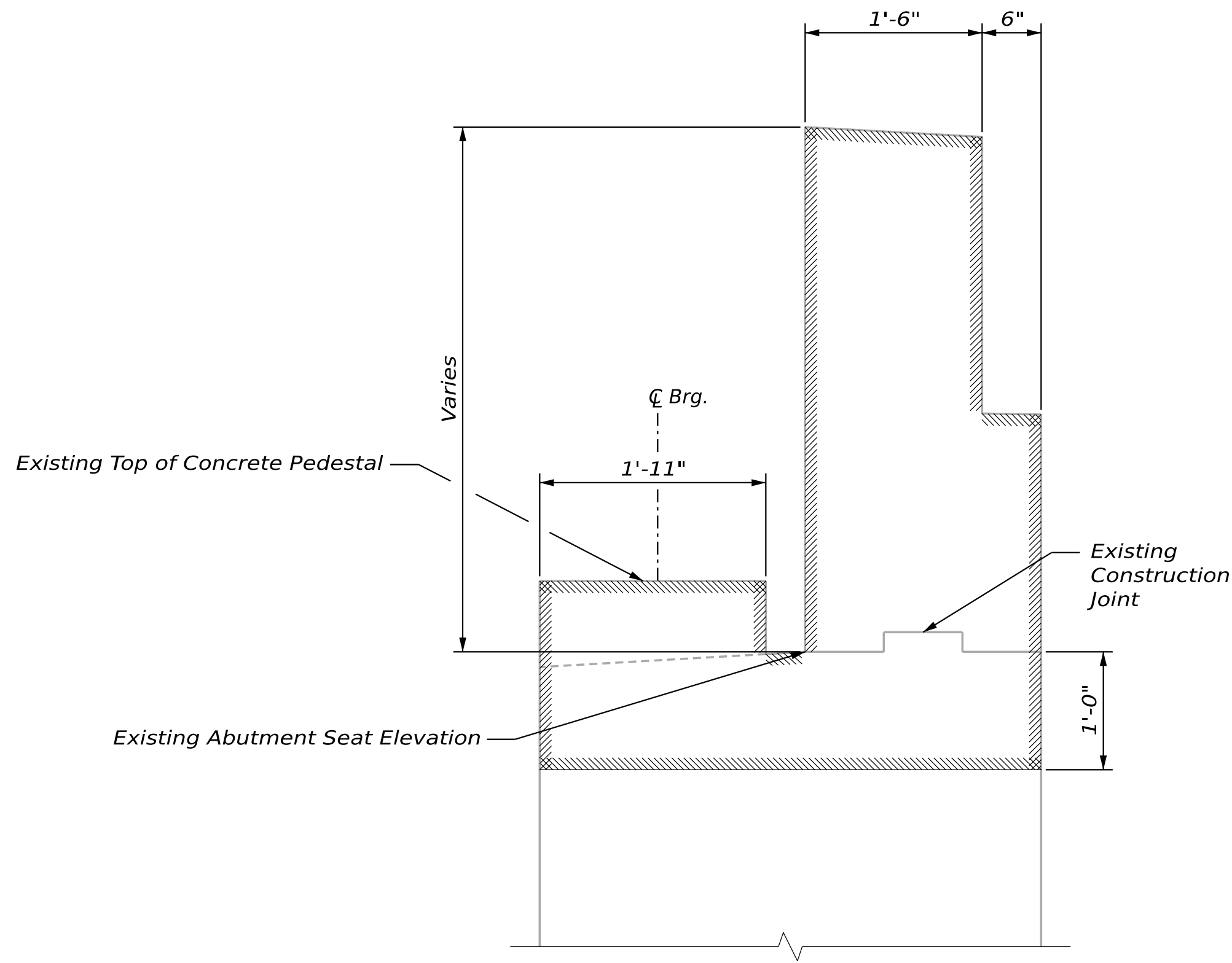
Abutment 1 Girder 7 Pedestal Shown,
Abutment 1 Girder 1 Pedestal and
Abutment 2 Exterior Pedestals Similar,
Masonry Plates and Anchor Rods Not Shown

Abutment 2 Elevations									
EL. A		EL. B		EL. C		EL. D		EL. S	EL. T*
NF	FF	NF	FF	NF	FF	NF	FF		
183.98	184.00	184.09	184.11	184.47	184.48	184.45	184.47	180.44	178.93

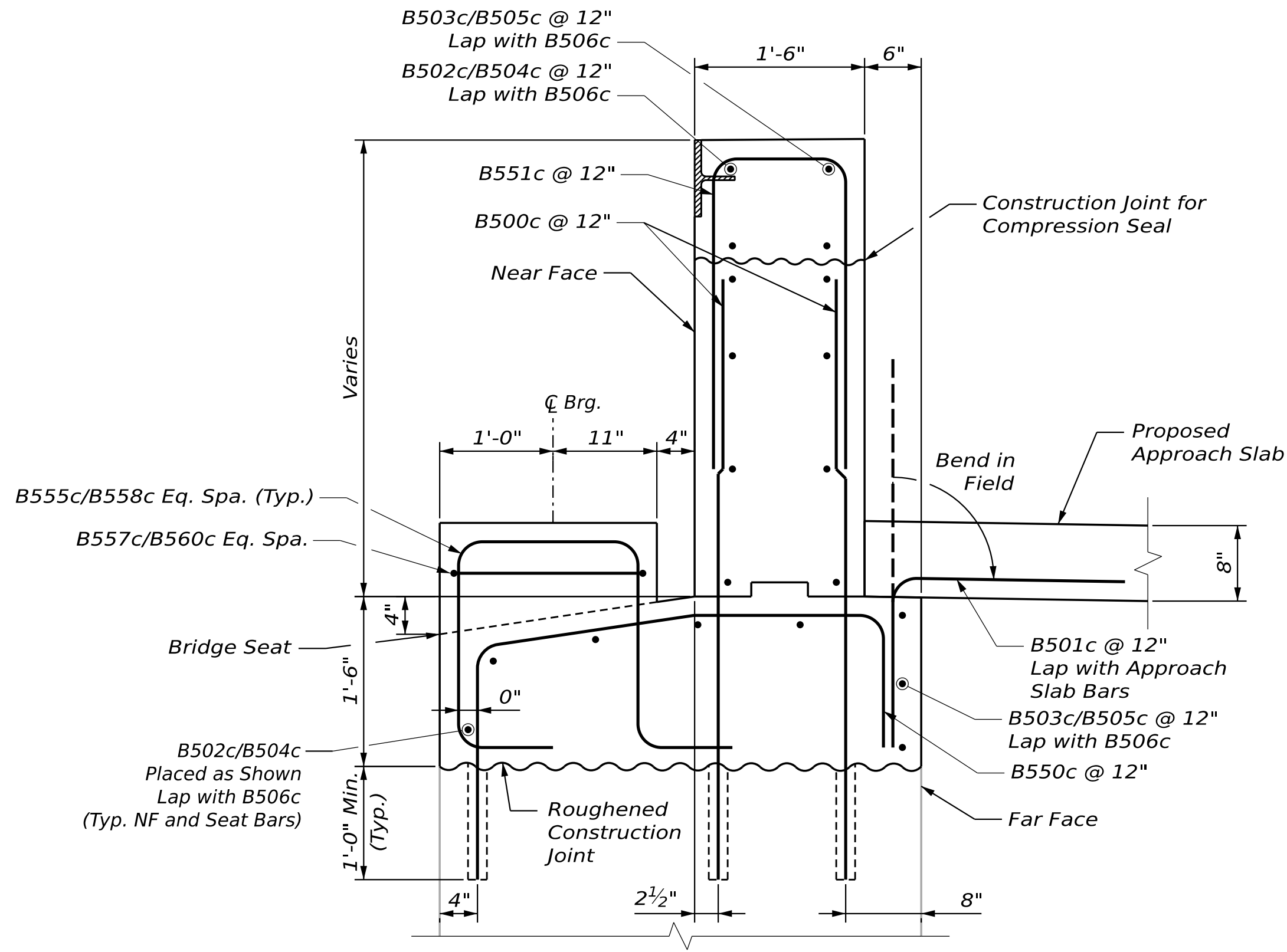
NF = Near Face FF = Far Face
*Elevation to coincide with 1' below the existing construction joint elevation. Elevations provided are approximated from the existing bridge plans. To be field verified.

Abutment 2 Pedestal Elevations						
G1	G2	G3	G4	G5	G6	G7
180.71	180.84	180.96	181.09	180.93	180.76	180.60

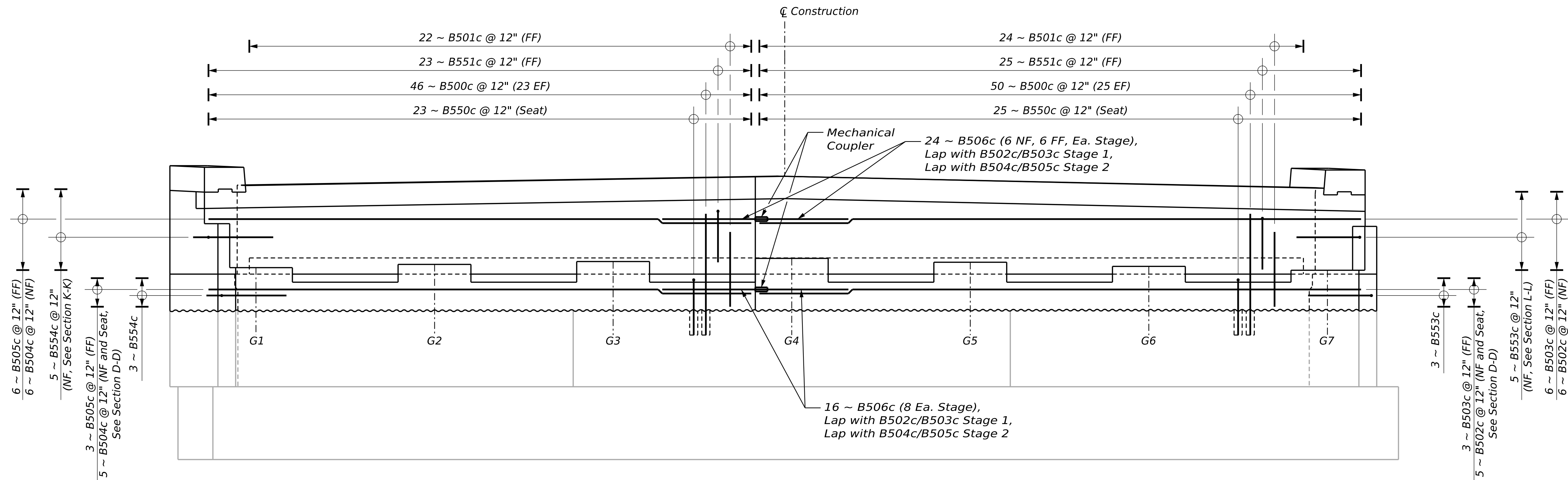
PROJ. MANAGER	CHARLES GUY	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	S. LINDSLEY	05-26				
CHECKED-REVIEWED	D. WHITE	05-26				
DESIGN-DETAILED	J. FITZ	05-26				
DESIGN-DETAILED	J. FITZ					
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						



ABUTMENT 2 DEMOLITION SECTION
(SECTION B-B)



ABUTMENT 2 CONSTRUCTION SECTION
(SECTION D-D)



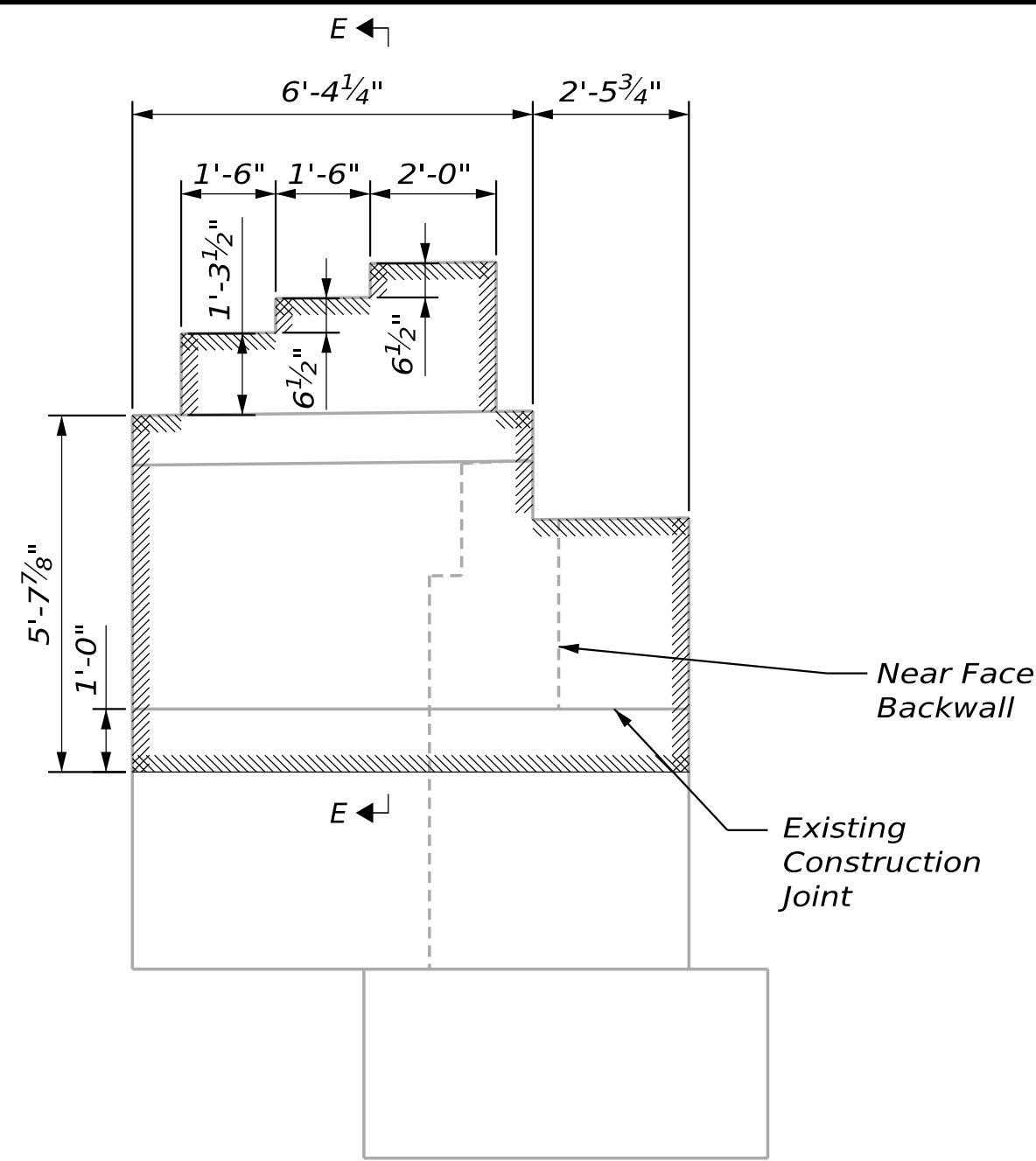
ABUTMENT 2 REINFORCING ELEVATION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2608700
WIN 26087.00

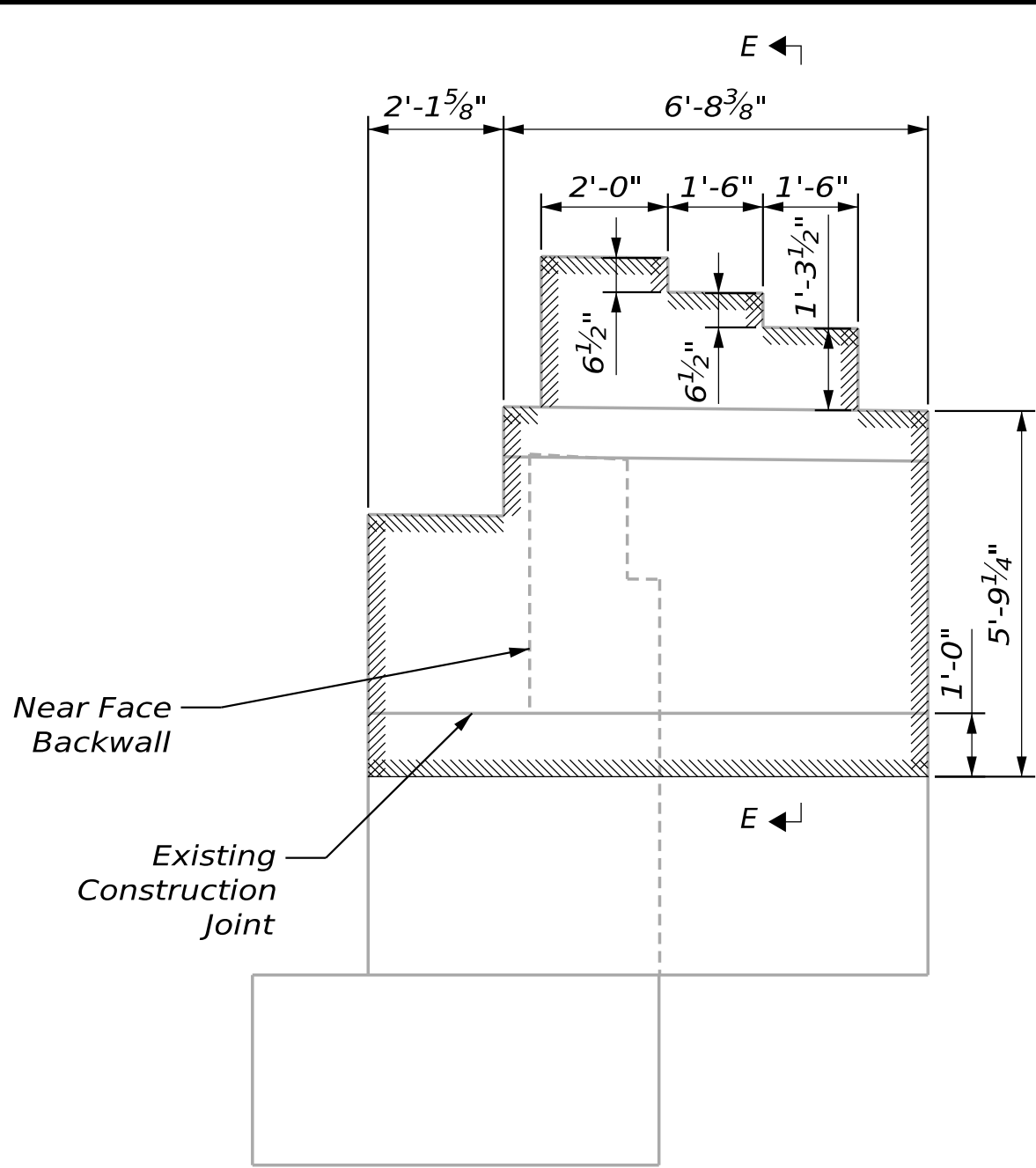
PROJ. MANAGER	CHARLES GUY	BY	DATE
DESIGN-DETAILED	S. LINDSLEY	E. MORRISON	05-26
CHECKED-REVIEWED	D. WHITE	T. WATKINS	05-26
DESIGN-DETAILED	J. FITZ	J. FITZ	05-26
DESIGN-DETAILED	J. FITZ	J. FITZ	05-26
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

195SB OVER SEBOEIS RD BRIDGE NO. 6070 CROSSING NORTH HOWLAND ROAD HOWLAND
ABUTMENT 2 REINFORCING

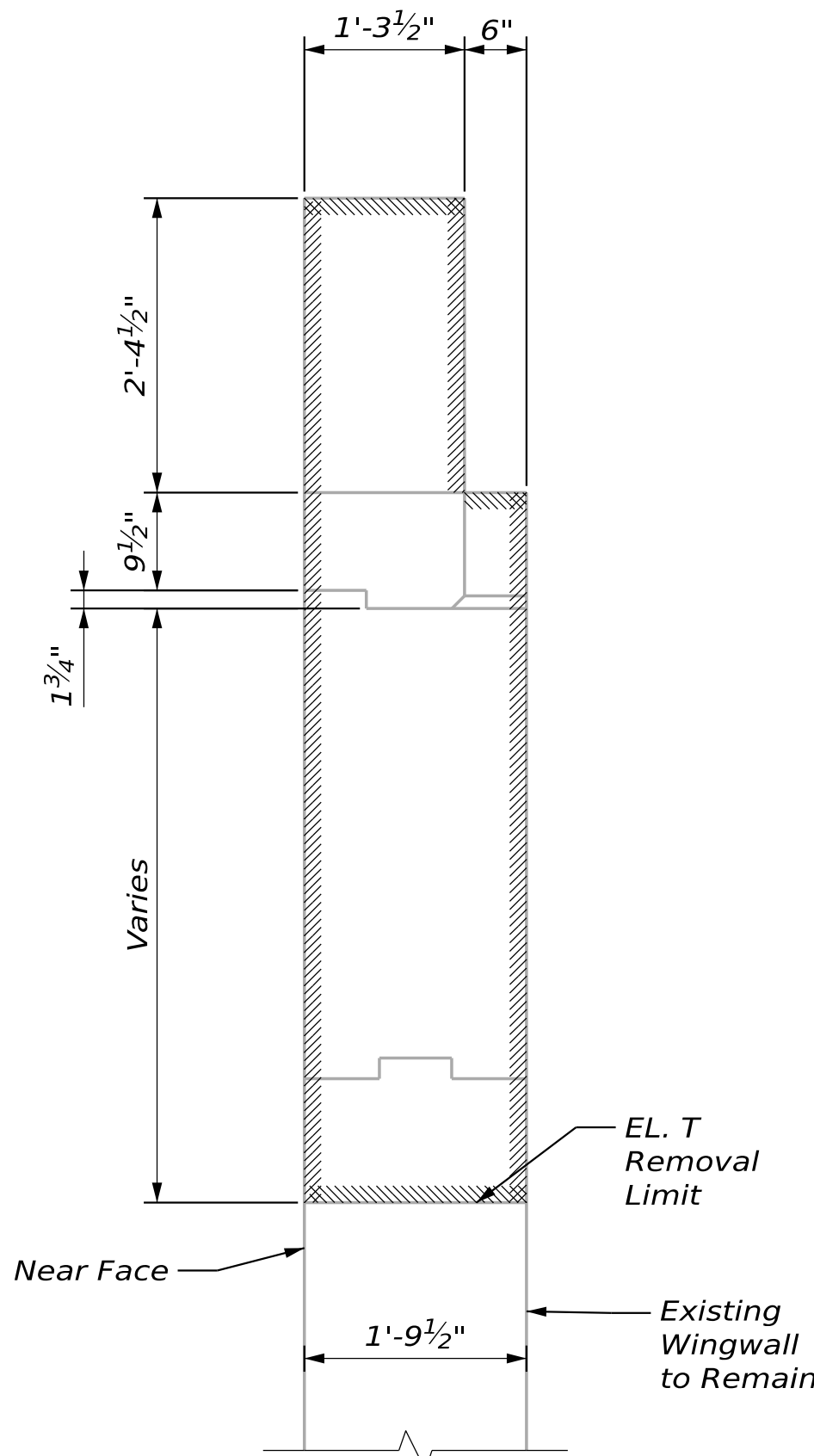
SHEET NUMBER
23
OF 46



ABUTMENT 1 RIGHT WINGWALL DEMOLITION ELEVATION



ABUTMENT 1 LEFT WINGWALL DEMOLITION ELEVATION

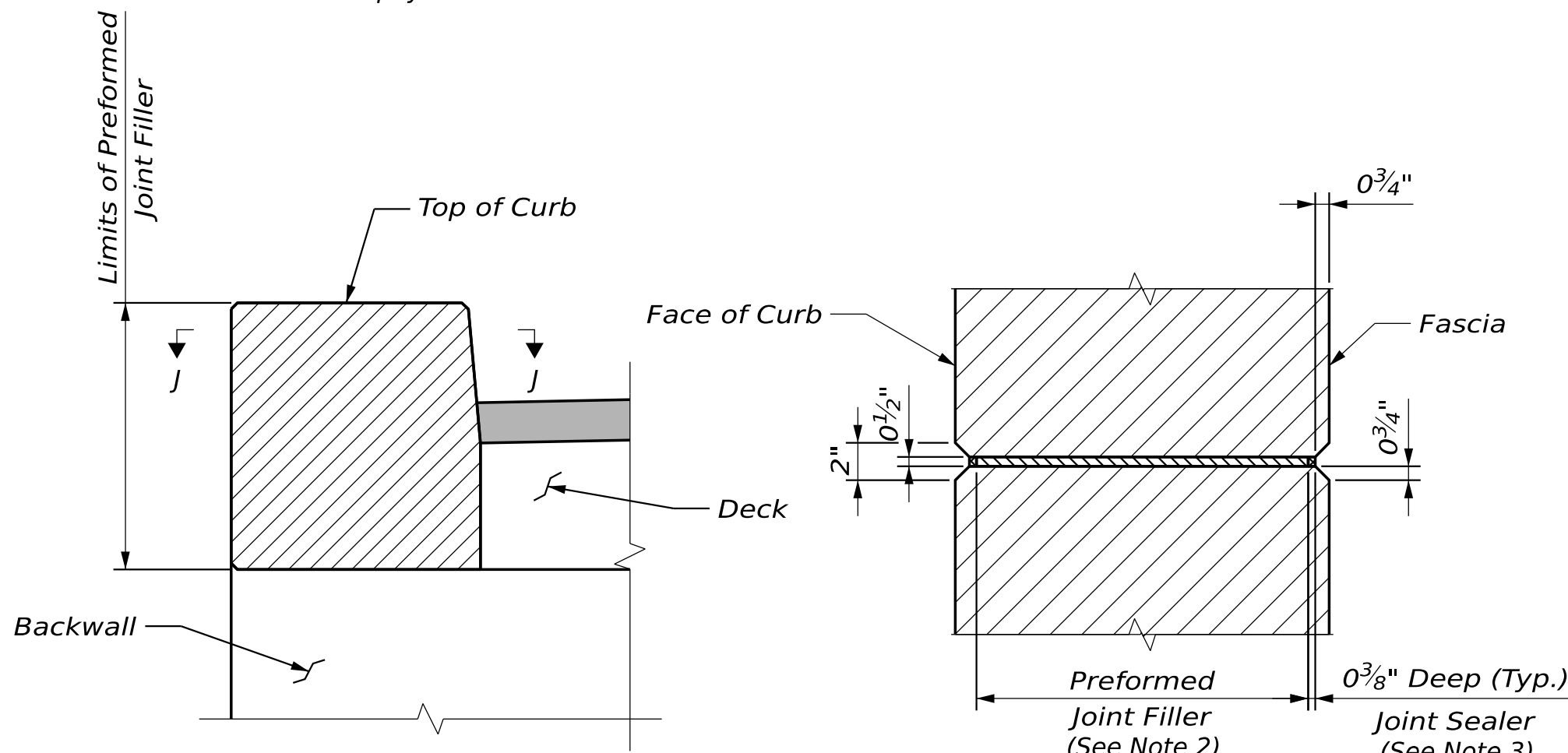


WINGWALL DEMOLITION SECTION
(SECTION E-E)

Abutment 1 Wingwall Elevations					
EL. F	EL. G	EL. H	EL. I	EL. J	EL. K
183.22	183.16	183.34	183.27	181.20	181.32

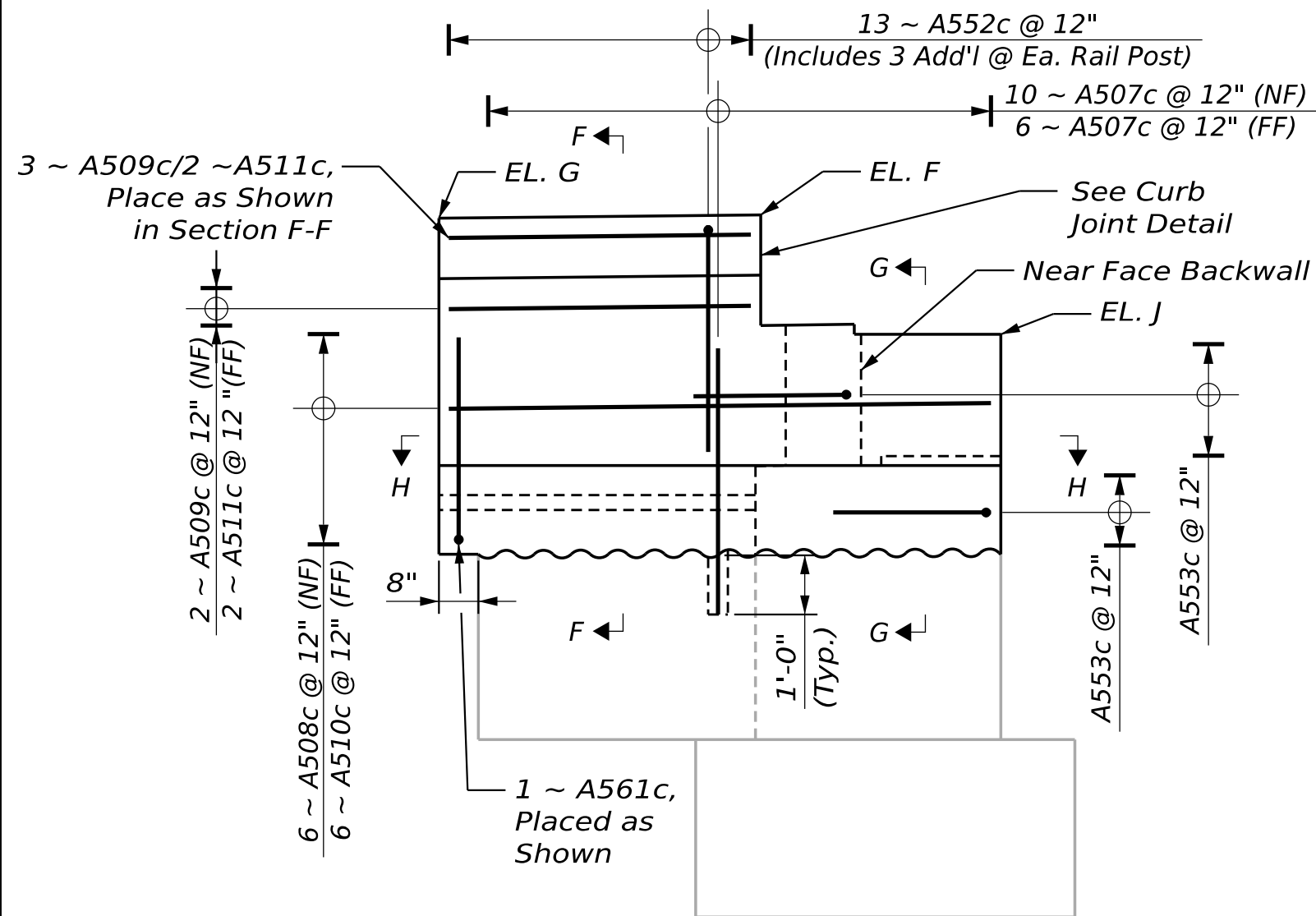
CURB JOINT NOTES

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

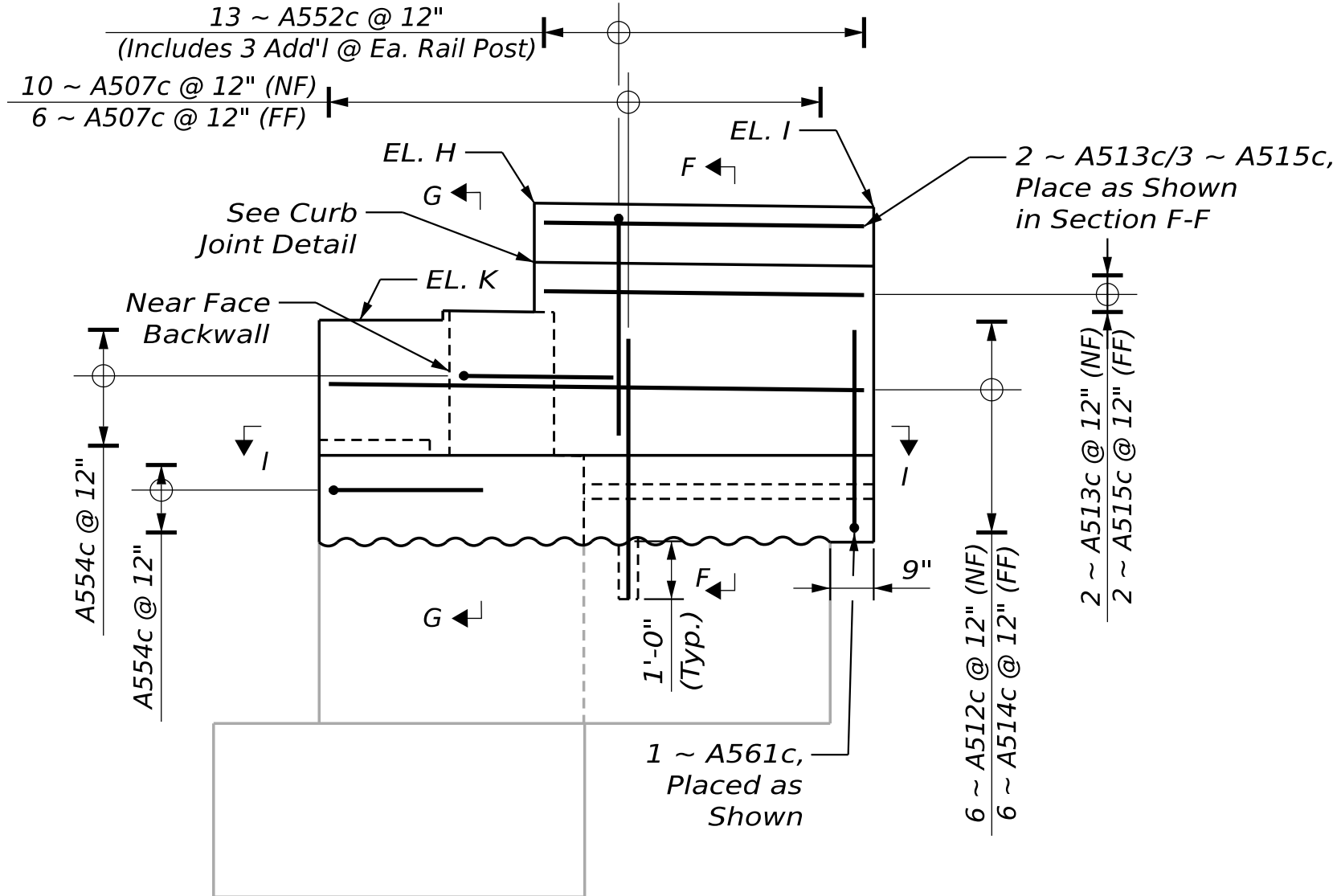


CURB JOINT DETAIL
At Abutment 1 Only

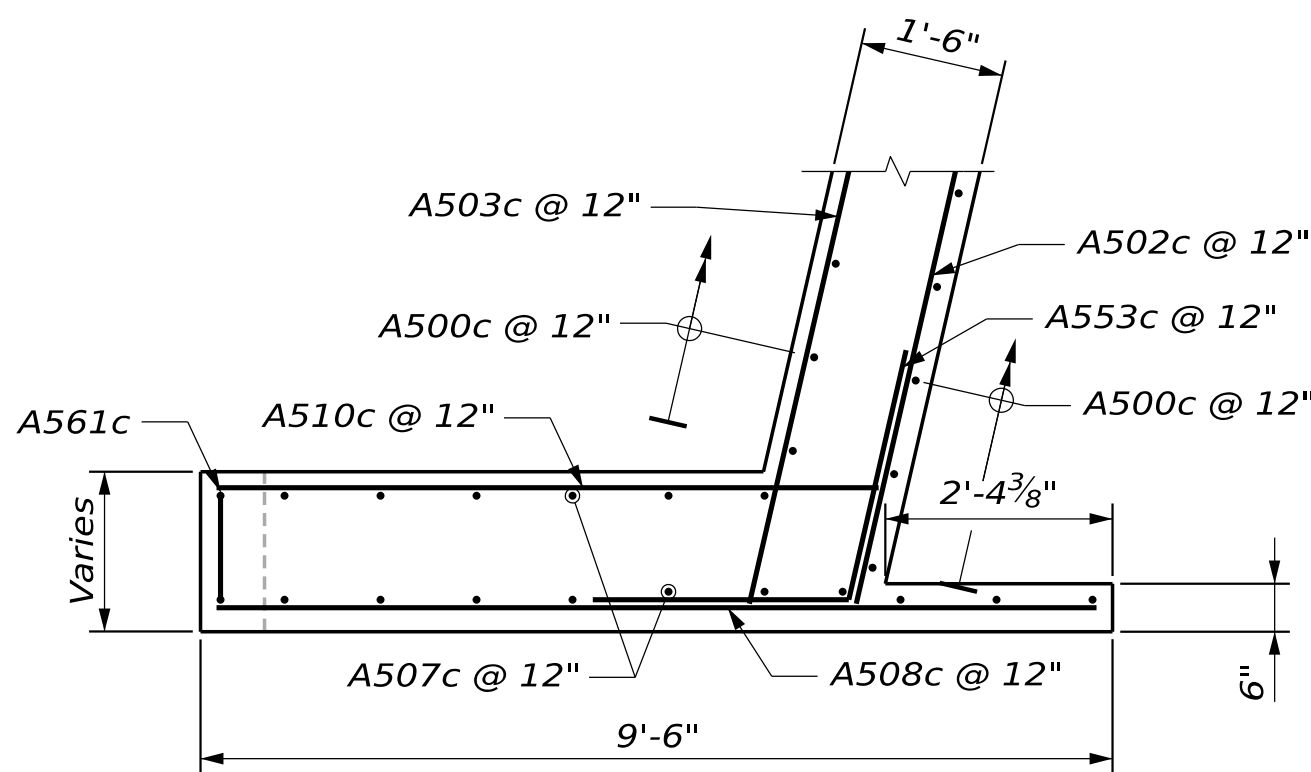
SECTION J-J



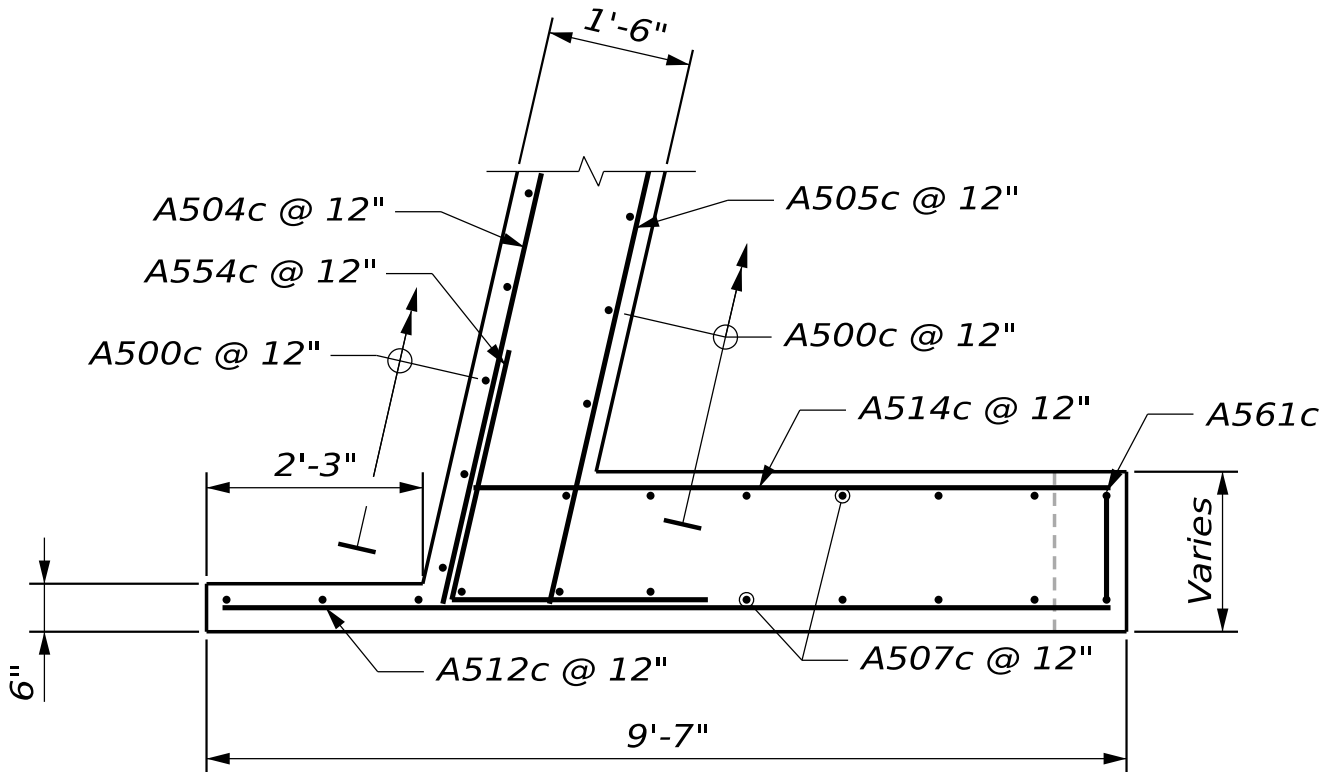
ABUTMENT 1 RIGHT WINGWALL CONSTRUCTION ELEVATION
(See Superstructure Plan for Bridge Rail Layout)



ABUTMENT 1 LEFT WINGWALL CONSTRUCTION ELEVATION
(See Superstructure Plan for Bridge Rail Layout)

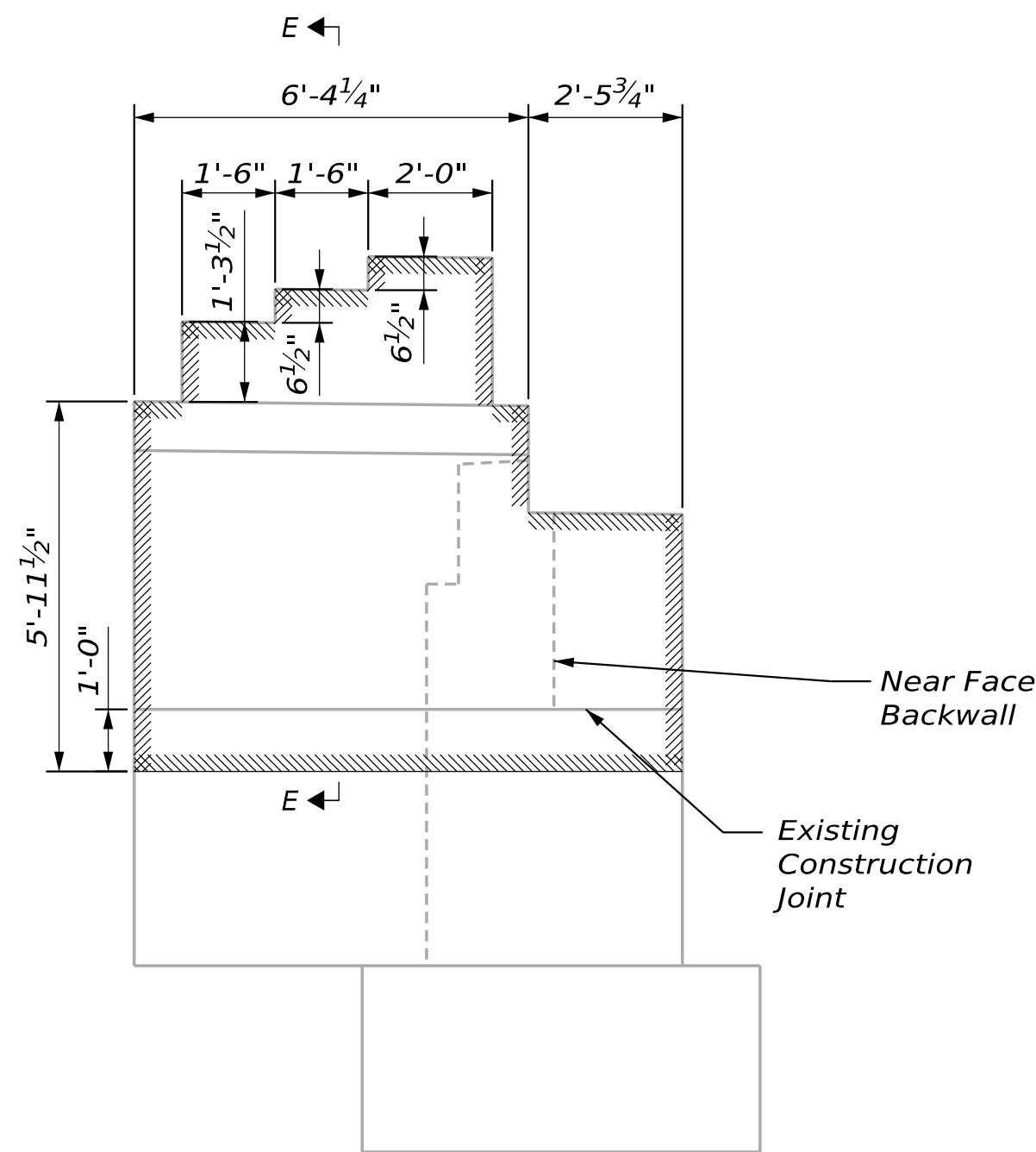


SECTION H-H

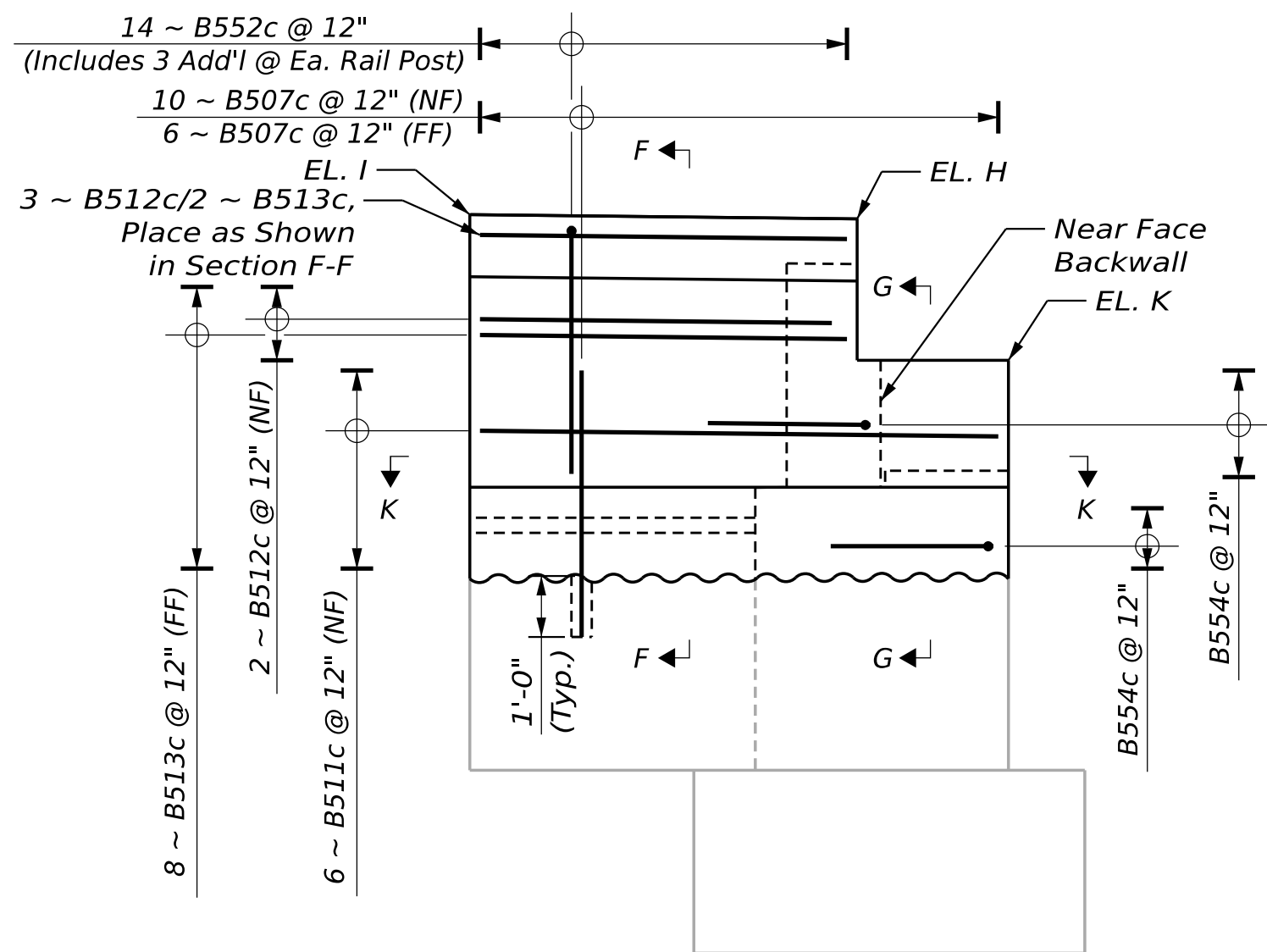


SECTION I-I

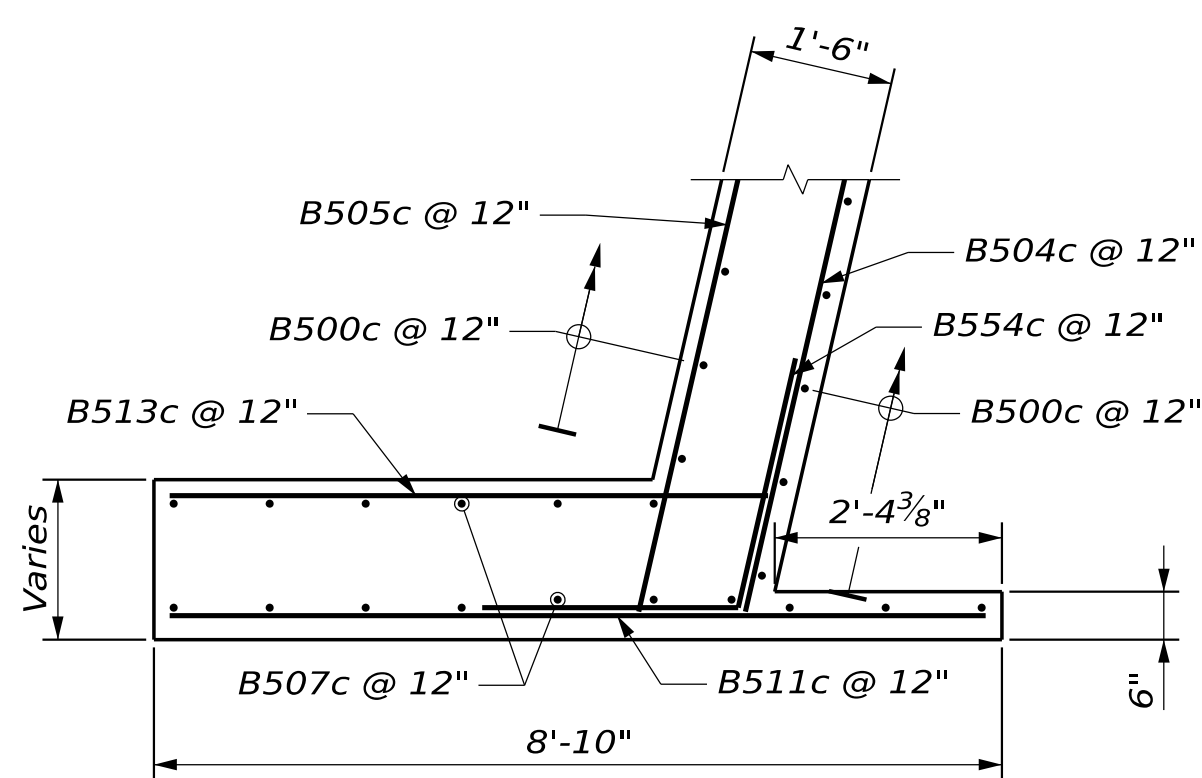
PROJ. MANAGER	CHARLES GUY	BY	DATE
DESIGN-DETAILED	S. LINDSLEY	E. MORRISON	05-26
CHECKED-REVIEWED	D. WHITE	T. W. B. C.	05-26
DESIGN-DETAILED	J. FITZ	J. FITZ	05-26
DESIGN-DETAILED	J. FITZ	J. FITZ	05-26
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



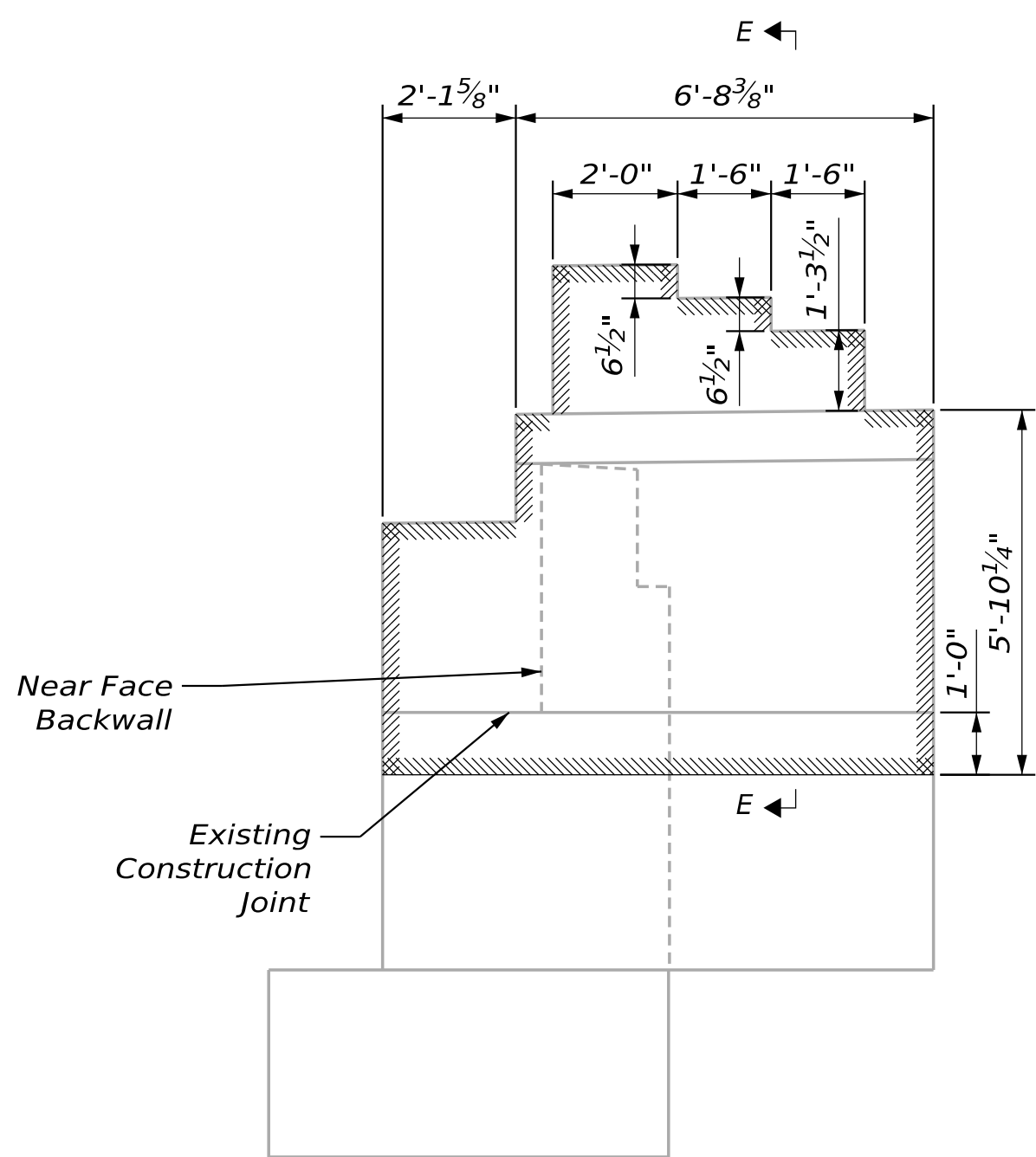
ABUTMENT 2 LEFT WINGWALL DEMOLITION ELEVATION
(See Sheet 24 for Wingwall Demolition Section)



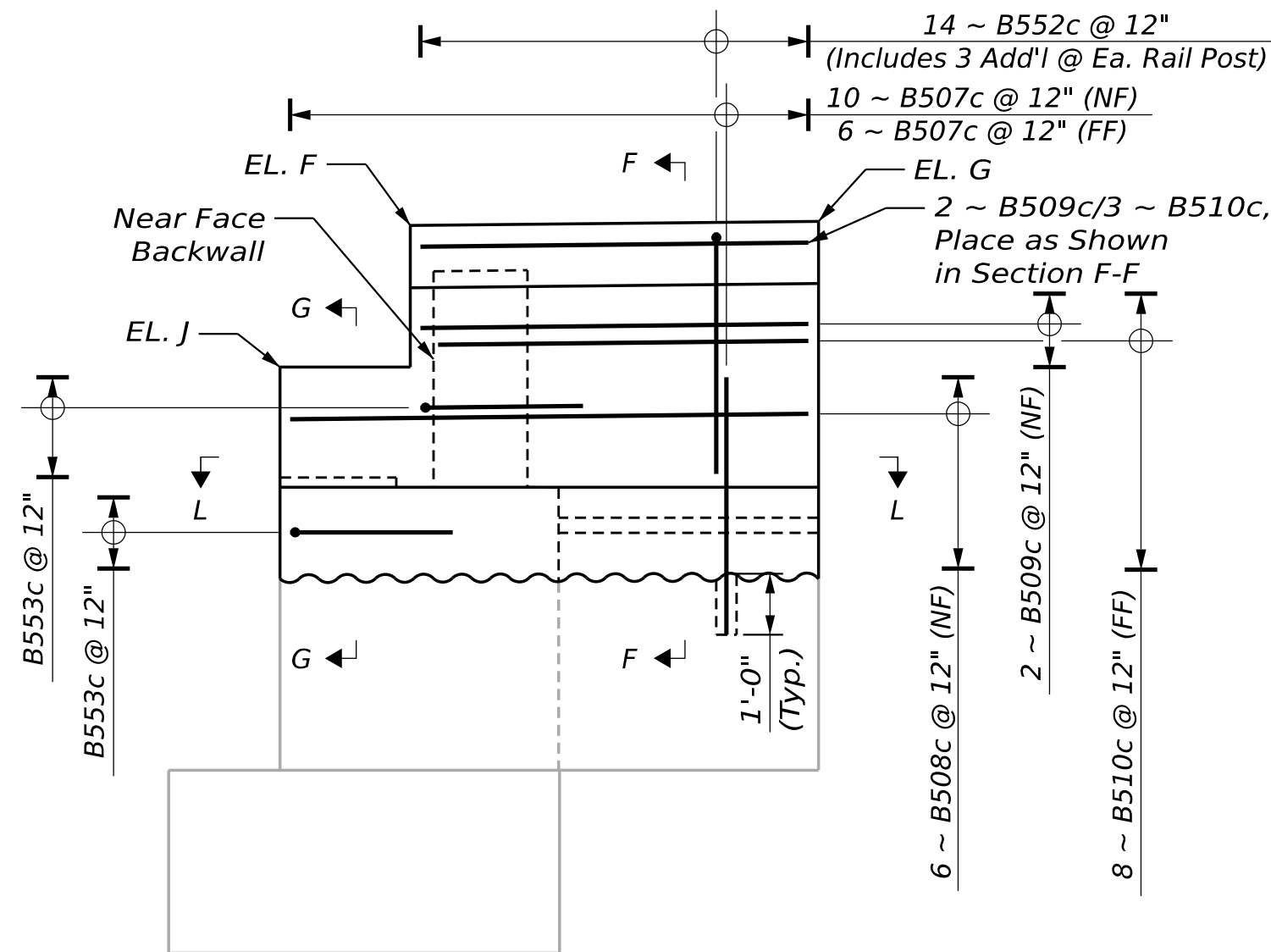
ABUTMENT 2 LEFT WINGWALL CONSTRUCTION ELEVATION
(See Superstructure Plan for Bridge Rail Layout)



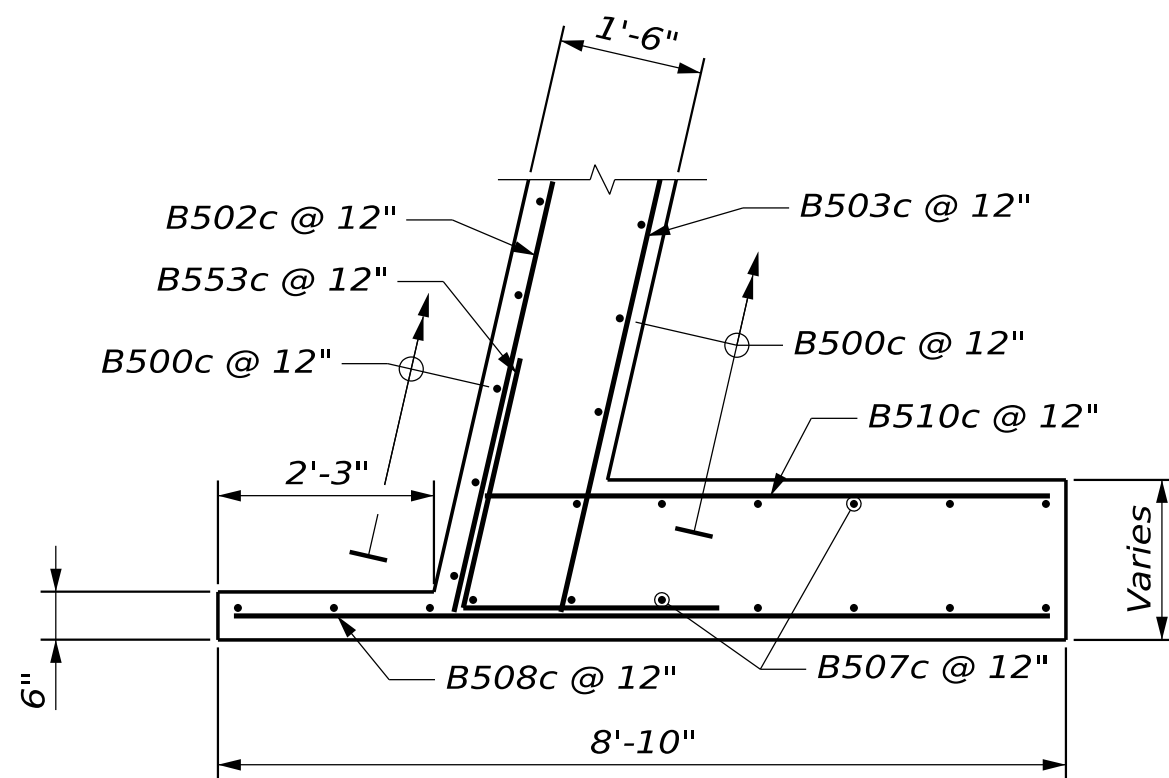
SECTION K-K



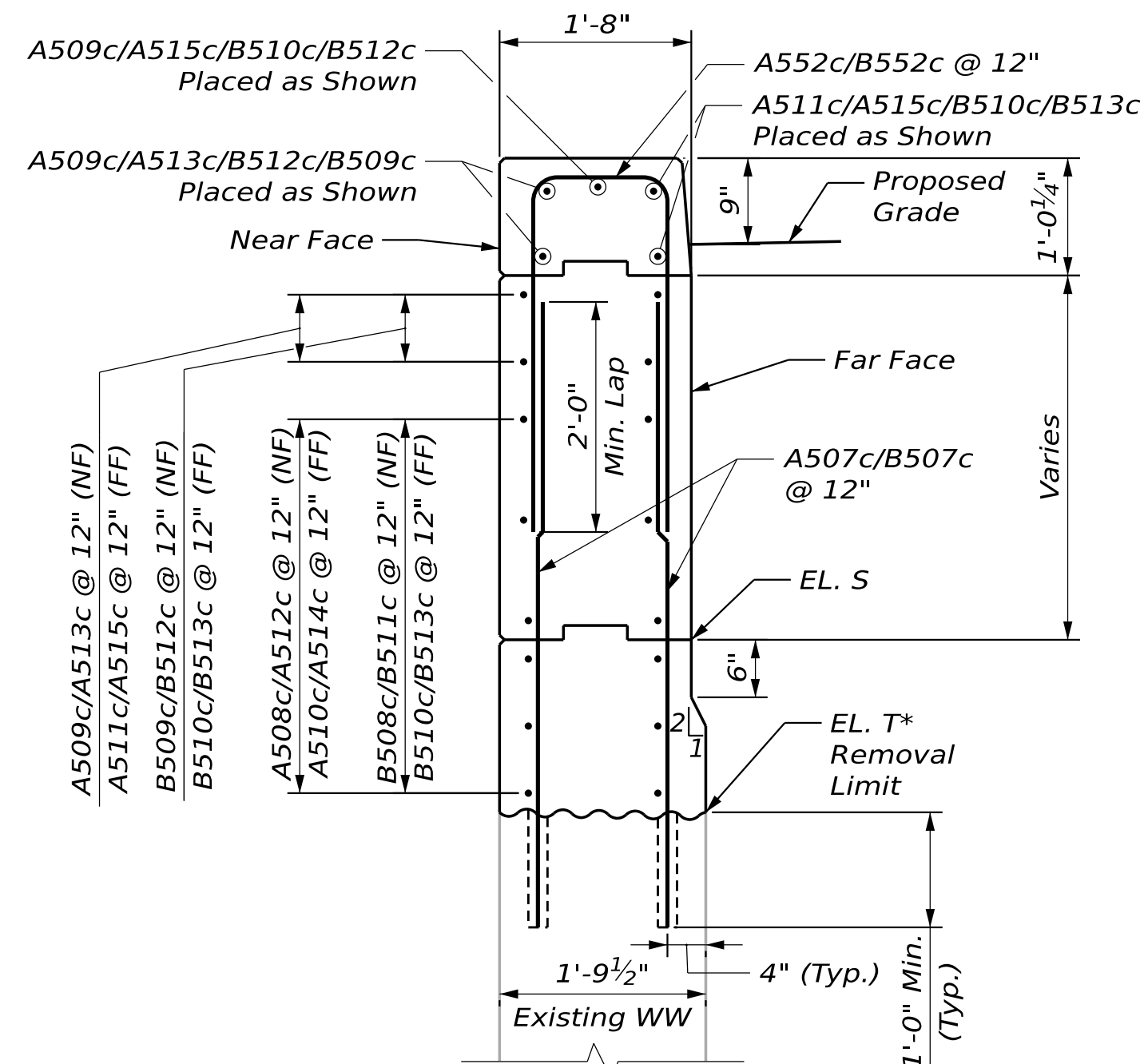
ABUTMENT 2 RIGHT WINGWALL DEMOLITION ELEVATION
(See Sheet 24 for Wingwall Demolition Section)



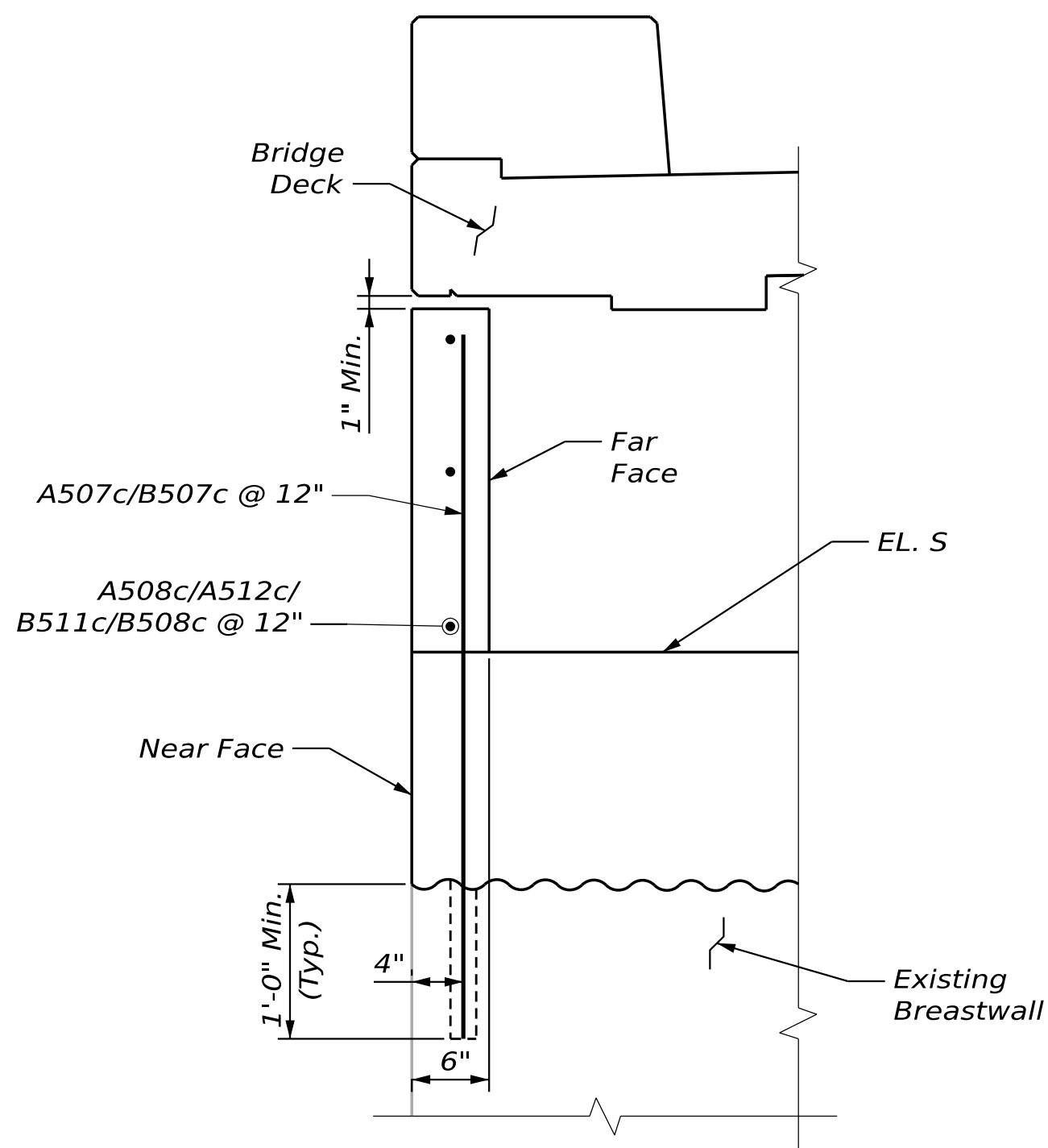
ABUTMENT 2 RIGHT WINGWALL CONSTRUCTION ELEVATION
(See Superstructure Plan for Bridge Rail Layout)



SECTION L-L



WINGWALL CONSTRUCTION SECTION
(SECTION F-F)



CURTAINWALL CONSTRUCTION SECTION
(SECTION G-G)

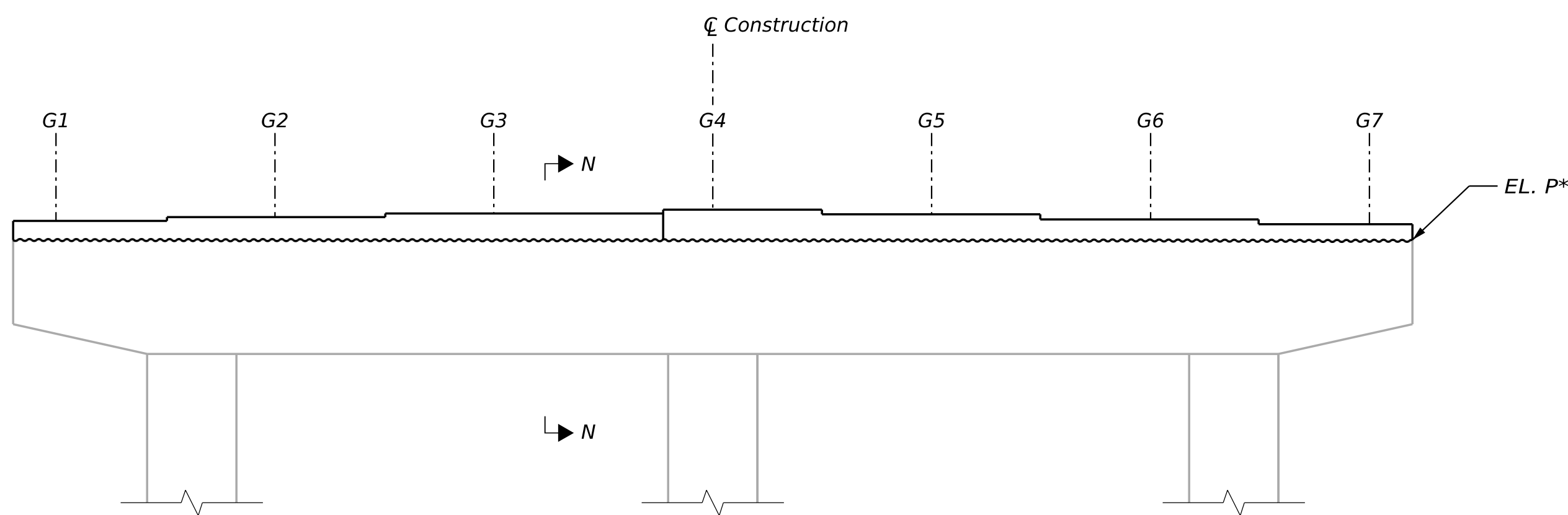
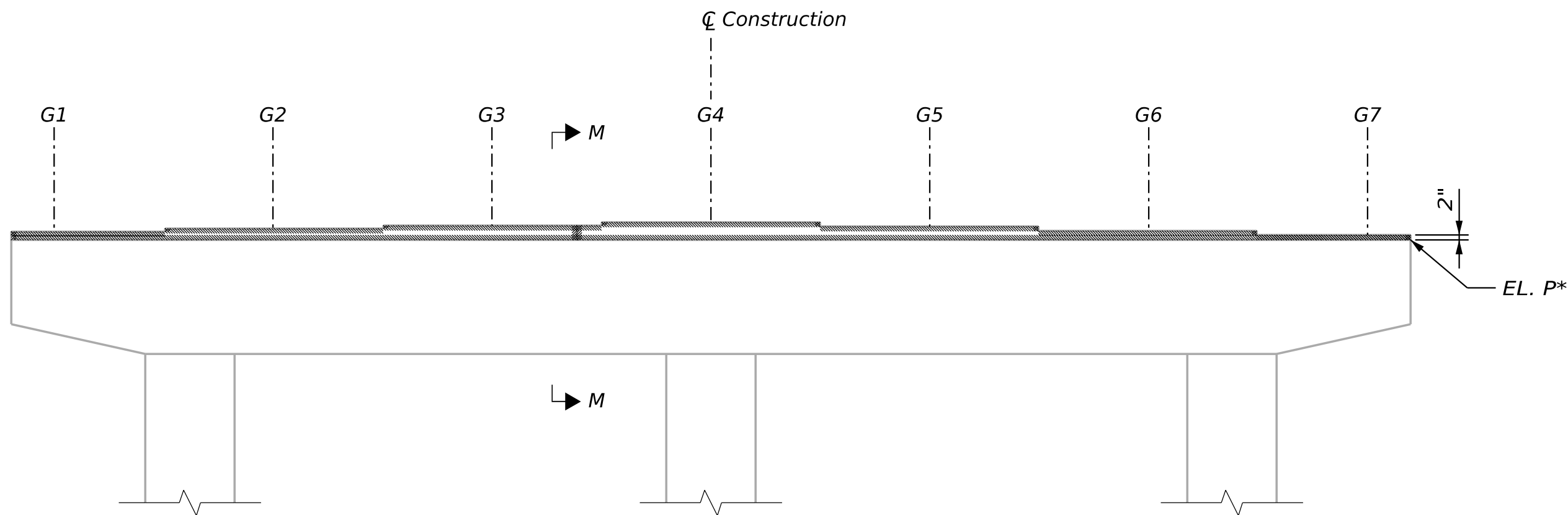
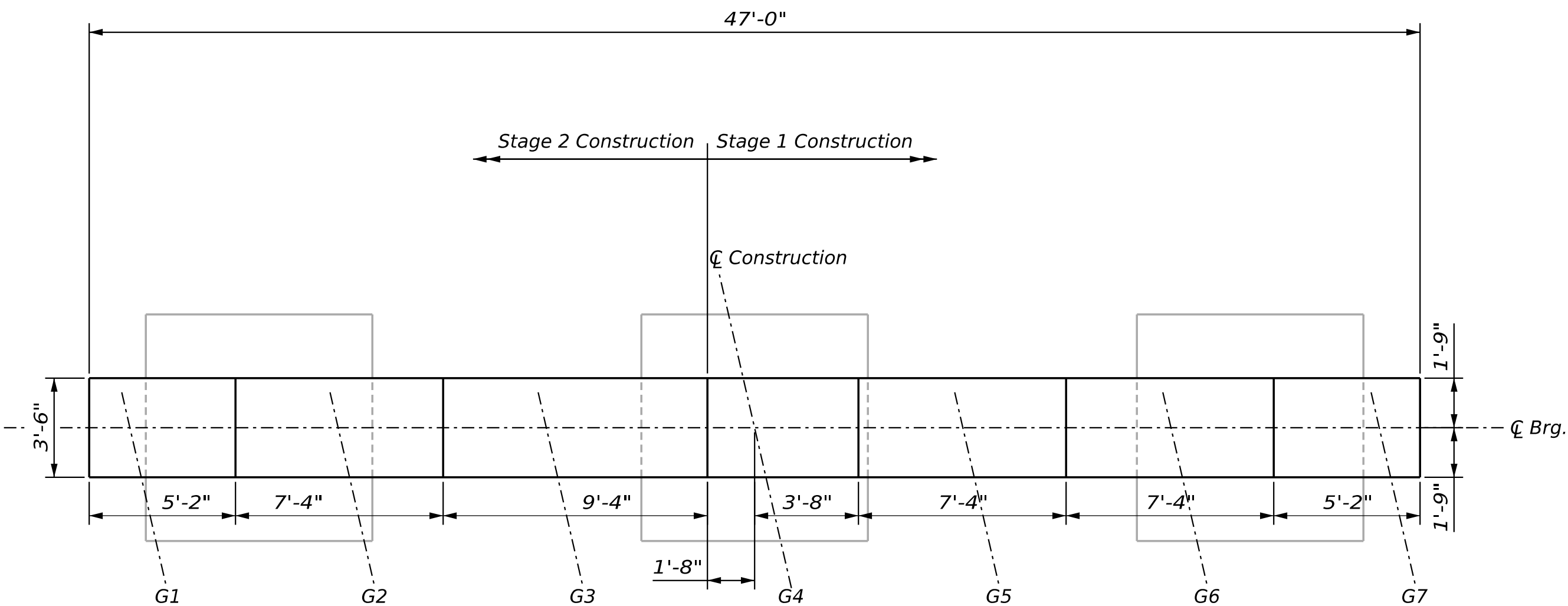
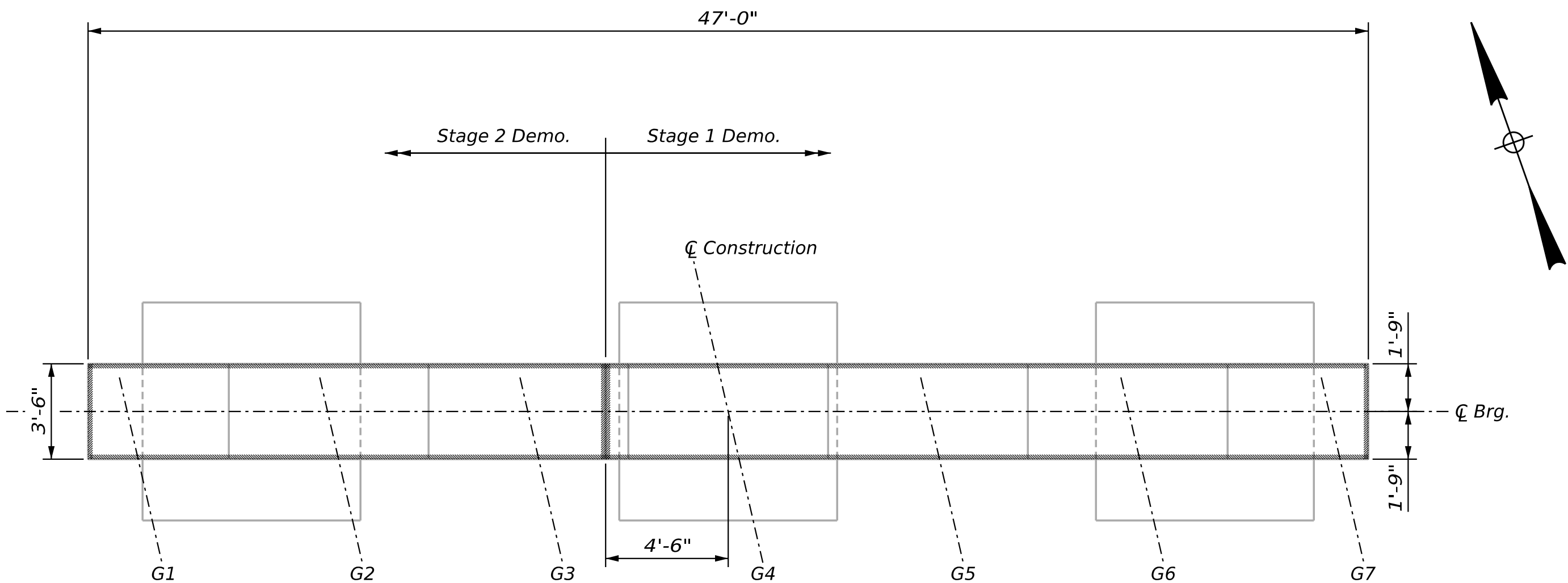
Abutment 2 Wingwall Elevations					
EL. F	EL. G	EL. H	EL. I	EL. J	EL. K
184.73	184.80	184.84	184.91	182.41	182.52

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2608700
WIN 26087.00

PROJ. MANAGER	CHARLES GUY	BY	DATE
DESIGN-DETAILED	S. LINDSLEY	E. MORRISON	05-26
CHECKED-REVIEWED	D. WHITE	T. WATKINS	05-26
DESIGN-DETAILED	J. FITZ	J. FITZ	05-26
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

195SB OVER SEBOEIS RD BRIDGE NO. 6070 CROSSING NORTH HOWLAND ROAD HOWLAND	WINGWALL MODIFICATIONS II
---	---------------------------

SHEET NUMBER
25
OF 46



Pier Elevations								
Pier	G1	G2	G3	G4	G5	G6	G7	EL. P*
1	179.75	179.88	180.00	180.13	179.97	179.80	179.64	179.11
2	180.28	180.40	180.53	180.65	180.49	180.33	180.17	179.46

*Elevation to coincide with the existing top mat of reinforcement. Elevations provided are approximated from the existing bridge plans. To be field verified.

195SB OVER SEBOEIS RD BRIDGE NO. 6070
CROSSING NORTH HOWLAND ROAD
HOWLAND

PIER MODIFICATIONS I

SHEET NUMBER

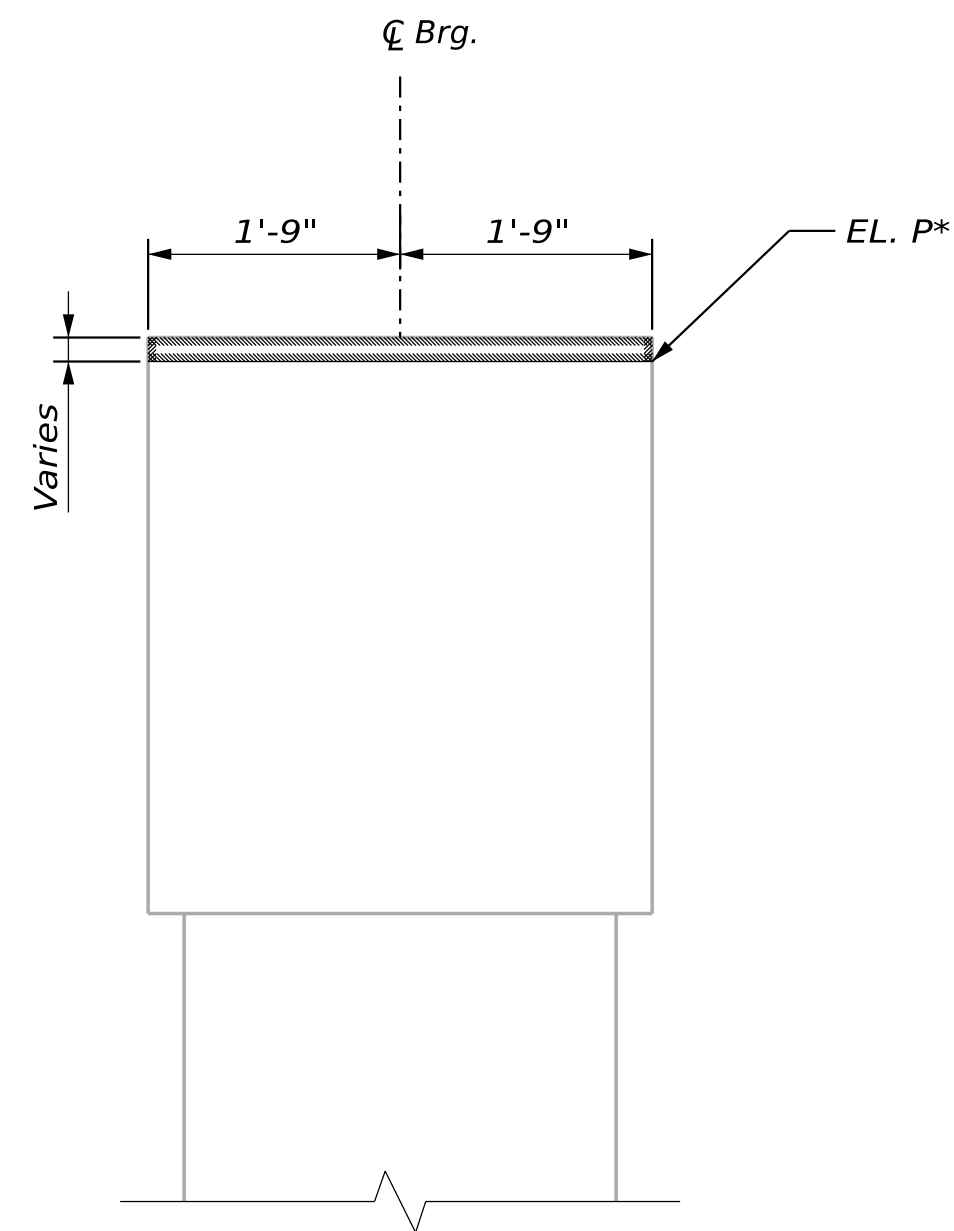
26

OF 46

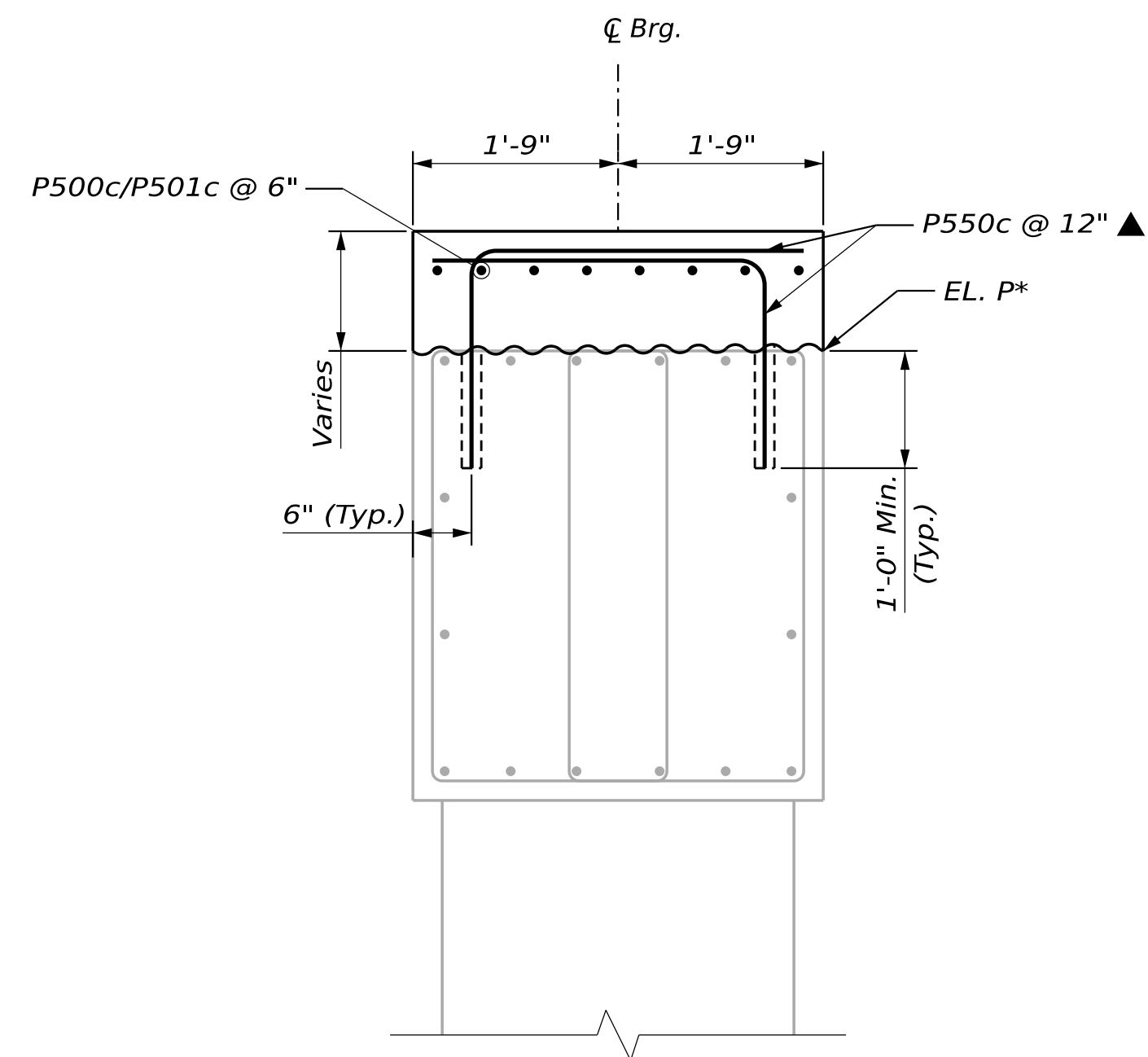
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2608700
WIN 26087.00

PROJ. MANAGER	CHARLES GUY	BY	DATE
DESIGN-DETAILED	S. LINDSEY	E. MORRISON	05-26
CHECKED-REVIEWED	D. WHITE	T. WYATT	05-26
DESIGN-DETAILED2	J. FITZ	J. FITZ	05-26
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

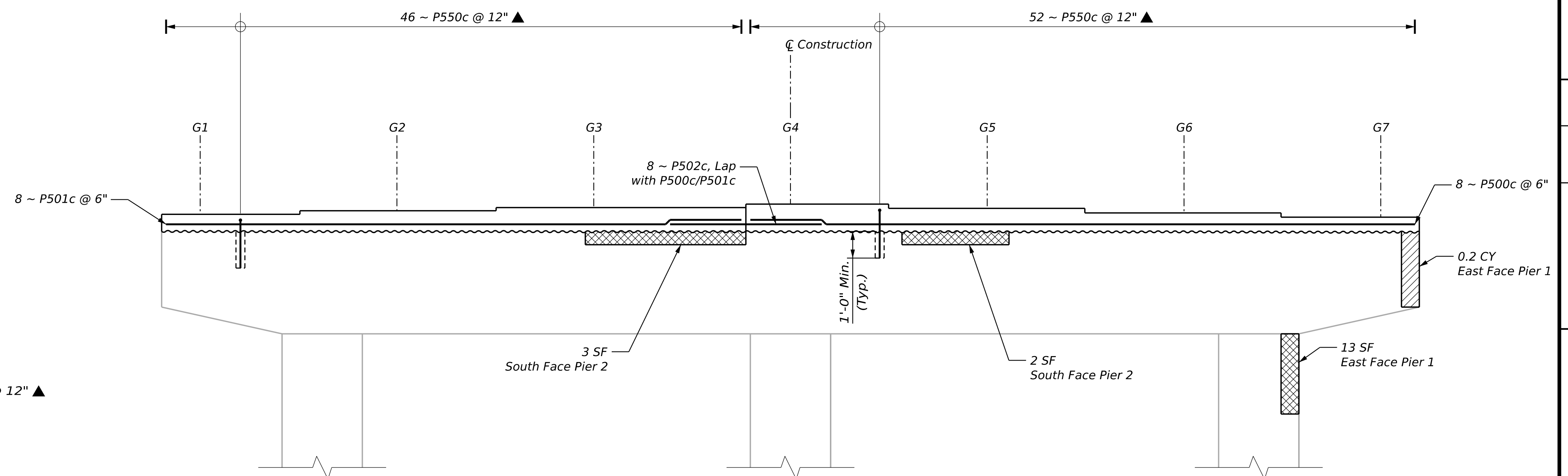
SIGNATURE
P.E. NUMBER
DATE



PIER DEMOLITION SECTION
(SECTION M-M)



PIER CONSTRUCTION SECTION
(SECTION N-N)



PIER REINFORCING AND SURFACE REPAIR ELEVATION

Pier 1 Shown, Pier 2 Similar
▲ = Cut to Fit

LEGEND

-  Repair of Vertical Surfaces < 8 Inches
 -  Repair of Vertical Surfaces $\geq$ 8 Inches

CONCRETE REPAIR NOTES

1. *The quantity of concrete repairs and reinforcing layout on these drawings are based on visual inspection. The Contractor shall match those repair limits as closely as possible except with the approval of the Resident.*
2. *No repairs are anticipated for substructure units not shown. The Contractor and the Resident shall verify that no work is required.*
3. *The Department must approve changes in quantity beyond what is shown or assumed.*
4. *All broken or corroded reinforcing bars shall be supplemented in accordance with Standard Specification Section 518.04. Supplemental reinforcing shall maintain a clear cover of 2" minimum. Supplemental bars shall be paid for under Pay Items 503.19 and 503.20.*
5. *Locations of Vertical Surface Repair adjacent to limits of pier cap reconstruction shall be cast monolithically. This concrete quantity shall still be paid for under Item 518.60 or 518.61.*

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
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PROJECT MANAGER	CHARLES GUY	BY	DATE
DESIGN-DETAILLED	S. LINDSEY	E. MORRISON	05-26
CHECKED-REVIEWED	D. WHITE	TWAM/BBC	05-26
DESIGN&2-DETAILED2	J. FITZ	J. FITZ	05-26
DESIGN&3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE			
P.E. NUMBER			
DATE			

195SB OVER SEBOEIS RD BRIDGE NO. 6070
CROSSING NORTH HOWLAND ROAD
HOWLAND

PIER MODIFICATIONS II

SHEET NUMBER

27

OF 46

ELASTOMERIC BEARING NOTES

1. The existing anchor rods shall be cut flush with the limits of concrete removal. 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.

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. Masonry plates, sole plates and shear blocks shall meet the requirement of ASTM A709, Grade 50 or 50W. Anchor rods shall meet the requirement of ASTM F1554, Grade 105 and shall be swaged on the embedded portion of the rod.

5. 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 superstructure may be erected when the ambient air temperature is within the range of 65°F and 90°F. If the ambient air temperature is outside the range, the bearings shall be reset as directed by the Resident.

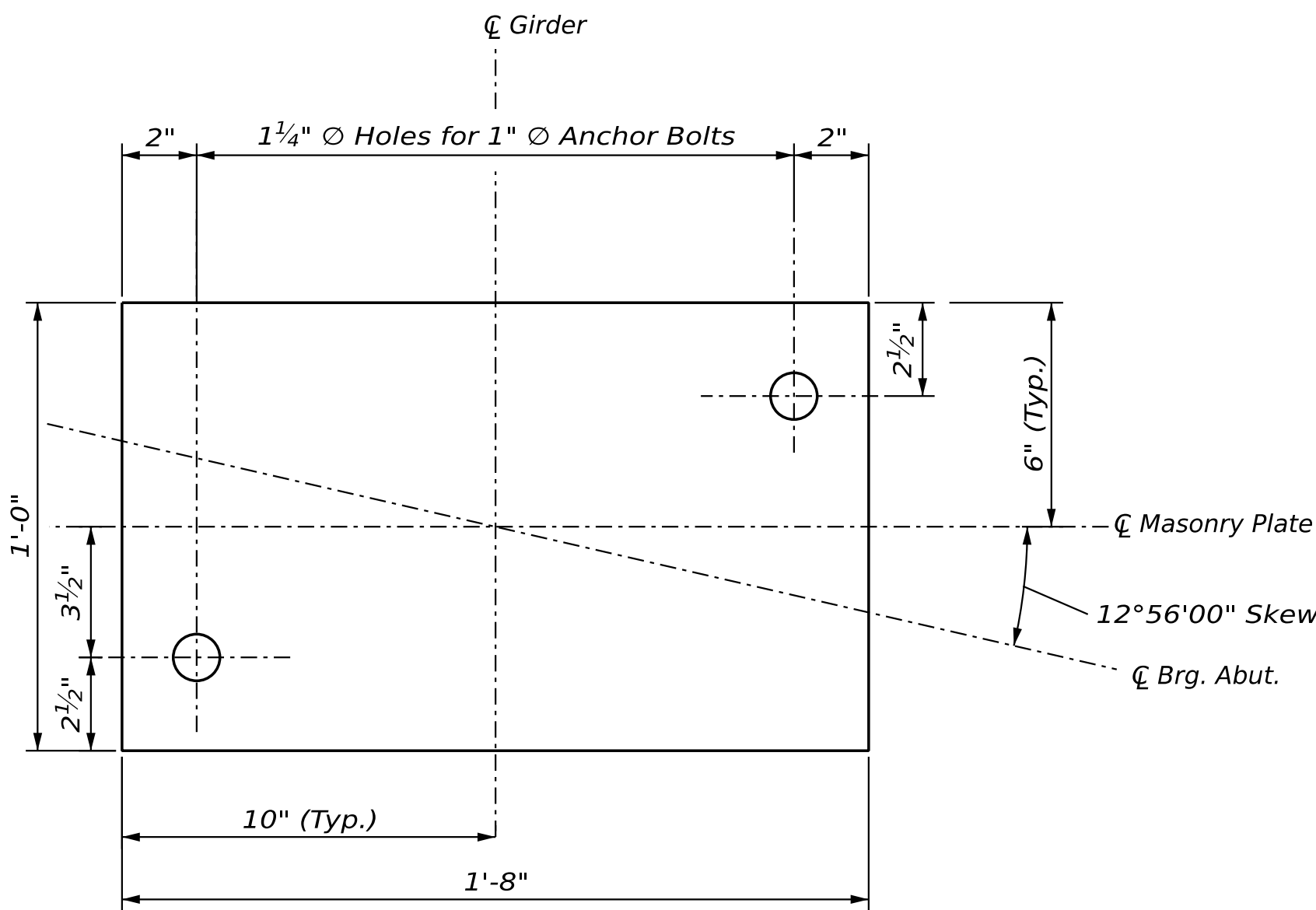
9. All necessary precautions shall be taken to protect bearing components from field weld flash and spatter. Heat from welding operations shall be controlled such that steel adjacent to the elastomer does not exceed 200°F. The temperature shall be verified by the use of temperature indicating crayons or other suitable means.

10. Upset the threads on the anchor rods after assembly of the bearing.

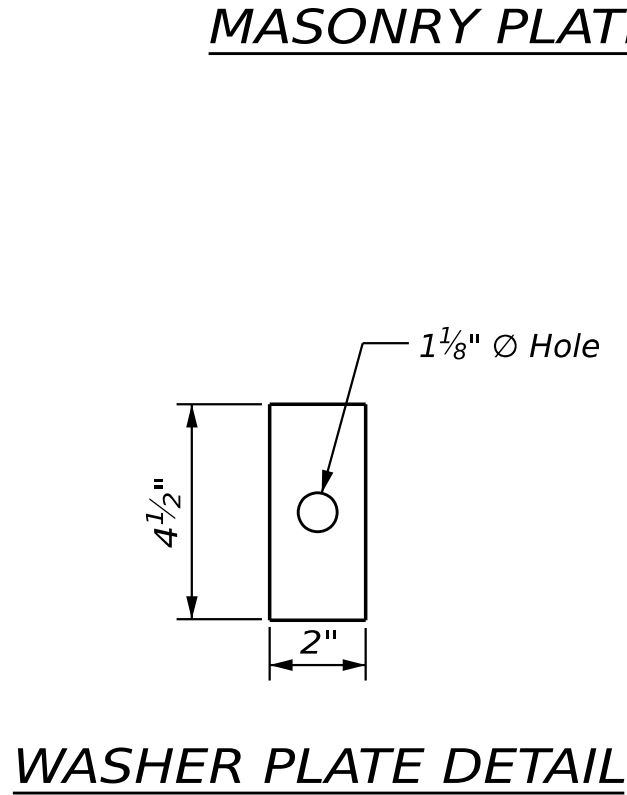
11. The Contractor shall not weld the girders to the sole plate until after all adjustments have been made in accordance with Standard Specification Section 523.094.

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.

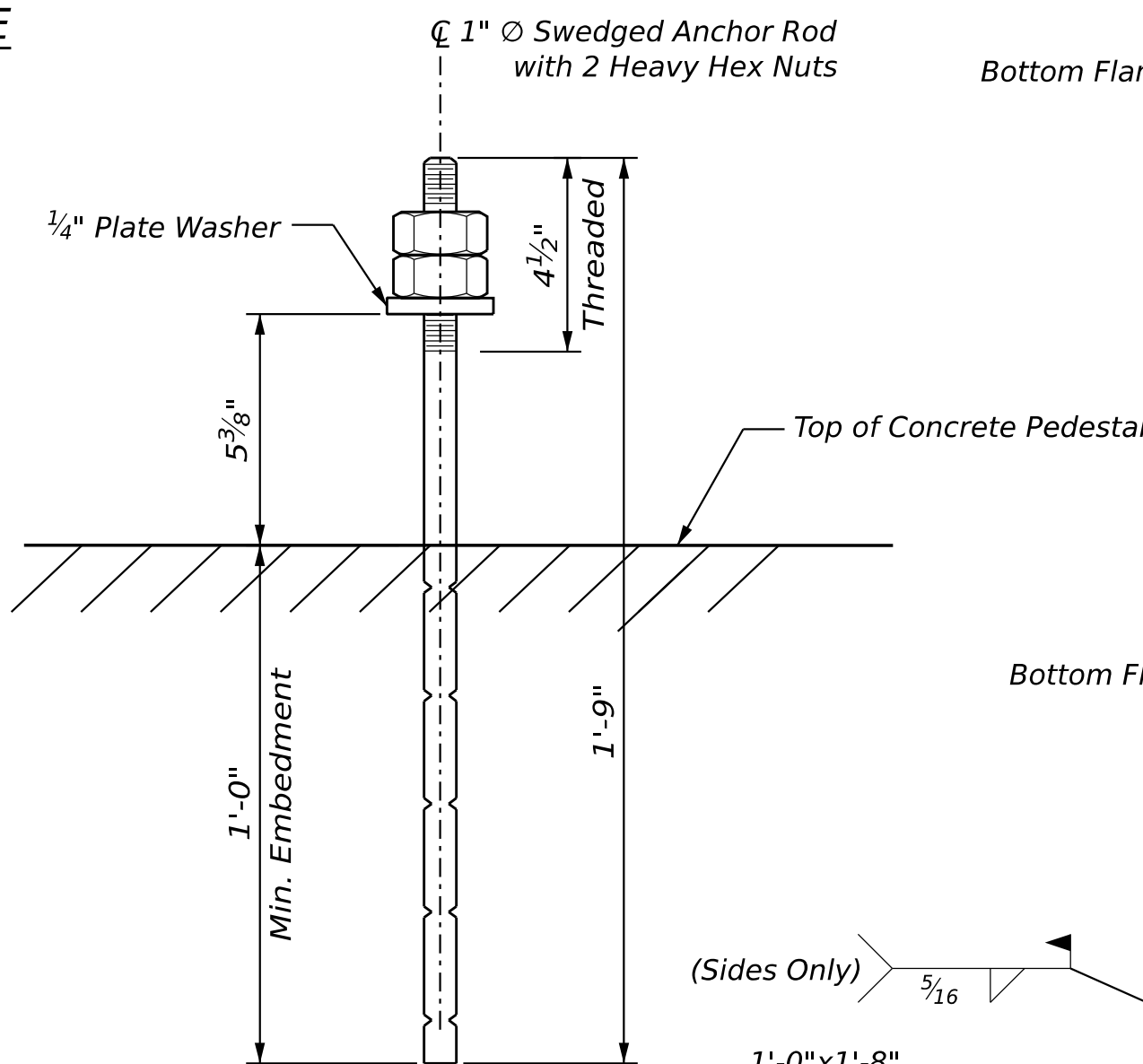
13. Anchor rods shall be drilled and grouted in place using a material listed on the Maine Department of Transportation Qualified Products List of Concrete Adhesive Anchoring Systems as required.



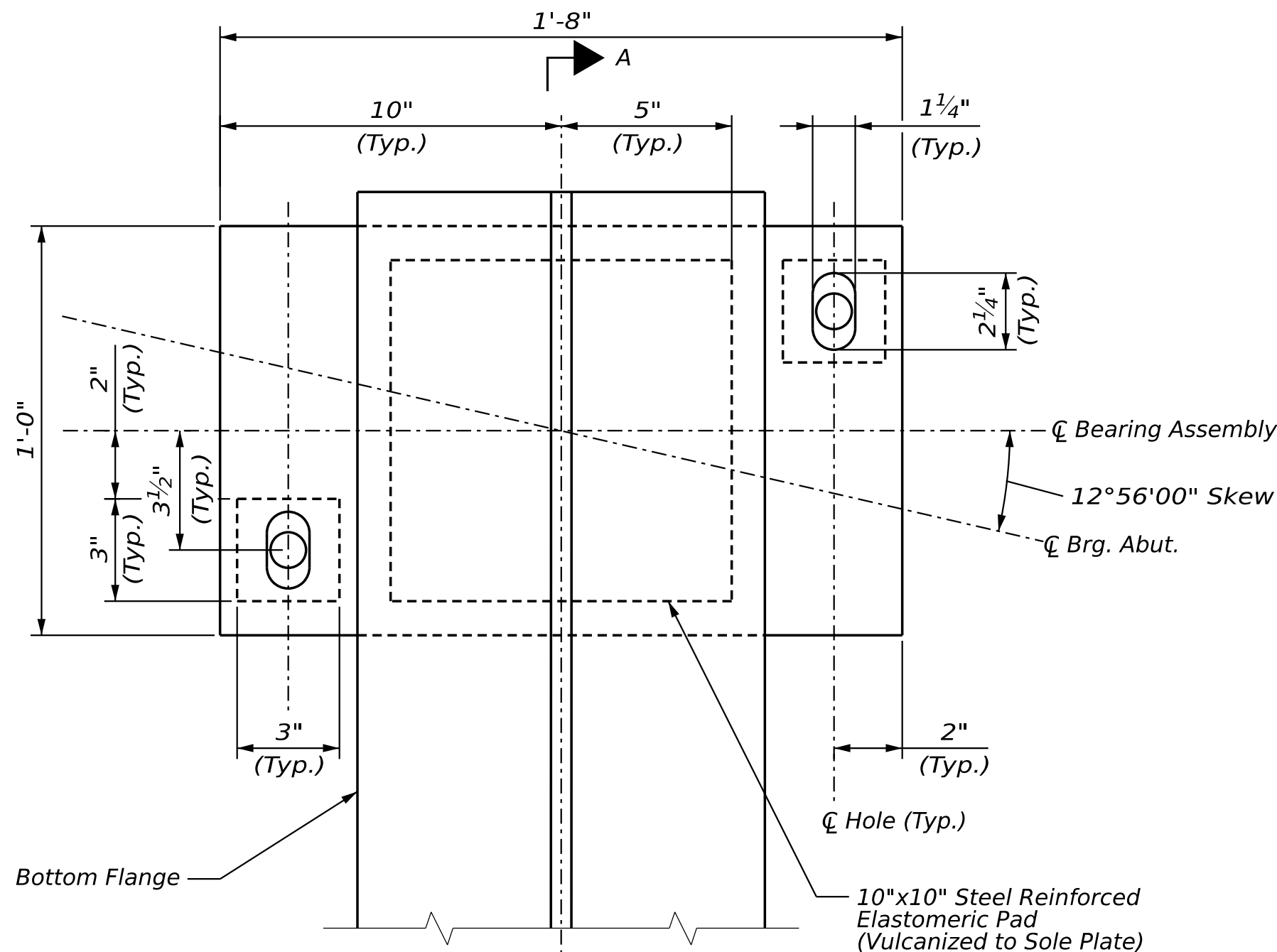
MASONRY PLATE



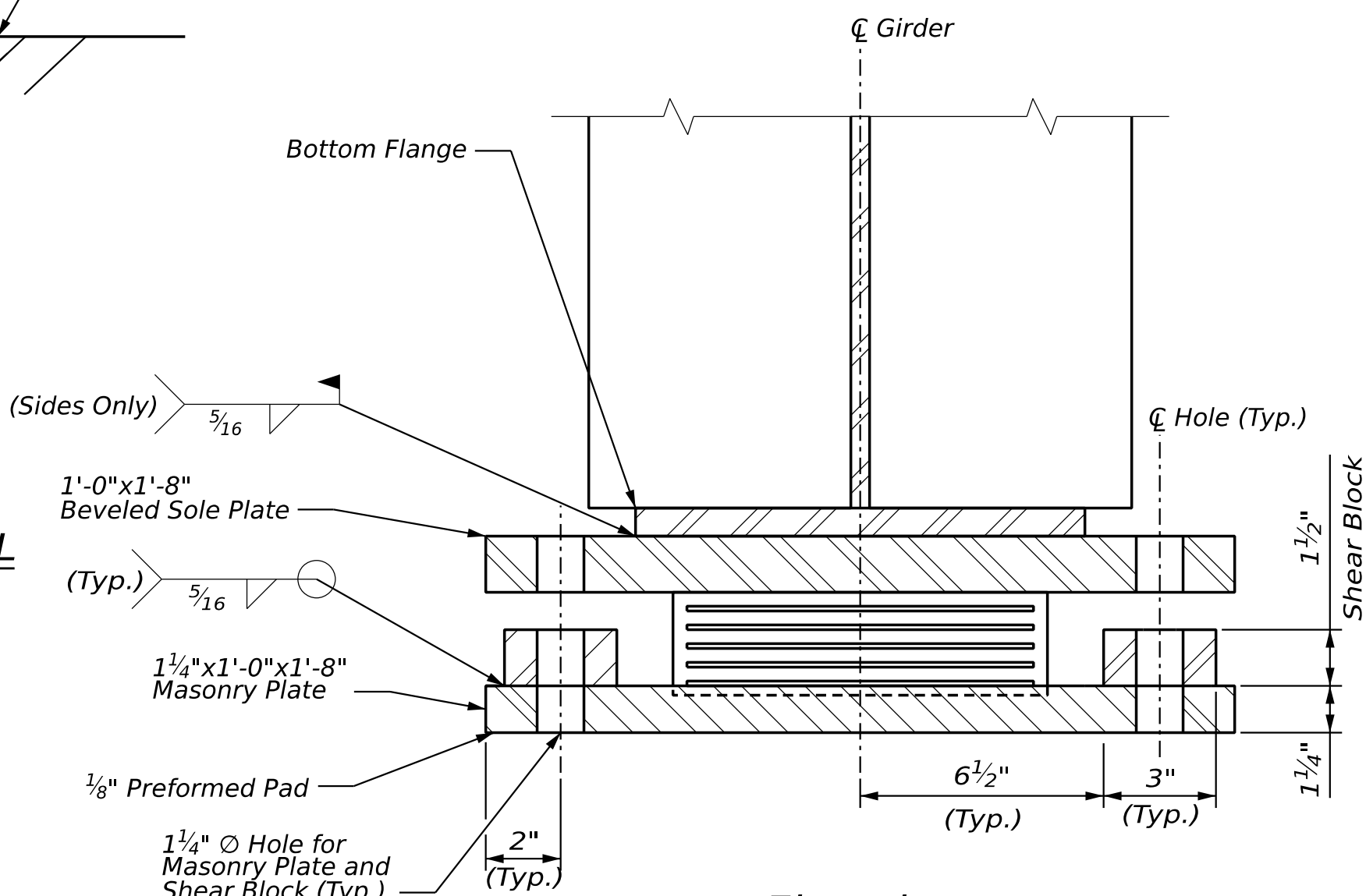
WASHER PLATE DETAIL



ANCHOR ROD DETAIL

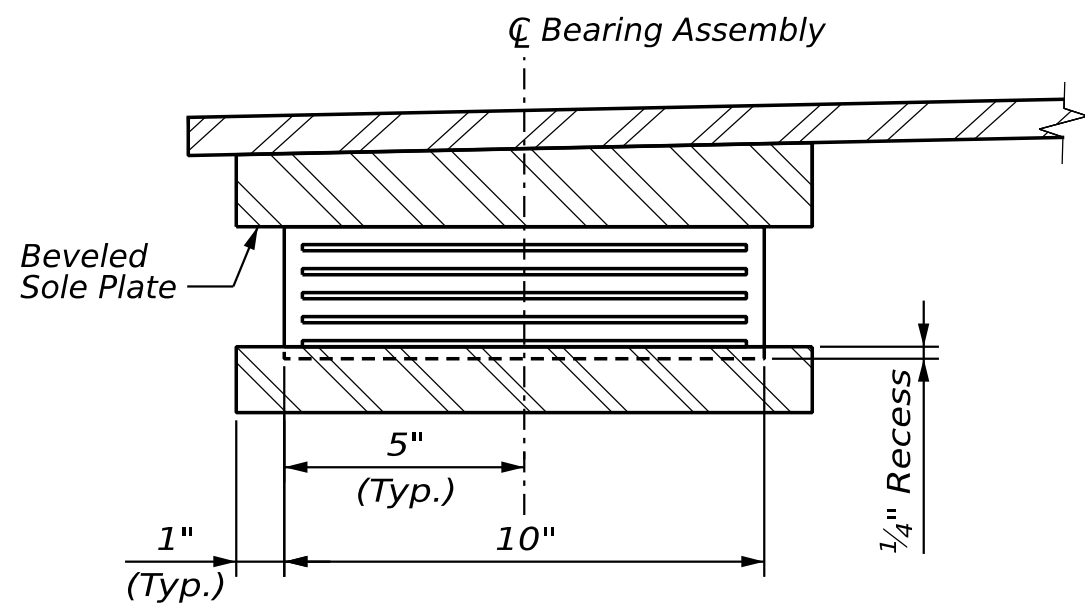


Plan



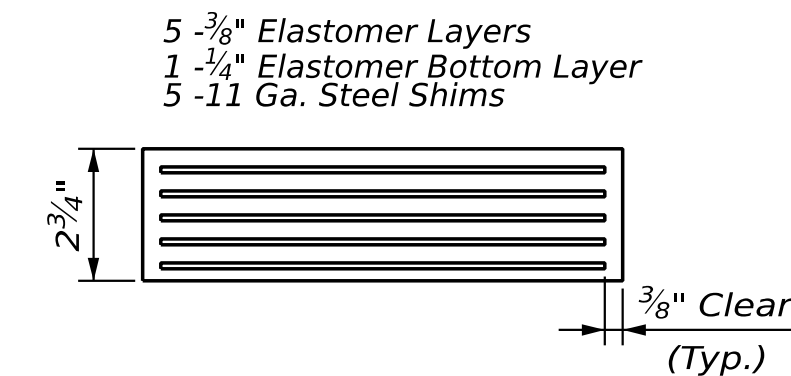
Elevation

ABUTMENT EXPANSION BEARING ASSEMBLY

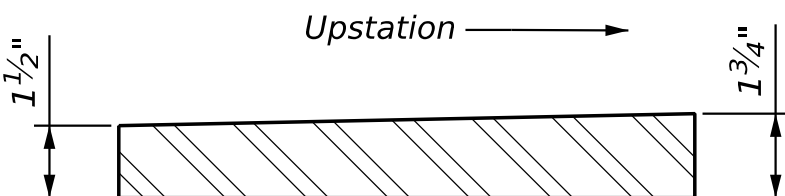


Section A-A

Abutment 1 Shown, Abutment 2 Similar



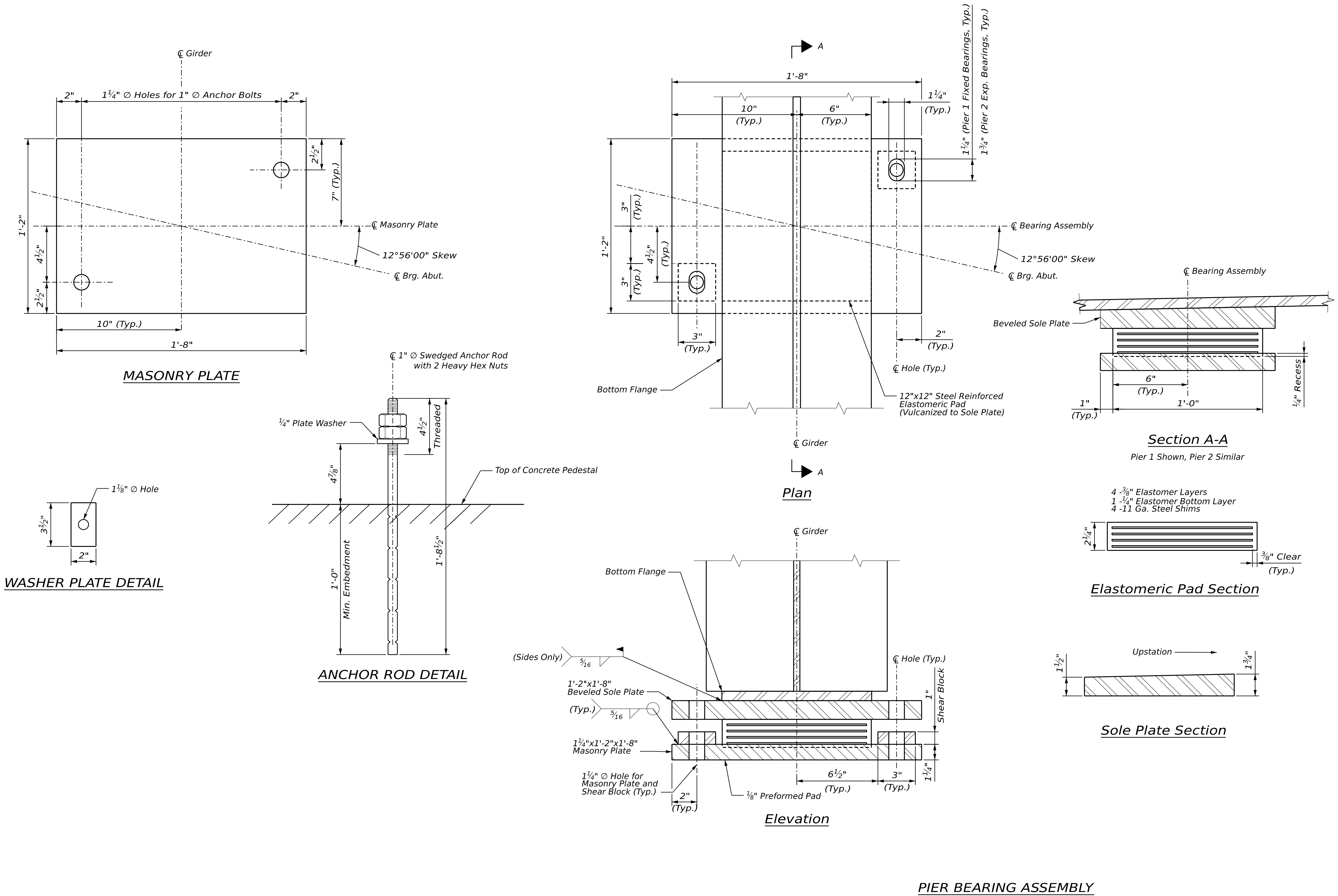
Elastomeric Pad Section



Sole Plate Section

Bearing Design Loads		
Criteria	Abutment	Pier
Unfactored Dead Load	25 Kips	60 Kips
Unfactored Live Load	65 Kips	100 Kips
Max. Displacement	1.01 inch	0.53 inch
Dead Load Rotation	0.004 rad.	0.001 rad.
Max. Live Load Rotation	0.003 rad.	0.017 rad.
Rotational Tolerance	0.005 rad.	0.005 rad.

PROJ. MANAGER	CHARLES GUY	BY	DATE
DESIGN-DETAILED	S. LINDSEY	E. MORRISON	05-26
CHECKED-REVIEWED	D. WHITE	T. WATKINS	05-26
DESIGN-DETAILED	J. FITZ	J. FITZ	05-26
DESIGN-DETAILED	J. FITZ	J. FITZ	05-26
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

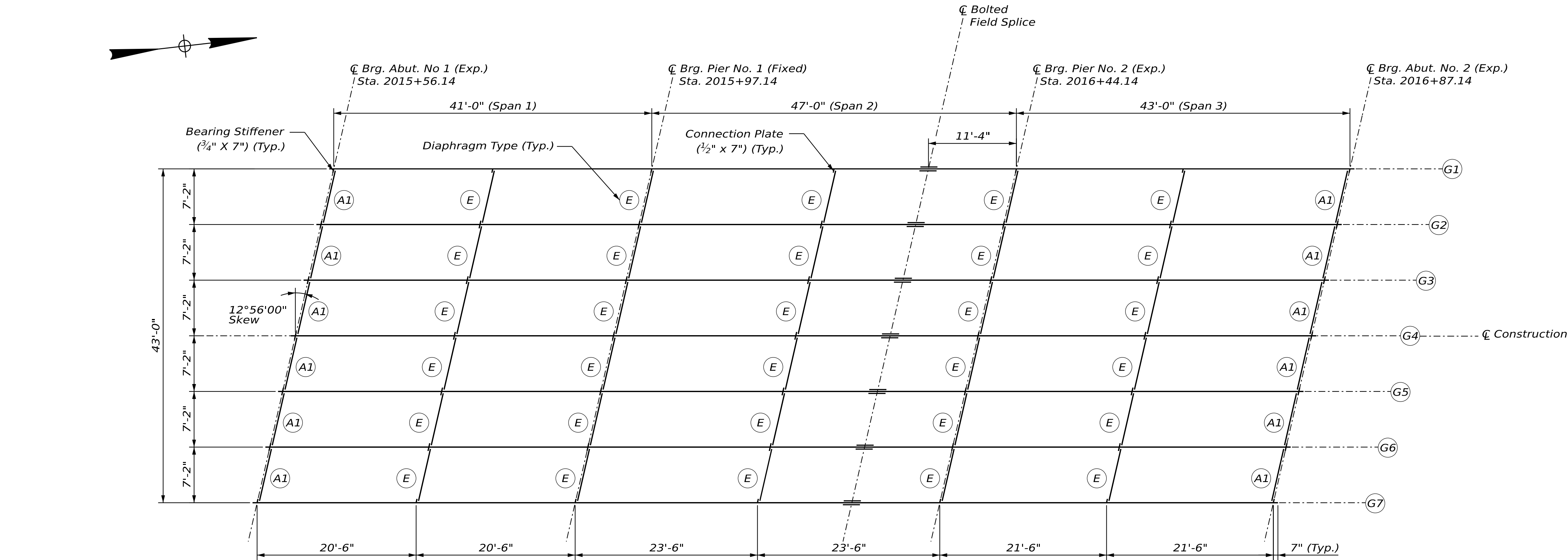


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DEPARTMENT OF TRANSPORTATION
Federal Project No. 2608700
WIN 26087.00

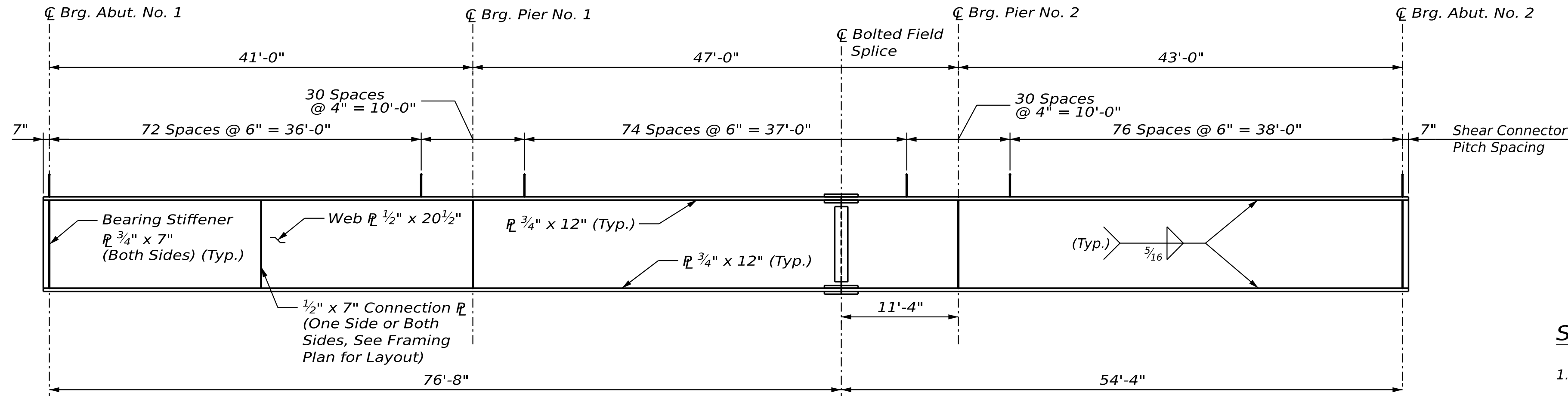
PROJ. MANAGER	CHARLES GUY	BY	DATE
DESIGN-DETAILED	S. LINDSLEY	E. MORRISON	05-26
CHECKED-REVIEWED	D. WHITE	T. WATKINS	05-26
DESIGN-DETAILED	J. FITZ	J. FITZ	05-26
DESIGN-DETAILED	J. FITZ	J. FITZ	05-26
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

195SB OVER SEBOEIS RD BRIDGE NO. 6070 CROSSING NORTH HOWLAND ROAD HOWLAND	BEARING DETAILS II
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SHEET NUMBER
29
OF 46

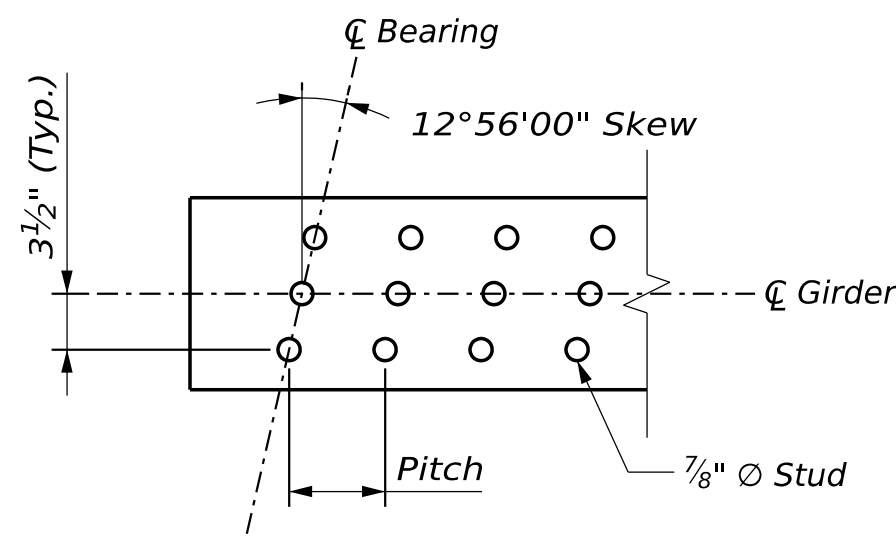


FRAMING PLAN



GIRDER ELEVATION

849 (283 x 3 Rows) Studs Per Girder
(5943 Studs Total)

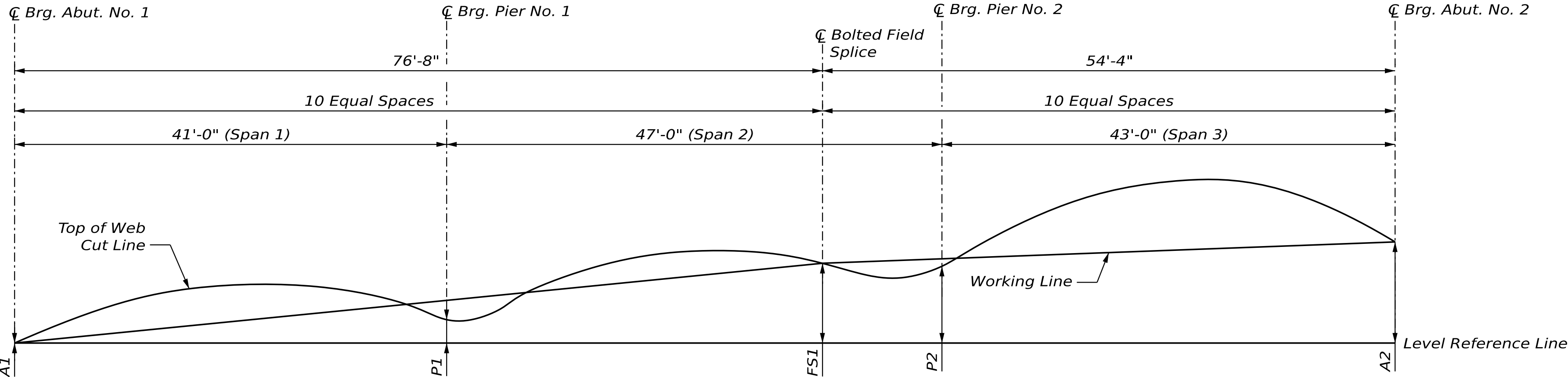


SHEAR CONNECTOR DETAIL

SHEAR CONNECTOR NOTES

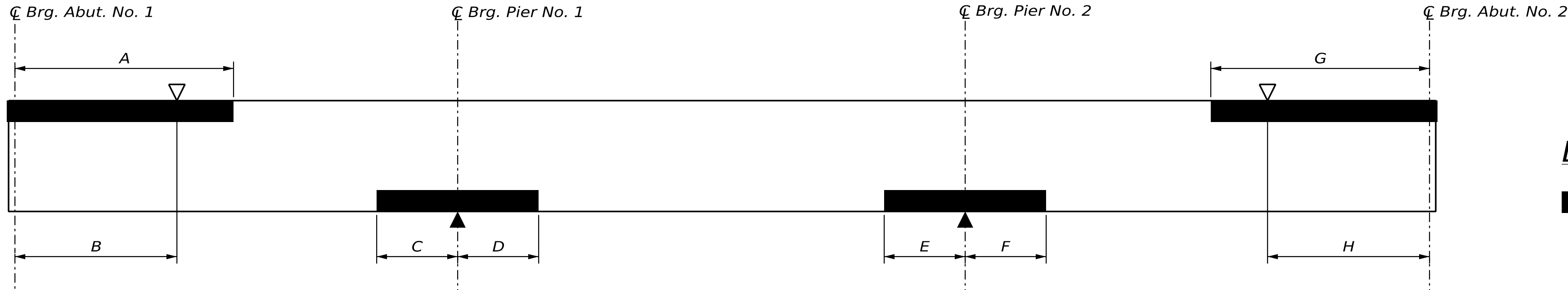
- Dimensions are measured along centerline of the girder.
- The proposed shear studs shall be 7/8" Ø. Studs shall penetrate into the deck a minimum of 2" and maintain a clear cover of 2" to the top of the studs.
- Pitch spacing may be adjusted at bolted splices to avoid splice bolts.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		Federal Project No. 2608700		WIN 26087.00	
195SB OVER SEBOEIS RD BRIDGE NO. 6070		CROSSING NORTH HOWLAND ROAD		HOWLAND		FRAMING PLAN	
PROJ. MANAGER	CHARLES GUY	BY	DATE	DESIGN-DETAILED	S. LINDSLEY	05-26	
CHECKED-REVIEWED	J. WHITE	TWM/BC	05-26	CHECKED-REVIEWED	J. FITZ	05-26	
DESIGN-DETAILED	J. FITZ			DESIGN-DETAILED	J. FITZ		
REVISIONS 1				REVISIONS 1			
REVISIONS 2				REVISIONS 2			
REVISIONS 3				REVISIONS 3			
REVISIONS 4				REVISIONS 4			
FIELD CHANGES				FIELD CHANGES			
SHEET NUMBER		30		OF		46	



CAMBER DIAGRAM
(Not To Scale)

GIRDER	TABLE OF CAMBER DIMENSIONS (Feet)				
	"A1"	"P1"	"FS1"	"P2"	"A2"
G1-G7	0.00	0.46	0.86	0.98	1.46



GIRDER STRESS DIAGRAM

TABLE OF STRESS DIAGRAM DIMENSIONS (ft)							
A	B	C	D	E	F	G	H
22'-4"	16'-5"	4'-7"	5'-7"	5'-10"	5'-5"	24'-10"	17'-2"

LEGEND

- Indicates areas always in compression. All other areas are in tension or have stress reversals
- ▽

Point of maximum positive moment
- ▲

Point of maximum negative moment

GIRDER	DEAD LOAD COMPONENT	DEAD LOAD DEFLECTIONS (INCHES)																			
		CL BRG. ABUT. NO. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. PIER NO. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L
G1 & G7	STEEL DL	0.00	-0.02	-0.03	-0.04	-0.05	-0.05	-0.04	-0.03	-0.02	-0.01	0.00	0.00	-0.01	-0.02	-0.02	-0.02	-0.02	-0.01	-0.01	0.00
	DECK CONCRETE DL	0.00	-0.09	-0.16	-0.22	-0.24	-0.24	-0.21	-0.15	-0.09	-0.03	0.00	-0.01	-0.04	-0.09	-0.12	-0.13	-0.11	-0.08	-0.04	0.00
	SUPERIMPOSED DL	0.00	-0.02	-0.04	-0.06	-0.06	-0.06	-0.05	-0.04	-0.02	-0.01	0.00	0.00	-0.01	-0.02	-0.03	-0.03	-0.03	-0.02	-0.01	0.00
G2 - G6	STEEL DL	0.00	-0.02	-0.03	-0.04	-0.05	-0.05	-0.04	-0.03	-0.02	-0.01	0.00	0.00	-0.01	-0.02	-0.02	-0.03	-0.02	-0.02	-0.01	0.00
	DECK CONCRETE DL	0.00	-0.12	-0.22	-0.29	-0.32	-0.31	-0.27	-0.20	-0.12	-0.05	0.00	-0.01	-0.06	-0.11	-0.15	-0.17	-0.15	-0.10	-0.05	0.00
	SUPERIMPOSED DL	0.00	-0.02	-0.04	-0.05	-0.06	-0.06	-0.05	-0.04	-0.02	-0.01	0.00	0.00	-0.01	-0.02	-0.03	-0.03	-0.03	-0.02	-0.01	0.00

GIRDER	DEAD LOAD COMPONENT	DEAD LOAD DEFLECTIONS (INCHES)										
		CL BRG. PIER NO. 2	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. ABUT. NO. 2
G1 & G7	STEEL DL	0.00	-0.01	-0.02	-0.04	-0.05	-0.06	-0.06	-0.05	-0.04	-0.02	0.00
	DECK CONCRETE DL	0.00	-0.05	-0.12	-0.19	-0.26	-0.30	-0.30	-0.27	-0.20	-0.11	0.00
	SUPERIMPOSED DL	0.00	-0.01	-0.03	-0.05	-0.07	-0.07	-0.08	-0.07	-0.05	-0.03	0.00
G2 - G6	STEEL DL	0.00	-0.01	-0.02	-0.04	-0.05	-0.06	-0.06	-0.05	-0.04	-0.02	0.00
	DECK CONCRETE DL	0.00	-0.06	-0.15	-0.25	-0.34	-0.39	-0.39	-0.35	-0.27	-0.14	0.00
	SUPERIMPOSED DL	0.00	-0.01	-0.03	-0.04	-0.06	-0.07	-0.07	-0.06	-0.05	-0.03	0.00

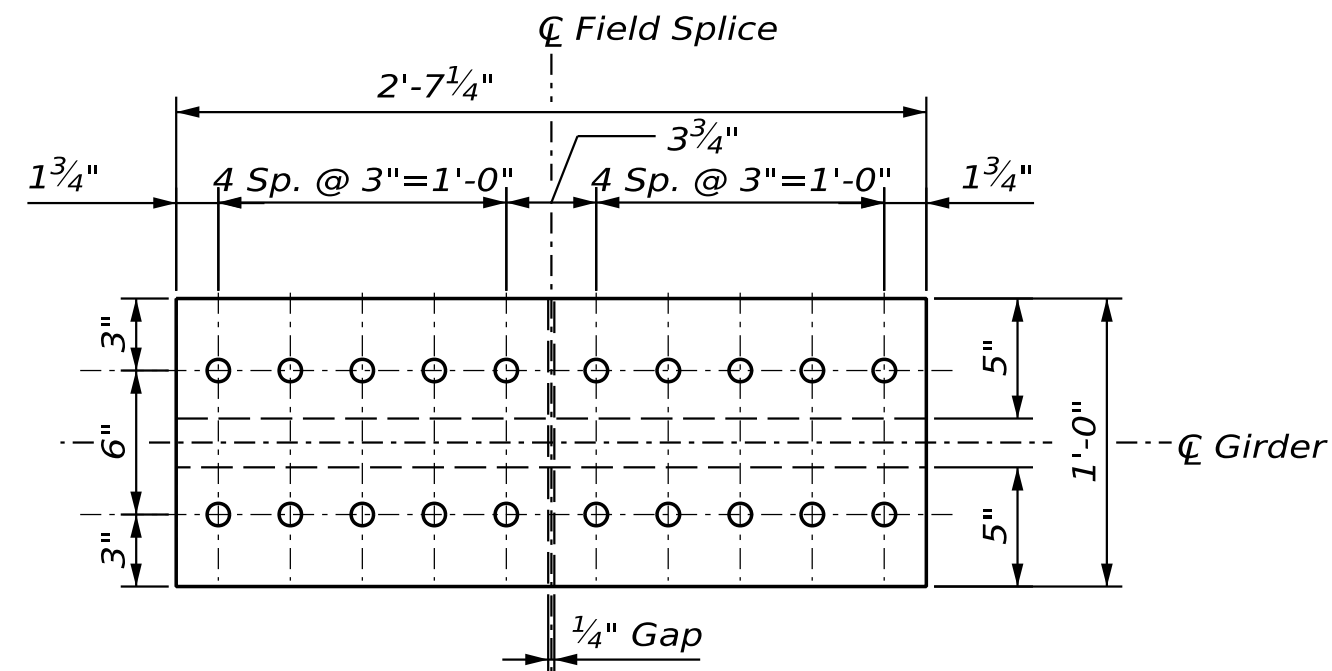
GIRDER	TABLE OF CAMBER ORDINATES "CO" (Inches)																				
	CL BRG. ABUT. NO. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	FS1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. ABUT. NO. 2
G1 - G7	0.00	0.26	0.39	0.35	0.18	-0.01	-0.04	0.06	0.13	0.11	0.00	-0.06	-0.06	0.03	0.20	0.37	0.47	0.48	0.40	0.22	0.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2608700
WIN 26087.00

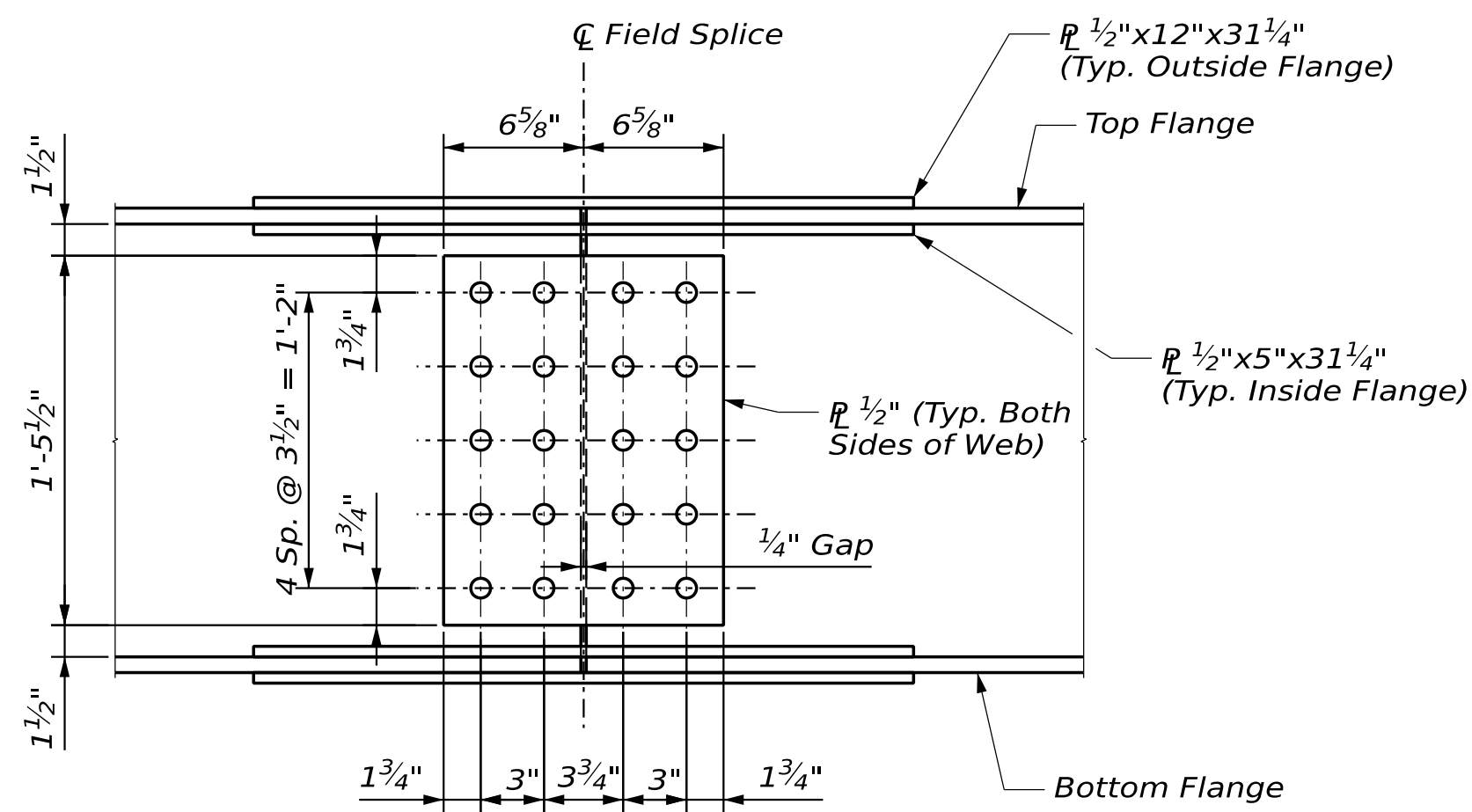
PROJ. MANAGER	CHARLES GUY	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	S. LINDSEY	E. MORRISON	05-26			
CHECKED-REVIEWED	D. WHITE	T. WAT/BRG	05-26			
DESIGN-DETAILED2	J. FITZ	J. FITZ	05-26			
DESIGN-DETAILED3						
REVISIONS 1						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

195SB OVER SEBOEIS RD BRIDGE NO. 6070 CROSSING NORTH HOWLAND ROAD HOWLAND	CAMBER & STRESS DIAGRAMS
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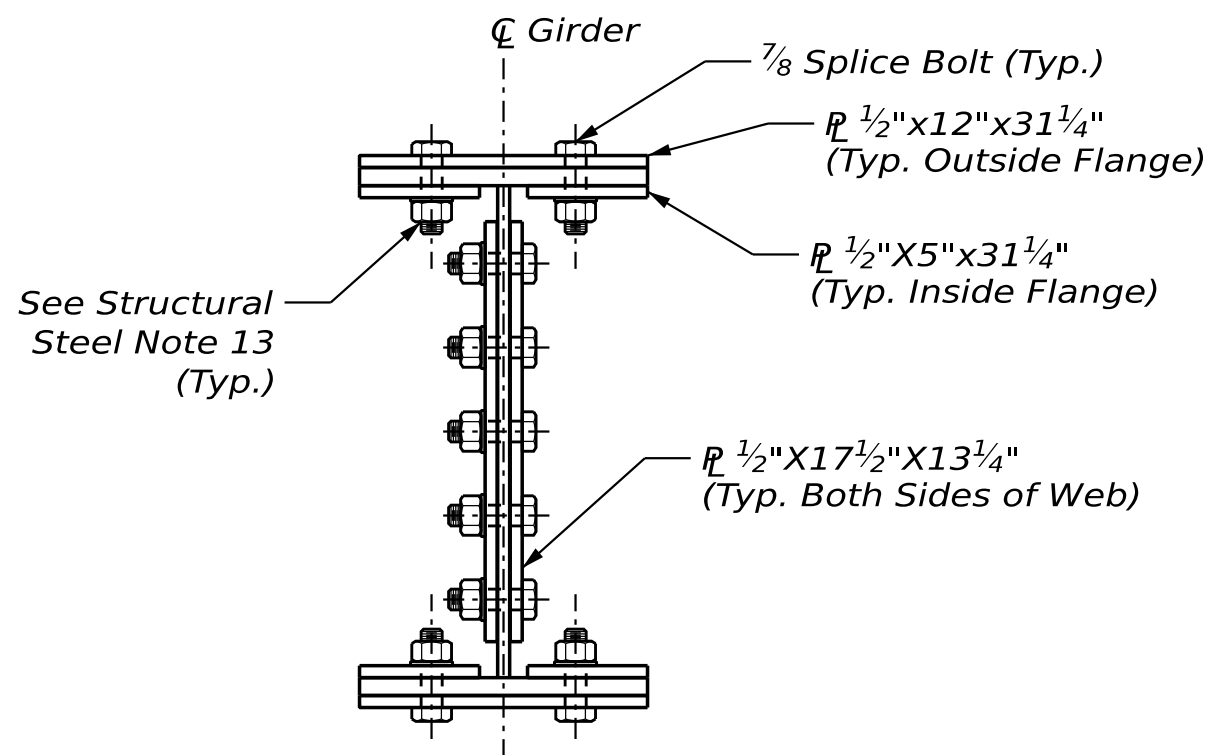
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31
OF 46



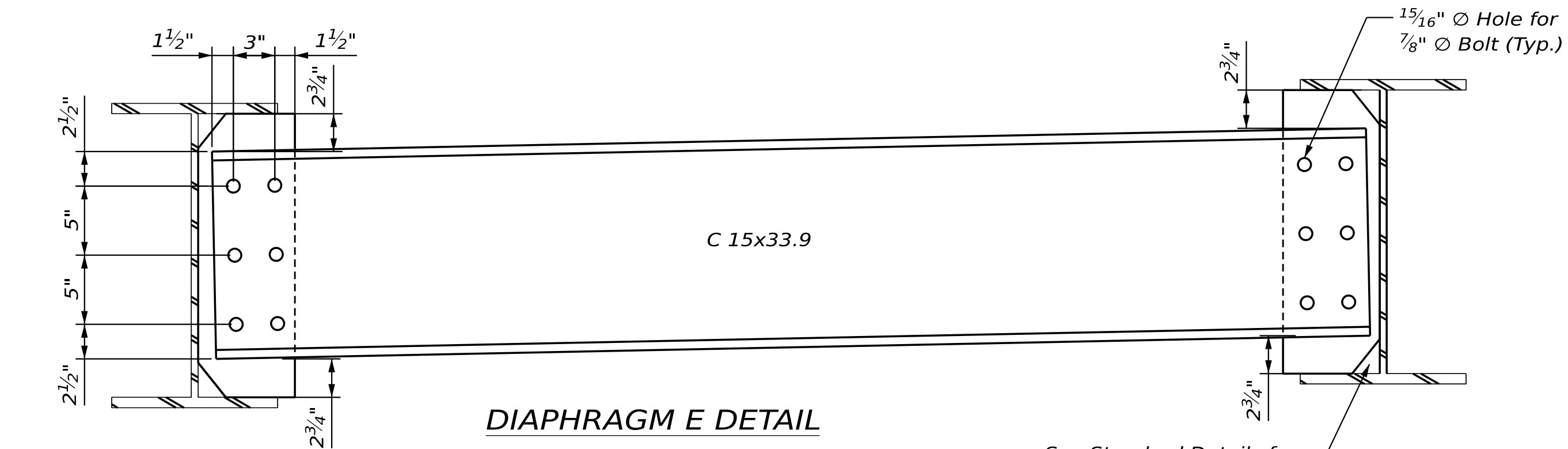
BOLTED FIELD SPLICE PLAN



BOLTED FIELD SPLICE ELEVATION

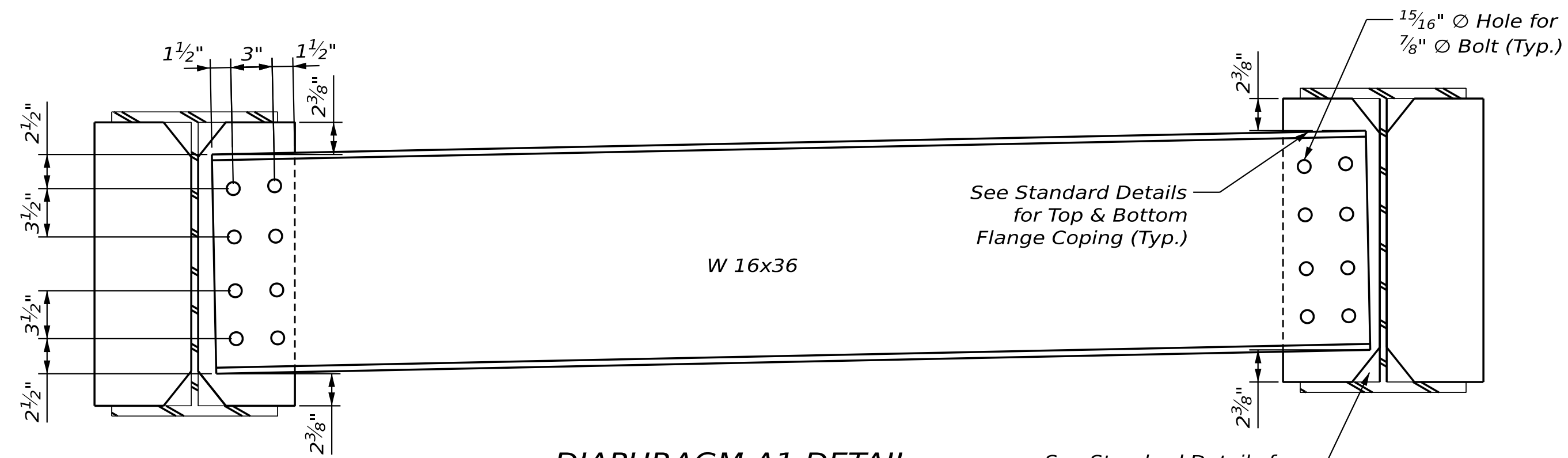


TYPICAL BOLTED FIELD SPLICE SECTION



DIAPHRAGM E DETAIL

See Standard Details for
Connection Plate Clip



DIAPHRAGM A1 DETAIL

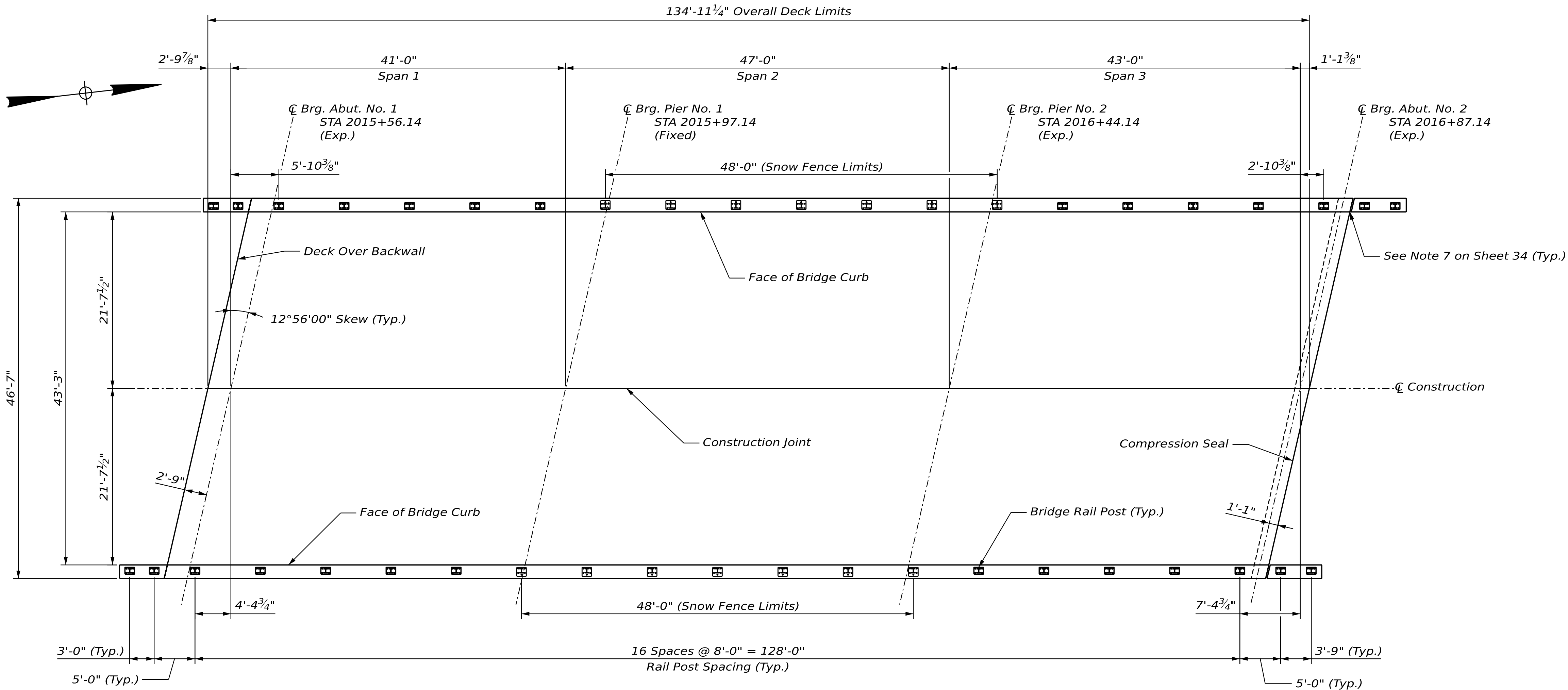
See Standard Details for
Bearing Stiffener Clip

STRUCTURAL STEEL NOTES

1. *Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.*
2. *No transverse butt weld splices will be allowed in the flange plates or web plates within 10 feet or 10 percent of the span length (whichever is greater) from the points of maximum negative moment or maximum positive moment. Butt weld splices in flanges shall be not less than 1 foot from transverse butt welds in the web plates and no transverse web or flange butt welds shall be located within 1 foot of other transverse welds (e.g. connection plates to web welds) on either flange or web. No transverse butt weld splices will be allowed in areas of stress reversal.*
3. *Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall be at least 10 feet in length unless otherwise shown on the Plans.*
4. *Bearing stiffeners shall be plumb after erection and dead loading of the structure. Intermediate web stiffeners may be either plumb or normal to the top of flange.*
5. *Intermediate crossframe or diaphragm connection plates may be either plumb or normal to the top flange.*
6. *Coat girder ends and cross frames to a distance of 10 feet from each Abutment centerline of bearing in accordance with Standard Specifications Section 506, Shop Applied Protective Coating - Steel (Zinc Rich Coating System), except NEPCOAT Qualified Products List C may be used. Payment for the coating will be incidental to Pay Item 504.702.*
7. *After placement of the superstructure concrete, thoroughly clean the abutments and piers of all stains with a method approve by the Resident. Payment will be considered incidental to related Contract items.*
8. *Provide a drip bar on the high side of each pier and Abutment 1 on all girders in accordance with Standard Detail 504(10).*
9. *Structural steel was designed with a vertical construction load of 50 lb/sf and a lateral wind velocity during construction of 80 mph.*
10. *Bolted field splice connections shall be made using $\frac{7}{8}$ inch ASTM F3125, Grade A325 Type 3 high strength bolts. Bolt hole size shall be $\frac{13}{16}$ inch diameter. Field splice bolt threads shall be excluded from the shear plane.*
11. *The splice was designed with a Class B slip coefficient.*
12. *Ends of girder webs shall be vertical under full dead load.*
13. *The entering and tightening clearances between the flange bolts and extreme row of web bolts in the bolted field splice are less than recommended minimums. Proper bolt installation sequence is required. Flange bolts shall be installed prior to the adjacent web bolts.*

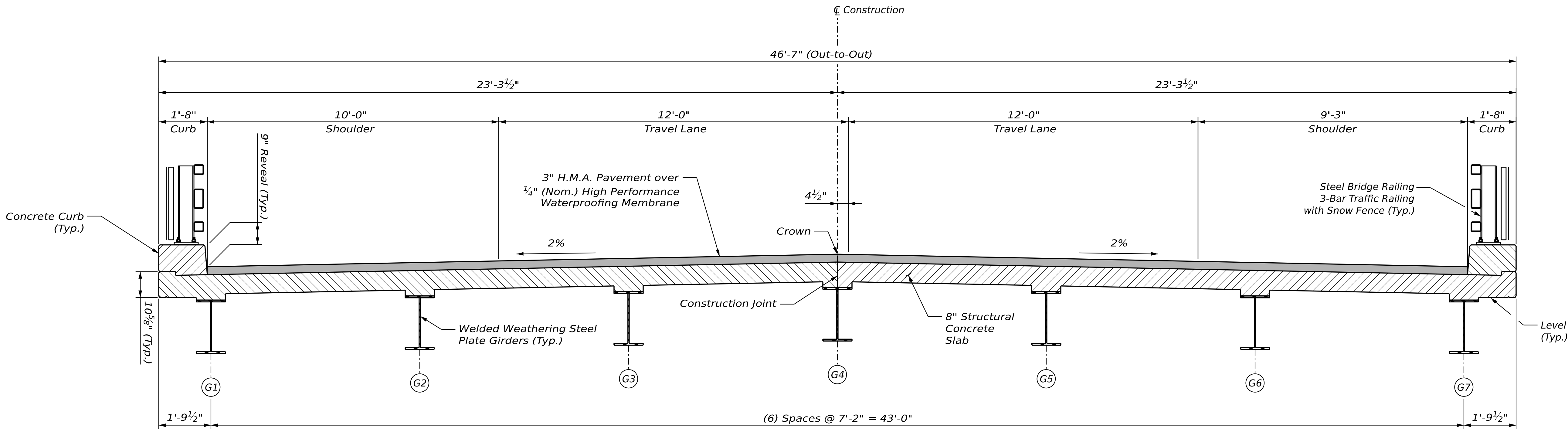
[illegible]

GIRDER	BRIDGE NO. 6070 - 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	181.68	181.74	181.79	181.84	181.89	181.93	181.98	182.02	182.06	182.10	182.14	182.19	182.25	182.30	182.36	182.41	182.46	182.51	182.56	182.61	182.66	182.71	182.77	182.82	182.88	182.93	182.98	183.02	183.06	183.10	183.14
G2	181.81	181.86	181.92	181.97	182.02	182.07	182.11	182.15	182.18	182.22	182.26	182.32	182.37	182.43	182.49	182.54	182.59	182.64	182.69	182.73	182.79	182.84	182.90	182.95	183.01	183.06	183.11	183.16	183.19	183.23	183.26
G3	181.93	181.99	182.04	182.10	182.15	182.19	182.23	182.27	182.31	182.35	182.39	182.44	182.50	182.56	182.61	182.67	182.72	182.76	182.81	182.86	182.91	182.96	183.02	183.08	183.14	183.19	183.24	183.28	183.32	183.36	183.39
G4	182.06	182.11	182.17	182.22	182.27	182.32	182.36	182.40	182.43	182.47	182.51	182.57	182.62	182.68	182.74	182.79	182.84	182.89	182.94	182.98	183.04	183.09	183.15	183.20	183.26	183.31	183.36	183.41	183.44	183.48	183.51
G5	181.90	181.95	182.01	182.06	182.11	182.15	182.20	182.23	182.27	182.31	182.35	182.40	182.46	182.52	182.58	182.63	182.68	182.73	182.77	182.82	182.87	182.93	182.98	183.04	183.10	183.15	183.20	183.24	183.28	183.32	183.35
G6	181.73	181.79	181.85	181.90	181.95	181.99	182.03	182.07	182.11	182.15	182.19	182.24	182.30	182.36	182.41	182.47	182.52	182.57	182.61	182.66	182.71	182.77	182.82	182.88	182.94	182.99	183.04	183.08	183.12	183.16	183.19
G7	181.57	181.63	181.68	181.73	181.78	181.82	181.87	181.91	181.95	181.99	182.03	182.08	182.14	182.19	182.25	182.30	182.35	182.40	182.45	182.50	182.55	182.60	182.66	182.71	182.77	182.82	182.87	182.91	182.95	182.99	183.03



SUPERSTRUCTURE PLAN

PROJ. MANAGER	CHARLES GUY	BY	DATE
DESIGN-DETAILED	S. LINDSEY	E. MORRISON	05-26
CHECKED-REVIEWED	D. WHITE	T. WATKINS	05-26
DESIGN-DETAILED2	J. FITZ	J. FITZ	05-26
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



TYPICAL TRANSVERSE SECTION

SUPERSTRUCTURE NOTES

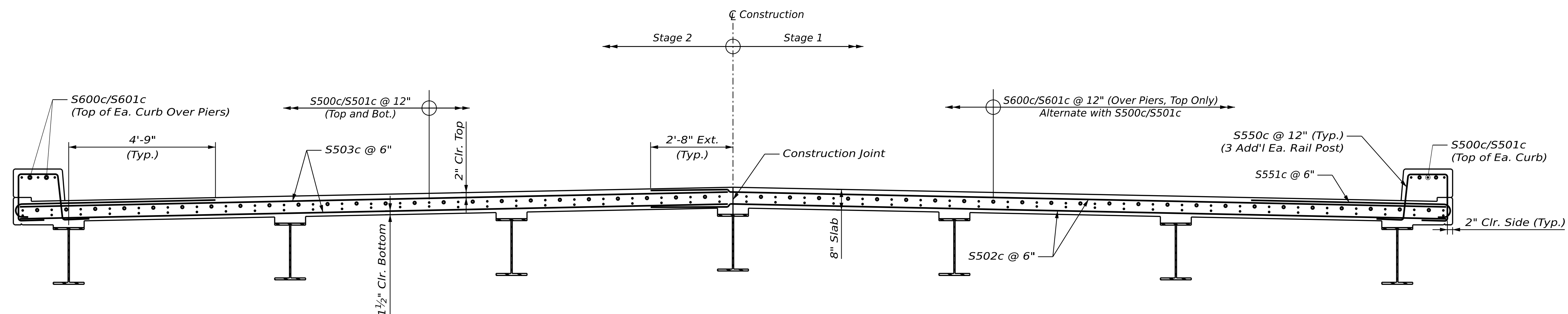
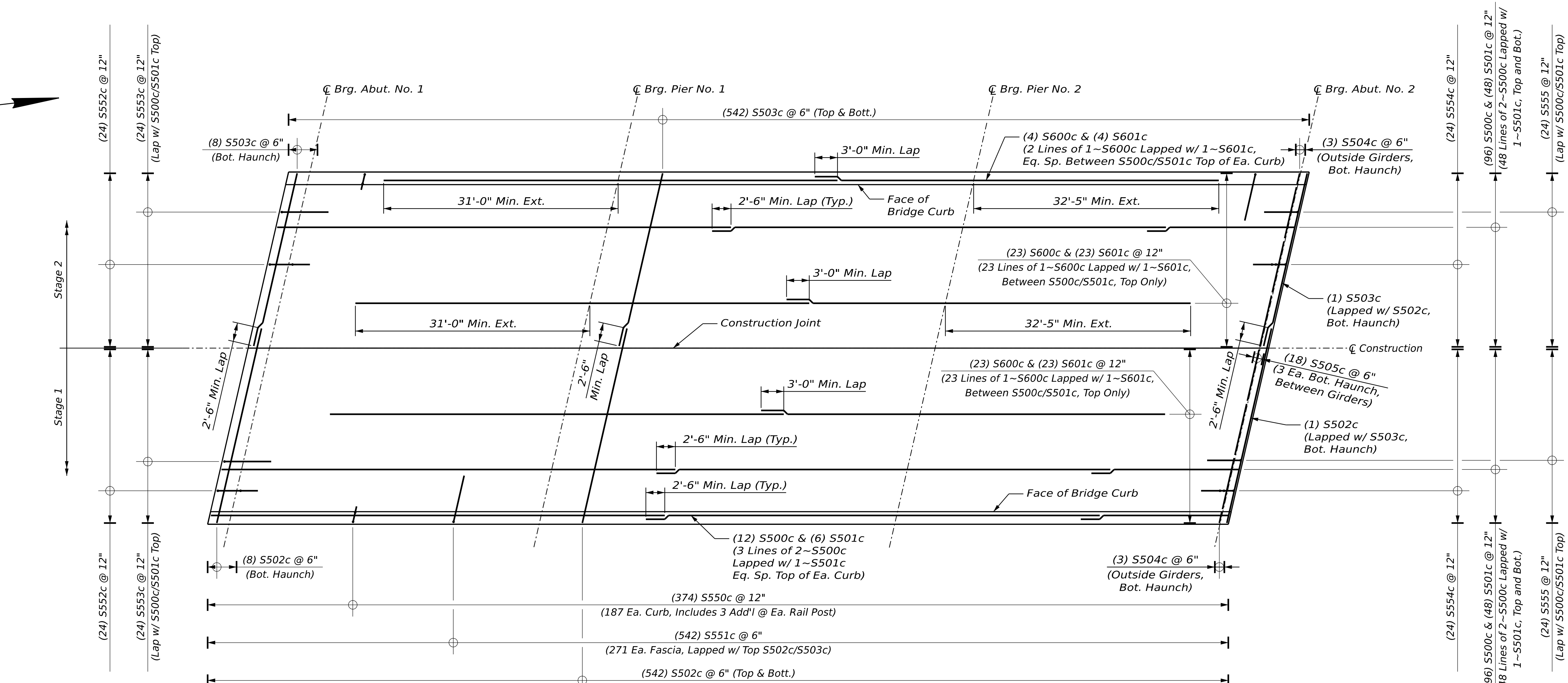
- The theoretical blocking used for design of the structure is 2.5 inches at the centerline of bearing of the abutments and piers. Refer to Standard Detail 502(03) for blocking details.
- Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
- Form a one inch V-groove on the fascias of the horizontal joint between the curb and slab.
- The superstructure slab concrete shall be placed in one continuous operation and the concrete shall be kept plastic one complete span behind the span being placed.
- Precast Concrete Deck Panels are not allowed on this project.
- The seal to be furnished shall have minimum Movement Rating as follows:
Abutment No. 2 = 1.125 Inches
- Rail bar expansion joints shall be provided in rail bays spanning each end of the bridge deck.

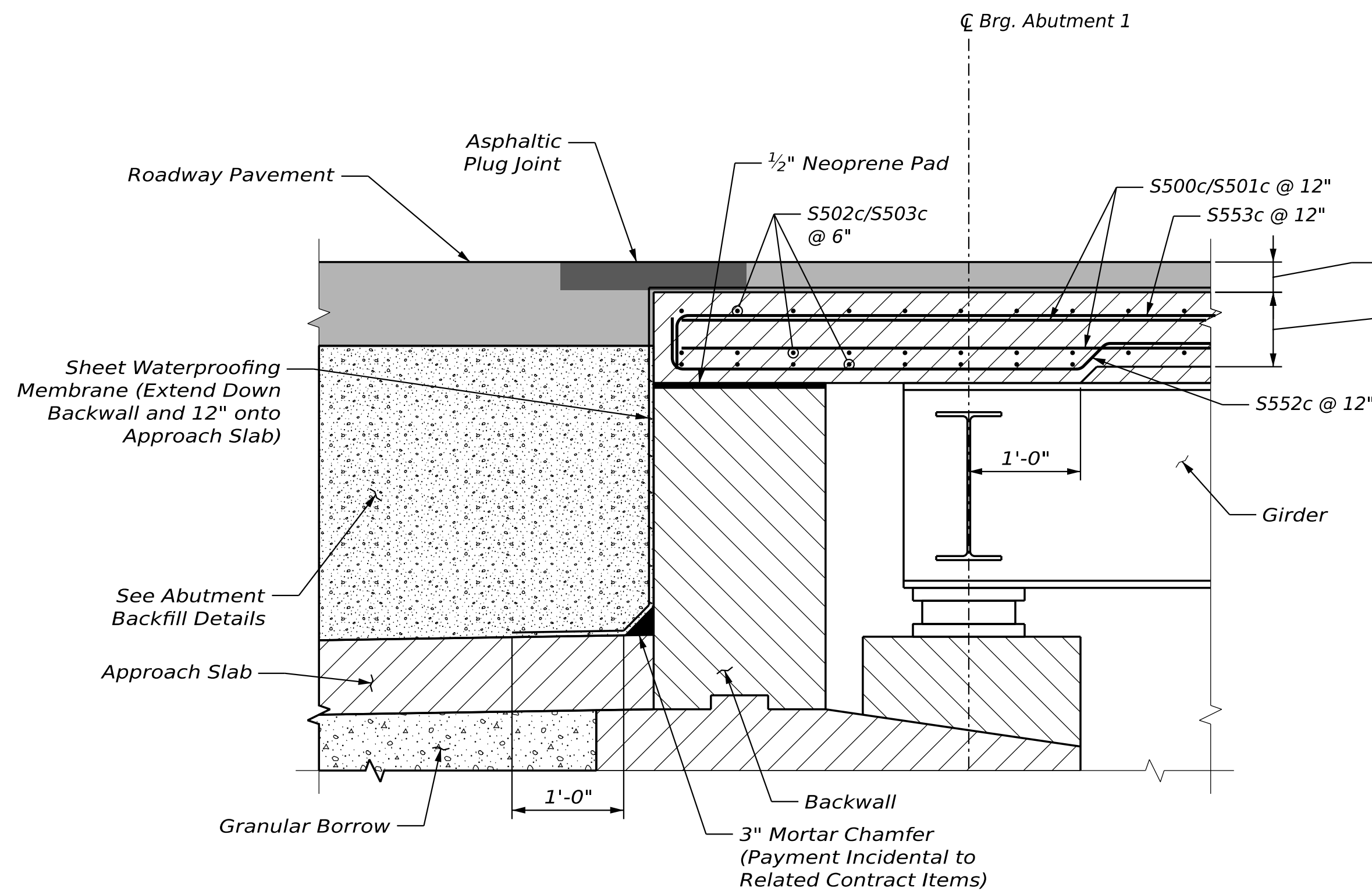
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2608700
WIN 26087.00

PROJ. MANAGER	CHARLES GUY	BY	DATE
DESIGN-DETAILED	S. LINDSEY	E. MORRISON	05-26
CHECKED-REVIEWED	D. WHITE	T. WATKINS	05-26
DESIGN-DETAILED2	J. FITZ	J. FITZ	05-26
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

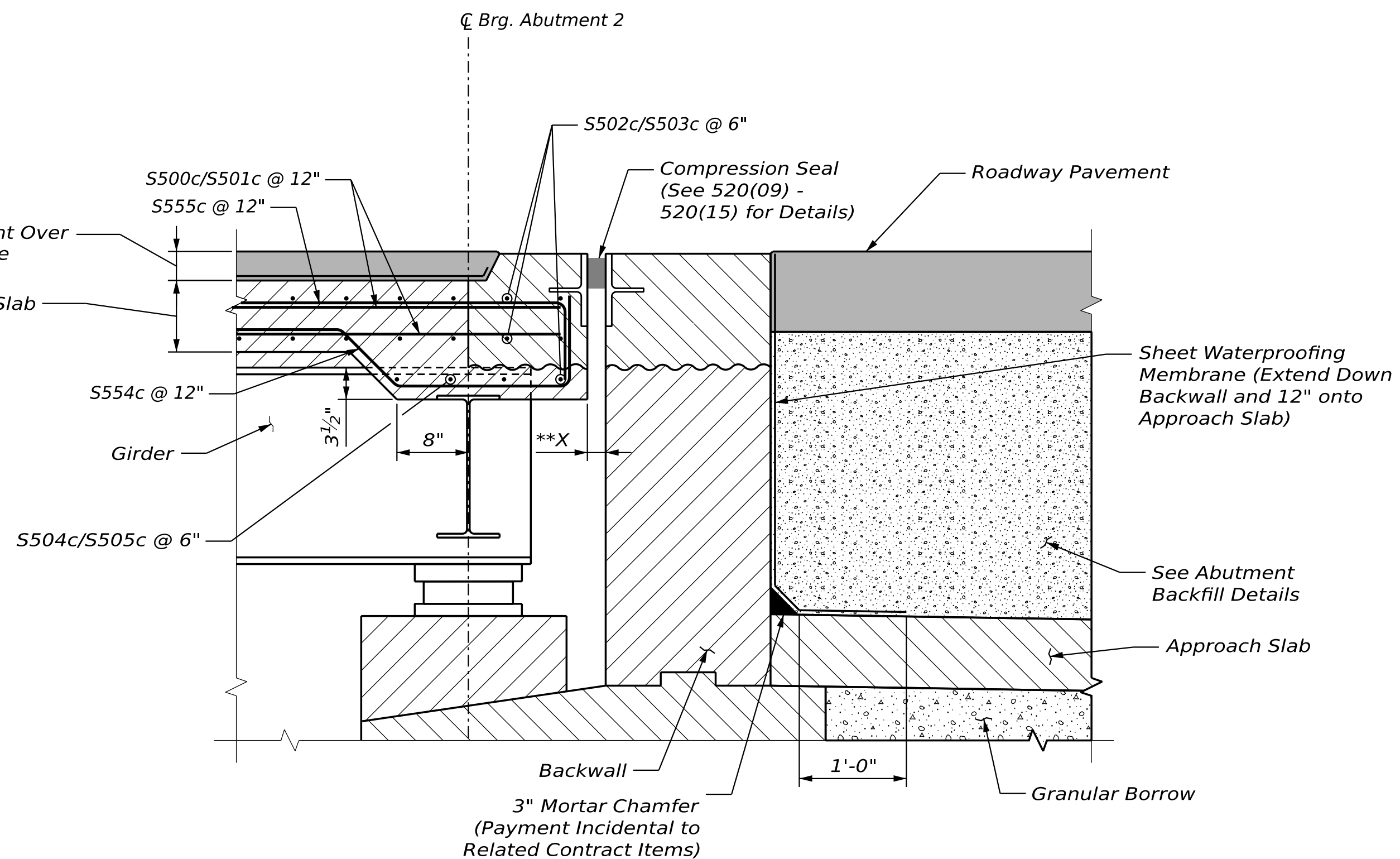
195SB OVER SEBOEIS RD BRIDGE NO. 6070 CROSSING NORTH HOWLAND ROAD HOWLAND
TRANSVERSE SECTION

SHEET NUMBER
34
OF 46

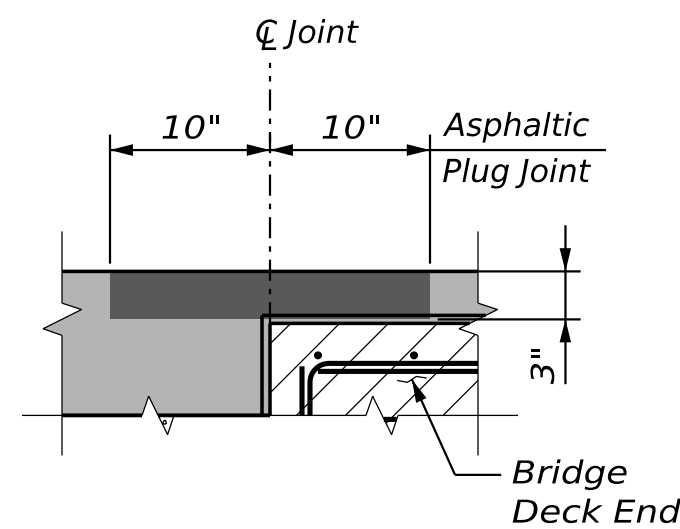




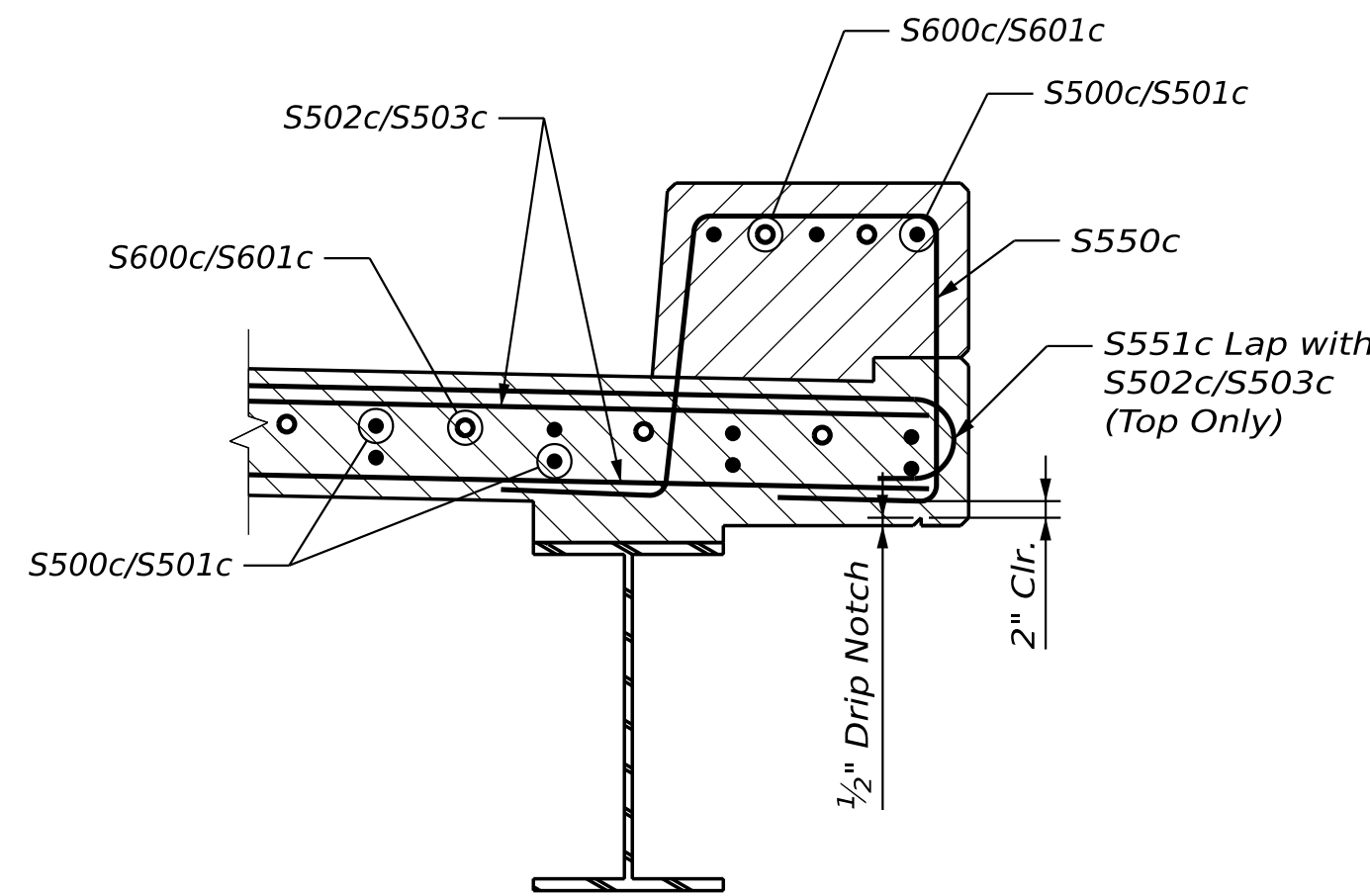
ABUTMENT 1 DECK END SECTION
(Parallel to Girder)



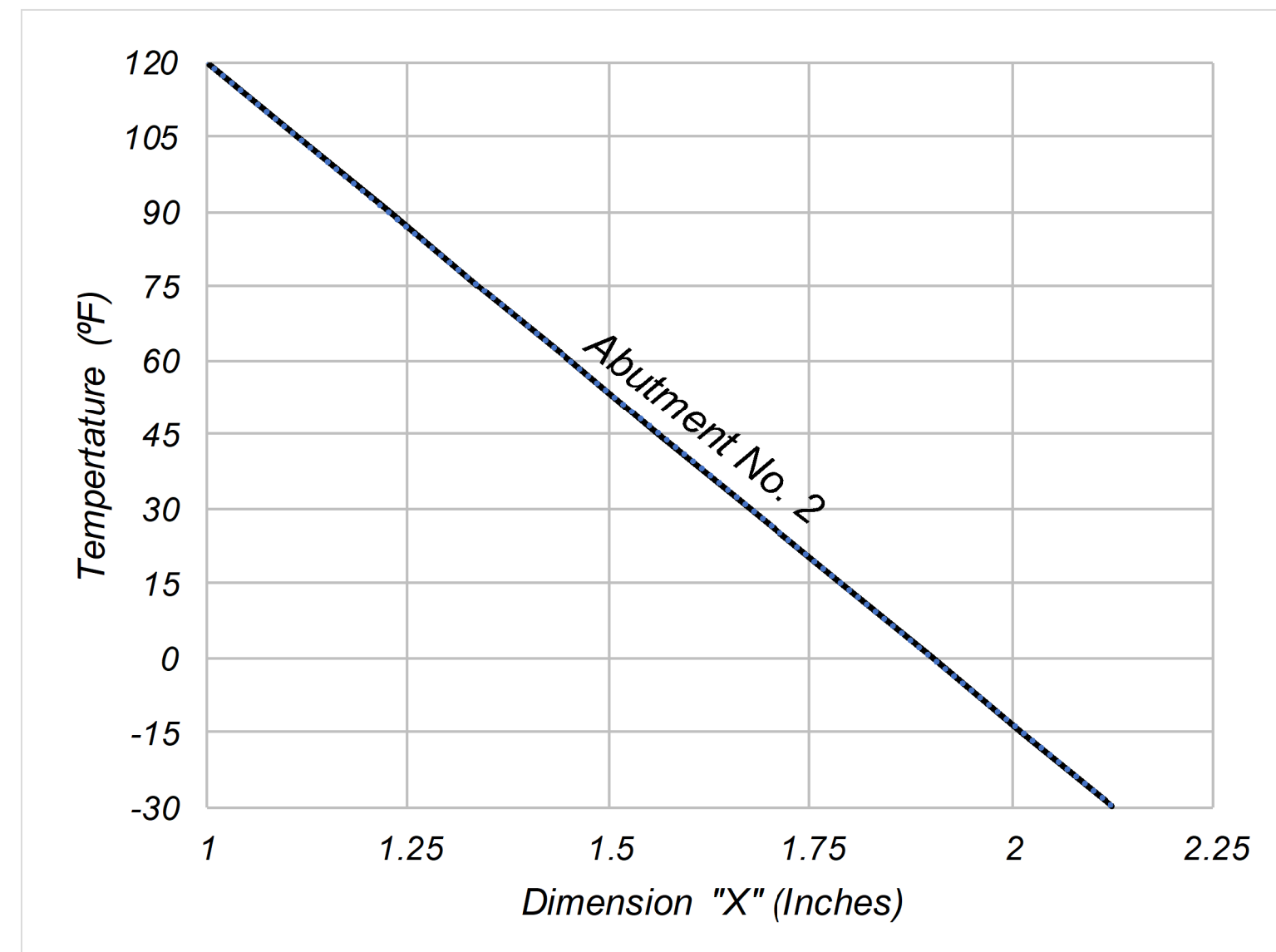
ABUTMENT 2 DECK END SECTION
(Parallel to Girder)



ASPHALTIC PLUG JOINT DETAIL



DETAIL A
Right Overhang Shown,
Left Overhang Similar



COMPRESSION SEAL ADJUSTMENT CHART

DECK OVER BACKWALL NOTES

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

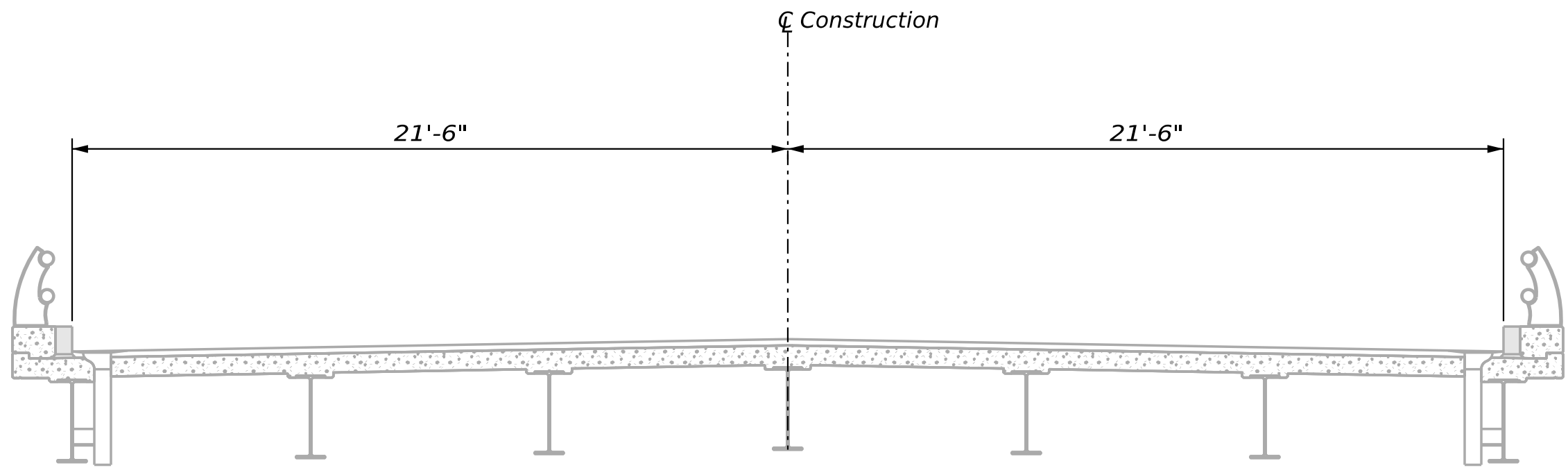
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2608700
WIN 26087.00

PROJ. MANAGER	CHARLES GUY	BY	DATE
DESIGN-DETAILED	S. LINDSLEY	E. MORRISON	05-26
CHECKED-REVIEWED	D. WHITE	T. WATKINS	05-26
DESIGN-DETAILED2	J. FITZ	J. FITZ	05-26
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

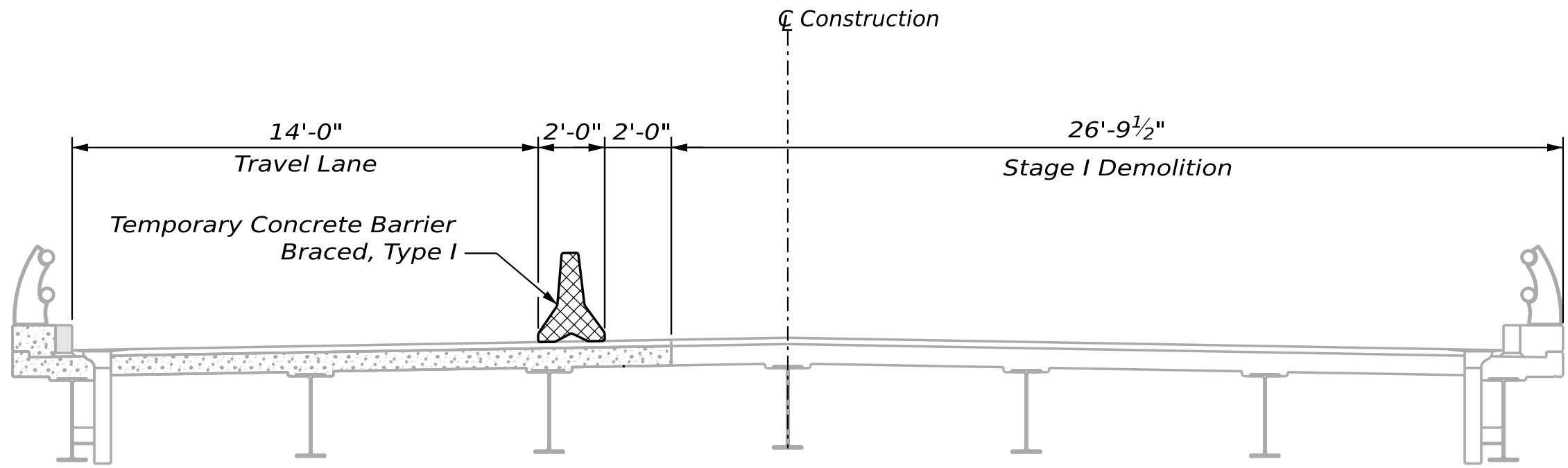
195SB OVER SEBOEIS RD BRIDGE NO. 6070 CROSSING NORTH HOWLAND ROAD HOWLAND
SUPERSTRUCTURE DETAILS

SHEET NUMBER
36
OF 46

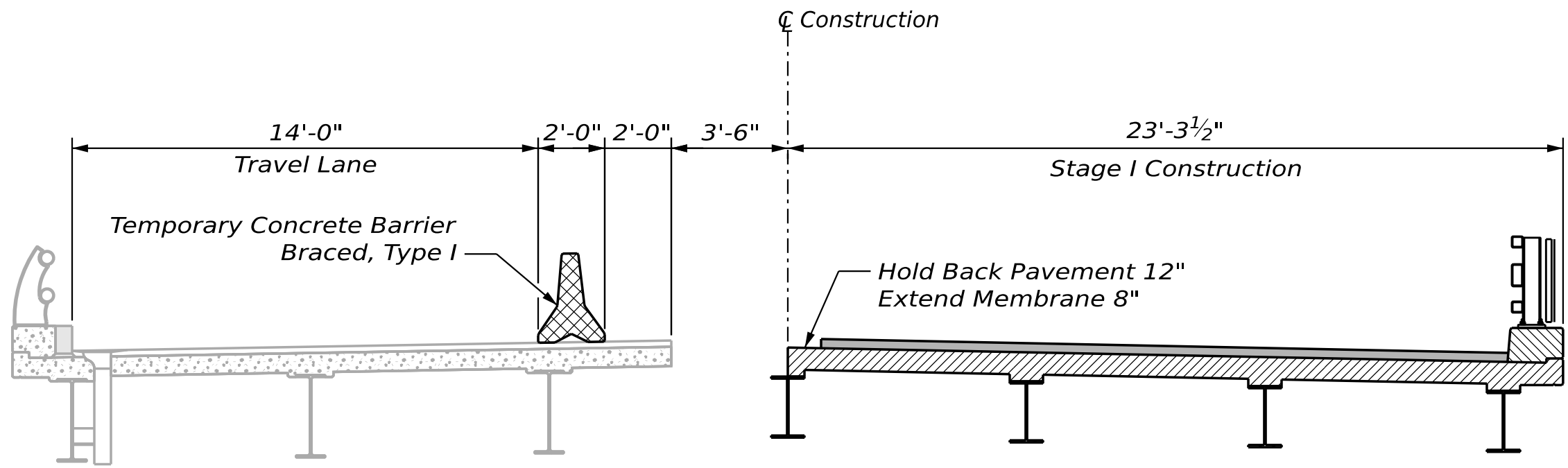
Username: SLindsley Date: 5/22/2026



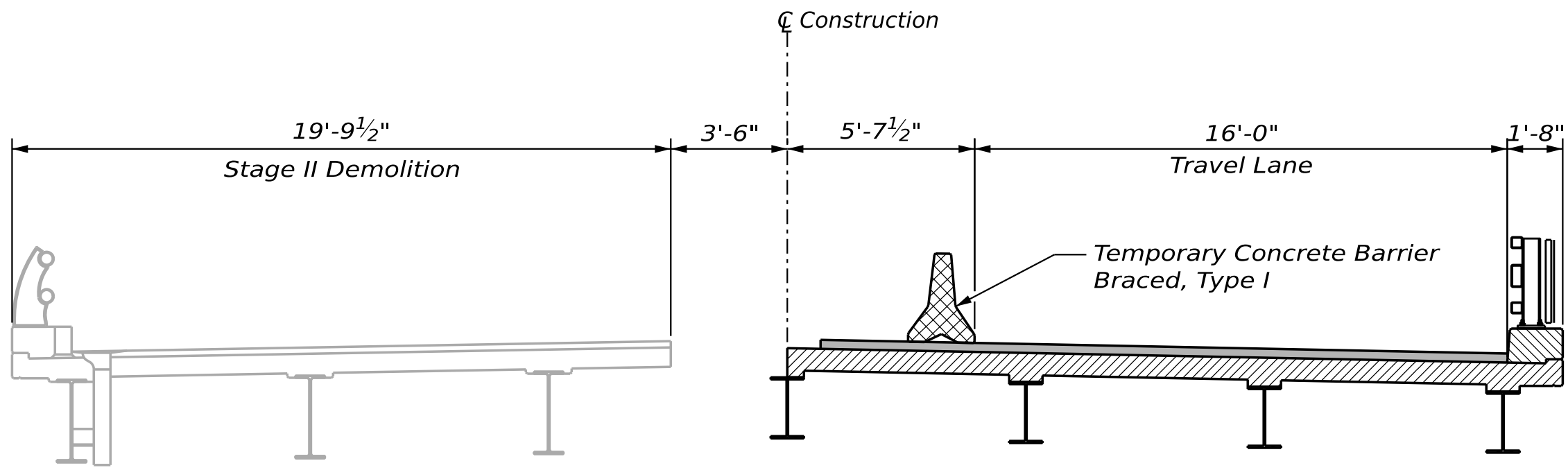
EXISTING TRANSVERSE SECTION



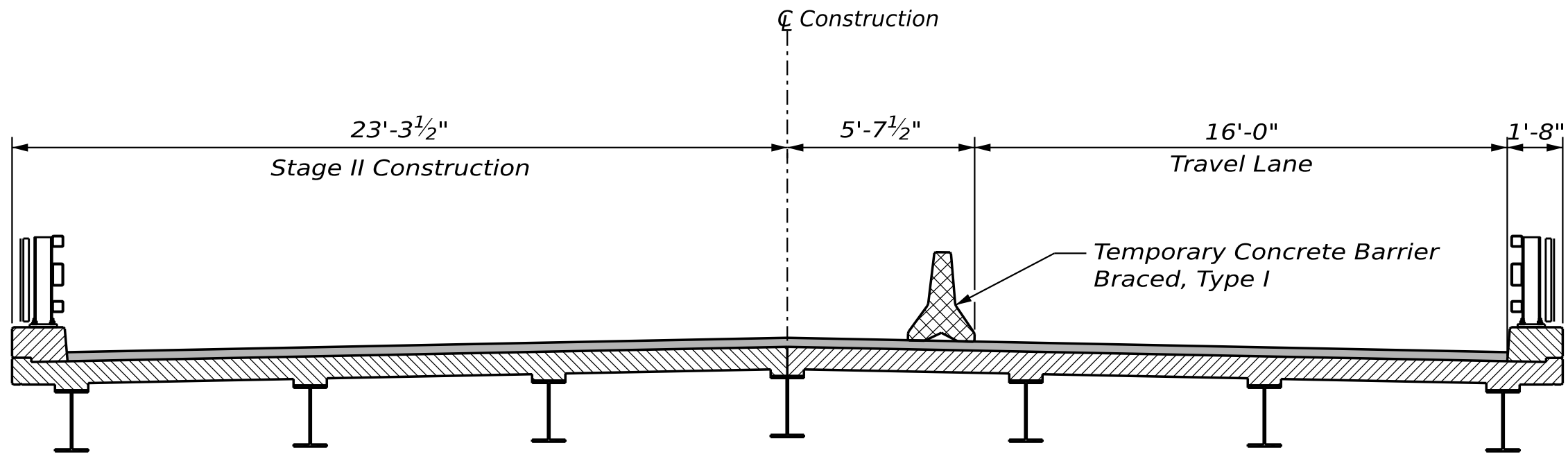
STAGE I DEMOLITION



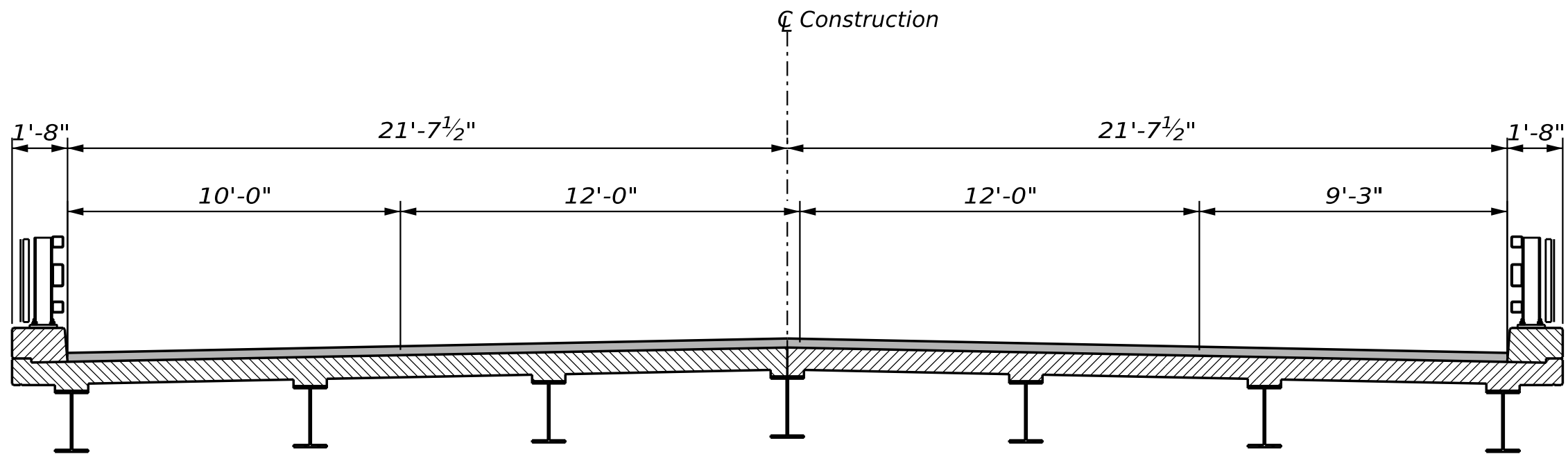
STAGE I CONSTRUCTION



STAGE II DEMOLITION



STAGE II CONSTRUCTION



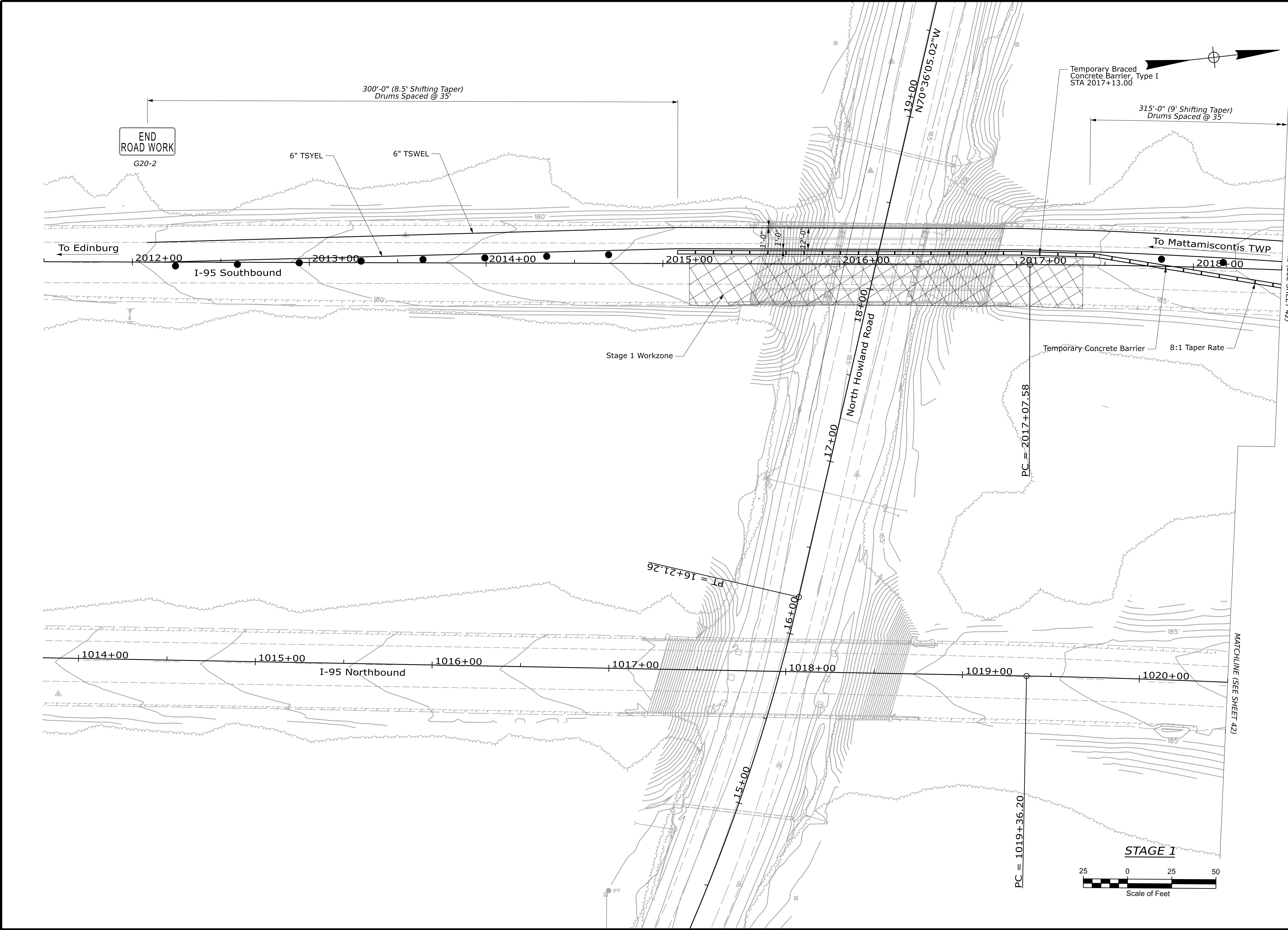
PROPOSED TRANSVERSE SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2608700
WIN 26087.00

PROJ. MANAGER	CHARLES GUY	BY	DATE
DESIGN-DETAILED	S. LINDSLEY	E. MORRISON	05-26
CHECKED-REVIEWED	D. WHITE	T. WATKINS	05-26
DESIGN-DETAILED	J. FITZ	J. FITZ	05-26
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

195SB OVER SEBOEIS RD BRIDGE NO. 6070 CROSSING NORTH HOWLAND ROAD HOWLAND	STAGED CONSTRUCTION
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SHEET NUMBER
38
OF 46



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2608700

WIN 26087.00

195SB OVER SEBOEIS RD BRIDGE NO. 6070
CROSSING NORTH HOWLAND ROAD
HOWLAND

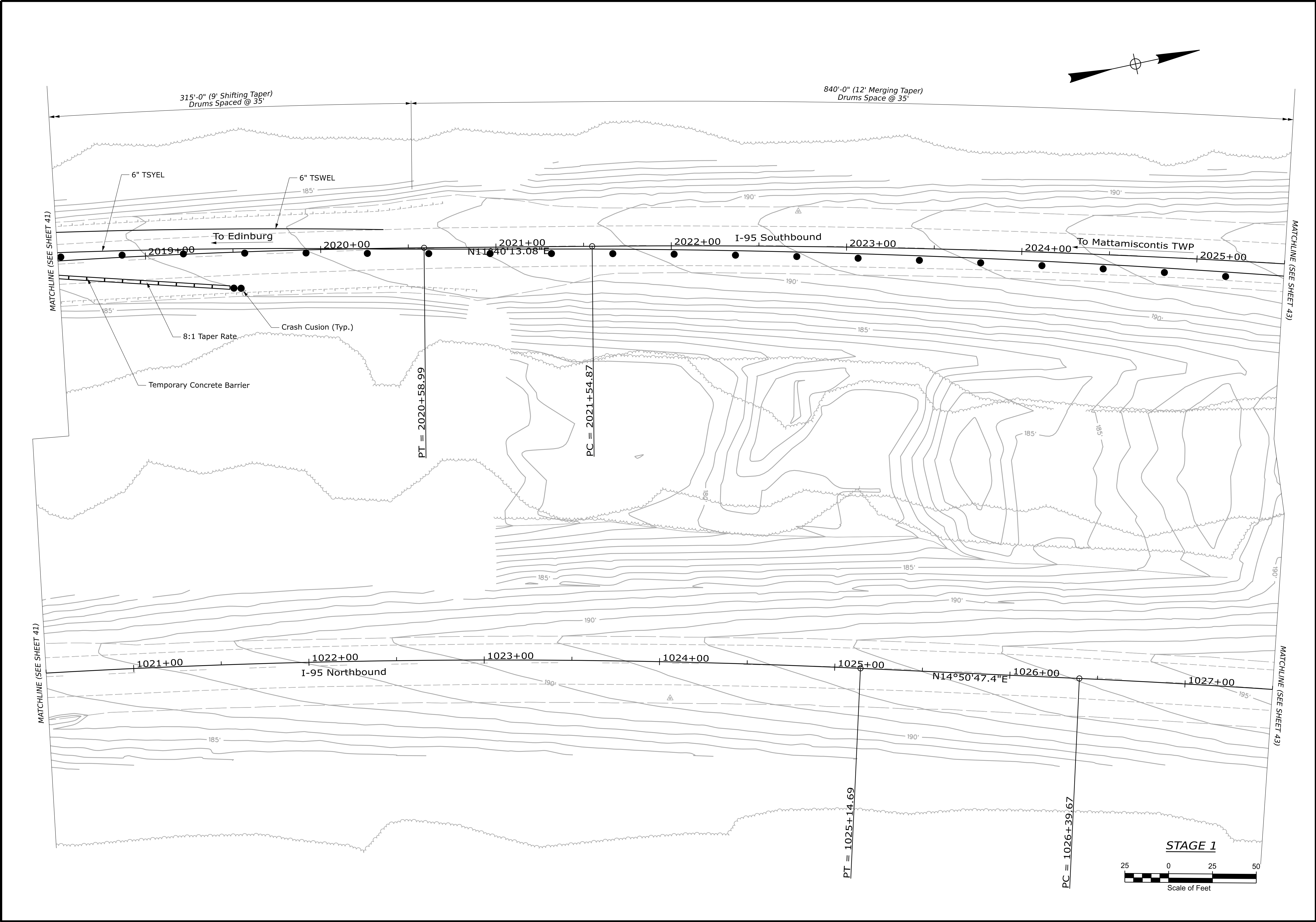
INTERSTATE 95 SOUTHBOUND
TRAFFIC CONTROL PLANS

SHEET NUMBER

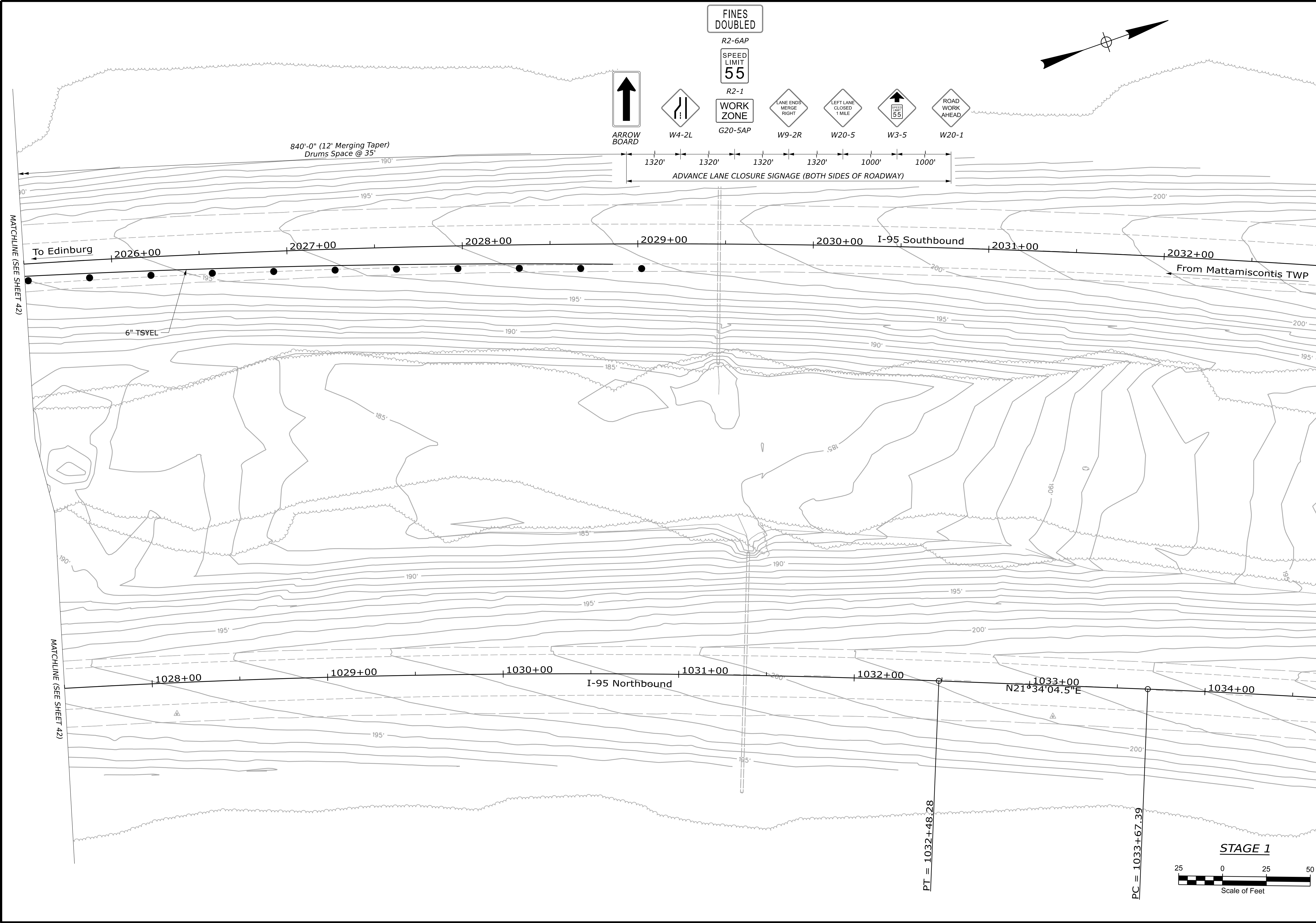
39

OF 46

PROJ. MANAGER	CHARLES GUY	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	S LINDSLEY	E MORRISON	05-26			
CHECKED-REVIEWED	D WHITE	TWY/IRC	05-26			
DESIGN-DETAILED	J FITZ	J FITZ	05-26			
DESIGN-DETAILED	D3					
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		FEDERAL PROJECT NO. 2608700		WIN 26087.00	
195SB OVER SEBOEIS RD BRIDGE NO. 6070 CROSSING NORTH HOWLAND ROAD HOWLAND		INTERSTATE 95 SOUTHBOUND TRAFFIC CONTROL PLANS		SHEET NUMBER 40 OF 46	
PROJ. MANAGER	CHARLES GUY	BY	DATE	SIGNATURE	P.E. NUMBER
DESIGN-DETAILED	S LINDSLEY	E MORRISON	05-26		
CHECKED-REVIEWED	D WHITE	TWM/IRC	05-26		
DESIGN-DETAILED	J FITZ	J FITZ	05-26		
DESIGN-DETAILED	D3				
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					



ARROW BOARD

W4-2L

R2-6AP
FINES DOUBLED

R2-1
SPEED LIMIT 55
WORK ZONE
G20-5AP

W9-2R
LANE ENDS MERGE RIGHT

W20-5
LEFT LANE CLOSED 1 MILE

W3-5
AHEAD 55

W20-1
ROAD WORK AHEAD

1320'

1320'

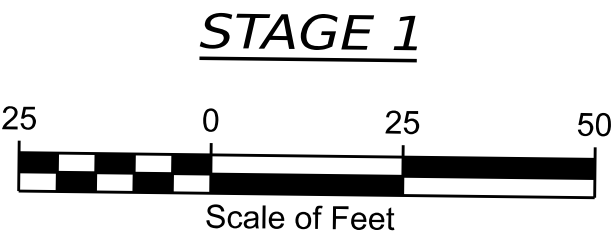
1320'

1320'

1000'

1000'

ADVANCE LANE CLOSURE SIGNAGE (BOTH SIDES OF ROADWAY)



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2608700
WIN 26087.00

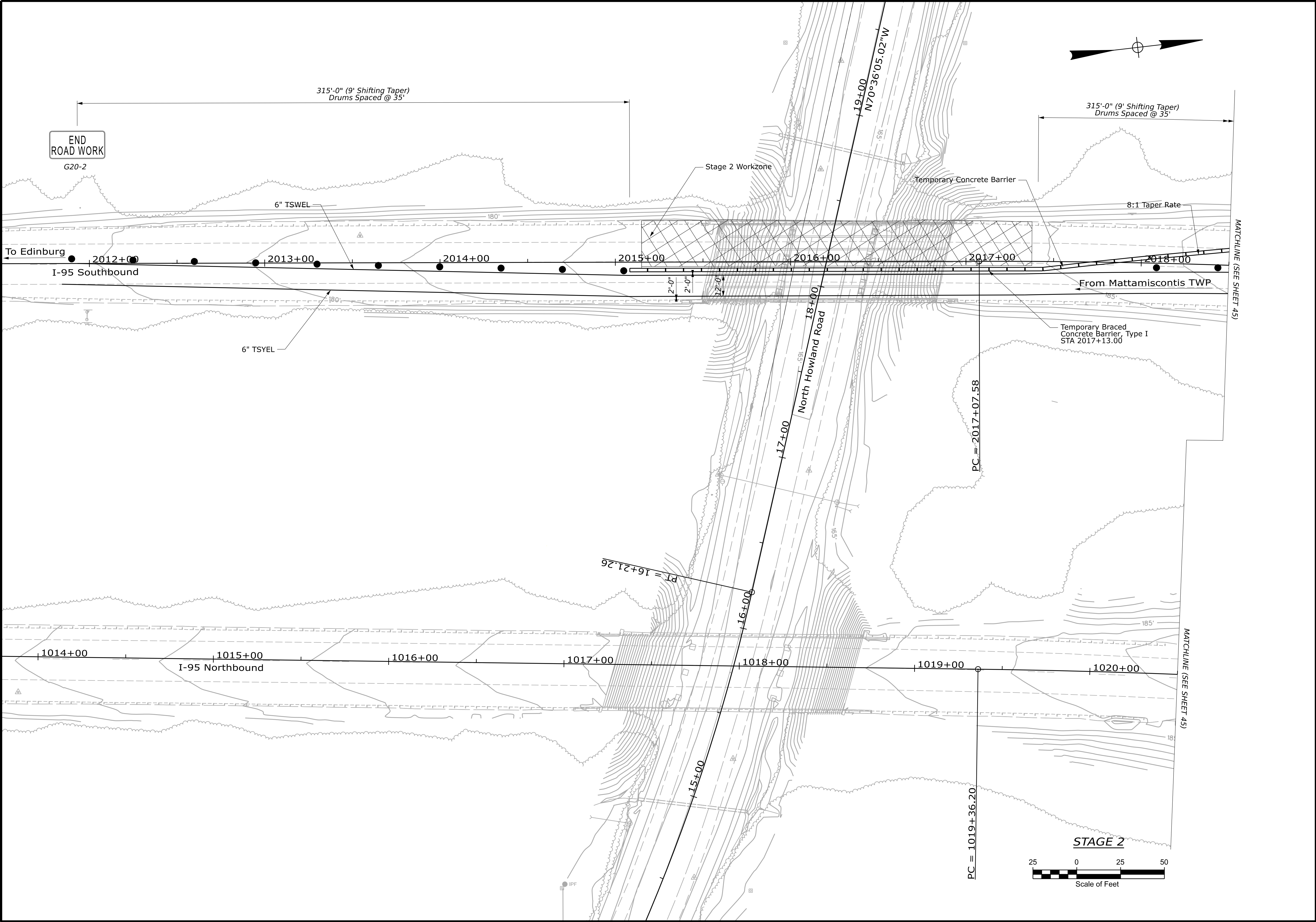
PROJ. MANAGER	CHARLES GUY	BY	DATE
DESIGN-DETAILED	S LINDSLEY	E MORRISON	05-26
CHECKED-REVIEWED	D WHITE	TWV/IRC	05-26
DESIGN-DETAILED2	J FITZ	J FITZ	05-26
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE

195SB OVER SEBOEIS RD BRIDGE NO. 6070
CROSSING NORTH HOWLAND ROAD
HOWLAND

INTERSTATE 95 SOUTHBOUND
TRAFFIC CONTROL PLANS

SHEET NUMBER
41
OF 46



STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

Federal Project No. 2608700

WIN 26087.00

195SB OVER SEBOEIS RD BRIDGE NO. 6070

CROSSING NORTH HOWLAND ROAD

HOWLAND

INTERSTATE 95 SOUTHBOUND

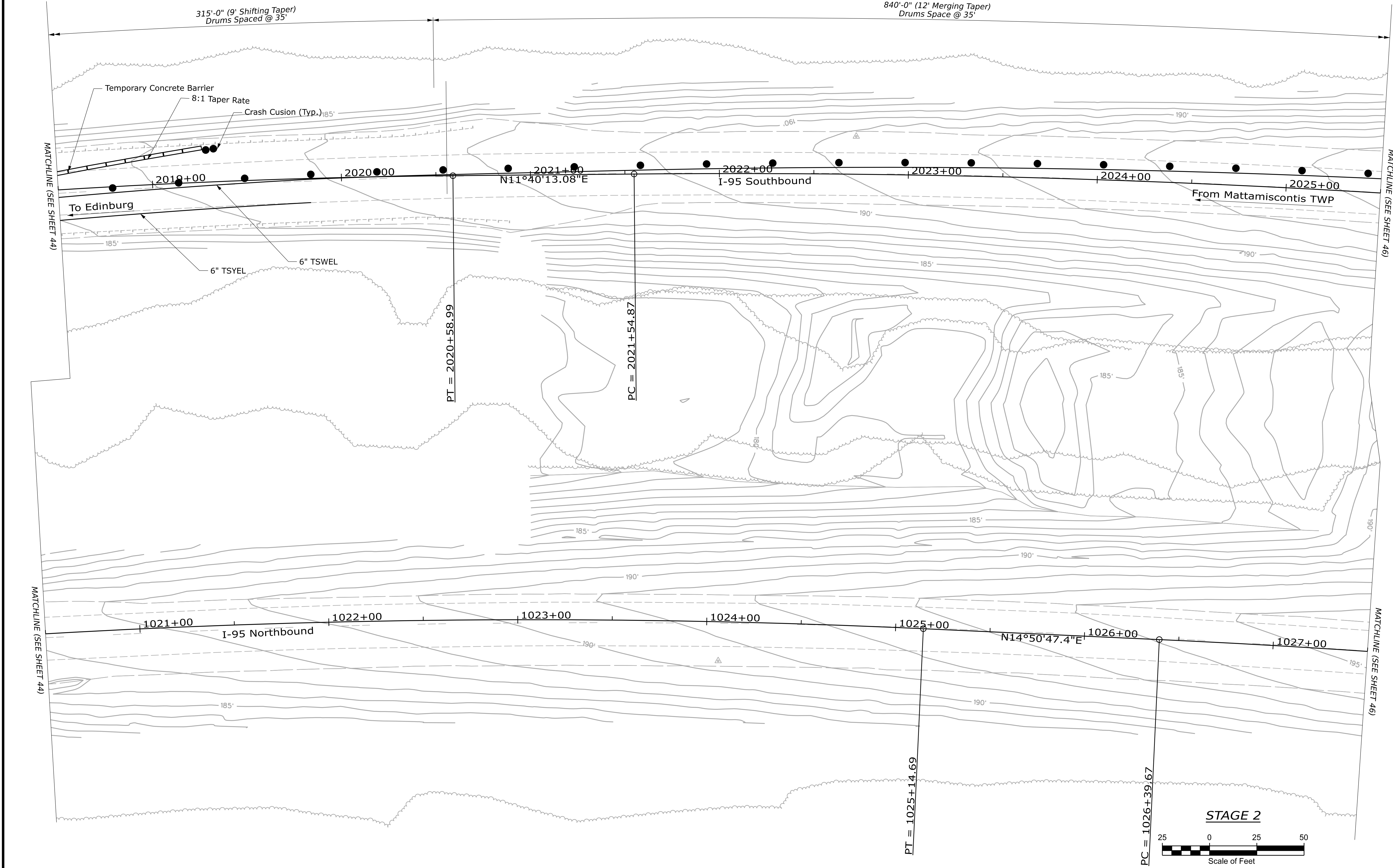
TRAFFIC CONTROL PLANS

SHEET NUMBER

42

OF 46

PROJ. MANAGER	CHARLES GUY	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	S. LINDSLEY	E. MORRISON	05-26			
CHECKED-REVIEWED	D. WHITE	T.W.M./B.C.	05-26			
DESIGN-DETAILED	J. LITE	J. LITE	05-26			
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						



STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

Federal Project No. 2608700

WIN 26087.00

195SB OVER SEBOEIS RD BRIDGE NO. 6070

CROSSING NORTH HOWLAND ROAD

HOWLAND

INTERSTATE 95 SOUTHBOUND

TRAFFIC CONTROL PLANS

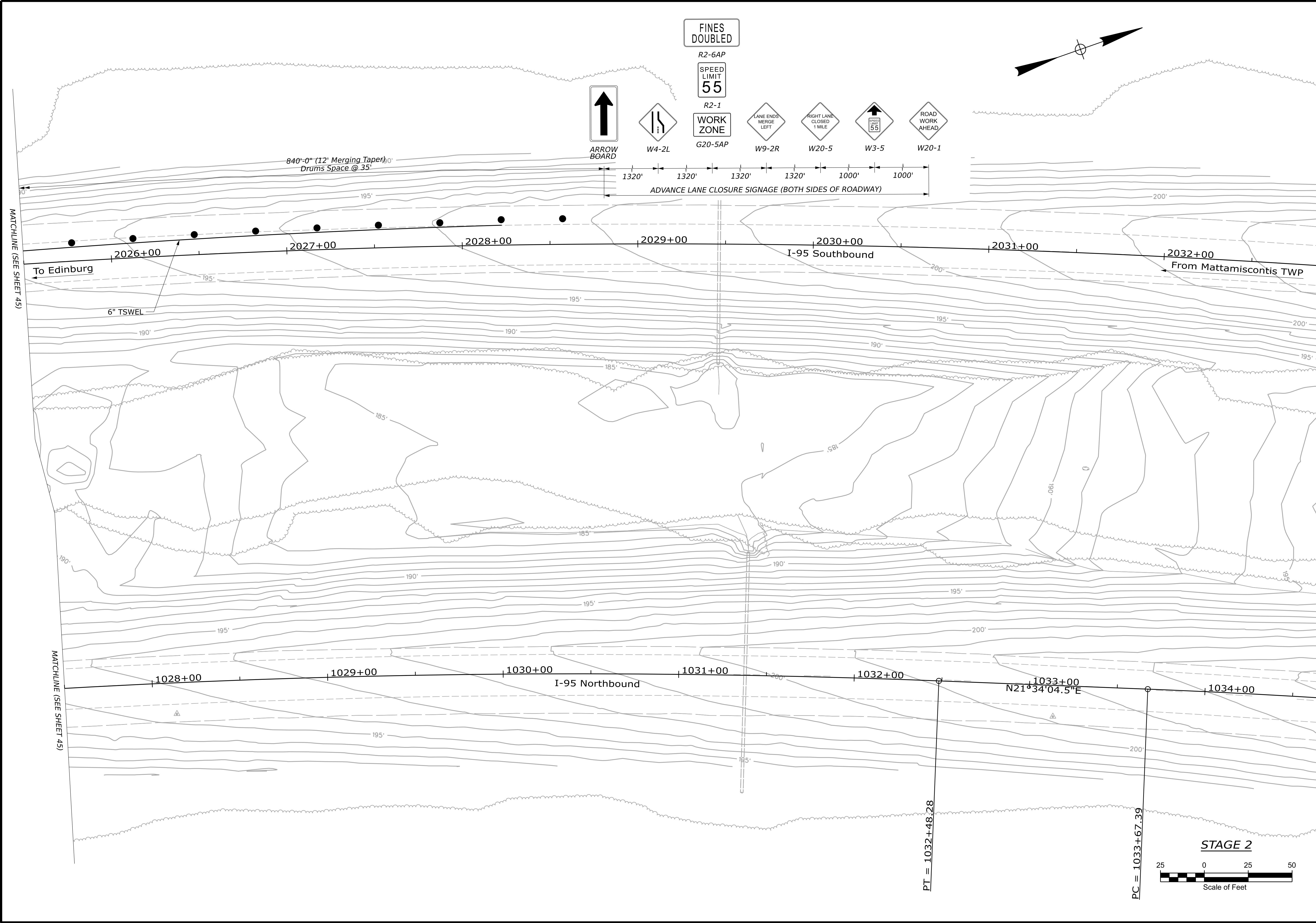
SHEET NUMBER

43

OF 46

PROJ. MANAGER	CHARLES GUY	BY	DATE
DESIGN-DETAILED	S. LINDSLEY	E. MORRISON	05/26
CHECKED-REVIEWED	D. WHITE	T.W.M./B.C.	05/26
DESIGN-DETAILED	J. FITZ	J. FITZ	05/26
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE



FINES DOUBLED

R2-6AP

SPEED LIMIT 55

R2-1

WORK ZONE

G20-5AP

LANE ENDS MERGE LEFT

W9-2R

RIGHT LANE CLOSED 1 MILE

W20-5

W3-5

ROAD WORK AHEAD

W20-1

ARROW BOARD

W4-2L

1320'

1320'

1320'

1320'

1000'

1000'

ADVANCE LANE CLOSURE SIGNAGE (BOTH SIDES OF ROADWAY)

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

Federal Project No. 2608700

WIN 26087.00

195SB OVER SEBOEIS RD BRIDGE NO. 6070

CROSSING NORTH HOWLAND ROAD

HOWLAND

INTERSTATE 95 SOUTHBOUND

TRAFFIC CONTROL PLANS

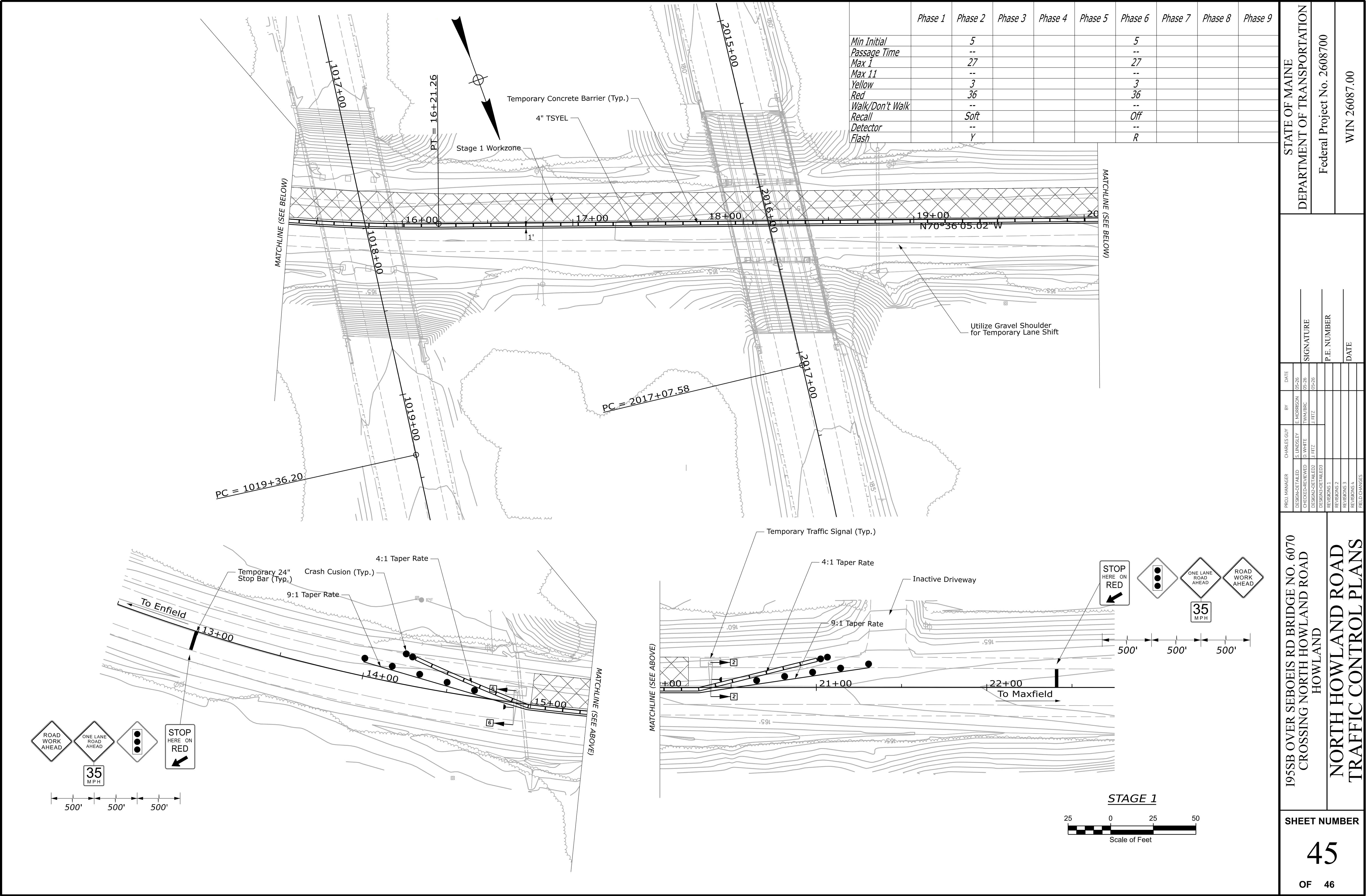
PROJ. MANAGER	CHARLES GUY	BY	DATE
DESIGN-DETAILED	S LINDSLEY	E MORRISON	05-26
CHECKED-REVIEWED	D WHITE	TWV/IRC	05-26
DESIGN-DETAILED	J FITZ	J FITZ	05-26
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE

SHEET NUMBER

44

OF 46



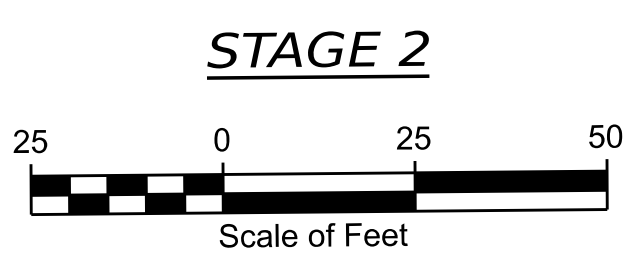
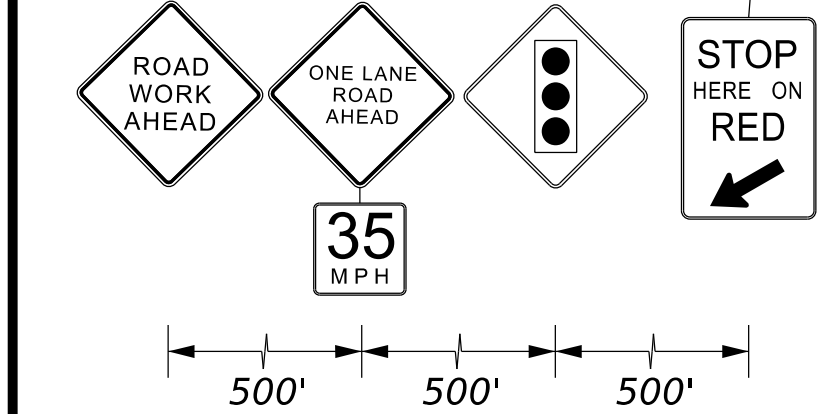
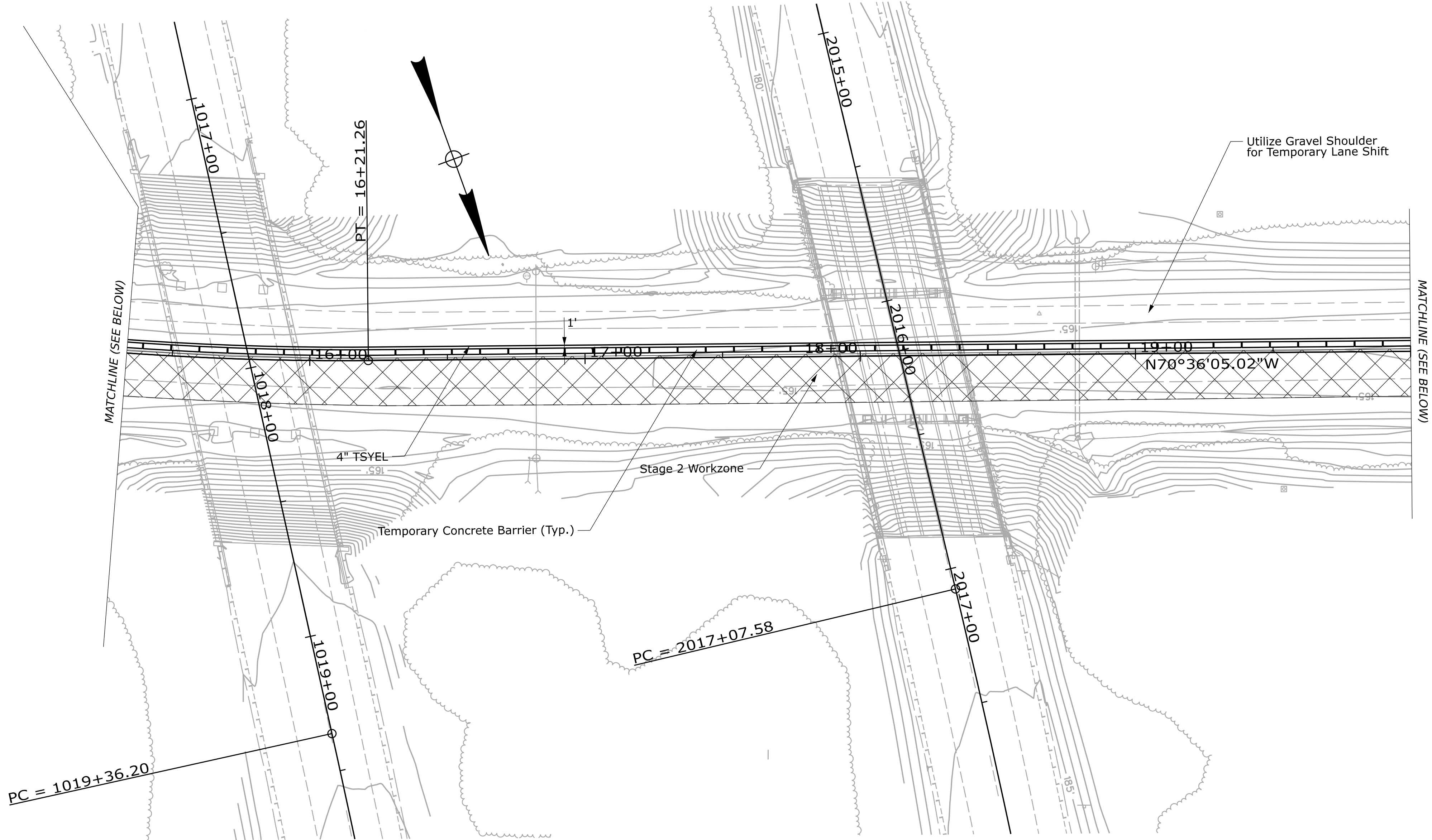
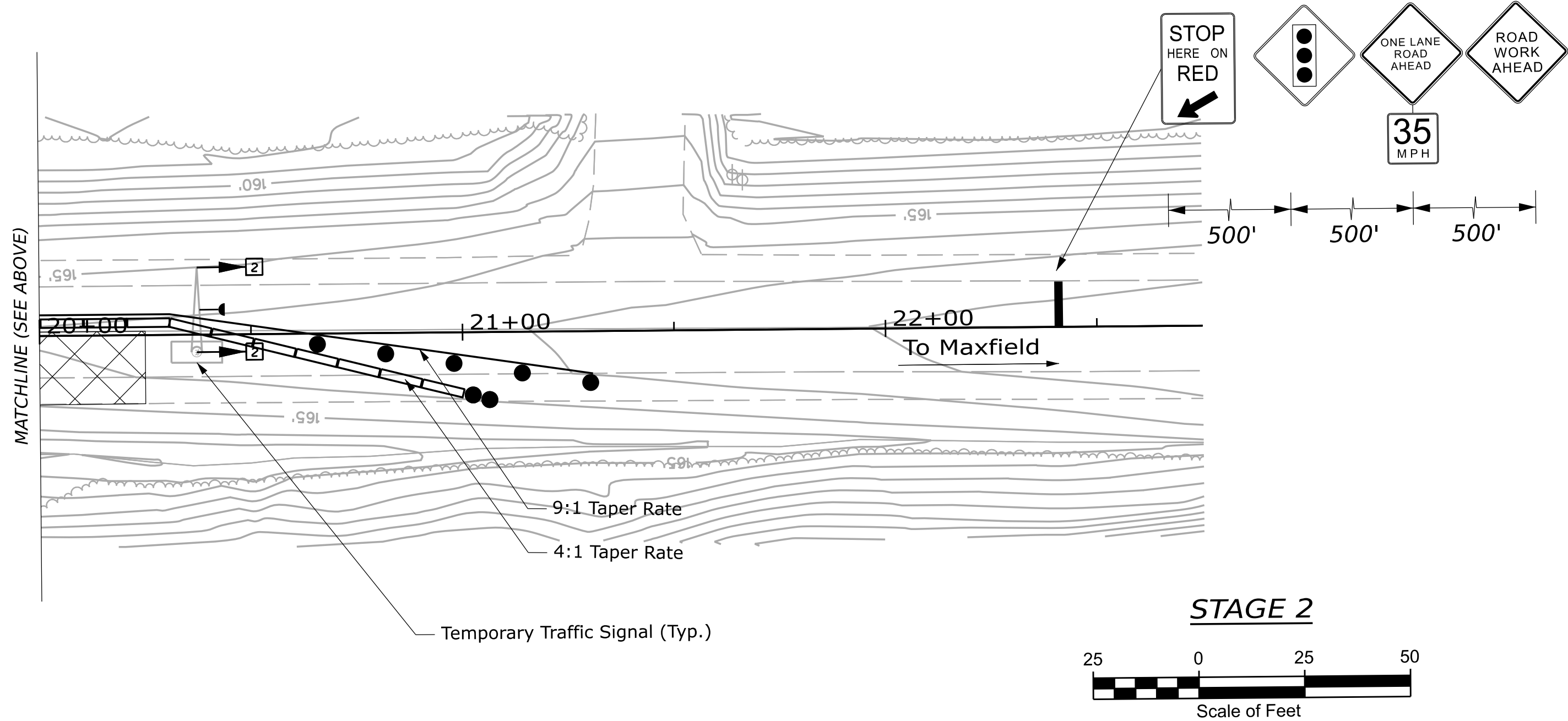
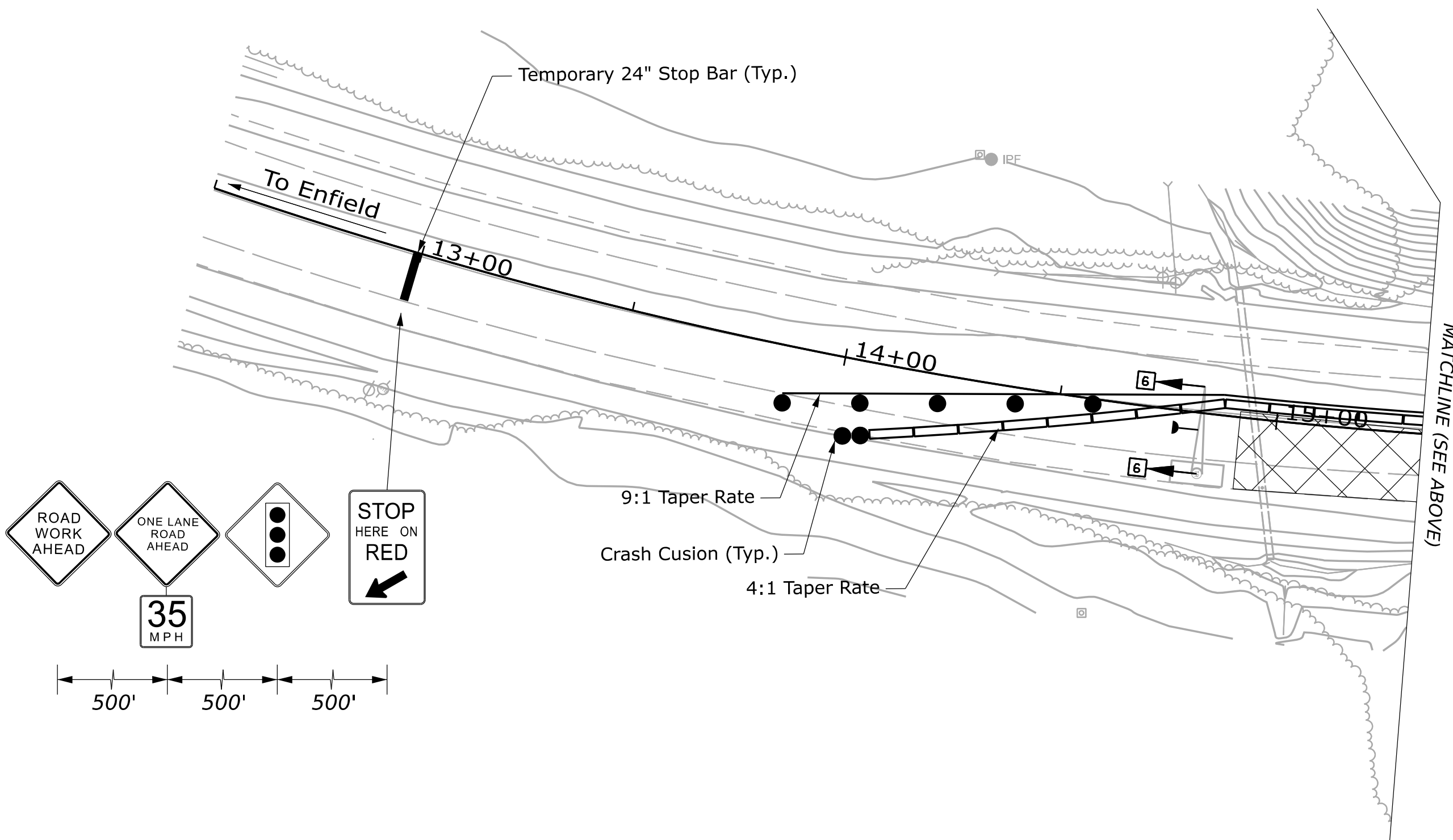
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8	Phase 9
Min Initial		5				5			
Passage Time		--				--			
Max 1		27				27			
Max 11		--				--			
Yellow		3				3			
Red		36				36			
Walk/Don't Walk		--				--			
Recall		Soft				Off			
Detector		--				--			
Flash		Y				R			

STATE OF MAINE	DEPARTMENT OF TRANSPORTATION	Federal Project No. 2608700	WIN 26087.00

PROJ. MANAGER	CHARLES GUY	BY	DATE
DESIGN-DETAILED	S. LINDSLEY	E. MORRISON	05-26
CHECKED-REVIEWED	D. WHITE	T.W. BIRCH	05-26
DESIGN-DETAILED	J. FITZ	J. FITZ	05-26
DESIGN-DETAILED	D3		
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE			
P.E. NUMBER			
DATE			

195SB OVER SEBOEIS RD BRIDGE NO. 6070 CROSSING NORTH HOWLAND ROAD	HOWLAND
NORTH HOWLAND ROAD TRAFFIC CONTROL PLANS	

SHEET NUMBER	45
OF	
46	



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
Federal Project No. 2608700		WIN 26087.00	
PROJECT MANAGER		DATE	
DESIGN-DETAILED		BY	
CHECKED-REVIEWED		DATE	
DESIGN-DETAILED		SIGNATURE	
CHECKED-REVIEWED		P.E. NUMBER	
DESIGN-DETAILED		DATE	
CHECKED-REVIEWED		FIELD CHANGES	
DESIGN-DETAILED		REVISIONS 1	
CHECKED-REVIEWED		REVISIONS 2	
DESIGN-DETAILED		REVISIONS 3	
CHECKED-REVIEWED		REVISIONS 4	
DESIGN-DETAILED		FIELD CHANGES	

195SB OVER SEBOEIS RD BRIDGE NO. 6070
CROSSING NORTH HOWLAND ROAD
HOWLAND
NORTH HOWLAND ROAD
TRAFFIC CONTROL PLANS

SHEET NUMBER
46
OF 46