

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

HYDROLOGIC DATA

Drainage Area 4.37 sq mi
Design Discharge (Q50) 660 cfs
Check Discharge (Q100) 765 cfs
Headwater Elevation (Q1.1) 276.85 ft
Headwater Elevation (Q25) 279.97 ft
Headwater Elevation (Q50) 280.52 ft
Headwater Elevation (Q100) 281.02 ft
Discharge Velocity (Q1.1) 5.2 fps
Discharge Velocity (Q50) 9.6 fps
Discharge Velocity (Q100) 10.1 fps

MATERIALS

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

Reinforcing:
Plain Reinforcing Steel ASTM A615/A615M, Grade 60

BASIC DESIGN STRESSES

Concrete:
Class "A" f'c = 4,000 psi
Class "P" f'c = 5,000 psi

Reinforcing:
Plain Reinforcing Steel f y = 60,000 psi

TRAFFIC DATA

Current (2023) AADT 280
Future (2043) AADT 310
DHV - % of AADT 15
Design Hour Volume 45
Heavy Trucks (% of AADT) 16
Heavy Trucks (% of DHV) 26
Directional Distribution (% of DHV) 52
18 kip Equivalent P 2.0 17
18 kip Equivalent P 2.5 16
Design Speed (mph) 45

WASHINGTON
KNOX COUNTY
FARRAR BRIDGE
OVER
DAVIS STREAM
ROUTE 105 (RAZORVILLE ROAD)
FEDERAL AID PROJECT NO. 2616800
PROJECT LENGTH 0.085 mi.
BRIDGE NO. 3929

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UTILITIES

Central Maine Power
Consolidated Communications

MAINTENANCE OF TRAFFIC

Road Will Be Closed During Construction with
Traffic Detoured On State -Aid Roads.

PROJECT LOCATION	In Washington, Farrar Bridge (#3929) over Davis Stream Located 0.51 of a mile west of Vanner Road Lat./Long. 44°16'40.0" N 69°24'25.1" W
PROGRAM AREA	Highway Bridges - Traditional
OUTLINE OF WORK	Bridge Culvert Replacement

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
	COMMISSIONER: <i>[Signature]</i> CHIEF ENGINEER: <i>[Signature]</i>	2-19-25 2-19-25

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BRIDGE PROGRAM BRIAN NICHOLS JACOB PAUL DESIGNER CONSULTANT PROJECT RESIDENT CONTRACTOR PROJECT COMPLETION DATE		SIGNATURE /s/ B. Nichols P.E. NUMBER 13553 DATE 1-16-25
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PROJECT INFORMATION	PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
	BRIDGE PROGRAM	BRIAN NICHOLS	JACOB PAUL				

WASHINGTON FARRAR BRIDGE	TITLE SHEET
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SHEET NUMBER 1 OF 20

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.19	REMOVING EXISTING BRIDGE (60 CY)	1	LS
202.202	REMOVING PAVEMENT SURFACE	490	SY
203.20	COMMON EXCAVATION	1,060	CY
203.24	COMMON BORROW	50	CY
203.25	GRANULAR BORROW	455	CY
203.33	SPECIAL FILL	200	CY
206.07	STRUCTURAL ROCK EXCAVATION, DRAINAGE & MINOR STRUCTURES	100	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	700	CY
403.208	HOT MIX ASPHALT 12.5 MM HMA SURFACE	141	T
403.213	HOT MIX ASPHALT 12.5 MM BASE	168	T
409.15	BITUMINOUS TACK COAT - APPLIED	80	G
508.13	SHEET WATERPROOFING MEMBRANE (180 SY)	1	LS
511.07	COFFERDAM: UPSTREAM	1	LS
511.07	COFFERDAM: DOWNSTREAM	1	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (60 SY)	1	LS
526.301	PORTABLE CONCRETE BARRIER TYPE 1 (40 LF)	1	LS
534.7101	PRECAST CONCRETE BOX CULVERT - STATE SUPPLIED (170 CY)	1	LS
606.1301	3" W-BM GR, MID-WAY SPLICE-SGL FACED	408	LF
606.1303	3" W-BM GR, MID-WAY SPLICE-15' RAD AND LESS	25	LF
606.1305	3" W-BM GR, MID-WAY SPLICE FLARED TERMINAL	3	EA
606.265	TERMINAL END- SINGLE RAIL GALVANIZED STEEL	1	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	8	EA
606.743	GUARDRAIL - SINGLE RAIL CULVERT MOUNTED	52	LF
610.08	PLAIN RIPRAP	340	CY
610.212	STREAMBED ROCK FEATURES	20	CY
610.213	VOID-FILLED RIPRAP	40	CY
613.319	EROSION CONTROL BLANKET	65	SY
615.07	LOAM	55	CY
618.14	SEEDING METHOD NUMBER 2	9	UN
619.12	MULCH	9	UN
619.14	EROSION CONTROL MIX	106	CY
620.58	EROSION CONTROL GEOTEXTILE	620	SY
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	1,350	LF
629.05	HAND LABOR, STRAIGHT TIME	40	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	20	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	20	HR
639.19	FIELD OFFICE TYPE B	1	EA
652.312	TYPE III BARRICADE	9	EA
652.33	DRUM	25	EA
652.34	CONE	50	EA
652.35	CONSTRUCTION SIGNS	460	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1	LS
652.38	FLAGGER	100	HR
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS

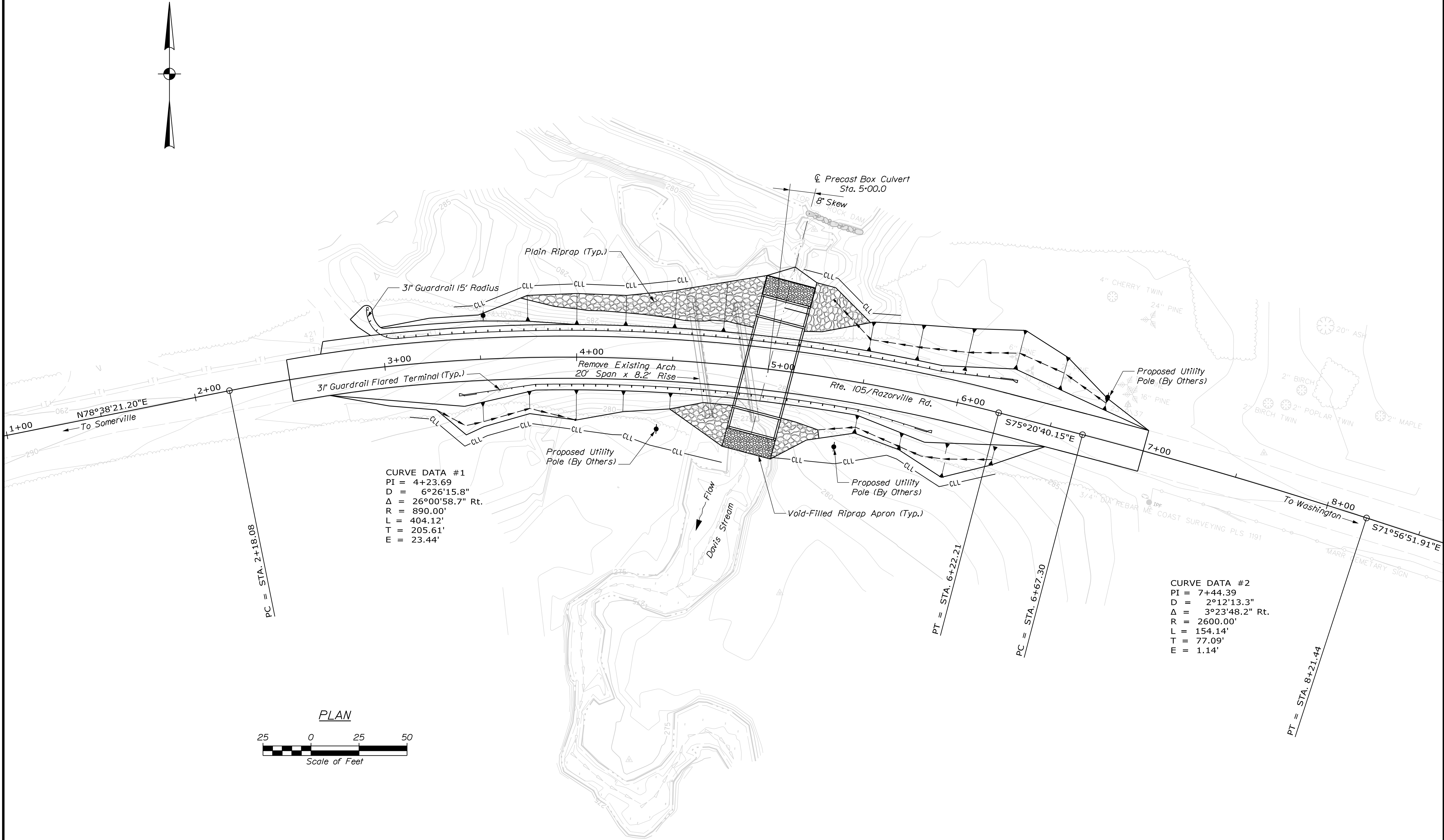
GENERAL CONSTRUCTION NOTES

1. For easements, construction limits, and right of way lines, refer to the Right of Way Map.
2. The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to Contract items.
3. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.
4. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.
5. 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.
6. All embankment material, except as otherwise shown, placed below EL 280.52 shall be Granular Borrow meeting the requirements of Standard Specifications Subsection 703.19, Granular Borrow, for Material for Underwater Backfill except as otherwise noted in these Plans.
7. Modified Granular Borrow shall be Granular Borrow meeting the requirements of Standard Specifications Subsection 703.19, Granular Borrow, for Material for Underwater Backfill, with the additional requirement that the maximum particle size shall be limited to 4". Modified Granular Borrow shall be paid for as Item No. 203.25, Granular Borrow.
8. Place riprap on sideslopes up to EL 282
9. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.
10. 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.
11. Place a 24 inch wide strip of Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.
12. A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.
13. Where it is apparent that runoff will cause continual erosion, Erosion Control Blanket, seeded gutters, riprap downspouts, and other gutters lined with Stone Ditch Protection shall be constructed after paving and shoulder work is completed. Payment will be made under the appropriate Contract items.
14. Protective Coating for Concrete Surfaces shall be applied to the following areas:

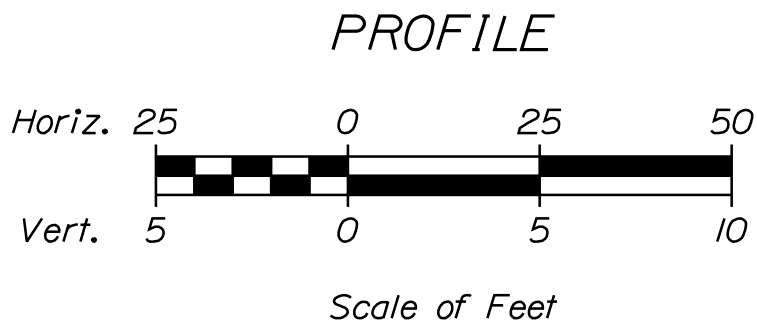
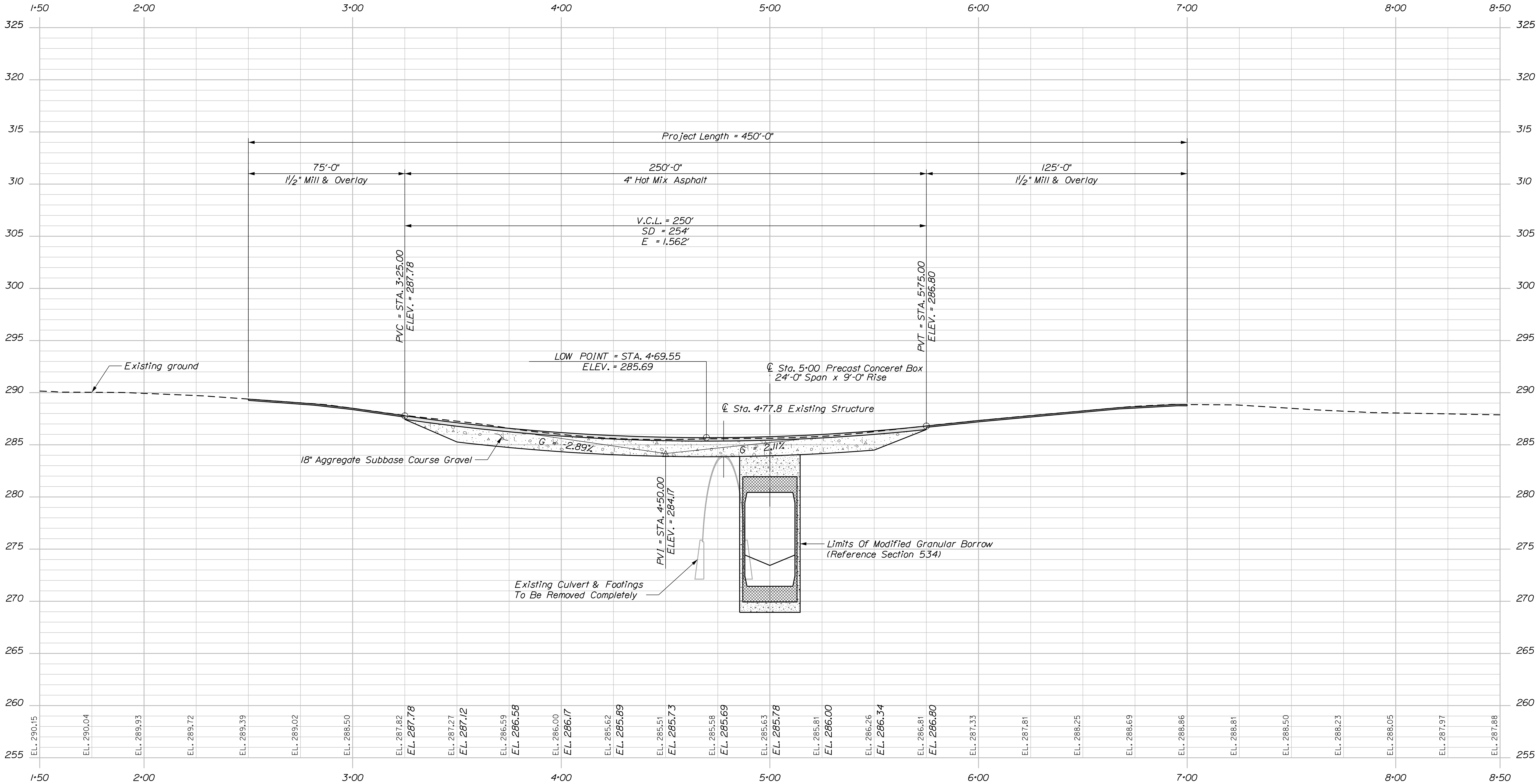
Concrete headwalls, including to one foot inside the box;
Exposed tops of vertical walls and to one foot below the ground on the back side;
Exposed faces of vertical walls and to one foot inside the box.

15. Project information referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/contractors/>
16. 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.
17. Reports on hydrology and/or hydraulics applicable to the bridge site may be accessed at the MaineDOT web address. The reports are based on MaineDOT's interpretation of the information obtained for the subject site. No assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.
18. The project geotechnical report titled: Geotechnical Design Report, WIN 026168.00, Route 105 over Davis Stream, Farrar Bridge #3929, Washington, Maine, dated June 7, 2024 may be accessed at the MaineDOT web address.
19. Geotechnical information furnished or referred to in this plan set is for the use of the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidders' or Contractor's interpretations of, or conclusions drawn from, the geotechnical information. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between the boring locations.
20. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:
- a. If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.
- b. If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.
- c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation and Time.
21. Riprap adjacent to the box culvert shall be placed so as not to damage the culvert, any damage to the box culvert during construction shall be repaired or replaced as determined by the Resident at the Contractor's expense.
22. Payment for any earth excavation related to the removal of the existing pipe arch structure that is outside the limits of Granular Borrow shown for the new box culvert will be paid for under Common Excavation - horizontal pay limits shall be 18 inches outside the base, or extreme limits, of the existing structure.
23. Material placed outside the limits of Granular Borrow for the new box culvert, required due to removal of the existing pipe arch structure, shall be Granular Borrow and shall be paid for as such - horizontal pay limits shall be 18 inches outside the base, or extreme limits, of the existing structure.

FARRAR BRIDGE DAVIS STREAM WASHINGTON KNOX COUNTY	STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2616800		WIN 26168.00		BRIDGE NO. 3929 BRIDGE PLANS		
	PROJ. MANAGER		B. Nichols		BY		DATE		
	DESIGN-DETAILED J. Prohl		MRP		MRP		Jan 2023		
ESTIMATED QUANTITIES & GENERAL NOTES		DESIGN-REVIEWED J. Prohl		SIGNATURE		P.E. NUMBER		DATE	
		DESIGNS-DETAILED							
		REVISIONS 1							
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		REVISIONS 4						FIELD CHANGES	
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		OF 20							

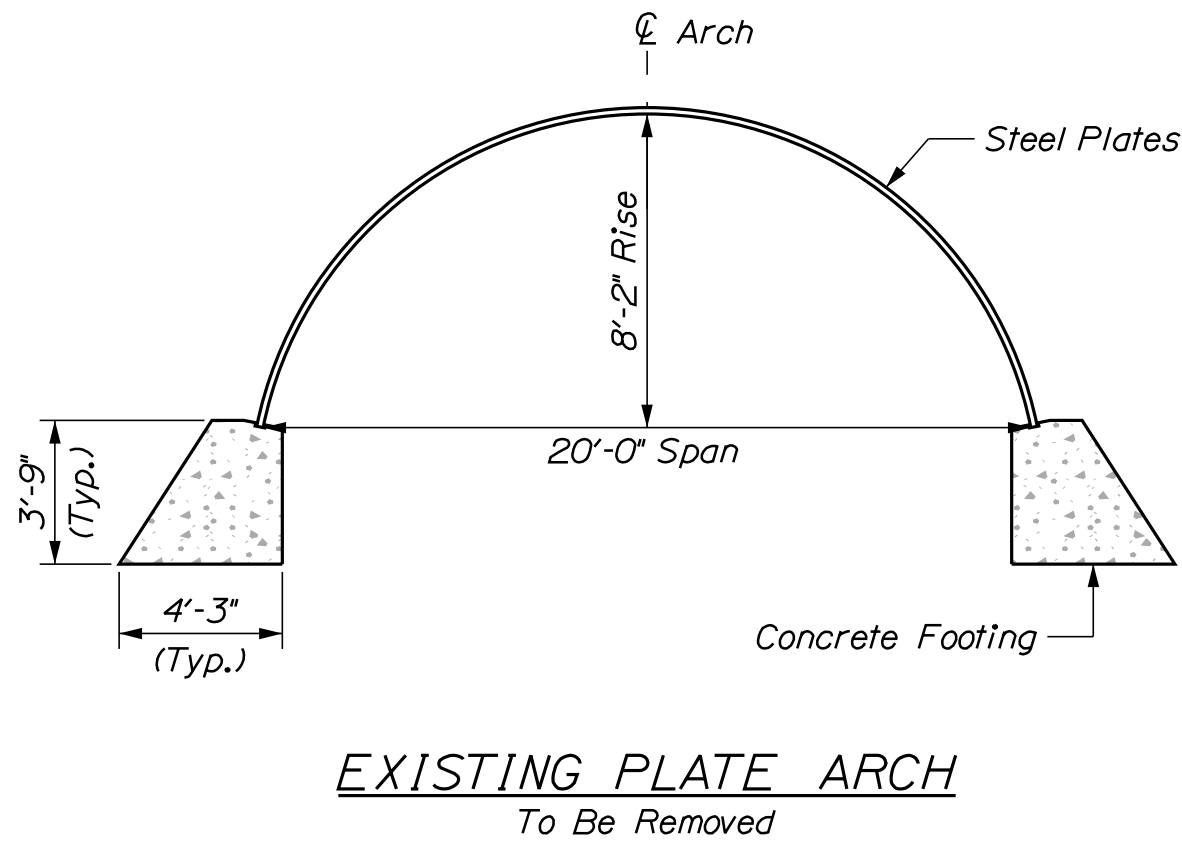
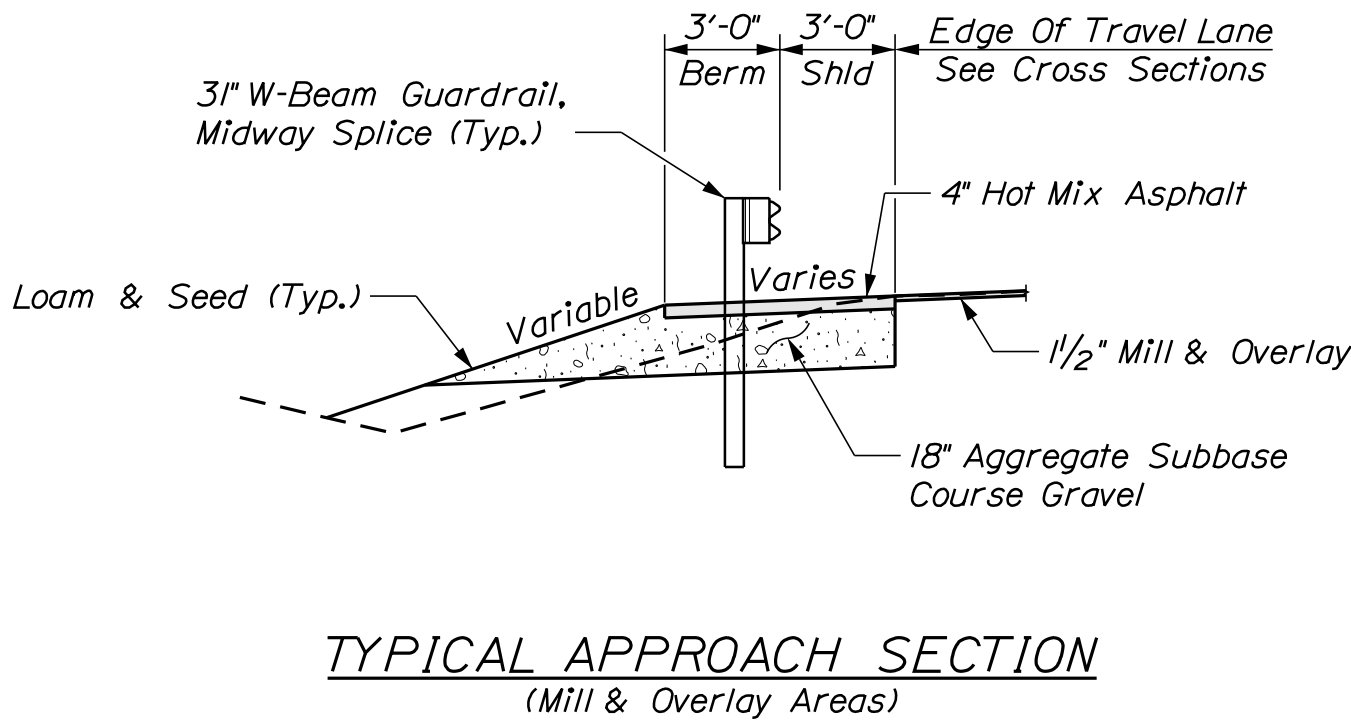
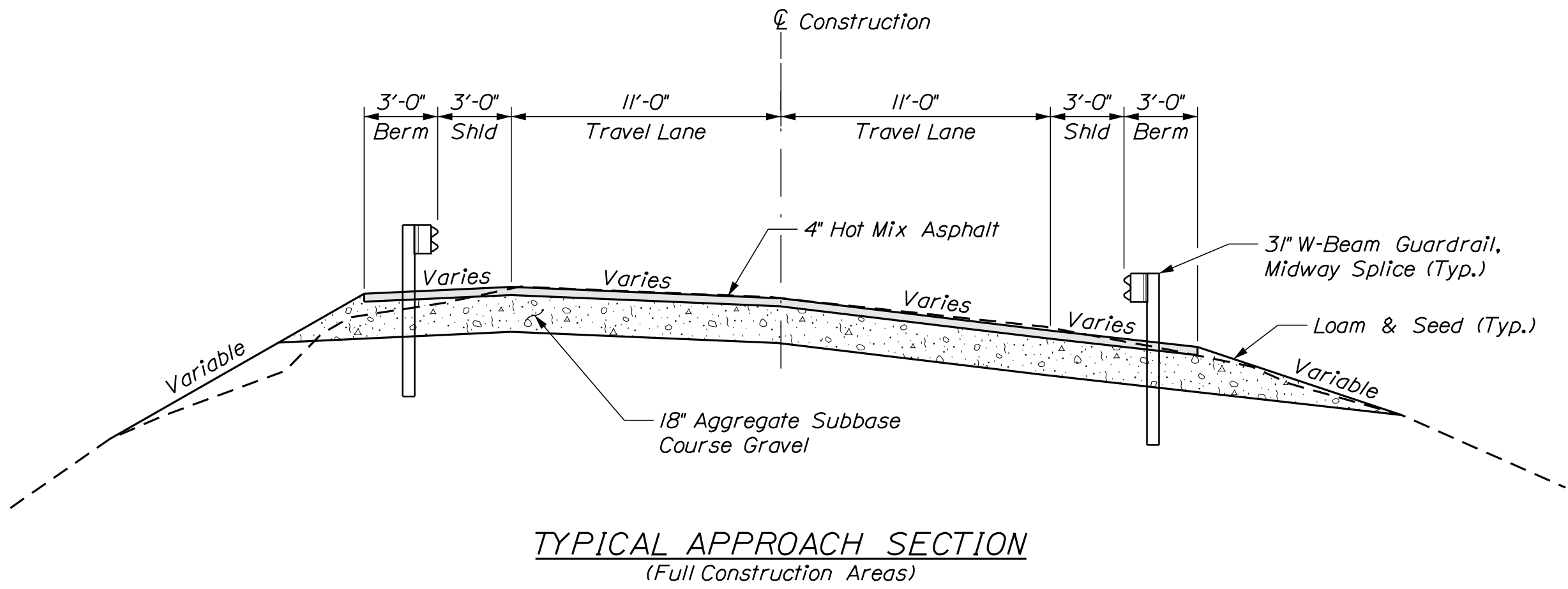


STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2616800		BRIDGE NO. 3929		WIN 26168.00		BRIDGE PLANS	
FARRAR BRIDGE DAVIS STREAM WASHINGTON		KNOX COUNTY		SHEET NUMBER		3		OF 20	
PROJ. MANAGER		B. Nichols		BY		DATE		SIGNATURE	
DESIGN-DETAILED		J. Prout		MRP		Jan. 2024			
CHECKED-REVIEWED		GAC		B/LN		Sept. 2024			
DESIGN2-DETAILED2									
DESIGN3-DETAILED3									
REVISIONS 1								P.E. NUMBER	
REVISIONS 2									
REVISIONS 3									
REVISIONS 4								DATE	
FIELD CHANGES									



Maine Department of Transportation				Project: Farris Bridge #3929 carries Route 105 (Hazorville Road) over Davis Location: Washington, ME		Boring No.: BB-WDS-102			
Soil/Block Exploration Log US CUSTOMARY UNITS						WJN: 26168.00			
Drillert: Seaboard Drilling		Elevation (ft.): 285.0		Auger ID/DD: 5" Solid Stem					
Operator: R. Hackett		Datum: NAVD88		Sampler: Standard Split Spoon					
Logged By: J. Celamy		Rig Type: Track-mounted Diechid D-50		Hammer Wt./Fall: 140 lb / 30"					
Date Start/Finish: 12-12-2023		Drilling Method: Cased Wash Boring		Core Barrels: N02 2"					
Boring Location: Sta. 5+08.6, 9.1 ft R/L		Casing ID/DD: HW 4"/4.5"		Water Level*: 10.5 ft (after drilling)					
Hammer Efficiency Factor: 1.087		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐							
Definitions: R = Rock Core Sample S _u = Split Stem Auger S _u = Peak/Unloaded Field Vane Undrained Shear Strength (ksf); Pocket Torque Shear Strength (psf) P = Split Spoon Sample S _u = Solid Stem Auger S _u = Lab. Vane Undrained Shear Strength (psf) WC = Water Content, percent MO = unsuccessful Split Spoon Sample Attempt HSA = Hollow Stem Auger S _u = Unconfined Compressive Strength (ksf) LL = Liquid Limit U = Thin Wall Tube Sample RC = Roller Cone N _u = Corrected SPT Value PL = Plastic Limit MU = unsuccessful Thin Wall Tube Sample Attempt NDR = Weight of 140 lb. Hammer N _u = SPT Uncorrected Corrected for Hammer Efficiency V = Field Vane Shear Test PP = Pocket Penetrometer WDR/C = Weight of Rods or Casing N _u = SPT Uncorrected Corrected for Hammer Efficiency MS = unsuccessful Field Vane Shear Test Attempt WDP = Weight of One Person N _u = Hammer Efficiency Factor/60 S _u = Uncorrected C = Consolidation Test									
Depth (ft.)	Sample Information						Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ ASTM and Unified Class
	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. String (blows / 100 ft)	N-Uncorrected	N _u			
5	10	24/10	1.30 - 3.30	8-8-6-5	14	25		-0.8	15406A A-1-b, SM WC=4.1%
	20	24/10	3.30 - 5.30	4-2-3-3	5	9			
	30	24/6	5.30 - 7.30	2-2-3-1	5	9			
10	40	24/11	10.00 - 12.00	2-2-3-1	5	9		15407A A-1-b, SM WC=9.3%	
15	50	8/5 60/60	15.00 - 15.67 15.67 - 20.90	23-50, 2" ROD = 33%	--	168 N02		-15.8	15408A ad=8-150psi UW=171.2pcf
20	R2	60/56	20.90 - 25.90	ROD = 75%				-20.9	
25								-25.9	
30								-30.9	
Remarks:									
Automaker SN 362; Calibrated 11/03/2023.									
Stratification lines represent approximate boundaries between soil type transitions may be gradual.									
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.									
						Page 1 of 1			
						Boring No.: BB-WDS-102			

SHEET NUMBER 6 OF 20	FARRAR BRIDGE DAVIS STREAM WASHINGTON KNOX COUNTY BORING LOGS	PROJ. MANAGER		B. Nichols	BY	DATE
		DESIGN-DETAILED				
		CHECKED-REVIEWED				
		DESIGN-DETAILED2		M.S.T. PIERRE	T. WHITE	JUN. 2024
		DESIGN-DETAILED3				
		SIGNATURE				
		P.E. NUMBER				
		REVIEWS 1				
		REVIEWS 2				
		REVIEWS 3				
		REVIEWS 4				
		FIELD CHANGES				
		DATE				
		STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2616800				
		BRIDGE NO. 3929 WIN 26168.00 BRIDGE PLANS				



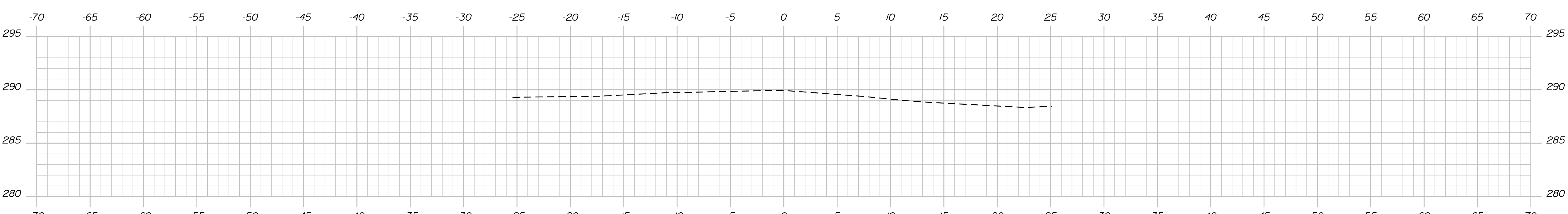
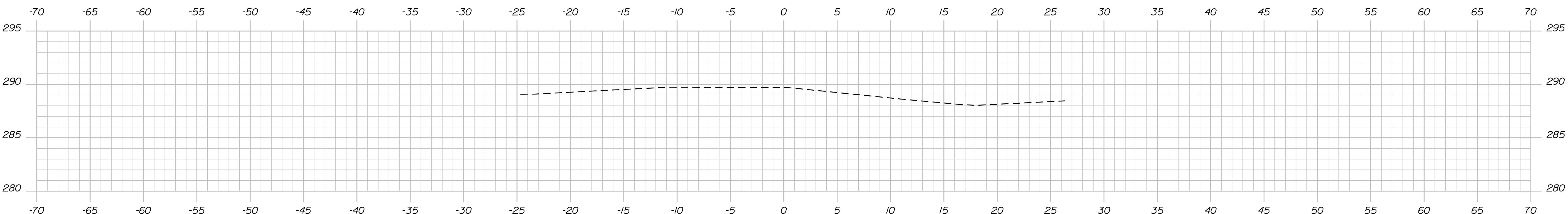
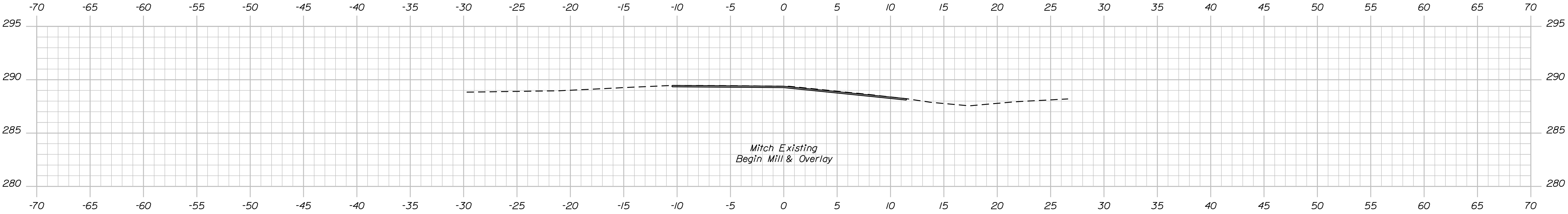
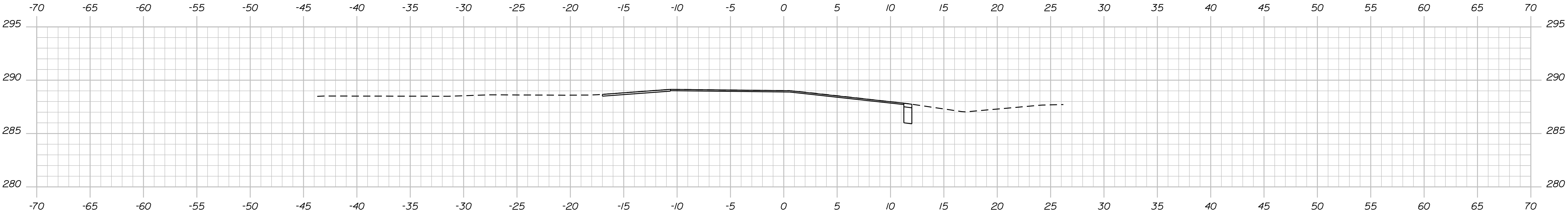
FARRAR BRIDGE DAVIS STREAM WASHINGTON KNOX COUNTY	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
	2616800			
	WIN 26168.00			
	BRIDGE NO. 3929 BRIDGE PLANS			
APPROACH TYPICAL SECTIONS	PROJ. MANAGER	B. Nichols	BY	DATE
	DESIGN-DETAILED	J. Prout	MRP	Jan 2024
	CHECKED-REVIEWED	GAG	BIN	Sept 2024
	DESIGN-DETAILED			SIGNATURE
	REVISIONS 1			P.E. NUMBER
	REVISIONS 2			DATE
	REVISIONS 3			
	REVISIONS 4			
	FIELD CHANGES			
SHEET NUMBER				
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OF 20				

Date:2/13/2025

Username: Brian.Nichols

Division: BRIDGE

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2616800

WIN
26168.00

BRIDGE NO. 3929
BRIDGE PLANS

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	J. Prout	Jan 2024
CHECKED-REVIEWED	GAG	Sept 2024
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
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FIELD CHANGES		

FARRAR BRIDGE
DAVIS STREAM
WASHINGTON KNOX COUNTY

CROSS SECTIONS

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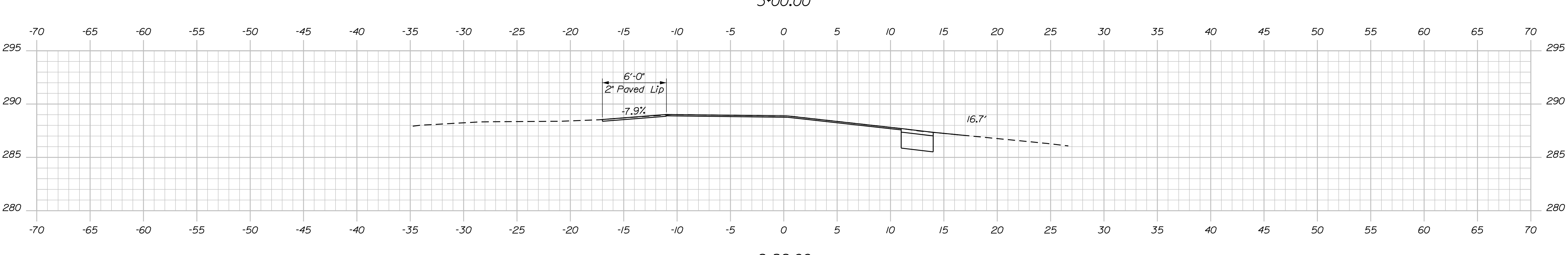
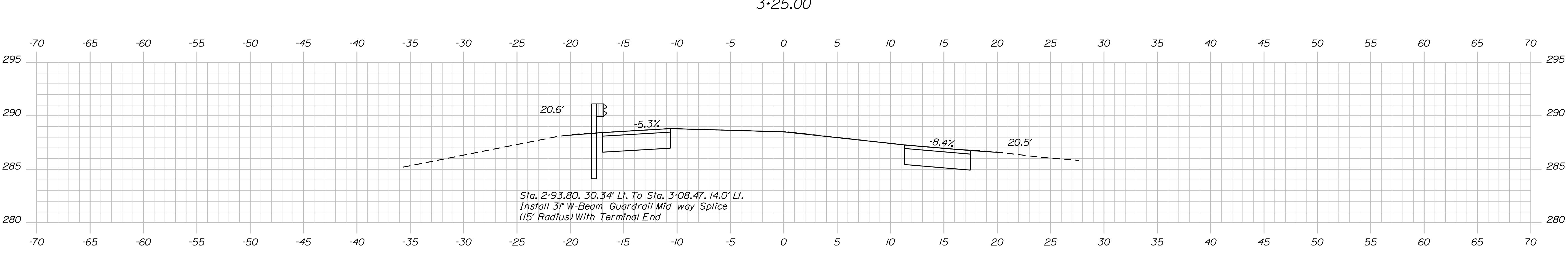
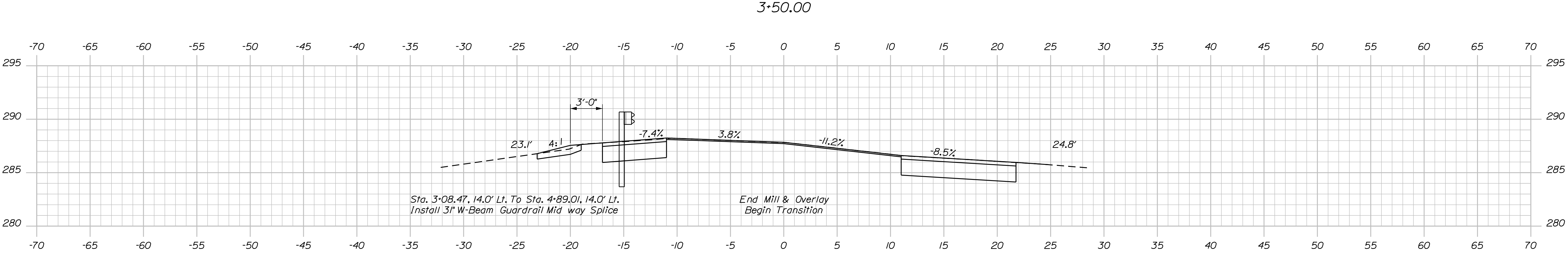
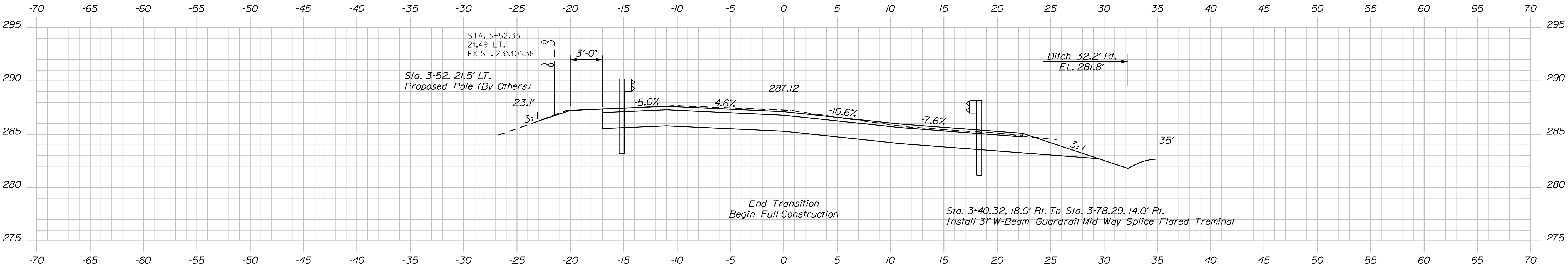
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Date:2/13/2025

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2616800

WIN
26168.00

BRIDGE NO. 3929
BRIDGE PLANS

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	MRP	Jan 2024
CHECKED-REVIEWED	GIN	Sept 2024
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

FARRAR BRIDGE
DAVIS STREAM
WASHINGTON KNOX COUNTY

CROSS SECTIONS

SHEET NUMBER

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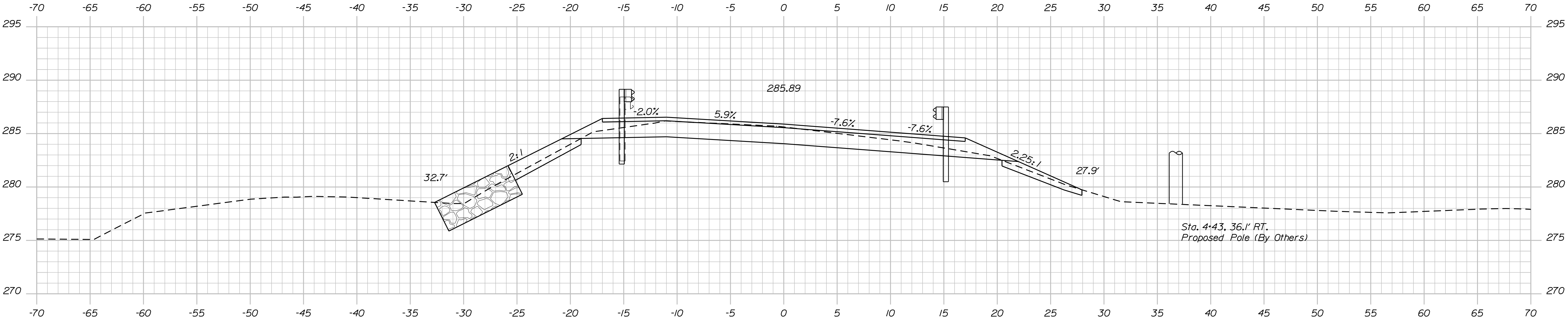
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Date:2/13/2025

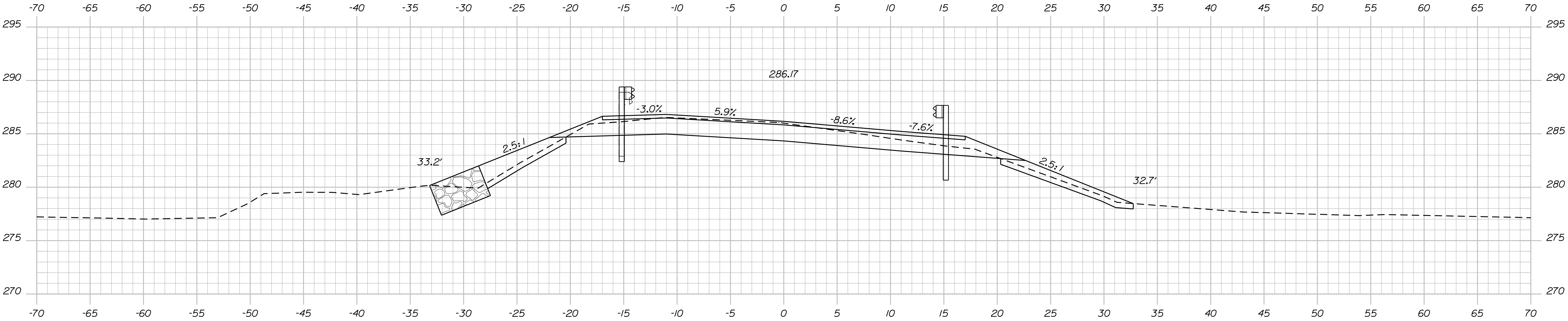
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Division: BRIDGE

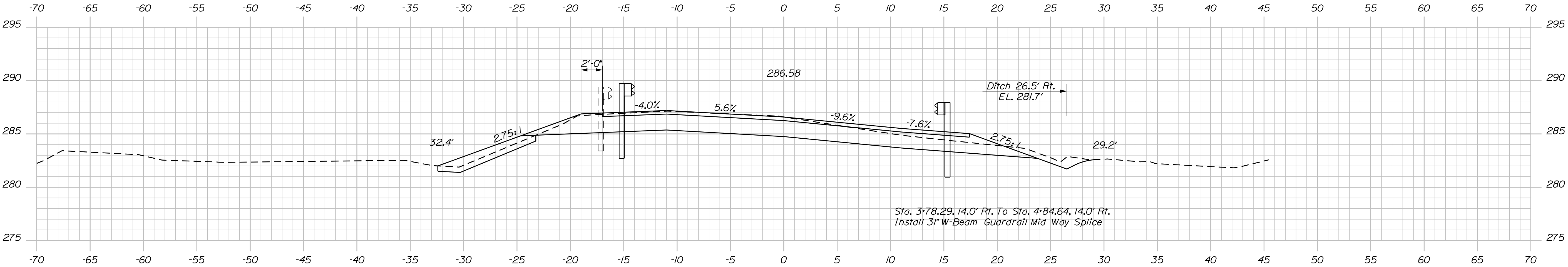
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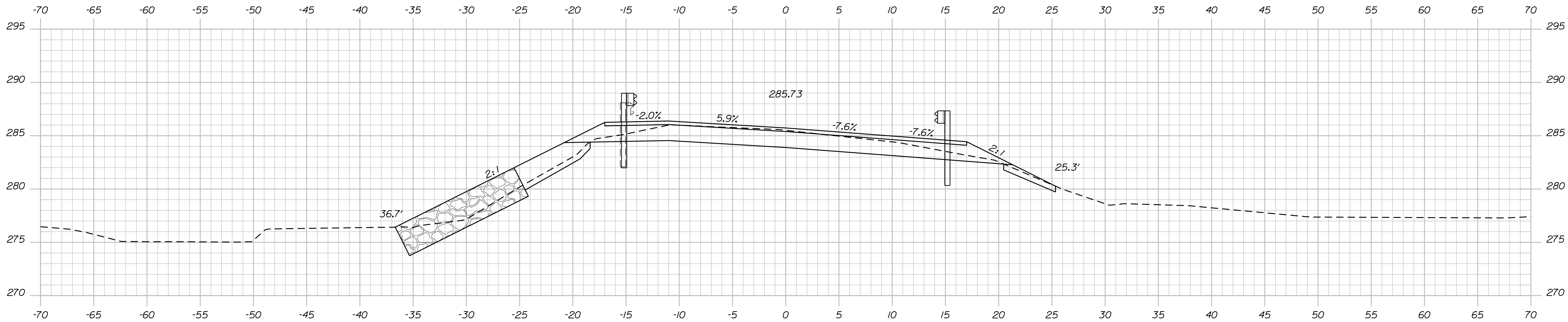


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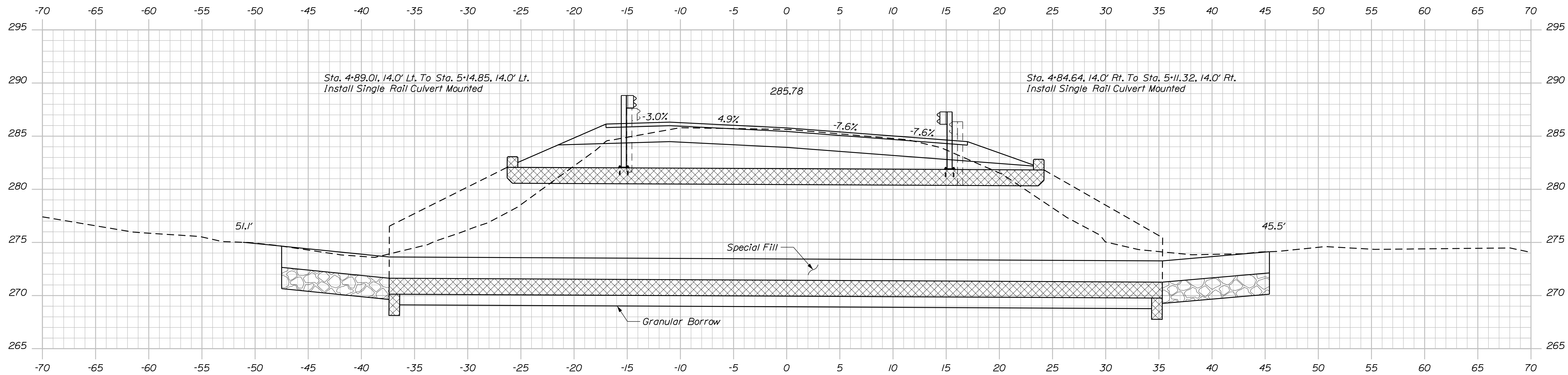


3+75.00

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	MRP	Jan 2024
CHECKED-REVIEWED	BIN	Sep 2024
DESIGN-DETAILED		
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REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		



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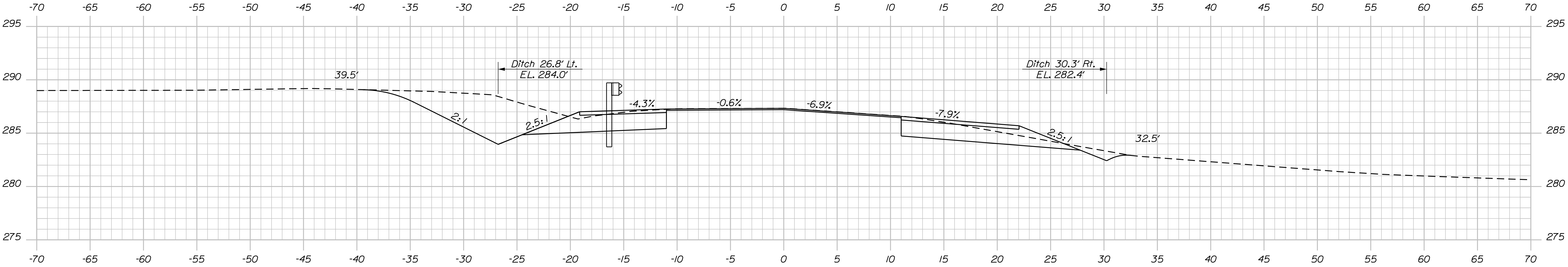
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OF 20

Date:2/13/2025

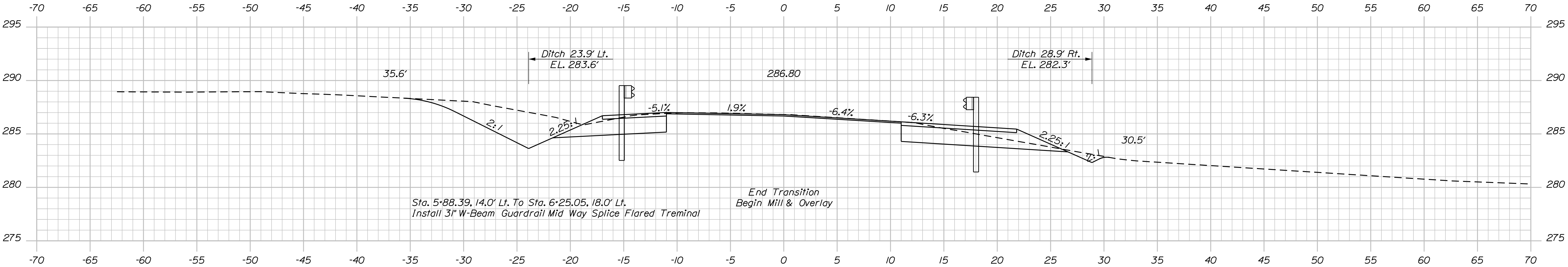
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Division: BRIDGE

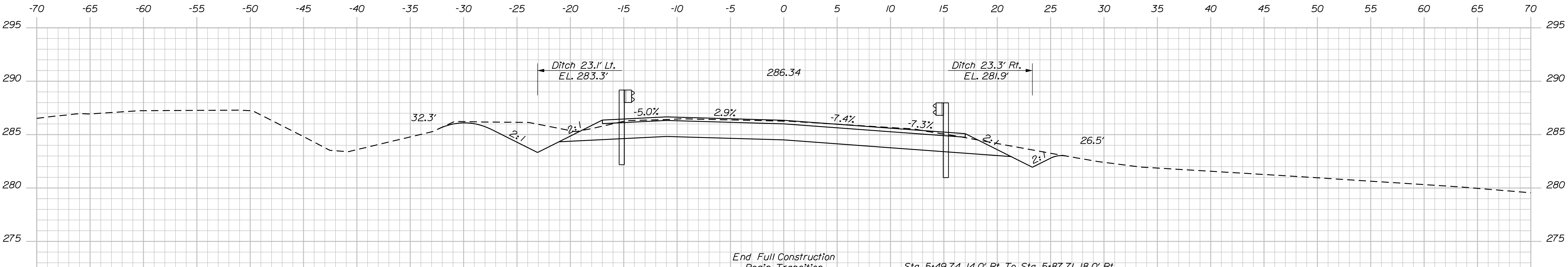
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6+00.00



5+75.00



5+50.00

STATE OF MAINE
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2616800

WIN
26168.00

BRIDGE NO. 3929

BRIDGE PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE
DESIGN-DETAILED	MRP	Jan 2024	
CHECKED-REVIEWED	BIN	Sep 2024	
DESIGN-DETAILED			
REVISIONS 1			P.E. NUMBER
REVISIONS 2			DATE
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

FARRAR BRIDGE
DAVIS STREAM
WASHINGTON KNOX COUNTY

CROSS SECTIONS

SHEET NUMBER

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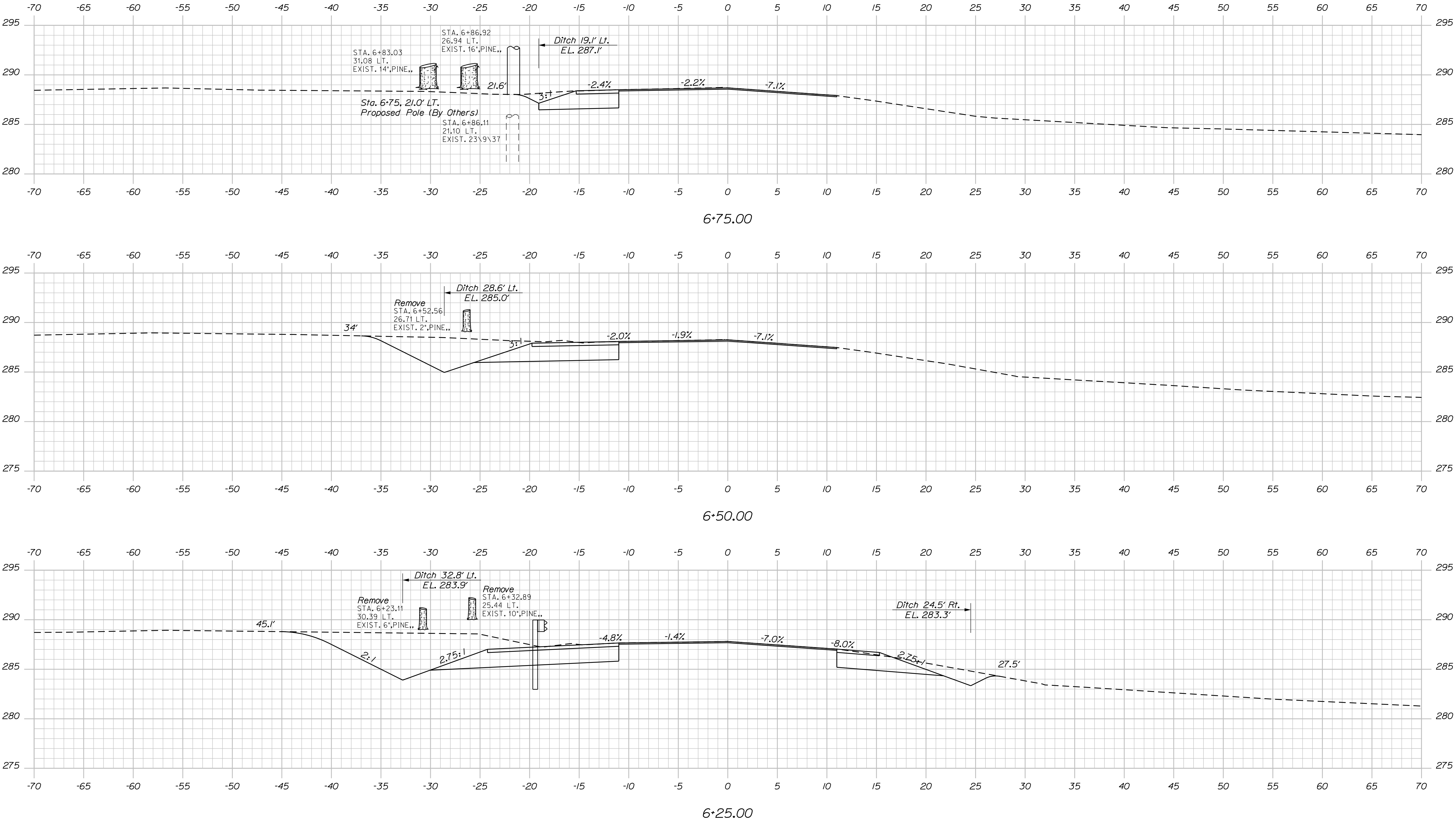
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Division: BRIDGE

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2616800

WIN
26168.00

BRIDGE NO. 3929
BRIDGE PLANS

FARRAR BRIDGE
DAVIS STREAM
WASHINGTON KNOX COUNTY

CROSS SECTIONS

SHEET NUMBER

14

OF 20

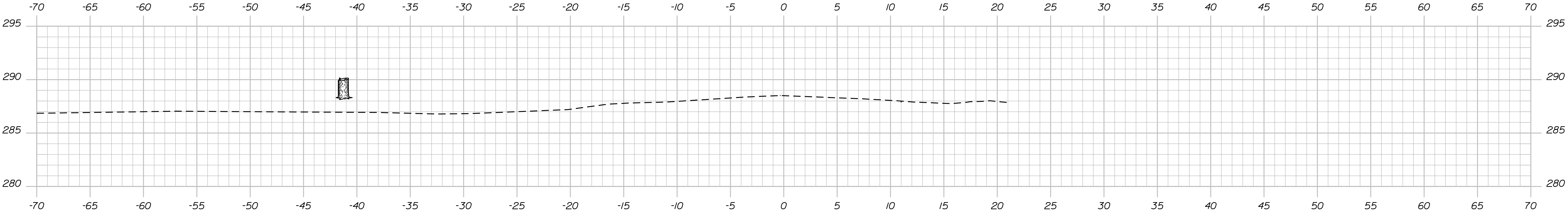
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CHECKED-REVIEWED	GIN	Sep 2024			
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Date:2/3/2025

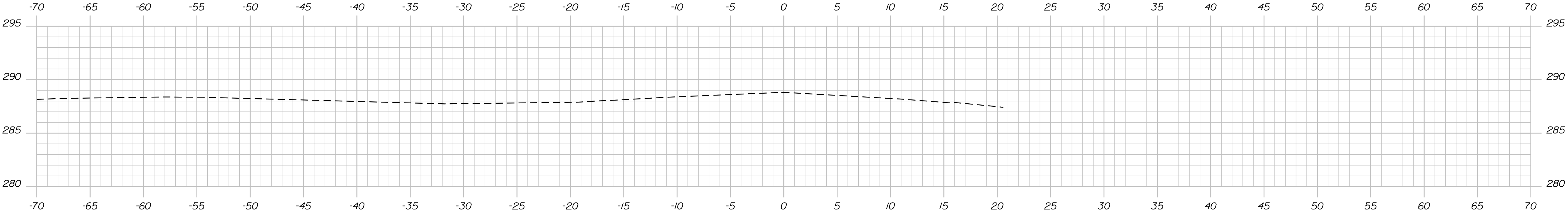
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Division: BRIDGE

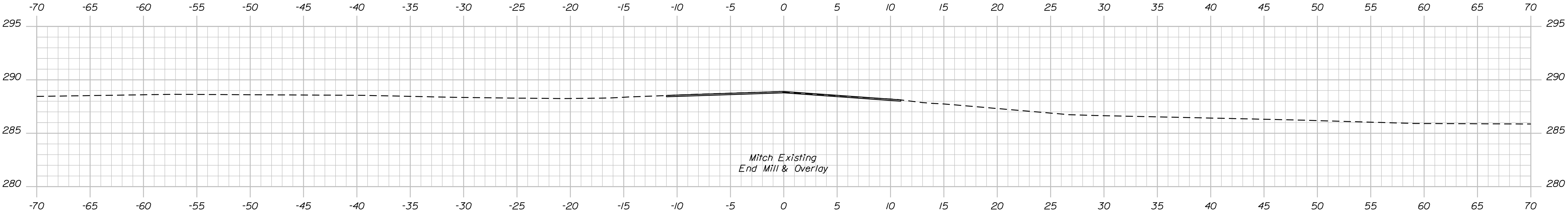
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7+50.00



7+25.00



7+00.00

STATE OF MAINE

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FARRAR BRIDGE

DAVIS STREAM

WASHINGTON

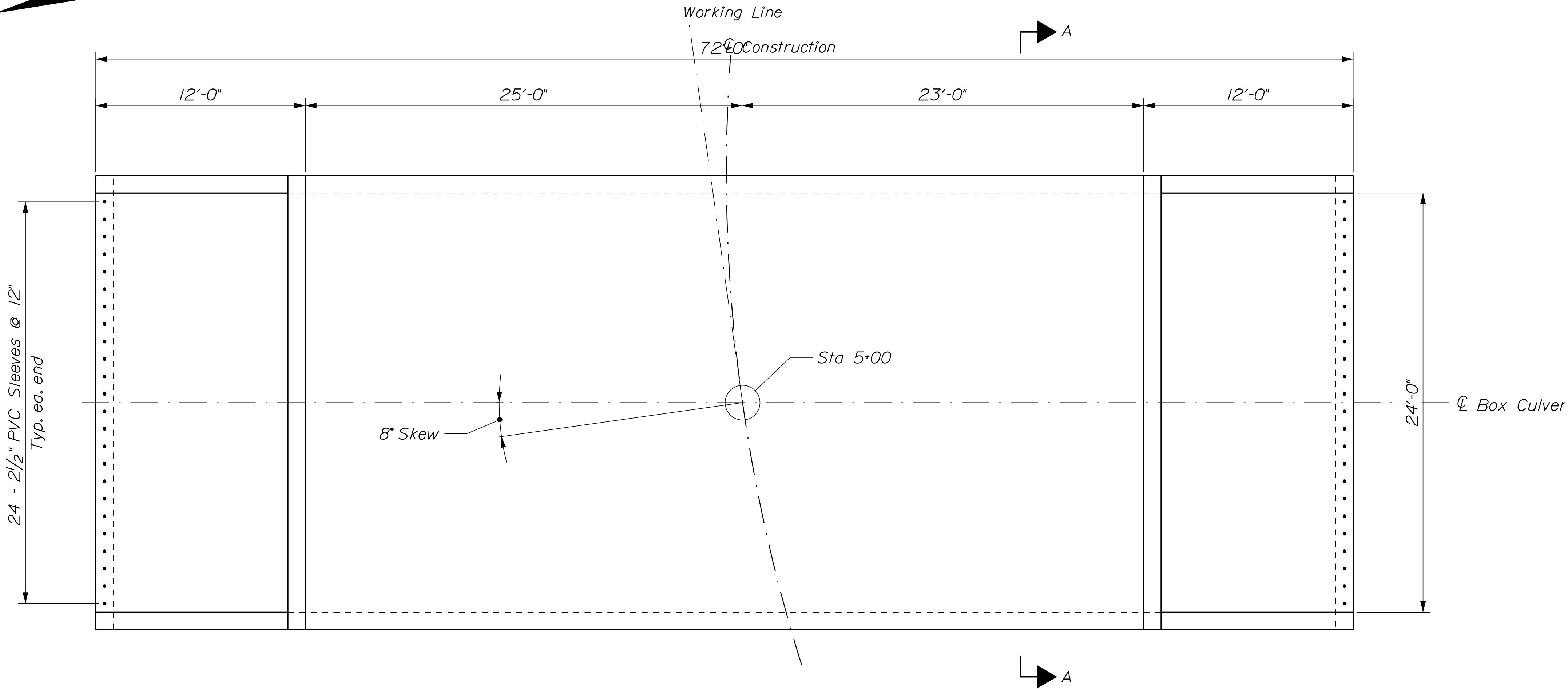
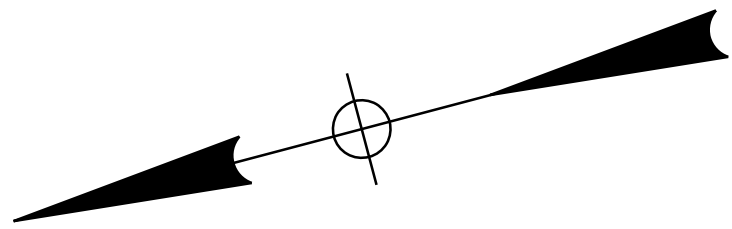
KNOX COUNTY

CROSS SECTIONS

SHEET NUMBER

15

OF 20

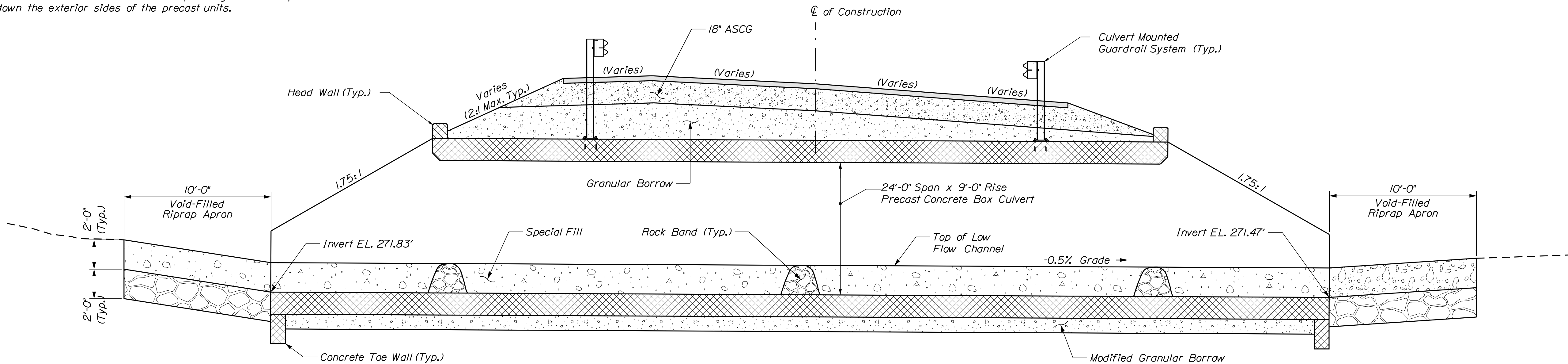


PRECAST CONCRETE BOXES NOTES

1. The precast units shall be designed to carry construction loadings with a minimum fill cover of 18 inches over the top of the units.
2. The construction, handling, and assembly of the precast units shall be in accordance with Special Provisions Section 534, Precast Structural Concrete, and with the manufacturer's specifications as applicable.
3. Install standard membrane waterproofing over the top and to 12 inches down the exterior sides of the precast units.

PRECAST CONCRETE BOX CULVERT PLAN

Construction Curvature Exaggerated For Clarity



LONGITUDINAL BOX CULVERT SECTION

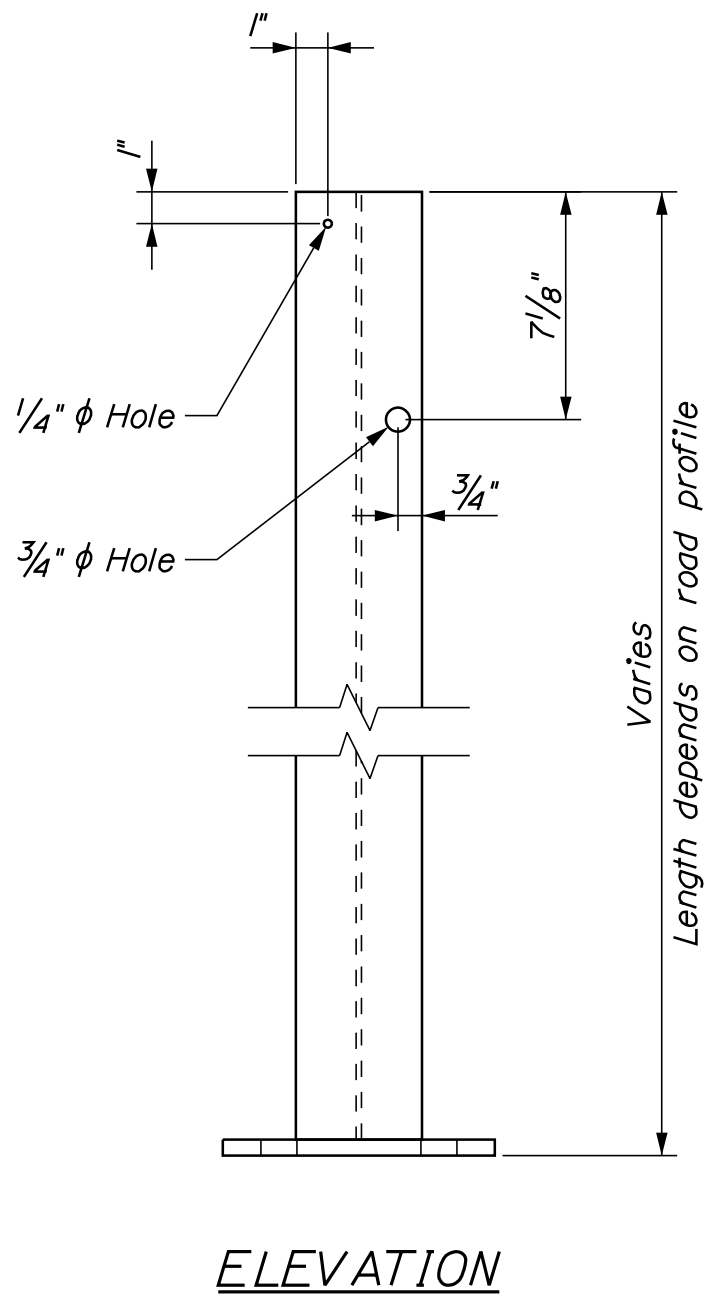
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STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
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BRIDGE NO. 3929	BRIDGE PLANS

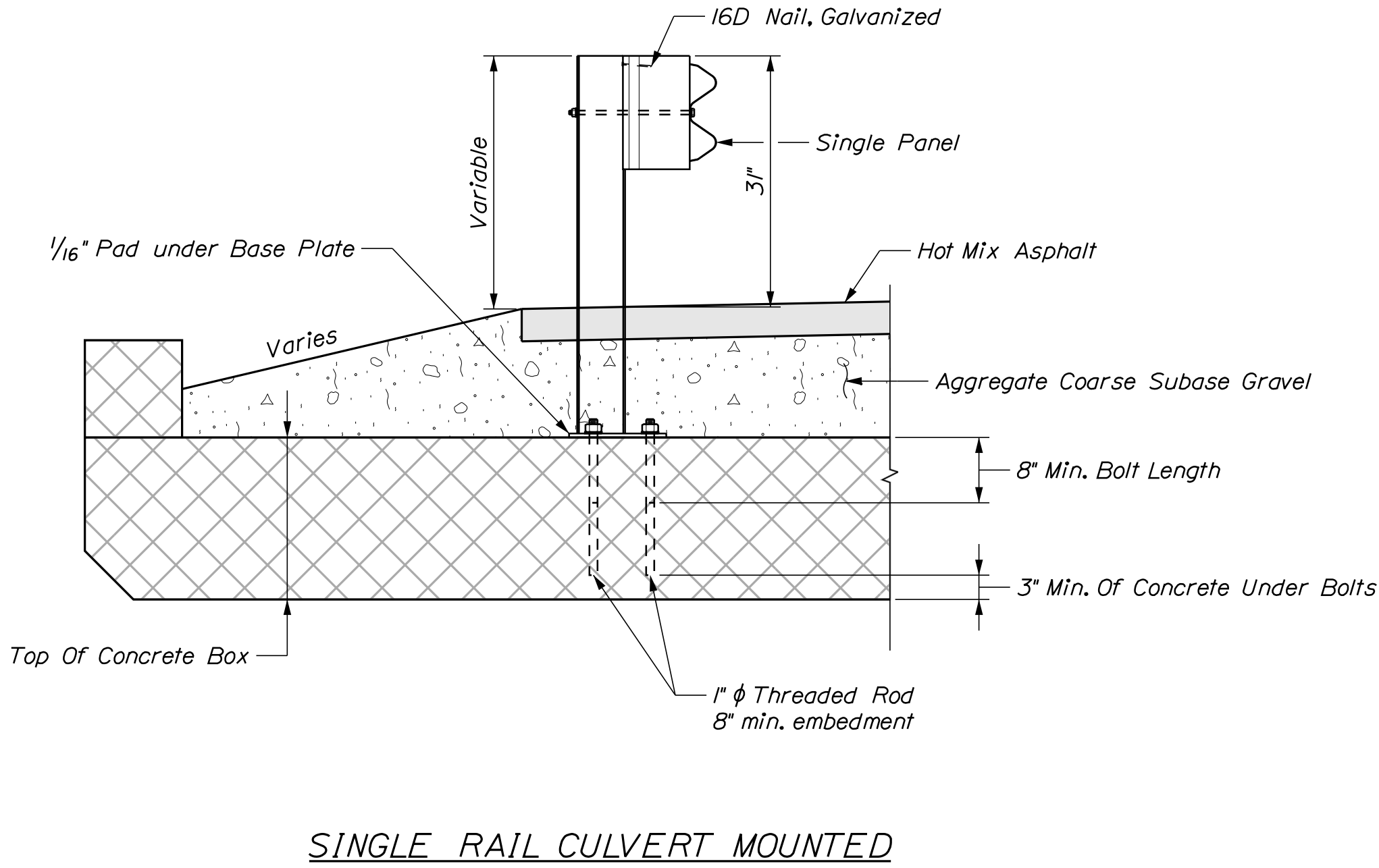
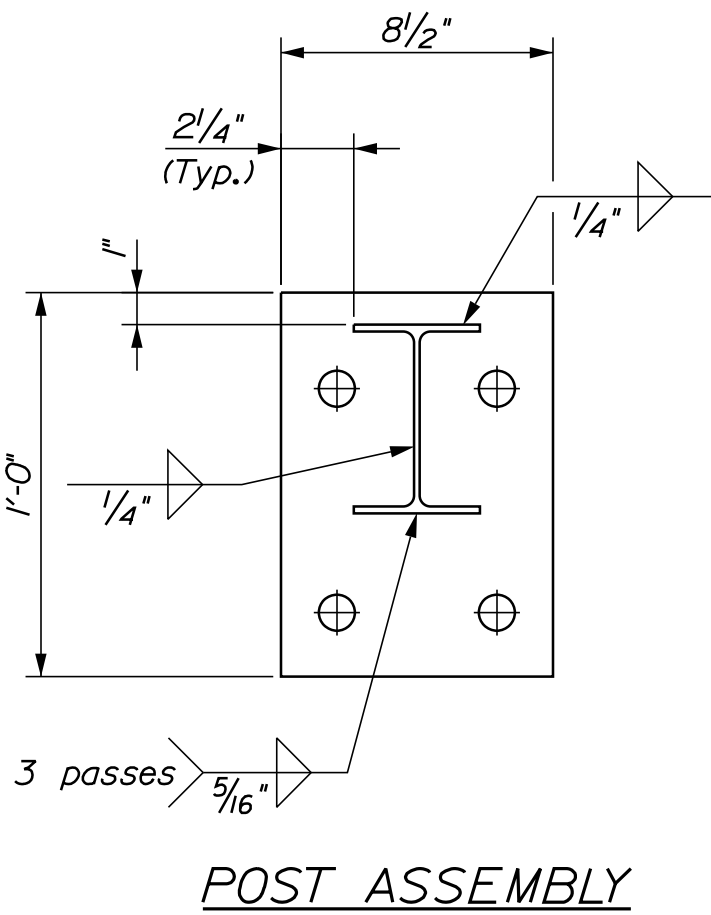
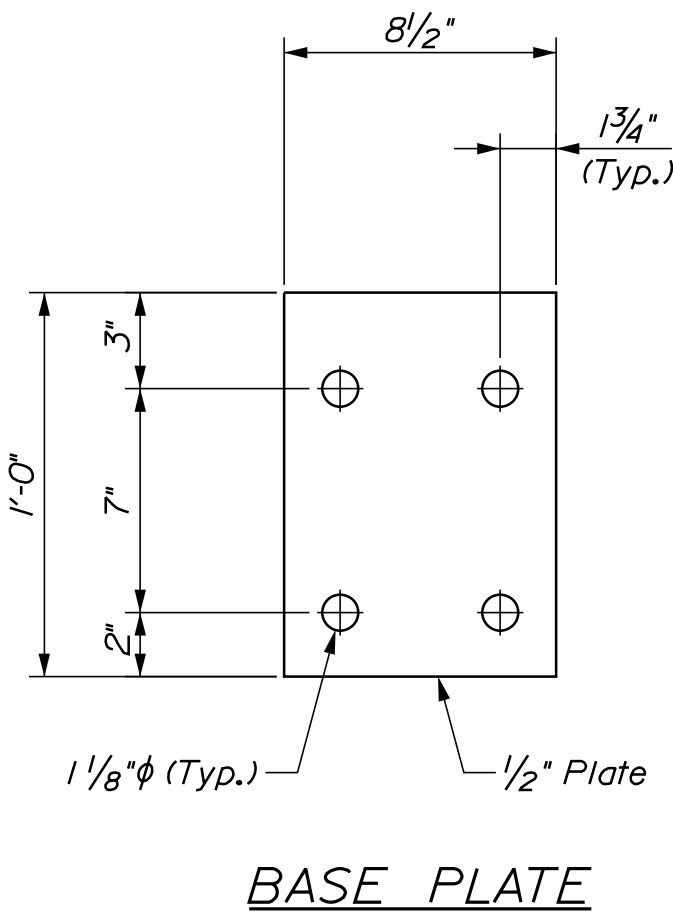
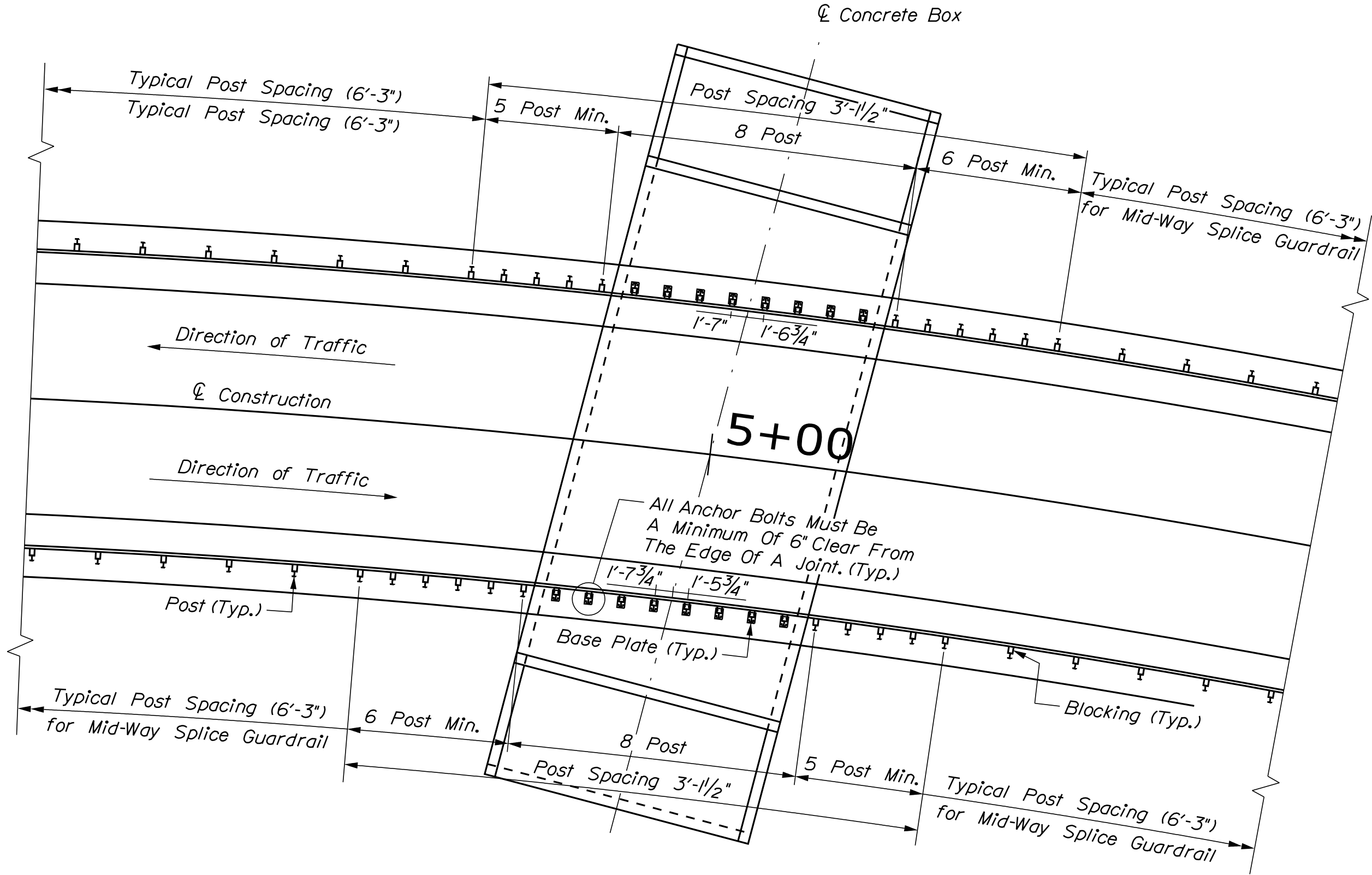
PROJ. MANAGER	BY	DATE
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DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
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REVISIONS 4		
FIELD CHANGES		

FARRAR BRIDGE	KNOX COUNTY
DAVIS STREAM	
WASHINGTON	
PRECAT BOX CULVERT DETAILS	
1 OF 2	

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POST SPACING FOR CULVERT MOUNTED



SINGLE RAIL CULVERT MOUNTED

SINGLE RAIL CULVERT MOUNTED NOTES

1. Bolted post and materials shall be installed prior to backfilling the concrete box culvert.
2. Pavement around the Culvert-Mounted Posts shall be compacted with a plate compactor prior to installing the W-Beam Rail.
3. Posts may be cut to length and drilled in the field. Cut posts shall be repaired with hot-stick galvanizing. Cold-galv paint is not permitted.
4. Threaded rod shall be ASTM F1554 Grade 55.
5. Anchor bolts drilled and grouted into the precast boxes shall use an approved epoxy bonding agent from MaineDOT's Qualified Products List with a minimum bond strength of 1300 psi. The bolt anchorage shall be installed in strict accordance with the selected manufacturer's recommendations.
6. The embedment depth of the epoxy anchors shall be the greater of 8" or the manufacturer's requirements. A minimum of 3" of concrete must remain under the drilled hole.
7. Payment for drilling and grouting anchor bolts shall not be paid for separately, and shall be considered incidental to the guardrail pay item.
8. Anchor bolts shall be set with a template. Nuts securing the post base shall be tightened to a snug fit and given an additional 1/8" turn.
9. All posts, plates, bolts, nuts, washers, threaded rod, and other misc. hardware shall be galvanized.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2616800		BRIDGE NO. 3929		BRIDGE PLANS	
FARRAR BRIDGE DAVIS STREAM		KNOX COUNTY		WASHINGTON		SHEET NUMBER	
CULVERT MOUNTED GUARDRAIL DETAILS		DESIGNED-Detailed Checked-Reviewed Designs Detailed Revisions 1 Revisions 2 Revisions 3 Revisions 4 Field Changes		DATE Jan 2024 Sept 2024		SIGNATURE P.E. NUMBER DATE	
18		OF 20					

