

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

TRAFFIC DATA

Current (2023) AADT	1,290
Future (2043) AADT	1,420
DHV - % of AADT	13%
Design Hour Volume	185
Heavy Trucks (% of AADT)	9%
Heavy Trucks (% of DHV)	7%
Directional Distribution (% of DHV)	66%
18 kip Equivalent P 2.0	61
18 kip Equivalent P 2.5	58
Design Speed (mph)	45

MATERIALS

Concrete:
Curbs and Deck..... Class "A1"
All Other..... Class "A"

Reinforcing:
Plain Reinforcing Steel ASTM A615, Grade 60
Glass Fiber Reinforcing Polymer (GFRP) ASTM D7957
Low-Carbon Chromium Steel: 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 "A1"..... f 'c = 4,000 psi
Class "A"..... f 'c = 4,000 psi

Reinforcing:
Plain Reinforcing Steel..... f y = 60,000 psi
Glass Fiber Reinforced Polymer
Minimum Tensile Strength..... f fu = 100,000 psi
Minimum Elastic Modulus E f = 8,700,000 psi
Minimum Nominal Design Tensile Strain e fu = 1.1%
Low-Carbon Chromium Steel:..... f y = 100,000 psi

Structural Steel:
ASTM A709, Grade 50W F y = 50,000 psi
ASTM F3125, Grade A325 F μ = 120,000 psi

PRESQUE ISLE
AROOSTOOK COUNTY
PHAIR CROSSING BRIDGE
OVER
MAINE NORTHERN RAILWAY
STATE ROUTE 10/EASTON ROAD
FEDERAL AID PROJECT NO. 2643400
PROJECT LENGTH 0.19 mi.
BRIDGE NO.: 3259

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UTILITIES

Charter Communications
Consolidated Communications
Versant Power
Maine Northern Railway
Maine DOT Railroad

MAINTENANCE OF TRAFFIC

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



PROJECT LOCATION	Phair Crossing Bridge #3259 in Presque Isle carrying State Route 10 over Maine Northern Railway located 0.68 of mile east of Egypt Road. Lat. 46°38'32" N Long. 67°56'16" W
OUTLINE OF WORK	Bridge Replacement with associated approach work.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED
ACTING COMMISSIONER: [Signature]
CHIEF ENGINEER: [Signature]

DATE
1-12-26

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BRET R. GRENIER
No. 13889
LICENSED PROFESSIONAL ENGINEER

[Signature]
SIGNATURE
13889
P.E. NUMBER
12/6/2025
DATE

PROJECT INFORMATION

PROGRAM	BRIDGE
PROJECT MANAGER	Michael Wright
DESIGNER	BRET GRENIER, P.E.
CONSULTANT	HNTB
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

PRESQUE ISLE
PHAIR CROSSING BRIDGE

TITLE SHEET

SHEET NUMBER

1

OF 41

WIN 026434.00

2643400

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.19	Removing Existing Bridge (320 CY Concrete, 63,000 lbs Steel)	1	LS
202.202	Removing Pavement Surface	1,000	SY
202.31	Profile Milling Concrete Wearing Surface	450	SY
203.20	Common Excavation	1,350	CY
203.24	Common Borrow	13,000	CY
203.25	Granular Borrow	380	CY
206.082	Structural Earth Excavation - Major Structures, Plan Quantity	390	CY
304.16	Aggregate Subbase Course - Type C	2,300	CY
403.208	Hot Mix Asphalt, 12.5 mm	380	TON
403.209	Hot Mix Asphalt 9.5 mm (Sidewalks, Drives, Islands & Incidentals)	6	TON
403.213	Hot Mix Asphalt, 12.5 mm (Base and Intermediate Base course)	600	TON
409.15	Bituminous Tack Coat, Applied	200	GAL
501.231	Dynamic Loading Test	2	EA
501.50	Steel H-beam Piles 89 lb/ft, delivered	460	LF
501.501	Steel H-beam Piles 89 lb/ft, in place	440	LF
501.90	Pile Tips	10	EA
501.91	Pile Splices	5	EA
501.92	Pile Driving Equipment Mobilization	1	LS
502.219	Structural Concrete, Abutments and Retaining Walls (150 CY)	1	LS
502.26	Structural Concrete Roadway and Sidewalk Slab on Steel Bridges (180 CY)	1	LS
502.31	Structural Concrete Approach Slab (24 CY)	1	LS
502.49	Structural Concrete Curbs and Sidewalks (13 CY)	1	LS
503.12	Reinforcing Steel, Fabricated and Delivered	18,300	LB
503.13	Reinforcing Steel, Placing	18,300	LB
503.19	Low-Carbon Chromium Reinforcement, Fabricated and Delivered	30,200	LB
503.20	Low-Carbon Chromium Reinforcement, Placing	30,200	LB
504.702	Structural Steel, Fabricated and Delivered, Welded (236,000 lbs)	1	LS
504.71	Structural Steel Erection (236,000 lbs)	1	LS
505.08	Shear Connectors (2,550 EA)	1	LS
507.0821	Steel Bridge Railing, 3 Bar (286 LF)	1	LS
507.0822	Steel Approach Railing, 3-Bar	4	EA
512.081	French Drains (115 LF)	1	LS
515.21	Protective Coating for Concrete Surfaces (700 SY)	1	LS
519.60	Expansion Device - Asphaltic Plug Joint	64	LF
526.301	Temporary Concrete Barrier, Type I (120 LF)	1	LS
530.30	GFRP, Reinforcement Bars, Fabricated and Delivered	37,000	LF
530.31	GFRP, Reinforcement Bars, Placing	37,000	LF
603.199	24 inch Culvert Pipe Option III	50	LF
606.1301	31" W-Beam Guardrail-Midway Splice - Single Faced	1,675	LF
606.1304	31" W-Beam Guardrail-Midway Splice, over 15' radius	75	LF
606.1305	31" W-Beam Guardrail-Midway Splice Flared Terminal	2	EA
606.1721	Bridge Transition - Type 1	4	EA
606.265	Terminal End-Single Rail - Galvanized Steel	2	EA
606.353	Reflectorized Flexible Guardrail Marker	6	EA
607.181	Chain Link Fence - 8 ft., High-Security Fencing	112	LF
610.08	Plain Riprap	655	CY
613.319	Erosion Control Blanket	9,350	SY
615.07	Loam	570	CY
618.14	Seeding Method Number 2	92	UNIT
619.12	Mulch	92	UNIT
619.14	Erosion Control Mix	1,150	CY
620.58	Erosion Control Geotextile	970	SY
627.733	4" White or Yellow Painted Pavement Marking Line	3,675	LF
629.05	Hand Labor, Straight Time	40	HR
631.12	All Purpose Excavator (including operator)	40	HR
631.172	Truck-large (including operator)	40	HR
639.19	Field Office, Type B	1	EA
652.312	Type III Barricades	4	EA
652.33	Drum	25	EA
652.34	Cone	25	EA
652.35	Construction Signs	425	SF
652.361	Maintenance of Traffic Control Devices	1	LS
652.38	Flaggers	600	HR
656.75	Temporary Soil Erosion and 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. 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. Construct the riprap shelf at Abutment No. 1 to EL. 614.00 and at Abutment No. 2 to EL. 612.00.

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

9. Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Pay Item 619.14, Erosion Control Mix.

10. Guardrail posts as shown in the Standard Details shall be modified from the indicated length of 7 feet to a length of 8 feet with an embedment of 5.25 feet. Payment will be considered incidental to the guardrail pay items.

11. A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.
12. 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.

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

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

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

15. 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.

16. The project geotechnical report titled: Geotechnical Design Report Phair Crossing Bridge No. 3259, Presque Isle, Maine (WIN 026434.00) dated November 4, 2025 may be accessed at the MaineDOT web address.

17. 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.

18. 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.

19. Place a 24 inch wide strip of Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.
20. The Contractor shall submit a Bridge Demolition Plan 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. No work related to the removal of the bridge shall be undertaken by the Contractor until MaineDOT has reviewed the Bridge Demolition Plan for appropriateness and completeness. Payment for all work necessary for developing, submitting, and finalizing the Demolition Plan will be considered incidental to the bridge removal pay item.

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

22. The Resident shall be informed a minimum of 2 weeks prior to performing any Work that may disturb any survey control markers on the project. The Geodetic Control and Survey Data section shall also be notified using the phone number on the MaineDOT website so that they can set a temporary benchmark. Disturbed markers will remain the property of the Department and shall be transferred to the Resident to return the marker to the Senior Geodetic Technician.

GENERAL RAILROAD CONSTRUCTION NOTES:

1. The Contractor's attention is called to the fact that continuous coordination with the operator, Maine Northern Railway (MNR), will be required throughout construction of the bridge. MNR will provide the contractor with flaggers for protection of railroad traffic while work is being performed on the Railroad Right-of-Way (R.O.W.). The Contractor shall not enter the R.O.W. at any time without MNR Authorization. Railroad flagger protection will be provided by the Railroad as specified in the Protection of Railroad Traffic and Structures special provision. All costs for railroad coordination will be considered incidental to Contract items.
2. All work affecting the track or the load carrying capacity of the bridge shall be performed during periods when railroad traffic is not present. The Contractor shall coordinate this work and confirm rail schedule with MNR. See Special Provision 104, Appendix E regarding protections and coordination requirements.

3. The Contractor is responsible for the protection of all utilities affected by the working at the bridge site for the duration of the construction. Limited utility information is included in these plans. The Contractor shall contact dig-safe, MNR, and the owner, MaineDOT to determine the presence and location of any utilities, whether in service or out of service prior to any construction at the site. See Special Provisions 104 for any additional information and requirements.

4. All temporary structural support systems designed shall be the responsibility of the Contractor and designed for E80 liveoad surcharge (when applicable) in accordance with the 2022 American Railway Engineering and Maintenance-of-Way Association (AREMA) Manual for Railway Engineering. The design shall be stamped by a Professional Engineer licensed in the State of Maine.

5. Due to the history of the project as a historically active rail line, coal ash may be present on this project within the railroad bed and immediate adjacent areas. Coal ash is characteristically identified as being fine grained black material. Coal ash, if encountered, shall be reused on-site as fill material. If the coal ash cannot be reused on site, the Contractor is responsible for obtaining all approvals or permits, and any required analytical results for proper disposal at a licensed Maine Department of Environmental Protection (MDEP) facility.

During the duration of the project, the Contractor is responsible for proper disposal of any railroad ties encountered and which cannot be reused on site. The Contractor is responsible for having unused ties disposed of as demolition waste at a landfill approved to accept demolition waste/debris. If the Contractor encounters other potential demolition debris and is not sure of proper disposal procedures, the Contractor shall notify the Resident. The Resident shall contact the Senior Geologist in Maine Department of Transportation Environmental Office (MaineDOT-ENV) at 207-624-3000 for clarification.

Further, if the Contractor encounters evidence of soil or groundwater contamination, the Contractor shall stop work in the contaminated area, secure the excavation, and immediately notify the Resident. The Resident shall contact the Senior Geologist in MaineDOT-ENV at 207-624-3000 and the MDEP at 800-482-0777. Work may only continue with authorization from the Resident.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2643400

WIN
026434.00

BRIDGE NO. 3259
BRIDGE PLANS

PROJ. MANAGER
Michael Wright

CHECKED-Detailed
C. Tobin

DESIGNED-DETAILED
L. Prescott

DATE
12/20/25

BY
B. Grosier

SIGNATURE

P.E. NUMBER

DATE

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

PRESQUE ISLE
PHAIR CROSSING BRIDGE

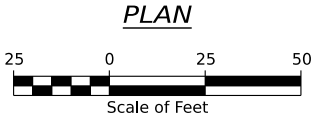
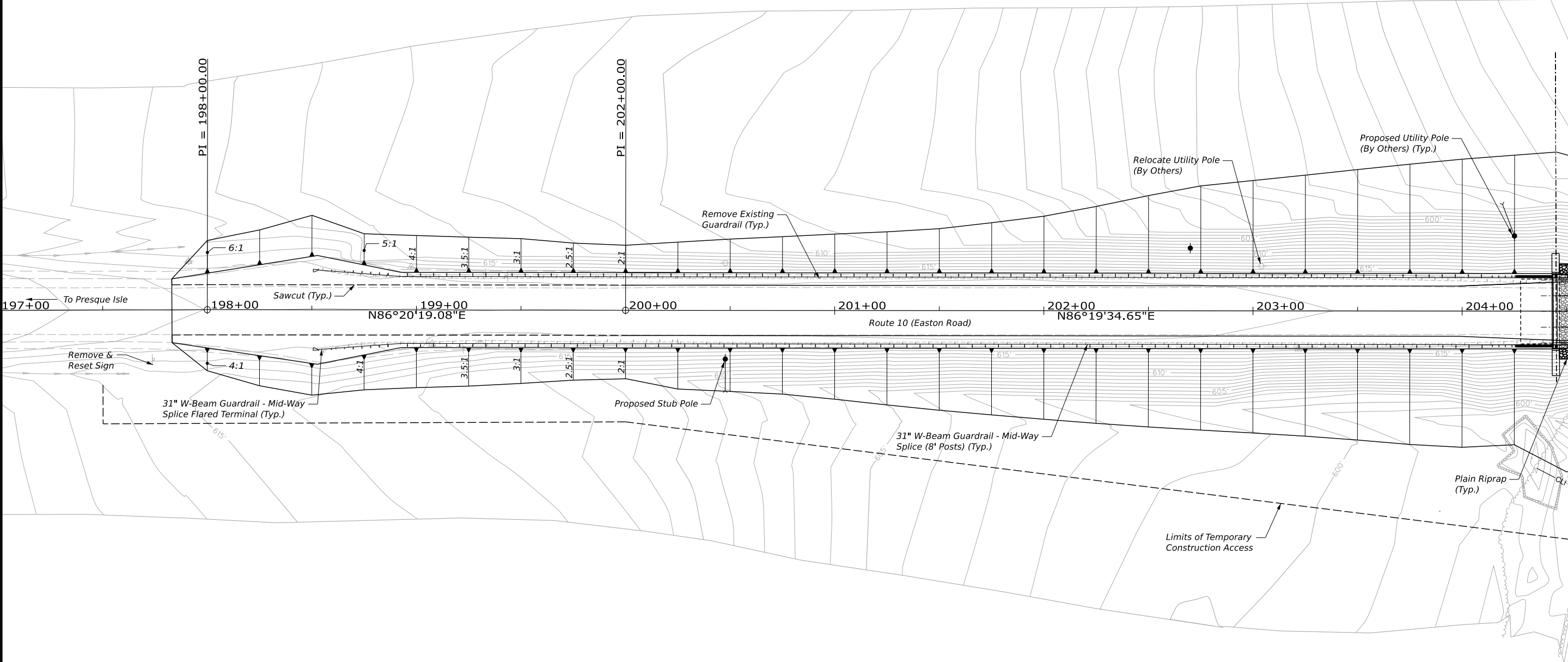
ESTIMATED QUANTITIES
& GENERAL NOTES

SHEET NUMBER

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OF 41



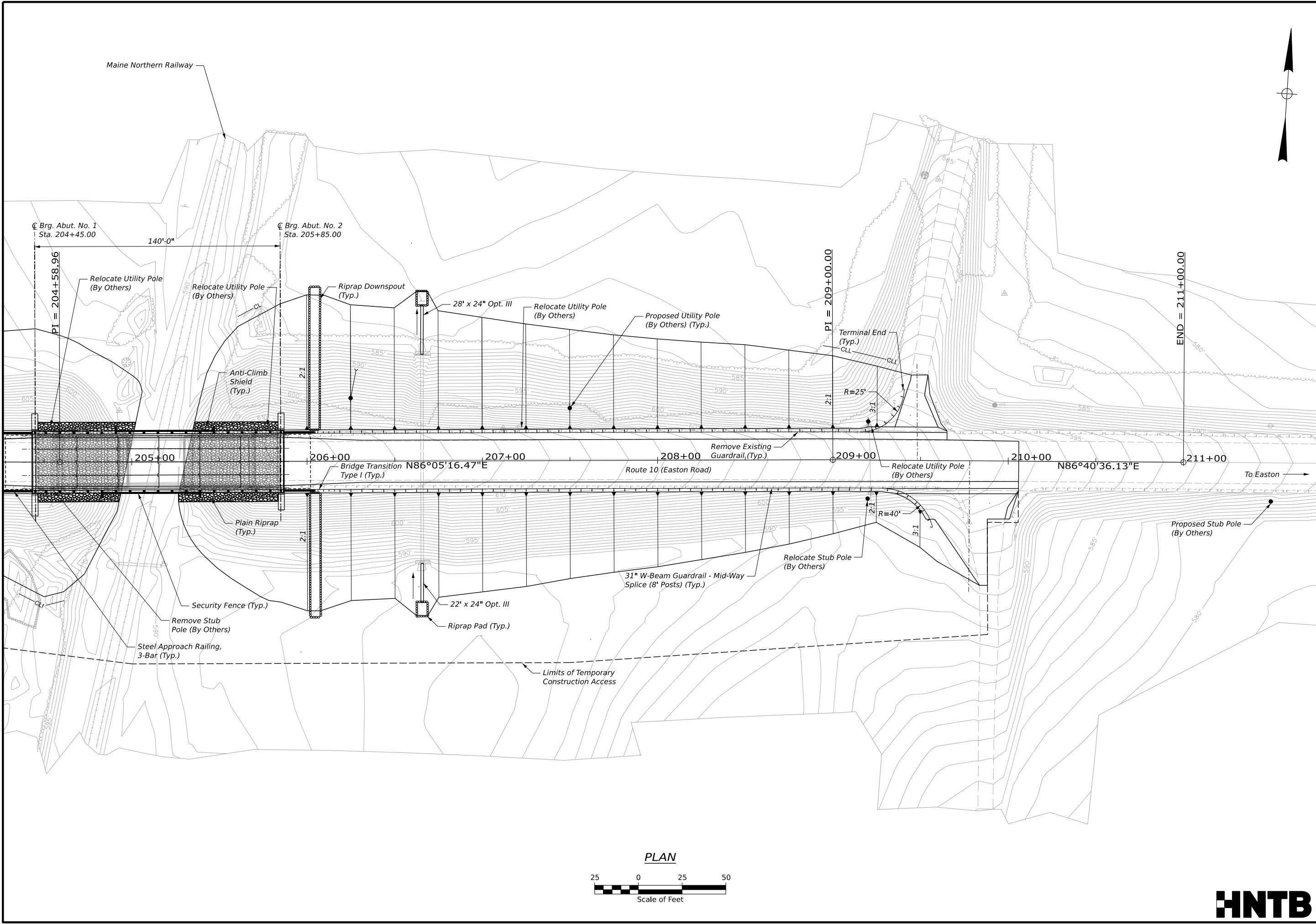


PRESQUE ISLE
PHAIR CROSSING BRIDGE
GENERAL PLAN 1

SHEET NUMBER
3
OF 41

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
2643400	
WIN	026434.00
BRIDGE NO. 3259	BRIDGE PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE
C. Tobin	C. Tobin	12/20/25	
L. Discoli	L. Discoli	12/20/25	
			P.E. NUMBER
			DATE
			FIELD CHANGES



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2643400

WIN
026434.00

BRIDGE NO. 3259

BRIDGE PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	C. Tobin	12/2025			
CHECKED-REVIEWED	L. Discoli	12/2025			
DESIGN-DETAILED	B. Greener				
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

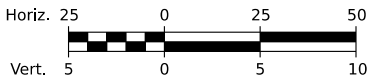
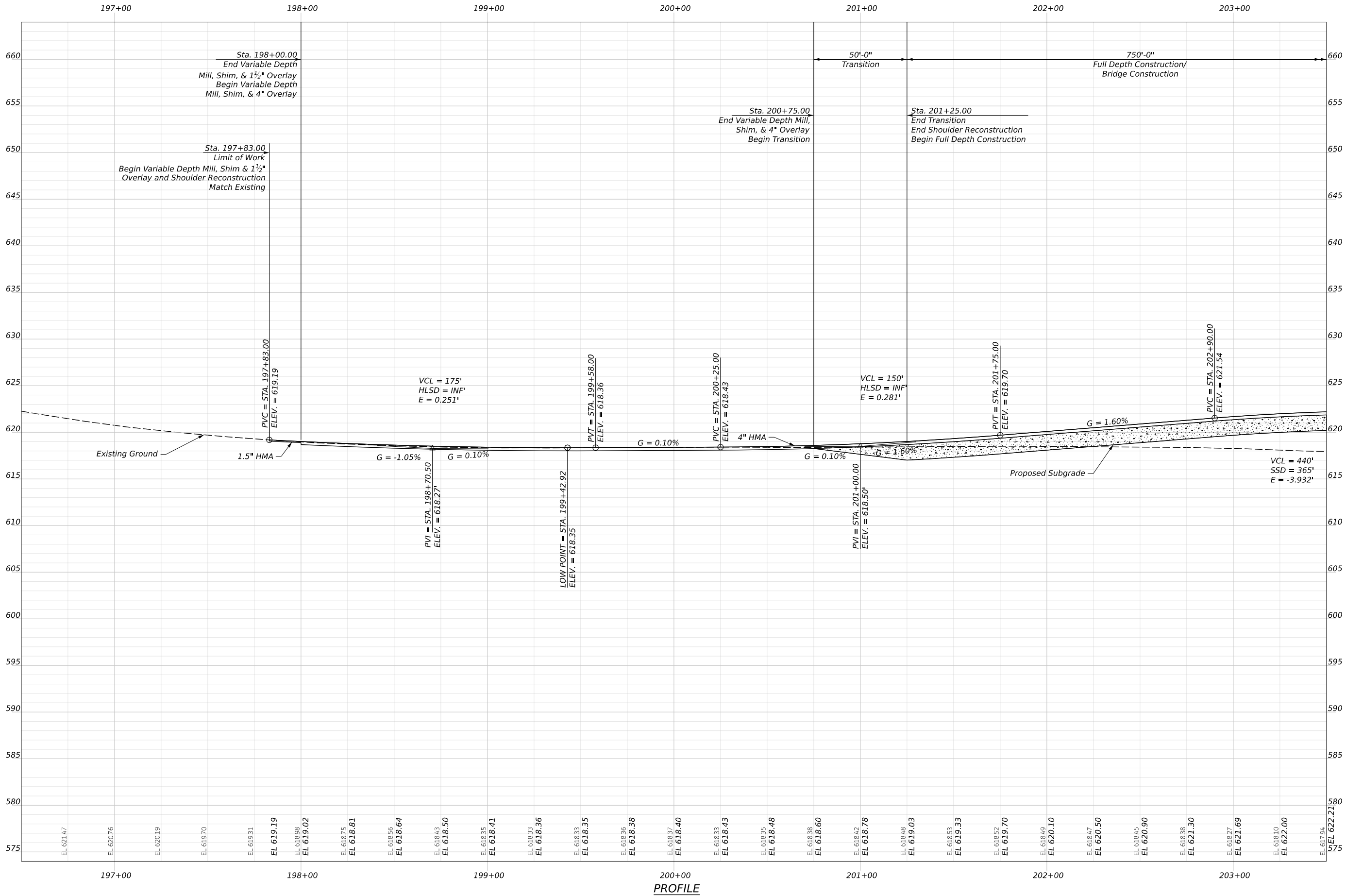
PRESQUE ISLE
PHAIR CROSSING BRIDGE

GENERAL PLAN 2

SHEET NUMBER

4

OF 41



Scale of Feet

PRESQUE ISLE
PHAIR CROSSING BRIDGE

PROFILE 1

SHEET NUMBER

5

OF 41

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

2643400

WIN

026434.00

BRIDGE NO. 3259

BRIDGE PLANS

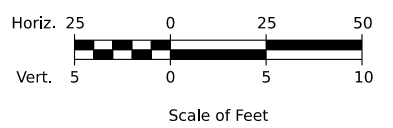
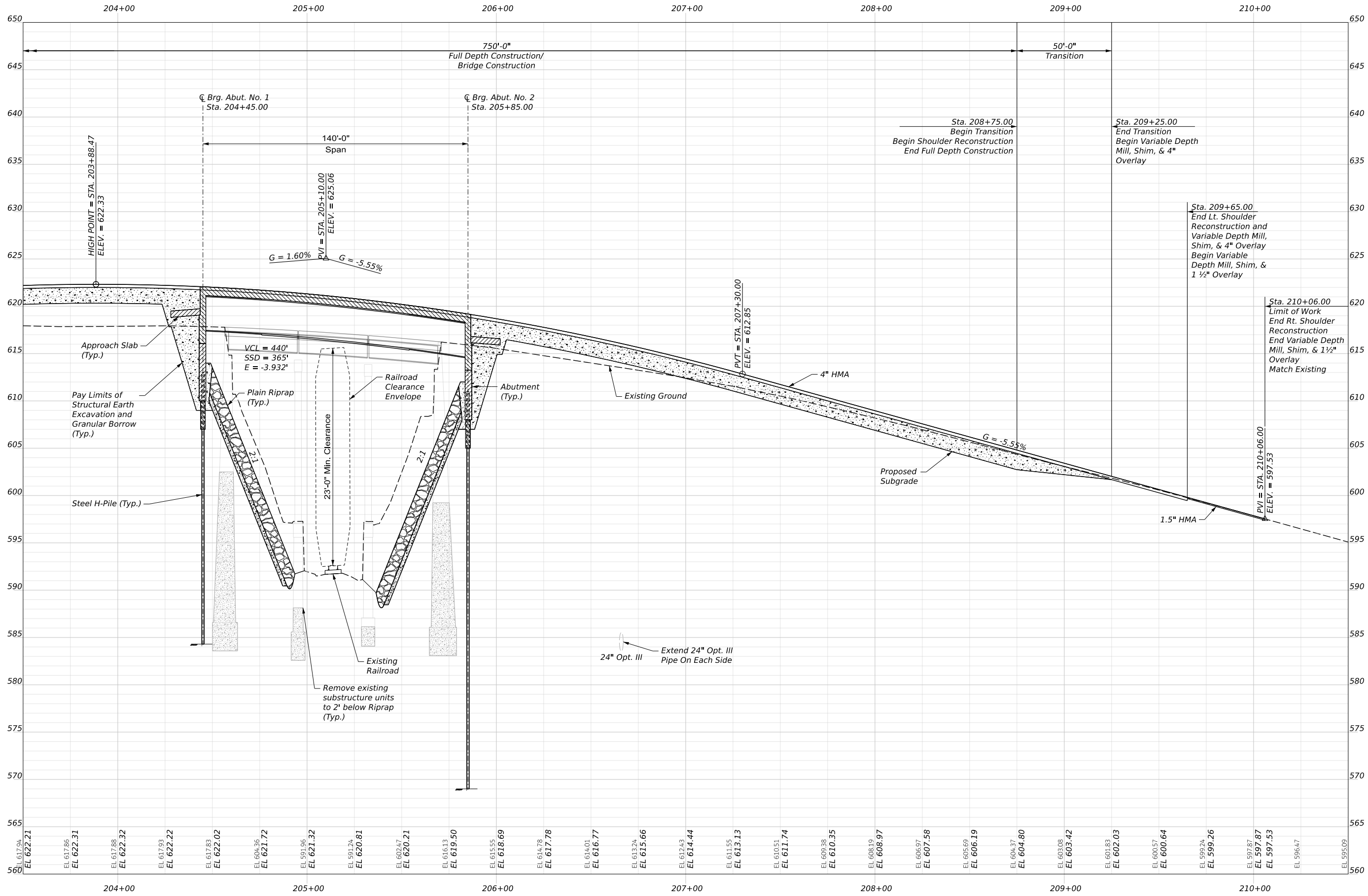
PROJ. MANAGER	Michael Wright	BY	DATE
DESIGN-DETAILED	C. Tabin	12/20/25	
CHECKED-REVIEWED	L. Dineen	12/20/25	
DESIGN-DETAILED	B. Greener		
DESIGN-DETAILED			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

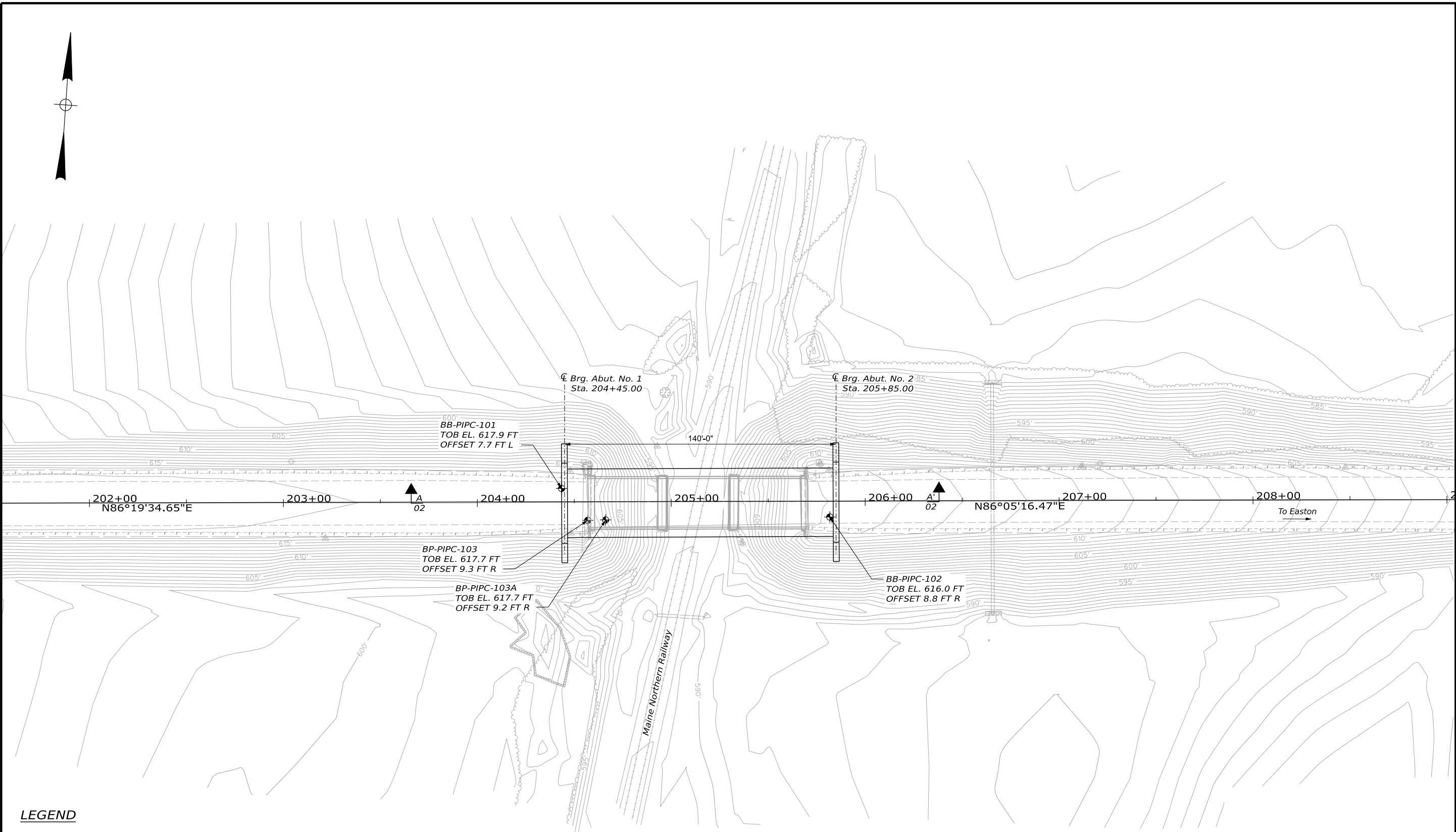
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STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2643400		WIN		026434.00		BRIDGE NO. 3259		BRIDGE PLANS	
PROJECT		DATE		BY		CHECKED		DESIGNED		SIGNATURE		P.E. NUMBER	
PRESQUE ISLE		12/2025		C. Tobin		L. Dineen		B. Greener					
PHAIR CROSSING BRIDGE													
PROFILE 2													
SHEET NUMBER													
6													
OF 41													



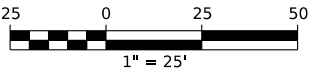


LEGEND

- BB-PIPC-101 Complete Bridge Borings
TOB = 617.9
- BP-PIPC-103 Complete Bridge Probe
TOB = 617.7

NOTES

- As Drilled Boring Locations and Elevations were Estimated Using Swing-Tie Distances from the Existing Bridge Structure and then Geo-located on the PDR CADD Files Provided to WSP by HNTB on May 12, 2025.
- For details Lithologic Description See Boring Logs in Appendix A of the Geotechnical Design Report (GDR).



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2642400

BRIDGE NO. 3259
WIN
026424.00

BRIDGE PLANS

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	M. WRIGHT	11/2025
CHECKED-REVIEWED	E. CARON	11/2025
DESIGN-DETAILED	M. LANDON	11/2025
DESIGN-DETAILED	D. BURGESS	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PRESQUE ISLE
PHAIR CROSSING BRIDGE

BORING LOCATION PLAN

SHEET NUMBER

7

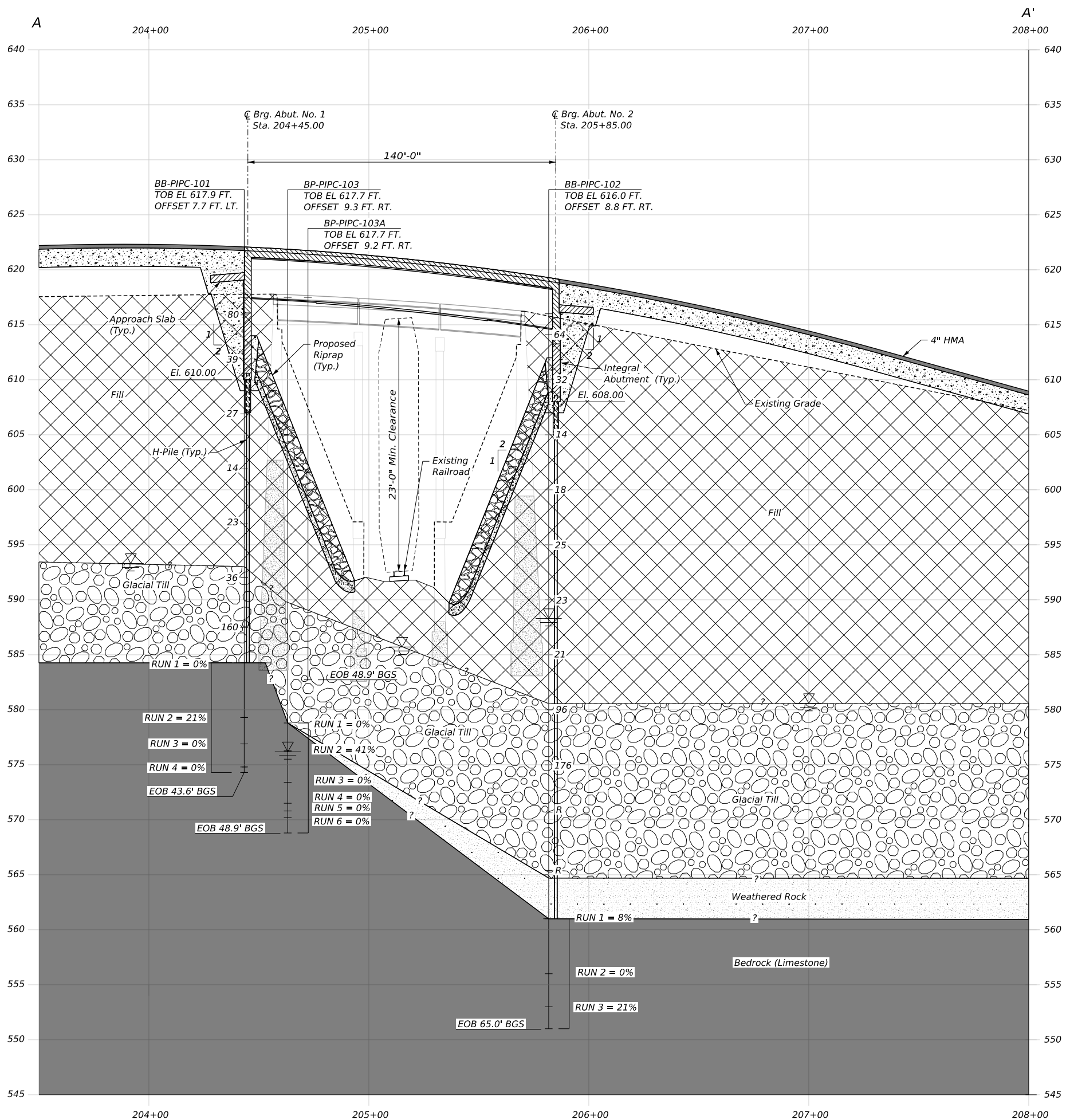
OF 40

DEPARTMENT OF TRANSPORTATION

2642400

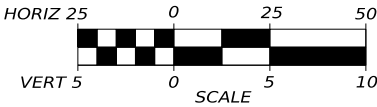
BRIDGE NO. 3259
WIN
026424.00

BRIDGE PLANS



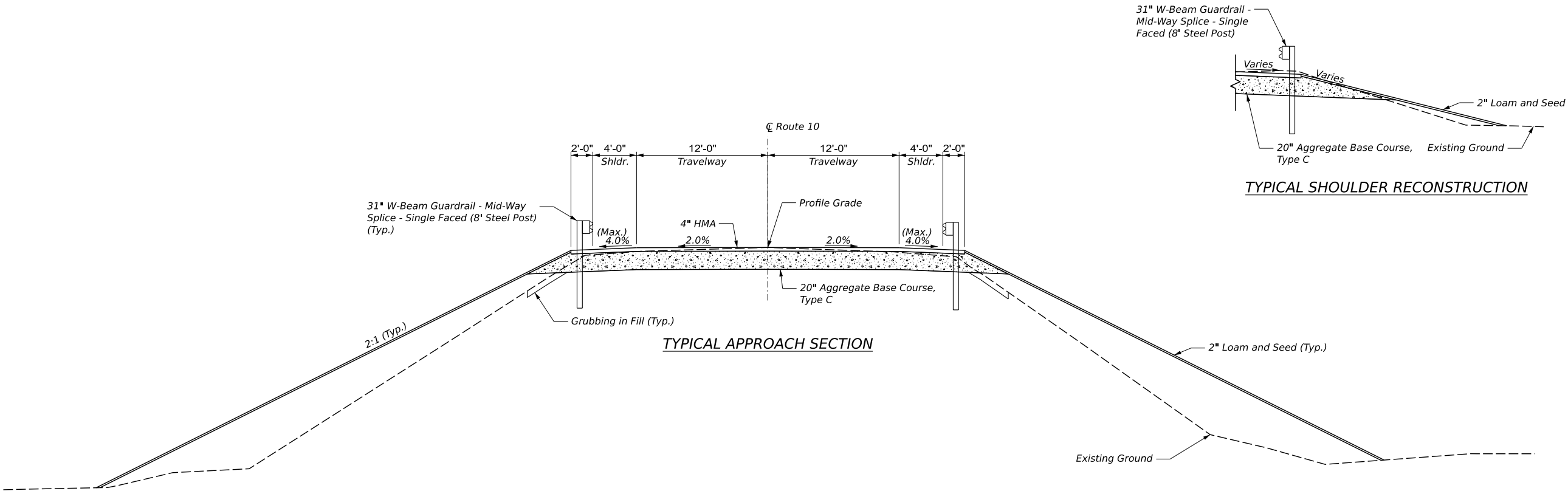
NOTES:

- As Drilled Boring Locations and Elevations were Estimated Using Swing-Tie Distances from the Existing Bridge Structure and then Geo-Located on the Draft PDR. CADD Files Provided to WSP by HNTB on May 12, 2025.
- For Detailed Lithologic Descriptions see Boring Logs in Appendix A of the Geotechnical Design Report (GDR).
- For Complete Laboratory Data see Laboratory Reports, Appendix C of the Geotechnical Design Report (GDR).
- Groundwater Surface is Interpreted From Localized Surface Water Levels and Measurements Taken During the Subsurface Exploration Programs. See the Geotechnical Design Report (GDR) and Boring Logs in Appendix A.
- This Generalized Subsurface Profile is Intended to Convey Trends in Subsurface Conditions. The Boundaries Between Strata are Approximate and Idealized and Have Been Developed Based on Interpretations of Widely Spaced Explorations. Actual Soil and Rock Transitions may Vary and are Probably More Erratic.



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2642400		WIN 026424.00		BRIDGE NO. 3259		BRIDGE PLANS	
PROJECT MANAGER M. WRIGHT		DESIGN-REVIEWED E. CARON		CHECKED-REVIEWED D. BURGESS		DATE 11/20/25		SIGNATURE P.E. NUMBER DATE	
PRESQUE ISLE PHAIR CROSSING BRIDGE		INTERPRETIVE SUBSURFACE PROFILE		SHEET NUMBER 8		OF 40			

NOTE:
The pavement, base, and subbase depths as shown on the plans are intended to be nominal.



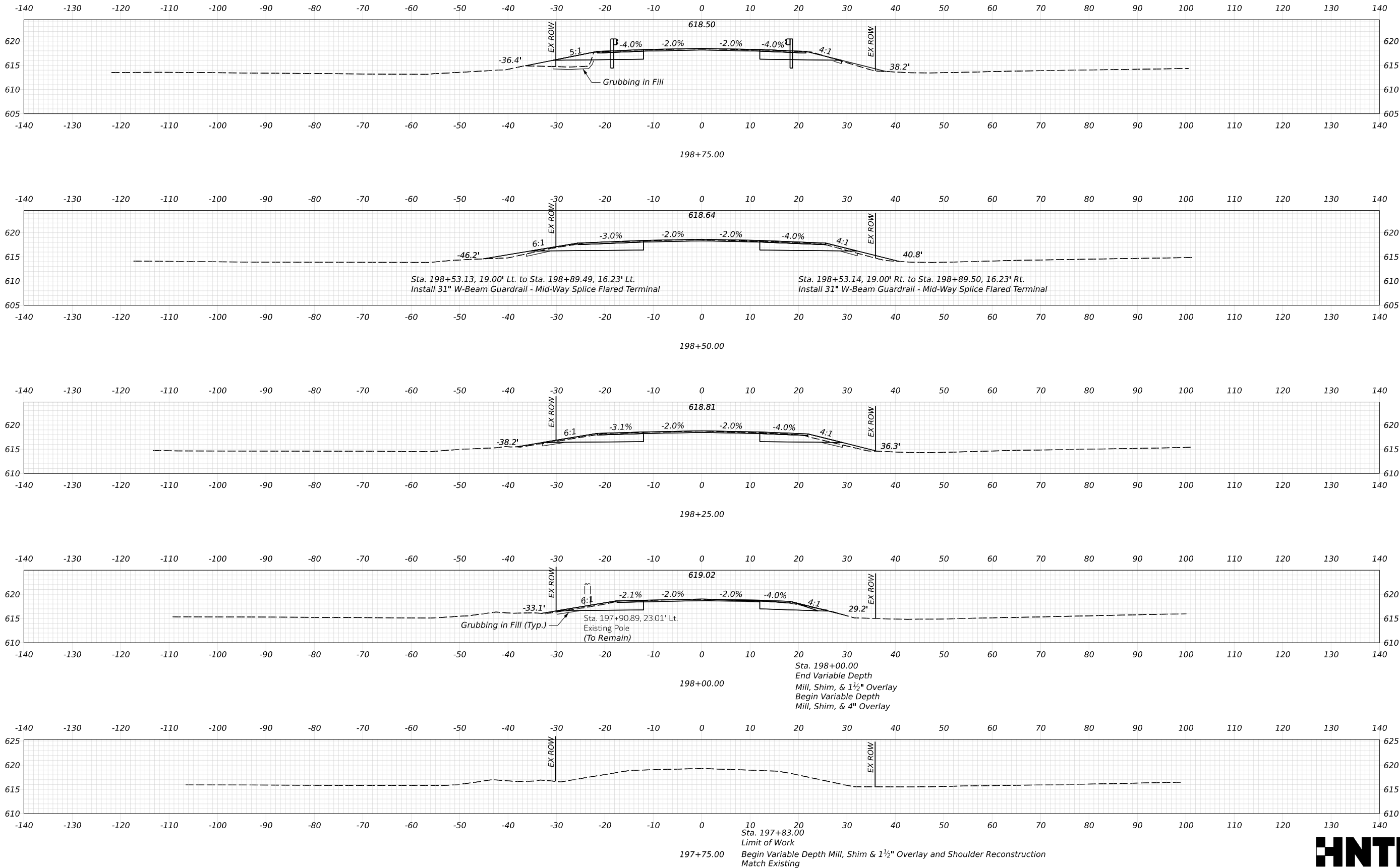
PRESQUE ISLE
PHAIR CROSSING BRIDGE
TYPICAL SECTIONS

SHEET NUMBER
10
OF 41

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2643400
WIN
026434.00
BRIDGE NO. 3259
BRIDGE PLANS

PROJ. MANAGER	Michael Wright	BY	DATE
DESIGN-DETAILED	C. Tobin	C. Tobin	12/2/2025
CHECKED-REVIEWED	L. Dineen	B. Greener	12/2/2025
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
P.E. NUMBER
DATE



STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

2643400

WIN 026434.00

BRIDGE NO. 3259

BRIDGE PLANS

DATE

12/2025

BY

C. Tobin

PROJ. MANAGER

Michael Wright

CHECKED-REVIEWED

C. Tobin

DESIGNED-DETAILED

L. Discoli

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

SIGNATURE

P.E. NUMBER

DATE

PRESQUE ISLE

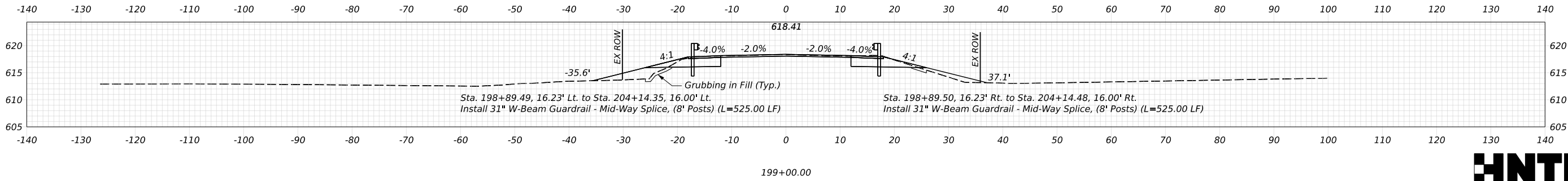
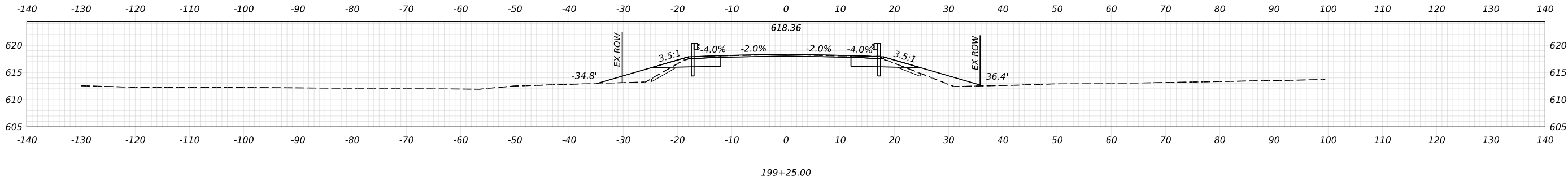
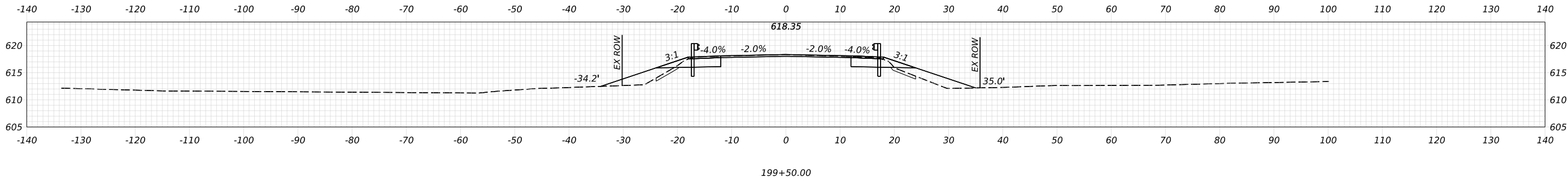
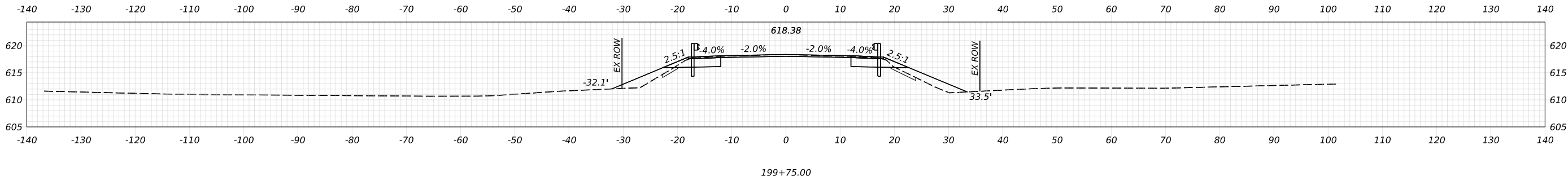
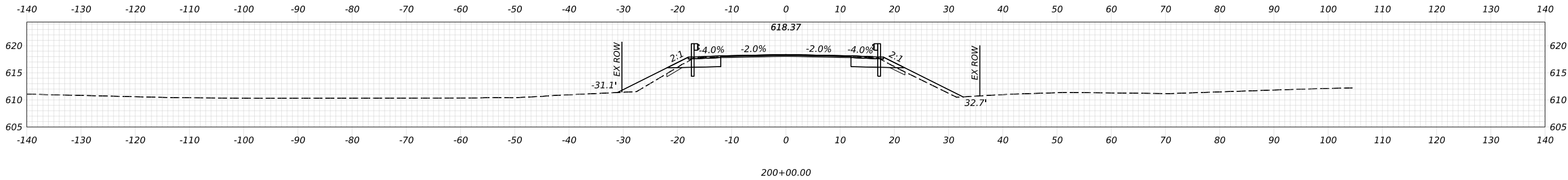
PHAIR CROSSING BRIDGE

ROUTE 10 CROSS SECTIONS

SHEET NUMBER

11

OF 41



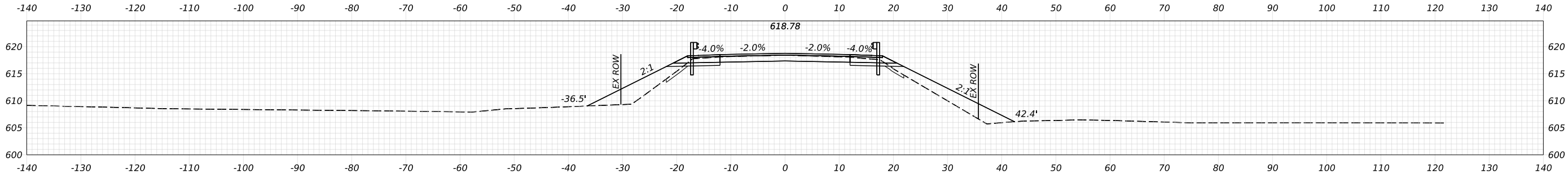
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DESIGN-DETAILED	C. Tobin	12/2025	SIGNATURE
CHECKED-REVIEWED	L. Prescott	12/2025	P.E. NUMBER
DESIGN-DETAILED			DATE
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PRESQUE ISLE
PHAIR CROSSING BRIDGE
ROUTE 10 CROSS SECTIONS

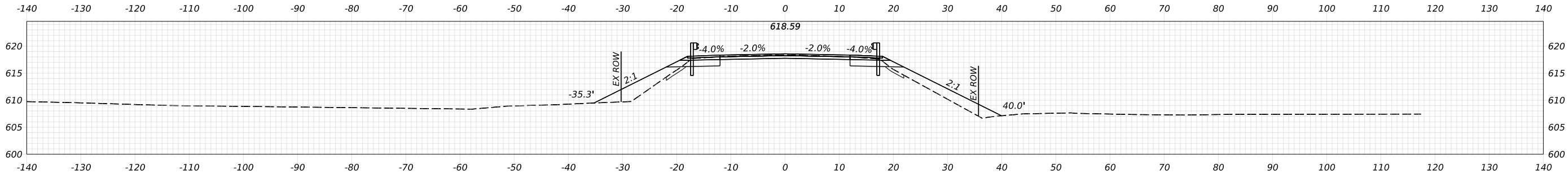


Date: 12/19/2025

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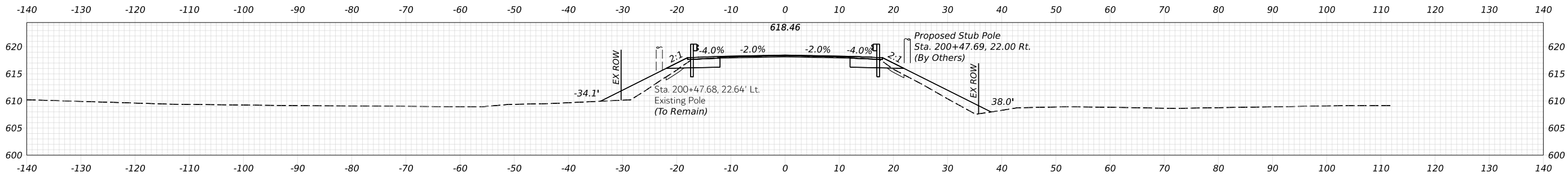


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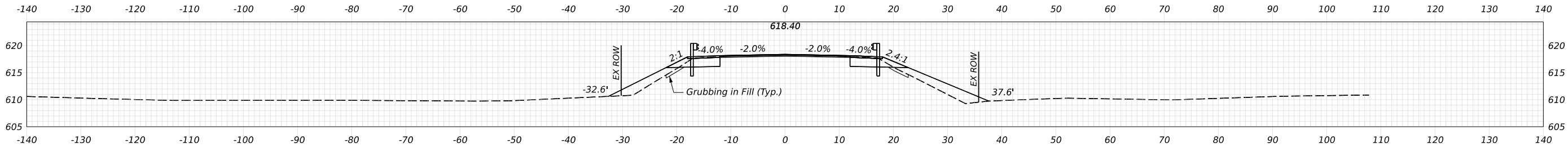


200+75.00

Sta. 200+75.00
End Variable Depth Mill, Shim, & 4" Overlay
Begin Transition



200+50.00



200+25.00



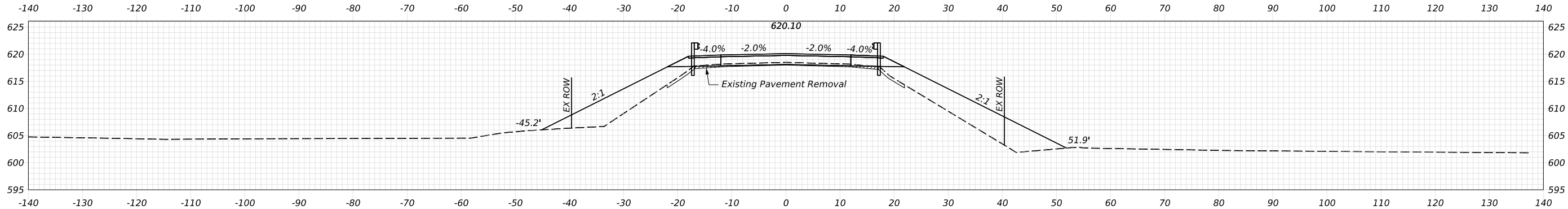
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DESIGN-DETAILED	C. Tobin	C. Tobin	12/2025
CHECKED-REVIEWED	L. Prescott	B. Greener	12/2025
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PRESQUE ISLE
PHAIR CROSSING BRIDGE

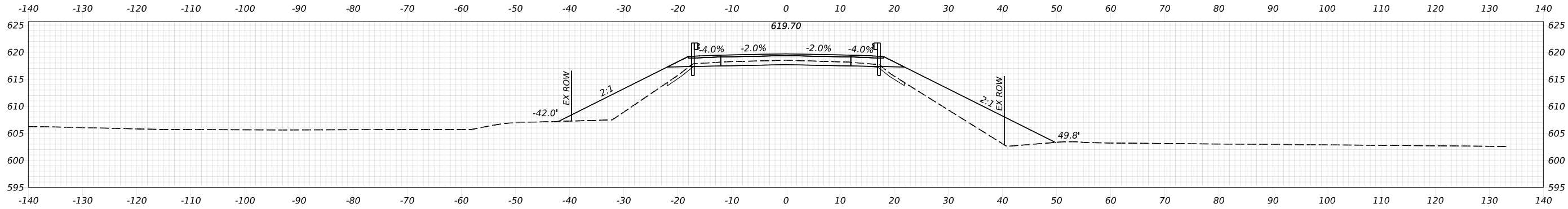
ROUTE 10 CROSS SECTIONS

Date: 12/19/2025

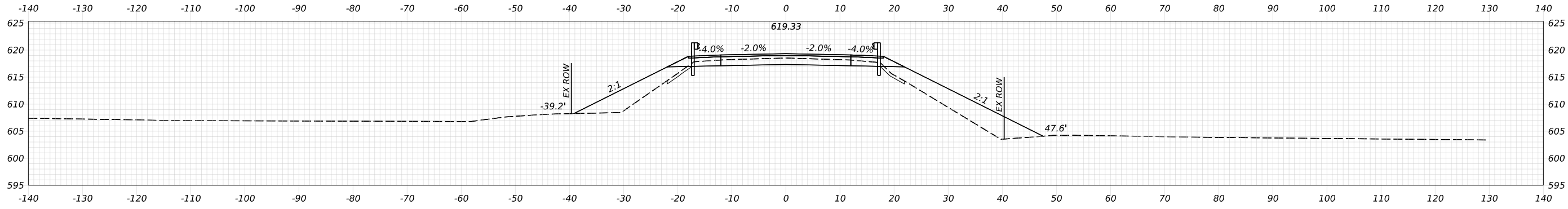
Username: ctobin



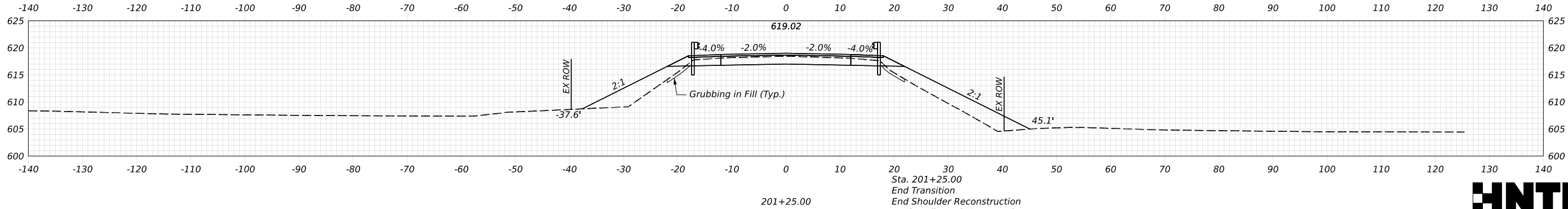
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201+25.00

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End Shoulder Reconstruction
Begin Full Depth Construction

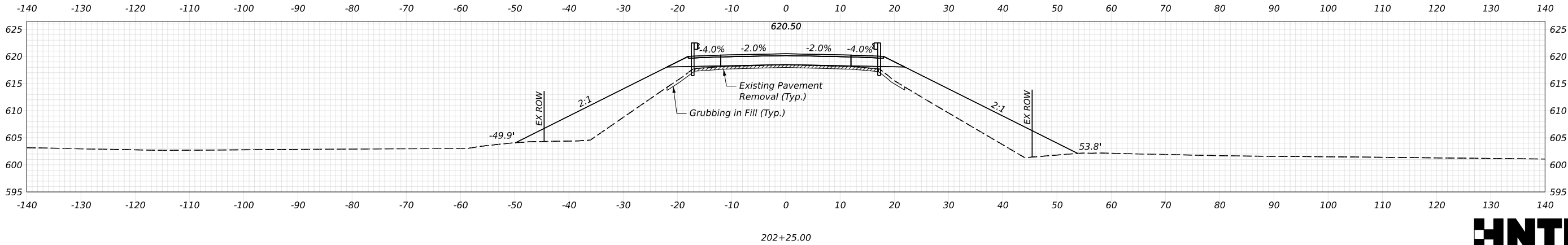
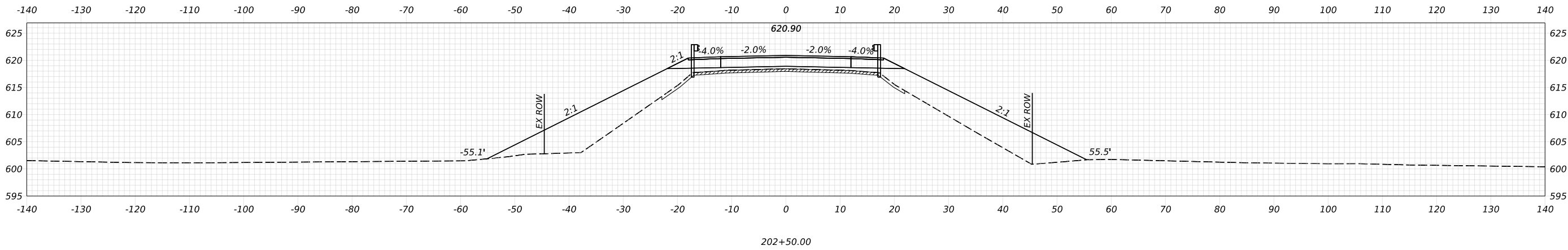
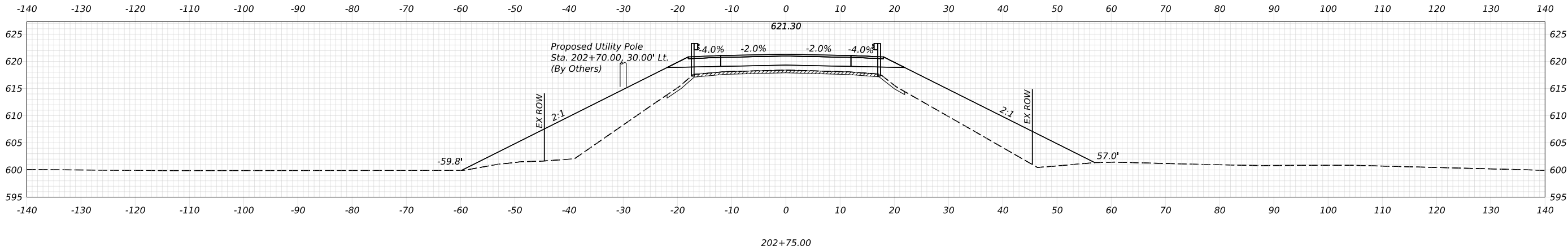


STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2643400	WIN 026434.00	BRIDGE NO. 3259	BRIDGE PLANS

PROJ. MANAGER Michael Wright	BY C. Tobin L. Dineen B. Greener	DATE 12/2025 12/2025	SIGNATURE	P.E. NUMBER	DATE

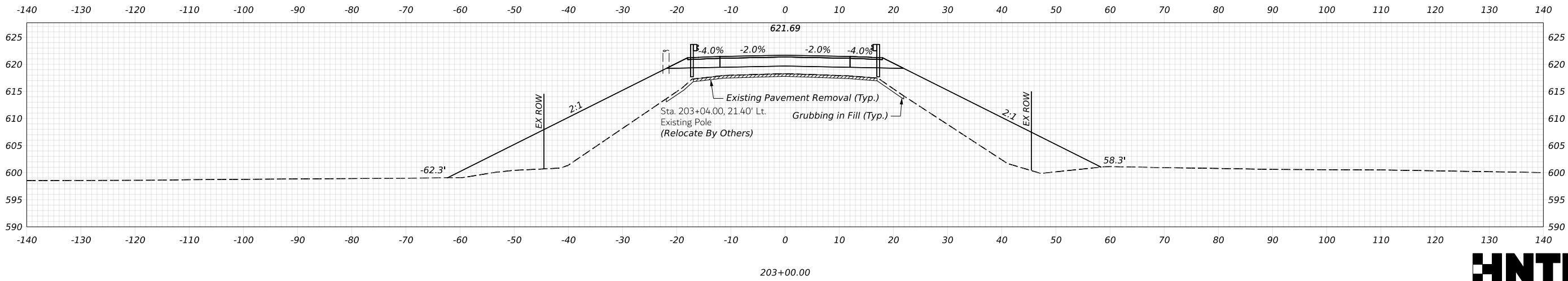
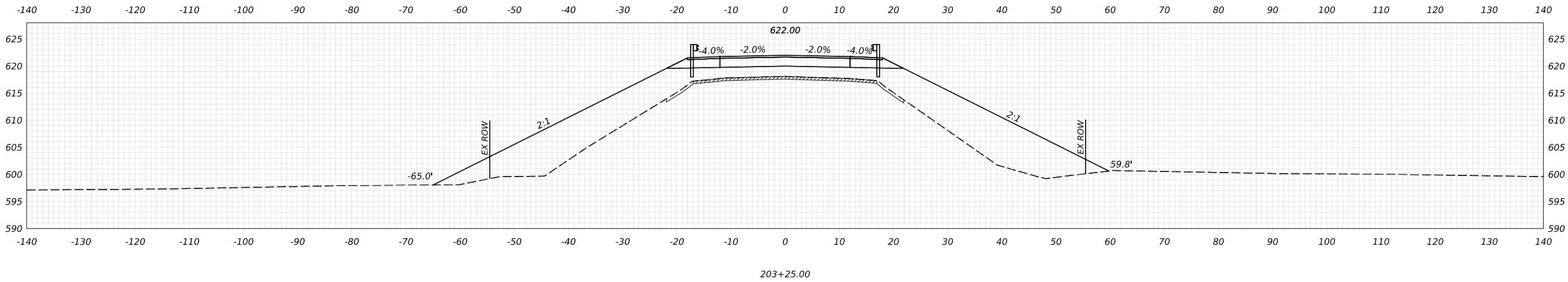
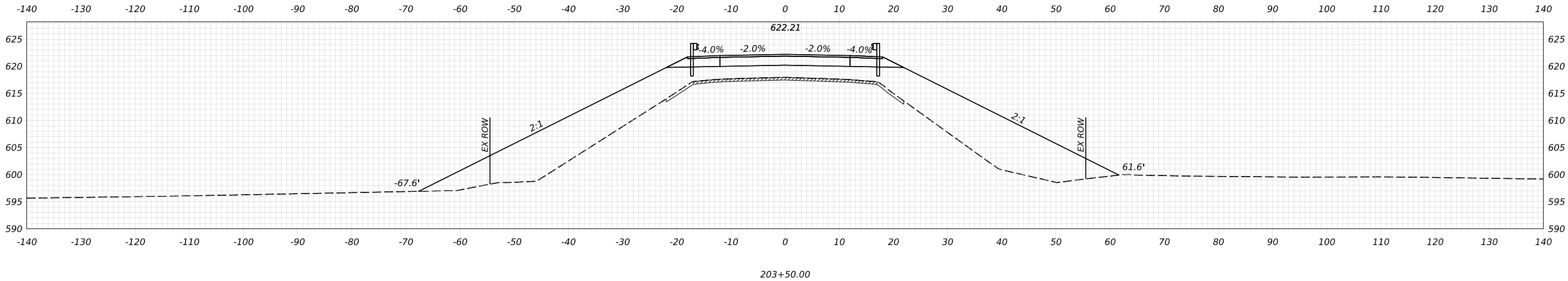
PRESQUE ISLE PHAIR CROSSING BRIDGE	ROUTE 10 CROSS SECTIONS

SHEET NUMBER	
14	
OF 41	

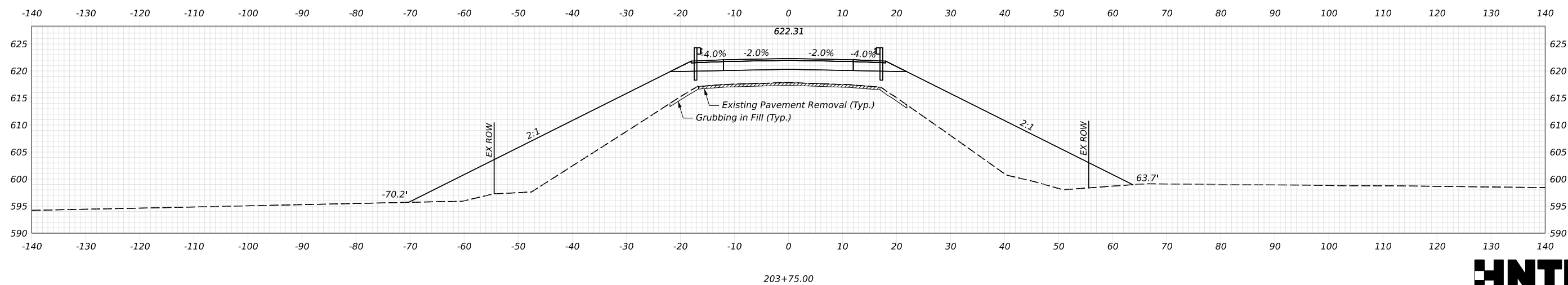
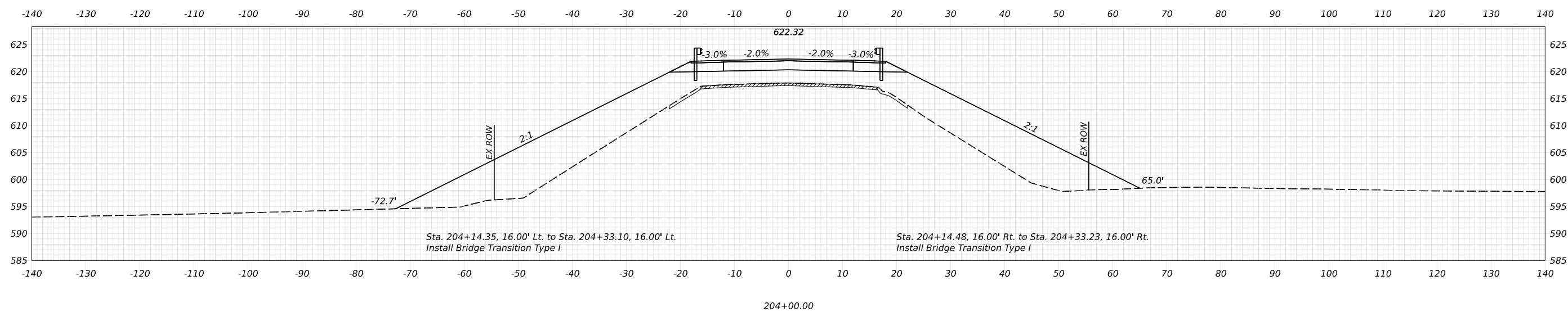
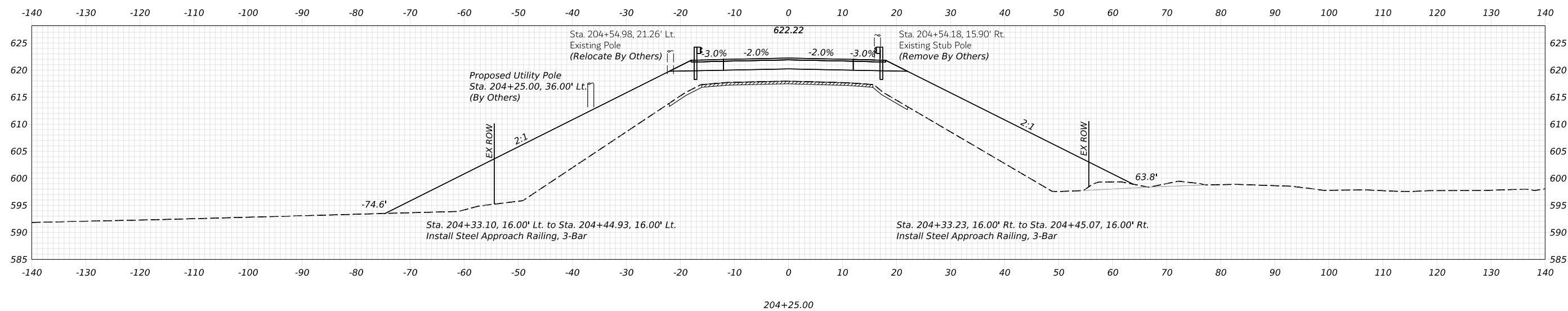


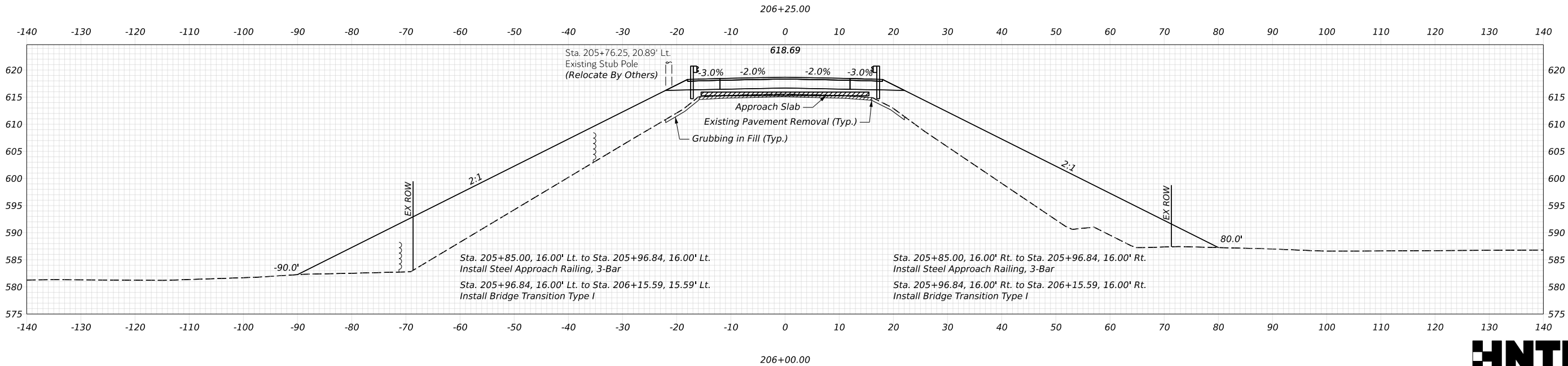
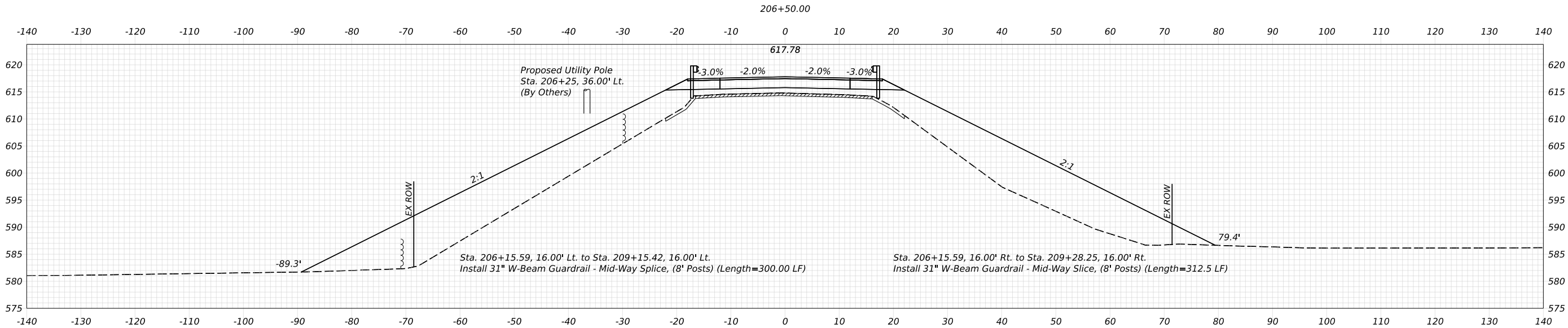
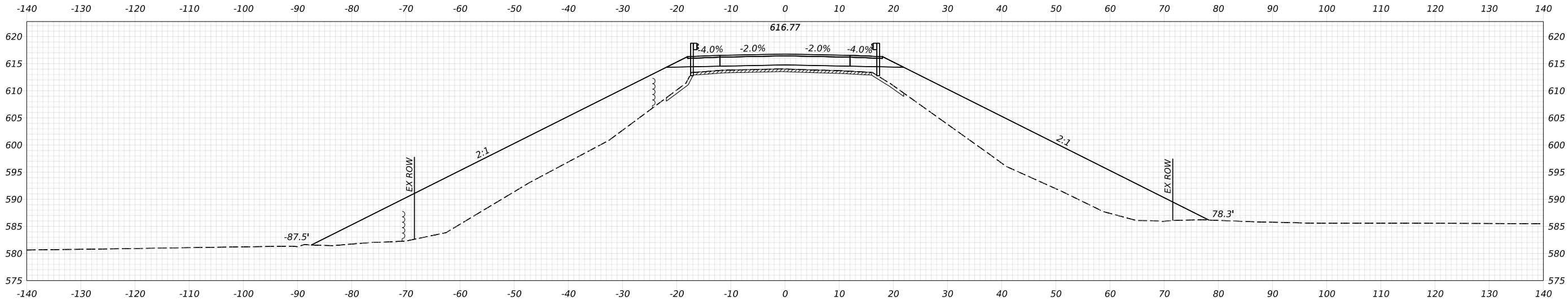
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DESIGN-DETAILED	C. Tobin	12/2025	SIGNATURE
CHECKED-REVIEWED	L. Prescott	12/2025	P.E. NUMBER
DESIGN-DETAILED			DATE
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PRESQUE ISLE
PHAIR CROSSING BRIDGE
ROUTE 10 CROSS SECTIONS



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2643400		WIN		026434.00		BRIDGE NO. 3259		BRIDGE PLANS	
PROJECT MANAGER		DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN-DETAILED		REVISIONS 1		REVISIONS 2		REVISIONS 3	
Michael Wright		C. Tobin		L. Dineen		B. Greiner							
BY		DATE		SIGNATURE		P.E. NUMBER		DATE					
12/2025		12/2025											
SHEET NUMBER		16		OF		41							
PRESQUE ISLE		PHAIR CROSSING BRIDGE		ROUTE 10 CROSS SECTIONS									



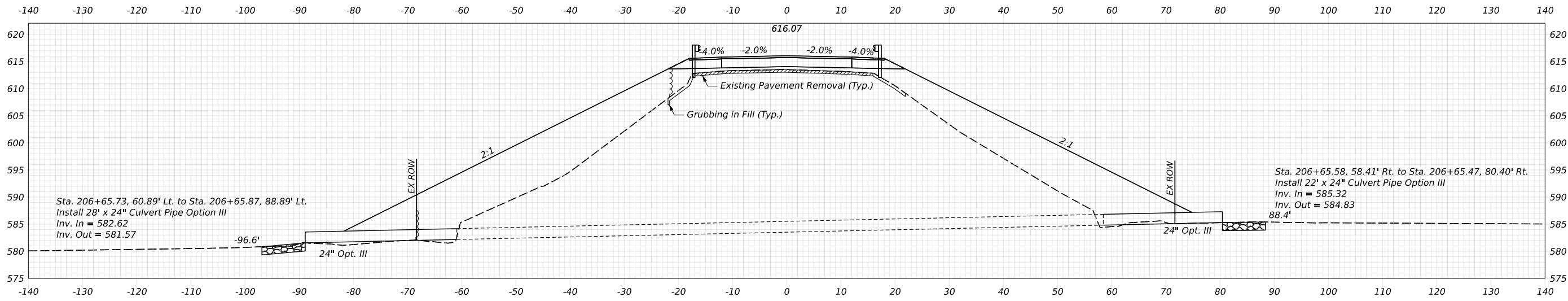
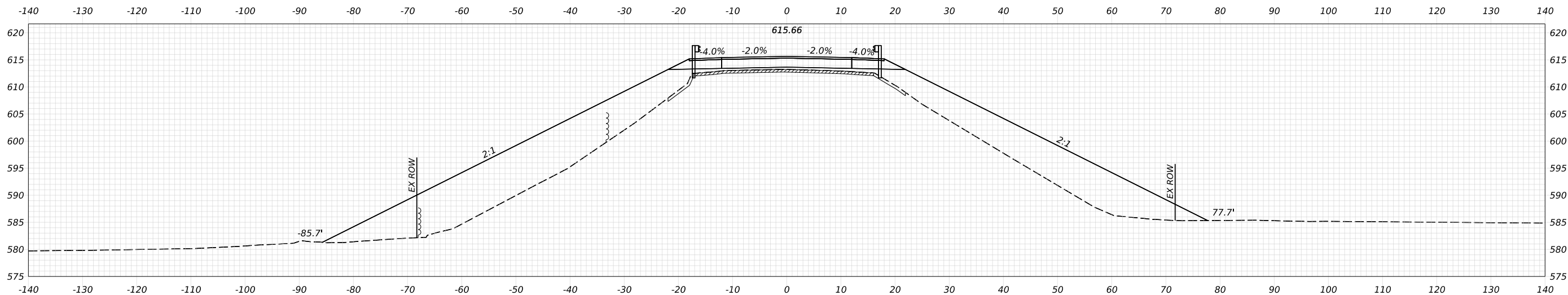
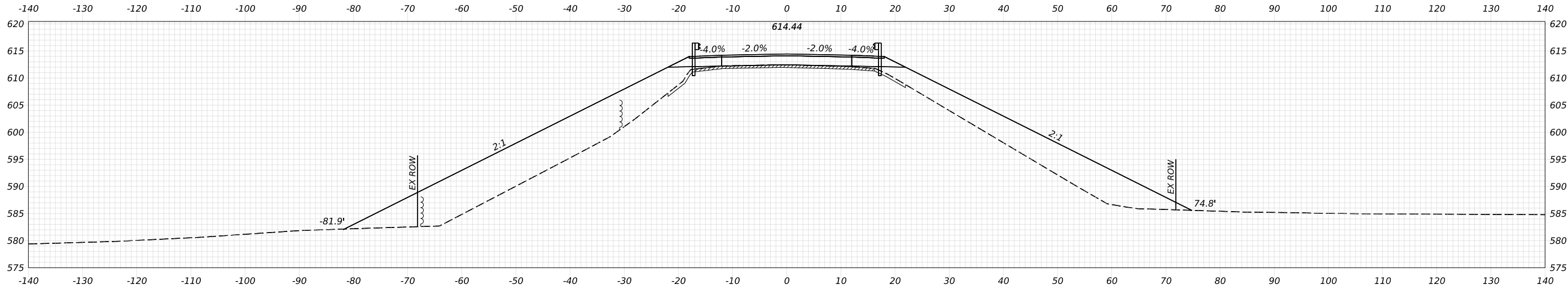


PROJ. MANAGER	Michael Wright	BY	DATE
DESIGN-DETAILED	C. Tobin	12/2025	SIGNATURE
CHECKED-REVIEWED	L. Dineen	12/2025	P.E. NUMBER
DESIGN-DETAILED			DATE
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PRESQUE ISLE
PHAIR CROSSING BRIDGE
ROUTE 10 CROSS SECTIONS



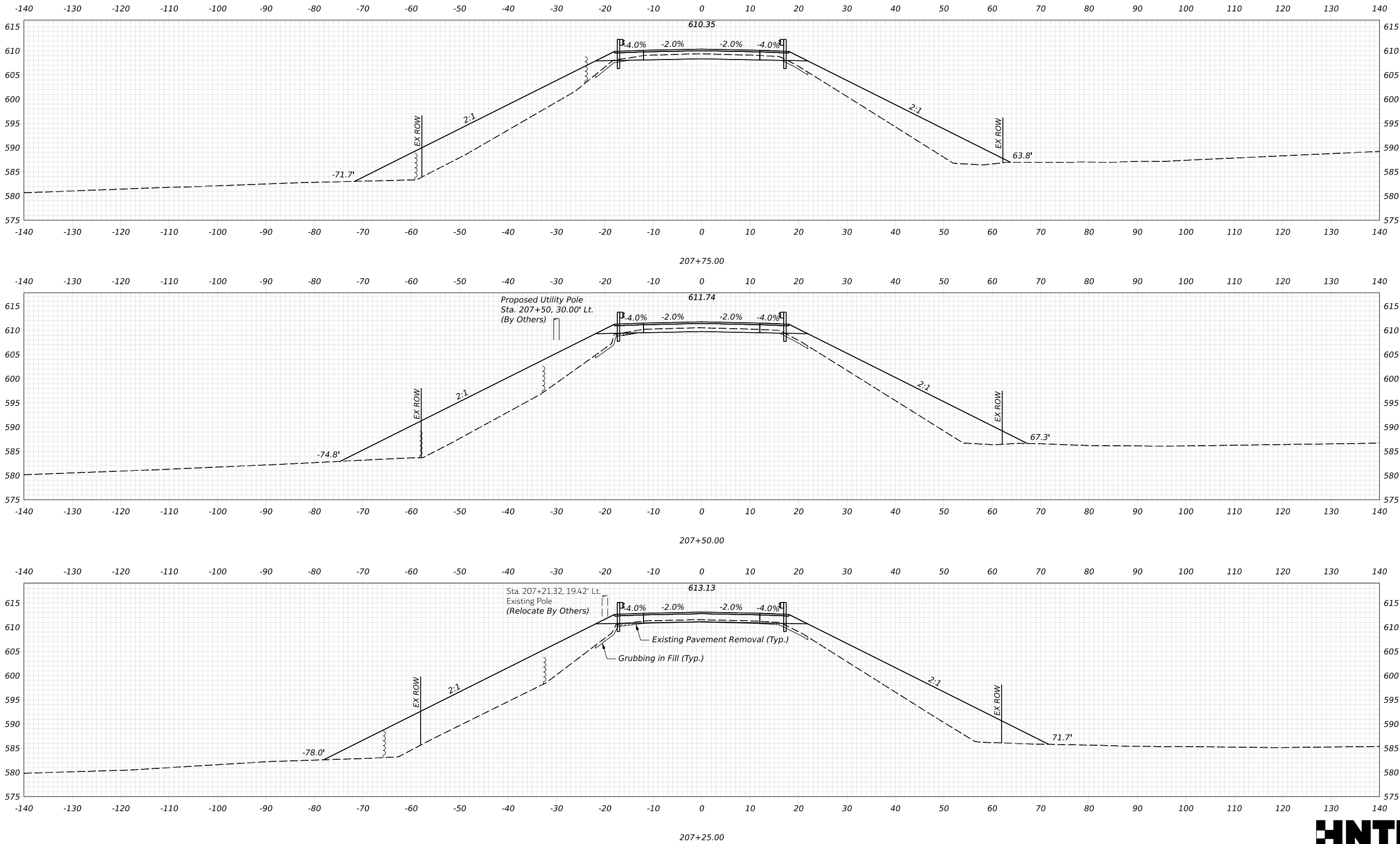
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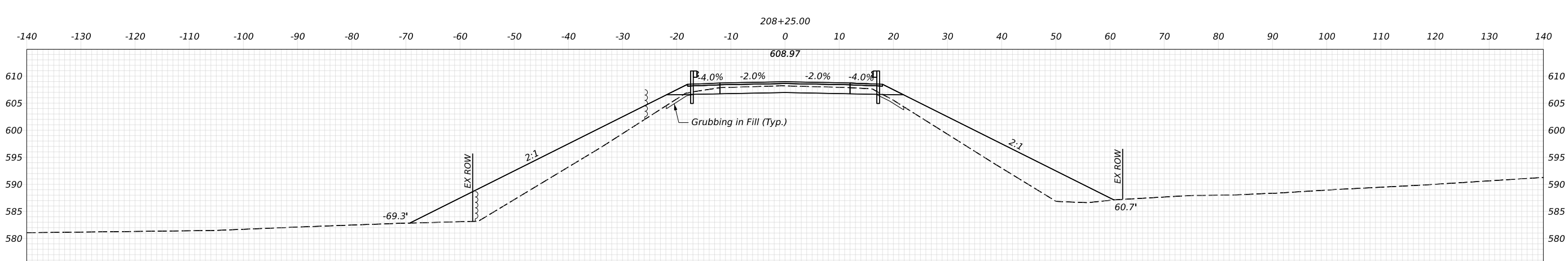
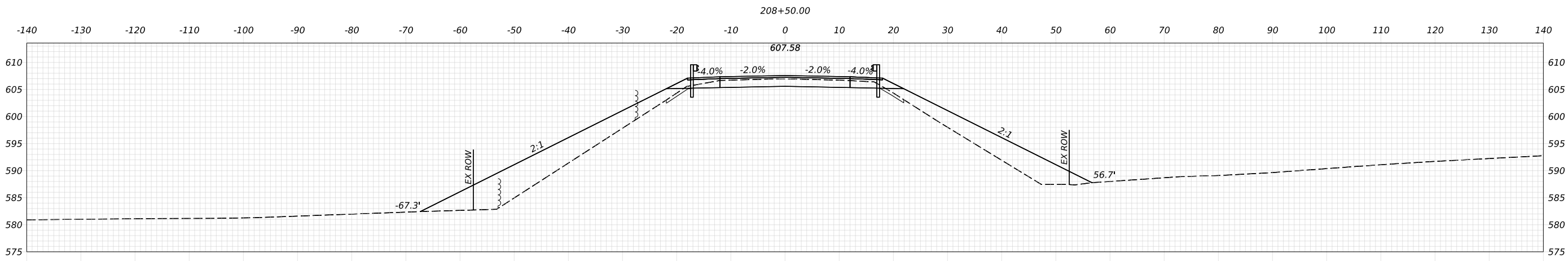
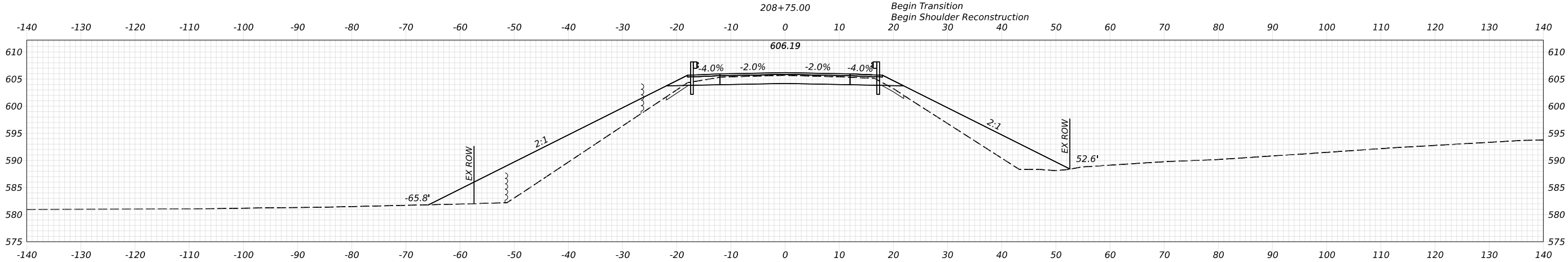
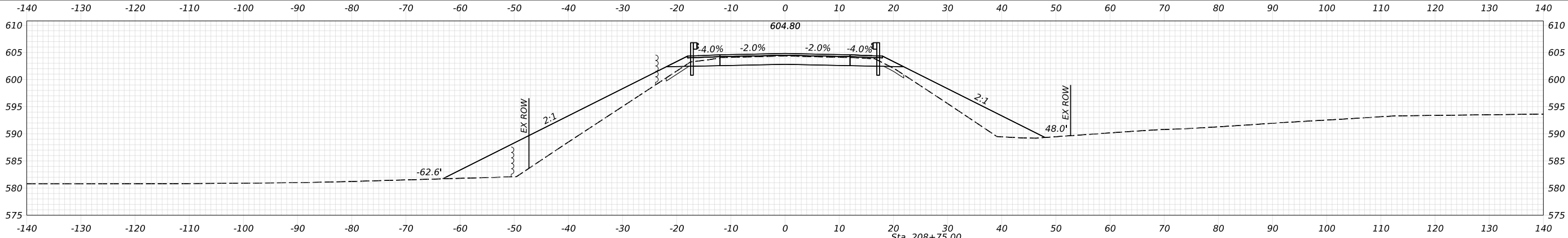
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DESIGN-DETAILED	C. Tobin	C. Tobin	12/20/25
CHECKED-REVIEWED	L. Prescott	L. Prescott	12/20/25
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PRESQUE ISLE
PHAIR CROSSING BRIDGE
ROUTE 10 CROSS SECTIONS





PRESQUE ISLE PHAIR CROSSING BRIDGE				STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
ROUTE 10 CROSS SECTIONS				2643400	
SHEET NUMBER 20				SIGNATURE	
				P.E. NUMBER	
				DATE	



208+00.00

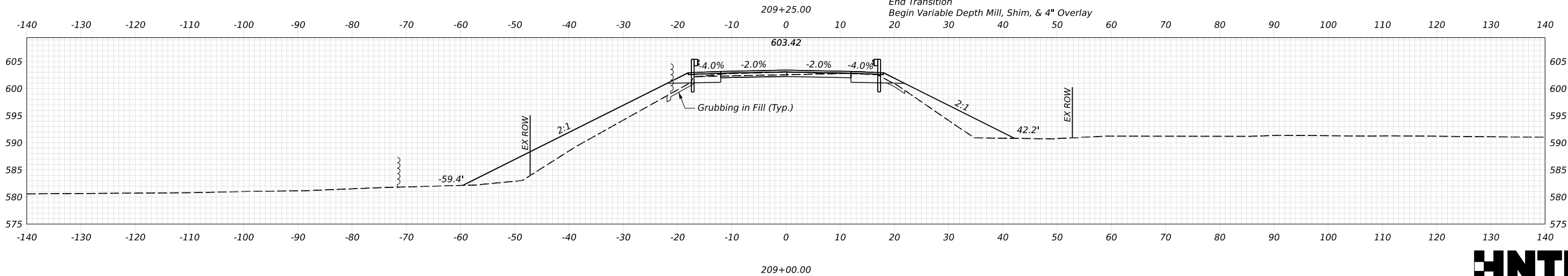
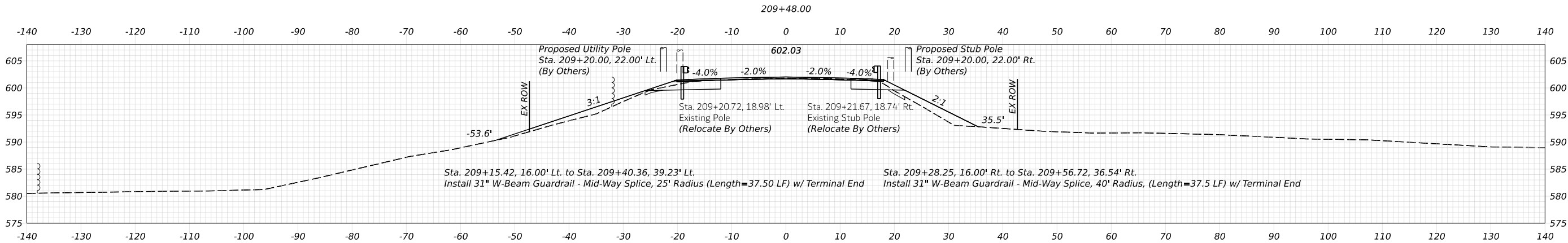
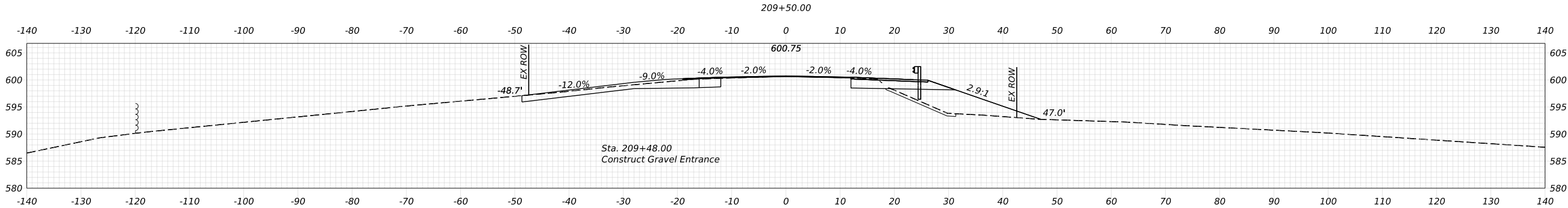
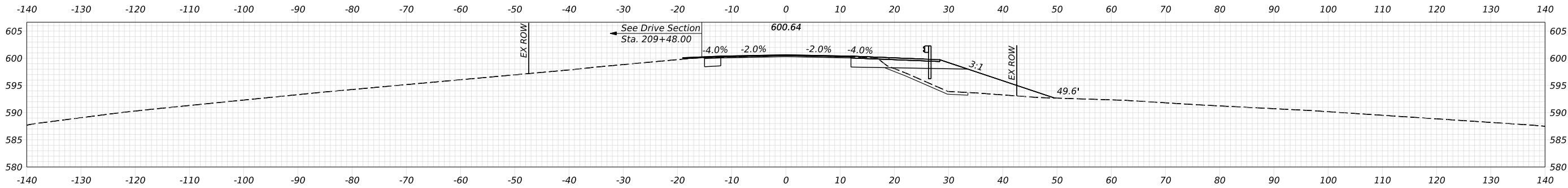


STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2643400	
	WIN	026434.00
	BRIDGE NO. 3259	BRIDGE PLANS

PROJ. MANAGER	Michael Wright	BY	DATE	SIGNATURE
DESIGN-DETAILED	C. Tobin	L. Discoli	12/2025	P.E. NUMBER
CHECKED-REVIEWED	B. Greener		12/2025	
DESIGN-DETAILED				DATE
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

PRESQUE ISLE PHAIR CROSSING BRIDGE	ROUTE 10 CROSS SECTIONS

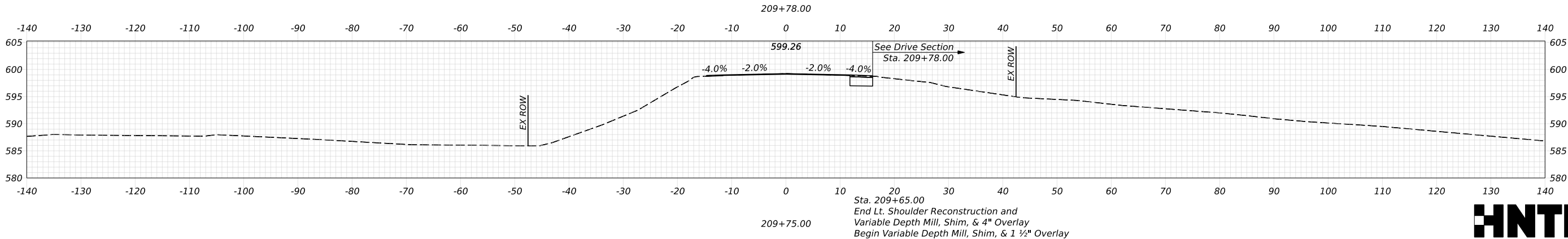
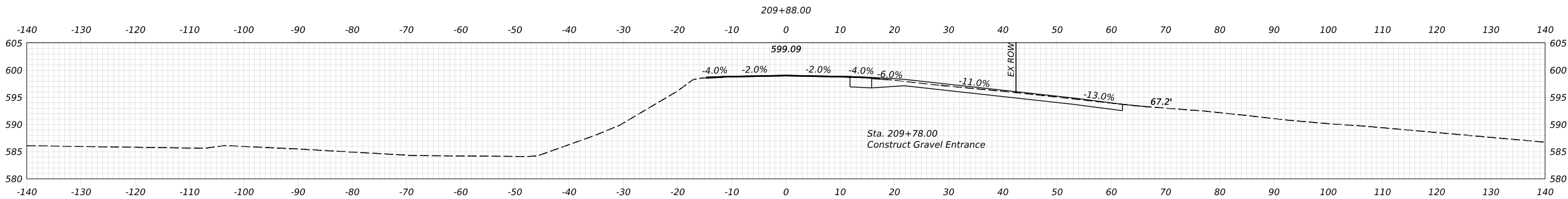
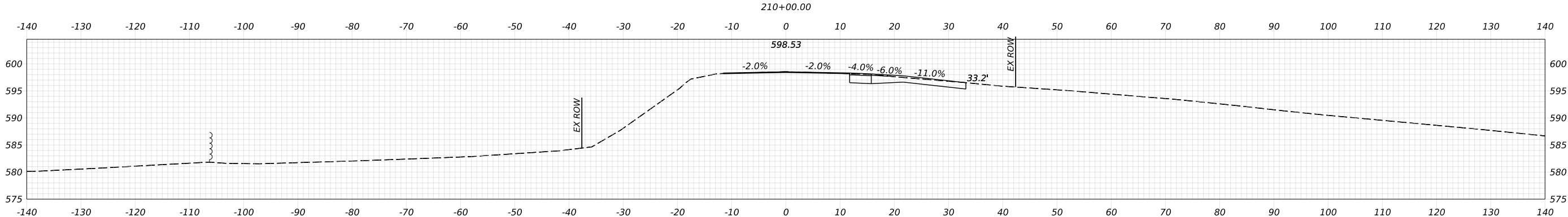
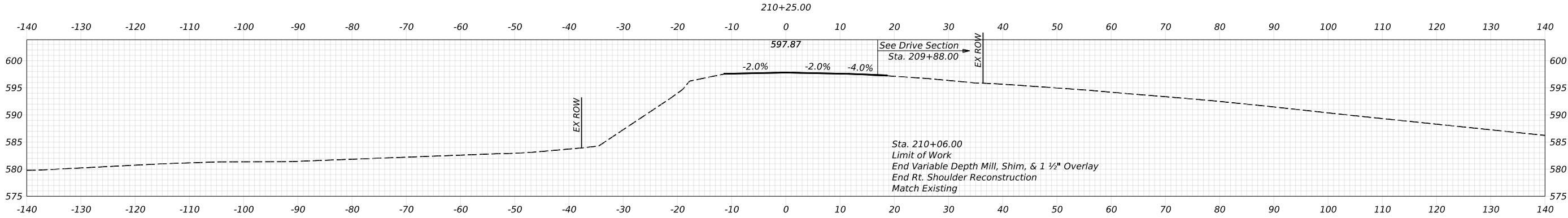
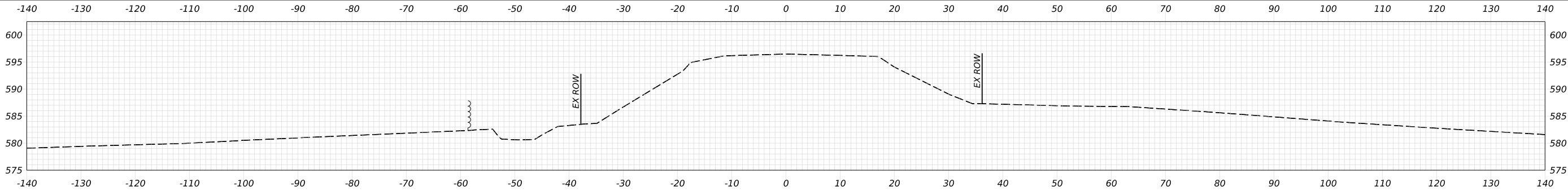
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21
OF 41



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C. Tobin	C. Tobin	12/2025			
L. Dineen	L. Dineen	12/2025			
REVISIONS 1					
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FIELD CHANGES					

Date: 12/19/2025

Username: cto bin

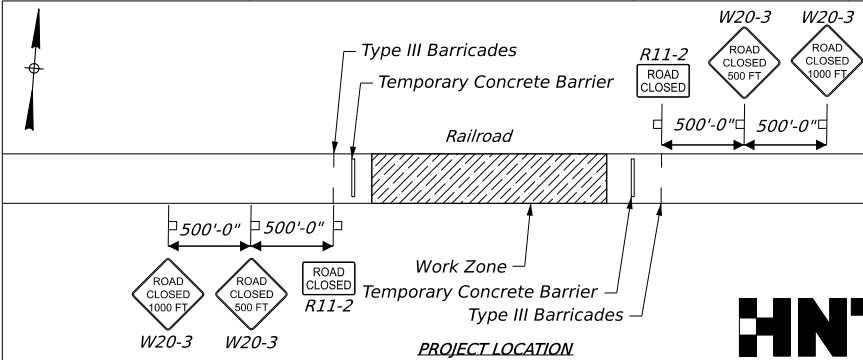
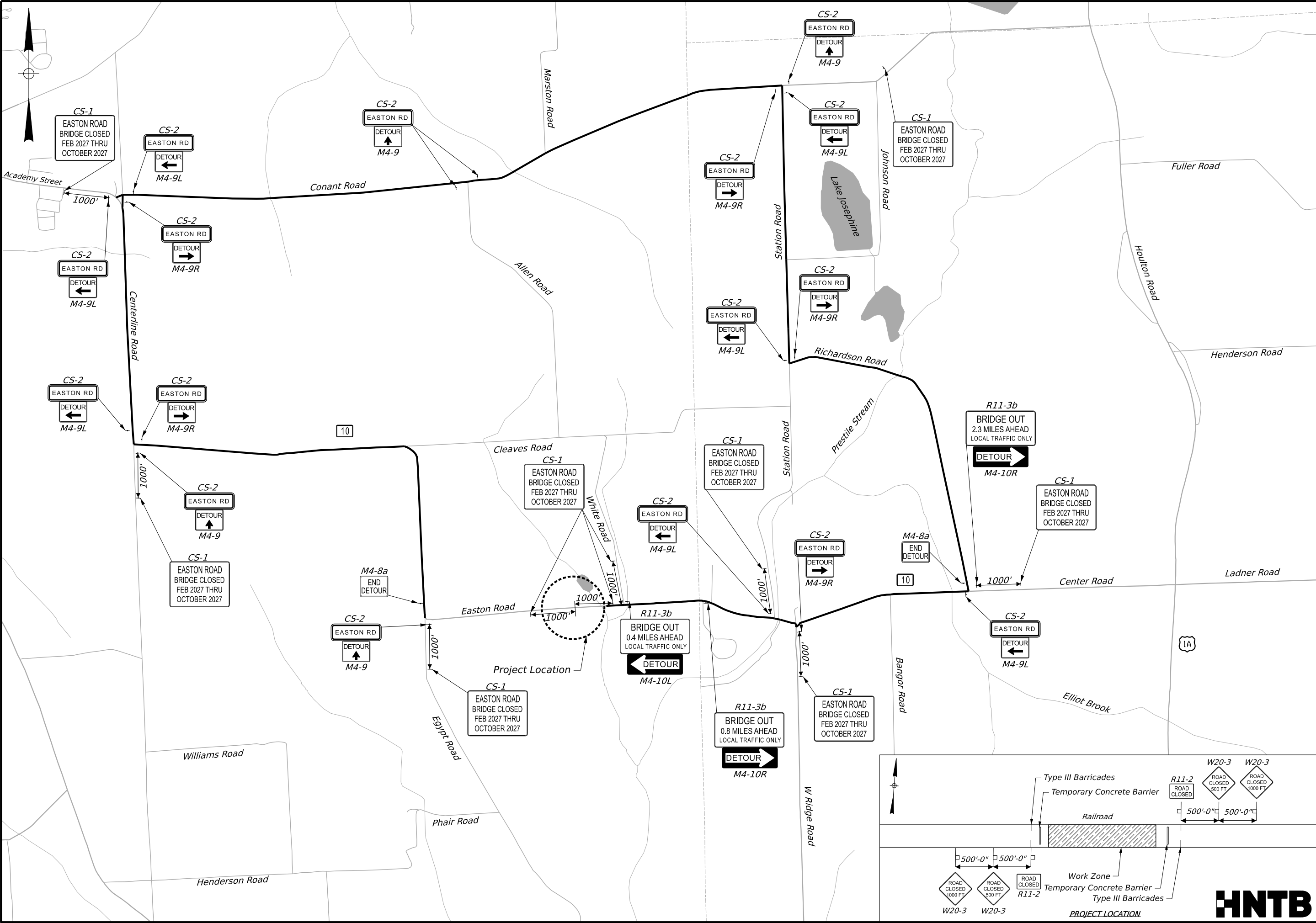


STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
2643400	
WIN	026434.00
BRIDGE NO. 3259	
BRIDGE PLANS	

PROJ. MANAGER	Michael Wright	BY	DATE
DESIGN-DETAILED	C. Tobin	C. Tobin	12/20/25
CHECKED-REVIEWED	L. Prescott	B. Greener	12/20/25
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
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FIELD CHANGES			

PRESQUE ISLE	
PHAIR CROSSING BRIDGE	
ROUTE 10 CROSS SECTIONS	

SHEET NUMBER	
23	
OF	41



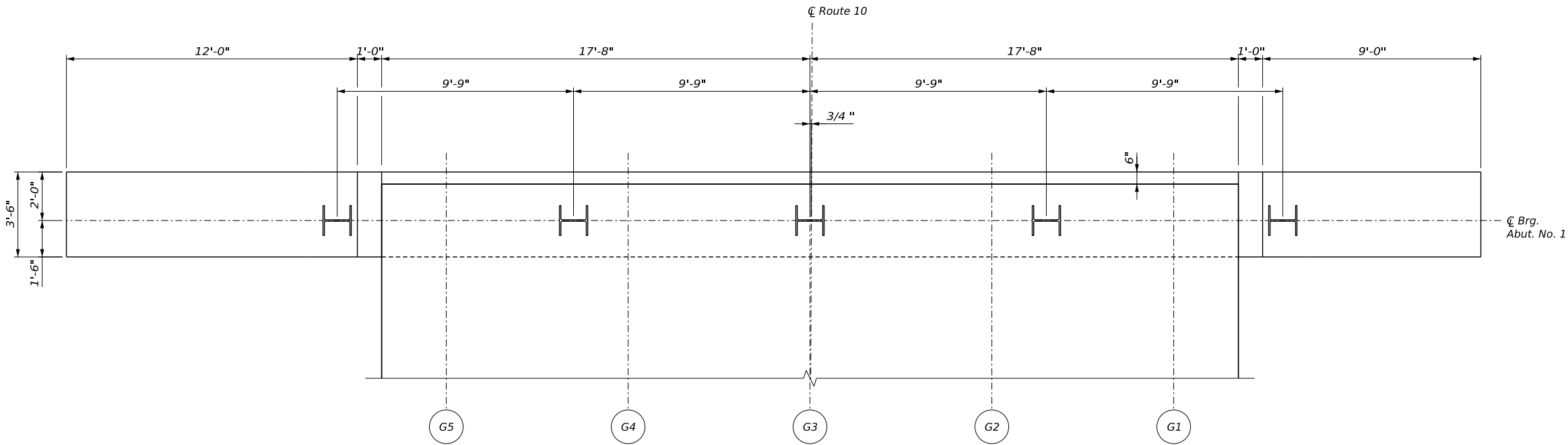
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DETOUR PLAN										2643400																			
SHEET NUMBER 24 OF 41										BRIDGE NO. 3259 WIN 026434.00 BRIDGE PLANS																			
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REVISIONS 1																				P.E. NUMBER									
REVISIONS 2																													
REVISIONS 3																				DATE									
REVISIONS 4																													
FIELD CHANGES																													

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		TOTAL AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND BORDER	
CS-1	54"	36"	EASTON RD BRIDGE CLOSED FEB 2027 THRU OCTOBER 2027	4"C 4"C 4"C 4"C	3" 3" 3"		10	ORANGE	BLACK	13.50 (135.00)
CS-2	30"	12"	EASTON RD	4"C			17	ORANGE	BLACK	2.50 (42.50)
M4-8a	24"	18"	END DETOUR	TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			2	ORANGE	BLACK	3.00 (6.00)
M4-9	30"	24"	DETOUR ↑				5	ORANGE	BLACK	5.00 (25.00)
M4-9L	30"	24"	DETOUR ←				7	ORANGE	BLACK	5.00 (35.00)
M4-9R	30"	24"	DETOUR →				5	ORANGE	BLACK	5.00 (25.00)
M4-10L	48"	18"	←DETOUR				1	ORANGE	BLACK	6.00 (6.00)
M4-10R	48"	18"	DETOUR→				2	ORANGE	BLACK	6.00 (12.00)
R11-2	48"	30"	ROAD CLOSED				2	ORANGE	BLACK	10.00 (20.00)
R11-3b (0.4) (0.8) (2.3)	60"	30"	BRIDGE OUT X.X MILES AHEAD LOCAL TRAFFIC ONLY				1 1 1	ORANGE	BLACK	12.50 (12.50) (12.50) (12.50)
W20-3 (500 FT) (1000 FT)	48"	48"	ROAD CLOSED XXX FT	↓	↓	↓	2 2	ORANGE	BLACK	16.00 (32.00) (32.00)

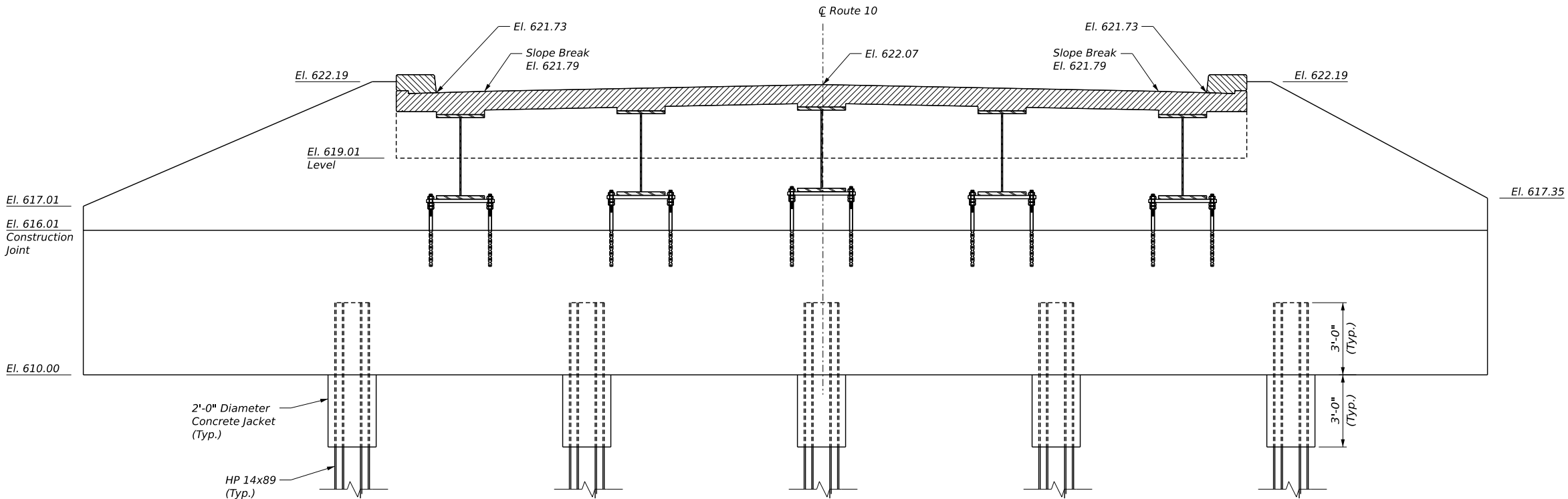
NOTES:

1. Sign locations are approximate and to be verified in the field by the Contractor and approved by the Resident.

2. Information shown reflects signage for detour plans only. Additional signage may be necessary for other maintenance of traffic activities.



ABUTMENT NO. 1 PLAN



ABUTMENT NO. 1 ELEVATION

ABUTMENT NO. 1 BOTTOM OF GIRDER ELEVATIONS	
Girder	Elevation
G1	617.01
G2	617.17
G3	617.32
G4	617.17
G5	617.01

ABUTMENT NOTES:

- Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
- All elevations are provided at centerline of bearing unless otherwise noted.
- Cover joints where waterstops are not required in accordance with Standard Details 502(01).
- Place drains with a 4-inch diameter in abutment and wingwalls at 10 feet maximum spacing. The exact location will be determined by the Resident.
- Abutments and wingwalls shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits as shown on the "Abutment Details" sheet.
- Payment for concrete jacket around the tops of the H-piles will not be paid for directly. Payment shall be incidental to Item 502.219, Structural Concrete, Abutments and Retaining Walls. Fill concrete may be used for the concrete jackets.
- The temporary girder supports, including studs and fasteners, leveling plates, and any associated hardware and labor required for installation shall not be paid for directly. Payment will be made under Item, No. 502.219, Structural Concrete, Abutments and Retaining Walls.
- Integral concrete wearing surface shall have a milled finish (See Superstructure Notes). All deck geometry shown is for the final condition, after the wearing surface has been milled.

PILE NOTES:

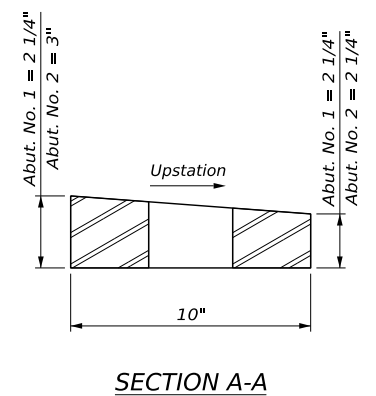
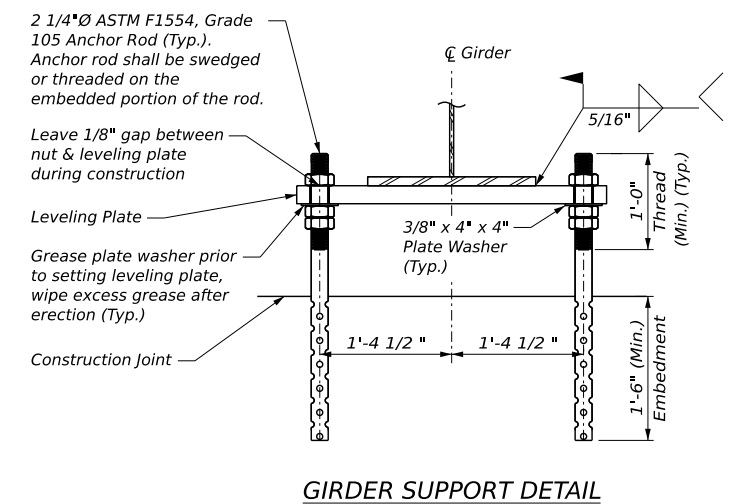
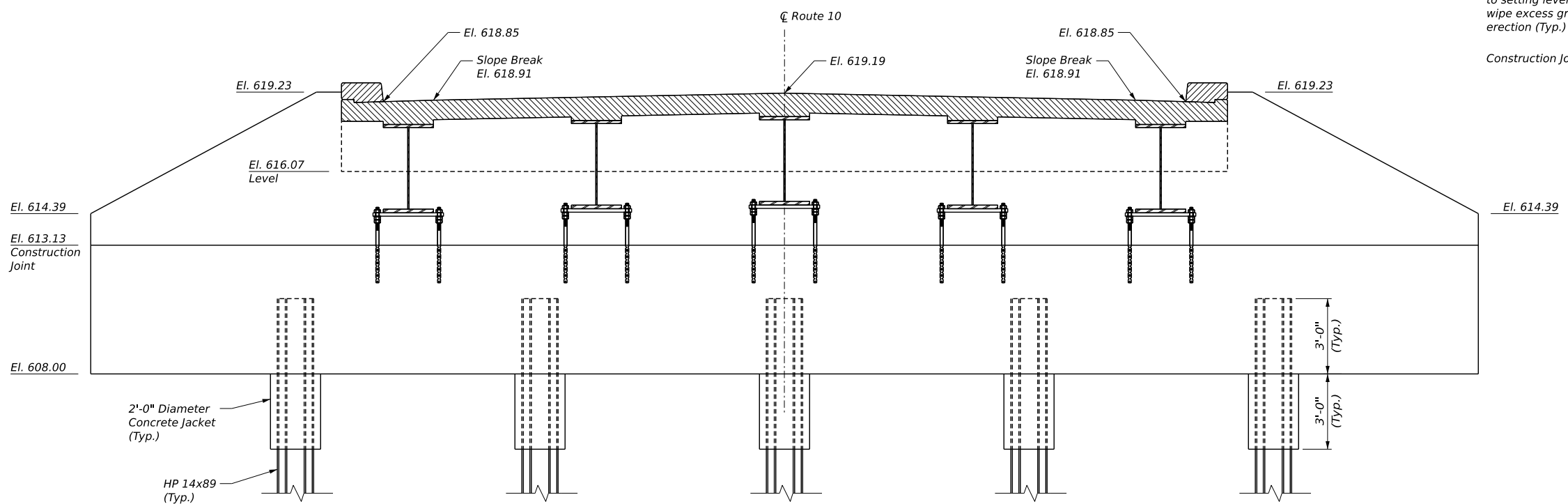
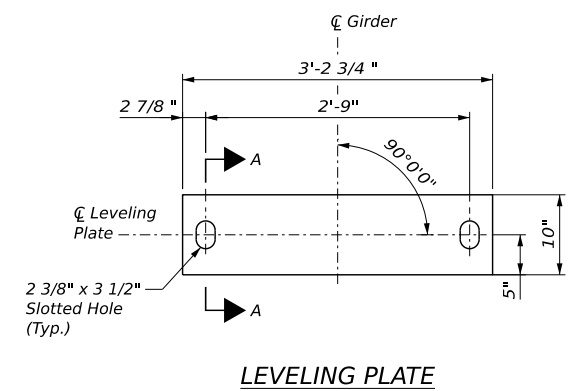
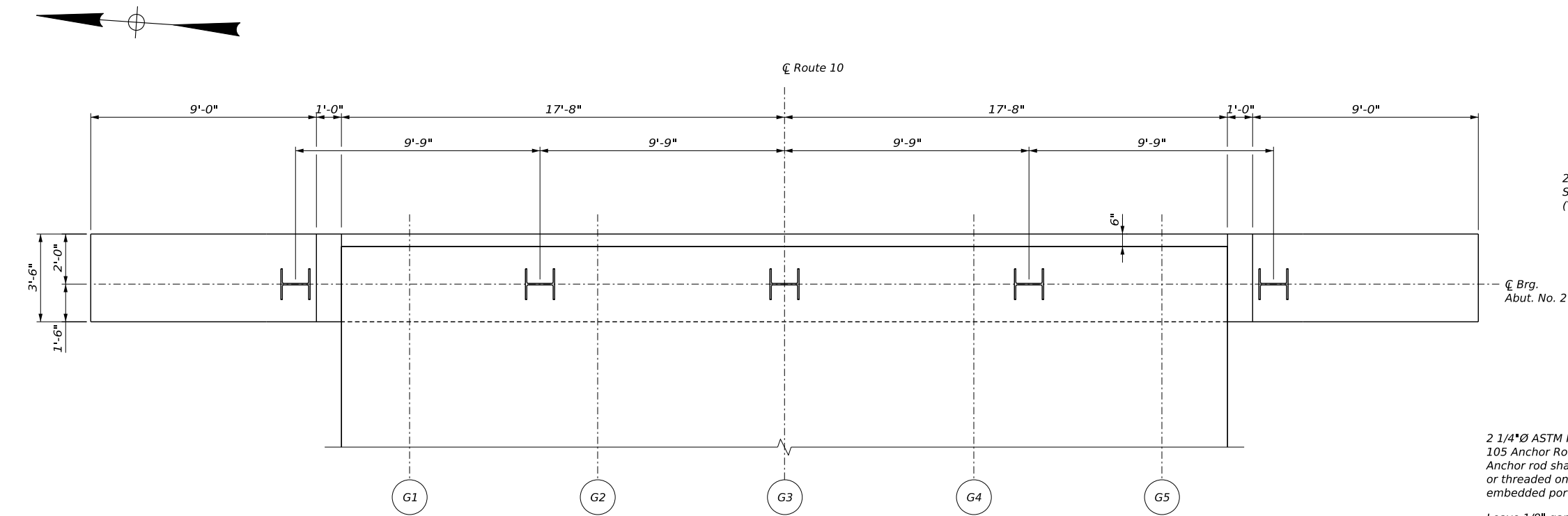
- The maximum factored pile load is 393 kips for the Strength I Limit State.
- Piles shall be driven to the required nominal resistance on or within bedrock in accordance with Standard Specification Section 501.
- Estimate of in-place piles required:
Abutment No. 1: 5 - HP 14 x 89 @ 36 ft
Abutment No. 2: 5 - HP 14 x 89 @ 52 ft

In-place length assumes 2 feet of embedment into the bedrock due to poor rock quality. The order lengths of the piles shall include an additional 10 feet of length for each test pile to accommodate dynamic pile testing equipment and any additional pile length needed to accommodate leads, template, and driving system.

- H-pile material shall be ASTM A572, Grade 50.
- H-Pile splices shall be in accordance with Standard Detail 501(03).
- All piles shall be equipped with a pile tip in accordance with Standard Specification Subsections 501.048, Prefabricated Pile Tips and 711.10 H-Beam Piles, Spliced and Tips.
- Piles shall not be out of position shown by more than 2 inches in any direction.
- The Contractor shall perform and submit a wave equation analysis for review and acceptance by the Resident. The maximum allowable driving stress is 0.90 times F_y. The submittal analyses shall include the proposed stopping criteria based on the wave equation analysis and the proposed driving system.
- The Contractor shall perform 2 dynamic load tests with 24-hour (minimum) restrike tests to confirm the nominal resistance of the piles. The required nominal resistance for the pile is the factored axial pile load divided by a resistance factor of 0.65 per LRFD Specifications. Each dynamic test shall be performed on the first production pile driven at each abutment.

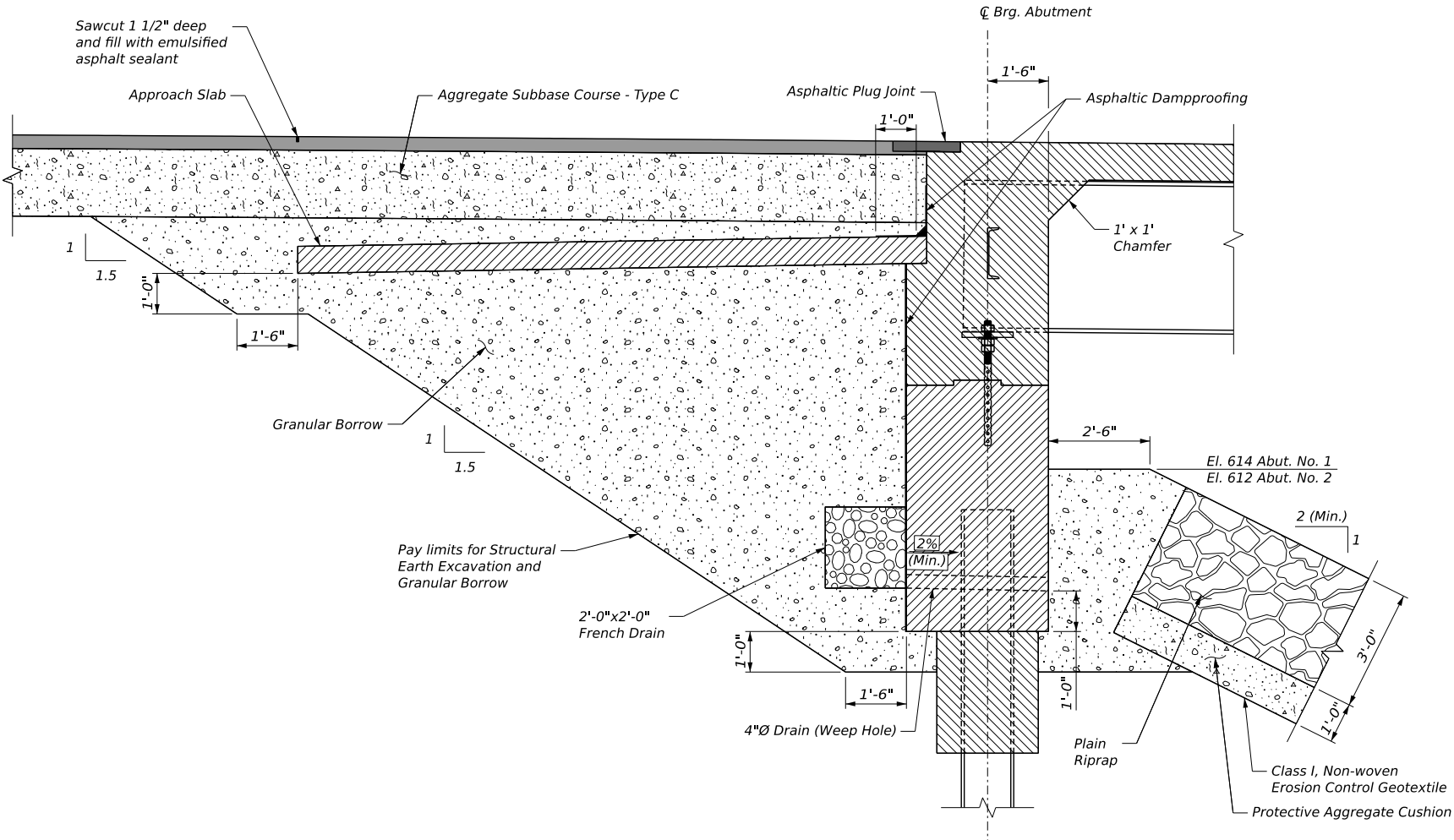
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2643400		WIN		026434.00		BRIDGE NO. 3259		BRIDGE PLANS	
PROJECT MANAGER		DESIGNER/REVIEWER		DESIGNER/REVIEWER		REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4	
Michael Wright		K. Kinnel		N. Bert									
BY		DATE		SIGNATURE		P.E. NUMBER		DATE					
E. Beaudet		12/2025											
S. Greer		12/2025											
FIELD CHANGES													
PRESQUE ISLE		PHAIR CROSSING BRIDGE		ABUTMENT NO. 1									
SHEET NUMBER		26		OF		41							



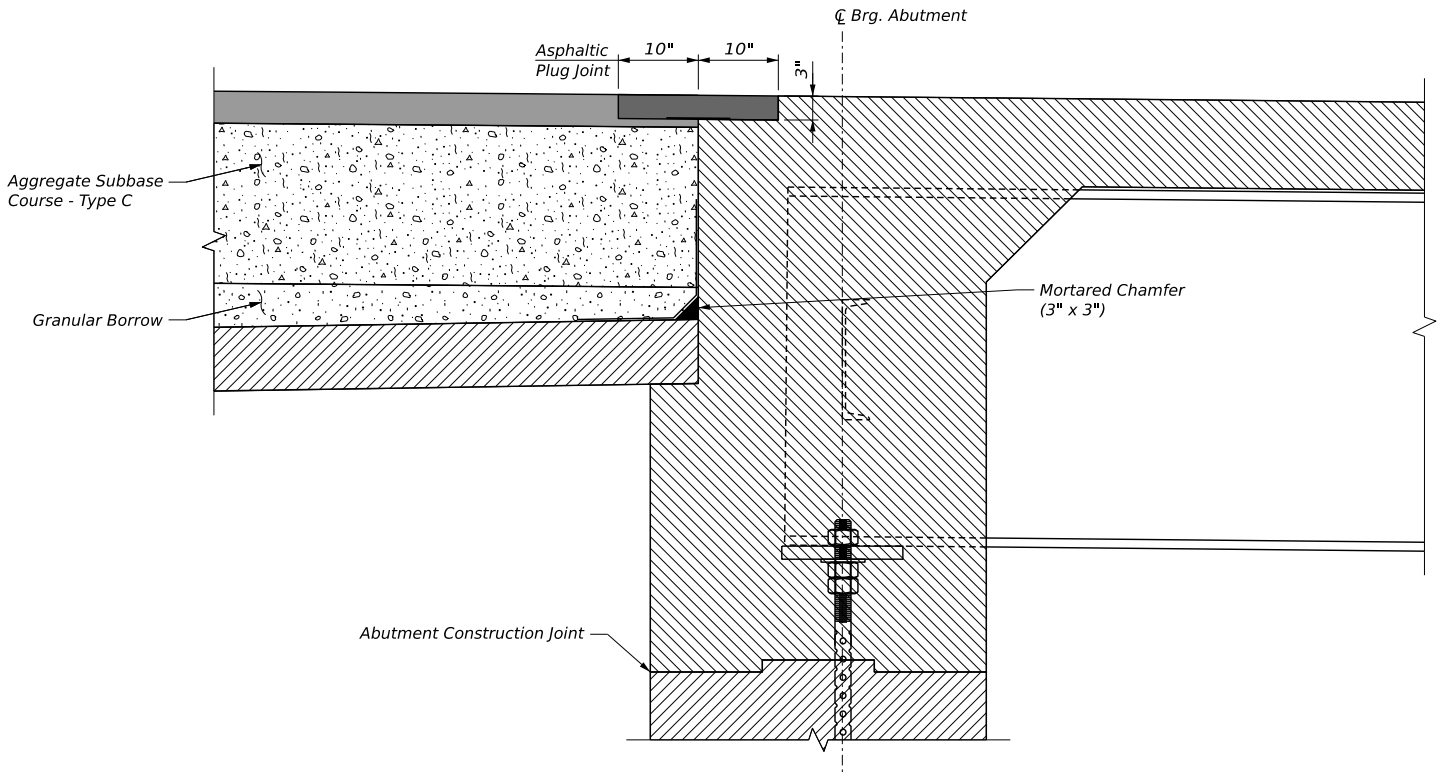


ABUTMENT NO. 2 BOTTOM OF GIRDER ELEVATIONS	
Girder	Elevation
G1	614.13
G2	614.29
G3	614.44
G4	614.29
G5	614.13

DESIGN-DETAIL	K. Kirtledge	E. Boushield	12/2025
CHG-REQ-REVIEW	N. Baert	B. Greiner	12/2025
DESIGN-DETAIL2			
DESIGN-DETAIL3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE			
P.E. NUMBER			
DATE			



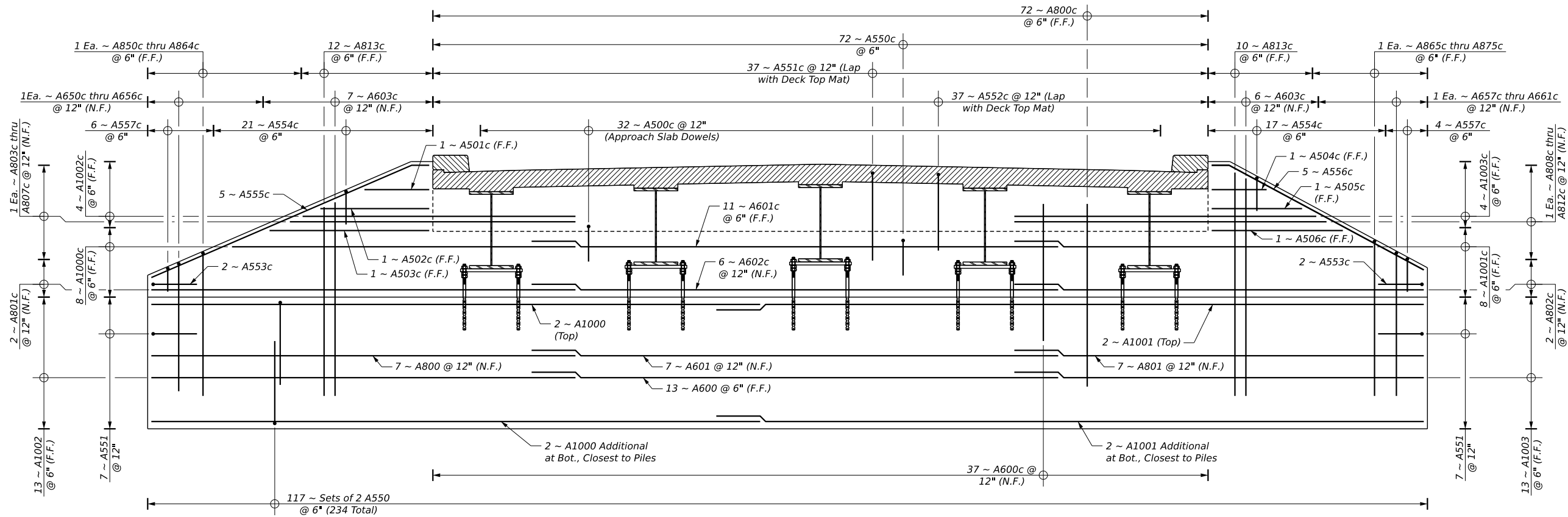
ABUTMENT BACKFILL DETAIL



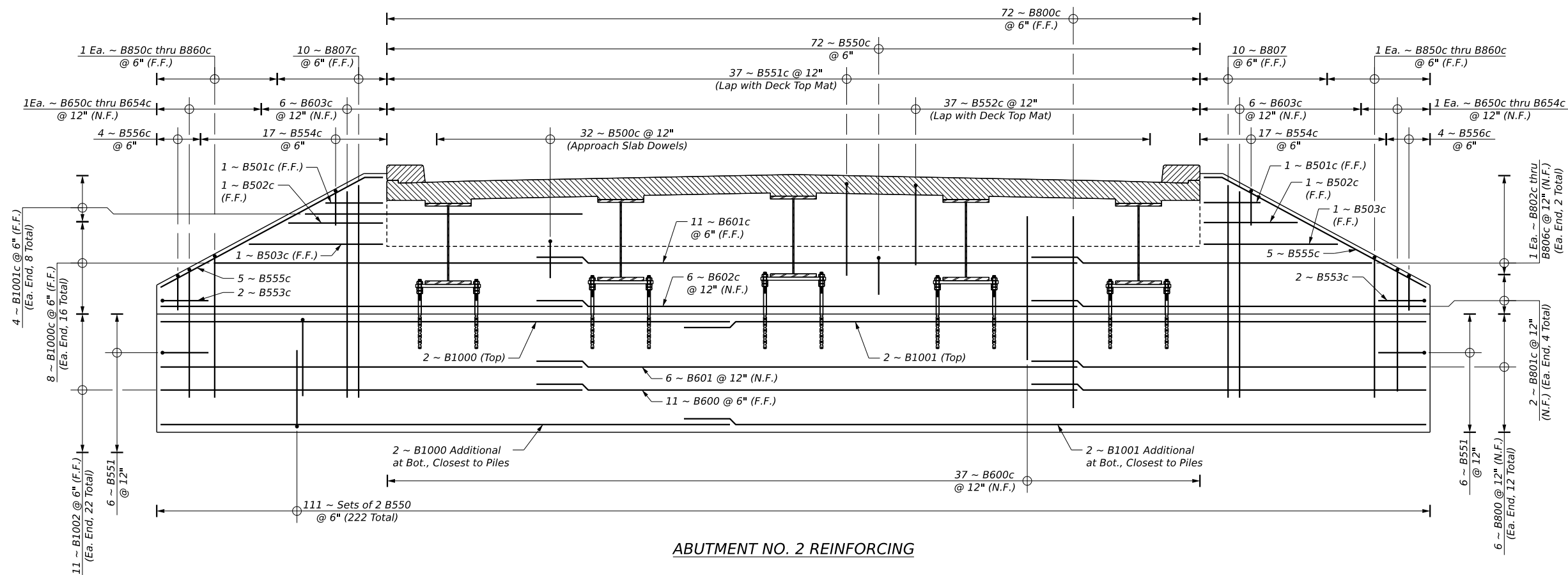
ABUTMENT SLAB SEAT AND JOINT DETAIL

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

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2643400		WIN		026434.00		BRIDGE PLANS	
PROJECT MANAGER		DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN-DETAILED		CHECKED-REVIEWED		SIGNATURE	
Michael Wright		K. Strimling		E. Boushadi		N. Bart		B. Greer		P.E. NUMBER	
BY		DATE		DATE		DATE		DATE		DATE	
12/2025		12/2025		12/2025		12/2025		12/2025		12/2025	
REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		FIELD CHANGES		DATE	
28		OF		41		28		OF		41	

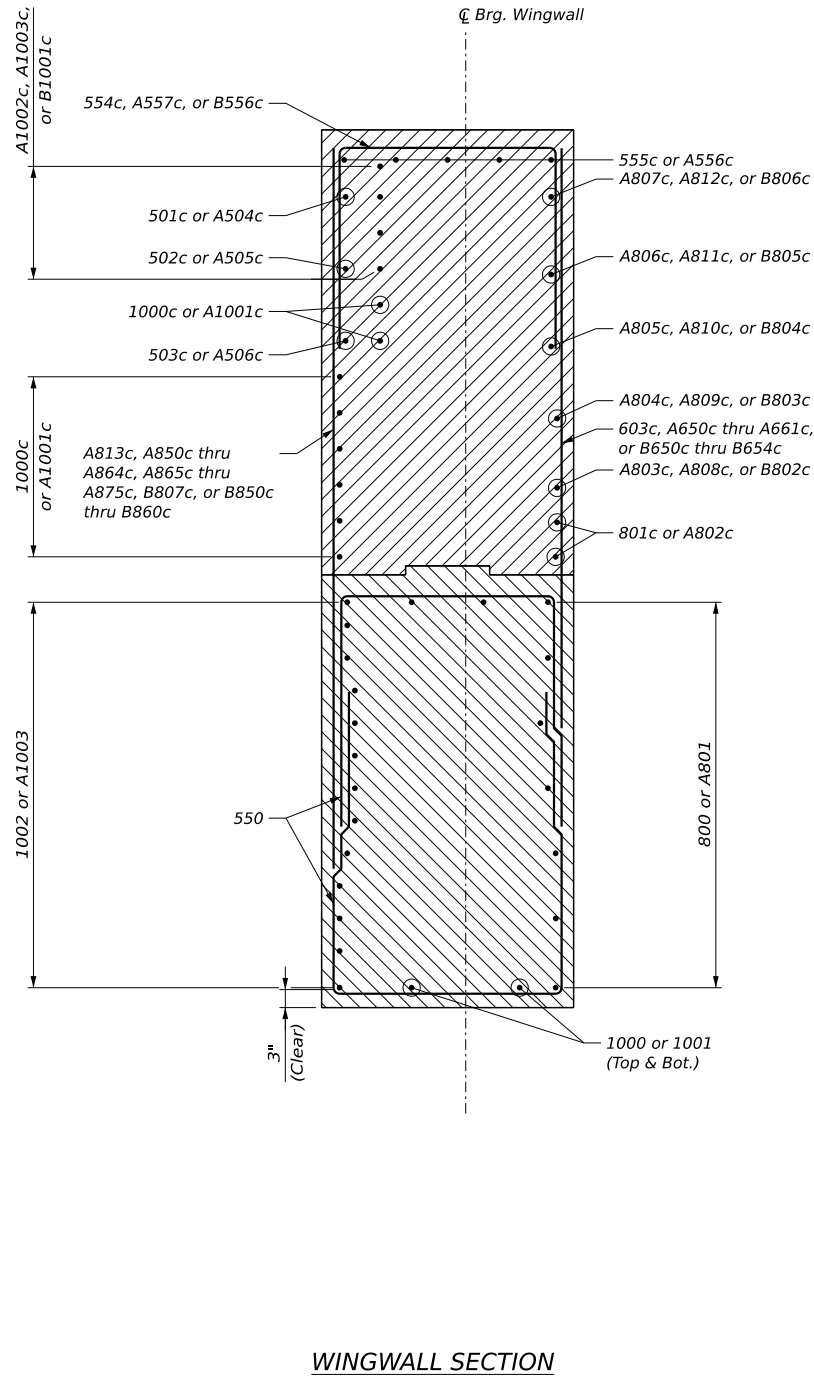
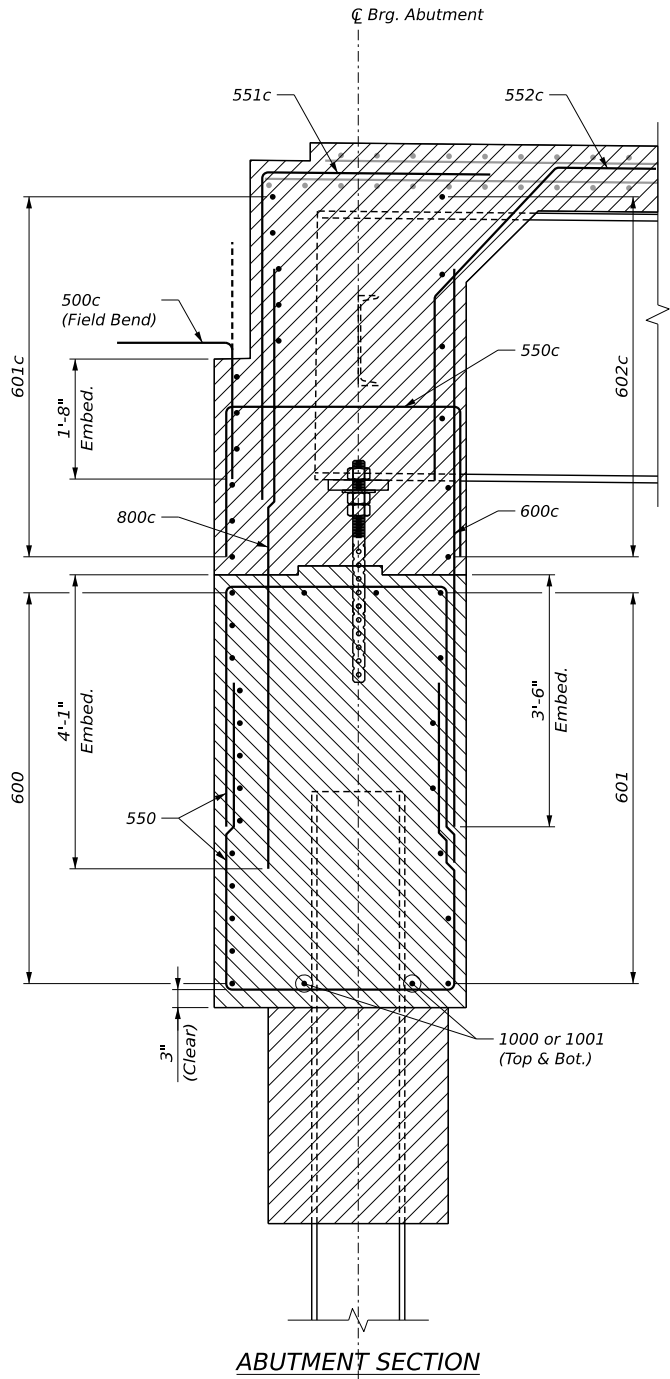


ABUTMENT NO. 1 REINFORCING



ABUTMENT NO. 2 REINFORCING

PRESQUE ISLE PHAIR CROSSING BRIDGE			PROJ. MANAGER		Michael Wright	BY	DATE	STATE OF MAINE	
ABUTMENT REINFORCING I			DESIGN-DETAILED		E. Beausolail	12/2025		DEPARTMENT OF TRANSPORTATION	
			CHECKED-REVIEWED		G. Thompson	12/2025			
			DESIGN-DETAILED 02					SIGNATURE	
			DESIGN-DETAILED 03					P.E. NUMBER	
			REVISIONS 1						
			REVISIONS 2						
			REVISIONS 3						
			REVISIONS 4						
			FIELD CHANGES						
								BRIDGE NO. 3259	
								WIN	
								026434.00	
								BRIDGE PLANS	



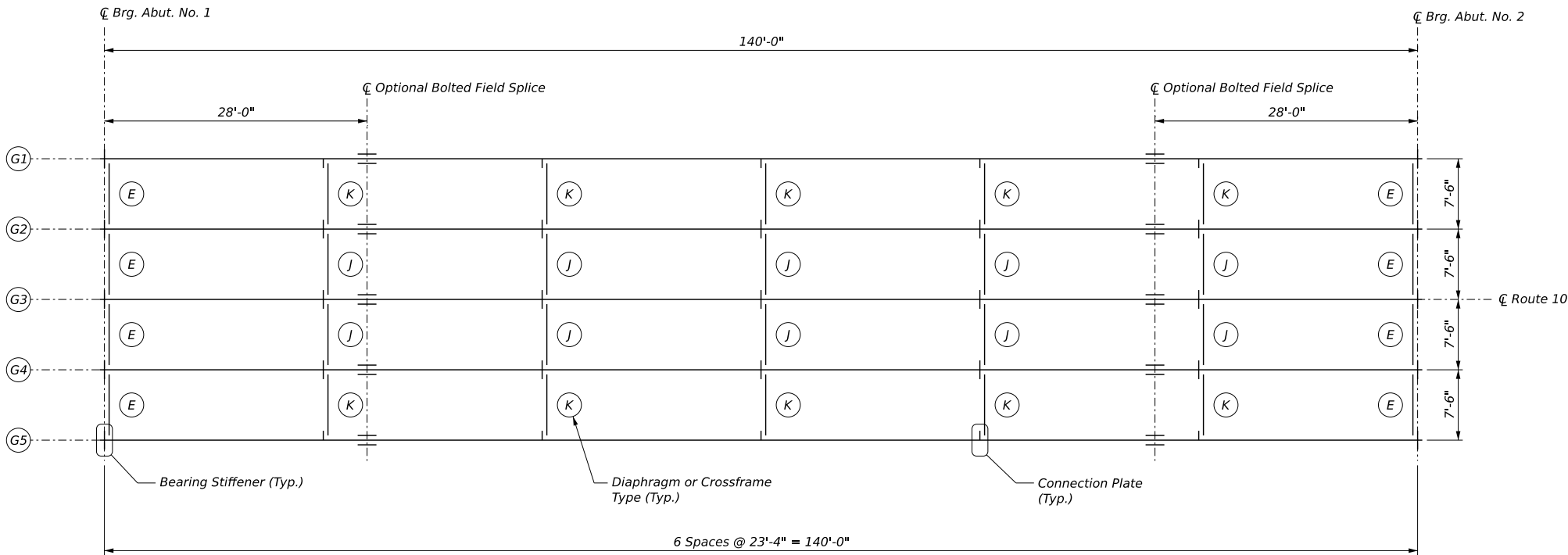
- NOTES:**
- Deck reinforcing shown screened for clarity.
 - Letter "A" or "B" omitted from bars in Sections or Details when the bar has the same numerical designation in each abutment.

PRESQUE ISLE
 PHAIR CROSSING BRIDGE
 ABUTMENT REINFORCING II

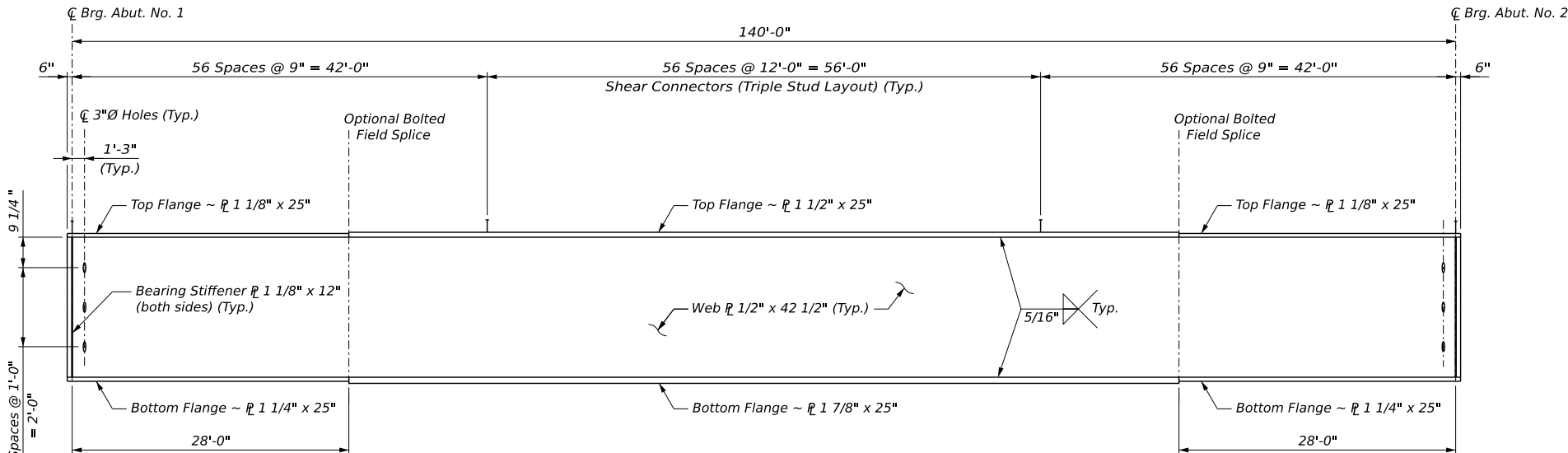
SHEET NUMBER
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 OF 41

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 2643400
 WIN
 026434.00
 BRIDGE NO. 3259
 BRIDGE PLANS

PROJ. MANAGER	Michael Wright	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	K. Kinnear	E. Beaudet	12/2025			
CHECKED-REVIEWED	G. Thompson	B. Greer	12/2025			
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						



FRAMING PLAN



GIRDER ELEVATION

507 Shear Connectors per Girder, (2535 studs total)

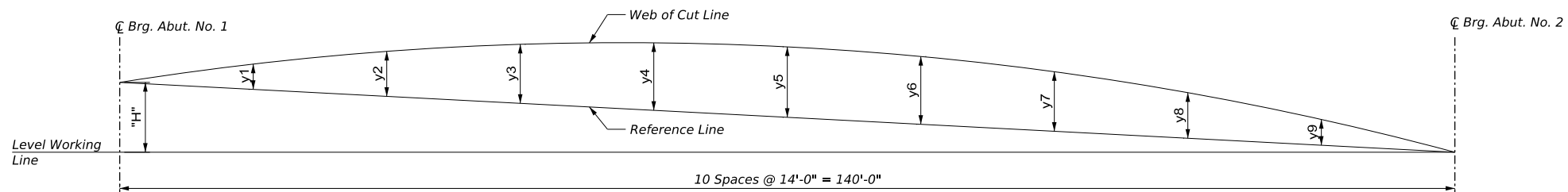
STATE OF MAINE	2643400	WIN	026434.00	BRIDGE NO. 3259	BRIDGE PLANS
DEPARTMENT OF TRANSPORTATION					

PROJ. MANAGER	Michael Wright	BY	DATE
DESIGN-DETAILED	K. Kennedy	E. Beaudet	12/2025
CHECKED-REVIEWED	G. Thompson	B. Greiner	12/2025
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

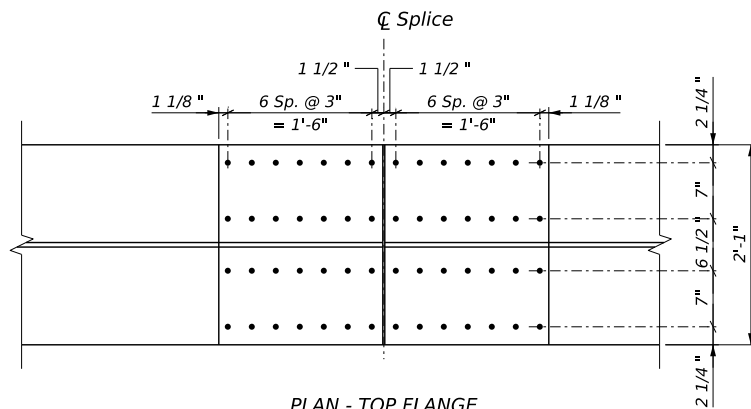
PRESQUE ISLE PHAIR CROSSING BRIDGE	SIGNATURE
FRAMING PLAN	P.E. NUMBER
	DATE

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OF	41

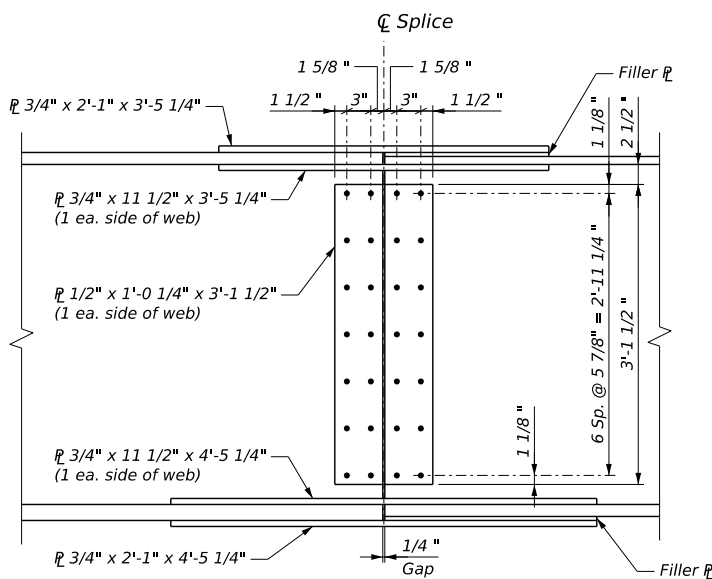




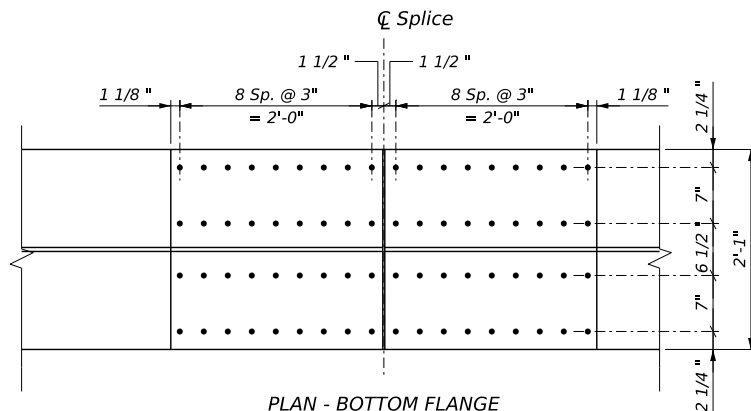
CAMBER DIAGRAM



PLAN - TOP FLANGE



ELEVATION



PLAN - BOTTOM FLANGE

OPTIONAL BOLTED FIELD SPLICE

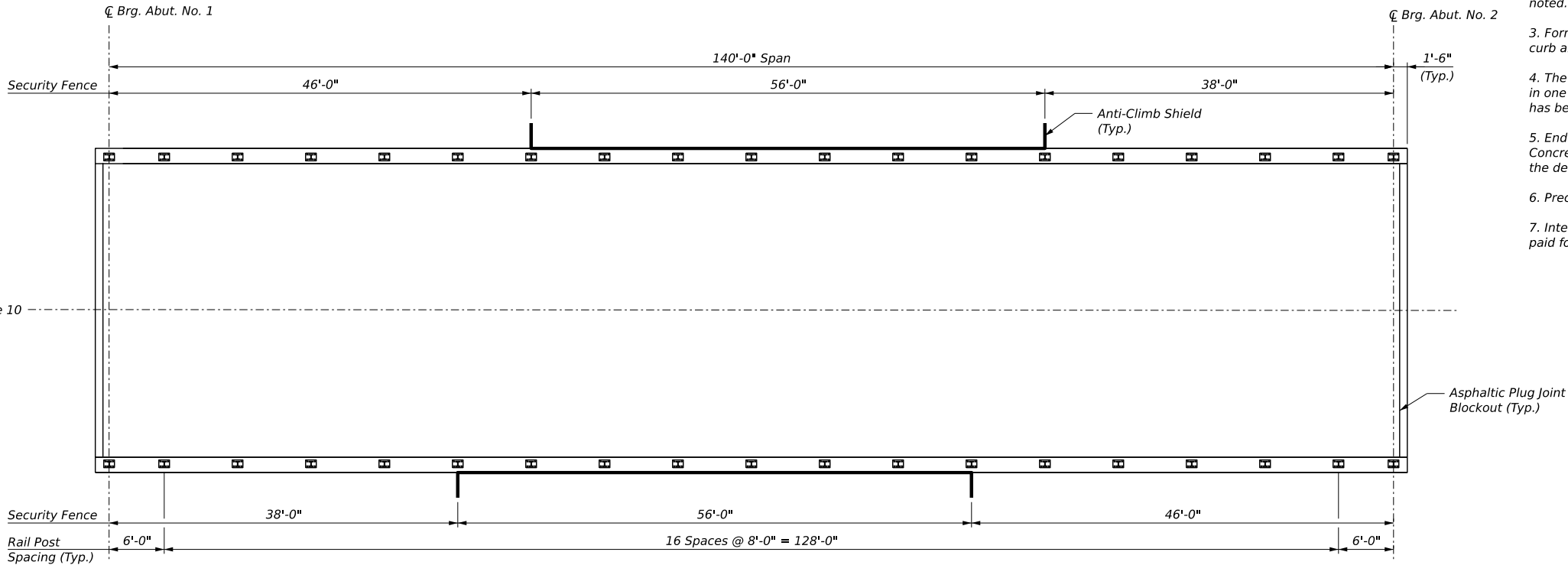
GIRDER	CAMBER ORDINATES (INCHES)											
	H	¢ Brg. Abut. No. 1	y1	y2	y3	y4	y5	y6	y7	y8	¢ Brg. Abut. No. 2	
ALL	34.54	0.00	4.82	8.81	11.78	13.63	14.25	13.63	11.78	8.82	4.82	0.00

GIRDER	DEAD LOAD COMPONENT	DEAD LOAD DEFLECTIONS (INCHES)										
		¢ Brg. Abut. No. 1	y1	y2	y3	y4	y5	y6	y7	y8	y9	¢ Brg. Abut. No. 2
ALL	Steel Dead Load	0.00	0.88	1.64	2.22	2.58	2.71	2.58	2.22	1.64	0.88	0.00
	Deck Concrete Load	0.00	2.08	3.86	5.21	6.06	6.36	6.06	5.21	3.87	2.08	0.00
	Superimposed Dead Load	0.00	0.13	0.25	0.34	0.39	0.41	0.39	0.34	0.25	0.14	0.00

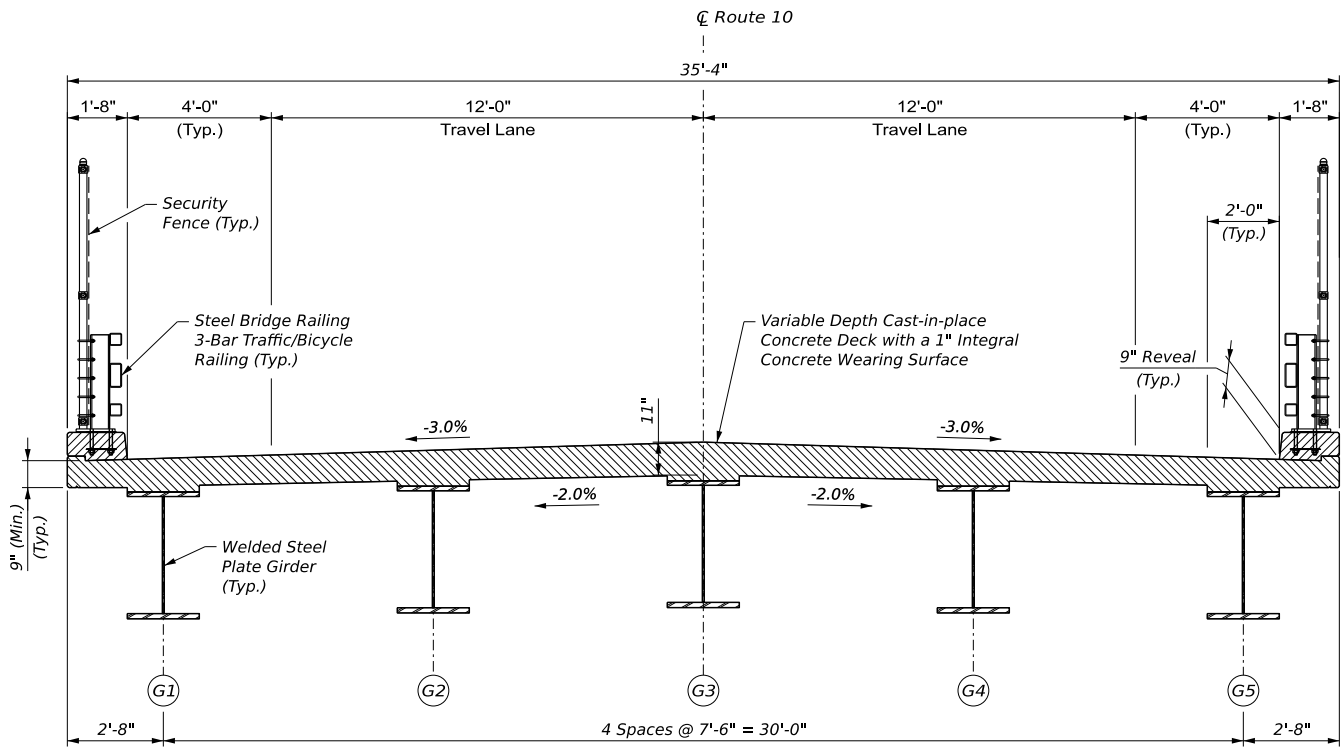
GIRDER	BOTTOM OF SLAB ELEVATIONS										
	☞ Brg. Abut. No. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	☛ Brg. Abut. No. 2
G1	620.99	621.03	621.00	620.91	620.74	620.50	620.17	619.76	619.28	618.72	618.11
G2	621.14	621.19	621.17	621.08	620.92	620.67	620.34	619.93	619.44	618.88	618.26
G3	621.29	621.34	621.32	621.23	621.07	620.82	620.49	620.08	619.59	619.03	618.41
G4	621.14	621.19	621.17	621.08	620.92	620.67	620.34	619.93	619.44	618.88	618.26
G5	620.99	621.03	621.00	620.91	620.74	620.50	620.17	619.76	619.28	618.72	618.11

STRUCTURAL STEEL NOTES:

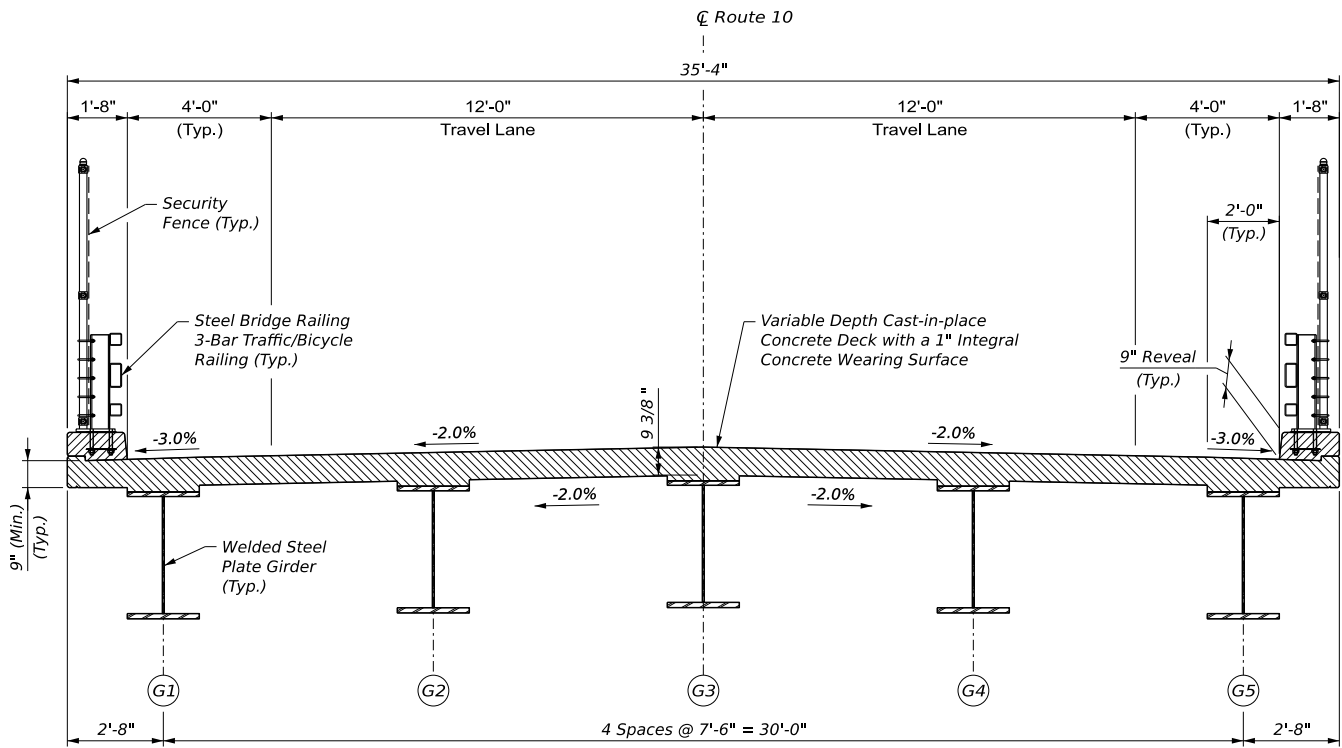
1. Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.
2. No transverse butt-weld splices will be allowed in the flange plates or web plates within 10 feet or 10% of the span length (whichever is greater) from the points 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 not less than 20 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 flange.
5. Intermediate crossframe or diaphragm connection plates may be either plumb or normal to the top flange.
6. Structural steel was designed with a vertical construction load of 50 lb/sf and a lateral wind velocity during construction of 85 mph.
7. Ends of girder webs shall be vertical under full dead load.
8. Bolted field splice connections shall be made using 7/8 inch ASTM F3125, Grade 325 Type 3 high strength bolts. Bolt hole size shall be 15/16 inch diameter. Field splice bolt threads shall be excluded from the shear plane.
9. The splice was designed with a Class B slip coefficient.
10. 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.
11. After placement of the superstructure concrete, thoroughly clean the abutments of all stains with a method approved by the Resident. Payment will be considered incidental to related Contract items.
12. Provide a drip bar adjacent to Abutment No. 2 in accordance with Standard Detail 504(10).



SUPERSTRUCTURE PLAN



DECK PLACEMENT TRANSVERSE SECTION
(Prior to Milling Procedure)



TRANSVERSE SECTION
(Final Deck Section After Milling Procedure)

SUPERSTRUCTURE NOTES:

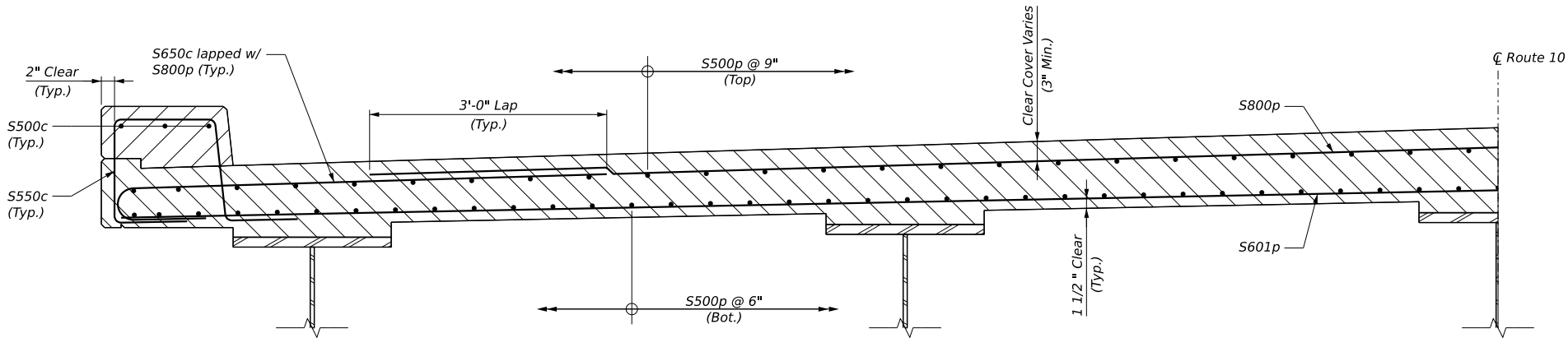
1. The theoretical blocking used for design of the structure is 4 1/4 inches at the centerline of bearing of the abutments. Refer to Standard Detail 502(03) for blocking details.
2. Reinforcing shall have a minimum concrete cover 2 inches unless otherwise noted.
3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
4. The superstructure slab and upper portions of the abutments shall be placed in one continuous operation and shall be kept plastic until the entire placement has been made.
5. End diaphragm concrete will be paid for under Item No. 502.26, Structural Concrete Roadway and Sidewalk Slab on Steel Bridges and shall be placed with the deck.
6. Precast Concrete Deck Panels are not allowed on this project.
7. Integral concrete wearing surface shall have a milled finish. Milling shall be paid for under Item 202.31 - Profile Milling Concrete Wearing Surface.

STATE OF MAINE		
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	WIN	026434.00
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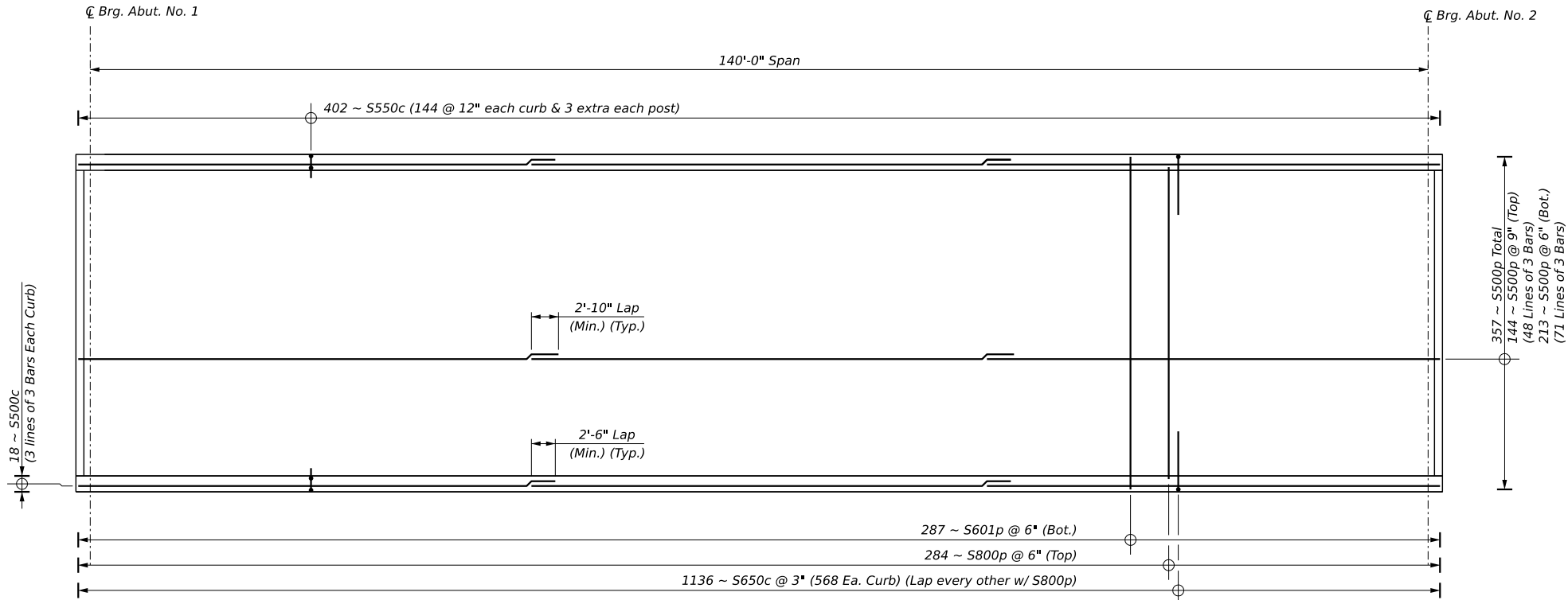
PROJ. MANAGER	Michael Wright	BY	DATE
CHECKED-REVIEWED	K. Kennedy	E. Beaudet	12/20/25
DESIGN-DETAILED	G. Thompson	B. Greer	12/20/25
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PRESQUE ISLE PHAIR CROSSING BRIDGE	
SUPERSTRUCTURE PLAN	

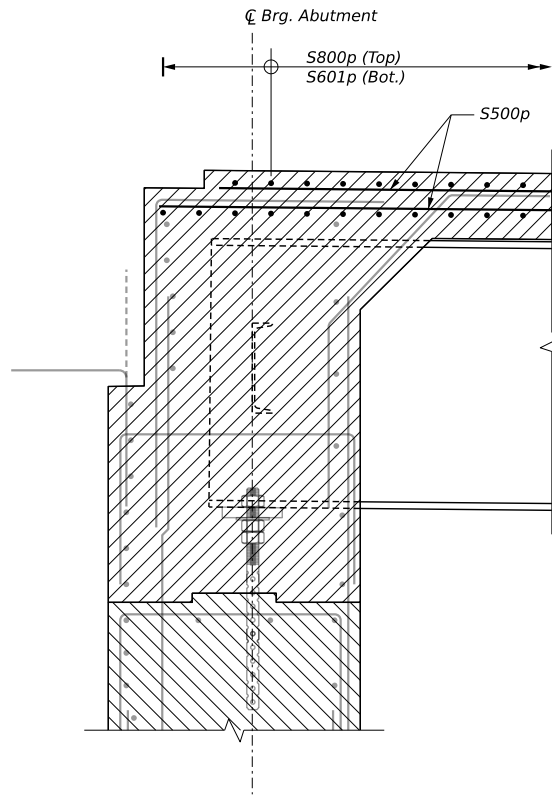
SHEET NUMBER	
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OF 41	



PARTIAL TRANSVERSE SECTION
(Final Deck Section After Milling Procedure)



SUPERSTRUCTURE REINFORCING PLAN



PARTIAL LONGITUDINAL SECTION
(Abutment reinforcing shown screened for clarity)

**PRESQUE ISLE
PHAIR CROSSING BRIDGE
SUPERSTRUCTURE
REINFORCING**

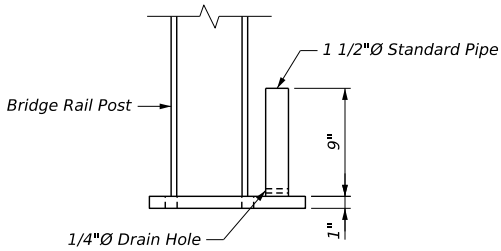
SHEET NUMBER
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OF 41

**STATE OF MAINE
DEPARTMENT OF TRANSPORTATION**
2643400
WIN 026434.00
BRIDGE NO. 3259
BRIDGE PLANS

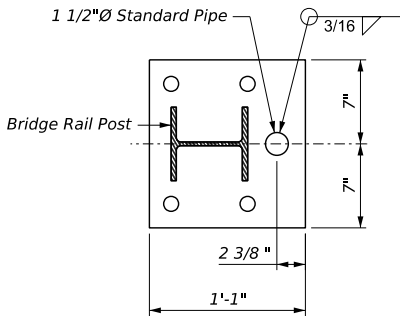
PROJ. MANAGER	Michael Wright	BY	DATE
DESIGN-DETAILED	J. McCauley	E. Beaudet	12/20/25
CHECKED-REVIEWED	N. Bert	B. Greer	12/20/25
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
P.E. NUMBER
DATE

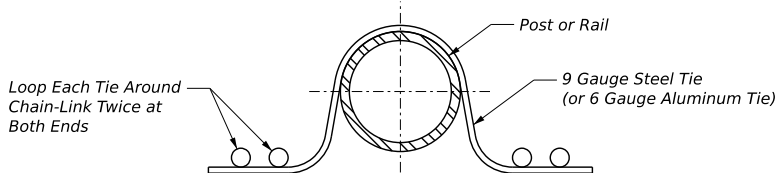




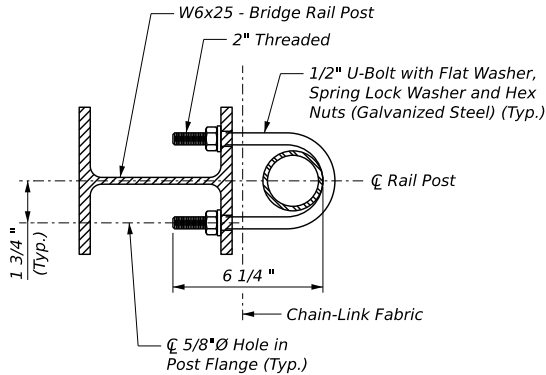
MODIFIED BASE PLATE ELEVATION
(For Snow and Security Fence)



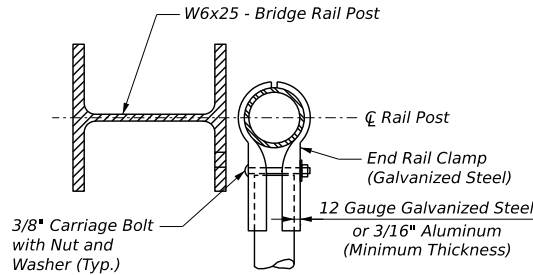
MODIFIED BASE PLATE DETAIL
(For Snow and Security Fence)



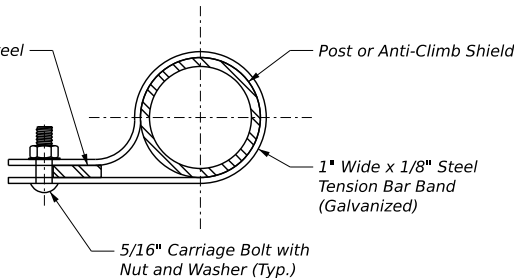
DOUBLE PIGTAILED TIE



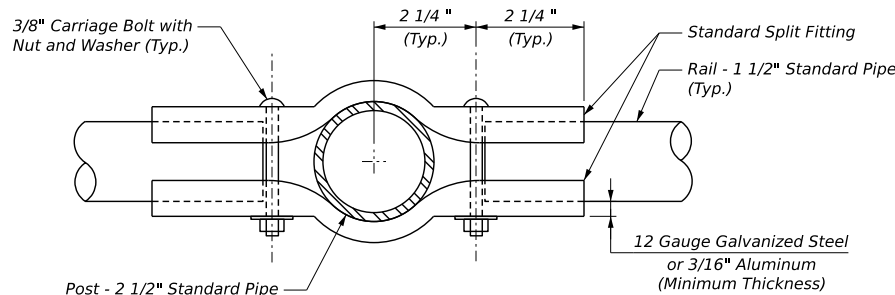
U-BOLT CONNECTION DETAIL



END POST DETAIL



TENSION BAND DETAIL



RAIL CLAMP DETAIL

FENCE NOTES:

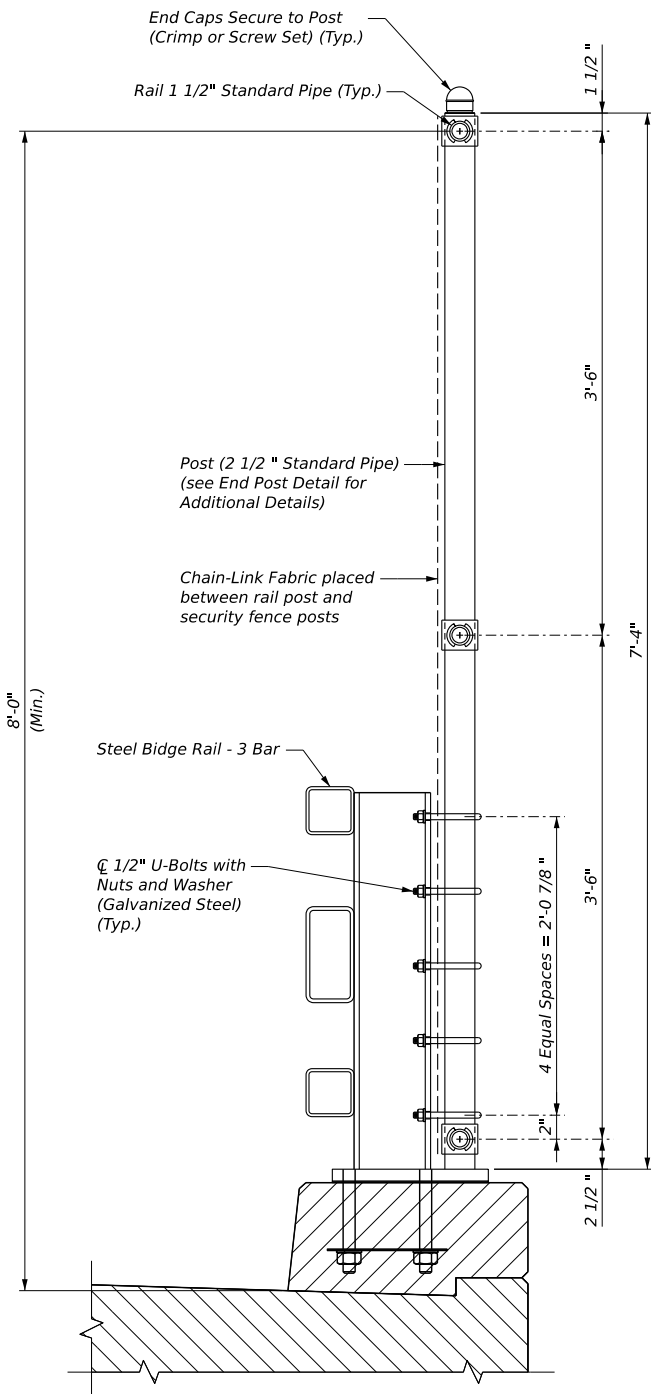
- Chain-Link fence shall conform to Section 710.03 and Special Provision Sections 607. The size of wire mesh (fabric) shall be 1 inch.
- Wire ties shall be standard round 9 gauge zinc- or aluminum-coated steel or 6 gauge aluminum alloy conforming to ASTM F626. All ties shall be wrapped around chain-link fabric twice (double pigtailed) at both ends. Space ties @ 6 inches o.c. to bottom rail and @ 12 inches o.c. to all posts and other rails. Mechanical/Power fastened fence ties are acceptable.
- Post, rail, and anti-climb shield pipe shall be hot-dip galvanized. All pipe shall be schedule 40, standard weight. Nominal pipe sizes are shown.
- Tension bars, bar bands, boulevard and end rail clamps shall be steel or aluminum alloy conforming to AASHTO M181 (ASTM F626). Steel components shall be hot-dip galvanized in accordance with AASHTO M111 (ASTM A123) or AASHTO M232 (ASTM A153) as applicable.
- All bolts and nuts shall be steel conforming to ASTM A307 and ASTM A563 grade A respectively. Washers shall be hardened steel commercial type A plain and shall meet the dimensional requirements of ANSI B18.22. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M111 (ASTM A123) or AASHTO M232 (ASTM A153) as applicable.
- Rail may be field cut (sawn) to fit post spacing. Repair galvanizing on cut edges in accordance with ASTM A780.
- Anti-Climb Shield shall be considered incidental to Pay Item No. 607.181, Chain Link Fence - 8 ft, High-Security Fencing.
- Refer to Standard Details Section 507 for additional information.
- Payment for modified base plate will be incidental to related Contract Items.

**PRESCUE ISLE
PHAIR CROSSING BRIDGE
FENCE DETAILS I**

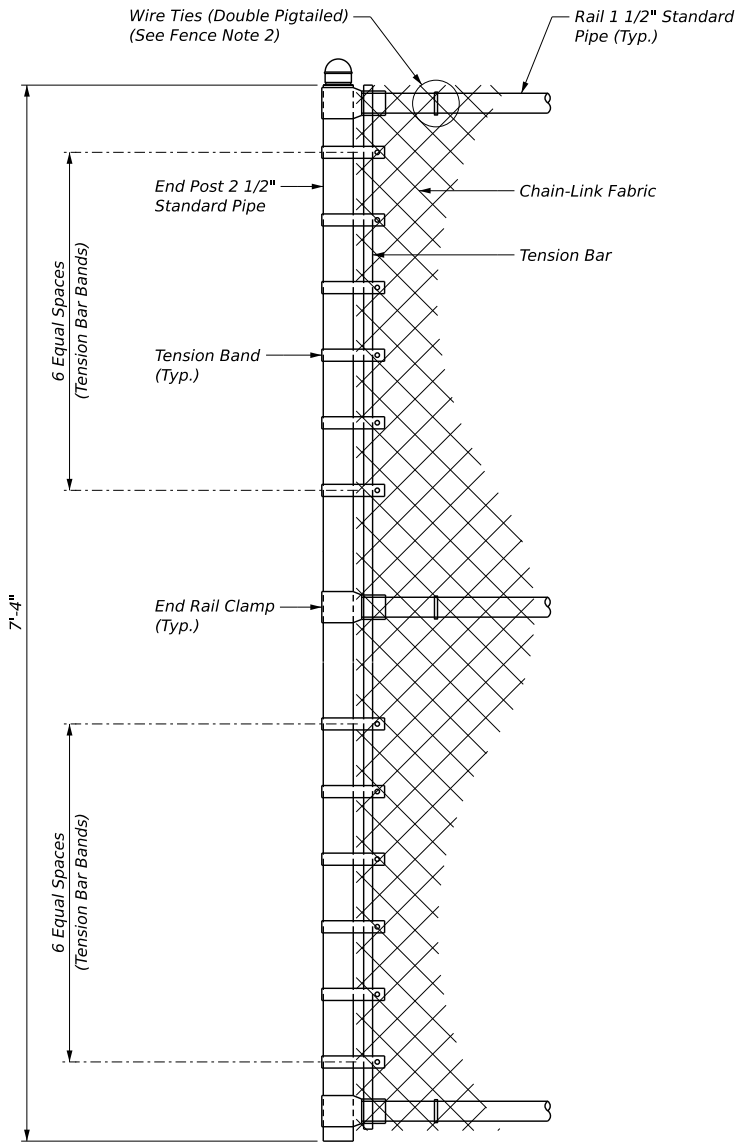
SHEET NUMBER
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OF 41

**STATE OF MAINE
DEPARTMENT OF TRANSPORTATION**
2643400
WIN 026434.00
BRIDGE NO. 3259
BRIDGE PLANS

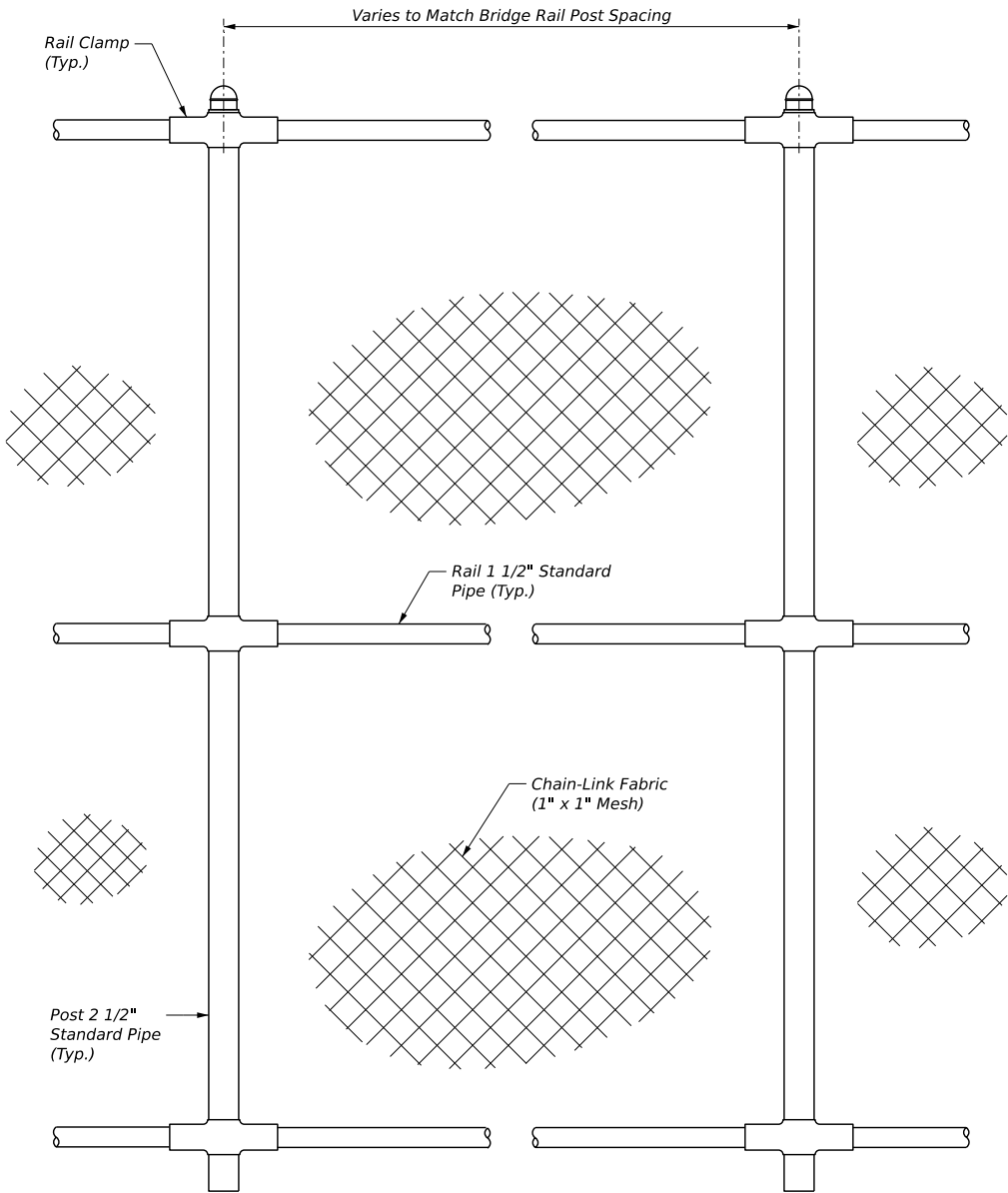
PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES	DATE	BY	SIGNATURE	P.E. NUMBER	DATE
Michael Wright	K. Kennedy	E. Beaudet	G. Thompson						12/2025	E. Beaudet			
									12/2025	G. Thompson			



CONNECTION DETAIL - SECURITY FENCE



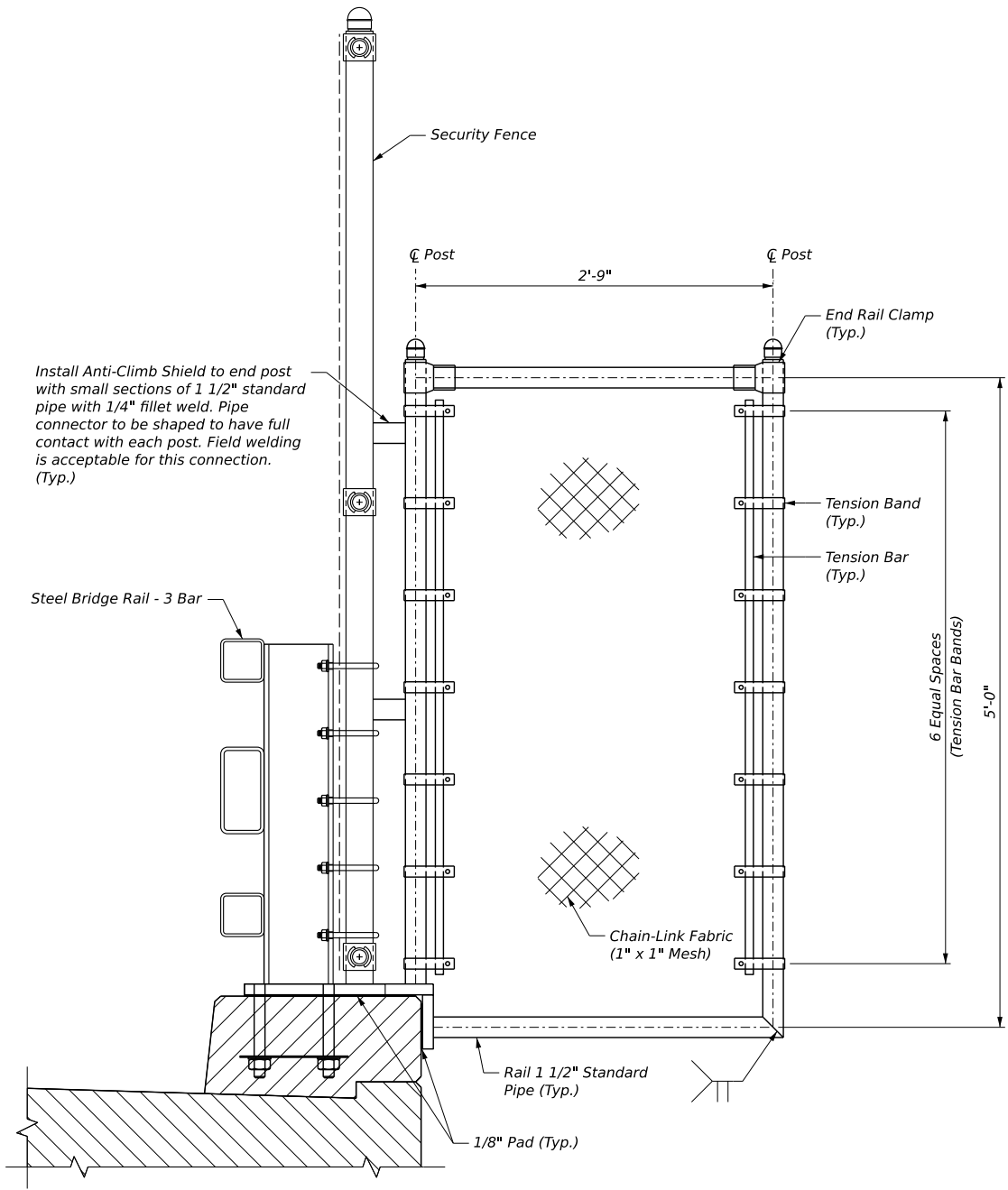
END POST DETAIL - SECURITY FENCE



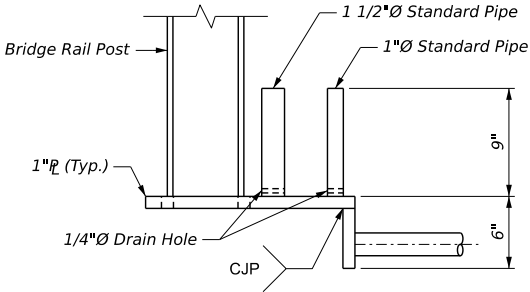
ELEVATION - SECURITY FENCE

FENCE NOTES:
1. Refer to sheet Fence Details I for notes and standard details.

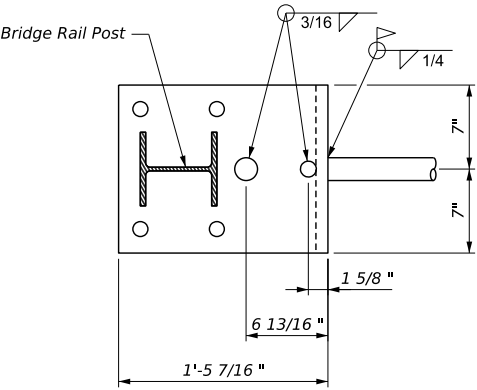
SHEET NUMBER		PRESQUE ISLE PHAIR CROSSING BRIDGE		PROJ. MANAGER Michael Wright		BY E. Beaudet		DATE 12/2025		STATE OF MAINE DEPARTMENT OF TRANSPORTATION					
36		FENCE DETAILS II		DESIGN-DETAILED		K. Kennedy		12/2025		SIGNATURE					
OF 41				CHECKED-REVIEWED		G. Thompson		12/2025							
				DESIGN-DETAILED											
				REVISIONS 1											
				REVISIONS 2											
				REVISIONS 3						2643400					
				REVISIONS 4				P.E. NUMBER							
				FIELD CHANGES								DATE			
														WIN 026434.00	
										BRIDGE PLANS					



ANTI-CLIMB SHIELD DETAIL
(Install each end of fence as shown on superstructure plan)



MODIFIED BASE PLATE ELEVATION
(at Anti-Climb Shield)



MODIFIED BASE PLATE DETAIL
(at Anti-Climb Shield)

				SIGNATURE	
				P.E. NUMBER	
				DATE	

PROJ. MANAGER	Michael Wright	BY	DATE
DESIGN-DETAILED	K. Kennedy	E. Beaudet	12/2025
CHECKED-REVIEWED	G. Thompson	B. Greener	12/2025
DESIGN-DETAILED03			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

