

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



PROSPECT WALDO COUNTY MARSH BRIDGE OVER CARLEY BROOK ROUTE 174 (FORT KNOX ROAD) WIN 026440.00 PROJECT LENGTH 0.109 mi. BRIDGE NO. 2510

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 1840
 Future (2043) AADT 2020
 DHV - % of AADT 12
 Design Hour Volume 242
 Heavy Trucks (% of AADT) 8
 Heavy Trucks (% of DHV) 4
 Directional Distribution (% of DHV) 59
 18 kip Equivalent P 2.0 126
 18 kip Equivalent P 2.5 120
 Design Speed (mph) 45

MATERIALS

Concrete:
 Curbs Class "LP"
 Superstructure Slab Class "A"
 Reinforcing:
 Glass Fiber Reinforcing Polymer (GFRP) ASTM D7957
 Low-Carbon Chromium Steel ASTM A 1035, Type CS, Grade 100

BASIC DESIGN STRESSES

Concrete:
 Class "A" $f'c = 4,000$ psi
 Class "LP" $f'c = 5,000$ psi
 Reinforcing:
 Glass Fiber Reinforced Polymer
 #5 Bar $f_u = 100,000$ psi
 Minimum Elastic Modulus $E_f = 6,150,000$ psi
 Minimum Nominal Design Tensile Strain $\epsilon_f = 1.1\%$
 #6 Bar $f_u = 100,000$ psi
 Minimum Elastic Modulus $E_f = 6,500,000$ psi
 Minimum Nominal Design Tensile Strain $\epsilon_f = 1.1\%$
 Low-Carbon Chromium Steel $f_y = 100,000$ psi

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UTILITIES

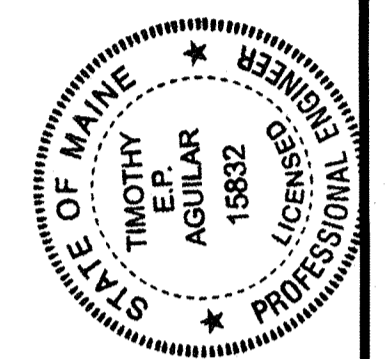
Central Maine Power
 Consolidated Communications

MAINTENANCE OF TRAFFIC

Maintain one lane of alternating one - way traffic using traffic signals.

<u>PROJECT LOCATION</u>	Marsh Bridge (#2510) over Carley Brook. Located 0.40 of a mile east of Route 1A. Lat./Long. 44°33'22.1" N 68°51'28.5" W
<u>PROGRAM AREA</u>	Highway-Bridges
<u>OUTLINE OF WORK</u>	Bridge Deck Replacement

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED: [Signature] DATE: 10-13-23
COMMISSIONER: [Signature] CHIEF ENGINEER: [Signature] 10-12-2023



SIGNATURE: [Signature] P.E. NUMBER: 15832 DATE: 10/16/2023

PROJECT INFORMATION
PROGRAM: BRIDGE
PROJECT MANAGER: J. STETSON
DESIGNER: W. CASEY
CONSULTANT:
PROJECT RESIDENT:
CONTRACTOR:
PROJECT COMPLETION DATE:

WIN 26440.00

2644000

PROSPECT
MARSH BRIDGE
TITLE SHEET

SHEET NUMBER
1
OF 22

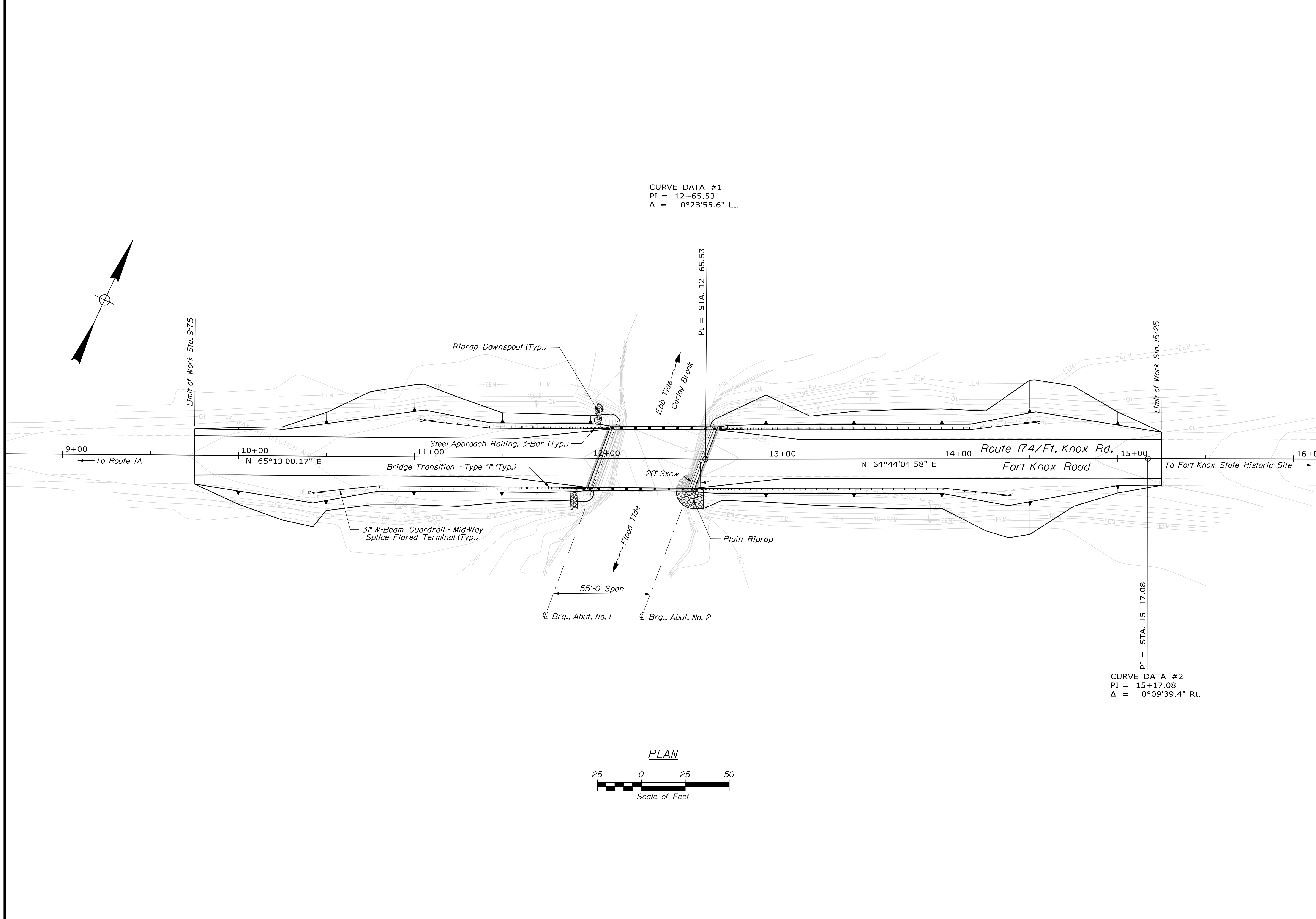
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Division: BRIDGE
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ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.10	REMOVING EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR) (80 CY)	1	LS
202.12	REMOVING EXISTING STRUCTURAL CONCRETE	8	CY
202.13	REMOVING EXISTING RAILINGS (RETAINED BY DEPARTMENT)	120	LF
202.202	REMOVING PAVEMENT SURFACE	700	SY
203.20	COMMON EXCAVATION	1010	CY
203.24	COMMON BORROW	50	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	900	CY
403.2081	12.5 MM POLYMER MODIFIED HOT MIX ASPHALT	183	T
403.2131	12.5 MM POLYMER MODIFIED HMA BASE	206	T
409.15	BITUMINOUS TACK COAT - APPLIED	80	G
502.21	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	6	CY
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES (70 CY)	1	LS
502.291	SAW CUT GROOVING (2030 SF)	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS (6 CY)	1	LS
503.17	MECHANICAL WELDED SPLICE	216	EA
503.19	LOW-CARBON, CHROMIUM REINFORCEMENT - FABRICATED & DELIVERED	9200	LB
503.20	LOW-CARBON, CHROMIUM REINFORCEMENT - PLACING	9200	LB
505.08	SHEAR CONNECTORS (1110 EA)	1	LS
507.0821	STEEL BRIDGE RAILING, 3 BAR (134 LF)	1	LS
507.0822	STEEL APPROACH RAILING, 3-BAR	4	EA
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (300 SY)	1	LS
519.60	EXPANSION DEVICE - ASPHALTIC PLUG JOINT	36	LF
523.52	BEARING INSTALLATION	5	EA
523.5302	STEEL BEARINGS, EXPANSION, SLIDING PLATE	5	EA
524.301	TEMPORARY STRUCTURAL SUPPORT	1	LS
524.301	TEMPORARY STRUCTURAL SUPPORT APPROACHES	1	LS
526.305	TEMPORARY CONCRETE BARRIER, BRACED TYPE I (125 LF)	1	LS
527.34	WORK ZONE CRASH CUSHIONS	2	UN
530.30	GFRP, REINFORCEMENT BARS, FAB & DEL	13340	LF
530.31	GFRP, REINFORCEMENT BARS, PLACING	13340	LF
606.1301	31" W-BM GR, MID-WAY SPLICE-SGL FACED	340	LF
606.1305	31" W-BM GR, MID-WAY SPLICE FLARED TERMINAL	4	EA
606.1721	BRIDGE TRANSITION - TYPE I	4	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	8	EA
610.08	PLAIN RIPRAP	25	CY
610.18	STONE DITCH PROTECTION	6	CY
613.319	EROSION CONTROL BLANKET	150	SY
615.07	LOAM	55	CY
618.14	SEEDING METHOD NUMBER 2	9	UN
619.12	MULCH	9	UN
619.14	EROSION CONTROL MIX	105	CY
620.58	EROSION CONTROL GEOTEXTILE	50	SY
627.18	12" SOLID WHITE PAVEMENT MARKING	50	LF
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	1650	LF
627.77	REMOVING PAVEMENT MARKINGS	350	SF
627.78	TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	600	LF
629.05	HAND LABOR, STRAIGHT TIME	50	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	10	HR
631.14	GRADER (INCLUDING OPERATOR)	10	HR
631.15	ROLLER, EARTH AND BASE COURSE (INCLUDING OPERATOR)	10	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	10	HR
639.19	FIELD OFFICE TYPE B	1	EA
643.72	TEMPORARY TRAFFIC SIGNAL	1	LS
652.312	TYPE III BARRICADE	4	EA
652.33	DRUM	25	EA
652.34	CONE	50	EA
652.35	CONSTRUCTION SIGNS	900	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1	LS
652.38	FLAGGER	100	HR
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	2	EA
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS

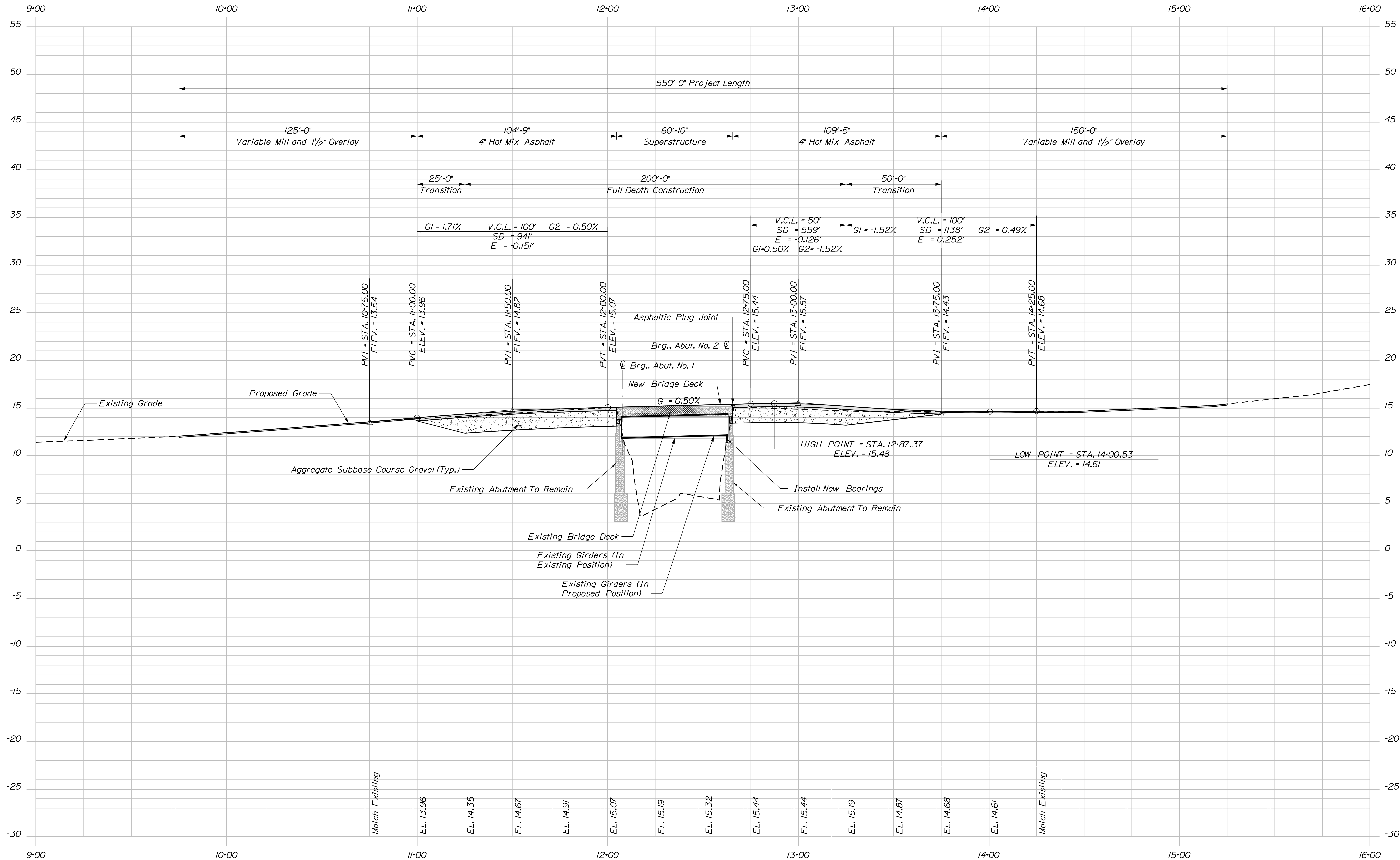
GENERAL CONSTRUCTION NOTES

- For easements, construction limits and right of way lines, refer to Right of Way Map.
- 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.
- All utility facilities shall be adjusted by the respective utilities unless otherwise noted.
- Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.
- 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.
- All aluminum bridge rail, rail posts, and associated hardware which are to be removed shall be salvaged in accordance with Special Provision Section 202, Removing Structures and Obstructions (Removing Existing Railings- Retained by Department).
- Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.
- 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.
- Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Item No. 619.14, Erosion Control Mix.
- Place a 24-in. wide strip of Temporary Erosion Control Blanket on the sideslopes along the top of the riprap and behind the guardrail.
- A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.
- Extended-use 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, where it is apparent that runoff will cause continual erosion. Payment will be made under the appropriate Contract items.
- 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 wingwalls and one foot below grade on the frontside and backside of wing
- Project information referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/contractors/>.
- 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.
- 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:
 - If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.
 - If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.
 - 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.
- The existing bridge components to be removed shall be removed by and become 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 existing deck and modifying the existing steel. 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 8 50. A copy of this regulation is available at MaineDOT's offices on Child Street in Augusta. Payment for all labor, materials, equipment, and other cost required to remove and dispose of the existing bridges will be considered incidental to the superstructure removal pay item.
- Item 502.291 'Saw Cut Grooving' shall be performed with grooves extending in the longitudinal direction of the bridge.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2644000	SIGNATURE	P.E. NUMBER	DATE	PROJ. MANAGER	J. STETSON	BY	R. MAYER	DATE	SEP 2023						
				CHECKED-REVIEWED	W. CASEY	DESIGN-DETAILED		DESIGNS-DETAILED		REVISIONS 1		REVISIONS 2		REVISIONS 3	
MARSH BRIDGE SOUTH BRANCH MARSH RIVER PROSPECT WALDO COUNTY ESTIMATED QUANTITIES & GENERAL CONSTRUCTION NOTES															
SHEET NUMBER 2 OF 22															



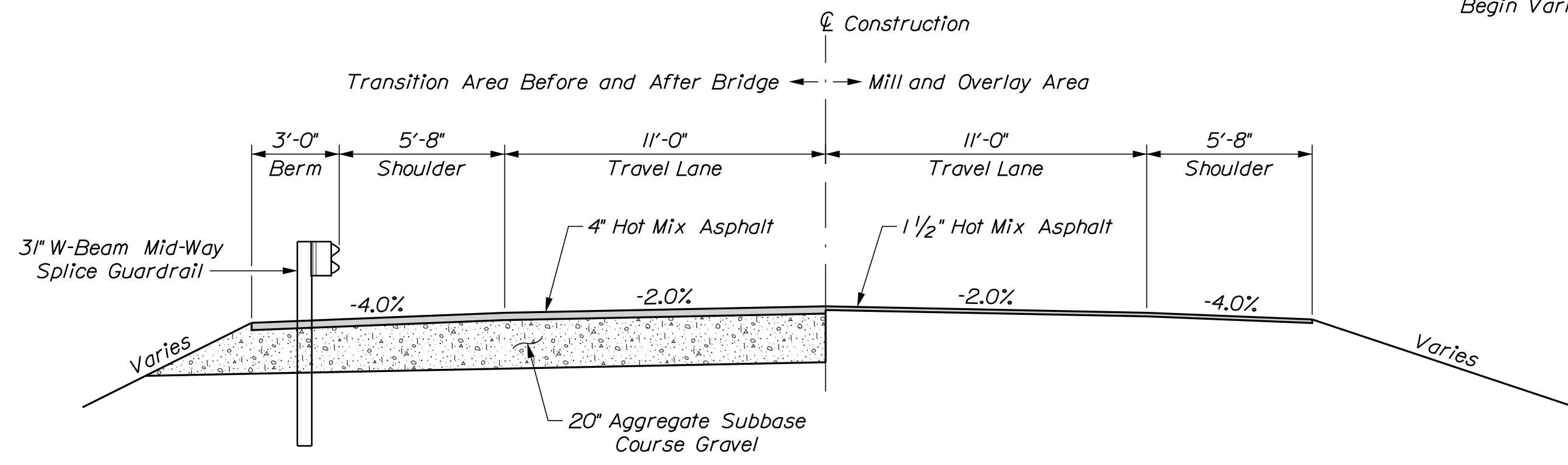
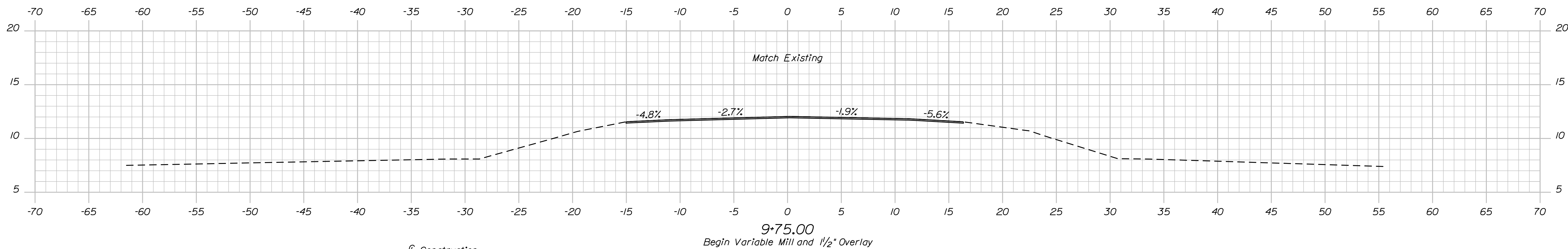
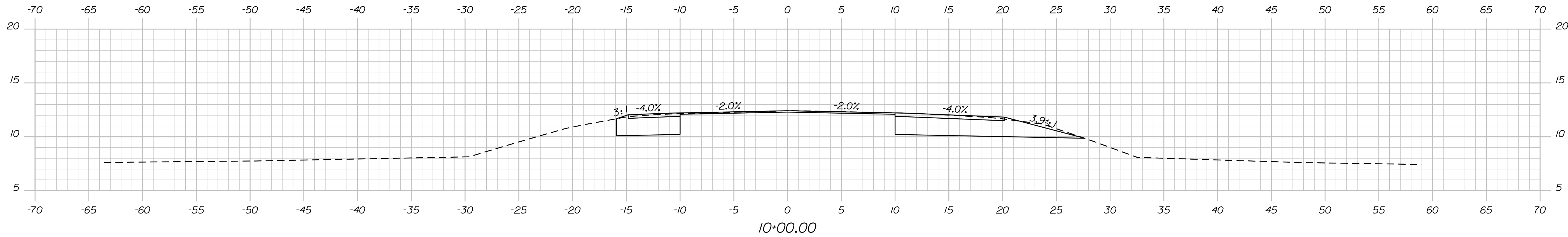
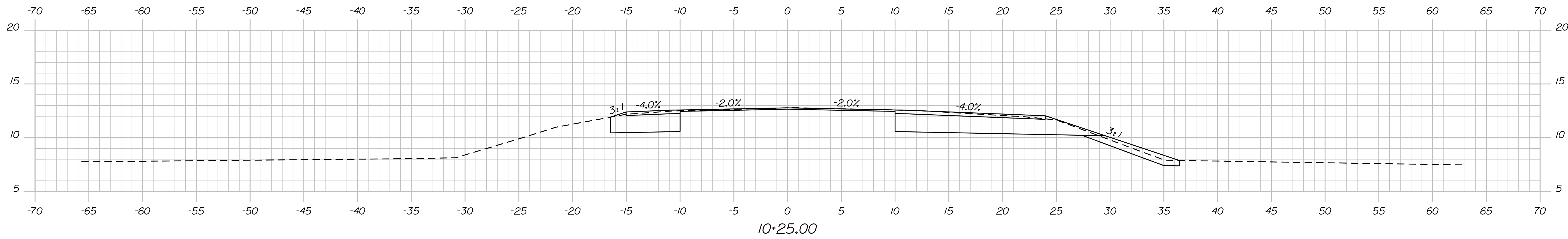
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BRIDGE NO. 2510 WIN 26440.00		P.E. NUMBER	
BRIDGE PLANS		DATE	
PROJ. MANAGER J. STETSON	BY R. MAYER	DATE SEP 2023	
DESIGN/DETAILED W. CASEY	CHECKED/REVIEWED		
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REVISIONS 2	REVISIONS 2		
REVISIONS 3	REVISIONS 3		
REVISIONS 4	REVISIONS 4		
FIELD CHANGES			
MARSH BRIDGE SOUTH BRANCH MARSH RIVER PROSPECT		WALDO COUNTY	
GENERAL PLAN			
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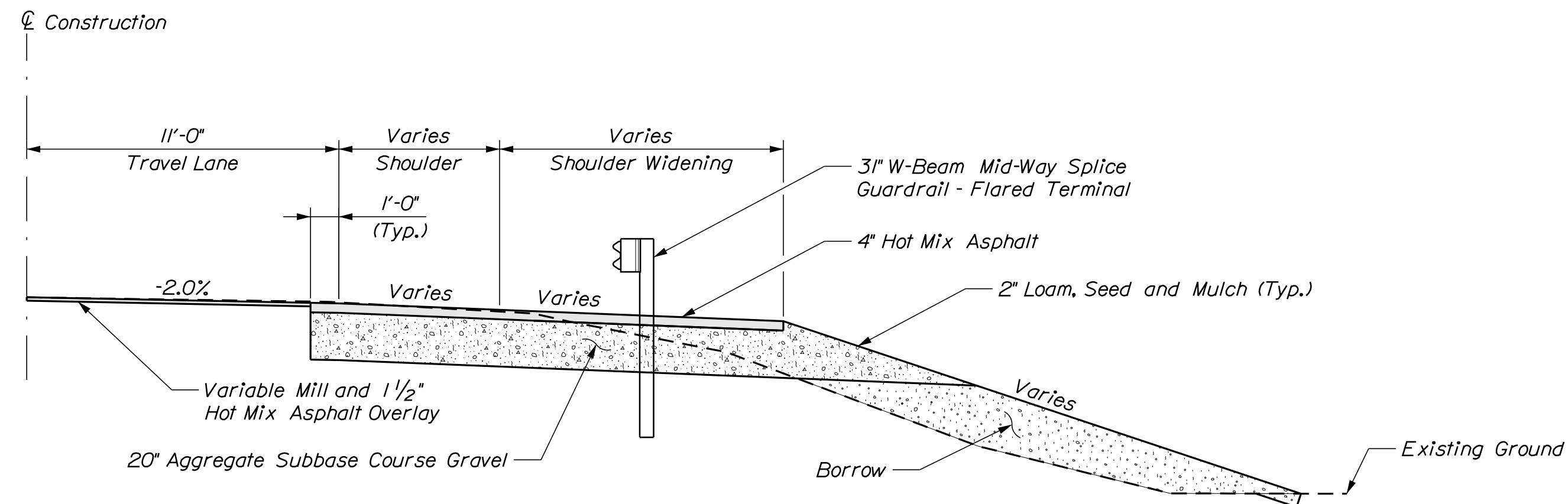
PROFILE

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2644000	
MARSH BRIDGE		SOUTH BRANCH MARSH RIVER		WALDO COUNTY	
PROSPECT		PROFILE		SHEET NUMBER	
4		OF 22		BRIDGE NO. 2510	
WIN		26440.00		BRIDGE PLANS	

PROJ. MANAGER	J. STETSON	BY	R. MAYER	DATE	SEP 2023
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REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					



TYPICAL APPROACH HALF SECTIONS



TYPICAL MILL AND OVERLAY APPROACH SECTION WITH SHOULDER RECONSTRUCTION AND/OR WIDENING

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2644000	WIN	26440.00
BRIDGE NO. 2510		BRIDGE PLANS	

PROJ. MANAGER	J. STETSON	BY	R. MAYER	DATE	SEP. 2023
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DESIGN-REVIEWED		P.E. NUMBER			
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REVISIONS 1					
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REVISIONS 3					
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FIELD CHANGES					

MARSH BRIDGE	
SOUTH BRANCH MARSH RIVER	
PROSPECT	
WALDO COUNTY	
CROSS SECTIONS	

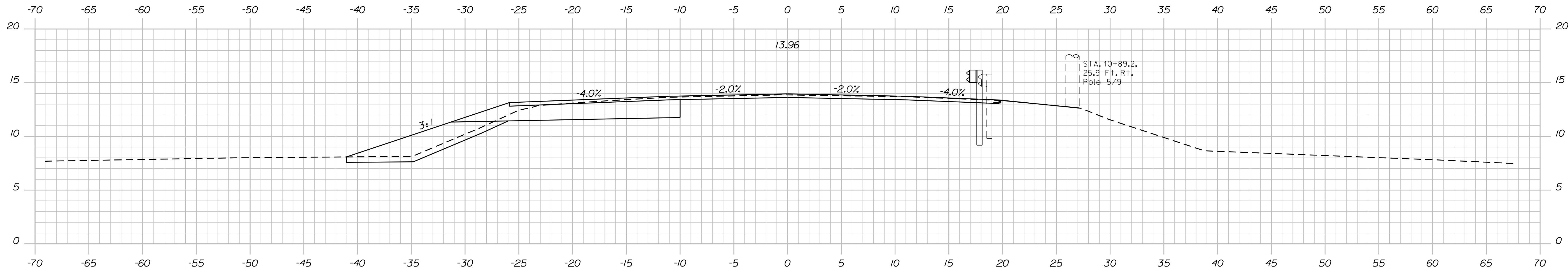
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Date: 9/21/2023

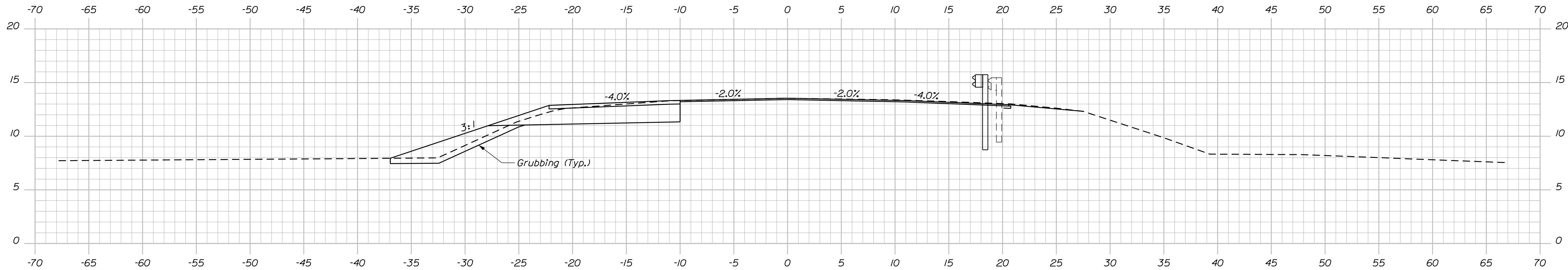
Username: Richard.Mayer

Division: BRIDGE

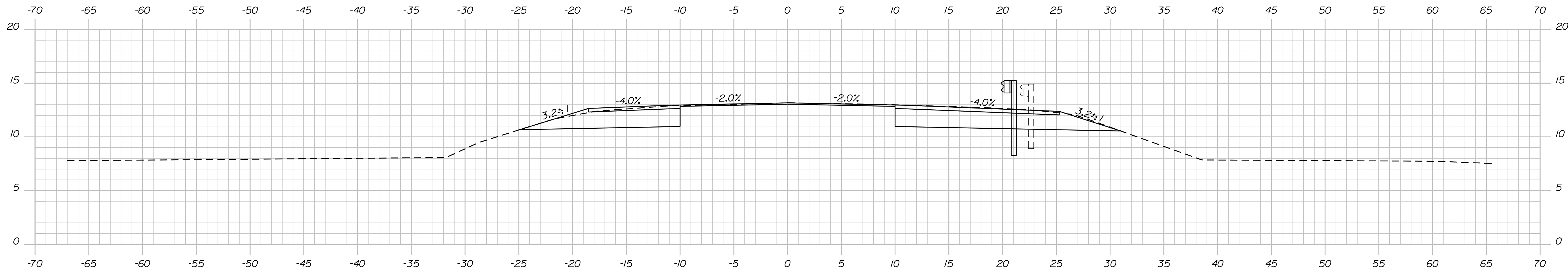
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11+00.00
End Variable Mill and 1/2" Overlay; Begin Transition



10+75.00
Sta. 10+79.9±; 16.66± Ft. Rt. to Sta. 11+64.5±; 16.66± Ft. Rt.
Install 84.5 LF of 3" W-Beam Guardrail; Mid-Way Splice



10+50.00
Sta. 10+42.6±; 20.66± Ft. Rt. to Sta. 10+79.9±; 16.66± Ft. Rt.
Install 3" W-Beam Guardrail, Mid-Way Splice Flared Terminal

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2644000

BRIDGE NO. 2510 WIN 26440.00 BRIDGE PLANS

PROJ. MANAGER	J. STETSON	BY	R. MAYER	DATE	SEP. 2023
CHECKED-REVIEWED	W. CASEY				
DESIGN-DETAILED					
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FIELD CHANGES					

MARSH BRIDGE
SOUTH BRANCH MARSH RIVER
PROSPECT
WALDO COUNTY
CROSS SECTIONS

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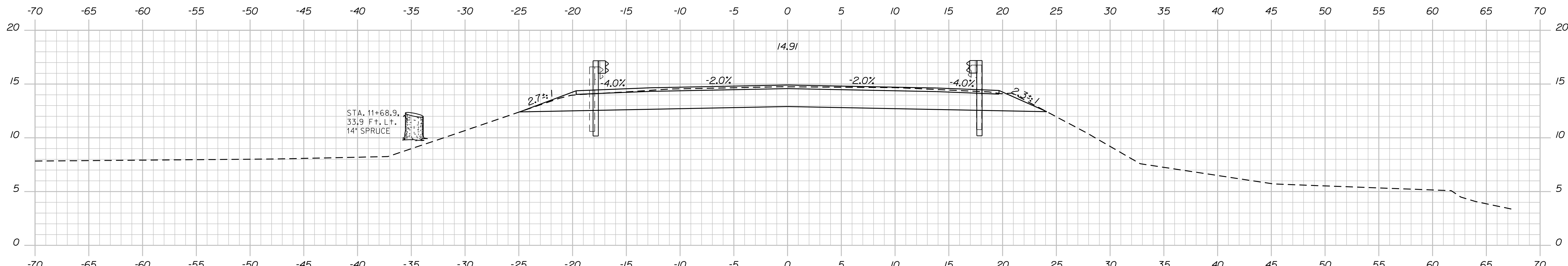
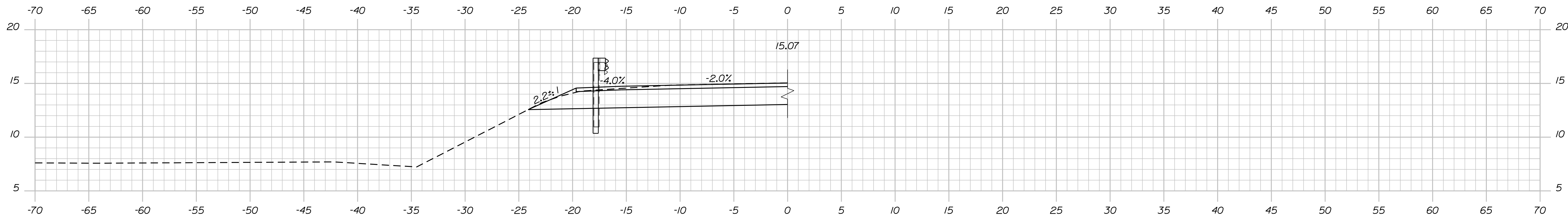
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Date: 9/21/2023

Username: Richard.Mayer

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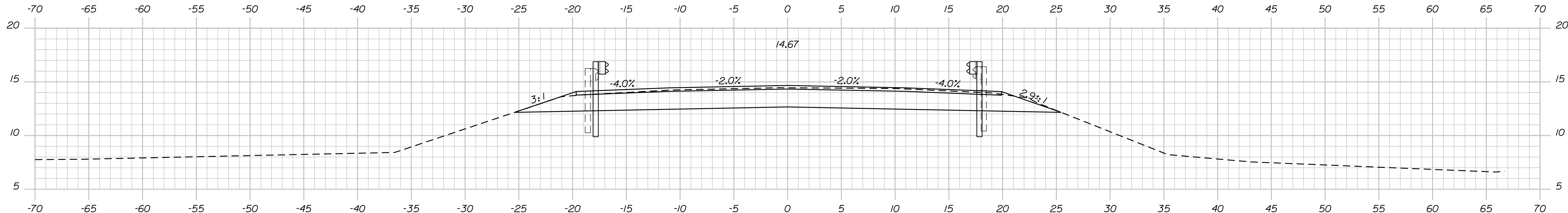


Sta. 11+96.6±; 16.66± Ft. Lt. to Bridge Install Steel Approach Railing, 3 Bar

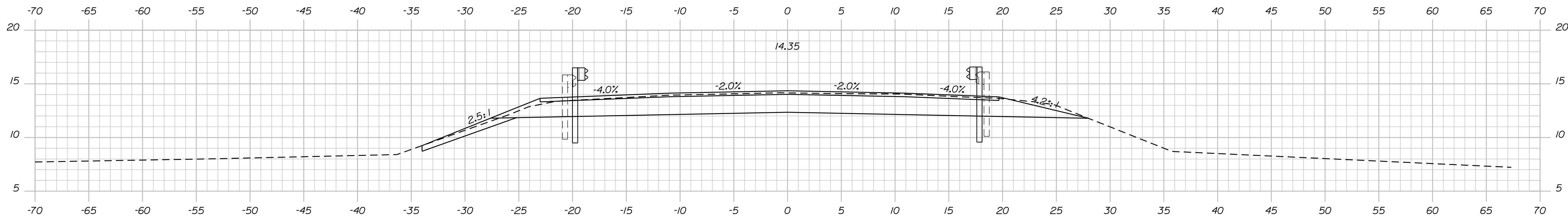
Sta. 11+77.0±; 16.66± Ft. Lt. to Sta. 11+96.6±; 16.66± Ft. Lt. Install Bridge Transition Type I

Sta. 11+64.5±; 16.66± Ft. Rt. to Sta. 11+84.0±; 16.66± Ft. Rt. Install Bridge Transition Type I

Sta. 11+84.0±; 16.66± Ft. Rt. to Bridge Install Steel Approach Railing, 3 Bar



Sta. 11+42.9±; 16.66± Ft. Lt. to Sta. 11+77.0±; 16.66± Ft. Lt. Install 34.375 LF of 3" W-Beam Guardrail, Mid-Way Splice



Sta. 11+05.6±; 20.66± Ft. Lt. to Sta. 11+42.9±; 16.66± Ft. Lt. Install 3" W-Beam Guardrail, Mid-Way Splice Flared Terminal

End Transition; Begin Full Depth Construction

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2644000
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26440.00
BRIDGE NO. 2510
BRIDGE PLANS

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FIELD CHANGES					

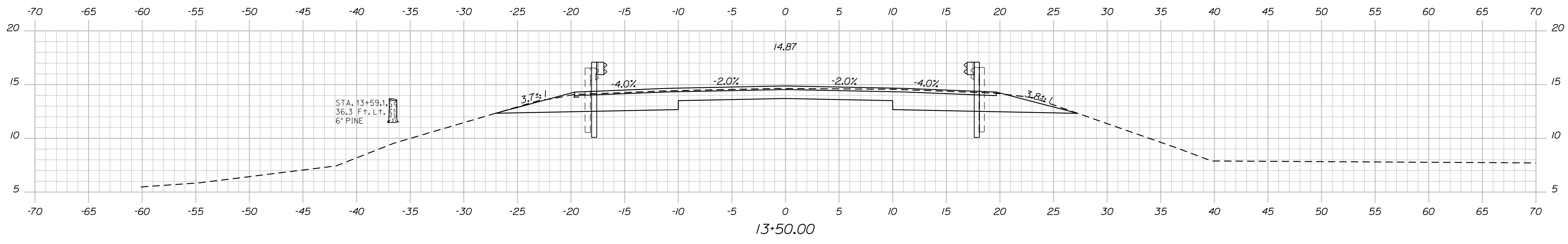
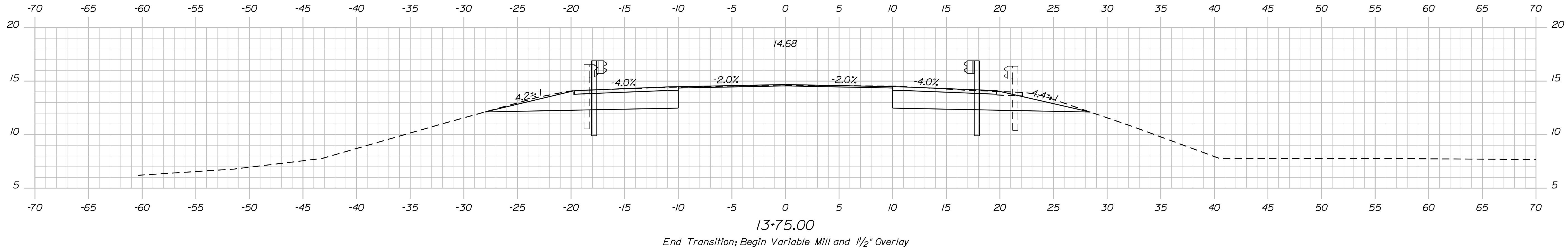
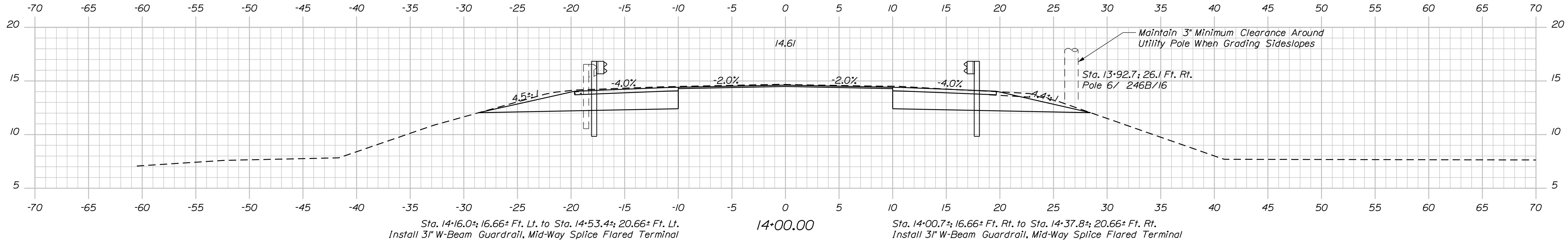
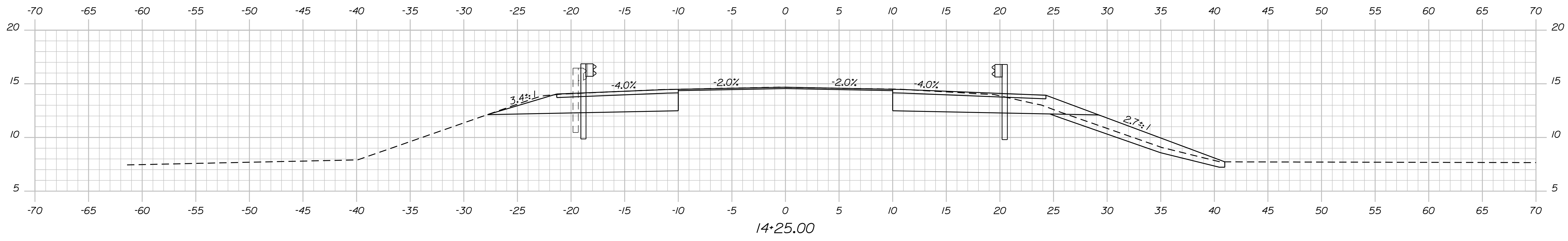
MARSH BRIDGE
SOUTH BRANCH MARSH RIVER
WALDO COUNTY
PROSPECT
CROSS SECTIONS

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OF 22

Date: 9/21/2023

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2644000
WIN
26440.00
BRIDGE NO. 2510
BRIDGE PLANS

SIGNATURE
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PROJ. MANAGER	BY	DATE
J. STETSON	R. MAYER	SEP 2023

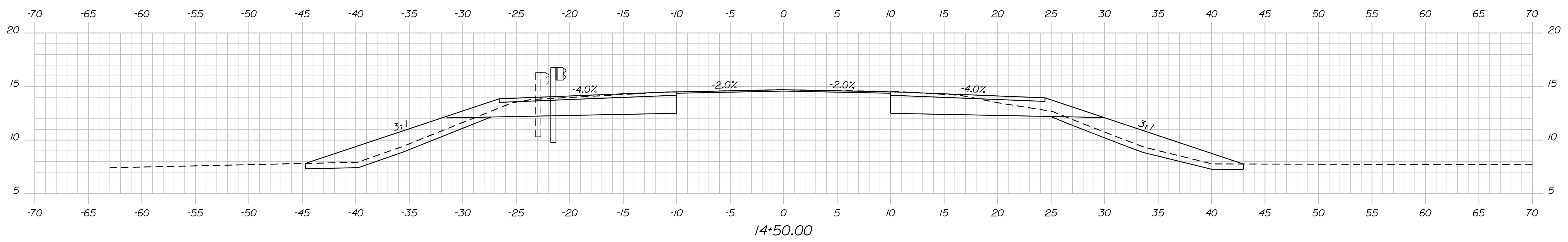
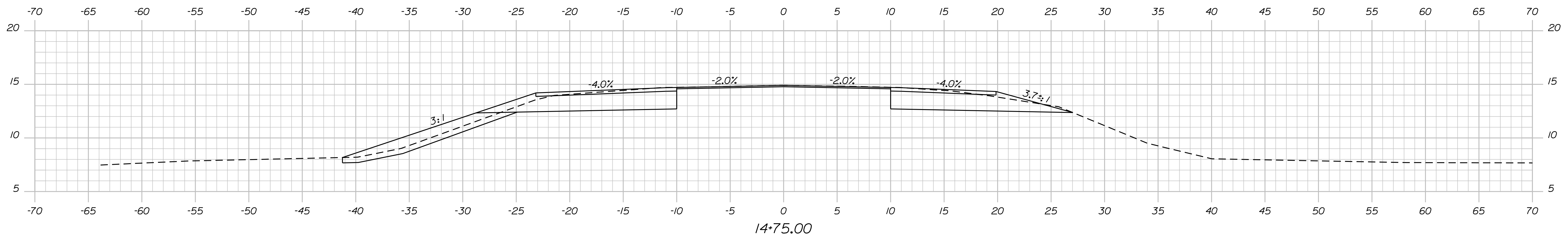
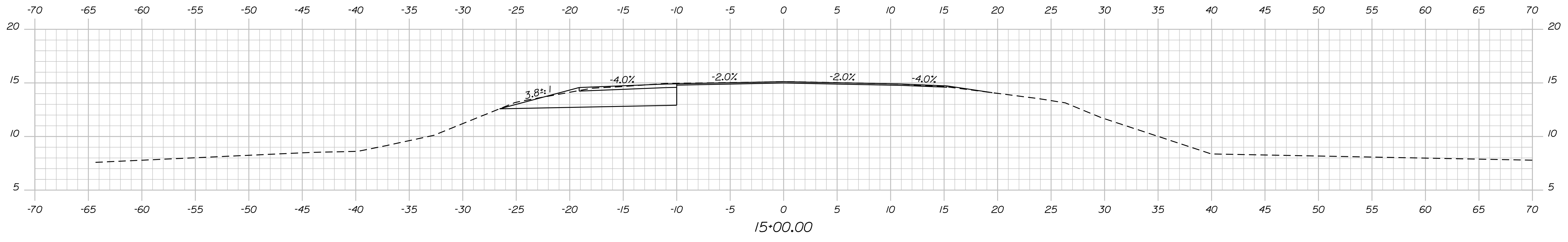
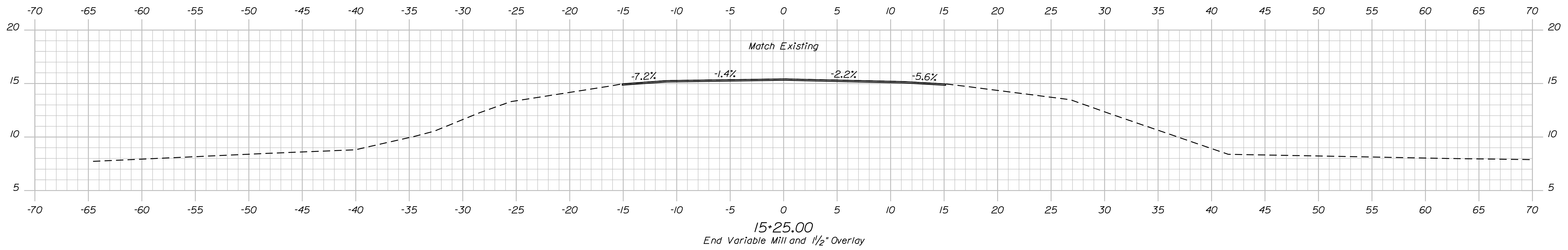
MARSH BRIDGE
SOUTH BRANCH MARSH RIVER
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WALDO COUNTY
CROSS SECTIONS

SHEET NUMBER
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OF 22

Date: 9/21/2023

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
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26440.00
BRIDGE NO. 2510 BRIDGE PLANS

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FIELD CHANGES					

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PROSPECT

CROSS SECTIONS

SHEET NUMBER
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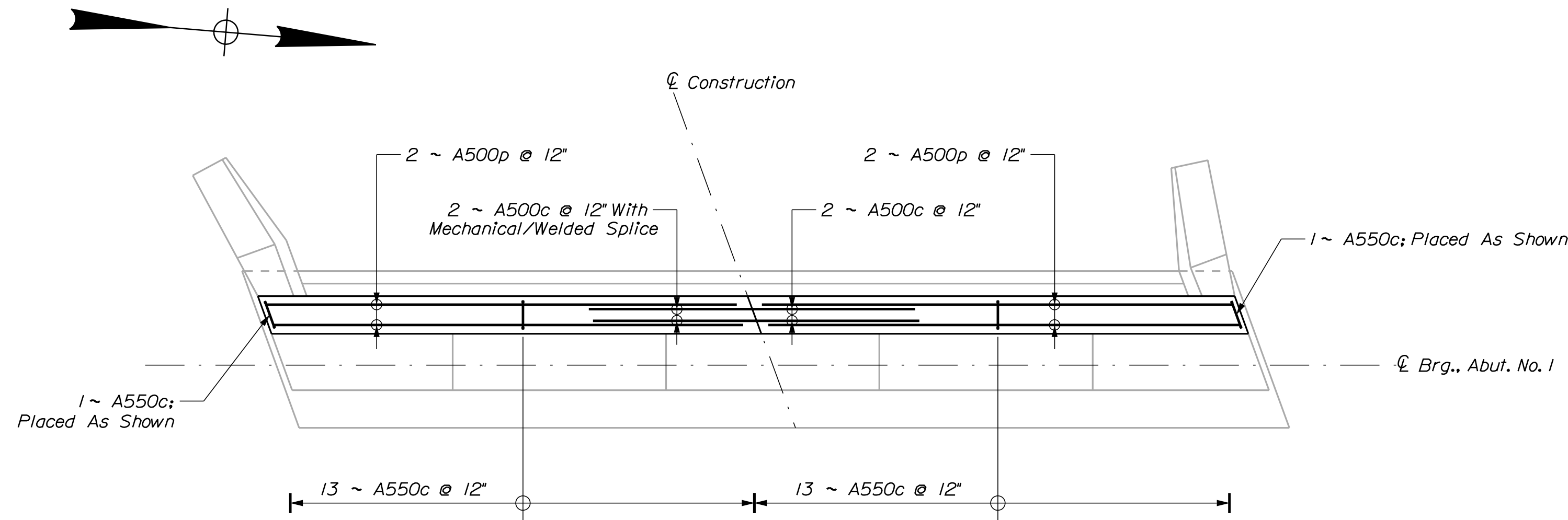
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CONCRETE REPAIR LEGEND

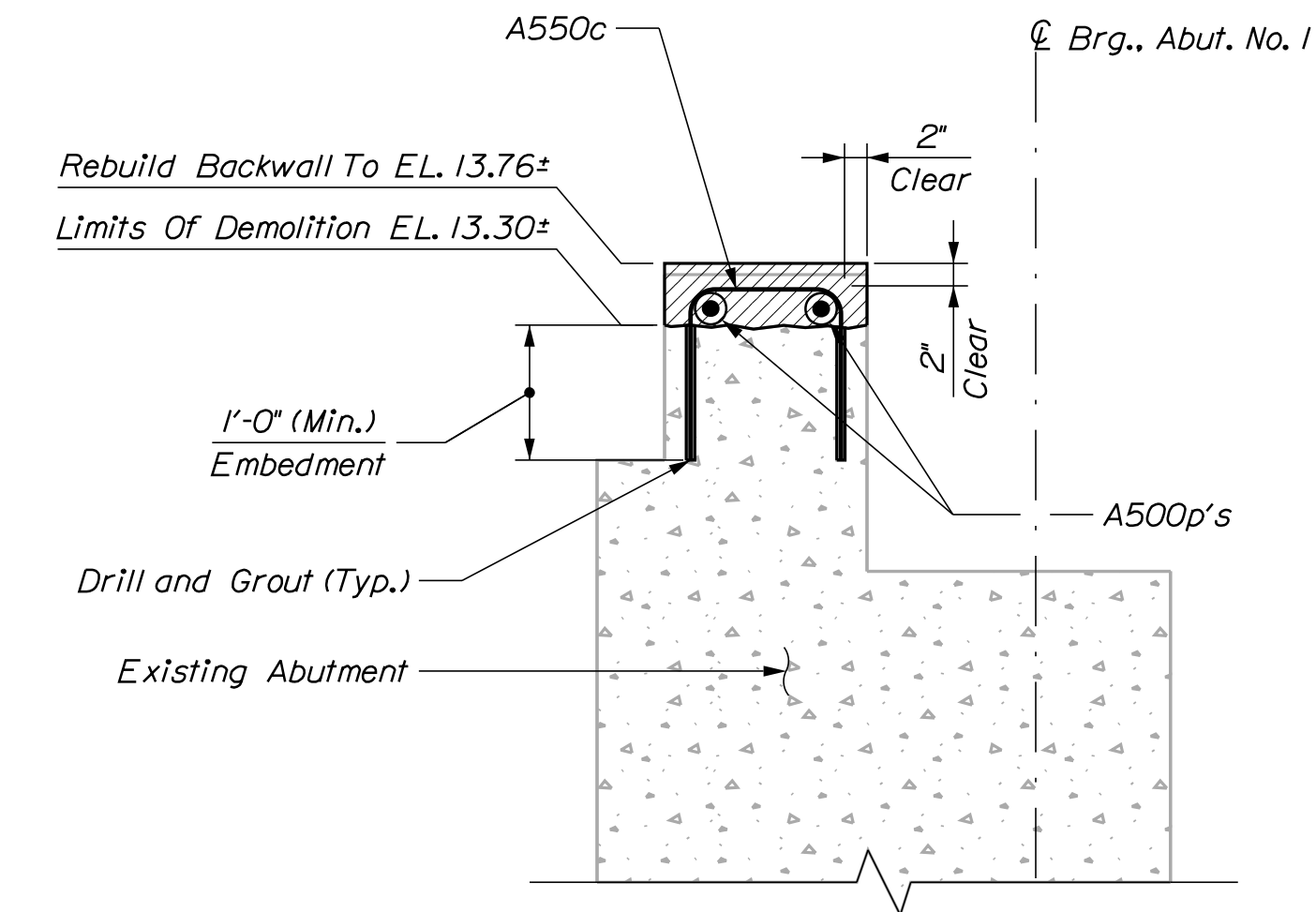
-  OR  502.21 STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS
-  202.12 REMOVING EXISTING STRUCTURAL CONCRETE

ABUTMENT NOTES

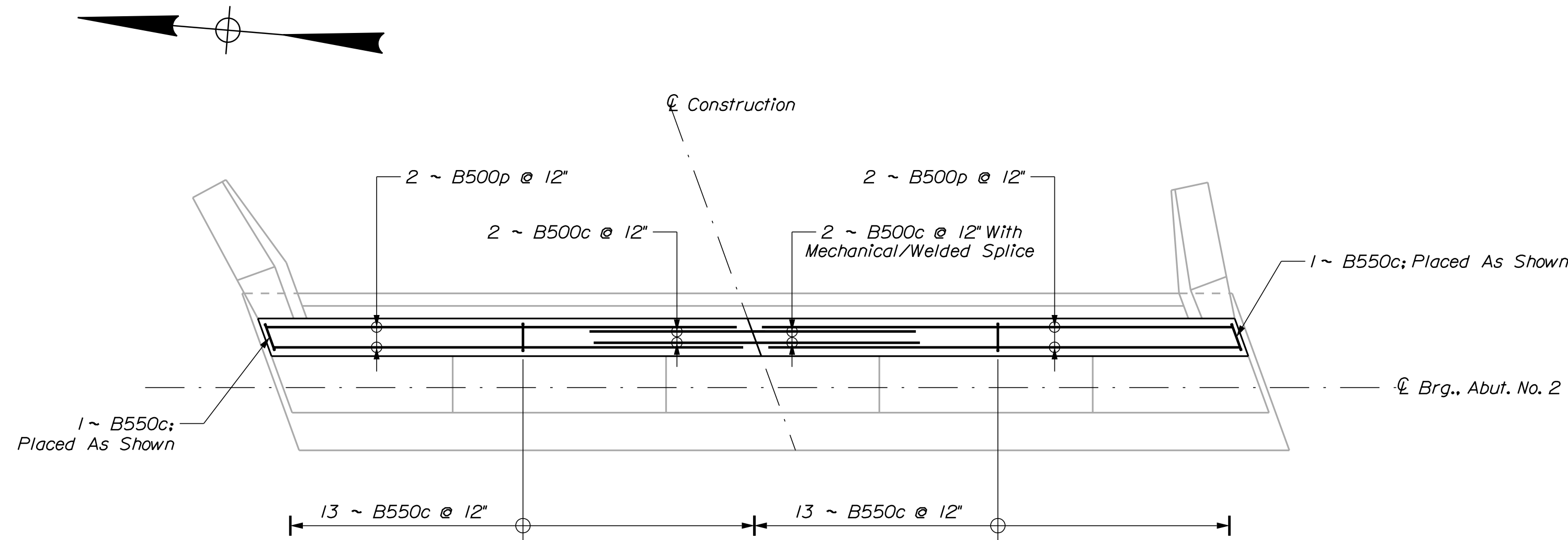
- The Contractor shall use care not to damage the existing reinforcing steel which is to remain. Any damaged reinforcing steel shall be replaced as directed by the Resident at no expense to the Department.
- Reinforcing steel shall have 2 inches of cover unless otherwise noted.
- All dimensions based on or related to the existing bridge shall be verified in the field by the Contractor.
- All exposed edges of concrete shall have a 3/4" chamfer unless noted otherwise.
- Where drilling and anchoring reinforcement is specified, 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. No separate payment will be made for drilling and anchoring of reinforcing steel, but shall be incidental to the related concrete pay item.
- Payment for concrete repair work shall be made under Pay Item 502.21, Structural Concrete, Abutments and Retaining Walls.



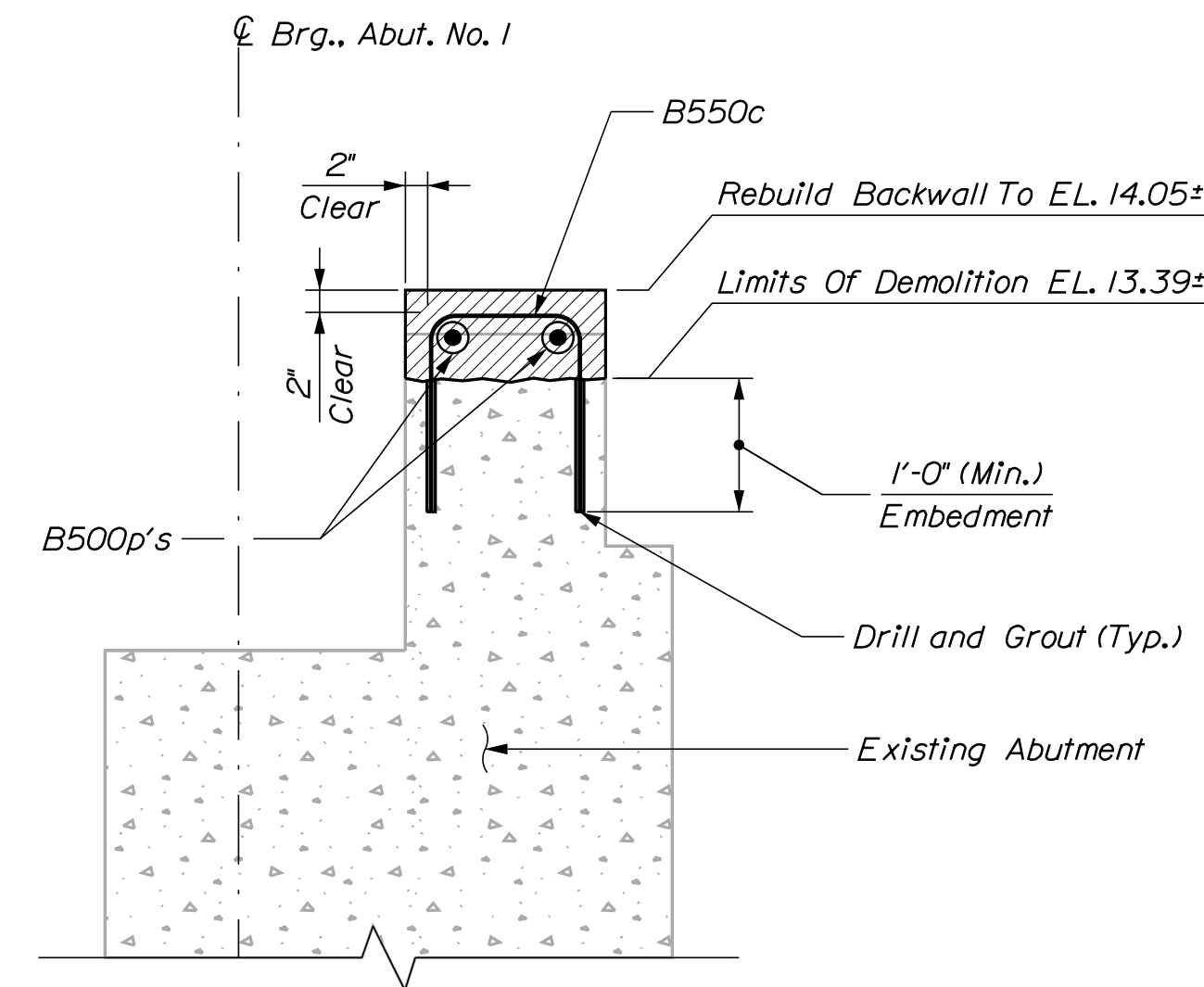
ABUTMENT NO. 1 PLAN



ABUTMENT NO. 1 SECTION



ABUTMENT NO. 2 PLAN



ABUTMENT NO. 2 SECTION

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

2644000

WIN

BRIDGE NO. 2510

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

DATE

BY

J. STETSON

W. CASEY

R. MAYER

SEP 2023

DESIGN/REVIEWED

DESIGN/REVIEWED

DESIGN/REVIEWED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

PROJECT

SHEET NUMBER

11

OF 22

MARSH BRIDGE

SOUTH BRANCH MARSH RIVER

WALDO COUNTY

PROSPECT

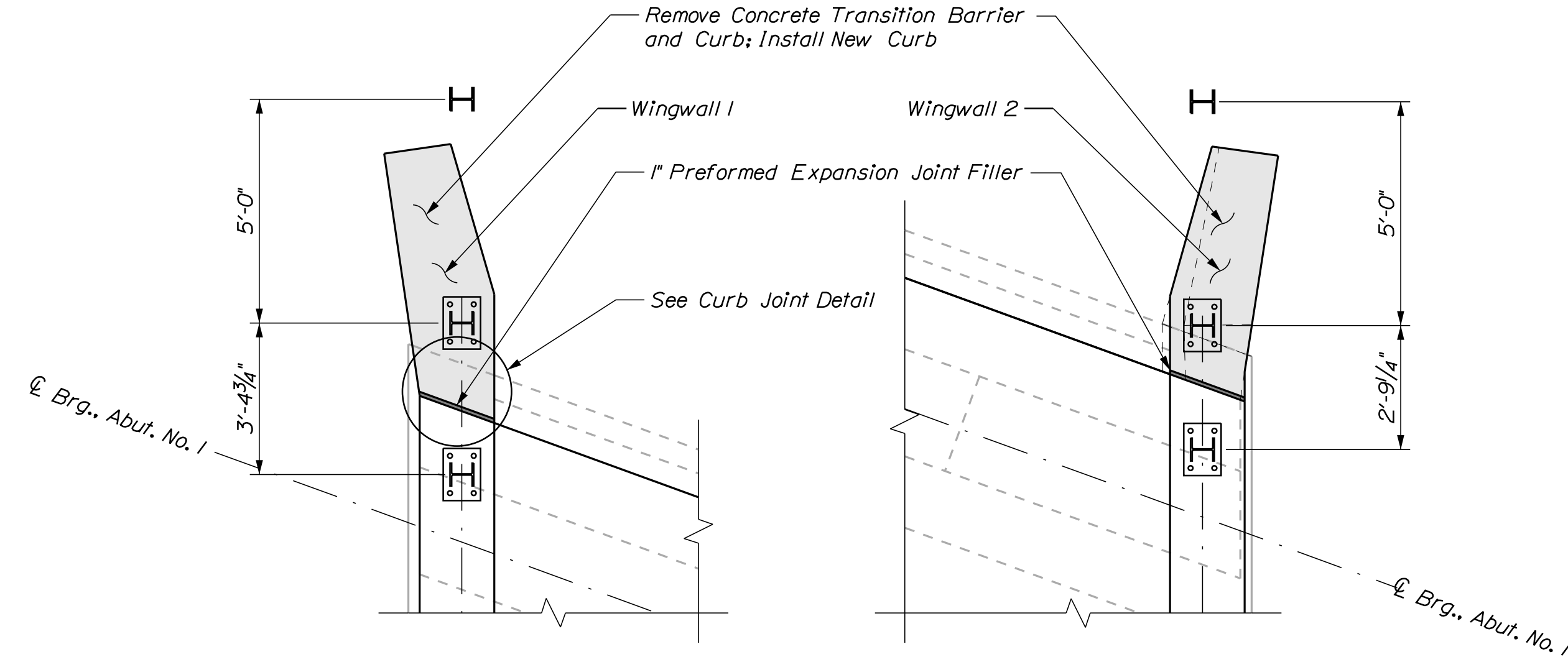
ABUTMENT BACKWALL DETAILS

WINGWALL NOTES

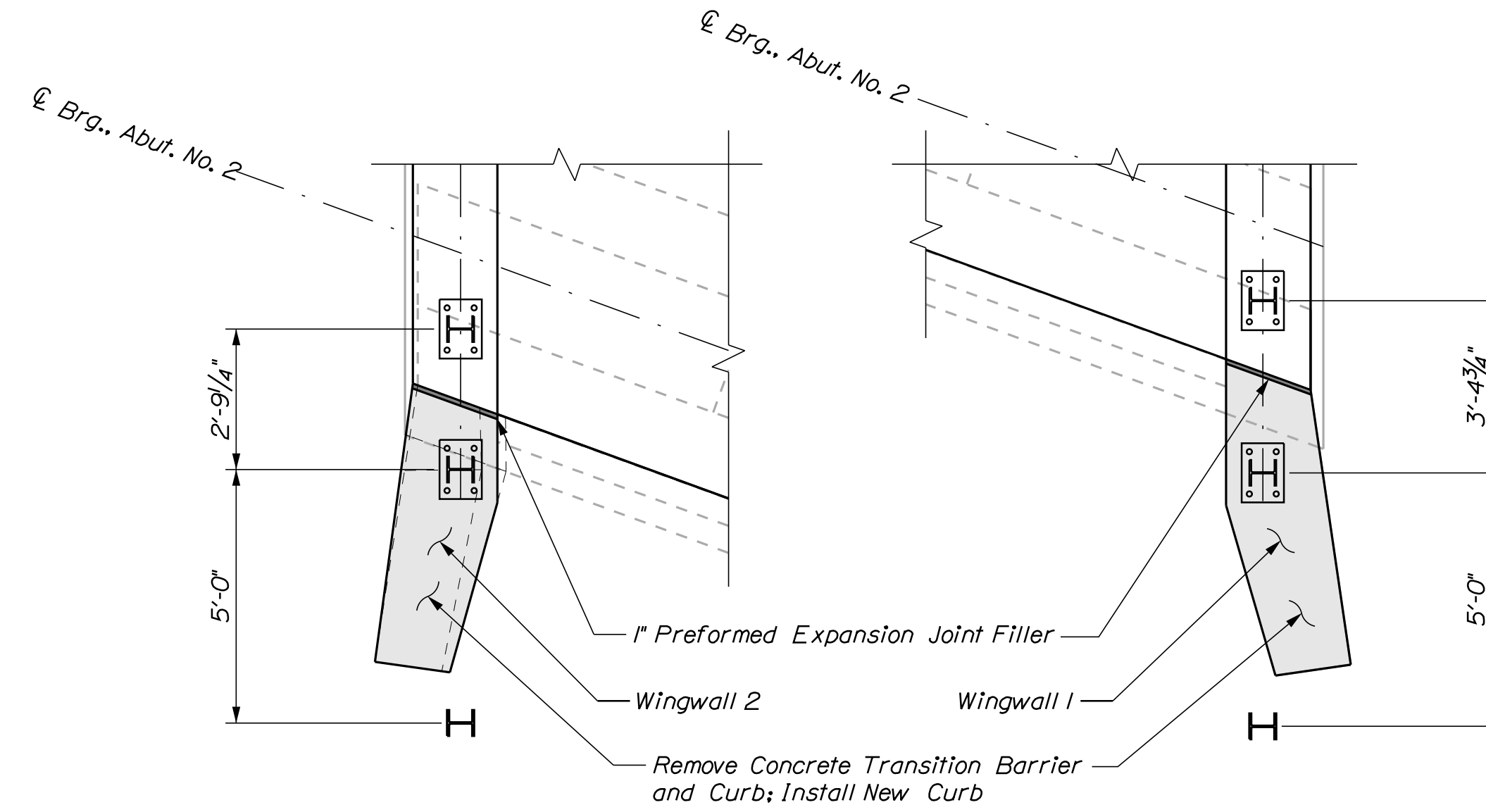
1. Wingwall concrete to be field fit by the Contractor using the existing wingwall footprint with the approval of the Resident.

CONCRETE REPAIR LEGEND

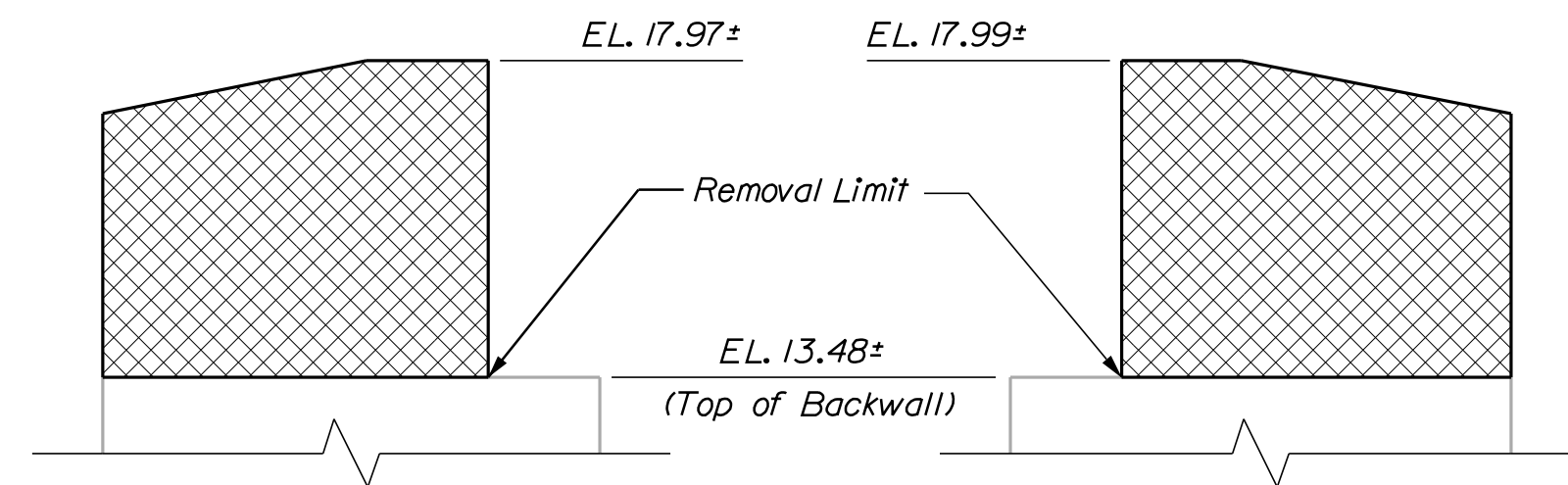
- OR 502.21 STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS
- 202.12 REMOVING EXISTING STRUCTURAL CONCRETE



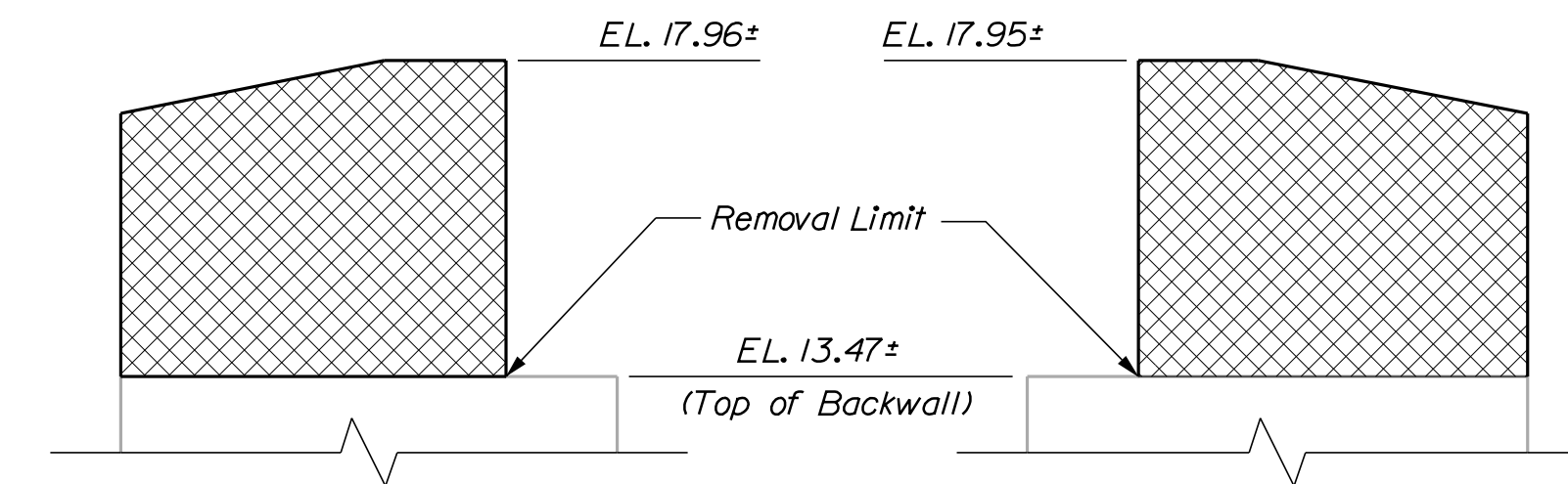
ABUTMENT NO. 1 WINGWALL PLAN



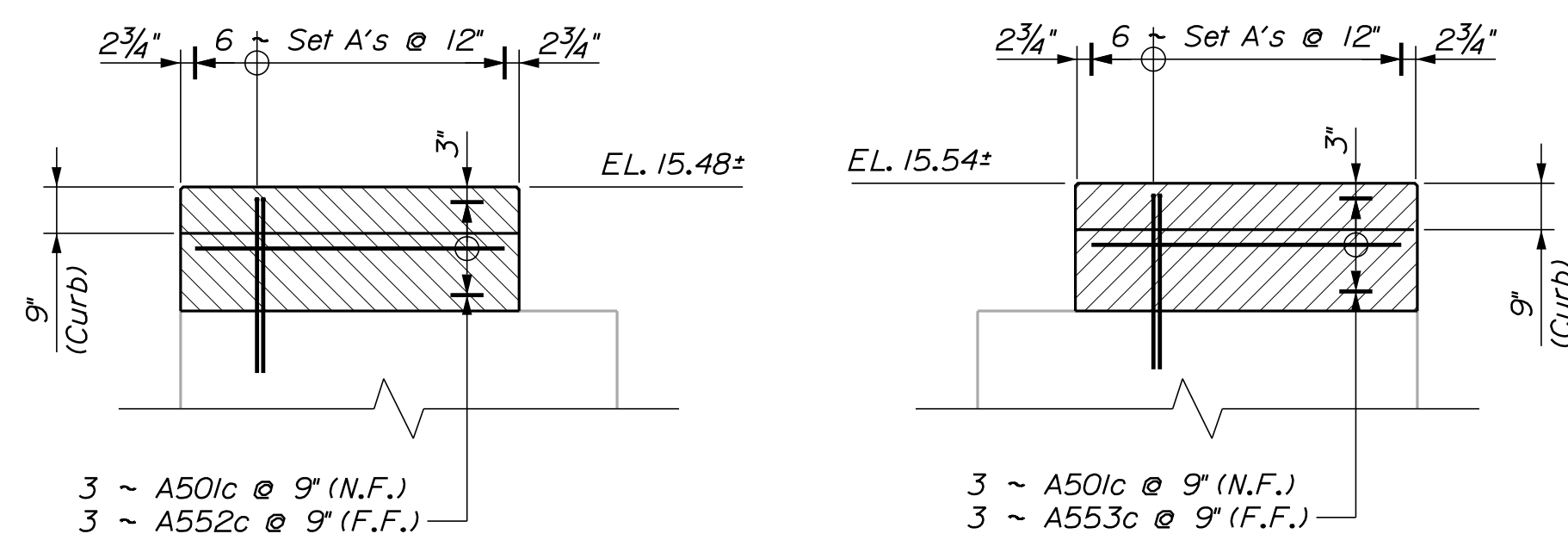
ABUTMENT NO. 2 WINGWALL PLAN



ABUTMENT NO. 1 DEMOLITION WINGWALL ELEVATION

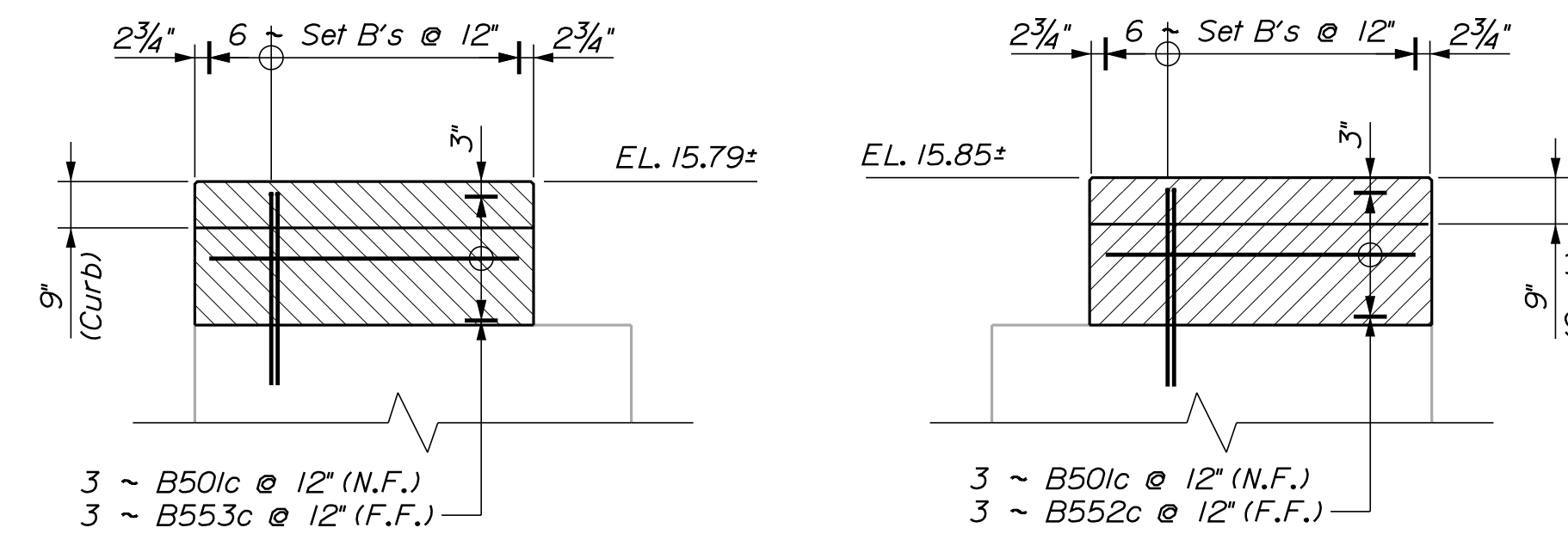


ABUTMENT NO. 2 DEMOLITION WINGWALL ELEVATION



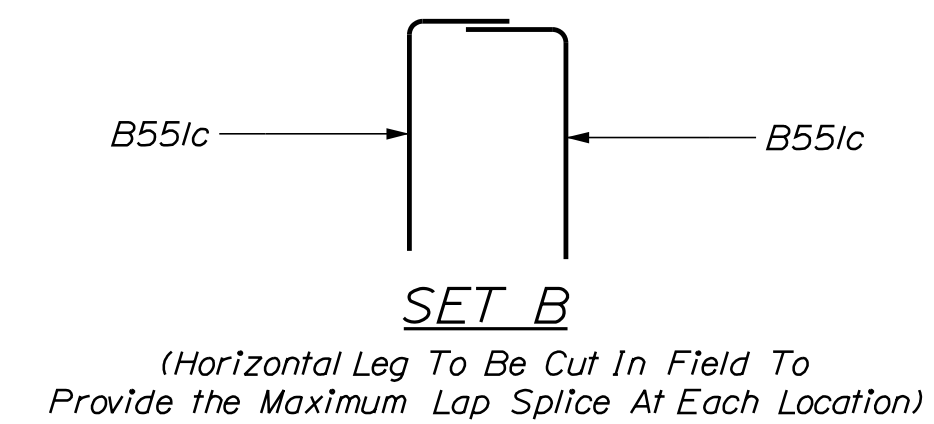
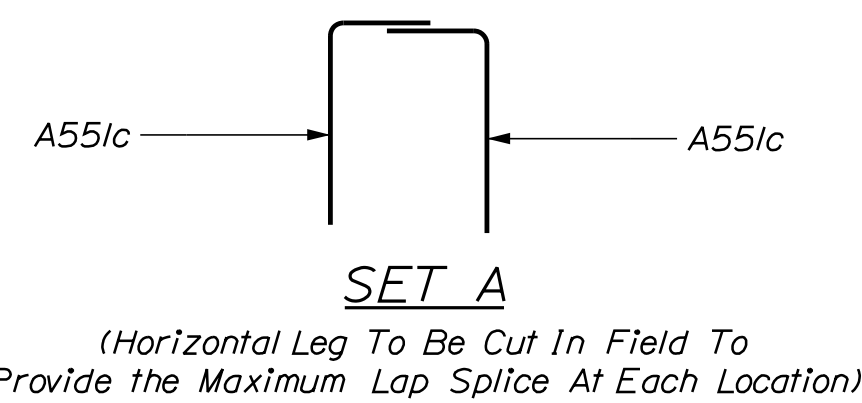
ABUTMENT NO. 1 DEMOLITION WINGWALL ELEVATION

(Curb Stirrups Not Shown For Clarity)



ABUTMENT NO. 2 DEMOLITION WINGWALL ELEVATION

(Curb Stirrups Not Shown For Clarity)



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2644000
WIN
26440.00
BRIDGE NO. 2510
BRIDGE PLANS

PROJ. MANAGER	J. STETSON	BY	R. MAYER	DATE	SEP 2023
CHECKED/REVIEWED	W. CASEY	DESIGNED/DETAILED		SIGNATURE	
DESIGNED/DETAILED		REVISIONS 1		P.E. NUMBER	
REVISIONS 2		REVISIONS 3		DATE	
REVISIONS 4		FIELD CHANGES			




MARSH BRIDGE	
SOUTH BRANCH MARSH RIVER	
PROSPECT	
WALDO COUNTY	
ABUTMENT WINGWALL	
DETAILS; 1 OF 2	

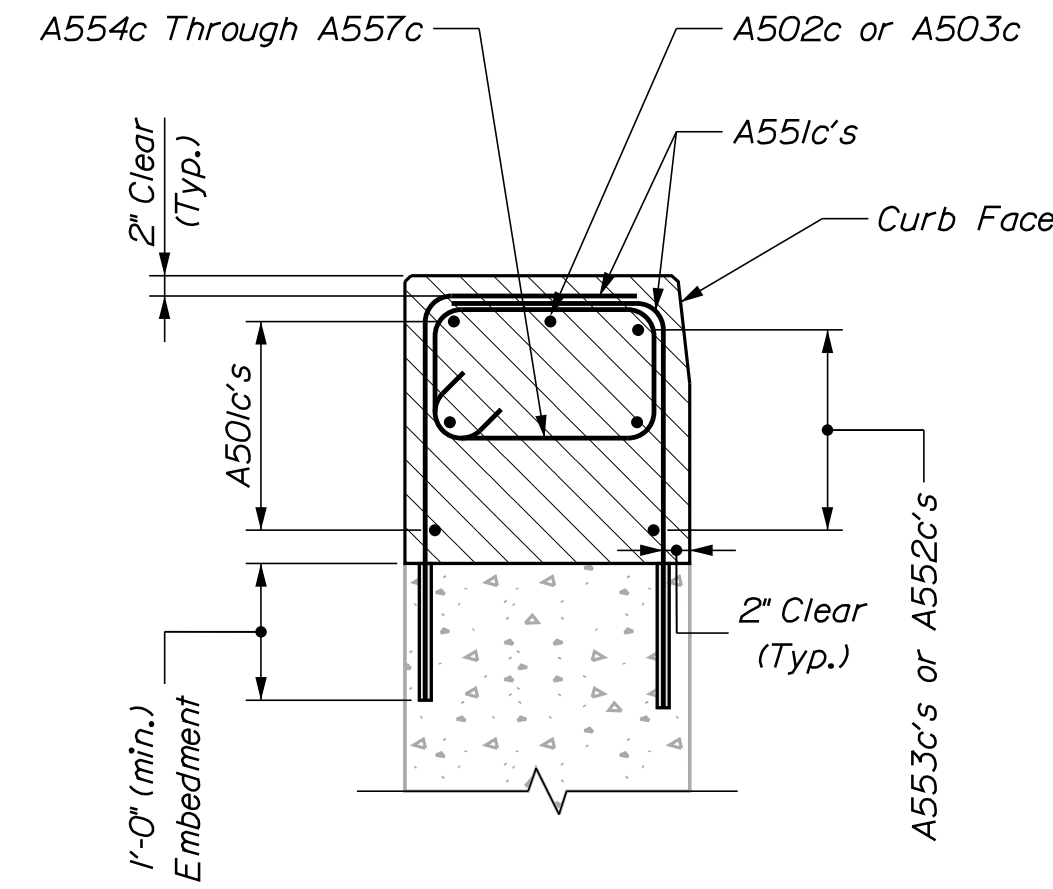
SHEET NUMBER
12
OF 22

CURB JOINT NOTES

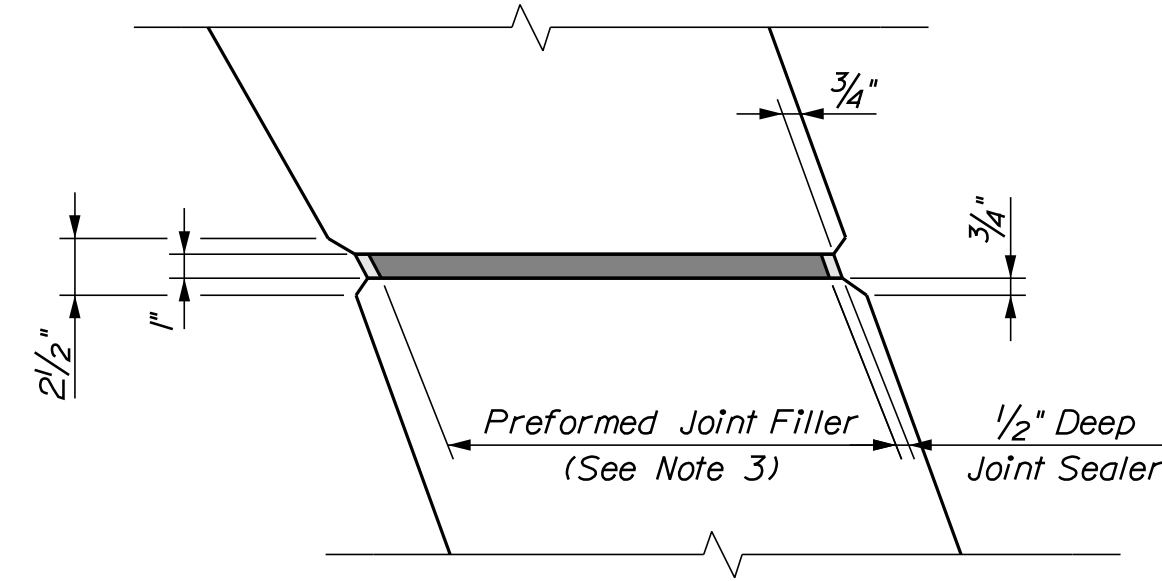
1. Construction of joints, including joint filler, shall be incidental to the related structural concrete pay item.
2. Preformed joint filler shall conform to ASTM designation D1752, Type 1 or ASTM D5249, Type 2. Preformed joint filler shall be a non staining, non bleeding type. Cork is not an acceptable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

CONCRETE REPAIR LEGEND

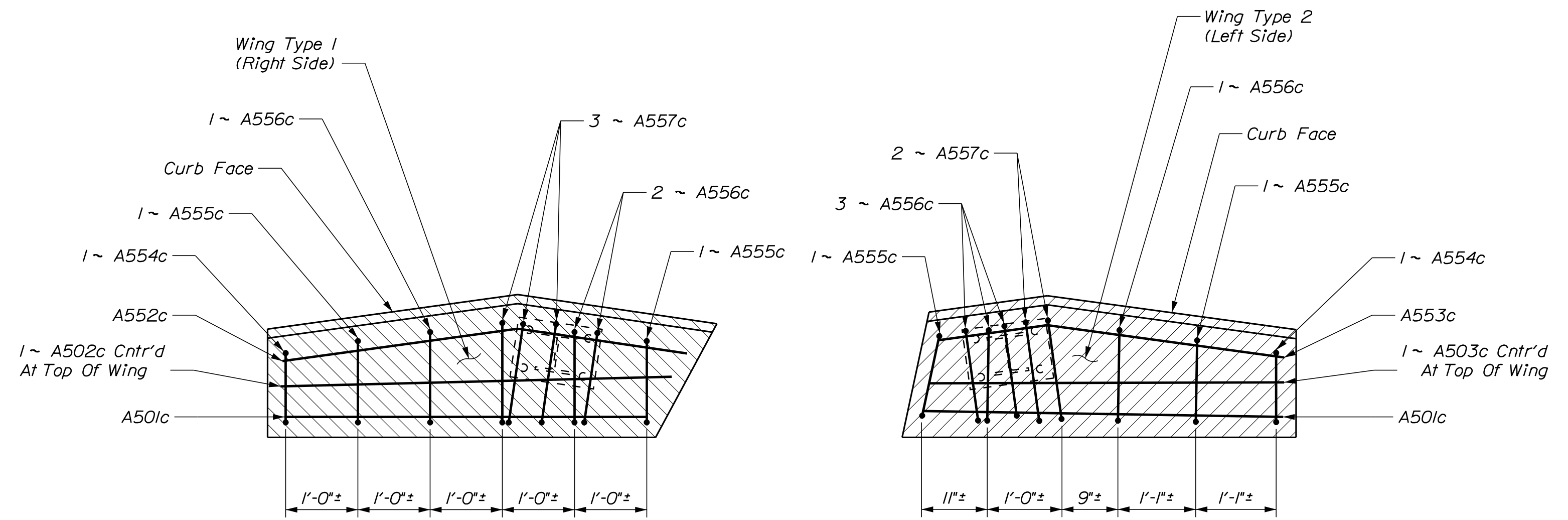
-  OR  502.21 STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS
-  202.12 REMOVING EXISTING STRUCTURAL CONCRETE



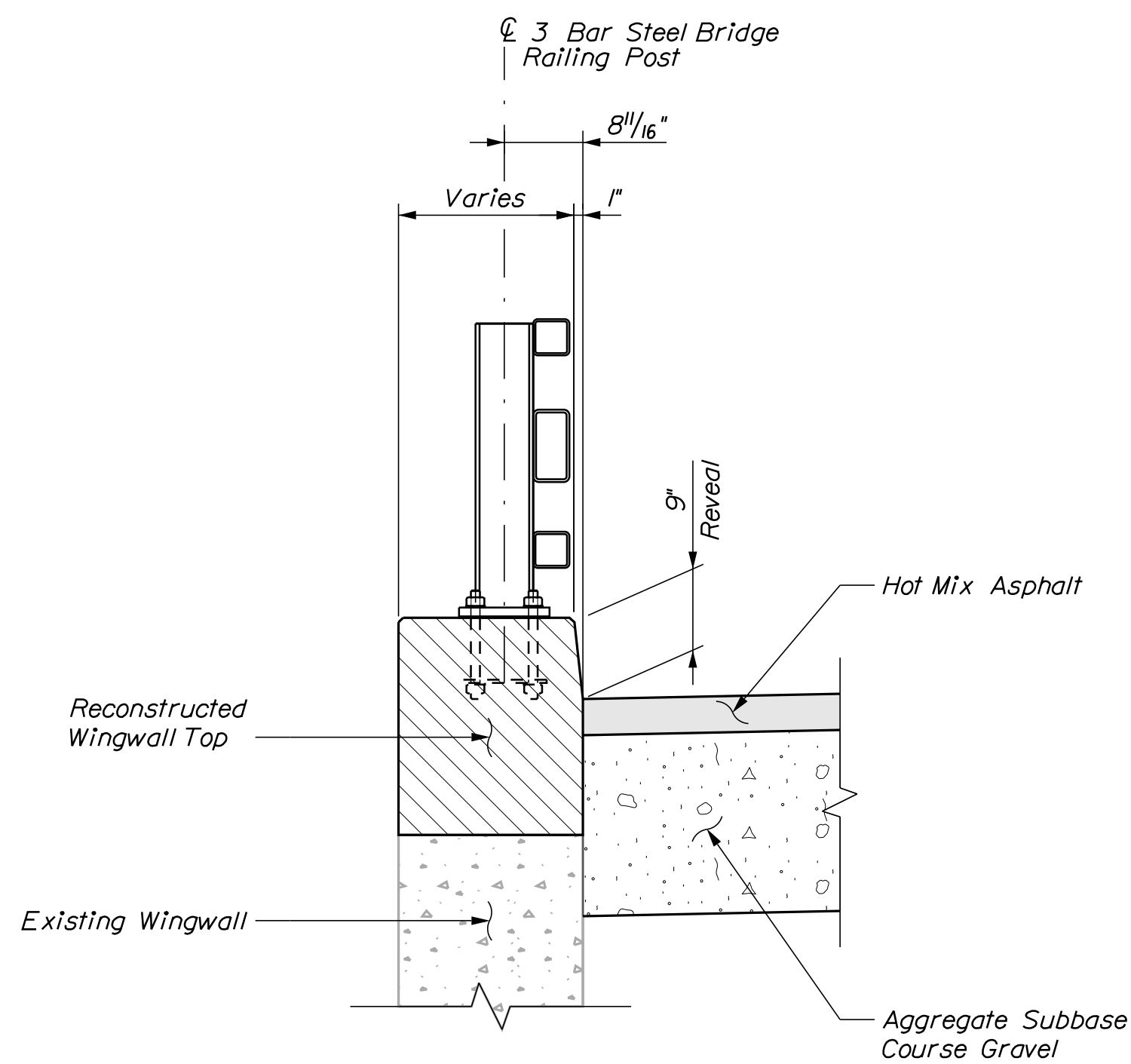
ABUTMENT WINGWALL REINFORCEMENT SECTION
(Abutment No. 1 Wingwall Shown, Others Similar)



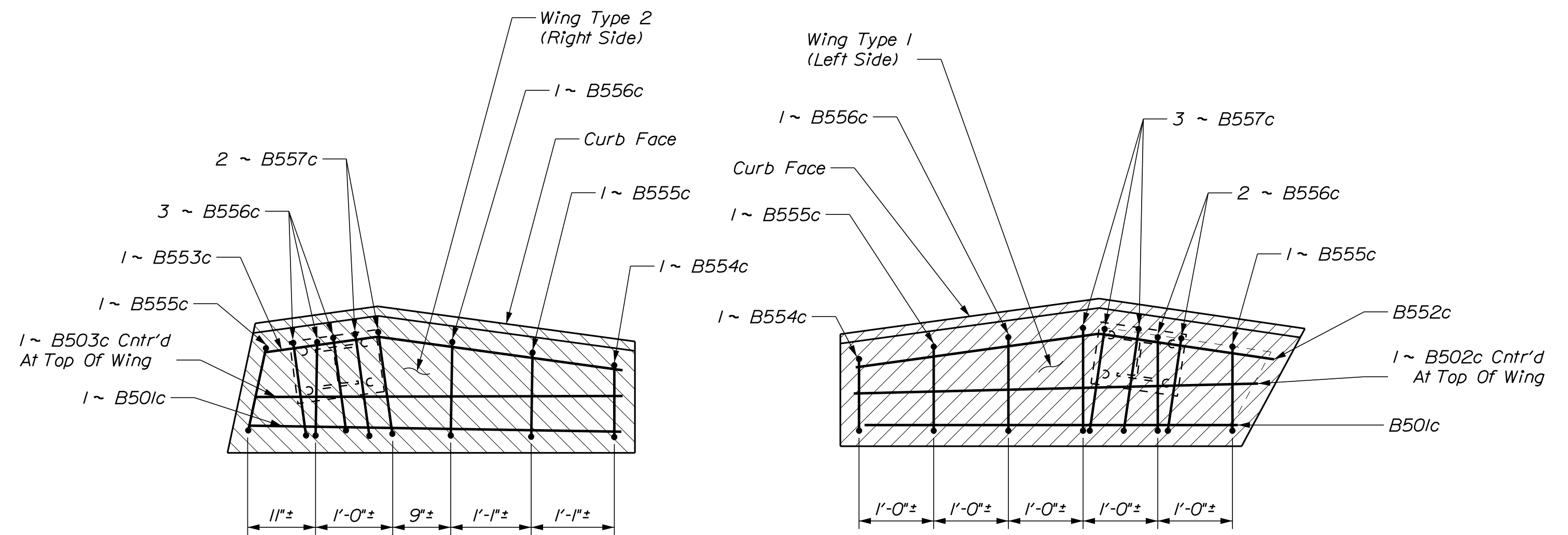
CURB JOINT DETAIL



ABUTMENT NO. 1 WINGWALL REINFORCEMENT PLAN



ABUTMENT WINGWALL CURB SECTION
(Abutment No. 1 Wingwall Shown, Others Similar)



ABUTMENT NO. 2 WINGWALL REINFORCEMENT PLAN

Date: 9/21/2023

Username: Richard.Mayer

Filename: ... \013_Abt WingwallDetails 2 of 2.dgn Division: BRIDGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2644000
WIN
26440.00
BRIDGE NO. 2510
BRIDGE PLANS

PROJ. MANAGER	J. STETSON	BY	R. MAYER	DATE	SEP 2023
CHECKED-REVIEWED	W. CASEY				
DESIGNS DETAILED					
DESIGNS DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

MARSH BRIDGE
SOUTH BRANCH MARSH RIVER
PROSPECT
WALDO COUNTY
ABUTMENT WINGWALL
DETAILS; 2 OF 2

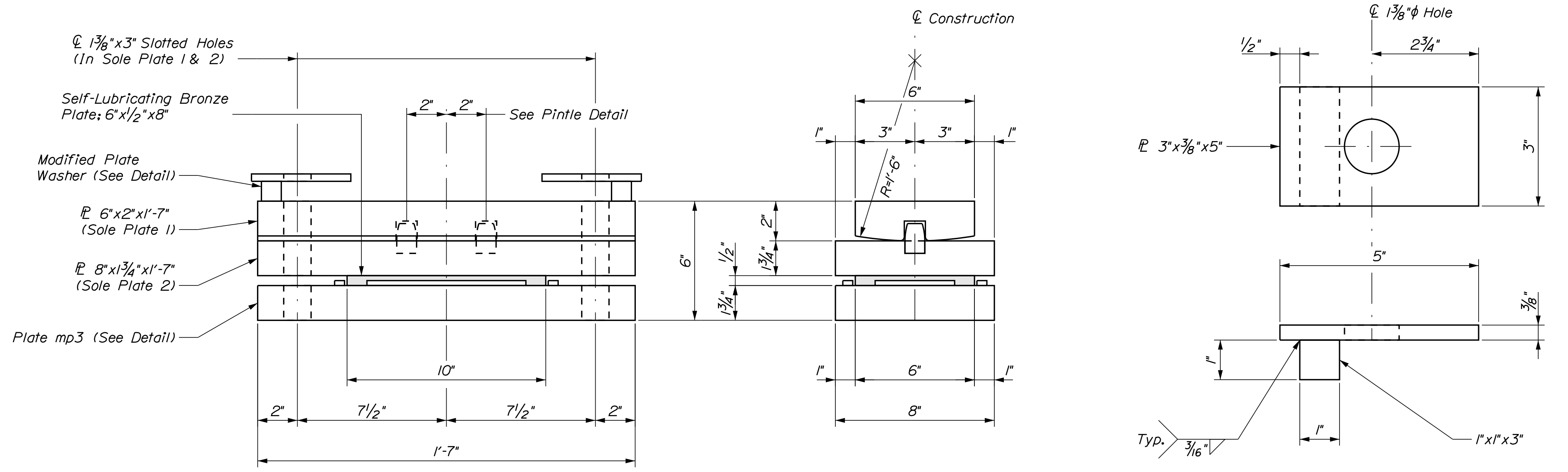
SHEET NUMBER
13
OF 22

Date: 9/21/2023

Username: Richard.Mayer

Division: BRIDGE

Filename: ... \MSTA\014_Bearing Details.dgn

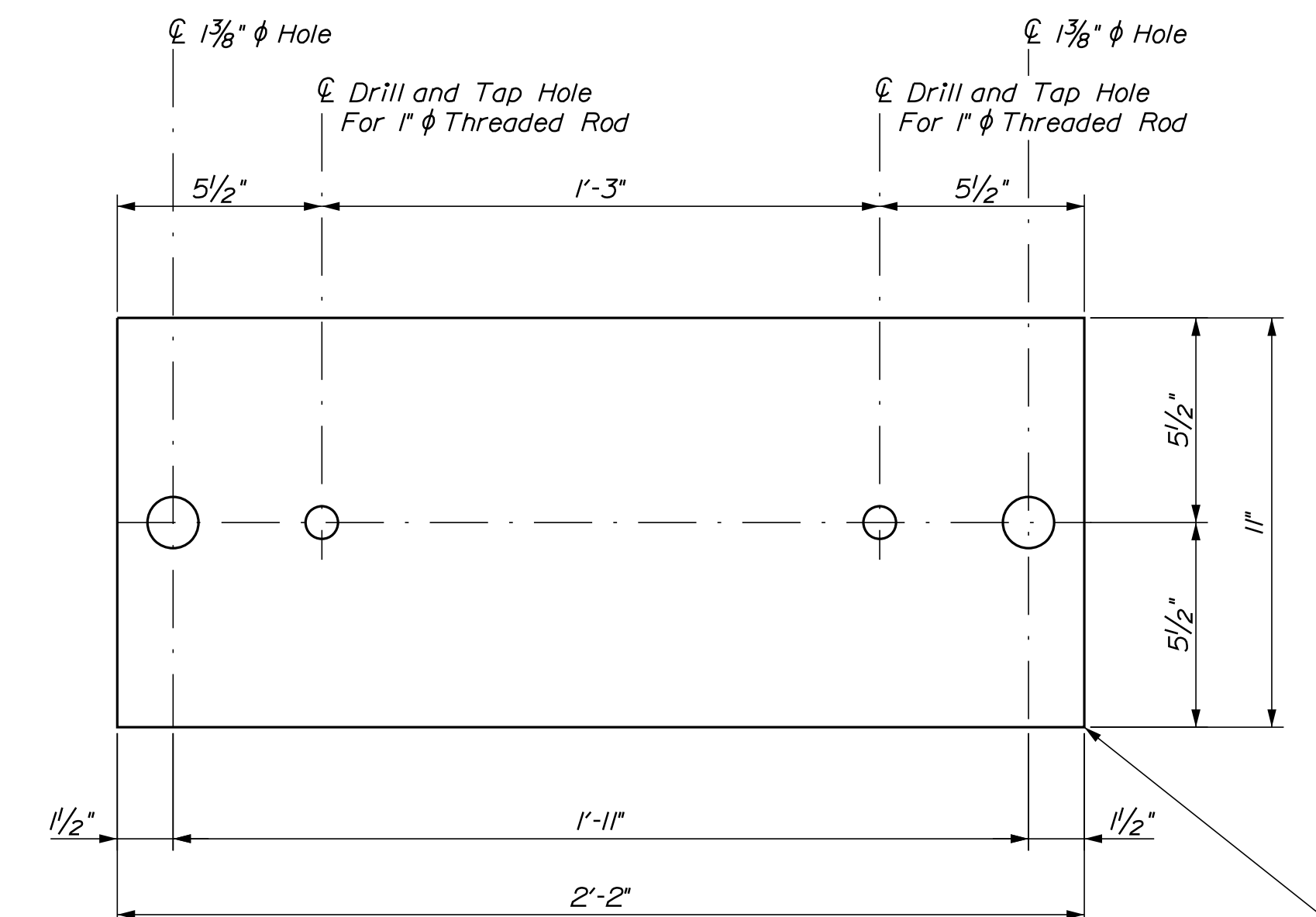


EXPANSION BEARING

MODIFIED PLATE WASHER DETAIL

BEARING NOTES:

- Masonry plates, sole plates and shear blocks shall meet the requirements of ASTM A709, Grade 50. Anchor rods shall meet the requirements of ASTM F1554, Grade 105 and shall be swaged on the embedded portion of the rod.
- Masonry plates, sole plates, plate washers and keeper bars shall be galvanized in accordance with Section 506. Anchor rods, washers, nuts and shear blocks shall be galvanized to ASTM A153 or ASTM B695, Class 50, Type 1.
- 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.
- Bearings shall be covered during shipping and at any time prior to installation that the bearings may be exposed to sunlight.
- Upset the threads on the anchor rods after assembly of the bearing.
- 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.
- Existing bearings at Abutment No. 2 shall be removed and replaced, and existing bridge seats shall be cleaned. Existing anchor rods shall be cut below grout bed elevation. Payment for removal and installation of new bearings, including removal and installation of anchor rods and cleaning the bridge seats, shall be made under Item 523.52 "Bearing Installation." Payment for fabrication and delivery of new bearings and anchor rods shall be made under Item 523.5302 "Steel Bearings, Expansion, Sliding Plate."
- Contractor shall verify clearance between existing abutment seat and girder bottom flange. If required, height adjustments shall be made by raising or lowering the grout pad. Resident shall approve grout pad adjustments prior to starting the work. Adjustments shall be incidental to 523.52, Bearing Installation.
- Bearings shall be installed before the placement of the proposed bridge deck in each stage.
- Dimensions based on record plans. All dimensions shall be field verified prior to fabrication.
- Anchor rods shall be swaged or threaded on the embedded portion. Embedment depths shall be a minimum of 12".
- All structural steel components of new bearings shall conform to ASTM A 572, Grade 50 and shall be galvanized, with no top coating.



MASONRY PLATE DETAIL

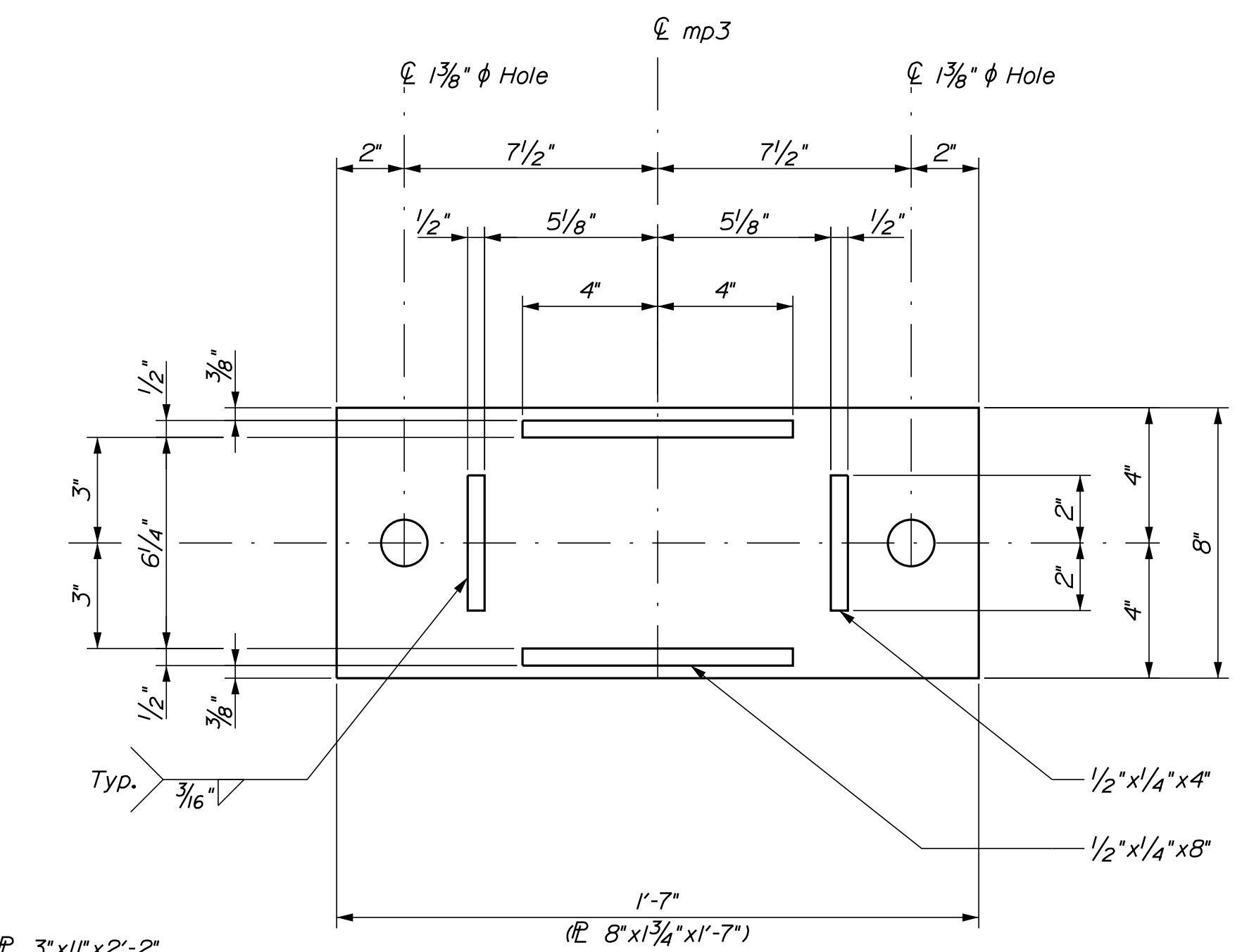
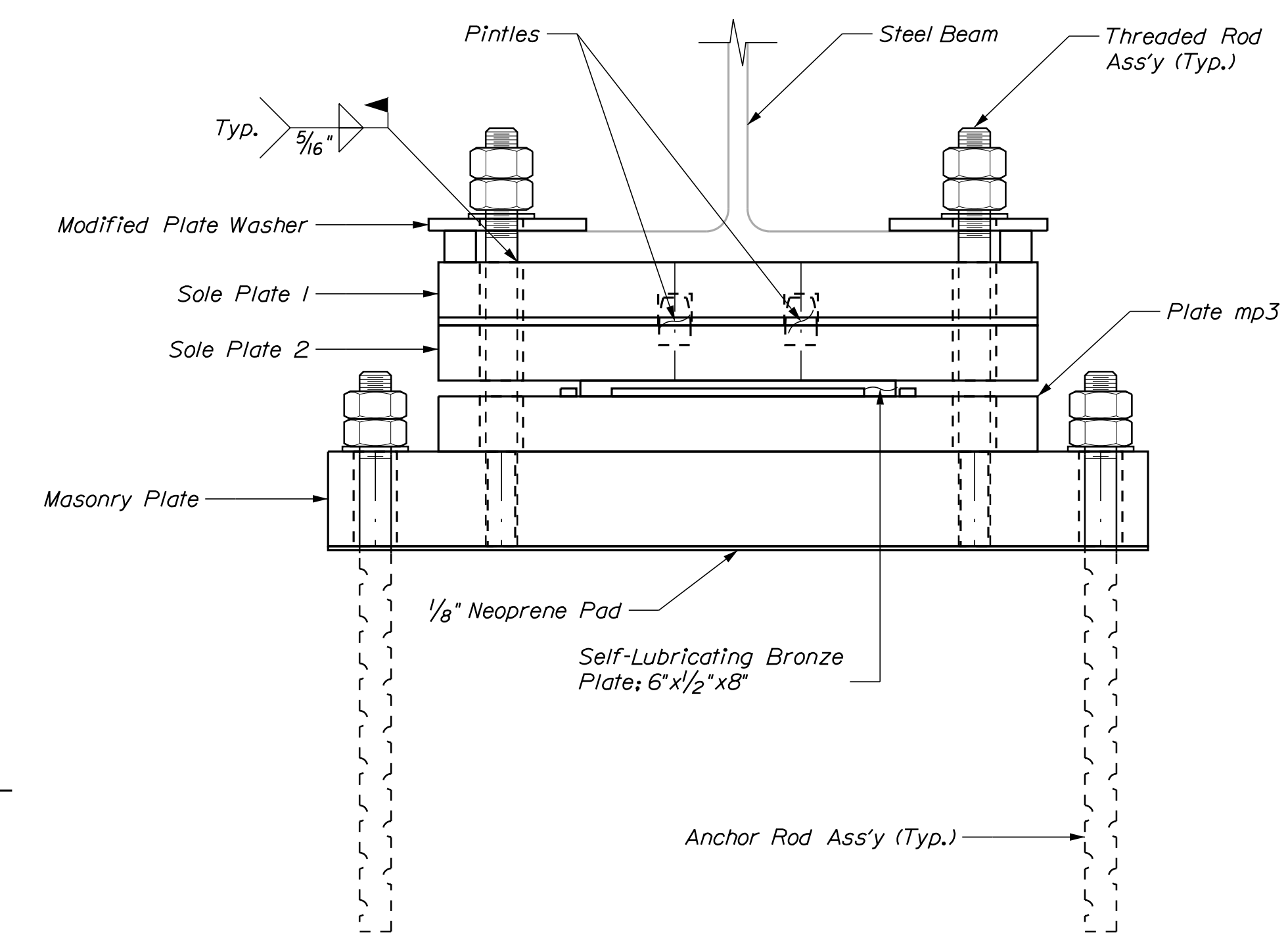
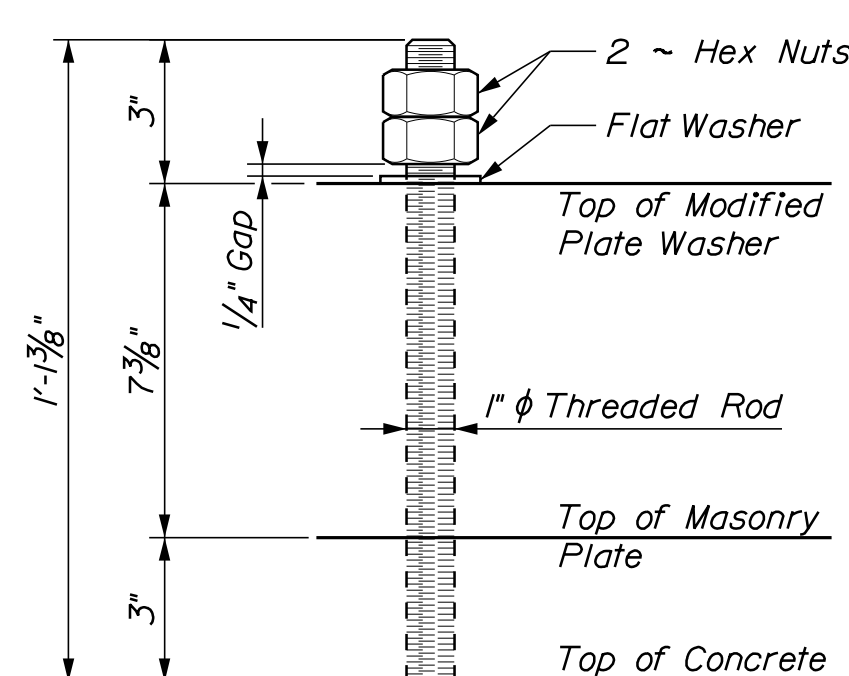


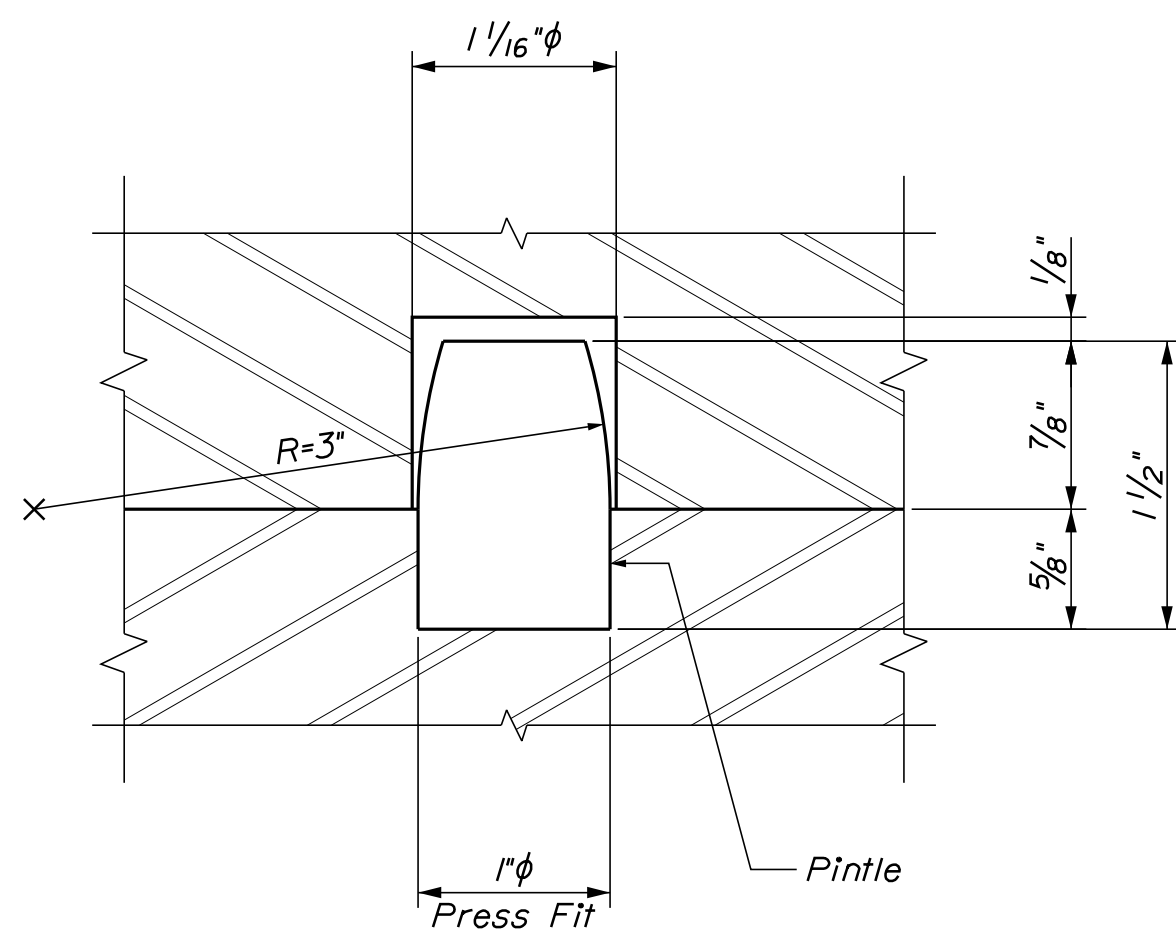
PLATE mp3 DETAIL



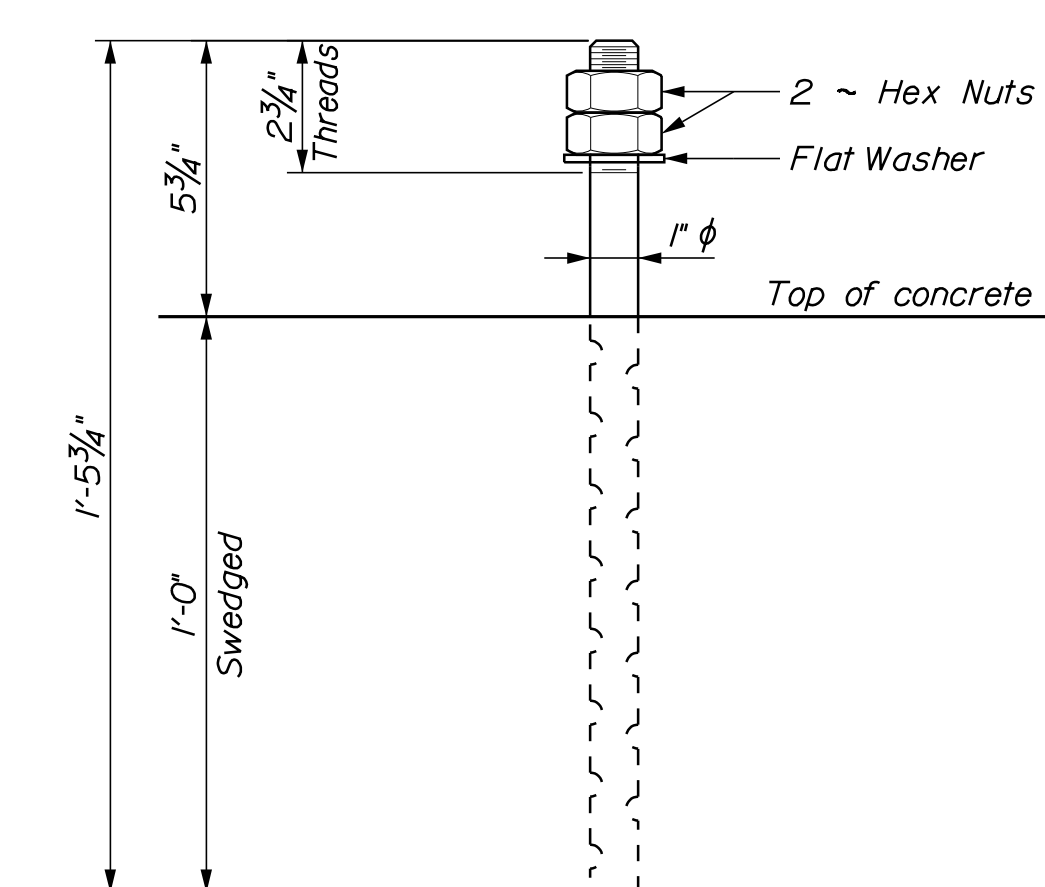
BEARING ASSEMBLY



THREADED ROD DETAIL



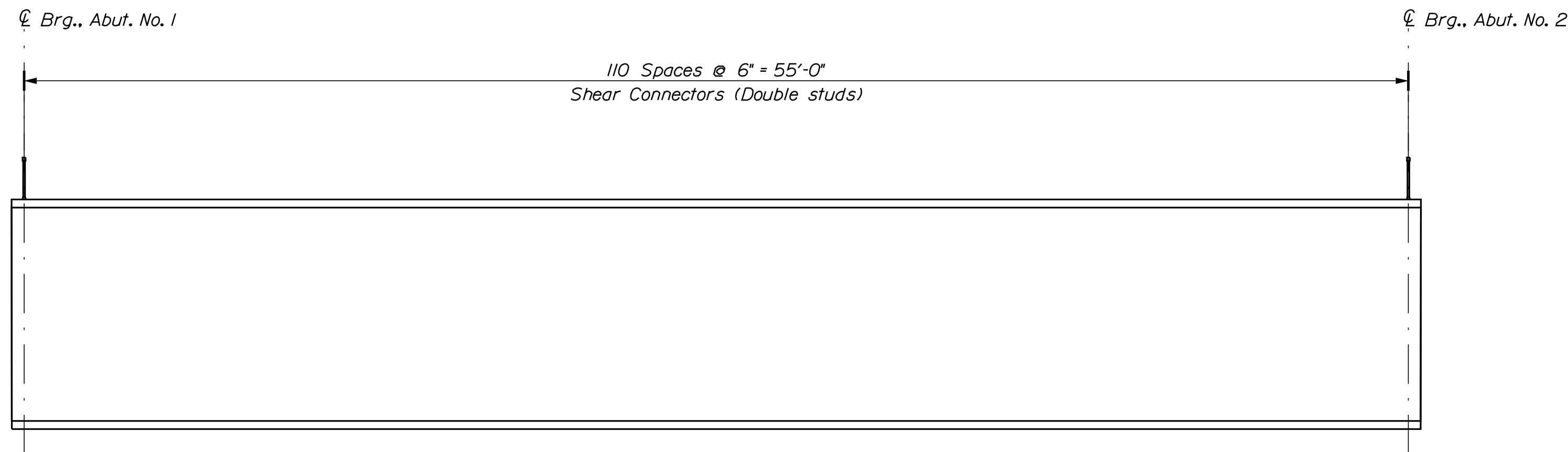
PINTLE DETAIL



MASONRY PLATE ANCHOR RODS

BEARING DESIGN CRITERIA	
Criteria	Abutment 2
Unfactored Dead Load (kips)	33.3
Unfactored Live Load (kips)	79.0
Max. Longitudinal Displ. (in.)	0.69

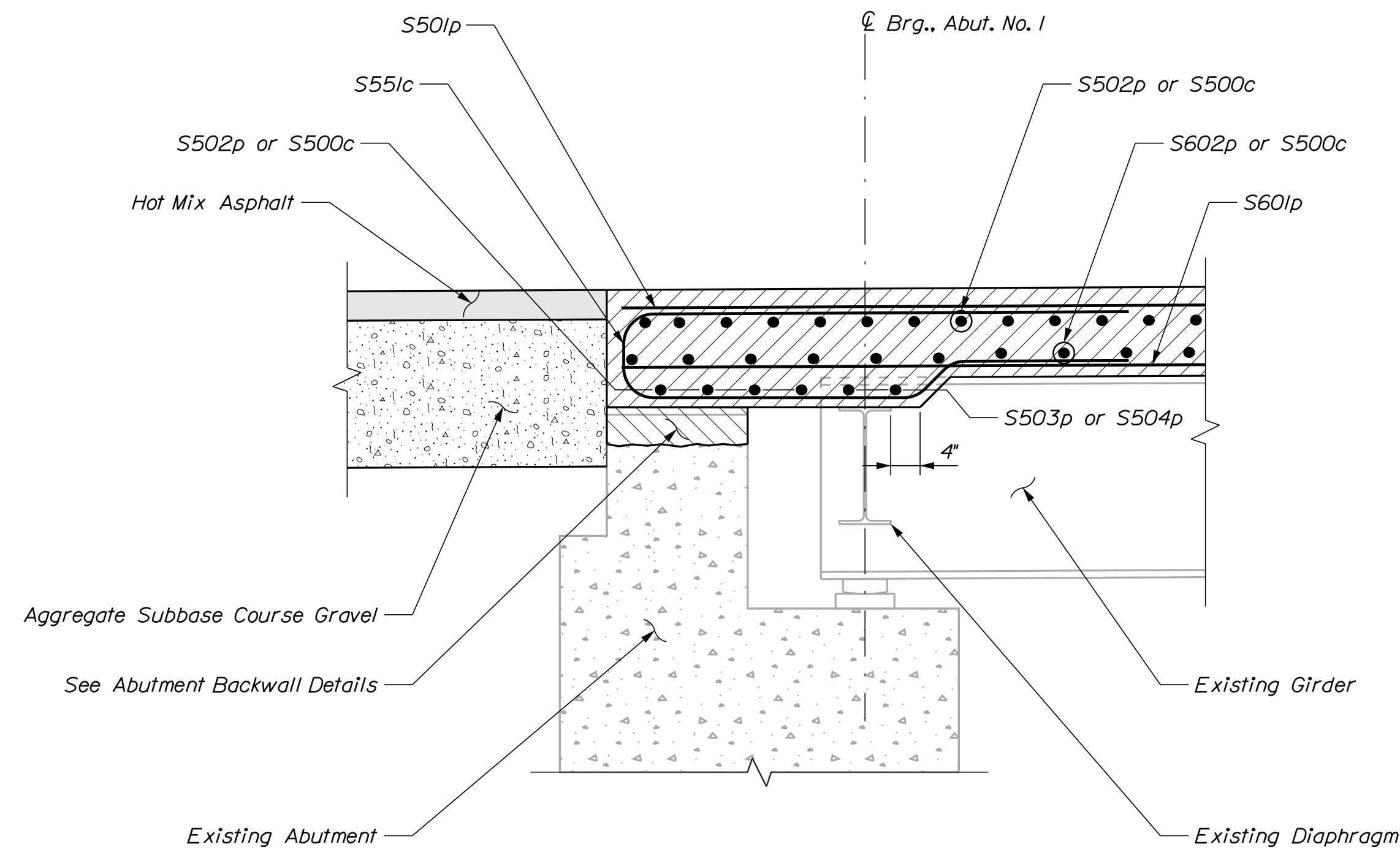
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		BRIDGE PLANS	
MARSH BRIDGE		SOUTH BRANCH MARSH RIVER		WALDO COUNTY	
PROSPECT		BEARING DETAILS		SHEET NUMBER	
2644000		WIN		26440.00	
BRIDGE NO. 2510		DATE		SIGNATURE	
P.E. NUMBER		DATE		DATE	
DESIGNER		CHECKED		DESIGNED	
REVISIONS 1		REVISIONS 2		REVISIONS 3	
REVISIONS 4		FIELD CHANGES		DATE	



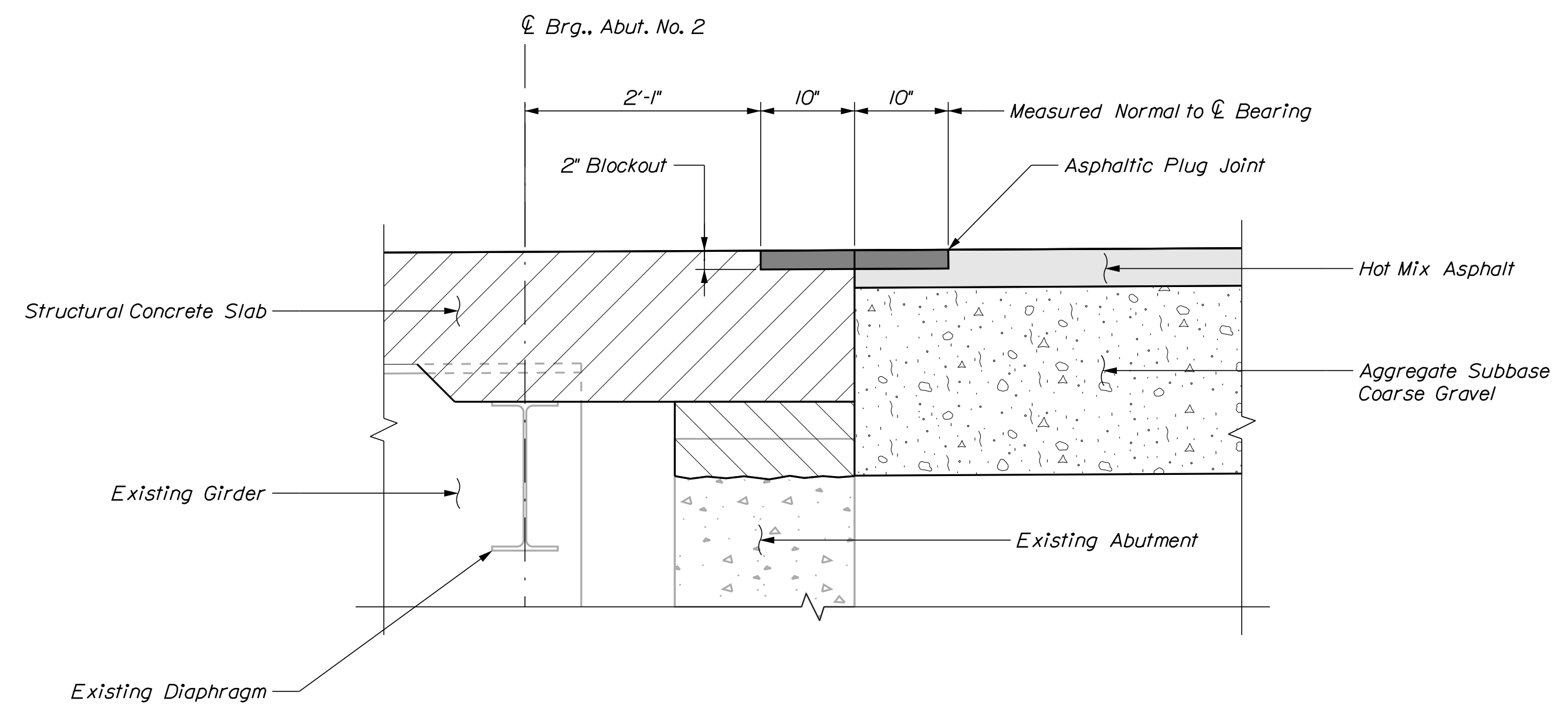
GIRDER ELEVATION
222 Shear Studs Per Girder

SHEAR STUD NOTES

1. Prior to installing the proposed shear studs, the Contractor shall clean the top flange so that it is free of debris, rust, scale, oil, and other contaminants that would adversely affect the welding operation. Payment for cleaning the top flange for installation of the proposed shear studs will be considered incidental to the shear stud item.
2. Existing shear connectors (studs and channel shapes) shall be removed such that they project one-inch maximum above the top of the existing top flange unless they conflict with the installation of the new shear connectors or any other work. If the existing shear connectors interfere with installation of the new shear connectors or any other work, they shall be removed completely and ground flush with the top flange. All costs associated with this work shall be incidental to related contract items.



SECTION AT ABUTMENT
Section Cut Along Centerline of Construction
(Abutment No. 1 Shown; Abutment No. 2 Similar)
Bearings Shown As Existing To Remain At Abutment No. 1;
Bearings At Abutment No. 2 To Be Replaced



ASPHALTIC PLUG JOINT SECTION
Asphaltic Plug Joint Applies From Curb to Curb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2644000
WIN
BRIDGE NO. 2510
BRIDGE PLANS

SIGNATURE	P.E. NUMBER
DATE	DATE

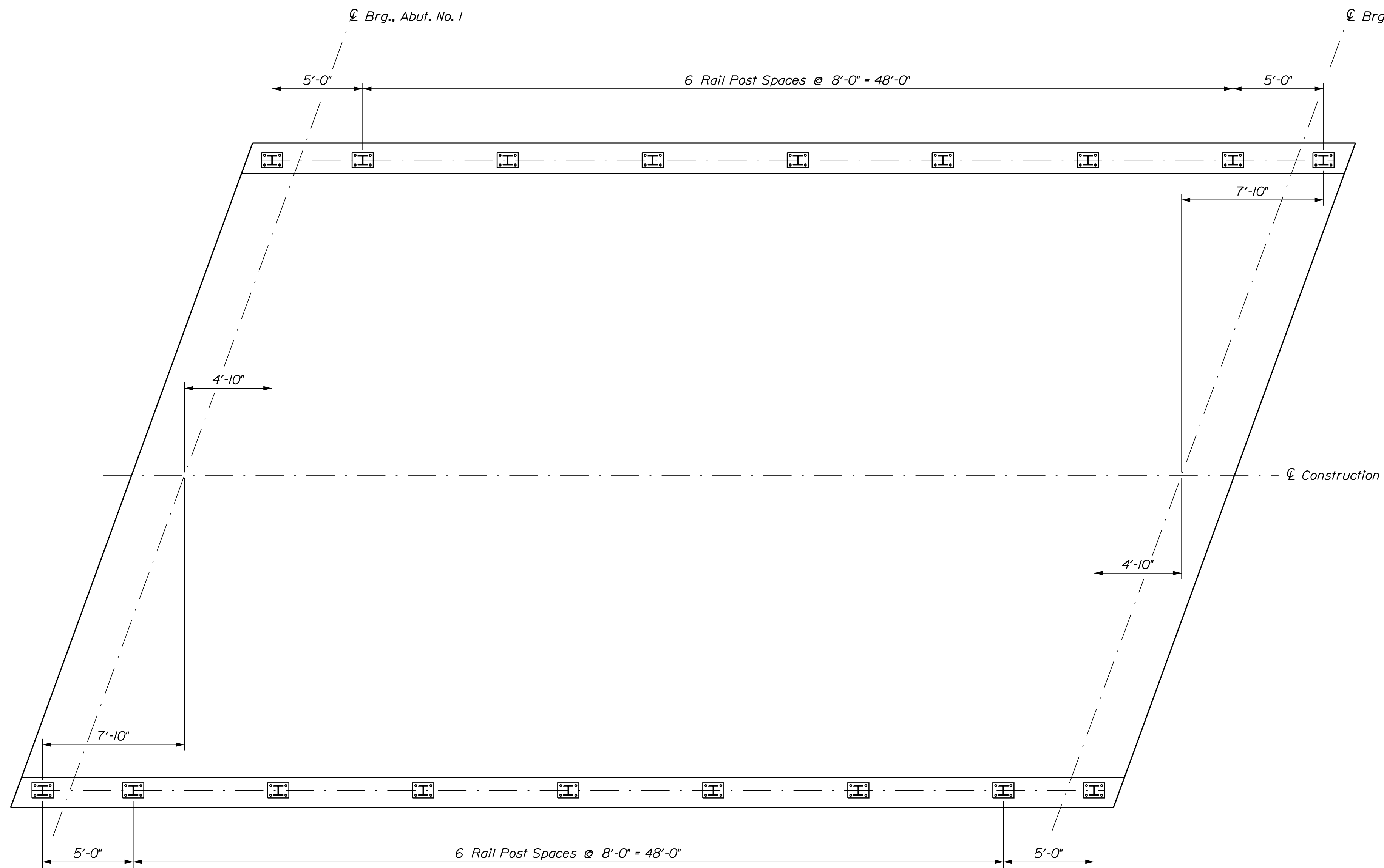
PROJ. MANAGER	BY	DATE	DATE
J. STETSON	R. MAYER	SEP 2023	
CHECKED/REVIEWED			
DESIGN/DETAILS			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

MARSH BRIDGE
SOUTH BRANCH MARSH RIVER
PROSPECT WALDO COUNTY
**SHEAR STUD LAYOUT AND
DECK HAUNCH SECTION**

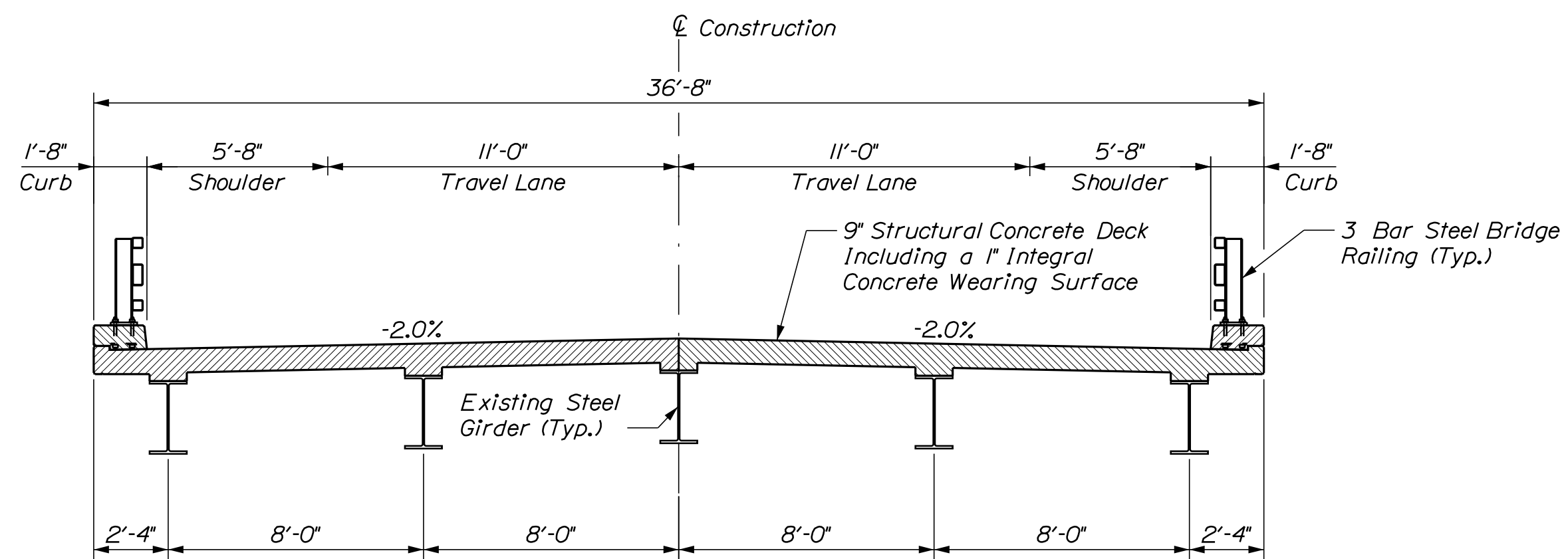
SHEET NUMBER
15
OF 22

SUPERSTRUCTURE NOTES

1. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
2. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
3. The superstructure slab concrete shall be placed in one continuous operation and shall be kept plastic until the entire placement has been made.
4. Precast Deck Panels will not be permitted as a substitute to the cast-in-place concrete.
5. The Contractor shall stagger splice locations of longitudinal bars.



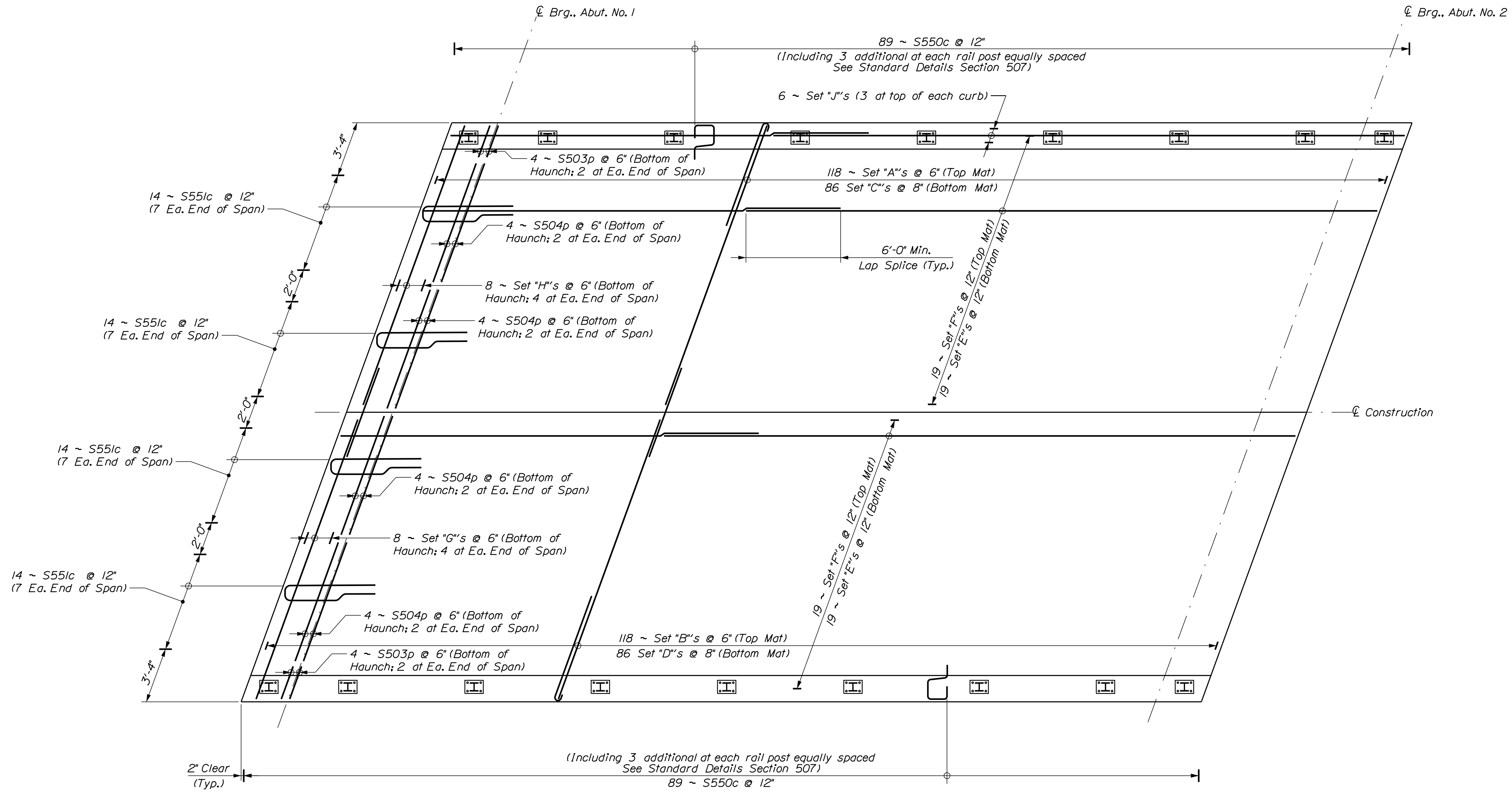
SUPERSTRUCTURE PLAN



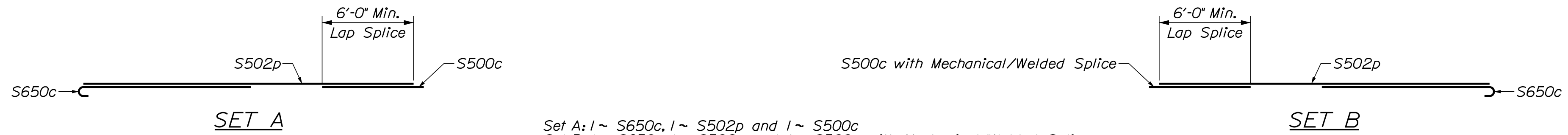
PROPOSED BRIDGE SECTION

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2644000		WIN 26440.00		BRIDGE NO. 2510		BRIDGE PLANS	
MARSH BRIDGE SOUTH BRANCH MARSH RIVER PROSPECT		WALDO COUNTY		SUPERSTRUCTURE PLAN AND SUPERSTRUCTURE SECTIONS					
SHEET NUMBER		16							
OF 22									

PROJ. MANAGER	CHECKED	DESIGNED	BY	DATE
J. STETSON	W. CASEY	R. MAYER	R. MAYER	SEP. 2023
DESIGN DETAILED	DESIGN REVIEWED	DESIGN DETAILED	SIGNATURE	
REVISIONS 1	REVISIONS 2	REVISIONS 3	P.E. NUMBER	
REVISIONS 4	REVISIONS 5	REVISIONS 6	DATE	
FIELD CHANGES				



SUPERSTRUCTURE PLAN

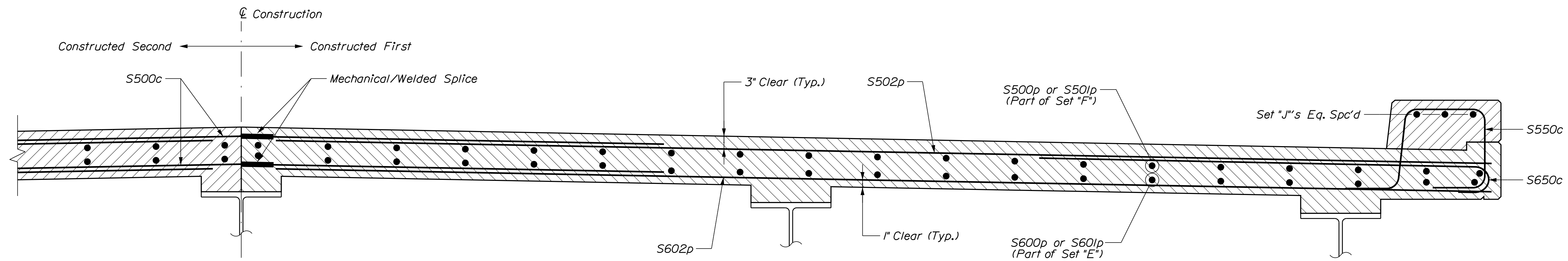


- Set A: 1 ~ S650c, 1 ~ S502p and 1 ~ S500c
- Set B: 1 ~ S650c, 1 ~ S502p and 1 ~ S500c with Mechanical/Welded Splice
- Set C: 1 ~ S602p and 1 ~ S500c
- Set D: 1 ~ S602p and 1 ~ S500c with Mechanical/Welded Splice
- Set E: 1 ~ S600p and 1 ~ S601p
- Set F: 1 ~ S500p and 1 ~ S501p
- Set G: 1 ~ S502p and 1 ~ S500c with Mechanical/Welded Splice
- Set H: 1 ~ S502p and 1 ~ S500c
- Set J: 1 ~ S501c and 1 ~ S502c

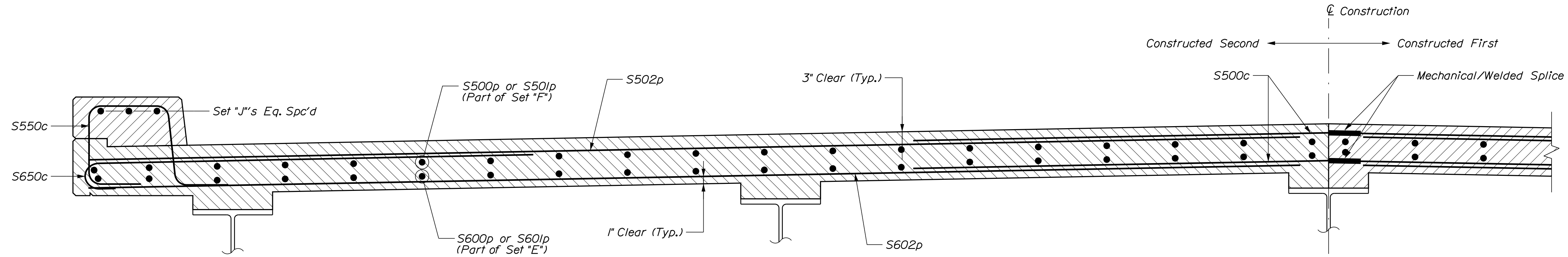
DESIGNED	DATE	SIGNATURE
CHECKED	DATE	P.E. NUMBER
DESIGNED	DATE	DATE
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROJ. MANAGER	BY	DATE
J. STETSON	R. MAYER	SEP 2023
DESIGNED	BY	DATE
W. CASEY		
CHECKED	BY	DATE
DESIGNED	BY	DATE
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

MARSH BRIDGE
SOUTH BRANCH MARSH RIVER
WALDO COUNTY
PROSPECT
**SUPERSTRUCTURE
REINFORCEMENT PLAN**



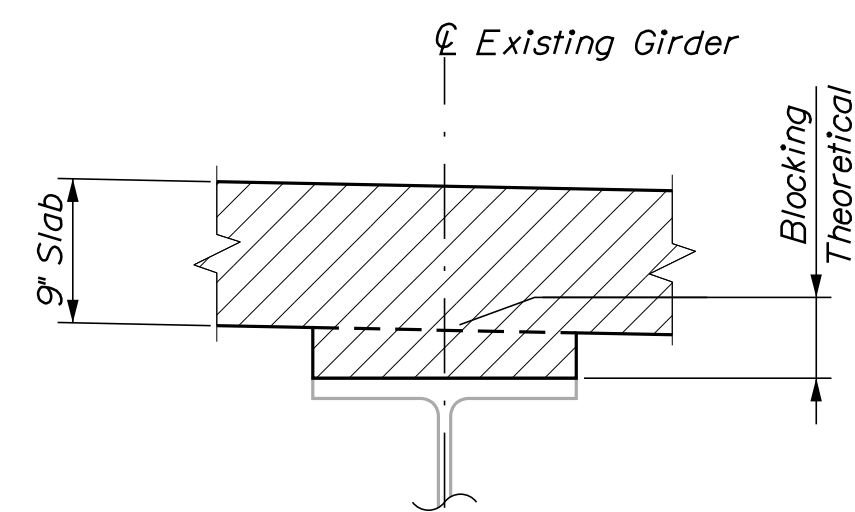
SUPERSTRUCTURE SECTION
First Concrete Placement



SUPERSTRUCTURE SECTION
Second Concrete Placement

BLOCKING NOTES

1. Blocking indicated by Bottom of Slab elevations has been adjusted in an attempt to avoid negative blocking values. Field Adjustment may be required.



BLOCKING DETAIL

Bottom of Slab Elevations in Feet											
Girder	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	Abut. No. 2
1	14.385	14.760	15.098	15.368	15.549	15.512	15.604	15.478	15.263	14.980	14.660
2	14.371	14.819	15.222	15.544	15.758	15.850	15.813	15.654	15.387	15.039	14.646
3	14.356	14.805	15.208	15.529	15.744	15.835	15.799	15.639	15.373	15.025	14.631
4	14.341	14.790	15.193	15.515	15.729	15.821	15.784	15.625	15.358	15.010	14.616
5	14.327	14.702	15.039	15.310	15.491	15.454	15.546	15.420	15.204	14.922	14.602

Date: 9/21/2023

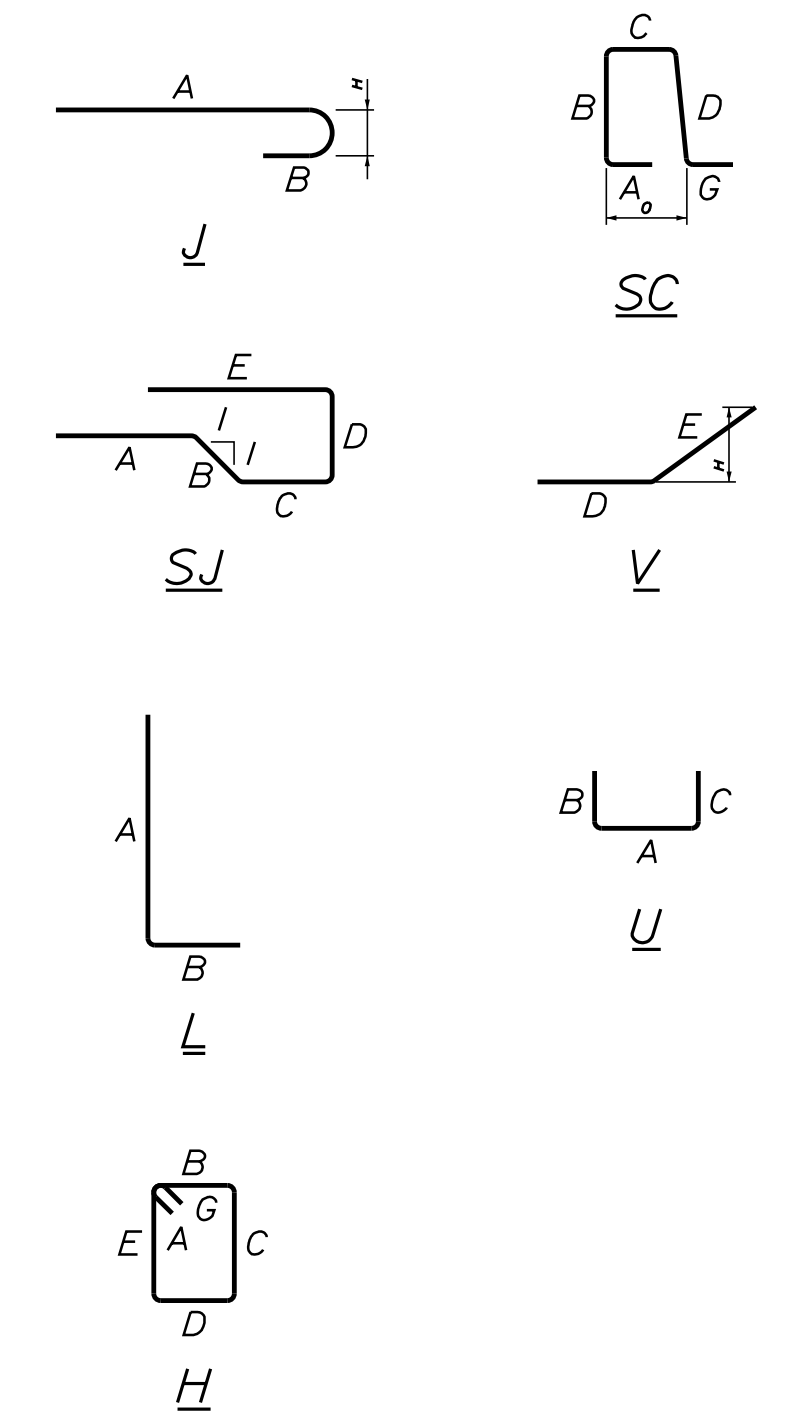
Username: Richard.Mayer

Division: BRIDGE

Filename: ... \00\BRIDGE\MSTA\019_Rebar.dgn

STRAIGHT BARS								BENT BARS															
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
ABUTMENT NO. 1				ABUTMENT NO. 2				ABUTMENT NO. 1															
A500c	4	6'-5"	Abutment No. 1 Backwall @ C	B500c	4	6'-5"	Abutment No. 1 Backwall @ C	A550c	28	3'-8"	U	1'-2"	1'-3/2"	1'-3/2"									Abutment No. 1 Backwall
A501c	6	5'-0"	Abutment No. 1 Wingwalls	B501c	6	5'-0"	Abutment No. 1 Wingwalls	A551c	24	3'-10/2"	L	2'-10"	1'-5"										Abutment No. 1 Wingwalls
A502c	1	5'-5"	Abutment No. 1 Wingwalls	B502c	1	5'-5"	Abutment No. 1 Wingwalls	A552c	3	5'-9"	V				3'-4"	2'-5"				0'-8/2"			Abutment No. 1 Wingwalls
A503c	1	4'-11"	Abutment No. 1 Wingwalls	B503c	1	4'-11"	Abutment No. 1 Wingwalls	A553c	3	4'-11"	V				3'-4"	1'-7"				0'-5/2"			Abutment No. 1 Wingwalls
A500p	4	18'-9"	Abutment No. 1 Backwall	B500p	4	18'-9"	Abutment No. 1 Backwall	A554c	2	4'-10/2"	H	0'-5/2"	0'-11/4"	1'-0/2"	0'-11/4"	1'-0/2"				0'-5/2"			Abutment No. 1 Wingwalls
								A555c	4	5'-2/2"	H	0'-5/2"	0'-11/4"	1'-2/2"	0'-11/4"	1'-2/2"				0'-5/2"			Abutment No. 1 Wingwalls
								A556c	7	5'-5/2"	H	0'-5/2"	0'-11/4"	1'-4"	0'-11/4"	1'-4"				0'-5/2"			Abutment No. 1 Wingwalls
								A557c	5	5'-8/2"	H	0'-5/2"	0'-11/4"	1'-5/2"	0'-11/4"	1'-5/2"				0'-5/2"			Abutment No. 1 Wingwalls
SUPERSTRUCTURE								ABUTMENT NO. 2															
S500c	424	6'-5"	Superstructure Deck @ C					B550c	28	4'-2"	U	1'-2"	1'-6"	1'-6"									Abutment No. 2 Backwall
S501c	6	40'-0"	Superstructure Curb					B551c	24	4'-3"	L	3'-2/2"	1'-5"										Abutment No. 2 Wingwalls
S502c	6	26'-6"	Superstructure Curb					B552c	3	5'-9"	V				3'-4"	2'-5"				0'-8/2"			Abutment No. 2 Wingwalls
S500p	38	40'-0"	Superstructure Deck					B553c	3	4'-11"	V				3'-4"	1'-7"				0'-5/2"			Abutment No. 2 Wingwalls
S501p	38	26'-6"	Superstructure Deck					B554c	2	4'-10/2"	H	0'-5/2"	0'-11/4"	1'-0/2"	0'-11/4"	1'-0/2"				0'-5/2"			Abutment No. 2 Wingwalls
S502p	252	18'-10"	Superstructure Deck					B555c	4	5'-2/2"	H	0'-5/2"	0'-11/4"	1'-2/2"	0'-11/4"	1'-2/2"				0'-5/2"			Abutment No. 2 Wingwalls
S503p	8	2'-1"	Superstructure Deck					B556c	7	5'-5/2"	H	0'-5/2"	0'-11/4"	1'-4"	0'-11/4"	1'-4"				0'-5/2"			Abutment No. 2 Wingwalls
S504p	16	8'-0"	Superstructure Deck					B557c	5	5'-8/2"	H	0'-5/2"	0'-11/4"	1'-5/2"	0'-11/4"	1'-5/2"				0'-5/2"			Abutment No. 2 Wingwalls
S600p	38	40'-0"	Superstructure Deck					SUPERSTRUCTURE															
S601p	38	26'-6"	Superstructure Deck					S550c	178	5'-6/4"	SC	0'-10"	1'-3/4"	1'-3/2"	1'-3/4"				0'-10/4"		1'-4 3/4"		Superstructure Curb
S602p	172	18'-10"	Superstructure Deck					S551c	56	13'-2"	SJ	2'-11/2"	0'-10"	3'-5/2"	1'-0"	5'-9"							Superstructure Haunch
								S650c	236	9'-2"	J	8'-6"	0'-8"							0'-5/2"			Superstructure Fascia

TYPE - BENDING DIAGRAMS



All dimensions are out-to-out of bar.

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.

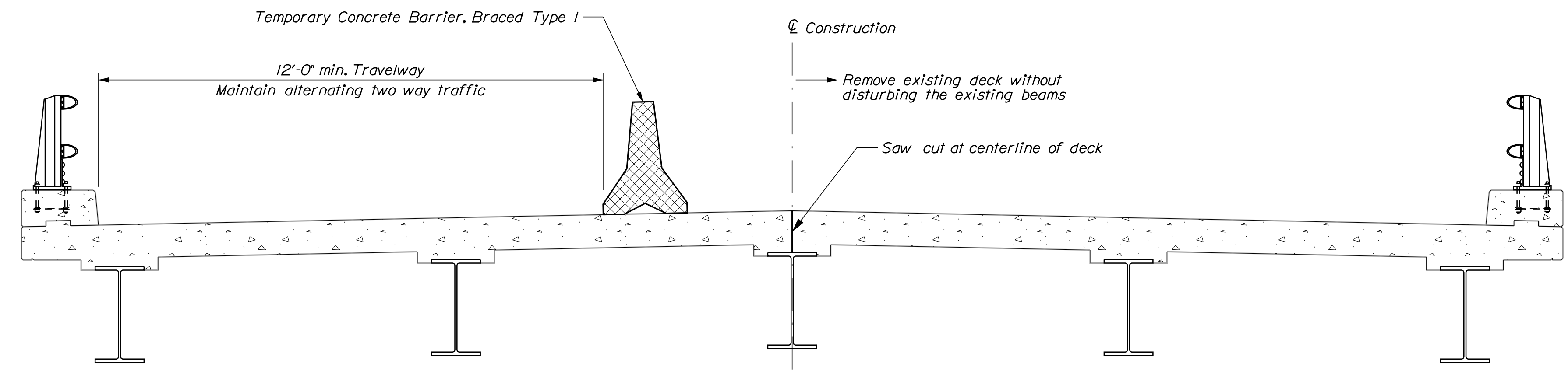
Plain Reinforcing Steel: ASTM A 615, Grade 60
 Stainless Steel Reinforcing: ASTM A955, Grade 75
 Glass Fiber Reinforced Polymer: ASTM D7957
 Low-Carbon Chromium Steel: ASTM A1035, Type CS, Grade 100

GENERAL NOTES

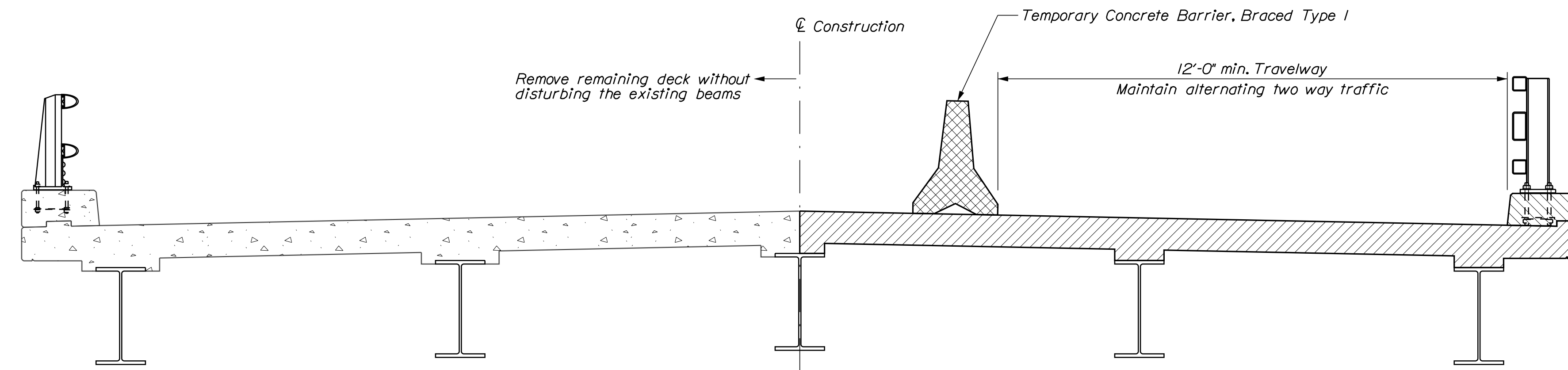
1. The first digit(s) following the letter(s) of the mark indicate the size of the bar:
 Mark "A502" = bar size #5
 Mark "P805" = bar size #8
 Mark "S650" = bar size #6
 Mark "P1404" = bar size #14

2. The lower case letter following the bar number indicates the material of the bar.
 "A500b", b = (Black) Plain Steel
 "A550s", s = Stainless Steel
 "S500p", p = Glass Fiber Reinforced Polymer
 "P510c", c = Low-Carbon Chromium Steel

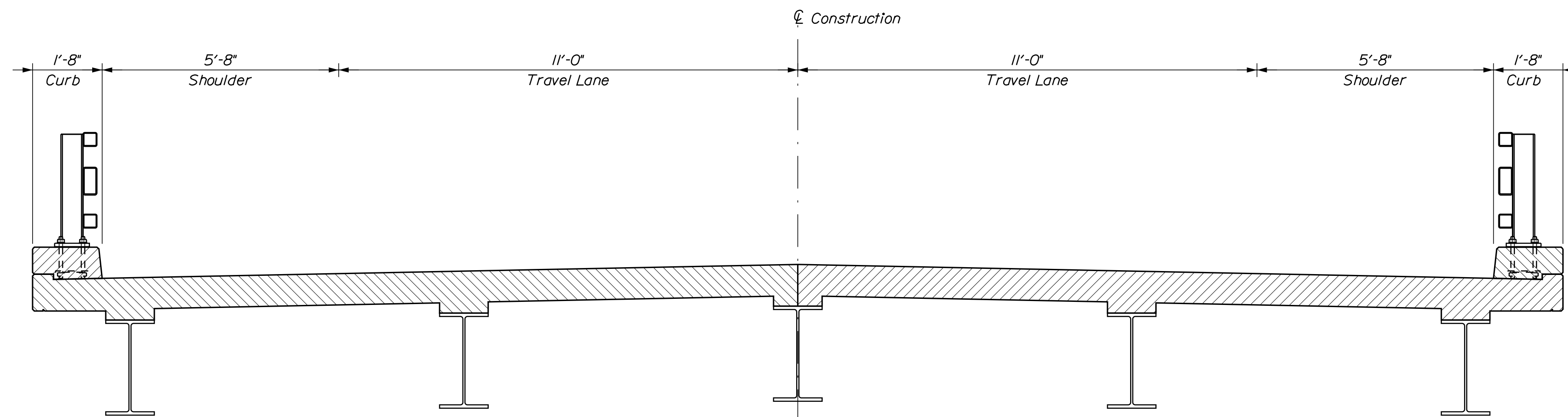
STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2644000 WIN 26440.00	BRIDGE NO. 2510 BRIDGE PLANS	PROJ. MANAGER	J. STETSON	BY	R. MAYER	DATE	SEP 2023
		CHECKED/REVIEWED	W. CASEY	SIGNATURE		P.E. NUMBER	
MARSH BRIDGE SOUTH BRANCH MARSH RIVER PROSPECT		DESIGN/DETAILED		REVISIONS 1		REVISIONS 2	
WALDO COUNTY		DESIGN/DETAILED		REVISIONS 3		REVISIONS 4	
REINFORCING STEEL SCHEDULE		FIELD CHANGES		DATE			
SHEET NUMBER		19					
		OF 22					



STAGE NO. 1



STAGE NO. 2



STAGE NO. 3
Completed Superstructure

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2644000
WIN
26440.00
BRIDGE NO. 2510
BRIDGE PLANS

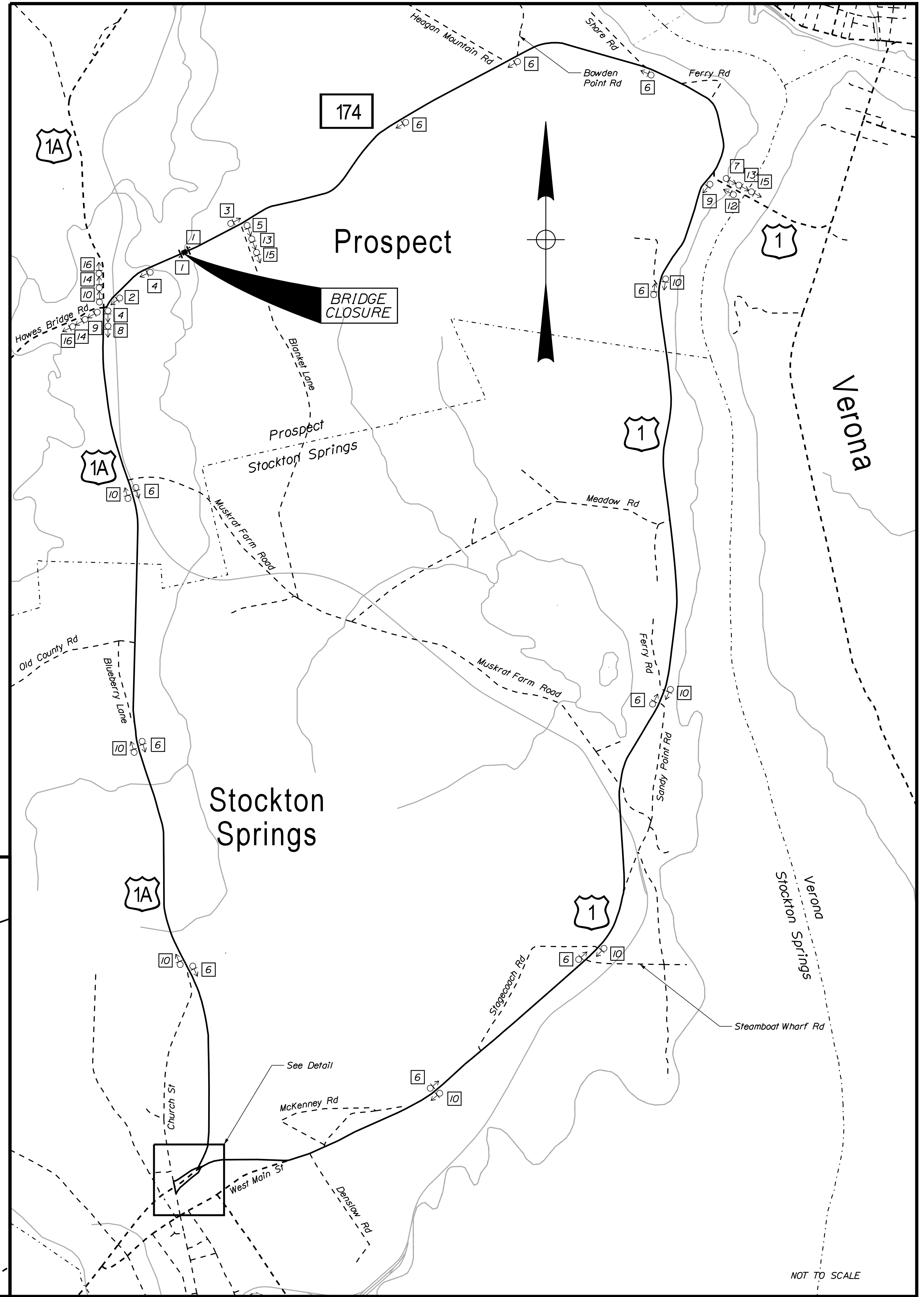
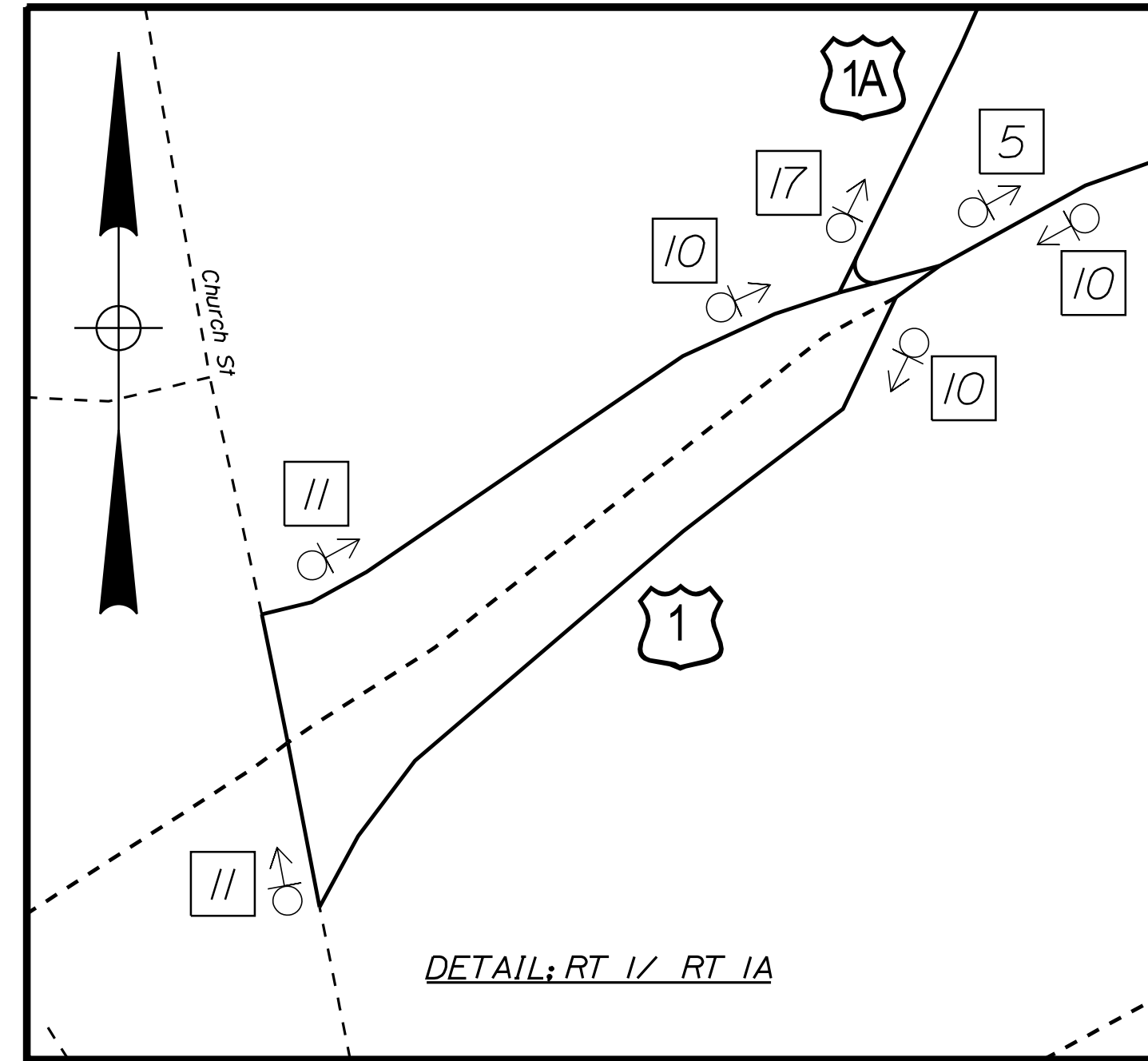
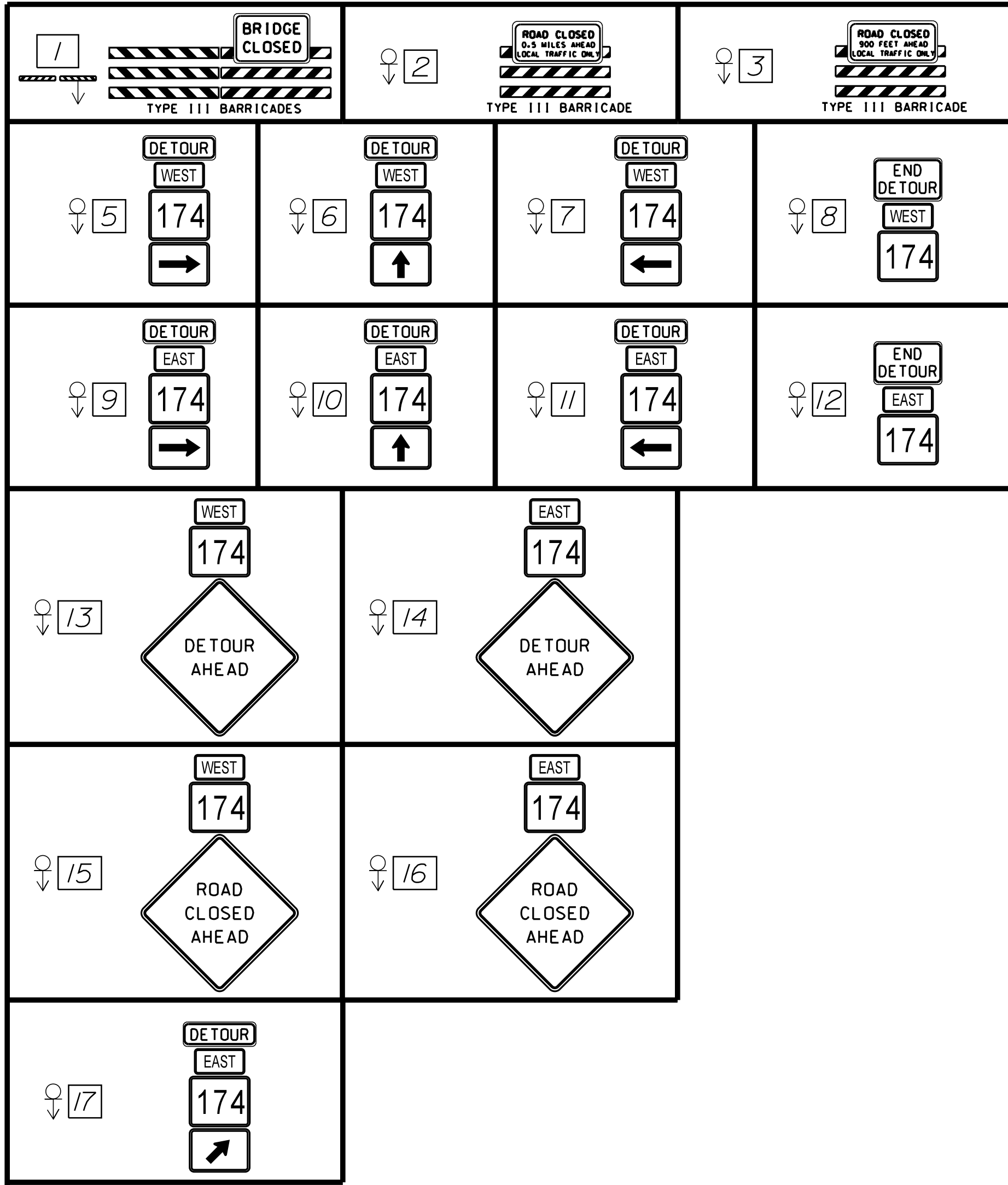
PROJ. MANAGER	J. STETSON	BY	DATE
CHECKED-REVIEWED	W. CASEY	R. MAYER	SEP. 2023
DESIGNS DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

MARSH BRIDGE
SOUTH BRANCH MARSH RIVER
PROSPECT
WALDO COUNTY
STAGED CONSTRUCTION

SHEET NUMBER

20

OF 22



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2644000	
MARCH BRIDGE SOUTH BRANCH MARSH RIVER PROSPECT		WALDO COUNTY	
SHEET NUMBER		BRIDGE NO. 2510	
21		WIN 26440.00	
OF 22		BRIDGE PLANS	

PROJ. MANAGER	J. STETSON	BY	DATE
CHECKED-REVIEWED	W. CASEY	R. MAYER	SEP. 2023
DESIGN-DETAILED			
DESIGNS-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE

Town, County, State _____
 Approx. Property Lines _____
 Existing Right of Way _____
 Limits of Wrought Portion _____
 Control Of Access _____
 New Right of Way _____
 New Easement _____
 New Temporary Rights _____
 New R/W Within Existing R/W _____

New R/W Along Existing R/W
 Building _____
 Trees Conifer _____
 Tree Line _____
 Water Edge _____
 Ledge _____
 Fence CHAIN LINK _____
 Sign _____

Clearing Limit Line _____
 Deciduous _____
 Bush Line _____
 Rock/Boulder _____
 Flag Pole _____
 BARB WIRE _____
 STOCKADE _____
 WELL _____
 Mailbox _____

PLAN LEGEND
 Existing Proposed
 Sanitary Sewer _____
 Telephone Line _____
 Electric Line _____
 Water Line _____
 Underdrain Line _____
 Gas Line _____
 Guardrail _____
 Culvert _____

Travelled Way _____
 Ditch _____
 Catch Basin _____
 Manhole _____
 Sewer Manhole _____
 Utility Pole _____
 Fire Hydrant _____
 Curbing _____

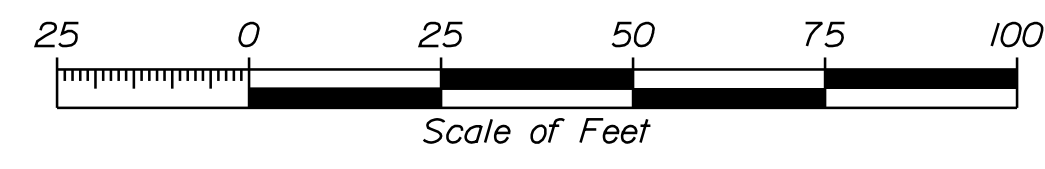
Cut Line _____
 Stonewall _____
 Baseline _____
 Monument _____
 Iron Rod Found _____
 Replacement Pin Set _____

Fill Line _____
 Retaining Wall _____
 Traverse Point _____
 Pipe Found _____

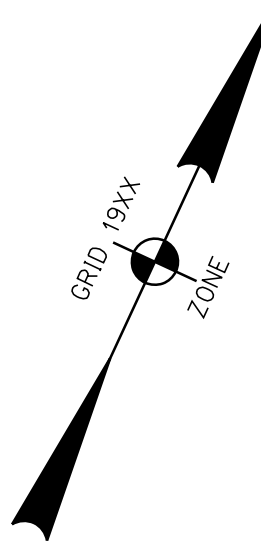
THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

STATE OF MAINE
 REGISTRY OF DEEDS

COUNTY _____
 RECEIVED _____,
 at _____ h _____ m _____ M and
 recorded in Plan Bk _____, Pg. _____
 Attest: _____
 REGISTER



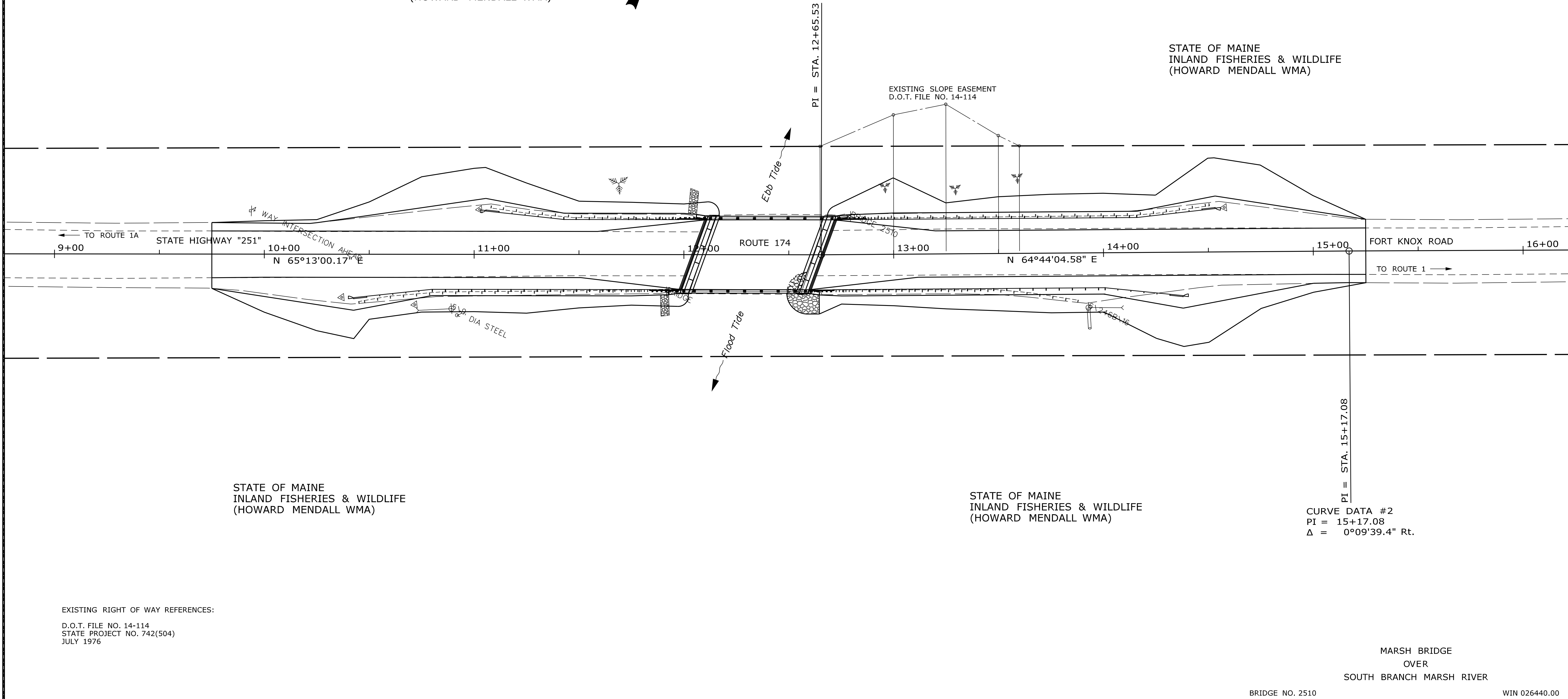
CONTROL INFORMATION:
 HORIZONTAL DATUM - US STATE PLANE
 NAD83 (2011)
 ZONE - MAINE 2000 CENTRAL ZONE
 VERTICAL DATUM - NAVD 88
 COMBINED SCALE FACTOR - 0.9999888399



CURVE DATA #1
 PI = 12+65.53
 Δ = 0°28'55.6" Lt.

STATE OF MAINE
 INLAND FISHERIES & WILDLIFE
 (HOWARD MENDALL WMA)

STATE OF MAINE
 INLAND FISHERIES & WILDLIFE
 (HOWARD MENDALL WMA)



EXISTING RIGHT OF WAY REFERENCES:
 D.O.T. FILE NO. 14-114
 STATE PROJECT NO. 742(504)
 JULY 1976

STATE OF MAINE
 INLAND FISHERIES & WILDLIFE
 (HOWARD MENDALL WMA)

STATE OF MAINE
 INLAND FISHERIES & WILDLIFE
 (HOWARD MENDALL WMA)

CURVE DATA #2
 PI = 15+17.08
 Δ = 0°09'39.4" Rt.

MARSH BRIDGE
 OVER
 SOUTH BRANCH MARSH RIVER
 BRIDGE NO. 2510 WIN 026440.00

**PRELIMINARY
 PLAN**

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	JDF	
FINAL RIGHT OF WAY	JDF	
AREAS		

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
 PROSPECT
 RIGHT OF WAY MAP

REVISIONS			PLAN FILED IN PLAN BOOK				COUNTY RECORD			
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	PAGE	INSTRUMENT	DATE	BOOK	PAGE

BRUCE A. VAN NOTE
 COMMISSIONER
 JOYCE NOEL TAYLOR
 CHIEF ENGINEER

DATE _____

STATE HIGHWAY "251"
 ROUTE 174 / FORT KNOX ROAD
 PROSPECT
 FEDERAL AID PROJECT NO. 2644000
 WALDO COUNTY

SEPT 2023
 SCALE 1" = 25'

RIGHT-OF-WAY MAP
 SHEET 1 OF 1

EXISTING RIGHT OF WAY PURPOSES ONLY

SHEET NUMBER
 22
 OF 22

Date: \$date\$

Username: \$user\$

Division: \$wkgroup\$

Filename: \$file\$