



**US Army Corps
of Engineers®**

New England District

Maine Project Office

442 Civic Center Drive, Suite 350

Augusta, Maine 04330

PUBLIC NOTICE

Date: JUNE 23, 2020

Comment Period Ends: JULY 23, 2020

File Number: NAE-2020-01150

In Reply Refer To: Jay L. Clement

Or by e-mail: jay.l.clement@usace.army.mil

Permit Number: NAE-2020-01150

30 DAY NOTICE

The District Engineer has received a permit application from the applicant below to **conduct work in waters of the United States** as described below. The Corps is soliciting comments on both the project itself and the range of issues to be addressed in the environmental documentation.

APPLICANT: MAINE DEPT. OF TRANSPORTATION, 16 STATE HOUSE STATION, AUGUSTA, MAINE 04333

ACTIVITY: Place temporary and permanent fill below the ordinary high water mark of the Pleasant River and in adjacent freshwater wetlands at Milo, Maine in order to replace the existing deteriorated Pleasant Street bridge. On the northeastern side of the crossing, the roadway will be realigned to make Pleasant Street to Lakeview Road a through movement. The project will result in approximately 3,260 s.f. of permanent and 2,340 s.f. of temporary stream bed impact, and 1,545 s.f. of permanent and 1,565 s.f. of temporary wetland impact. A temporary work trestle will be constructed to provide access to the center-river bridge pier. Traffic will be maintained on the existing bridge until the replacement is completed whereupon the existing bridge will be demolished.

WATERWAY AND LOCATION OF THE PROPOSED WORK: Pleasant Street crossing of the Pleasant River at Milo, Maine. The project is located at latitude 45.266550°N; and longitude -68.970610°W, on the USGS MILO NORTH, ME quadrangle sheet.

AUTHORITY

Permits are required pursuant to:

☐ Section 10 of the Rivers and Harbors Act of 1899

☒ Section 404 of the Clean Water Act

☐ Section 103 of the Marine Protection, Research and Sanctuaries Act).

The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which may reasonably accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are: conservation, economics, aesthetics, general environmental concerns, wetlands, cultural value, fish and wildlife values, flood hazards, flood plain value, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people.

The Corps of Engineers is soliciting comments from the public; federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Where the activity involves the discharge of dredged or fill material into waters of the United States the evaluation of the impact of the activity in the public interest will also include application of the guidelines promulgated by the Administrator, U.S Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act.

ESSENTIAL FISH HABITAT (EFH): The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), requires all federal agencies to consult with the National Marine Fisheries Service on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (“EFH”).

In water construction at the site will impact Essential Fish Habitat (“EFH”) for Atlantic salmon. This habitat consists of stream bed composed of cobbles and boulders interspersed with smaller stones, sand, silt and gravel. The Federal Highway Administration (FHWA) has consulted with the National Marine Fisheries Service. Although FHWA has taken the lead in this consultation, the District Engineer has made the preliminary determination that the site-specific adverse effect will not be substantial. Any consultation with the National Marine Fisheries Service regarding EFH conservation recommendations will be concluded prior to the final decision on this project.

SECTION 106 COORDINATION: FHWA has consulted with the Maine Historic Preservation Commission and Maine’s Indian Tribes pursuant to Section 106 of the National Historic Preservation Act of 1966 as amended. Although FHWA has taken the lead in this consultation, the District Engineer has determined that the proposed work is not likely to affect properties listed in, or eligible for listing in, the National Register of Historic Places. FHWA and the Corps will continue review and consultation to fulfil requirements under the Historic Preservation Act as part of the permit review process.

ENDANGERED SPECIES ACT CONSULTATION: FHWA has consulted with the US Fish & Wildlife Service pursuant to Section 7 of the Endangered Species Act regarding the presence of Atlantic salmon and Atlantic salmon critical habitat, Canada lynx, and Northern Long-Eared Bats. Although FHWA has taken the lead in this consultation, the District Engineer is hereby requesting that the appropriate Federal Agency also provide comments to the Corps regarding the presence of and potential impacts to listed species or critical habitat.

OTHER APPROVALS: The applicant has supplied the Maine Department of Environmental Protection with a permit application for the work described in this public notice and is requesting that the Department either grant or waive Water Quality Certification in accordance with Section 401 of the Clean Water Act. Comments regarding the applicant's Permit/Water Quality Certification request may be submitted in writing to: Nick Livesay, Director, Bureau of Land Resources, Department of Environmental Protection, 17 State House Station, Augusta, ME, 04333-0017 or by email to: Nick.Livesay@maine.gov

In order to properly evaluate the proposal, we are seeking public comment. Anyone wishing to comment is encouraged to do so. **Comments should be submitted in writing by the above date.** If you have any questions, please contact Jay Clement at 207-623-8367, ext. 1 at our Augusta, Maine Project Office.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for a public hearing shall specifically state the reasons for holding a public hearing. The Corps holds public hearings for the purpose of obtaining public comments when that is the best means for understanding a wide variety of concerns from a diverse segment of the public.

The initial determinations made herein will be reviewed in light of facts submitted in response to this notice. All comments will be considered a matter of public record. Copies of letters of objection will be forwarded to the applicant who will normally be requested to contact objectors directly in an effort to reach an understanding.

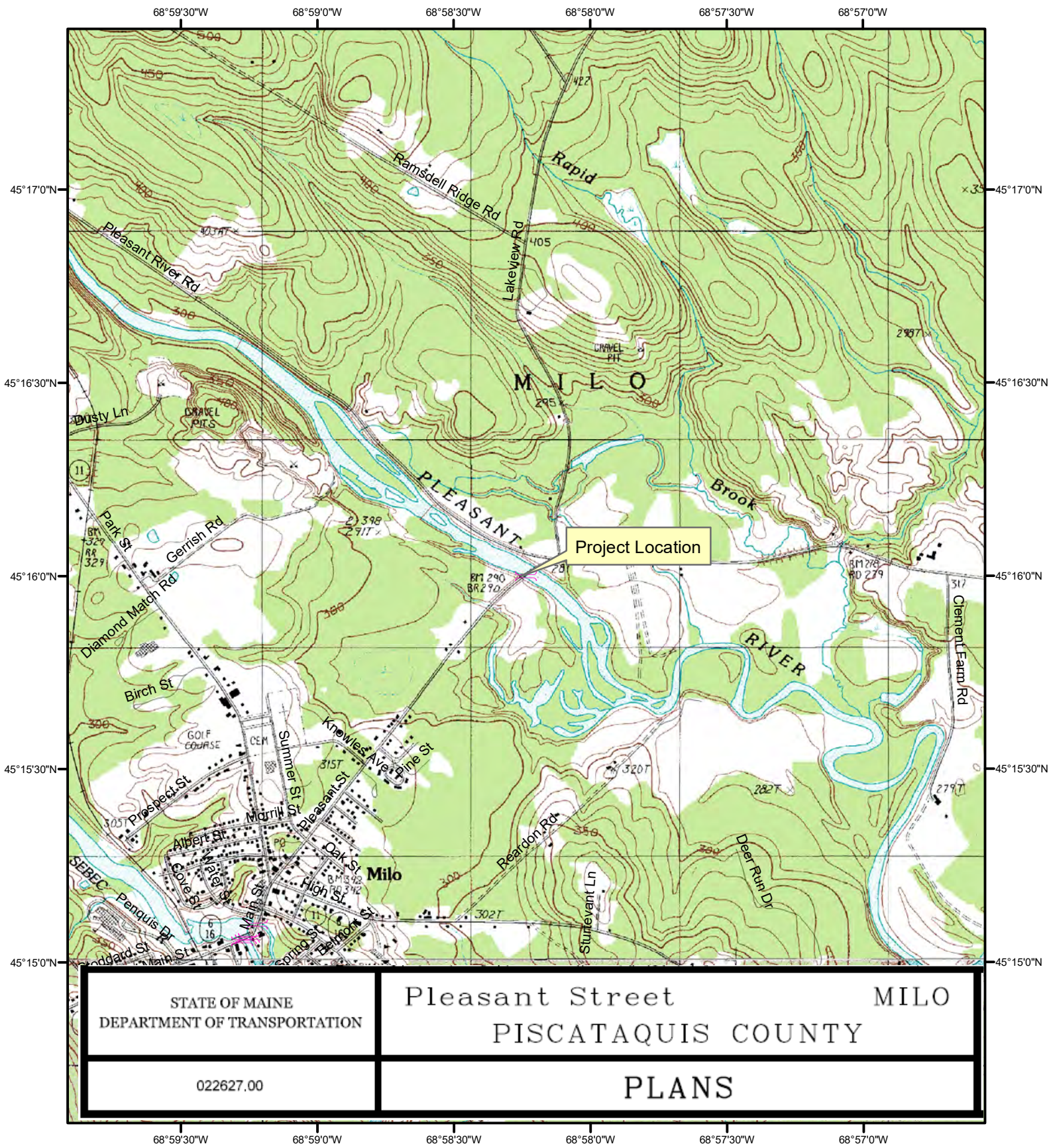
For more information on the New England District Corps of Engineers programs, visit our website at <http://www.nae.usace.army.mil>.

THIS NOTICE IS NOT AN AUTHORIZATION TO DO ANY WORK.

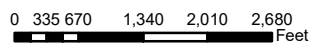
**Frank J. Del Giudice
Chief, Permits and Enforcement Branch
Regulatory Division**

If you would prefer not to continue receiving Public Notices, please contact Ms. Tina Chaisson at (978) 318-8058 or e-mail her at bettina.m.chaisson@usace.army.mil. You may also check here () and return this portion of the Public Notice to: Bettina Chaisson, Regulatory Division, U.S. Army Corps of Engineers, 696 Virginia Road, Concord, MA 01742-2751.

NAME: _____
ADDRESS: _____



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45.26655



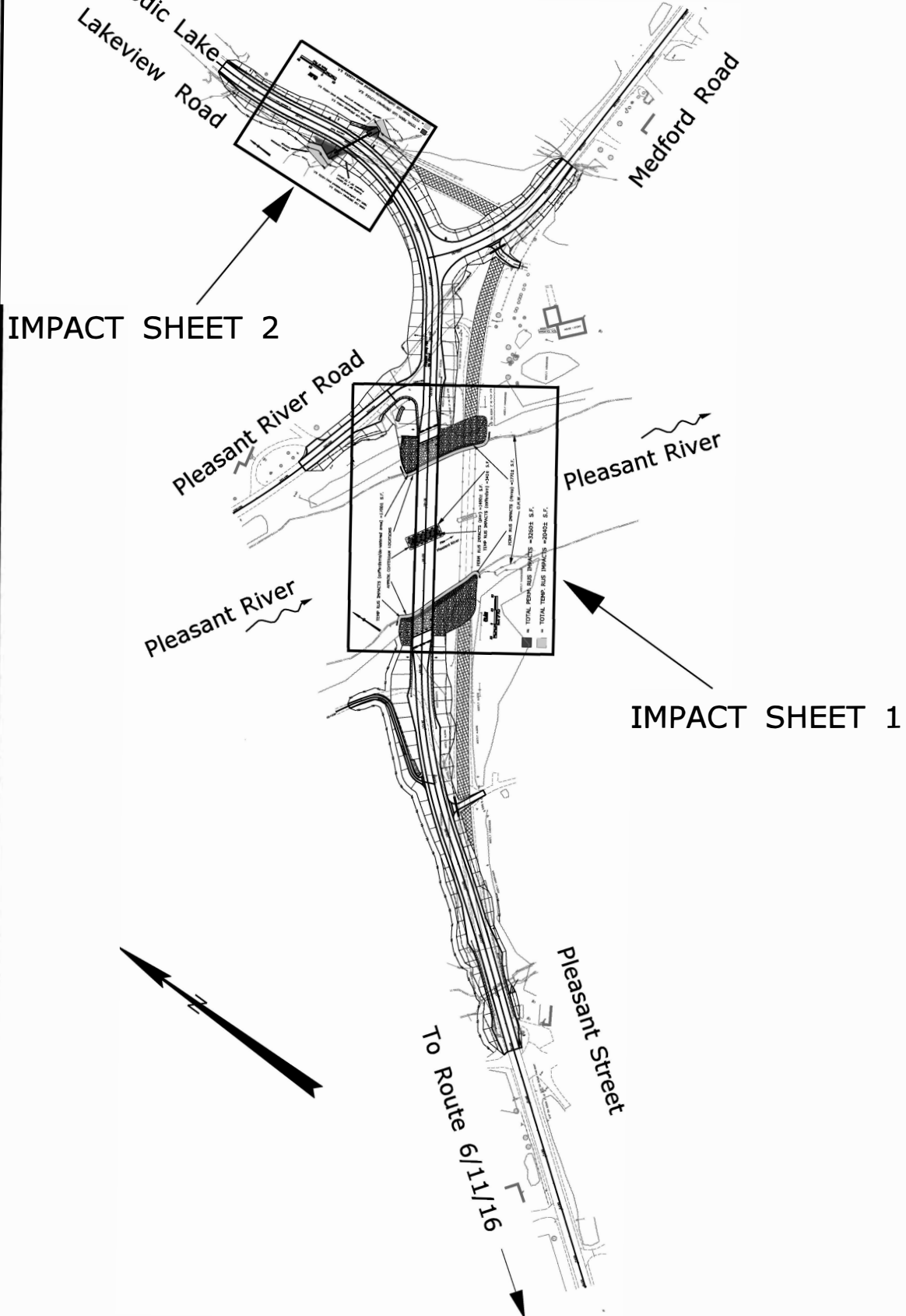
MDOT WIN 22627.00
Milo- Pleasant River Bridge #3244
bridge improvements

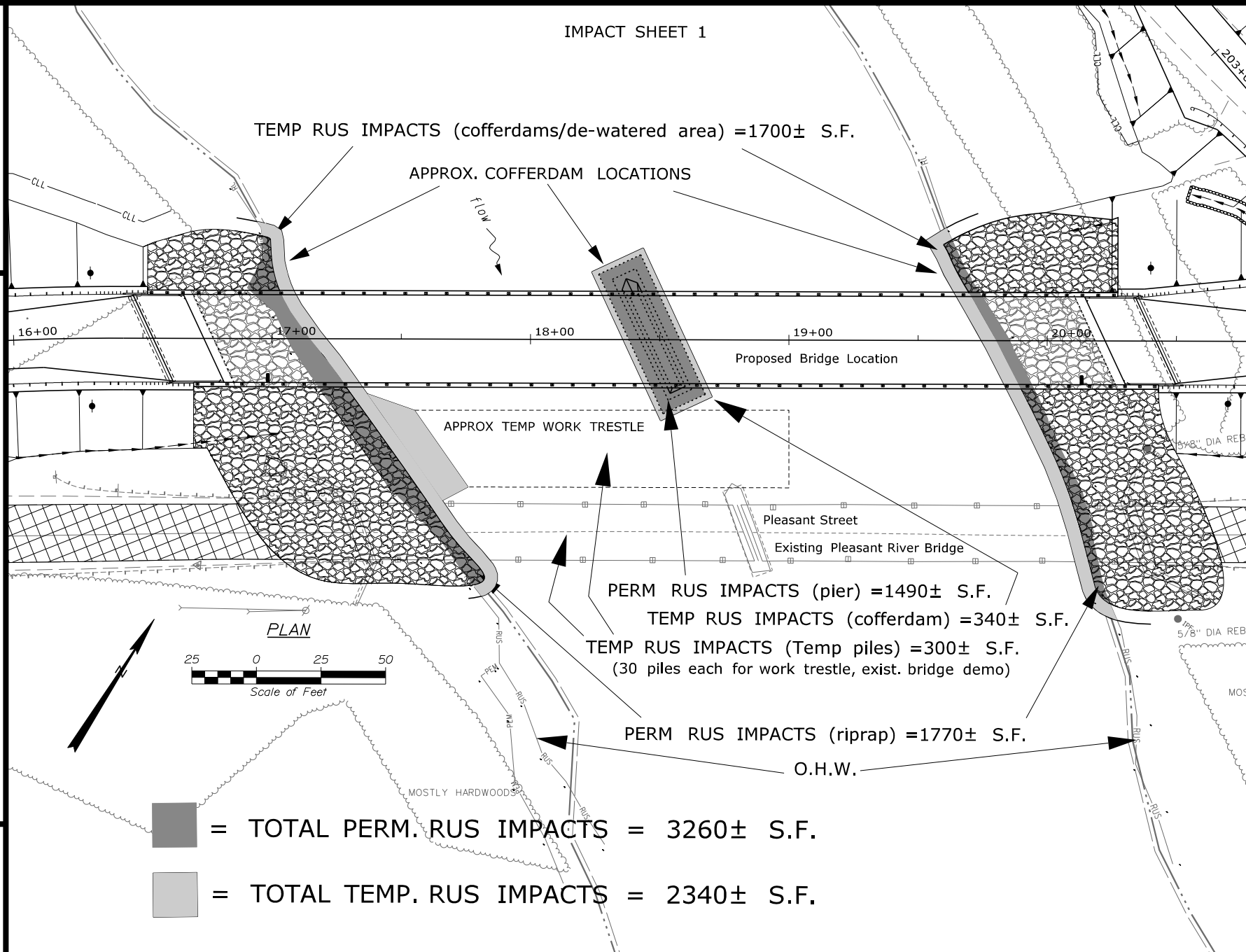


ACOE IMPACT PLAN INDEX

6/8/2020

MILO - WIN 22627.00 - BRIDGE REPLACEMENT
PLEASANT RIVER BRIDGE #3244 OVER PLEASANT RIVER





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



LIST OF DRAWINGS

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General Notes 2
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Typical Sections 11-12
Cross Sections 13-54

MILO
PISCATAQUIS COUNTY
PLEASANT RIVER BRIDGE
OVER
PLEASANT RIVER
PLEASANT STREET
FEDERAL AID PROJECT NO. STP-2262(700)
PROJECT LENGTH 0.327 mi.
BRIDGE NO. 3244

Plan Impacts Complete
January 8, 2020

UTILITIES

Time Warner Cable
Central Maine Power Company
Fairpoint Communications

MAINTENANCE OF TRAFFIC

Maintain two way traffic on the existing bridge.

PROJECT LOCATION	Pleasant River Bridge #3244 in Milo carrying Pleasant Street over Pleasant River, located .08 miles east of Lakeview Road. Lat./Long. 45°16'0" N 68°58'14" W
PROGRAM AREA	Bridge
OUTLINE OF WORK	Replacement of Pleasant River Bridge #3244 in Milo with associated approach work.

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Eighth Edition 2017.

DESIGN LOADING

Live Load HL - 93 Modified for Strength I

TRAFFIC DATA

Current (2020) AADT	990
Future (2040) AADT	1190
DHV - % of AADT	11%
Design Hour Volume	131
Heavy Trucks (% of AADT)	8%
Heavy Trucks (% of DHV)	8%
Directional Distribution (% of DHV)	55%
18 kip Equivalent P 2.0	32
18 kip Equivalent P 2.5	31
Design Speed (mph)	35

HYDROLOGIC DATA

Drainage Area	332 sq mi
Design Discharge (Q50)	29,240 cfs
Check Discharge (Q100)	33,175 cfs
Headwater Elevation (Q1.1)	275.07 ft
Headwater Elevation (Q10)	283.09 ft
Headwater Elevation (Q25)	283.84 ft
Headwater Elevation (Q50)	285.05 ft
Headwater Elevation (Q100)	285.93 ft
Discharge Velocity (Q1.1)	3.31 fps
Discharge Velocity (Q10)	3.70 fps
Discharge Velocity (Q25)	3.92 fps
Discharge Velocity (Q50)	3.64 fps
Discharge Velocity (Q100)	3.64 fps

MATERIALS

Concrete:	
Transition Barriers & Curbs	Class "LP"
Seals	Class "S"
All Other	Class "A"

Reinforcing Steel:	
Plain Reinforcing Steel	ASTM A 615 / A 615M, Grade 60
Stainless Reinforcing Steel	ASTM A 955, Grade 75
Glass Fiber Reinforced Polymer (GFRP)	CSA S807-10, ACI 440-1r-15

Structural Steel:	
All Material (except as noted)	ASTM A 709, Grade 50W (Unpainted)
High Strength Bolts	ASTM F 3125, Grade A 325, Type 3

BASIC DESIGN STRESSES

Concrete:	
Class "LP"	f 'c = 5,000 psi
Class "S"	f 'c = 3,000 psi
Class "A"	f 'c = 4,000 psi
Reinforcing Bars:	
Plain Steel	f y = 60,000 psi
Stainless Steel	f y = 75,000 psi
Glass Fiber Reinforced Polymer:	
#5 Bar	f fu = 100,000 psi
#6 Bar	f fu = 100,000 psi
#7 Bar	f fu = 95,000 psi
Minimum Elastic Modulus	E f = 6,150,000 psi
Structural Steel:	
ASTM 709, Grade 50W	f y = 50,000 psi
ASTM F 3125, Grade A325, Type 3	f u = 120,000 psi



WIN 022627.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		APPROVED		DATE
		COMMISSIONER:		
		CHIEF ENGINEER:		
MILO PLESANT RIVER BRIDGE		PROJECT INFORMATION		
		PROGRAM	Bridge	
TITLE SHEET		PROJECT MANAGER	Andy Lathie	SIGNATURE
		DESIGNER	Lori Driscoll	
		CONSULTANT	HNTB	P.E. NUMBER
		PROJECT RESIDENT		
		CONTRACTOR		DATE
		PROJECT COMPLETION DATE		
SHEET NUMBER				
1				
OF _				

GENERAL CONSTRUCTION NOTES

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

2. For easements, construction limits and right of way lines, refer to Right of Way Maps.

3. Place a 24 in. wide strip of Temporary Erosion Control Blanket on the sideslopes along the top of riprap and behind the wingwalls.

4. Unless otherwise noted, all embankment material placed below E.L. XXX.XX and beyond the abutment backfill limits shown on the "Abutment Details" sheet shall be Granular Borrow meeting the requirements of Standard Specifications Subsection 703.19, Material for Underwater Backfill.

5. The clearing limits as shown on the Plans are approximate. The exact limits will be established in the field by the Resident. Single trees and stump removal shall be considered clearing.

6. Clearing limits shall be 10 ft. beyond and parallel to the construction slope line, or as shown on the plans unless otherwise authorized by the Resident.

7. Loam shall be placed to a nominal depth of 2 in. on all new or reconstructed sideslopes or as directed by the resident.

8. A MASH Compliant guardrail end treatment shall be installed concurrently with the placement of each section of end beam guardrail.

9. *Extended Use Erosion Control Blankets, seeded gutters, riprap downspouts, and other gutters lined with Stone Ditch Protection shall be constructed after paving is completed, and shoulder work is completed, where it is apparent that runoff will cause continual erosion. Payment will be made under the appropriate Contract Items.*

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

*All exposed surfaces of concrete curbs,
Fascias down to the drip notch,
All exposed surfaces of Concrete Transition Barriers,
Top of abutment backwalls and to one foot below the top of
backwalls on the back side, wingwalls top face and roadway face
to one foot below roadway grade.*

11. 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 Number 619.14, Erosion Control Mix.

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

13. The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its lifespan.

14. The hydrologic report of the bridge site may be accessed at the MaineDOT web address. The hydrologic report is based on the designer's interpretation of the information obtained for the subject site. No assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.

15. The project geotechnical report titled: Geotechnical Design Report for the Replacement of Pleasant River Bridge over Pleasant River Soils Report, dated XX, 2019 may be accessed at the MaineDOT web address.

16. 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 Bidder's or Contractor's interpretations 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 boring locations.

17. The existing bridge shall be removed by and become the property of the Contractor. The steel portions of the existing bridge are 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.

18. The Contractor shall submit a Bridge Demolition Plan to the Resident at least 10 business days prior to the start of demolition work. This 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 the 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.

19. 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 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 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 and adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation and Time.

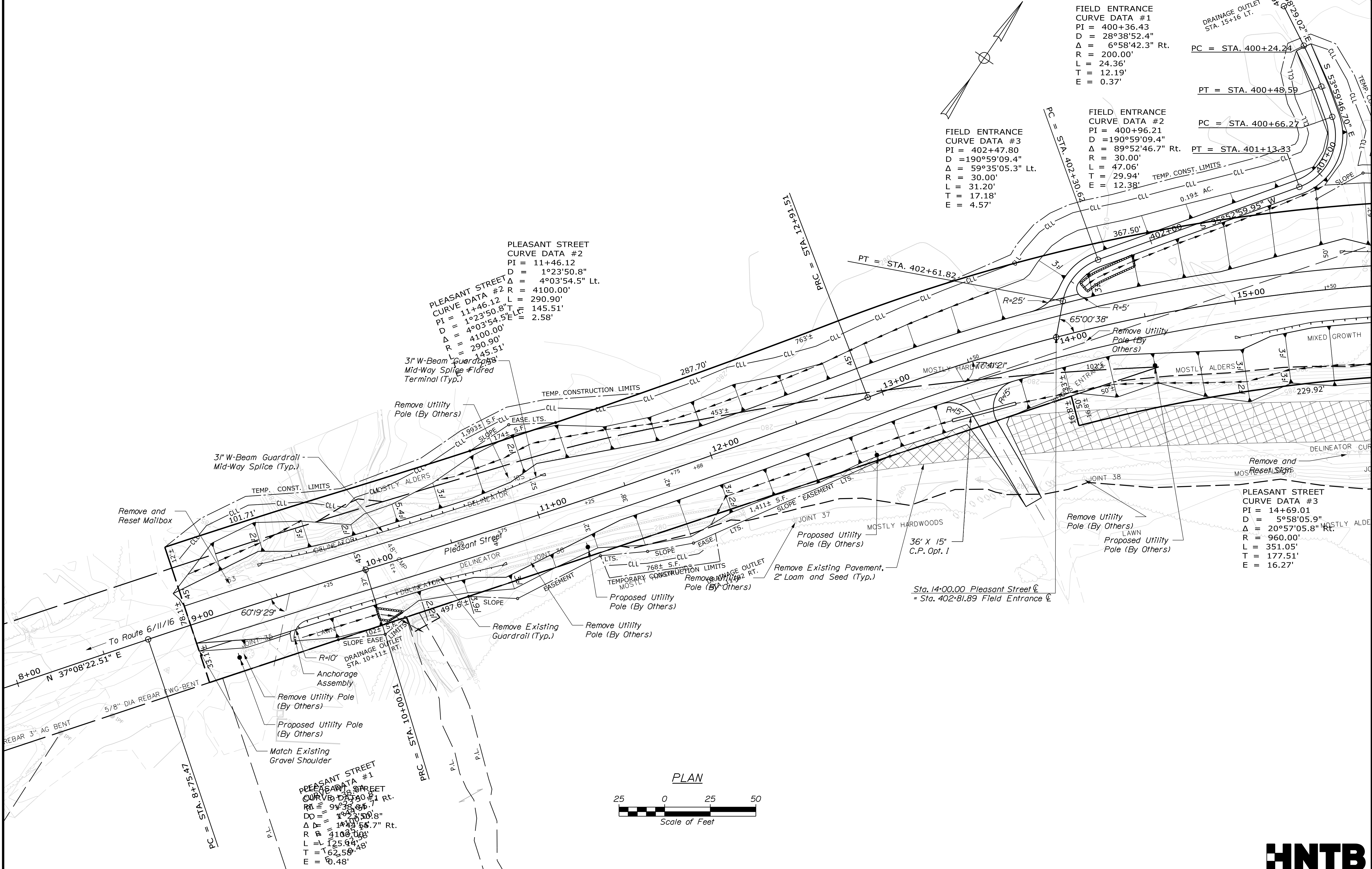
20. No existing drainage shall be abandoned, removed or plugged without prior approval of the Resident.

21. Gravel entrances shall be constructed with 14 in. Aggregate Subbase Course Gravel.

22. A 3 ft. Paved lip shall be placed at all unpaved entrances unless otherwise noted on the plans or directed by the resident.

23. Remove and reset, and remove and dispose of signs shall be performed in accordance with section 645 - Highway Signing and as directed by the Resident. Payment will be incidental to related Contract Items.

OF 2 SHEET NUMBER		PLESANT RIVER BRIDGE PLEASANT RIVER MILO PISCATAQUIS COUNTY		PROJ. MANAGER \$ DESIGN-DETAILED \$ DESIGN2-DETAILED2 \$ DESIGN3-DETAILED3 \$ REVISIONS 1 \$ REVISIONS 2 \$ REVISIONS 3 \$ REVISIONS 4 \$ FIELD CHANGES \$		*PROJ.MANAGERS \$ *DESIGNER \$ *DESIGNER 2\$ *DESIGNER 3\$ *DESIGNER 1 \$ *DESIGNER 2 \$ *DESIGNER 3 \$ *DESIGNER 4 \$ *FIELDCHANGES \$		BY DATE SIGNATURE P.E. NUMBER DATE		STATE OF MAINE DEPARTMENT OF TRANSPORTATION BRIDGE NO. 3244 WIN 22627.00 BRIDGE PLANS	
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT: PLEASANT RIVER BRIDGE
SHEET: 3 OF 3

DATE: 1/8/2020
BY: [Signature]
CHECKED: [Signature]
DESIGNED: [Signature]
REVISIONS: 1, 2, 3, 4

BRIDGE NO. 3244
WIN 22627.00
BRIDGE PLANS

PLEASANT RIVER BRIDGE
PLEASANT RIVER
PISCATAQUIS COUNTY

MILO

GENERAL PLAN 1

SHEET NUMBER
3

Date:1/8/2020

Username: David Shaw

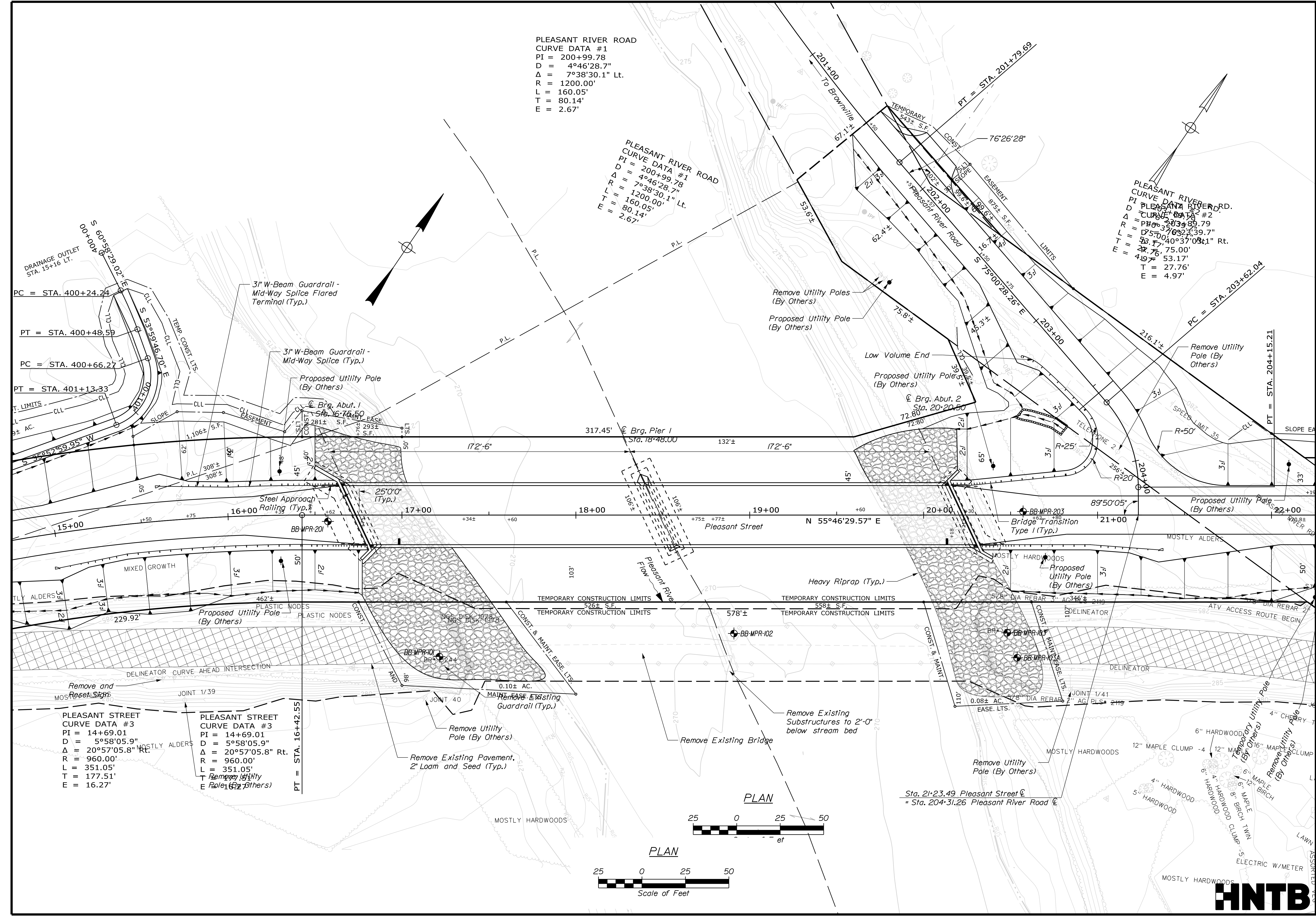
Division: BRIDGE

Filename: ... \BRIDGE\WSTA004_BDPlan_02.dgn

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D = 4°46'28.7"
Δ = 7°38'30.1" Lt.
R = 1200.00'
L = 160.05'
T = 80.14'
E = 2.67'

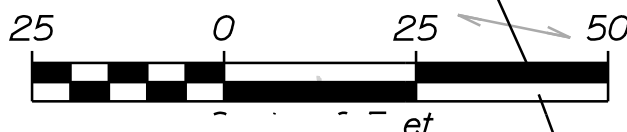
PLEASANT RIVER ROAD
CURVE DATA #1
PI = 200+99.78
D = 4°46'28.7"
Δ = 7°38'30.1" Lt.
R = 1200.00'
L = 160.05'
T = 80.14'
E = 2.67'

PLEASANT RIVER RD.
CURVE DATA #2
PI = 203+89.79
D = 37°03'39.7"
Δ = 40°37'08.1" Rt.
R = 75.00'
L = 53.17'
T = 27.76'
E = 4.97'

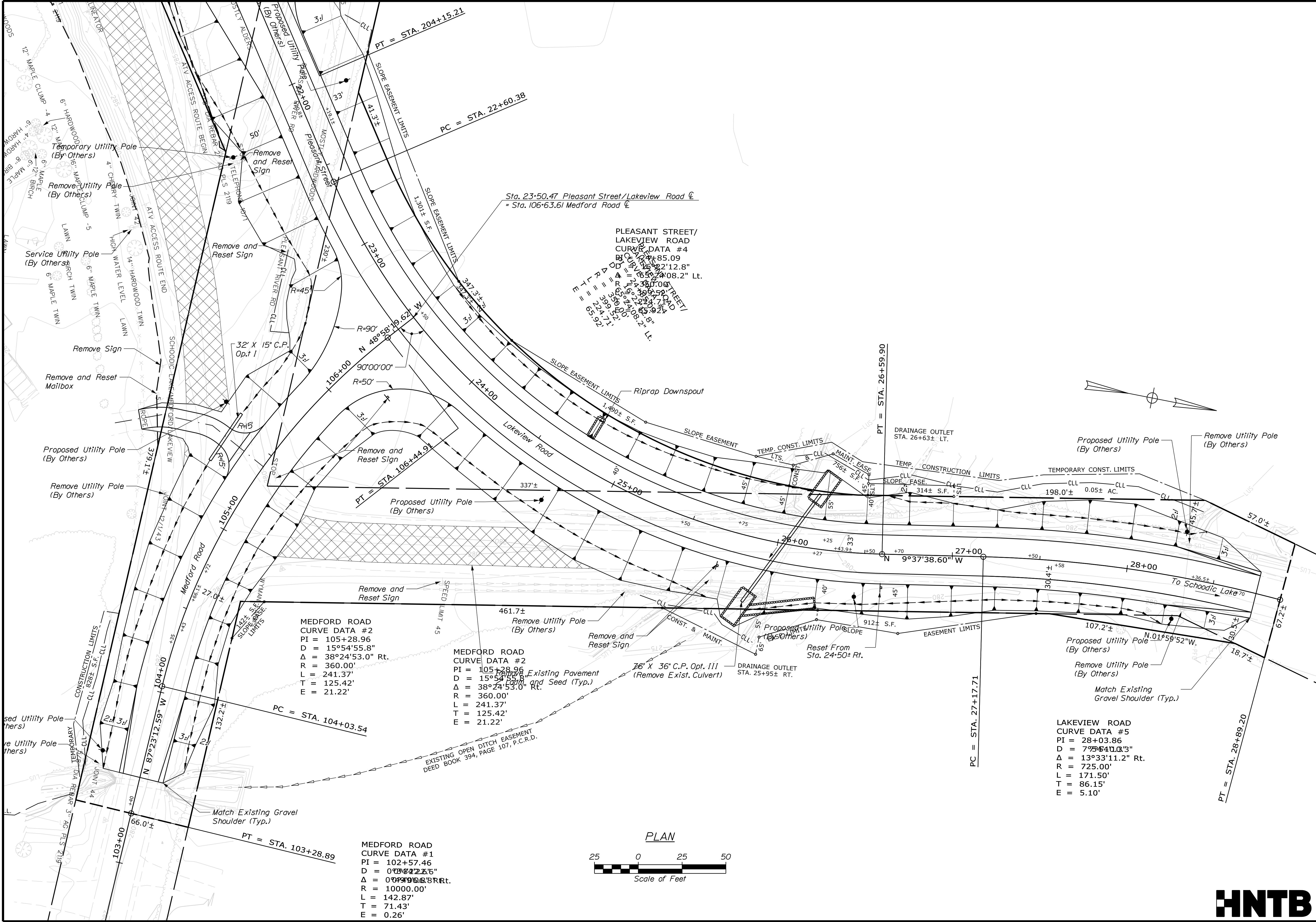


PLAN

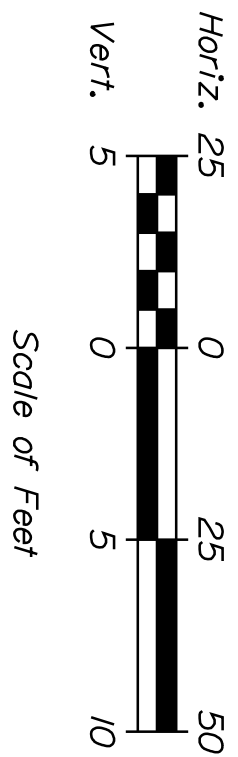
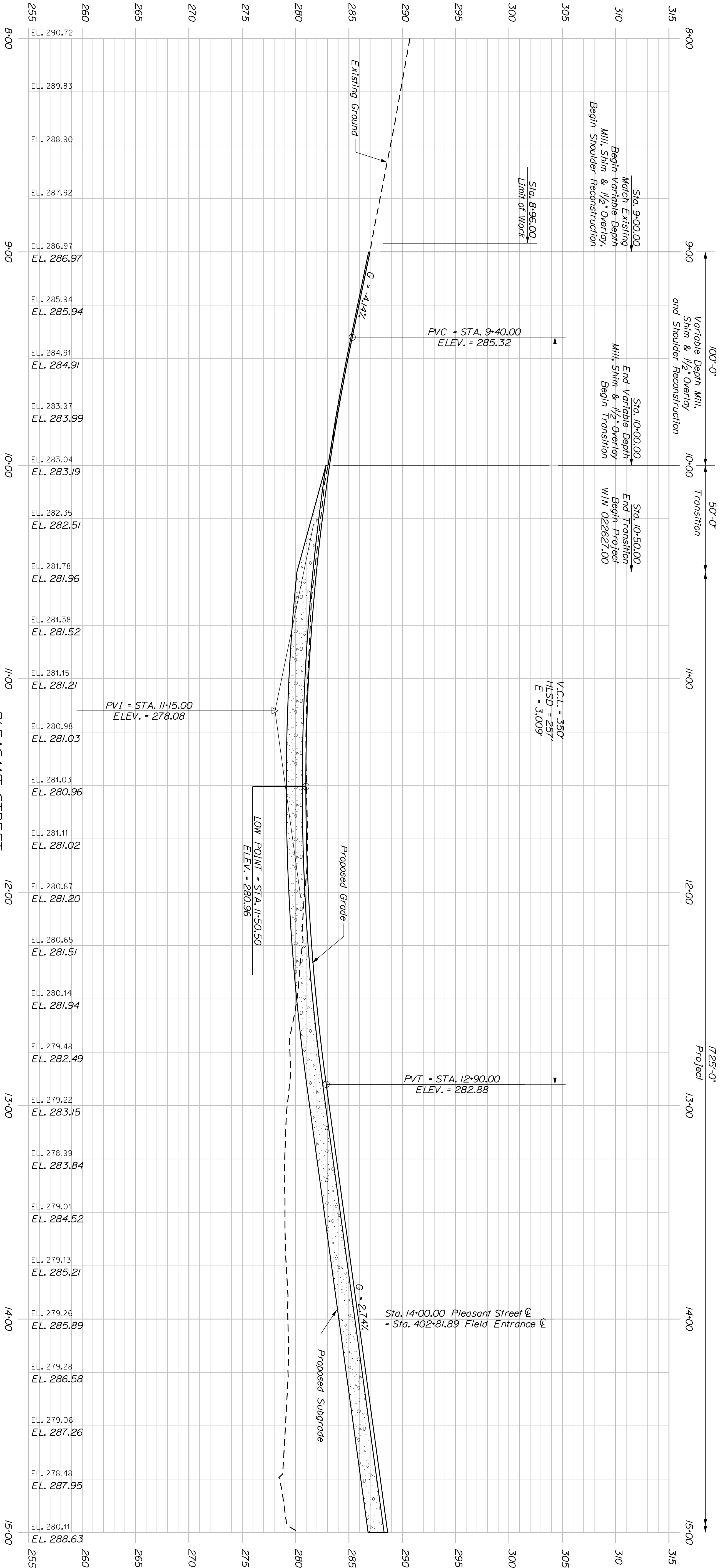
PLAN



SHEET NUMBER		PLESANT RIVER BRIDGE		PROJ. MANAGER		BY		DATE		STATE OF MAINE	
4		PLEASANT RIVER		\$DESIGNER1\$		\$DESIGNER1\$		\$PROJECT1\$		DEPARTMENT OF TRANSPORTATION	
OF		PISCATAQUIS COUNTY		\$DESIGNER2\$		\$DESIGNER2\$		\$PROJECT2\$			
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				\$DESIGNER186\$							



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		SIGNATURE		P.E. NUMBER		DATE	
PLESANT RIVER BRIDGE		PLEASANT RIVER		DESIGN-DETAILED		DESIGN-REVIEWED		CHECKED	
MILO		PISCATAQUIS COUNTY		DESIGN-DETAILED		DESIGN-REVIEWED		DESIGN-DETAILED	
GENERAL PLAN 3		SHEET NUMBER		REVISIONS 1		REVISIONS 2		REVISIONS 3	
		5		REVISIONS 4		REVISIONS 5		REVISIONS 6	
		OF _		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES	
				PROJECT MANAGER		BY		DATE	
				PROJECT NO. 3244		WIN		BRIDGE PLANS	
				WIN 22627.00					



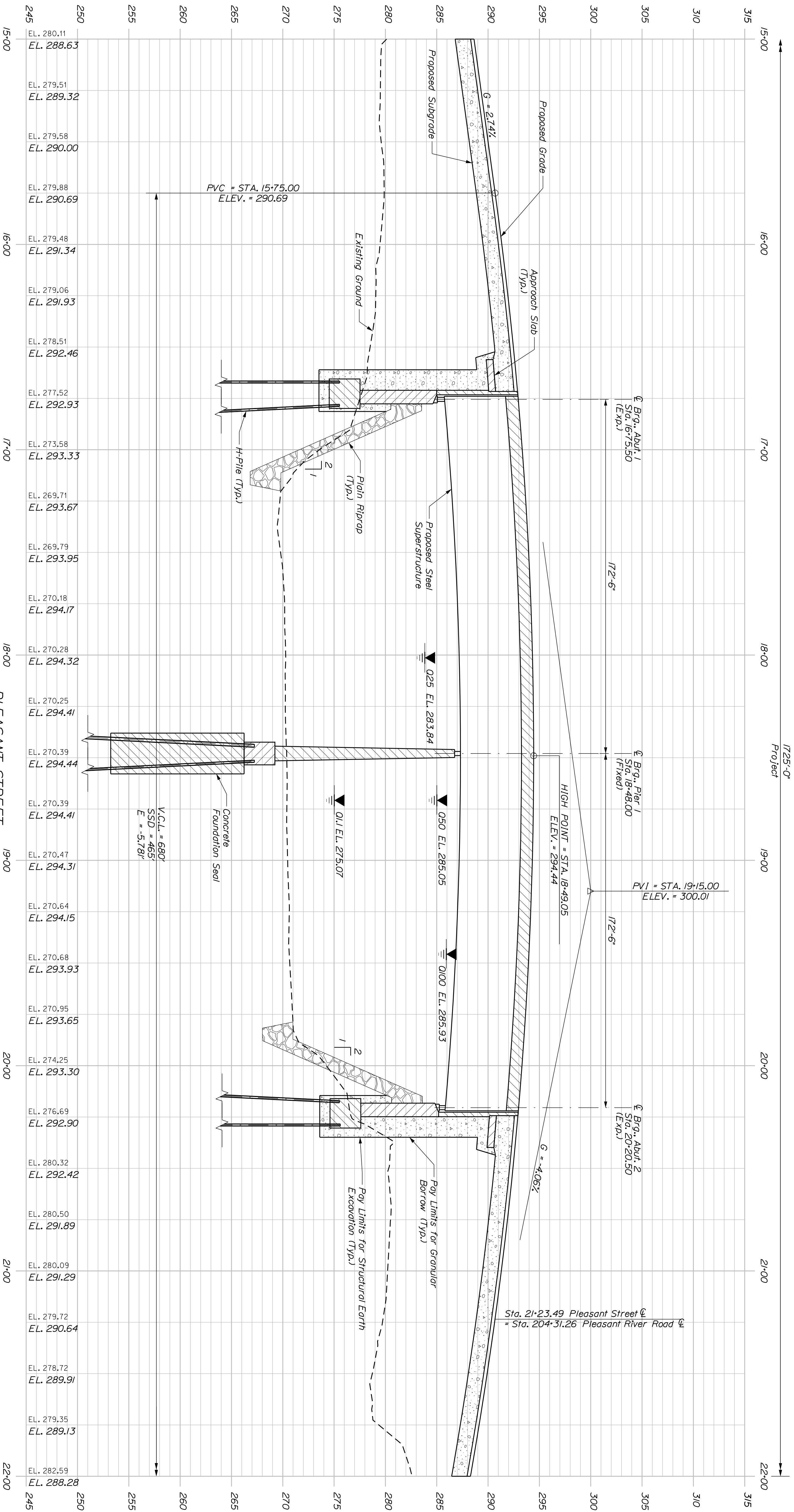
HNTB

PLESANT RIVER BRIDGE
PLEASANT RIVER
PISCATAQUIS COUNTY
MILO
PROFILE 1

PROJ. MANAGER	\$PROJMANAGER\$	BY	DATE
DESIGN-DETAILED	\$designer1\$	\$detailer1\$	\$projectdate1\$
CHECKED-REVIEWED			
DESIGN2-DETAILED2	\$designer2\$	\$detailer2\$	\$projectdate2\$
DESIGN3-DETAILED3	\$designer3\$	\$detailer3\$	\$projectdate3\$
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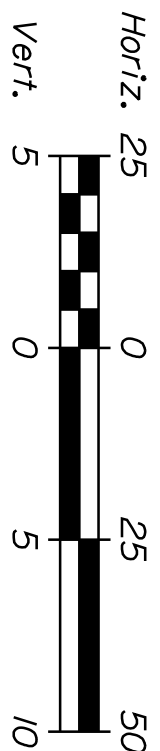
SIGNATURE
P.E. NUMBER
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BRIDGE NO. 3244
WIN 22627.00
BRIDGE PLANS

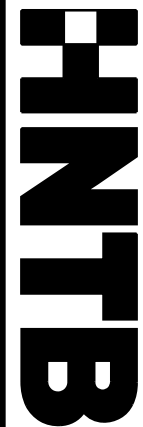


PLEASANT STREET

PROFILE



Scale of Feet



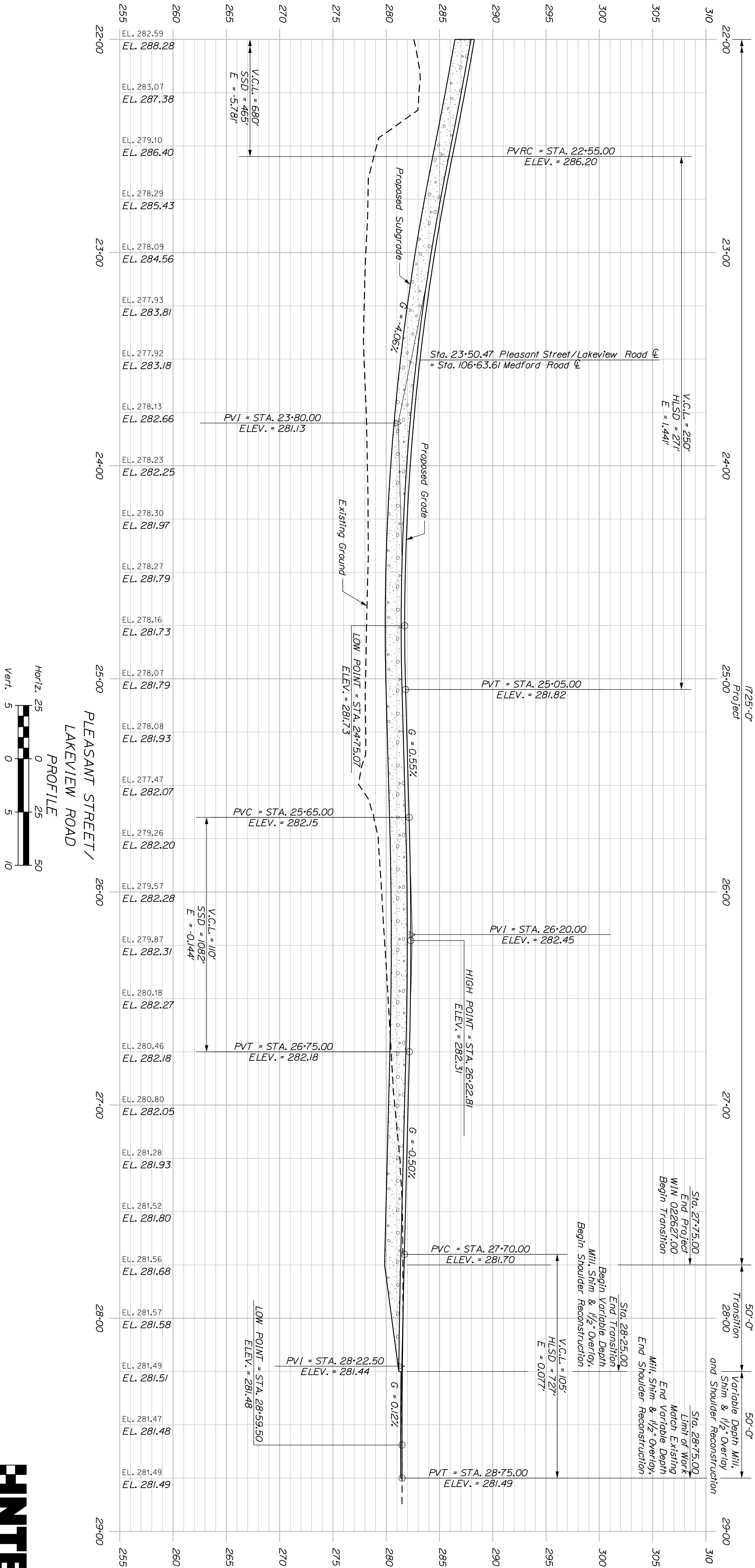
OF -

PLESANT RIVER BRIDGE
PLEASANT RIVER
PISCATAQUIS COUNTY
MILO
PROFILE 2

PROJ. MANAGER	\$PROJMANAGER\$	BY	DATE
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CHECKED-REVIEWED			
DESIGN2-DETAILED2	\$designer2\$	\$detailer2\$	\$projdate2\$
DESIGN3-DETAILED3	\$designer3\$	\$detailer3\$	\$projdate3\$
REVISIONS 1	-----		\$revdate1\$
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REVISIONS 3	\$revision3\$		\$revdate3\$
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FIELD CHANGES	\$fieldchange\$		\$fielddate\$

SIGNATURE
P.E. NUMBER
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BRIDGE NO. 3244
WIN 22627.00
BRIDGE PLANS



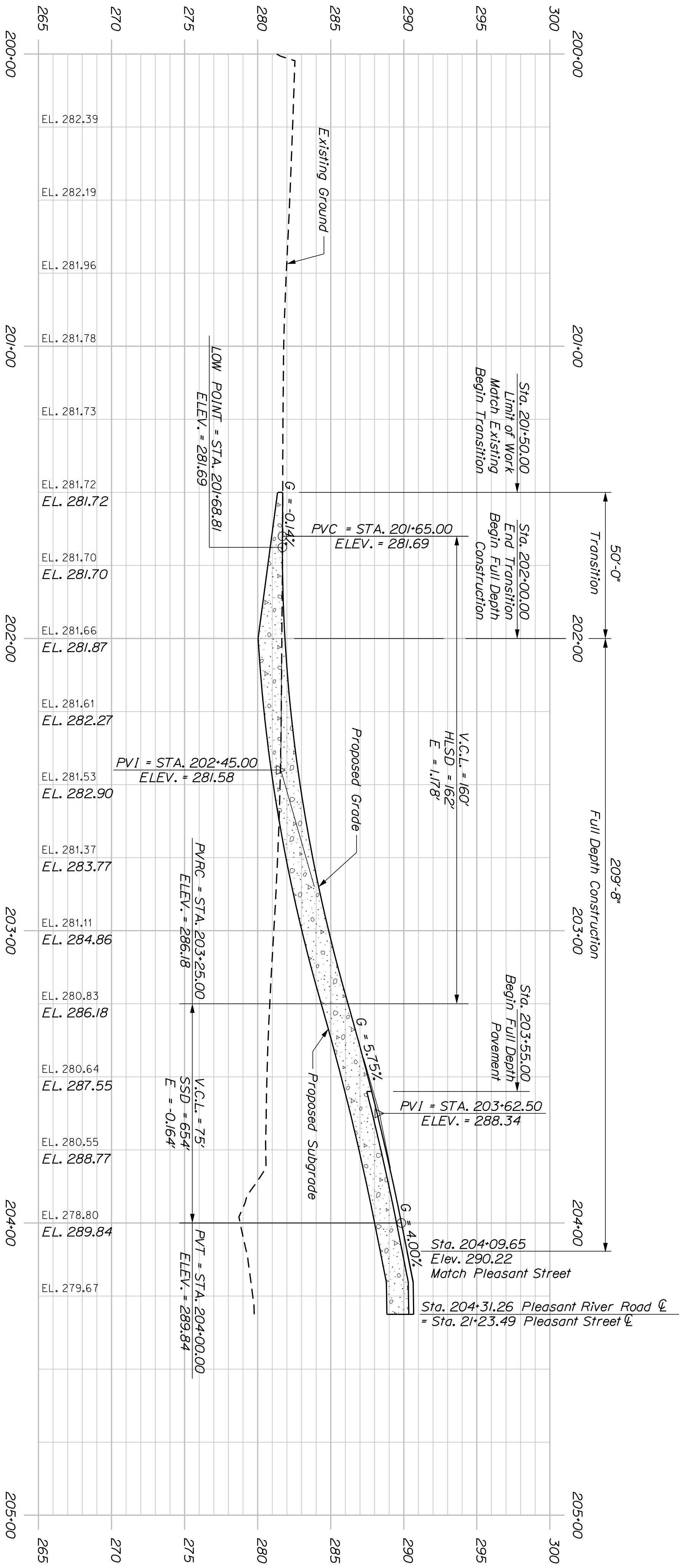
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PLESANT RIVER BRIDGE
PLEASANT RIVER
PISCATAQUIS COUNTY
MILO
PROFILE 3

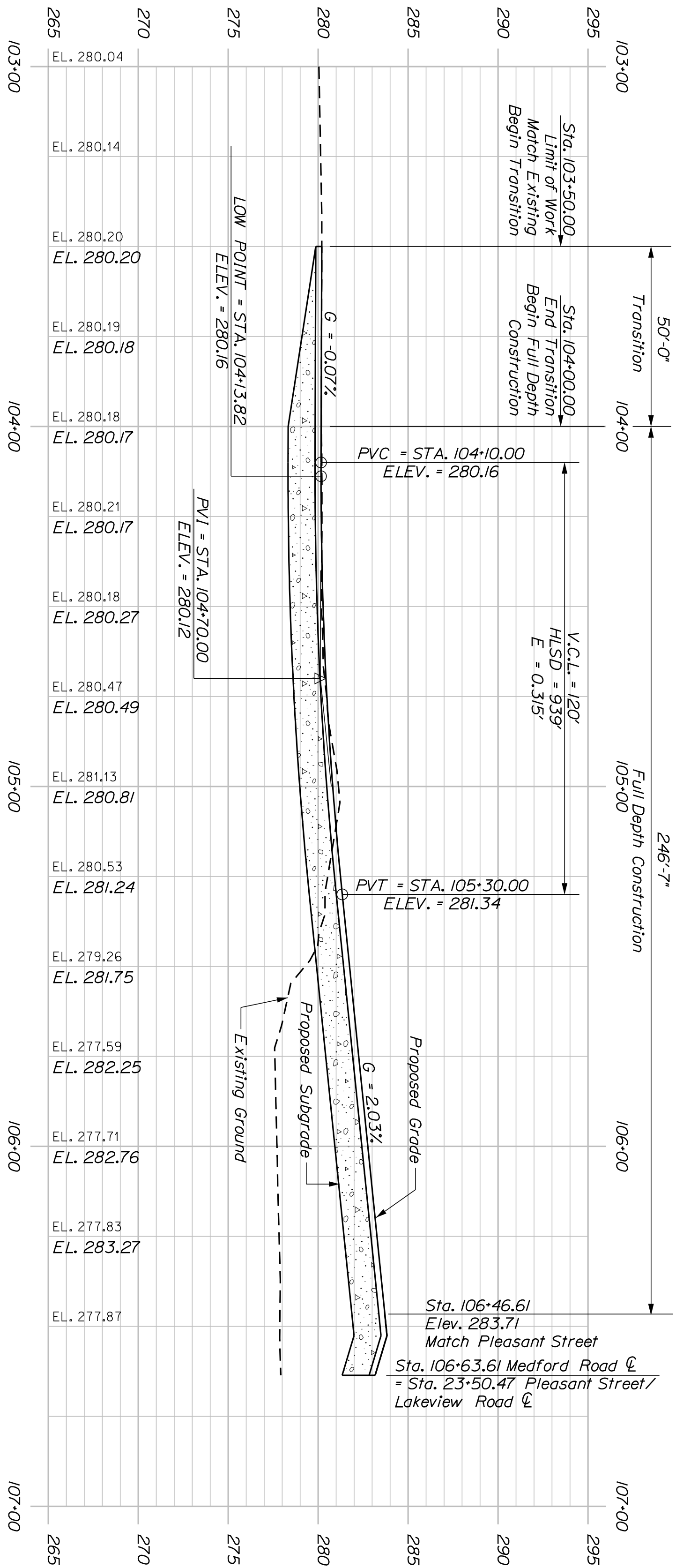
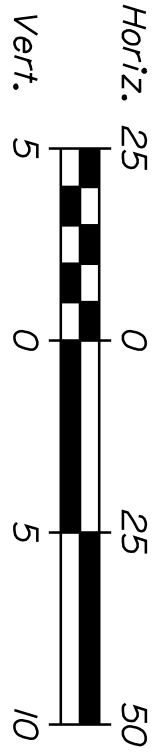
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DESIGN2-DETAILED2	\$designer2\$	\$detailer2\$	\$projectdate2\$		
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SIGNATURE
P.E. NUMBER
DATE

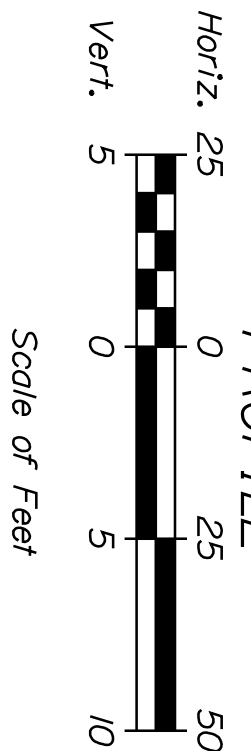
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BRIDGE NO. 3244
WIN
WIN 22627.00
BRIDGE PLANS



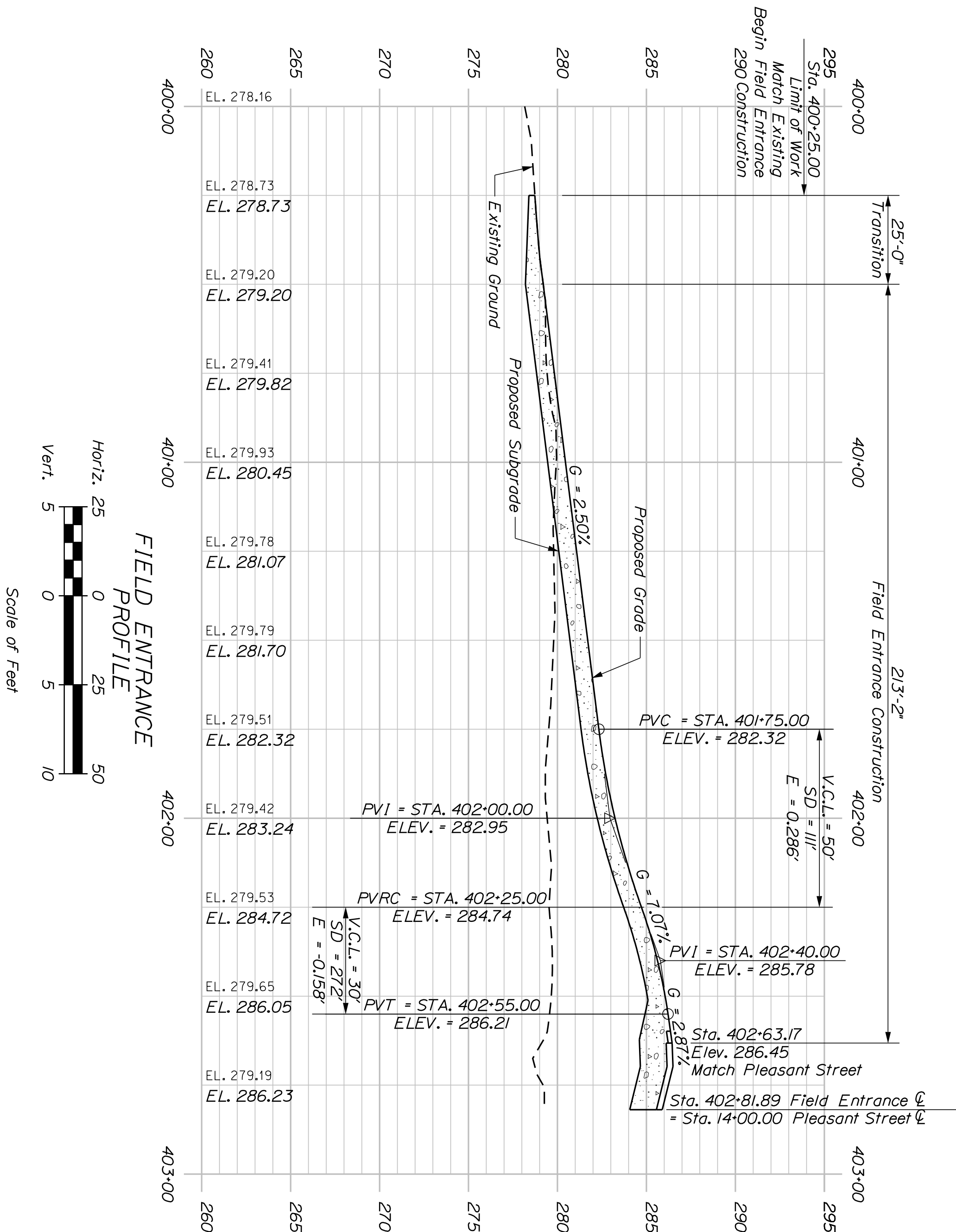
PLEASANT RIVER
ROAD PROFILE



MEDFORD ROAD
PROFILE



PROJ. MANAGER	\$PROJ.MANAGER\$	BY	DATE
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CHECKED-REVIEWED			
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REVISIONS 1	-----		\$revdate1\$
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FIELD CHANGES	\$fieldchange\$		\$fielddate\$



PROJ. MANAGER	\$PROJMANAGER\$	BY	DATE
DESIGN-DETAILED	\$designer1\$	\$detailer1\$	\$projdate1\$
CHECKED-REVIEWED			
DESIGN2-DETAILED2	\$designer2\$	\$detailer2\$	\$projdate2\$
DESIGN3-DETAILED3	\$designer3\$	\$detailer3\$	\$projdate3\$
REVISIONS 1	-----		\$revdate1\$
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FIELD CHANGES	\$fieldchange\$		\$fielddate\$

SIGNATURE

P.E. NUMBER

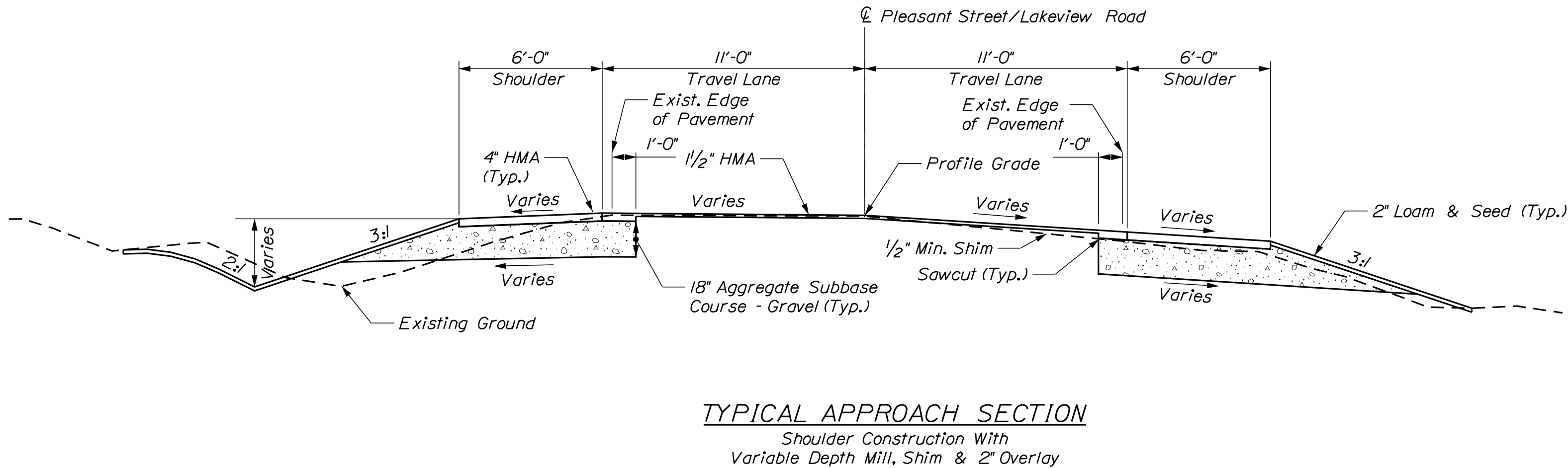
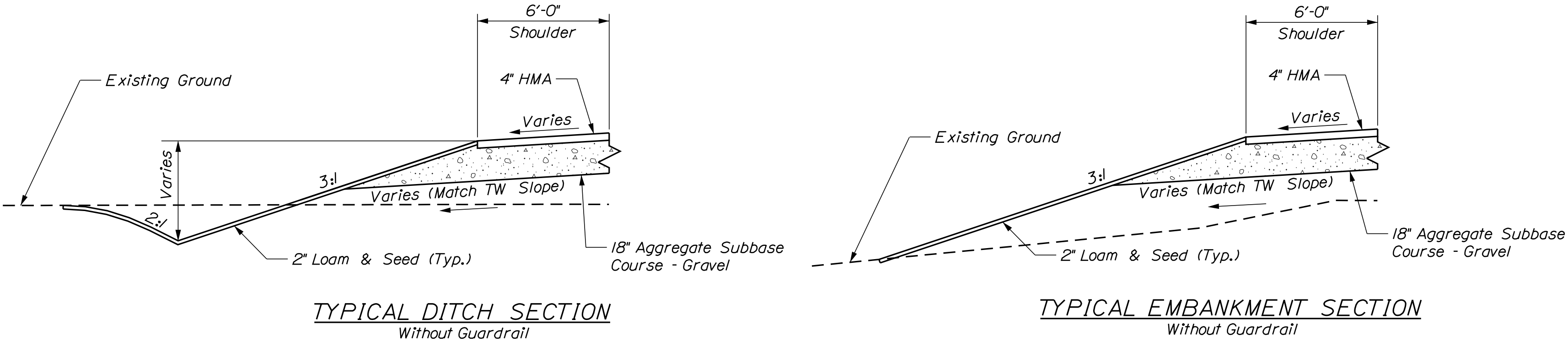
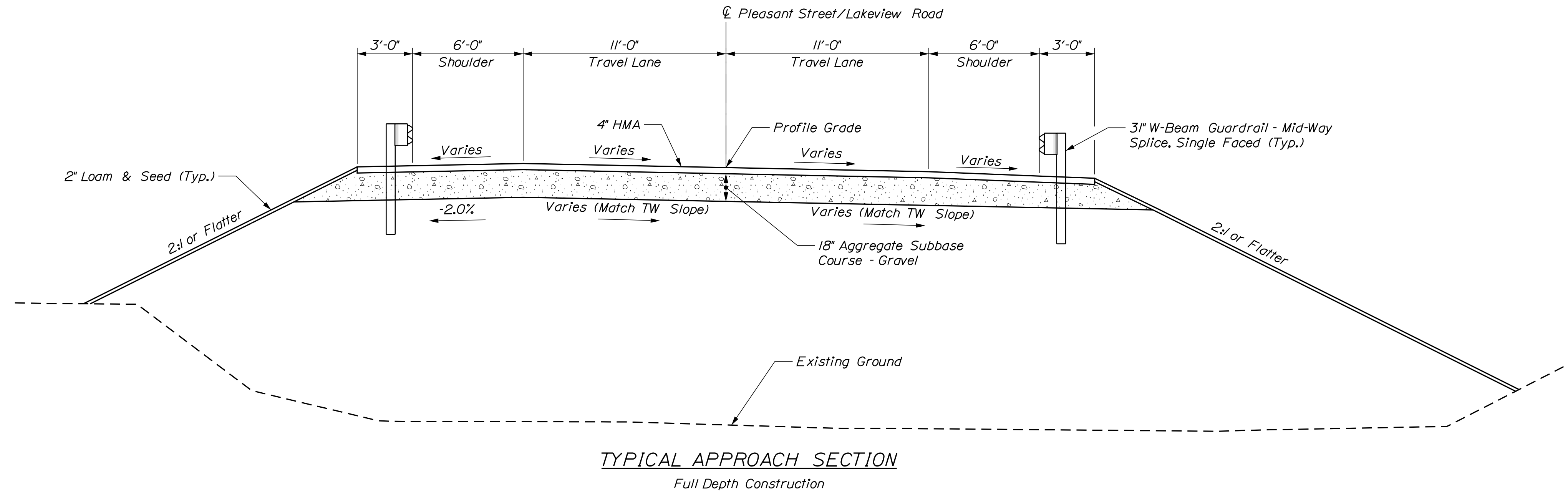
DATE

Date:1/8/2020

Username: David.Shaw

Division: BRIDGE

Filename: ... \MSTAO11_Typical Sections.dgn



Pleasant Street/Lakeview Road Superelevation Table				
Lt. Shoulder	Lt. Travelway	Station	Rt. Travelway	Rt. Shoulder
Match Existing		9+00.00	Match Existing	
-4.0%	-2.0%	9+25.00	-3.9%	-4.0%
-4.0%	-2.0%	9+50.00	-3.0%	-4.0%
-4.0%	-2.0%	9+75.00	-2.0%	-4.0%
↓	↓	-	↓	↓
-4.0%	-2.0%	12+00.00	-2.0%	-4.0%
-4.0%	-0.8%	12+25.00	-2.0%	-4.0%
-4.0%	0.5%	12+50.00	-2.0%	-4.0%
-4.0%	1.7%	12+75.00	-2.0%	-4.0%
-3.0%	3.0%	13+00.00	-3.0%	-4.0%
-2.0%	4.2%	13+25.00	-4.2%	-4.2%
↓	↓	-	↓	↓
-2.0%	4.2%	16+00.00	-4.2%	-4.2%
-2.0%	3.1%	16+25.00	-3.1%	-4.0%
-2.0%	2.0%	16+50.00	-2.0%	-4.0%
N/A	2.0%	16+75.00	-2.0%	-4.0%
N/A	2.0%	17+00.00	-2.0%	N/A
↓	↓	-	↓	↓
N/A	2.0%	20+00.00	-2.0%	N/A
-4.0%	2.0%	20+25.00	-2.0%	N/A
-4.0%	2.0%	20+50.00	-2.0%	-4.0%
-4.0%	1.2%	20+75.00	-1.2%	-4.0%
-4.0%	0.4%	21+00.00	-0.4%	-4.0%
-4.0%	-0.4%	21+25.00	0.4%	-4.0%
-4.0%	-1.2%	21+50.00	1.2%	-4.0%
-4.0%	-2.0%	21+75.00	2.0%	-4.0%
-4.0%	-2.8%	22+00.00	2.8%	-4.0%
-4.0%	-3.6%	22+25.00	3.6%	-3.0%
-4.4%	-4.4%	22+50.00	4.4%	-2.0%
-5.2%	-5.2%	22+75.00	5.2%	-2.0%
-6.0%	-6.0%	23+00.00	6.0%	-2.0%
↓	↓	-	↓	↓
-6.0%	-6.0%	26+00.00	6.0%	-2.0%
-4.6%	-4.6%	26+25.00	4.6%	-2.0%
-4.0%	-3.3%	26+50.00	3.3%	-3.0%
-4.0%	-1.9%	26+75.00	1.9%	-4.0%
-4.0%	-0.5%	27+00.00	0.5%	-4.0%
-4.0%	0.9%	27+25.00	-0.9%	-4.0%
-4.0%	2.2%	27+50.00	-2.2%	-4.0%
-4.0%	2.2%	27+75.00	-3.6%	-4.0%
-4.0%	2.2%	28+00.00	-5.0%	-5.0%
-4.0%	0.9%	28+25.00	-6.4%	-6.4%
-4.0%	-0.5%	28+50.00	-7.7%	-7.7%
Match Existing		28+75.00	Match Existing	

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

PLESANT RIVER BRIDGE

PLEASANT RIVER

PISCATAQUIS COUNTY

MILO

TYPICAL SECTIONS 1

SHEET NUMBER

11

OF _

BRIDGE PLANS

WIN 22627.00

BRIDGE NO. 3244

DATE

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER

CHECKED

DESIGNED

DESIGNED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

BY

DATE

DATE

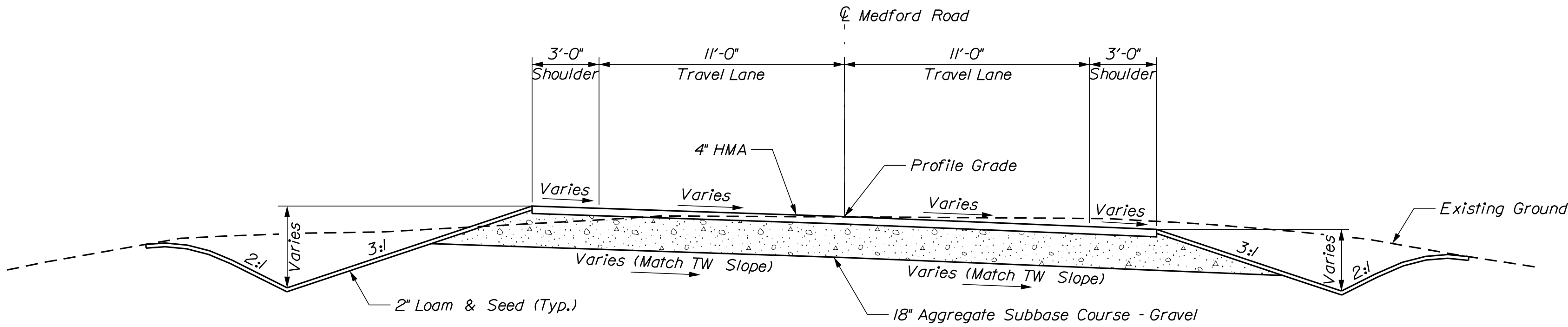
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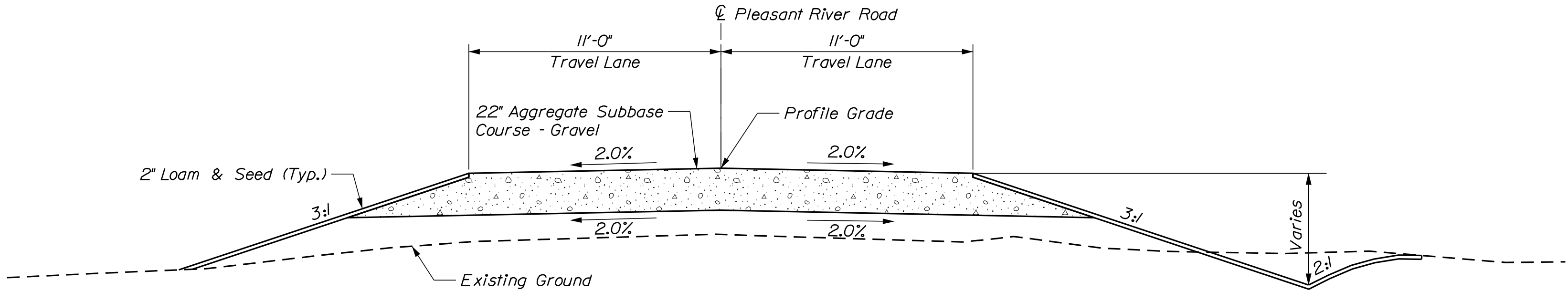
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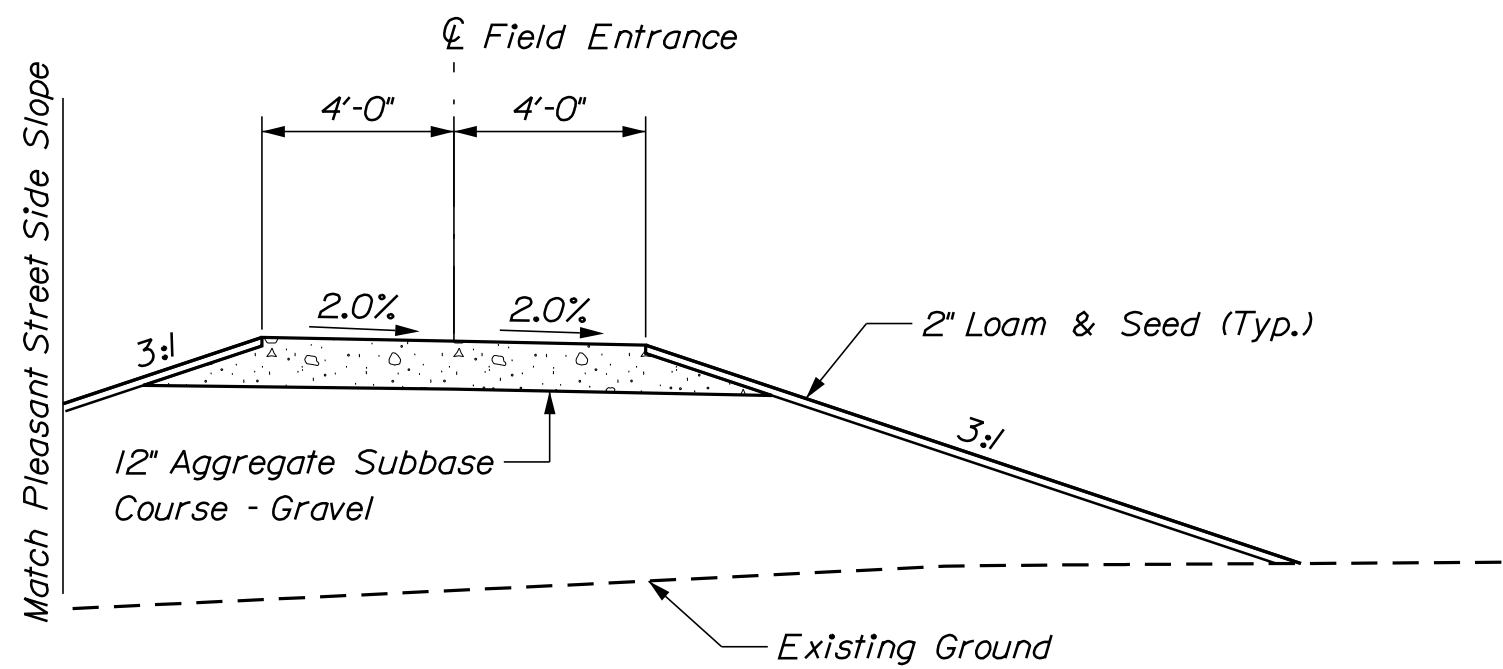
DATE



MEDFORD ROAD DESIGN TYPICAL SECTION



PLEASANT RIVER ROAD DESIGN SECTION



FIELD ENTRANCE DESIGN SECTION

Medford Road Superelevation Table				
Lt. Shoulder	Lt. Travelway	Station	Rt. Travelway	Rt. Shoulder
Match Existing	Match Existing	103+50.00	Match Existing	Match Existing
-2.4%	-2.4%	103+75.00	-4.1%	-4.1%
-1.0%	-1.0%	104+00.00	-4.1%	-4.1%
0.4%	0.4%	104+25.00	-4.1%	-4.1%
1.8%	1.8%	104+50.00	-4.1%	-4.1%
3.2%	3.2%	104+75.00	-4.1%	-4.1%
4.6%	4.6%	105+00.00	-4.6%	-4.6%
↓	↓	-	↓	↓
4.6%	4.6%	106+00.00	-4.6%	-4.6%
3.5%	3.5%	106+25.00	-3.5%	-3.5%

Pleasant River Road Superelevation Table		
Lt. Travelway	Station	Rt. Travelway
Match Existing	201+50.00	Match Existing
-2.0%	201+75.00	-2.0%
↓	-	↓
-2.0%	203+25.00	-2.0%
-2.0%	203+50.00	0.0%
-2.0%	203+75.00	2.0%
-3.4%	204+00.00	3.8%

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 3244
WIN 22627.00
BRIDGE PLANS

PLESANT RIVER BRIDGE
PLEASANT RIVER
PISCATAQUIS COUNTY

MILO
TYPICAL SECTIONS 2

SHEET NUMBER
12
OF _

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

BY
\$designer1\$
\$designer2\$
\$designer3\$
\$designer4\$
\$designer5\$
\$designer6\$
\$designer7\$
\$designer8\$
\$designer9\$
\$designer10\$

DATE
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SIGNATURE
P.E. NUMBER
DATE