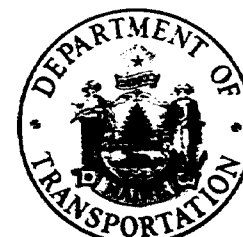


STATE OF MAINE DEPARTMENT OF TRANSPORTATION



BUREAU OF HIGHWAYS ROUTE 100 & 26 OVER PRESUMPCOT RIVER AND MCRR IN THE TOWN OF FALMOUTH CUMBERLAND COUNTY PROJECT NO. M-MG-9072(1) LENGTH OF PROJECT 0.158 MILES

CONVENTIONAL SIGNS

COUNTY LINES	---	TRAVELLED WAY - PROPOSED	---
TOWN LINES	---	UNDERGROUND UTILITIES - EXISTING	---
PROPERTY LINES	---	UNDERGROUND UTILITIES - PROPOSED	---
R/W LINES - EXISTING	---	RAILROAD - SINGLE TRACK	---
R/W LINES - NEW - ACCESS CONTROL	---	RAILROAD - DOUBLE TRACK	---
R/W LINES - NEW - NO ACCESS CONTROL	---	UTILITY POLE - EXISTING	---
CULVERT - EXISTING	---	UTILITY POLE - JOINT OCCUPANCY	---
CULVERT - PROPOSED	---	PROPOSED UTILITY POLE - TEMPORARY	X
CURBING - EXISTING	---	PROPOSED UTILITY POLE - PERMANENT	+
CURBING - PROPOSED	---	TREES	---
TRAVELLED WAY - EXISTING	---	WOODS	---

SPECIFICATIONS

DESIGN—AASHTO Standard Specifications for Highway Bridges 1973, Interim
Specifications Bridges 1974 and 1975.
CONTRACT—State of Maine, State Highway Commission, Standard
Specifications, Highways and Bridges, Revision of June 1968

LIVE LOADING

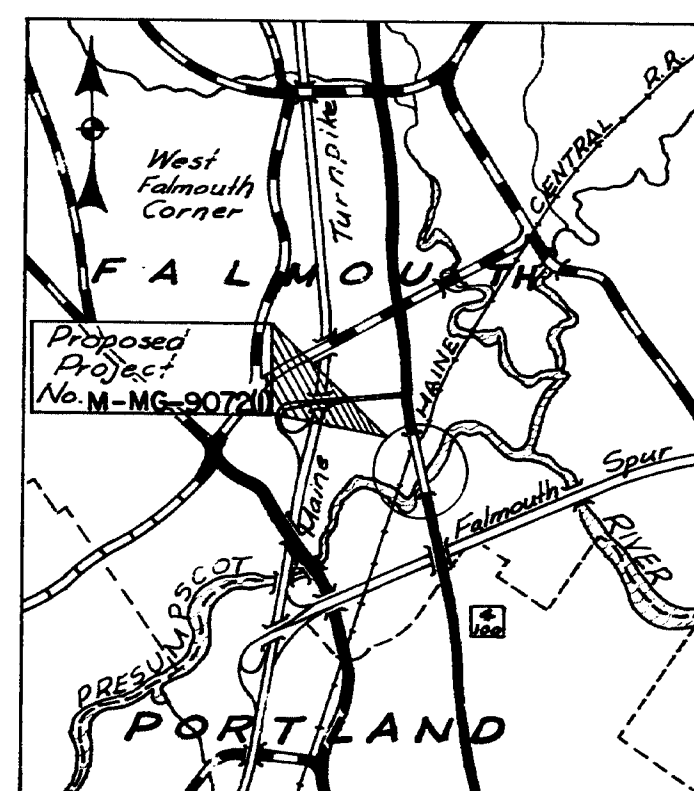
HS20-44

MATERIALS

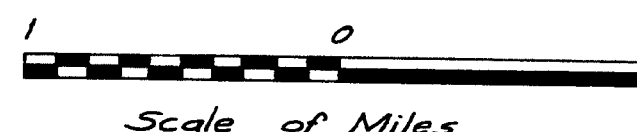
CONCRETE—All Concrete—Class A
REINFORCING STEEL—ASTM A615 Grade 60
STRUCTURAL STEEL—Existing Steel—ASTM A7
New Steel—ASTM A36
STRUCTURAL BOLTS—ASTM A325

BASIC ALLOWABLE STRESSES

CONCRETE— $f_c = 1,200$ psi $n=10$
REINFORCING STEEL— $f_s = 24,000$ psi
STRUCTURAL STEEL—ASTM A7 $f_s = 18,000$ psi
ASTM A36 $f_s = 20,000$ psi
ASTM A325 $f_v = 13,500$ psi



LOCATION MAP



TRAFFIC DATA

A.D.T. 1974 7,600
A.D.T. 1994 12,030
D.H.V. 1,203
T. (%) 8
D. (%) 60
V. _____
P.S.D. (%) _____
18 KIPS _____

NOTE:

ALL WORK CONTEMPLATED UNDER THIS CONTRACT
SHALL BE GOVERNED BY AND IN CONFORMITY WITH
THE STANDARD SPECIFICATIONS (REVISION OF JUNE
1968) AND SUPPLEMENTS THERETO EXCEPT AS MODIFIED
ON THE PLANS AND IN THE SPECIAL PROVISIONS.

INDEX OF SHEETS

TITLE SHEET	1
ESTIMATED QUANTITIES	2
GENERAL PLAN	3
SEQUENCE OF CONSTRUCTION	4
ABUTMENT 1	5
PIER 15	6
ABUTMENT 2	7
STRUCTURAL STEEL DETAILS	8
ARMORED JOINT DETAILS	9-10
BOTTOM OF SLAB ELEVATIONS SPANS 1 THRU 11	11
BOTTOM OF SLAB ELEVATIONS SPANS 12 THRU 16	12
WATER MAIN DETAILS	13
DRAIN EXTENSIONS	14
TRANSVERSE SECTIONS SPANS 1 THRU 13	15
SUPERSTRUCTURE SPANS 1 & 2	16
SUPERSTRUCTURE SPAN 3	17
SUPERSTRUCTURE SPANS 4 & 5	18
SUPERSTRUCTURE SPANS 6, 7 & 8	19
SUPERSTRUCTURE SPANS 9, 10 & 11	20
SUPERSTRUCTURE SPANS 12 & 13	21
SUPERSTRUCTURE DETAILS SPANS 12 & 13	22
TRANSVERSE SECTION SPANS 14 THRU 16, AND FASCIA DETAILS	23
SUPERSTRUCTURE SPANS 14 THRU 16	24
APPROACH SLAB AND SLOPE TREATMENT	25
REINFORCING STEEL SCHEDULE	26
SURVEY	27-28
CROSS SECTIONS	29 THRU 31
HIGHWAY STANDARDS	32 THRU 36
BRIDGE STANDARDS	37 THRU 40
RIGHT OF WAY	41 THRU 43

HIGHWAY STANDARDS
AUG 1969 ⑤ CURB
AUG 1969 ⑤ GUARD RAIL
AUG 1969 ⑥ GUARD RAIL
AUG 1969 ⑪ BARRICADES & WARNING SIGNS
AUG 1969 ⑫ FIELD OFFICES

BRIDGE STANDARDS
BD 101-74 BEARING PEDESTALS
BD 104-73 ARMORED JOINTS
BD 114-73 BRIDGE RAILING
BD 117-73 APPROACH RAILING

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
COMMISSIONER
CHIEF ENGINEER AND BUREAU DIRECTOR

DATE
Nov. 20, 1975
Nov. 20, 1975

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1
APPROVED
DIVISION ENGINEER DATE

169-191

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	NER	12-22
CHECKED	LAW	
REVISIONS		
FIELD CHANGES		

PLANS

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.11	Clearing	2.1	Acre
201.13	Removing Single Trees, 9" to 24", Tops only	1	Each
202.10	Removing of Existing Superstructure (Property of Contractor)	1	L.S.
202.11	Removing Portland Cement Concrete Pavement	1164	S.Y.
202.20	Removing Bituminous Concrete Pavement	1660	S.Y.
203.20	Common Excavation	1050	C.Y.
206.08	Structural Earth Excavation - Abut. & Ret. Walls	30	C.Y.
304.10	Aggregate Subbase Course - Gravel	1480	C.Y.
403.07	Hot Bit. Pavement, Grading B	635	Ton
403.101	Hot Bit. Pavement, Grading D (Sidewalks, Drives, Etc.)	12	Ton
502.26	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	1	L.S.
502.29	Structural Concrete, Wearing Surface on Bridges	1	L.S.
502.31	Structural Concrete, Approach Slabs	1	L.S.
502.3601	Structural Concrete, Existing Structure Modifications Abutment #1	1	L.S.
502.3602	Structural Concrete, Existing Structure Modifications Pier #15	1	L.S.
502.3603	Structural Concrete, Existing Structure Modifications Abutment #2	1	L.S.
502.424	Roadway Drain Extensions	8	Each
503.12	Reinforcing Steel, Fab. & Delivered	199,040	Lb.
503.13	Reinforcing Steel, Placing	199,040	Lb.
504.70	Structural Steel, Fab. & Delivered	1	L.S.
504.71	Structural Steel, Erection	1	L.S.
505.08	Shear Connectors	1	L.S.
506.15	Field Cleaning and Painting Existing Structural Steel	1	L.S.
507.141	Aluminum Bridge Railing, Type "A"	1668	L.F.
507.151	Aluminum Approach Railing, Type "A"	4	Each
514.06	Curing Box for Concrete Cylinders	1	Each
515.20	Protective Coating for Concrete Surfaces	3590	S.Y.
606.66	Terminal Ends - Single Rail	4	Each

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
606.28	Single Posts - Type 1a	3	Each
606.55	Guard Rail Type 3 - Single Rail	325	L.F.
606.60	Guard Rail Type 3 - Circular - Greater than -15 feet Radius	38	L.F.
609.11	Vertical Curb - Type 1	18	L.F.
609.13	Vertical Bridge Curb - Type 1	1430	L.F.
609.25	Curb Transition Section A - Type 1	2	Each
610.08	Plan R.p. rap	30	C.Y.
615.07	Loom	93	C.Y.
618.14	Seeding, Method Number 2	15	Unit
618.15	Temporary Seeding	10	Lb.
619.12	Mulch	27	Unit
623.06	Right-of-Way Monuments	2	Each
623.07	Survey Monuments	6	Each
623.08	Brass Pin Markers	2	Each
629.05	Labor, Straight Time	10	M.Hr.
630.06	Traffic Officers	50	M.Hr.
631.10	Air Compressor (inc. oper.)	10	Hour
631.11	Air Tool (inc. oper.)	10	Hour
631.12	All Purpose Excavator (inc. oper.)	10	Hour
631.171	Truck - small (inc. oper.)	20	Hour
631.22	Front End Loader (inc. oper.)	10	Hour
632.08	Warning Lights	2	Grp.
633.09	Portable Barricade	2	Each
637.07	Sprinkling	8	M.G.
637.08	Calcium Chloride	1	Ton
639.09	Field Office, Type B	1	Each
643.21	Traffic Signal, Temporary	1	L.S.
652.25	Maintenance of Traffic	1	L.S.
657.201	Seed and Application, Method A	9	Unit
659.10	Mobilization	1	L.S.
660.21	On-the-job Training (Bid)	1,000	M.Hr.

ESTIMATED QUANTITIES OF LUMP SUM (L.S.) ITEMS

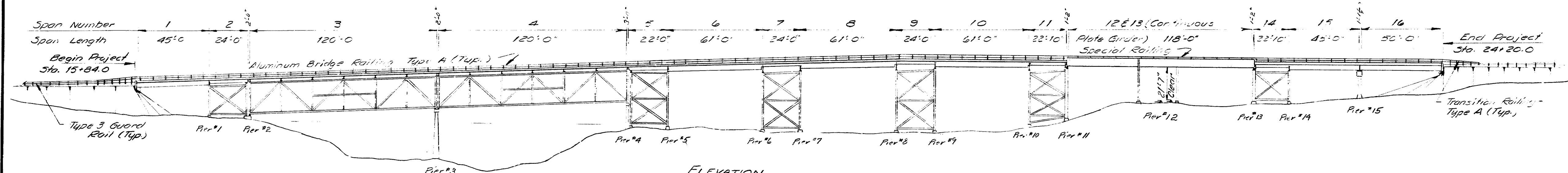
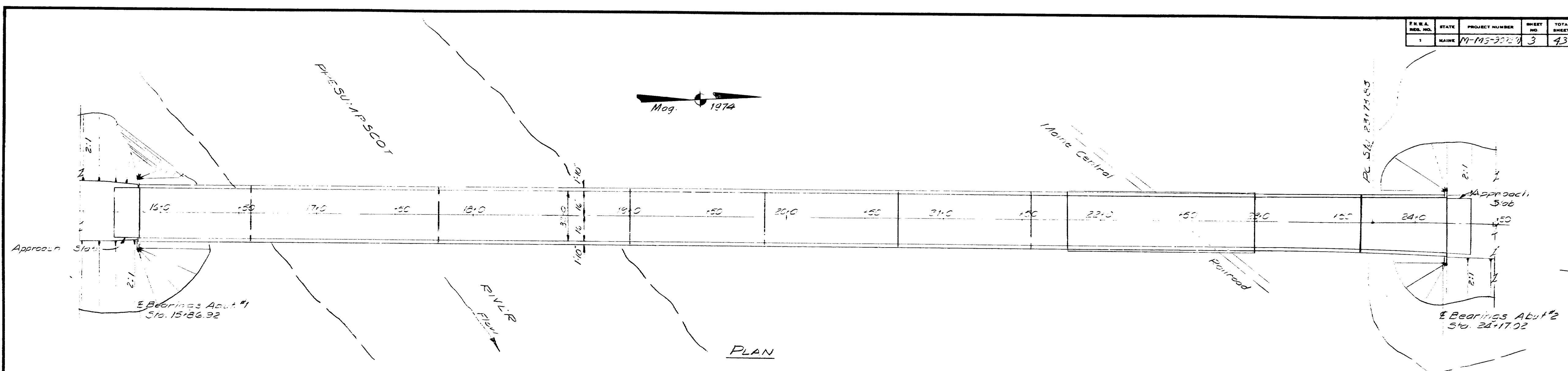
202.10	Rem. of Exist. Superstructure (Pro. of Cont.)	600	C.Y.
502.26	Str. Conc., Rdwy. & Side walk Slabs on Stl. Brq.	845	C.Y.
502.29	Structural Concrete, Wearing Surface on Bridge	250	C.Y.
502.31	Structural Concrete, Approach Slabs	25	C.Y.
502.3601	Str. Conc., Exist. Structure Modifications Abut #1	Remove 8 Replace 12	C.Y.
502.3602	Str. Conc., Exist. Structure Modifications Pier #15	Remove 6 Replace 9	C.Y.
502.3603	Str. Conc., Exist. Structure Modifications Abut #2	Remove 9 Replace 9	C.Y.
504.70	Structural Steel, Fab. & Delivered	28,800	Lb.
504.71	Structural Steel, Erection	28,800	Lb.
505.08	Shear Connectors	4610 Lbs	each
506.15	Field Cleaning and Painting Existing Str Steel	1,215,000	Lbs

F.E.A. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	M-ME-30720	2	43

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
ROUTE 100 and 26 OVER PRESUMPSHOT RIVER and MCRR IN THE TOWN OF FALMOUTH CUMBERLAND COUNTY
ESTIMATED QUANTITIES AUGUSTA, MAINE Nov. 1975

169-192

F.R.A. DES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	M-15-3020	3	43



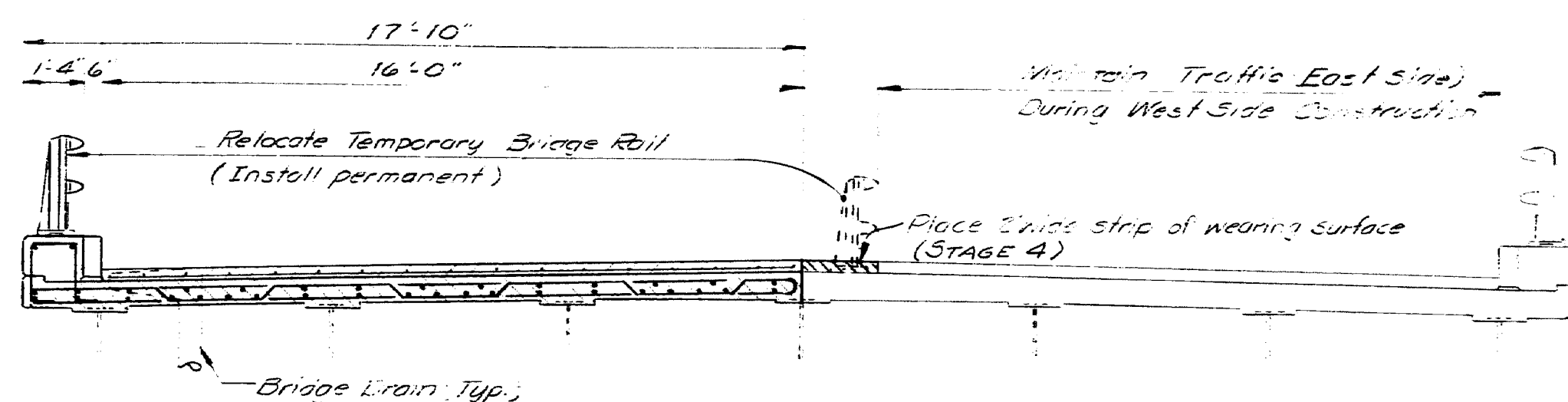
CONSTRUCTION NOTES

- Maintain one-way traffic on the existing bridge during deck replacement, for details see Sheet no. 4.
- The existing bridge rail, wearing surface, and concrete deck shall be completely removed. Payment will be made under Item 202.10 Removal of Existing Superstructure. (Property of Contractor)
- Before the east side of the superstructure is removed in spans 3 & 4 (Truss spans) the entire existing bituminous overlay down to the existing concrete wearing surface shall be removed from the west side of spans 3 & 4. (Truss spans)
- No more than two (2) panels shall be removed from either truss span (Span 3 or 4) at any one time before the new deck is replaced in the panels removed.
- The top flange of the existing structural steel, to be embedded in the new concrete, shall be cleared of all paint, rust, and other foreign matter before placing concrete. Payment will be included in the contract lump sum price for Item 504.71 Cleaning and Painting Existing Structural Steel.
- The entire existing structural steel shall be cleaned and painted in accordance with supplemental specifications section 506, Painting Structural Steel.
- Replace expansion bearings at Abut. #1 and Pier #15 with self-lubricating bronze bearing pedestals, Type EPA McJitred, see Abut. #1 for details. Payment for all work and materials will be made under Item 504.70 and under Item 504.71.
- Recondition the rocker type expansion bearings, release any that have frozen in place. (Total of 6 rocker type expansion bearings, 2 each pier, 3, 4, 13) by a method approved by the Engineer. Payment will be made under 506.15. Field Cleaning and Painting Existing Structural Steel.
- Rebuild Abut. #1, Pier #15, & Abut. #2 as shown on sheets #5, #6, and #7.
- Move the stringers in span #16 2" toward abutment #2, for details see sheet #8. Payment for all work and materials will be considered incidental to Item 504.71 Structural Steel Erection.
- Replace all rivets removed to facilitate the relocation of the stringers in span #16 and the replacement of the pier cap and bearings at pier #15, with High Strength Bolts. The final bolting shall be completed as soon as the second side is loaded.
- The size of the High Strength Bolts used to replace rivets will be determined by the Engineer in the field.
- Payment for all jacking and supporting of the stringers will be considered incidental to related contract items.
- Install armored joints and seals at Abut. #1 and Piers 2, 3, 4, 6, 8, 10, 11, 13, and 15. For details see sheets #8, #9, & 10.
- Install metal inserts for water main. (Inserts supplied by others) For details see Sheet no. 13.
- Install metal inserts for N.E.T. Co. conduits. (Inserts supplied by others) For details see sheets #15 & 23.
- Portland Water Co. and N.E.T. Co. do not plan to install the water line or conduits, shall be at the abutment until after completion of this project. The hangers will be painted by others when installed.
- Install $\frac{3}{8}$ " x 6" long shear connectors on the stringers in spans 1, 6, 8, 10, 15 and 16. For details see sheet #12.
- Construct new superstructure on existing beams. Install 5" wide granite curb on spans 1 thru 11 and 14 thru 16. For details see sheet #15. Install concrete barrier curb on spans 12 and 13. For details see sheet #22. Payment for barrier curb will be included in contract lump sum price for Item 502.26.
- The 3" thick concrete wearing surface shall be placed before traffic is allowed on the new portion of the superstructure.
- Install approach slabs, plain riprap ditches and splash pads. For details see sheet no. 25.
- Construct approaches as shown on sheets #27 thru 31.
- The stations of the piers are from as built plans and may vary from actual stations in the field.
- Install Drain Extensions on Truss Spans (spans 3 & 4) See sheet no. 14 for details. Payment will be made under Item 502.424. Rebuilding Drain Extensions.
- Install Truss Extensions on spans 3 & 4. For details see sheet no. 32 & 33.

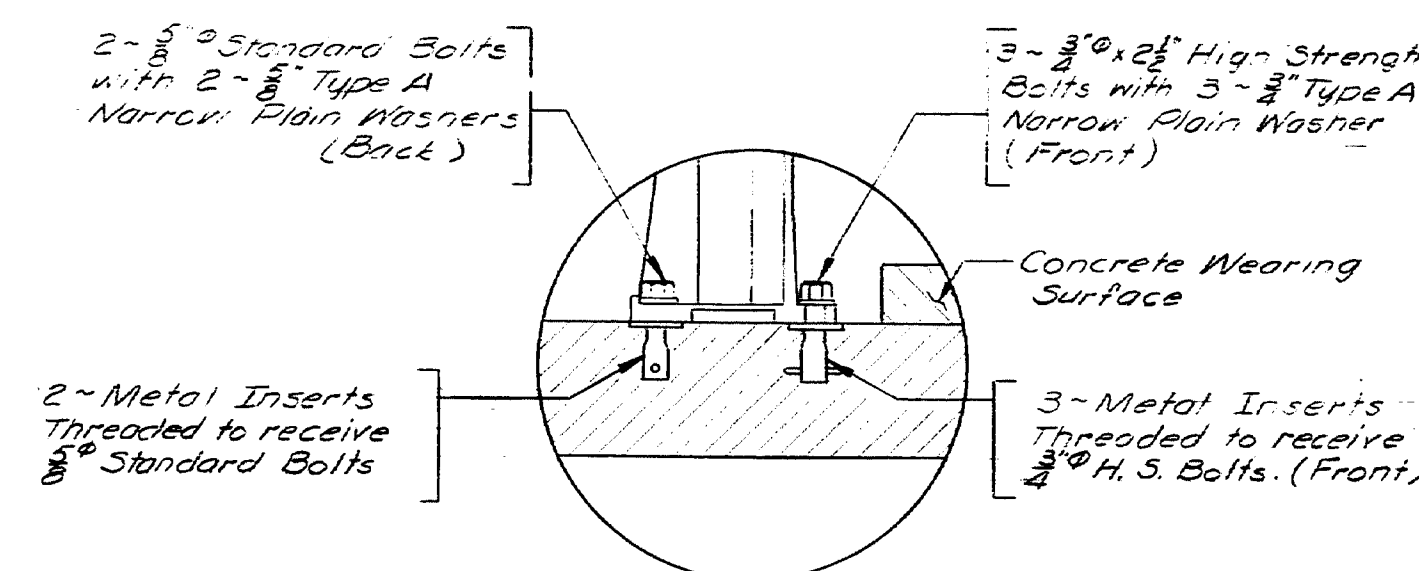
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
**ROUTE 100 and 26
OVER
PRESUMPCOT RIVER and MCRR
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY**
GENERAL PLAN
AUGUSTA, MAINE M.V. 1

169-193

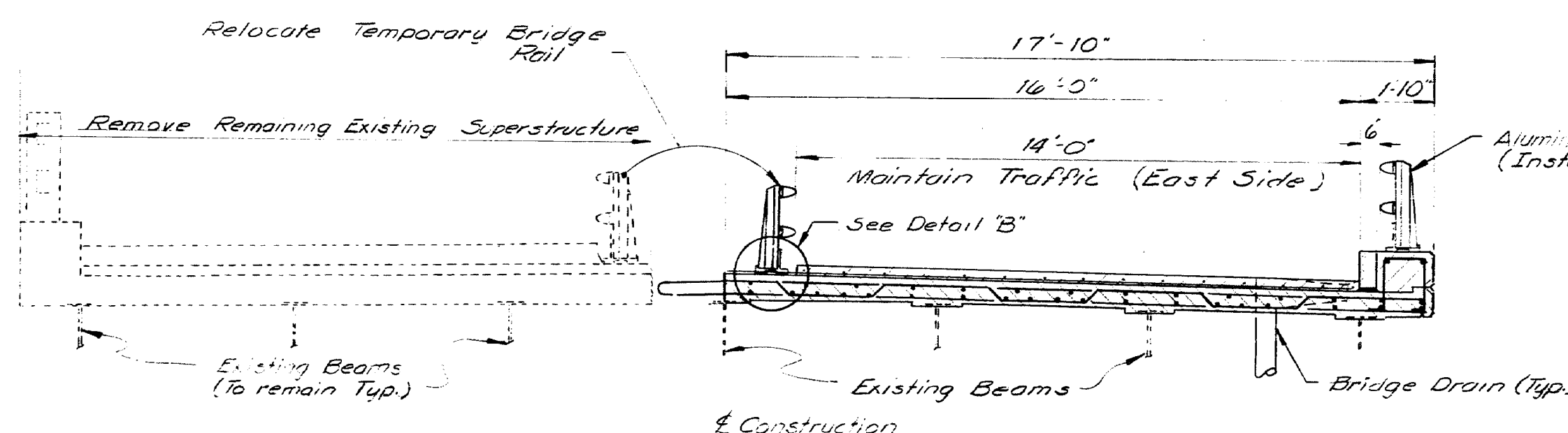
F.R.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	M-115-2-120	4	43



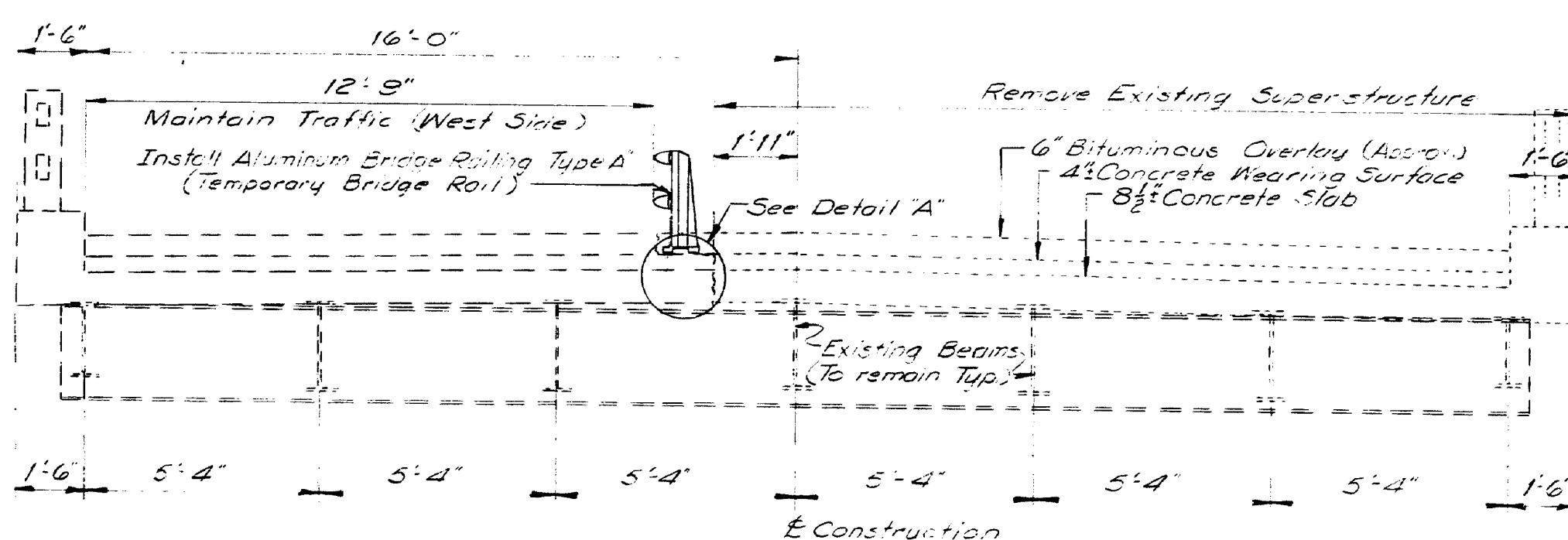
TRANSVERSE SECTION
STAGES 3 & 4



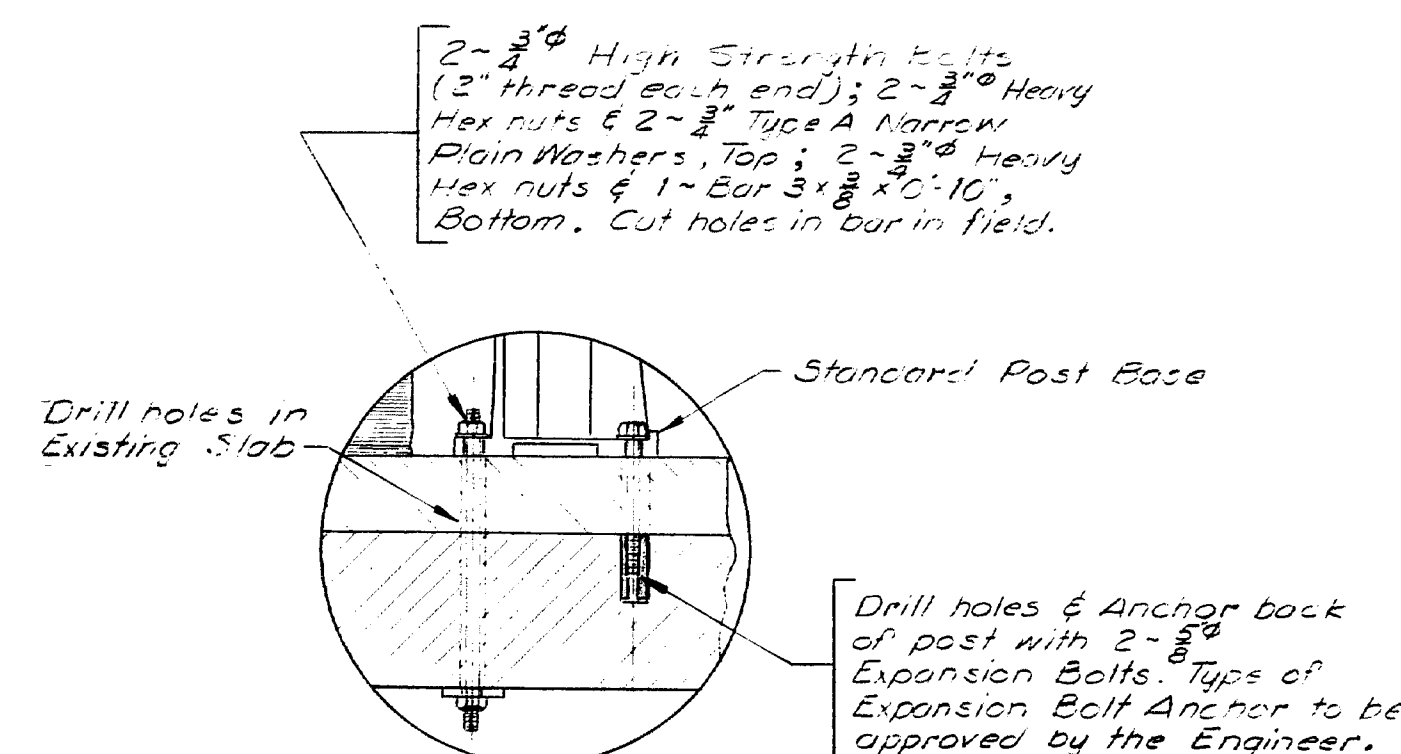
DETAIL "B"



TRANSVERSE SECTION
STAGE 2



TRANSVERSE SECTION
STAGE 1



DETAIL "A"

SEQUENCE OF SLAB CONSTRUCTION

STAGE 1. Install temporary bridge rail on right of West Side; maintain one lane traffic on West Side; remove East Side of existing superstructure slab and rail.

STAGE 2. Construct East Side of superstructure (slab, curb, railing, and wearing surface); move temporary rail to left of East Side; move one lane traffic to East Side of superstructure; remove West Side of superstructure slab and rail.

STAGE 3. Construct West Side of superstructure (slab, curb, and wearing surface); move temporary bridge rail to the west curb and install in its final position.

STAGE 4. Place 2' wide strip of concrete wearing surface along center of bridge. An approved curing compound shall be used on the concrete for the 2' wide wearing surface strip.

NOTES

- The metal inserts for $\frac{3}{8}$ " bolts, shown in Detail "B" shall have a minimum working load of 2500 pounds, and a minimum ultimate strength of 9000 pounds.
- Other configurations of metal inserts may be used if approved by the Engineer.
- The contractor shall provide 16 additional Temporary Bridge rail posts to be used in Spans 12 & 13 (Plate Girder Spans). The 16 additional Temporary posts shall remain the property of the Contractor. No separate payment for supplying the 16 additional rail posts will be made. Payment shall be incidental to Aluminum Bridge Railing, Type A, Item 607.141.
- The existing Bridge Rail System on Spans 12 & 13 (Plate Girder Spans) may remain in place until 2 way traffic is resumed, so that both single bridge rails may be used for the temporary rail.
- The Contractor may substitute another system of Temporary Rail of similar strength as approved by the Engineer.

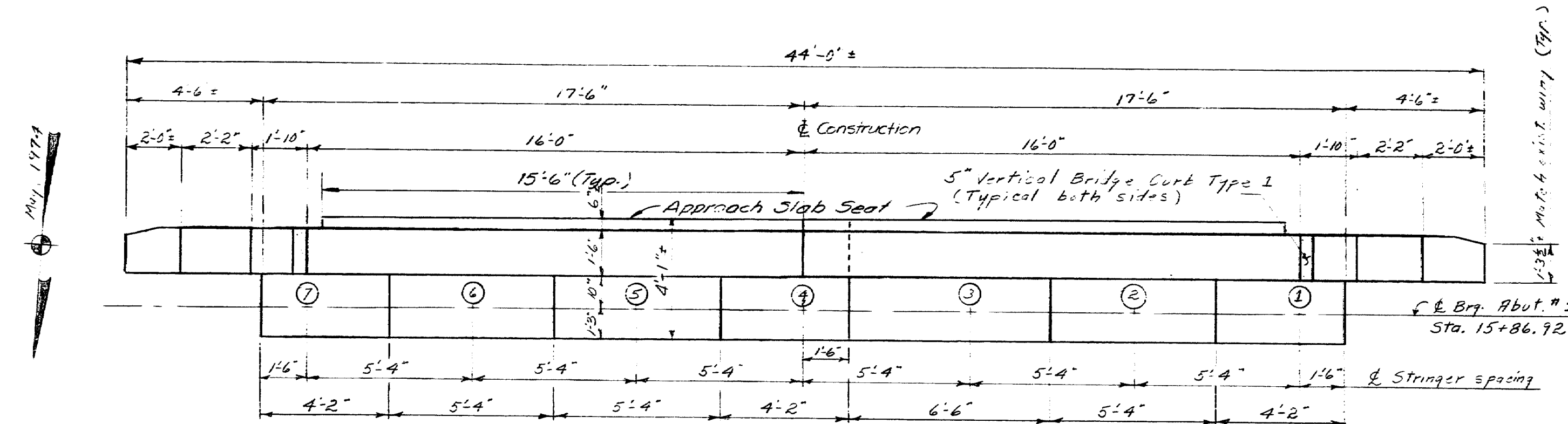
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN DETAIL	W.A. KELL	10/73
CHECKED	W.A. KELL	10/73
REVISIONS		
FIELD CHANGES		

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
ROUTE 100 and 26 OVER PRESUMPSOT RIVER and MCRR IN THE TOWN OF FALMOUTH CUMBERLAND COUNTY
SEQUENCE OF CONSTRUCTION

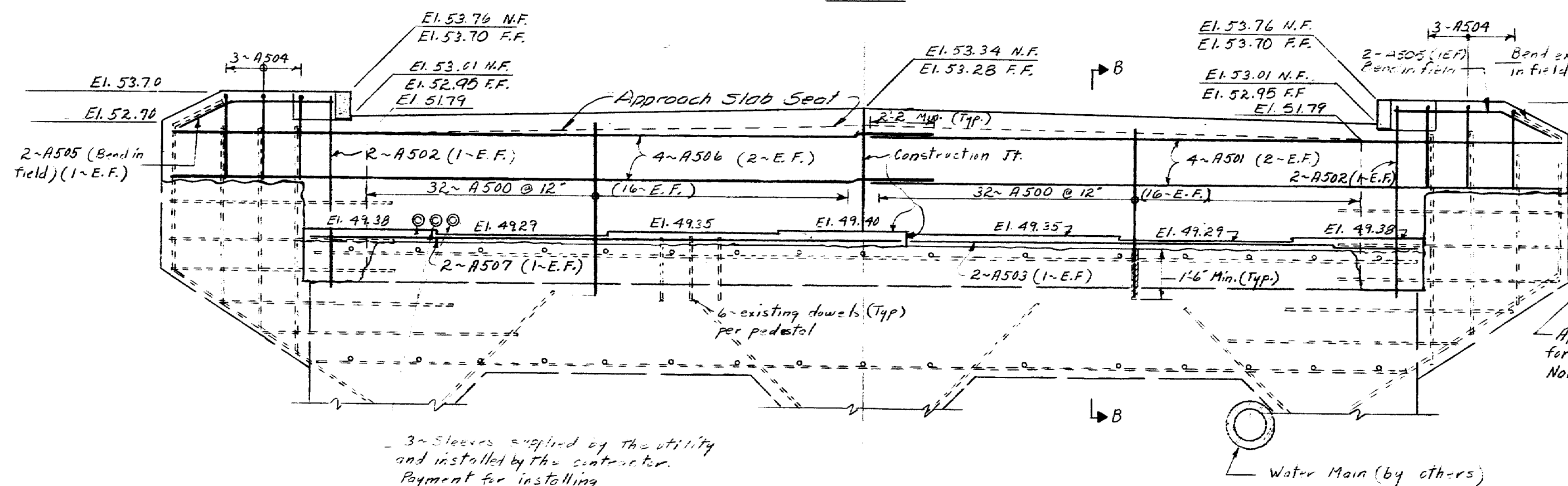
AUGUSTA, MAINE Nov. 1975

169-194

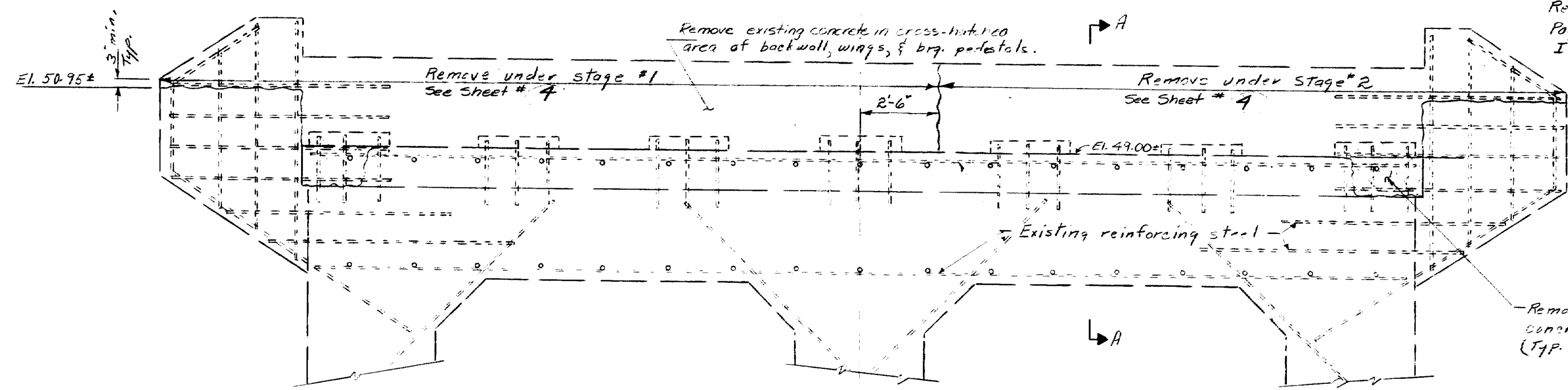
F.R.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	M-ME-3072(0)	5	43



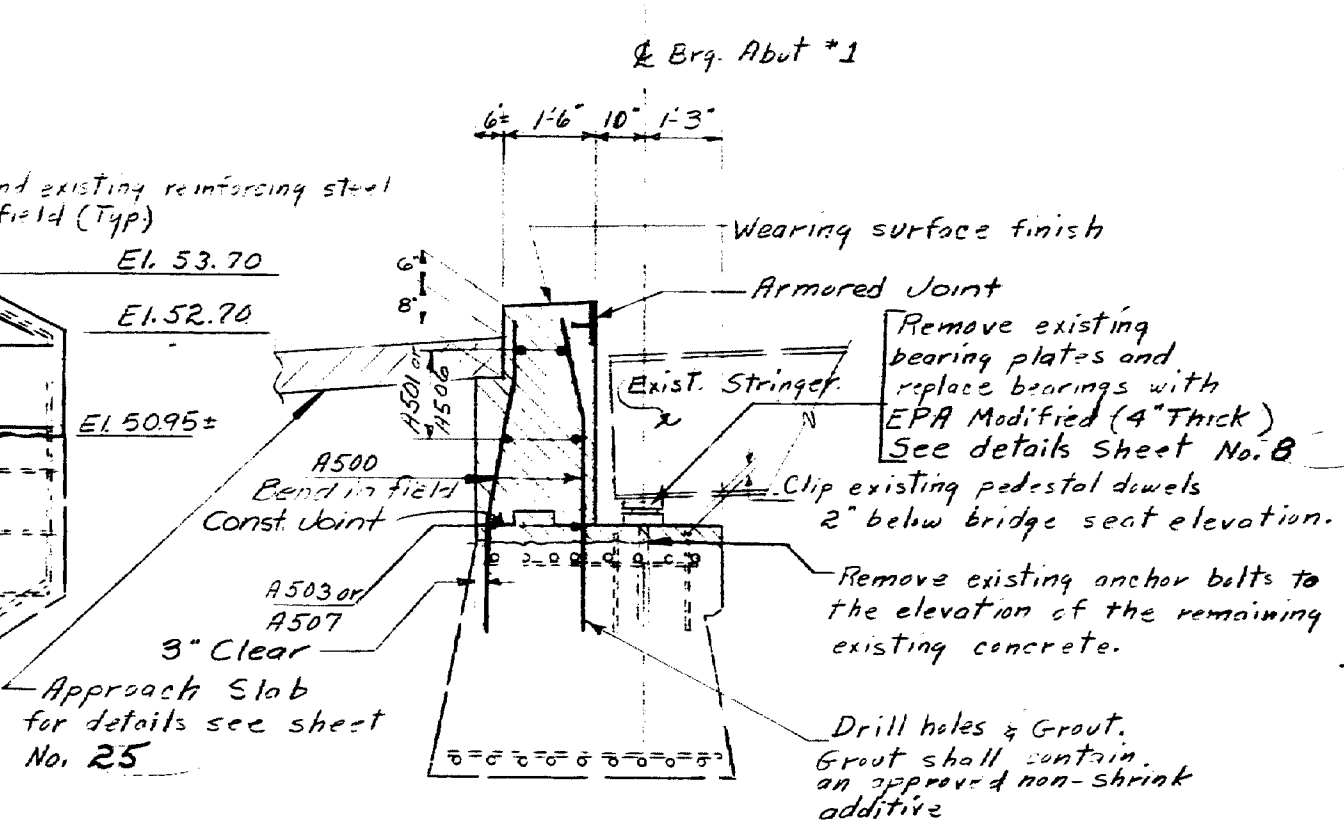
PLAN



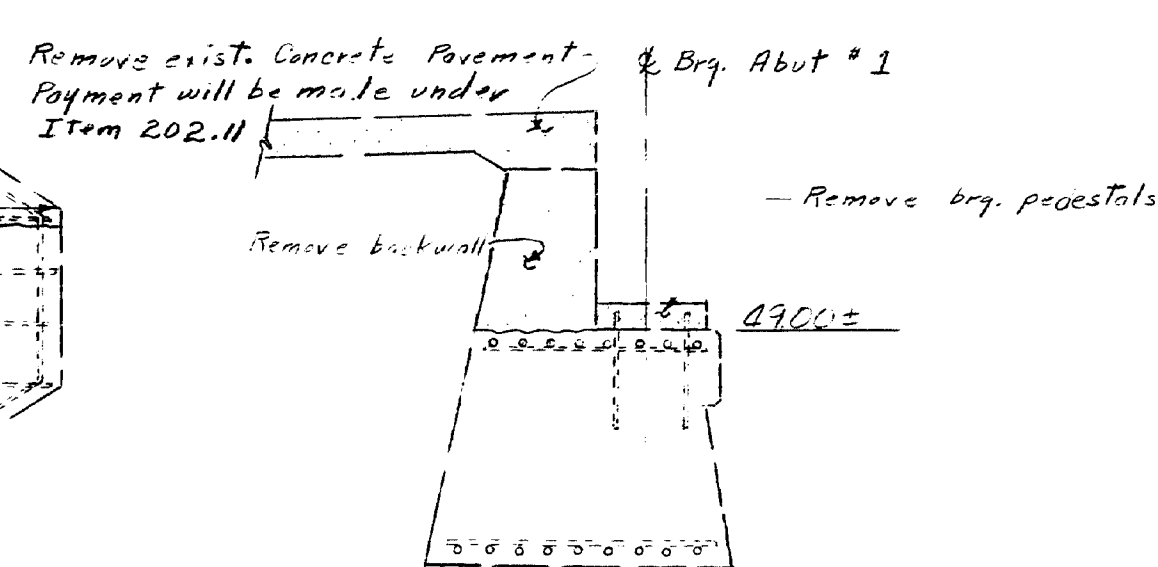
ABUTMENT #1
Front Elevation



EXISTING ABUT. #1
Front Elevation



SECTION B-B



SECTION A-A

ABUTMENT #1 NOTES

1. Chamfer all exposed edges of concrete $\frac{1}{2}$ inch unless otherwise indicated.
2. All reinforcing steel splices and end-connections shall be a minimum of 36 bar diameters unless otherwise indicated.
3. Reinforcing steel shall have 2 inches cover unless otherwise indicated.
4. Protective Coating for Concrete Surfaces shall be applied to the top of backwall.
5. Remove existing concrete as shown on Existing Abut. #1. Remove any deteriorated concrete in the backwall and wings as directed by the Engineer. All new concrete shall be bonded to the existing concrete remaining with an epoxy resin material specifically designed to bond fresh concrete to hardened concrete. The surface of the existing concrete shall be cleaned and prepared in accordance with the manufacturer's recommendations. Payment for all work and materials will be made under Item 502.3601, Structural Concrete Existing Structure Modifications, Abutment No. 1, except reinforcing steel.

LEGEND

NF	NEAR FACE
FF	FAR FACE
EF	EACH FACE

REFERENCES
For stage construction see Sheet # 4
For Bearings see Standard Detail Sheet BD101-74 & Sheet No. 8

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

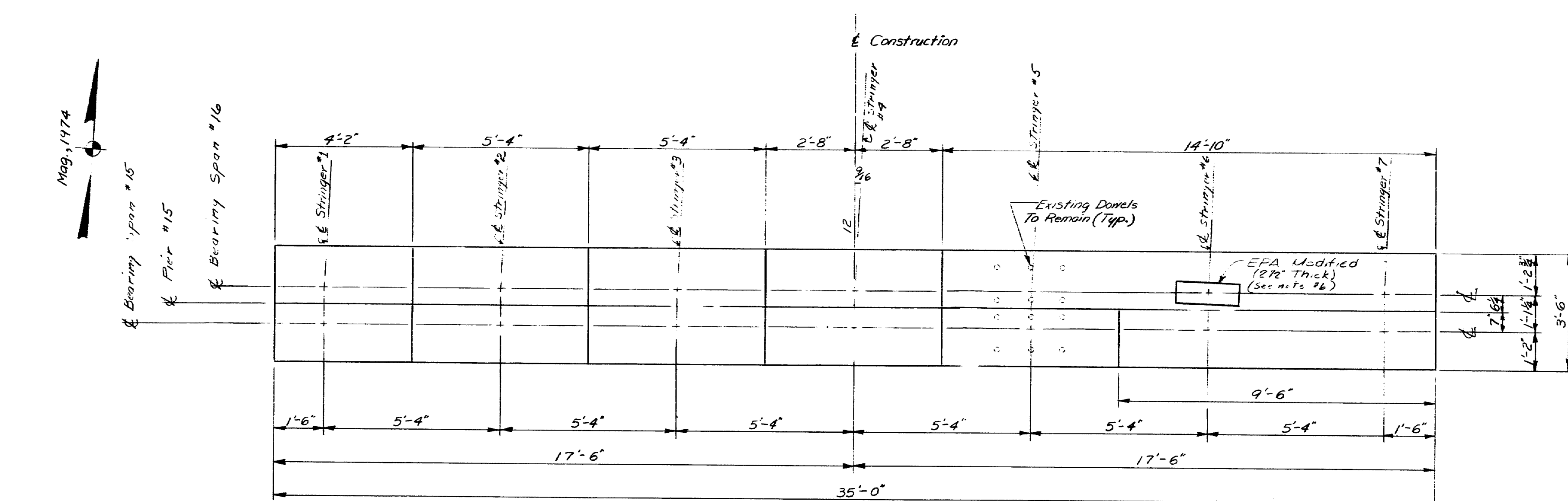
ROUTE 100 and 28
OVER
PRESUMPSHOT RIVER and MCRR
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY

ABUTMENT 1
AUGUSTA, MAINE Nov. 1975

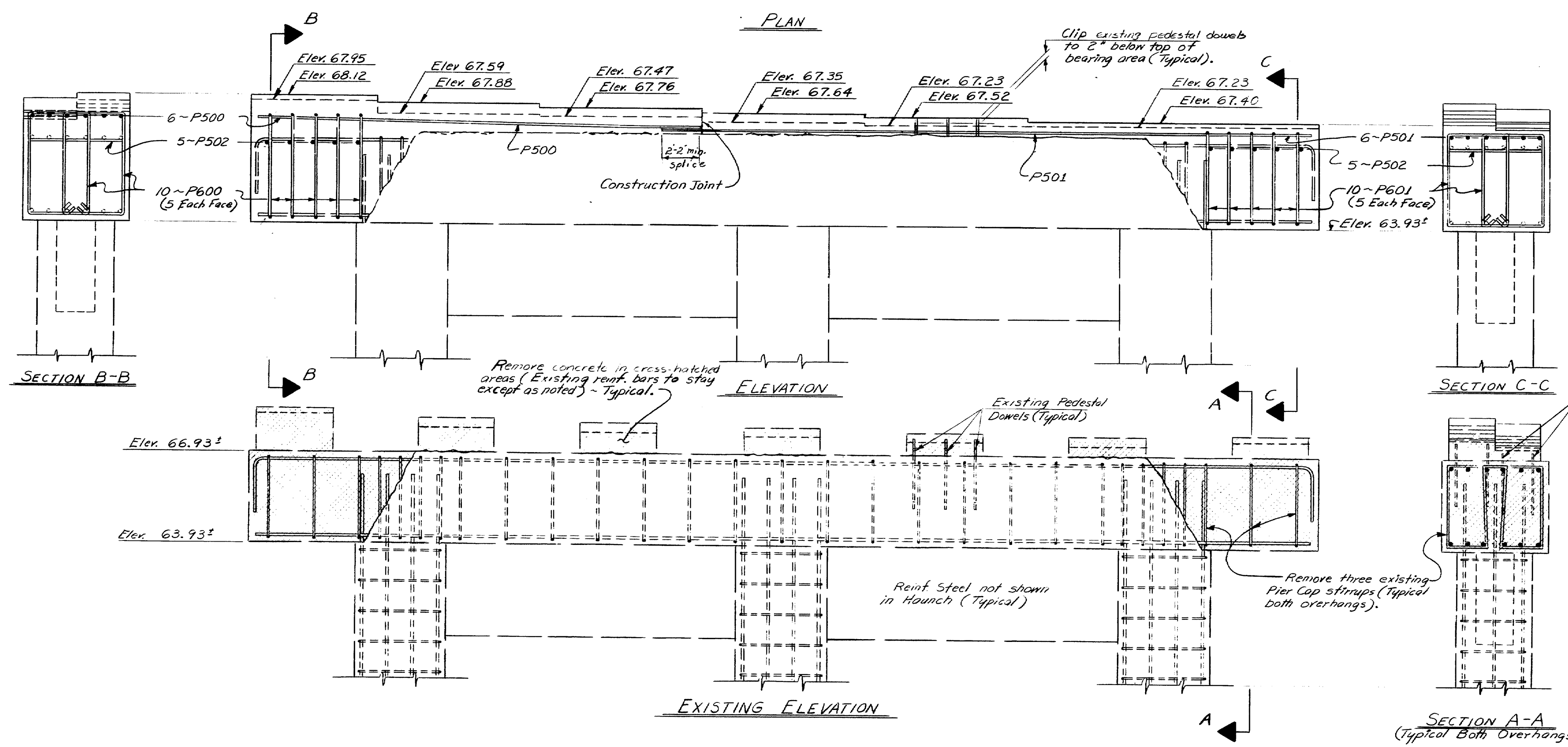
169-195

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	5/75
CHECKED	10/75
REVISIONS	
FIELD CHANGES	

F.R.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	11-115-2-12(1)	6	93



- PIER #15 NOTES**
1. Crammer all exposed edges of concrete 1/2 inch unless otherwise indicated.
 2. Reinforcing steel shall have 2 inches minimum cover unless otherwise indicated.
 3. Place new reinforcing steel on bridge seats to clear anchor bolts.
 4. Payment for removal of existing pier cap stirrups and for clipping existing pedestal dowels to 2 inches below top of bearing areas shall be considered incidental to contract items.
 5. Remove existing concrete as shown on Existing Elevation.
 6. Remove any deteriorated concrete in the pier cap as directed by the Engineer.
- All new concrete shall be bonded to the existing concrete remaining with an epoxy resin material specifically designed to bond fresh concrete to hardened concrete. The surface of the existing concrete shall be cleaned and prepared in accordance with the manufacturer's recommendations. Payment for all work and materials will be made under Item 502.3602, Structural Concrete, Existing Structure Modifications, Pier #15, except for reinforcing steel.
- Remove existing bearing plates and replace bearings with EPA Modified, see sheet no. 8 for details.



Existing Pedestal Dowels
Typical Each Pedestal

SECTION A-A
(Typical Both Overhangs)

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	5/27/78
CHECKED	ACE
REVISIONS	10/78
FIELD CHANGES	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**ROUTE 100 and 26
OVER
PRESUMPSHOT RIVER and MCRR
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY**

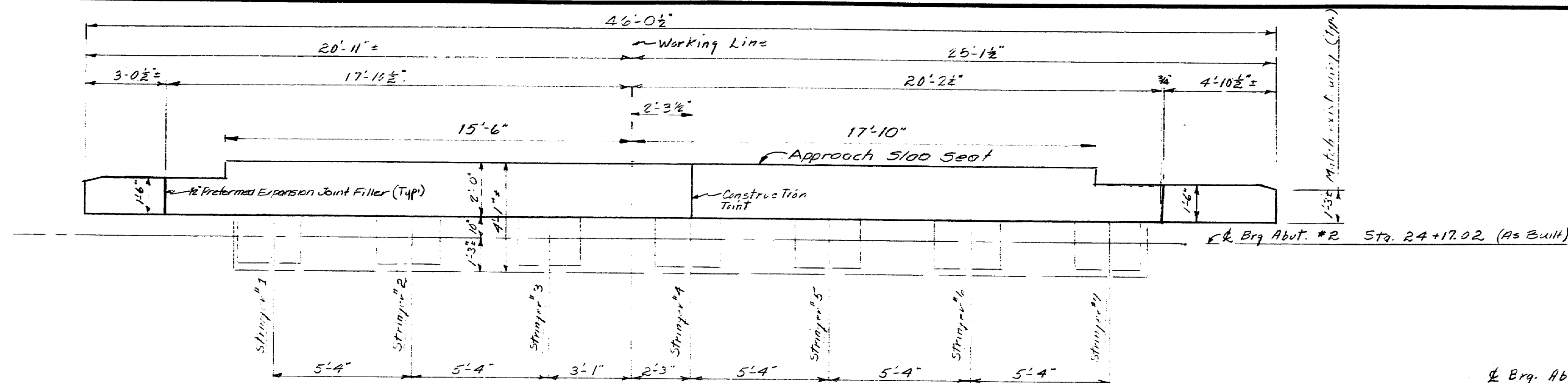
PIER 15
AUGUSTA, MAINE Nov. 1975

169-196

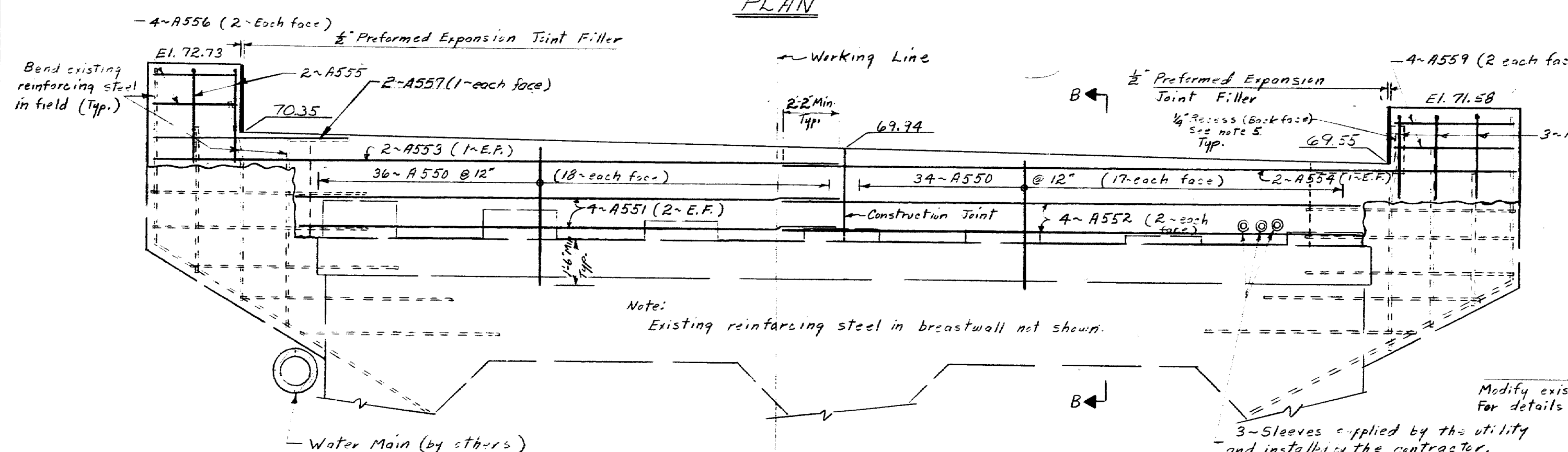
F.R.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	17-15-2(124)	7	43

ABUTMENT #2 NOTES

1. Skim all exposed edges of concrete 1 inch unless otherwise indicated.
2. All reinforcing steel splices and embedments shall be a minimum of 36 bar diameters unless otherwise indicated.
3. Reinforcing steel shall have 2 inches cover unless otherwise indicated.
4. Remove existing concrete as shown on Existing Abut. #2.
Remove any deteriorated concrete in the breastwall and wings as directed by the Engineer. All new concrete shall be banded to the existing concrete remaining with an epoxy resin material specifically designed to bond fresh concrete to hardened concrete. The surface of the existing concrete shall be cleaned and prepared in accordance with the manufacturer's recommendations.
Payment for all work and materials will be made under Item 502.3608, Structural Concrete Existing Structure Modifications, Abutment No. 2. Except reinforcing steel.
5. On the back of Abutment #2 cover the vertical and horizontal joints between the abutment and skip, outside of the Approach slab seat with 2 layers of heavy roofing 10" wide. Recess area to be covered 1". Also cover the joint between the Superstructure Slab and the Approach Slab with 2 layers of heavy roofing 10" wide. Coat the concrete and back of each layer as applied with asphalt flashing cement.
6. For Approach Slab details, see sheet #125.



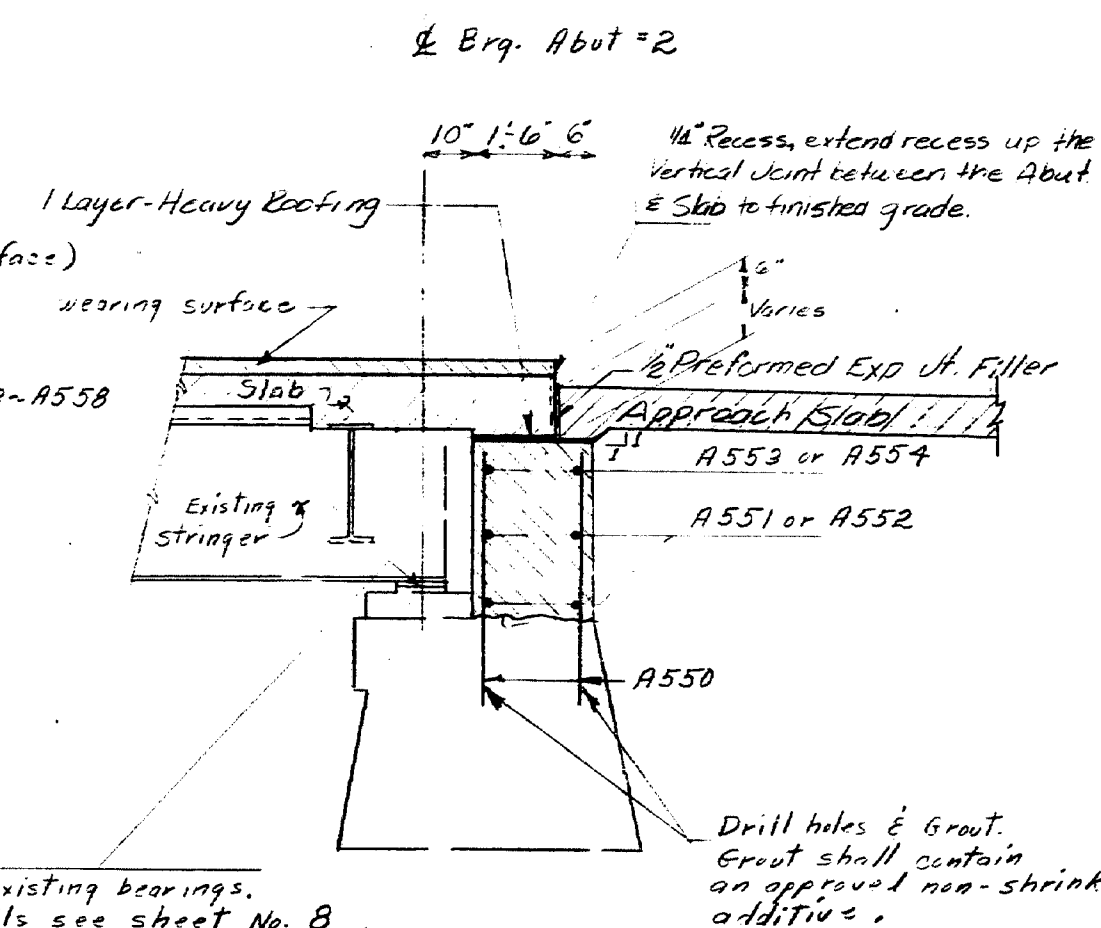
PLAN



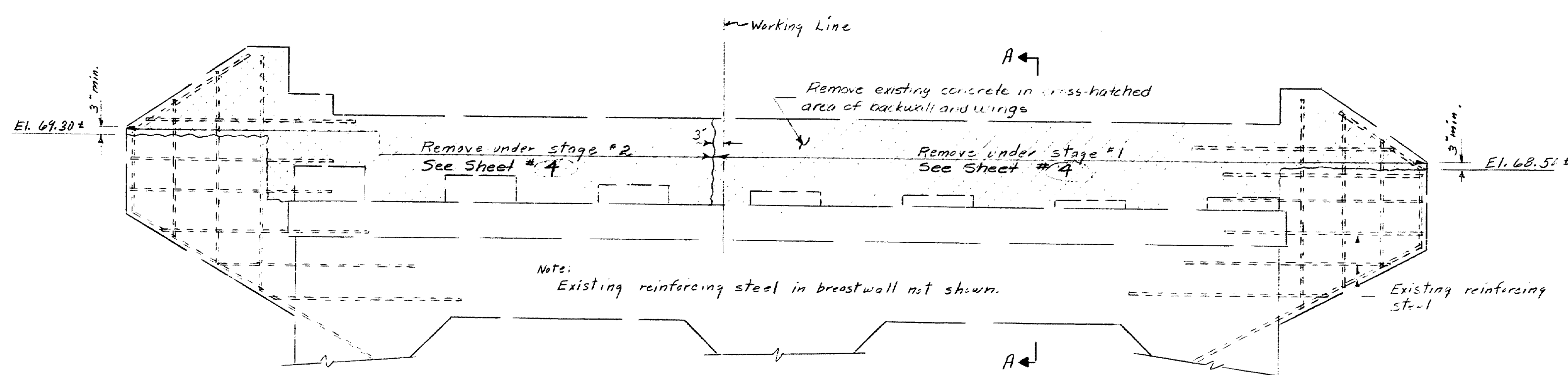
ABUTMENT #2
Front Elevation

Modify existing bearings.
For details see sheet No. 8

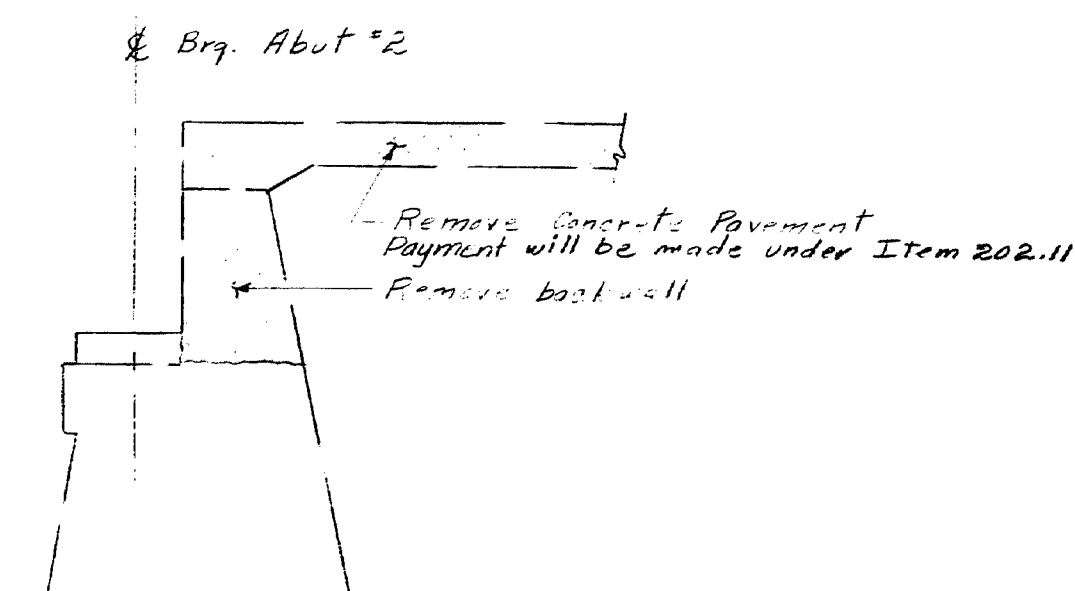
3-Sleeves supplied by the utility and installed by the contractor. Payment for installing the sleeves will be considered incidental to Item No. 502.3603. Exact location of the sleeves will be determined by the Engineer in the field.



SECTION B-B



EXISTING ABUT. #2
Front Elevation



SECTION A-A

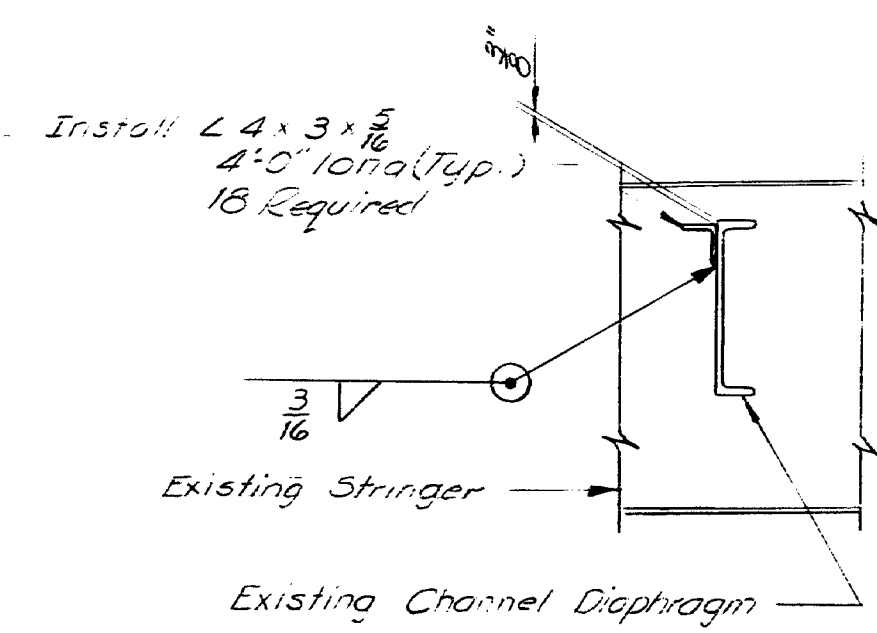
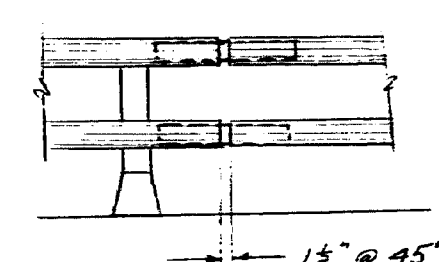
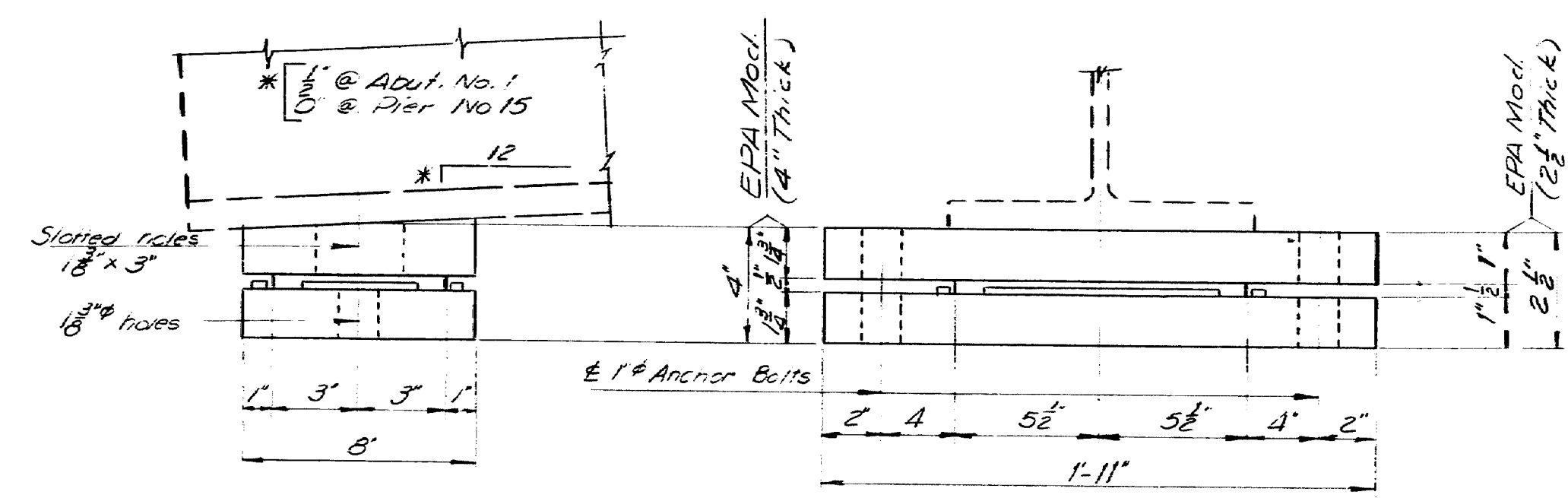
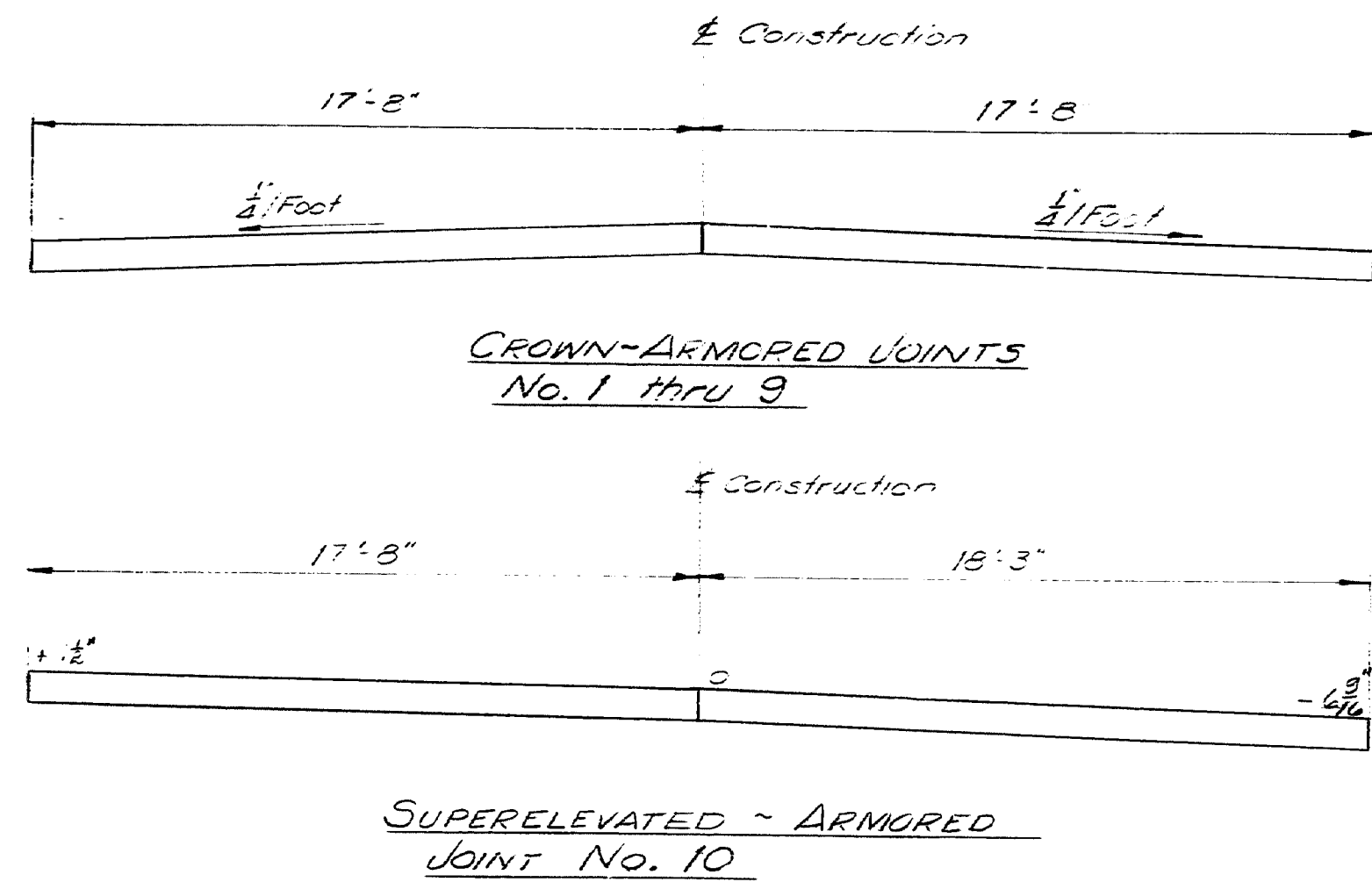
LEGEND
NF - NEAR FACE
FF - FAR FACE
EF - EACH FACE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
ROUTE 100 and 26 OVER PRESUMPSOT RIVER and MCRR IN THE TOWN OF FALMOUTH CUMBERLAND COUNTY
ABUTMENT 2 AUGUSTA, MAINE Nov. 1975

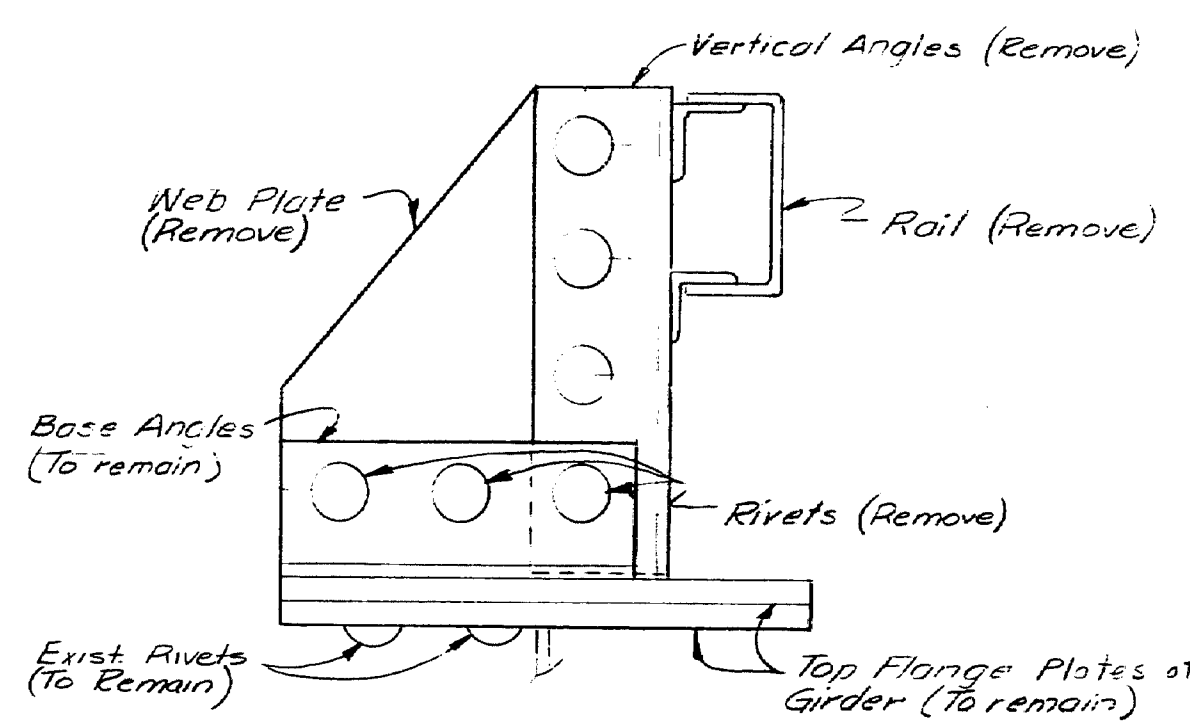
169-197

PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	3/7/75
CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	

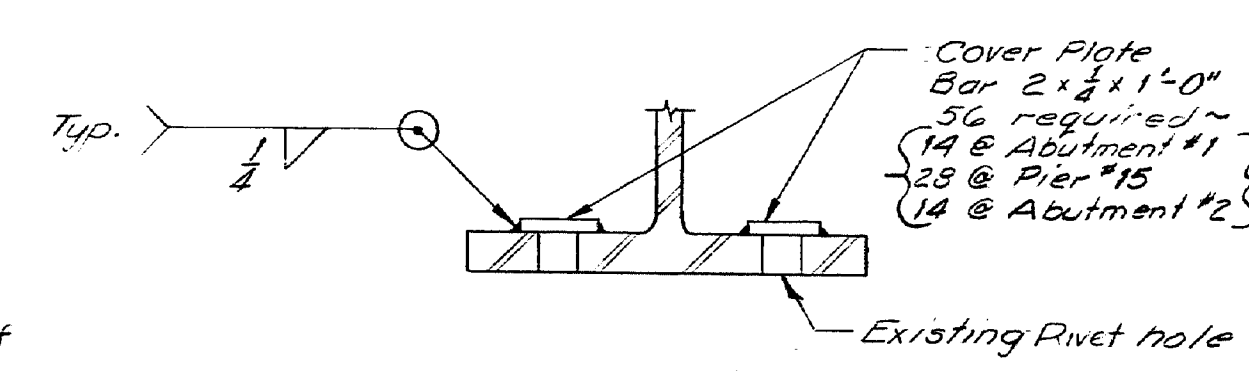
F.R.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	11-M-5-7-12(1)	8	43



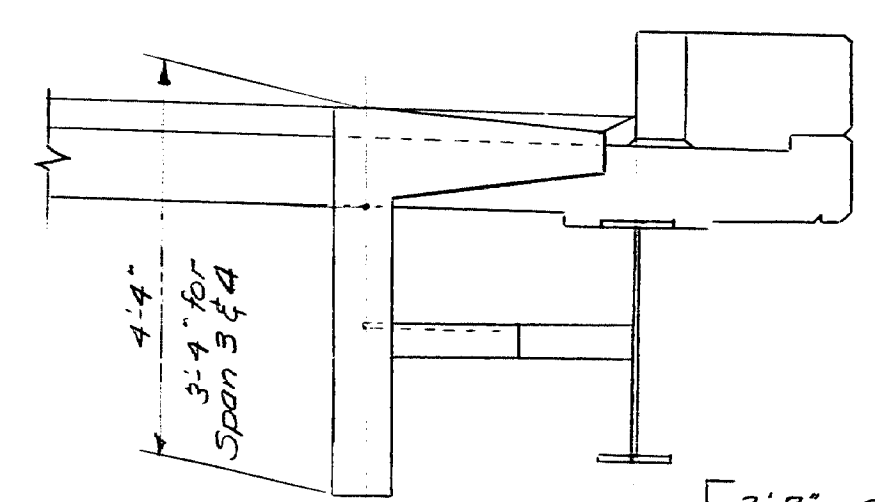
DETAIL "A"



SIDE VIEW
EXISTING RAIL
SPAN 12 & 13

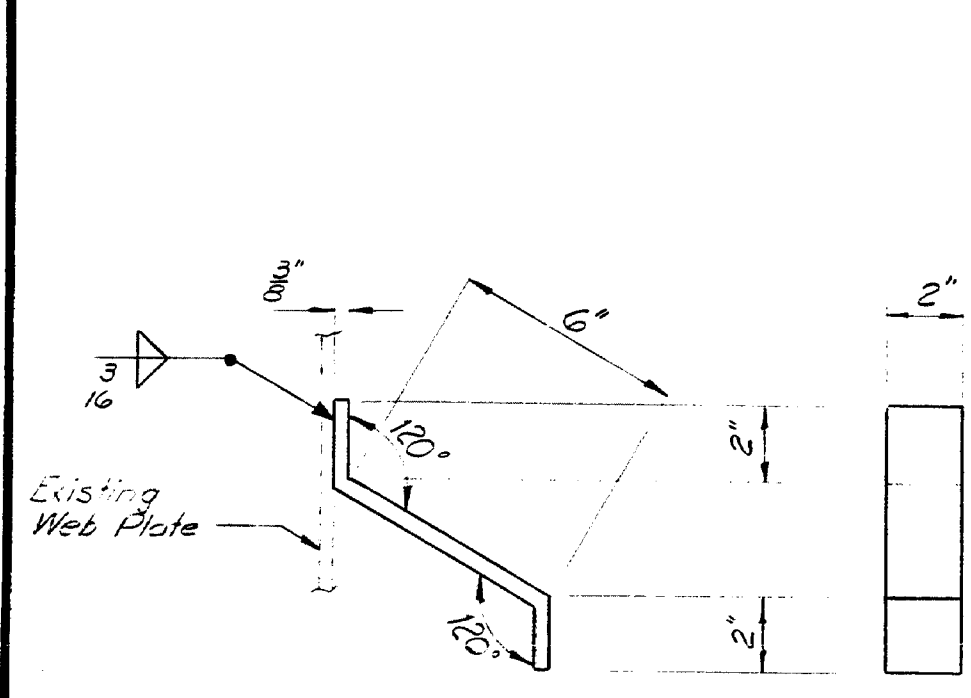


DETAIL "B"

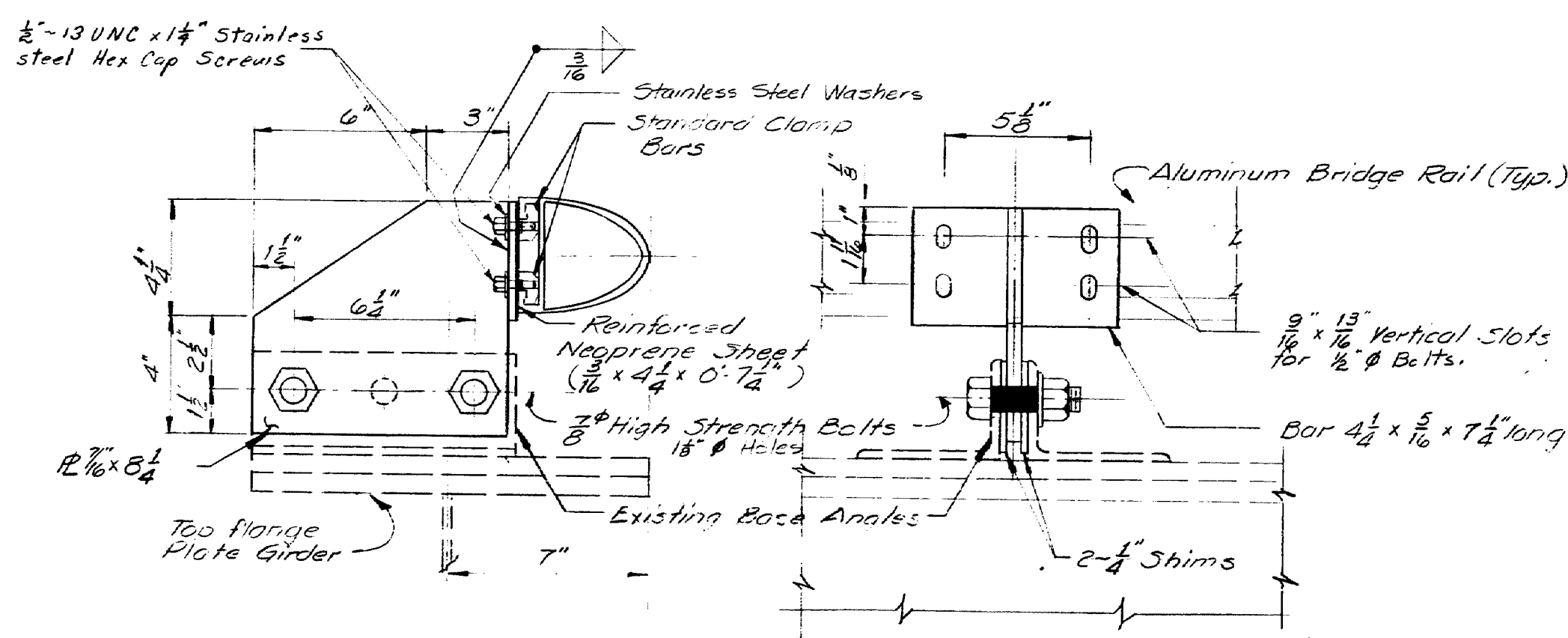


2'-7" Span 12 & 5 to 11
1'-7" Span 12 & 13
Varies 2'-8" max. (cut to fit in field) Span 14 to 16
For Span 3 & 4 see Drain Extension Sheet - Sh #14

PROJECT DESIGN ENGINEER	DATE
BY: [Signature]	5/75
DESIGN - CHECKED	REVISIONS
1. [Signature]	1. [Signature]
PLANS	FIELD CHANGES
1. [Signature]	1. [Signature]

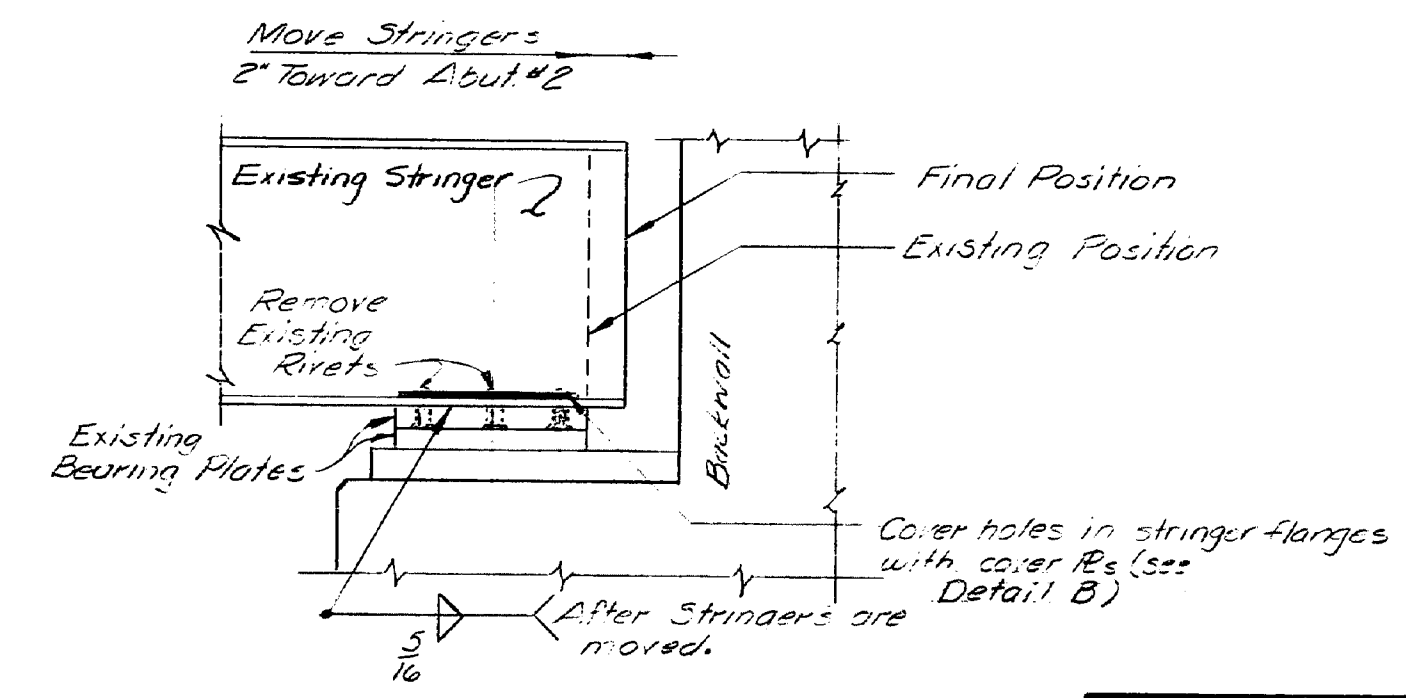


NOTE: Weld two (2) Z-Bar angles in each span between existing vertical web stiffeners of the Plate Girder. Bars shall be welded in the field, and the web shall be cleaned to bare metal. Weld two (2) Z-Bars (1 Top & 1 Bottom) on to the Vertical Column. 112 Z-Bars Required.



SIDE VIEW
BACK VIEW
SPECIAL RAIL BRACKET

NOTE: Remove Existing Rail, Web Plate, Vertical Angles, and Rivets in Vertical leg of base angles. Replace with Special Rail Bracket, attach in existing holes with two (2) A578 M 325 Bolts, as shown. 32 Special Rail Brackets Required.



STRINGER RELOCATION AND BEARING MODIFICATION AT
ABUTMENT NO. 2

NOTE: Replace rivets which have been removed from the diaphragms in Span 16 to facilitate moving Stringers with 3" high strength Bolts.

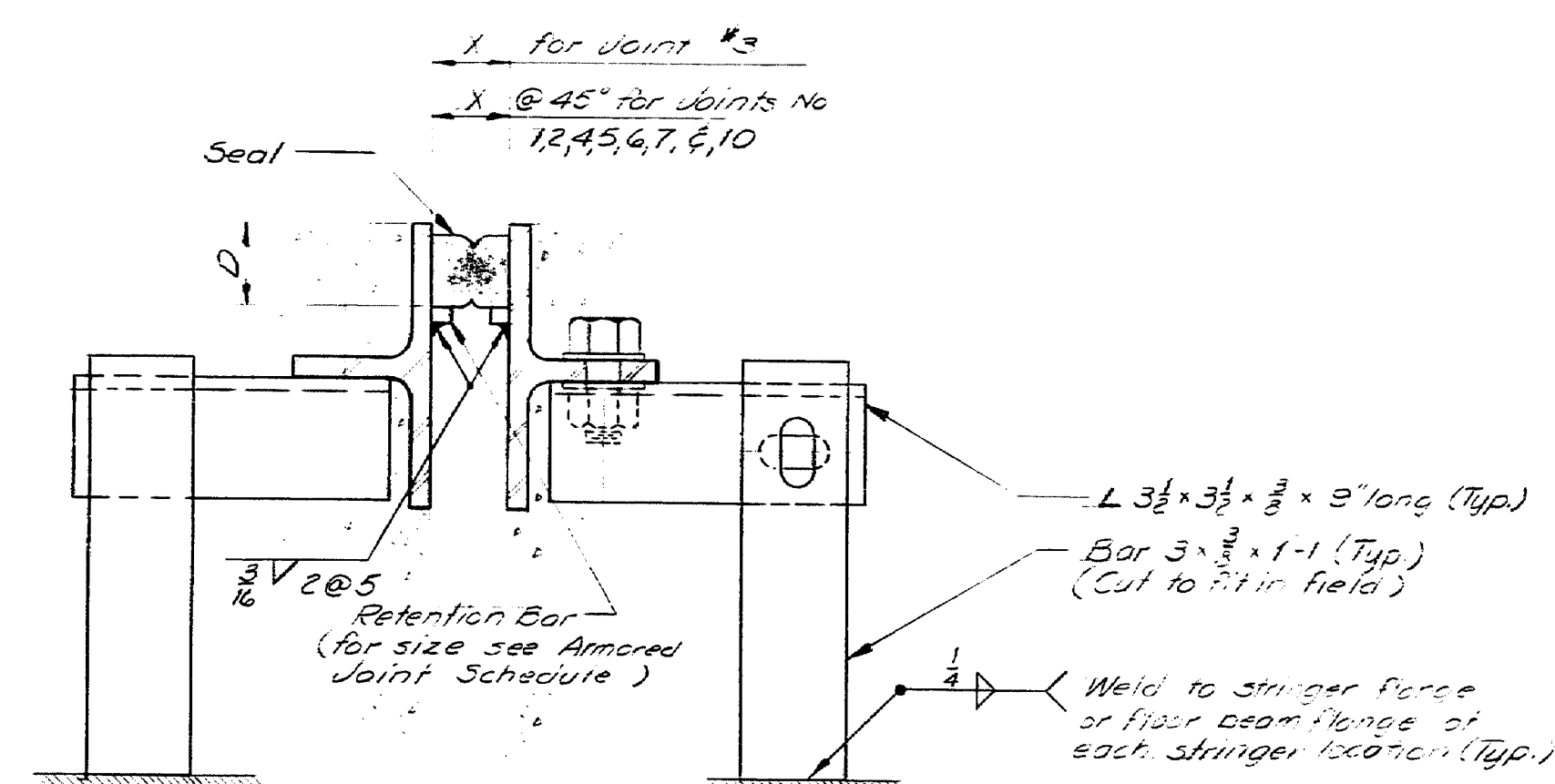
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ROUTE 100 and 26
OVER
PRESUMPSCOT RIVER and MCRR
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
STRUCTURAL STEEL DETAILS

AUGUSTA, MAINE Nov. 1975

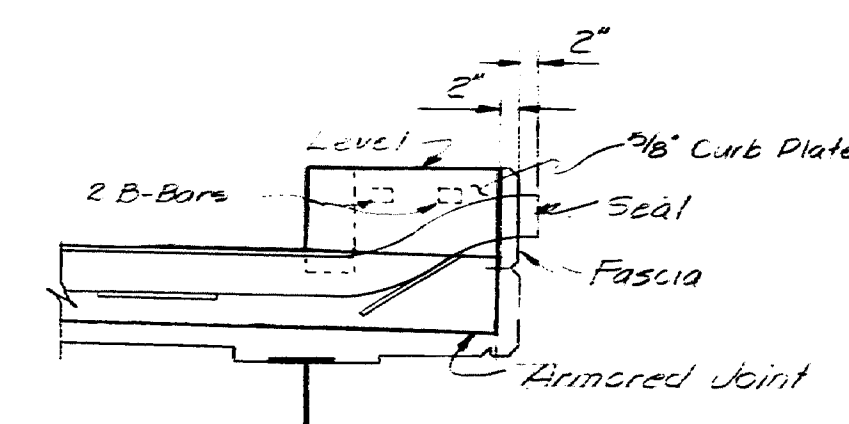
169-198

F.R.D. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	AT-M5-112(1)	9	43

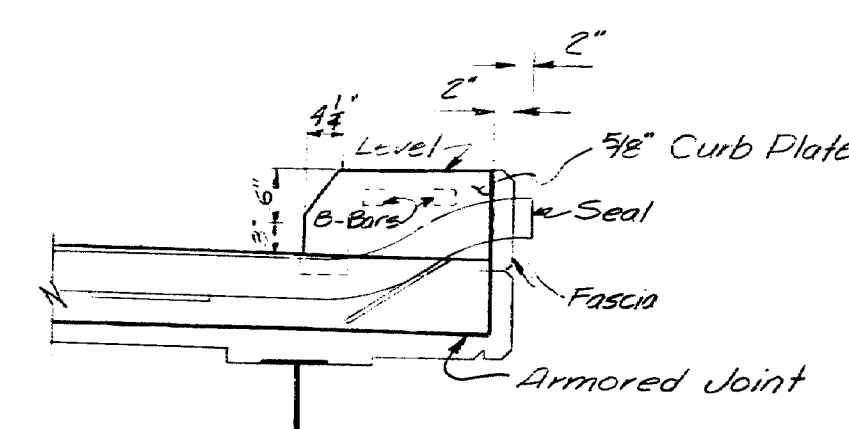


SEAL ARRANGEMENT (In Armored Joint)

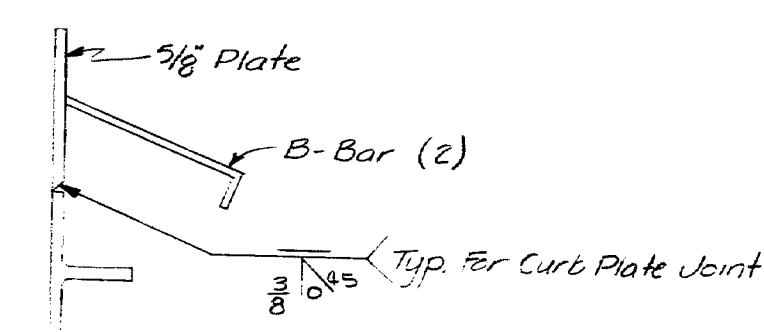
Note: Support systems shown are typical for Armored Joints No. 2 thru 7 and 10. For support systems for No. 8 & 9 see Detail below for Armored Joint No. 1 use one (1) A unit above and one (1) B unit as shown on Standard Detail Sheet BD 104-73.



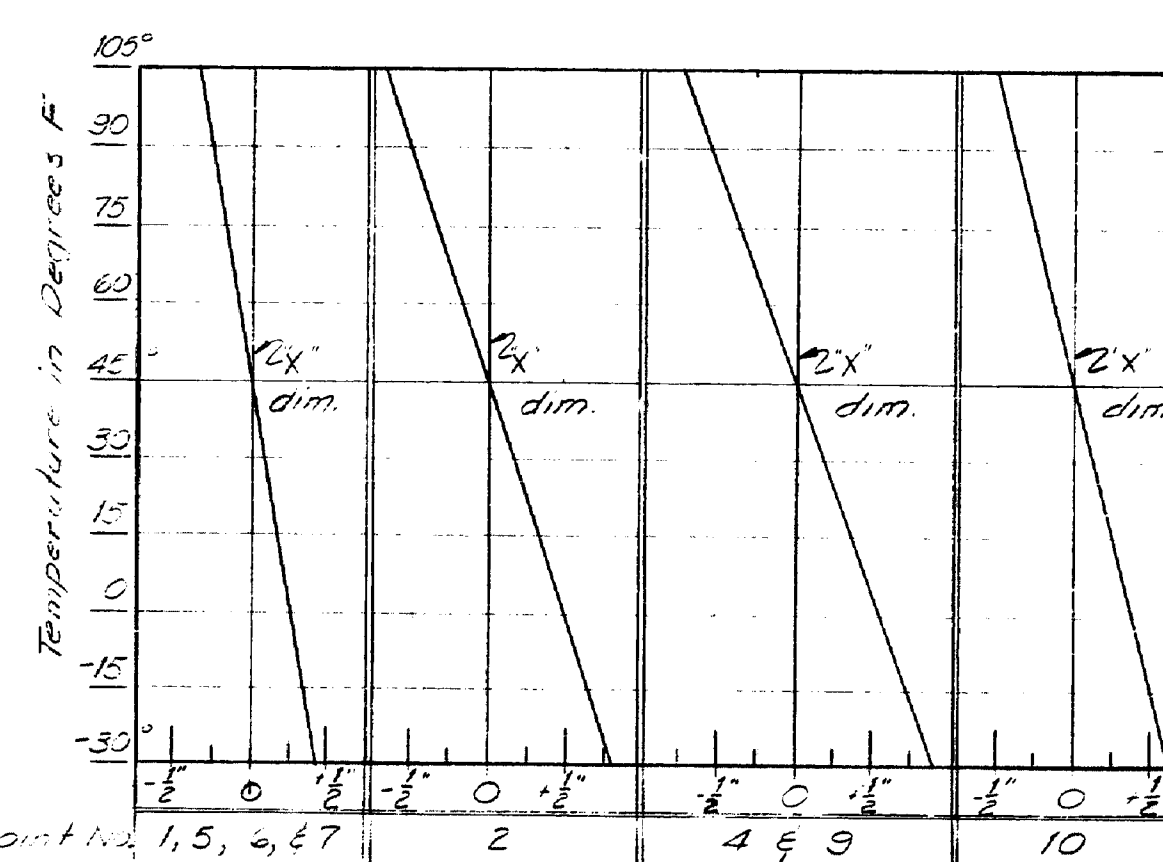
ARMORED JOINT of CURB Nos 1, 2, 3, 4, 5, 6, 7 & 10



ARMORED JOINT of CURB Nos 8 & 9



CURB PLATE DETAIL



TEMPERATURE ADJUSTMENT CHART

Adjust manufacturer's "X" dimensions for temperature according to T_a above chart.

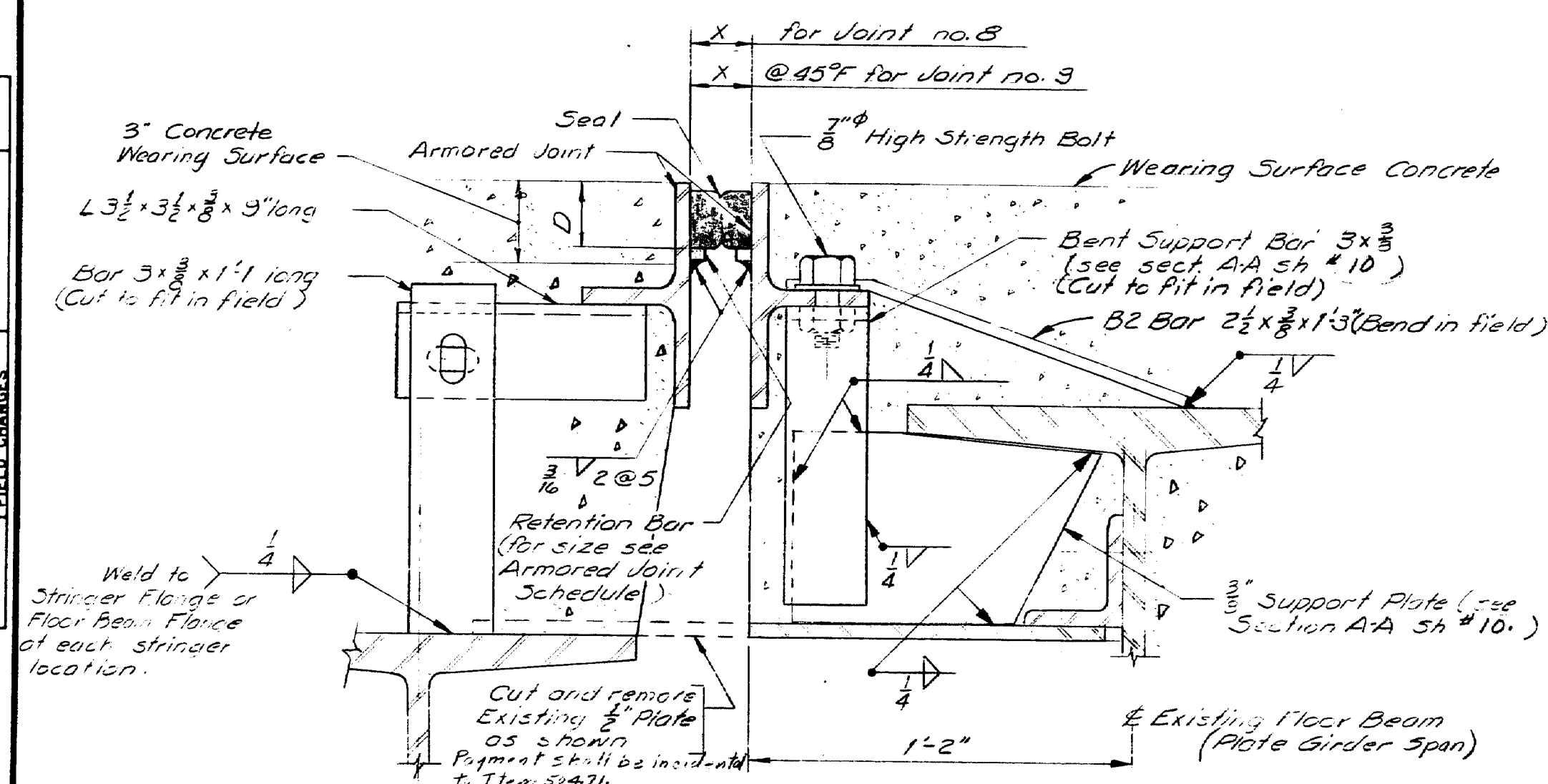
ARMORED JOINT SCHEDULE					
Armored Joint Number	Location	Movement Rating	X	D	Retention Bar Size
#1	Abut #1	7"	2 1/8"	4"	3/8 x 3/8 x 12'lg.
#2	Pier #2	1 1/8"	3 1/2"	4 3/4"	1/2 x 1/2 x 12'lg.
* #3	Pier #3	1/2"	1 1/4"	2 1/2"	1/4 x 1/4 x 12'lg.
#4	Pier #4	1 1/8"	2 1/2"	4 3/4"	1/2 x 1/2 x 12'lg.
#5	Pier #6	1"	2 1/2"	4"	3/8 x 3/8 x 12'lg.
#6	Pier #8	1"	2 1/2"	4"	3/8 x 3/8 x 12'lg.
#7	Pier #10	1"	2 1/2"	4"	3/8 x 3/8 x 12'lg.
* #8	Pier #11	1/2"	1 1/4"	2 1/2"	1/4 x 1/4 x 12'lg.
#9	Pier #13	1 1/8"	2 1/2"	4 3/4"	1/2 x 1/2 x 12'lg.
#10	Pier #15	1 1/4"	2 3/4"	5 1/2"	1/2 x 1/2 x 12'lg.

* Fixed Joint

NOTES:

- The seals furnished shall be as shown in the Armored Joint Schedule above.
- The joint dimensions "X" and "D" shown are for design only and are subject to change due to differences in seals as supplied by various manufacturers. Do not use for setting of joint opening during construction. Set joint opening according to the joint opening shown on the approved Armored Joint shop detail drawings.
- The seal characteristics shall be submitted to the engineer for approval prior to the fabrication of the Armored Joint.
- No movement of the armored joint due to dead loading of the structure is anticipated.
- The maximum joint opening shall be 3 1/2 inches at -30°F measured parallel to the E of construction.
- For Armored Joint details not shown see Standard Details sheet BD 104-73, Sheet No. 8 and No. 10.

PROJECT DESIGN ENGINEER	DATE
BY K.L.L.	5-20-73
DESIGN - DETAILED	CHECKED
REVISIONS	FIELD CHANGES
PLANS	



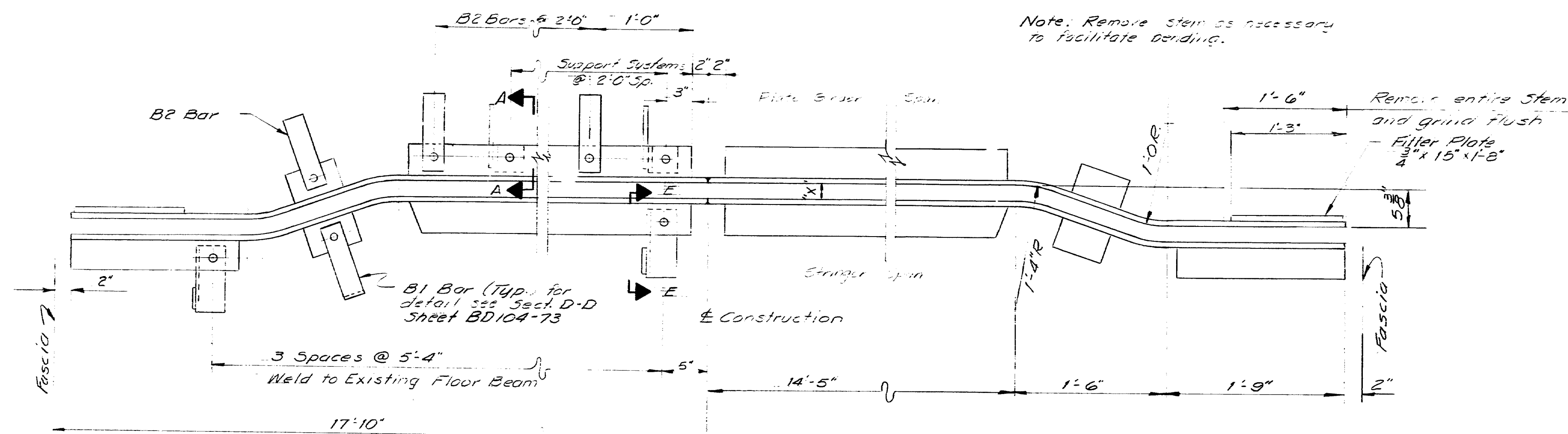
SEAL ARRANGEMENT (In Armored Joint)

Note: Support system shown is typical for Armored Joints No. 8 and 9 only.

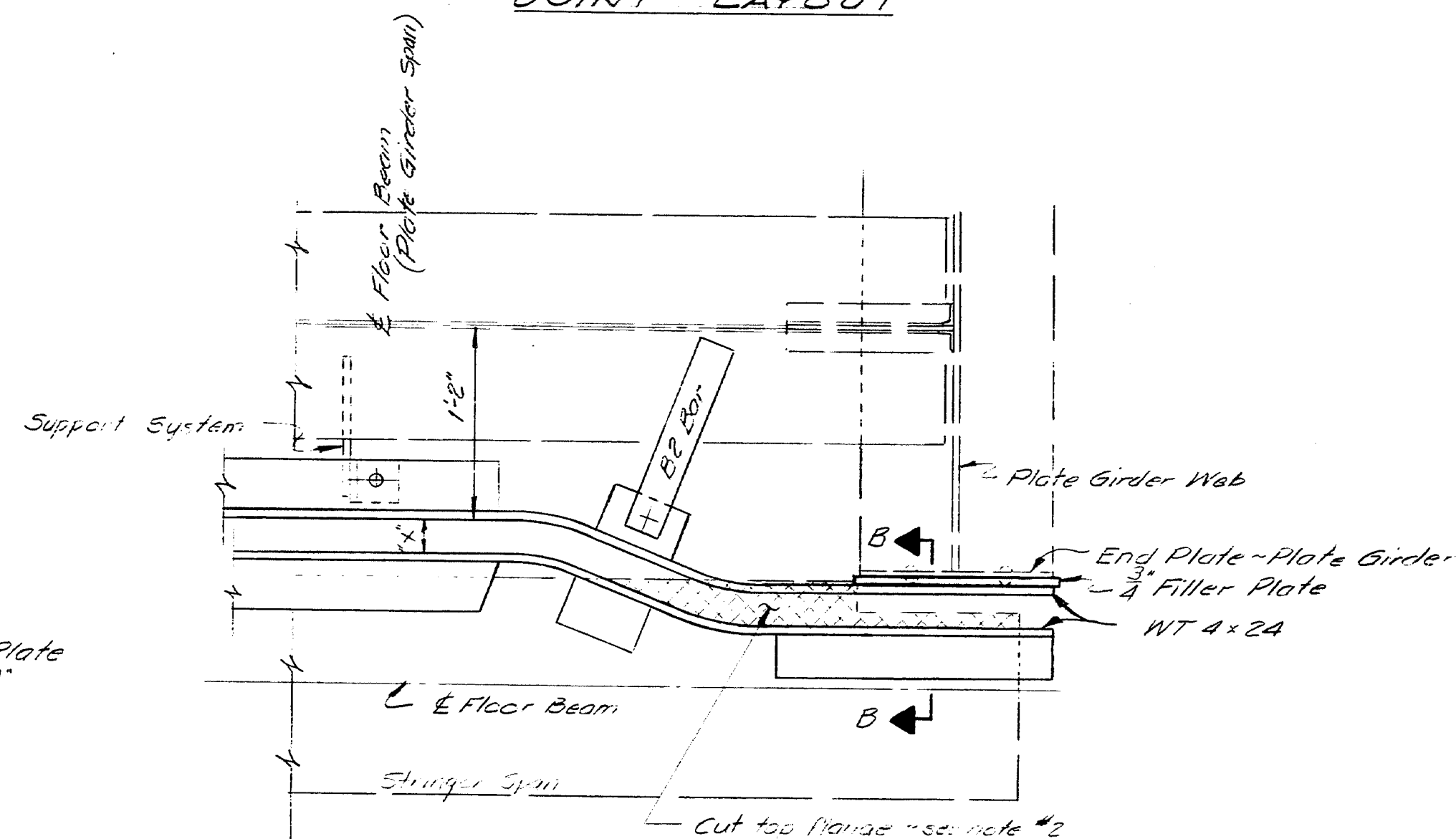
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
ROUTE 100 and 26 OVER PRESUMPSHOT RIVER and MCRR IN THE TOWN OF FALMOUTH CUMBERLAND COUNTY
ARMORED JOINT DETAILS
AUGUSTA, MAINE M.V. 1975

169-199

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	M-15-100	10	43

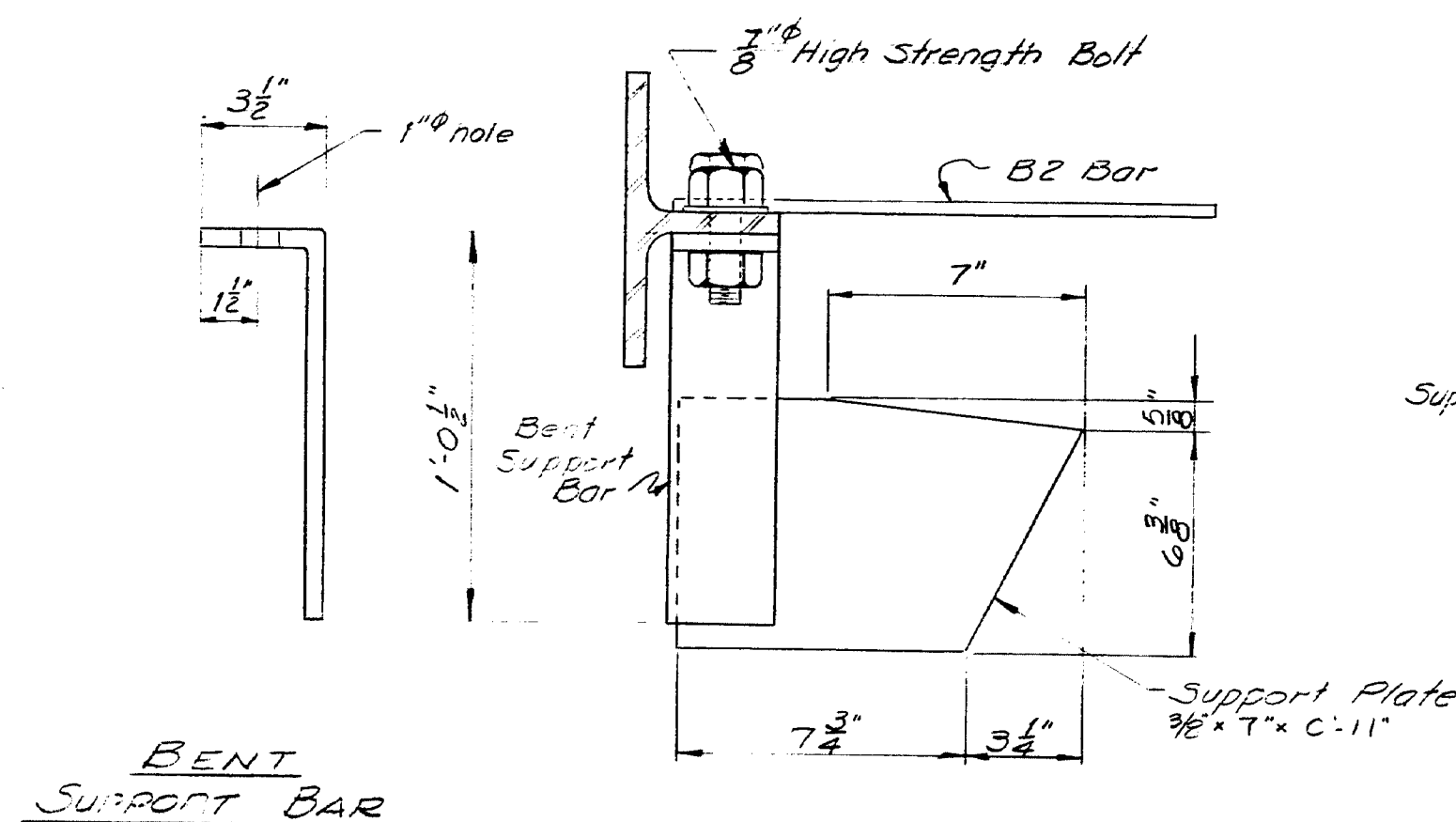


HALF PLAN JOINT LAYOUT

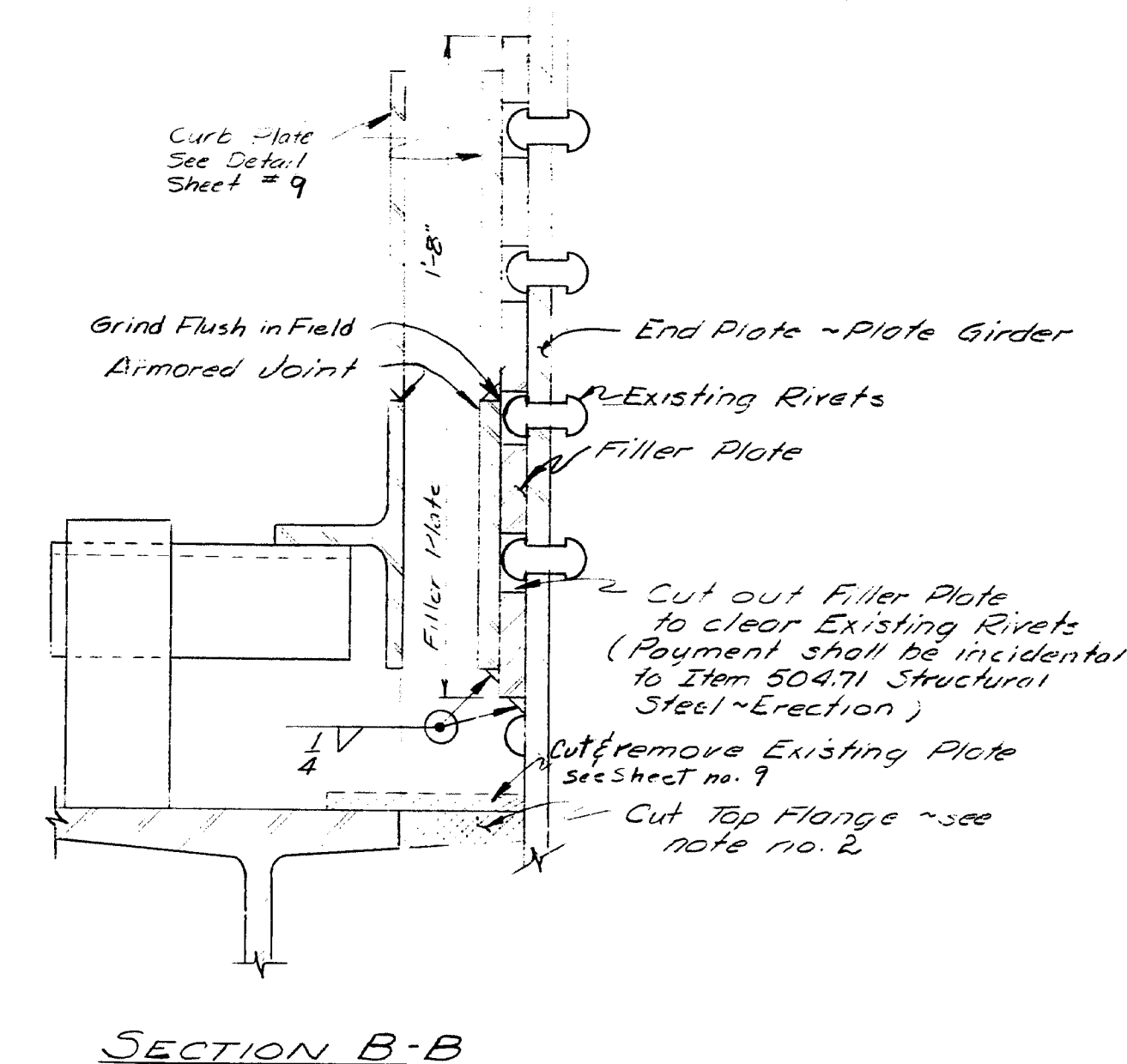


NOTES:

1. Ship the bent support bars and support plates loose to be adjusted and set in the field.
2. Cut the Top Flange of the Existing Floor beam as necessary so it will be flush with the face of the armor plate after erection. Payment for cutting shall be considered incidental to Item No. 504.71 Structural Steel Erection. Do not cut existing flanges except as shown or noted.



SECTION A-A
For developed view and details not shown see Seal Arrangement (A.U. 889) sh. # 9



STATE OF MAINE DEPARTMENT OF TRANSPORTATION
ROUTE 100 and 26 OVER PRESUMPCOT RIVER and MCRR IN THE TOWN OF FALMOUTH CUMBERLAND COUNTY
ARMORED JOINT DETAILS AUGUSTA, MAINE Nov. 1975

169-200

Reel #81

170-1

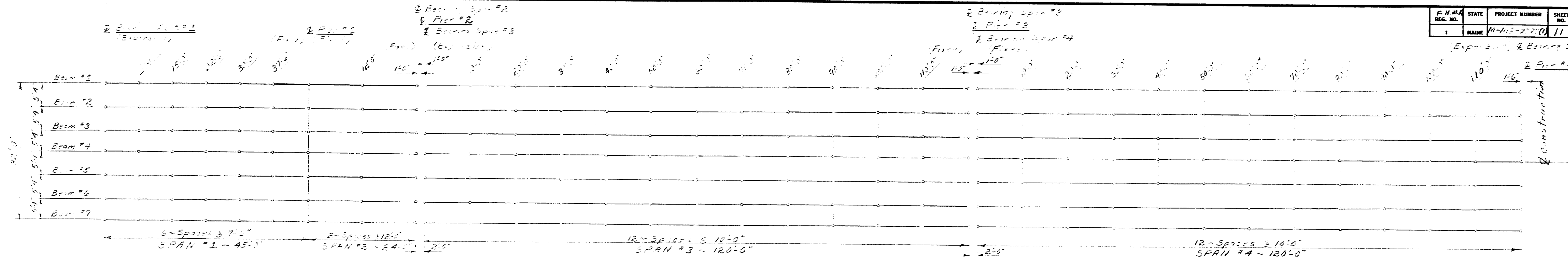
to

170-111

#2 inc

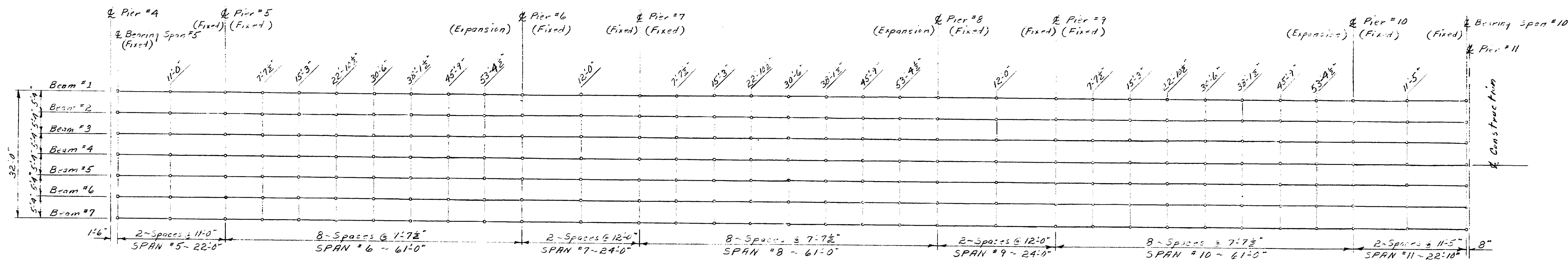
37

F.H.D.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	MA-100-26	11	43



BLOCKING PLAN ~ SPANS 1, 2, 3 & 4

BOTTOM OF SLAB ELEVATIONS																																									
SPAN # 1										SPAN # 2										SPAN # 3										SPAN # 4											
BEAM	POINT	7'-6"	15'-0"	22'-6"	30'-0"	37'-6"	45'-0"	52'-6"	60'-0"	67'-6"	75'-0"	82'-6"	90'-0"	97'-6"	105'-0"	112'-6"	120'-0"	127'-6"	135'-0"	142'-6"	150'-0"	157'-6"	165'-0"	172'-6"	180'-0"	187'-6"	195'-0"	202'-6"	210'-0"	217'-6"	225'-0"	232'-6"	240'-0"	247'-6"	255'-0"	262'-6"	270'-0"				
Beam # 1	52.22	52.54	52.85	53.16	53.45	53.74	54.02	54.31	54.60	54.89	55.18	55.47	55.76	56.05	56.34	56.63	56.92	57.21	57.50	57.79	58.08	58.37	58.66	58.95	59.24	59.53	59.82	60.11	60.40	60.69	60.98	61.27	61.56	61.85	62.14	62.43	62.72	63.01	63.30	63.59	
Beam # 2	52.33	52.65	52.96	53.27	53.56	53.85	54.13	54.42	54.71	55.00	55.29	55.58	55.87	56.16	56.45	56.74	57.03	57.32	57.61	57.90	58.19	58.48	58.77	59.06	59.35	59.64	59.93	60.22	60.51	60.80	61.09	61.38	61.67	61.96	62.25	62.54	62.83	63.12	63.41	63.70	63.99
Beam # 3	52.44	52.76	53.07	53.38	53.67	53.96	54.24	54.53	54.82	55.11	55.40	55.69	55.98	56.27	56.56	56.85	57.14	57.43	57.72	58.01	58.30	58.59	58.88	59.17	59.46	59.75	60.04	60.33	60.62	60.91	61.20	61.49	61.78	62.07	62.36	62.65	62.94	63.23	63.52	63.81	64.10
Beam # 4	52.44	52.76	53.07	53.38	53.67	53.96	54.24	54.53	54.82	55.11	55.40	55.69	55.98	56.27	56.56	56.85	57.14	57.43	57.72	58.01	58.30	58.59	58.88	59.17	59.46	59.75	60.04	60.33	60.62	60.91	61.20	61.49	61.78	62.07	62.36	62.65	62.94	63.23	63.52	63.81	64.10
Beam # 5	52.44	52.76	53.07	53.38	53.67	53.96	54.24	54.53	54.82	55.11	55.40	55.69	55.98	56.27	56.56	56.85	57.14	57.43	57.72	58.01	58.30	58.59	58.88	59.17	59.46	59.75	60.04	60.33	60.62	60.91	61.20	61.49	61.78	62.07	62.36	62.65	62.94	63.23	63.52	63.81	64.10
Beam # 6	52.33	52.65	52.96	53.27	53.56	53.85	54.13	54.42	54.71	55.00	55.29	55.58	55.87	56.16	56.45	56.74	57.03	57.32	57.61	57.90	58.19	58.48	58.77	59.06	59.35	59.64	59.93	60.22	60.51	60.80	61.09	61.38	61.67	61.96	62.25	62.54	62.83	63.12	63.41	63.70	63.99
Beam # 7	52.22	52.54	52.85	53.16	53.45	53.74	54.02	54.31	54.60	54.89	55.18	55.47	55.76	56.05	56.34	56.63	56.92	57.21	57.50	57.79	58.08	58.37	58.66	58.95	59.24	59.53	59.82	60.11	60.40	60.69	60.98	61.27	61.56	61.85	62.14	62.43	62.72	63.01	63.30	63.59	63.88



BLOCKING PLAN ~ SPANS 5, 6, 7, 8, 9, 10 & 11

BOTTOM OF SLAB ELEVATIONS																																																																								
SPAN # 5											SPAN # 6											SPAN # 7											SPAN # 8										SPAN # 9										SPAN # 10										SPAN # 11									
BEAM	POINT	1'-0"	2'-0"	3'-0"	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"	17'-0"	18'-0"	19'-0"	20'-0"	21'-0"	22'-0"	23'-0"	24'-0"	25'-0"	26'-0"	27'-0"	28'-0"	29'-0"	30'-0"	31'-0"	32'-0"	33'-0"	34'-0"	35'-0"	36'-0"	37'-0"	38'-0"	39'-0"	40'-0"																															
Beam #1	64.82	65.31	65.71	66.10	66.29	66.57	66.73	67.17	67.28	67.49	67.68	68.01	68.31	68.51	68.76	68.82	68.91	69.00	69.17	69.31	69.43	69.55	69.65	69.59	69.51	70.07	70.07	70.17	70.26	70.31	70.44	70.51	70.59	70.65	70.73	70.87	70.92	71.03	71.11	71.24	71.31	71.42	71.51	71.57																												
Beam #2	64.97	65.41	65.82	66.11	66.40	66.62	66.74	67.15	67.37	67.53	67.79	68.02	68.31	68.52	68.81	69.00	69.17	69.31	69.43	69.55	69.65	69.59	69.51	70.07	70.07	70.17	70.26	70.31	70.44	70.51	70.59	70.65	70.73	70.87	70.92	71.03	71.11	71.24	71.31	71.42	71.51	71.57																														
Beam #3	65.02	65.52	65.93	66.22	66.51	66.71	67.05	67.21	67.50	67.76	68.03	68.33	68.73	68.92	69.11	69.28	69.42	69.54	69.66	69.76	69.75	70.13	70.21	70.31	70.41	70.49	70.51	70.59	70.65	70.73	70.87	70.92	71.03	71.11	71.24	71.31	71.42	71.51	71.57																																	
Beam #4	65.08	65.52	65.93	66.22	66.51	66.71	67.05	67.21	67.50	67.76	68.03	68.33	68.73	68.92	69.11	69.28	69.42	69.54	69.66	69.76	69.75	70.13	70.21	70.31	70.41	70.49	70.51	70.59	70.65	70.73	70.87	70.92	71.03	71.11	71.24	71.31	71.42	71.51	71.57																																	
Beam #5	65.15	65.52	65.93	66.22	66.51	66.71	67.05	67.21	67.50	67.76	68.03	68.33	68.73	68.92	69.11	69.28	69.42	69.54	69.66	69.76	69.75	70.13	70.21	70.31	70.41	70.49	70.51	70.59	70.65	70.73	70.87	70.92	71.03	71.11	71.24	71.31	71.42	71.51	71.57																																	
Beam #6	64.97	65.41	65.82	66.11	66.40	66.60	66.74	67.13	67.31	67.51	67.79	68.02	68.32	68.52	68.71	68.91	69.06	69.17	69.31	69.43	69.55	69.65	69.49	69.77	70.01	70.20	70.30	70.37	70.42	70.45	70.47	70.48	70.53	70.57	70.62	70.67	70.72	70.76	70.82	70.87																																
Beam #7	64.86	65.30	65.71	66.10	66.29	66.57	66.73	67.17	67.28	67.49	67.68	68.01	68.31	68.51	68.76	68.82	68.91	69.00	69.17	69.31	69.43	69.55	69.65	69.59	69.51	70.07	70.07	70.17	70.26	70.31	70.44	70.51	70.59	70.65	70.73	70.87	70.92	71.03	71.11	71.24	71.31	71.42	71.51	71.57																												

Note: Bottom of slab elevations are adjusted to compensate for the dead load deflections and vertical curvature

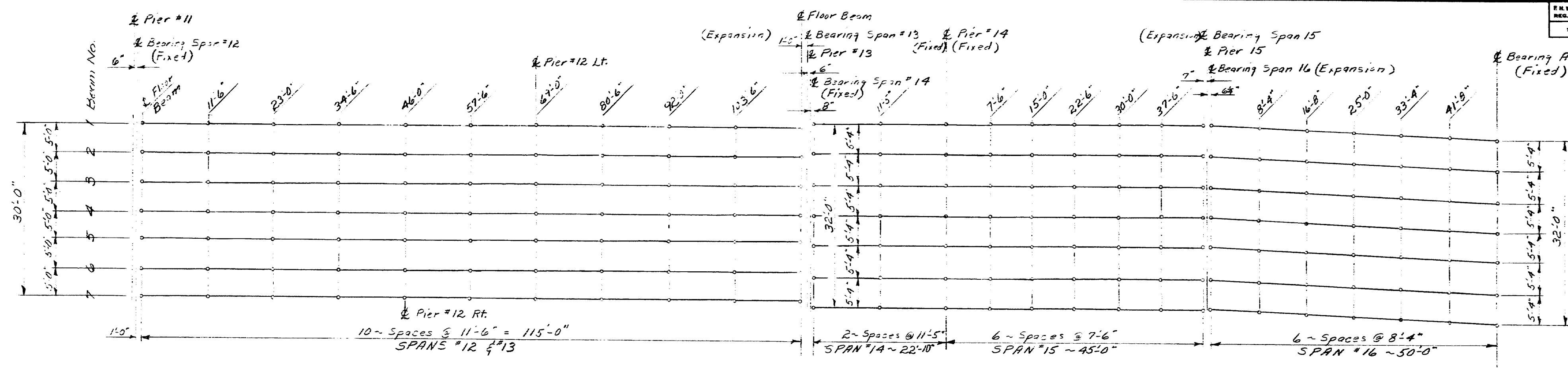
Design N.E.A. 5-75
Detail N.E.A. 5-75
Check N.E.A. 11-14

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ROUTE 100 and 26
OVER
PRESUMPSHOT RIVER and MCRR
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY

BOTTOM OF SLAB ELEVATIONS
SPANS 1 thru 11
AUGUSTA, MAINE Nov 1975

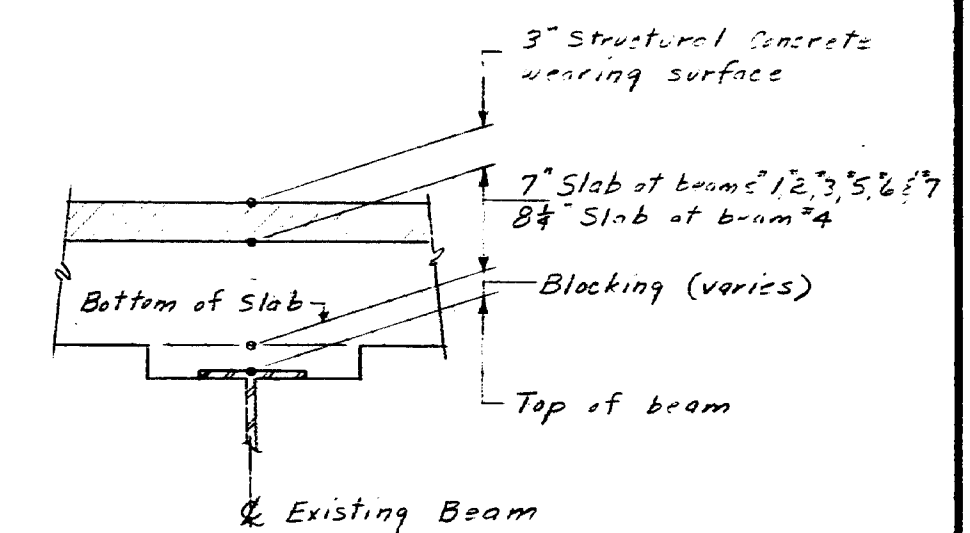
120-1



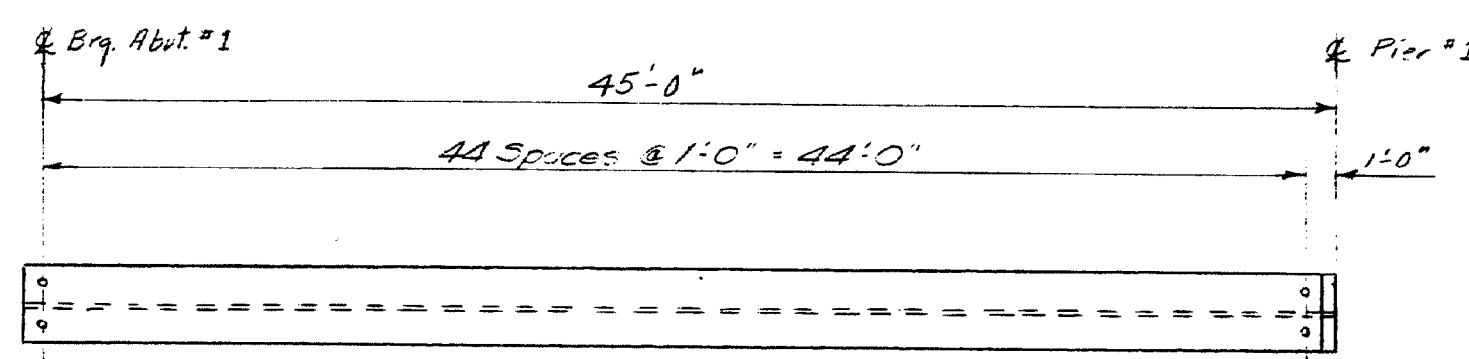
BLOCKING PLAN - SPANS 12, 13, 14, 15, & 16

Note: Bottom of slab elevations are adjusted to compensate for the dead load deflections and vertical curvature

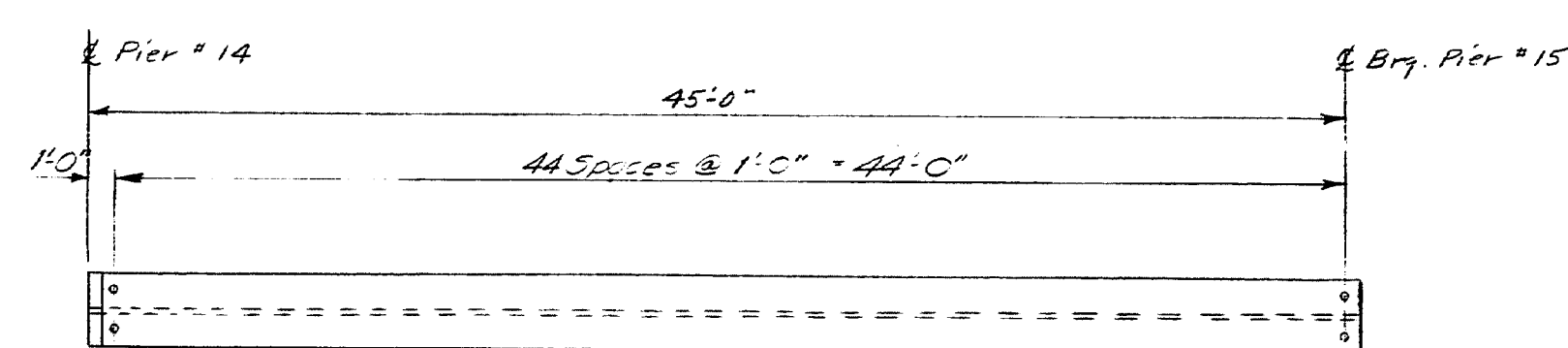
BOTTOM OF SLAB ELEVATIONS																													
	Pier #11	SPANS *12 & *13										Pier #13	SPAN *14		SPAN *15						SPAN *16								
POINT BEAM	Elev Beam	11'-6"	23'-0"	34'-6"	46'-0"	57'-6"	69'-0"	80'-6"	92'-0"	103'-6"	Elev Beam	EBR Pier 13	11'-5"	2 Pier *14	7'-6"	15'-0"	22'-6"	30'-0"	37'-6"	EBR Pier 15	EBR Pier 16	8'-4"	16'-8"	25'-0"	33'-4"	41'-8"	EBR Pier 17		
Beam #1	70.45	70.46	70.45	70.46	70.45	70.45	70.46	70.45	70.45	70.45	70.45	70.42	70.51	70.57	70.64	70.71	70.78	70.81	70.86	70.89	70.89	70.89	70.75	71.01	71.56	71.09	71.13	71.15	
Beam #2	70.55	70.56	70.55	70.56	70.55	70.56	70.55	70.56	70.55	70.56	70.55	70.52	70.59	70.63	70.69	70.73	70.78	70.80	70.83	70.84	70.89	70.89	70.72	71.01	71.56	70.98	71.02	71.05	
Beam #3	70.65	70.66	70.65	70.66	70.65	70.66	70.65	70.65	70.65	70.66	70.65	70.64	70.63	70.61	70.72	70.75	70.78	70.78	70.78	70.77	70.79	70.82	70.84	70.86	70.86	70.86	70.86	70.86	
Beam #4	70.65	70.66	70.65	70.66	70.65	70.66	70.65	70.65	70.65	70.65	70.65	70.64	70.65	70.64	70.65	70.67	70.68	70.67	70.66	70.69	70.69	70.65	70.65	70.65	70.62	70.60	70.59	70.59	
Beam #5	70.65	70.66	70.65	70.66	70.65	70.65	70.65	70.65	70.65	70.65	70.65	70.64	70.64	70.62	70.64	70.64	70.65	70.63	70.62	70.59	70.57	70.57	70.53	70.57	70.55	70.52	70.49	70.49	
Beam #6	70.55	70.56	70.55	70.56	70.55	70.56	70.55	70.56	70.55	70.55	70.55	70.54	70.53	70.50	70.51	70.51	70.48	70.46	70.43	70.43	70.43	70.41	70.40	70.37	70.33	70.28	70.18	70.14	70.14
Beam #7	70.45	70.46	70.45	70.46	70.45	70.46	70.45	70.46	70.45	70.45	70.45	70.42	70.41	70.37	70.37	70.37	70.36	70.33	70.31	70.27	70.27	70.26	70.24	70.22	70.18	70.14	70.14	70.14	



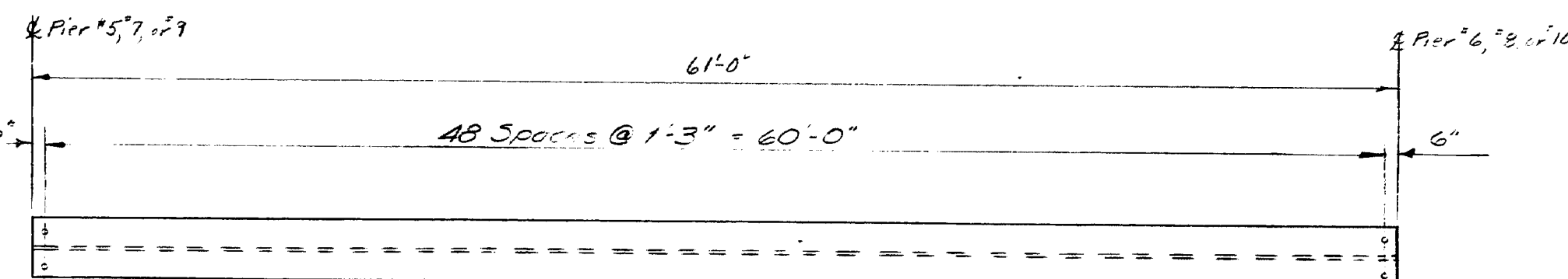
BLOCKING DETAIL



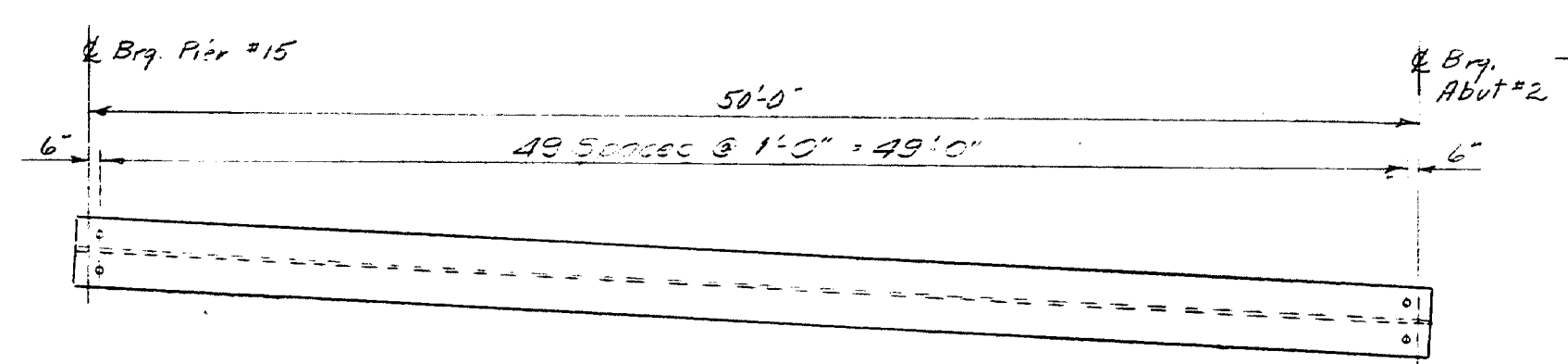
SPAN #1
Double Studs ~90 required per beam.



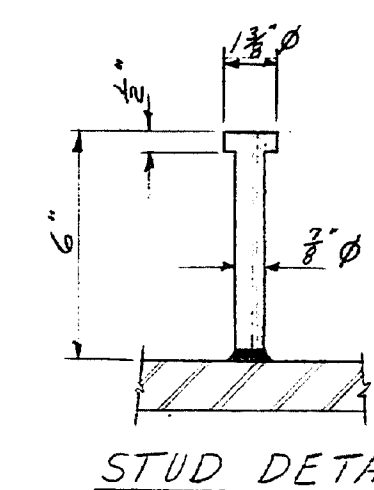
SPAN #15
Double studs ~90 required per beam



SPANS 6, 8, & 10
Double Studs ~ 98 required per beam per span.



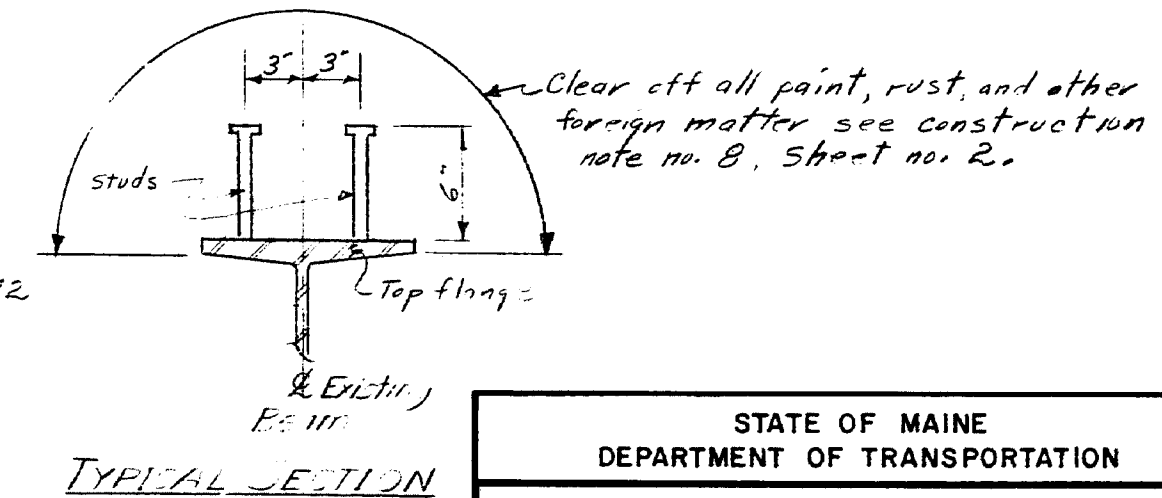
SPAN #16
Double Studs ~ 100 required per beam



STUD DETAIL

NOTES

1. Install double $\frac{3}{8} \phi \times 6'$ long studs in spans 1, 6, 8, 10, 15, & 16. No studs required in spans 2, 3, 4, 5, 7, 9, 11, 12, 13, & 14.
2. For stud details not shown and for notes see Standard Details BD 104-73.



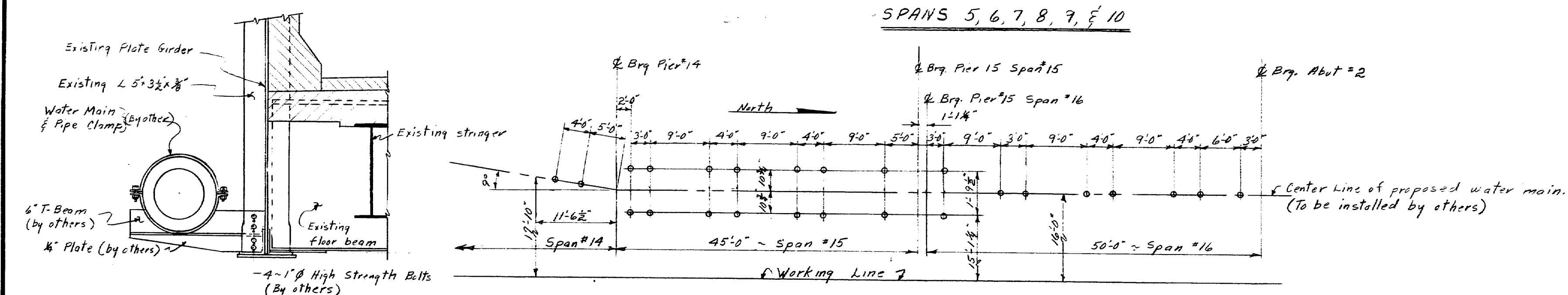
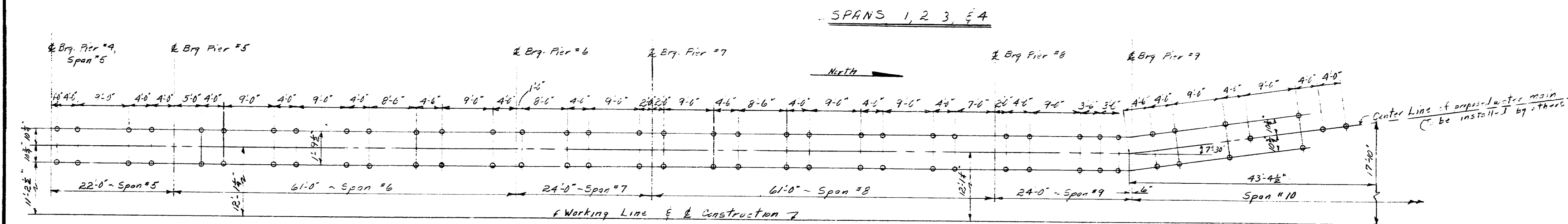
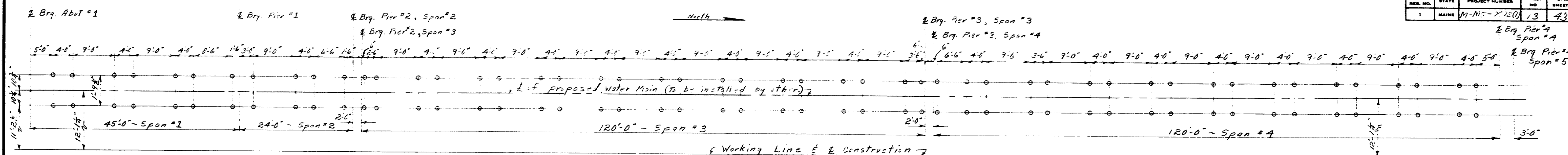
TYPICAL SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ROUTE 100 and 26
OVER
PRESUMPSHOT RIVER and MCRR
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
BOTTOM OF SLAB ELEVATIONS
SPANS 12 thru 16
AUGUSTA, MAINE Nov. 1975

170-2

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	170-3	13	43



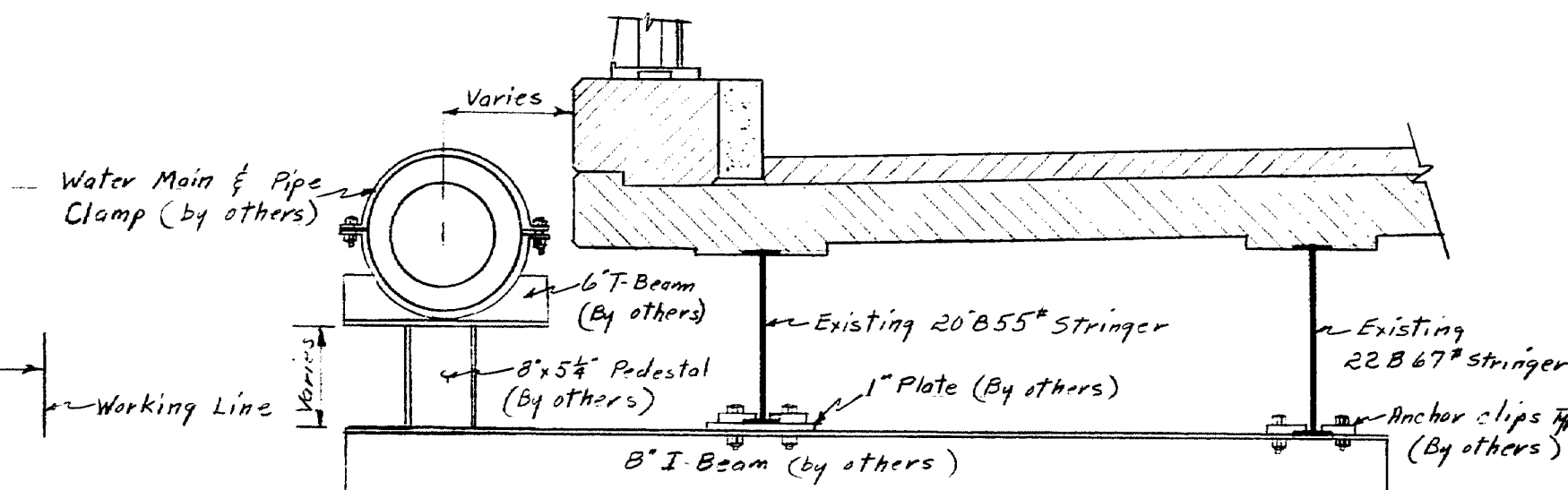
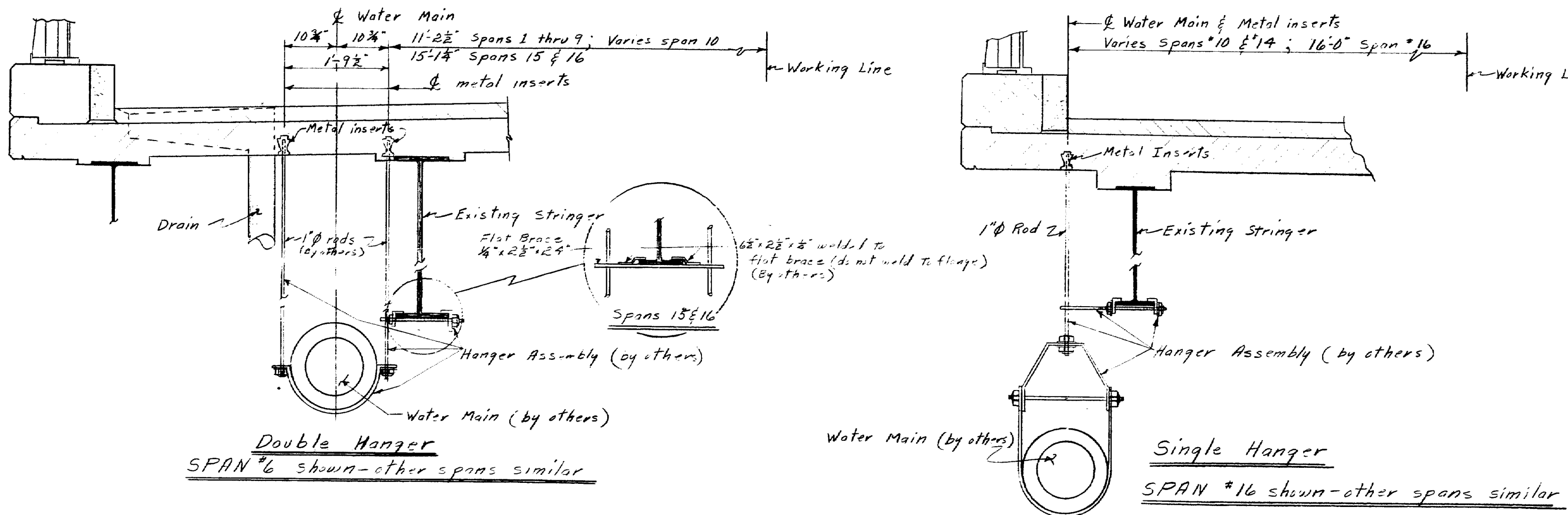
NOTES

1. The metal inserts for the Water Main will be supplied by the Utility and shall be installed by the contractor. (198 metal inserts required)
2. Payment for installing the metal inserts will be considered incidental to Item 502.26 Structural Concrete, Roadway and Sidewalk Slabs on Steel Bridges.
3. The water line (by others) shall not be installed until the slabs have been placed for a period of 10 days.

Contilever Bracket (by others)
SPANS 12 & 13

SPANS 15 & 16

LAYOUT of INSERTS for WATERMAIN



Beam Type Hanger (by others)

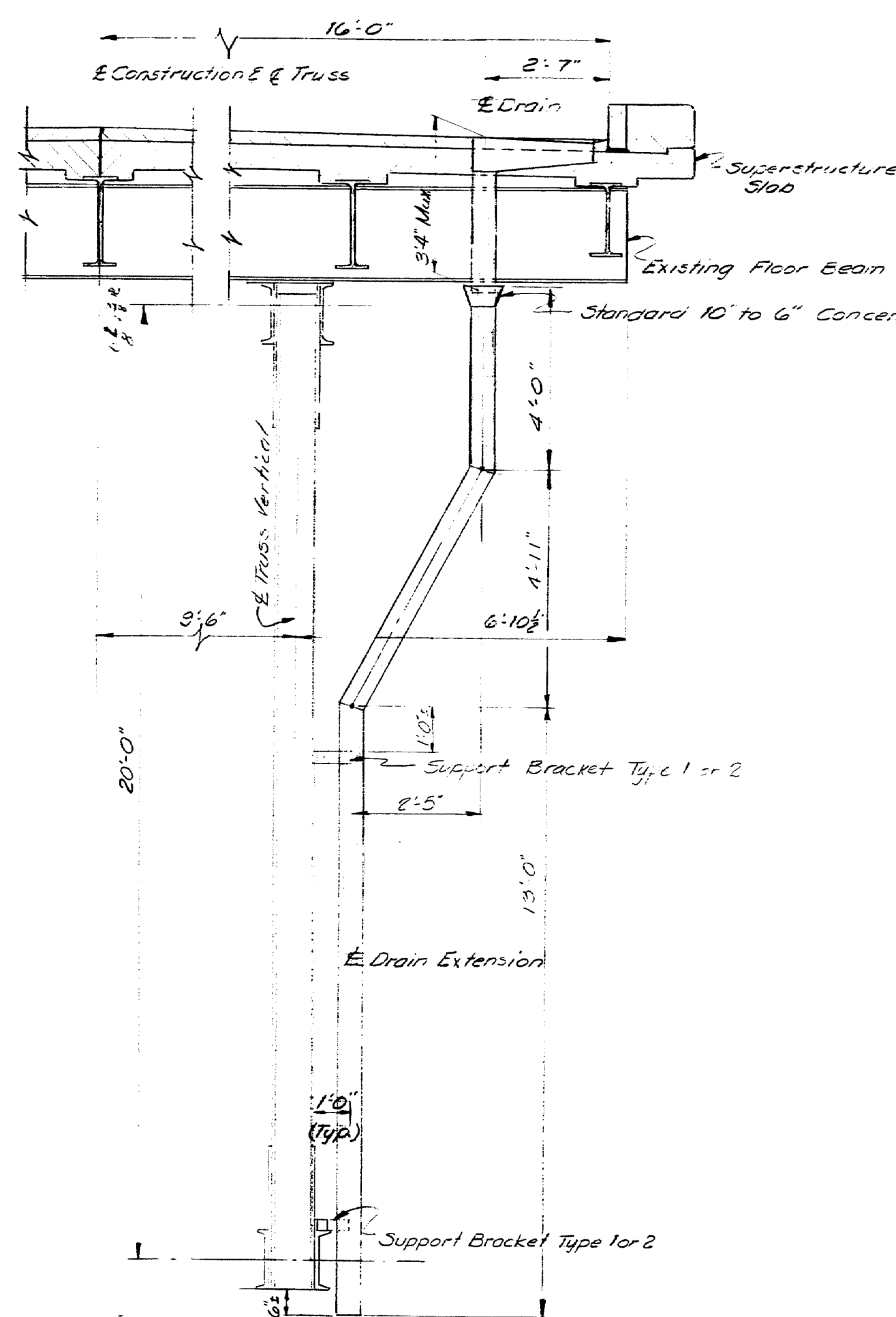
SPANS 10, 11 & 14

Use where water main is outside of fascia

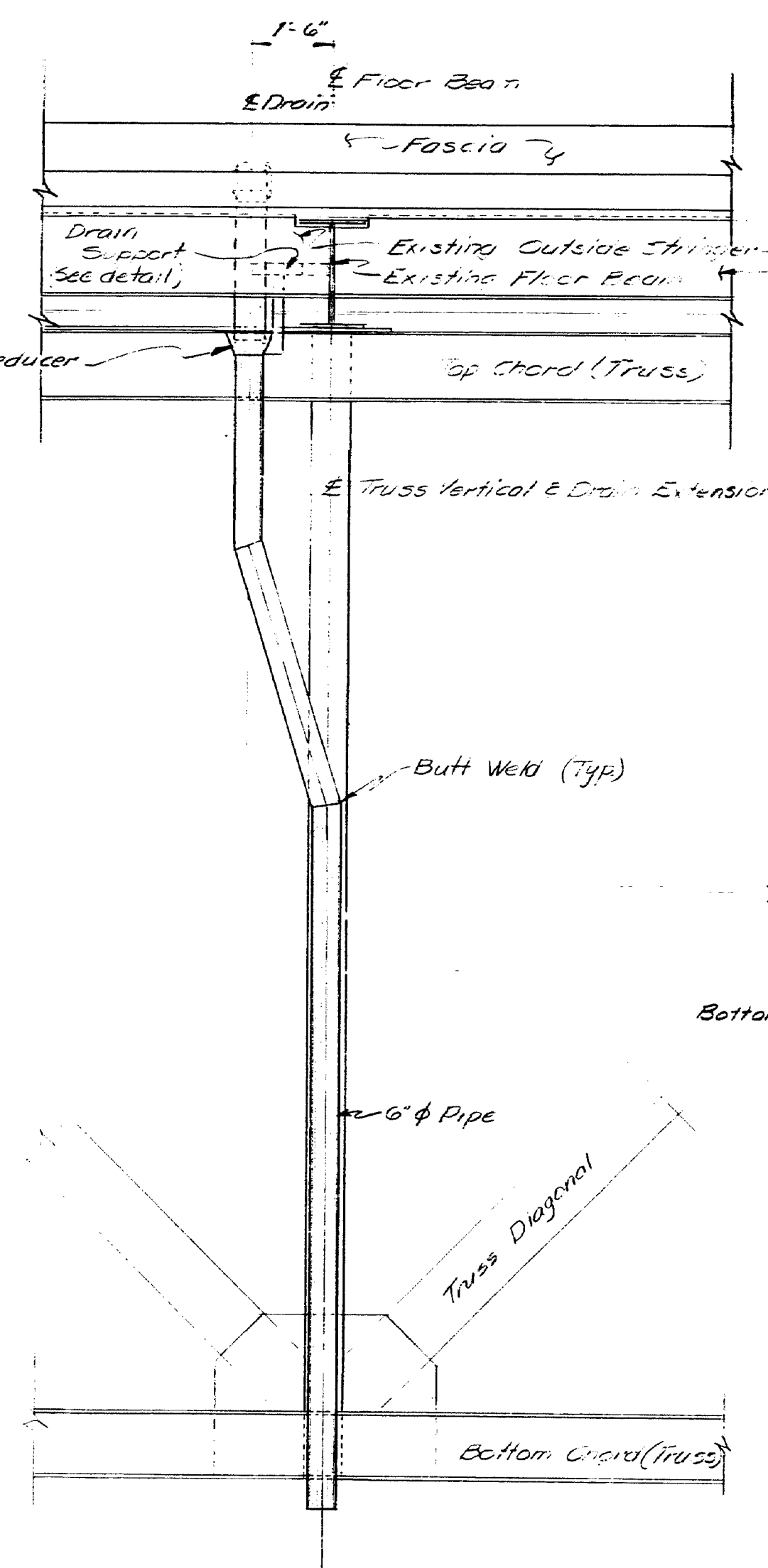
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
ROUTE 100 and 26 OVER PRESUMPCOT RIVER and MCRR IN THE TOWN OF FALMOUTH CUMBERLAND COUNTY
WATER MAIN DETAILS AUGUSTA, MAINE Nov. 1975

170-3

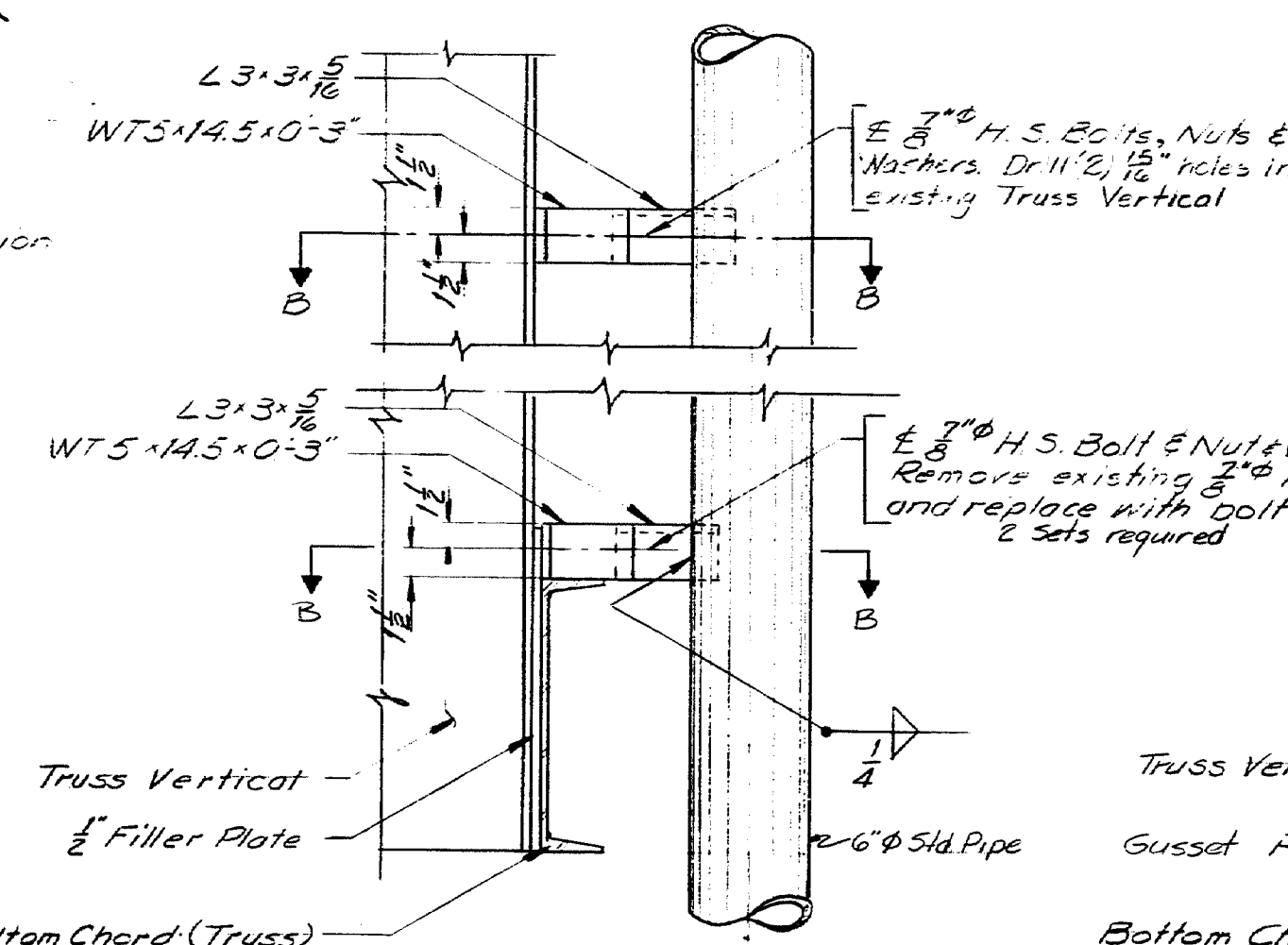
FR. & SER. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	11-115-35720	14	43



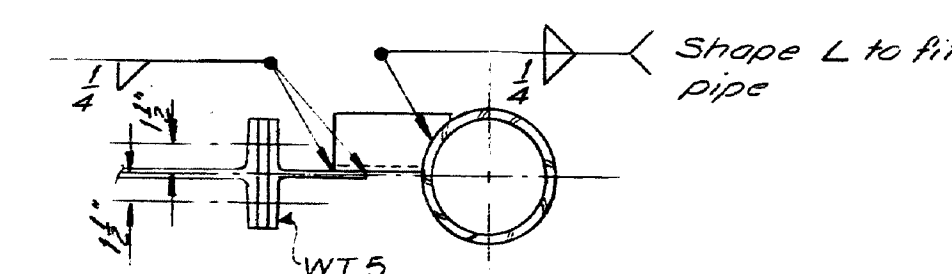
HALF TYPICAL SECTION
AT DRAIN EXTENSION



ELEVATION AT
DRAIN EXTENSION

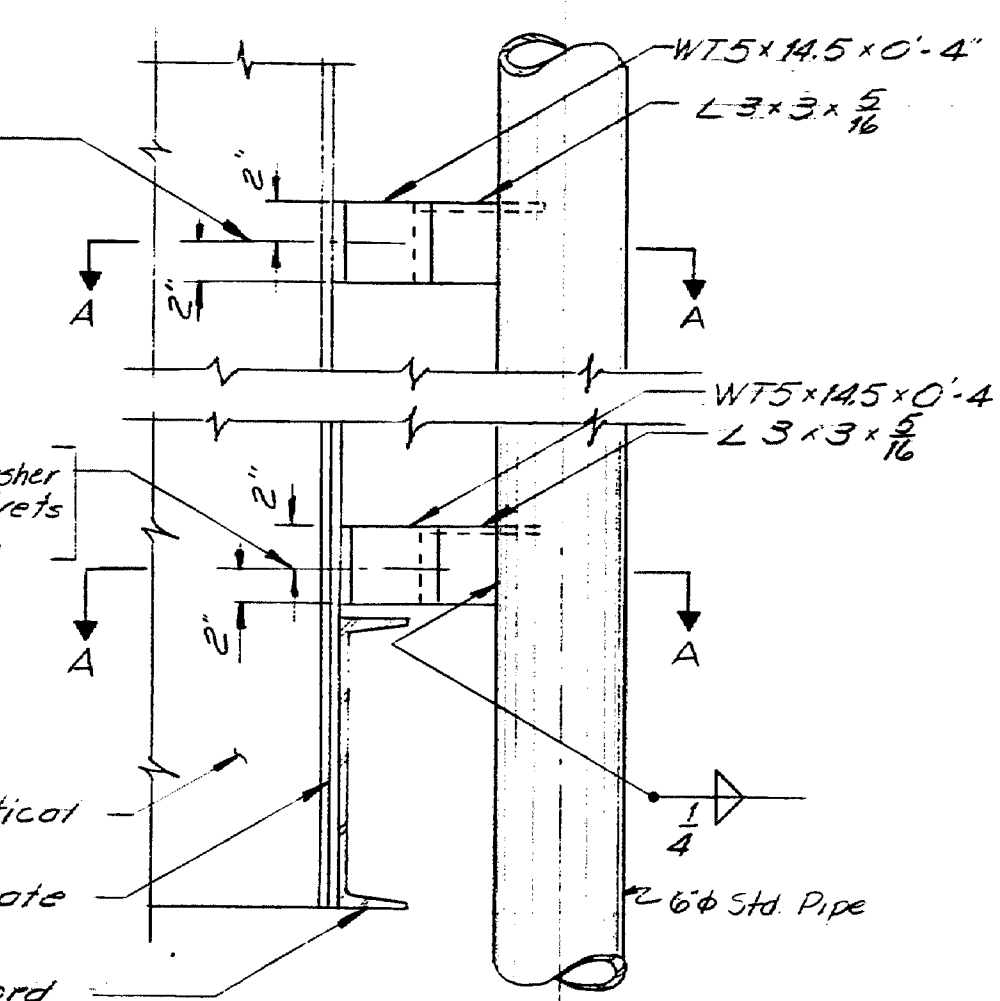


ELEVATION

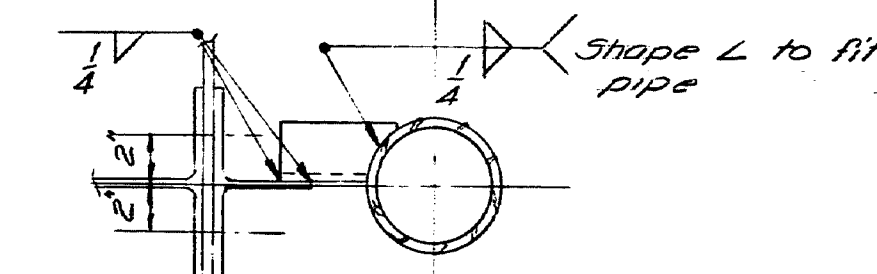


SECTION B-B
Bottom Chord Not Shown

SUPPORT BRACKET
TYPE 1

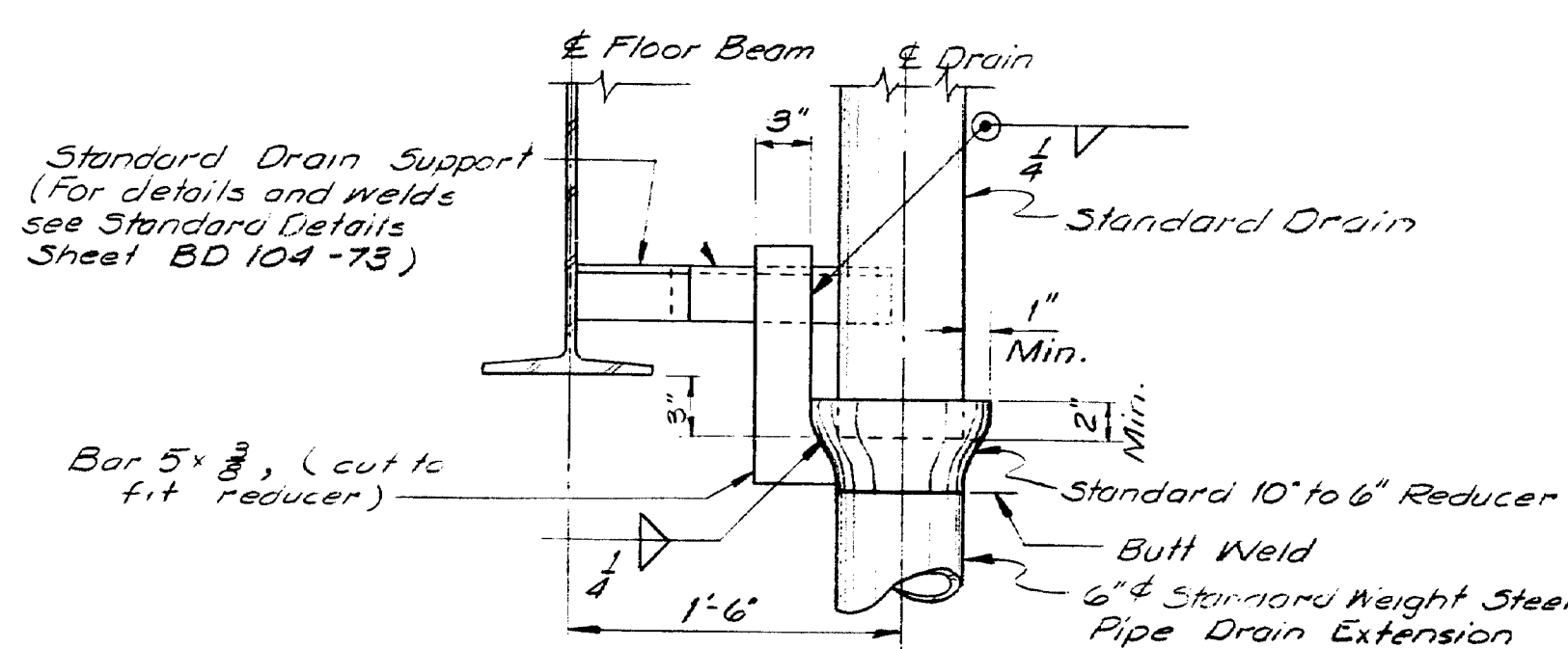


ELEVATION



SECTION A-A
Bottom Chord Not Shown

SUPPORT BRACKET
TYPE 2



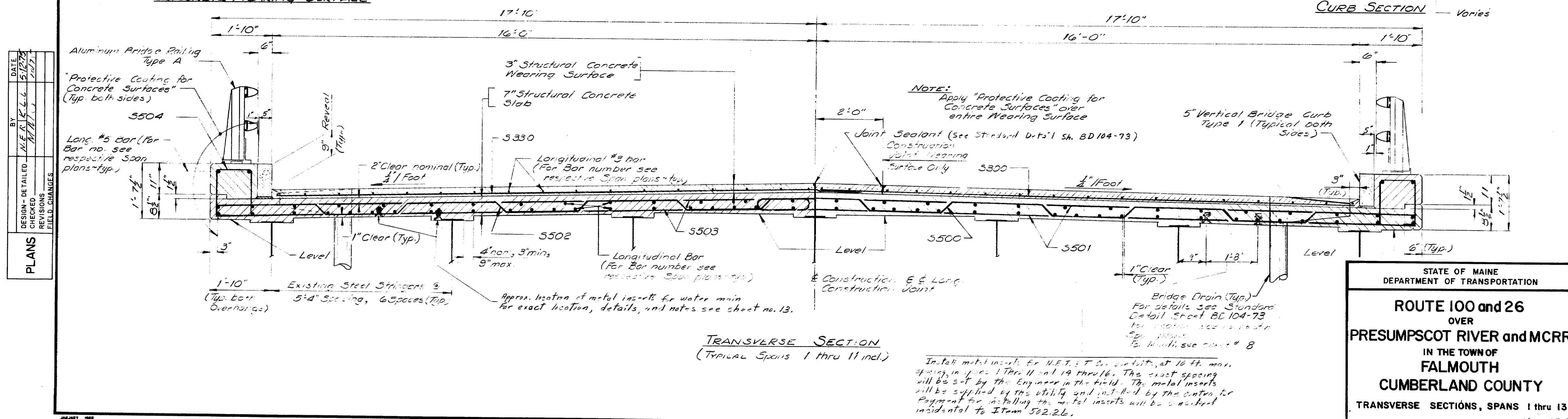
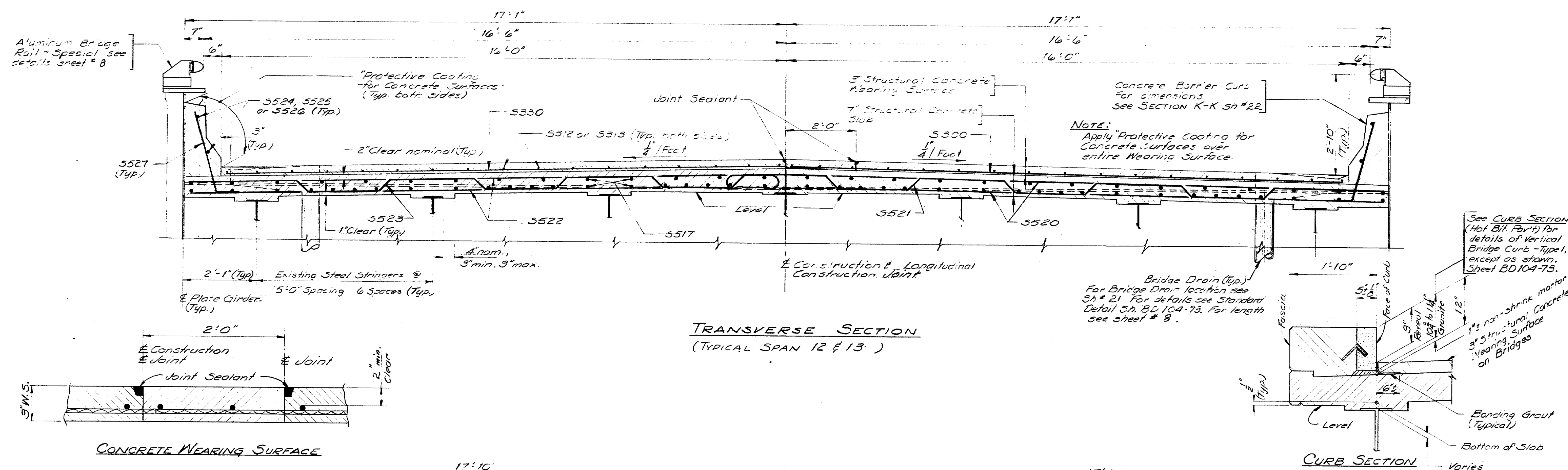
DRAIN SUPPORT DETAIL

- NOTES: 1. 8 Drain Extensions required. For location and type of Drain support see Spans 3 & 4 Sheets #17 and #18.
2. Payment for drain extensions will be made under Item No. 302.424 Roadway Drain Extensions.
3. Drain extensions shall be painted on the outside in accordance with Section 504 & 506. Painting will not be required on the inside of drain extensions.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
ROUTE 100 and 28 OVER PRESUMPSOT RIVER and MCRR IN THE TOWN OF FALMOUTH CUMBERLAND COUNTY
DRAIN EXTENSIONS AUGUSTA, MAINE Nov. 1975

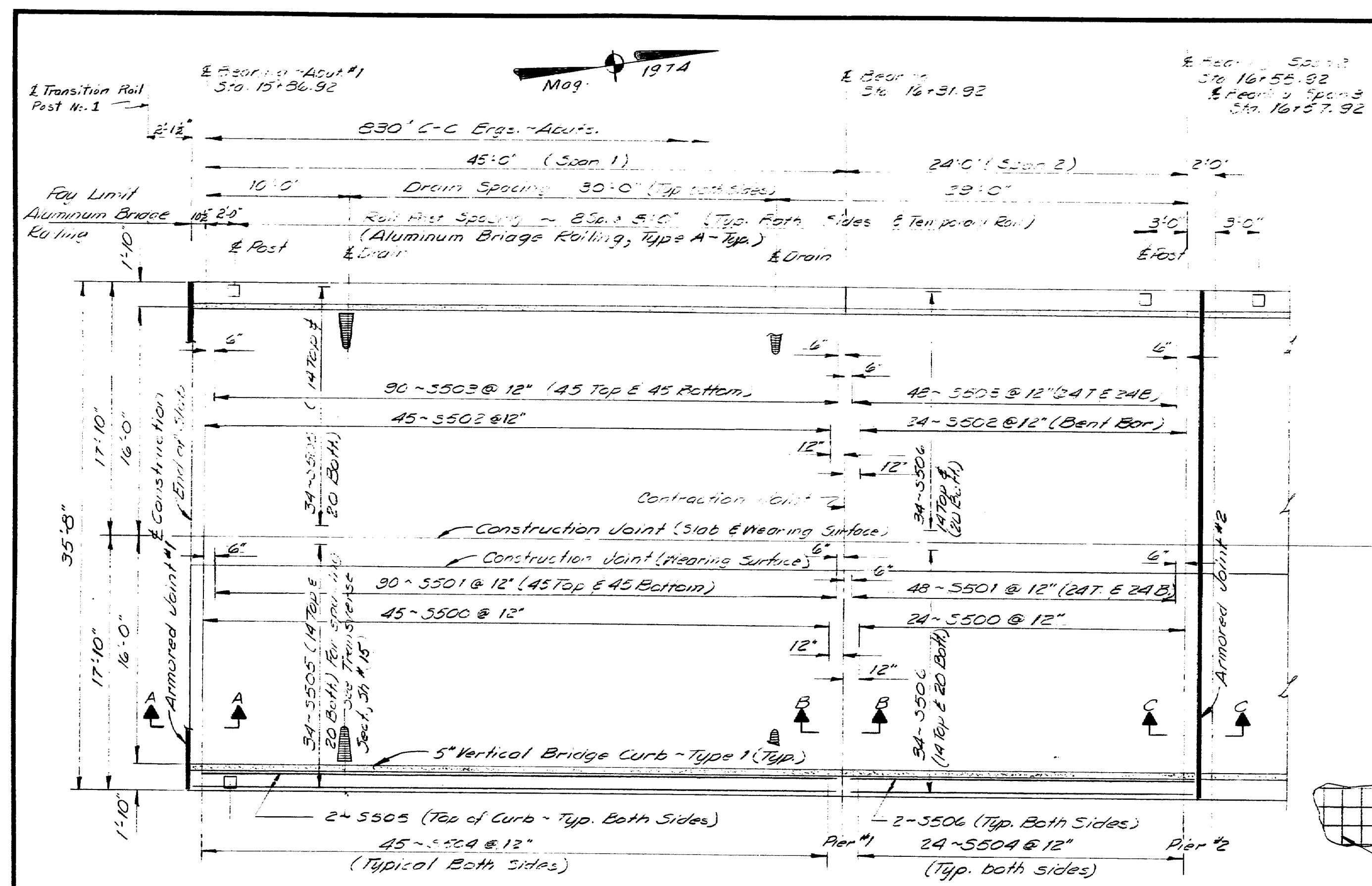
170-4

ENR.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEET
1	MAINE	M-1, 2-9022(1)	15	43



170-5

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	11-ME-35210	16	43



SUPERSTRUCTURE PLAN SPANS 1 & 2

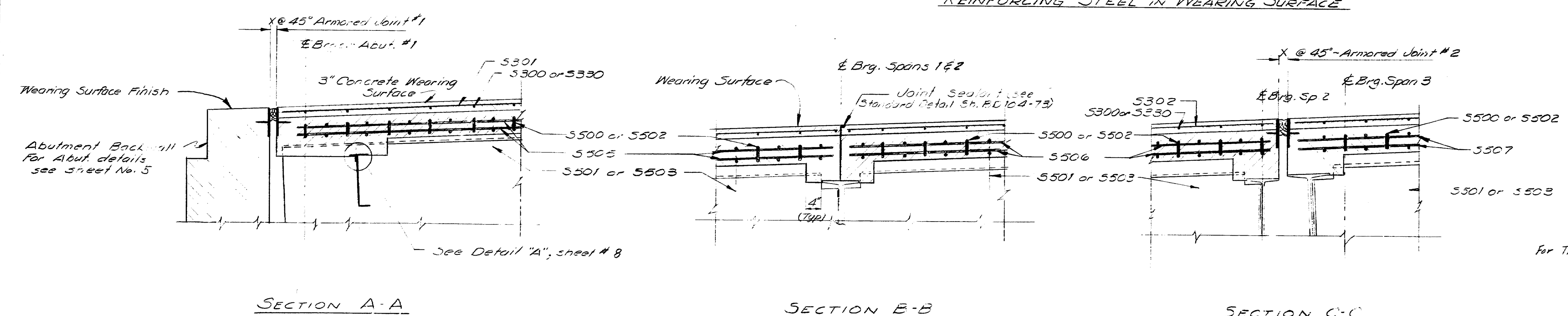
Longitudinal Each Side
Span 1 48-5501 @ 12"
Span 2 17-5302 @ 12"

Transverse-East Side ~ West Side
Span 1 46-5500 @ 12" 46-5330 @ 12"
Span 2 25-5300 @ 12" 25-5330 @ 12"

REINFORCING STEEL IN WEARING SURFACE

- SUPERSTRUCTURE NOTES**
1. Chamfer all exposed edges of concrete $\frac{1}{2}$ inch unless otherwise indicated.
 2. Form a 1" V-Groove on the outside faces of each contraction joint in the curbs and at the joint between the curb and slab.
 3. Break the bond in contraction joints in the concrete curbs by a method approved by the Engineer.
 4. Provide joints in the Vertical Bridge Curb, Type 1, at each contraction joint in the concrete curb.
 5. Reinforcing steel shall have a minimum cover of 2 inches unless otherwise indicated.
 6. Reinforcing steel splices shall be a minimum of 36 bar diameters unless otherwise indicated.
 7. Mortar bedding and for joints in the granite curb shall contain an approved non-shrink additive.
 8. The Contractor shall place metal inserts (supplied by others) on the West side of the superstructure to support water main (placed by others). For the layout of the metal inserts see sheet no. 13. The metal inserts have not been shown on the superstructure sheets.

PROJECT	DESIGN	DATE
BRIDGE ENGINEER	BY	3/17/92
DESIGN-DETAILED	BY	3/17/92
REVISIONS	BY	
FIELD CHANGES	BY	



SECTION A-A

SECTION B-B

SECTION C-C

For Transverse Section see sheet # 15.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ROUTE 100 and 26
OVER
PRESUMPSHOT RIVER and MCRR
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY

SUPERSTRUCTURE SPANS 1 & 2
AUGUSTA, MAINE Nov. 1992

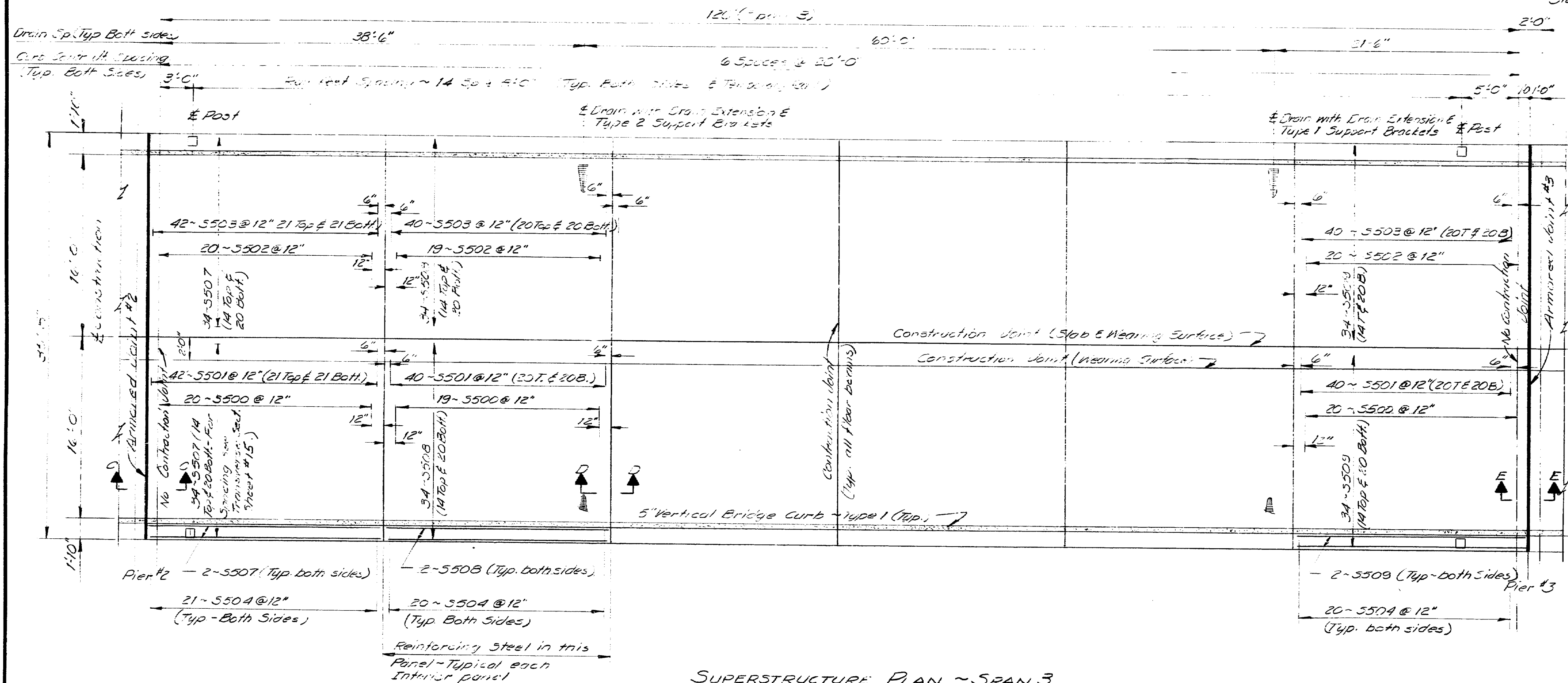
170-6

F.S.A. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	10-100-26-100	7	43

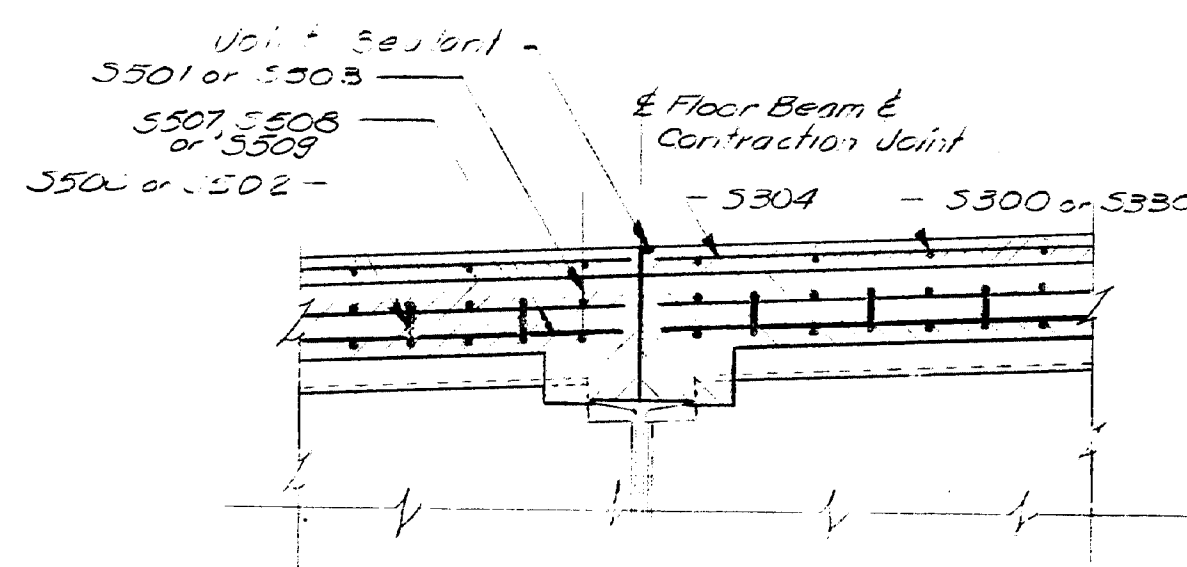
± Bearings ~ SDO. #5
Sta. 16+57.92

Aug 1974

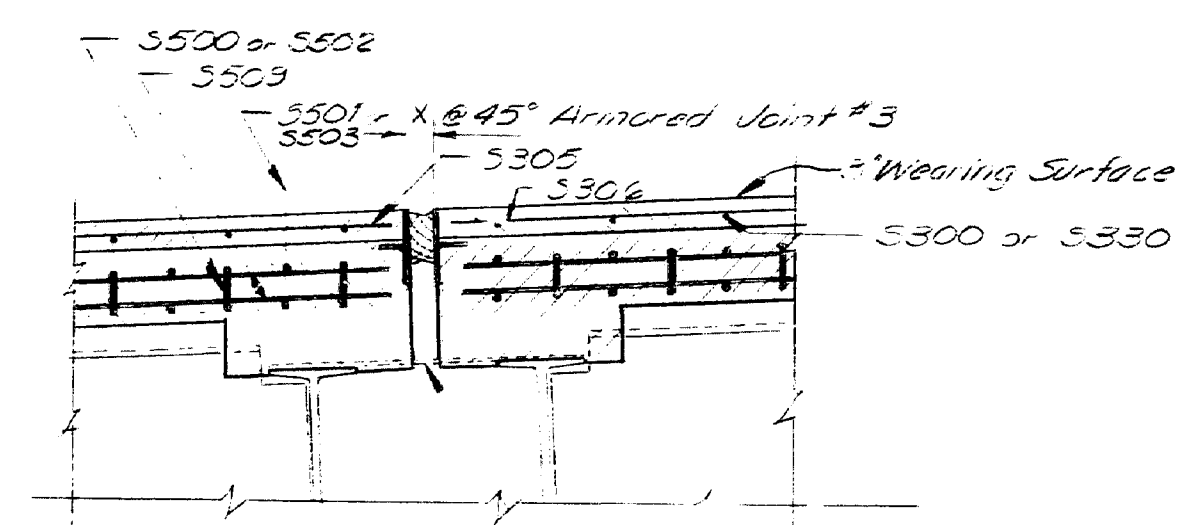
± Bearings ~ SDO. #5
Sta. 17+79.28
± Bearings ~ SDO. #4
Sta. 17+79.92



SUPERSTRUCTURE PLAN ~ SPAN 3



SECTION D-D



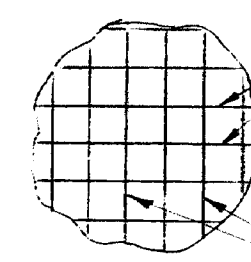
SECTION E-E

LONGITUDINAL EACH SIDE

End Panel Pier #2 17-5303 @ 12"

Each Interior Panel 17-5304 @ 12"

End Panel Pier #3 17-5305 @ 12"



TRANSVERSE ~ EAST SIDE ~ WEST SIDE

End Panel Pier #2 21-5300 @ 12"

Each Interior Panel 20-5300 @ 12"

End Panel Pier #3 21-5300 @ 12"

21-5330 @ 12"

20-5320 @ 12"

21-5330 @ 12"

REINFORCING STEEL IN WEARING SURFACE

PROJECT DESIGN ENGINEER	DATE
W.F.A. KILL	10/1/73
CHECKED	
REVISIONS	
FIELD CHANGES	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ROUTE 100 and 26
OVER
PRESUMPSOT RIVER and MCRR
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY

SUPERSTRUCTURE SPAN 3
AUGUSTA, MAINE Nov. 1975

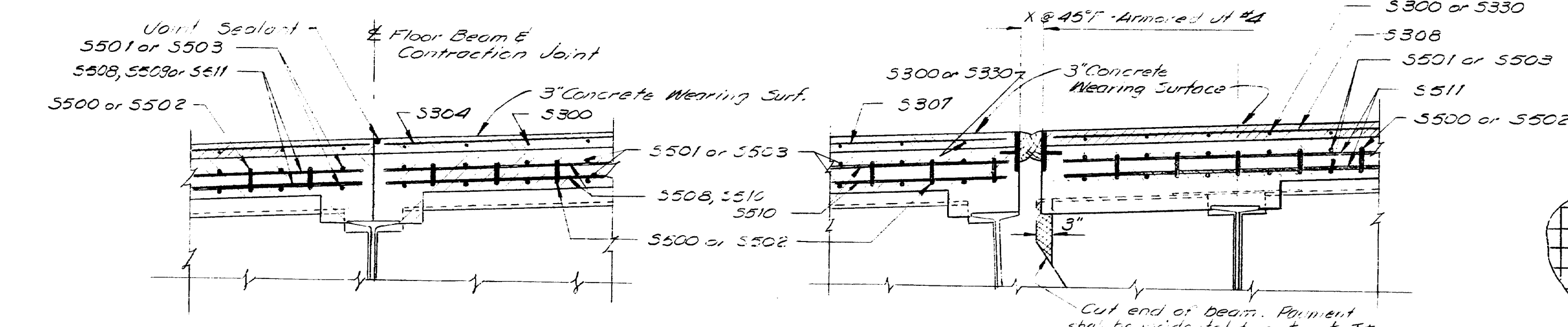
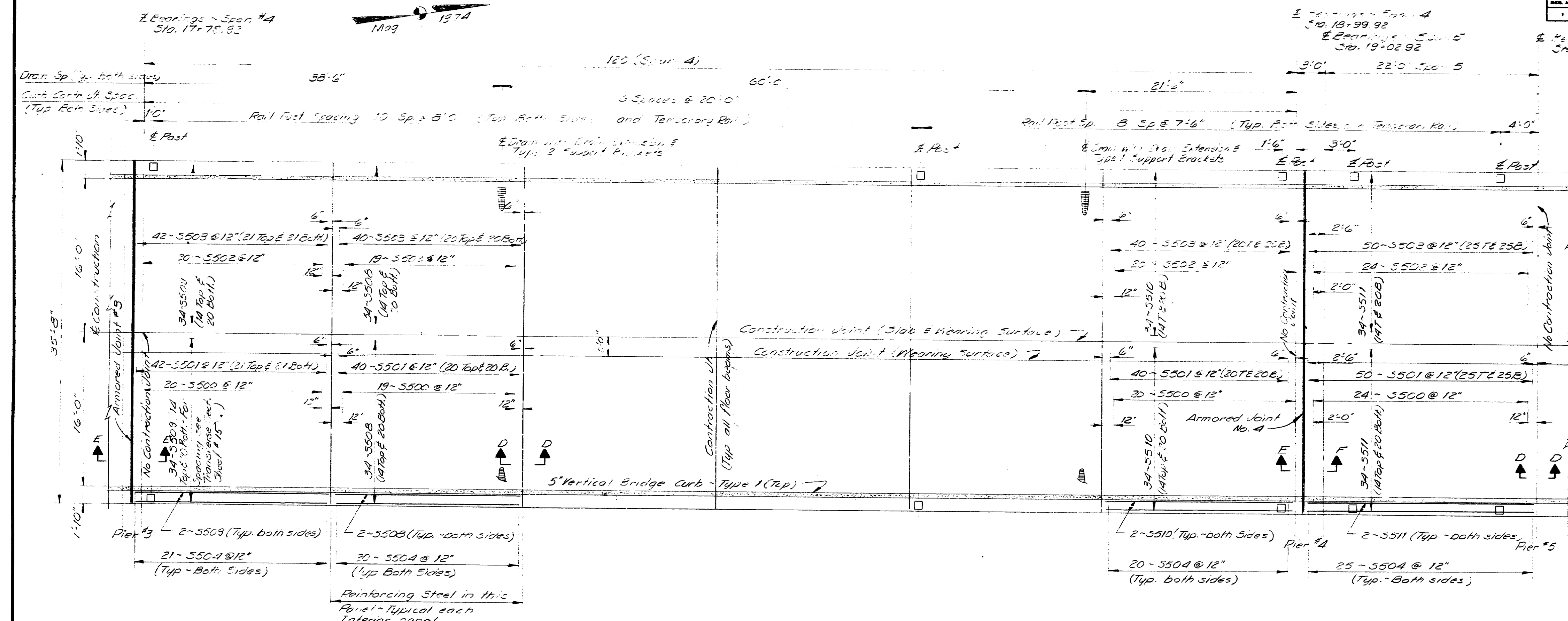
170-7

FED. AID PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-1-5-90(1)	18	43

2 Bearings - Span #4
Srs. 17-75, 92

2 Bearings - Span #4
Srs. 18-99, 92
2 Bearings - Span #5
Srs. 19-02, 92

2 Bearings - Span #5
Srs. 19-24, 92



LONGITUDINAL EACH SIDE
End Panel (Pier #3) 17-5306 @ 12"
Each Interior Panel 17-5304 @ 12"
End Panel (Pier #4) 17-5301 @ 12"
Span 5 Panel 17-5308 @ 12"

TRANSVERSE - EAST SIDE
End Panel (Pier #3) 21-5300 @ 12"
Each Interior Panel 20-5300 @ 12"
End Panel (Pier #4) 20-5300 @ 12"
Span 5 Panel 25-5300 @ 12"

WEST SIDE
21-5330 @ 12"
20-5330 @ 12"
20-5330 @ 12"
25-5330 @ 12"

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	11/17/92
CHECKED	11/17/92
REVISIONS	
FIELD CHANGES	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

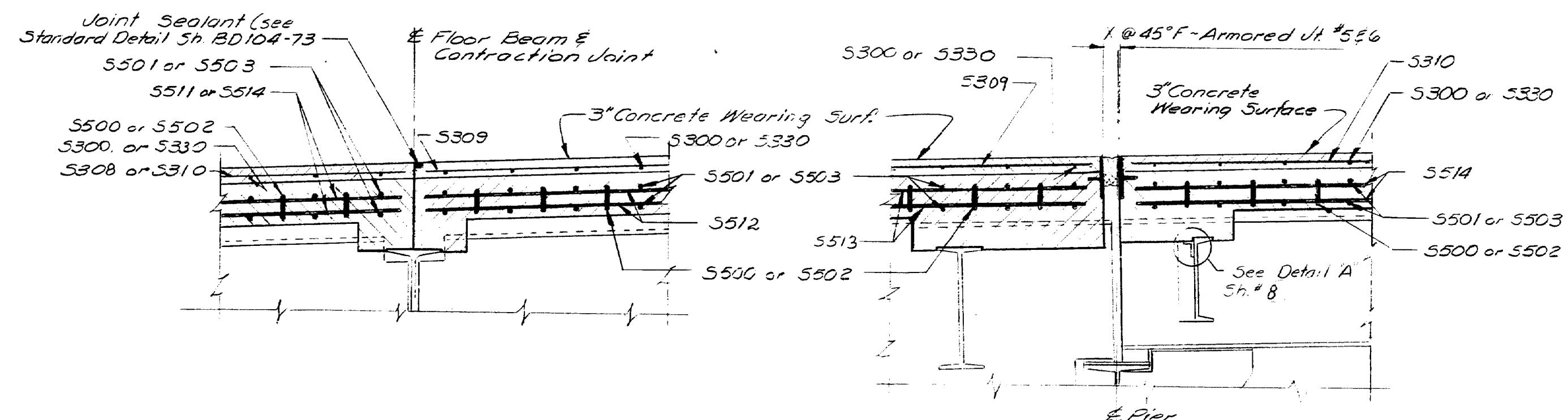
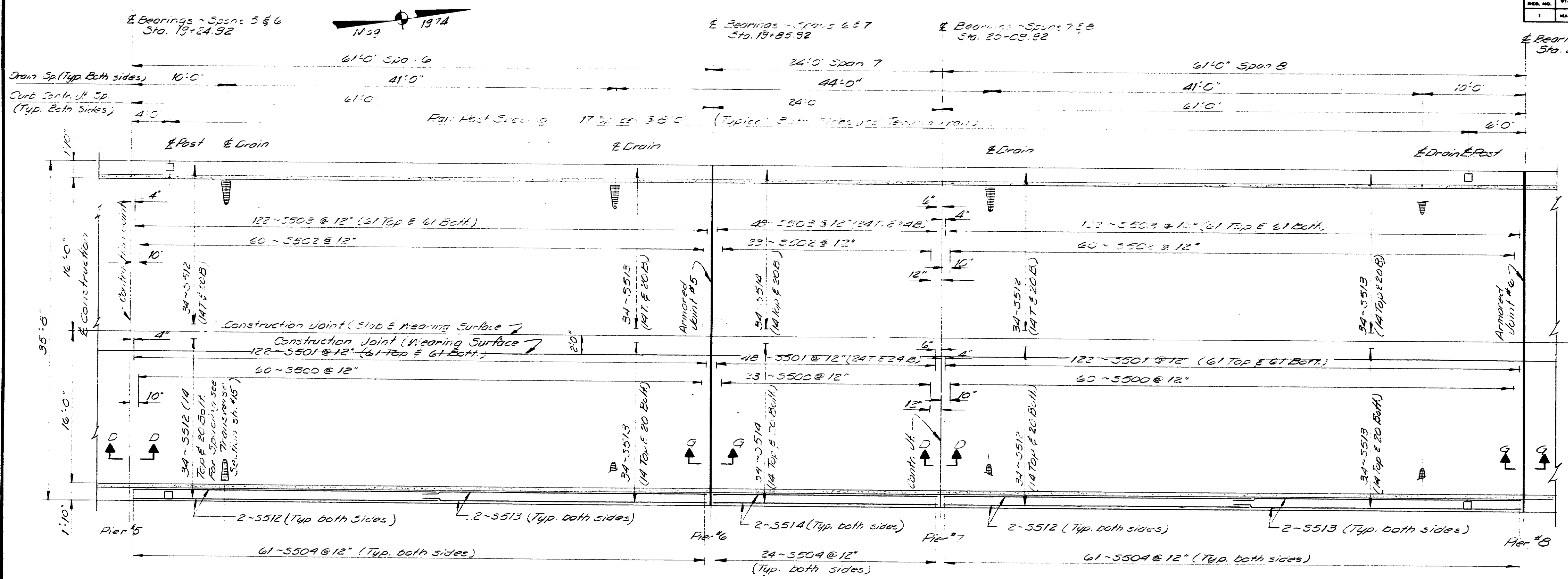
ROUTE 100 and 26
OVER
PRESUMPSHOT RIVER and MCRR
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY

SUPERSTRUCTURE SPANS 4 & 5

AUGUSTA, MAINE Nov. 17, 92

170-8

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	100-26-70	7	43



LONGITUDINAL EACH SIDE

Spans 6 & 8	34-S309 @ 12"
Span 7	17-S310 @ 12"

TRANSVERSE - EAST SIDE - WEST SIDE

Spans 6 & 8	61-S300 @ 12"	61-S330 @ 12"
Span 7	24-S300 @ 12"	24-S330 @ 12"

REINFORCING STEEL IN WEARING SURFACE

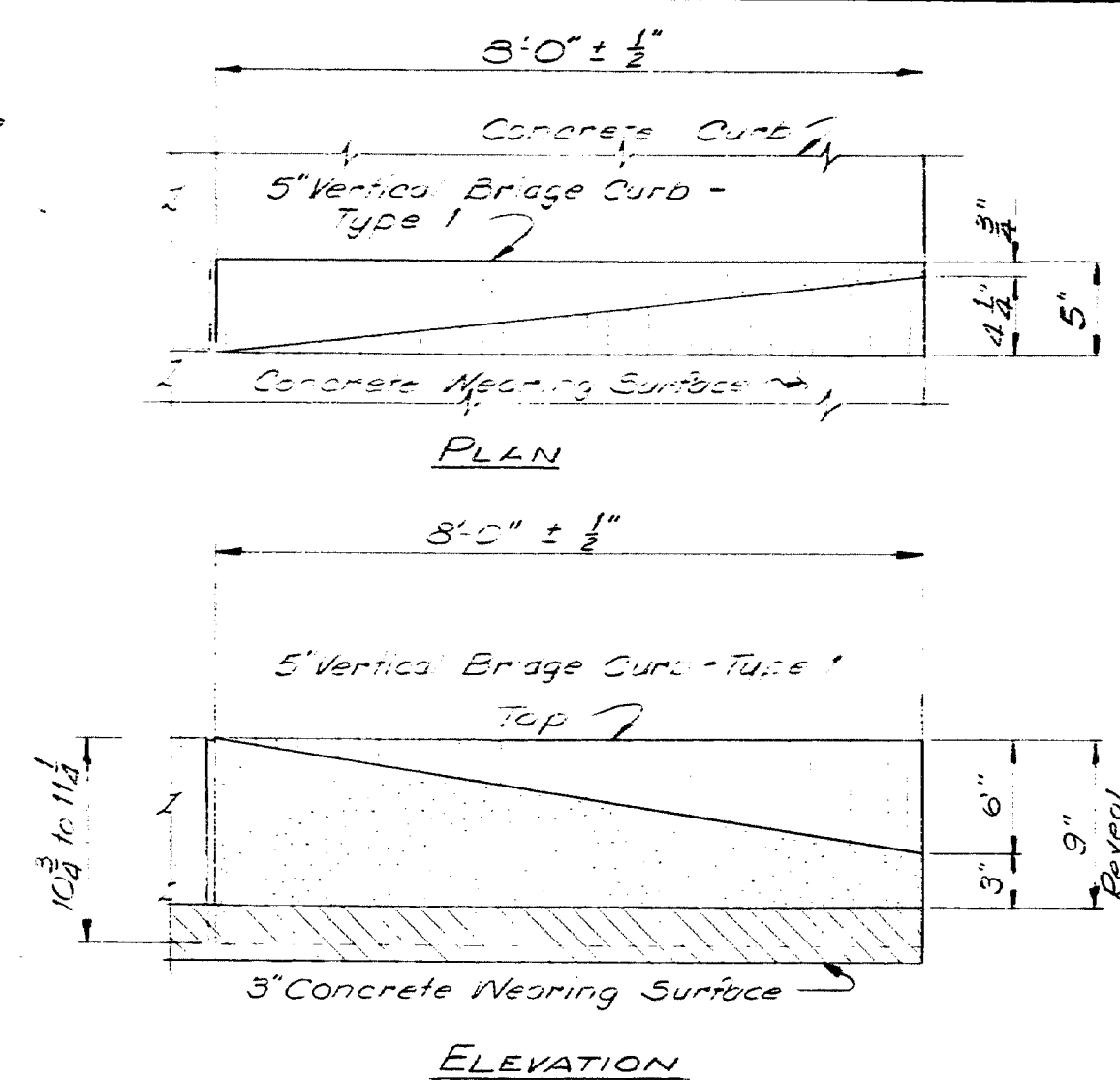
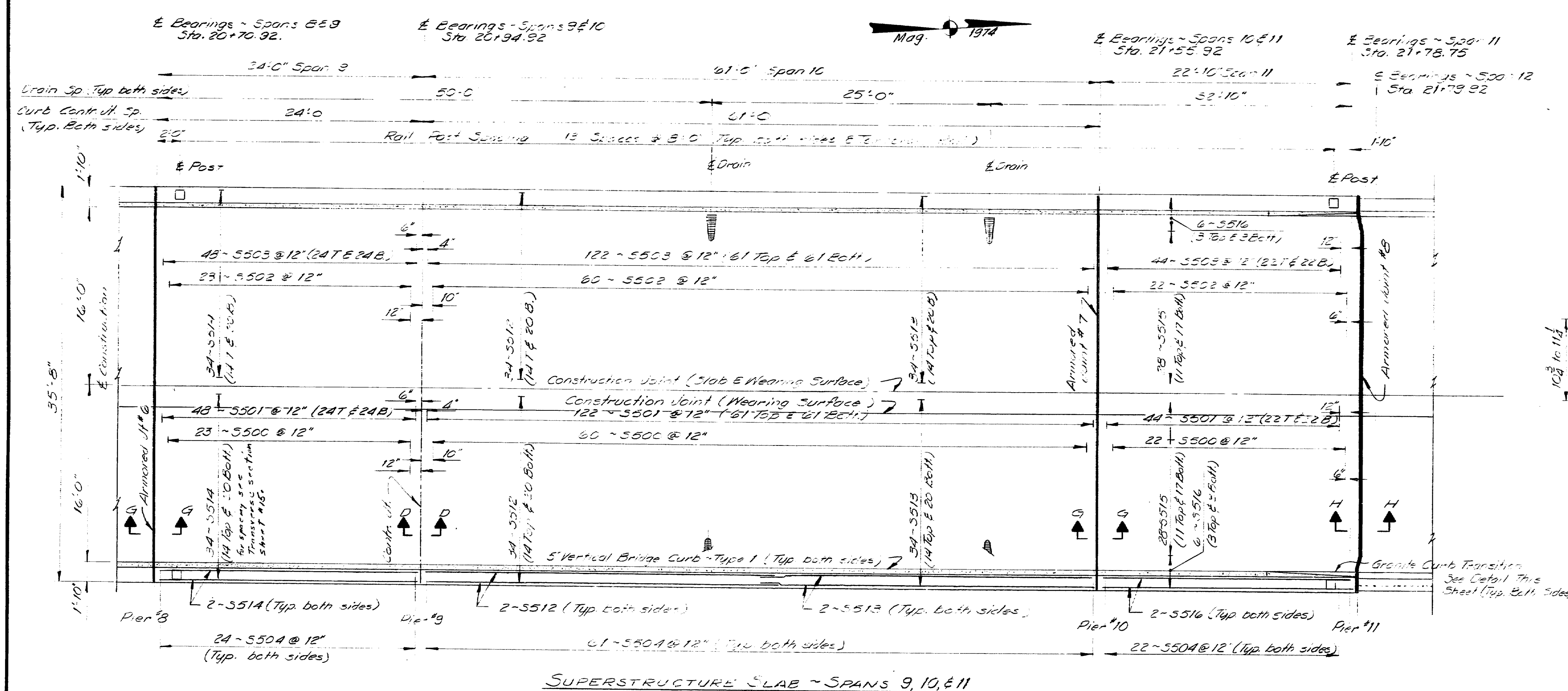
PROJECT	DESIGN ENGINEER	DATE
PLANS	W.F. S. L.	3/10/72
DESIGN - DETAILED	W.F. S. L.	3/10/72
CHECKED	W.F. S. L.	3/10/72
REVISIONS		
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ROUTE 100 and 26
OVER
PRESUMPSCOT RIVER and MCRR
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
SUPERSTRUCTURE SPANS 6, 7 & 8
AUGUSTA, MAINE Nov. 1975

170-9

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	11-M-2-1201	20	43



GRANITE CURB TRANSITION DETAIL
 Payment for Curb Transition will be made under Item No 609.13 Vertical Bridge Curb - Type 1.

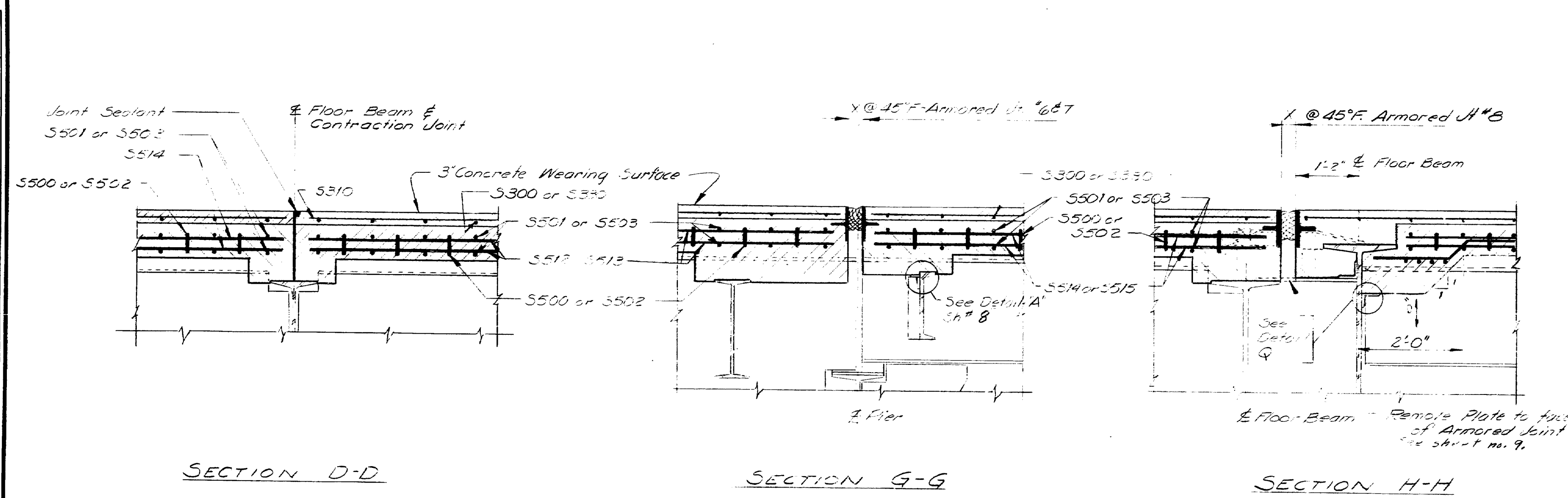
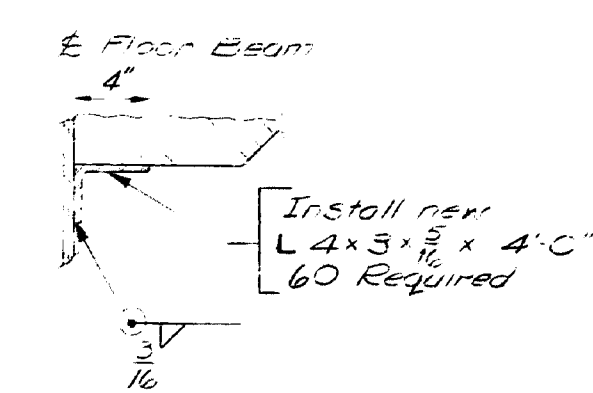
LONGITUDINAL EACH SIDE

Span 9	17-SS10 @ 12"
Span 10	34-SS10 @ 12"
Span 11	17-SS11 @ 12"

TRANSVERSE EAST SIDE WEST SIDE

Span 9	24-SS30 @ 12"	24-SS30 @ 12"
Span 10	61-SS30 @ 12"	61-SS30 @ 12"
Span 11	22-SS30 @ 12"	22-SS30 @ 12"

REINFORCING STEEL IN WEARING SURFACE

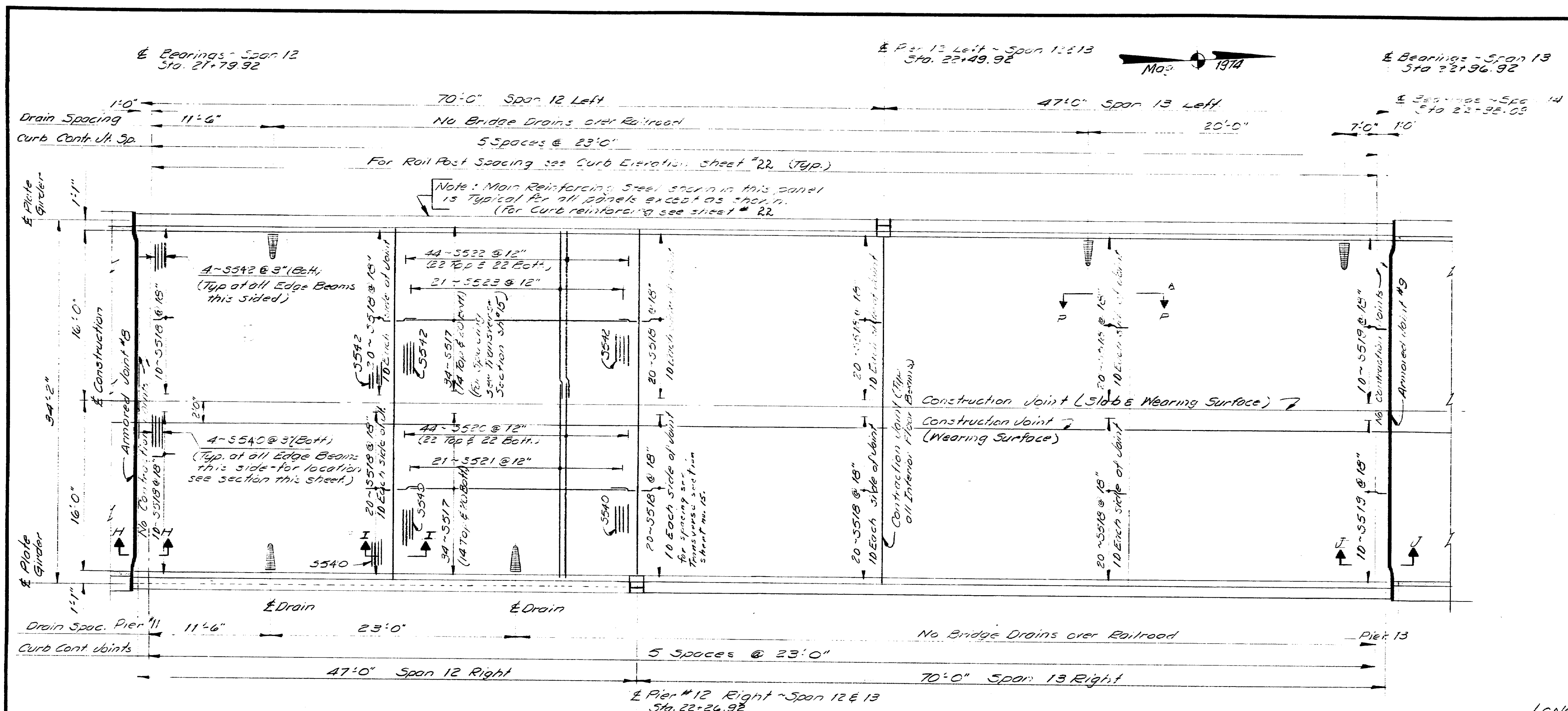


PROJECT DESIGN ENGINEER	DATE
W.F. KELL	4/1/75
DESIGN - CHECKED	REVISIONS
W.F. KELL	1
PLANS	FIELD CHANGES
W.F. KELL	1

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
ROUTE 100 and 26
 OVER
PRESUMPSCOT RIVER and MCRR
 IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
 SUPERSTRUCTURE SPANS 9, 10 & 11
 AUGUSTA, MAINE Nov. 1975

170-10

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	99-113-702-10	21	43

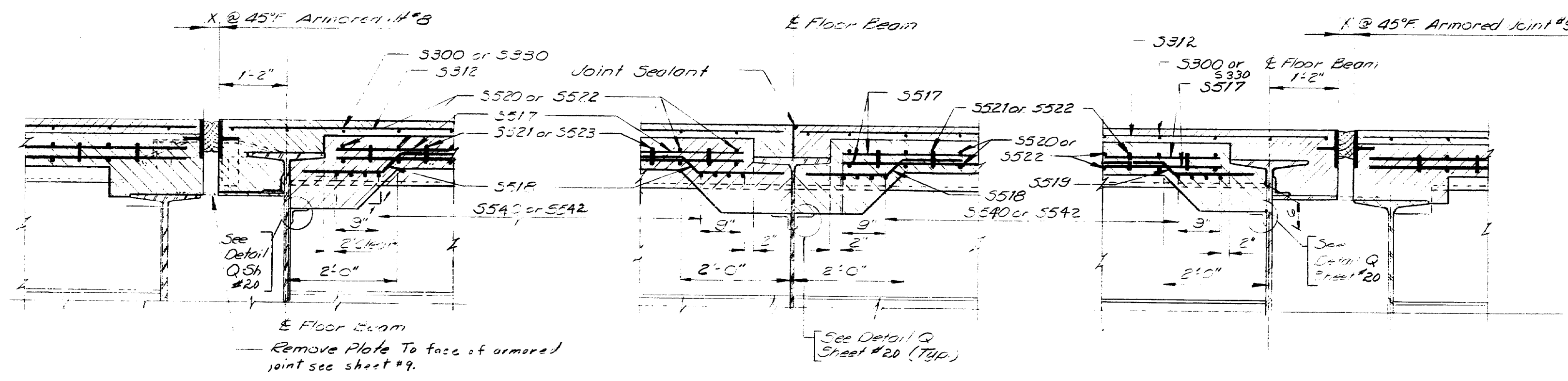


SUPERSTRUCTURE SLAB - SPANS 12 & 13

LONGITUDINAL EACH SIDE
 End Panels Piers 11 & 13 17-5312 @ 12"
 Each Interior Panel 17-5313 @ 12"

TRANSVERSE - EAST SIDE - WEST SIDE
 End Panels Piers 11 & 13 25-5300 @ 12" 25-5330 @ 12"
 Each Interior Panel 24-5300 @ 12" 24-5330 @ 12"

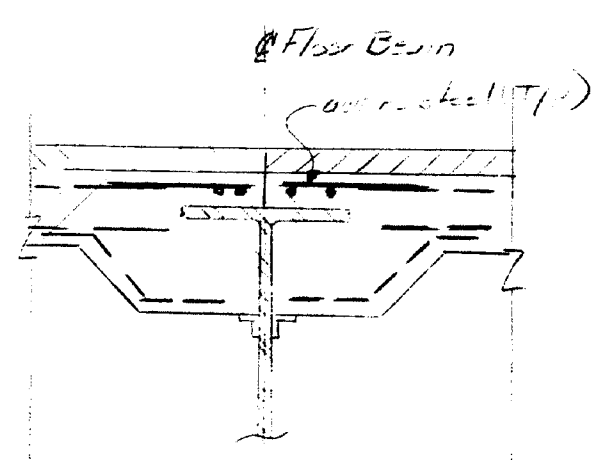
REINFORCING STEEL IN WEARING SURFACE



SECTION H-H

SECTION I-I
East side

SECTION PP-4
West side



SECTION PP-4
West side

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

ROUTE 100 and 26
 OVER
PRESUMPSHOT RIVER and MCRR
 IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY

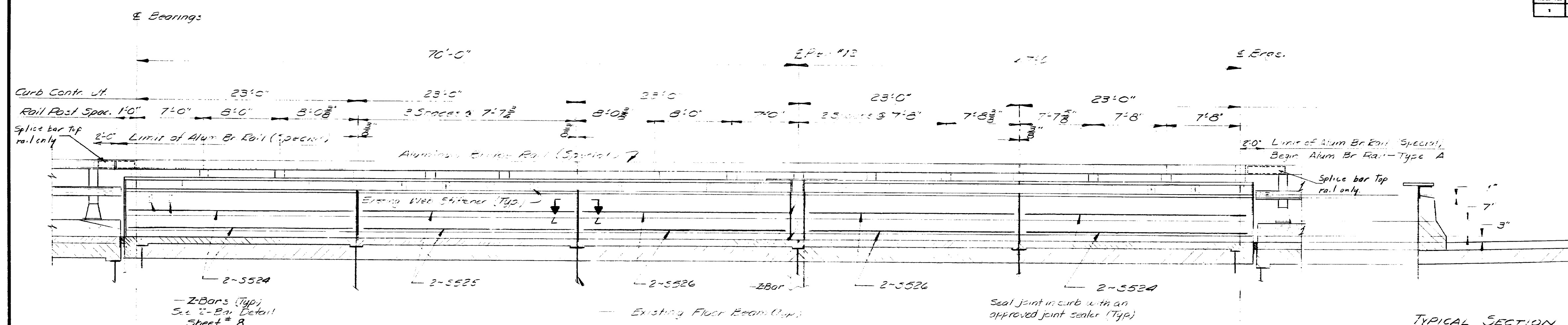
SUPERSTRUCTURE SPANS 12 & 13

AUGUSTA, MAINE Nov. 1975

170-11

PROJECT DESIGN ENGINEER	DATE
NEA	4/9/75
CHECKED	REVISIONS
NEA	1/1/76
FIELD CHANGES	

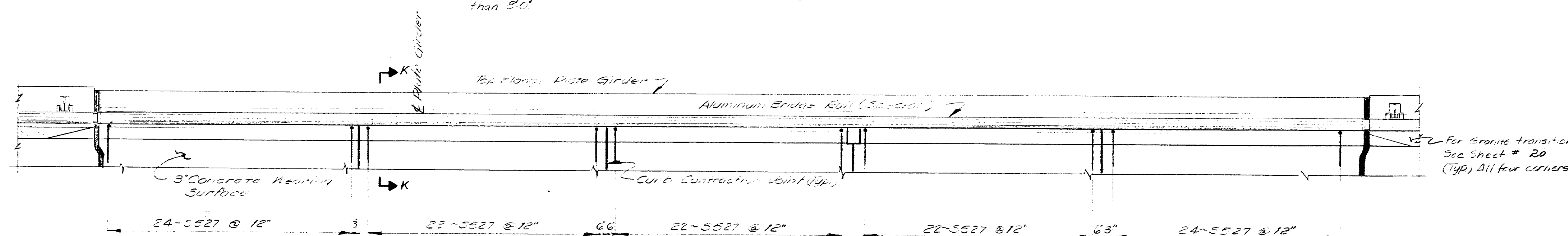
ENR.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TO SHEET
1	MAINE	M-112-50740	22	4



TYPICAL SECTION

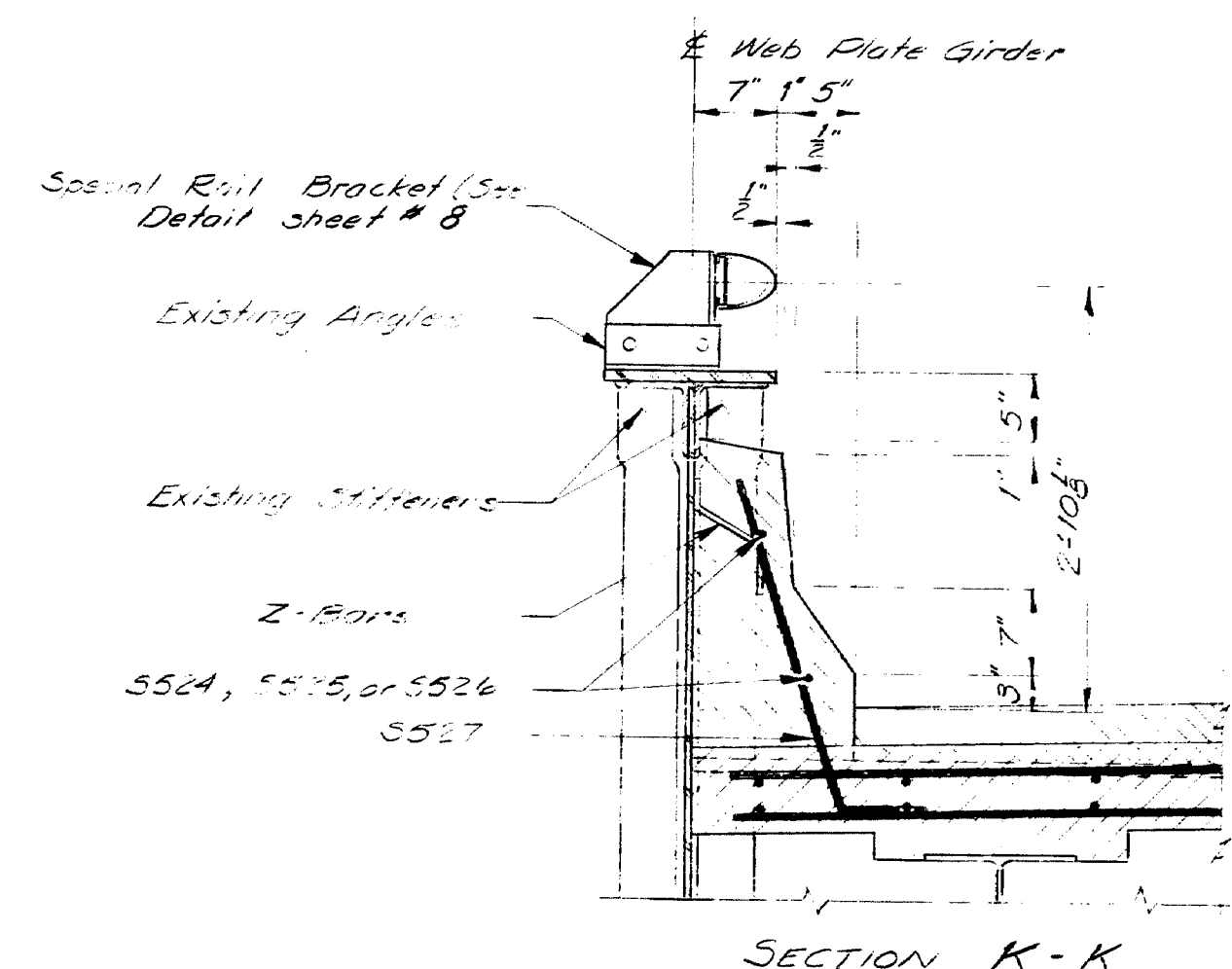
ELEVATION - PLATE GIRDER

Left side - Steady.
Right side - Spikes to ground.
NOTE: Space temporary Rail Posts to Clear Floor Beams
Spacing shall be approved by the Engineer and not greater
than 8'0".

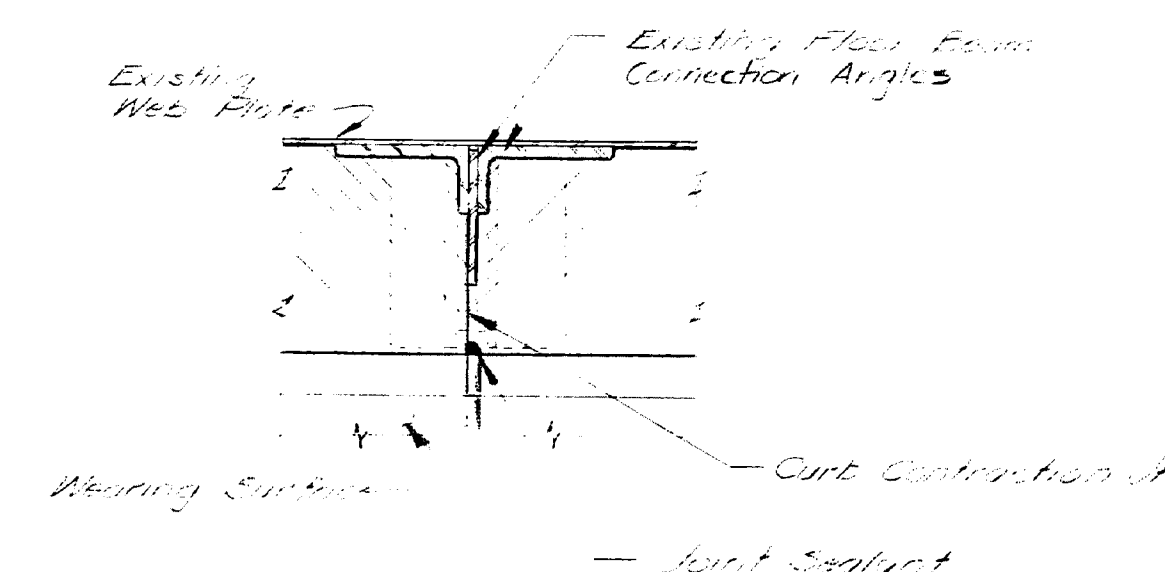


FASCIA PLAN AT PLATE GIRDER

Left side ~ shown
Right side ~ opposite hand



SECTION K-K



CURB
CONTRACTION JOINT
SECTION L-L

Note:
Payment for all work and materials for Aluminum Bridge Rail (special) will be made under Item 507.141 Aluminum Bridge Railing Type A.

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	N.E.R. K.L.L.	4/3/75
	CHECKED	N.A.I.	10/11/75
	REVISIONS		
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

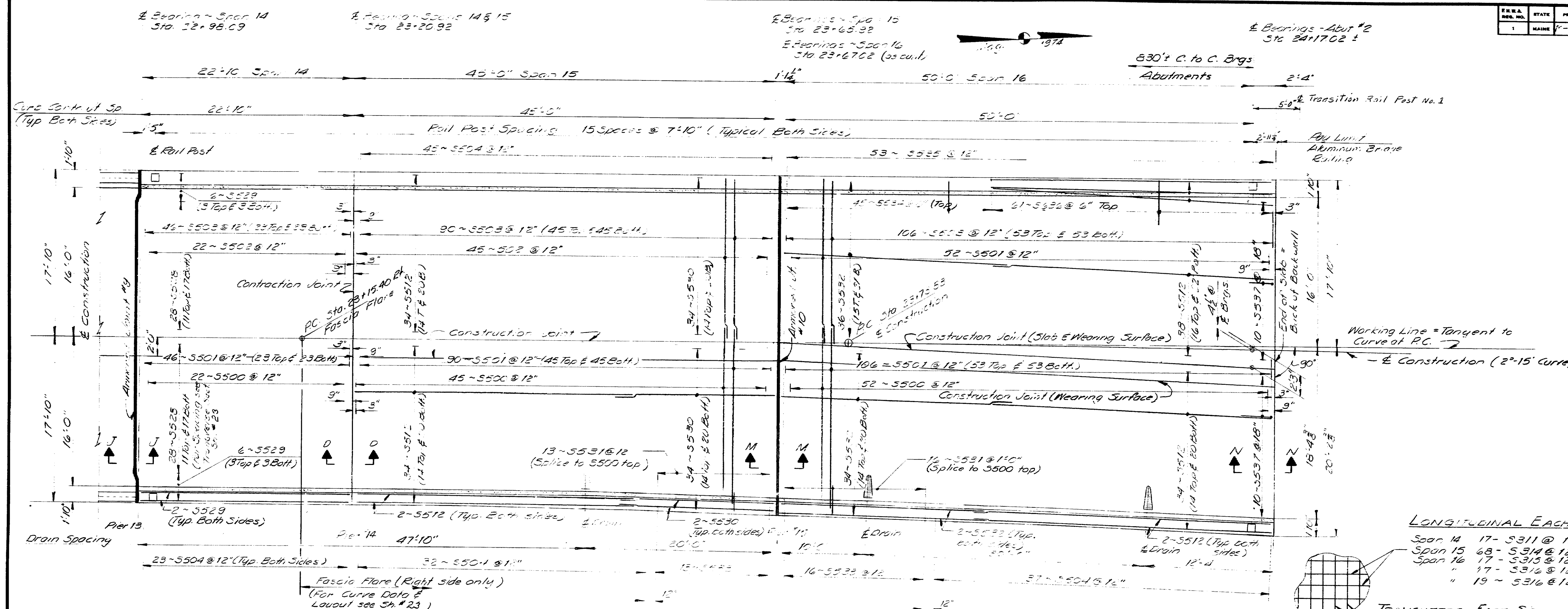
ROUTE 100 and 26
OVER
PRESUMPSHOT RIVER and MCRR
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY

SUPERSTRUCTURE SPANS 12 & 13 DETAILS

AUGUSTA, MAINE Nov. 1975

170-12

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	170-14	24	43



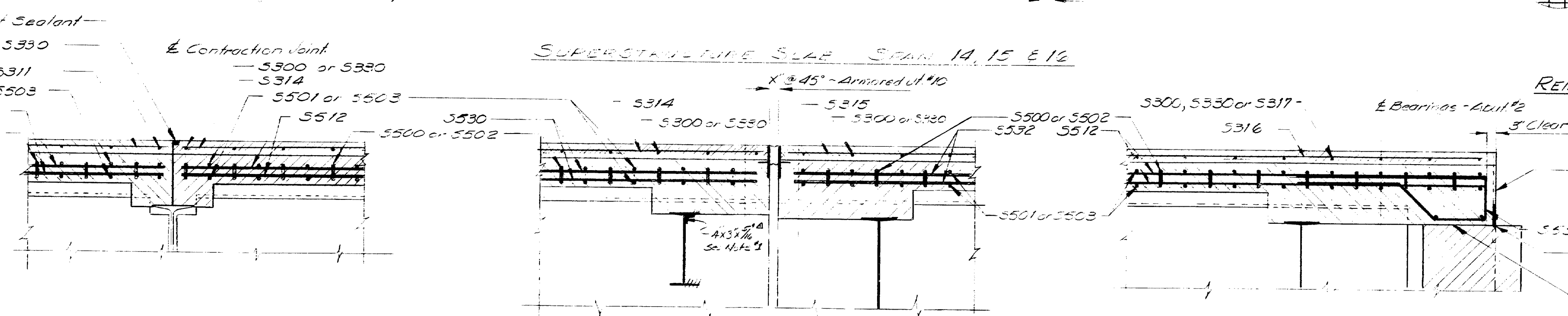
LONGITUDINAL EACH SIDE

Span 14	17-5311 @ 12"
Span 15	68-5314 @ 12"
Span 16	17-5315 @ 12"
"	17-5316 @ 12" Right
"	19-5316 @ 12" Left

TRANSVERSE EAST SIDE WEST SIDE

Span 14	22-5300 @ 12"	22-5330 @ 12"
Span 15	46-5300 @ 12"	46-5330 @ 12"
Span 16	52-5300 @ 12"	52-5330 @ 12"
Span 16		30-5317 @ 12"

REINFORCING STEEL IN WEARING SURFACE



SECTION D-D

SECTION M-M

SECTION N-N

As Built - M. Stanzani, 8/23/17

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ROUTE 100 and 26
OVER
PRESUMPCOT RIVER and MCRR
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
SUPERSTRUCTURE SPANS 14, 15 & 16

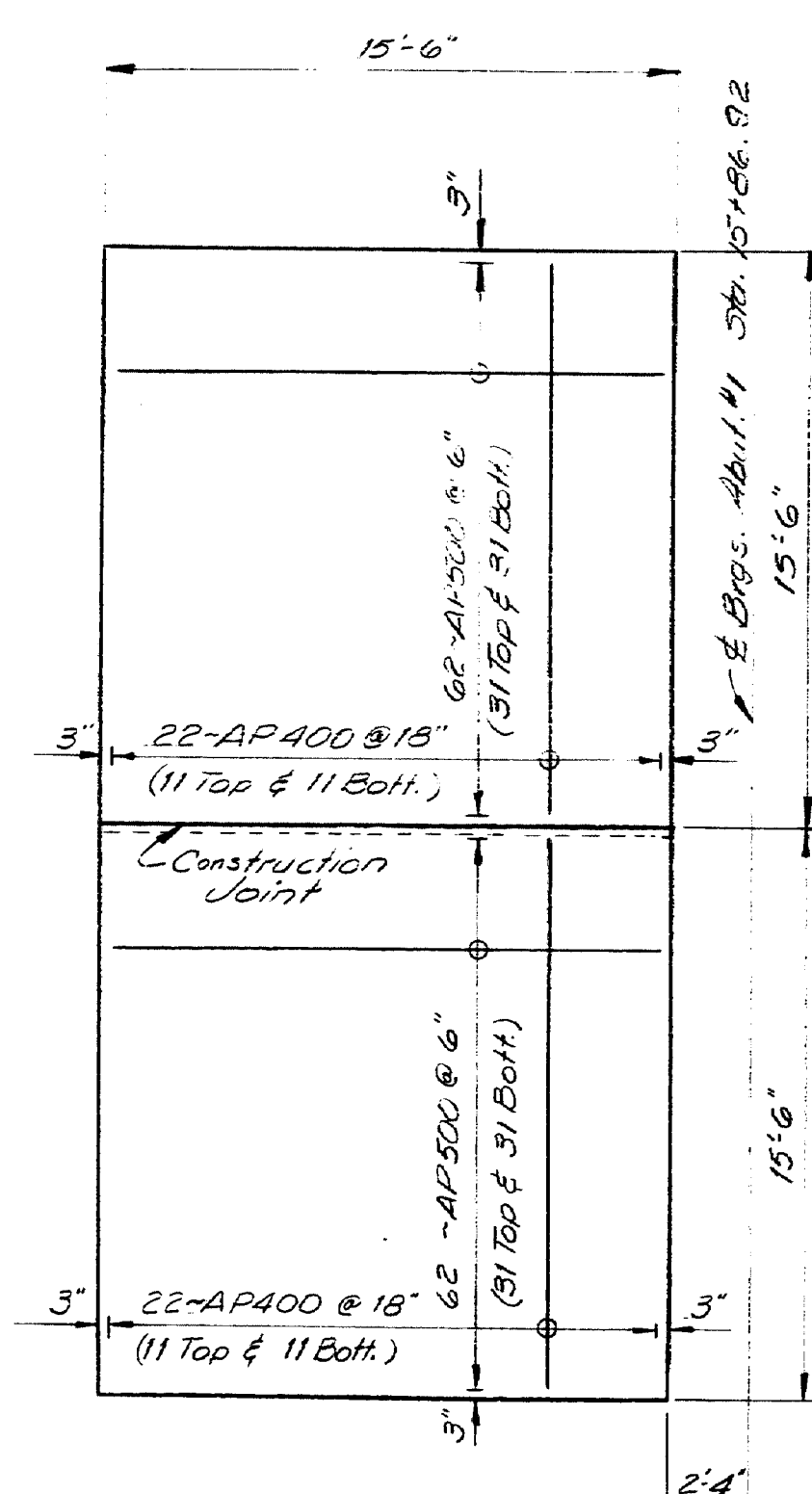
Note #1 Channel dim. was
found at pier 15 spans 15
6-4'x5'x1/2" angles were
installed. See Detail Q
sh. 20.

4/1/2014

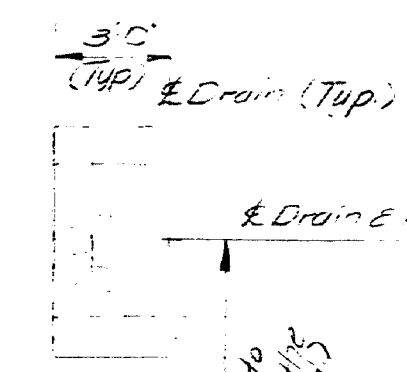
AUGUSTA, MAINE Nov. 1975

170-14

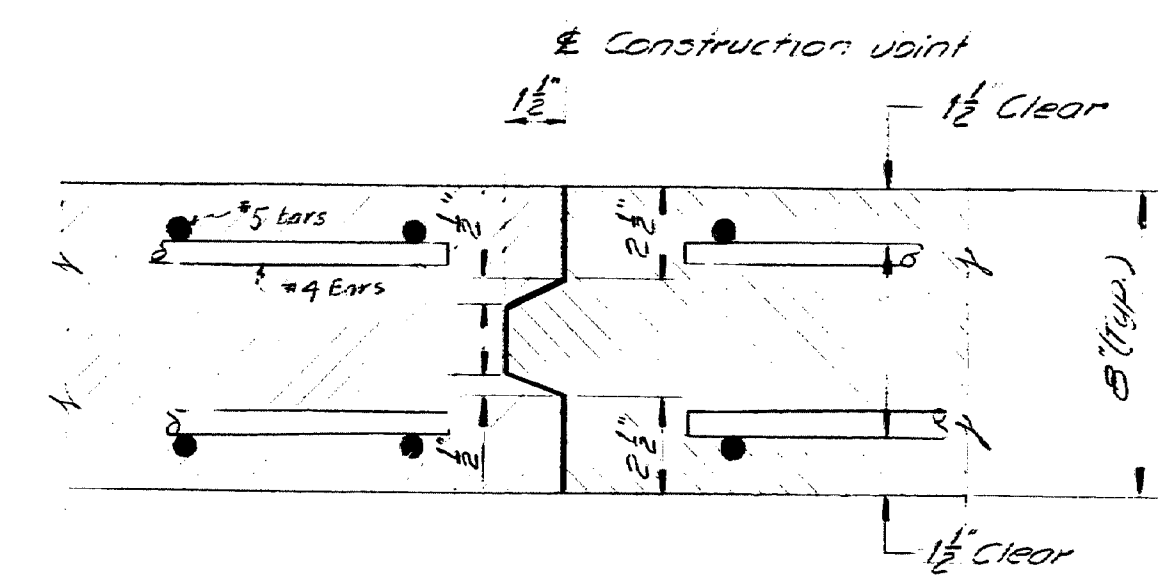
F.R.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	170-15-2-12.0	25	43



APPROACH SLAB PLAN
ABUTMENT NO. 1

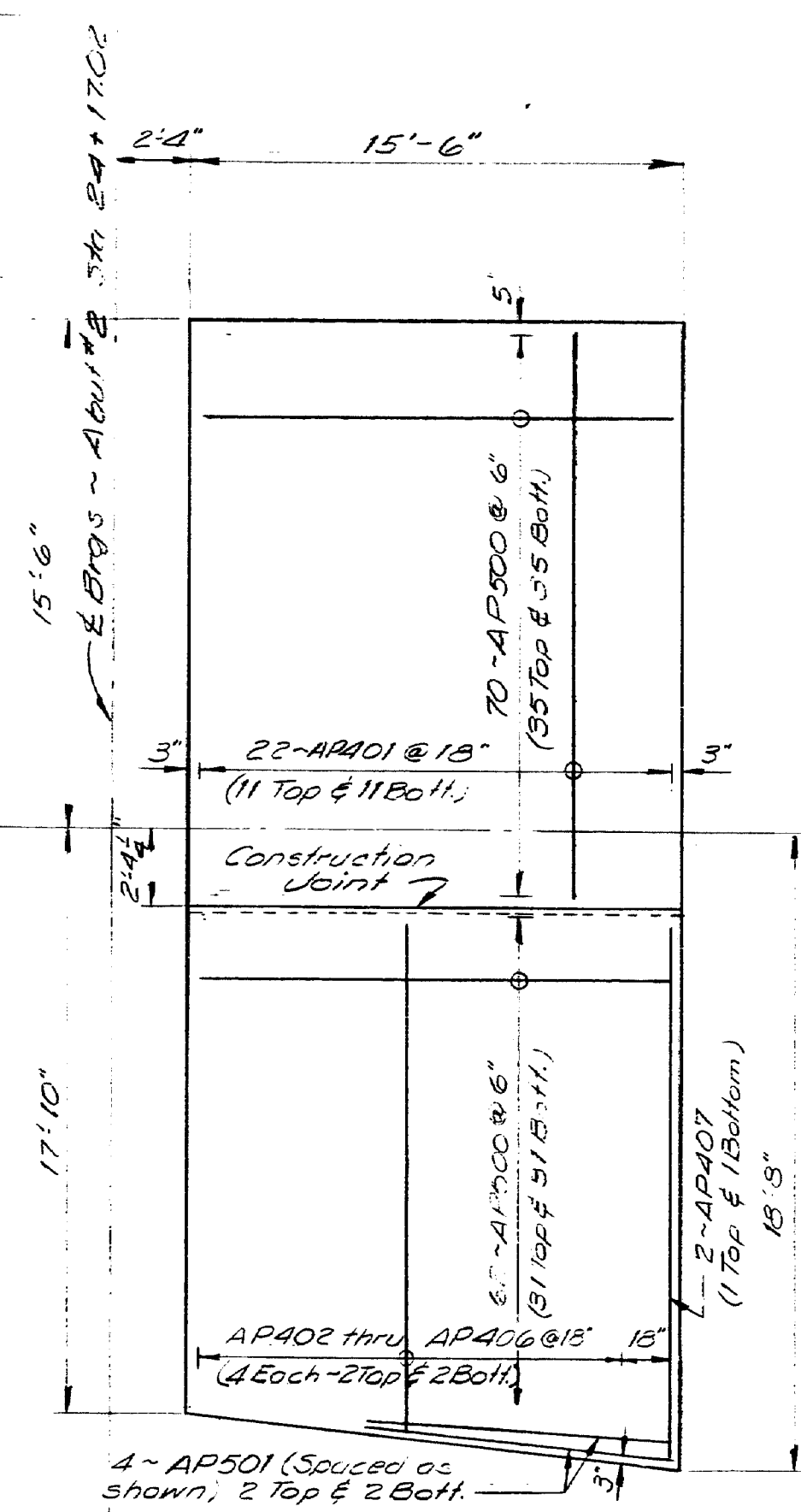


NOTE: Rehabilitate existing slopes in front of Abutments as directed by the Engineer. Fill washed areas and place 2" loam and seed on fills and any slope where the earth has been necessarily disturbed during construction, as approved by the Engineer.

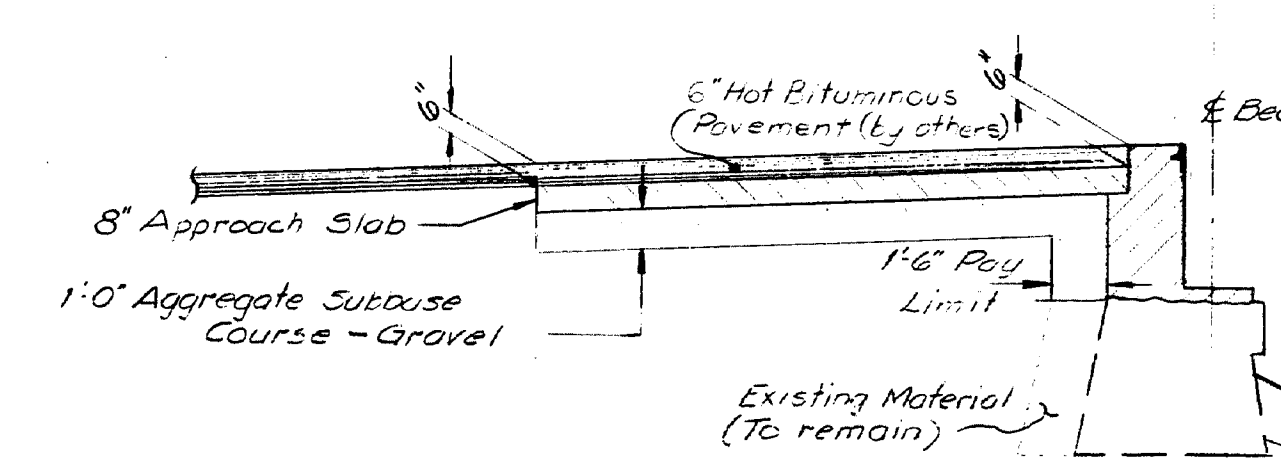


APPROACH SLAB
CONSTRUCTION JOINT

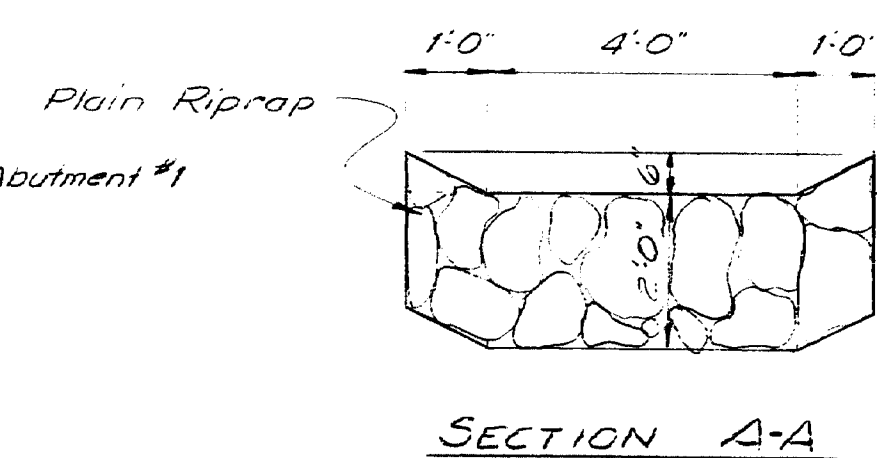
Approximate; Exact location to be determined by the Engineer in the field.



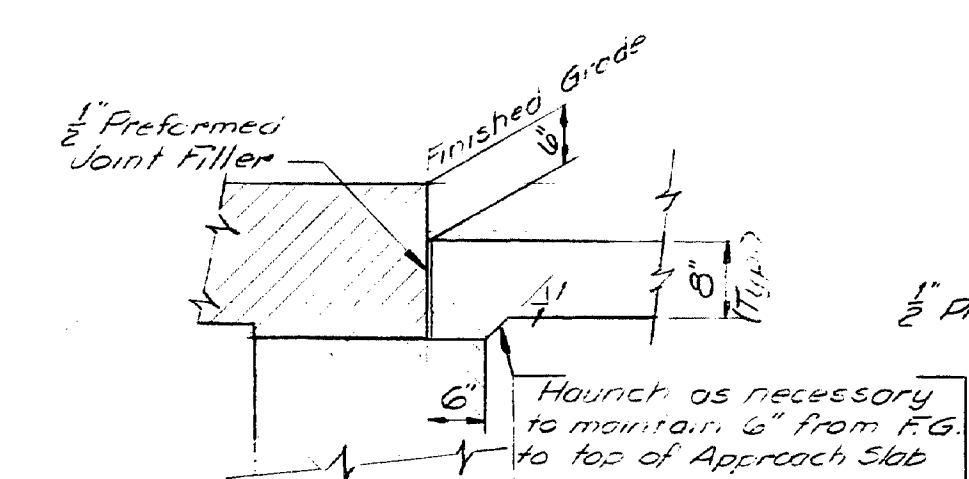
APPROACH SLAB PLAN
ABUTMENT NO. 2



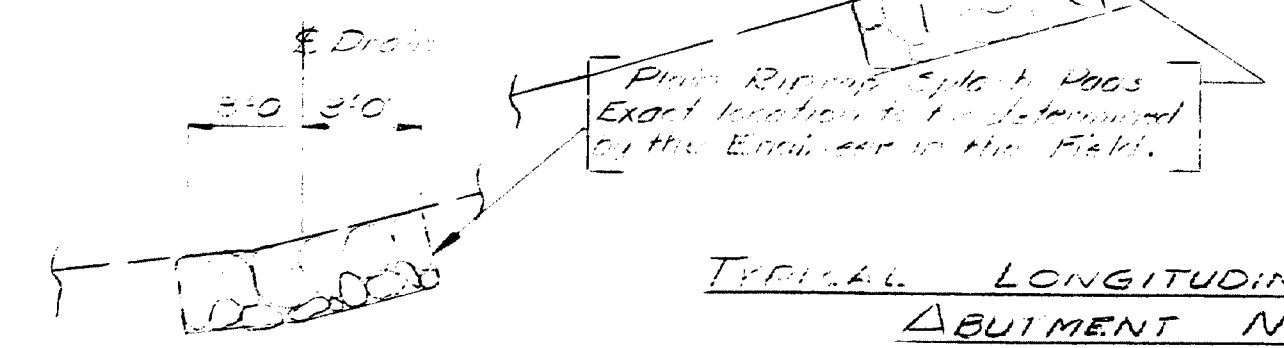
TYPICAL LONGITUDINAL SECTION
ABUTMENT NO. 1



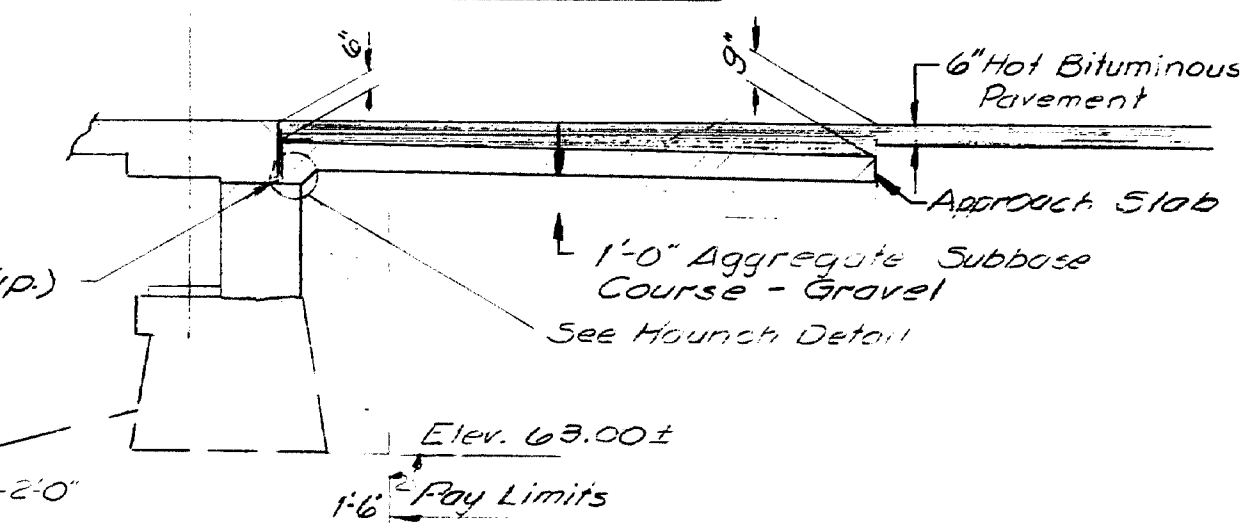
SECTION A-A



HAUNCH DETAIL



TYPICAL LONGITUDINAL SECTION
ABUTMENT NO. 2



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ROUTE 100 and 26
OVER
PRESUMPSHOT RIVER and MCRR
IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY
APPROACH SLAB & SLOPE TREATMENT
AUGUSTA, MAINE Nov. 1975

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	W.E.R. K.L.C.	6/2/75
CHECKED	W.E.R.	10/1/75
REVISIONS		
FIELD CHANGES		

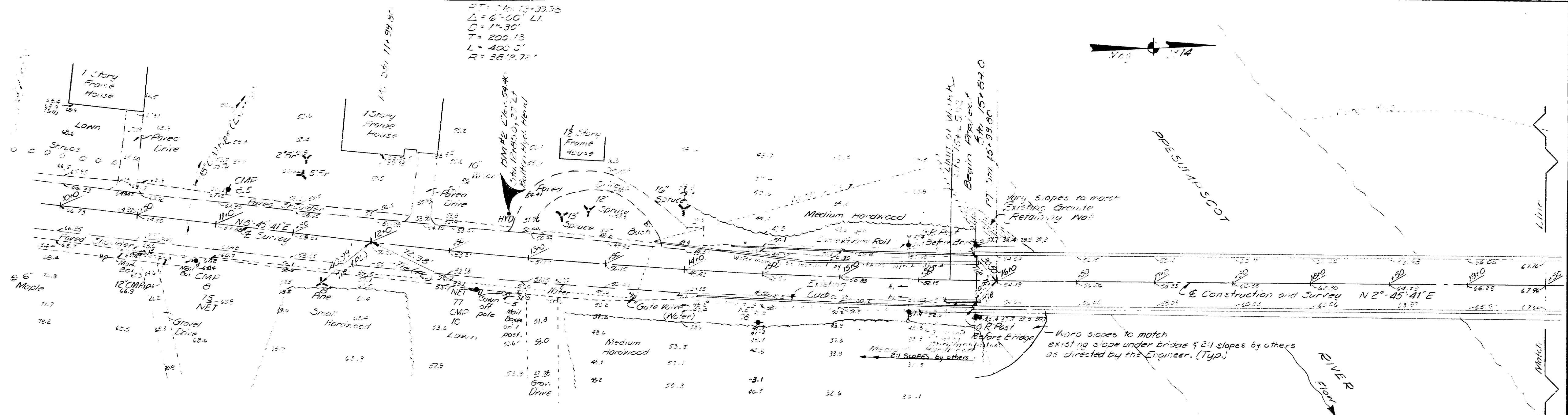
PLANS

REINFORCING STEEL SCHEDULE

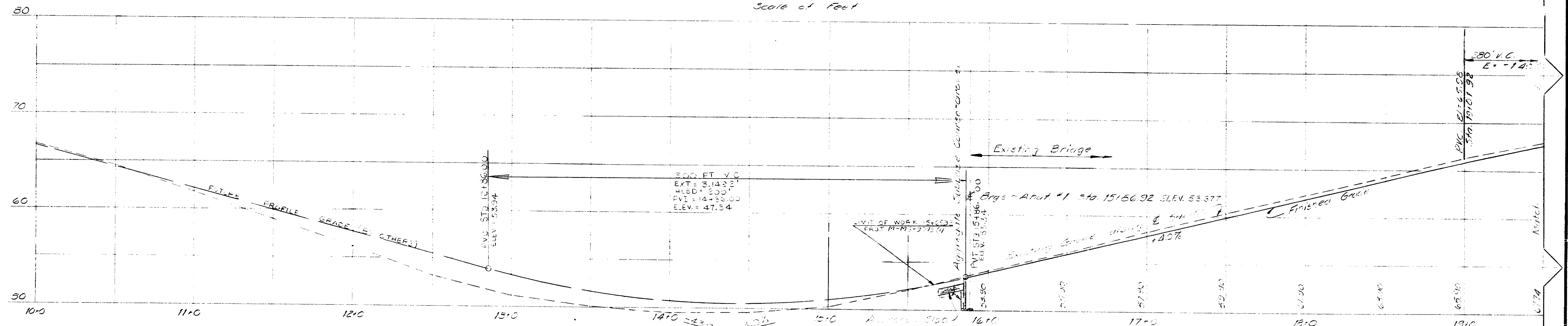
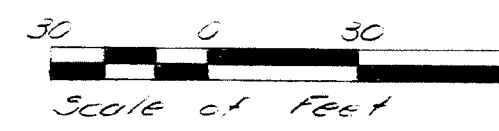
STRAIGHT BARS										BENT BARS																
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
5505	72	45'-0"	Span #1 Longitudinal	AP500	256	15'-0"	Approach Slab					5500	692	20'-10"	FA	5"	2'-10 1/2"	5 1/2"	2'-2"	2'-6"	2'-11"		4"	19'-4 1/2"		Trans. Span 1-11, #14-16
5506	72	24'-0"	Span #2 Longitudinal	AP501	4	10'-0"	"					5501	1420	20'-11"	FB	5"	19'-4 1/2"		X3	X2						Trans. Span 1-11, #14-16
5507	72	20'-9"	Span #3 Longitudinal	AP400	44	15'-0"	"					5502	692	19'-0"	FA	5"	1'-0"	5 1/2"	2'-2"	2'-6"	2'-11"		4"	17'-6"		Trans. Span 1-11, #14-16
5508	576	19'-6"	Span #3 & 4 "	AP401	22	17'-4"	"												X3	X2						
5509	144	20'-6"	Span #3 & 4 "	AP402	4	15'-0"	"					5503	1420	18'-2"	FB	5"	17'-6"									Trans. Span 1-11, #14-16
5510	72	19'-10"	Span #4 "	AP403	4	15'-2"	"					5504	1338	5'-0"	S	6"	1'-4"	1'-1"	1'-4"				9"			Curb Span 1-11, #14-16
5511	72	24'-3"	Span #5 "									5505	180	3'-4"	MV	1'-6"	6 1/2"	1'-3"					4 1/2"			Haunch Span 12 #13
5512	364	30'-0"	Span #6, 8, 10, 12 Long.	AP404	4	15'-5"	"					5506	20	3'-1"	MV	1'-6"	4"	1'-3"					3"			Haunch Span 12 #13
5513	216	32'-8"	Span #6, 8, 10 Long.	AP405	4	15'-7"	"					5507	220	19'-4"	FB	5"	18'-7 1/2"									Trans. Span 12 #13
5514	144	23'-8"	Span #7 & 9 Long.	AP406	4	15'-9"	"				ABUTMENT #1	5508	220	17'-5"	FB	5"	16'-9"		X3	X2						Trans. Span 12 #13
5515	56	22'-10"	Span #11, Longitudinal	AP407	2	15'-10"	"					5509	105	20'-1"	FA	5"	2'-9 1/2"	5 1/2"	2'-0"	2'-4"	3'-1"		4"	18'-7 1/2"		Trans. Span 12 #13
5516	16	22'-6"	Span #11 "									5510	220	18'-3"	FA	5"	11"	5 1/2"	2'-0"	2'-4"	3'-1"		4"	16'-9"		Trans. Span 12 #13
5517	340	21'-8"	Span #12 #13 "									5511	228	3'-0"	V				2'-4"	8"			9 1/2"			Conc. Barrier Curb
5518	8	23'-4"	Span #12 #13 Curb									5512	29	7'-3"	SB	6"	1'-4"	1'-1"	1'-4"	3'-0"						Rt. Curb Span 15 #16
5519	4	22'-8"	Span #12 #13 Curb									5513	53	8'-9"	SB	6"	1'-4"	1'-1"	1'-4"	4'-6"						Lt. Curb Span 16
5520	8	22'-3"	Span #12 #13 Curb									5514	20	9'-7"	SC	4'-4"	11"	1'-2"	7"	2'-7"						End Slab Abut. #2
5521	56	22'-10"	Span #14 Longitudinal																							
5522	16	22'-6"	Span #14 "																							
5523	72	17'-0"	Span #15 "																							
5524	29	3'-0"	Span #15 #16, Overhang																							
5525	74	24'-2"	Span #16, Longitudinal																							
5526	45	3'-6"	Span #16, Overhang Lt.																							
5527	40	17'-0"	Span #12 & 13				PIER #15 CAP																			
5528	40	15'-0"	Span #12 & 13	P500	6	14'-6"	Left					PIER #15 CAP														
5529	61	4'-6"	Span #16, Overhang Rt.	P501	6	22'-4"	Right					P600	10	11'-6"	H	7"	2'-0"	3'-2"	2'-0"	3'-2"			7"			Lt. Overhang Stirrup
				P502	10	3'-2"	Left & Right Overhang					P601	10	10'-11"	H	7"	2'-0"	2'-10 1/2"	2'-0"	2'-10 1/2"			7"			Rt. Overhang Stirrup

D.M.A. REF. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	11-ME-1120	27	43

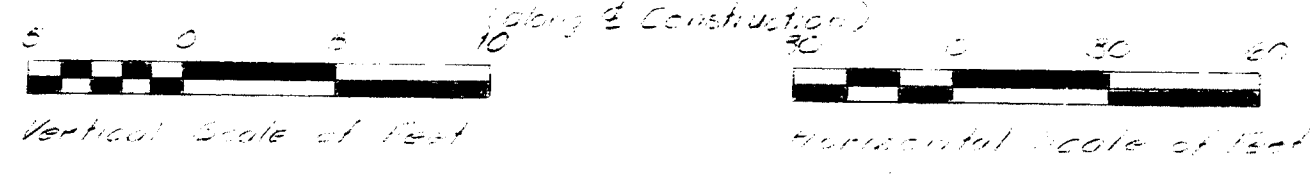
CURVE DATA
 $\Delta = 101^{\circ} 5' 39.30''$
 $\Delta = 6^{\circ} 00' 00''$ L.I.
 $C = 1^{\circ} 30' 00''$
 $T = 200.13$
 $L = 400.0'$
 $R = 55^{\circ} 29.72'$



SURVEY PLAN - SOUTH APPROACH



PROFILE



UTILITIES

Portland Water District
 Maine Central Railroad
 New England Bell Co.
 Central Maine Power Co.

Survey Plotted by: K. Leland, 10-21-1968

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	11-2-68
CHECKED	12-10-68
REVISIONS	
FIELD CHANGES	

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

ROUTE 100 and 26
 OVER
PRESUMPSCOT RIVER and MCRR
 IN THE TOWN OF
FALMOUTH
CUMBERLAND COUNTY

SURVEY

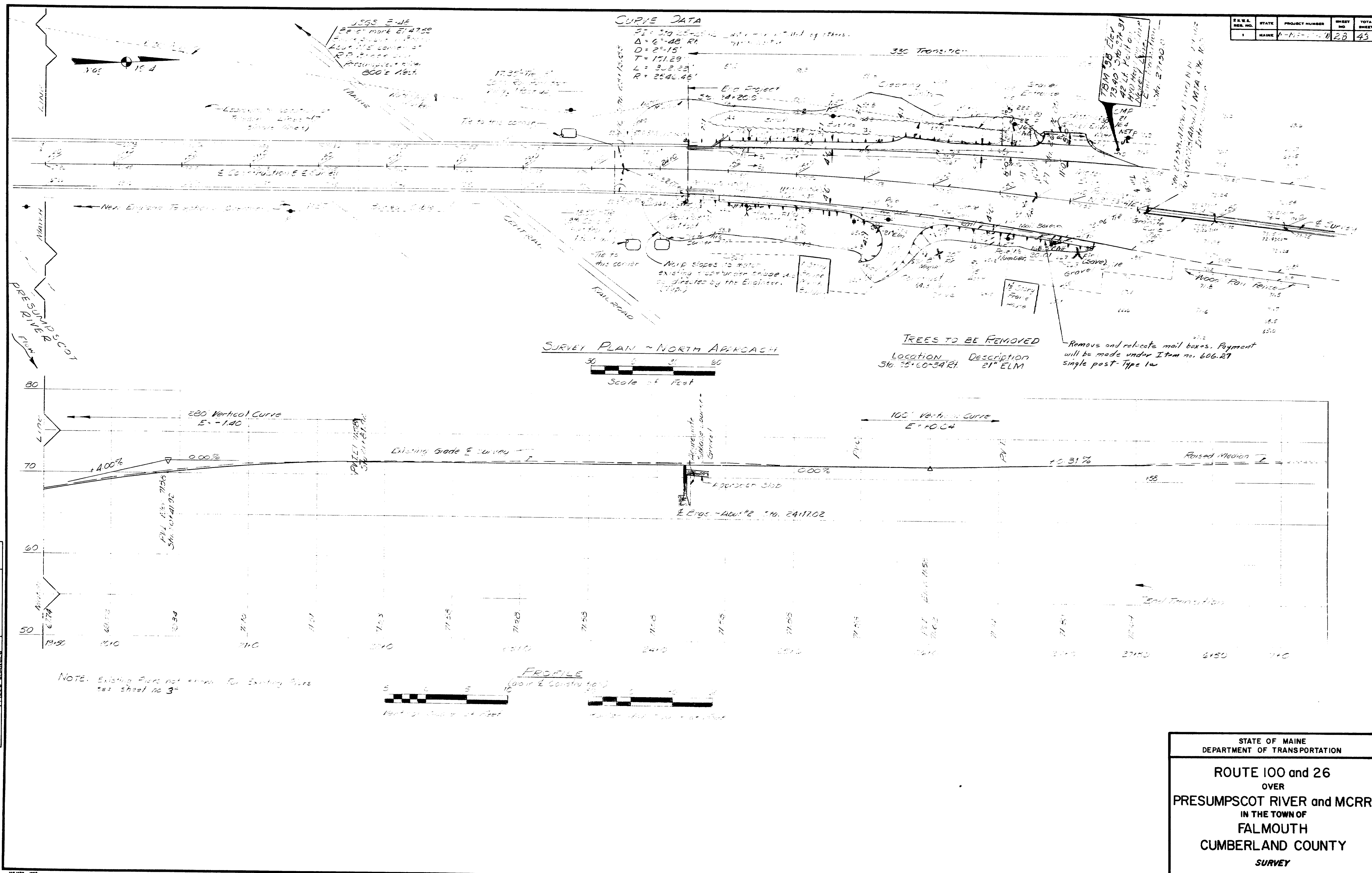
SHEET 27 OF 43 AUGUSTA, MAINE Dec 1968

170-17

Survey Checked by: L. D. Wells, Feb. 14, 1975
 Surveyed by: S. K. Gann, Jan. 27, 1975

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	W.E.R.	2/11/75
CHECKED	E.J.M.	2/23/75
REVISIONS		
FIELD CHANGES		

PLANS



F.R.D. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-1-1-1	28	43

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

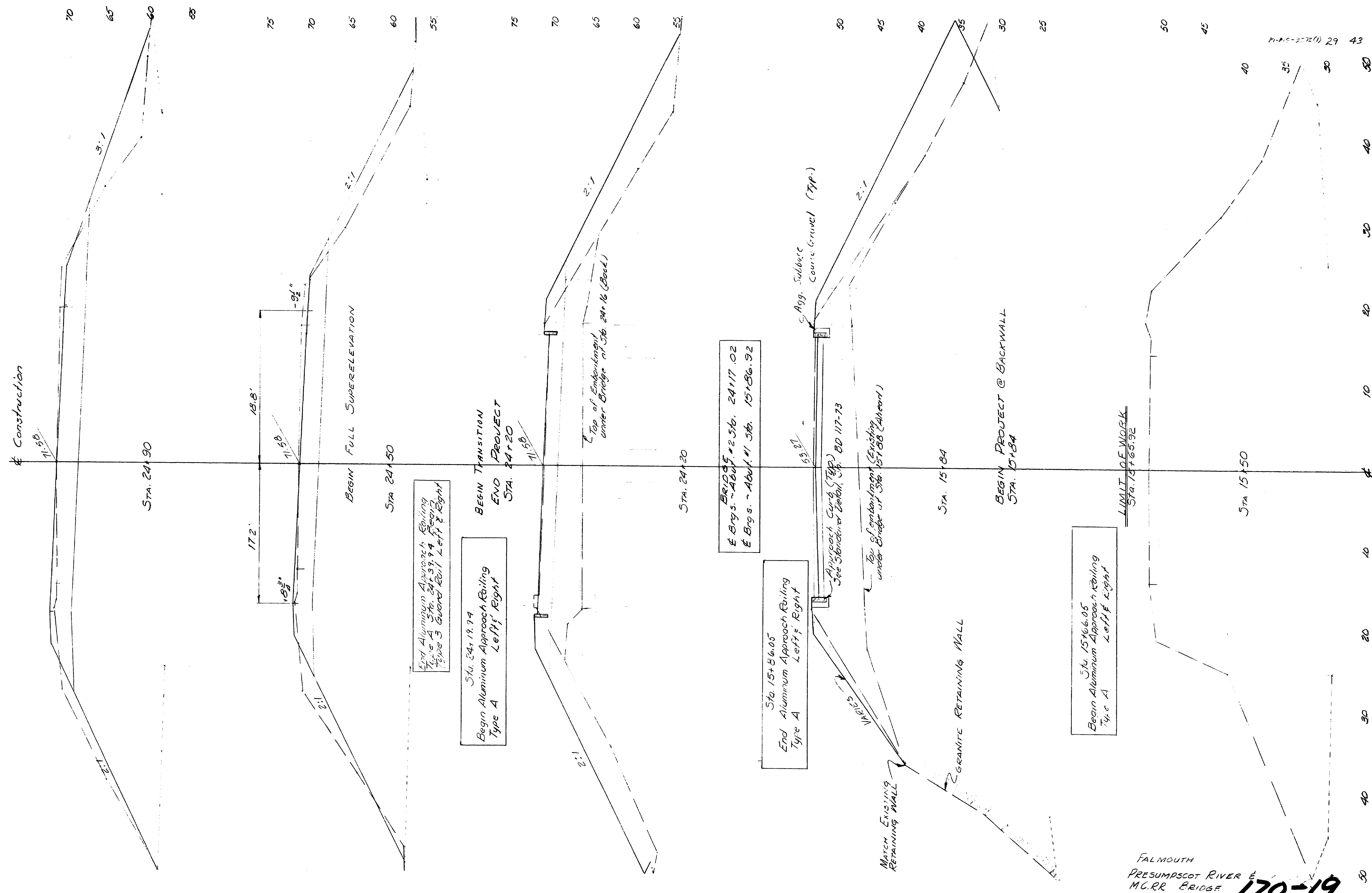
**ROUTE 100 and 26
 OVER
 PRESUMPSCOT RIVER and MCRR
 IN THE TOWN OF
 FALMOUTH
 CUMBERLAND COUNTY**

SURVEY

SHEET 2 OF 2 AUGUSTA, MAINE Dec. 1974

170-18

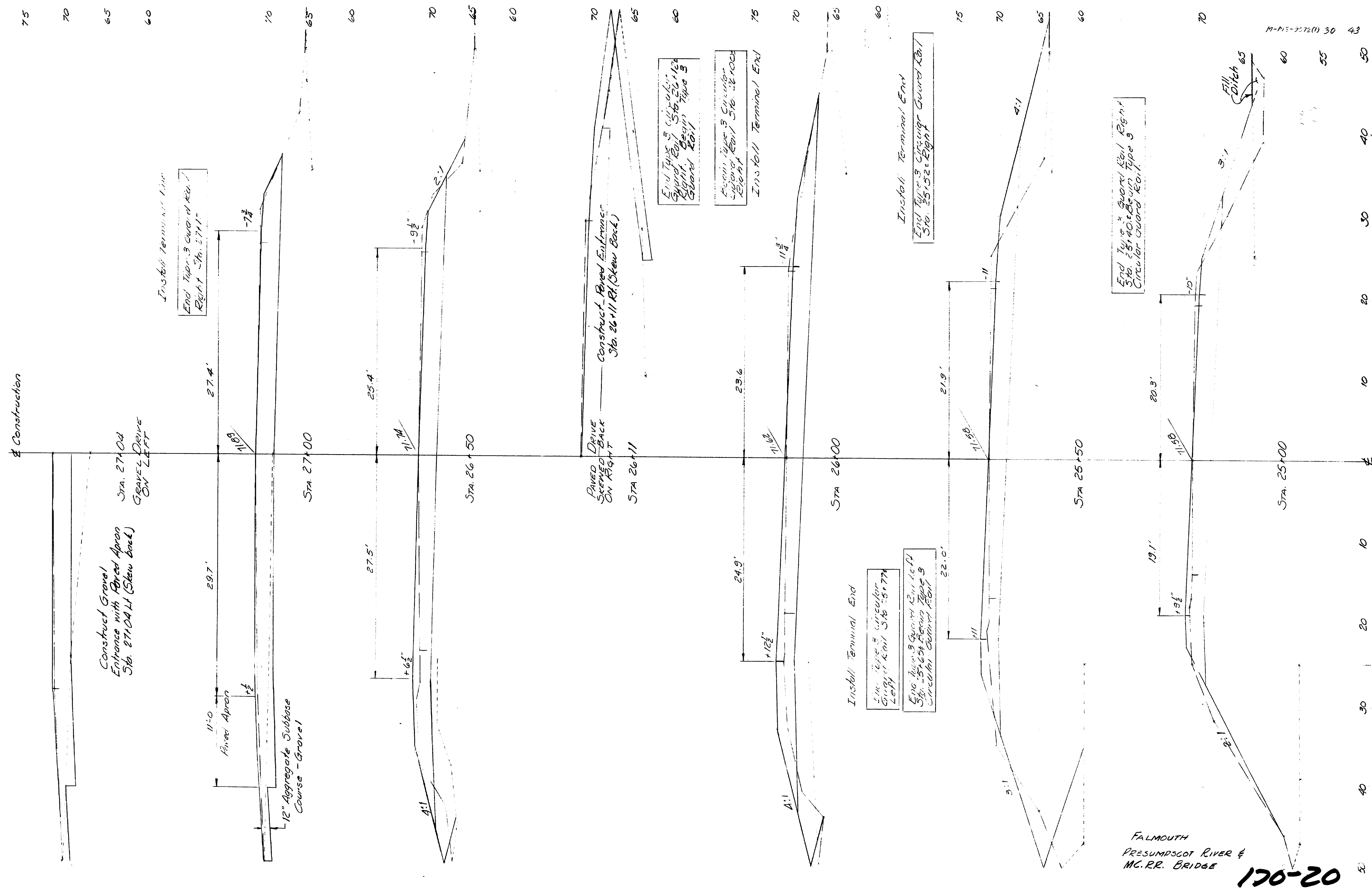
VPJM 6-12-75
D-5/10 N.E.R.
K.L.L. 4-1775



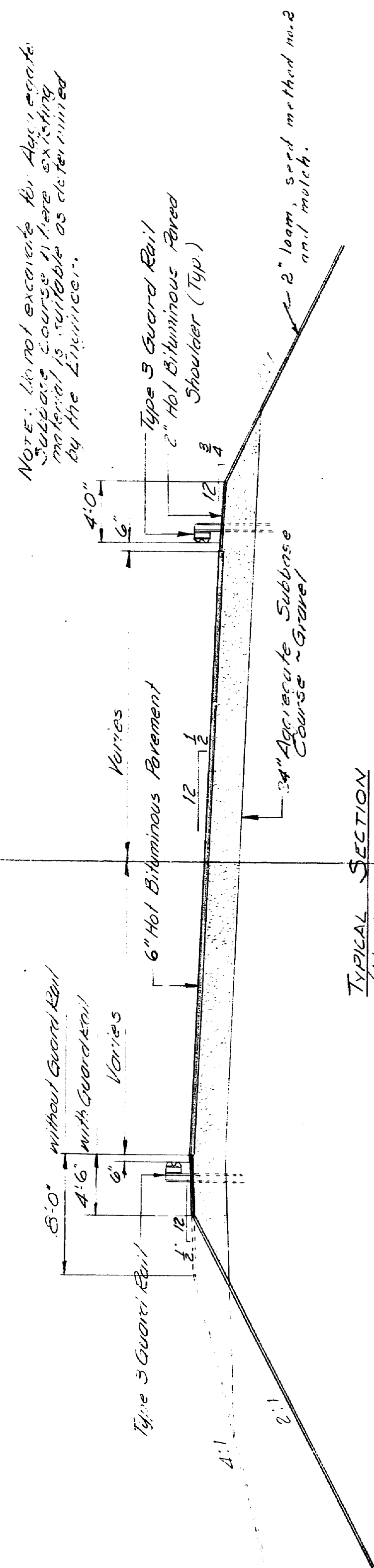
FALMOUTH
PRESUMPSCOT RIVER &
MC.RR BRIDGE

ER & 170-19

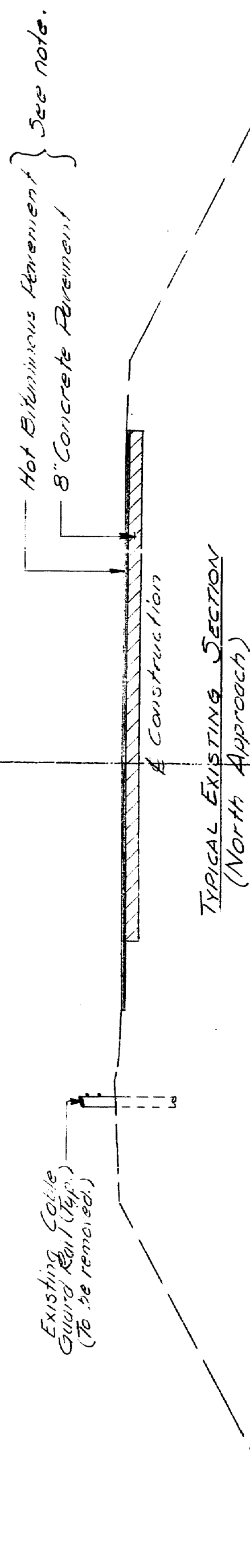
Design N.E.R.
K.L.L



VPUM 6-12-75
 D-514 N.E.R.
 K.L.L. 12275

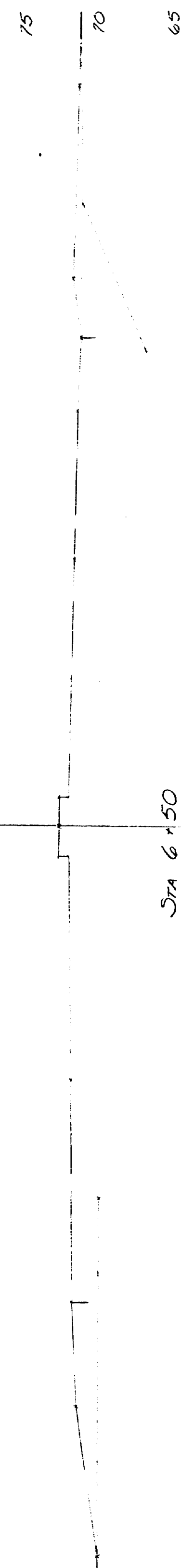


TYPICAL SECTION
 (North Approach)



TYPICAL EXISTING SECTION
 (North Approach)

NOTE: Remove bituminous overlay and concrete pavement from Sta 24+18 to Sta 27+50



FALMOUTH
 PRESUMPSNOT RIVER
 M.C.R.R. BRIDGE

170-21

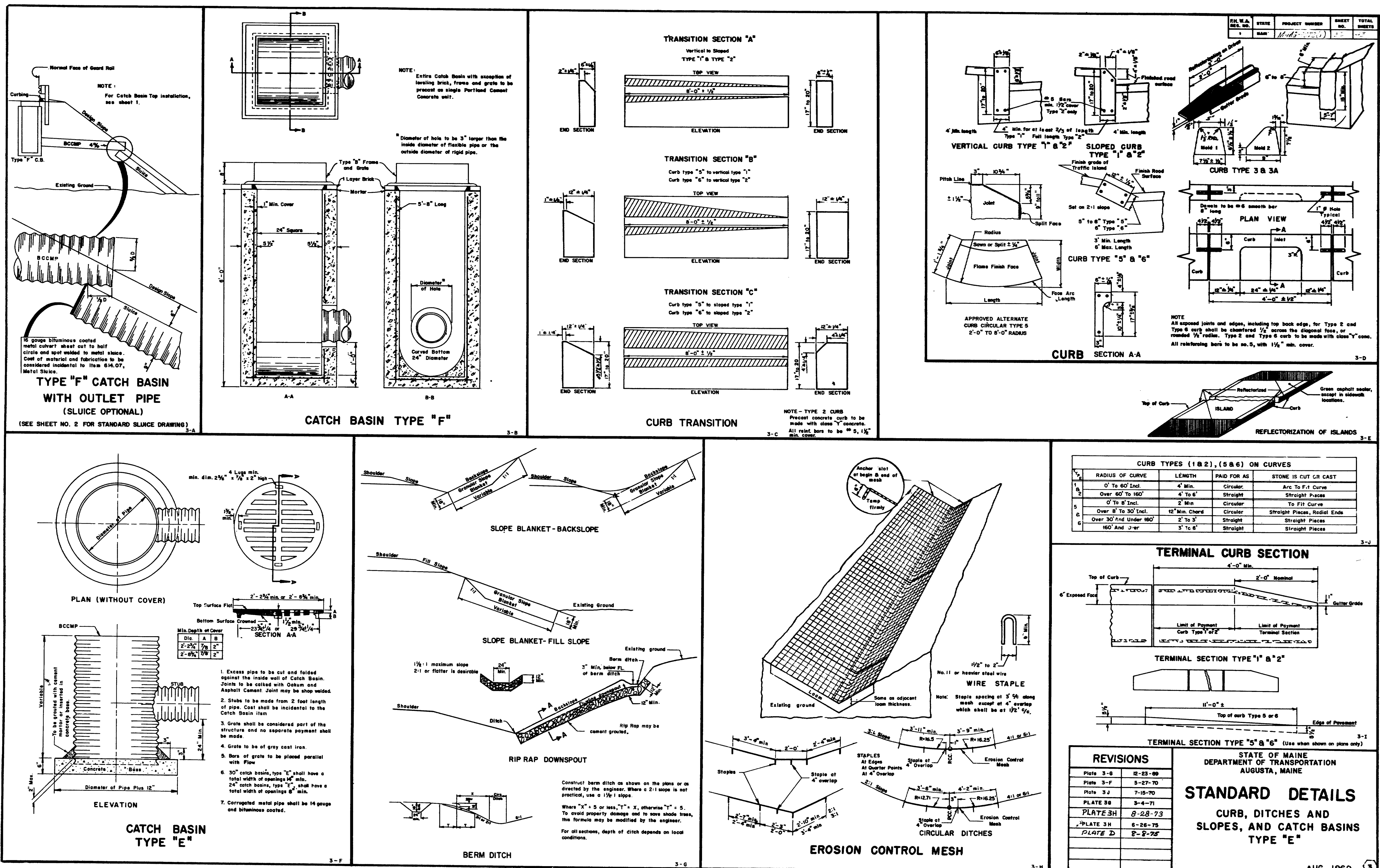
Revised As-Built
 2-28-79

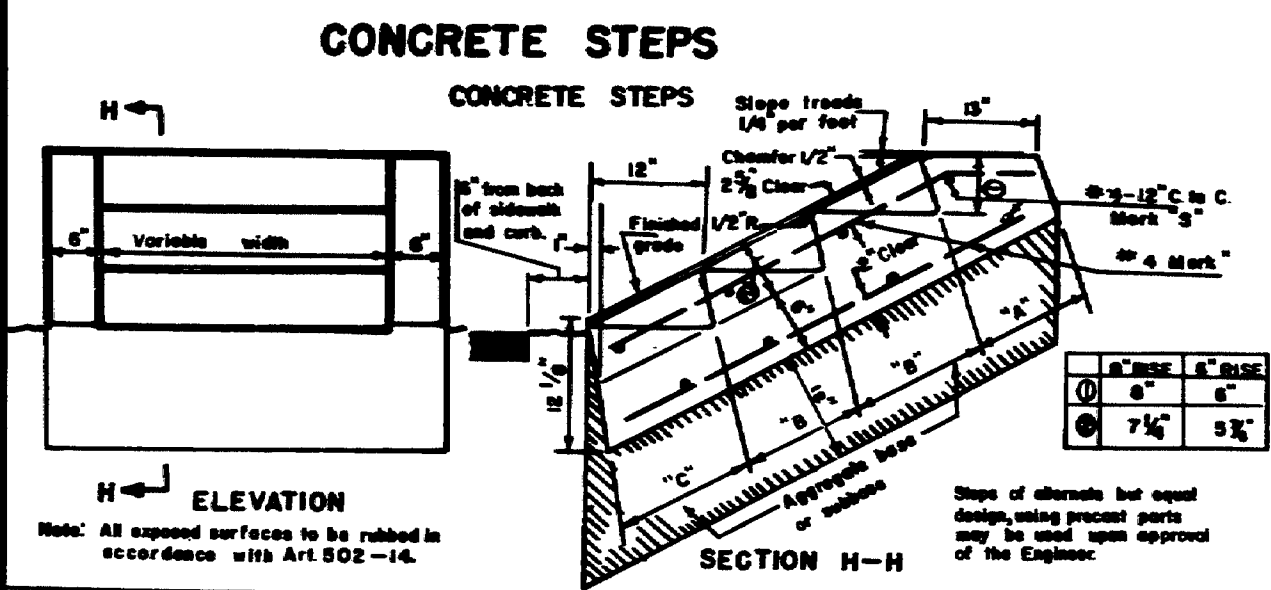
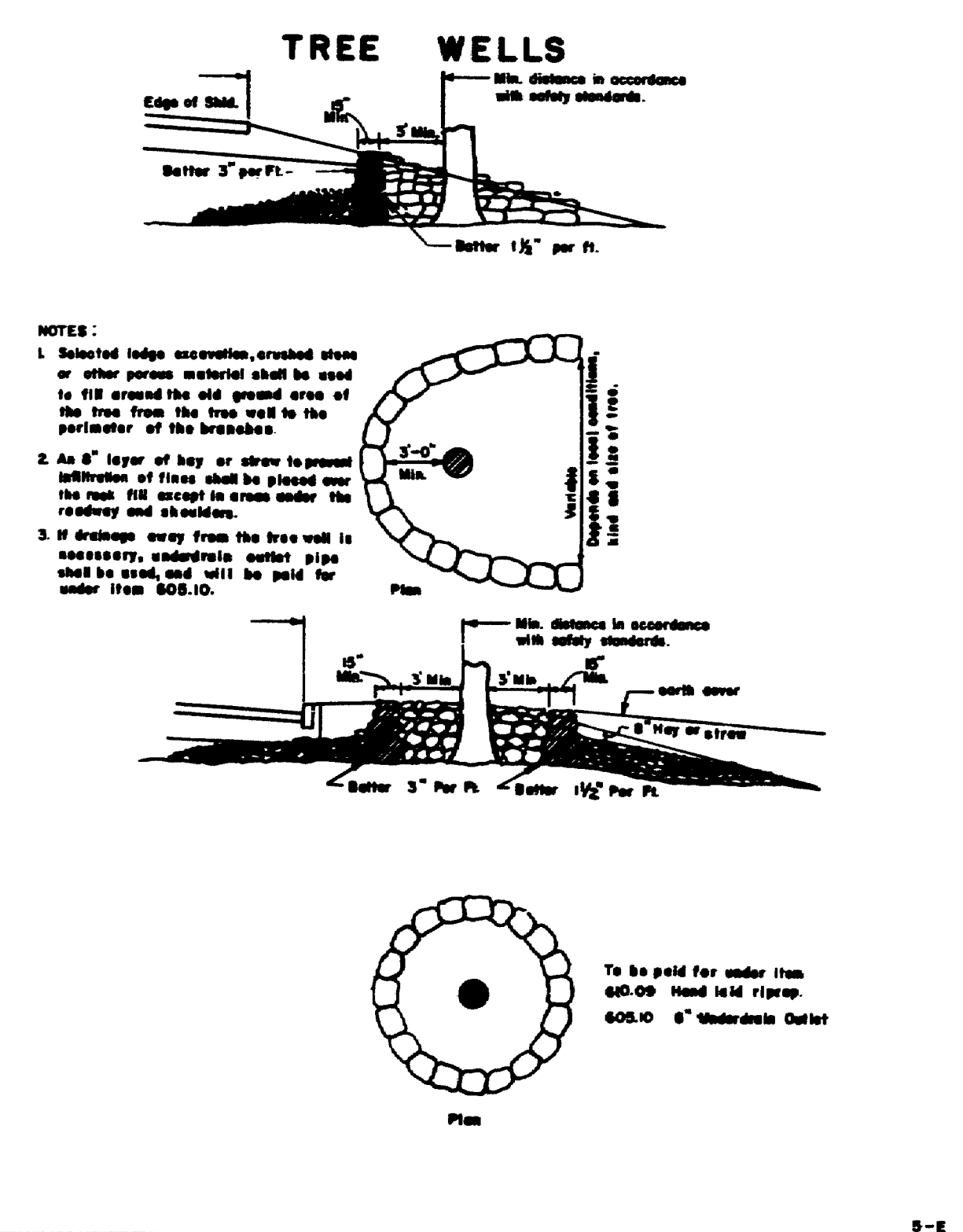
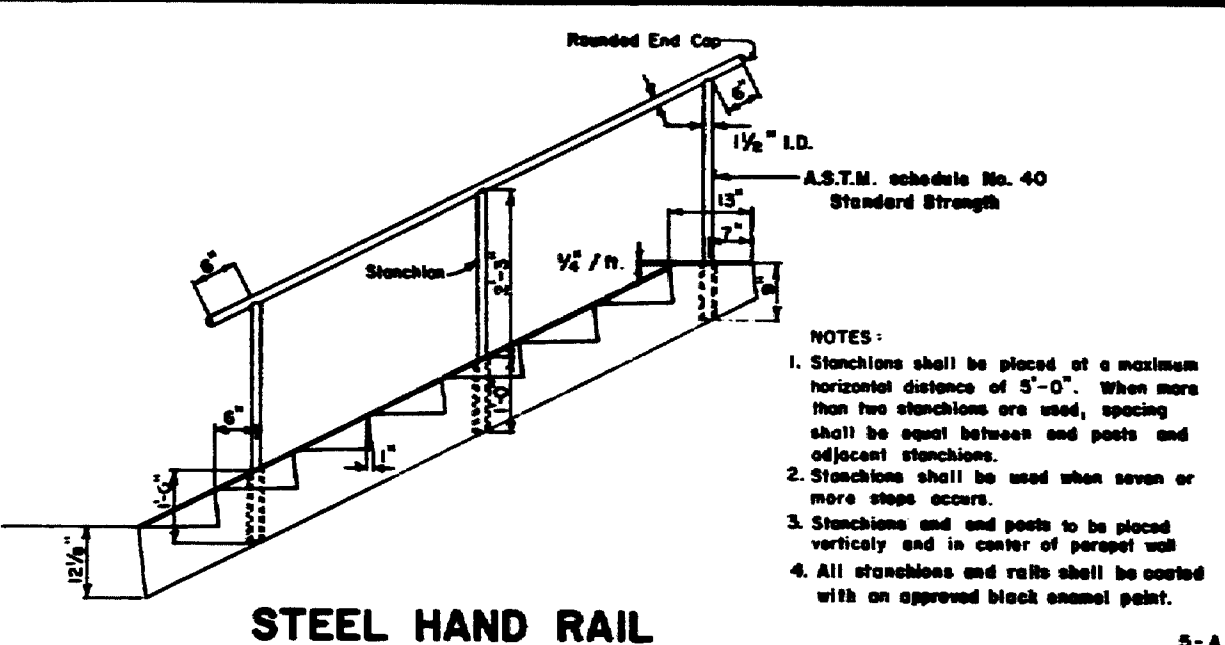
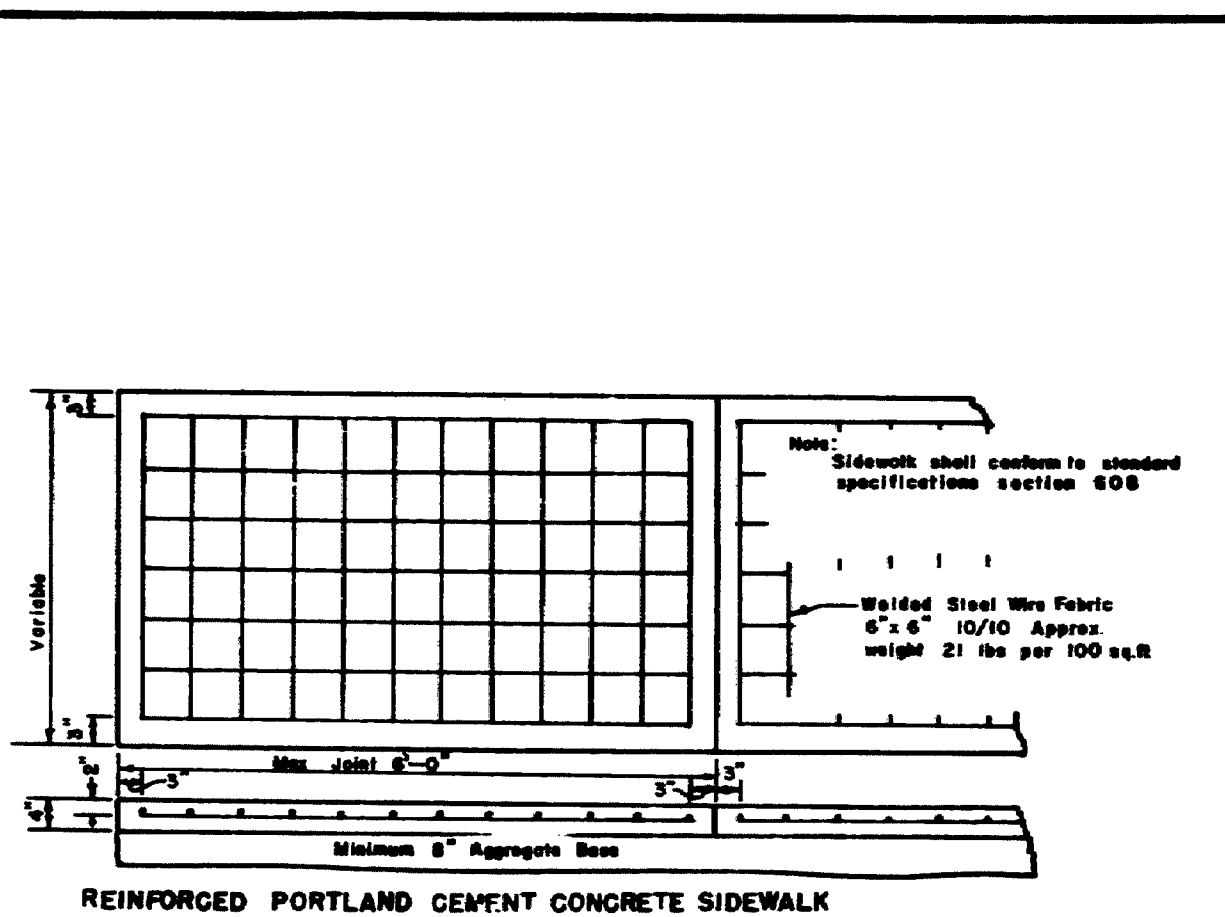
EQUATION FOR CONSTRUCTION
 STA 27+50.47 = STA 27+50.47
 STA 27+50.47 = STA 27+50.47
 STA 27+50.47 = STA 27+50.47

Limit of Work
 STA 27+50

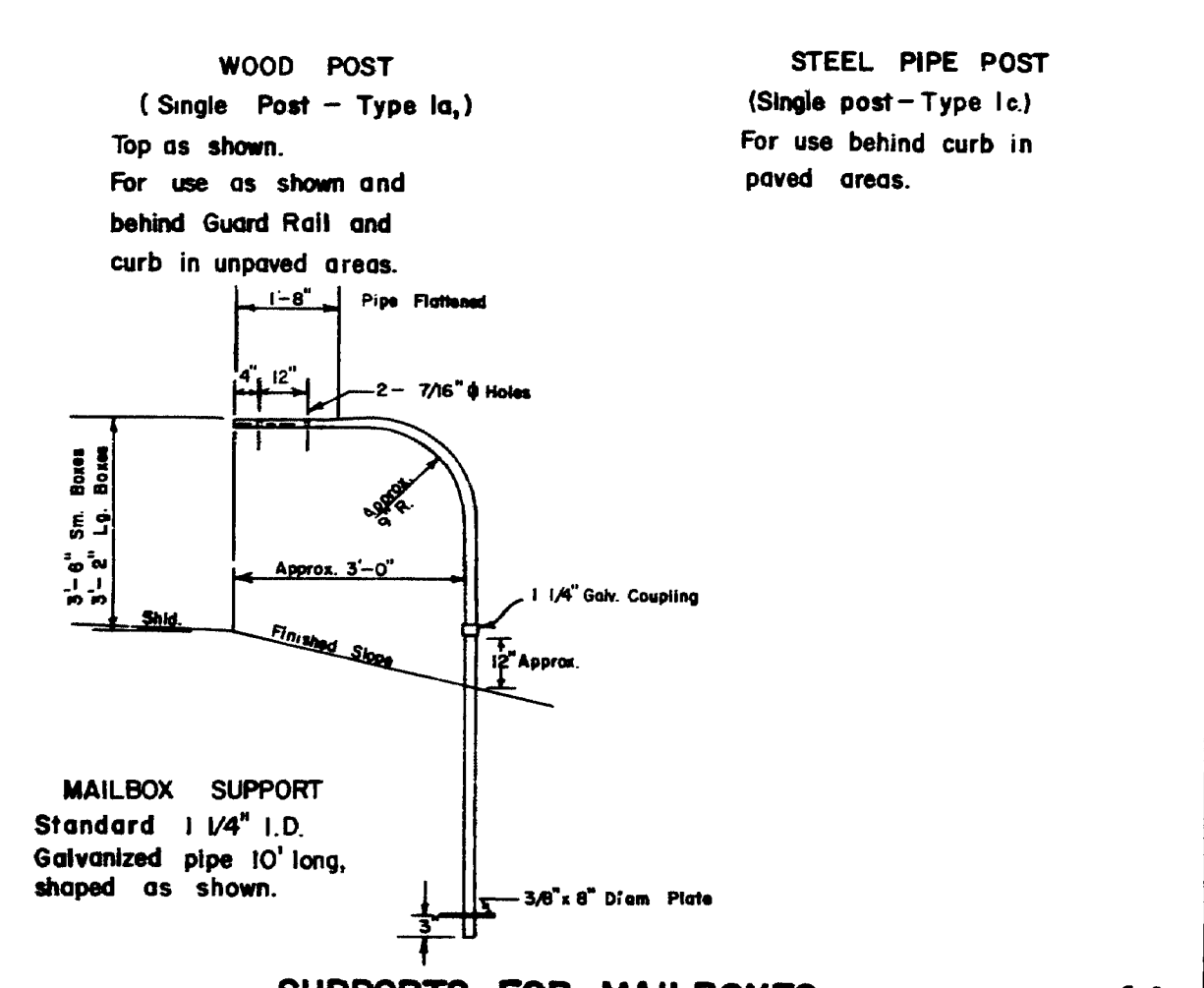
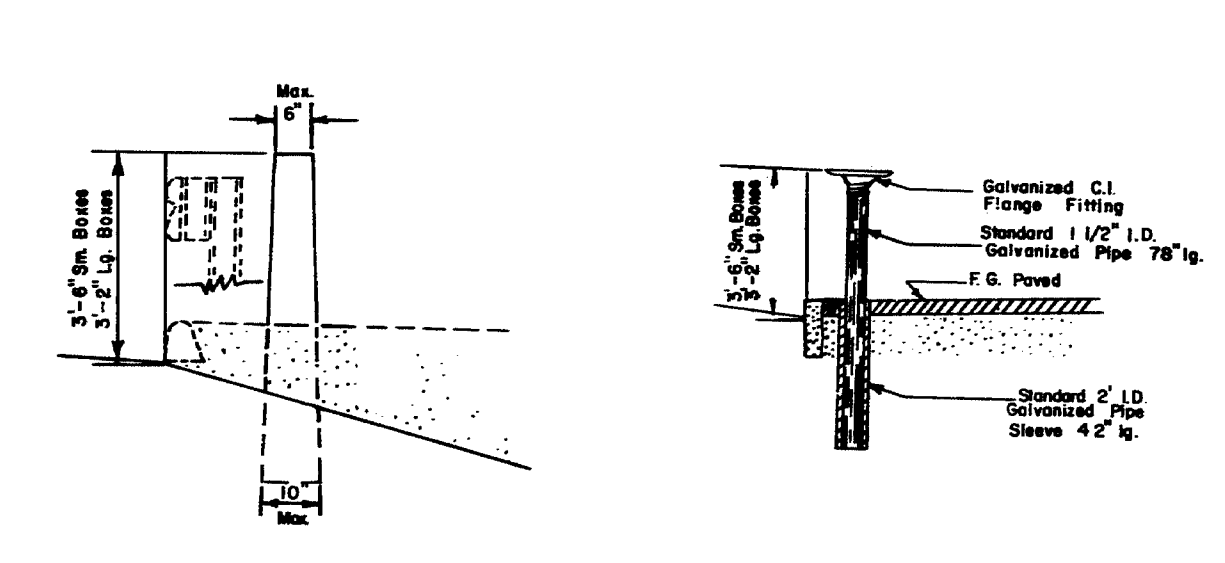
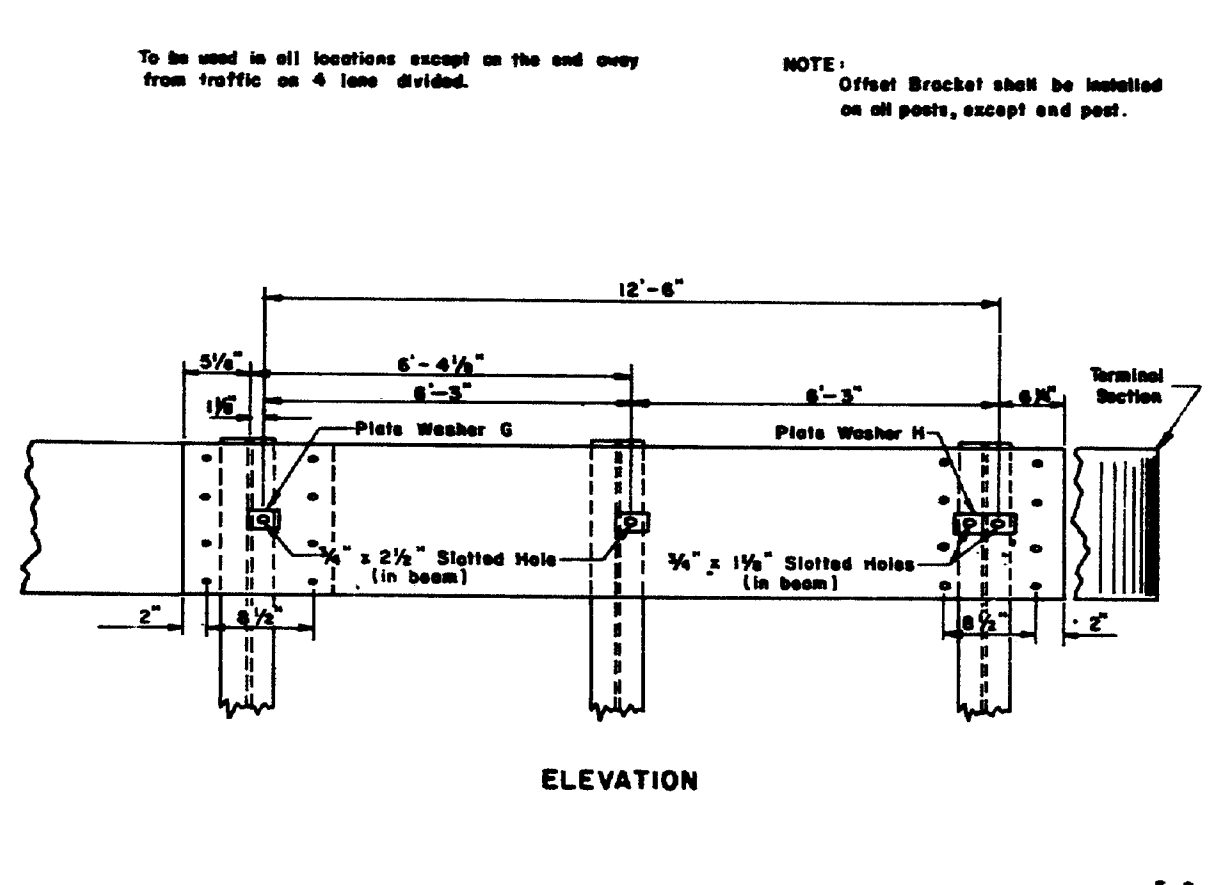
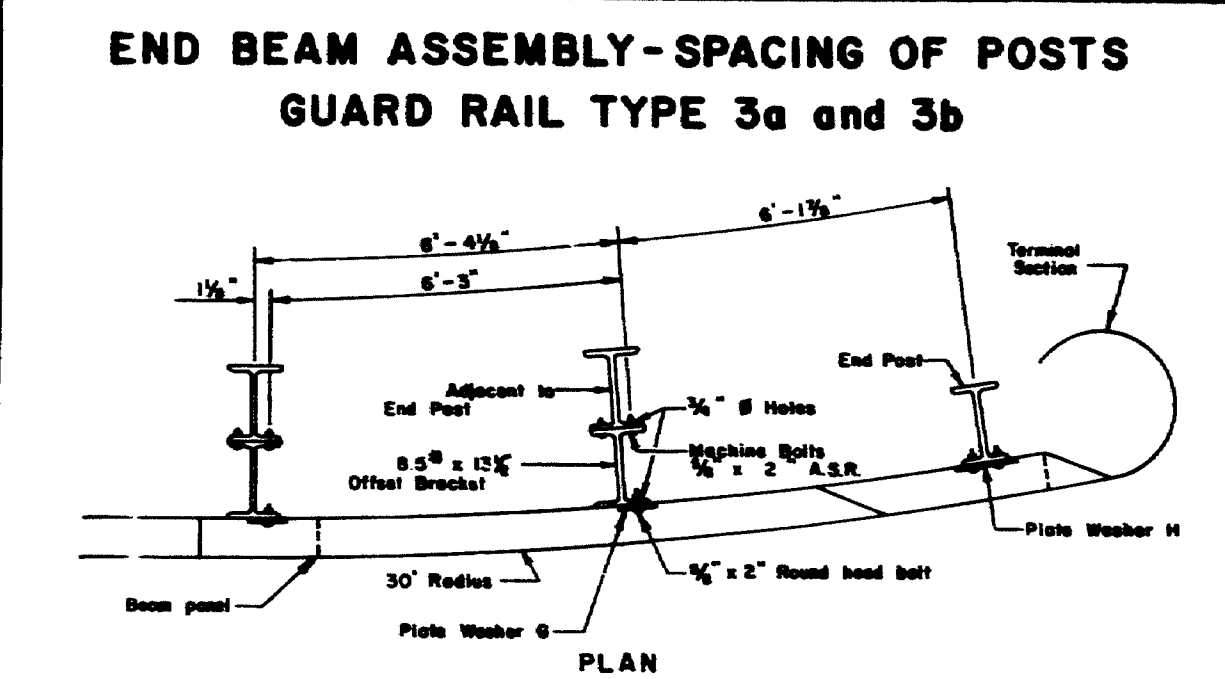
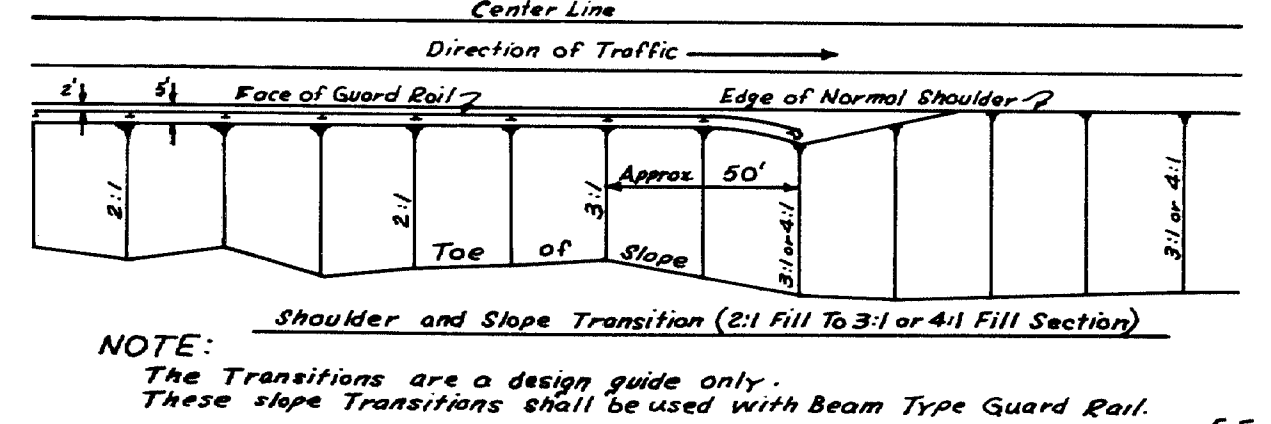
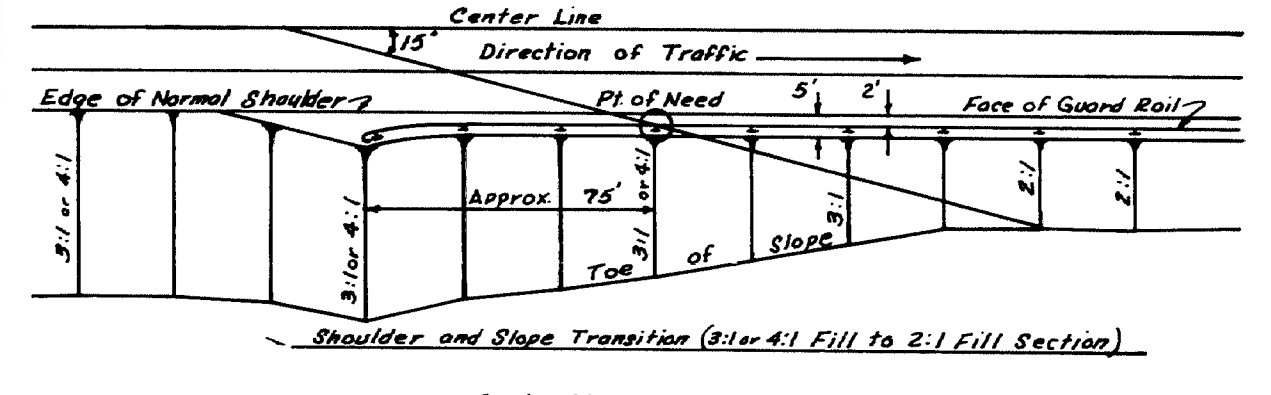
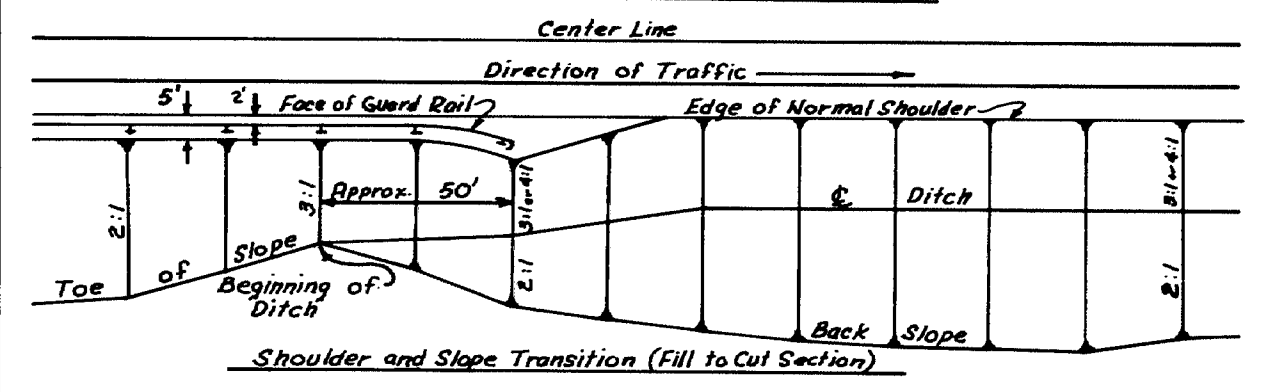
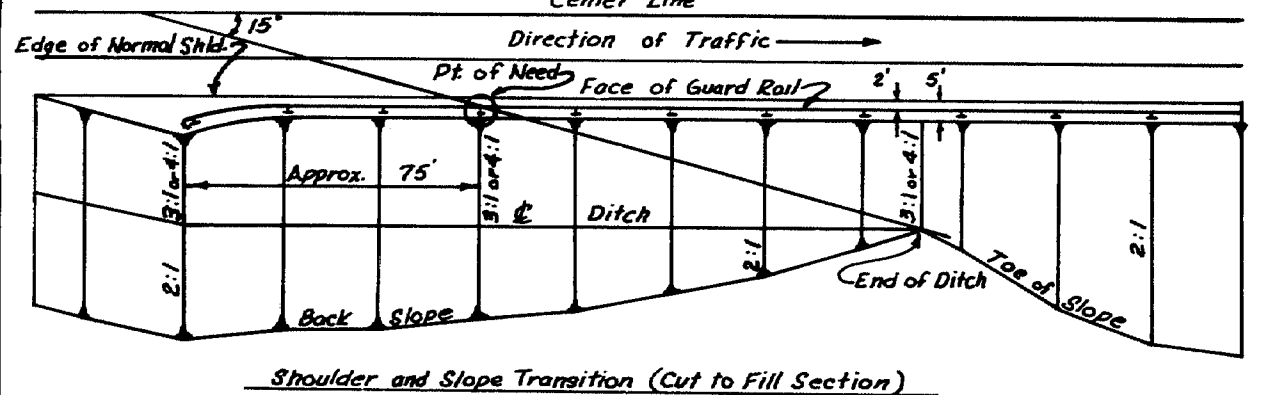
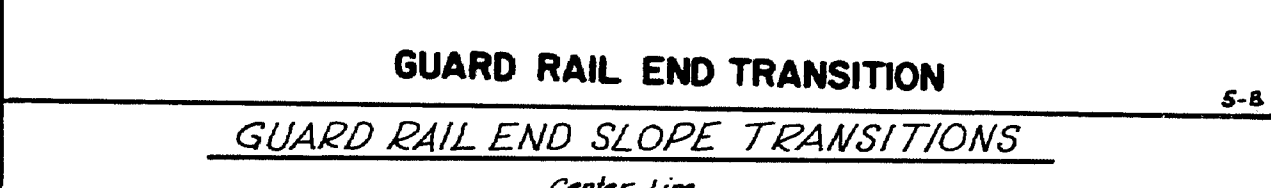
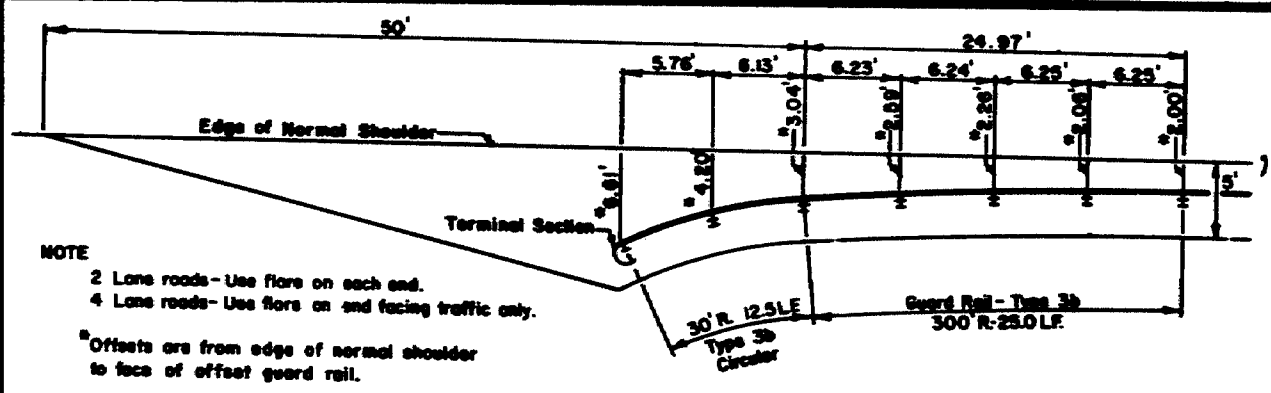
STA 27+50
 END TRANSITION
 Match Existing Pavement

M-MS-301.1(1) 31 43

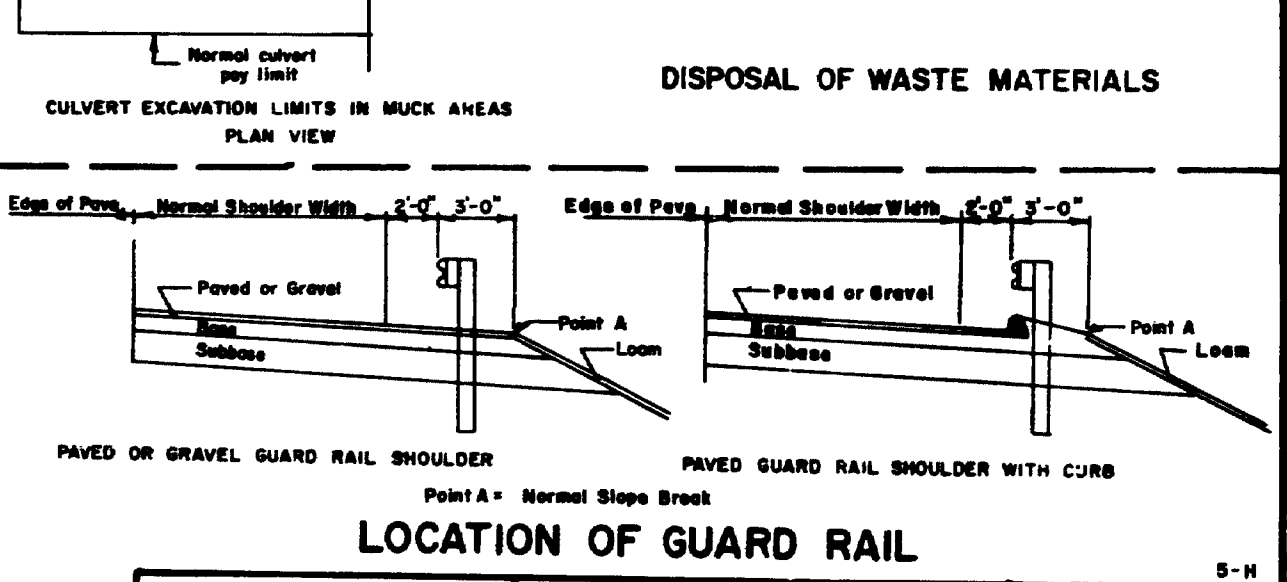
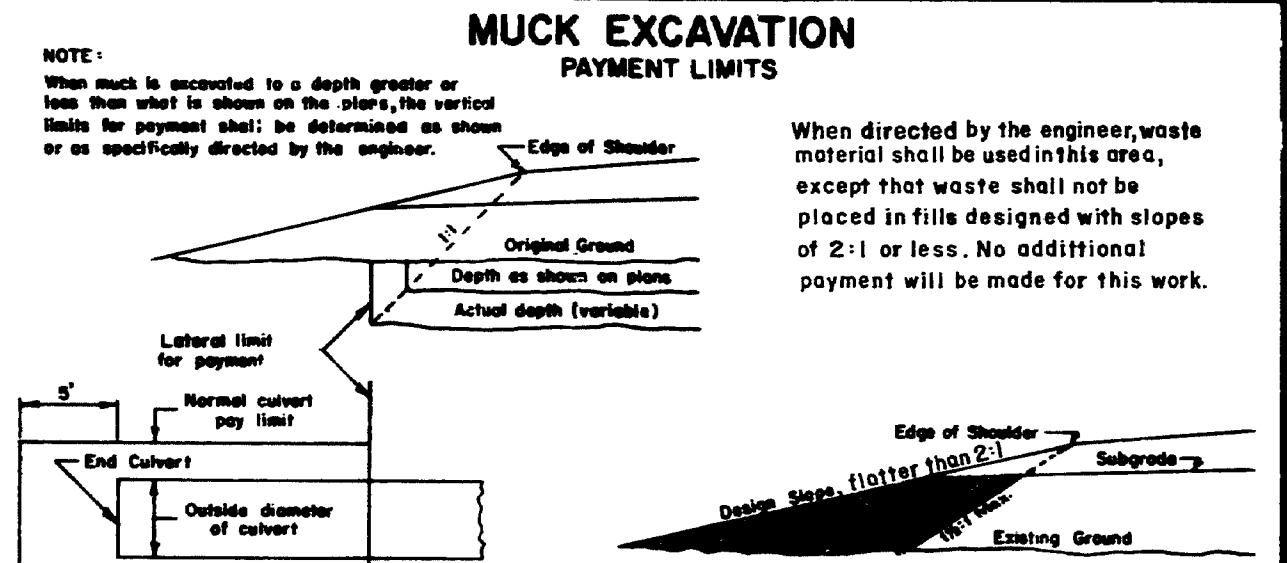
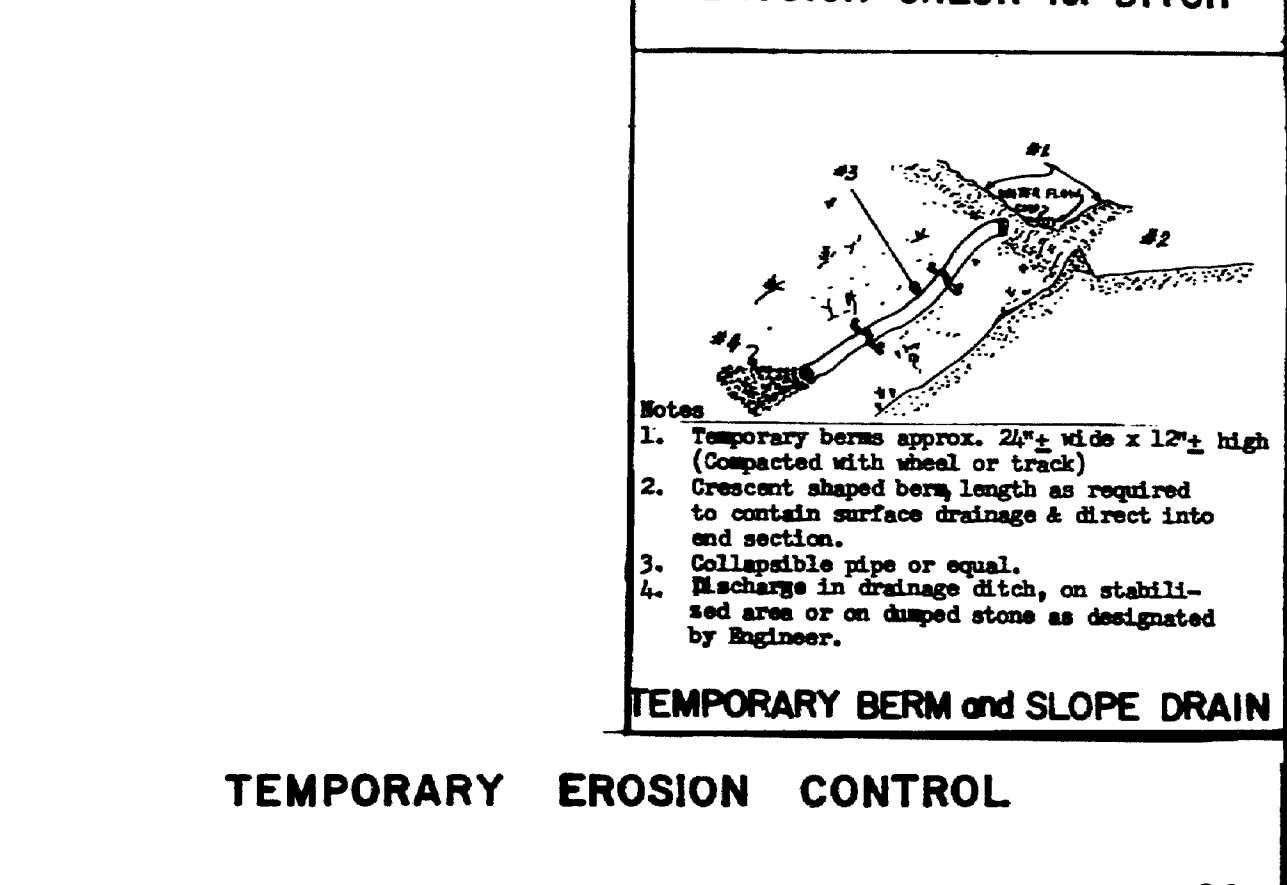
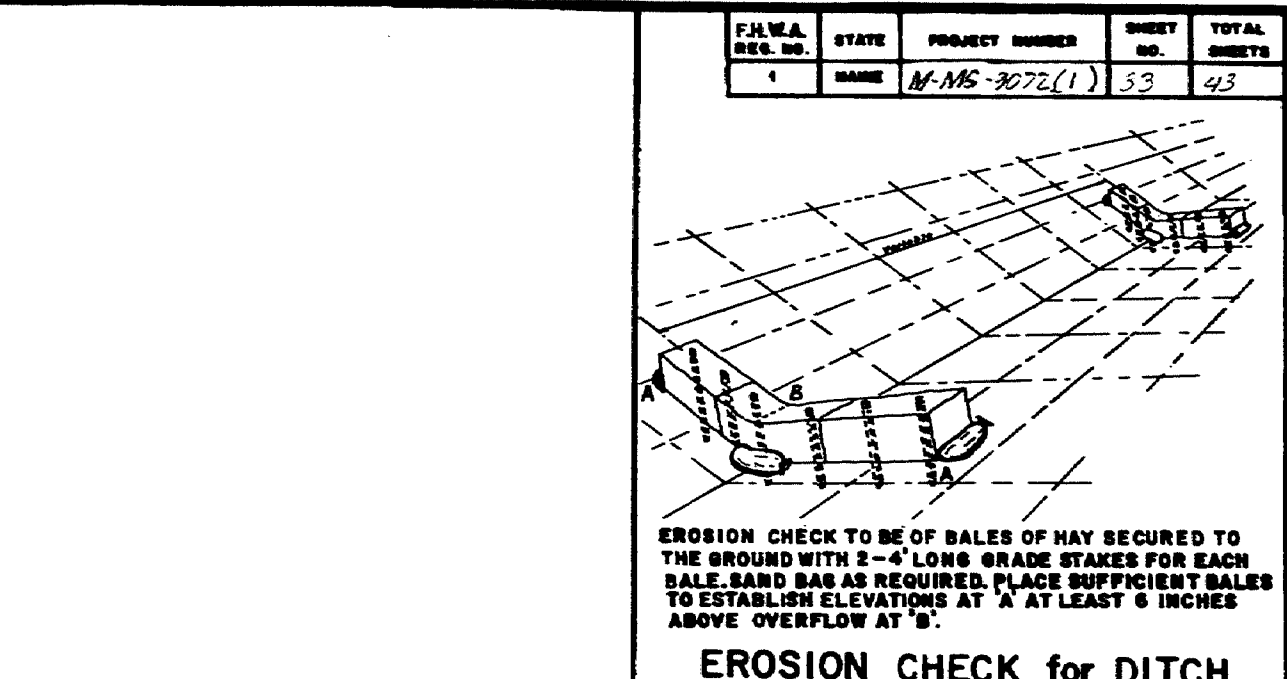




6" RISE - 12" TREAD (2:1) SLOPE				8" RISE - 12" TREAD (1 1/2:1) SLOPE			
Mark	Size	Number	Length (Each)	Mark	Size	Number	Length (Each)
A	W 4	2 Each parapet	11' For "A"	R	W 4	2 Each parapet	11' For "R"
B	666 lbs. per ft.	1 Each ft. of width	+13.4' For each "B"	S	666 lbs. per ft.	1 Each ft. of width	+10.2' For each "S"
C	W 4	2 For "A"	4' Each parapet	T	W 4	2 For "A"	4' Each parapet
D	666 lbs. per ft.	2 For "C"	+12' For "C"	U	666 lbs. per ft.	2 For "A"	4' Each parapet
E	W 4	2 For "C"	4' Each parapet	V	666 lbs. per ft.	2 For "A"	4' Each parapet
F	666 lbs. per ft.	2 For "C"	+12' For "C"	W	666 lbs. per ft.	2 For "A"	4' Each parapet

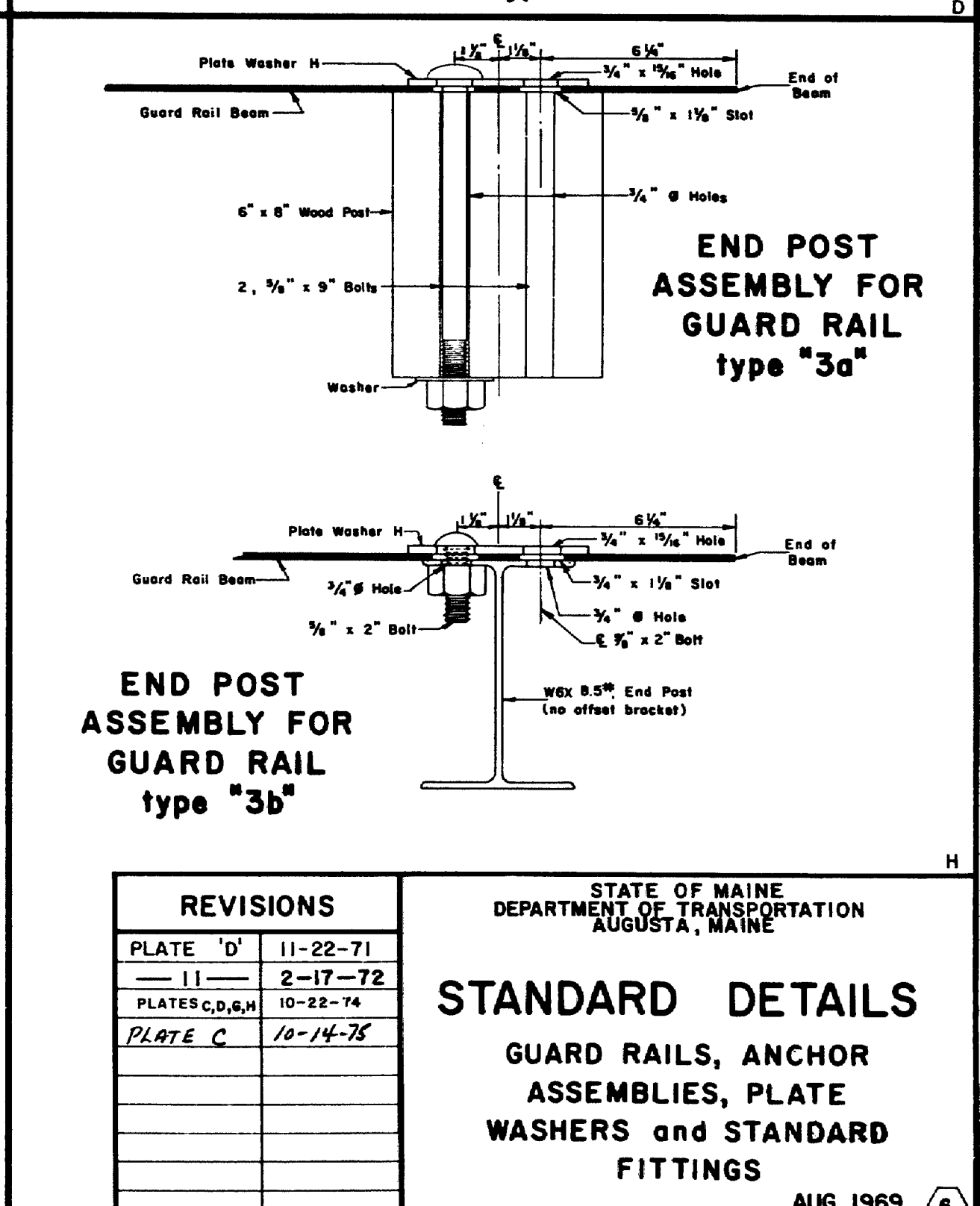
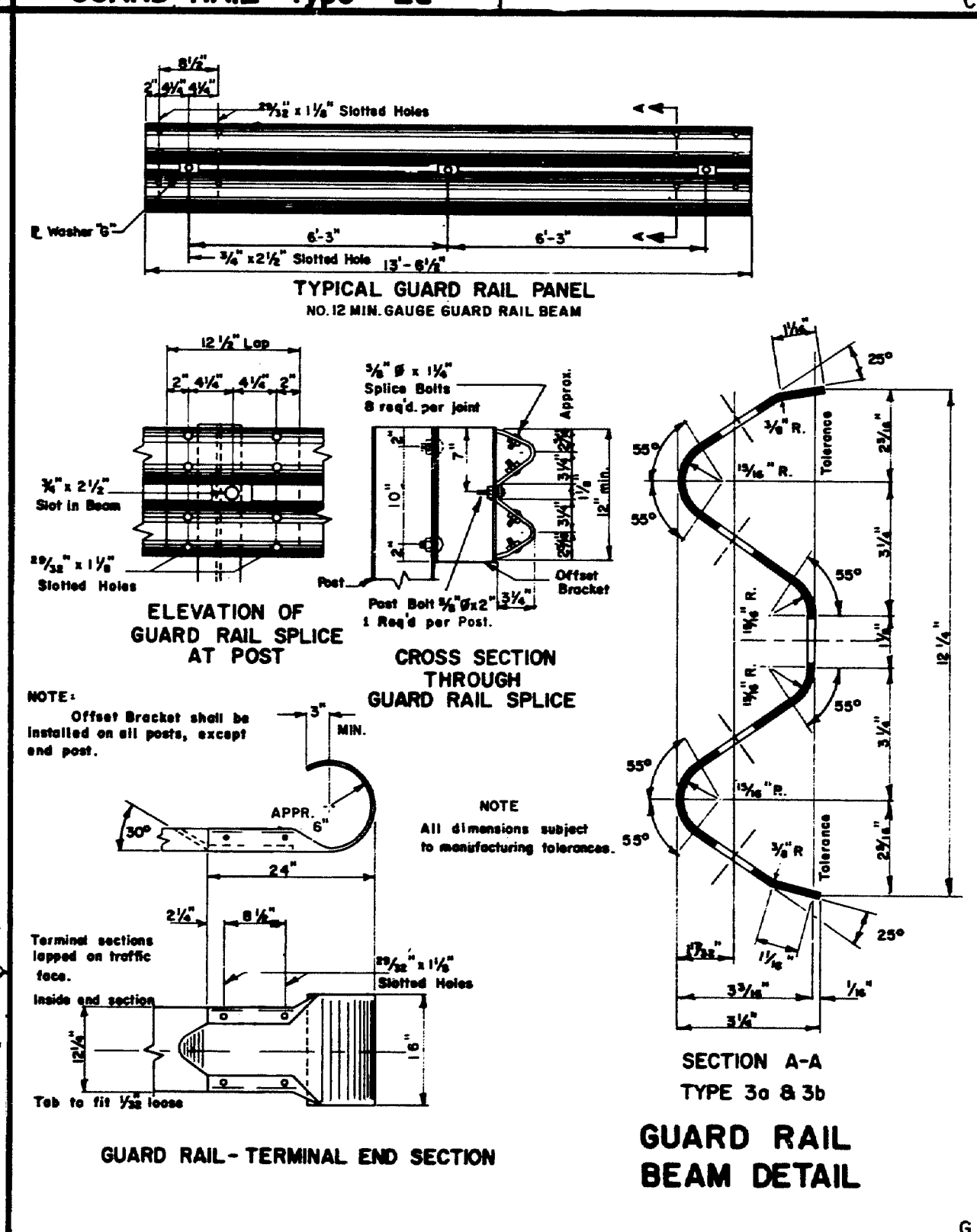
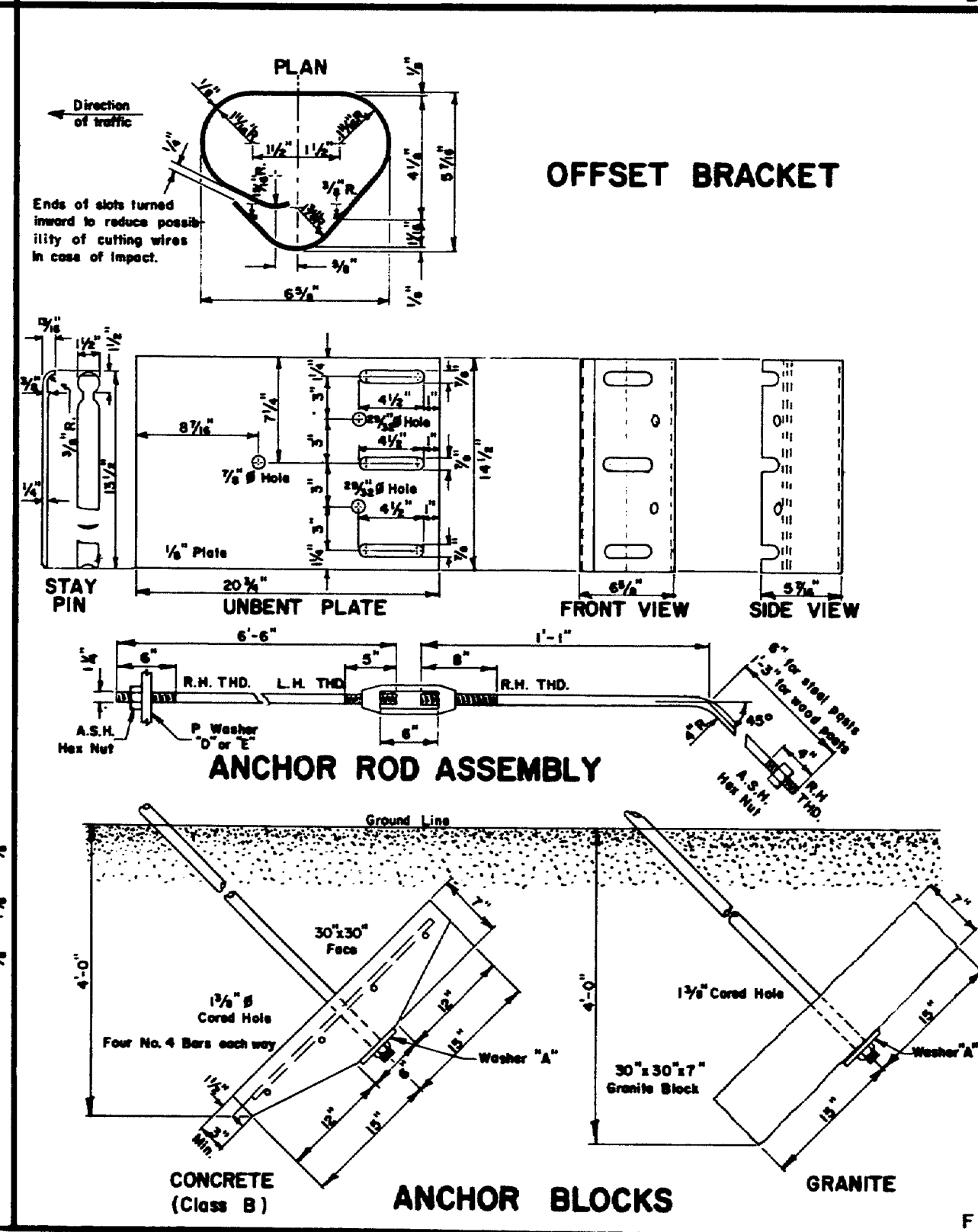
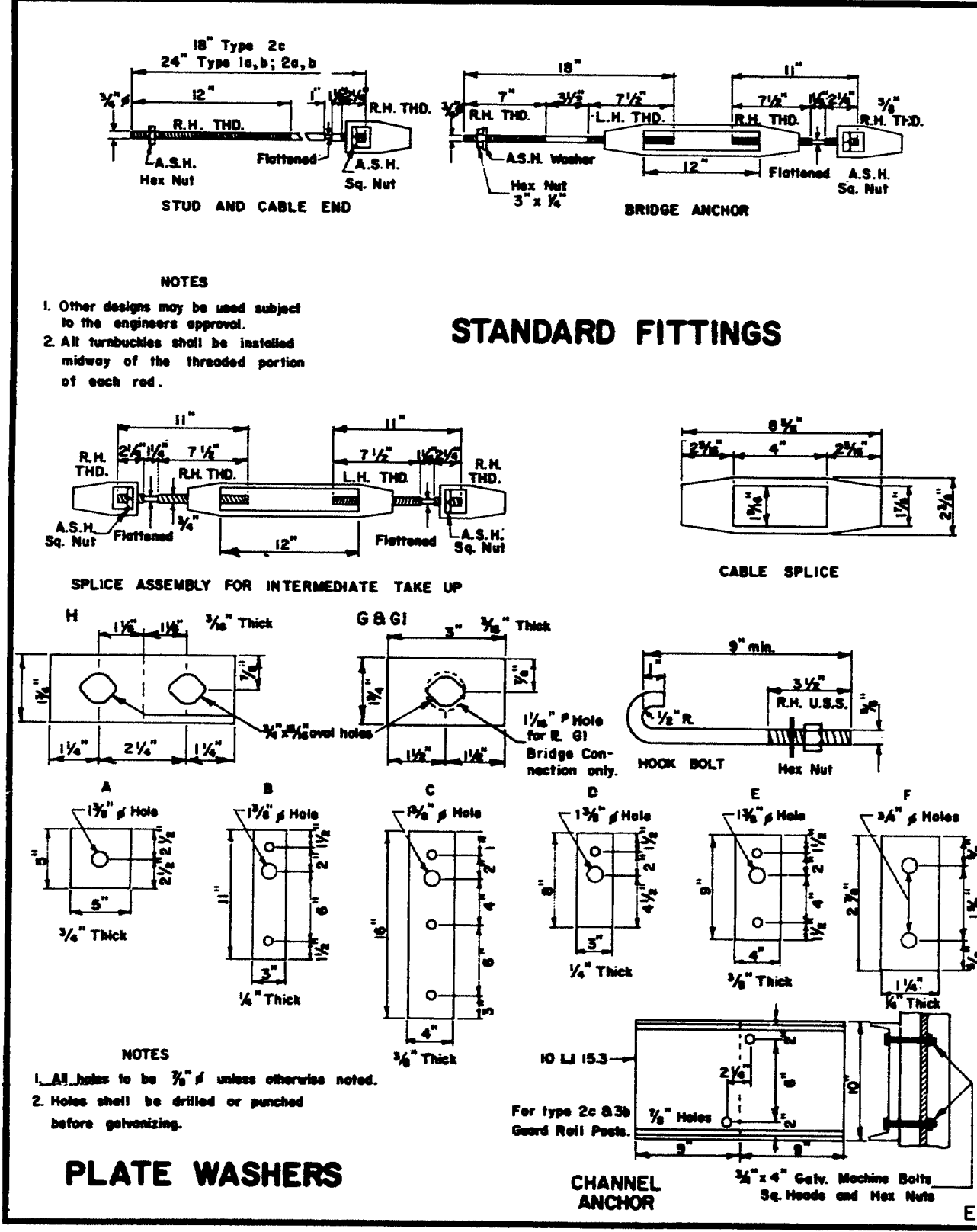
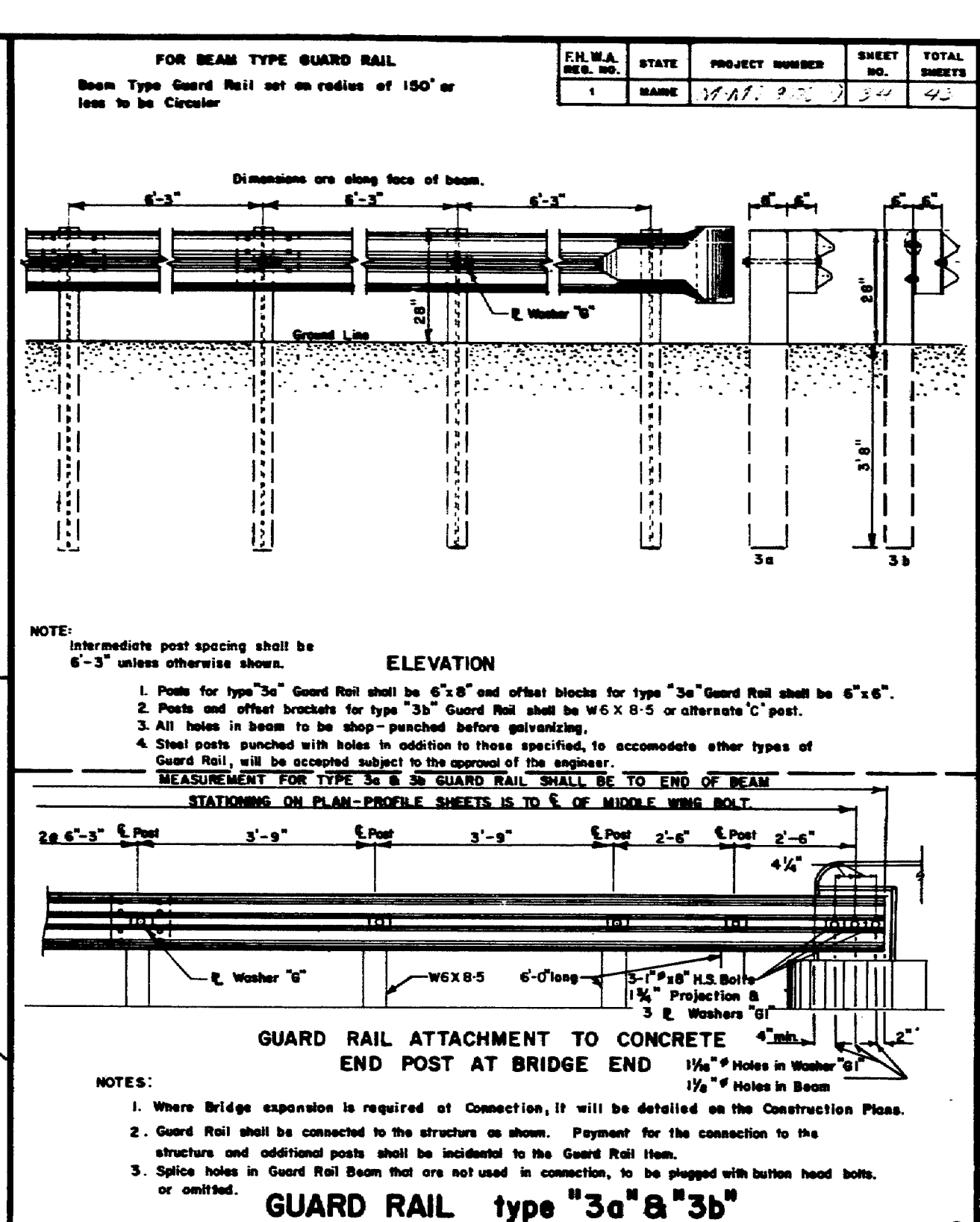
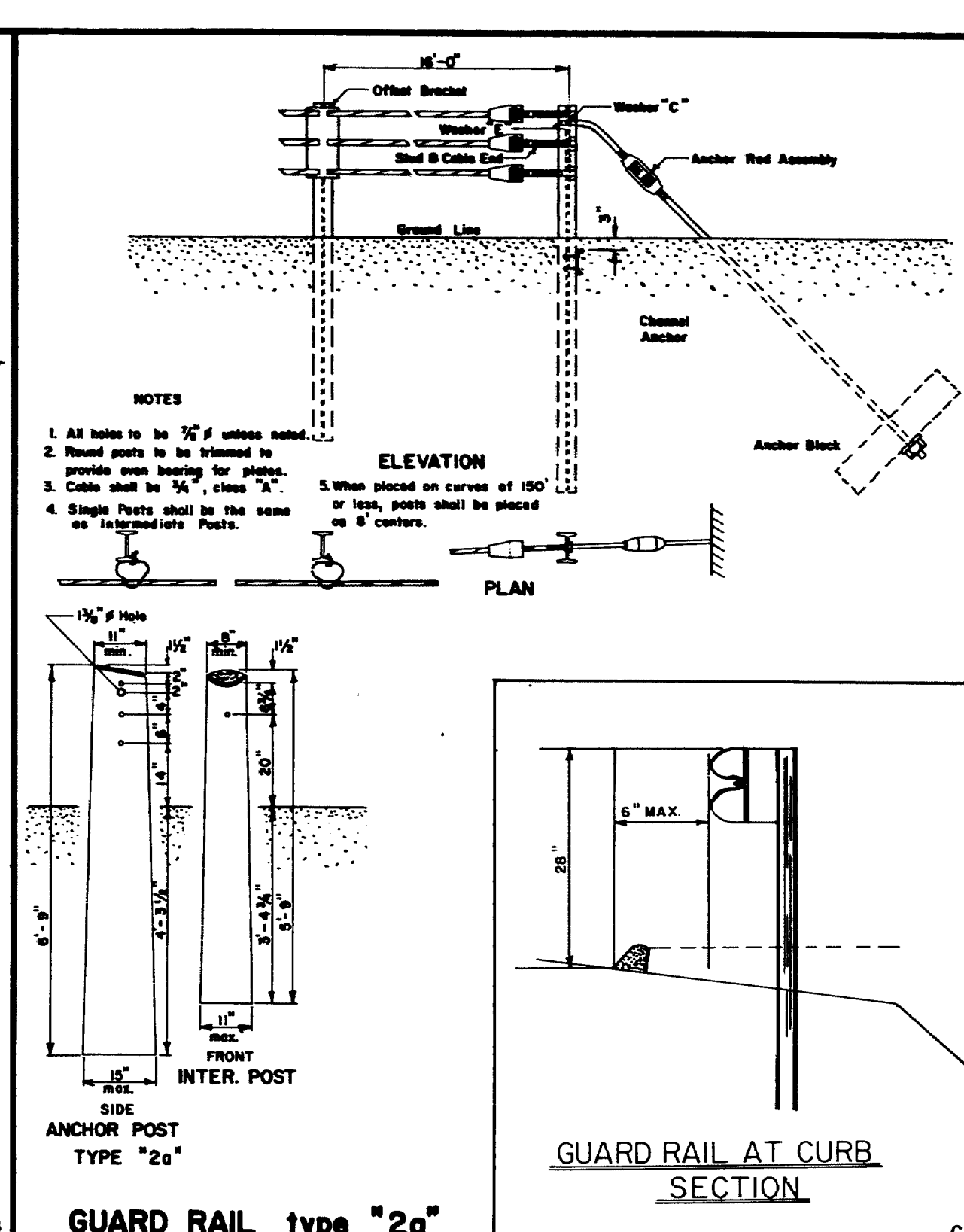
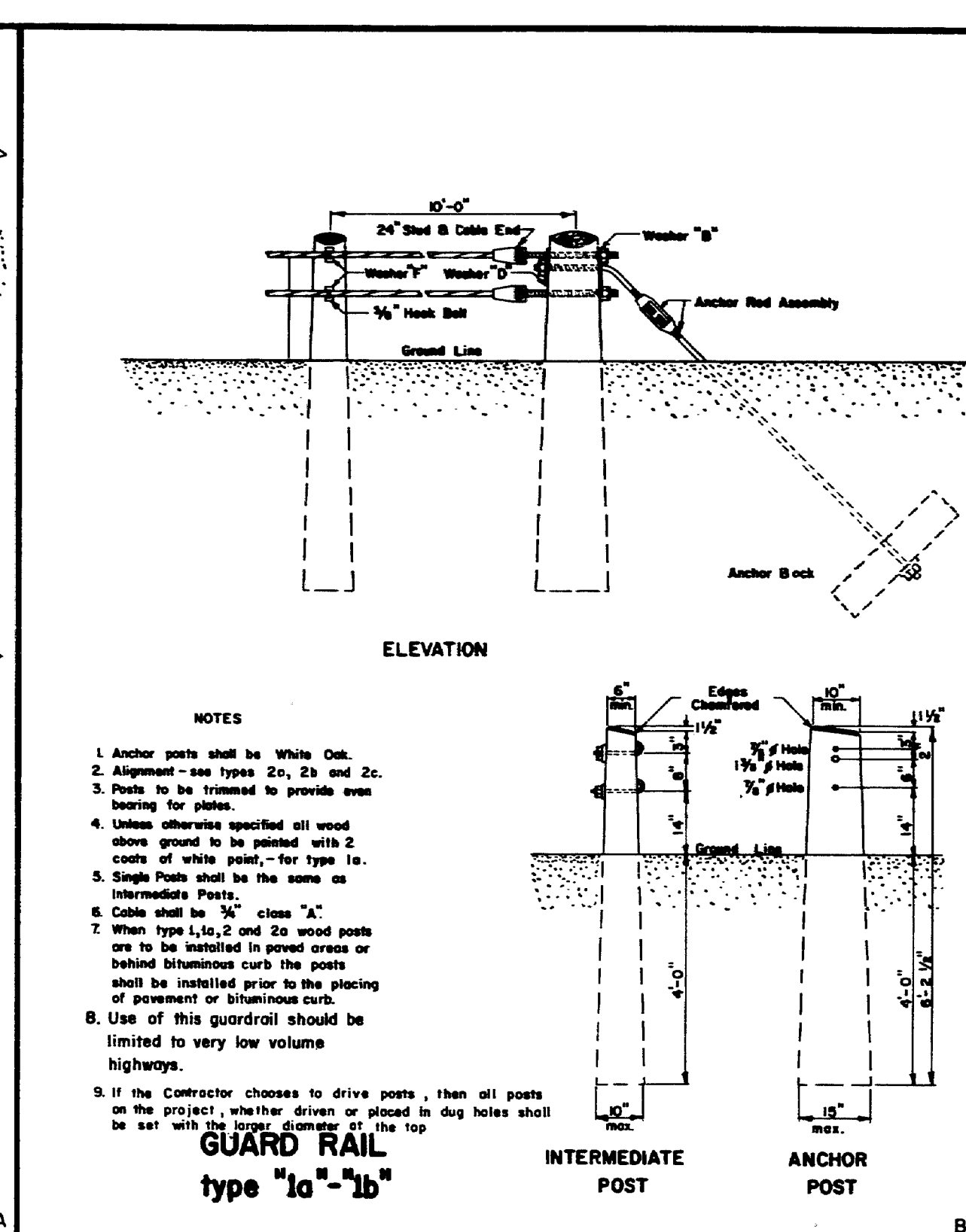
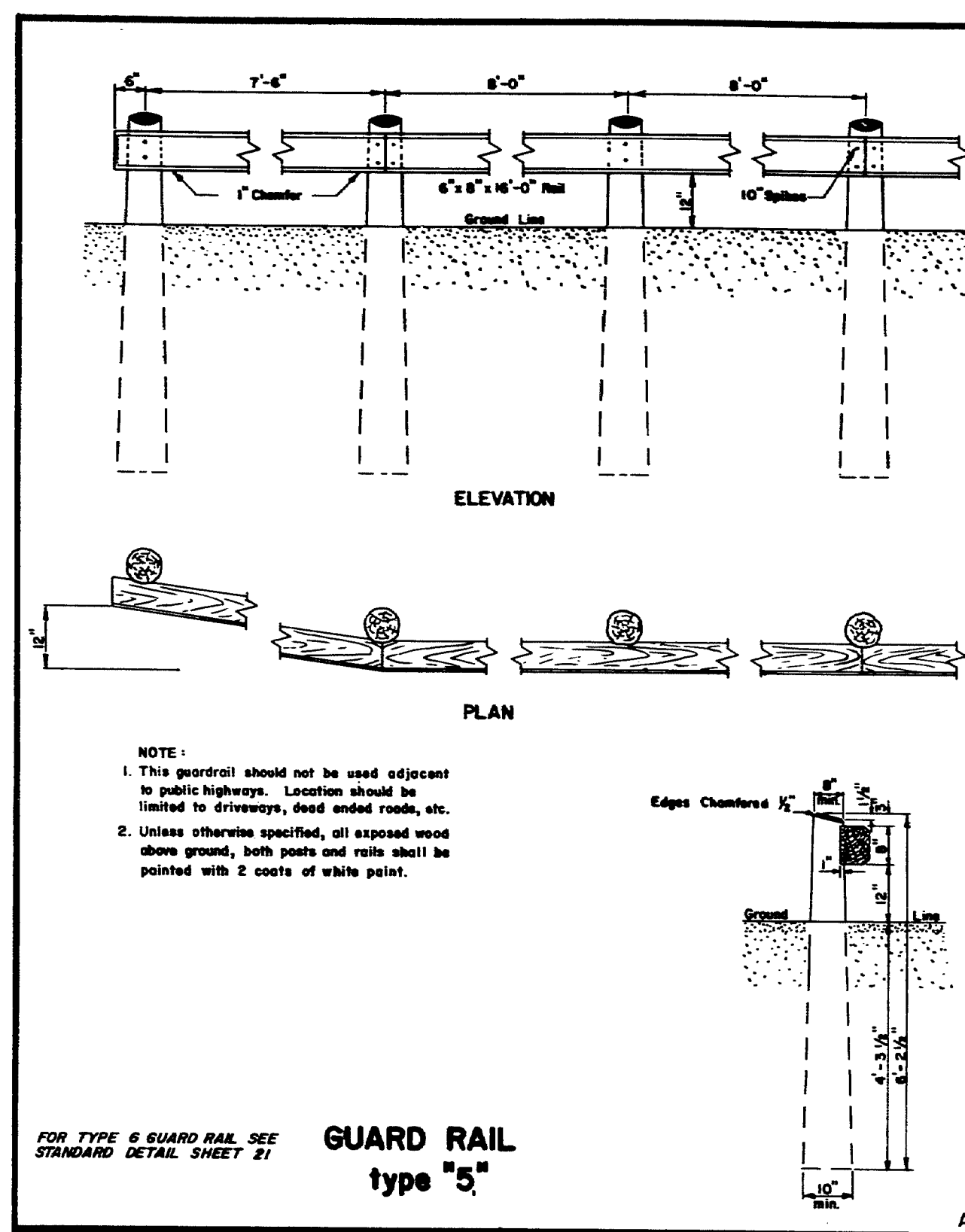


SUPPORTS FOR MAILBOXES



REVISIONS				STATE OF MAINE DEPARTMENT OF TRANSPORTATION AUGUSTA, MAINE			
Plate 5-A	12-24-69	Plate 5-B	1-27-71	Plate 5-C	5-12-71	Plate 5-D	1-19-72
Plate 5-E	6-7-72	Plate 5-F	6-7-72	Plate 5-G	6-7-72	Plate 5-H	6-7-72
Plate 5-I	10-22-74	Plate 5-J	3-18-75	Plate 5-K	6-26-75	Plate 5-L	6-26-75

STANDARD DETAILS



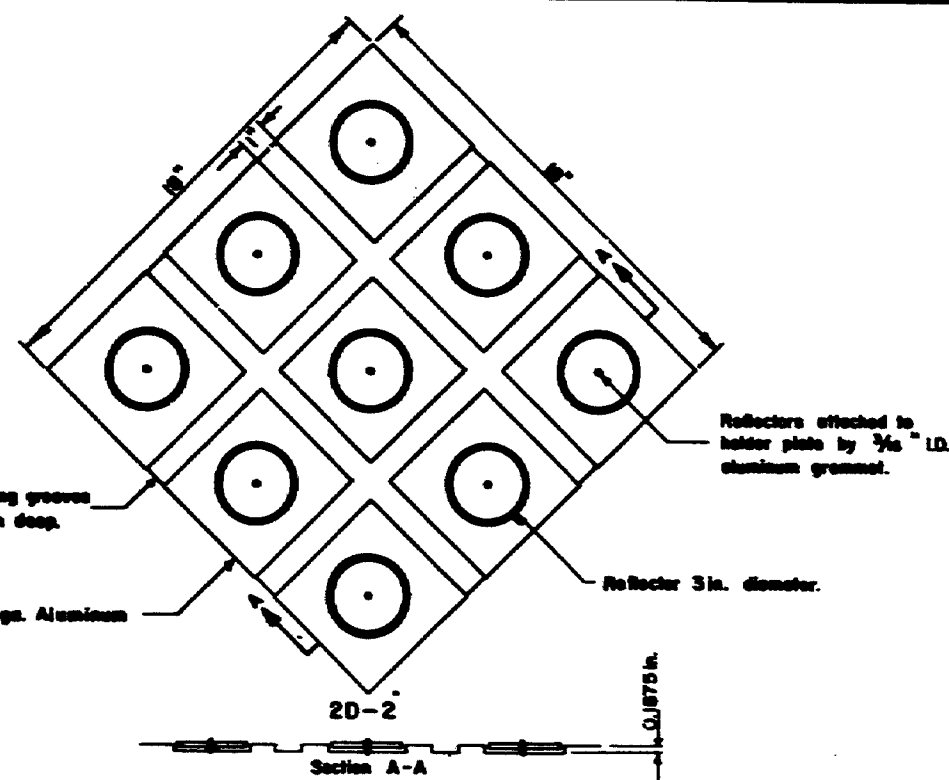
REVISIONS		STATE OF MAINE DEPARTMENT OF TRANSPORTATION AUGUSTA, MAINE
PLATE "D"	11-22-71	
PLATES C, D, E, H	2-17-72	
PLATE C	10-14-75	

STANDARD DETAILS

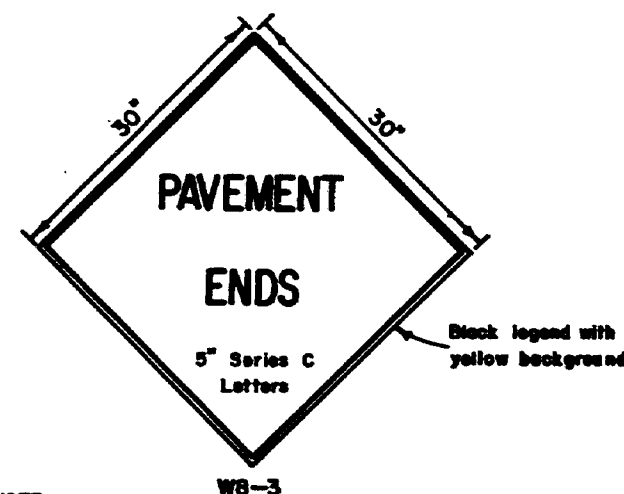
GUARD RAILS, ANCHOR ASSEMBLIES, PLATE WASHERS and STANDARD FITTINGS

AUG. 1969

170-24



HAZARD MARKER

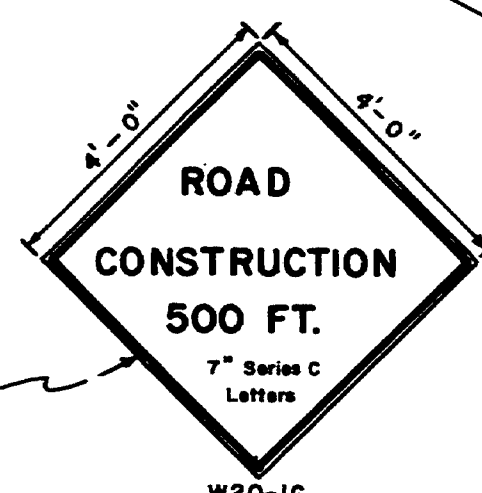
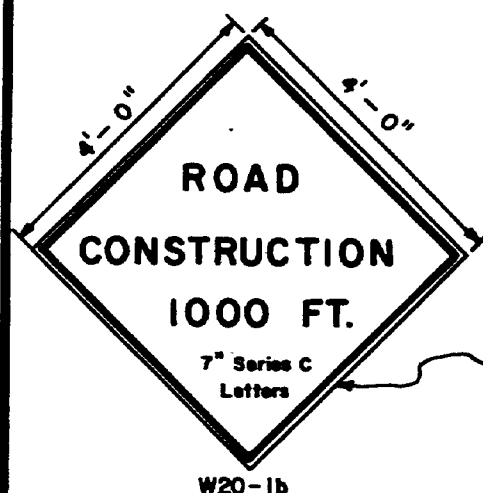
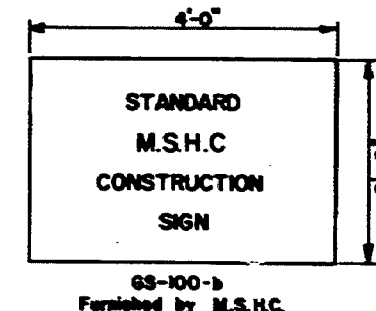
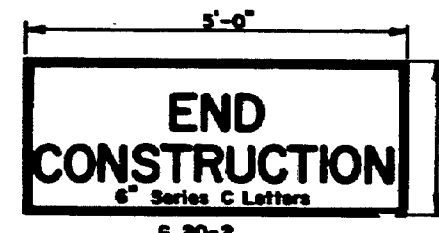


NOTE

SIGNING IN AN AREA WHERE BLASTING IS NECESSARY SHALL BE PLACED AS OUTLINED IN THE "MANUAL", AND THE PRECAUTIONS OF SUBSECTION 107.12 OF THE STANDARD SPECIFICATIONS SHALL BE OBSERVED.

GENERAL NOTE

- Construction Signs
- 30' x 30' Sign - 1/4" Border, 1/4" Space from sign edge.
 - 2' x 5' Sign - 1/4" Border, 1/4" Space from sign edge.
 - 3' x 4' Sign - 1/4" Border, 1/4" Space from sign edge.
 - 4' x 4' Sign - 1/4" Border, 1/4" Space from sign edge.



CONSTRUCTION SIGNS

GENERAL NOTES - BARRICADES

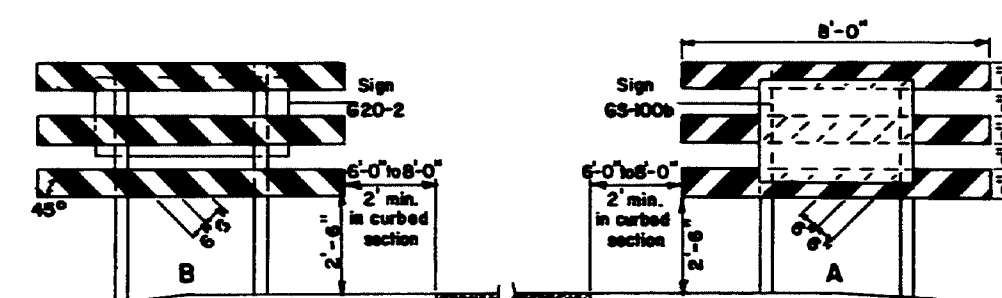
- Unless otherwise designated, sign designation letters shall refer to the "Manual of Uniform Traffic Control Devices for Streets and Highways," published by the U.S. Department of Transportation, Federal Highway Administration, 1971.
- White stripes shall be of silver reflective sheeting bonded to 0.019 minimum gauge aluminum, 16 minimum gauge galvanized steel, or 1/4" plywood. Individual white sheets may be attached to a black background or orange reflectorized background to form the black or orange and white stripes. At the Contractor's option the reflective sheeting and backing may extend the full width of the barricade with an opaque film or paint applied to form the stripes.
- All signs shall be of reflective sheeting on 5/8" thick plywood. The plywood shall conform to subsection 712.25, Maine State Highway Commission, Standard Specifications, June 1968.
- Pressure sensitive reflective sheeting will be an acceptable alternate to the reflective sheeting required by Maine State Highway Commission, Standard Specifications.

NOTES - PORTABLE BARRICADES

- Lumber sizes for portable barricades shall be 2" x 8" except posts which shall be 4" x 4" (nominal sizes).
- The detour sign shall be an oversized M-10 sign with a detachable "DETOUR" message which shall be made of screened reflective sheeting on 1/4" plywood, masonite, sheet steel or sheet aluminum.
- Hazard markers shall be attached to the barricade with a bolt assembly of steel cadmium plated 5/16" bolt, lock washer and vandal resistant nuts.
- When two M-6 signs are required, R11-2, R11-3, or R11-4 signs shall be omitted.
- Flashing lights housings shall be mounted to permit rotating in a vertical axis to allow for adjustment to face oncoming traffic.
- Location of electric service and meter to be determined after the power source has been located.

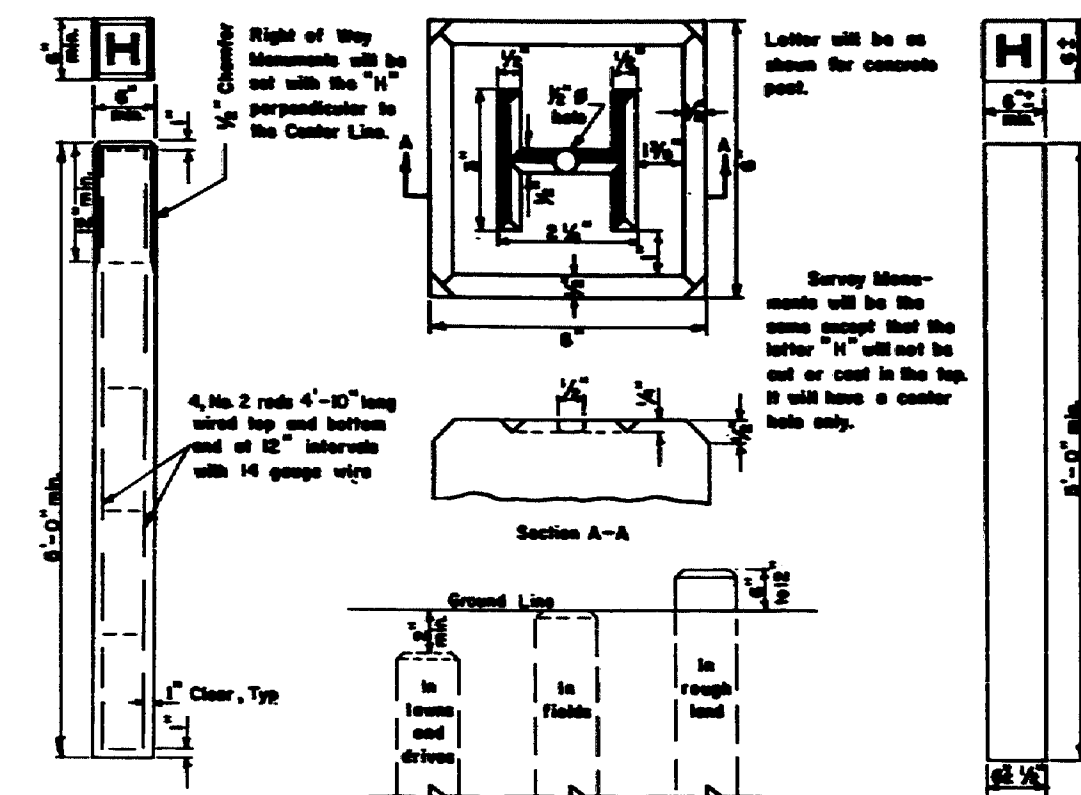
NOTES - WING BARRICADES

- Lumber sizes for wing barricades shall be 1" x 8" except posts which shall be 4" x 4" (nominal sizes).
- Wing barricades will not be required unless specifically called for in the special provisions.
- Location of signs and barricades will be determined by the Engineer.



WING BARRICADES

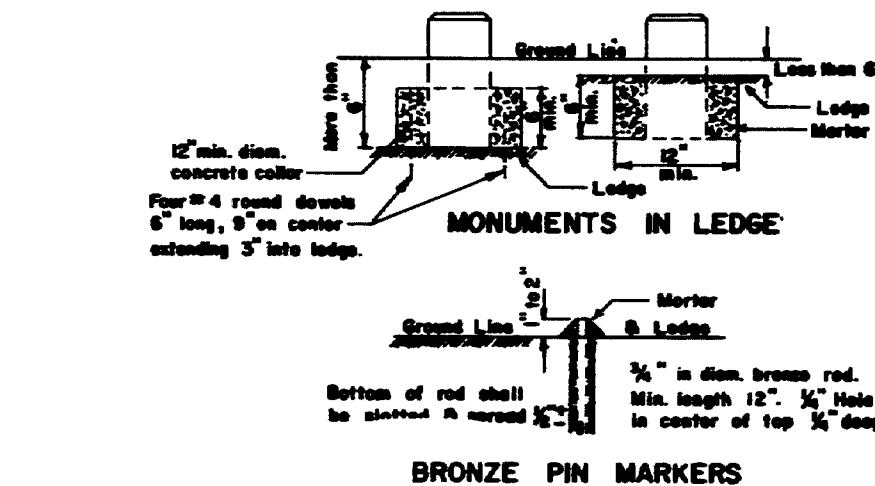
RIGHT OF WAY & SURVEY MONUMENTS



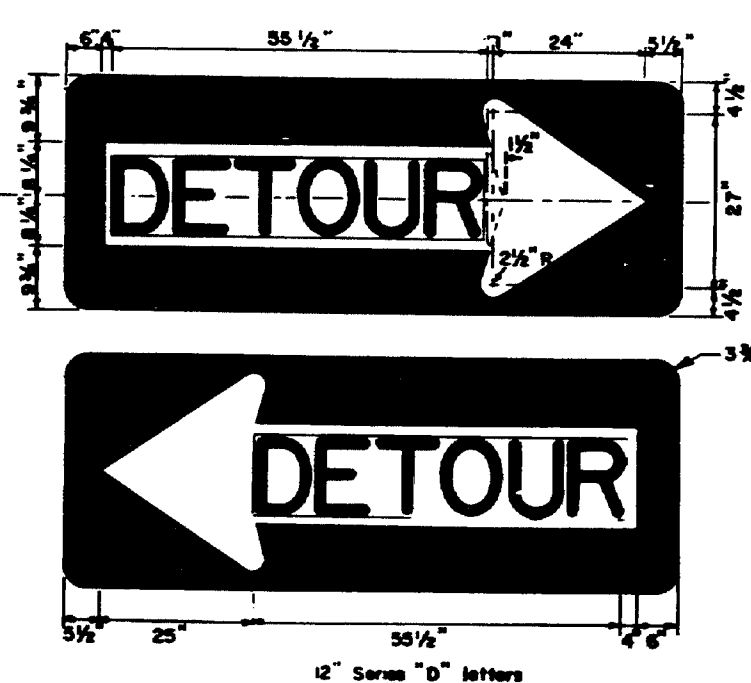
CONCRETE MONUMENT

MONUMENTS IN EARTH

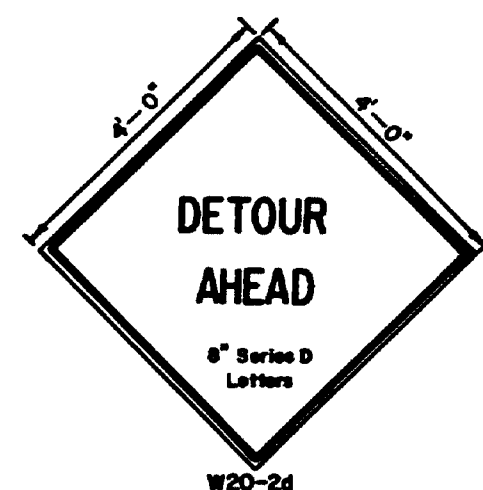
GRANITE MONUMENT



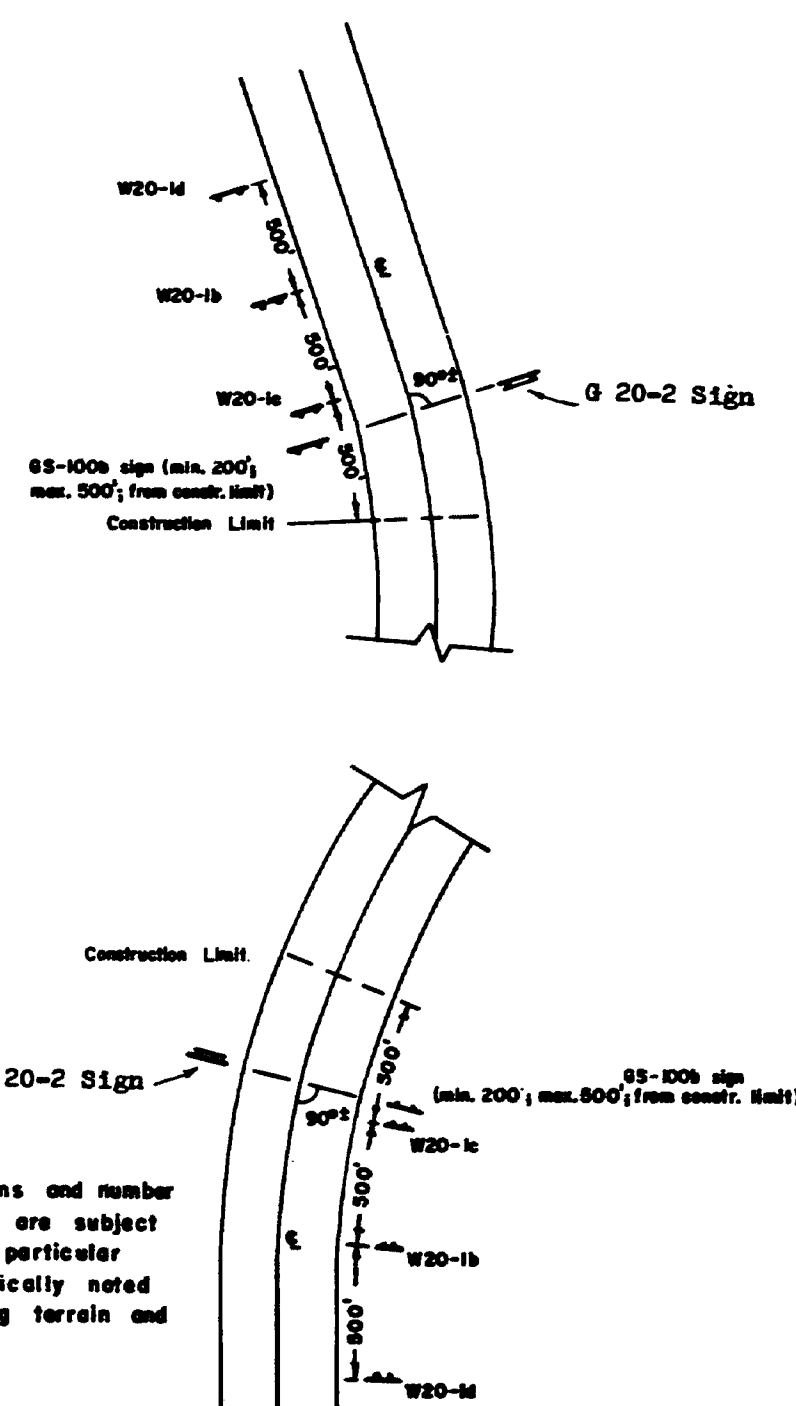
BRONZE PIN MARKERS



DETOUR SIGN
M 4-(L)

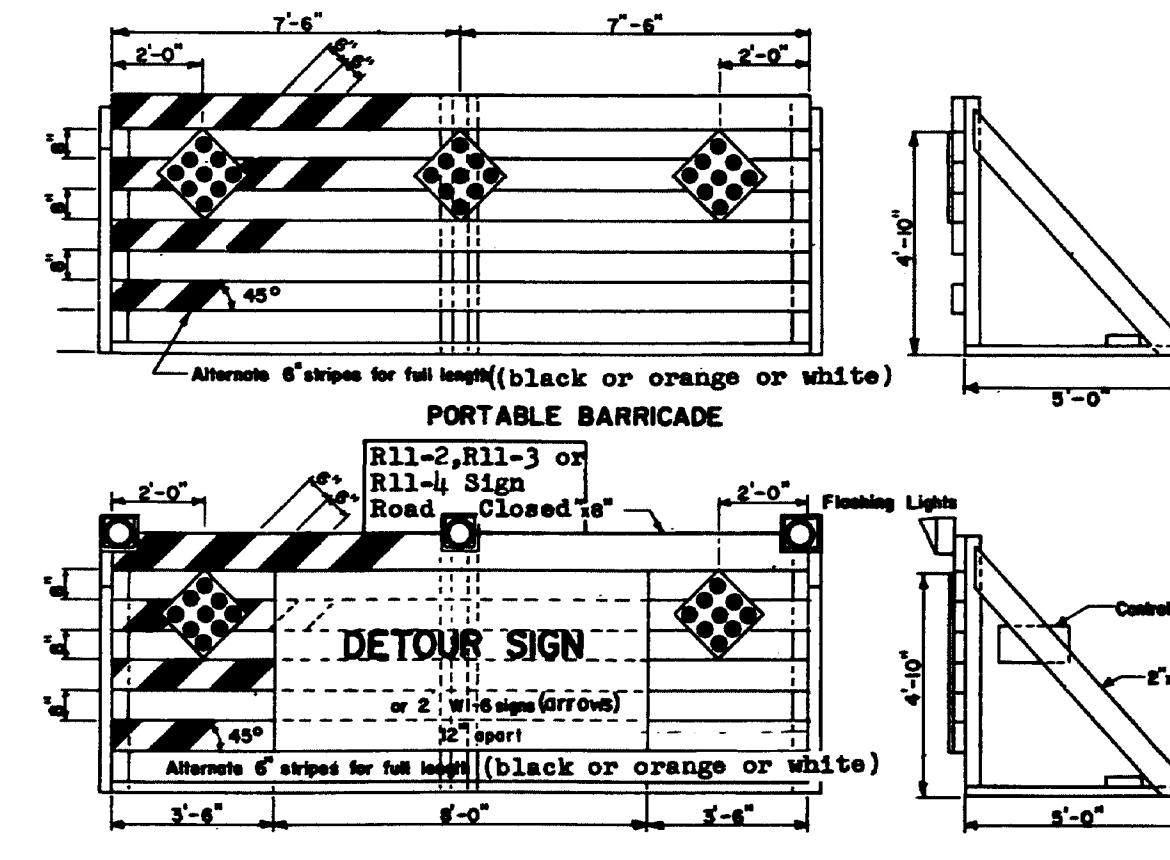


STANDARD SIGN LOCATIONS

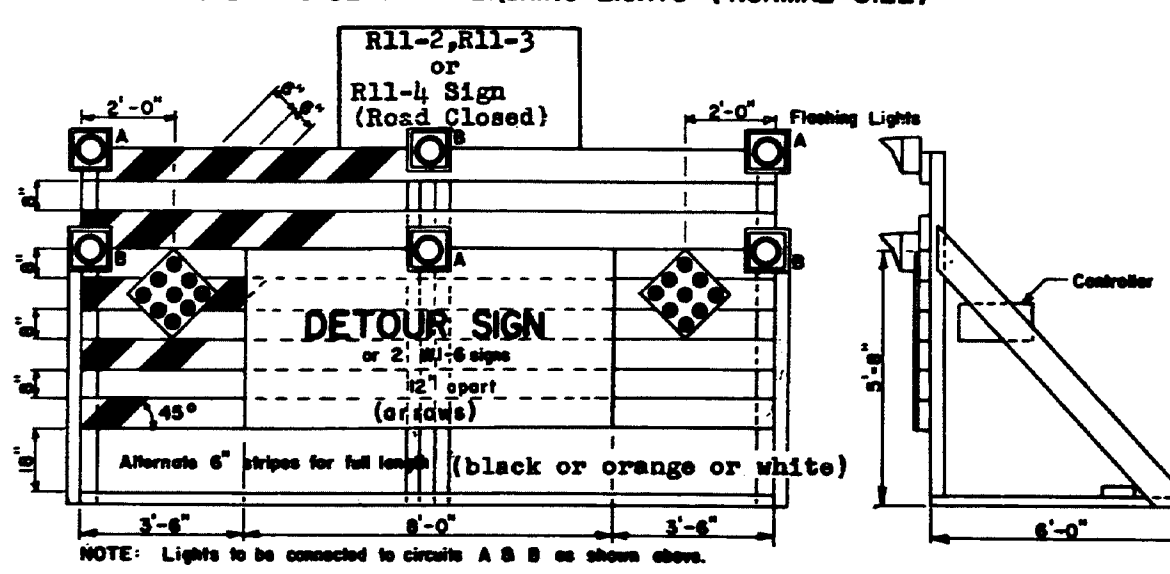


NOTE:

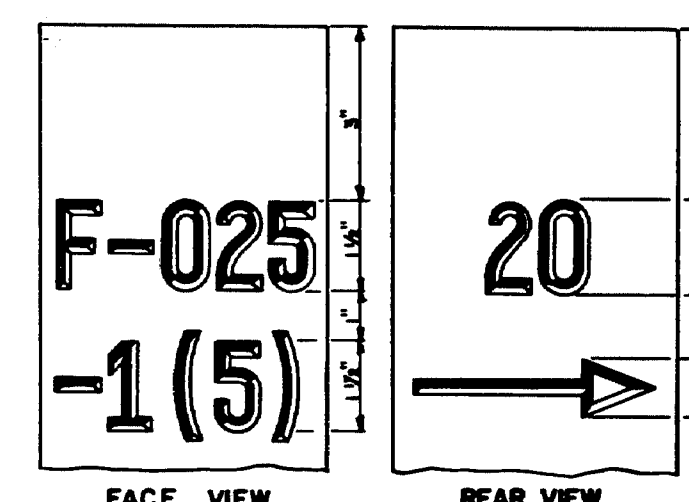
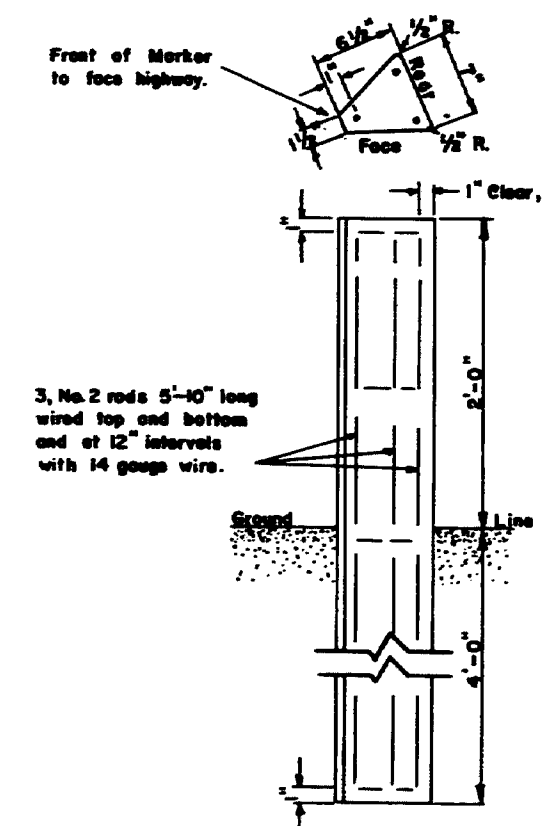
Standard locations and number of signs required are subject to variation on particular projects if specifically noted due to surrounding terrain and land use.



PORTABLE BARRICADE WITH FLASHING LIGHTS (NORMAL SIZE)



OVERSIZED PORTABLE BARRICADE WITH FLASHING LIGHTS
BARRICADES



NOTE:

- Distance from roadway shall be 30' minimum.
- When posts cannot be set on the exact station, the front of the post shall be painted black from the top to 3' down, and the offset distance marked on rear with an arrow pointing in direction of beginning or end of project.
- All markings to be 1/4" deep and 1/4" wide.

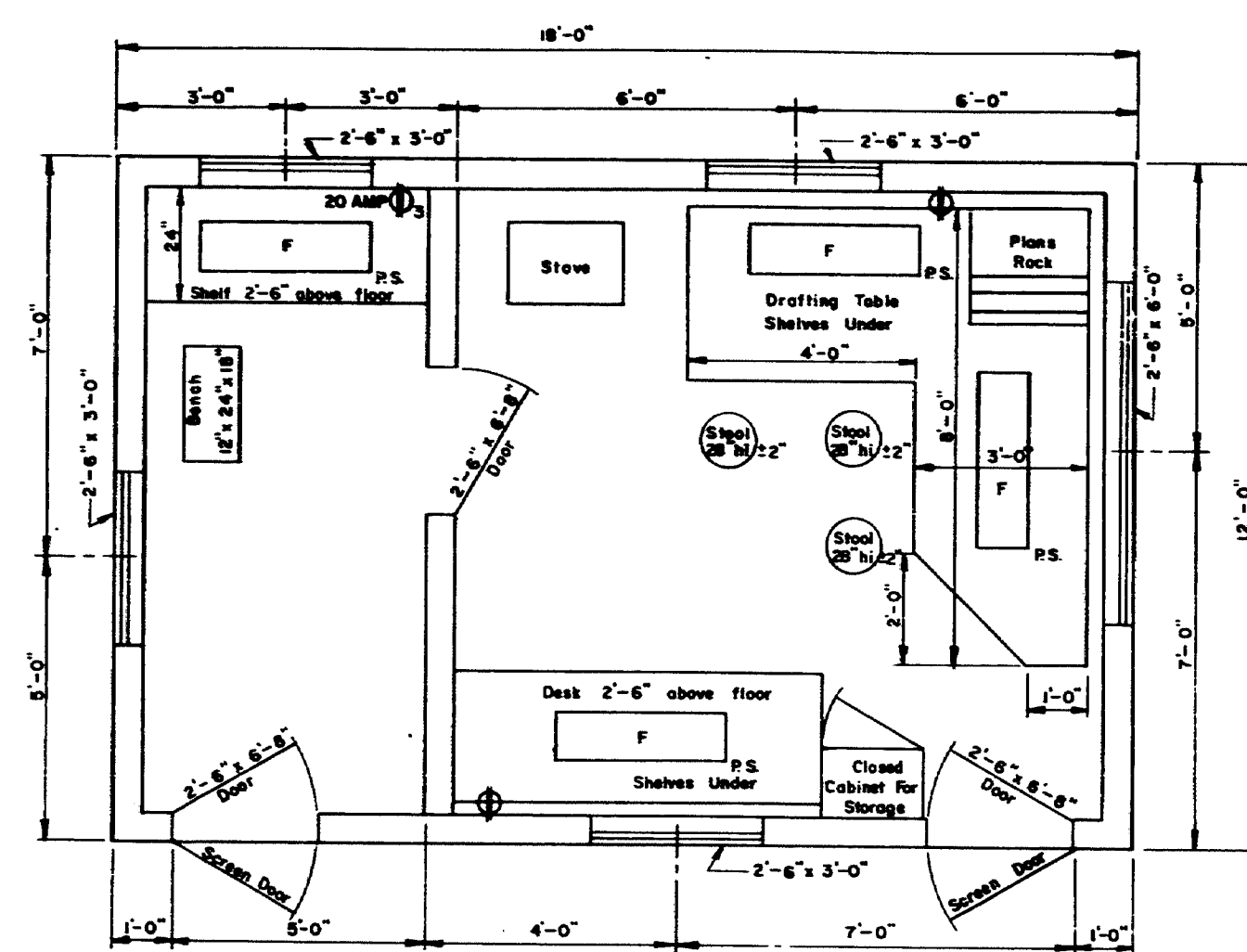
PROJECT MARKERS

REVISION	
PLATE B	12-21-70
PLATE C	12-15-71
PLATE D	10-12-72

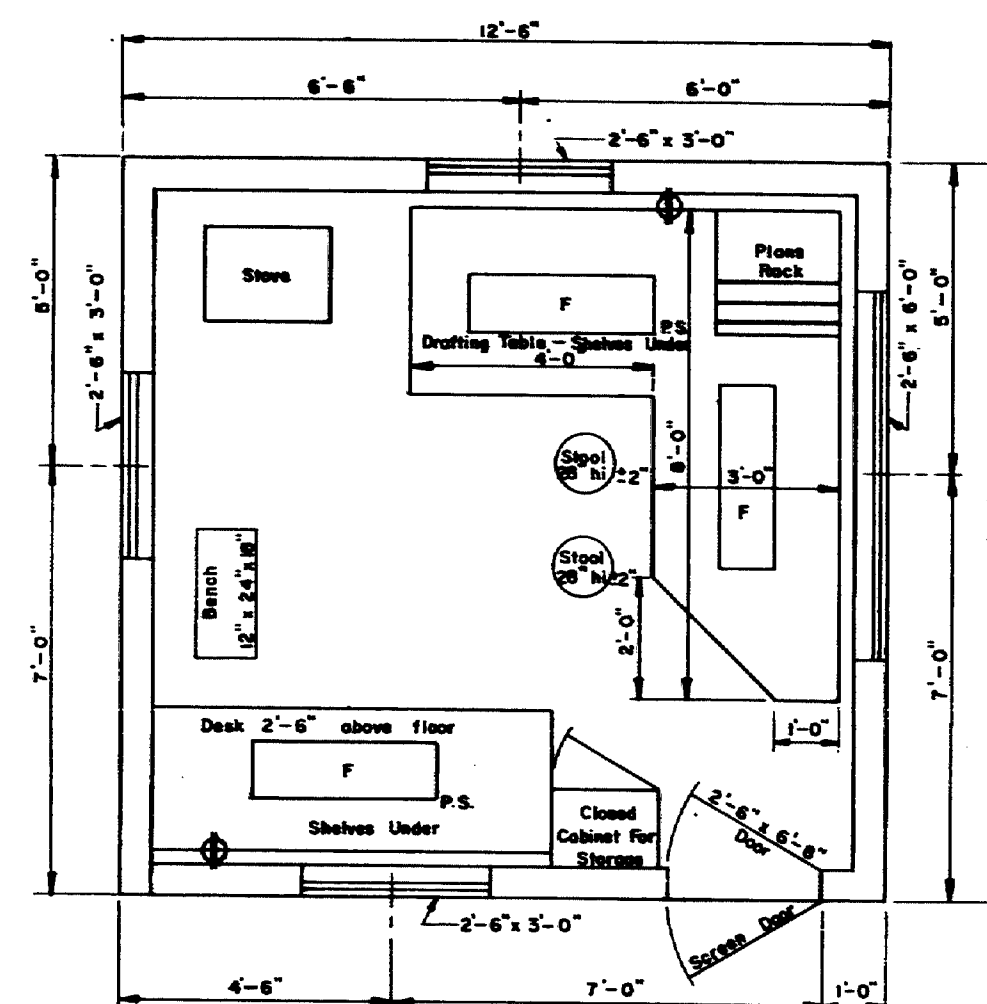
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

**BARRICADES
WARNING SIGNS
MONUMENTS
PROJECT MARKERS**
AUG. 1969

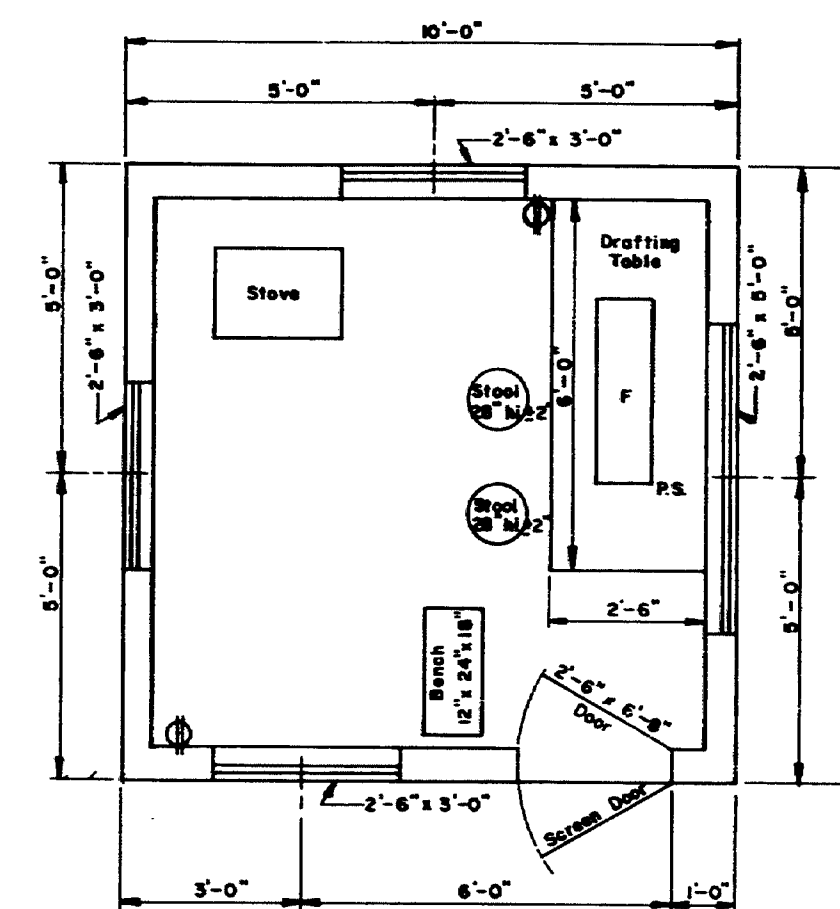
170-25



FLOOR PLAN
TYPE "A"



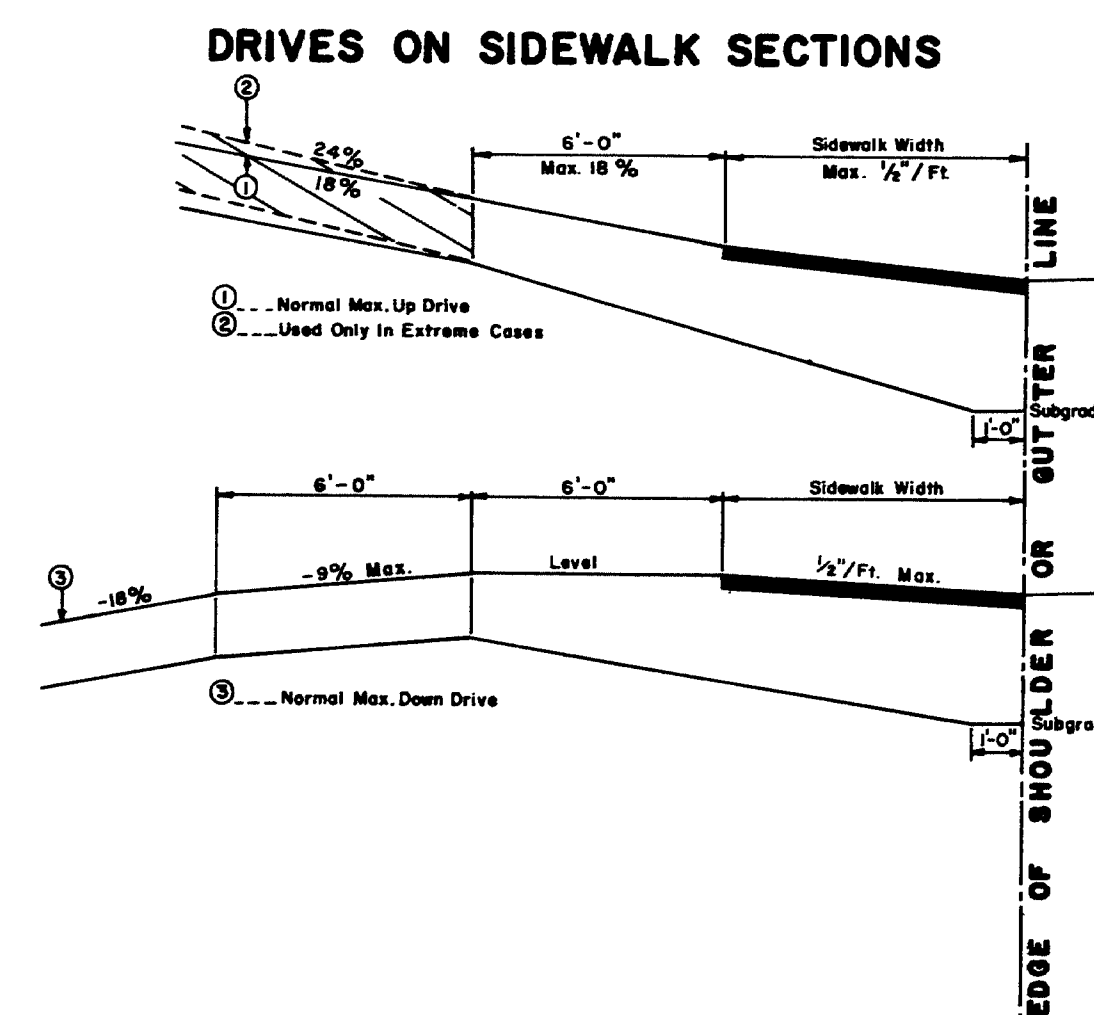
FLOOR PLAN
TYPE "B"



FLOOR PLAN
TYPE "C"

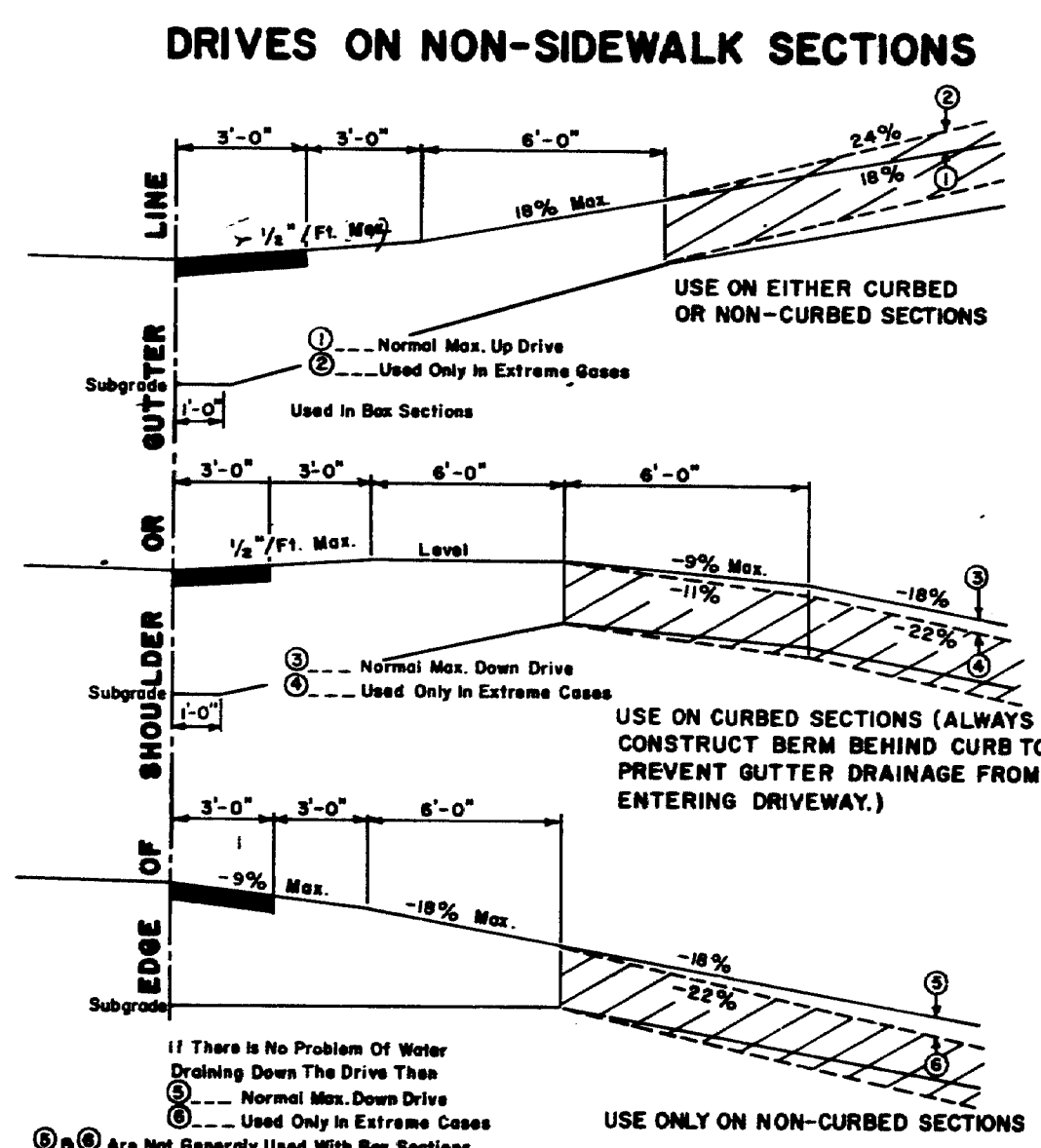
F.H.W.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	10-115-111	50	45

- GENERAL NOTES**
- Drafting table shall be 3'-6" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
 - Shelves under desk shall be constructed to received 11 1/2" x 14" x 25" transfiles.
 - Windows shall be double hung.
 - Stovepipe shall not be in direct contact with combustible material; the pipe shall be surrounded with at least 6" of fireproof material.
 - Continuous 110 volt 60 cycle electric service shall be supplied.
 - The engineer may rearrange the items shown on the plan views during construction of the field office.
 - FURNISHINGS TO BE SUPPLIED:**
 - 2 Straight back chairs for types A and B
 - 1 Bench for types A, B & C
 - 3 Stool for type A
 - 2 Stools for types B & C
 - SYMBOLS:**
 - F Fluorescent lights (2 light, rapid start 48" strips and 40 watt bulbs.)
 - P.S. Pull switch
 - ⊕ Duplex wall outlet—15 amp unless otherwise noted
 - ⊕₃ Triples Wall Outlet
 - For the Type "A" Field Office one clean 55 gal. drum shall be supplied, installed on a suitable rack and equipped with a spigot suitable for drawing off water. The drum shall be furnished with water at all times.



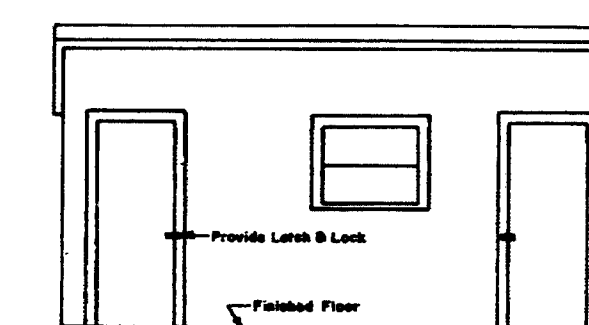
- GENERAL NOTES**
- The sidewalk width shall be paved in all cases.
 - All residential or commercial drives 10% and over shall be paved.

- NOTES ON MAXIMUM DRIVEWAY PROFILES**
- These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
 - Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
 - When grading drives which are flatter than the maximum profiles the following rule of thumb should be used, do not exceed a grade % change of more than 9% in a 6 foot increment of driveway length. This applies to both up and down profiles.

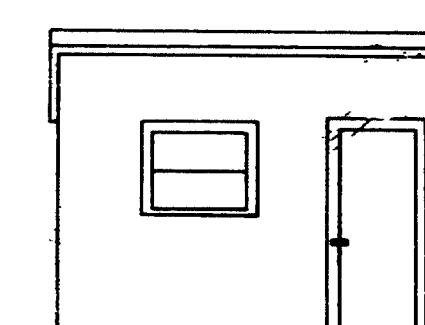


- GENERAL NOTES**
- The first 3' shown as pavement shall be paved only when abutting a paved area.
 - All residential or commercial drives 10% and over shall be paved.

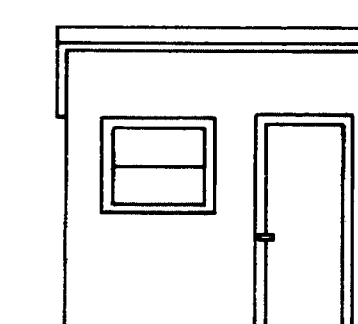
- NOTES ON MAXIMUM DRIVEWAY PROFILES**
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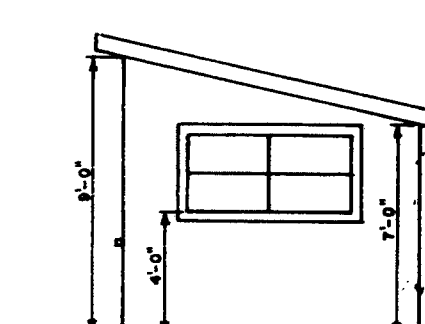
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"



FRONT ELEVATION
TYPE "C"



SIDE ELEVATION
TYPES "A", "B", & "C"

REVISIONS		
PLATE	D'E	3-16-75

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

STANDARD DETAILS

DRIVEWAY DETAILS
FIELD OFFICES
TESTING LABORATORY

AUG. 1969

(12)

170-26

EXPANSION PEDESTAL - EPA

FIXED PEDESTAL - FPA

EXPANSION PEDESTAL - EPB

FIXED PEDESTAL - FPB

PINTLE DETAIL

ANCHOR BOLT DETAIL

For EPA & EPB
MASONRY PLATE

EXPANSION PEDESTAL - EPC

FIXED PEDESTAL - FPC

PEDESTALS — ALLOWABLE LOADS & DIMENSIONS														
<i>Pedestal</i>	<i>Load</i>	A	B	C	D	E	F	G	H	J	K	L	M	N
<i>EPA</i>	132 ^K	—	—	—	—	—	—	—	—	—	8"	4"	3 1/2"	5 1/2"
<i>FPA</i>	130 ^K	—	—	—	—	—	—	—	—	—	8"	4"	3 1/2"	5 1/2"
<i>EPB-1</i>	120 ^K	—	6"	8"	1 7/8"	8"	10"	6"	7 1/2"	2"	8"	4"	3 1/2"	5 1/2"
<i>EPB-2</i>	165 ^K	—	7"	10"	1 1/2"	9"	1 1/2"	7"	8"	3"	10"	5"	3 1/2"	6 1/2"
<i>EPB-3</i>	226 ^K	—	8"	1 1/2"	2 1/2"	10"	1 1/2"	8"	10"	4 1/2"	1 1/2"	5"	4 1/2"	2 1/2"
<i>FPB-1</i>	120 ^K	—	6"	8"	1 7/8"	8"	—	—	7 1/2"	2"	—	—	—	—
<i>FPB-2</i>	165 ^K	—	7"	10"	1 1/2"	9"	—	—	8"	3"	—	—	—	—
<i>FPB-3</i>	226 ^K	—	8"	1 1/2"	2 1/2"	10"	—	—	10"	5"	—	—	—	—
<i>EPG-1</i>	70 ^K	9 1/2"	6"	8"	1 3/8"	8"	1 1/2"	3 1/2"	3"	3"	4 1/2"	—	1"	6"
<i>EPG-2</i>	100 ^K	1 1/8"	8"	8"	1 3/8"	8"	1 1/2"	3 1/2"	5"	3"	5"	—	1"	6"
<i>EPG-3</i>	130 ^K	1 1/2"	10"	8"	1 3/8"	9"	1 1/2"	4"	3"	3"	6 1/2"	—	1"	7"
<i>EPG-4</i>	160 ^K	1 1/2"	10"	8"	1 1/2"	9"	1 1/2"	4"	4"	3"	6 1/2"	—	1"	7"
<i>EPG-5</i>	190 ^K	1 1/2"	10"	9"	2 1/2"	10"	2"	4 1/2"	5"	3"	6 1/2"	—	1"	8"
<i>EPG-6</i>	220 ^K	1 1/2"	1 1/2"	10"	2 1/2"	10"	2 1/2"	5"	5"	3"	10 1/2"	—	1"	8"
<i>EPG-7</i>	230 ^K	1 1/2"	1 1/2"	10"	2 1/2"	10"	2 1/2"	5"	5"	4"	10 1/2"	—	1"	8"
<i>FPG-1</i>	100 ^K	—	—	8"	1 3/8"	9"	1 1/2"	2 1/2"	8"	—	6 1/2"	—	—	6"
<i>FPG-2</i>	160 ^K	—	—	8"	1 3/8"	10"	1 1/2"	3"	8"	—	6 1/2"	—	—	7"
<i>FPG-3</i>	190 ^K	—	—	9"	2 1/2"	10"	1 1/2"	3"	10"	—	6 1/2"	—	—	8"
<i>FPG-4</i>	220 ^K	—	—	10"	2 1/2"	10"	1 1/2"	4"	10"	—	6 1/2"	—	—	8"
<i>FPG-5</i>	230 ^K	—	—	10"	2 1/2"	10"	1 1/2"	4"	10"	—	6 1/2"	—	—	8"

NOTE: At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger all around than size of masonry plates and to exact elevations shown on the plans. If dressed one inch below the surface of the surrounding bridge seat a small channel shall be cut to the edge of the bridge seat for drainage where required by the Engineer. Channels shall have a min. width of 2" and min. slope of $\frac{1}{8}$ inch per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.

DESIGN SPECIFICATIONS

*A.A.S.H.O., Standard Specifications
for Highway Bridges, 1973*

A.S.T.M. STEEL CLASSIFICATION

Anchor Bolts - A36
All other - A36.

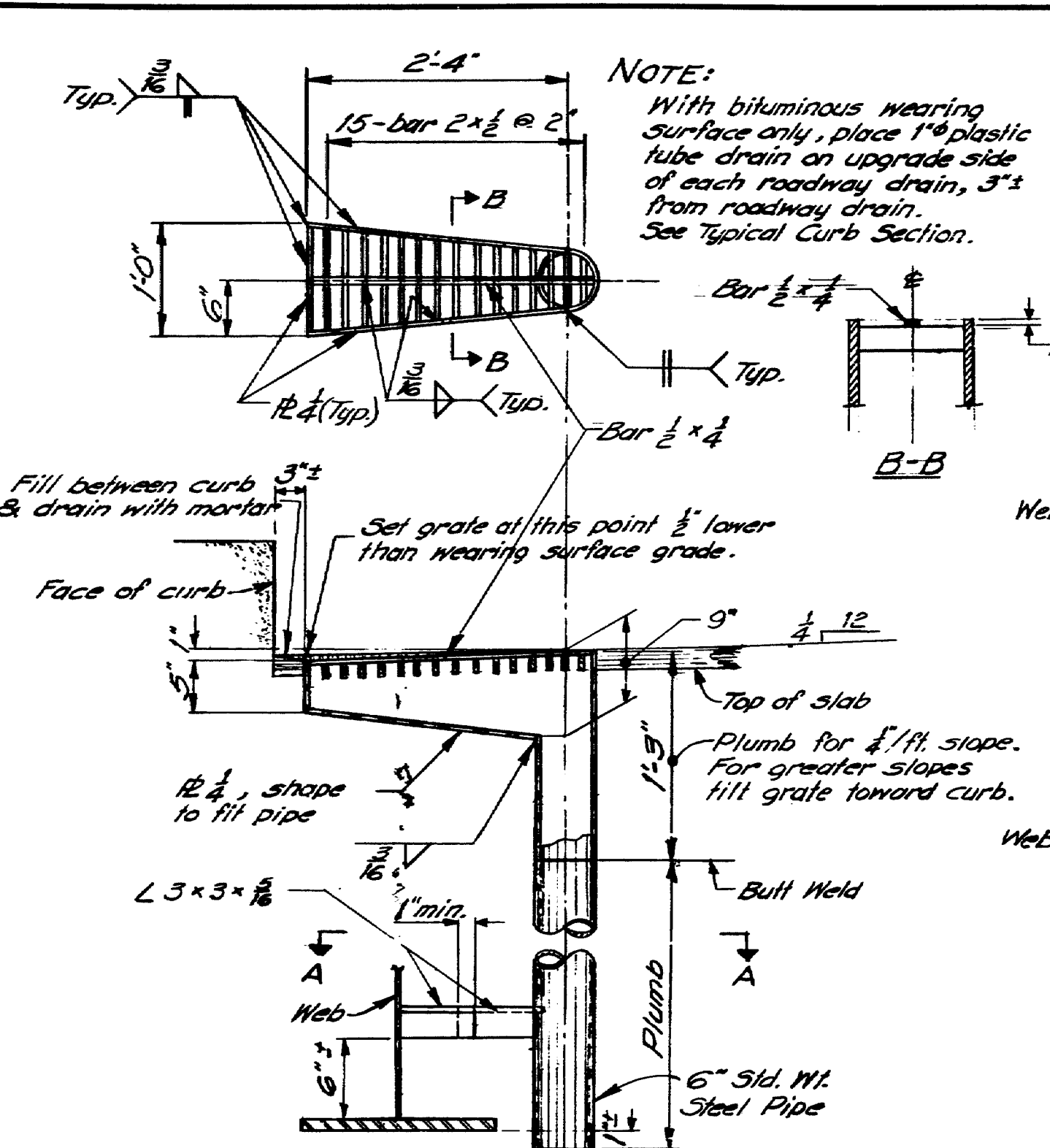
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS

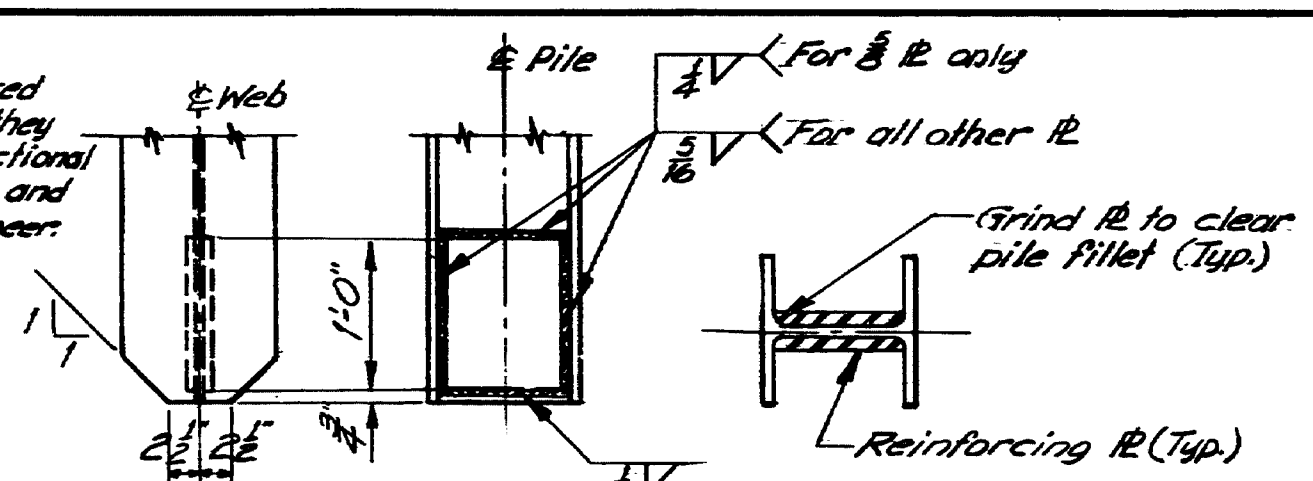
(BD 101 -74)

BEARING PEDESTALS

SHEET OF AUGUSTA, ME. APRIL, 1974



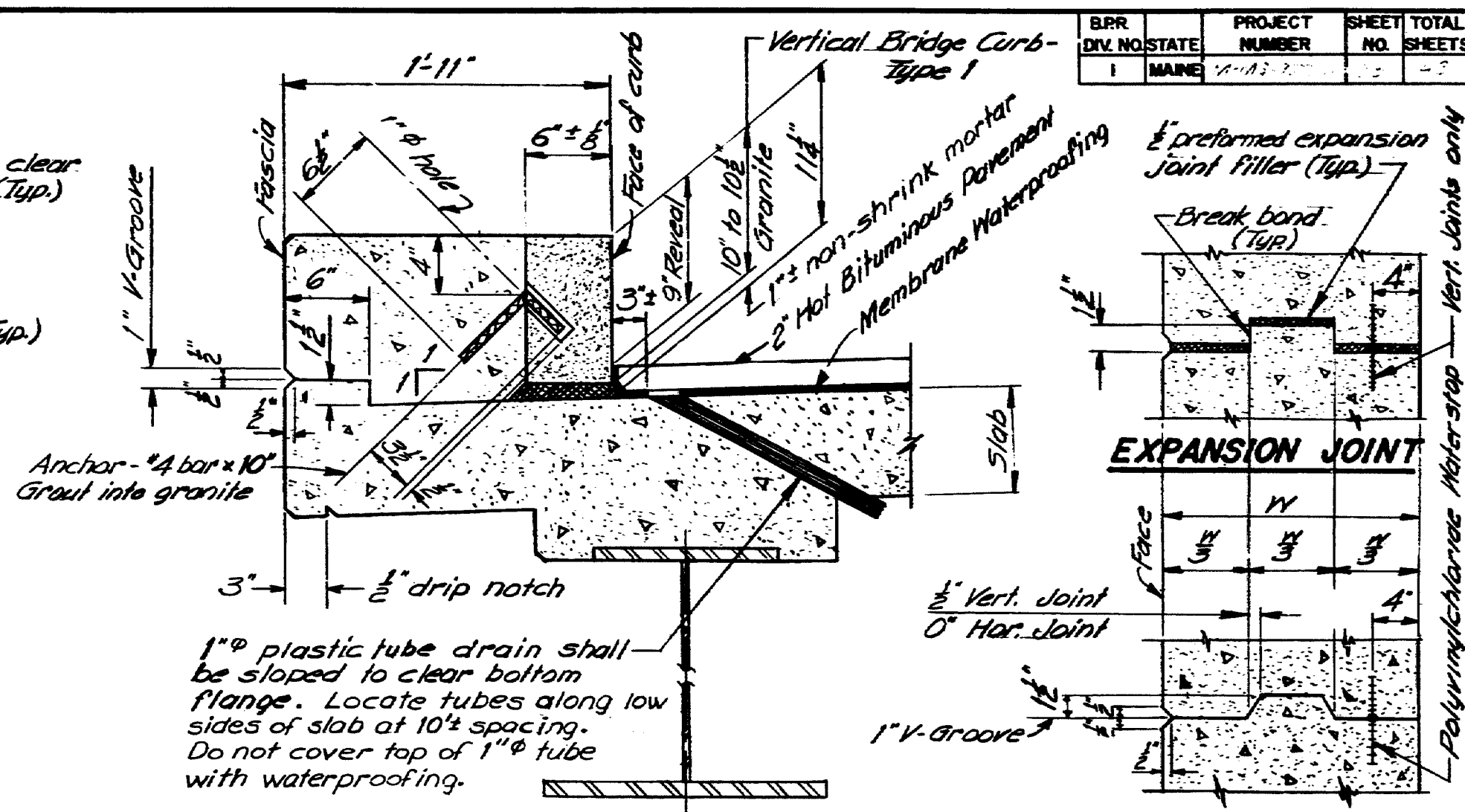
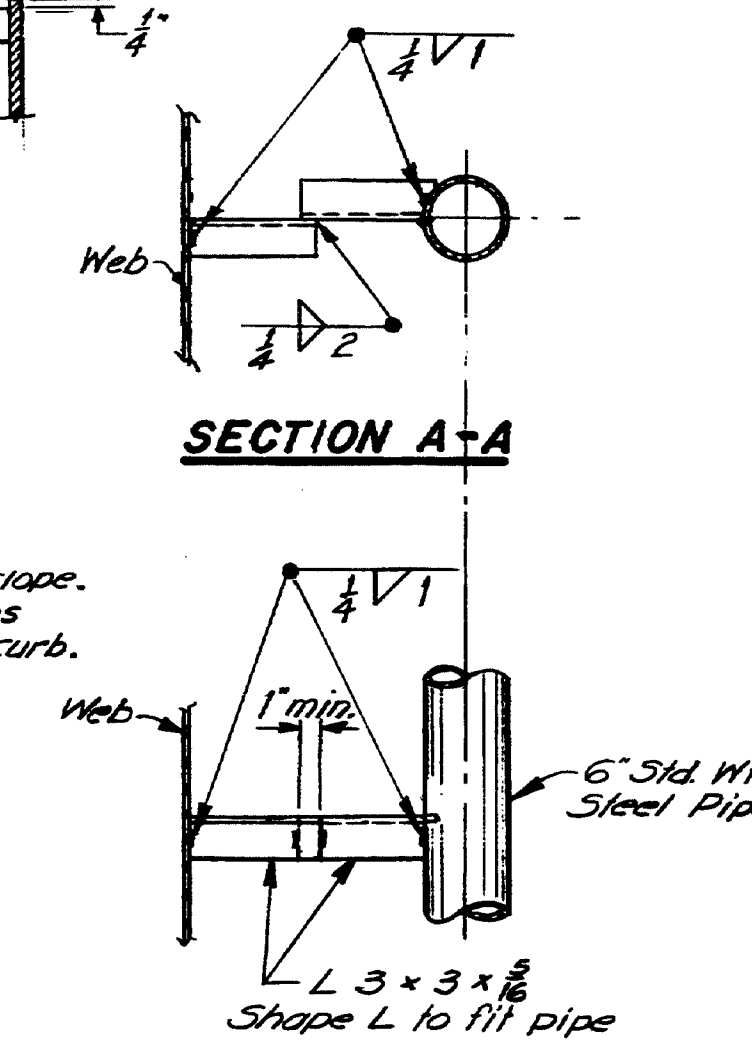
NOTE:
Alternate pointed reinforced pile tips may be used if they have at least the cross-sectional area of the pile tip shown, and are approved by the Engineer.



POINTED REINFORCED PILE TIP
Note: Plates may be shop or field welded

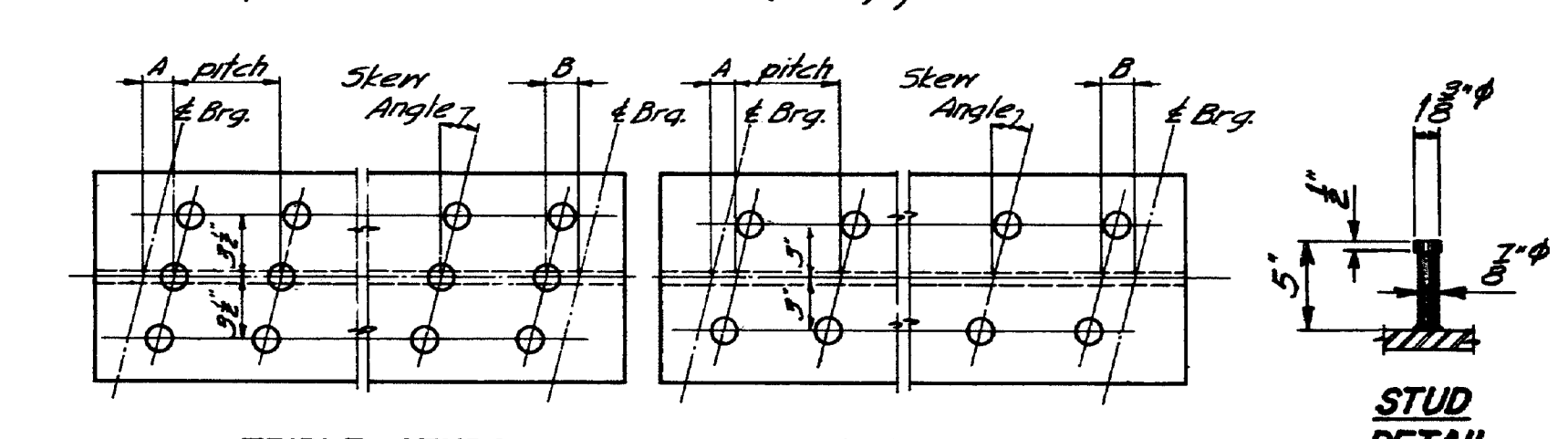
PILE SIZE	REINFORCING R SIZE
HP 10 x 42	8# x 3/8 x 1'-0"
HP 10 x 57	8# x 3/8 x 1'-0"
HP 12 x 53	10# x 3/8 x 1'-0"
HP 12 x 74	10# x 3/8 x 1'-0"
HP 14 x 73	12# x 3/8 x 1'-0"
HP 14 x 89	12# x 1 x 1'-0"

SECTION A-A



CURB SECTION
(Hot Bituminous Pavement only)

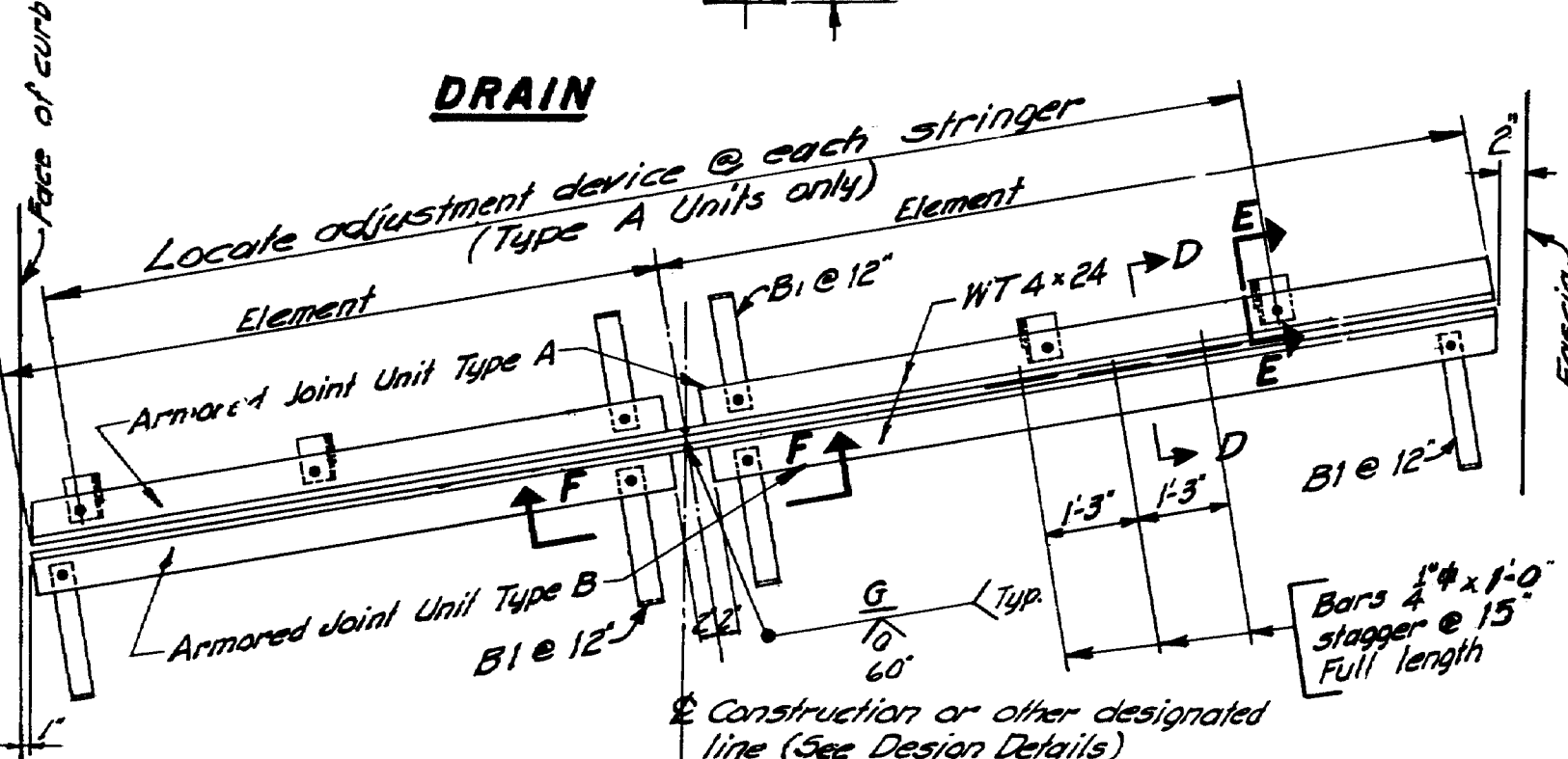
CONSTRUCTION & CONTRACTION JOINTS



TRIPLE STUDS

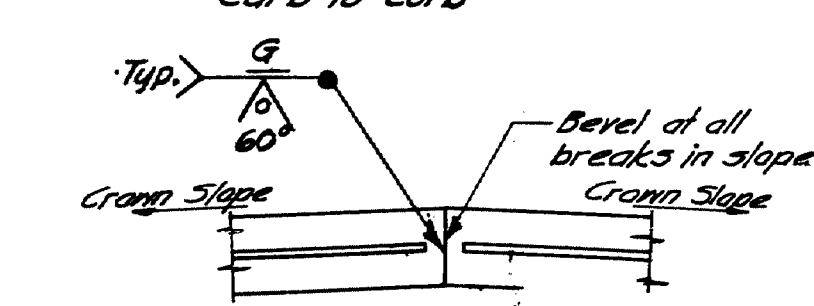
DOUBLE STUDS

STUD DETAIL



DRAIN

HALF PLAN
Curb to curb



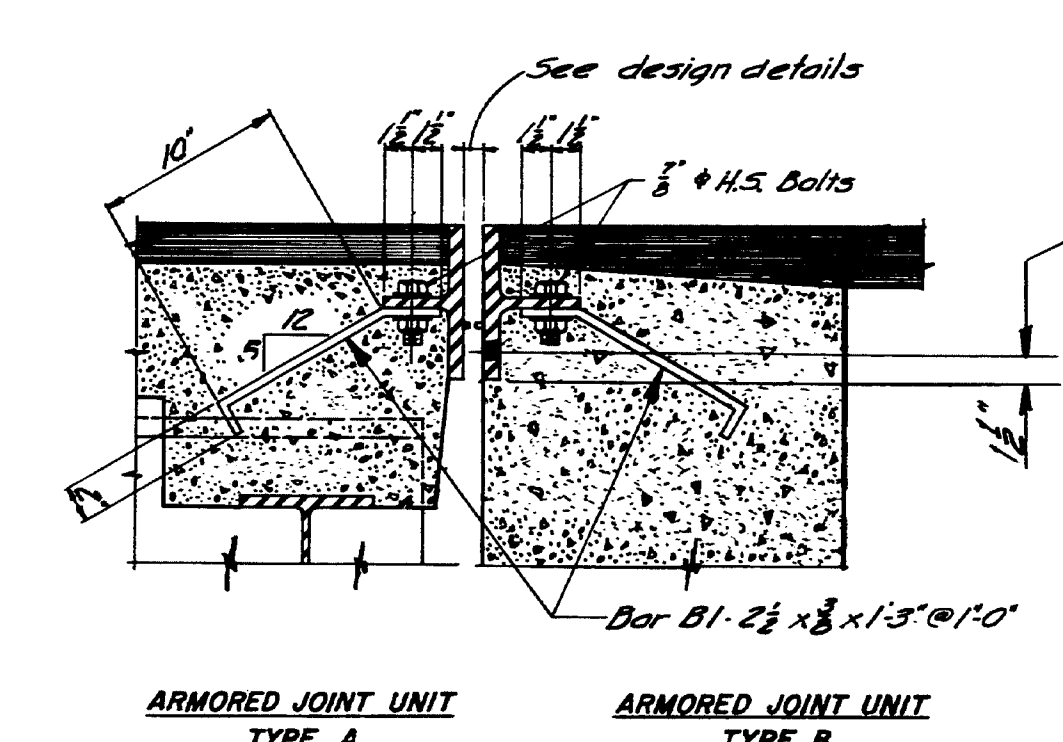
HALF PLAN
Fascia to fascia

NOTE

1. Type A Armored Joint Units are intended to be used for attachment to superstructures. Type B Armored joint units are intended to be used for attachment to abutments. At armored joints over piers, two (2) Type A Armored Joint Units shall be used.
2. When more elements than two (2) are required by the design details, the elements of both units shall be field welded together in the same manner as shown in Section F-F.
3. Armored Joints to be paid for as Structural Steel.

ARMORED JOINT

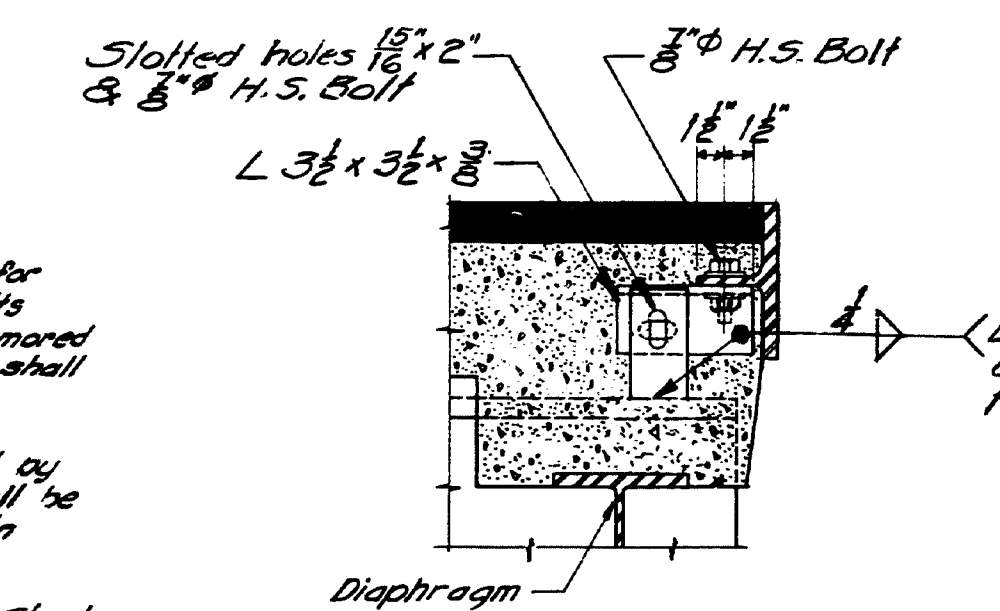
An armored joint consists of two armored joint units. See note 1.



ARMORED JOINT UNIT TYPE A

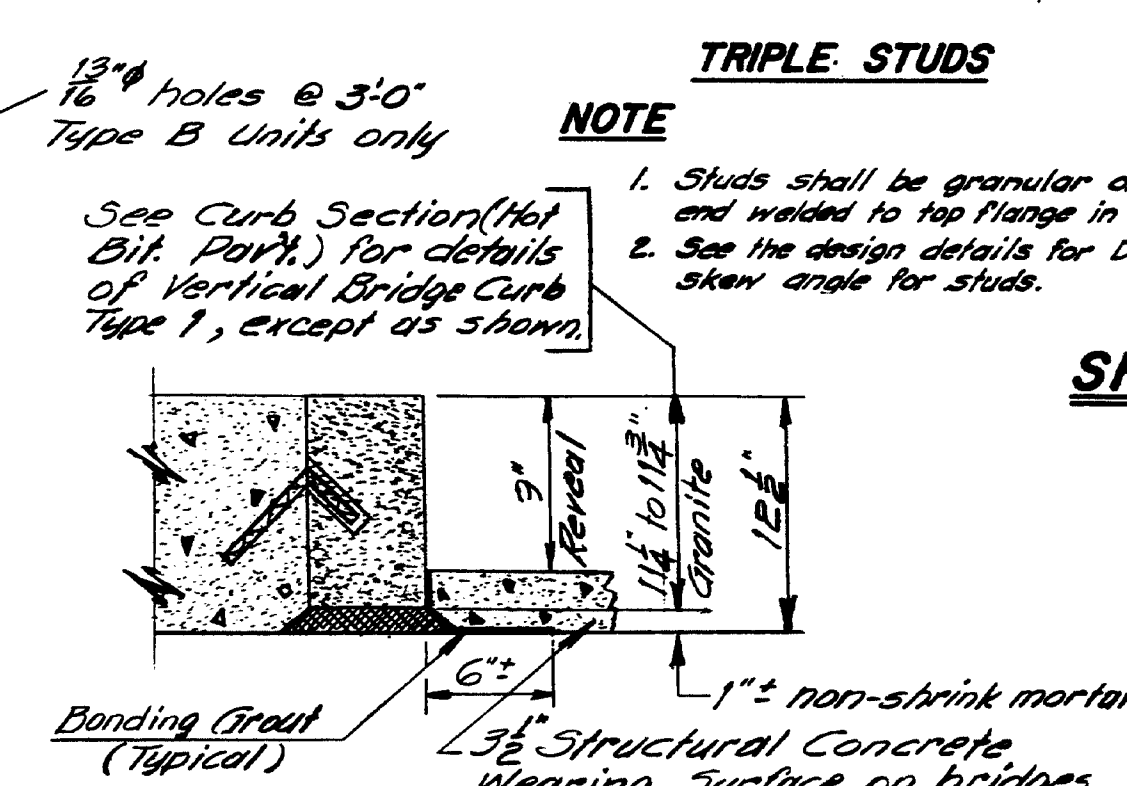
ARMORED JOINT UNIT TYPE B

SECTION D-D

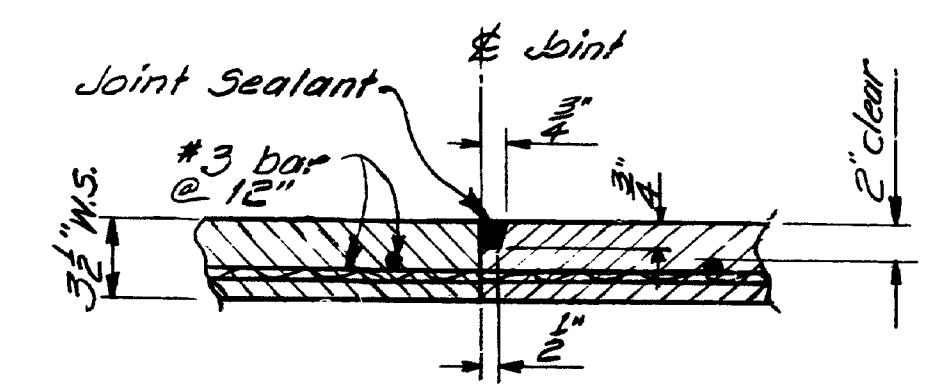


SECTION E-E

Showing Adjustment Device Armored Joint Unit Type A only After Unit is in final position weld R to angle with 1/2" fillet



CURB SECTION
(Structural Concrete Wearing Surface)



CONSTRUCTION JOINT
(Typical for concrete wear surf.)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 104-73)

**ARMORED JOINT, DRAIN
SHEAR CONNECTORS
MISC. STRUCTURAL DETAILS**

DESIGN SPECIFICATIONS
A.A.S.H.O. Standard Specifications for
Highway Bridges 1969 and
Interim Specifications.



Lengths of rail shall be attached to a minimum of four (4) rail posts wherever possible, and in any case never less than two (2). Rail posts are to be set normal to grade unless otherwise shown on the Bridge Plans.



NOTE - An alternate to the dimple system for holding the splice bar in position may be used if approved by the Engineer.



* Preferable minimum dimensions. For actual dimensions see Bridge Plan.



If cut threads are used, body diameter shall be not less than nominal diameter.
If rolled threads are used, body diameter shall be not less than root diameter of the threads.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 114 - 73)

ALUMINUM BRIDGE RAILING

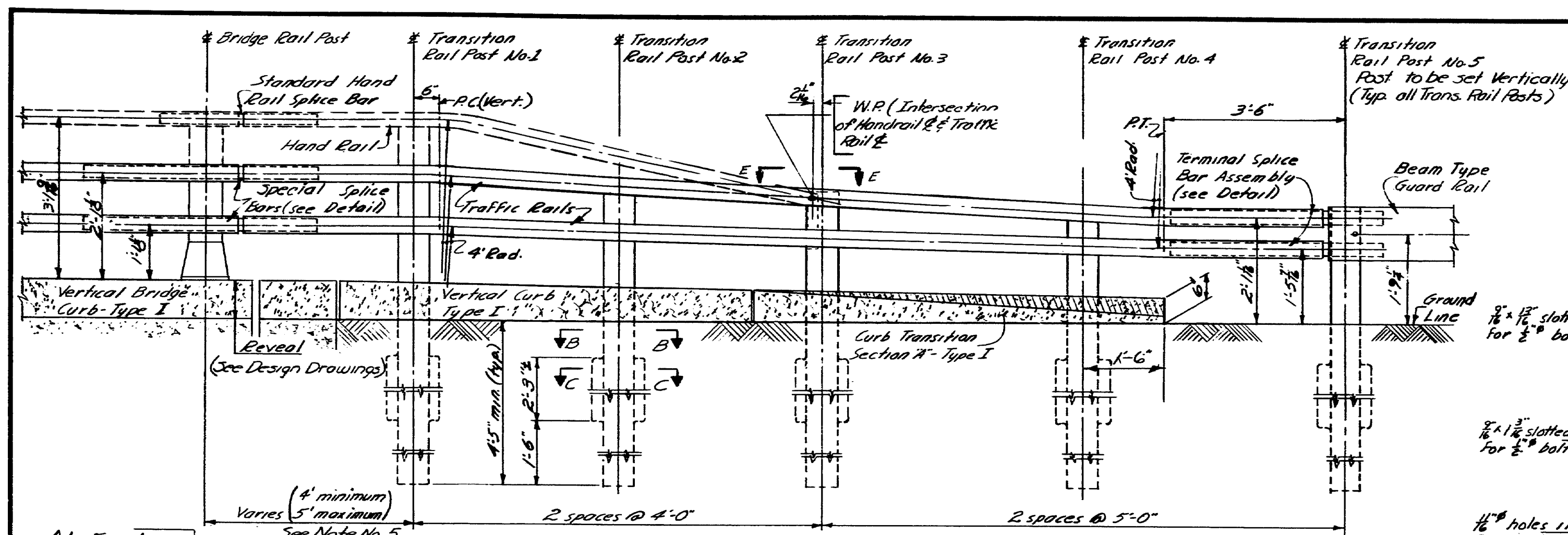
2 - BAR (SEMI-ELLIPSE)
TYPE "A"

SHEET OF AUGUSTA, MAINE FEBRUARY 1973

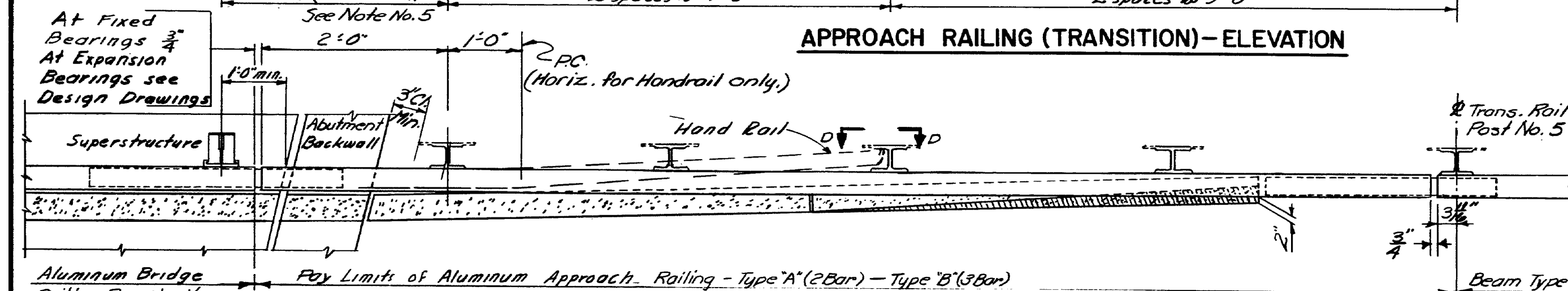
170-29

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	<i>K. Jacobs K. Leach</i>	<i>Jan 1972</i>
	REVISIONS		
	FIELD CHANGES		

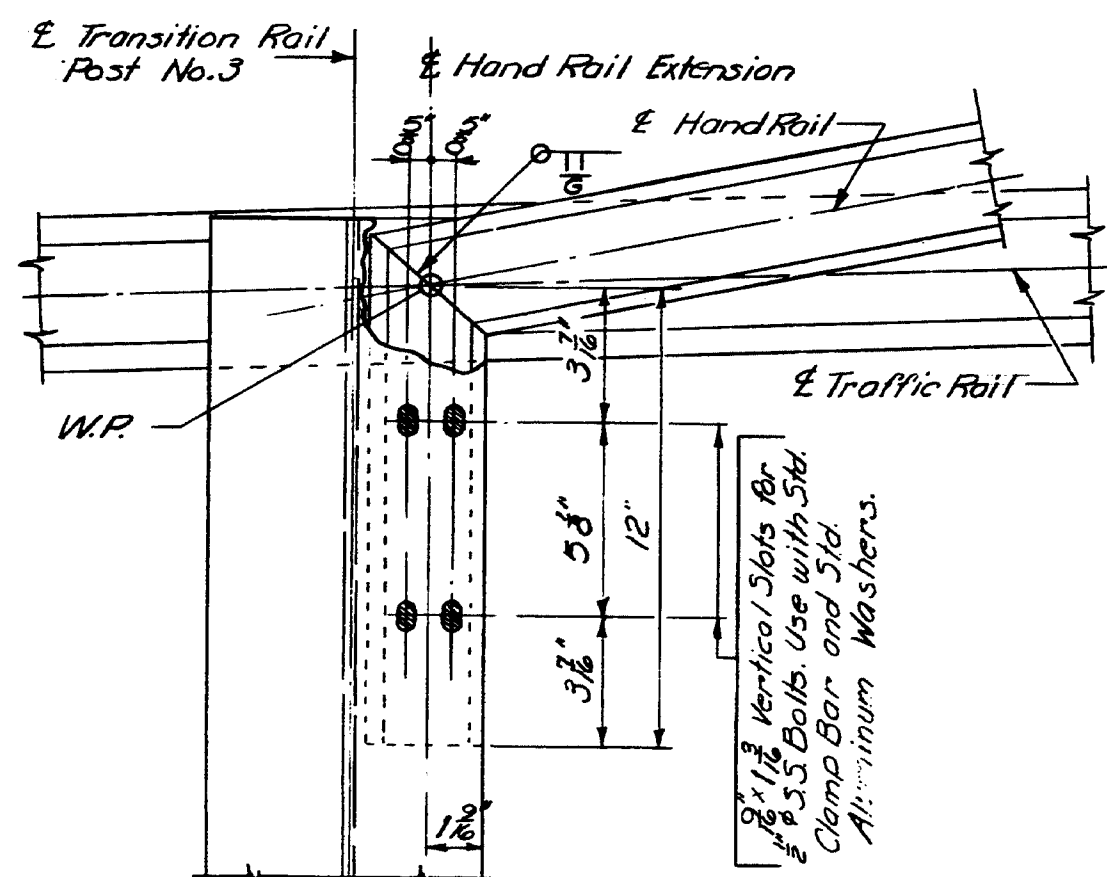
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	117-73	22	22



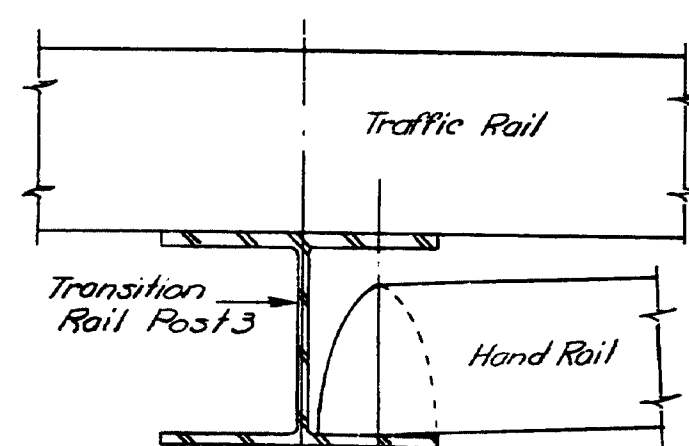
APPROACH RAILING (TRANSITION)—ELEVATION



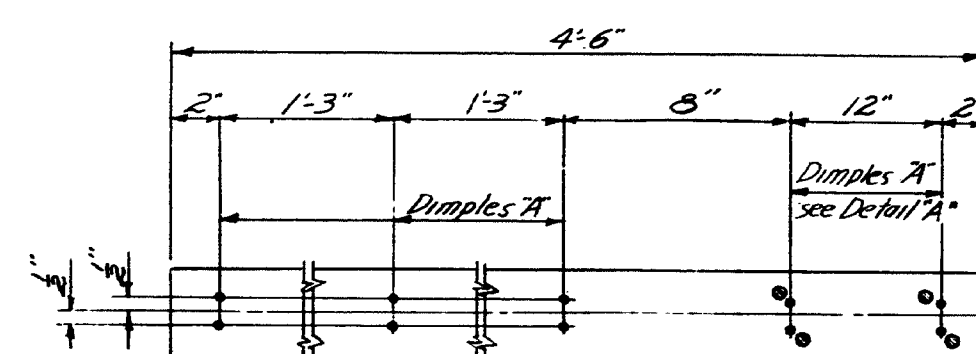
APPROACH RAILING (TRANSITION)—PLAN



VIEW D-D

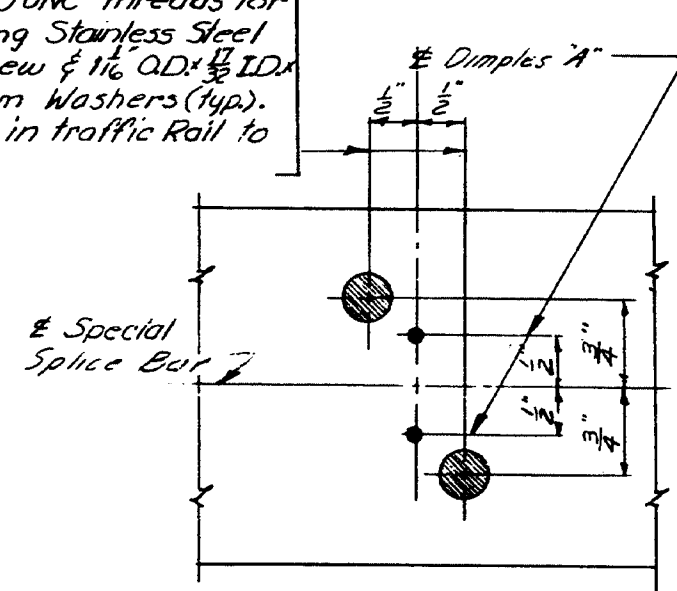


VIEW E-E

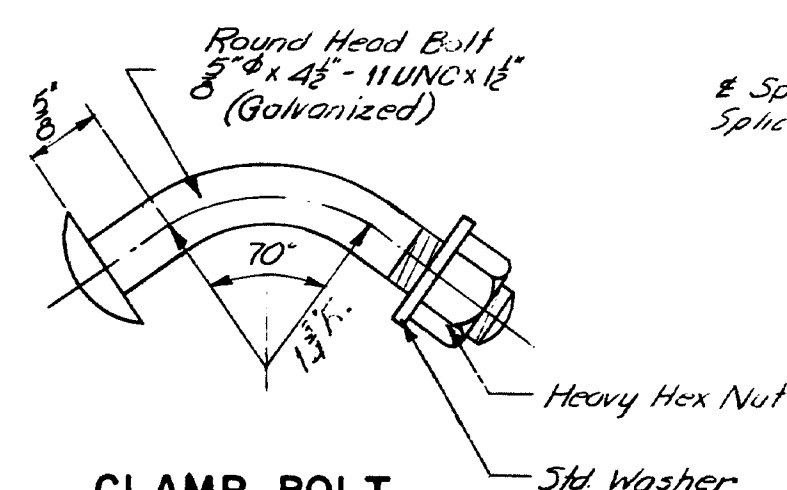


SPECIAL SPLICE BAR DETAIL

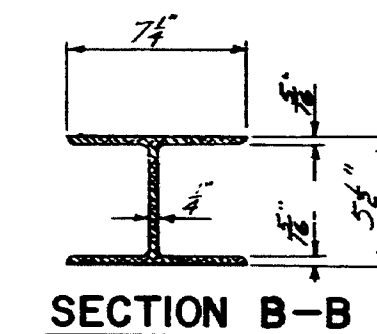
Drill & Tap 5/16 UNC Threads for 5/16 UNC x 1" long Stainless Steel Hex Cap Screw & 1/4 OD x 1/4 ID x 1/4 Thick Aluminum Washers (typ). Drill 1/2" hole in Traffic Rail to match.



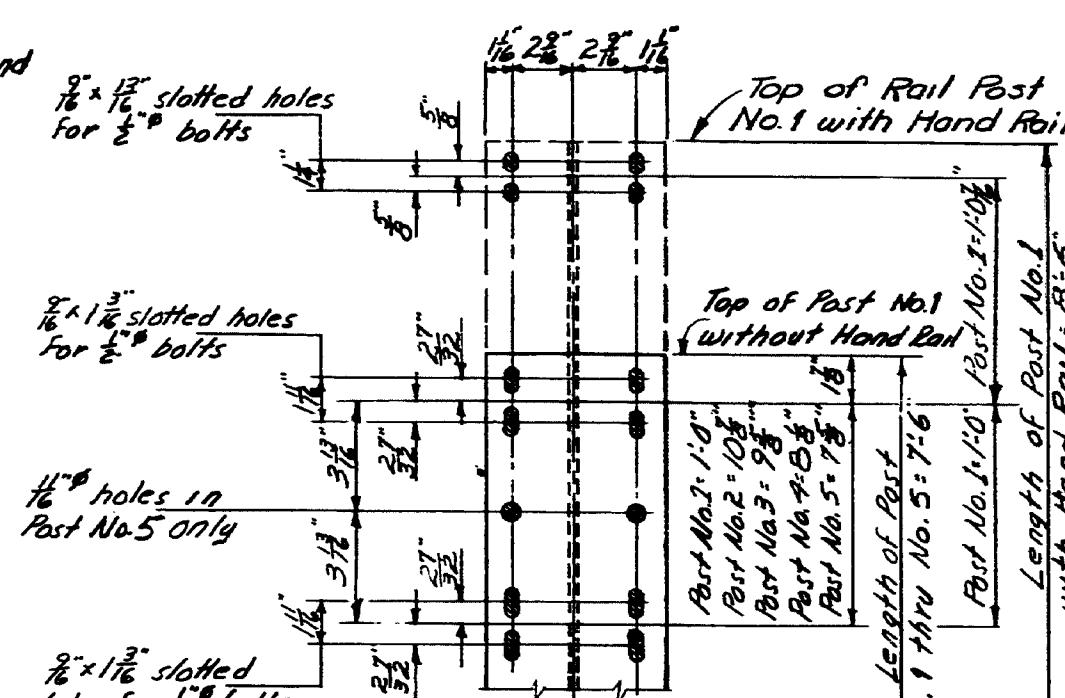
DETAIL "A"



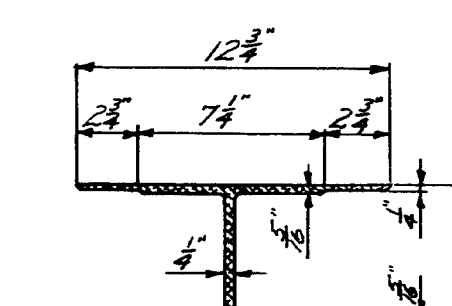
CLAMP BOLT DETAIL



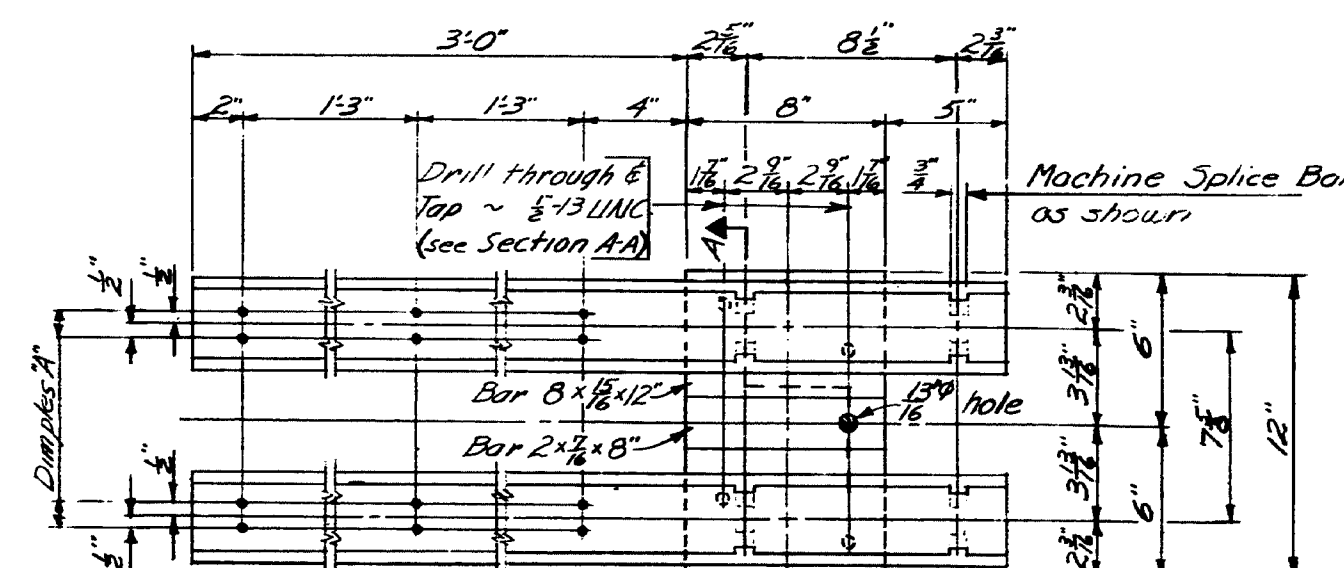
SECTION B-B



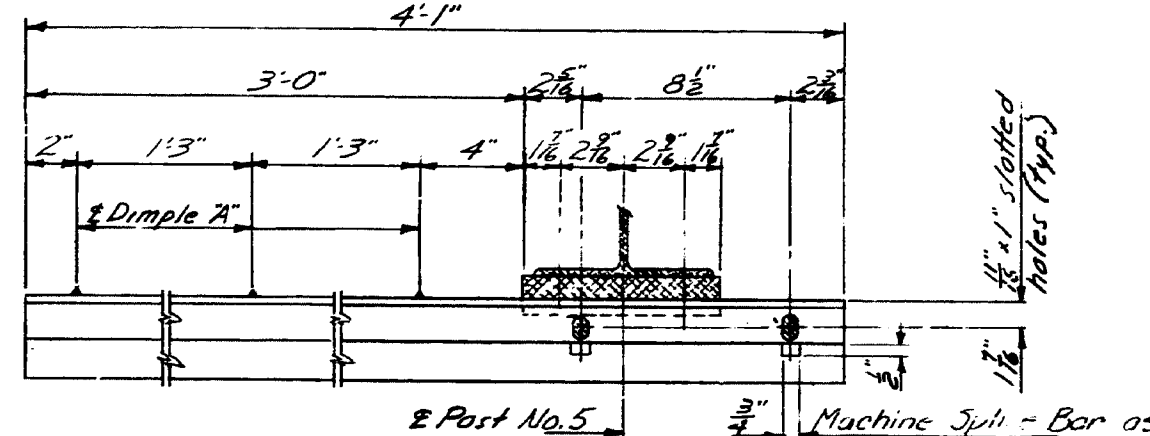
TRANSITION RAIL POST DETAIL



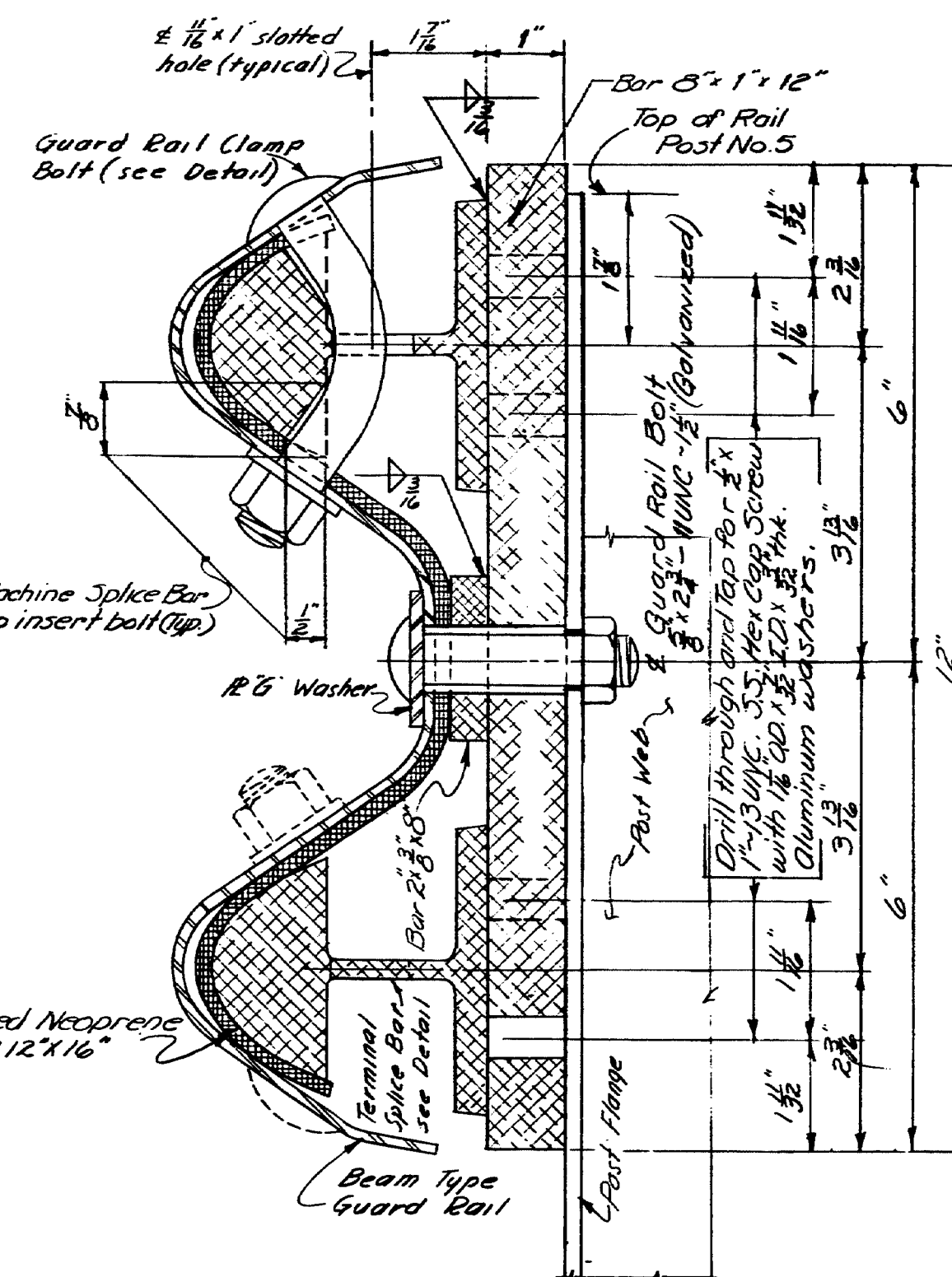
SECTION C-C



ELEVATION—TERMINAL SPLICE BAR ASSEMBLY DETAIL



PLAN—TERMINAL SPLICE BAR ASSEMBLY DETAIL



SECTION AA

NOTES:

- For details of Vertical Curb Type I and Curb Transition Type I, Section A, see Highway Standards ③.
- Beam Type Guard Rail and Posts 8" x 12" (Section A-A) to be paid for under Section 606—Guard Rail—of the Standard Specifications. All other material detailed on this drawing shall be included in ~ Transition Rail ~ Pay Item.
- In case of conflict between these standard details and the design details, the requirements of the design details shall be followed.
- Curb, as shown, to be used with Approach Railing Type A only. For curbing for use with Approach Railing Type B, see design drawings.
- If the first approach rail post is mounted on the abutment backwall, the post and anchorage must match the bridge railing, and will be supplied and paid for under the Bridge Railing Item. See design drawings for post location.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION (SHEET BD 114-73, BD 115-73 AND BD 116-73 SHALL ACCOMPANY THIS SHEET AS NEEDED) STANDARD DETAILS (BD 117-73) ALUMINUM APPROACH RAILING 2 BAR OR 3 BAR (SEMI-ELLIPSE) TYPE A OR B TRANSITION TO TYPE 3b GUARD RAIL SHEET OF AUGUSTA, MAINE JUNE 1973
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