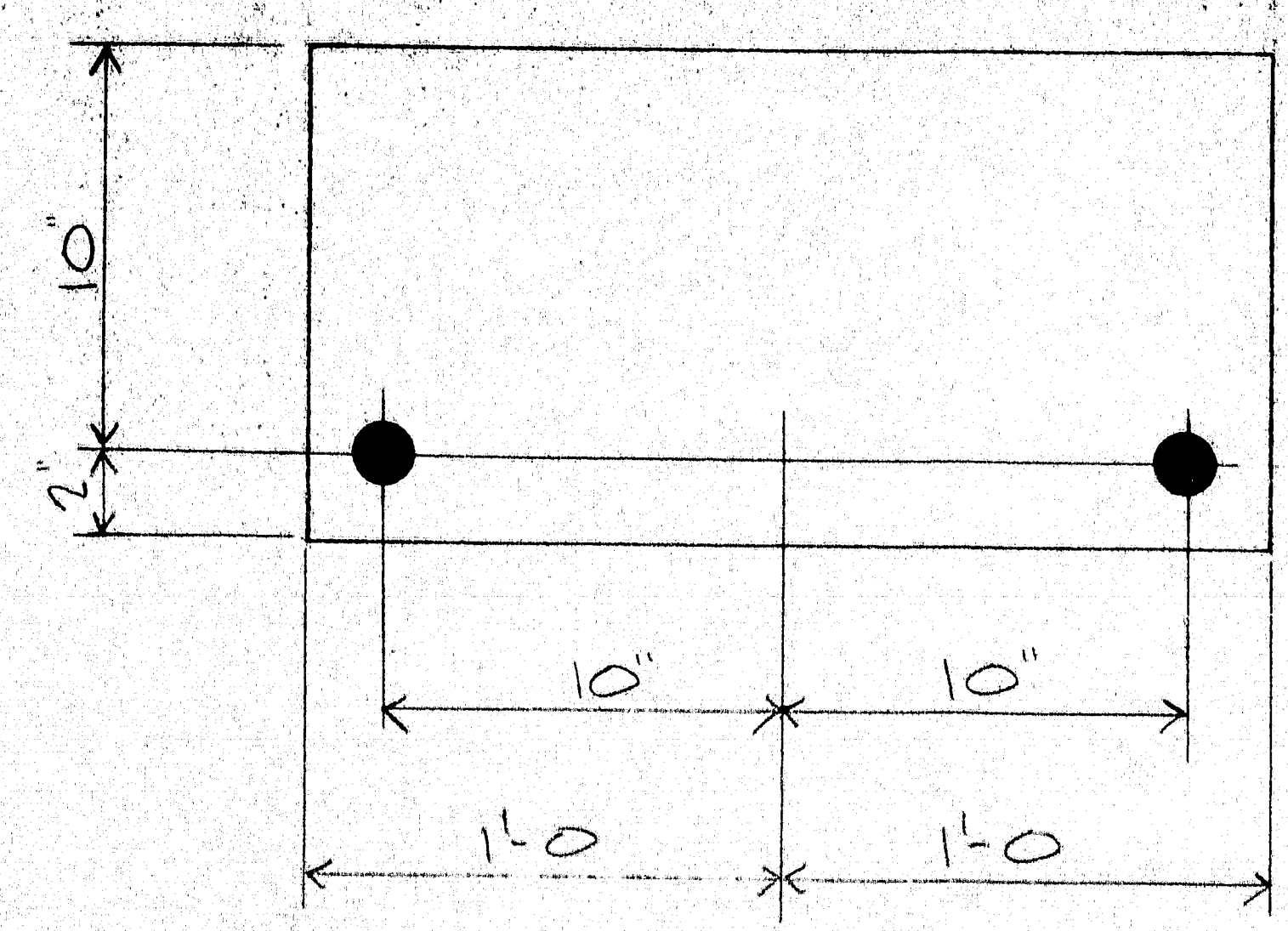
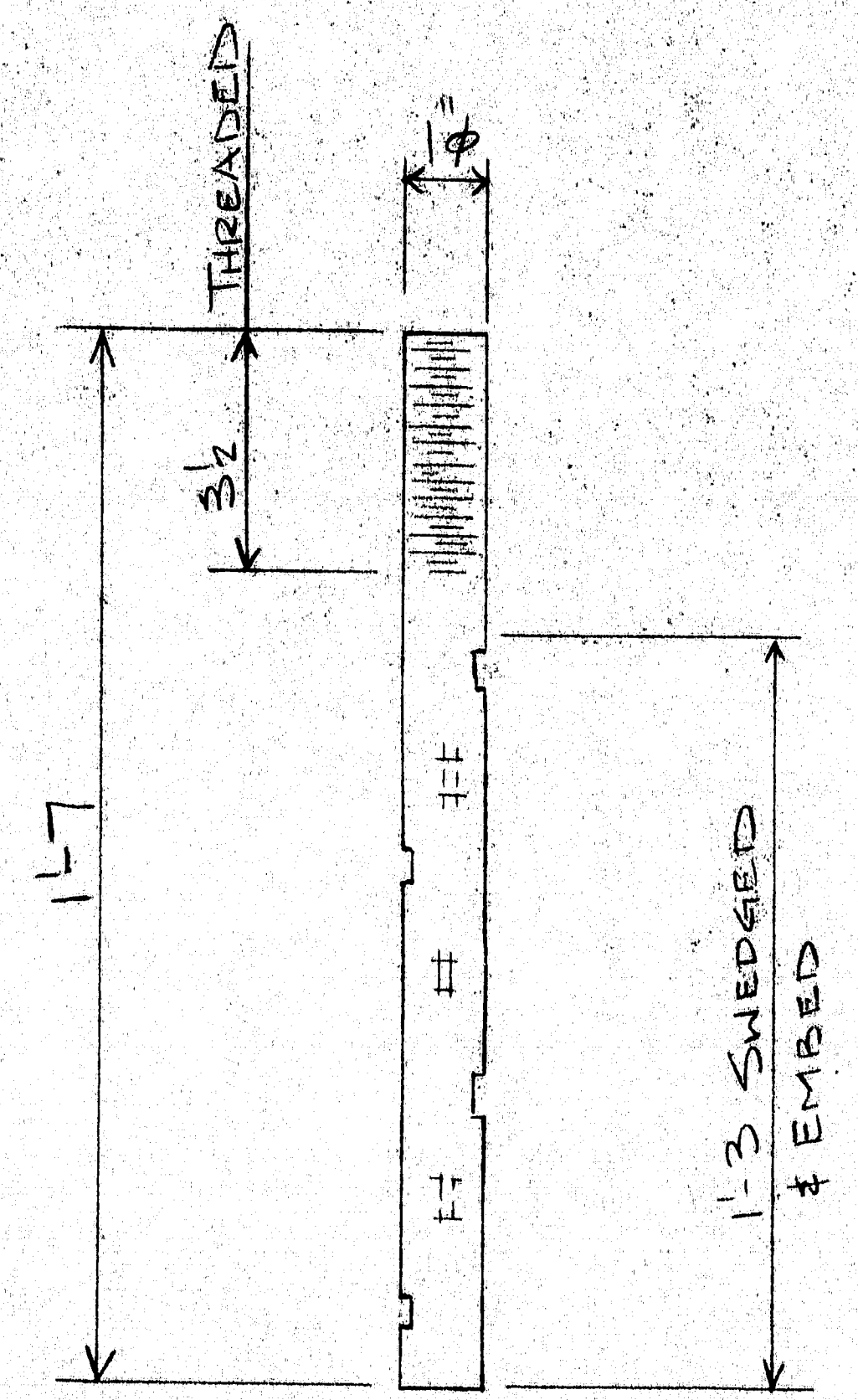


20 - MASONRY TE - A1



20-3" PREFORMED PADS
(TO BE PROVIDED BY OTHERS)

GC NOTE



40 - ANCHOR BOLTS - C1
(W/ 2-HEX NUT & STD. WASHER)
(NO PAINT)

40 - PLATE WASHERS - B1

MATERIALS LIST

MARK	QTY	DESCRIPTION
A1	20	FE 1/4 x 12 x 2-0
ma	40	1" x 2-0
B1	40	FE 3/8 x 3 1/2 x 2-0
pa	80	BAR 1/2 x 4 x 2-0
C1	40	1" x 2-0
mb	80	1" HEX NUTS
mc	40	1" STD. WASHER
D1	40	1" x 2-0

PROJECT No. IR-TH-95-670
ITEM No. 523.25

MATL: A36 UNO. HOLES: NOTED
WELD: PER PROCEDURES
PREP: SP6
FINISH: 2 1/2" WASSER MC-ZINC 3.0 MOFT
OR
SHERMAN WILLIAMS GAWA-PANIS
3.0 MOFT
SHOP NOTE: USE ONLY ONE SYSTEM
DO NOT MIX

F.B. THIS DWG.

A.R.C. ENTERPRISES
KINGFIELD, MAINE

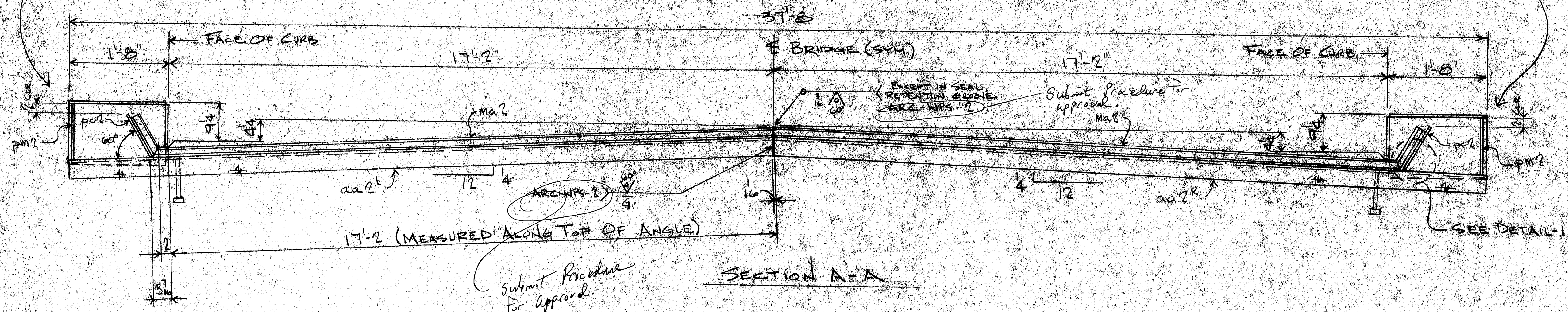
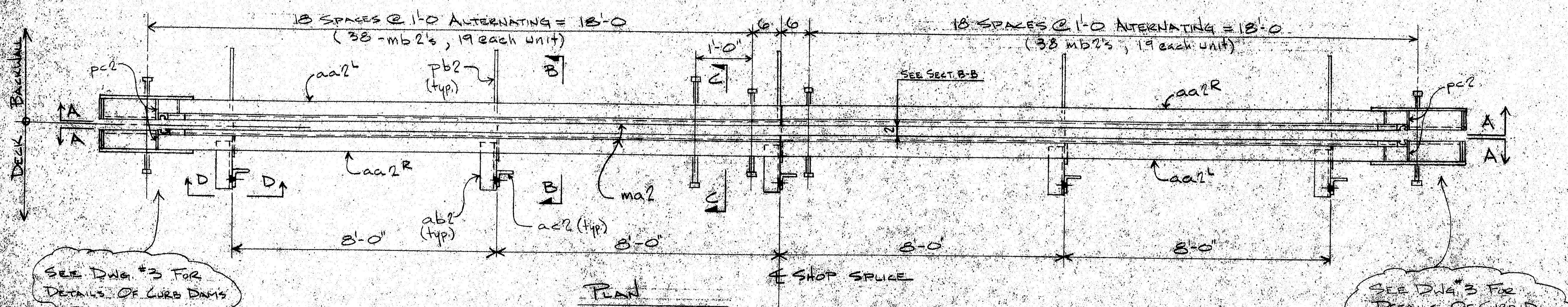
PROJECT: 195 NB&SB OVER BAND BRIDGE
AUGUSTA, MAINE

SCALE: 1/4" = 1'-0"
DATE: 5/15/94

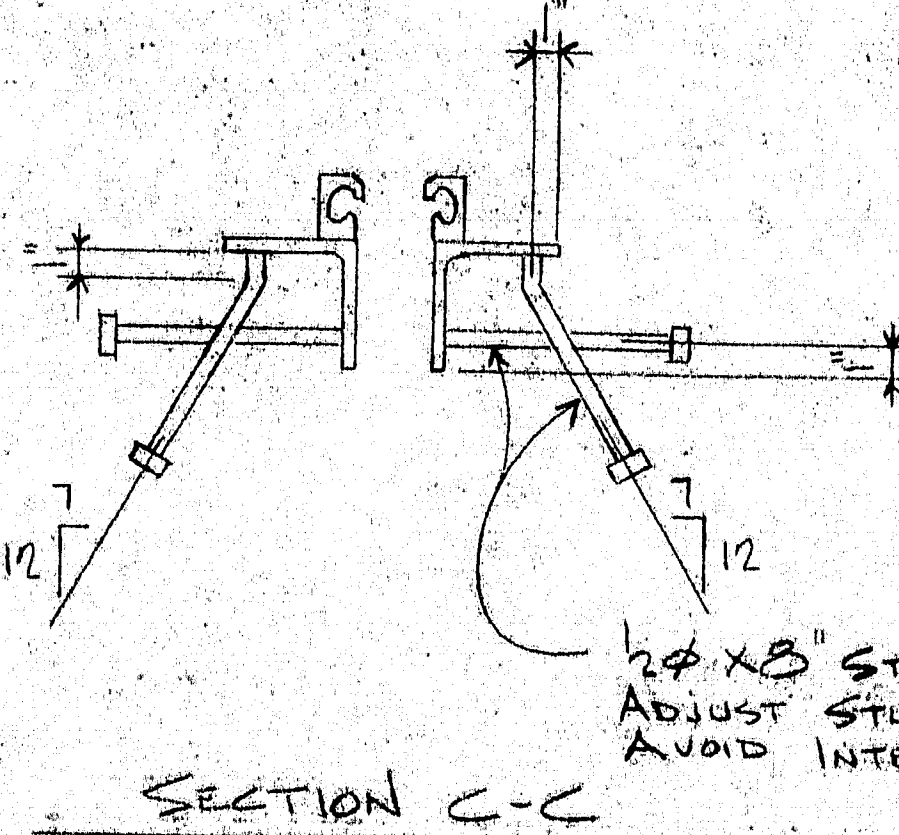
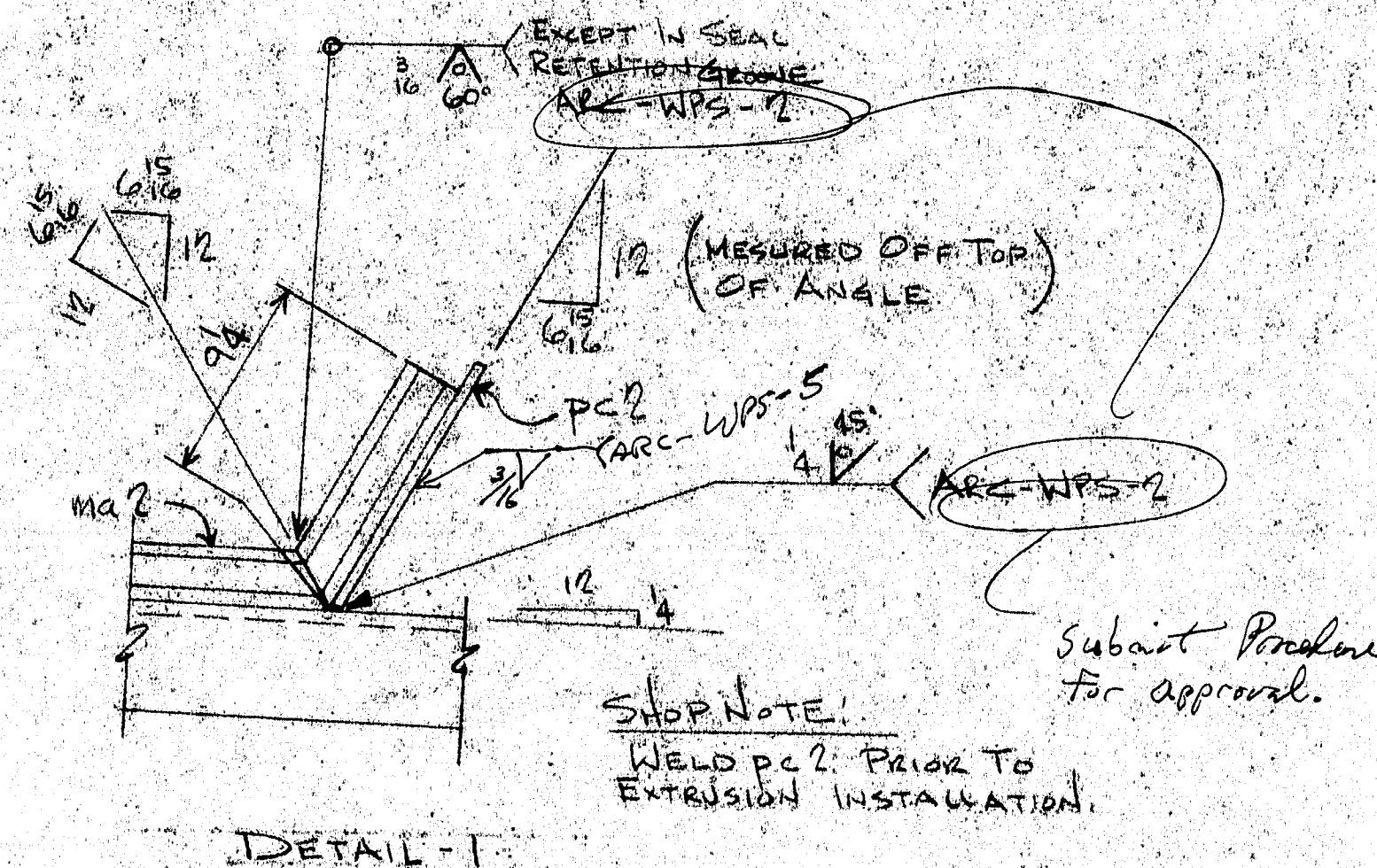
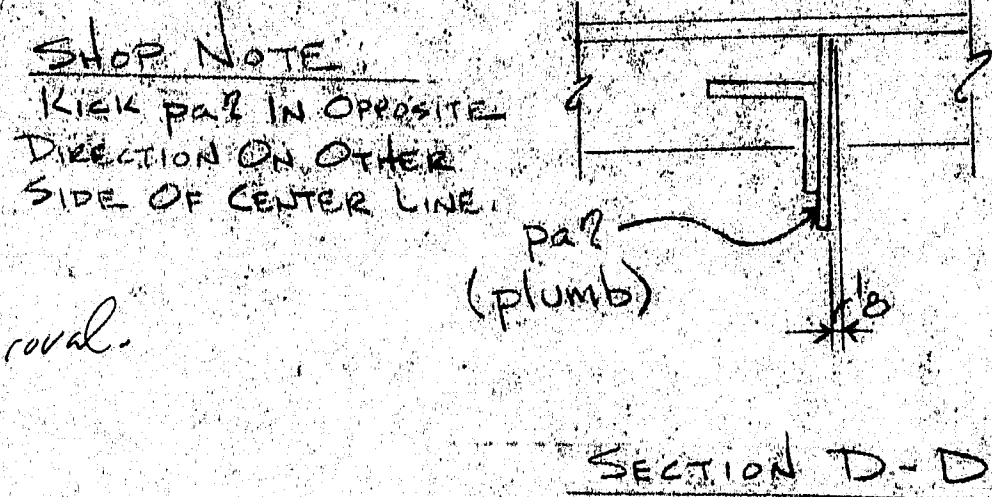
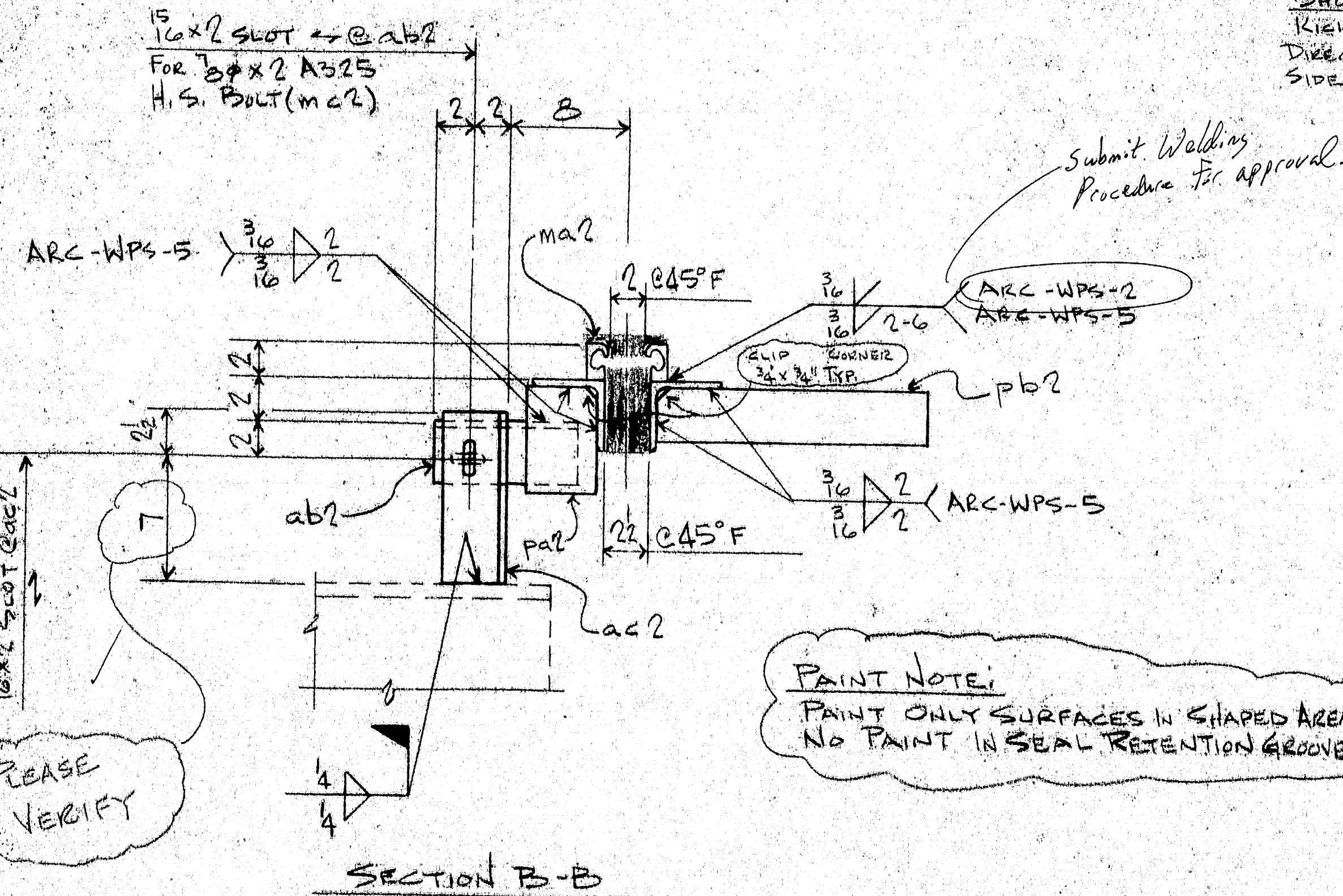
APPROVED BY: [Signature]
DRAWN BY: [Signature]
CHKD. BY: [Signature]

MASONRY PLATES & COMPONENTS
STETSON & WATSON

115-489



4 - EXPANSION DEVICES - A2



APPROVED
MAINE DEPT. OF TRANSPORTATION
BRIDGE DESIGN
BY: W.D. DATE: 10/9/94

F.B. THIS DWG.

115-490

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
OCT 03 1994
Approved as noted

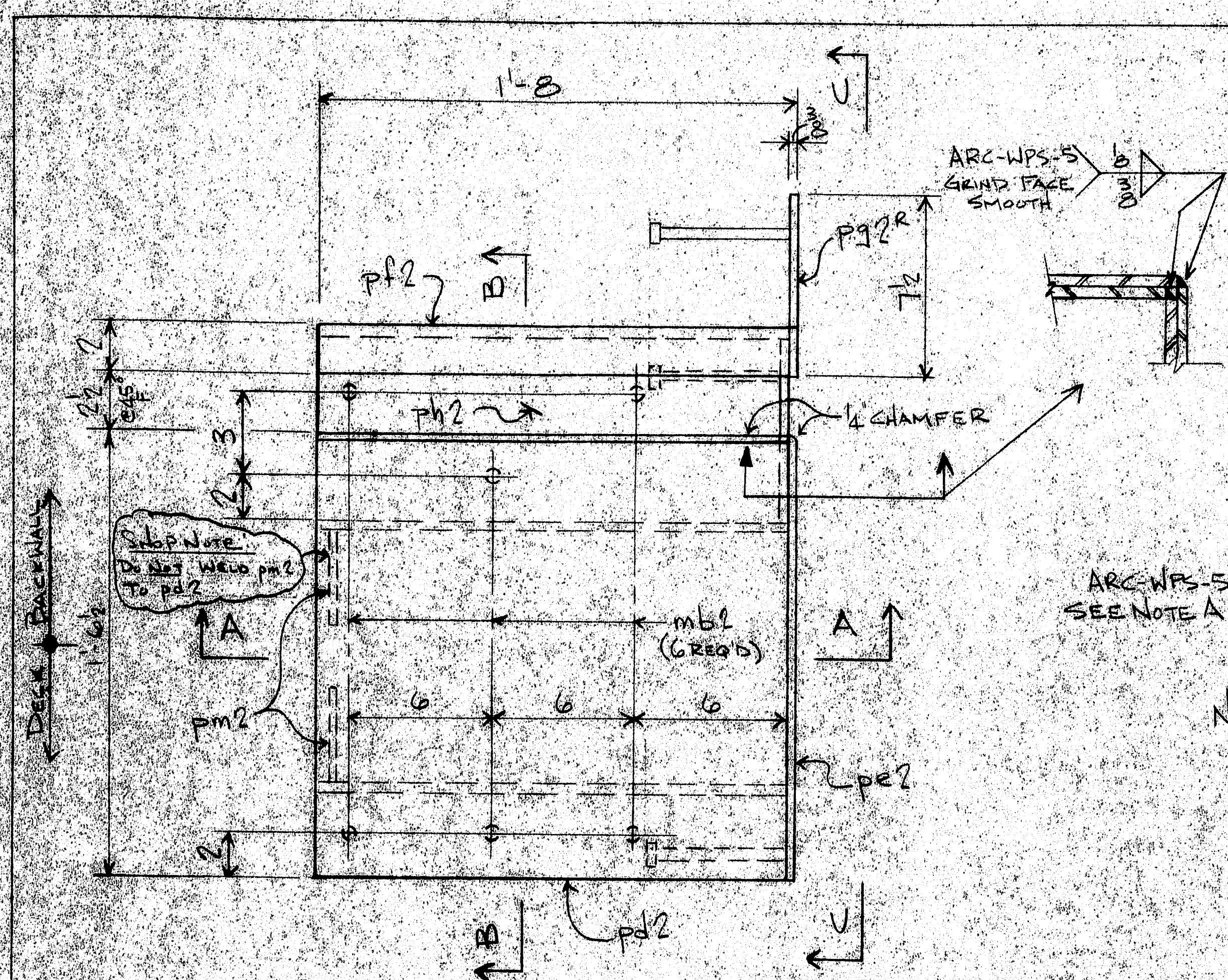
WORK THIS DWG. W/ DWG. 3.

MATERIALS LIST

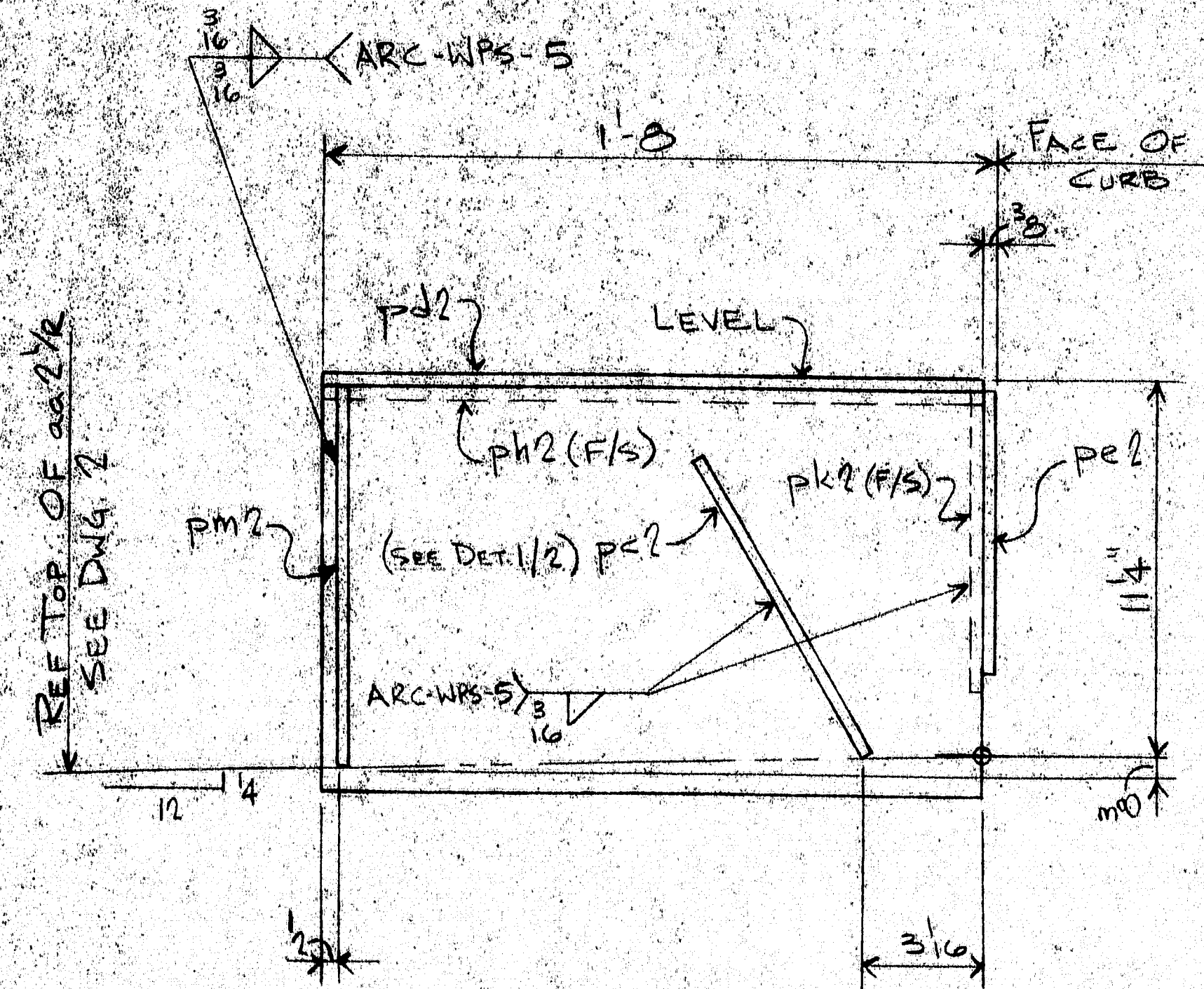
MARK	QTY	DESCRIPTION
A2	4	EXPANSION DEVICE ASSEMBLY
aa1	16	1/4"x4"x3/16" BIE BLH/BRN
aa2	20	1/2"x3/4"x3/16" BIE BLH/BRN
ac2	20	1/2"x3/4"x3/16" BIE BLH/BRN
ad2	18	1/2"x3/4"x3/16" BIE BLH/BRN
pa1	20	1/2"x4"x0.6 SHIP
pa2	20	1/2"x4"x0.6 SHIP
pc1	16	1/2"x4"x0.6 SHIP
pc2	16	1/2"x4"x0.6 SHIP
pm1	8	1/2"x4"x0.6 SHIP
pm2	8	1/2"x4"x0.6 SHIP
pm3	8	1/2"x4"x0.6 SHIP
pm4	8	1/2"x4"x0.6 SHIP
pm5	8	1/2"x4"x0.6 SHIP
pm6	8	1/2"x4"x0.6 SHIP
pm7	8	1/2"x4"x0.6 SHIP
pm8	8	1/2"x4"x0.6 SHIP
pm9	8	1/2"x4"x0.6 SHIP
pm10	8	1/2"x4"x0.6 SHIP
pm11	8	1/2"x4"x0.6 SHIP
pm12	8	1/2"x4"x0.6 SHIP
pm13	8	1/2"x4"x0.6 SHIP
pm14	8	1/2"x4"x0.6 SHIP
pm15	8	1/2"x4"x0.6 SHIP
pm16	8	1/2"x4"x0.6 SHIP
pm17	8	1/2"x4"x0.6 SHIP
pm18	8	1/2"x4"x0.6 SHIP
pm19	8	1/2"x4"x0.6 SHIP
pm20	8	1/2"x4"x0.6 SHIP
pm21	8	1/2"x4"x0.6 SHIP
pm22	8	1/2"x4"x0.6 SHIP
pm23	8	1/2"x4"x0.6 SHIP
pm24	8	1/2"x4"x0.6 SHIP
pm25	8	1/2"x4"x0.6 SHIP
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pm30	8	1/2"x4"x0.6 SHIP
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pm40	8	1/2"x4"x0.6 SHIP
pm41	8	1/2"x4"x0.6 SHIP
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pm52	8	1/2"x4"x0.6 SHIP
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pm94	8	1/2"x4"x0.6 SHIP
pm95	8	1/2"x4"x0.6 SHIP
pm96	8	1/2"x4"x0.6 SHIP
pm97	8	1/2"x4"x0.6 SHIP
pm98	8	1/2"x4"x0.6 SHIP
pm99	8	1/2"x4"x0.6 SHIP
pm100	8	1/2"x4"x0.6 SHIP

MATERIAL: A36 UN HOLES: AS NOTED
WELD: PER PROCEDURES NOTED
PREP: SPG
FINISH: 2 1/2% OF WASSER MC-ZINC, OR
SHERMAN WILLIAMS GALVA-PAX BIE
3.0 MDFT / COAT, AS NOTED
SHOP NOTE:
USE ONLY ONE SYSTEM, DO NOT MIX.

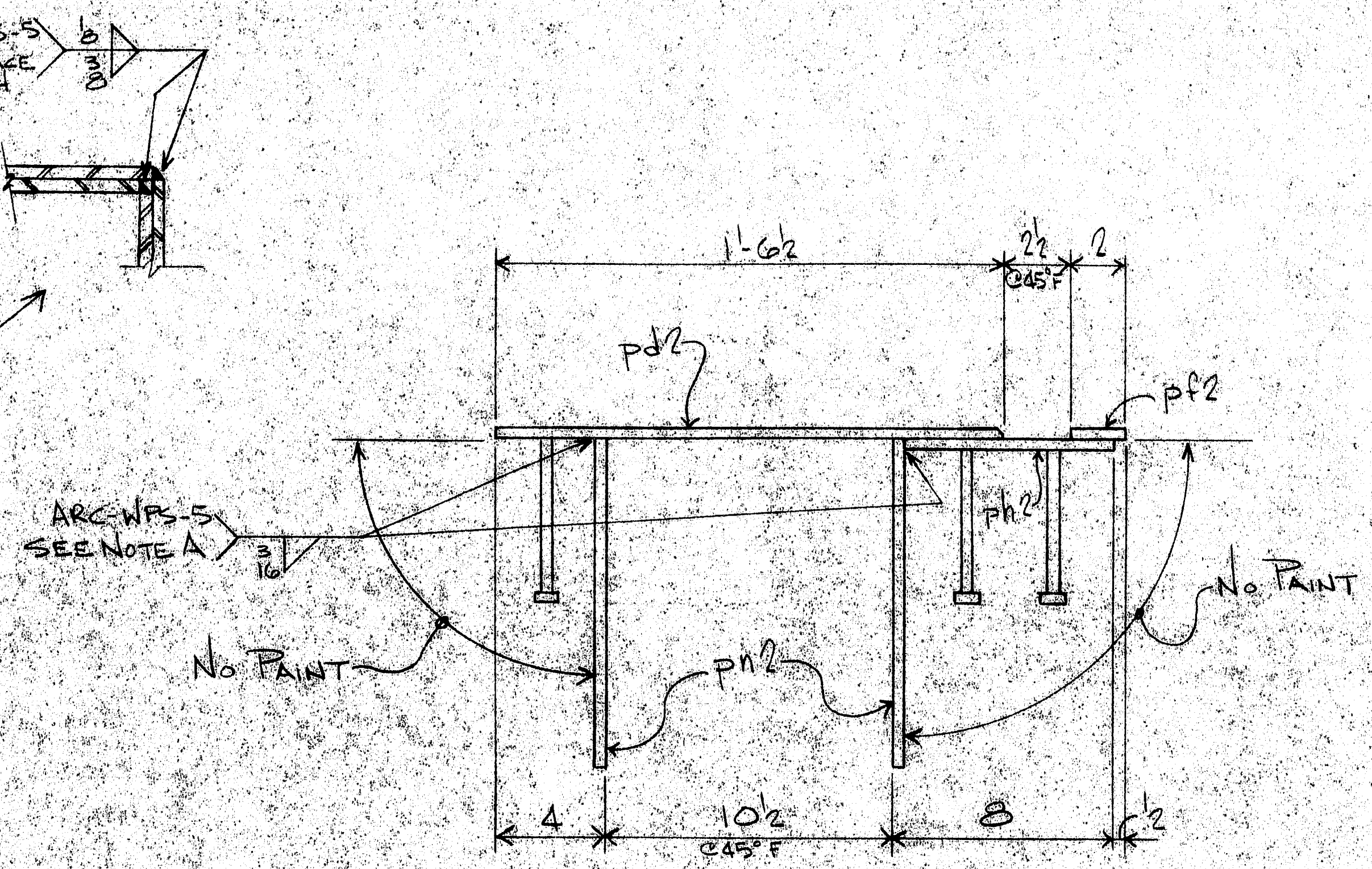
A.R.C. ENTERPRISES
KINGFIELD, MAINE
PROJECT: 115 NB/EB OVER BOND BRIDGE
AUGUSTA, MAINE
SCALE: ~ DRAWN BY: JES
DATE: 9/94 APPROVED BY: CHG. BY: JES
EXPANSION DEVICE DETAILS
STETSON & WATSON DWG. NO. 2



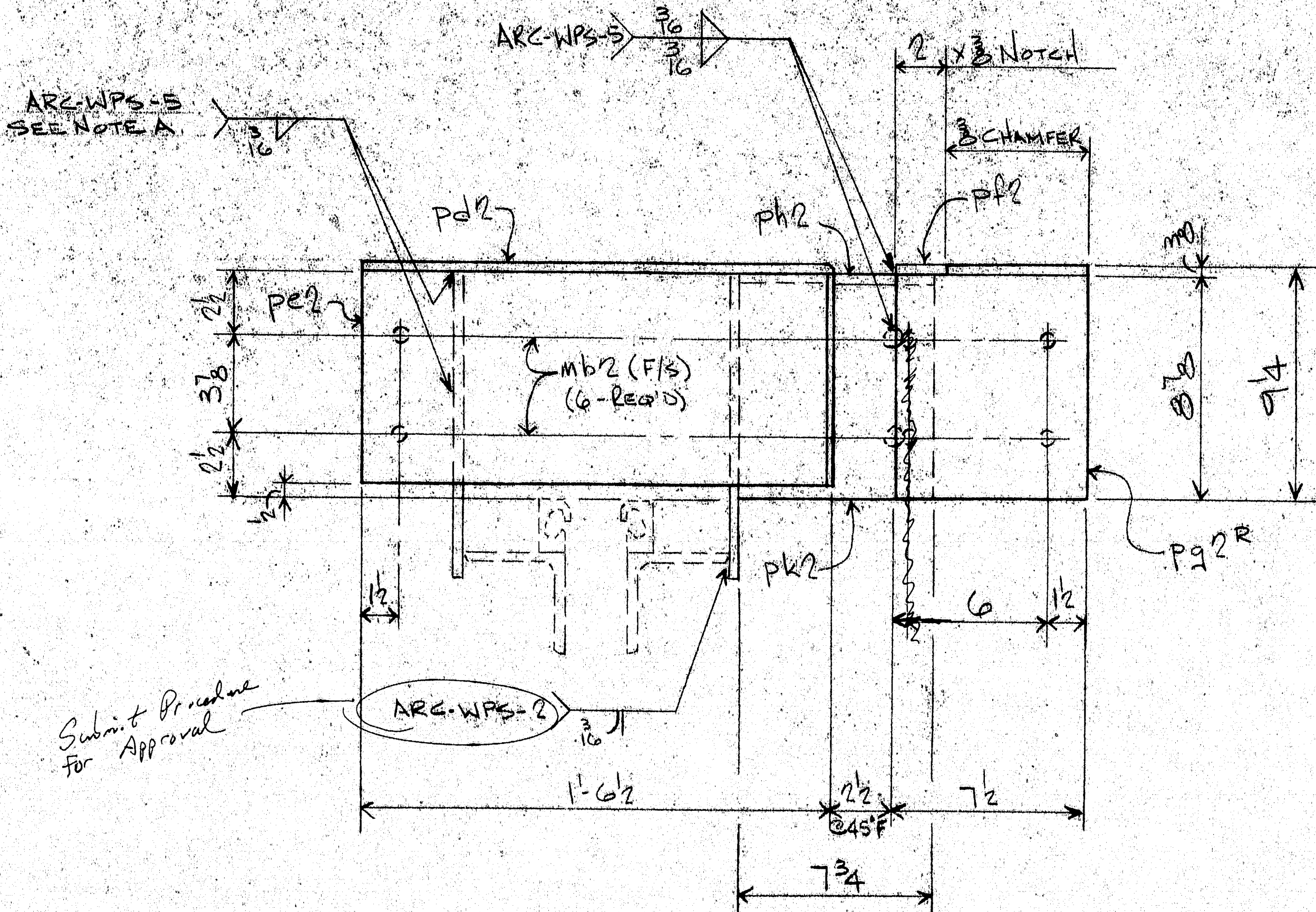
PLAN CURB DAM
MAKE 4 AS SHOWN 4 OPP. HAND
(SEE Dwg. 2 FOR PLACEMENT)



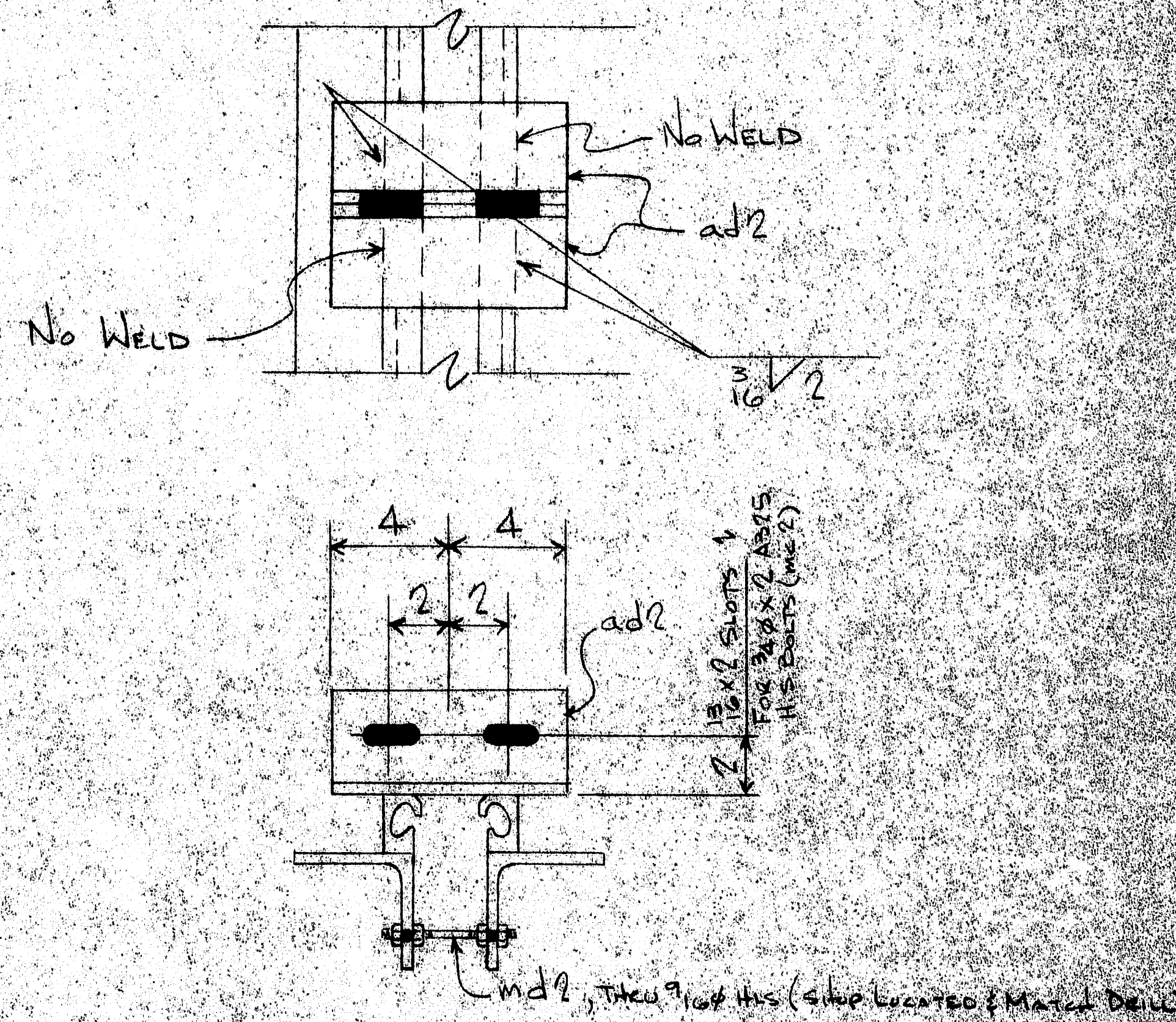
SECTION A-A



NOTE A:
WELD PLATES pd2 & pe2 ON AFTER
JOINT HAS BEEN ASSEMBLED AND
SEAL IS INSTALLED.

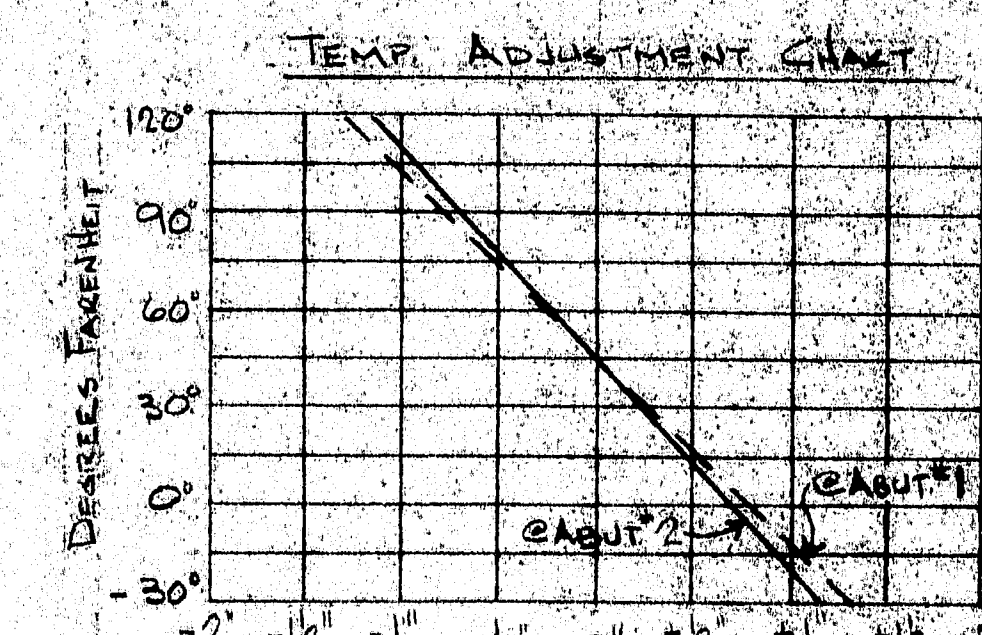


VIEW C-C



TEMP. ADJUSTING & SHIPPING DEVICE

NOTE:
SHOP PLACE ADJUSTING & SHIPPING DEVICES
ON EXPANSION JOINT AFTER PAINTING
& SEAL INSTALLATION, AT APPROX. 50.0°F
PRESET THE OPENING TO THE 45°F SETTING
CONTRACTOR REFER TO DESIGN DWG. 4
& SPECS. FOR INSTALLATION INSTRUCTIONS
CONTRACTOR TO TOUCH-UP PAINT AFTER
REMOVAL OF DEVICES.



FIELD NOTE:
ADJUST JOINT OPENING
FOR TEMP. AT TIME OF
INSTALLATION

APPROVED
MAINE DEPT. OF TRANSPORT
BRIDGE DESIGN
BY: W. D. [Signature] DATE: 11/1/44

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
OCT 0 3 1994
Approved as noted

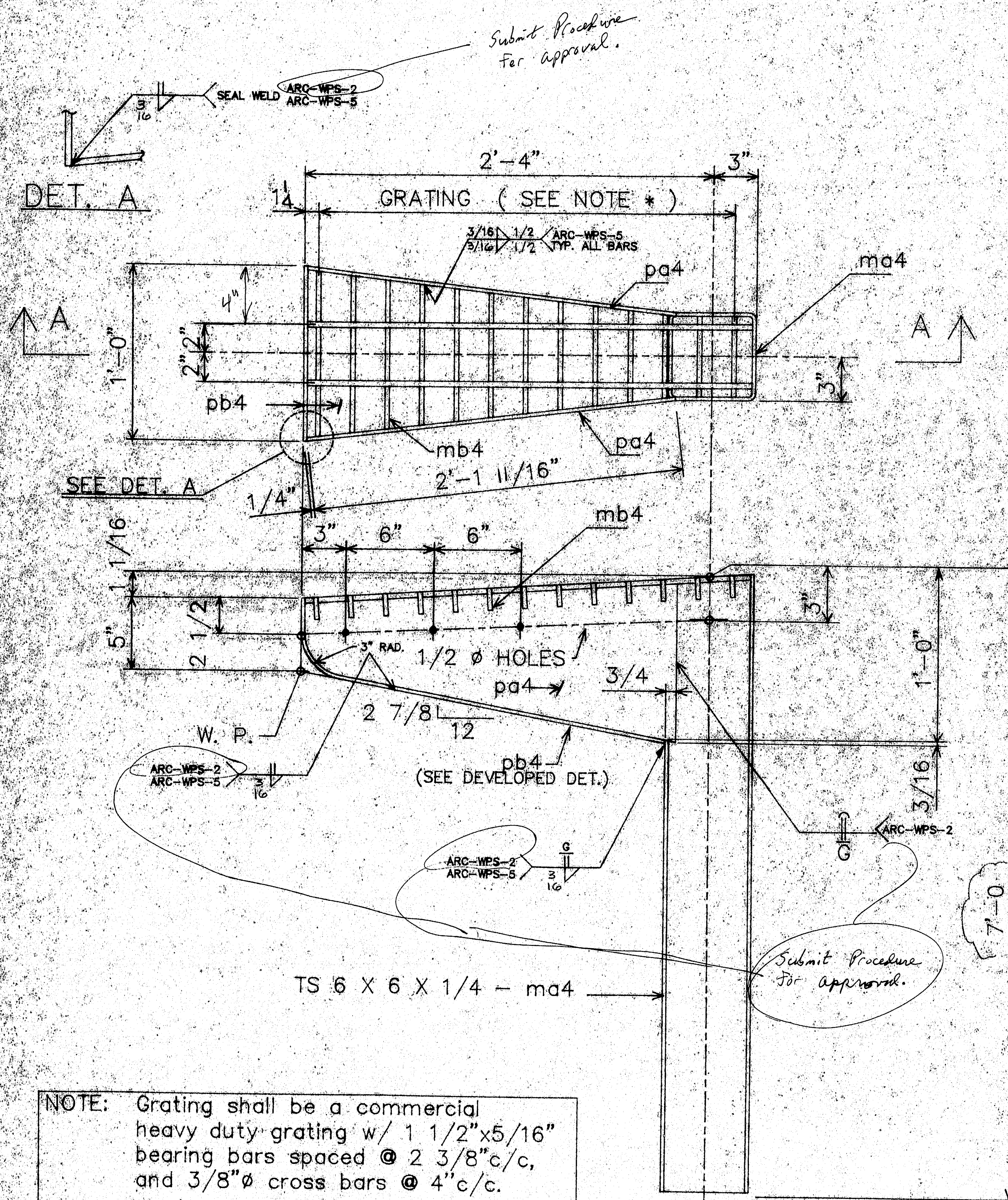
PROJECT No. IRIM-93-0016
ITEM No. 570.2

115-491

A.R.C. ENTERPRISES
KINGFIELD, MAINE

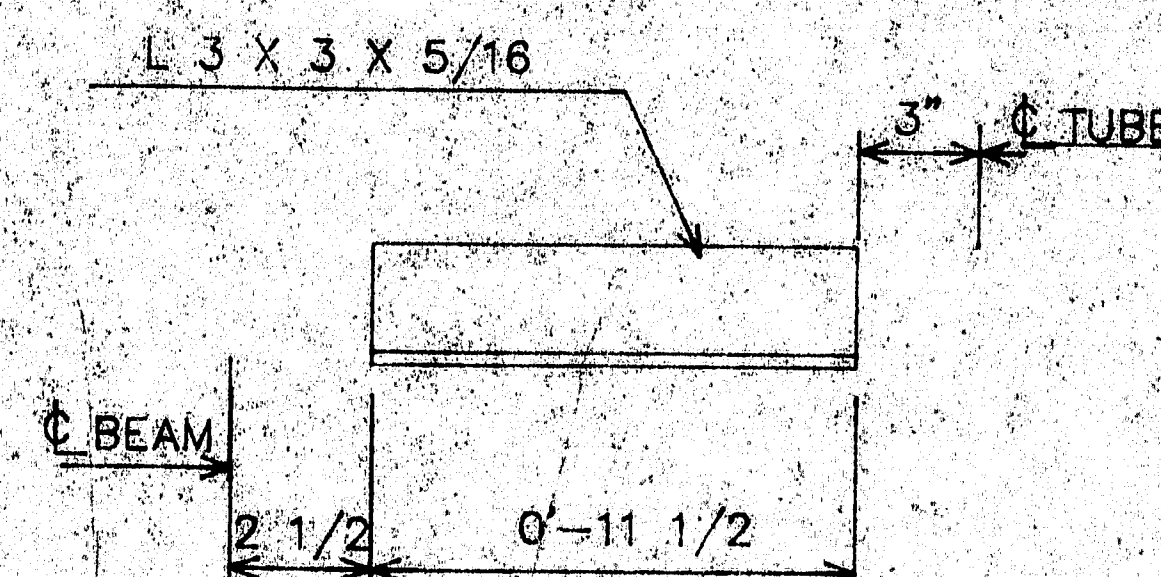
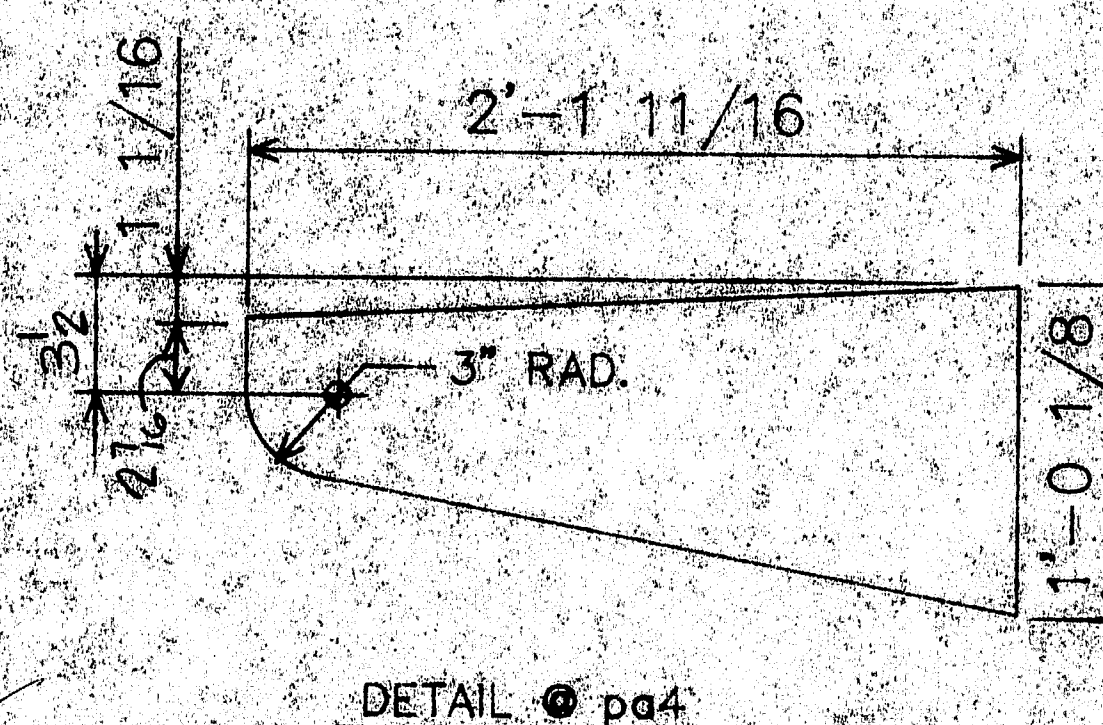
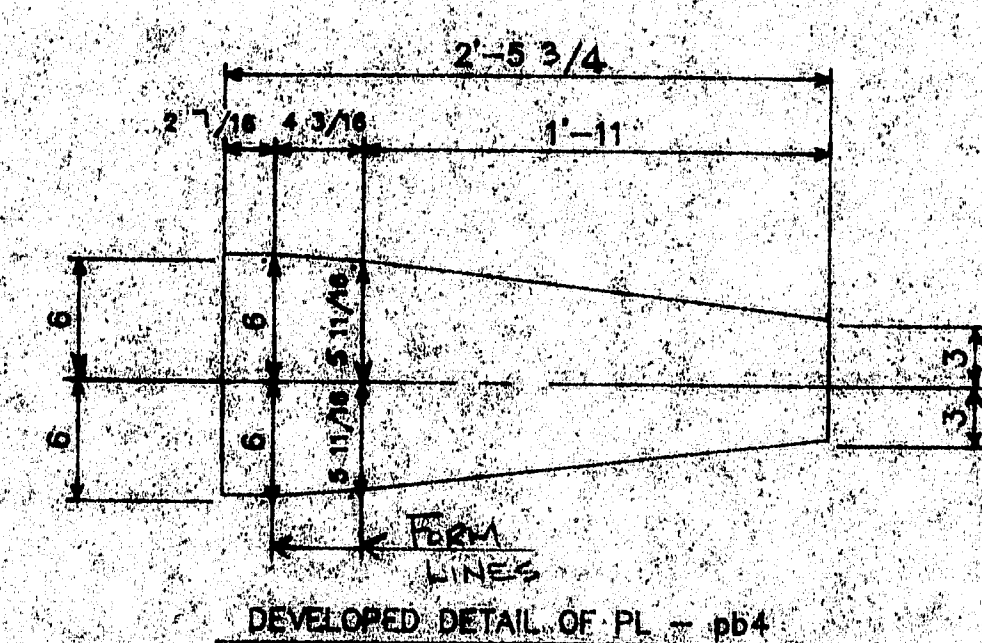
PROJECT: 195 NB&SB OVER BOND BEAR
ADJUSTA, MAINE
SCALE: 1/4" = 1'-0"
DATE: 9/94
EXPANSION DEVICE DETAILS
STETSON & WATSON
Dwg. No. 3

Work THIS Dwg. w/Dwg. # 2



SECT. A-A

56 - DRAINS - A4



ENG. PLEASE VERIFY THAT B4 WILL WELD TO AN EXIST. CONN. PER GIBBER WEB.

NOTE:

REFER TO ME DOT STD DWG BD-521-93 & SPEC'S FOR INSTALLATION INSTRUCTIONS.
REFER TO SHEET 4 OF 35 OF DESIGN DWGS FOR LOCATION OF DRAINS.

APPROVED
MAINE DEPT. OF TRANSPORT.
BRIDGE DESIGN
BY: W. D. [Signature] DATE: 10/3/94

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Approved [] Returned for Correction []
OCT 03 1994
Approved as noted [] Rejected []

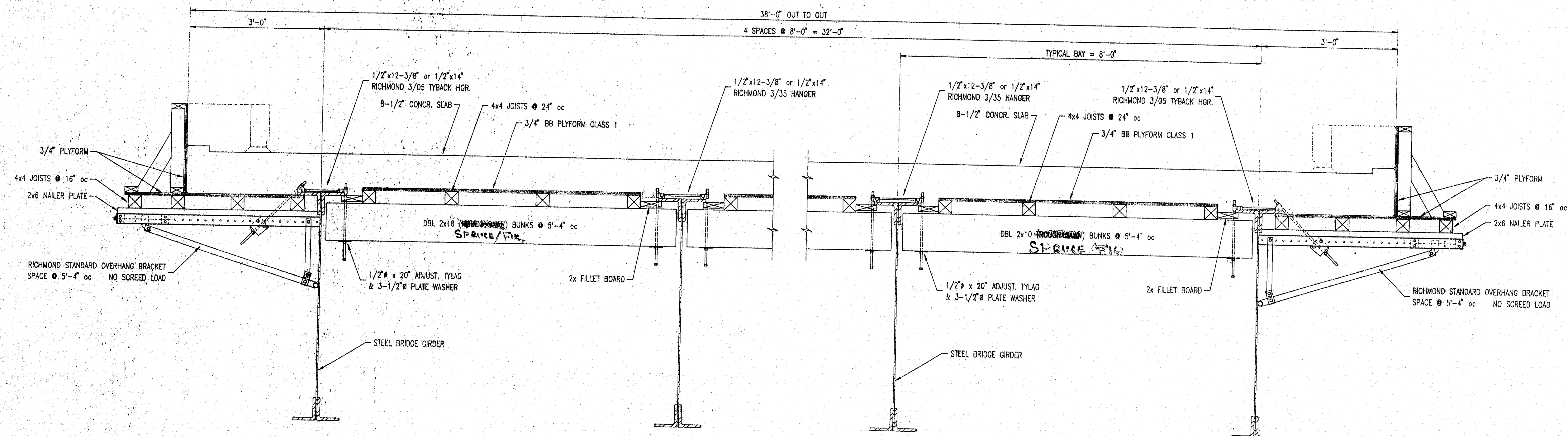
MATERIALS LIST	
MARK	DESCRIPTION
A4	56 DRAIN ASSEMBLY
ma4	56 TS 6 X 6 X 1/4 X 7'-0" A500, GR A
mb4	56 GRATING 12" X 2'-6 1/2" 1 1/2 X 5/16 BB w/ 3/8" GB 4" C/C
pa4	112 PL 1/4 X 12 X 2'-1 11/16"
pb4	56 PL 1/4 X 12 X 2'-5 3/4" BEND
B4	56 L 3 X 3 X 5/16 X 0'-11 1/2"

MAT: A36 UN HOLES: NOTED
WELD: PER PROCEDURES NOTED
PREP: SP6
FINISH: GALV. AFTER FAB-ASTM A123

PROJECT NO. IR-IM-95-6(76)
ITEM NO. 502.19

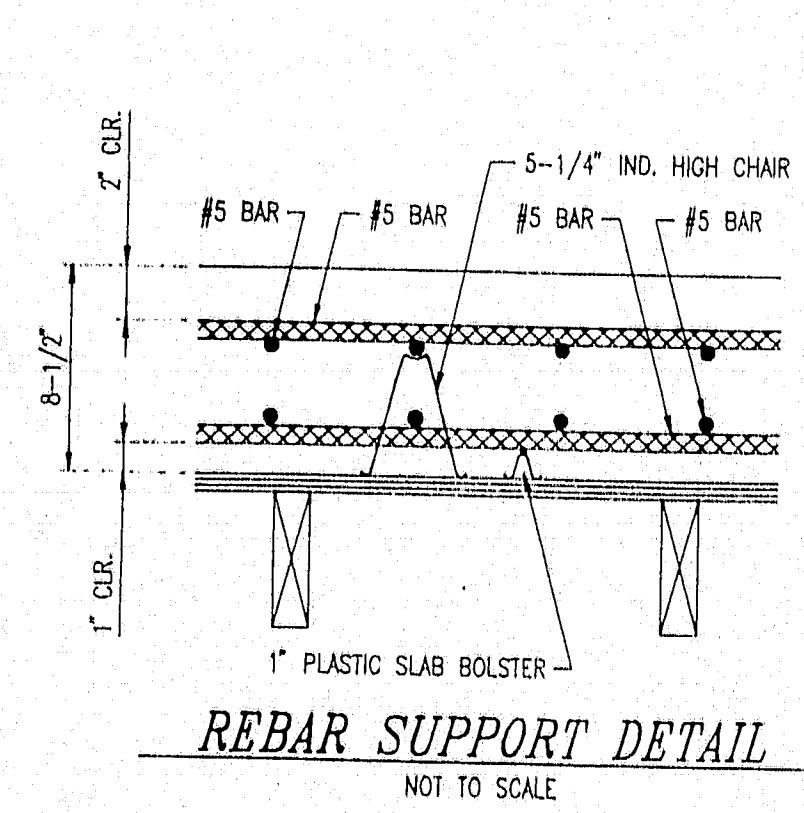
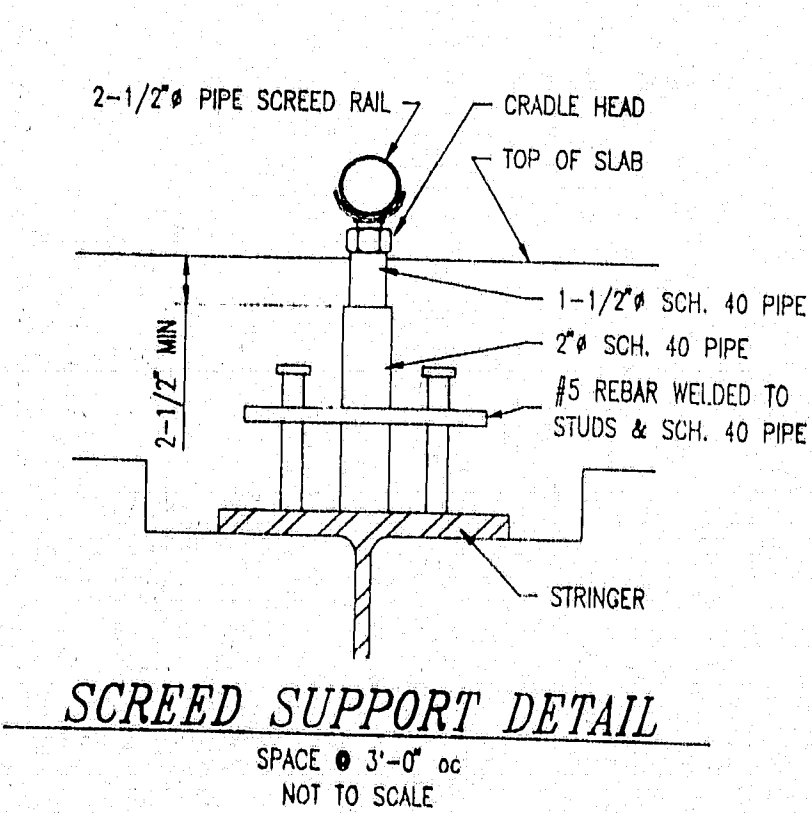
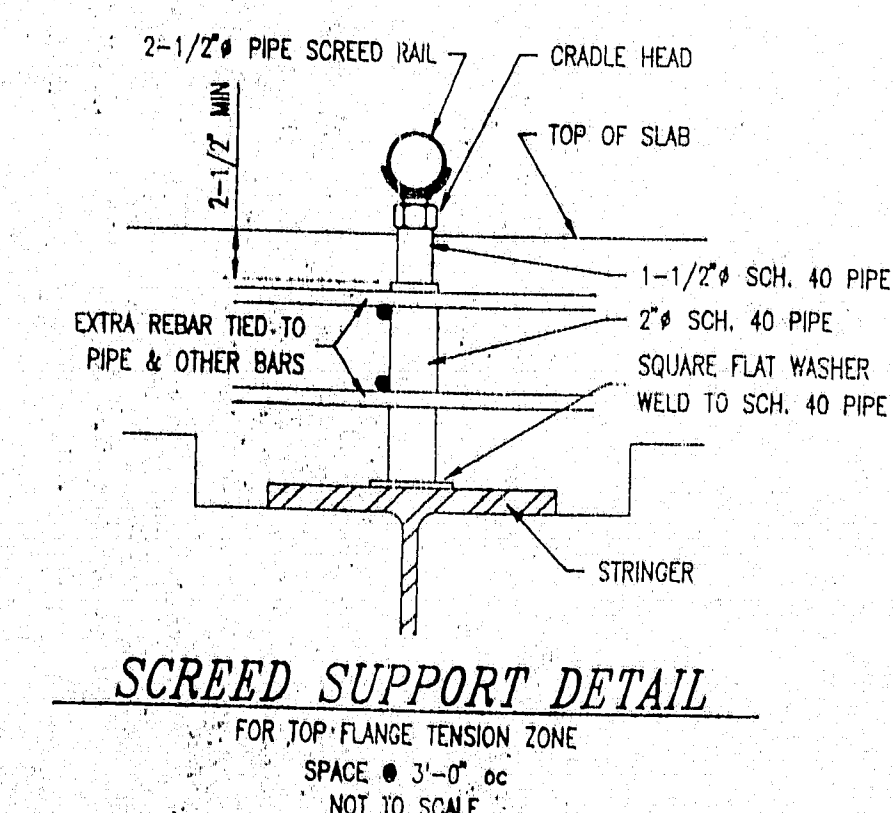
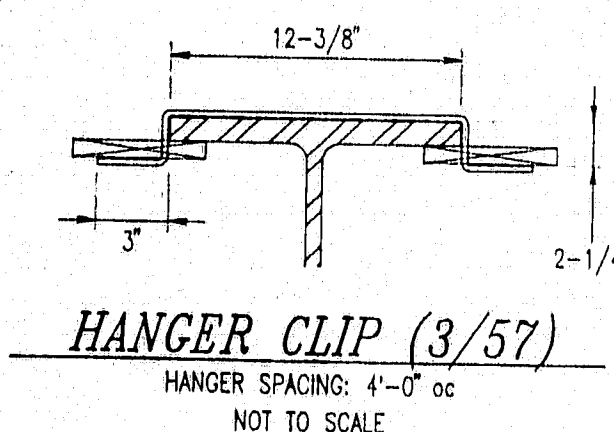
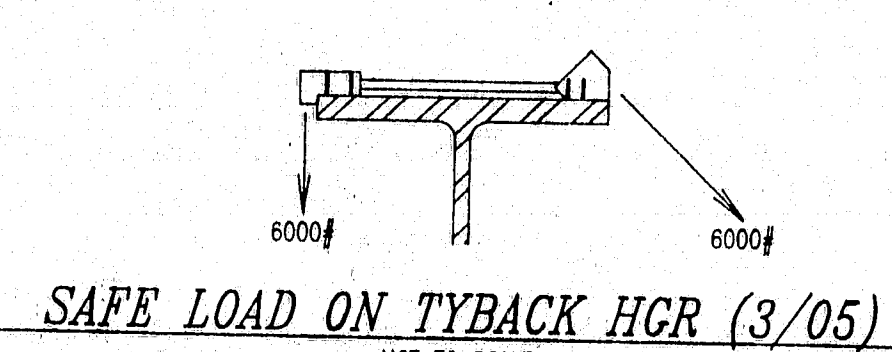
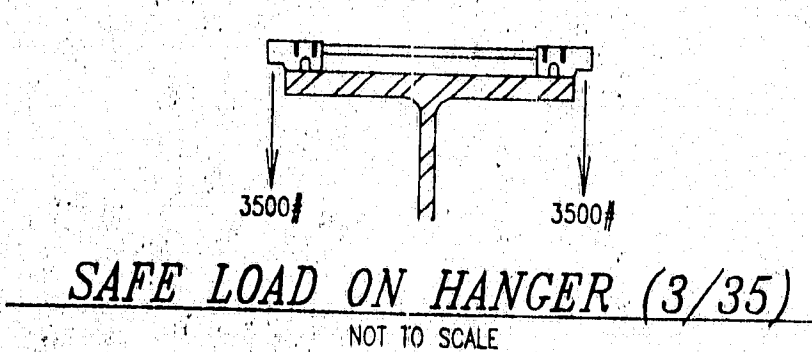
115-492
A.R.C. ENTERPRISES
KINGFIELD, MAINE

PROJECT 105 RD & 88 OVER BOND BROOK
AUGUSTA, MAINE
SCALE: 1" = 1'-0"
DATE: 9/94
APPROVED BY: [Signature]
DRAWN BY: [Signature]
BRIDGE DRAINS
STETSON & WATSON
DWG. NO. 4



TYPICAL DECK FRAMING
SCALE: 3/4" = 1'-0"

Form work for steel roadway may be used as proposed. No additional bracing need be used. Structural adequacy of formwork has not been verified since it is the contractor's responsibility.



LUMBER NOTES

- LUMBER USED FOR CONSTRUCTION OF THE DECK FORMS SHALL BE **SP-100** SPECIES, NO. 2 OR OR SHALL HAVE ALLOWABLE STRESS VALUES WHICH ARE EQUAL TO OR GREATER THAN THE FOLLOWING:
 $E = 575 \text{ ksi}$
 $F_t = 85 \text{ ksi}$
 $F_c = 555 \text{ ksi}$
 $E = 1,100,000 \text{ psi}$
- IN CALCULATIONS, THE ALLOWABLE BENDING STRESS (F_b) SHOWN ABOVE IS ADJUSTED BY THE FOLLOWING FACTORS:
 1.25 LOAD DURATION OF 7 DAYS OR LESS
 1.15 REPETITIVE MEMBER FACTOR (USED FOR JOISTS ONLY)
 1.50 SIZE FACTOR (USED FOR JOISTS)
 0.85 WET USE FACTOR (USED FOR JOISTS)
 1.10 SIZE FACTOR (USED FOR BUNGS)
 1.00 WET USE FACTOR (USED FOR BUNGS)
- IN CALCULATIONS, THE ALLOWABLE HORIZONTAL SHEAR STRESS (F_v) SHOWN ABOVE IS ADJUSTED BY THE FOLLOWING FACTORS:
 1.25 LOAD DURATION OF 7 DAYS OR LESS
 0.97 WET USE FACTOR
 1.00 SHEAR STRESS FACTOR (SEE NOTE 7)
- IN CALCULATIONS, THE ALLOWABLE COMPRESSION PERPENDICULAR TO GRAIN (F_c) SHOWN ABOVE IS ADJUSTED BY THE FOLLOWING FACTOR:
 0.87 WET USE FACTOR
- IN CALCULATIONS, THE MODULUS OF ELASTICITY (E) SHOWN ABOVE IS ADJUSTED BY THE FOLLOWING FACTOR:
 0.90 WET USE FACTOR
- IN CALCULATIONS, A LIVE LOAD ALLOWANCE OF 25 POUNDS PER SQUARE FOOT HAS BEEN INCLUDED.
- DEFLECTION OF FRAMING MEMBERS IS LIMITED TO 1/360TH OF SPAN BUT NOT MORE THAN 1/8".
- LUMBER SHALL BE FREE OF SPLITS WHICH ARE GREATER IN LENGTH THAN 1.50 TIMES THE WIDE FACE AND FREE OF SHAKES WHICH ARE GREATER IN SIZE THAN 0.50 TIMES THE NARROW FACE IF LUMBER CONTAINS SPLITS OR SHAKES WHICH ARE LARGER THAN THESE LIMITS, THE SHEAR STRESS FACTOR MUST BE ADJUSTED ACCORDINGLY.
- THE DECK FORMS HAVE BEEN DESIGNED AND SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS AND RECOMMENDATIONS OF THE 1991 NATIONAL DESIGN SPECIFICATION FOR WOOD CONSTRUCTION AS WELL AS ANY AND ALL REQUIREMENTS AND RECOMMENDATIONS OF THE A.C.I., O.S.H.A. OR ANY OTHER AGENCY HAVING JURISDICTION.

GENERAL NOTES

- THIS LAYOUT DRAWING IS FURNISHED BY A.H. HARRIS & SONS, INC. AS A SERVICE TO CONCEPTUALLY ILLUSTRATE THE ASSEMBLY OF A.H. HARRIS' PRODUCTS ONLY. SUCH LAYOUT DRAWINGS ARE NOT INTENDED TO BE FULLY DETAILED NOR COVER NOR THE INTERCONNECTION THEREWITH, INASMUCH AS A.H. HARRIS DOES NOT CONTROL JOBSITE ASSEMBLY OR PRO-CEDES CONSISTENT WITH SAFE PRACTICE AND OVERALL PROJECT OBJECTIVES.
- WALL AND COLUMN FORMS MUST BE ADEQUATELY BRACED TO SAFELY SUPPORT ALL FORESEEABLE LATERAL LOADS ASSOCIATED WITH WIND, ECCENTRIC LOADING, ETC. THE MATERIALS, QUANTITIES, LOCATIONS AND METHODS OF ATTACH-MENT AND ANCHORAGE OF THE BRACING DESIGN SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR BASED ON JOBSITE CONDITIONS AND APPLICABLE INDUSTRY STANDARDS.
- THIS DRAWING IS BASED ON A MAXIMUM ALLOWABLE CONCRETE PRESSURE OF NA LBS./S.F. AS DETERMINED BY AMERICAN CONCRETE INSTITUTE FORMULAS AND PROCEDURES.
- SAFE LOAD CAPACITY OF TIES IS NA LBS. AT NA LBS./S.F. SAFETY FACTOR UNLESS NOTED OTHERWISE.
- ALLOWABLE LOAD ON SHEAR WALL BRACKET IS NA LBS. WHEN ANCHORED IN 2000 PSI CONCRETE WITH 3/4" H.S. BOLT.
- LIFT BRACKET CAPACITIES ARE GIVEN BELOW. ALL RIGGING IS BY OTHERS.

115-493
PLOT SCALE 1=16

NO.	BY	CHECKED	DATE
1			
2			
3			
4			

DRAWING STATUS
☐ PRELIMINARY DETAILS ONLY - NOT FOR CONSTRUCTION PURPOSES.
☐ ISSUED FOR INFORMATION PURPOSES ONLY.
☐ ISSUED FOR ARCH/ENG APPROVAL.
☐ ISSUED FOR CONTRACTOR APPROVAL.
☐ ISSUED FOR CONSTRUCTION.
☐ DESTROY ALL PREVIOUS COPIES.

FACTORS AFFECTING CONCRETE PRESSURE
 1. WEATHER - Cold weather will delay setting up of concrete. Increasing liquid heat, that adding to the pressure. 2. A FAST POUR - The higher rate of pour, the greater the pressure. 3. VIBRATION - In addition to tamping the concrete liquid (high hydrostatic pressure), vibration adds a pounding or impact pressure. Accordingly, bucket or otherwise - If concrete is dumped an additional impact pressure is added to the concrete pressure. 5. RETARDING ADDITIVES - Cause greater than normal liquid head for a given rate of pour.
 NOTE: When any of the above conditions exist, extra care should be exercised in pouring and additional tie used.

A.H. HARRIS & SONS, INC.
 New Britain, CT (203)225-7571
 Portsmouth, NH (603)436-3833
 Medfield, MA (508)358-7321
 Lenoir, NC (704)754-6413
 Latham, NY (516)785-3276
 Greensboro, NC (919)294-8200
 Newark, NJ (201)485-4100
 West Seneca, NY (716)875-3355

VERSIFORM NOTES
 1. SAFE LOAD OF WALKWAY BRACKET IS 250 LBS. BRACKET IS TO BE BOLTED TO FORMWORK AT BOTH UPPER AND LOWER ARMS.
 2. H.S. BOLTS HAVE 3 LINES EMBOSSED ON BOLT HEAD.
 3. ANCHOR BRACKET IS ATTACHED WITH 4 H.S. BOLTS.
 4. TIE DOWN BRACKET IS ATTACHED WITH 4 H.S. BOLTS.
 5. SAFE LOAD ON GANG LIFT BRACKET IS 475 LBS. WHEN LIFT LINE IS VERTICAL DOWN TO 45° ATTACH WITH 1 1/2" LBS. WHEN LIFT LINE IS FRAME CORNER WHEN LIFTING FROM CHANNEL CROSSMEMBER, OR 3" FROM FRAME CORNER WHEN LIFTING FROM FLAT BAR SIDE RAIL.

STEEL-PLY NOTES
 1. DO NOT TRY TO FORCE POSITION OF FORMS ON TIES BY STRIKING OR HAMMERING ON ENDS OF WIRE TIES.
 2. LIFT HANDLES ARE TO BE USED TO ASSIST IN MANUALLY TRANSPORTING SUPPORT OR FOR ANY OTHER PURPOSE.
 3. ALWAYS USE KEYS OR BOLTS TO SECURE TIES TO FORMS.
 4. TOGGLE TIES ARE TO BE WELDED ON BOTH SIDES OF TOGGLE WHEN ATTACHED TO STEEL.
 5. THE ALLOWABLE LOAD ON SCAFFOLD BRACKET IS 500 LBS. BRACKETS SHOULD NOT BE SPACED MORE THAN 8 FT. APART.
 6. SAFE VERTICAL LOAD ON GANG LIFT BRACKET IS 475 LBS. WHEN SLING ANGLE DECREASES TO MINIMUM OF 45°.

FOR		STETSON & WATSON	
JOB		I-95 NB & SB OVER BOND BROOK	
LOCATION		ALBUQUERQUE, NM	
DRAWN BY	DATE	DRAWING No.	SHEET No.
CHECKED	DATE	REP.	1 OF 1