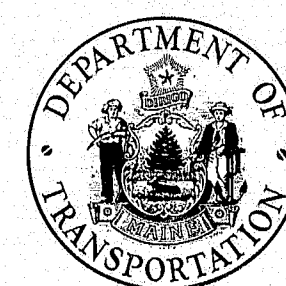


F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(27)	1	30

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION



BUREAU OF HIGHWAYS

INTERSTATE-95

OVER

COBBOSSEECONTEE STREAM

BETWEEN THE TOWNS OF  
GARDINER & WEST GARDINER  
KENNEBEC COUNTY

MAINE FEDERAL AID INTERSTATE

PROJECT NO. I-95-5(27)96

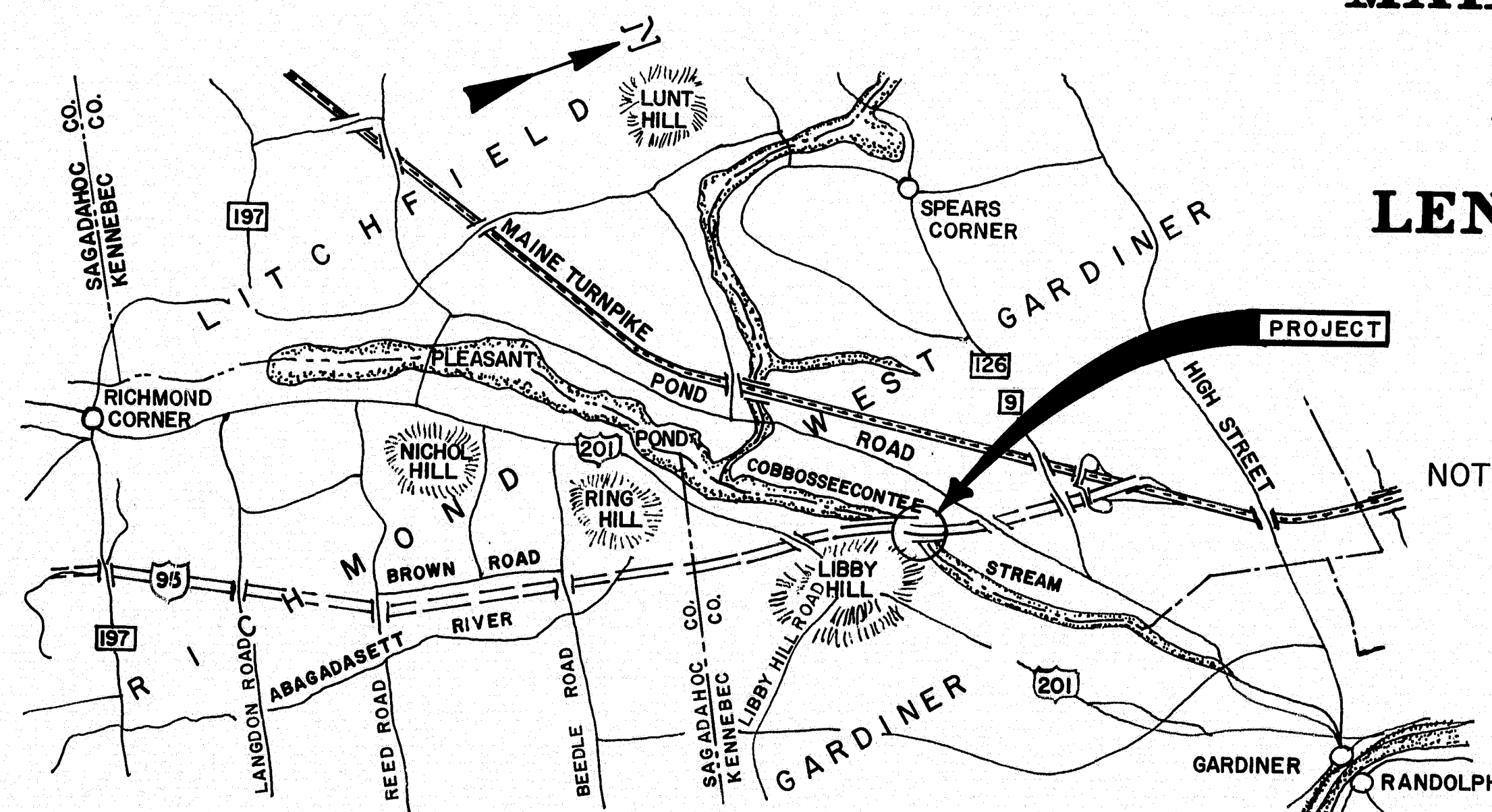
LENGTH OF PROJECT 0.039 MILES

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

14<sup>th</sup> on Microfilm Reel # 179

TITLE	SHEET NO.
TITLE SHEET	1
QUANTITIES SHEET	2
TYPICAL SECTIONS	3
BRIDGE PLANS	4 THRU 18
BRIDGE STANDARDS	19 THRU 22
HIGHWAY STANDARDS	23 THRU 25
SOIL SURVEYS	26 THRU 29
RIGHT OF WAY MAPS	30

Sheet 30 missing when hung



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

TRAFFIC DATA

A.D.T.	1971 = 7625
A.D.T.	1991 = 16080
D.H.V.	= 2090
T. (%)	= 11
D. (%)	= 60
V.	= 60
P.S.D. (%)	
18 KIPS	

As Built Plans  
W. J. Morrison  
2-10-77

APPROVED:

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
COMMISSIONER  
Richard A. Justice  
BUREAU DIRECTOR  
Lybster A. For  
CHIEF ENGINEER

DATE

12-26-72  
12-26-72  
12-26-72

No Coast Guard Permit Required

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

SPECIFICATIONS

DESIGN - AASHO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1969  
AND INTERIM SPECIFICATIONS 1970, 1971 AND 1972.

CONTRACT - STATE OF MAINE, STATE HIGHWAY COMMISSION, STANDARD  
SPECIFICATIONS, HIGHWAYS AND BRIDGES, REVISION OF JUNE 1968.

DESIGN LOADING

LIVE LOAD - HS20-44 (Modified for Interstate)

MATERIALS

CONCRETE - SEALS - CLASS S  
ALL OTHERS - CLASS A

REINFORCING STEEL - ASTM A615 GRADE 60

STRUCTURAL STEEL - ASTM A588 AND AS NOTED

BASIC ALLOWABLE STRESSES

CONCRETE -  $f_c = 1200$  psi  $n = 10$

REINFORCING STEEL -  $f_s = 24,000$  psi

STRUCTURAL STEEL - ASTM A588 -  $f_s = 27,000$  psi  
ASTM A36 -  $f_s = 20,000$  psi  
ASTM A325 -  $f_v = 13,500$  psi

HYDROLOGIC DATA

DRAINAGE AREA = 201 SQUARE MILES  
FLOOD OF RECORD = 4600 cfs  
VELOCITY AT Q50 = 2.0 fps

158-80



ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
203.24	Common Borrow	8,230	C.Y.
203.25	Granular Borrow	9,050	C.Y.
203.27	Rock Borrow	650	C.Y.
203.29	Selected Granular Material	1890	C.Y.
206.06	Structural Earth Excavation-Drainage & Minor Structures	130	C.Y.
206.10	Structural Earth Excavation - Piers	445	C.Y.
304.10	Aggregate Subbase Course-Gravel	745 <del>745</del>	C.Y.
501.21A	Steel H-beam Piles 53 lbs. per Ft.	4,740	Lvs. Ft.
501.23	Loading Tents	2	Each
502.21	Structural Concrete, Abutment & Retaining Walls	629	C.Y.
502.23	Structural Concrete, Piers	286	C.Y.
502.25	Structural Concrete, Piers (Placed Under Water)	800	C.Y.
502.26	Structural Concrete, Roadway & Sidewalk Slabs	—	Lump Sum
502.29	Structural Concrete, Retaining Structures on Bridge	—	Lump Sum
502.31	Structural Concrete, Approach Slabs	—	Lump Sum
503.12	Reinforcing Steel, Fabricated & Delivered	229000	Lbs.
503.13	Reinforcing Steel, Placing	251840 <del>251840</del> 229000	Lbs.
504.70	Structural Steel, Fabricated & Delivered	—	Lump Sum
504.71	Structural Steel, Erection	—	Lump Sum
505.08	Steel connectors	—	Lump Sum
507.08	Bridge Railing	780	Lvs. Ft.
511.0701	Cofferdams, Northbound Pier	—	Lump Sum
511.0702	Cofferdams, Southbound Pier	—	Lump Sum
512.07	French Drains (stones only)	45	C.Y.
513.10	Shape Protection - Bituminous Treated stone	630	S.Y.
514.06	Guring Box for Concrete Cylinders	1	Each
515.20	Protective Coatings for Concrete Surfaces	2,400350	S.Y.
603.155	12 inch Reinforced Concrete Pipe Class III	9	Lvs. Ft.
604.09	Catch Basins Type B1	1	Each
605.09	6 inch Underdrain Type "B"	280	Lvs. Ft.
605.10	6 inch Underdrain Outlet	20	Lvs. Ft.
609.13	Vertical Bridge Curb - Type 1	813	Lvs. Ft.
610.09	Hand Laid Riprap	14	C.Y.
610.12	Portland Cement for Riprap Grout	6	Bbl.
615.07	Loam	150	C.Y.
616.08	Sodding	130	S.Y.
618.14	Seeding, Method Number 2	24	Unit
618.15	Temporary Seeding	50	Lbs.
619.09	Hay Mulch	24	Unit
629.05	Labor Straight Time	10	M. Hrs.
631.19	Air Compressor (including operator)	10	Hour
631.11	Air Tool (including operator)	10	Hour
631.12	Air Repair Excavator (including operator)	10	Hour
631.13	Bulldozer (including operator)	10	Hour
631.171	Truck - small (including operator)	10	Hour
631.22	Front End Loader (including operator)	10	Hour
639.09	Field Office, Type B	1	Each
657.201	Seed and Application, Method A	20	Unit
657.21	Reforesting, Method B	1	Acres
660.21	On-the-Job Training (Bid)	1,000	M. Hrs.

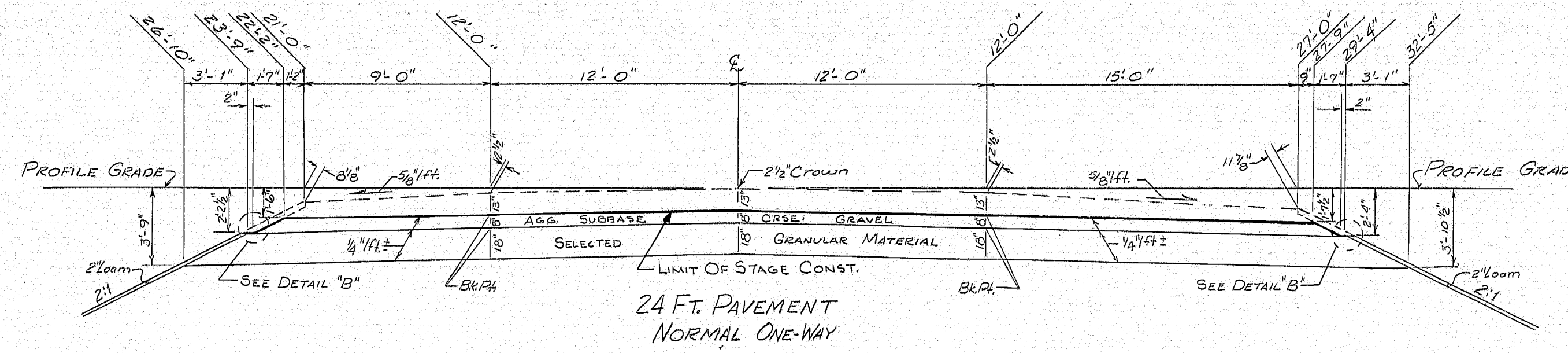
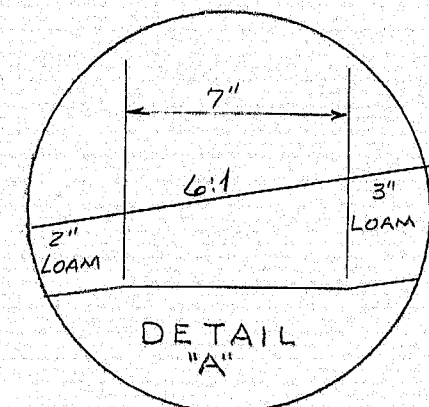
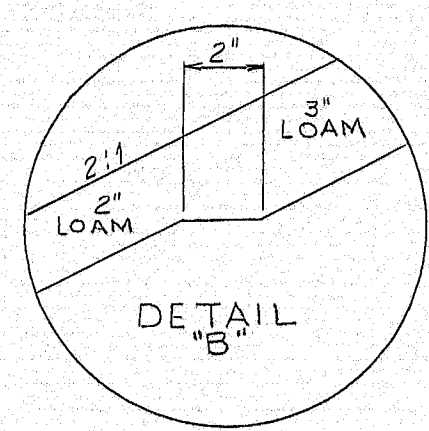
## SUMMARY OF EXCAVATION AND BORROW

158-81



# STAGE CONST.-GRADING & AGG. SUBBASE CRSE. GRAVEL\*

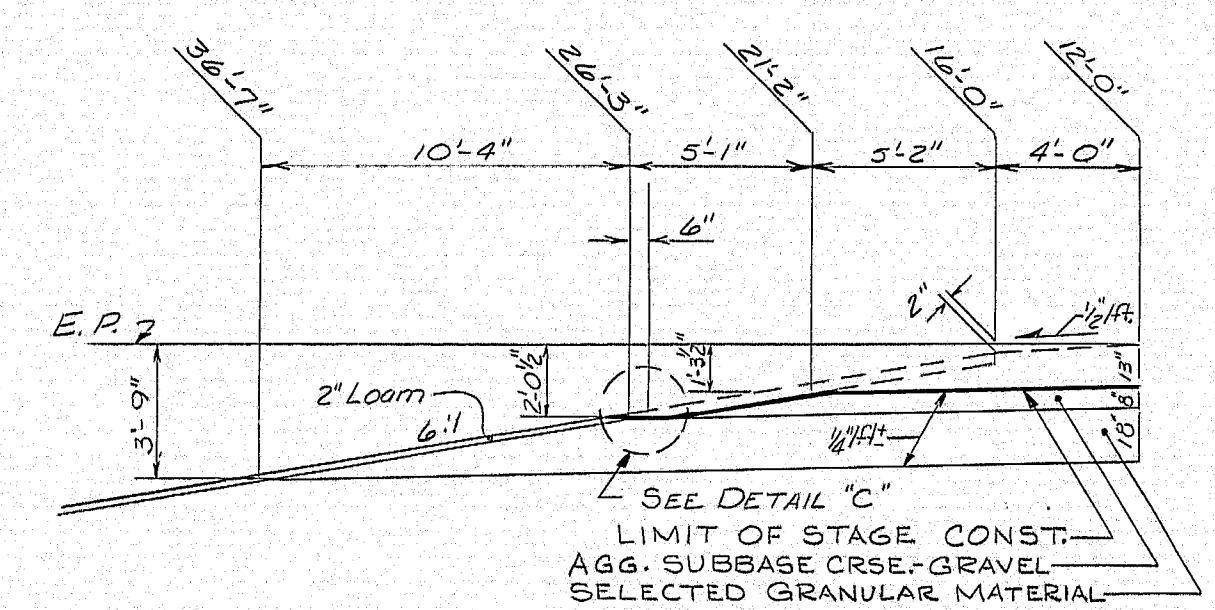
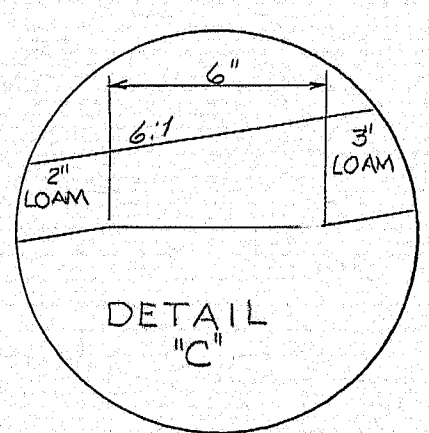
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(27)	3	30



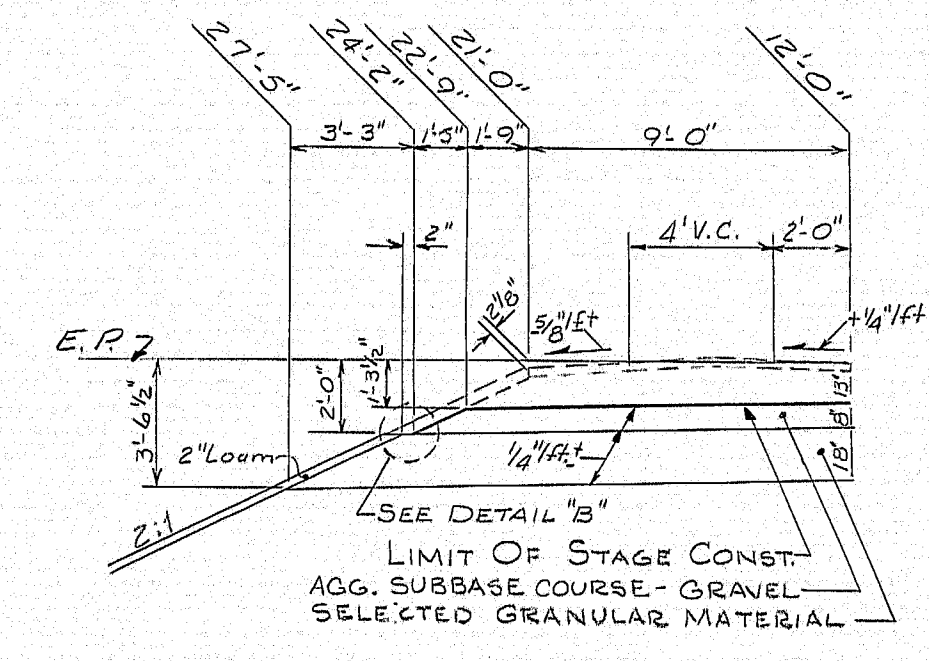
9 Ft. SHLD.  
AGG. SUBBASE CRSE.-GRAVEL = 27.09 CY/100LF  
SELECTED GRANULAR MATERIAL = 73.32 CY/100LF

AGG. SUBBASE CRSE.-GRAVEL = 59.26 CY/100LF  
SELECTED GRANULAR MATERIAL = 133.33 CY/100LF

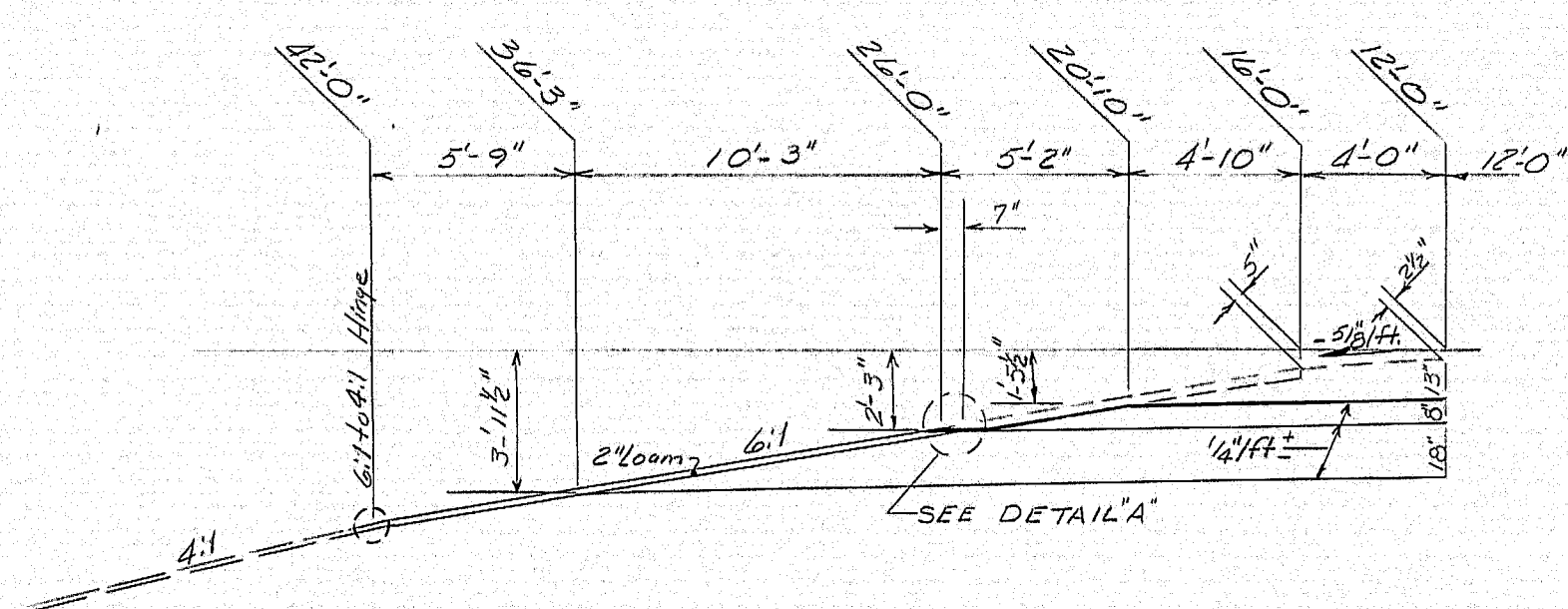
15 Ft. SHLD.  
AGG. SUBBASE CRSE.-GRAVEL = 40.98 CY/100LF  
SELECTED GRANULAR MATERIAL = 104.06 CY/100LF



4 Ft. SHLD.- HIGH  
AGG. SUBBASE CRSE.-GRAVEL = 27.94 CY/100LF  
SELECTED GRANULAR MATERIAL = 107.34 CY/100LF



9 Ft. SHLD.- HIGH  
AGG. SUBBASE CRSE.-GRAVEL = 28.58 CY/100LF  
SELECTED GRANULAR MATERIAL = 16.61 CY/100LF



4 Ft. SHLD. NORMAL  
AGG. SUBBASE CRSE.-GRAVEL = 28.10 CY/100LF  
SELECTED GRANULAR MATERIAL = 106.11 CY/100LF

PLANS	DESIGN - DETAILED CHECKED REVISIONS FIELD CHANGES	BY	DATE

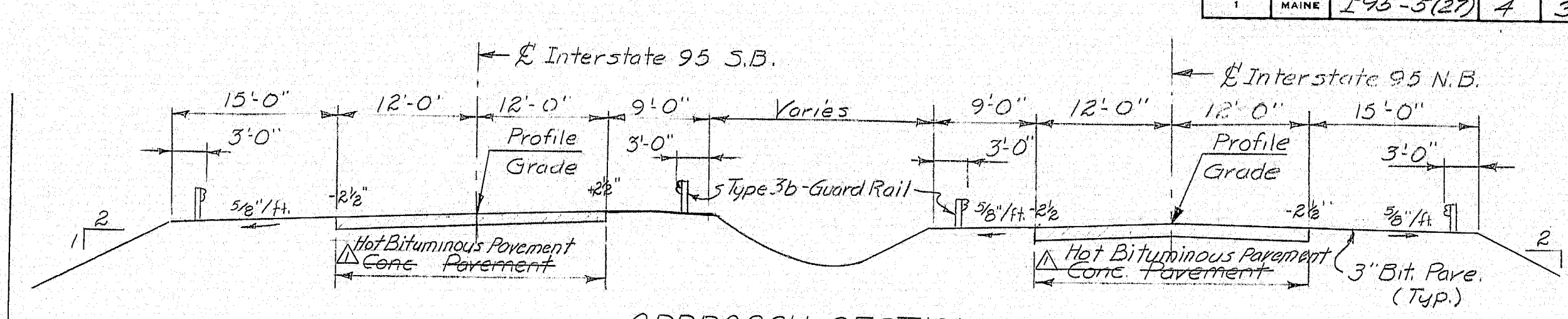
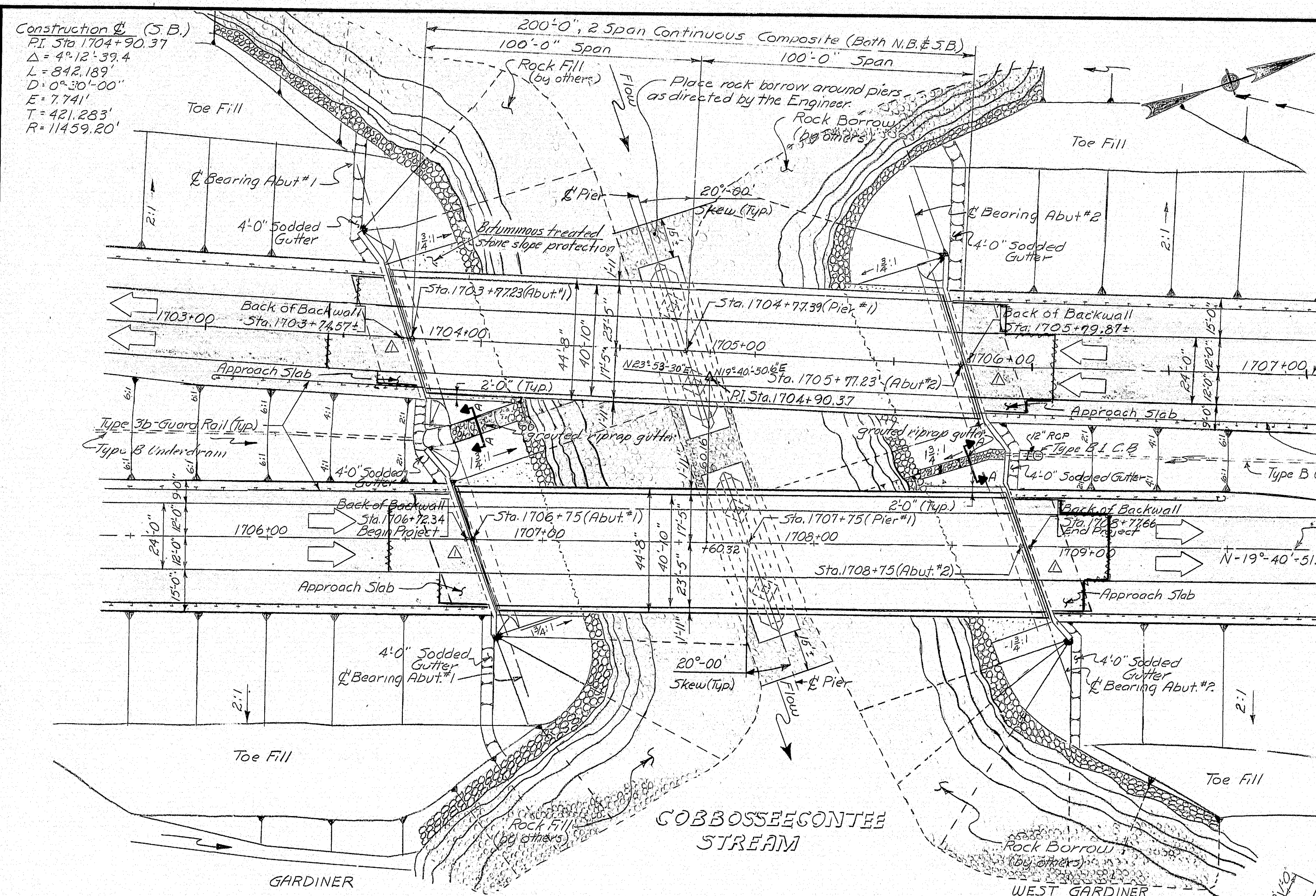
\* Note: the pavements & base depths as shown on plans are intended to be nominal.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
TYPICAL APPROACH SECTION  
I-95 OVER COBBOSSEET STREAM

SHEET / OF / AUGUSTA, MAINE

158-82

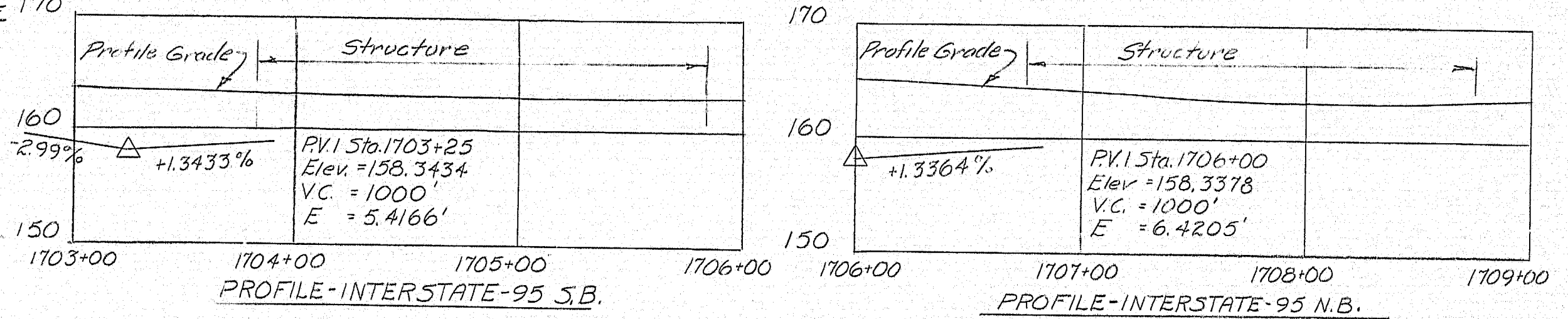




APPROACH SECTION

CONSTRUCTION NOTES

- Refer to Right of Way Map for construction limits and right of way lines.
- The material used to construct embankments in areas where piles are to be driven shall meet the requirements of sub-section 501.07 of the Standard Specifications.
- Where granular borrow is required, the material shall meet the requirements for Underwater Backfill given in sub-section 703.19 of the Standard Specifications.
- Loam (2 inches), Seed (Method #2), and Hay Mulch shall be placed on embankment slopes.
- A strip of Sod 4'-0" wide shall be placed behind abutment wings as shown. The center of the strip shall be recessed 3 to 6 inches to form a gutter. Two inches of loam shall be placed under sod.
- Median grades, underdrain grades, and exact location and elevation of the Catch Basin, and exact length and location of 12" RCP will be determined in the field by the Engineer.
- Corrugated Aluminum pipe shall be used for type B underdrain.



INDEX TO BRIDGE PLANS

DESCRIPTION	SHEET
General Plan	1
Survey	2
Profile	3
Layout	4
Footings and Pile Plan	5
Abutments	6
Piers	7
Framing Plan	8
Blocking and Camber	9
End Posts and Armored Joints	10
Superstructure and Section	11
Superstructure Details	12
Approach Slabs	13
Reinforcing Steel	14

NOTE:  
This sheet shows the completed stage construction projects. This contract requires the construction of the bridge structure and part of the interstate embankments.

REFERENCES

- TYPICAL SECTIONS (for approaches)  
BRIDGE STAKE AIDS:  
BD 100-10 Bearing Pegs  
BD 104-11 Apron, Non-Flared, Concrete & Drain  
BD 108-69 Aluminum Rolling 2-Bar (Semi-Ellipse)  
BD 118-72 Drapings and Crossframes  
HIGHWAY STANDARDS  
(1) AUG. 1969  
(2) " "  
(3) " "  
SOILS DATA  
Foundation Survey 1 of 4  
Foundation Survey 2 of 4  
Boring Details 3 of 4  
Boring Details 4 of 4  
RIGHT OF WAY MAP

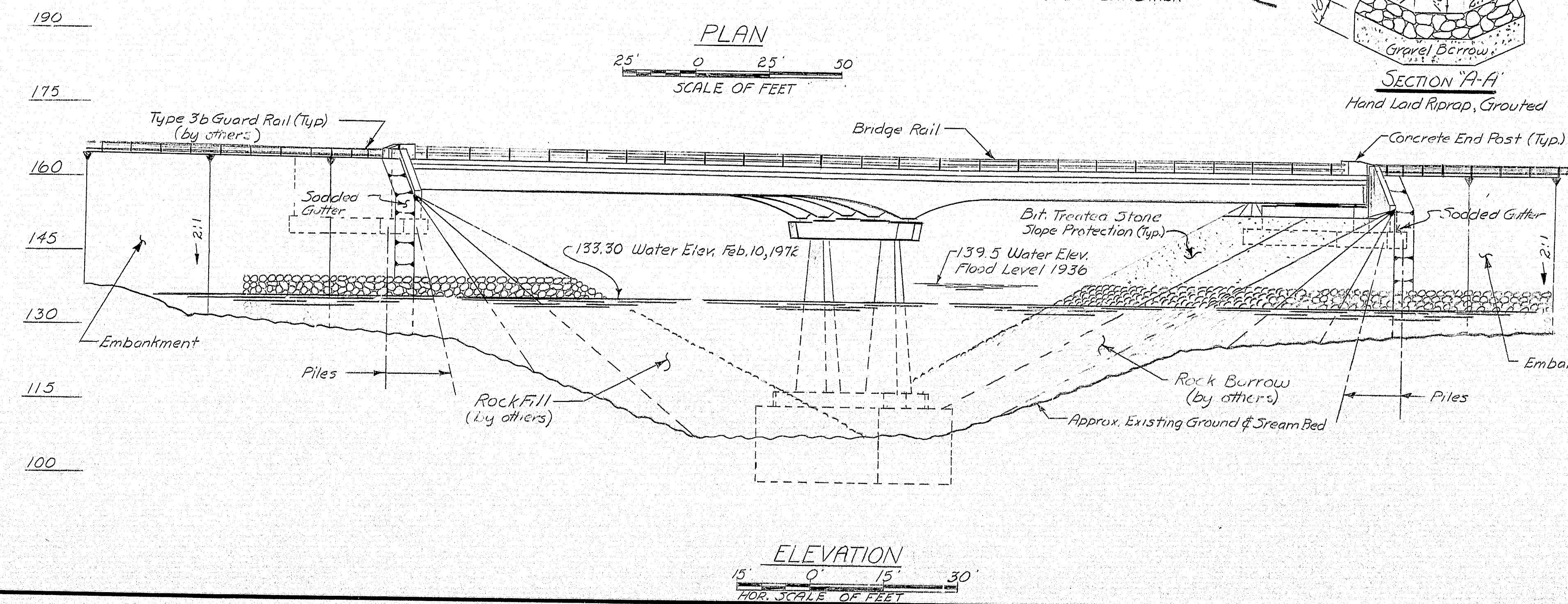
Revised Plan to show revised approach slabs D.M.P. 4/73

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
INTERSTATE - 95  
OVER  
COBBOSEECONTEE STREAM  
BETWEEN THE TOWNS OF  
GARDINER & WEST GARDINER  
KENNEBEC COUNTY  
GENERAL PLAN  
SHEET 1 OF 15 AUGUSTA, MAINE Dec. 1972

158-93

PROJECT DESIGN ENGINEER  
James Chandler

DATE	BY	DESIGN	CHECKED	REVISIONS	FIELD CHANGES
3-10-72	PPS	MMG	MMG		
8-15-72					



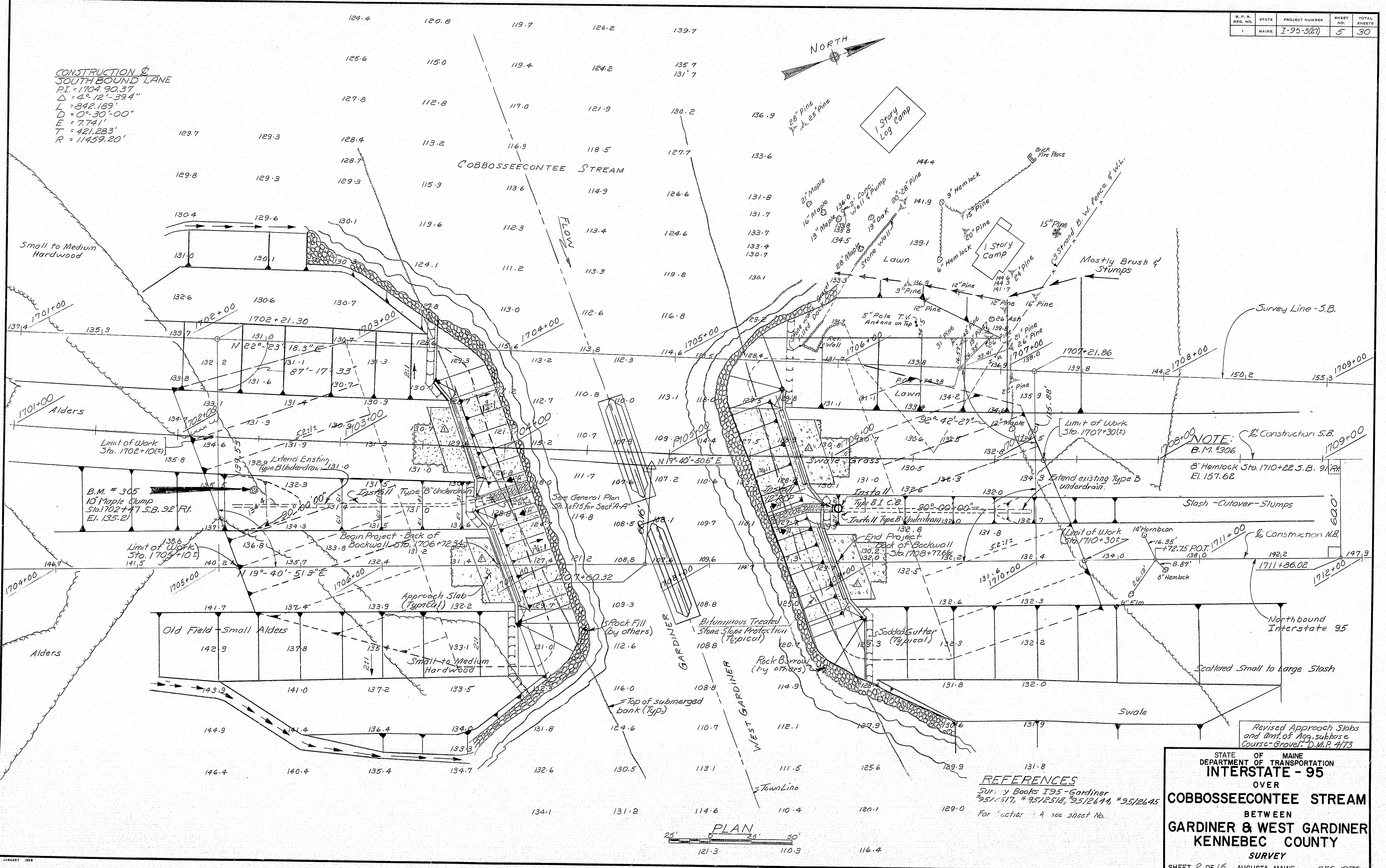
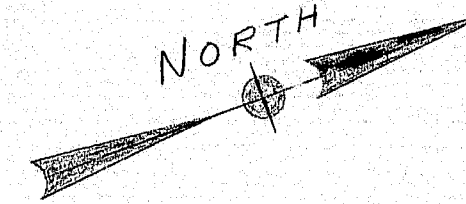
ELEVATION  
HOR. SCALE OF FEET

PLAN  
SCALE OF FEET



S.P.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(87)	5	30

CONSTRUCTION OF  
SOUTH BOUND LANE  
P.I. = 1704.90.37  
 $\Delta = 42^\circ 12' - 39.4''$   
 $L = 842.189'$   
 $D = 0^\circ 30' - 00''$   
 $T = 7.741'$   
 $E = 421.283'$   
 $R = 11459.20'$



Survey Checked  
BY J.L.F. 1-11-72  
DATE  
DESIGN - DETAILED  
CHECKED  
REVISIONS  
FIELD CHANGES  
PLANS

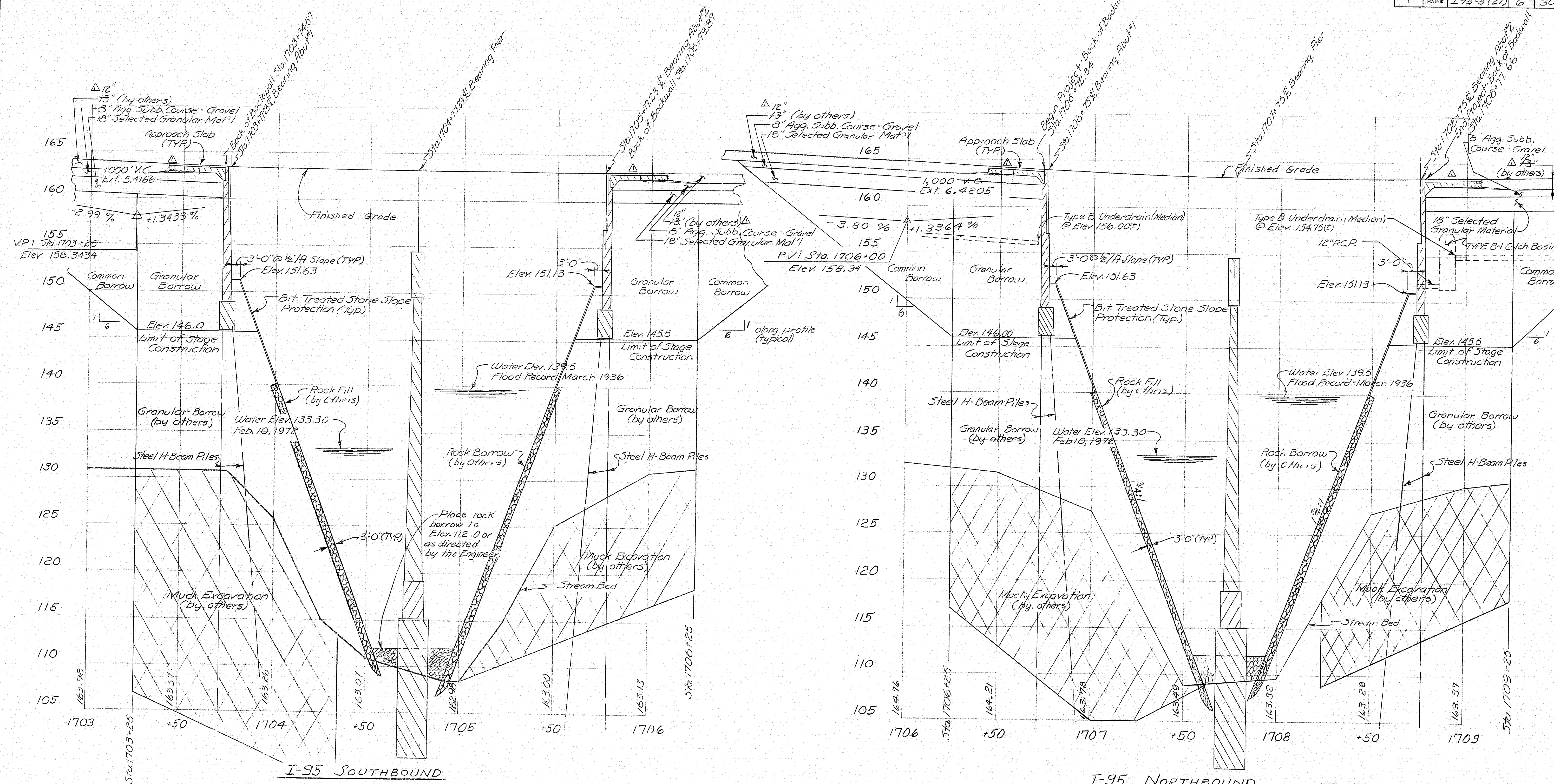
REFERENCES  
Survey Books I-95 - Gardiner  
95/2517, 95/2518, 95/2644, 95/2645  
For Section A see sheet No.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**INTERSTATE - 95**  
OVER  
**COBBOSSEECONTEE STREAM**  
BETWEEN  
**GARDINER & WEST GARDINER**  
KENNEBEC COUNTY  
SURVEY  
SHEET 2 OF 15  
AUGUSTA, MAINE  
DEC 1972

158-B4



S.P.N.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(27)	6	30



PROFILES

△ Revised Approach Slab details and grade "by others" D.M.R.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**INTERSTATE - 95**  
OVER  
**COBBOSSEECONTEE STREAM**  
BETWEEN  
**GARDINER & WEST GARDINER**  
**KENNEBEC COUNTY**  
PROFILES  
SHEET 3 OF 15 AUGUSTA, MAINE DEC. 1972

158-85

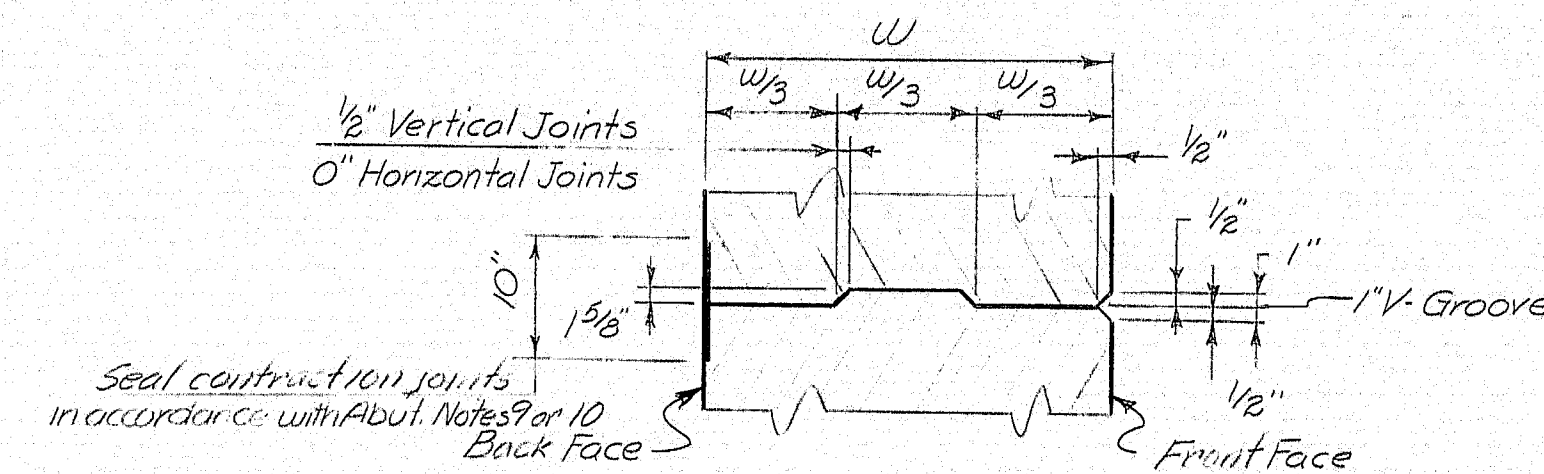
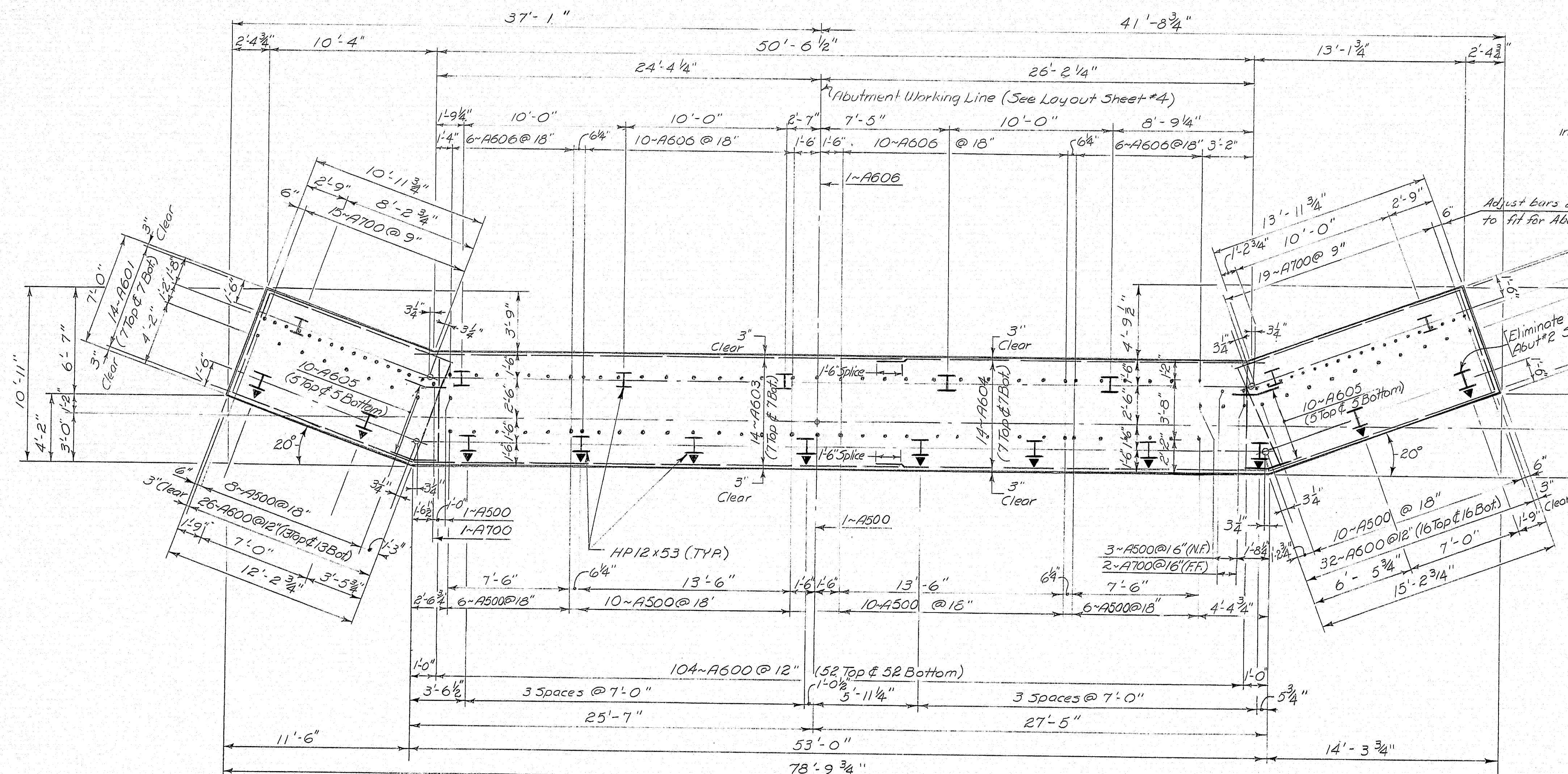
Survey Checked BY J.T.F. 1-11-72  
DESIGN - DETAILED DATE 12/1/72  
REVISIONS N.E.A. 12/1/72  
FIELD CHANGES 12/1/72  
PLANS







STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	I-95-5(27)	8	30



#### LEGEND

N.F. = Near Face  
F.F. = Far Face  
Cl. = Clearance

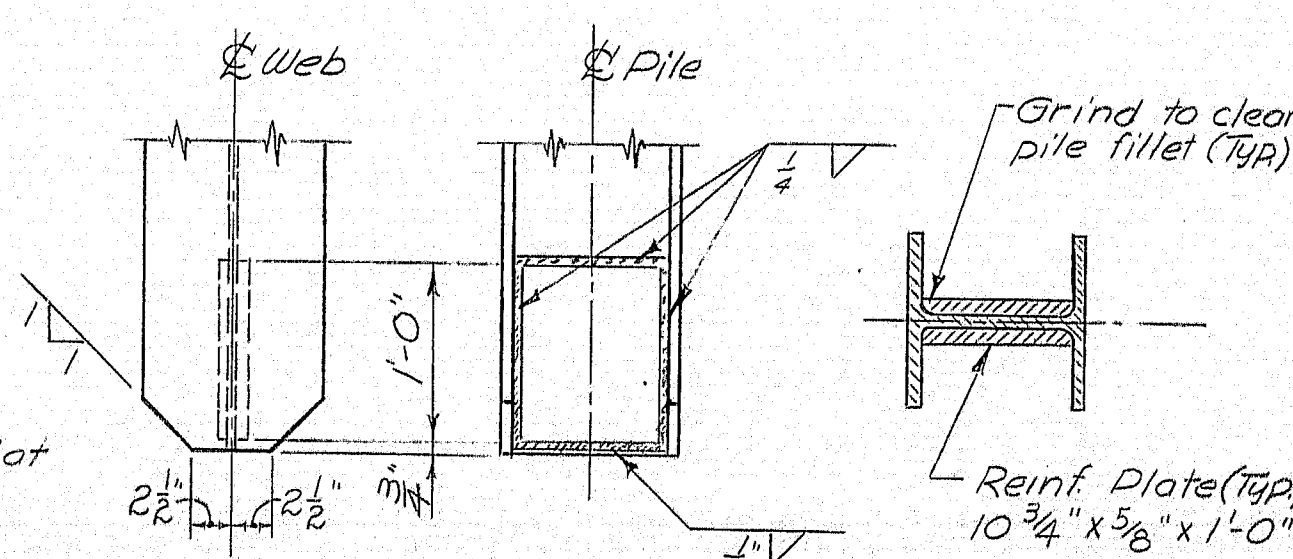
#### PILE NOTES:

- The following are pile locations, number of piles required, size of piles and estimated driven lengths.  
Abutment #1 N.B. - 20 - HP 12 x 53 @ 60'  
Abutment #2 N.B. - 20 - HP 12 x 53 @ 60'  
Abutment #1 S.B. - 20 - HP 12 x 53 @ 60'  
Abutment #2 S.B. - 19 - HP 12 x 53 @ 60'
- An alternate type of pointed pile tip may be used if approved by the Engineer.
- Estimated Driven Length of Piles are determined from available soils information with no allowance for pile cut-offs and no allowance for uncertain pile penetration.
- Maximum Pile Load equals 70 tons.
- Piles marked with arrow symbols  $\rightarrow$  shall be battered 3 inches/ft. in the direction of the Arrow.
- All piles shall have Pointed Reinforced Pile Tips.
- Piles shall be driven to a load capacity of 70 tons or 60 feet below cut-off elevation, whichever ever condition first occurs. In the event that a capacity of 70 tons is not obtained for the first pile driven in a footing, as determined by the dynamic pile driving formula, the Engineer may require the pile to be load tested.  
If load testing or driving results indicate that the pile will not support a load of 70 tons, the Engineer may require that the pile be driven to a lower elevation or the number of piles may be increased.
- The Engineer may require more than one pile to be load tested if the first test is not considered to be representative of the remaining piles to be driven.

#### ABUTMENT NOTES

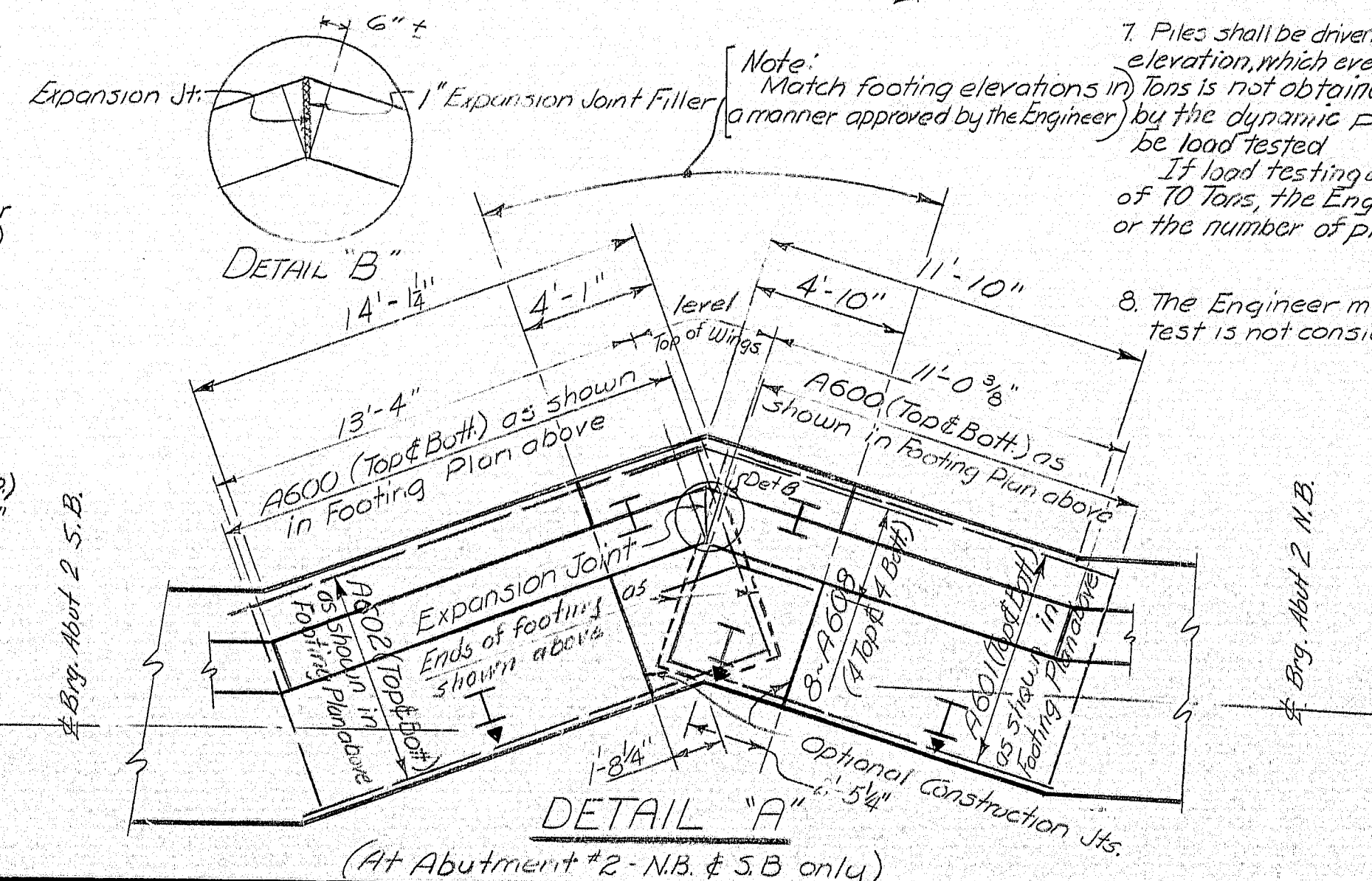
- Chamfer all exposed edges of concrete 1/2 inch unless otherwise indicated.
- All reinforcing steel splices and embedments are to be a minimum of 24 bar diameters unless otherwise indicated.
- Reinforcing steel to have 2 inches cover unless otherwise indicated.
- Place reinforcing steel in bridge seats to clear anchor bolts.
- Break band of vertical contraction joints by a method approved by the Engineer.
- Place concrete in tieup of abutment backwalls after the superstructure slab has been placed.
- Waterstops are not required in horizontal construction joints.
- Protective Coating for concrete surfaces shall be applied to the following areas:  
a. Top of backwall & Top of curbs.
- Cover vertical construction joints on the back face with 2 layers of heavy roofing 10 inches wide. Recess the area to be covered 1/2 inch. The concrete at the recess and each layer of roofing shall be coated with asphalt flashing cement when the roofing is installed. (See note #10 for option)
- At the contractor's option, a P.V.C. waterstop approved by the Engineer, may be used at vertical construction joints in place of the procedure described in Note #9.
- Vertical construction joints may be used in accordance with sub-section 502.11(f) of the standard specifications in abutment footings.
- Abutment #2 S.B. and Abutment #2 N.B. shall have a common continuous footing as indicated in Detail "A". A one inch preformed expansion joint filler shall be installed at the end of Abutment #2 N.B. wing above the footing, and Abutment #2 S.B. wing shall butt against the end of Abutment #2 N.B. wing as shown in Detail "A".
- A 12 K.C.P. shall extend from the Catch Basin behind Abutment #2, thru the end of abutment #2 N.B. wing, to the face of the slope in front of the abutments. The exact location and elevation will be determined in the field by the Engineer. Reinforcing bars shall be adjusted in manner approved by the Engineer.
- Place 4 inch diameter drains in breastwall and wings at 20'-0" maximum spacing. Exact location to be determined by the Engineer in the field.

#### FOOTING & PILE PLAN - N.B. & S.B.



#### POINTED REINFORCED PILE TIP

(Plates may be shop or field welded)



Revised Abutment Note B.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**INTERSTATE - 95**  
OVER  
**COBBOSSEECREEK STREAM**  
BETWEEN THE TOWNS OF  
**GARDINER & WEST GARDINER**  
**KENNEBEC COUNTY**  
FOOTING & PILE PLAN  
SHEET 5 OF 15 AUGUSTA, MAINE DEC 1974

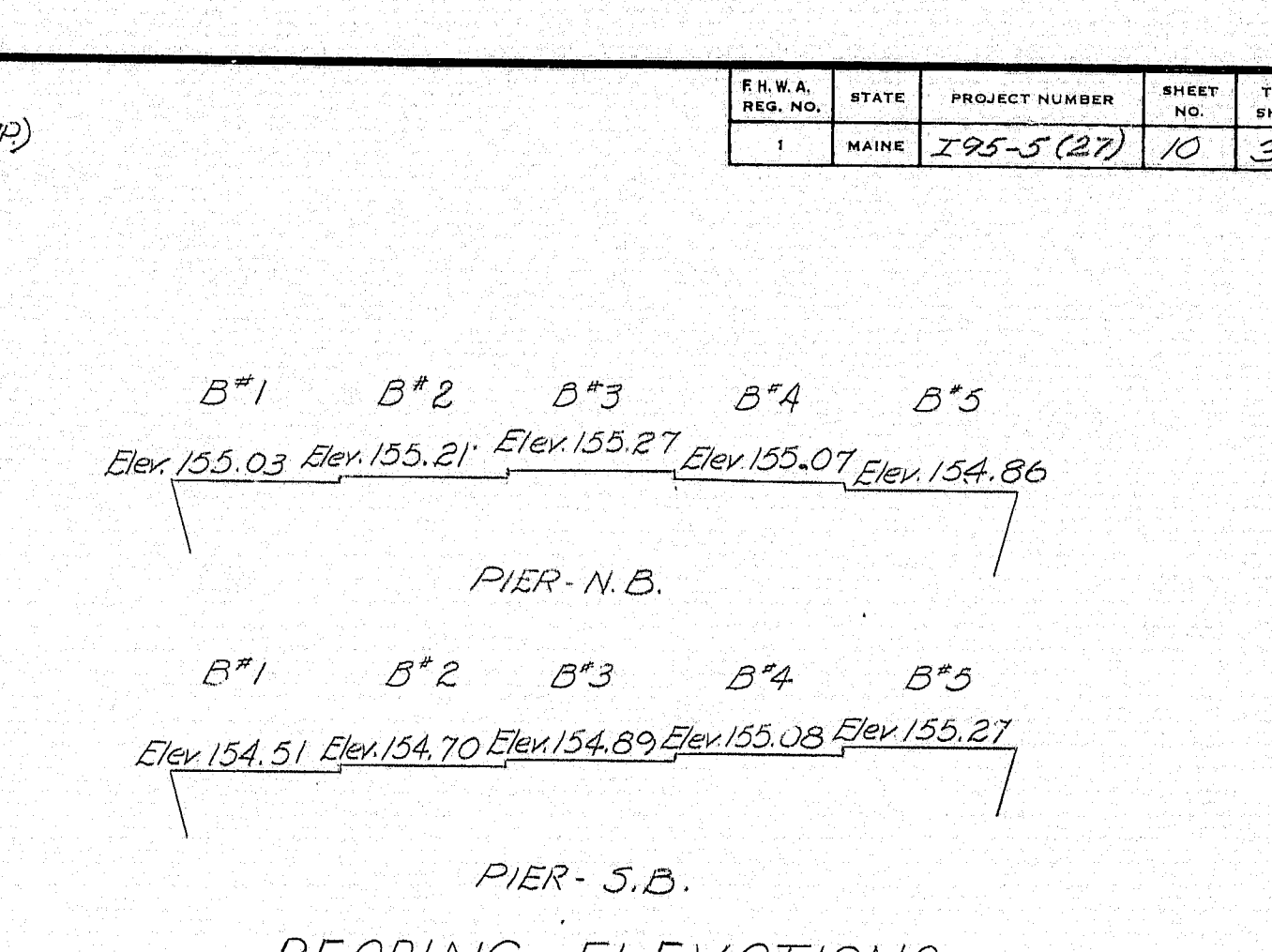
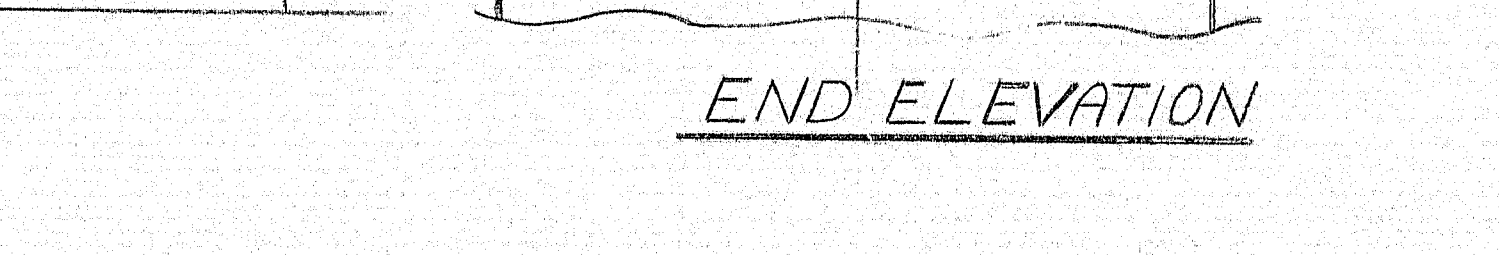
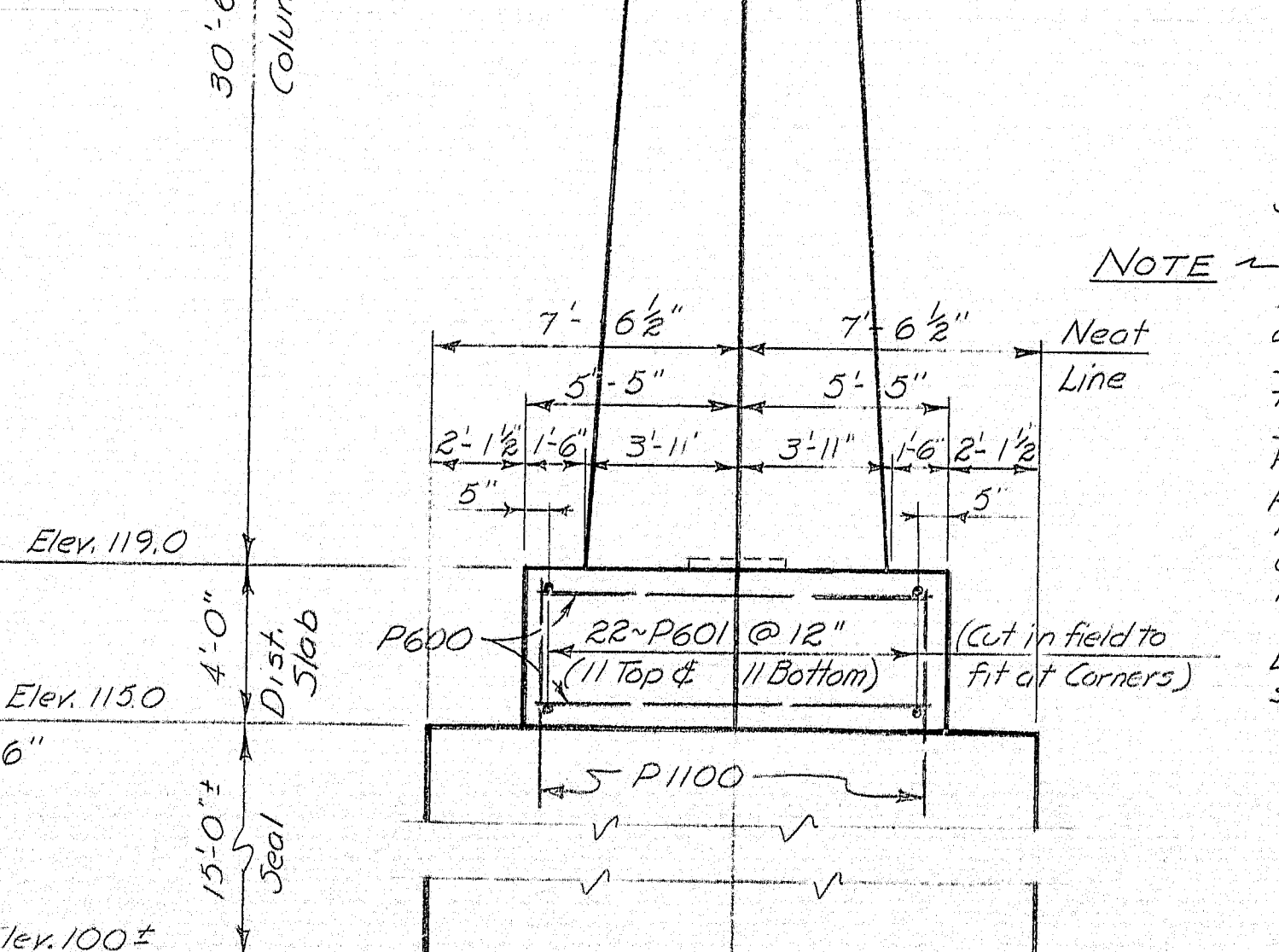
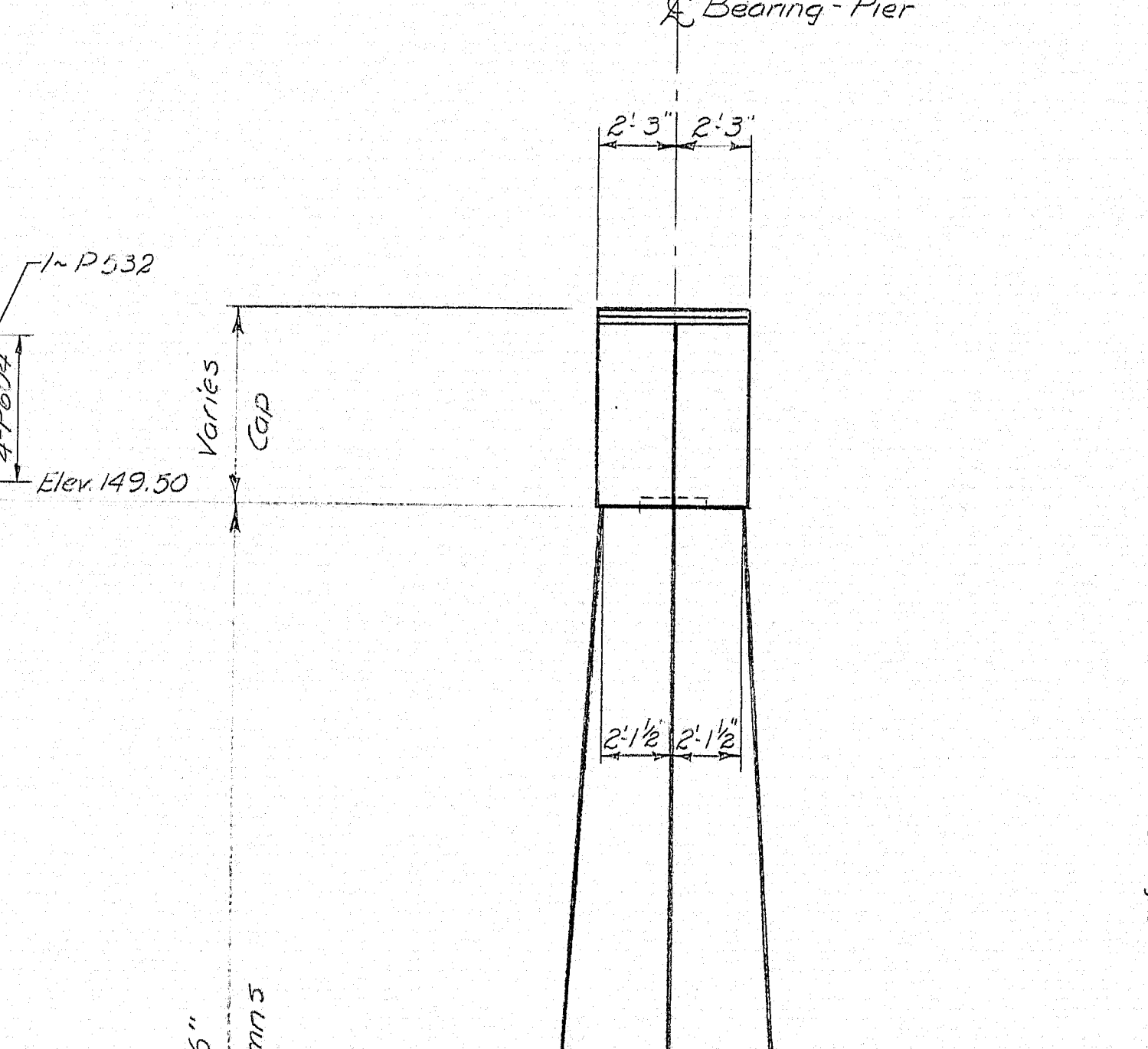
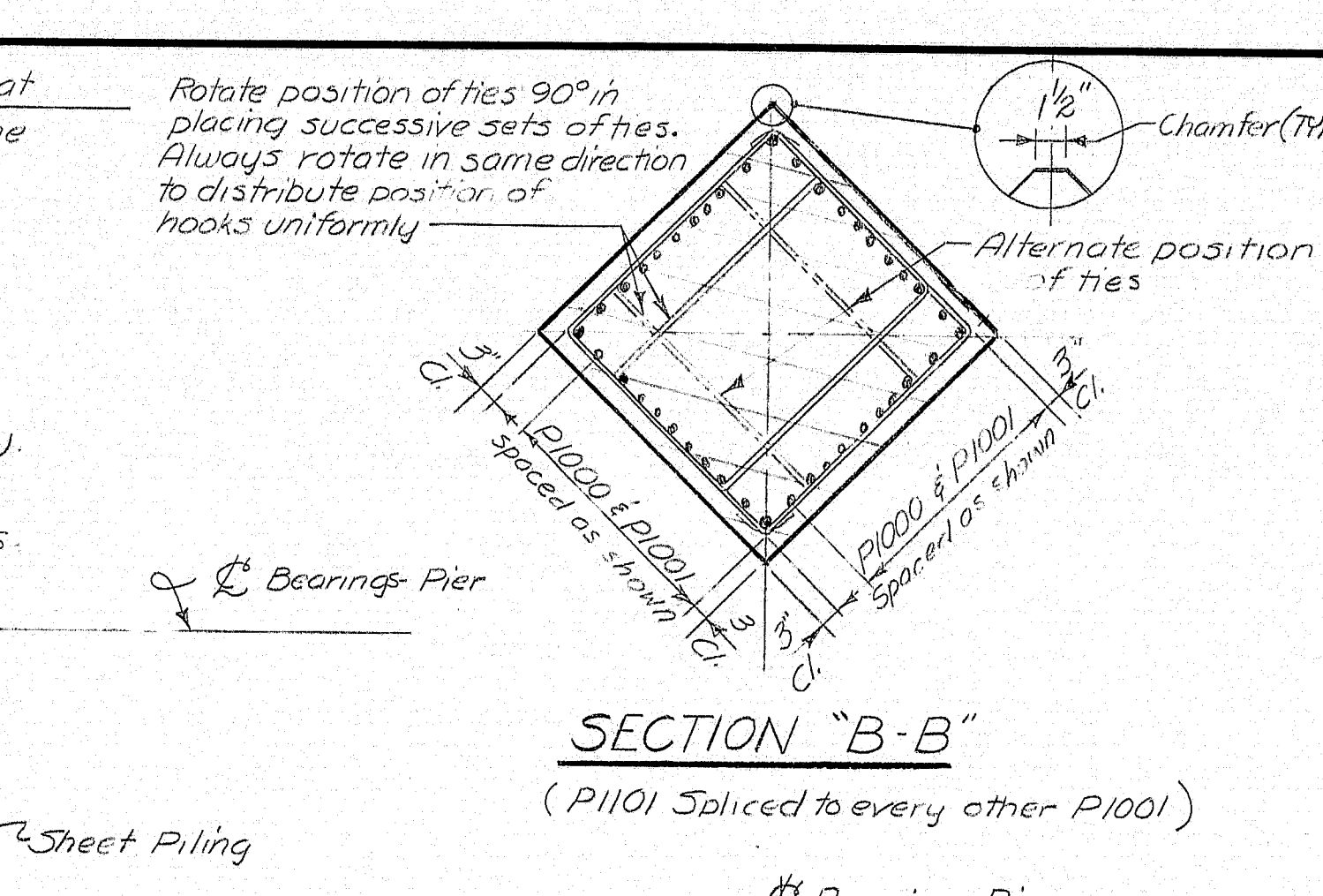
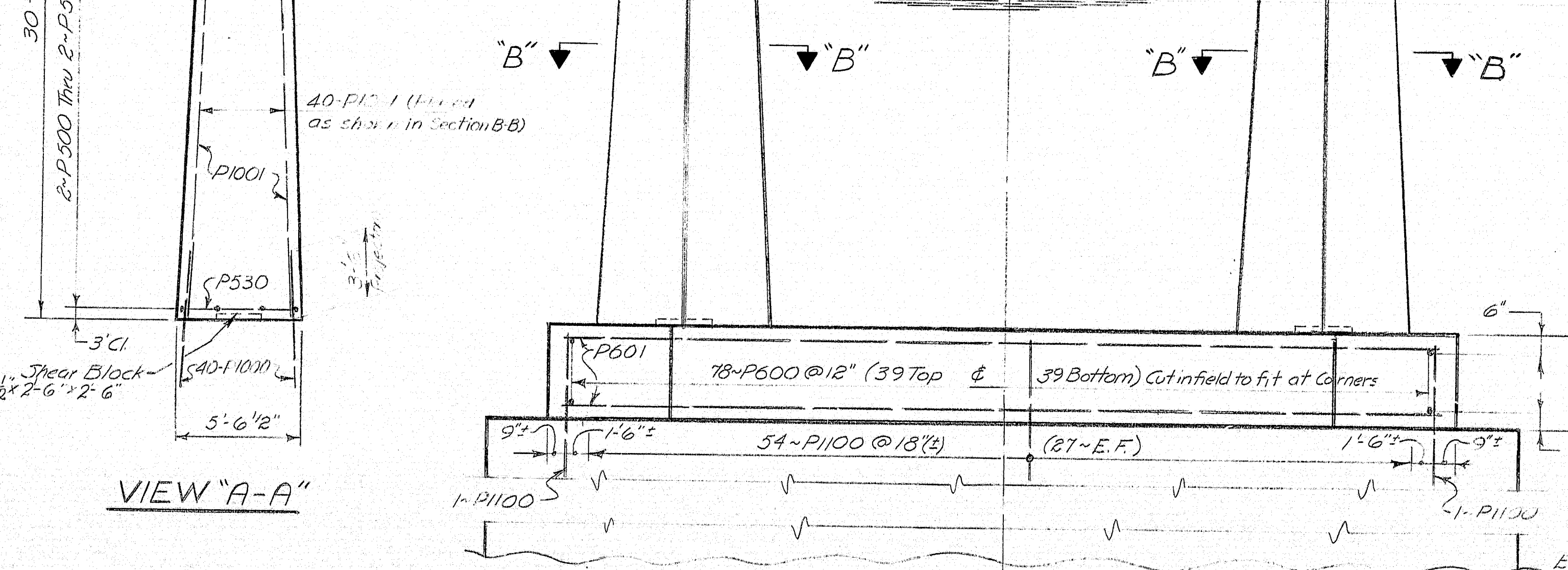
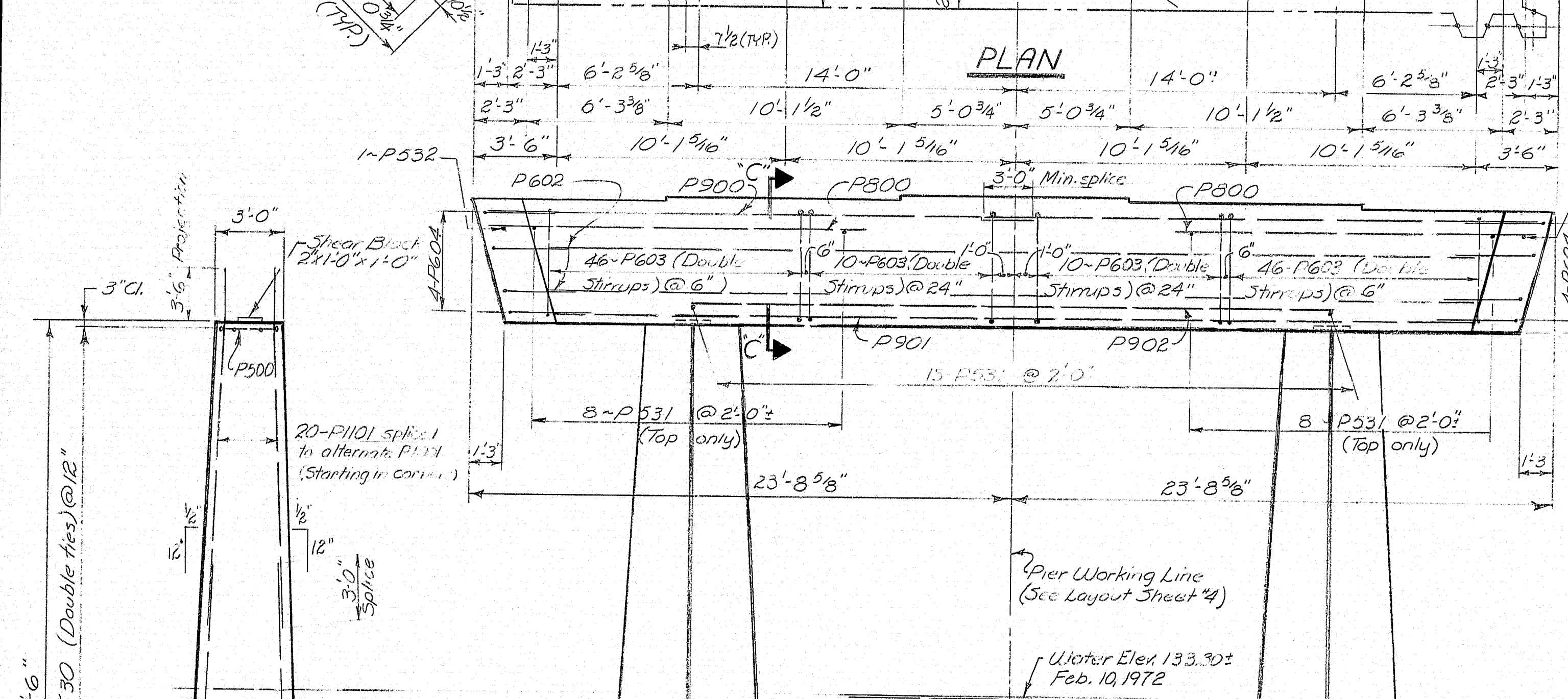
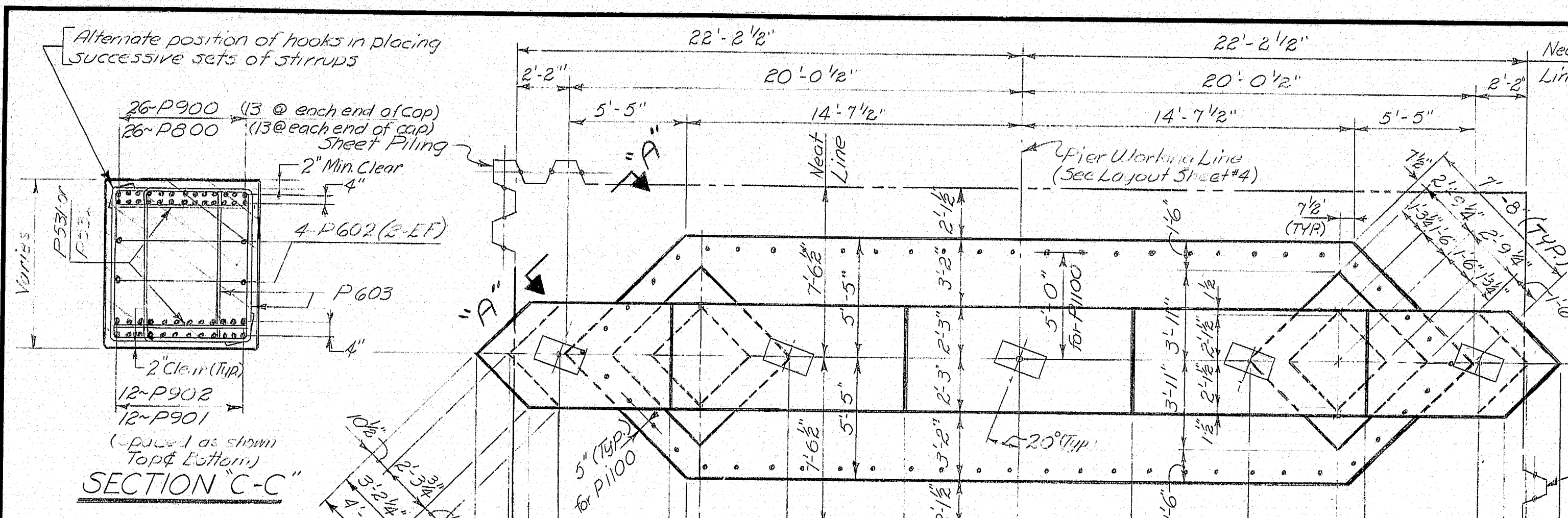
158-87







F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	295-5 (27)	10	30



**SEAL NOTES**

Seal concrete dimensions shown are predicated on use of MP-116, DP-2, F-27 or equal steel sheet piling with appropriate rolled corners. Payment dimensions for concrete in seal shall be the neat lines plus 3" all around. Seal concrete is intended to be placed underwater and to be paid for under Item 502.24.

- GENERAL PIER NOTES**
1. Reinforcing steel splices and embedments shall be a minimum of 34 bar diameters.
  2. Splices in reinforcement bars shall be staggered and not shown in plan view.
  3. Place reinforcing steel in bridge seal to clear anchor bolts.
  4. Chamfer all exposed edges of concrete 1/2" unless otherwise indicated.
  5. Reinforcing steel to have 2 inches cover unless otherwise indicated.
  6. Dowels shall be placed in the seal by mixing and grouting. Holes shall be 2" dia and the grout shall contain an approved non-shrink additive.

**DESIGN DATA**

Critical AASHTO Loading Group - II  
 Water Elevation (extreme high) = 139.5  
 Stream Velocity = 2 fps  
 Stream Skew (with longitudinal Axis) = 10°  
 Wind velocity (on substructure) = 100 mph  
 Skew (superstructure & substructure) = 30°  
 pressure on superstructure = 47 psf (lateral), 17 psf longitudinal  
 Max. Column Load (Top D.L. & L.L.) = 840 kips  
 Ice thickness 6"  
 elevation 134.0  
 pressure 400 psi

**NOTE**

Seal - allowable pumped head = 34 ft.  
 allowable water elevation (pumped) = 134.0  
 Pier concrete above elevation 134.0 shall be protected from rust staining by leaving forms in place temporarily or by covering the concrete after removal of forms. Polyethylene sheets, or other approved material, shall be placed on and around the pier caps and columns prior to setting the bearing pedestals, and shall extend underneath the 11/2" x 11/2" plates such that water will not runoff the pedestals onto the concrete. Protective covering, whether forms or polyethylene sheeting, shall remain in place at least until concrete placement for the structural concrete slab has been completed, and as long after that time as convenient for the contractor. In any case the contractor shall obtain approval prior to removing the protective covering.  
 Removal of stains will not be required unless, in the opinion of the Engineer, the contractor has not made satisfactory efforts to prevent staining.

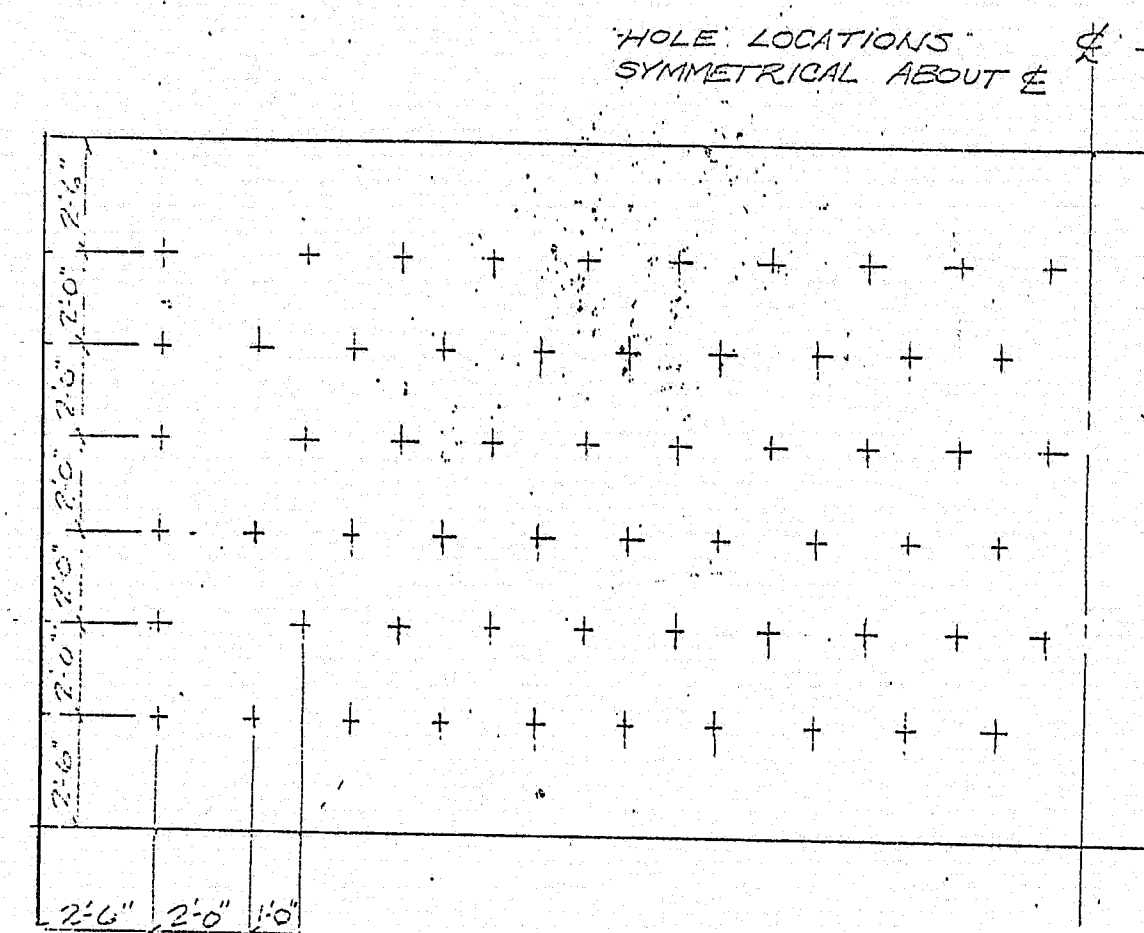
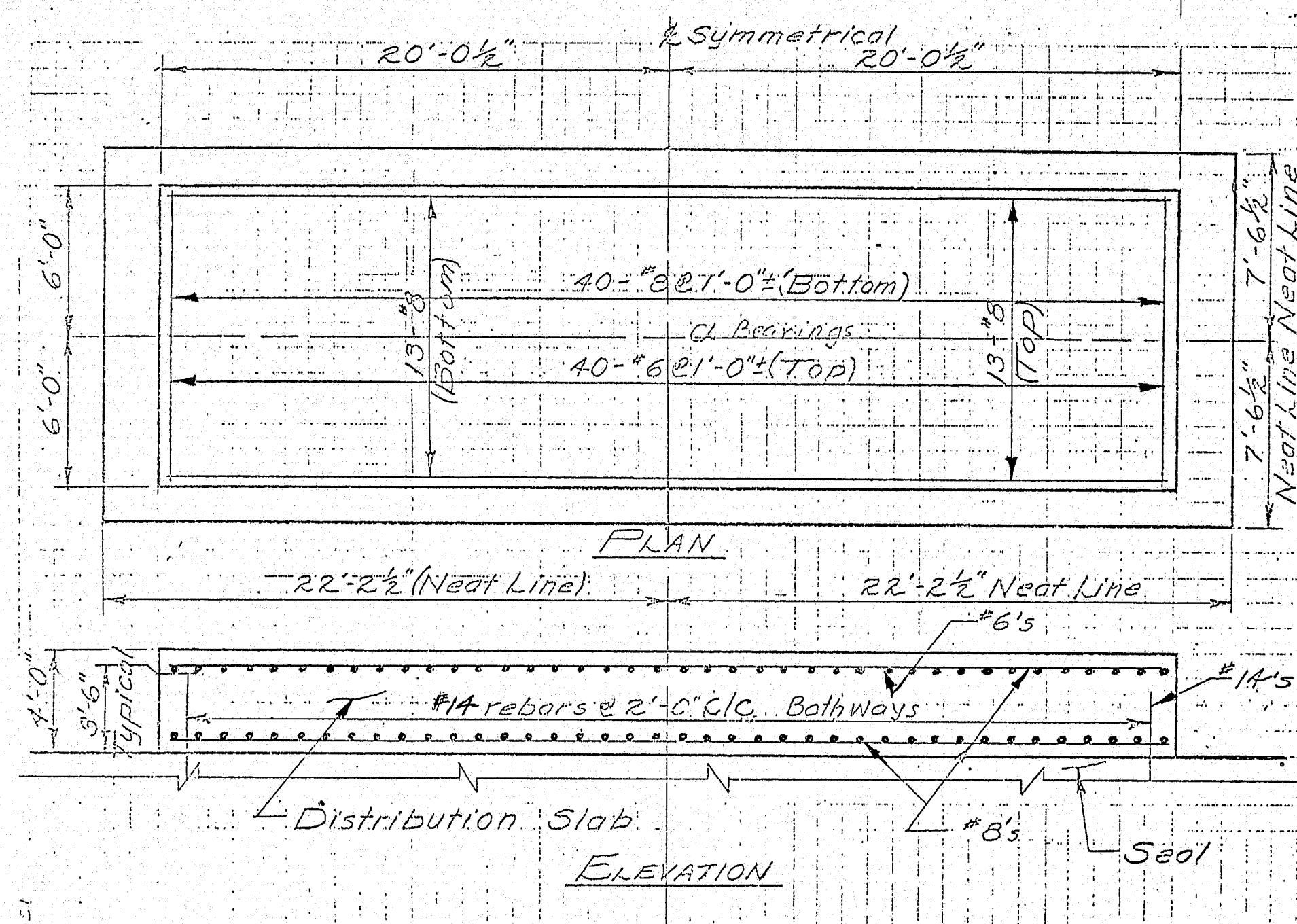
STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
**INTERSTATE - 95**  
 OVER  
**COBBOSEECOONTEE STREAM**  
 BETWEEN THE TOWNS OF  
**GARDINER & WEST GARDINER**  
 KENNEBEC COUNTY  
 SHEET 7 OF 15 AUGUSTA, MAINE NOV. 1972

158-89

PLANS	DESIGN - DETAILED	CHECKED	BY	DATE
	MMG	PPS		10-28-72
				11-2-72
				11-2-72
				11-2-72
				11-2-72

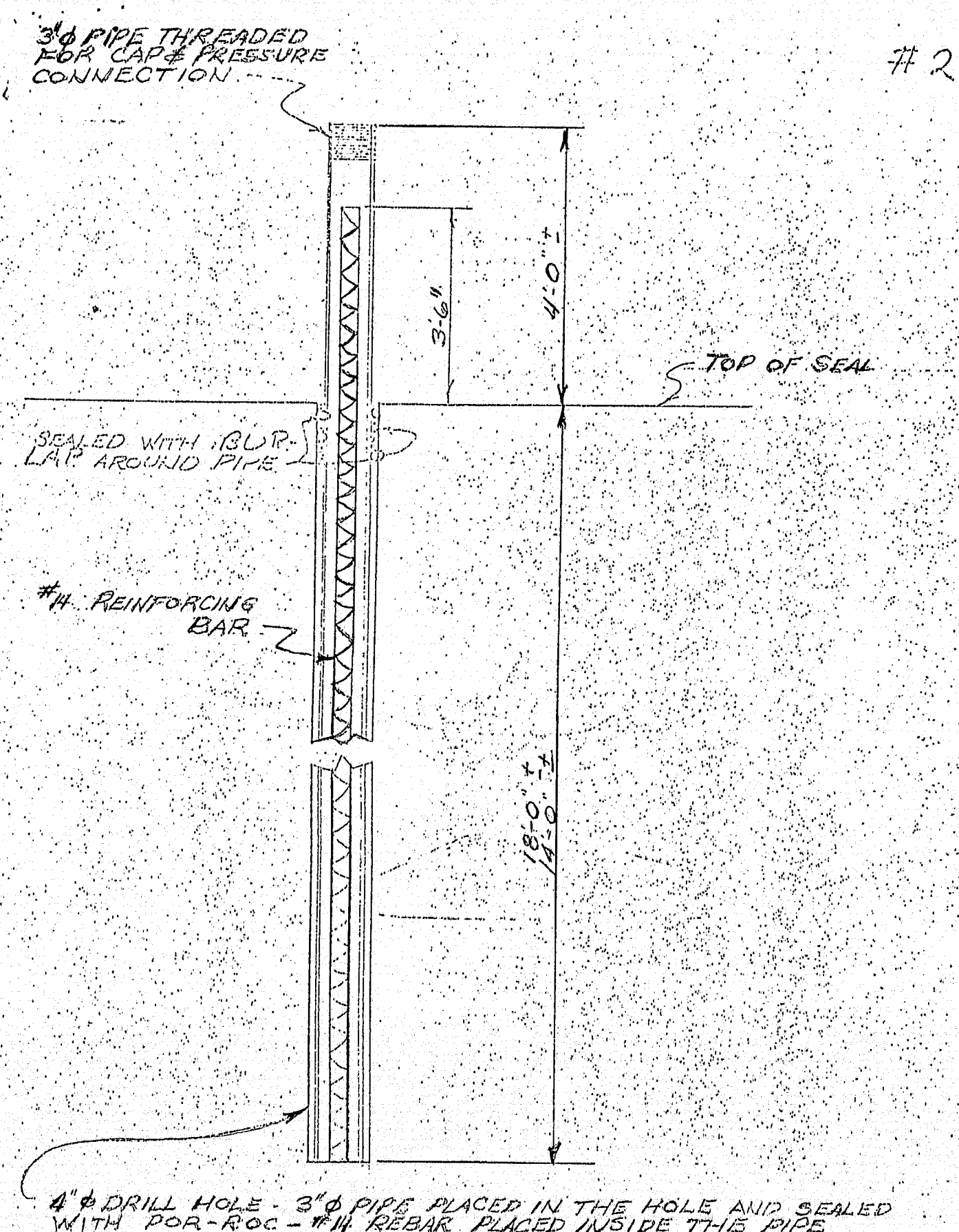


F.H.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



- NOTES
1. 4" HOLES ARE TO BE DRILLED 2'-0" O.C. TO A DEPTH OF 2'-0".
  2. WITHIN THESE HOLES ARE TO BE PLACED 3" PIPE WHICH WILL BE PROTECTED 2'-0" ABOVE THE SEAL AND SHALL BE REMOVED AS GRouting PROCEEDS.
  3. REBAR SHALL BE PLACED INSIDE THE 3" PIPE AND SHALL PROJECT 3'-0" ABOVE THE TOP OF SEAL.
  4. PRESSURE GRouting WILL TAKE PLACE IN EVERY HOLE.
  5. GRouting PROCEDURES AND GRouting MIXTURE SHALL BE AT THE RESIDENT ENGINEER'S DISCRETION. THE GRouting CONTRACTOR WITH APPROVAL OF THE RESIDENT ENGINEER.
  6. SHEATHING SHALL REMAIN ONLY TO BE UNSATISFACTORY.
  7. EIGHT CORE DRILLS WILL BE TAKEN IN THE GENERAL VICINITY OF THE ORIGINAL CORE DRILLS TO DETERMINE THE VALUE OF THE PRESSURE GRouting.
  8. AS PER YOUR SUPPLEMENTAL LETTER OF JAN 4, 1977 WE CONSIDER YOUR REPLY ON THE CORES WILL CONSTITUTE YOUR ACCEPTANCE OF THE JOB CHANGE AND WE WILL REMOVE OUR STEEL SHEET COFFERDAM.
  9. IN THE EVENT WE SHOULD NOT ACHIEVE THE JOB, BECAUSE WE DESERVE THE RIGHT TO RETAIN PRESSURE ABOUT THE PILING HEADS.
  10. IF THIS DOES NOT SUCCEED THEN WE WILL UNDERWRITE THE STEEL SHEET COFFERDAM INTO THE STRUCTURE.
- Carl M. M. M. M.

NOTE: Cofferdam sheathing left in place and cut off at the elevation of the top of the distribution slab.

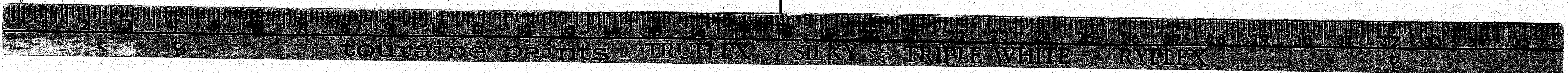


4" DRILL HOLE - 3/4" PIPE PLACED IN THE HOLE AND SEALED WITH POR-ROCK - #4 REBAR PLACED INSIDE THE PIPE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

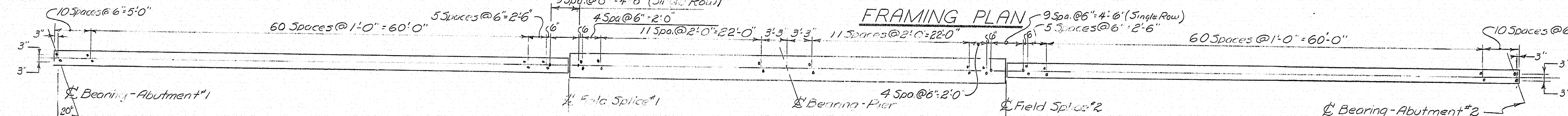
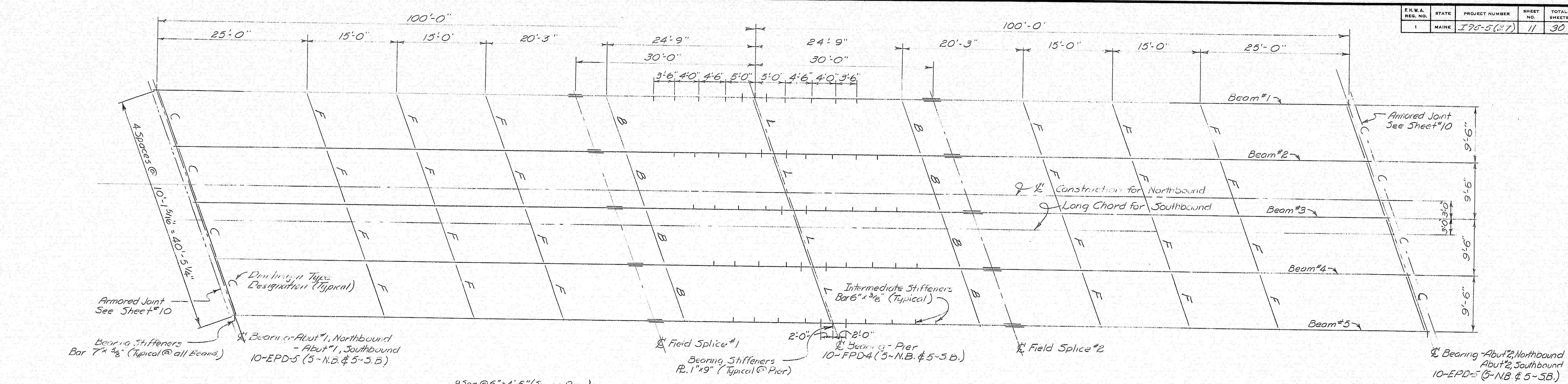
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 OVER COBBOSEECOONTEE STREAM BETWEEN GARDINER & WEST GARDINER KENNEBEC COUNTY NORTH BOUND PIER SEAL CHANGES
SHEET 7A OF 15 AUGUSTA, MAINE

As Built W. M. M. M. 2-10-77 158-90

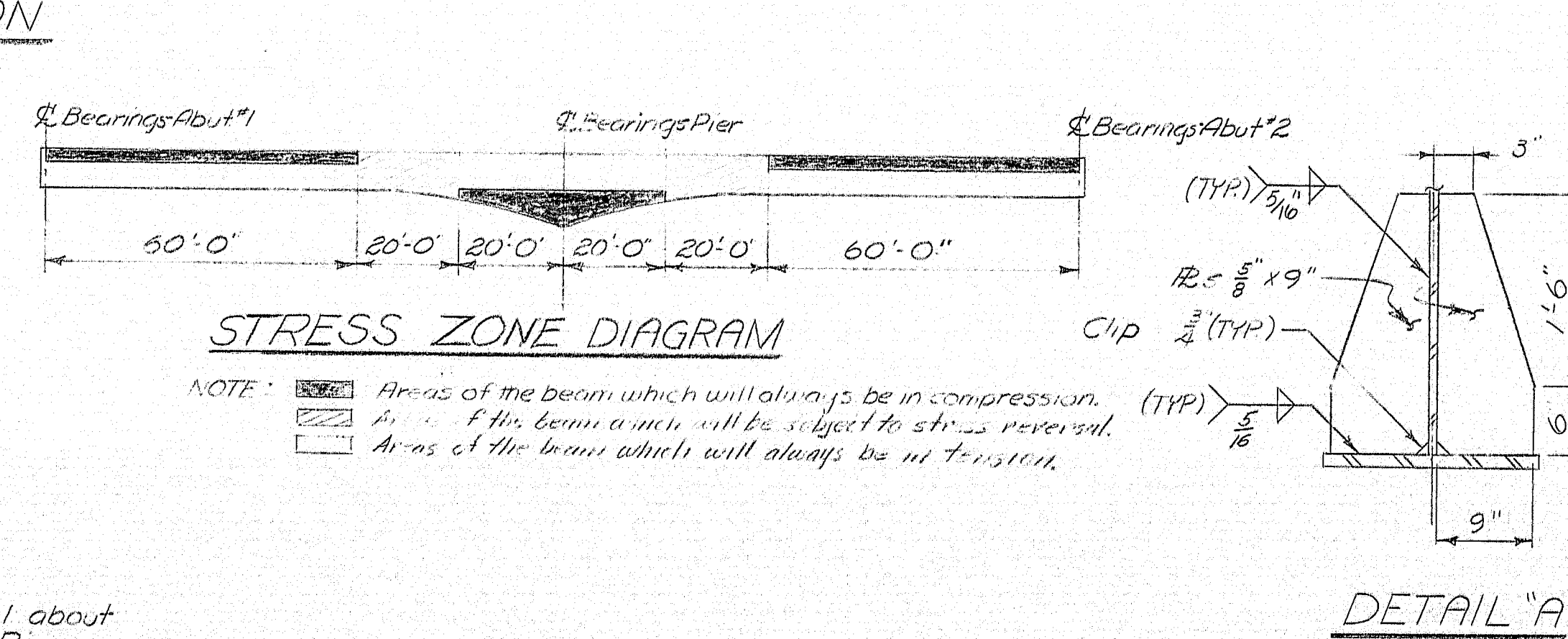
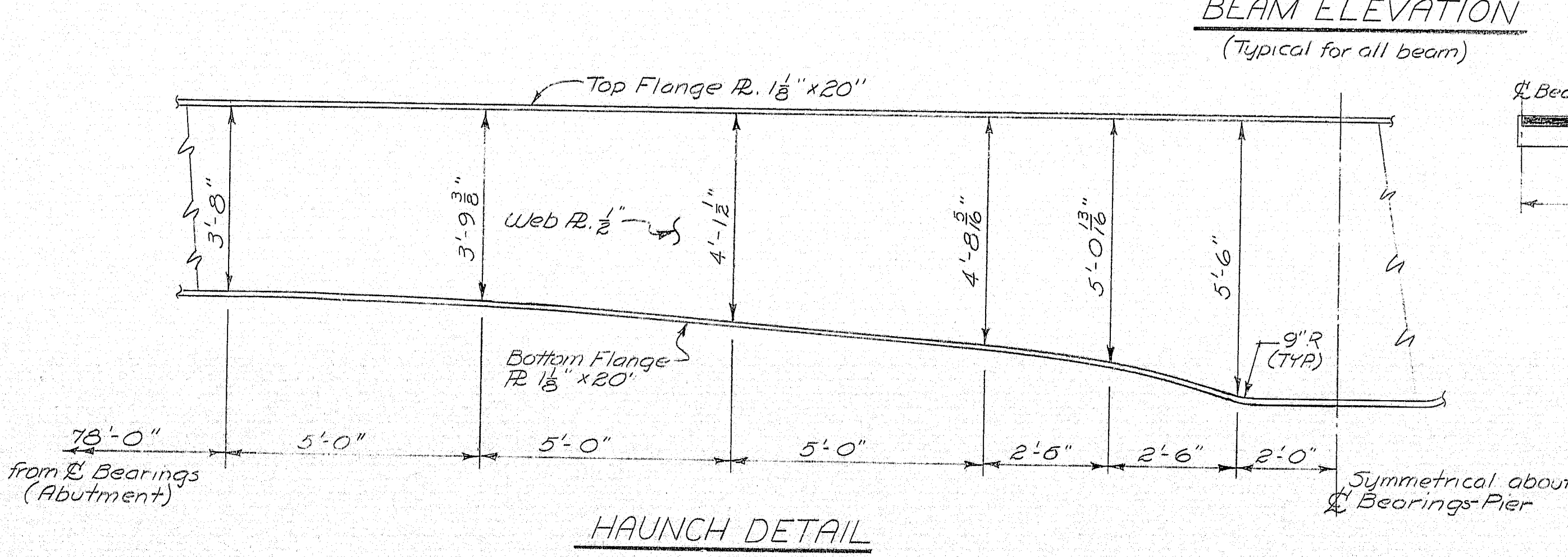
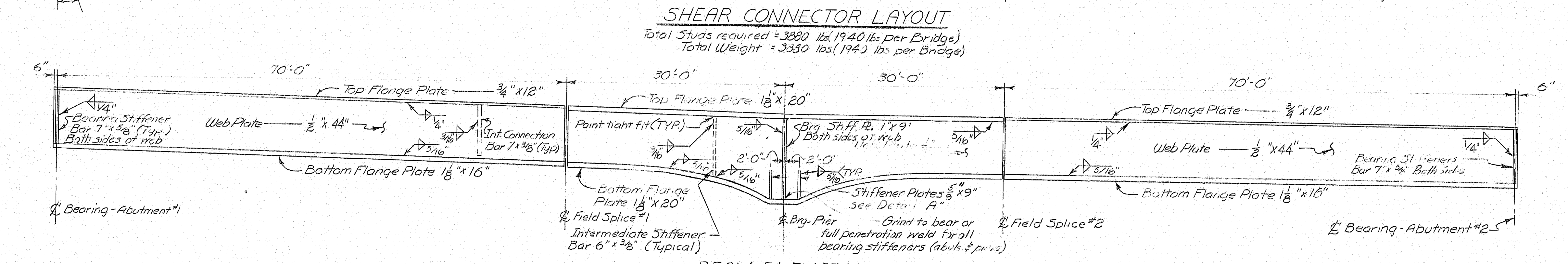




F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5 (27)	11	30



- ### FABRICATION NOTES
1. All bolts shall be  $\frac{3}{4}$ "  $\phi$  A.S. and shall conform to ASTM A325. Holes shall be  $\frac{1}{16}$ "  $\phi$ .
  2. Minimum edge distance for all bolt holes shall be  $1\frac{1}{2}$ " unless otherwise noted.
  3. Intermediate stiffener plates shall extend to the bottom flange and shall be fastened to the bottom flange as shown.
  4. Diaphragms of abutments and pier shall be plumb after superstructure slab is in place. Intermediate diaphragms may be plumb or normal to beams.
  5. Two transverse butt welds per beam will be allowed in the web of welded beams. These welds shall be a minimum distance of 10' from the bearing of pier.
  6. One longitudinal butt weld per beam will be allowed in the web of welded beam haunch sections. Feather edges between longitudinal welds and bottom flanges will not be allowed.
  7. All beam components, crossframes, pedestals, and splice plates shall conform to the requirements of ASTM A588.
  8. Bearing stiffeners shall be plumb after erection and dead loading of the structure. Intermediate web stiffeners may be either plumb or normal to the top flange.
  9. For shear connector details, see standard BD 104-71.
  10. For Camber diagram, see sheet #9.
  11. For Splice Detail see sheet #9.
  12. For Expansion & Fixed Pedestals, standard BD 100-70.
  13. For Diaphragms and Crossframes see standard Detail BD 113-72.



DETAIL "A"

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**INTERSTATE - 95**  
OVER  
**COBBOSSEECREEK STREAM**  
BETWEEN THE TOWNS OF  
**GARDINER & WEST GARDINER**  
**KENNEBEC COUNTY**  
FRAMING PLAN  
SHEET 8 OF 15 AUGUSTA, MAINE DEC 1972

158-91

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES	DATE
					12-72
	MMG	PDS			



### BOTTOM OF SLAB ELEVATIONS - N.B.

SPAN NO.1 - N.B.											SPAN NO.2 - N.B.											ABUT#2	BEAM POINT
BEAM POINT	ABUT#1	10'-0"	20'-0"	30'-0"	40'-0"	50'-0"	60'-0"	70'-0"	80'-0"	90'-0"	PIER	10'-0"	20'-0"	30'-0"	40'-0"	50'-0"	60'-0"	70'-0"	80'-0"	90'-0"	ABUT#2	BEAM POINT	
Beam#1	162.70	162.68	162.65	162.61	162.55	162.47	162.38	162.29	162.20	162.13	162.08	162.05	162.05	162.07	162.09	162.11	162.11	162.10	162.07	162.02	161.97	Beam#1	
Beam#2	162.87	162.85	162.82	162.78	162.72	162.65	162.56	162.47	162.38	162.31	162.26	162.24	162.24	162.26	162.28	162.30	162.31	162.30	162.27	162.22	162.17	Beam#2	
Beam#3	162.91	162.89	162.87	162.83	162.77	162.70	162.61	162.52	162.44	162.37	162.32	162.30	162.31	162.33	162.35	162.37	162.38	162.37	162.34	162.30	162.25	Beam#3	
Beam#4	162.68	162.67	162.64	162.61	162.55	162.48	162.40	162.31	162.22	162.16	162.12	162.10	162.10	162.12	162.13	162.17	162.18	162.17	162.15	162.11	162.06	Beam#4	
Beam#5	162.46	162.44	162.42	162.39	162.33	162.26	162.18	162.09	162.01	161.95	161.91	161.89	161.90	161.92	161.95	161.97	161.98	161.98	161.95	161.92	161.87	Beam#5	
*Defl.#1	0.0000	0.0088	0.0161	0.0207	0.0221	0.0203	0.0161	0.0105	0.0050	0.0013	0.0000	0.0013	0.0050	0.0105	0.0161	0.0203	0.0221	0.0207	0.0161	0.0088	0.0000	*Defl.#1	
*Defl.#2	0.0000	0.0519	0.0943	0.1208	0.1285	0.1178	0.0923	0.0595	0.0283	0.0070	0.0000	0.0070	0.0283	0.0595	0.0923	0.1178	0.1285	0.1208	0.0943	0.0519	0.0000	*Defl.#2	
*Defl.#3	0.0000	0.0119	0.0218	0.0285	0.0312	0.0295	0.0247	0.0171	0.0087	0.0023	0.0000	0.0023	0.0087	0.0171	0.0247	0.0295	0.0312	0.0285	0.0218	0.0119	0.0000	*Defl.#3	

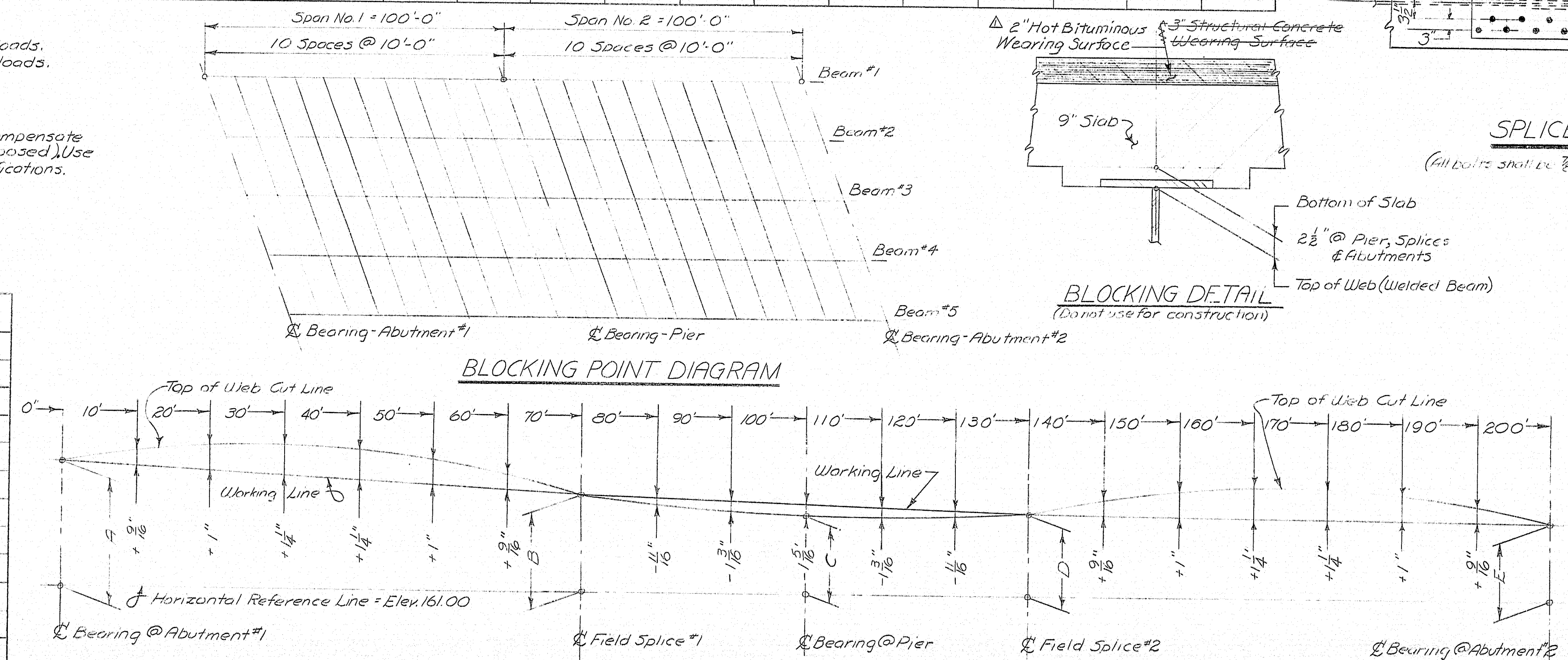
### BOTTOM OF SLAB ELEVATIONS - S.B.

SPAN NO.1-S.B.											SPAN NO.2-S.B.											
BEAM POINT	ABUT#1	10'-0"	20'-0"	30'-0"	40'-0"	50'-0"	60'-0"	70'-0"	80'-0"	90'-0"	PIER	10'-0"	20'-0"	30'-0"	40'-0"	50'-0"	60'-0"	70'-0"	80'-0"	90'-0"	ABUT#2	BEAM POINT
Beam#1	161.98	161.98	161.98	161.96	161.92	161.86	161.79	161.71	161.64	161.59	161.56	161.55	161.56	161.59	161.63	161.66	161.68	161.68	161.66	161.64	161.58	Beam#1
Beam#2	162.16	162.16	162.16	162.14	162.10	162.04	161.97	161.90	161.83	161.78	161.75	161.74	161.76	161.79	161.83	161.86	161.88	161.88	161.86	161.83	161.79	Beam#2
Beam#3	162.33	162.34	162.34	162.32	162.28	162.23	162.16	162.09	162.02	161.97	161.94	161.93	161.95	161.99	162.03	162.06	162.08	162.08	162.07	162.03	162.00	Beam#3
Beam#4	162.51	162.52	162.51	162.50	162.46	162.41	162.35	162.27	162.21	162.16	162.13	162.13	162.15	162.18	162.22	162.26	162.28	162.29	162.27	162.24	162.21	Beam#4
Beam#5	162.69	162.69	162.69	162.68	162.63	162.60	162.53	162.46	162.40	162.35	162.32	162.32	162.34	162.38	162.42	162.46	162.48	162.49	162.48	162.45	162.41	Beam#5

\* DEFLECTION DEFINITIONS (in feet)  
 Deflection #1 = deflection caused by steel loads.  
 Deflection #2 = deflection caused by fluid concrete loads.  
 Deflection #3 = deflection caused by superimposed loads.

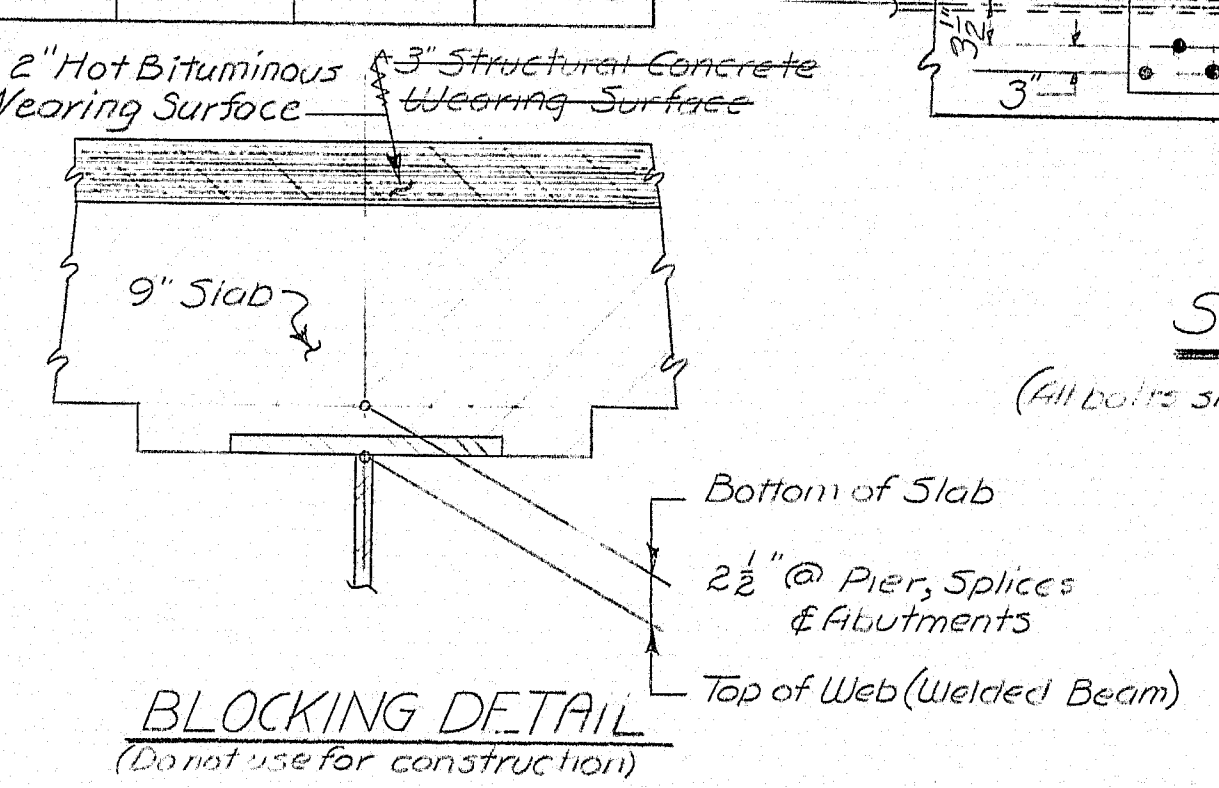
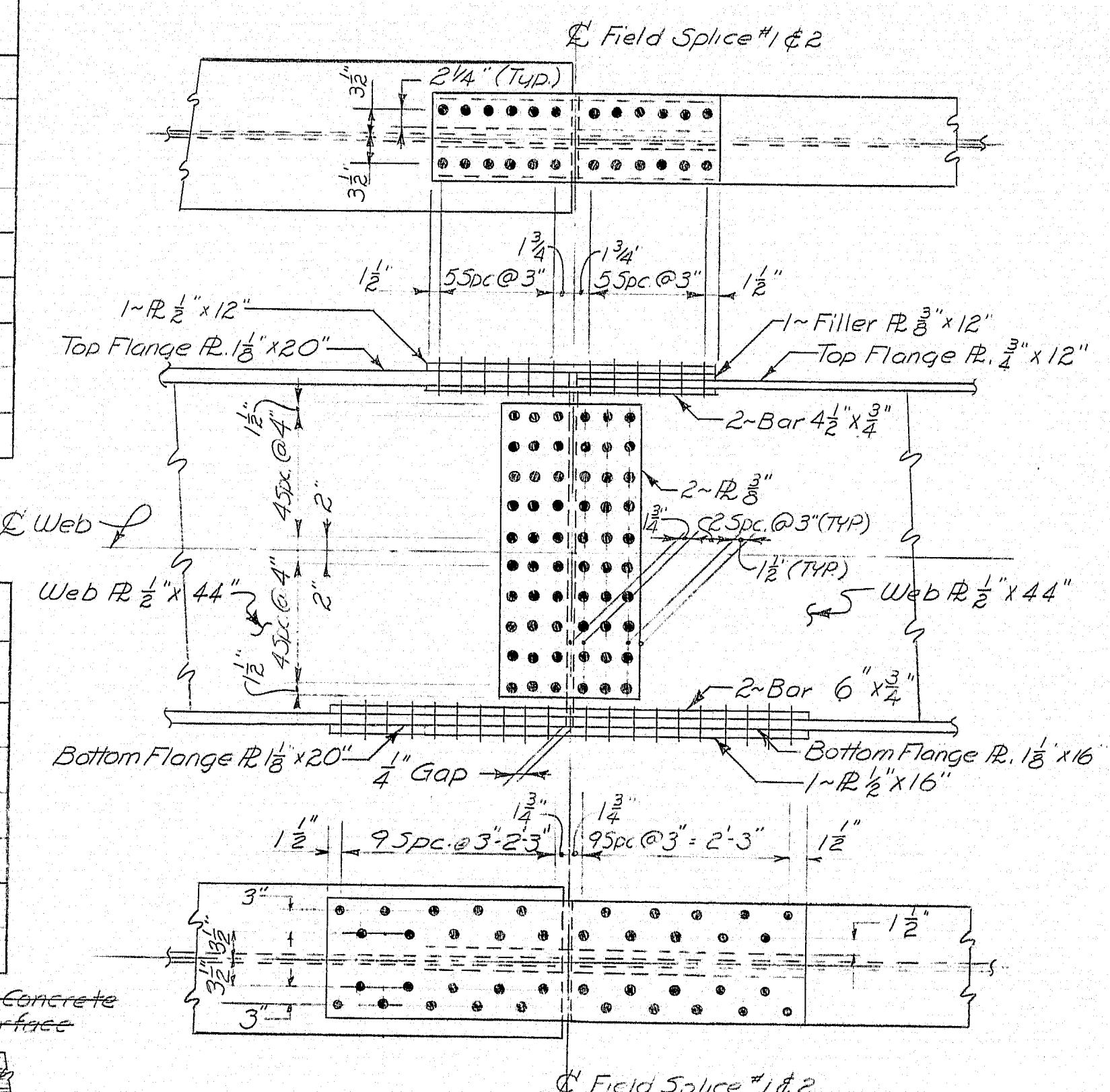
NOTE:  
 Bottom of slab elevations have been adjusted to compensate for concrete dead load deflections (fluid and superimposed). Use in conformance with sub-section 502.10(a) of the specifications.

BEAM PROFILE OFFSETS					
	A	B	C	D	E
Northbound					
Beam#1	1.49'	1.09'	0.87'	0.87'	0.76'
Beam#2	1.66'	1.27'	1.05'	1.05'	0.97'
Beam#3	1.70'	1.32'	1.12'	1.13'	1.05'
Beam#4	1.47'	1.11'	0.91'	0.92'	0.85'
Beam#5	1.25'	0.90'	0.70'	0.72'	0.66'
Southbound					
Beam#1	0.77'	0.52'	0.35'	0.40'	0.37'
Beam#2	0.95'	0.70'	0.54'	0.59'	0.58'
Beam#3	1.13'	0.89'	0.73'	0.79'	0.79'
Beam#4	1.30'	1.08'	0.92'	0.99'	1.00'
Beam#5	1.48'	1.27'	1.12'	1.18'	1.20'



### CAMBER DIAGRAM & BEAM PROFILE OFFSET

Note: Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finish grade profile.

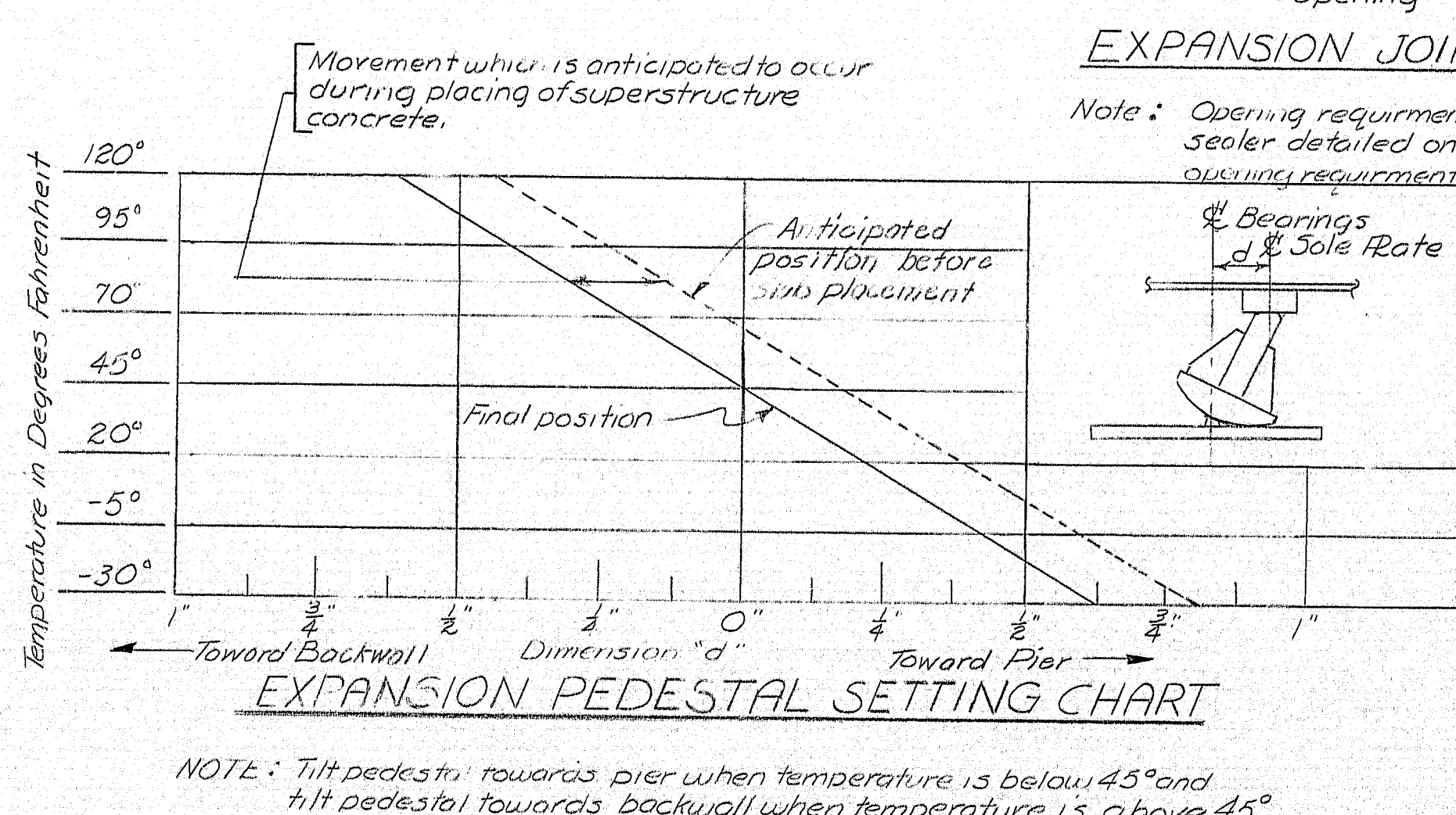
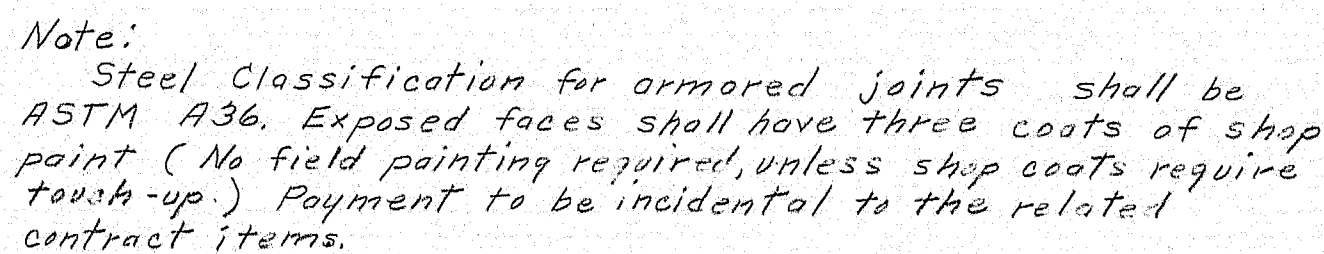


Revised Wearing Surface in Blocking Detail to 2" Hot Bituminous Wearing Surface D.M.P. #173

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
**INTERSTATE - 95**  
 OVER  
**COBBOSSECONTEE STREAM**  
 BETWEEN THE TOWNS OF  
**GARDINER & WEST GARDINER**  
**KENNEBEC COUNTY**  
 BLOCKING & CAMBER  
 SHEET 9 OF 15 AUGUSTA, MAINE DEC 1997

158-92





△ Revised beam guard rail height and Armored joint notch depth. D.M.P. 4/73

**PREFORMED ELASTIC JOINT SEALERS**

Note The type and configuration of the preformed elastic joint sealers may be changed to conform to those produced by various manufacturers. A Type "B" seal shall be selected and shall have a minimum rating of 12 inches. The cross-sectional dimensions including A & B shall be approved by the Engineer before ordering.

The opening and position of support bars shall be adjusted to conform with manufacturer recommendations.

The ends of the preformed elastic joint sealer shall be covered with latex foam caps.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**INTERSTATE - 95**  
OVER  
**COBBOSSÉECONTEE STREAM**  
BETWEEN THE TOWNS OF  
**GARDINER & WEST GARDINER**  
**KENNEBEC COUNTY**  
END POST & ARMORED JOINT  
SHEET 10 OF 15 AUGUSTA, MAINE DEC 1972

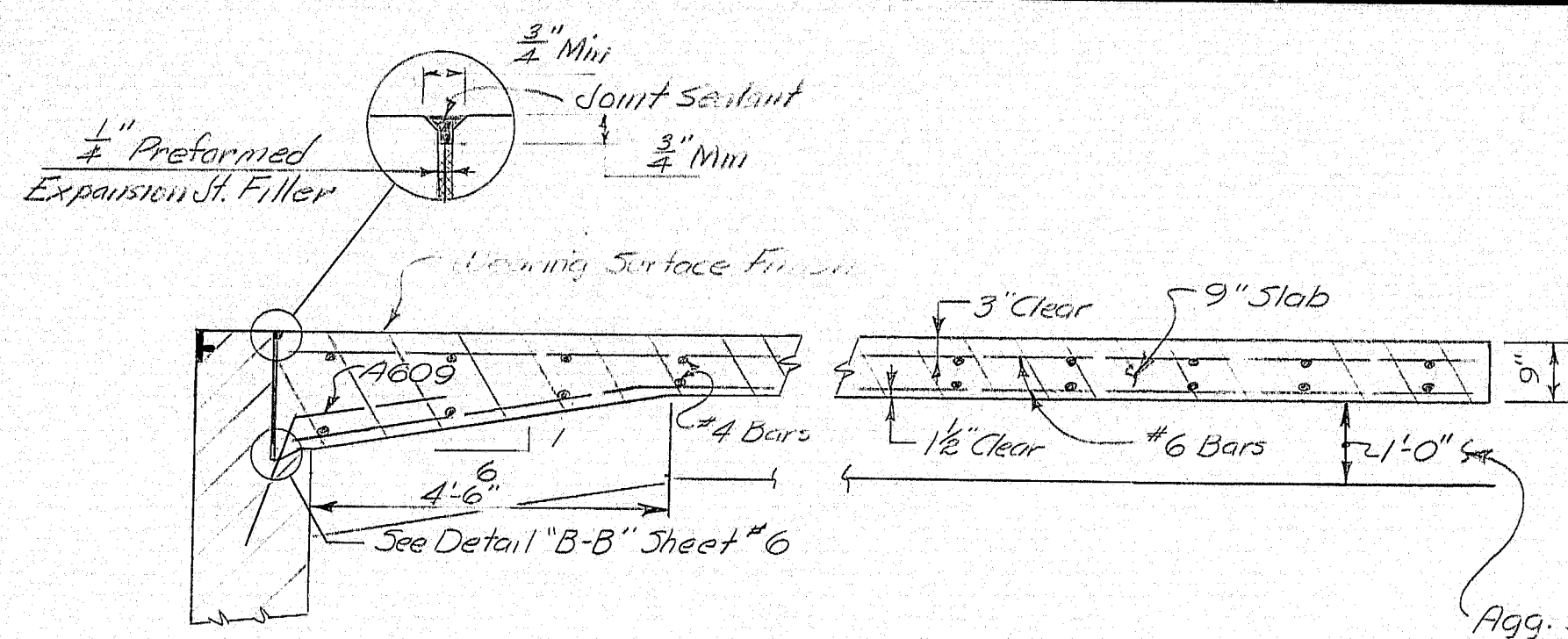






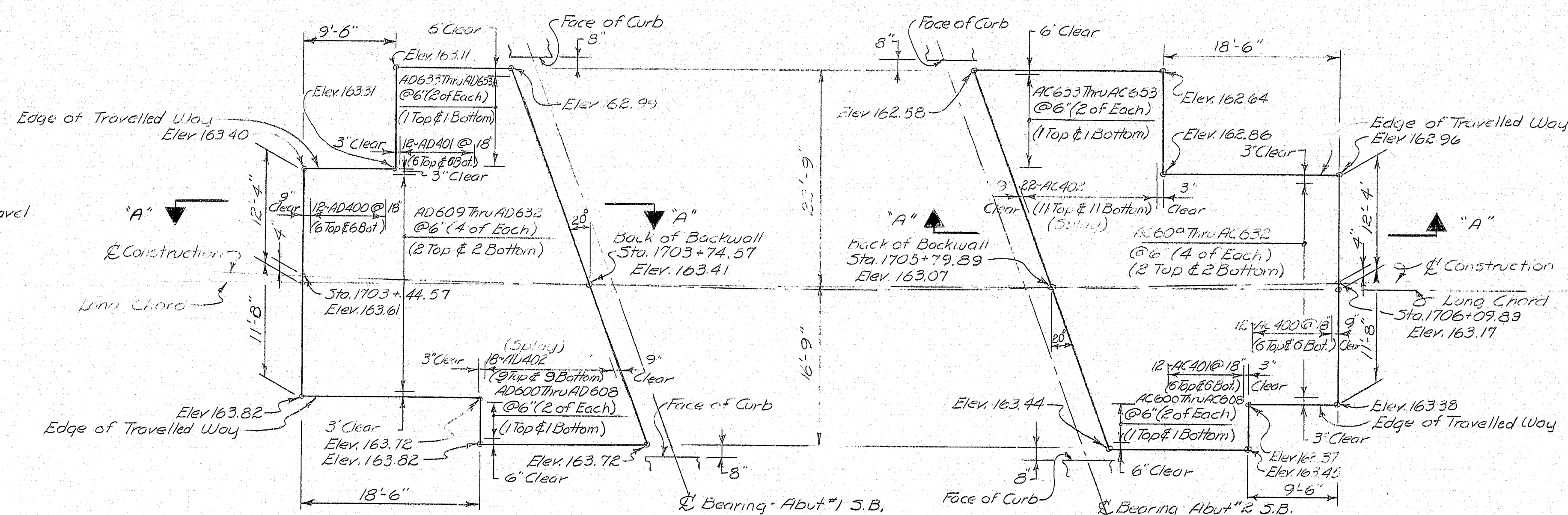






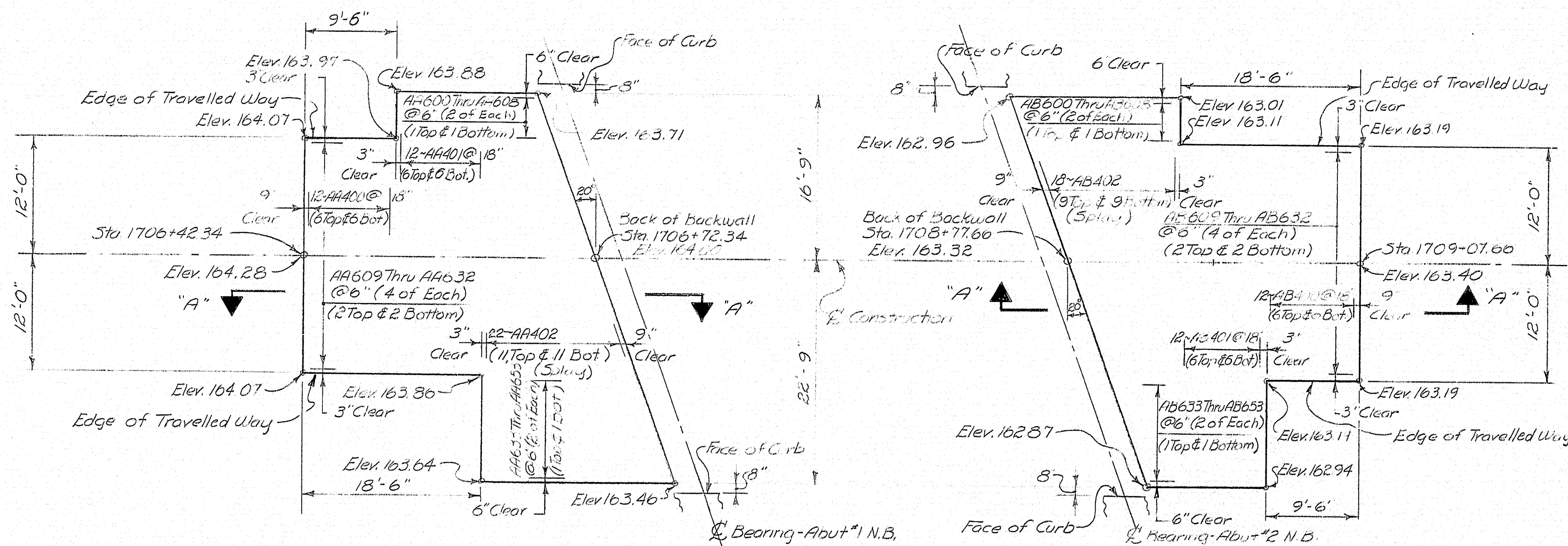
SECTION "A-A"

Note: No separate payment will be made for the preformed expansion joint filler and joint sealant. The cost for furnishing and installation will be considered to be incidental to related contract items.



APPROACH SLABS - SOUTHBOUND

All elevations are at finished grade.



APPROACH SLABS - NORTHBOUND

All elevations are at finished grade.

This sheet superseded by sheet 13A April 1973 DMR

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**INTERSTATE-95**  
OVER  
**COBBOSSECONTEE STREAM**  
BETWEEN THE TOWNS OF  
**GARDINER & WEST GARDINER**  
**KENNEBEC COUNTY**

APPROACH SLABS  
AUGUSTA, MAINE DEC 1972

158-96

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY	DATE	DATE	DATE	DATE
MMG	9/1/72	MMG	9/1/72	
MMG	9/1/72	MMG	9/1/72	



[illegible]

Hand-drawn plan view of a bridge structure showing two abutments and a central pier. The drawing includes stationing, elevations, and geometric details like face of curb, top of approach slab, and back of backwall. Dimensions for width and height are also provided.

**Left Abutment:**

- Top Left Corner: Sta. 1706+57.34, Elev. 163.81
- Top Left Curb: Elev. 163.56
- Top Left Slab: Elev. 163.38
- Top Left Backwall: Elev. 163.27
- Bottom Left Corner: Elev. 163.13
- Bottom Left Curb: Elev. 163.67
- Bottom Left Slab: Elev. 163.67
- Bottom Left Backwall: Elev. 163.27

**Central Pier:**

- Top Center: Sta. 1706+72.34, Elev. 163.67
- Top Center Slab: Elev. 162.99
- Top Center Backwall: Elev. 162.63
- Bottom Center: Elev. 162.54
- Bottom Center Slab: Elev. 162.99
- Bottom Center Backwall: Elev. 162.63

**Right Abutment:**

- Top Right Corner: Sta. 1708+92.66, Elev. 163.05
- Top Right Curb: Elev. 162.67
- Top Right Slab: Elev. 162.63
- Top Right Backwall: Elev. 162.67
- Bottom Right Corner: Elev. 162.62
- Bottom Right Curb: Elev. 162.54
- Bottom Right Slab: Elev. 162.99
- Bottom Right Backwall: Elev. 162.62

**Dimensions and Angles:**

- Top width: 16'-9"
- Bottom width: 22'-9"
- Left side slope: 20°
- Right side slope: 20°
- Top curb offset: 8"
- Bottom curb offset: 8"
- Top slab offset: 8"
- Bottom slab offset: 8"
- Top backwall offset: 8"
- Bottom backwall offset: 8"

**Labels:**

- Face of Curb
- Top of Approach Slab
- Back of Backwall
- Bearing-Abut#1 N.B.
- Bearing-Abut#2 N.B.
- Construction

Back of Backwall

3" Hot Bituminous wearing surface (By others)

Finished Grade

1'-0" Agg. Subbase Course - Gravel

3'-0"

A609

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**INTERSTATE- 95**  
OVER  
**COBBOSSSEECONTEE STREAM**  
BETWEEN THE TOWNS OF  
**GARDINER & WEST GARDINER**  
**KENNEBEC COUNTY**

SHEET 13A OF 15 APPROACH SLABS  
AUGUSTA, MAINE APRIL 1973

158-87 203-1 203-2

158-97

**touraine paints** TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

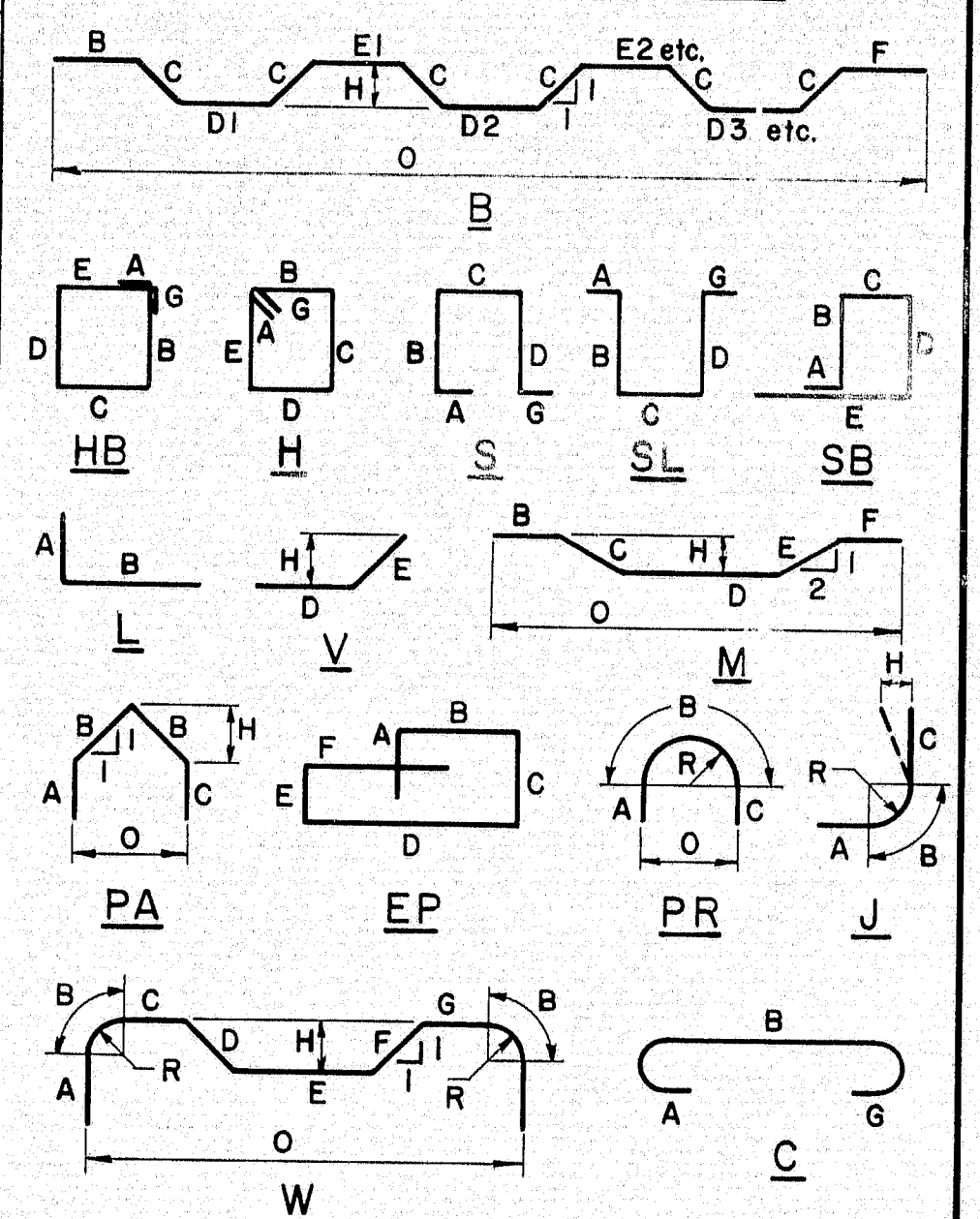


# REINFORCING STEEL SCHEDULE

STRAIGHT BARS										BENT BARS																
MARK	NO. EACH UNIT	TOTAL NO.	LENGTH	LOCATION	MARK	NO. EACH UNIT	TOTAL NO.	LENGTH	LOCATION	MARK	NO. EACH UNIT	TOTAL NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
ABUTMENTS					PIERS																					
A500	55	220	4'-0"	Footings Dowels	P531	31	162	4'-2"	Cap ✓	A508	1	4	15'-0"	S		6'-11"	1'-2"	6'-11"								Short Wing (splice to A517)
A501	2	8	2'-4"	Short Wing (splice to A517/A701)	P532	2	4	2'-3"	Cap ✓	A514	40	160	7'-6"	V				3'-9"	3'-9"			1'-3 1/2"				Short Wing (corners)
A502			3'-1"		P600	78	156	10'-6"	Distribution slab ✓	A523	1	4	12'-2"	S		5'-6"	1'-2"	5'-6"								Back wall
A503			3'-10"		P601	22	44	39'-6"	Distribution slab ✓	A524	30	120	10'-8"	S		4'-9"	1'-2"	4'-9"								Back wall
A504			4'-6"		P602	4	8	40'-0"	Cap ✓	A525	33	132	9'-8"	L	6'-0"	3'-8"										Breast wall
A505			5'-3"							A526	33	132	5'-2"	L	1'-8"	3'-6"										Back wall
A506			6'-0"		P800	26	152	16'-6"	Cap ✓	A527	1	4	15'-10"	S		7'-4"	1'-2"	7'-4"								Wings
A507	2	8	6'-9"	Short Wing (splice to A517/A701)	P900	26	52	24'-9"	Cap ✓	A543	40	160	10'-0"	V				5'-0"	5'-0"			1'-8 1/2"				Long Wing (corners)
A509	2	8	14'-6"	Top of short Wing	P901	12	24	40'-0"	Cap ✓	A605	20	80	3'-0"	V				1'-6"	1'-6"			6"				Footings
A510	16	64	9'-0"	Short Wing (splice to A514)	P902	12	24	28'-0"	Cap ✓	A608	8	32	4'-0"	V				2'-6"	1'-6"			11"				Footings
A511	2	8	6'-0"							P500	4	8	9'-9"	HB	6"	2'-6"	1'-10 1/2"	2'-6"	1'-10 1/2"			6"				Columns
A512	2	8	3'-0"	Short Wing (splice to A514)	P1000	80	160	7'-0"	Column Dowels ✓	P501			10'-1"			2'-7"	1'-11 1/2"	2'-7"	1'-11 1/2"							
A515	4	16	1'-9"	Short & Long Wings	P1001	80	160	20'-0"	Columns	P502			10'-4"			2'-8"	2'-0"	2'-8"	2'-0"							
A516	24	96	7'-9"	Breast wall						P503			10'-8"			2'-9"	2'-0 3/4"	2'-9"	2'-0 3/4"							
A517	22	88	8'-6"	Wings (splice to A500)	P1100	56	112	7'-6"	Seal Dowels	P504			10'-11"			2'-10"	2'-1 1/2"	2'-10"	2'-1 1/2"							
A518	26	104	30'-0"	Breast wall						P505			11'-3"			2'-11"	2'-2 3/4"	2'-11"	2'-2 3/4"							
A519	24	96	7'-9"	Breast wall						P506			11'-6"			3'-0"	2'-3"	3'-0"	2'-3"							
A520	2	8	7'-6"	Top of Back wall						P507			11'-10"			3'-1"	2'-3 3/4"	3'-1"	2'-3 3/4"							
A521	2	8	8'-6"	Top of Back wall						P508			12'-1"			3'-2"	2'-4 1/2"	3'-2"	2'-4 1/2"							
A522	31	124	4'-6"	Back wall Dowels						P509			12'-5"			3'-3"	2'-5 1/2"	3'-3"	2'-5 1/2"							
										P510			12'-8"			3'-4"	2'-6"	3'-4"	2'-6"							
A528	2	8	2'-3"	Long Wing (splice to A517/A701)						P511			13'-0"			3'-5"	2'-6 1/2"	3'-5"	2'-6 1/2"							
A529			2'-10"							P512			13'-3"			3'-6"	2'-7 1/2"	3'-6"	2'-7 1/2"							
A530			3'-4"							P513			13'-7"			3'-7"	2'-8 1/2"	3'-7"	2'-8 1/2"							
A531			4'-0"							P514			13'-10"			3'-8"	2'-9"	3'-8"	2'-9"							
A532			4'-6"							P515			14'-2"			3'-9"	2'-9 3/4"	3'-9"	2'-9 3/4"							
A533			5'-2"							P516			14'-5"			3'-10"	2'-10 1/2"	3'-10"	2'-10 1/2"							
A534			5'-9"							P517			14'-9"			3'-11"	2'-11 1/2"	3'-11"	2'-11 1/2"							
A535	2	8	6'-4"							P518			15'-0"			4'-0"	3'-0"	4'-0"	3'-0"							
A536	5	20	6'-11"	Long Wing (splice to A517/A701)						P519			15'-4"			4'-1"	3'-0 3/4"	4'-1"	3'-0 3/4"							
A538	16	64	10'-6"	Long Wing (splice to A543)						P520			15'-7"			4'-2"	3'-1 1/2"	4'-2"	3'-1 1/2"							
A539	2	8	18'-0"	Top of Long Wing						P521			15'-11"			4'-3"	3'-2 1/2"	4'-3"	3'-2 1/2"							
A540	2	8	6'-6"	Long Wing (splice to A543)						P522			16'-2"			4'-4"	3'-3"	4'-4"	3'-3"							
A541	2	8	2'-6"	Long Wing (splice to A543)						P523			16'-6"			4'-5"	3'-3 3/4"	4'-5"	3'-3 3/4"							
										P524			16'-9"			4'-6"	3'-4 1/2"	4'-6"	3'-4 1/2"							
A600	162	648	6'-8"	Footings (main wall)						P525			17'-1"			4'-7"	3'-5 1/2"	4'-7"	3'-5 1/2"							
A601	14	56	12'-0"	Footings (short wing)						P526			17'-4"			4'-8"	3'-6"	4'-8"	3'-6"							
A602	14	56	15'-0"	Footings (Long wing)						P527			17'-8"			4'-9"	3'-6 3/4"	4'-9"	3'-6 3/4"							
A603	14	56	30'-0"	Footings						P528			17'-11"			4'-10"	3'-7 1/2"	4'-10"	3'-7 1/2"							
A604	14	56	24'-6"	Footings						P529			18'-3"			4'-11"	3'-8 1/2"	4'-11"	3'-8 1/2"							
A606	33	132	4'-9"	Footings Dowels						P530	4	8	18'-6"	HB	6"	5'-0"	3'-9"	5'-0"	3'-9"			6"				Columns
A607	33	132	10'-0"	Breast Wall (splice to A606)						P603	112	224	17'-1"	HB	6 1/2"	4'-8"	3'-4"	4'-8"	3'-4"			6 1/2"				Cap ✓
A609	31	124	3'-0"	Approach Slab Dowels						P604	8	16	11'-5"	PA	2'-9"	2'-11 1/2"	2'-9"					2'-1"	4'-2"			Cap ✓
A700	37	148	7'-6"	Footings Dowels Wings																						
A701	19	76	7'-0"	Wings (splice to A700)						P1101	40	80	17'-0"	V				13'-6"	3'-6"			2"				Columns ✓
										MARK	NO. EACH UNIT	TOTAL NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-5(27)	17	30

## TYPE-BENDING DIAGRAMS



All dimensions are out to out of reinf. bar.  
Bending details and hooks shall conform to the recommendations of ACI Standard 315-65.  
Reinforcing Bar: ASTM A615 Grade 60

## GENERAL NOTES

- First digit(s) following the letter of the Mark indicates size of reinf. bar.  
Mark (A 502) bar size - #5  
Mark (P 1001) bar size - #10  
Mark (S 603) bar size - #6
- Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

**INTERSTATE - 95**  
OVER  
**COBBOSSECONTEE STREAM**  
BETWEEN THE TOWNS OF  
**GARDINER & WEST GARDINER**  
**KENNEBEC COUNTY**  
REINFORCING STEEL SCHEDULE

SHEET 14 OF 15 AUGUSTA, MAINE Dec. 1972.

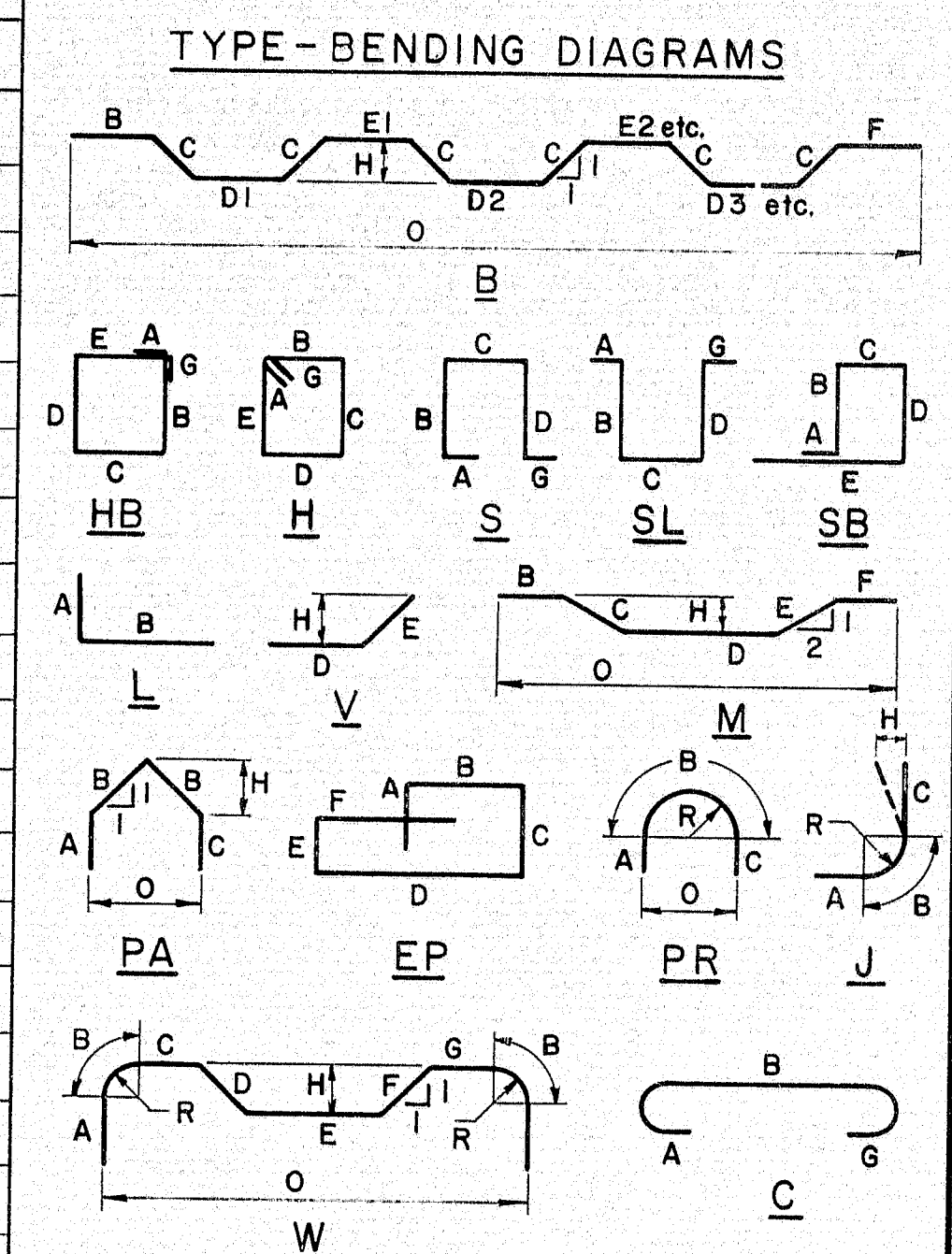
158-98



# 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
<u>Superstructure Slabs</u>				<u>@ Abut. #2 - N.B. Lane</u>				<u>Superstructure Slabs</u>																		
N.B. Lane								N.B. Lane																		
5500	616	30'-0	Slab	AB400	12	23'-6						5600	201	48'-11½	B		5'-9	9"	4'-3¼	4'-9½	5'-9		6¼"	47'-2		Slab
5507	33	30'-0	Slab	AB401	12	34'-3												X8	X4	X3						
5508	404	47'-2	Slab	AB402	18	39'-0																				
5509	8	14'-5	Curb	AB600	thru 25 sets	15'-8	@ 2¼" increments					5513	420	5'-5	S	9½"	1'-5	1'-0	1'-5				9½"			Curb
5510	32	15'-0	Curb	AB608	thru 4 sets	17'-2						EP600	8	4'-8	H	4"	8"	1'-4	8"	1'-4			4"			End Post
5511	8	10'-1	Curb	AB608	thru 4 sets	25'-2	@ 4½" increments					EP601	12	8'-2	H	4"	1'-0	2'-9	1'-0	2'-9			4"			" "
5512	8	14'-0	Curb	AB632	thru 4 sets	33'-10						EP602	12	10'-6	EP	8"	2'-9	10"	4'-2	6"	1'-7					" "
5300	202	43'-0	Wearing Surface									S.B. Lane														
5301	88	30'-0		AB633	thru 25 sets	12'-0	@ 2¼" increments					5600	201	48'-11½	B		5'-9	9"	4'-3¼	4'-9½	5'-9		6¼"	47'-2		Slab
5302	88	30'-0		AB653	thru 25 sets	15'-8												X8	X4	X3						
5303	88	30'-0																								
5304	88	14'-0	Wearing Surface	<u>@ Abut. #1 - S.B. Lane</u>																						
				AD400	12	23'-6						5513	420	5'-5	S	9½"	1'-5	1'-0	1'-5				9½"			Curb
			S.B. Lane	AD401	12	34'-3						EP600	8	4'-8	H	4"	8"	1'-4	8"	1'-4			4"			End Post
5500	616	30'-0	Slab	AD402	18	39'-0						EP601	12	8'-2	H	4"	1'-0	2'-9	1'-0	2'-9			4"			" "
5507	33	30'-0	Slab									EP602	12	10'-6	EP	8"	2'-9	10"	4'-2	6"	1'-7					" "
5508	404	47'-2	Slab	AD600	thru 25 sets	15'-8	@ 2¼" increments																			
5509	8	14'-5	Curb	AD608	thru 4 sets	17'-2																				
5510	32	15'-0	Curb																							
5511	8	10'-1	Curb	AD600	thru 4 sets	25'-2	@ 4½" increments																			
5512	8	14'-0	Curb	AD632	thru 4 sets	33'-10																				
5300	202	43'-0	Wearing Surface	AD633	thru 25 sets	12'-0	@ 2¼" increments																			
5301	88	30'-0		AD653	thru 25 sets	15'-8																				
5302	88	30'-0																								
5303	88	30'-0																								
5304	88	14'-0	Wearing Surface	<u>@ Abut. #2 - S.B. Lane</u>																						
				AC400	12	23'-6																				
<u>Approach Slabs</u>				AC401	12	23'-3																				
<u>@ Abut. #1 - N.B. Lane</u>				AC402	22	39'-0																				
AA400	12	23'-6																								
AA401	12	28'-3		AC600	thru 25 sets	14'-0	@ 2¼" increments																			
AA402	22	39'-0		AC608	thru 4 sets	15'-6																				
AA600	thru 25 sets	14'-0	@ 2¼" increments	AC600	thru 4 sets	25'-2	@ 4½" increments																			
AA608	thru 25 sets	15'-6		AC632	thru 4 sets	33'-9½																				
AA600	thru 4 sets	25'-2	@ 4½" increments	AC633	thru 25 sets	15'-6	@ 2¼" increments																			
AA632	thru 4 sets	33'-9½		AC653	thru 25 sets	19'-3																				
AA633	thru 25 sets	15'-6	@ 2¼" increments	△ APPROACH SLAB																						
AA653	thru 25 sets	19'-3		AS400	80	41'-8	Distribution Steel																			
				AS600	672	14'-8	Main Steel																			

FHWA	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-5(27)	18	30



All dimensions are out to out of reinf. bar.  
 Bending details and hooks shall conform to the recommendations of ACI Standard 315-65.  
 Reinforcing Bar: ASTM A615 Grade 60

- GENERAL NOTES
- First digit(s) following the letter of the Mark indicates size of reinf. bar.  
 Mark (A 502) bar size - #5  
 Mark (P 1001) bar size - #10  
 Mark (S 603) bar size - #6
  - Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.

Revised Steel Schedule. Changed approach slab steel and deleted Wearing Surface Reinforcing. D.M.P. 4/173

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION

**INTERSTATE - 95  
 OVER  
 COBBOSSEECONTEE STREAM**

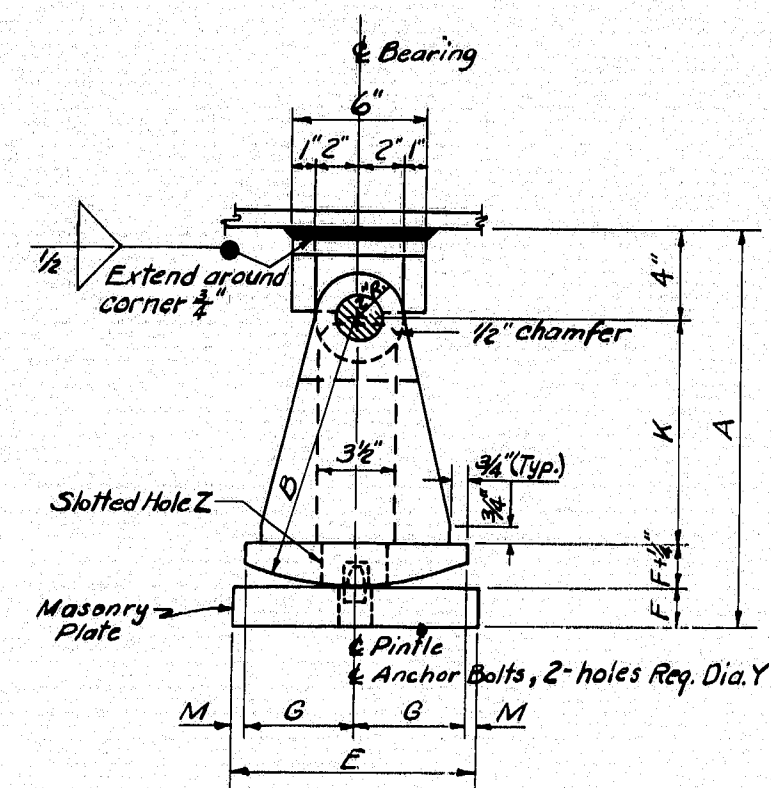
BETWEEN THE TOWNS OF  
**GARDINER & WEST GARDINER  
 KENNEBEC COUNTY**

REINFORCING STEEL SCHEDULE

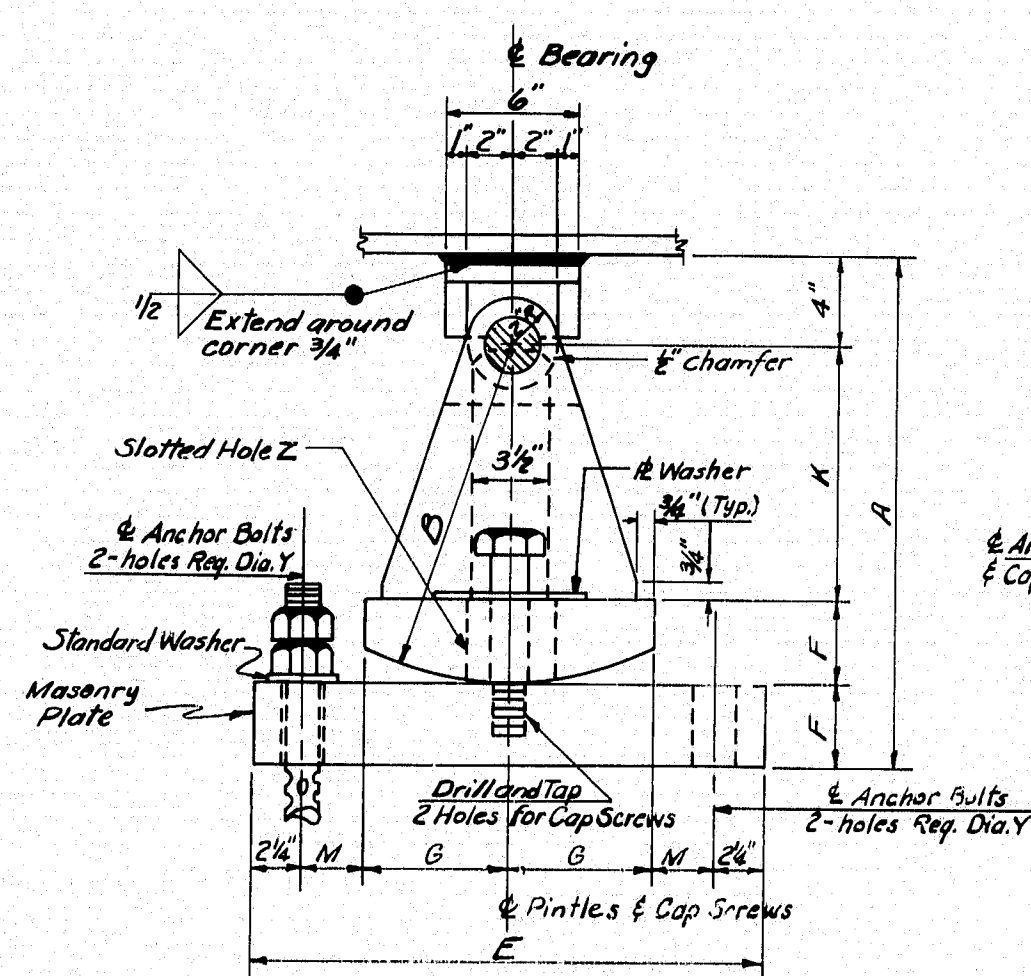
SHEET 15 OF 15 AUGUSTA, MAINE Dec. 1972

158-99

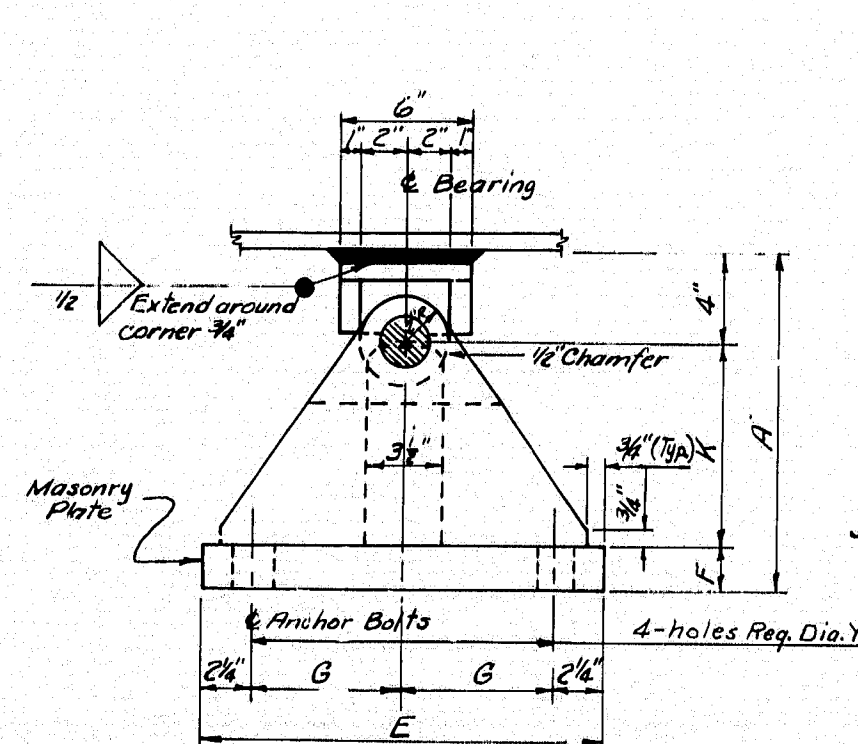




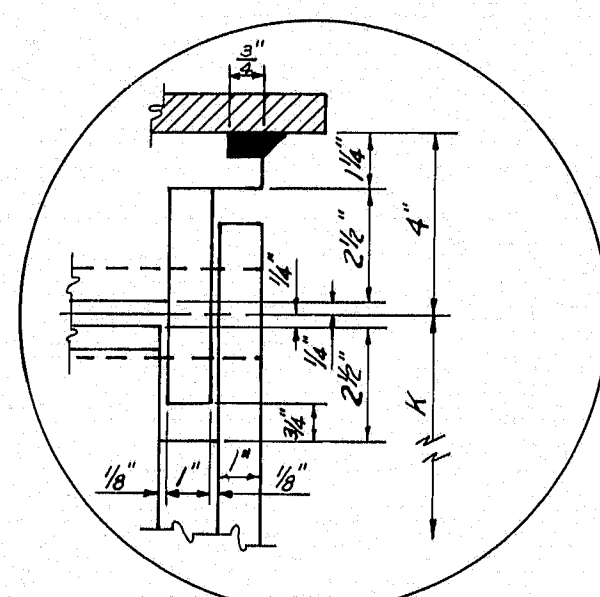
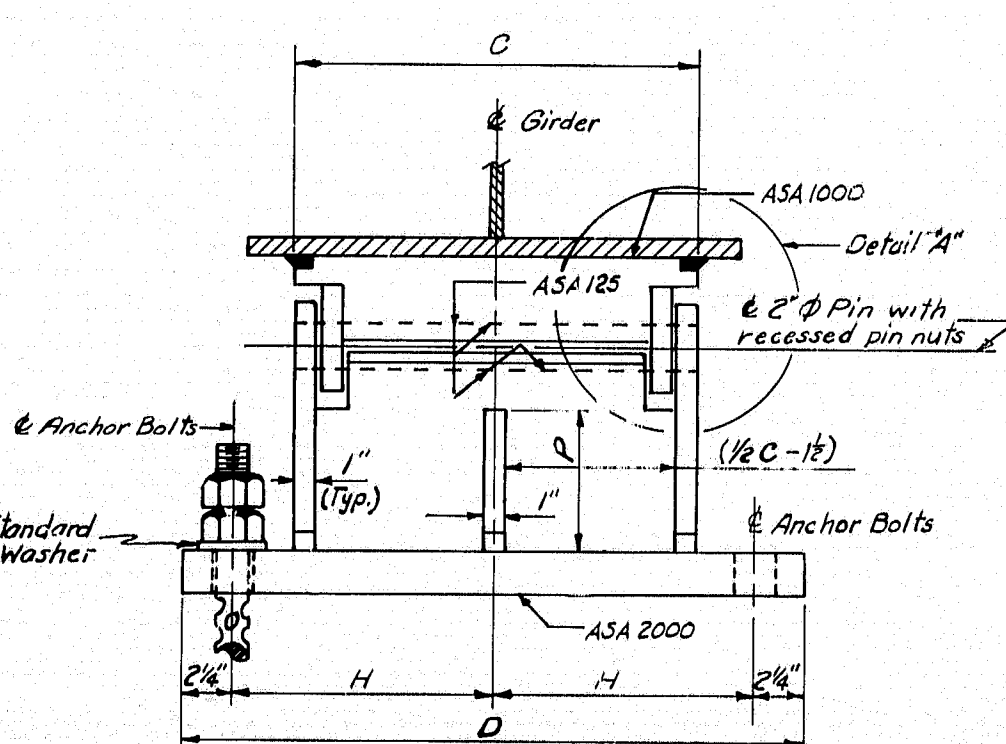
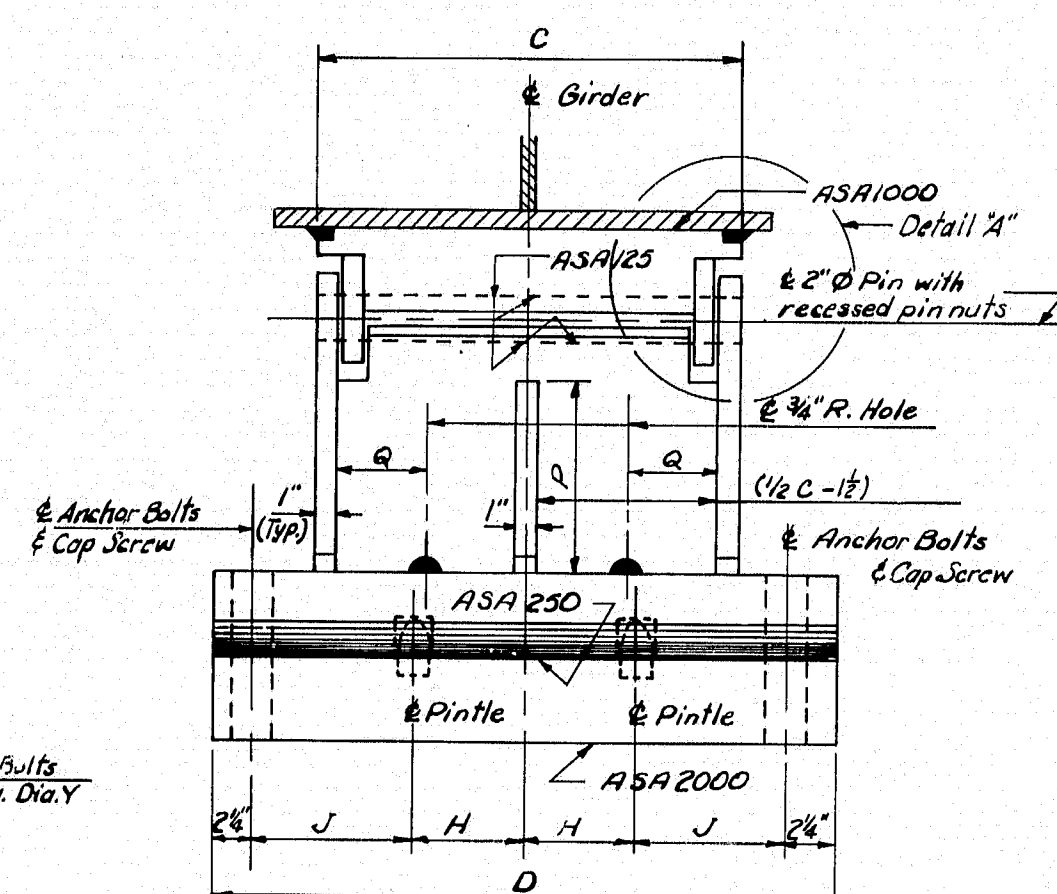
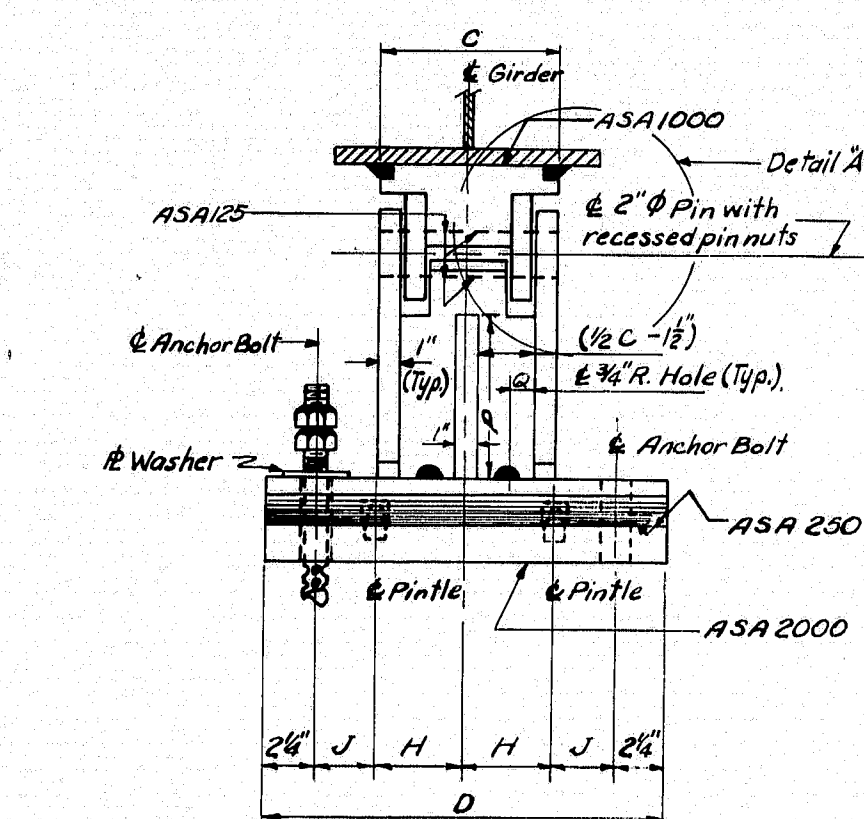
EXPANSION PEDESTAL — EPD



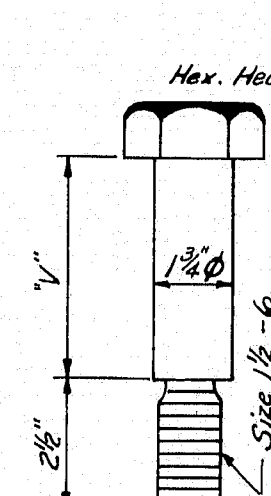
EXPANSION PEDESTAL — EPE



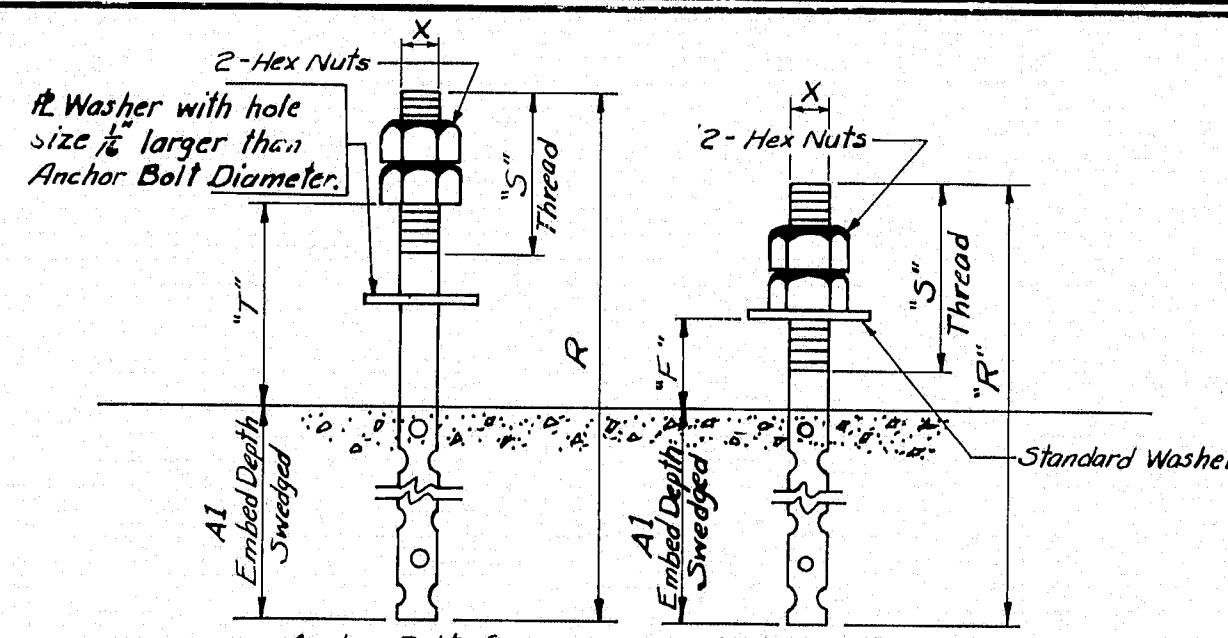
FIXED PEDESTAL — FPD



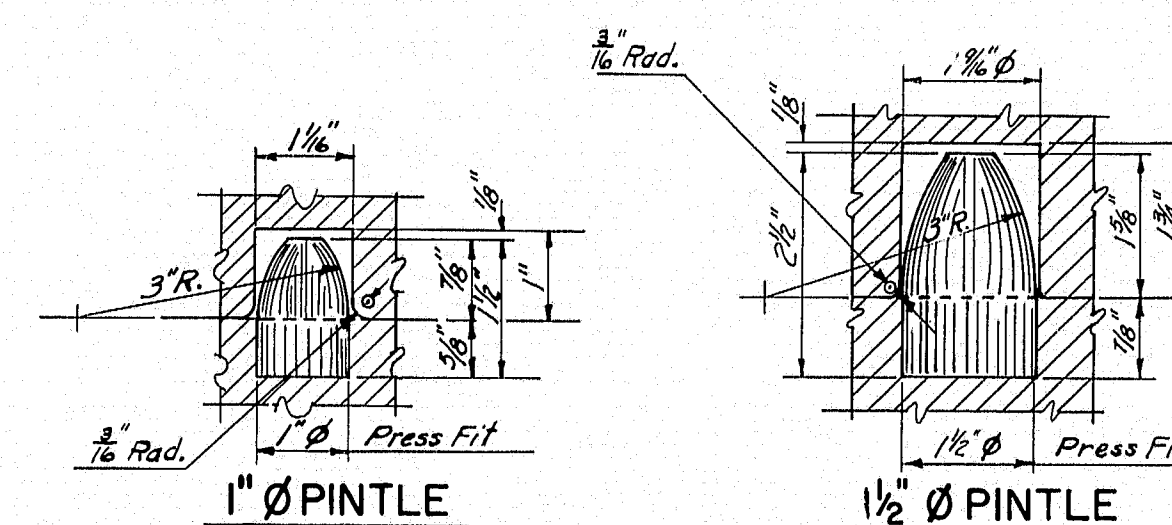
DETAIL "A"



CAP SCREW DETAIL



ANCHOR BOLT DETAILS



PINTLE DETAILS

NOTE:  
Use 1"  $\phi$  Pintles with 1" Anchor Bolts &  
1 1/2"  $\phi$  Pintles with 1 1/2" Anchor Bolts.

MARK	LOAD	A	B	C	D	E	F	G	H	J	K	M	P	Q	R	S	T	V	X-Anchor Bolt Diameter	Y-Masonry Plate Hole Size	Number Anchor Bolts Required	Z- Slotted Hole for Anchor Bolts or Cap Screws	Washer Size for Anchor Bolts or Cap Screws	A1 Embedment Depth	MARK
EPD-1	100K	1'-2 3/4"	9"	8"	1'-6"	8"	1 1/2"	3 1/2"	4"	2 1/2"	7"	4"	-	3"	1'-4 1/2"	3"	4 1/2"	-	1"	1 1/8"	2	3" x 1 1/8"	3" x 5" x 1/2"	10"	EPD-1
EPD-2	100K	1'-2 3/4"	9"	8"	1'-6"	9"	1 1/2"	4"	4"	2 1/2"	7"	4"	-	3"	1'-4 1/2"	3"	4 1/2"	-	1"	1 1/8"	2	3" x 1 1/8"	3" x 5" x 1/2"	10"	EPD-2
EPD-3	100K	1'-2 3/4"	9"	8"	1'-6"	10"	1 1/2"	4 1/2"	4"	2 1/2"	7"	4"	-	3"	1'-4 1/2"	3"	4 1/2"	-	1"	1 1/8"	2	3" x 1 1/8"	3" x 5" x 1/2"	10"	EPD-3
EPD-4	100K	1'-5 1/2"	1'-0"	8"	1'-6"	11"	1 1/2"	5"	4"	2 1/2"	7"	4"	-	3"	1'-5"	3"	4 1/2"	-	1"	1 1/8"	2	3" x 1 1/8"	3" x 5" x 1/2"	10"	EPD-4
EPD-5	200K	1'-9 1/2"	1'-3"	10"	1'-8"	1'-0"	2 1/2"	5 1/2"	4"	3 1/2"	1'-0 1/2"	4"	-	4"	2'-0 1/2"	4"	6 1/2"	-	1 1/2"	1 1/8"	2	4" x 1 1/8"	4" x 7" x 1/2"	1'-3"	EPD-5
EPD-6	200K	1'-9 1/2"	1'-3"	10"	1'-8"	1'-1"	2 1/2"	6"	4"	3 1/2"	1'-0 1/2"	4"	-	4"	2'-1"	4"	6 1/2"	-	1 1/2"	1 1/8"	2	4" x 1 1/8"	4" x 7" x 1/2"	1'-3"	EPD-6
EPD-7	200K	1'-9 1/2"	1'-3"	10"	1'-8"	1'-2"	2 1/2"	6 1/2"	4"	3 1/2"	1'-0 1/2"	4"	-	4"	2'-1"	4"	6 1/2"	-	1 1/2"	1 1/8"	2	4" x 1 1/8"	4" x 7" x 1/2"	1'-3"	EPD-7
EPD-8	200K	1'-9 1/2"	1'-3"	10"	1'-8"	1'-3"	2 1/2"	7"	4"	3 1/2"	1'-0 1/2"	4"	-	4"	2'-1"	4"	6 1/2"	-	1 1/2"	1 1/8"	2	4" x 1 1/8"	4" x 7" x 1/2"	1'-3"	EPD-8
EPD-9	300K	1'-10"	1'-3"	1'-2"	2'-0"	1'-4"	3"	7 1/2"	5"	4 1/2"	11 1/2"	5"	-	6"	2'-2 1/2"	4"	8"	-	1 1/2"	1 1/8"	2	5" x 1 1/8"	4" x 8" x 1/2"	1'-3"	EPD-9
EPD-10	400K	1'-10 1/2"	1'-3"	1'-6"	2'-4"	1'-6"	3 1/2"	8 1/2"	6"	5 1/2"	11 1/2"	5"	-	6"	2'-3"	4"	8 1/2"	-	1 1/2"	1 1/8"	2	5" x 1 1/8"	4" x 8" x 1/2"	1'-3"	EPD-10
EPE-1	200K	1'-10"	1'-3"	10"	1'-7"	1'-6"	3"	4"	4"	3 1/2"	1'-0"	2 1/2"	-	4"	1'-10"	4 1/2"	-	4"	1 1/8"	1 1/8"	4	3 1/2" x 1 1/8"	3 1/2" x 4 1/2" x 1/2"	1'-3"	EPE-1
EPE-2	200K	1'-10"	1'-3"	11"	1'-8"	1'-9"	3"	5 1/2"	4 1/2"	3 1/2"	1'-0"	2 1/2"	-	4 1/2"	1'-10"	4 1/2"	-	4"	1 1/8"	1 1/8"	4	4" x 1 1/8"	3 1/2" x 5 1/2" x 1/2"	1'-3"	EPE-2
EPE-3	200K	1'-10"	1'-3"	11"	1'-8"	1'-10"	3"	6"	4 1/2"	3 1/2"	1'-0"	2 1/2"	-	4 1/2"	1'-10"	4 1/2"	-	4 1/2"	1 1/8"	1 1/8"	4	4" x 1 1/8"	3 1/2" x 5 1/2" x 1/2"	1'-3"	EPE-3
EPE-4	200K	1'-10"	1'-3"	11"	1'-8"	1'-10"	3"	6 1/2"	4 1/2"	3 1/2"	1'-0"	2 1/2"	-	4 1/2"	1'-10"	4 1/2"	-	4 1/2"	1 1/8"	1 1/8"	4	4 1/2" x 1 1/8"	3 1/2" x 6" x 1/2"	1'-3"	EPE-4
EPE-5	200K	1'-10"	1'-3"	11"	1'-8"	2'-0"	3"	7"	4 1/2"	3 1/2"	1'-0"	2 1/2"	-	4 1/2"	1'-10"	4 1/2"	-	4 1/2"	1 1/8"	1 1/8"	4	4 1/2" x 1 1/8"	3 1/2" x 6" x 1/2"	1'-3"	EPE-5
EPE-6	300K	1'-10"	1'-3"	1'-2"	1'-11"	1'-6"	3"	4"	5"	4 1/2"	1'-0"	2 1/2"	-	6"	1'-10"	4 1/2"	-	4"	1 1/8"	1 1/8"	4	4 1/2" x 1 1/8"	3 1/2" x 6" x 1/2"	1'-3"	EPE-6
EPE-7	300K	1'-10 1/2"	1'-3"	1'-2"	1'-11"	1'-8"	3 1/2"	5"	5"	4 1/2"	11 1/2"	2 1/2"	-	6"	1'-10"	4 1/2"	-	4"	1 1/8"	1 1/8"	4	3" x 1 1/8"	3 1/2" x 5" x 1/2"	1'-3"	EPE-7
EPE-8	300K	1'-10 1/2"	1'-3"	1'-2"	1'-11"	1'-10"	3 1/2"	6"	5"	4 1/2"	11 1/2"	2 1/2"	-	6"	1'-10"	4 1/2"	-	4 1/2"	1 1/8"	1 1/8"	4	4 1/2" x 1 1/8"	3 1/2" x 6" x 1/2"	1'-3"	EPE-8
EPE-9	300K	1'-10 1/2"	1'-3"	1'-2"	1'-11"	2'-0"	3 1/2"	7"	5"	4 1/2"	11 1/2"	2 1/2"	-	6"	1'-10"	4 1/2"	-	4 1/2"	1 1/8"	1 1/8"	4	4 1/2" x 1 1/8"	3 1/2" x 6" x 1/2"	1'-3"	EPE-9
EPE-10	300K	1'-10 1/2"	1'-3"	1'-2"	1'-11"	2'-3"	3 1/2"	8"	5"	4 1/2"	11 1/2"	3 1/2"	-	6"	1'-10"	4 1/2"	-	5 1/2"	1 1/8"	1 1/8"	4	5" x 1 1/8"	3 1/2" x 7" x 1/2"	1'-3"	EPE-10
EPE-11	400K	1'-10 1/2"	1'-3"	1'-7"	2'-4"	1'-7"	3 1/2"	4 1/2"	5"	4 1/2"	11 1/2"	3 1/2"	-	6"	1'-10"	4 1/2"	-	4"	1 1/8"	1 1/8"	4	4" x 1 1/8"	3 1/2" x 5" x 1/2"	1'-3"	EPE-11
EPE-12	400K	1'-10 1/2"	1'-3"	1'-7"	2'-4"	1'-11"	3 1/2"	6 1/2"	5"	4 1/2"	11 1/2"	2 1/2"	-	6"	1'-10"	4 1/2"	-	5"	1 1/8"	1 1/8"	4	5" x 1 1/8"	3 1/2" x 6" x 1/2"	1'-3"	EPE-12
EPE-13	400K	1'-11"	1'-3"	1'-7"	2'-4"	2'-4"	4"	8 1/2"	5"	6 1/2"	11"	3 1/2"	-	6 1/2"	1'-11"	4 1/2"	-	6 1/2"	1 1/8"	1 1/8"	4	6 1/2" x 1 1/8"	3 1/2" x 8" x 1/2"	1'-3"	EPE-13
EPE-14	600K	2'-2 1/2"	1'-6"	1'-11"	3'-0"	1'-10"	3 1/2"	6"	7"	8 1/2"	1'-2 1/2"	11 1/2"	-	8 1/2"	1'-2 1/2"	4 1/2"	-	4 1/2"	1 1/8"	1 1/8"	4	4 1/2" x 1 1/8"	4" x 5 1/2" x 1/2"	1'-3"	EPE-14
EPE-15	600K	2'-2 1/2"	1'-6"	1'-11"	3'-0"	2'-5"	4 1/2"	9"	7"	8 1/2"	1'-1 1/2"	11 1/2"	-	8 1/2"	1'-1 1/2"	4 1/2"	-	6 1/2"	1 1/8"	1 1/8"	4	6 1/2" x 1 1/8"	4" x 8" x 1/2"	1'-3"	EPE-15
EPE-16	800K	2'-2"	1'-6"	2'-6"	3'-10"	1'-11"	4"	6 1/2"	10"	10 1/2"	1'-2"	11 1/2"	-	8"	1'-2"	4 1/2"	-	5"	1 1/8"	1 1/8"	4	4 1/2" x 1 1/8"	4" x 6" x 1/2"	1'-3"	EPE-16
EPE-17	800K	2'-2 1/2"	1'-6"	2'-6"	3'-10"	2'-5"	4 1/2"	9"	10"	10 1/2"	1'-1 1/2"	11 1/2"	-	8"	1'-1 1/2"	4 1/2"	-	6 1/2"	1 1/8"	1 1/8"	4	6 1/2" x 1 1/8"	4" x 8 1/2" x 1/2"	1'-3"	EPE-17
FPD-1	100K	1'-0"	-	8"	1'-6"	9"	2"	2 1/2"	6 1/2"	-	6"	-	-	-	1'-3"	3 1/2"	-	-	1"	1 1/8"	4	-	Standard	10"	FPD-1
FPD-2	200K	1'-0"	-	10"	1'-8"	1'-2"	2"	4 1/2"	7 1/2"	-	6"	-	-	-	1'-8"	4"	-	-	1 1/8"	1 1/8"	4	-	Standard	1'-3"	FPD-2
FPD-3	300K	1'-0"	-	1'-2"	2'-0"	2"	5 1/2"	9 1/2"	-	6"	-	-	-	-	1'-8"	4"	-	-	1 1/8"	1 1/8"	4	-	Standard	1'-3"	FPD-3
FPD-4	400K	1'-3"	-	1'-6"	2'-4"	1'-6"	2"	6 1/2"	11 1/2"	-	9"	-	-	-	1'-8"	4"	-	-	1 1/8"	1 1/8"	4	-	Standard	1'-3"	FPD-4
FPD-5	600K	1'-3"	-	1'-11"	3'-0"	1'-10"	3"	8 1/2"	11 1/2"	-	8"	-	-	-	1'-9"	4"	-	-	1 1/8"	1 1/8"	4	-	Standard	1'-3"	FPD-5
FPD-6	800K	1'-3"	-	2'-6"	3'-10"	1'-11"	3"	9 1/2"	11 1/2"	-	8"	-	-	-	1'-9"	4"	-	-	1 1/8"	1 1/8"	4	-	Standard	1'-3"	FPD-6

#### GENERAL NOTES:

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 areas are 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 a min. slope of 1/8" per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.

Fabricate pedestals with 1/2" fillet welds. The diameter of the pin hole shall not exceed that of the pin by more than 1/16" inch. Pedestals EPD-1 thru EPD-9 and EPE-1 thru EPE-10 have no center stiffeners and have only one drainage hole. Pedestals EPD-10 and EPE-11 thru EPE-17 have a center stiffener and have two drainage holes. Pedestals FPD-1 thru FPD-3 have no center stiffeners and have no drainage holes. Pedestals FPD-4 thru FPD-6 have a center stiffener and no drainage holes.

#### DESIGN SPECIFICATIONS

A.A.S.H.O., Standard Specifications for Highway Bridges, 1969

#### A.S.T.M. STEEL CLASSIFICATION

All structural steel shall be A-36 except the following:  
2"  $\phi$  Pin - A-36; A-235, Class E or A-108, Grade 1016 - 1030 inclusive.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

#### STANDARD DETAILS

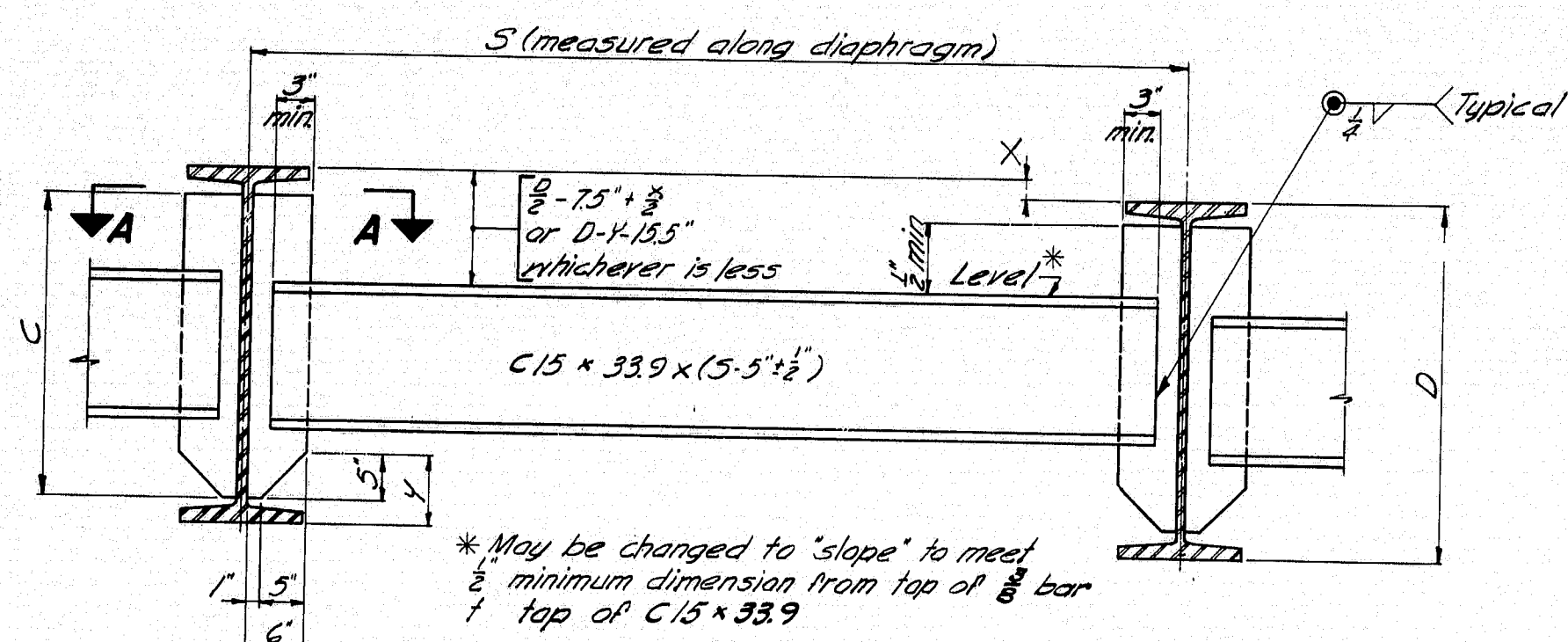
(BD 100-71)

#### BEARING PEDESTALS

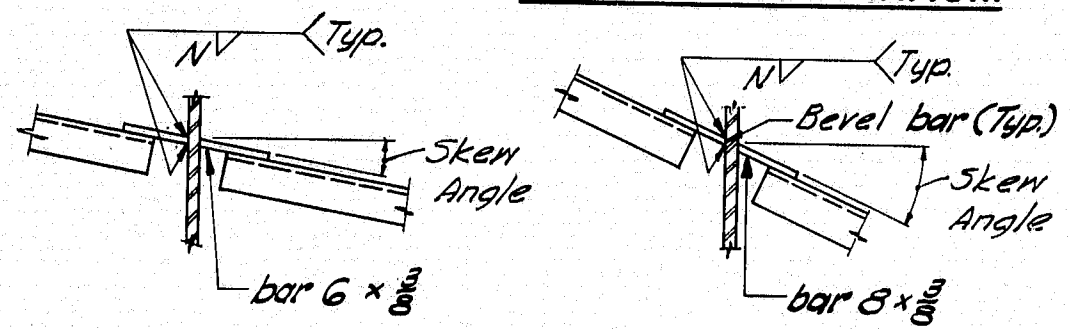
AUGUSTA, MAINE JULY 1971

158-100





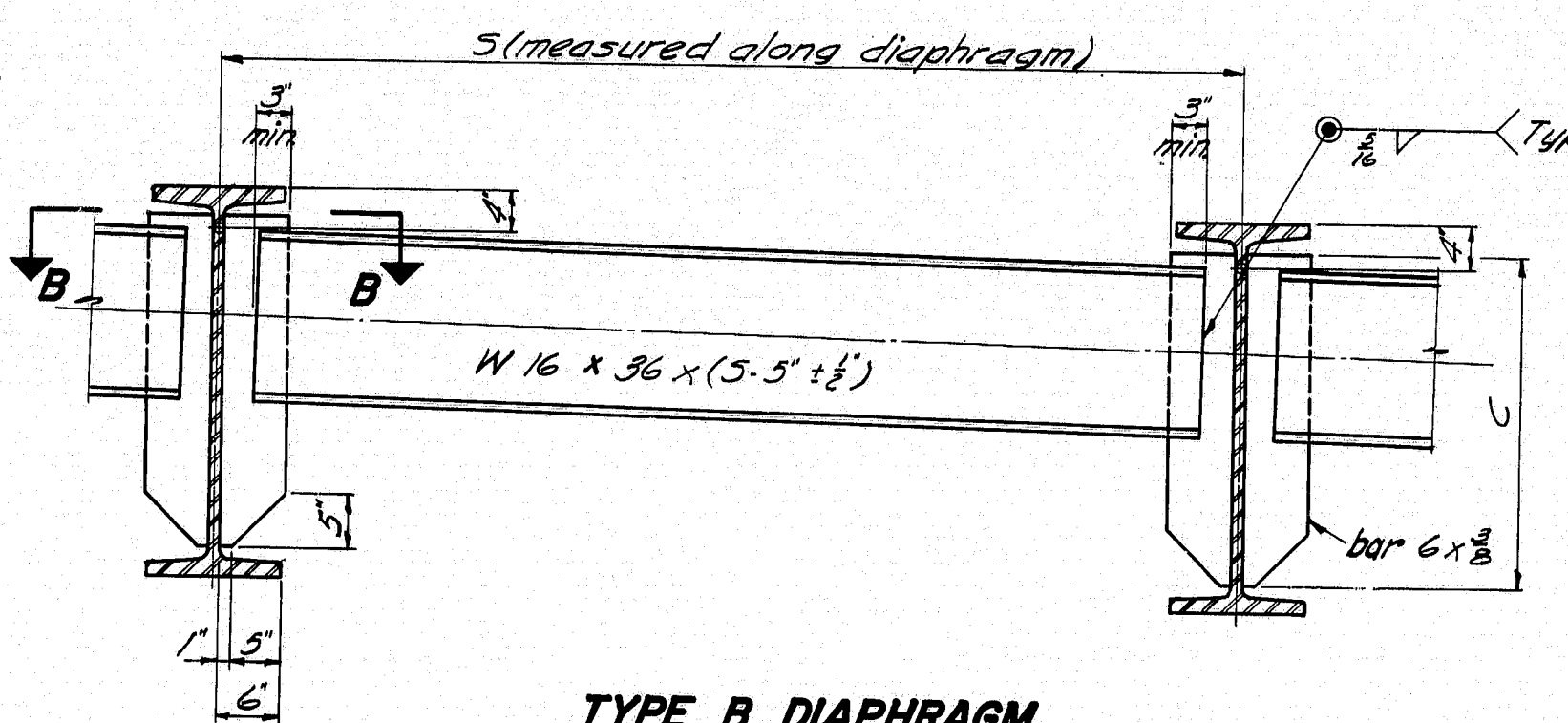
**TYPE A DIAPHRAGM**



**SECTION A-A**  
Skew Angle 0° to 10°-00'

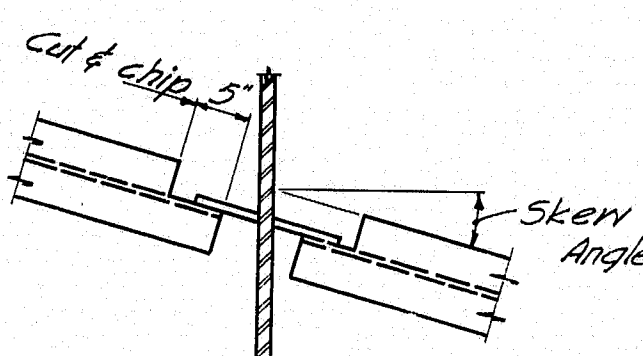
**SECTION A-A**  
Skew Angle over 10°-00' to 20°-00'

FILLET WELD SIZE "N" & DIMENSION "C" FOR DIAPHRAGM BARS		
BEAM	C	N
W27 x 84 to 114 incl.	1'-11"	3"
W30 x 99 to 132 incl.	2'-2"	4"
W33 x 118 to 152 incl.	2'-5"	4"
W36 x 135 to 194 incl.	2'-7"	5"
W36 x 230 to 300 incl.	2'-6"	5"



**TYPE B DIAPHRAGM**

Welding 6 x 3/8 bars to web same as for Type A Diaphragm.

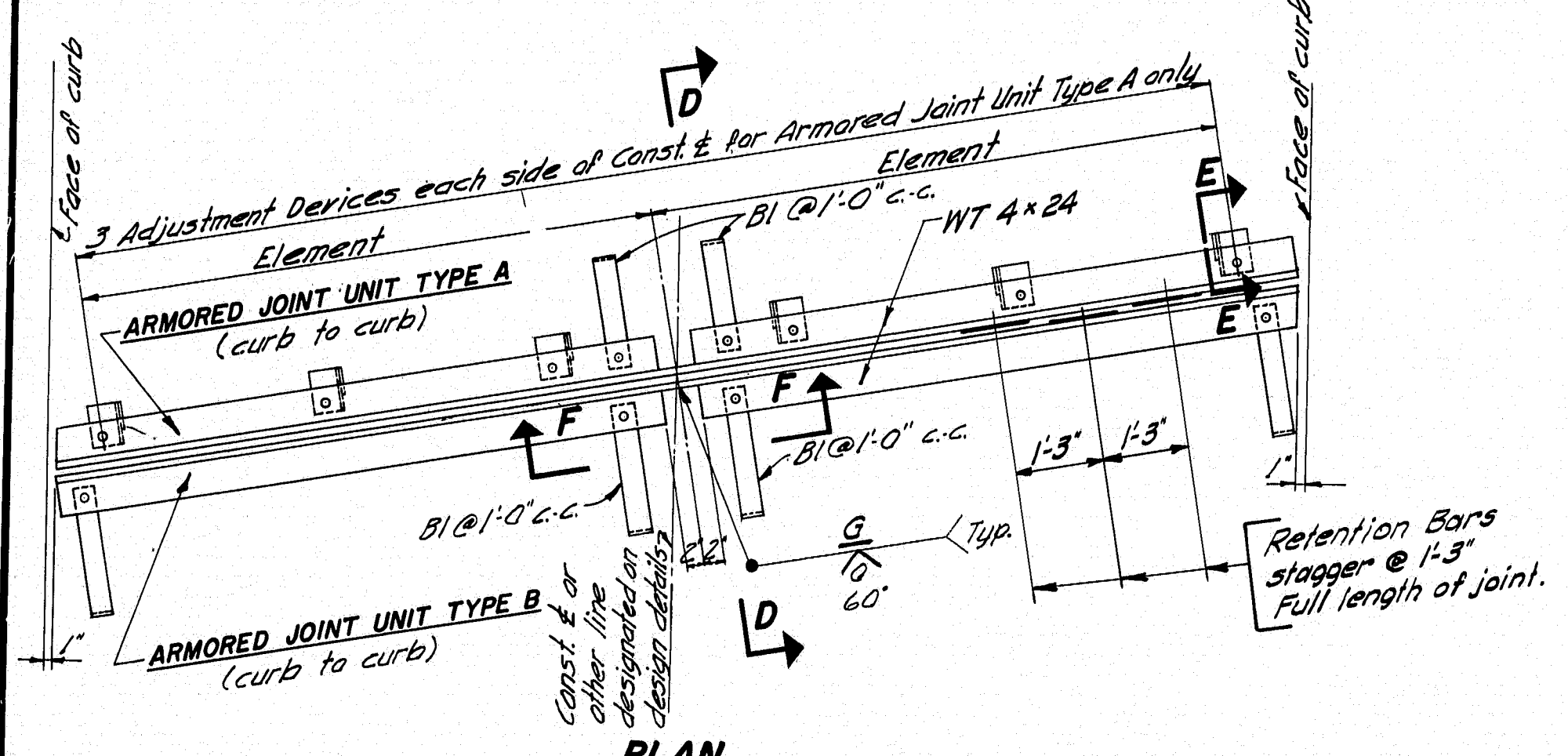


**SECTION B-B**  
Skew Angle 0° to 10°-00'

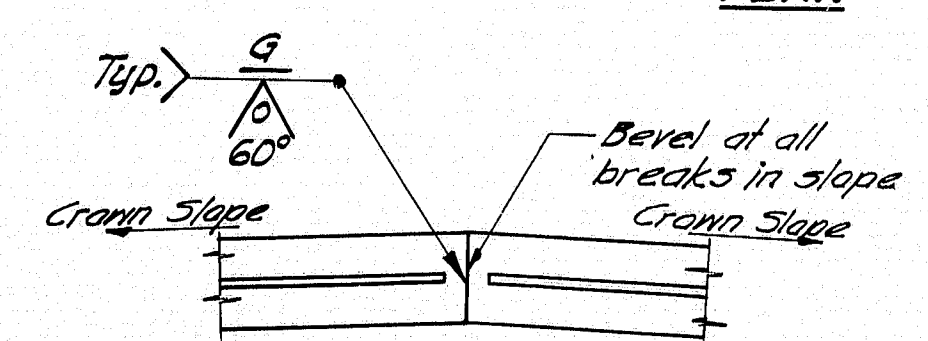
**NOTE**  
See design details for diaphragm type, location and skew.

**SECTION B-B**  
Skew Angle over 10°-00'

## DIAPHRAGMS



**PLAN**



**SECTION F-F**

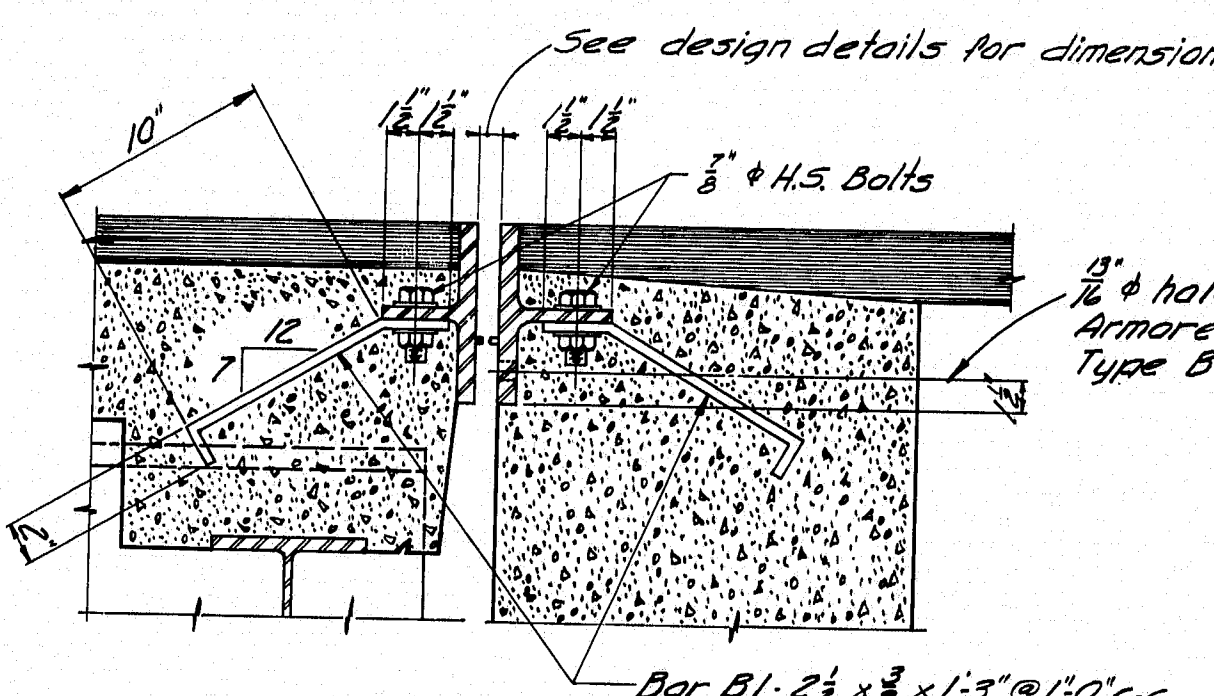
Note: See design details for const. to curb dimensions, skew, crown slope, slab thickness, other dimensions necessary to complete the fabrication details, and location.

## 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. All armored joints over piers, two (2) Type A Armored Joint Units shall be used.
2. If more elements than the two shown in the "Plan" are required by the design details, there shall be three adjustment devices for each element for Armored Joint Unit Type A and the elements of both units shall be field welded together in the same manner as shown in the "Plan".
3. Armored Joints to be paid for as Structural Steel.

## ARMORED JOINT

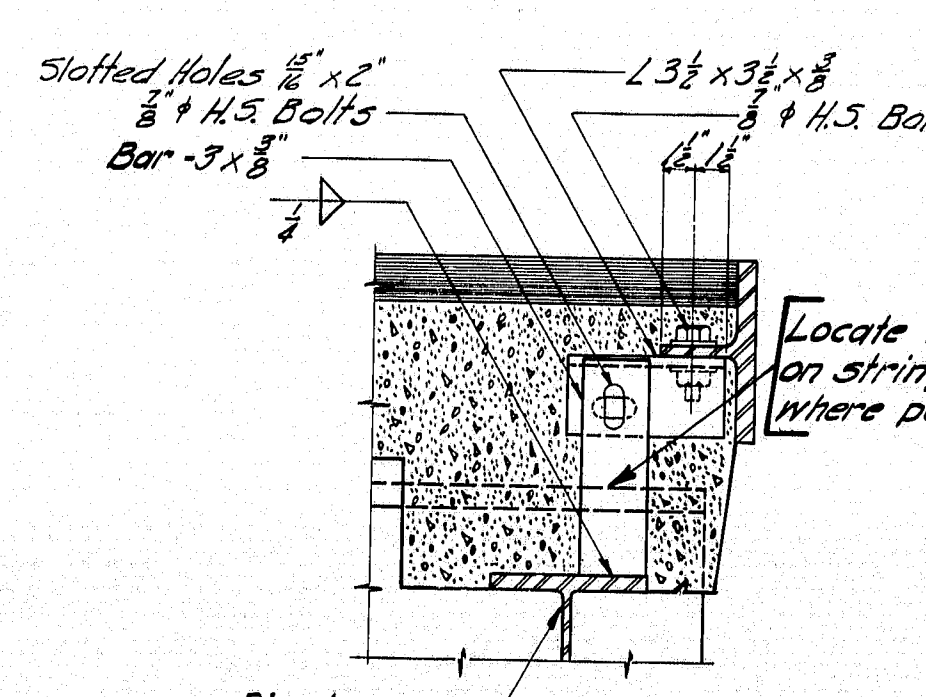
An armored joint consists of two armored joint units. See note 1.



**ARMORED JOINT UNIT TYPE A**

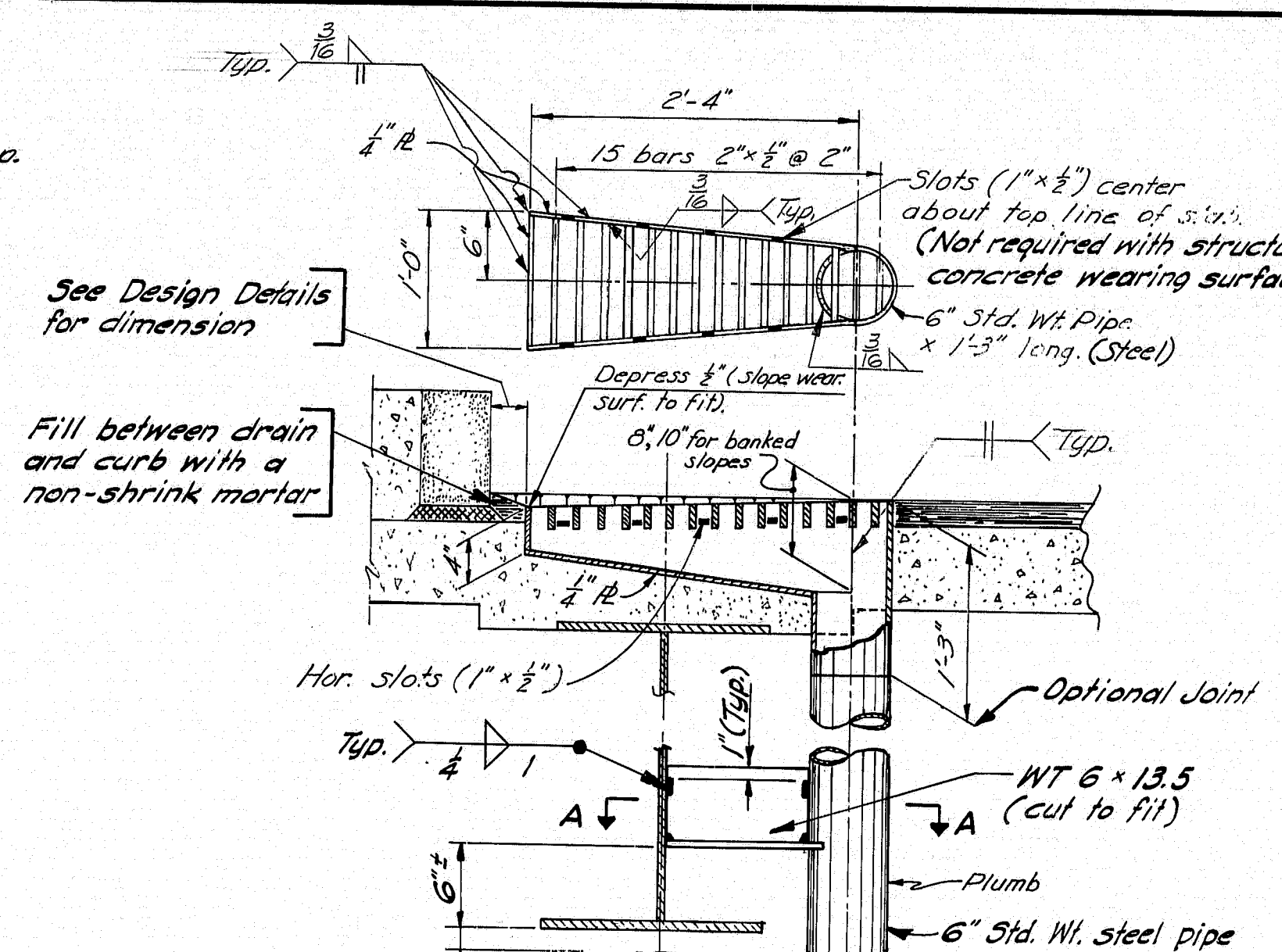
**ARMORED JOINT UNIT TYPE B**

**SECTION D-D**

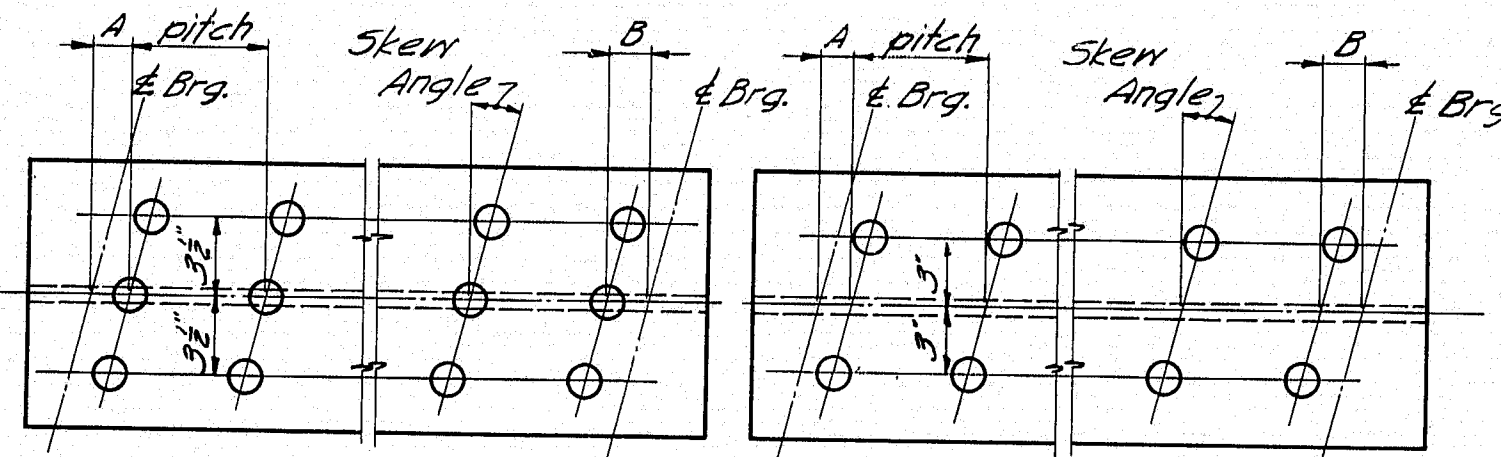


**SECTION E-E**

Showing Adjustment Device Armored Joint Unit Type A only. After unit is in final position, weld 3/8 bar to angle with 1/2 fillet.



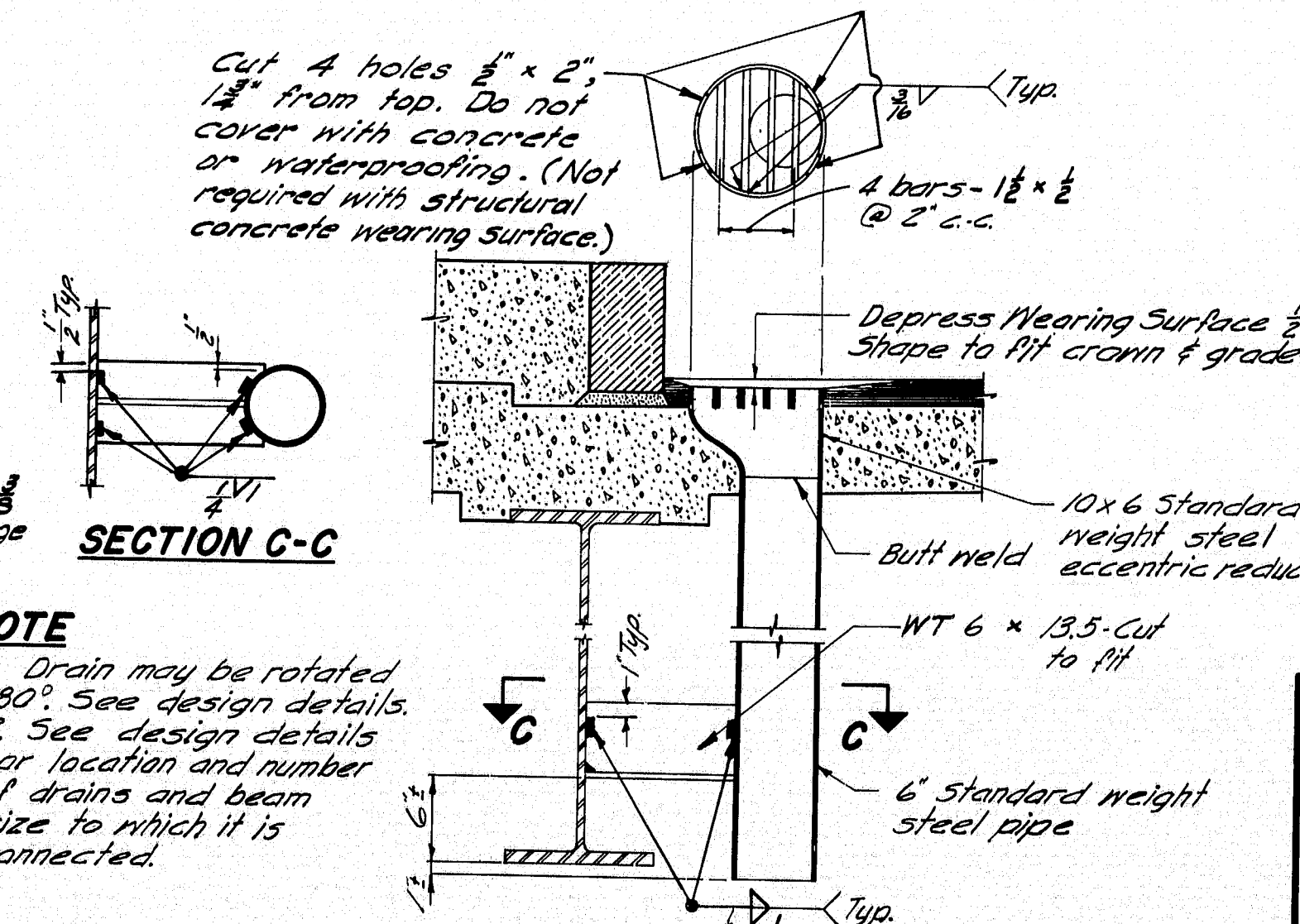
**DRAIN NO. 1**



## NOTE

1. Studs shall be granular or solid flux filled and automatically and welded to top flange in the shop or field.
2. See the design details for Dimensions "A" & "B", stud pitch and skew angle for studs.

## SHEAR CONNECTORS



**DRAIN NO. 2**

## GENERAL NOTE

Use only those items called for on design details. In case of conflict between these Standard Details and the design details, the requirements of the design details shall be followed. Drains to be incidental, see Section 502.20.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

## STANDARD DETAILS

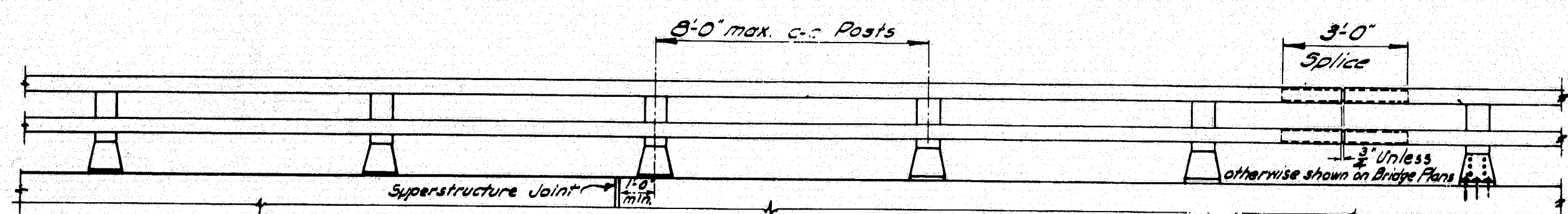
(BD 104-71)

DIAPHRAGMS, ARMORED JOINT, SHEAR CONNECTORS, DRAIN

SHEET OF DECEMBER 1972

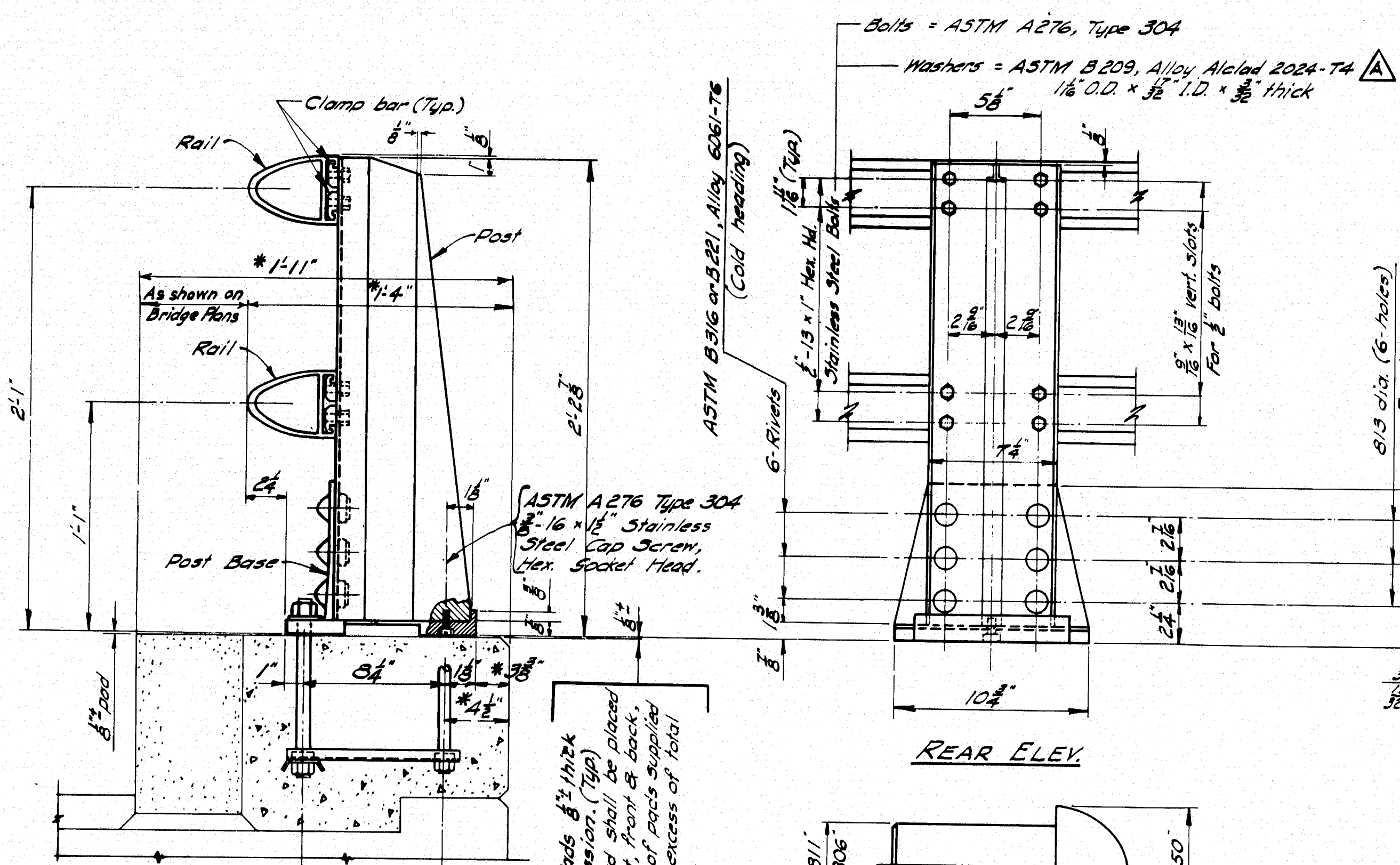
158-101





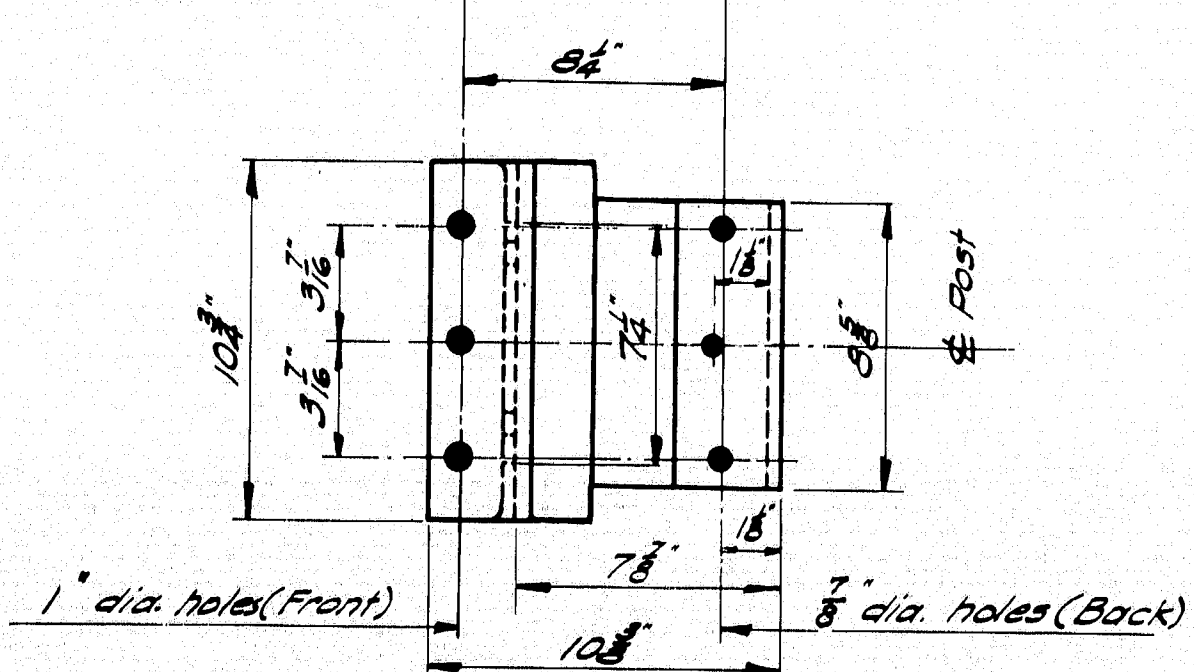
### RAIL - ELEVATION

Lengths of rail shall be attached to a minimum of (4) four rail posts, wherever possible, and in any case never less than (2) two.



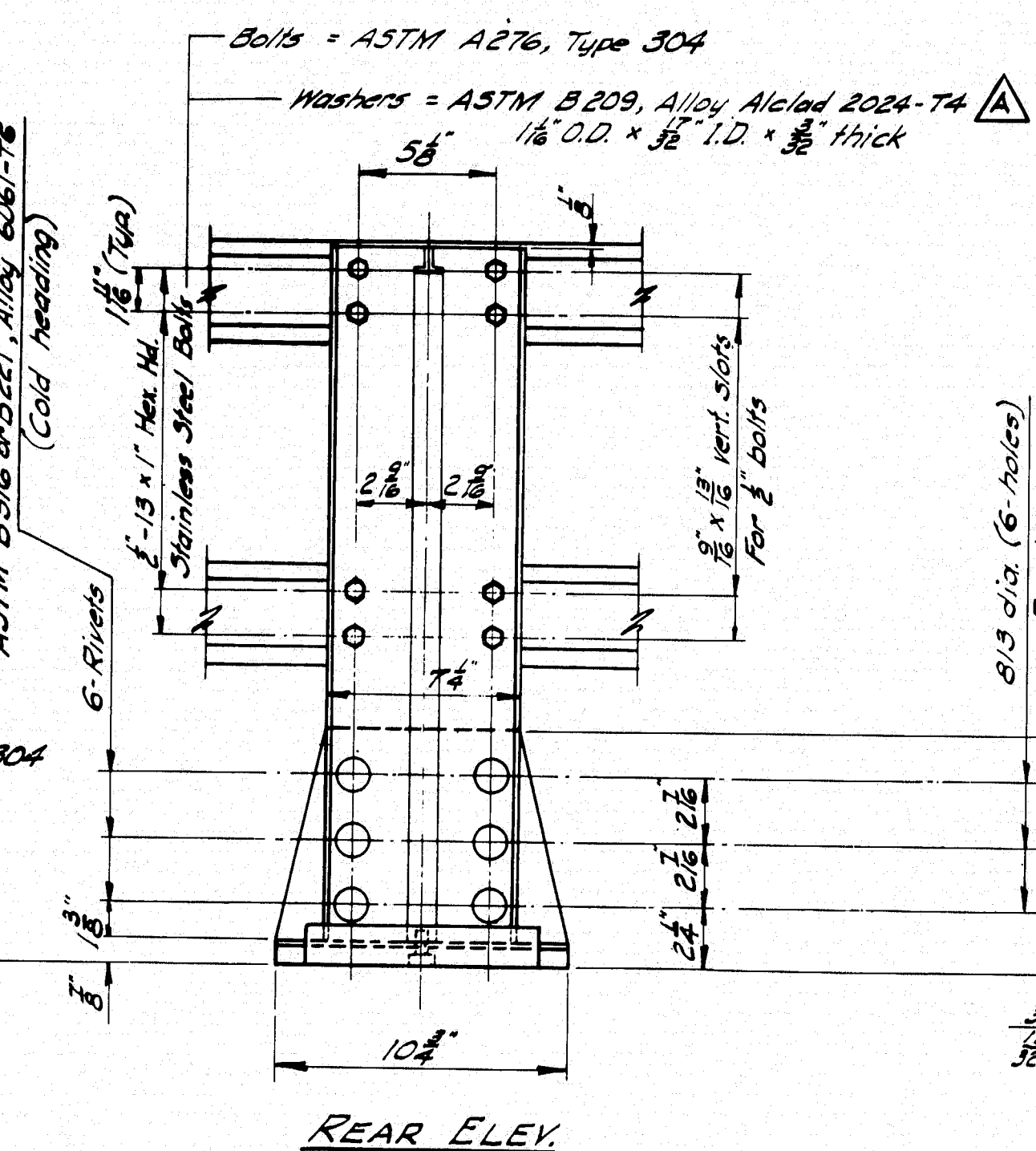
### BRIDGE RAIL Assembly

\* Preferable minimum dimensions.

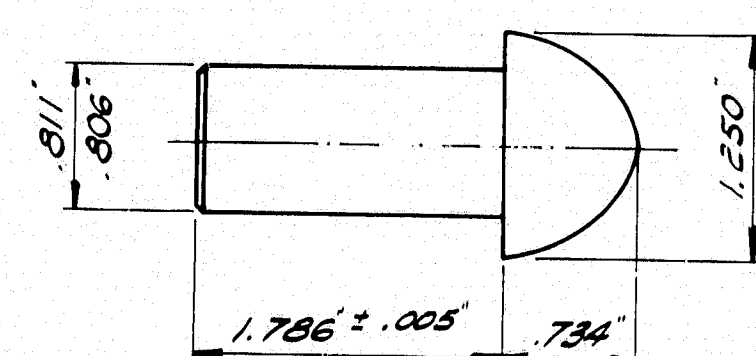


### POST BASE (Bottom View)

Post & Post Base = ASTM B221, Alloy 6061-T6.

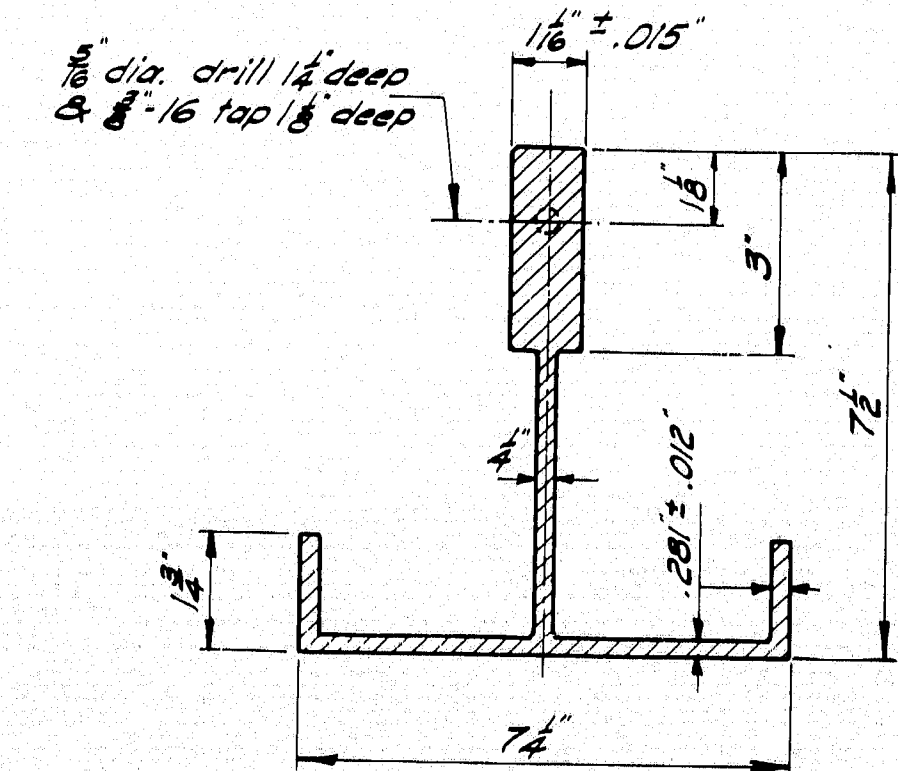


### REAR ELEV

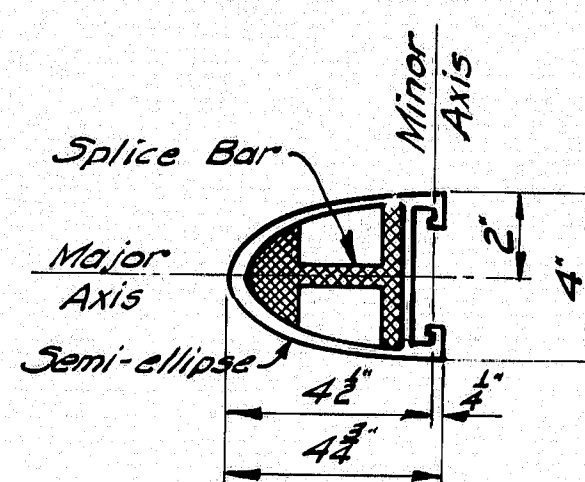


### RIVET

Shop rivet rail post to base

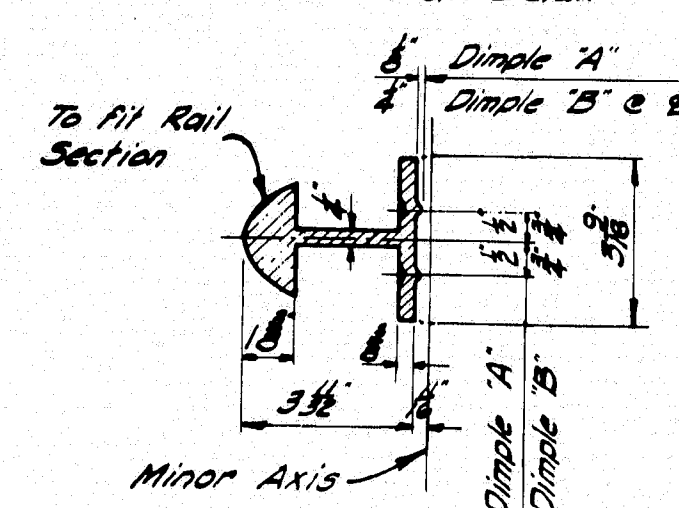


### POST SECTION



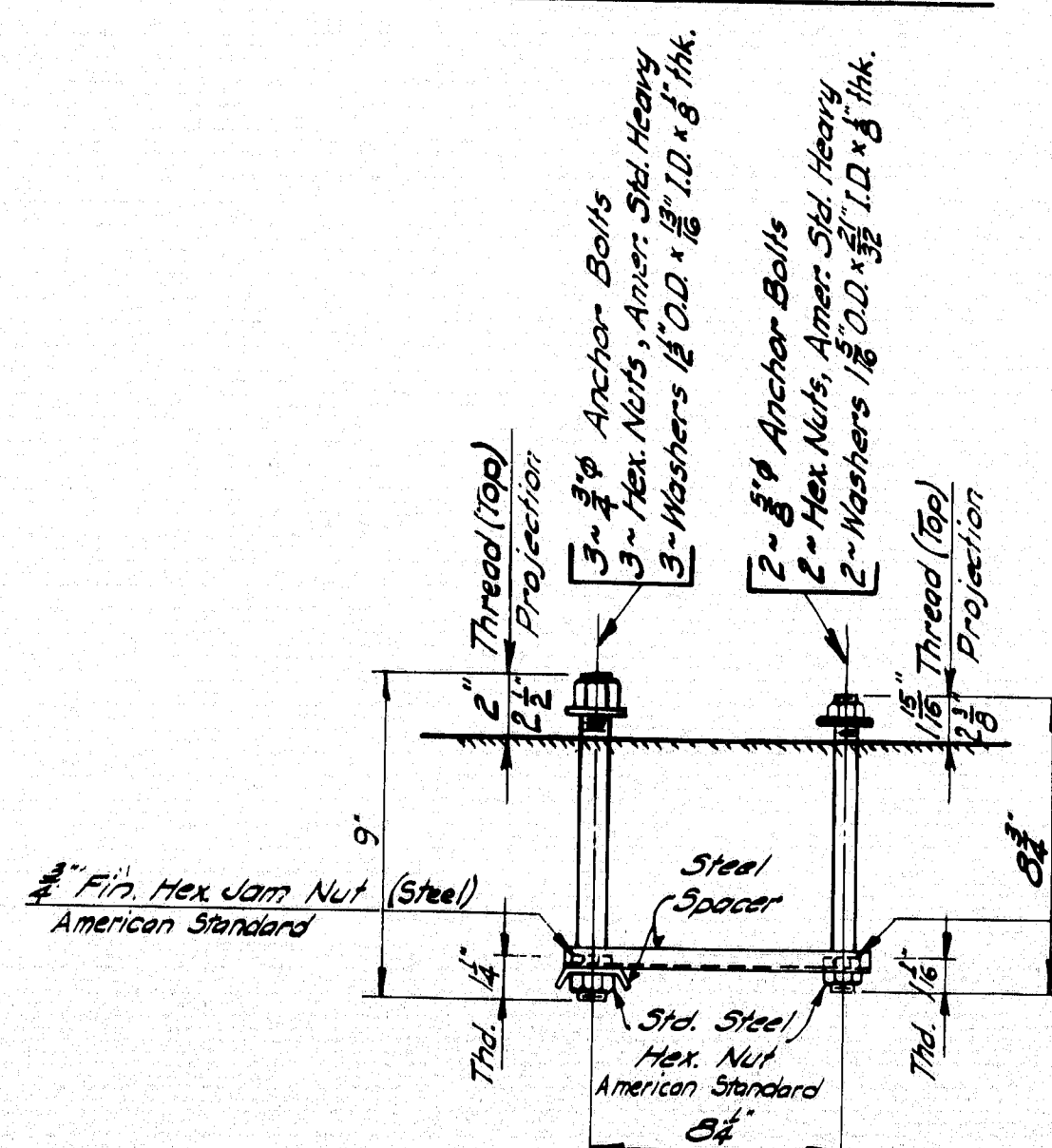
### RAIL SECTION

See "Rail Detail"



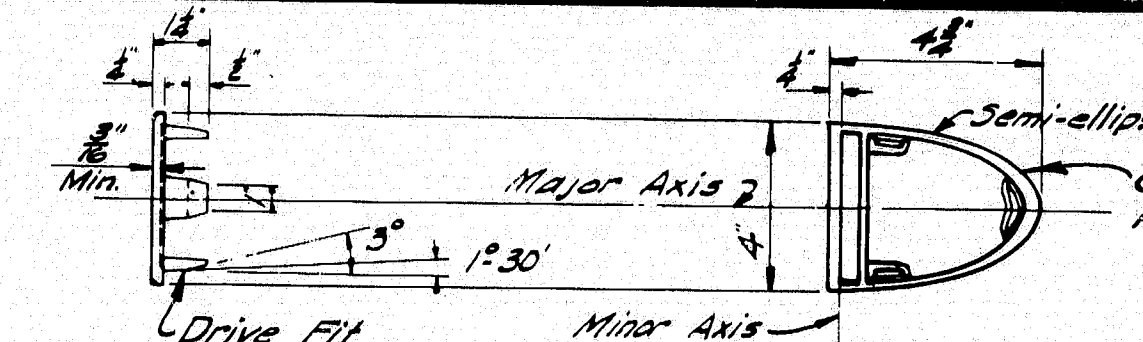
### SECTION B-B

### POST BASE SECTION



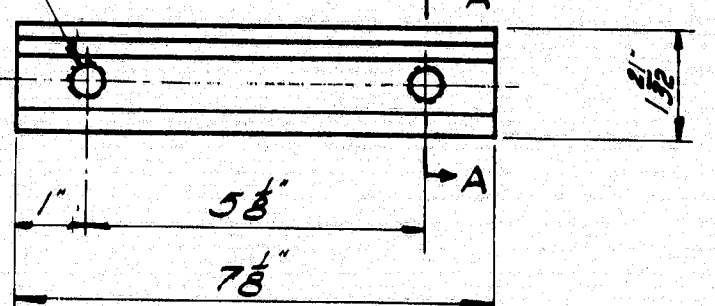
### RAIL POST ANCHORAGE Assembly

NOTE: Anchor Bolts, exposed Hex Nuts (Amer. Std. Heavy) and washers shall conform to Designation "Stainless".  
\* ASTM A276, Type 304, ultimate Tensile Strength 100,000 psi.  
Minimum Elongation 15% minimum.  
Hex. Nuts embedded in concrete shall conform to Steel Designation ASTM A307.  
\* See Supplemental Specification.

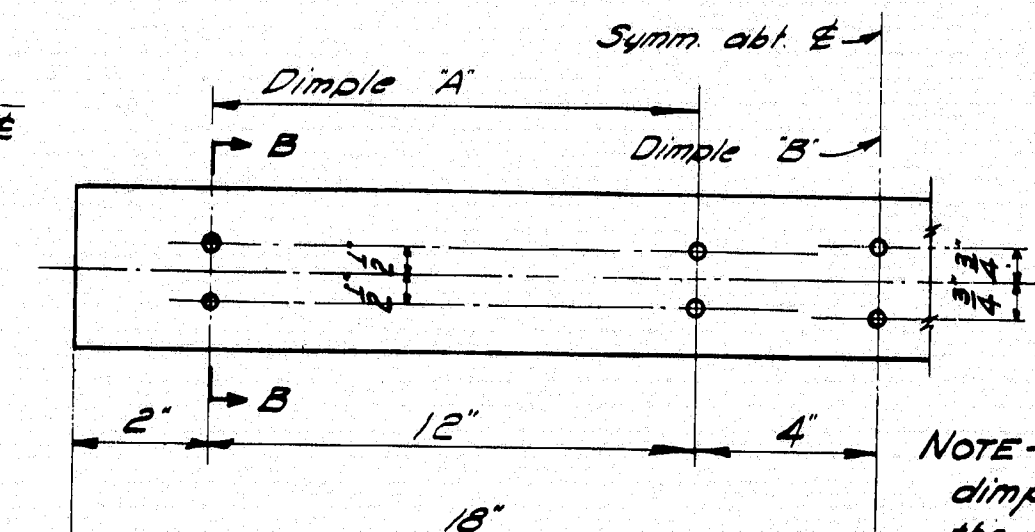


### RAIL CAP

ASTM B26 or B108, Aluminum Assoc. Alloy 43-F or 356-F

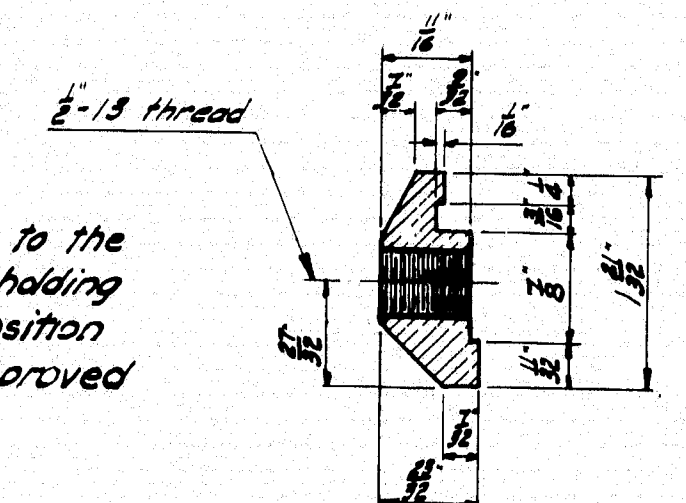


### CLAMP BAR

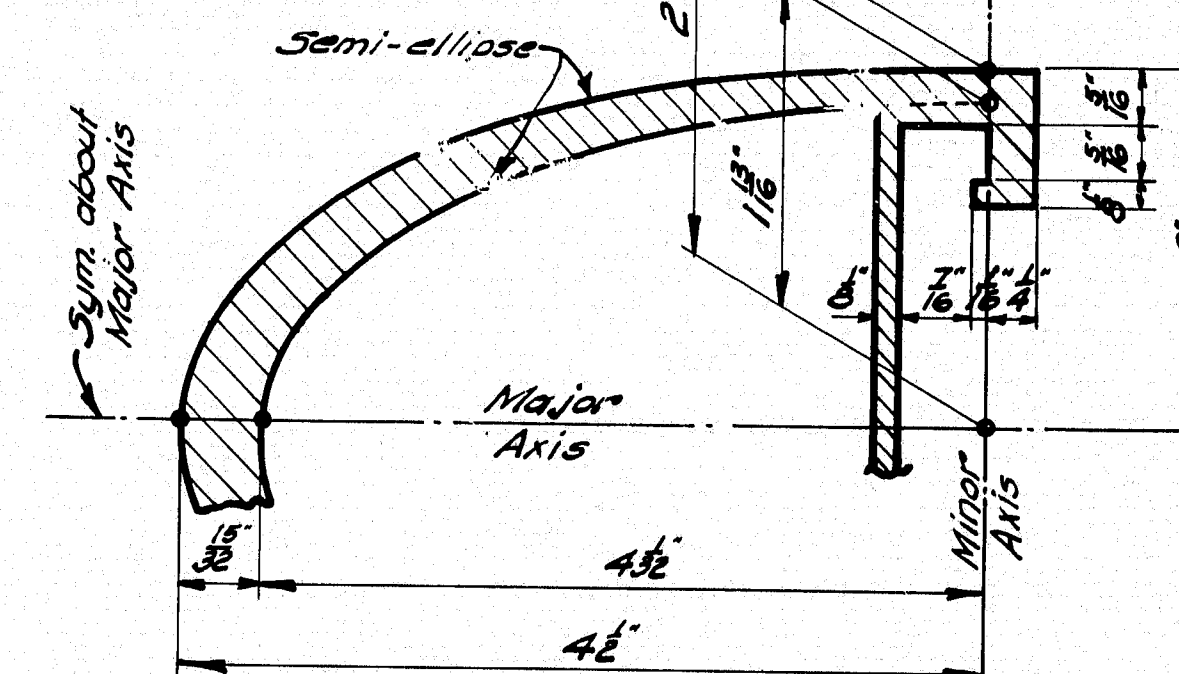


### SPLICE BAR

Rail, Splice Bar, & Clamp Bar = ASTM B221, Alloy 6351-T5 or 6061-T6.

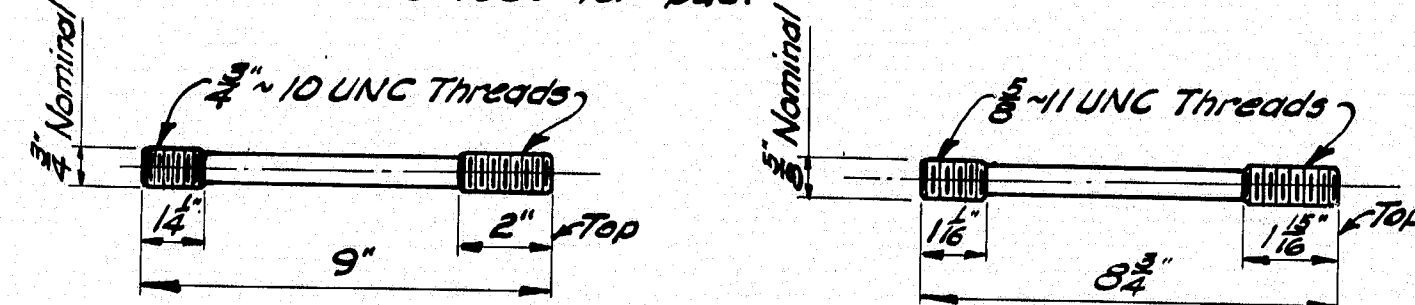


### SECTION A-A



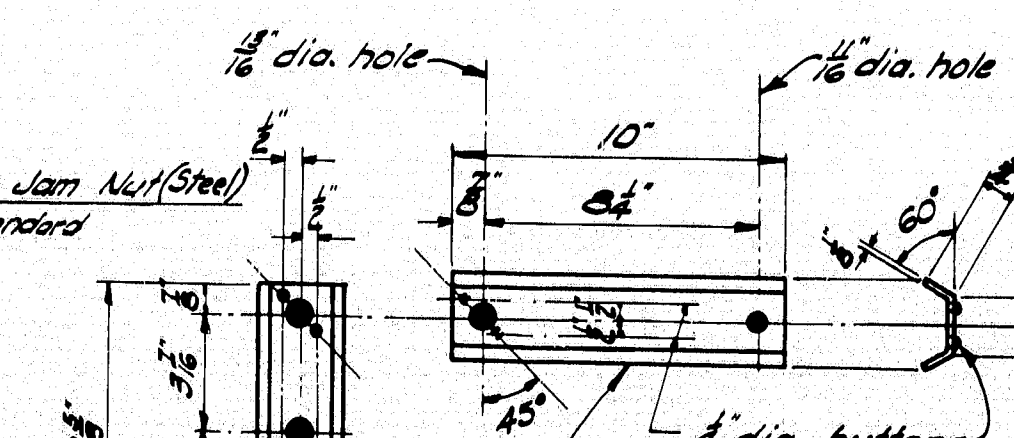
### RAIL DETAIL

PREFORMED PADS  
See Subsection 713.03 Standard Specifications  
Revision of June 1968 for pad.



### ANCHOR BOLTS

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



### STEEL SPACERS

FOR ANCHORAGE  
ASTM A36

### DESIGN SPECIFICATIONS

A.A.S.H.O. 1969 and  
Interim Specifications.

Changed ASTM B221, to include Alloy 6351-T5 for Rail, Splice & Clamp Bars.  
Changed ASTM Designations A276 & B209 A276 Type 304 to A276 (Post Anchorage) B209 - T3 to T4 (Washers).  
Changed A.A.S.H.O. Design Specifications from 1965 to 1969.

### ALTERATIONS

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

### STANDARD DETAILS

(BD 106 - 69)

### ALUMINUM RAILING

2 - BAR (SEMI-ELLIPSE)  
EXTRUDED POST

JANUARY 1969

158-102



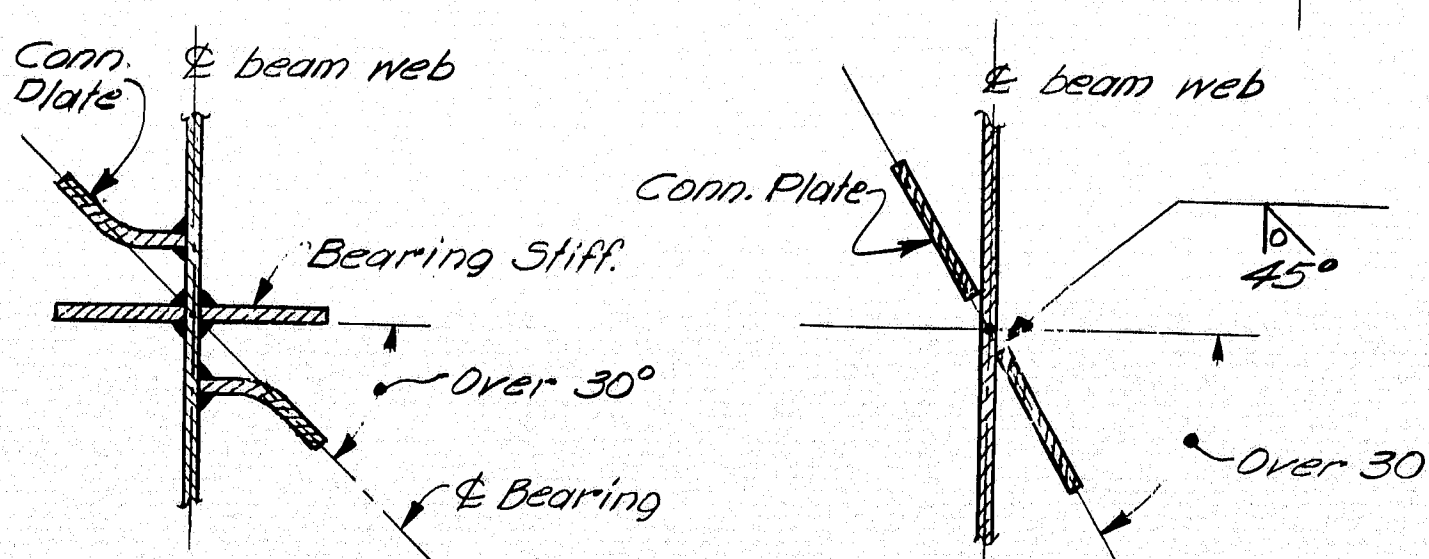
## FABRICATION NOTES

- The skew angle is the angle between the connection plate and a line normal to the beam.

- STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

## SHEET OF AUGUSTA, MAINE SEPT. 1972

158-103



DETAIL A  
 referenced from Note 5

DETAIL B  
*Referenced from Note 4*  
**MATERIALS**

Diaphragms, Crossframes and  
All Plates (Filler, gusset, and connection). ASTM A36  
High Strength Bolts  $\frac{7}{8}$ " diameter — — — ASTM A325



# GENERAL NOTES - ALL CATCH BASINS AND MANHOLES

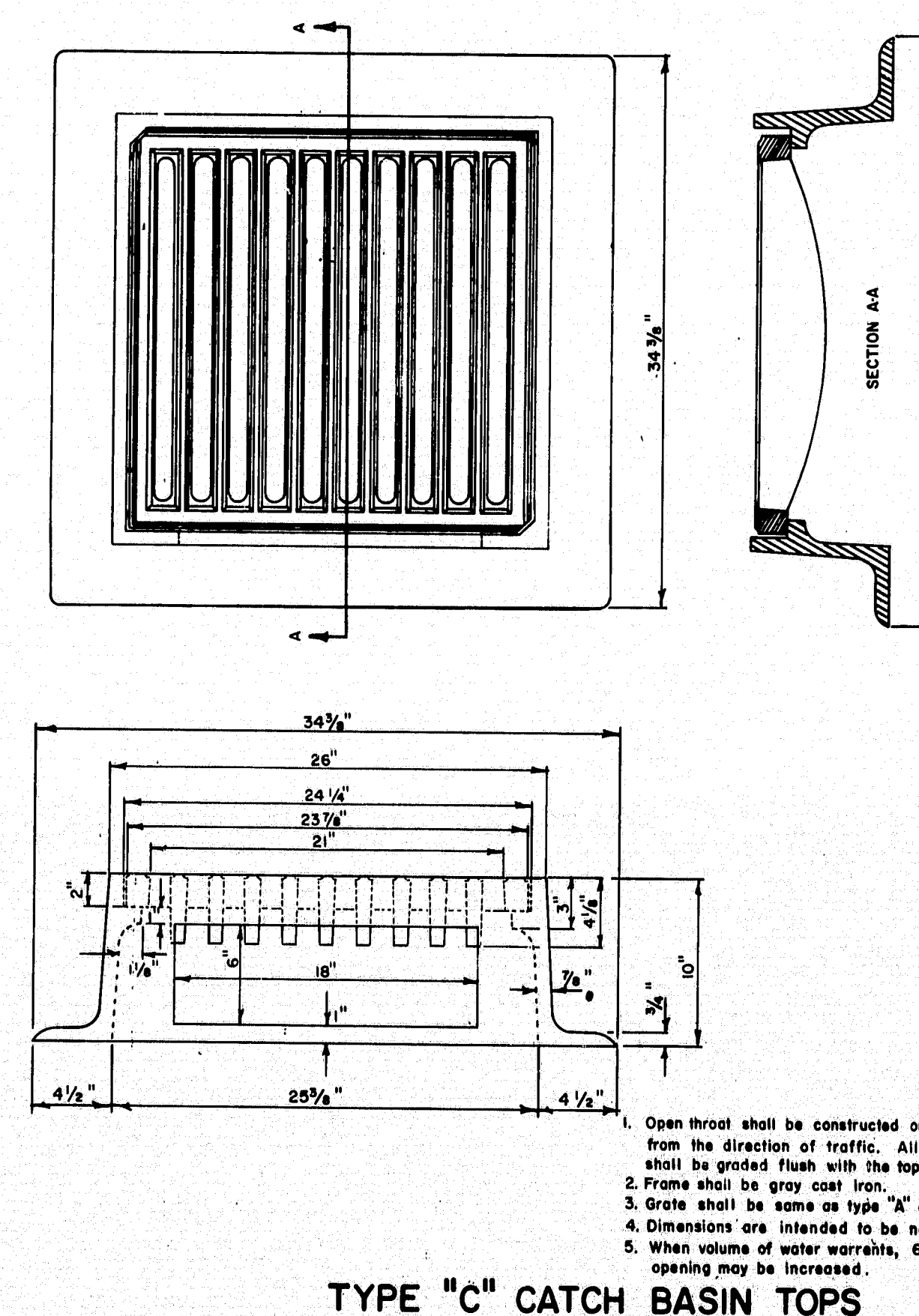
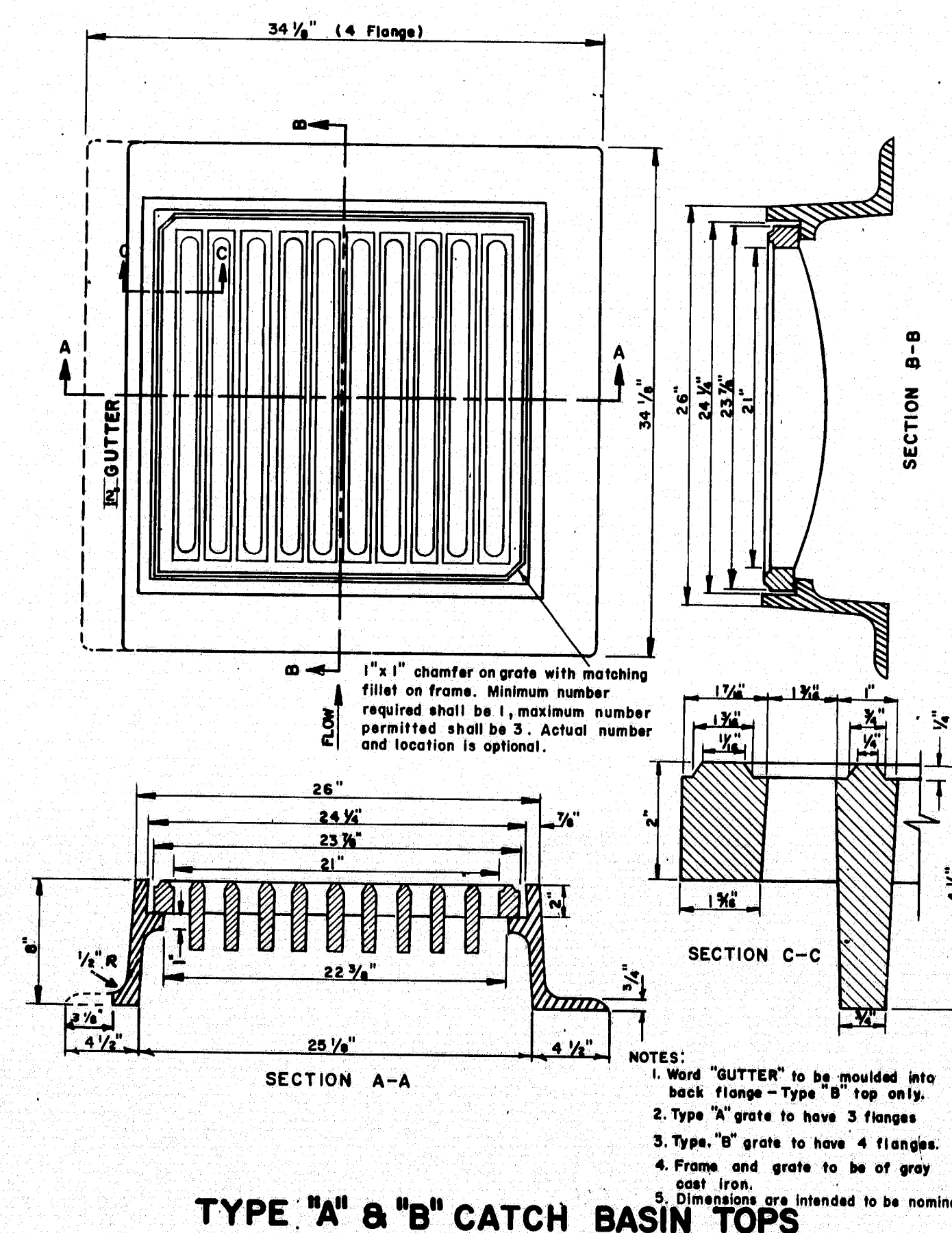
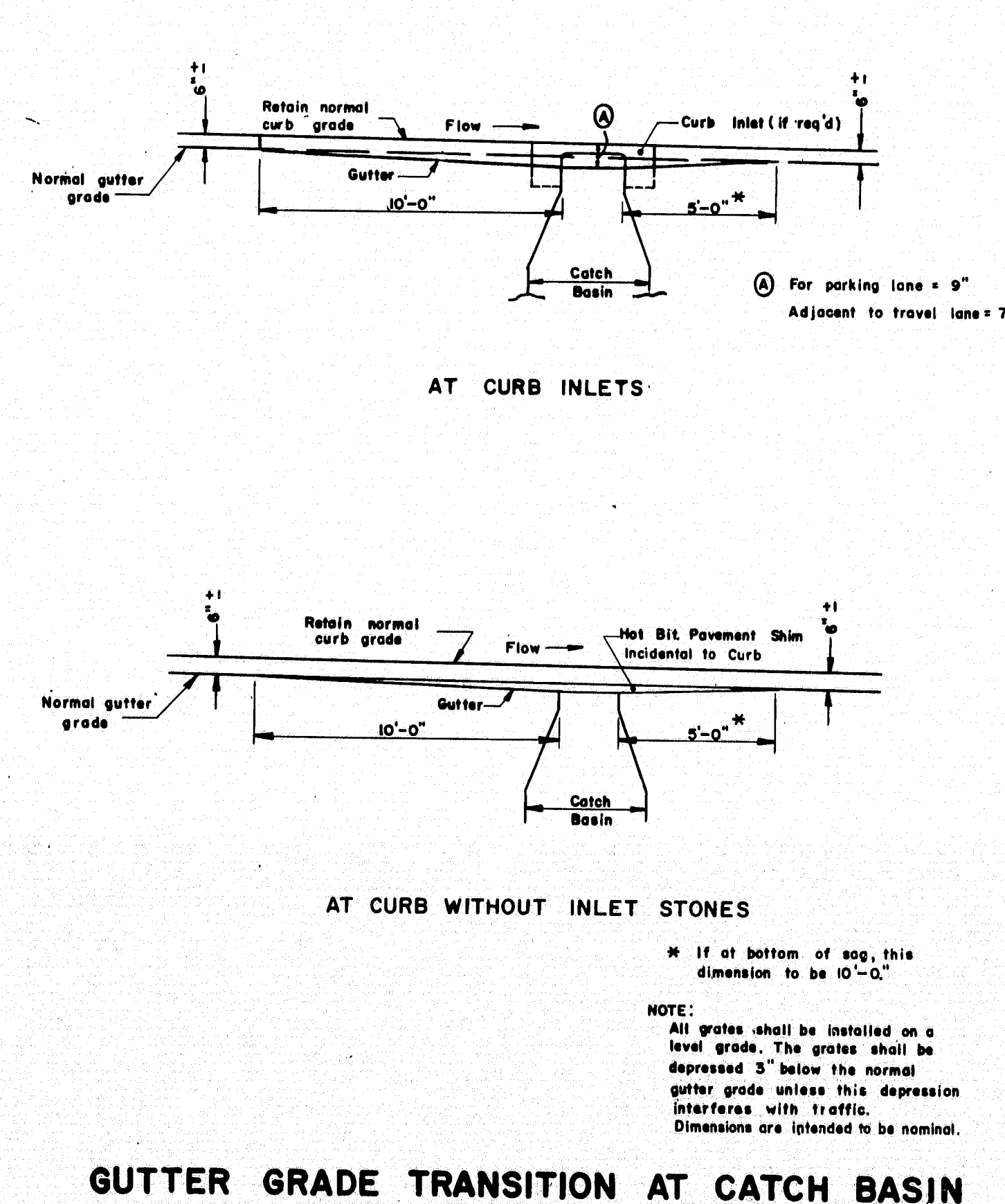
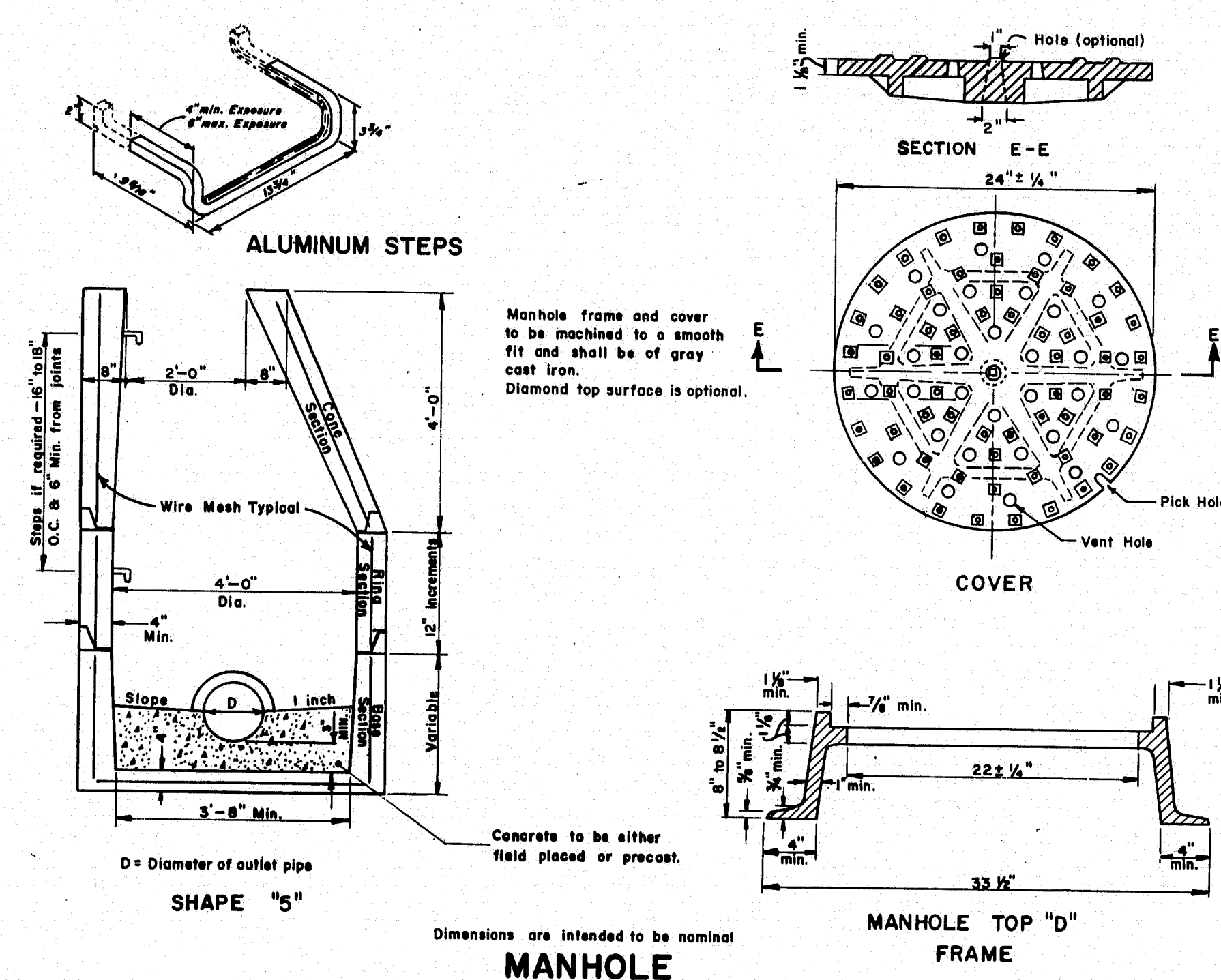
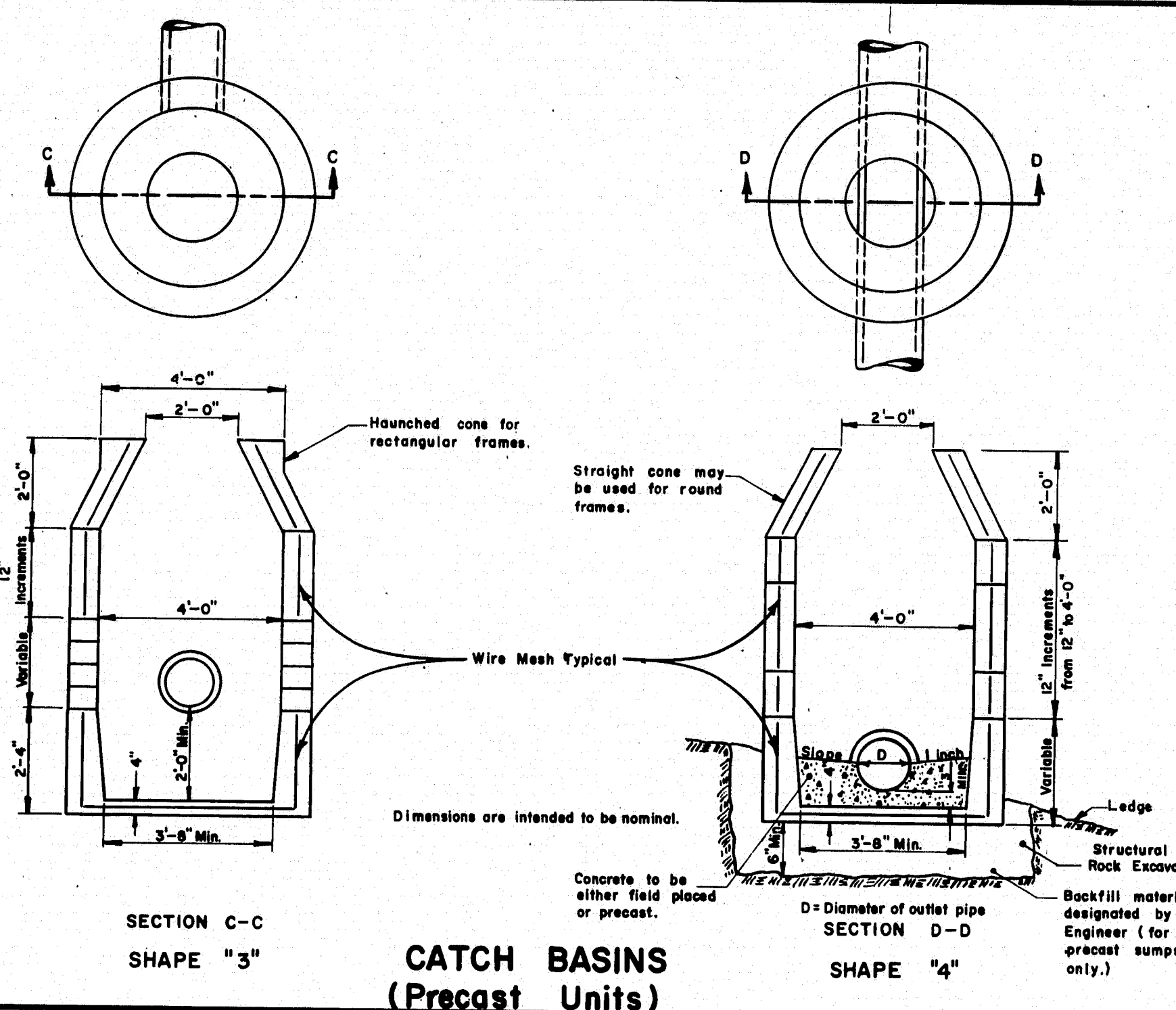
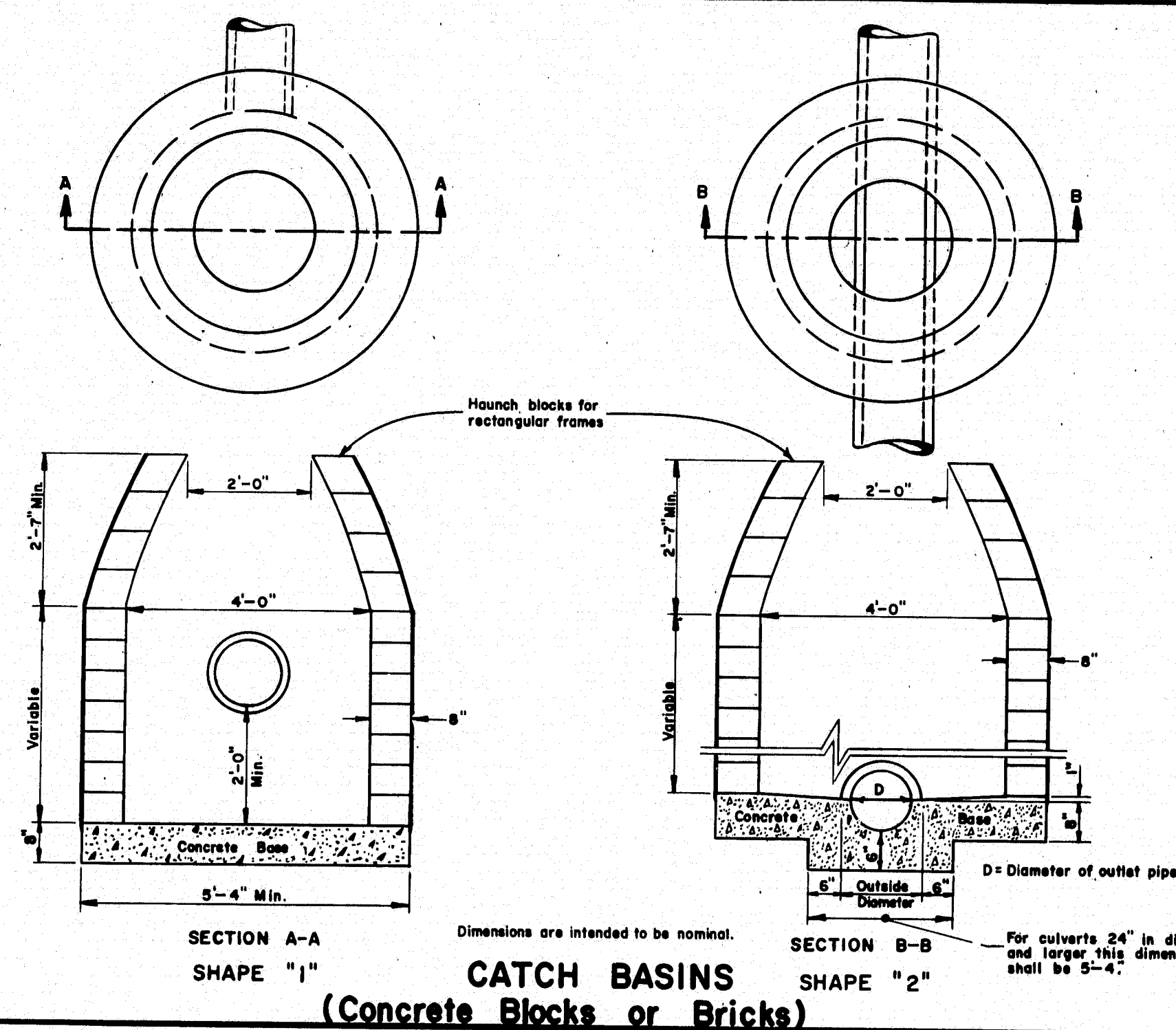
1. Any Catch Basin in excess of 8" in depth shall, if directed be provided with steps similar to those detailed for Manholes.
2. Frames, Grates & Covers shall be considered as part of the structure, and no separate payment shall be made.

# GENERAL NOTES - PRECAST CATCH BASINS AND MANHOLES

1. Drain holes in precast sumps to be not over 3" in diameter, and shall be plugged with mortar when constructed.
2. All precast sections of less than 8" wall thickness shall have tongue and groove joints.
3. Cone and Ring sections wall thickness min. 4", max. 8".

4. Minimum wall thickness of sump may be 4" as specified in A.S.T.M. C-478, however, if concrete blocks are used around the inlet and outlet pipes, the wall thickness of sump shall be 8".
5. Wall around inlet and outlet pipes may be built of 8" concrete blocks or a precast ring with an opening 2" larger than the outside diameter of the pipe may be used.
6. Lift Holes shall be provided.

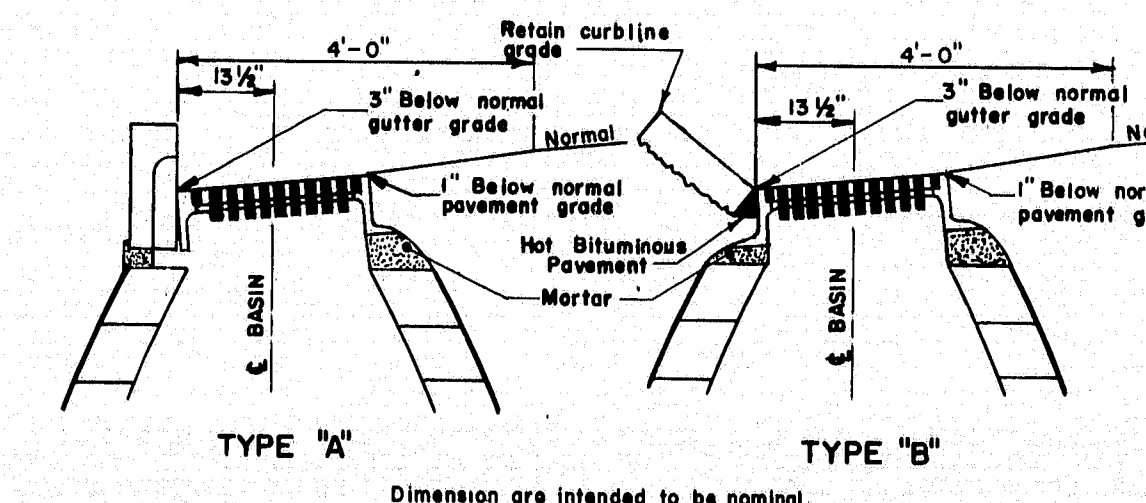
S. P. R. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-5(27)	23	30



STRUCTURE	TOP				SHAPE				
	A	B	C	D	1	2	3	4	5
CATCH BASIN									
Type A-1	X				X		X		
Type A-2	X					X		X	
Type B-1		X			X		X		
Type B-2		X				X		X	
Type G-1			X		X		X		
Type C-2				X		X		X	
MANHOLE			X		X		X		X

TABLE OF CATCH BASIN TYPES  
(COMBINATION OF TOPS AND SHAPES)

For Type "E" & Type "F" C.B. See Sheet No. 3

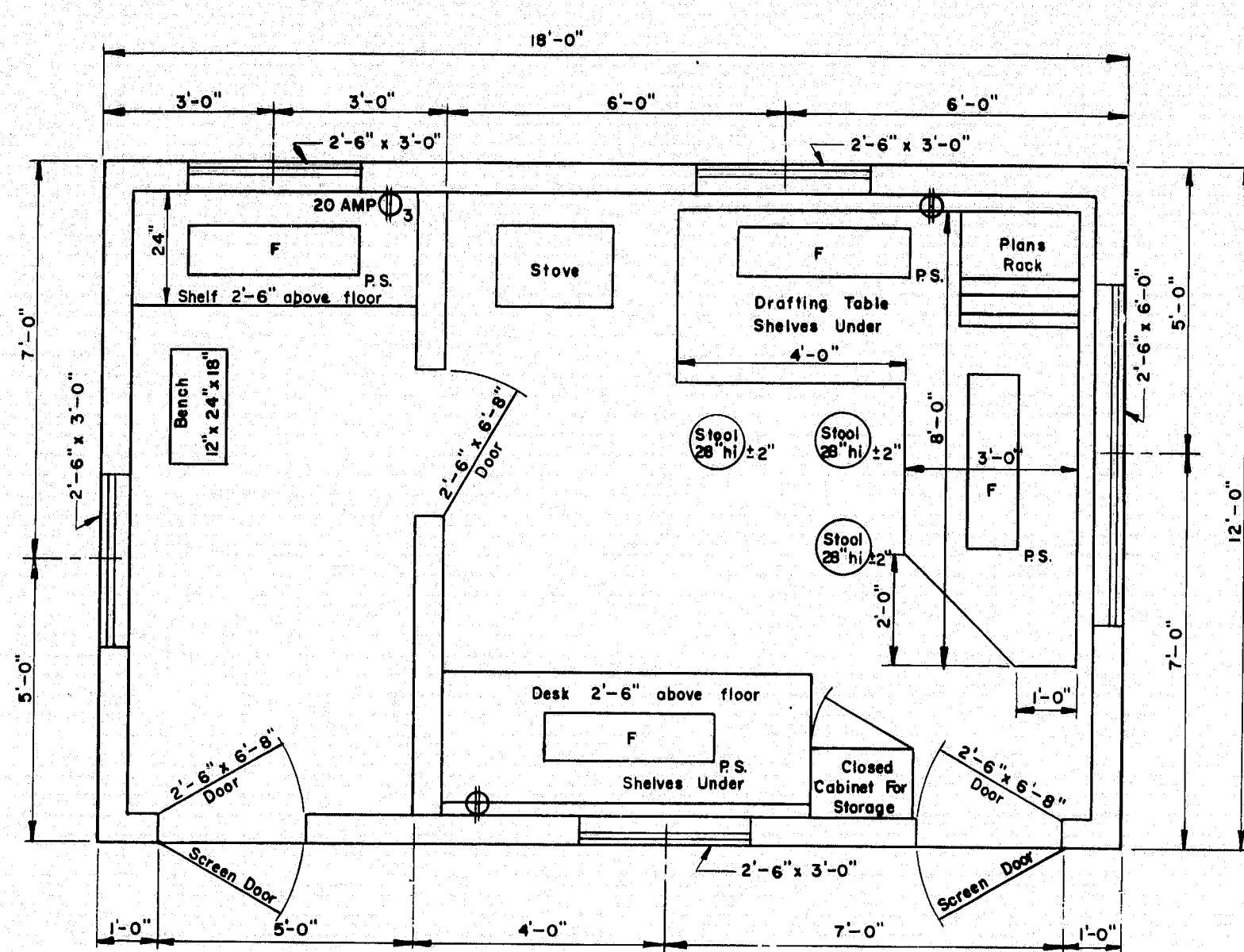


CATCH BASIN TOP INSTALLATION

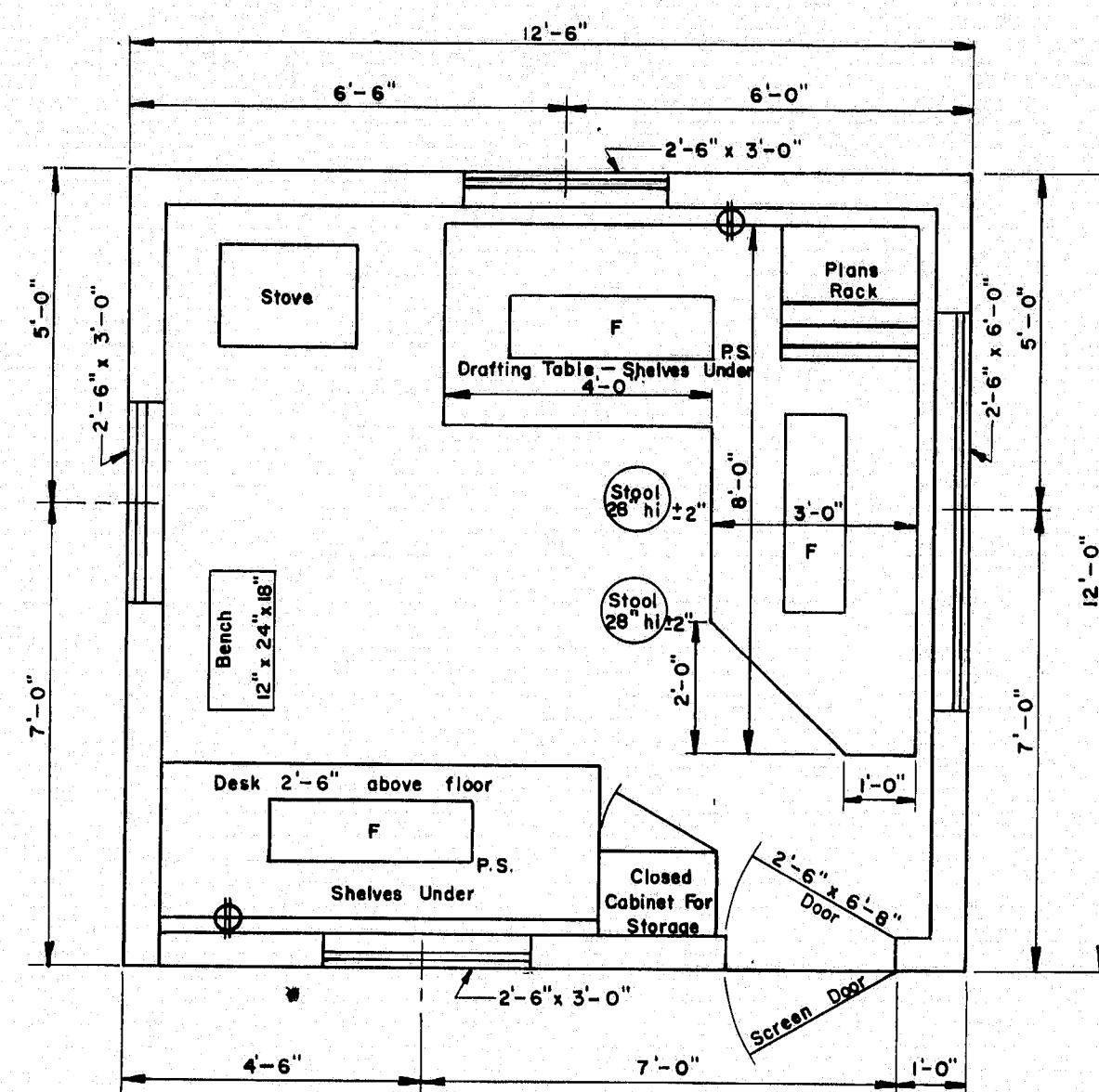
REVISIONS		MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
CATCH BASIN TOPS A-B-C	10-21-69	<b>STANDARD DETAILS</b>  CATCH BASINS AND MANHOLES	
PLATE "E"	4-21-71		
		AUG. 1969	

158-104

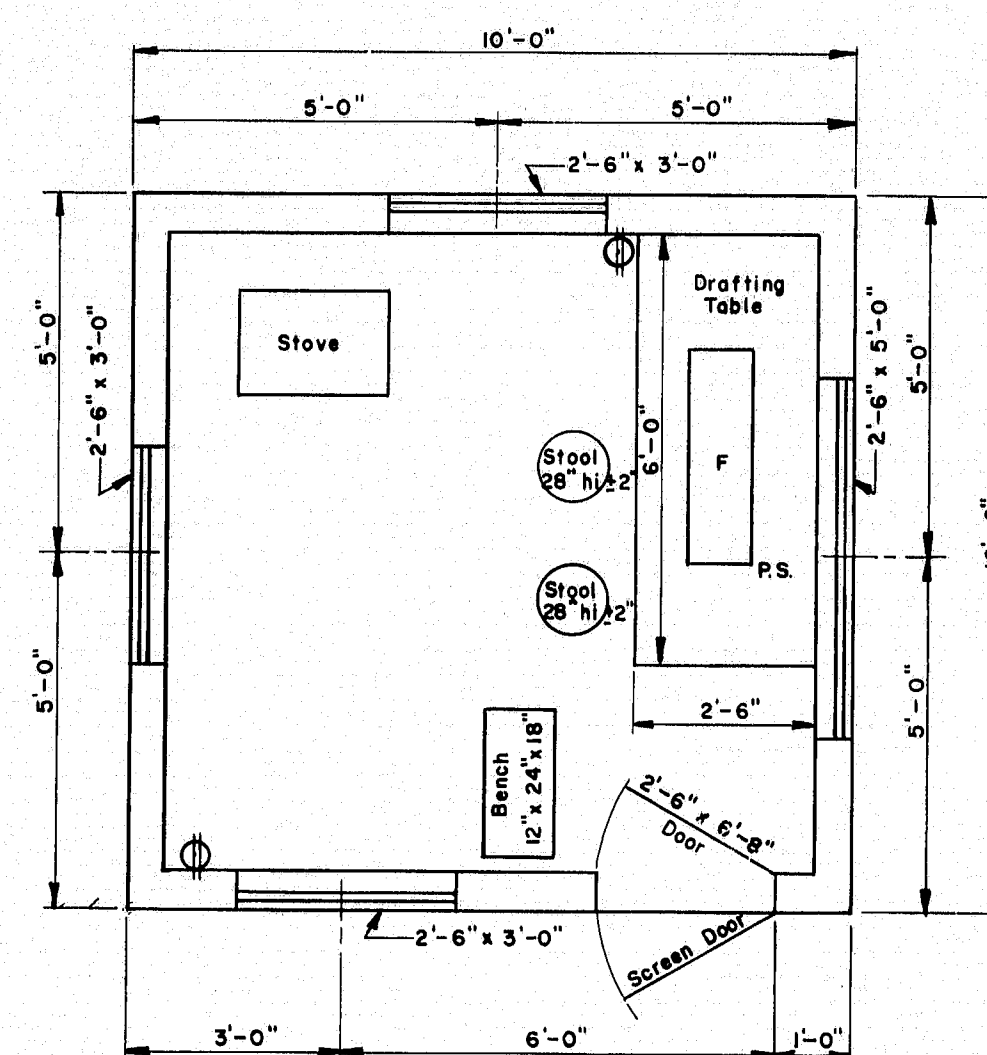




FLOOR PLAN  
TYPE "A"

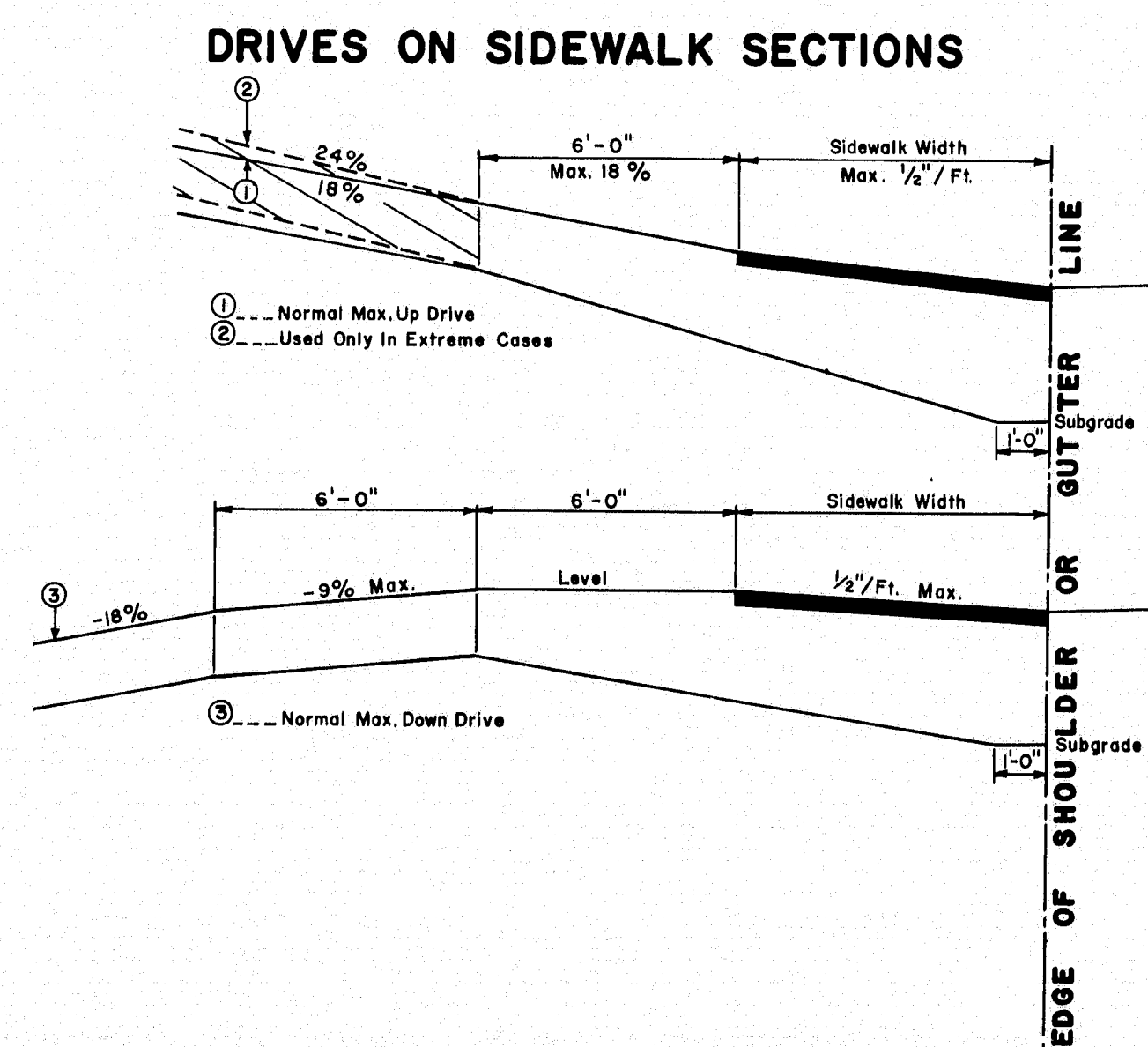


FLOOR PLAN  
TYPE "B"



FLOOR PLAN  
TYPE "C"

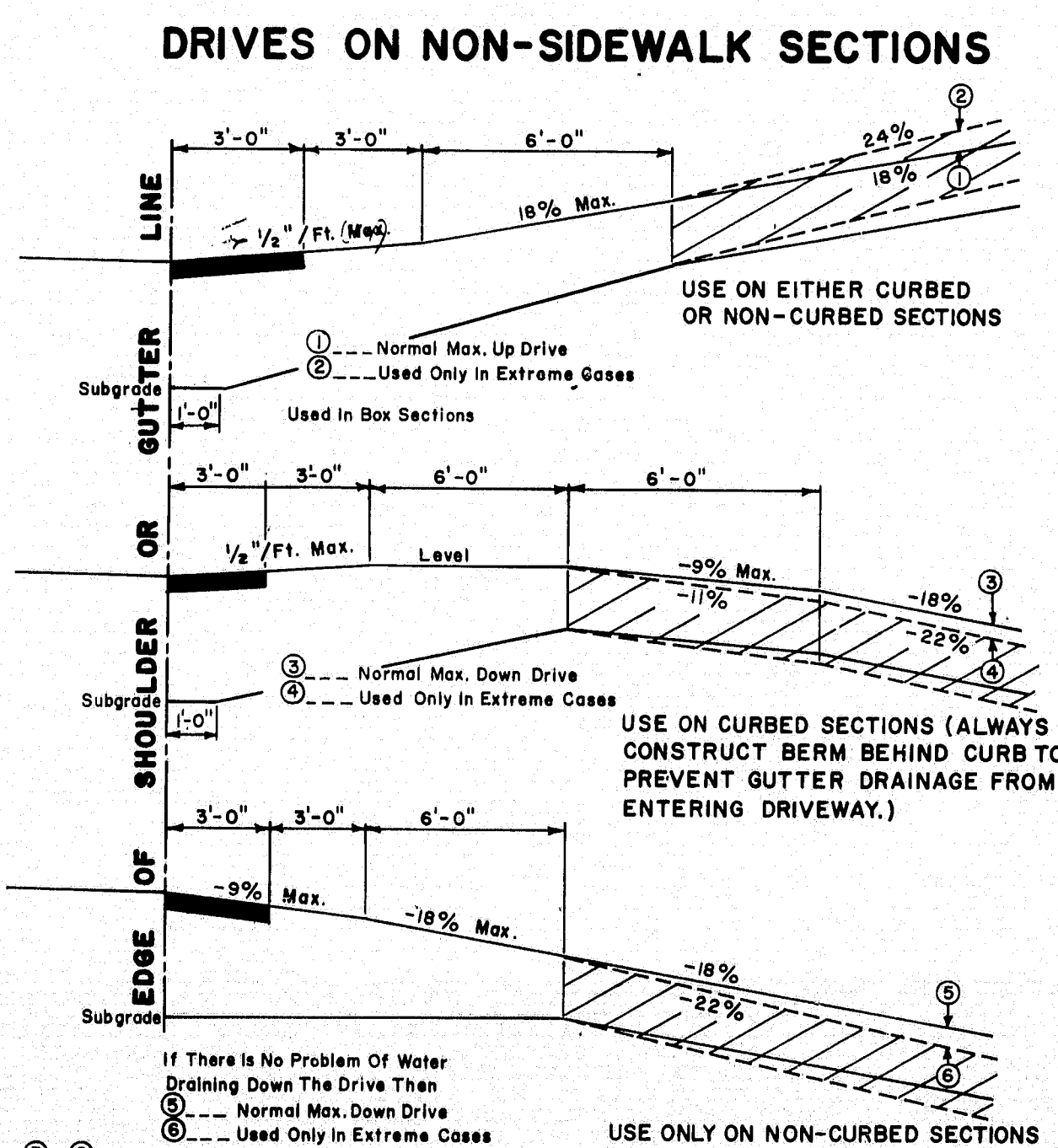
- GENERAL NOTES**
- Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
  - Shelves under desk shall be constructed to receive 1 1/2" x 14" x 25" transfiles.
  - Windows shall be double hung.
  - Stovepipe shall not be in direct 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
    - ⊕<sub>3</sub> Triplex 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 over 10% to be paved.

**NOTES ON MAXIMUM DRIVEWAY PROFILES**

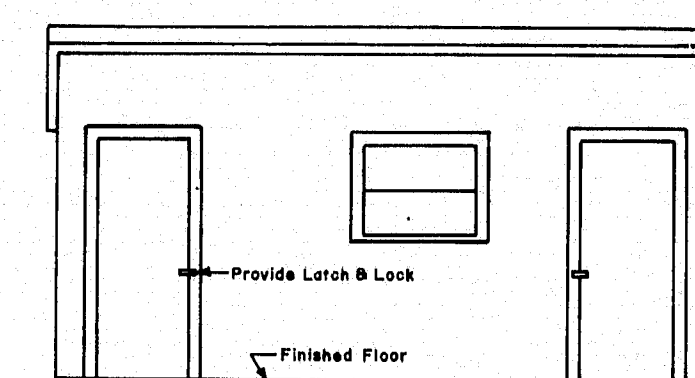
- These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
- Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
- 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.



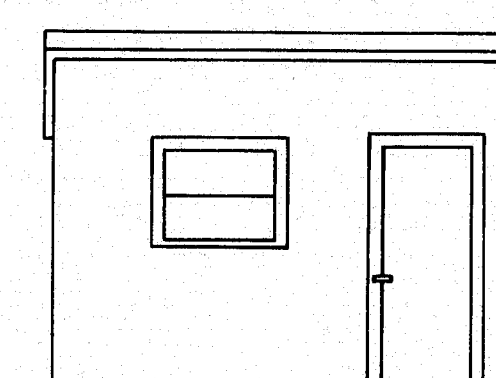
- GENERAL NOTES**
- The first 3' shown as pavement shall be paved only when abutting a paved area.
  - All residential or commercial drives over 10% to be paved.

**NOTES ON MAXIMUM DRIVEWAY PROFILES**

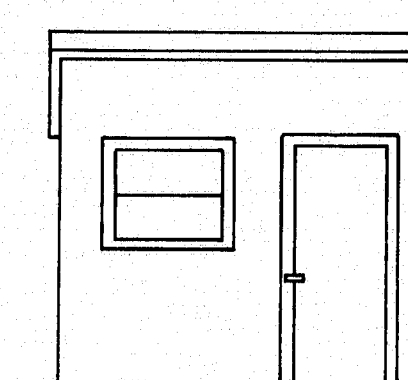
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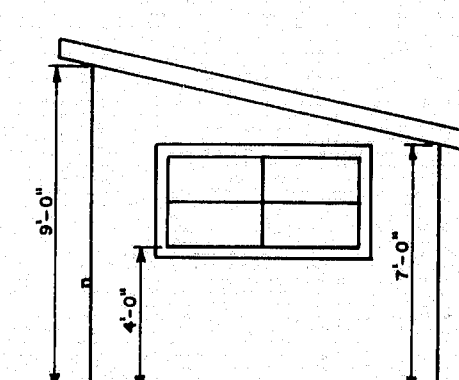
FRONT ELEVATION  
TYPE "A"



FRONT ELEVATION  
TYPE "B"



FRONT ELEVATION  
TYPE "C"



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

**REVISIONS**

NO.	DATE	DESCRIPTION

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

**STANDARD DETAILS**

DRIVEWAY DETAILS  
FIELD OFFICES  
TESTING LABORATORY

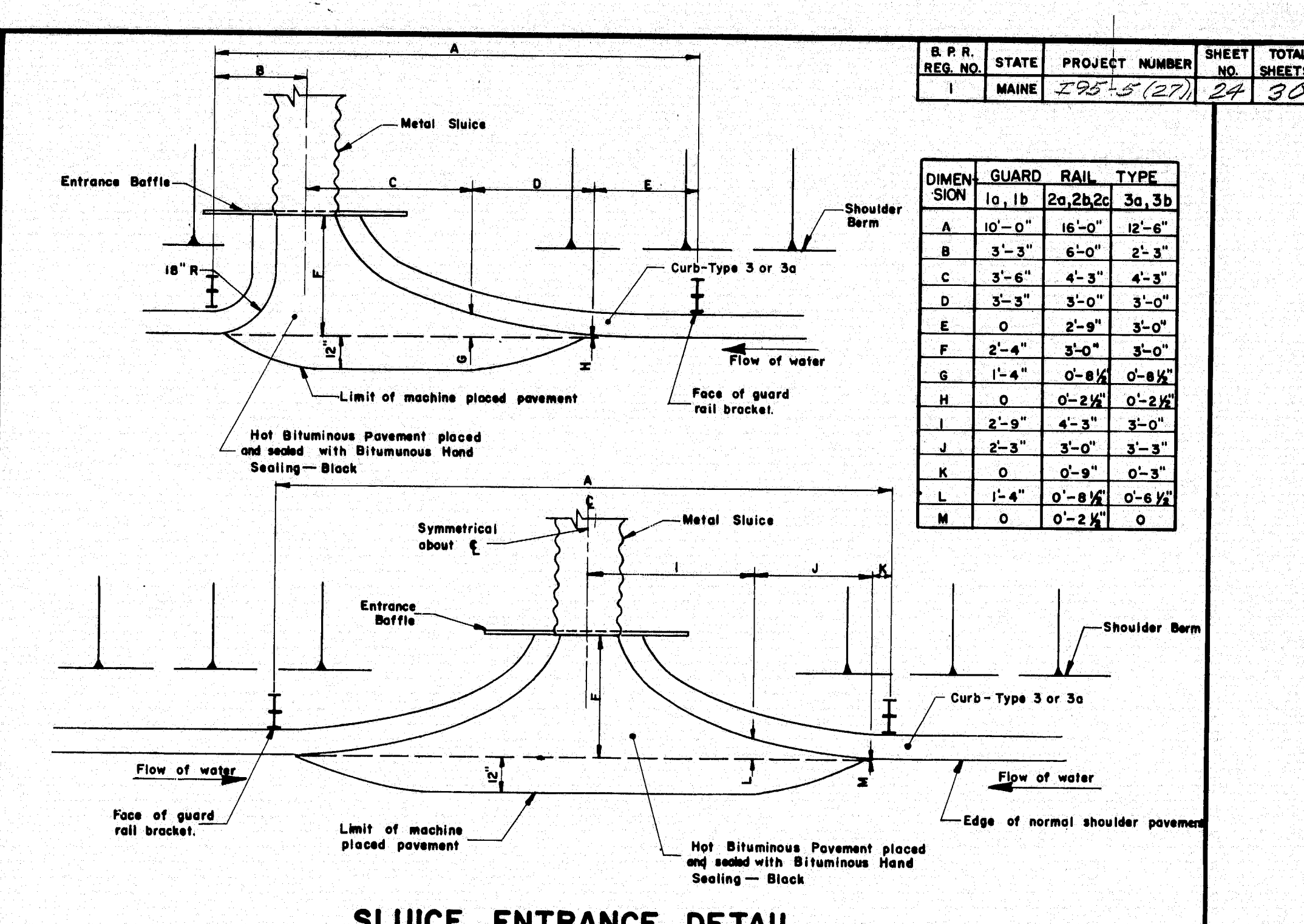
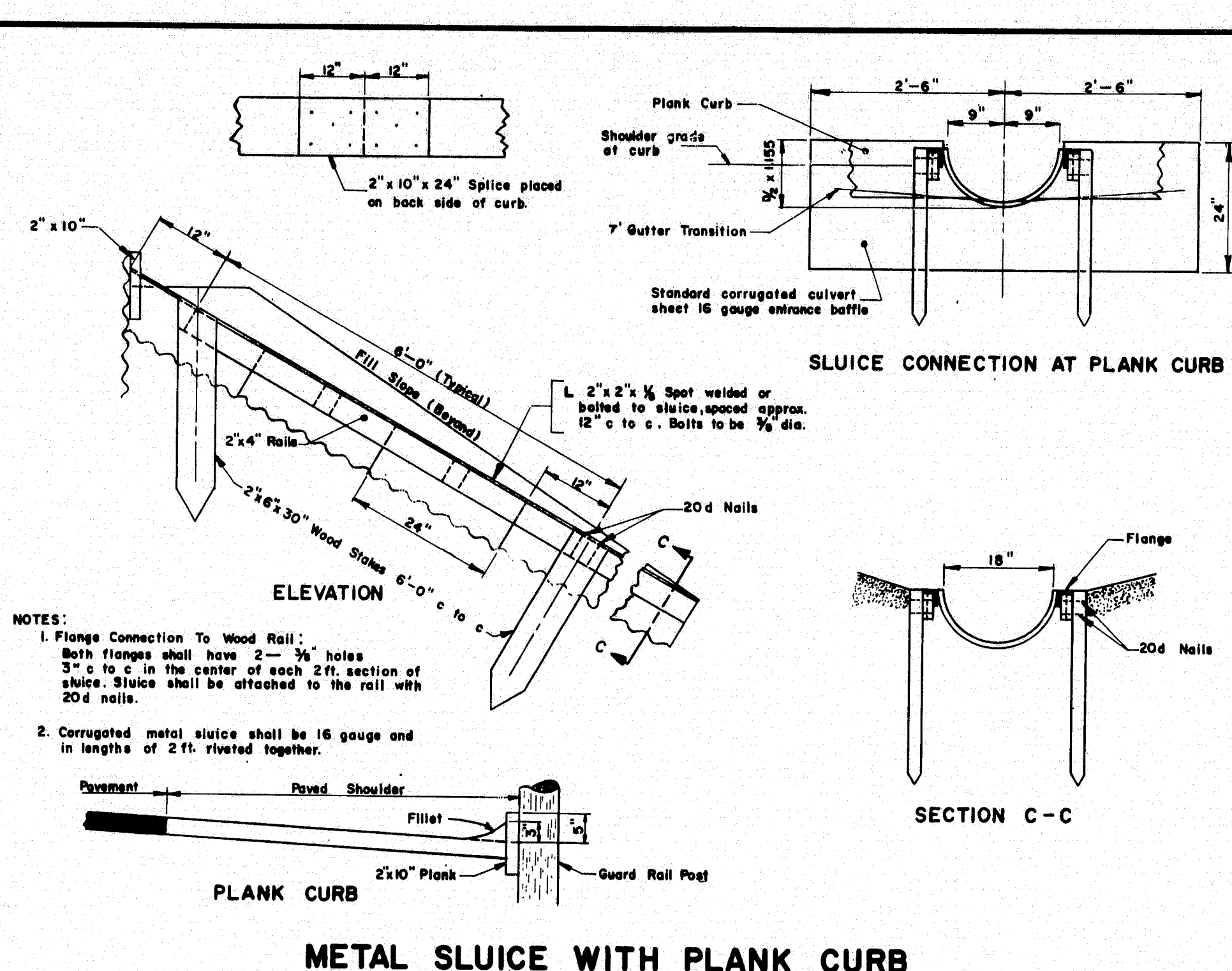
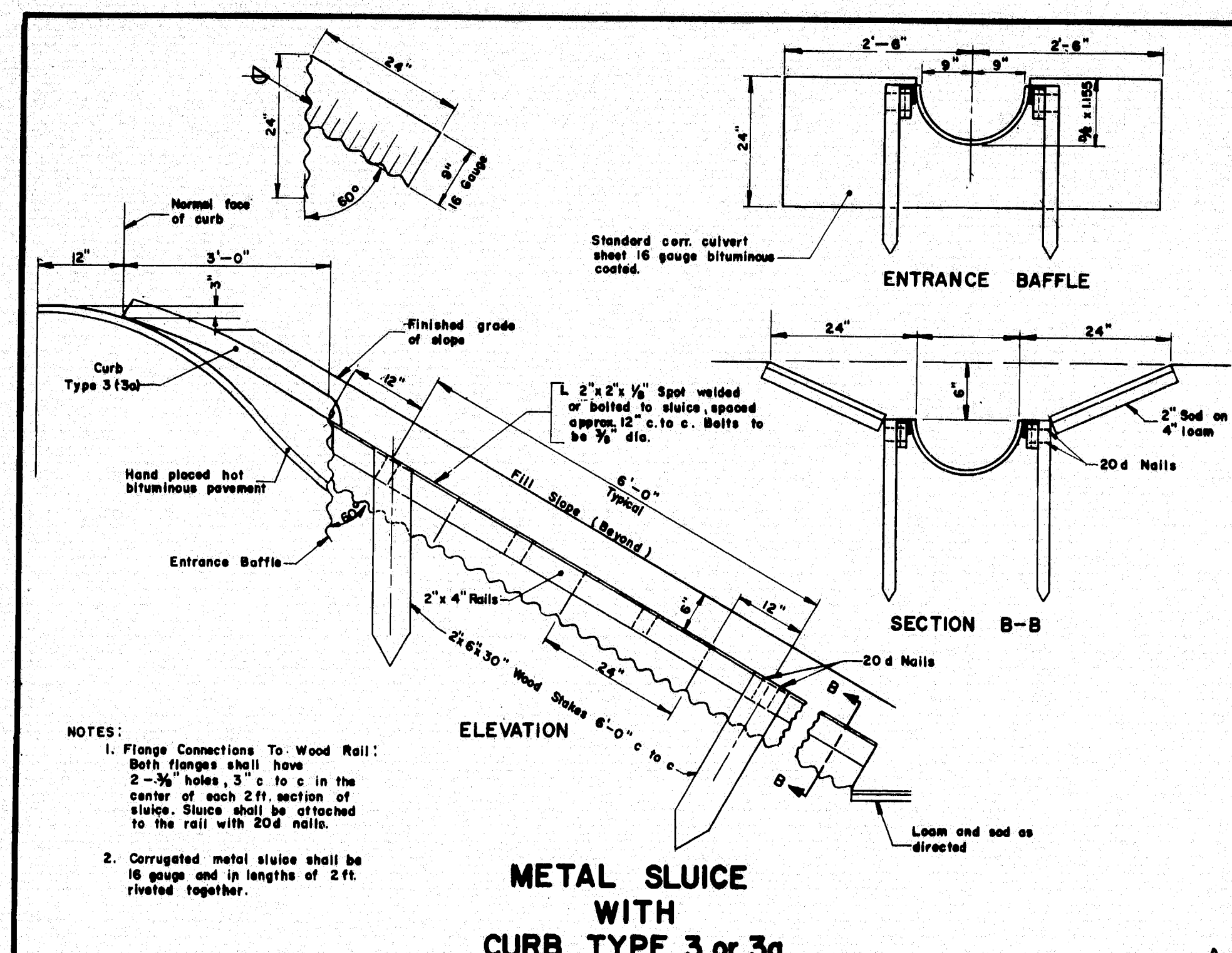
AUG. 1969

12

158-105



DIMENSION	GUARD	RAIL	TYPE
1a, 1b	2a, 2b, 2c	3a, 3b	
A	10'-0"	16'-0"	12'-6"
B	3'-3"	6'-0"	2'-3"
C	3'-6"	4'-3"	4'-3"
D	3'-3"	3'-0"	3'-0"
E	0	2'-9"	3'-0"
F	2'-4"	3'-0"	3'-0"
G	1'-4"	0'-8 1/2"	0'-8 1/2"
H	0	0'-2 1/2"	0'-2 1/2"
I	2'-9"	4'-3"	3'-0"
J	2'-3"	3'-0"	3'-3"
K	0	0'-9"	0'-3"
L	1'-4"	0'-8 1/2"	0'-6 1/2"
M	0	0'-2 1/2"	0

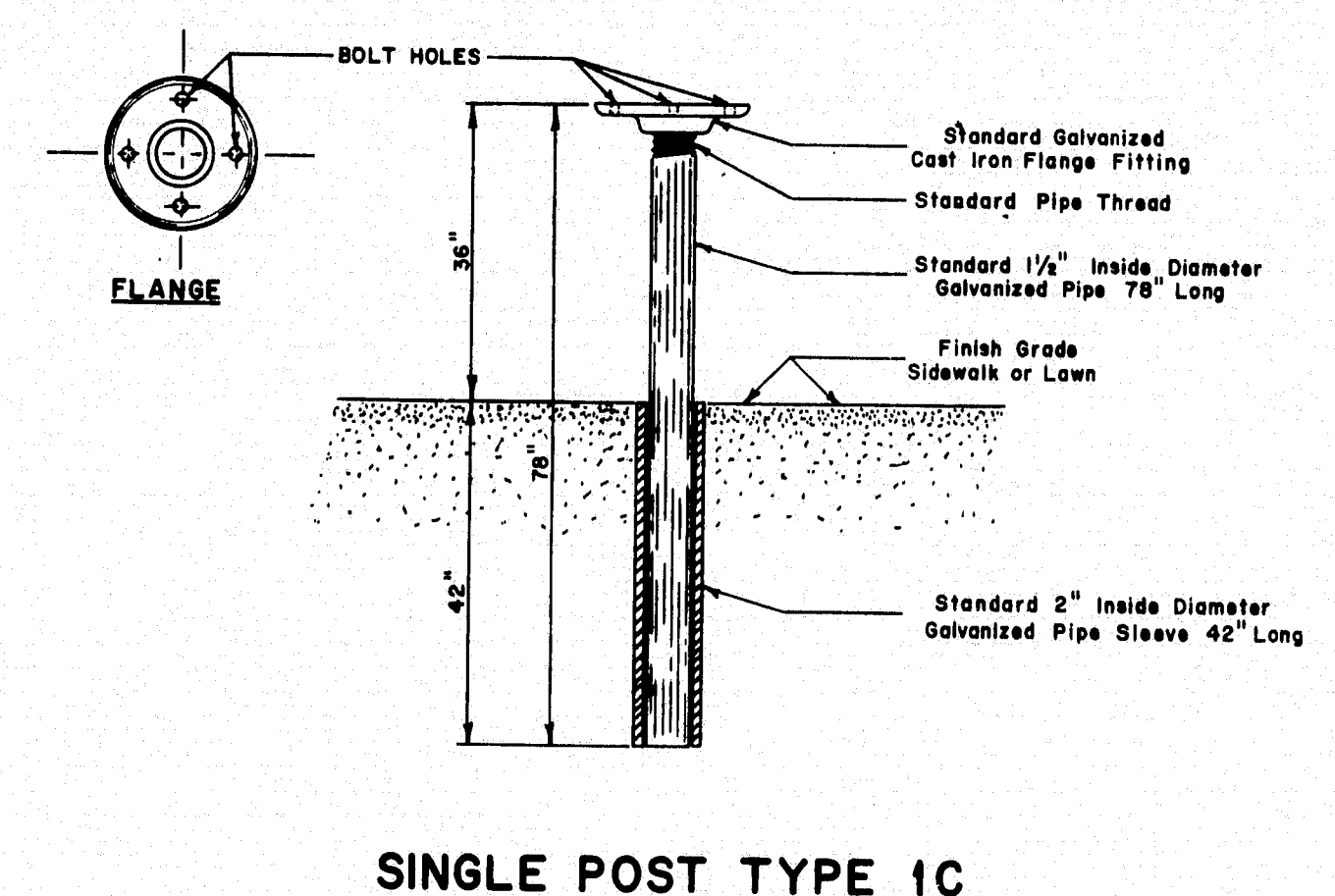


CIRCULAR			
NOMINAL INSIDE DIAMETER	THICKNESS IN INCHES	CLASS	CLASS
	CMP or BCCMP	WALL	ASBESTOS CEMENT PIPE
8 inch	.064	.060	
10 "	.064	.060	
12 "	.064	.060	
15 "	.064	.060	
18 "	.064	.060	
21 "	.064	.060	
24 "	.064	.060	
30 "	.079	.075	
36 "	.079	.075	
42 "	.109	.105	
48 "	.109	.105	
54 "	.109	.105	
60 "	.139	.135	
66 "	.139	.135	
72 "	.169	.164	
84 "	.169	.164	

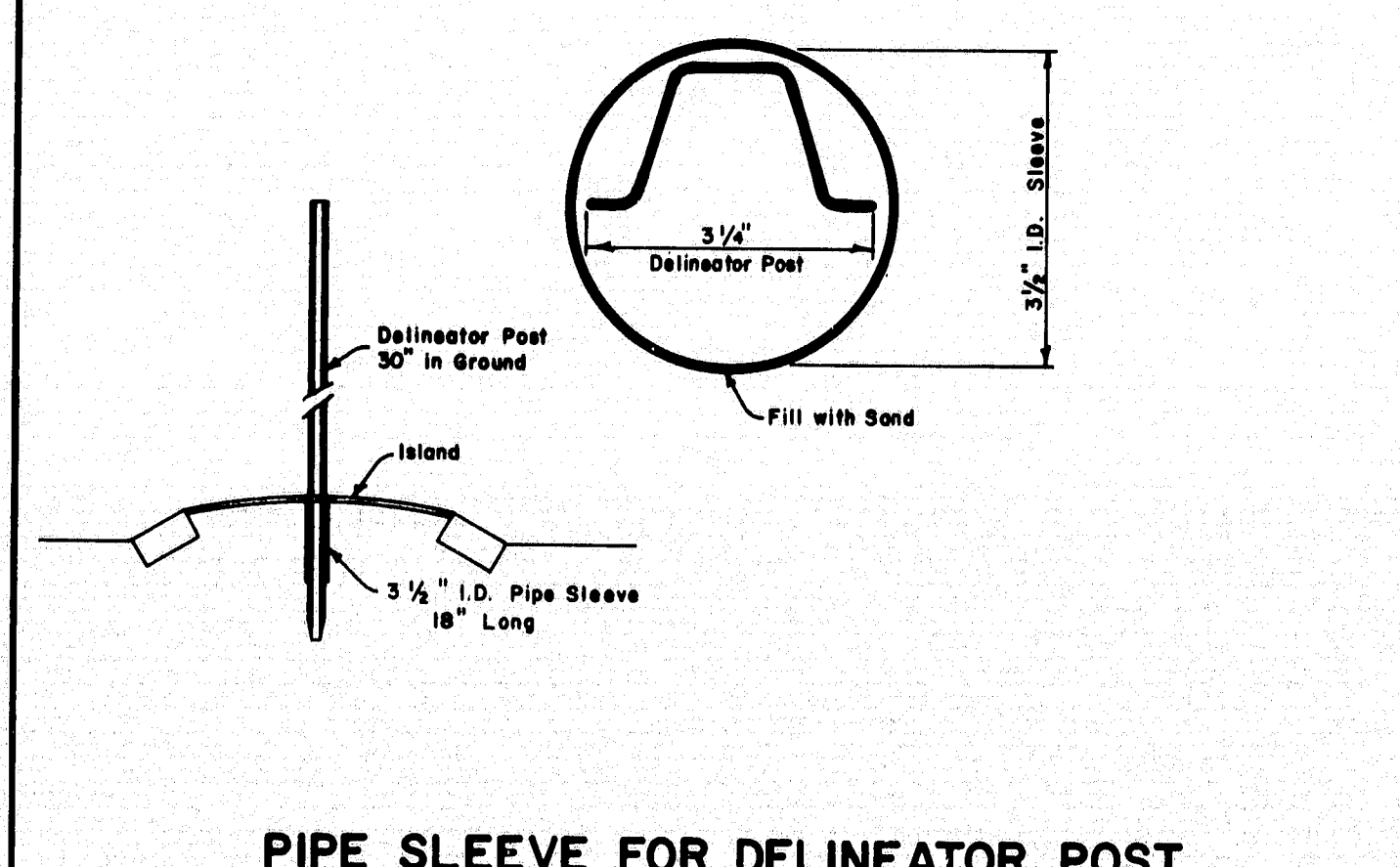
PIPE ARCH		
NOMINAL SIZES	GAUGE BCCMPA-CMPA	THICKNESS (inches) CAPA
18" span x 11" rise	16	.060
22" " x 13" "	16	.060
25" " x 16" "	16	.060
29" " x 19" "	14	.075
36" " x 22" "	14	.075
43" " x 27" "	12	.105
50" " x 31" "	12	.105
58" " x 36" "	10	.135
65" " x 40" "	10	.135
72" " x 44" "	8	.164

CMP = Corrugated Metal Pipe  
BCCMP = Bituminous Coated Corrugated Metal Pipe  
CAP = Corrugated Aluminum Pipe  
RCP = Reinforced Concrete Pipe  
Above abbreviations followed by "A" indicate "Arch"  
All RCPA shall be class III  
Minimum thickness, class, and wall types for culvert pipe, unless otherwise designated.

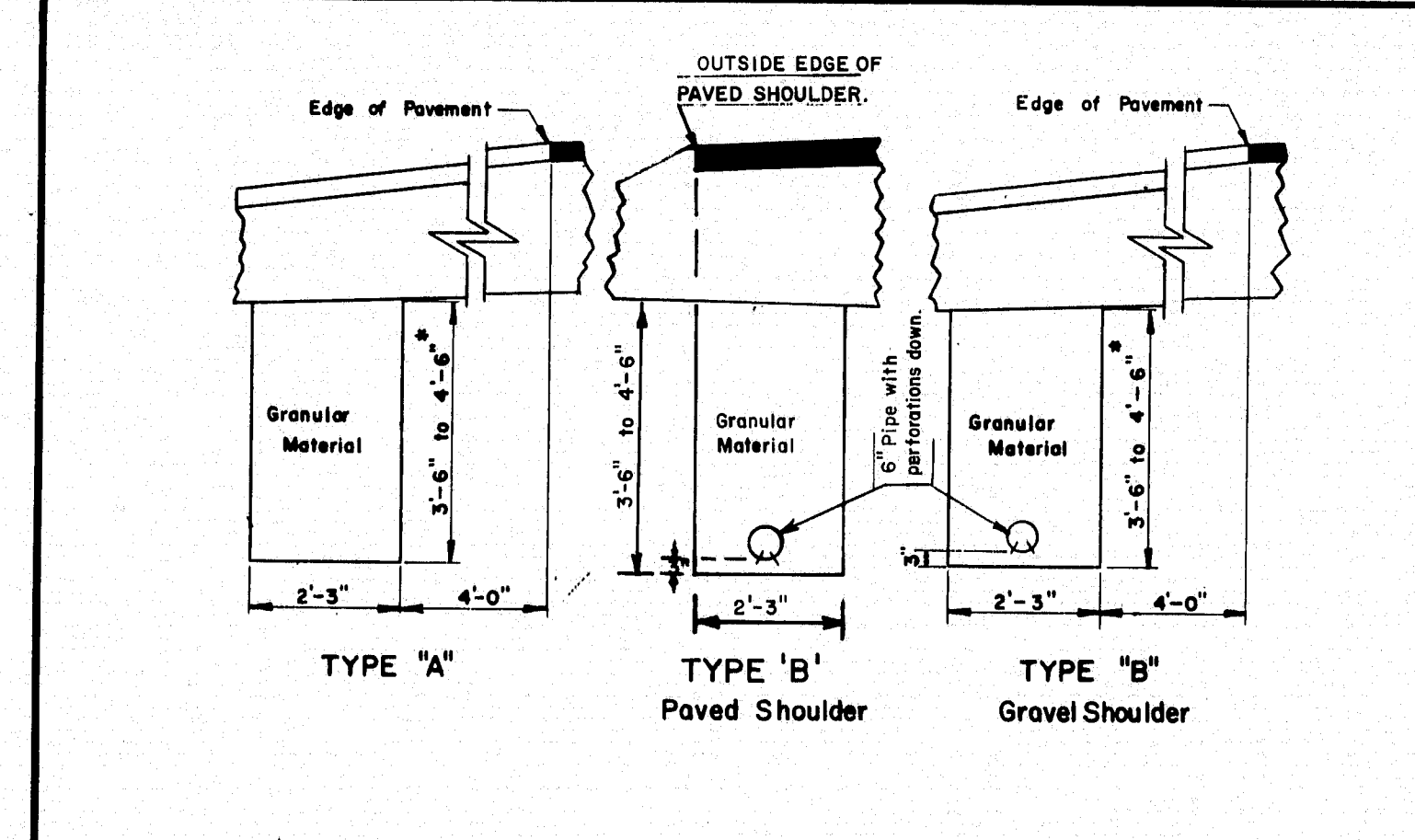
CULVERT PIPE DATA



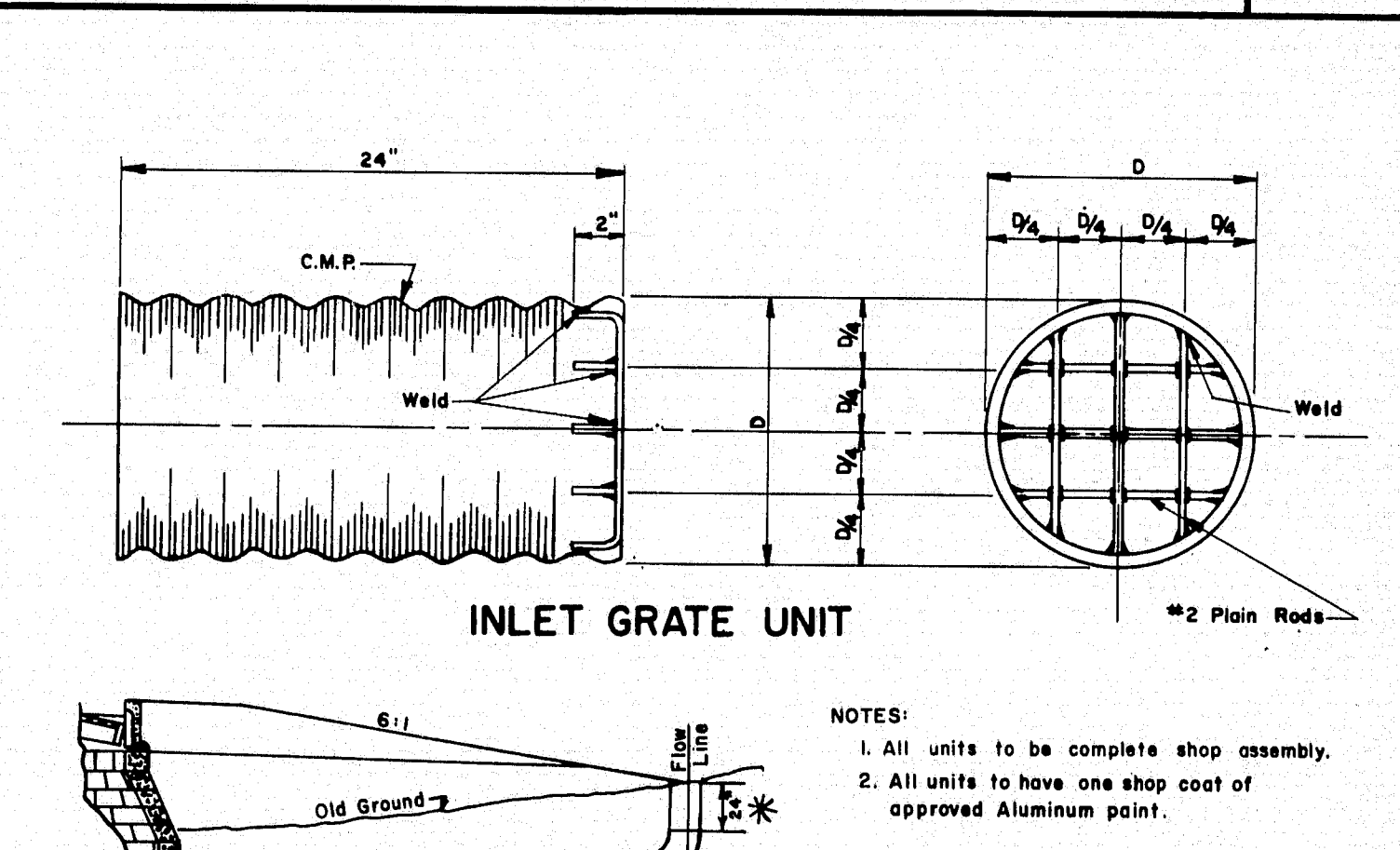
SINGLE POST TYPE 1C



PIPE SLEEVE FOR DELINEATOR POST



UNDERDRAIN



INLET UNITS IN FILL AREAS

REVISIONS	
PLATE 'F'	9-17-70
PLATE 'G'	8-15-71
PLATE 'D'	12-20-71

STANDARD DETAILS

METAL SLUICE - UNDERDRAIN -  
CULVERT PIPE DATA  
CULVERT INLET GRATE

158-106





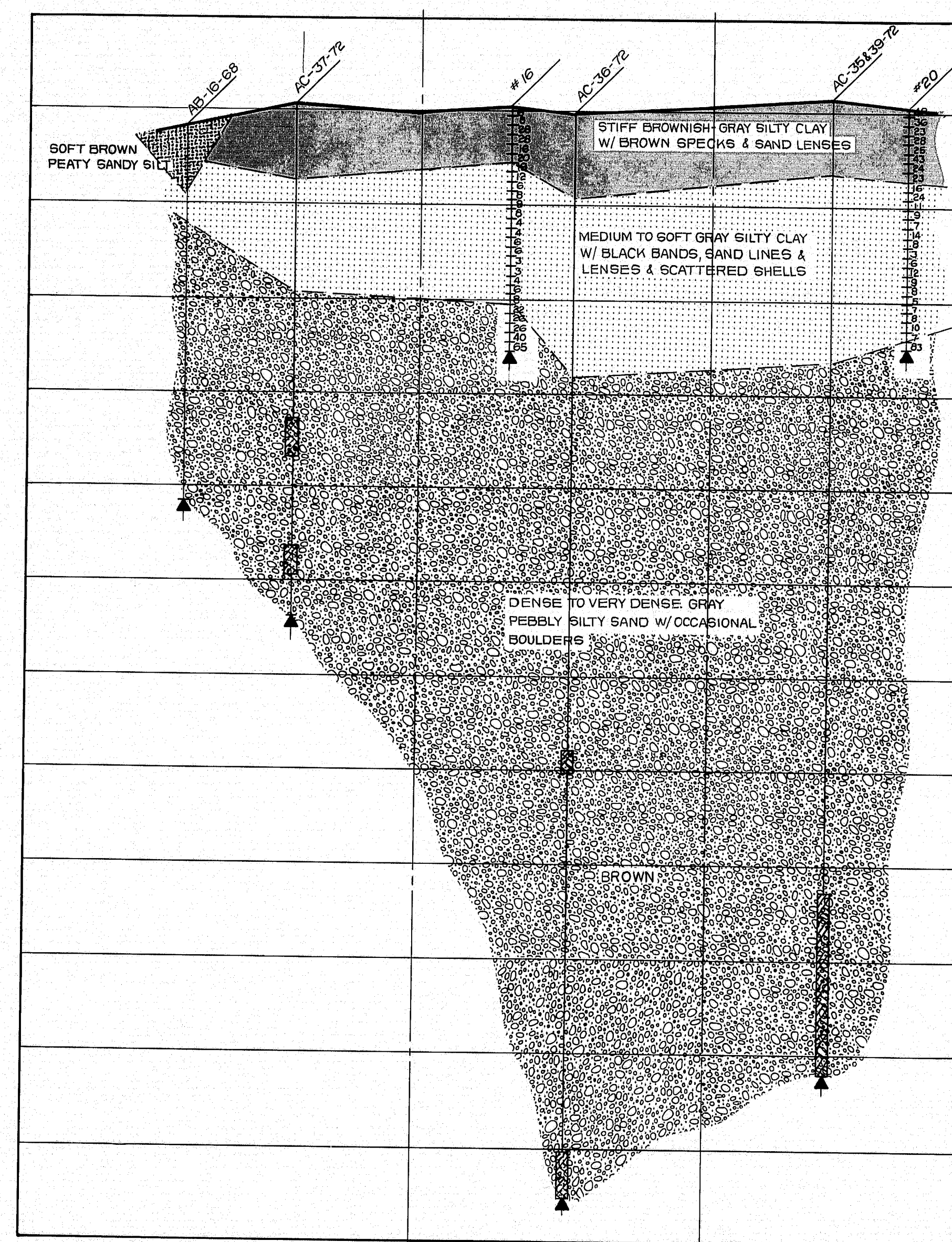


B. F. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-5(27)	27	30

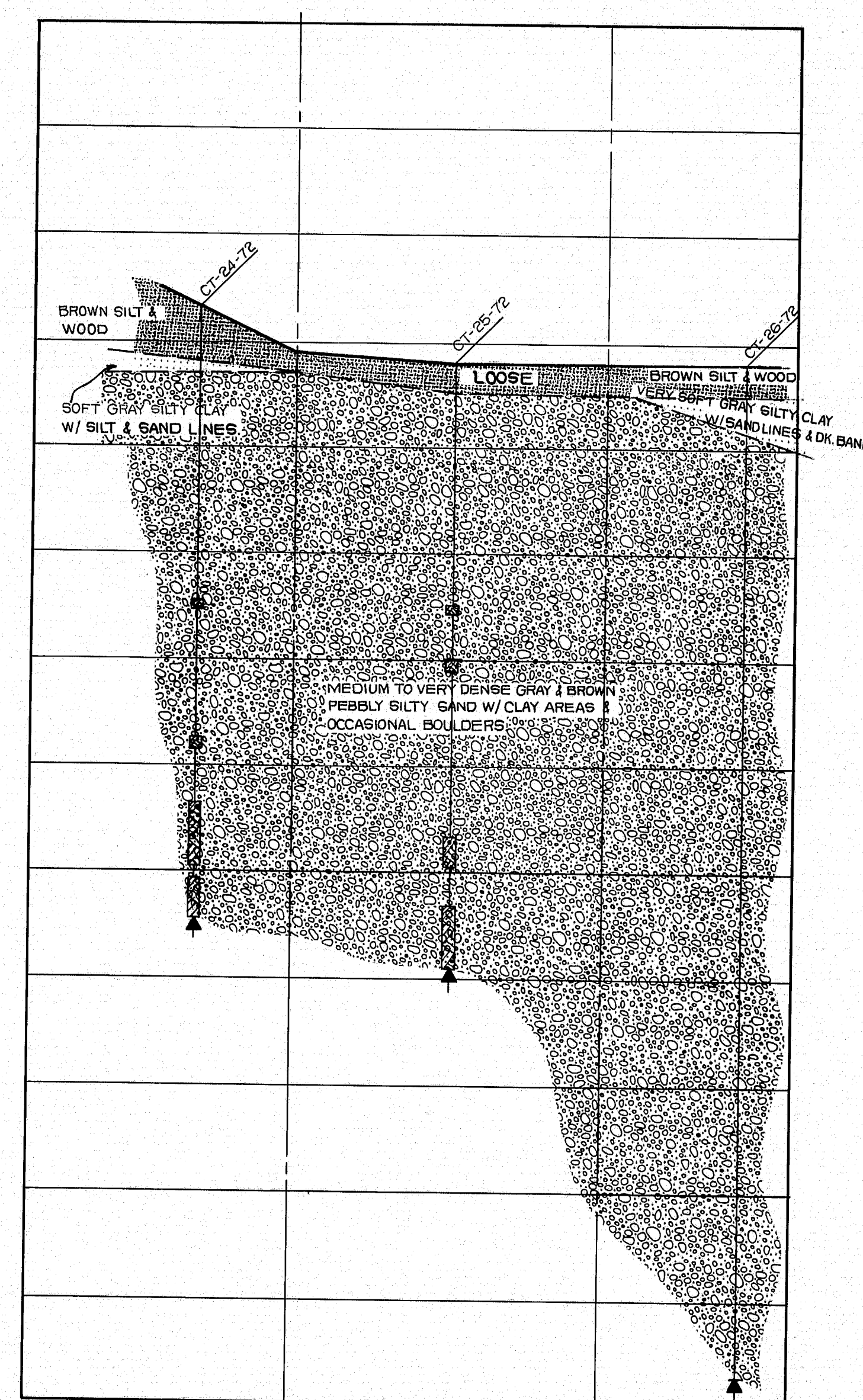
PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

ELEVATIONS

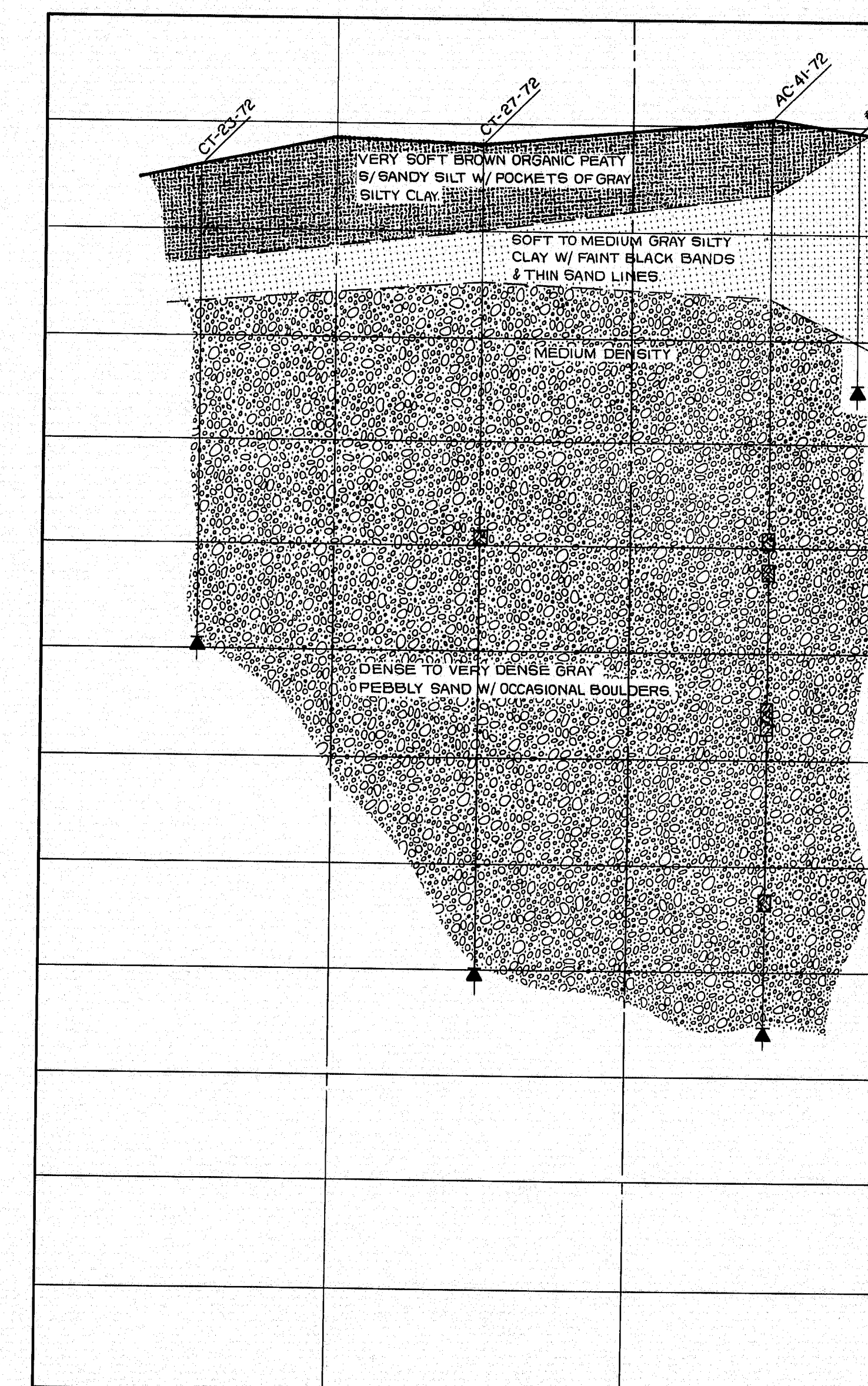
140  
130  
120  
110  
100  
90  
80  
70  
60  
50  
40  
30  
20  
10



ABUT. NO. 1 (SKEWED)



PIER NO. 1 (SKEWED)



ABUT. NO. 2 (SKEWED)

TRANSVERSE SECTIONS

SCALE: 25' 10' 0' 25' 50'

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
INTERSTATE - 95  
OVER  
COBBOSSECONTEE STREAM  
BETWEEN THE TOWNS OF  
GARDINER & WEST GARDINER  
KENNEBEC COUNTY  
FOUNDATION SURVEY

SHEET 2 OF 4 AUGUSTA, MAINE

158-108



BORING AC-38-72 STATION 1703+00, OLD SBL.

DRIVING RESISTANCE Blows / Ft.	VANE SHEAR STRENGTH Tons / Sq.Ft.	WATER CONTENT Percent
20 40	0.4 0.8	20 40

ELEV. 131.11  
BROWNISH GRAY ORGANIC SILT  
SOFT SENSITIVE GRAY SILTY CLAY WITH BROWN SPECKS  
MEDIUM DENSITY BROWNISH GRAY SILTY PEBBLY SAND  
WASHED AHEAD  
CASING SIZE: 4"

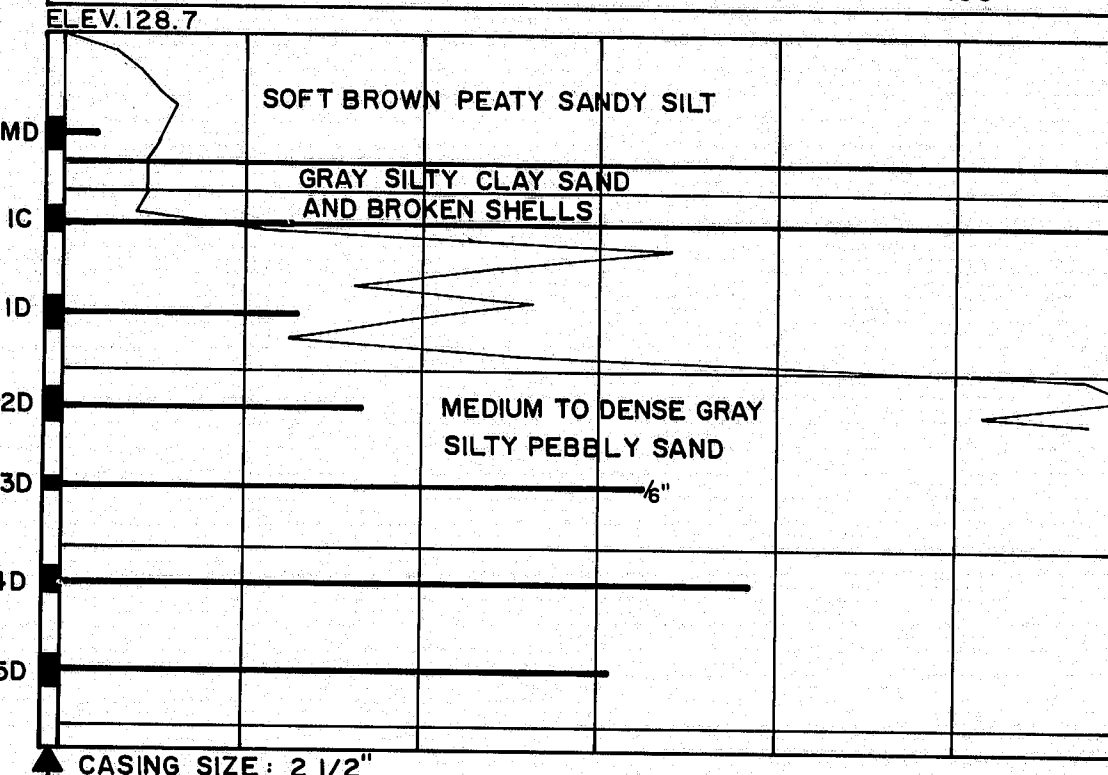
BORING AC-40-72 STATION 1706+10, 24' RT., N.B.L.

DRIVING RESISTANCE Blows / Ft.	VANE SHEAR STRENGTH Tons / Sq.Ft.	WATER CONTENT Percent
20 40	0.4 0.8	20 40

ELEV. 132.95  
STIFF BROWN SILTY CLAY WITH BROWN SPECKS AND VEINS OF LIGHT GRAY CLAY  
MEDIUM TO DENSE GRAY SILTY CLAY W/ SAND LAYERS & LENSES  
DENSE GRAY SILTY PEBBLY SAND  
WASHED AHEAD  
CASING SIZE: 4"

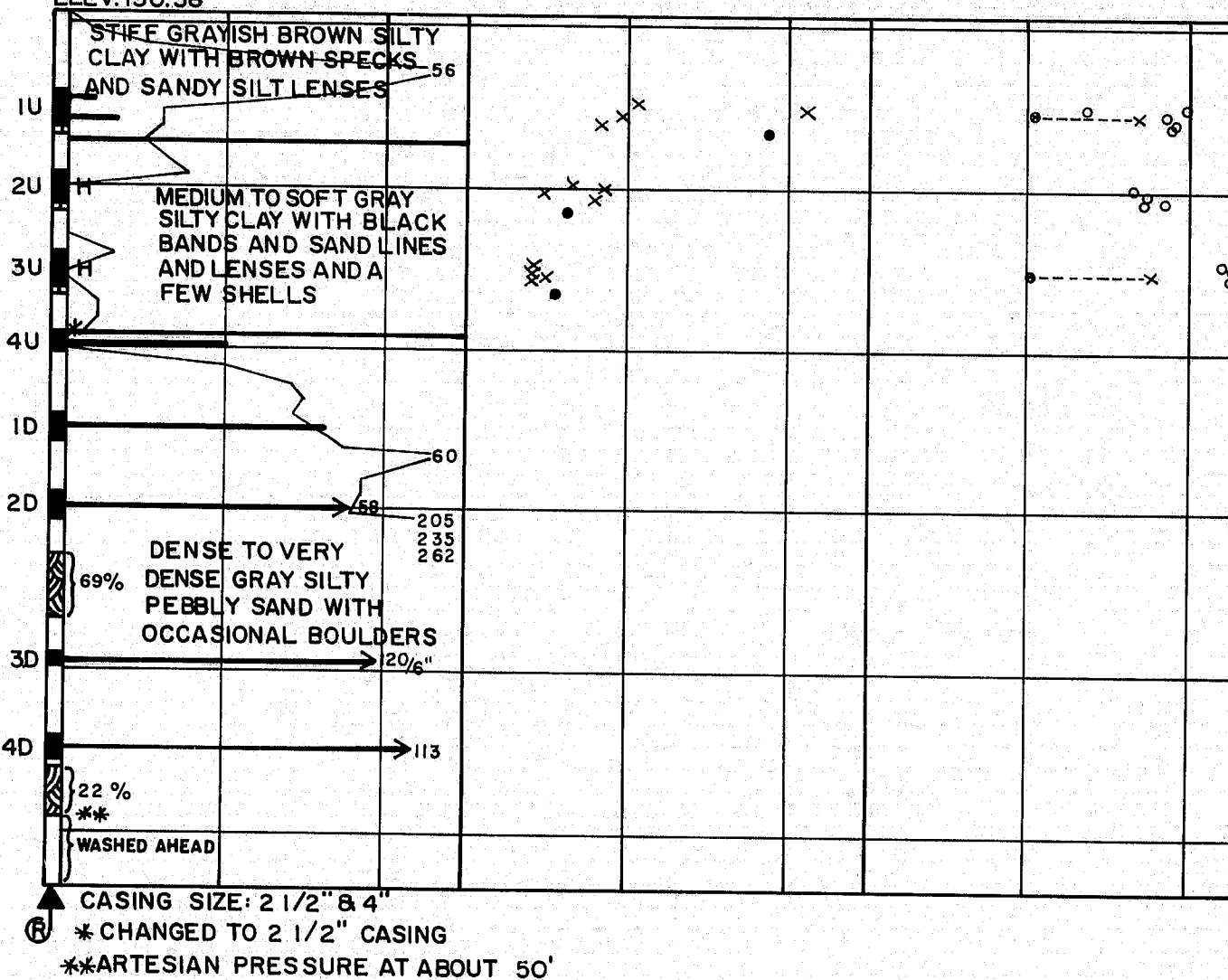
BORING AB-16-68 STATION 1703+50, OLD SBL.

DRIVING RESISTANCE Blows / Ft.	VANE SHEAR STRENGTH Tons / Sq.Ft.	WATER CONTENT Percent
20 40 60 80 100	0.4 0.8	20 40



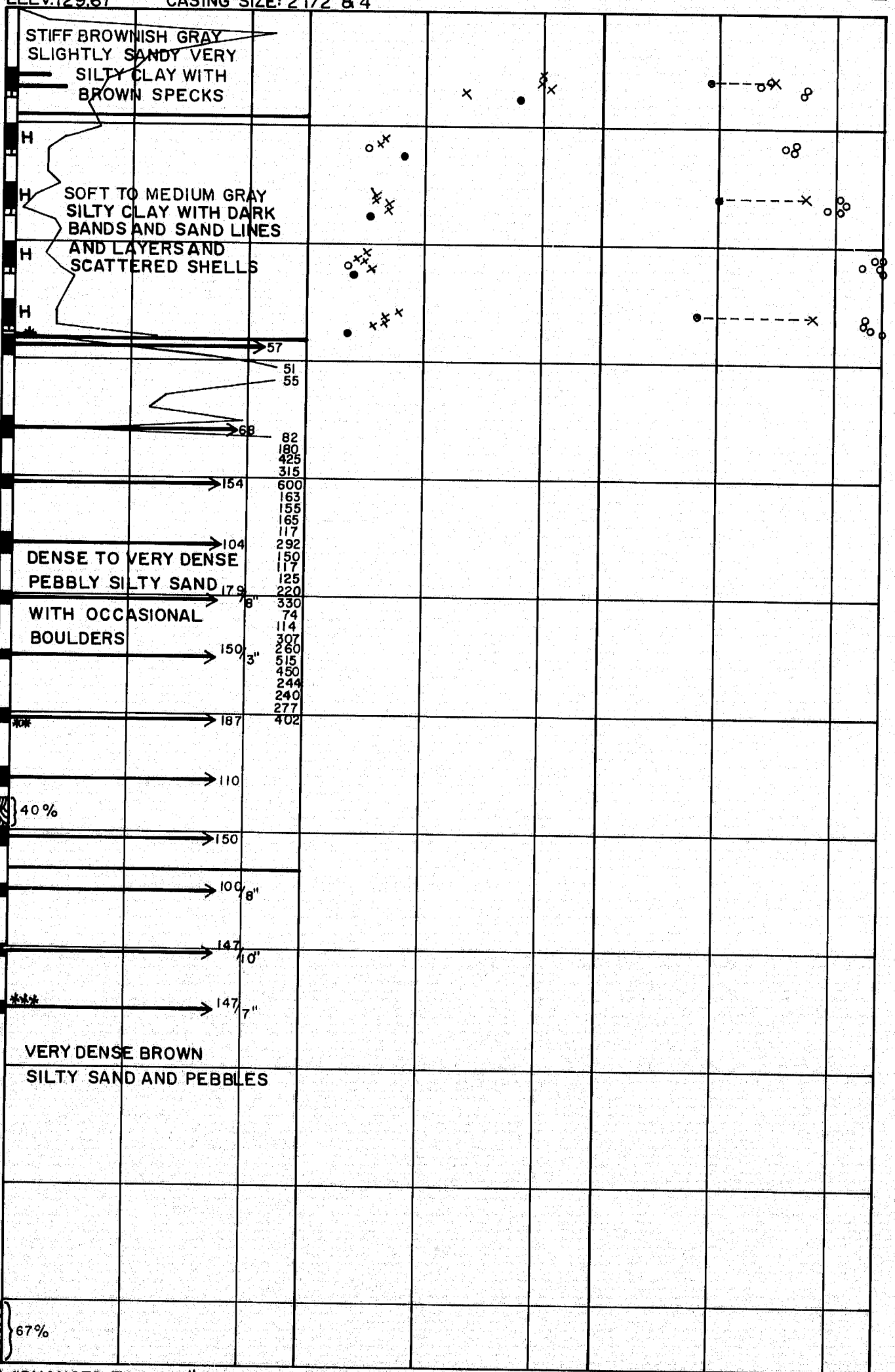
BORING AC-37-72 STATION 1706+40, 110' LT., N.B.L.

DRIVING RESISTANCE Blows / Ft.	VANE SHEAR STRENGTH Tons / Sq.Ft.	WATER CONTENT Percent
20 40	0.4 0.8	20 40



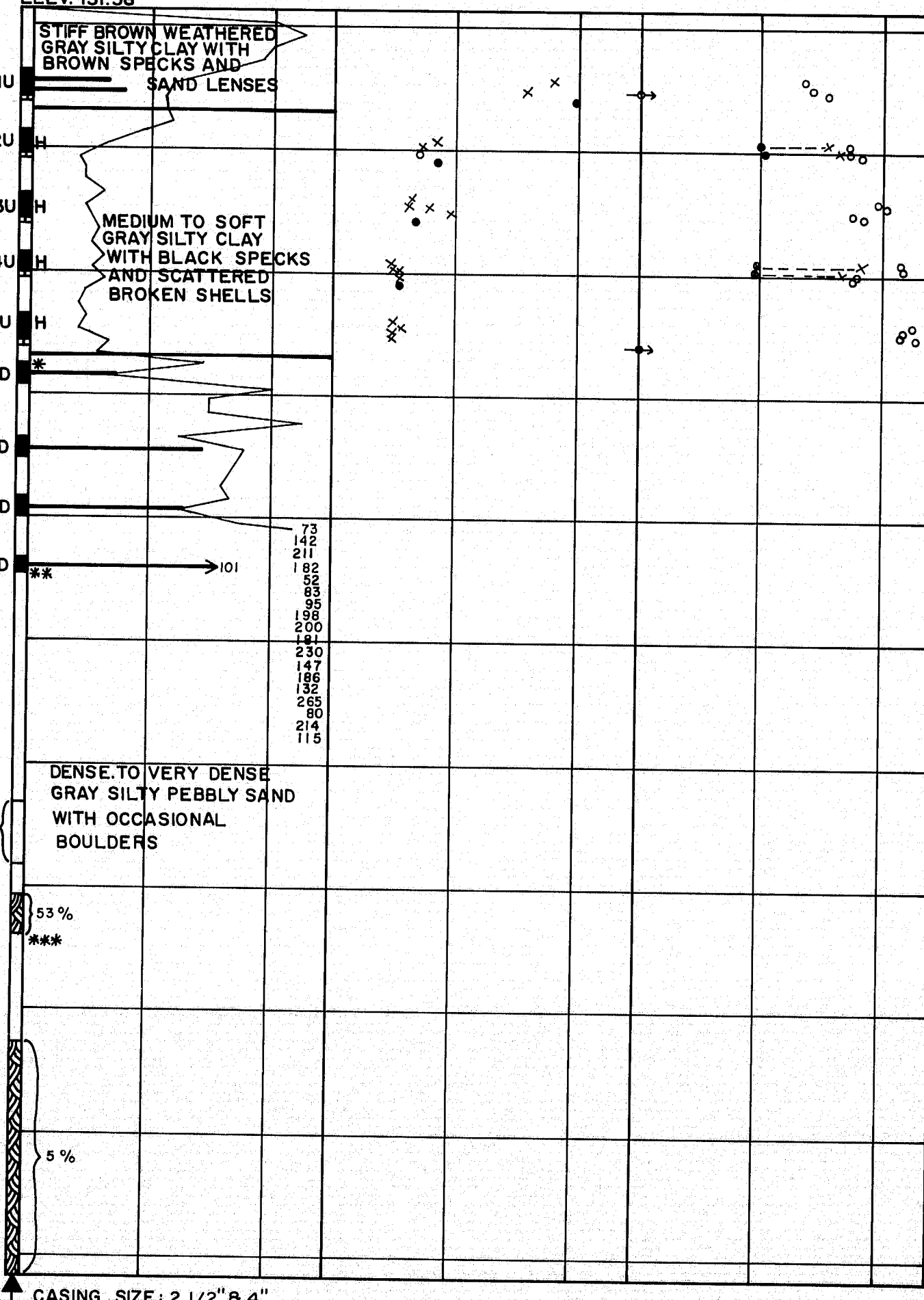
BORING AC-36-72 STATION 1706+61, 35' LT., N.B.L.

DRIVING RESISTANCE Blows / Ft.	VANE SHEAR STRENGTH Tons / Sq.Ft.	WATER CONTENT Percent
20 40	0.4 0.8	20 40



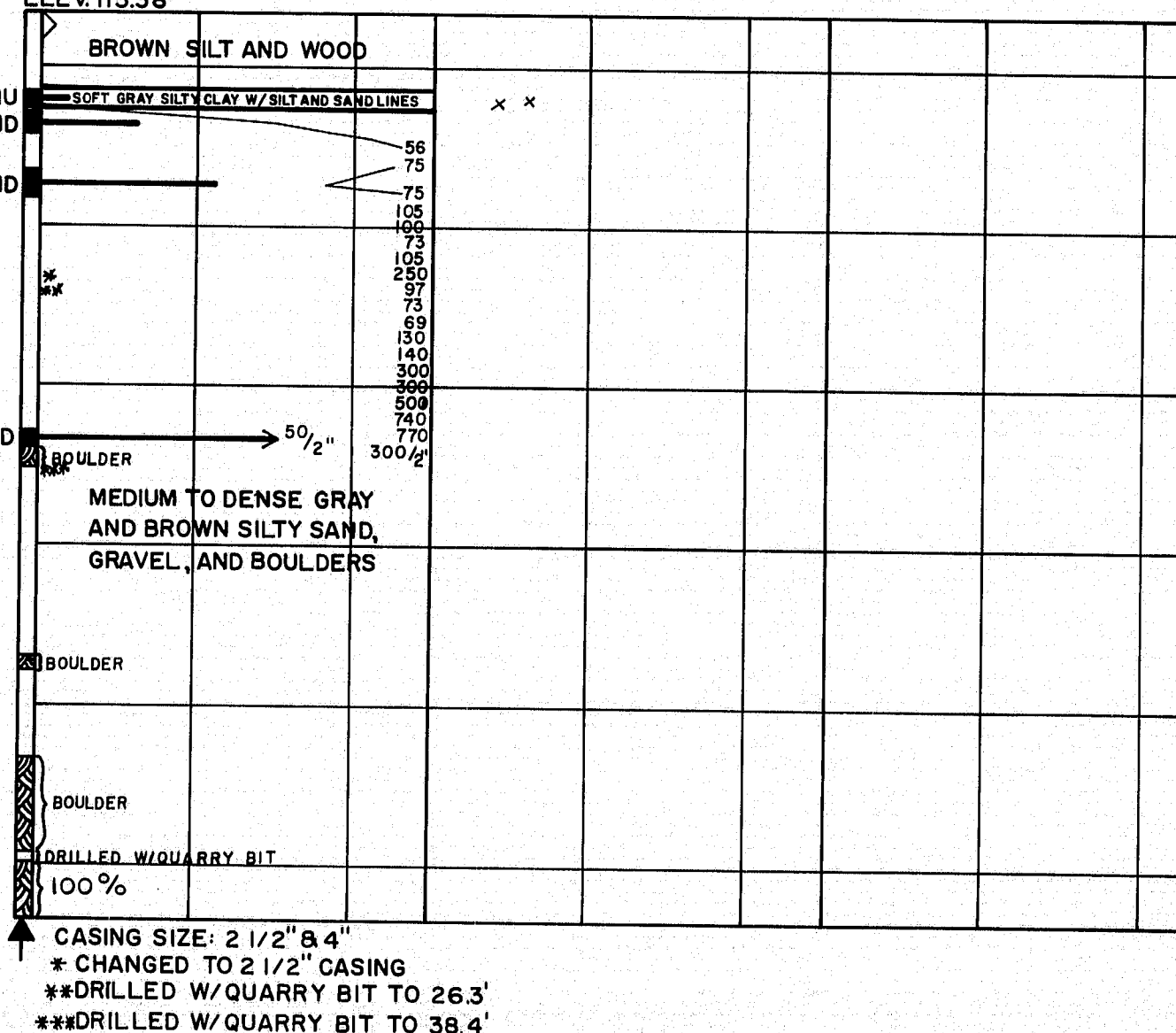
BORING AC-35839-72 STATION 1706+85, 30' RT., N.B.L.

DRIVING RESISTANCE Blows / Ft.	VANE SHEAR STRENGTH Tons / Sq.Ft.	WATER CONTENT Percent
20 40	0.4 0.8	20 40



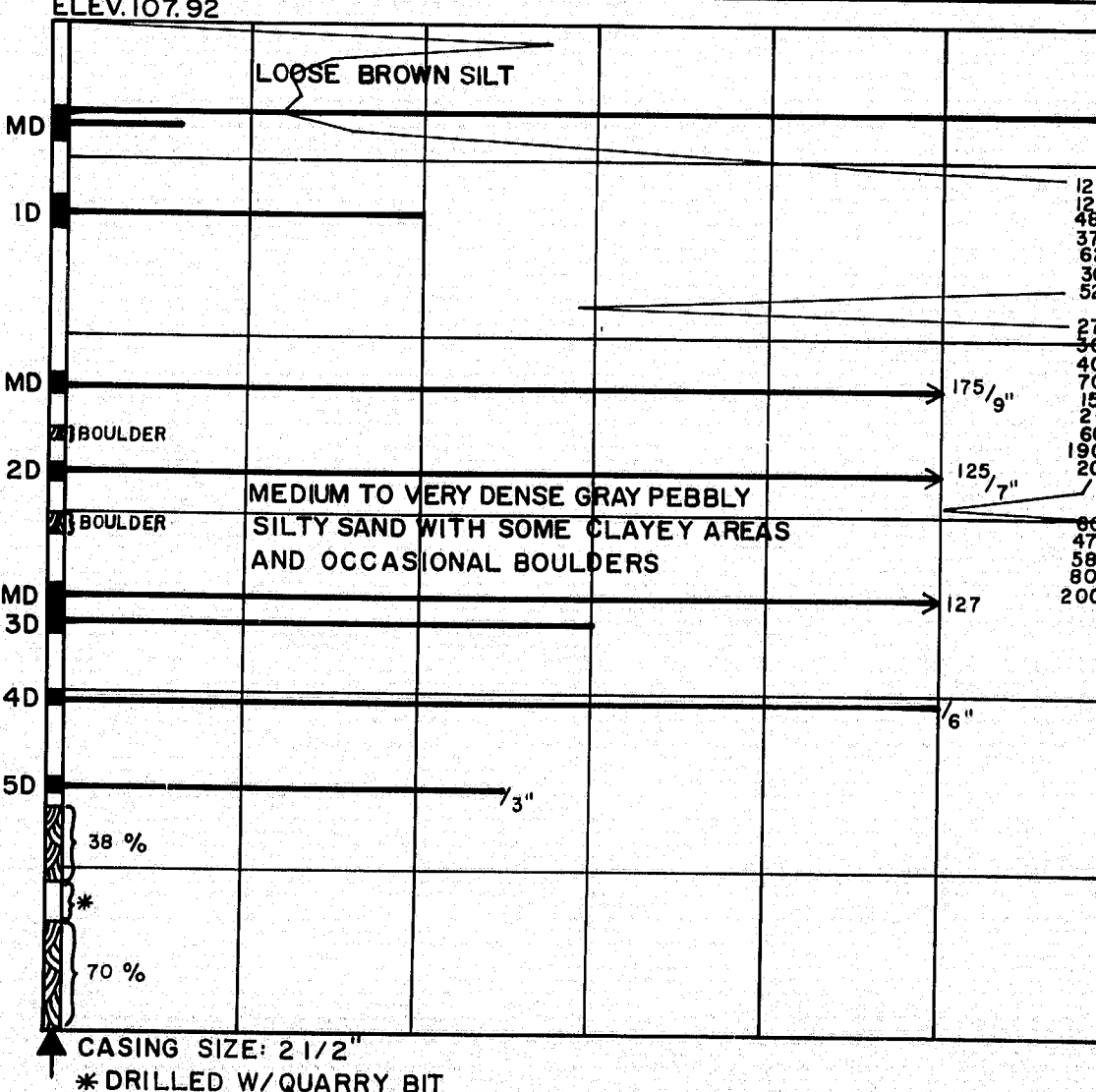
BORING CT-24-72 STATION 1707+42, 100' LT., N.B.L.

DRIVING RESISTANCE Blows / Ft.	VANE SHEAR STRENGTH Tons / Sq.Ft.	WATER CONTENT Percent
20 40	0.4 0.8	20 40



BORING CT-25-72 STATION 1707+61, 35' LT., N.B.L.

DRIVING RESISTANCE Blows / Ft.	VANE SHEAR STRENGTH Tons / Sq.Ft.	WATER CONTENT Percent
20 40 60 80 100	0.4 0.8	20 40



## BORING NOTES

- ALL SAMPLES AND VANS ARE MADE AHEAD OF CASING  
WATER ELEVATION  
NUMBER OF BLOWS REQUIRED TO DRIVE EXTRA HEAVY CASING ONE FOOT WITH 400 FT-LBS OF ENERGY PER BLOW  
LOCATION OF SAMPLE OR SAMPLE ATTEMPT  
NUMBER AND TYPE OF DRY SAMPLE  
ID S-B-H SAMPLER #1290'S  
IC 2" O.D. 16 GA. SEAMLESS TUBING  
IU 3 1/2" O.D. 16 GA. SEAMLESS TUBING  
IW WASH SAMPLE AND NUMBER  
MD UNSUCCESSFUL SAMPLE ATTEMPT & TYPE OF SAMPLER  
NUMBER OF BLOWS REQUIRED TO DRIVE SPOON OR TUBING ONE FOOT WITH 350 FT-LBS OF ENERGY PER BLOW  
H SAMPLING SPOON OR SEAMLESS TUBING DRIVEN BY STATIC WEIGHT OF DRILL RODS AND HAMMER
- FIELD VANE TEST  
BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL STRATA)  
REFUSAL OF DRILL RODS OR CASING (MAY NOT BE LEDGE)  
LOCATIONS CORED BY DIAMOND BIT & PERCENT RECOVERY OF ROCK
- SHEAR NOTES  
FIELD VANE SHEAR STRENGTHS  
LABORATORY VANE SHEAR STRENGTHS  
SHEAR STRENGTHS IN EXCESS OF CAPACITY OF EQUIPMENT  
ONE HALF UNCONFINED COMPRESSIVE STRENGTHS
- WATER CONTENT NOTES  
NATURAL WATER CONTENTS GIVEN AS PERCENT OF DRY WEIGHT  
PLASTIC AND LIQUID LIMITS  
IGNITION LOSSES ARE GIVEN AS PERCENT OF DRY WEIGHT

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
INTERSTATE-95  
OVER  
COBBOSSEECONTEE STREAM  
BETWEEN THE TOWNS OF  
GARDINER & WEST GARDINER  
KENNEBEC COUNTY  
BORING DETAILS

SHEET 3 OF 4 AUGUSTA, MAINE

158-109



ELEVATIONS

130

120

110

100

90

80

70

60

50

40

30

20

10

140

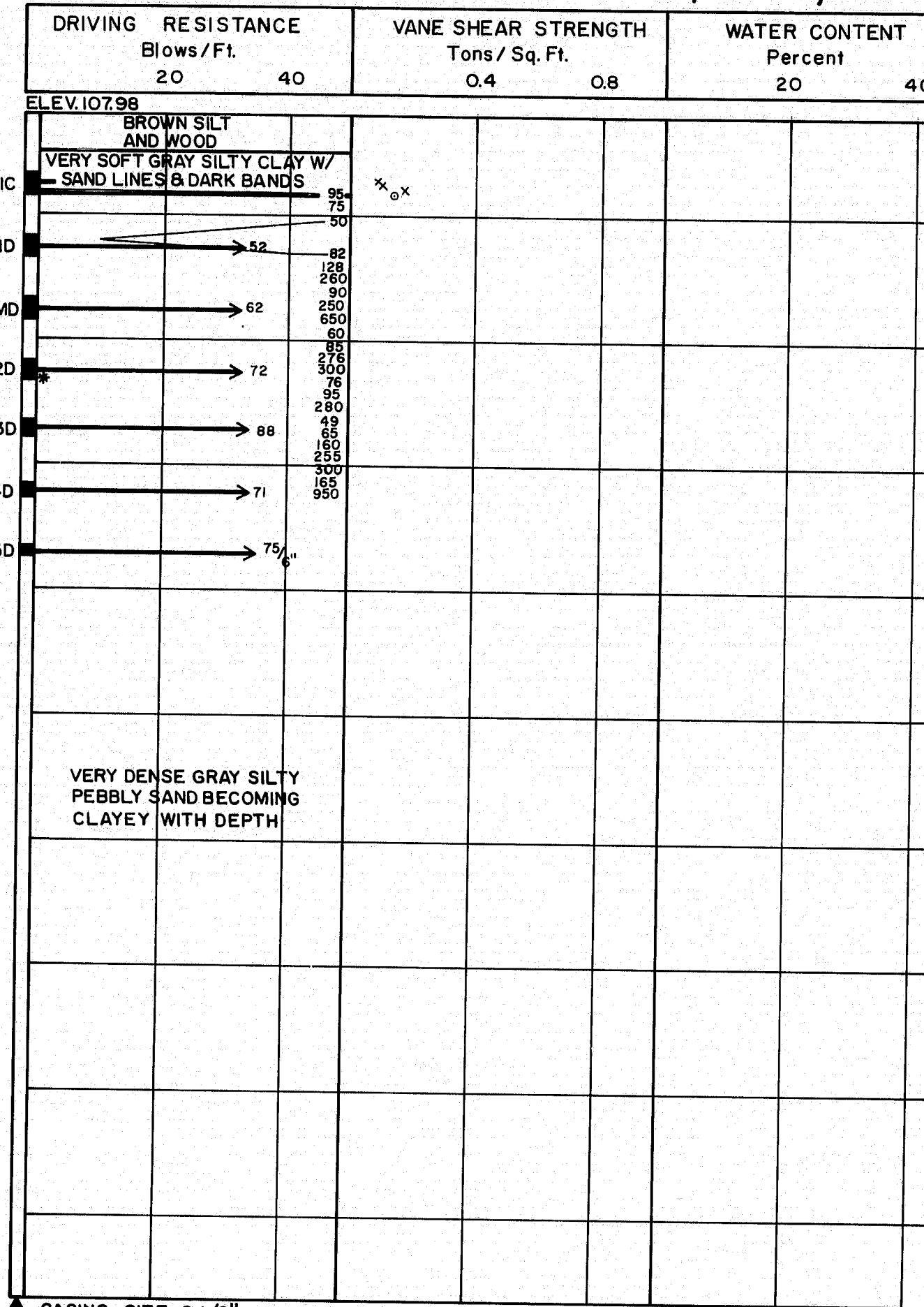
130

120

110

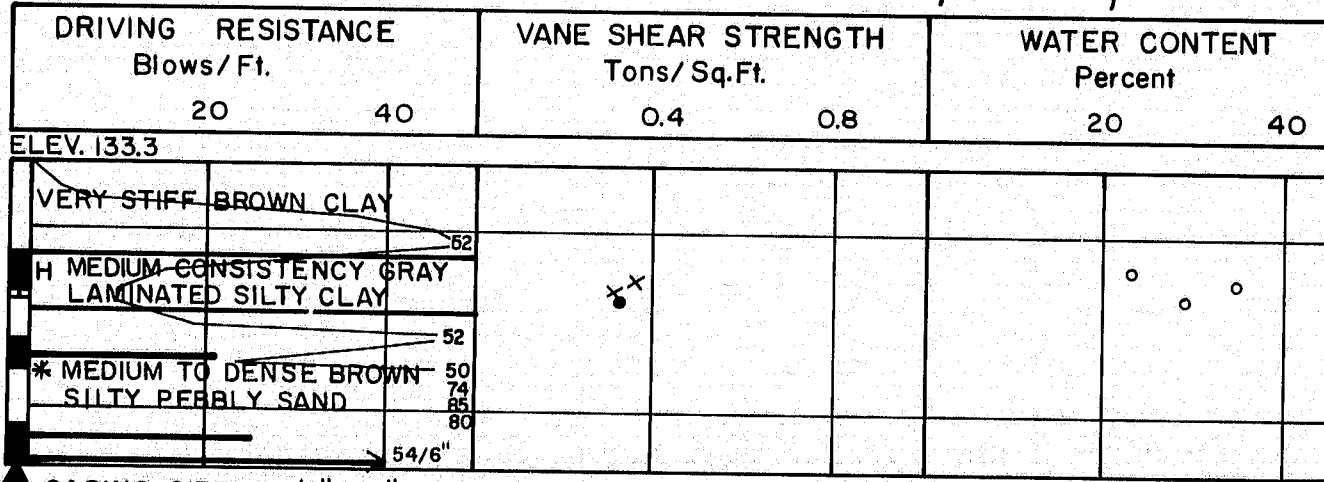
100

BORING CT-26-72 STATION 1707+85, 30' RT, N.B.L.



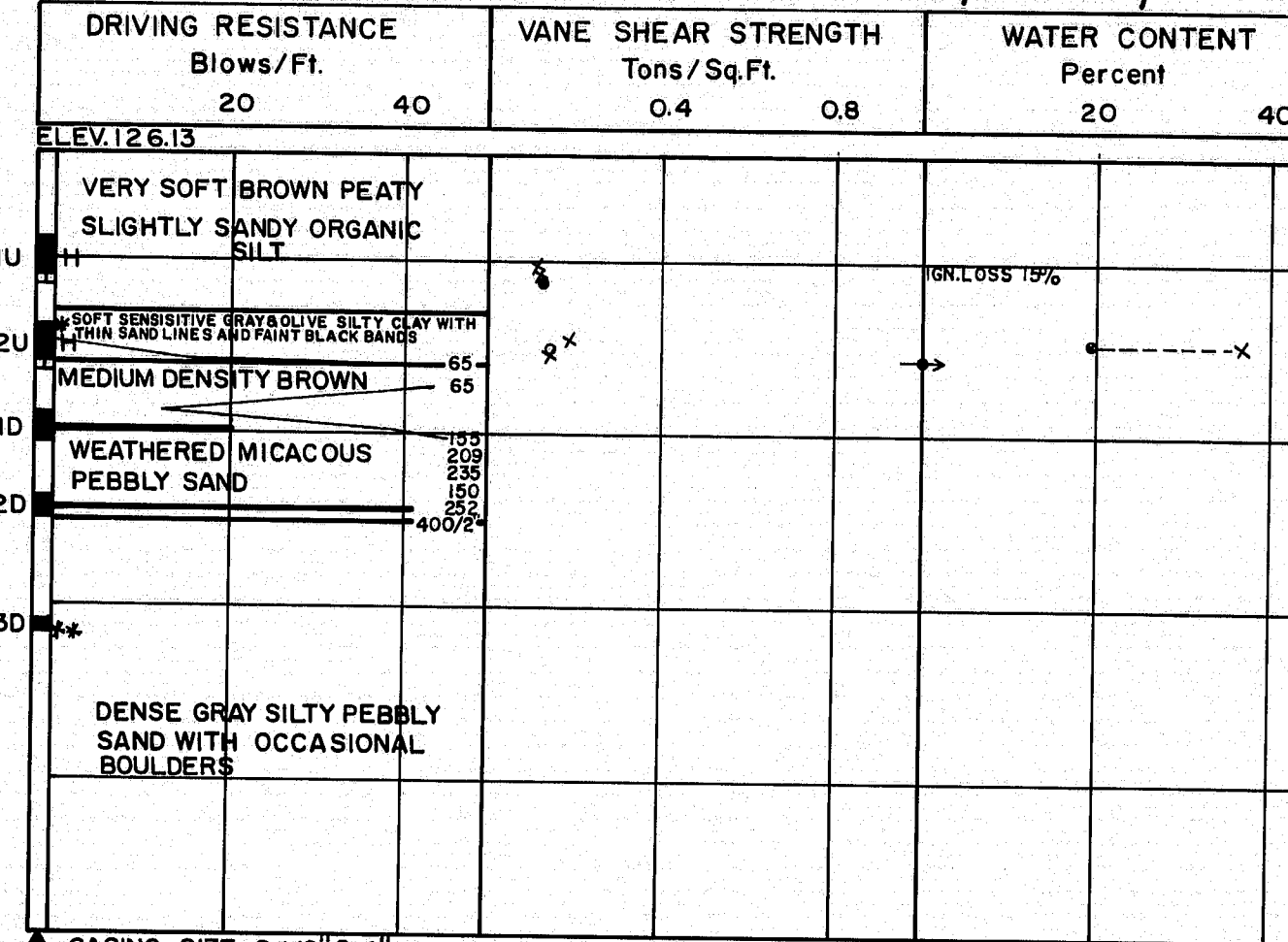
CASING SIZE: 2 1/2" & 4"  
\*DRILLED AHEAD W/QUARRY BIT TO 95'

BORING CT-79-71 STATION 1706+00, 50' LT, S.B.L.



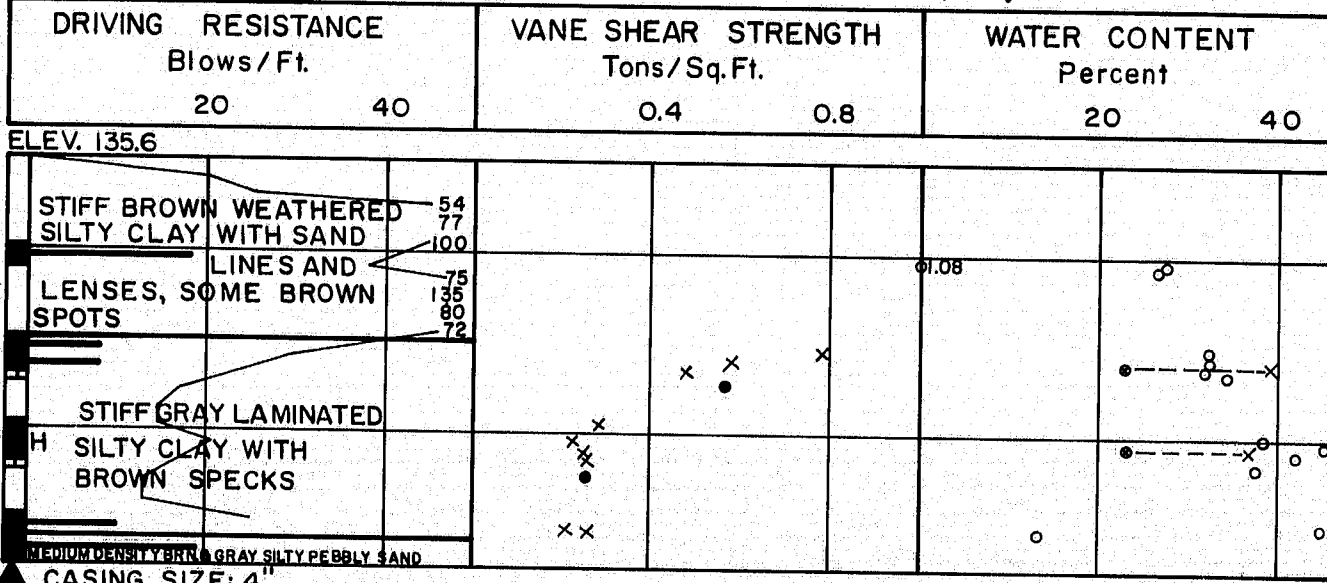
CASING SIZE: 2 1/2" & 4"  
\*CHANGED TO 2 1/2" CASING

BORING CT-23-72 STATION 1708+45, 95' LT, N.B.L.



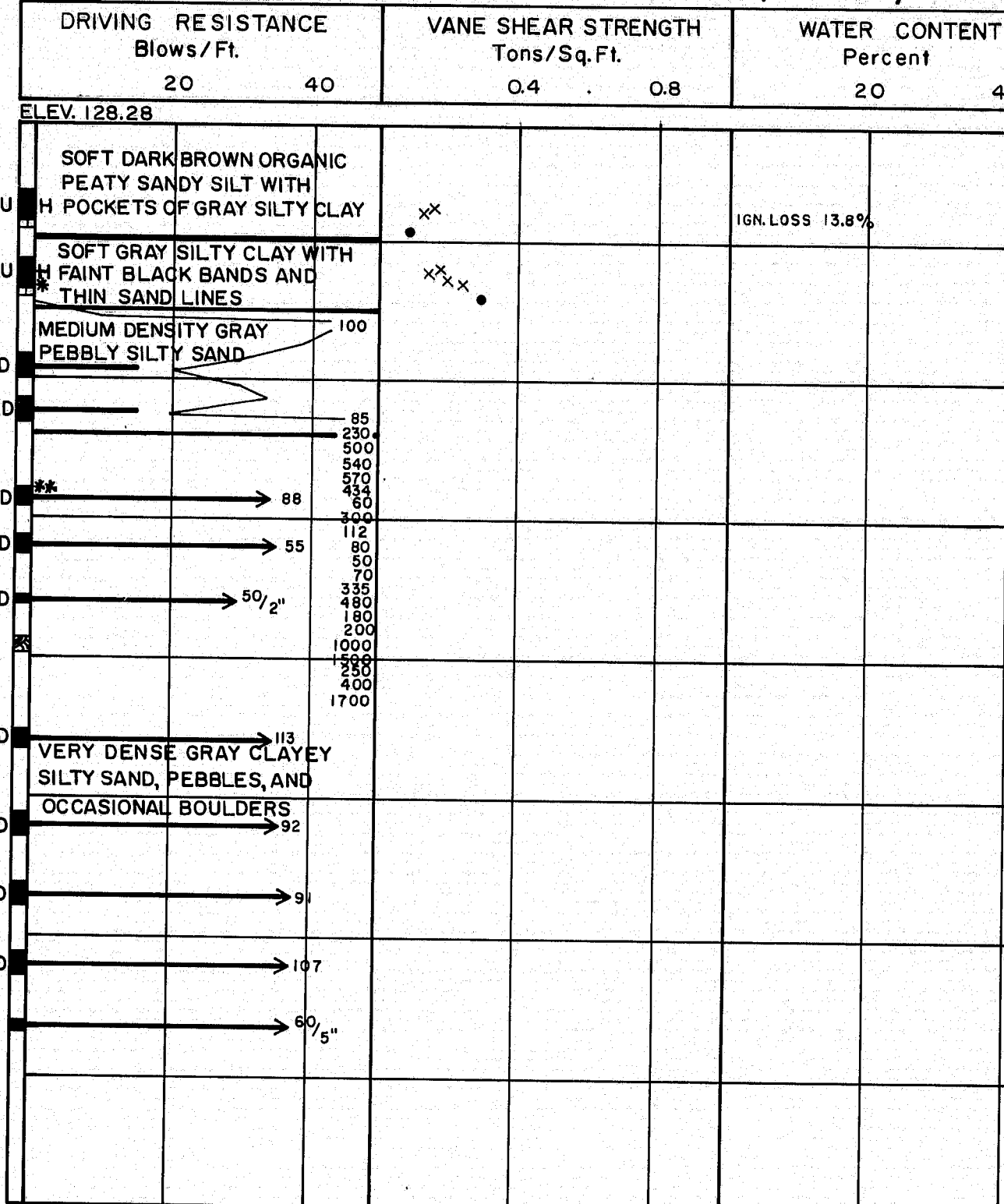
CASING SIZE: 2 1/2" & 4"  
\*CHANGED TO 2 1/2" CASING  
\*\*DRILLED AHEAD W/QUARRY BIT TO 45'

BORING CT-76-71 STATION 1706+85, 0' OLD S.B.L.



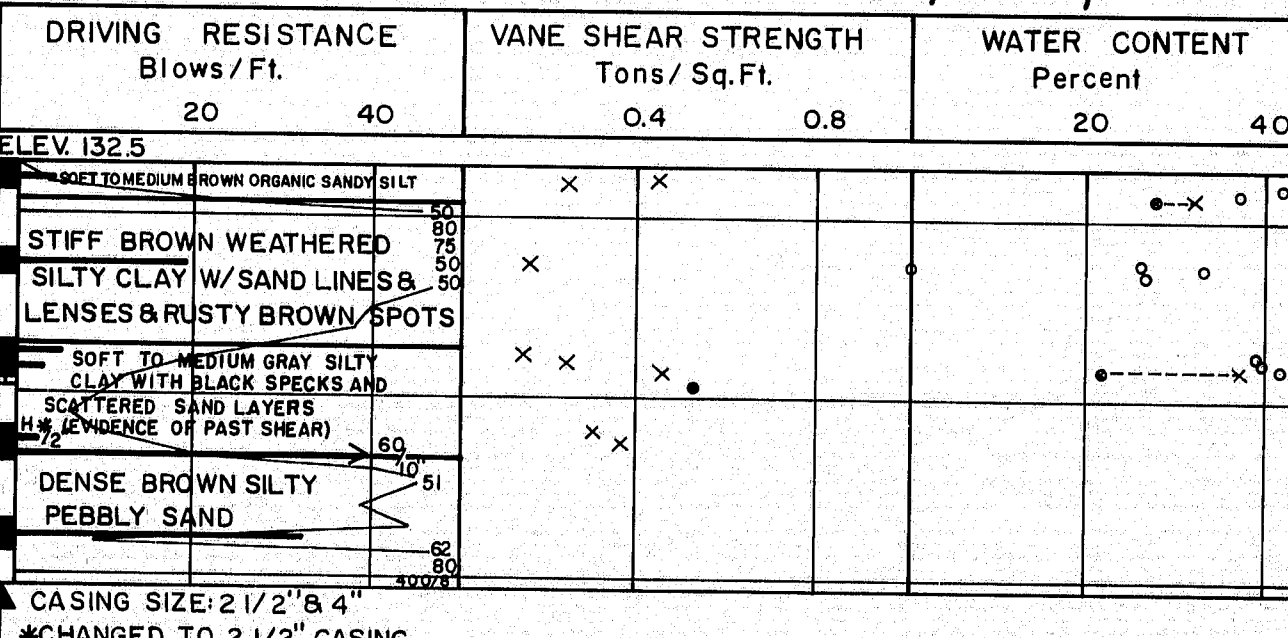
CASING SIZE: 4"

BORING CT-27-72 STATION 1708+61, 35' LT, N.B.L.



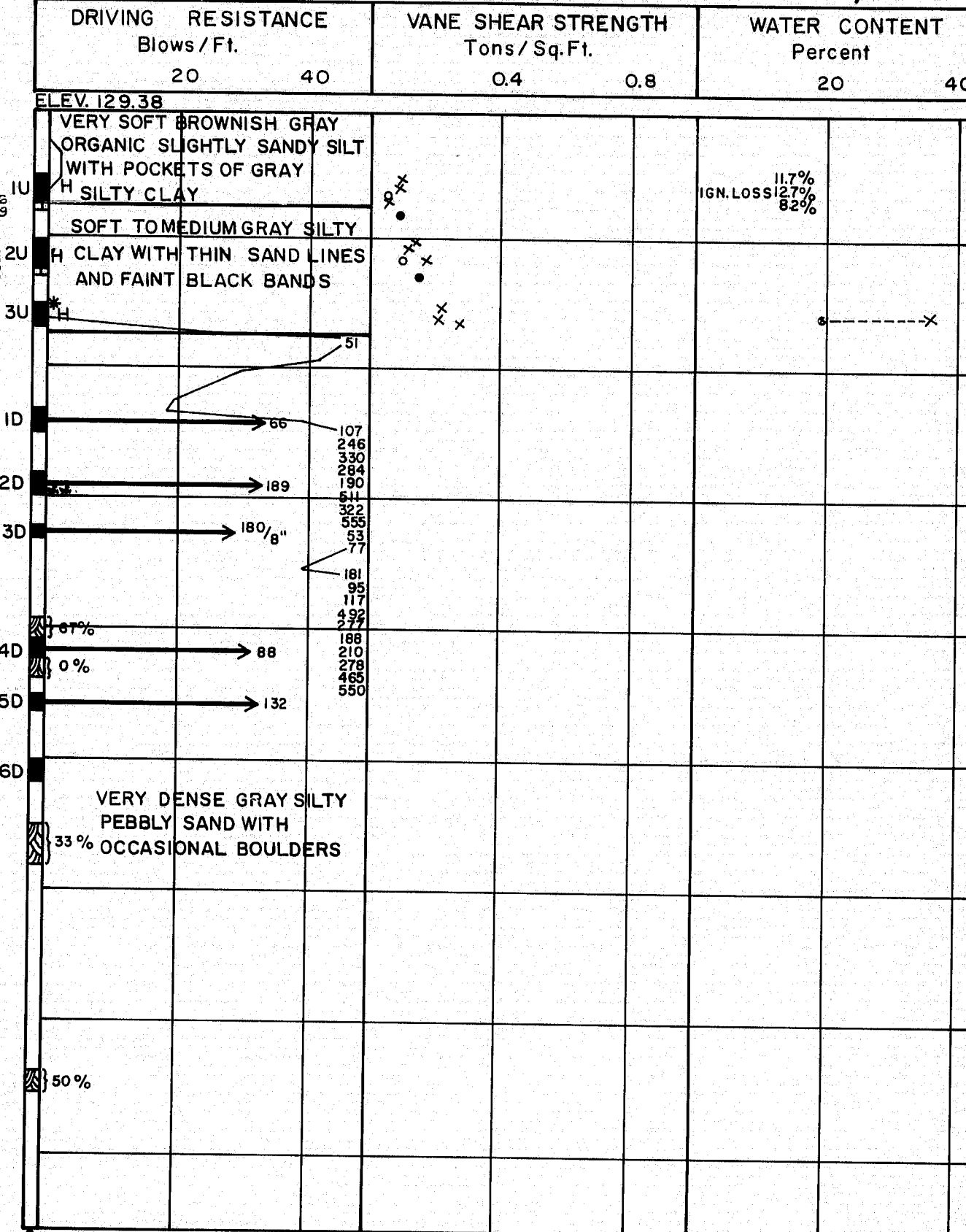
CASING SIZE: 2 1/2" & 4"  
\*CHANGED TO 2 1/2" CASING  
\*\*DRILLED AHEAD W/QUARRY BIT TO 78'

BORING CT-77-71 STATION 1710+00, 13' LT, N.B.L.



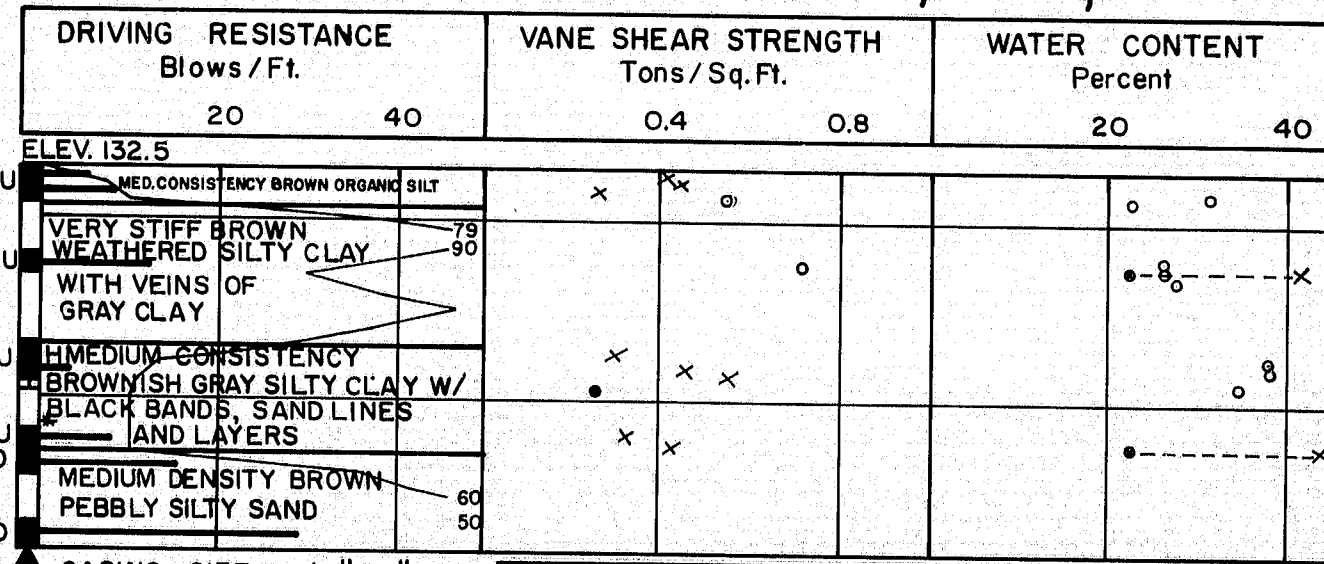
CASING SIZE: 2 1/2" & 4"  
\*CHANGED TO 2 1/2" CASING

BORING AC-41-72 STATION 1708+85, 30' RT, N.B.L.



CASING SIZE: 2 1/2" & 4"  
\*CHANGED CASING TO 2 1/2"  
\*\*DRILLED AHEAD W/QUARRY BIT TO 30'

BORING CT-78-71 STATION 1710+75, 50' RT, N.B.L.



CASING SIZE: 2 1/2" & 4"  
\*CHANGED TO 2 1/2" CASING

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
INTERSTATE 95  
OVER  
COBBOSSEECREEK STREAM  
BETWEEN THE TOWNS OF  
GARDINER & WEST GARDINER  
KENNEBEC COUNTY  
BORING DETAILS

SHEET 4 OF 4 AUGUSTA, MAINE

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