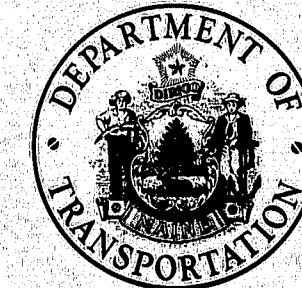


STATE OF MAINE DEPARTMENT OF TRANSPORTATION



BUREAU OF HIGHWAYS

TOWN OF
BOWDOINHAM
COUNTY - SAGadahoc
MAINE FEDERAL AID INTERSTATE
PROJECT NO. 1-95-5(40)83
MILLAY ROAD & ROUTE "138"
OVER
INTERSTATE "95"
1-95 MILEAGE 0.038 MILES

CONVENTIONAL SIGNS

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

SPECIFICATIONS

DESIGN - AASHO SPECIFICATIONS FOR HIGHWAY BRIDGES 1973.
CONTRACT - STATE OF MAINE, STATE HIGHWAY COMMISSION,
STANDARD SPECIFICATIONS, HIGHWAYS & BRIDGES,
REVISION OF JUNE 1968.

DESIGN LOADING

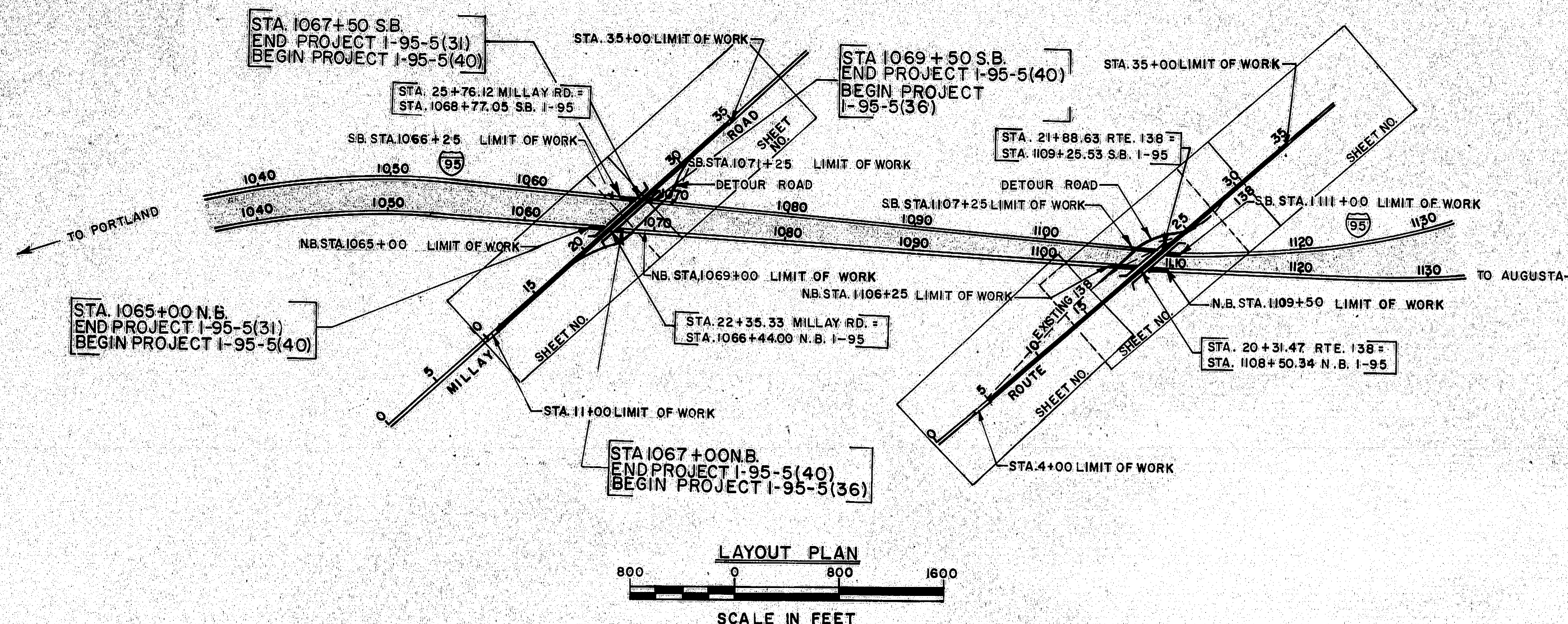
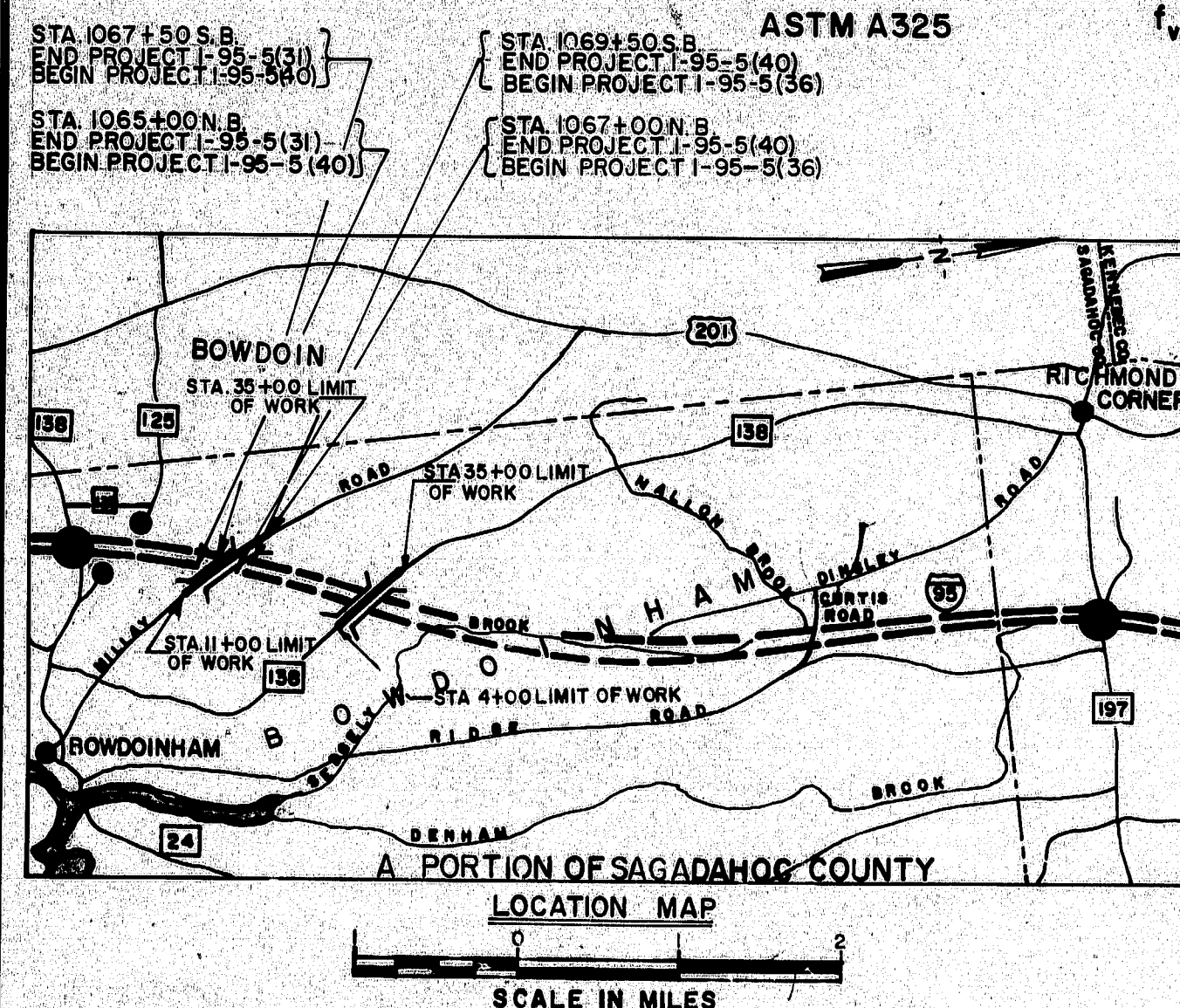
LIVE LOAD - HS 20-44

MATERIALS

CONCRETE - - Wearing Surface Concrete CLASS "Y"
All Other CLASS "A"
REINFORCING STEEL - - - - - ASTM A615 Grade 60
STRUCTURAL STEEL - BEAM FLANGES - - - - - ASTM A36,
ASTM A572 Grade 50
ALL OTHER - - - - - ASTM A36
HIGH STRENGTH BOLTS - - - - - ASTM A325

BASIC ALLOWABLE STRESSES

CONCRETE - - - - - $f_c = 1200 \text{ psi}$ $n = 10$
REINFORCING STEEL - - - - - $f_s = 24,000 \text{ psi}$
STRUCTURAL STEEL - - - - - ASTM A572 Grade 50 $f_s = 27,000 \text{ psi}$
ASTM A36 $f_s = 20,000 \text{ psi}$
ASTM A325 $f_v = 13,500 \text{ psi}$



MILLAY ROAD TRAFFIC DATA	I-95 TRAFFIC DATA	ROUTE 138 TRAFFIC DATA
A.D.T. 1975 100	A.D.T. 1976 11270	A.D.T. 1975 380
A.D.T. 1995 160	A.D.T. 1996 20150	A.D.T. 1995 440
D.H.V. 12	D.H.V. 13	D.H.V. 12
T. (%) 11	T. (%) 11	T. (%) 11
D. (%) 60	D. (%) 60	D. (%) 60
V. 45 mph	V. 70 mph	V. 45 mph
P.S.D. (%) N/A	P.S.D. (%) N/A	P.S.D. (%) N/A
18 KIPS 3	18 KIPS 565	18 KIPS 14

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

APPROVED:

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

DATE
MARCH-25, 1975
MARCH-25, 1975

Project Completed 1977
As-Built Docs. W. H. H. 2-22-79
UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1
APPROVED:
DIVISION ENGINEER DATE

INDEX OF SHEETS

SHEETS	CONTENTS
1	TITLE SHEET
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5	GENERAL NOTES & SIGNING
6	DRAINAGE & STANDARD DRIVEWAY ENTRANCE
7	TYPICAL SECTIONS, MILLAY ROAD & ROUTE 138
8	TYPICAL SECTIONS, I-95
9	PROFILES OF I-95
MILLAY ROAD	
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36-37	PLAN & PROFILE
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STANDARD DETAILS-HIGHWAY

109	STANDARD DETAILS	AUGUST 1969 ①
110	STANDARD DETAILS	AUGUST 1969 ②
111	STANDARD DETAILS	AUGUST 1969 ③
112	STANDARD DETAILS	AUGUST 1969 ④
113	STANDARD DETAILS	AUGUST 1969 ⑤
114	STANDARD DETAILS	AUGUST 1969 ⑥
115	STANDARD DETAILS	AUGUST 1969 ⑦
116	STANDARD DETAILS	AUGUST 1969 ⑧
117	STANDARD DETAILS	AUGUST 1969 ⑨
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STANDARD DETAILS-BRIDGE

119	STANDARD DETAILS	BD100-71 JULY 1971
120	STANDARD DETAILS	BD101-74 APRIL 1974
121	STANDARD DETAILS	BD104-73 JULY 1973
122	STANDARD DETAILS	BD105-74 MAY 1974
123	STANDARD DETAILS	BD113-72 SEPTEMBER 1972
124	STANDARD DETAILS	BD114-73 FEBRUARY 1973
125	STANDARD DETAILS	BD117-73 JUNE 1973

BOWDOINHAM 1-95-5(40) 173-62

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	G.O.T.	5/75
CHECKED		
REVISIONS		
FIELD CHANGES		
PLANS		

ESTIMATED QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	ROUTE 138	MILLAY ROAD	TOTAL QUANTITY
			QUANTITY	QUANTITY	
201.11	Clearing	Acre	16	0.4	2
201.13	Removing Single Trees, 9" to 24", Tops Only	Each	16	11	27
201.14	Removing Single Trees, over 24" to 48", Tops Only	Each	5	3	8
201.19	Removing Stumps, 9" to 24"	Each	10	6	16
201.20	Removing Stumps, over 24" to 48"	Each	5	2	7
203.20	Common Excavation	C.Y.	27,350	14,850	42,200
203.21	Rock Excavation	C.Y.	30		30
203.24	Common Borrow	C.Y.	2,300	33,800	41,100
203.25	Granular Borrow	C.Y.	7,300	8,400	15,700
203.29	Selected Granular Material	C.Y.	1,900	1,120	3,020
206.06	Str. Earth Excavation - Drainage & Minor Strs.	C.Y.	570	200	770
206.07	Str. Rock Excavation - Drainage & Minor Strs.	C.Y.	10		10
206.08	Str. Earth Excav. - Abuts. & Ret. Walls	C.Y.	1,050	2,725	3,775
206.10	Str. Earth Excav. - Piers	C.Y.	125		125
304.10	Aggregate Subbase Course - Gravel	C.Y.	8,000	6,100	14,100
403.07	Hot Bit. Pavement, Grading B	Ton	740	450	1,190
403.08	Hot Bit. Pavement, Grading C	Ton	530	320	850
403.101	Hot Bit. Pavement, Grading D (Sidewalks, Drives, Etc.)	Ton	8	32	40
403.121	Hot Bituminous Pavement, Grading E (Shimming)	Ton	25	25	50
410.14	Cut-back Asphalt, Applied	Gal.	1,950	2,300	4,250
410.15	Emulsified Asphalt, Applied	Gal.	770	430	1,200
410.16	Cover Coat Material, Sand	C.Y.	65	75	140
410.161	Cover Coat Material, Sand (Leveling)	C.Y.	80	50	130
411.09	Untreated Aggregate Surface Course	C.Y.	290	320	610
502.21	Structural Concrete, Abuts. & Retaining Walls	C.Y.	575	1,350	1,925
502.23	Structural Concrete, Piers	C.Y.	125		125
502.2601	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	L.S.		1	1
502.2602	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	L.S.	1		1
502.2901	Structural Concrete, Wearing Surface on Bridges	L.S.		1	1
502.2902	Structural Concrete, Wearing Surface on Bridges	L.S.	1		1
502.3101	Structural Concrete, Approach Slabs	L.S.		1	1
502.3102	Structural Concrete, Approach Slabs	L.S.	1		1

ESTIMATED QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	ROUTE 138	MILLAY ROAD	TOTAL QUANTITY
			QUANTITY	QUANTITY	
503.12	Reinforcing Steel, Fab. & Delivered	Lb.	117,400	156,600	274,000
503.13	Reinforcing Steel, Placing	Lb.	117,400	156,600	274,000
504.7001	Structural Steel, Fab. & Delivered	L.S.	_____	1	1
504.7002	Structural Steel, Fab. & Delivered	L.S.	1	_____	1
504.7101	Structural Steel, Erection	L.S.	_____	1	1
504.7102	Structural Steel, Erection	L.S.	1	_____	1
505.0801	Shear Connectors	L.S.	_____	1	1
505.0802	Shear Connectors	L.S.	1	_____	1
506.1401	Field Painting, Structural Steel	L.S.		1	1
506.1402	Field Painting, Structural Steel	L.S.	1		1
507.141	Aluminum Bridge Railing, Type 21"	L.F.	572	577	1149
507.151	Aluminum Approach Railing, Type 21"	Each	4	8	12
512.06	French Drains	C.Y.	255	550	805
513.09	Slope Protection - Port. Cem. Concrete	S.Y.	300	700	1000
514.06	Curing Box for Concrete Cylinders	Each	0.40	0.60	1
515.20	Protective Coating for Concrete Surfaces	S.Y.	1190	1350	2540
603.138	8 Inch Culvert Pipe, Option II	L.F.	46		46
603.168	15 Inch Culvert Pipe, Option II	L.F.	238	239	477
603.1752	18 Inch Reinforced Conc. Pipe Class IV	L.F.	_____	104	104
603.178	18 Inch Culvert Pipe, Option II	L.F.	166		166
603.193	24" Inch Corrugated Aluminum Pipe	L.F.	_____	70	70
603.198	24" Inch Culvert Pipe, Option II	L.F.	334	144	478
603.208	30" Inch Culvert Pipe, Option II	L.F.	_____	64	64
603.39	24" Inch Reinf. Concrete Pipe, Class IV	L.F.	116	_____	116
603.73	Remove and Relay 24 Inch Metal Pipe Coated & Uncoated	L.F.	_____	100	100
604.09	Catch Basins Type B1	Each	4	_____	4

F.H.W.A. DIST. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5(40)	2	125

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
ROUTE 138 & MILLAY ROAD	
OVER	
INTERSTATE 95	
IN THE TOWN OF	
BOWDOINHAM	
SAGadahoc COUNTY	
TOTAL ESTIMATED QUANTITIES	
SHEET 2 OF 125	AUGUSTA, MAINE MAY 1975

173-63

PROJECT DESIGN ENGINEER	DATE
DESIGN DETAIL	5/72
REVISIONS	
FIELD CHANGES	

ESTIMATED QUANTITIES					
			ROUTE 138	MILLAY ROAD	TOTAL
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	QUANTITY	QUANTITY
605.09	6 Inch Underdrain Type "B"	L.F.	671	228	899
605.10	6 Inch Underdrain Outlet	L.F.		55	55
605.11	12 Inch Underdrain Type "C"	L.F.	557		557
606.26	Terminal Ends - Single Rail	Each	4	4	8
606.28	Single Posts - Type 1a	Each	8		8
606.35	Guard Rail Delineator Posts	Each	4	5	9
606.55	Guard Rail Type 3 - Single Rail	L.F.	900	1,775	2,675
606.60	Guard Rail Type 3 - Circular - Greater than 15 foot Radius	L.F.	50	50	100
607.09	Woven Wire Fence, Metal Posts	L.F.	760	670	1,430
607.32	Bracing Assembly, Type I - Metal Posts	Each	4	6	10
607.33	Bracing Assembly, Type II - Metal Posts	Each	4	6	10
609.11	Vertical Curb - Type 1	L.F.	31	63	94
609.13	Vertical Bridge Curb - Type 1	L.F.	570	570	1140
609.25	Curb Transition Section A - Type 1	Each	4	8	12
609.32	Curb Type 3a	L.F.	1,350	200	1,550
610.08	Plain Riprap	C.Y.	45	10	55
615.07	Loom	C.Y.	700	510	1,210
616.08	Sodding	S.Y.	710	210	920
617.09	Erosion Control Mesh	S.Y.	220	550	770
618.13	Seeding, Method Number 1	Unit	17	3	20
618.14	Seeding, Method Number 2	Unit	185	180	365
618.15	Temporary Seeding	Lb.	150	230	380
619.12	Mulch	Unit	290	400	690
620.2260	Norway Maple (Acer Platanoides) 2 1/2" to 3" caliper	Each	2	2	4
623.06	Right-of-Way Monuments	Each	9	9	18
623.07	Survey Monuments	Each		1	1
623.09	Remove and Reset Monuments	Each	2		2
629.05	Labor, Straight Time	M.Hr.	20	20	40

ESTIMATED QUANTITIES					
			ROUTE 138	MILLAY ROAD	TOTAL QUANTITY
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	QUANTITY	
630.06	Traffic Officers	M. Hr.	50	50	100
631.09	Aerator (inc. op. & hauler-)	Hour	20	20	40
631.10	Air Compressor (inc. operator)	Hour	5	5	10
631.11	Air Tool (inc. op.)	Hour	5	5	10
631.12	All Purpose Excavator (including op.)	Hour	15	15	30
631.13	Bulldozer (inc. op.)	Hour	30	30	60
631.14	Grader (inc. op.)	Hour	20	20	40
631.171	Truck -small (inc. op.)	Hour	20	20	40
631.18	Chain Saw Rental (inc. op.)	Hour	10	10	20
631.22	Front End Loader (inc. op.)	Hour	5	5	10
633.09	Portable Barricade	Each	4	4	8
637.07	Sprinkling	M.G.	140	120	260
637.08	Calcium Chloride	Ton	14	12	26
639.09	Field Office, Type B	Each	1	1	2
639.11	Testing Facilities, Solls	L.S.	0.40	0.60	1
639.12	Testing Facilities, Bit. Mixes	L.S.	0.60	0.40	1
656.50	Baled Hay, in place	Each	8	9	17
656.51	Sandbags, in place	Each	4	9	13
656.55	Dumped Stone	C.Y.	12	21	33
656.60	Temporary Berms	L.F.	2,400	4,450	6,850
656.62	Temporary Slope Drains	L.F.	160	230	390
657.201	Seed and Application, Method A	Unit	40	140	180
659.10	Mobilization	L.S.	0.45	0.55	1
660.21	Onthe-job Training (Bid)	M. Hr.	450	550	1,000

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5 (40)	3	125

Route 138 & Millay Road

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ROUTE 138 & MILLAY ROAD
OVER

INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY

TOTAL ESTIMATED QUANTITIES

SHEET 3 OF 125 AUGUSTA, MAINE May 1975

173-64

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5 (40)	4	125

ESTIMATED QUANTITIES of LUMP SUM ITEMS MILLAY ROAD ONLY

502.2601 - Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges = 285 C.Y.
 502.2901 - Structural Concrete, Wearing Surface on Bridges = 72 C.Y.
 502.3101 - Structural Concrete, Approach Slabs = 41 C.Y.
 504.7001 - Structural Steel, Fabricated & Delivered = 410,000 lbs.
 504.7101 - Structural Steel, Erection = 410,000
 505.0801 - Shear Connectors = 1400 Studs = 1400 lbs.
 506.1401 - Field Painting, Structural Steel = 410,000

ESTIMATED QUANTITIES of LUMP SUM ITEMS ROUTE 138 ONLY

502.2602 - Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges = 275 C.Y.
 502.2902 - Structural Concrete, Wearing Surface on Bridges = 73 C.Y.
 502.3102 - Structural Concrete, Approach Slabs = 21 C.Y.
 504.7002 - Structural Steel, Fabricated & Delivered = 409,500 lbs.
 504.7102 - Structural Steel, Erection = 409,500
 505.0802 - Shear Connectors = 1760 Studs = 1760 lbs.
 506.1402 - Field Painting, Structural Steel = 409,500 lbs.

SUMMARY of EXCAVATION and BORROW

COMMON EXCAVATION FOR ESTIMATE	MILLAY RD.	ROUTE #138
Common Excavation (from cross-sections) - - - - -	13,234 C.Y.	25,276 C.Y.
Earth from drives & exc. of old roadway - - - - -	21 C.Y.	573 C.Y.
Grubbing in fills - - - - -	556 C.Y.	1,461 C.Y.
Detour Removal (I-95 ditches) - - - - -	1,000 C.Y.	
Total Common Excavation - - - - -	42,128 C.Y.	

FILL FOR COMMON BORROW CALCULATIONS	MILLAY RD.	ROUTE #138
Common Fill (from cross-sections) - - - - -	52,075 C.Y.	29,698 C.Y.
Fill for drives - - - - -	106 C.Y.	
Grubbing in fills - - - - -	556 C.Y.	1,461 C.Y.
Total Fill - - - - -	83,956 C.Y.	

ROCK EXCAVATION FOR ESTIMATE	MILLAY RD.	ROUTE #138
Rock Excavation (from cross-sections) - - - - -		30 C.Y.
Total Rock Excavation - - - - -		30 C.Y.

AVAILABLE COMMON EXCAVATION FOR COMMON BORROW CALCULATIONS	
(1) TOTAL COMMON EXCAVATION - - - - -	42,126
DEDUCTIONS:	
Grubbing in Cut Areas - - - - - $7967 \times 5\%$	399
Grubbing in Fill Areas - - - - - $2017 \times 5\%$	101
Excavation of Detour Rd. - - - - -	1,000
(2) TOTAL DEDUCTIONS - - - - -	1,500
Total Available Common Excavation (1) minus (2) - - - - -	40,626
Total Available Structural Excavation (Underdrain only) - - - - -	375
Total Available Bridge Excavation (Piers & Abutment) - - - - -	3,500
Total Available Non-Rock Excavation - - - - -	44,901

COMPUTATION OF COMMON BORROW FOR ESTIMATE	
Total Fill - - - - -	83,956
Total Available Non-Rock Excavation - - - - - $44,901 \times 0.25$	33,166
Total Available Rock Excavation - - - - - 30×1.33	40
Total Available Structural Rock Excavation - - - - - 10×1.33	13
Total Available Excavation - - - - -	38,219
Total Fill Minus Total Available Excavation - - - - -	45,737
(1) Total Borrow - - - - - $45,737 \times 1.15$	52,598
(2) Granular Borrow (to maintain traffic) - - - - - $10,000 \times 1.15$	11,500
Total Common Borrow (1) minus (2) - - - - -	41,098

SUMMARY CONTINUED

COMPUTATION OF GRANULAR BORROW FOR ESTIMATE	MILLAY RD.	ROUTE #138
Granular Borrow to maintain traffic - - - - -	5,000	5,000
Granular Borrow Fill (around Piers & Abuts) - - - - -	2,325	1,325
Total Granular Borrow - - - - - $13,650 \times 1.15$	15,698	

TOTAL AVAILABLE WASTE STORAGE AREA (from cross-sections) = 13,125	
POSSIBLE WASTE MATERIAL:	
Grubbing in Cut Area - - - - -	7,967
Grubbing in Fill Area - - - - -	2,017
Detour Removal - - - - -	2,000
Total Waste Material - - - - -	11,984

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

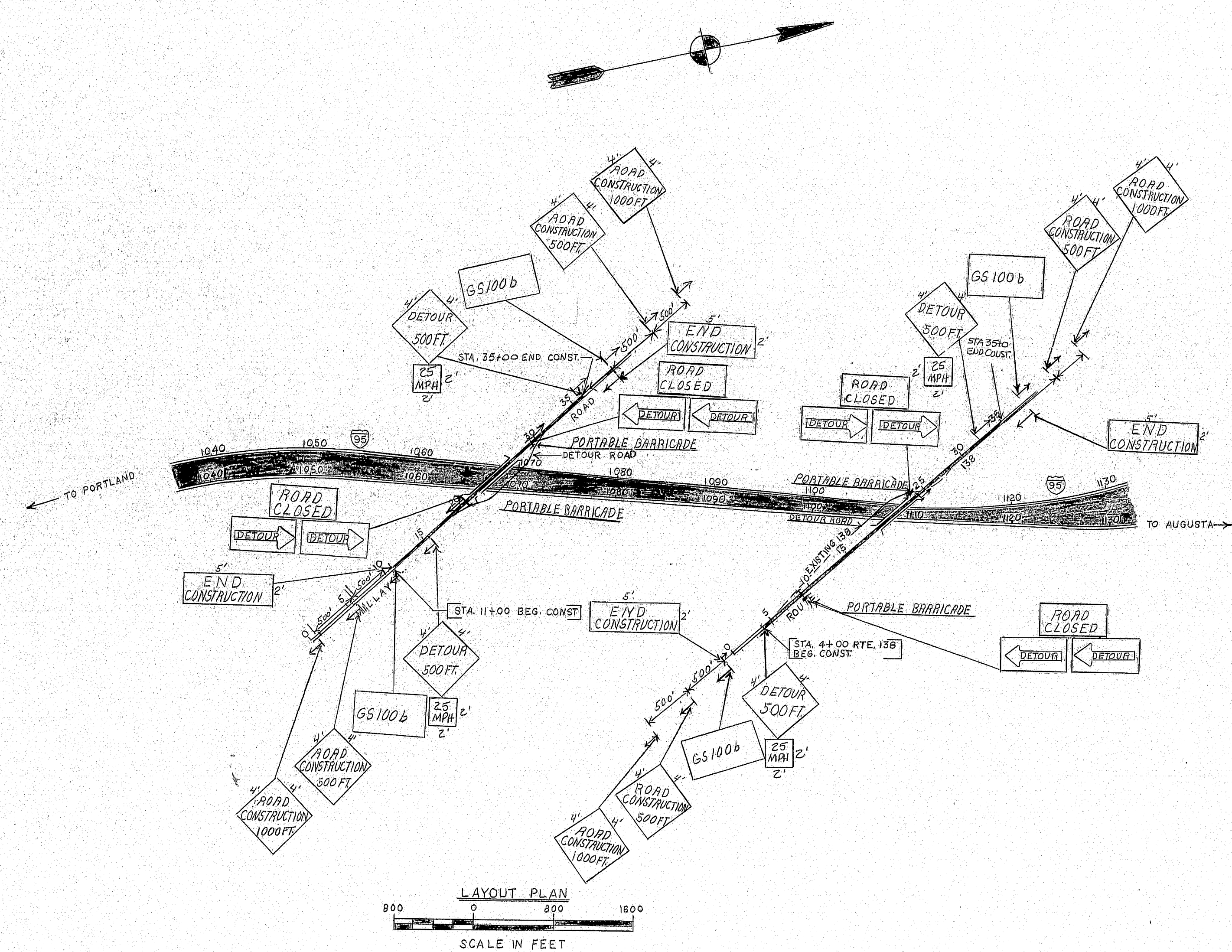
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
ROUTE 138 & MILLAY ROAD OVER INTERSTATE 95 IN THE TOWN OF BOWDOINHAM SAGadahoc COUNTY TOTAL ESTIMATED QUANTITIES
SHEET 4 OF 125 AUGUSTA, MAINE May 1975

173-66

GENERAL NOTES

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-5(40)	5	125

- The utilities involved in this contract are:
Central Maine Power Company
New England Telephone & Telegraph Company
All utility facilities shall be adjusted by the respective utilities unless noted.
- Clearing limits shall be 15' beyond and parallel to the construction slope line in non-guardrail fill areas, 10' in guardrail fill areas and 10' beyond construction slope limit in cut areas.
- The clearing lines shown on the plans are for estimating purposes only. The actual lines for payment shall be established in the field by the engineer.
- The normal grubbing limit in fills is determined by the intersection of a 1:1 slope from the shoulder down to the existing ground or, as shown on the cross sections. When the height of fill is 2' or less the grubbing width shall extend to the intersection of the side slope and the old ground.
- All ditch elevations shown on the cross sections are for the finish ditch flow line.
- All pipes shall have sod placed around inlets and outlets unless otherwise noted on the plans.
- If foundation material is required under culverts it shall meet the requirements for granular borrow underwater backfill and will be paid for as granular borrow or common excavation.
- The engineer will designate unsafe recovery areas at the toes of all fill slopes to be graded by bulldozer and/or other power/rental items. Boulders and large stumps and other objects shall be buried or removed. The use of borrow or waste material may be authorized for some areas. Upon completion of the grading, the areas shall be seeded with method no. 2 and mulched.
- Loam has been estimated for all areas designated on the typical sections, for granular borrow fills and for box section backdrops in front of residences. Loam has been estimated for 10% of the remaining slope areas. The resident engineer shall determine in the field, the slopes outside the designated areas to be loamed.
- Loam depths are 4" for seeding method no. 1 and 2" elsewhere. These depths are nominal.
- The fill quantity shown on the cross sections includes the waste storage.
- Curb type 3a to be installed with mold 2.
- Place sod strip (1) foot wide behind curb in box sections.
- A 3' square riprap pad shall be constructed at U.D. outlets.
- Driveway fill side slopes shall be 4:1 unless otherwise noted on the plans.
- Paved entrances shall be constructed with 12" agg. subbase base - gravel and 2" hot bituminous pavement grading 10'. Unpaved entrances shall be constructed with 12" agg. subbase course - gravel and 2" untreated aggregate surface course.
- When detour roads are no longer required they shall be regraded to drain as directed by the engineer and paid for under relative equipment rentals, seeding method no. 2, mulched, etc. as necessary to complete the job.
- A 20' longitudinal transition is recommended from the new base to where the new construction joins the existing unimproved Rte. 138 North Crossing and Millay Roads.
- Where transitions from box sections to ditch sections occur, the transitions shall be graded smoothly as directed by the engineer so as not to present an abrupt appearance.
- Single posts type 1a shall be pressure treated and installed without a coat of paint.
- One guardrail delineator post shall be installed at each underdrain outlet and each guardrail terminal end.
- All seeding shall be method no. 2 except lawn areas which shall be method no. 1 unless otherwise directed by the engineer.
- Mulch shall be applied in areas seeded by method no. 2 and areas seeded by method no. 1 when directed by the engineer.



CONSTRUCTION SIGNING

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

General Notes
Construction Signing

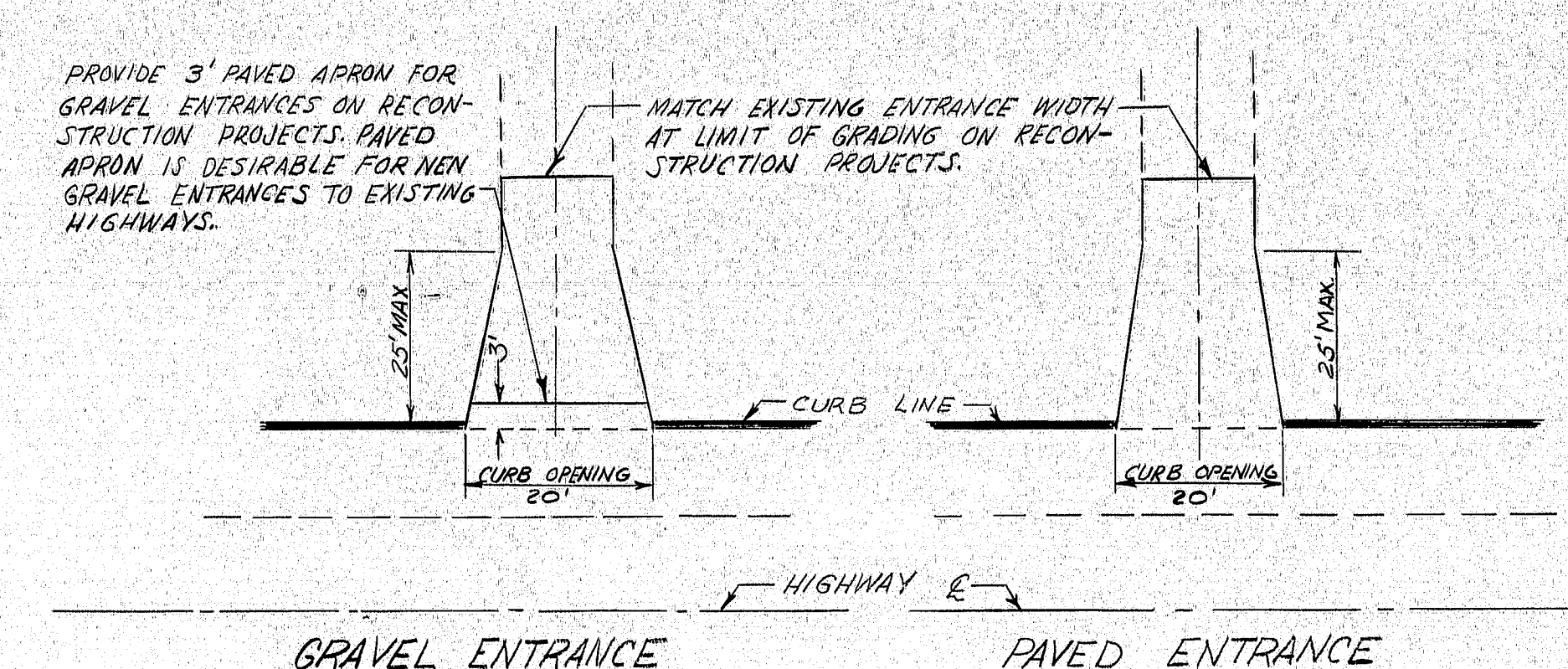
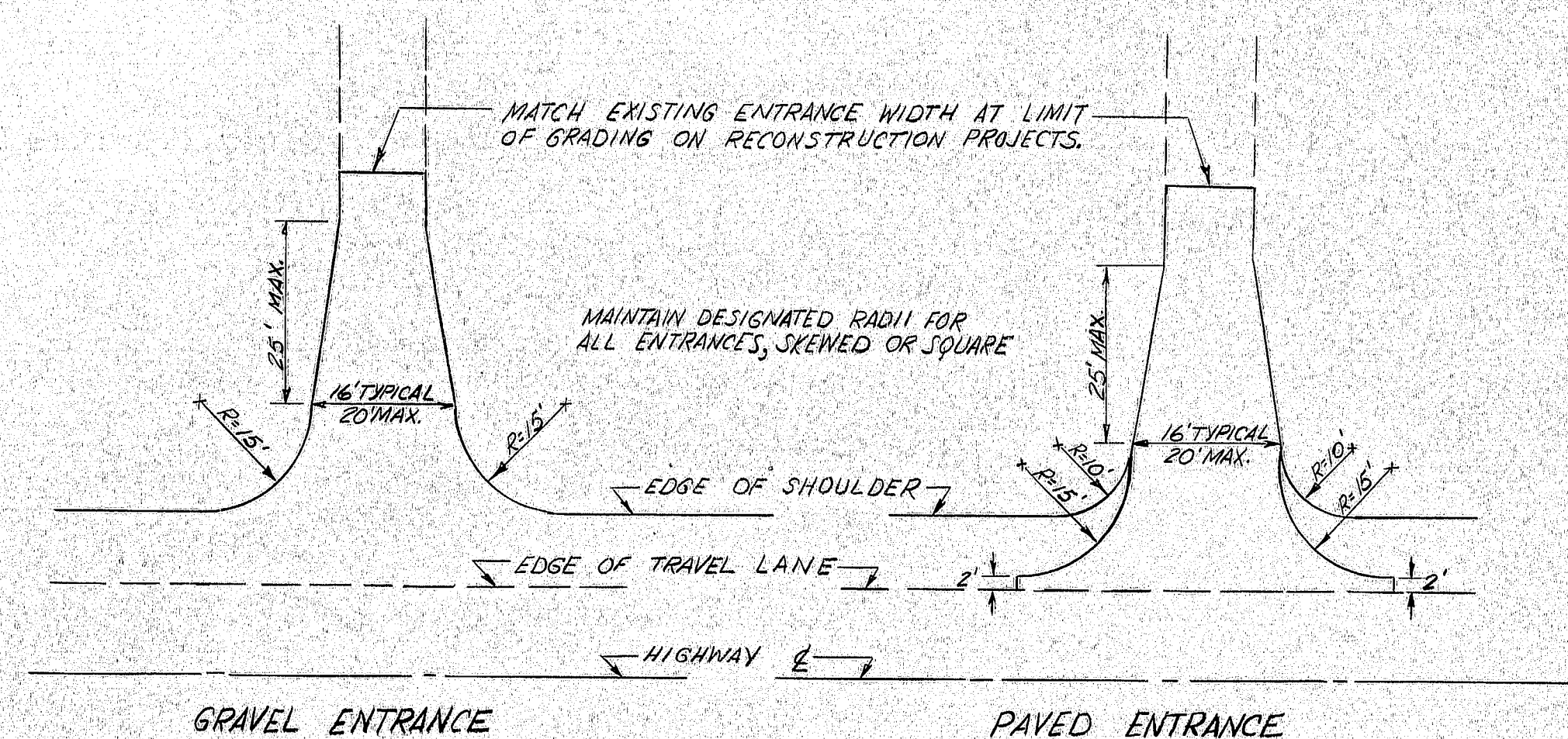
SHEET 5 OF 125 AUGUSTA, MAINE

Bowdoin 173-66 (40)

DRAINAGE

STATION	RCP			BCCMP		CAP		CULVERT PIPE		CATCH BASINS					MAN HOLES	UNDERDRAINS				REMARKS	
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1	A2	B1	B2	C1		C2	E	B'	C'		D' OUTLET
																		LENGTH	SIZE		LENGTH
MILLAY ROAD																					
STA. 13+00								30"	64'											OPTION II	
STA. 15+95+ LT								24"	38'											OPTION II	
STA. 27+50	18"	104'	IV																		
STA 30+00 LT								15"	62'												
STA. 34+40								24"	48'											OPTION II	
STA. 31150 TO 32100 RT																					
STA. 32100 TO 34125 RT																	225'		55'		
MILLAY ROAD DETOUR																					
STA. 23+00								15"	44'											OPTION II	
STA. 24+28								24"	58'											OPTION III	
STA. 26+36								15"	60'											OPTION II	
STA. 27+63								15"	83'											OPTION II	
I - 95																					
1065+50 TO 1066+50 RT W8																					
1066+25 TO 1067+75 LT W8							24'	170'												REMOVE & RELAY TO NEW - 100' REMOVE	
1107+26 TO 1108+28 RT W8							24"	172'												OPTION II	
1108+88 TO 1110+60 LT S8							24"	172'												OPTION II	
ROUTE 138																					
STA. 8+90								15"	40'											OPTION II	
STA. 9+38								18"	72'											OPTION II	
STA. 9+96								15"	58'											OPTION II	
STA. 14+50								18"	46'											OPTION II	
STA. 17+50	24"	116'	IV																		
STA. 25+50 TO 26+05								15"	62'											OPTION II	
STA. 26+05 TO 26+10								15"	20'											OPTION II	
STA. 26+05 17' LT																					
STA. 26+55								15"	58'											OPTION II	
STA. 26+55 17' RT																					
STA. 26+65								8"	46'												
STA. 26+57 TO 29+23 RT																	12"	266'			
STA. 26+07 TO 28+98 LT																	12"	291'			
STA. 29+00 17' LT																					
STA. 29+02 TO 32+50 LT																	348'				
STA. 29+27 TO 32+50 RT																	323'				
STA. 29+50 17' RT																					
STA. 33+50								18"	48'											OPTION II	

DRAINAGE CONT'D.

[illegible]

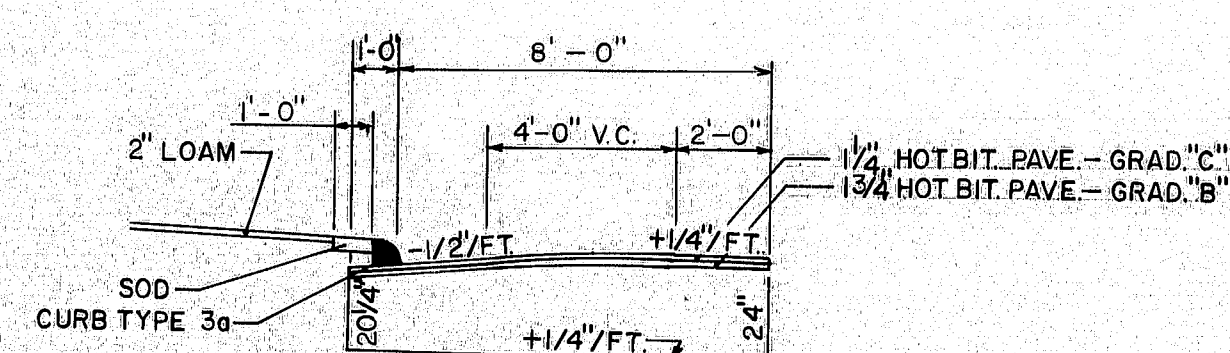
DRAINAGE
STANDARD DRIVEWAY
ENTRANCE

SHEET 6 OF 125

BOWDOINHAM 123-67 2000

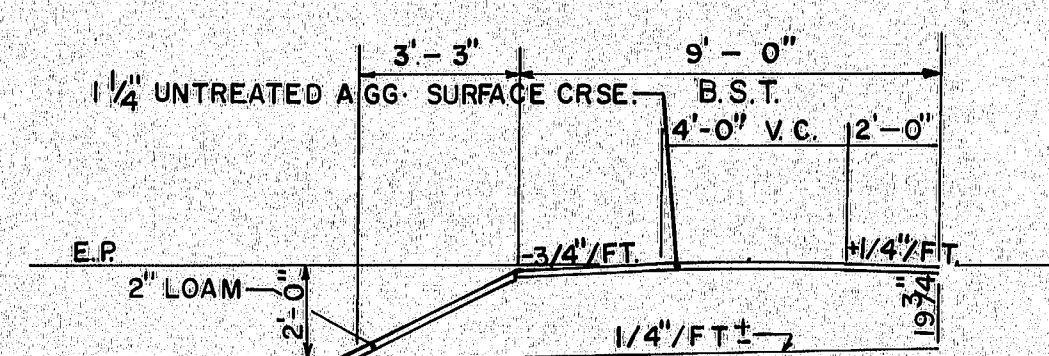
3" HOT BITUMINOUS PAVEMENT

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-5(40)	7	125



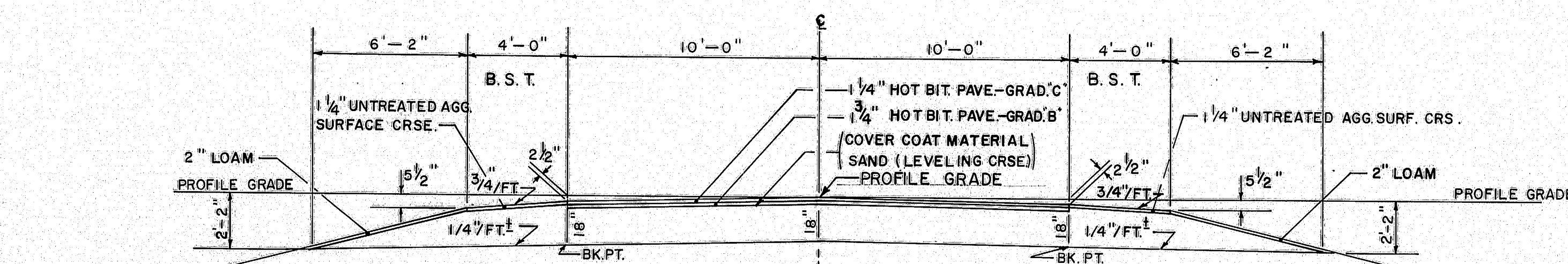
9 FT. SHOULDER - BOX HIGH SIDE (CUT)

AGG. SUBBASE CRSE - GRAVEL = 63.77 C.Y. PER 100 LIN. FT.



9 FT. SHOULDER - HIGH SIDE (FILL)

1 1/4" UNTREATED AGG. SURFACE COURSE = 3.47 C.Y. PER 100 LIN. FT.
AGG. SUBBASE COURSE - GRAVEL = 66.79 C.Y. PER 100 LIN. FT.

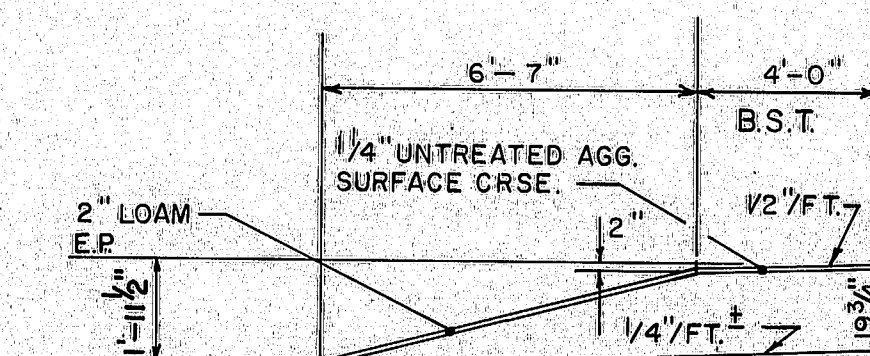


NORMAL FILL SECTION

20' PAVEMENT

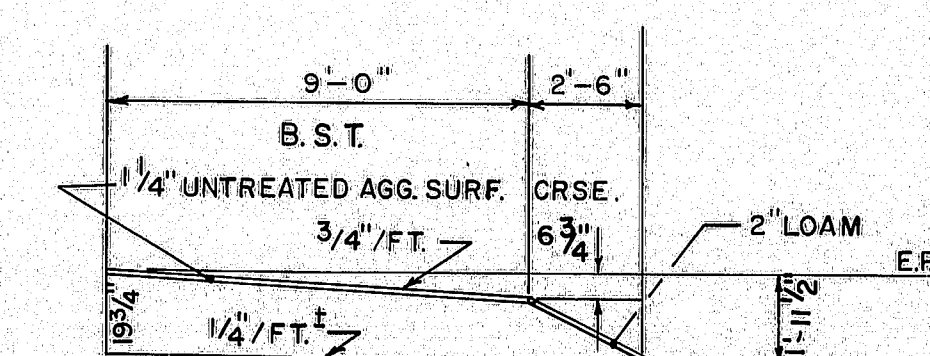
1 1/4" UNTREATED AGG. SURFACE COURSE = 1.54 C.Y. PER 100 LIN. FT.
AGG. SUBBASE COURSE - GRAVEL = 39.30 C.Y. PER 100 LIN. FT.

1 1/4" UNTREATED AGG. SURFACE COURSE = 1.54 C.Y. PER 100 LIN. FT.
AGG. SUBBASE COURSE - GRAVEL = 39.30 C.Y. PER 100 LIN. FT.



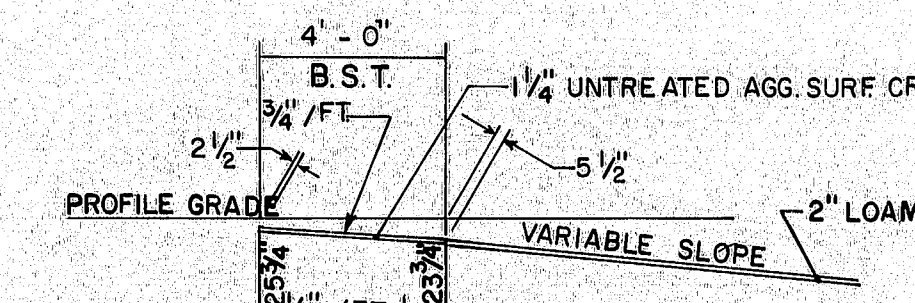
4 FT. SHOULDER - HIGH SIDE (FILL)

1 1/4" UNTREATED AGG. SURFACE COURSE = 1.54 C.Y. PER 100 LIN. FT.
AGG. SUBBASE COURSE - GRAVEL = 41.96 C.Y. PER 100 LIN. FT.



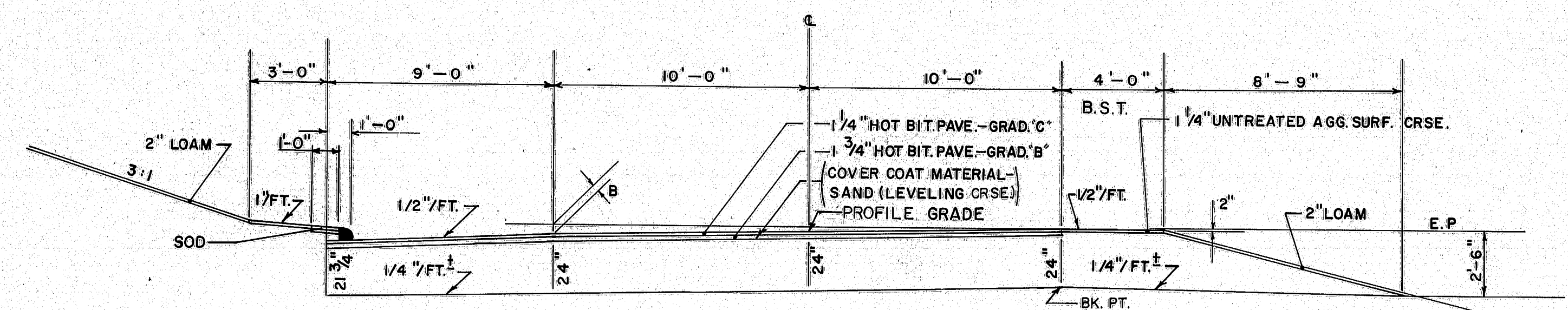
9 FT. SHOULDER - GUARD RAIL - NORMAL FILL

1 1/4" UNTREATED AGG. SURFACE COURSE = 3.47 C.Y. PER 100 LIN. FT.
AGG. SUBBASE COURSE - GRAVEL = 53.68 C.Y. PER 100 LIN. FT.



4 FT. BOX SHOULDER

1 1/4" UNTREATED AGG. SURFACE COURSE = 3.47 C.Y. PER 100 LIN. FT.
AGG. SUBBASE COURSE - GRAVEL = 30.56 C.Y. PER 100 LIN. FT.

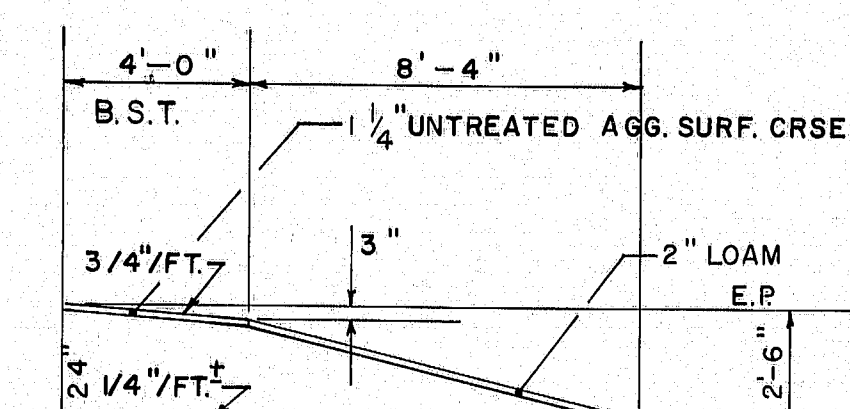


SUPERELEVATED CUT SECTION

20' PAVEMENT

9 FT. SHOULDER - BOX CUT
24" AGG. SUBBASE COURSE - GRAVEL = 63.54 C.Y. PER 100 LIN. FT.

4 FT. SHOULDER - HIGH SIDE
1 1/4" UNTREATED AGG. SURFACE COURSE = 1.54 C.Y. PER 100 LIN. FT.
AGG. SUBBASE COURSE - GRAVEL = 63.46 C.Y. PER 100 LIN. FT.



4 FT. SHOULDER - NORMAL CUT SECTION

1 1/4" UNTREATED AGG. SURFACE COURSE = 1.54 C.Y. PER 100 LIN. FT.
AGG. SUBBASE COURSE - GRAVEL = 60.08 C.Y. PER 100 LIN. FT.

NOTE:
THE PAVEMENT AND BASE DEPTHS AS SHOWN
ON THE PLANS ARE INTENDED TO BE NOMINAL.

NOTE:
CROWNS FOR BOTH NORMAL AND SUPERELEVATED
SECTIONS FOR ALL COURSES OF SUBBASE, BASE, AND
PAVEMENT SHALL BE STRAIGHT.

NOTE:
WHEN THE SUPERELEVATION EXCEEDS 1/2" PER FT. THE
SHOULDER SHALL BE SLOPED AT THE SAME RATE AS THE
TRAVELLED WAY.

PROJECT DESIGN ENGINEER	DATE
BY	3/27/72
DESIGN - DETAIL	REVISIONS
PLANS	FIELD CHANGES

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

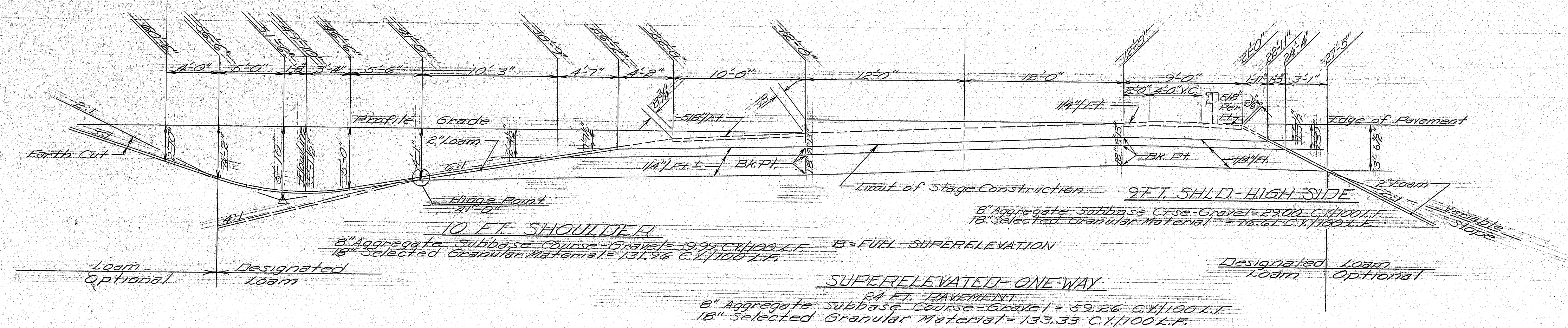
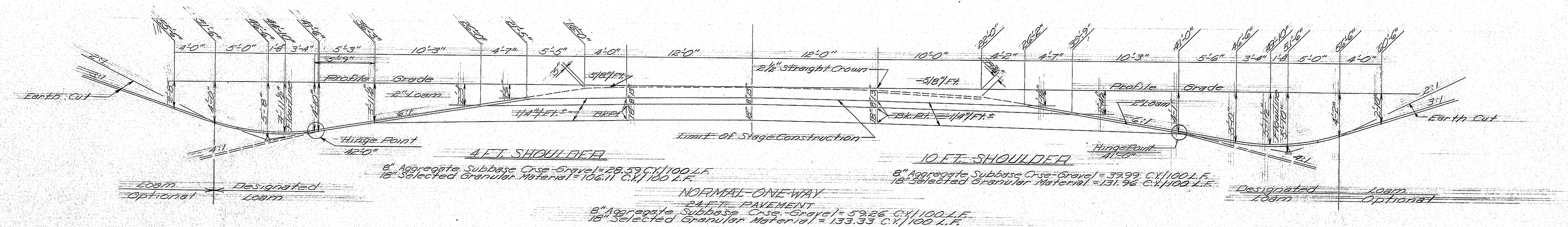
TYPICAL SECTIONS
MILLAY ROAD
AND
ROUTE NO. 138
NORTH CROSSING

SHEET 7 OF 125 AUGUSTA, MAINE

BOWDOINHAM 173-68

STAGE CONSTRUCTION GRADING, DRAINAGE AND AGGREGATE SUBBASE COURSE*

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(40)	8	125



* Note: The pavement and base depths as shown on the plans are intended to be nominal.

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-95
TYPICAL SECTIONS

Scale: 0 5 10 15 (Feet)

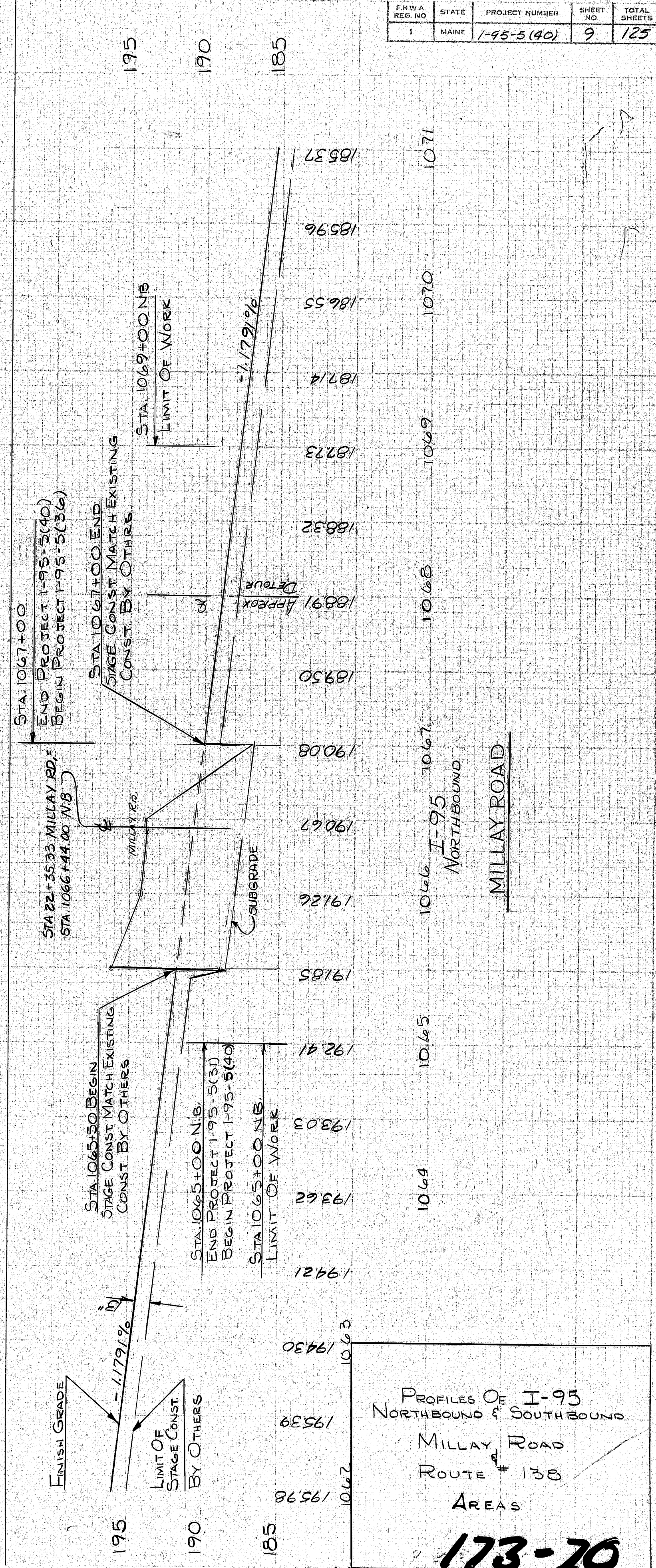
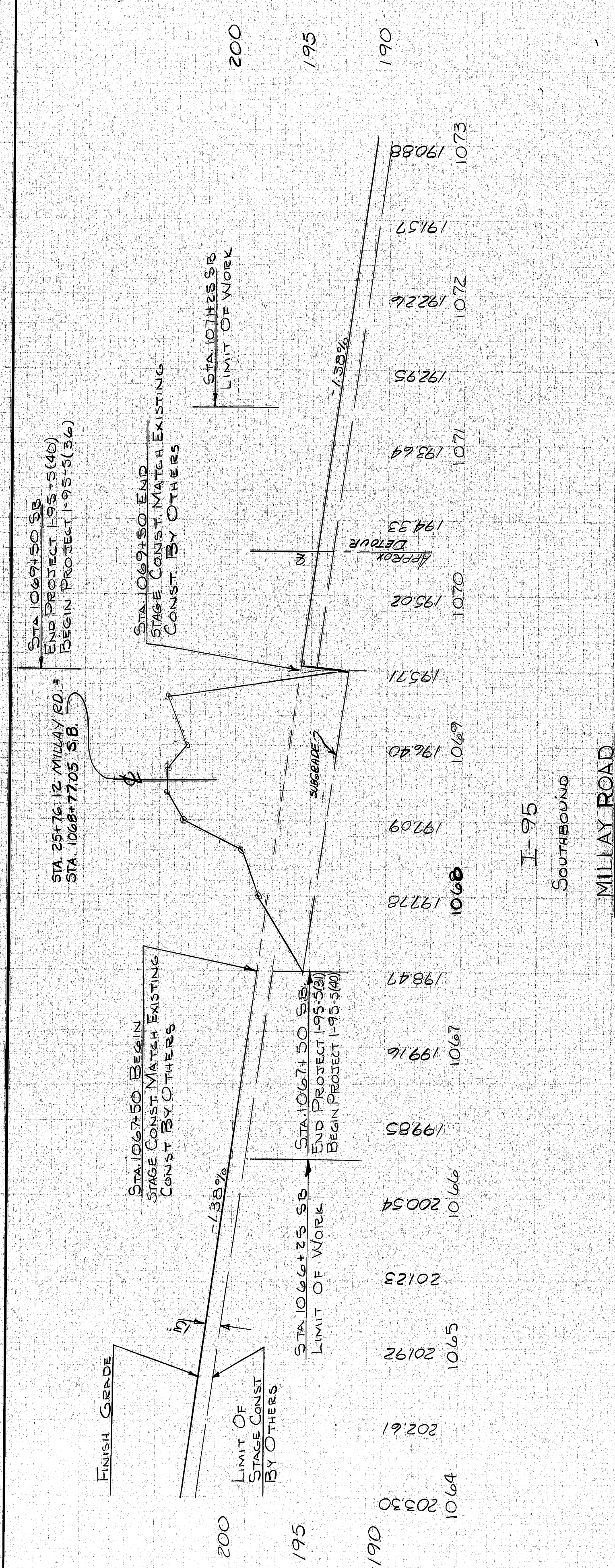
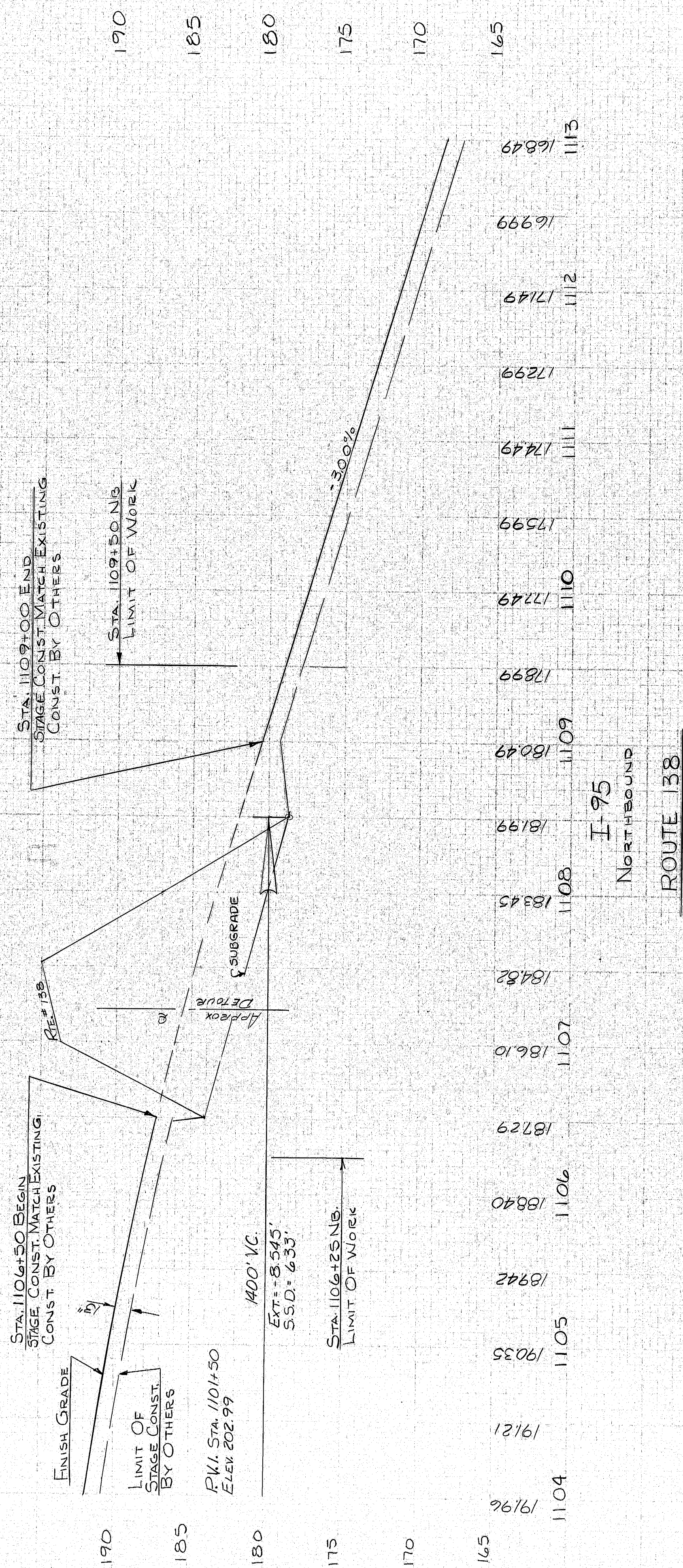
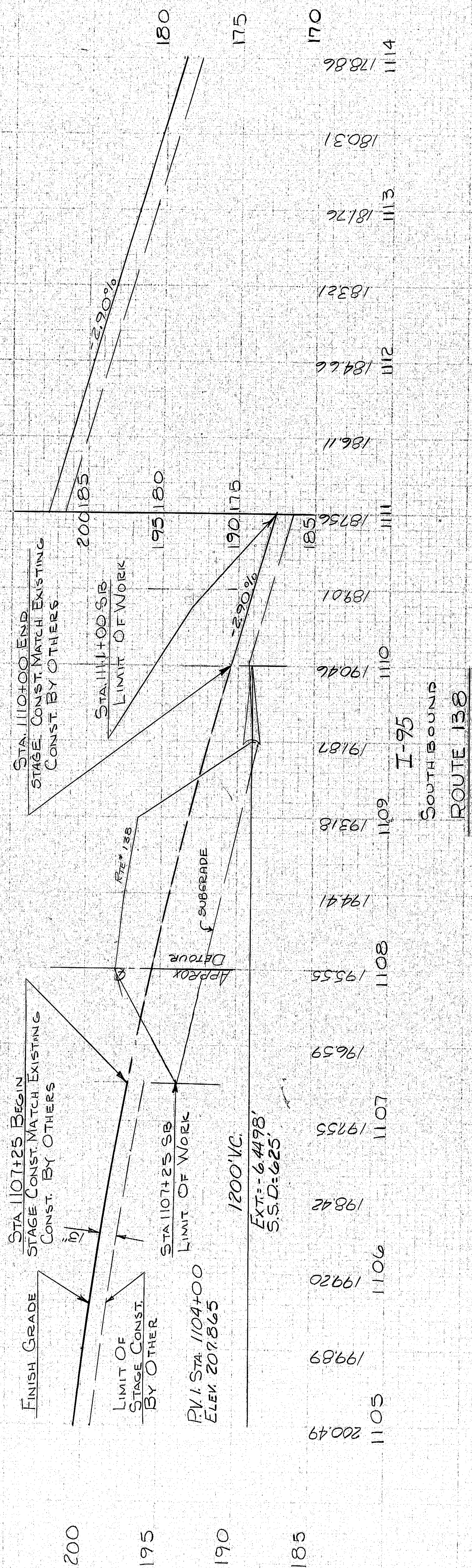
SHEET 8 OF 125 AUGUSTA, MAINE

BOWDOINHAM 173-69

19

FINAL SURVEY	BY	DATE
SURVEYED		
NOTED		
AREAS CHECKED		

ORIGINAL SURVEY	BY	DATE
PACKED		
NOTED		
AREAS CHECKED		



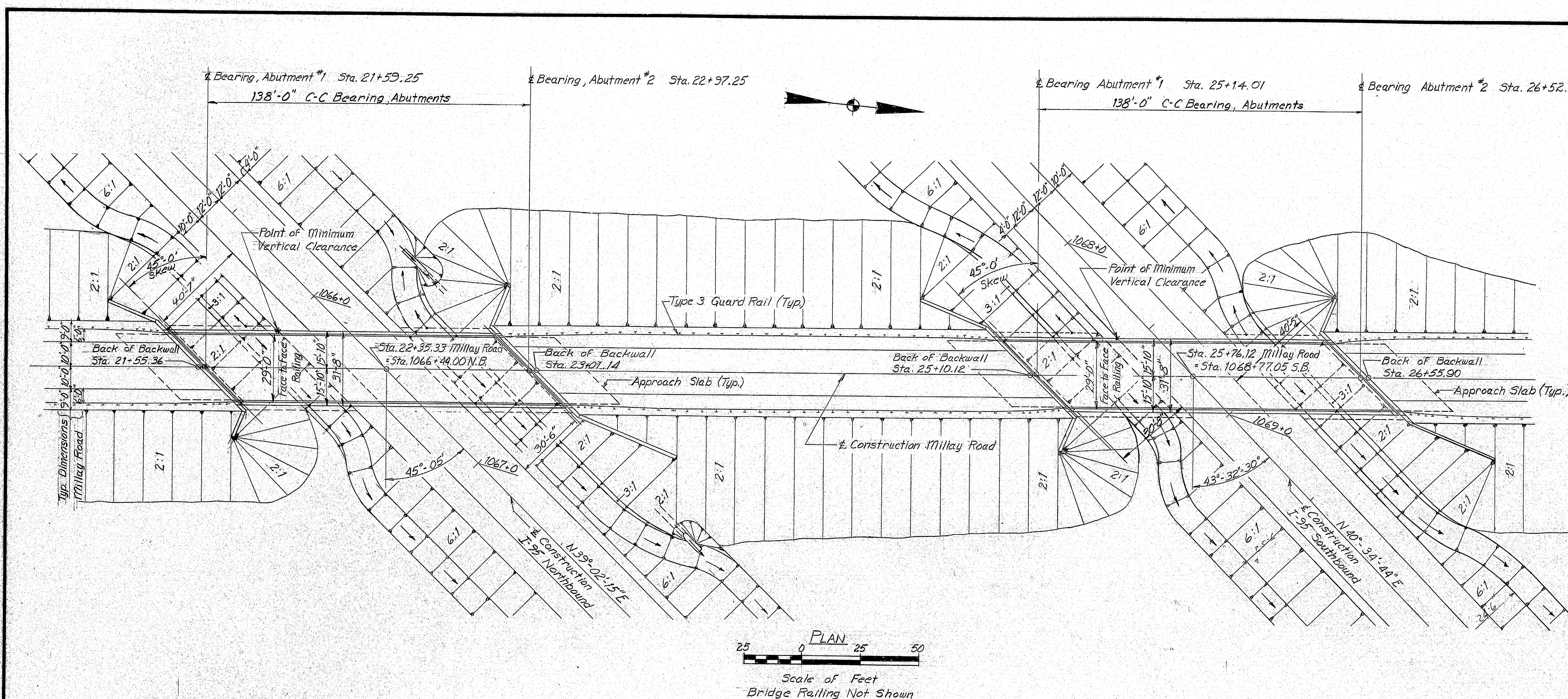
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	1-95-5(40)	9	125

PROFILES OF I-95
NORTHBOUND & SOUTHBOUND
MILLAY ROAD
ROUTE 138
AREAS

173-70

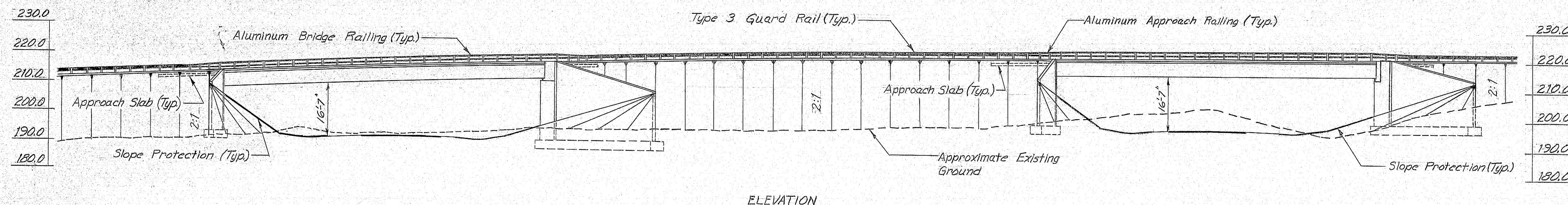
BOWDOINHAM I-95-5(40)

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	185-5 (40)	10	124



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Right-of-Way Maps	11 & 12
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Embankment Profile	16
Abutment Footings N.B.	17
Abutment No. 1 N.B.	18
Abutment No. 2 N.B.	19
Abutment Details M.B.	20
Abutment Footings S.B.	21
Abutment No. 1 S.B.	22
Abutment No. 2 S.B.	23
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Architectural Treatment	25
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Approach Slabs	27
Structural Steel	28
Bottom of Slab Elevations	29
Superstructure	30
Reinforcing Steel Schedule	31 thru 35



Installed 4 18" AccMCP Slurways
at Abut #1 N.B. Left and
Abut #1 S.B. Left

Revised as Built 9/11/84 2-28-79

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY
GENERAL PLAN

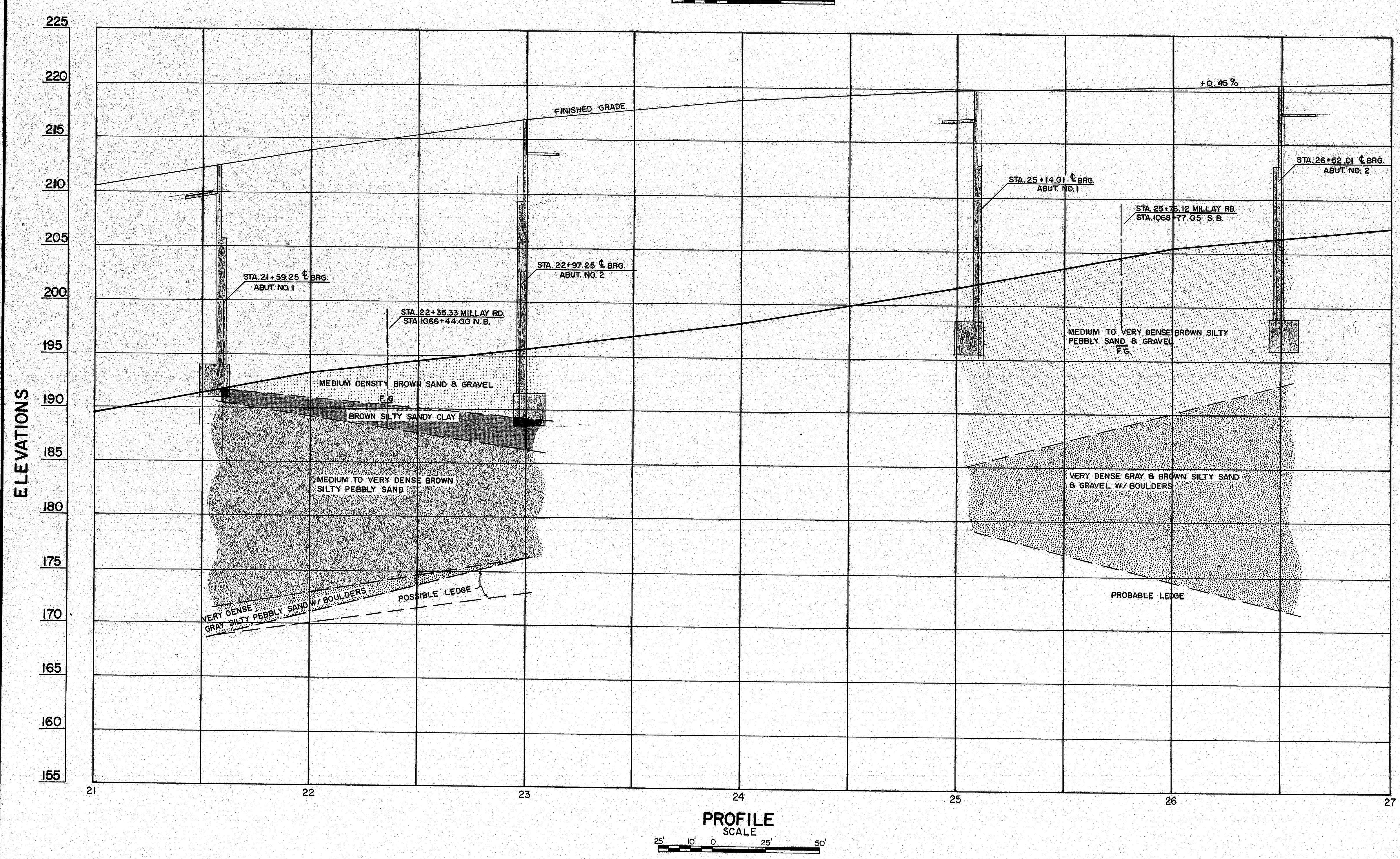
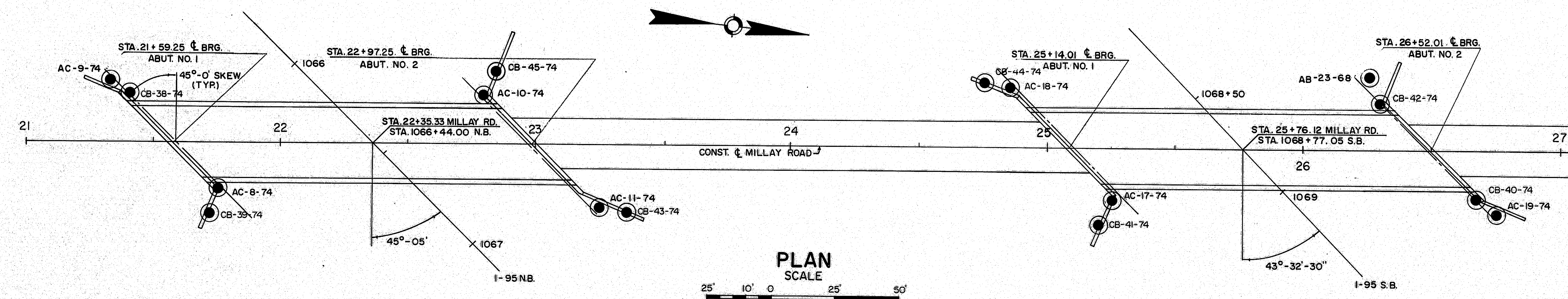
SHEET 10 OF 124 AUGUSTA, MAINE

173-71

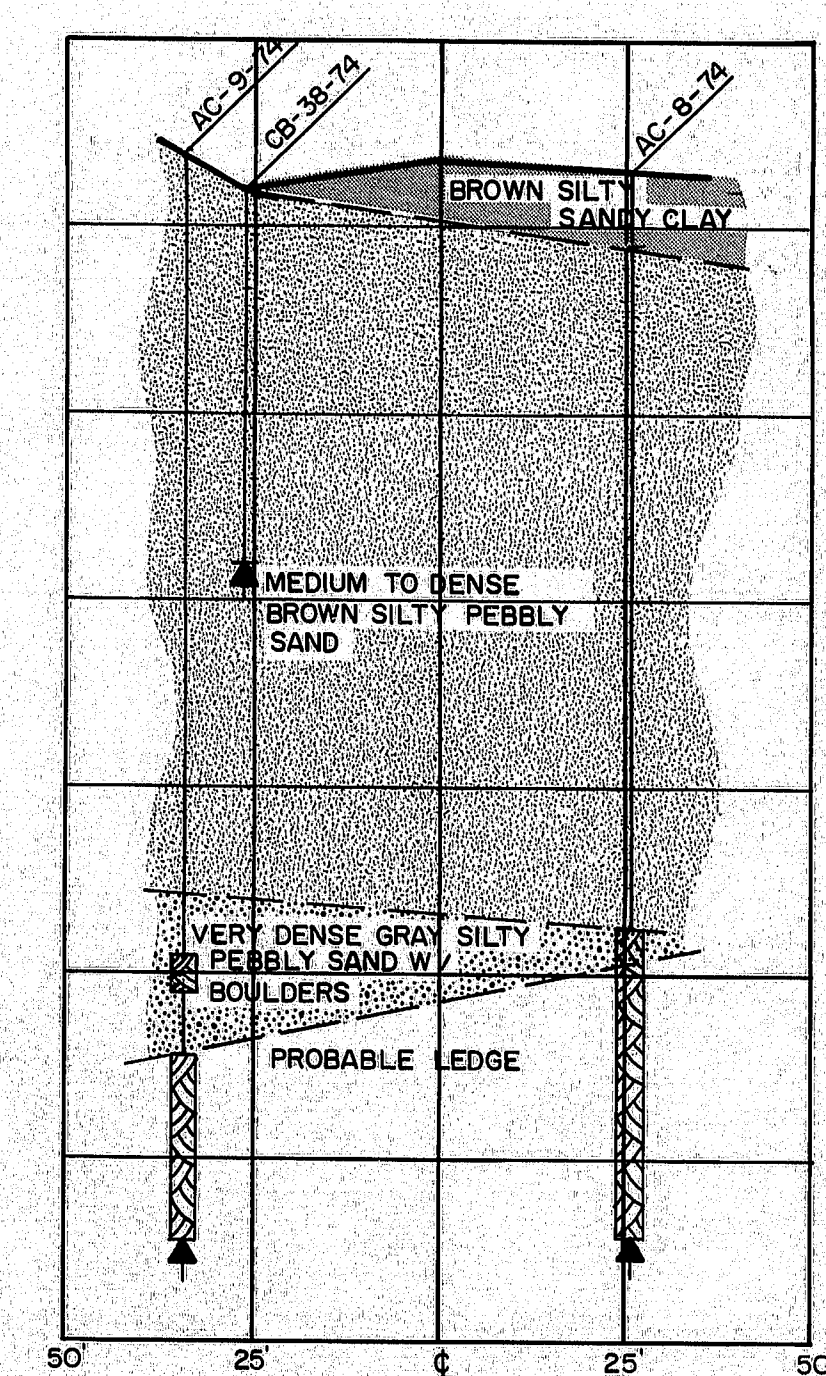
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAIL	GGT	EX 1/14/82
CHECKED		
REVISIONS		
FIELD CHANGES		

JANUARY 1982

F.H.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-5 (40)	13	125

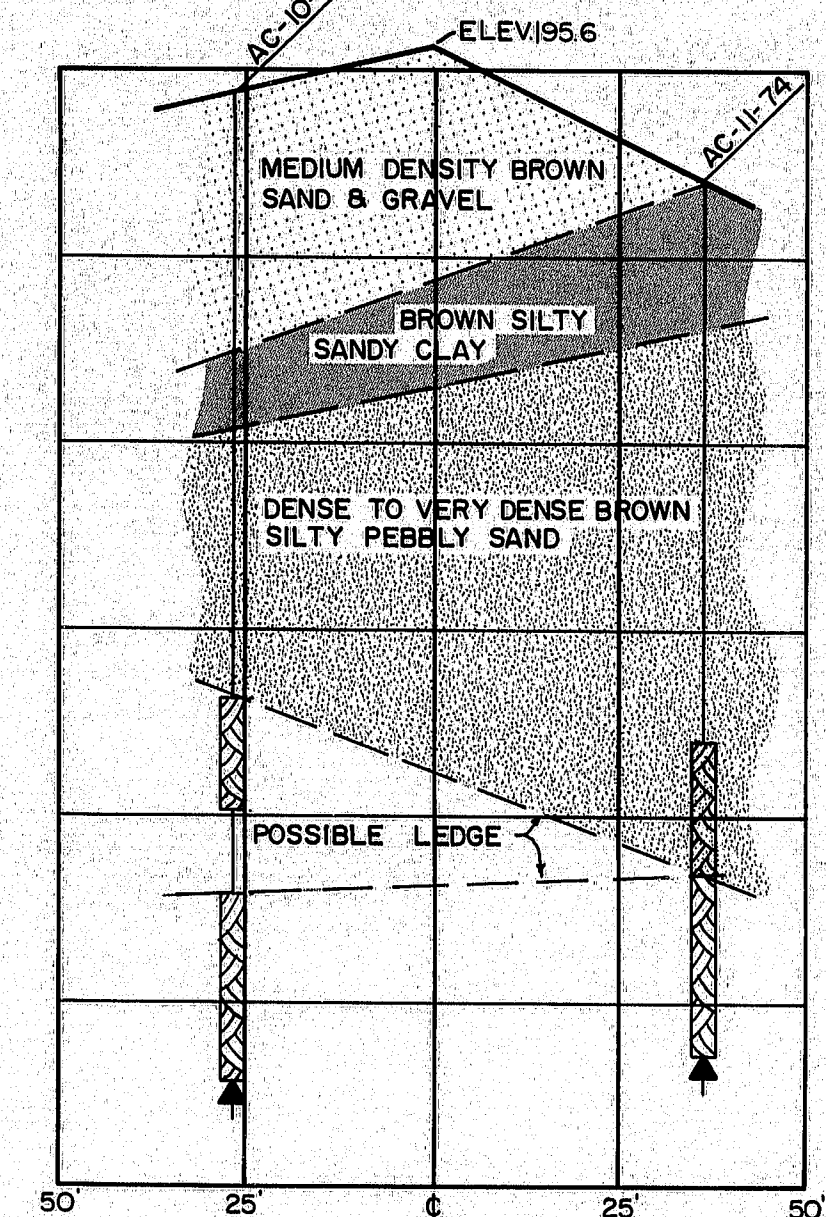


ELEVATIONS
195
190
185
180
175
170
165
160



STA. 21 + 59.00 ABUT. NO. 1
(SKEWED 45°-00")

ELEVATIONS
195
190
185
180
175
170
165



STA. 22 + 97.00 ABUT. NO. 2
(SKEWED 45°-00")

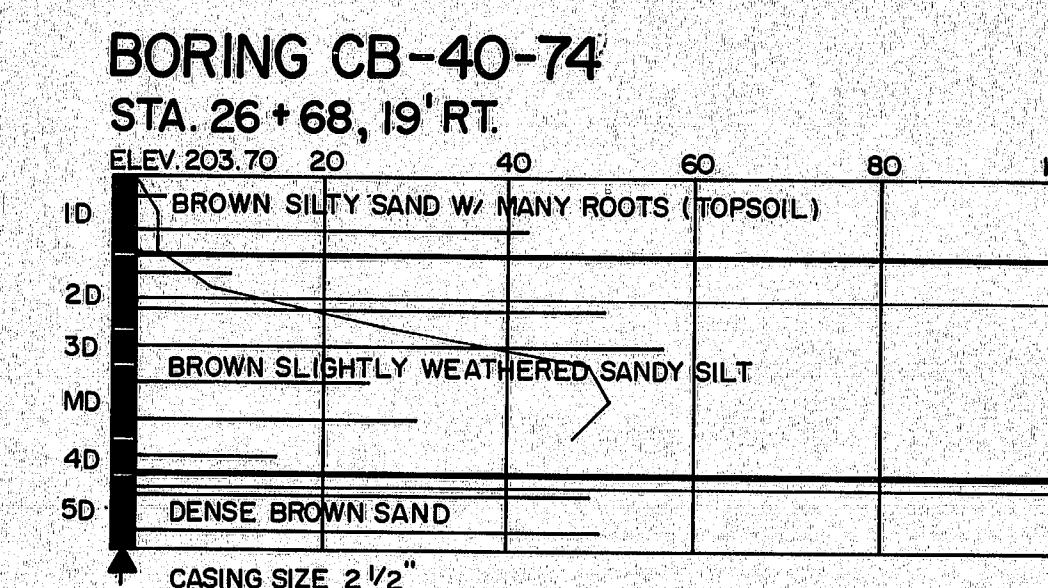
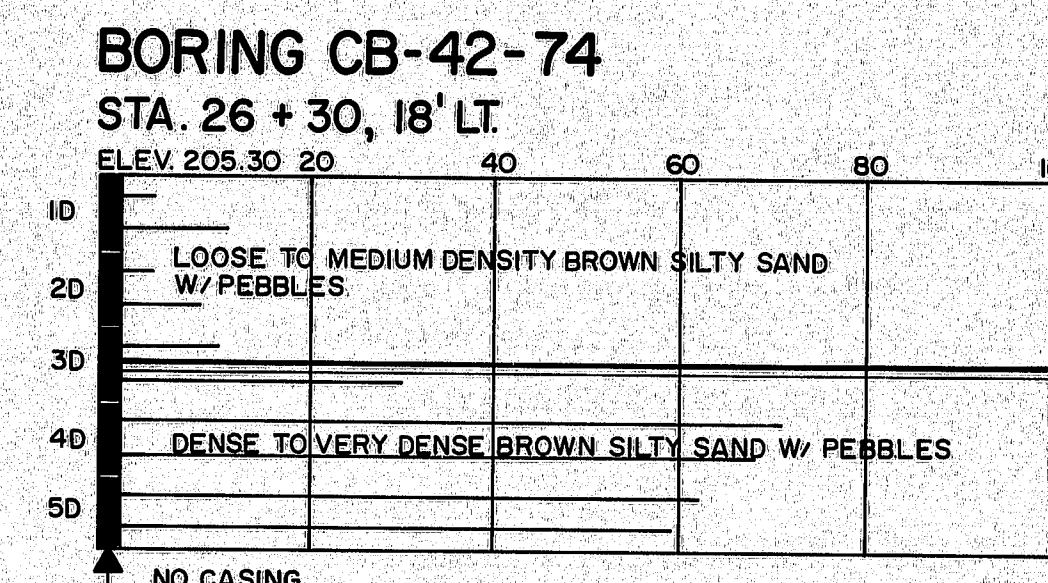
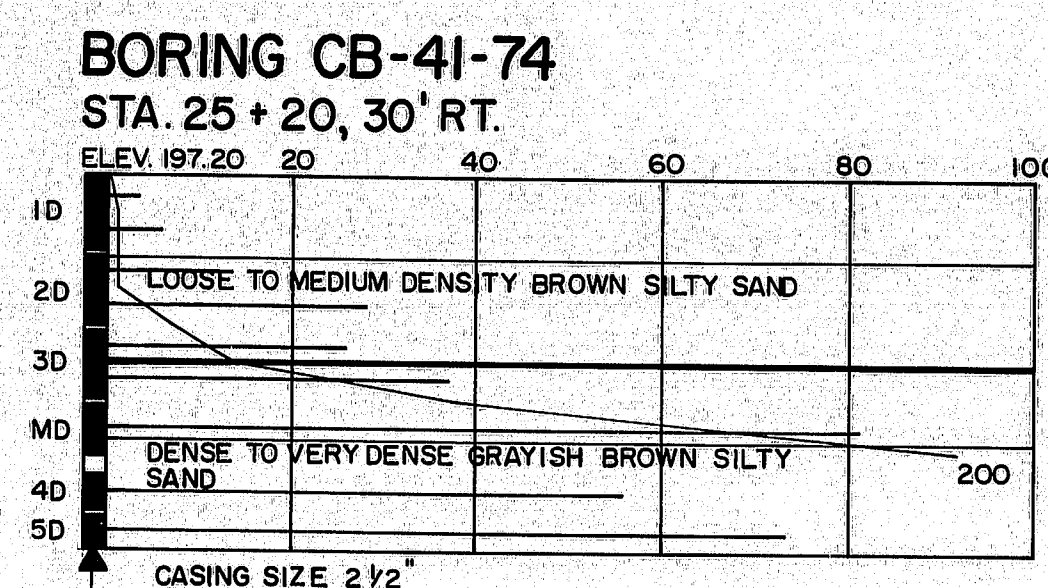
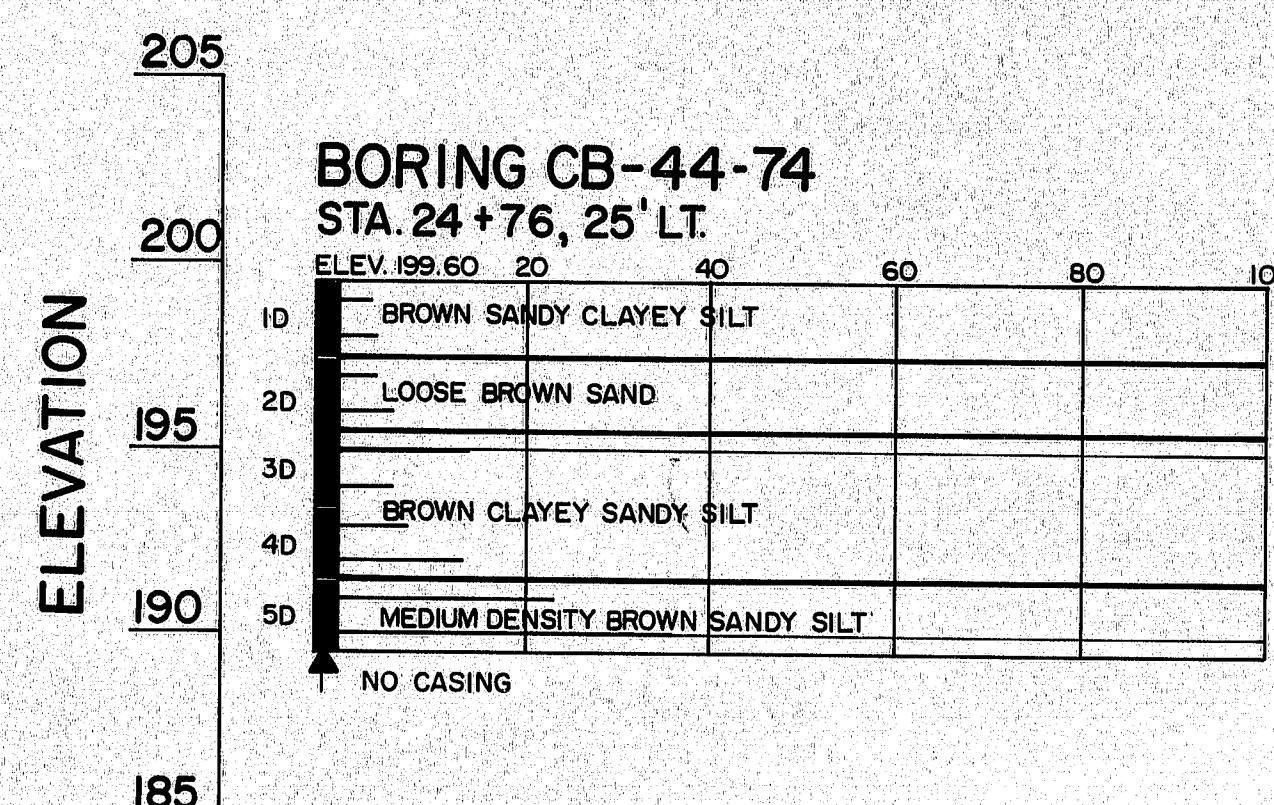
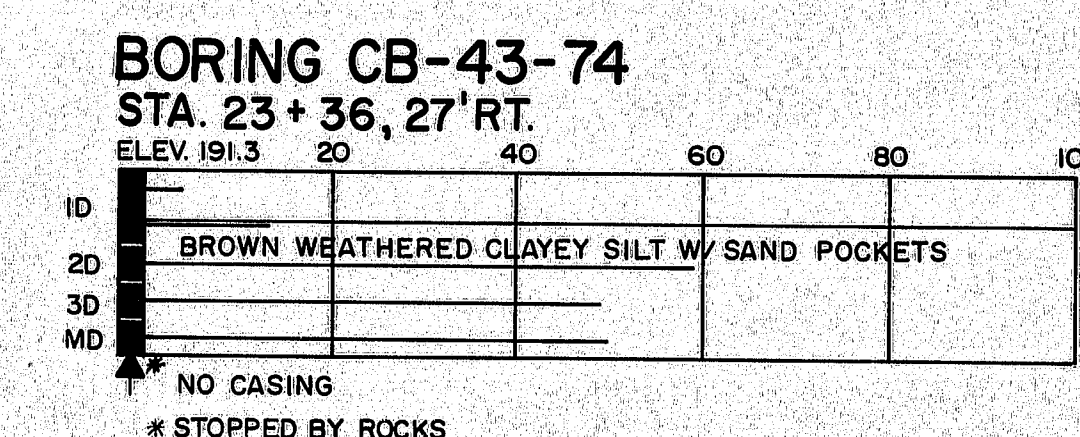
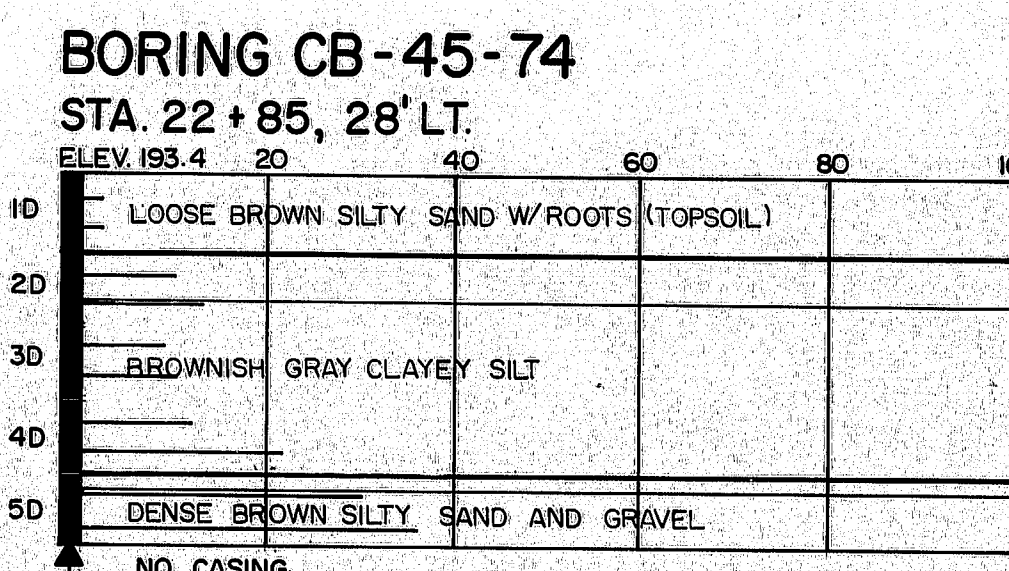
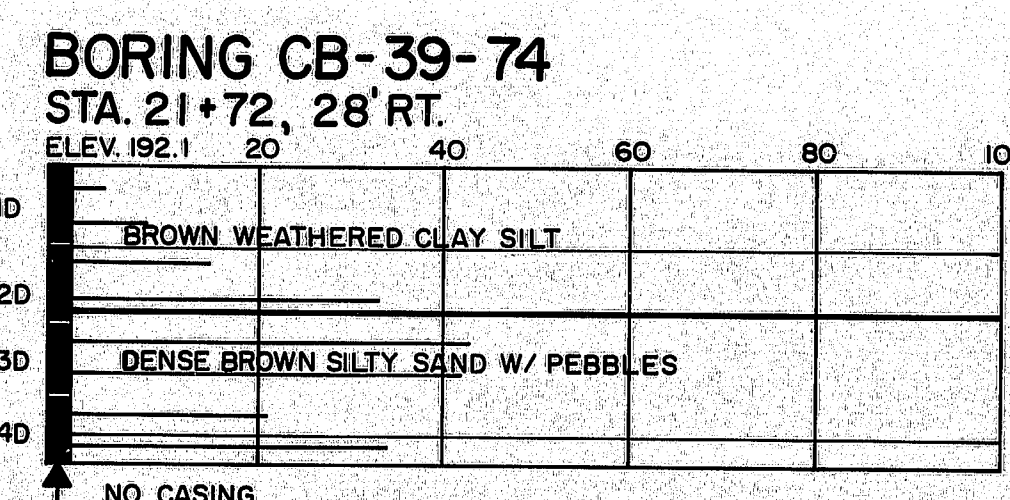
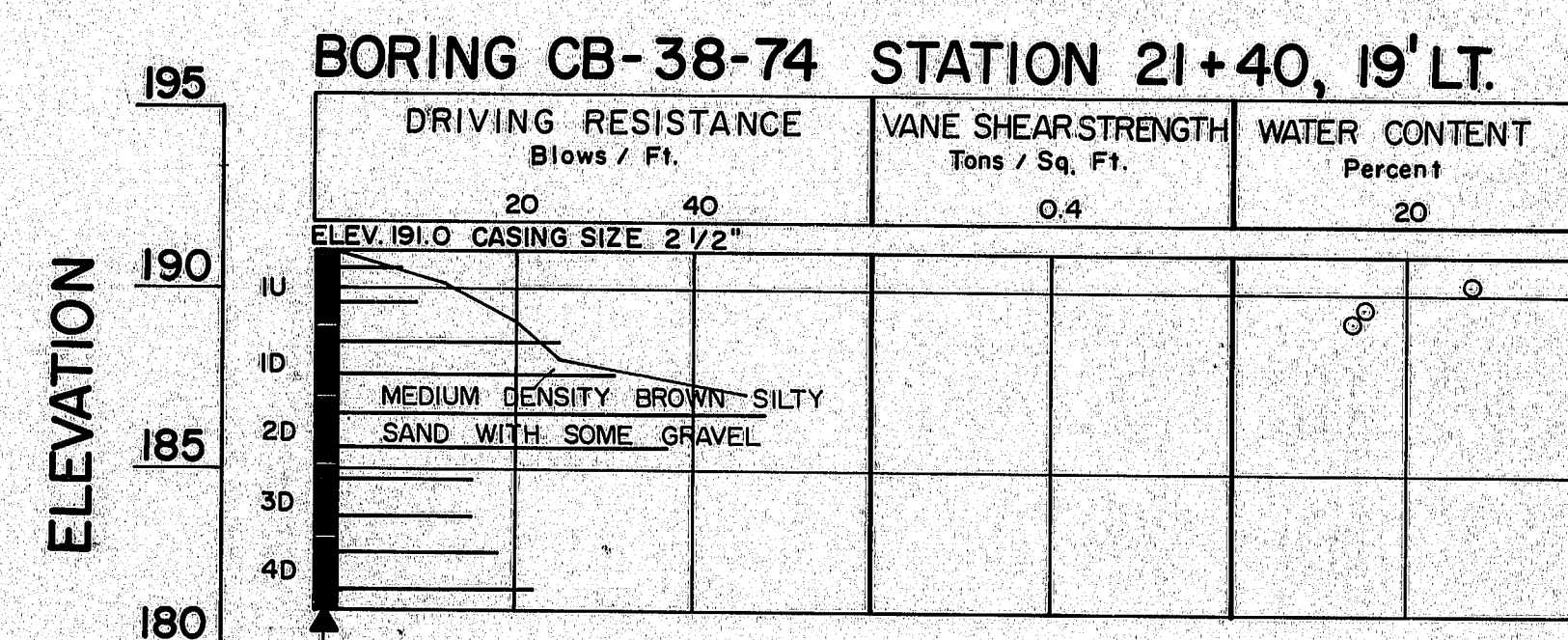
TRANSVERSE SECTIONS
SCALE
1" = 25'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MILLAY ROAD BRIDGE
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY
FOUNDATION SURVEY
SHEET 13 OF 125 AUGUSTA, MAINE

173-72

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY				
DATE				

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		14	125



BORING NOTES

- All samples and vanes 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
- S & H Sampler No. 1290's
- Unsuccessful sample attempt and type of sampler
- Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow
- Bottom of boring (may not be bottom of soil strata)
- Locations cored by diamond bit and per cent recovery of rock

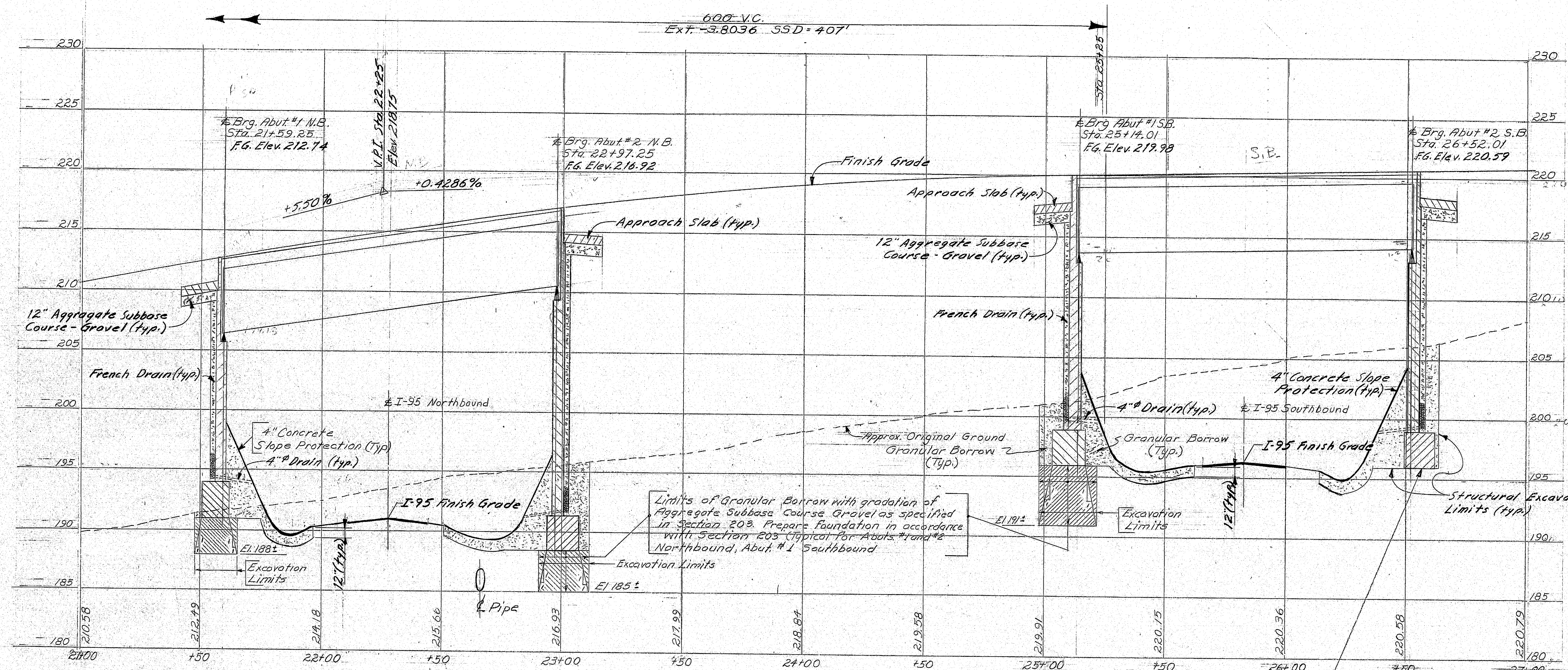
WATER CONTENT NOTES

- Natural water content, given as per cent of dry weight

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MILLAY ROAD BRIDGE
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY
BORING DETAILS
SHEET 14 OF 125 AUGUSTA, MAINE

173-73

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	173-5 (40)	16	125



EMBANKMENT PROFILE

NOTE
The elevations shown at the bottom of the excavation limits for Abutments #1 and #2 Northbound and Abutment #1 Southbound are only approximate. The excavations shall be low enough to assure removal of all cohesive soil.

Abutment foundation areas shall be prepared in accordance with Supplemental Specification Section 203 (Preparation of Foundation and Construction of Embankments in Abutments and Pier Areas).

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	CDH	5/95
CHECKED	CDH	5-95
REVISIONS		
FIELD CHANGES		

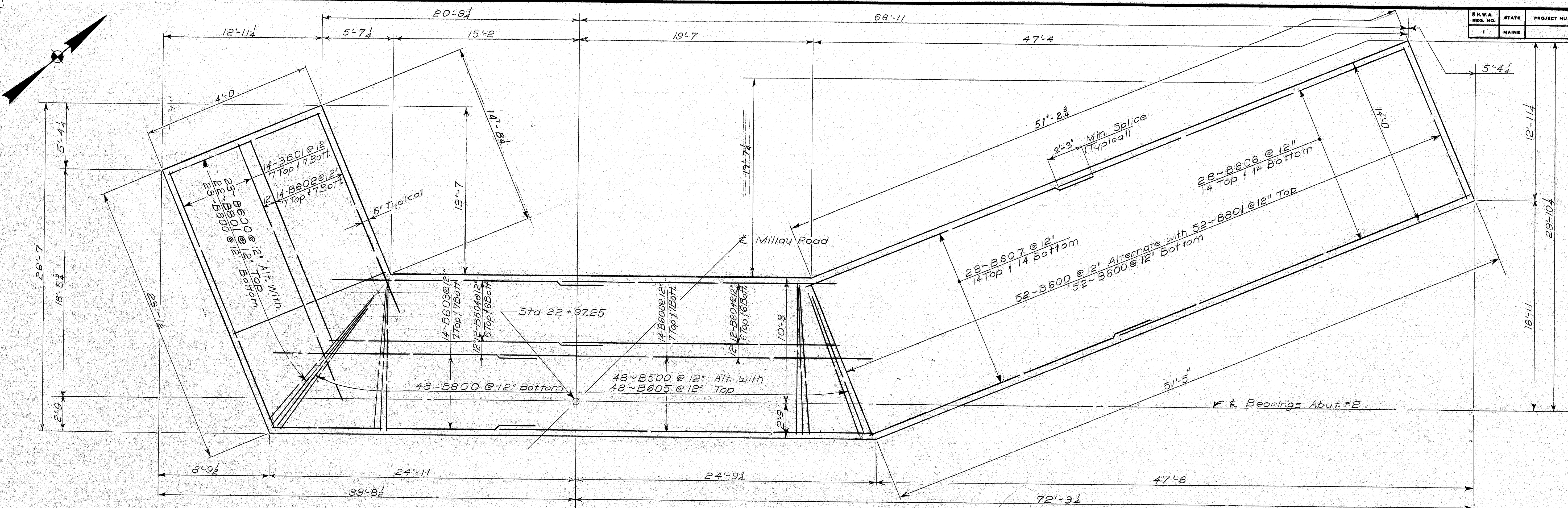
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY
EMBANKMENT PROFILE

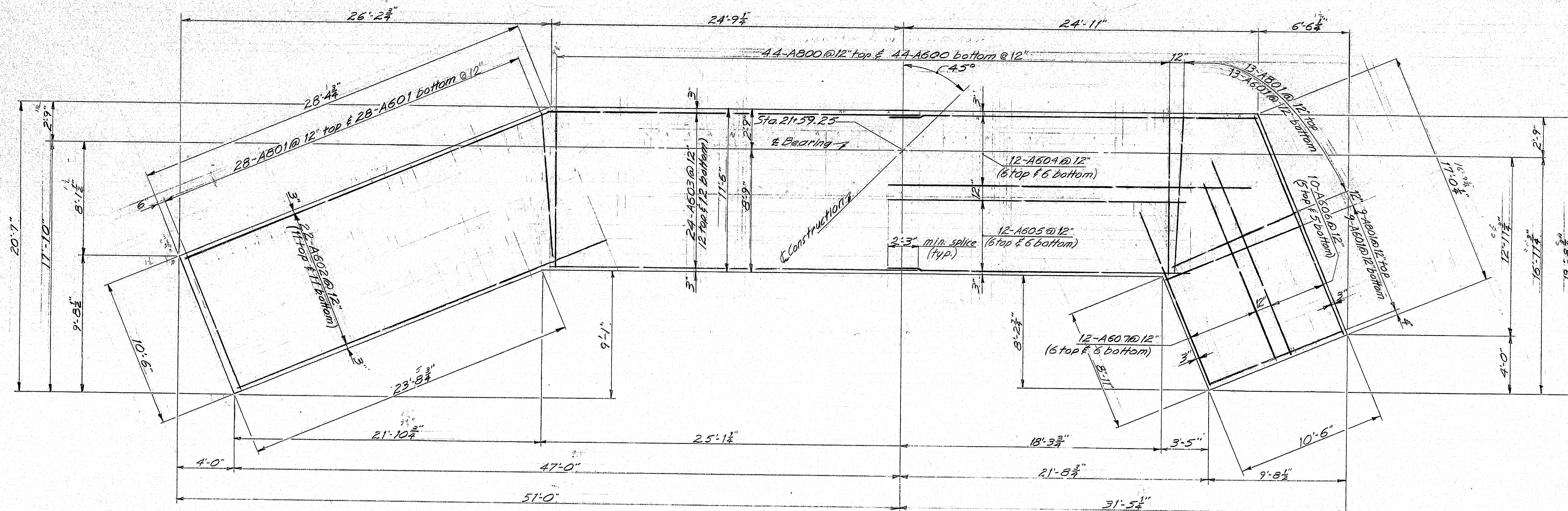
SHEET 16 OF 125 AUGUSTA, MAINE

173-25

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	12/14/83
CHECKED	5-75
REVISIONS	
FIELD CHANGES	



FOOTING PLAN-ABUTMENT #2



FOOTING PLAN ABUTMENT No. 1

F.H.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		17	125

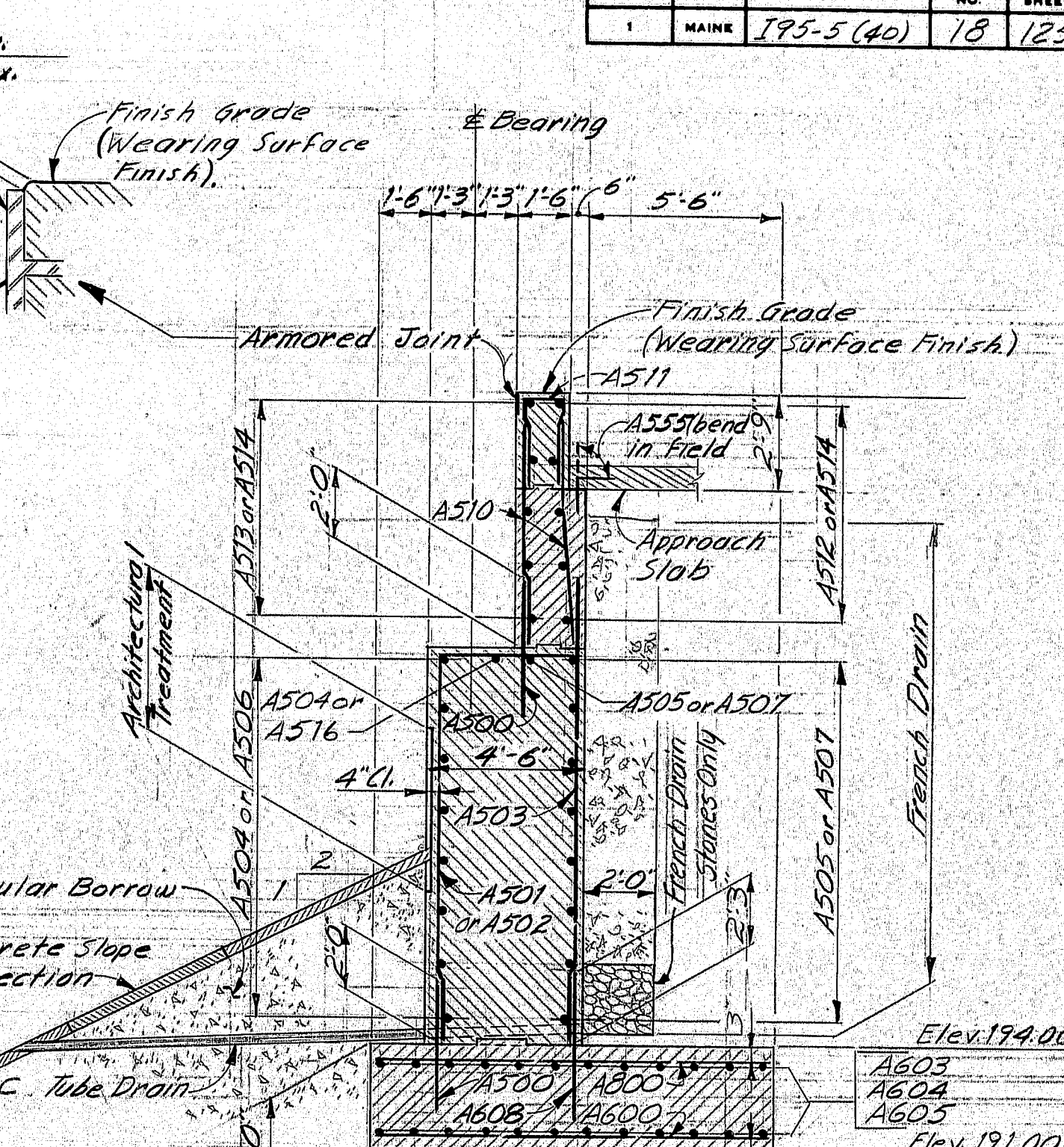
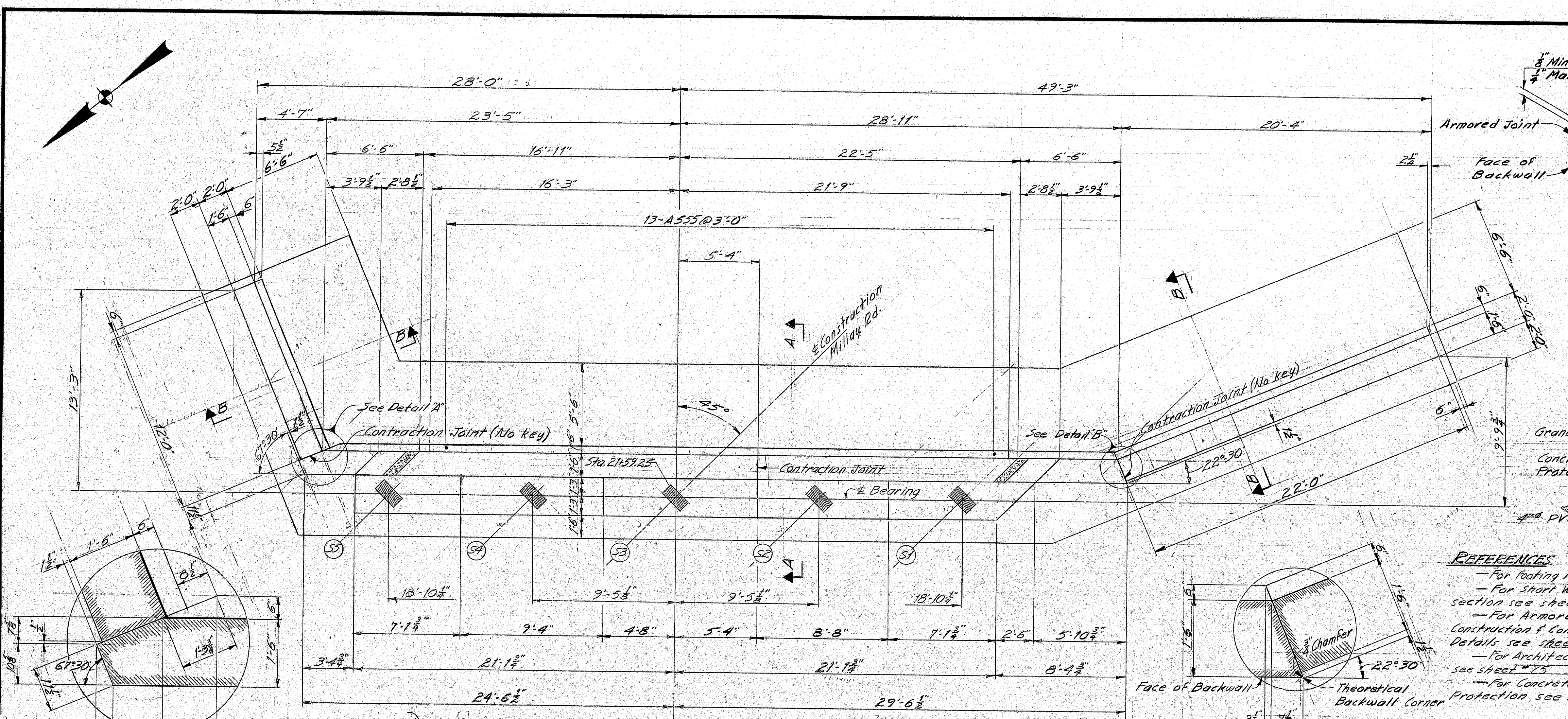
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY
ABUTMENT FOOTINGS NORTHBOUND

SHEET 17 OF 125 AUGUSTA, MAINE

173-176

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-5 (40)	18	125



REFERENCES

- For Footing Plan see sheet #11
- For short wing details section see sheet #20
- For Armored Joint Construction & Contraction Joint Details see sheet #12 (B.O.T. 73)
- For Architectural Treatment see sheet #23
- For Concrete Slope Protection see sheet #26
- For Approach Slab Details see sheet #27
- For Section B-B see sheet #20

NOTES

- Chamfer all exposed edges of concrete $\frac{1}{2}$ " unless otherwise indicated.
- Reinforcing steel shall 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.
- Eliminated.
- Polyvinylchloride waterstops shall be placed in all vertical contraction joints.
- Waterstops are not required in horizontal construction joints.
- Maximum footing toe pressure is 3.8 tons per square foot.
- Place 4 inch diameter drains in breastwalls and wings at 20 feet maximum spacing. Exact location to be determined by the Field Engineer.
- Protective Coating for Concrete Surfaces shall be applied to the following areas:
Abutment No.1 - top of backwalls and curbs.
Abutment No.2 - top and face of backwalls, top of curbs, bridge seats, face and end of breastwalls to 1 foot below concrete slope protection.

LEGEND

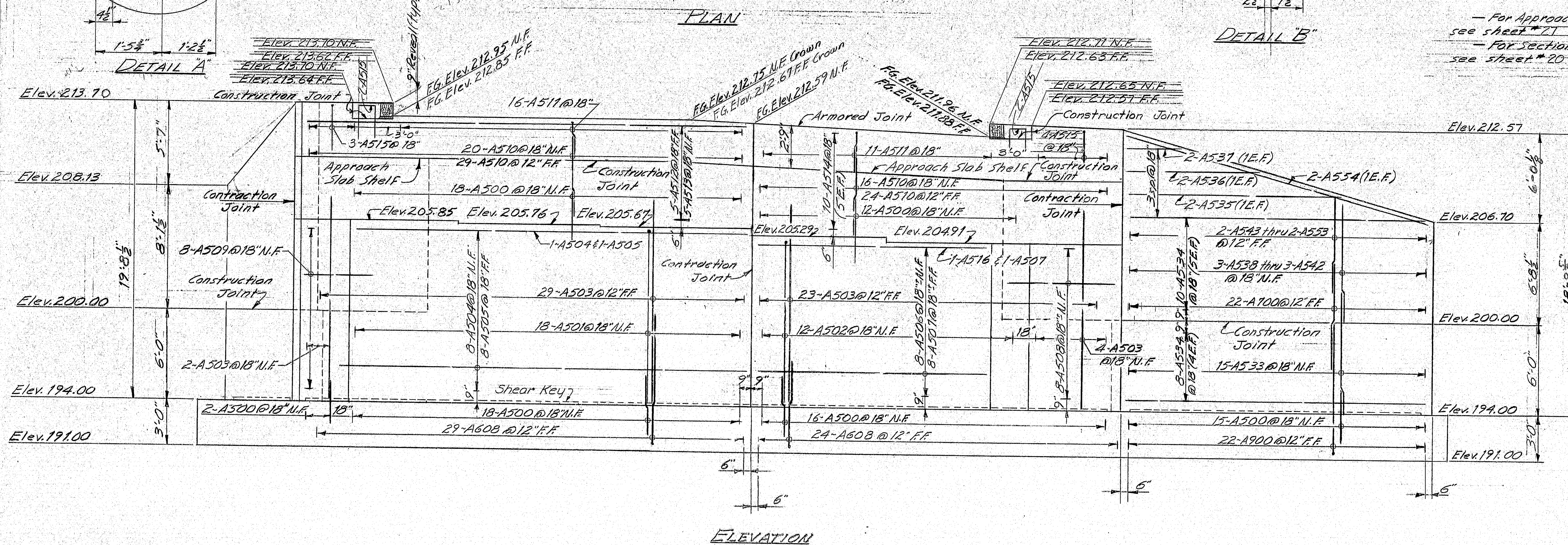
- N.F. = Near Face
- FF = Far Face
- E.F. = Each Face
- F.G. = Finish Grade
- Elev = Elevation
- sp. = spaces

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY
ABUTMENT NO.1 NORTHBOUND

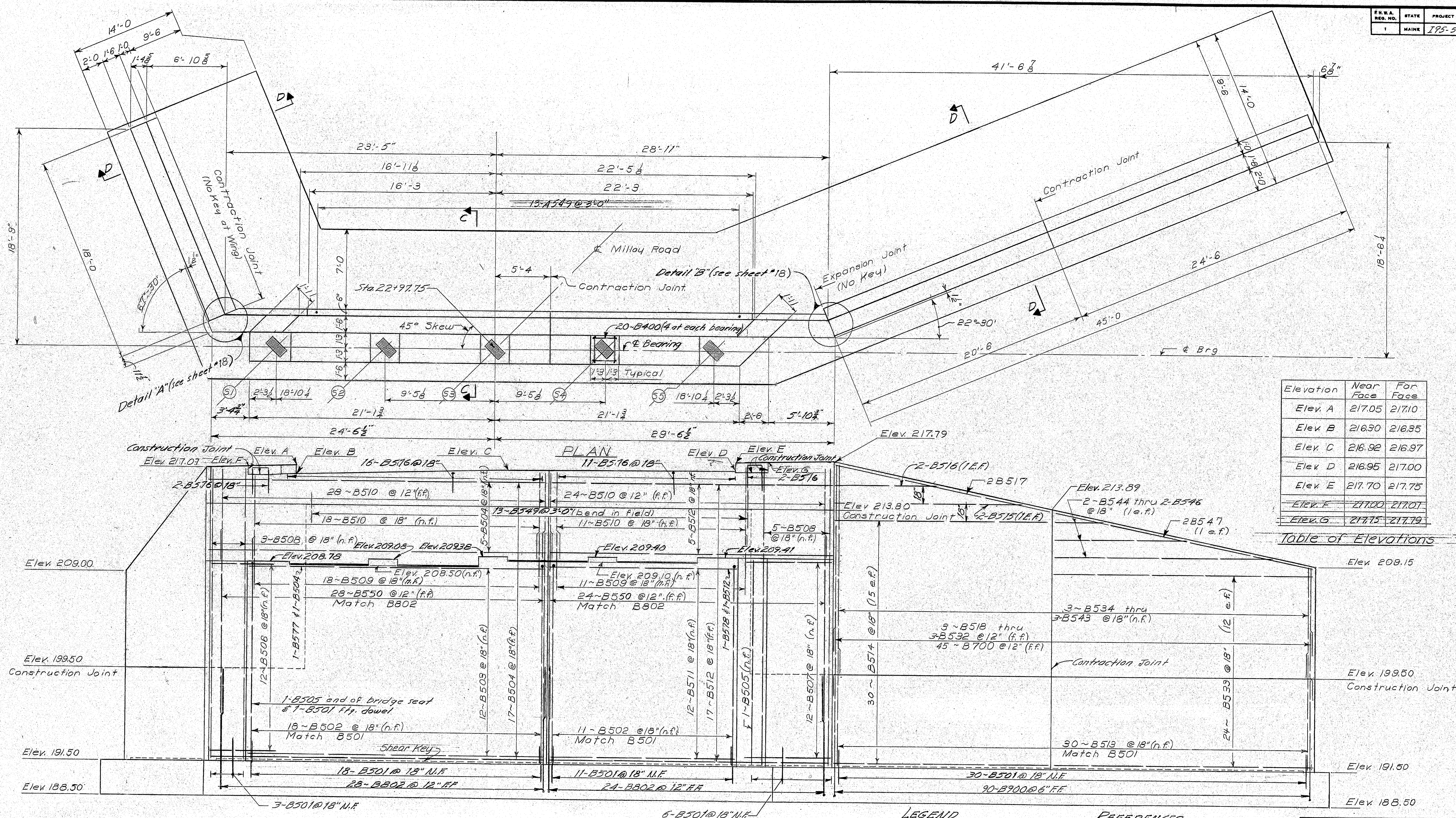
SHEET 180F 125 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
BY	5-72
DESIGN - DETAILED	5-72
CHECKED	5-72
REVISIONS	
FIELD CHANGES	



JANUARY 1982

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-5 (40)	19	125



Elevation	Near Face	Far Face
Elev. A	217.05	217.10
Elev. B	216.90	216.95
Elev. C	216.92	216.97
Elev. D	216.95	217.00
Elev. E	217.70	217.75
Elev. F	217.00	217.07
Elev. G	217.75	217.79

Table of Elevations

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
GADSDEN COUNTY
DEPARTMENT NO. 2 NORTHBOUND

SHEET 19 OF 125 AUGUSTA, MAINE

173-78

PROJECT DESIGN ENGINEER		BY	DATE
DESIGN - DETAILED	GOPT	gpkham	3-75
CHECKED	CDH		5-75
REVISIONS			
FIELD CHANGES			

LEGEND

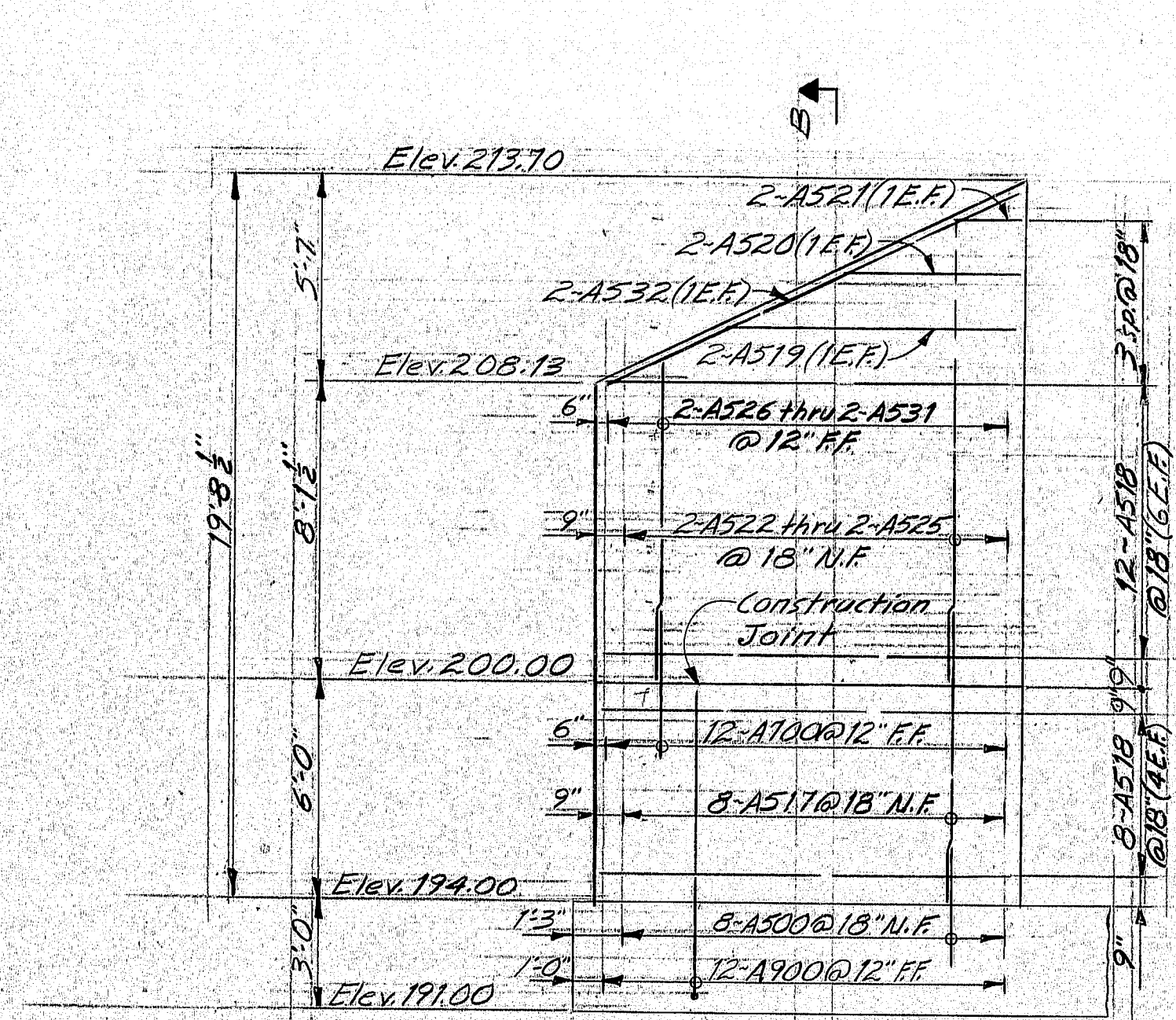
N.F.	=	Near Face
F.F.	=	Far Face
E.F.	=	Each Face
FG	=	Finish Grade
Elev.	=	Elevation

REFERENCES

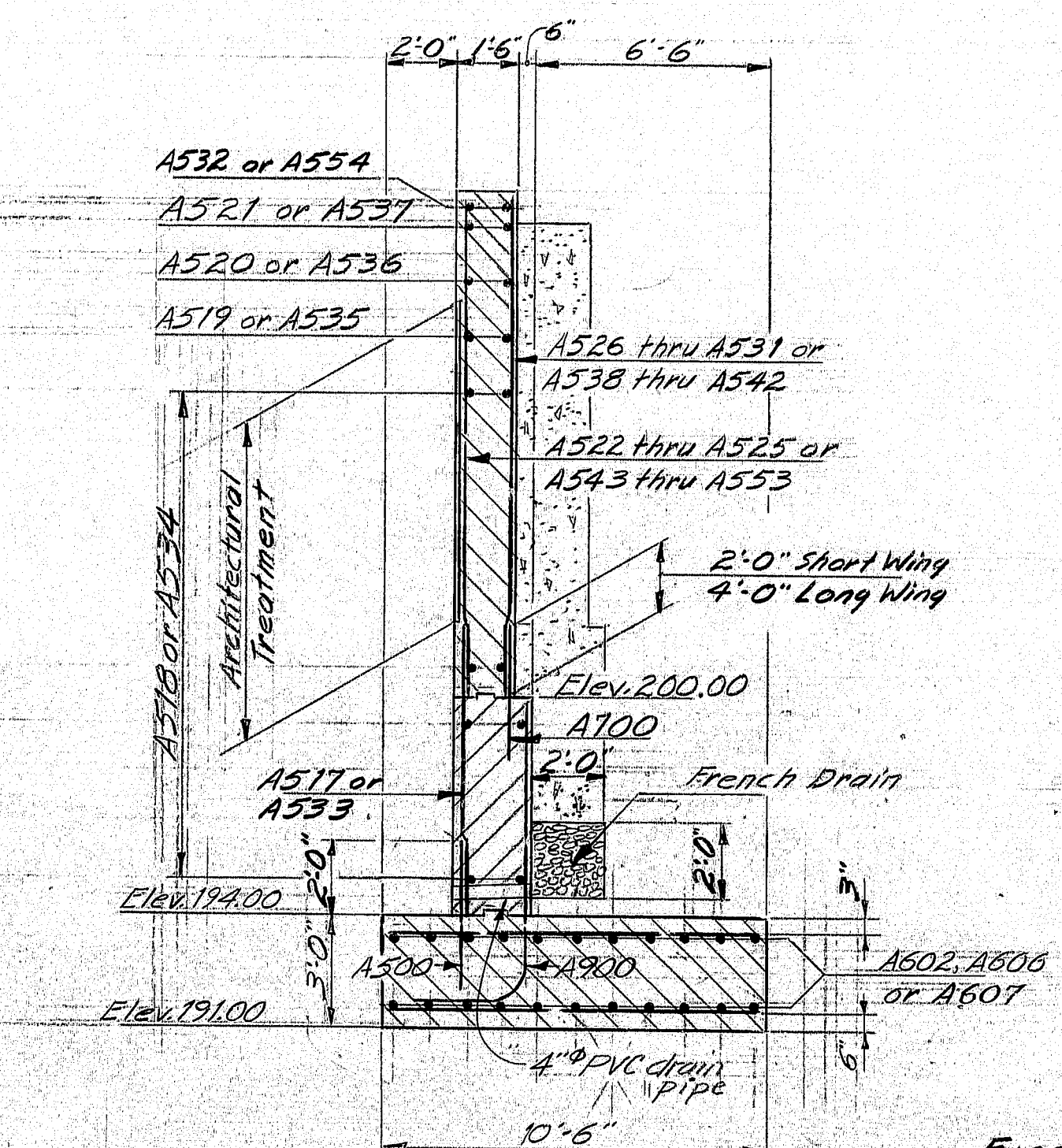
- For Abutment Notes see sheet #18
- For Short Wing Detail & Section see sheet #20
- For Section C-C see sheet #20
- For Expansion Dam Details see sheet #122 (BD 105-74)
- For Construction & Construction Joint Details see sheet #121 (BD 104-73)
- For Architectural Treatment see sheet #25
- For Concrete Slope Protection see sheet #28
- For Approach Slab Details see sheet #27
- For Detail "a" & Detail "b" see sheet #18

ELEVATION

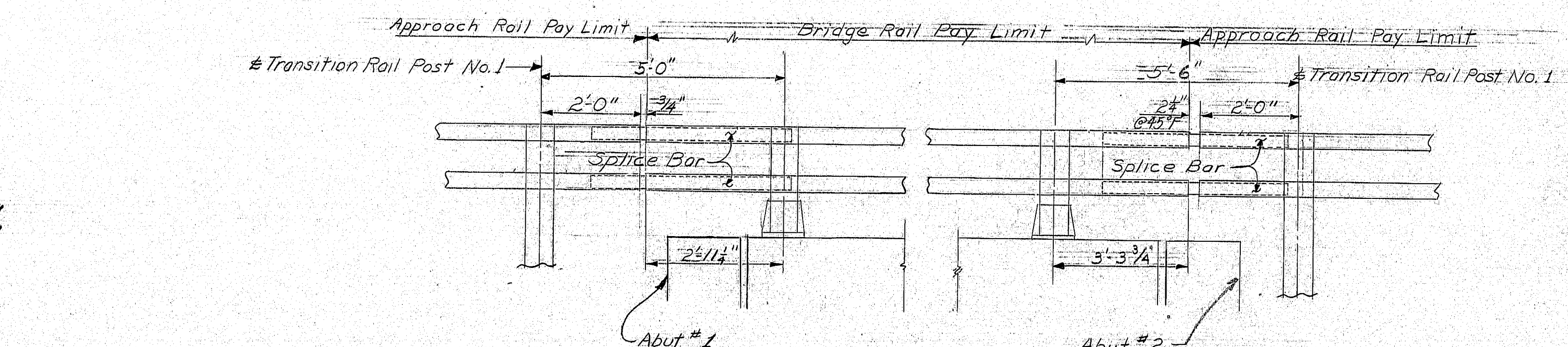
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEET
1	MAINE	195-5 (40)	20	125



ABUTMENT No 1
WING ELEVATION



SECTION B-B



LIMIT-BRIDGE RAIL

REFERENCES

REFERENCES

*For Abutment Notes see sheet *13*

*For Abutment Footings see sheet *17*

*For Abutment No.1 N.B. see sheet *18*

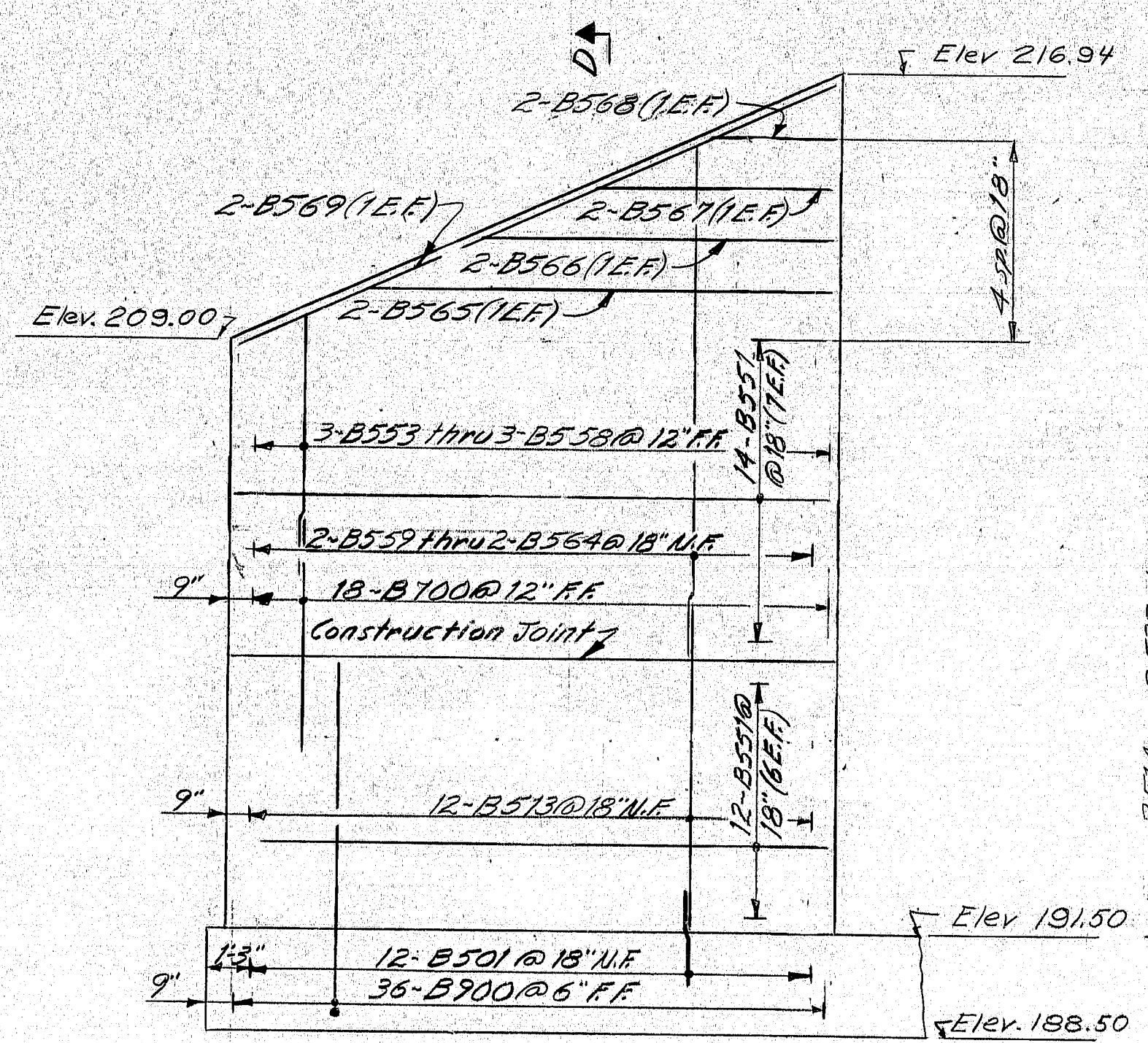
*For Abutment No.2 N.B. see sheet *19*

*For Architectural Treatment see sheet *25*

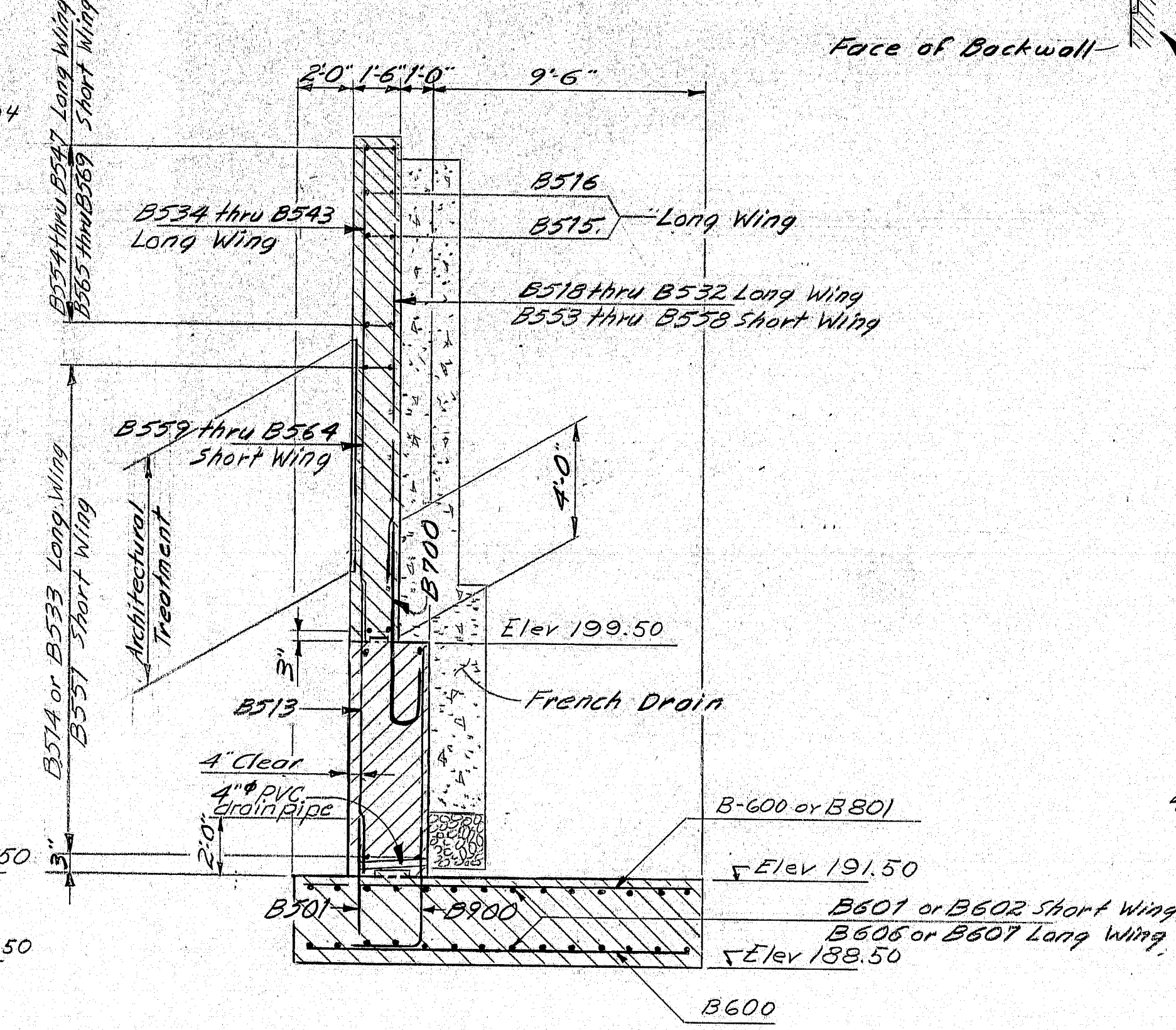
*For Construction & Contractions Joint Detail see sheet *21 (BO 104-73).*

*For Superstructure Rail Post Layout see sheet *30*

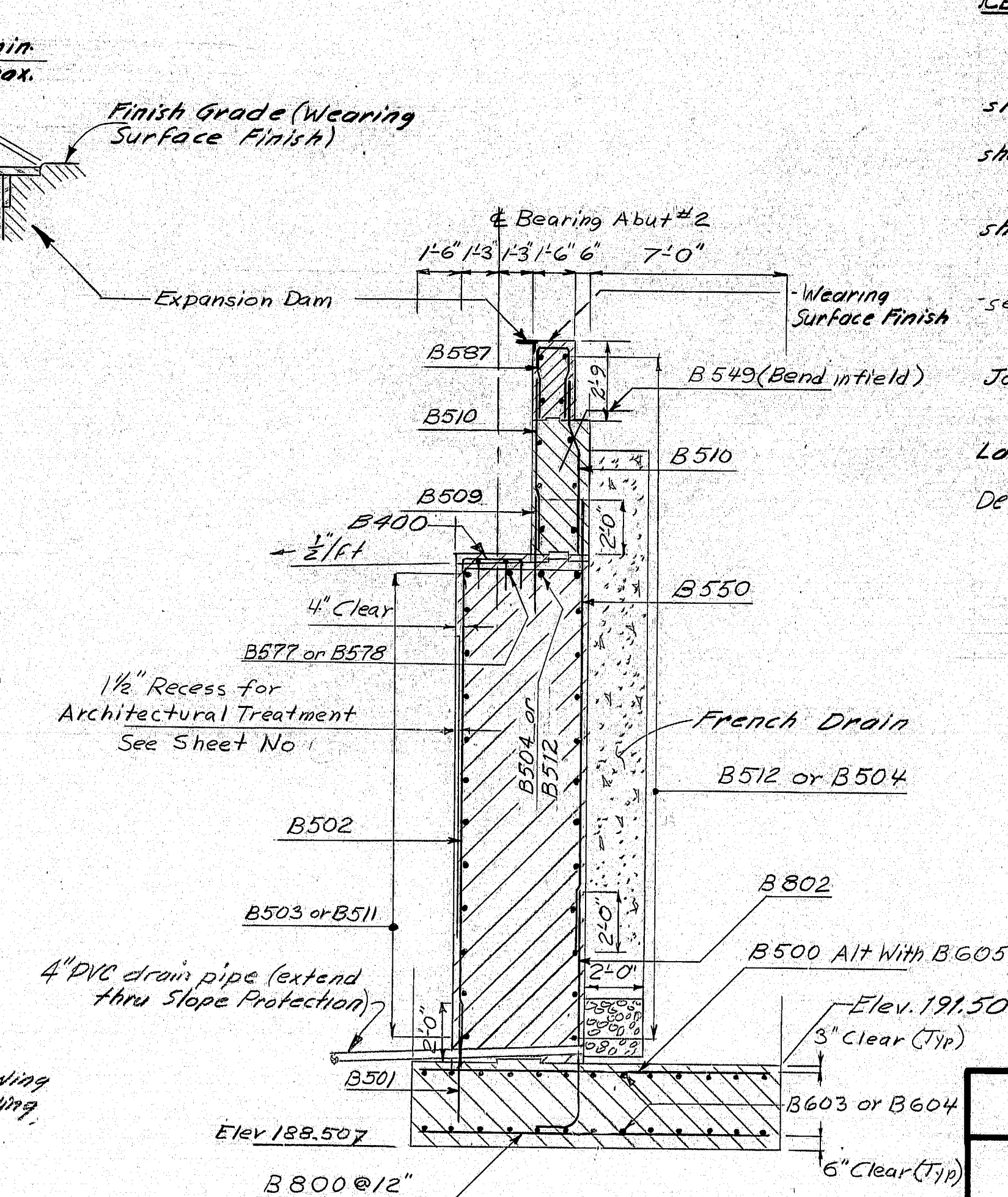
*For Aluminum Approach Rail Details see Standard sheet (BO 117-73) *125*



ABUT. NO. 2 SHORT WING



SECTION D-D
ABUT. NO. 2 WING SECTION



SECTION C-C
ABUT. NO. 2 BREASTWALL

LEGEND

LEGEND

N.F. = Near Face

F.F. = Far Face

E.F. = Each Face

sp. = spaces

Elev. = Elevation

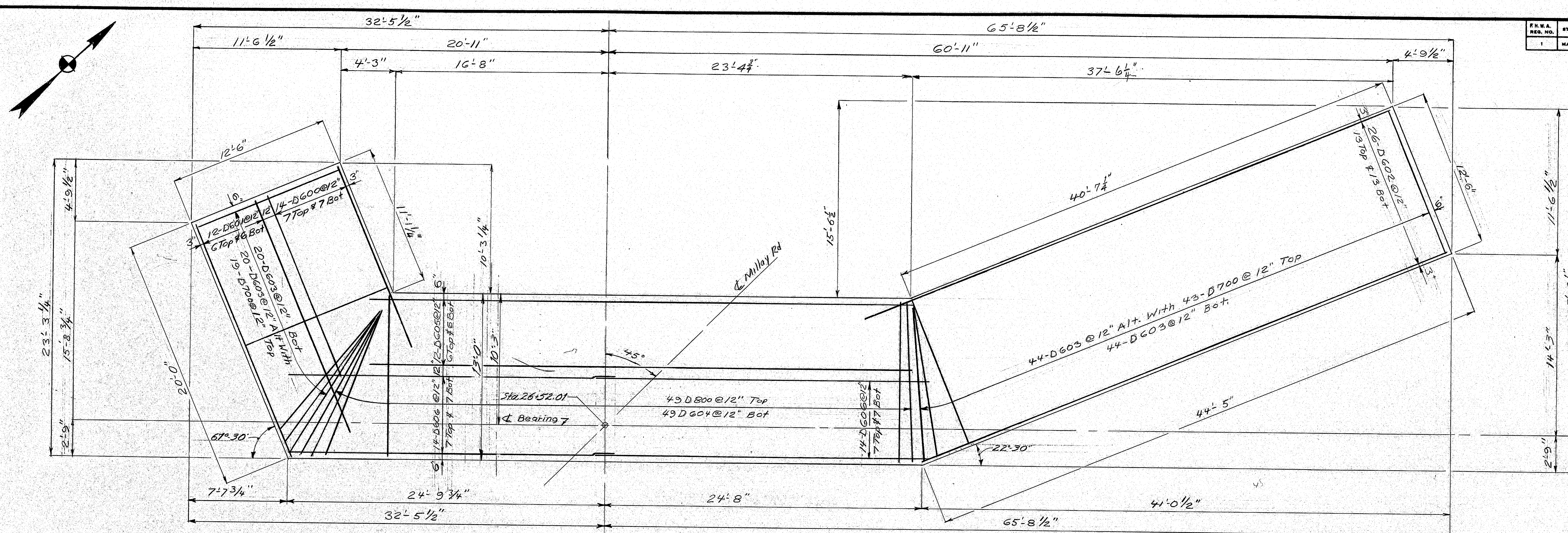
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY
ABUTMENT DETAILS NORTHBOUND

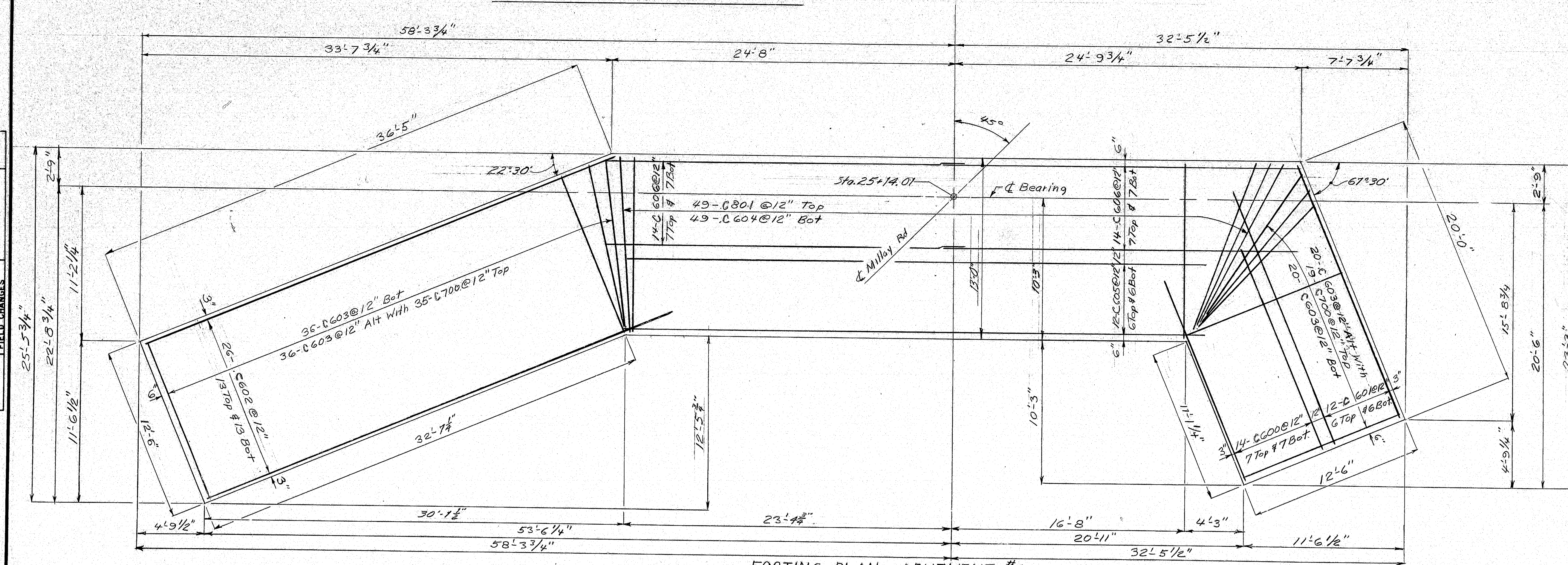
EET 20 of 125 AUGUSTA, MAINE

123-79

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	G.O.T.	3/25
CHECKED	C.D.H.	5-75
REVISIONS		
FIELD CHANGES		



FOOTING PLAN - ABUTMENT #2



FOOTING PLAN - ABUTMENT #1

F.H.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5(40)	21	125

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

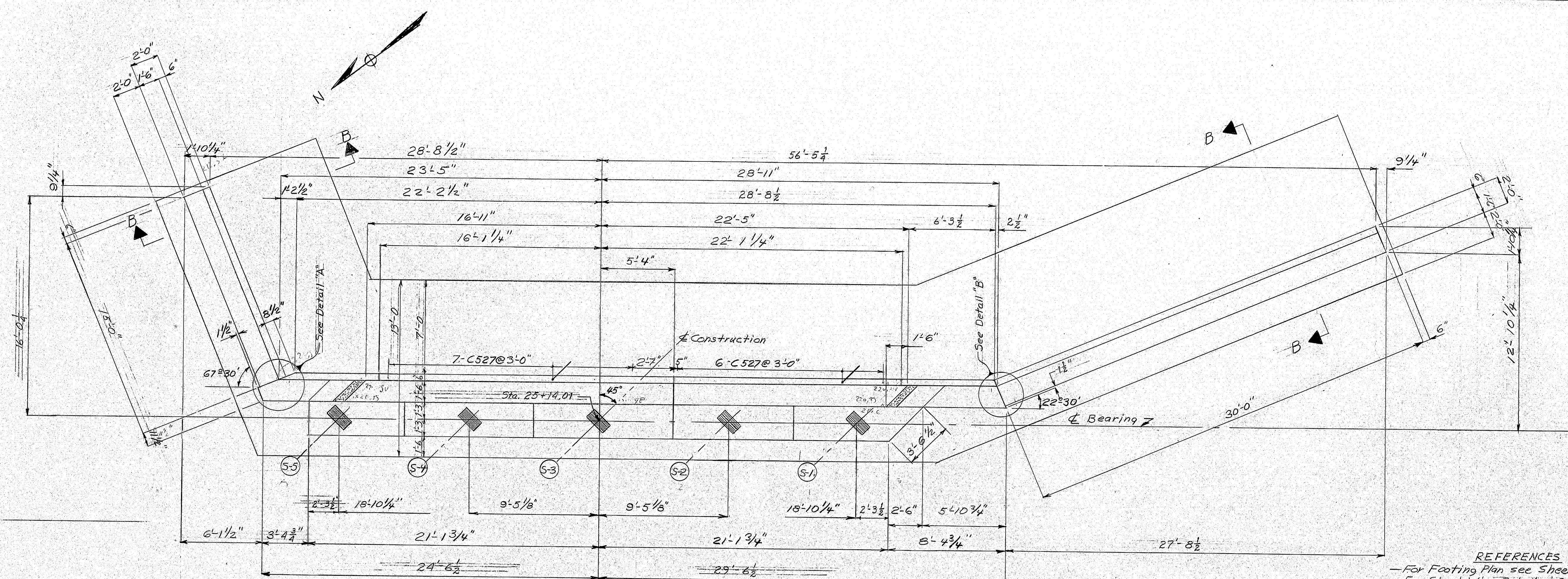
REFERENCES
 For Abutment Notes see sheet #18
 For Abutment No.1 see sheet #22
 For Abutment No.1 Details see sheet #24
 For Abutment No.2 see sheet #23
 For Abutment No.2 Details see sheet #24

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

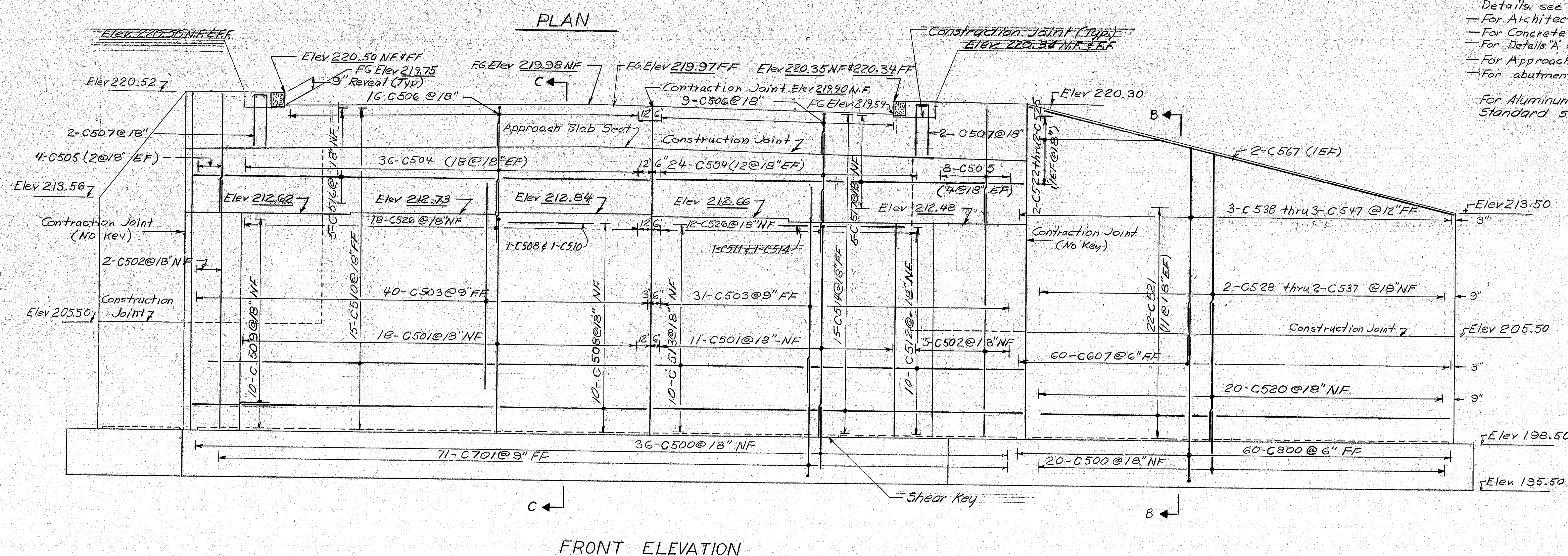
 MILLAY ROAD
 OVER
 INTERSTATE 95
 IN THE TOWN OF
 BOWDOINHAM
 SAGadahoc COUNTY
 ABUTMENT FOOTINGS SOUTHBOUND
 SHEET 21 OF 125 AUGUSTA, MAINE May, 1975

173-80

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOT SHE
1	MAINE	195-5 (40)	22	12



- ## REFERENCES
- For Footing Plan see Sheet #21
 - For Short Wing Details & Sections B-B & C-C see Sheet #24
 - For Armored Joint, Construction & Contraction Joint Details, see Sheet #121. (BD 104-73)
 - For Architectural Treatment see Sheet #25
 - For Concrete Slope Protection see Sheet #26
 - For Details 'A' & 'B' see Sheet #18
 - For Approach Slab Details see Sheet #27
 - For abutment notes see sheet #18
- For Aluminum Approach Rail Details see Standard sheet (BD 117-73) #125



- LEGEND
- NF = Near Face
FF = Far Face
EF = Each Face
Elev = Elevation
FG = Finish Grade

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

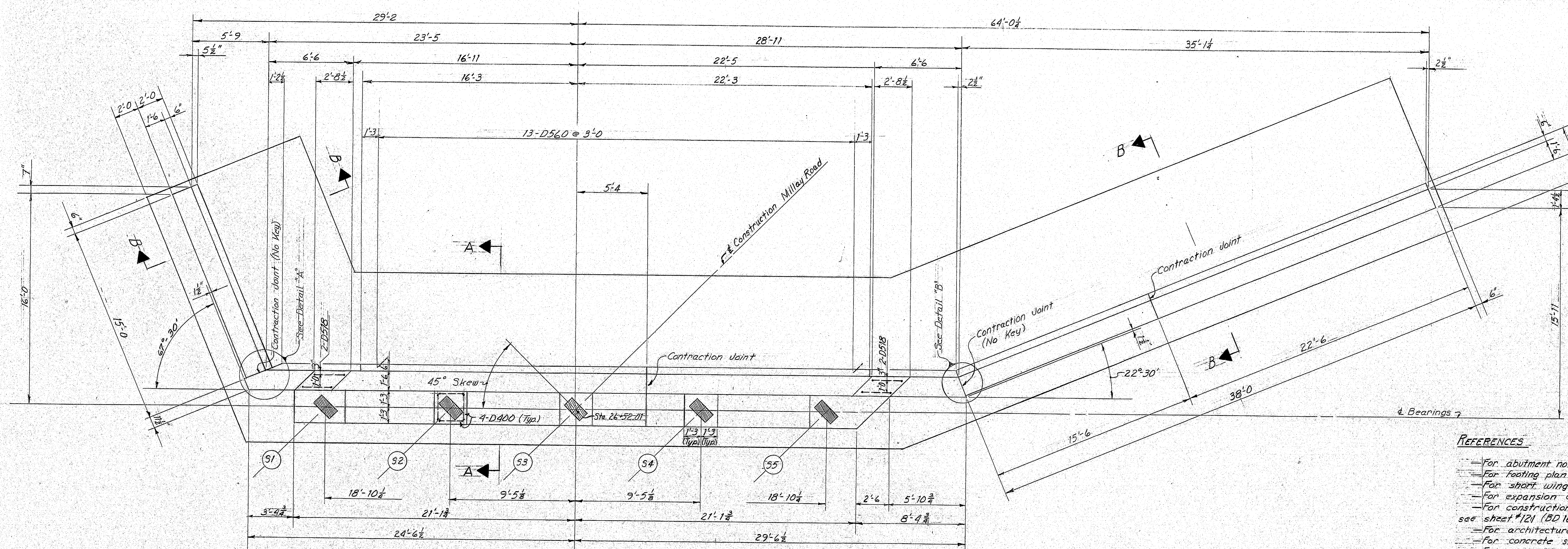
MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY
ABUTMENT NO. 1 SOUTHBOUND

SHEET 22 OF 125 AUGUSTA, MAINE May, 1975

AL 111 / South 123-81

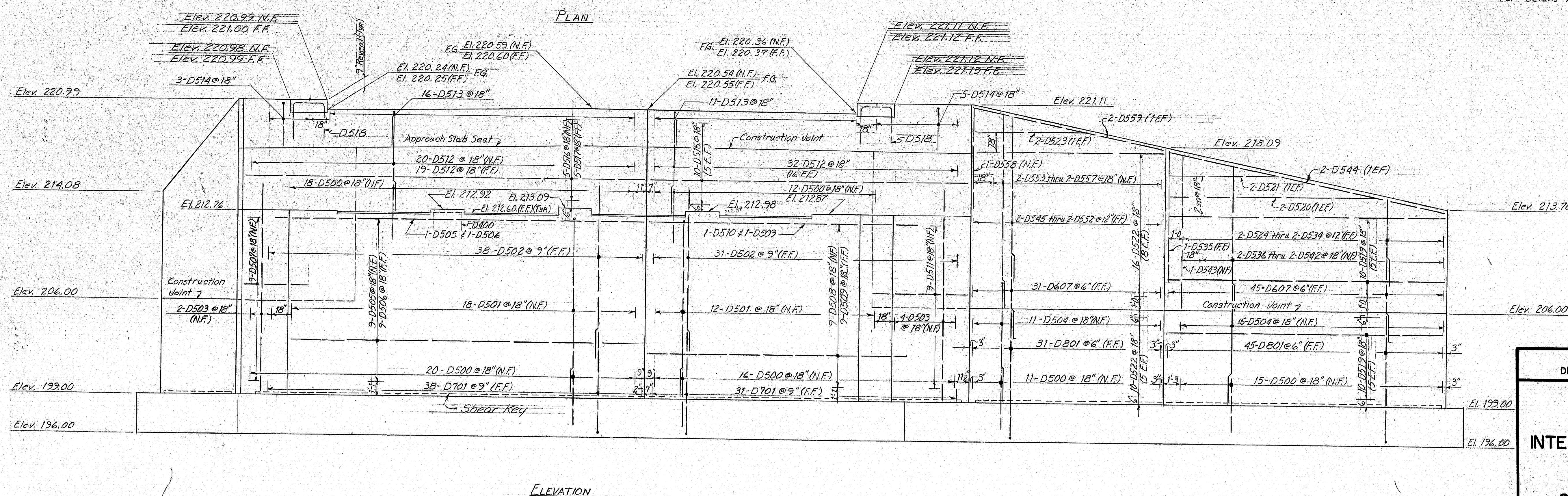
PLANS	PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN - DETAILED		G.O.T. <i>7/8/81</i>	4/25
	CHECKED		C.D.H.	5-78
	REVISIONS			
	FIELD CHANGES			

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	175-5 (40)	23	125



REFERENCES

- For abutment notes see sheet #18
- For footing plan see sheet #21
- For short wing details & section see sheet #24
- For expansion dam details see sheet #122 (BD 105-79)
- For construction & contraction joint details see sheet #121 (BD 104-73)
- For architectural treatment see sheet #25
- For concrete slope protection see sheet #26
- For approach slab details see sheet #27
- For sections A-A & B-B see sheet #24
- For details A & B see sheet #18



LEGEND

- N.F. = Near Face
- F.F. = Far Face
- E.F. = Each Face
- F.G. = Finish Grade
- Elev. = Elevation
- Sp. = Spaces

PROJECT DESIGN ENGINEER	DATE
BY	1/75
DESIGN - DETAIL	1/75
CHECKED	1/75
APPROVED	1/75
FIELD CHANGES	

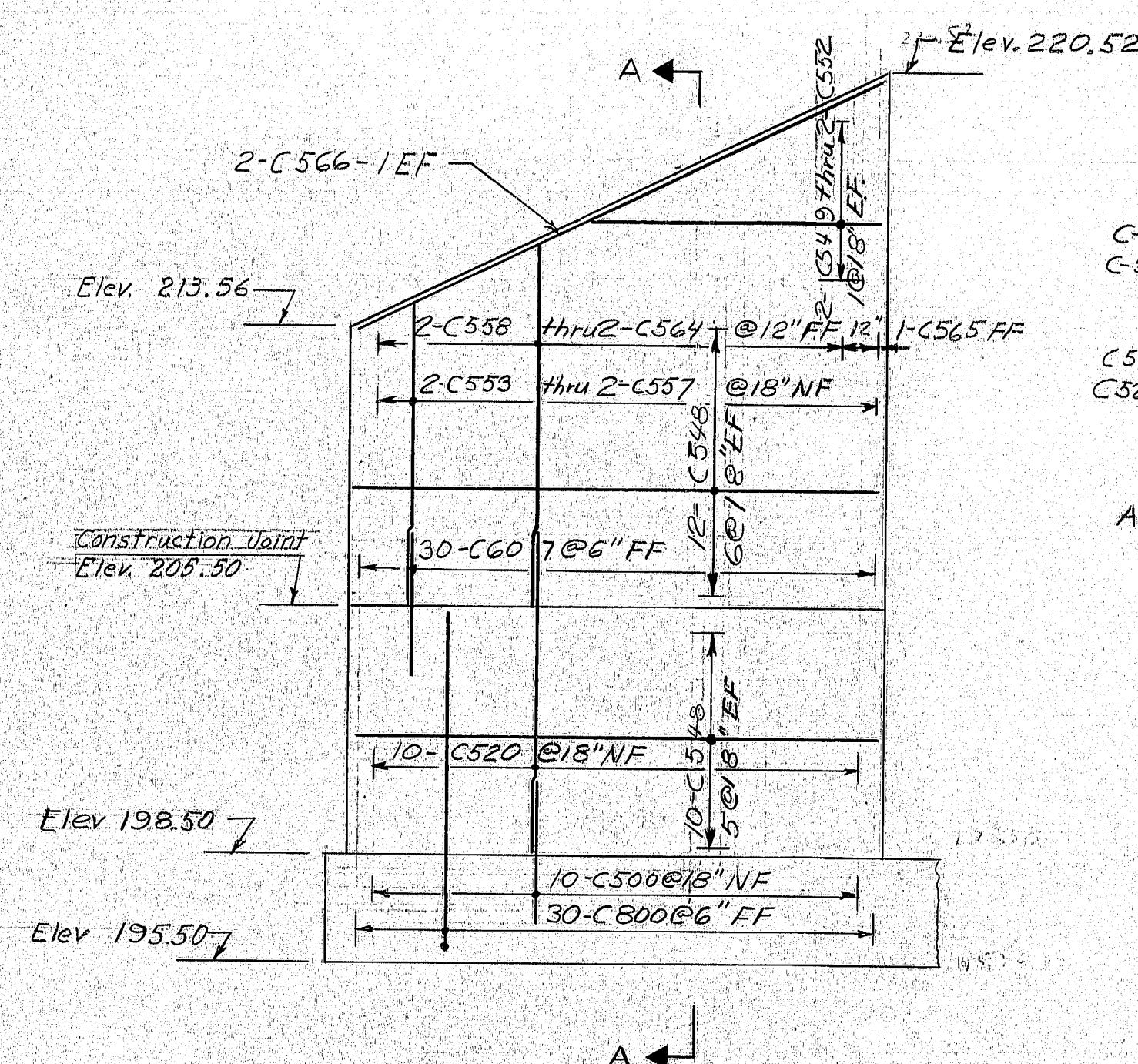
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**MILLAY ROAD
OVER
INTERSTATE 95 SOUTHBOUND**
IN THE TOWN OF
BOWDOINHAM
SAGADAHOC COUNTY
ABUTMENT NO.2 SOUTHBOUND

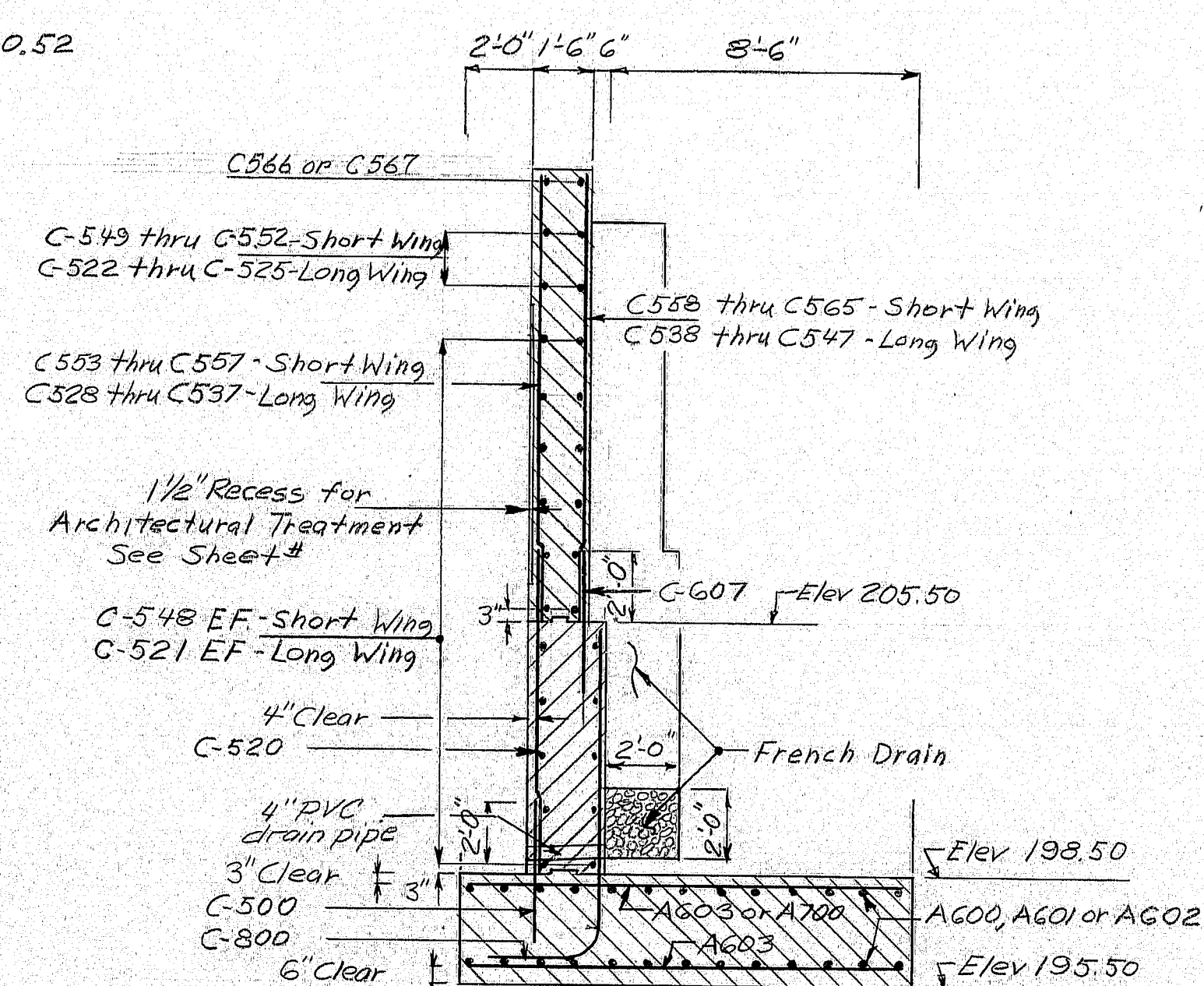
SHEET 23 OF 125 AUGUSTA, MAINE May, 1975

173-82

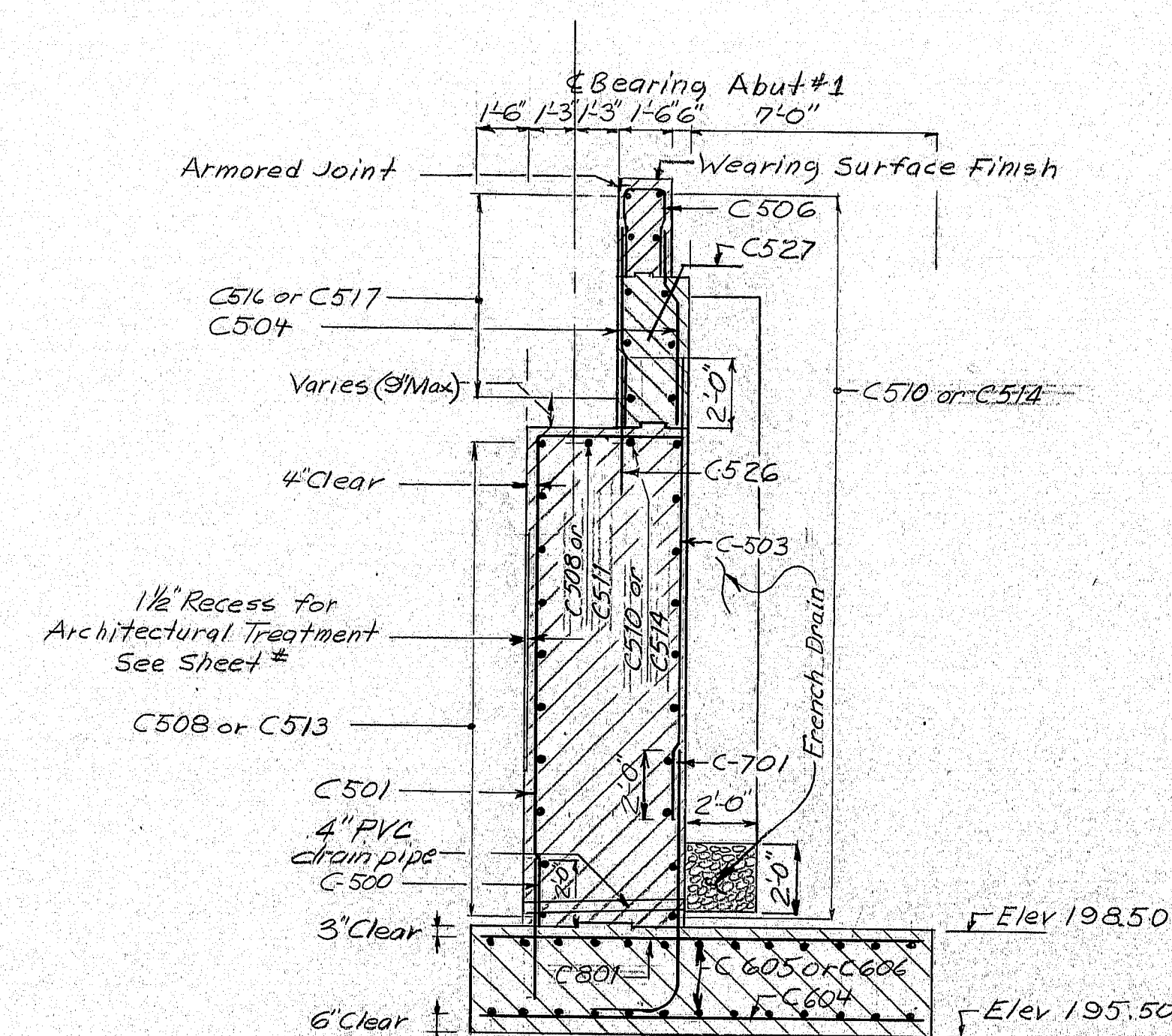
R.N.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOT SHE
1	MAINE	195-5 (AD)	24	12



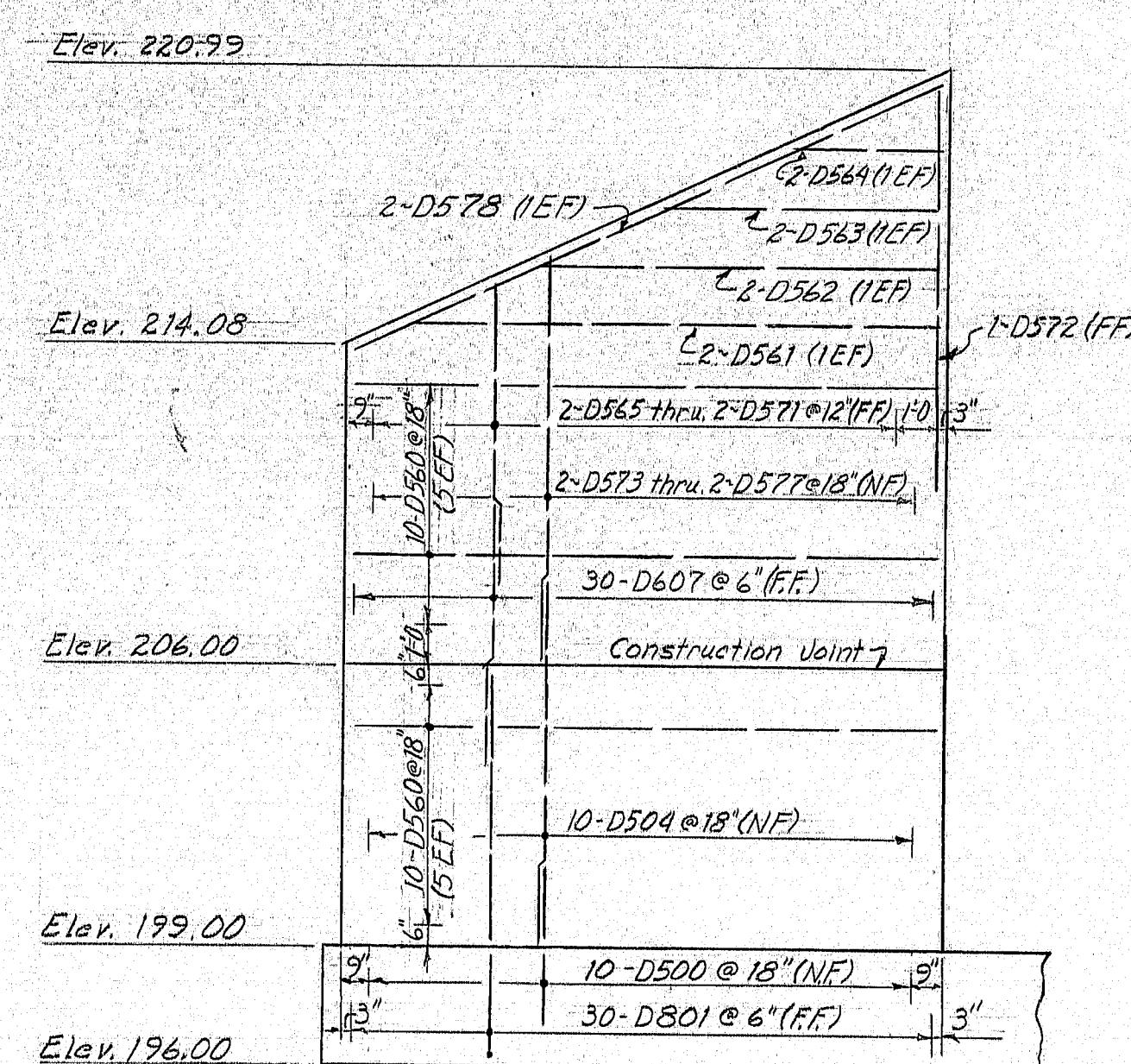
ABUT. NO. 1 SHORT WING



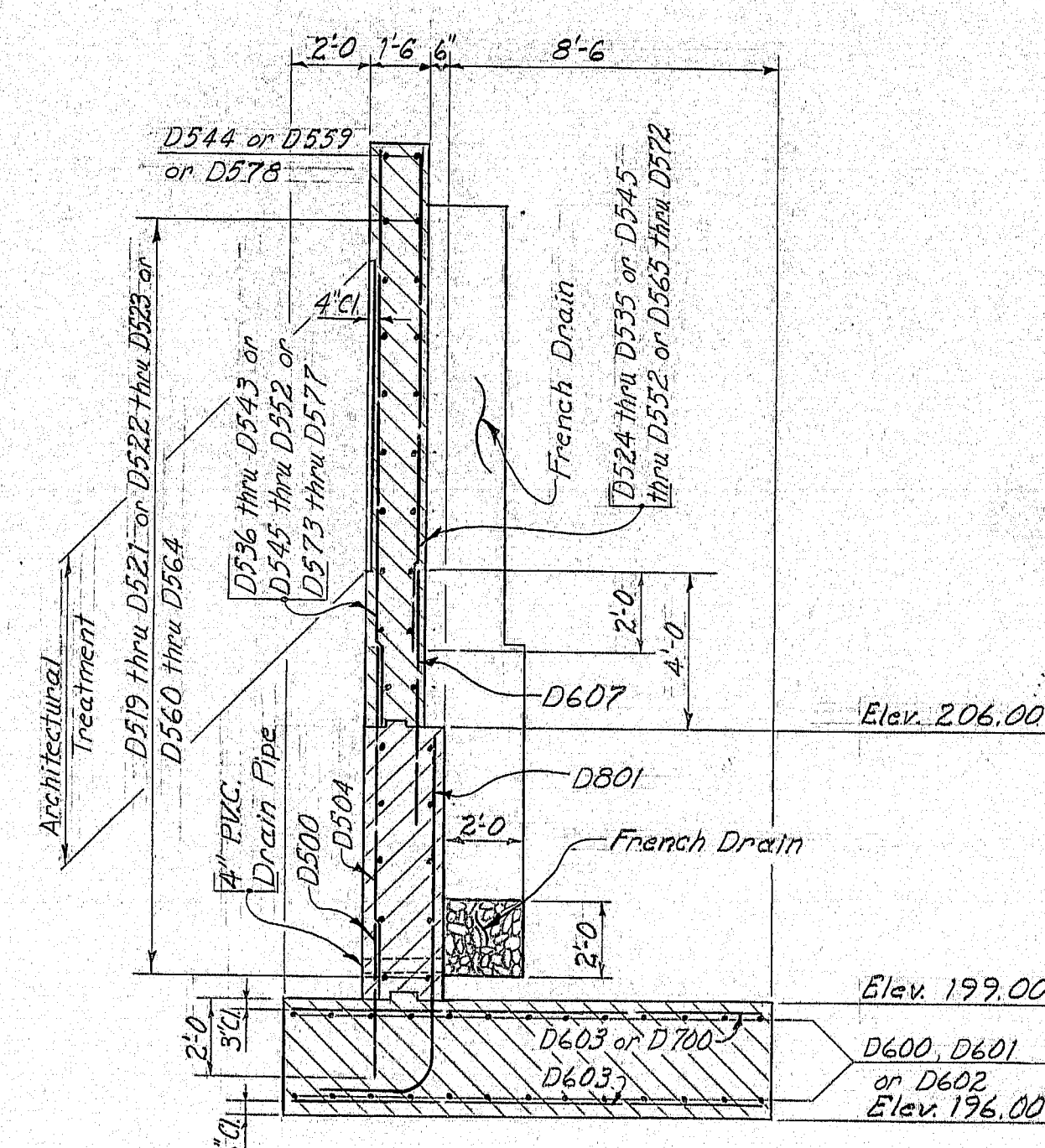
SECTION B-B
ABUT. NO. 1 WING SECTION



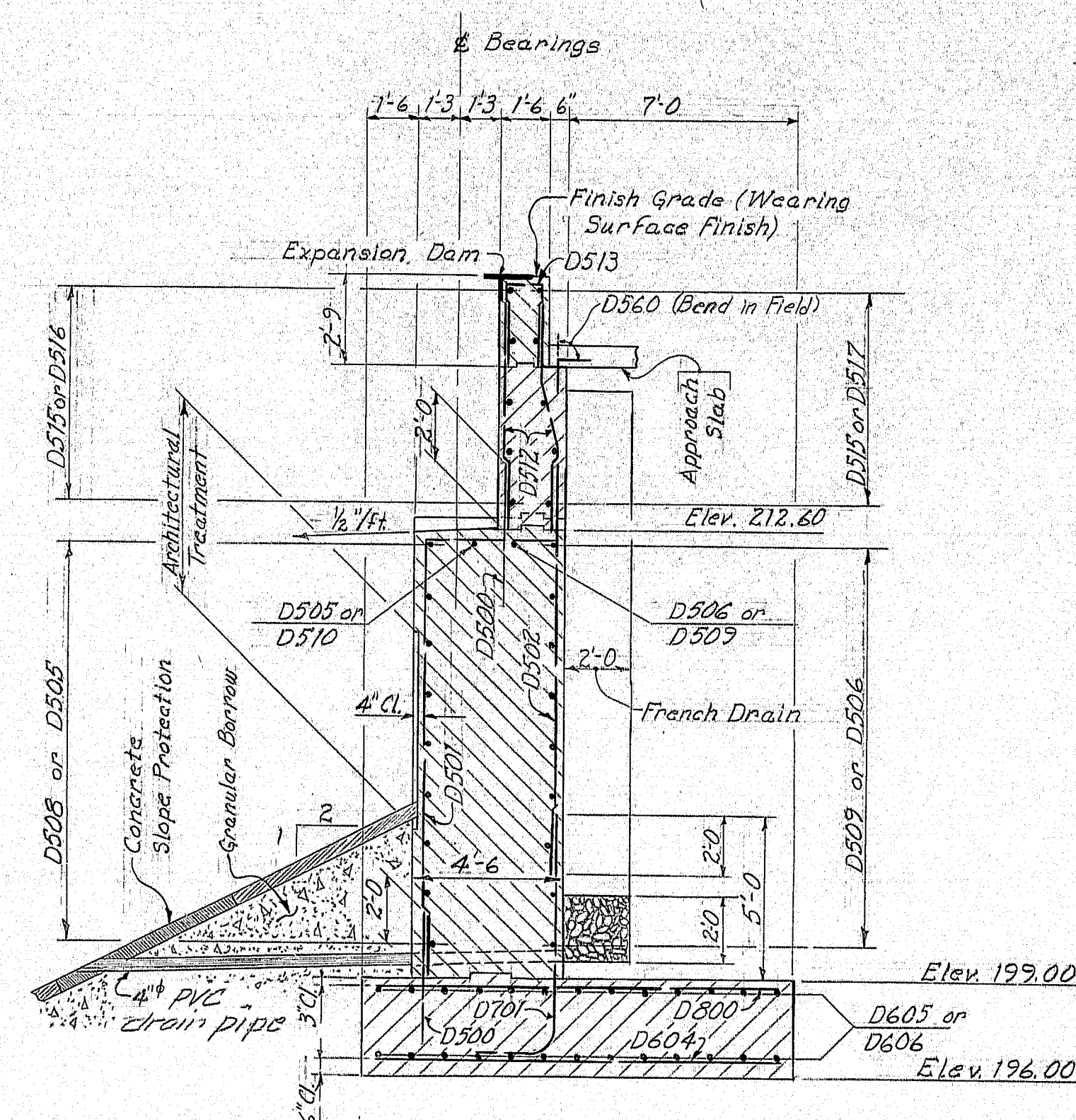
SECTION C-C
ABUT. NO. 1 BREASTWALL



ELEVATION
SHORT WING - ABUT. No. 2



SECTION B-B
ABUT. No. 2 WINGWALLS



SECTION A-A
ABUT. NO. 2 BREASTWALL

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	G.O.R. <i>MM</i> <i>MM</i> <i>MM</i>	4-25
	REVISIONS	CD#	5-75
	FIELD CHANGES		

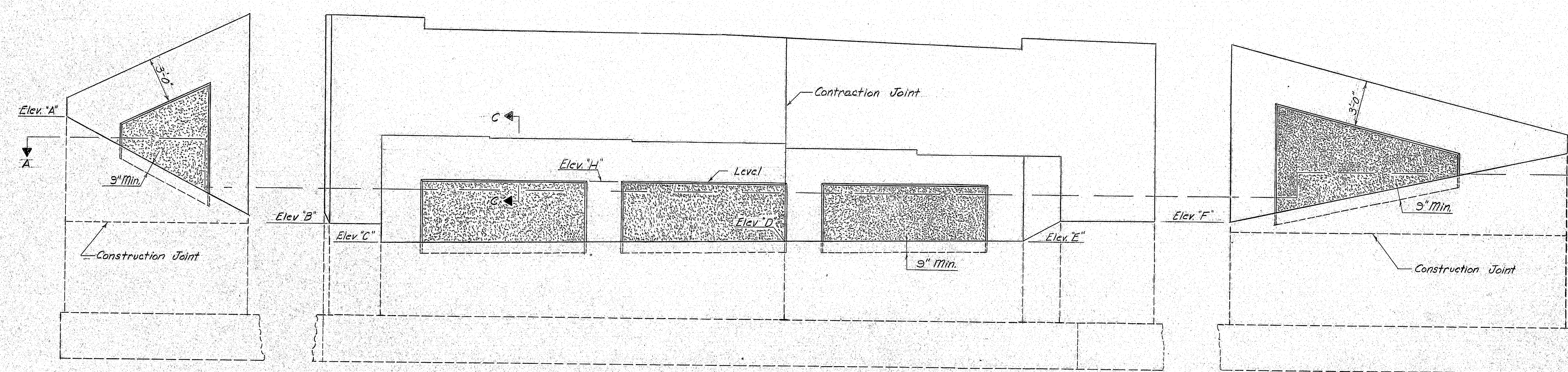
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGADAHOC COUNTY
ABUTMENT DETAILS SOUTHBOUND

SHEET 24 OF 125 AUGUSTA, MAINE May, 1971

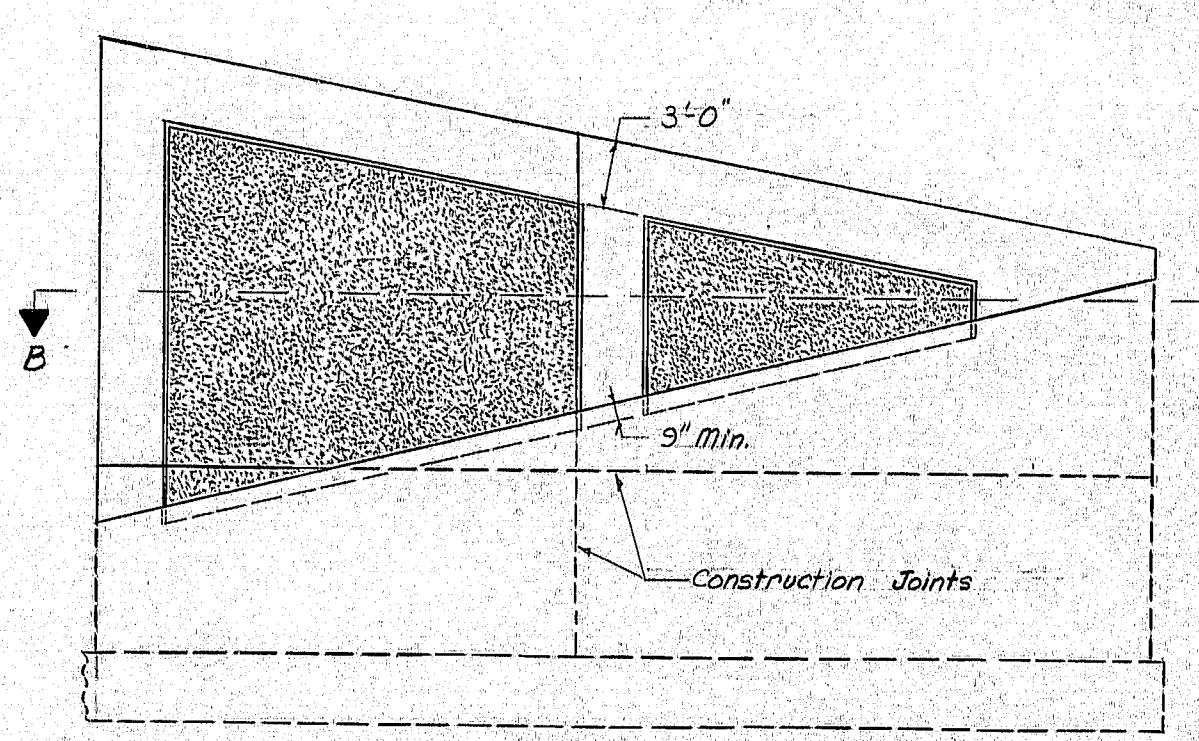
56 173-93

F.R.W.A. PLAN NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-5 (40)	25	125



	Elev. "A"	Elev. "B"	Elev. "C"	Elev. "D"	Elev. "E"	Elev. "F"	Elev. "G"	Elev. "H"
Abutment No.1 N.B.	206.88	200.10	198.90	199.21	199.40	200.74	205.45	202.90
Abutment No.2 N.B.	207.75	197.85	196.56	196.23	196.24	197.20	207.90	206.50
Abutment No.1 S.B.	212.31	204.59	203.39	203.76	203.97	205.35	212.25	210.40
Abutment No.2 S.B.	212.83	205.61	204.41	203.95	203.73	205.09	212.45	210.50

ELEVATION



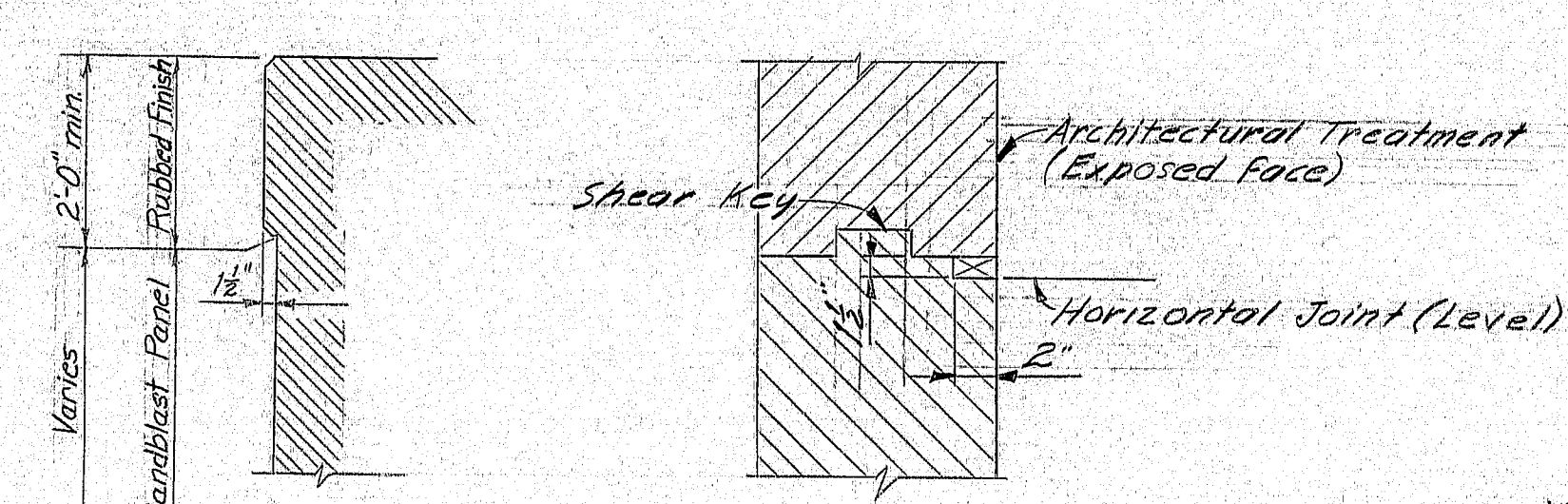
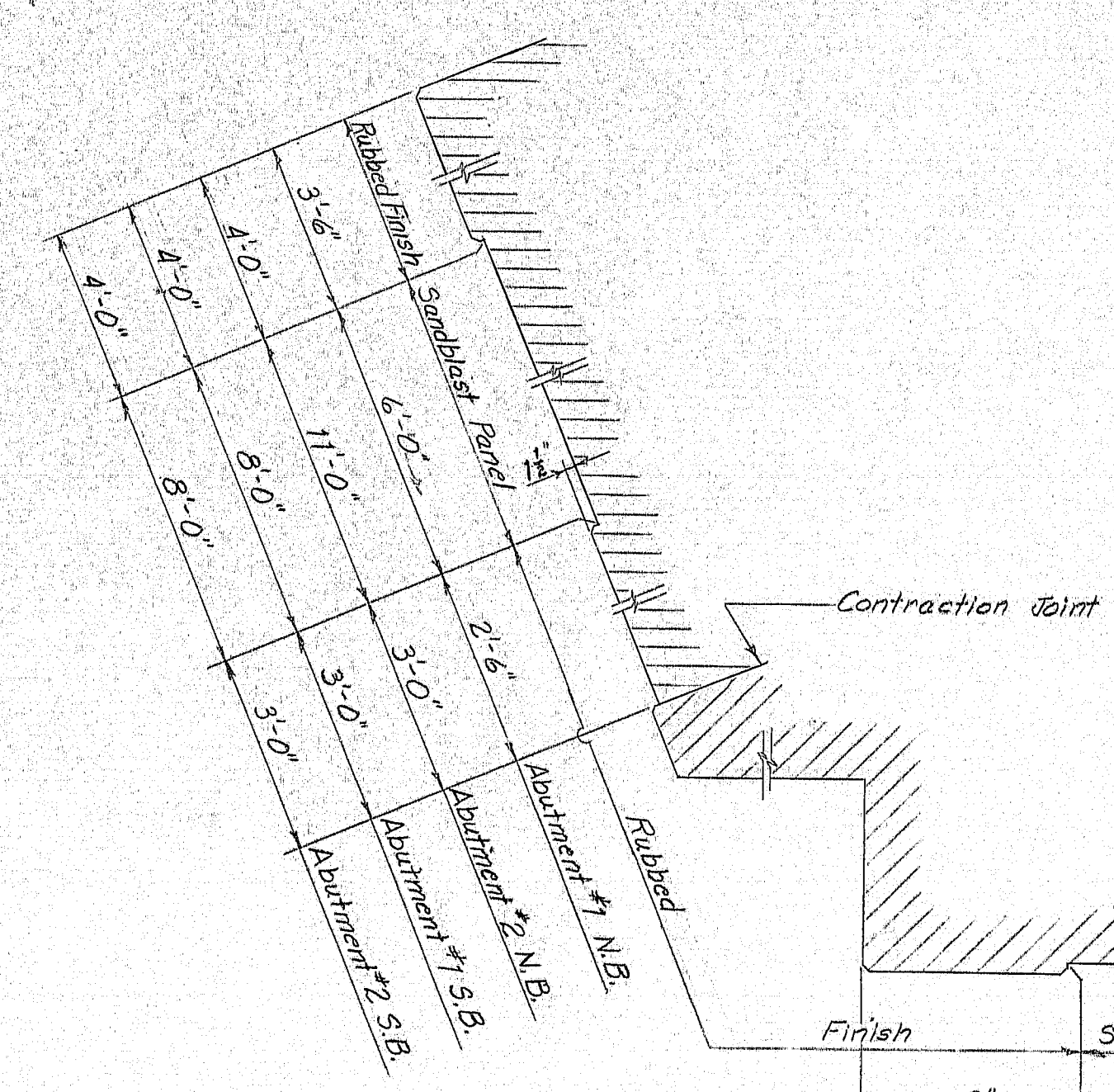
ELEVATION - 2 PANEL WINGWALL

NOTES

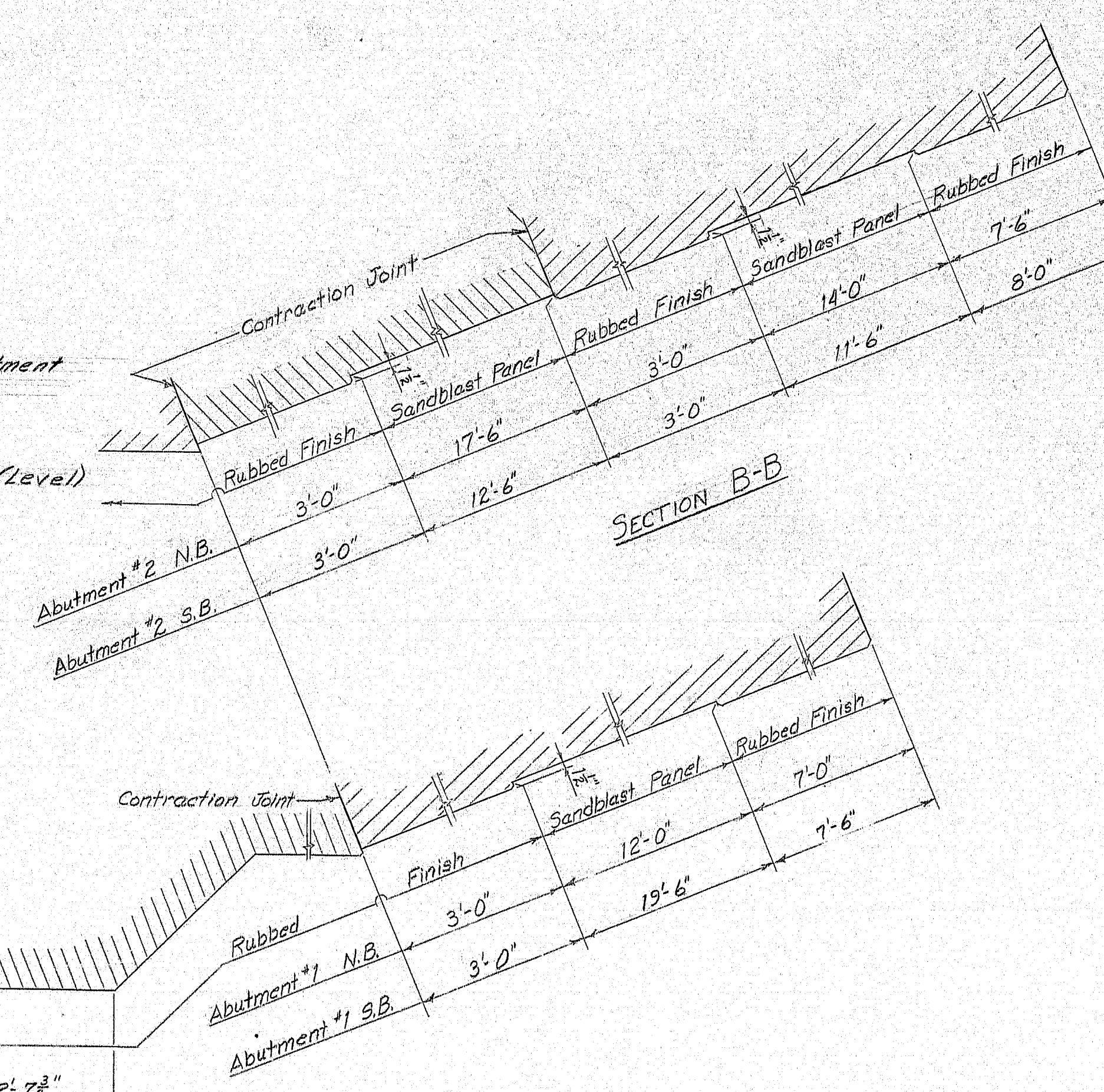
- All surfaces so designated on the plans shall be sandblasted. These surfaces shall be carried to a minimum depth of 9 inches below finish ground.
- Special care shall be exercised so that form joints at the exposed face of concrete shall be tight.
- Before sandblasting, all fins and projections in the concrete shall be removed and all holes patched to create a surface of uniform texture.
- In order to ensure a constant surface texture for the areas to be architecturally treated, concrete aggregate shall be from the same source and portland cement shall be from the same manufacturer throughout the entire placement of the abutment wings and breastwalls.
- At the time the concrete is placed, the contractor shall cast 3 sample slabs (2' x 2' x 4'). 3 samples shall be furnished for these bridges.
- Prior to sandblasting, the samples shall be sandblasted, each to a different degree of penetration with a maximum depth of approximately 1/8 inches and under the direction of the Engineer. The most desirable sample will be chosen by the Engineer, and designated areas shall be sandblasted to match this sample.
- Concrete shall not be sandblasted for at least 28 days after placement.
- The contractor shall take the necessary steps to protect materials and equipment from damage by the sandblasting operation. Personnel shall be properly equipped with sandblast hood, ear operator, and respirators and goggles for all other personnel exposed to dust.
- The contractor shall conform to any applicable safety specifications, such as O.S.H.A., in the sandblasting operation.
- Payment for sandblasting will be included in the contract unit price for Item 502.21, "Structural Concrete Abutments and Retaining Walls". No deduction in the concrete pay volume will be made for the recess in the architectural treatment.

REFERENCES

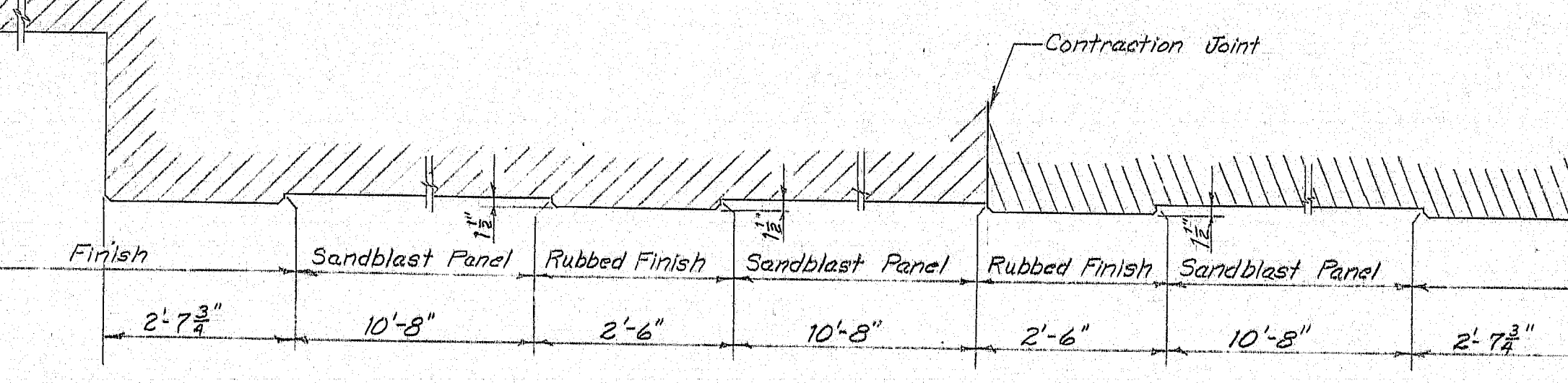
- For Abutment No.1 see sheet No.22
- For Abutment No.2 see sheet No.23
- For Concrete Slope Protection see sheet No.26



SECTION C-C
CONSTRUCTION JOINT DETAIL
AT ARCHITECTURAL TREATMENT



SECTION B-B



SECTION A-A

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	GH	5-18-75
CHECKED	EDH	5-27-75
REVISIONS		
FIELD CHANGES		

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

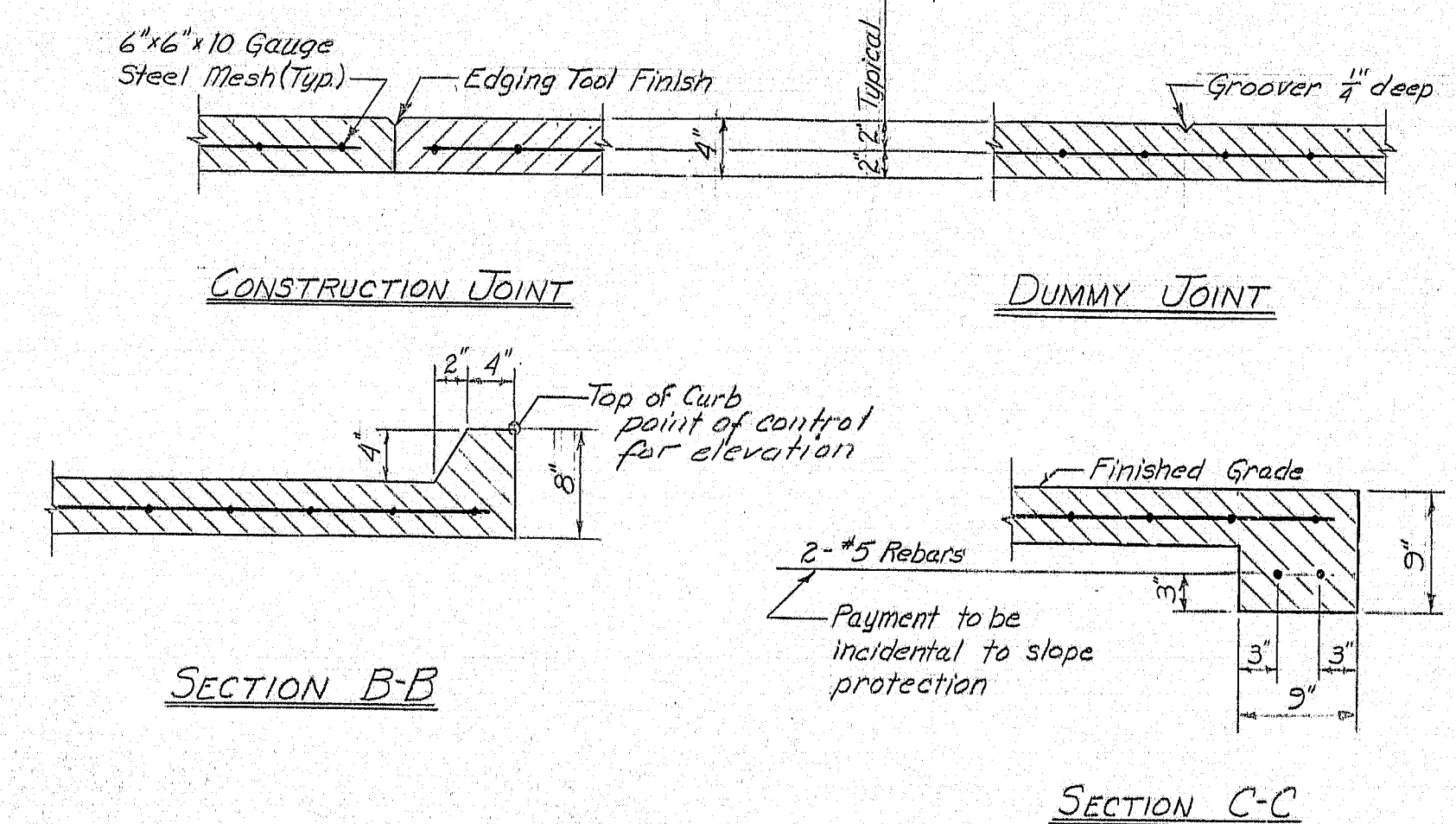
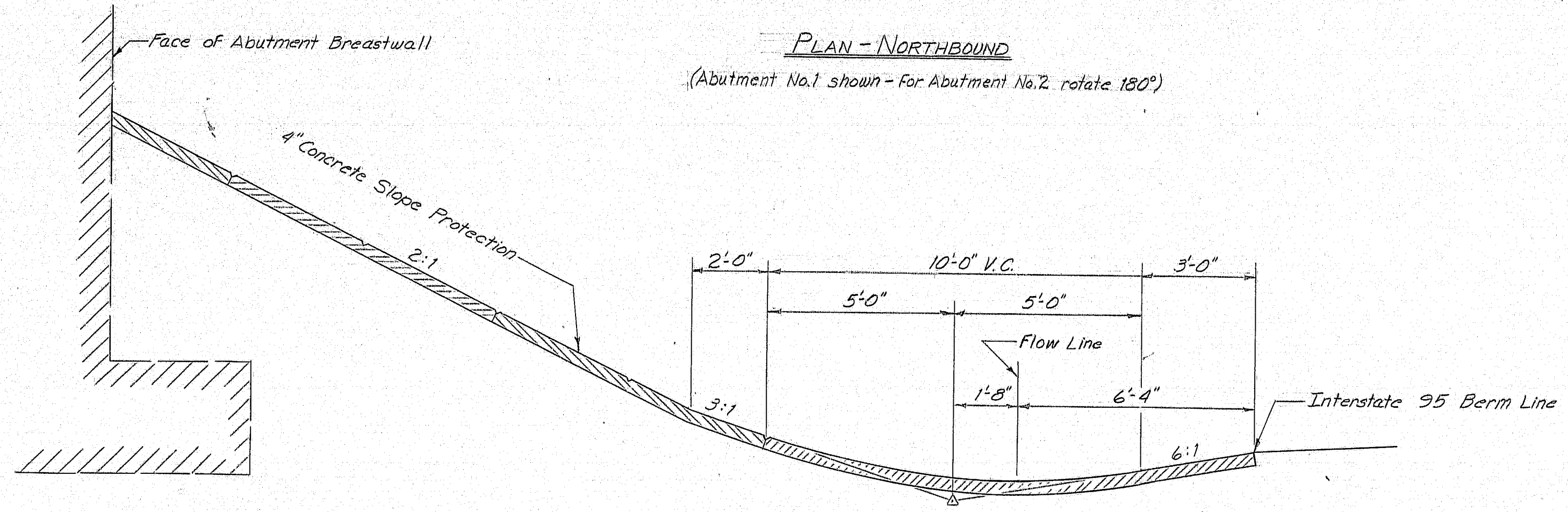
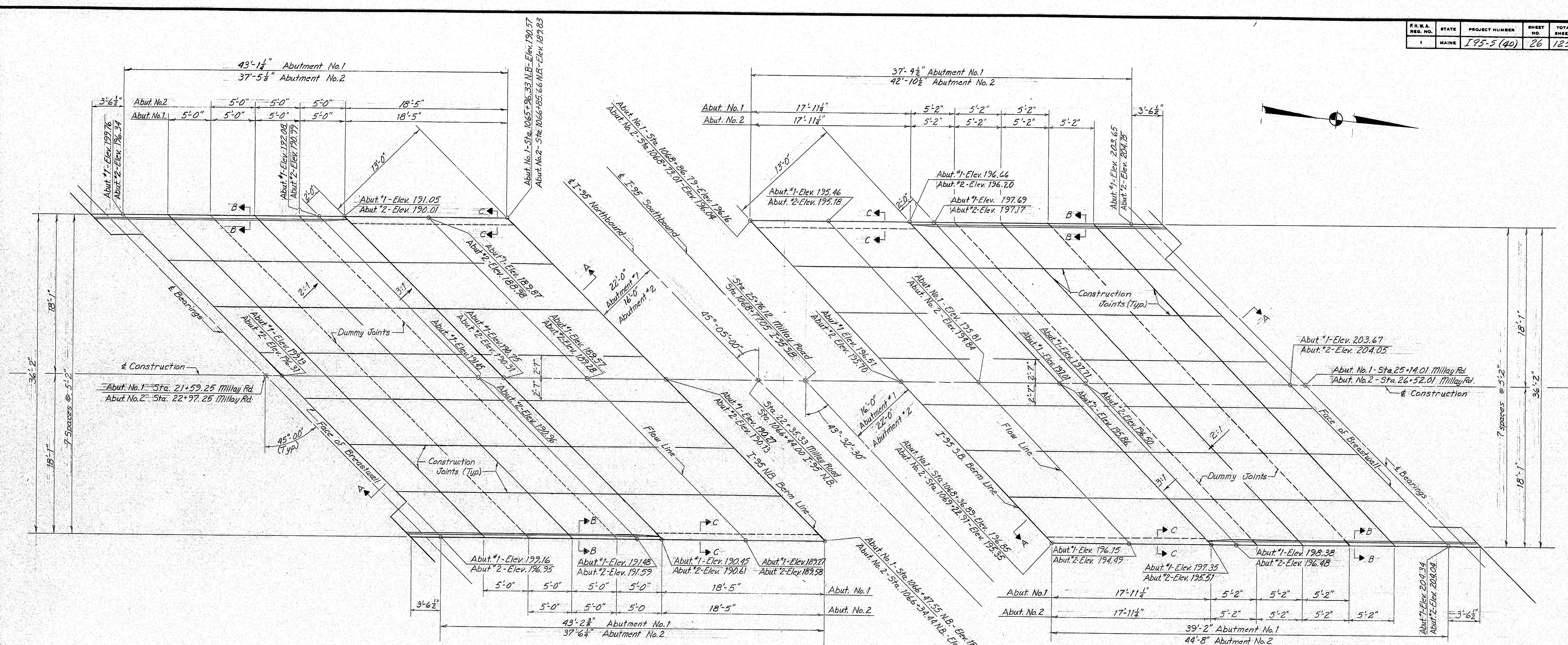
MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY

ARCHITECTURAL TREATMENT

SHEET 25 OF 125 AUGUSTA, MAINE May, 1975

173-84

F.H.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	185-5 (40)	26	125



- NOTES**
- 1—Steel mesh shall not pass through any construction joints
 - 2—Break the bond in construction joints by a method approved by the engineer.
 - 3—Portland Cement Concrete for slope protection shall be Class 'A'.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	G.O.T.	2/15/75
CHECKED	COB	5-22-75
REVISIONS		
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

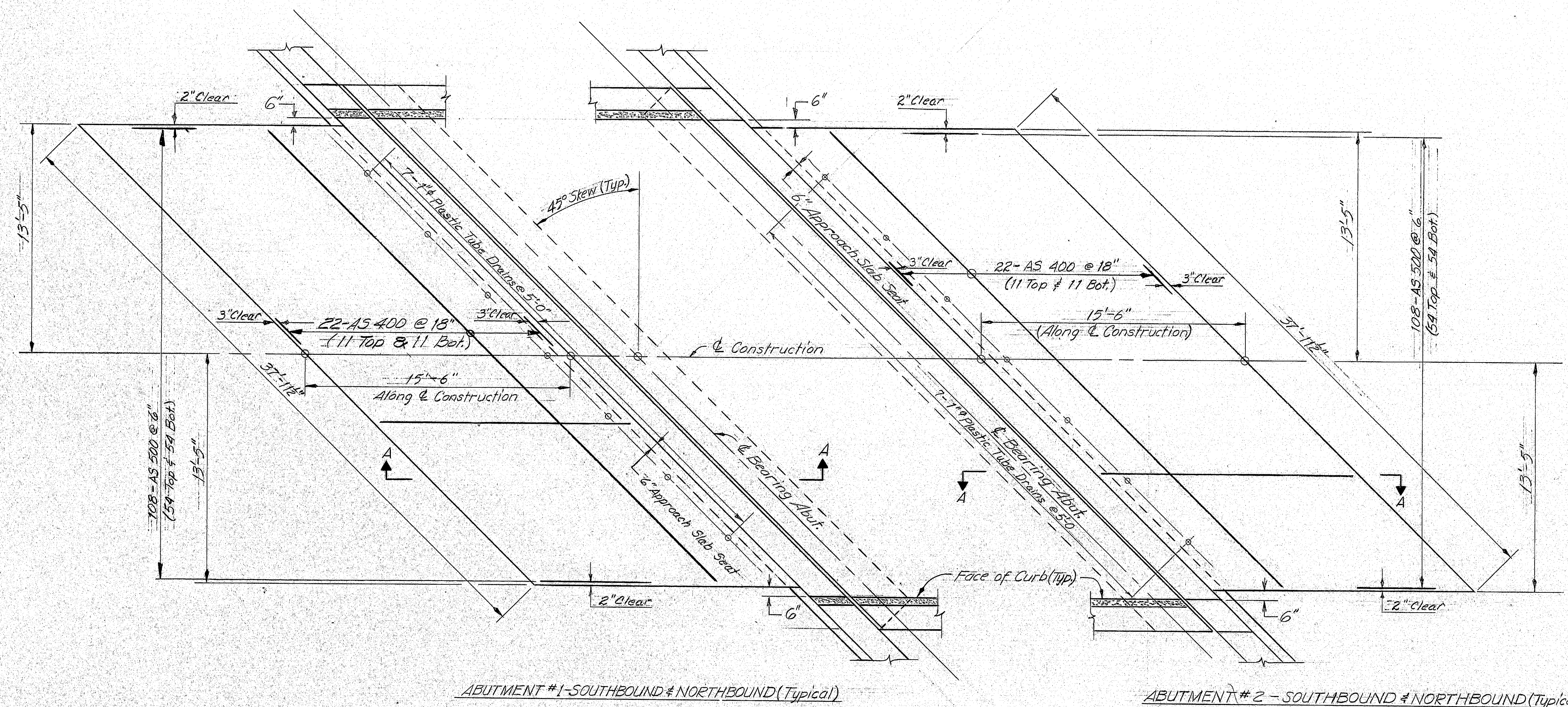
MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY

SLOPE PROTECTION

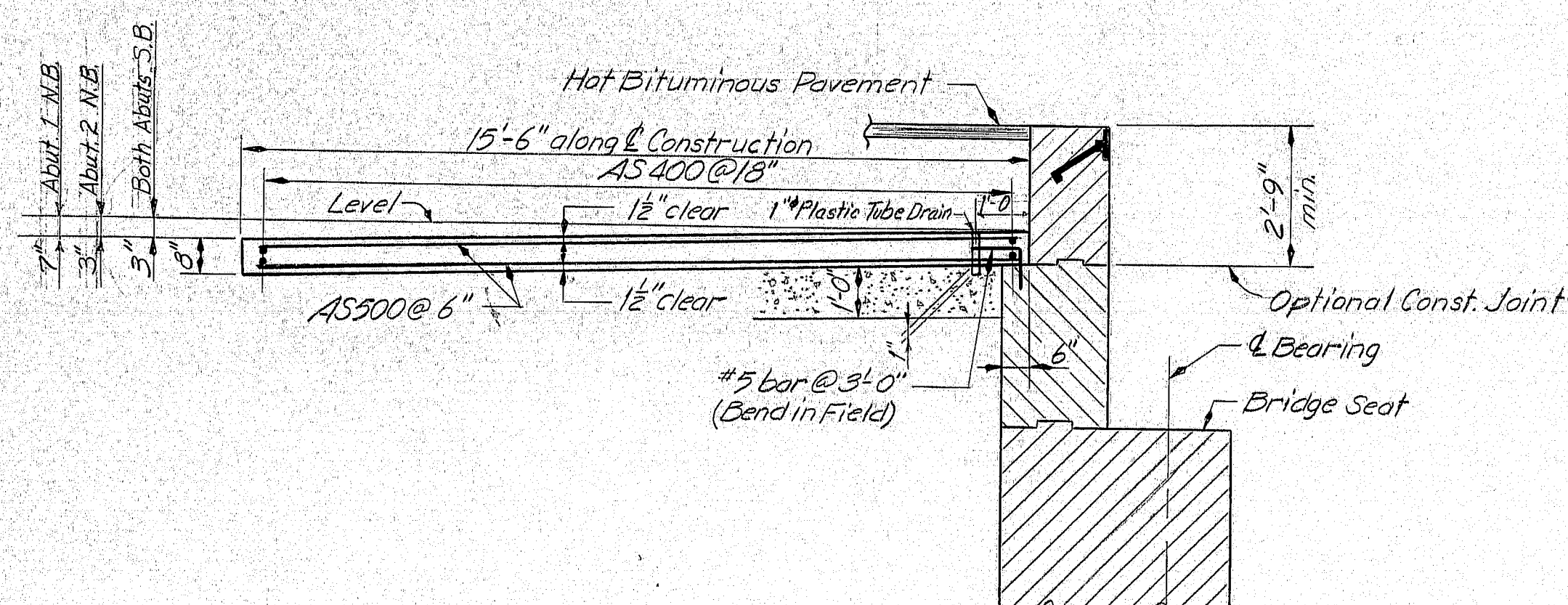
SHEET 26 OF 125 AUGUSTA, MAINE May, 1975

123-85

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-5(40)	27	125



APPROACH SLAB DETAILS



SECTION A-A
8" Structural Concrete Approach Slab

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	GEW	3-75
CHECKED	CHH	3-75
FIELD CHANGES		

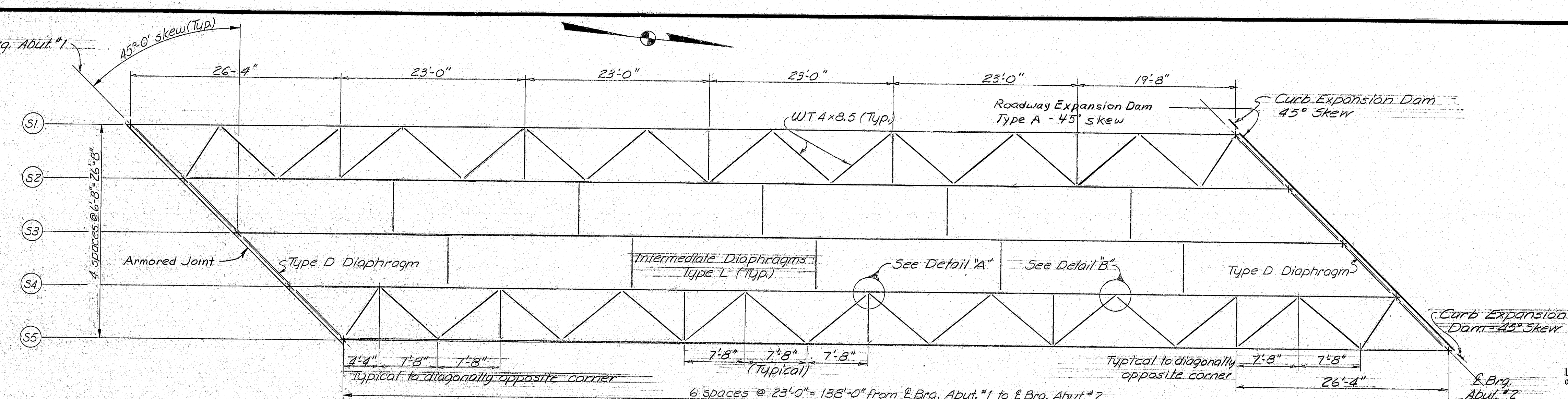
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY
APPROACH SLABS

SHEET 27 OF 125 AUGUSTA, MAINE May, 1975

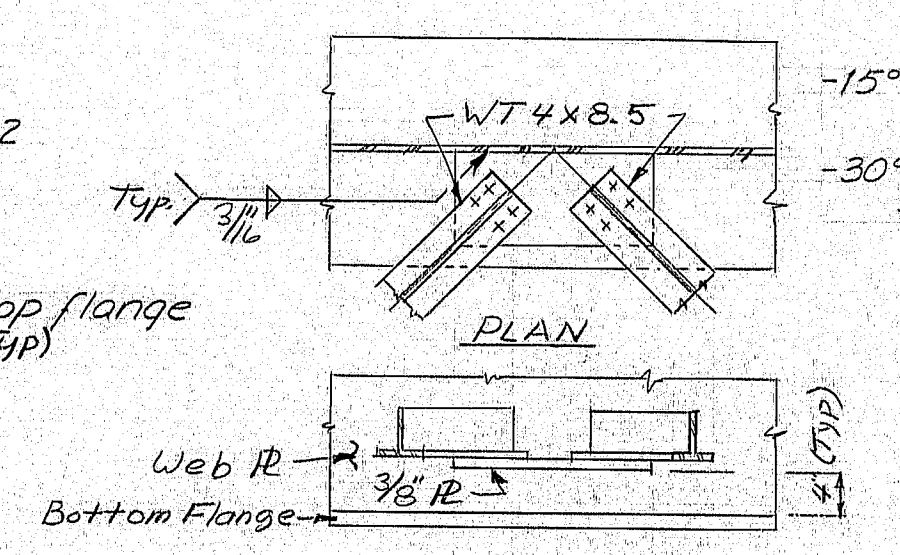
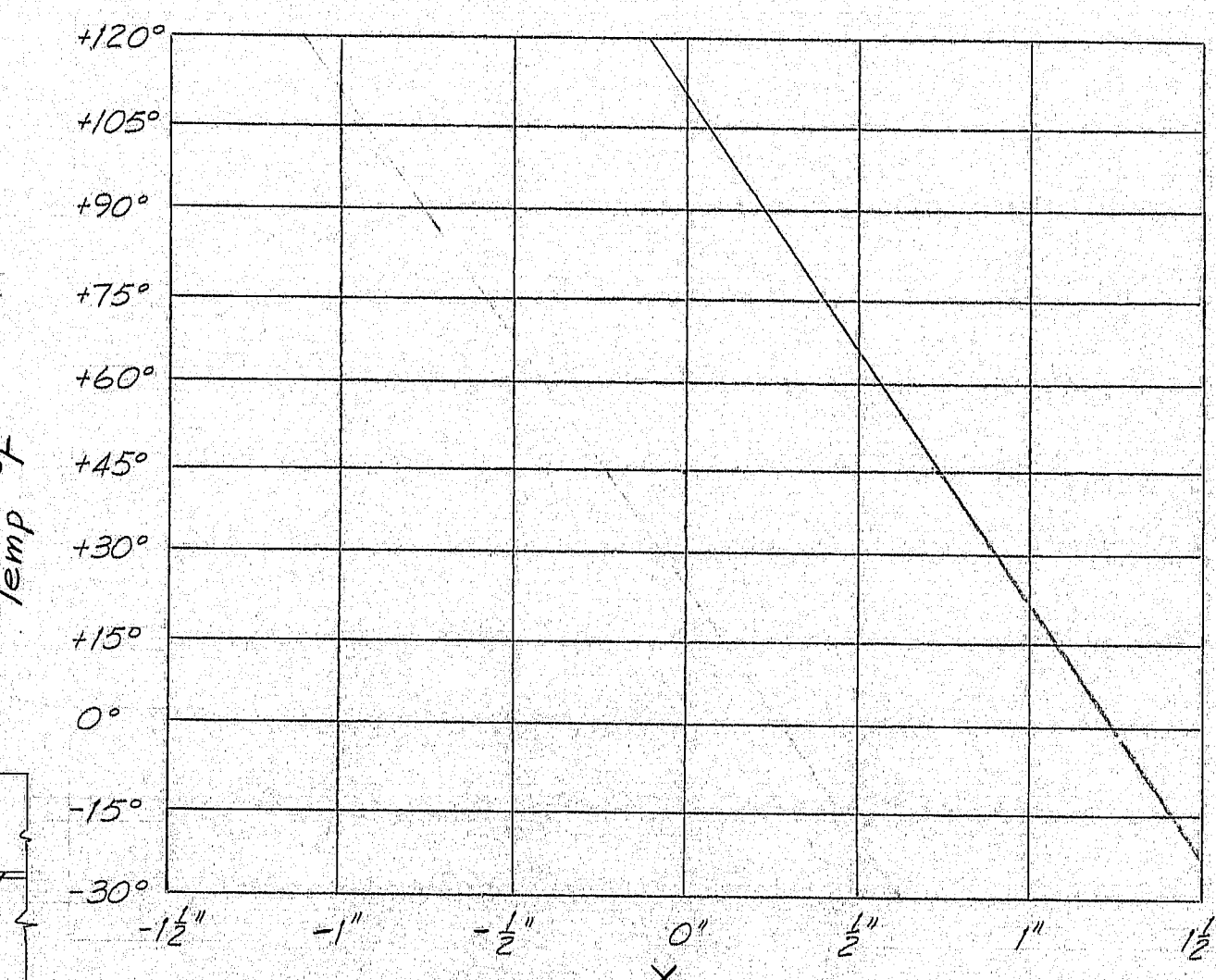
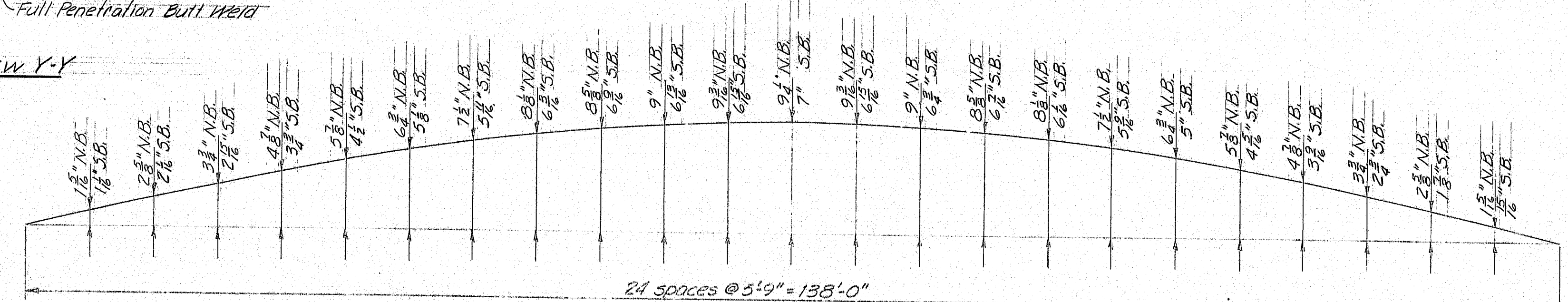
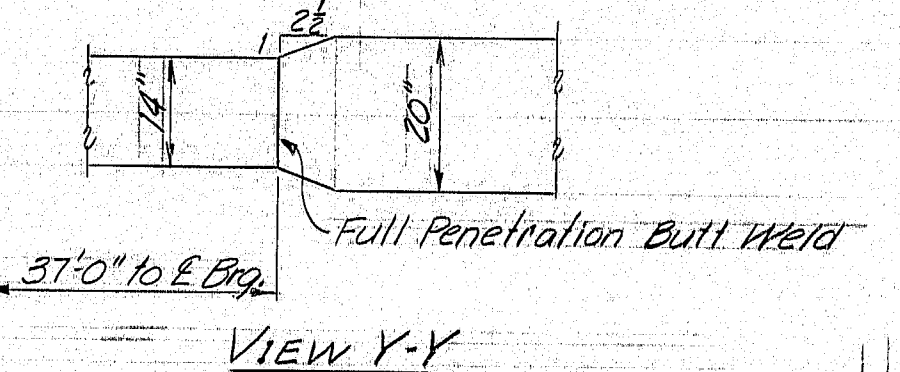
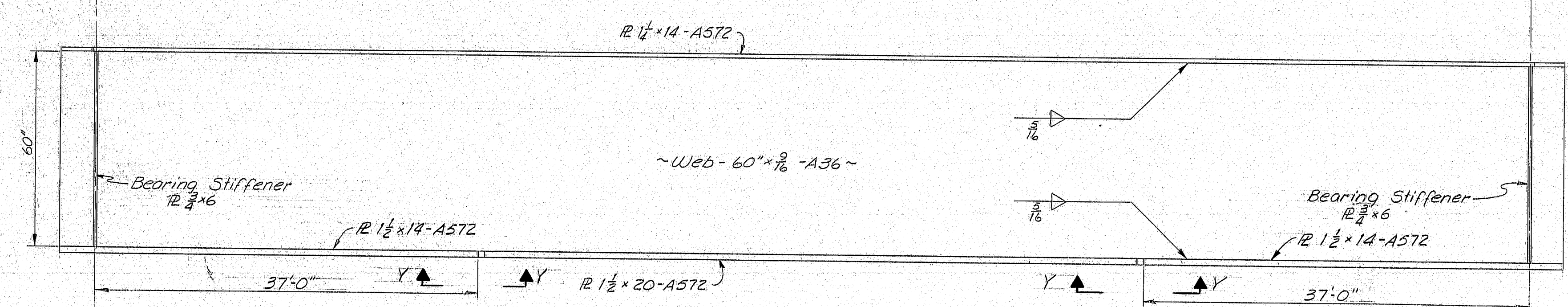
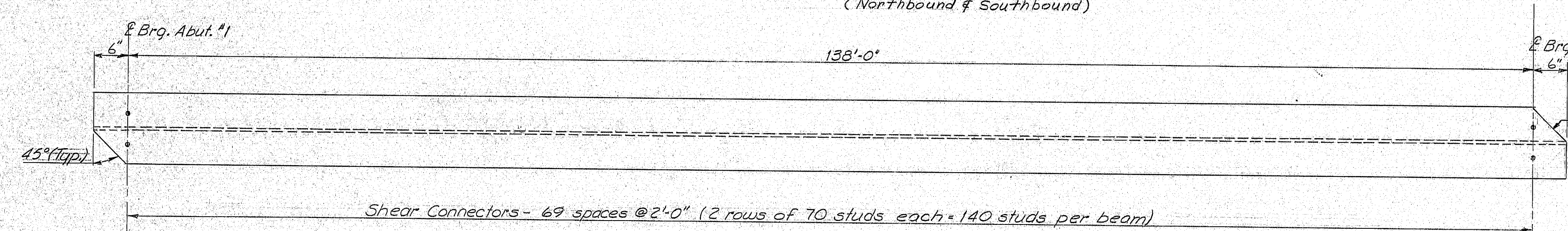
173-86

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5(40)	28	125



FPC-2 (Fixed)
For Bearing Pedestal Details
see Standard Detail Sheet BD 101-74

EPC-4 (Expansion)
For Bearing Pedestal Details
see Standard Detail Sheet BD 101-74

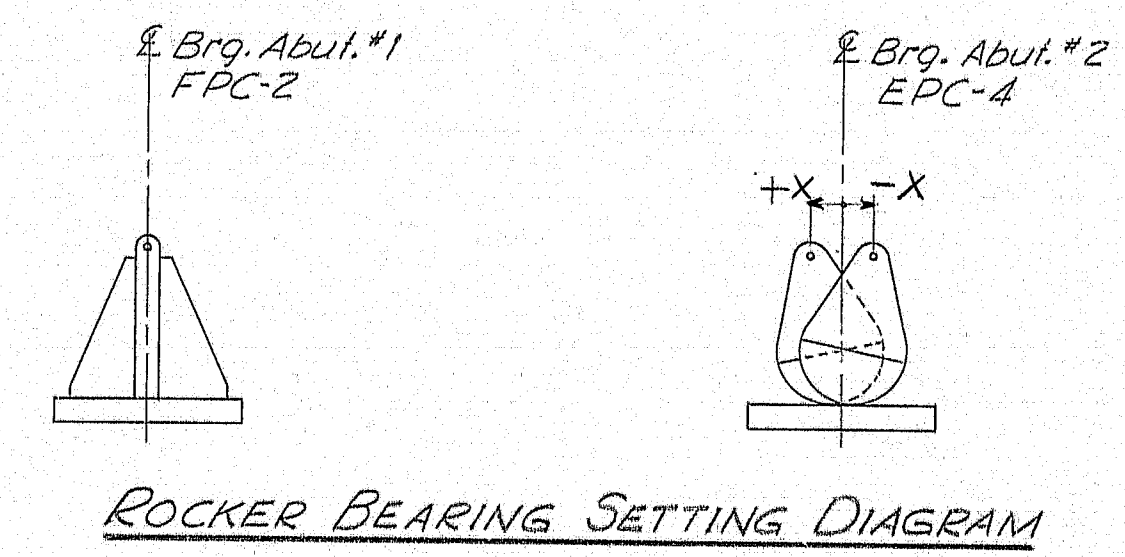


Note:
Rocker setting data as shown shall be used as a guide only. No extra payment will be made for resettings of the rocker bearings, subsequent to the original setting made by the contractor, as required by the Engineer to make the rocker settings conform with paragraph four (4) of Subsection 504.55.

- STRUCTURAL STEEL NOTES**
- No transverse butt weld splices in the flange plates or web plates within 10 feet from the point of maximum positive moment at E of span will be allowed.
 - Sections of flange plates or web plates between transverse butt weld splices or from field splices shall be not less than 20 feet in length unless otherwise shown on the plans.
 - Butt weld splices in flanges shall be not closer than one foot from transverse welds in the web plates.
 - Eliminated.
 - Bearing stiffeners shall be plumb after erection and dead loading of the structure.
 - Cross frame or diaphragm connection plates may be either plumb or normal to the top flange.
 - Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finish grade profile.

REFERENCES

For cross frames see sheet #123 (BD 113-72)
For expansion dam see sheet #122 (BD 105-74)
For armored joint & shear connectors see sheet #121 (BD 104-73)



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	G.O.T.	8-72
CHECKED	CSB	8-73
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

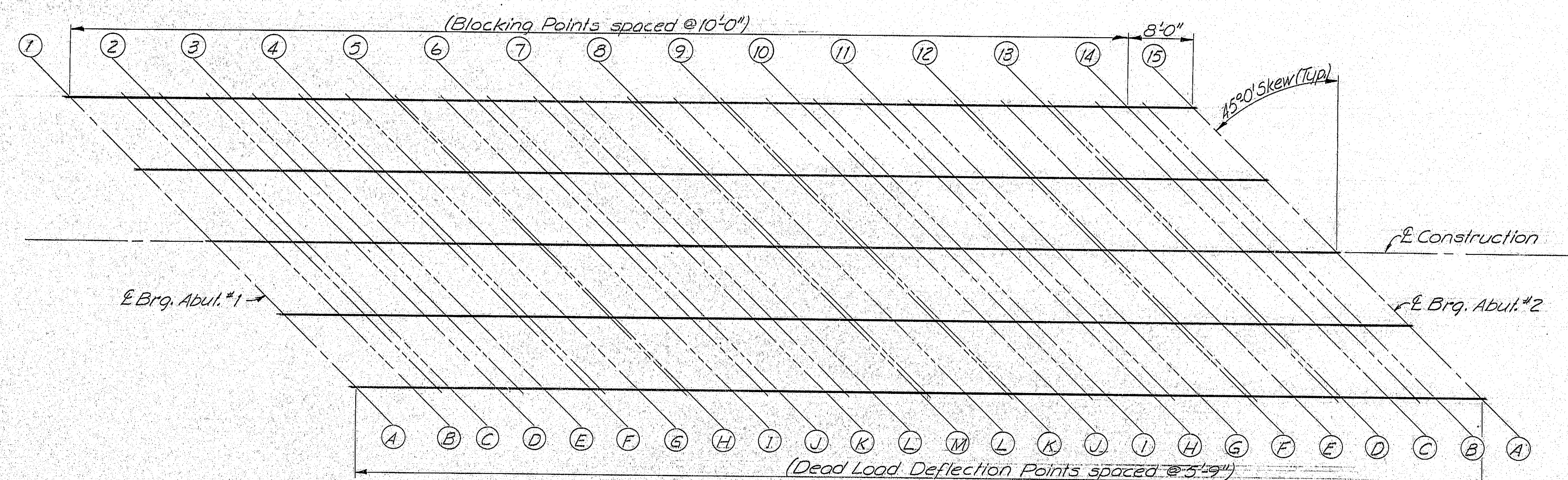
MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY

STRUCTURAL STEEL

SHEET 28 OF 125 AUGUSTA, MAINE May, 1975

173-87

F.R.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-5 (40)	29	125



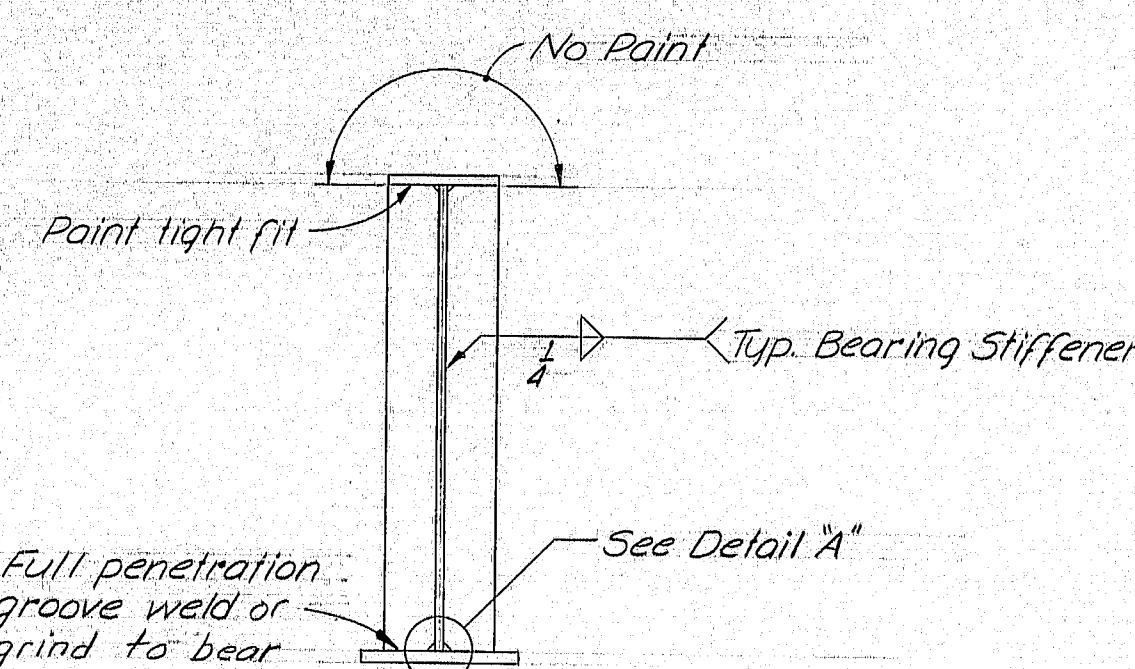
LAYOUT OF BOTTOM OF SLAB & DEAD LOAD DEFLECTION POINTS

BOTTOM OF SLAB ELEVATIONS NORTHBOUND															
Blocking Points	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
E Abut. #1	+10'	+20'	+30'	+40'	+50'	+60'	+70'	+80'	+90'	+100'	+110'	+120'	+130'	E Abut. #2	
S1	211.14	211.61	212.08	212.45	212.88	213.25	213.60	213.92	214.20	214.46	214.69	214.89	215.07	215.23	215.35
S2	211.52	211.98	212.42	212.84	213.23	213.60	213.94	214.26	214.54	214.79	215.01	215.21	215.39	215.54	215.65
S3	211.90	212.35	212.78	213.20	213.59	213.95	214.29	214.59	214.87	215.11	215.33	215.52	215.69	215.84	215.95
S4	211.99	212.44	212.87	213.27	213.66	214.02	214.35	214.65	214.92	215.16	215.37	215.56	215.72	215.86	215.97
S5	212.05	212.52	212.95	213.35	213.73	214.08	214.40	214.70	214.96	215.20	215.40	215.59	215.74	215.88	215.98

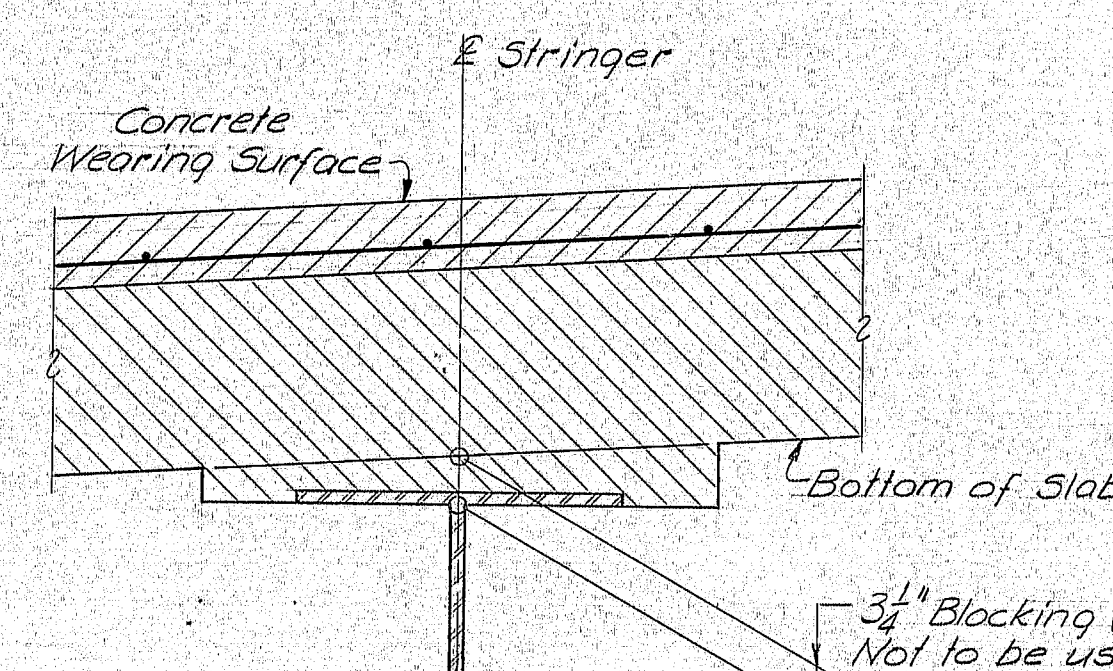
Note:
Before taking elevations on the tops of the beams for purposes of setting bottom of slab elevations, the welding of shear connectors to the beams and the diaphragm and cross frame connections to the beams shall have been completed.

BOTTOM OF SLAB ELEVATIONS SOUTHBOUND															
Blocking Points	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
E Abut. #1	+10'	+20'	+30'	+40'	+50'	+60'	+70'	+80'	+90'	+100'	+110'	+120'	+130'	E Abut. #2	
S1	218.71	218.87	219.02	219.15	219.26	219.35	219.42	219.47	219.50	219.51	219.50	219.47	219.43	219.38	219.33
S2	218.89	219.05	219.19	219.31	219.42	219.52	219.59	219.64	219.67	219.68	219.67	219.64	219.60	219.54	219.49
S3	219.07	219.22	219.35	219.48	219.59	219.68	219.76	219.81	219.84	219.85	219.84	219.81	219.77	219.71	219.66
S4	219.36	219.51	219.64	219.77	219.88	219.97	219.99	219.99	219.99	219.99	219.99	219.99	219.99	219.99	219.99
S5	219.65	219.80	219.93	219.96	219.97	219.97	219.97	219.97	219.97	219.97	219.97	219.97	219.97	219.97	219.97

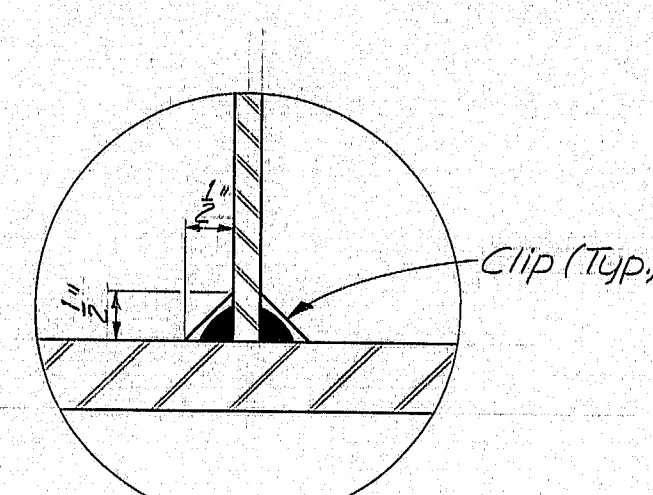
DEAD LOAD DEFLECTIONS IN FEET															
Points	A	B	C	D	E	F	G	H	I	J	K	L	M		
E Abut. #1	13'-9"	11'-6"	11'-3"	11'-3"	11'-3"	11'-3"	11'-3"	11'-3"	11'-3"	11'-3"	11'-3"	11'-3"	11'-3"	E Abut. #2	
E Abut. #2	13'-9"	11'-6"	11'-3"	11'-3"	11'-3"	11'-3"	11'-3"	11'-3"	11'-3"	11'-3"	11'-3"	11'-3"	11'-3"		
Superimposed	0.000	0.014	0.028	0.041	0.053	0.064	0.074	0.082	0.090	0.098	0.099	0.102	0.102		
Steel	0.000	0.018	0.036	0.052	0.068	0.083	0.095	0.106	0.116	0.123	0.128	0.131	0.132		
Fluid	0.000	0.045	0.090	0.132	0.172	0.209	0.241	0.269	0.292	0.310	0.324	0.332	0.334		



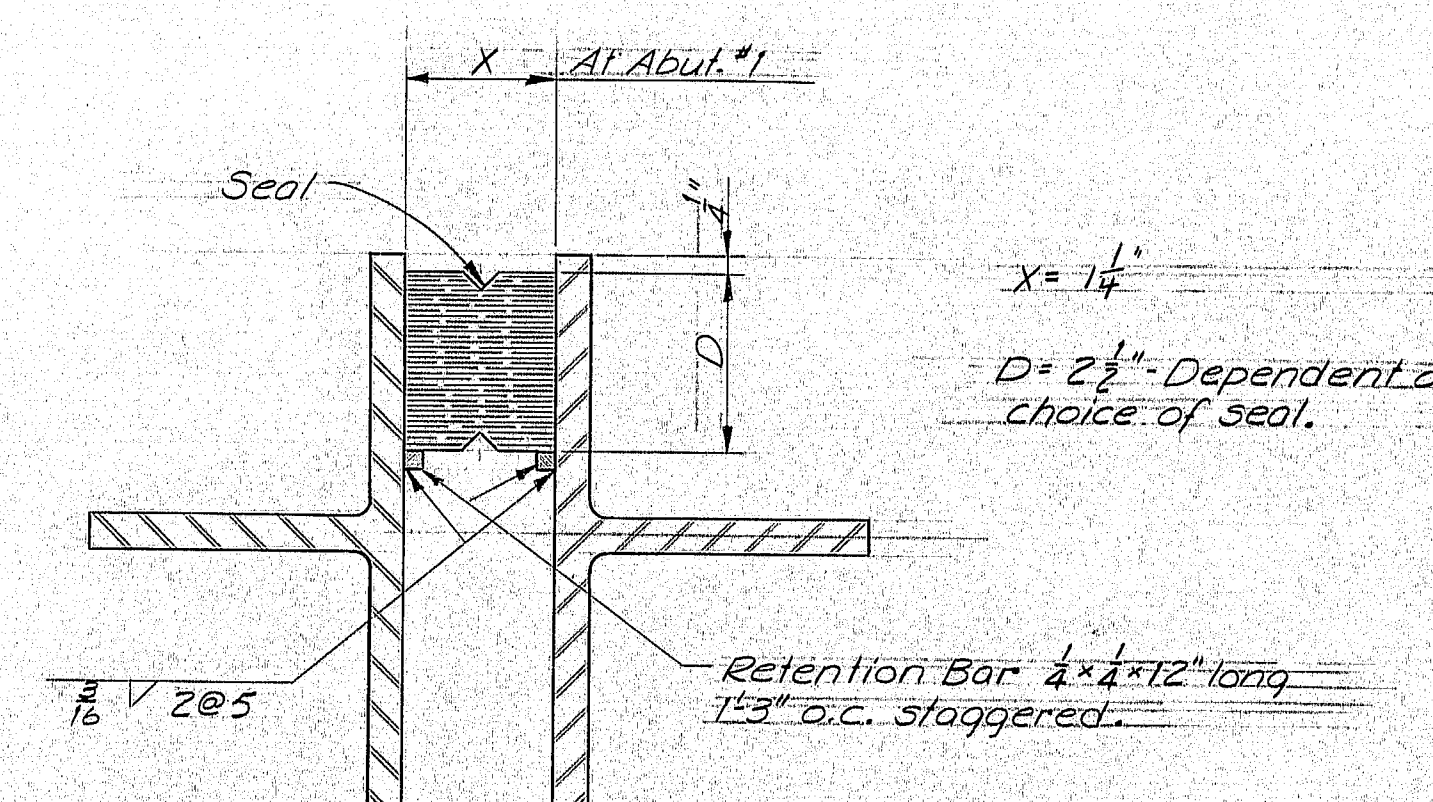
BEARING STIFFENERS



BLOCKING DETAIL



DETAIL A

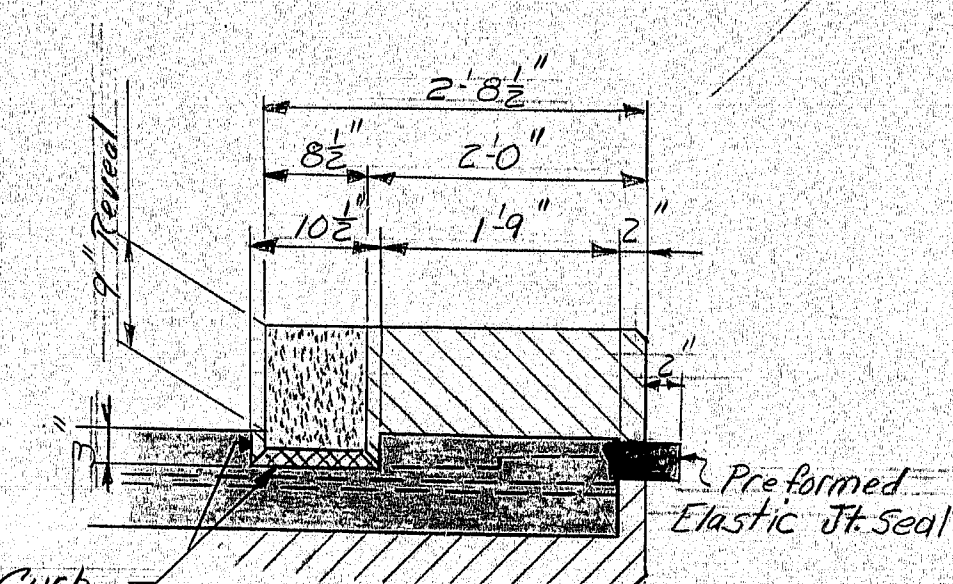


SEAL DETAIL

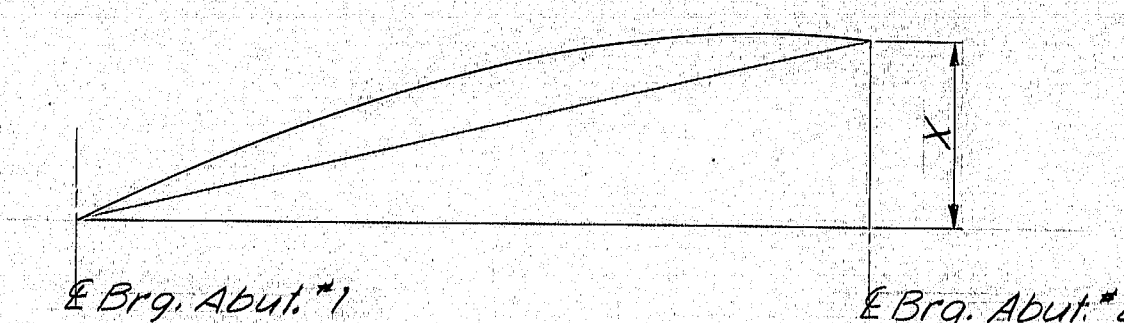
NOTES
The seal furnished shall have a movement rating of 1/2 inch.
The dimensions X & D shown are for design only and are subject to change due to differences in seals as supplied by various manufacturers. Do not use for setting of joint opening during construction.
The seal characteristics shall be submitted to the Engineer for approval prior to the fabrication of the armored joint.
The following movements, due to dead loads (slab, curb and wearing surface), shall be taken into account when setting the armored joint.

Location	Open
Abutment #1	3/4

The maximum joint opening shall be 3 inches @ 30°F measured parallel to E construction.



ARMORED JOINT DETAIL AT CURB



NORTHBOUND				SOUTHBOUND			
Stringers	X			Stringers	X		
51	4'-2 1/2"			51	7'-8"		
52	4'-1 1/2"			52	7'-4"		
53	4'-0 1/2"			53	7'-8"		
54	3'-11 1/2"			54	7'-8"		
55	3'-10 1/2"			55	7'-8"		

ELEVATION VARIATIONS FROM ABUT. #1-ABUT. #2
For Camber Diagram see Sheet *

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

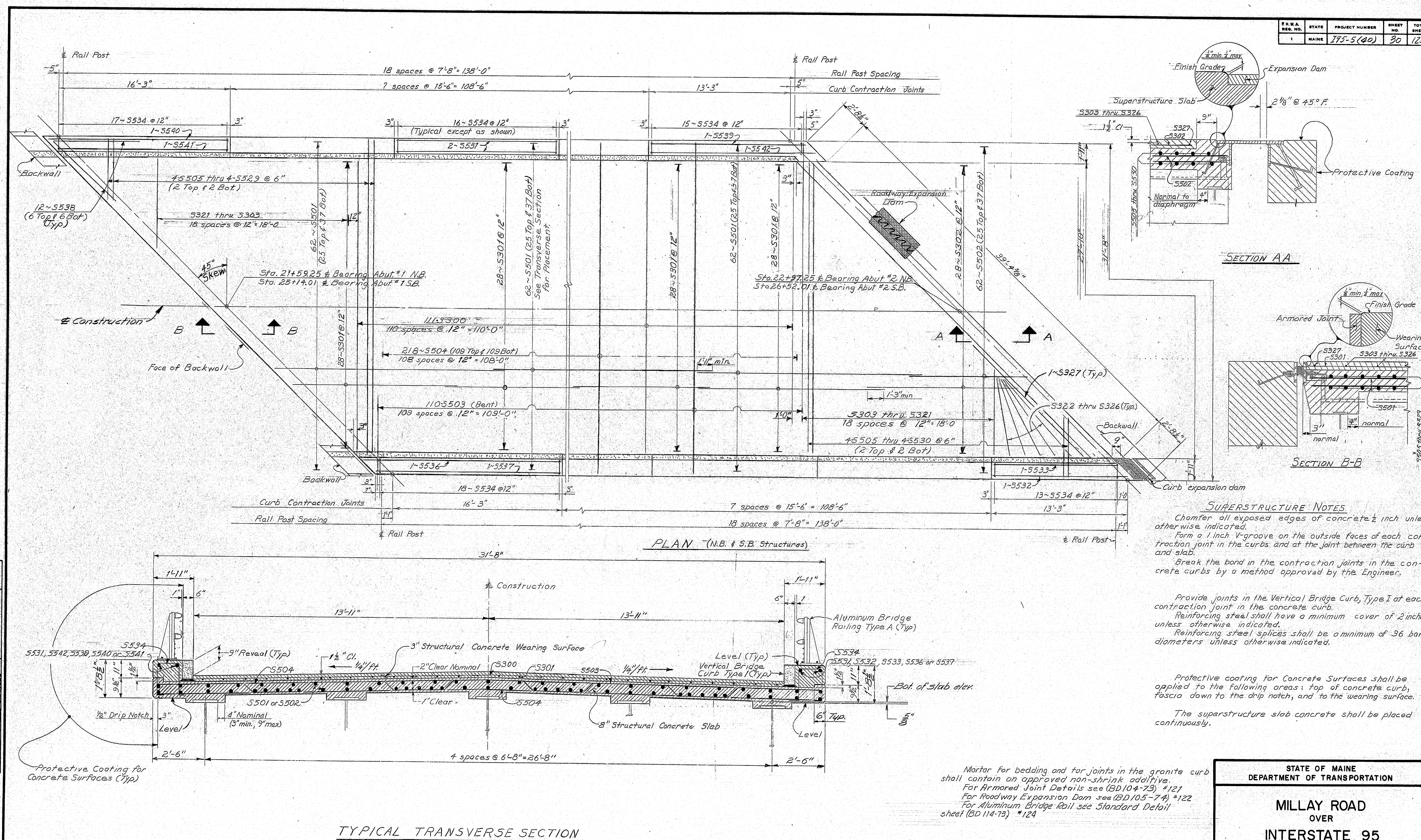
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGADAHOC COUNTY
BOTTOM OF SLAB ELEVATIONS

SHEET 29 OF 125 AUGUSTA, MAINE May, 1975

173-88

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-5(40)	30	17



PLANS	DESIGN - DETAILED	BY GAT	DATE 3-75
	CHECKED	SDH	5-75
	REVISIONS		
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGADAHOC COUNTY
SUPERSTRUCTURE

SHEET 30 OF 125 AUGUSTA, MAINE NOV. 2, 1975

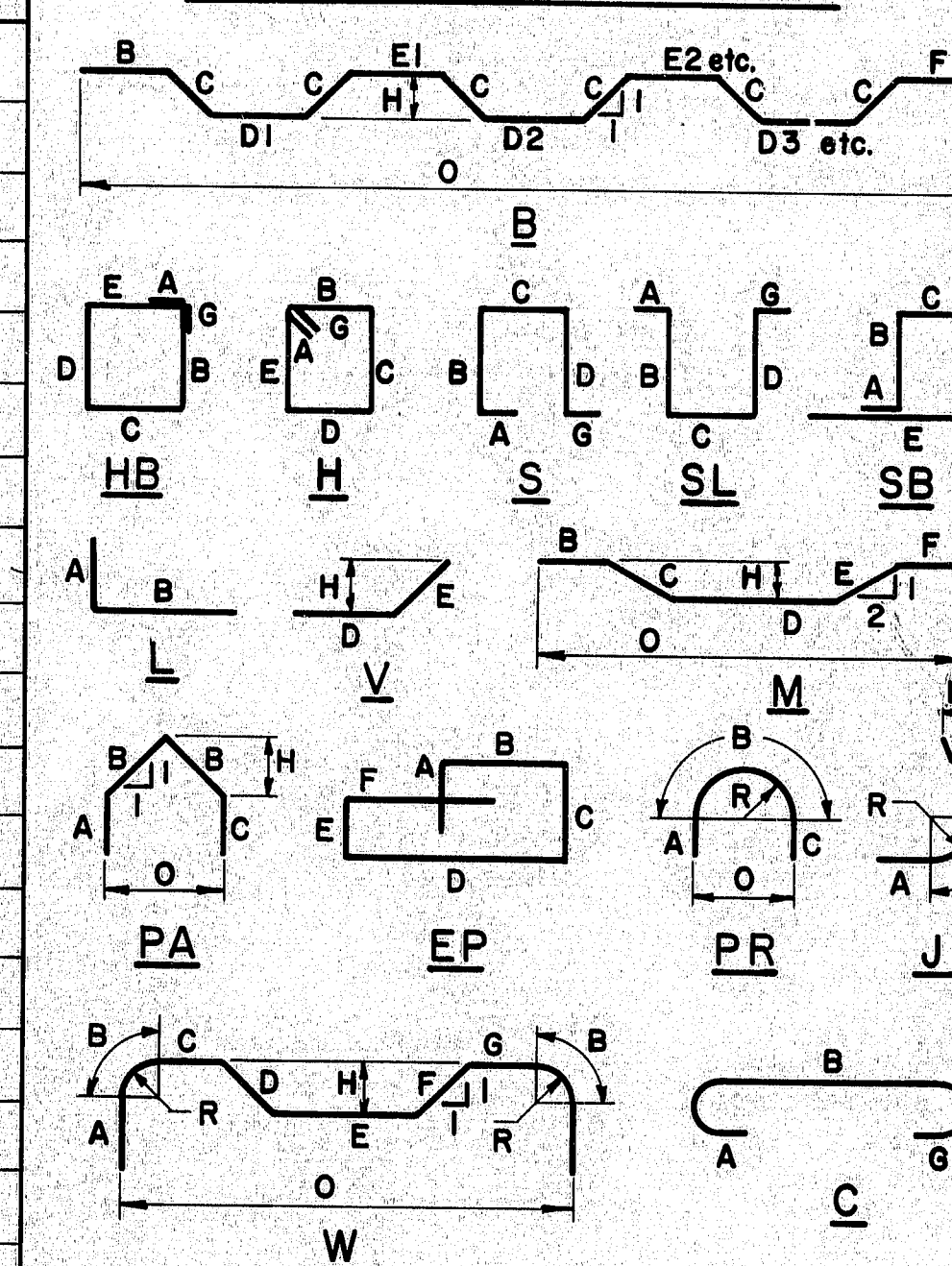
173-89

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	
ABUTMENT No. 1 NORTHBOUND								ABUTMENT No. 1 NORTHBOUND																			
A500	89	4'-0"	Dowels	A553	2	9'-11"	Long Wing	A501	18	15'-5"	L	11'-5"	4'-0"	-	-	-	-	-	-	-	-	-	-	-	-	Breastwall	
A503	58	13'-10"	Breastwall	A554	2	22'-4"	Long Wing	A502	12	14'-2"	L	10'-8"	3'-6"	-	-	-	-	-	-	-	-	-	-	-	-	Breastwall	
A504	9	26'-0"	↑	A555	13	3'-0"	Long Wing	A506	8	19'-7"	V	-	-	-	-	15'-7"	4'-0"	-	-	-	-	2'-10"	-	-	-	Breastwall	
A505	9	27'-3"	↑					A511	27	4'-2"	S	0"	1'-6"	1'-2"	1'-6"	-	-	-	-	-	-	0"	-	-	-	-	Backwall
A507	9	23'-4"	↑					A515	11	6'-2"	S	0"	2'-6"	1'-2"	1'-6"	-	-	-	-	-	-	0"	-	-	-	-	Curb
A508	8	8'-0"	↓																								
A509	8	5'-0"	Breastwall	A600	44	11'-0"	Footing																				
A510	89	6'-0"	Backwall	A601	50	10'-0"	↑	A900	34	10'-9"	J	2'-0"	1'-7"	7'-2"	-	-	-	-	-	-	-	0"	-	12"	-	Footing	
A512	5	28'-6"	↑	A602	22	28'-0"	↑																				
A513	5	29'-6"	↓	A603	24	30'-0"	↑																				
A514	10	23'-6"	Backwall	A604	12	20'-0"	↑																				
A516	1	17'-0"	Breastwall	A605	12	16'-0"	↑																				
A517	8	8'-0"	Short Wing	A606	10	16'-6"	↑																				
A518	20	11'-8"	↑	A607	12	13'-0"	↓																				
A519	2	8'-2"	↑	A608	53	4'-6"	Footing																				
A520	↑	5'-2"	↑																								
A521		2'-0"	↑																								
A522		8'-3"	↑	A700	34	6'-7"	(12 Short Wing) (22 Long Wing)																				
A523		9'-9"	↑																								
A524		11'-3"	↑	A800	44	11'-0"	Footing																				
A525		12'-6"	↑	A801	50	10'-0"	Footing																				
A526		6'-3"	↑																								
A527		7'-2"	↑																								
A528		8'-2"	↑																								
A529		9'-1"	↑																								
A530		10'-0"	↑					APPROACH SLABS																			
A531	↓	12'-10"	↓					A5400	88	37'-6"	22 Each Abut.																
A532	2	13'-0"	Short Wing					A5500	432	15'-0"	108 Each Abut.																
A533	15	8'-0"	Long Wing																								
A534	18	21'-8"	↑																								
A535	2	15'-4"	↑																								
A536	2	9'-4"	↑																								
A537	2	3'-8"	↑																								
A538	3	6'-9"	↑																								
A539	↑	7'-10"	↑																								
A540		9'-1"	↑																								
A541	↓	10'-4"	↑																								
A542	3	11'-7"	↑																								
A543	2	4'-9"	↑																								
A544	↑	5'-2"	↑																								
A545		5'-9"	↑																								
A546		6'-3"	↑																								
A547		6'-9"	↑																								
A548		7'-4"	↑																								
A549		7'-10"	↑																								
A550		8'-4"	↑																								
A551	↓	8'-10"	↓																								
A552	2	9'-4"	Long Wing																								
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION													

FHWA RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	175-5 (40)	31	125

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY
REINFORCING STEEL SCHEDULE

SHEET 31 OF 125 AUGUSTA, MAINE MAY 1975

173-96

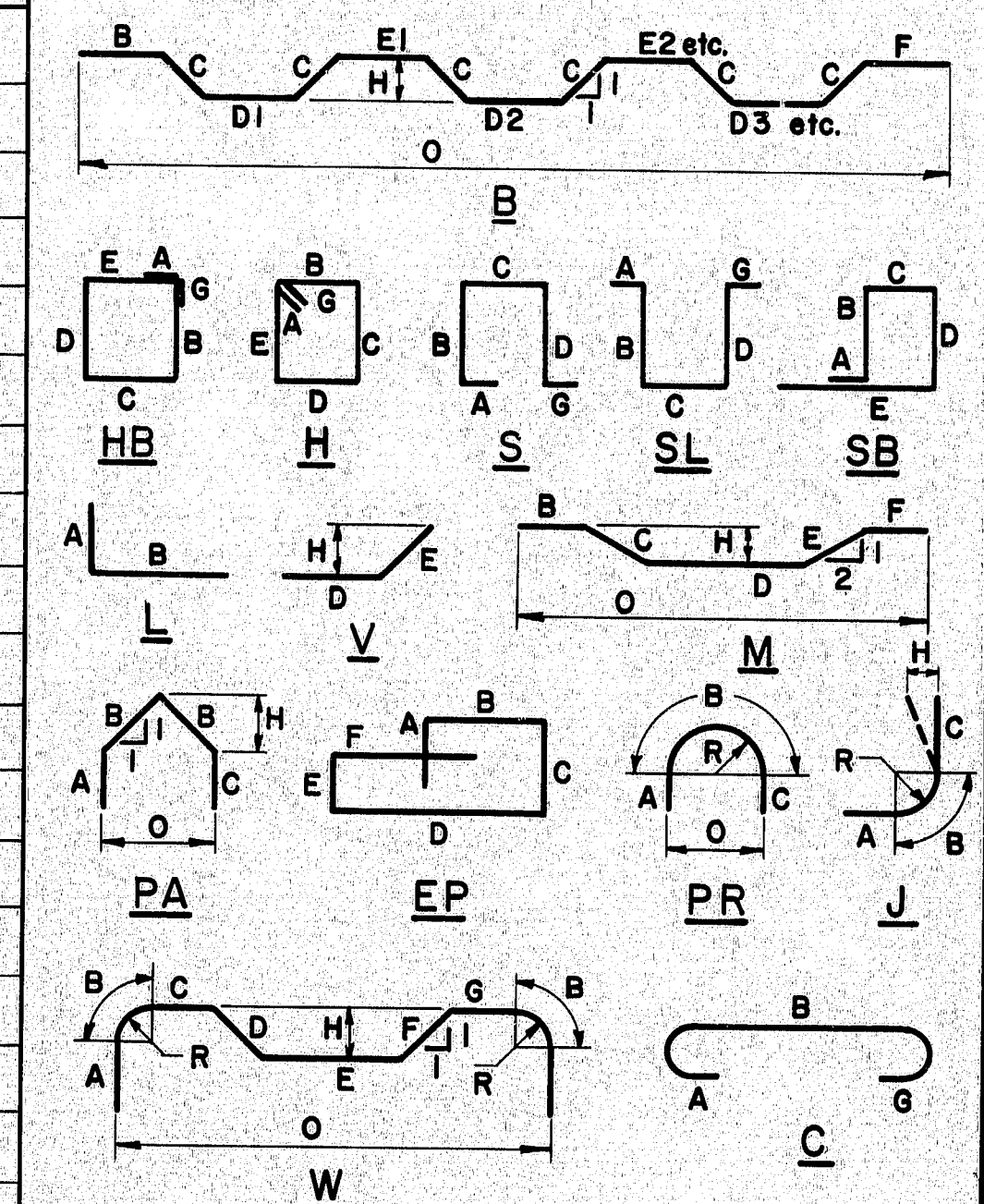
DESIGN - DETAIL
CHECKED
REVISIONS
FIELD CHANGES
PLANS

REINFORCING STEEL SCHEDULE

STRAIGHT BARS				BENT BARS			
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION
ABUTMENT NO. 2 NORTH BOUND							
B500	48	13'-6"	Footings	B600	150	13'-6"	Footings
B501	69	4'-0"	Footings Dowel	B601	14	22'-6"	"
B504	23	28'-4"	Breastwall & Backwall	B602	14	17'-6"	"
B505	2	16'-9"	Breastwall ends	B603	14	21'-6"	"
B506	12	4'-0"	Breastwall	B604	24	22'-0"	"
B508	3	25'-2"	"	B605	48	12'-0"	"
B509	29	4'-0"	"	B606	42	30'-0"	"
B510	81	7'-3"	Backwall	B607	28	25'-0"	"
B512	23	23'-3"	Breastwall				
B513	42	10'-0"	Wings				
B514	30	20'-0"	"				
B515	2	16'-6"	"				
B516	2	8'-6"	"	B700	13	8'-0"	Wing
B517	2	20'-6"	"				
B518	3	16'-1"	Wing (Vertical)				
B519	3	15'-6"	"				
B520	3	14'-10"	"				
B521	3	14'-3"	"	B800	48	12'-6"	Footings
B522	3	13'-7"	"	B801	74	13'-0"	"
B523	3	13'-0"	"				
B524	3	12'-4"	"				
B525	3	11'-9"	"				
B526	3	11'-1"	"				
B527	3	10'-6"	"				
B528	3	9'-10"	"	B551	26	17'-6"	Wing
B529	3	9'-3"	"				
B530	3	8'-8"	"	B553	3	7'-8"	Wing
B531	3	8'-0"	"	B554	3	8'-11"	"
B532	3	7'-5"	"	B555	3	10'-3"	"
B533	24	24'-2"	"	B556	3	11'-7"	"
B534	3	18'-1"	"	B557	3	12'-11"	"
B535	3	17'-3"	"	B558	3	14'-5"	"
B536	3	16'-5"	"	B559	2	9'-8"	"
B537	3	15'-6"	"	B560	2	10'-11"	"
B538	3	14'-8"	"	B561	2	12'-3"	"
B539	3	13'-9"	"	B562	2	13'-7"	"
B540	3	12'-11"	"	B563	2	14'-4"	"
B541	3	12'-0"	"	B564	2	16'-3"	"
B542	3	11'-2"	"	B565	2	14'-1"	"
B543	3	10'-4"	"	B566	2	10'-8"	"
B544	2	4'-9"	Wing (Horizontal)	B567	2	7'-3"	"
B545	2	12'-6"	"	B568	2	3'-10"	"
B546	2	20'-6"	"	B569	2	19'-2"	"
B547	2	24'-8"	"				
B549	13	5'-0"	Approach Slab Dowel	B577	1	26'-0"	Breastwall
B550	52	13'-11"	Breastwall	B578	1	16'-11"	Breastwall

F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5 (40)	32	125

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

1. 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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY
REINFORCING STEEL SCHEDULE

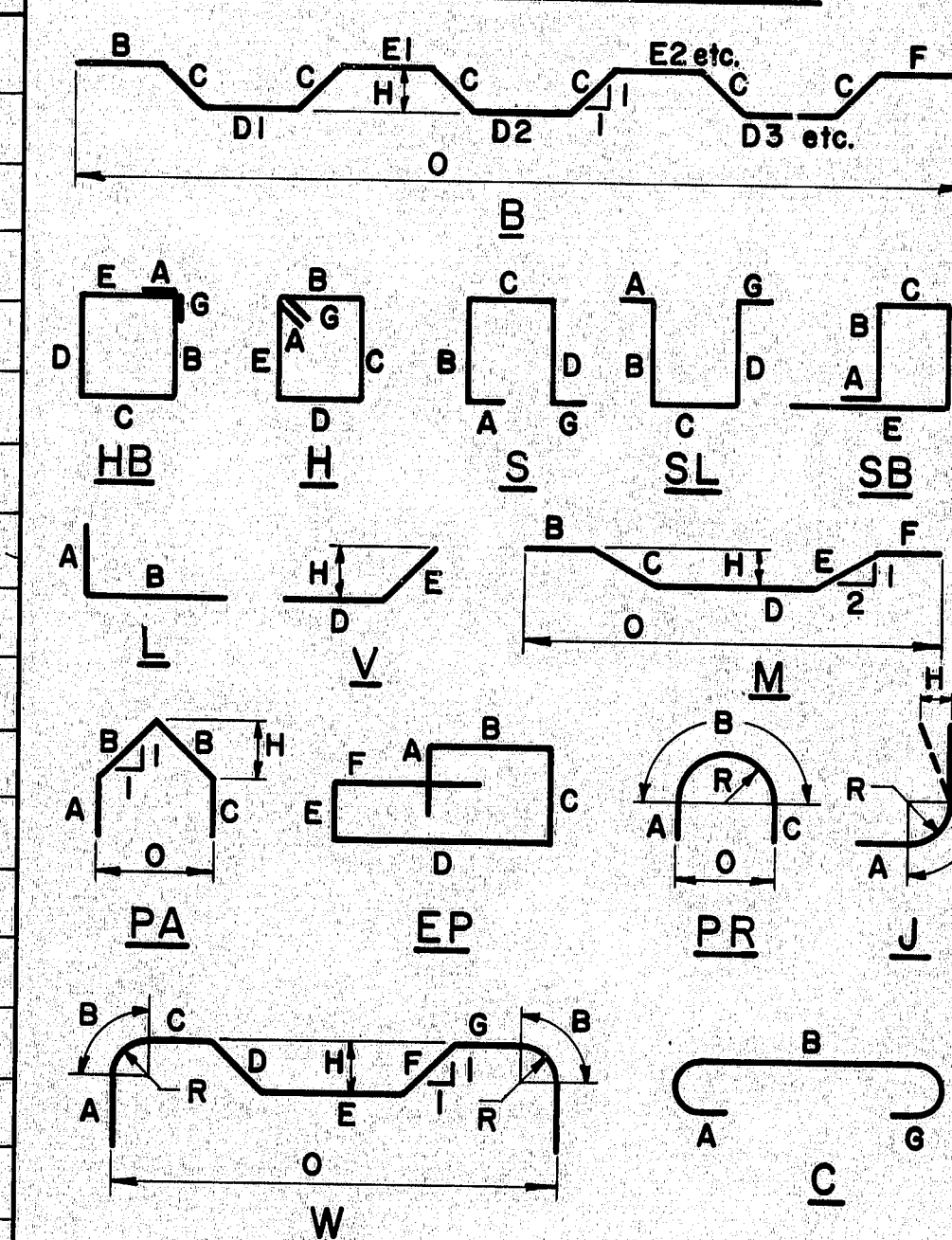
SHEET 32 OF 125 AUGUSTA, MAINE MAY 1975

173-91

[illegible]

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5 (40)	33	12

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

1. 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 |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGADAHOC COUNTY
REINFORCING STEEL SCHEDULE

SHEET 33 OF 125 AUGUSTA MAINE MAY 1923

AUGUSTA MAINE
123-92

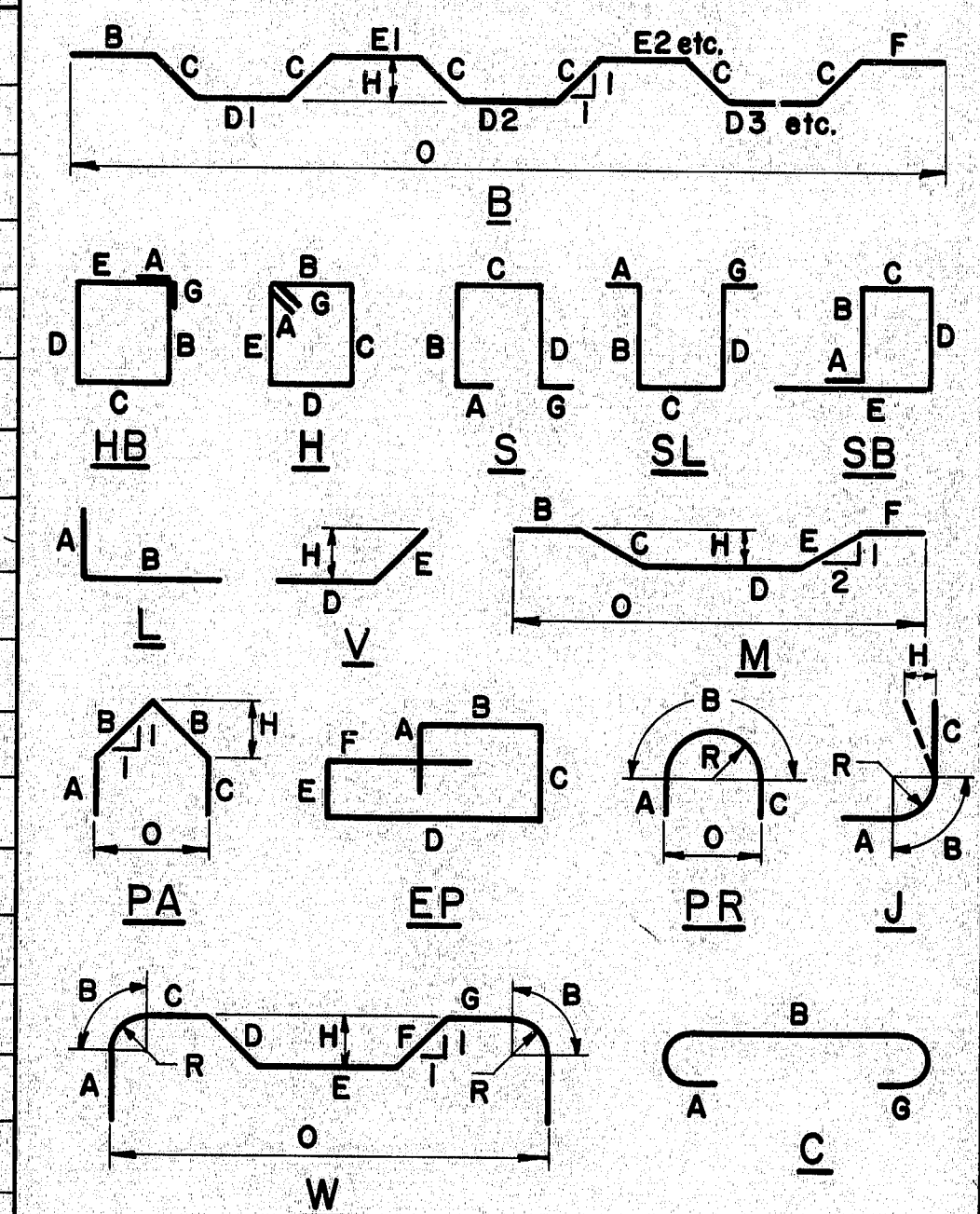
PLANS	DESIGN - DETAIL	BY	DATE
	CHECKED	<i>C.D.T</i>	<i>R.T.A.</i>
	REVISIONS		
	FIELD CHANGES		

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	
ABUTMENT NO. 2 SOUTH BOUND												ABUTMENT NO. 2 SOUTH BOUND															
D500	102	4'-0	Dowel	D552	2	12'-8	Wingwall	D600	14	15'-0	Footing	D400	20	5'-2	S	0"	1'-6	2'-2	1'-6					0"			Bridge Seats
D502	69	12'-7	Breastwall	D553	2	11'-11	"	D601	12	19'-6	"																
D503	6	15'-11	"	D554	2	12'-6	"	D602	26	44'-2	"																
D504	36	9'-0	Wingwalls	D555	2	13'-1	"	D603	128	12'-0	"																
D505	10	26'-0	Breastwall	D556	2	13'-8	"	D604	49	12'-6	"	D501	30	16'-9	L	3'-6	13'-3										Breastwall
D506	10	27'-0	"	D557	2	14'-3	"	D605	12	42'-0	"	D508	9	20'-8	V				15'-8	5'-0				3'-6			"
D507	9	5'-0	"	D558	1	14'-10	"	D606	28	25'-3	"	D513	27	5'-2	S	0"	2'-0	1'-2	2'-0				0"				Backwall
D509	10	23'-2	"	D559	2	15'-5	"	D607	106	6'-6	Wingwalls	D514	8	7'-6	S	0"	3'-2	1'-2	3'-2				0"				"
D510	1	16'-11	"	D560	20	14'-6	"					D518	4	6'-4	S	0"	2'-0	2'-4	2'-0				0"				Backwall-Curb
D511	9	7'-5	"	D561	2	13'-0	"																				
D512	71	7'-0	Backwall	D562	2	9'-10	"																				
D515	10	23'-2	"	D563	2	6'-9	"	D700	62	12'-0	Footing																
D516	5	29'-7	"	D564	2	3'-6	"					D701	69	9'-4	J	1'-5	1'-7	6'-4						0"	1'-0		Breastwall
D517	5	28'-6	"	D565	2	6'-1	"																				
D519	20	22'-0	Wingwall	D566	2	7'-0	"																				
D520	2	16'-4	"	D567	2	7'-11	"	D800	49	12'-6	Footing																
D521	2	9'-0	"	D568	2	8'-10	"					D801	106	11'-3	J	1'-7	1'-7	8'-1						0"	1'-0		Wingwall
D522	26	15'-0	"	D569	2	9'-9	"																				
D523	2	9'-0	"	D570	2	10'-8	"																				
D524	2	5'-6	"	D571	2	11'-7	"																				
D525	2	5'-11	"	D572	1	12'-6	"																				
D526	2	6'-4	"	D573	2	6'-3	"																				
D527	2	6'-8	"	D574	2	7'-7	"																				
D528	2	7'-1	"	D575	2	9'-0	"																				
D529	2	7'-6	"	D576	2	10'-4	"																				
D530	2	7'-10	"	D577	2	11'-9	"																				
D531	2	8'-3	"	D578	2	16'-1	"																				
D532	2	8'-8	"																								
D533	2	9'-1	"																								
D534	2	9'-5	"																								
D535	1	9'-9	"																								
D536	2	7'-6	"																								
D537	2	8'-1	"																								
D538	2	8'-8	"																								
D539	2	9'-3	"																								
D540	2	9'-10	"																								
D541	2	10'-5	"																								
D542	2	11'-0	"																								
D543	1	11'-7	"																								
D544	2	22'-6	"																								
D545	2	9'-11	"																								
D546	2	10'-3	"																								
D547	2	10'-8	"																								
D548	2	11'-1	"																								
D549	2	11'-6	"																								
D550	2	11'-10	"																								
D551	2	12'-3	"																								
												MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	

FHWA RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5 (40)	34	125

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MILLAY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGADAHOC COUNTY
REINFORCING STEEL SCHEDULE

SHEET 34 OF 125 AUGUSTA, MAINE MAY 1975

173-93

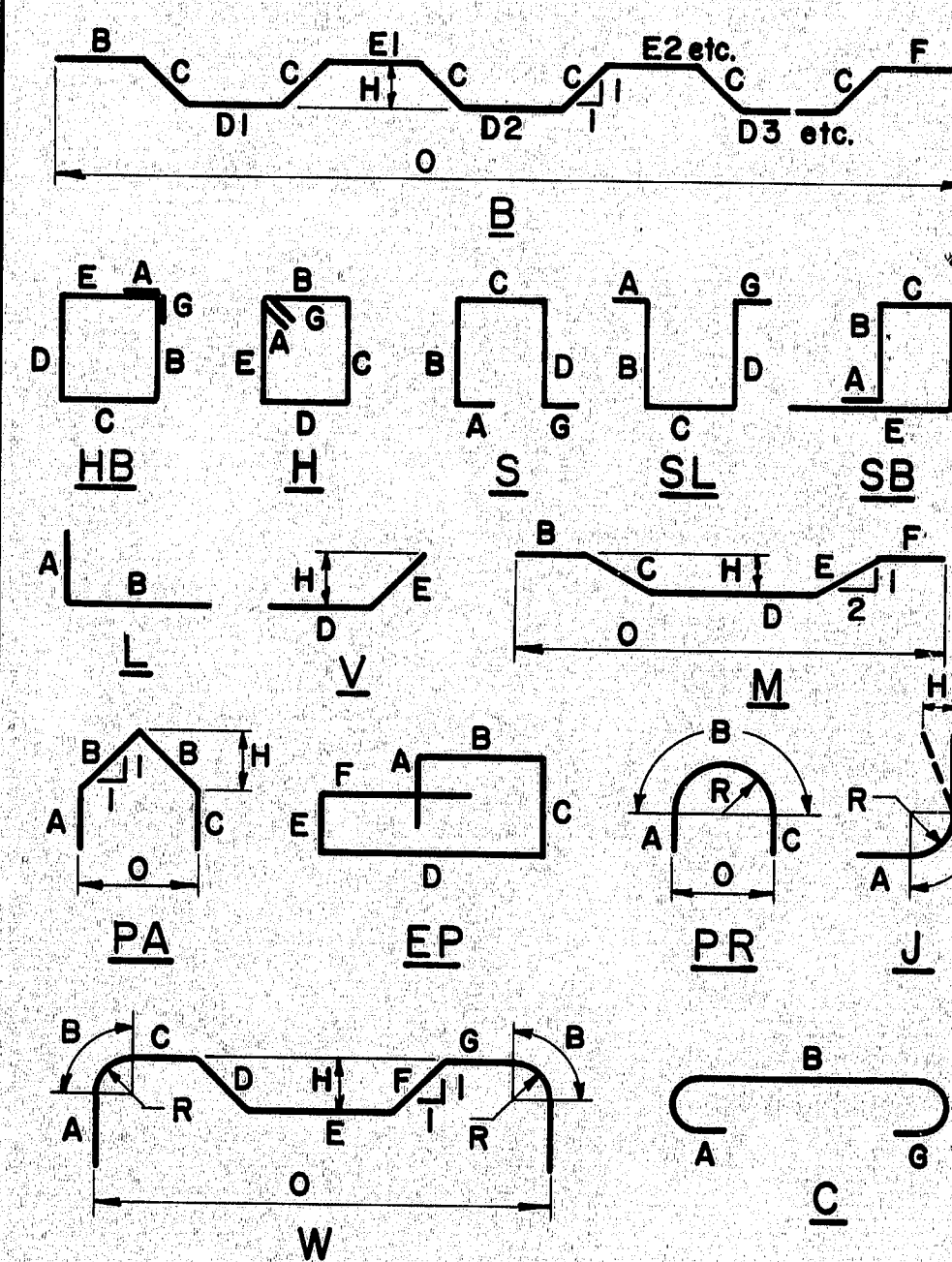
DATE	BY	DESIGN - DETAIL	CHECKED	REVISIONS	FIELD CHANGES
5-25	G.T. Townsend				

PLANS

REINFORCING STEEL SCHEDULE

STRAIGHT BARS				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
SUPERSTRUCTURE (DECK SLAB)				WEARING SURFACE				SUPERSTRUCTURE (DECK SLAB)																		
5501	372	40'-0"	Slab	5300	222	27'-6"	Wearing Surface					5503	220	32'-8"	B			x8	x4	x3						
5502	124	26'-0"		5301	224	30'-0"										3'-11"	7"	2'-7 1/2"	3'-2 1/2"	3'-11"		5"	31'-3 1/2"			Slab
5504	436	31'-4"		5302	56	24'-0"																				
5505	16	30'-6"		5303	4	26'-3"																				
5506	16	29'-3"		5304	4	25'-3"						5534	574	4'-6"	S	6"	15"	12"	15"			6"				Curb Section
5507	16	28'-3"		5305	4	24'-3"																				
5508	16	27'-3"		5306	4	23'-3"																				
5509	16	26'-3"		5307	4	22'-3"																				
5510	16	25'-3"		5308	4	21'-3"																				
5511	16	24'-3"		5309	4	20'-3"																				
5512	16	23'-3"		5310	4	19'-3"																				
5513	16	22'-3"		5311	4	18'-3"																				
5514	16	21'-3"		5312	4	17'-3"																				
5515	16	20'-3"		5313	4	16'-3"																				
5516	16	19'-3"		5314	4	15'-3"																				
5517	16	18'-3"		5315	4	14'-3"																				
5518	16	17'-3"		5316	4	13'-3"																				
5519	16	16'-3"		5317	4	12'-3"																				
5520	16	15'-3"		5318	4	11'-3"																				
5521	16	14'-3"		5319	4	10'-3"																				
5522	16	13'-3"		5320	4	9'-3"																				
5523	16	12'-3"		5321	4	8'-3"																				
5524	16	11'-3"		5322	4	7'-5"																				
5525	16	10'-3"		5323	4	7'-8"																				
5526	16	9'-3"		5324	4	8'-1"																				
5527	16	8'-3"		5325	4	8'-8"																				
5528	16	7'-3"		5326	4	9'-6"																				
5529	16	6'-3"		5327	4	38'-10"	Wearing Surface																			
5530	16	5'-3"	Slab																							
5531	56	15'-0"	Curb Sections																							
5532	2	14'-1"	End Curb Section																							
5533	2	13'-0"																								
5536	2	18'-8"																								
5537	2	17'-7"	End Curb Section																							
5538	48	8'-0"	Slab																							
5539	2	14'-5"	End Curb Section																							
5540	2	17'-3"																								
5541	2	16'-2"																								
5542	2	15'-6"	End Curb Section																							

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 (A502) bar size - #5
 Mark (P1001) bar size - #10
 Mark (S603) bar size - #6
- Each truss bar 5503 may be replaced by two straight bars (one top and one bottom) of the same bar size as the truss bar. Payment, in either case, shall be based on truss bars as scheduled on the plans.

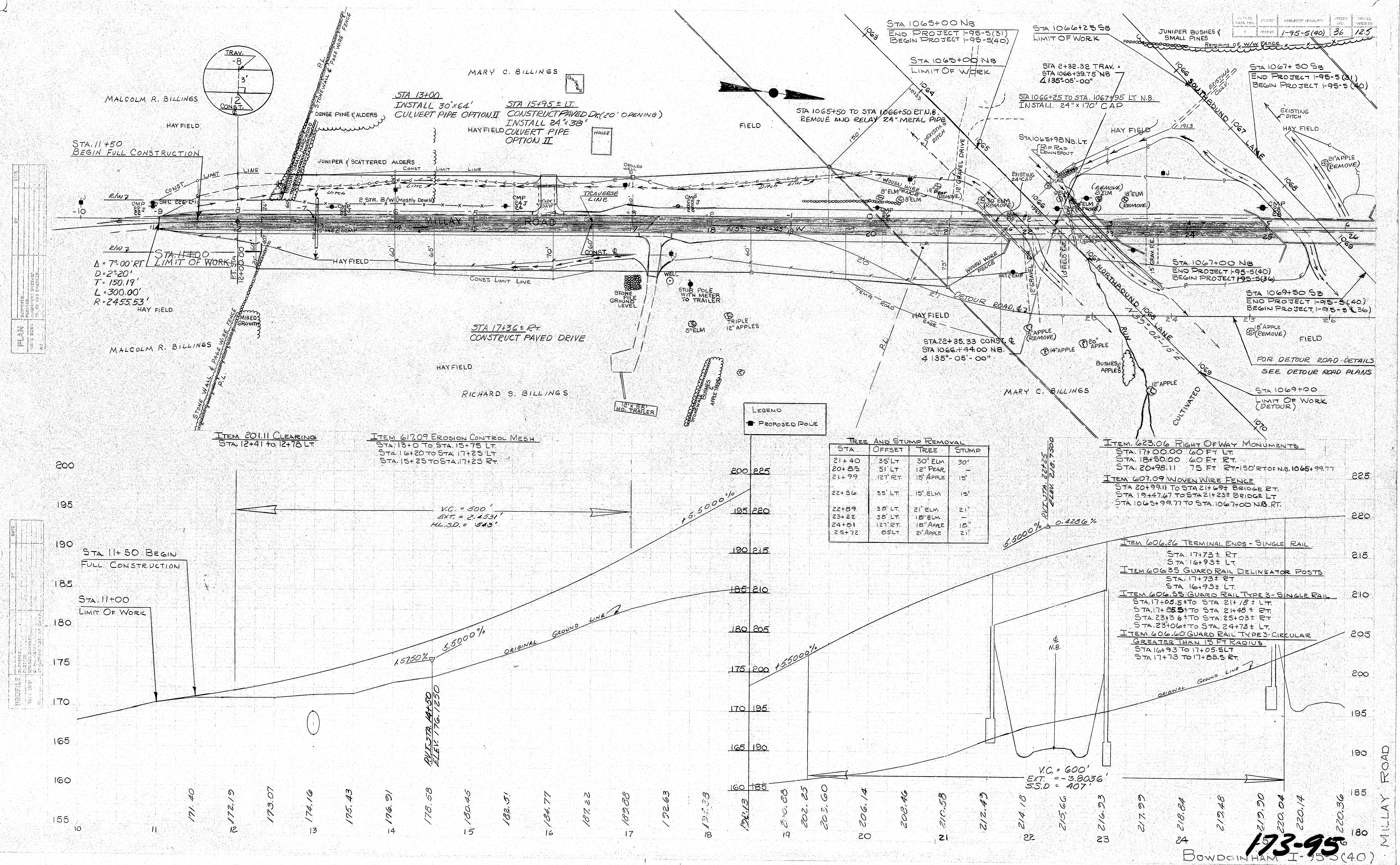
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

MILLAY ROAD
 OVER
 INTERSTATE 95
 IN THE TOWN OF
 BOWDOINHAM
 SAGADAHOC COUNTY
 REINFORCING STEEL SCHEDULE

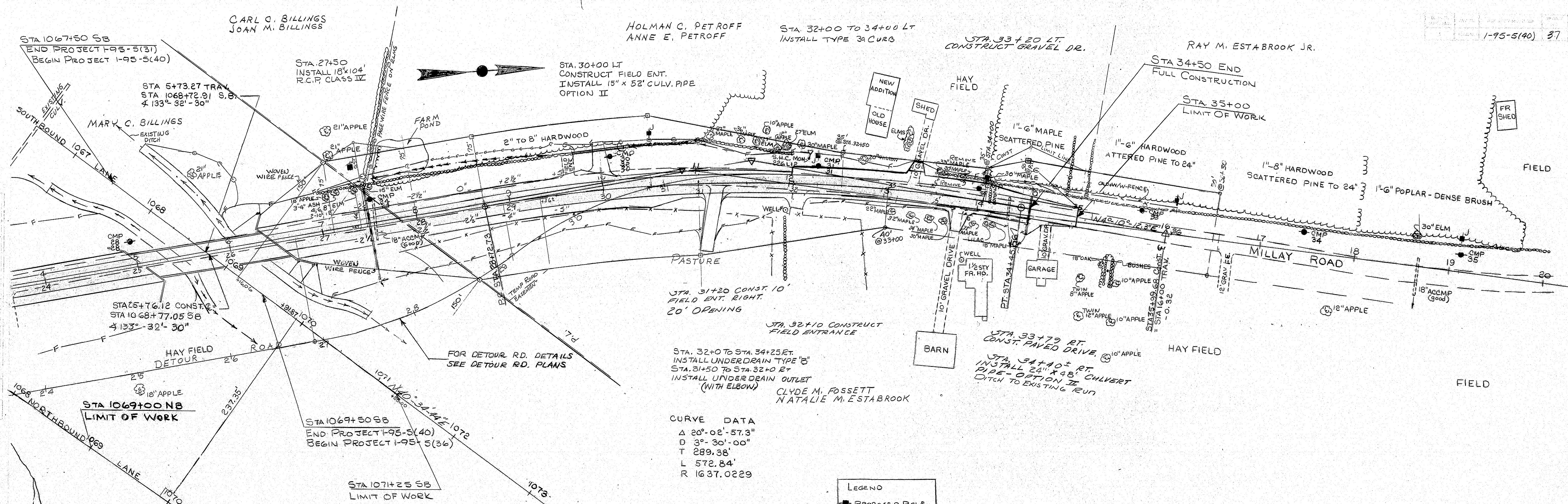
SHEET 35 OF 125 AUGUSTA, MAINE MAY 1975

173-94

DATE 5-75
 BY G.T. Z.T.
 DESIGN - DETAIL
 CHECKED
 REVISIONS
 FIELD CHANGES
 PLANS



24 173-95
BOWDOINHAM I-95-5(40)



CURVE DATA

Δ	20° 02' 57.3"
D	3° 30' 00"
T	289.38
L	572.84'
R	1637.0229

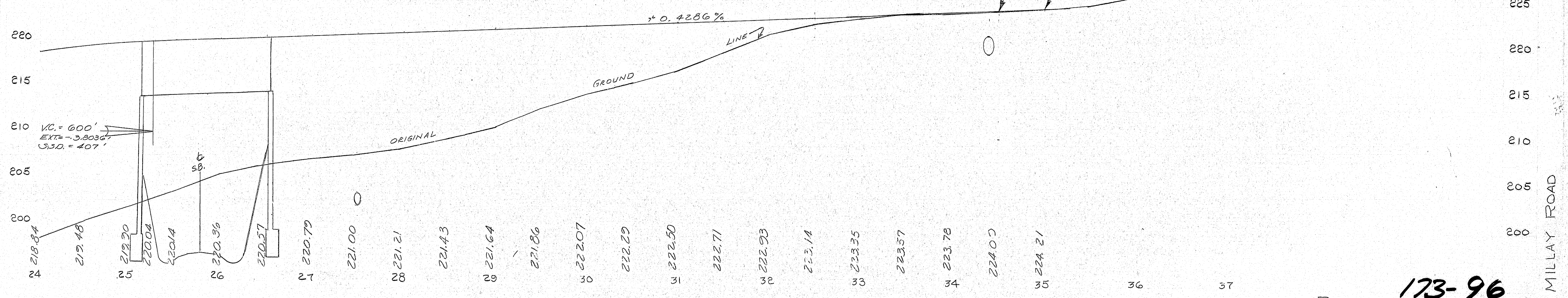
LEGEND
 PROPOSED POLE

TREE AND STUMP REMOVAL

STA.	OFFSET	TREE	STUMP
27+09	37' LT.	10' APPLE	-
27+38	41' LT.	10' ELM	-
27+39	41' LT.	10' ELM	-
27+56	42' LT.	15' ELM	15"
33+57	18' LT.	33' MAPLE	33"
33+75	18' LT.	30' MAPLE	30"

- ITEM 606.26 TERMINAL ENDS-SINGLE RAIL
STA. 29+85, LT.
STA. 30+52.5 RT.
- ITEM 606.35 GUARD RAIL DELINEATOR
POSTS
STA. 29+85 LT.
STA. 30+52.5 RT.
STA. 32+00 RT. U.D. OUTLET.
- ITEM 606.55 GUARD RAIL TYPE 3-SINGLE RAIL
STA. 26+60 ± TO STA. 29+72.5 LT.
STA. 26+90 ± TO STA. 30+40 ± RT.
- ITEM 623.06 RIGHT OF WAY MONUMENTS
STA. 28+54.05 75 FT. RT. - 150' LT. OF SB. 1071+23.00
PC STA. 28+72.73 75 FT. LT.
STA. 30+50.00 75 FT. LT.
STA. 31+00.00 75 FT. RT.
PT STA. 34+45.56 40 FT. RT.
- ITEM 623.07 SURVEY MARKERS
PT STA. 34+45.56 40 FT. RT.
- ITEM 607.09 WOVEN WIRE FENCE
STA. 26+38 ± BRIDGE TO STA. 27+11.5 LT.
STA. 26+88 ± BRIDGE TO STA. 28+54.05 RT.
STA. 1071+23.00 TO STA. 1071+50 SB LT.
- ITEM 617.09 EROSION CONTROL MESH
STA. 27+50 TO STA. 28+50 LT.
- ITEM 620.226 NORWAY MAPLE 2 1/2"-3" CALIPER
STA. 33+57 ± LT.
STA. 33+75 ± LT.

- 230 ITEM 606.60 GUARD RAIL TYPE 3-CIRCULAR- GREATER THAN 15 FT RADIUS
STA. 29+72.5 TO STA. 29+85 LT. ..
STA. 30+40 ± TO STA. 30+52.5 RT.

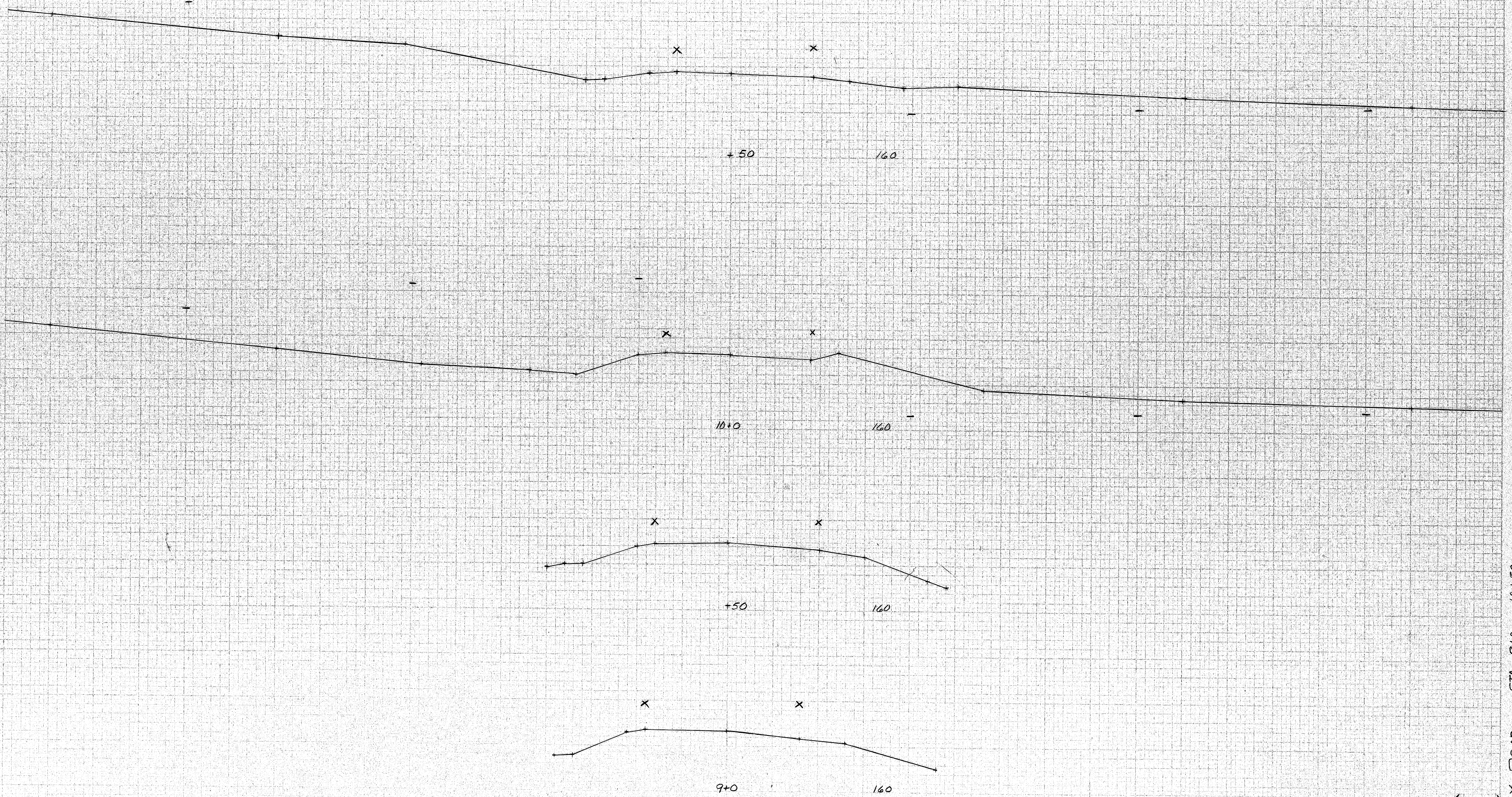


80

F.H.W.A. NO. 1	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(40)	28	128

FINAL SURVEY	SURVEYED PLOTTER NOTED NO.	BY	DATE

ORIGINAL SURVEY	SURVEYED PLOTTER NOTED NO.	BY	DATE

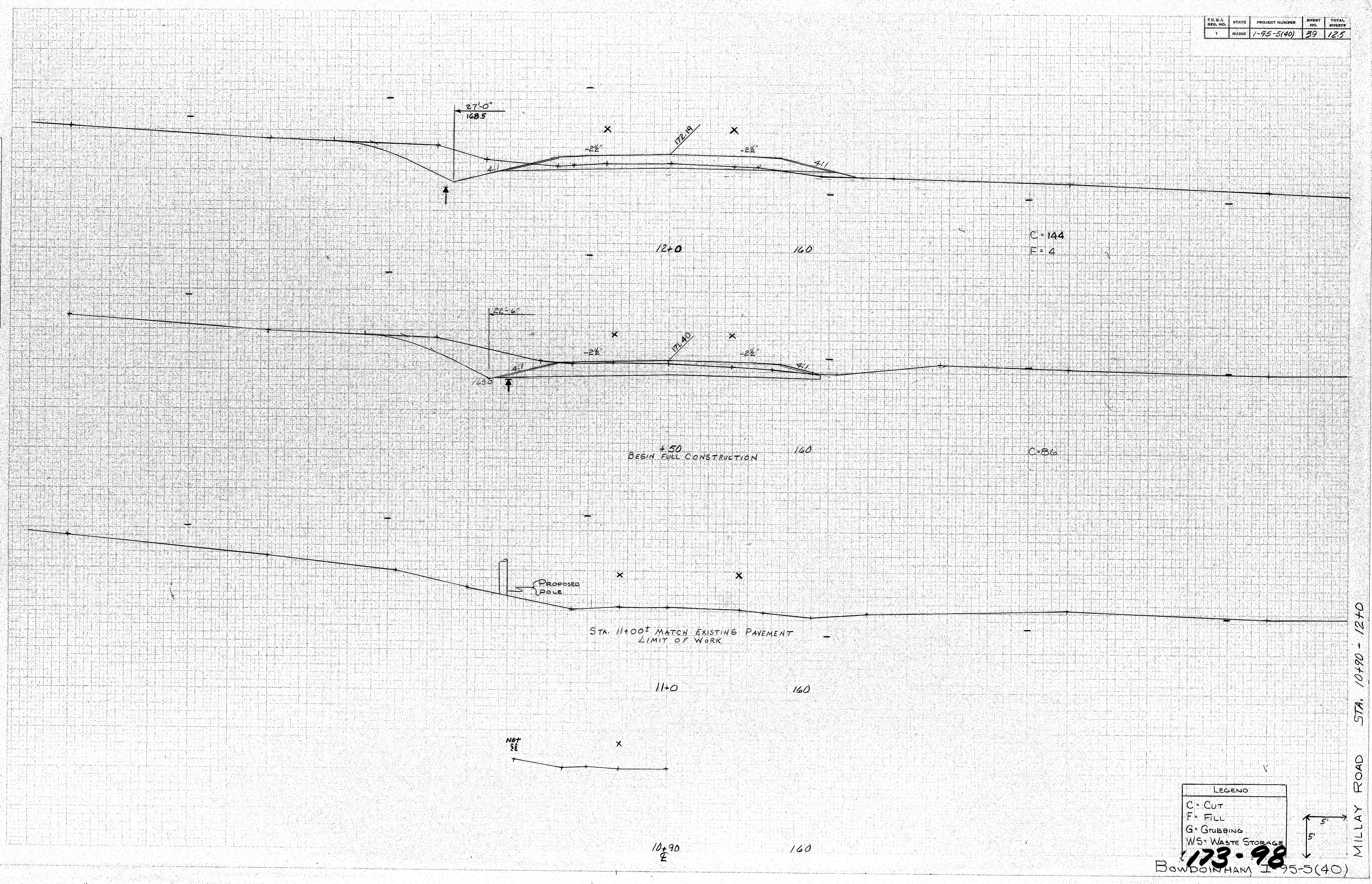


123-92
BOWDOINHAM I-95-5(40)

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-5(40)	39	125

FINAL SURVEY	SURVEYED PLOTTER	DATE
NO. 1000	NO. 1000	NO. 1000
AREAS CHECKED	AREAS CHECKED	AREAS CHECKED

ORIGINAL SURVEY	SURVEYED PLOTTER	DATE
NO. 1000	NO. 1000	NO. 1000
AREAS CHECKED	AREAS CHECKED	AREAS CHECKED



DATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1-95-5 (40)	42	125	

DATE	BY	FINAL SURVEY	PLANNED	REMARKS	NO.

DATE	BY	ORIGINAL SURVEY	PLANNED	REMARKS	NO.
8-27	John W. Allen				

TOP PIPE
+
+
WELL

DRILLED WELL 66' LT 16+98

180

40.5' SILL

46'-0"
178.8

WASTE STORAGE AREA

-2 1/2"

-2 1/2"

WASTE STORAGE AREA

42'-6"
179.5

HOUSE LEFT 16+50

170

C=31
F=627
WS=246
G=45

176.3
PLACE EROSION CONTROL MESH IN DITCH
STA. 16+20 TO 17+25 LT.

16+0

175

53'-6"
174.5

10% Grade

175.5

STA 15+95 ± LT.
CONSTRUCT PAVED DRIVE
INSTALL 24" x 38" CULVERT PIPE OPTION II

23' GRAVEL DRIVEWAY LT

+94

170

C=26
F=613
WS=283
G=49

46'-0"
173.5

WASTE STORAGE AREA

-2 1/2"

-2 1/2"

WASTE STORAGE AREA

54'-6"
171.5

C=18
F=631
WS=320
G=50

PLACE EROSION CONTROL MESH IN DITCH
STA. 15+25 TO 17+25 RT.

MILLAY ROAD STA. 15+50 - 16+50

173-101
BOWDOINHAM I-95-5(40)