

147-155
RICHMOND I-95-5(39)

C	5
F	4

F 7

G.B. 542

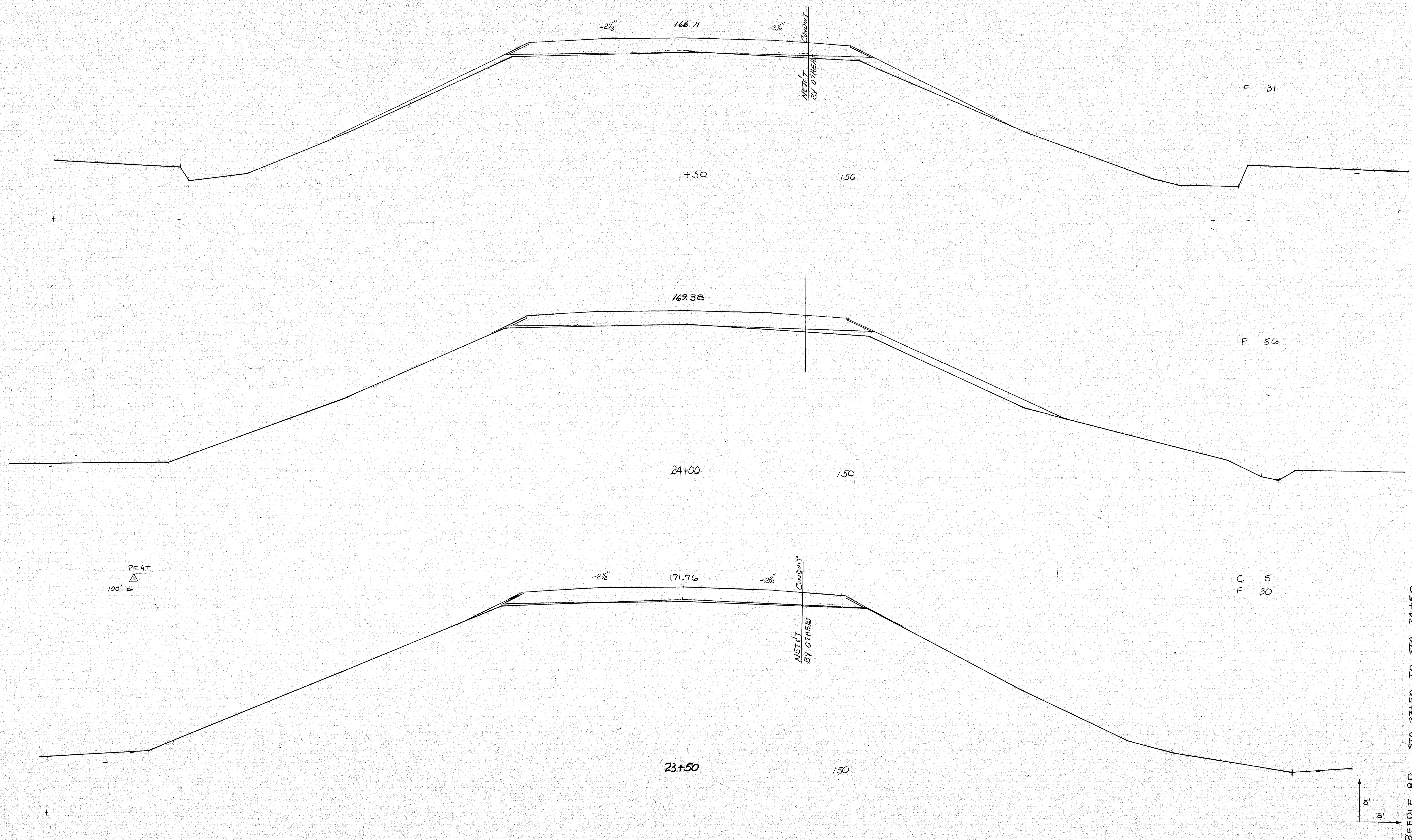
BEEDLE RD. STA. 22+00 TO STA. 23+00

147-158
RICHMOND I-95-5(39)

DATE	1-95-5(39)	NO.	45	SHEET	111
------	------------	-----	----	-------	-----

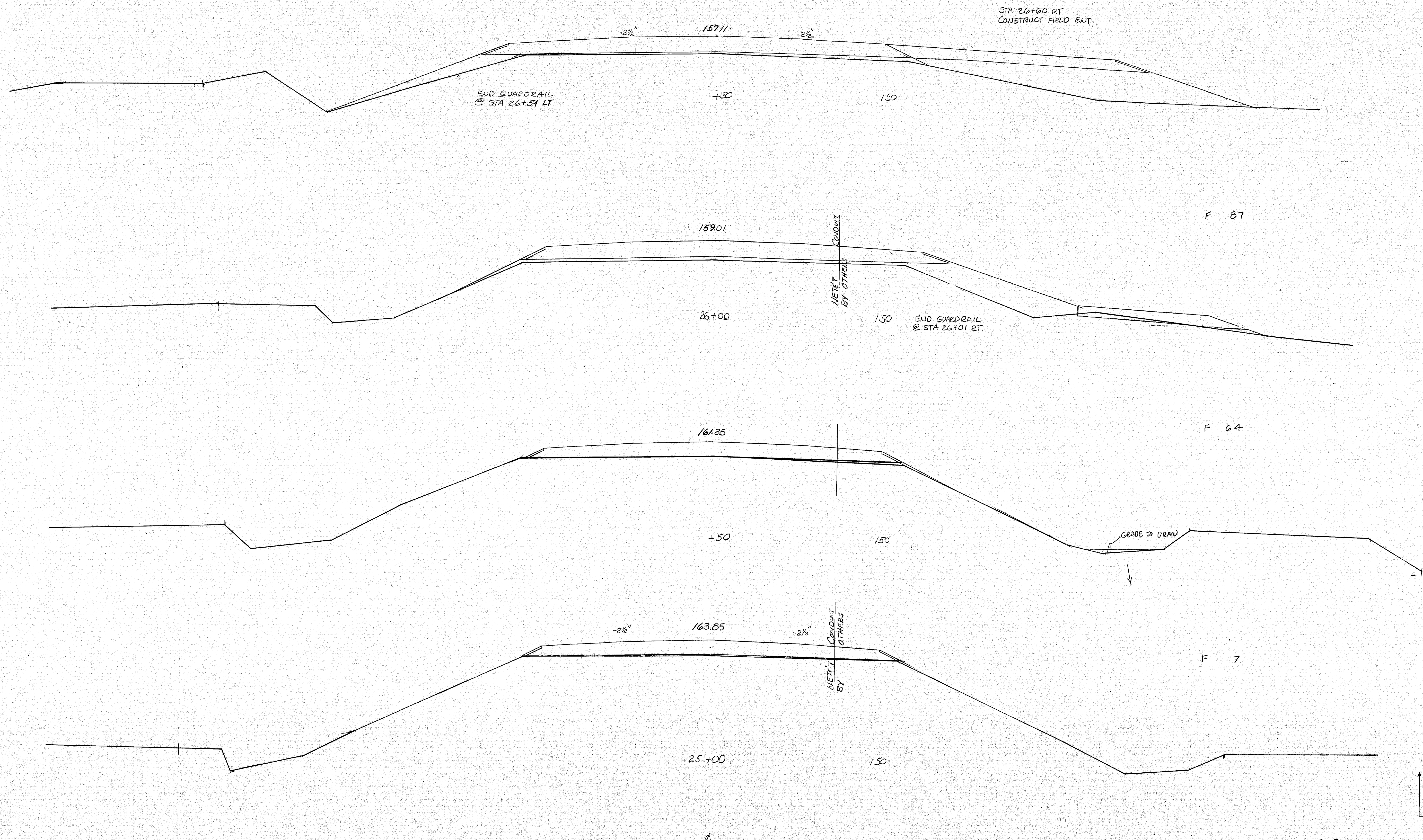
NO.	1	DATE	1-95-5(39)
BY	W. J. B.	CHECKED	W. J. B.
DATE	1-95-5(39)	APPROVED	W. J. B.

NO.	1	DATE	1-95-5(39)
BY	W. J. B.	CHECKED	W. J. B.
DATE	1-95-5(39)	APPROVED	W. J. B.



BEEBLE RD. STA. 23+50 TO STA. 24+50

147-159
RICHMOND I-95-5(39)



1-95-5(39) 46 III

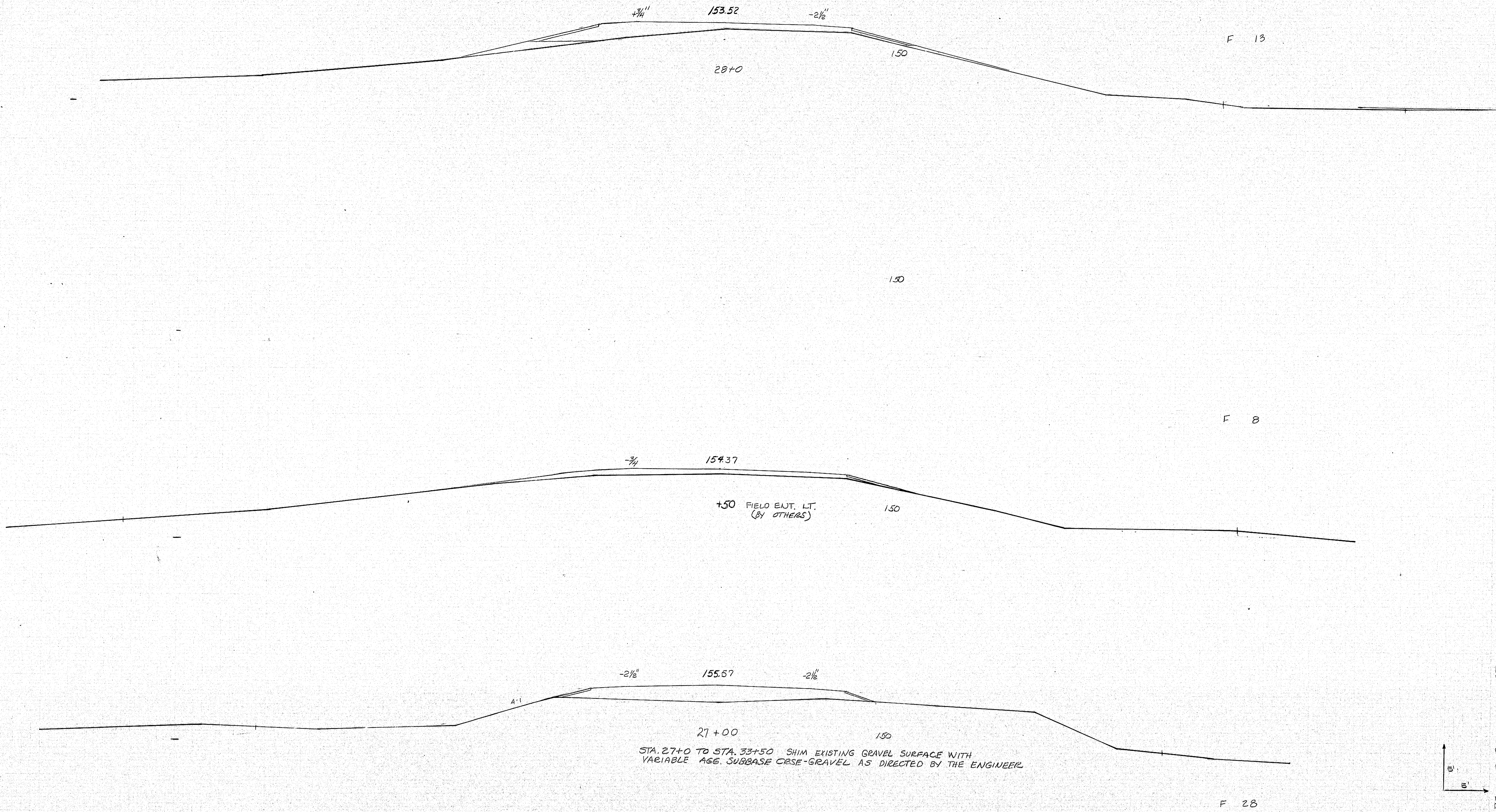
1-95-5(39) 46 III

2

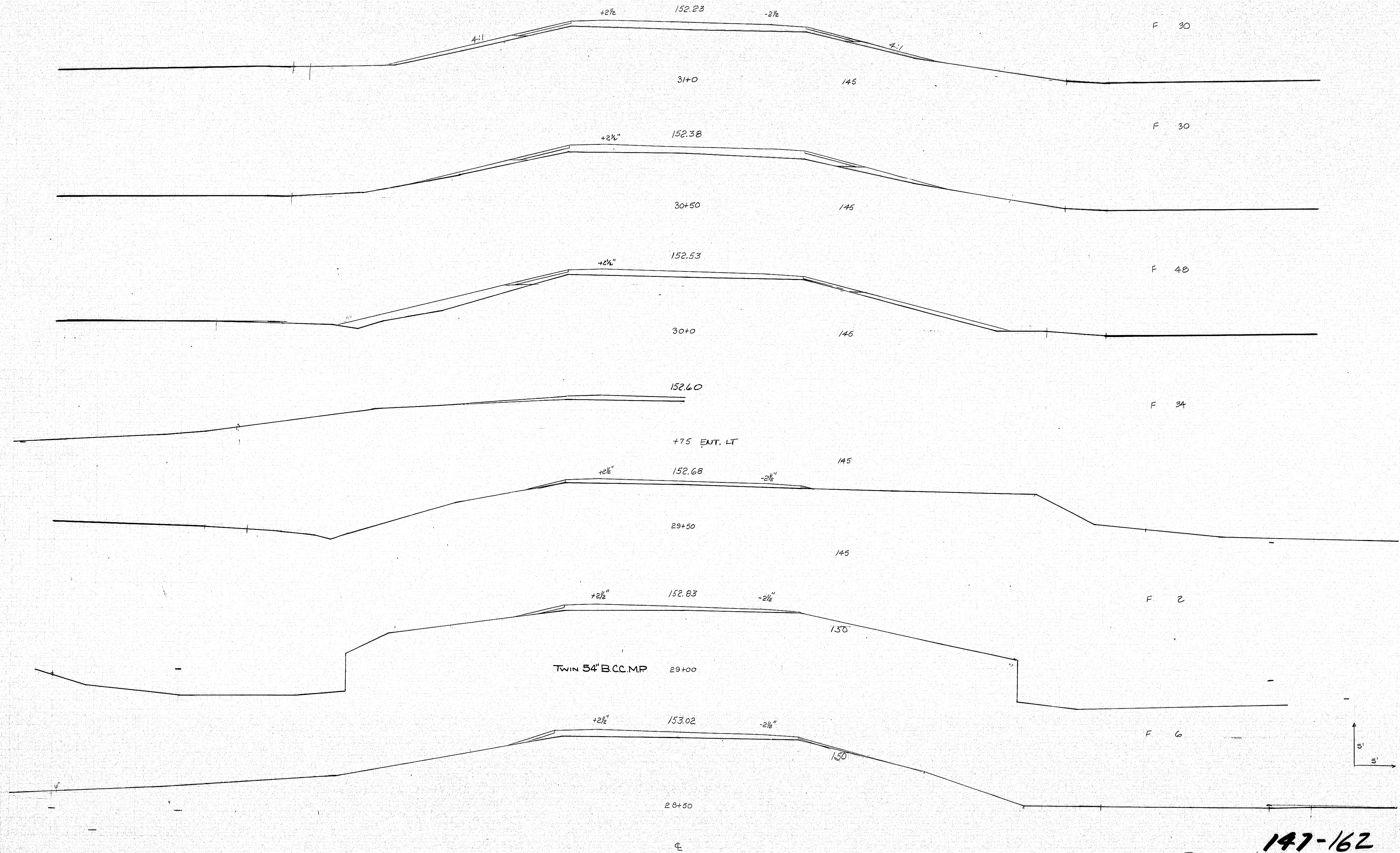
DATE	BY	LINE
10/1/73	W. J. H.	1
10/1/73	W. J. H.	2
10/1/73	W. J. H.	3
10/1/73	W. J. H.	4
10/1/73	W. J. H.	5
10/1/73	W. J. H.	6
10/1/73	W. J. H.	7
10/1/73	W. J. H.	8
10/1/73	W. J. H.	9
10/1/73	W. J. H.	10

DATE	BY	LINE
10/1/73	W. J. H.	1
10/1/73	W. J. H.	2
10/1/73	W. J. H.	3
10/1/73	W. J. H.	4
10/1/73	W. J. H.	5
10/1/73	W. J. H.	6
10/1/73	W. J. H.	7
10/1/73	W. J. H.	8
10/1/73	W. J. H.	9
10/1/73	W. J. H.	10

NO.	DATE	DESCRIPTION	AMOUNT	TOTAL
1	1-95-5(39)		47	111



147-161
RICHMOND I-95-5(39)

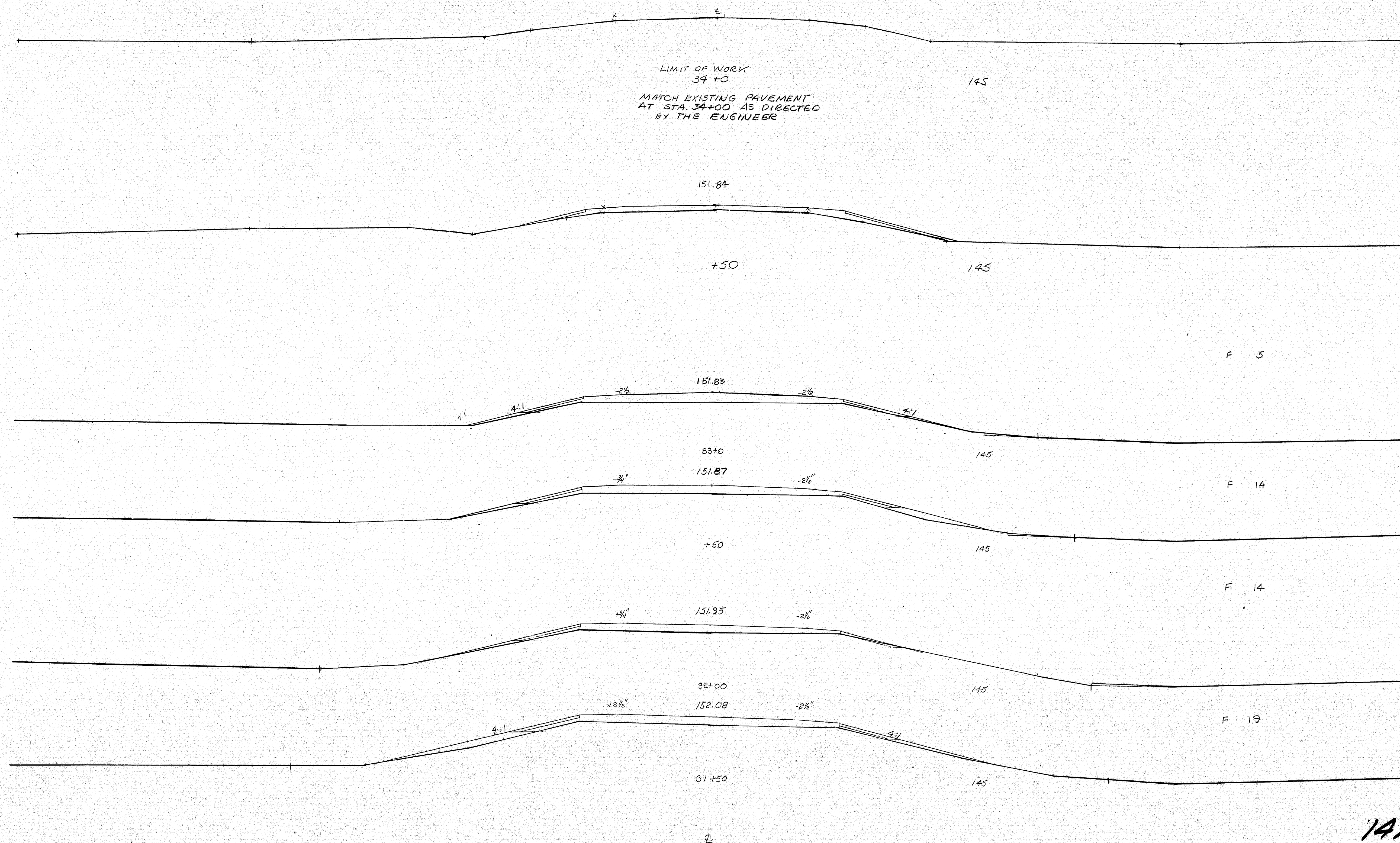


DATE: 1/14/48
BY: [illegible]
CHECKED: [illegible]
APPROVED: [illegible]

CONTRACT: 1-95-5(39)
SHEET: 48
DATE: 1/14/48

BEEPLE RD. STA. 28+50 TO STA. 31+00

147-162
RICHMOND I-95-5(39)

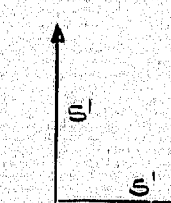


F 5

F 14

F 14

F 19

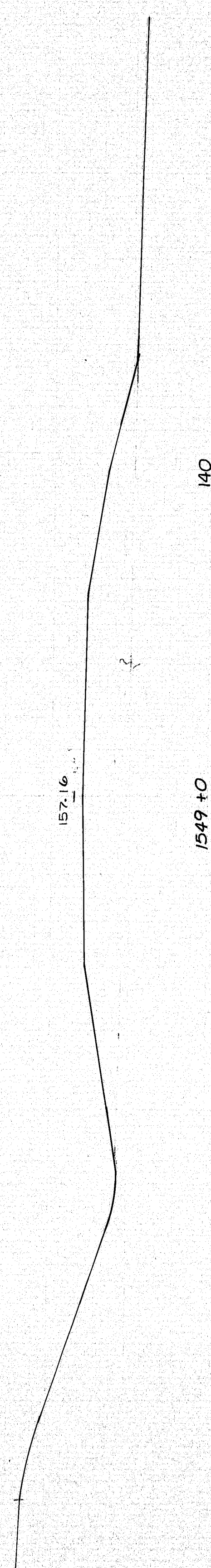
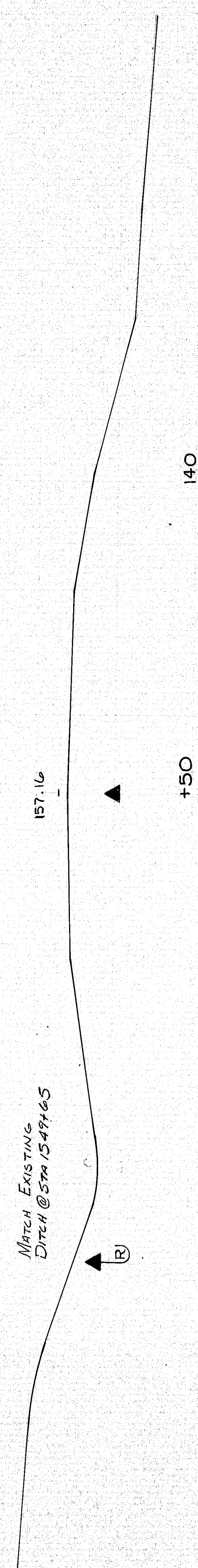
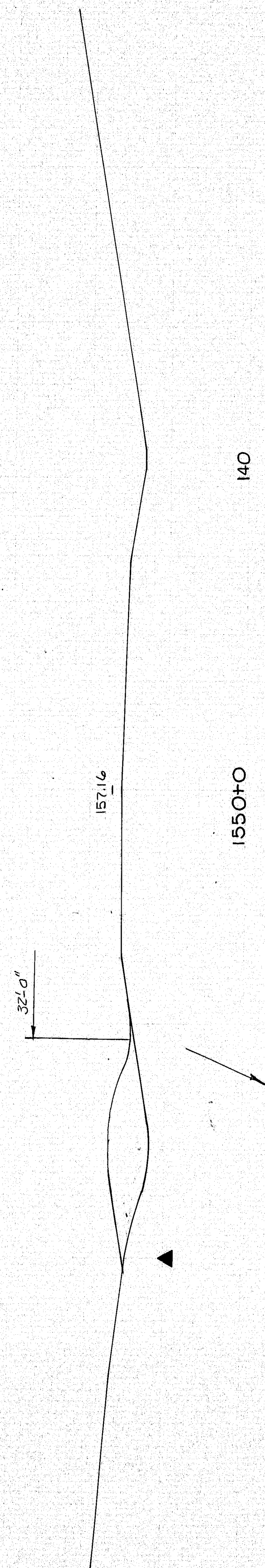


BEEDLE RD. STA. 31+50 TO STA. 34+00

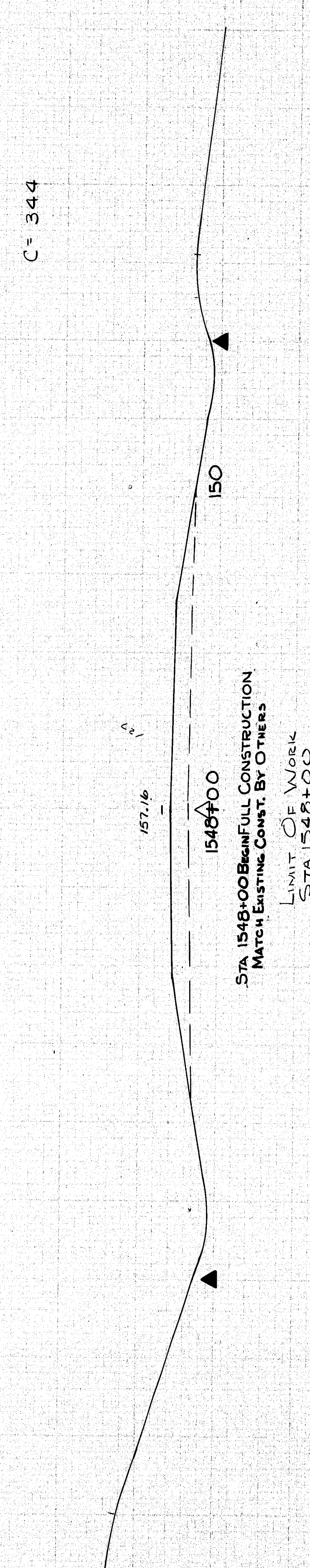
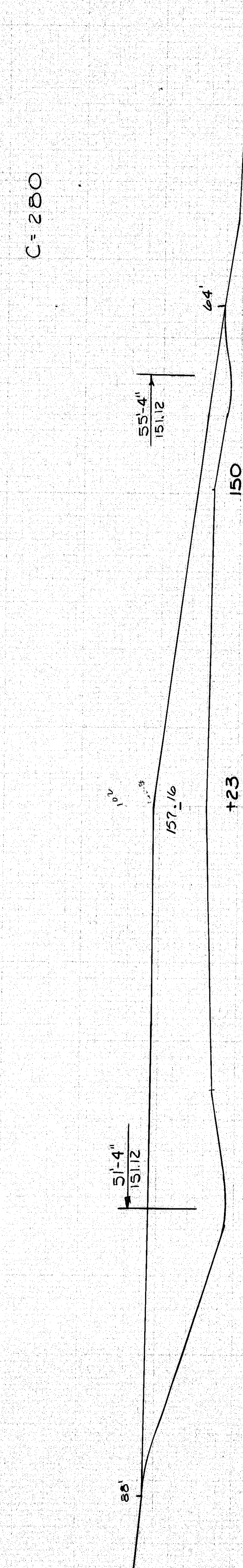
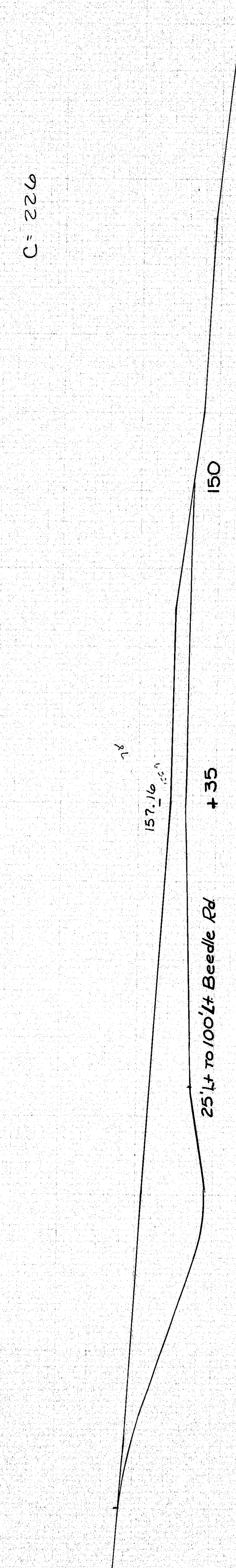
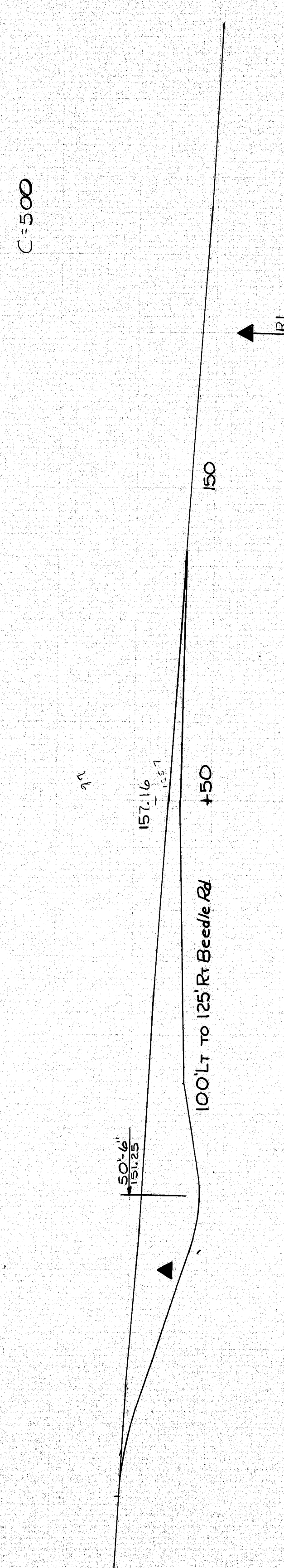
147-168
RICHMOND I-95-5(39)

ORIGINAL SURVEY	FROM	BY	DATE
12-74	12-74	12-74	12-74
12-74	12-74	12-74	12-74
12-74	12-74	12-74	12-74
12-74	12-74	12-74	12-74
12-74	12-74	12-74	12-74
12-74	12-74	12-74	12-74
12-74	12-74	12-74	12-74
12-74	12-74	12-74	12-74
12-74	12-74	12-74	12-74

DATE	BY	DATE
12-74	12-74	12-74
12-74	12-74	12-74
12-74	12-74	12-74
12-74	12-74	12-74
12-74	12-74	12-74
12-74	12-74	12-74
12-74	12-74	12-74
12-74	12-74	12-74
12-74	12-74	12-74



STA 1549+00 END. FULL CONSTRUCTION
MATCH EXISTING CONST BY OTHERS



STA 1548+00 BEGIN FULL CONSTRUCTION
MATCH EXISTING CONST BY OTHERS

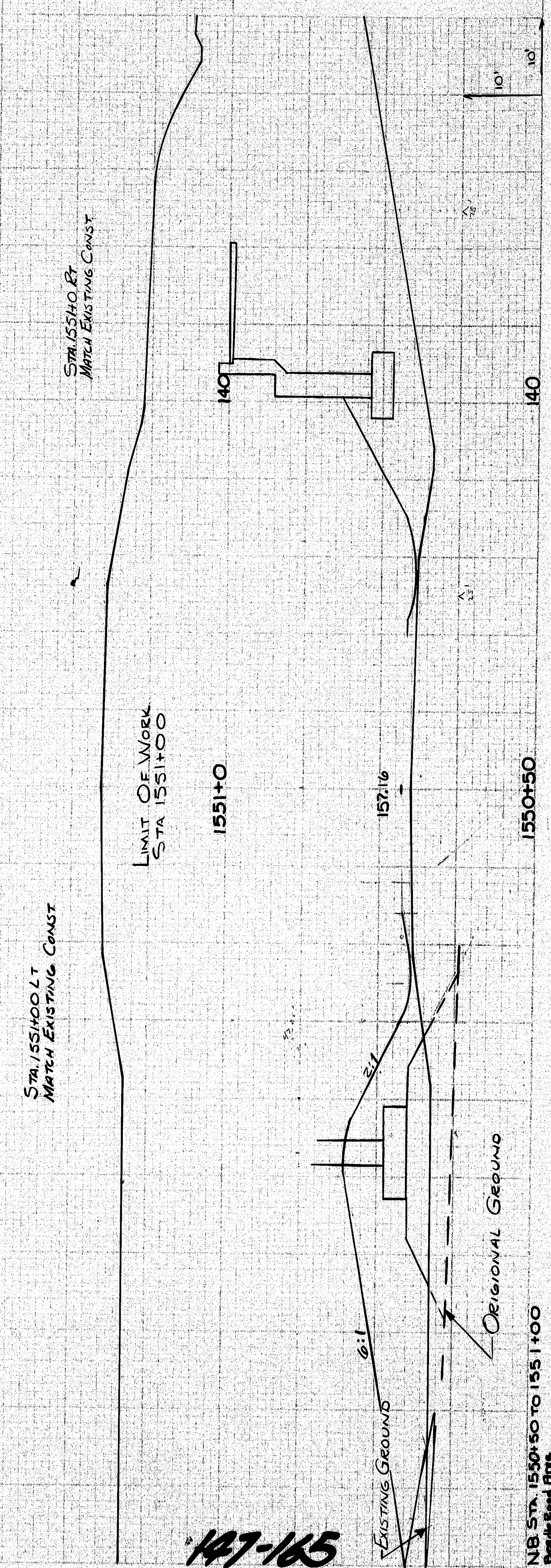
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	1-95-5(39)	50	111

147-164
RICHMOND I-95-5(39)

N.B. STA 1547+50 TO 1550+00
Beedle Road Proj.

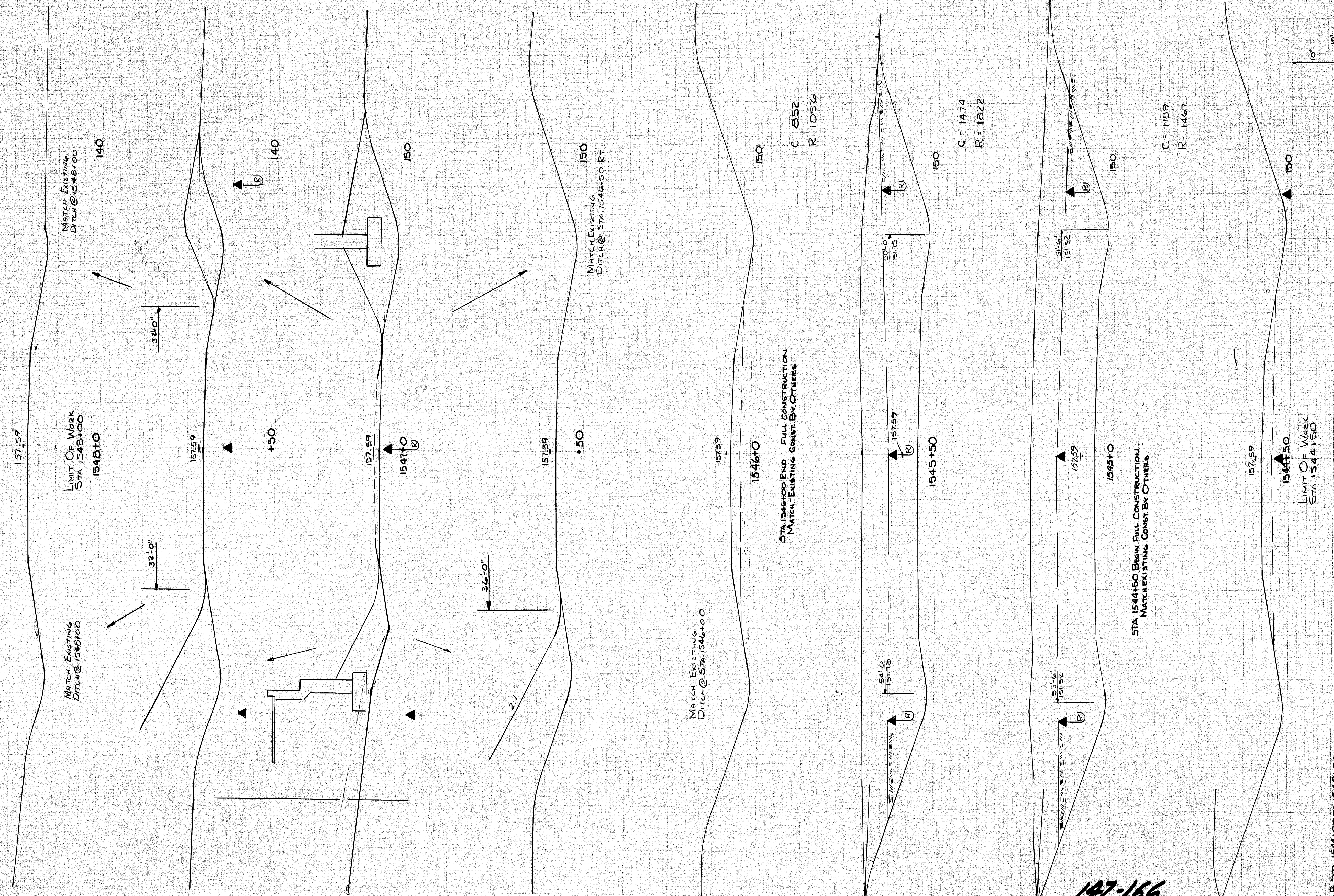
ORIGINAL SURVEY	BY 1-95-S(32)	DATE 12-74
TRACTED FROM		
PLOTTED	RP	12-74
TEMPLATE	RP	12-74
AREAS		
AREAS CHECKED		
NO. BOOK 94726		
NO. 94726		

FMWA REG NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEET
1	MAINE	1-95-5(39)	5	11



147-165
RICHMOND I-95-5(39)

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
	PLOTTED _____ TEMPLATE _____ AREA _____ AREAS CHECKED _____		
NO. _____	NOTE BOOK _____		

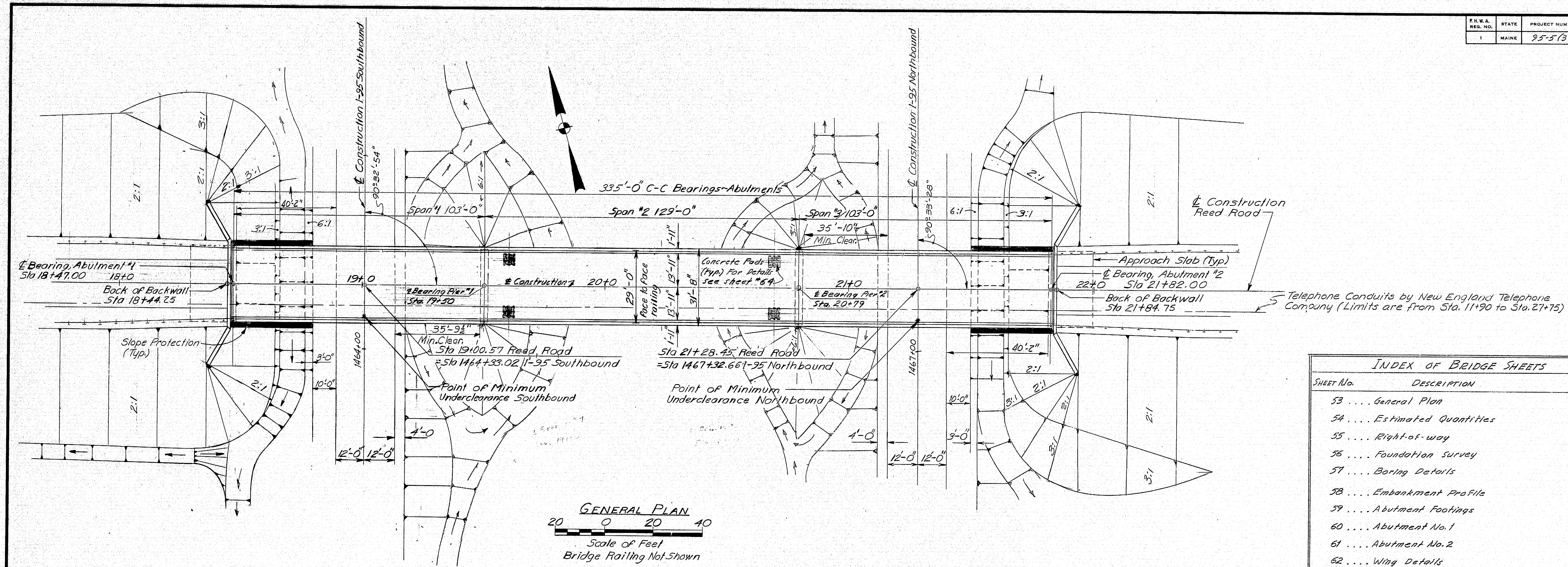


S.B. STA 1544+00 To 1548+00

147-166

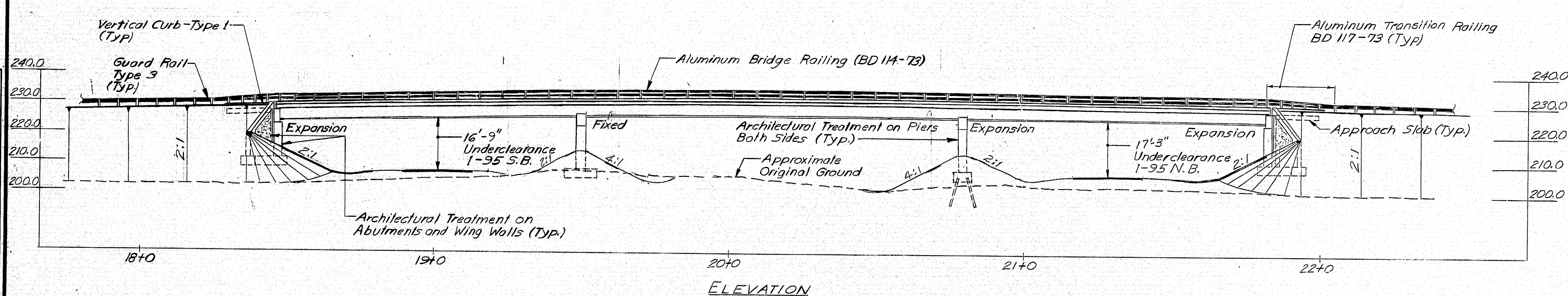
RICHMOND I-95-5(39)

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5(39)	53	111



GENERAL PLAN
Scale of Feet
Bridge Railing Not Shown

INDEX OF BRIDGE SHEETS	
SHEET No.	DESCRIPTION
53	General Plan
54	Estimated Quantities
55	Right-of-way
56	Foundation Survey
57	Boring Details
58	Embankment Profile
59	Abutment Footings
60	Abutment No. 1
61	Abutment No. 2
62	Wing Details
63	Abutment Architectural Treatment
64	Slope Protection
65	Approach Slabs
66	Pier No. 1
67	Pier No. 2
68	Framing Plan
69	Structural Steel
70	Bottom of Slab Elevations
71	Superstructure Span No. 1
72	Superstructure Spans No. 2 & No. 3
73 & 74	Reinforcing Steel Schedule



ELEVATION

PROJECT NUMBER	95-5(39)
DESIGN - CHECKED	J.T.F.
DESIGN - DETAIL	RD
REVISIONS	
FIELD CHANGES	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

REED ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
RICHMOND
SAGadahoc COUNTY

GENERAL PLAN

SHEET 53 OF 111 AUGUSTA, MAINE Feb 1975

147-167

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.11	Clearing	0.5	Acres
201.13	Removing Single Trees, 9" to 24" Tops Only	2	Each
201.14	Removing Single Trees, Over 24" to 48" Tops Only	3	Each
201.20	Removing Stumps, Over 24" to 48"	4	Each
203.20	Common Excavation	10,200	C.Y.
203.21	Rock Excavation	105	C.Y.
203.24	Common Borrow	23,700	C.Y.
203.25	Granular Borrow	12,700	C.Y.
203.29	Selected Granular Material	400	C.Y.
208.06	Str. Earth Excav. - Drainage & Minor Strs.	160	C.Y.
208.07	Str. Rock Excav. - Drainage & Minor Strs.	30	C.Y.
208.08	Str. Earth Excav. - Abuts. & Ret. Walls	1,310	C.Y.
208.10	Str. Earth Excav. - Piers	45	C.Y.
304.10	Aggregate Subbase Course - Gravel	3,400	C.Y.
403.07	Hot Bit Pavement, Grading B	450	Ton
403.08	Hot Bit Pavement, Grading C	320	Ton
403.101	Hot Bit Pavement, Grading D (Sidewalks, Drives, Etc.)	35	Ton
403.121	Hot Bituminous Pavement, Grading E (Shimming)	25	Ton
410.14	Cut-back Asphalt, Applied	1,850	Gal.
410.15	Emulsified Asphalt, Applied	470	Gal.
410.16	Cover Coat Material, Sand	60	C.Y.
410.161	Cover Coat Material, Sand (Leveling)	50	C.Y.
411.09	Untreated Aggregate Surface Course	220	C.Y.
501.216	Steel H-beam Piles 73 lbs./ft.	160	L.F.
502.21	Structural Concrete, Abuts. & Retaining Walls	365	C.Y.
502.23	Structural Concrete, Piers	123	C.Y.
502.2601	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	1	L.S.
502.2901	Structural Concrete, Wearing Surface on Bridges	1	L.S.
502.3101	Structural Concrete, Approach Slabs	1	L.S.
503.12	Reinforcing Steel, Fab. & Delivered	103,000	Lb.
503.13	Reinforcing Steel, Placing	103,000	Lb.
504.7001	Structural Steel, Fab. & Delivered	1	L.S.
504.7101	Structural Steel, Erection	1	L.S.
504.74	Metal Inserts	134	Each
505.0801	Shear Connectors	1	L.S.
506.1401	Field Painting, Structural Steel	1	L.S.

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
507.141	Aluminum Bridge Railing, Type "A"	678	L.F.
507.151	Aluminum Approach Railing, Type "A"	4	Each
512.07	French Drains (Stones Only)	20	C.Y.
513.09	Slope Protection - Port. Cem. Concrete	264	S.Y.
514.06	Curing Box For Concrete Cylinders	0.5	Each
515.20	Protective Coating For Concrete Surfaces	1,340	S.Y.
603.163	15 Inch Culvert Pipe, Option II	174	L.F.
603.173	18 Inch Culvert Pipe, Option II	70	L.F.
603.195	24 Inch Reinforced Conc. Pipe Class III	76	L.F.
605.09	6 Inch Underdrain Type "B"	400	L.F.
605.10	6 Inch Underdrain Outlet	30	L.F.
606.26	Terminal Ends - Single Rail	4	Each
606.35	Guard Rail Delineator Posts	5	Each
606.35	Guard Rail Type 3 - Single Rail	1,550	L.F.
606.60	Guard Rail Type 3 - Circular - Greater Than 15 Ft. Radius	50	L.F.
607.09	Woven Wire Fence - Metal Posts	1,120	L.F.
607.15	Drive Gateways - 16 Feet - Metal	1	Each
607.24	Remove And Reset Fence	270	L.F.
607.32	Bracing Assembly, Type I - Metal Posts	10	Each
607.33	Bracing Assembly, Type II - Metal Posts	6	Each
609.11	Vertical Curb - Type I	31	L.F.
609.13	Vertical Bridge Curb - Type I	677	L.F.
609.25	Curb Transition Section A - Type I	4	Each
609.32	Curb Type 3 a	425	L.F.
610.08	Plain Riprap	6	C.Y.
613.07	Loam	350	C.Y.
616.03	Sodding	320	S.Y.
618.13	Seeding, Method Number 1	7	Unit
618.14	Seeding, Method Number 2	150	Unit
618.15	Temporary Seeding	150	Lb.
619.09	Hay Mulch	320	Unit
623.06	Right-of-Way Monuments	12	Each
629.05	Labor, Straight Time	20	M.Hr.
630.06	Traffic Officers	50	M.Hr.
631.09	Aerator (Inc. Op. & Hauler)	20	Hour
631.10	Air Compressor (Inc. Operator)	5	Hour
631.11	Air Tool (Inc. Op.)	5	Hour

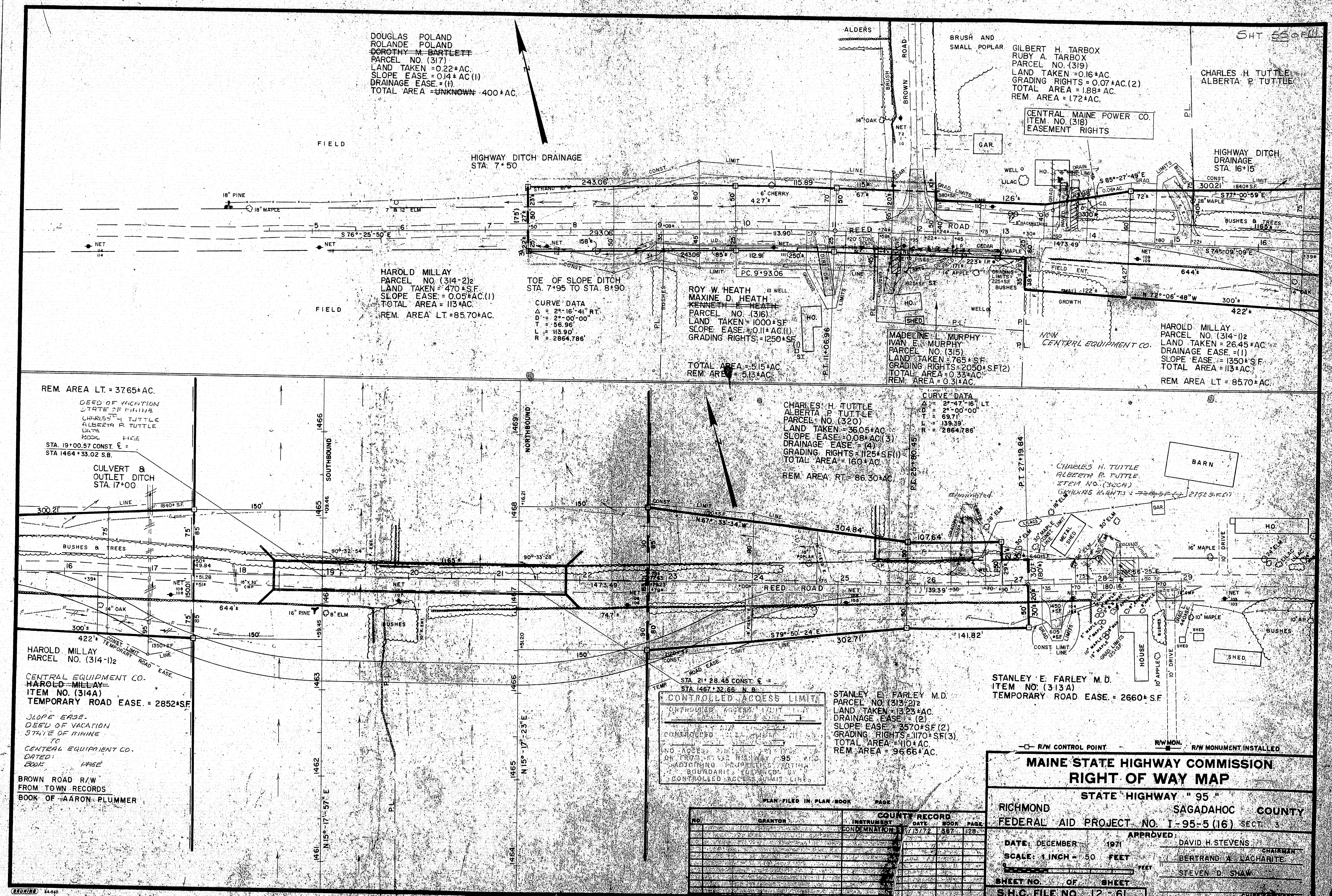
ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
631.12	All Purpose Excavator (Including Op.)	15	Hour
631.13	Bulldozer (Inc. Op.)	30	Hour
631.14	Grader (Inc. Op.)	20	Hour
631.171	Truck - Small (Inc. Op.)	20	Hour
631.18	Chain Saw Rental (Inc. Op.)	10	Hour
631.22	Front End Loader (Inc. Op.)	5	Hour
633.09	Portable Barricade	2	Each
637.07	Sprinkling	70	M.G.
637.08	Calcium Chloride	7	Ton
639.09	Field Office, Type B	1	Each
656.50	Baled Hay, In Place	6	Each
656.51	Sandbags, In Place	6	Each
656.55	Dumped Stone	15	C.Y.
656.60	Temporary Berms	4,490	L.F.
656.62	Temporary Slope Drains	170	L.F.
657.201	Seed And Application, Method A	100	Unit
659.10	Mobilization	0.5	L.S.
660.21	On-The-Job Training (Bid)	1,000	M.Hr.

ESTIMATED QUANTITIES OF LUMP SUM ITEMS

502.2601	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	336	Cubic Yards
502.2901	Structural Concrete, Wearing Surface on Bridges	87	Cubic Yards
502.3101	Structural Concrete, Approach Slabs	21	Cubic Yards
504.7001	Structural Steel, Fab. & Delivered	319,100	Pounds
504.7101	Structural Steel, Erection	319,100	Pounds
505.0801	Shear Connectors	2,112	Studs
506.1401	Field Painting, Structural Steel	319,100	Pounds

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
REED ROAD OVER INTERSTATE 95 IN THE TOWN OF RICHMOND SAGadahoc COUNTY ESTIMATE OF QUANTITIES	
SHEET 54 OF 111	AUGUSTA, MAINE Feb. 1975

147-168



REVISIONS		NO.	DATE	DESCRIPTION	BY
1	10/27/72	1	10/27/72	REVISION	D.E.H.
2	10/27/72	2	10/27/72	REVISION	D.E.H.
3	10/27/72	3	10/27/72	REVISION	D.E.H.
4	10/27/72	4	10/27/72	REVISION	D.E.H.
5	10/27/72	5	10/27/72	REVISION	D.E.H.

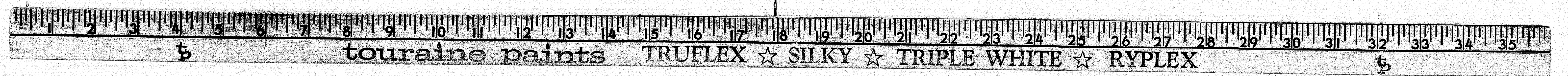
ITEM	FIGURED	PLOTTED	CHECKED
BASE LINE			
CONTRIBUTION			
AREA			
PERIMETER			
CO. RECORD			

CONTROLLED ACCESS LIMIT
UNIMPROVED ACCESS LIMIT
CONTRIBUTED
NO ACCESS
ADJOINING PROPERTY WITHIN
BOUNDARIES

PLAN FILED IN PLAN BOOK		COUNTY RECORD	
NO.	GRANTOR	INSTRUMENT	DATE
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

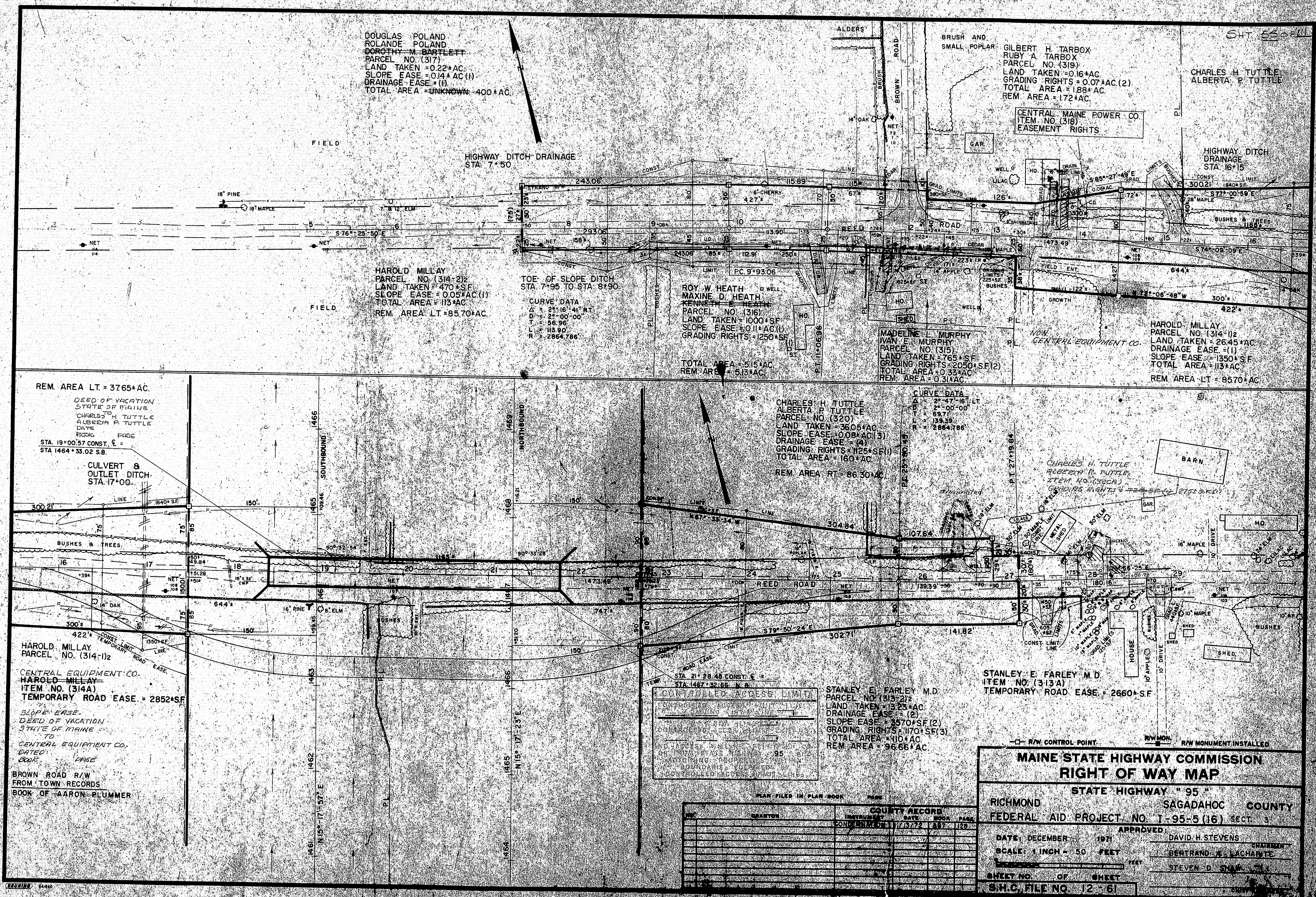
MAINE STATE HIGHWAY COMMISSION
RIGHT OF WAY MAP
STATE HIGHWAY "95"
RICHMOND SAGADAHOC COUNTY
FEDERAL AID PROJECT NO. 1-95-5 (16) SECT. 3
DATE: DECEMBER 1971
SCALE: 1 INCH = 50 FEET
SHEET NO. 12 OF 61
S.H.C. FILE NO. 12-61
APPROVED: DAVID H. STEVENS
BERTRAND A. LACHARITE
STEVEN D. SHAW

147-169



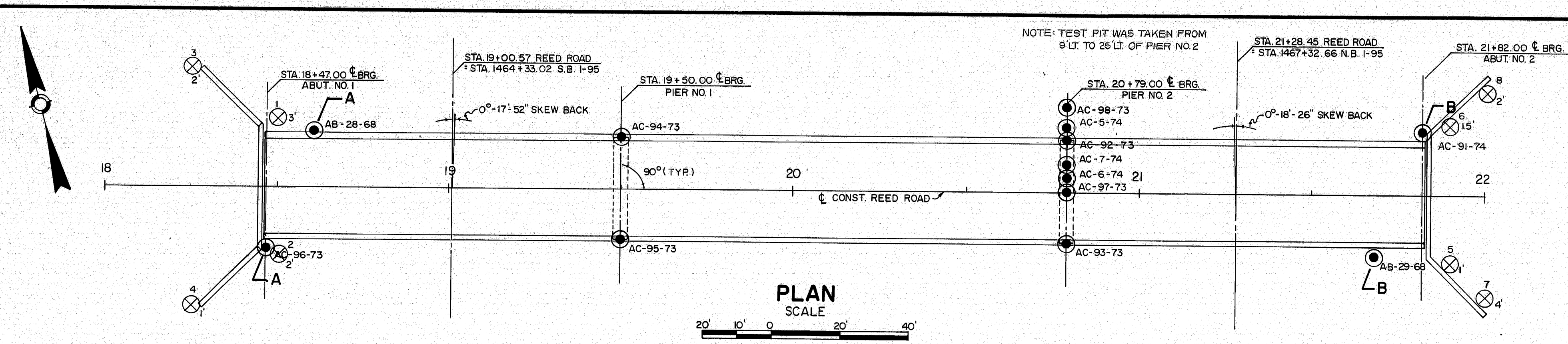
NO.	DATE	DESCRIPTION	BY
1	5-27-72	PREP. PLAN. DATA. READING TIME OF PLAN.	W. J. L.
2	10-02-72	REVISION. READING TIME OF PLAN.	W. J. L.
3	10-02-72	REVISION. READING TIME OF PLAN.	W. J. L.
4	10-02-72	REVISION. READING TIME OF PLAN.	W. J. L.
5	10-02-72	REVISION. READING TIME OF PLAN.	W. J. L.

NO.	DATE	DESCRIPTION	BY
1	5-27-72	PREP. PLAN. DATA. READING TIME OF PLAN.	W. J. L.
2	10-02-72	REVISION. READING TIME OF PLAN.	W. J. L.
3	10-02-72	REVISION. READING TIME OF PLAN.	W. J. L.
4	10-02-72	REVISION. READING TIME OF PLAN.	W. J. L.
5	10-02-72	REVISION. READING TIME OF PLAN.	W. J. L.

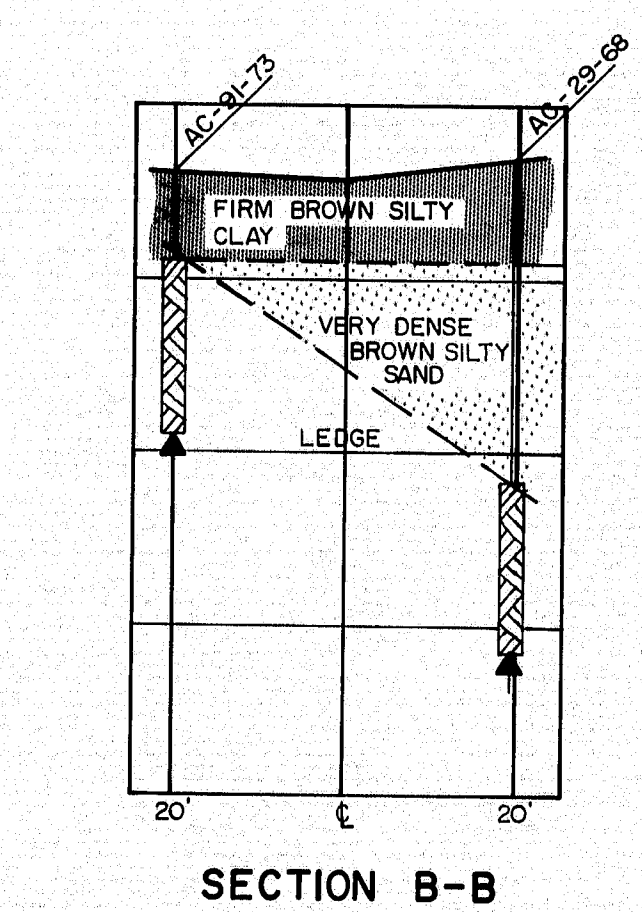
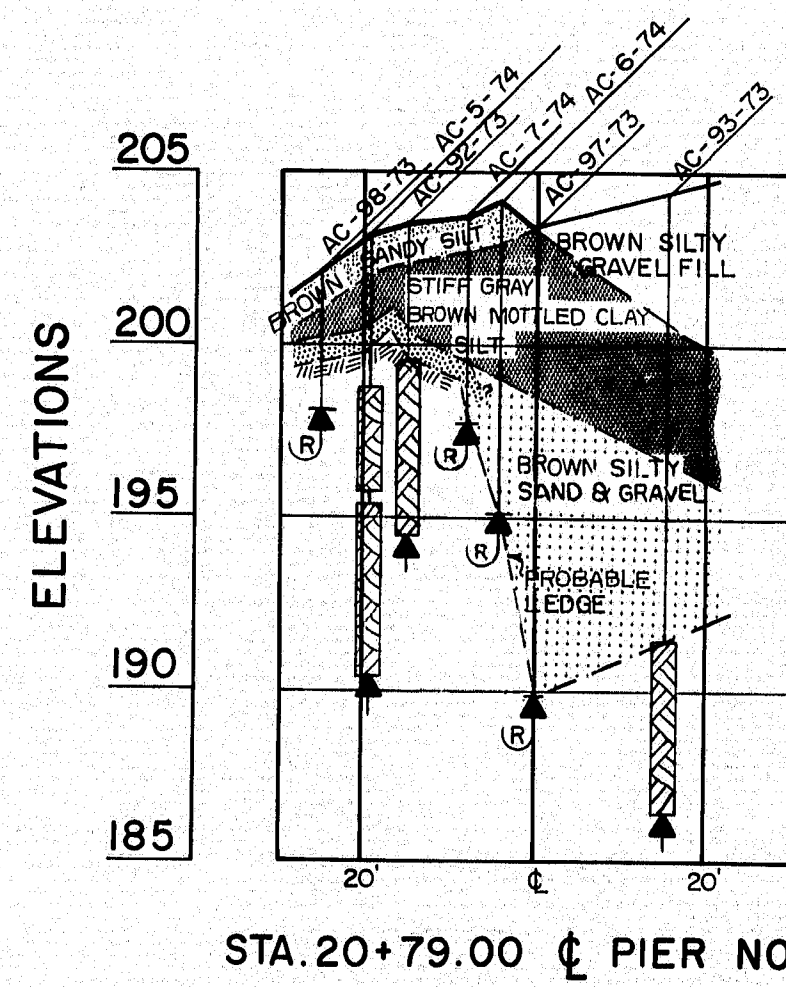
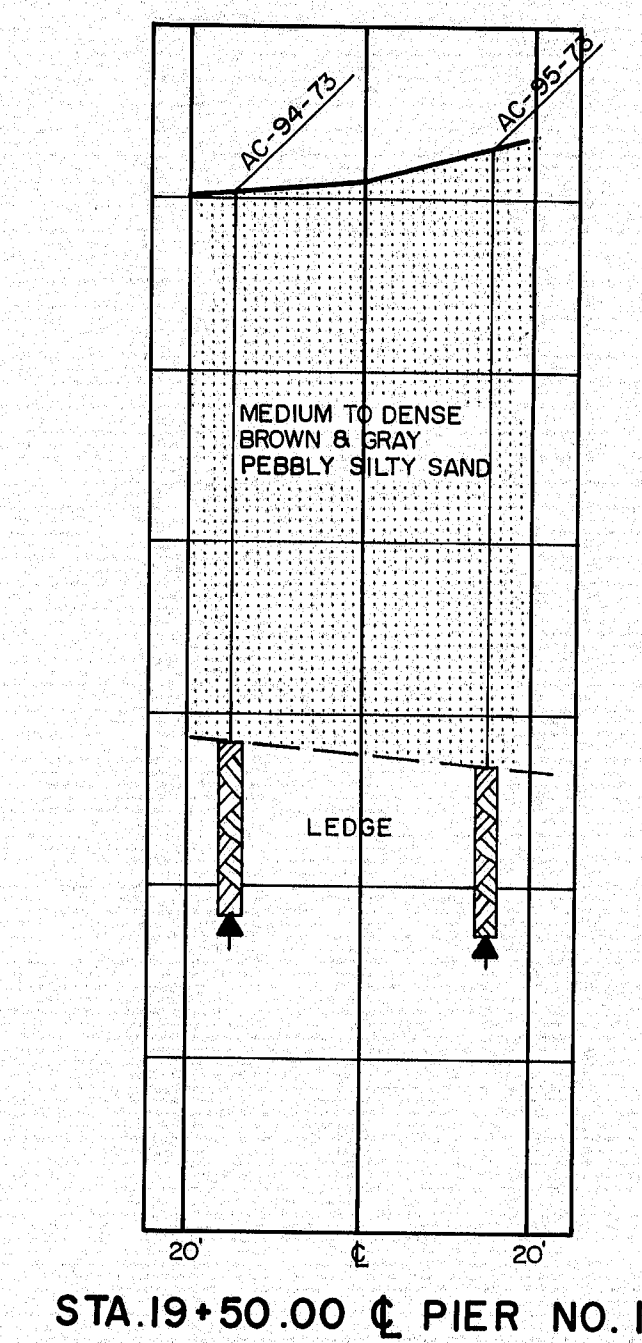
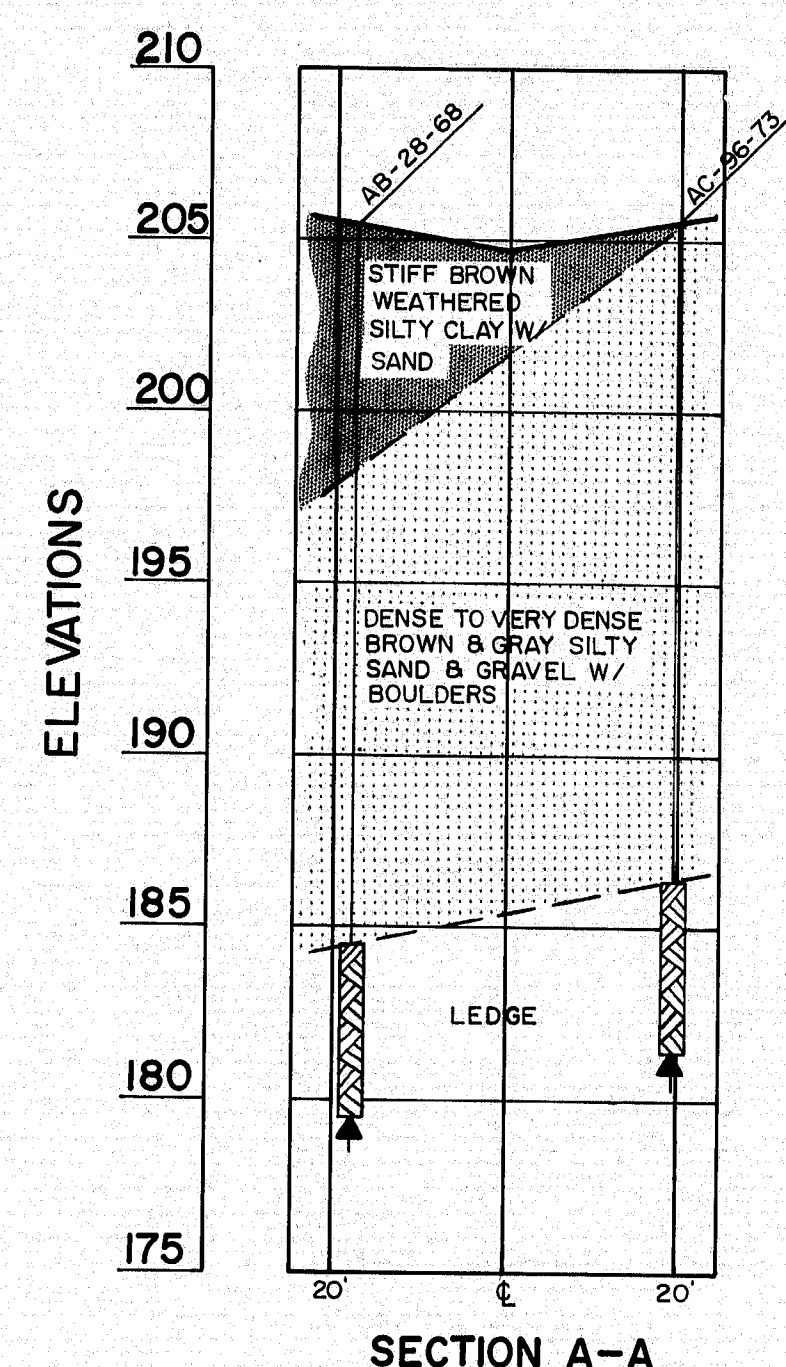
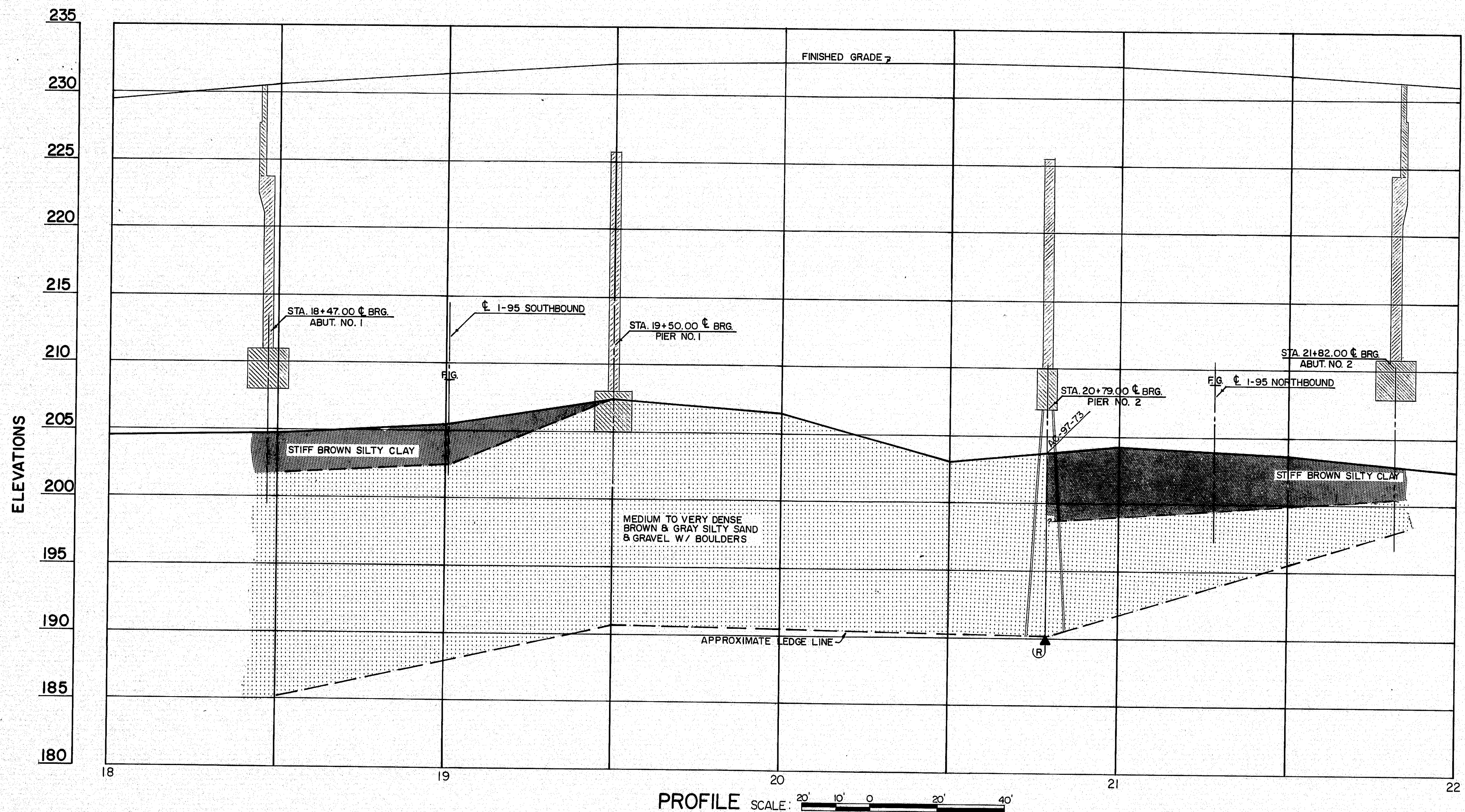


147-169

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5(39)	50	



NOTE: AUGER BORINGS NO. 1 THRU NO. 8 WERE MADE AFTER THE START OF INTERSTATE CONSTRUCTION



TRANSVERSE SECTIONS
SCALE: 20' 10' 0' 20' 40'

FOR PIER NO. 2
VERY SANDY MOTTLED CLAY SILT
NOTE: SPRING BUBBLING OUT OF LEDGE AT 14' LT. 4' 20' LT.

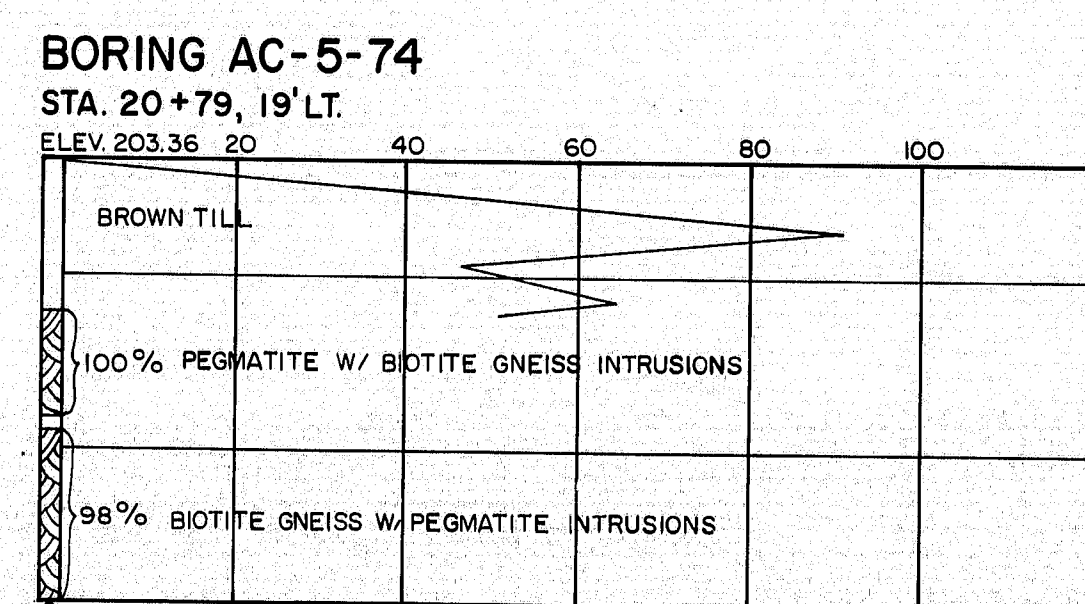
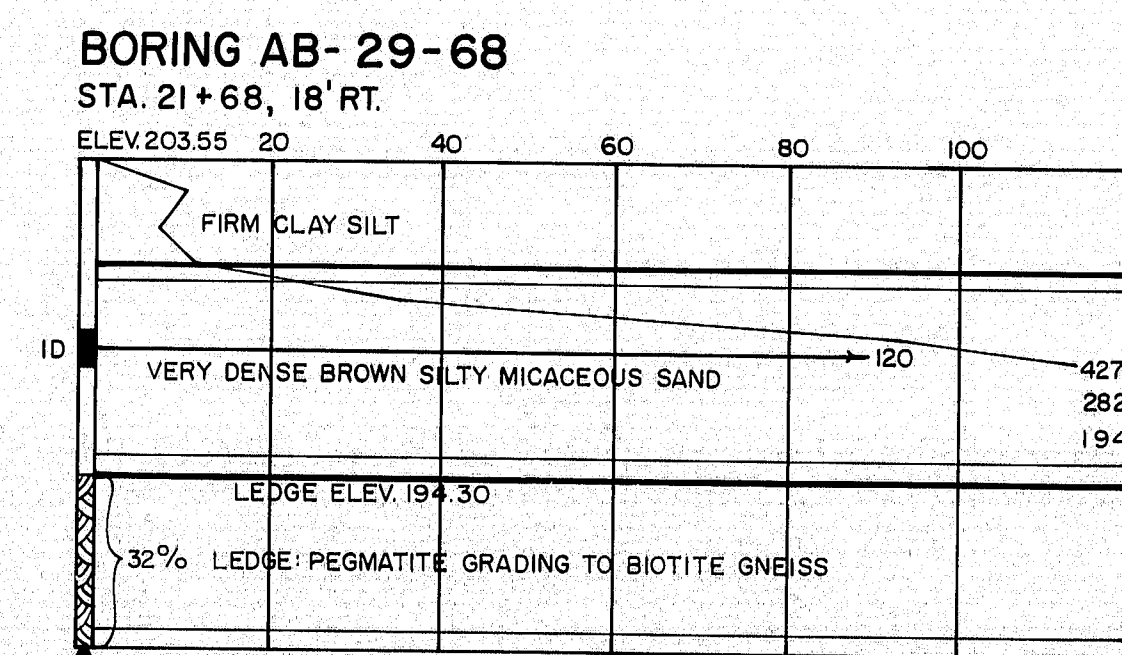
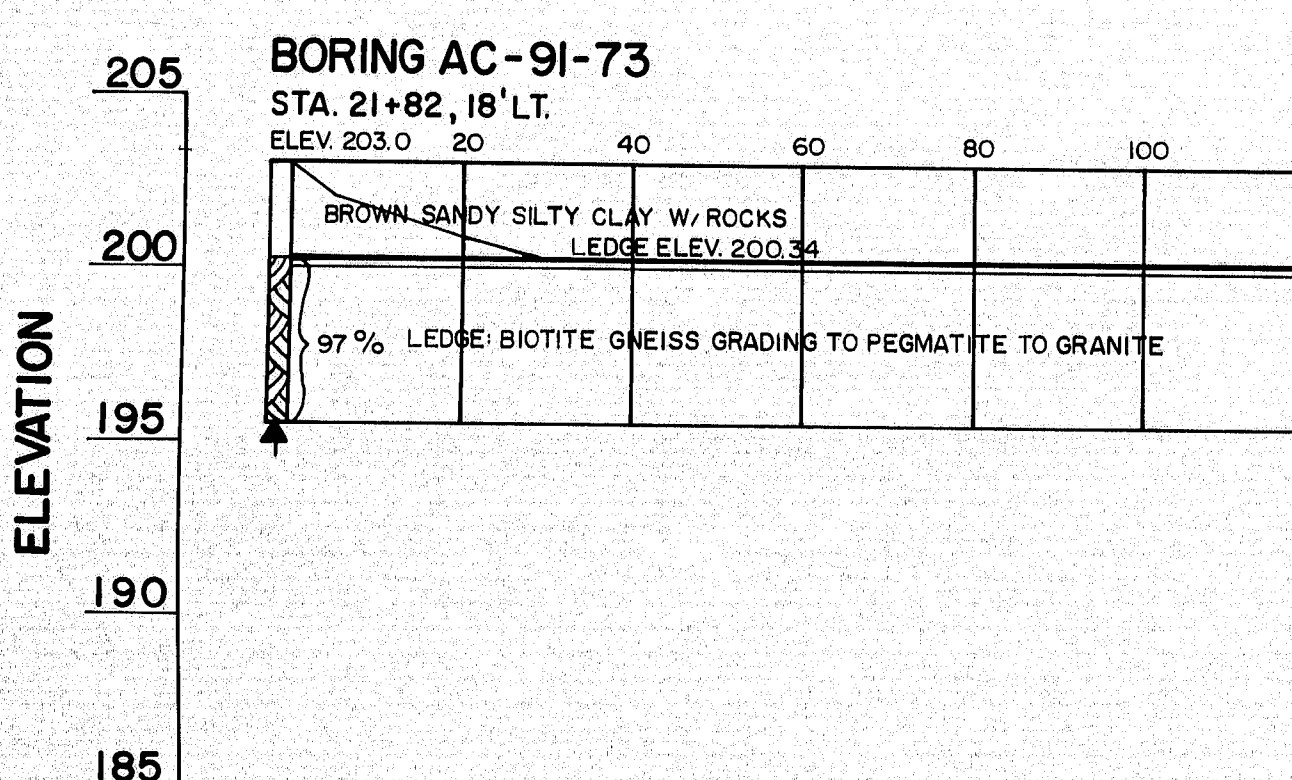
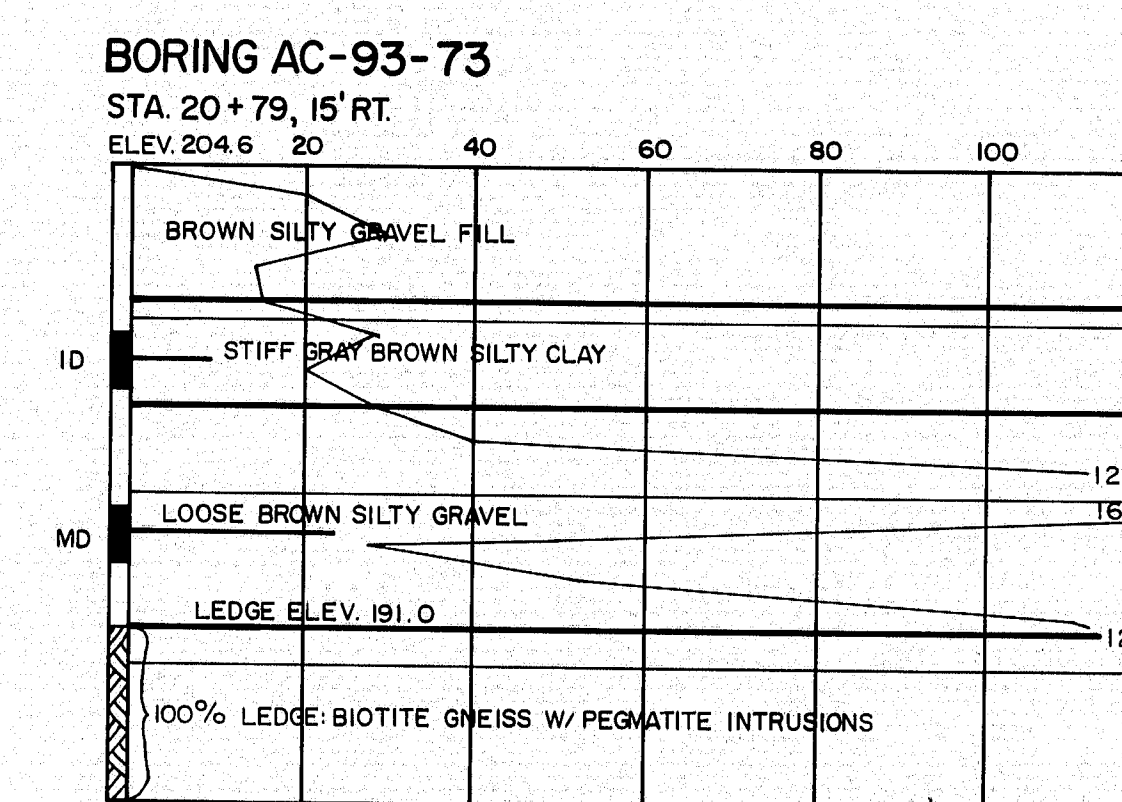
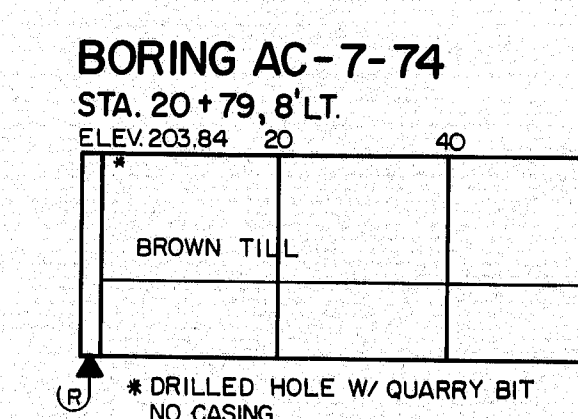
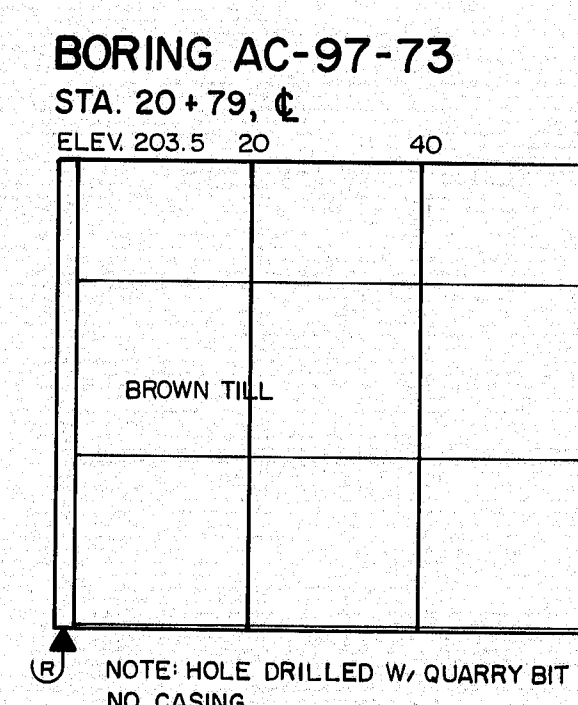
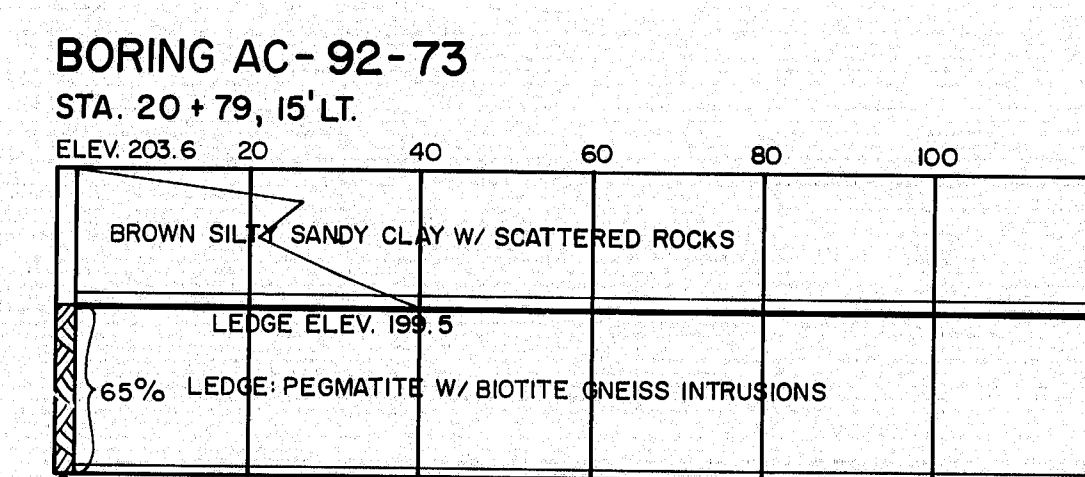
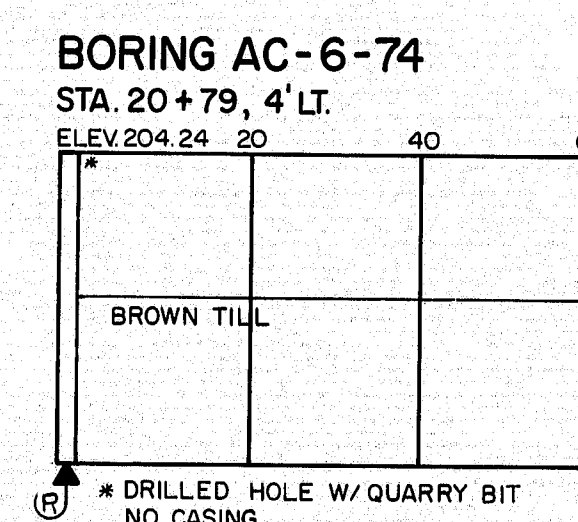
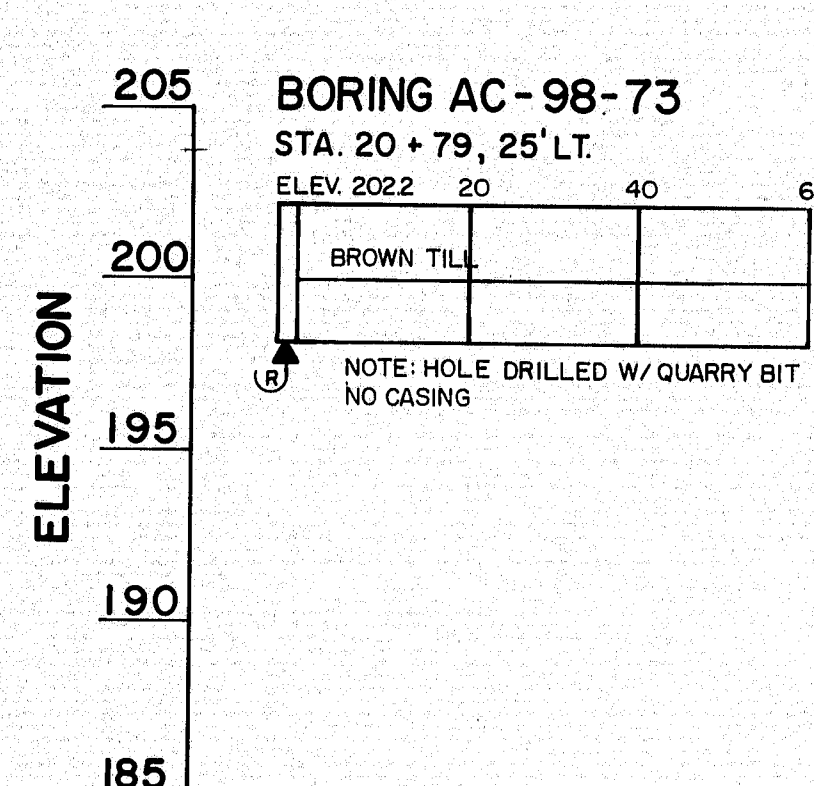
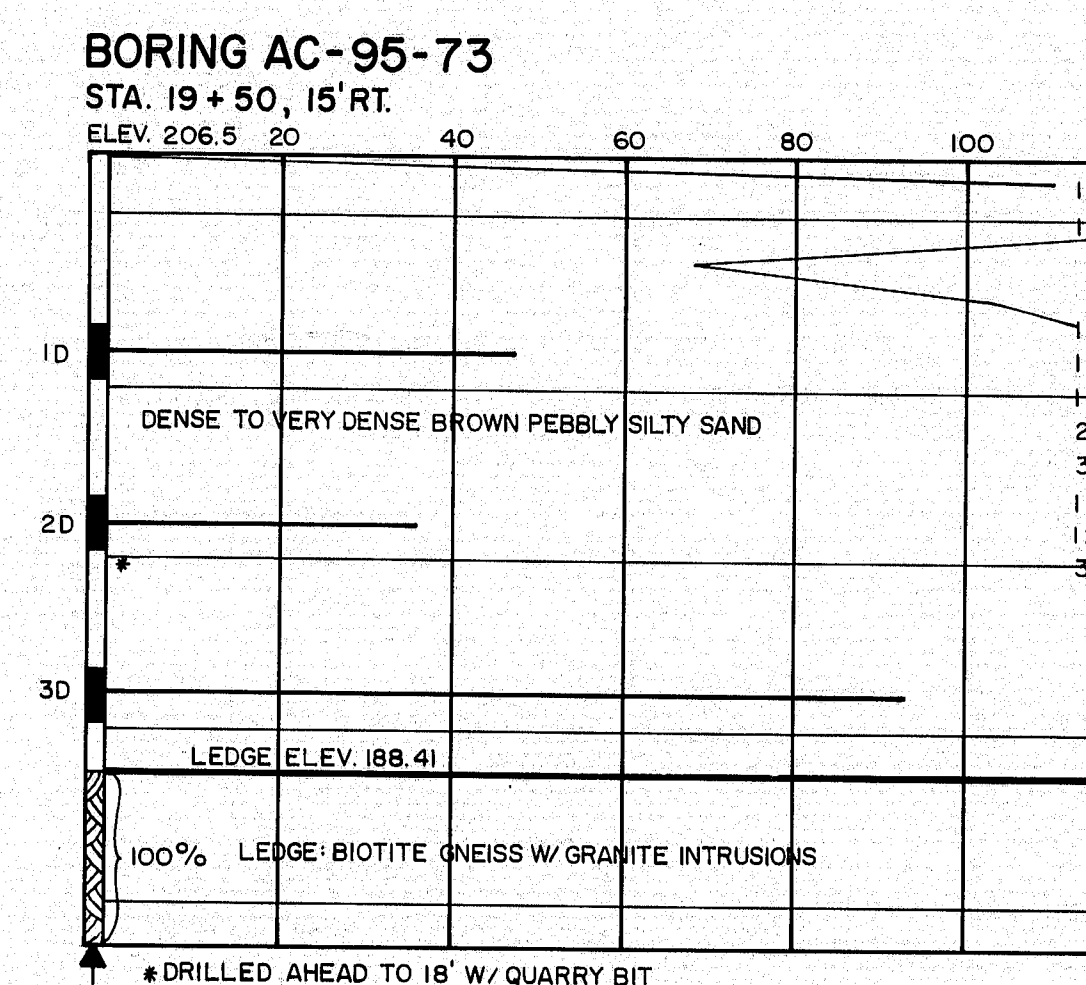
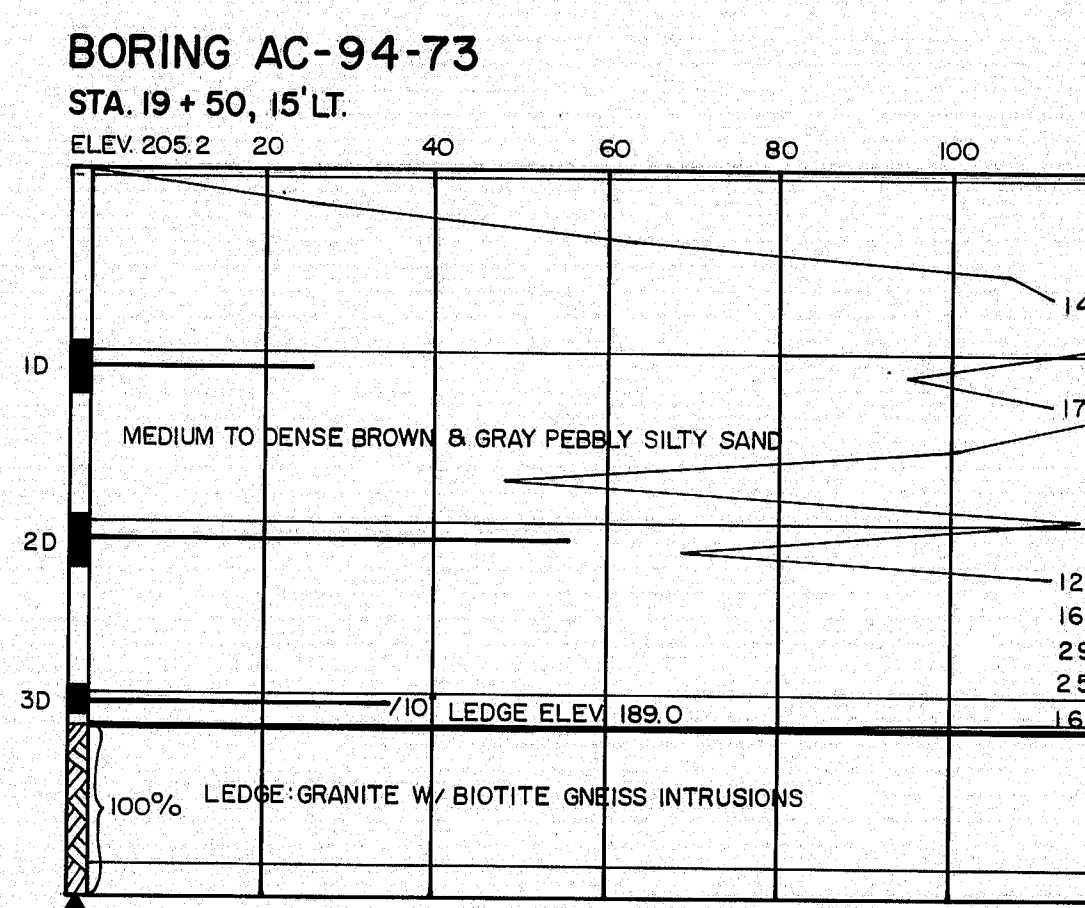
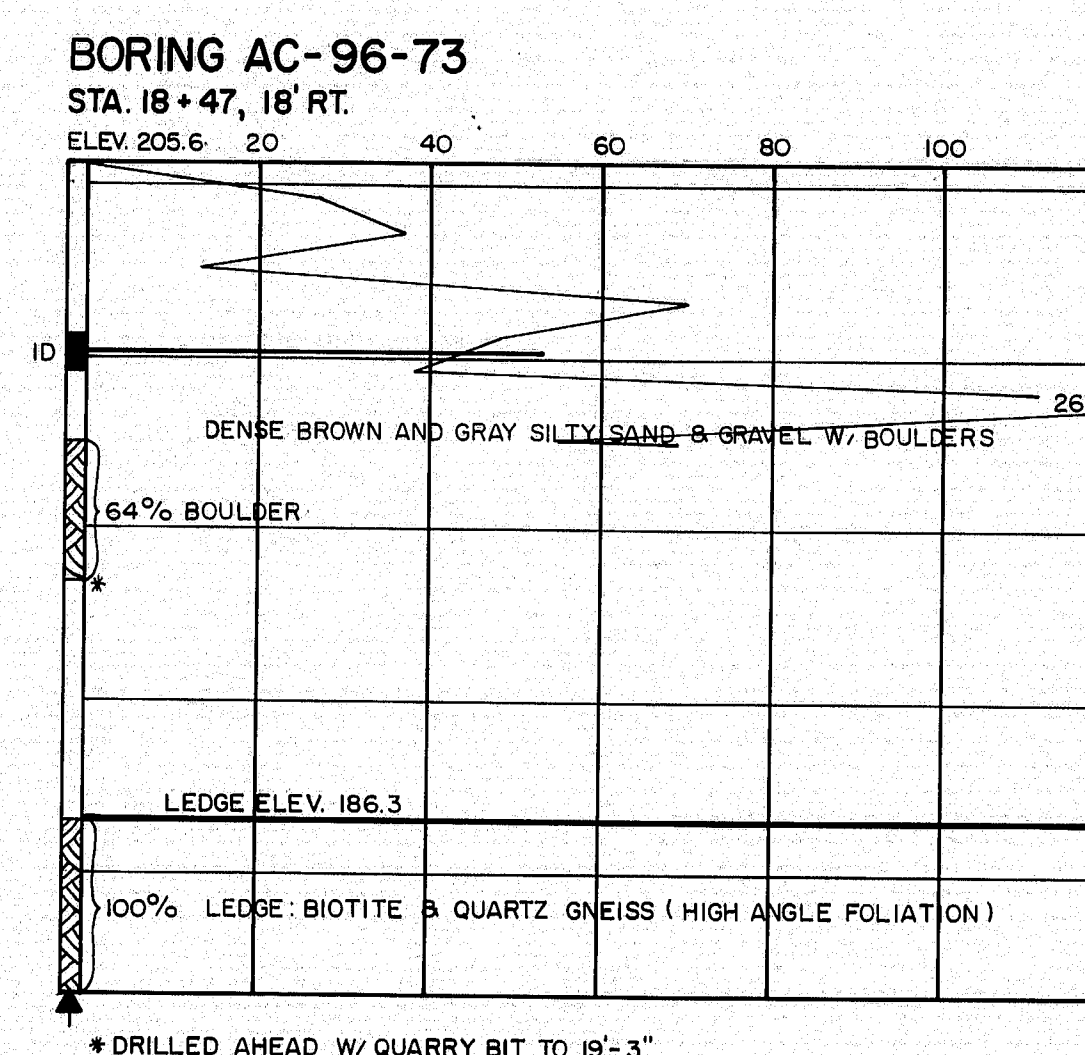
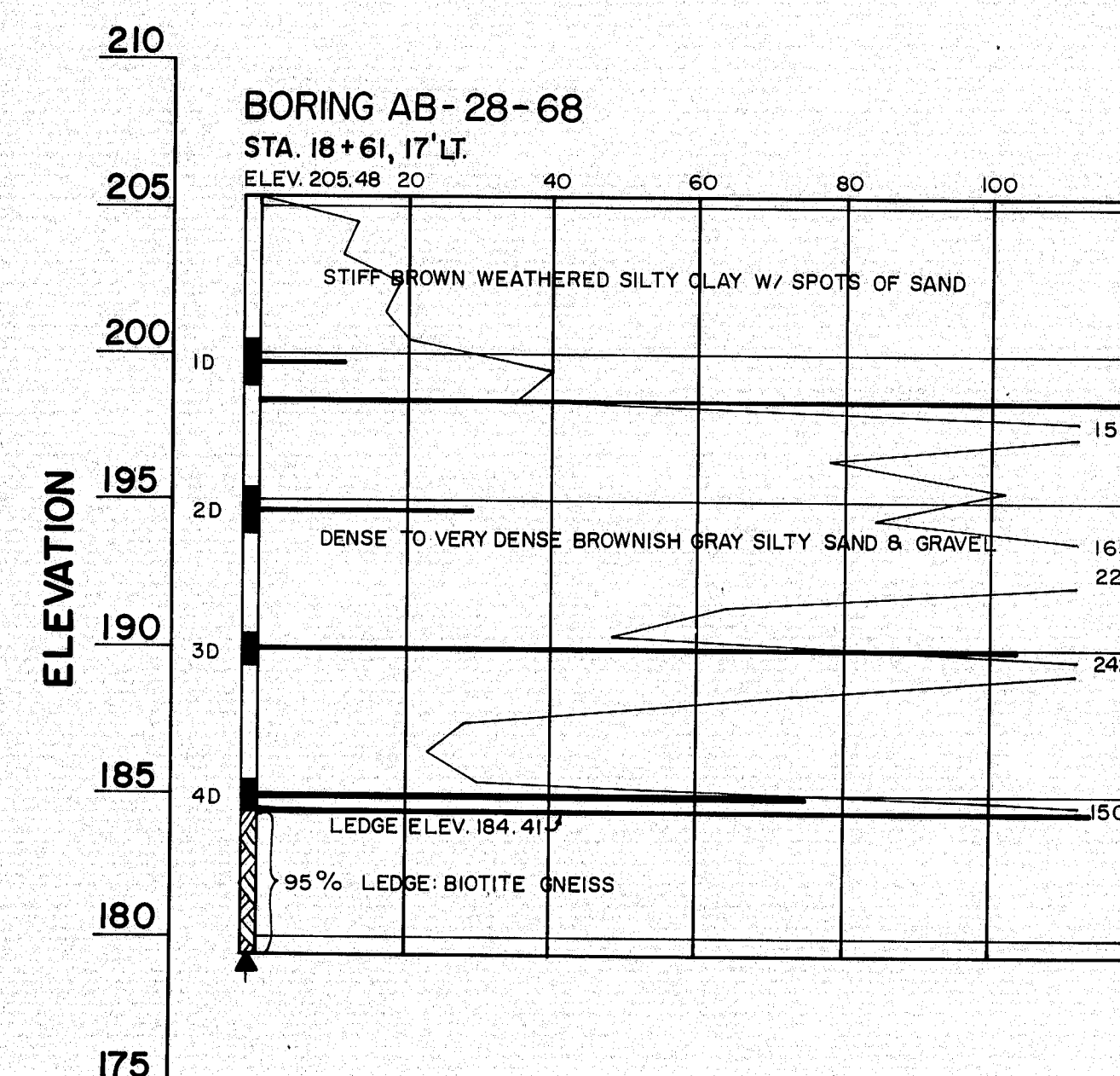
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD SURVANCE		

- 1 STA. 18+50, 20' LT. IN NEW 1-95 DITCH
 - 2 STA. 18+50, 20' RT. AREA HAS BEEN GRUBBED
 - 3 STA. 18+25, 35' LT.
 - 4 STA. 18+25, 35' RT.
 - 5 STA. 21+90, 20' RT.
 - 6 STA. 21+90, 20' LT.
 - 7 STA. 22+00, 30' RT.
 - 8 STA. 22+00, 30' LT.
- DEPTH IN FEET: 0, 5
- 1 TOPSOIL & ROCKS COULDN'T GET DOWN
 - 2 TOPSOIL & ROCKS COULDN'T GET DOWN
 - 3 TOPSOIL & ROCKS COULDN'T GET DOWN
 - 4 TOPSOIL & ROCKS COULDN'T GET DOWN
 - 5 TOPSOIL & ROCKS COULDN'T GET DOWN
 - 6 TOPSOIL & ROCKS COULDN'T GET DOWN
 - 7 TOPSOIL & ROCKS COULDN'T GET DOWN
 - 8 TOPSOIL & ROCKS COULDN'T GET DOWN

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
REED ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
RICHMOND
SAGadahoc COUNTY
FOUNDATION SURVEY
SHEET 36 OF 111 AUGUSTA, MAINE Feb. 1975

147-170

F.H.W.A. DES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5(39)	57	111



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 400ft. lbs. of energy per blow

Location of sample or sample attempt

Number and type of dry sample

S & H Sampler # 1290's

Unsuccessful sample attempt and type of sampler

Number of blows required to drive spoon or tubing one foot with 350ft. lbs. of energy per blow

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 and per cent recovery of rock

Note: 2 1/2" casing used on all borings except where noted

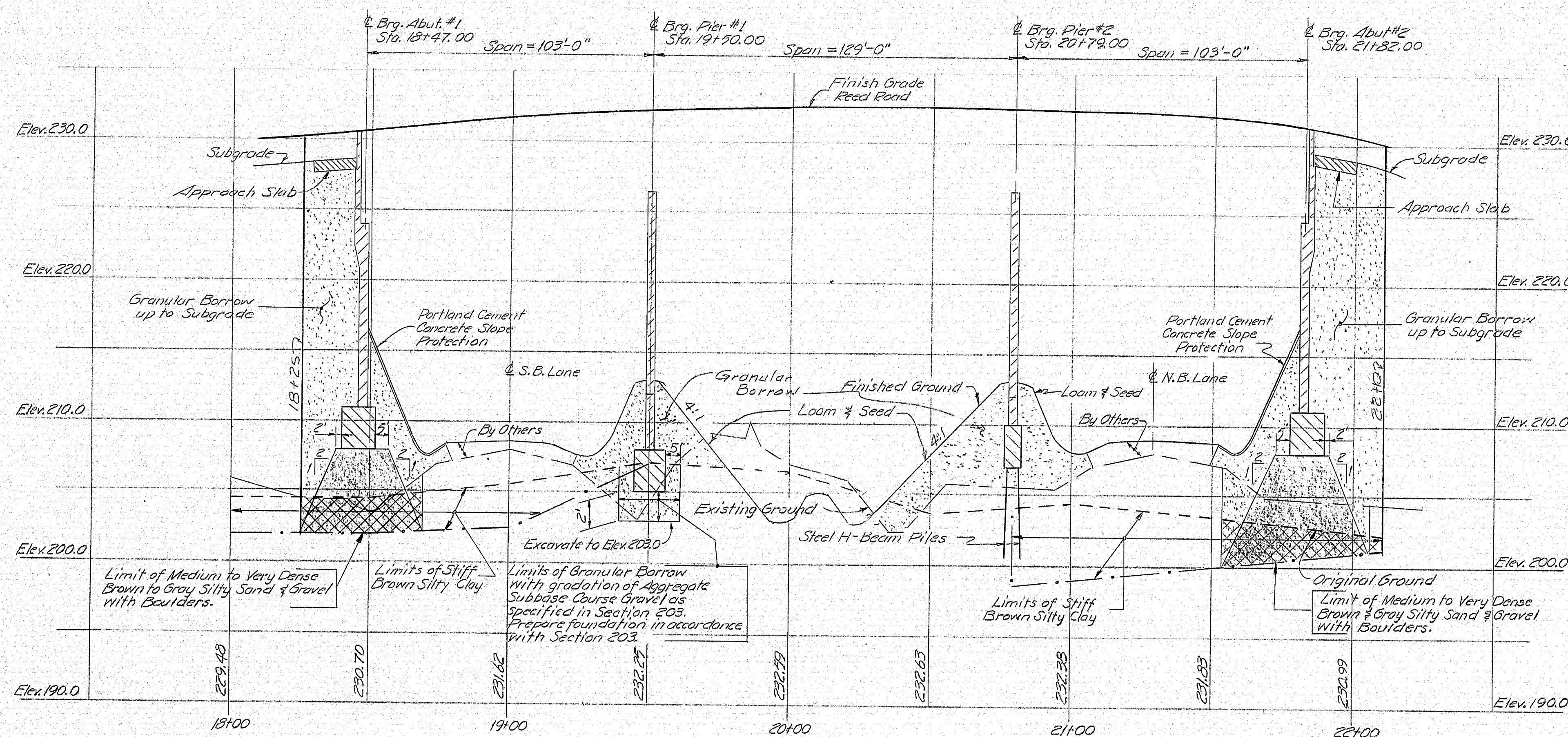
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
REED ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
RICHMOND
SAGadahoc COUNTY
BORING DETAILS
SHEET 57 OF 111 AUGUSTA, MAINE Feb. 1975

147-171

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

JANUARY 1988

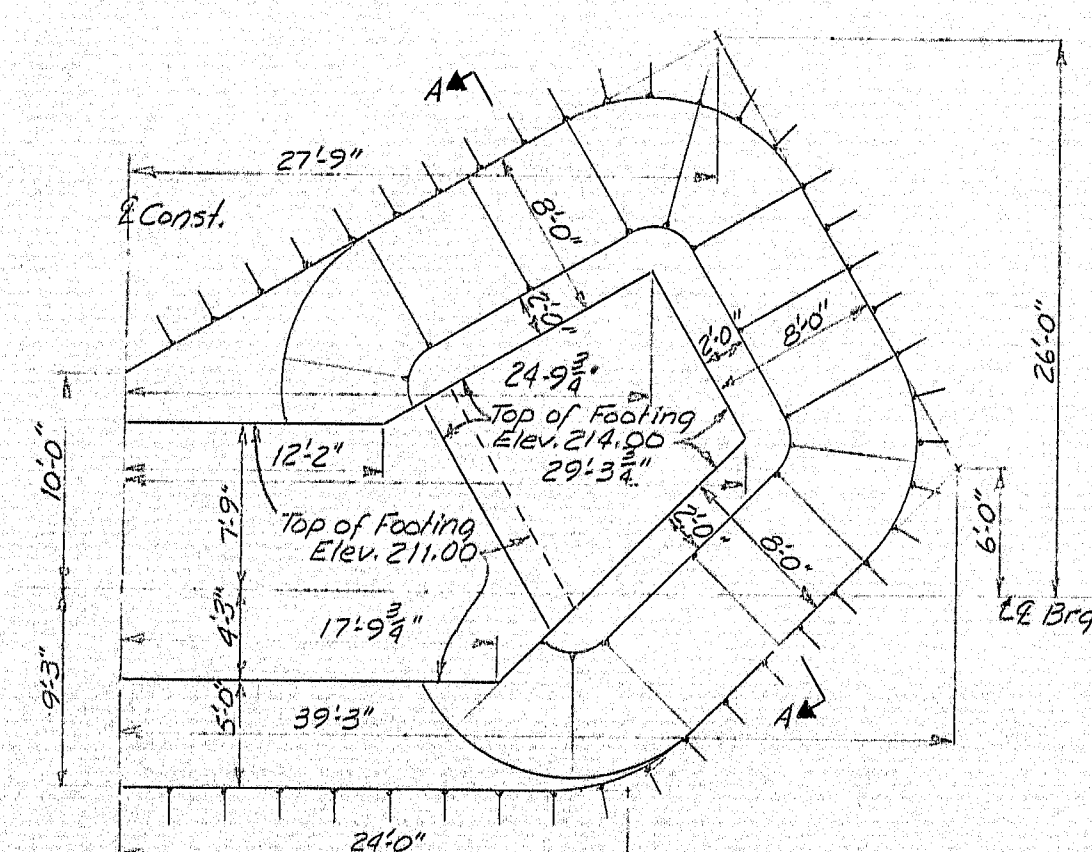
P.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5(3)	58	111



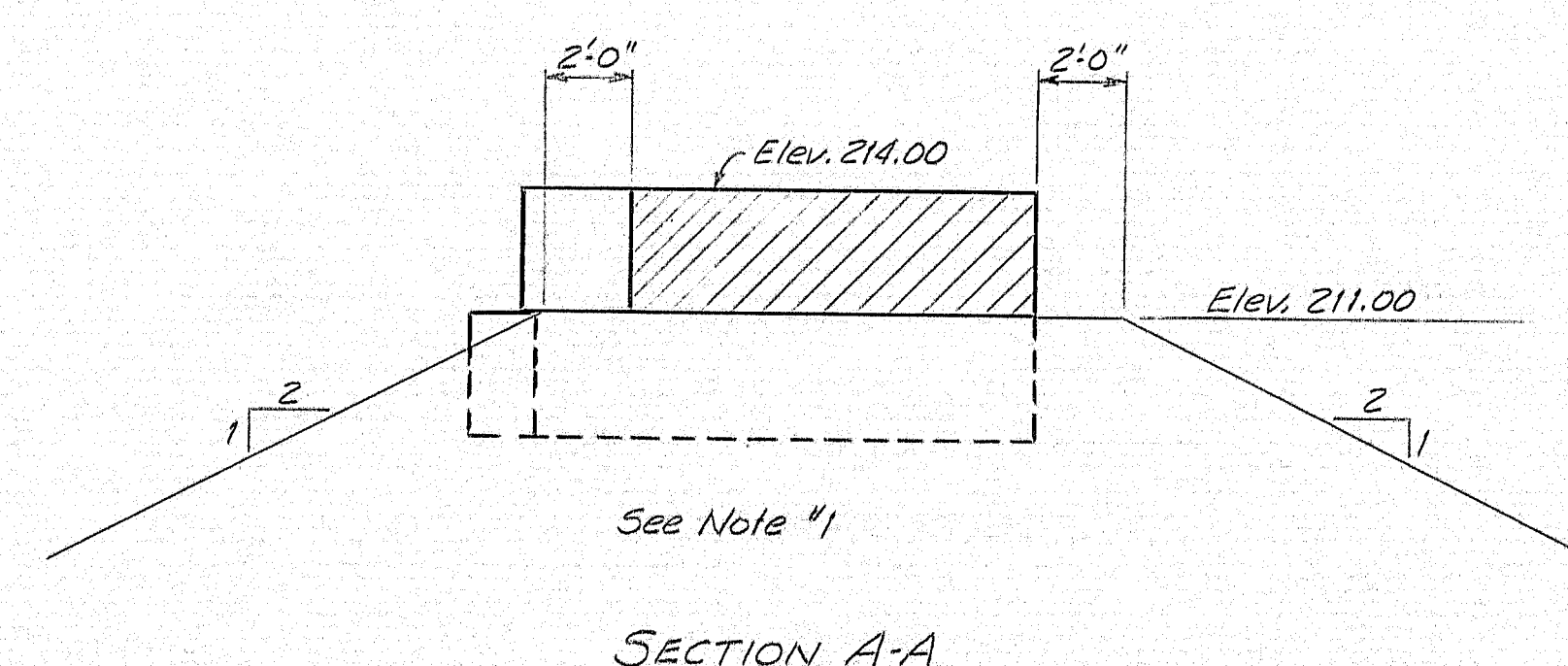
EMBANKMENT PROFILE
Along E. Reed Road

NOTES

1. The shaded areas of Abutments #1 & #2 shall be prepared and the embankments constructed in accordance with Section 203. (Preparation of Foundation and Construction of Embankments in Abutment and Pier Areas).
2. Excavate - Stiff Brown Silty Clay (cross-hatched areas) Abutments #1 & #2, down to Limits of Medium to Very Dense Brown & Gray Silty Sand & Gravel with Boulders.



PLAN OF ABUTMENT PREPARATION
TYPICAL BOTH SIDES & CONSTRUCTION



See Note "1"

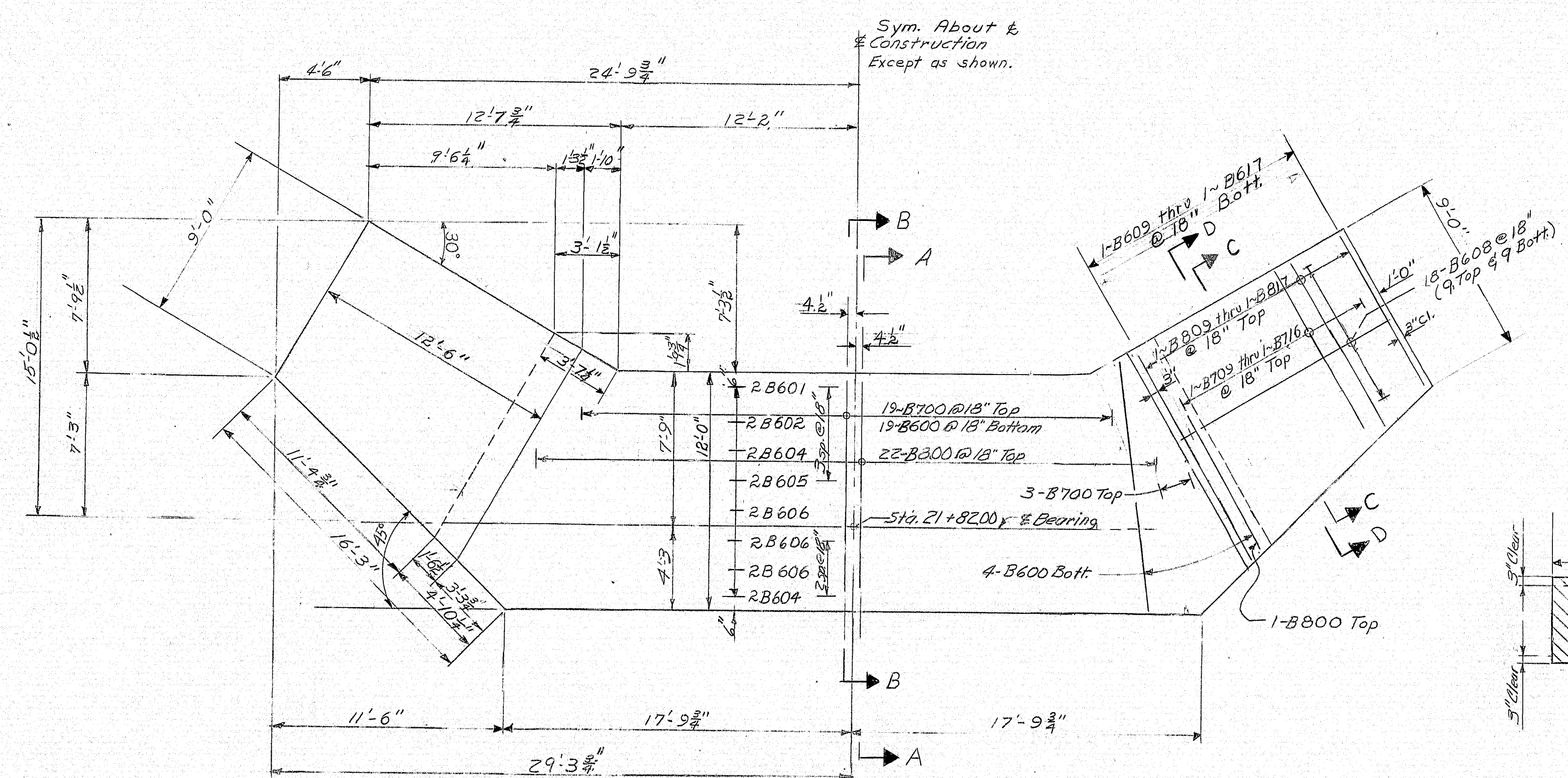
SECTION A-A

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
REED ROAD OVER INTERSTATE 95 IN THE TOWN OF RICHMOND SAGadahoc COUNTY
EMBANKMENT PROFILE
SHEET 58 OF 111 AUGUSTA, MAINE Feb. 1975

147-172

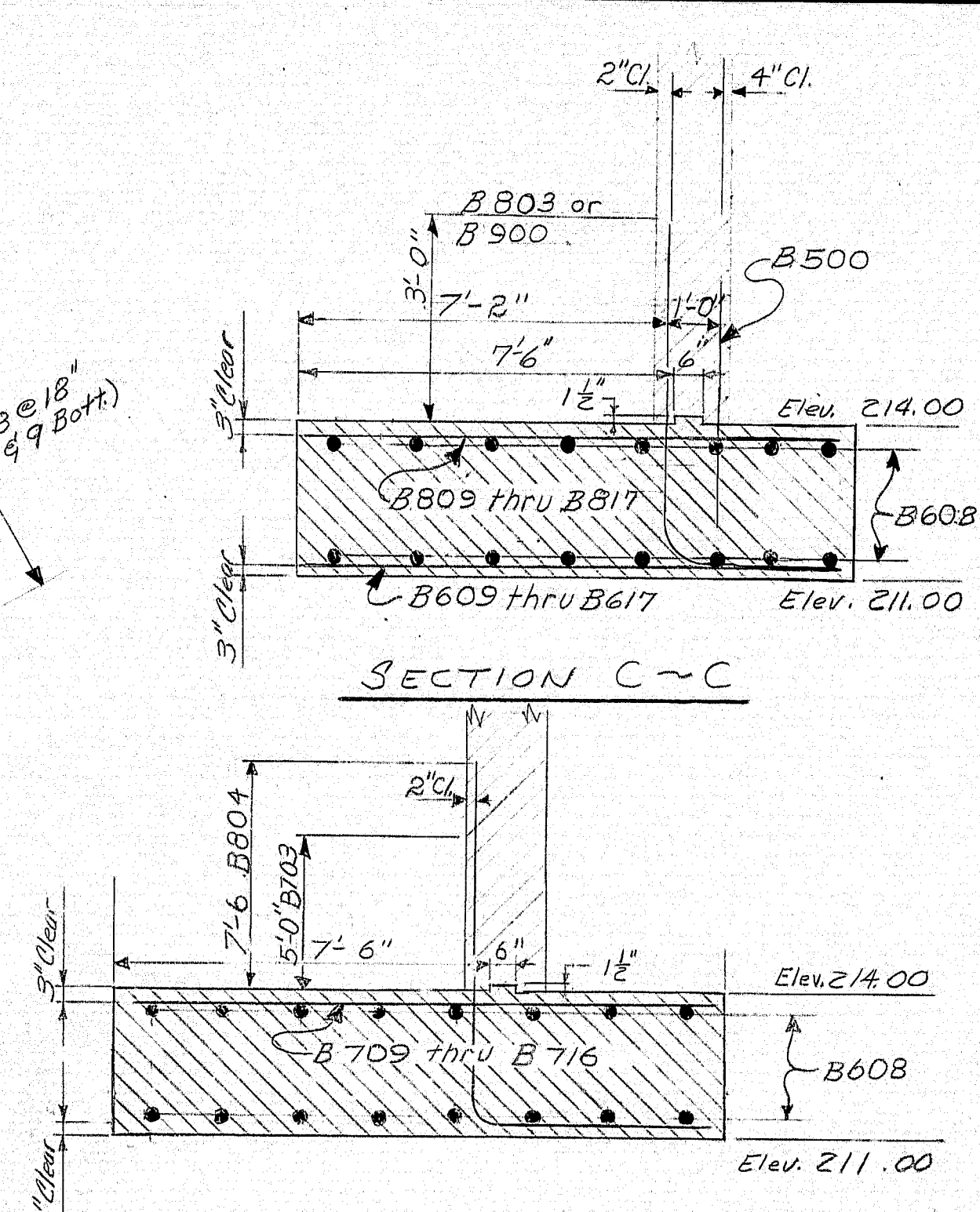
PROJECT DESIGN ENGINEER	DATE
BY	10/79
DESIGN - CHECKED	2/79
REVISIONS	
FIELD CHANGES	

F.R.W. & RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5(39)	59	111



ABUTMENT No. 2 FOOTING PLAN

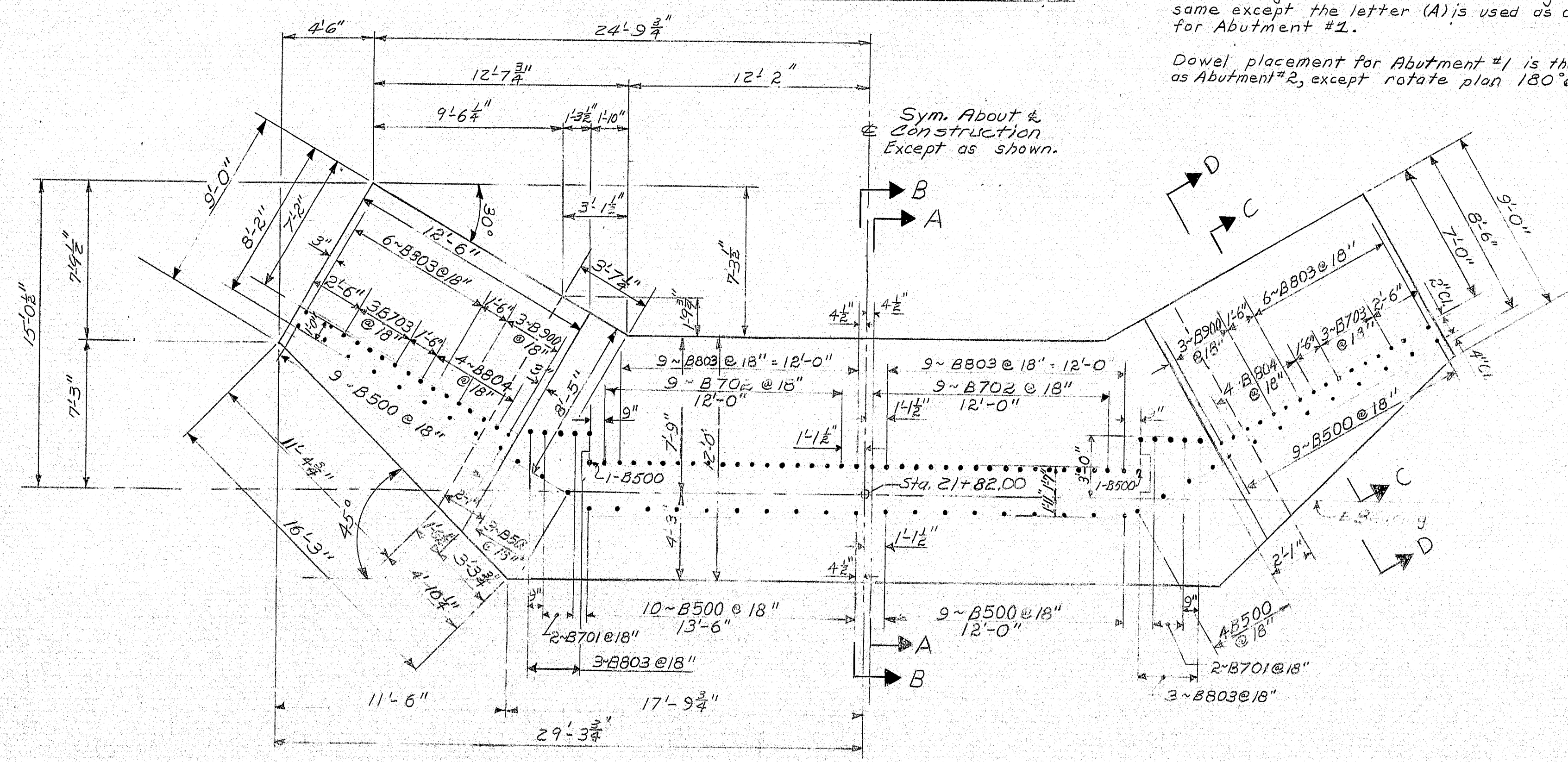
NOTE:
Reinforcing steel for Abutment Footings is the same except the letter (A) is used as a prefix for Abutment #1.
Dowel placement for Abutment #1 is the same as Abutment #2, except rotate plan 180° about & Brg.



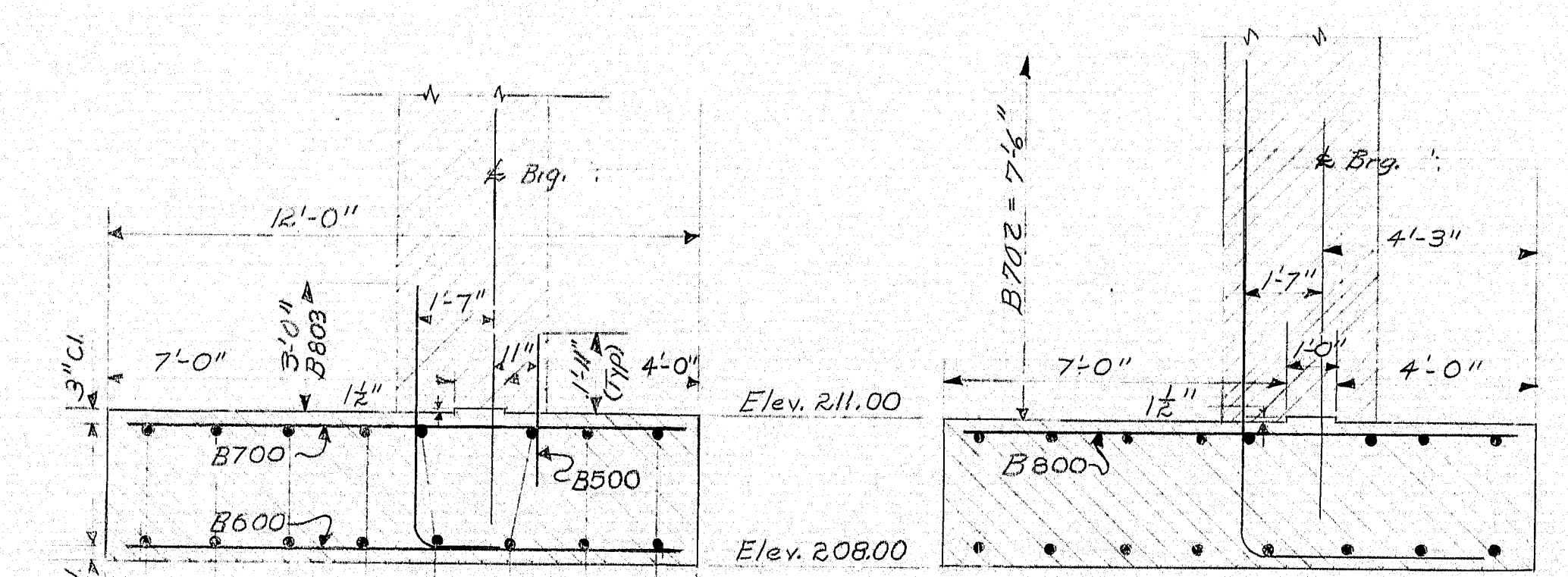
SECTION D-D
Alternate with Section C-C for reinforcing steel placement.

- ABUTMENT NOTES**
1. Chamfer all exposed edges of concrete & unless otherwise indicated.
 2. All reinforcing steel splices and embedments shall be a minimum of 36 bar diameters unless otherwise indicated.
 3. Reinforcing steel shall have 2 inches cover unless otherwise indicated.
 4. Place reinforcing steel in bridge seats to clear anchor bolts.
 5. Break bond at vertical contraction joints by a method approved by the Engineer.
 6. Protective coating for concrete surfaces shall be applied to the following areas: Abutment #2 Top of backwall & curbs, Abutment #2 Top of backwall, face of backwall, bridge seat & curbs.
 7. Polyvinylchloride waterstops shall be placed in all vertical contraction joints.
 8. Waterstops are not required in horizontal construction joints.
 9. Maximum footing toe pressure is 4.1 Tons Per Square Foot.
 10. Place 4 inch diameter drains in breastwall and wings @ 20 feet maximum spacing. Exact location to be determined by the Engineer in the field.

REFERENCES
For Abutment No. 1 see sheet No. 60
For Abutment No. 2 see sheet No. 61



ABUTMENT No. 2 FOOTING PLAN



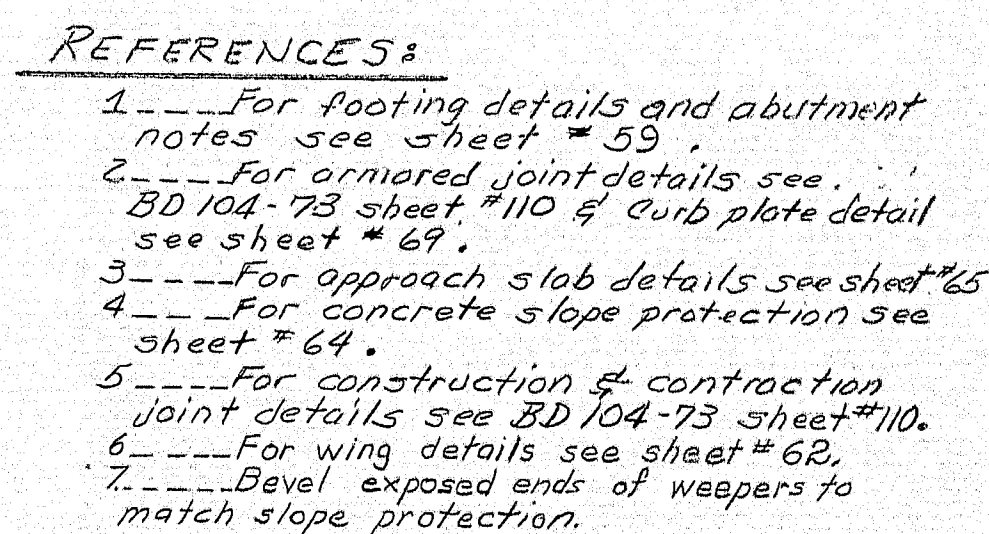
SECTION B-B
Alternate with Section A-A for reinforcing steel placement.

SECTION A-A

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
REED ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
RICHMOND
SAGadahoc COUNTY
ABUTMENT FOOTINGS
SHEET 59 OF 111 AUGUSTA, MAINE Feb. 1975

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	10/14
CHECKED	PD
REVISIONS	1-75
FIELD CHANGES	

PROJECT DESIGN ENGINEER <i>A. L. York</i>	BY	DATE
DESIGN - DETAILED	<i>P. J. L. R. V. N.</i>	<i>7-24</i>
CHECKED	<i>RD</i>	<i>1-75</i>
REVISIONS		
FIELD CHANGES		

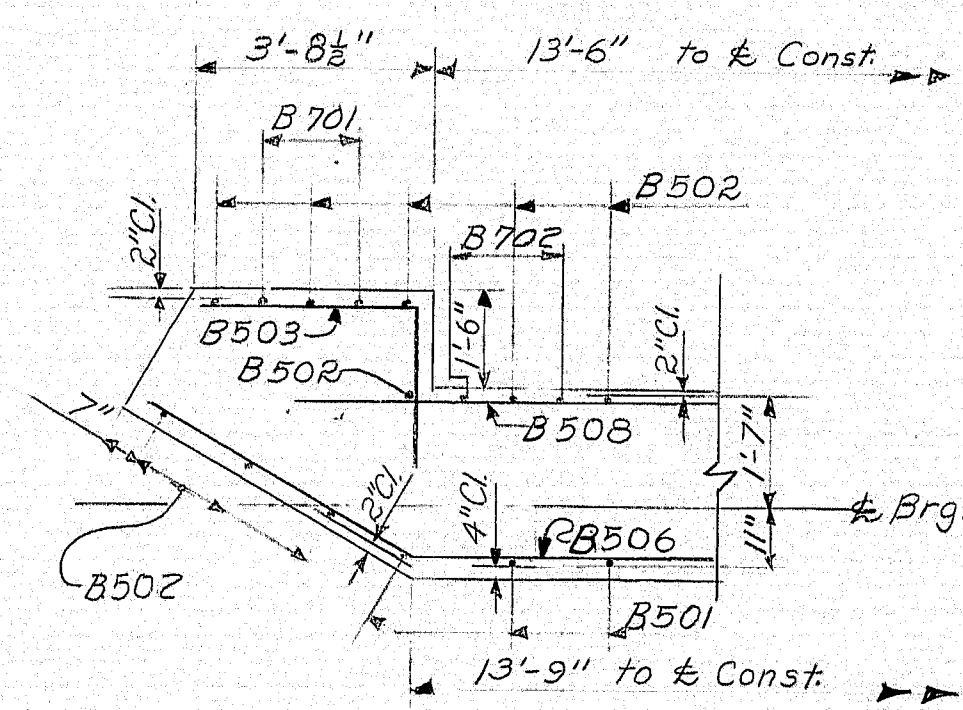
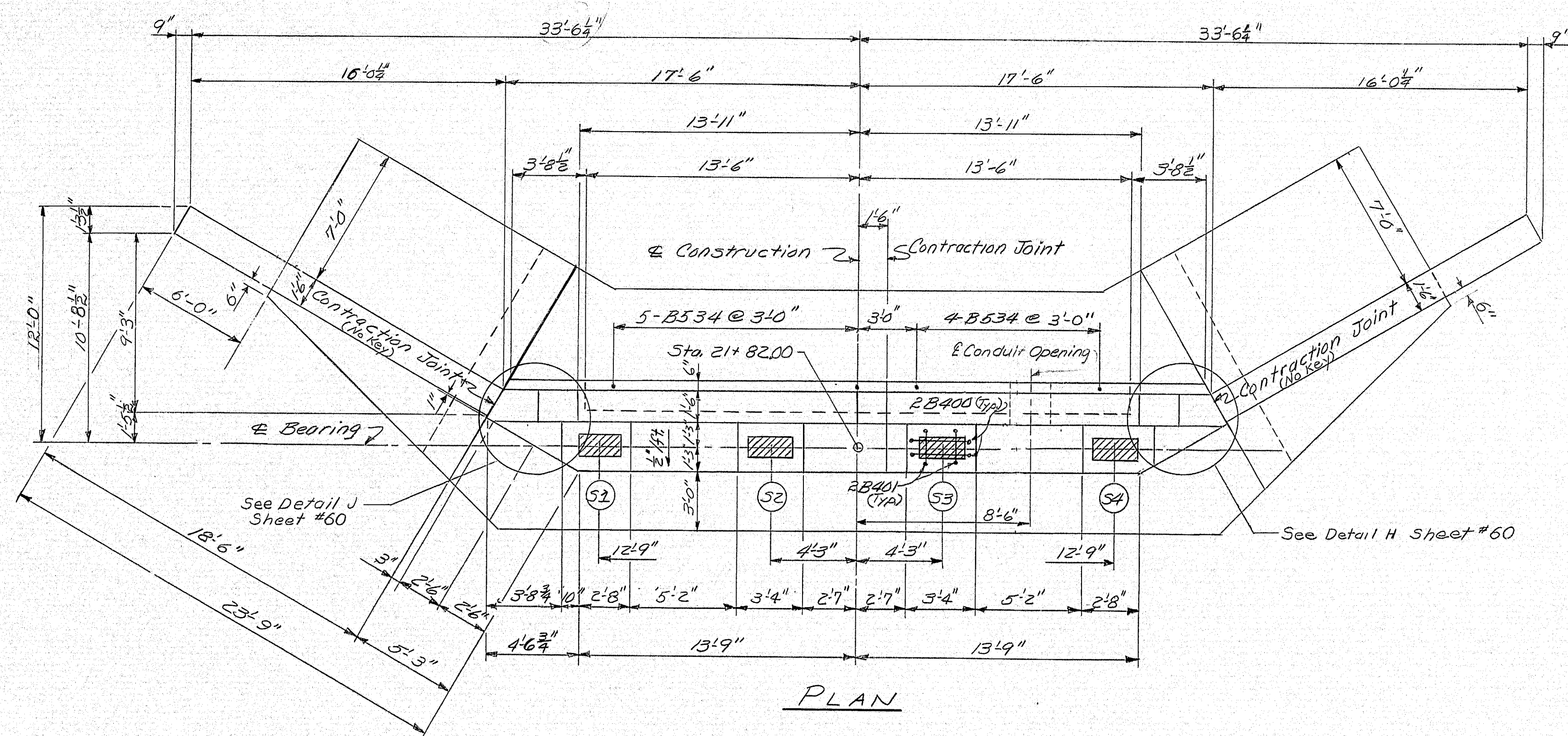


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
REED ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
RICHMOND
SAGADAHOC COUNTY
ABUTMENT NO. 1
SHEET 60 OF 111 AUGUSTA, MAINE Feb 6

SHEET 60 OF 111 AUGUSTA, MAINE Feb. 1973

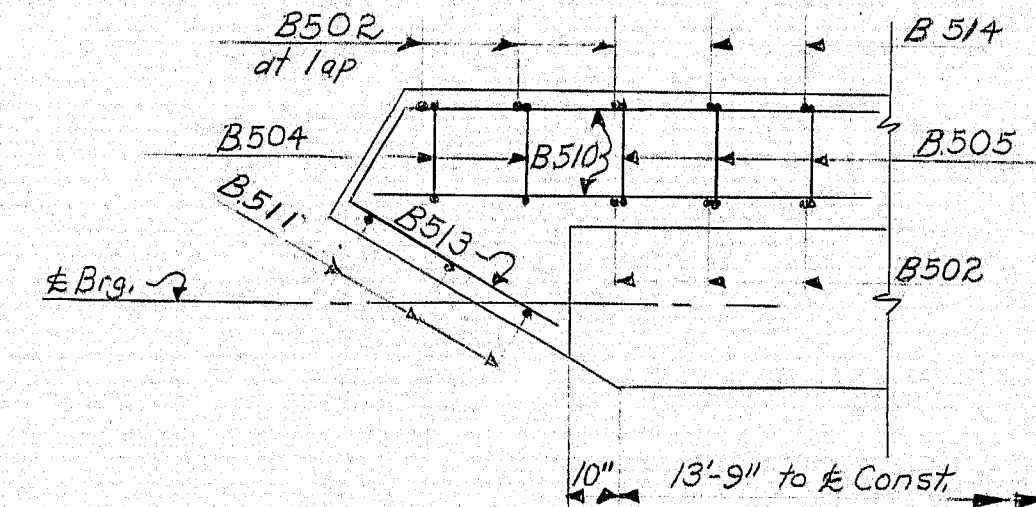
147-174A

F.R.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	92-37(32)	61	117

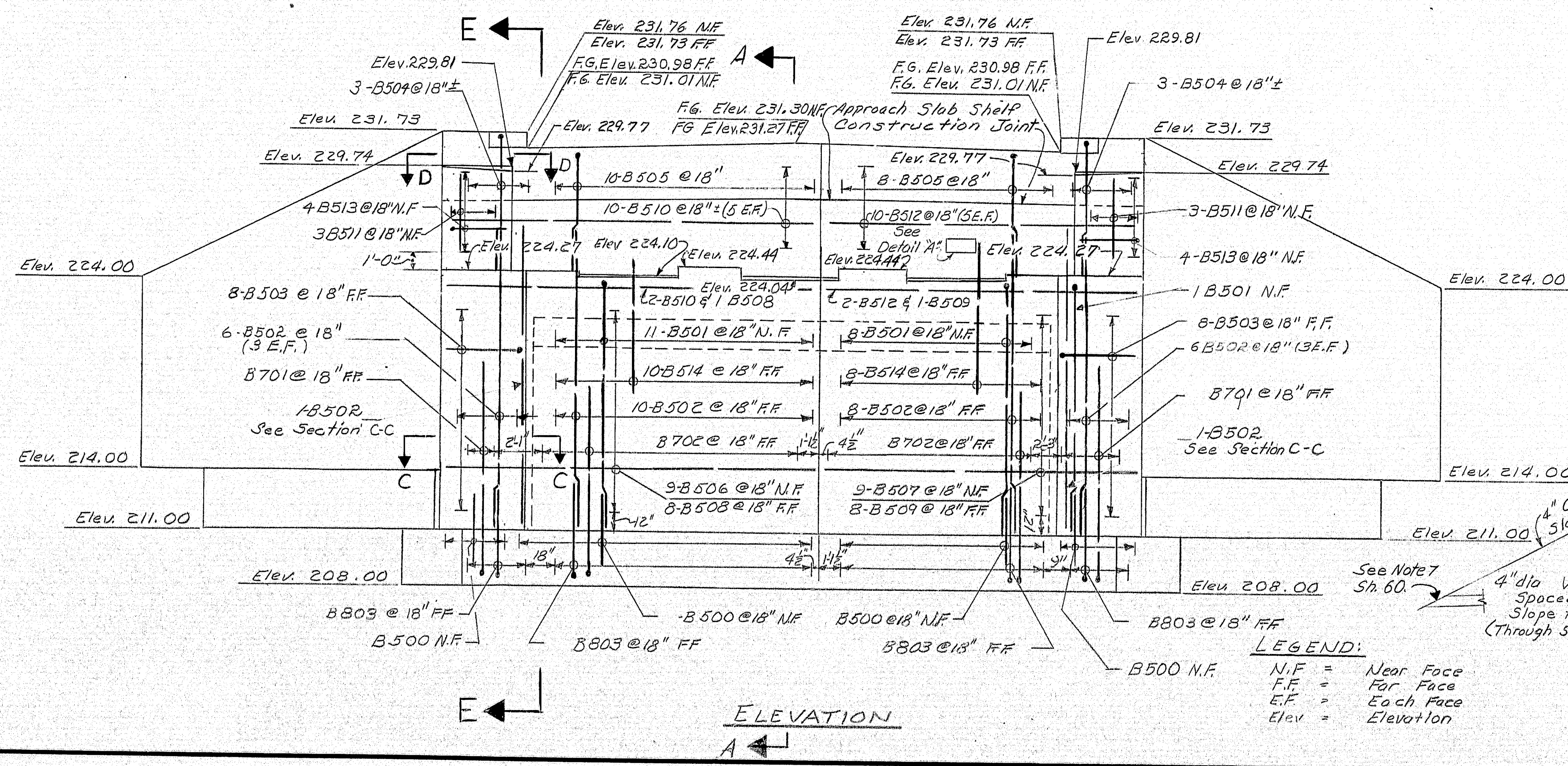


SECTION C-C
Abutment #2

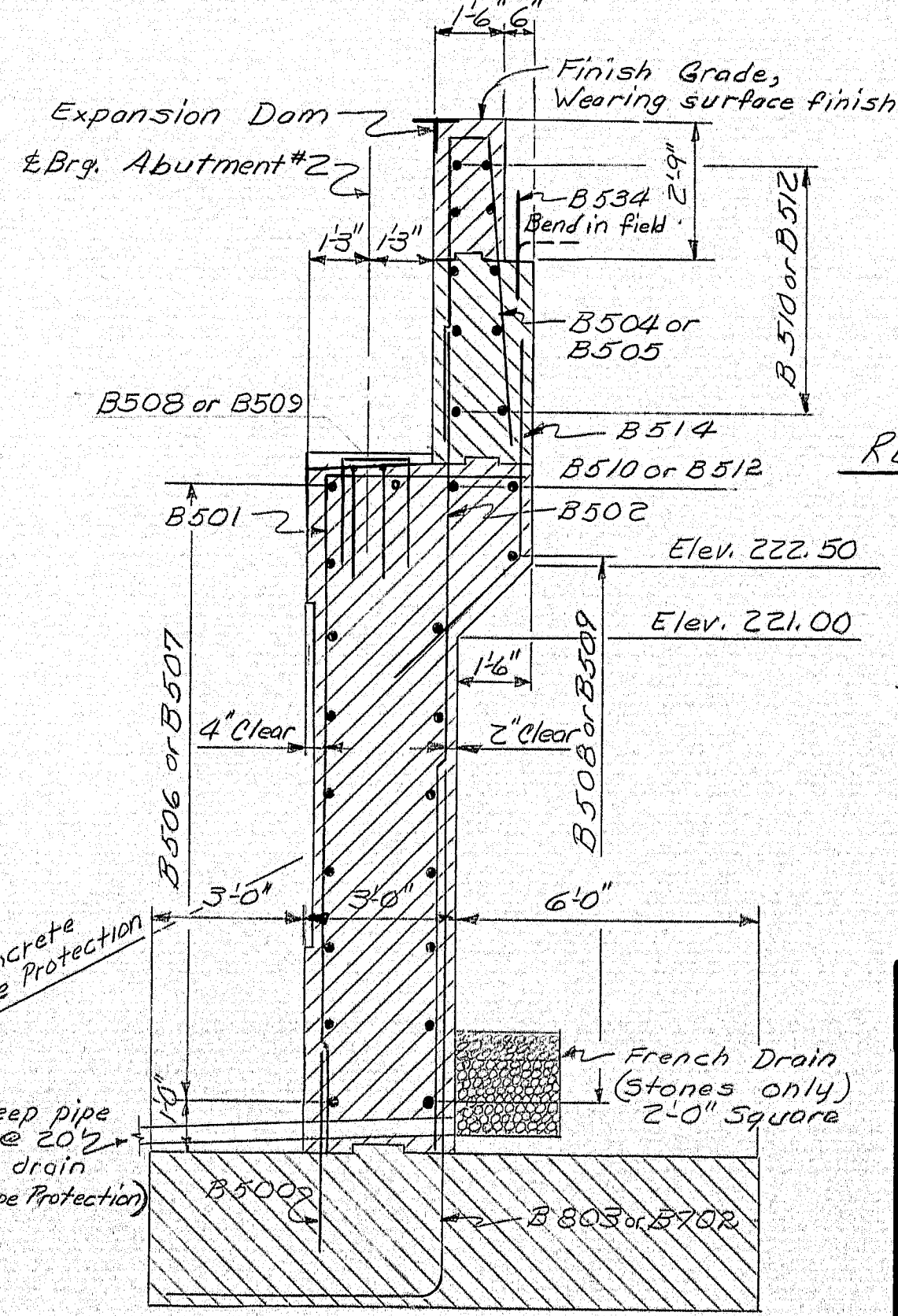
NOTE:
Reinforcing steel for Abutment #2 is the same except that letter "A" prefix is used.



SECTION D-D
Abutment #2



LEGEND:
N.F. = Near Face
F.F. = Far Face
E.F. = Each Face
Elev. = Elevation



SECTION A-A
Footings details see sheet #59

- REFERENCES:
1. For footing details and abutment notes see sheet #59
 2. For expansion dam details see BD 105-74 sheet #11.
 3. For approach slab details see sheet #65
 4. For concrete slope protection see sheet #64.
 5. For construction & contraction joint details see BD 104-73 sheet #110.
 6. See sheet #60 for Detail "A"
 7. For wing detail see sheet #62.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

REED ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
RICHMOND
SAGADAHOC COUNTY
ABUTMENT NO. 2

SHEET 61 OF 111 AUGUSTA, MAINE Feb. 1992

147-174B

F.H.W.A. P.R. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOT SHE.
1	MAINE	95-5(32)	62	111

WING ELEVATION
(South wing shown
North wing similar.)
Abut. # 2

SECTION C-C
Footing details see sheet #59

SECTION B-B
Footing details see sheet #59

WING ELEVATION
(South wing shown
North wing similar.)
Abut. # 1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

REED ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
RICHMOND
SAGadahoc COUNTY

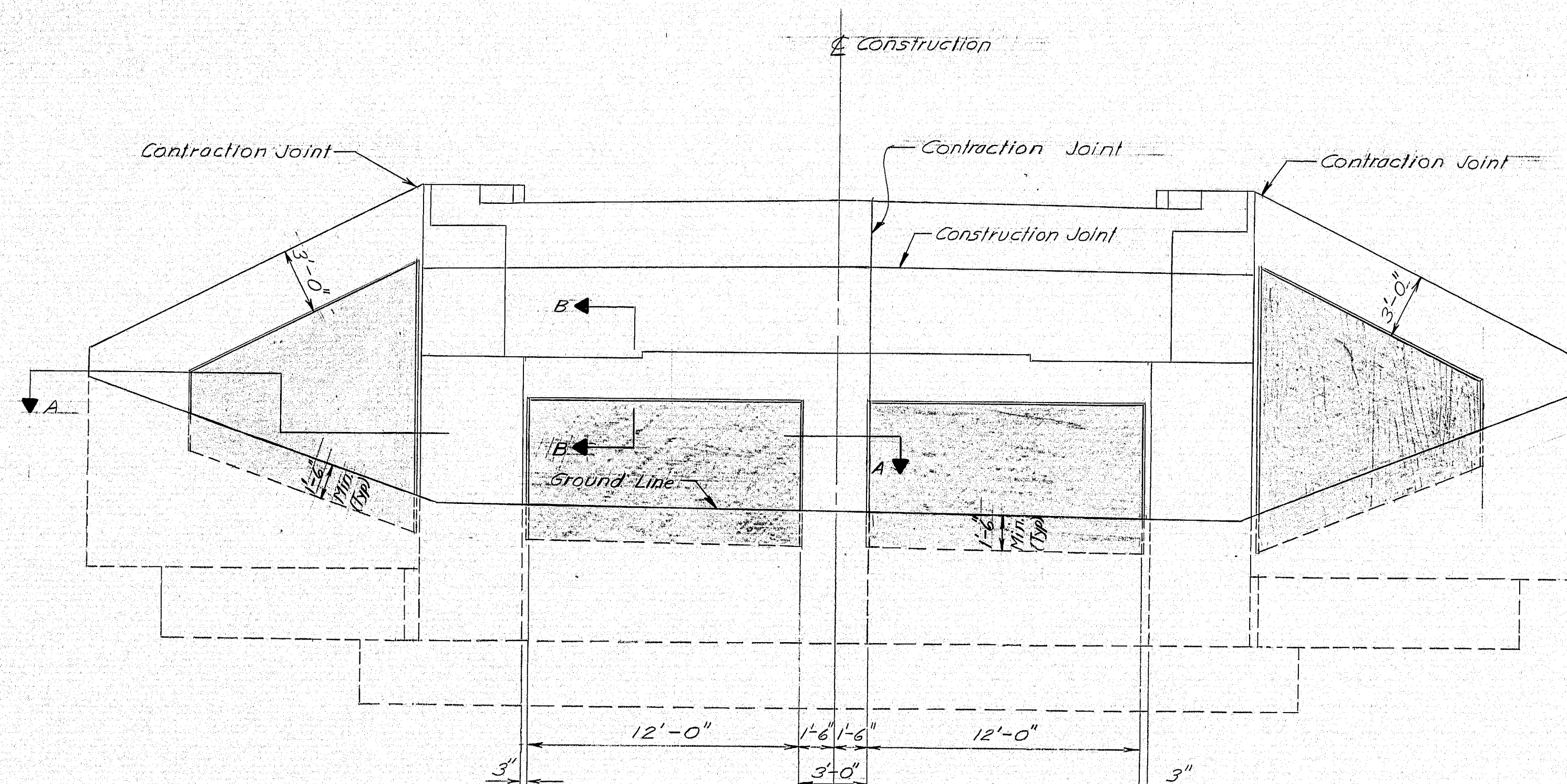
WING DETAILS

SHEET 62 OF 111 AUGUSTA, MAINE Feb. 1975

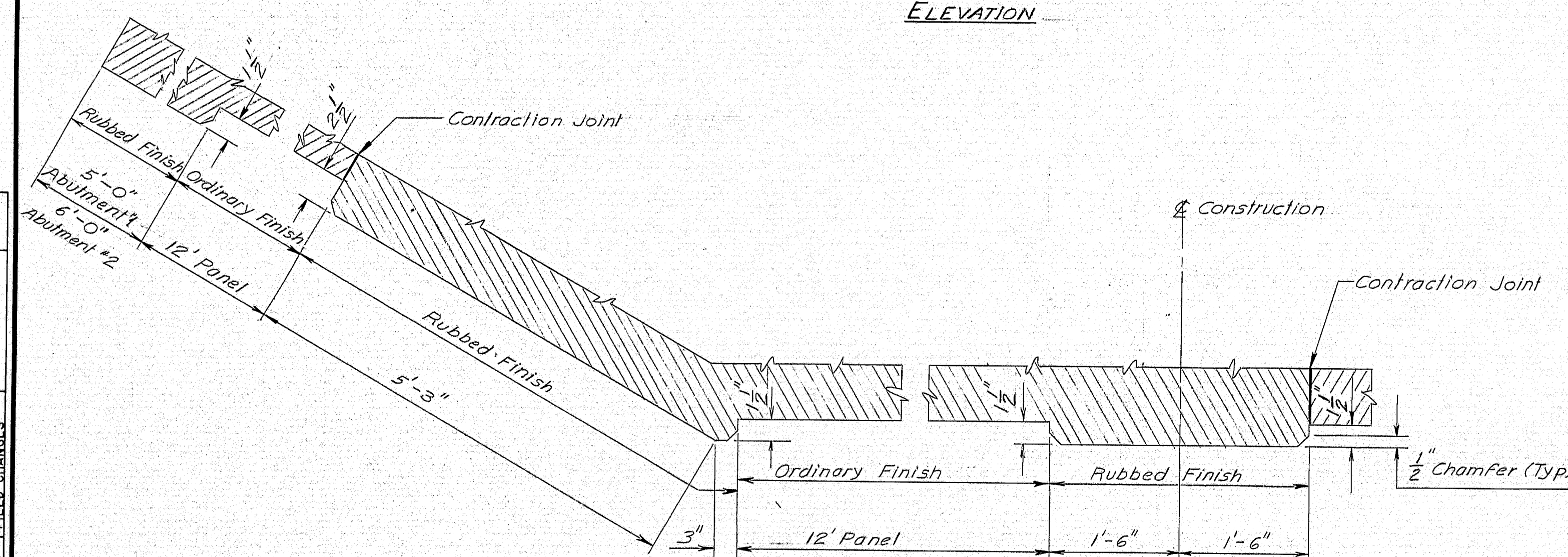
SHEET 62 OF 111 AUGUSTA, MAINE Feb. 1975

147-175

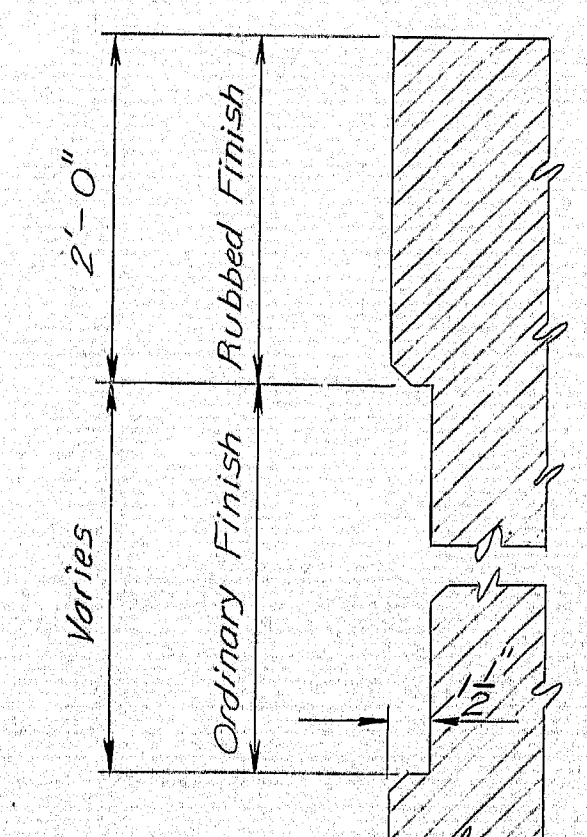
F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5(39)	63	111



ELEVATION



SECTION A-A
(Typical)



SECTION B-B

NOTES

1. All surfaces so designated on the plans to be recessed for architectural treatment shall be carried to a minimum depth of 18 inches below the finished ground line.
2. Plywood used in recessed areas shall be free of dirt. The face of the plywood shall be sound (no wood plugs to be allowed).
3. Special care shall be exercised so that form joints of the exposed face of concrete shall be light.
4. All pins and projections in the concrete shall be removed and all holes patched to create a surface of uniform texture. In order to insure a consistent surface texture for areas to be depressed, 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 breastwall.
5. Under no circumstances shall the recessed panel areas be hand rubbed. Care should be exercised in repairing and filling these areas not to change the ordinary finish appearance.
6. No deduction will be made in the concrete pay volume due to the recessed areas for the architectural treatment.
7. Payment for the architectural treatment will be included in the contract unit price for Item No. 502.21 Structural Concrete Abutments and Retaining Walls.

No Sandblasting Will Be Required

REFERENCES

For Abutment No.1 see sheet # 60

For Abutment No.2 see sheet # 61

For concrete slope protection see sheet # 64

PROJECT DESIGN ENGINEER	DATE
BY	1-75
DESIGN - CHECKED	
REVISIONS	
FIELD CHANGES	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

REED ROAD

OVER

INTERSTATE 95

IN THE TOWN OF

RICHMOND

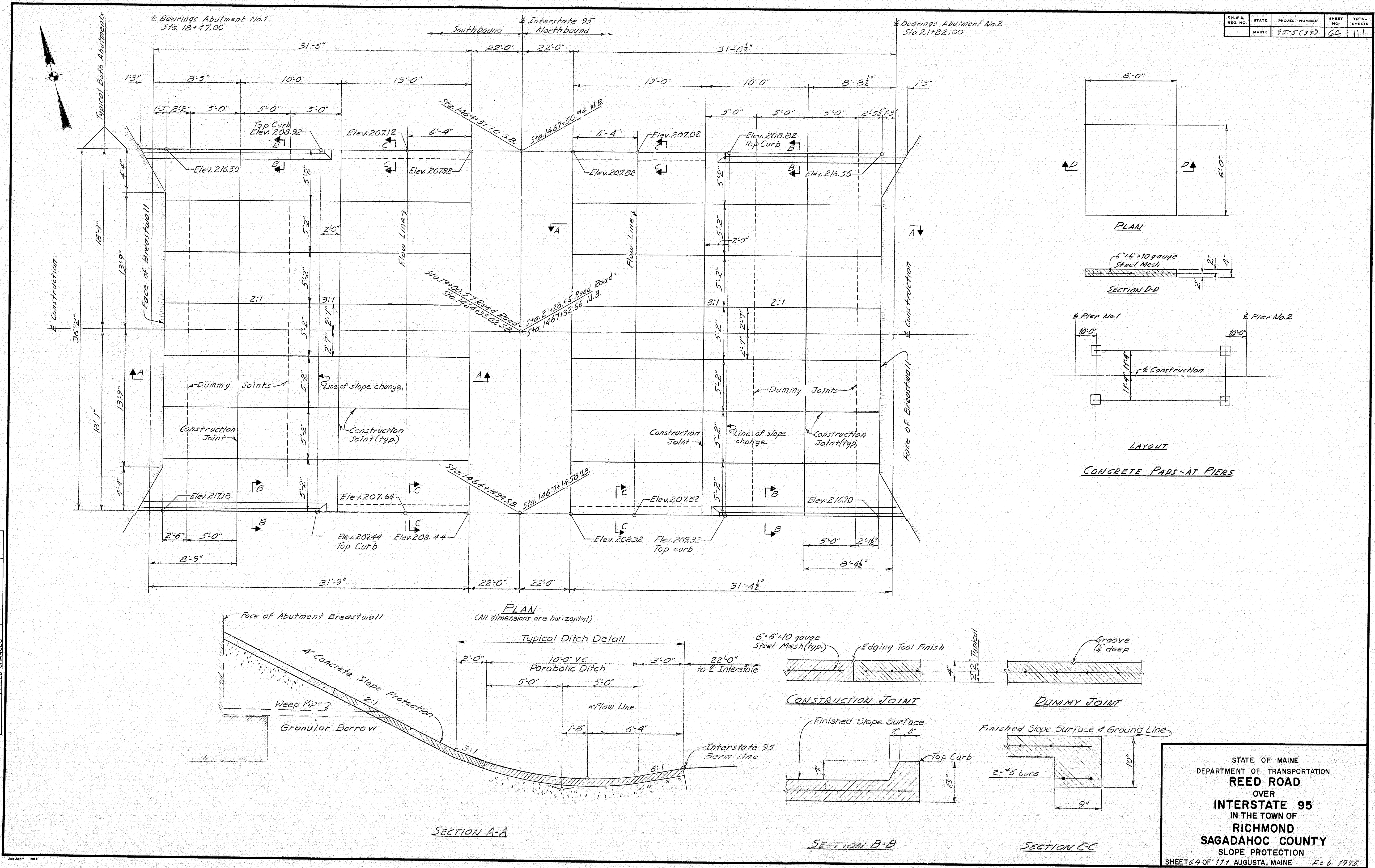
SAGadahoc COUNTY

ABUTMENT ARCHITECTURAL TREATMENT

SHEET 63 OF 111 AUGUSTA, MAINE Feb. 1975

147-176

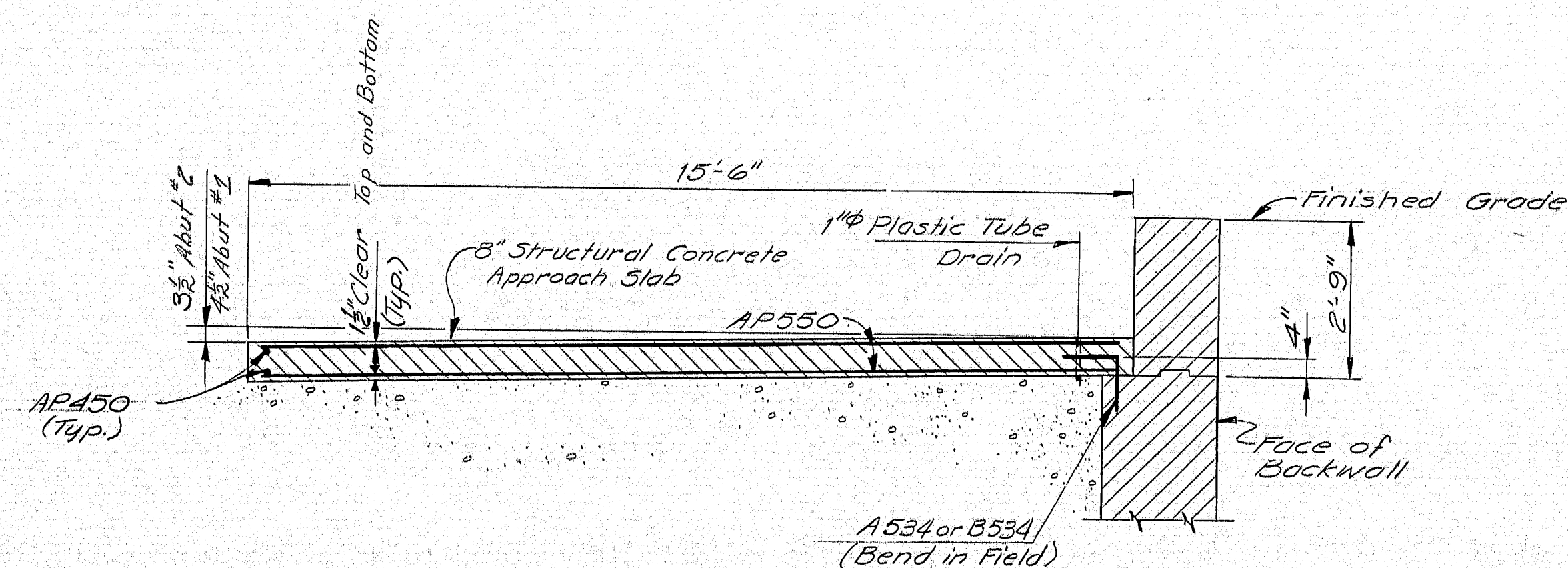
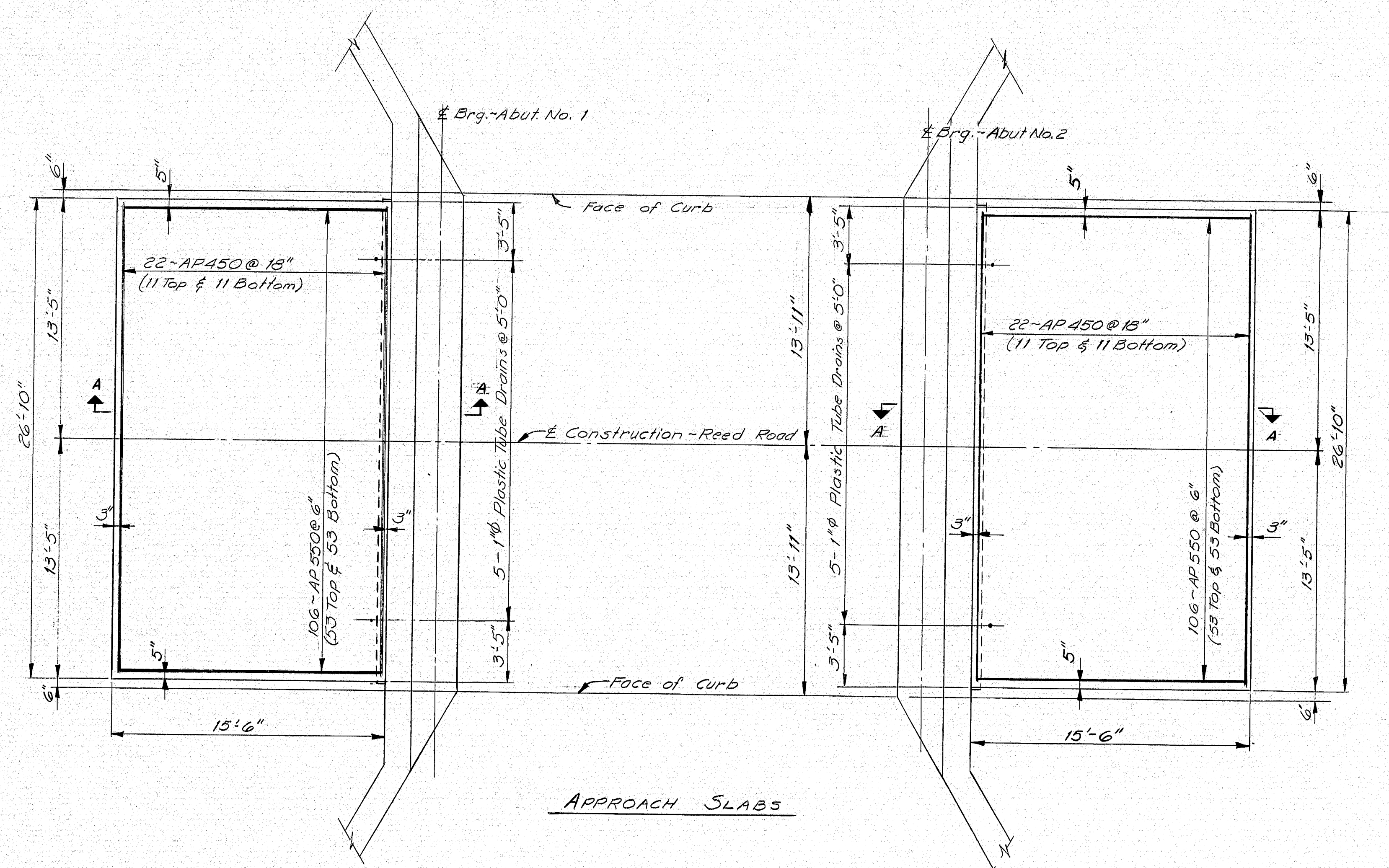
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	12-74
CHECKED	RD
REVISIONS	
FIELD CHANGES	



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
REED ROAD
 OVER
INTERSTATE 95
 IN THE TOWN OF
RICHMOND
SAGadahoc COUNTY
 SLOPE PROTECTION
 SHEET 64 OF 171 AUGUSTA, MAINE Feb. 1975

147-177

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5(39)	65	111



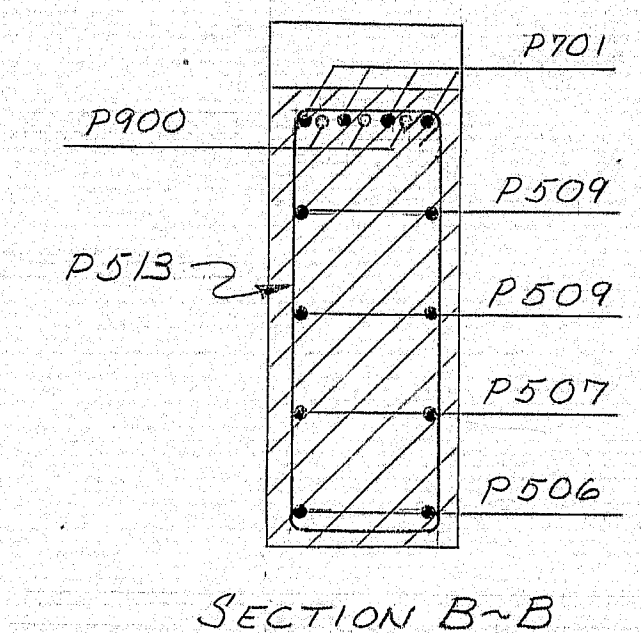
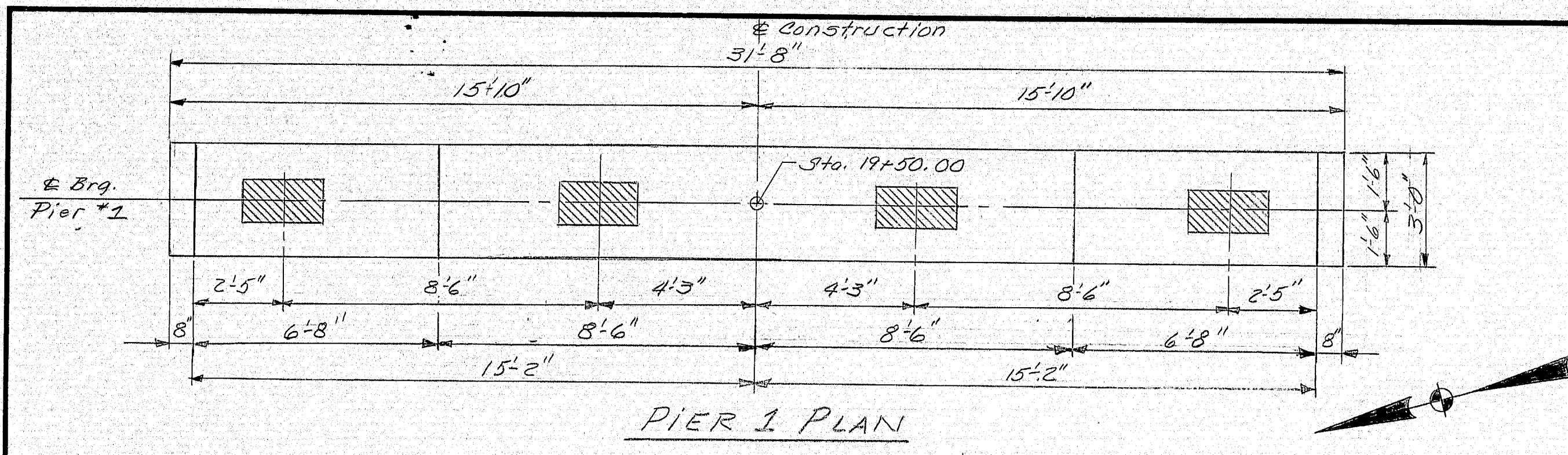
The 1 inch diameter plastic tube drains shall be flush of the top of the approach slab concrete.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	RJL/KLL	4/9/74
CHECKED	RD	12-74
FIELD CHANGES		

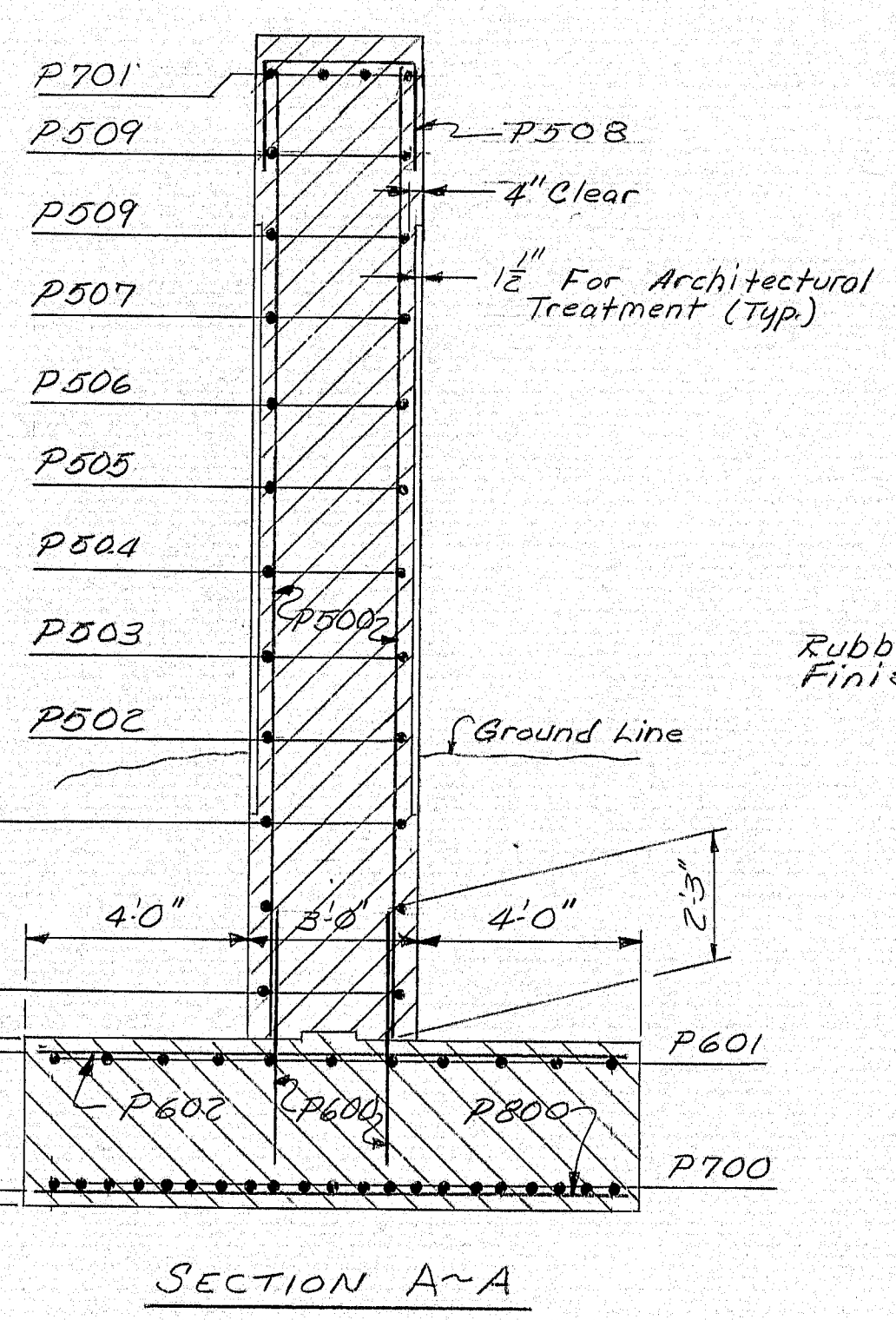
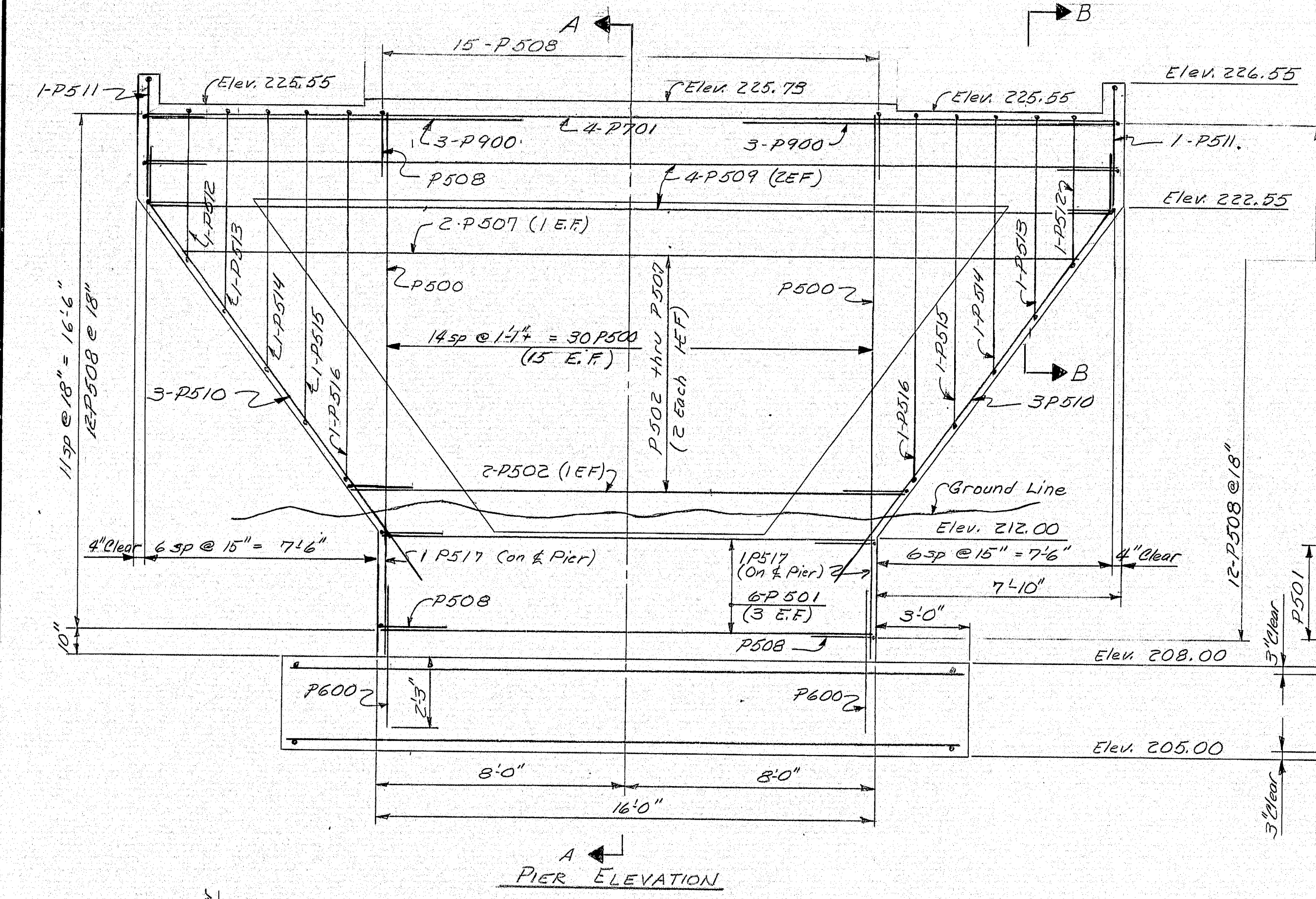
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
REED ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
RICHMOND
SAGadahoc COUNTY
APPROACH SLABS
SHEET 65 OF 111 AUGUSTA, MAINE Feb. 1975

147-178

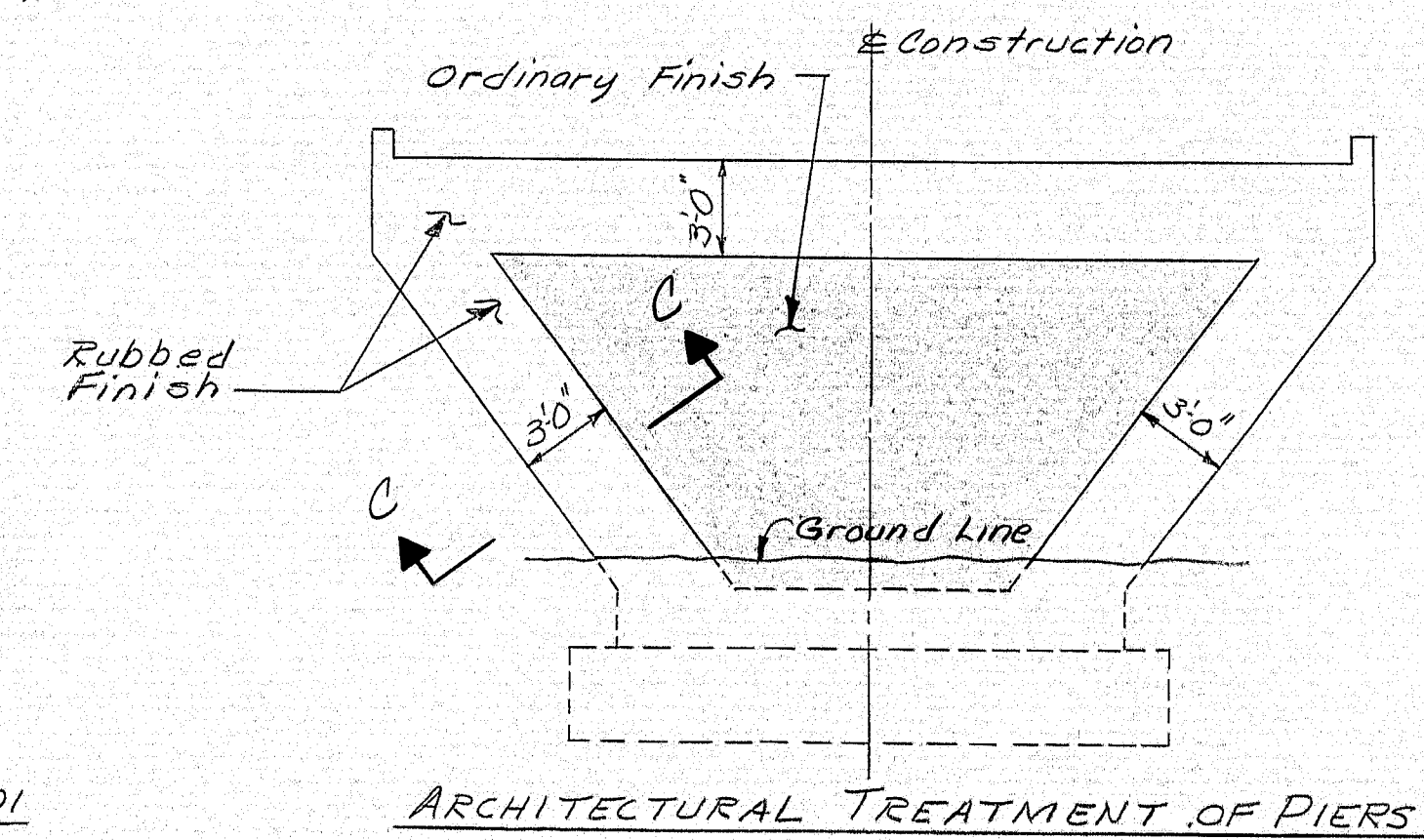
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5(39)	66	111



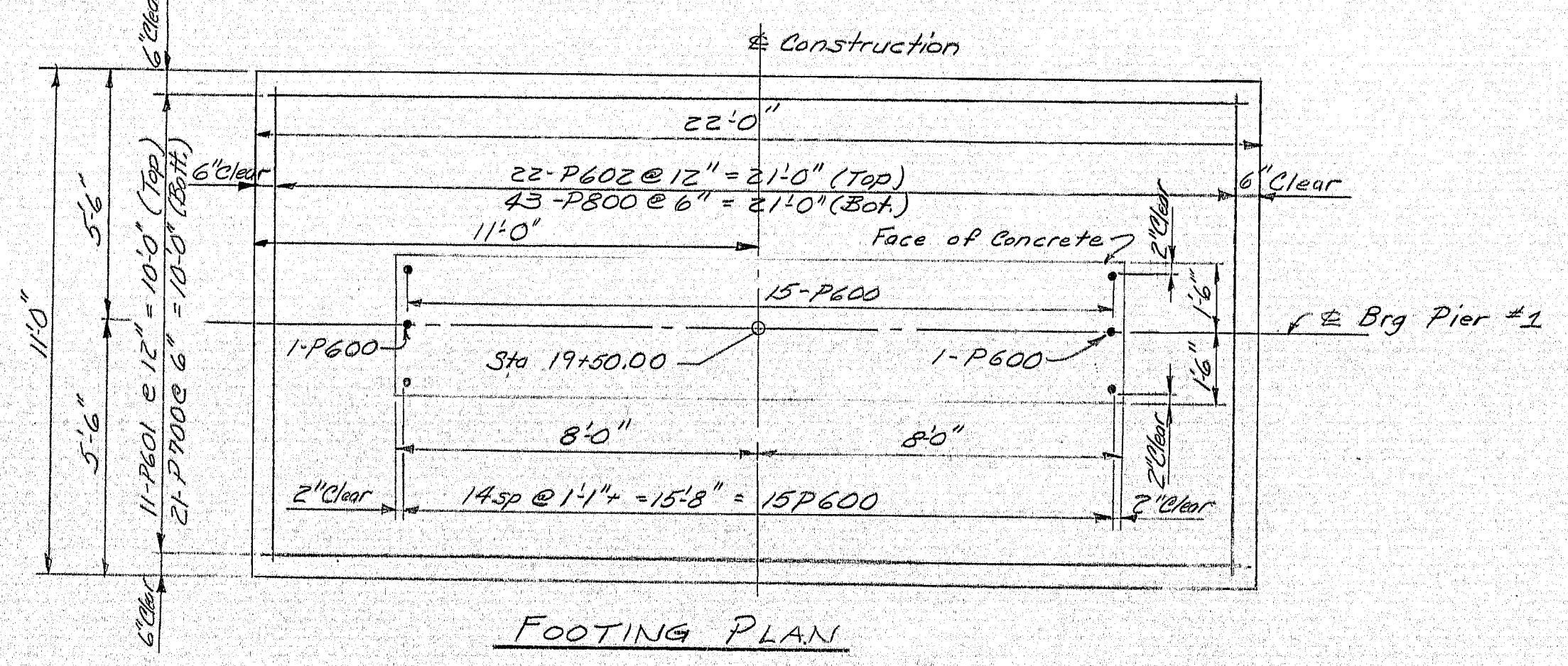
- PIER NOTES**
1. Chamfer all exposed edges of concrete 2 inch unless otherwise indicated.
 2. Reinforcing steel shall have 2 inches minimum cover unless otherwise indicated.
 3. Place reinforcing steel on bridge seats to clear anchor bolts.
 4. All reinforcing steel splices and embedments shall be a minimum of 36 bar diameters unless otherwise indicated.
 5. Maximum calculated footing pressure = 4 Tons per square foot Pier #1.



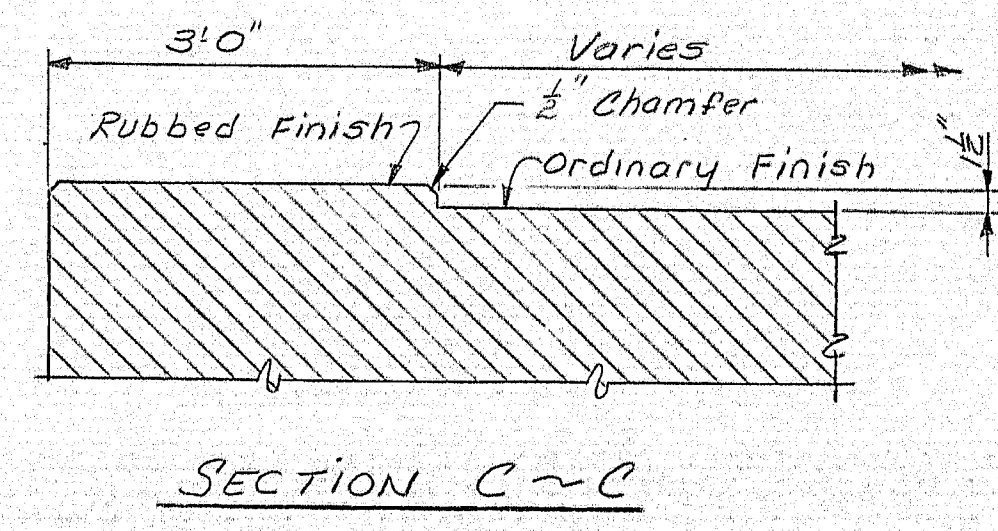
DESIGN CRITERIA
Critical A.A.S.H.O. Loading - Group 3



REFERENCES:
For architectural treatment notes see sheet # 63.
For Pier #2 see sheet # 67.



LEGEND:
N.F. = Near Face
F.F. = Far Face
E.F. = Each Face
Elev = Elevation



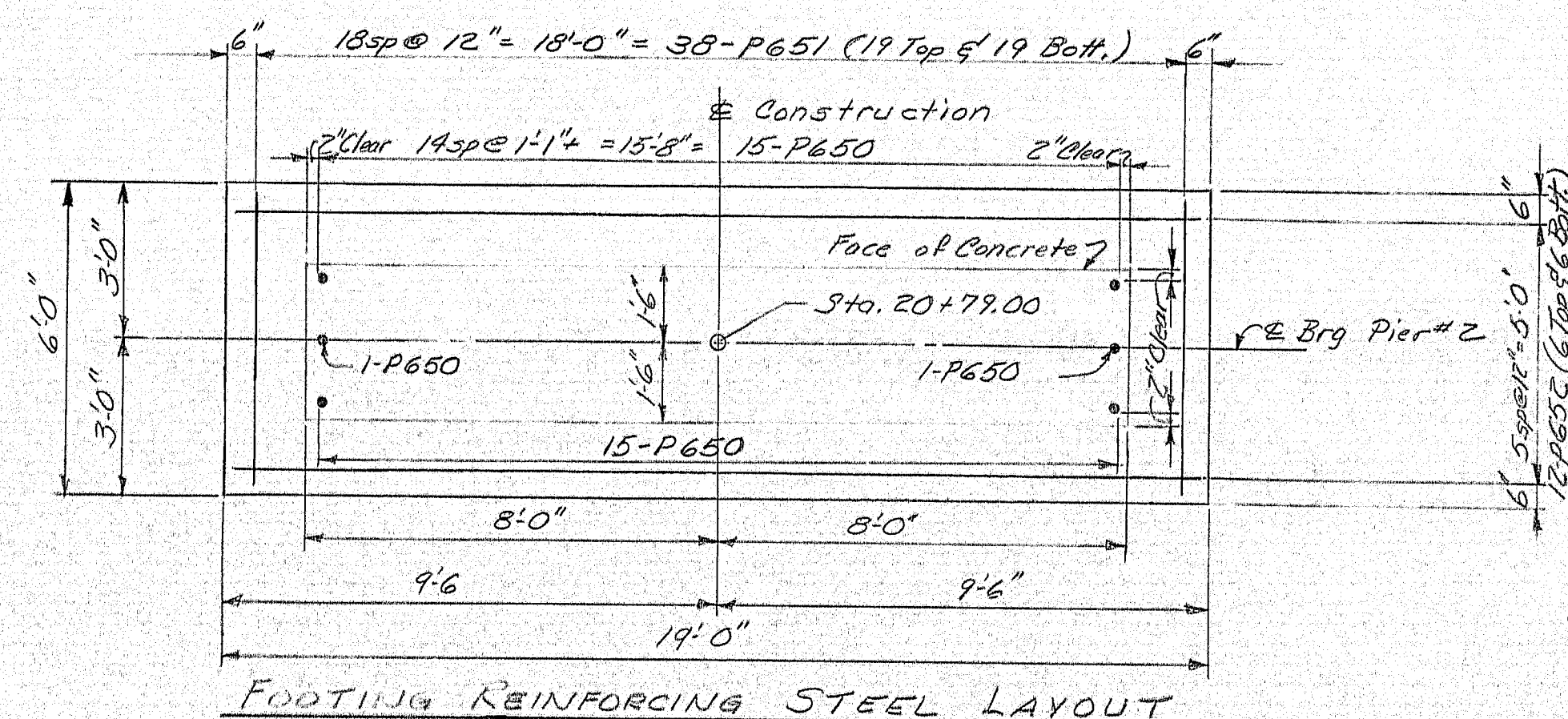
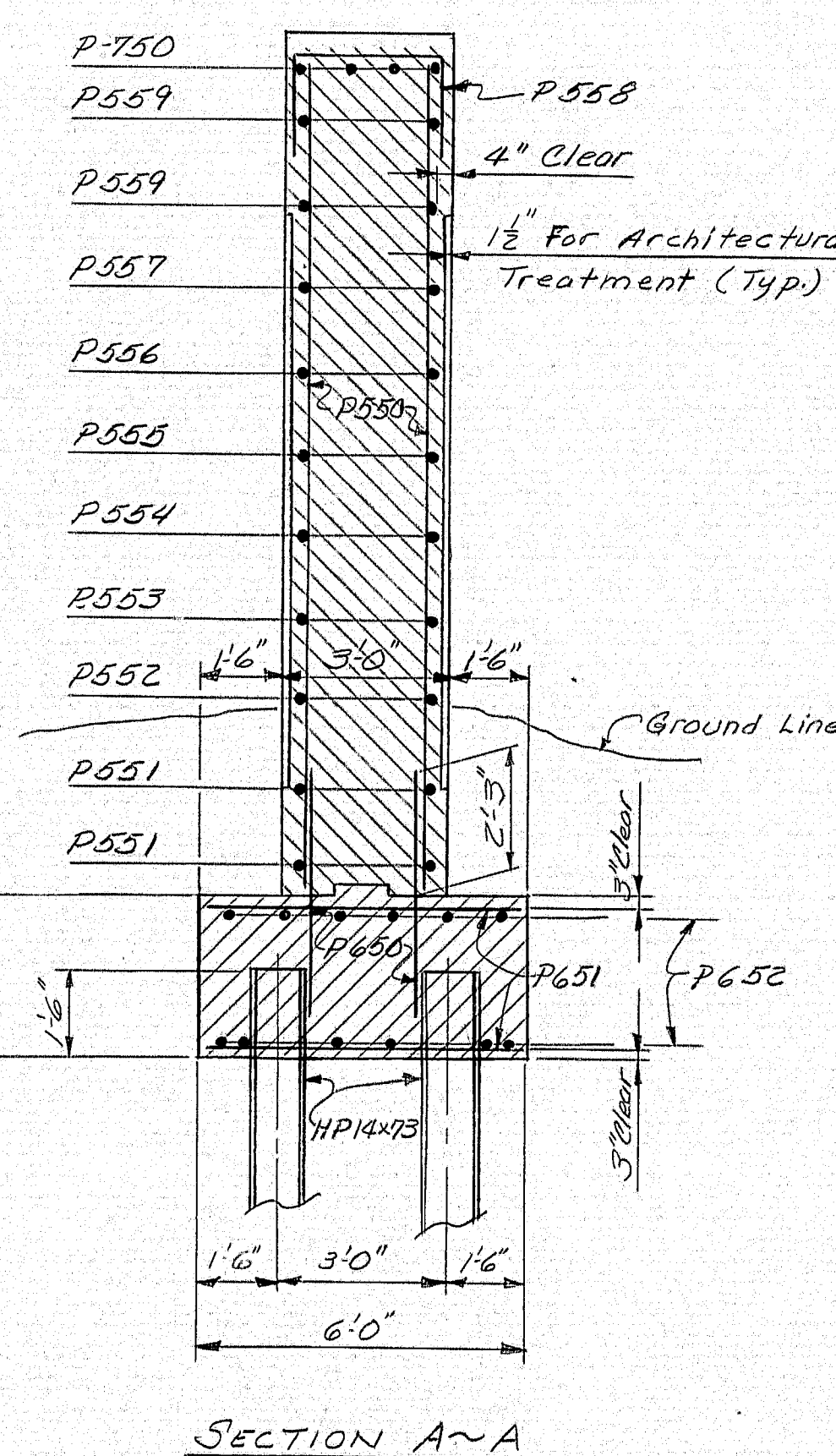
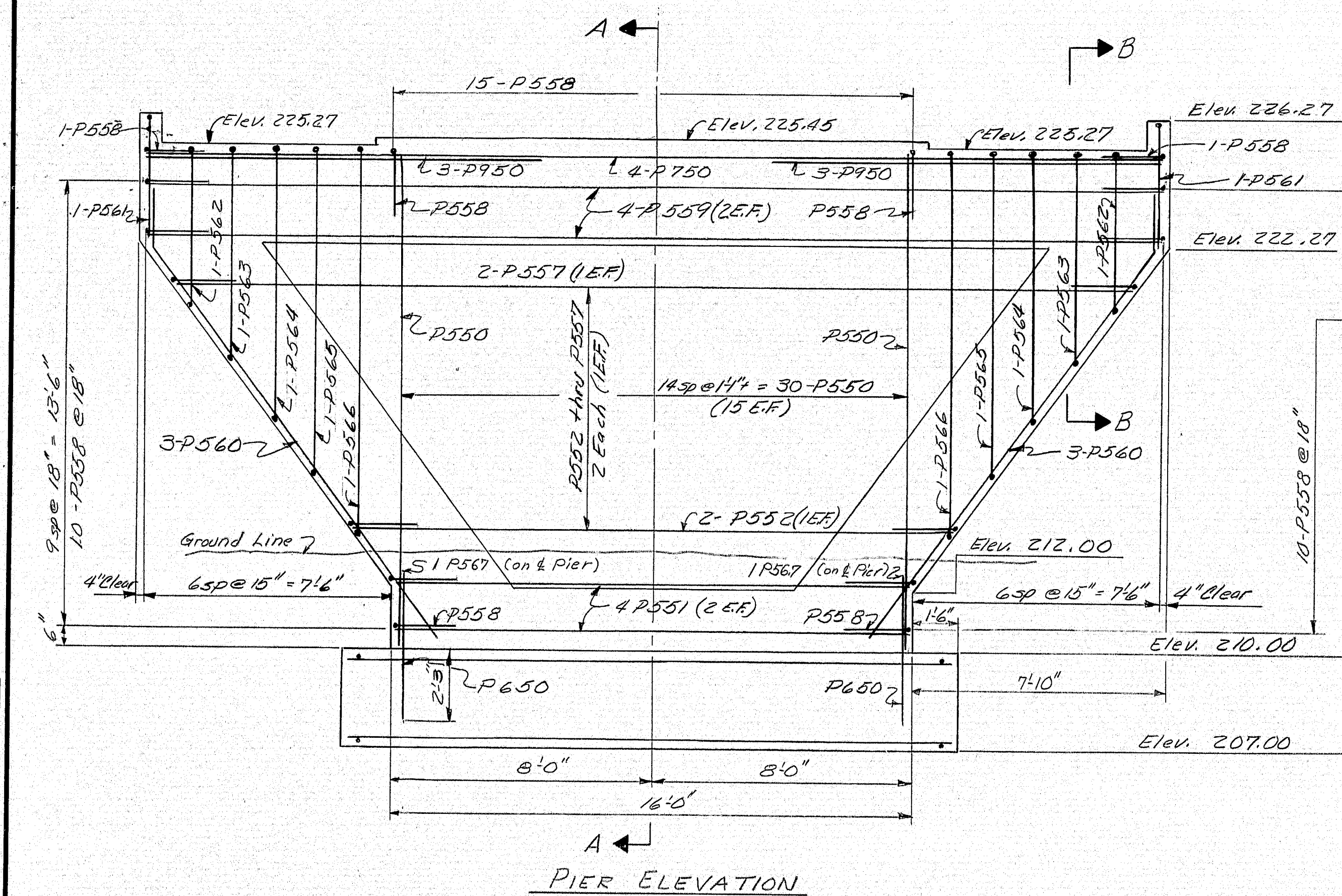
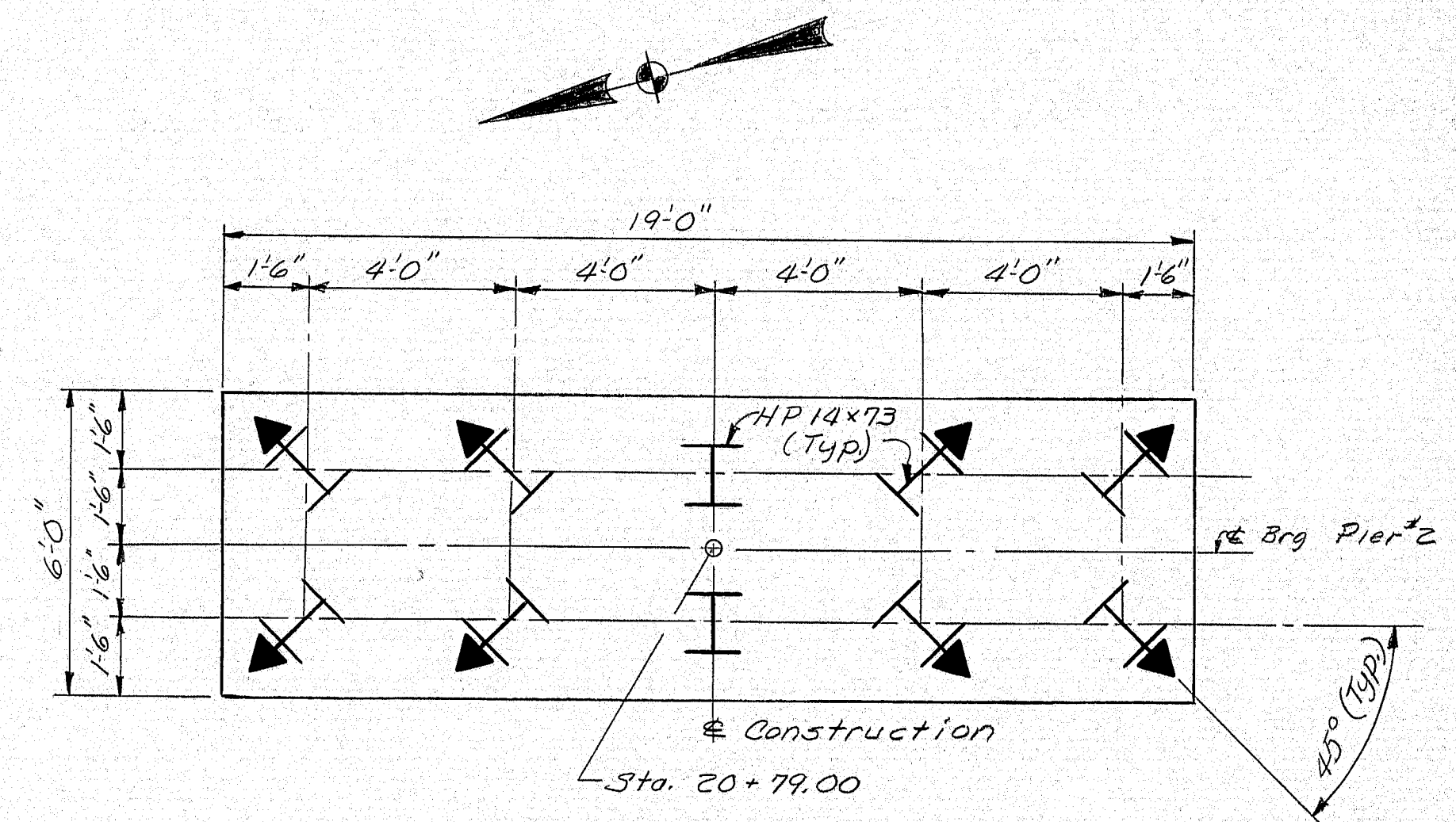
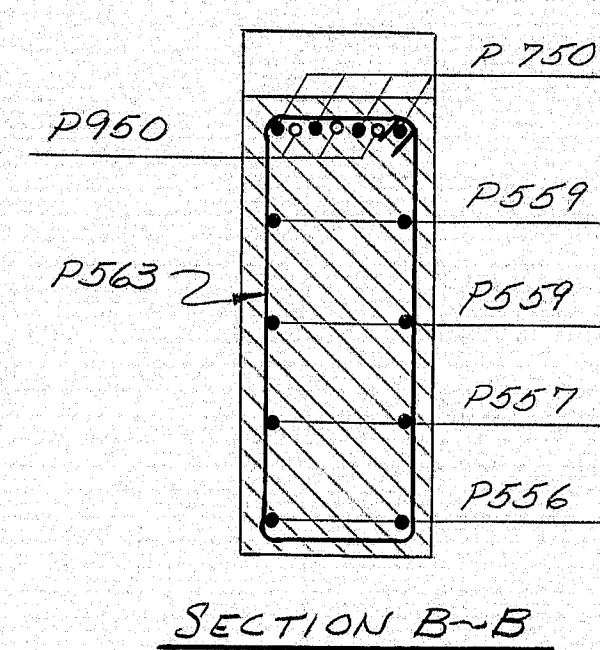
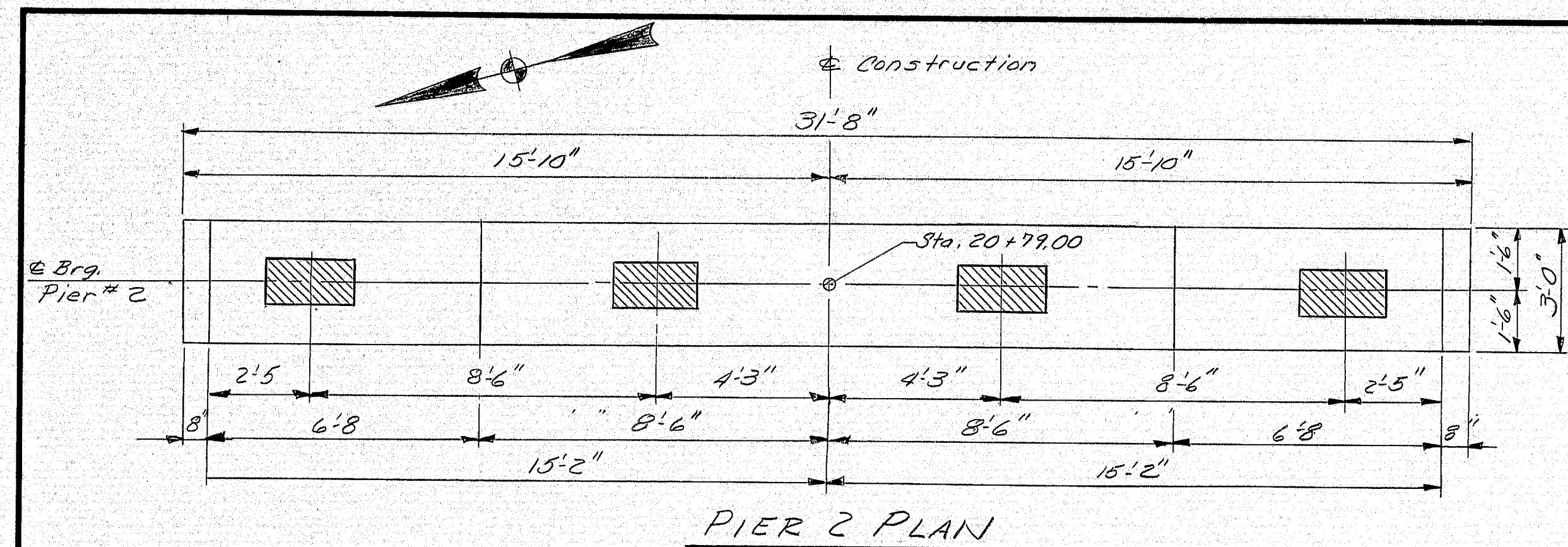
PROJECT DESIGN ENGINEER	DATE
BY	12-74
DESIGN - DETAILED	12-74
CHECKED	12-74
REVISIONS	
FIELD CHANGES	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

REED ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
RICHMOND
SAGadahoc COUNTY
PIER NO. 1

SHEET 66 OF 111 AUGUSTA, MAINE Feb. 1975
147-179

F.R.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5(39)	67	111



FOOTING PILE LAYOUT
(at elevation 207.00)

PILE NOTES:

1. Piles shall be driven to ledge or practical refusal.
2. All piles shall have pointed reinforced tips.
3. Estimated driven lengths of piles are determined from available soils information with no allowance for pile cut-offs and no allowance for uncertain pile penetration.
4. Piles marked thus, ∇ , shall be battered 3 inches per foot in the direction of the arrow.
5. Maximum pile load equals 93 tons.
6. Following are pile locations, number of piles required, size of piles and estimated driven lengths:
Pier #2 - HP 14x73 - 10 Required
Range of Pile Lengths = 10.0 ft. to 19.0 ft.
Total Estimated Length = 160.0 ft.
Refer to Foundation & Soils Data - Sheet No. 56

REFERENCES:

For Pier Notes & Architectural treatment
See Sheet # 66
For Pointed Reinforced Pile Tip detail See
BD 104-73 Sheet # 110

LEGEND:

N.F. = Near Face
F.F. = Far Face
E.F. = Each Face
Elev. = Elevation

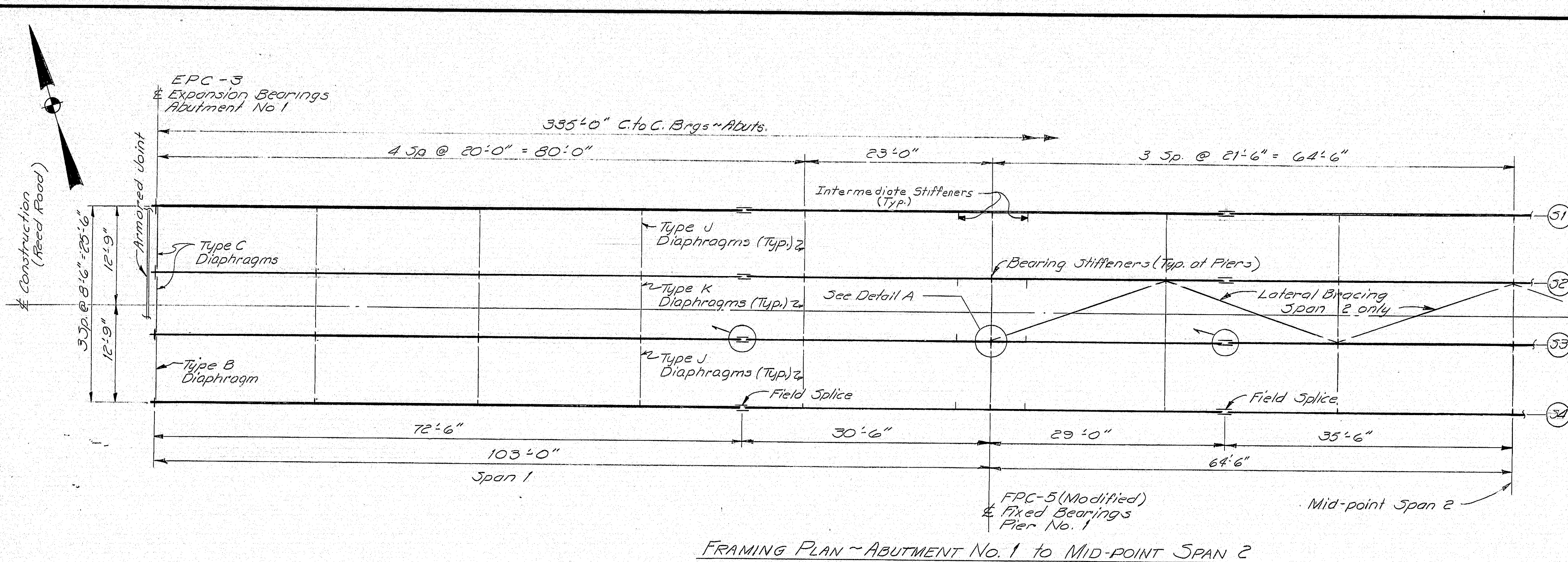
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

REED ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
RICHMOND
SAGadahoc COUNTY
PIER NO.2

SHEET 67 OF 111 AUGUSTA, MAINE Feb. 1995

147-180

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5 (39)	68	111



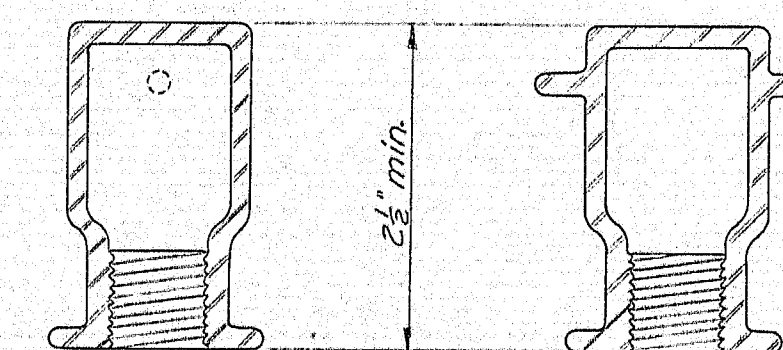
ROCKER SETTING DATA (After erecting structural steel and before conc. slab is placed)

Temp. in Degrees F @ Setting	(-) minus sign indicates toward Pier #1		
	Backwall	Masonry @ Abutment #1	Masonry @ Pier #2
105°	1/8"	1/8"	1/8"
90°	1/8"	1/8"	1/8"
75°	1/8"	1/8"	1/8"
60°	1/8"	1/8"	1/8"
45°	1/8"	1/8"	1/8"
30°	0	0	0
15°	-1/8"	-1/8"	-1/8"
0	-1/8"	-1/8"	-1/8"
-15°	-1/8"	-1/8"	-1/8"

NOTE: Rocker Setting Data as shown shall be used as a guide only. No extra payment will be made for resetting of the rocker bearings, subsequent to the original setting made by the contractor, as required by the Engineer to make the rocker setting conform with Paragraph four(4) of Subsection 504.58.

STRUCTURAL STEEL NOTES

1. Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.
2. No transverse butt weld splices in the flange plates or web plates within 10 feet from the points of maximum negative moment or maximum positive moment will be allowed.
3. Sections of flange plates or web plates between transverse butt welded shop splices or from bolted field splices shall be not less than 20 feet in length unless otherwise shown on the plans.
4. Butt weld splices in flanges shall be not closer than one foot from transverse welds in the web plates.
5. Bearing stiffeners shall be plumb after erection and dead loading of the structure.
6. Crossframe connection plates may be either plumb or normal to the top flange.
7. Filler plates may be ASTM A36 steel and mill tests for filler plate material will not be required. Refer to sheet # 69 for bolted field splice details.

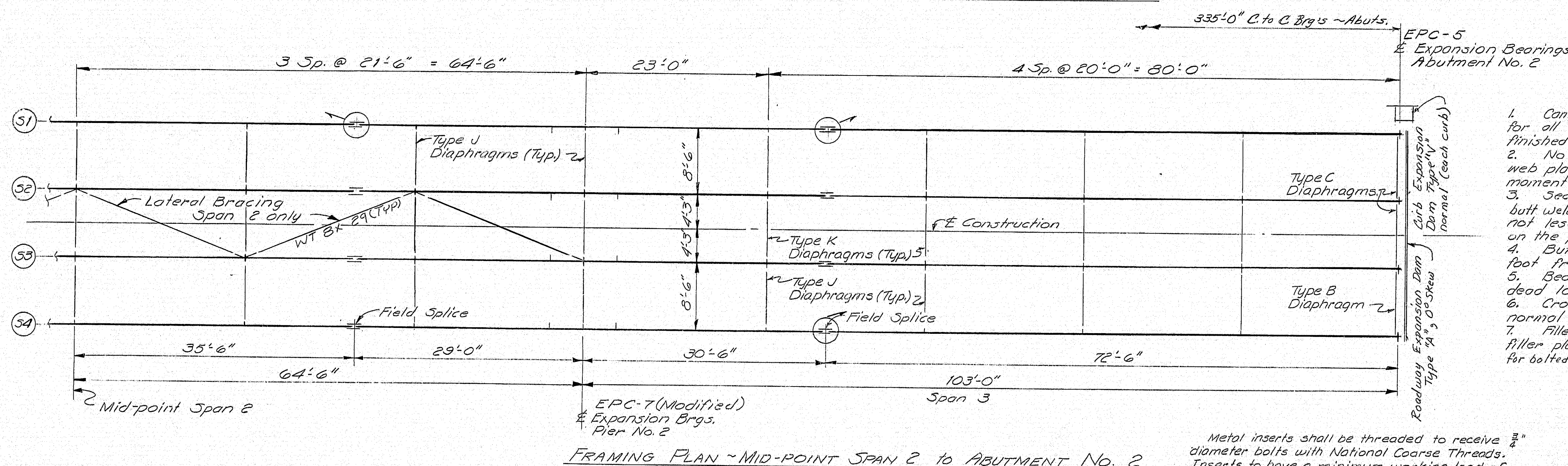


METAL INSERT DETAIL

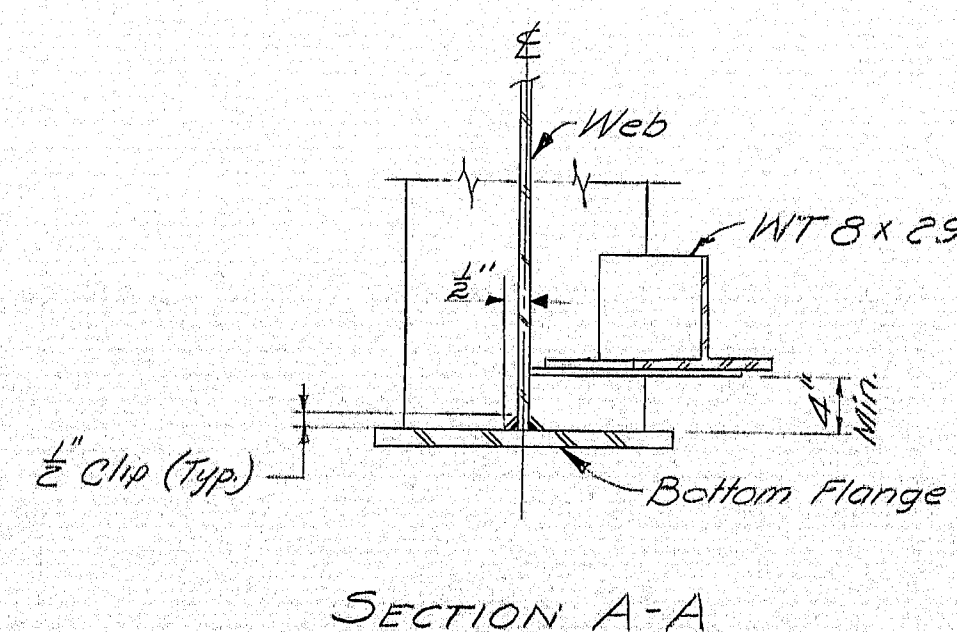
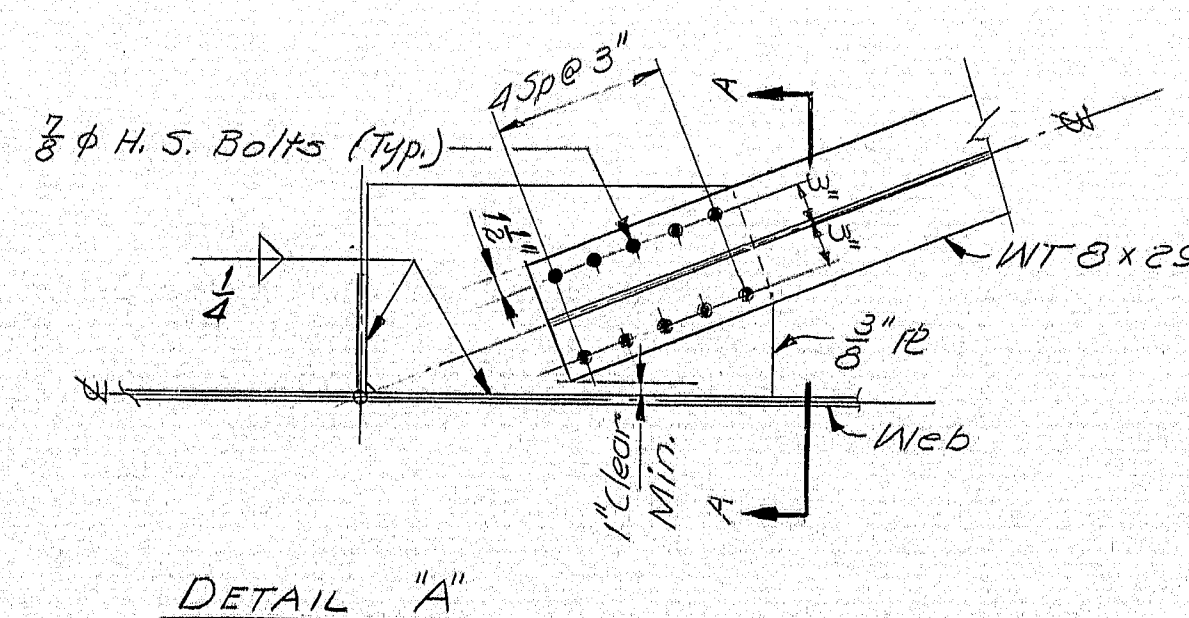
Other configurations may be used if approved by the Engineer.

REFERENCES:

- Bearing Pedestals ~ BD 101-74
- Shear Connectors ~ BD 104-73
- Armored Joint Drains ~ BD 113-72
- Crossframes ~ BD 105-74
- Expansion Devices ~ BD 105-74
- Bottom of Slab Elevations see sheet # 70



Metal inserts shall be threaded to receive 3/4" diameter bolts with National Coarse Threads. Inserts to have a minimum working load of 2500 lbs. and a minimum ultimate strength of 8000 lbs. Metal Inserts to be paid for under Item No. 504.14.



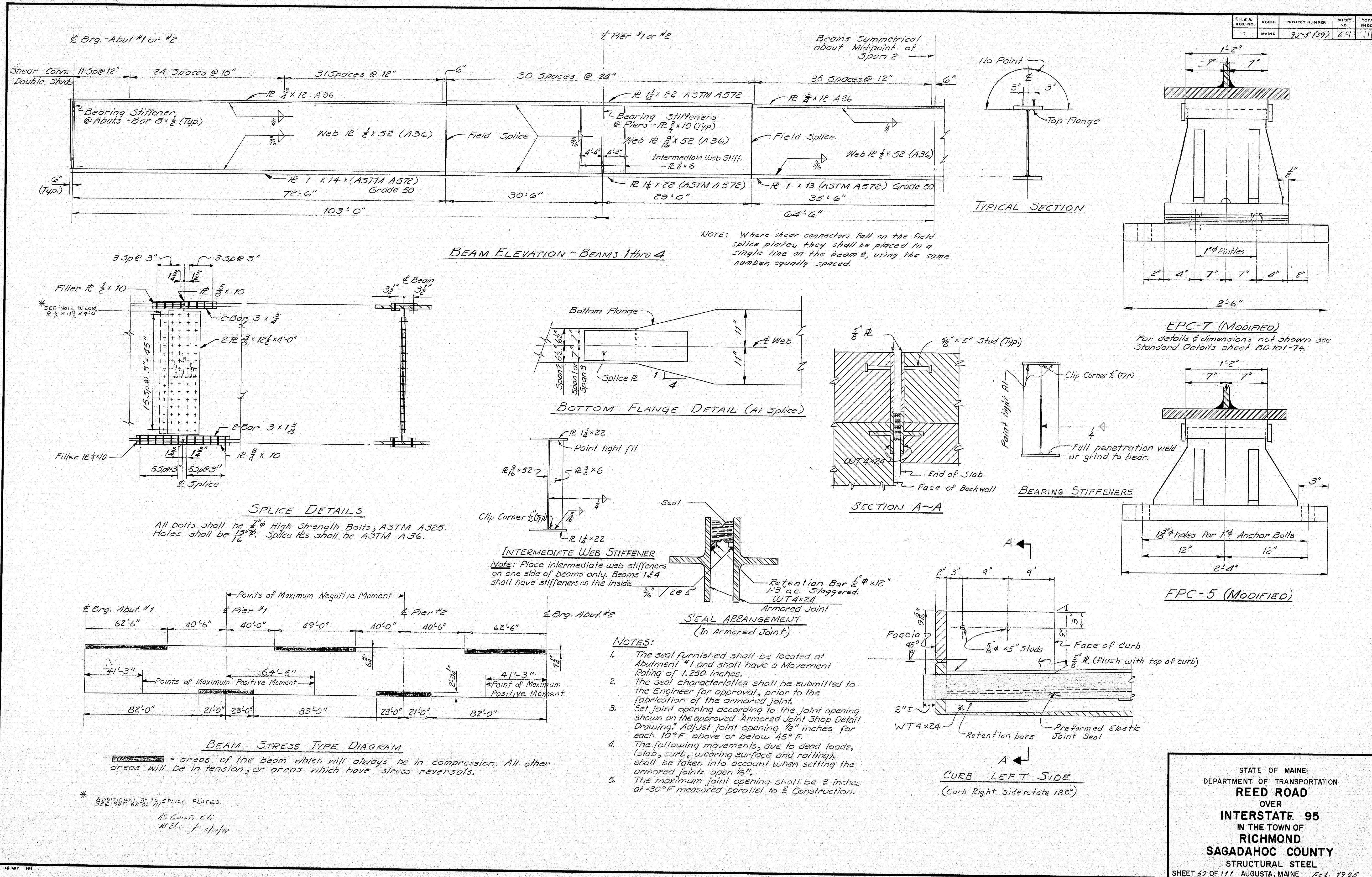
Splices marked with 'x' denote web splice plates. Top edge of splice plates shall be flush with web. Side edge shall be flush with web. As built 8/11 mid-span, 5/1/11

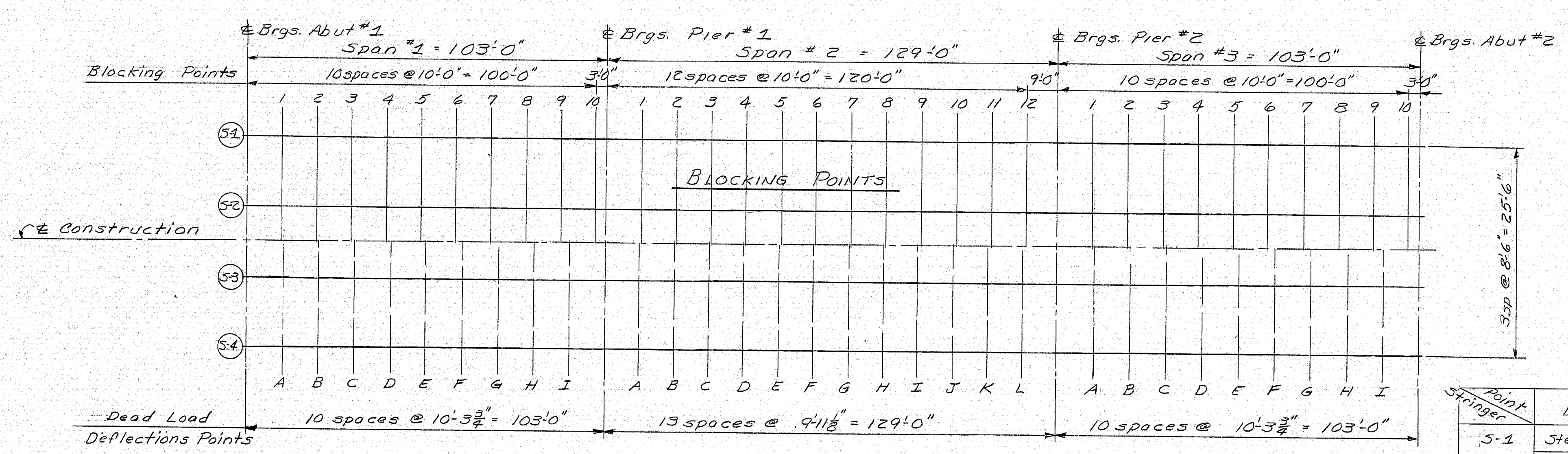
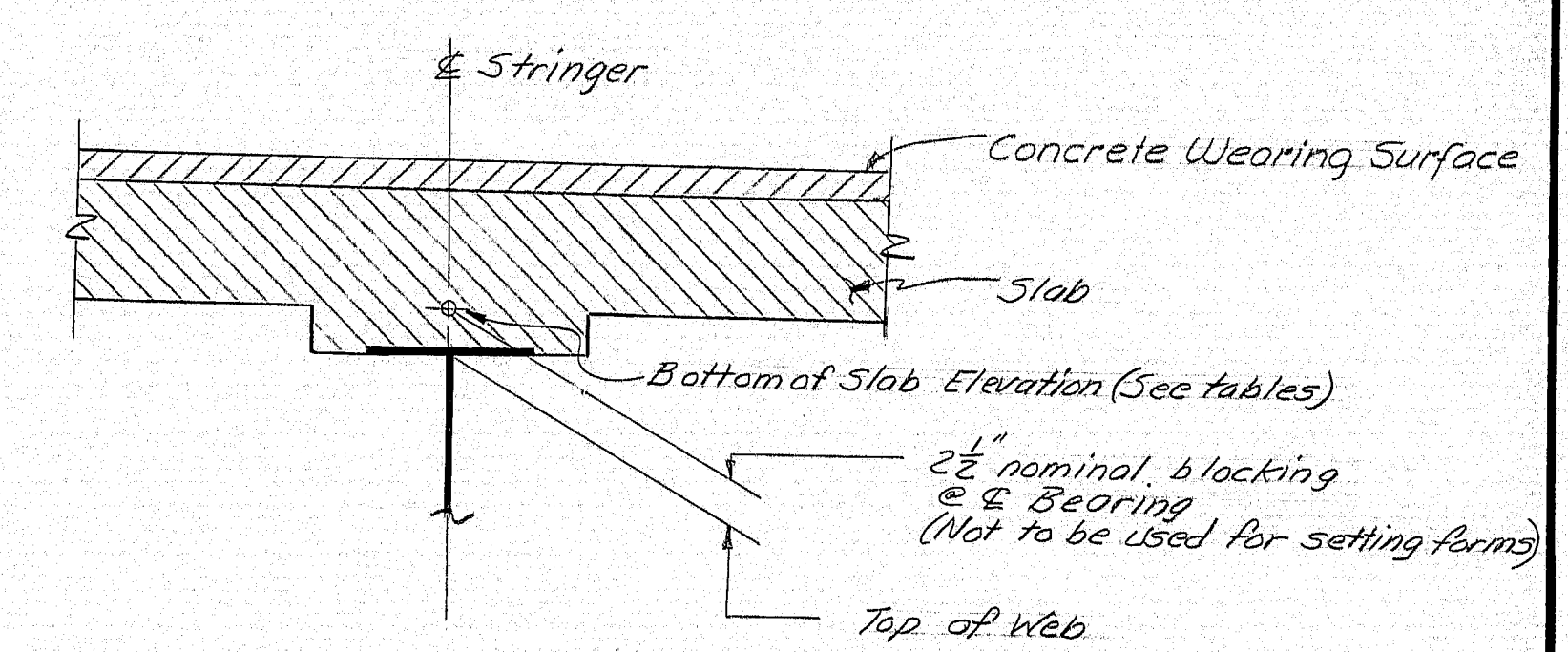
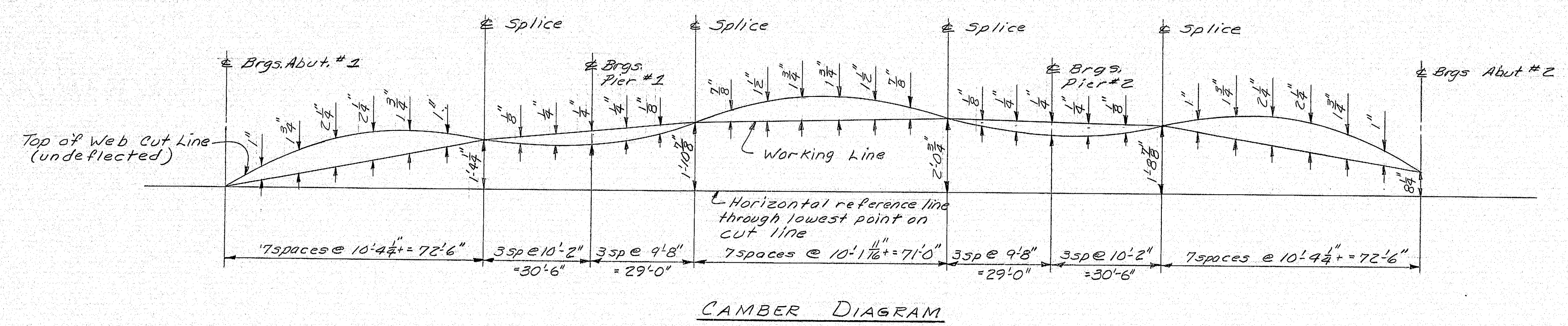
PROJECT DESIGN ENGINEER	DATE
BY	8-79
DESIGN - DETAILED	ALL
CHECKED	ED
REVISIONS	
FIELD CHANGES	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
REED ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
RICHMOND
SAGadahoc COUNTY
FRAMING PLAN
SHEET 68 OF 111 AUGUSTA, MAINE Feb. 1975

147-181

PROJECT DESIGN ENGINEER	DATE
BY	07/94
DESIGN DETAIL	ED
REVISIONS	12-74
FIELD CHANGES	
PLANS	





DEAD LOAD DEFLECTIONS IN FEET

Point	Load	± Brg. Abut #1	A	B	C	D	E	F	G	H	I	± Brg. Pier #1
S-1	Steel	0.00	0.008	0.015	0.020	0.022	0.021	0.017	0.012	0.007	0.023	0.00
thru	Fluid	0.00	0.042	0.077	0.100	0.108	0.101	0.083	0.057	0.031	0.010	0.00
S-4	Superimposed	0.00	0.011	0.020	0.026	0.028	0.027	0.022	0.016	0.008	0.002	0.00

Span #1

Point	± Brgs. Abut #1	1	2	3	4	5	6	7	8	9	10	± Brgs. Pier #1
S1	229.41	229.67	229.91	230.13	230.31	230.48	230.61	230.72	230.83	230.92	231.00	231.08
S2	229.59	229.85	230.09	230.30	230.49	230.65	230.79	230.90	231.00	231.09	231.18	231.20
S3	229.59	229.85	230.09	230.30	230.49	230.65	230.79	230.90	231.00	231.09	231.18	231.20
S4	229.41	229.67	229.91	230.13	230.31	230.48	230.61	230.72	230.83	230.92	231.00	231.08

SPAN No.1

Point Stringer	Load	± Brg. Pier #1	A	B	C	D	E	F	G	H	I	J	K	L	± Brg. Pier #2
S-1	Steel	0.00	0.001	0.004	0.008	0.013	0.016	0.018	0.018	0.016	0.013	0.008	0.004	0.001	0.00
thru	Fluid	0.00	0.004	0.019	0.040	0.062	0.080	0.090	0.090	0.080	0.062	0.040	0.019	0.004	0.00
S-4	Superimposed	0.00	0.003	0.011	0.020	0.027	0.034	0.037	0.037	0.034	0.027	0.020	0.011	0.003	0.00

Span #2

Point	± Brgs. Pier #2	1	2	3	4	5	6	7	8	9	10	11	12	± Brgs. Pier #2
S1	231.03	231.13	231.23	231.32	231.41	231.47	231.52	231.54	231.54	231.51	231.46	231.41	231.34	231.29
S2	231.20	231.30	231.41	231.50	231.59	231.65	231.70	231.72	231.71	231.68	231.64	231.58	231.52	231.47
S3	231.20	231.30	231.41	231.50	231.59	231.65	231.70	231.72	231.71	231.68	231.64	231.58	231.52	231.47
S4	231.03	231.13	231.23	231.32	231.41	231.47	231.52	231.54	231.54	231.51	231.46	231.41	231.34	231.29

Span No.2

Point	Load	± Brg. Pier #2	A	B	C	D	E	F	G	H	I	± Brg. Pier #2
S-1	Steel	0.00	0.023	0.007	0.012	0.017	0.021	0.022	0.020	0.015	0.008	0.00
thru	Fluid	0.00	0.010	0.031	0.057	0.083	0.101	0.108	0.100	0.077	0.042	0.00
S-4	Superimposed	0.00	0.002	0.008	0.016	0.022	0.027	0.028	0.026	0.020	0.011	0.00

Span #3

Point	± Brgs. Pier #2	1	2	3	4	5	6	7	8	9	10	± Brgs. Abut #2
S1	231.29	231.24	231.20	231.14	231.08	230.99	230.88	230.74	230.57	230.38	230.16	230.10
S2	231.47	231.42	231.37	231.32	231.25	231.17	231.06	230.92	230.75	230.56	230.34	230.28
S3	231.47	231.42	231.37	231.32	231.25	231.17	231.06	230.92	230.75	230.56	230.34	230.28
S4	231.29	231.24	231.20	231.14	231.08	230.99	230.88	230.74	230.57	230.38	230.16	230.10

Span No.3

NOTE:
Bottom of Slab Elevations are adjusted to compensate for the dead load deflections.

BOTTOM OF SLAB ELEVATIONS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

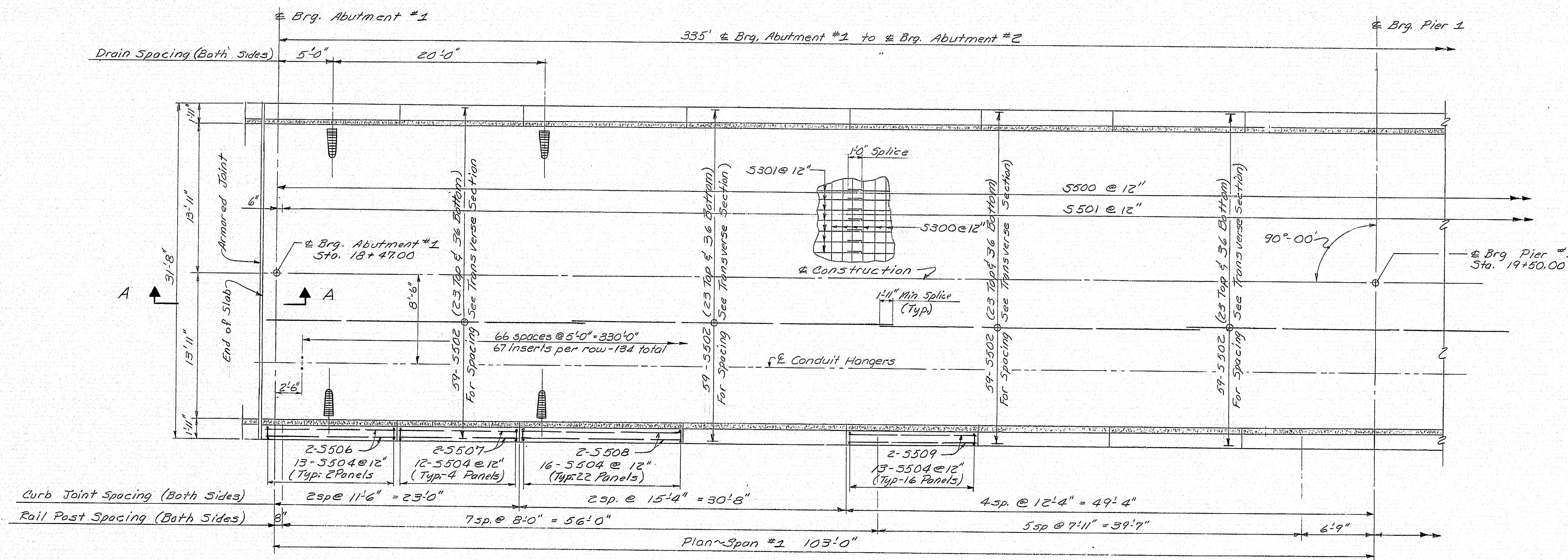
REED ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
RICHMOND
SAGadahoc COUNTY
BOTTOM OF SLAB ELEVATIONS

SHEET 70 OF 111 AUGUST, MAINE Feb. 1975

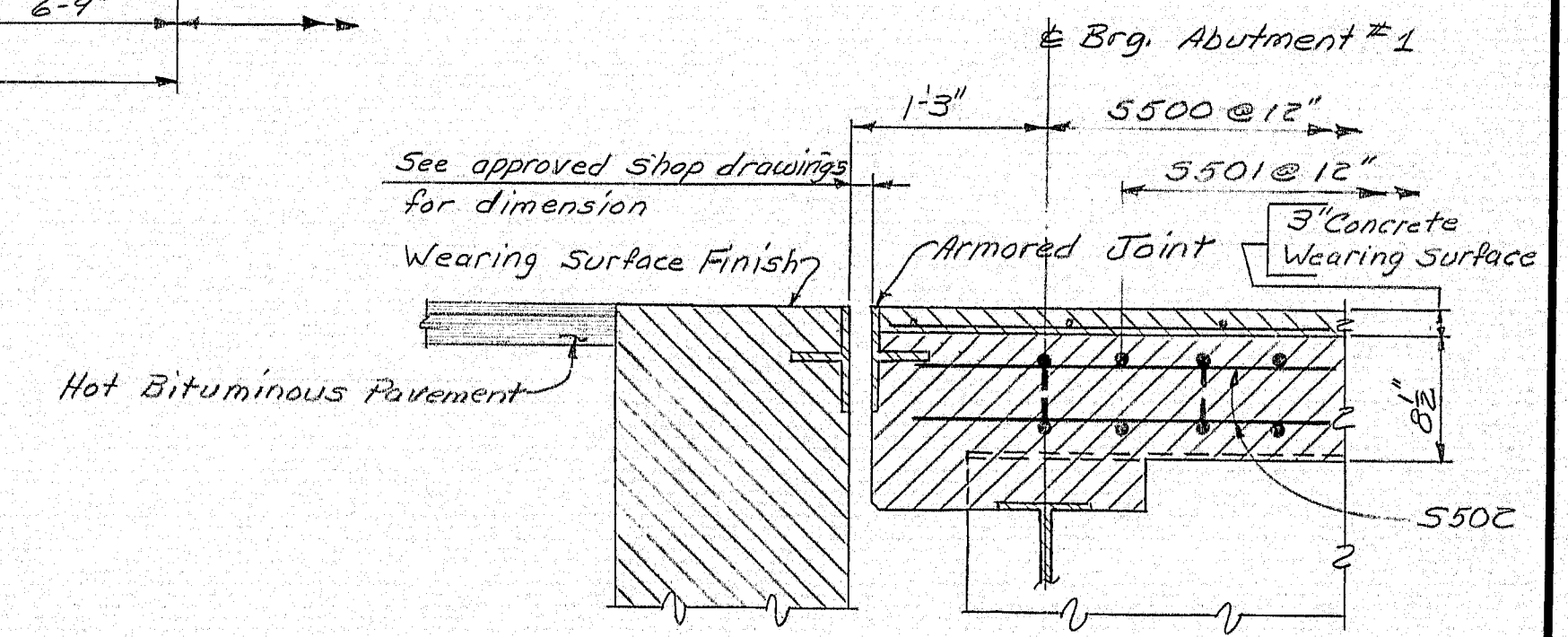
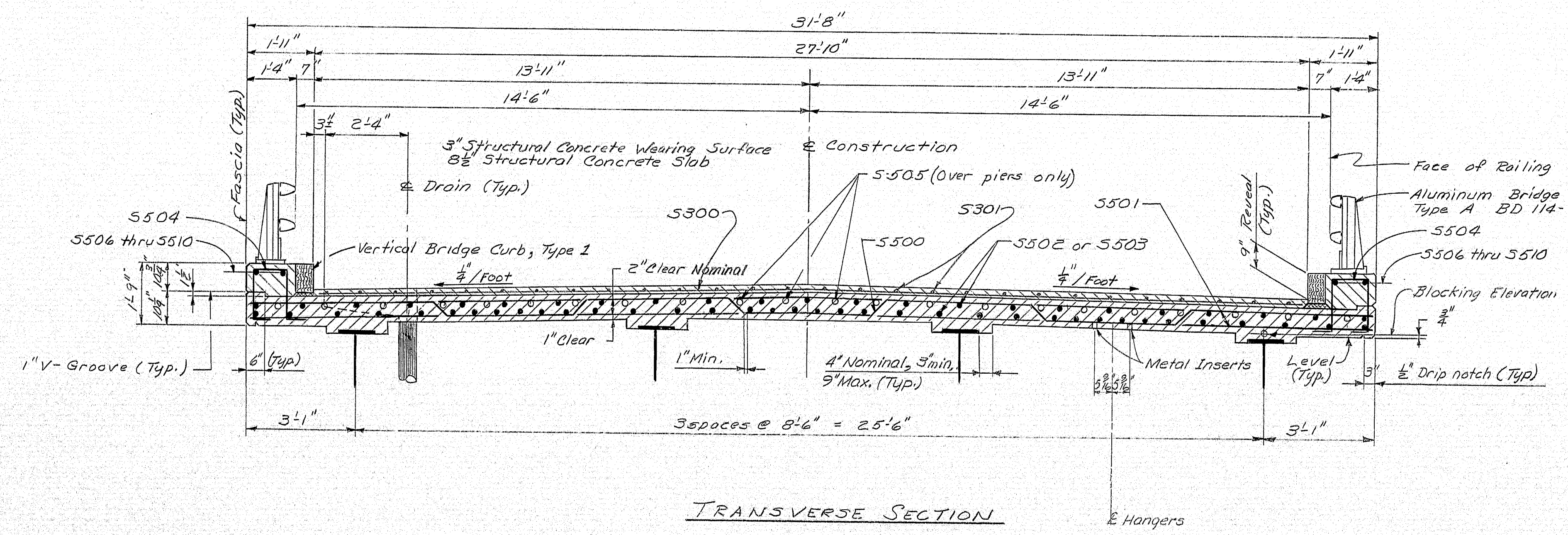
147-183

PROJECT DESIGN ENGINEER	DATE
CHECKED	BY
REVISIONS	1/1
FIELD CHANGES	1/2
PLANS	1/3

F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	99-5 (39)	71	111



- SUPERSTRUCTURE NOTES**
- Chamfer all exposed edges of concrete 1/2 inch unless otherwise indicated.
 - Form a 1" V-groove on the outside faces of each contraction joint in the curbs and at the joint between the curbs and slab.
 - Break the bond in contraction joints in the concrete curbs by a method approved by the Engineer.
 - Provide joints in the Vertical Bridge Curb, Type 1 at each contraction joint in the concrete curb.
 - Reinforcing steel shall have a minimum cover of 2 inches unless otherwise indicated.
 - Reinforcing steel splices shall be a minimum of 36 bar diameters unless otherwise indicated.
 - Protective Coating for Concrete Surfaces shall be applied to the following areas: Top of concrete curbs, fascia, and under the drip notch, and wearing surface.
 - Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.
 - Slope placement shall be continuous.



- REFERENCES:**
- For Armored joint, Drain & curb details See BD 104-73 Sheet #110
 - For Aluminum Bridge Rail (Type A) See BD 114-73 Sheet #107
 - For Span 2 & 3 see sheet #72
 - For Curb, Plates & Seal arrangement See Sheet #69
 - For Metal Insert Details see Sheet #68

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**REED ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
RICHMOND
SAGadahoc COUNTY**

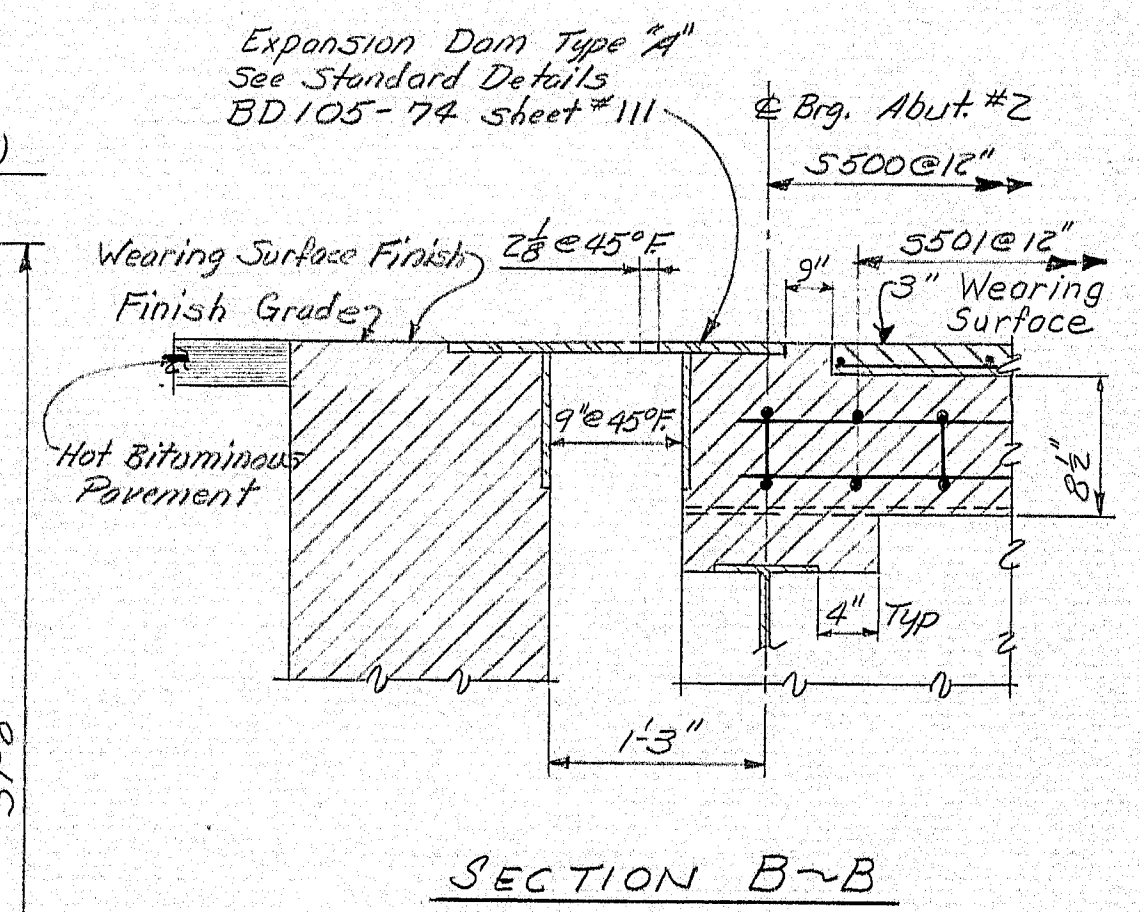
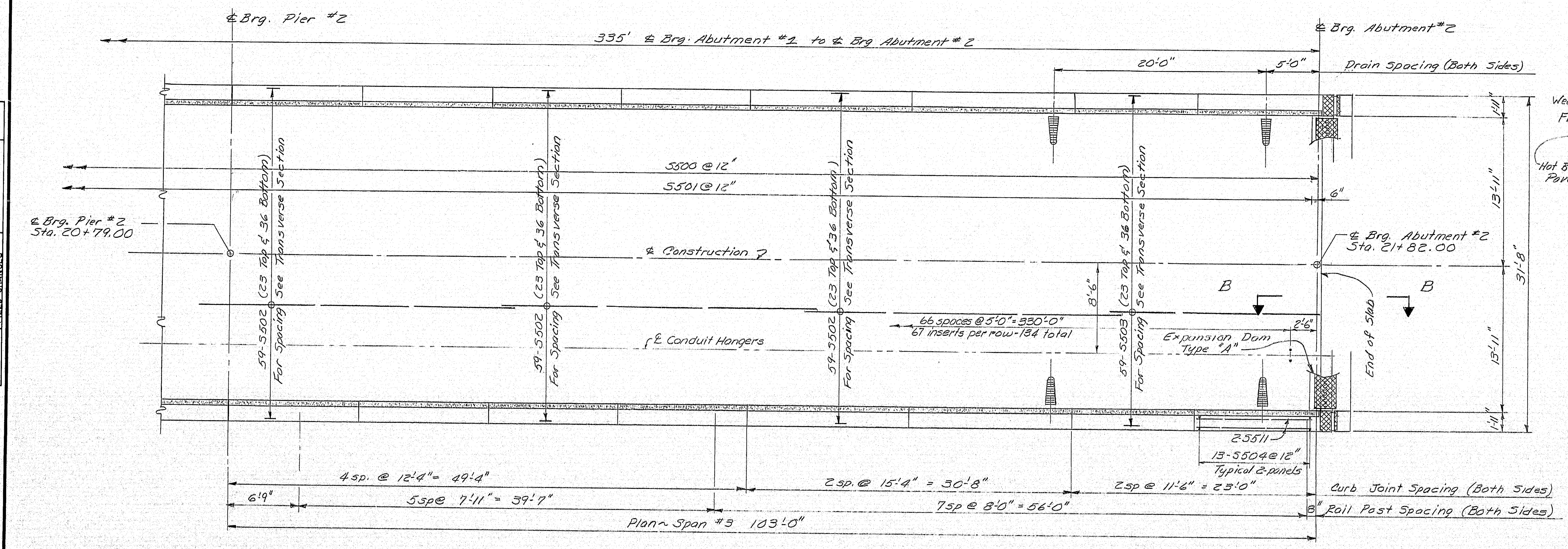
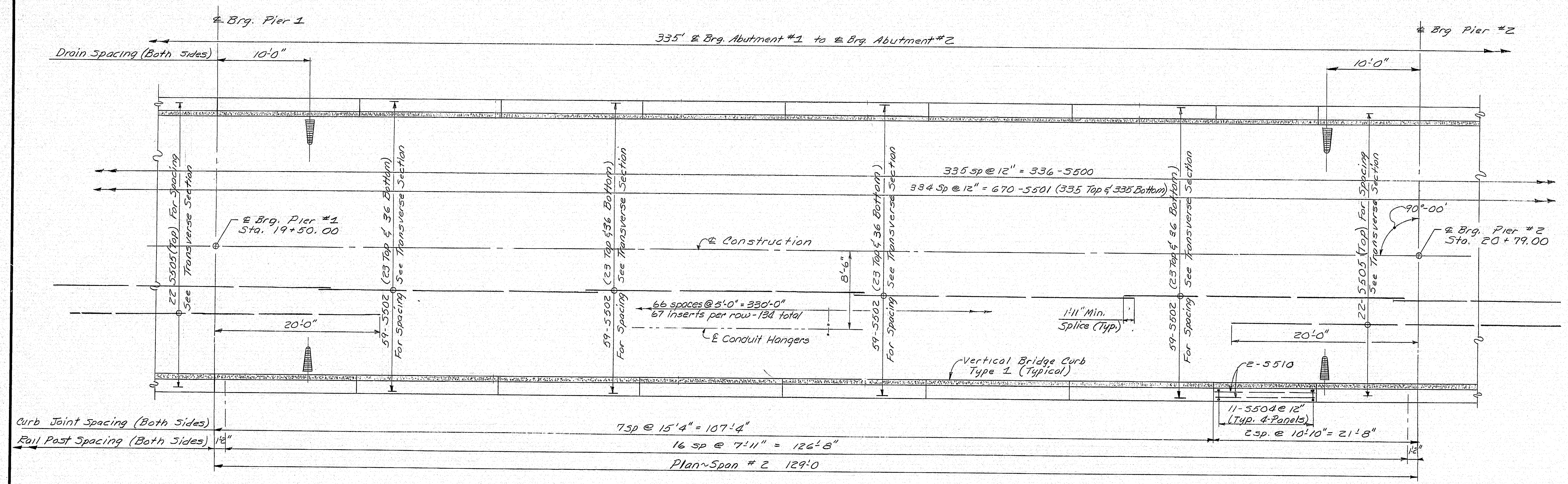
SUPERSTRUCTURE SPAN NO. 1

SHEET 71 OF 111 AUGUSTA, MAINE Feb. 1995

PROJECT DESIGN ENGINEER	DATE
BY	2-2-92
DESIGN - DETAIL	2-2-92
CHECKED	12-74
REVISIONS	
FIELD CHANGES	

147-184

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5(39)	72	111



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

REED ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
RICHMOND
SAGadahoc COUNTY

SUPERSTRUCTURE SPAN NO. 2 & 3
SHEET 72 OF 111 AUGUSTA, MAINE Feb. 1975

147-185

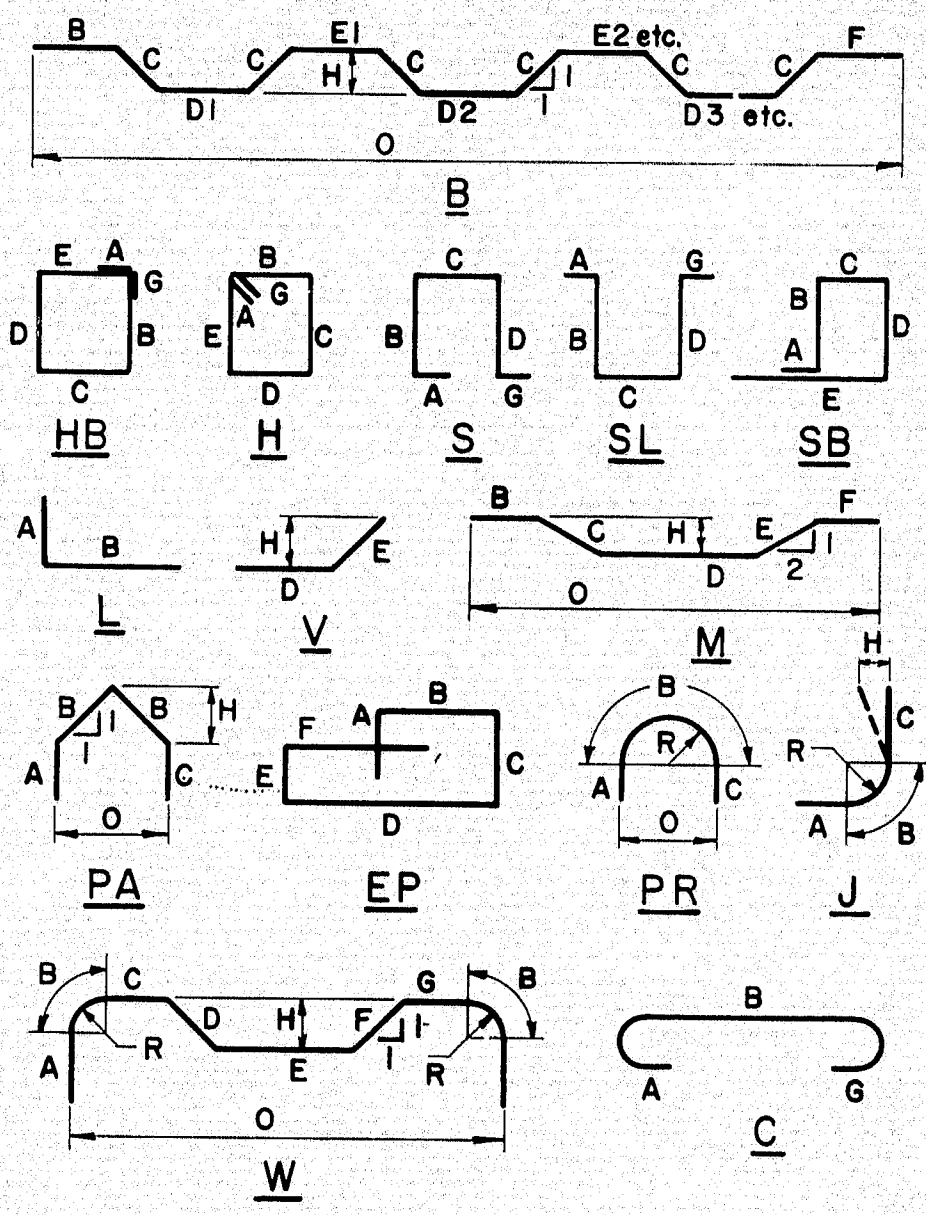
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	8-27-74
CHECKED	ED
REVISIONS	
FIELD CHANGES	

REINFORCING STEEL SCHEDULE

[illegible]

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-5(39)	73	116

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
2. Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

**REED ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
RICHMOND
SAGADAHOC COUNTY
REINFORCING STEEL SCHEDULE**

SHEET 73 OF 111 AUGUSTA, MAINE Feb. 1975

147-186

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>PIER NO. 1</u>				<u>PIER NO. 2</u>				<u>SUPERSTRUCTURE</u>																
P500	30	17'6"	Shaft	P550	30	15'0"	Shaft	5501	670	31'4"	Slab - Transverse	P508	37	6'6"	S	0"	1'11"	2'8"	1'11"				0"				Cap & Shaft
P501	6	15'8"	"	P551	4	15'8"	"	5502	649	30'0"	Slab - Longitudinal	P510	6	17'0"	V				15'0"	2'8"			1'11"			Shaft	
P502	2	17'7"	"	P552	2	18'0"	"	5503	59	28'8"	" "	P512	2	15'9"	H	5 1/2"	2'8"	4'9"	2'8"	4'9"			5 1/2"			"	
P503	2	19'7"	"	P553	2	20'3"	"	5505	44	40'0"	Over Piers	P513	2	19'3"	H	5 1/2"	2'8"	6'6"	2'8"	6'6"			5 1/2"			"	
P504	2	21'11"	"	P554	2	22'7"	"	5506	4	12'3"	Curbs	P514	2	22'7"	H	5 1/2"	2'8"	8'2"	2'8"	8'2"			5 1/2"			"	
P505	2	24'11"	"	P555	2	24'10"	"	5507	8	11'2"	"	P515	2	25'11"	H	5 1/2"	2'8"	9'10"	2'8"	9'10"			5 1/2"			"	
P506	2	26'5"	"	P556	2	27'1"	"	5508	44	15'0"	"	P516	2	29'5"	H	5 1/2"	2'8"	11'7"	2'8"	11'7"			5 1/2"			"	
P507	2	28'7"	"	P557	2	29'6"	"	5509	32	12'0"	"	P511	2	13'7"	H	5 1/2"	3'8"	2'8"	3'8"	2'8"			5 1/2"			"	
P509	4	31'0"	Cap	P559	4	31'0"	Cap	5510	8	10'6"	"																
P517	2	7'0"	Shaft	P567	2	4'2"	Shaft	5511	4	11'8"	"																
								5300	338	27'6"	Wearing Surface	P558	35	6'6"	S	0"	1'11"	2'8"	1'11"				0"			Cap	
								5301	348	30'0"	" "	P560	6	17'0"	V				15'0"	2'0"			1'11"			Shaft	
P600	32	4'6"	Footing Dowels	P650	32	4'6"	Footing Dowels					P562	2	15'9"	H	5 1/2"	2'8"	4'9"	2'8"	4'9"			5 1/2"			"	
P601	11	21'6"	Footing	P651	38	5'6"	Footing					P563	2	19'3"	H	5 1/2"	2'8"	6'6"	2'8"	6'6"			5 1/2"			"	
P602	22	10'6"	"	P652	12	18'6"	"					P564	2	22'7"	H	5 1/2"	2'8"	8'2"	2'8"	8'2"			5 1/2"			"	
												P565	2	25'11"	H	5 1/2"	2'8"	9'10"	2'8"	9'10"			5 1/2"			"	
												P566	2	29'5"	H	5 1/2"	2'8"	11'7"	2'8"	11'7"			5 1/2"			"	
P700	21	21'6"	Footing	P750	4	31'0"	Cap					P561	2	13'7"	H	5 1/2"	3'8"	2'8"	3'8"	2'8"			5 1/2"			"	
P701	4	31'0"	Cap																								

Figure 1 illustrates various types of bending diagrams (A through W) for beams under different loading conditions. The diagrams show the distribution of bending moment (M) and shear force (V) along the length of the beam (L).

- A:** Simple beam with a point load (P) at the center. The bending moment diagram is a triangle with a maximum value of $\frac{PL}{4}$ at the center.
- B:** Simple beam with a uniformly distributed load (W). The bending moment diagram is a parabola with a maximum value of $\frac{WL^2}{8}$ at the center.
- C:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- D:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- E:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- F:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- G:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- H:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- I:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- J:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- K:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- L:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- M:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- N:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- O:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- P:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- Q:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- R:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- S:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- T:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- U:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- V:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.
- W:** Simple beam with a point load (P) and a uniformly distributed load (W). The bending moment diagram is a combination of a triangle and a parabola.

GENERAL NOTES

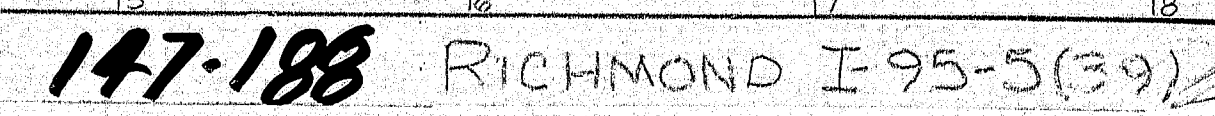
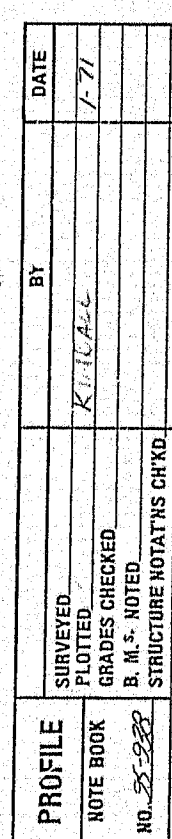
1. First digit(s) following the letter of the Mark indicates size of reinforcement.
Mark (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 603) bar size - #6
2. Each truss bar (\$500) may be replaced by two straight bars (one top, one bottom) of the same bar size as the truss bar. Payment, in either case, shall be based on truss bars as scheduled on the plans.

**REED ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
RICHMOND
SAGADAHOC COUNTY**

SHEET 74 OF 111 AUGUSTA, MAINE Feb. 1975

147-187

PLANS	PROJECT DESIGN ENGINEER <i>A. L. 9004</i>		BY	DATE
	DESIGN - DETAIL		<i>P. J. L.</i>	<i>8-21-74</i>
	CHECKED ~		<i>RD</i>	<i>1-75</i>
	REVISIONS			



DATE	BY	REVISION
6/6/76	W.E.B.	1
6/6/76	W.E.B.	2
6/6/76	W.E.B.	3
6/6/76	W.E.B.	4
6/6/76	W.E.B.	5
6/6/76	W.E.B.	6
6/6/76	W.E.B.	7
6/6/76	W.E.B.	8
6/6/76	W.E.B.	9
6/6/76	W.E.B.	10
6/6/76	W.E.B.	11
6/6/76	W.E.B.	12
6/6/76	W.E.B.	13
6/6/76	W.E.B.	14
6/6/76	W.E.B.	15
6/6/76	W.E.B.	16
6/6/76	W.E.B.	17
6/6/76	W.E.B.	18
6/6/76	W.E.B.	19
6/6/76	W.E.B.	20
6/6/76	W.E.B.	21
6/6/76	W.E.B.	22
6/6/76	W.E.B.	23
6/6/76	W.E.B.	24
6/6/76	W.E.B.	25
6/6/76	W.E.B.	26
6/6/76	W.E.B.	27
6/6/76	W.E.B.	28
6/6/76	W.E.B.	29
6/6/76	W.E.B.	30
6/6/76	W.E.B.	31
6/6/76	W.E.B.	32
6/6/76	W.E.B.	33
6/6/76	W.E.B.	34
6/6/76	W.E.B.	35
6/6/76	W.E.B.	36
6/6/76	W.E.B.	37
6/6/76	W.E.B.	38
6/6/76	W.E.B.	39
6/6/76	W.E.B.	40
6/6/76	W.E.B.	41
6/6/76	W.E.B.	42
6/6/76	W.E.B.	43
6/6/76	W.E.B.	44
6/6/76	W.E.B.	45
6/6/76	W.E.B.	46
6/6/76	W.E.B.	47
6/6/76	W.E.B.	48
6/6/76	W.E.B.	49
6/6/76	W.E.B.	50
6/6/76	W.E.B.	51
6/6/76	W.E.B.	52
6/6/76	W.E.B.	53
6/6/76	W.E.B.	54
6/6/76	W.E.B.	55
6/6/76	W.E.B.	56
6/6/76	W.E.B.	57
6/6/76	W.E.B.	58
6/6/76	W.E.B.	59
6/6/76	W.E.B.	60
6/6/76	W.E.B.	61
6/6/76	W.E.B.	62
6/6/76	W.E.B.	63
6/6/76	W.E.B.	64
6/6/76	W.E.B.	65
6/6/76	W.E.B.	66
6/6/76	W.E.B.	67
6/6/76	W.E.B.	68
6/6/76	W.E.B.	69
6/6/76	W.E.B.	70
6/6/76	W.E.B.	71
6/6/76	W.E.B.	72
6/6/76	W.E.B.	73
6/6/76	W.E.B.	74
6/6/76	W.E.B.	75
6/6/76	W.E.B.	76
6/6/76	W.E.B.	77
6/6/76	W.E.B.	78
6/6/76	W.E.B.	79
6/6/76	W.E.B.	80
6/6/76	W.E.B.	81
6/6/76	W.E.B.	82
6/6/76	W.E.B.	83
6/6/76	W.E.B.	84
6/6/76	W.E.B.	85
6/6/76	W.E.B.	86
6/6/76	W.E.B.	87
6/6/76	W.E.B.	88
6/6/76	W.E.B.	89
6/6/76	W.E.B.	90
6/6/76	W.E.B.	91
6/6/76	W.E.B.	92
6/6/76	W.E.B.	93
6/6/76	W.E.B.	94
6/6/76	W.E.B.	95
6/6/76	W.E.B.	96
6/6/76	W.E.B.	97
6/6/76	W.E.B.	98
6/6/76	W.E.B.	99
6/6/76	W.E.B.	100

DATE	BY	REVISION
6/6/76	W.E.B.	1
6/6/76	W.E.B.	2
6/6/76	W.E.B.	3
6/6/76	W.E.B.	4
6/6/76	W.E.B.	5
6/6/76	W.E.B.	6
6/6/76	W.E.B.	7
6/6/76	W.E.B.	8
6/6/76	W.E.B.	9
6/6/76	W.E.B.	10
6/6/76	W.E.B.	11
6/6/76	W.E.B.	12
6/6/76	W.E.B.	13
6/6/76	W.E.B.	14
6/6/76	W.E.B.	15
6/6/76	W.E.B.	16
6/6/76	W.E.B.	17
6/6/76	W.E.B.	18
6/6/76	W.E.B.	19
6/6/76	W.E.B.	20
6/6/76	W.E.B.	21
6/6/76	W.E.B.	22
6/6/76	W.E.B.	23
6/6/76	W.E.B.	24
6/6/76	W.E.B.	25
6/6/76	W.E.B.	26
6/6/76	W.E.B.	27
6/6/76	W.E.B.	28
6/6/76	W.E.B.	29
6/6/76	W.E.B.	30
6/6/76	W.E.B.	31
6/6/76	W.E.B.	32
6/6/76	W.E.B.	33
6/6/76	W.E.B.	34
6/6/76	W.E.B.	35
6/6/76	W.E.B.	36
6/6/76	W.E.B.	37
6/6/76	W.E.B.	38
6/6/76	W.E.B.	39
6/6/76	W.E.B.	40
6/6/76	W.E.B.	41
6/6/76	W.E.B.	42
6/6/76	W.E.B.	43
6/6/76	W.E.B.	44
6/6/76	W.E.B.	45
6/6/76	W.E.B.	46
6/6/76	W.E.B.	47
6/6/76	W.E.B.	48
6/6/76	W.E.B.	49
6/6/76	W.E.B.	50
6/6/76	W.E.B.	51
6/6/76	W.E.B.	52
6/6/76	W.E.B.	53
6/6/76	W.E.B.	54
6/6/76	W.E.B.	55
6/6/76	W.E.B.	56
6/6/76	W.E.B.	57
6/6/76	W.E.B.	58
6/6/76	W.E.B.	59
6/6/76	W.E.B.	60
6/6/76	W.E.B.	61
6/6/76	W.E.B.	62
6/6/76	W.E.B.	63
6/6/76	W.E.B.	64
6/6/76	W.E.B.	65
6/6/76	W.E.B.	66
6/6/76	W.E.B.	67
6/6/76	W.E.B.	68
6/6/76	W.E.B.	69
6/6/76	W.E.B.	70
6/6/76	W.E.B.	71
6/6/76	W.E.B.	72
6/6/76	W.E.B.	73
6/6/76	W.E.B.	74
6/6/76	W.E.B.	75
6/6/76	W.E.B.	76
6/6/76	W.E.B.	77
6/6/76	W.E.B.	78
6/6/76	W.E.B.	79
6/6/76	W.E.B.	80
6/6/76	W.E.B.	81
6/6/76	W.E.B.	82
6/6/76	W.E.B.	83
6/6/76	W.E.B.	84
6/6/76	W.E.B.	85
6/6/76	W.E.B.	86
6/6/76	W.E.B.	87
6/6/76	W.E.B.	88
6/6/76	W.E.B.	89
6/6/76	W.E.B.	90
6/6/76	W.E.B.	91
6/6/76	W.E.B.	92
6/6/76	W.E.B.	93
6/6/76	W.E.B.	94
6/6/76	W.E.B.	95
6/6/76	W.E.B.	96
6/6/76	W.E.B.	97
6/6/76	W.E.B.	98
6/6/76	W.E.B.	99
6/6/76	W.E.B.	100

