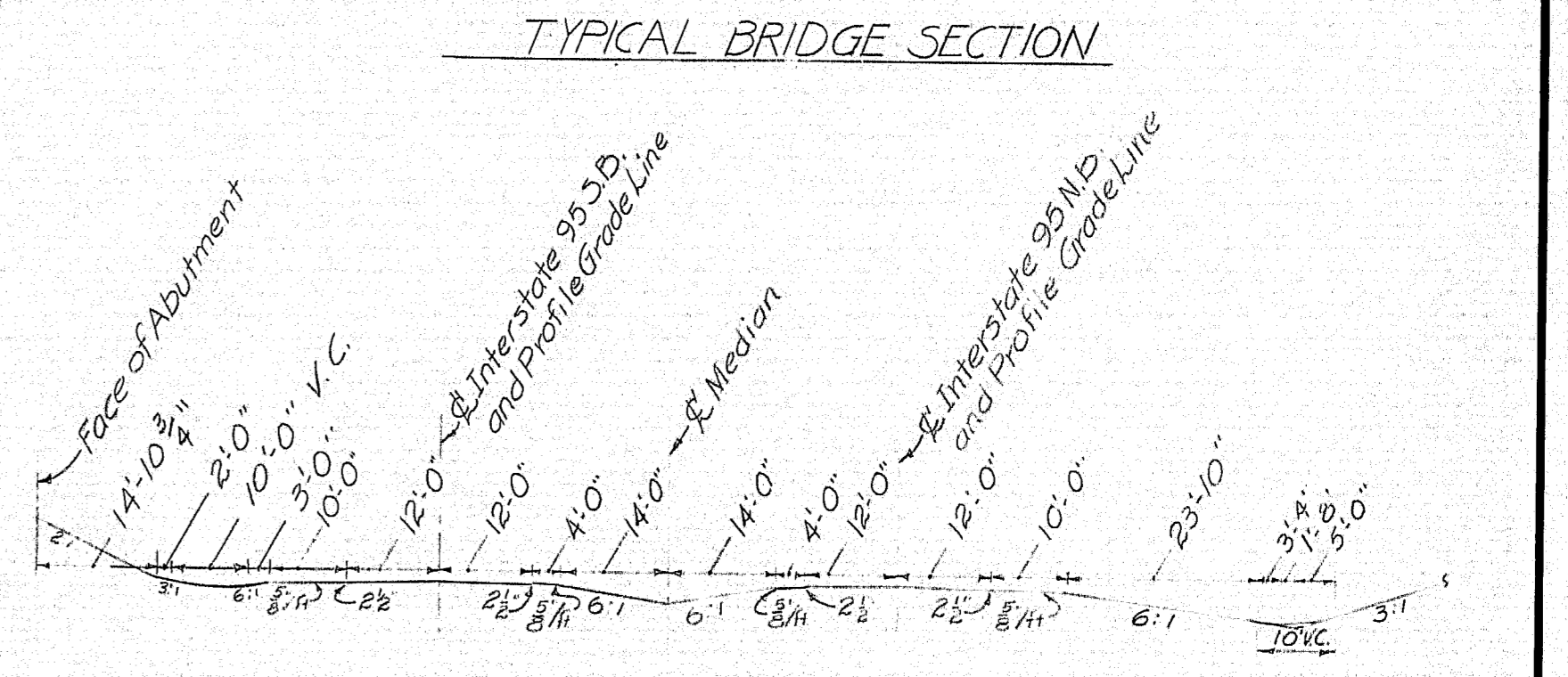


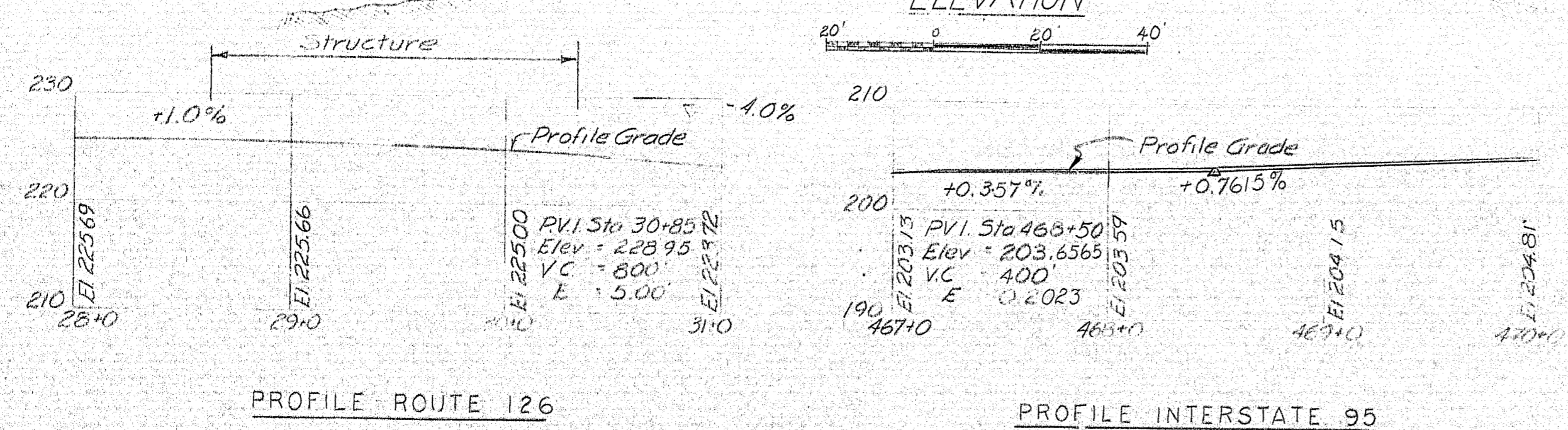
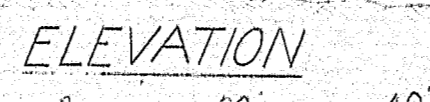
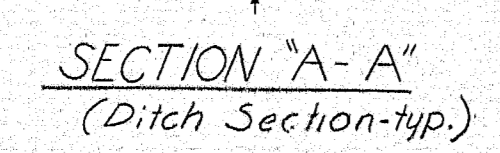
[illegible]

INDEX OF Rt.126 BRIDGE SHEETS

Note:
This sheet shows the completed stage construction projects. This contract requires the construction of the bridge structure and part of the Route 126 embankment

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
ROUTE 126
OVER
INTERSTATE-95
IN THE TOWN OF
WEST GARDINER
KENNEBEC COUNTY
GENERAL PLAN
SHEET / OF 16 AUGUSTA, MAINE DEC, 1971

203-1 2000



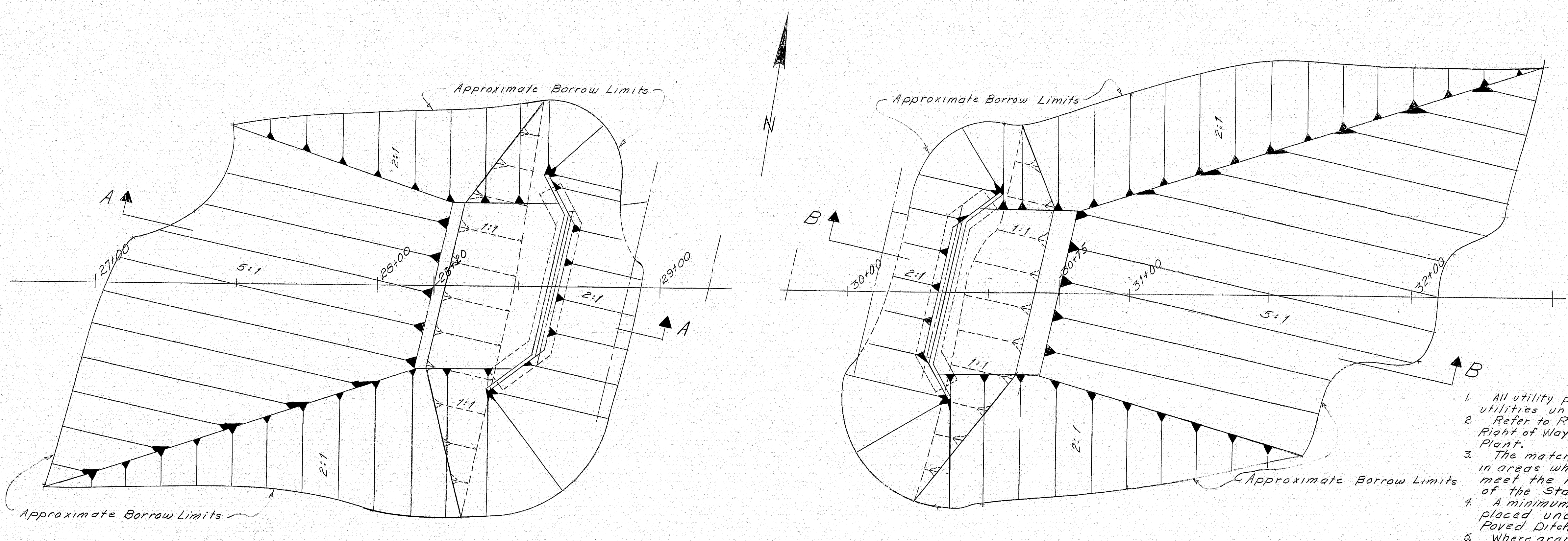
PROFILE INTERSTATE 95

PROJECT DESIGN ENGINEER: Chandler

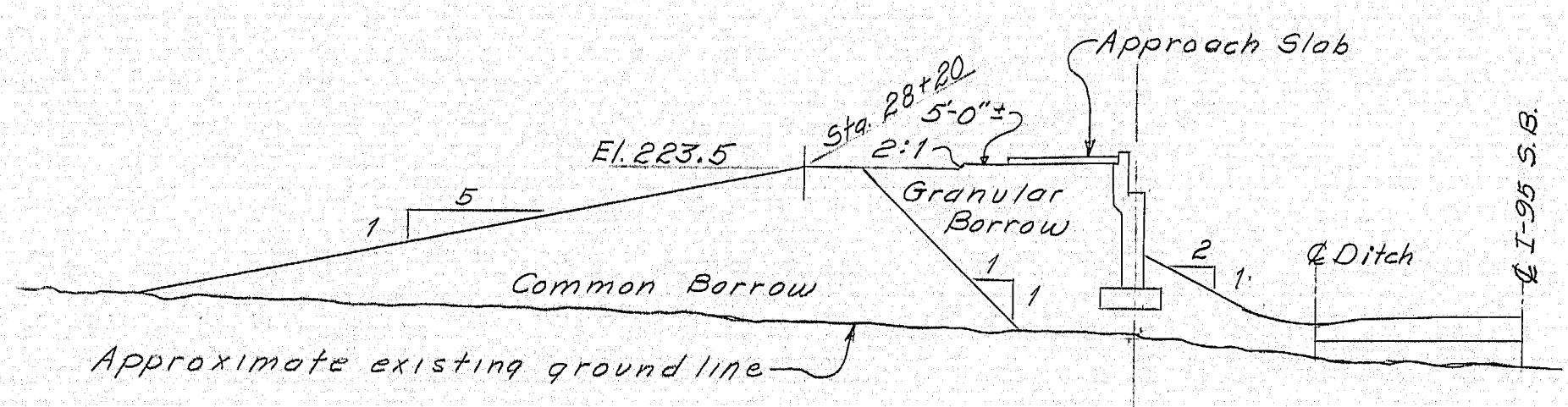
51225-K-18/7 SMT EPMA/ECOT

FIELD CHANGES	

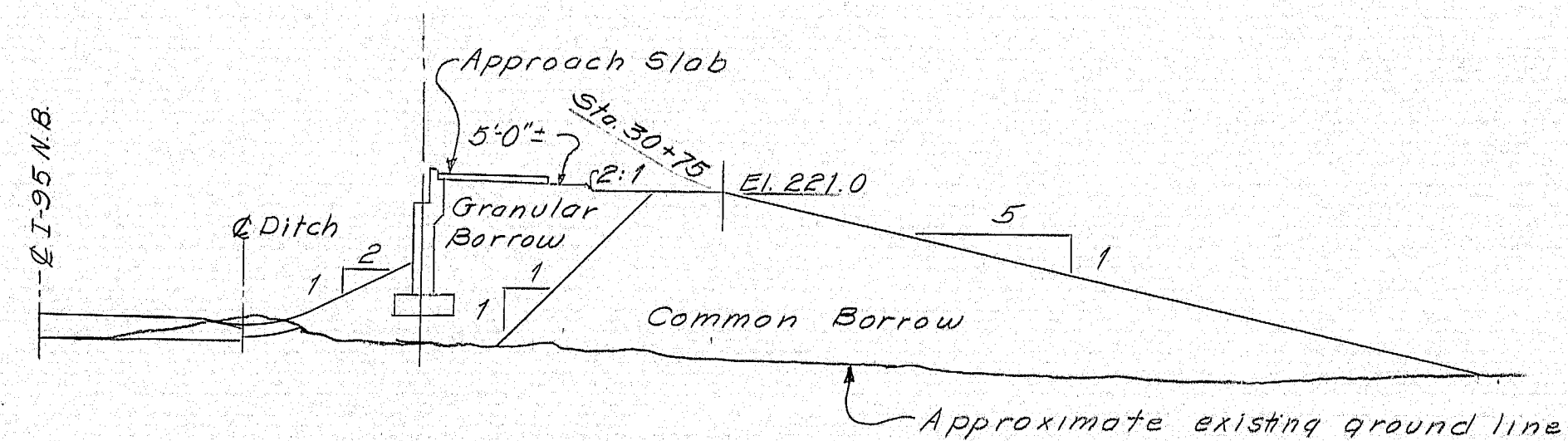
S.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(B)	21	53



PLAN



Section AA



Section BB

PROFILE

CONSTRUCTION NOTES

1. All utility plant shall be adjusted by the respective utilities unless otherwise noted.
2. Refer to Right of Way Maps for Detour Location, Right of Way Limits, Construction Limits, and Utility Plant.
3. The material used to construct embankments in areas where piles are to be driven shall meet the requirements of sub-section 501.07 of the Standard Specifications.
4. A minimum of 1'-0" of granular borrow shall be placed under the Footing, Slope Protection and Paved Ditch to the E of Ditch.
5. Where granular borrow is called for on the Bridge Plans, the material shall meet the requirements for Underwater Backfill, sub-section 703.19.
6. Loom (2 inches), Seed (Mediad No 2), and Hay Mulch shall be placed on embankment slopes.
7. The ditch grades and exact limits of work for borrow, loam, seeding, hay mulch, and sodding items for this contract will be determined in the field by the Engineer.

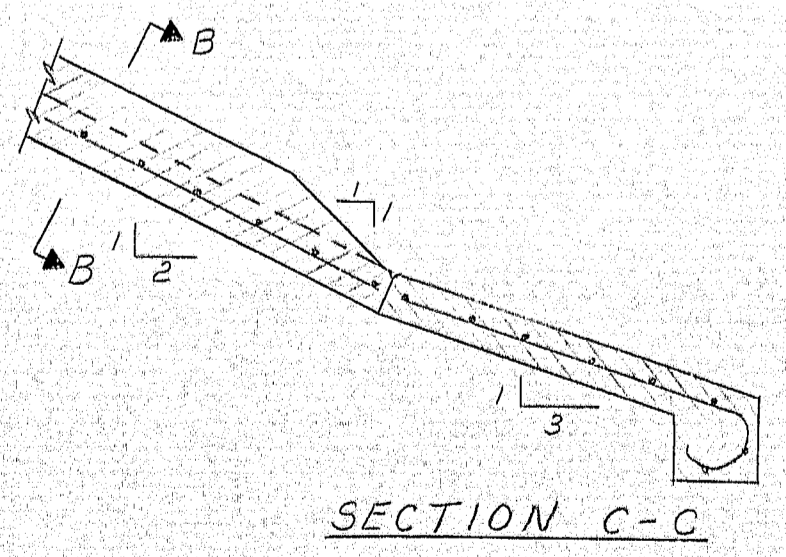
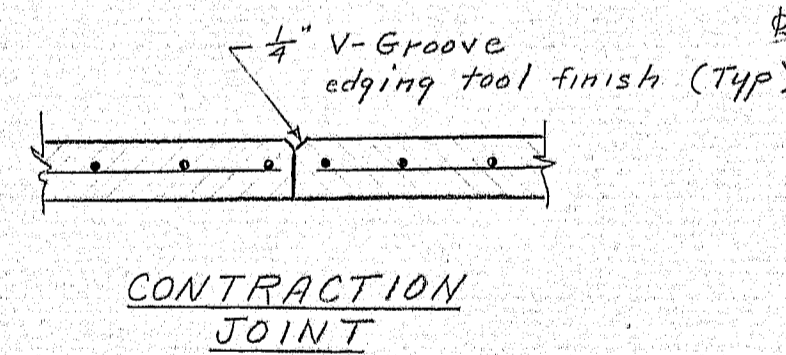
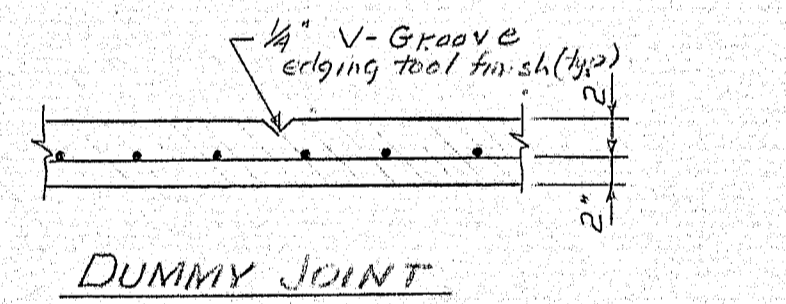
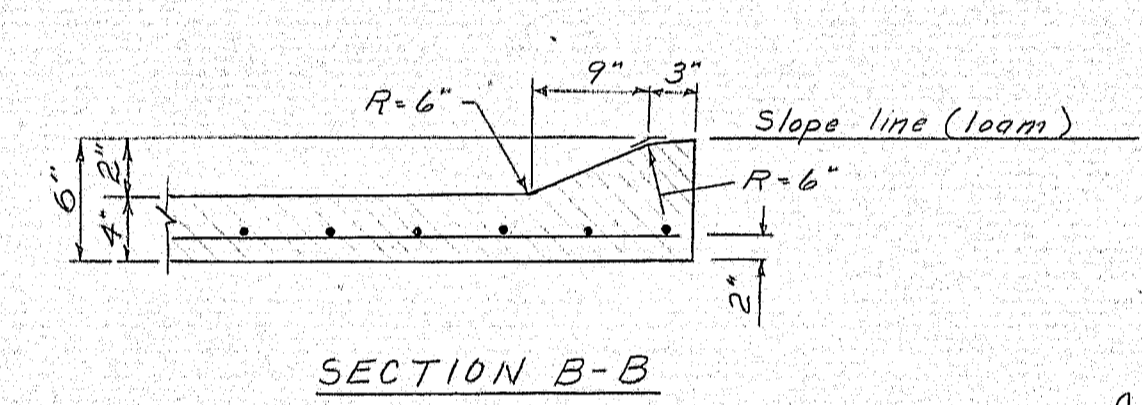
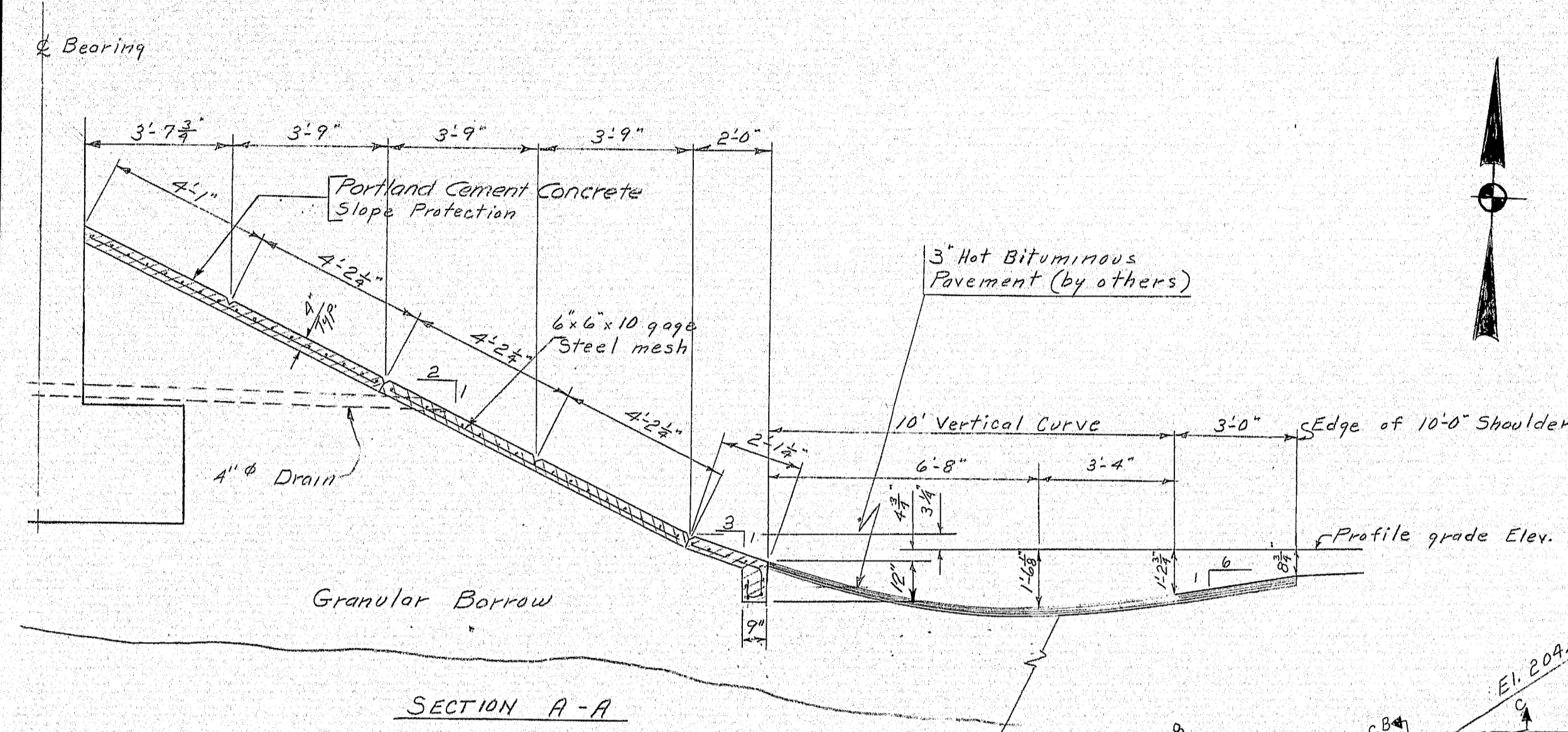
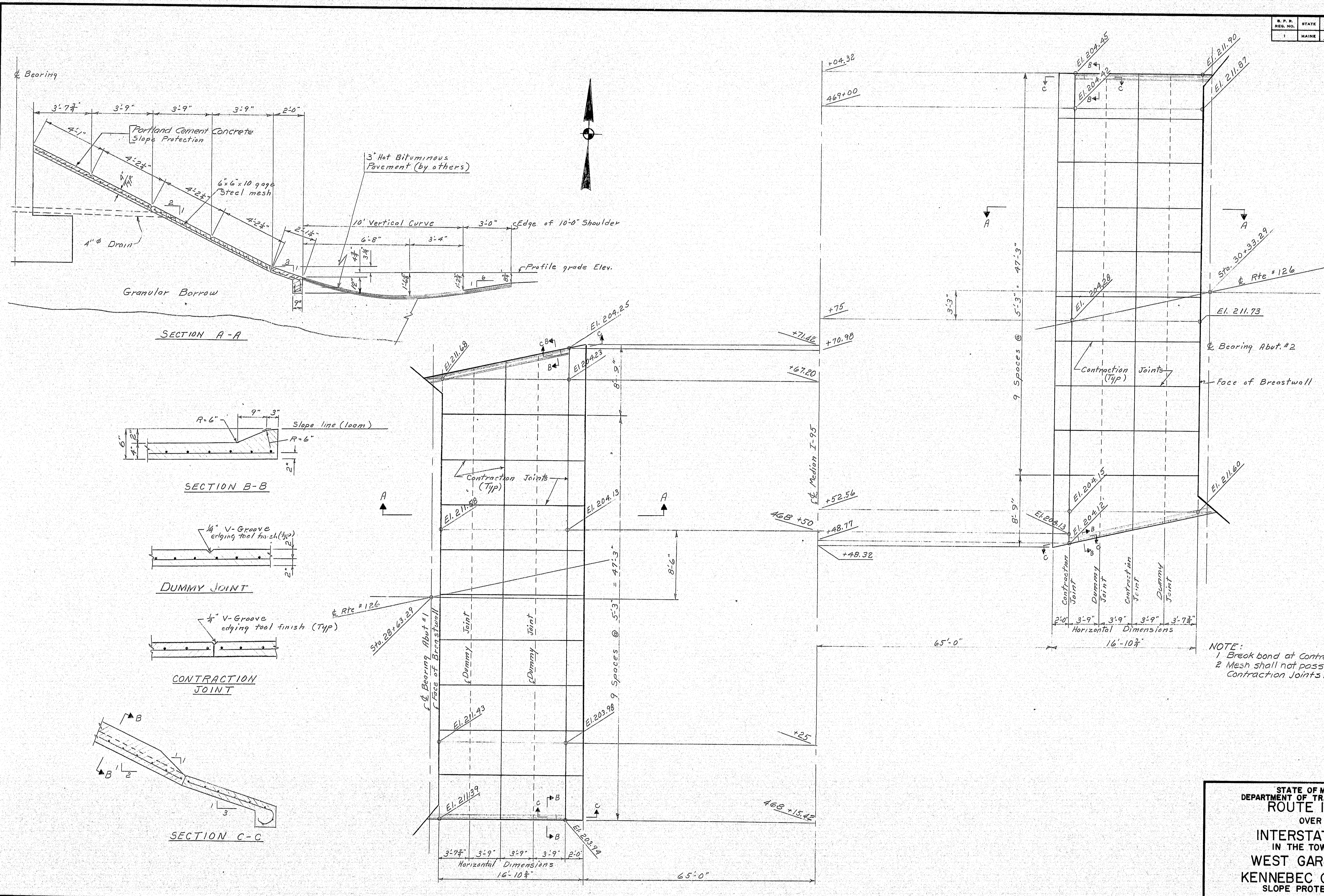
PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY	DATE			
JC	5-72			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
ROUTE 126
OVER
INTERSTATE-95
IN THE TOWN OF
WEST GARDINER
KENNEBEC COUNTY
BORROW LIMITS

SHEET 2 OF 16 AUGUSTA, MAINE MAR. 1972

148-117

S. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(B)	22	53



NOTE:
 1. Break bond at Contraction Joints.
 2. Mesh shall not pass through Contraction Joints.

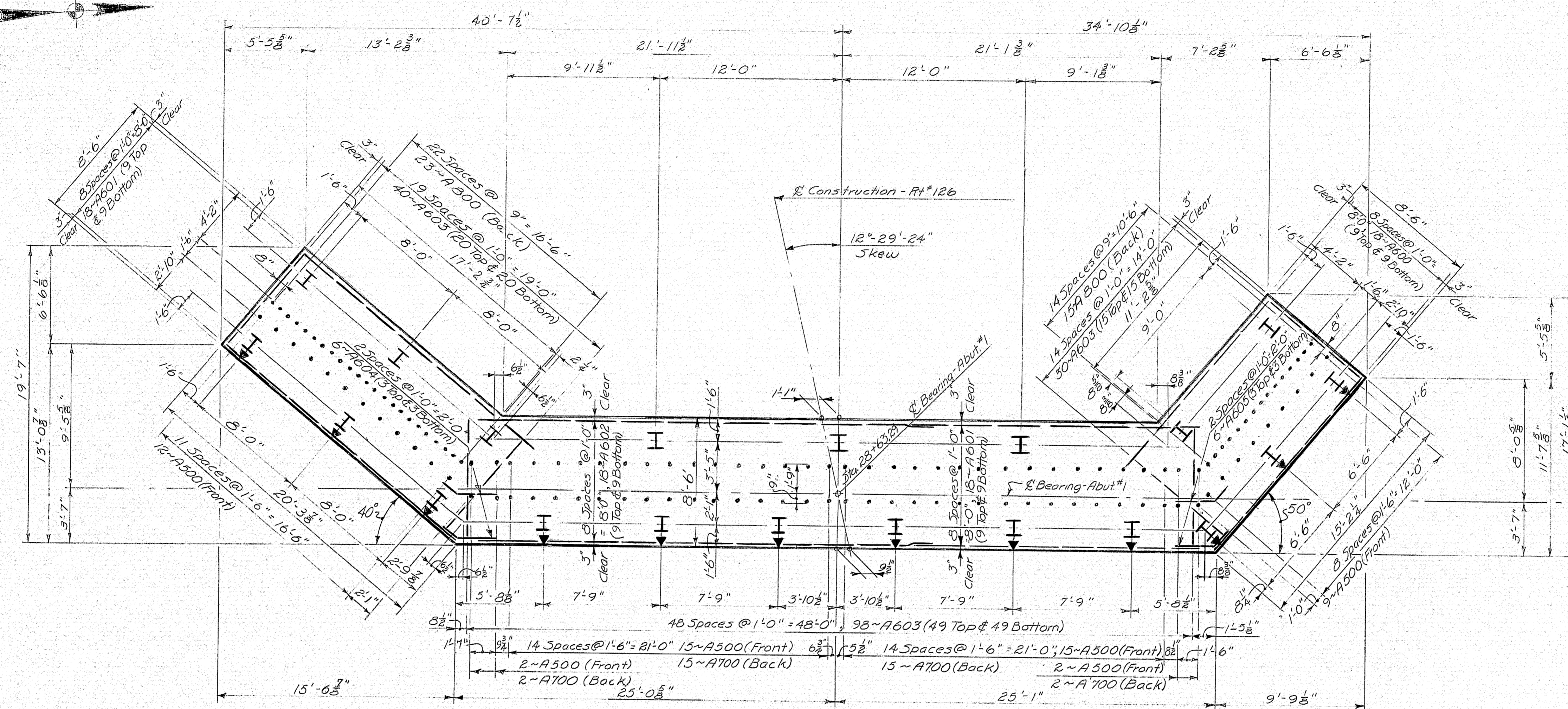
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 ROUTE 126
 OVER
 INTERSTATE-95
 IN THE TOWN OF
 WEST GARDINER
 KENNEBEC COUNTY
 SLOPE PROTECTION

SHEET 3 OF 15 AUGUSTA, MAINE MAR 1972

148-115

PLANS	DESIGN-DETAILED	BY	DATE
		WET. M.E.R.	2/72
	REVISIONS		
	FIELD CHANGES		

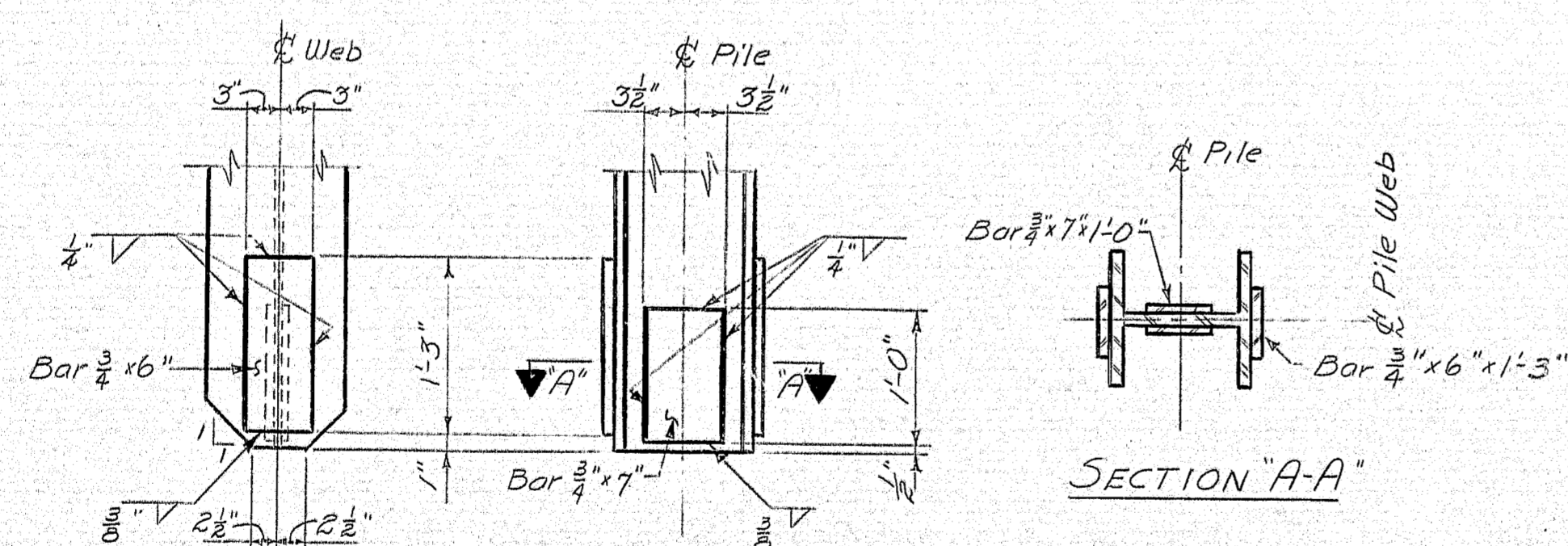
S. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-5 (8)	23	53



PILE NOTES:

- The following are pile locations, number of piles required, size of piles and estimated driven lengths:
Abutment No. 1 - 10 - 12BP74 @ 20'
10 - 12BP74 @ 25'
Abutment No. 2 - 20 - 12BP74 @ 36'
- Piles shall be driven to ledge or practical refusal.
- Alternate types of pointed pile tips may be used if they are equal to or better than the pointed reinforced pile tip shown, if approved by the Engineer.
- Estimated Driven Length of Piles are determined from available soils information with no allowance for pile cut-offs and no allowance for uncertain pile penetration.
- Maximum Pile Load equals 98 tons
- Piles marked with arrow symbols \rightarrow shall be battered $3\frac{1}{2}$ inches/ft.
- All piles shall have Pointed Reinforced Pile Tips

FOOTING AND PILE PLAN - ABUTMENT NO. 1



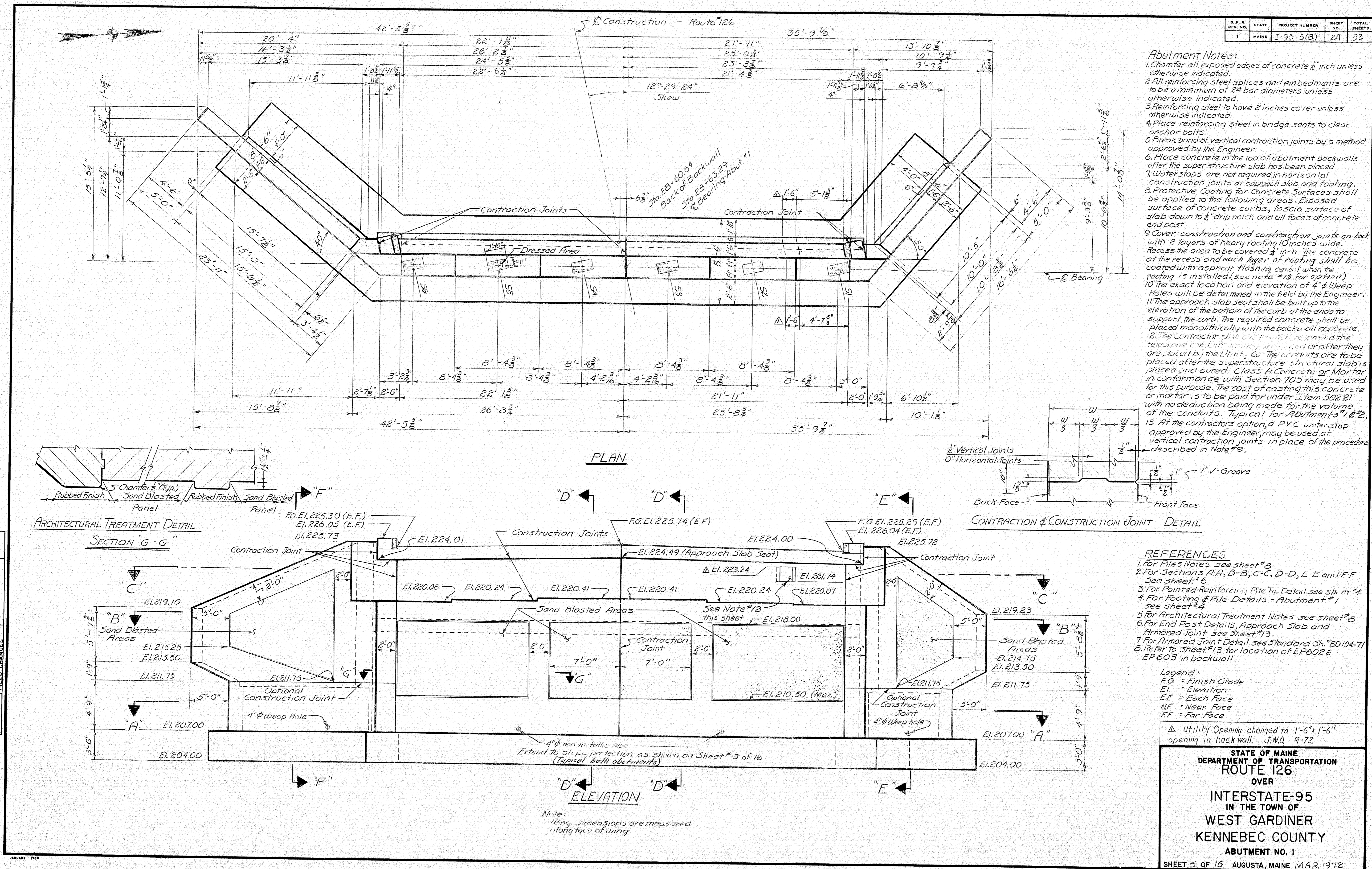
POINTED REINFORCED PILE TIP DETAIL

DESIGN - DETAILED	CHECKED	BY	DATE
CMR/PPS	CMR/PPS		2/22/72
REVISIONS	REVISIONS		
FIELD CHANGES	FIELD CHANGES		

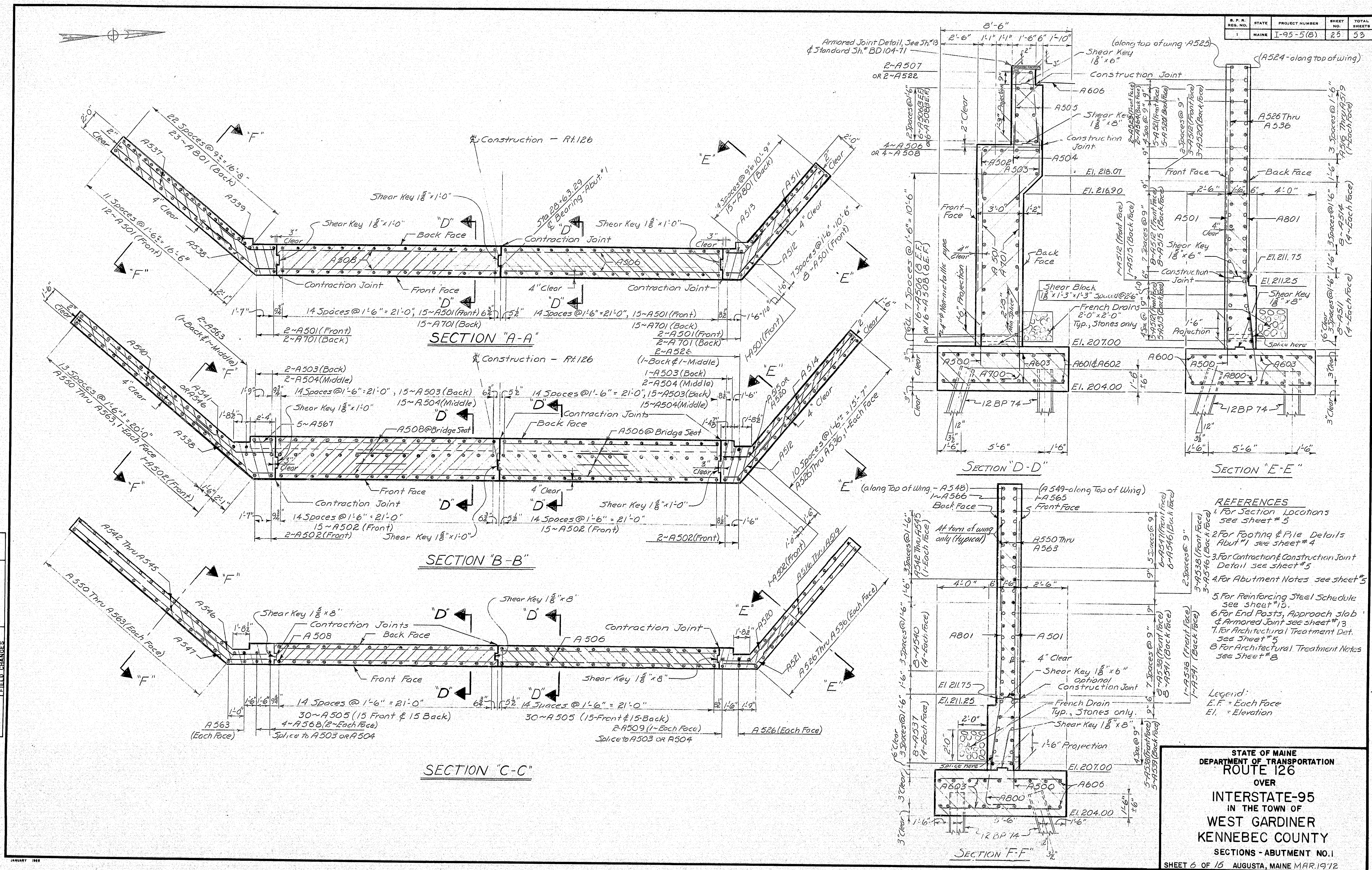
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
ROUTE 126
OVER
INTERSTATE-95
IN THE TOWN OF
WEST GARDINER
KENNEBEC COUNTY
FOOTING AND PILE PLAN
ABUTMENT NO. 1

SHEET 4 OF 16 AUGUSTA, MAINE MAR. 1972

148-116



148-117



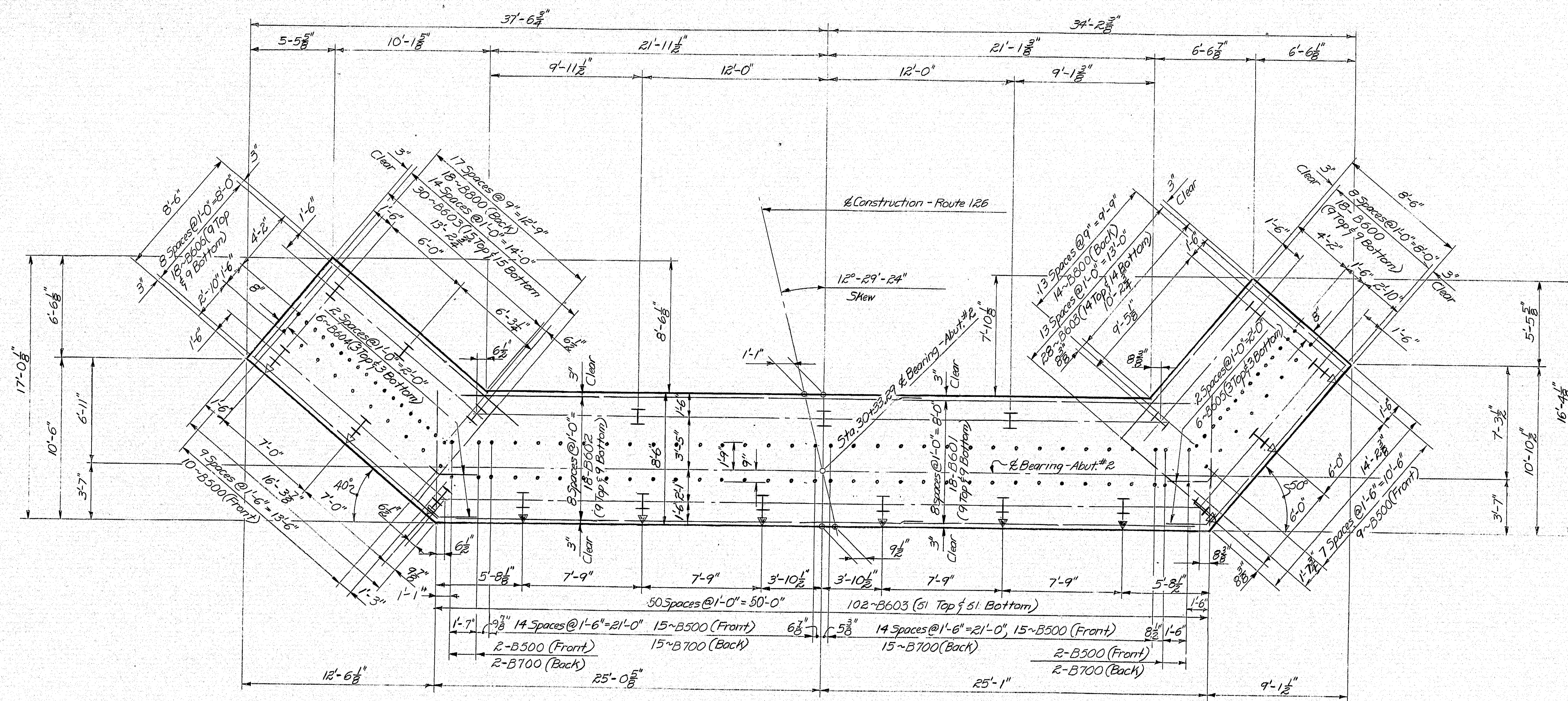
DESIGN-DETAILED	CHECKED	DATE
PP3	PP3	3/12/72
REVISIONS	BY	DATE
FIELD CHANGES		

PLANS

JANUARY 1968

148-118

R. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(8)	26	53



FOOTING AND PILE PLAN - ABUTMENT NO. 2

REFERENCES

1. For Abutment Notes - see sheet # 5
2. For Painted Reinforced Pile Tip Detail see sheet # 4
3. For Pile Notes - see sheet # 4
4. For number and length of piles - see sheet # 4

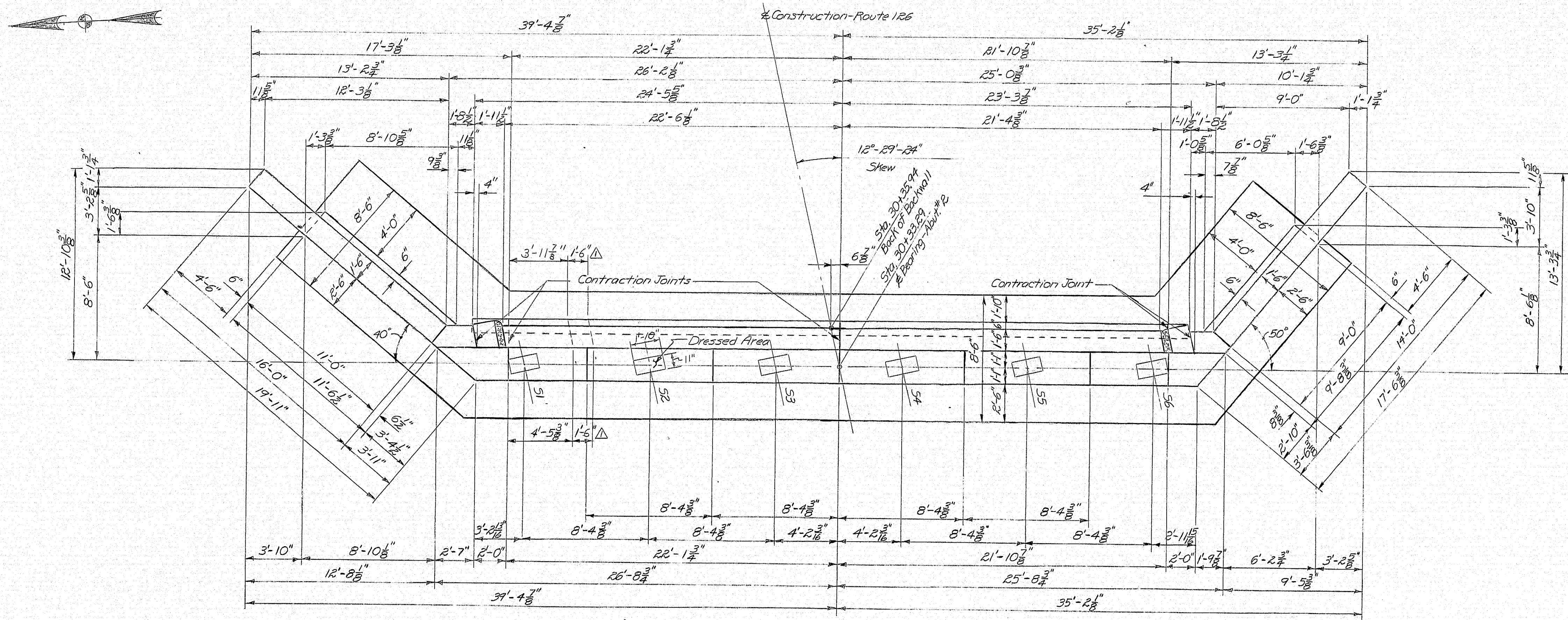
DESIGN - DETAILED	BY	DATE
CHP	CHP	2/7/72
REVISIONS		
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
ROUTE 126
OVER
INTERSTATE-95
IN THE TOWN OF
WEST GARDINER
KENNEBEC COUNTY
FOOTING & PILE PLAN - ABUTMENT NO. 2

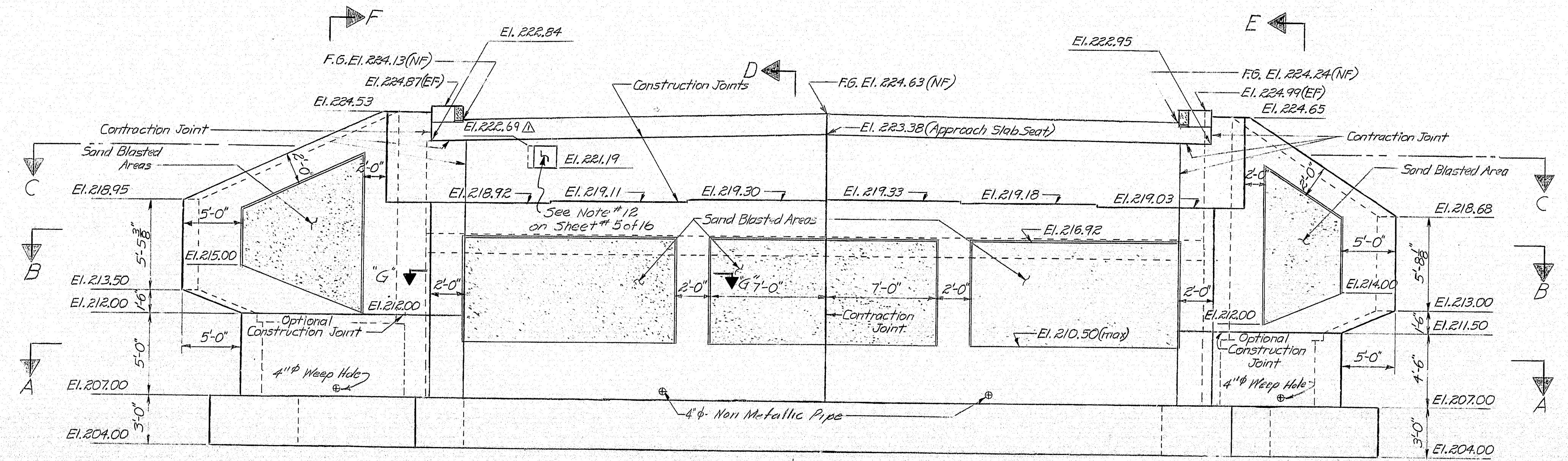
SHEET 7 OF 16 AUGUSTA, MAINE MAR. 1972

148-119

S. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(8)	27	53



PLAN



ELEVATION

Note: Wing Dimensions are measured along face of wing.

ARCHITECTURAL TREATMENT NOTE

All surfaces so designated on the plans shall be sandblasted. These surfaces shall be carried to a minimum depth of 1/2 inch below the finished ground.

Special care shall be exercised so that form joints of the exposed face shall be right.

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 insure a consistent 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 breastwall.

At the time the concrete is placed, the contractor shall cast 3 sample slabs (2' x 2' x 4'). Prior to sandblasting, the slabs shall be sandblasted, each to a different degree of penetration with a maximum depth of 3/16 of an inch approximately, and under the direction of the Engineer. The most desirable panel will be chosen by the Engineer, and the 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 all the necessary steps to protect materials and equipment from damage by the sandblasting operation. Personnel shall be properly equipped, sandblast hood for operator, and respirators and goggles for all personnel exposed to dust.

Payment for the sandblasting shall be included in the contract unit price for Item 502.21, Structural Concrete Abutments and Retaining Walls.

- REFERENCES**
1. For Footing, see sheet # 4
 2. For Contraction & Construction Joint Detail see sheet # 5
 3. For Abutment Notes see sheet # 5
 4. For Architectural Treatment Det. see sheet # 5
 5. For Sections A-A, B-B, C-C, D-D, E-E, F-F see sheet # 9
 6. For Section Detail 'G-G' see sheet # 5

LEGEND

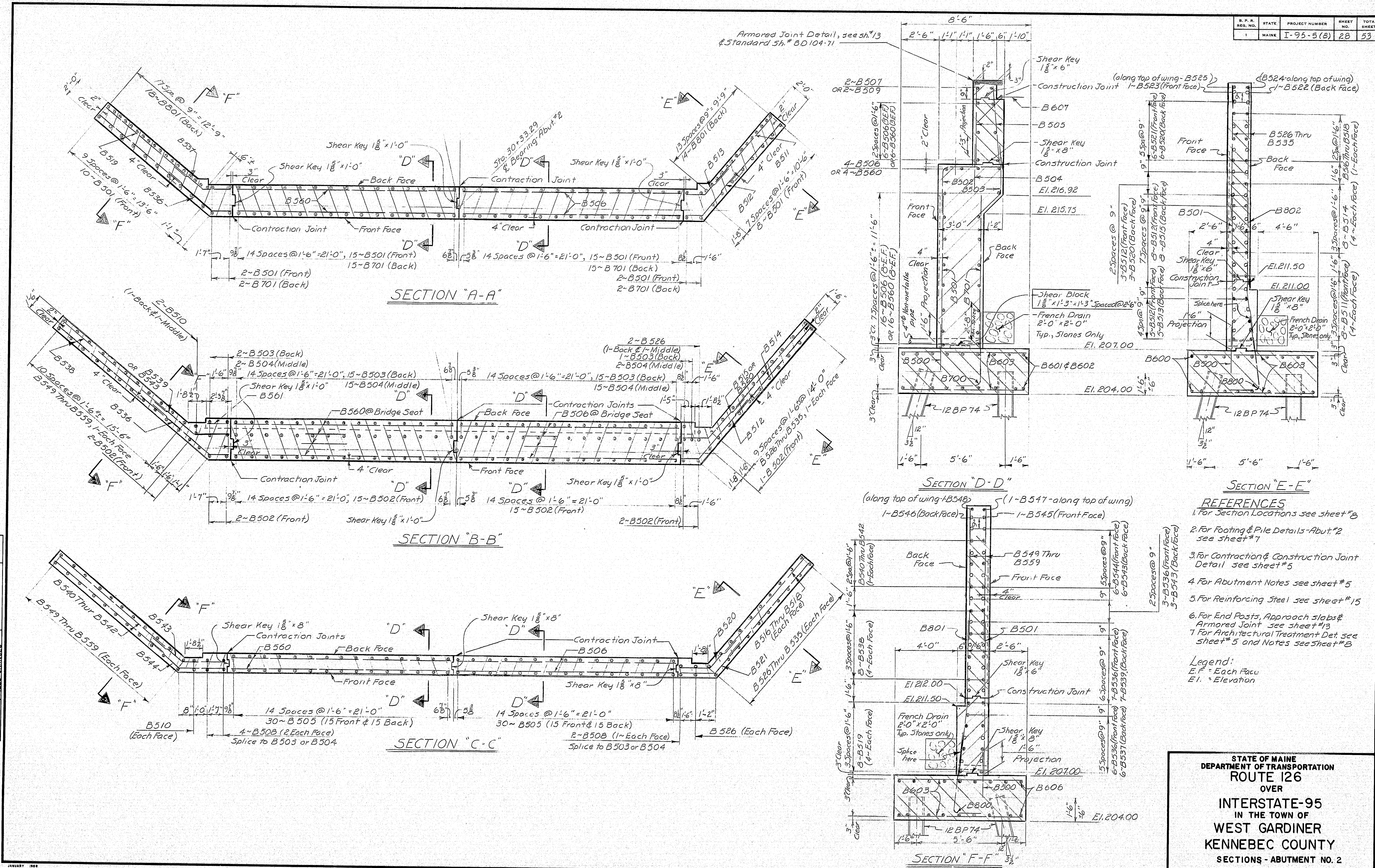
NF = Near Face
EF = Each Face
El. = Elevation
F.G. = Finished Grade
F.F. = Far Face

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
ROUTE 126
OVER
INTERSTATE-95
IN THE TOWN OF
WEST GARDINER
KENNEBEC COUNTY
ABUTMENT NO. 2
SHEET 3 OF 16 AUGUSTA, MAINE MAR. 19 12

198-120

PLANS	DESIGN-DETAILED	CHECKED	REVISIONS	FIELD CHANGES
	CMR	CMR	2/1/12	
	ALL	ALL	5/1/12	

B. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(B)	28	53



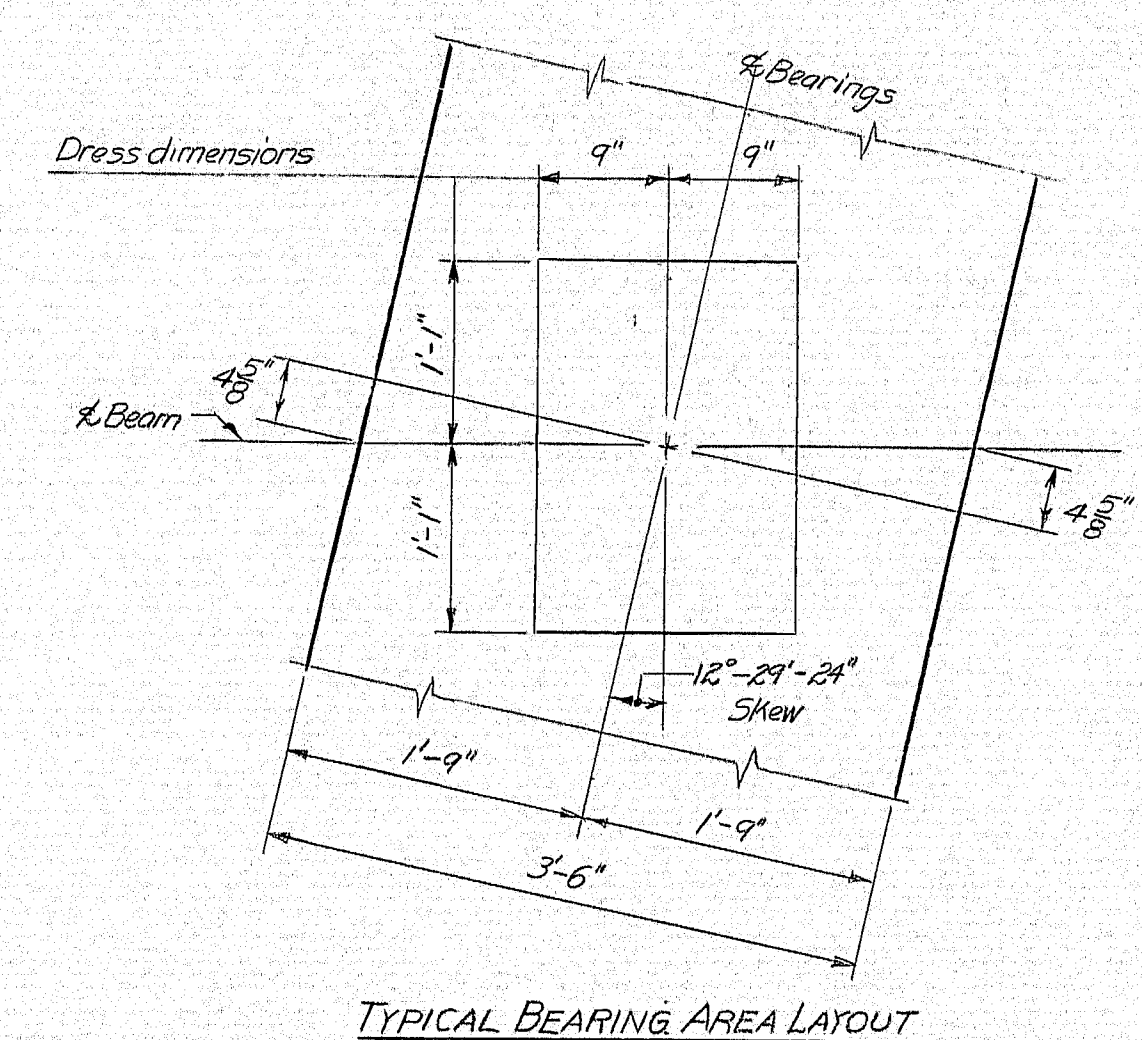
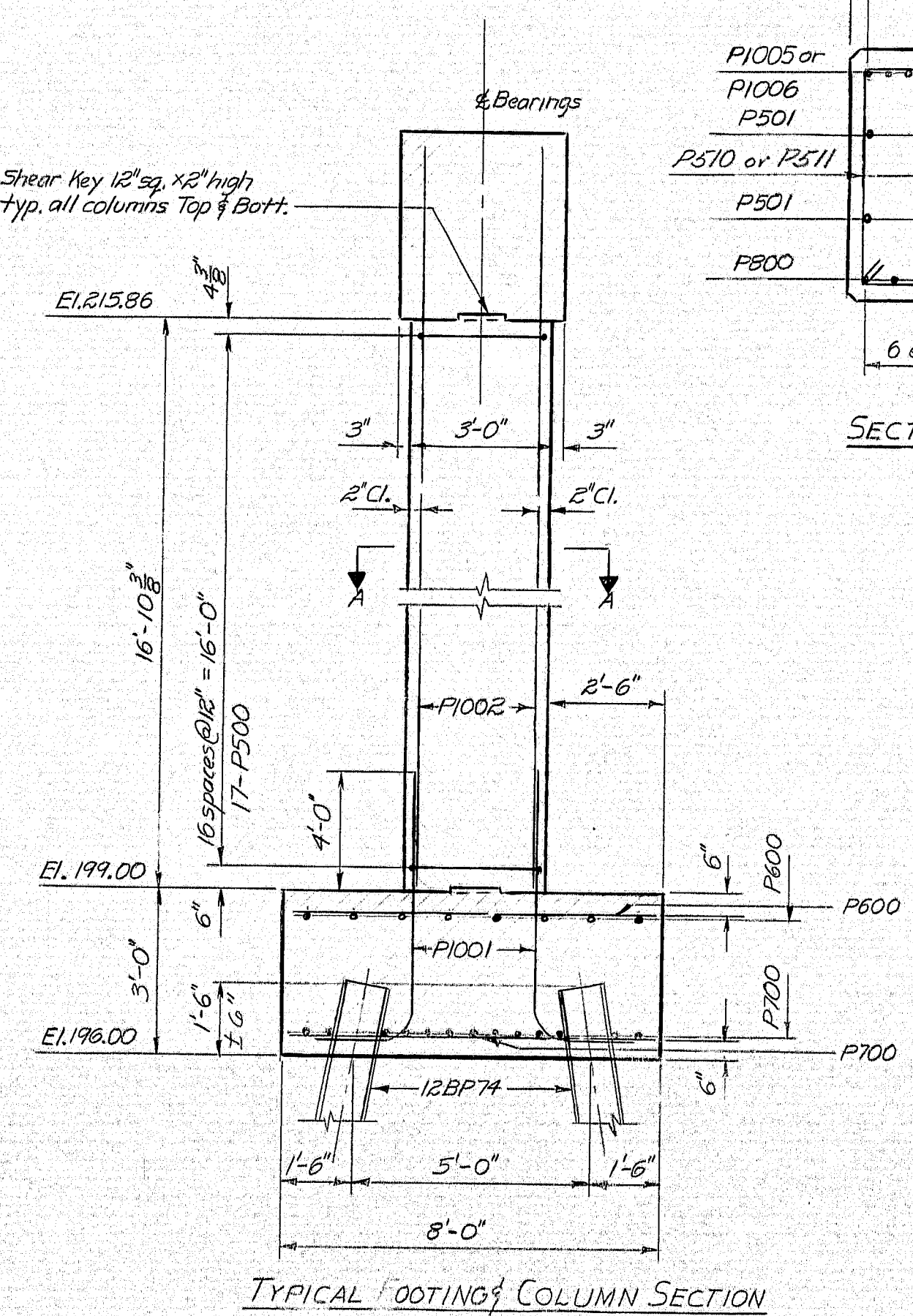
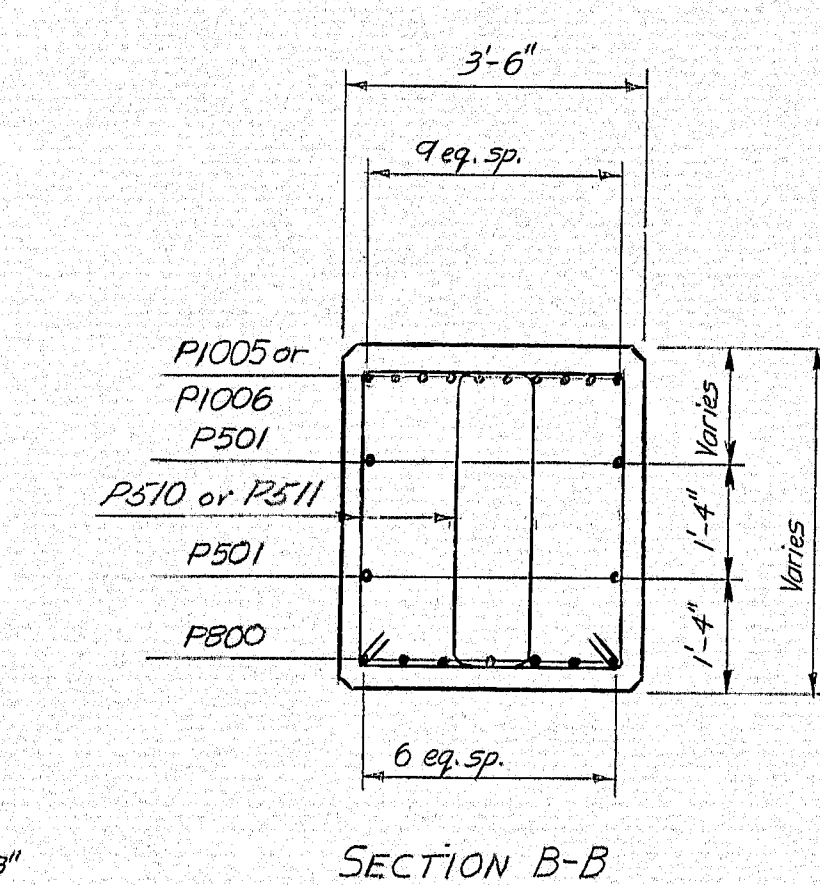
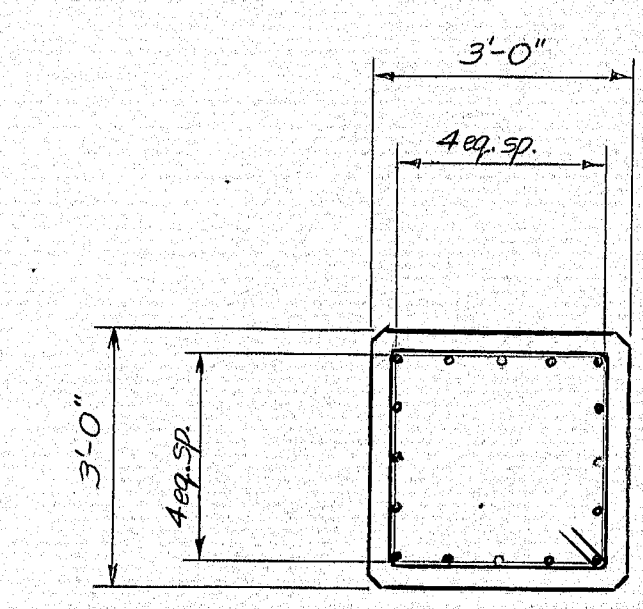
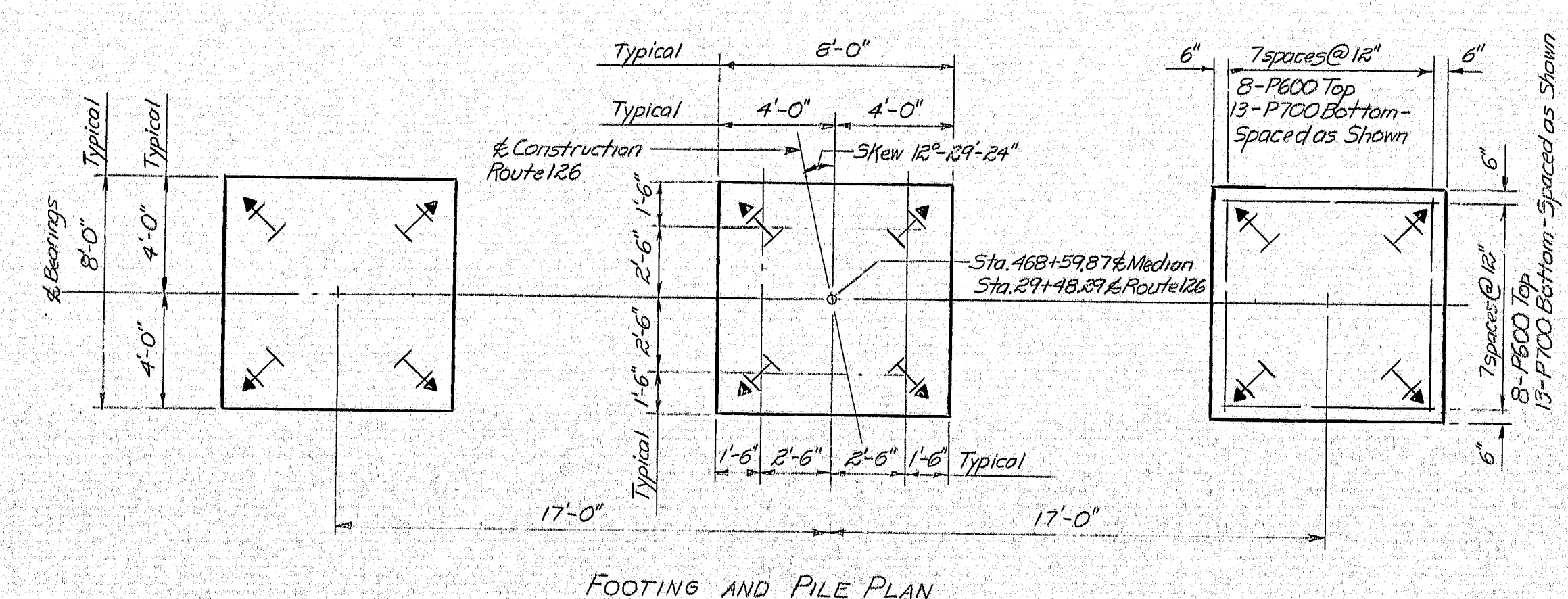
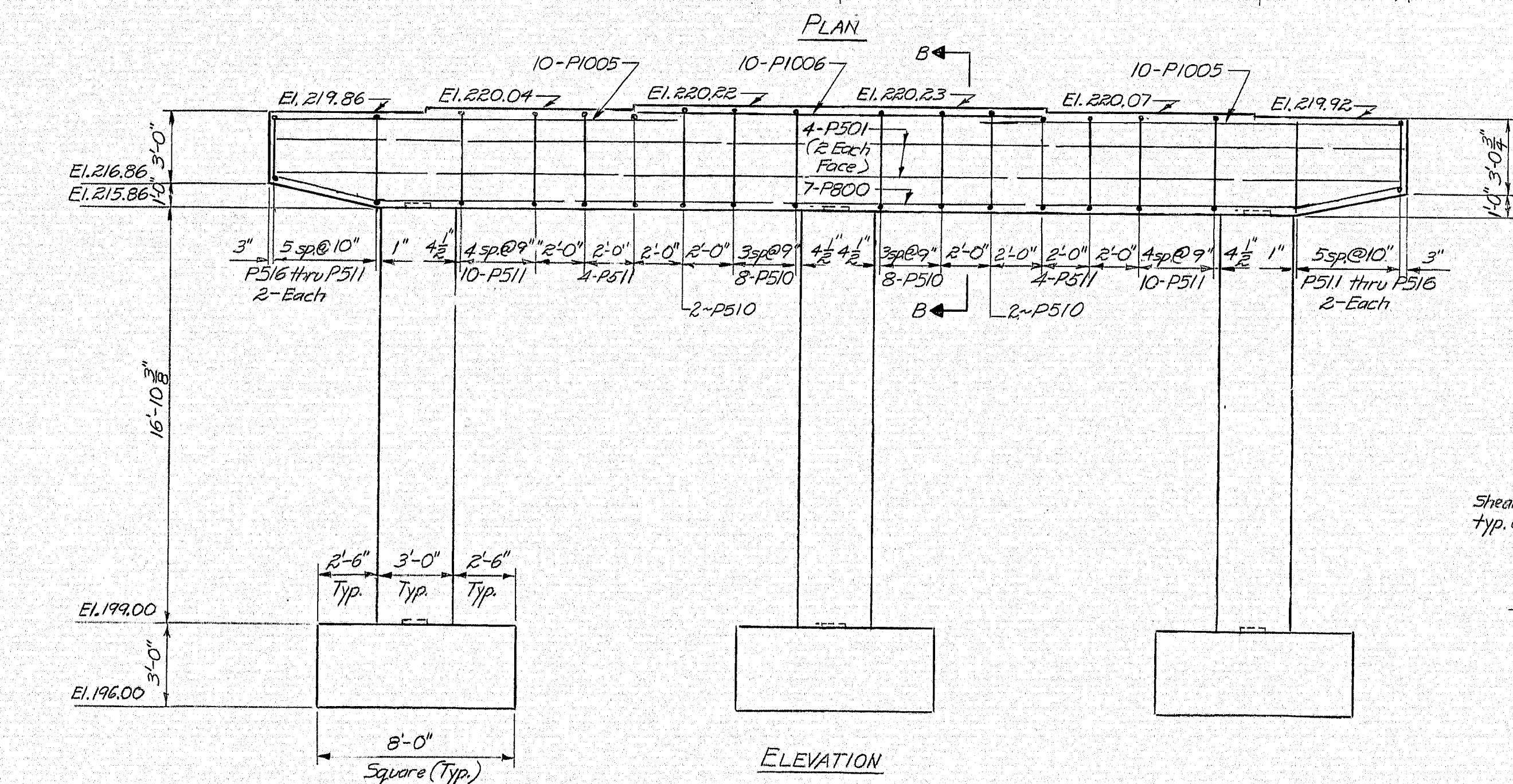
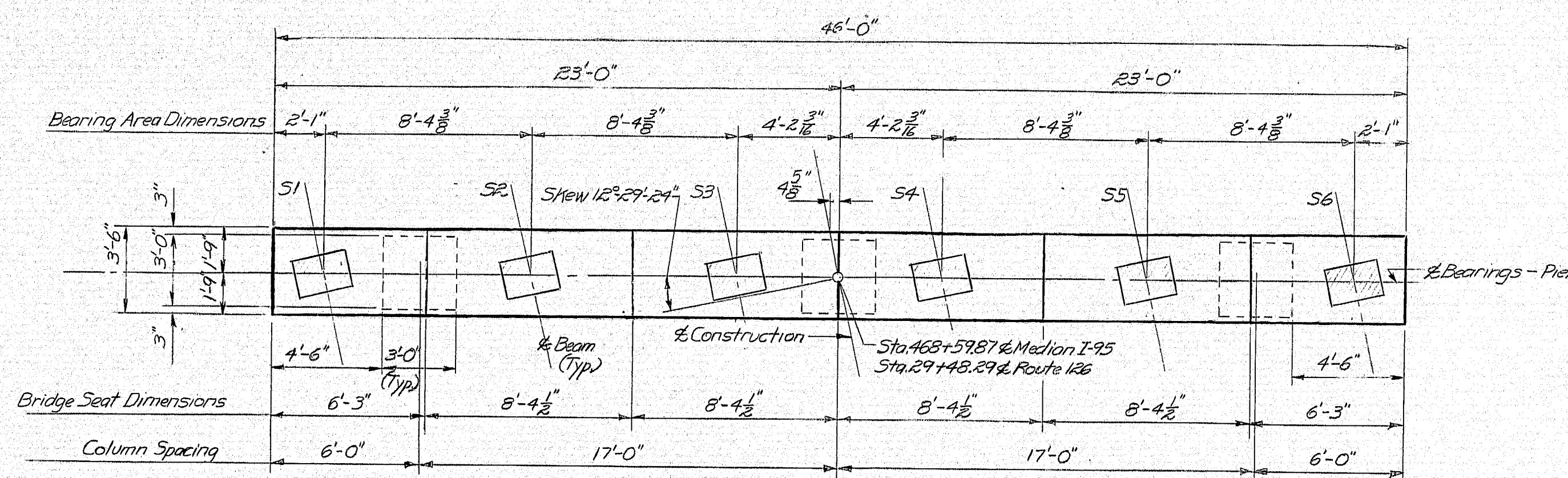
- REFERENCES**
1. For Section Locations see sheet "B"
 2. For Footing & Pile Details - Abut. #2 see sheet #7
 3. For Contraction & Construction Joint Detail see sheet #5
 4. For Abutment Notes see sheet #5
 5. For Reinforcing Steel see sheet #15
 6. For End Posts, Approach Slabs & Armored Joint see sheet #13
 7. For Architectural Treatment Det. see sheet #5 and Notes see sheet #8
- Legend:**
 E.F. = Each Face
 El. = Elevation

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 ROUTE 126
 OVER
 INTERSTATE-95
 IN THE TOWN OF
 WEST GARDINER
 KENNEBEC COUNTY
 SECTIONS - ABUTMENT NO. 2
 SHEET 9 OF 10 AUGUSTA, MAINE MAR. 1972

DATE	BY	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
3-20-72	CMR	PRS	GOT		
6-8-72					

148-121

S. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(B)	29	53



- PIER NOTES**
1. Place reinforcing steel in pier cap to clear swedge anchor bolts.
 2. See Standard Detail Sheet BD100-70, Bearing Pedestals, for preparation of Bearing Areas.
 3. Chamfer all exposed edges of concrete $\frac{1}{2}$ ".
 4. Reinforcing Steel shall be $\frac{1}{2}$ " Clear unless otherwise noted.

- PILE NOTES**
1. Piles shall be driven to ledge or practical refusal.
 2. All piles shall have pointed reinforced pile tips. For detail see Sheet 4 of 15.
 3. Alternate types of pointed pile tips may be used if they are equal to or better than the pointed reinforced pile tip shown, if approved by the Engineer.
 4. 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.
 5. Piles marked with arrow symbol \rightarrow shall be battered $\frac{1}{2}$ " inches/ft. in the direction of the arrow.
 6. Maximum Pile Load equals: 98 tons for 12BP74.
 7. Following are Pile locations, number of piles required, size of piles and Estimated Driven Lengths:
Pier ~ 12 - 12BP74 @ 15'

- LEGEND**
- eq. = equal
sp. = spacers
Cl. = clear
El. = Elevation

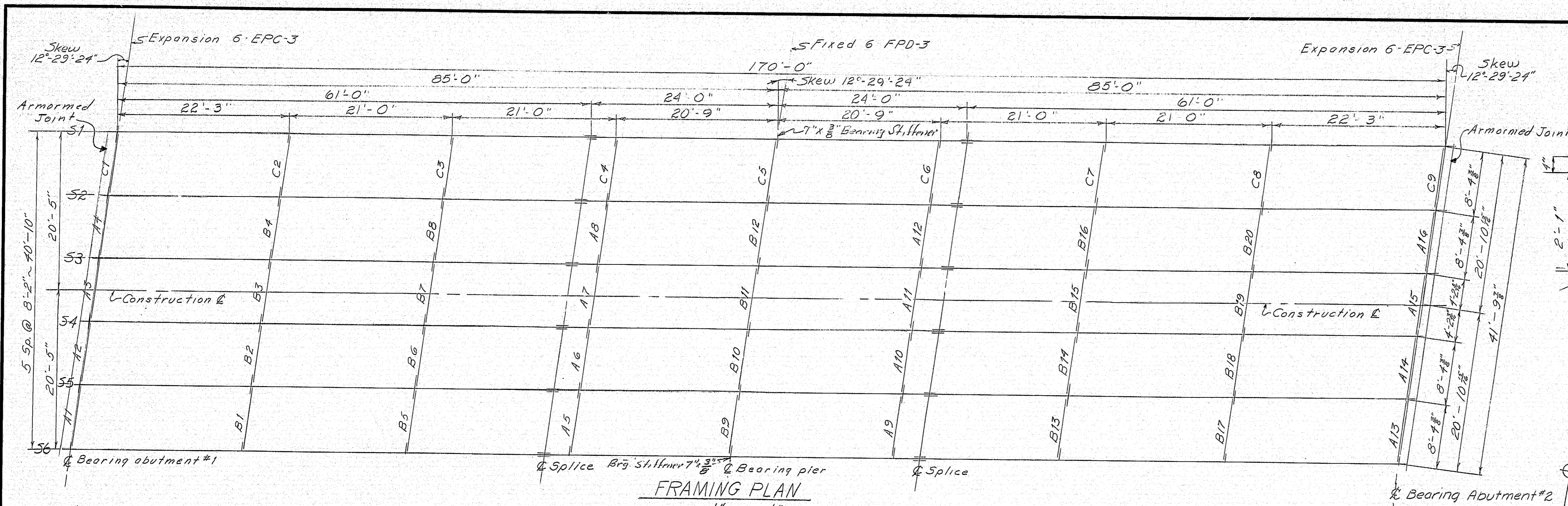
- REFERENCES**
1. For Bearing Pedestal Details see Standard Details BD100-70
 2. For Reinforcing Bars Steel Schedule see Sheet #16.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
ROUTE 126
OVER
INTERSTATE-95
IN THE TOWN OF
WEST GARDINER
KENNEBEC COUNTY
PIER

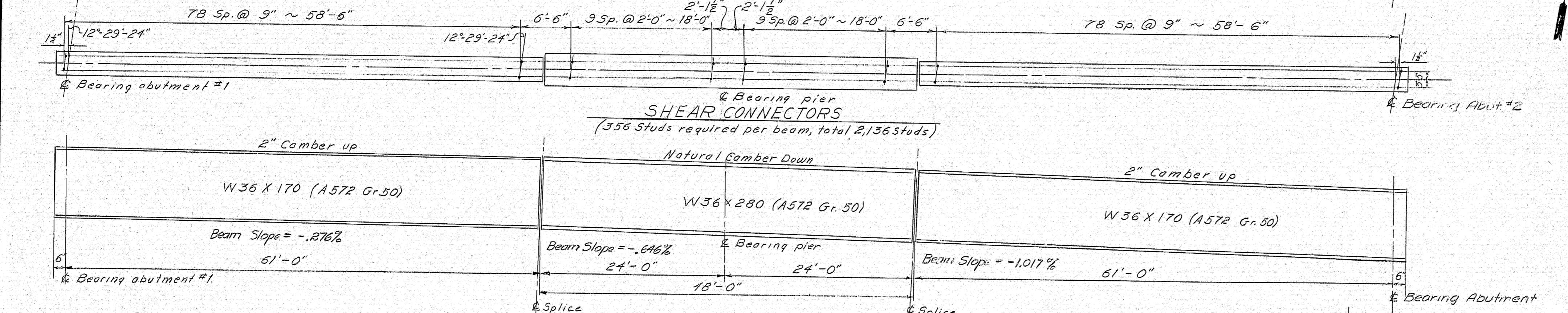
SHEET 10 OF 16 AUGUSTA, MAINE MAR. 1972
148-122

PLANS	DESIGN - DETAILED	C.M.R.	DATE
	CHECKED	C.M.R.	2/2
	REVISIONS	G.O.T.	5/8/72
	FIELD CHANGES		

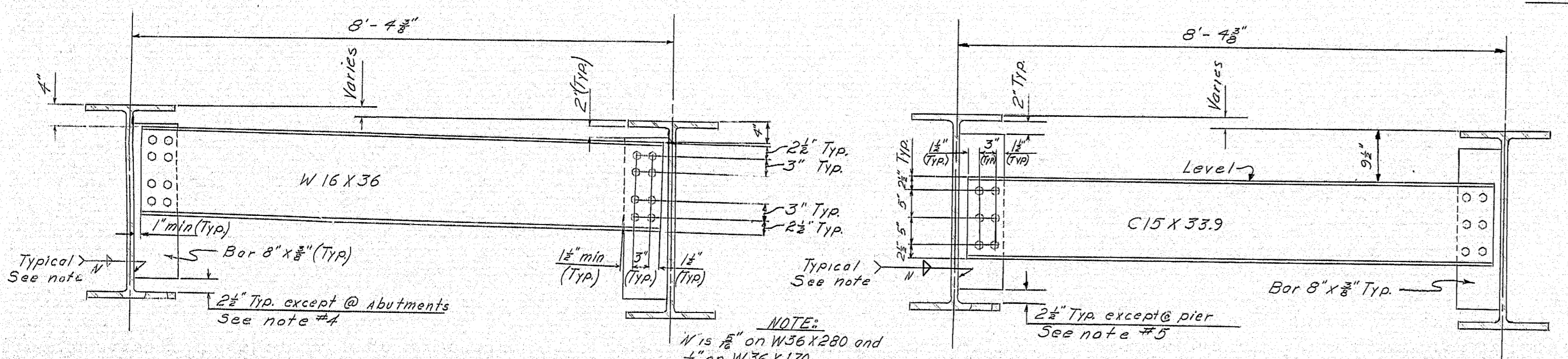
R. P. N.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(3)	30	53



FRAMING PLAN

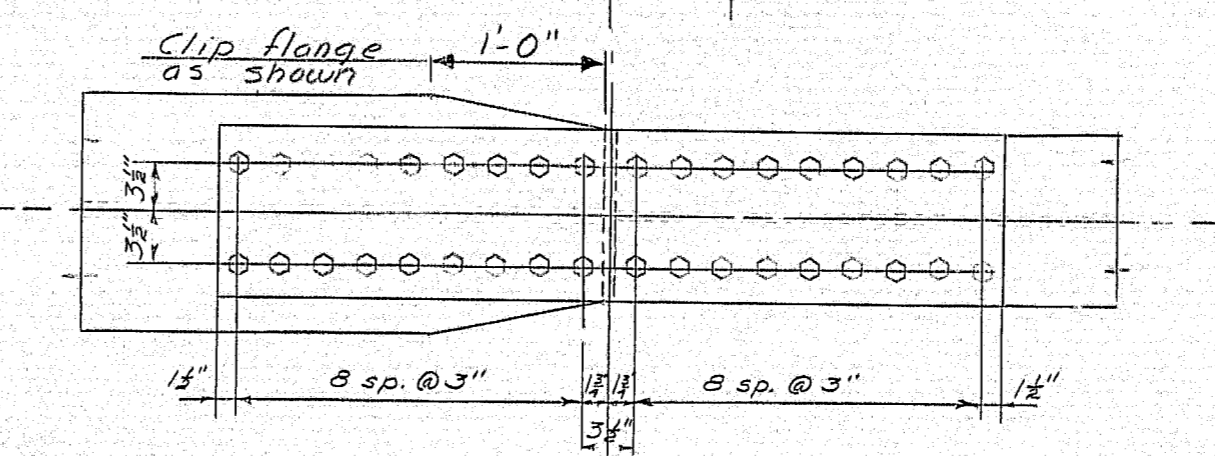


TYPICAL BEAM ELEVATION

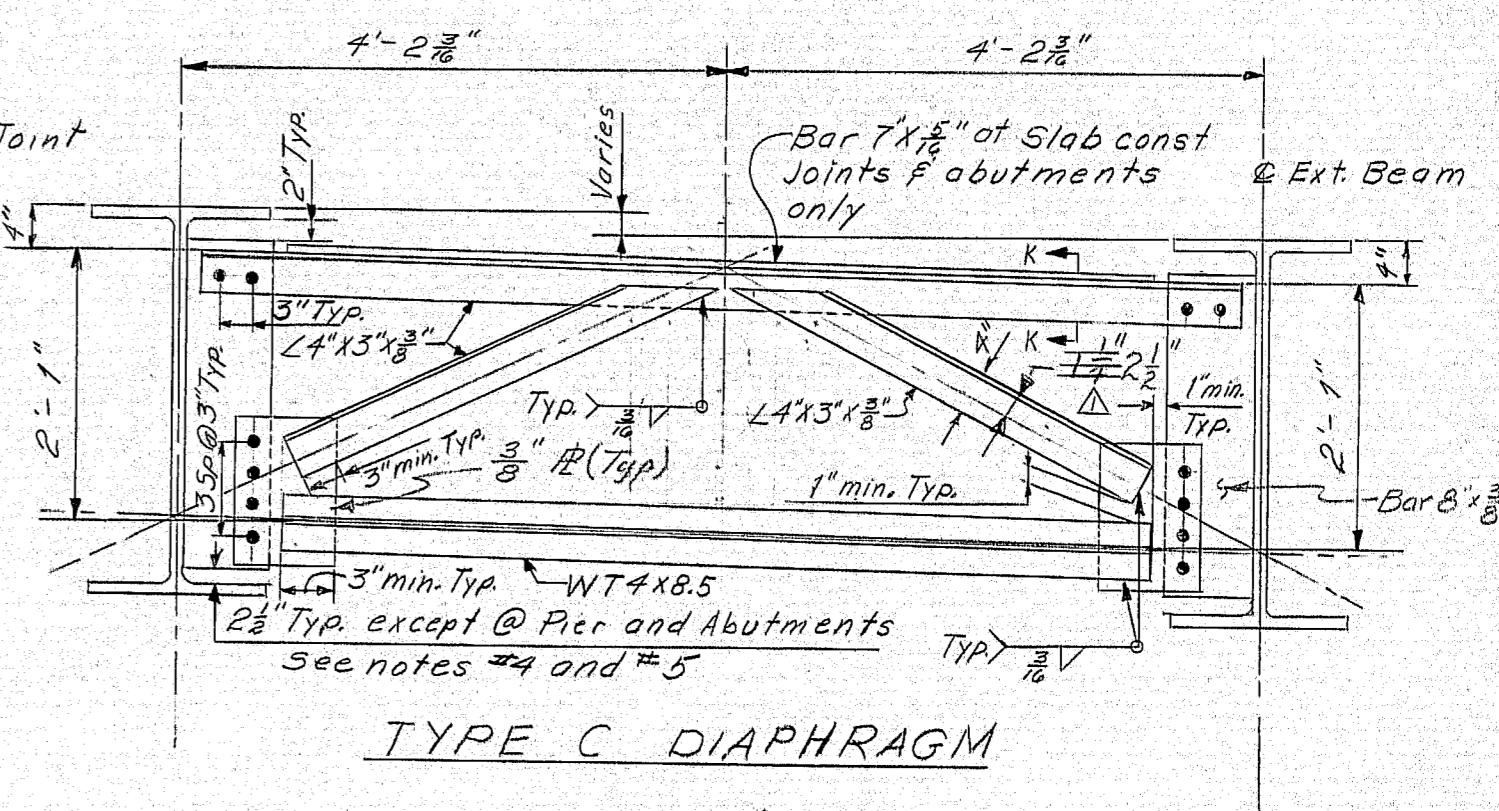


TYPE A DIAPHRAGM

TYPE B DIAPHRAGM



SPlice DETAIL
(See Note 2 for material classification)



TYPE C DIAPHRAGM

Section 'K-K'

FABRICATION NOTES

1. All dimensions are horizontal or vertical except at splice detail.
2. Splice plate material shall conform with the requirements of ASTM A572 G50, except filler plates may be ASTM A36. Mill tests will not be required for filler plates.
3. All bolts shall be 5/8" high strength, and holes shall be 15/16" ϕ .
4. Diaphragm Connection Bars at abutments shall extend to the bottom flange with a paint tight fit.
5. Diaphragm Connection Bars at pier shall extend to bottom flange and shall be fastened with a 1/4" fillet weld or ground to bear.
6. Diaphragms at abutments and pier shall be plumb, intermediate diaphragms may be plumb or normal to beam.
7. Minimum edge distance for all bolt holes shall be 1 1/2".
8. All steel except as shown or noted shall be ASTM A36.

REFERENCES

1. For Shear Connector Details see Standard Detail BD 104-71
2. For Bottom of Slab Elevation see Sheet #12

Type C Diaphragm Brace $\angle 4 \times 3 \times 3/8$
 Axis of Intersection dimension changed
 from 14" to 2 1/2". J.W.O. 9-72
 STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 ROUTE 126
 OVER
 INTERSTATE-95
 IN THE TOWN OF
 WEST GARDINER
 KENNEBEC COUNTY
 STRUCTURAL STEEL

SHEET 11 OF 16 AUGUSTA, MAINE MAR. 1972

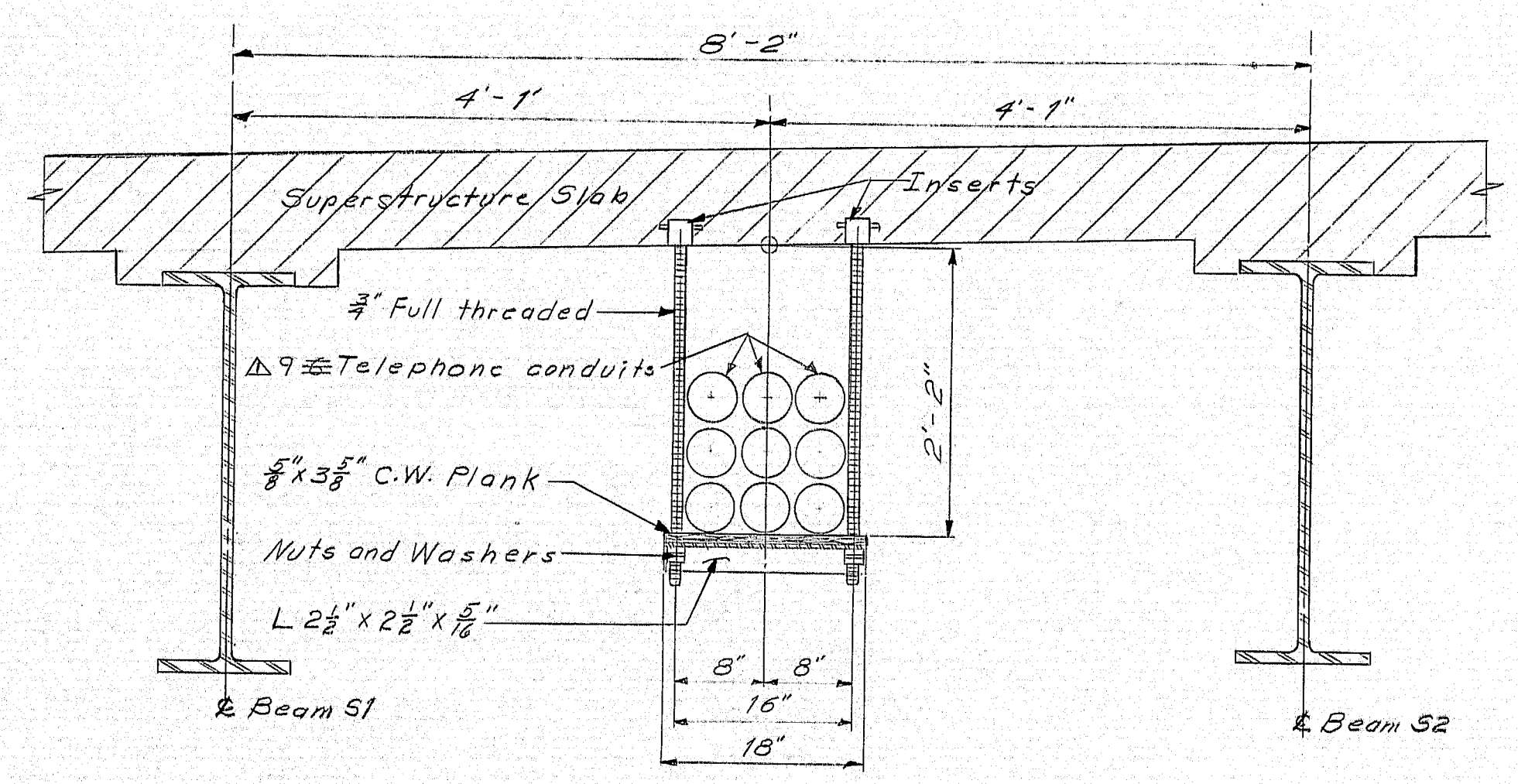
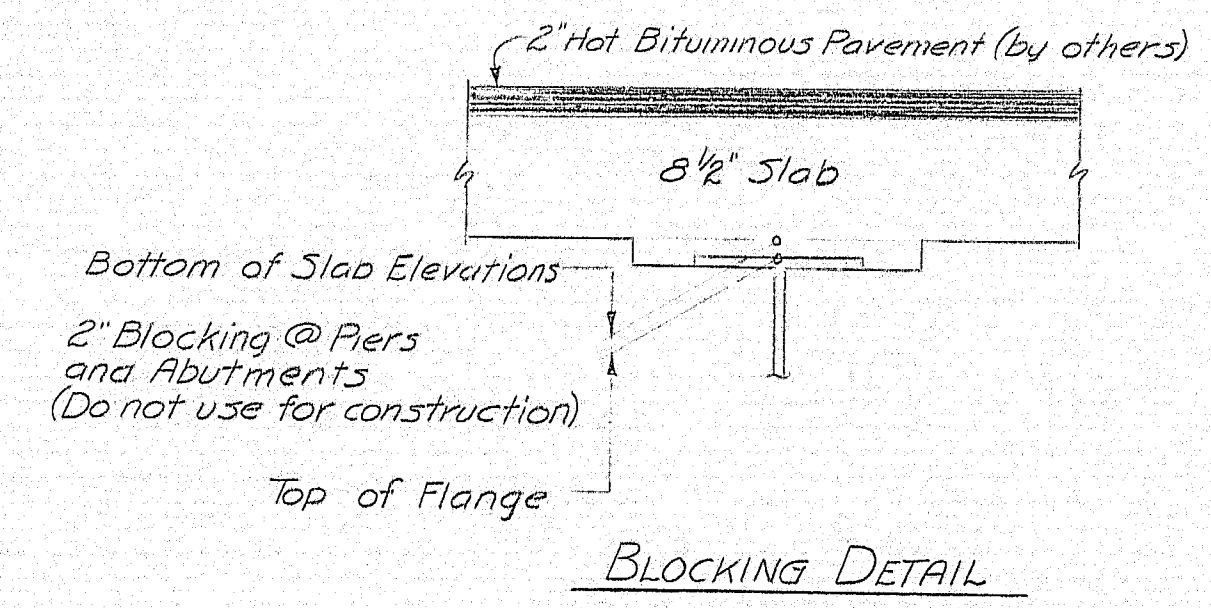
198-123

PLANS	DESIGN - DETAILED	CHECKED	DATE
	CMZ	LAIV	3-72
	REVISIONS		
	FIELD CHANGES		

BOTTOM OF SLAB ELEVATIONS																									
SPAN No. 1													SPAN No. 2												
Beam Point	Abut. #1	8'-6"	17'-0"	25'-6"	34'-0"	42'-6"	51'-0"	59'-6"	68'-0"	76'-6"	Pier	8'-6"	17'-0"	25'-6"	34'-0"	42'-6"	51'-0"	59'-6"	68'-0"	76'-6"	Abut. #2	Beam Point			
Beam S1	224.41	224.45	224.47	224.47	224.45	224.42	224.36	224.29	224.21	224.15	224.07	224.02	223.98	223.94	223.90	223.84	223.77	223.67	223.55	223.42	223.27	Beam S1			
Beam S2	224.58	224.62	224.64	224.65	224.63	224.59	224.54	224.46	224.39	224.31	224.25	224.20	224.16	224.13	224.07	224.03	223.96	223.86	223.74	223.61	223.46	Beam S2			
Beam S3	224.76	224.79	224.82	224.82	224.81	224.77	224.71	224.64	224.57	224.49	224.43	224.38	224.35	224.31	224.27	224.23	224.14	224.05	223.93	223.80	223.65	Beam S3			
Beam S4	224.76	224.80	224.82	224.83	224.81	224.78	224.72	224.65	224.58	224.50	224.44	224.40	224.36	224.33	224.29	224.25	224.16	224.07	223.95	223.82	223.67	Beam S4			
Beam S5	224.59	224.63	224.66	224.66	224.65	224.61	224.56	224.49	224.42	224.34	224.28	224.24	224.20	224.17	224.13	224.08	224.01	223.92	223.80	223.67	223.53	Beam S5			
Beam S6	224.42	224.46	224.49	224.50	224.48	224.45	224.40	224.33	224.26	224.18	224.12	224.08	224.05	224.01	223.98	223.93	223.85	223.76	223.65	223.52	223.37	Beam S6			
Defl. 1	.0000	.0083	.0153	.0199	.0216	.0205	.0169	.0117	.0063	.0019	.0000	.0019	.0063	.0117	.0169	.0205	.0216	.0199	.0153	.0083	.0000	Defl. 1			
Defl. 2	.0000	.0392	.0717	.0929	.1005	.0944	.0769	.0526	.0278	.0081	0.000	.0081	.0278	.0526	.0769	.0944	.1005	.0929	.0717	.0392	.0000	Defl. 2			
Defl. 3	.0000	.0098	.0181	.0238	.0263	.0255	.0217	.0158	.0087	.0026	.0000	.0026	.0087	.0158	.0217	.0255	.0263	.0238	.0181	.0098	.0000	Defl. 3			

*DEFLECTION DEFINITIONS (deflections in feet)
 Defl. 1 - deflection caused by steel loads.
 Defl. 2 - deflection caused by fluid concrete loads.
 Defl. 3 - deflection caused by superimposed loads.

NOTE:
 Bottom of slab elevations have been adjusted to compensate for concrete dead load deflections (fluid and superimposed) use in conformance with sub-section 502.10(a) of the specifications, except stud shear connectors may be installed after blocking elevations are determined.

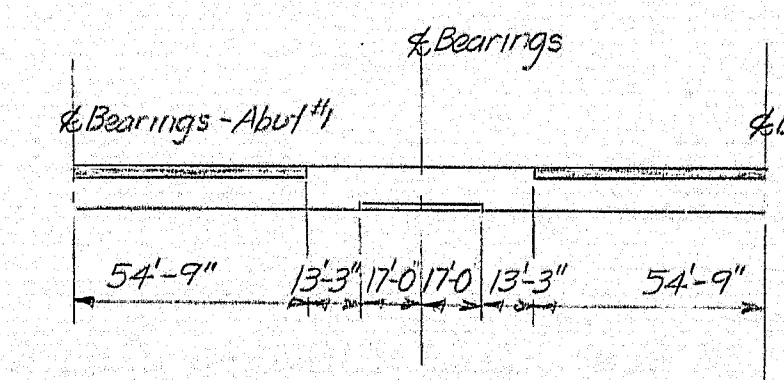


CONDUIT SUPPORT ASSEMBLY

For Locations of Conduit Support Assembly see Superstructure Slab Sheet #14.

SUPPORT ASSEMBLY NOTES

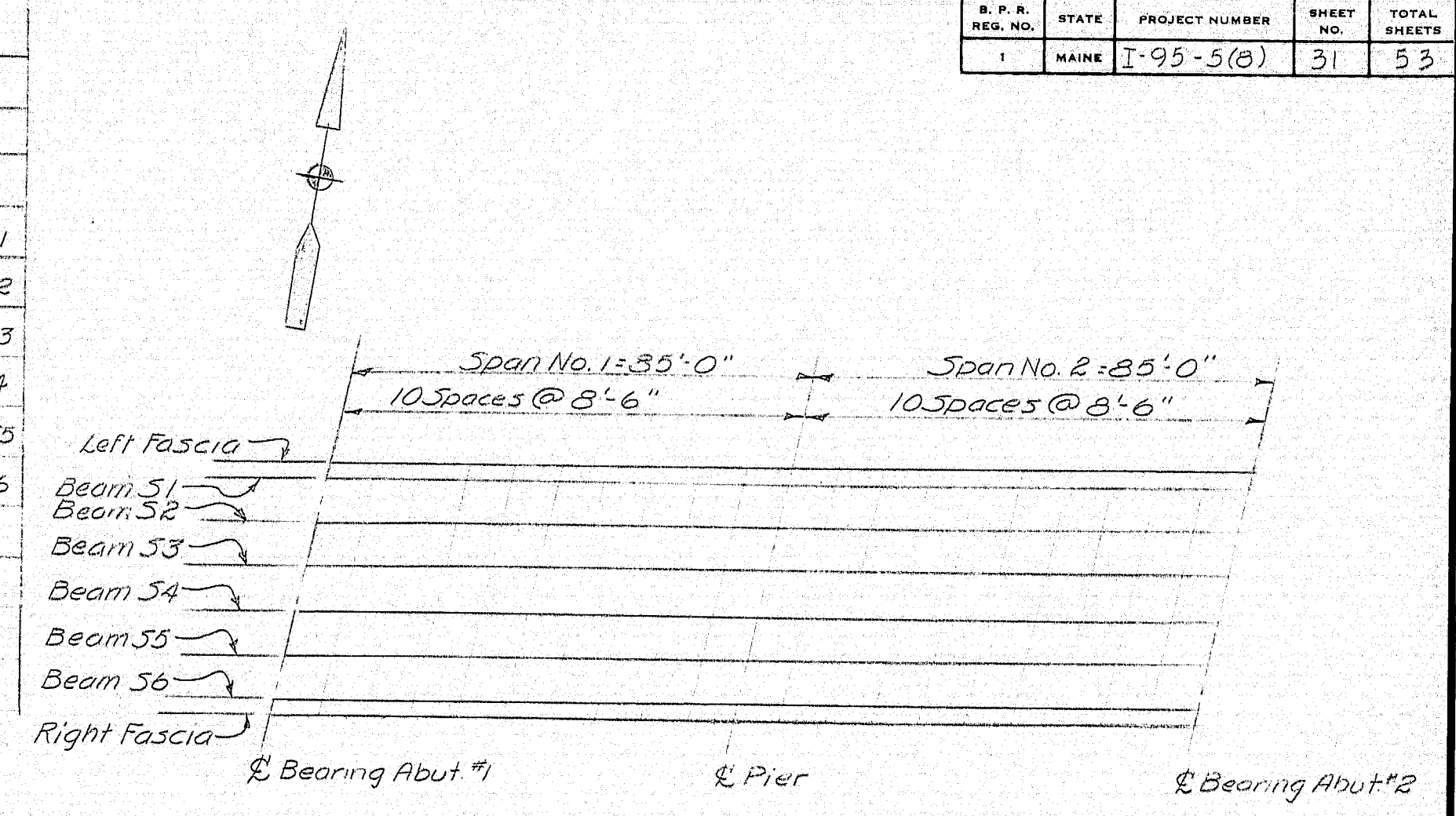
1. All Metal Support Assembly parts shall be galvanized.
2. Conduit and Support Assembly except inserts shall be supplied and installed by the utility owner.
3. See sheet 15 of 16 for insert detail and location.



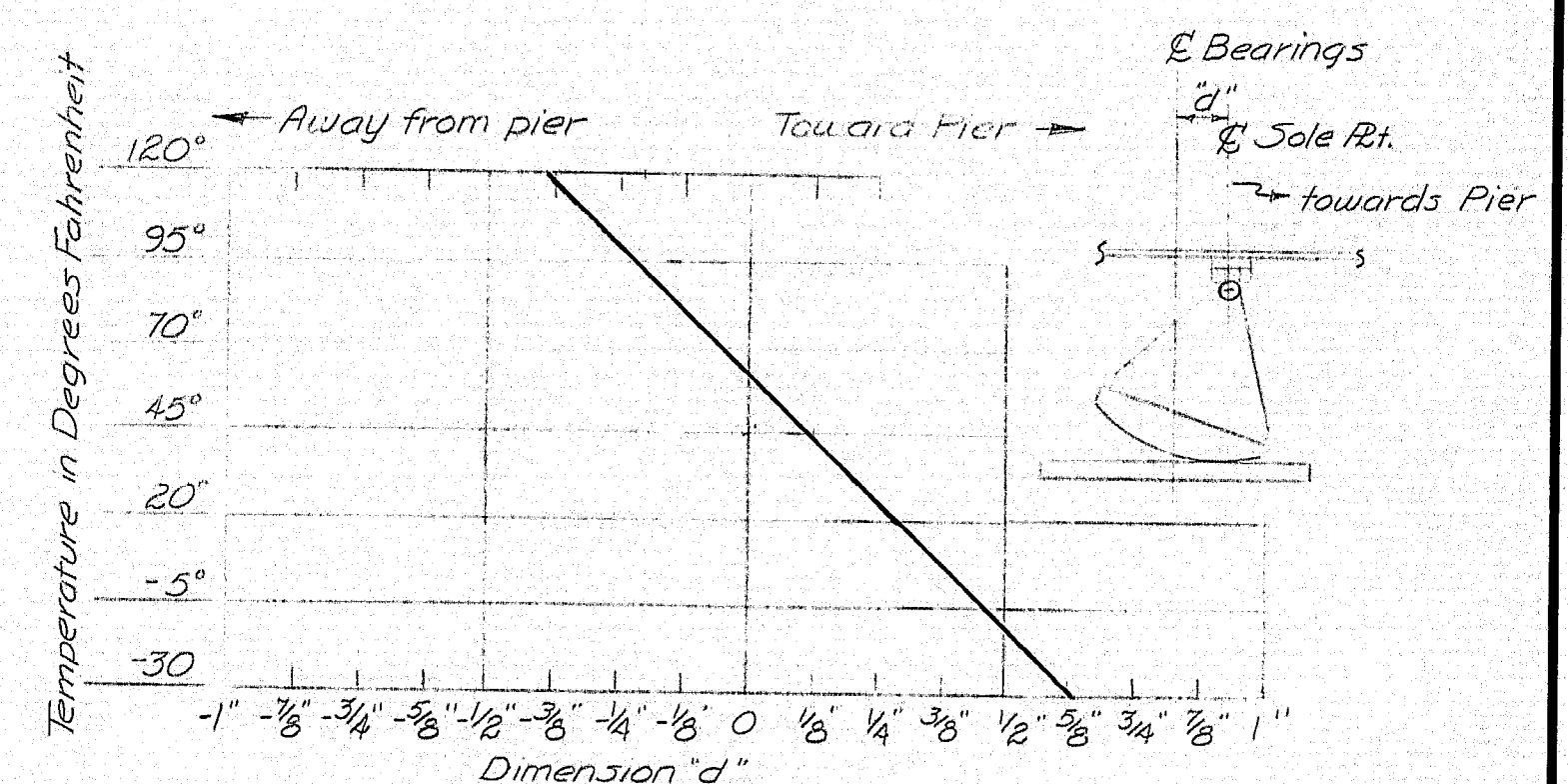
BEAM STRESS TYPE DIAGRAM

Note:
 = Area of the Beam which will always be in compression, all other areas will be in tension or are areas which have stress reversals.

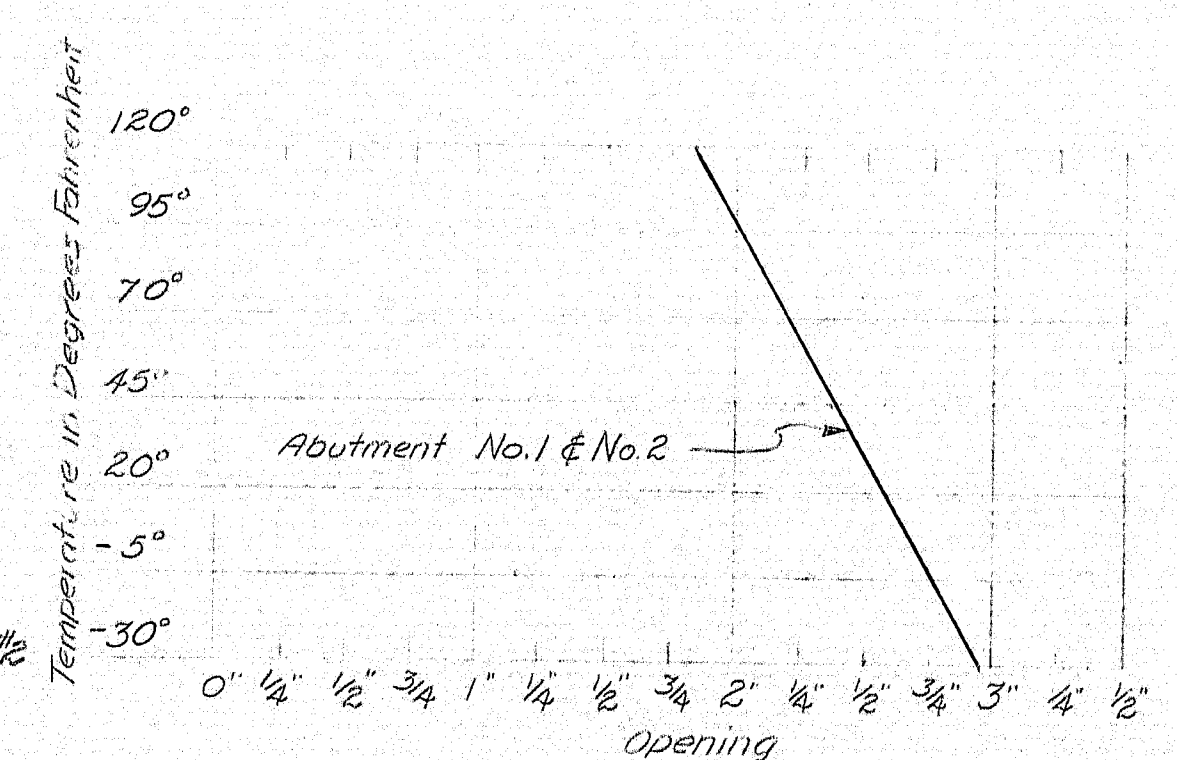
Number of Telephone Conduits changed from 6 to 9 J.W.O. 9-72



BLOCKING POINT DIAGRAM



EXPANSION PEDESTAL SETTING CHART
 (for use before slab placement)



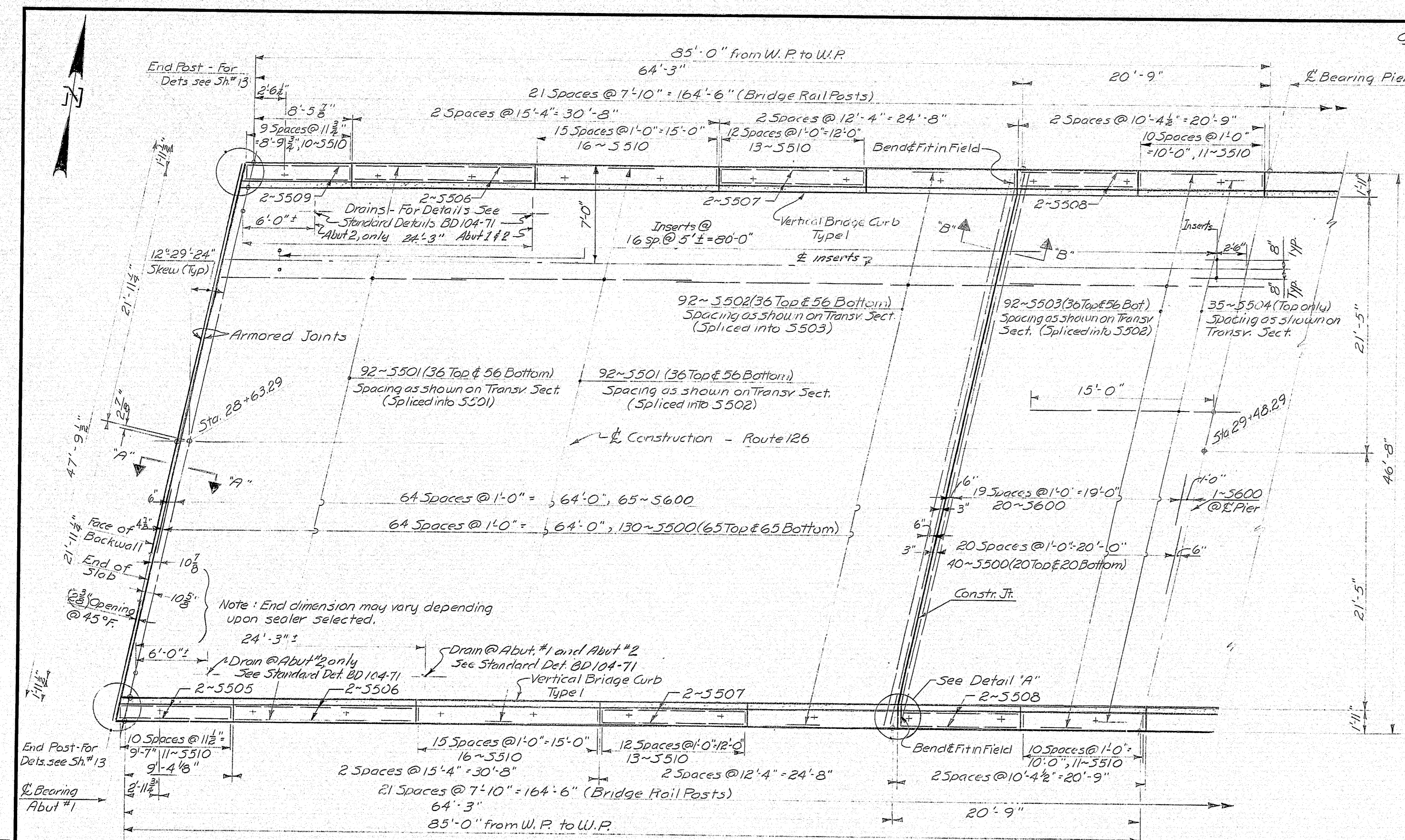
EXPANSION JOINT SETTING TABLE
 (for use before or after slab placement)

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 ROUTE 126
 OVER
 INTERSTATE-95
 IN THE TOWN OF
 WEST GARDINER
 KENNEBEC COUNTY
 BOTTOM OF SLAB ELEVATIONS

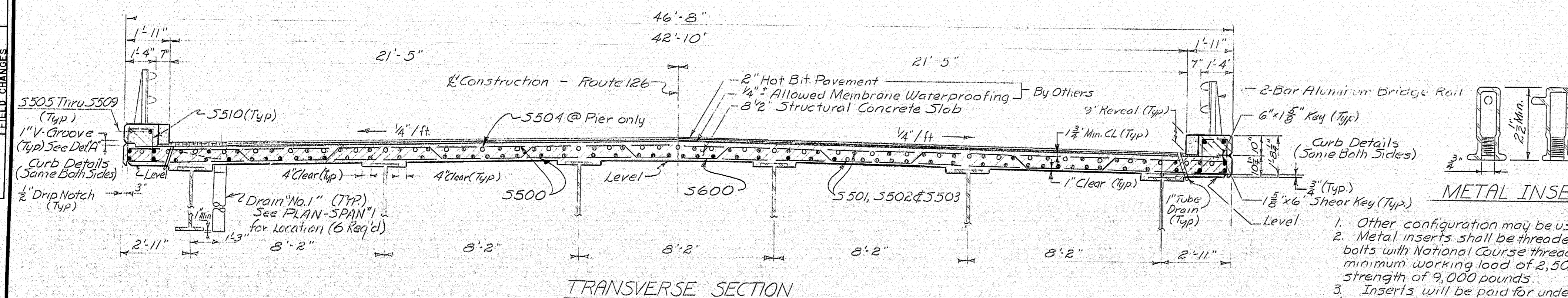
SHEET 12 OF 16 AUGUSTA, MAINE MAR. 1972

148-124

DATE	3-29-72
BY	CMR [PFS]
CHECKED	ELK
DESIGN - DETAILED	
REVISIONS	
FIELD CHANGES	
PLANS	

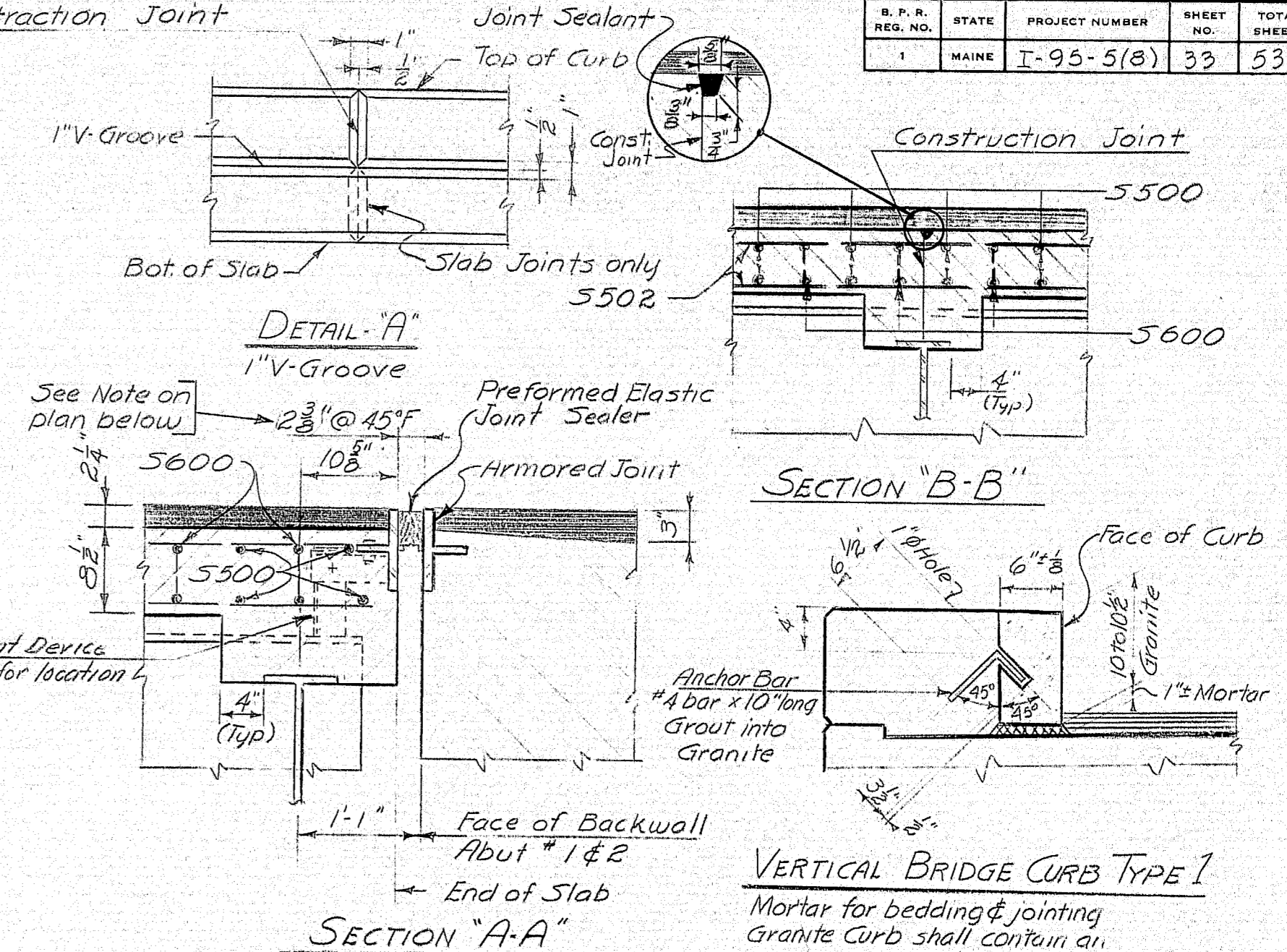


PLAN - SPAN #1
(ROTATE PLAN 180° FOR SPAN #2)



TRANSVERSE SECTION

Curb Contraction Joint



SUPERSTRUCTURE NOTES

1. Do not break the bond between the surfaces of vertical construction joints in superstructure slabs. Break bond in vertical joints in a manner approved by the Engineer.
2. Form a one (1) inch vertical V-groove on the outside faces of curbs at each construction joint in the curbs and at each construction joint in the slab.
3. The superstructure slab may be placed either continuously or by panels. Continuous Placement: Prior to the concrete placement, the contractor's method shall be approved by the Engineer; the transverse slab joints and the haunch shown in Section 'B-B' shall be omitted.
4. Panel Placement: Both end panels shall be placed prior to placing the panel over the pier.
5. Retarding admixtures shall be used when authorized by the Engineer and in accordance with the Standard Specifications.
6. Place one (1) inch Diameter Plastic Tube Drains at 10 foot intervals along the side of the superstructure and as described in Subsection 502.17 of the Standard Specifications.
7. Provide joints in Vertical Bridge Curb, Type I at each contraction joint in curb concrete.
8. Reinforcing steel shall have a minimum concrete cover of two (2) inches unless otherwise indicated.
9. All reinforcing steel to have a minimum of twenty-four (24) bar diameters splice and/or embedment unless otherwise indicated.
10. Protective Coating for Concrete Surfaces shall be applied to the following areas: All exposed surfaces of curbs, concrete curbs; and fascia surfaces of slab down to one-half (1/2) inch depth notch.
11. Chamfer all exposed edges of concrete one-half (1/2) inch unless otherwise indicated.
12. Adjust reinforcing steel to fit around drains in a manner approved by the Engineer. Do not cut transverse bars.
13. Sheet Cross - References:
For End Post Post Details see Sheet #13
For Drain No. 1 Details see Standard Details BD104-71
For 2-Bar Aluminum Bridge Rail Details see Standard Details BD106-69
For Armored Joint Details see Sheet #13
For Preformed Elastic Joint Sealer Details see Sheet #13.

METAL INSERT

1. Other configuration may be used if approved by the Engineer.
2. Metal inserts shall be threaded to receive 3/4 inch diameter bolts with National Course threads. Inserts shall have a minimum working load of 2,500 pounds, and a minimum ultimate strength of 9,000 pounds.
3. Inserts will be paid for under Item Number 504.74.
4. See Bottom of Slab Elevation sheet #12 for details of Conduit Support Assembly.
5. 68 Inserts required

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
ROUTE 126
OVER
INTERSTATE-95
IN THE TOWN OF
WEST GARDINER
KENNEBEC COUNTY
SUPERSTRUCTURE SLAB

SHEET 14 OF 16 AUGUSTA, MAINE MAR. 1972

14B-126

2051 2050

DESIGN - CHECKED - REVISIONS - FIELD CHANGES	DATE
CMR	2-4-72
PPS	
DOT	
PLANS	

DATE 5/72
BY PPS
DESIGN - DETAIL
CHECKED
REVISIONS
FIELD CHANGES
PLANS

REINFORCING STEEL SCHEDULE																										
STRAIGHT BARS													BENT BARS													
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
			ABUTMENT #1				ABUTMENT #1 CONT.				ABUTMENT #2 CONT.					ABUTMENT #1										
A501	55	11'-0"	Breastwall	A563	4	8'-10"	Wing	B550	2	6'-6"	Wing	A502	36	7'-7"	L	3'-8"	3'-11"									Bridge Seat
A504	34	2'-6"	Breastwall	A500	55	3'-0"	Footings	B551	2	7'-6"		A503	33	6'-5"	F			2'-10"	2'-0"	1'-7"		3"	2'-0"			Breastwall
A505	60	4'-10"	Backwall	A567	5	2'-0"	Wing	B552	2	4'-10"		A512	17	7'-2"	V				1'-9"	5'-5"			4'-2"			Wing
A506	26	21'-5"	Breastwall & Backwall	A568	4	3'-10"	Wing	B553	2	5'-9"		A513	5	5'-2"	V				1'-9"	3'-5"			2'-7 1/2"			
A507	2	22'-9"	Backwall	A600	18	15'-0"	Footings	B554	2	6'-3"		A515	9	5'-4"	V				2'-4"	3'-0"			2'-3 1/2"			
A508	26	21'-7"	Breastwall & Backwall	A601	36	20'-0"		B555	2	6'-6"		A520	8	5'-0"	V				2'-1"	2'-11"			2'-3"			
A509	2	3'-9"	Backwall	A602	18	30'-0"		B556	2	7'-0"		A521	5	6'-3"	V				3'-5"	2'-10"			2'-2"			
A511	8	9'-0"	Wing	A603	168	8'-0"		B557	2	7'-9"		A523	2	4'-7"	V				1'-9"	2'-10"			2'-2"			
A514	8	14'-0"						B558	2	7'-10"		A538	17	6'-5"	V				1'-7"	4'-10"			3'-1 1/2"			
A516	2	14'-3"						B559	2	8'-5"		A539	5	5'-0"	V				2'-3"	2'-9"			1'-9"			
A517	2	10'-9"						B560	26	21'-7"	Breastwall & Backwall	A541	9	5'-8"	V				2'-6"	3'-2"			2'-0 1/2"			
A518	2	7'-3"					ABUTMENT #2	B561	5	2'-0"	Wing	A546	9	5'-10"	V				1'-9"	4'-0"			2'-7"			
A519	2	3'-9"						B500	53	3'-0"	Footings	B600	18	14'-0"	Footings	A547	6	6'-0"					2'-7"			
A522	2	23'-11"	Backwall	B501	52	10'-0"	Breastwall	B601	18	20'-0"		A564	2	3'-7"	V				1'-6"	2'-1"			1'-7"			
A524	1	17'-11"	Wing (Bend in field)	B504	34	2'-6"	Breastwall	B602	18	30'-0"		A565	1	4'-0"	V				2'-0"	2'-0"			1'-3 1/2"			
A525	1	17'-11"	Wing (Bend in field)	B505	60	4'-7"	Backwall	B603	160	8'-0"		A566	1	3'-5"	V				1'-9"	1'-8"			1'-1"			
A526	4	9'-0"	Wing	B506	26	21'-4"	Breastwall & Backwall	B606	18	10'-0"		A604	6	4'-0"	V				1'-6"	2'-6"			1'-1 1/2"			Footings
A527	2	8'-6"		B507	2	22'-9"	Backwall					A605	6	4'-0"	V				1'-6"	2'-6"			1'-11"			Footings
A528	2	7'-10"		B508	6	3'-8"	Breastwall	B701	34	10'-0"	Breastwall	A606	23	3'-9"	V				1'-3"	2'-6"			1'-9"			Approach Slab Seat
A529	2	7'-2"		B509	2	23'-9"	Backwall																			
A530	2	6'-6"		B510	2	8'-7"	Wing				PIER	A700	34	6'-6"	L	1'-0"	5'-6"									Footings
A531	2	5'-10"		B511	8	8'-0"		P501	4	45'-6"	Cap															
A532	2	5'-2"		B514	8	13'-0"						A800	38	7'-0"	J	1'-0"	7"	5'-5"						4 1/2"		Footings
A533	2	4'-6"		B516	2	11'-6"		P600	48	7'-6"	Footings	A801	38	11'-0"	V				6'-9"	4'-3"			6"			Wings
A534	2	8'-0"		B517	2	8'-0"																				
A535	2	6'-9"		B518	2	4'-8"		P700	75	7'-6"	Footings															
A536	2	5'-4"		B519	8	10'-0"																				
A537	8	15'-0"		B524	1	16'-0"	(Bend in field)	P1002	48	20'-6"	Columns	B502	37	7'-3"	L	3'-7"	3'-7"									Bridge Seat
A540	8	20'-0"		B525	1	16'-6"	(Bend in field)	P1005	20	18'-6"	Cap	B503	33	6'-5"	F			2'-10"	2'-0"	1'-7"		3"	2'-0"			Breastwall
A542	2	18'-6"		B526	4	8'-9"		P1006	10	16'-4"	Cap	B512	16	7'-0"	V				1'-7"	5'-5"			4'-2"			Wing
A543	2	14'-0"		B527	2	8'-2"						B515	5	5'-4"	V				1'-10"	3'-6"			2'-8"			
A544	2	9'-6"		B528	2	7'-5"					(SLAB) SUPERSTRUCTURE	B516	8	5'-8"	V				2'-2"	3'-6"			2'-8"			
A545	2	4'-0"		B529	2	6'-10"						B520	9	5'-3"	V				3'-0"	2'-3"			1'-9"			
A546	1	22'-6"	(Bend in field)	B530	2	6'-3"		S500	340	47'-5"	SKEL	B521	6	6'-1"	V				2'-9"	3'-4"			2'-6 1/2"			
A549	1	22'-9"	(Bend in field)	B531	2	5'-8"		S501	368	20'-0"		B522	1	3'-6"	V				1'-6"	2'-0"			1'-6 1/2"			
A550	2	5'-6"		B532	2	5'-1"		S502	154	30'-0"		B523	1	3'-9"	V				1'-9"	2'-0"			1'-6 1/2"			
A551	2	6'-6"		B533	2	8'-0"		S503	92	40'-0"		B536	16	7'-5"	V				1'-7"	5'-10"			3'-9"			
A552	2	7'-6"		B534	2	6'-10"		S504	35	30'-0"		B537	6	6'-3"	V				2'-3"	4'-0"			2'-7"			
A553	2	3'-11"		B535	2	5'-9"		S505	4	9'-6"	CurL	B539	7	6'-3"	V				3'-3"	3'-0"			1'-11"			
A554	2	4'-5"		B538	8	15'-0"		S506	16	15'-0"		B543	9	6'-3"	V				4'-0"	2'-3"			1'-5 1/2"			
A555	2	4'-11"		B540	2	15'-0"		S507	16	12'-0"		B544	6	6'-9"	V				4'-0"	2'-9"			1'-9"			
A556	2	5'-5"		B541	2	8'-8"		S508	16	10'-0"		B545	1	5'-0"	V				2'-0"	3'-0"			1'-11"			
A557	2	5'-11"		B542	2	4'-2"		S509	4	5'-10"		B546	1	4'-1"	V				1'-7"	2'-6"			1'-7 1/2"			
A558	2	6'-5"		B547	1	18'-1"	(Bend in field)				APPROACH SLAB	B604	6	4'-0"	V				1'-6"	2'-6"			1'-7 1/2"			Footings
A559	2	6'-11"		B548	1	18'-5"	(Bend in field)	A5600	340	14'-6"	APP SKIDS	B605	6	4'-0"	V				1'-6"	2'-6"			1'-11"			Footings
A560	2	7'-5"		B549	2	5'-6"						B607	24	5'-9"	V				1'-3"	2'-6"			1'-9"			Approach Slab Seat
A561	2	7'-11"						A5400	40	42'-6"	APP SKIDS															
A562	2	8'-5"										MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

B. P. R. REG. NO.

STATE

PROJECT NUMBER

SHEET NO.

TOTAL SHEETS

1

MAINE

I-95-5(8)

34

53

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
- Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.
- Splices in tension: bars approved during construction and not shown on Plans shall have a minimum lapped length of 36 bar diameters.

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

ROUTE 126

OVER

INTERSTATE-95

IN THE TOWN OF

WEST GARDINER

KENNEBEC COUNTY

REINFORCING STEEL SCHEDULE

SHEET 15 OF 16

AUGUSTA, MAINE

MAR 1972

148-127

PLANS	DESIGN - DETAIL	DATE
	CHECKED	BY
	REVISIONS	DATE
	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 #2 CONT.											
												B700	34	6'-6"	L	1'-0"	5'-6"										Footing
												B800	32	6'-10"	J	1'-0"	7"	5'-3"						7"		4 1/2"	Footing
												B801	14	10'-0"	V				5'-6"	4'-6"				6"			Wings
												B802	18	10'-0"	V				6'-0"	4'-0"				6"			Wings
																PIER											
												P500	51	11'-4"	H	4"	2'-8"	2'-8"	2'-8"	2'-8"		4"					Columns
												P510	20	13'-2"	H	4"	2'-3"	4'-0"	2'-3"	4'-0"		4"					Cap - Stirrups
												P511	32	12'-4"	H	4"	2'-3"	3'-7"	2'-3"	3'-7"		4"					
												P512	4	12'-0"	H	4"	2'-3"	3'-5"	2'-3"	3'-5"		4"					
												P513	4	11'-8"	H	4"	2'-3"	3'-3"	2'-3"	3'-3"		4"					
												P514	4	11'-7"	H	4"	2'-3"	3'-1"	2'-3"	3'-1"		4"					
												P515	4	10'-0"	H	4"	2'-3"	2'-10"	2'-3"	2'-10"		4"					
												P800	7	45'-11"	M			4'-5"	36'-10"	4'-5"				1'-0"			Cap
												P516	4	10'-6"	H	4	2'-3"	2'-8"	3'-2"	2'-8"		4					
												P1001	43	8'-6"	L	2'-0"	6'-6"										Footing - Dowels
																SUPERSTRUCTURE SLAB											
												S510	362	5'-6"	S	9 1/2"	1'-5"	1'-1"	1'-5"				9 1/2"				Curb
												S600	171	49'-8"	B		4'-10"	8"	3'-5 1/4"	3'-11 1/2"	5'-0"						Transverse - Slab
																		X 10	X 5	X 4							
																END POSTS											
												EP600	8	6'-4"	H	4"	1'-10"	1'-0"	1'-10"	1'-0"		4"					End Post
												EP601	12	9'-0"	EP	7"	1'-9"	1'-0"	3'-2"	9"	1'-9"						
												EP602	10	9'-9"	H	4"	3'-8"	8 1/2"	3'-8"	8 1/2"		4"					
												EP603	2	10'-4"	H	4"	3'-8"	1'-0"	3'-8"	1'-0"		4"					

B. F. R. REG. NO.	STATE MAINE	PROJECT NUMBER I-95-5(8)	SHEET NO. 35	TOTAL SHEETS 53
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TYPE-BENDING DIAGRAMS

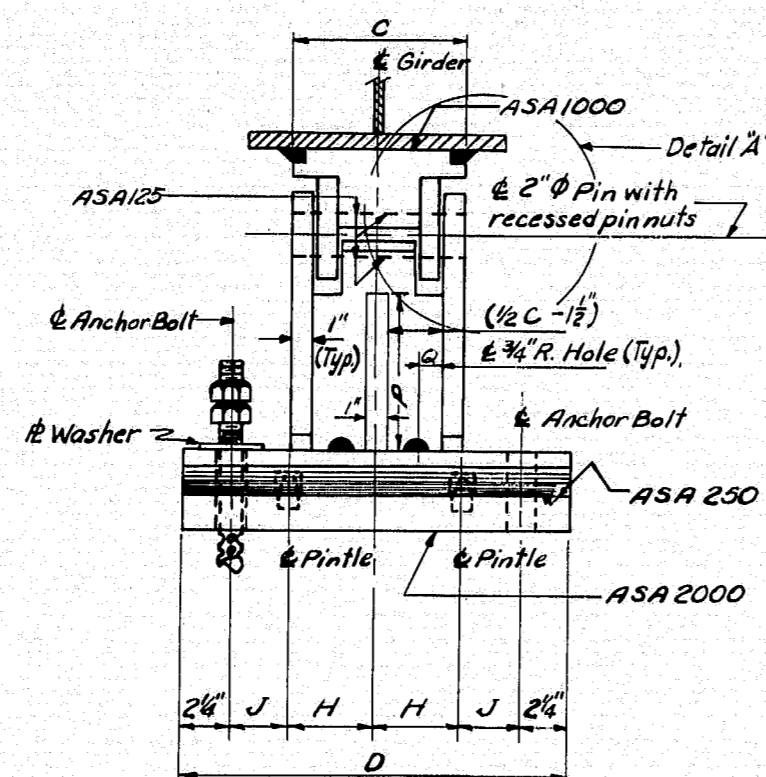
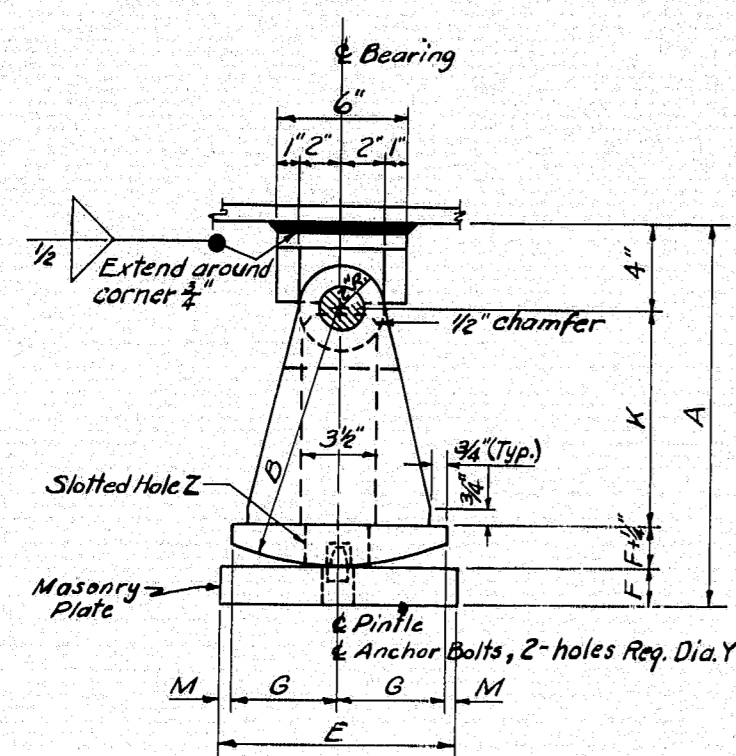
All dimensions are out to out of reinf. bar.
Bending details and hooks shall conform to the recommendations of ACI Standard 315-65.
Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

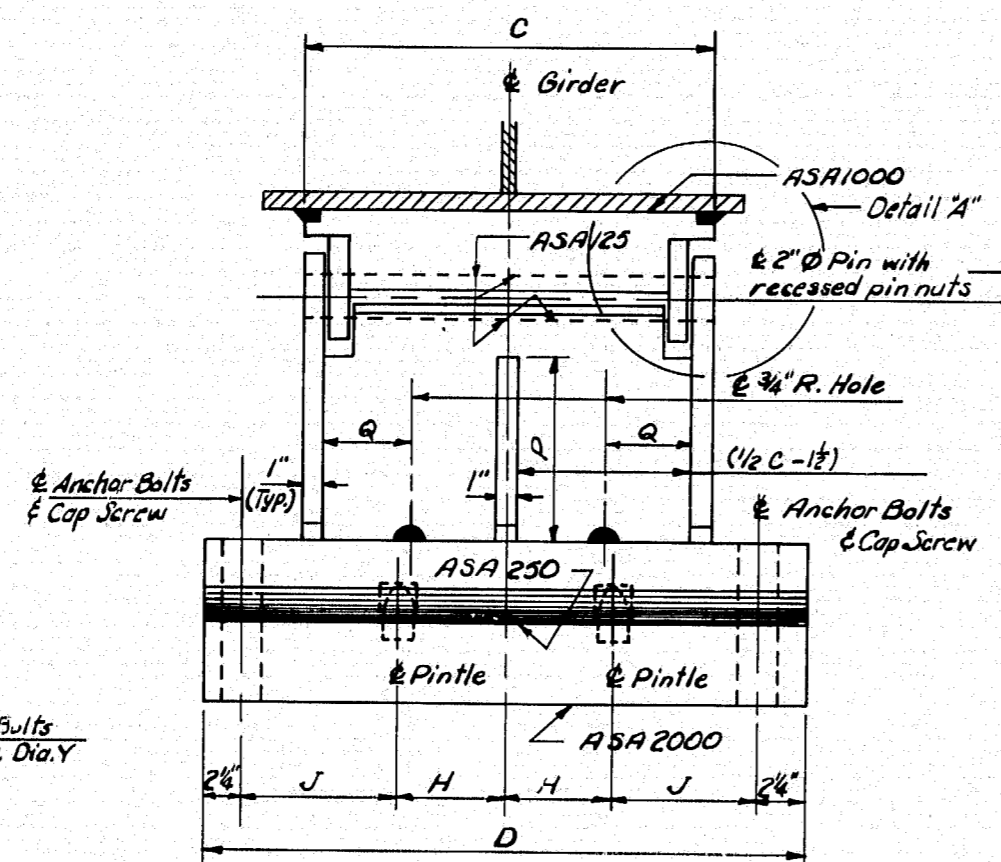
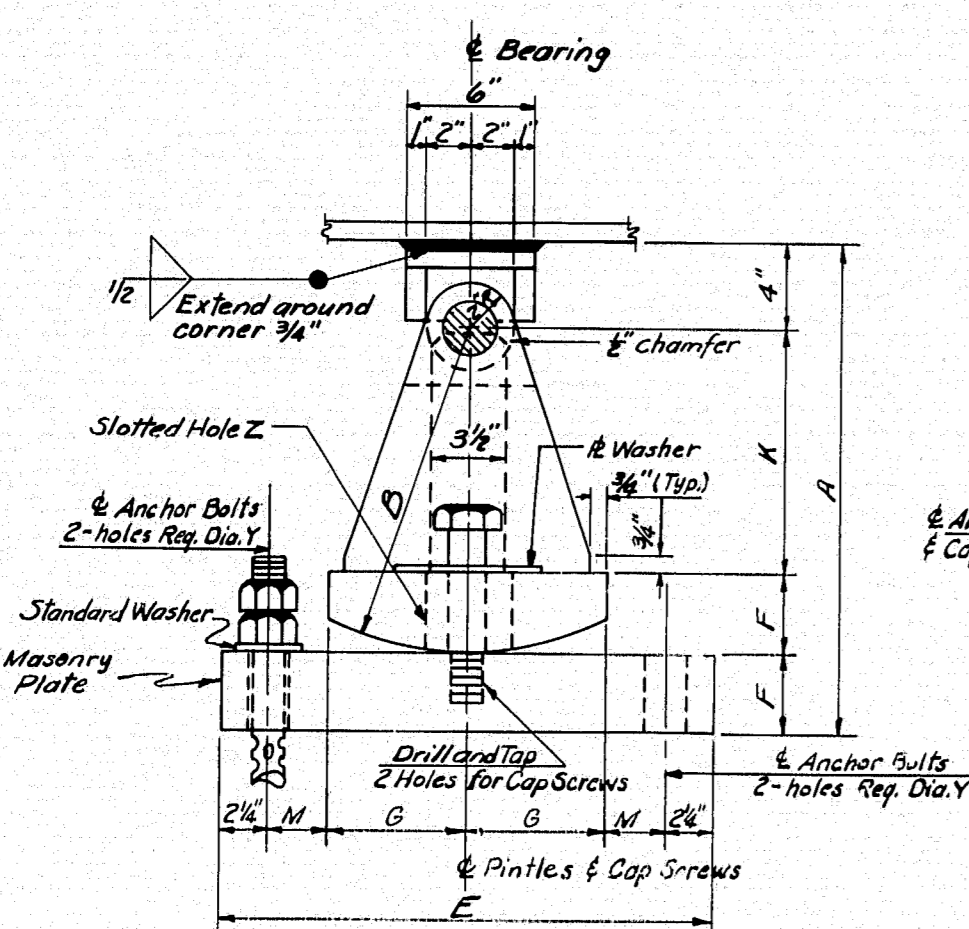
- First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 603) bar size - #6
- Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.
- Splices in tension bars: approved during construction and not shown on Plans shall have a minimum lapped length of 36 bar diameters.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
ROUTE 126
OVER
INTERSTATE-95
IN THE TOWN OF
WEST GARDINER
KENNEBEC COUNTY
REINFORCING STEEL SCHEDULE
SHEET 16 OF 16 AUGUSTA, MAINE MAR 1972

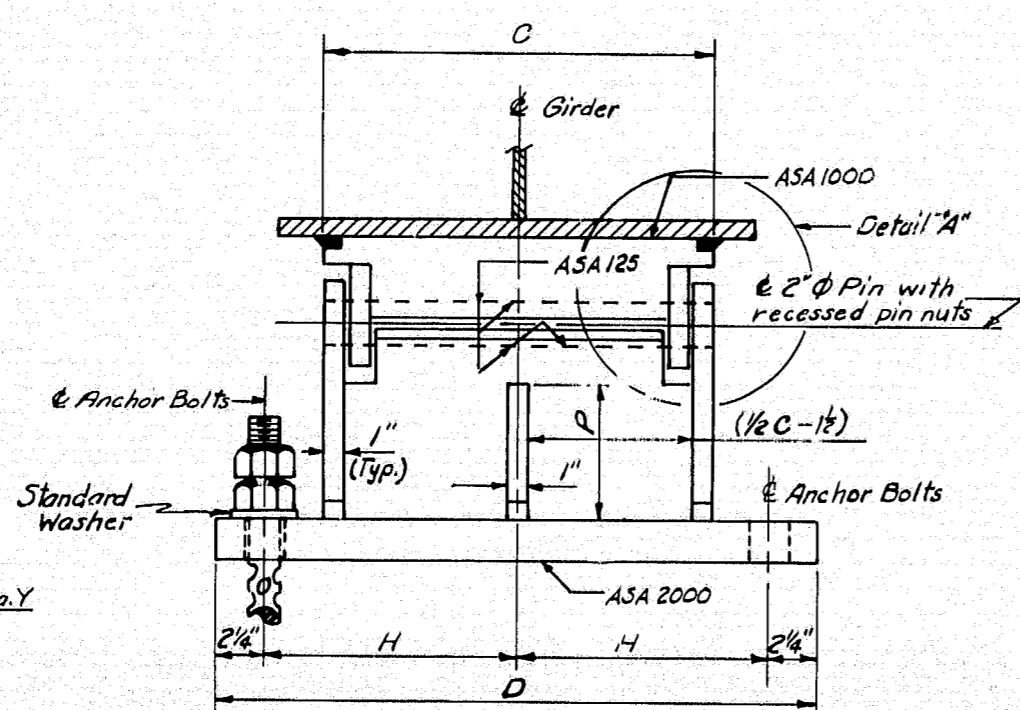
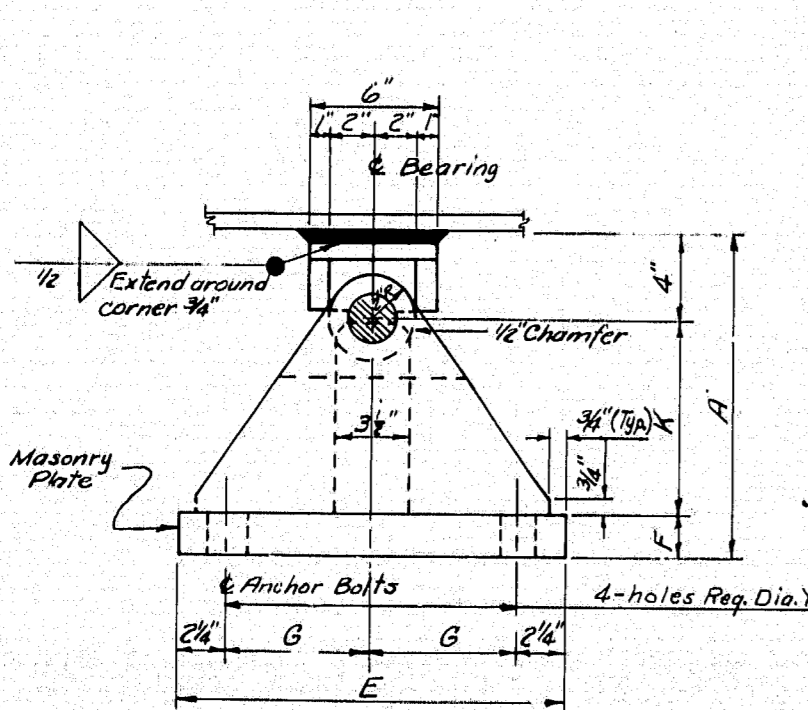
148-128



EXPANSION PEDESTAL — EPD

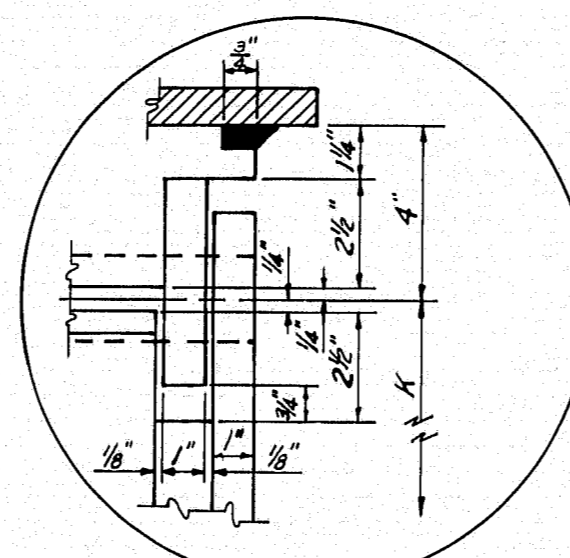


EXPANSION PEDESTAL — EPE

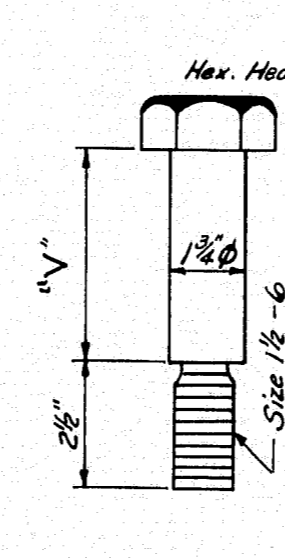


FIXED PEDESTAL — FPD

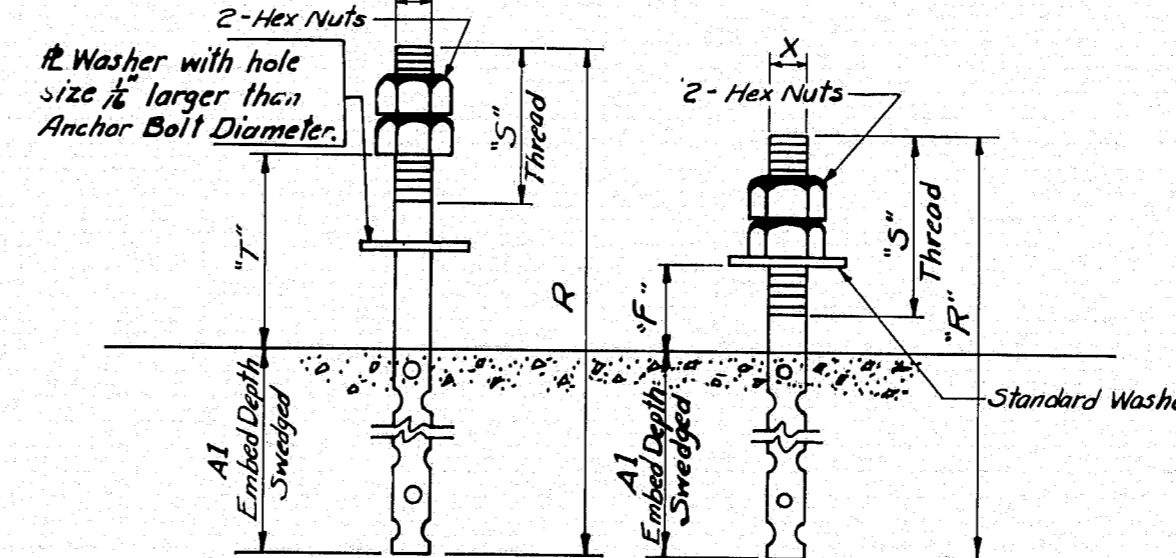
MARK	LOAD	A	B	C	D	E	F	G	H	J	K	M	P	Q	R	S	T	V	X-Anchor Bolt Diameter	Y-Masonry Plate Hole Size	Number Anchor Bolts Required	Z-Slotted Hole for Anchor Bolts or Cap Screws	W-Washer Size for Anchor Bolts or Cap Screws	A1 Embedment Depth	MARK
EPD-1	100*	1'-2 3/4"	9"	8"	1'-6"	8"	1 1/2"	3 1/2"	4"	2 1/2"	7"	1/2"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



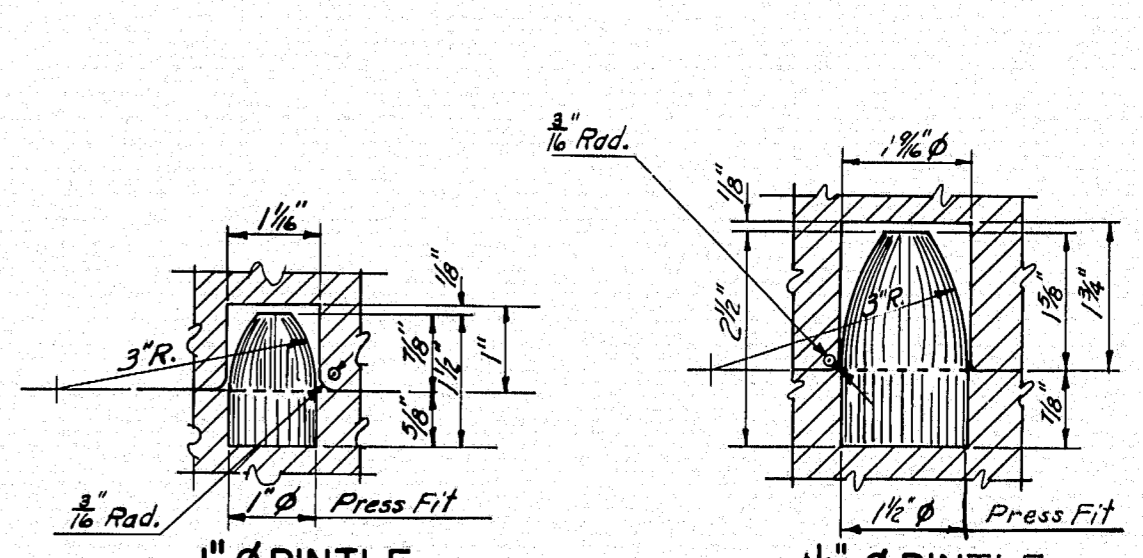
DETAIL "A"



CAP SCREW DETAIL



ANCHOR BOLT DETAILS



PINTLE DETAILS

GENERAL NOTES:

At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger all around than size of masonry plates and to exact elevations shown on the plans. If dressed areas are below the surface of the surrounding bridge seat a small channel shall be cut to the edge of the bridge seat for drainage where required by the Engineer. Channels shall have a min. width of 2", and a min. slope of 1/4" per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.

Fabricate pedestals with 1/2" fillet welds. The diameter of the pin hole shall not exceed that of the pin by more than 1/8" inch.

Pedestals EPD-1 thru EPD-9 and EPE-1 thru EPE-10 have no center stiffeners and have only one drainage hole.

Pedestals EPD-10 and EPE-11 thru EPE-17 have a center stiffener and have two drainage holes.

Pedestals FPD-1 thru FPD-3 have no center stiffeners and have no drainage holes.

Pedestals FPD-4 thru FPD-6 have a center stiffener and no drainage holes.

DESIGN SPECIFICATIONS

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

A.S.T.M. STEEL CLASSIFICATION

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

NOTE:
Use 1" Pintos with 1" Anchor Bolts & 1 1/2" Pintos with 1 1/2" Anchor Bolts.

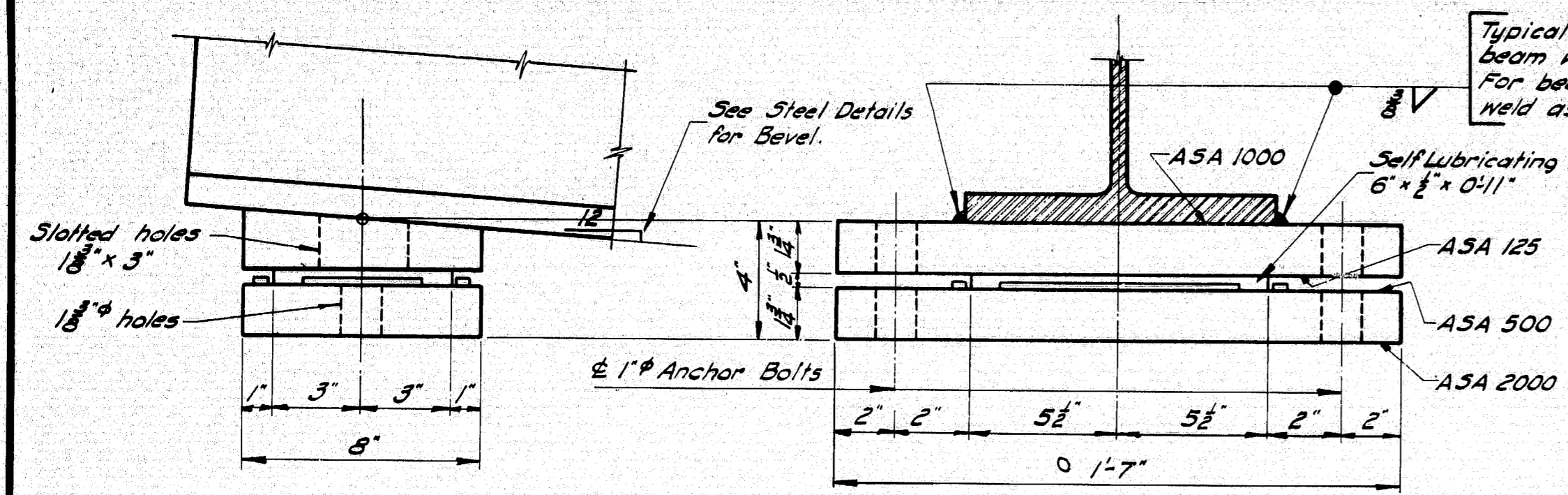
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 100-71)

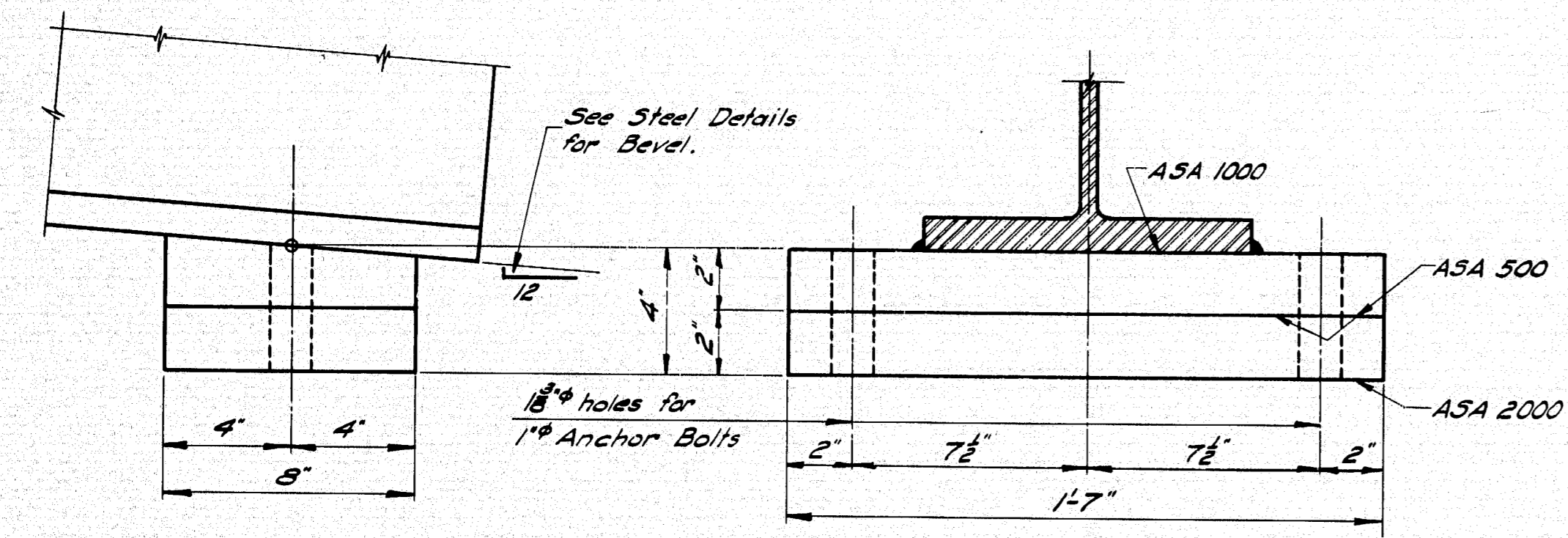
BEARING PEDESTALS

JULY 1971

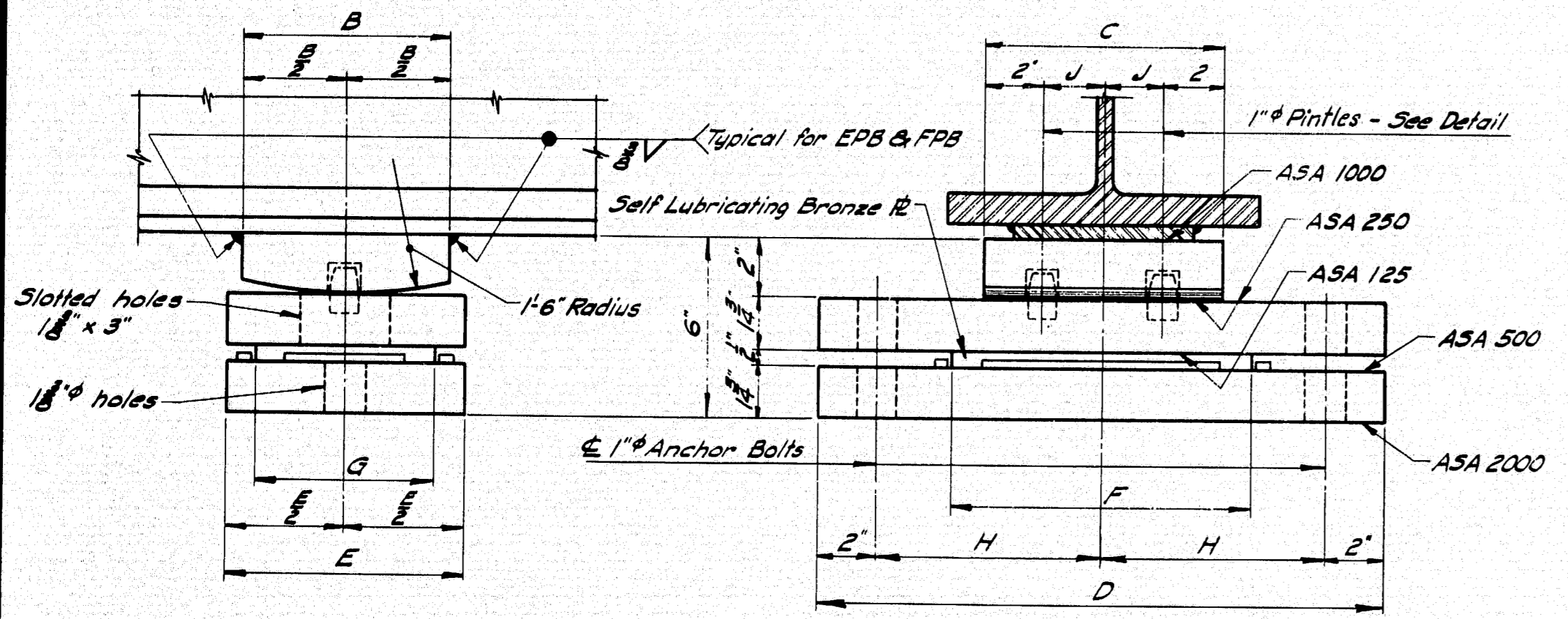
148-129



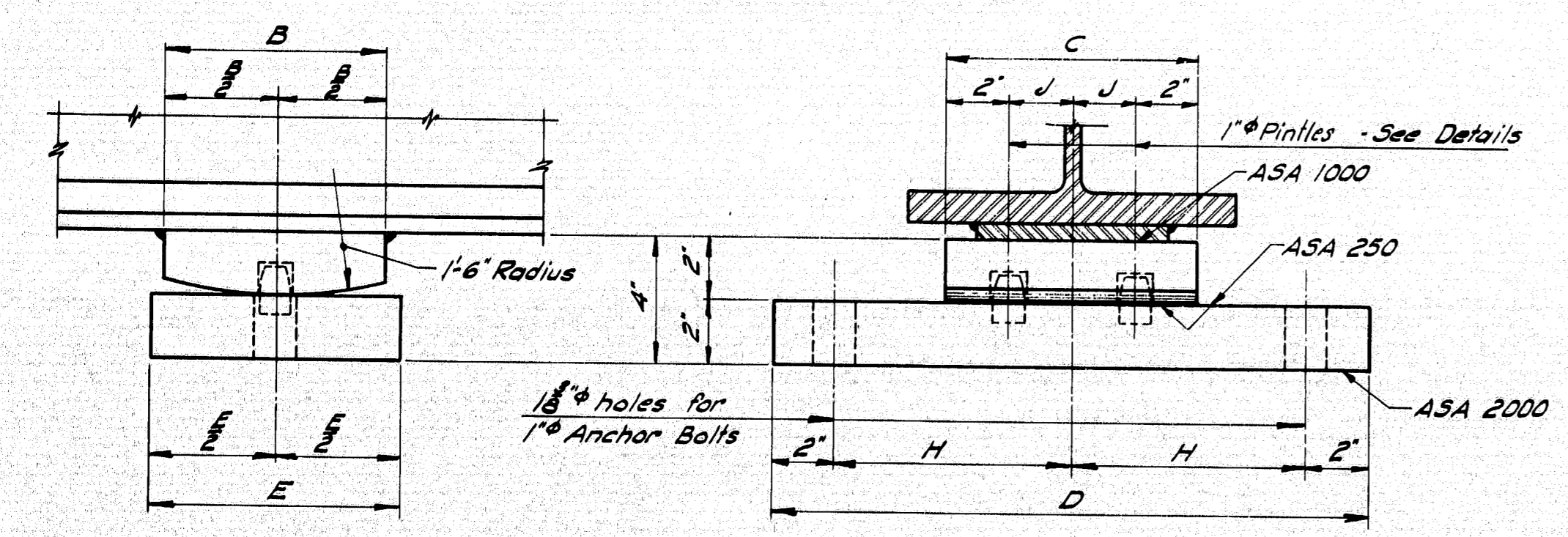
EXPANSION PEDESTAL - EPA



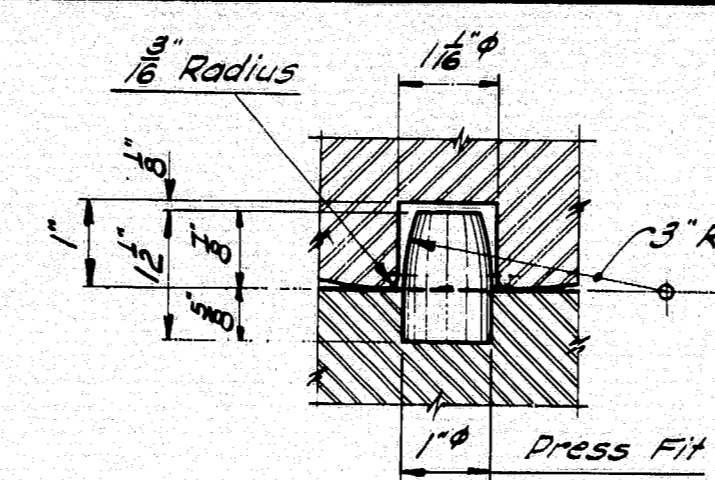
FIXED PEDESTAL - FPA



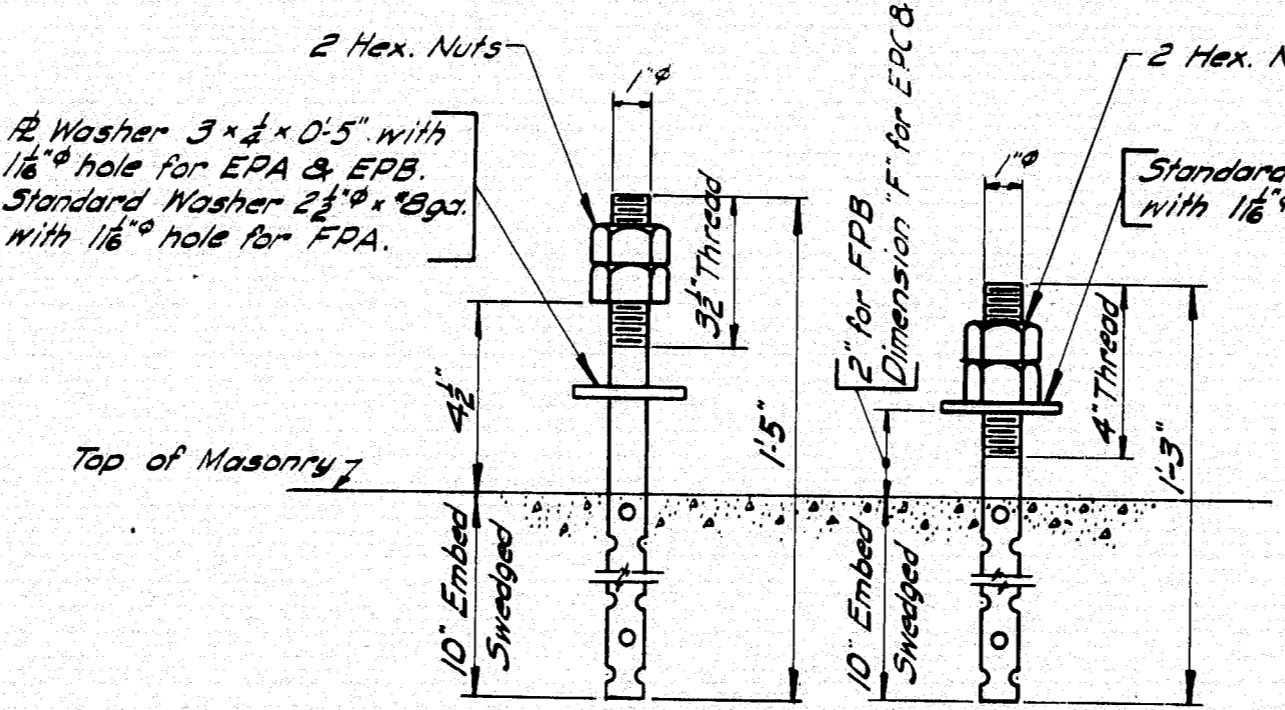
EXPANSION PEDESTAL - EPB



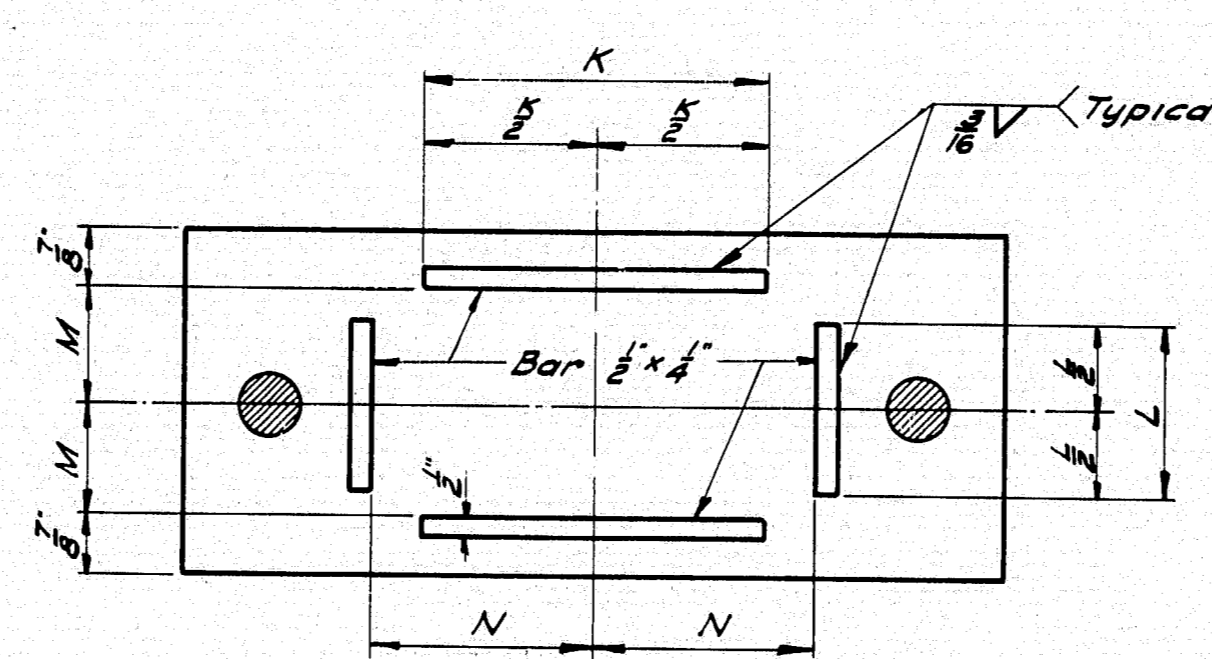
FIXED PEDESTAL - FPB



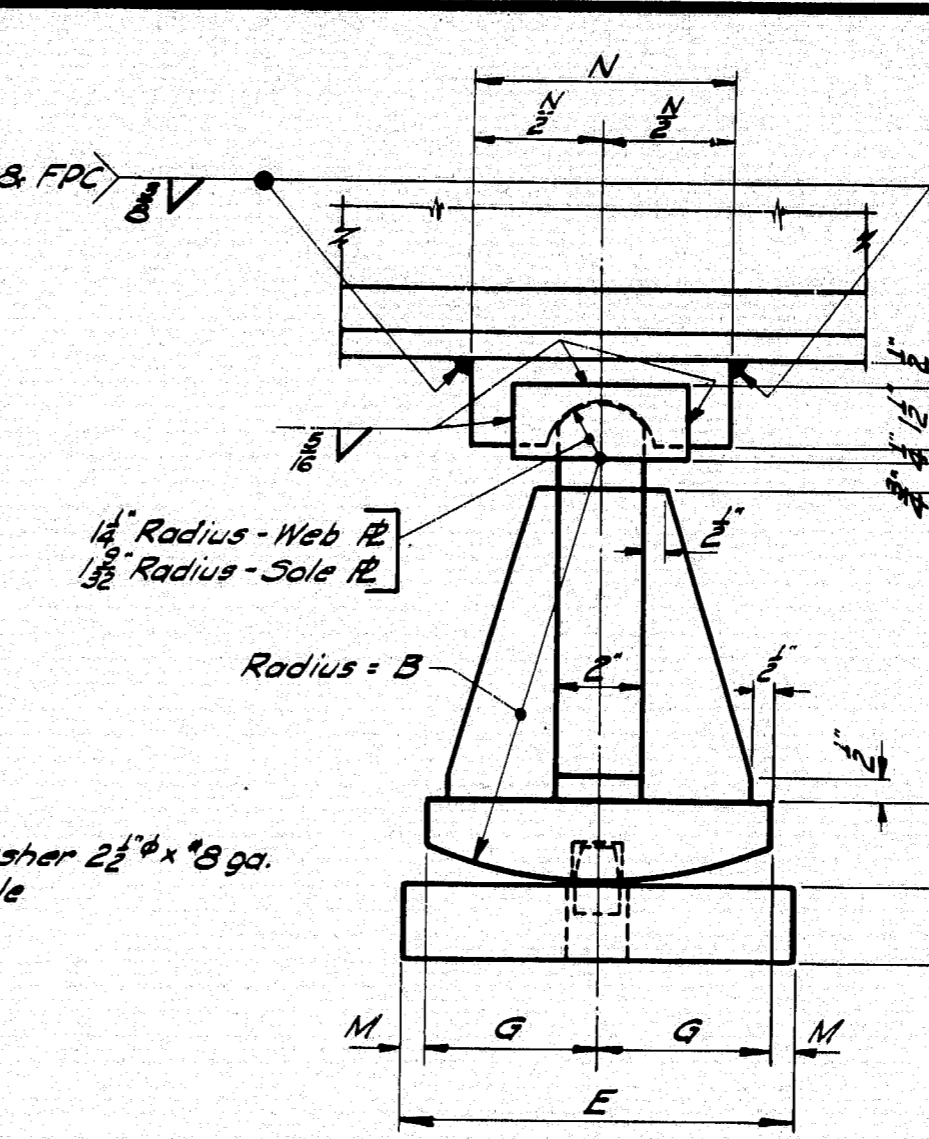
PINTLE DETAIL



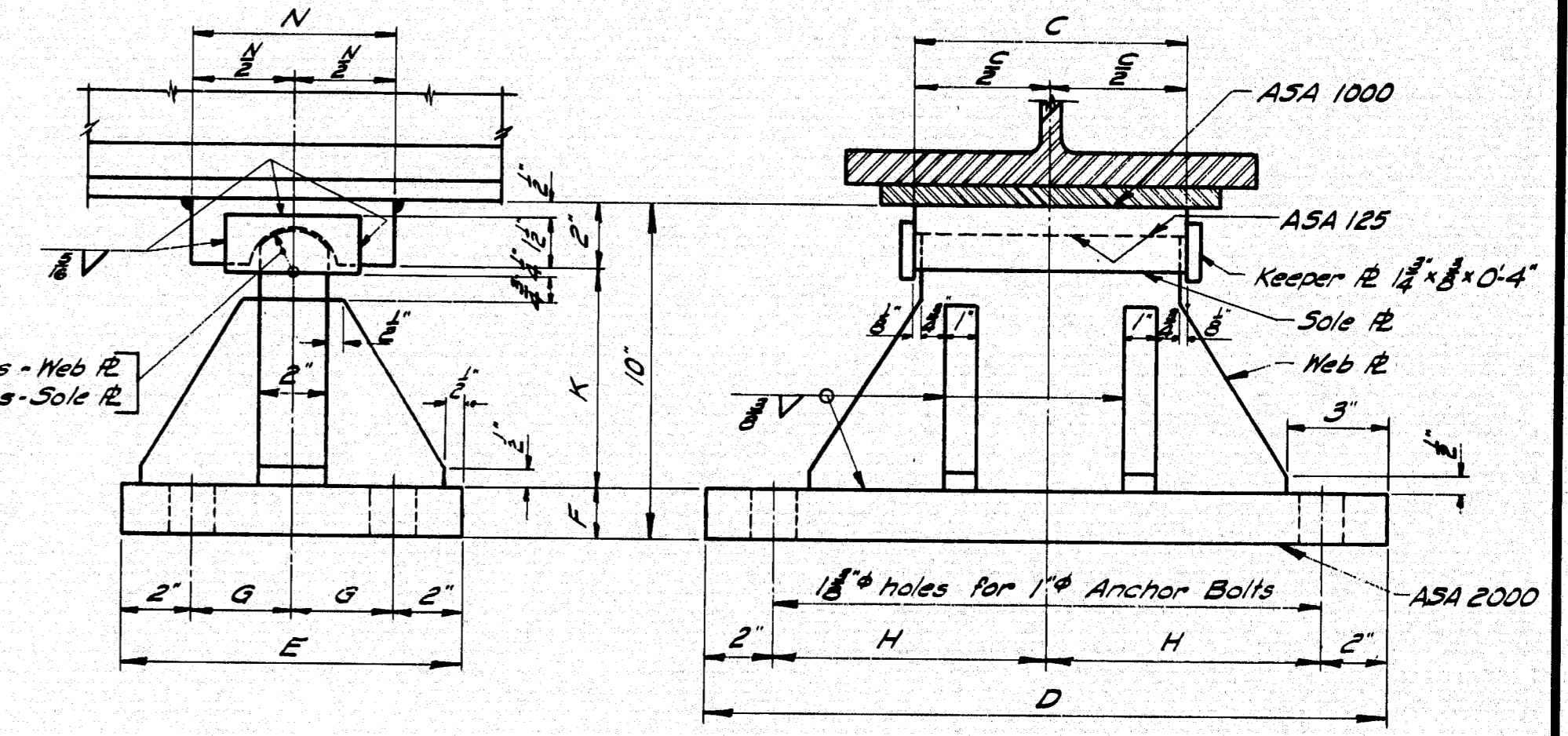
ANCHOR BOLT DETAIL



For EPA & EPB
MASONRY PLATE



EXPANSION PEDESTAL - EPC



FIXED PEDESTAL - FPC

PEDESTALS - ALLOWABLE LOADS & DIMENSIONS													
Pedestal	Load	A	B	C	D	E	F	G	H	J	K	L	N
EPA	132K	-	-	-	-	-	-	-	-	-	-	-	5 1/2
FPA	130K	-	-	-	-	-	-	-	-	-	-	-	5 1/2
EPB-1	120K	-	6"	8"	11 1/2"	8"	10"	6"	7 1/2"	2"	8"	4"	5 1/2
EPB-2	165K	-	7"	10"	14 1/2"	9"	14 1/2"	7"	8"	3"	10"	5"	6 1/2
EPB-3	224K	-	8"	11"	21 1/2"	10"	14 1/2"	7"	10"	4 1/2"	12"	5"	8 1/2
FPB-1	120K	-	6"	8"	11 1/2"	8"	-	-	7 1/2"	2"	-	-	-
FPB-2	165K	-	7"	10"	14 1/2"	9"	-	-	8"	3"	-	-	-
FPB-3	224K	-	8"	11 1/2"	21 1/2"	10"	-	-	10"	5"	-	-	-
EPC-1	70K	3 1/2"	6"	8"	11 1/2"	8"	12"	3 1/2"	3"	3"	4 1/2"	-	6"
EPC-2	100K	11 1/2"	8"	8"	11 1/2"	8"	12"	3 1/2"	3"	3"	6 1/2"	-	6"
EPC-3	130K	11 1/2"	10"	8"	14 1/2"	9"	12"	4"	3"	3"	8 1/2"	-	7"
EPC-4	160K	11 1/2"	10"	8"	17 1/2"	9"	12"	4"	3"	3"	8 1/2"	-	7"
EPC-5	190K	11 1/2"	10"	9"	21 1/2"	10"	2"	4 1/2"	5"	3"	8 1/2"	-	8"
EPC-6	220K	11 1/2"	10"	10"	21 1/2"	10"	2 1/2"	5"	5"	3"	10 1/2"	-	8"
EPC-7	250K	11 1/2"	10"	11 1/2"	21 1/2"	10"	2 1/2"	5"	5"	4"	10 1/2"	-	8"
FPC-1	100K	-	-	8"	11 1/2"	9"	12"	2 1/2"	8"	-	6 1/2"	-	6"
FPC-2	160K	-	-	8"	14 1/2"	10"	12"	3"	8"	-	6 1/2"	-	7"
FPC-3	190K	-	-	9"	21 1/2"	10"	12"	3"	10"	-	6 1/2"	-	8"
FPC-4	220K	-	-	10"	21 1/2"	10"	12"	4"	10"	-	6 1/2"	-	8"
FPC-5	250K	-	-	11 1/2"	21 1/2"	10"	2"	4"	10"	-	6"	-	8"

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

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

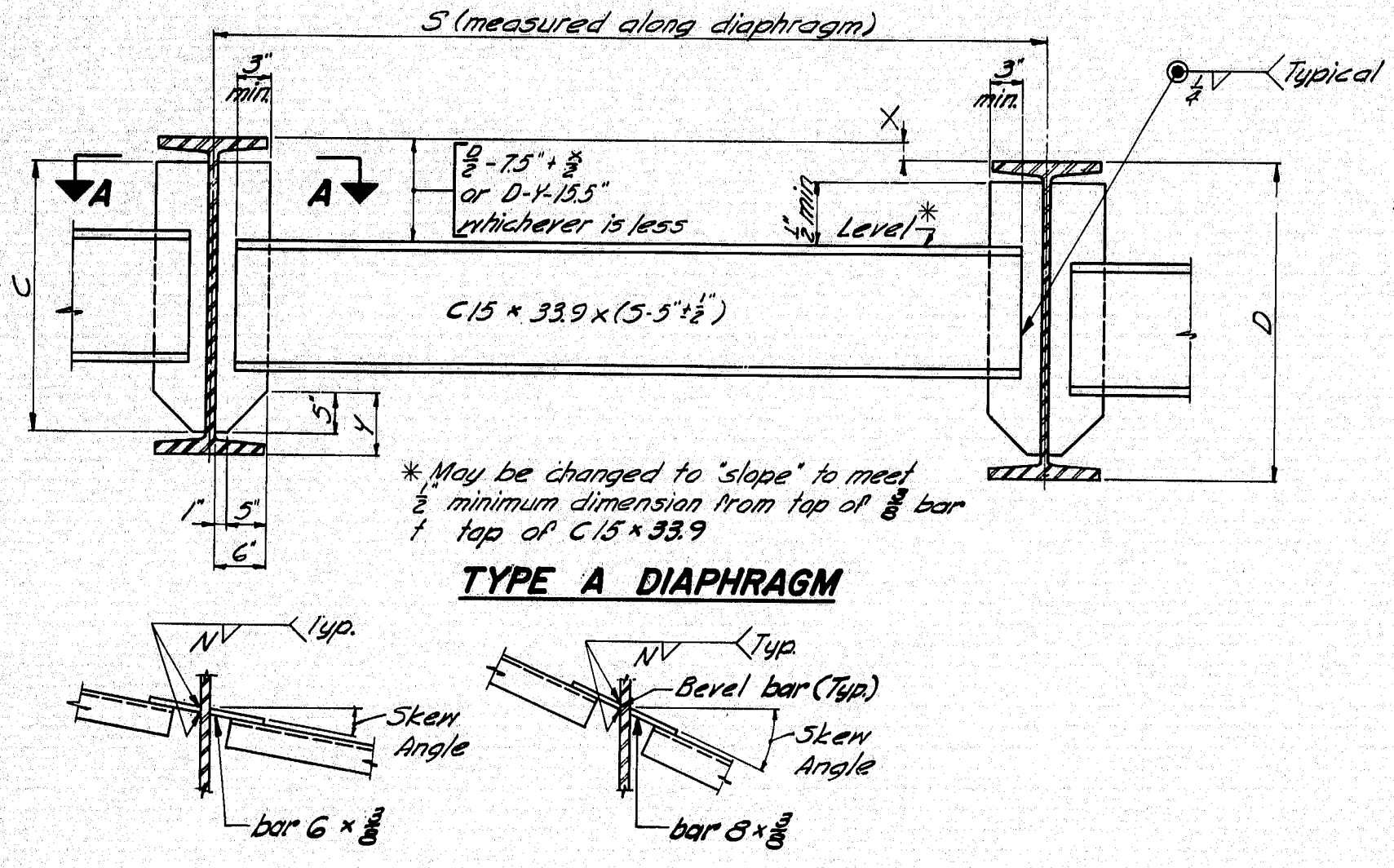
A.S.T.M. STEEL CLASSIFICATION
Anchor Bolts - A36
All other - A36

Revised- Design Specifications and A.S.T.M. Steel Classification 1969

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 101 - 70)

BEARING PEDESTALS

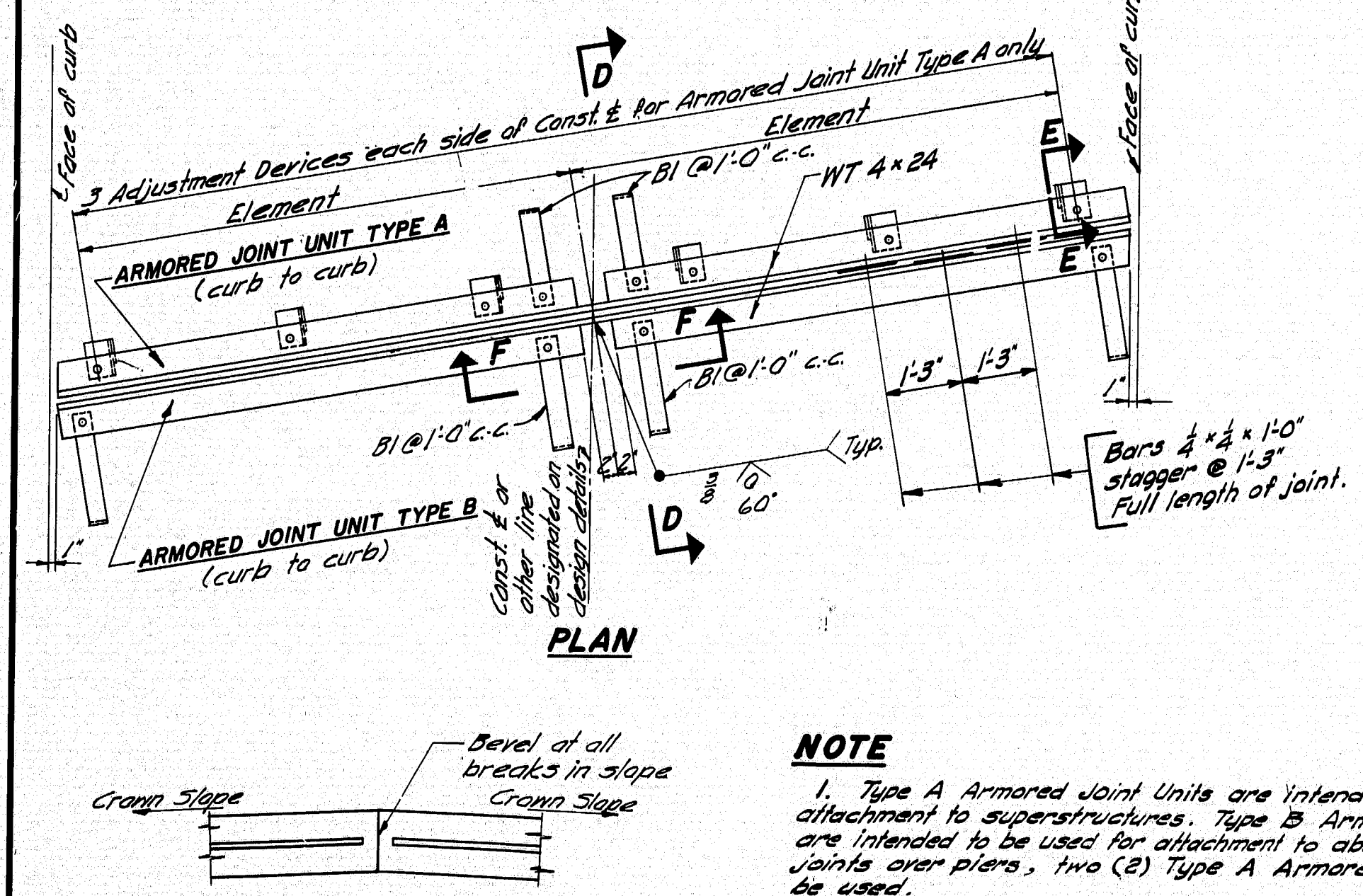
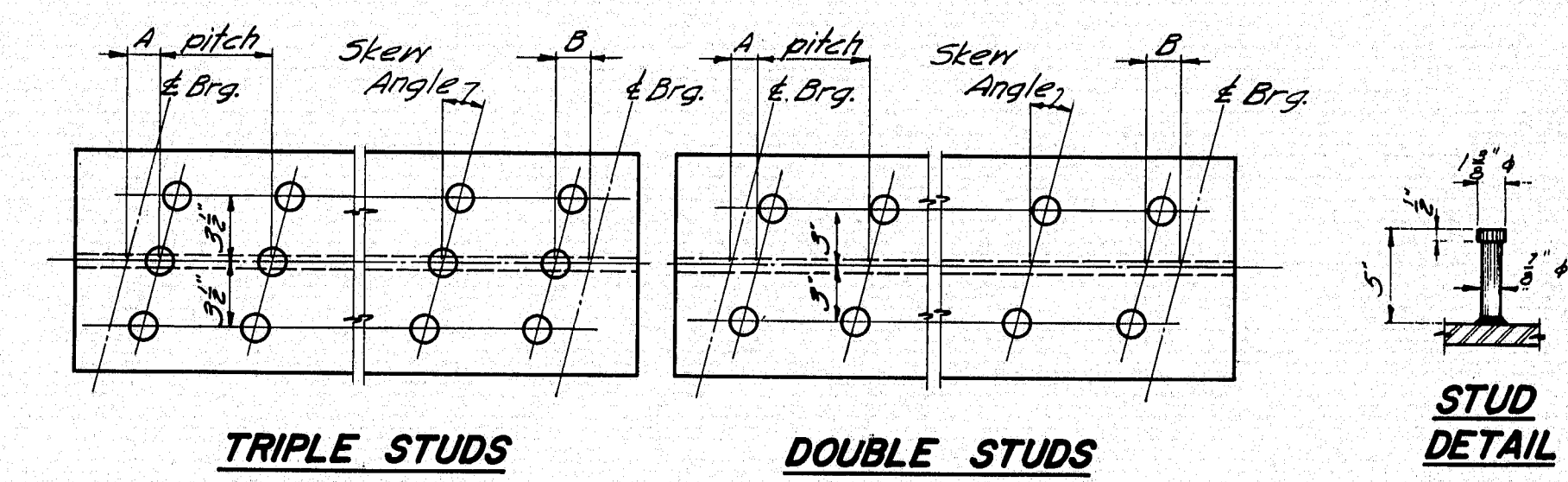
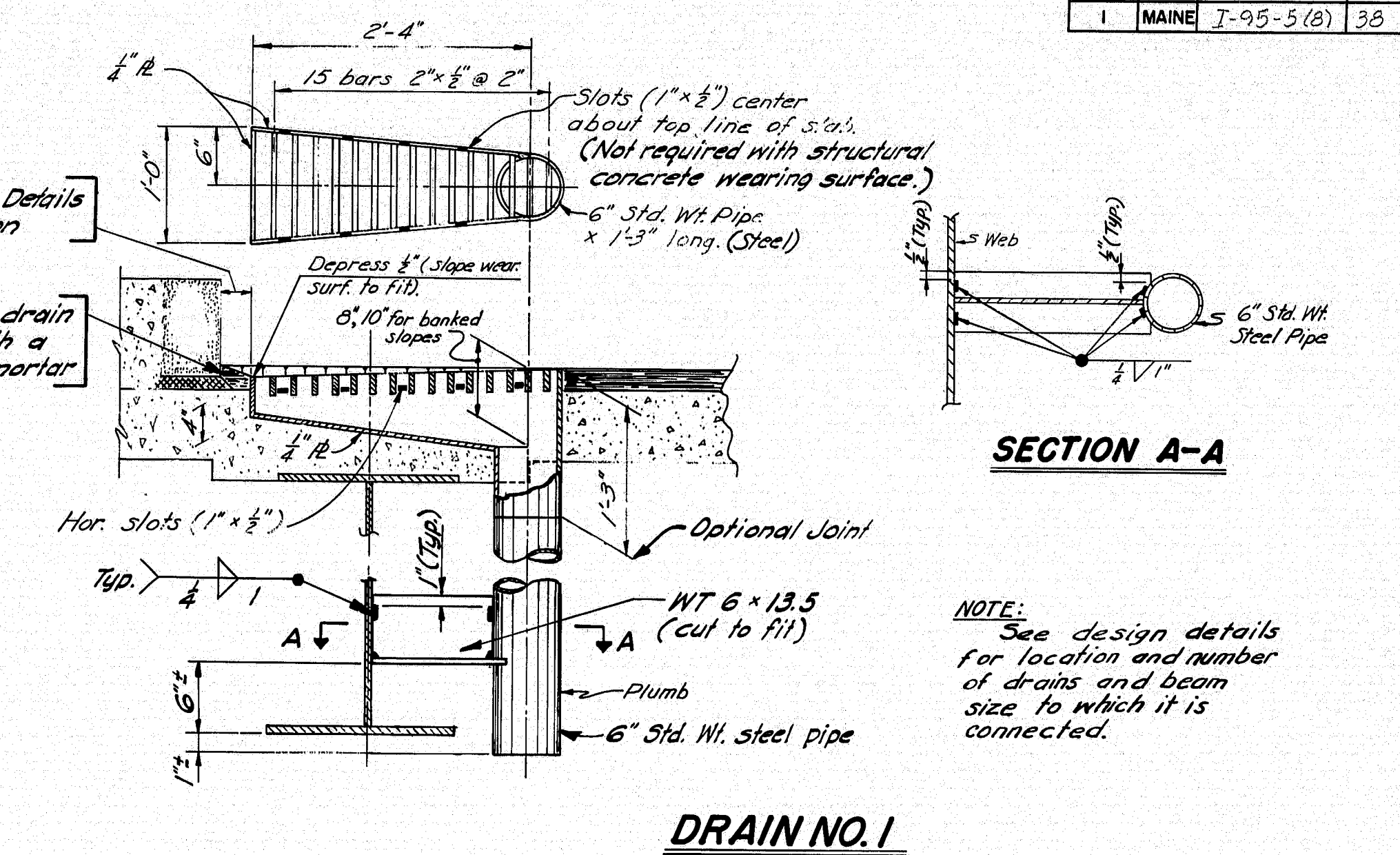
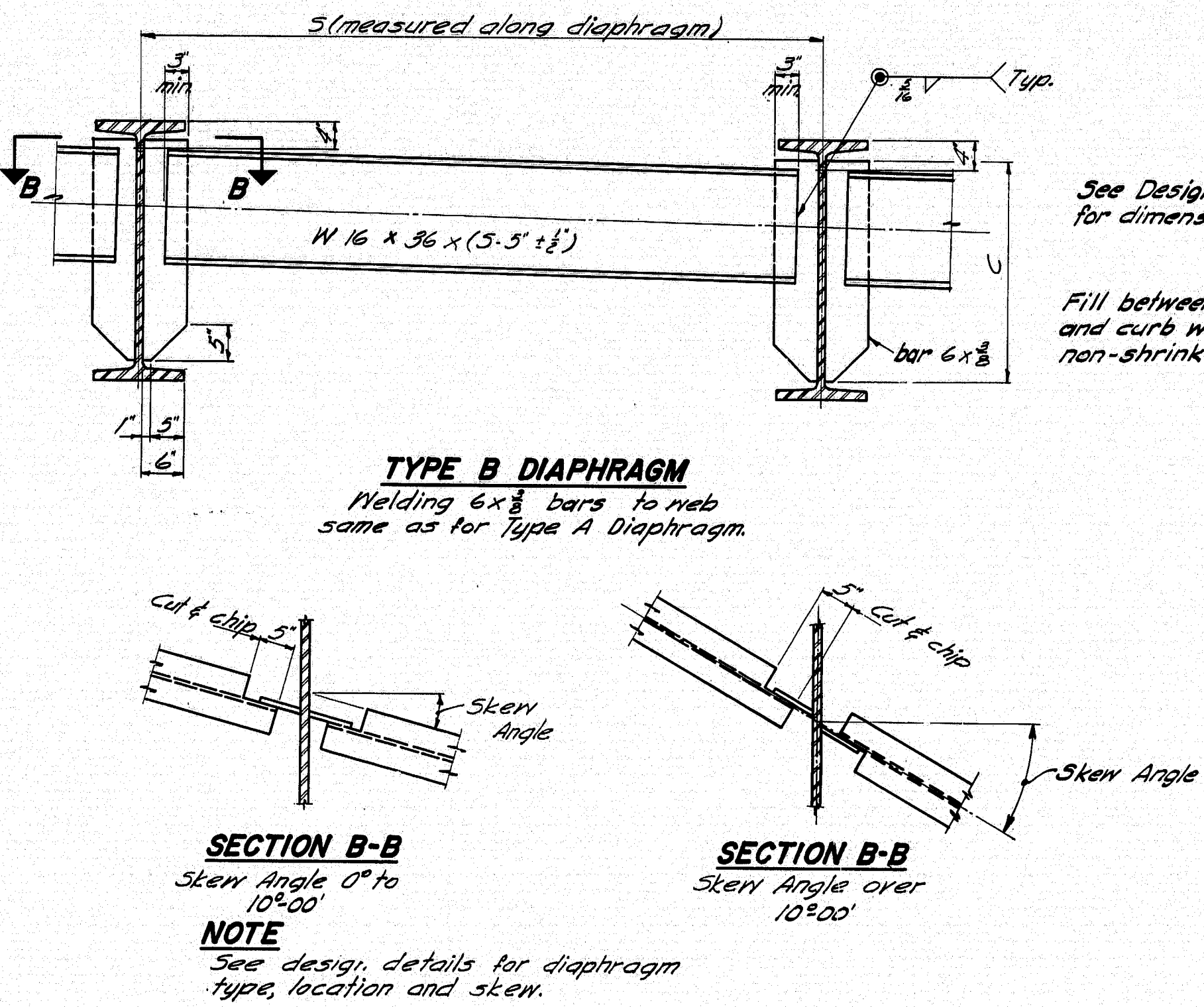


SECTION A-A
Skew Angle 0° to 10° 00'

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

BEAM	C	N
W27 x 84 to 114 incl.	1'-11"	1'-11"
W30 x 99 to 132 incl.	2'-2"	2'-2"
W33 x 118 to 152 incl.	2'-5"	2'-5"
W36 x 135 to 194 incl.	2'-7"	2'-7"
W36 x 230 to 300 incl.	2'-6"	2'-6"

FILLET WELD SIZE "N" & DIMENSION "C" FOR DIAPHRAGM BARS

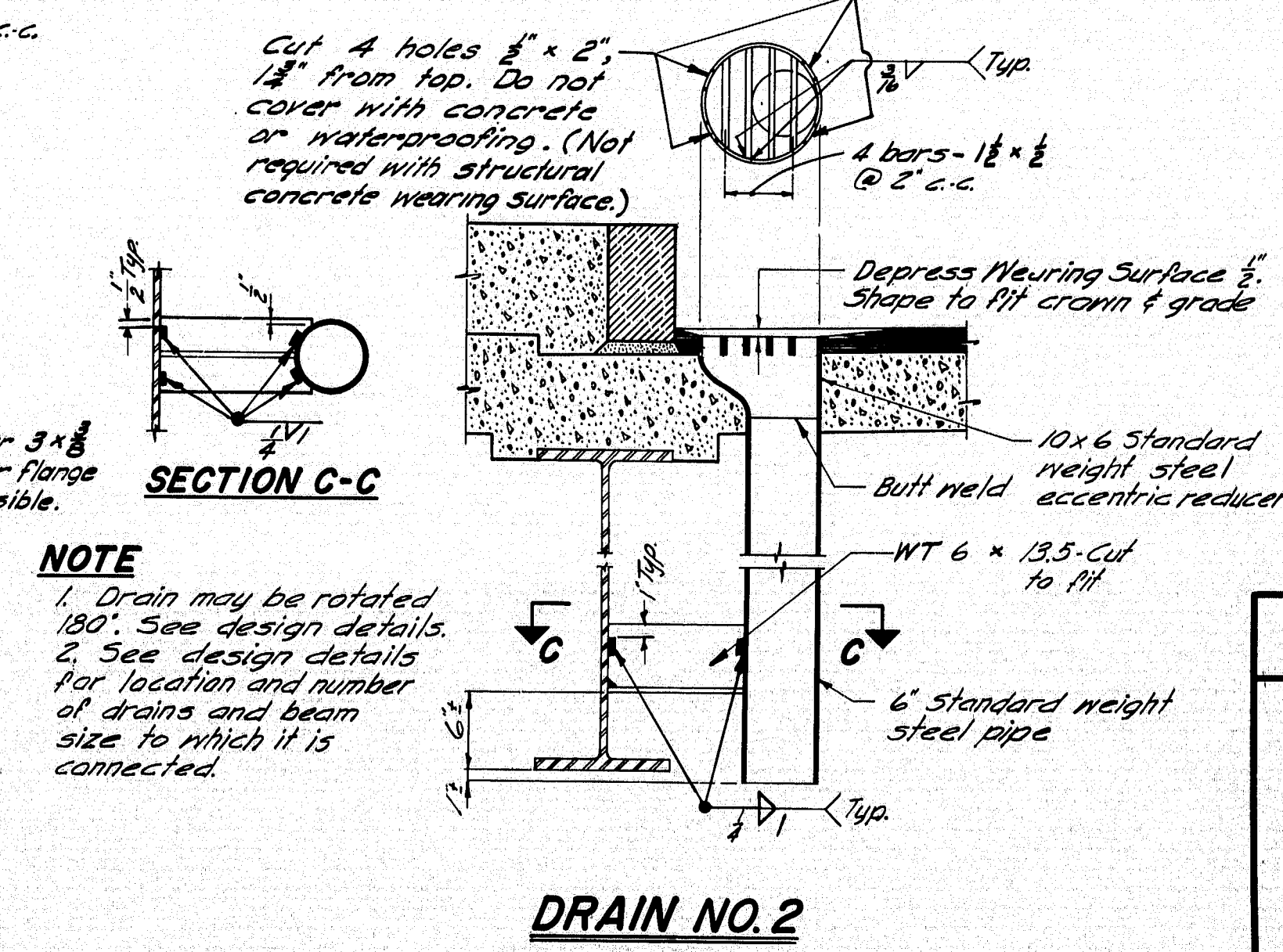
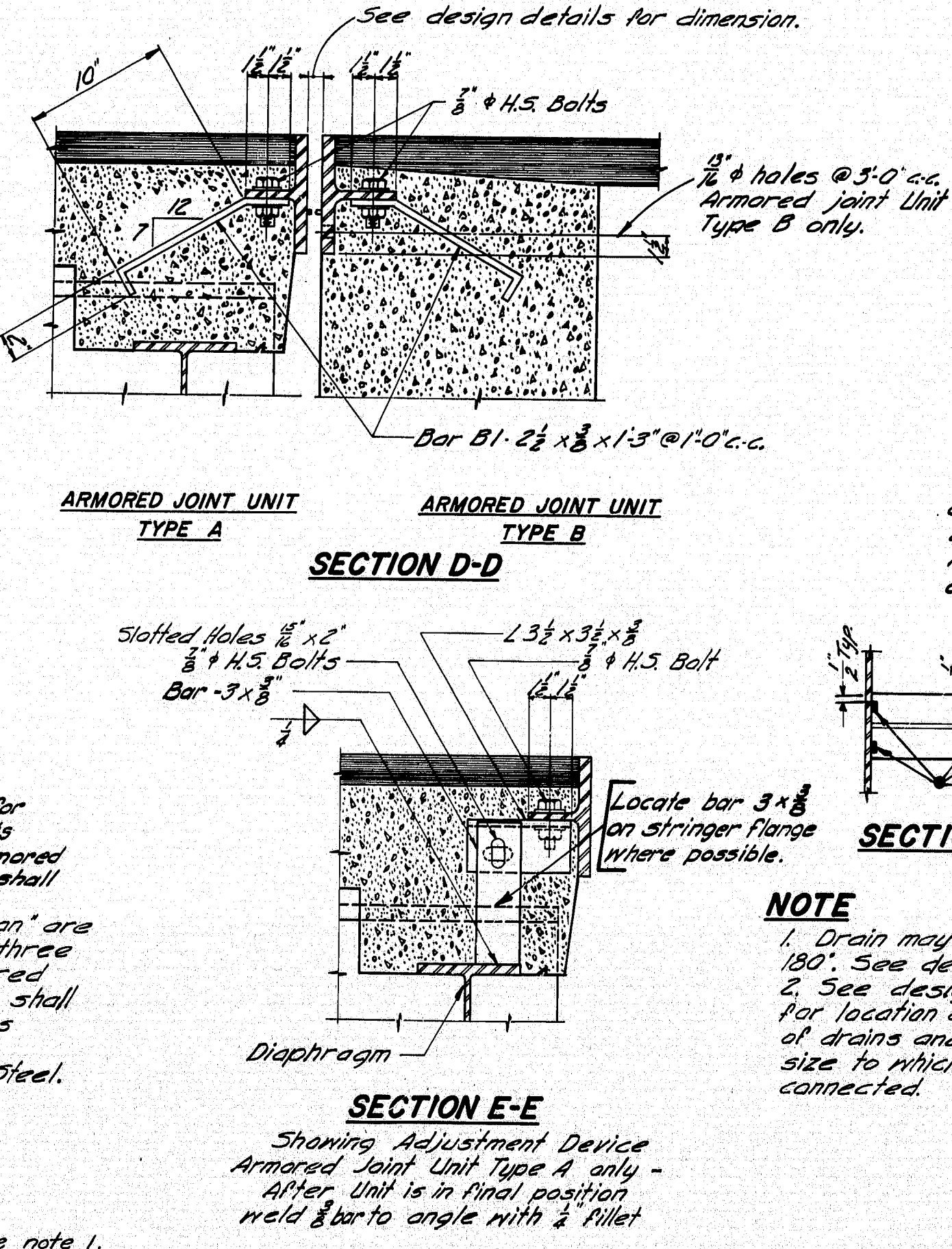


NOTE

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

ARMORED JOINT

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



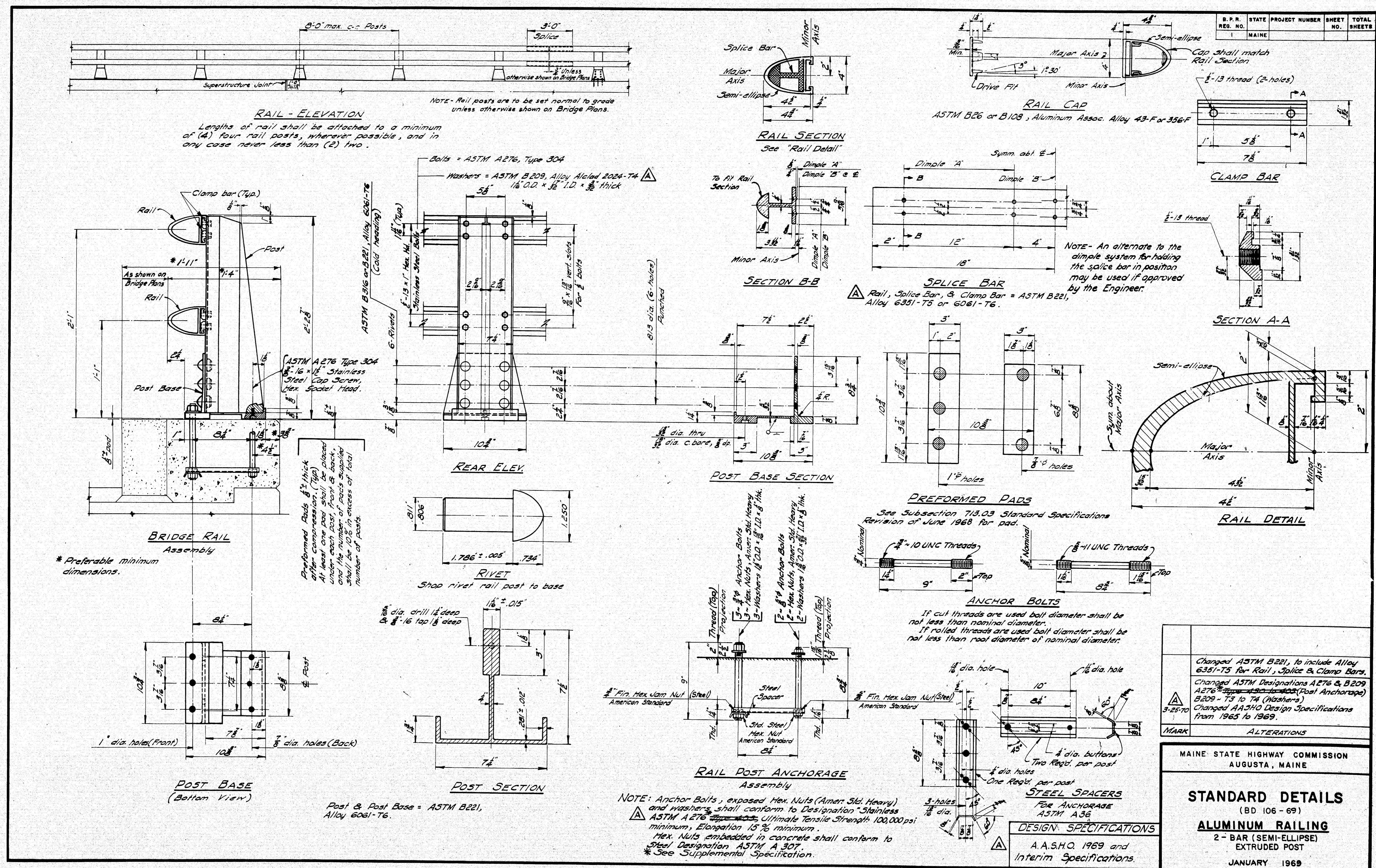
GENERAL NOTE

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

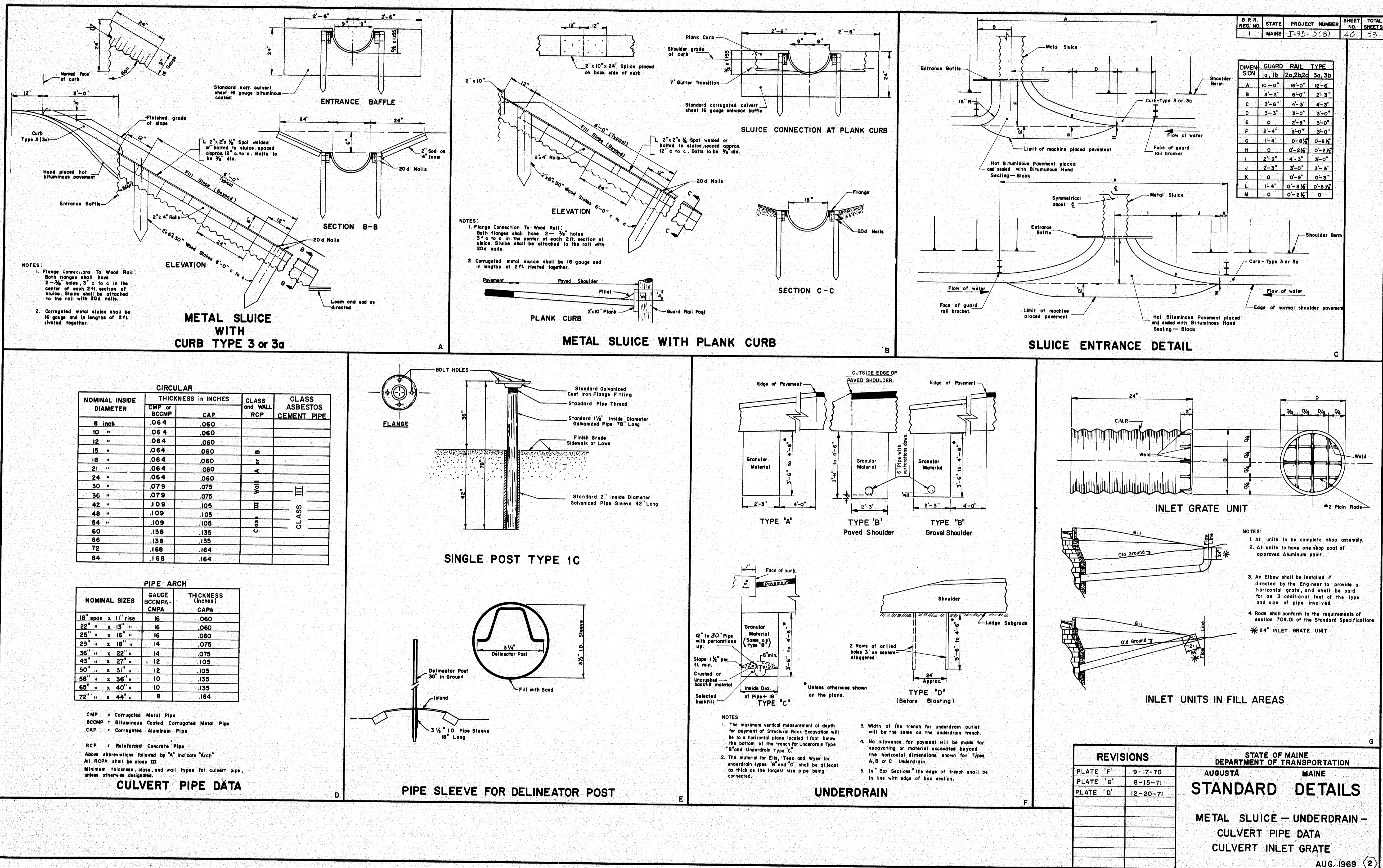
Drains to be incidental, see Section 502.20

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA MAINE
STANDARD DETAILS
(BD 104-71)
DIAPHRAGMS, ARMORED JOINT,
SHEAR CONNECTORS, DRAIN
DECEMBER 1971

148-131



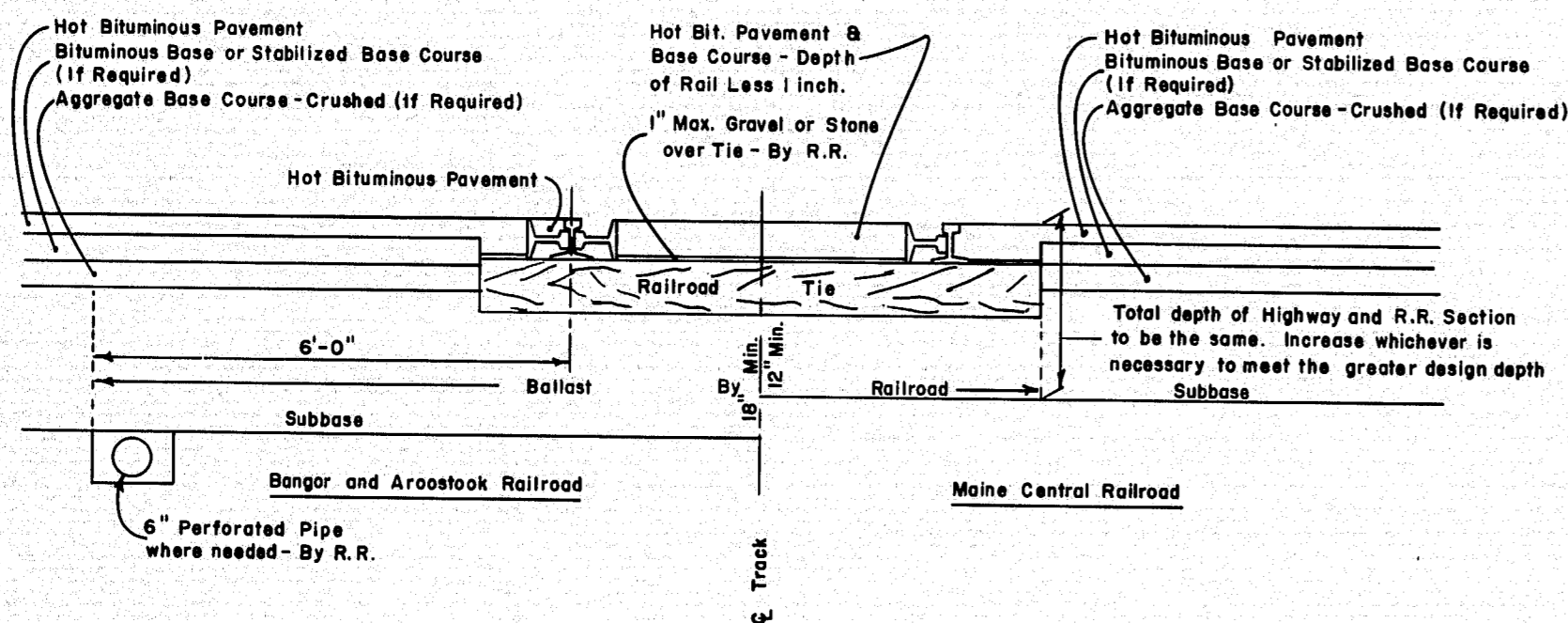
148-132



148-133

NOTES:

1. Crosscut ties through crossing.
2. Rail joints in crossing to be welded.
3. Stone Ballast to extend along track beyond each side of the crossing approximately 40'-0" By Railroad.
4. Work to be done by Railroad.
 - A. Placement of Ballast.
 - B. Placement of Ties and Rails.
 - C. Placement of 1" max. Gravel over Ties.



RAILROAD GRADE CROSSING DETAIL

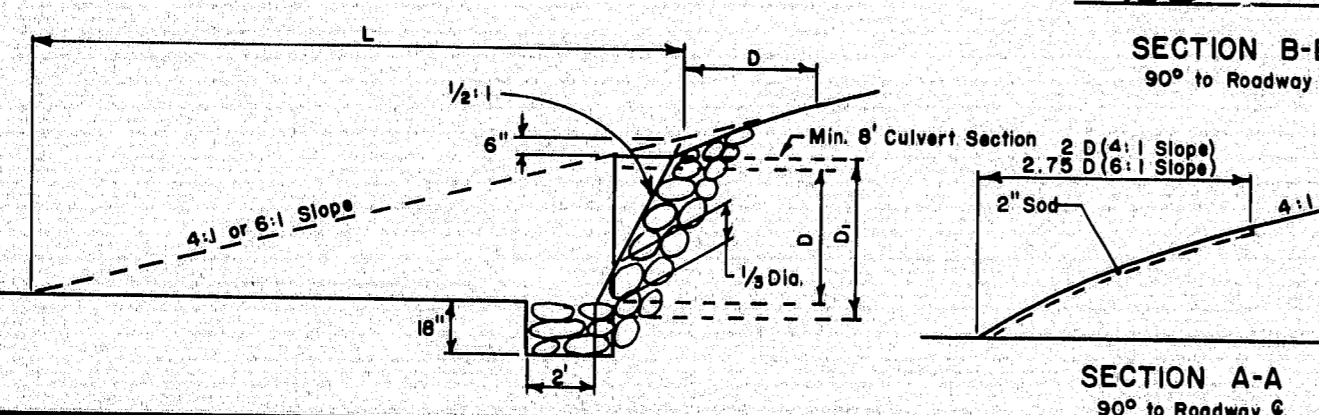
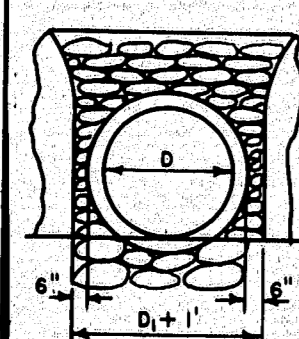
TABLE B

Culvert Diameter	4:1 Slope	8:1 Slope
18"	9'-0"	13'-0"
21"	10'-0"	15'-0"
24"	11'-0"	16'-0"
30"	13'-0"	20'-0"
36"	15'-0"	24'-0"
42"	17'-0"	28'-0"
48"	19'-0"	32'-0"
54"	21'-0"	36'-0"
60"	23'-0"	40'-0"
66"	25'-0"	44'-0"
72"	27'-0"	48'-0"
78"	29'-0"	52'-0"
84"	31'-0"	56'-0"

ROADWAY CULVERT END SLOPE TREATMENT FOR METAL AND CONCRETE CULVERTS

NOTES:

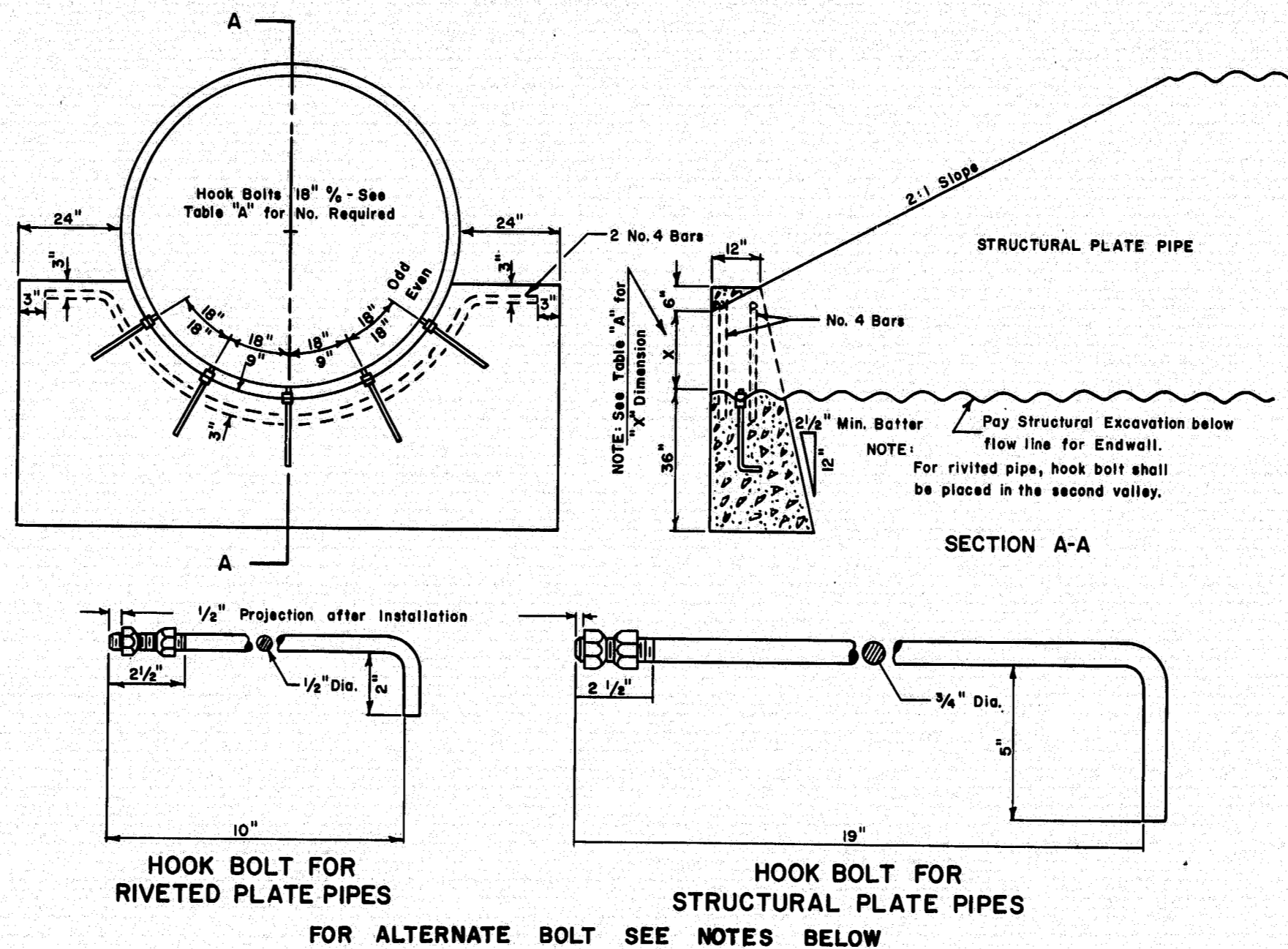
1. The dimensions shown are approximate and may be modified by the resident engineer.
2. Culverts installed under 2:1 slopes shall have riprap laid on 2:1 slope around the inlet and outlet; and no ditch transitions.
3. Riprap will be required on the portions of the culvert end treatment (1) and (2) and (3). The remaining portion shall be sodded or loamed, seeded and hay mulched as directed by the engineer.
4. 24" diameter culverts and under may be sodded around ends of culvert.



SECTION B-B 90° to Roadway E

SECTION A-A 90° to Roadway E

CONCRETE INLET ENDWALL



FOR ALTERNATE BOLT SEE NOTES BELOW

CONCRETE INLET ENDWALL

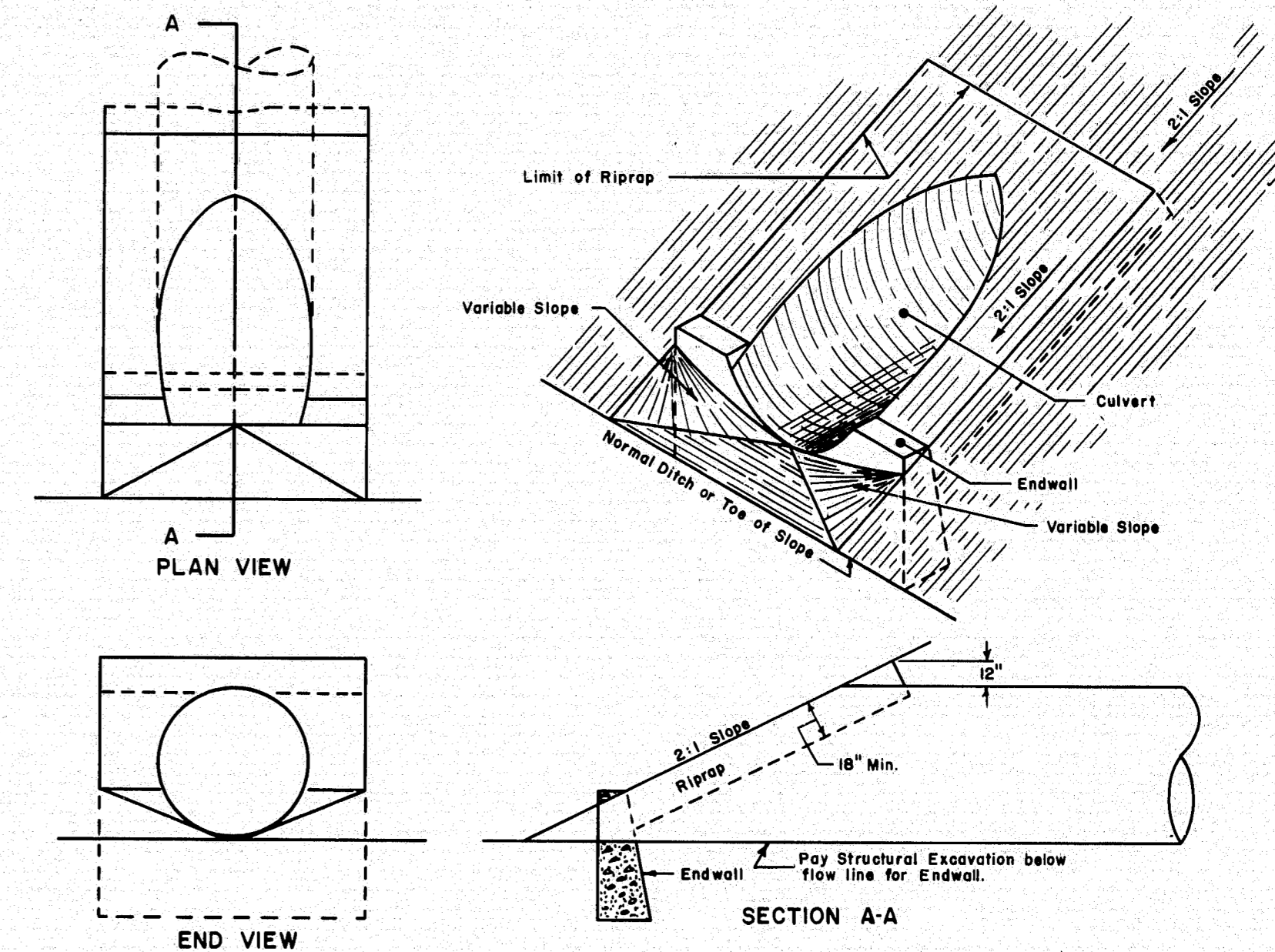
TABLE A

RIVETED PIPES		
SIZE	NO. BOLTS REQUIRED	"X" DIMENSION
60"	4	1.5
66"	4	1.5
72"	4	1.5
78"	5	1.5
84"	5	1.5
STRUCTURAL PLATE PIPE		
SIZE	NO. BOLTS REQUIRED	"X" DIMENSION
72"	4	1.5
78"	5	1.625
84"	5	1.75
90"	6	1.875
96"	6	2.0
102"	6	2.125
108"	6	2.25
114"	7	2.375
120"	7	2.5
126"	7	2.625
132"	8	2.75
138"	8	2.875
144"	9	3.0
150"	9	3.125
156"	9	3.25
162"	10	3.375
168"	10	3.5
174"	10	3.625
180"	11	3.75

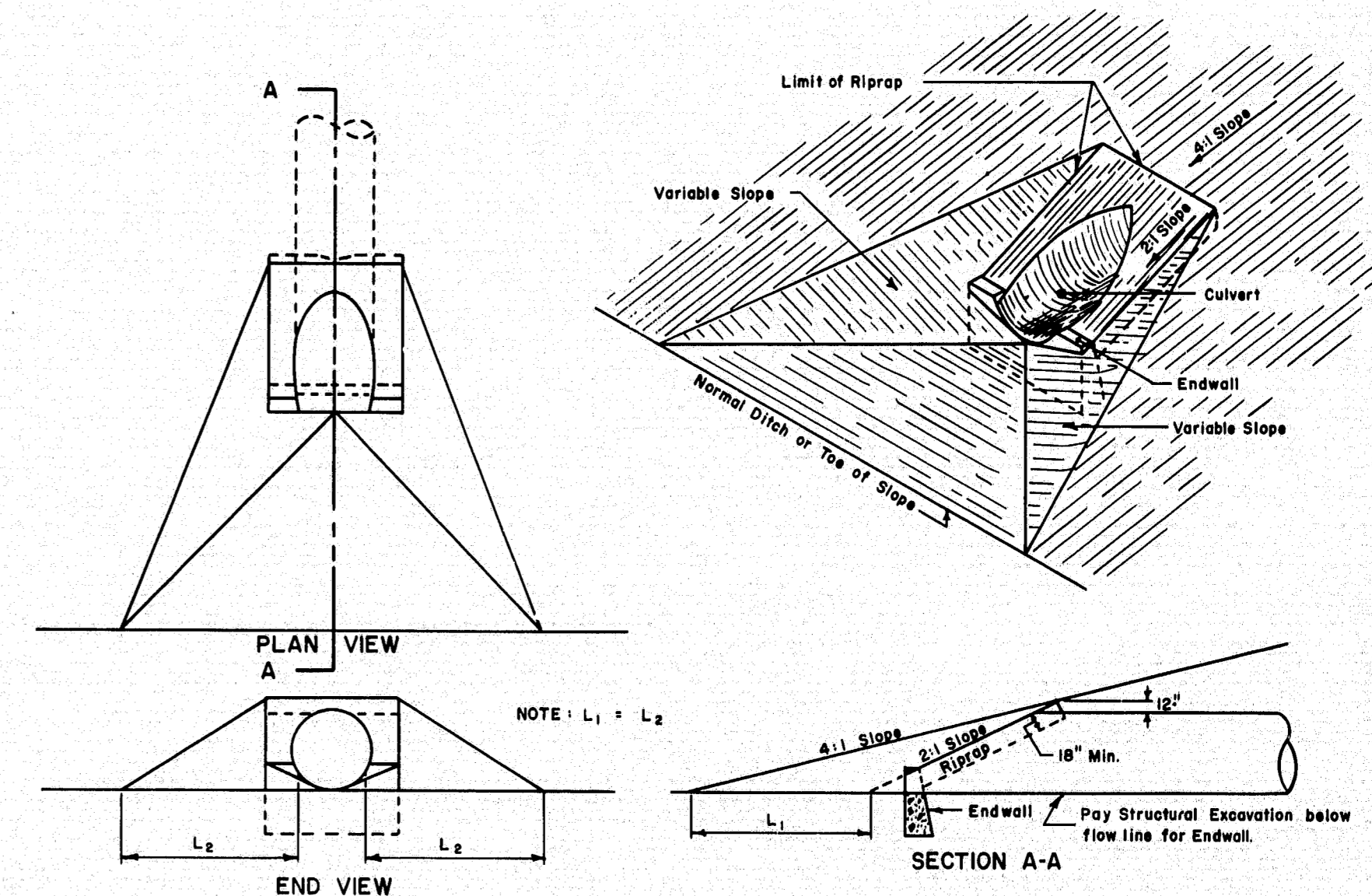
NOTES

1. Culverts installed under 2:1 slopes shall have riprap laid on 2:1 slope and no ditch transitions. All riprap as shown shall be hand laid.
2. Excavation required to grade culvert inlets and outlets as shown will not be paid separately, but will be incidental to the culvert.
3. Bolts are required in metal pipes only and will be incidental to concrete items.
4. Concrete endwalls shall be structural concrete class "A" and shall be paid for as Item 502.32 structural concrete culvert endwalls. Reinforcing steel will not be paid for separately but will be considered incidental to Item 502.32.
5. Standard galvanized carriage or machine bolts 1/2" x 8" long or 3/4" x 12" long with minimum of 2" thread, may be furnished in place of hook bolts. Washers shall be furnished at the head of each bolt.
6. Bolt material shall conform to ASTM A307. Nuts shall conform to ASTM A563. Bolts, nuts, and washers shall be hot dip galvanized after fabrication to meet ASTM A153.

CONCRETE INLET ENDWALLS FOR RIVETED AND STRUCTURAL PLATE PIPES 60" TO 180" IN 2:1 SLOPES



CONCRETE INLET ENDWALLS FOR RIVETED AND STRUCTURAL PLATE PIPES 60" TO 180" IN 4:1 SLOPES



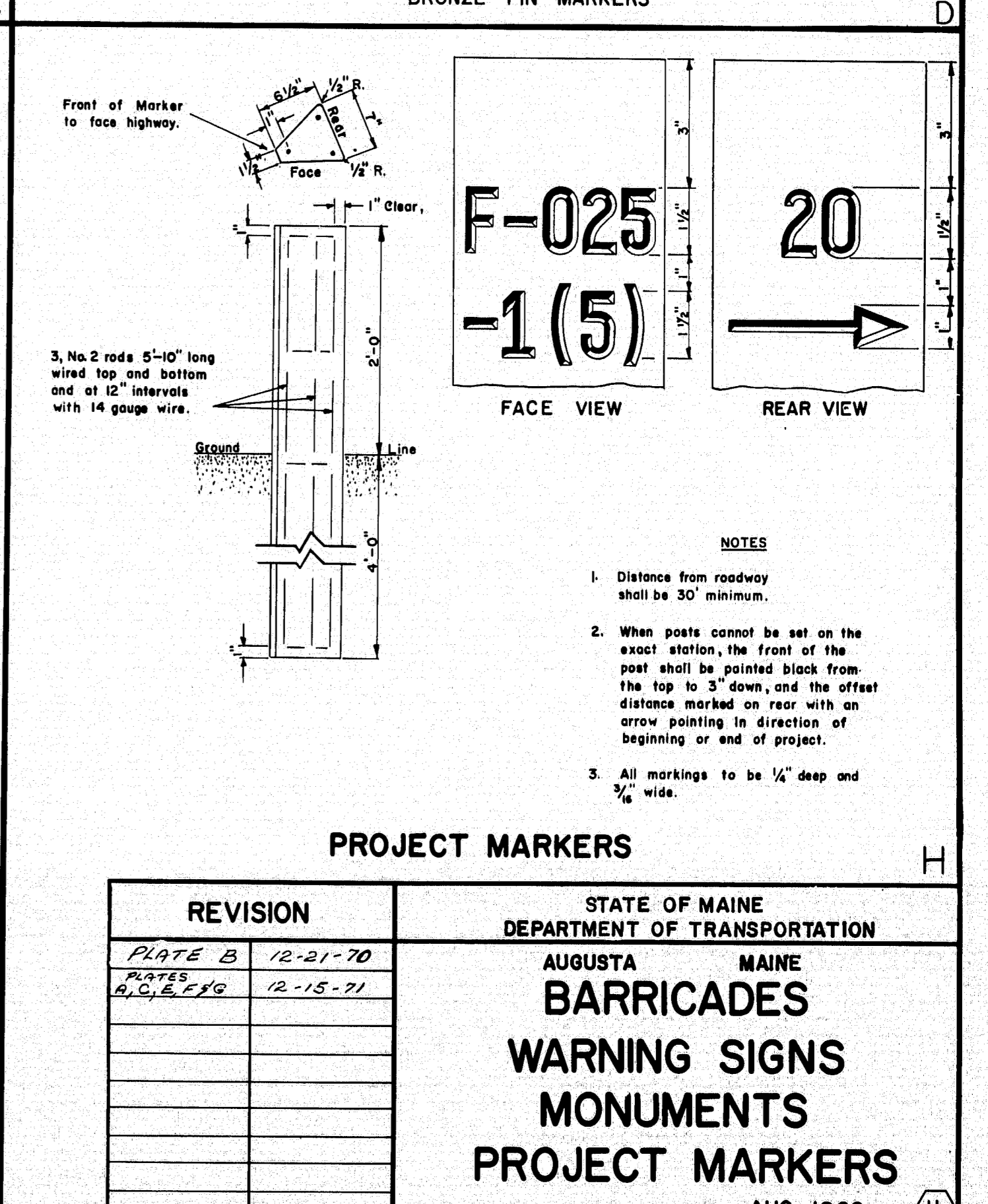
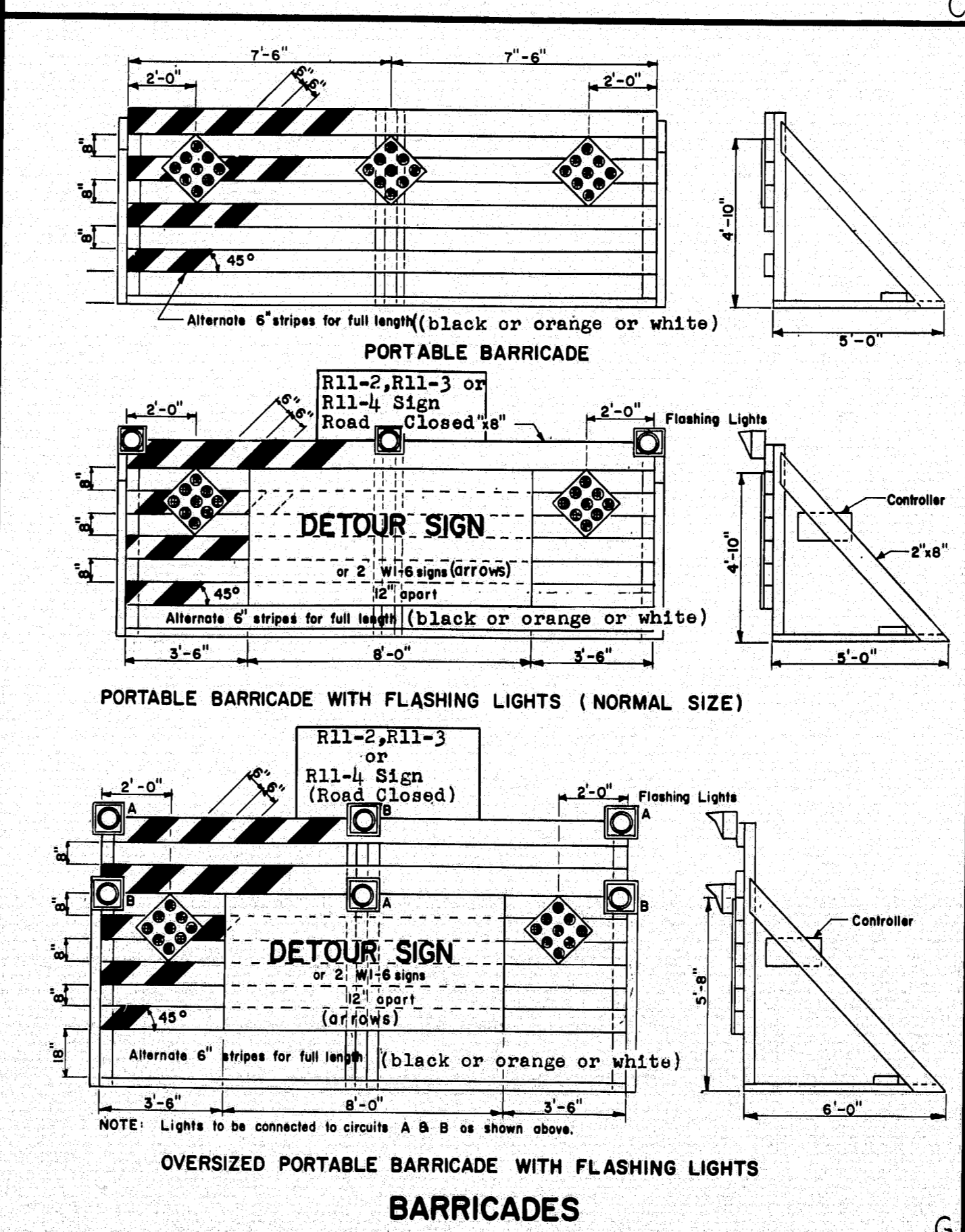
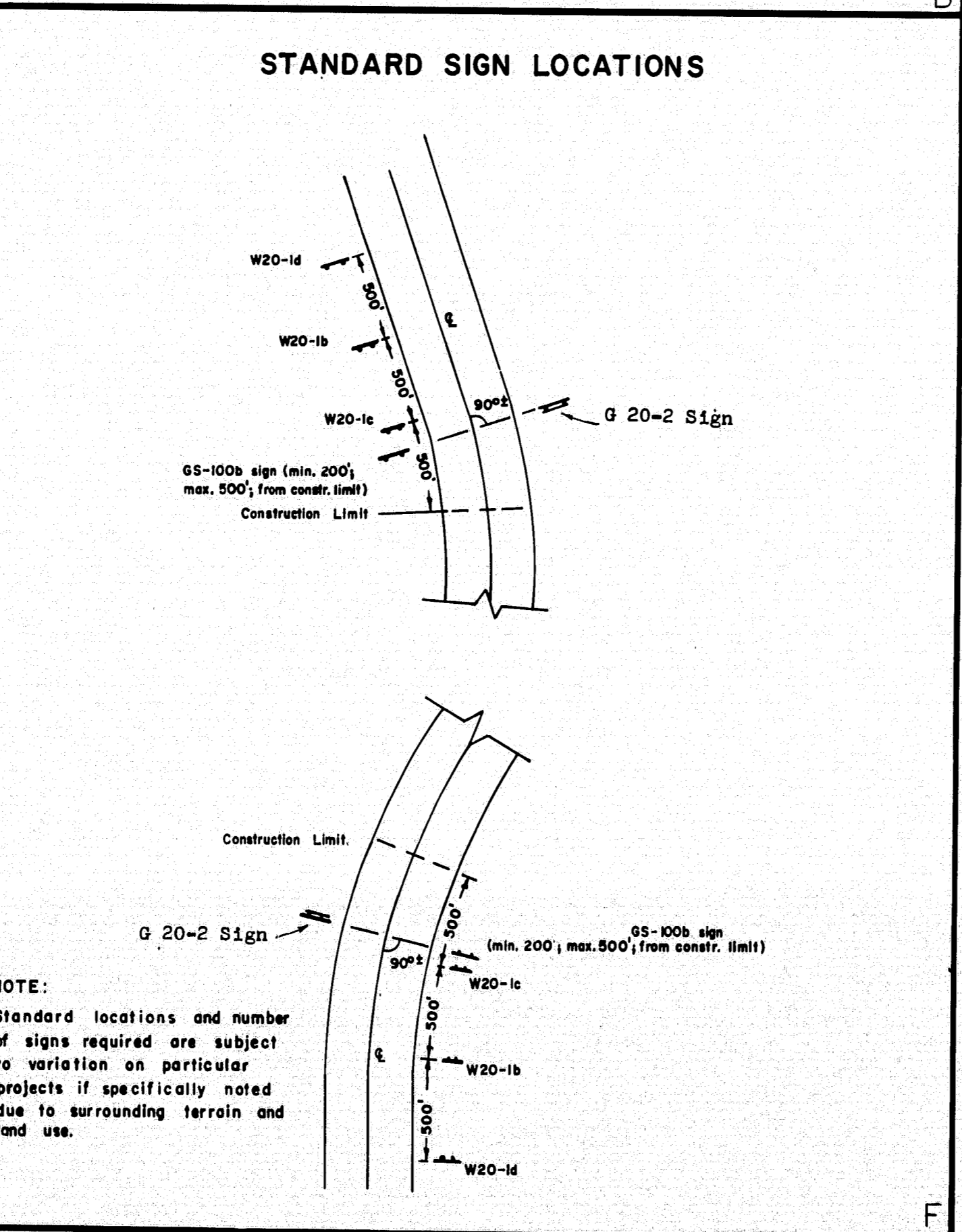
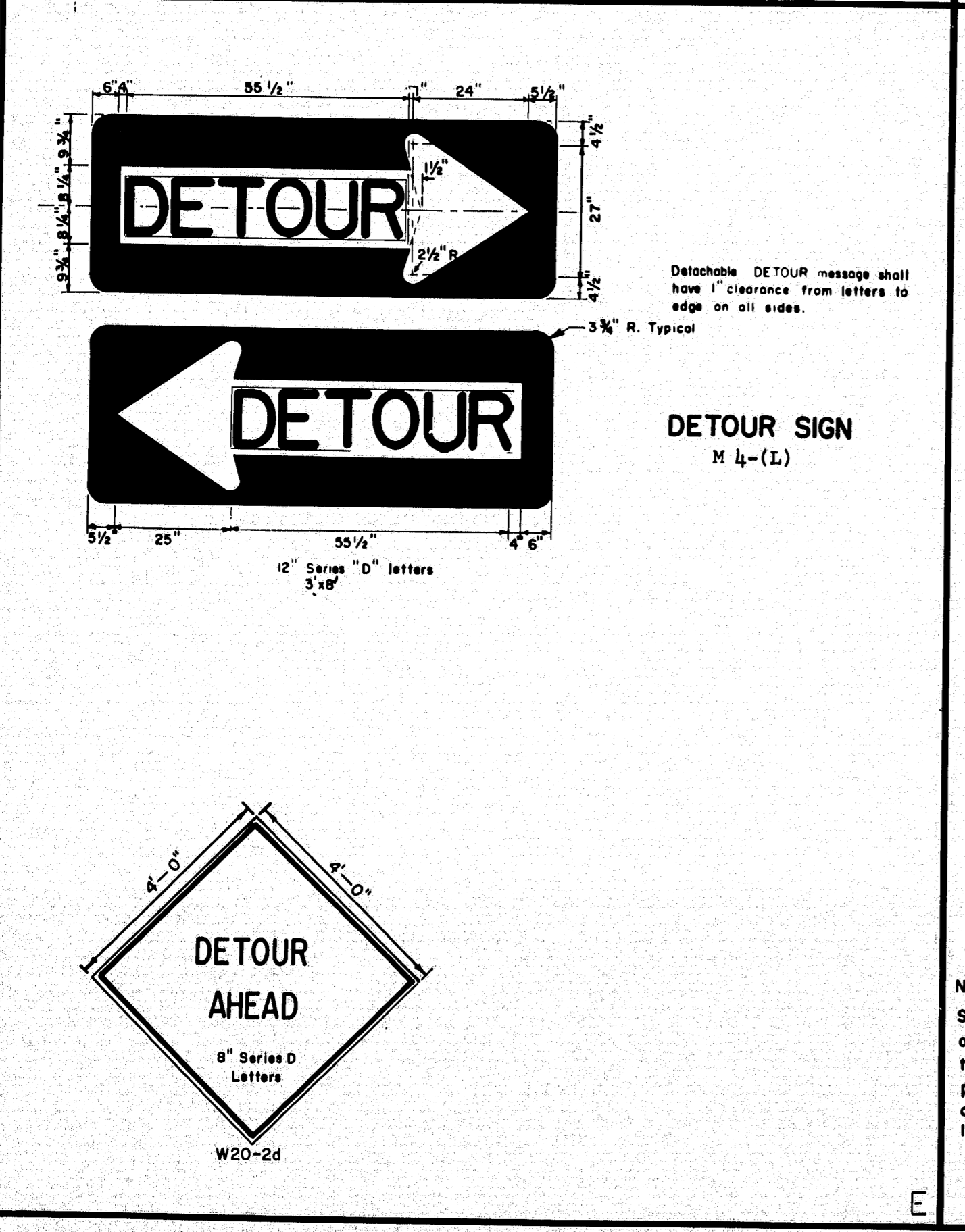
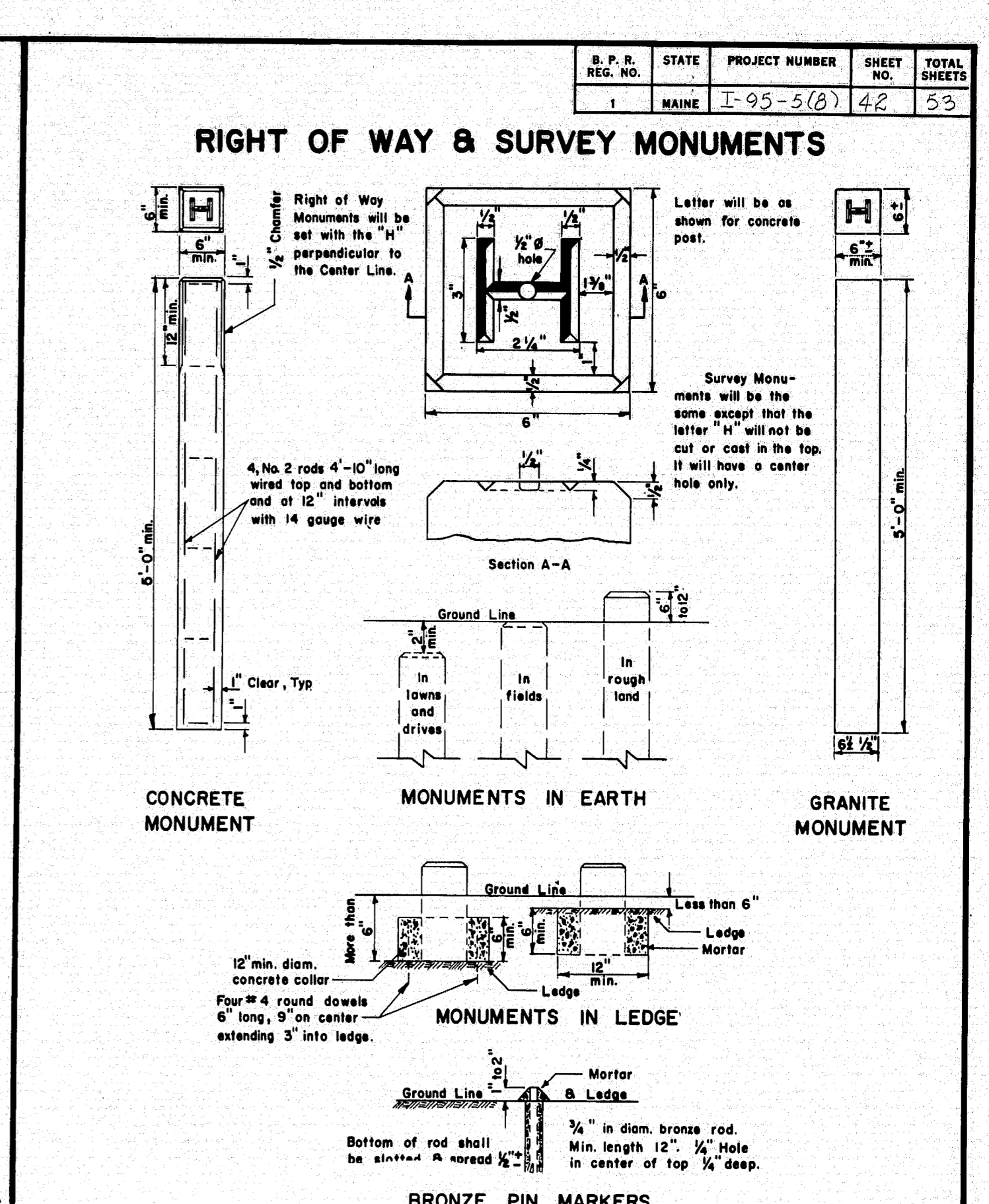
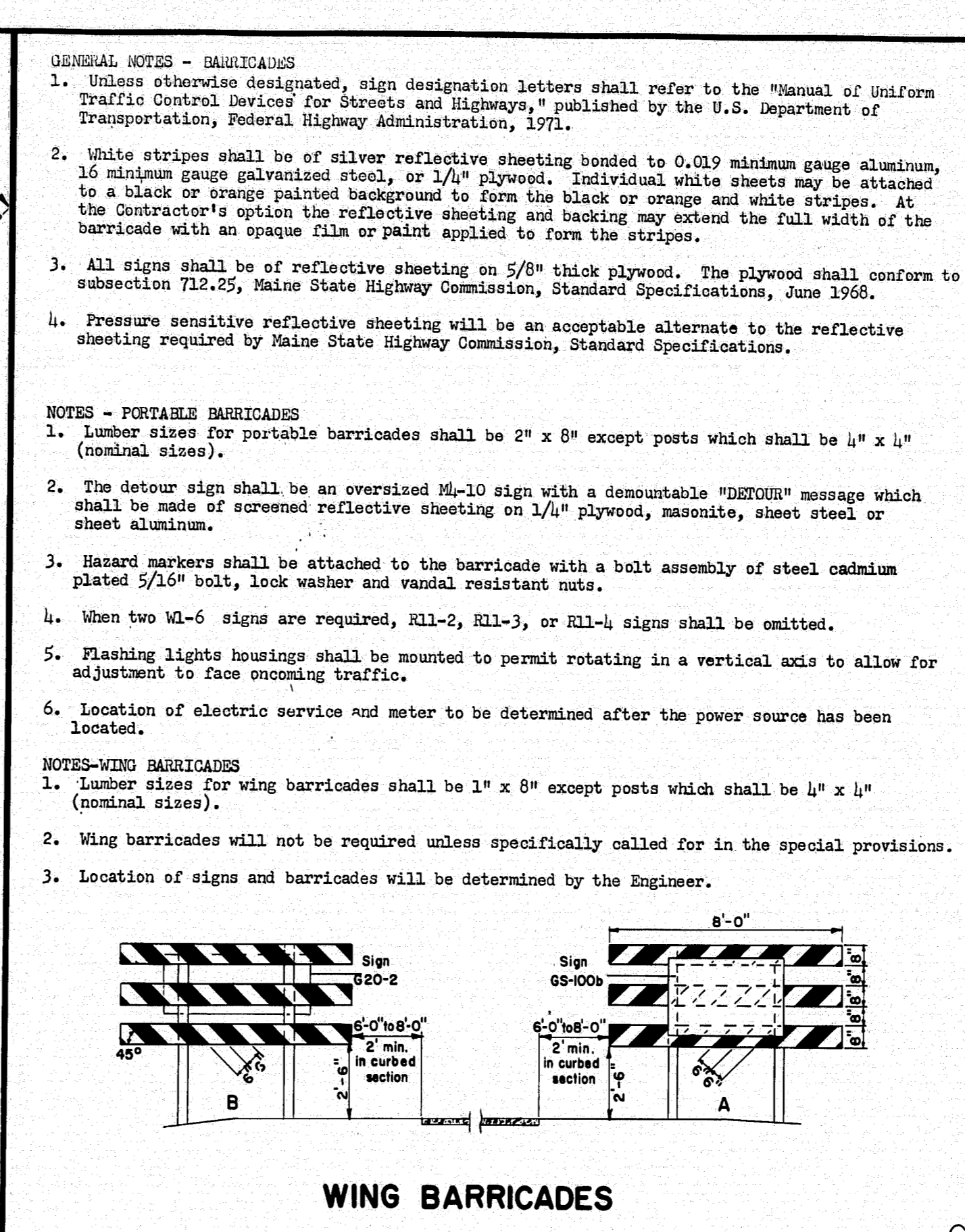
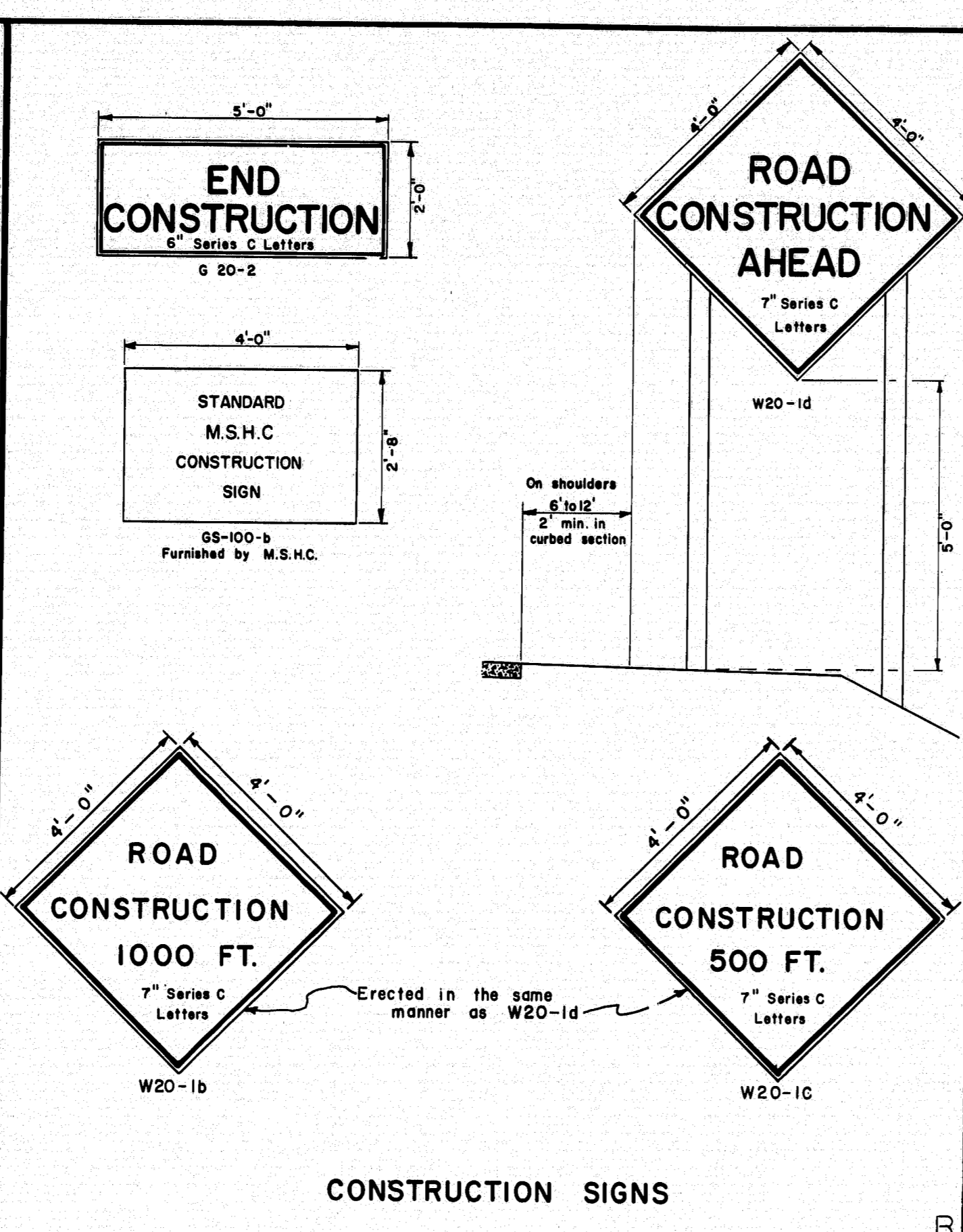
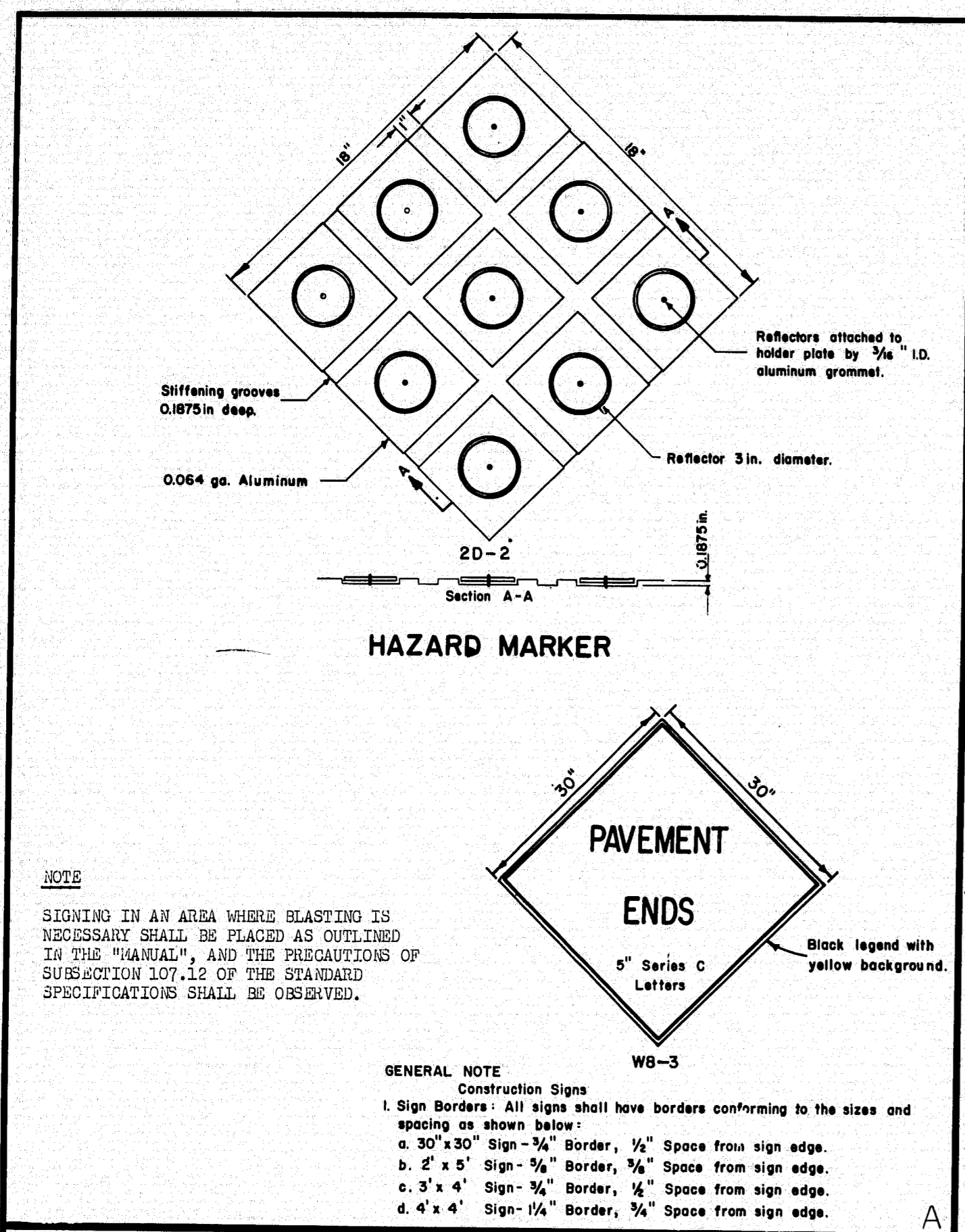
REVISIONS

Plate 4-D	12-23-69
PLATE A,B,C	2-15-72

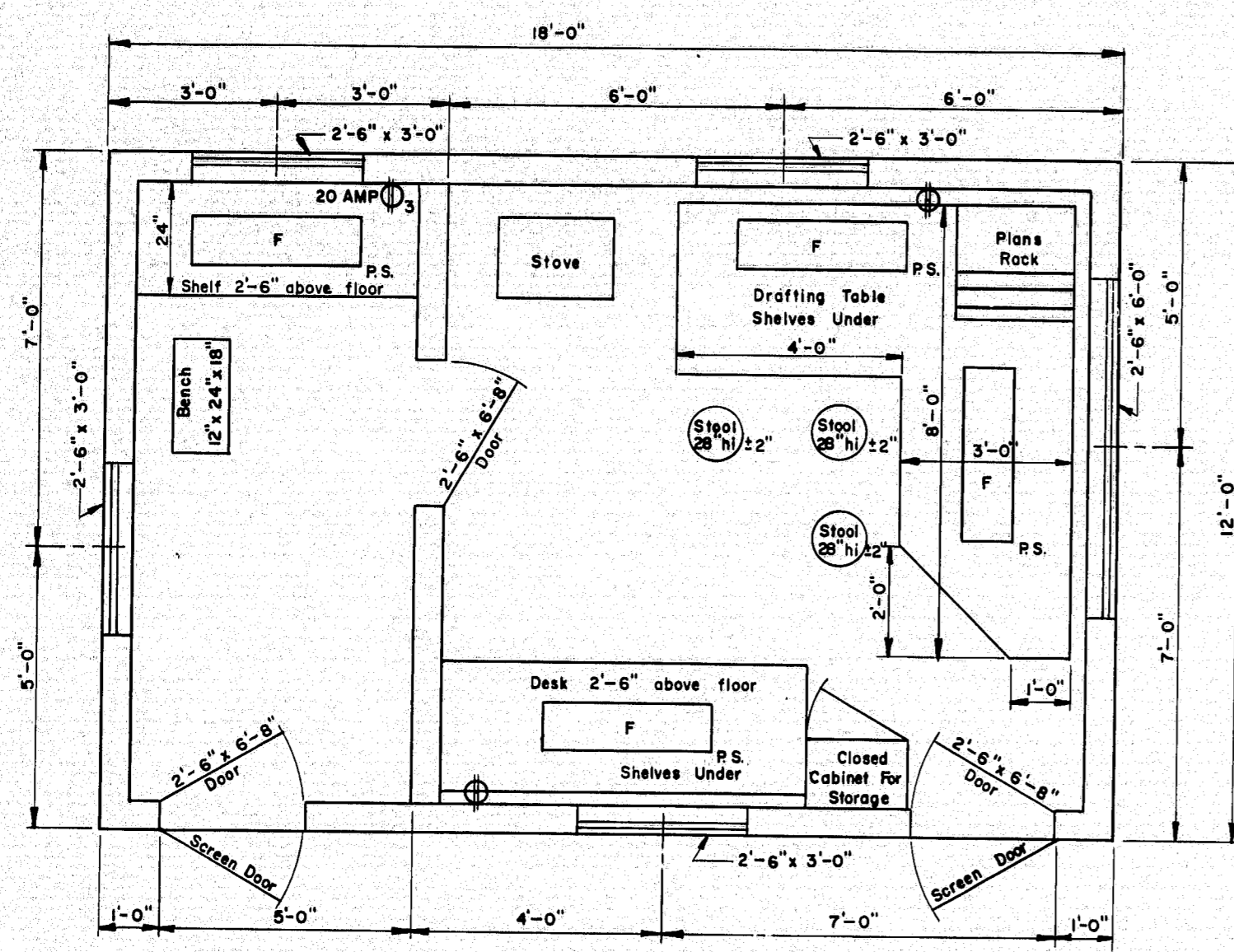
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA MAINE
STANDARD DETAILS
CULVERT INLETS & OUTLETS

AUG. 1969

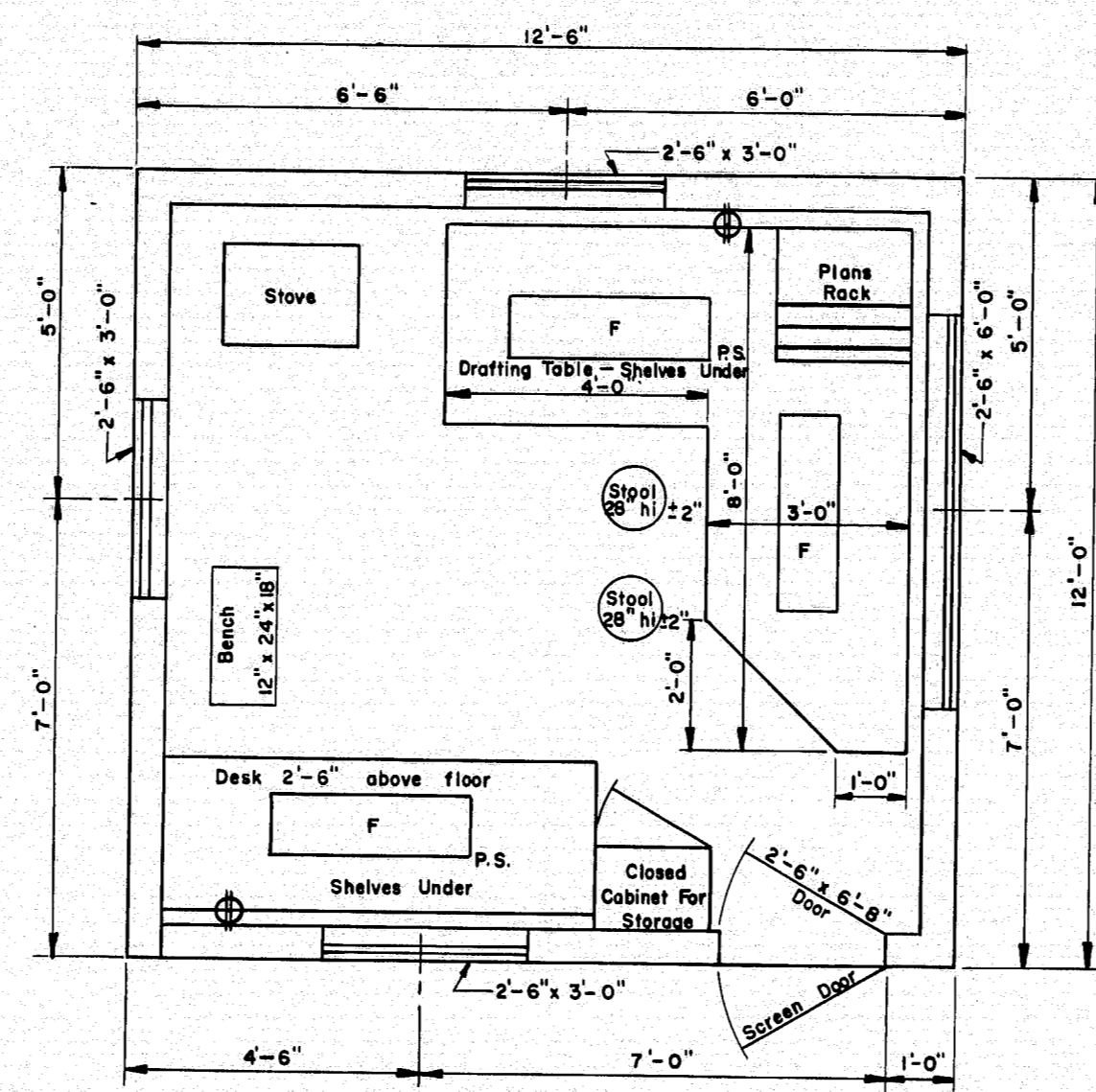
148-134



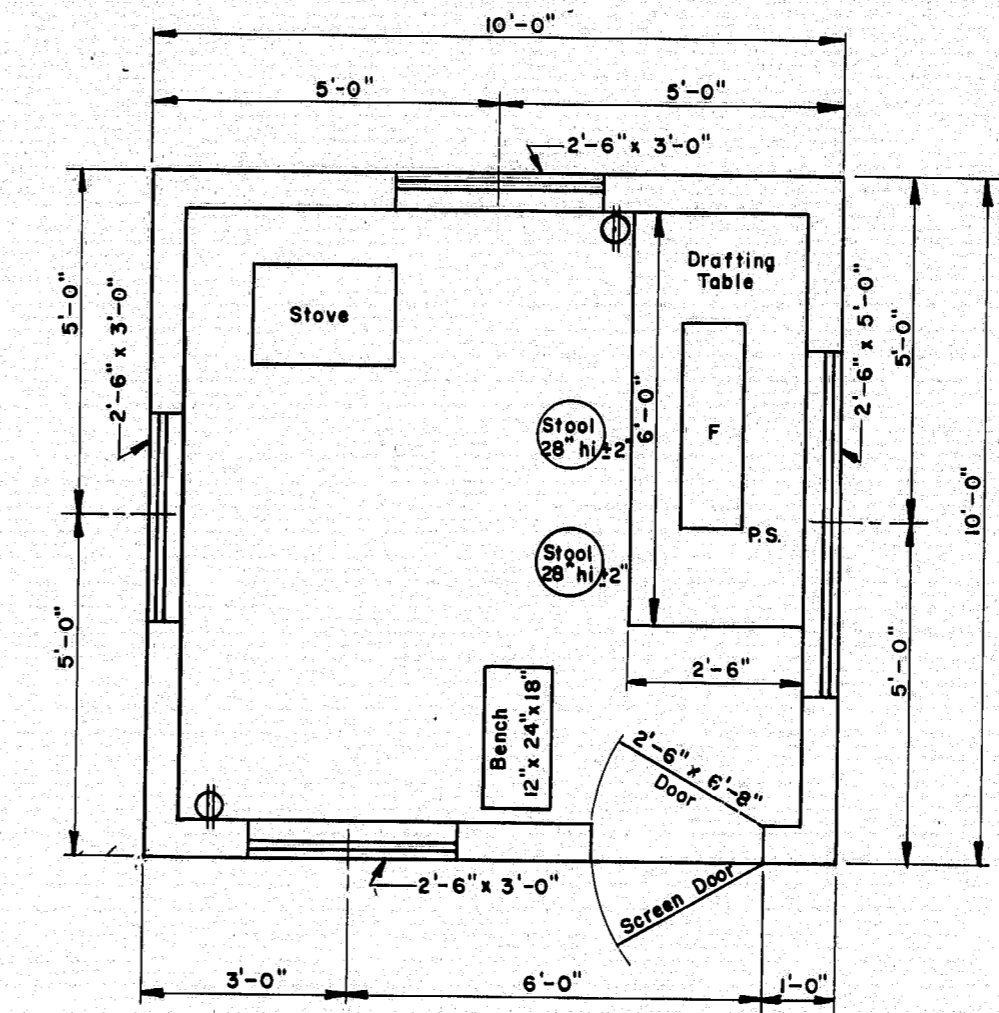
148-135



FLOOR PLAN
TYPE "A"

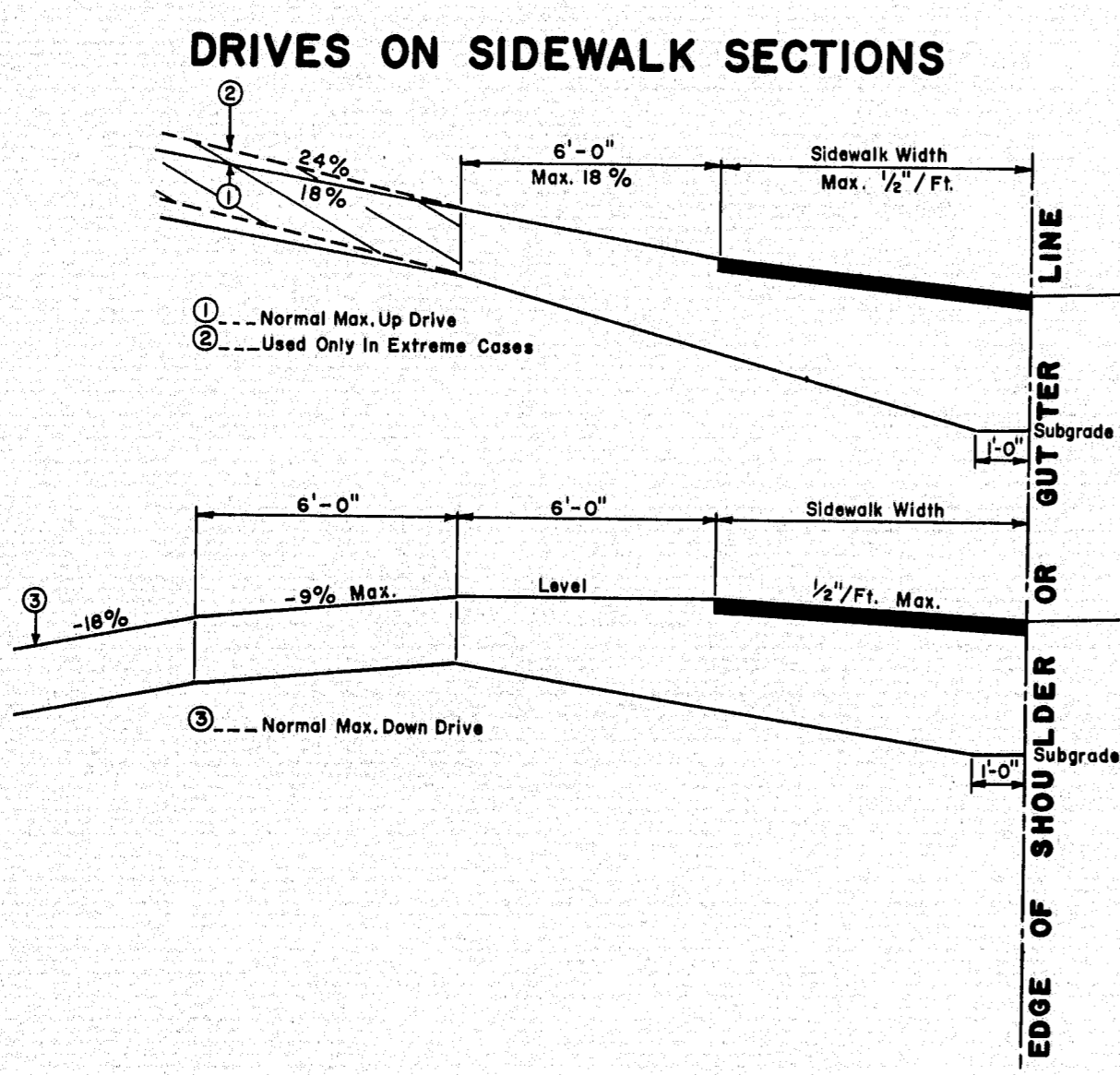


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TYPE "B"

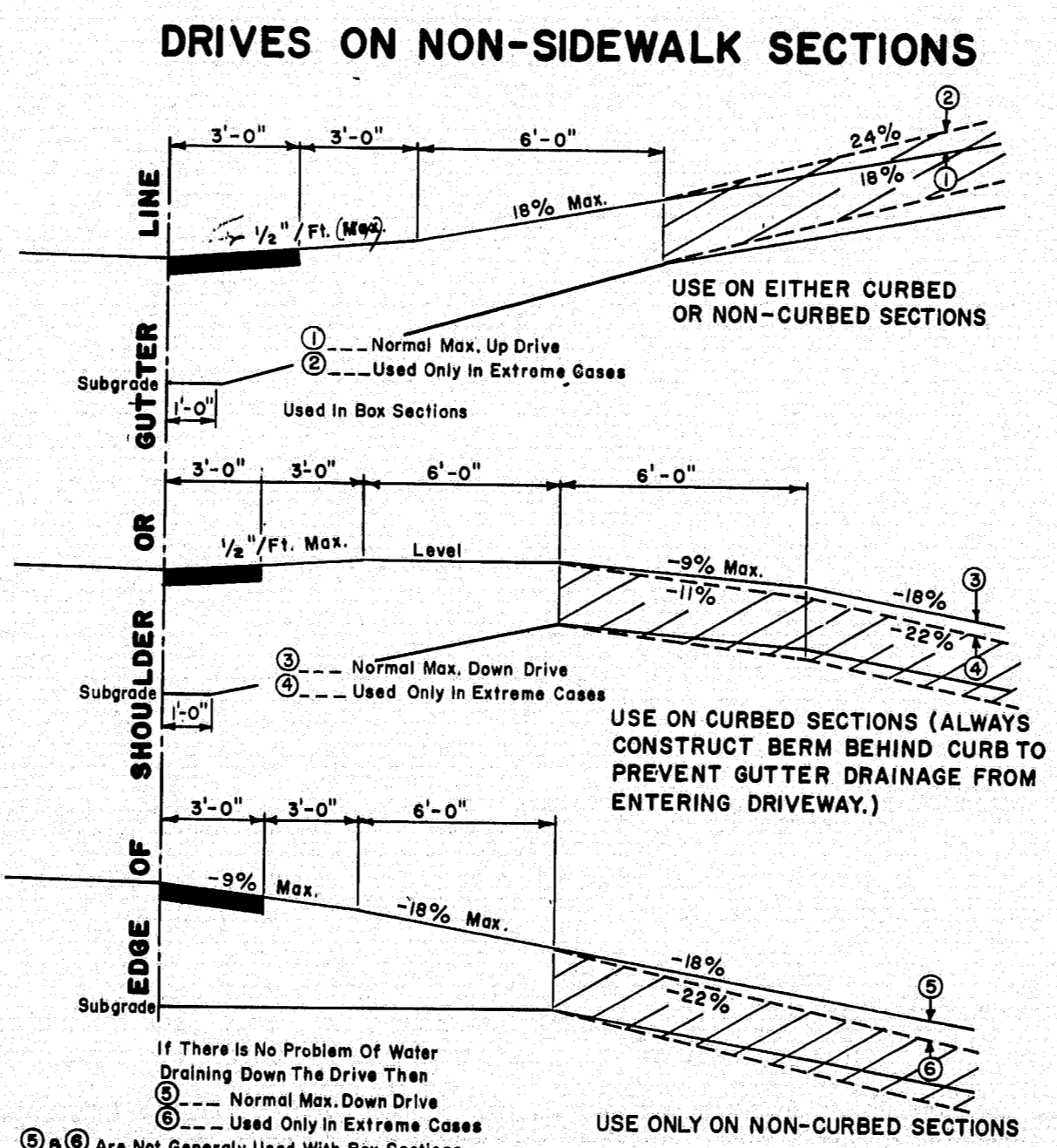


FLOOR PLAN
TYPE "C"

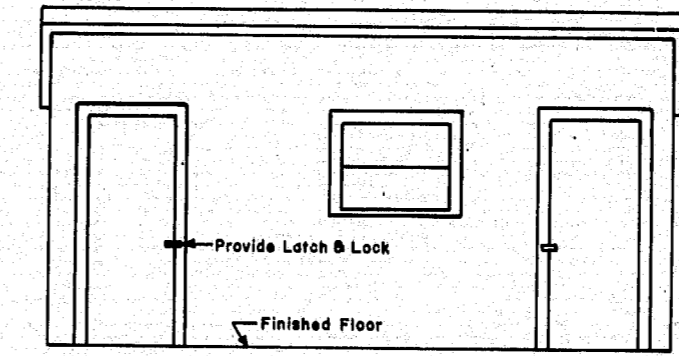
- GENERAL NOTES**
- Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
 - Shelves under desk shall be constructed to receive 1 1/2" x 14" x 25" transfiles.
 - Windows shall be double hung.
 - Stovepipe shall not be in direct contact with combustible material; the pipe shall be surrounded with at least 6" of fireproof material.
 - Continuous 110 volt 60 cycle electric service shall be supplied.
 - The engineer may rearrange the items shown on the plan views during construction of the field office.
 - FURNISHINGS TO BE SUPPLIED:**
 - 2 Straight back chairs for types A and B
 - 1 Bench for types A, B & C
 - 3 Stool for type A
 - 2 Stools for types B & C
 - SYMBOLS:**
 - F Fluorescent lights (2 light, rapid start 48" strips and 40 watt bulbs.)
 - P.S. Pull switch
 - ⊕ Duplex wall outlet—15 amp unless otherwise noted.
 - ⊕₃ Triplex Wall Outlet
 - For the Type "A" Field Office one clean 55 gal. drum shall be supplied, installed on a suitable rack and equipped with a spigot suitable for drawing off water. The drum shall be furnished with water at all times.



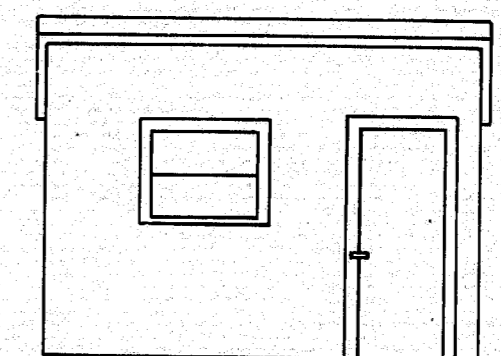
- GENERAL NOTES**
- The sidewalk width shall be paved in all cases.
 - All residential or commercial drives over 10% to be paved.
- NOTES ON MAXIMUM DRIVEWAY PROFILES**
- These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
 - Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
 - When grading drives which are flatter than the maximum profiles the following rule of thumb should be used, do not exceed a grade % change of more than 9% in a 6 foot increment of driveway length. This applies to both up and down profiles.



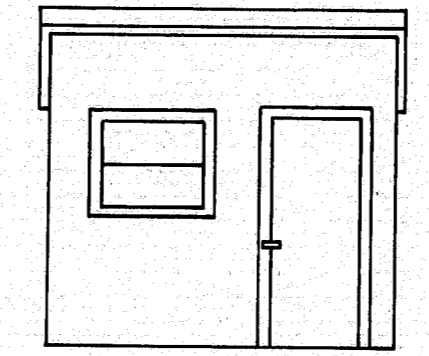
- GENERAL NOTES**
- The first 3' shown as pavement shall be paved only when abutting a paved area.
 - All residential or commercial drives over 10% to be paved.
- NOTES ON MAXIMUM DRIVEWAY PROFILES**
- These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
 - Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
 - When grading drives which are flatter than the maximum profiles the following rule of thumb should be used, do not exceed a grade % change of more than 9% in a 6 foot increment of driveway length. This applies to both up and down profiles.



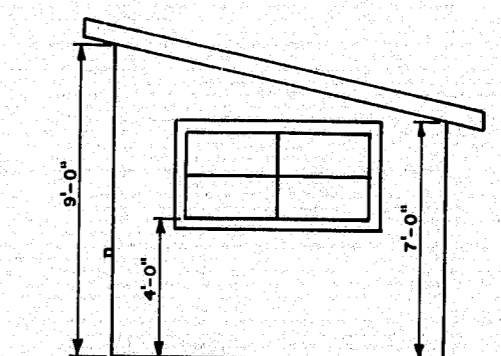
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"



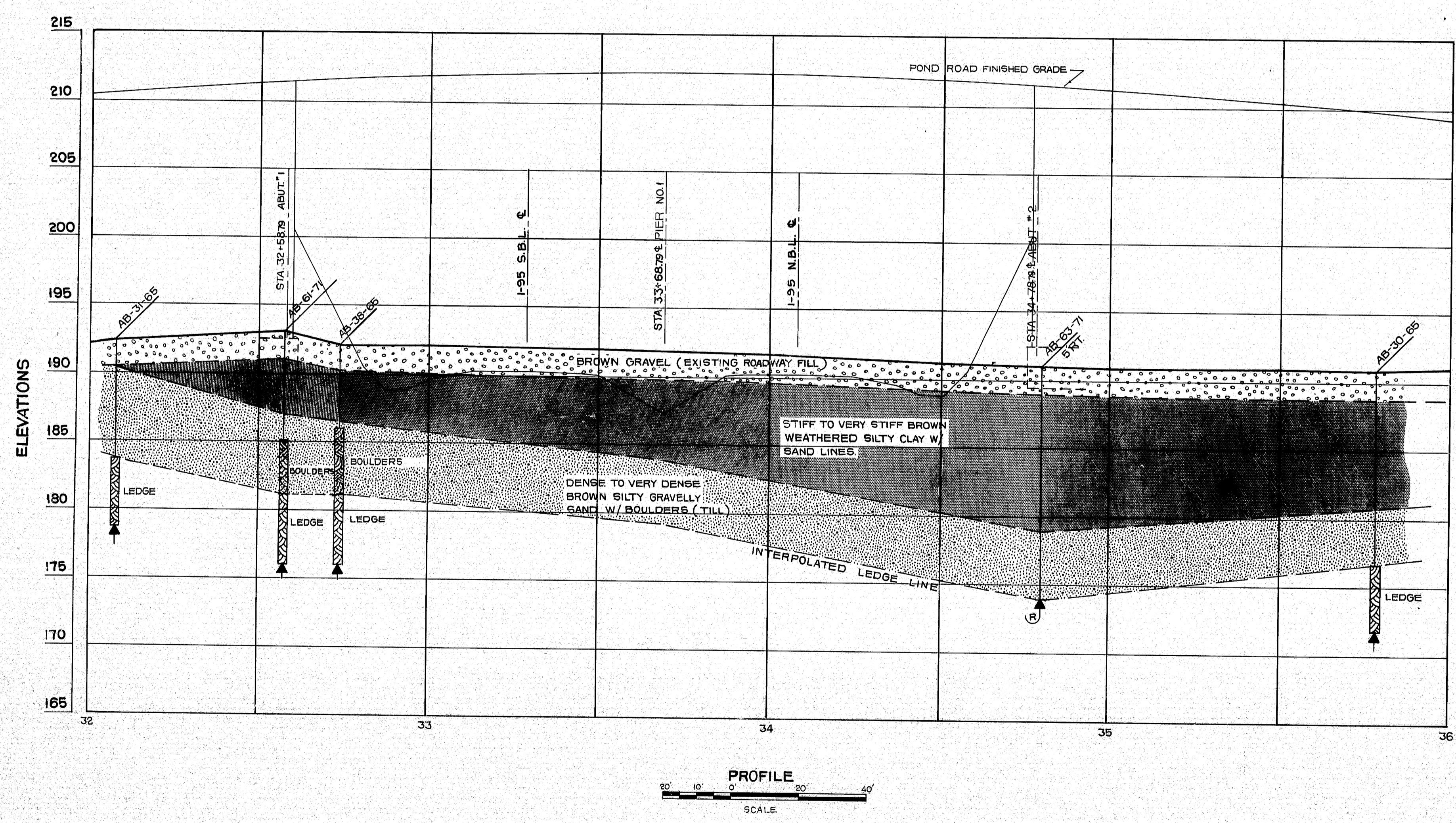
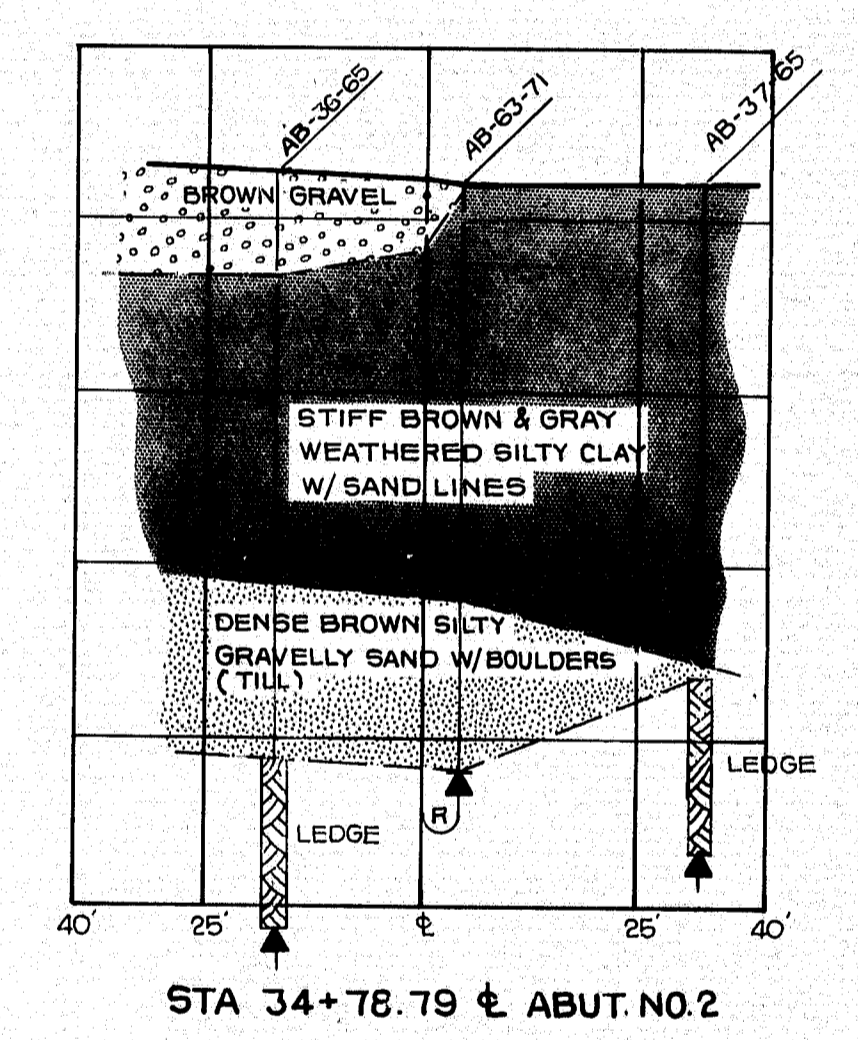
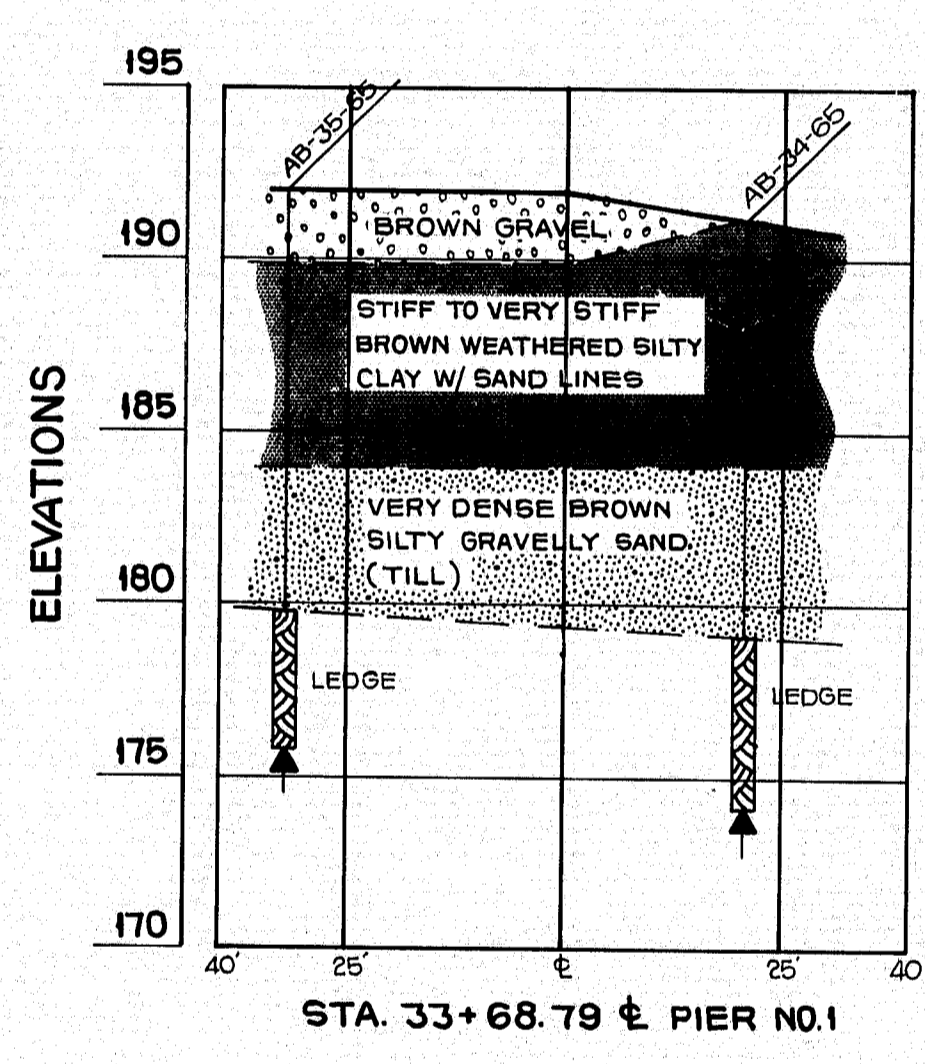
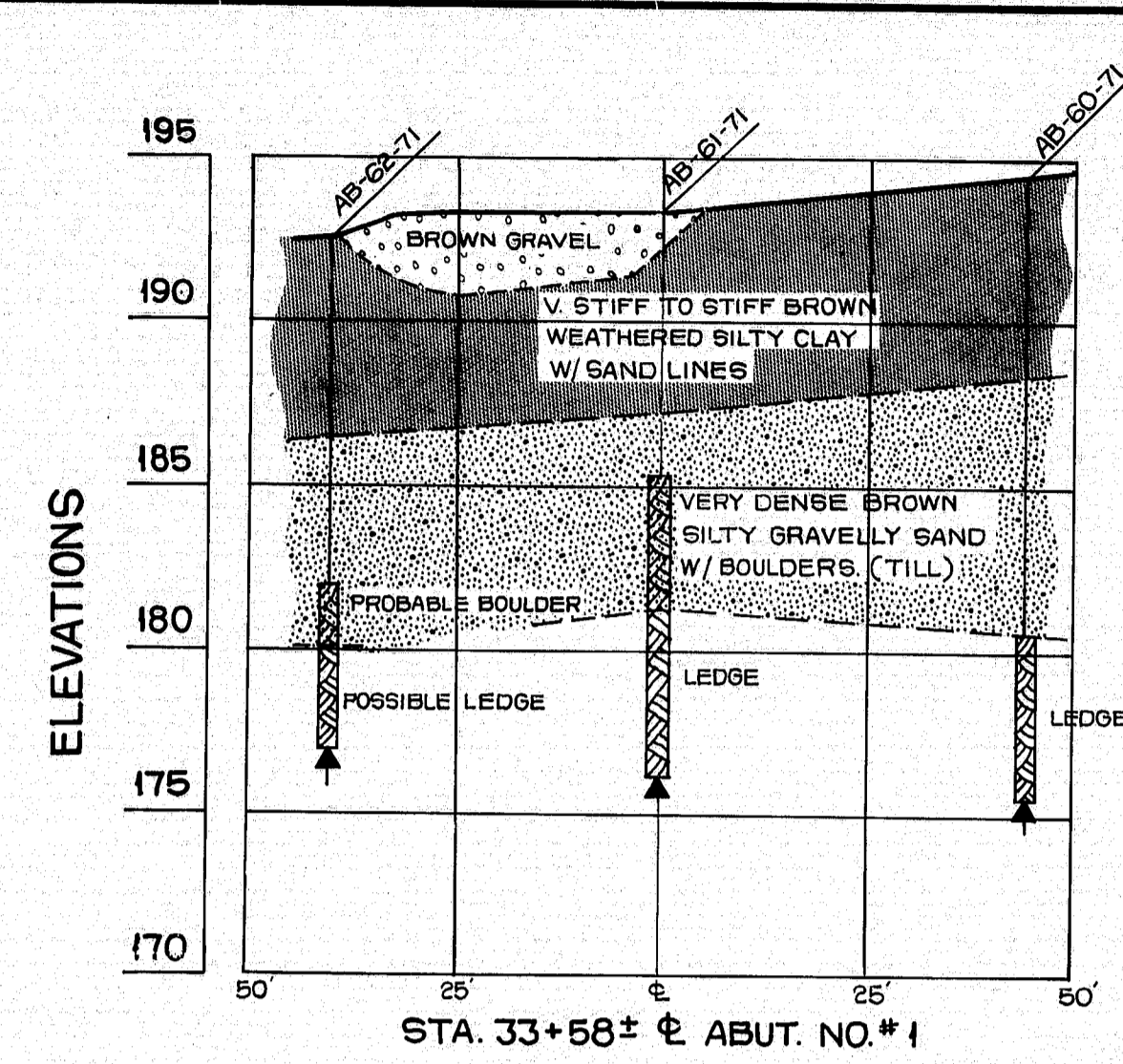
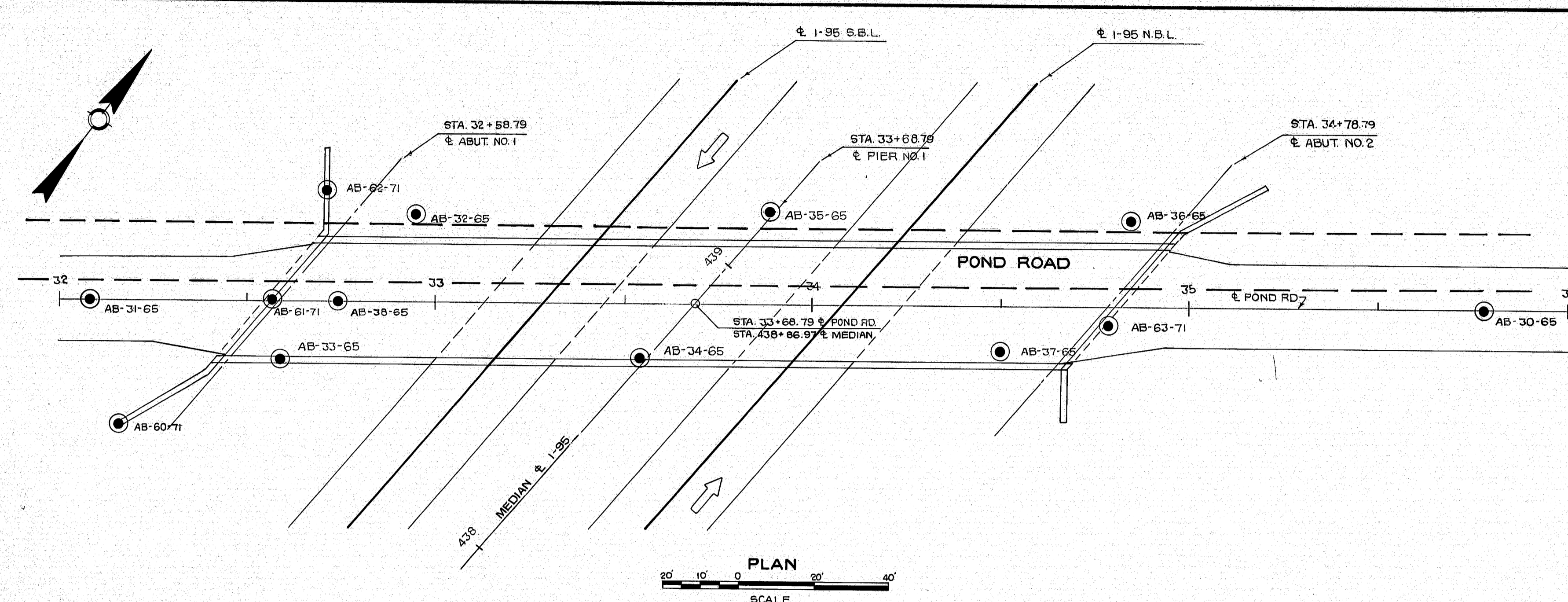
FRONT ELEVATION
TYPE "C"



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

REVISIONS		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
		AUGUSTA	MAINE
		STANDARD DETAILS	
		DRIVEWAY DETAILS	
		FIELD OFFICES	
		TESTING LABORATORY	
		AUG. 1969	

148-136

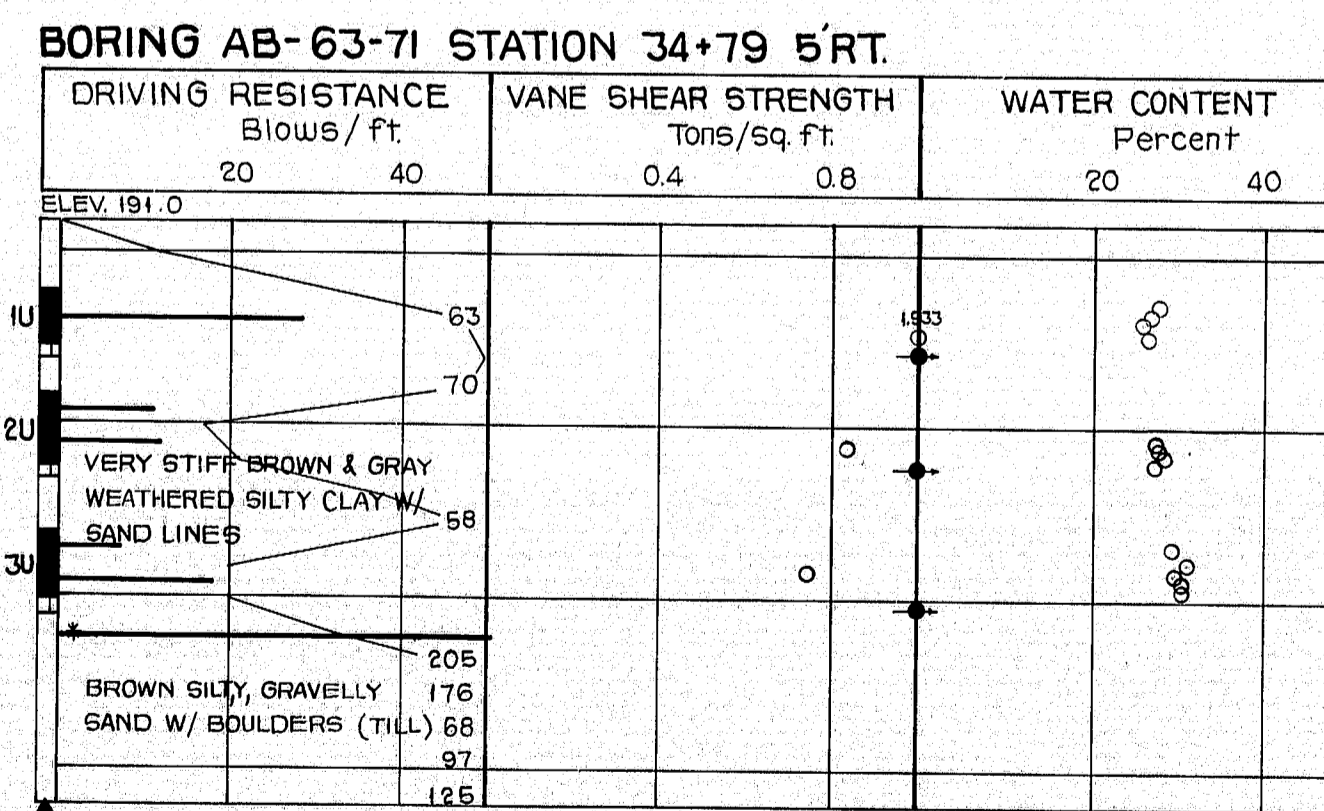
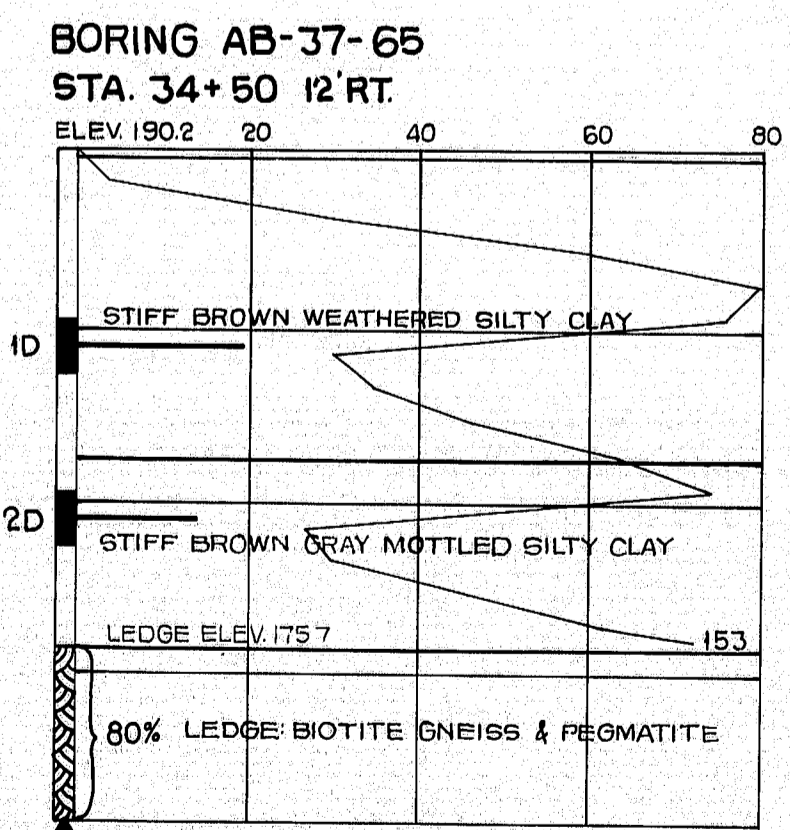
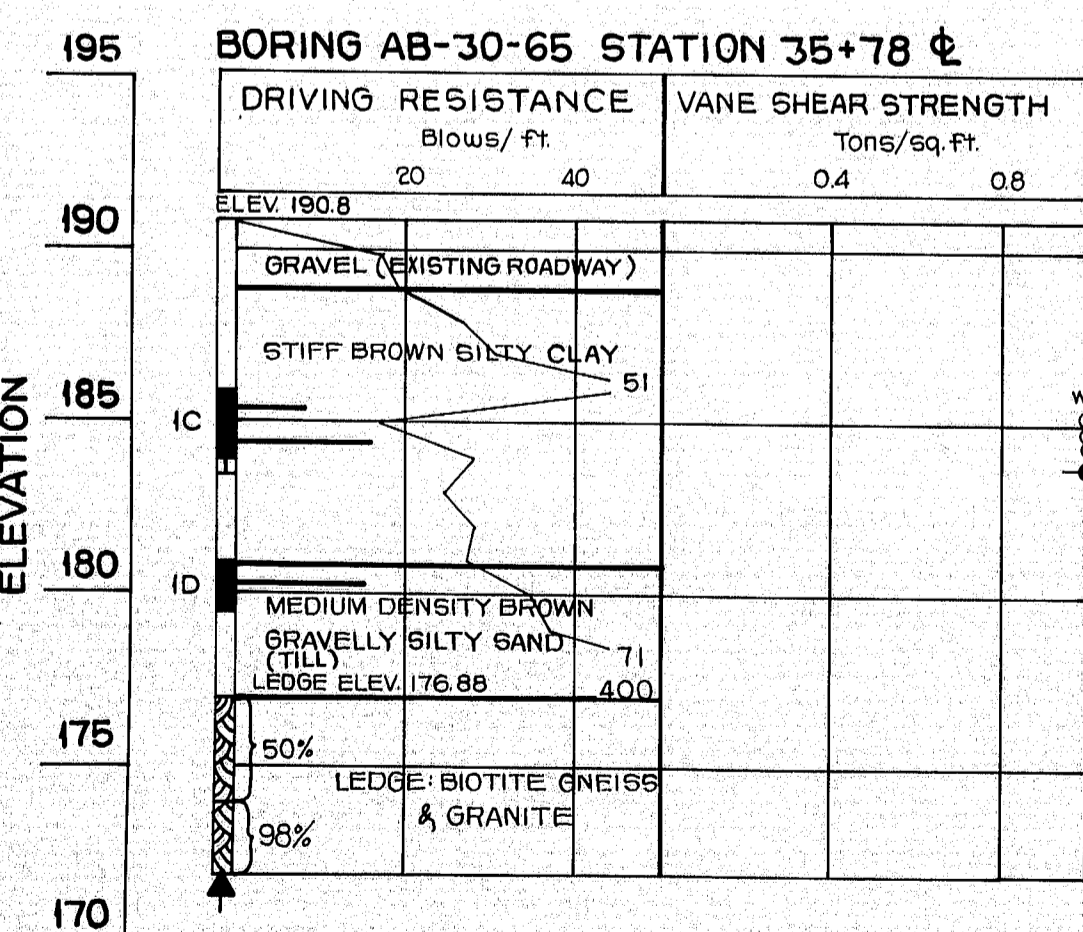
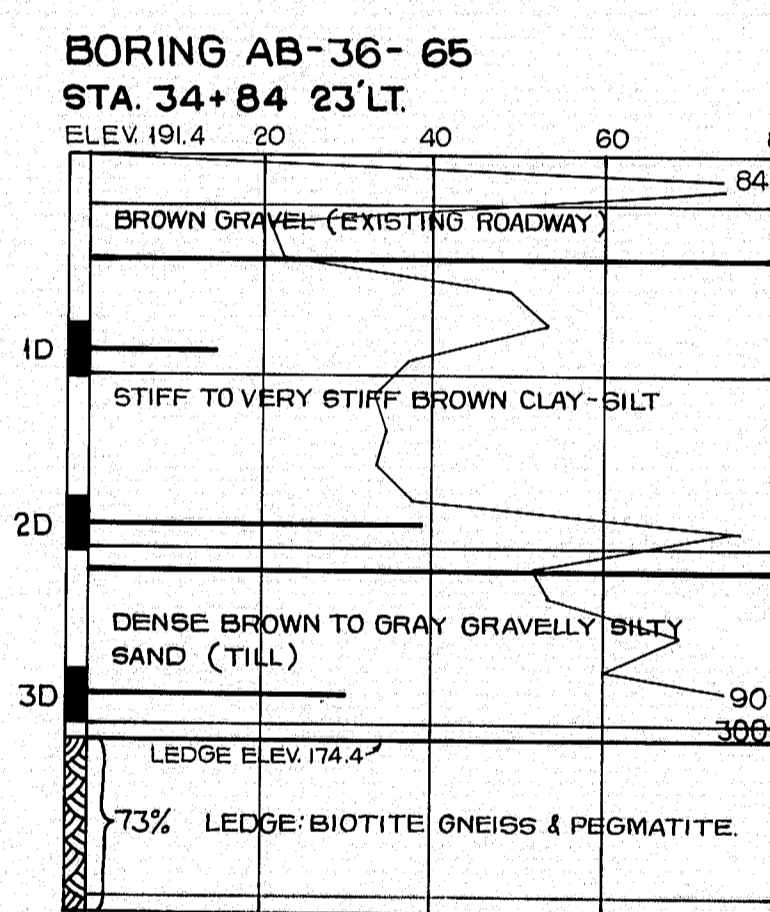
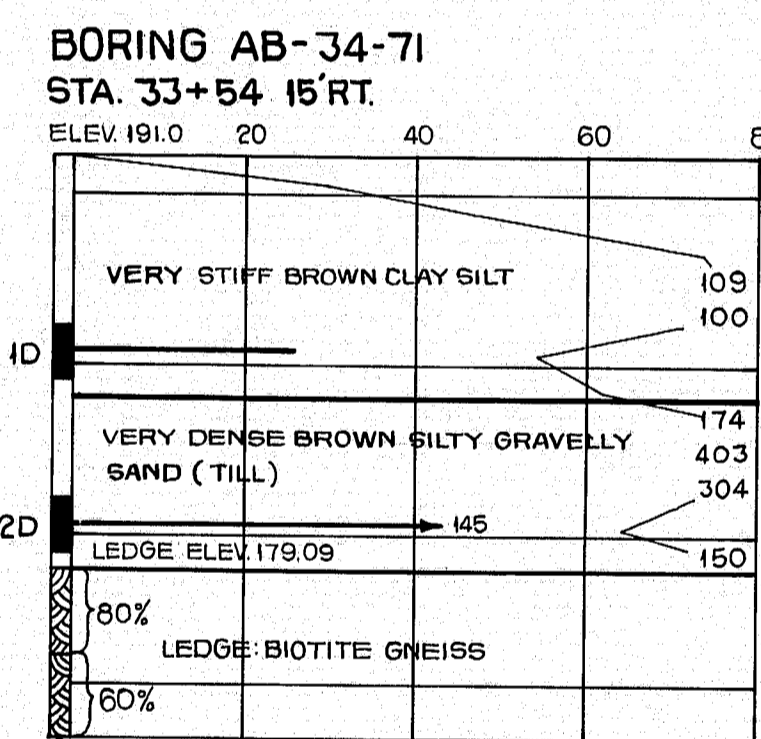
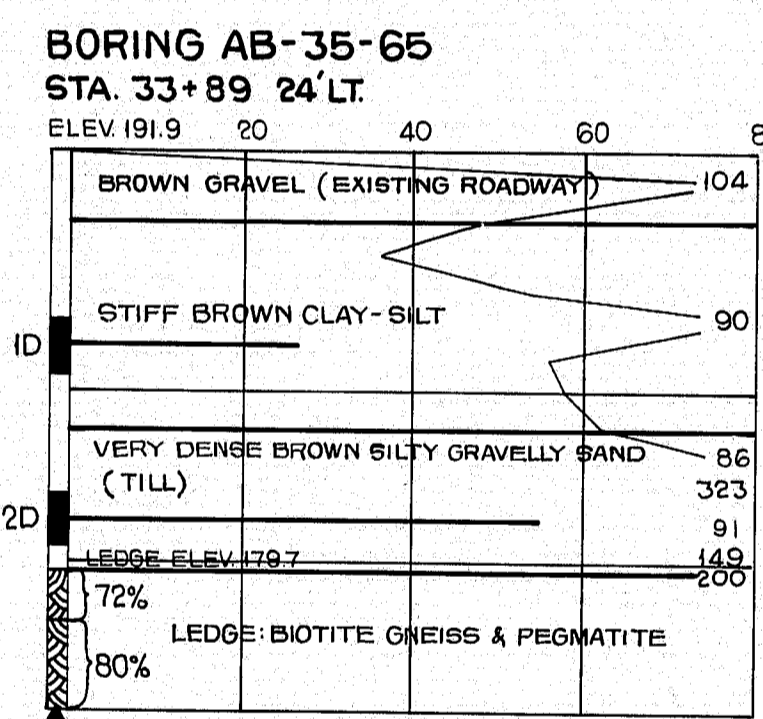
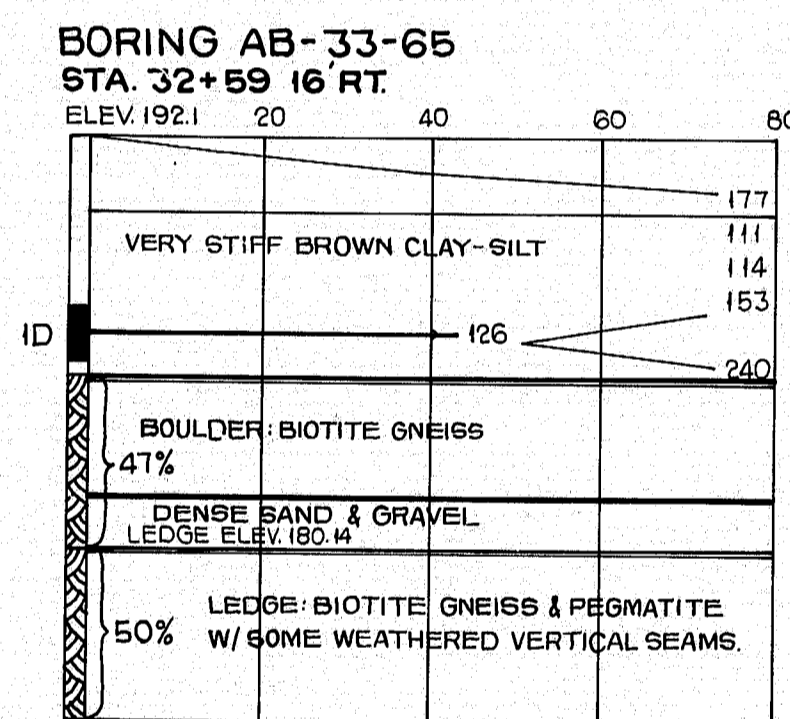
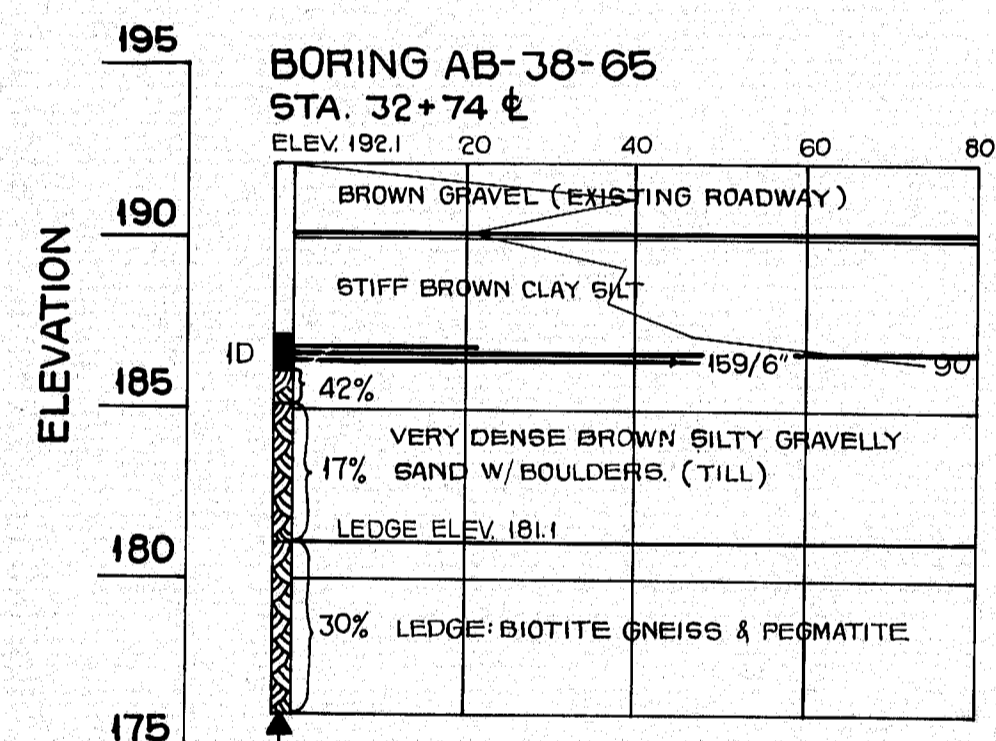
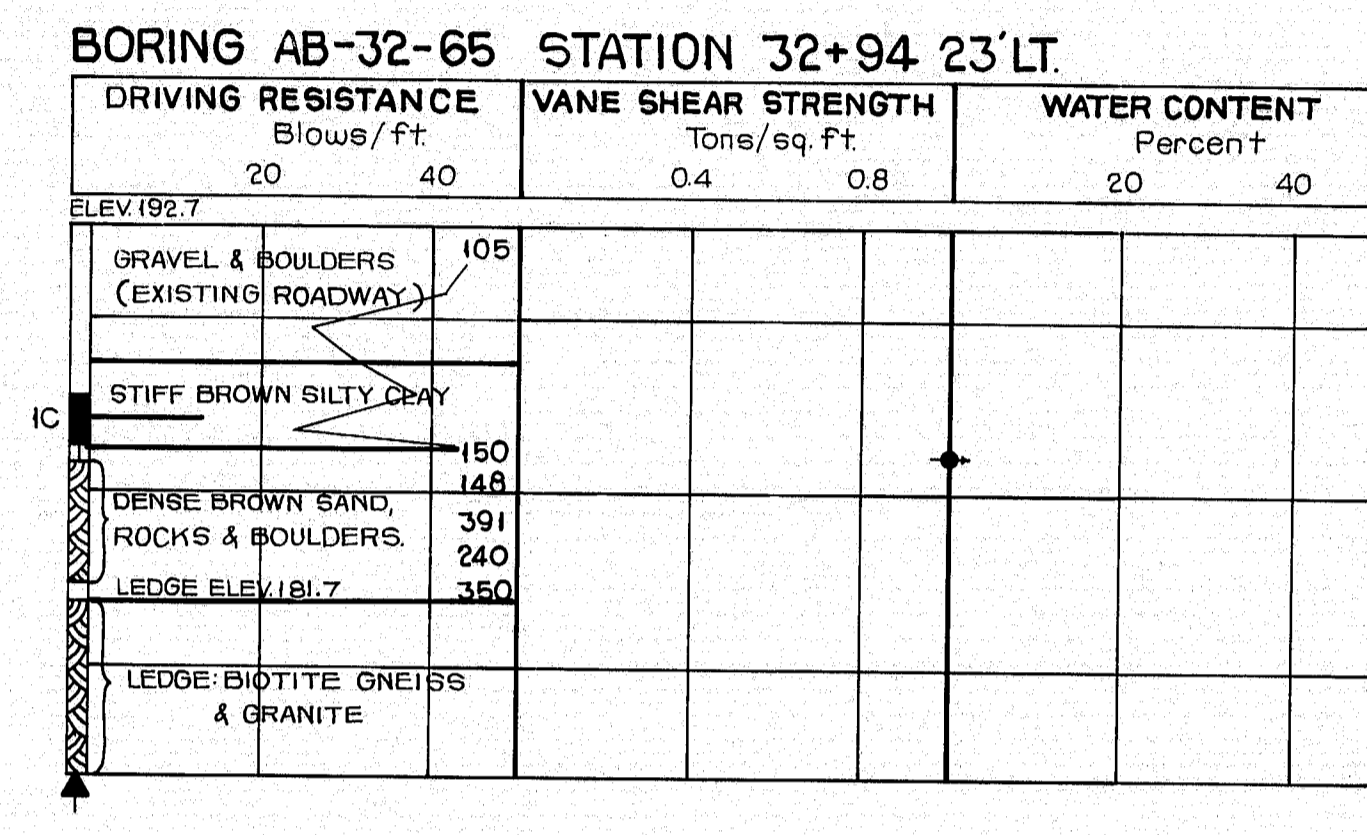
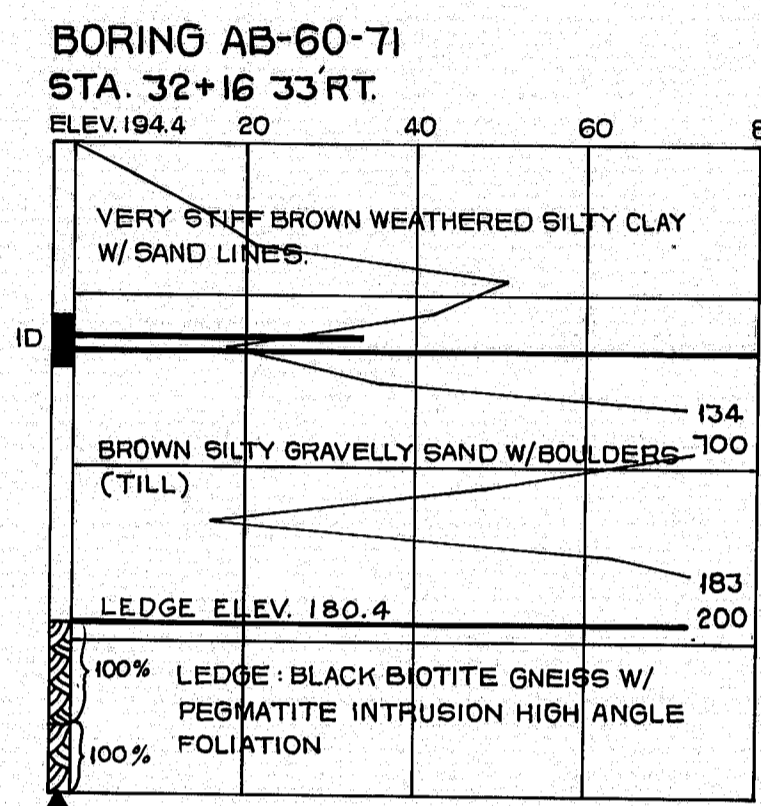
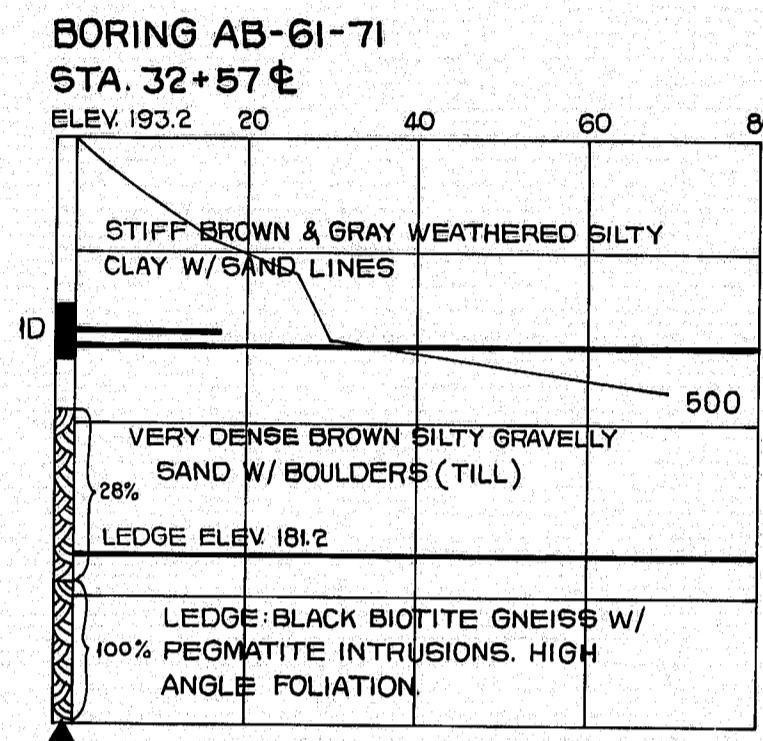
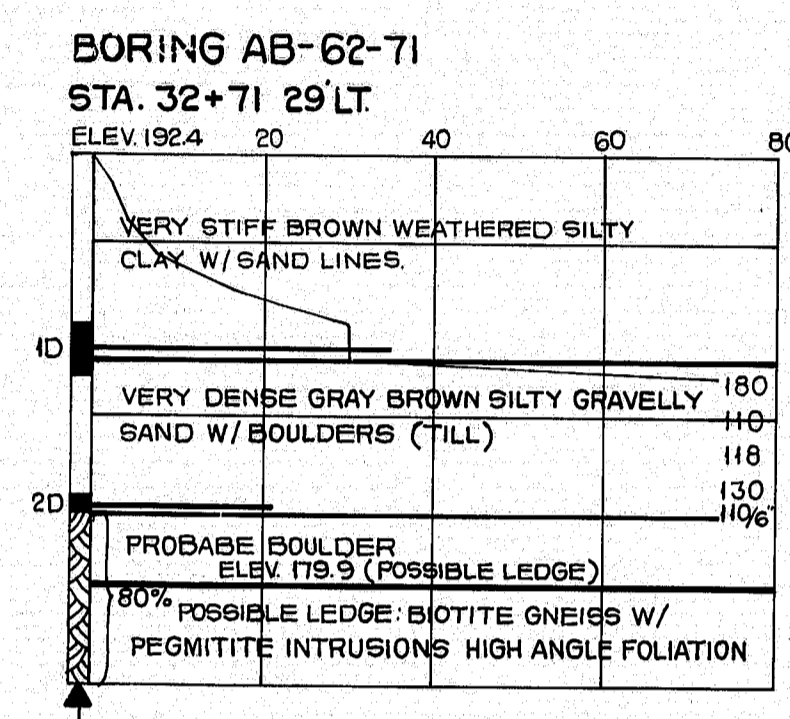
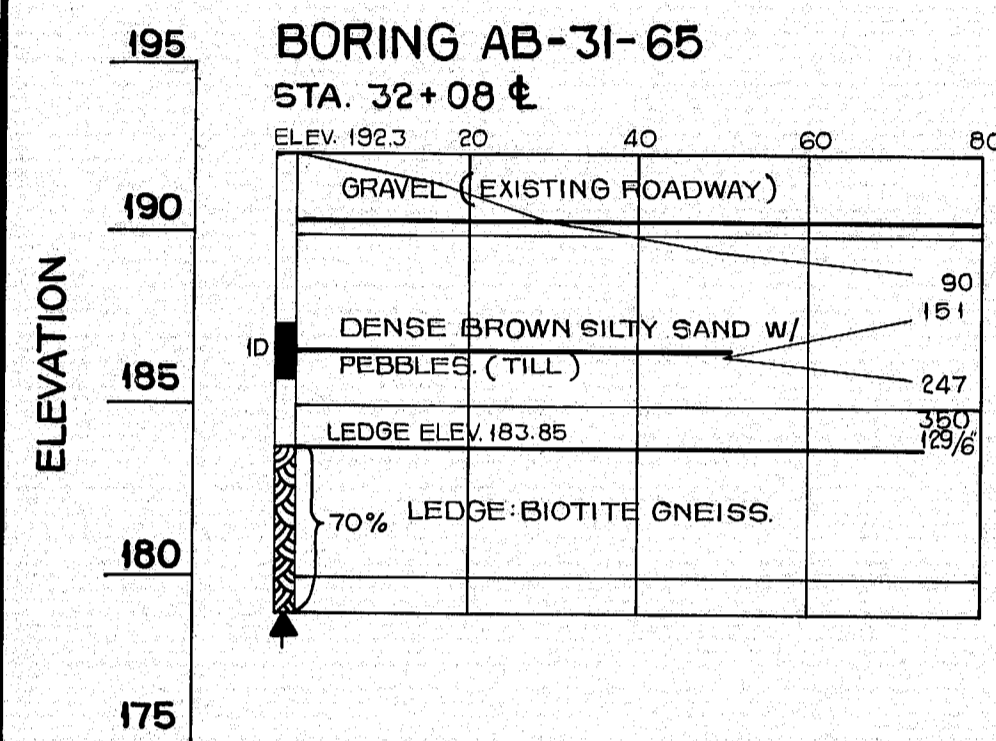


TRANSVERSE SECTIONS
SCALE

PLANS	DESIGN - DETAILED	BY	DATE
	REVISIONS		
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
POND ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
WEST GARDINER
KENNEBEC COUNTY
FOUNDATION SURVEY
SHEET 1 OF 2 AUGUSTA, MAINE

148-137



BORING NOTES

- All samples and vane tests 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 samples
- S & H sampler - 1290's
- 2" O.D. 16 ga. seamless tubing
- 3 1/2" O.D. 16 ga. seamless tubing
- Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow
- Field vane test
- Bottom of boring (may not be bottom of soil strata)
- Location cored by diamond bit and per cent recovery of rock.
- Note: 2 1/2" casing used unless otherwise noted

SHEAR NOTES

- Field vane shear strengths.
- Shear strengths in excess of capacity of equipment
- One half unconfined compressive strengths

WATER CONTENT NOTES

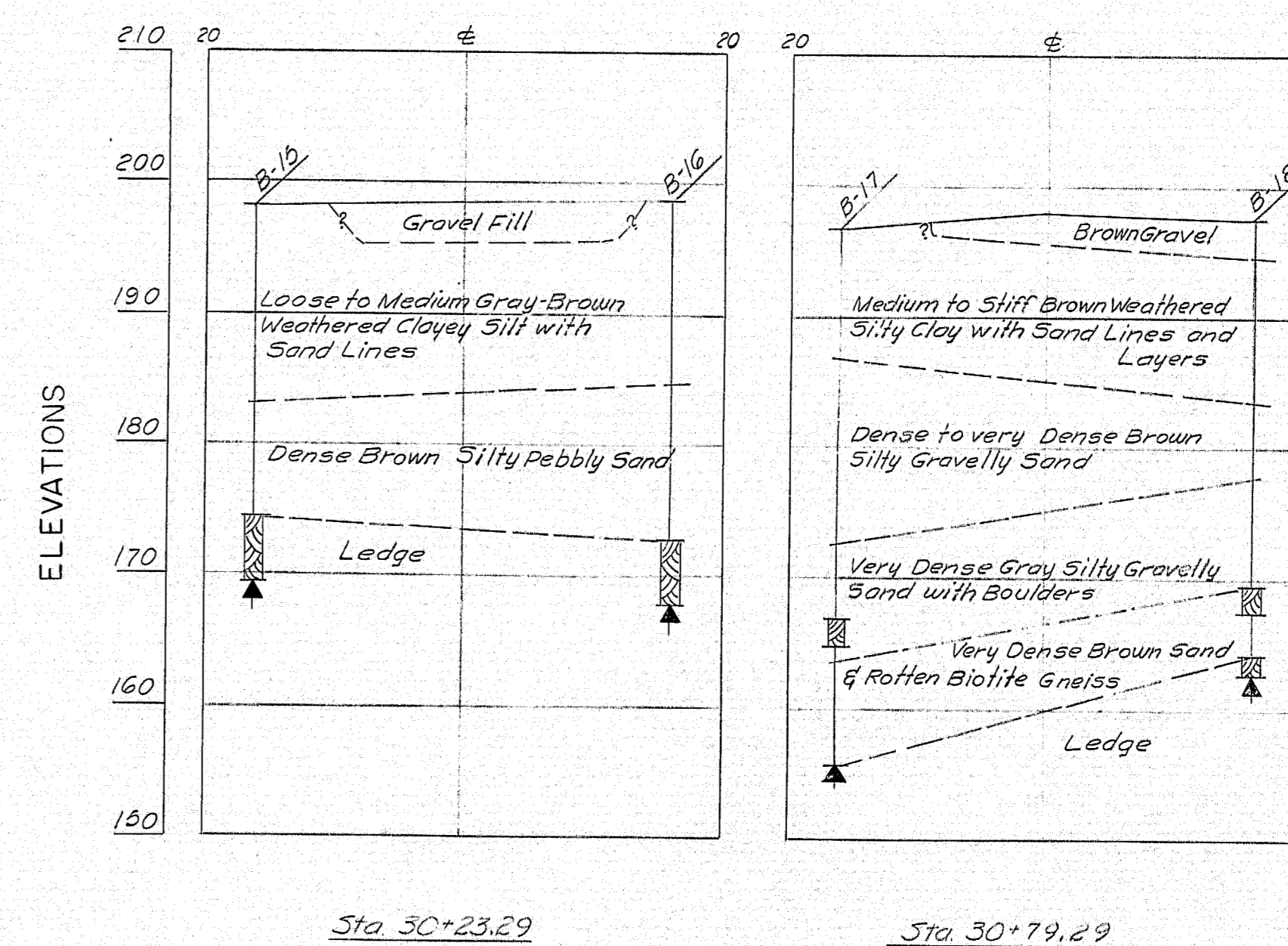
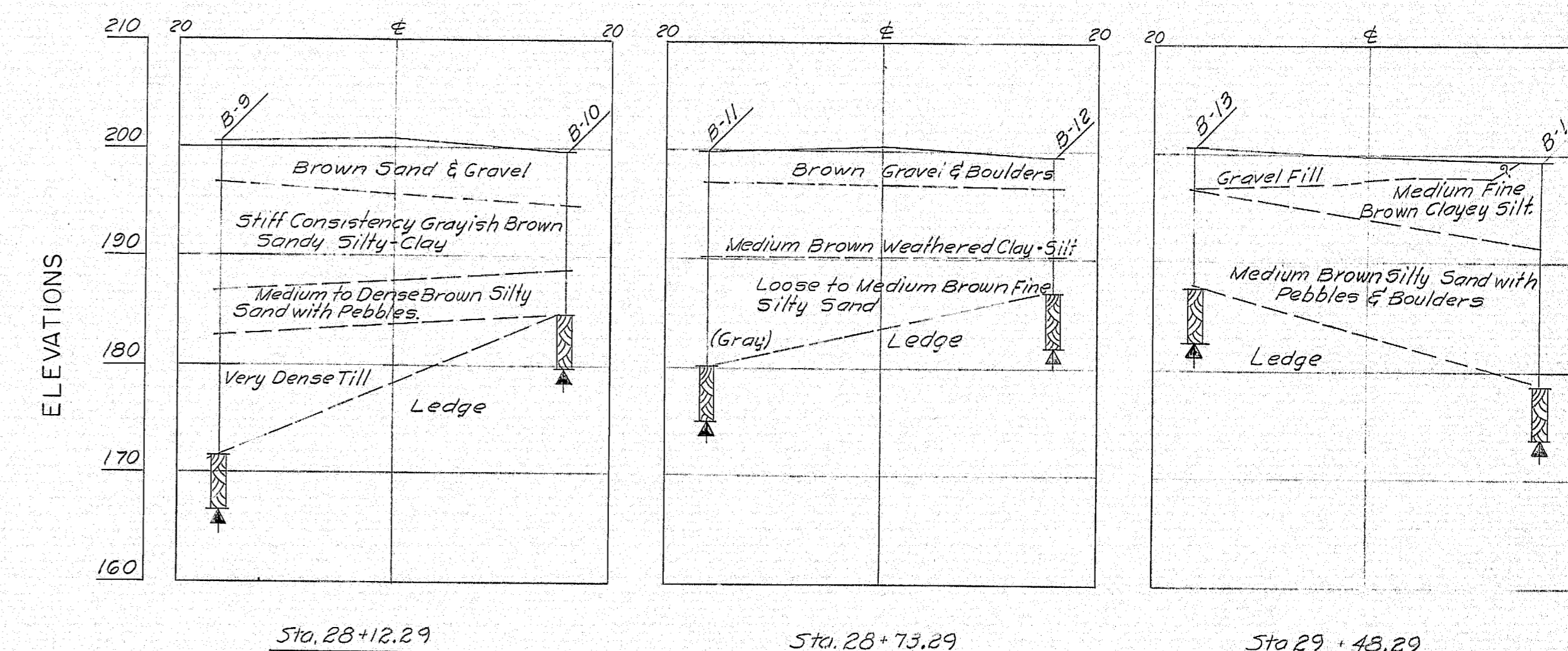
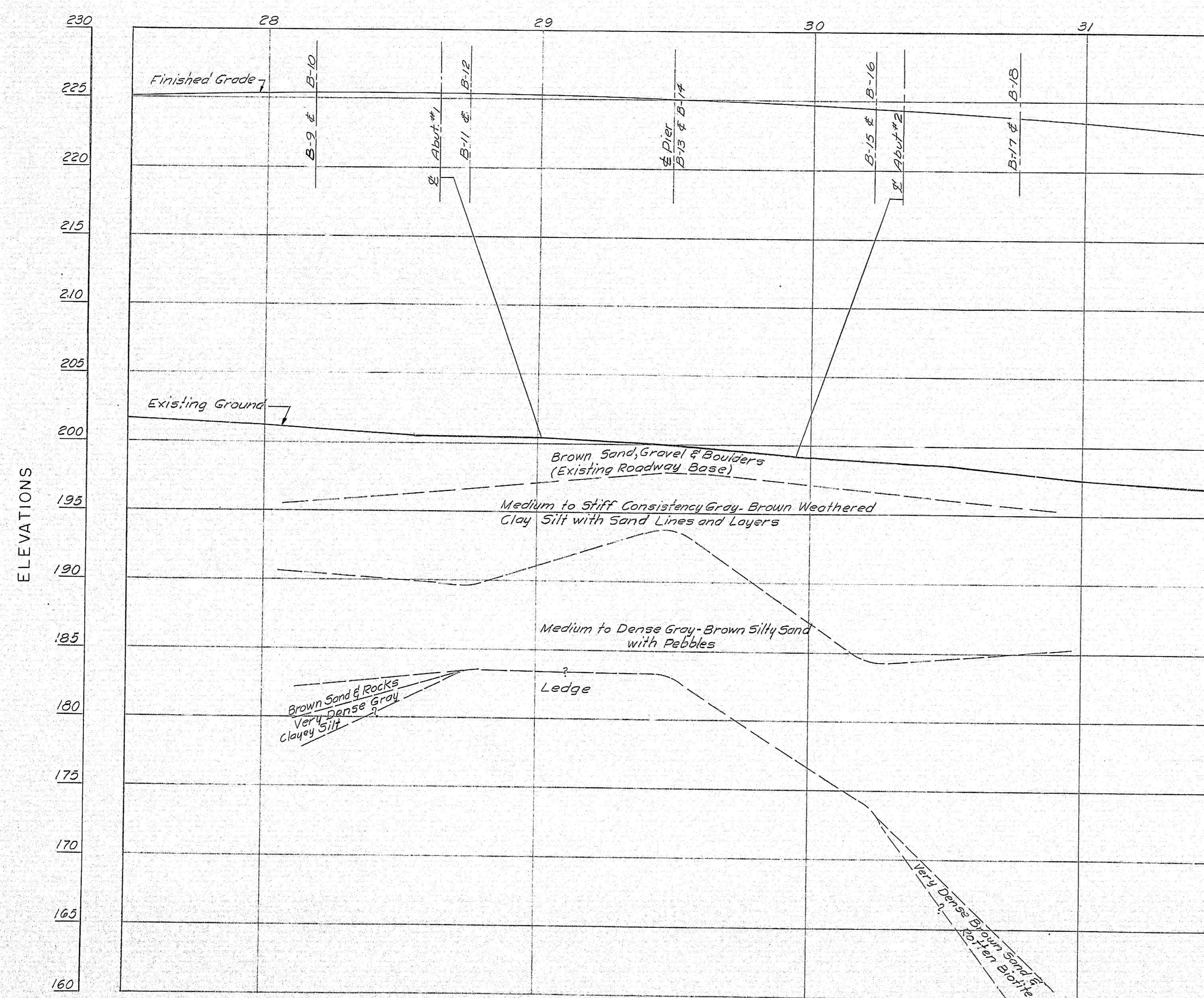
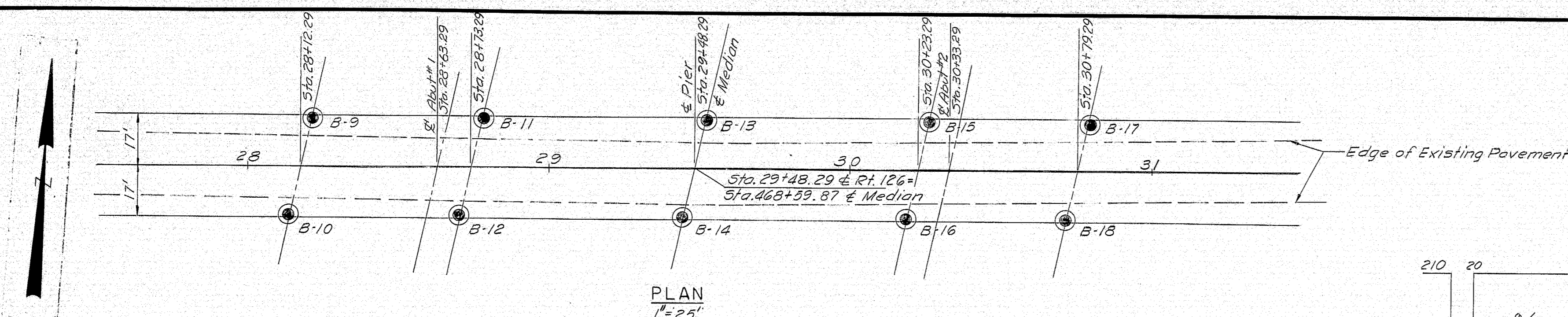
- Natural water contents, given as per cent of dry weight

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
POND ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
WEST GARDINER
KENNEBEC COUNTY
BORING DETAILS

SHEET 2 OF 2 AUGUSTA, MAINE

148-13B

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5 (18)	46	53

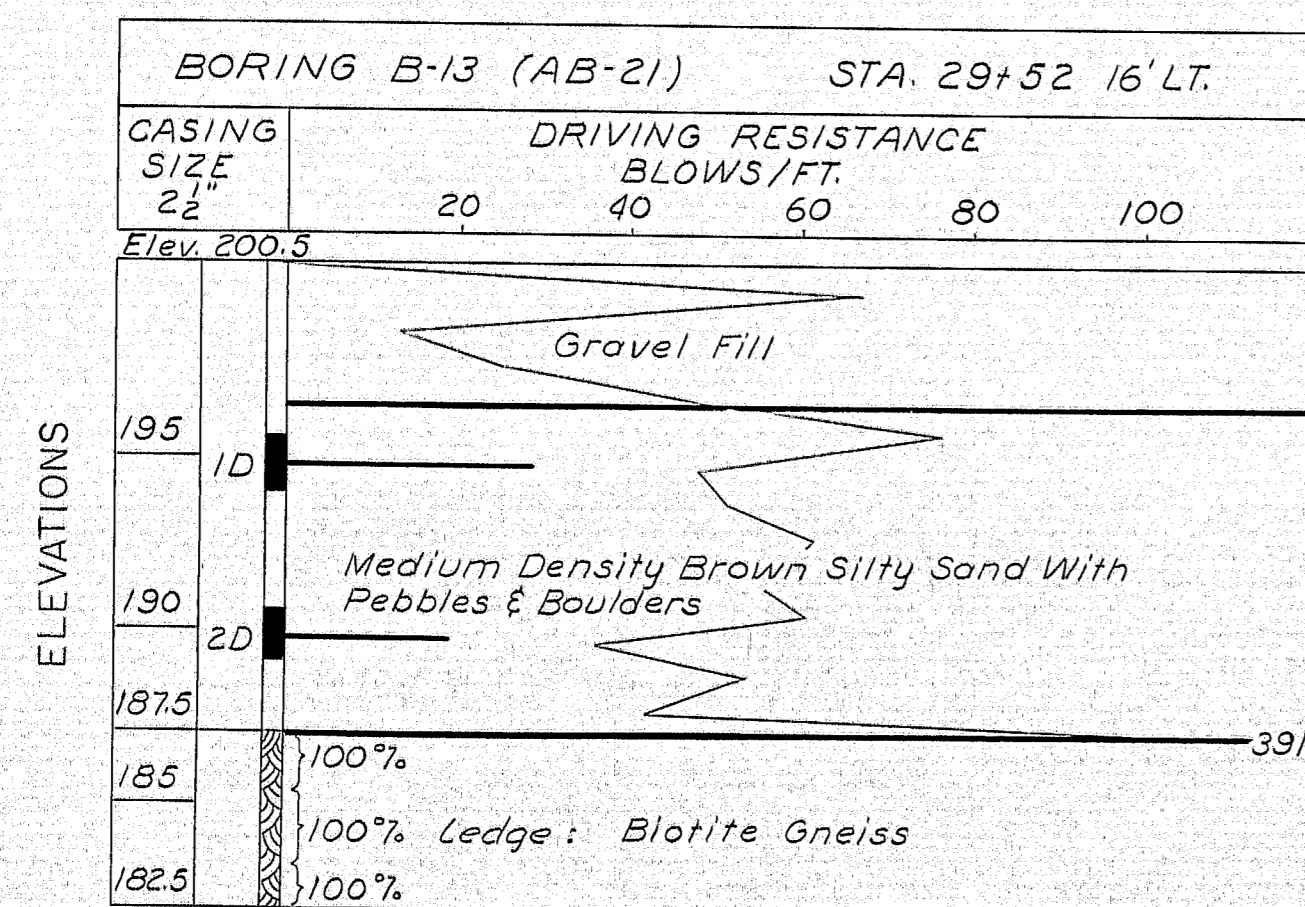
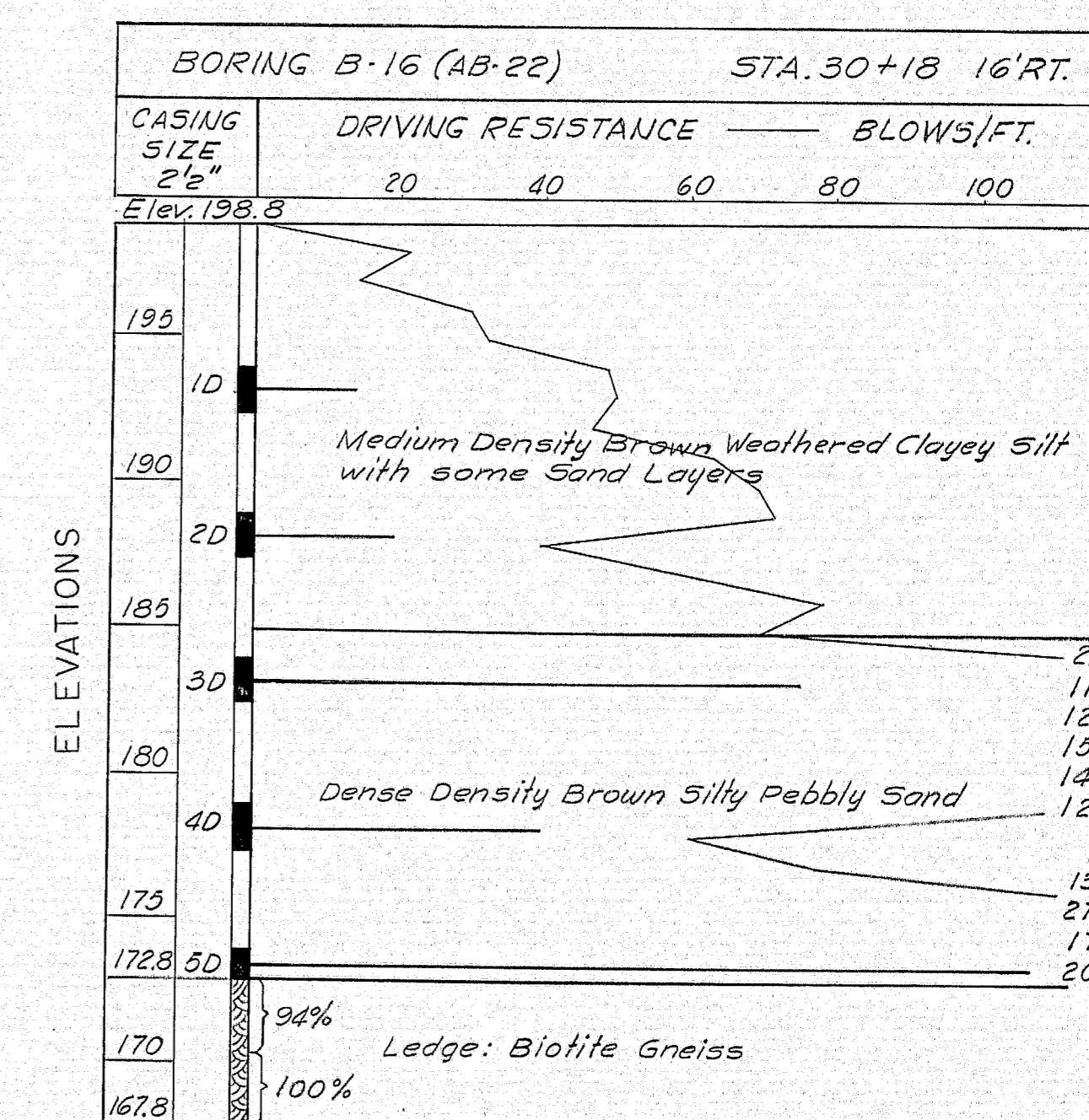
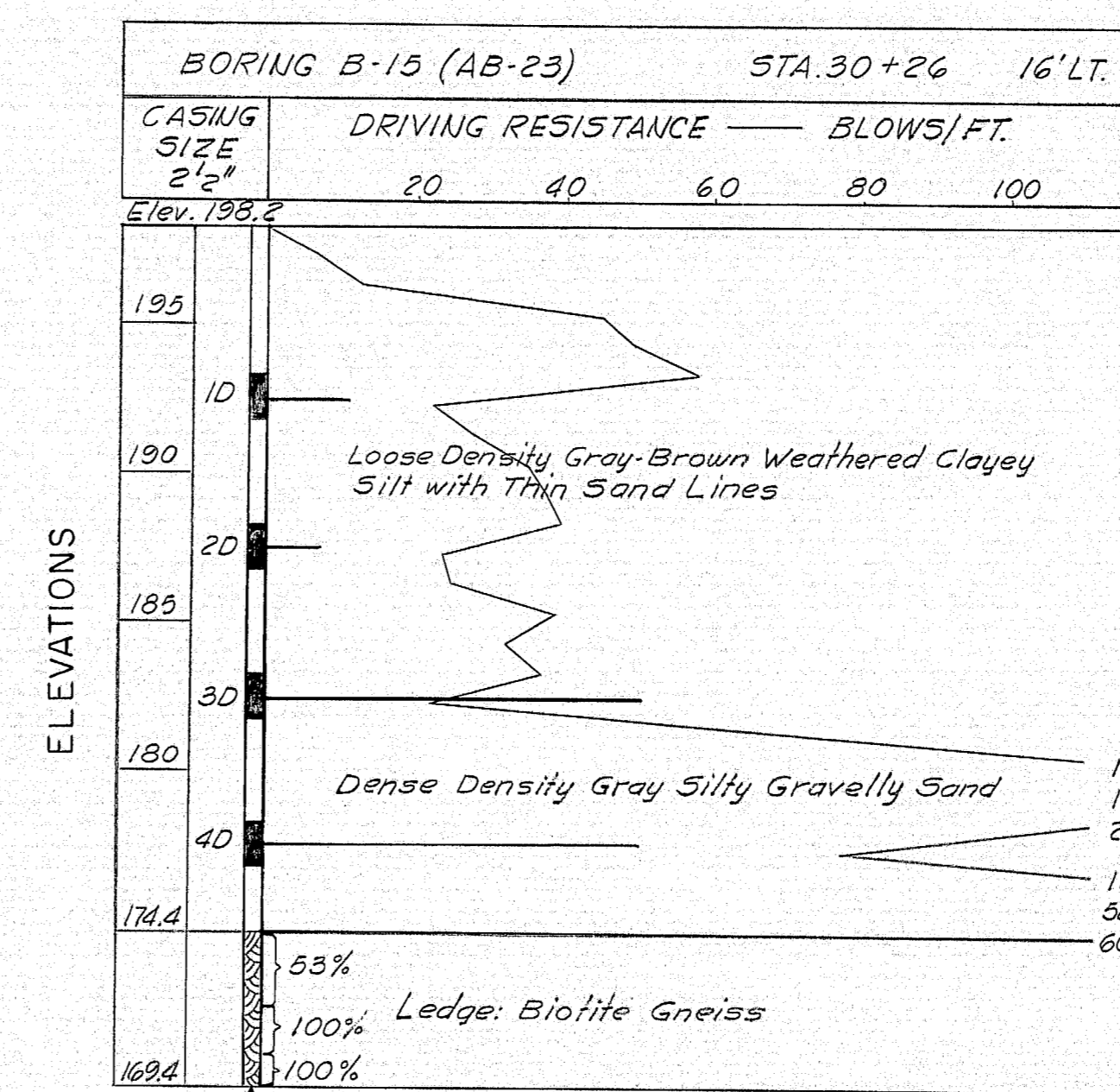
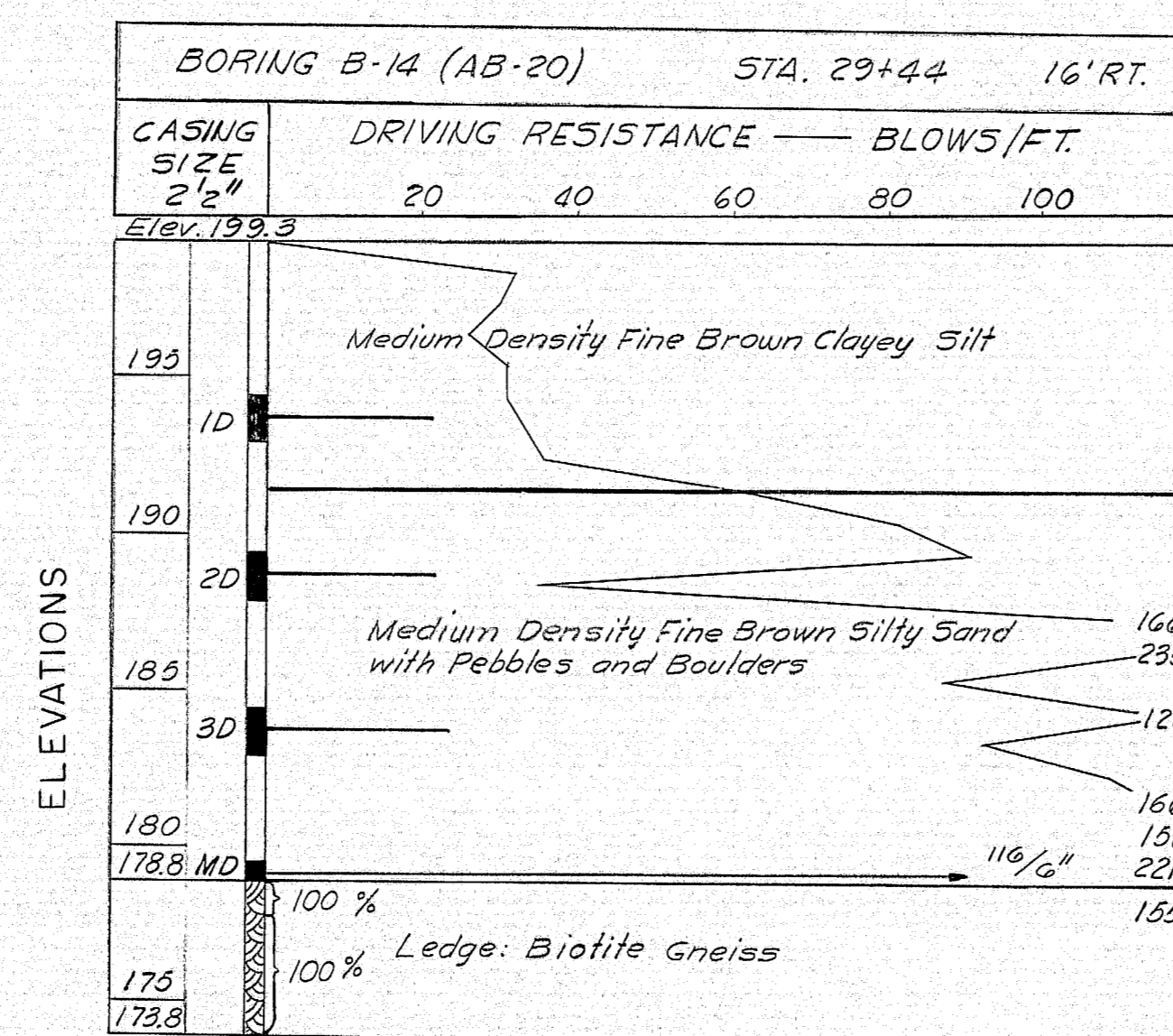
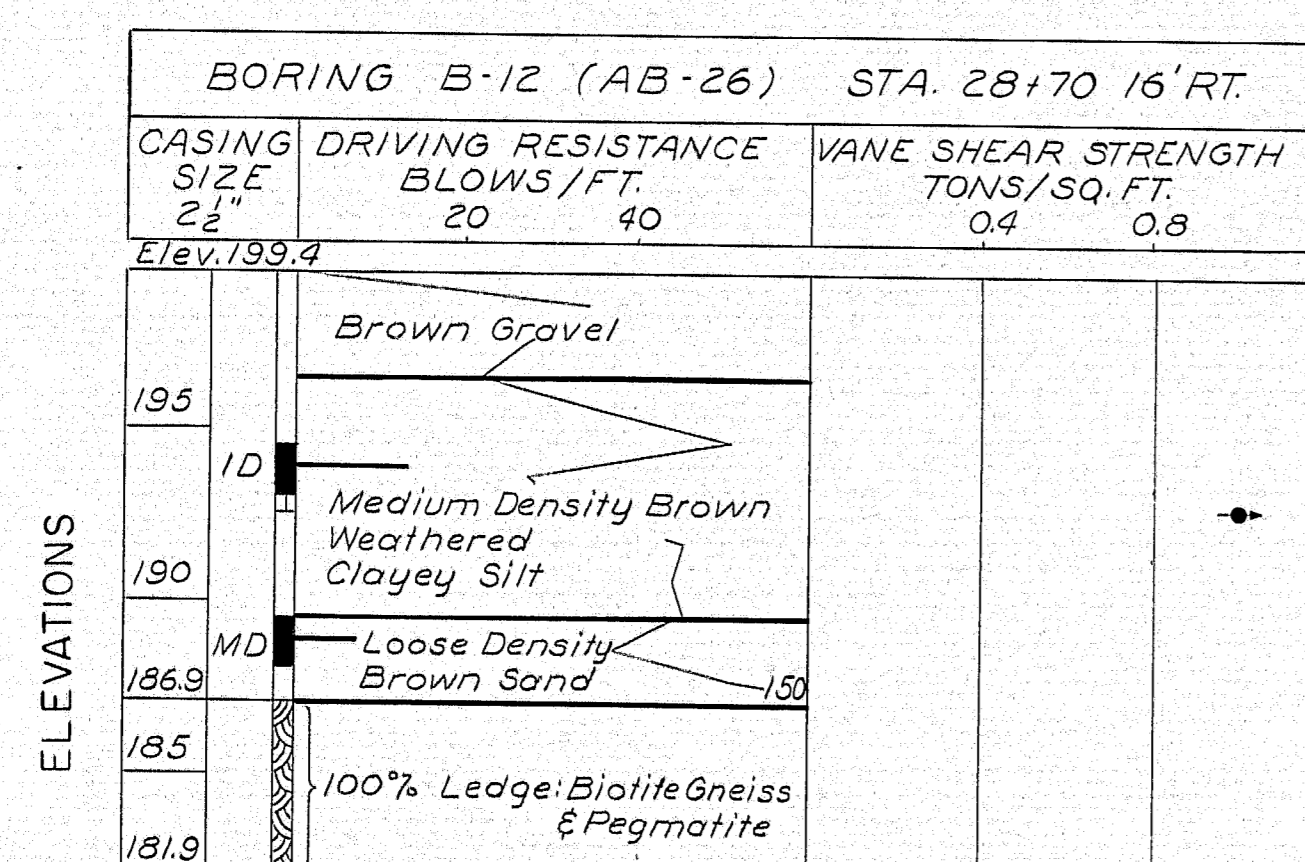
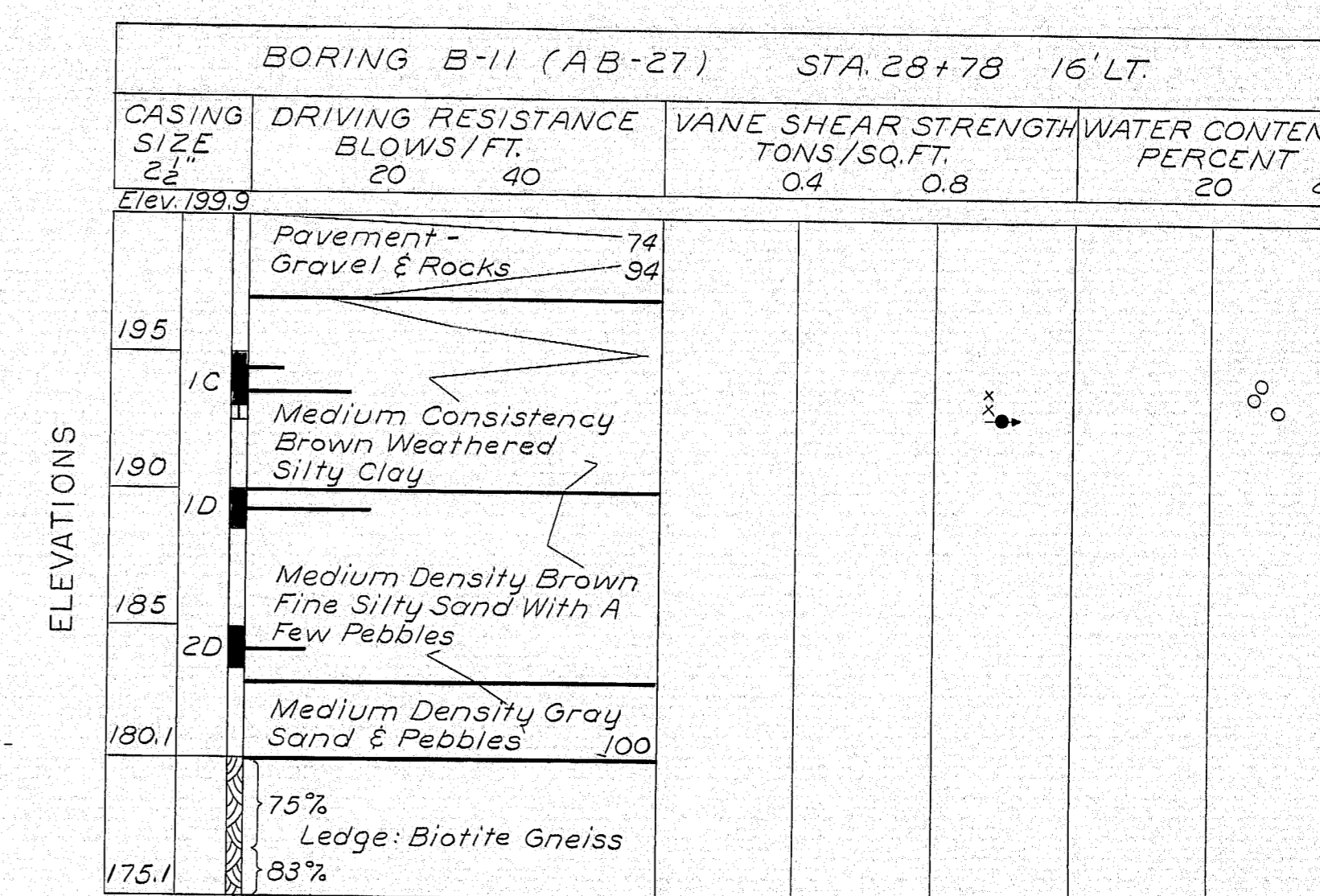
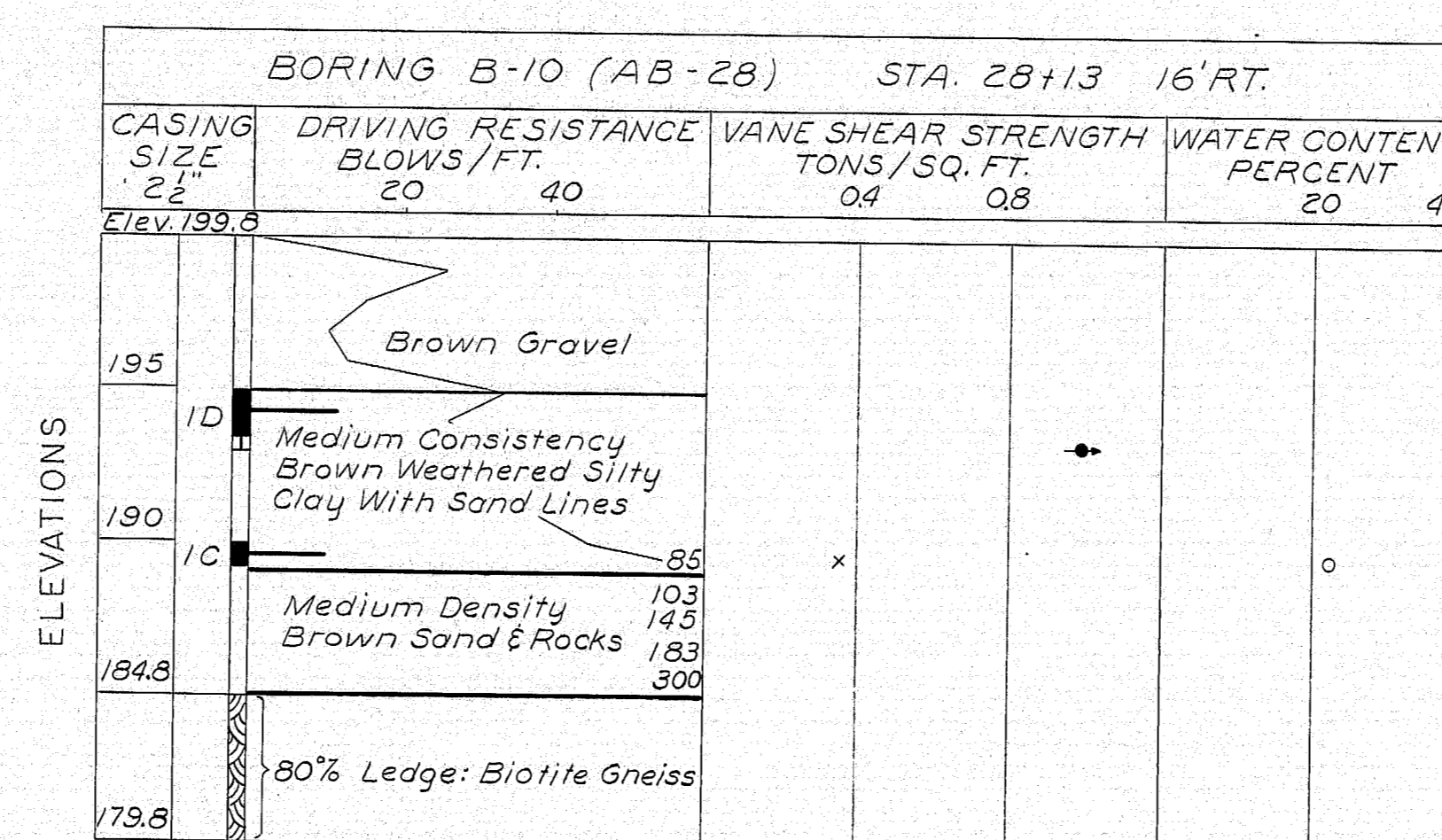
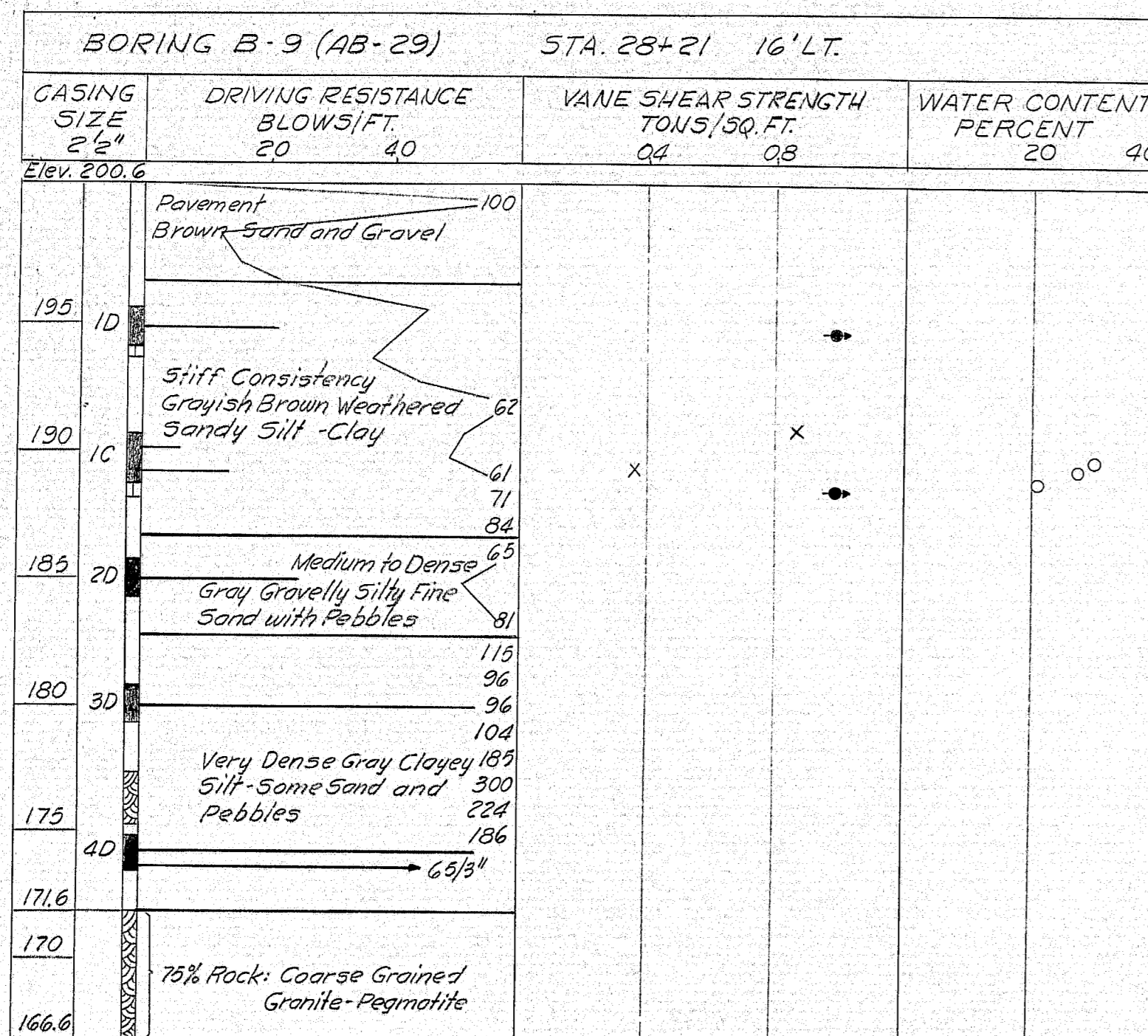


DESIGN- TRACE- CHECK- G.J.D.	DETAIL - J.R.A. SURVEY- PLOT-	BRIDGE NO. ROUTE 126 OVER INTERSTATE 95 IN THE TOWN OF WEST GARDINER KENNEBEC COUNTY FOUNDATION SURVEY
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SHEET 1 OF 3 AUGUSTA, MAINE SEPT. 1966

148-139 WEST GARDINER (12)

R. P. D.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5 (B)	47	53

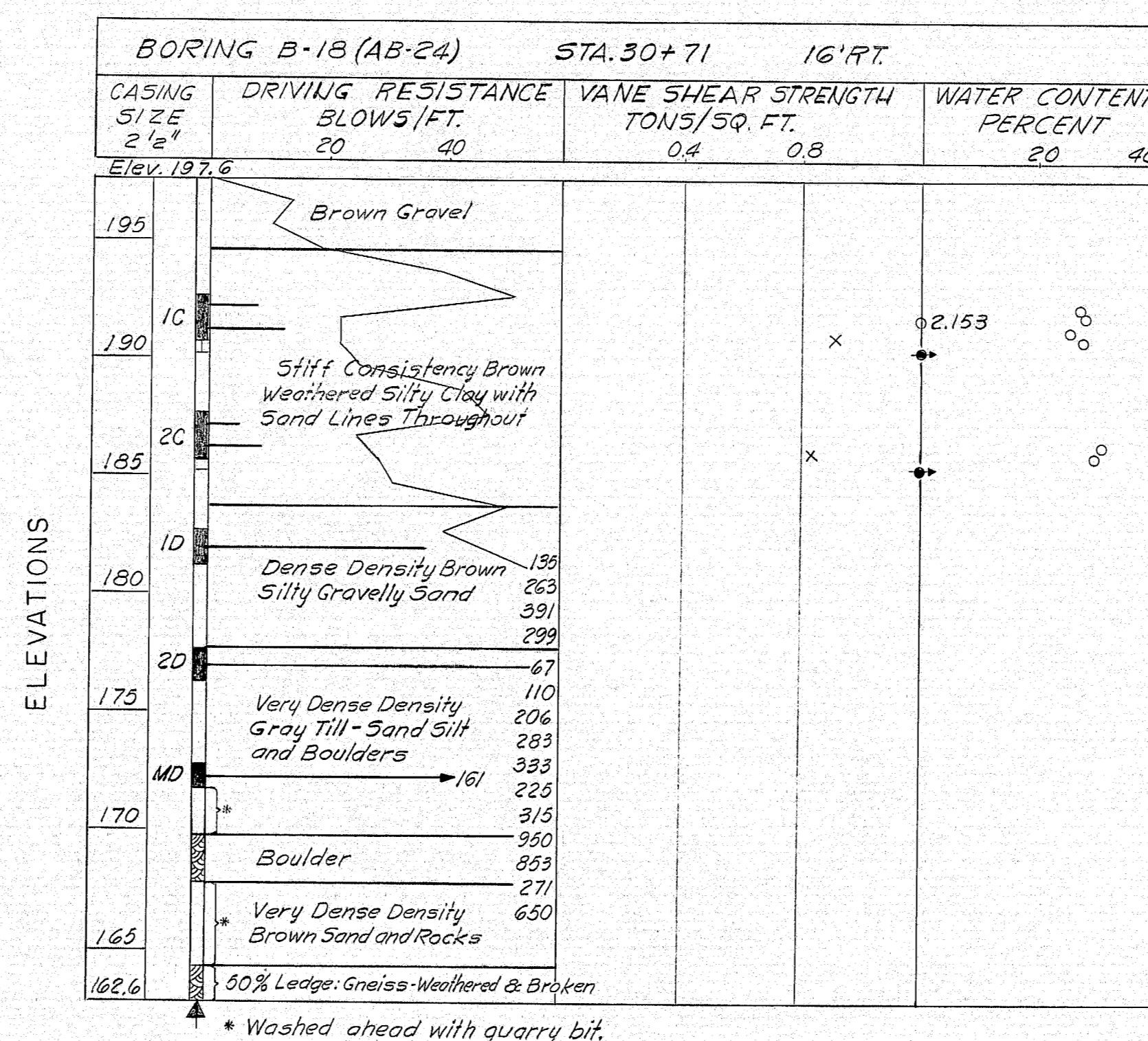
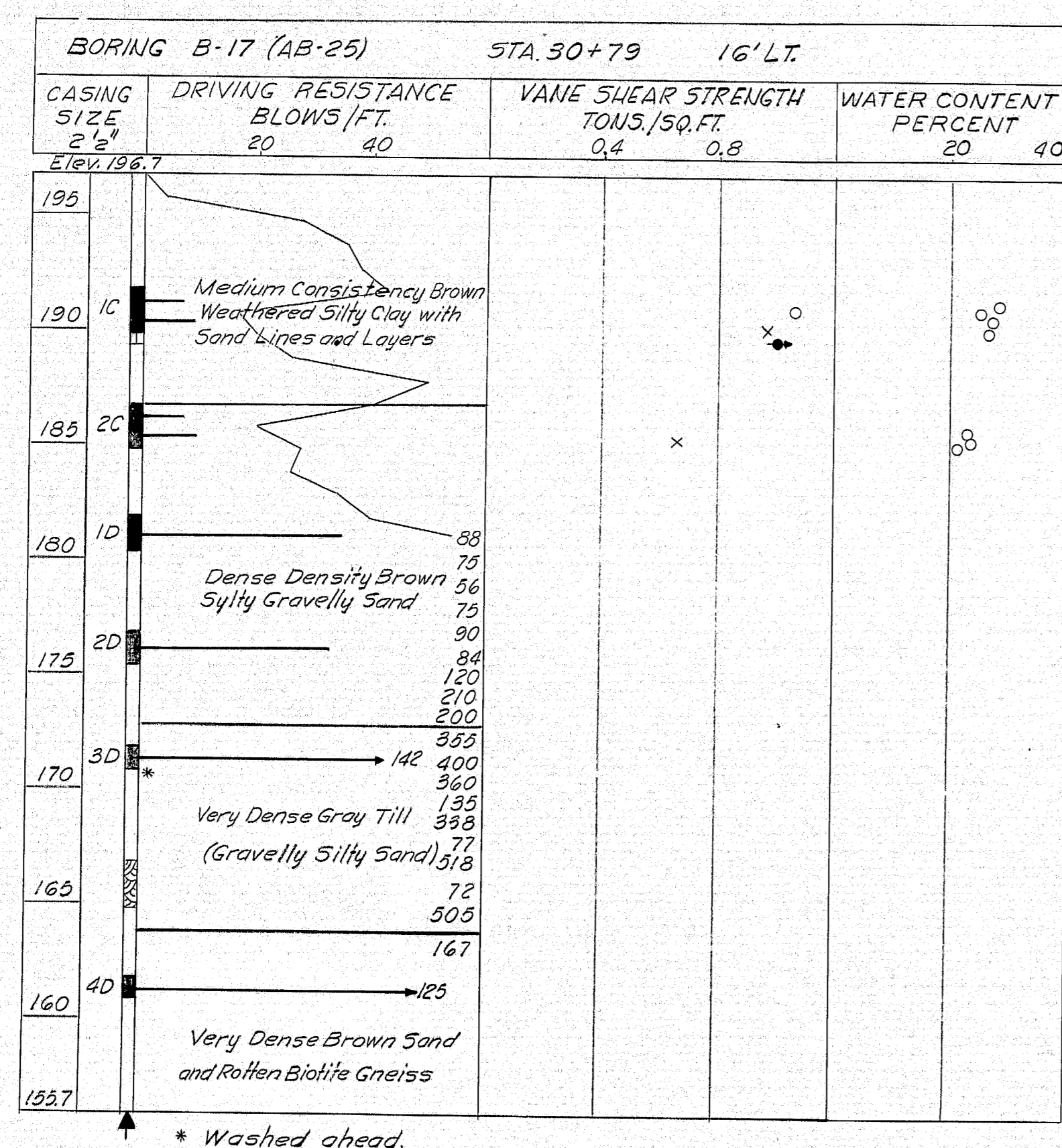


NOTE:
For plan, profile and sections
see Sheet 1.
For boring notes, see Sheet 3.

DESIGN- TRACE- CHECK- G.J.D.	DETAIL- J.R.A.	BRIDGE NO. SURVEY- PLOT-
STATE OF MAINE DEPARTMENT OF TRANSPORTATION BRIDGE DIVISION ROUTE 126 OVER INTERSTATE 95 IN THE TOWN OF WEST GARDINER KENNEBEC COUNTY FOUNDATION SURVEY SHEET 2 OF 3 AUGUSTA, MAINE SEPT. 1966		

148-140 WEST GARDINER (12)

R. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5 (2)	48	53



BORING NOTES:

- Σ 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.
- 1D Number and Type of dry sample.
- 1C 2" O.D. 16 ga. seamless tubing.
- MD 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.
- Field vane test.
- ▲ Bottom of boring (may not be bottom of soil strata).
- 71% Locations cored by diamond bit and percent recovery of rock.
- Field vane shear strengths.
- Shear strengths in excess of capacity of equipment.
- x Laboratory vane shear strengths.
- One half unconfined compressive strengths.

NOTE:
For plan, profile and sections
see Sheet 1.

DESIGN- TRACE CHECK- G.J.D.	DETAIL-R.J.G. SURVEY- PLOT-	BRIDGE NO. 125
STATE OF MAINE DEPARTMENT OF TRANSPORTATION BRIDGE DIVISION ROUTE 125 OVER INTERSTATE 95 IN THE TOWN OF WEST GARDINER KENNEBEC COUNTY FOUNDATION SURVEY SHEET 3 OF 3 AUGUSTA, MAINE SEPT. 1966		

148-141 WEST GARDINER (12)