

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

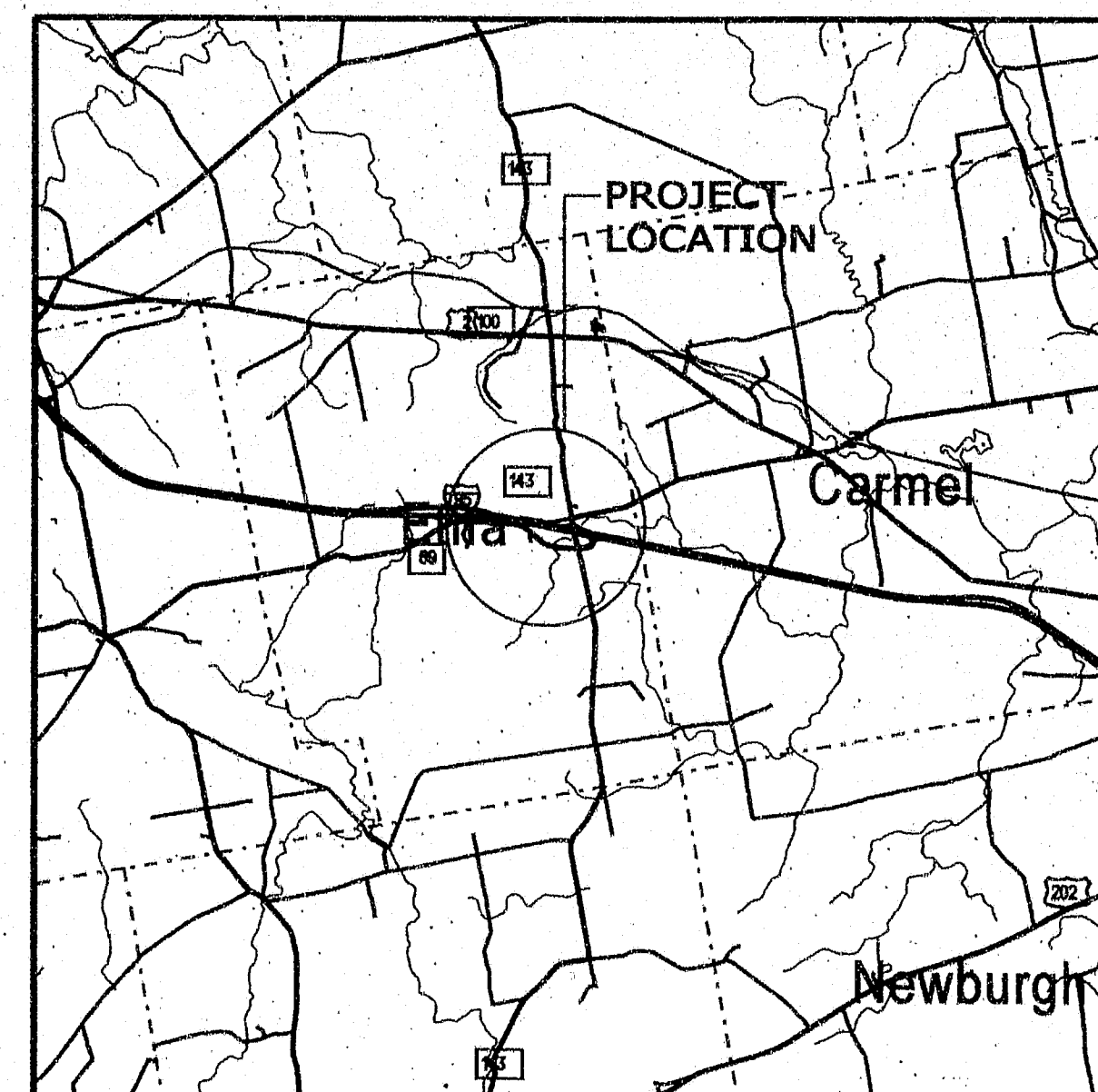


ETNA
PENOBSCOT
I-95NB & I-95SB
OVER
ROUTE 143

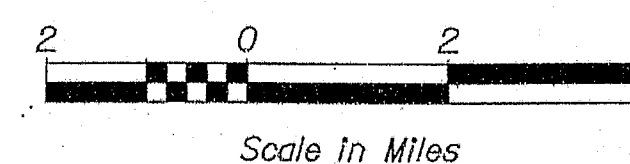
BR-1562(300)E
BR-1562(400)E

PROJECT LENGTH 0.061 mi.
BRIDGE REPLACEMENTS

5962 & 1438



LOCATION MAP



Scale In Miles

SPECIFICATIONS

DESIGN: AASHTO LRFD Bridge Design Specifications, Fourth Edition
2007 and Interim Specifications through 2008.

DESIGN LOADING

Live Load HL - 93 Modified for Strength 1

TRAFFIC DATA

	I-95 NB	I-95 SB
Current (2007) AADT	10030	9670
Future (2027) AADT	15050	14510
DHV - % of AADT	10%	13%
Design Hour Volume	1469	1843
% Heavy Trucks (AADT)	15%	19%
% Heavy Trucks (DHV)	12%	15%
Directional Distribution (DHV)	100%	100%
18 kip Equivalent P 2.0	1609	1609
18 kip Equivalent P 2.5	1532	2235
Design Speed (mph)	65 mph	65 mph

MATERIALS

Concrete (Unless noted otherwise) Class "A"
Concrete (Curbs, Sidewalks & Transition Barriers) Class "LP"
Reinforcing Steel ASTM A615/A615M, Grade 60
Structural Steel:
All Material (except as noted) ASTM A709/A709M, Grade 50W
High Strength Bolts ASTM A325, Type 3

BASIC DESIGN STRESSES

Concrete $f'c = 4,350$ psi
Reinforcing Steel $f_y = 60,000$ psi
Structural Steel:
ASTM A 709/A 709M, Grade 50W $F_y = 50,000$ psi
ASTM A 709/A 709M, Grade 36 $F_y = 36,000$ psi
ASTM A 325 $F_u = 120,000$ psi

UTILITIES

Central Maine Power Company
Town of Etna
TDS Telephone
Mid Maine Telephone

MAINTENANCE OF TRAFFIC

Maintain one 15'-0" wide lane of I-95 traffic for each bridge utilizing staged construction. Route 143 will be reduced to a single lane of alternating two-way traffic with some complete closures at night.

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
	<i>[Signature]</i>	5/1/08
COMMISSIONER		
CHIEF ENGINEER		05/01/08

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SIGNATURE	P.E. NUMBER	DATE
	<i>[Signature]</i>	8322	APRIL 28, 2008

PROJECT INFORMATION	BRIDGE	DESIGNER	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
		DEVIN ANDERSON	FRANK DAHAR	FRANK DAHAR	ERDMAN ANTHONY	WENELL PHARMAN		

ETNA I-95NB & I-95SB TITLE SHEET
--

SHEET NUMBER
1
1 OF 54

146-332
ERDMAN
ANTHONY



BR-1562(300)E & BR-1562(400)E PIN 015623.00 & 015624.00

ESTIMATED QUANTITIES				
ITEM NO.	DESCRIPTION	PIN 015623.00 1-95 NB QUANTITY	PIN 015624.00 1-95 SB QUANTITY	TOTAL COMBINED QUANTITY
202.13	REMOVE EXISTING RAILS (RETAINED BY DEPARTMENT)	280	280	560
202.19	REMOVING EXISTING BRIDGE			1
202.205	RUMBLE STRIPS - SHOULDER	3480	3480	6960
203.20	COMMON EXCAVATION	3556	3836	7392
203.21	ROCK EXCAVATION	10	---	10
203.24	COMMON BORROW	412	380	792
203.25	GRANULAR BORROW	71	71	142
304.08	AGGREGATE SUBBASE COURSE - SCREENED	408	372	780
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	829	757	1586
403.207	HOT MIX ASPHALT 19.0 MM NOMINAL MAXIMUM SIZE, BASE	453	437	890
403.210	HOT MIX ASPHALT 9.5 MM NOMINAL MAXIMUM SIZE, SURFACE	349	342	691
403.213	HOT MIX ASPHALT 12.5 MM NOMINAL MAXIMUM SIZE, BINDER	169	163	332
409.15	BITUMINOUS TACK COAT, APPLIED	320	310	630
501.231	DYNAMIC LOADING TEST	2	2	4
501.40	STEEL H-BEAM PILES 53 LBS/FT, DELIVERED	568	528	1096
501.401	STEEL H-BEAM PILES 53 LBS/FT, IN PLACE	568	528	1096
501.90	PILE TIPS	16	16	32
501.91	PILE SPLICES	16	16	32
501.92	PILE DRIVING EQUIPMENT MOBILIZATION			1
502.219	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS NB 86 CY, SB 85 CY, TOTAL 171 CY			1
502.26	STRUCTURAL CONCRETE, ROADWAY AND SIDEWALK SLABS ON STEEL NB 80 CY, SB 80 CY, TOTAL 160 CY			1
502.31	STRUCTURAL CONCRETE, APPROACH SLABS NB 33 CY, SB 33 CY, TOTAL 66 CY			1
502.49	STRUCTURAL CONCRETE, CURBS AND SIDEWALK, NB 5 CY, SB 5 CY			1
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	28800	28800	57600
503.13	REINFORCING STEEL, PLACING	28800	28800	57600
504.702	STRUCTURAL STEEL FABRICATED AND DELIVERED, WELDED NB 90000 LBS, SB 90000 LBS, TOTAL 180000 LBS			1
504.71	STRUCTURAL STEEL ERECTION, NB 90000 LBS, SB 90000 LBS			1
505.08	SHEAR CONNECTORS, NB 3008, SB 3008			1
507.0811	STEEL BRIDGE RAILING, 2 BAR, NB 140 LFT, SB 140 LFT			1
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE NB 404 SY, SB 404 SY			1
513.22	CRUSHED STONE SLOPE PROTECTION	41	41	82
514.06	CURING BOX FOR CONCRETE CYLINDERS	1	1	2
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES NB 150 SY, SB 150 SY			1
526.30	TEMPORARY CONCRETE BARRIER TYPE 1	900	900	1800
526.34	PERMANENT CONCRETE TRANSITION BARRIER	4	4	8
526.40	RESETTING TEMPORARY CONCRETE BARRIER TYPE 1	900	900	1800
527.34	WORK ZONE CRASH CUSHIONS	1	1	2
606.1721	BRIDGE TRANSITION - TYPE 1	4	4	8
606.24	GUARDRAIL TYPE 3d - SINGLE RAIL	737.5	637.5	1375
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	4	4	8
606.364	GUARDRAIL, REMOVE, MODIFY AND RESET, TYPE 3b	50	137.5	187.5
606.79	GUARDRAIL 350 FLARED TERMINAL	---	2	2
607.184	CHAIN LINK SNOW FENCE	105	105	210
610.18	STONE DITCH PROTECTION	145	145	290
615.07	LOAM	60	95	155
618.1401	SEEDING METHOD NUMBER 2	10	15	25
619.12	MULCH	10	15	25
619.1401	EROSION CONTROL MIX	10	10	20
620.58	NON-WOVEN GEOTEXTILE	500	500	1000
627.711	WHITE OR YELLOW PAVEMENT MARKING LINE, PLAN QUANTITY	6300	6300	12600
629.05	HAND LABOR, STRAIGHT TIME	24	24	48

ESTIMATED QUANTITIES				
ITEM NO.	DESCRIPTION	PIN 015623.00 1-95 NB QUANTITY	PIN 015624.00 1-95 SB QUANTITY	TOTAL COMBINED QUANTITY
631.12	ALL-PURPOSE EXCAVATOR (INCLUDING OPERATOR)	24	24	48
631.14	GRADER (INCLUDING OPERATOR)	12	12	24
631.172	TRUCK-LARGE (INCLUDING OPERATOR)	24	24	48
631.21	ROAD BROOM (INCLUDING OPERATOR AND HAULER)	40	40	80
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	12	12	24
636.40	MECHANICALLY STABILIZED EARTH RETAINING WALL	4950	4950	9900
639.18	FIELD OFFICE, TYPE A	0.5	0.5	1
652.30	FLASHING ARROW BOARD	1	1	2
652.312	TYPE III BARRICADES	10	10	20
652.33	DRUMS	75	75	150
652.34	CONE	100	100	200
652.35	CONSTRUCTION SIGNS	900	900	1800
652.38	FLAGGERS	2500	2500	5000
652.381	TRAFFIC OFFICERS	200	200	400
652.39	WORK ZONE TRAFFIC CONTROL			1
652.41	PORTABLE - CHANGEABLE MESSAGE SIGN	1	1	2
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL			1
659.10	MOBILIZATION			1
660.21	ON-THE-JOB TRAINING (BID)	1000	---	1000

146-333

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
BR-1562(300)E & BR-1562(400)E		PIN 015623.00 & 015624.00	
5862 & 1438		BRIDGE PLANS	
I-95NB & I-95SB		ESTIMATED QUANTITIES	
PENOBSCOT		SHEET NUMBER	
ETNA		2	
2		OF	
54			

GENERAL CONSTRUCTION NOTES

1. During construction, Route 143 may be closed to traffic for a time period specified in the Special Provisions.

2. For easements, construction limits and right of way lines, refer to Right of Way Map.

3. The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to Contract items.

4. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.

5. All aluminum bridge rail, rail posts, and associated hardware, including all structural steel beams & diaphragms which are to be removed shall be carefully salvaged by the Contractor and will remain the property of the Department. Payment will be considered incidental to related Contract items.

6. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.

7. In areas where the Resident directs the Contractor not to excavate to the subgrade line shown on the plans, payment for removing existing pavement, grubbing, shaping, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items.

8. All embankment material, except as otherwise shown, placed below subgrade elevation shall be Granular Borrow meeting the requirements of Subsection 703.19. Material for Underwater Backfill. Granular soil excavated as part of the bridge project may be used as embankment material provided that the material meets the requirements of Subsection 703.19.

9. Stones which cannot be rolled or compacted into the surface of the shoulder shall be removed by hand raking. Payment for hand raking will be considered incidental to Item No. 304.10, Aggregate Subbase Course - Gravel.

10. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.

11. Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619. Mulch. Payment will be made under Item No. 619.1401, Erosion Control Mix.

12. Place a 24-in. wide strip of Temporary Erosion Control Blanket on the sideslopes behind the wingwalls and headwalls.

13. An NCHRP350 compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.

14. Extended-use Erosion Control Blanket, seeded gutters, riprap downspouts, and other gutters lined with Stone Ditch Protection shall be constructed after paving and shoulder work is completed, where it is apparent that runoff will cause continual erosion. Payment will be made under the appropriate Contract items.

15. Protective Coating for Concrete Surfaces shall be applied to the following areas:

All exposed surfaces of concrete curbs,
Fascias down to the drip notch,
All exposed surfaces of Concrete Transition Barriers,
Concrete barrier railing,
Top of abutment backwalls and to 12 inches below the top of backwalls on the back side.

16. Bidders and Contractors may obtain a copy of the existing bridge plans by contacting the Project Manager. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.

17. Bidders and Contractors may obtain a copy of the project geotechnical report(s): Geotechnical Design Report for the Replacement of I-95 NB and SB Bridges over Routes 69/143, Etna, Maine; Soil Report Number 2008-06, dated April 2008, by contacting the Project Manager.

18. Existing plans and geotechnical report information may also be accessed at the following web address:

<ftp.maine.gov/outgoing/Etna01562300ContractorInformation.zip>

19. Geotechnical information furnished or referred to in this plan set is for the use of the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidders' or Contractor's interpretations of, or conclusions drawn from, the geotechnical information. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between the boring locations.

20. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:

- If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.
- If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.
- If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation.

21. The Contractor shall submit a Bridge Demolition Plan to the Resident at least 10 business days prior to the start of demolition work. The plan shall outline the methods and equipment to be used to remove and dispose of all materials included in the existing bridge. No work related to the removal of the bridge shall be undertaken by the Contractor until MaineDOT has reviewed the Bridge Demolition Plan for appropriateness and completeness. Payment for all work necessary for developing, submitting and finalizing the Demolition Plan will be considered incidental to the bridge removal pay item.

22. Although no known contamination exists on the project, there are several potential sources adjacent to the project due to accidents involving the release of petroleum products. The Contractor shall remain alert for evidence of contamination and shall employ appropriate health and safety measures to protect its workers against hazards associated with working near petroleum impacted soils. If the Contractor encounters evidence of soil or groundwater contamination, the Contractor shall secure the excavation, stop work in the contaminated area, and immediately notify the Resident. The Resident shall contact the Hydrogeologist in MDOT's Environmental Office at 207-624-3100 and the Maine Department of Environmental Protection at 800-482-0777. Work may only continue with authorization from the Resident.

23. Some of the existing guardrail in front of the piers for the I-95 Southbound Bridge has traffic impact damage. The Contractor shall remove, modify and reset the damaged portion of the guardrail with new Type 3b "W-Beam Guardrail" as directed by the Resident. Payment for this work shall be paid for under Item 606.364: Guardrail Remove, Modify and Reset Type 3b. A total of 87.5 lineal feet of new "W-Beam Guardrail" has been estimated for this repair. (Note: modifications include replacement of damaged guardrail.)

24. The existing northeast terminal end to the I-95 Southbound Bridge has traffic impact damage. The Contractor shall remove and replace the terminal with a new NCHRP 350 compliant terminal end as directed by the Resident. Payment for this work shall be made under Item 606.79: Guardrail 350 Flared terminal.

25. In order to make a proper transition of the new Guardrail Type 3d - Single Rail into the existing guardrail along both bounds of I-95, it may be necessary to extend the new guardrail beyond the limits shown on the plans. The Contractor shall extend the new guardrail as directed by the Resident to make a proper transition, or if necessary, to replace existing sections of damaged W-Beam Guardrail. Payment for this work shall be paid for under Item 606.24: Guardrail Type 3d - Single Rail. An incidental quantity of 300 lineal feet of new guardrail has been included in the contract quantities for this work.

26. In accordance with the Utility Special Provision, the Contractor shall provide temporary access drives for Central Maine Power to set new utility poles along Route 143. The temporary access drives shall be considered incidental to Contract items. Any existing guardrail along Route 143 that needs to be removed, modified, and reset as part of this work shall be paid for under Item 606.364: Guardrail Remove, Modify and Reset Type 3b.

27. The 30-inch diameter alignment sleeves shown on the plans will not be paid for directly but will be considered incidental to the Mechanically Stabilized Earth Walls, Item 636.40.

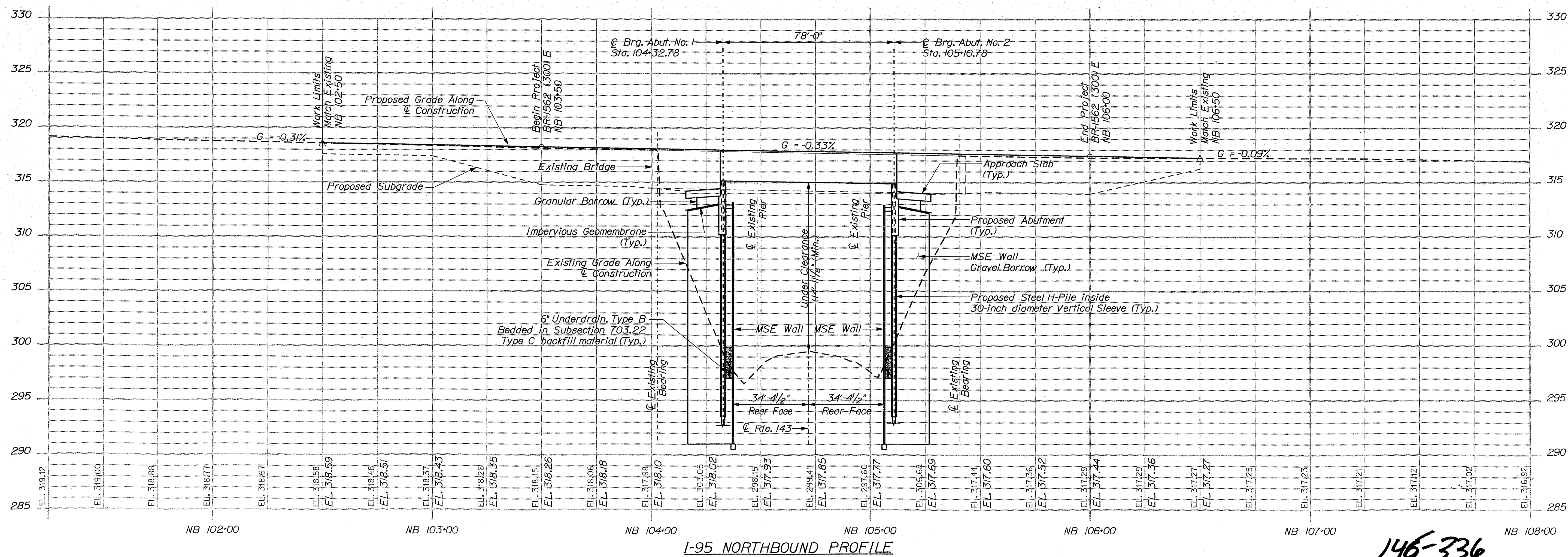
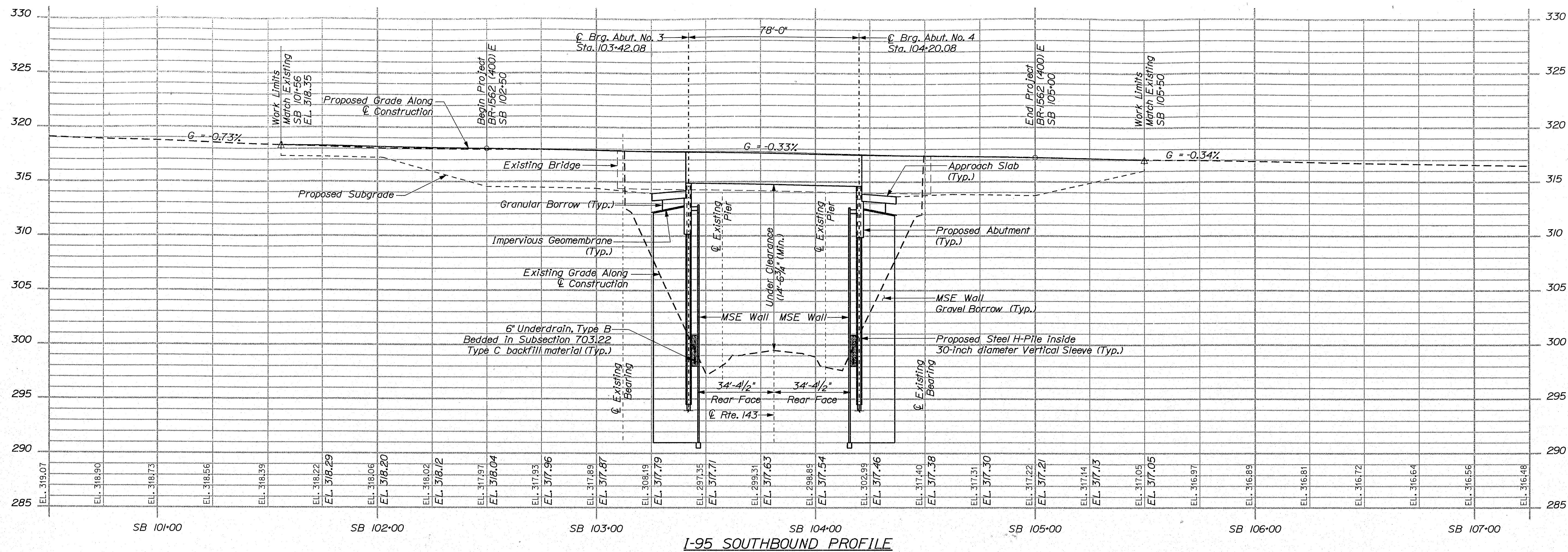
28. The temporary concrete barrier positioned on the existing and new bridge decks shall be positively attached to the concrete deck. The method of attachment shall be designed and stamped by a professional engineer licensed in the State of Maine and approved by the Resident. This work will not be paid for directly. Payment shall be considered incidental to related contract items.

29. Remove existing abutments down to top of the pile cap, approximate elevation 310.5 feet.

30. Blasting may be required to prepare subgrade at some MSE wall locations on the project site. The Contractor shall conduct the work in accordance with Supplemental Specification 105.2.6. The Contractor may need to conduct pre and post-blast surveys, as well as, blast vibration monitoring in accordance with industry standards at nearby residences and bridge structures at the time of blast.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		BR-1562(300)E & BR-1562(400)E		PIN 015623.00 & 015624.00		BRIDGE PLANS	
I-95NB & I-95SB		PENOBSCOT		GENERAL NOTES		SHEET NUMBER		3	
ETNA		SIGNATURE		P.E. NUMBER		DATE		5962 & 1438	
PROJ. MANAGER DEVIN ANDERSON		BY		DATE		FIELD CHANGES		3 OF 54	
DESIGN-DETAILED		M. SMITH		J.R. DAVIS					
CHECKED-REVIEWED		F.A. DARR		D.A. WELLS					
DESIGN-DETAILED		F.A. DARR		D.A. WELLS					
REVISIONS 1									
REVISIONS 2									
REVISIONS 3									
REVISIONS 4									

145-334



146-336

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1562(300)E & BR-1562(400)E

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	DEVIN ANDERSON	DATE
DESIGN-DETAILED	M. SMITH	DATE
CHECKED-REVIEWED	F.A. DHAIR	DATE
DESIGN-DETAILED	F.A. DHAIR	DATE
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

I-95NB & I-95SB
PENOBSCOT
ETNA
PROFILES

SHEET NUMBER

5 OF 54

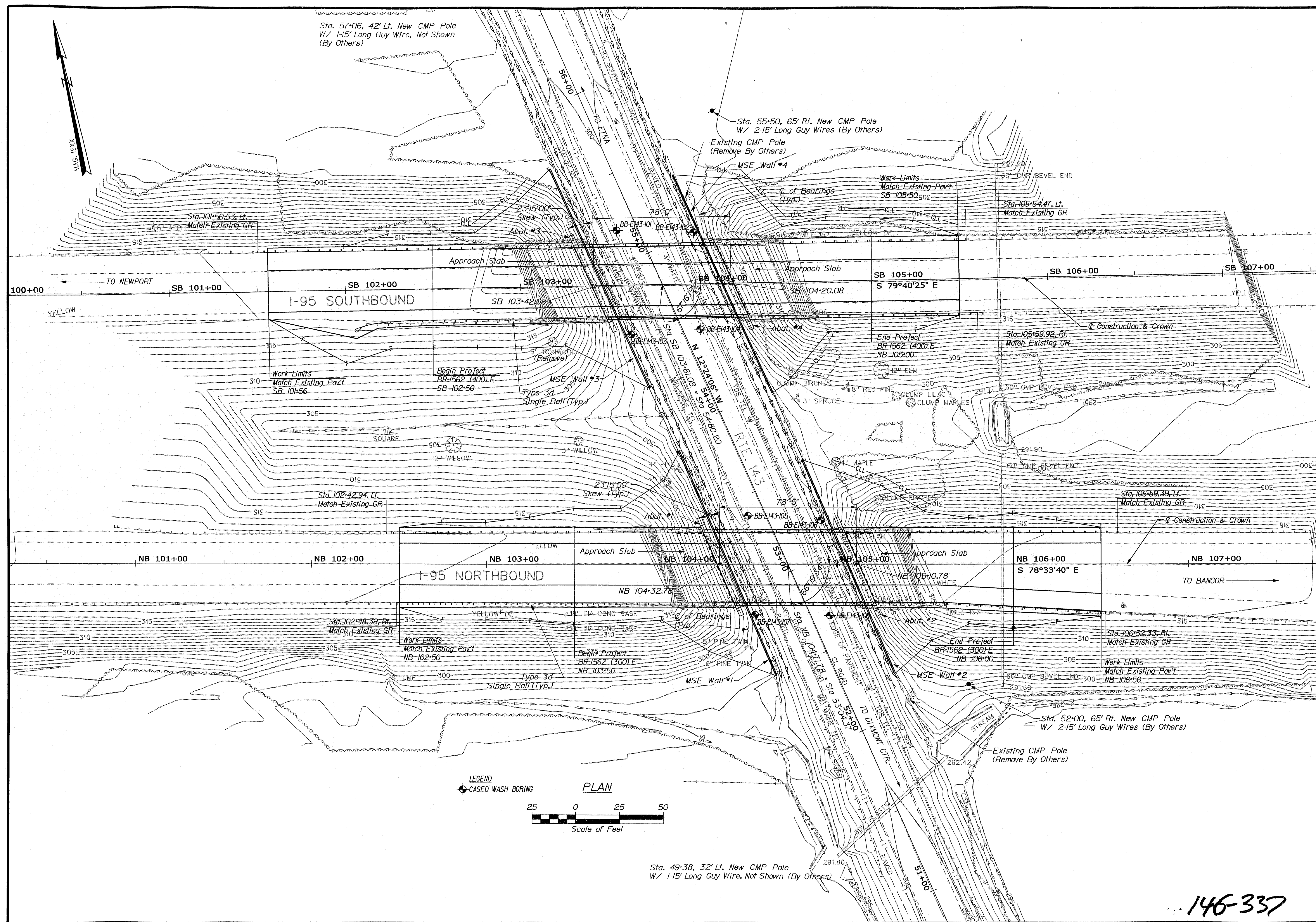
BRIDGE NO. 5862 & 1438
PIN 015623.00 & 015624.00
BRIDGE PLANS

Date: 4/26/2008

Username: ParkerRL

Division: BRIDGE

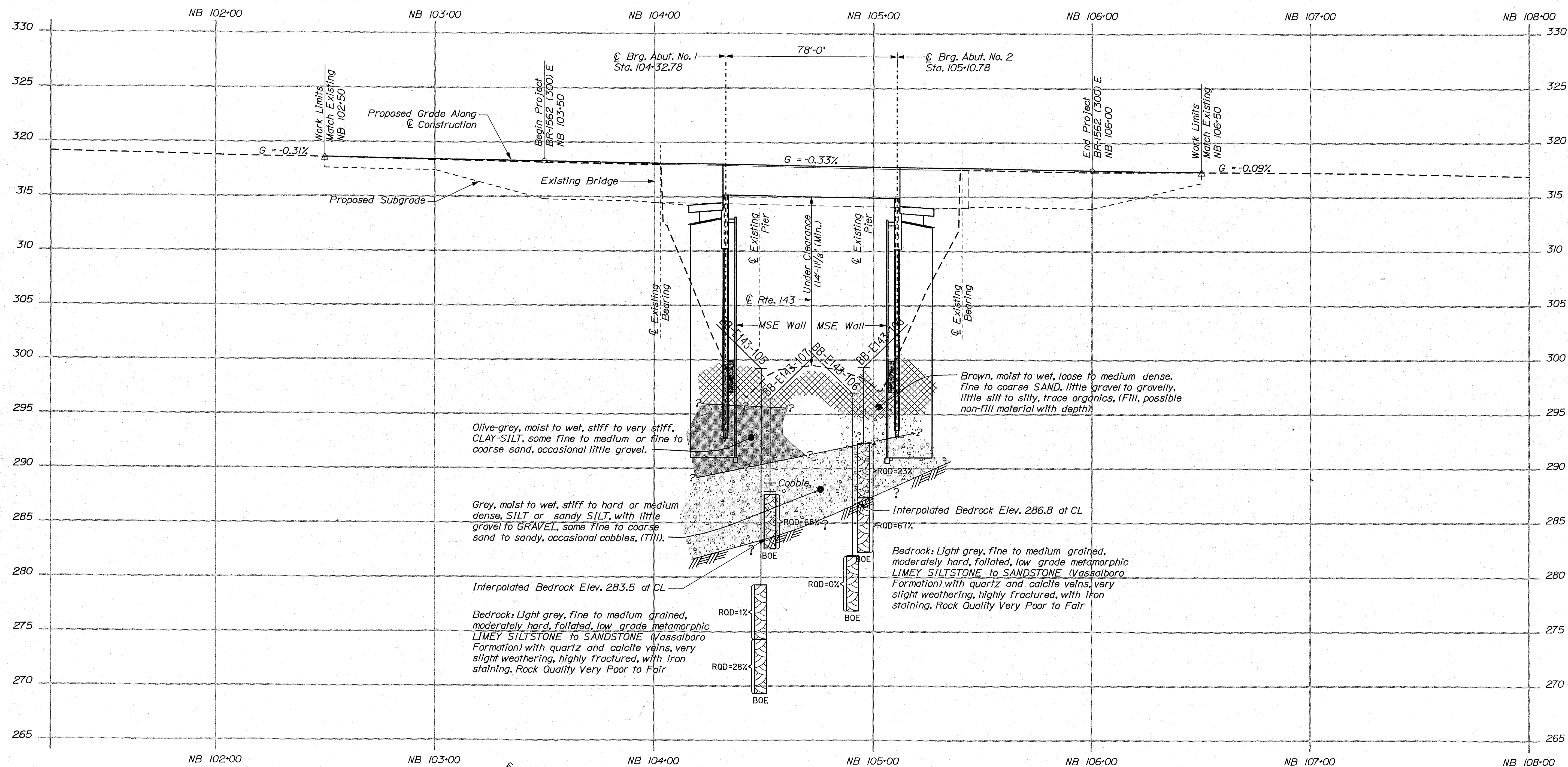
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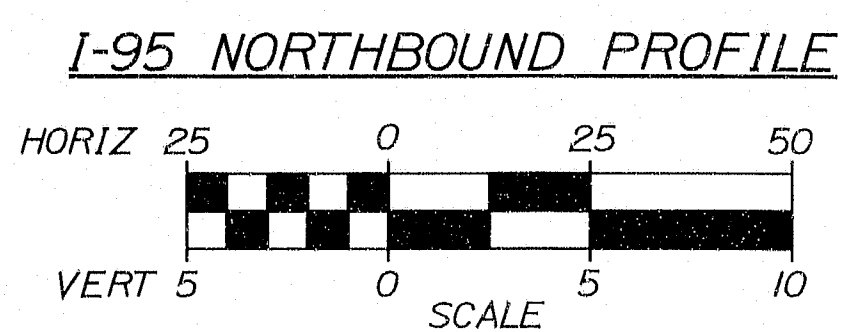
STATE OF MAINE DEPARTMENT OF TRANSPORTATION BR-1562(300)E & BR-1562(400)E		PIN 15623.00 & 15624.00 BRIDGE PLANS 1562 & 1438	
I-95NB & I-95SB STATE ROUTE 143 PENOBSCOT COUNTY ETNA		BORING LOCATION PLAN	
SHEET NUMBER 6		6 OF 54	

PROJ. MANAGER	DATE	BY	SIGNATURE	DATE
D. ANDERSON	MAR 2008	T. WHITE		
DESIGN-DETAILED				
CHECKED-REVIEWED				
DESIGN-DETAILED2				
DESIGN-DETAILED3				
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REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

146-337



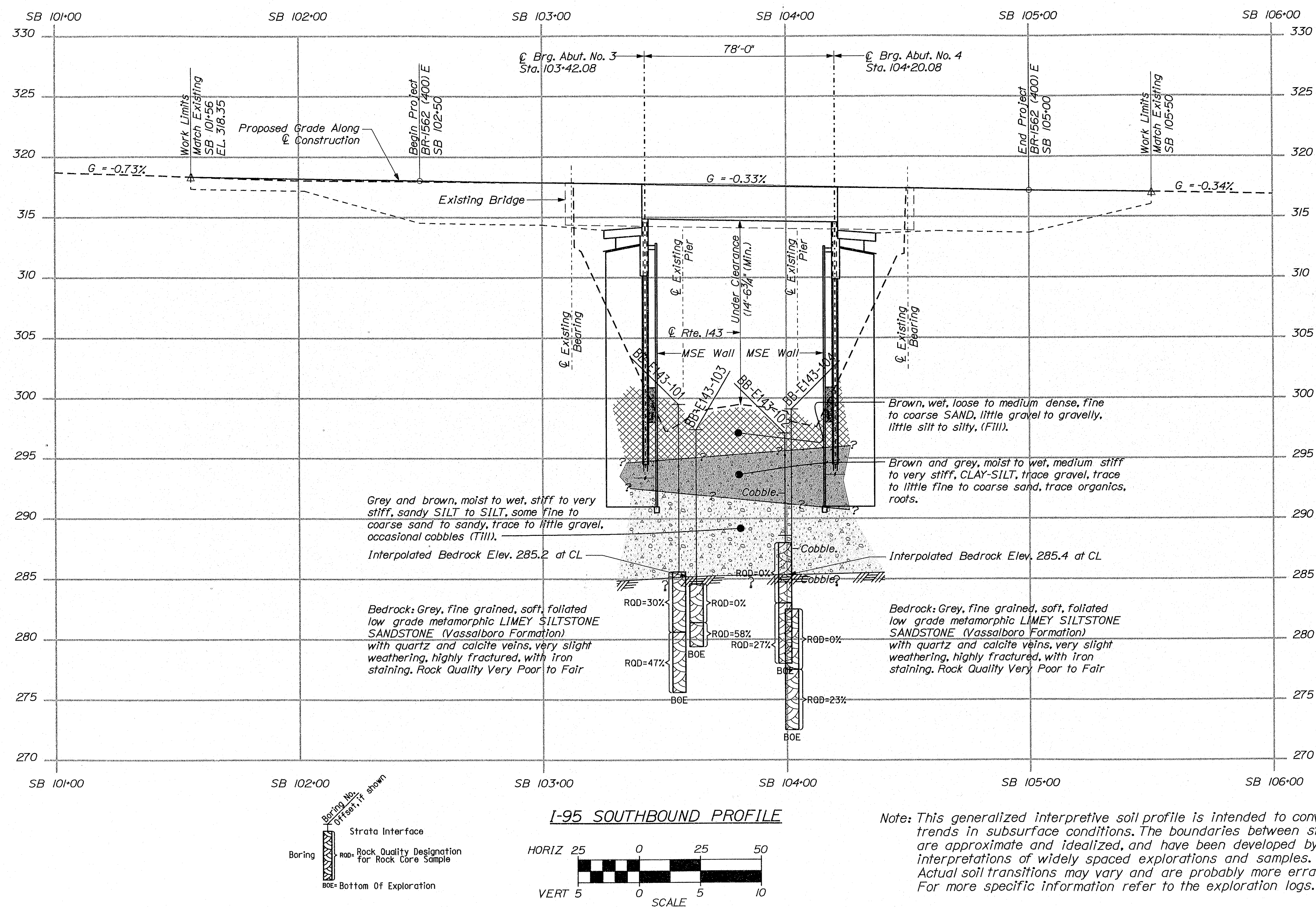
Boring No. 104-105 shown
Strata Interface
Boring
ROD - Rock Quality Designation for Rock Core Sample
BOE - Bottom Of Exploration



Note: This generalized interpretive soil profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BR-1562(300)E & BR-1562(400)E		PIN 15623.00 & 15624.00 5882 & 1438 BRIDGE PLANS														
I-95NB & I-95SB STATE ROUTE 143 PENOBSCOT COUNTY ETNA INTERPRETIVE SUBSURFACE PROFILE NORTH BOUND I-95		<table border="1"> <tr> <th>DATE</th> <th>BY</th> <th>SIGNATURE</th> </tr> <tr> <td>MAR 2008</td> <td>T. WHITE</td> <td></td> </tr> <tr> <td colspan="3"> <table border="1"> <tr> <th>P.E. NUMBER</th> <th>DATE</th> </tr> <tr> <td></td> <td></td> </tr> </table> </td> </tr> </table>		DATE	BY	SIGNATURE	MAR 2008	T. WHITE		<table border="1"> <tr> <th>P.E. NUMBER</th> <th>DATE</th> </tr> <tr> <td></td> <td></td> </tr> </table>			P.E. NUMBER	DATE		
DATE	BY	SIGNATURE														
MAR 2008	T. WHITE															
<table border="1"> <tr> <th>P.E. NUMBER</th> <th>DATE</th> </tr> <tr> <td></td> <td></td> </tr> </table>			P.E. NUMBER	DATE												
P.E. NUMBER	DATE															
SHEET NUMBER 7		7 OF 54														

146-330



Note: This generalized interpretive soil profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

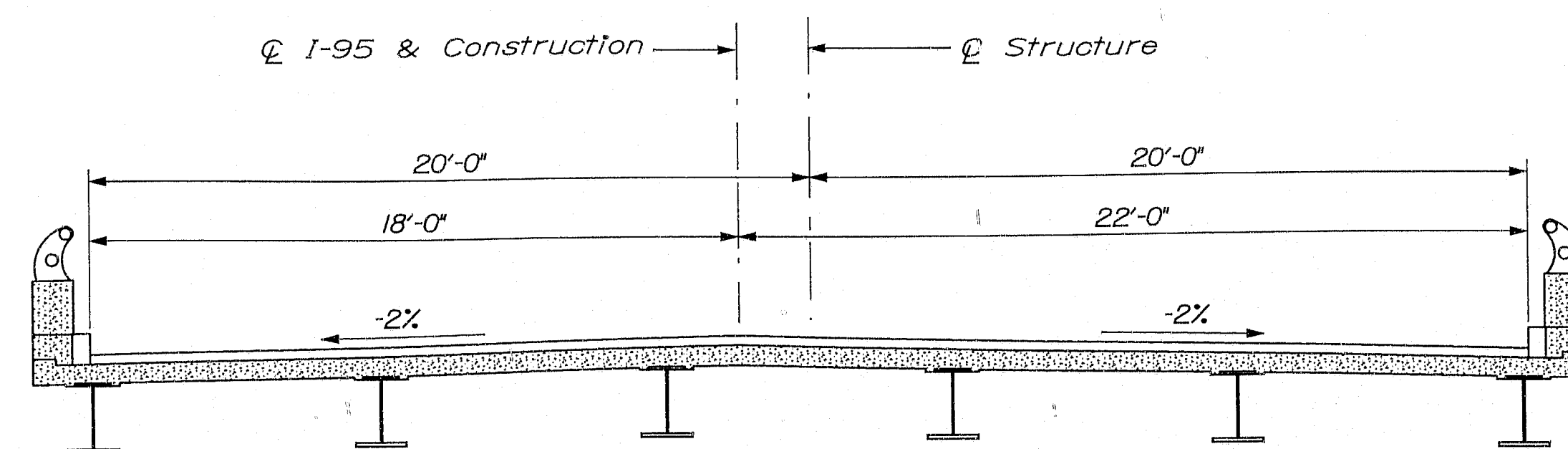
STATE OF MAINE DEPARTMENT OF TRANSPORTATION BR-1562(300)E & BR-1562(400)E		PIN 15623.00 & 15624.00		BRIDGE PLANS 562 & 1438	
PROJECT MANAGER D. ANDERSON		BY T. WHITE		DATE MAY 2008	
DESIGN-DETAILED M. MOREAU		CHECKED-REVIEWED M. MOREAU		SIGNATURE	
DESIGN-DETAILED M. MOREAU		CHECKED-REVIEWED M. MOREAU		P.E. NUMBER	
REVISIONS 1		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 4		DATE	
REVISIONS 5		REVISIONS 6		DATE	
REVISIONS 7		REVISIONS 8		DATE	
REVISIONS 9		REVISIONS 10		DATE	
REVISIONS 11		REVISIONS 12		DATE	
REVISIONS 13		REVISIONS 14		DATE	
REVISIONS 15		REVISIONS 16		DATE	
REVISIONS 17		REVISIONS 18		DATE	
REVISIONS 19		REVISIONS 20		DATE	
REVISIONS 21		REVISIONS 22		DATE	
REVISIONS 23		REVISIONS 24		DATE	
REVISIONS 25		REVISIONS 26		DATE	
REVISIONS 27		REVISIONS 28		DATE	
REVISIONS 29		REVISIONS 30		DATE	
REVISIONS 31		REVISIONS 32		DATE	
REVISIONS 33		REVISIONS 34		DATE	
REVISIONS 35		REVISIONS 36		DATE	
REVISIONS 37		REVISIONS 38		DATE	
REVISIONS 39		REVISIONS 40		DATE	
REVISIONS 41		REVISIONS 42		DATE	
REVISIONS 43		REVISIONS 44		DATE	
REVISIONS 45		REVISIONS 46		DATE	
REVISIONS 47		REVISIONS 48		DATE	
REVISIONS 49		REVISIONS 50		DATE	
REVISIONS 51		REVISIONS 52		DATE	
REVISIONS 53		REVISIONS 54		DATE	
REVISIONS 55		REVISIONS 56		DATE	
REVISIONS 57		REVISIONS 58		DATE	
REVISIONS 59		REVISIONS 60		DATE	
REVISIONS 61		REVISIONS 62		DATE	
REVISIONS 63		REVISIONS 64		DATE	
REVISIONS 65		REVISIONS 66		DATE	
REVISIONS 67		REVISIONS 68		DATE	
REVISIONS 69		REVISIONS 70		DATE	
REVISIONS 71		REVISIONS 72		DATE	
REVISIONS 73		REVISIONS 74		DATE	
REVISIONS 75		REVISIONS 76		DATE	
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REVISIONS 457		REVISIONS 458		DATE	
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REVISIONS 461		REVISION			

* Water level readings have been made at times and under conditions noted. Groundwater fluctuations may occur due to conditions other than present at the time measurements were made.

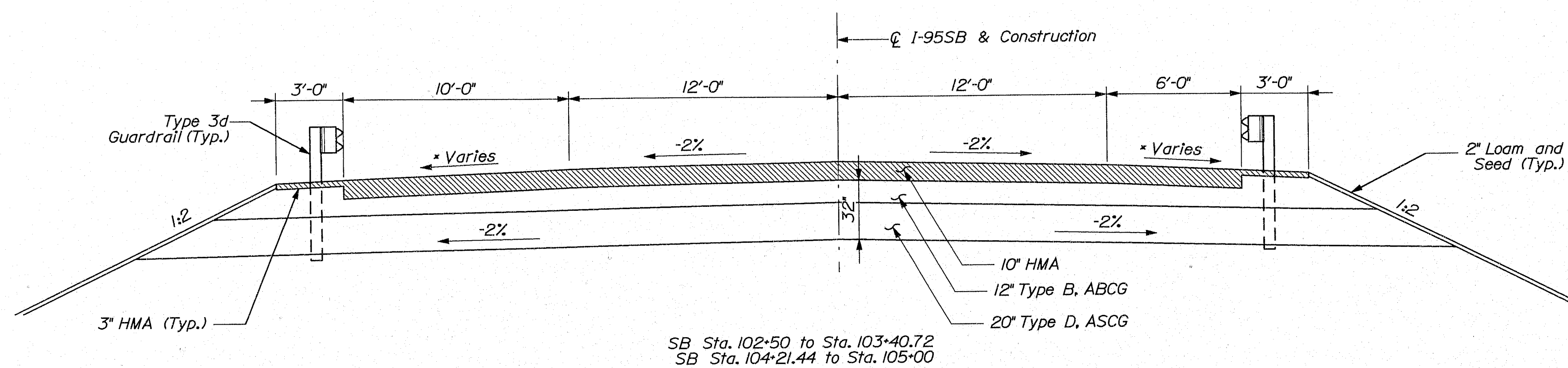
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.	Page 1 of 1
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.	Boring No.: BB-E143-107

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

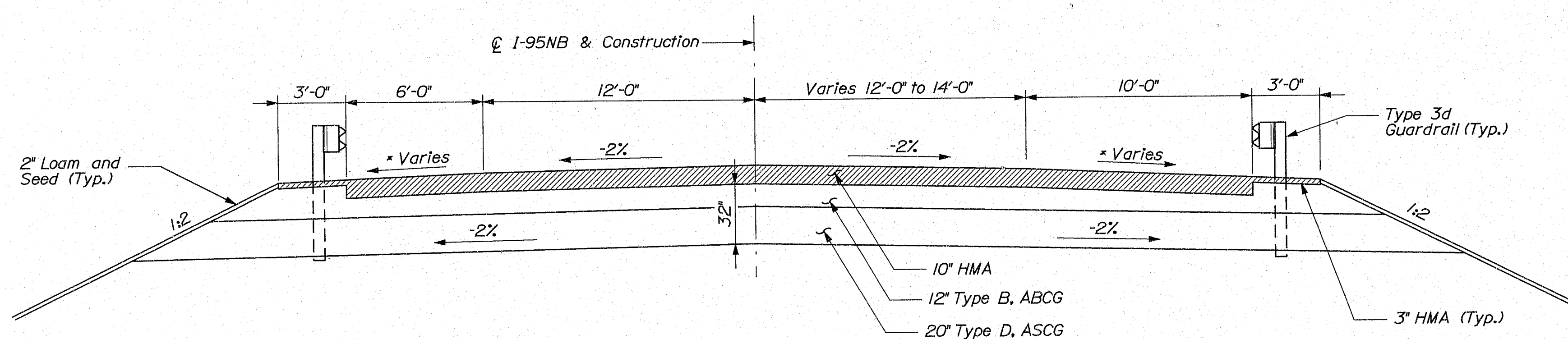
<p>Stratification lines represent approximate boundaries between soil types. Horizontal lines may be gradual.</p> <p>* Water level readings have been made on lines and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.</p>	<p>Page 1 of 1</p> <p>Boring No.: BB-E143-108</p>
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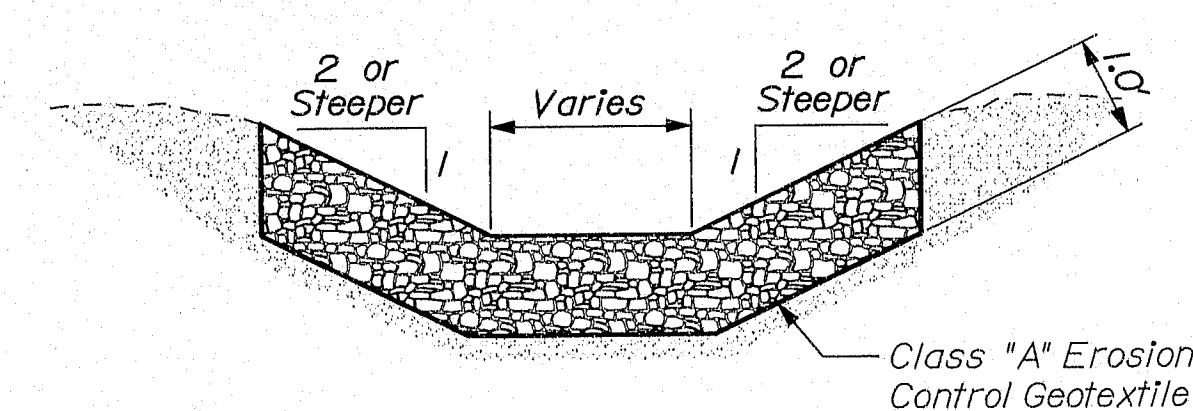
EXISTING BRIDGE SECTION



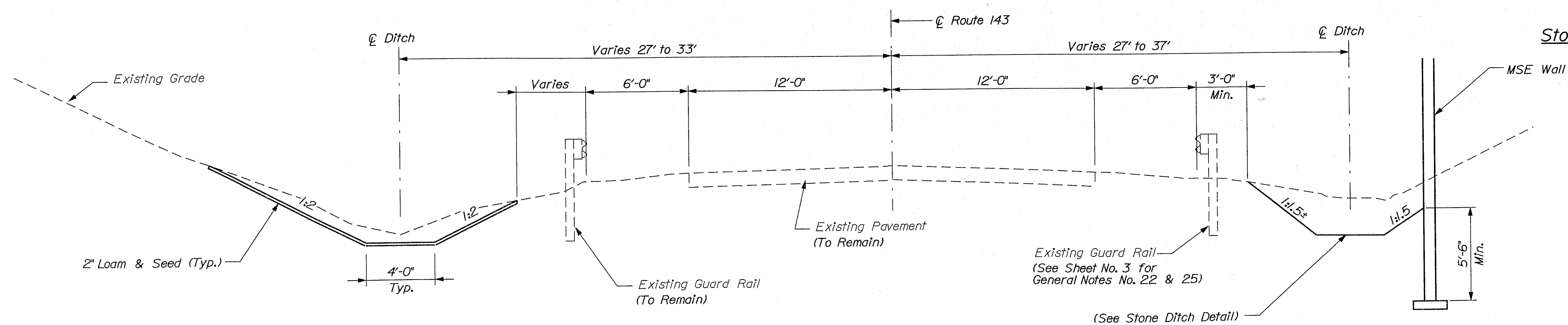
SOUTHBOUND APPROACH SECTION



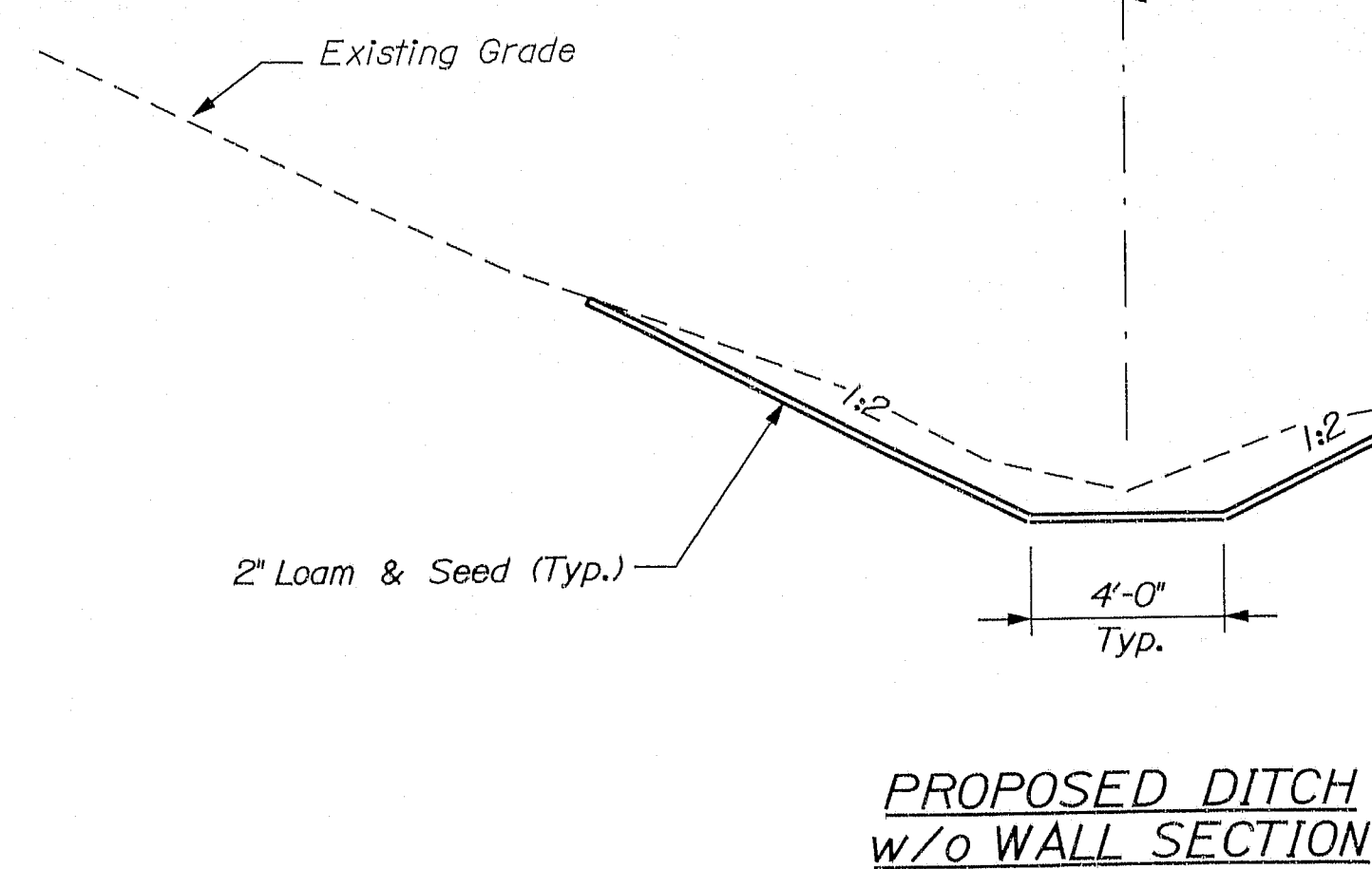
NORTHBOUND APPROACH SECTION



Stone Ditch Protection



EXISTING ROUTE 143 SECTION

PROPOSED DITCH
w/o WALL SECTIONPROPOSED DITCH
w/ WALL SECTION

NOTES:

For ditch invert & additional
information, see cross sections.146-342
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1562(300)E & BR-1562(400)E
BRIDGE NO.
5992 & 1438
PIN
015623.00 & 015624.00
BRIDGE PLANS

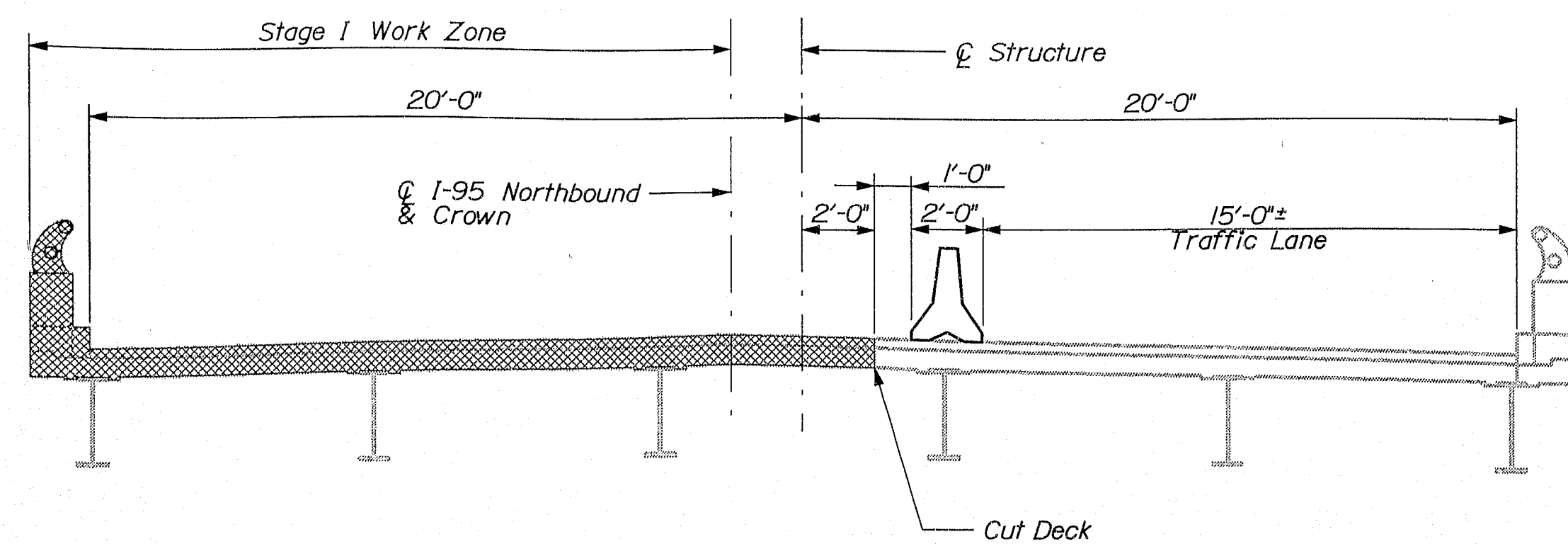
PROJ. MANAGER DEVIN ANDERSON
DESIGN-DETAILED M. SMITH
CHECKED-REVIEWED T.R. DAVIS
DESIGN-DETAILED F.A. DAHAR
CHECKED-REVIEWED S. SABELLA
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

1-95NB & I-95SB
PENOBSCOT
ETNA
TYPICAL SECTIONS

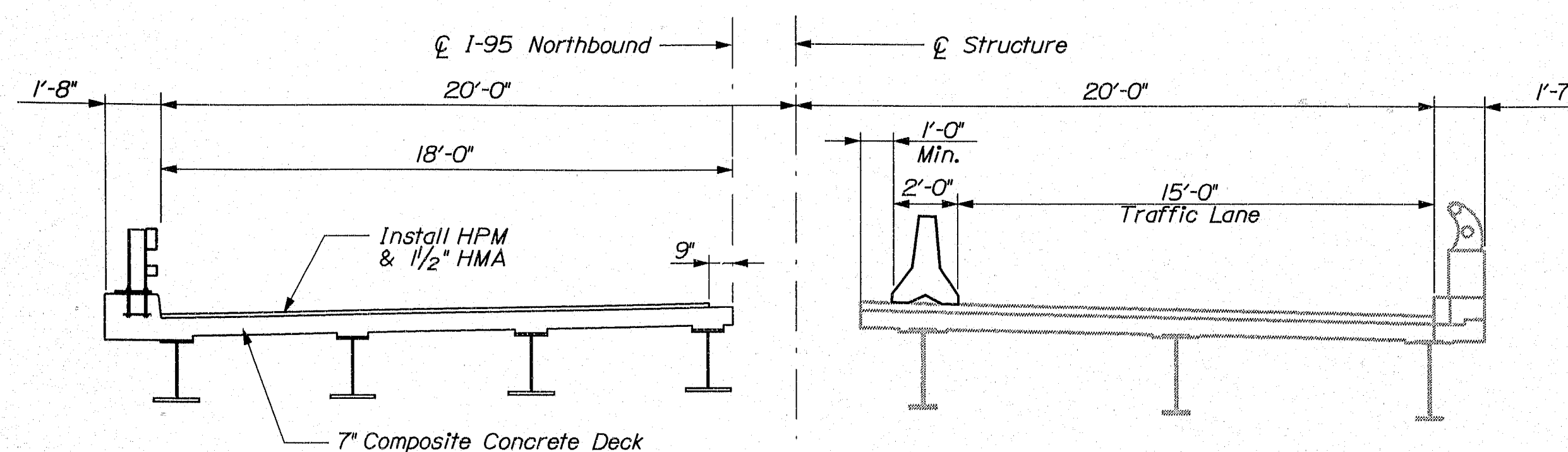
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11

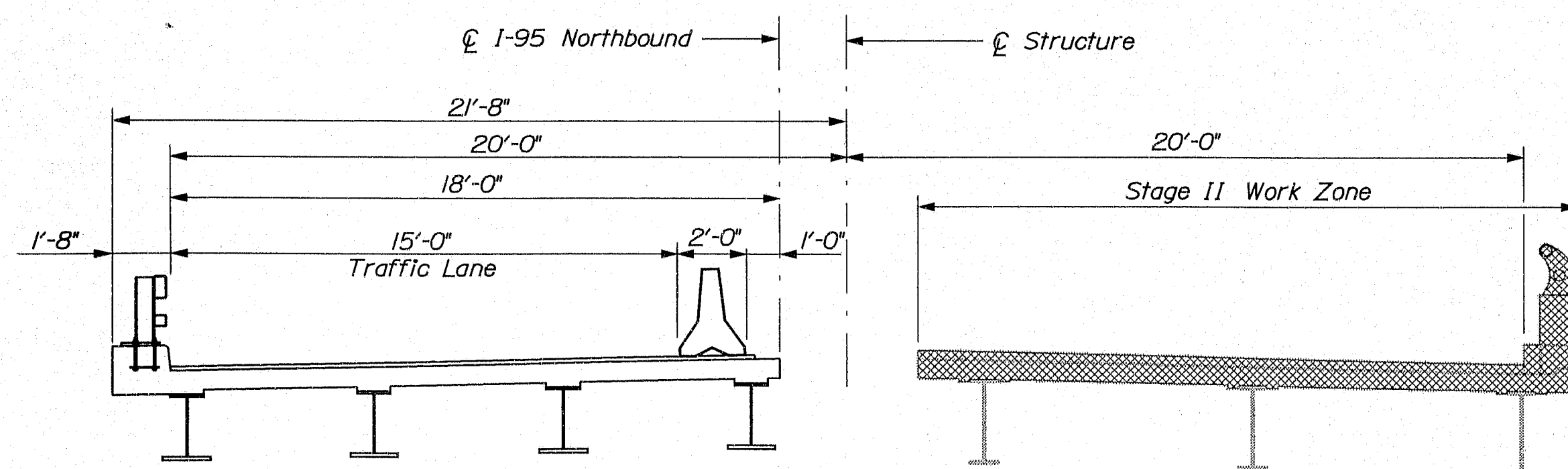
11 OF 54



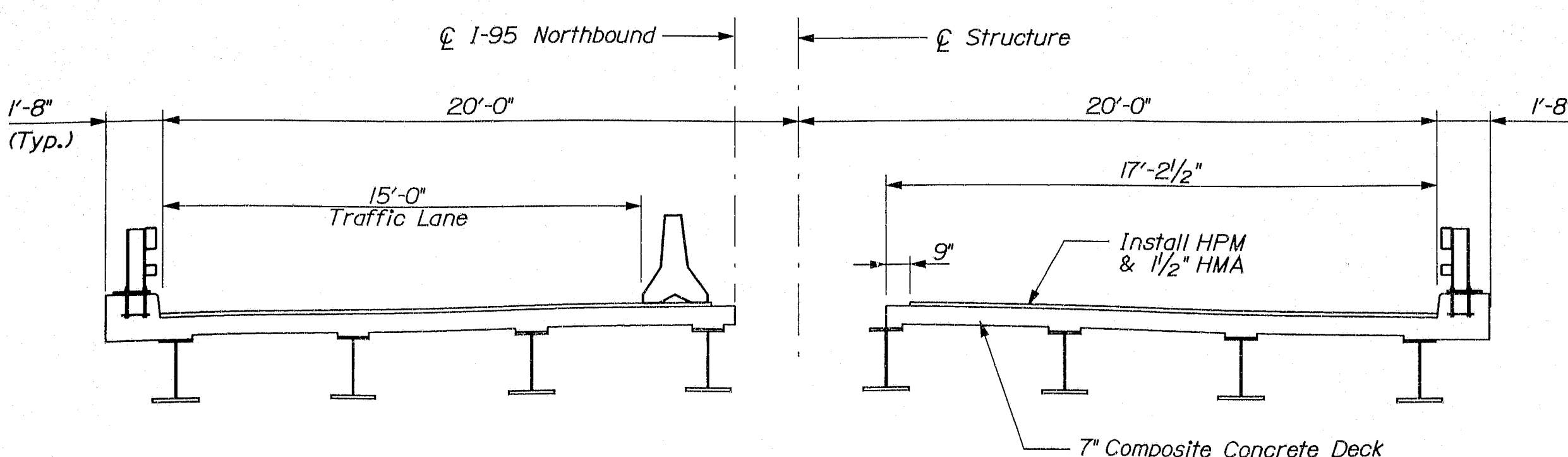
STAGE I



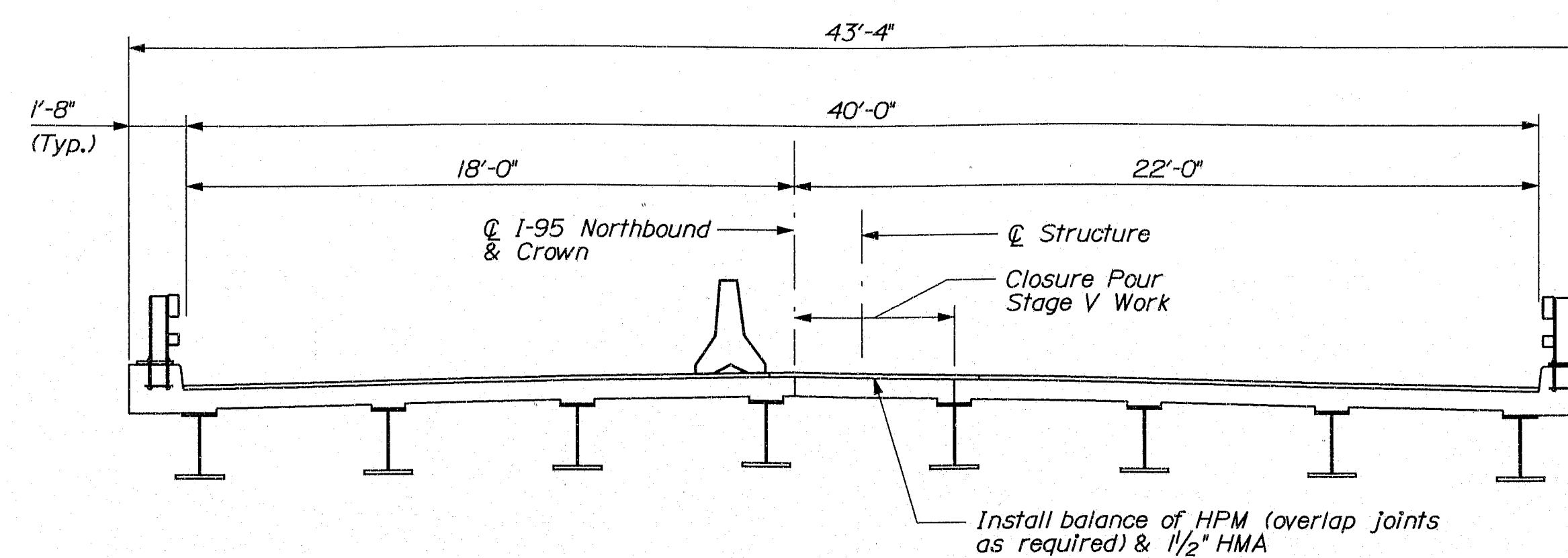
STAGE II



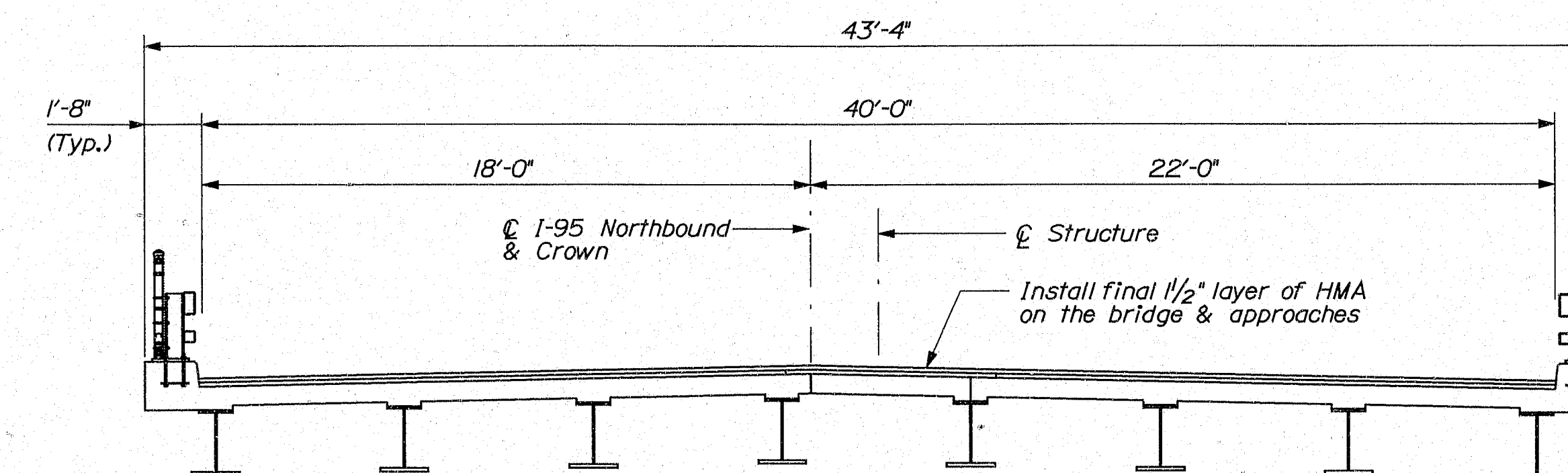
STAGE III



STAGE IV



STAGE V



STAGE VI

NOTE:

I-95 NB Staging Shown I-95 SB Staging Similar

STAGE CONSTRUCTION NOTES:**Stage I**

1. Install the long term lane closure as shown on the traffic control plan.
2. Remove the median half of the existing bridge.

Stage II

1. Construct the median half of the new bridge as shown.
2. Construct the highway approaches up through the binder course.

Stage III

1. Switch traffic to the median half of the new bridge.
2. Remove the right side of the existing bridge.

Stage IV

1. Construct the right half of the new bridge as shown.
2. Construct the highway approaches up through the binder course.

Stage V

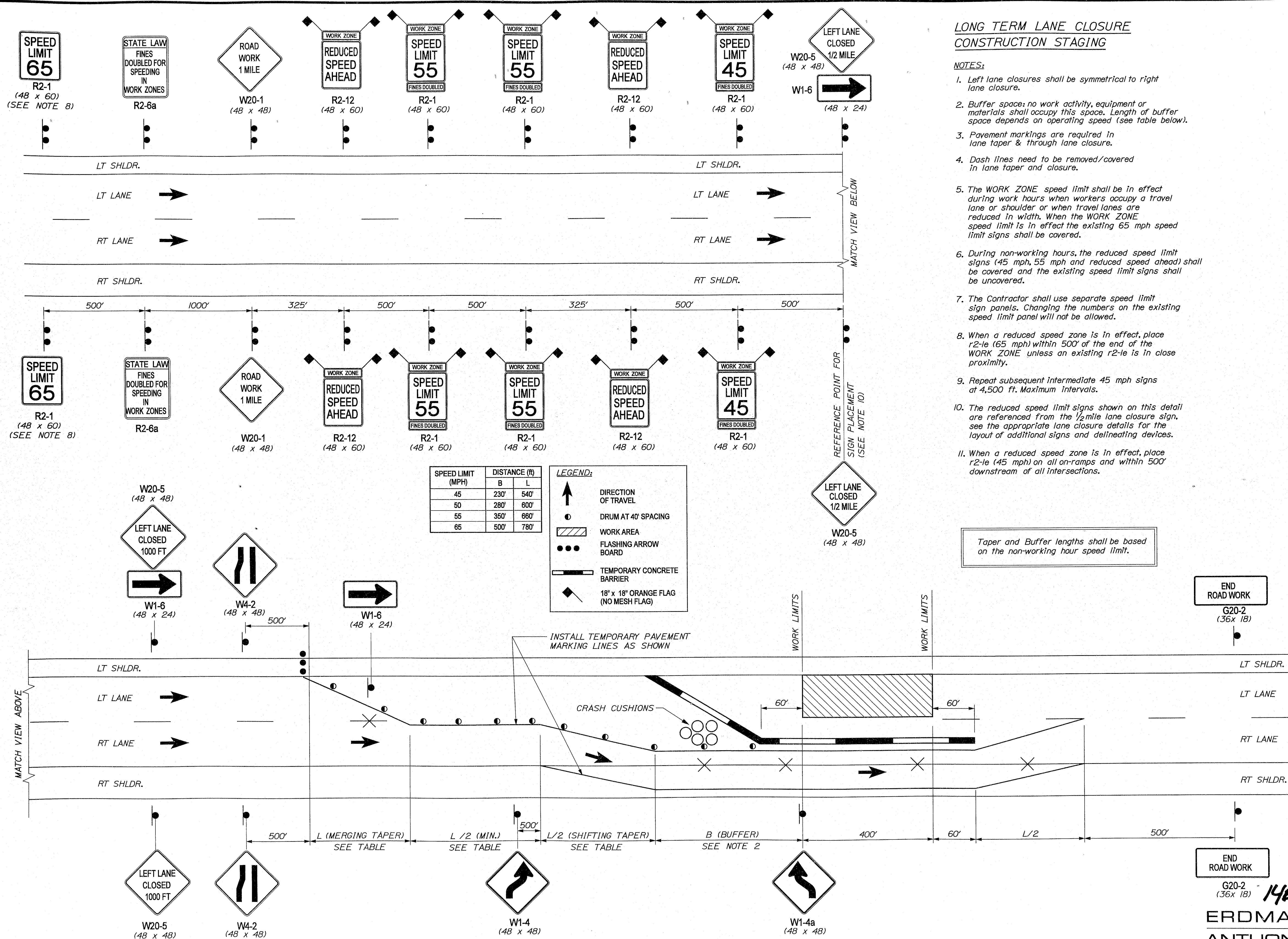
1. Install the closure pour, the balance of the HPM & the first lift of HMA as shown.

Stage VI

1. Remove the long term lane closure and install the final paving coarse utilizing daily lane closures.
2. Install the approach railing, snow fence, loam and seed.

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BR-1562(300)E & BR-1562(400)E		PIN 015623.00 & 015624.00		BRIDGE NO. 562 & 1438		BRIDGE PLANS	
I-95NB & I-95SB		PENOBSCOT		ETNA		STAGED CONSTRUCTION		SHEET NUMBER	
12		OF		54					



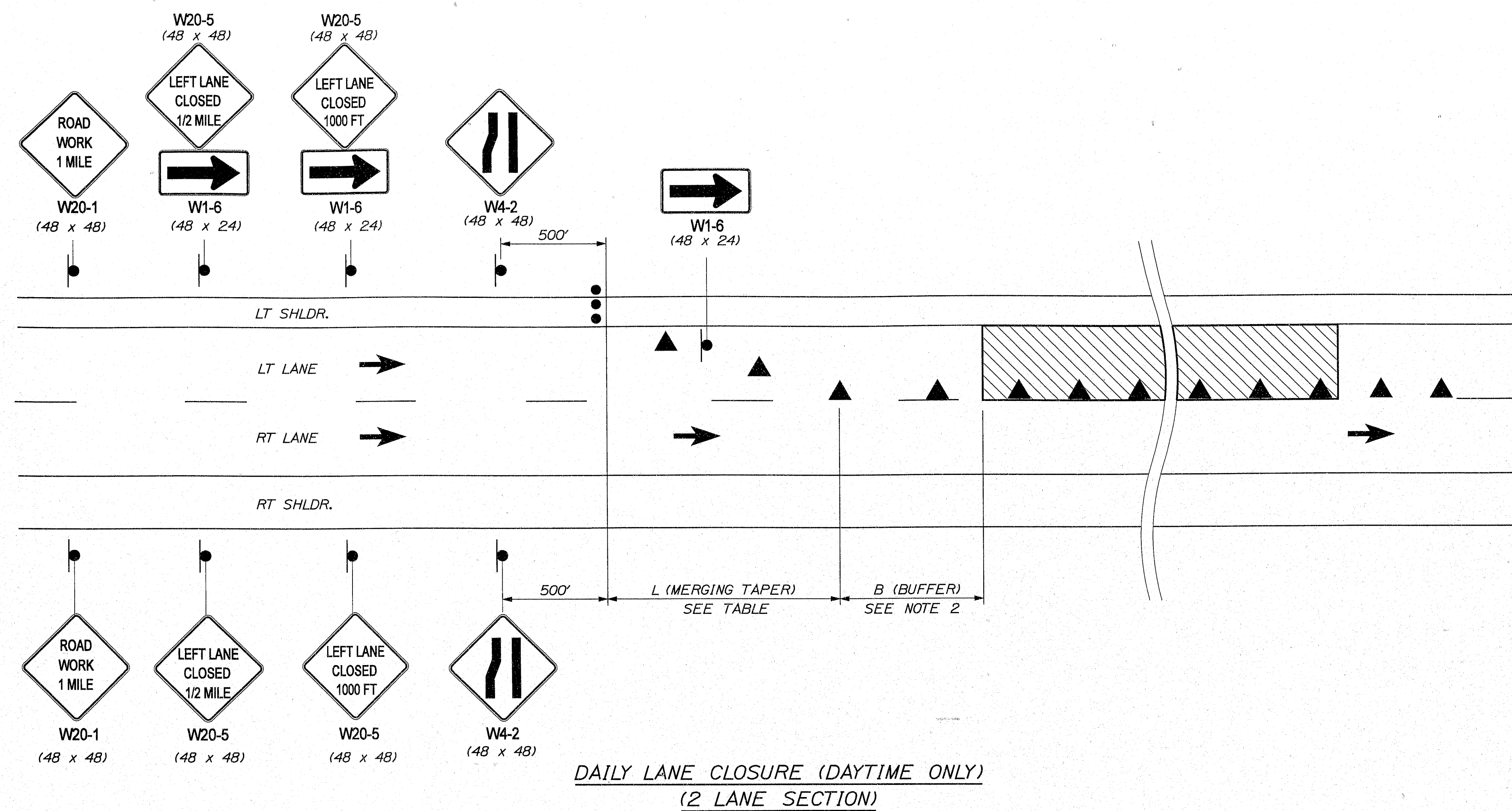
LONG TERM LANE CLOSURE CONSTRUCTION STAGING

NOTES:

1. Left lane closures shall be symmetrical to right lane closure.
2. Buffer space: no work activity, equipment or materials shall occupy this space. Length of buffer space depends on operating speed (see table below).
3. Pavement markings are required in lane taper & through lane closure.
4. Dash lines need to be removed/covered in lane taper and closure.
5. The WORK ZONE speed limit shall be in effect during work hours when workers occupy a travel lane or shoulder or when travel lanes are reduced in width. When the WORK ZONE speed limit is in effect the existing 65 mph speed limit signs shall be covered.
6. During non-working hours, the reduced speed limit signs (45 mph, 55 mph and reduced speed ahead) shall be covered and the existing speed limit signs shall be uncovered.
7. The Contractor shall use separate speed limit sign panels. Changing the numbers on the existing speed limit panel will not be allowed.
8. When a reduced speed zone is in effect, place r2-1e (65 mph) within 500' of the end of the WORK ZONE unless an existing r2-1e is in close proximity.
9. Repeat subsequent intermediate 45 mph signs at 4,500 ft. Maximum intervals.
10. The reduced speed limit signs shown on this detail are referenced from the 1/2 mile lane closure sign, see the appropriate lane closure details for the layout of additional signs and delineating devices.
11. When a reduced speed zone is in effect, place r2-1e (45 mph) on all on-ramps and within 500' downstream of all intersections.

Taper and Buffer lengths shall be based on the non-working hour speed limit.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BR-1562(300)E & BR-1562(400)E		PIN 015623.00 & 015624.00	
I-95NB & I-95SB		PENOBSCOT		TRAFFIC CONTROL PLAN	
SHEET NUMBER		13		13 OF 54	







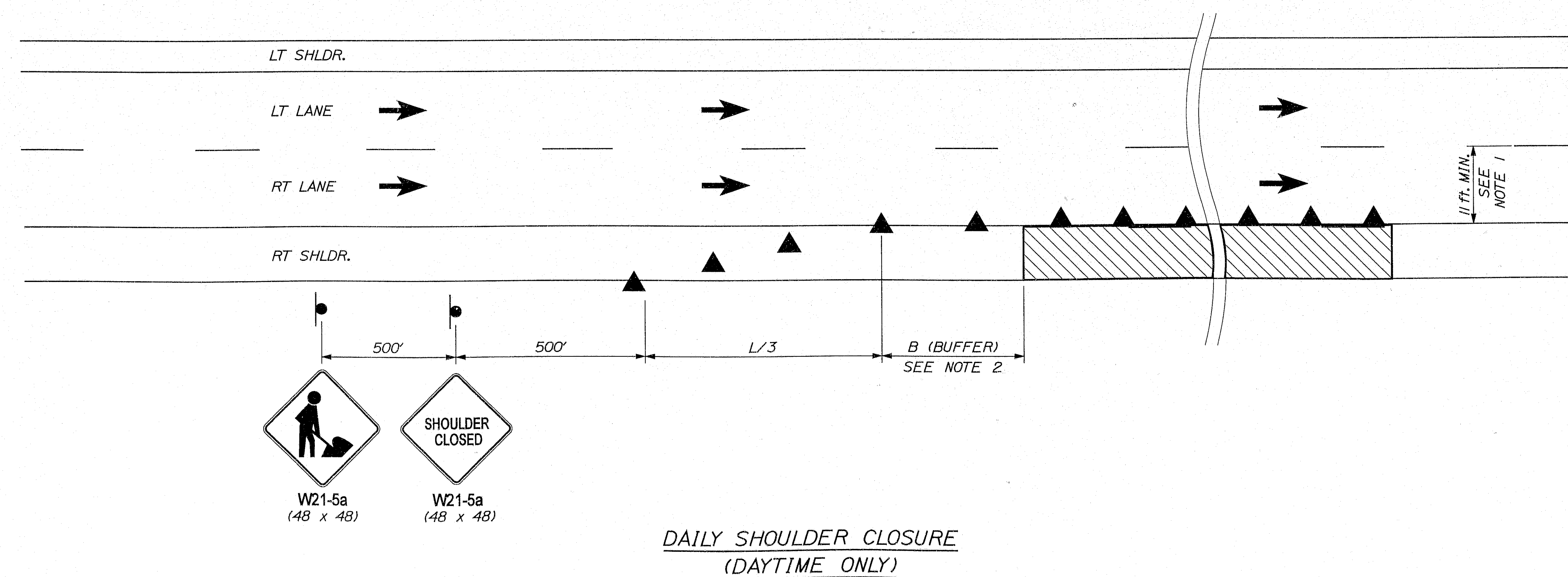
NOTES:

1. Right lane closures shall be symmetrical to left lane closure.
2. Buffer space: no work activity, equipment or materials shall occupy this space. Length of buffer space depends on operating speed (see table below).

SPEED LIMIT (MPH)	DISTANCE (ft)	
	B	L
45	230'	540'
50	280'	600'
55	350'	660'
65	500'	780'

LEGEND:

- | | |
|---|-------------------------|
|  | DIRECTION
OF TRAVEL |
|  | CONE AT 40° SPACING |
|  | WORK AREA |
|  | FLASHING ARROW
BOARD |



NOTES:

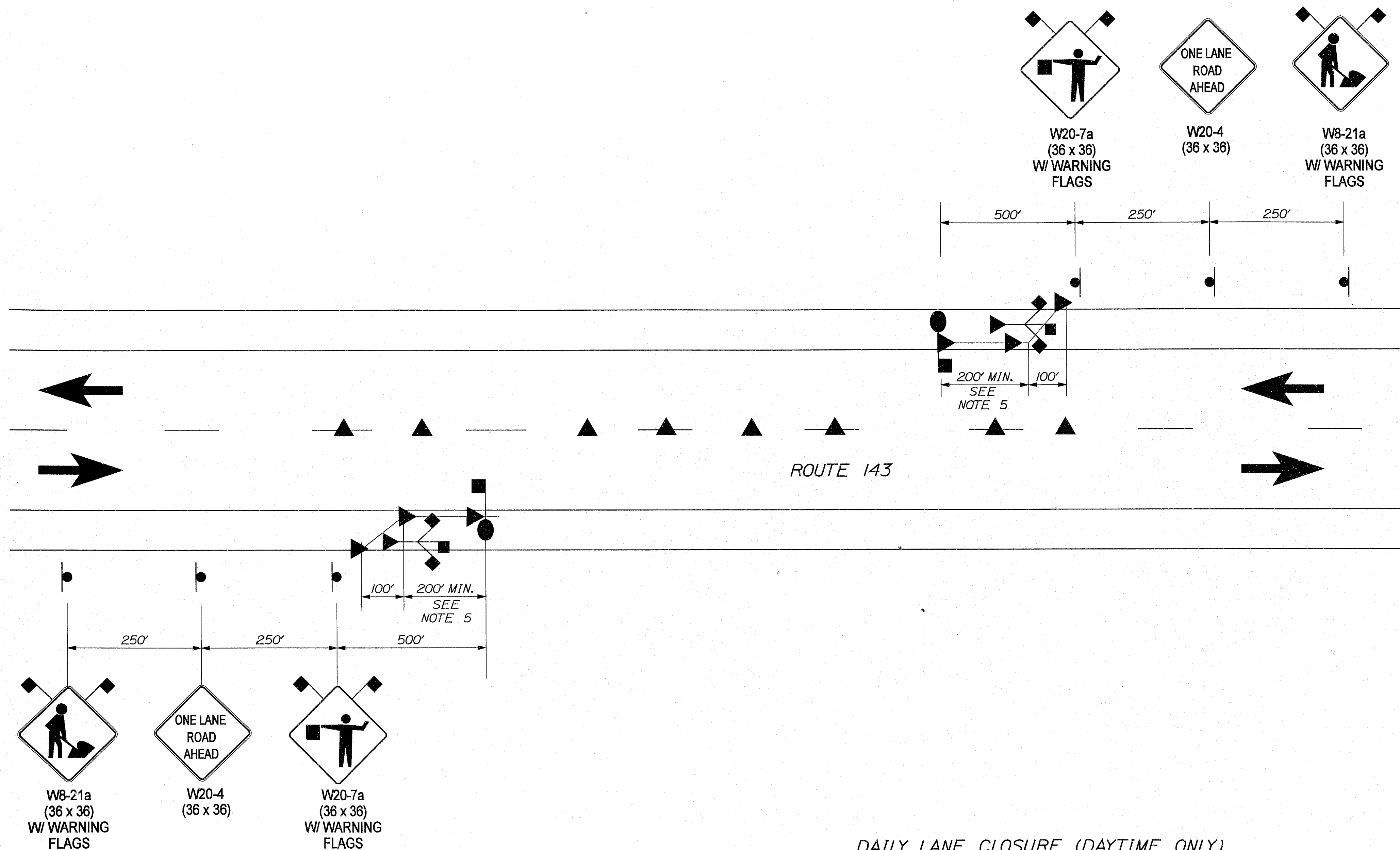
1. When the minimum lane width cannot be maintained due to the shoulder closure, use the detail for long term single lane closure.
2. Left shoulder closures shall be symmetrical to right shoulder closure.

CONE SPACING LONGITUDINAL:
40 FT. IN TAPER AREA
40 FT. IN LANE CLOSURE

DAILY SHLDR. CLOSURE	
SPEED LIMIT (MPH)	ADVANCE POSTIN DISTANCE (FT)
45	300'
50	325'
55	360'
65	440'

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ANTHONY

14	OF	54	SHEET NUMBER	I-95NB & I-95SB		STATE OF MAINE	
				TRAFFIC CONTROL PLAN		DEPARTMENT OF TRANSPORTATION	
ETNA		PENOBSCOT		SIGNATURE		BR-1562(300)E & BR-1562(400)E	
DESIGN-DETAILED		DESIGN-DETAILED		P.E. NUMBER		BRIDGE NO.	
CHECKED-REVIEWED		CHECKED-REVIEWED		DATE		5962 & 1438	
DESIGN-DETAILED02		DESIGN-DETAILED02				PIN	
DESIGN-DETAILED03		DESIGN-DETAILED03				015623.00 & 015624.00	
REVISIONS 1		REVISIONS 1					
REVISIONS 2		REVISIONS 2					
REVISIONS 3		REVISIONS 3					
REVISIONS 4		REVISIONS 4					
FIELD CHANGES		FIELD CHANGES					
PROJ. MANAGER DEVIN ANDERSON		BY		DATE			
M. SMILEY		T.R. DAVIS					



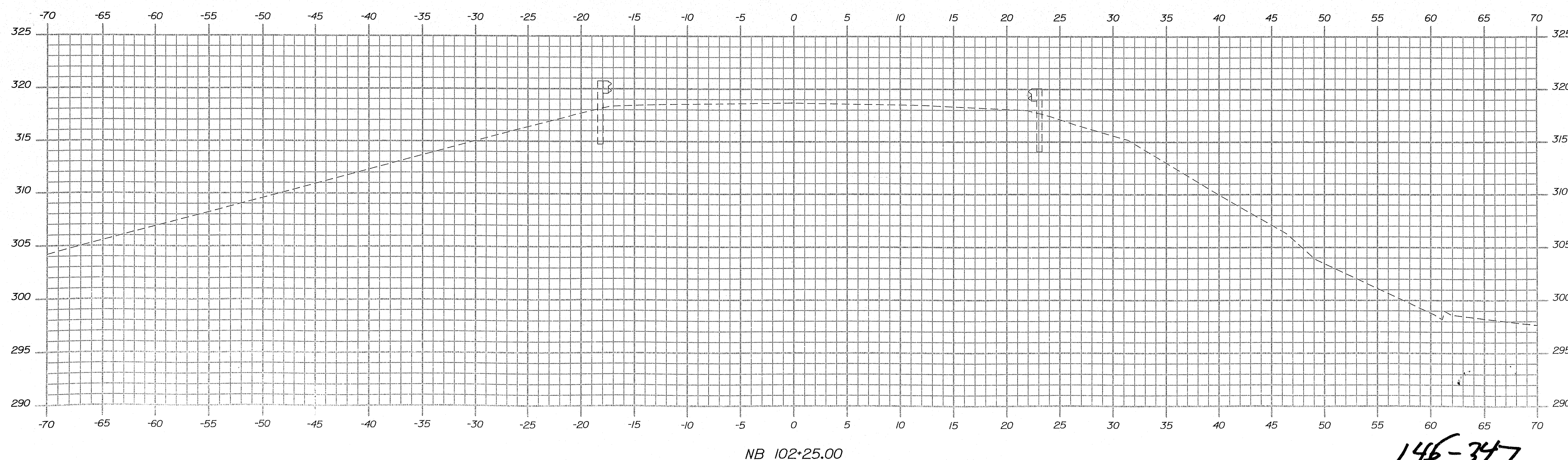
DAILY LANE CLOSURE (DAYTIME ONLY)
(2 LANE ROADWAY)

NOTES:

1. Use 24" octagon panel for stop/slow paddles with a 6 ft. staff.
2. Additional flagger may be required at intersections at the discretion of the Resident Engineer.
3. Where conditions warrant post the "BE PREPARED TO STOP" (W3-4) sign in advance of the (W21-1a).
4. Sign spacing may be altered to suit field conditions at the sole discretion of the Resident Engineer.
5. Placement of the flag tree behind channelization, on shoulder, at a minimum of 200 ft. in advance of the flagger not to exceed 1/2 of the distance between flagger sign and flagger.
6. The use of temporary signals as a substitute for flaggers shall not be allowed.

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ANTHONY

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		BR-1562(300)E & BR-1562(400)E	
ETNA		PENOBSCOT		TRAFFIC CONTROL PLAN	
I-95NB & I-95SB		SHEET NUMBER		15	
15 OF 54		BRIDGE NO. 5862 & 1438		PIN 015623.00 & 015624.00	
PROJ. MANAGER DEVIN ANDERSON		DESIGN-REVIEWED M. SMITH		SIGNATURE	
CHECKED-REVIEWED F.A. DAHR		DESIGN-REVIEWED S. SHELLA		P.E. NUMBER	
REVISIONS 1		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 4		FIELD CHANGES	



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Sta. NB 102+25.00 to Sta. NB 102+50.00

BRIDGE NO. 1562 & 1438	PIN 015623.00 & 015624.00	BRIDGE PLANS
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PROJ. MANAGER (DEVIN ANDERSON)	BY	DATE
DESIGN-DETAILED	T.R. DAVIS	
CHECKED-REVIEWED	M. SWILLEN	
DESIGN-DETAILED 2	F.A. DAWH	
DESIGN-DETAILED 3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

I-95NB & I-95SB
ETNA INTERSTATE 95 PENOBSCOT
NB CROSS SECTIONS

SHEET NUMBER

16

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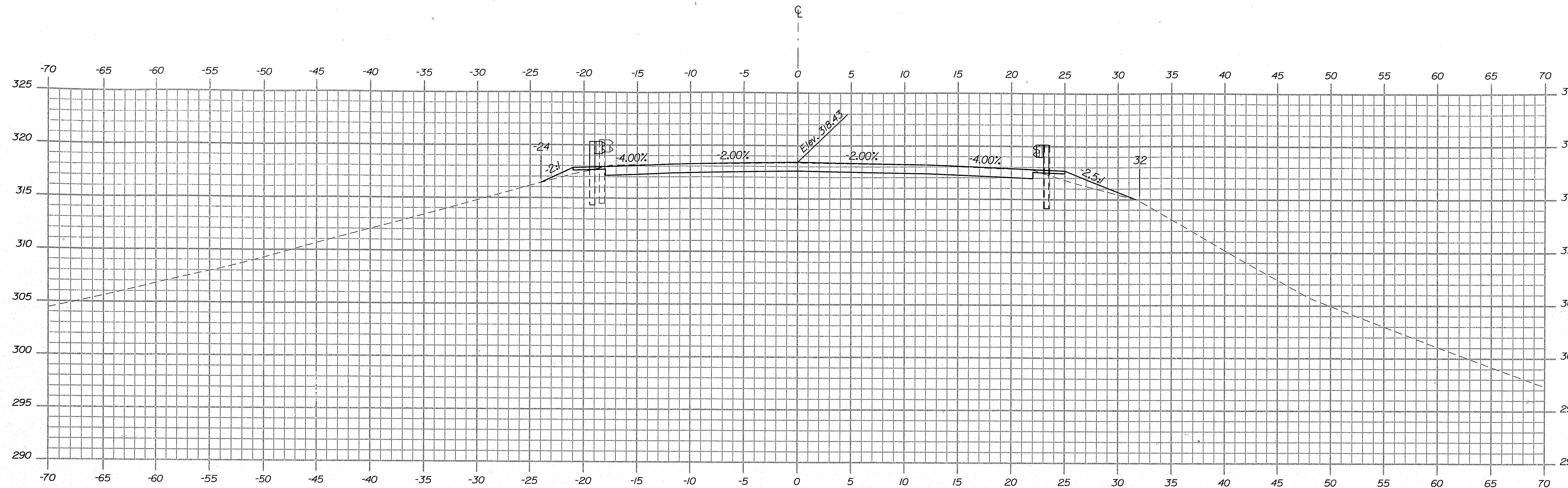
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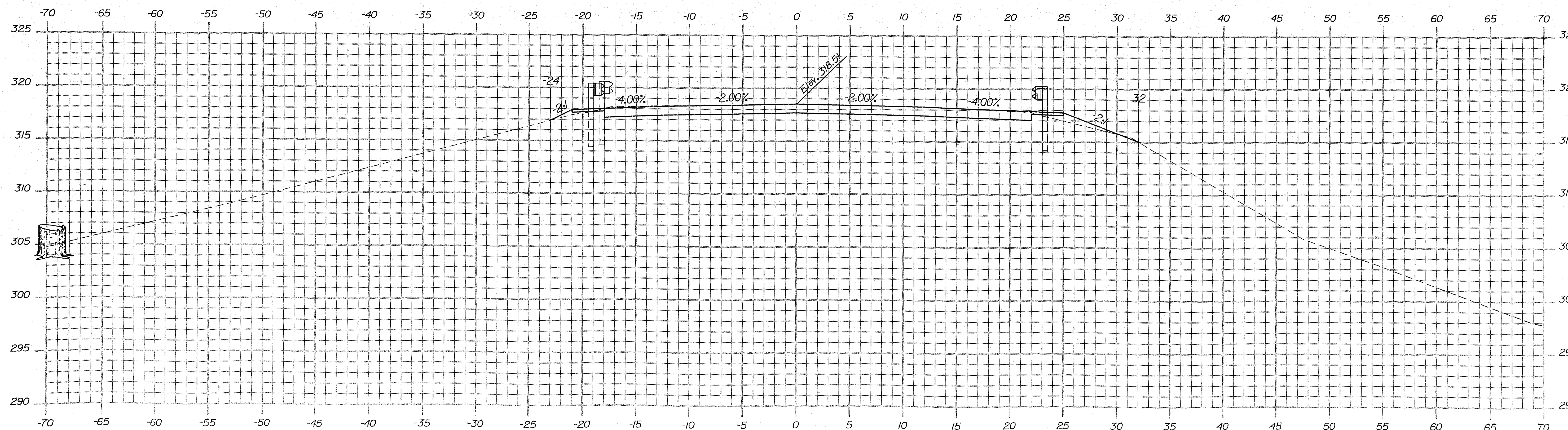
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NB 103+00.00



NB 102+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1562(300)E & BR-1562(400)E
BRIDGE NO. 5962 & 1438
PIN 015623.00 & 015624.00
BRIDGE PLANS

PROJ. MANAGER	DESIGNER	CHECKER	DESIGNER-REVIEWER	DESIGNER-REVIEWER	DESIGNER-REVIEWER	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
DEVIN ANDERSON	M. SMITH	T.R. DAVIS	D.A. WELLS	D.A. WELLS	D.A. WELLS					
SIGNATURE										
P.E. NUMBER										
DATE										

I-95NB & I-95SB
ETNA INTERSTATE 95 PENOBSCOT
NB CROSS SECTIONS

SHEET NUMBER

17

17 OF 54

Sta. NB 102+75.00 to Sta. NB 103+00.00

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ANTHONY

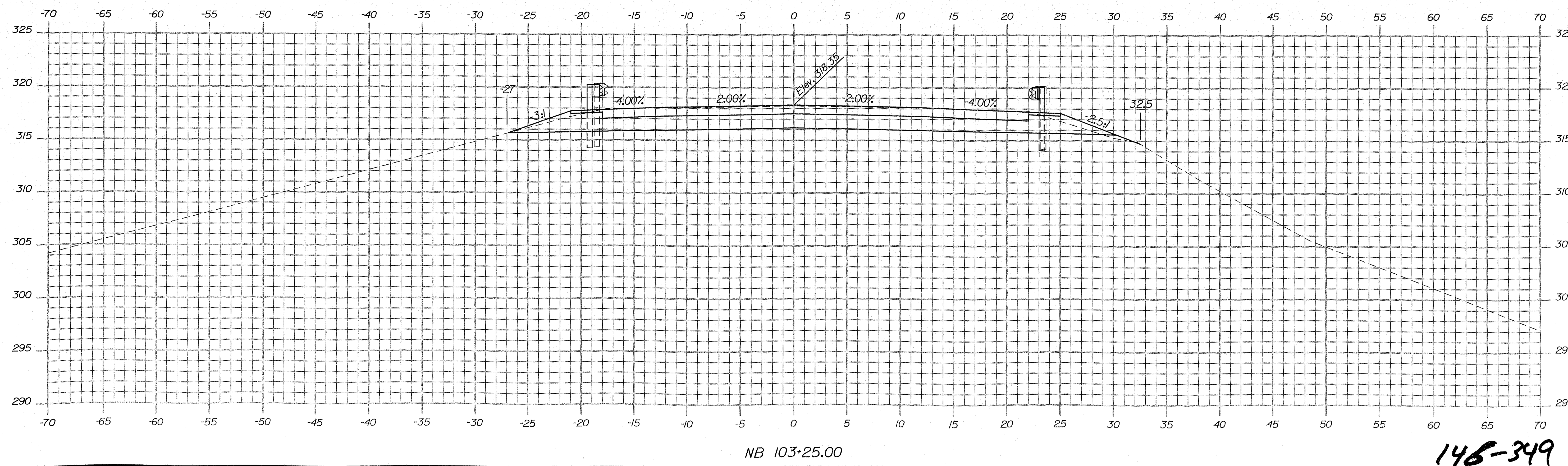
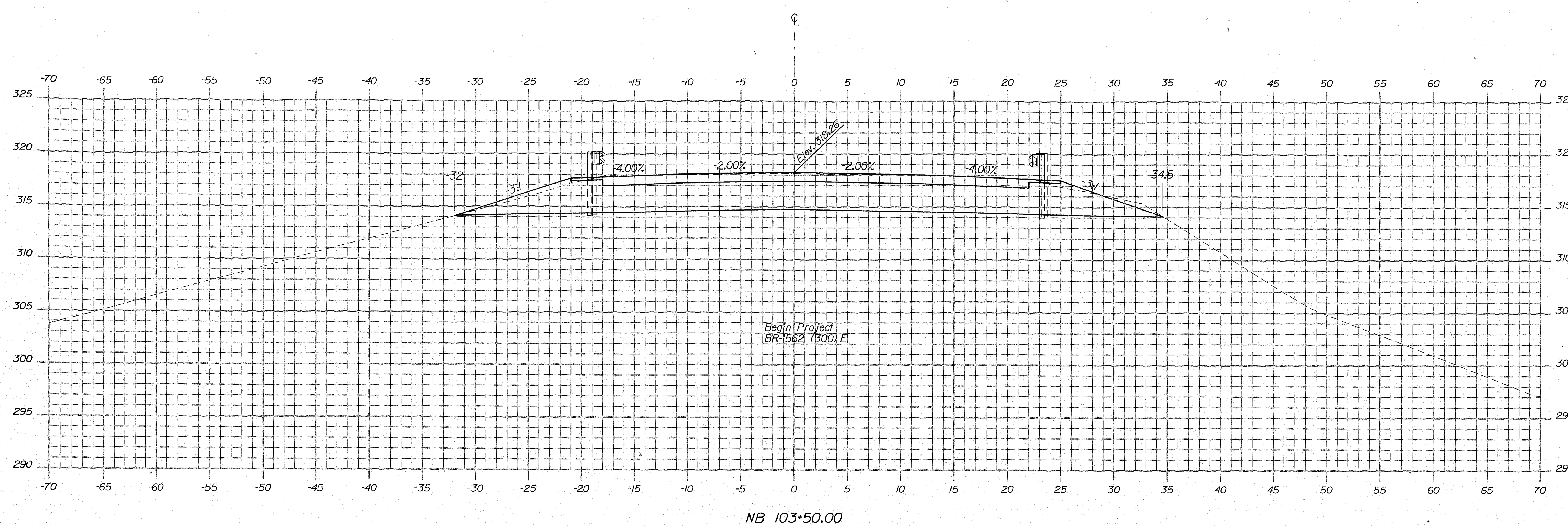


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1562(300)E & BR-1562(400)E
BRIDGE NO. 5962 & 1438
PIN 015623.00 & 015624.00
BRIDGE PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DEVIN ANDERSON	M. SMILLER				
DESIGN-DETAILED	F.R. DAVIS				
CHECKED-REVIEWED	F.A. DAHRE				
DESIGN-DETAILED	D.A. WELLS				
DESIGN-DETAILED					
REVISIONS 1					
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I-95NB & I-95SB
ETNA INTERSTATE 95 PENOBSCOT
NB CROSS SECTIONS

SHEET NUMBER
18
18 OF 54



148-349
Sta. NB 103+25.00 to Sta. NB 103+50.00

Date: 4/26/2008

Username: ParkerRL

Division: BRIDGE

Filename: ... \MSTA016-023_Xsect_NB.dgn

ERDMAN
ANTHONY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1562(300)E & BR-1562(400)E
BRIDGE NO. 582 & 1438
PIN 015623.00 & 015624.00
BRIDGE PLANS

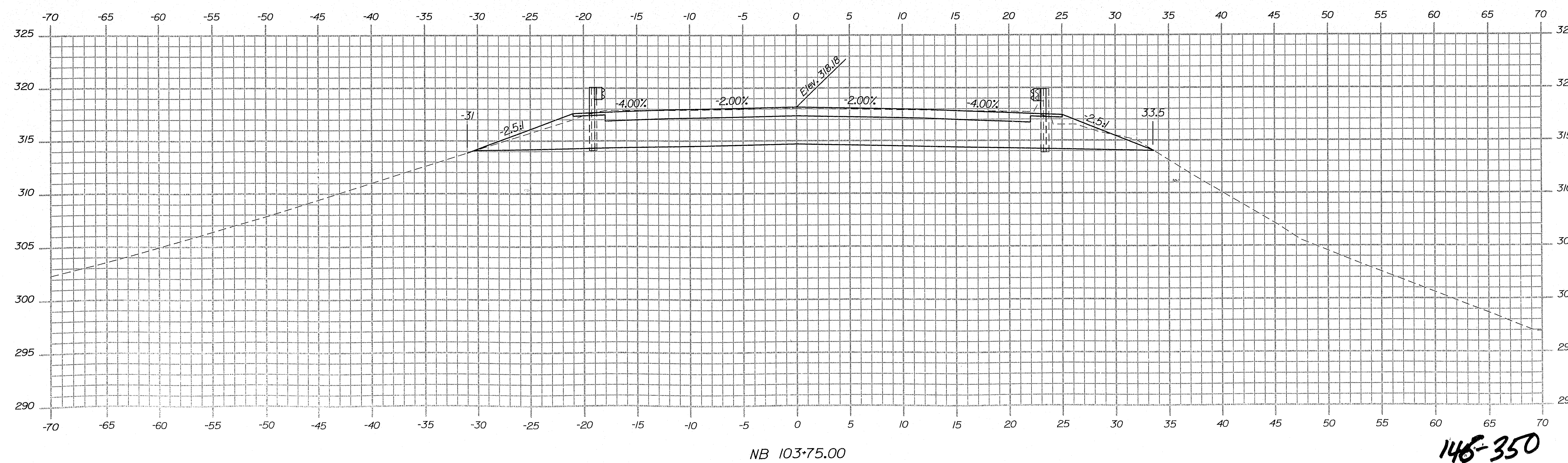
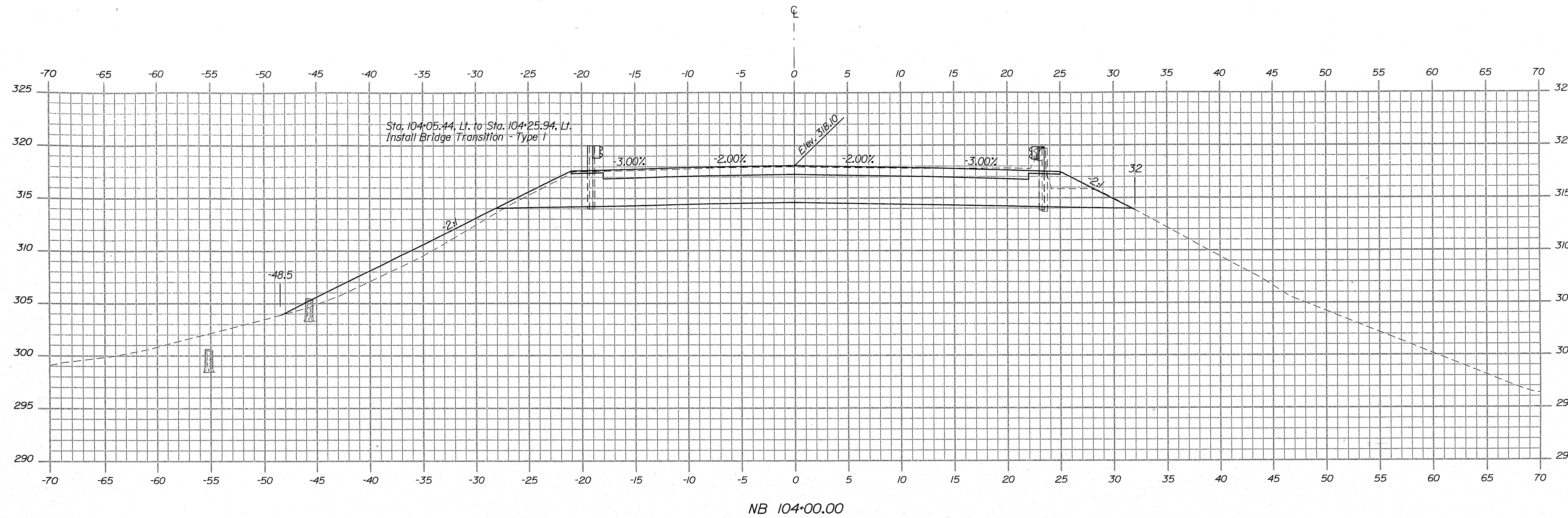
PROJ. MANAGER	DEVIN ANDERSON	BY	DATE
CHECKED	REVIEWED	DESIGNED	DETAILS
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FIELD CHANGES			

I-95NB & I-95SB
ETNA INTERSTATE 95 PENOBSCOT
NB CROSS SECTIONS

SHEET NUMBER

19

19 OF 54



148-350
Sta. NB 103+75.00 to Sta. NB 104+00.00

Date: 4/28/2008

Username: ParkerRL

Division: BRIDGE

Filename: ... \MSTAN016-023_xsect_NB.dgn

ERDMAN
ANTHONY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(300)E & BR-1562(400)E

BRIDGE NO
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BRIDGE PLANS

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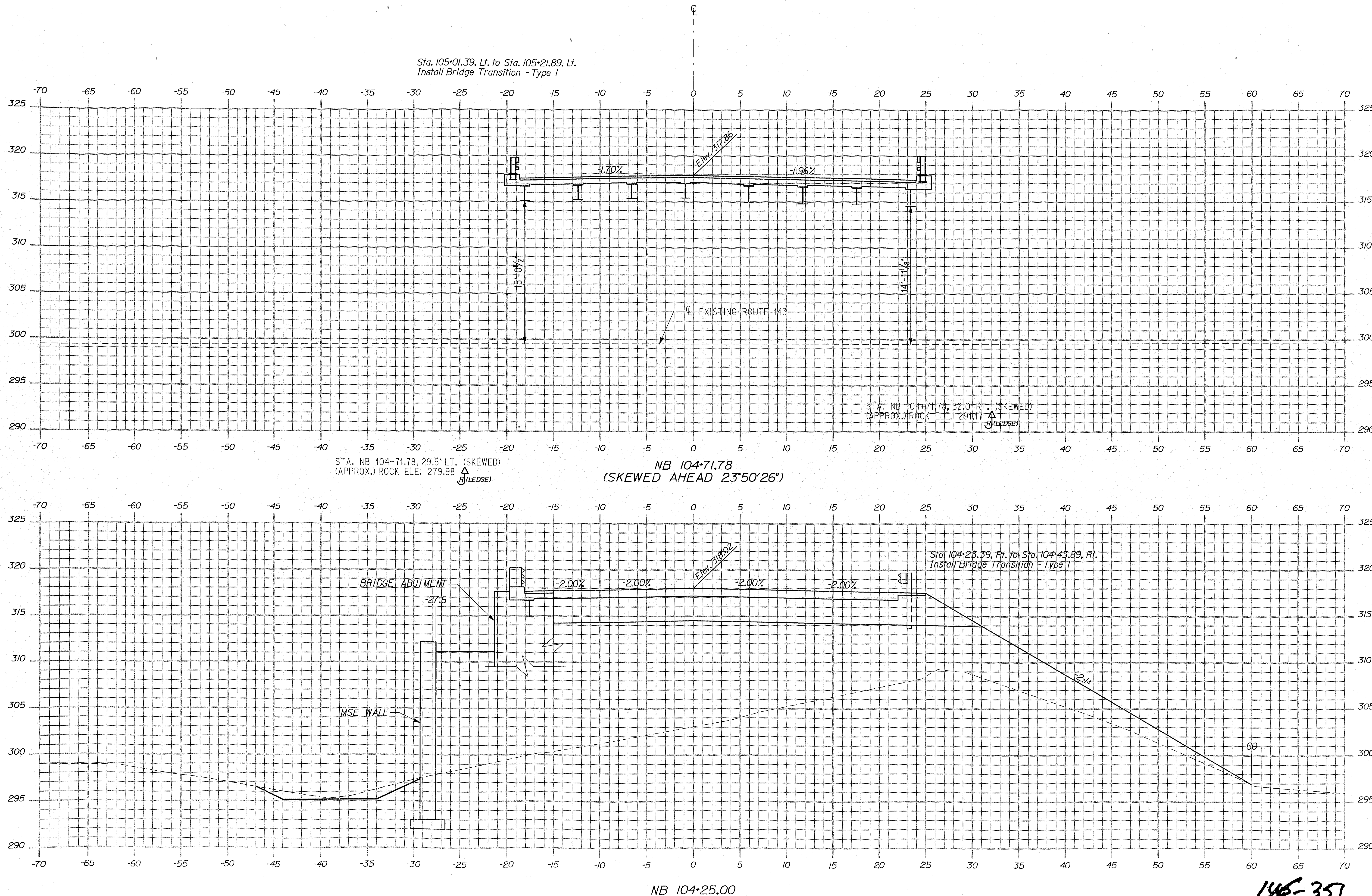
SHEET NUMBER

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20 OF 54

146-357

Sta. NB 104+25.00 to Sta. NB 104+71.78



NB 104+25.00

Date: 4/26/2008

Username: ParkerRL

Division: BRIDGE

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(300)E & BR-1562(400)E

BRIDGE NO. 5582 & 1438
PIN 015623.00 & 015624.00
BRIDGE PLANS

SIGNATURE

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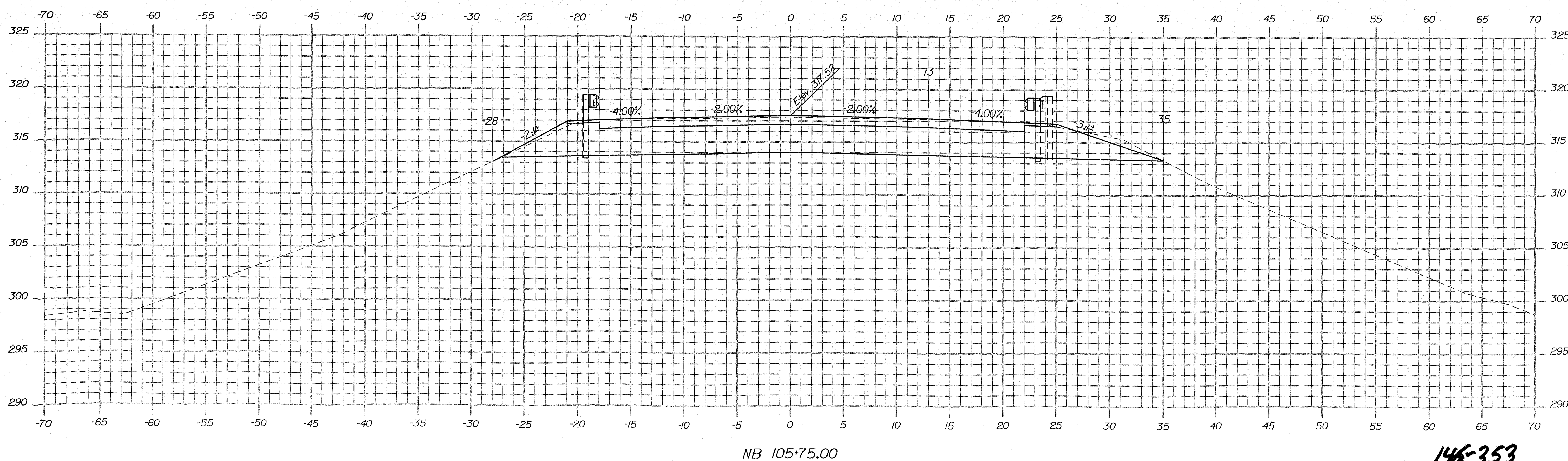
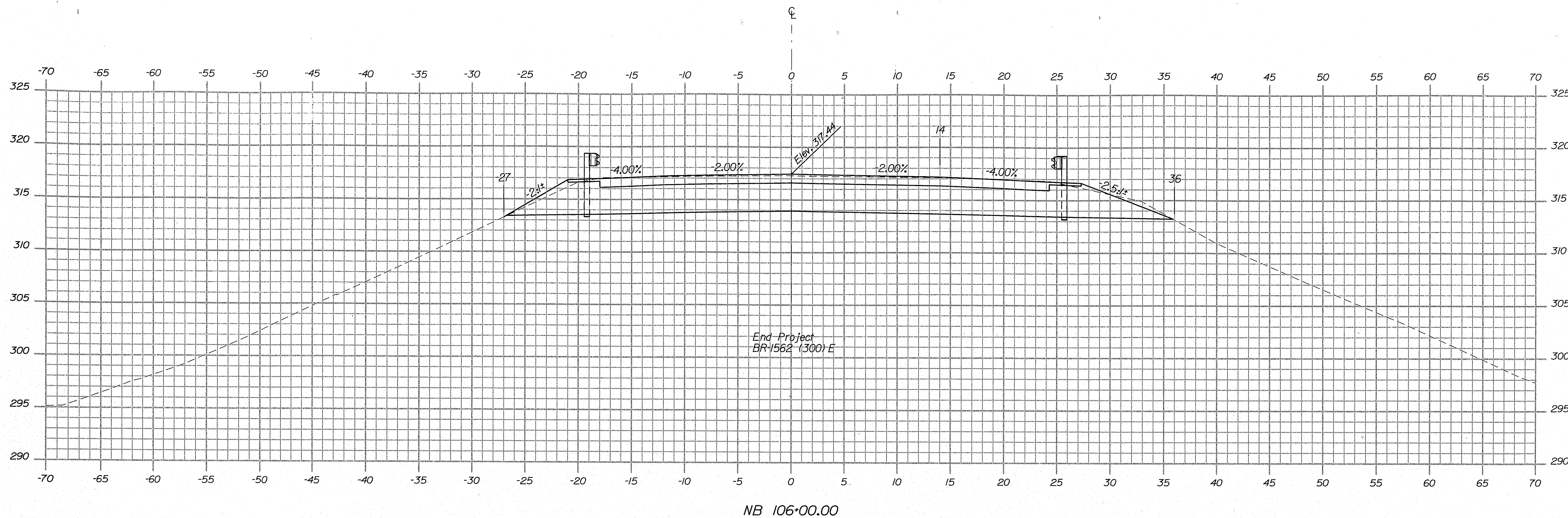
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Sta. NB 105+75.00 to Sta. NB 106+00.00

Date: 4/26/2008

Username: ParkerRL

Division: BRIDGE

Filename: ... \MSTA\016-023_Xsect_NB.dgn

ERDMAN
ANTHONY



STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

BR-1562(300)E & BR-1562(400)E

BRIDGE NO. 5962 & 1438
PIN 015623.00 & 015624.00
BRIDGE PLANS

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Date: 4/26/2008

Username: ParkerRL

Division: BRIDGE

Filename: ...\\msio\024-031_Xsect_SB.dgn

ERDMAN
ANTHONY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1562(300)E & BR-1562(400)E
BRIDGE NO. 5862 & 1438
PIN 015623.00 & 015624.00
BRIDGE PLANS

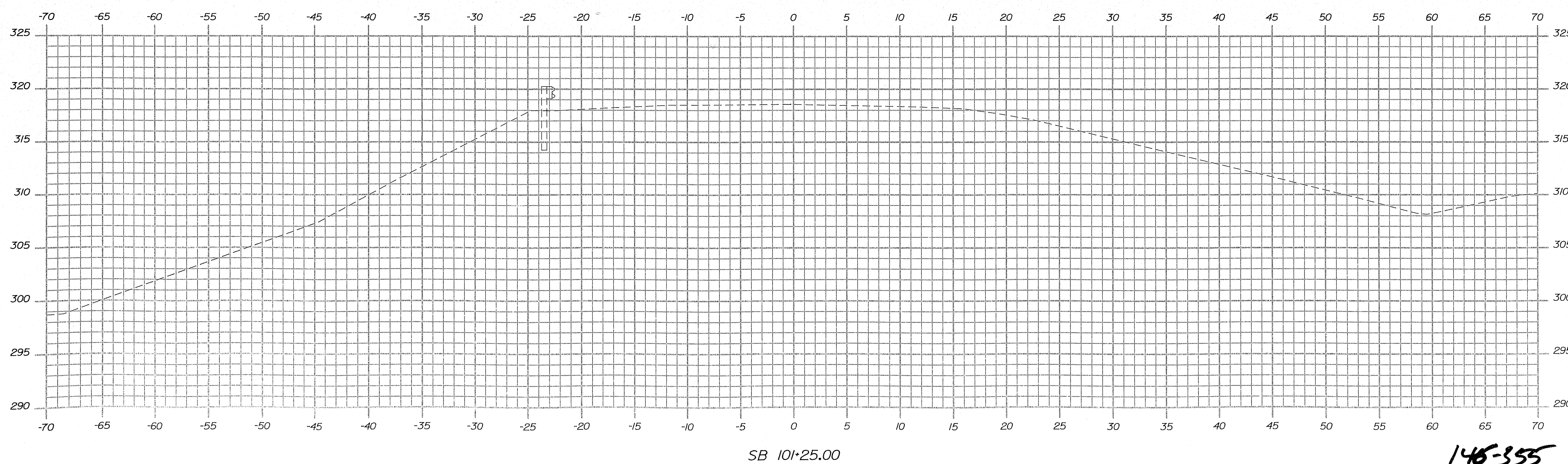
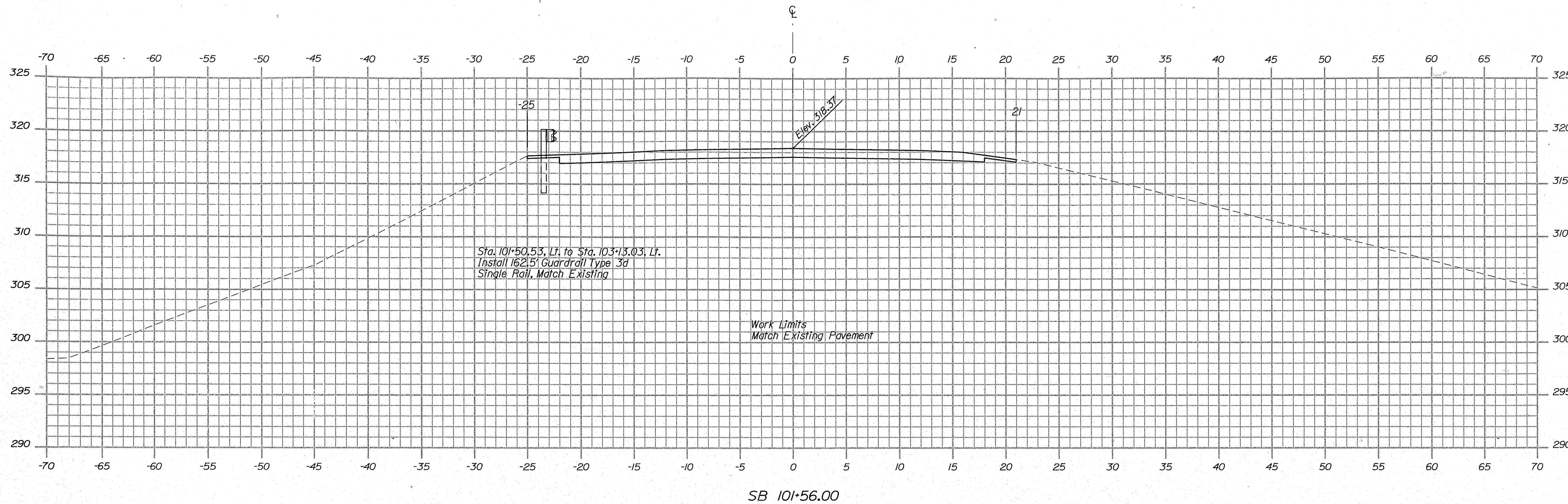
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I-95NB & I-95SB
ETNA INTERSTATE 95 PENOBSCOT
SB CROSS SECTIONS

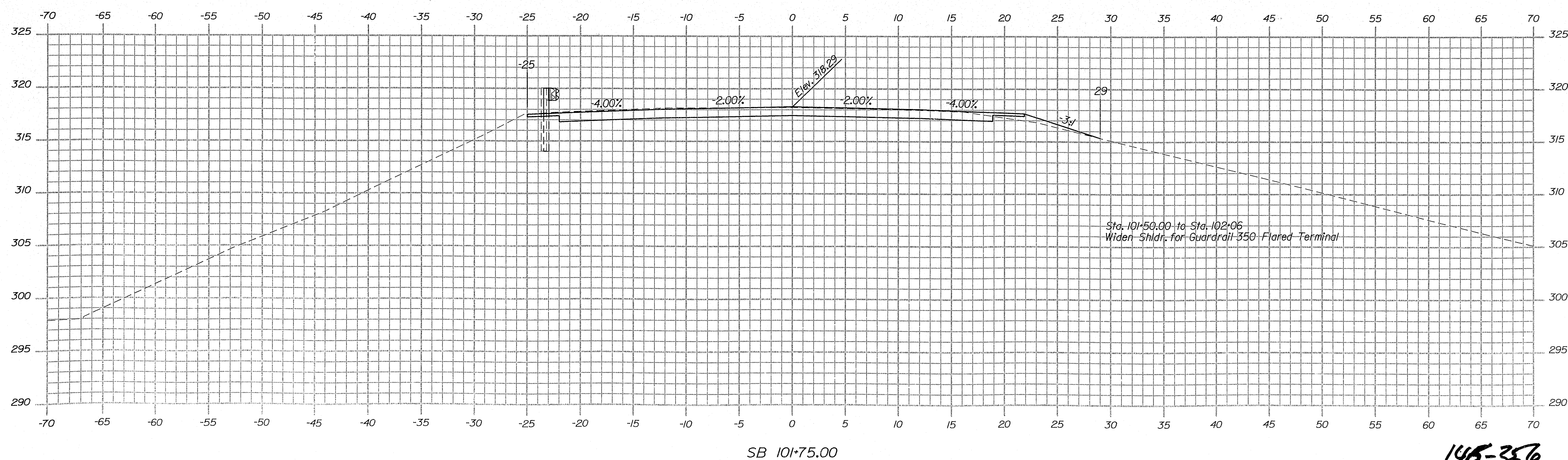
SHEET NUMBER

24

24 OF 54



Sta. SB 101+25.00 to Sta. SB 101+56.00



Sta. SB 101+75.00 to Sta. SB 102+00.00

SHEET NUMBER

25

25 OF 54

ERDMAN
ANTHONY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1562(300)E & BR-1562(400)E
BRIDGE NO. 5962 & 1438
PIN 015623.00 & 015624.00
BRIDGE PLANS

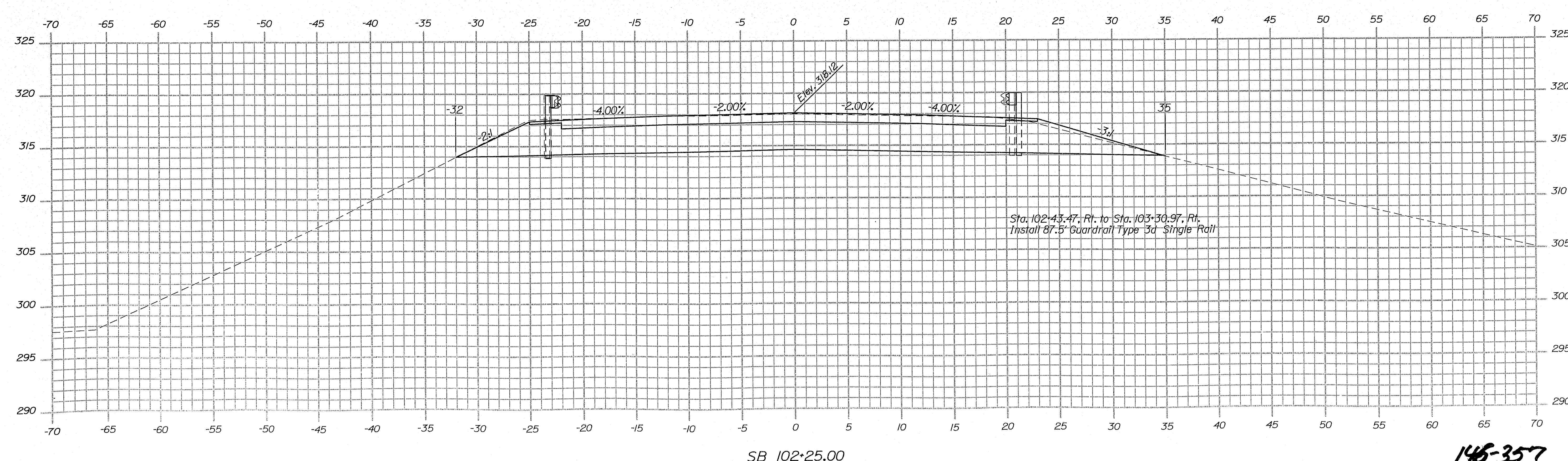
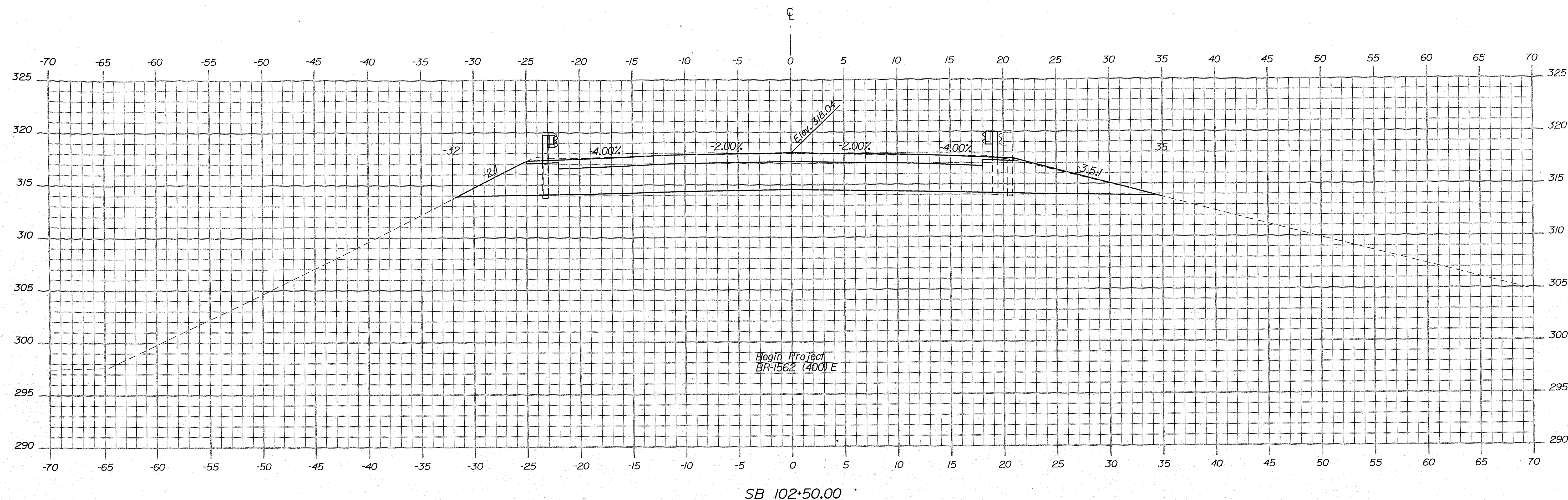
PROJ. MANAGER: DEWM. ANDERSON
DESIGN: DETAILER: M. SMILEY
CHECKED: REVIEWER: F.A. DARR
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FIELD CHANGES

I-95NB & I-95SB
ETNA INTERSTATE 95 PENOBSCOT
SB CROSS SECTIONS

SHEET NUMBER

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26 OF 54



Sta. SB 102+25.00 to Sta. SB 102+50.00

Date: 4/26/2008

Username: ParkerRL

Division: BRIDGE

Filename: ...\\msio\024-031_Xsect_SB.dgn

ERDMAN
ANTHONY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(300)E & BR-1562(400)E

BRIDGE NO.
5962 & 1438

PIN
015623.00 & 015624.00

BRIDGE PLANS

DATE	SIGNATURE	P.E. NUMBER	DATE
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I-95NB & I-95SB

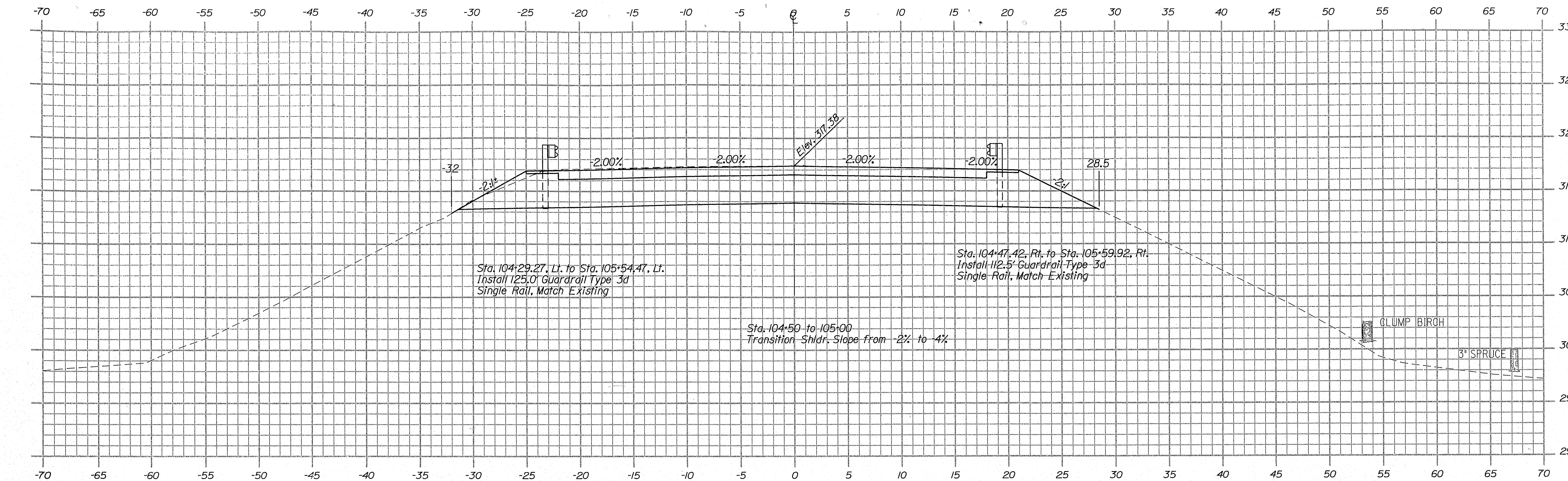
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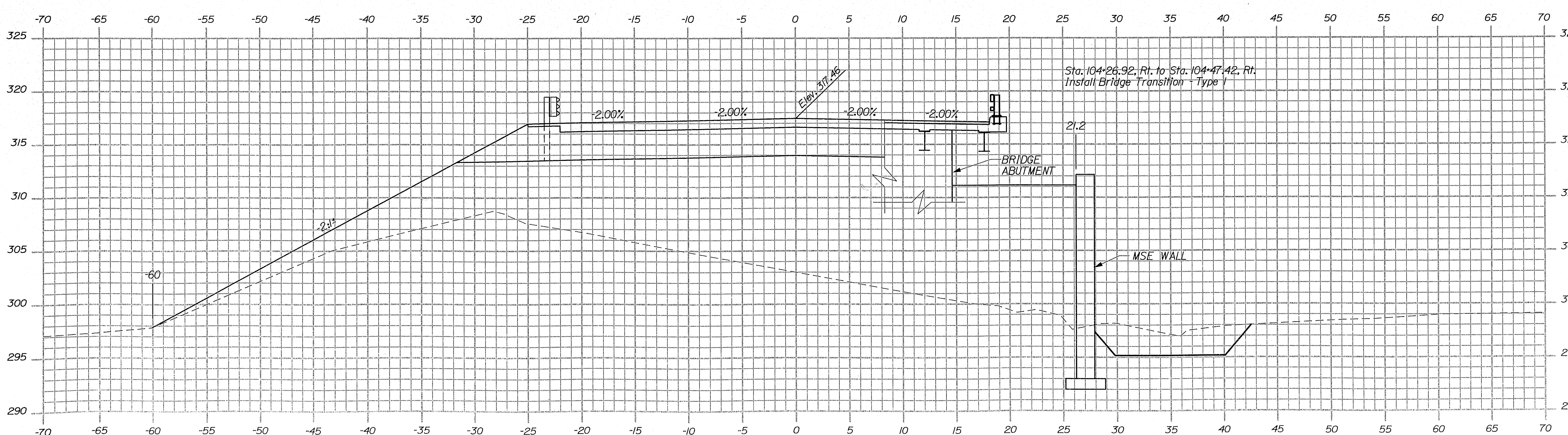
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29 OF 54



SB 104+50.00



SB 104+25.00

146-3600

Sta. SB 104+25.00 to Sta. SB 104+50.00

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Sta. SB 104+75.00 to Sta. SB 105+00.00

Sta. SB 105+25.00 to Sta. SB 105+50.00



Sta. 51+00.00 to Sta. 52+50.00

ERDMAN
ANTHONY

BRIDGE NO. 15592 & 1438	PIN 0155923.00 & 0155924.00	BRIDGE PLANS
BR-1562/300)E & BR-1562(400)E		

PROJ. MANAGER	DEVEN JOHNSON	BY	DATE
DESIGN-DETAILER 1	M. SMALLER	F.A. DAVIS	
DESIGN-DETAILER 2	F.A. DUHAR	D.N. WELLS	SIGNATURE
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I-95NB & I-95SB
ETNA INTERSTATE 95 PENOBSCOT
ROUTE 143 CROSS SECTIONS

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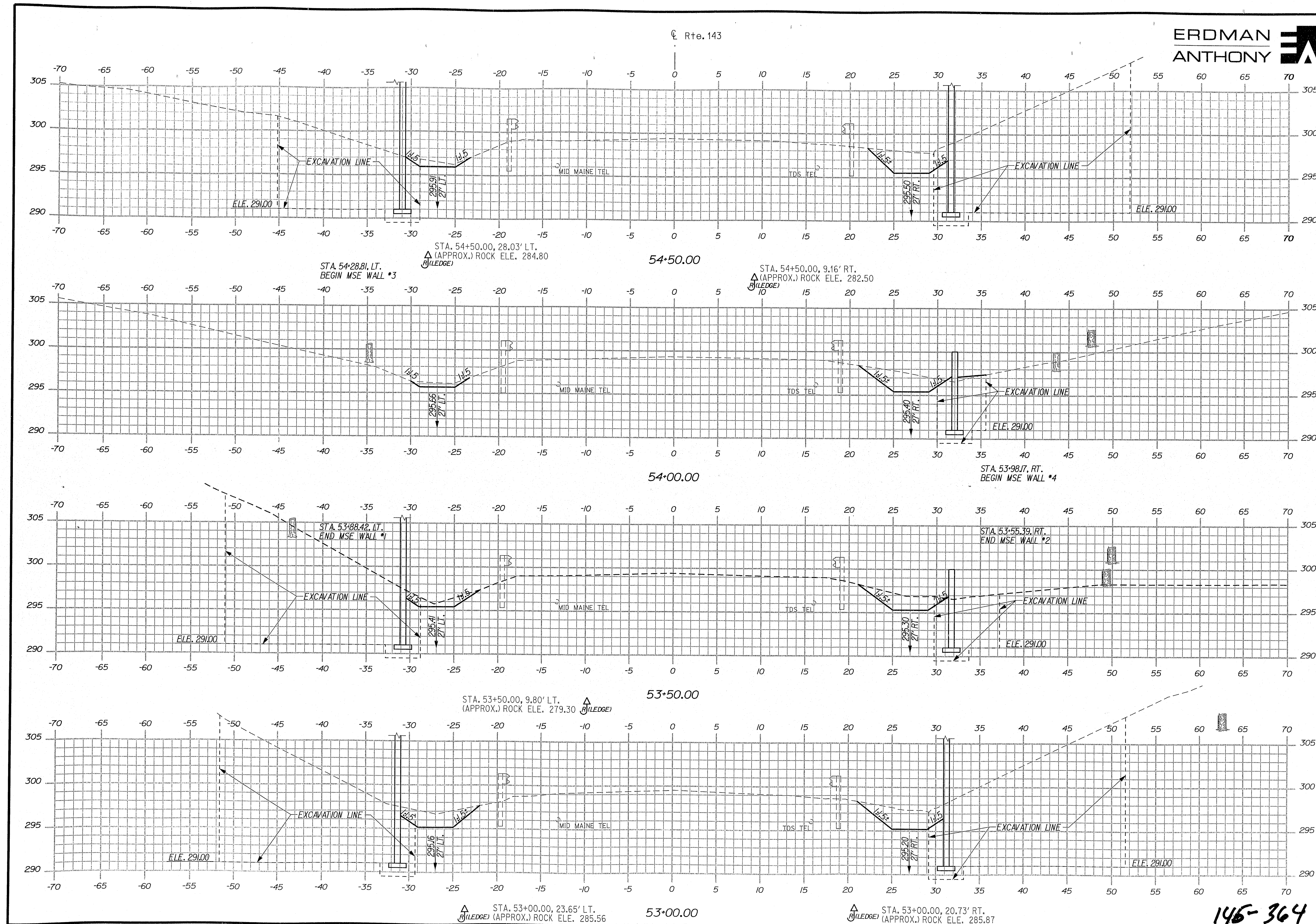
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Date: 4/26/2008

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Division: BRIDGE

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ERDMAN
ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1562(300)E & BR-1562(400)E
BRIDGE NO. 5962 & 1438
PIN 015623.00 & 015624.00
BRIDGE PLANS

DATE	BY	PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGNED-DETAILED	DESIGNED-REVIEWED	DESIGNED-REVIEWED	DESIGNED-REVIEWED	DESIGNED-REVIEWED
		DEVIN AMERSON	M. SMITH	T.R. DAVIS	F.A. DAHAR	D.J. WELLS			

I-95NB & I-95SB
ETNA INTERSTATE 95 PENOBSCOT
ROUTE 143 CROSS SECTIONS

SHEET NUMBER
33
33 OF 54

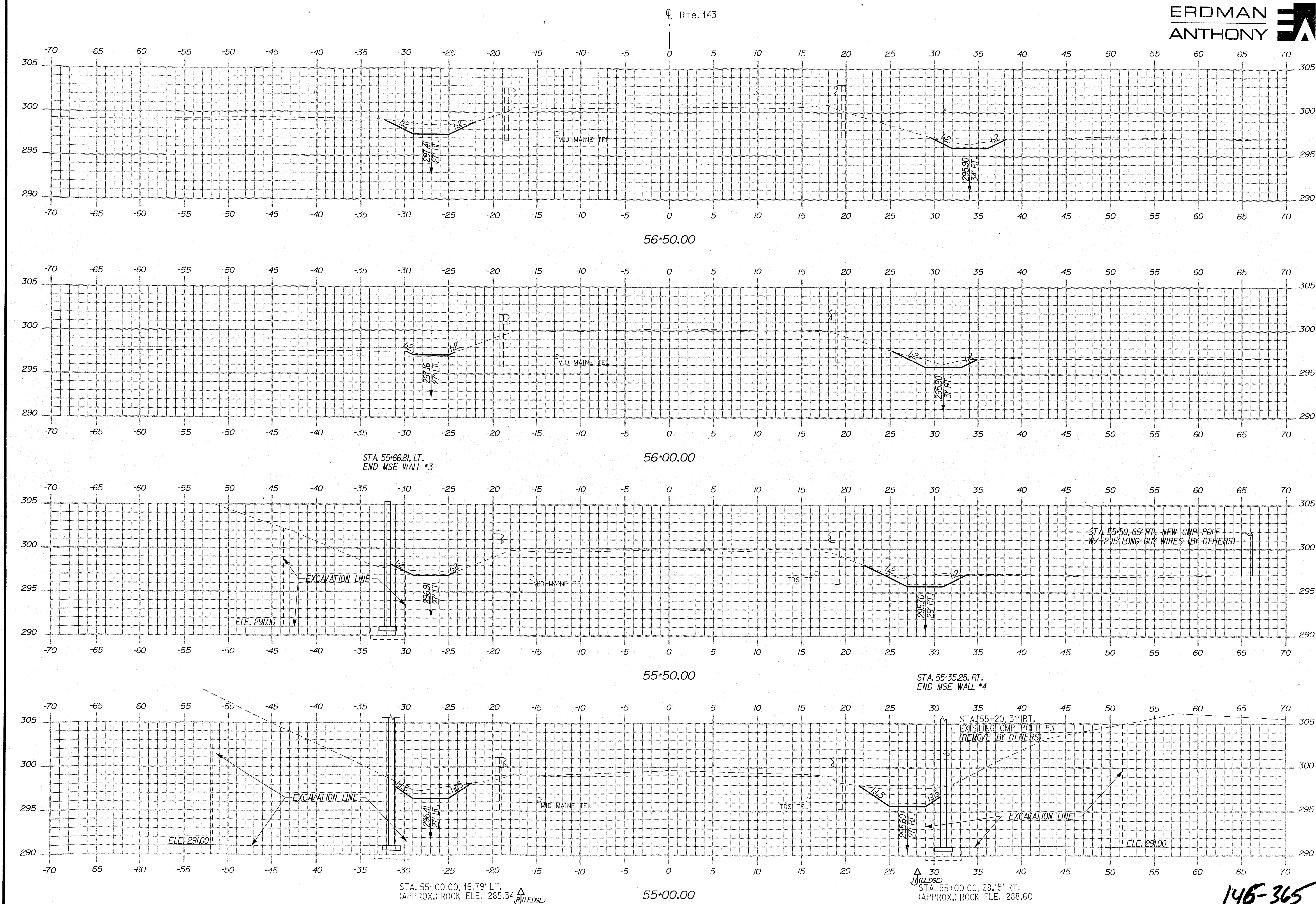
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Date: 4/26/2008

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ERDMAN
ANTHONY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1562(300)E & BR-1562(400)E
BRIDGE NO. 5962 & 1438
PIN 015623.00 & 015624.00
BRIDGE PLANS

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I-95NB & I-95SB
ETNA INTERSTATE 95 PENOBSCOT
ROUTE 143 CROSS SECTIONS

SHEET NUMBER
34
34 OF 54

146-365

Sta. 55+00.00 to Sta. 56+50.00

Date: 4/26/2008

Username: ParkerRL

Division: BRIDGE

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1562(300)E & BR-1562(400)E

BRIDGE NO.
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BRIDGE PLANS

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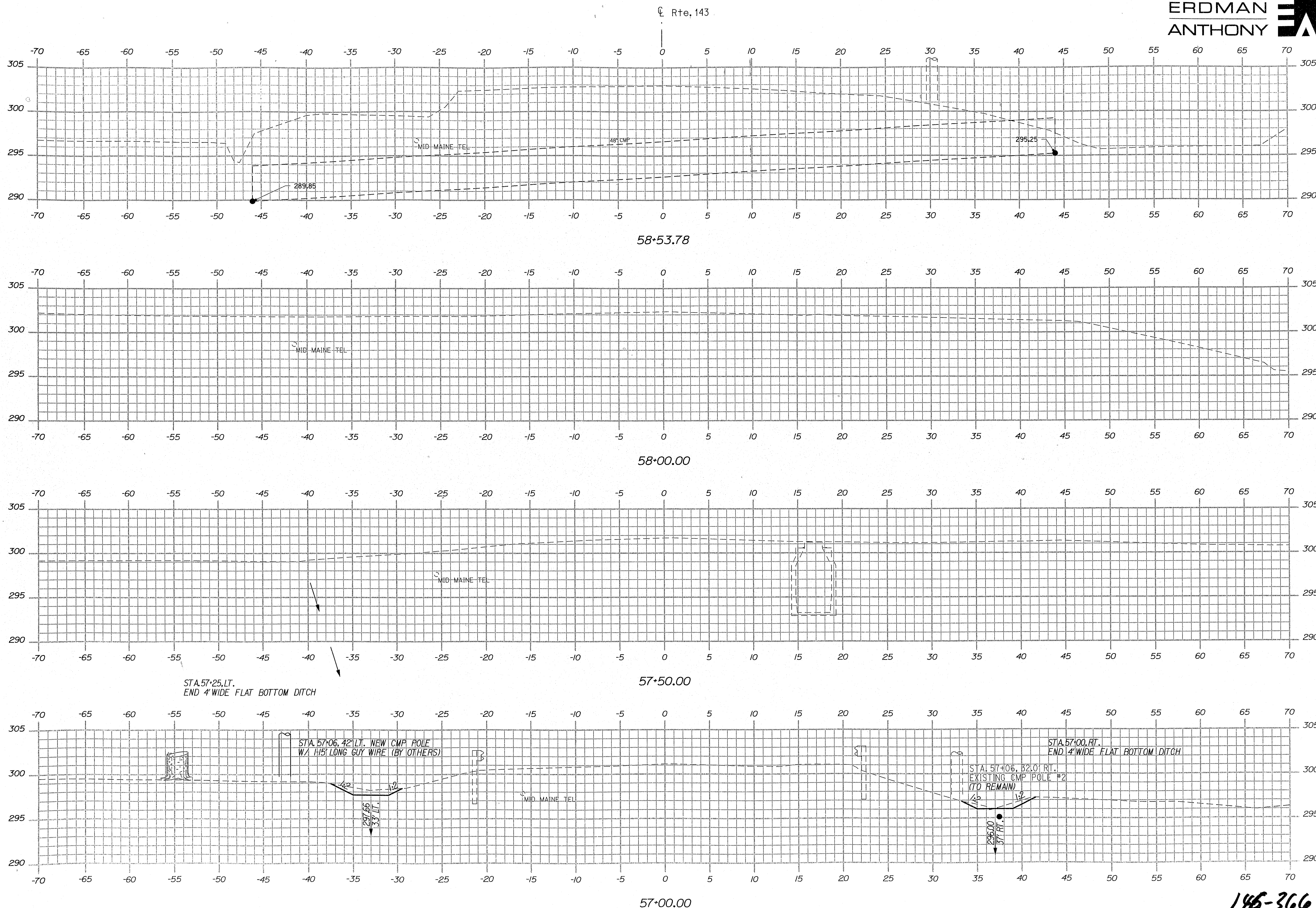
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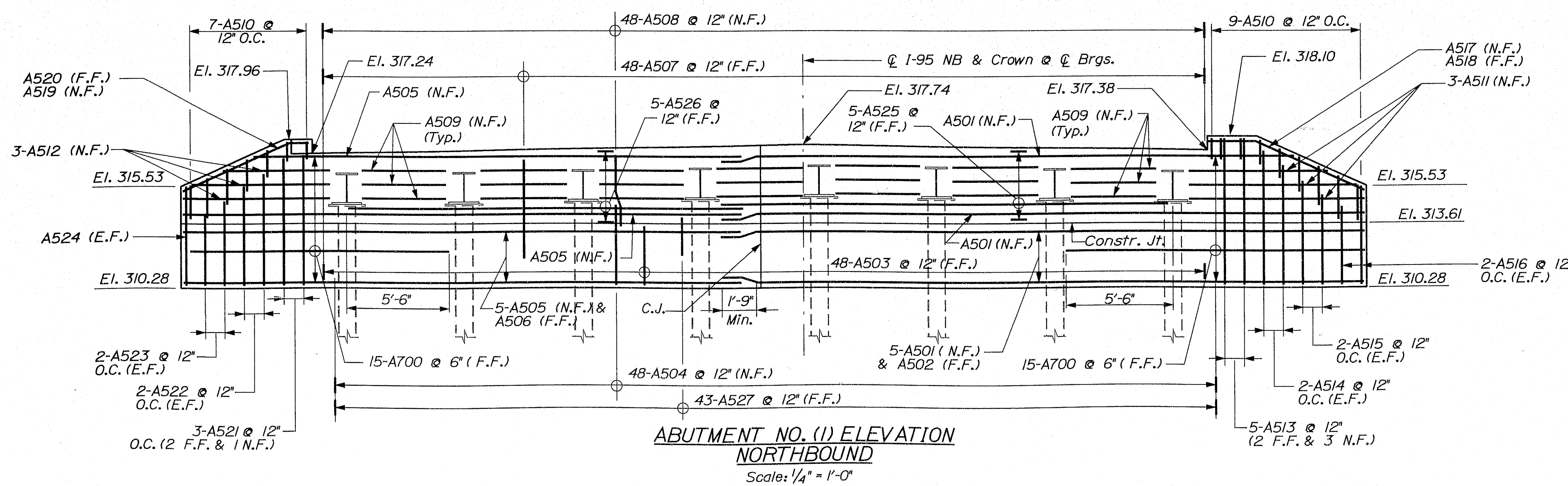
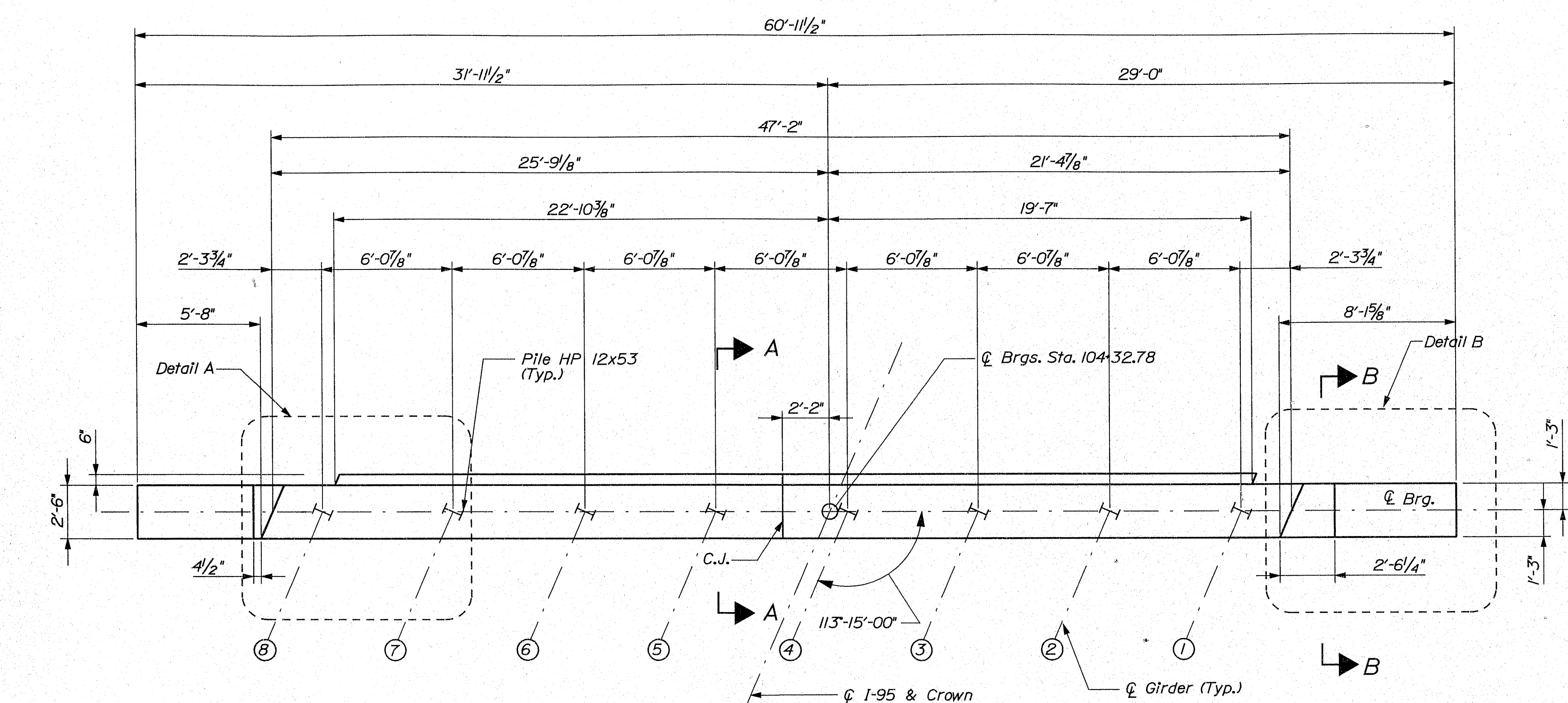
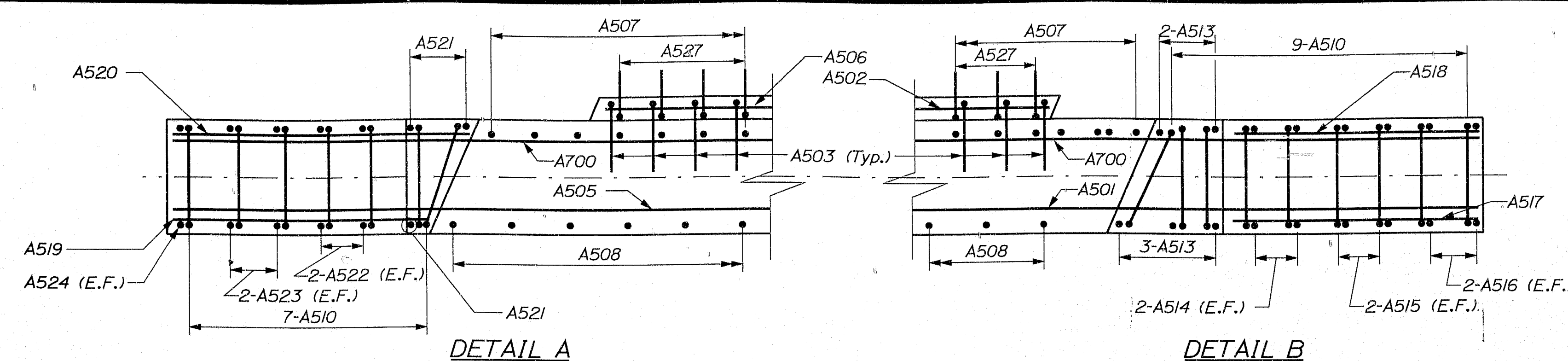
143-366

Sta. 57+00.00 to Sta. 58+53.78

SHEET NUMBER

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ABUTMENT NOTES:

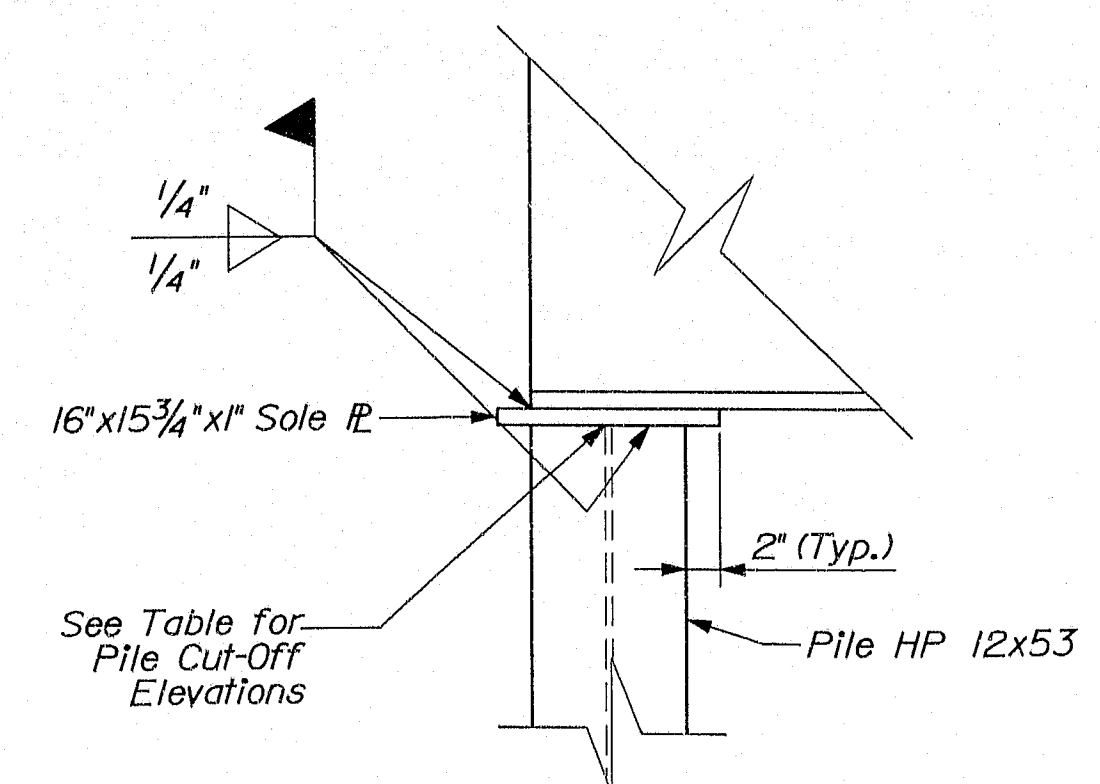
1. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
2. Abutments shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits as shown on the plans.

PILE NOTES:

1. Maximum factored axial H-pile load: 147 kips.
2. Estimate of piles required:
 Abutment Number 1: 8-HP 12 x 53 @ 37' feet
 Abutment Number 2: 8-HP 12 x 53 @ 34' feet
 Abutment Number 3: 8-HP 12 x 53 @ 32' feet
 Abutment Number 4: 8-HP 12 x 53 @ 34' feet
3. Piles shall not be out of position shown by more than 2 inches in any direction.
4. The Contractor shall perform and submit a wave equation analysis to establish driving criteria and estimate pile stresses for review and acceptance by the Geotechnical Engineer. The required factored resistance for the H-pile is the factored axial pile load divided by a resistance factor of 0.52. The maximum allowable stress is 0.90 times F_y per the LRFD specifications. The submittal analyses shall include the proposed driving criteria based on the wave equation analysis and the proposed driving system. The stopping criteria shall include the blows per inch and number of 1 inch driving intervals at which the pile installation may be terminated. The cost of performing the wave equation will be considered incidental to pay item 501.92 Pile Driving Equipment Mobilization.
5. The H piles shall be driven to the required factored resistance on or within bedrock.
6. The contractor shall provide access for the agents of the Department to perform dynamic testing on the piles, as specified in Standard Specification Subsection 501.01. One (1) dynamic test will be performed on the first production pile driven at each abutment.
7. All piles shall be equipped with a pile tip in accordance with Standard Specification Section 501.10, Prefabricated Pile Tips.
8. H-pile material shall be ASTM A 572, Grade 50.
9. Piles shall be placed in vertical sleeves. Piles shall be driven in vertical sleeves after placement of gravel borrow and MSE wall is complete. See MSE wall notes, sheet 44. After pile installation, backfill annulus between pile and sleeve with crushed stone meeting the requirements of Subsection 703.22, Underdrain Backfill Material, Type C.
10. The contractor shall install survey points along several courses of MSE wall panels, at a minimum of three equally spaced wall stations and monitor any potential panel movement during driving operations.
11. Pile splices must be located a minimum of 12 ft. below the top of pile.

PILE CUT-OFF ELEVATIONS

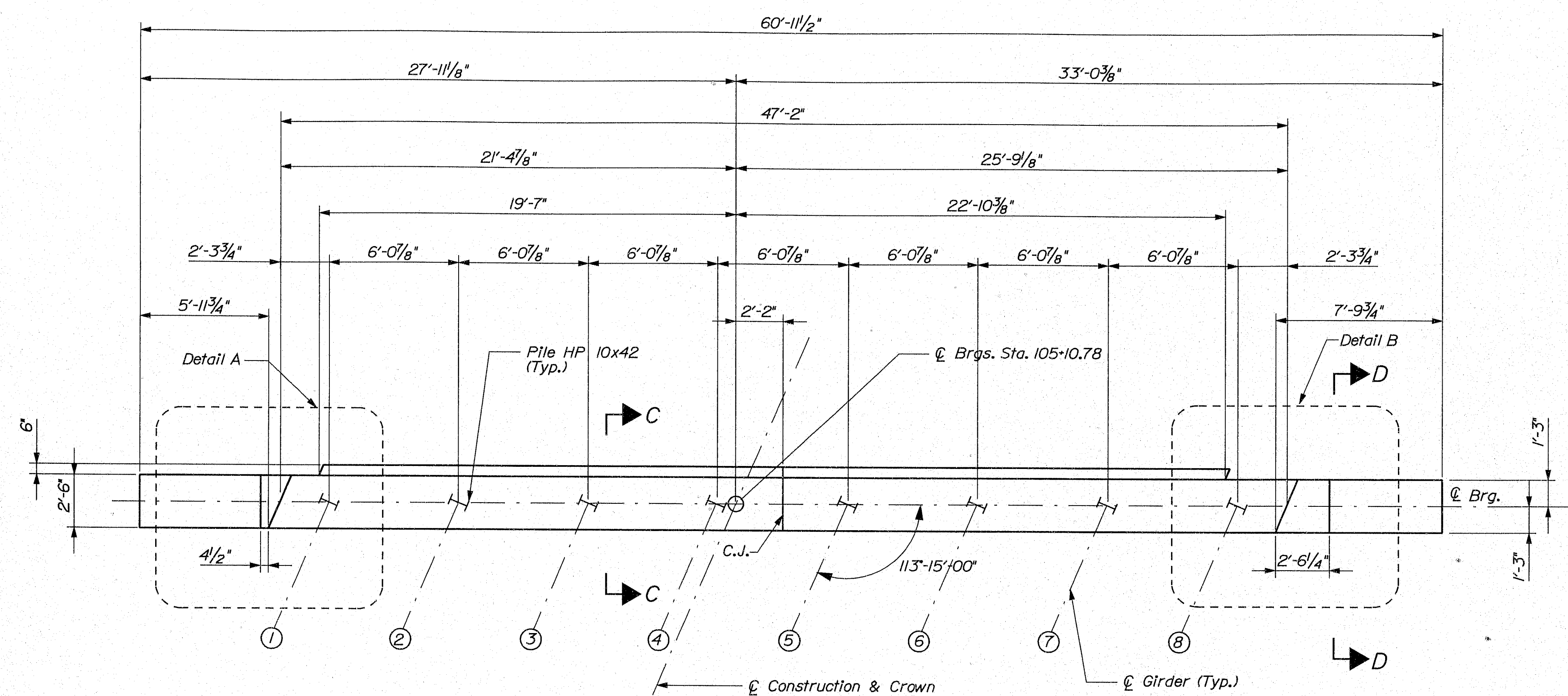
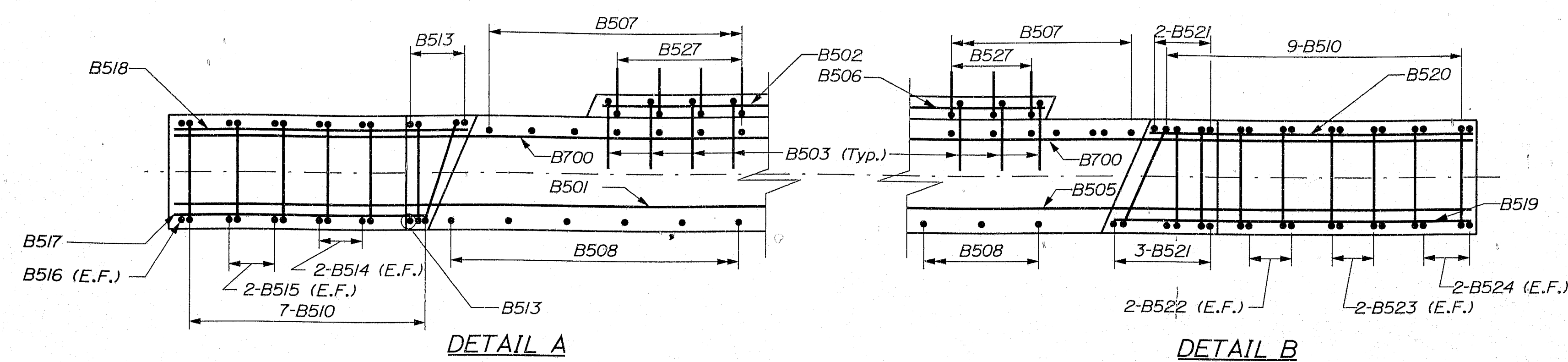
Girder Line	Elevation
1	314.67
2	314.77
3	314.87
4	314.98
5	314.89
6	314.77
7	314.65
8	314.53



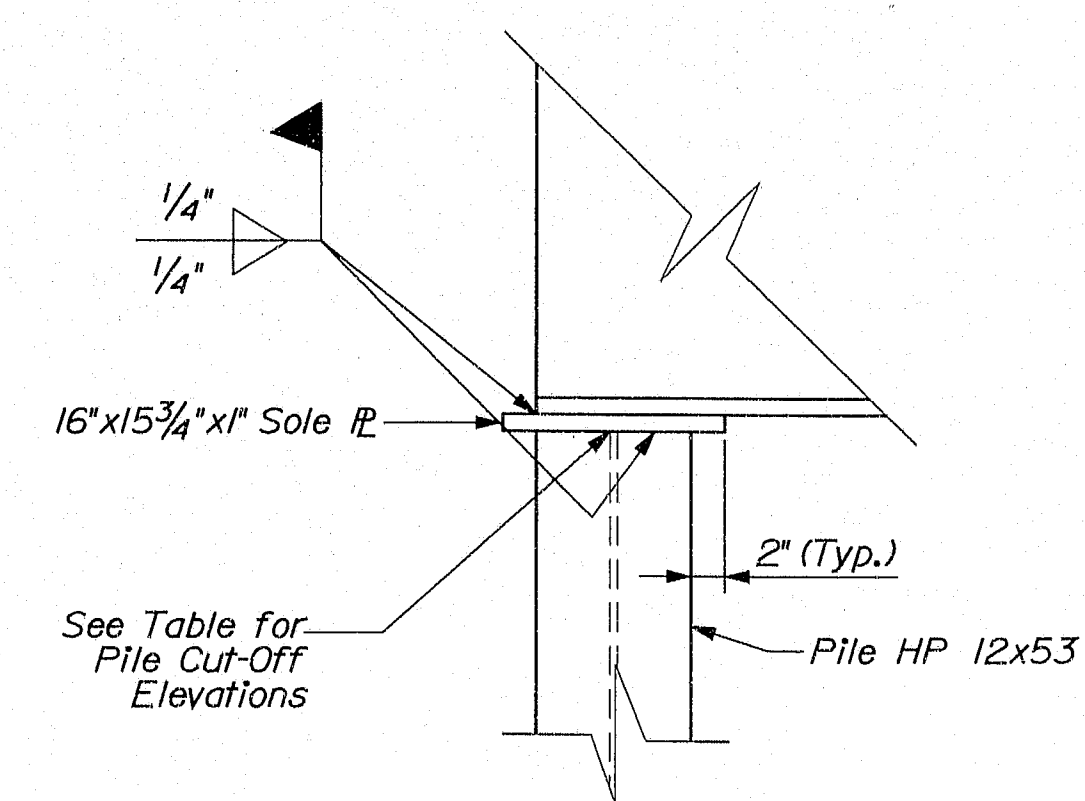
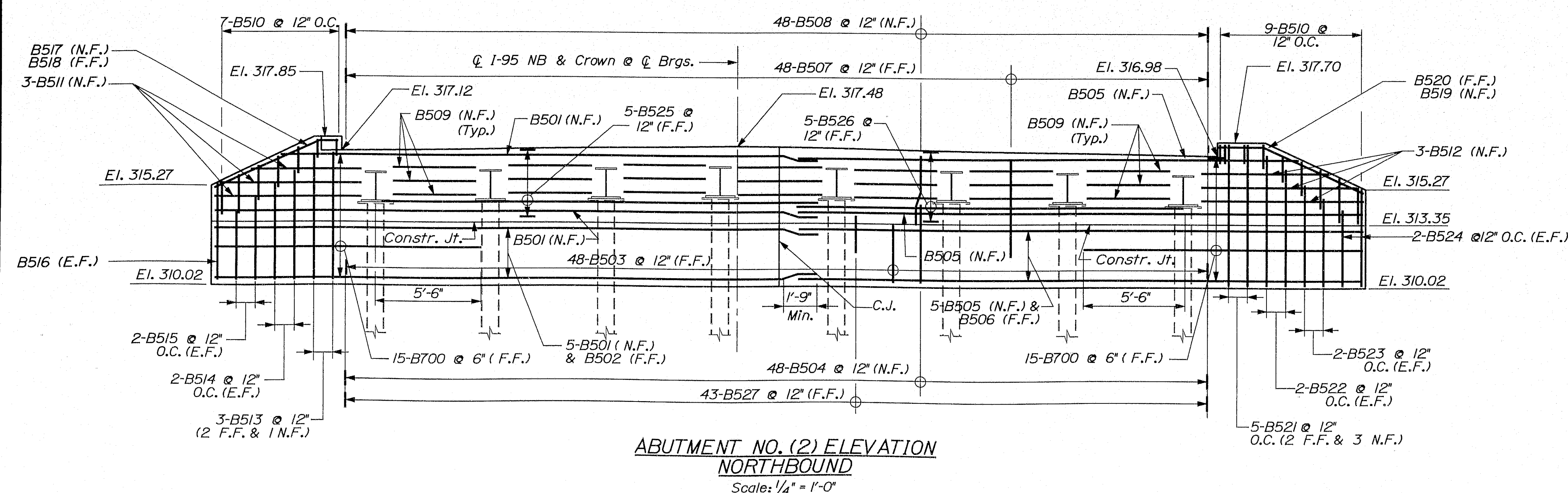
PILE SOLE PLATE DETAIL

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 ANTHONY

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		BR-1562(300)E & BR-1562(400)E		PIN 015623.00 & 015624.00	
I-95NB & I-95SB		PENOBSCOT		ABUTMENT NO. 1 (NB)		SHEET NUMBER 36 OF 54	
PROJECT MANAGER	DEVIN ANDERSON	BY	T.R. DAVIS	SIGNATURE	P.E. NUMBER	DATE	
DESIGN-REVIEWED	M. SMILLER	CHECKED	F.A. DINEEN	DESIGNED	S. SABELLA		
REVISIONS	1	REVISIONS	2	REVISIONS	3	REVISIONS	4
				FIELD CHANGES			



PILE CUT-OFF ELEVATIONS	
Gider Line	Elevation
1	314.41
2	314.51
3	314.61
4	314.72
5	314.63
6	314.51
7	314.39
8	314.27



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BRIDGE NO. 1562 & 1438	PIN 015623.00 & 015624.00	BRIDGE PLANS
BR-1562(300)E & BR-1562(400)E		
DEPARTMENT OF TRANSPORTATION		
STATE OF MAINE		

SIGNATURE _____

P.E. NUMBER _____

DATE _____

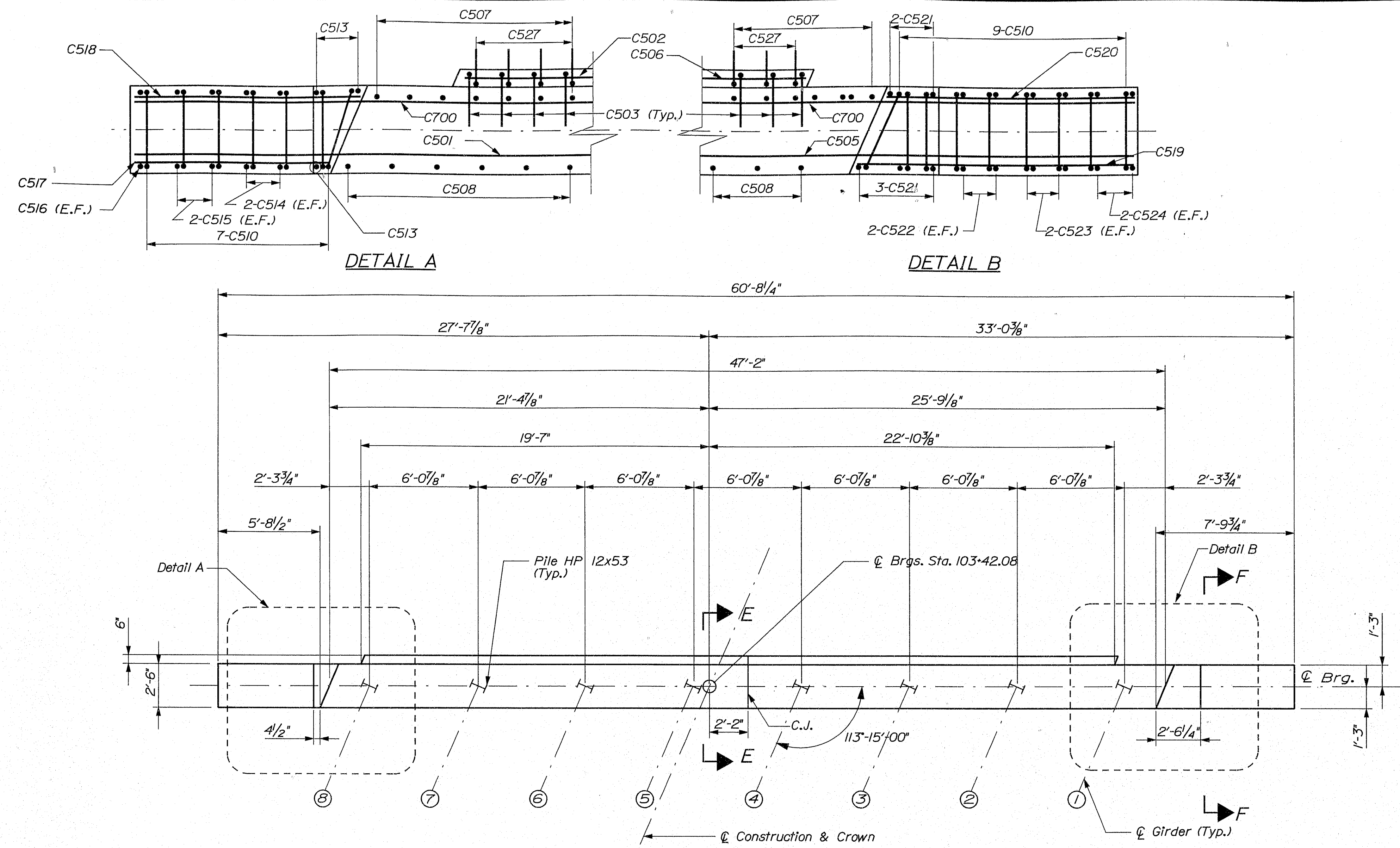
PROJ. MANAGER	DEVIN ANDERSON	BY	DATE
DESIGN-DETAILED	M. SWILLEN	T.R. DAVIS	
CHECKED-REVIEWED			
DESIGN2-DETAILED3	F.A. DIAH	S. SABELLA	
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

ETNA	I-95NB & I-95SB	PENOBSCOT
ABUTMENT NO. 2 (NB)		

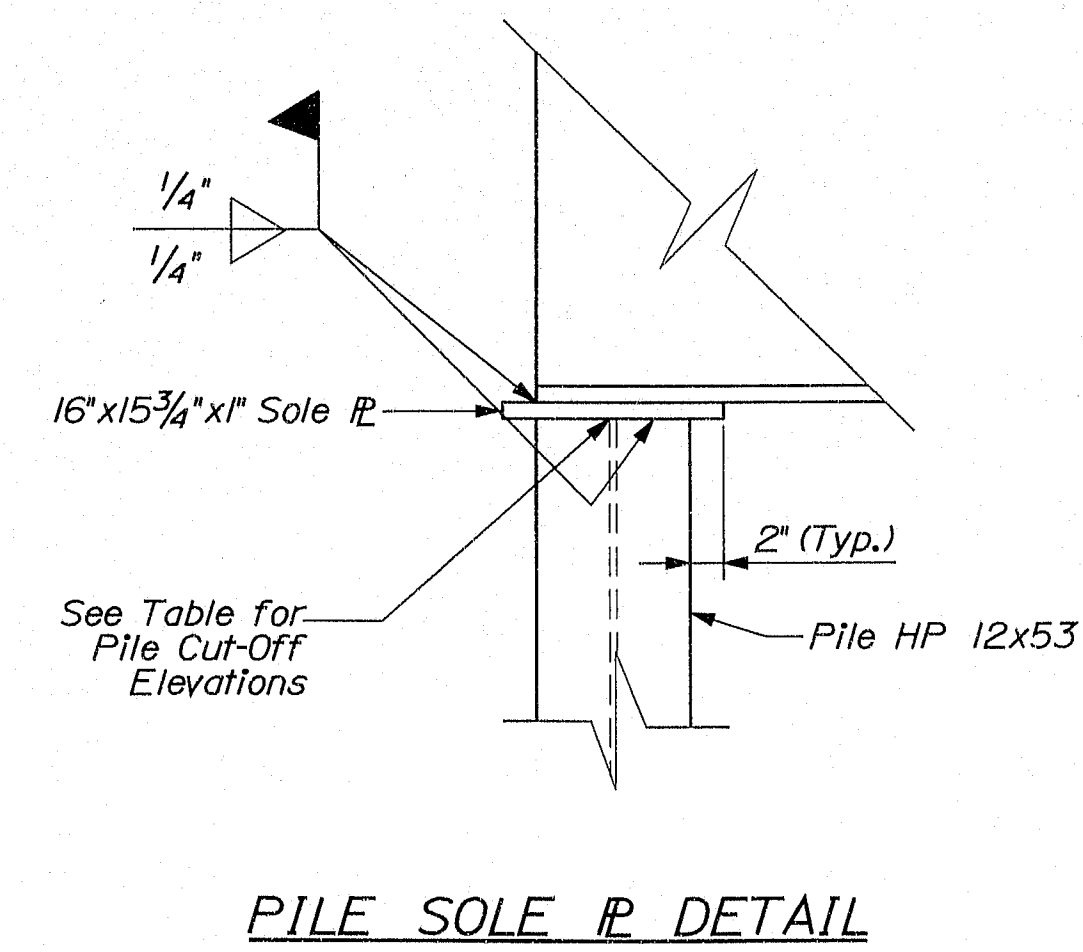
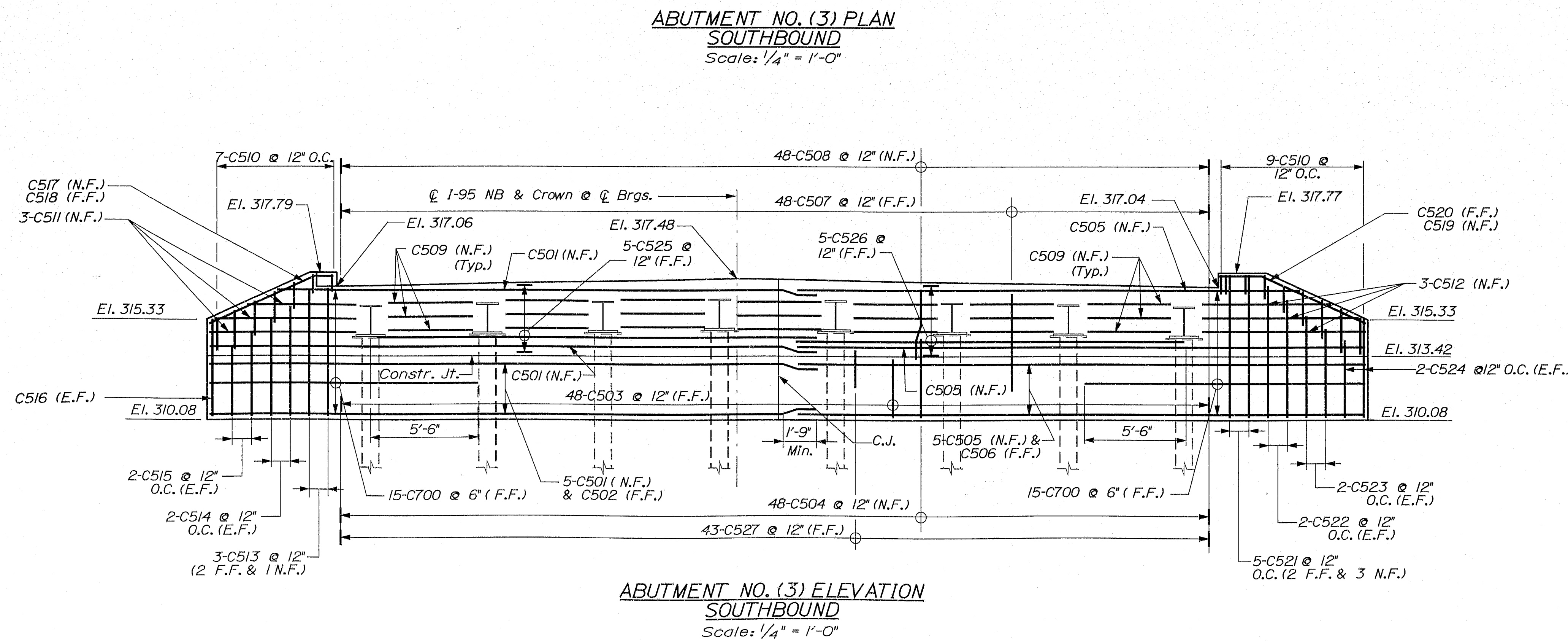
SHEET NUMBER

37

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PILE CUT-OFF ELEVATIONS	
Glider Line	Elevation
1	314.33
2	314.43
3	314.54
4	314.64
5	314.71
6	314.59
7	314.48
8	314.36



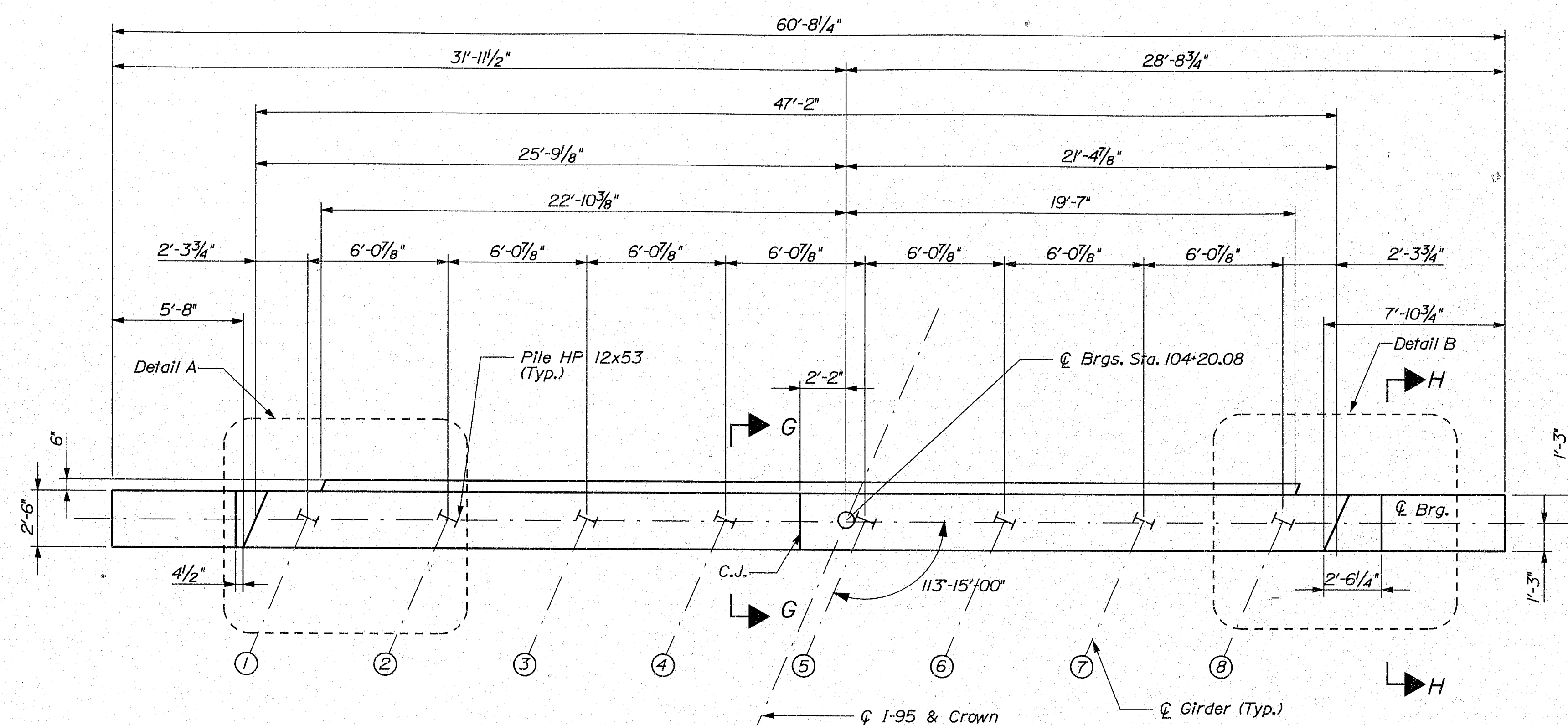
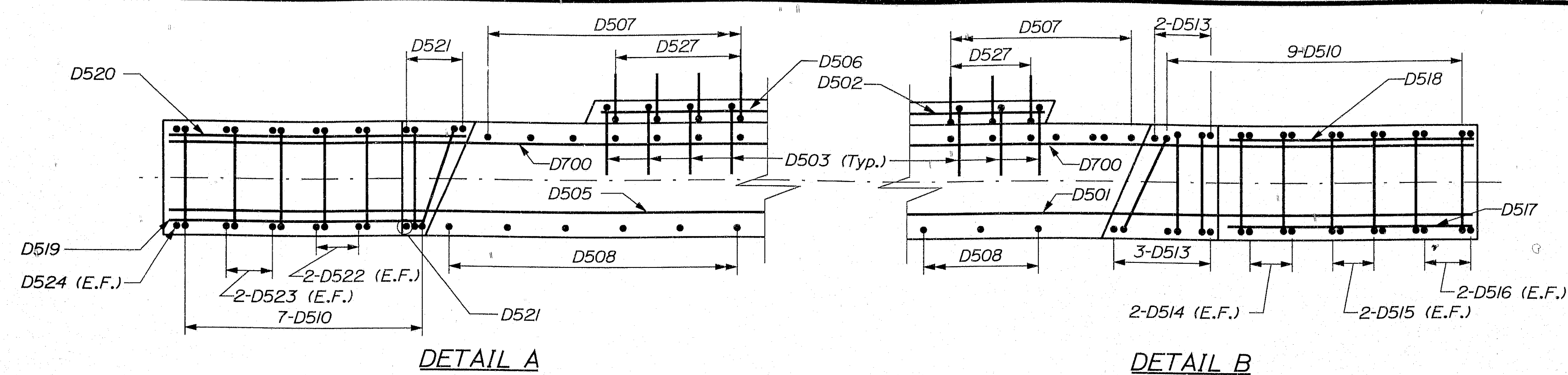
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1562(300)E & BR-1562(400)E
BRIDGE NO. 562 & 1438
PIN 015623.00 & 015624.00
BRIDGE PLANS

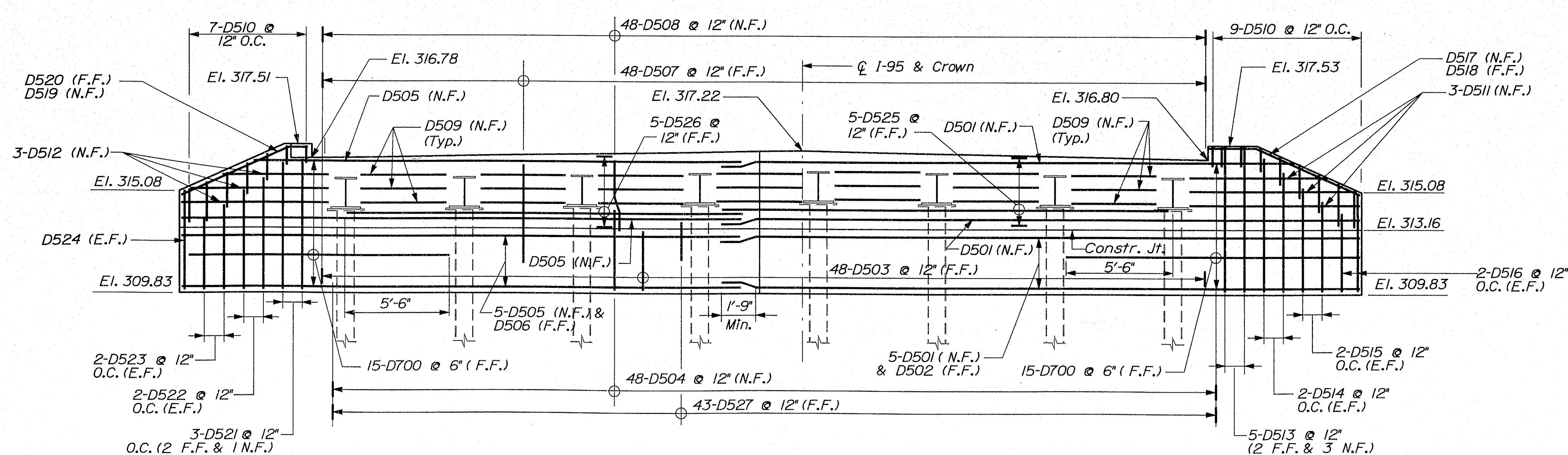
DATE	BY	PROJ. MANAGER	DESIGN-REVIEWED	CHECKED	DESIGNED	REVISIONS	DATE
	J.R. DAVIS	M. SWILLEN	F.A. DANA	S. SABELLA			

I-95NB & I-95SB
PENOBSCOT
ETNA
ABUTMENT NO. 3 (SB)

SHEET NUMBER
38
38 OF 54

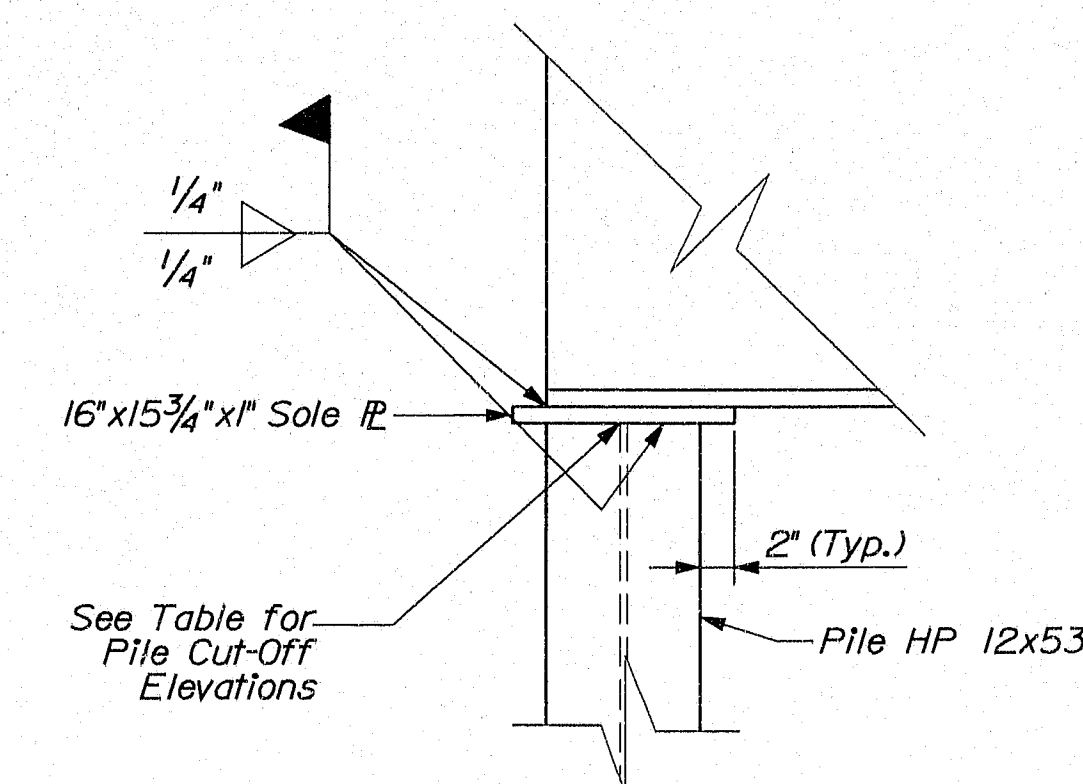


ABUTMENT NO. (4) PLAN
SOUTHBOUND
Scale: 1/4" = 1'-0"



ABUTMENT NO. (4) ELEVATION
SOUTHBOUND
Scale: 1/4" = 1'-0"

PILE CUT-OFF ELEVATIONS	
Girder Line	Elevation
1	314.07
2	314.18
3	314.28
4	314.39
5	314.46
6	314.34
7	314.22
8	314.10



PILE SOLE PLATE DETAIL

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1562(300)E & BR-1562(400)E
BRIDGE NO. 5902 & 1438
PIN 015623.00 & 015624.00
BRIDGE PLANS

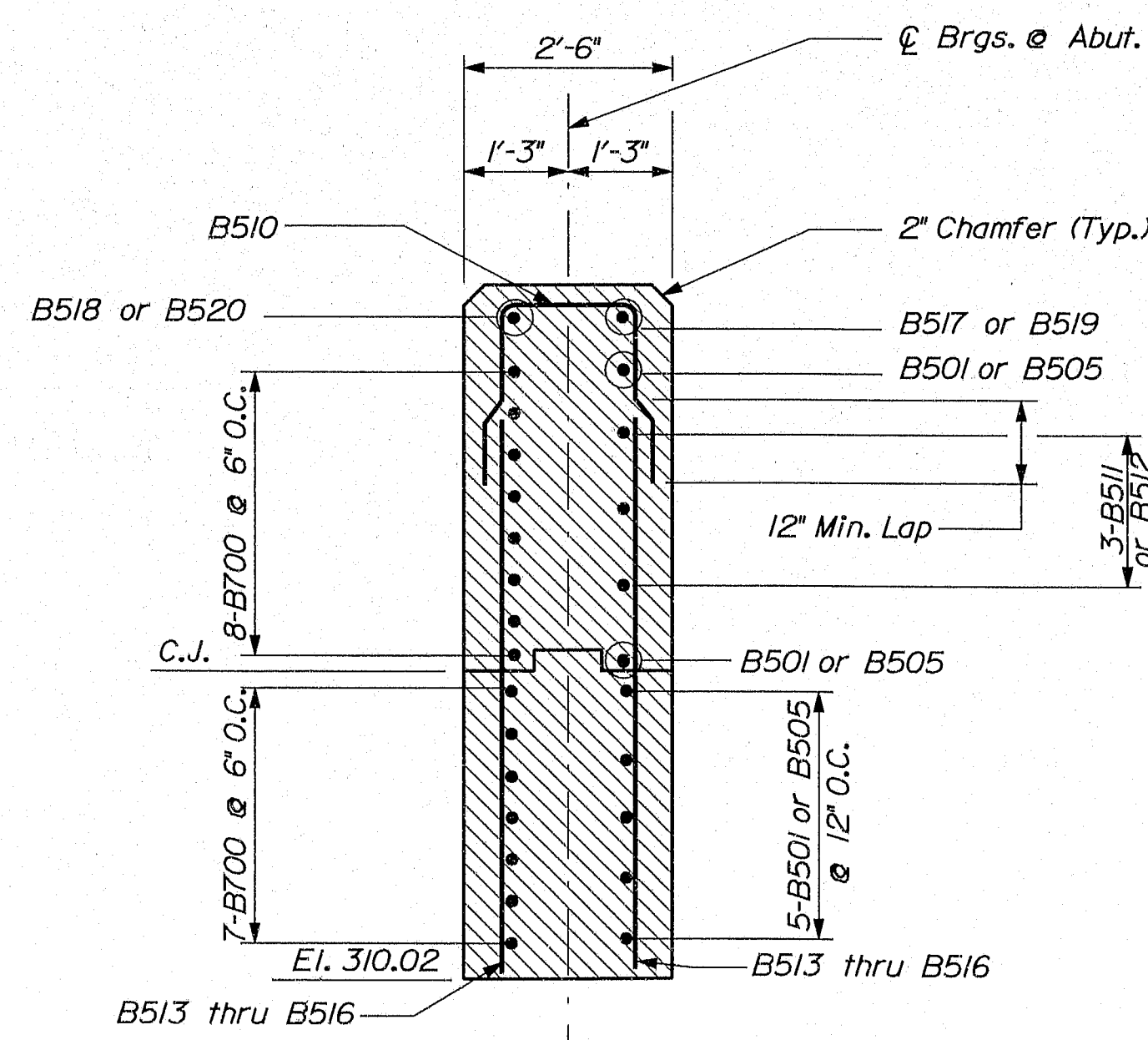
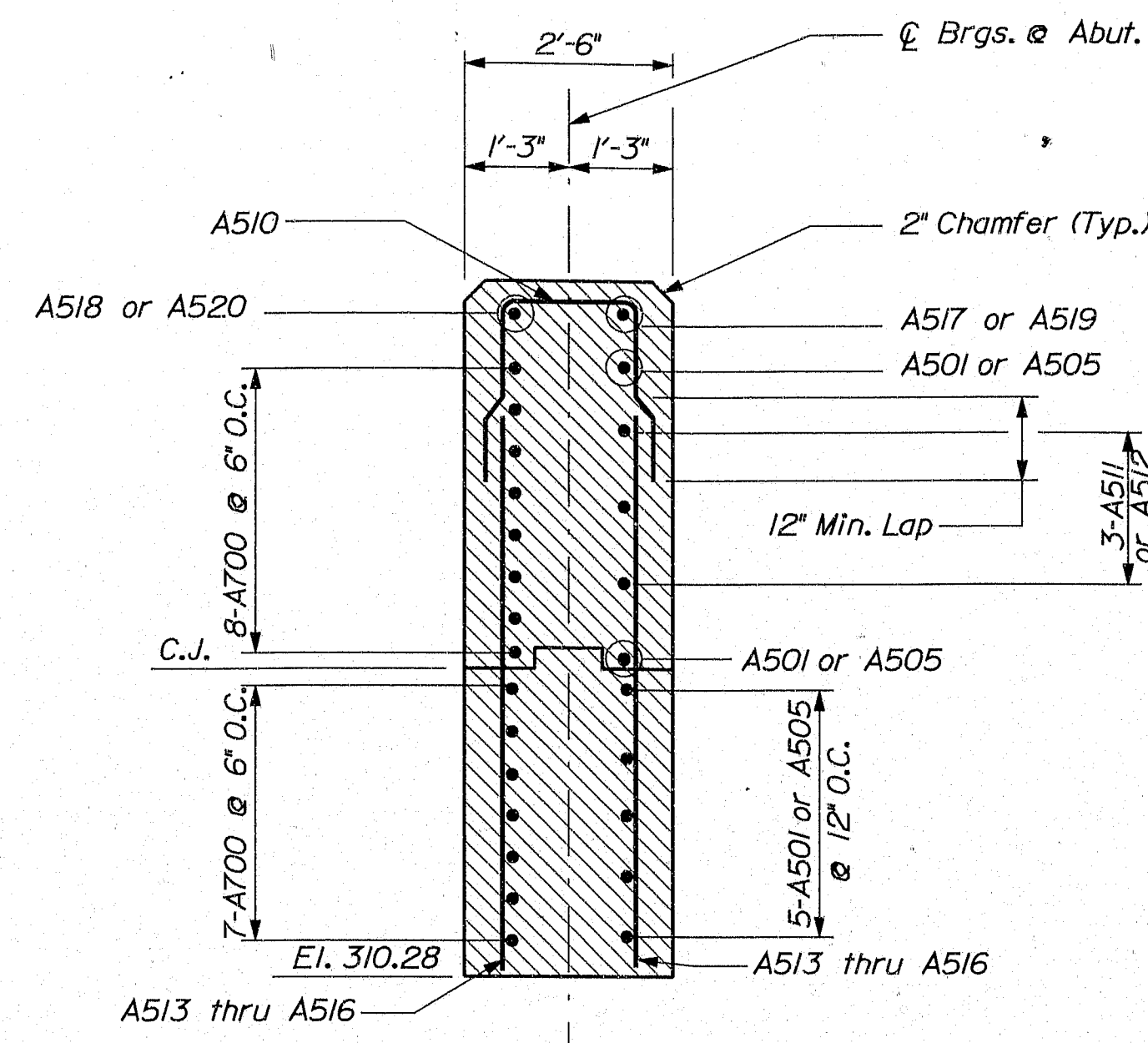
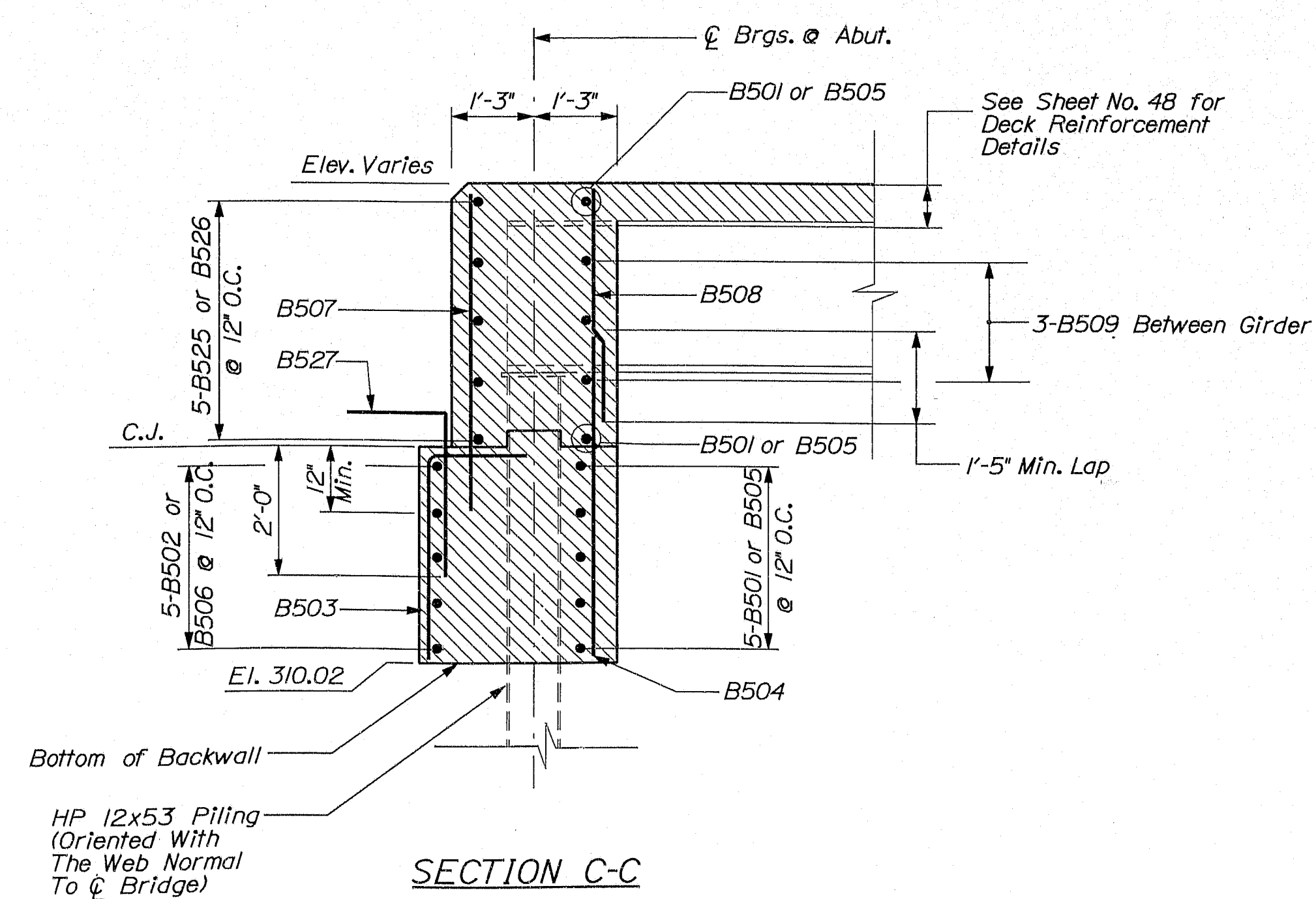
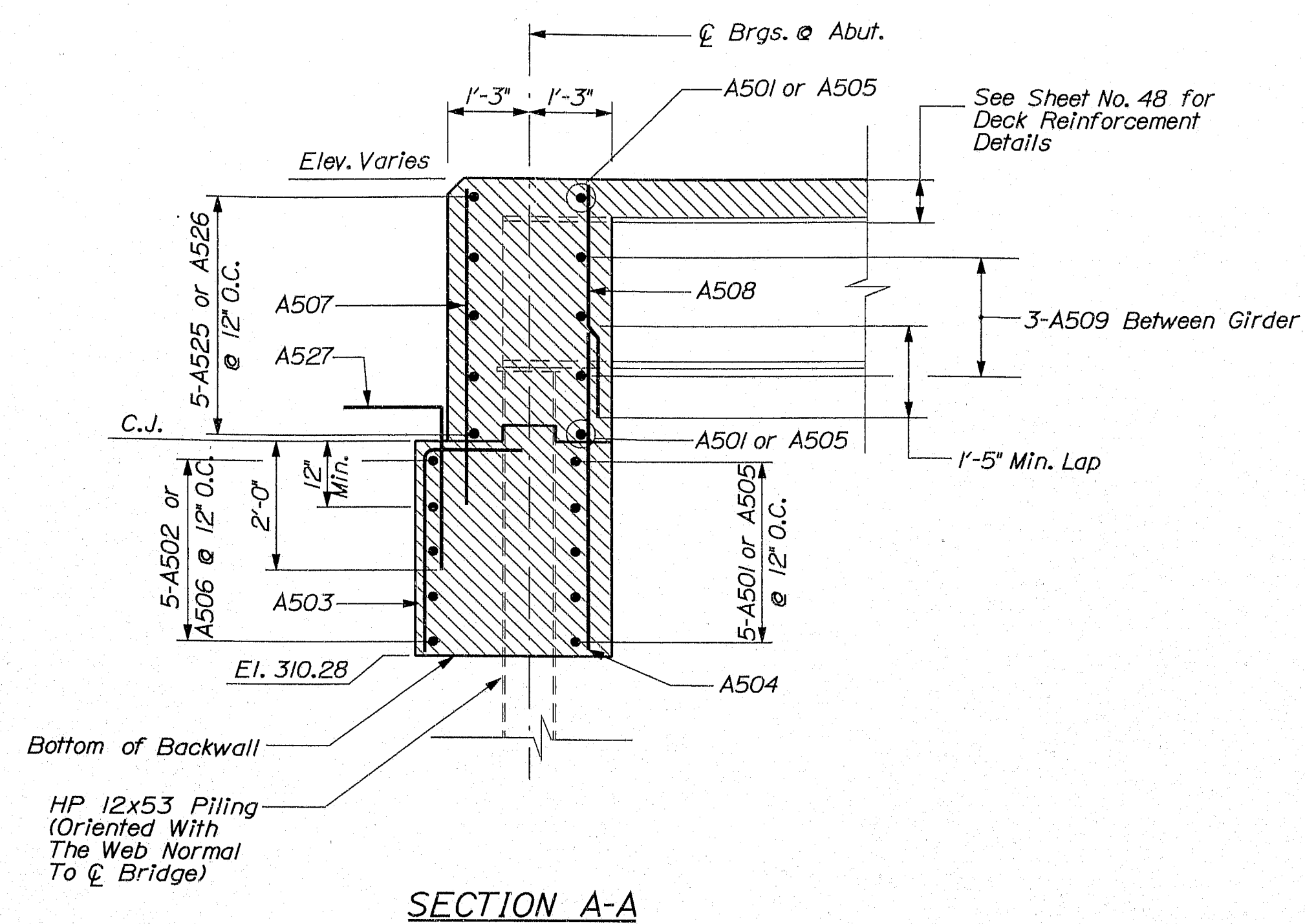
PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGNED	DATE	SIGNATURE	P.E. NUMBER	DATE
DEVIN ANDERSON	IM SMILEN	T.R. DAVIS	S. SABELLA				
			J.A. DAHR				

I-95NB & I-95SB
PENOBSCOT
ETNA
ABUTMENT NO. 4 (SB)

SHEET NUMBER

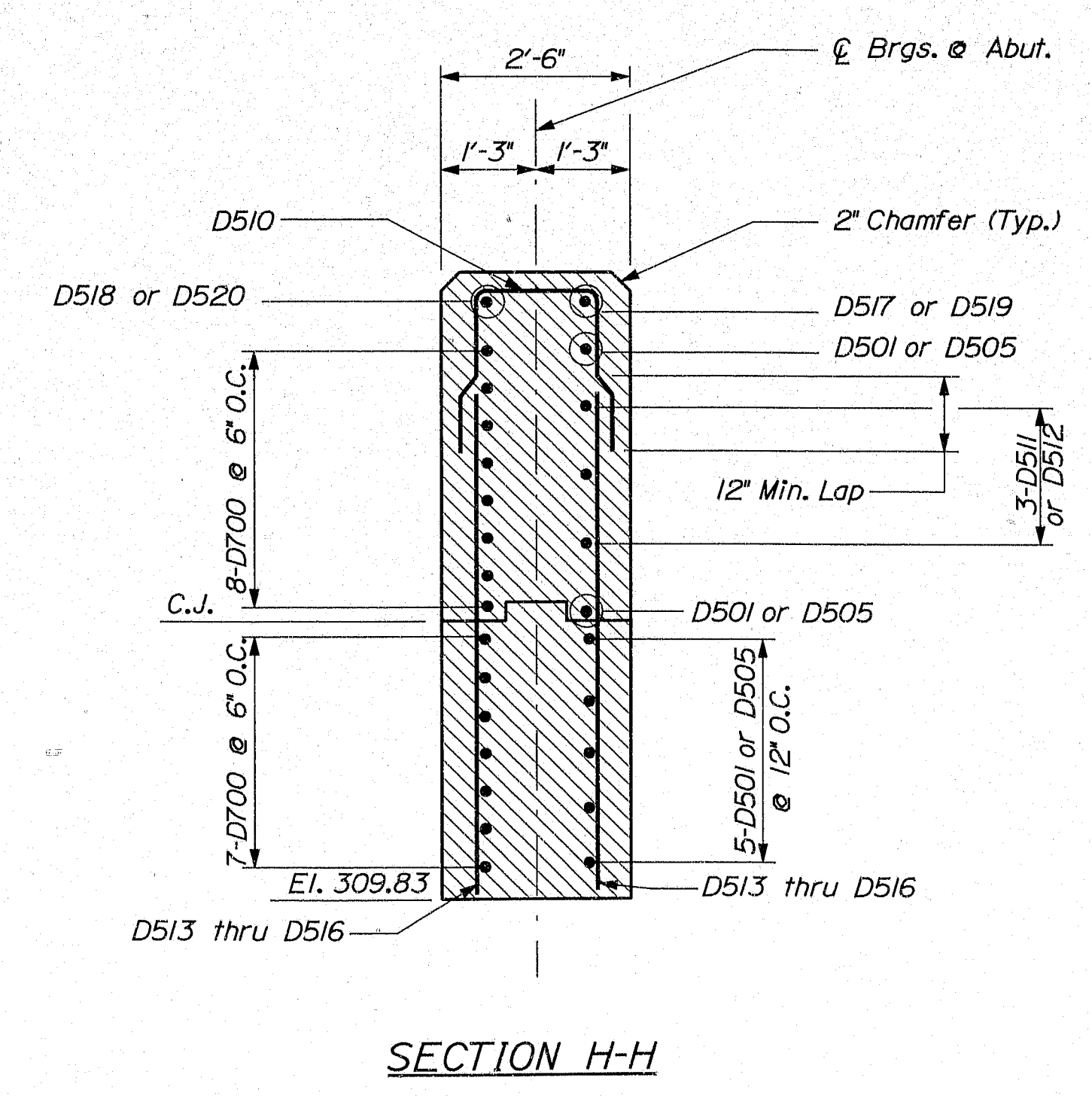
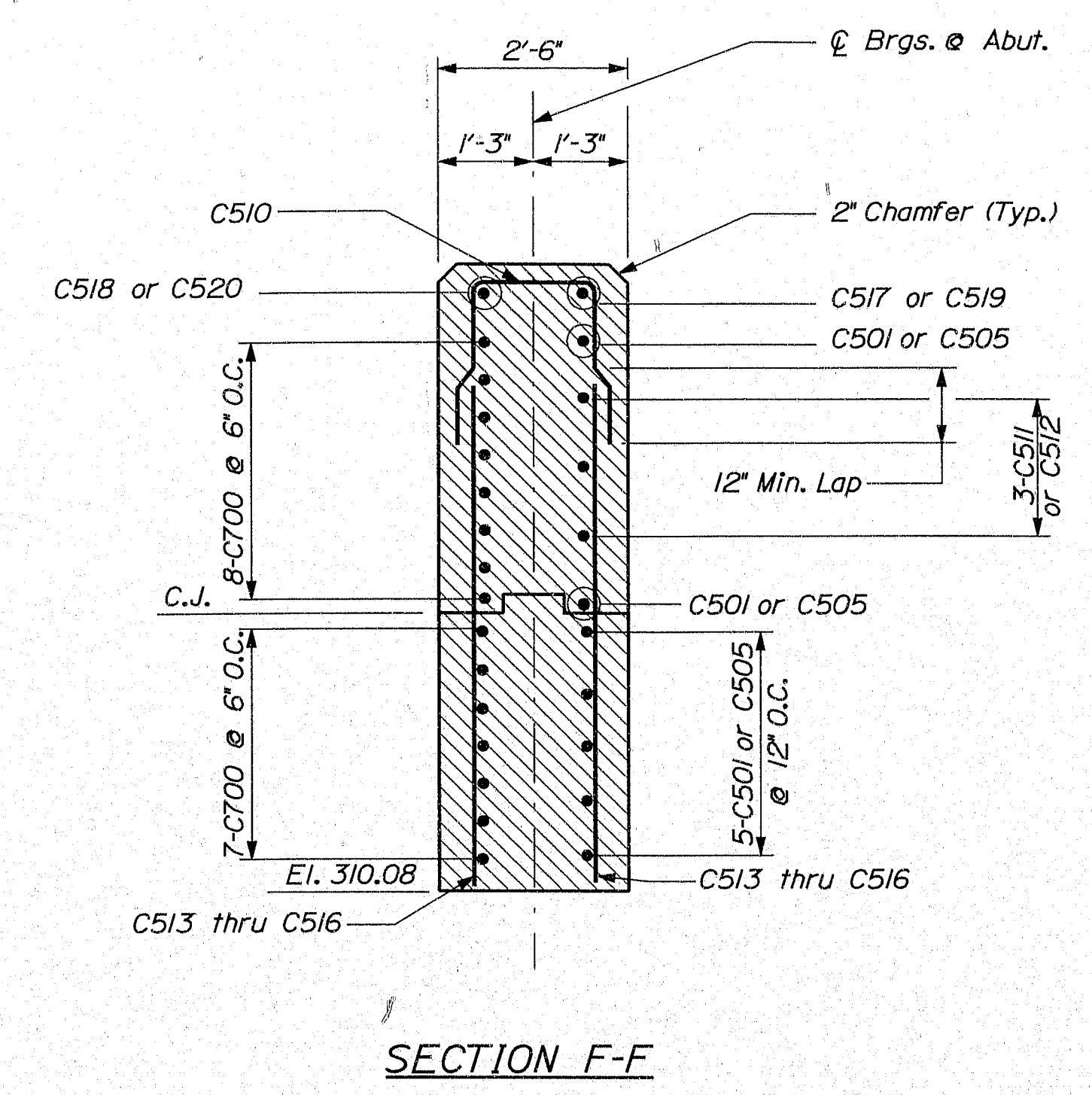
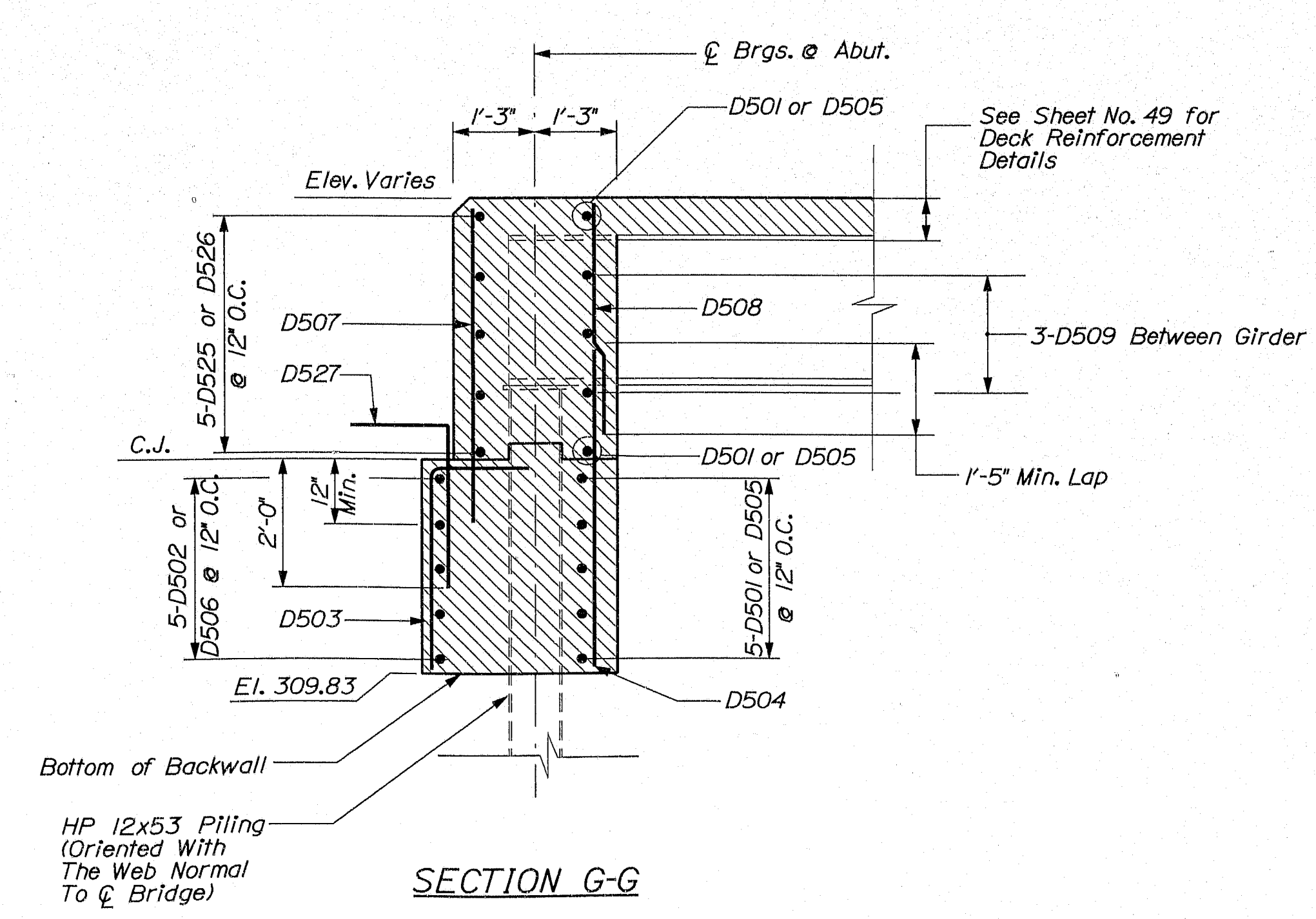
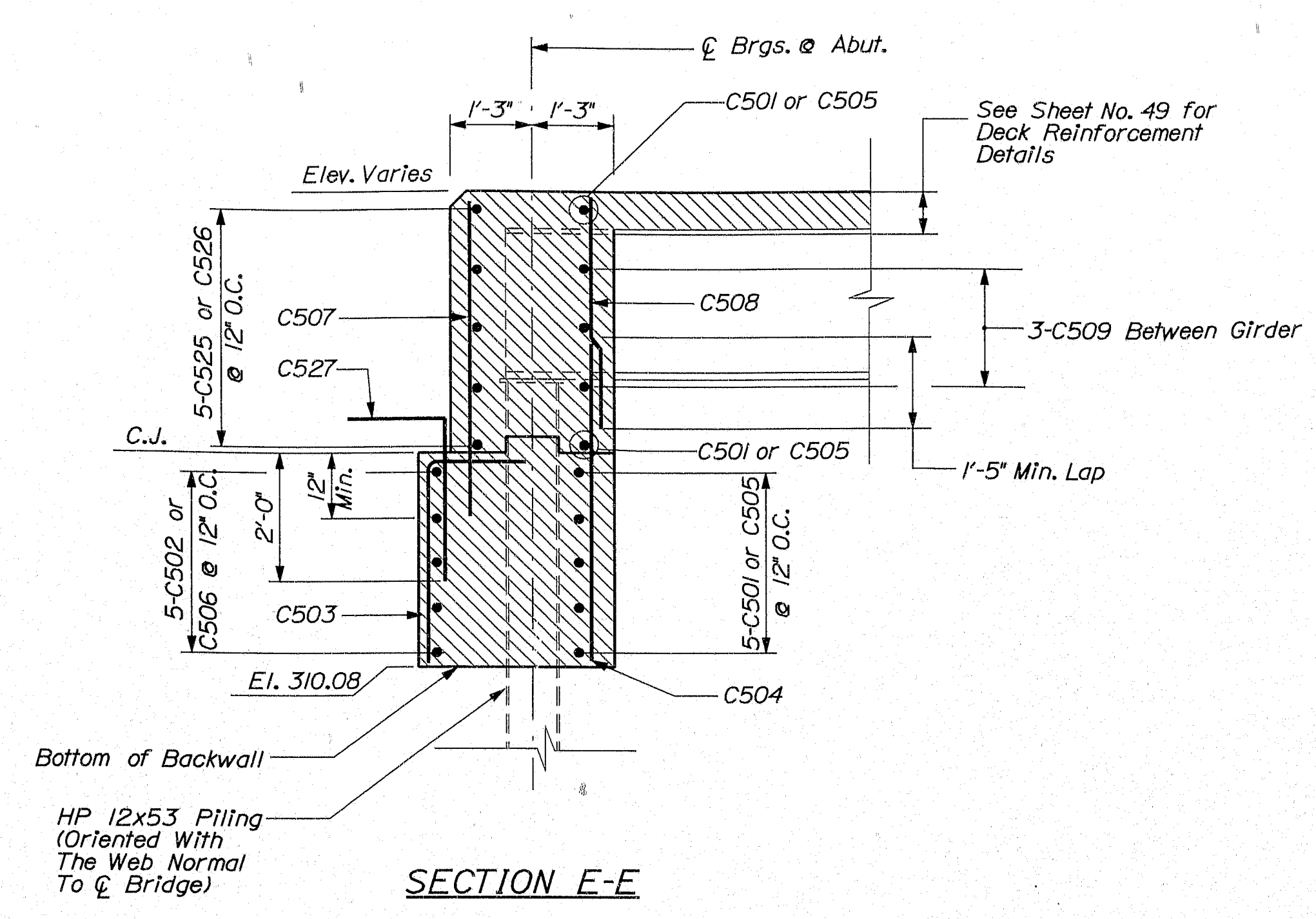
39

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STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		BR-1562(300)E & BR-1562(400)E		PIN		BRIDGE NO. 5962 & 1438		015623.00 & 015624.00		BRIDGE PLANS	
I-95NB & I-95SB		PENOBSCOT		ETNA		NORTH ABUTMENT DETAILS		SHEET NUMBER		40		40 OF 54	
PROJ. MANAGER: DEVIN ANDERSON		DESIGNED: M. SMITH		CHECKED: E.A. DARR		REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4	
BY: T.R. DAVIS		DATE: 4/26/08		SIGNATURE: S. SABELLA		P.L. NUMBER		DATE					



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 ANTHONY

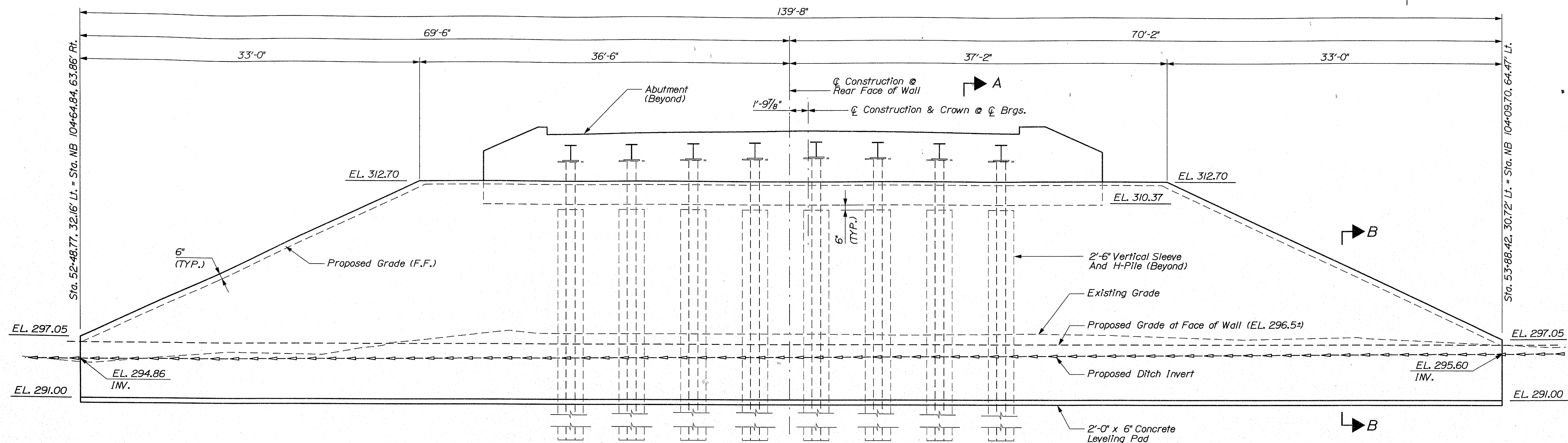
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BR-1562(300)E & BR-1562(400)E		PIN 015623.00 & 015624.00		BRIDGE NO. 5623 & 1438		BRIDGE PLANS	
I-95NB & I-95SB		PENOBSCOT		ETNA		SOUTH ABUTMENT DETAILS		SHEET NUMBER	
41		41		OF		54			

Date: 4/26/2008

Username: ParkerRL

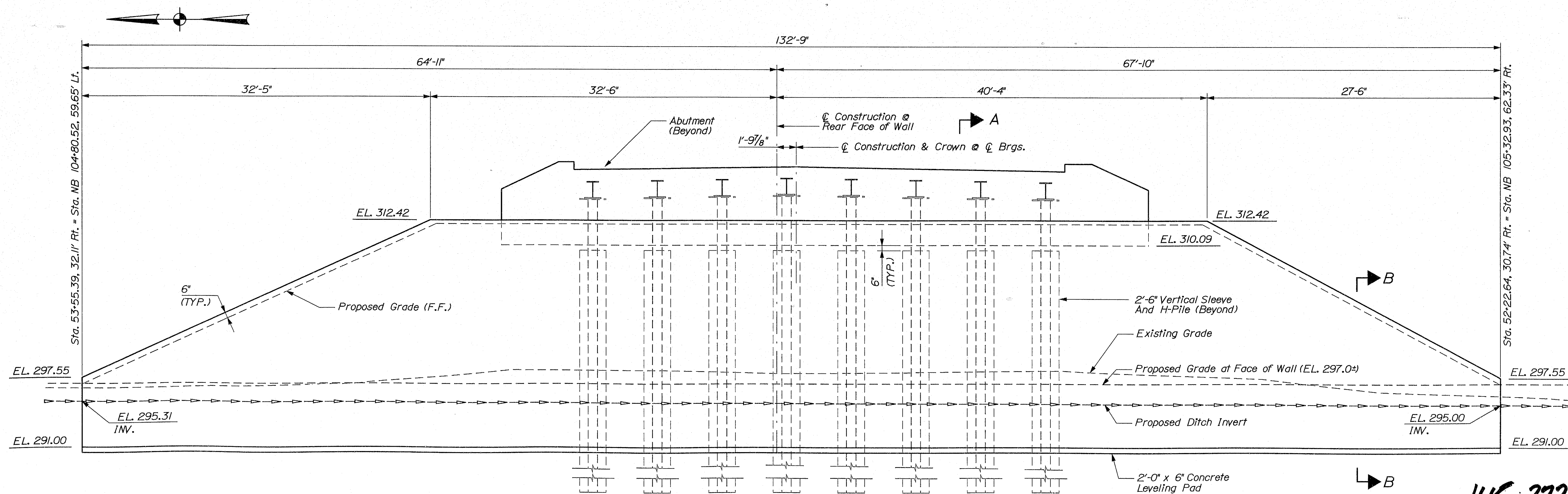
Division: BRIDGE

Filename: ...042_MSE Walls No.1 & No.2.dgn



**MSE WALL NO. 1 ELEVATION
NORTHBOUND**
Scale: 3/16" = 1'-0"

NOTE: STATION AND OFFSET SHOWN ARE
TO REAR FACE OF MSE WALL

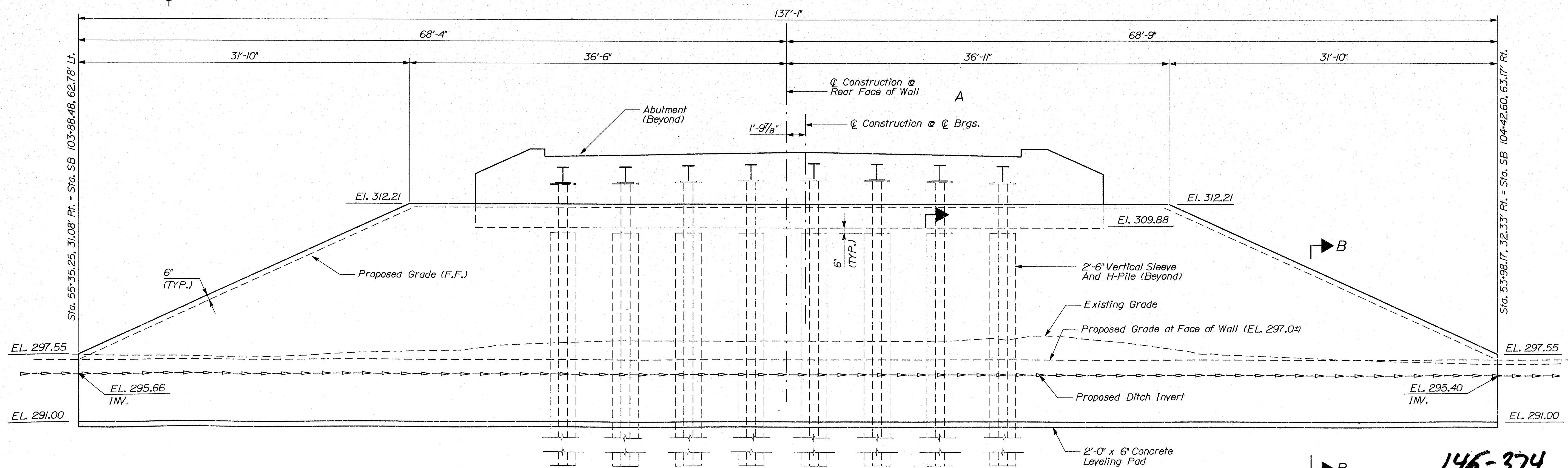
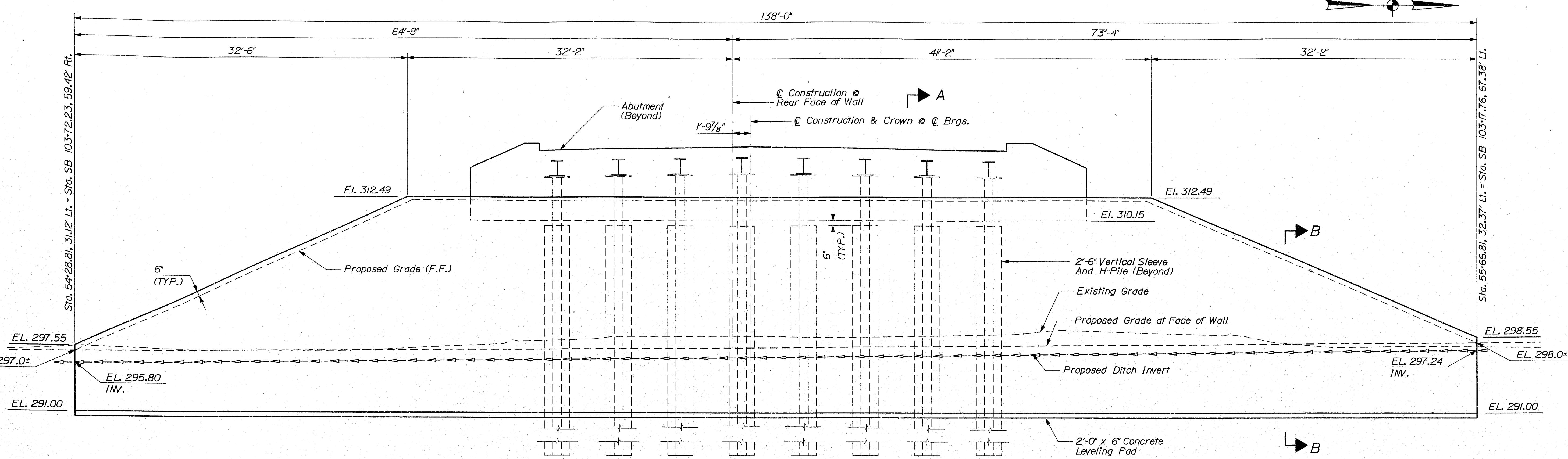


**MSE WALL NO. 2 ELEVATION
NORTHBOUND**
Scale: 3/16" = 1'-0"

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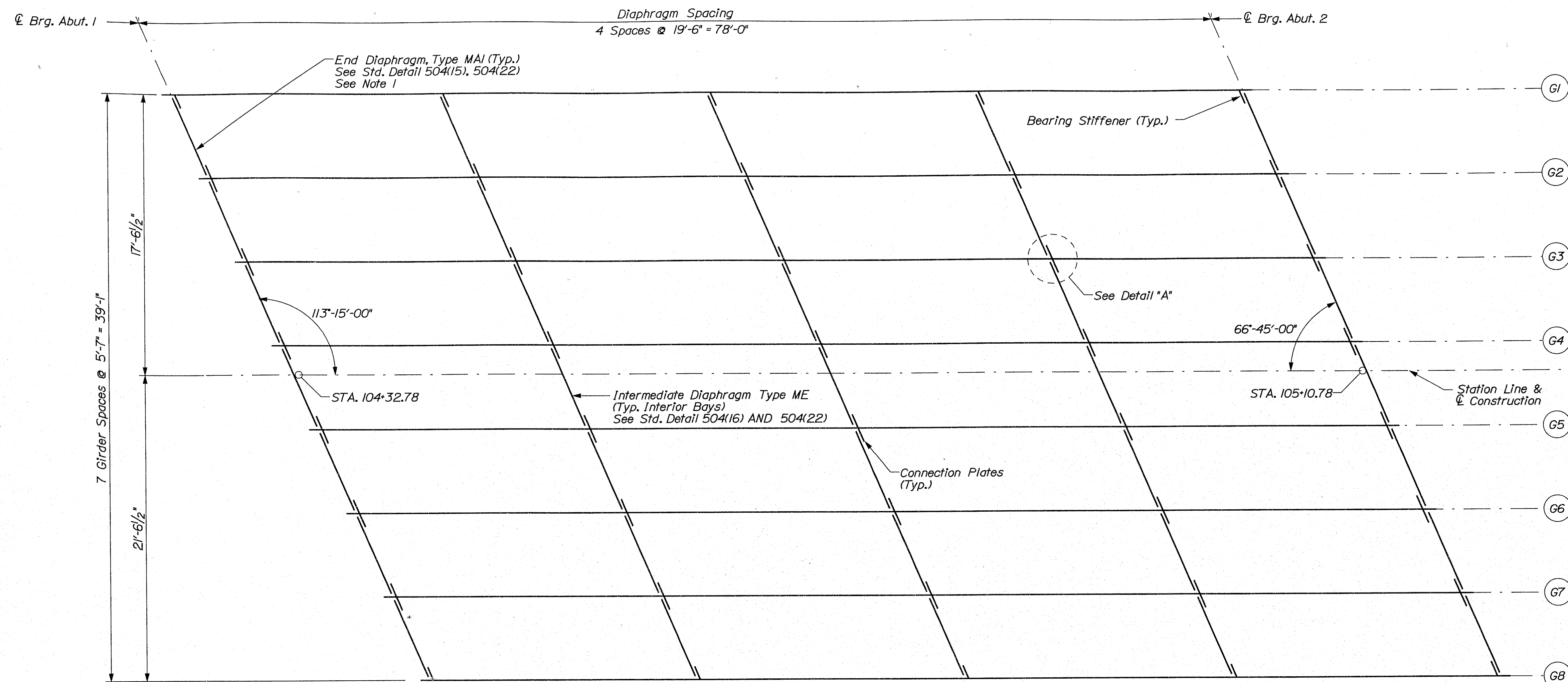
ERDMAN
ANTHONY

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		BR-1562(300)E & BR-1562(400)E	
BRIDGE NO. 3952 & 1458		PIN 015623.00 & 015624.00		BRIDGE PLANS	
PROJECT MANAGER DEVIN ANDERSON		DESIGN-DETAILED M. SMITH		SIGNATURE	
CHECKED-REVIEWED J. R. DAVIS		DESIGN-DETAILED F. A. DAVIS		P.E. NUMBER	
DESIGN-DETAILED S. SABELLA		DESIGN-DETAILED S. SABELLA		DATE	
REVISIONS 1		REVISIONS 2		REVISIONS 3	
REVISIONS 4		REVISIONS 5		REVISIONS 6	
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES	
I-95NB & I-95SB		PENOBSCOT		MSE WALL NO. 1 & 2	
E.T.N.A.		ELEVATION NORTHBOUND		SHEET NUMBER	
42		42		OF 54	



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ANTHONY

[illegible]



NOTE

1. The Contractor shall have the option of using two threaded rods in place of the structural steel diaphragm for the end diaphragms. The threaded rod may be bent slightly to allow installation.

FRAMING PLAN (NB)

TABLE OF DEFLECTIONS											
Distance From \bar{C} Brg. Abuts.	\bar{C} ABUT.	7.80 ft.	15.60 ft.	23.40 ft.	31.20 ft.	39.00 ft.	46.80 ft.	54.60 ft.	62.40 ft.	70.20 ft.	\bar{C} ABUT.
Steel Dead Load (Inches)	0	$\frac{3}{8}$	$\frac{5}{8}$	$\frac{7}{8}$	1	1	1	$\frac{7}{8}$	$\frac{5}{8}$	$\frac{3}{8}$	0
Fluid Dead Load (Inches)	0	$\frac{1}{16}$	$\frac{2}{16}$	3	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	3	$\frac{2}{16}$	$\frac{1}{16}$	0
Superimposed Dead Load (Inches)	0	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{5}{8}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{5}{8}$	$\frac{1}{2}$	$\frac{1}{4}$	0
Total Dead Load (Inches)	0	$\frac{1}{16}$	$\frac{3}{16}$	$\frac{4}{12}$	$\frac{5}{16}$	$\frac{5}{16}$	$\frac{5}{16}$	$\frac{4}{12}$	$\frac{3}{16}$	$\frac{1}{16}$	0

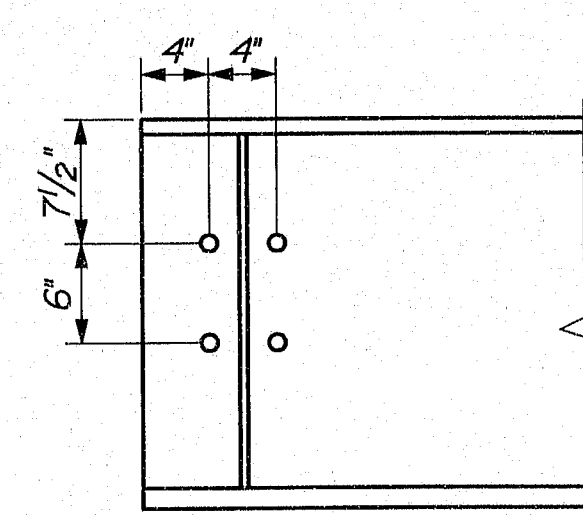
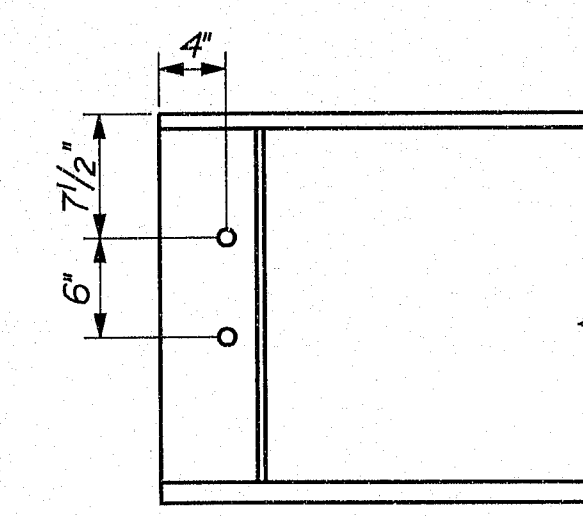
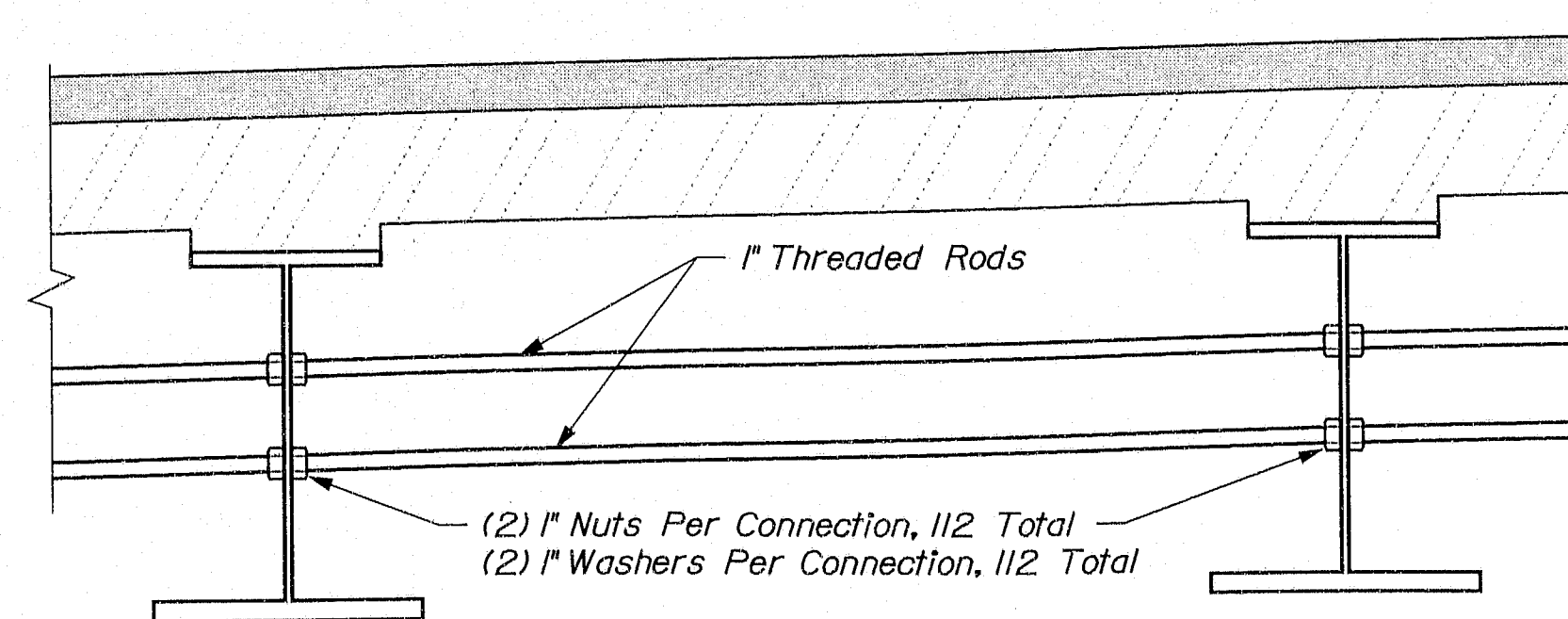
NOTE:

All Deflections Shown Are In (Inches)

BOTTOM OF SLAB ELEVATIONS											
BEAM No.	\bar{C} ABUT.	7.80 ft.	15.60 ft.	23.40 ft.	31.20 ft.	39.00 ft.	46.80 ft.	54.60 ft.	62.40 ft.	70.20 ft.	\bar{C} ABUT.
G1	316.83	316.93	317.01	317.06	317.08	317.07	317.03	316.95	316.85	316.72	316.58
G2	316.94	317.03	317.11	317.16	317.18	317.17	317.13	317.06	316.96	316.83	316.68
G3	317.04	317.14	317.21	317.27	317.29	317.28	317.24	317.16	317.06	316.93	316.78
G4	317.14	317.24	317.32	317.37	317.39	317.38	317.34	317.27	317.16	317.03	316.89
G5	317.06	317.15	317.23	317.28	317.30	317.29	317.25	317.18	317.08	316.95	316.80
G6	316.94	317.03	317.11	317.16	317.18	317.17	317.13	317.06	316.96	316.83	316.68
G7	316.82	316.91	316.99	317.04	317.06	317.05	317.01	316.94	316.84	316.71	316.56
G8	316.70	316.79	316.87	316.92	316.94	316.93	316.89	316.82	316.72	316.59	316.44

NOTE:

To Compensate for Dead Load Deflections, as Well as Possible Irregularities in Girders, Set the Bottom of the Slab Elevations at the Points Indicated Before any of the Slab Formwork is Started. See Subsection 502.10(a) of the Standard Specifications.

HOLE LAYOUT FOR INTERIOR BEAM
(Both Ends Similar)HOLE LAYOUT FOR EXTERIOR BEAM
(Both Ends Similar)

THREADED RODS FOR END DIAPHRAGMS

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BR-1562(300)E & BR-1562(400)E
BRIDGE NO. 5962 & 1438
PIN 015623.00 & 015624.00
BRIDGE PLANS

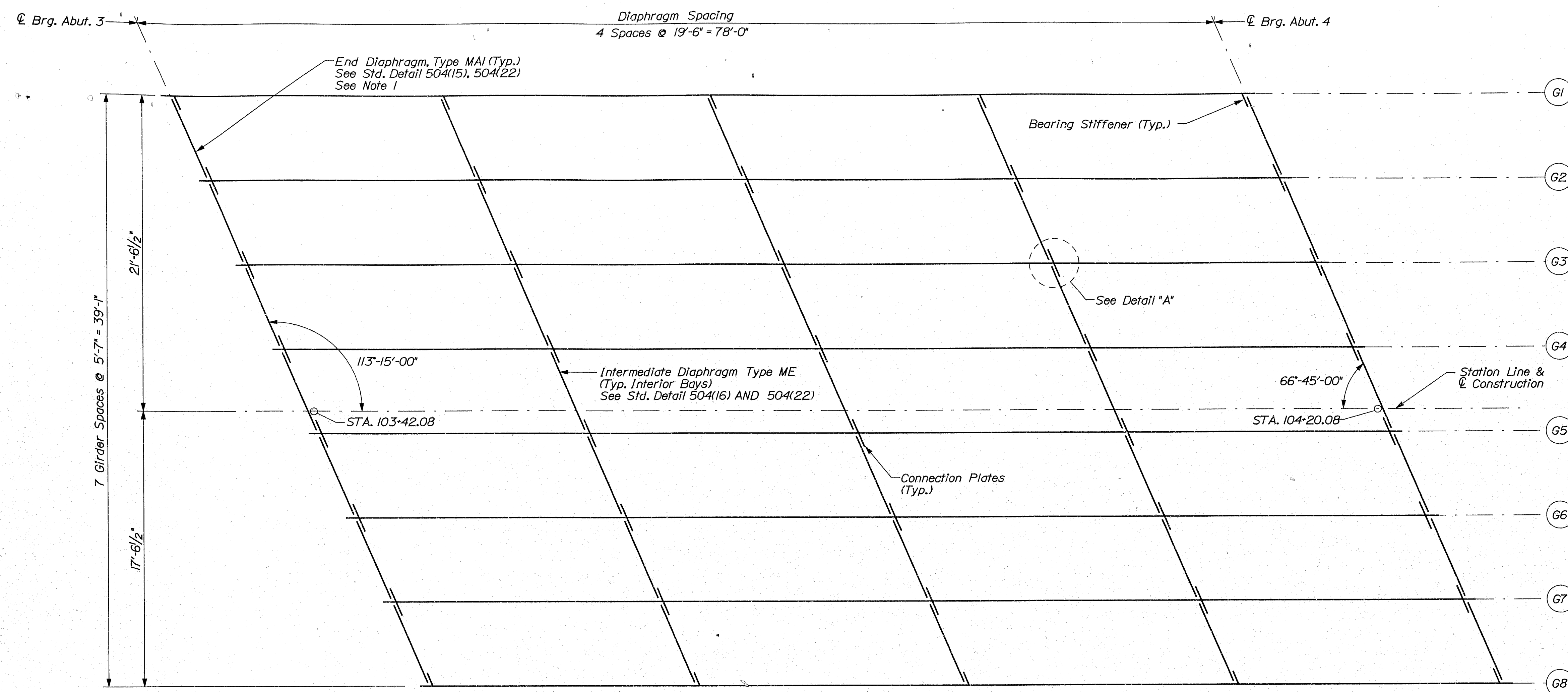
PROJ. MANAGER DEVIN ANDERSON
DESIGN-DETAILED M. SMITH
CHECKED-REVIEWED T.R. DAVIS
DESIGN-DETAILED F.A. DAHAR
CHECKED-REVIEWED S. SABELLA
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

I-95NB & I-95SB
PENOBSCOT
ETNA
FRAMING PLAN (NB)

SHEET NUMBER

45

45 OF 54



NOTE:
1. The Contractor shall have the option of using two threaded rods in place of the structural steel diaphragm for the end diaphragms. The threaded rod may be bent slightly to allow installation.

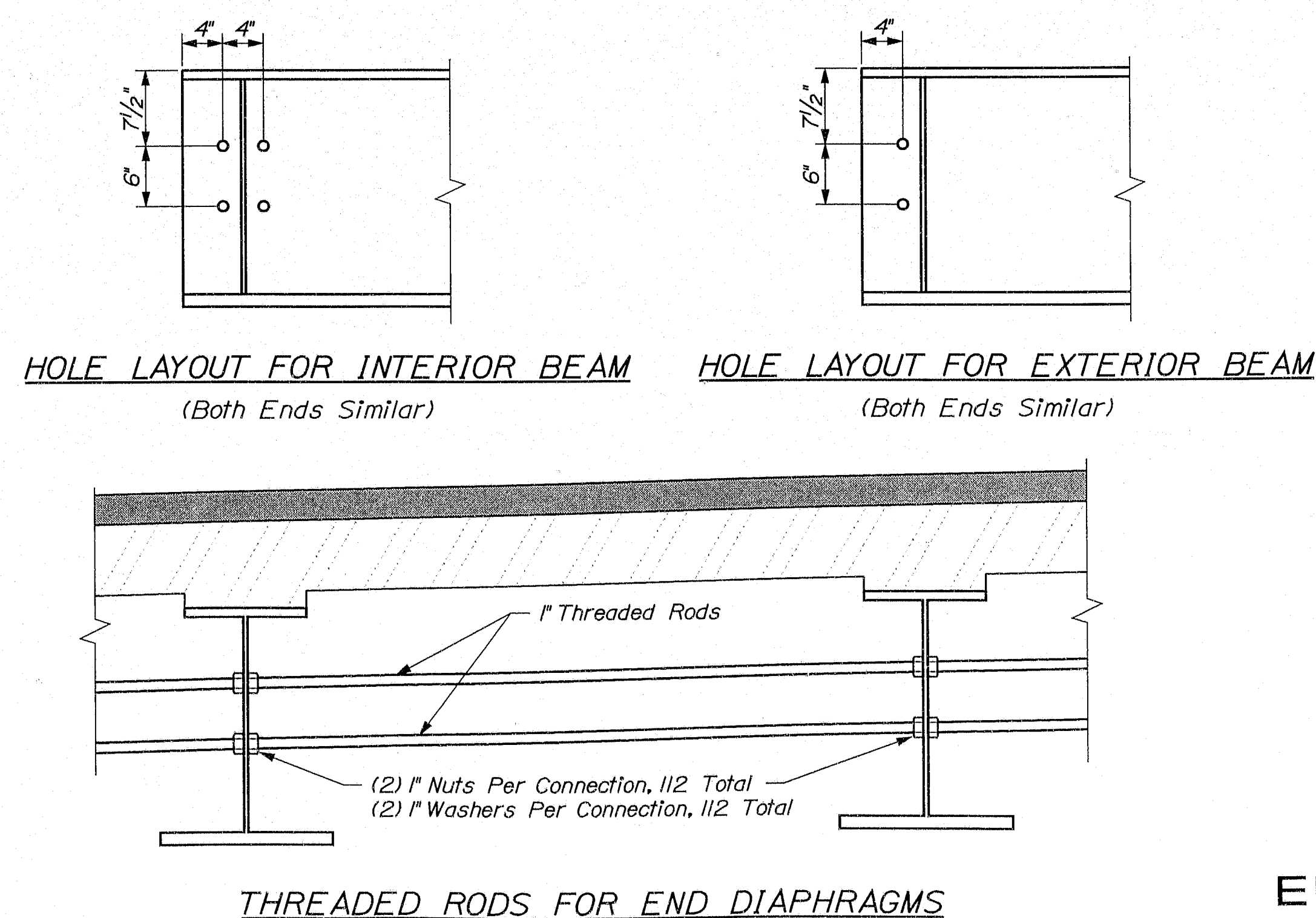
FRAMING PLAN (SB)

TABLE OF DEFLECTIONS											
Distance From C. Brg. Abuts.	C. ABUT.	7.80 ft.	15.60 ft.	23.40 ft.	31.20 ft.	39.00 ft.	46.80 ft.	54.60 ft.	62.40 ft.	70.20 ft.	C. ABUT.
Steel Dead Load (Inches)	0	3/8	3/8	3/8	1	1	1	7/8	3/4	3/8	0
Fluid Dead Load (Inches)	0	1 1/16	2 1/16	3	3 1/16	3 5/8	3 1/16	3	2 1/16	1 1/16	0
Superimposed Dead Load (Inches)	0	1/4	1/2	3/4	3/4	3/4	3/4	5/8	1/2	1/4	0
Total Dead Load (Inches)	0	1 3/16	3 1/16	4 1/2	5 3/16	5 3/8	5 3/16	4 1/2	3 5/16	1 3/16	0

NOTE:
All Deflections Shown Are In (Inches)

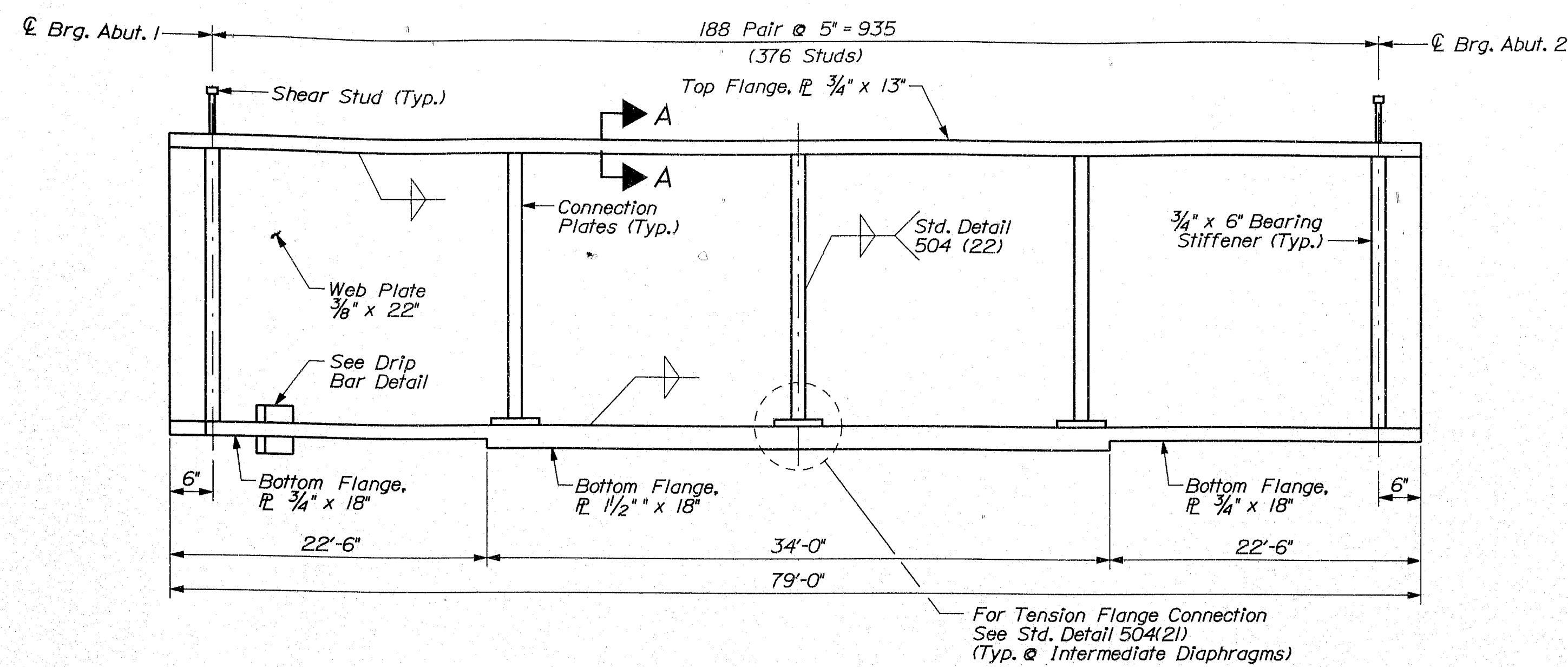
BOTTOM OF SLAB ELEVATIONS											
BEAM No.	DISTANCE ALONG BEAM										
	C. ABUT.	7.80 ft.	15.60 ft.	23.40 ft.	31.20 ft.	39.00 ft.	46.80 ft.	54.60 ft.	62.40 ft.	70.20 ft.	C. ABUT.
G1	316.50	316.59	316.67	316.72	316.74	316.73	316.69	316.62	316.52	316.39	316.24
G2	316.60	316.70	316.78	316.83	316.85	316.84	316.80	316.72	316.62	316.49	316.34
G3	316.71	316.80	316.88	316.93	316.95	316.94	316.90	316.83	316.72	316.59	316.45
G4	316.81	316.90	316.98	317.03	317.06	317.05	317.00	316.93	316.83	316.70	316.55
G5	316.88	316.98	317.05	317.11	317.13	317.12	317.08	317.00	316.90	316.77	316.62
G6	316.76	316.86	316.93	316.99	317.01	317.00	316.96	316.88	316.78	316.65	316.50
G7	316.64	316.74	316.82	316.87	316.89	316.88	316.84	316.76	316.66	316.53	316.38
G8	316.52	316.62	316.70	316.75	316.77	316.76	316.72	316.64	316.54	316.41	316.26

NOTE:
To Compensate for Dead Load Deflections, as Well as Possible Irregularities in Girders, Set the Bottom of the Slab Elevations at the Points Indicated Before any of the Slab Formwork is Started. See Subsection 502.10(a) of the Standard Specifications.

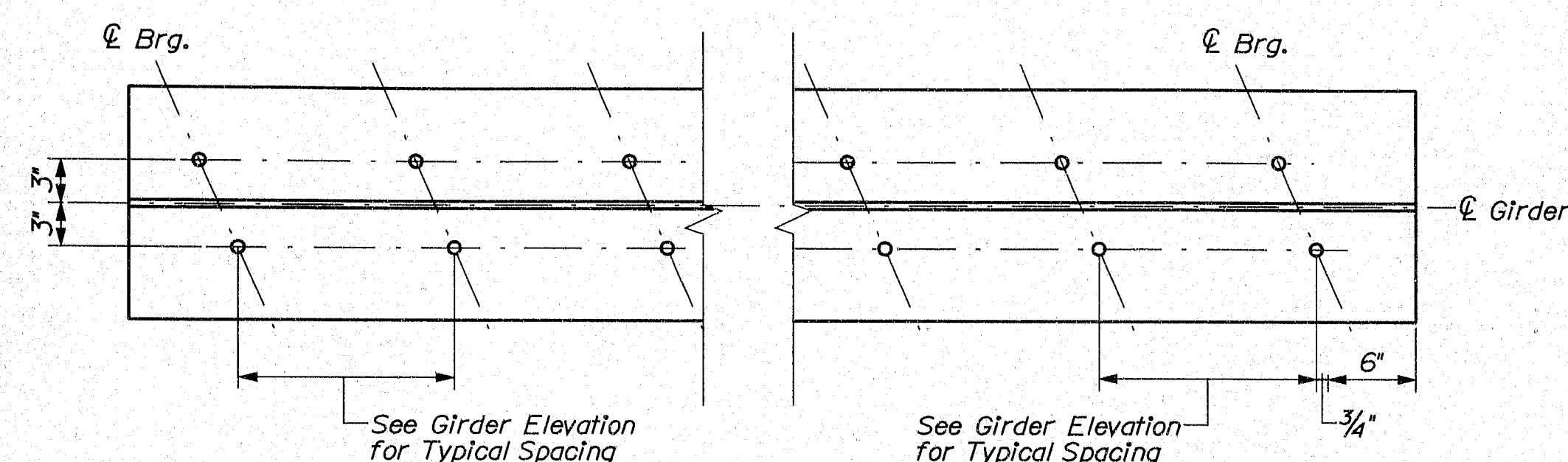


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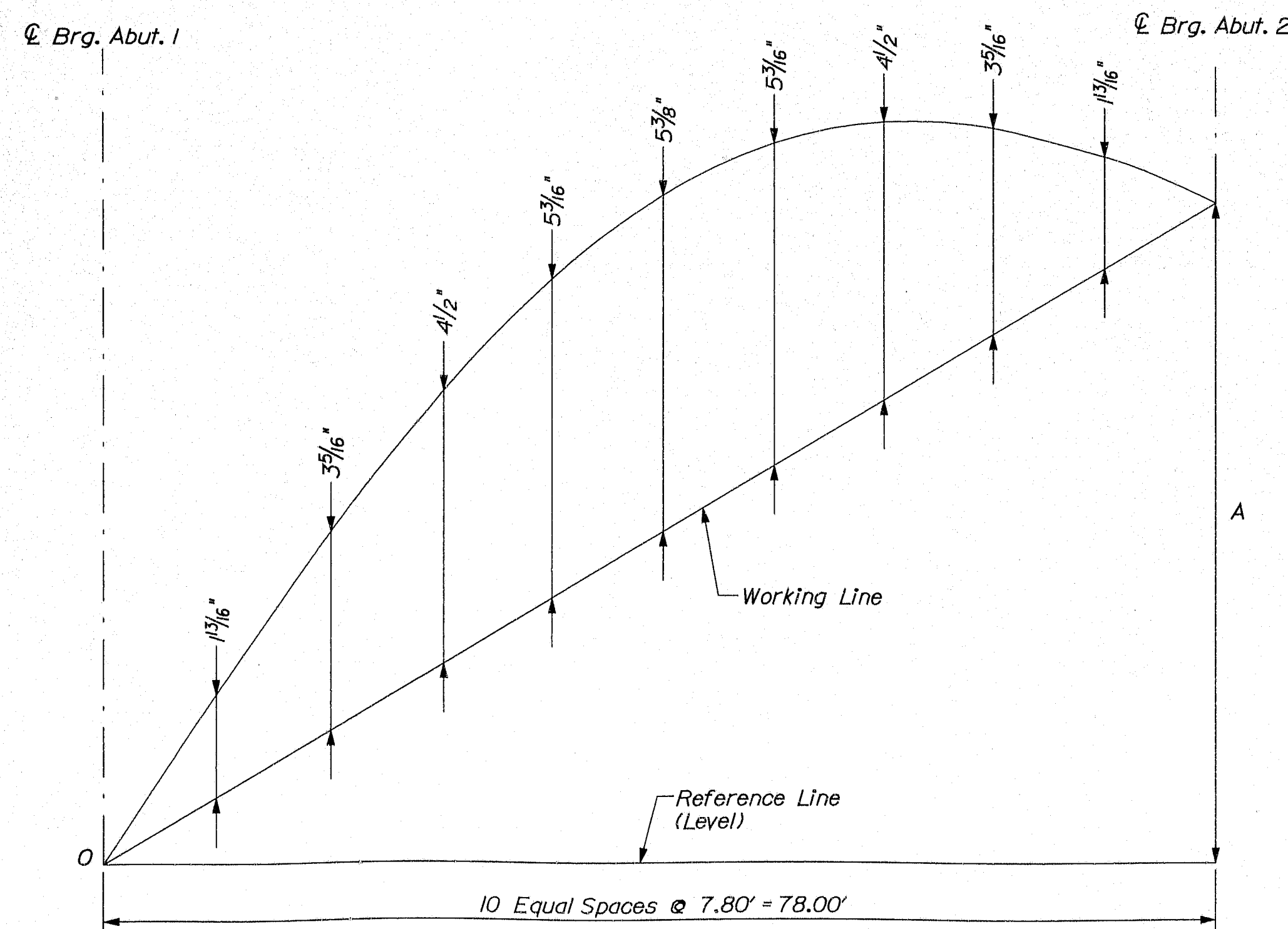
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BR-1562(300)E & BR-1562(400)E	
BRIDGE NO. 5982 & 1438		PIN 015623.00 & 015624.00	
PROJECT MANAGER: DEVIN ANDERSON		BY: T.R. DAVIS	
DESIGN: DETAIL 1: M. SMULLEN		CHECKED: REVIEWED: S. SOBELLA	
DESIGN: DETAIL 2: F.A. DUMAR		SIGNATURE: P.E. NUMBER: DATE:	
REVISIONS: 1		REVISIONS: 2	
REVISIONS: 3		REVISIONS: 4	
FIELD CHANGES			
I-95NB & I-95SB		PENOBSCOT	
ETNA		FRAMING PLAN (SB)	
SHEET NUMBER		46	
46		OF 54	



GIRDER ELEVATION

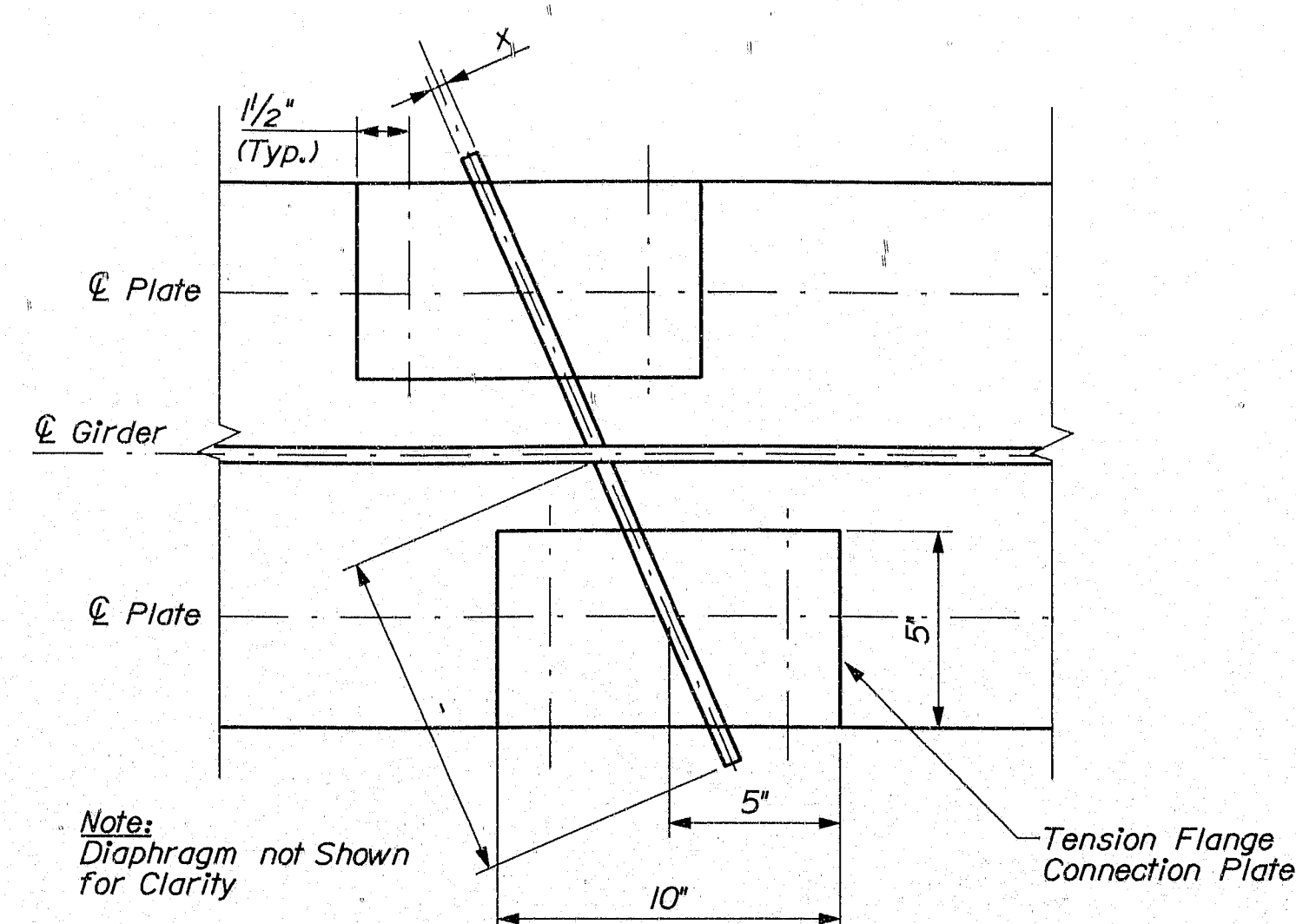


STUD LAYOUT PLAN

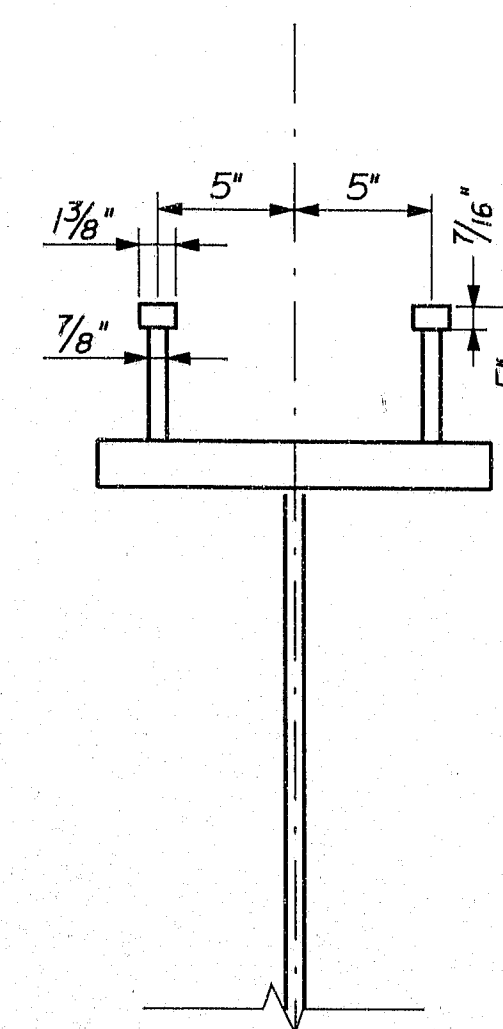


CAMBER DIAGRAM

Girder No.	Dimension in ft.
A	0.26



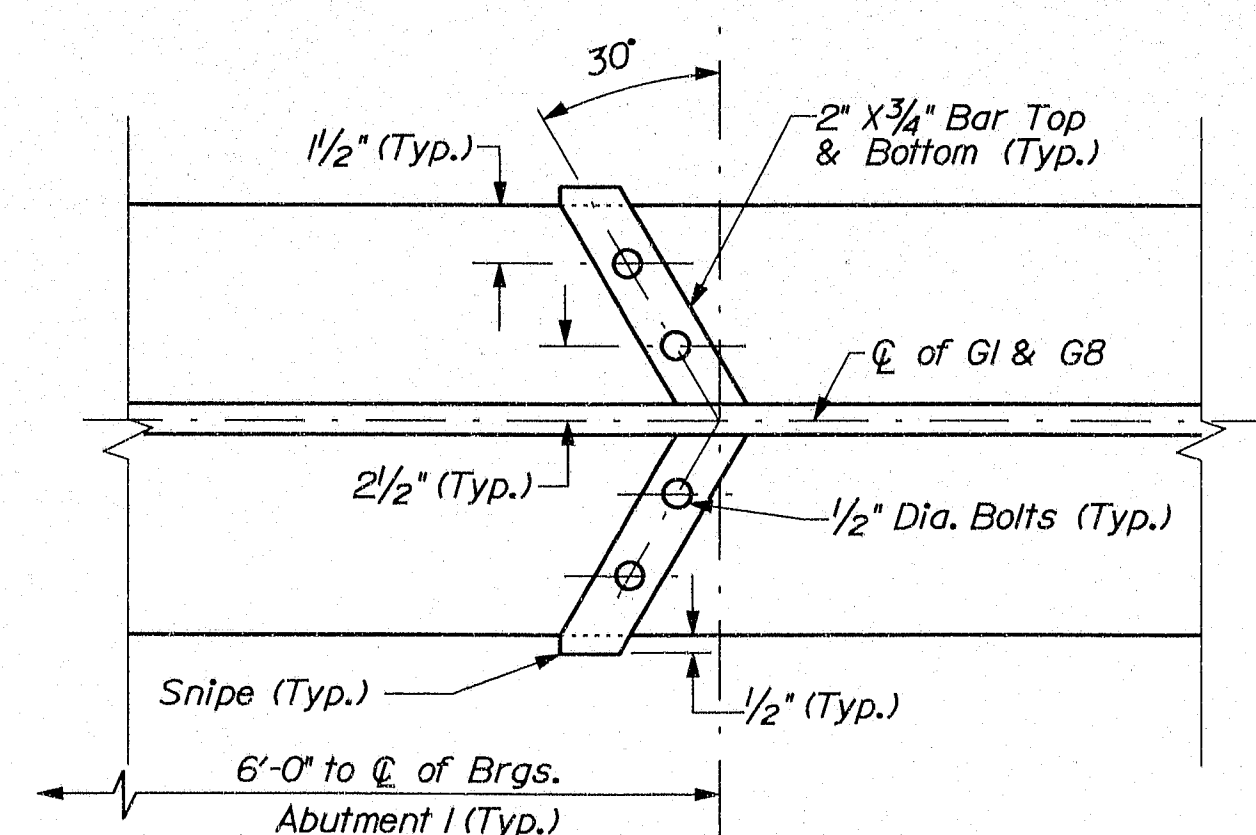
DETAIL "A" CONNECTION PLATE
 Intermediate Connection Plate Details
 (Refer to Standard Details)



SECTION "A-A"

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 will be allowed in the flange plates or web plates within 10 Ft. or 10 percent of the span length (whichever is greater) from the point of maximum positive moment. Butt-weld splices in flanges shall be not less than 3'-0" from transverse butt-welds in the web plates and no transverse web or flange butt-welds shall be located within 3'-0" of other transverse welds (e.g. connection plates to web welds) on either flange or web. No transverse butt-weld splices will be allowed in areas of stress reversal.
3. Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall not be less than 20 Ft. in length unless otherwise shown on the plans.
4. All bolted connections shall be made using 7/8" high strength bolts, ASTM A325 - type 3, holes shall be 15/16" dia.
5. Bearing stiffeners shall be plumb after erection and dead loading of the structure. Intermediate web stiffeners may be either plumb or normal to the top flange.
6. Diaphragm connection plates may be either plumb or normal to the top flange.
7. Theoretical blocking is 1/2" at the centerline of bearing. Refer to standard details 502(02) for blocking details.
8. Basic Design Stresses
 Structural Steel:
 ASTM A709, Grade 50w $f_y = 50\text{ksi}$
9. Materials
 Structural Steel:
 All Material
 ASTM A709, grade 50w
 High Strength Bolts
 ASTM A325 - Type 3
10. Drip bars shall be attached to the low end of fascia girders. Drip bars are to be paid for under the structural steel item.



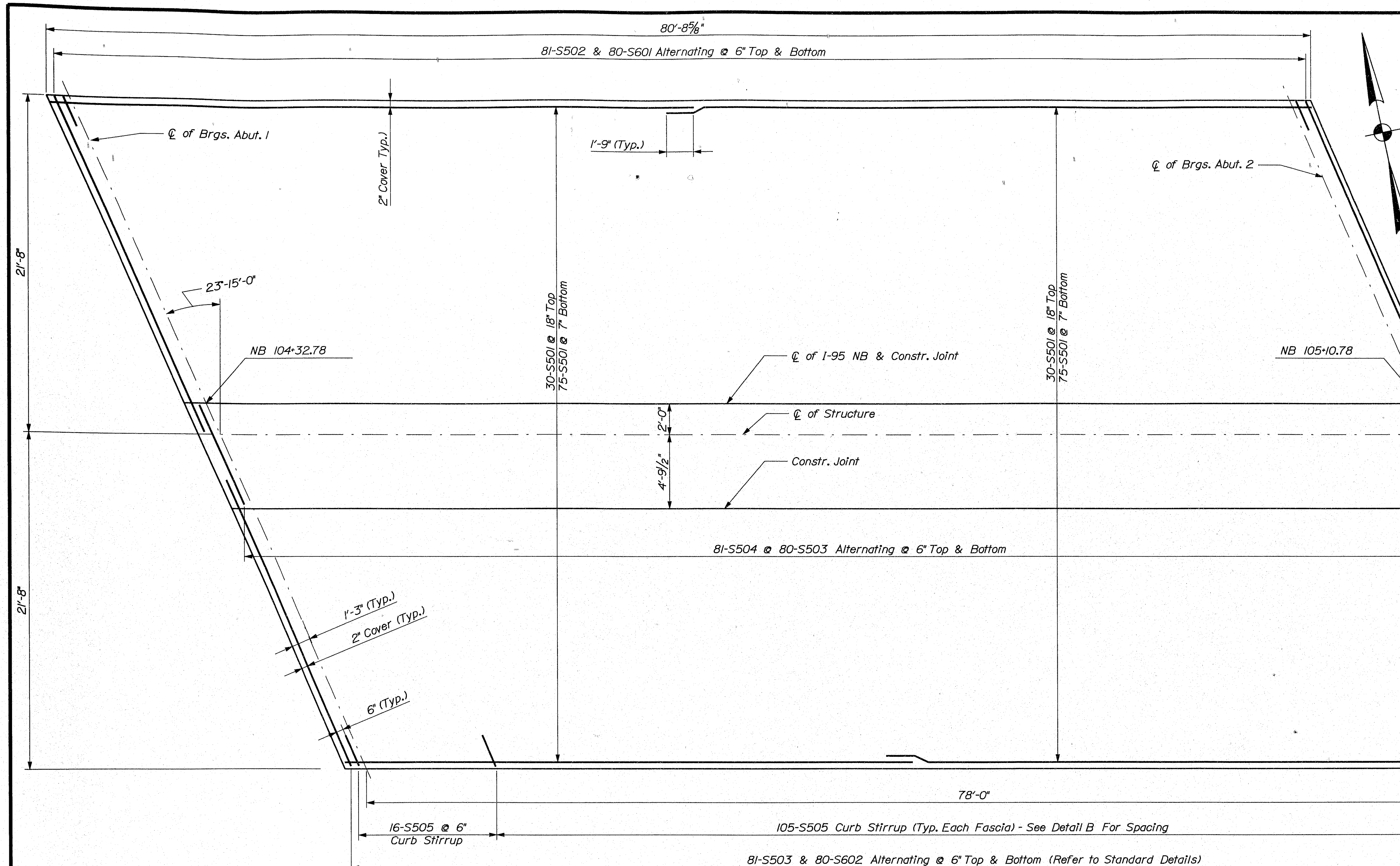
Place Brown Color Silicone Sealer Between Drip Bars and Flange and Web Prior to Bolting. Bars Below Flange shall be Longer than those Above so as to Touch at ϕ of Girder.

DRIP BAR DETAIL

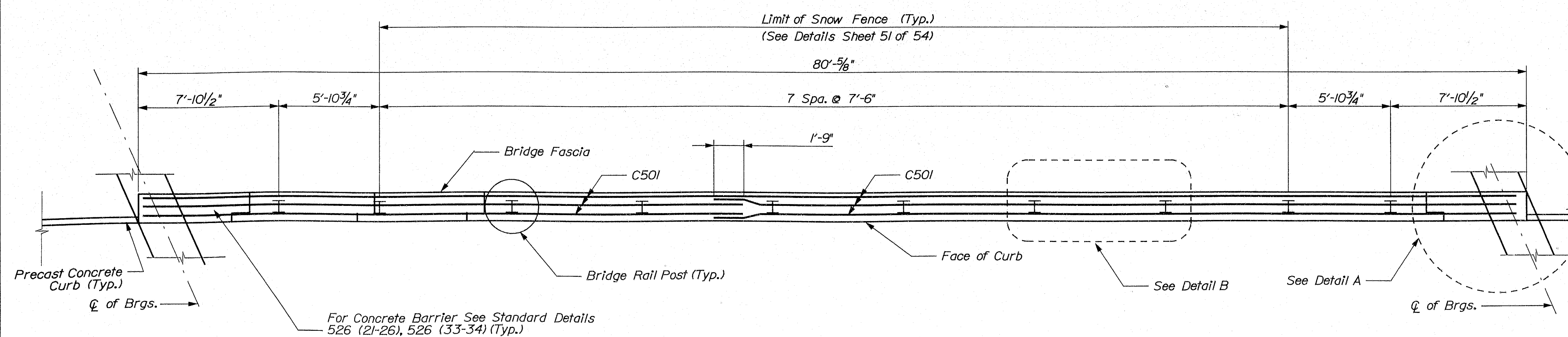
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STATE OF MAINE DEPARTMENT OF TRANSPORTATION		BR-1562(300)E & BR-1562(400)E		BRIDGE NO. 5982 & 1438		PIN 015623.00 & 015624.00		BRIDGE PLANS	
I-95NB & I-95SB		PENOBSCOT		ETNA		FRAMING PLAN DETAILS		SHEET NUMBER	
DESIGN-REVIEWED M. SMILEY		DESIGN-REVIEWED F.A. DARR		DESIGN-REVIEWED S. SABELLA		SIGNATURE		DATE	
REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		FIELD CHANGES	
47		OF		54					

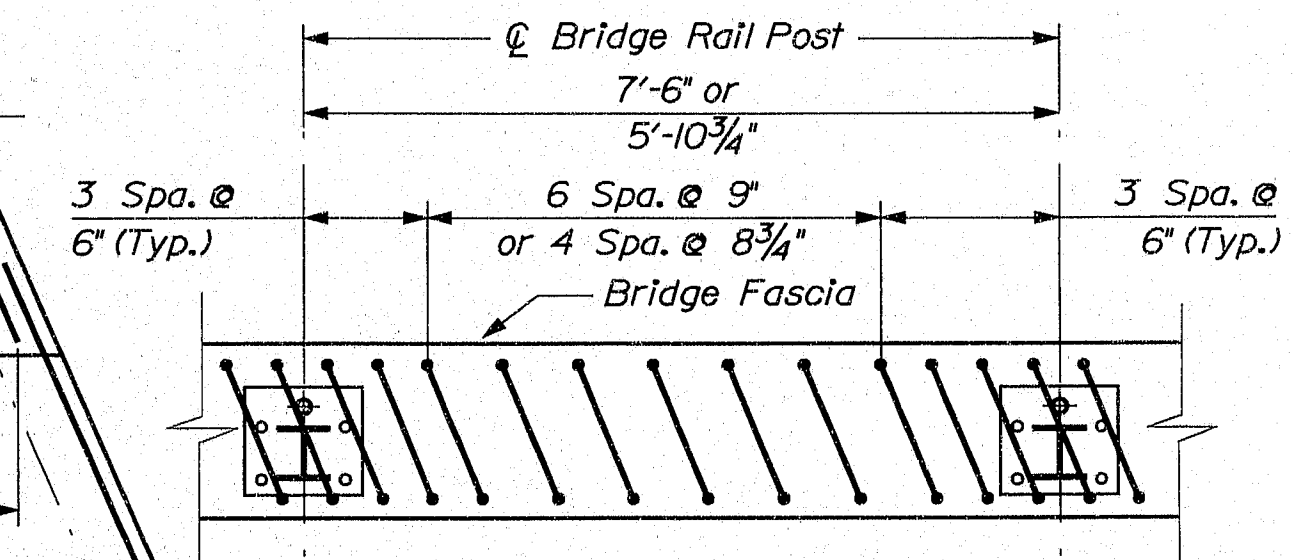


NORTHBOUND DECK REINFORCEMENT
Scale: 1/4\" = 1'-0"

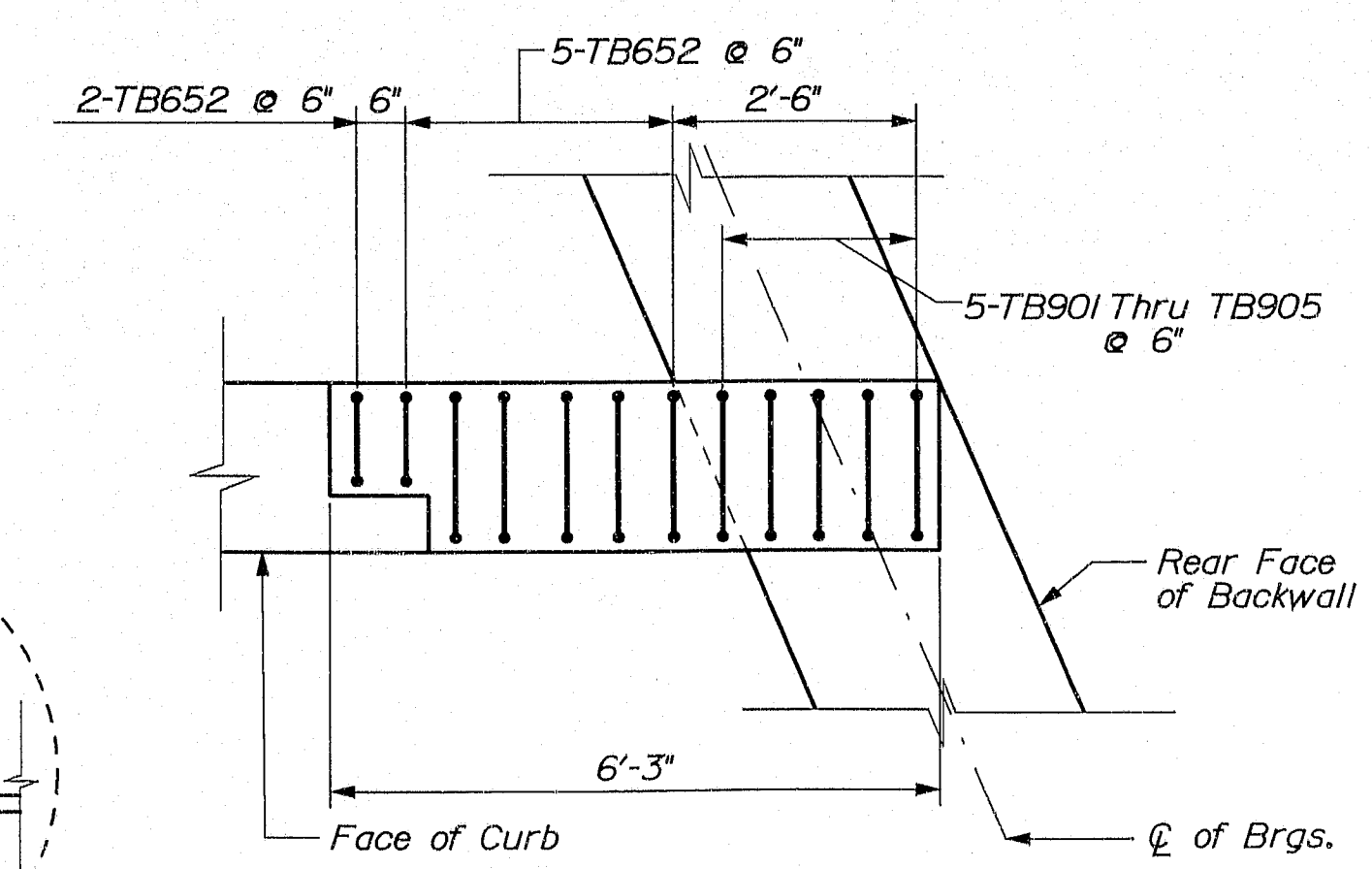


**TYPICAL CURB REINFORCEMENT PLAN AND POST SPACING,
NORTH FASCIA NORTHBOUND STRUCTURE**

- SUPERSTRUCTURE NOTES:**
1. Form a 1/4\" v-groove on the fascias at the horizontal joint between the curb and slab.
 2. Reinforcing steel shall have a minimum cover of 2\" unless otherwise indicated.
 3. The superstructure slab concrete for each span shall be placed continuously and shall be kept plastic until the entire span has been placed.
 4. Protective coating for concrete surfaces shall be applied to the following areas:
Top of concrete curbs,
Fascia down to the drip notch,
All exposed surfaces of concrete transition barriers.



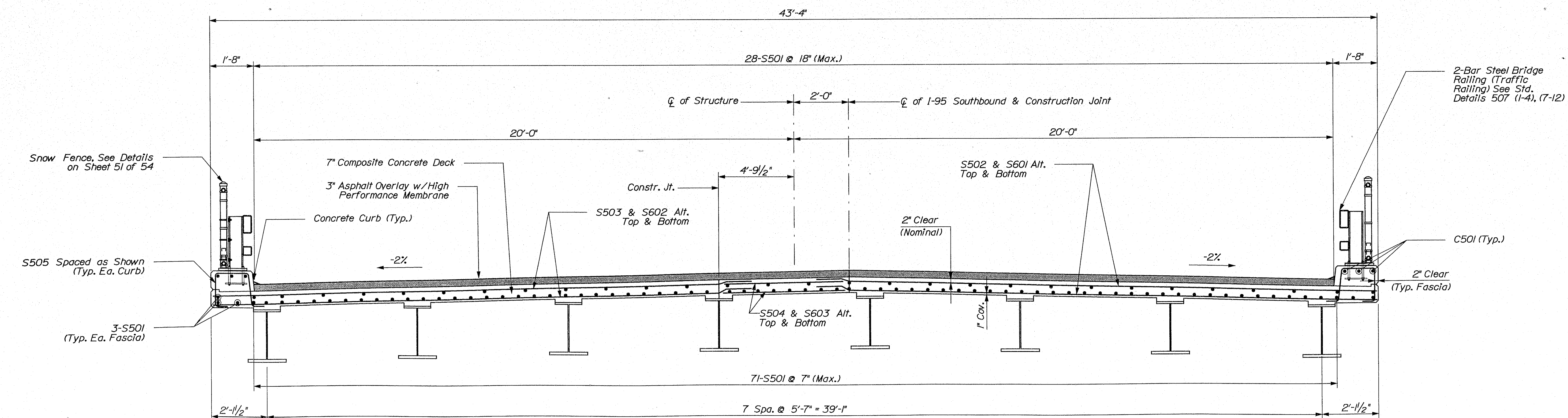
DETAIL B, CURB REINFORCING
(Only S505 Shown)
Scale: 1/2\" = 1'-0"



DETAIL A, TRANSITION BARRIER REINFORCEMENT PLAN
Scale: 1/2\" = 1'-0"

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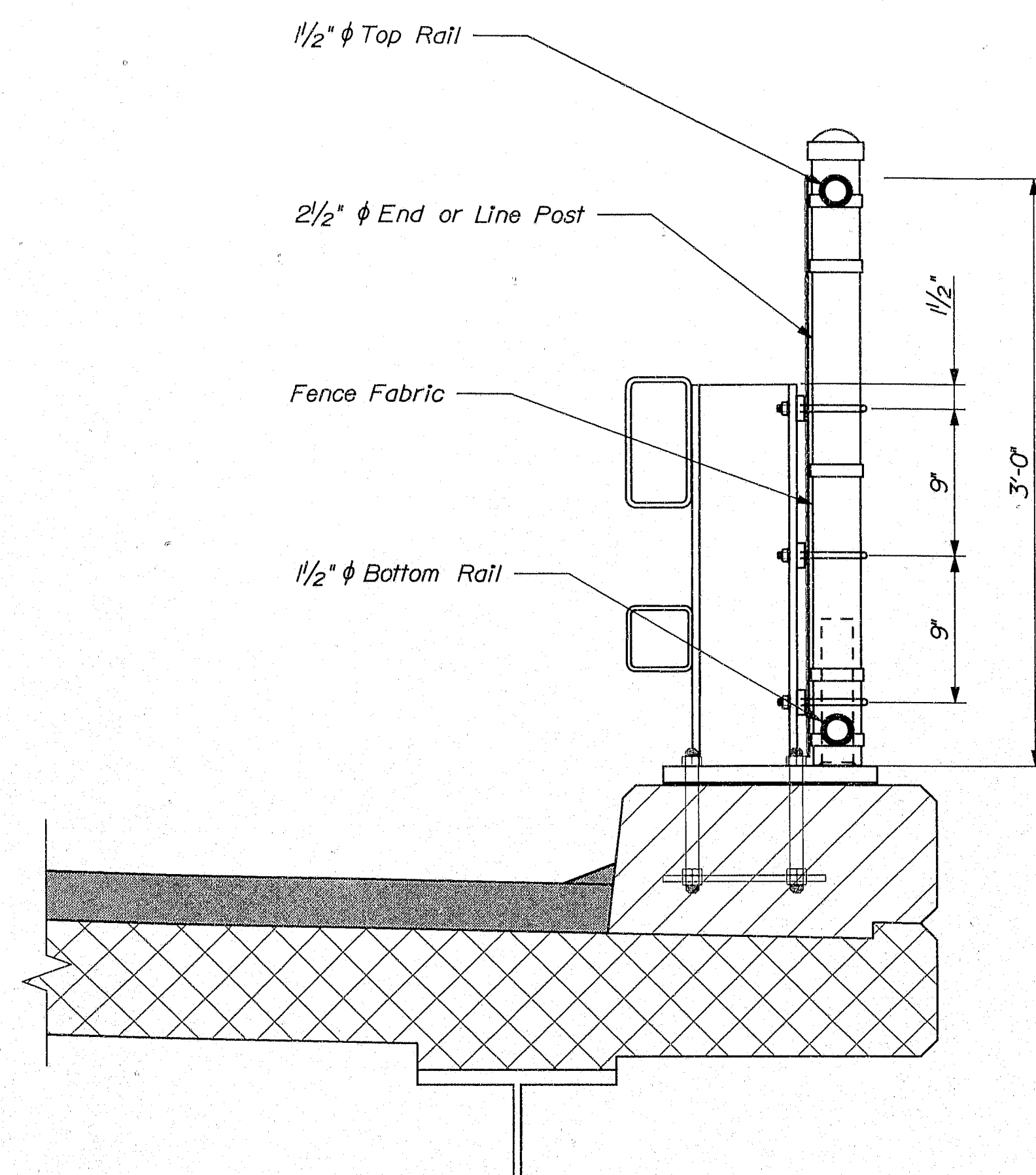
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		BR-1562(300)E & BR-1562(400)E	
BRIDGE NO. 5982 & 1438		PIN 015623.00 & 015624.00		BRIDGE PLANS	
PROJECT MANAGER DEVIN ANDERSON		DESIGN-DETAILED M. SMILLEN		CHECKED-REVIEWED J.A. DARR	
DESIGNED-DETAILED J.A. DARR		DESIGNED-DETAILED J.A. DARR		DESIGNED-DETAILED J.A. DARR	
REVISIONS 1		REVISIONS 2		REVISIONS 3	
REVISIONS 4		REVISIONS 5		REVISIONS 6	
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES	
I-95NB & I-95SB		PENOBSCOT		ETNA	
NB SUPERSTRUCTURE		SHEET NUMBER		48	
48		OF		54	



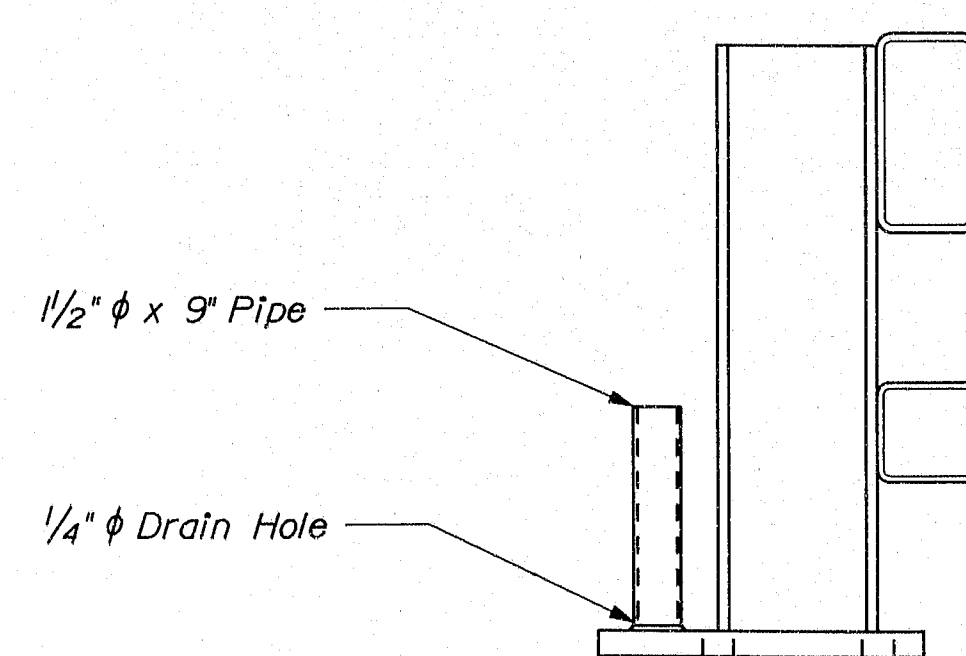
(SB) TRANSVERSE SECTION
Scale: $\frac{1}{2}" = 1'-0"$

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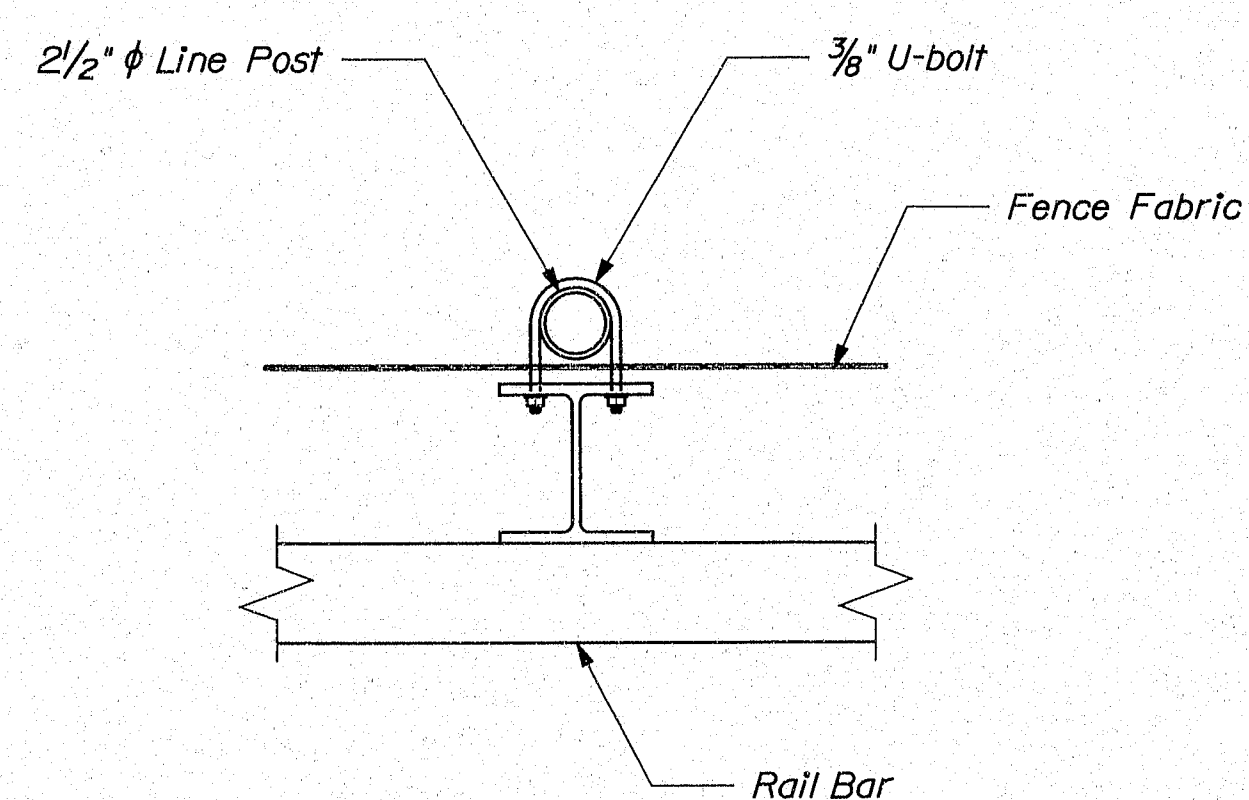
50 OF 54	SHEET NUMBER		I-95NB & I-95SB		PROJ. MANAGER DEVIN ANDERSON		BY	DATE	STATE OF MAINE			
	ETNA PENOBSCOT TRANSVERSE SECTIONS		DESIGN DETAIL	M. SMILEN	T.R. DAVIS			SIGNATURE	DEPARTMENT OF TRANSPORTATION			
			DESIGN DETAIL	F.A. D'HAIR	S. SABELLA							
			DESIGNS DETAIL	DESIGNS DETAIL				P.E. NUMBER	BR-1562(300)E & BR-1562(400)E			
			REVISIONS 1									
		REVISIONS 2							BRIDGE NO. 5962 & 1438	PIN 015623.00 & 015624.00	BRIDGE PLANS	
		REVISIONS 3										
		REVISIONS 4										



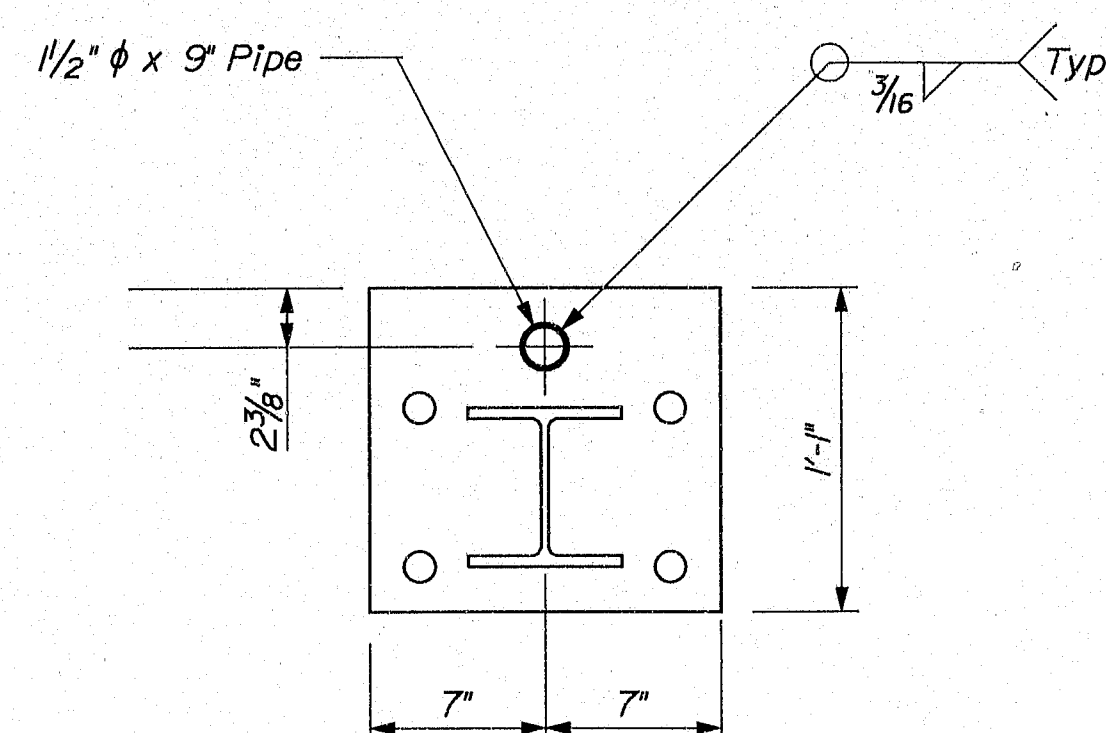
TRAFFIC RAIL SECTION
Scale: 1 1/2" = 1'-0"



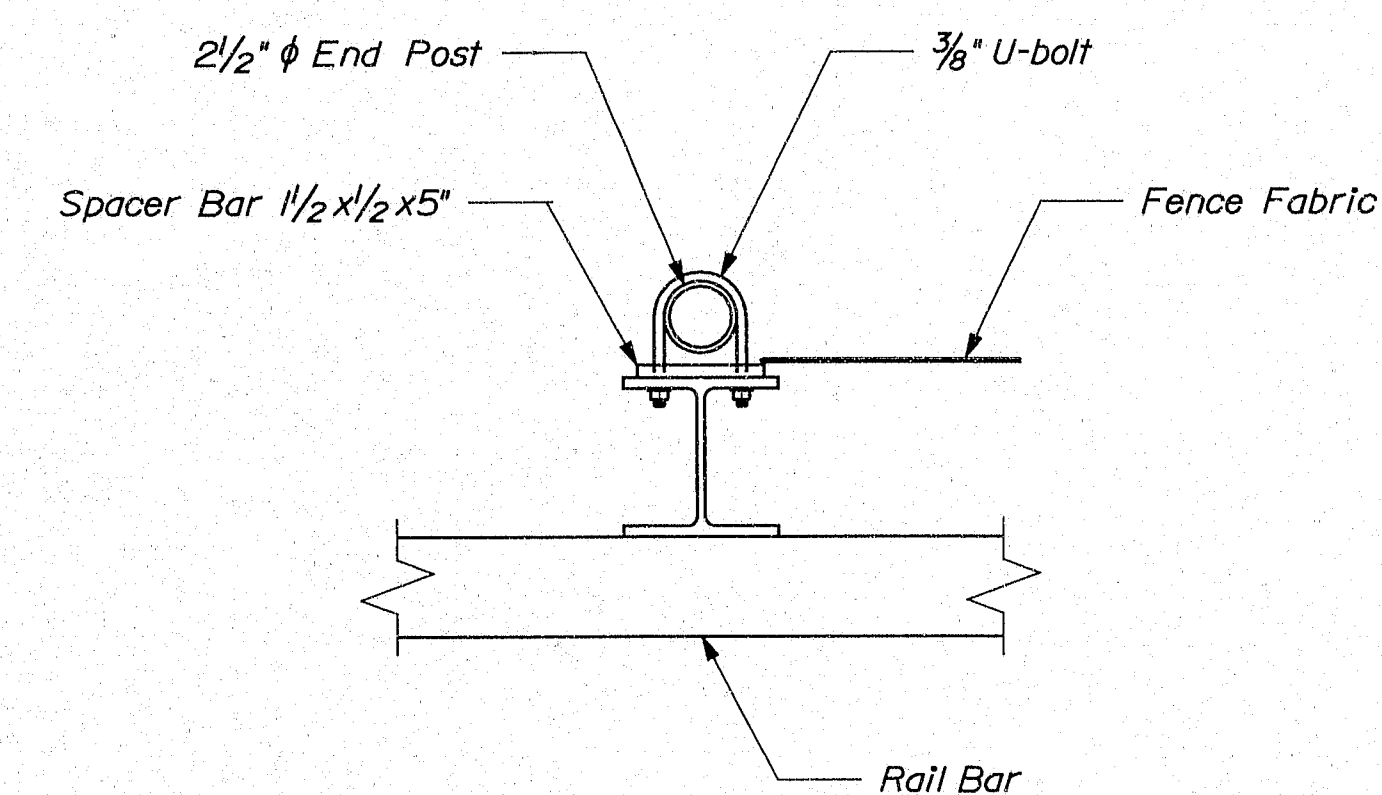
MODIFIED RAIL POST SECTION
Scale: 1/2" = 1'-0"



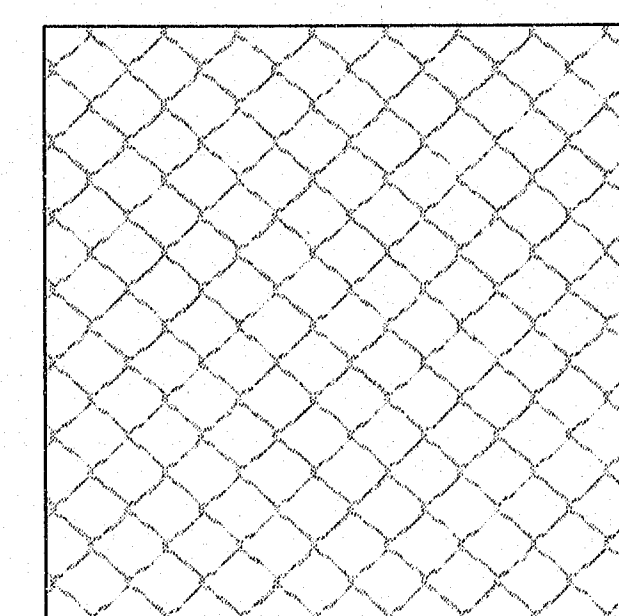
LINE POST DETAIL
Scale: 1/2" = 1'-0"



MODIFIED BASE PLATE PLAN
Scale: 1/2" = 1'-0"



END POST DETAIL
Scale: 1/2" = 1'-0"

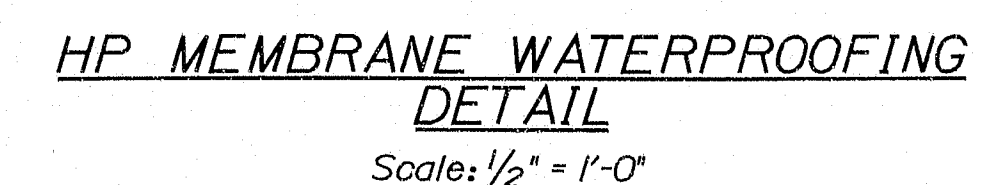
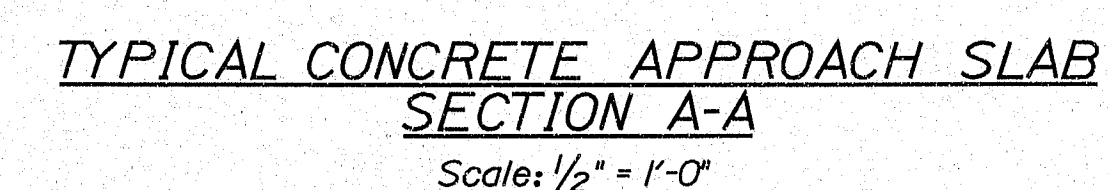
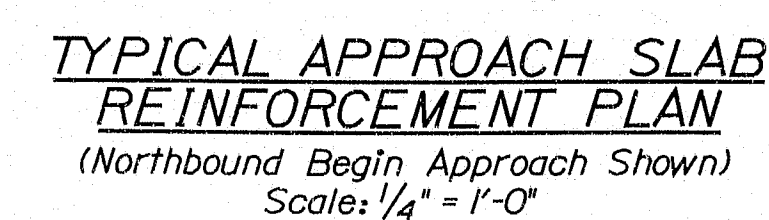


Note: Fabric shall conform to section 710.03
Chain Link Fabric, Zinc Coated, Class D,
11 Gauge with 1" Mesh.

FENCE FABRIC

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51		SHEET NUMBER		I-95NB & I-95SB		PROJECT MANAGER: DEAN ANDERSON		BY: T.R. DAVIS		DATE:		STATE OF MAINE DEPARTMENT OF TRANSPORTATION BR-1562(300)E & BR-1562(400)E	
				ETNA		DESIGN-DETAILED: M. SMULLEN						SIGNATURE	
				PENOBSCOT		DESIGN-REVIEWED: F.A. DAVIS							
				SNOW FENCE DETAILS		DESIGN-DATE: 03						P.E. NUMBER	
						REVISIONS 1							
						REVISIONS 2							
						REVISIONS 3							
						REVISIONS 4				DATE		PIN	
												BRIDGE NO. 5922 & 1438	
												015623.00 & 015624.00	
												BRIDGE PLANS	



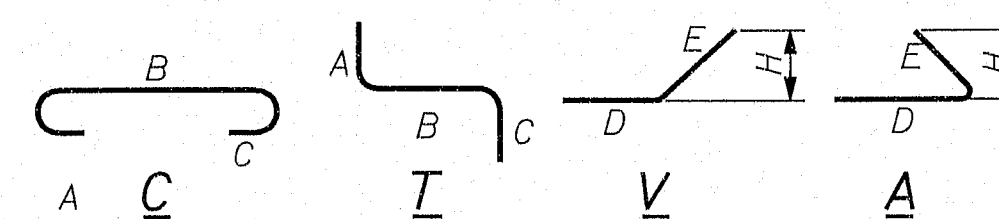
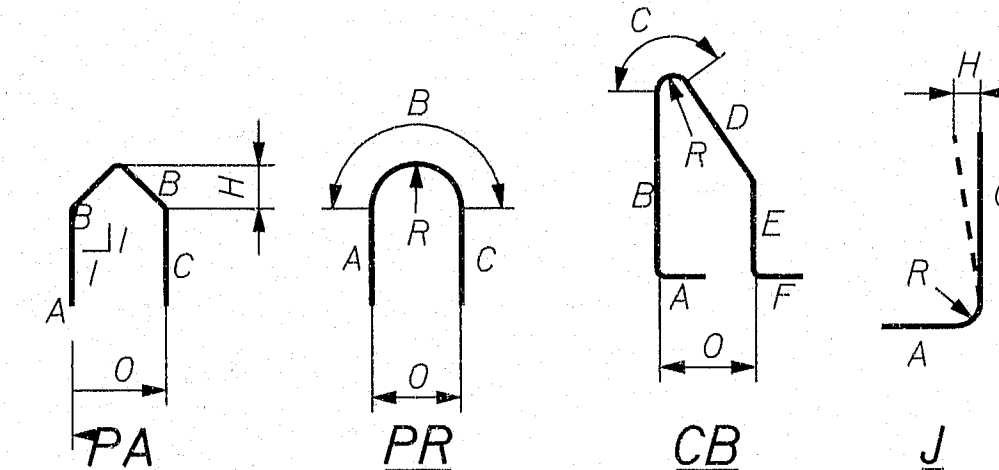
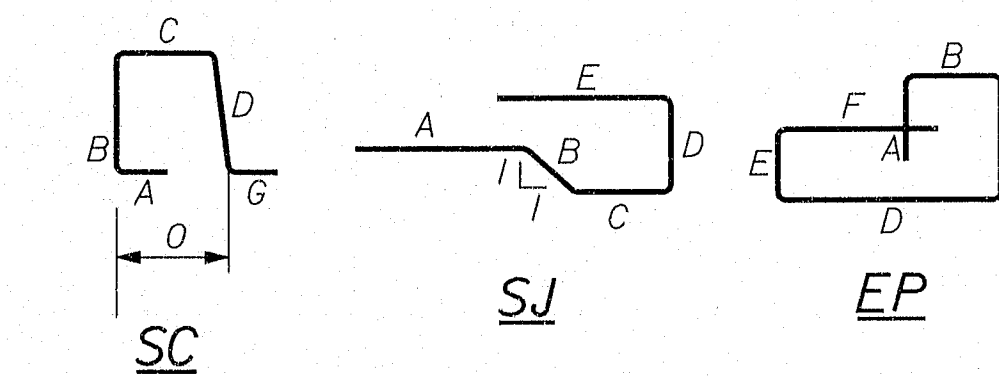
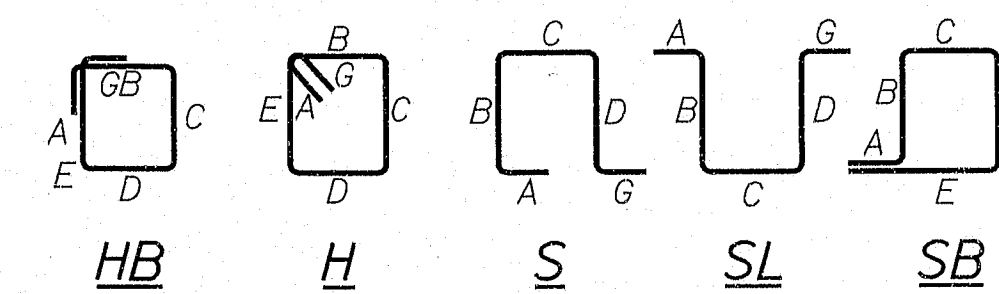
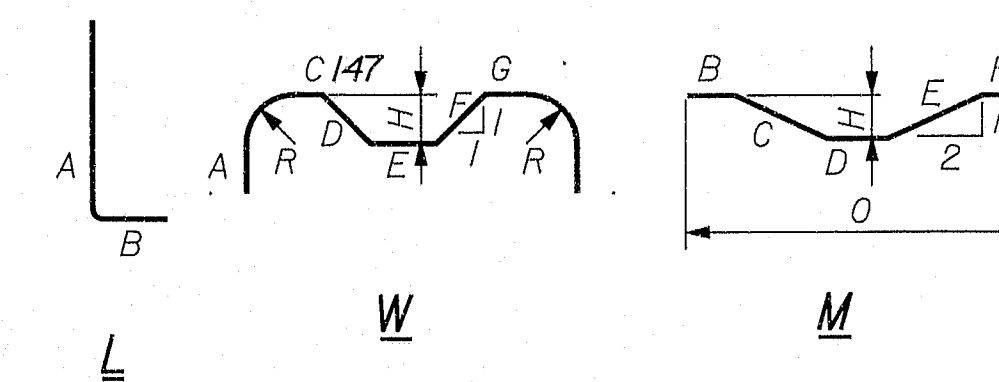
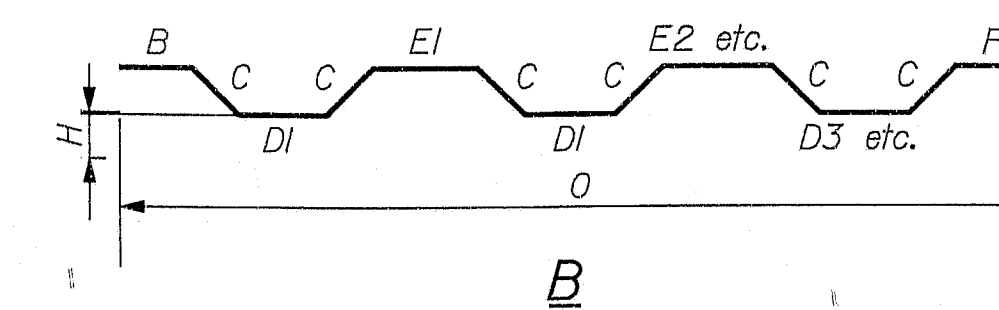
146-382
ERDMAN
ANTHONY

52	OF	54	SHEET NUMBER		I-95NB & I-95SB		FROM: MANAGER DEVIN ANDERSON BY: T.R. DAVIS		DATE	STATE OF MAINE	
			52		ETNA		DESIGN-DETAILED M. SWILLEN CHECKED-REVIEWED F.A. DAHAR DESIGNED-DATE/LOD S. SABELLA		SIGNATURE	DEPARTMENT OF TRANSPORTATION	
			PENOBSCOT		APPROACH SLAB		REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4		P.E. NUMBER	BR-1562(300)E & BR-1562(400)E	
									DATE	PIN	
										BRIDGE NO. 015623.00 & 015624.00	
										BRIDGE PLANS 5562 & 1438	

STRAIGHT BARS			
MARK	QTY.	LENGTH	LOCATION
ABUTMENT 1			
A501	7	33'-0"	HORIZONTAL NF
A502	5	23'-6"	HORIZONTAL FF
A504	48	5'-3"	VERTICAL NF
A505	7	29'-5"	HORIZONTAL FF
A506	5	20'-4"	HORIZONTAL FF
A507	48	5'-0"	VERTICAL FF
A508	48	3'-3"	VERTICAL NF
A509	21	5'-7"	HORIZONTAL NF
A511	3	9'-11"	HORIZONTAL NF
A512	3	7'-8"	HORIZONTAL NF
A513	5	7'-6"	VERTICAL WING EF
A514	4	6'-9"	VERTICAL WING EF
A515	4	5'-9"	VERTICAL WING EF
A516	4	4'-10"	VERTICAL WING EF
A521	3	7'-4"	VERTICAL WING EF
A522	4	6'-4"	VERTICAL WING EF
A523	4	5'-7"	VERTICAL WING EF
A524	2	4'-11"	VERTICAL WING EF
A525	5	23'-4"	HORIZONTAL FF
A526	5	20'-6"	HORIZONTAL FF
A700	30	15'-0"	HORIZONTAL FF
ABUTMENT 2			
B501	7	31'-10"	HORIZONTAL NF
B502	5	23'-6"	HORIZONTAL FF
B504	48	5'-3"	VERTICAL NF
B505	7	30'-6"	HORIZONTAL FF
B506	5	20'-4"	HORIZONTAL FF
B507	48	5'-0"	VERTICAL FF
B508	48	3'-3"	VERTICAL NF
B509	21	5'-7"	HORIZONTAL NF
B511	3	8'-0"	HORIZONTAL NF
B512	3	9'-8"	HORIZONTAL NF
B513	3	7'-6"	VERTICAL WING EF
B514	4	6'-9"	VERTICAL WING EF
B515	4	5'-9"	VERTICAL WING EF
B516	2	4'-11"	VERTICAL WING EF
B521	3	7'-4"	VERTICAL WING EF
B522	4	6'-4"	VERTICAL WING EF
B523	4	5'-7"	VERTICAL WING EF
B524	4	4'-11"	VERTICAL WING EF
B525	5	23'-4"	HORIZONTAL FF
B526	5	20'-6"	HORIZONTAL FF
B700	30	15'-0"	HORIZONTAL FF
NORTHBOUND SLAB			
S501	105	4'-10"	LONG. TOP & BOT
S502	81	23'-2"	TRANS. TOP & BOT
S503	81	22'-4"	TRANS. TOP & BOT
S504	81	4'-10"	TRANS. TOP & BOT
S601	80	23'-9"	TRANS. TOP & BOT
S602	80	23'-0"	TRANS. TOP & BOT
S603	80	4'-10"	TRANS. TOP & BOT
C501	12	4'-10"	LONG. CURB
NORTHBOUND BEGIN APPROACH			
AS500	16	23'-3"	APPROACH TRANS.
AS501	16	20'-8"	APPROACH TRANS.
AS600	78	14'-9"	APPROACH LONG.
NORTHBOUND END APPROACH			
AS500	16	23'-3"	APPROACH TRANS.
AS501	16	20'-8"	APPROACH TRANS.
AS600	78	14'-9"	APPROACH LONG.
MARK	QTY.	LENGTH	LOCATION

BENT BARS														
MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
ABUTMENT 1														
A503	48	4'-4"	L	3'-0"	1'-4"									VERTICAL FF
A510	17	5'-2"	S	0	1'-6"	2'-2"	1'-6"			0'-0"				WINGWALL
A517	1	8'-3"	V				2'-3"	6'-0"			2'-7"			WINGWALL
A518	1	7'-0"	V				1'-0"	6'-0"			2'-7"			WINGWALL
A519	1	5'-8"	V				0'-2"	5'-6"			2'-5"			WINGWALL
A520	1	6'-6"	V				1'-0"	5'-6"			2'-5"			WINGWALL
A527	43	3'-4"	L	2'-4"	1'-0"									VERTICAL FF

TYPE - BENDING DIAGRAMS



All dimensions are out-to-out of bar.

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.

Reinforcing Bar: ASTM A615/A615M, Grade 60

GENERAL NOTES

The first two digits following the letter(s) of the 1. mark indicate the size of the bar:

Mark "A502" = bar size #5
Mark "P805" = bar size #8
Mark "S650" = bar size #6

Each crank bar, Type B, may be replaced by two (2) 2. straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case shall be based on crank bars as schedule on the plans.

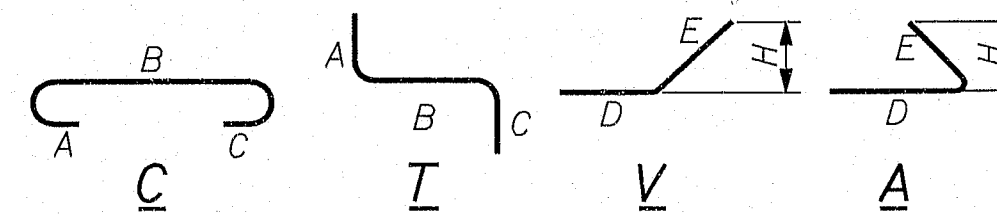
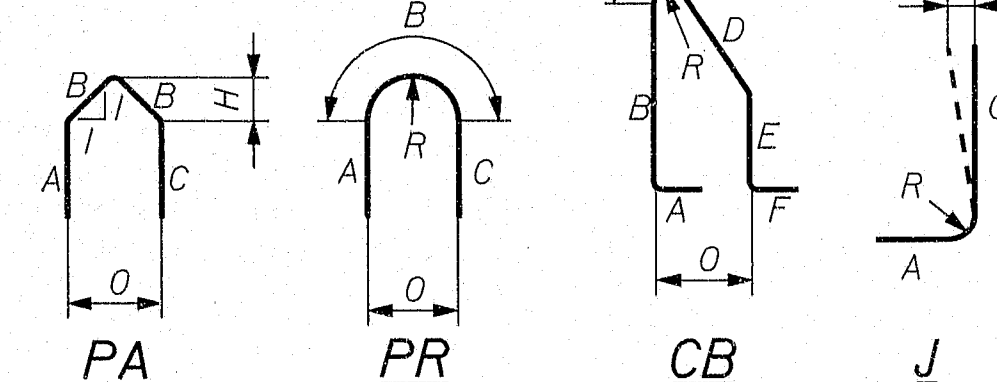
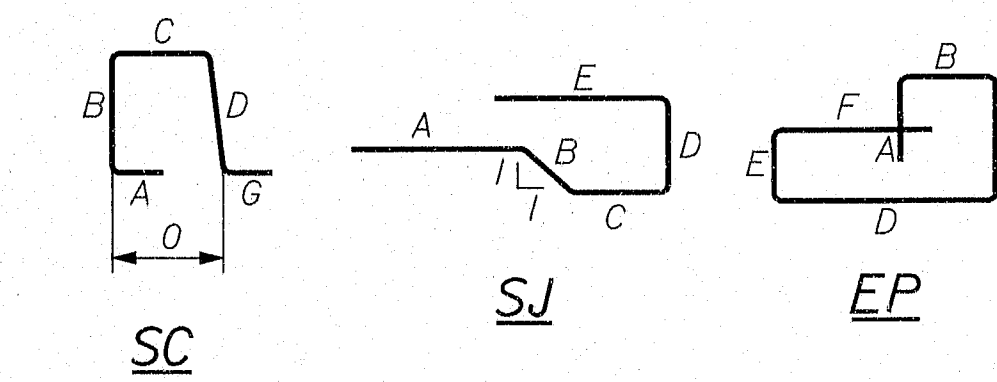
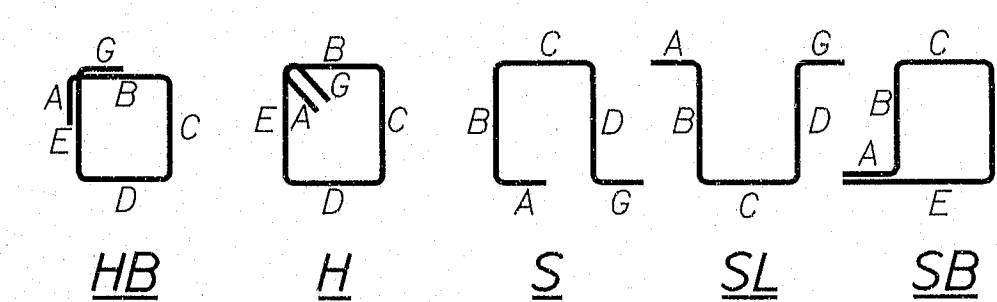
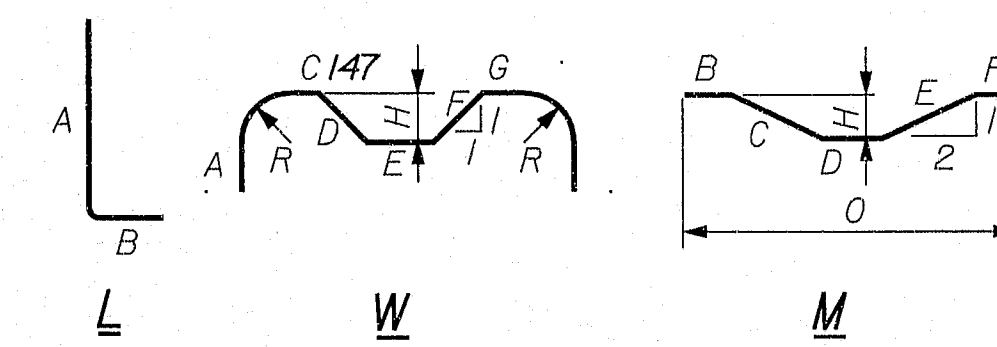
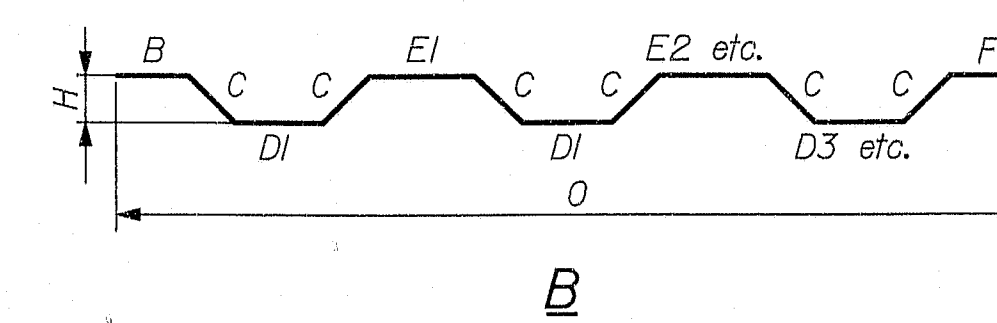
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ANTHONY

STATE OF MAINE		BRIDGE NO. 562 & 1438	
DEPARTMENT OF TRANSPORTATION		PIN 015623.00 & 015624.00 BRIDGE PLANS	
BR-1562(300)E & BR-1562(400)E		SHEET NUMBER 53 OF 54	
REINFORCING SCHEDULE (NB)		ETNA	
I-95NB & I-95SB		PENOBSCOT	
DATE		SIGNATURE	
BY		F. A. DARR	
DESIGN-DETAILED		DESIGN-DETAILED	
REVISIONS 1		REVISIONS 2	
REVISIONS 3		REVISIONS 4	
FIELD CHANGES		FIELD CHANGES	

STRAIGHT BARS			
MARK	QTY.	LENGTH	LOCATION
ABUTMENT 3			
C501	7	31'-10"	HORIZONTAL NF
C502	5	23'-6"	HORIZONTAL FF
C504	48	5'-3"	VERTICAL NF
C505	7	30'-6"	HORIZONTAL FF
C506	5	20'-4"	HORIZONTAL FF
C507	48	5'-0"	VERTICAL FF
C508	48	3'-3"	VERTICAL NF
C509	21	5'-7"	HORIZONTAL NF
C511	3	7'-8"	HORIZONTAL NF
C512	3	9'-8"	HORIZONTAL NF
C513	3	7'-4"	VERTICAL WING EF
C514	4	6'-6"	VERTICAL WING EF
C515	4	5'-6"	VERTICAL WING EF
C516	2	4'-11"	VERTICAL WING EF
C521	5	7'-4"	VERTICAL WING EF
C522	4	6'-4"	VERTICAL WING EF
C523	4	5'-7"	VERTICAL WING EF
C524	4	4'-11"	VERTICAL WING EF
C525	5	23'-4"	HORIZONTAL FF
C526	5	20'-6"	HORIZONTAL FF
C700	30	15'-0"	HORIZONTAL FF
ABUTMENT 4			
D501	7	32'-7"	HORIZONTAL NF
D502	5	23'-6"	HORIZONTAL FF
D504	48	5'-3"	VERTICAL NF
D505	7	29'-5"	HORIZONTAL FF
D506	5	20'-4"	HORIZONTAL FF
D507	48	5'-0"	VERTICAL FF
D508	48	3'-3"	VERTICAL NF
D509	21	5'-7"	HORIZONTAL NF
D511	3	9'-8"	HORIZONTAL NF
D512	3	7'-8"	HORIZONTAL NF
D513	5	7'-4"	VERTICAL WING EF
D514	4	6'-7"	VERTICAL WING EF
D515	4	5'-7"	VERTICAL WING EF
D516	4	4'-11"	VERTICAL WING EF
D521	3	7'-4"	VERTICAL WING EF
D522	4	6'-4"	VERTICAL WING EF
D523	4	5'-7"	VERTICAL WING EF
D524	2	4'-11"	VERTICAL WING EF
D525	5	23'-4"	HORIZONTAL FF
D526	5	20'-6"	HORIZONTAL FF
D700	30	15'-0"	HORIZONTAL FF
SOUTHBOUND SLAB			
S501	105	41'-10"	LONG. TOP & BOT
S502	81	23'-2"	TRANS. TOP & BOT
S503	81	22'-4"	TRANS. TOP & BOT
S504	81	4'-10"	TRANS. TOP & BOT
S601	80	23'-9"	TRANS. TOP & BOT
S602	80	23'-0"	TRANS. TOP & BOT
S603	80	4'-10"	TRANS. TOP & BOT
C501	12	41'-10"	LONG. CURB
SOUTHBOUND BEGIN APPROACH			
AS500	16	23'-3"	APPROACH TRANS.
AS501	16	20'-8"	APPROACH TRANS.
AS600	78	14'-9"	APPROACH LONG.
NORTHBOUND END APPROACH			
AS500	16	23'-3"	APPROACH TRANS.
AS501	16	20'-8"	APPROACH TRANS.
AS600	78	14'-9"	APPROACH LONG.
MARK	QTY.	LENGTH	LOCATION

BENT BARS														
MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
ABUTMENT 3														
C503	48	4'-4"	L	3'-0"	1'-4"									VERTICAL FF
C510	17	5'-2"	S	0	1'-6"	2'-2"	1'-6"			0'-0"				WINGWALL
C517	1	6'-2"	V				0'-2"	6'-0"			2'-7"			WINGWALL
C518	1	7'-0"	V				1'-0"	6'-0"			2'-7"			WINGWALL
C519	1	7'-9"	V				2'-3"	5'-6"			2'-5"			WINGWALL
C520	1	6'-6"	V				1'-0"	5'-6"			2'-5"			WINGWALL
C527	43	3'-4"	L	2'-4"	1'-0"									VERTICAL FF

TYPE - BENDING DIAGRAMS



All dimensions are out-to-out of bar.

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.

Reinforcing Bar: ASTM A615/A615M, Grade 60

GENERAL NOTES

1. The first two digits following the letter(s) of the mark indicate the size of the bar:

Mark 'A502' = bar size #5
 Mark 'P805' = bar size #8
 Mark 'S650' = bar size #6

2. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case shall be based on crank bars as scheduled on the plans.

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STATE OF MAINE		BRIDGE NO. 5952 & 1438		PIN 015623.00 & 015624.00	
DEPARTMENT OF TRANSPORTATION		BR-1562(300)E & BR-1562(400)E		BRIDGE PLANS	
SIGNATURE		P.L. NUMBER		DATE	
PROJ. MANAGER DEVIN ANDERSON		DESIGN-REVIEWED F. A. DARR		DESIGN-REVIEWED S. SABELLA	
DESIGN-REVIEWED		DESIGN-REVIEWED		DESIGN-REVIEWED	
REVISIONS 1		REVISIONS 2		REVISIONS 3	
REVISIONS 4		REVISIONS 5		REVISIONS 6	
REVISIONS 7		REVISIONS 8		REVISIONS 9	
REVISIONS 10		REVISIONS 11		REVISIONS 12	
REVISIONS 13		REVISIONS 14		REVISIONS 15	
REVISIONS 16		REVISIONS 17		REVISIONS 18	
REVISIONS 19		REVISIONS 20		REVISIONS 21	
REVISIONS 22		REVISIONS 23		REVISIONS 24	
REVISIONS 25		REVISIONS 26		REVISIONS 27	
REVISIONS 28		REVISIONS 29		REVISIONS 30	
REVISIONS 31		REVISIONS 32		REVISIONS 33	
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REVISIONS 154		REVISIONS 155		REVISIONS 156	
REVISIONS 157		REVISIONS 158		REVISIONS 159	
REVISIONS 160		REVISIONS 161		REVISIONS 162	
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