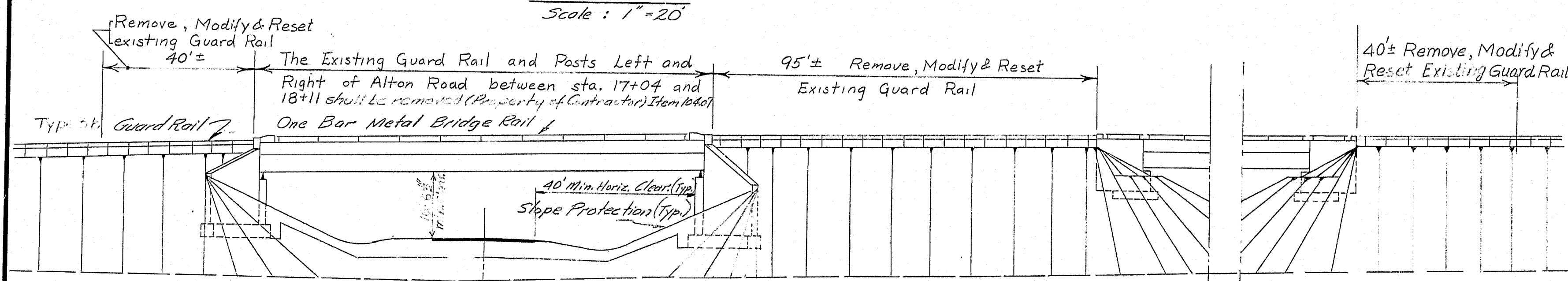


~ PLAN ~
Scale: 1"=20'

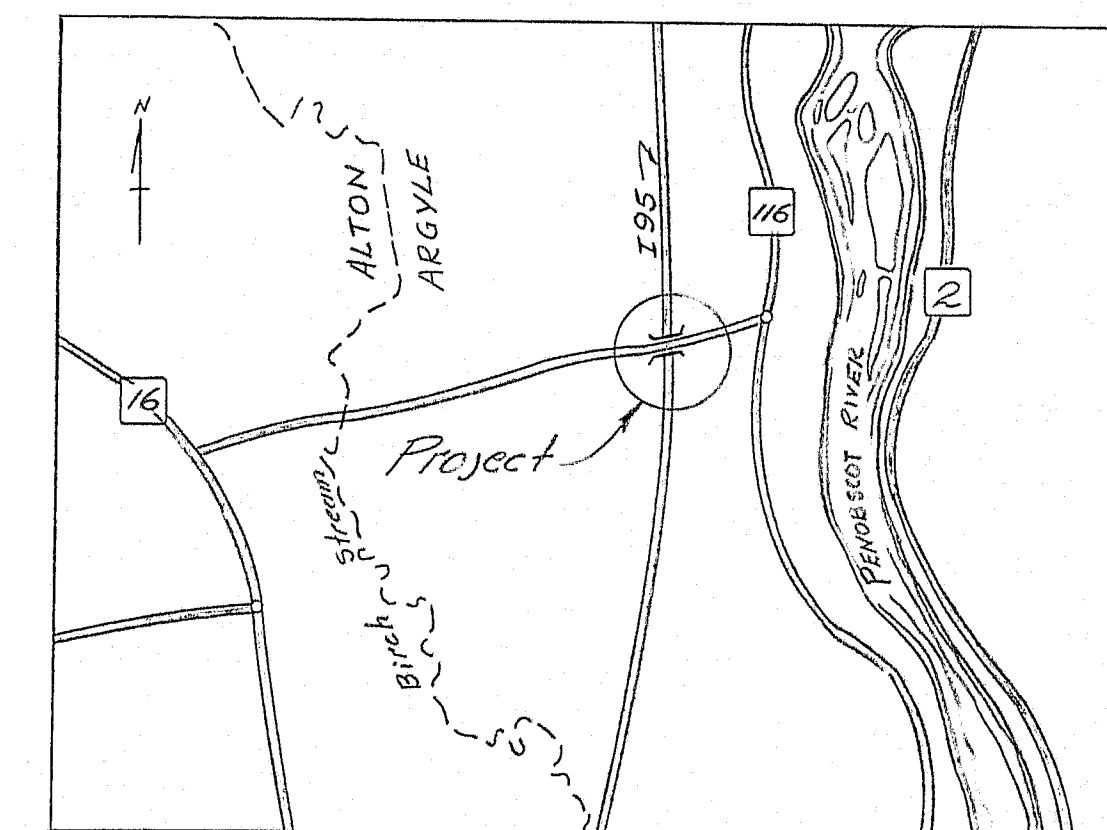


~ ELEVATION ~
Scale: 1"=20'

INDEX of SHEETS	
SHEET NO.	TITLE
1	General Plan
2	Alton Road Profile
3	Foundation Survey
4	Abutment #1
5	Abutment #2
6	Wingwall Sections & End Posts
7	Framing Plan
8	Cross Frames
9	Bottom of Slab Elevations
10	Superstructure
11	Armored Joint
12	Approach Slab & Slope Protection
13	Reinforcing Steel Schedule
14	Approach Guard Rails & Existing Alton Road Bridge End Posts
15	Approach between Bridges
STANDARD DETAIL SHEETS	
BD 102-64	One Bar Bridge Rail
BD 104-66	Armored Joint
BD 101-70	Bearing Pedestals

BRIDGE ITEMS

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.12	Removal of Existing Concrete	1.20	Cu. Yd.
203.26	Gravel Borrow	500.	Cu. Yd.
206.08	Structural Earth Excavation - Abutments and Retaining Walls	1400.	Cu. Yd.
304.10	Aggregate Sub-base Course - Gravel	30.	Cu. Yd.
403.09	Hot Bituminous Pavement, Grading C (Crushed ledge)	36.	Tons
502.21	Structural Concrete, Abutments and Retaining Walls	335.	Cu. Yd.
502.26	Structural Concrete - Roadway and Sidewalk Slabs on Steel Bridges	L.S.	L.S.
502.31	Structural Concrete in Approach Slabs	L.S.	L.S.
503.12	Reinforcing Steel, Fabricated and Delivered	50,000.	Lb.
503.13	Reinforcing Steel, Placing	50,000.	Lb.
504.70	Structural Steel, Fabricated and Delivered	L.S.	L.S.
504.71	Structural Steel, Erection	L.S.	L.S.
505.08	Shear Connectors	L.S.	L.S.
506.14	Field Painting	L.S.	L.S.
507.08	Bridge Railing, Single Bar, Alton Road	207.	L.F.
508.10	Membrane Waterproofing	320.	Sq. Yd.
512.06	French Drains - Stones only	20.	Cu. Yd.
513.09	Slope Protection - Portland Cement Concrete	250.	Sq. Yd.
514.06	Curing Box for Concrete Cylinders	1	Each
515.20	Protective Coating for Concrete Surfaces	185	Sq. Yd.
609.13	Vertical Bridge Curb, Type 1	220	L.F.
616.08	Sodding	25	Sq. Yd.
639.09	Field Office Type B	1	Each
ESTIMATED QUANTITIES for LUMP SUM ITEMS			
502.26	Structural Concrete - Roadway and Sidewalk Slabs on Steel Bridges 120 Cu. Yd.		
502.31	Structural Concrete in Approach Slabs 20 Cu. Yd.		
504.70	Structural Steel, Fabricated and Delivered 100,000 Lbs.		
504.71	Structural Steel, Erection 100,000 Lbs.		
505.08	Shear Connectors 576 Pieces		
506.14	Field Painting (Structural Steel) 100,000 Lbs.		



LOCATION MAP
Scale 1"=1 mile

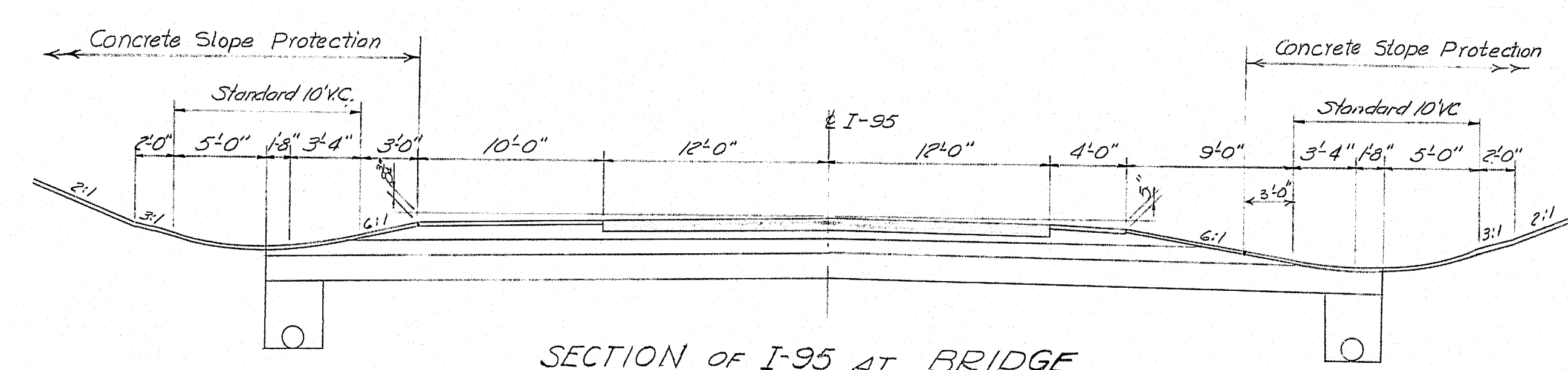
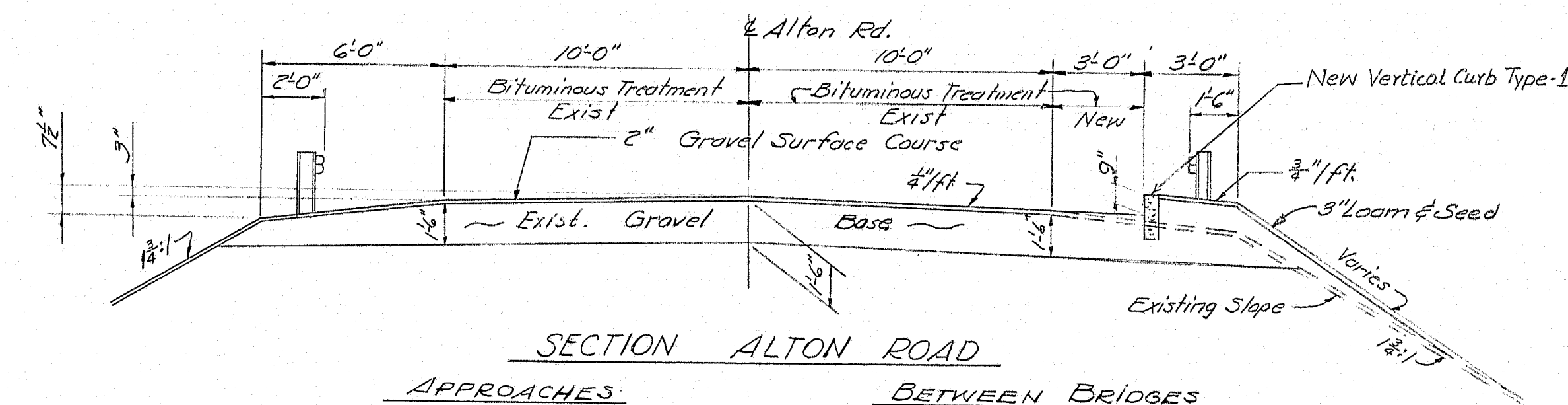
~ SPECIFICATIONS ~

Design: AASHTO Standard Specifications for Highway Bridges 1969.
 Contract: State of Maine, State Highway Commission, Standard Specifications, Highway Bridges, Revision of June 1968 and Supplements.
 Live Loading: HS 20 44
 Allowable Stresses:
 Concrete $f_c = 4000$ p.s.i. $f_t = 10$
 Reinforcing Steel: 24000 p.s.i.
 Structural Steel: A572 Grade 50 (A572), 50,000 p.s.i. (A36)
 Concrete Classification: All concrete Class 'A' (Except Concrete Slope Protection Class 'Y')
 Steel Classification: Concrete Slope Protection Class 'Y'
 Structural Steel: A572 Grade 50 w/ bearing stiffeners only.
 All other steel A36.
 Reinforcing Steel: A615, Grade 60

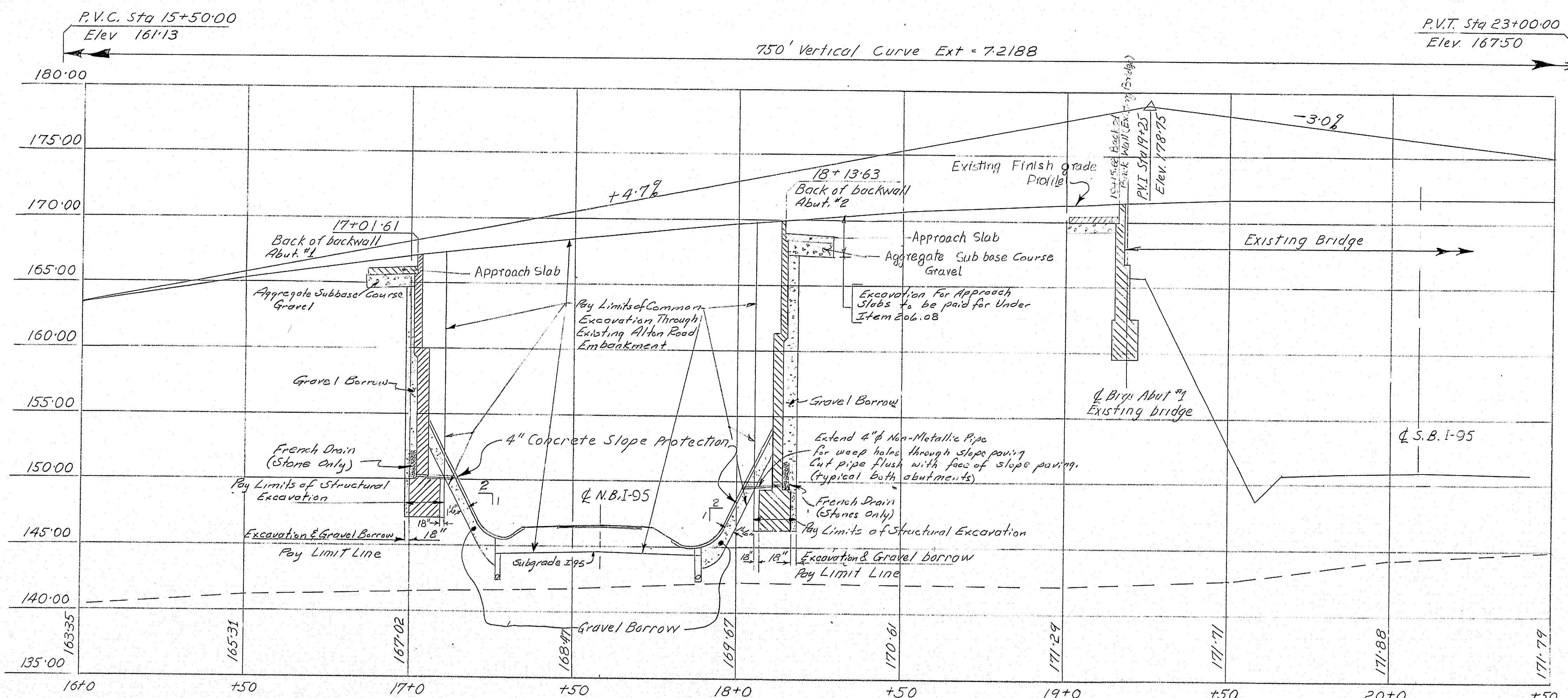
STATE HIGHWAY COMMISSION
ALTON ROAD BRIDGE
OVER
INTERSTATE 95
IN THE TOWNSHIP OF
ARGYLE
PENOBSCOT COUNTY
GENERAL PLAN
SHEET 1 OF 15 AUGUSTA, MAINE JULY 1970

128-30
 "AS BUILT" 1971 H.M.F.
 Alton Argyle I 95 H.B.

R. P. R. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(87)	98	112



NOTE:
All embankments constructed within 50' of the bridge structures shall be constructed by controlled density method.



The embankment under the abutments is to be compacted to 95% Optimum Density to a depth of 8" below the bottom of footing before footing is placed.

PROFILE
Scale: 1" = 20' Horizontal
1" = 5' Vertical

STATE HIGHWAY COMMISSION

ALTON ROAD BRIDGE
OVER
INTERSTATE 95
IN THE TOWNSHIP OF
ARGYLE
PENOBSCOT COUNTY

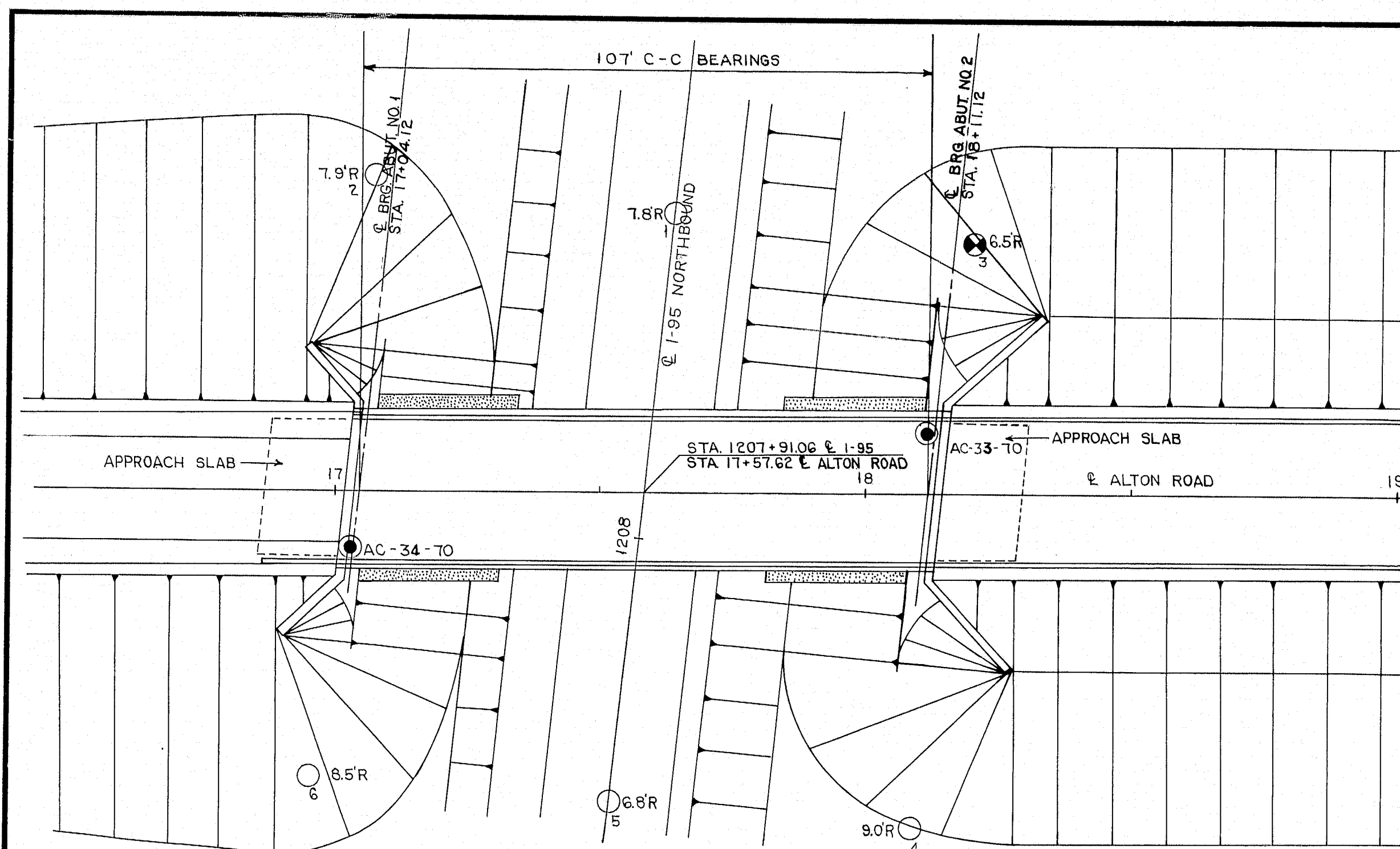
ALTON ROAD PROFILE

SHEET 2 OF 15 AUGUSTA, MAINE JULY 1970

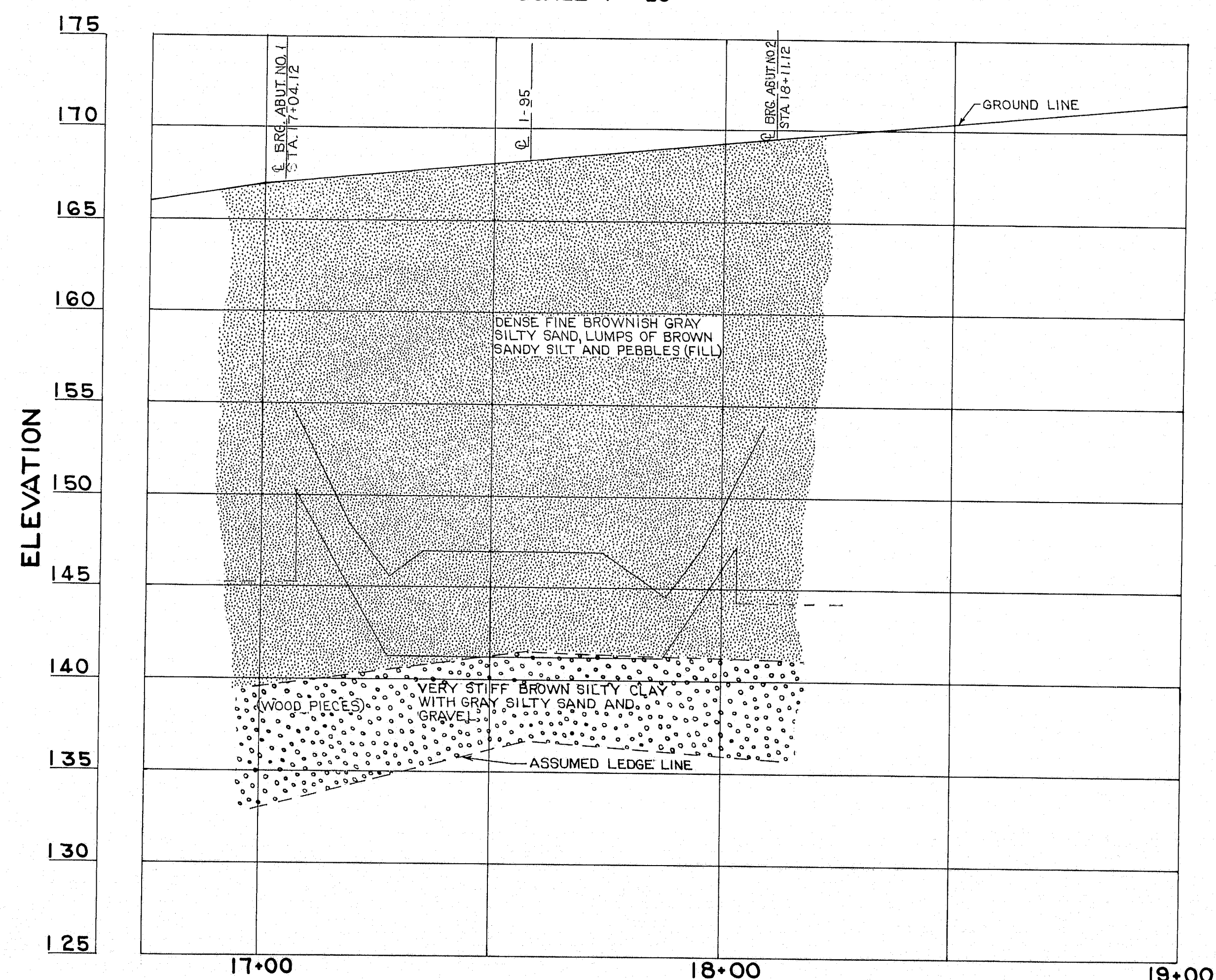
128-31 Alton Argyle I-95 N.B.

DESIGN - DETAILED	BY	DATE
CHECKED	A.L.L.	8-78
REVISIONS	K. H. H.	7-1-78
FIELD CHANGES		

PLANS



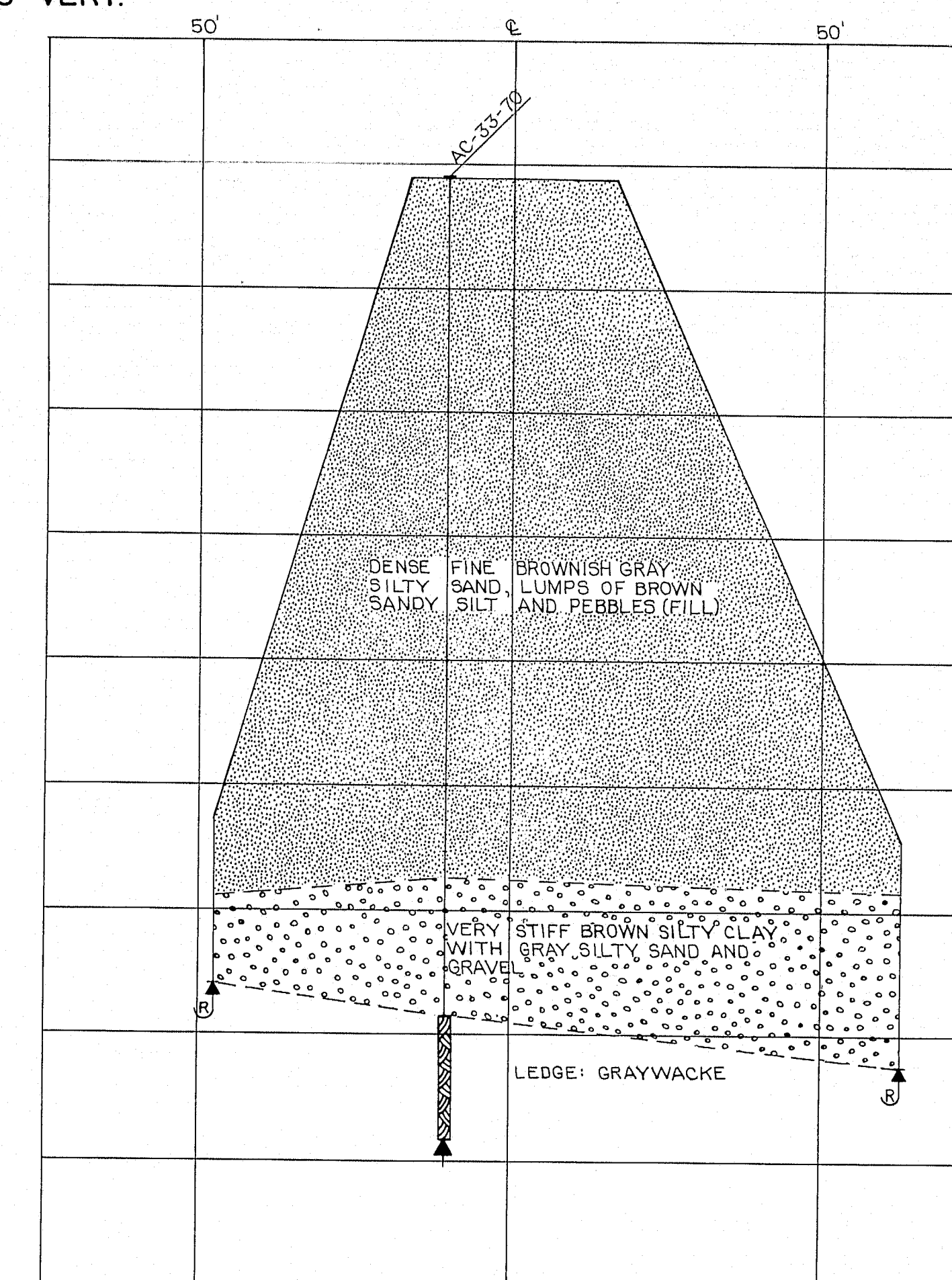
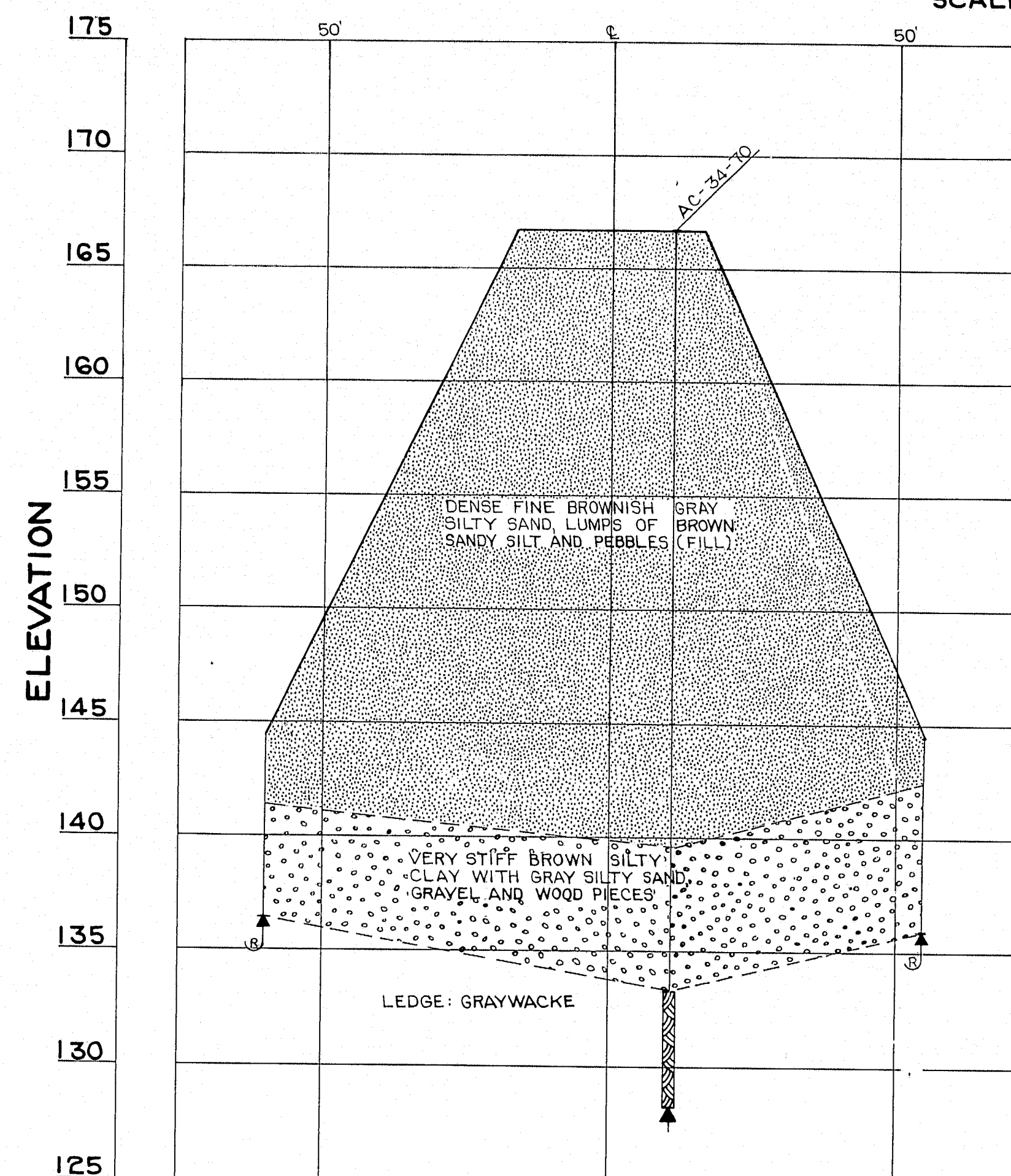
PLAN
SCALE: 1" = 20'



PROFILE
SCALE: 1" = 20' HORIZ.
1" = 5' VERT.

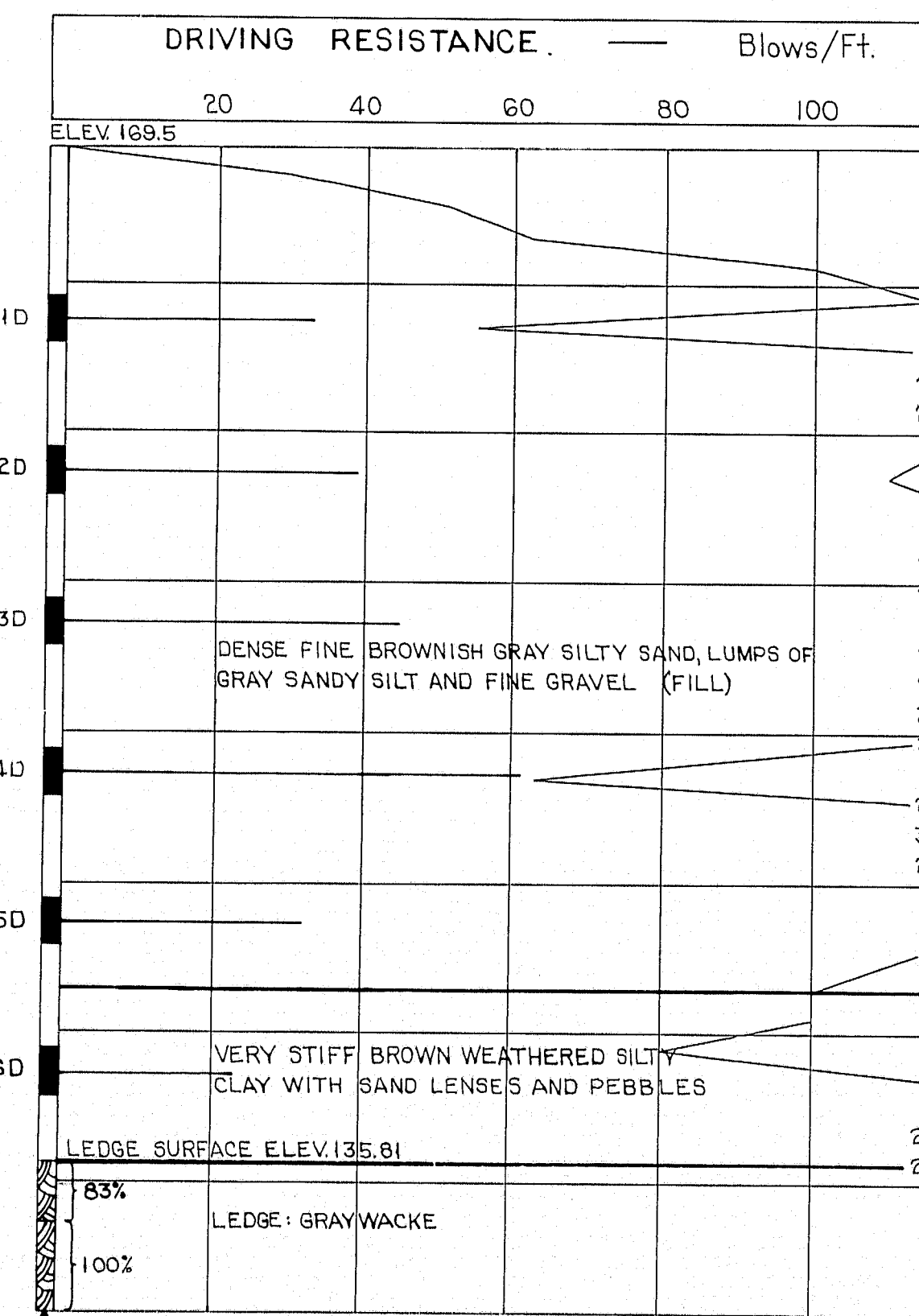
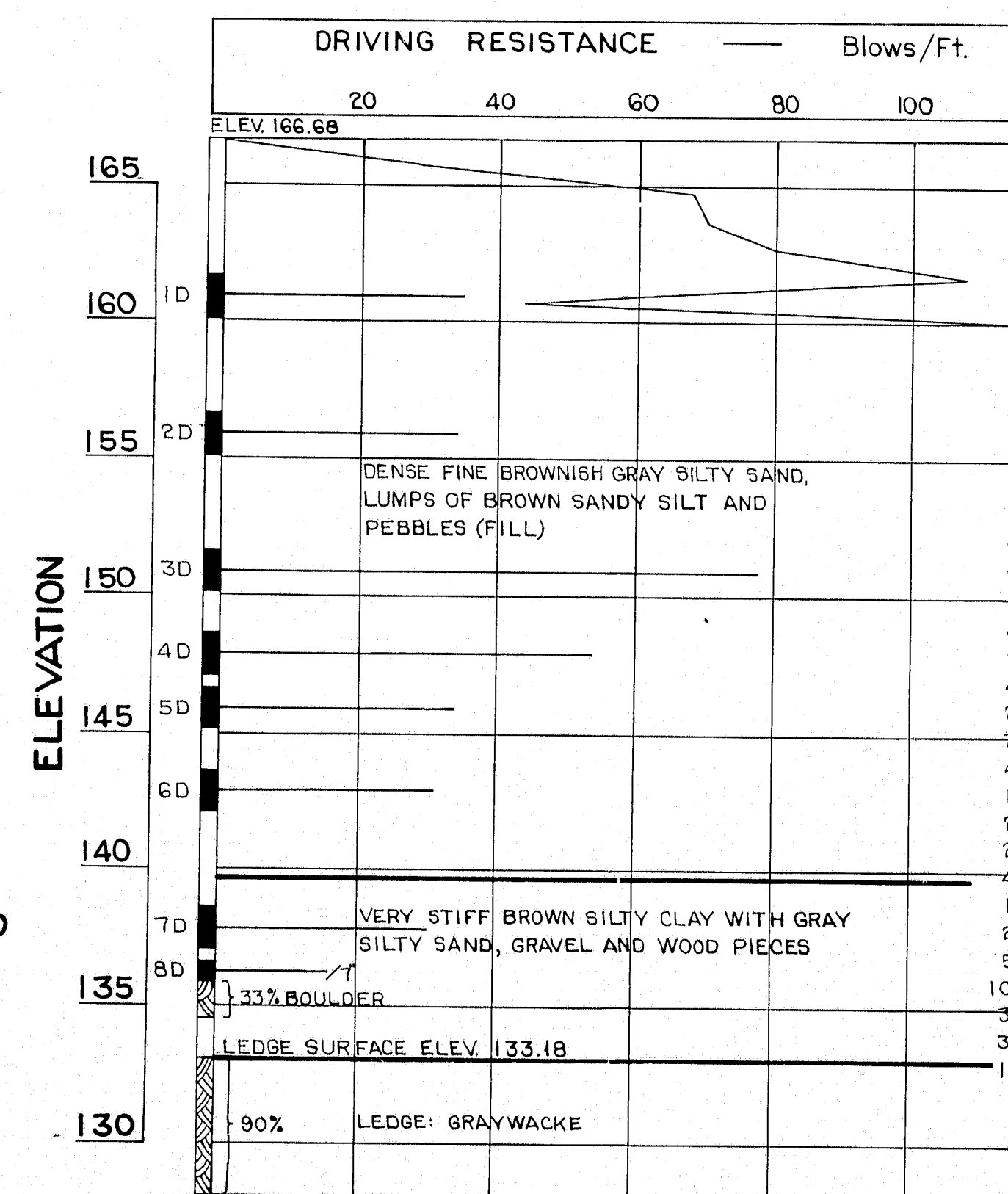
TRANSVERSE SECTIONS

SCALE: 1" = 20' HORIZ.
1" = 5' VERT.



BORING AC-33(70) STATION 18+11.5 11.3' LT.

BORING AC-34(70) STATION 17+03 11' RT.



BORING NOTES

- Casing size 2 1/2"
- All samples and vanes are made ahead of casing
- Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow
- Location of sample or sample attempt
- Number and type of dry sample
- S & H Sampler #1290's
- Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow
- Bottom of boring (may not be bottom of soil strata)
- Locations cored by diamond bit and percent recovery of rock

STATE HIGHWAY COMMISSION

ALTON ROAD BRIDGE

OVER

INTERSTATE 95

IN THE TOWNSHIP OF

ARGYLE

PENOBSCOT COUNTY

FOUNDATION SURVEY

SHEET 3 OF 15 AUGUSTA, MAINE JULY 1970

128-32 Alton, Argyle I-95 N.B.

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	W. J. JONES	
	REVISIONS	J. J. JONES CDH	9-10-70
	FIELD CHANGES		

[illegible][illegible][illegible]

STATE HIGHWAY COMMISSION

ALTON ROAD BRIDGE
OVER
INTERSTATE 95
IN THE TOWNSHIP OF
ARGYLE
PENOBSCOT COUNTY
ABUTMENT NO. 1

SHEET 4 OF 15 AUGUSTA, MAINE JULY 1970

128-33 Alton Argyle I 95 N.E

STATE HIGHWAY COMMISSION

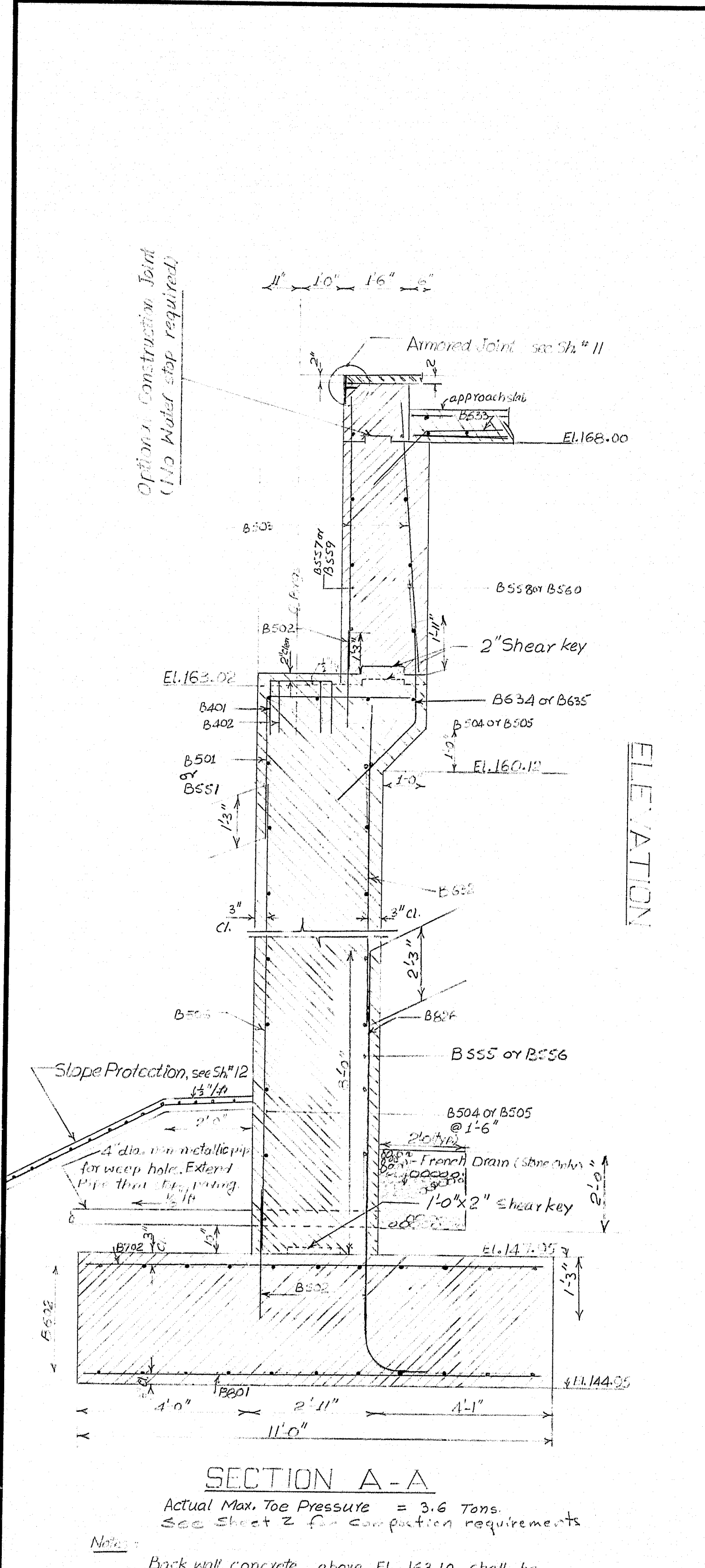
ALTON ROAD BRIDGE
OVER
INTERSTATE 95
IN THE TOWNSHIP OF
ARGYLE
PENOBSCOT COUNTY

ABUTMENT NO. 2

SHEET 5 OF 15 AUGUSTA, MAINE JULY 1970

SHEET 5 OF 15 AUGUSTA, MAINE JULY 197

203-1 20



Back wall concrete above El. 163.10 shall be placed after all structural steel has been erected in position and super-structure slab concrete done.

The portion of the End Post on the back wall shall be paid for under item 502.21 "Structural Concrete, Abuts. and Retaining walls".

All contraction joints, break the band between concrete by a method to be approved by the Engineer.

All iron metallic pipe for weep-holes shall be incidental to Item 502.21 "Structural Concrete, Abuts. and Retaining walls".

All bars splices to be minimum of 36 diameters except as noted.

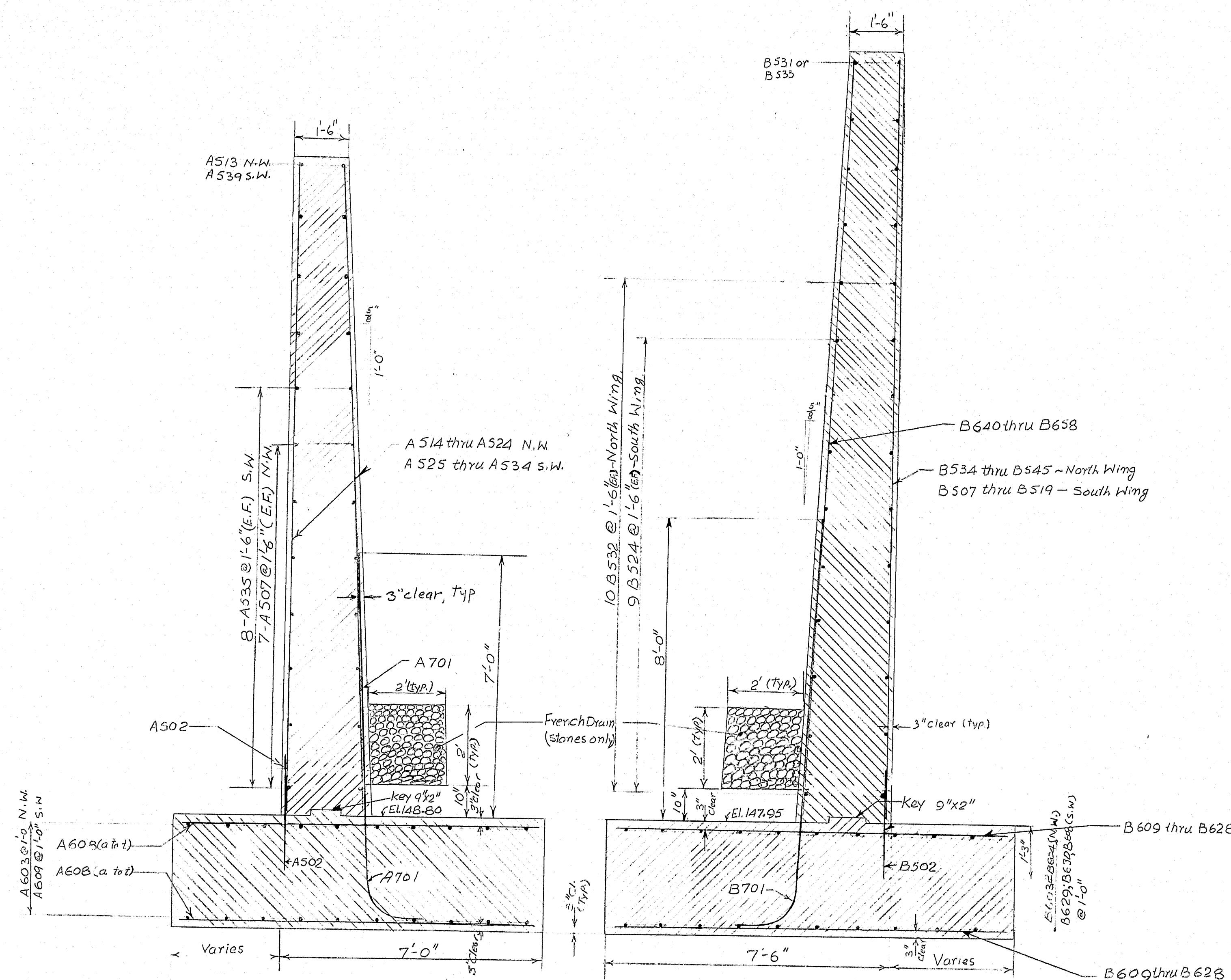
For section B-B, see sheet # 6

SECTION C-C

CONTRACTION JOINT
stop key and waterstop 6" from
top of wall.

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	1986	12-15
	REVISIONS	1/1/86	9-10-78
	FIELD CHANGES		

R. P. N.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(87)	102	112

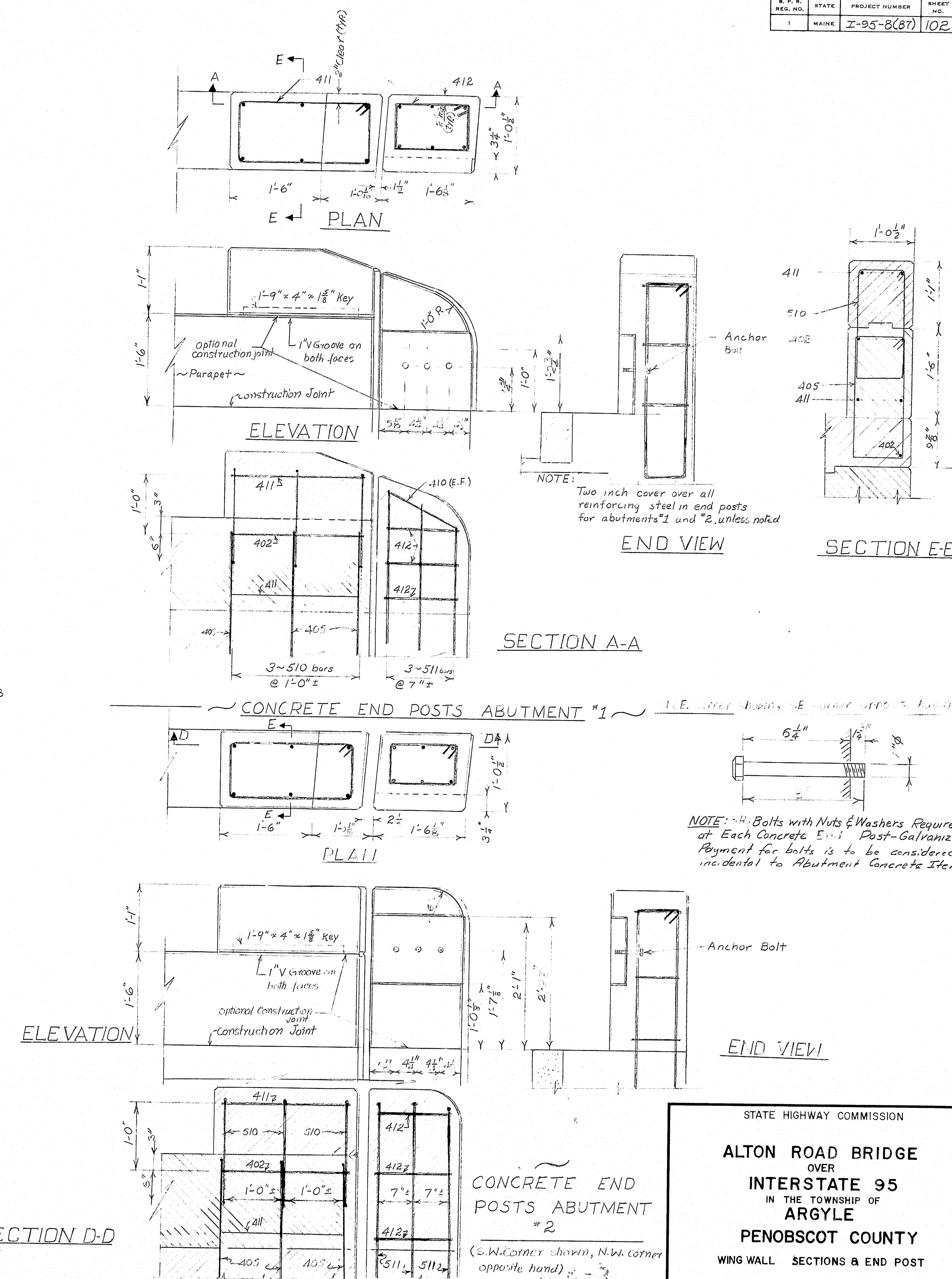


SECTION C-C
ABUTMENT #1

Actual Max. Toe Pressure = 2.17 Tons

SECTION B-B
ABUTMENT #2

Actual Max. Toe Pressure = 3.2 Tons



SECTION D-D

CONCRETE END POSTS ABUTMENT #2

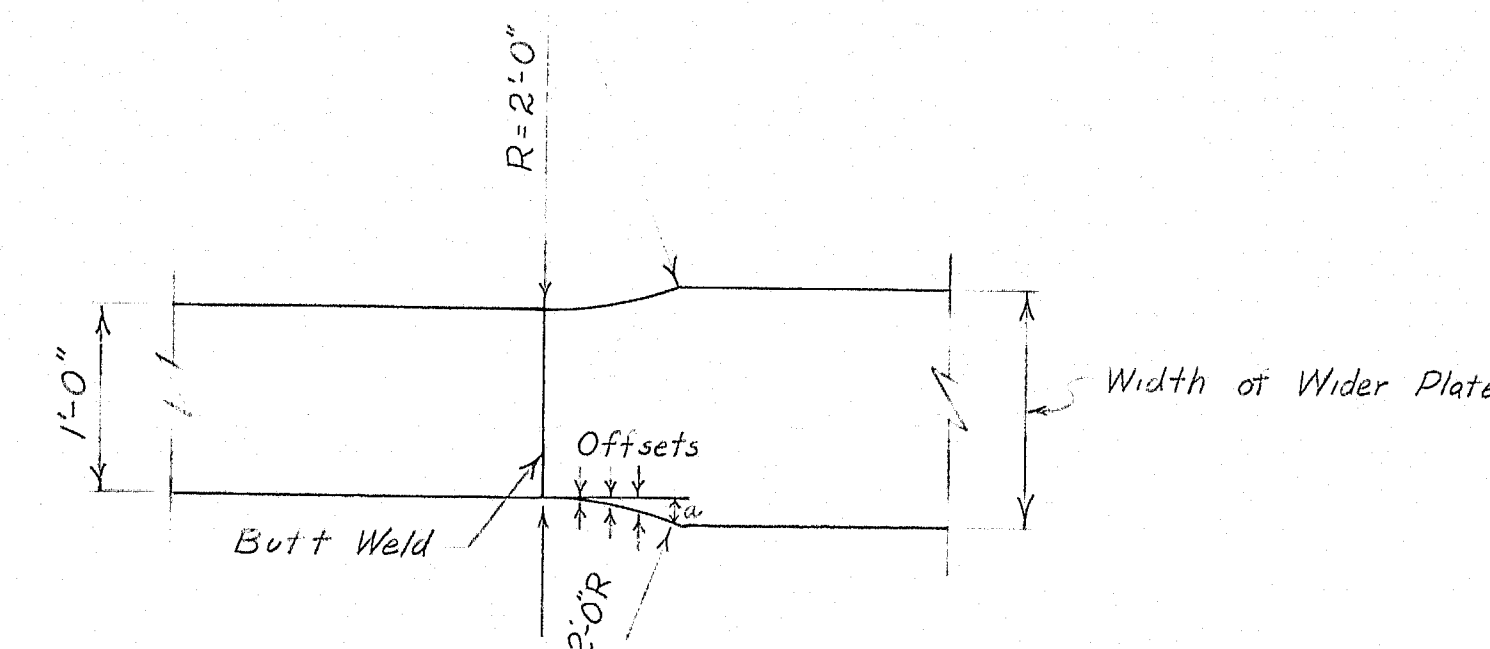
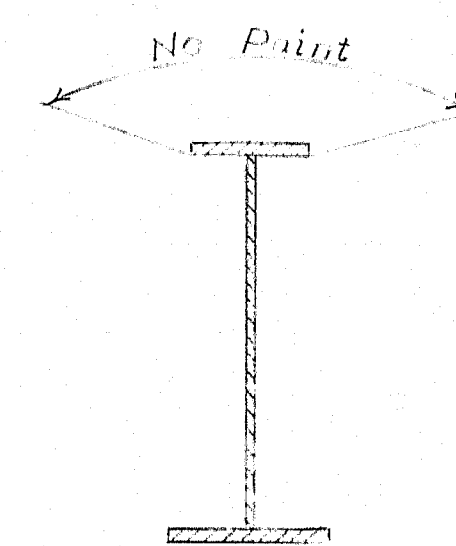
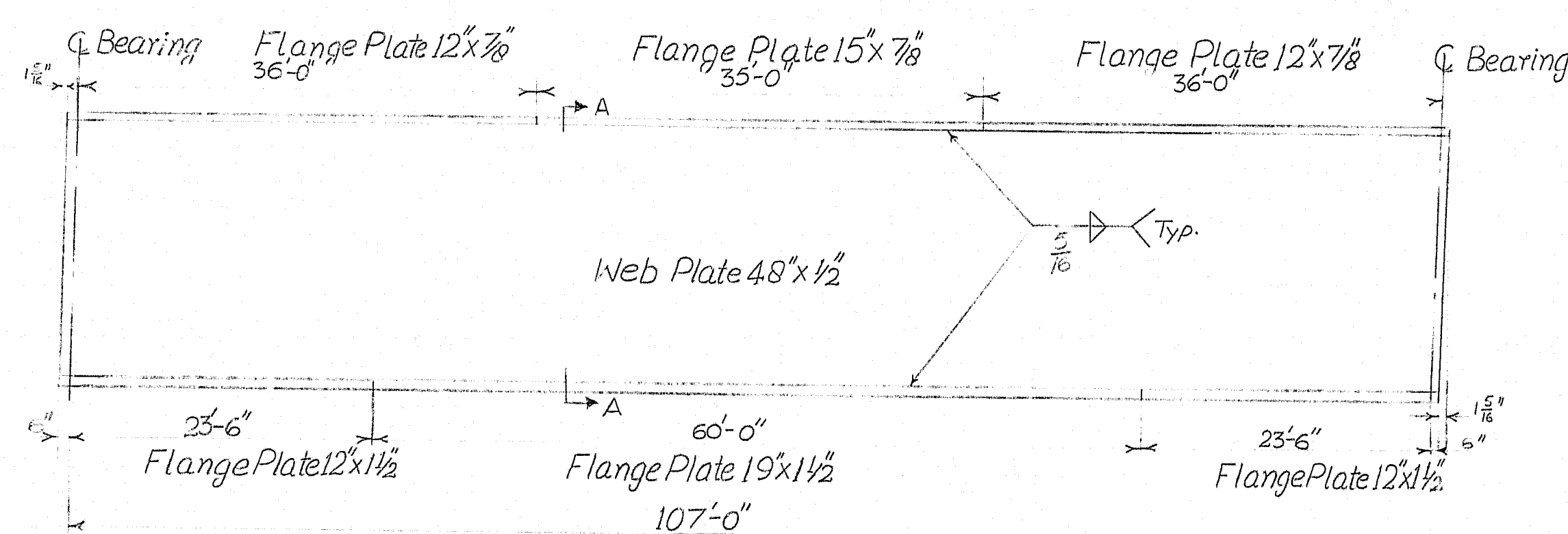
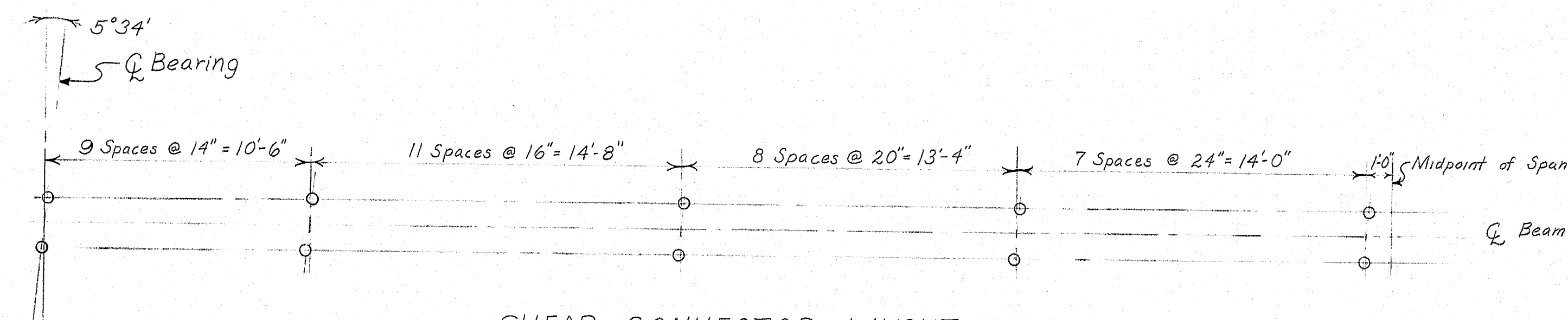
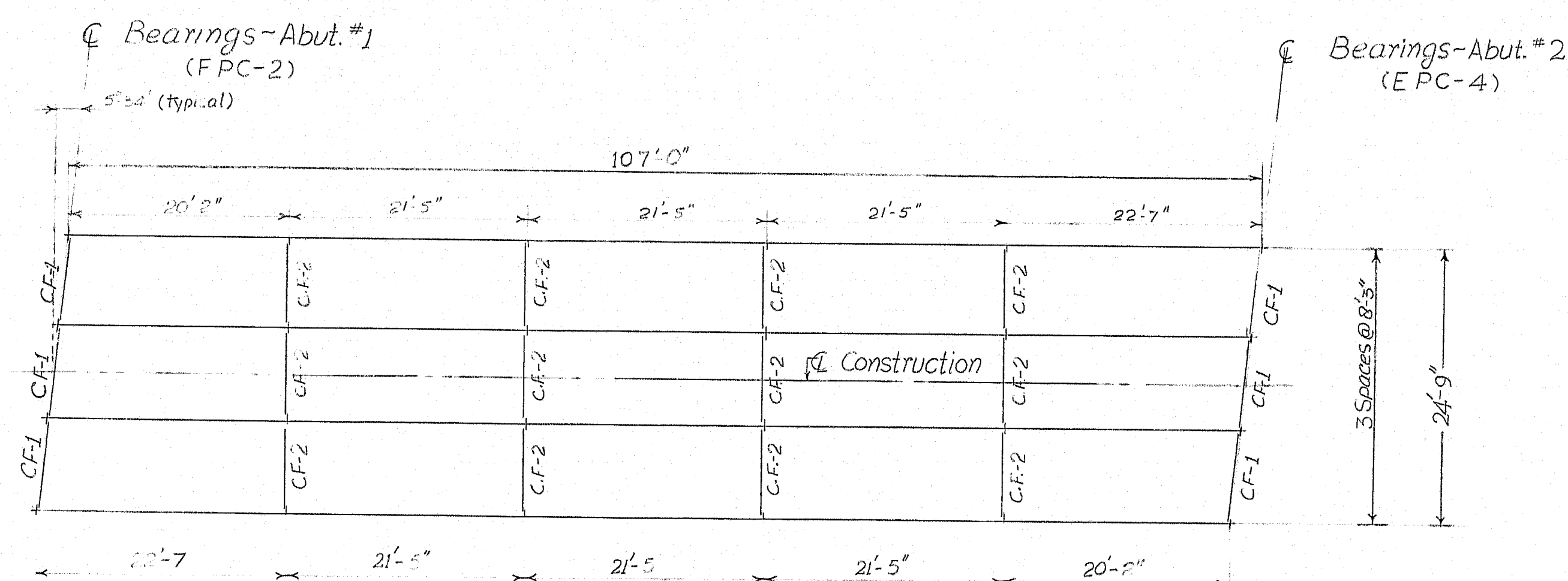
(S.W. corner shown, N.W. corner opposite hand)

STATE HIGHWAY COMMISSION
ALTON ROAD BRIDGE
OVER
INTERSTATE 95
IN THE TOWNSHIP OF
ARGYLE
PENOBSCOT COUNTY
WING WALL SECTIONS & END POST

SHEET 6 OF 15 AUGUSTA, MAINE

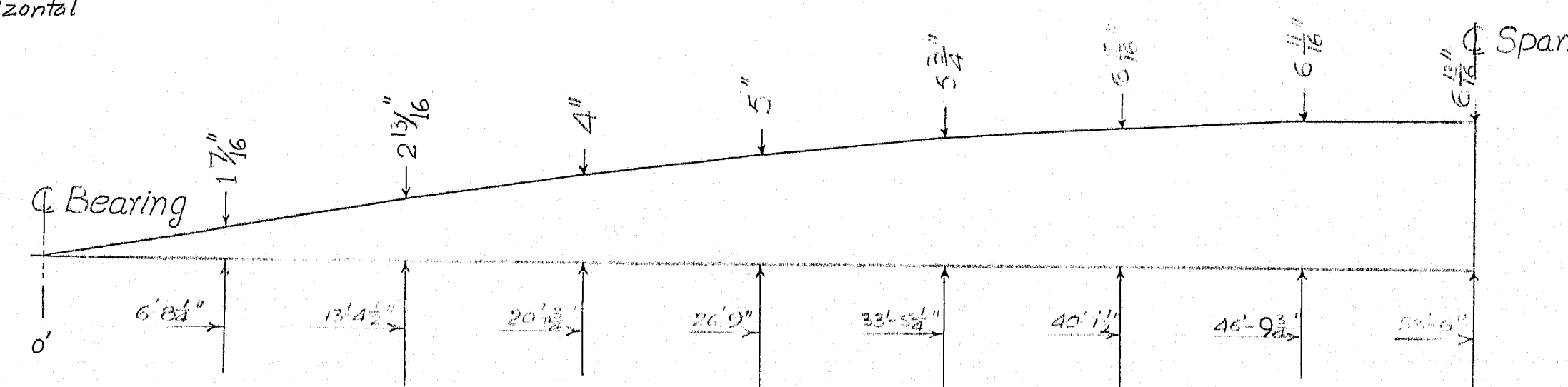
128-35 Alton Argyle I-95 N.B.

PLANS	BY	DATE
DESIGN - DETAILED	MM/S	MM/G
CHECKED	CDH	7-10-72
REVISIONS		
FIELD CHANGES		



Distance from narrow flange	2"	4"	6"	8"	8 1/2"	10"	12 1/2"
Offset	3/8"	1/2"	3/4"	1 1/8"	1 1/2"	2 1/4"	3 1/2"

For Splice of 12" & 15" plates: "a" = 1 1/2"
For Splice of 12" & 19" plates: "a" = 3 1/2"



GENERAL NOTES

A maximum of two (2) transverse shop butt weld splices will be permitted to fabricate the web plate. Transverse web splices shall not be nearer than 1'-6" to a flange splice.

All web & flange butt welds shall be ground flush with base metal.

Location and details of butt welded shop splices shall be shown on shop detail drawings for approval by the Engineer.

For details of Armored Joints, see Standard Details BD 104-66 and sheet No. 11

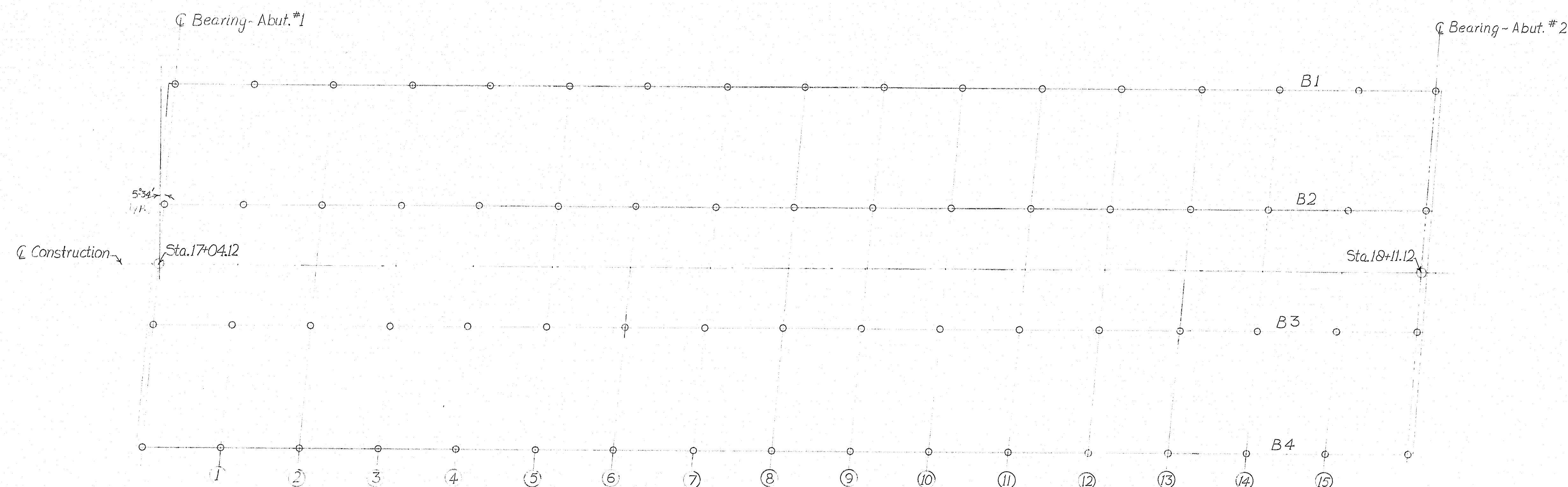
For details of Bearing Pedestals, see Standard Details BD 101-70.

DESIGN - TRACE - CHECK -	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION	
ALTON ROAD BRIDGE OVER INTERSTATE 95 IN THE TOWNSHIP OF ARGYLE PENOBSCOT COUNTY	
FRAMING PLAN	
SHEET 7 of 15 AUGUSTA, MAINE JULY 1970	

128-36

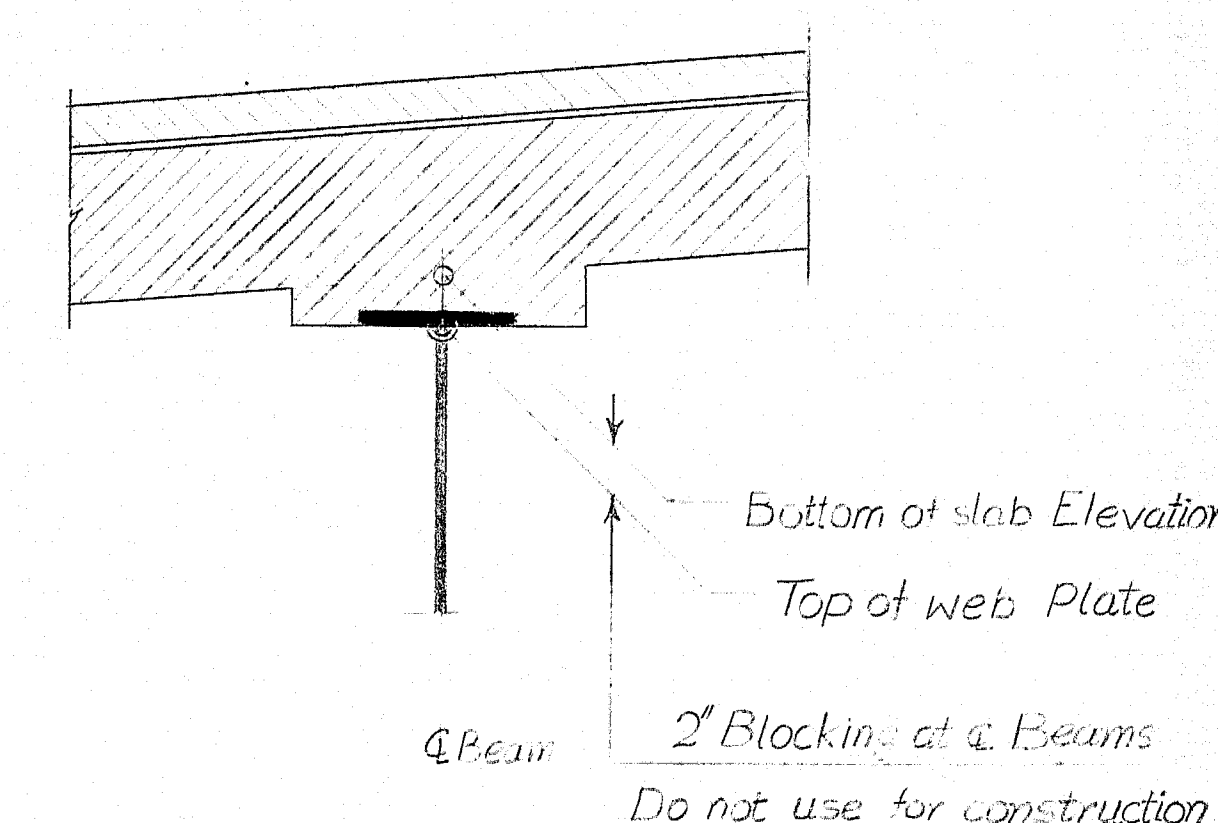
Whe Argyle Twp NP

D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-B (87)	105	112



BLOCKING DIAGRAM

Note: Distance between blocking points is 6'-8 1/4" along C. of beams.



NOTES:
To compensate for dead load deflections, as well as irregularities in beams, set the bottom of slab elevations at points indicated before any slab forms are started.
Shear connectors shall be welded to top flange of beams before setting bottom of slab elevations for blocking.

BOTTOM OF SLAB ELEVATIONS																	
Beam	g.Brg-Abut*	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	g.Brg-Abut
B 1	166.08	166.36	166.63	166.88	167.13	167.35	167.57	167.76	167.94	168.10	168.25	168.38	168.49	168.59	168.68	168.75	168.81
B 2	166.23	166.50	166.77	167.03	167.27	167.50	167.72	167.91	168.09	168.26	168.40	168.53	168.65	168.74	168.83	168.90	168.97
B 3	166.20	166.48	166.75	167.01	167.25	167.48	167.69	167.89	168.07	168.23	168.38	168.51	168.63	168.73	168.81	168.89	168.95
B 4	166.00	166.28	166.55	166.81	167.05	167.28	167.50	167.70	167.88	168.04	168.19	168.32	168.43	168.53	168.62	168.70	168.76

DESIGN - M. J. S.	BRIDGE NO. 195-B
TRACE - K. J. S.	SURVEY -
CHECK - K. J. S.	PLAT -
STATE HIGHWAY COMMISSION	
ALTON ROAD BRIDGE	
OVER	
INTERSTATE 95	
IN THE TOWNSHIP OF	
ARGYLE	
PENOBSCOT COUNTY	
BOTTOM OF SLAB ELEVATIONS	
SHEET 9 of 15 AUGUSTA, MAINE JULY 1970	

128-38 Alton, Argyle T 95 N.B.

[illegible]

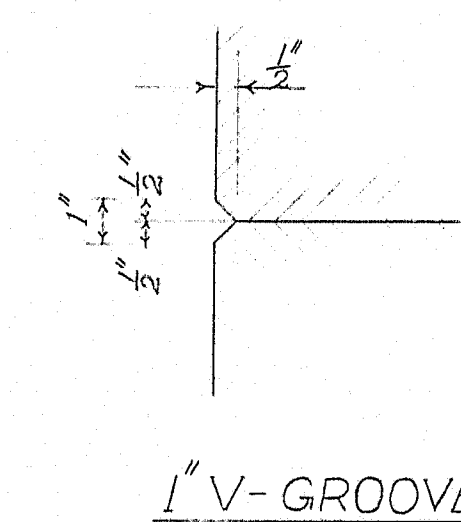
Blocking: See sheet #9
Armored Joint: See sheet #11
Drain: See sheet #8
Bridge Rail: See Standard Details BD 102-64
Contraction Joints shall be vertical and in
curb and rail parapet only.

At all contraction joints in concrete curb and rail parapet break the bond between the concrete surfaces by a method being approved by the Engineer. Form a 1" V Groove on top, inside and outside faces of rail parapet and outside face of curb and slab at each contraction joint. Provide a joint in the vertical bridge curb at each contraction joint in the concrete curb and rail parapet.

The End Face shows a well developed, but not
 too high, and a little irregular, rounded, conical,
 faceted and slightly conical, rounded,

Top: Shows smooth, clean, radii and of surface of the pimple and face surfaces of concrete core and back, smooth of top edge and all face of concrete. End face to be given two coats of boiled linseed oil and Petroleum spirits in accordance with material manufacturer's coating for concrete surfaces of the inside of the

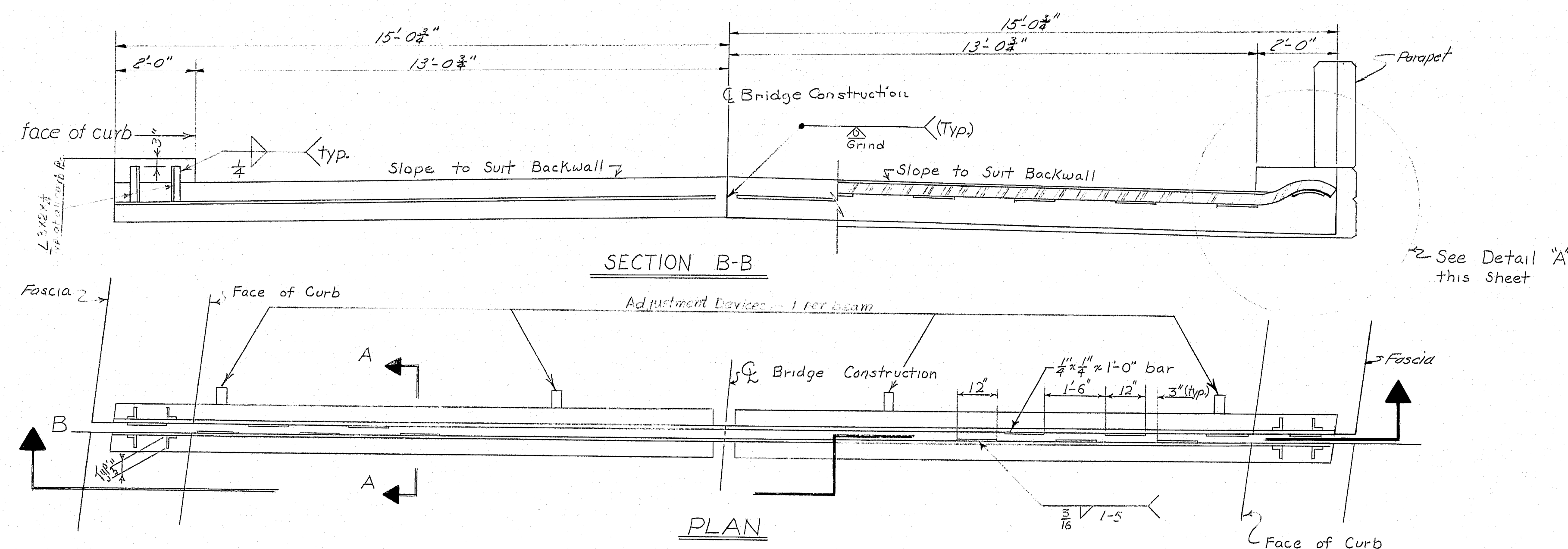
Estimated Material for Membrane Water proofing shall be as per Bill of Materials.



TRANSVERSE SECTION A-A

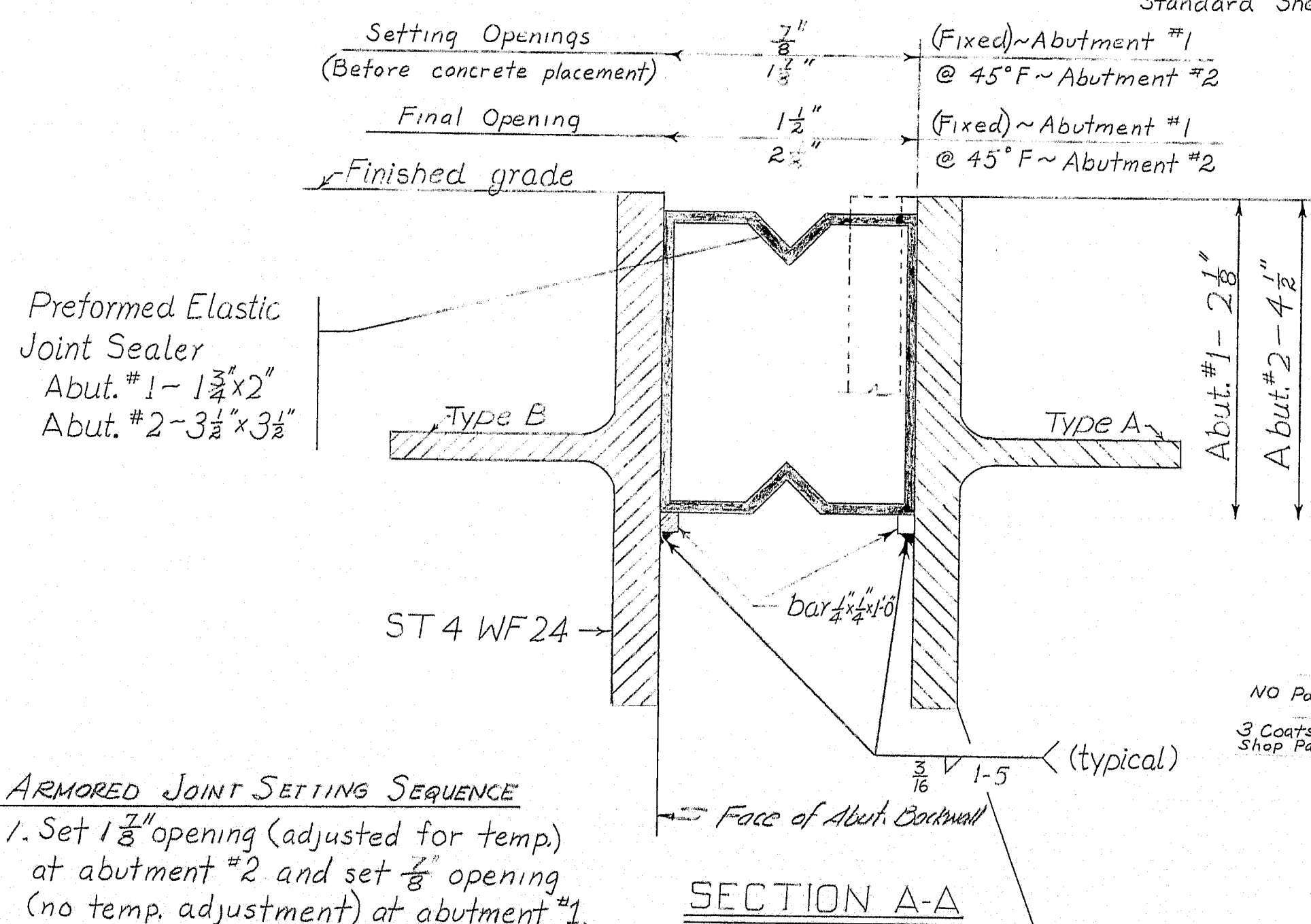
28.-39	Altos Dryke 1-25 N.E.
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D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-B(87)	107	112



ARMORED JOINT

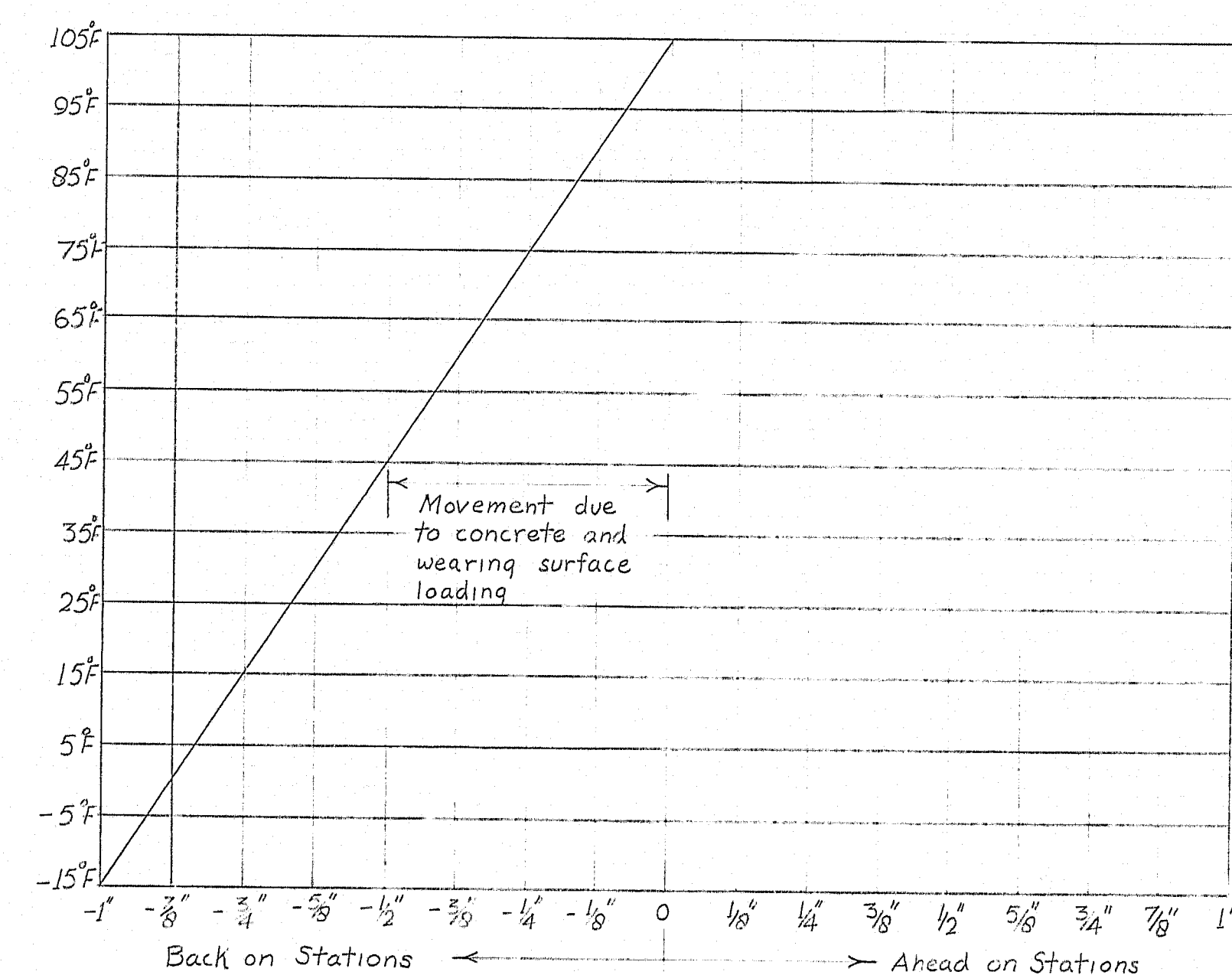
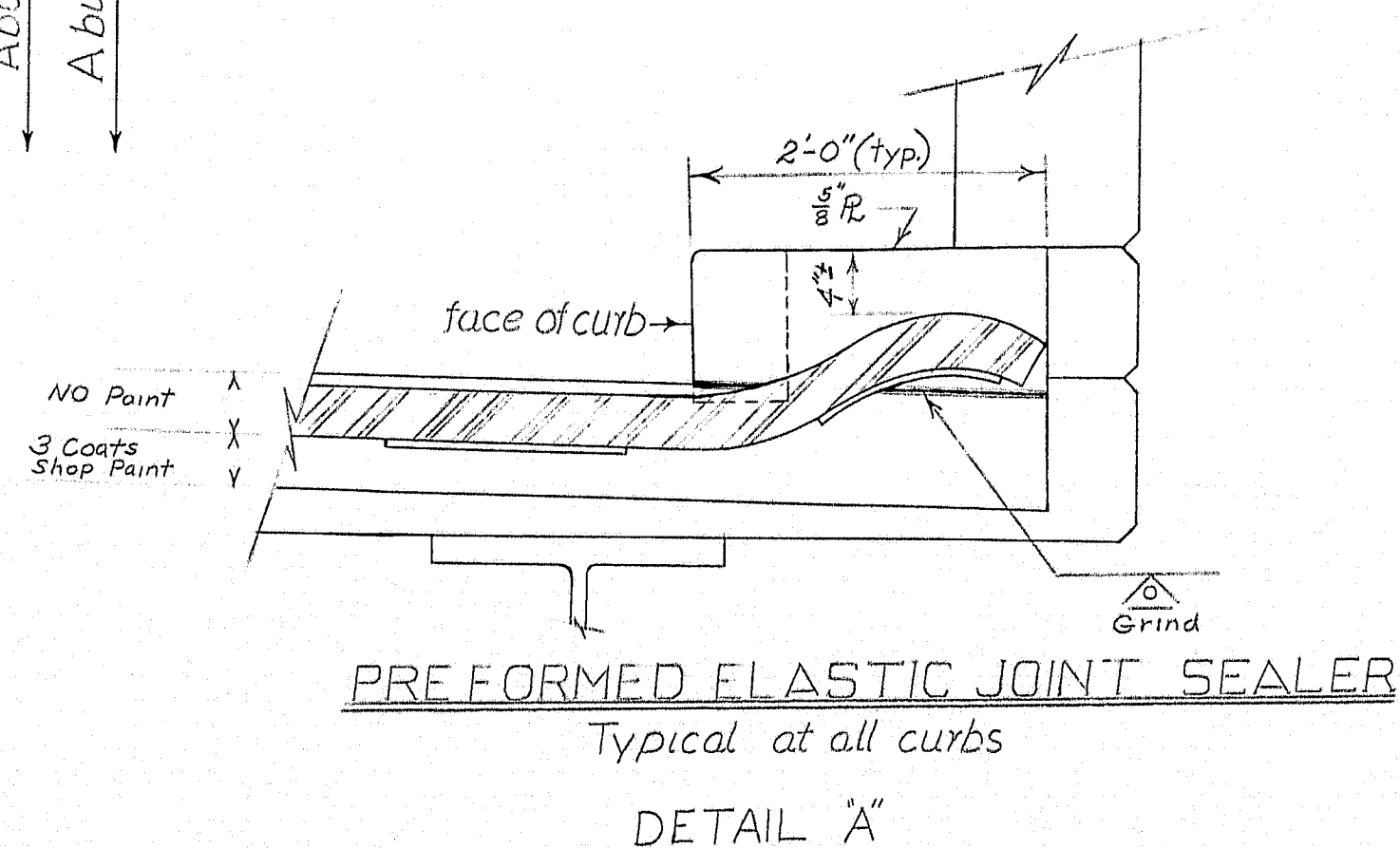
For additional details See
Standard Sheet BD 104-66



ARMORED JOINT SETTING SEQUENCE

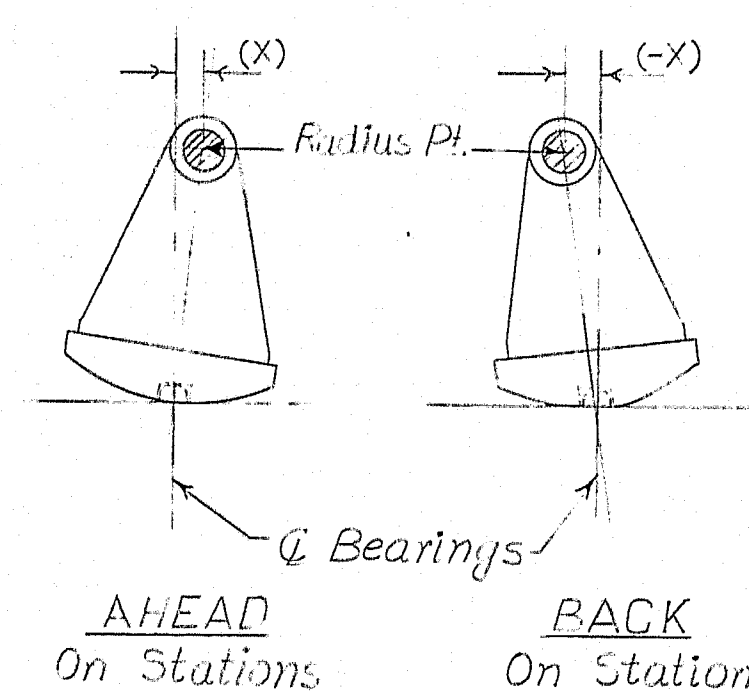
1. Set $1\frac{3}{8}$ " opening (adjusted for temp.) at abutment #2 and set $\frac{5}{8}$ " opening (no temp. adjustment) at abutment #1.
2. Fix bridge side of armored joint to structural steel.
3. Place deck concrete.
4. Make final adjustment if required and fix Abutment side of armored joint in backwall.

Note: Due to concrete dead load deflection, the armored joint units, Type A, will deflect away from the abutment back walls when the superstructure concrete is placed. The theoretical displacement of this deflection is $\frac{5}{8}$ " at abutment #1 and $\frac{4}{8}$ " at abutment #2.



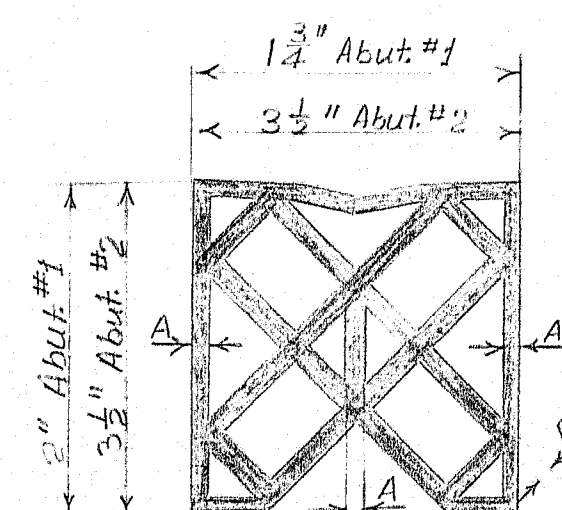
ROCKER SETTING DATA

Scale - $V-f=20^{\circ}F$
 $H-f=1/4"$



NOTE:

Expansion bearing rockers to be adjusted, and sole plates to be welded to beam flanges after all structural steel is in place and before any formwork for the deck slab has been erected.



PRE-FORMED ELASTIC JOINT SEALER

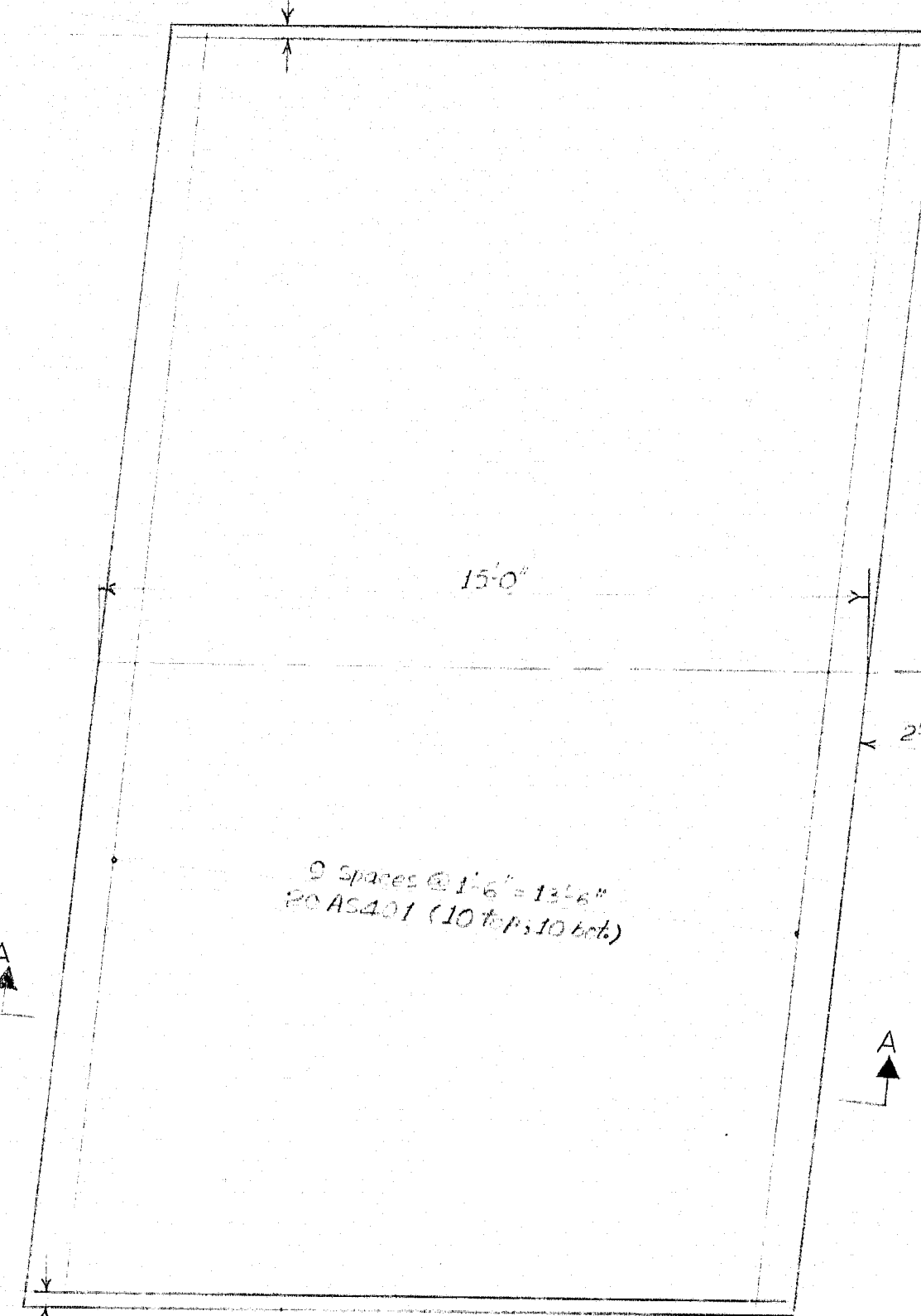
The configuration of the preformed elastic joint sealer may be changed from that shown in order to conform with shapes as produced by various manufacturers. However, the cross-sectional dimensions, including those of the internal elements and the shell A&B, shall be approved by the Engineer before ordering the preformed elastic joint sealer.

DESIGN - <i>MM</i>	BRIDGE NO.
TRACE - <i>MM</i>	SURVEY - <i>MM</i>
CHECK - <i>MM</i>	PLOT - <i>MM</i>
STATE HIGHWAY COMMISSION	
ALTON ROAD BRIDGE	
OVER	
INTERSTATE 95	
IN THE TOWNSHIP OF	
ARGYLE	
PENOBSCOT COUNTY	
ARMORED JOINT	
SHEET 11 of 15	AUGUSTA, MAINE JULY 1970

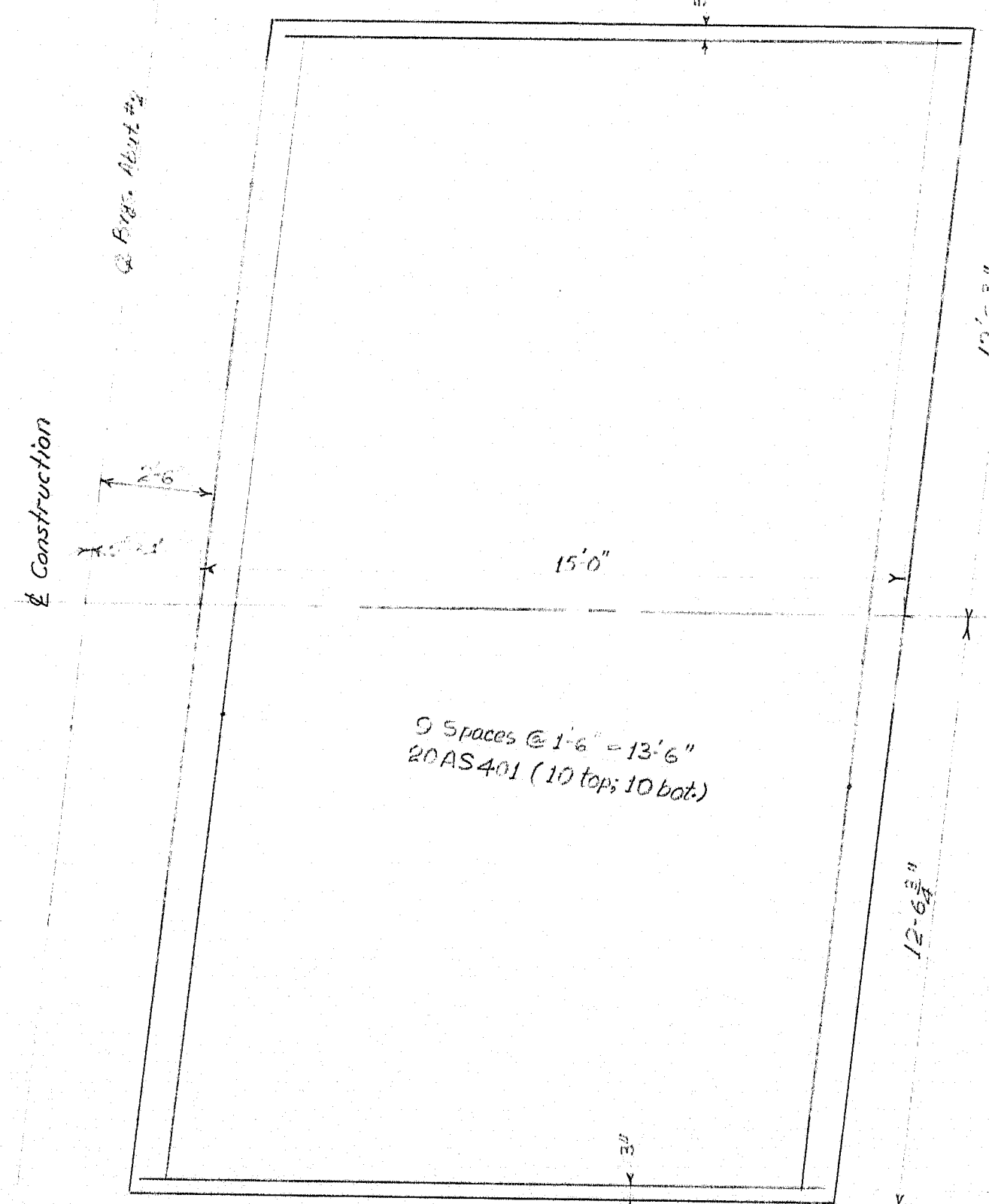
12 8-40 ALTON, ARGYLE I-95 NB

S.P.N.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-B(87)	108	118

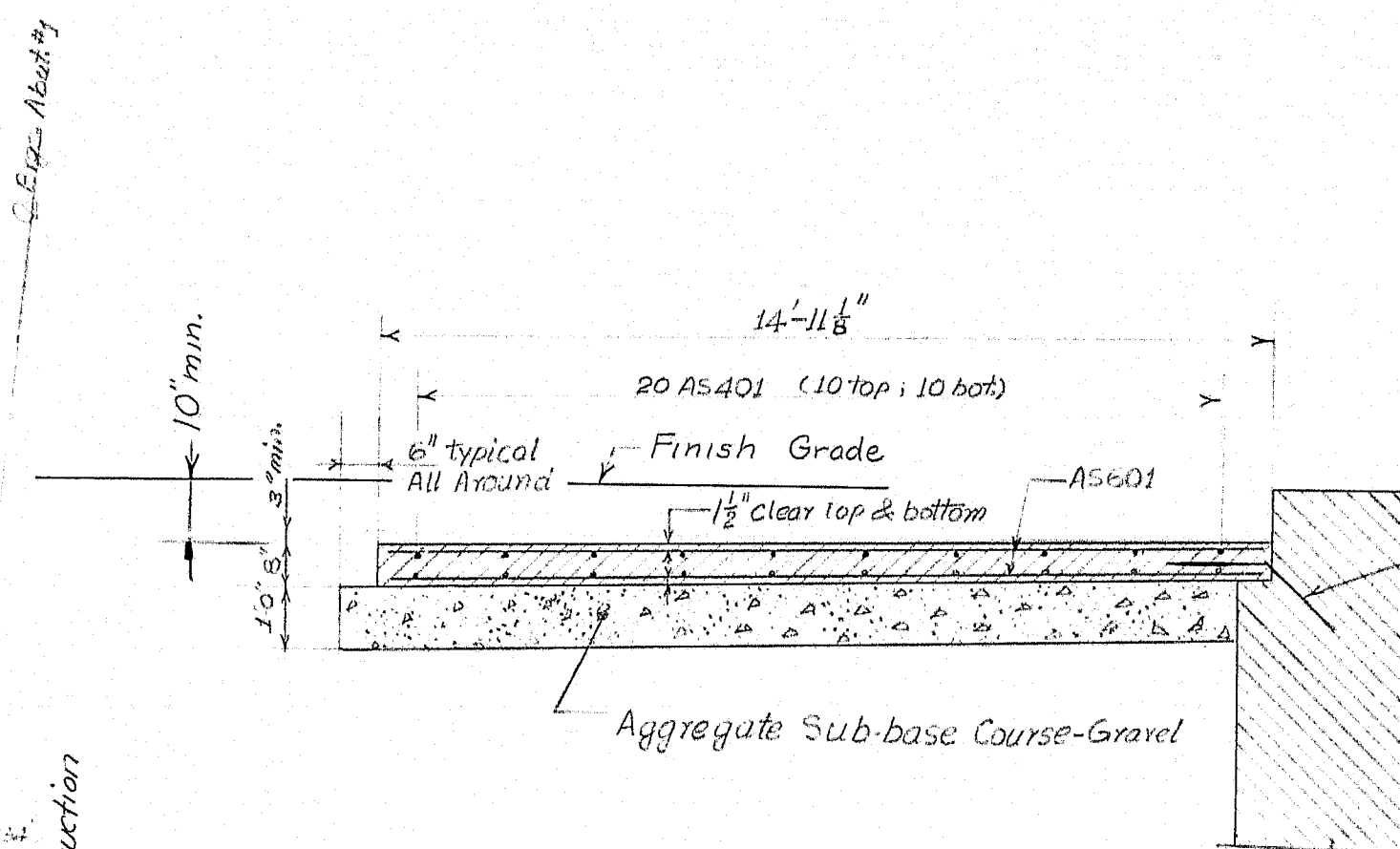
40 Spaces @ 1'-6" = 13'-0"
20 AS 401 (10 top, 10 bot)



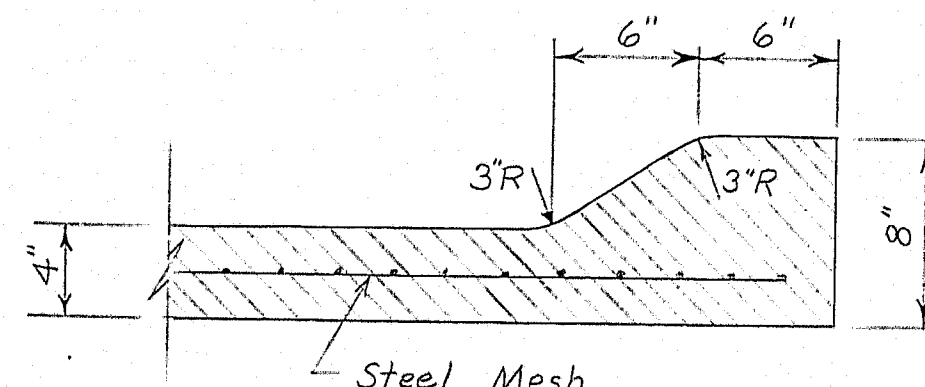
APPROACH SLAB ABUT #1



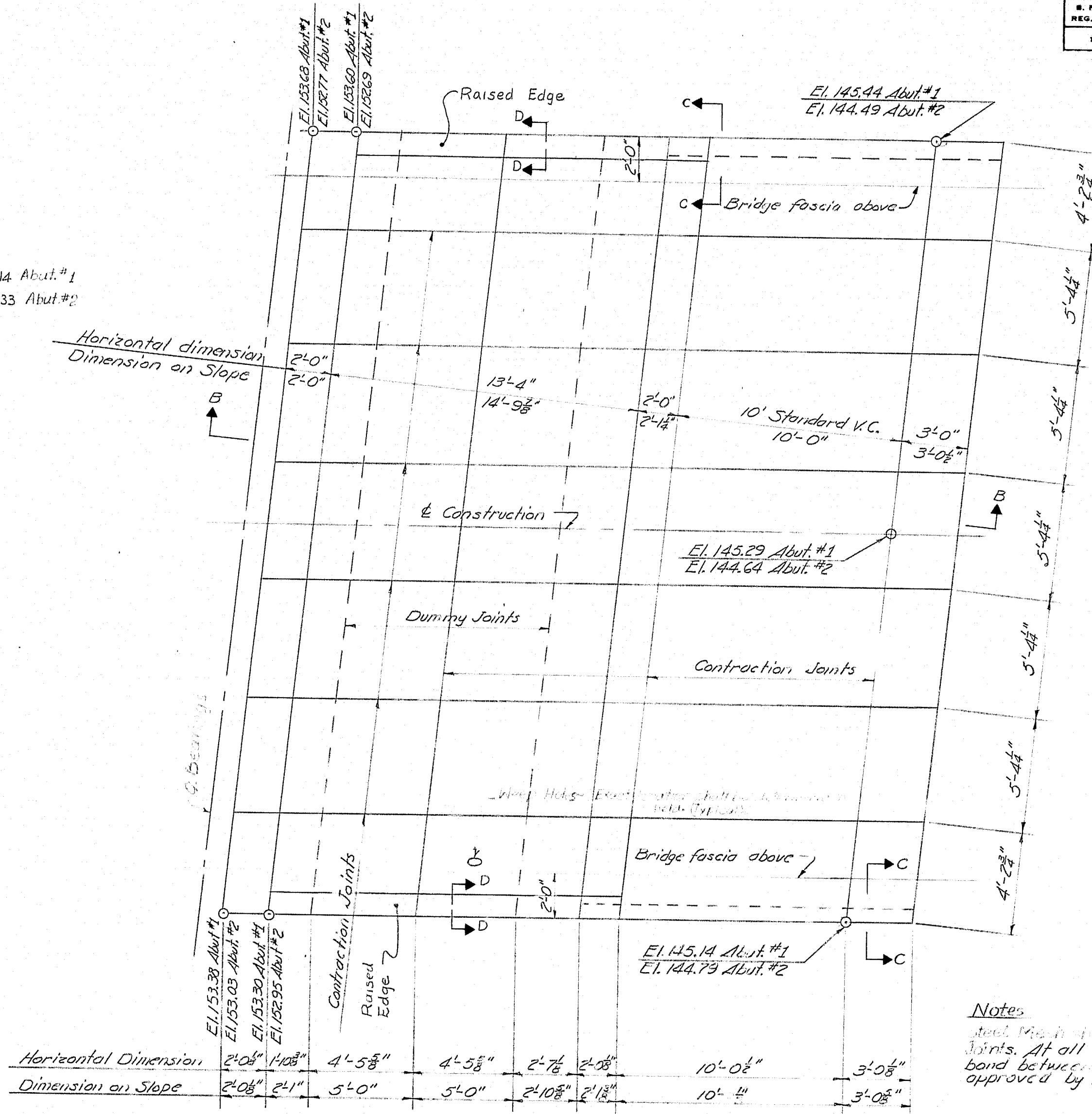
APPROACH SLAB ABUT #2



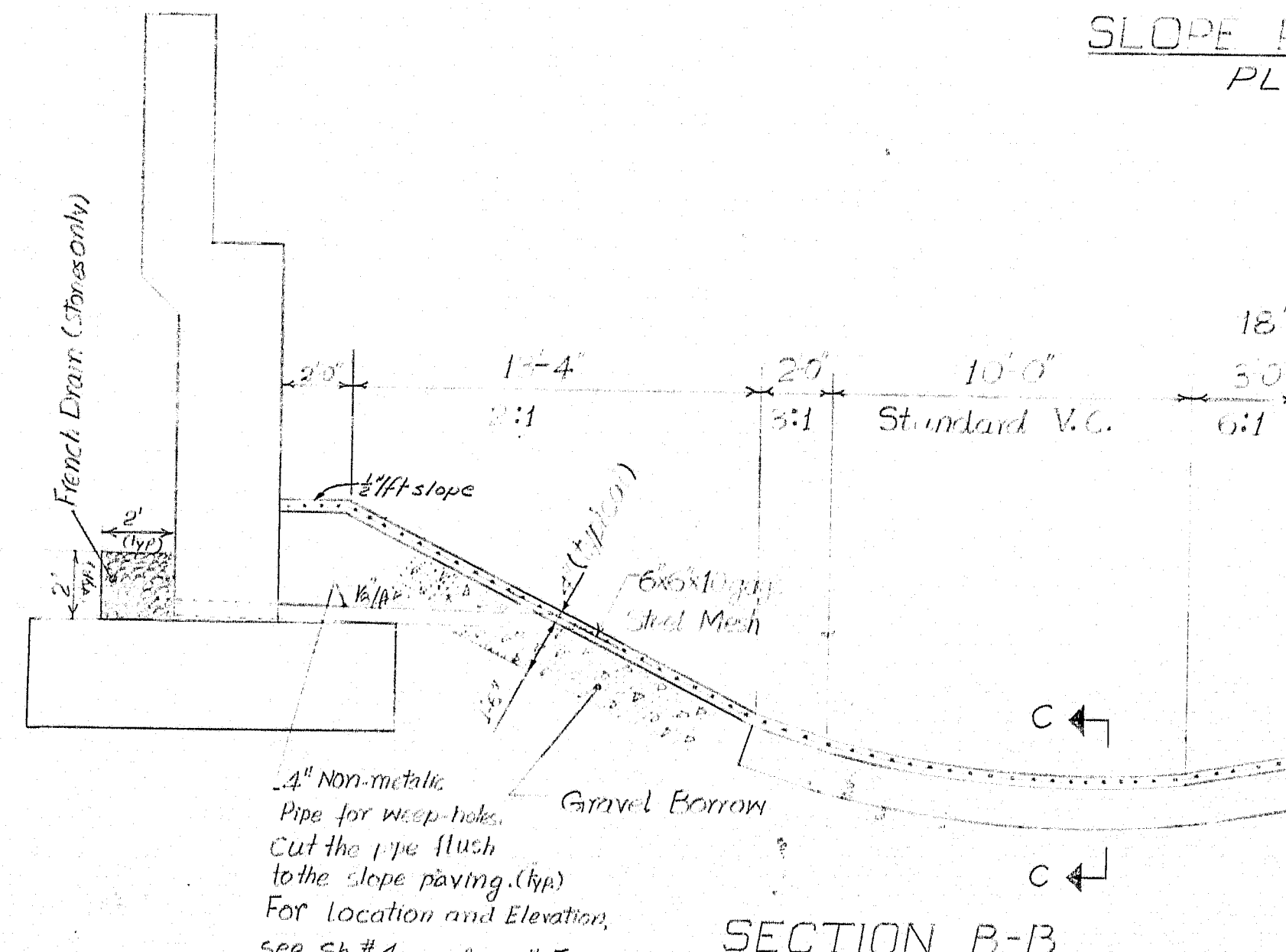
SECTION A-A



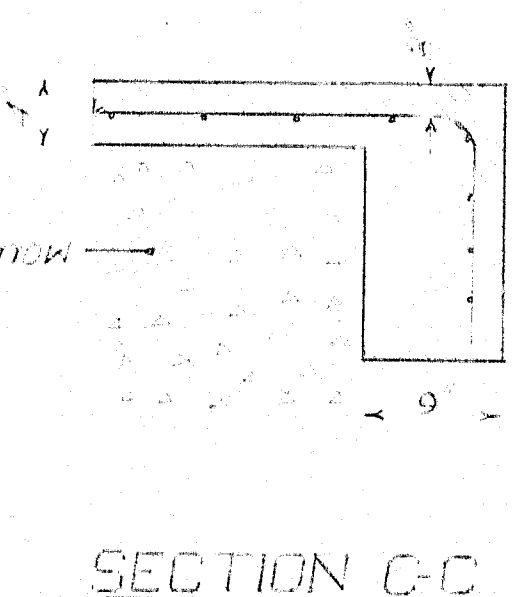
SECTION D-D



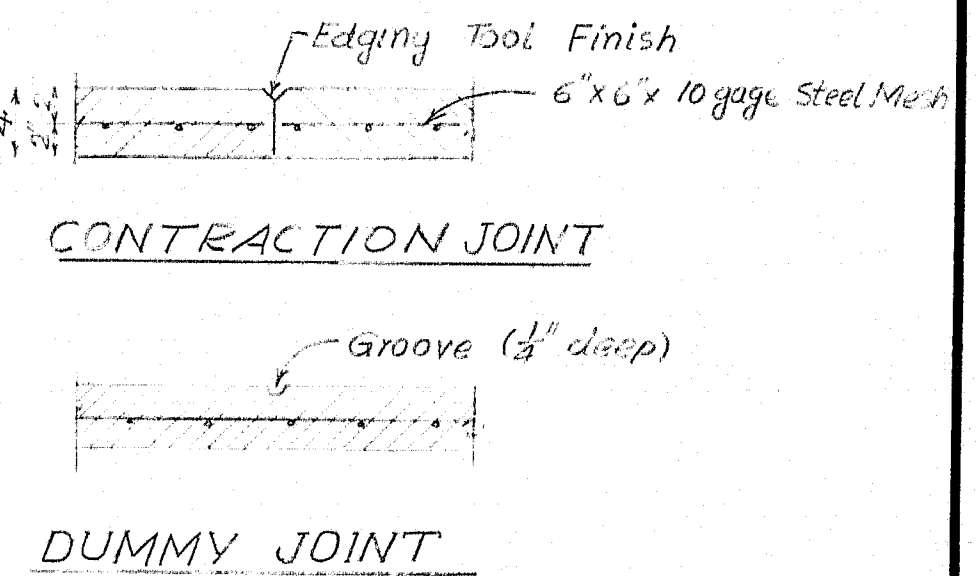
SLOPE PROTECTION PLAN



SECTION B-B



SECTION C-C



CONTRACTION JOINT

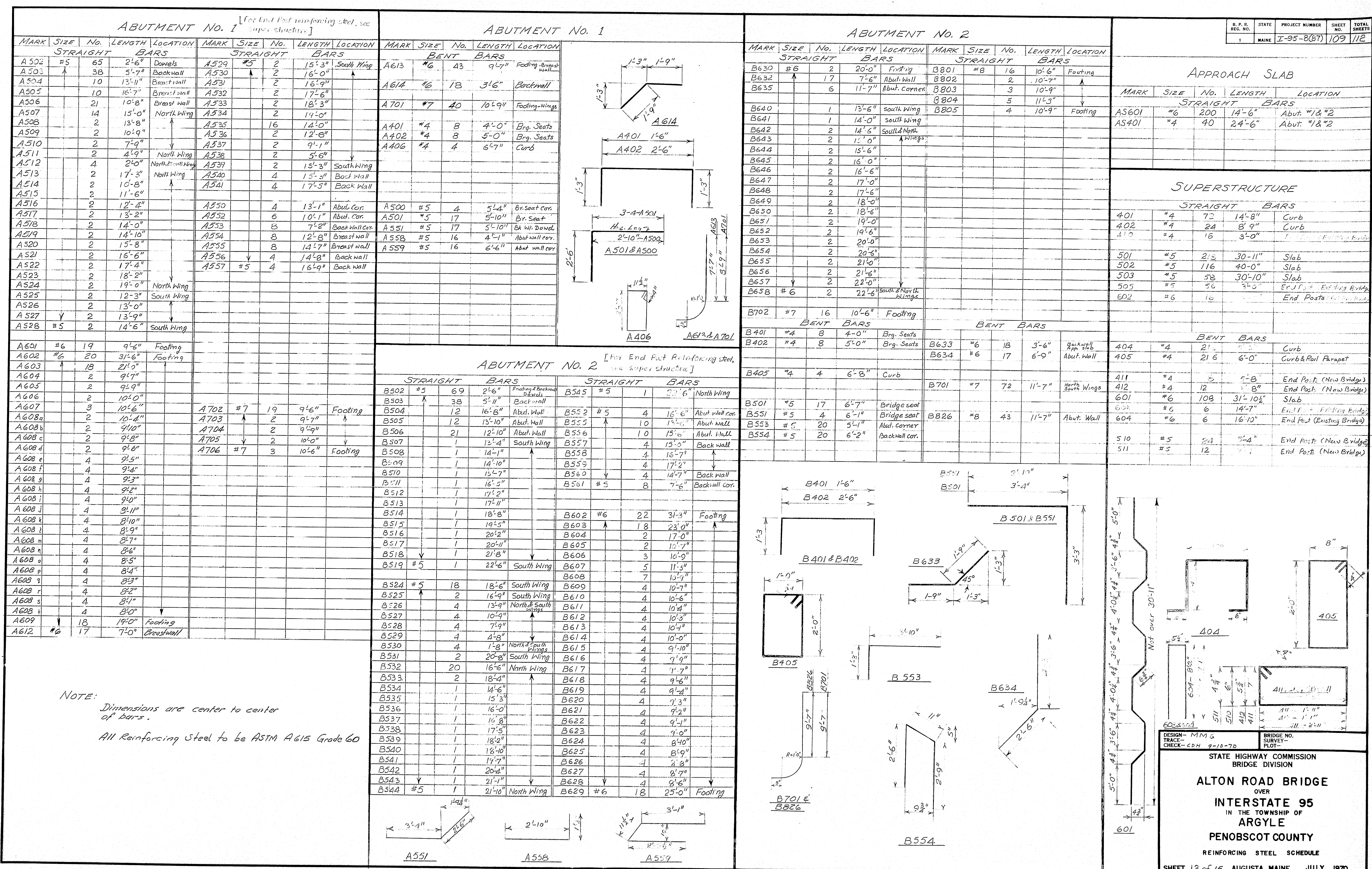
DUMMY JOINT

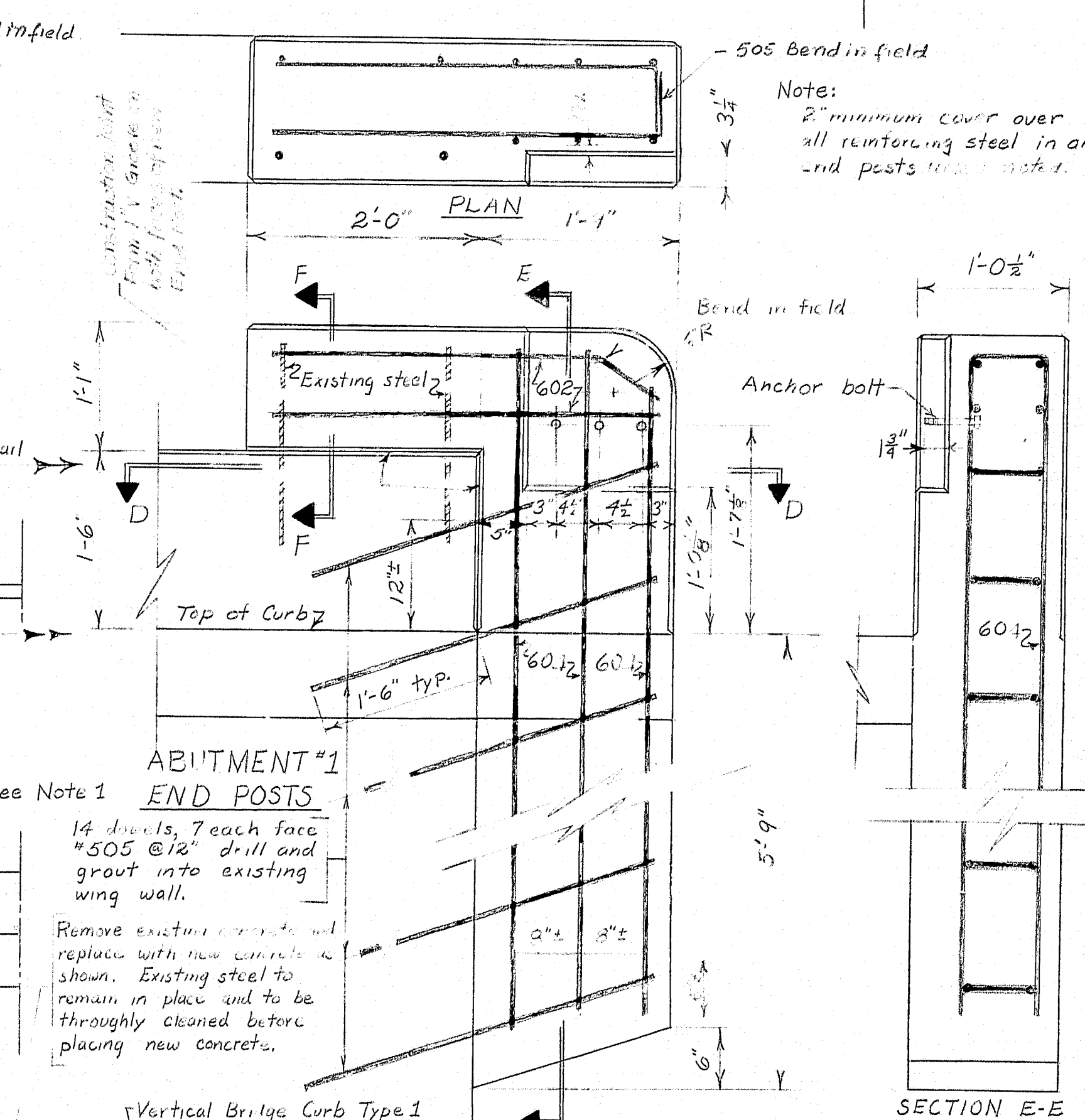
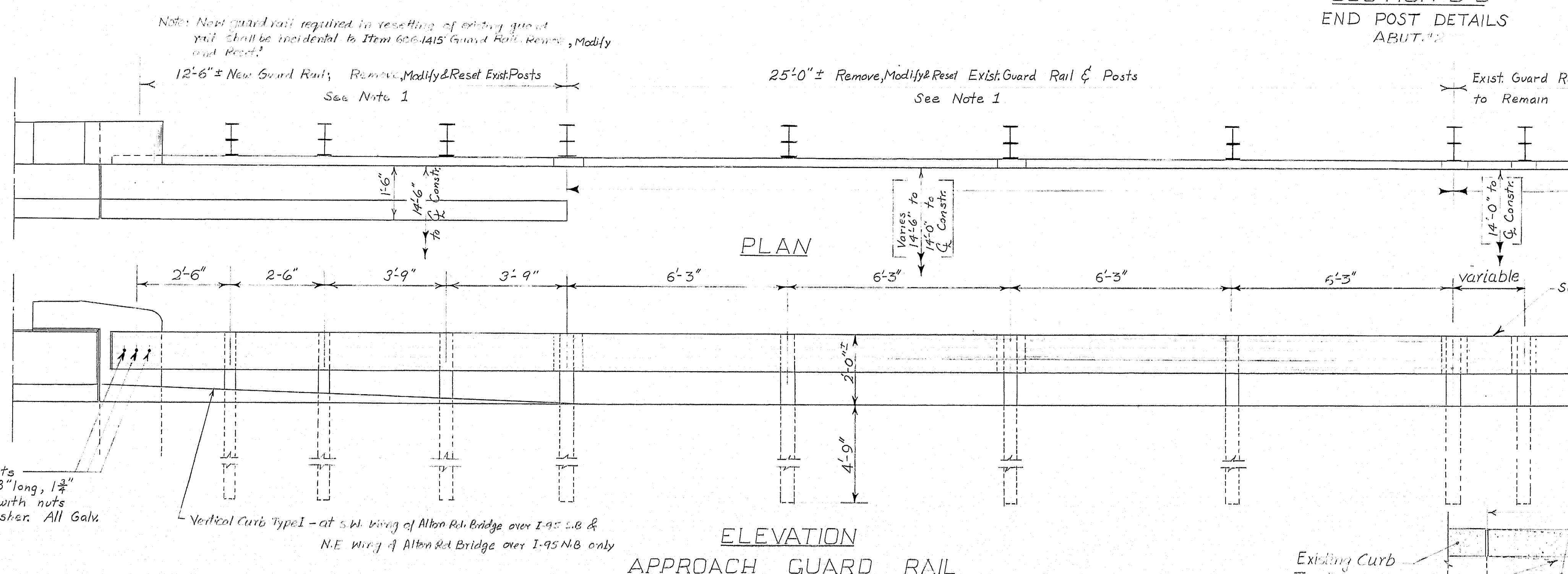
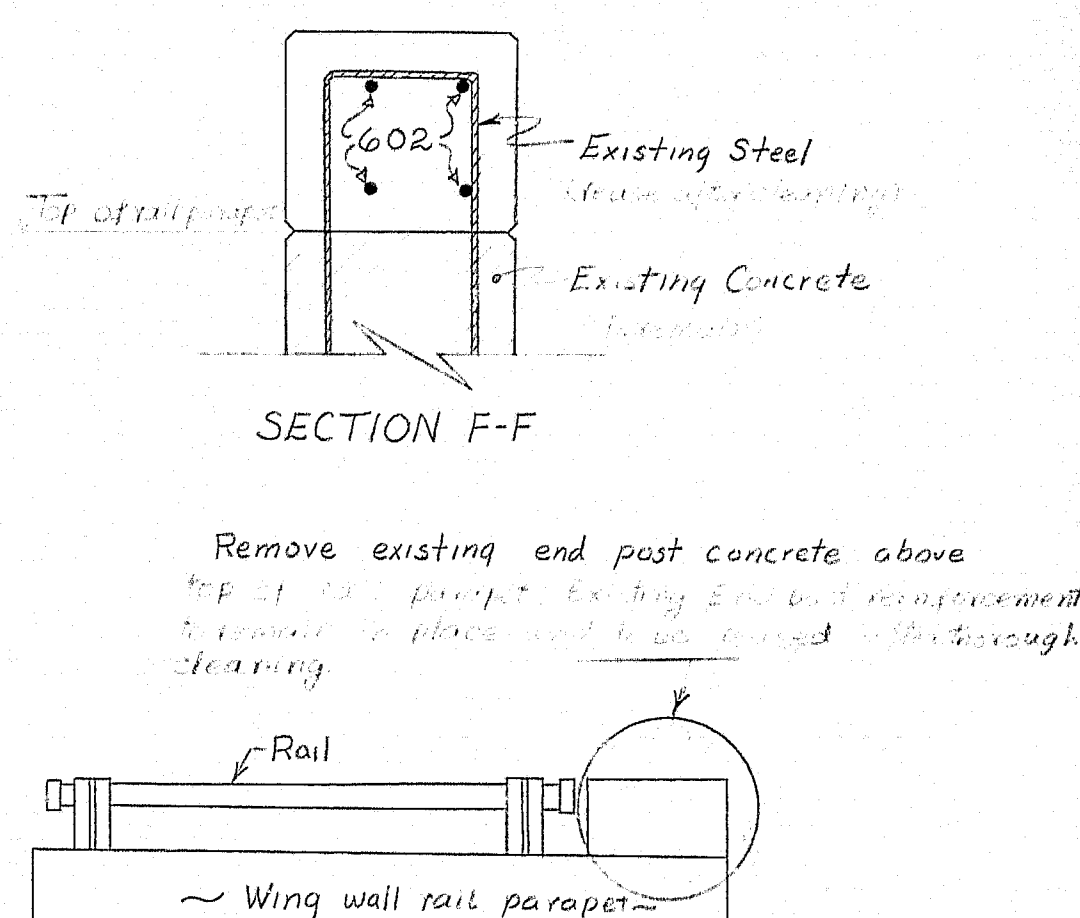
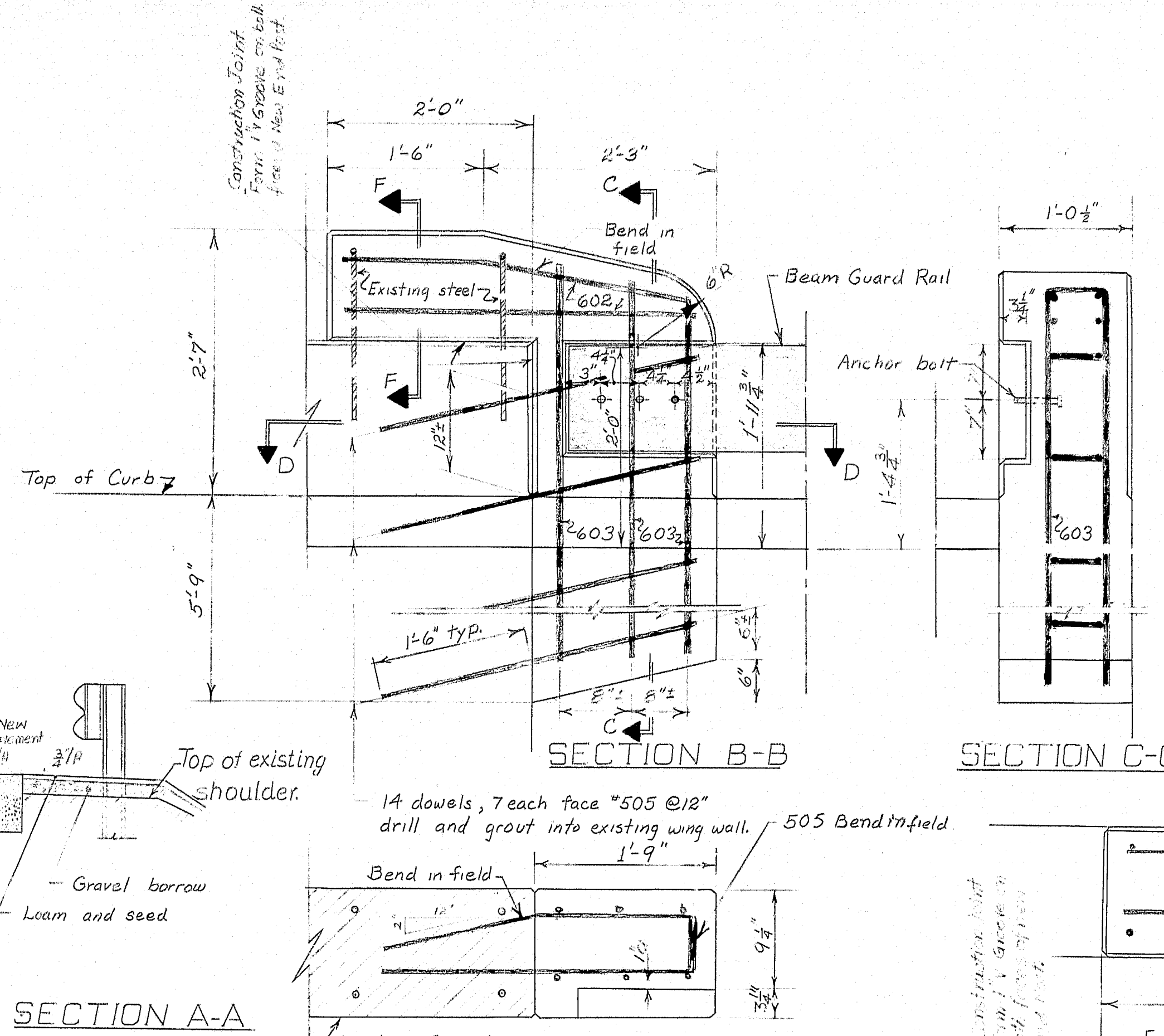
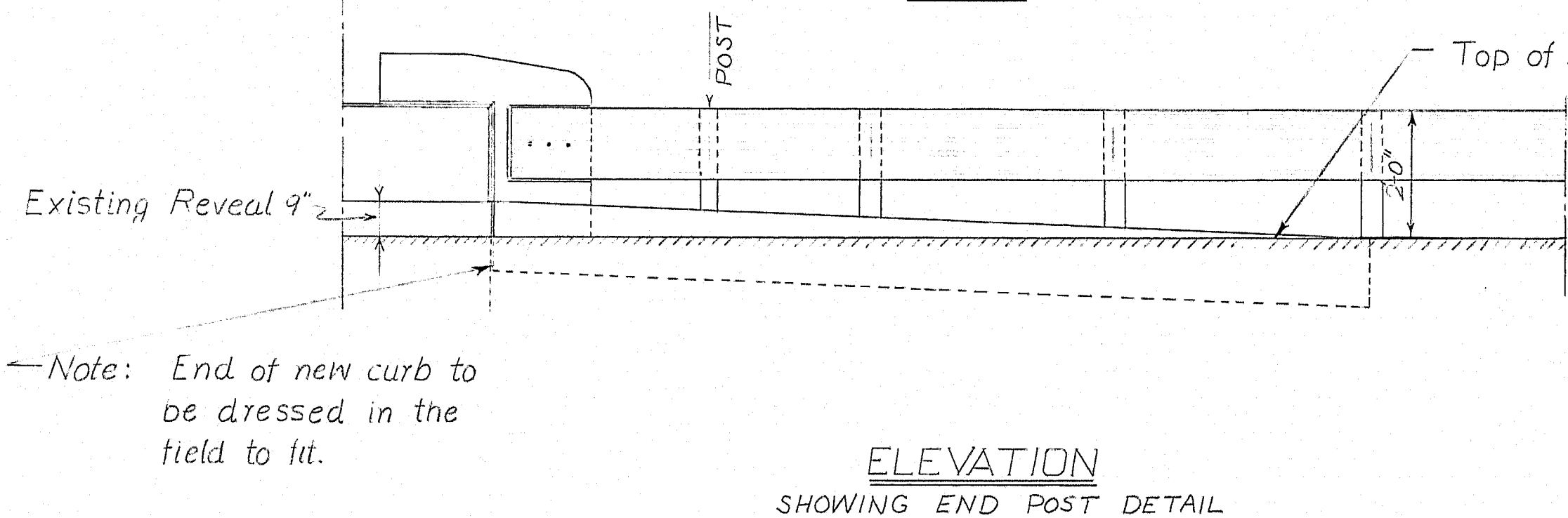
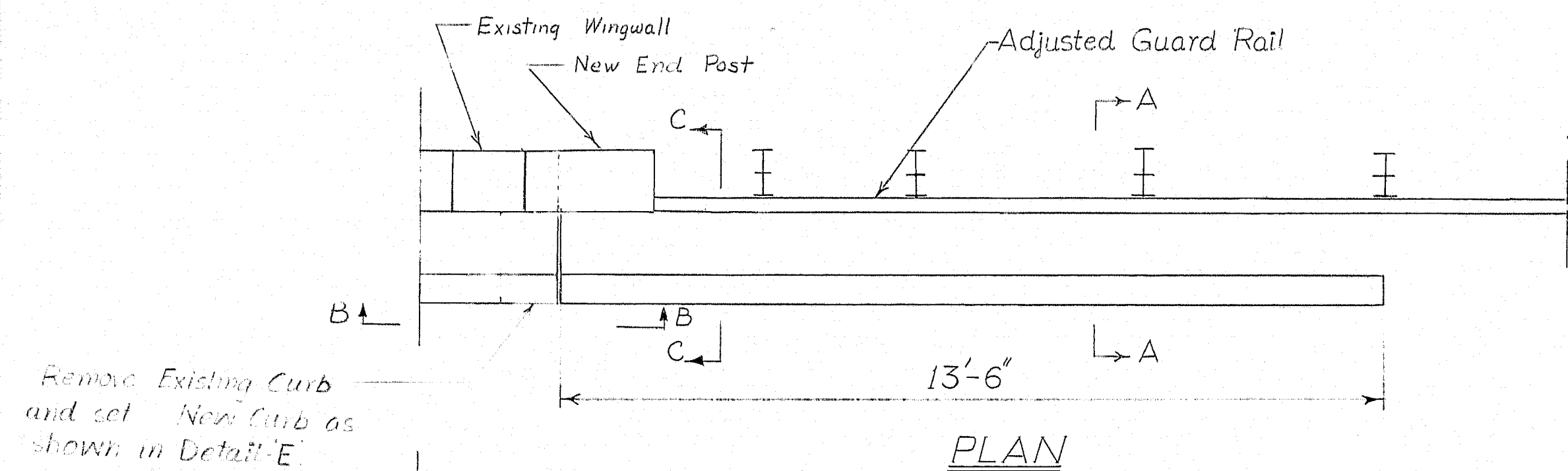
Notes:
1. All contraction joints shall be constructed in accordance with the details shown on this sheet.
2. All contraction joints shall be constructed in accordance with the details shown on this sheet.

DESIGN - DETAILED	CHECKED	DATE
W. J. JONES	W. J. JONES	9-3-70
REVISIONS	FIELD CHANGES	

STATE HIGHWAY COMMISSION
ALTON ROAD BRIDGE
OVER
INTERSTATE 95
IN THE TOWNSHIP OF
ARGYLE
PENOBSCOT COUNTY
APPROACH SLAB & SLOPE PROTECTION
SHEET 12 OF 15 AUGUSTA, MAINE JULY 1970

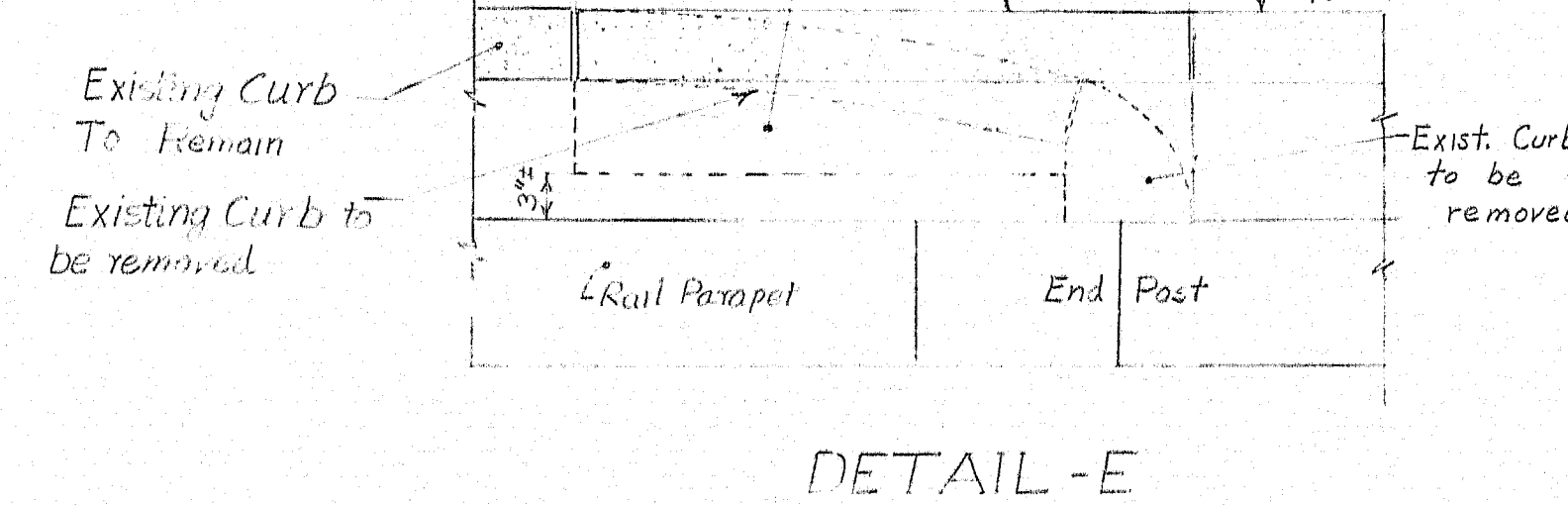
11/28/41 11/28/41 11/28/41 I-95 N.B.





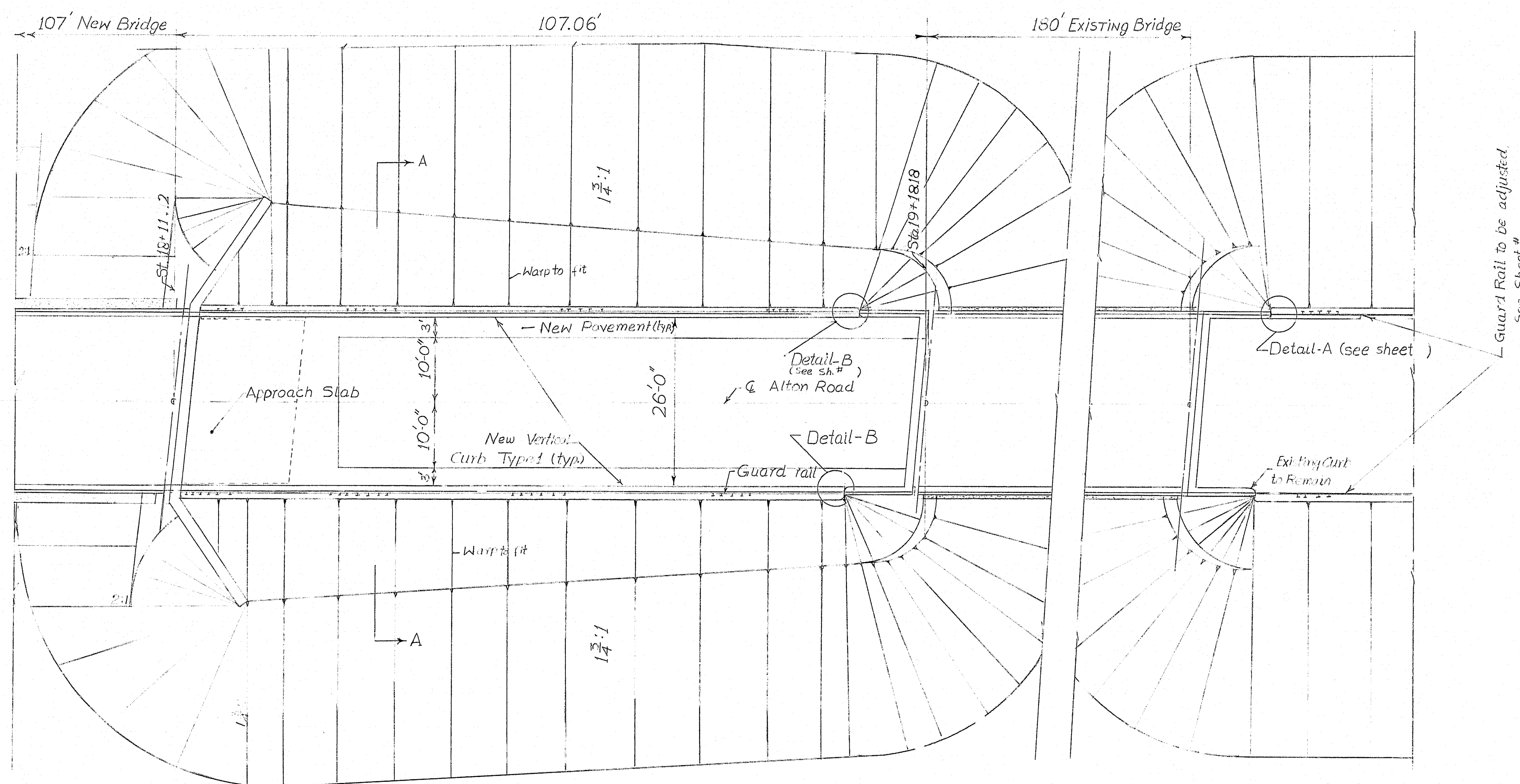
- NOTE:
- Existing beam section to be cut & drilled to fit in field. For details not shown, see Guard Rail Details, Item 1001, Detail August 1969.
 - Drilling and grouting of the holes in abutments wings of the existing bridge shall be incidental to Item 502.21 "Structural Cons. Abut. & Retaining walls".
 - Removing existing curb shall be paid for under Item 20612 "Removal of existing concrete".
 - Concrete for End Post Alteration of the existing bridge will be paid for under "Concrete Abutments and Retaining Walls".

DETAIL-A - ADJUSTMENT OF EXISTING GUARD RAIL
S.W. & N.W. Wings of #2 of existing Alton Road Bridge over I-95 S.B. & N.E. & S.E. Wings of Alton Rd. Bridge over I-95 N.B. (New Bridge)

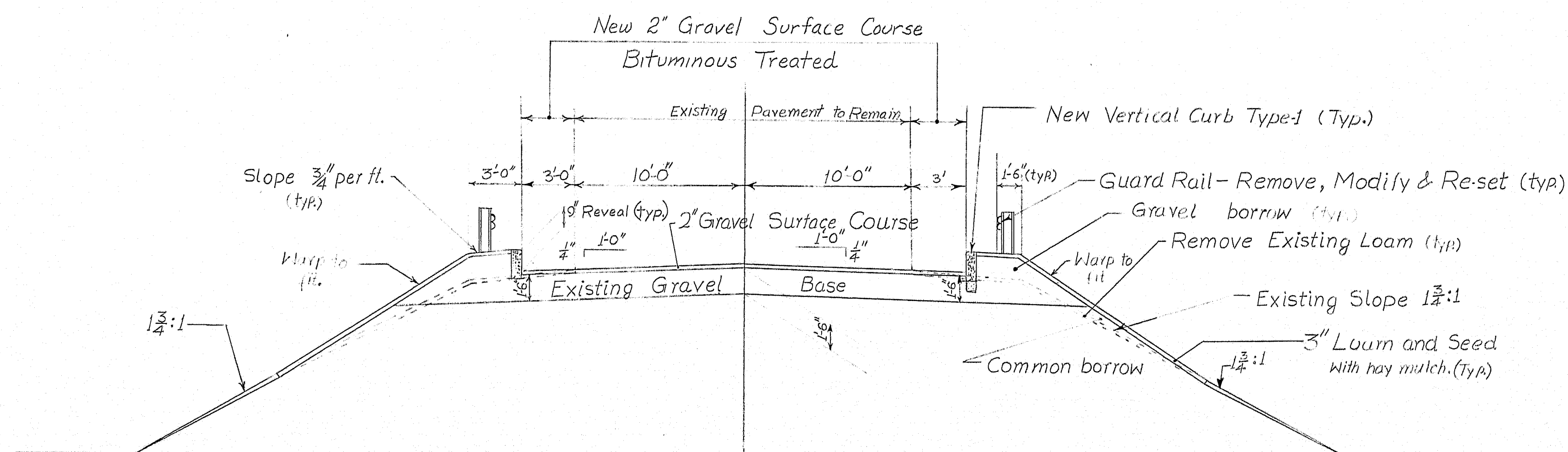


DESIGN - M.M.	BRIDGE NO. 1001
CHECK - J. Jacobs	SURVEY -
STATE HIGHWAY COMMISSION	
ALTON ROAD BRIDGE	
OVER	
INTERSTATE 95	
IN THE TOWNSHIP OF	
ARGYLE	
PENOBSCOT COUNTY	
APPROACH GUARD RAIL & EXISTING BRIDGE END POSTS	
SHEET 14 of 15 AUGUSTA, MAINE JULY 1970	

B. P. & R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	X-95-8(87)	111	112



PLAN



NEW PROFILE

EXISTING PROFILE TREATMENT

SECTION A-A

GENERAL NOTE

Existing Guard Rail shall be Reset in accordance with 'Guard Rail Details' Standard Detail, August 1964 (2). Item 410.05 'Bituminous Surface Treatment' shall be in accordance with Section 410 and shall consist of the following:

1. The prime coat shall be Road Tar R.T.-5 applied at the rate of 0.5 ± gallons per sq. yd.
2. The blotter material shall be sand applied to a depth of 1/4".
3. The seal coat shall be Road Tar R.T.-5 applied at the rate of 0.2 ± gallons per sq. yd.
4. The cover coat material shall be sand applied to a depth of 1/4".
5. The quantity of blotter material may be varied in accordance with the first paragraph of Sub-section 410.08 of Standard Specifications.

DESIGN - 11.12.84	BRIDGE NO. SURVEY -
TRACE - K. Jacobs	PLOT -
STATE HIGHWAY COMMISSION	
ALTON ROAD BRIDGE	
OVER	
INTERSTATE 95	
IN THE TOWNSHIP OF	
ARGYLE	
PENOBSCOT COUNTY	
APPROACH BETWEEN BRIDGES	
SHEET 15 of 15 AUGUSTA, MAINE JULY 1970	

128-44 Alton Argyle I 95 NB