

FRAMING PLAN
 NOTE: ALL DIMENSIONS ARE HORIZONTAL
 ALL BOLTS TO BE 8# A325, Type 1 (except @ form brackets)

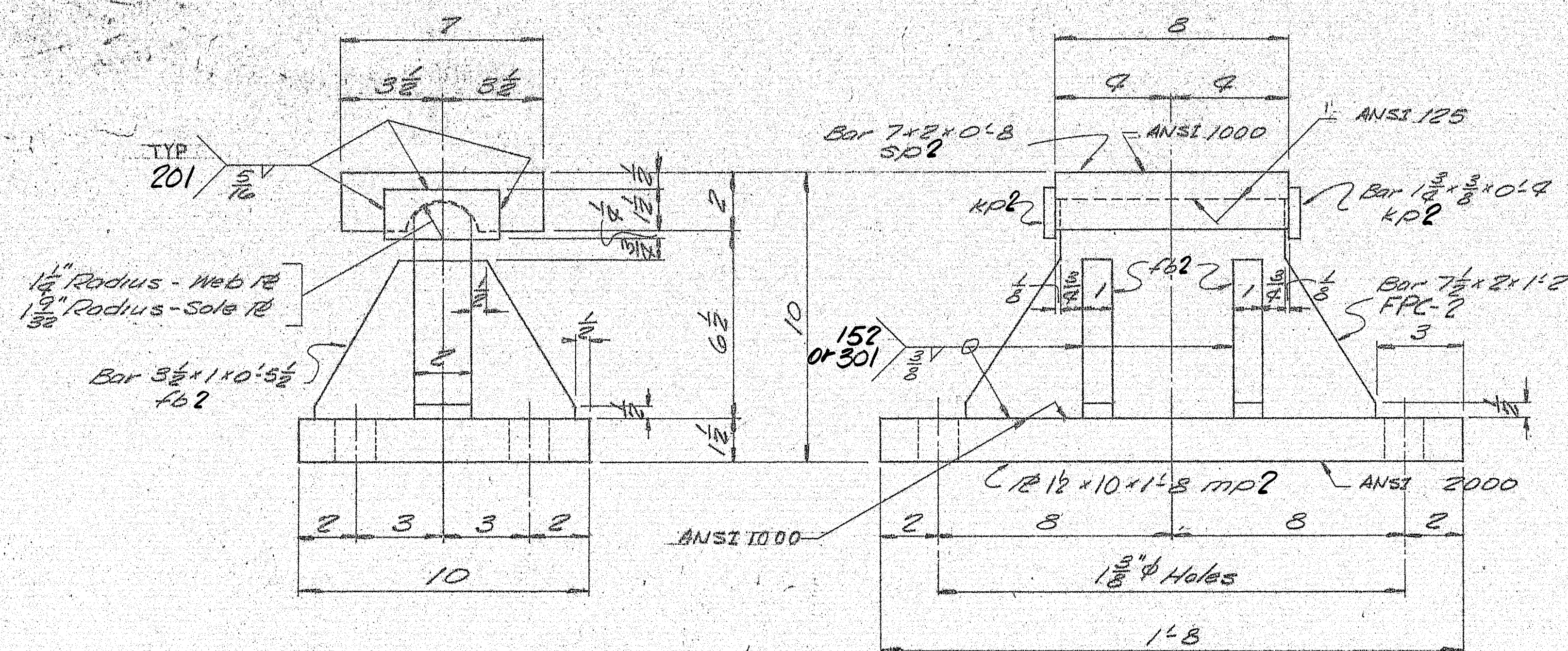
ITEM No. 504.7001
 PROJECT No. I-95-9(64)289

APP.

FRAMING PLAN			
REV.	PRINT DIST.	Barcroft & Martin Inc.	
2	9-10-76	South Portland, Maine 04106	
2s	9/24/76	JOB: MOORE ROAD BRIDGE OVER I-95 NB	
2p	"	HOULTON, MAINE	
1s	"	CUSTOMER: DAY & CURRIE CONSTRUCTION Co.	
		DESIGNER: MAINE DEPT. OF TRANS.	
		ORDER NO.	JOB NO.
		8376-77	E-1
CHECKED	8/13/76	BB	
DRAWN			

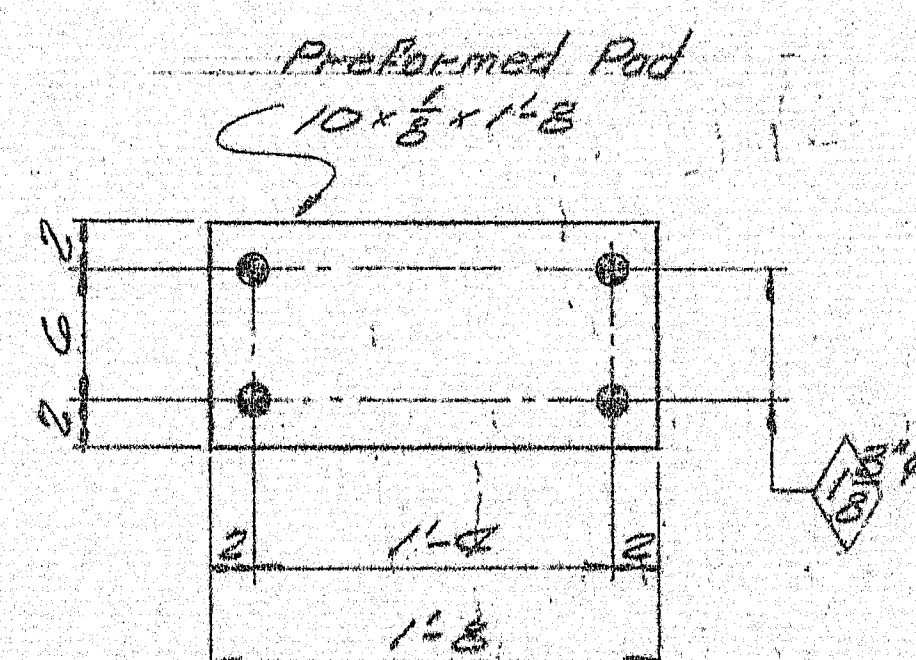
157-119

157-124B



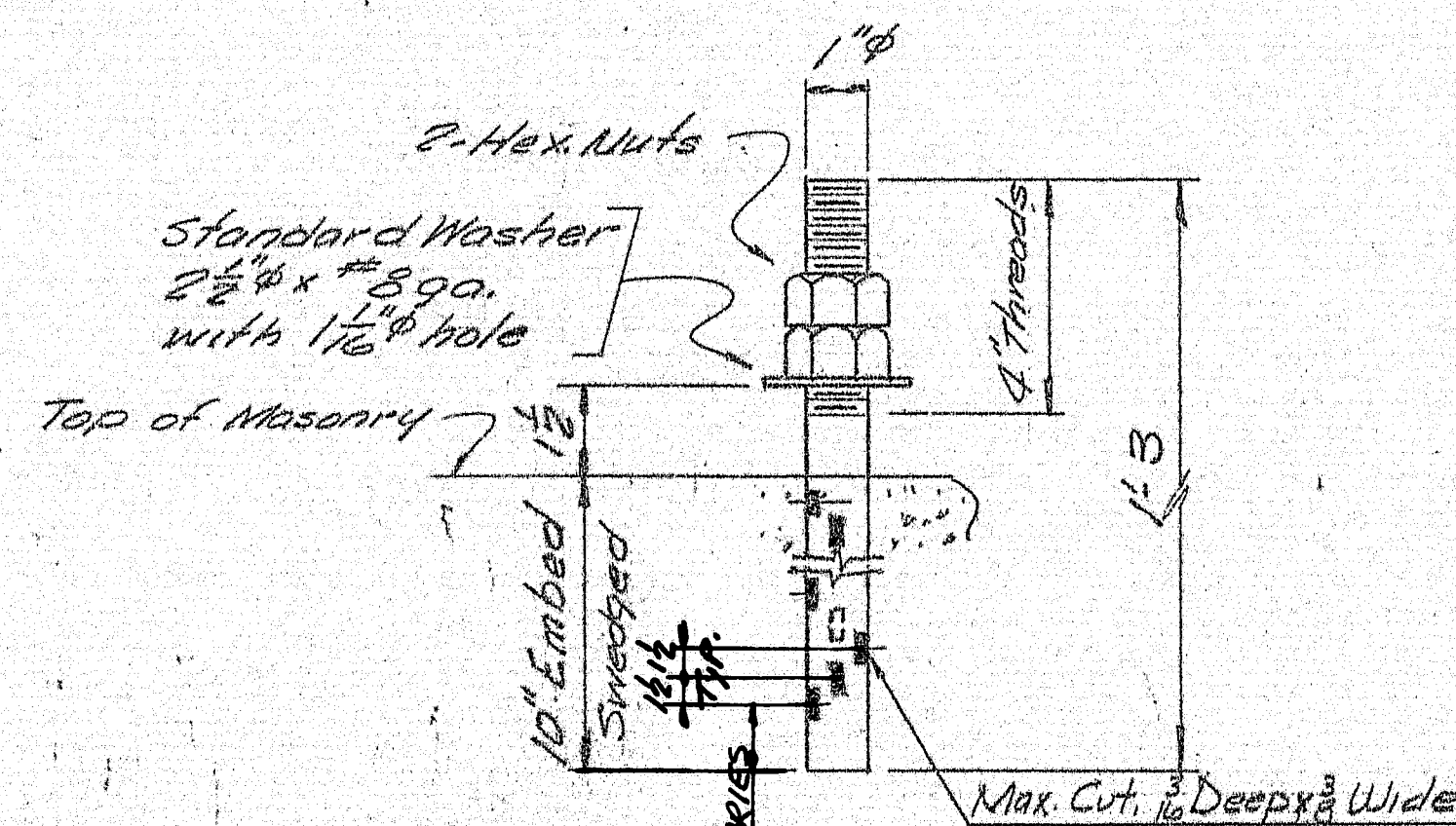
FIXED PEDESTAL FPC-2

5-REQ'D.



PREFORMED PAD

FP2 - 5 REQ'D.



ANCHOR BOLT ABI

20-REQ'D.

PAINT NOTE:

No paint on top of sole plates "sp" and 1" down from top on sides, coat with boiled linseed oil.
No paint on surface with ANSI 125 finish, coat with mixture of white lead and tallow.
No paint on anchor bolts - Oil them.
Masonry RS shall receive 2-coats of shop paint.

SHIP		BILL OF MATERIAL		Job No. 8576-77		DWG. NO. 51-2	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM	REMARKS

FACE	5		Bar 7/8 x 2	1 2		1A	
	5		mod. R 1/2 x 10	1 8		1B	
SP2	5		Bar 7/8 x 2	0 8		1C	
	10		KP2 Bar 1 1/2 x 1/2	0 2		1D	
	20		KP2 Bar 3/4 x 1	0 5 1/2		1E	
ABI	20		Bar 1" x 1"	1 3		1L	Swaged
	40		shop 1" Hex. Nut			1N	A307
Field	20		1" Washer			1M	Std. Washer A307
FP2	5		10 x 8	1 8		1K	Preformed Pad Req. No. 6075

ITEM 504.7001

PROJECT NO. I-95-9(64) 289

Sole plates "SP" to be field welded to stringers. @ Abut #2 end.

Bearing material to be ASTM A36, Anchor bolts to be ASTM A36.

BLAST CLEAN

SHOP CONNECTIONS: see Welding Procedures.

FIELD CONNECTIONS: -

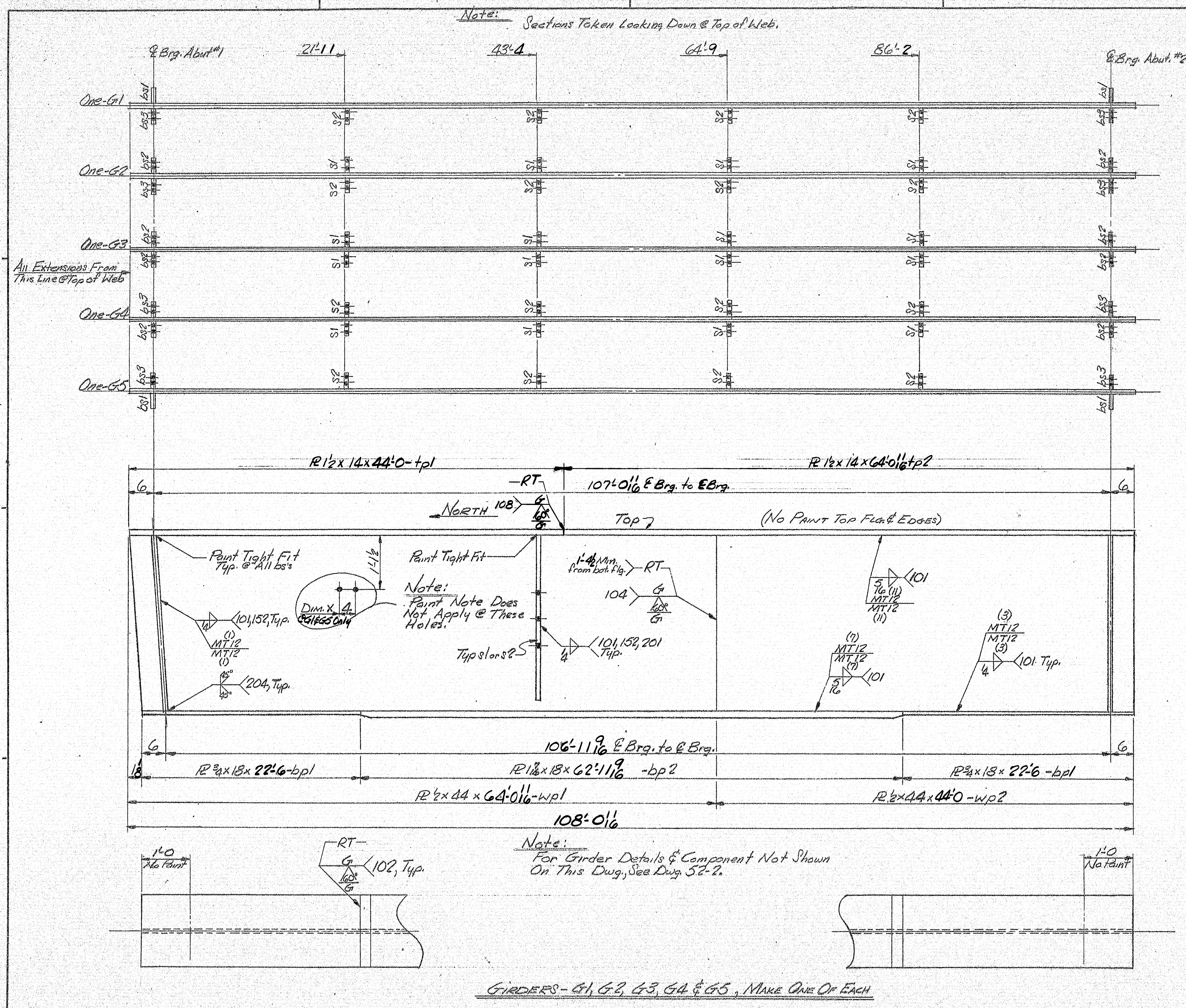
HOLES: As noted

PAINT: Basic Lead Silica Chromate, Cramp - AND AS NOTED

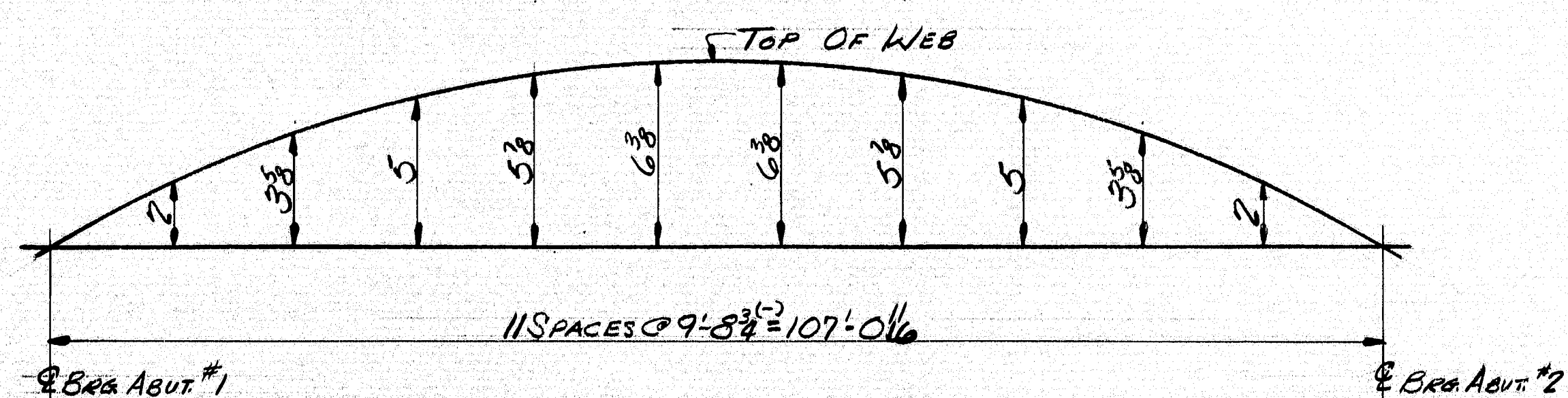
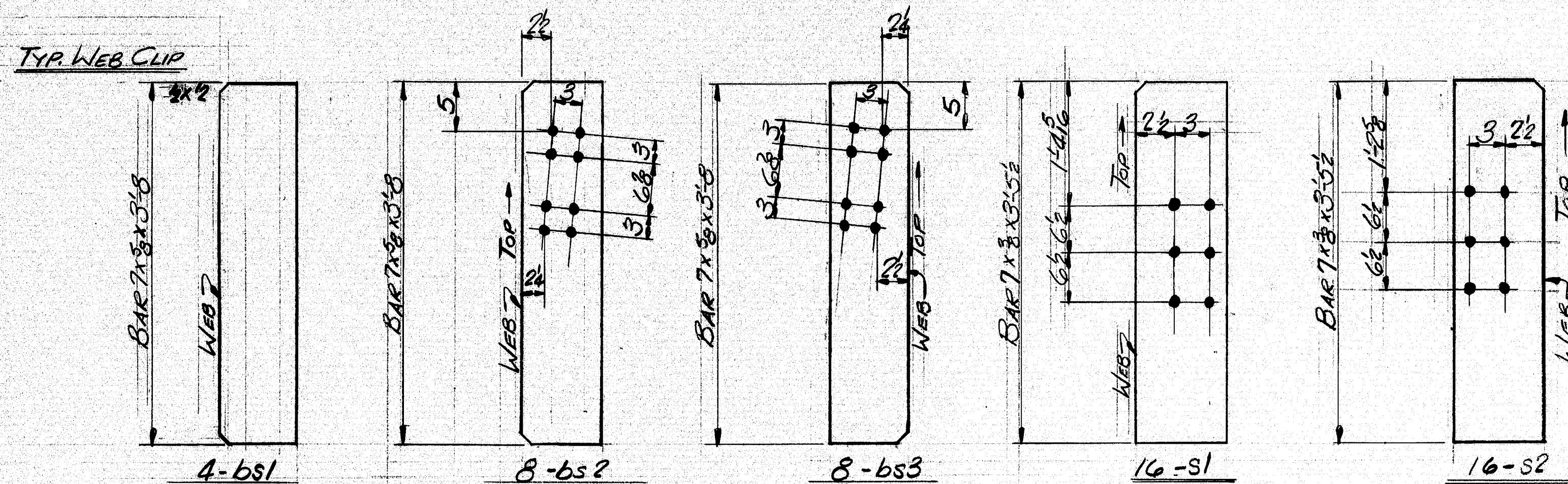
APPROVED:

PRINT	DIST.	BEARING PEDESTAL DETAIL	
2	9-16-76	Bancroft & Martin Inc.	
3	9/24/76	South Portland 1, Maine	
3p	9/24/76	MOORE ROAD BRIDGE OVER I-95 N.B.	
2p	9/24/76	HOULTON, MAINE	
CHRD	8/13/76	CUSTOMER: DAY & CURRIE CONSTRUCTION Co.	
DRAWN	8/13/76	DESIGNER: MAINE DEPT. OF TRANS.	
REVISION		Job No. 8576-77 DWG. NO. 51-2	
REVISION			

157-122



SHIP			BILL OF MATERIAL		JOB NO. 8576-77		DWG. NO. 52-1	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	REMARKS	
G1	1		GIRDER	108' 0 3/8	-			
G2	1		Do	108' 0 3/8	-			
G3	1		Do	108' 0 3/8	-			
G4	1		Do	108' 0 3/8	-			
G5	1		GIRDER	108' 0 3/8	-			
2'-3								
7'-3								
12'-3		5	tp1 R1/2x14	44' 0		2B	CWN	
17'-3		5	tp2 R1/2x14	64' 0 1/16		2A	CWN	
22'-3		5	wp1 R1/2x44	64' 0 1/16		2C	CWN	
27'-3		5	wp2 R1/2x44	44' 0		2D	CWN	
32'-3		10	bp1 R3/4x18	22' 6		2E	ASTM A572, Gr 50 CWN	
37'-3		5	bp2 R1/2x18	62' 11 9/16		2F	Do	
42'-3								
47'-3		4	bs1 Bar 7x3/8	3' 8		2I		
52'-3		3	bs2 Bar 7x3/8	3' 8		2J		
57'-3		8	bs3 Bar 7x3/8	3' 8		2K		
62'-3		16	sl Bar 7x3/8	3' 5 1/2		2L		
67'-3		16	sl Bar 7x3/8	3' 5 1/2		2M		
72'-3								
77'-3								
82'-3								
87'-3								
92'-3								
97'-3								
102'-3								
105'-6								
HOLES ARE FOR HIGH-TENSILE BOLTS. THEY ARE TO BE FREE FROM BURRS AND SHALL NOT BE PAINTED ON ANY SURFACE WITHIN 2" OF SUCH OPEN HOLES.								
ITEM No. 504.7001								
PROJECT No. I-95-9(64) 889								
STEEL: ASTM A36, Unless Noted								
WELDING ELECTRODE See Welding Procedures								
SHOP CONN: Welded								
FIELD CONN: Bolted - 3/4" A325, Type 1								
HOLES: 1/2"								
PAINT: Basic Lead Silico Chromate Orange, As Noted								
SPECIAL CLEANING: Blast Clean								
APPROVED:								
GIRDERS								
PRINT DIST.								
2	9-10-76							
3s	9/24/76							
15	"							
2p	"							
Bancroft & Martin Inc.								
South Portland, Maine 04106								
MOORE ROAD BRIDGE OVER I-95 N.B.								
HOULTON, MAINE								
CUSTOMER: DAY & CURRIE CONSTRUCTION Co.								
DESIGNER: MAINE DEPT. OF TRANSPORTATION								
ORDER NO.								
JOB NO.								
DRAWING NO.								
REV.								
CHECKED								
DRAWN	8-19-76	BB						
8576-77 52-1								



15/16" HOLES

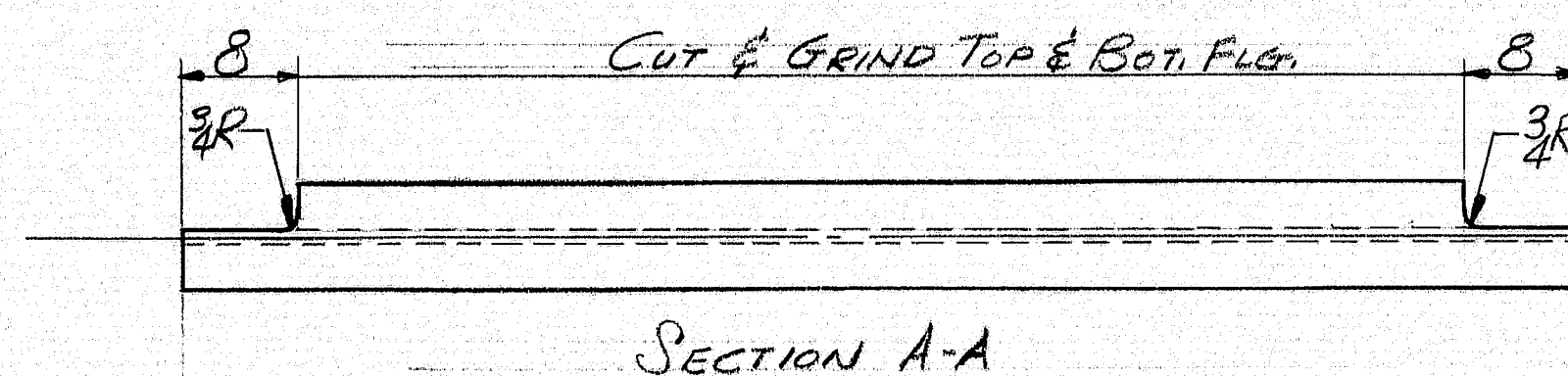
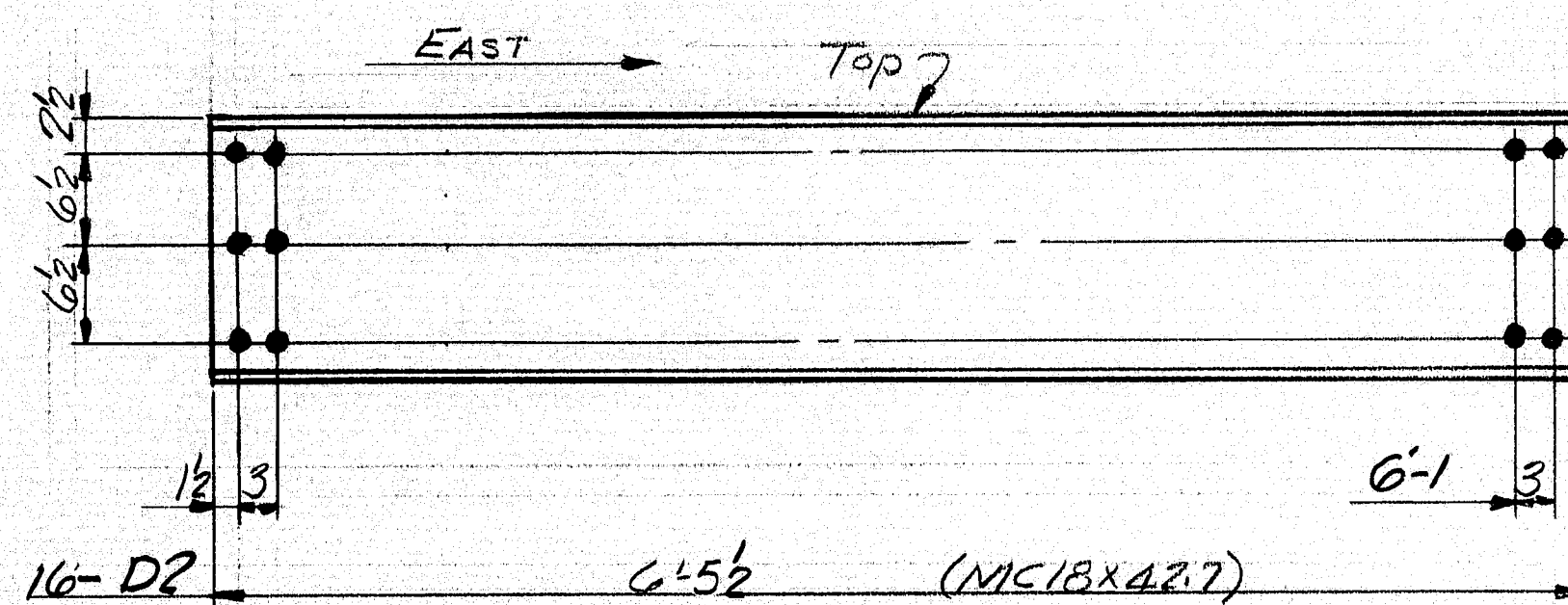
ITEM No. 504.7001

PROJECT No. I-95-9(6A) 289

APP.

GIRDER DETAILS & COMPONENTS		
2	9-10-76	APPROVED
20	7-24-76	DESIGNED
25	"	CHECKED
15	"	DRAWN
<p>Customer: Bancroft & Martin Inc. South Portland, Maine 04106</p> <p>Job: MOORE ROAD BRIDGE OVER I-95 N.B. HOULTON, MAINE</p> <p>Customer: DAY & CURRIE CONSTRUCTION Co. DESIGNER: MAINE DEPT. OF TRANS.</p> <p>Order No. 5876-77 Job No. 52-2 Drawing No. 52-2</p>		

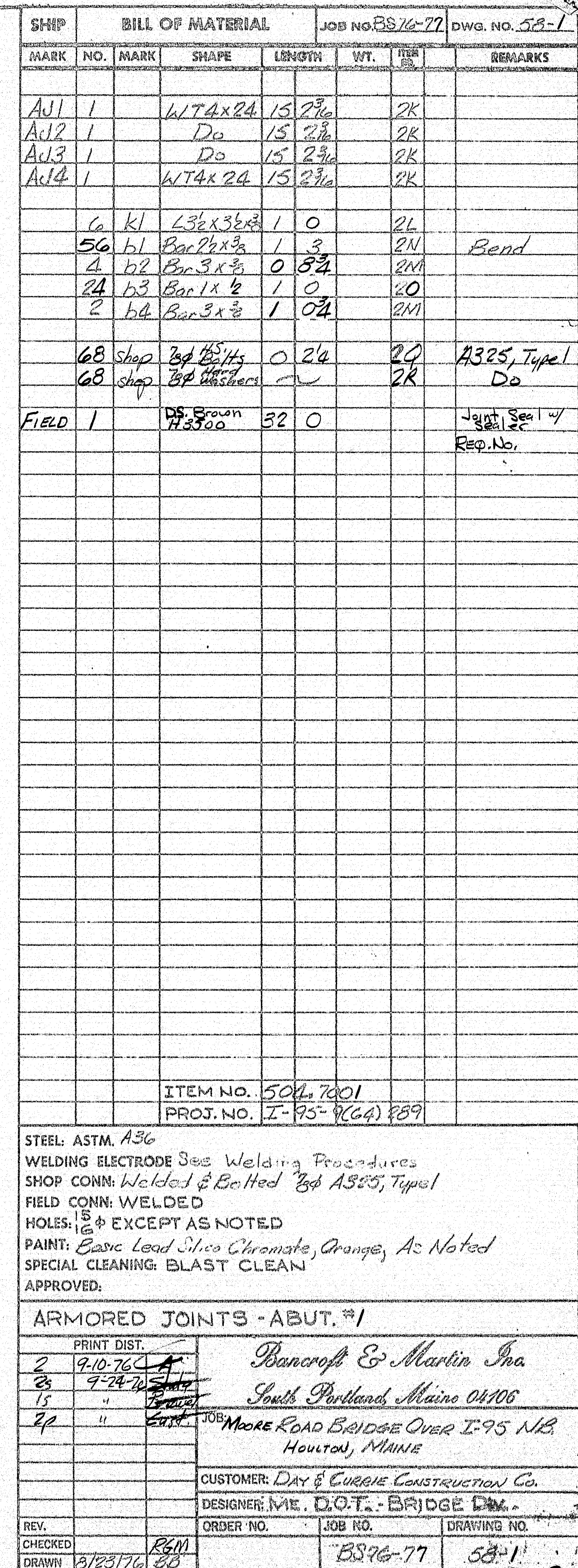
157-124

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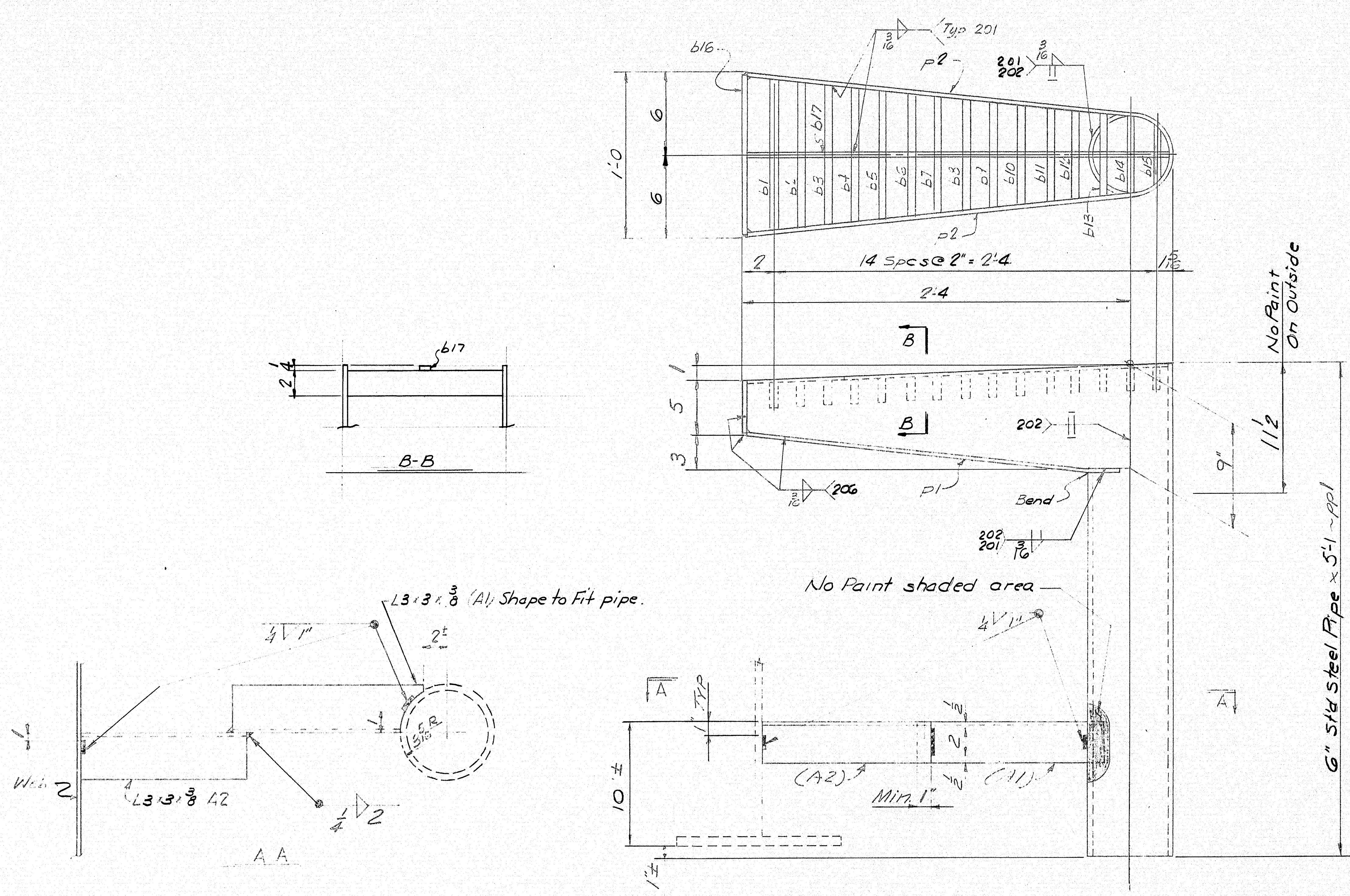
STEEL: ASTM. *A36*
WELDING ELECTRODE _____
SHOP CONN: _____
FIELD CONN: *Bolted, 3/4" A325 - TYPE 1*
HOLES: *1/2"*
PAINT: *Basic Lead Silico Chromate Orange, As Noted*
SPECIAL CLEANING: *Blast Clean*
APPROVED: _____

Diaphragms			
PRINT DIST.			
2	9-10-76	<i>Pancroft & Martin Inc.</i> <i>South Portland Maine 04106</i> <i>MOORE ROAD BRIDGE OVER I-95 NB</i> <i>HOULTON, MAINE</i> CUSTOMER: DAY & CURRIE CONSTRUCTION CO. DESIGNER: MAINE DEPT. OF TRANS.	
3	9-29-76		
15	11		
2p	11		
		JOB:	
REV.		ORDER NO.	JOB NO.
CHECKED			
DRAWN			

157-125



157-126



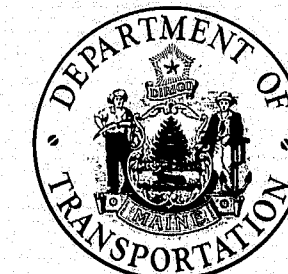
4-REQD.-A1
4-REQD.-A2
(No Paint)

DRAIN DRI-4 REQ'D.
See State's Drawings for location

SHIP		BILL OF MATERIAL				JOB NO. 876-77	DWG. NO. 59-1
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	REMARKS
DRI	4		ENCLOSURE				
	4	b1	2x2	2 3/4		Q1	L.O. Bend
	8	b2	2x4	2 3/4		V1	L.O.
	4	b6	3/4x4	0 11/8		P1	
	4	b1	2x2	0 11/8		S1	
	4	b2		0 10 3/4			
	4	b3		0 10 3/4			
	4	b4		0 9 3/4			
	4	b5		0 9 3/4			
	4	b6		0 9 3/4			
	4	b7		0 8 1/2			
	4	b8		0 8 3/4			
	4	b9		0 8			
	4	b10		0 7 3/4			
	4	b11		0 7 3/4			
	4	b12		0 6 1/2			
	4	b13		0 6 1/2			
	4	b14		0 6			
	4	b15	2x2	0 5		S1	
	4	b17	2x4	2 3/4		T1	M1020
	4	pp1	PIPE STD	5 1		R1	ASTM A53 Gr. B, Type E, for S
A1	4		L3x3x3/8	1 3		U1	Shape to fit pipe
A2	4		do.	1 3		U1	No For. No Paint
ITEM No. 504.7001							
Proj No. I-95-9(64)289							
STEEL: ASTM A36, Unless Noted							
WELDING ELECTRODE See Welding Procedures							
SHOP CONN: Welded							
FIELD CONN: Welded							
HOLES: As Noted							
PAINT: Lead Silico Chromate Orange & As Noted							
SPECIAL CLEANING: Blast Clean							
APPROVED:							
DRAINS							
PRINT DIST.							
2	9-10-76						Punnett & Martin Inc.
3	9-24-76						South Portland, Maine 04106
15	9-24-76						JOHN MOORE ROAD BRIDGE OVER I-95 N.B.
2p	9-24-76						HOULTON, Maine
CUSTOMER: DAY & CURRIE CONST. CO.							
DESIGNER: Maine Dept. of Trans.							
ORDER NO.							
JOB NO.							
DRAWING NO.							
REV.							
CHECKED							
DRAWN	8/12/76	RSM					
		S.H.					
876-77							59-1

157-128

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BUREAU OF HIGHWAYS
MOORE ROAD BRIDGE

IN THE TOWN OF

HOULTON

&

FRENCH ROAD BRIDGE

IN THE TOWN OF

LUDLOW

OVER

I-95 NORTHBOUND
AROOSTOOK COUNTY

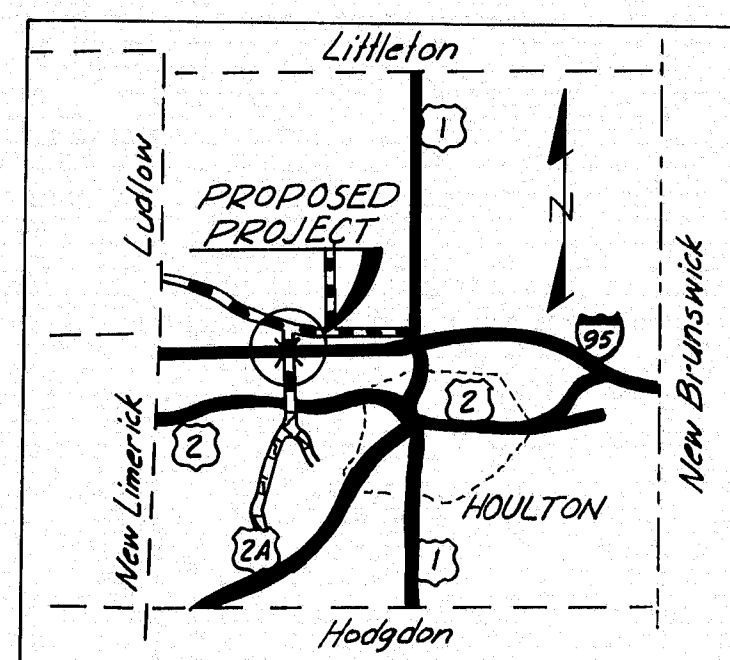
LENGTH OF PROJECT = 0.0213 MI. ON MOORE RD.

LENGTH OF PROJECT = 0.0213 MI. ON FRENCH RD.

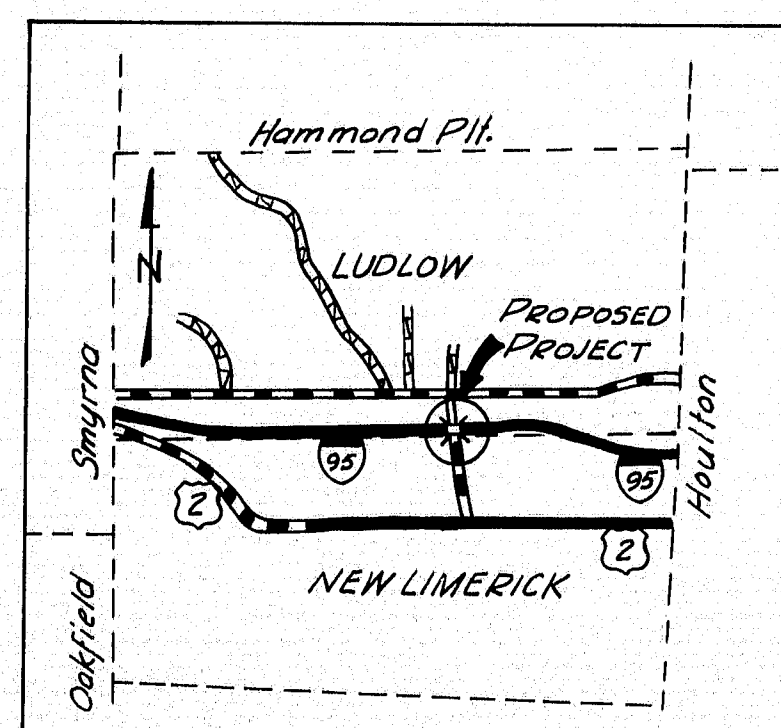
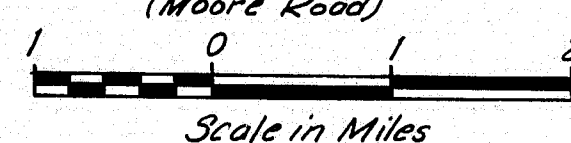
PROJECT NO. I-95-9(64)289

CONVENTIONAL SIGNS

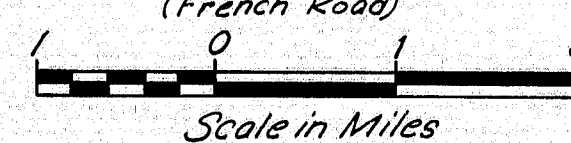
COUNTY LINES	=====	TRAVELLED WAY - PROPOSED	=====
TOWN LINES	-----	UNDERGROUND UTILITIES - EXISTING	-----
PROPERTY LINES	-----	UNDERGROUND UTILITIES - PROPOSED	-----
R/W LINES - EXISTING	=====	RAILROAD - SINGLE TRACK	=====
R/W LINES - NEW - ACCESS CONTROL	=====	RAILROAD - DOUBLE TRACK	=====
R/W LINES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



LOCATION MAP
(Moore Road)



LOCATION MAP
(French Road)



**MOORE ROAD
TRAFFIC DATA**

A.D.T.	1976	370
A.D.T.	1996	665
D.H.V.		93
T. (%)		11
D. (%)		60
V.		50
P.S.D. (%)		N/A
18 KIPS EQUIV. P.2.0		15

**FRENCH ROAD
TRAFFIC DATA**

A.D.T.	1976	220
A.D.T.	1996	400
D.H.V.		56
T. (%)		11
D. (%)		60
V.		50
P.S.D. (%)		N/A
18 KIPS EQUIV. P.2.0		15

INDEX OF SHEETS

SHEET	SUBJECT
1	TITLE SHEET
2	COMBINED QUANTITIES
3	MOORE ROAD SHEETS
4	QUANTITIES
5	GENERAL PLAN
6	PROFILE
7	FOUNDATION SURVEY
8	FOOTINGS
9-10	ABUTMENTS
11	APPROACH SLAB & ABUTMENT DETAILS
12	END POST DETAILS
13	ARCHITECTURAL TREATMENT
14	SLOPE PROTECTION
15	STRUCTURAL STEEL
16	BLOCKING
17	SUPERSTRUCTURE
18	REINFORCING STEEL SCHEDULE
19	RIGHT-OF-WAY MAP
20	FRENCH ROAD SHEETS
21	QUANTITIES
22	GENERAL PLAN
23	PROFILE
24	FOUNDATION SURVEY
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28	END POST DETAILS
29	ARCHITECTURAL TREATMENT
30	SLOPE PROTECTION
31	STRUCTURAL STEEL
32	BLOCKING
33	SUPERSTRUCTURE
34	REINFORCING STEEL SCHEDULE
35	RIGHT-OF-WAY MAP
36	BRIDGE STANDARDS
37	BD 101-74 APRIL 1974 (REV. 2-5-75)
38	BD 104-73 JULY 1973
39	BD 113-72 SEPT. 1972
40	BD 114-73 FEBRUARY 1973
41	HIGHWAY STANDARDS
42	APRIL 1969 (REV. 10-14-75)
43	AUG. 1969 (REV. 10-14-75)
44	AUG. 1969 (REV. 10-14-75)
45	AUG. 1969 (REV. 3-16-73)

NOTE:
ALL WORK CONTEMPLATED UNDER THIS CONTRACT
SHALL BE GOVERNED BY AND IN CONFORMITY WITH
THE STANDARD SPECIFICATIONS (REVISION OF
1968) AND SUPPLMENTS THERETO, EXCEPT AS MOD-
IFIED ON THE PLANS AND IN THE SPECIAL PRO-
VISIONS.

*As built Plans 12/29/78
R.H.H.*

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

[Signature]
COMMISSIONER

DATE

6-25-76

6-25-76

6-25-76

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION I

APPROVED:

DIVISION ENGINEER DATE

158-144

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	C.D.H.	6-76
CHECKED	R.B.B.	6-76
REVISIONS	CON	
FIELD CHANGES		
PLANS		

ESTIMATED QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	MOORE ROAD	FRENCH ROAD	TOTAL QUANTITY
			QUANTITY	QUANTITY	
203.25	Granular Borrow	C.Y.	2450	2255	4705
206.08	Str. Earth Excar.-Abuts. & Ret. Walls	C.Y.	165	385	550
304.10	Aggregate Subbase Course - Gravel	C.Y.	265	265	530
403.07	Hot Bit. Pavement, Grading B	Ton	50	63	113
410.161	Cover Coat Material, Sand (Leveling)	C.Y.	4	4	8
411.09	Untreated Aggregate Surface Course	C.Y.	17	19	36
502.21	Structural Concrete, Abuts. & Retaining Walls	C.Y.	319	335	654
502.2601	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	L.S.	1		1
502.2602	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	L.S.		1	1
502.2901	Structural Concrete, Wearing Surface on Bridges	L.S.	1		1
502.2902	Structural Concrete, Wearing Surface on Bridges	L.S.		1	1
502.3101	Structural Concrete, Approach Slabs	L.S.	1		1
502.3102	Structural Concrete, Approach Slabs	L.S.		1	1
503.12	Reinforcing Steel, Fab. & Delivered	Lb.	49,845	50,622	100,467
503.13	Reinforcing Steel, Placing	Lb.	49,845	50,622	100,467
504.7001	Structural Steel, Fab. & Delivered	L.S.	1		1
504.7002	Structural Steel, Fab. & Delivered	L.S.		1	1
504.7101	Structural Steel, Erection	L.S.	1		1
504.7102	Structural Steel, Erection	L.S.		1	1
505.0801	Shear Connectors	L.S.	1		1
505.0802	Shear Connectors	L.S.		1	1
506.1401	Field Painting, Structural Steel	L.S.	1		1
506.1402	Field Painting, Structural Steel	L.S.		1	1
507.141	Aluminum Bridge Railing, Type "A"	L.F.	218	218	436
512.07	French Drains (Stones Only)	C.Y.	17	18	35
513.09	Slope Protection - Port. Cem. Concrete	S.Y.	276	276	552
514.06	Curing Box for Concrete Cylinders	Each	0.5	0.5	1
515.20	Protective Coating for Concrete Surfaces	S.Y.	434	434	868
606.55	Guard Rail Type 3 - Single Rail	L.F.	337	300	637
609.13	Vertical Bridge Curb - Type 1	L.F.	218	218	436

ESTIMATED QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	MOORE ROAD	FRENCH ROAD	TOTAL QUANTITY
			QUANTITY	QUANTITY	
615.07	Loom	C.Y.	56	50	106
616.08	Sodding	S.Y.	24	24	48
618.14	Seeding, Method Number 2	Unit	9	8	17
618.15	Temporary Seeding	Lb.	7	6	13
619.12	Mulch	Unit	21	20	41
629.05	Labor, Straight Time	M.Hr.	10	10	20
630.06	Traffic Officers	M.Hr.	5	5	10
631.22	Front End Loader (Inc. op.)	Hour	10	10	20
639.09	Field Office, Type B	Each	1	1	2
657.201	Seed and Application, Method A	Unit	13	10	23
659.10	Mobilization	L.S.	0.5	0.5	1
660.21	On-the-job Training (Bid)	M.Hr.	500	500	1000
	ESTIMATED QUANTITIES FOR LUMP SUM ITEMS				
502.2601	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	C.Y.	103		103
502.2602	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	C.Y.		103	103
502.2901	Structural Concrete, Wearing Surface on Bridges	C.Y.	32		32
502.2902	Structural Concrete, Wearing Surface on Bridges	C.Y.		32	32
502.3101	Structural Concrete, Approach Slabs	C.Y.	19		19
502.3102	Structural Concrete, Approach Slabs	C.Y.		19	19
504.7001	Structural Steel, Fab. & Delivered	Lb.	131,385		131,385
504.7002	Structural Steel, Fab. & Delivered	Lb.		131,385	131,385
504.7101	Structural Steel, Erection	Lb.	131,385		131,385
504.7102	Structural Steel, Erection	Lb.		131,385	131,385
505.0801	Shear Connectors	Lb.	703		703
505.0802	Shear Connectors	Lb.		703	703
506.1401	Field Painting, Structural Steel	Lb.	131,385		131,385
506.1402	Field Painting, Structural Steel	Lb.		131,385	131,385

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(64)289	2	43

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MOORE ROAD BRIDGE
IN THE TOWN OF
HOULTON
FRENCH ROAD BRIDGE
IN THE TOWN OF
LUDLOW
OVER
1 - 95 NORTHBOUND
AROOSTOOK COUNTY
COMBINED QUANTITIES
SHEET 2 OF 43 AUGUSTA, MAINE May, 1976

158-145

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(64)289	3	43

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
203.25	Granular Borrow	2450	C.Y.
206.08	Str. Earth Exca. Abut. & Ret. Walls	165	C.Y.
304.10	Aggregate Subbase Course-Gravel	265	C.Y.
403.07	Hot Bituminous Pavement, Grading B	50	Ton
410.161	Cover Coat Material, Sand (Leveling)	4	C.Y.
411.09	Untreated Aggregate Surface Course	17	C.Y.
502.21	Structural Concrete, Abut. & Retaining Walls	319	C.Y.
502.2601	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	1	L.S.
502.2901	Structural Concrete, Wearing Surface on Bridges	1	L.S.
502.3101	Structural Concrete, Approach Slabs	1	L.S.
503.12	Reinforcing Steel, Fab. & Delivered	49,845	Lb.
503.13	Reinforcing Steel, Placing	49,845	Lb.
504.7001	Structural Steel, Fab. & Delivered	1	L.S.
504.7101	Structural Steel, Erection	1	L.S.
505.0801	Shear Connectors	1	L.S.
506.1401	Field Painting, Structural Steel	1	L.S.
507.141	Aluminum Bridge Railing, Type "A"	218	L.F.
512.07	French Drains (Stones Only)	17	C.Y.
513.09	Slope Protection-Port. Cem. Concrete	276	S.Y.
514.06	Curing Box for Concrete Cylinders	0.5	Each
515.20	Protective Coating for Concrete Surfaces	434	S.Y.
606.55	Guard Rail Type 3- Single Rail	337	L.F.
609.13	Vertical Bridge Curb- Type 1	218	L.F.
613.07	Loom	56	C.Y.
616.08	Sodding	24	S.Y.
618.14	Seeding, Method Number 2	9	Unit
618.15	Temporary Seeding	7	Lb.
619.12	Mulch	21	Unit
629.05	Labor, Straight Time	10	M. Hr.
630.06	Traffic Officers	5	M. Hr.
631.22	Front End Loader (Inc. op.)	10	Hour
639.09	Field Office, Type B	1	Each
637.201	Seed and Application, Method A	13	Unit
639.10	Mobilization	0.5	L.S.
660.21	On-the-job Training (Bid)	500	M. Hr.

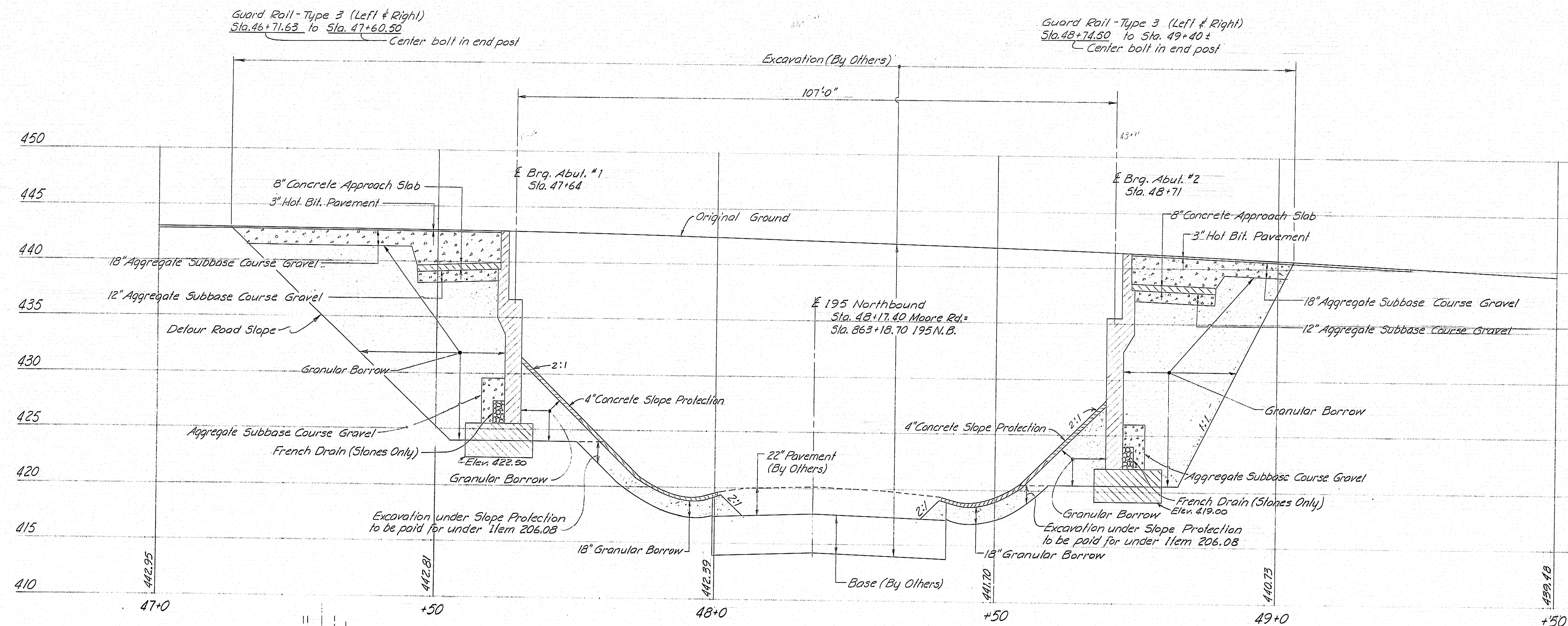
ESTIMATED QUANTITIES FOR LUMP SUM ITEMS

ESTIMATED QUANTITIES FOR LUMP SUM ITEMS			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
502.2601	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	103	C.Y.
502.2901	Structural Concrete, Wearing Surface on Bridges	32	C.Y.
502.3101	Structural Concrete, Approach Slabs	19	C.Y.
504.7001	Structural Steel, Fab. & Delivered	131,385	Lb.
504.7101	Structural Steel, Erection	131,385	Lb.
505.0801	Shear Connectors	720 each	703
506.1401	Field Painting, Structural Steel	131,385	Lb.

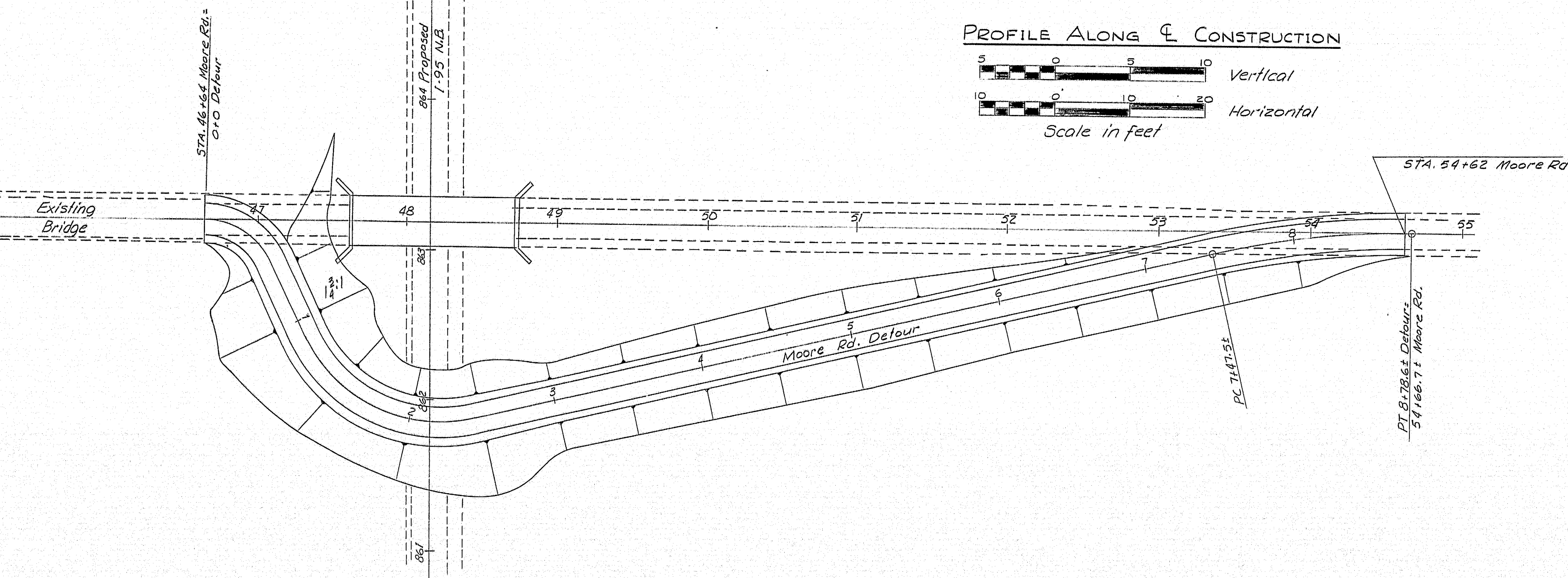
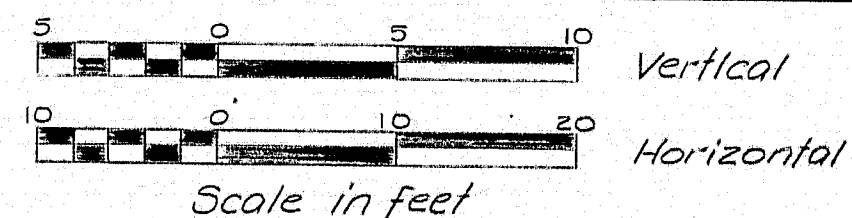
158-196

Moore RD/195-NB Haul 1st

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(64)289	5	43



PROFILE ALONG C CONSTRUCTION



MOORE ROAD DETOUR

The Moore Road Detour shall be constructed by others and after completion of the structure shall be removed to its original contours - By Others

GENERAL NOTES

- Slopes shall be loamed unless otherwise directed by the Engineer.
- Seeding Method No. 2 and Hay Mulch all slopes as directed by the Engineer.
- Loam depth is 2" nominal.
- The Utilities involved in this contract are: The New England Tel. & Tel. Co. and the Houlton Water Co.
- All utility facilities shall be adjusted by the respective utilities unless noted.
- After the excavation for the abutments is completed, the State's Soils Engineer will inspect test pits to ascertain whether or not there is any poor soils under the abutment footing area that needs to be removed. If poor soils are found which require removal, it will be necessary to undercut and backfill with granular borrow. The granular borrow shall be placed in accordance with Supplemental Specifications Section 203 dated Feb. 18, 1975. Whether or not poor soils are encountered, the entire footing areas shall be thoroughly compacted before placing the footings.
- Structural Earth Excavation, Abutments and Retaining Walls required below elevation 422.50 Abut. #1 and elevation 419.00 Abut. #2 will be paid for at 1 1/2 times the contract unit price for Item 206.08.
- 3" Hot Bit. Pavement shall be provided between Sta. 46+64+ and Sta. 47+61.25 and from Sta. 48+73.75 to Sta. 49+25.
- Any work necessary (including sheeting around Abutment No. 1) to maintain detour road slopes while constructing structure will be considered incidental to contract items.
- All construction signing shall be provided, erected, maintained and removed by others except that which will be temporarily relocated for access to the bridge site. This signing will be maintained under this contract for the duration of this contract. See signing by others on sheet 93 of 95, 1-95-9(60).

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MOORE ROAD BRIDGE

OVER

INTERSTATE 95-N.B.

IN THE TOWN OF

HOULTON

AROOSTOOK COUNTY

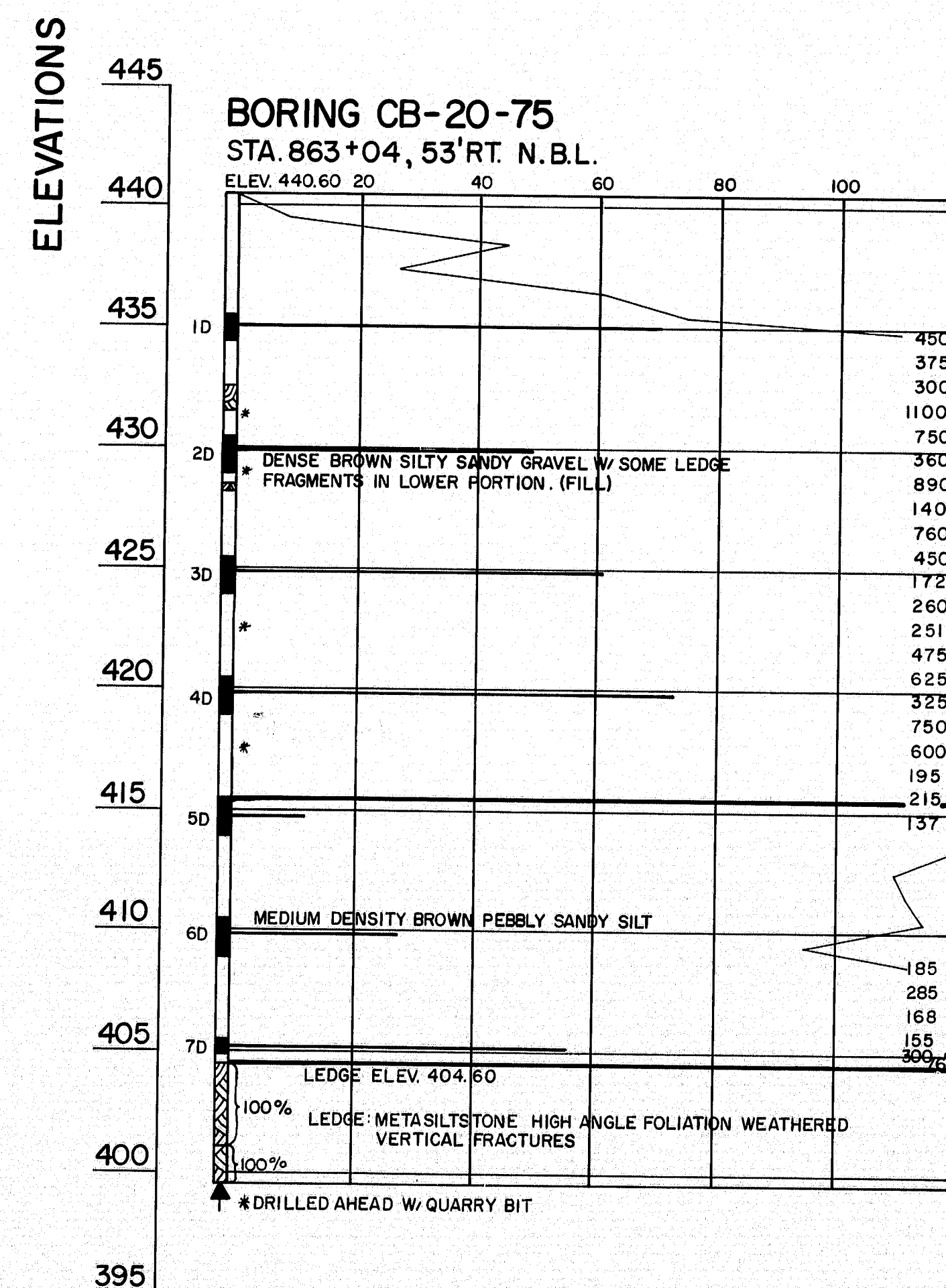
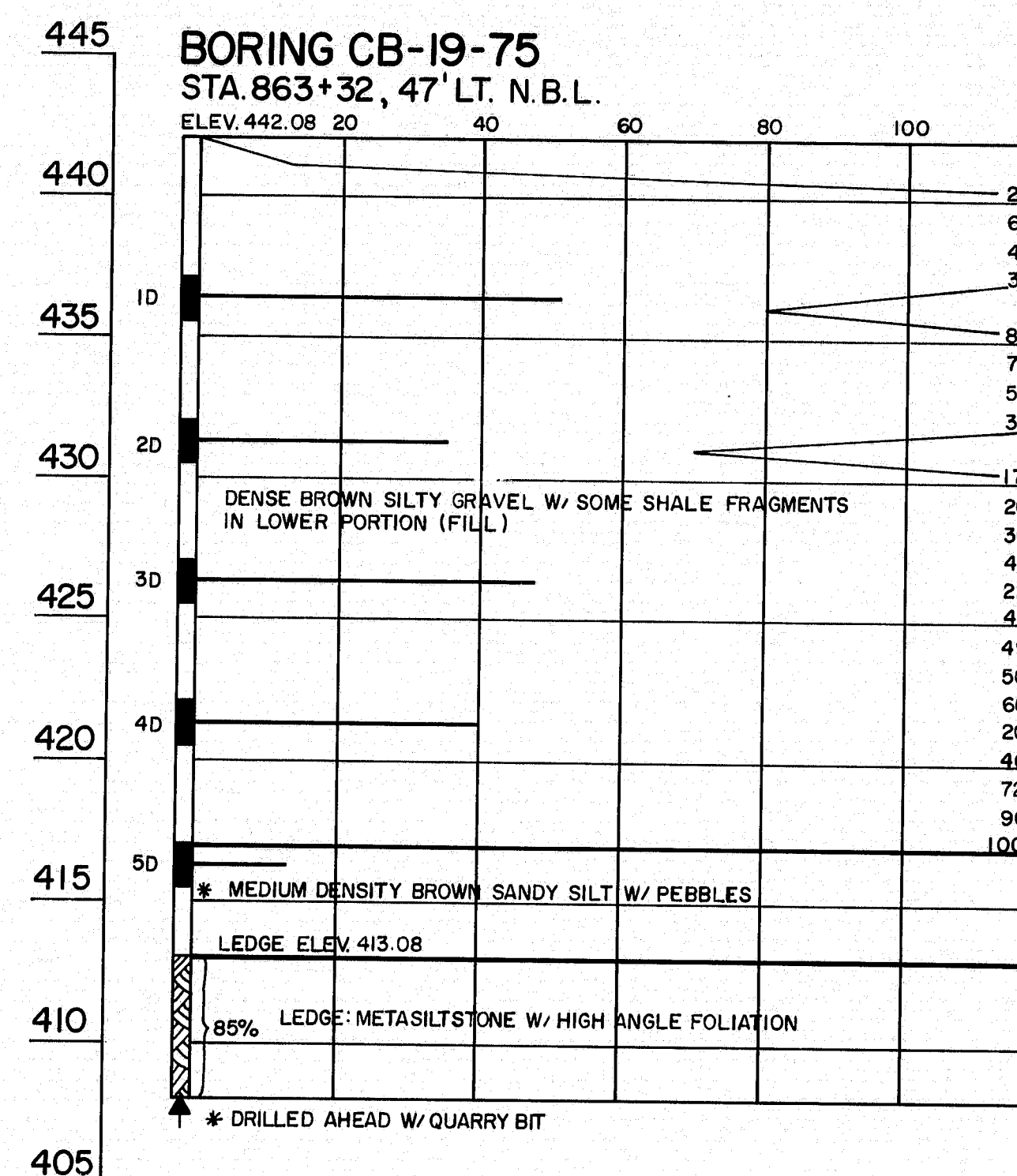
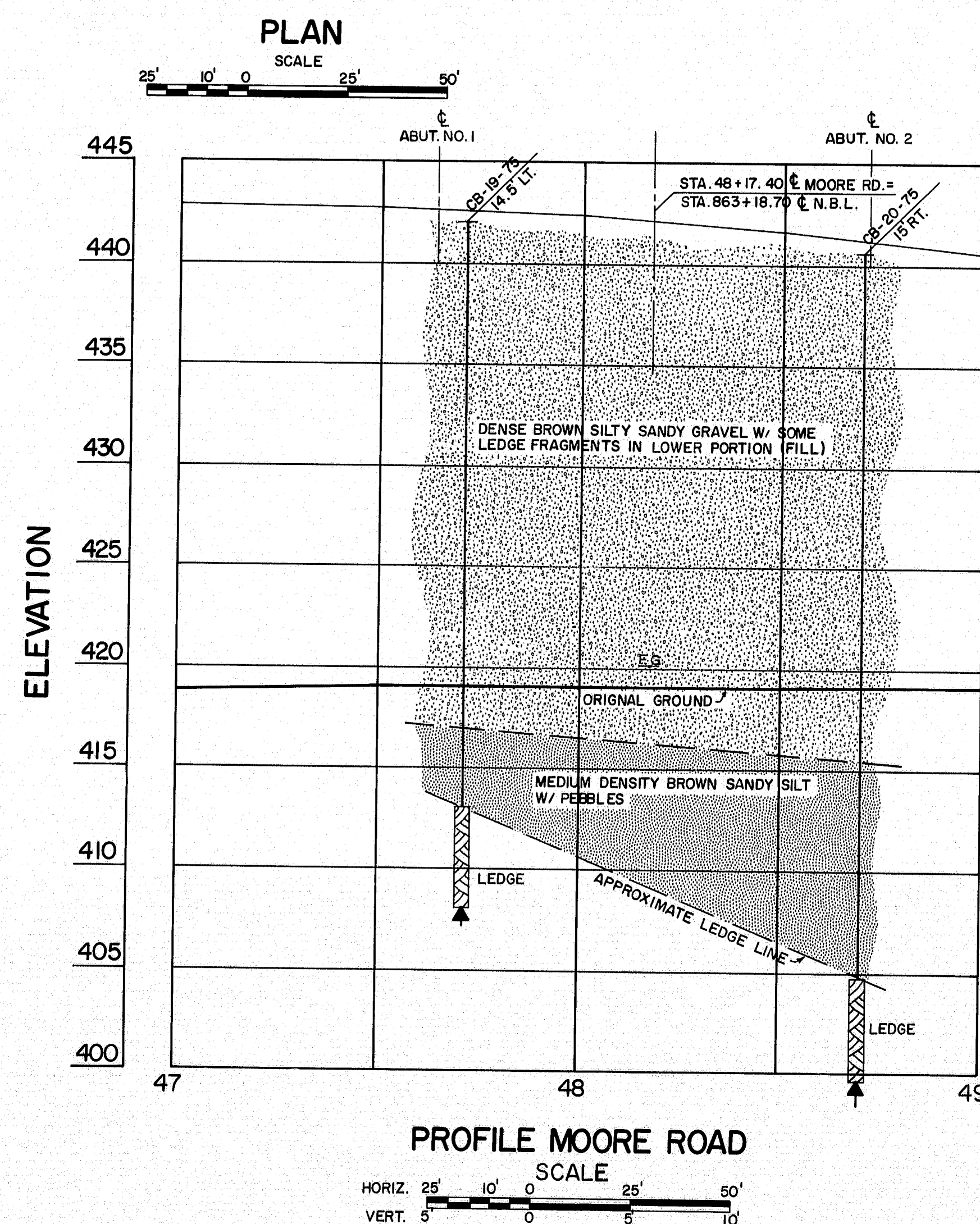
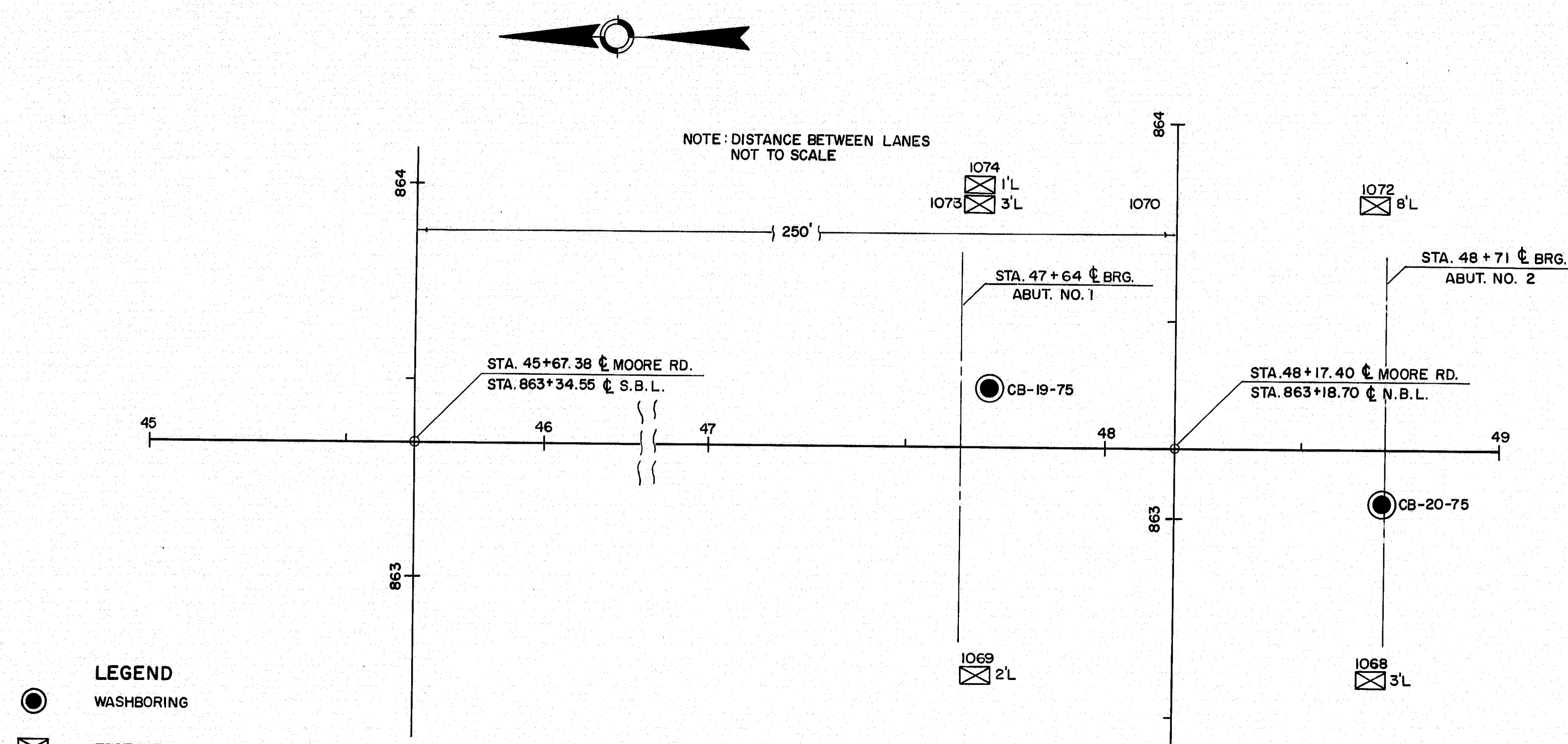
PROFILE

SHEET 5 OF 43 AUGUSTA, MAINE

MAY 1976

95-9(64)115011-Moore Rd. 158-1748

F.H.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	7-95-9(64)289	6	43



- BORING NOTES**
- All samples and vane are made ahead of casing
 - Water elevation
 - Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow
 - Location of sample or sample attempt
 - Number and type of dry sample
 - S&H Sampler # 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 per cent recovery of rock

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

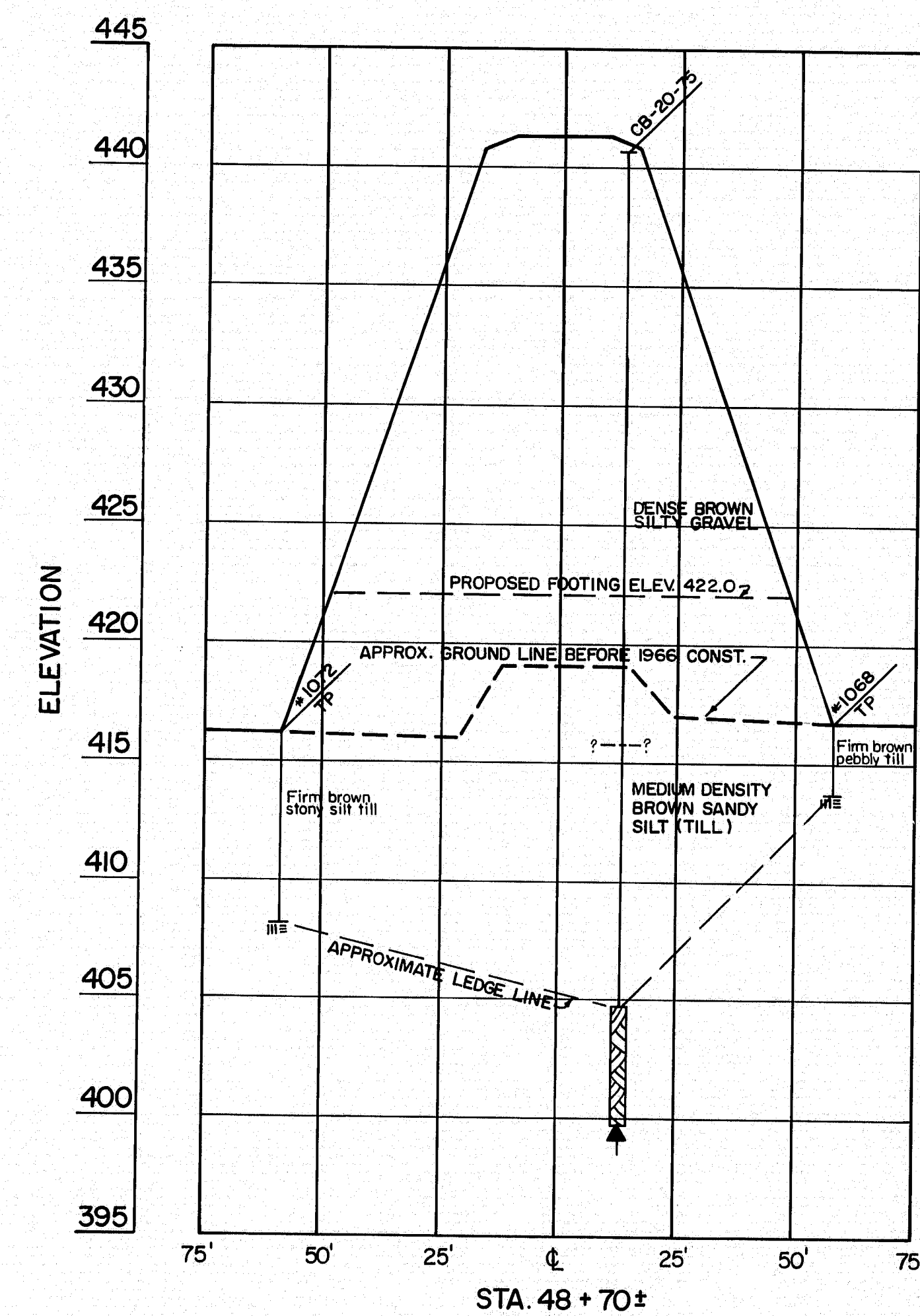
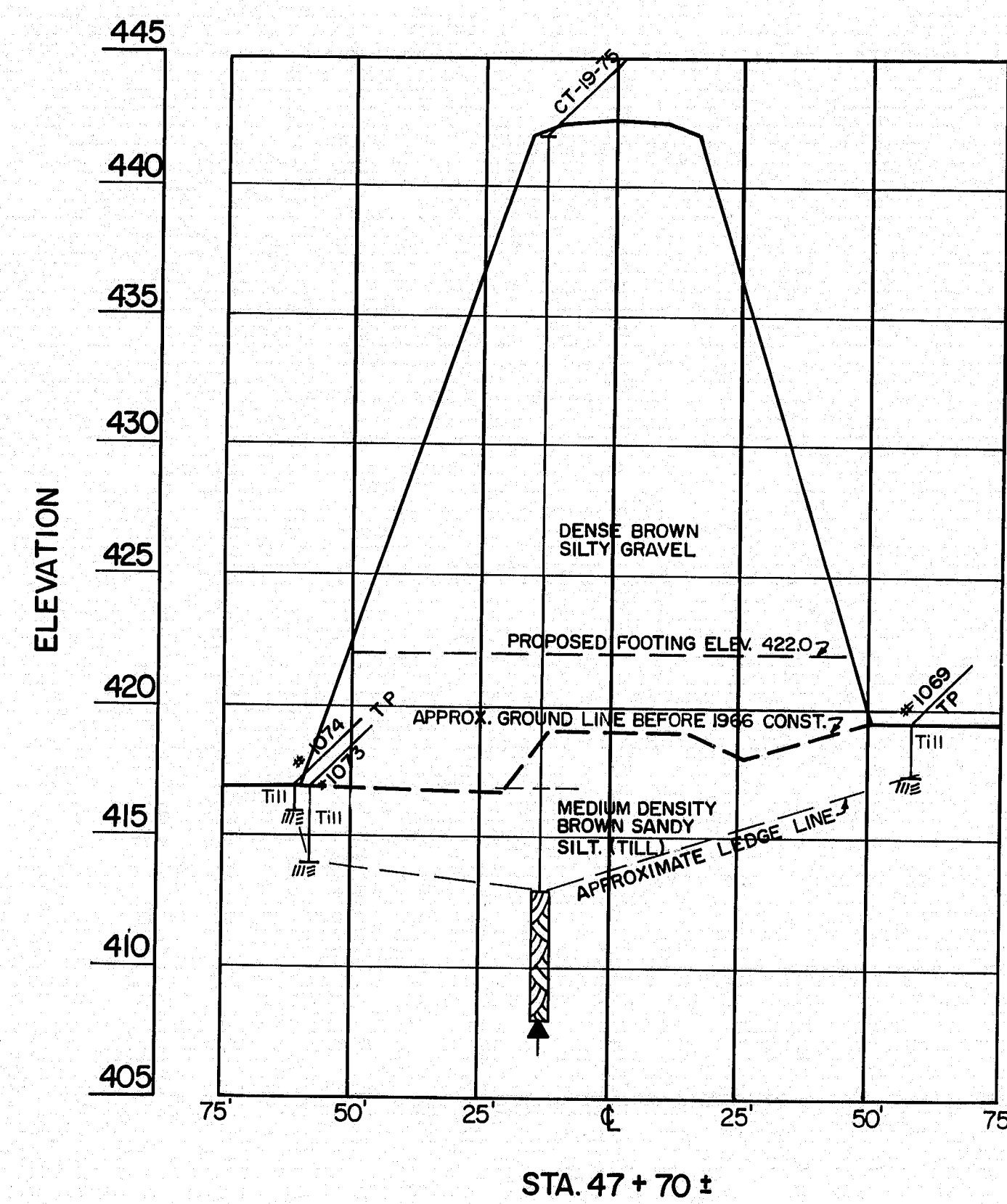
MOORE ROAD
 OVER
INTERSTATE 95 -NB
 IN THE TOWN OF
HOULTON
 AROOSTOOK COUNTY
 FOUNDATION SURVEY

SHEET 6 OF 43 AUGUSTA, MAINE MAY 1976

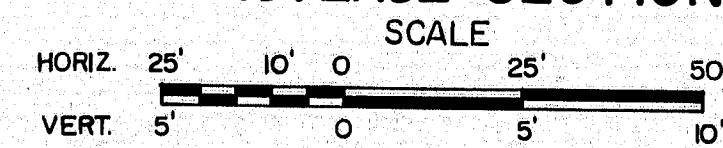
158-144

PROJECT DESIGN ENGINEER	BY	DATE
CDH	SA/LE	5/1/76
DESIGN - DETAILED	SA/LE	5/1/76
CHECKED	SA/LE	5/1/76
REVISIONS		
FIELD CHANGES		

F.H.W.A. NO. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-9(64)289	7	43



TRANSVERSE SECTIONS

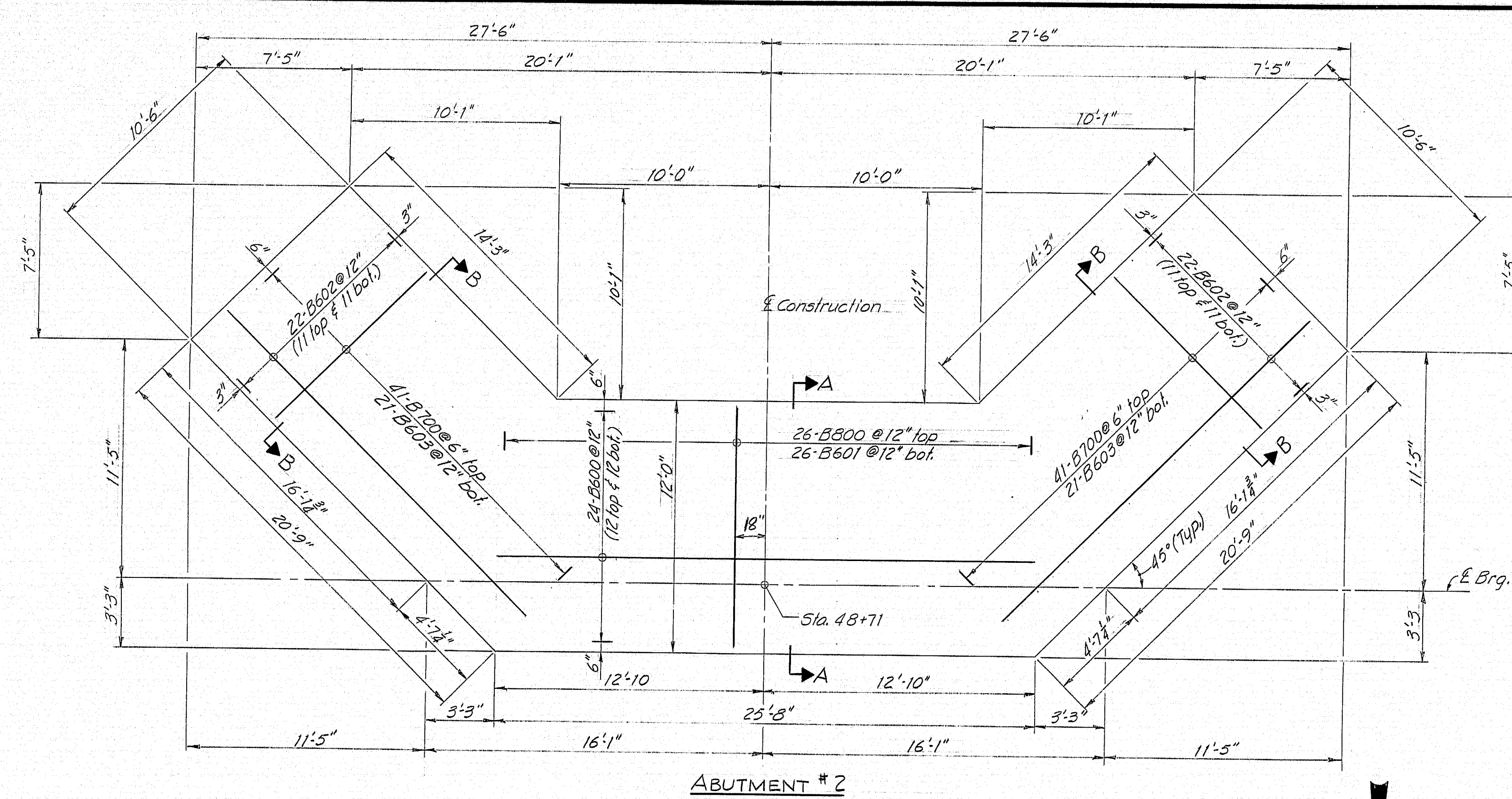


PROJECT DESIGN ENGINEER	CDH	DATE	
DESIGN - CHECKED	SP/Ls	BY	
REVISIONS	SP/Ls	DATE	
FIELD CHANGES			

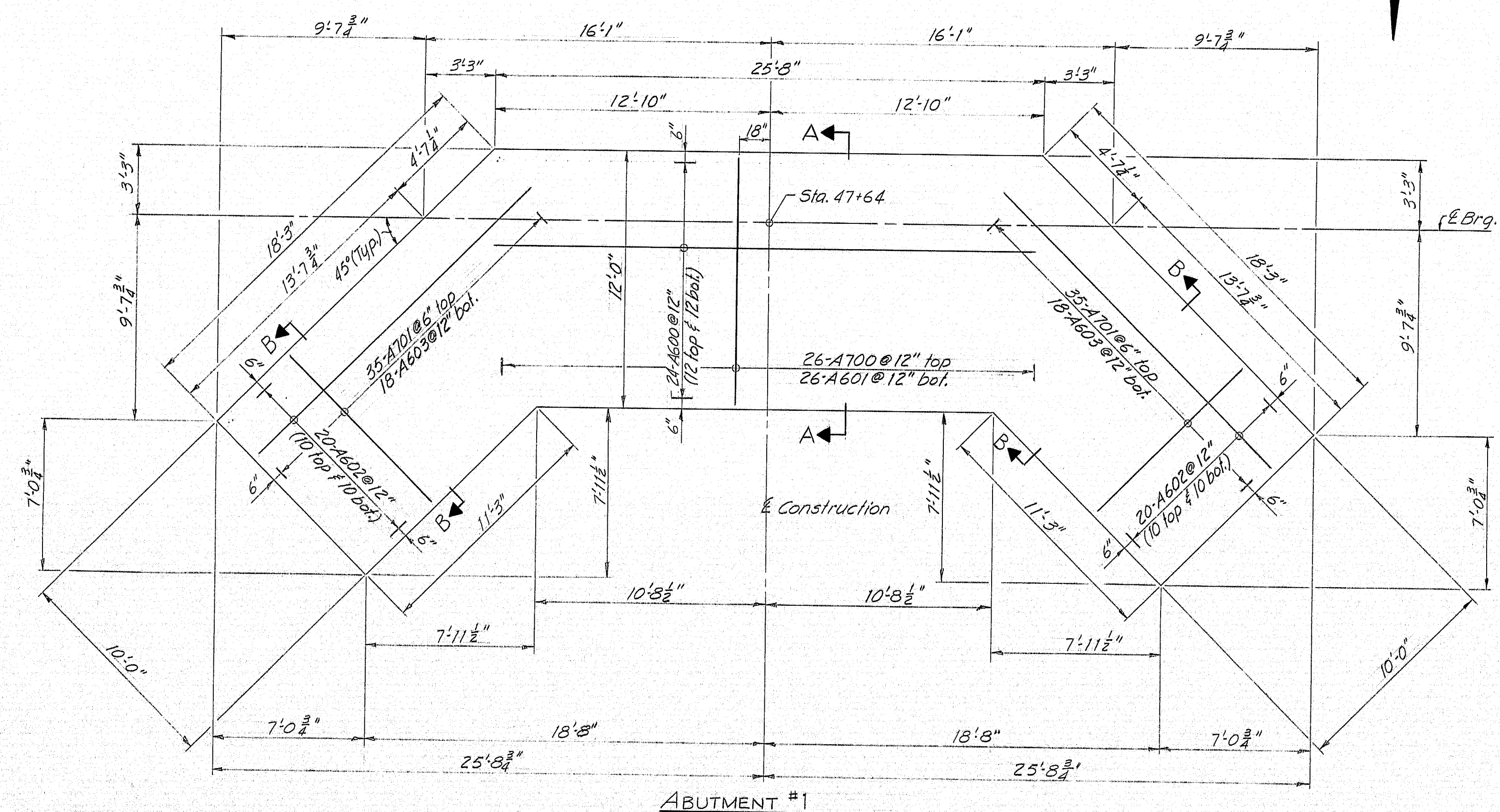
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
MOORE ROAD OVER INTERSTATE 95 -NB IN THE TOWN OF HOULTON AROOSTOOK COUNTY FOUNDATION SURVEY
SHEET 7 OF 43 AUGUSTA, MAINE MAY 1976

158-150

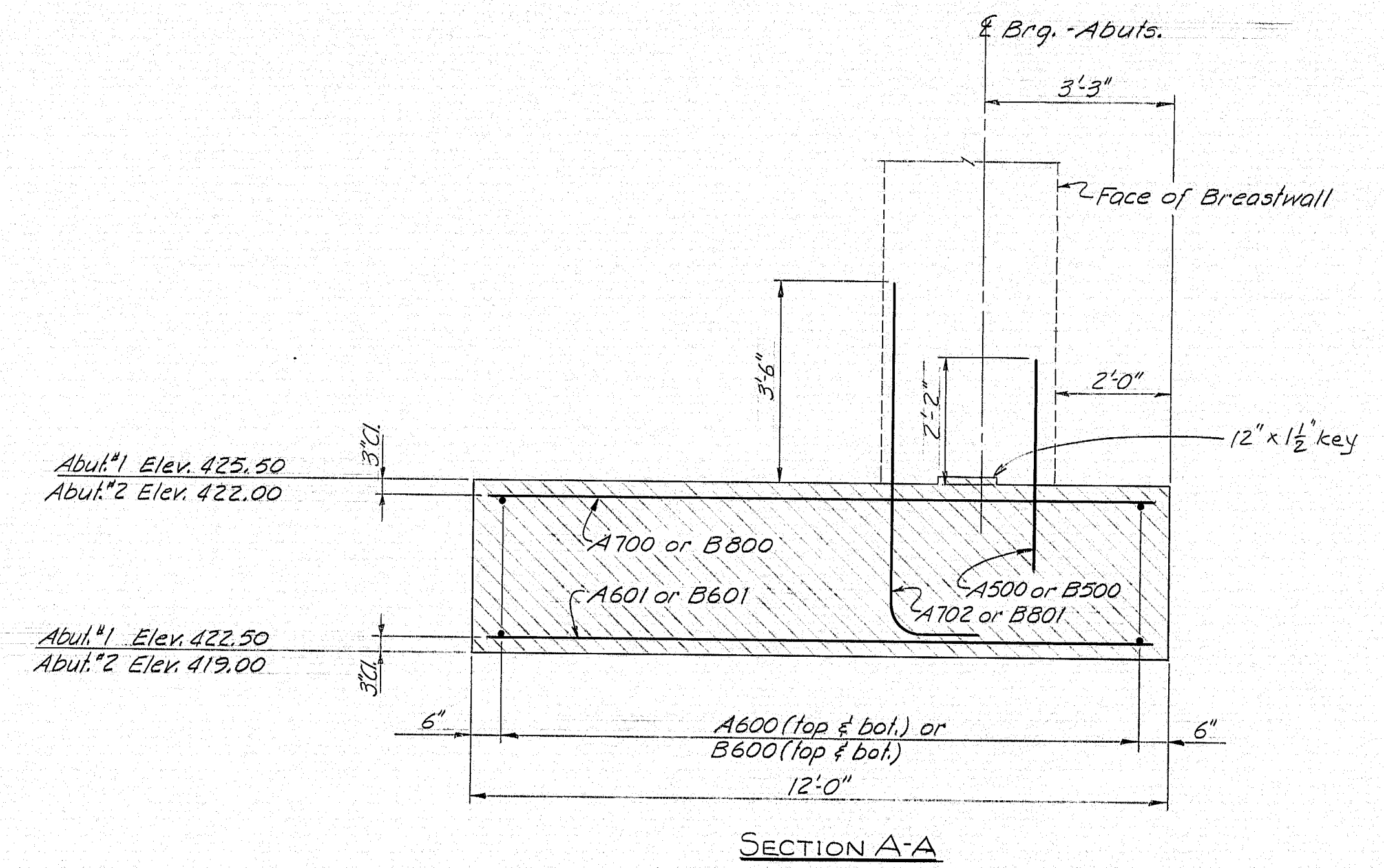
F.H.W.A. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-9(64)289	8	43



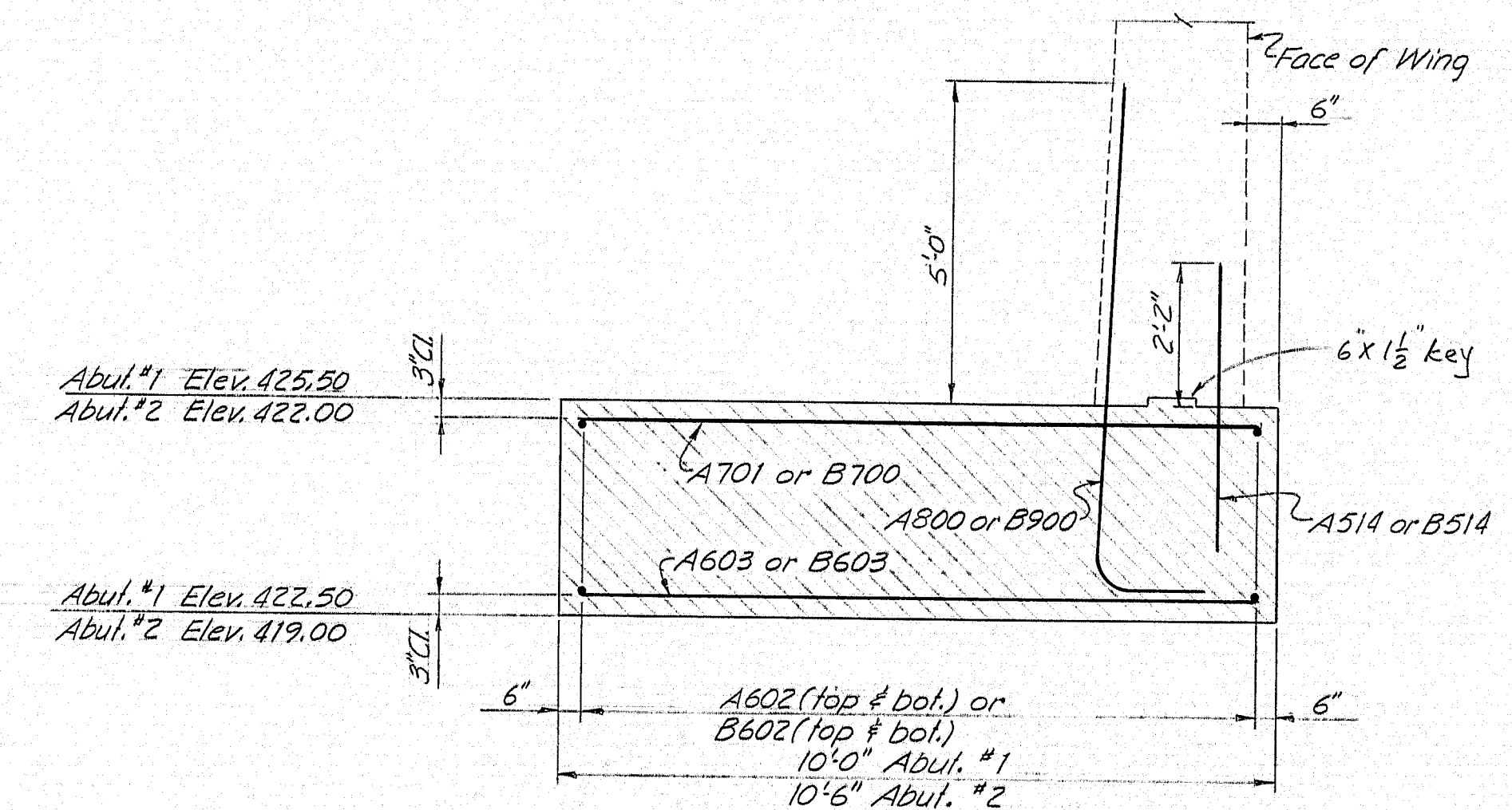
ABUTMENT #2



ABUTMENT #1



SECTION A-A



SECTION B-B

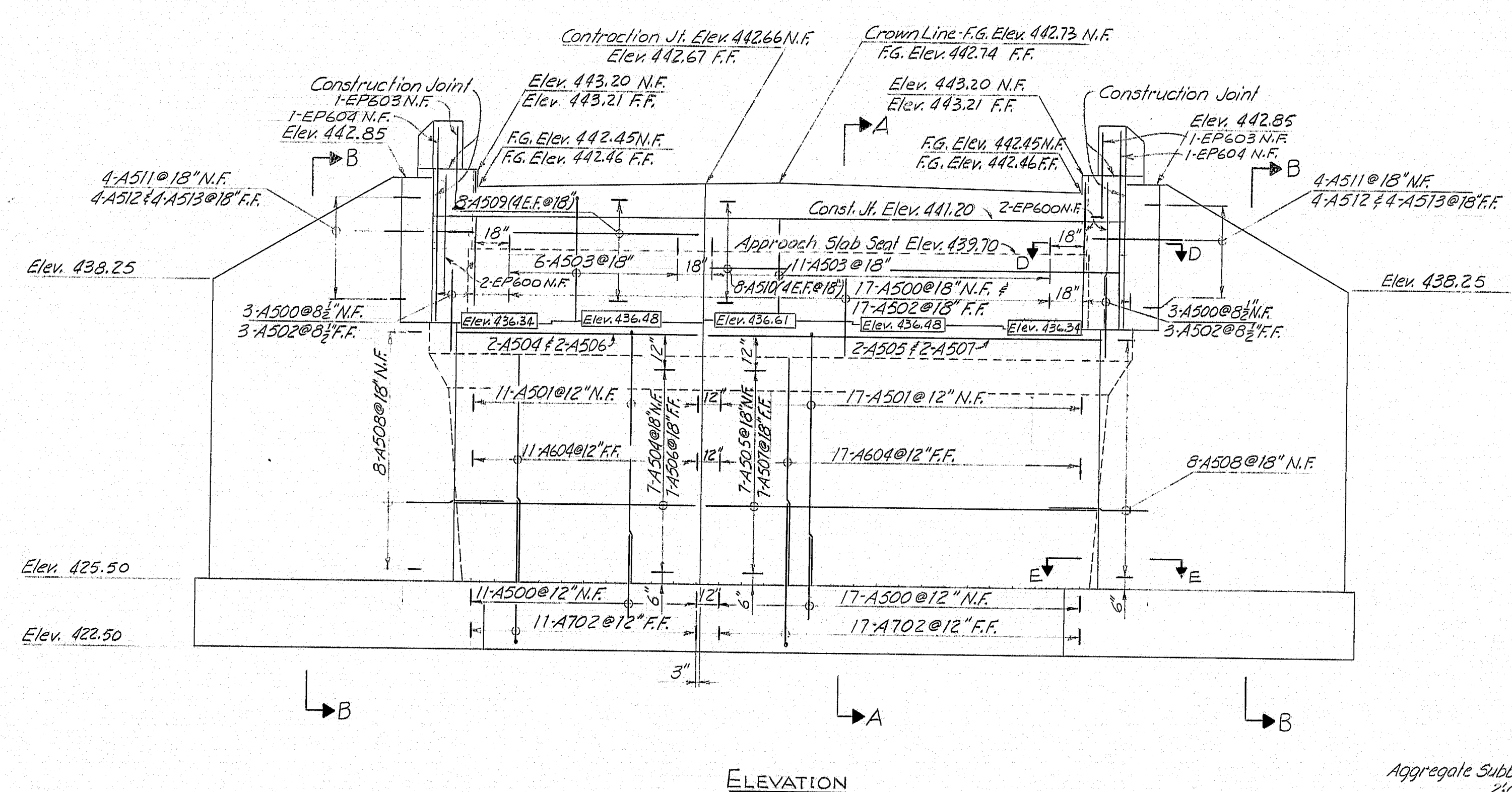
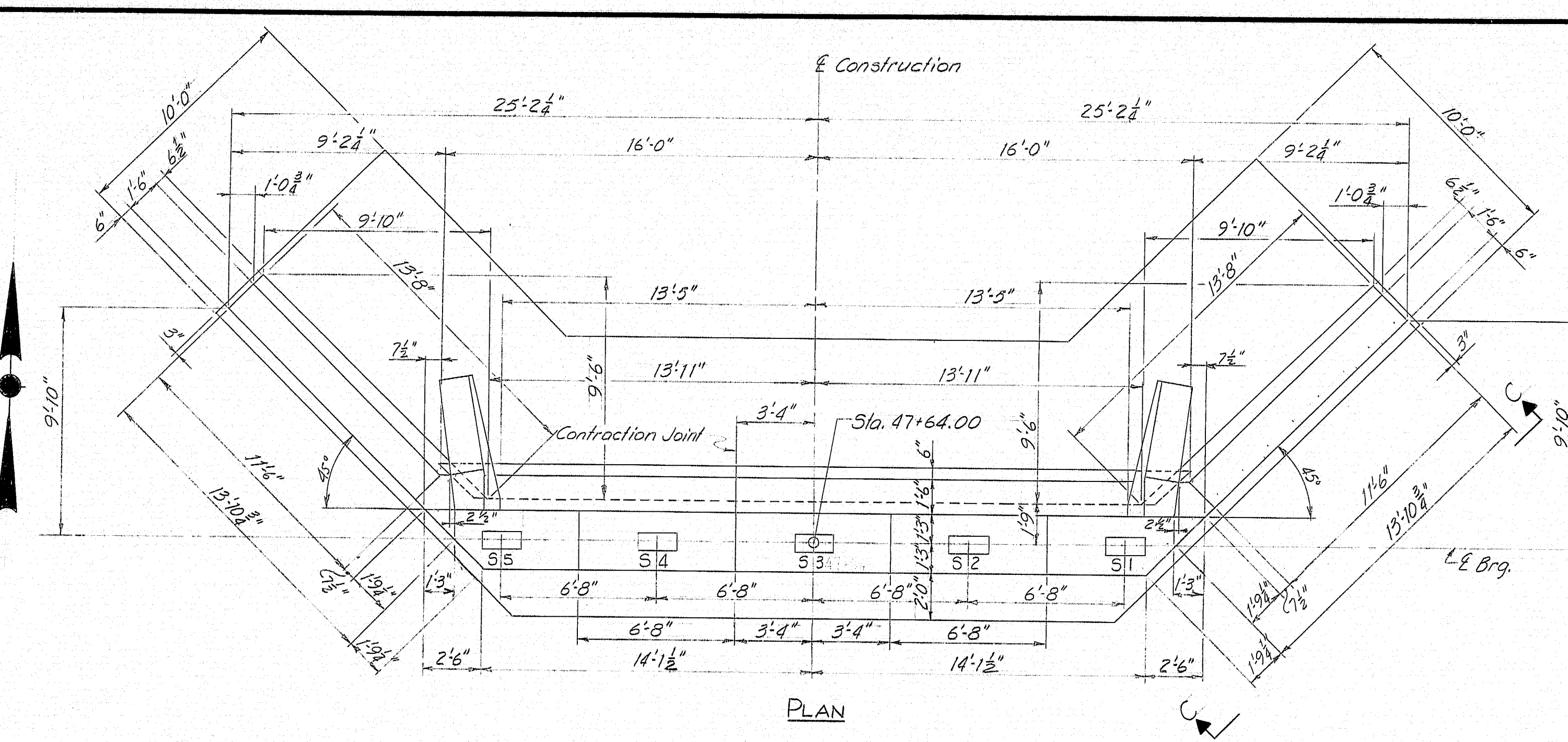
REINFORCING STEEL LEGEND
A = Abutment #1
B = Abutment #2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MOORE ROAD BRIDGE
OVER
INTERSTATE 95-N.B.
IN THE TOWN OF
HOULTON
AROOSTOOK COUNTY
FOOTINGS
SHEET 8 OF 43 AUGUSTA, MAINE MAY 1976

95-9(64) Houlton - Moore Road 158-151

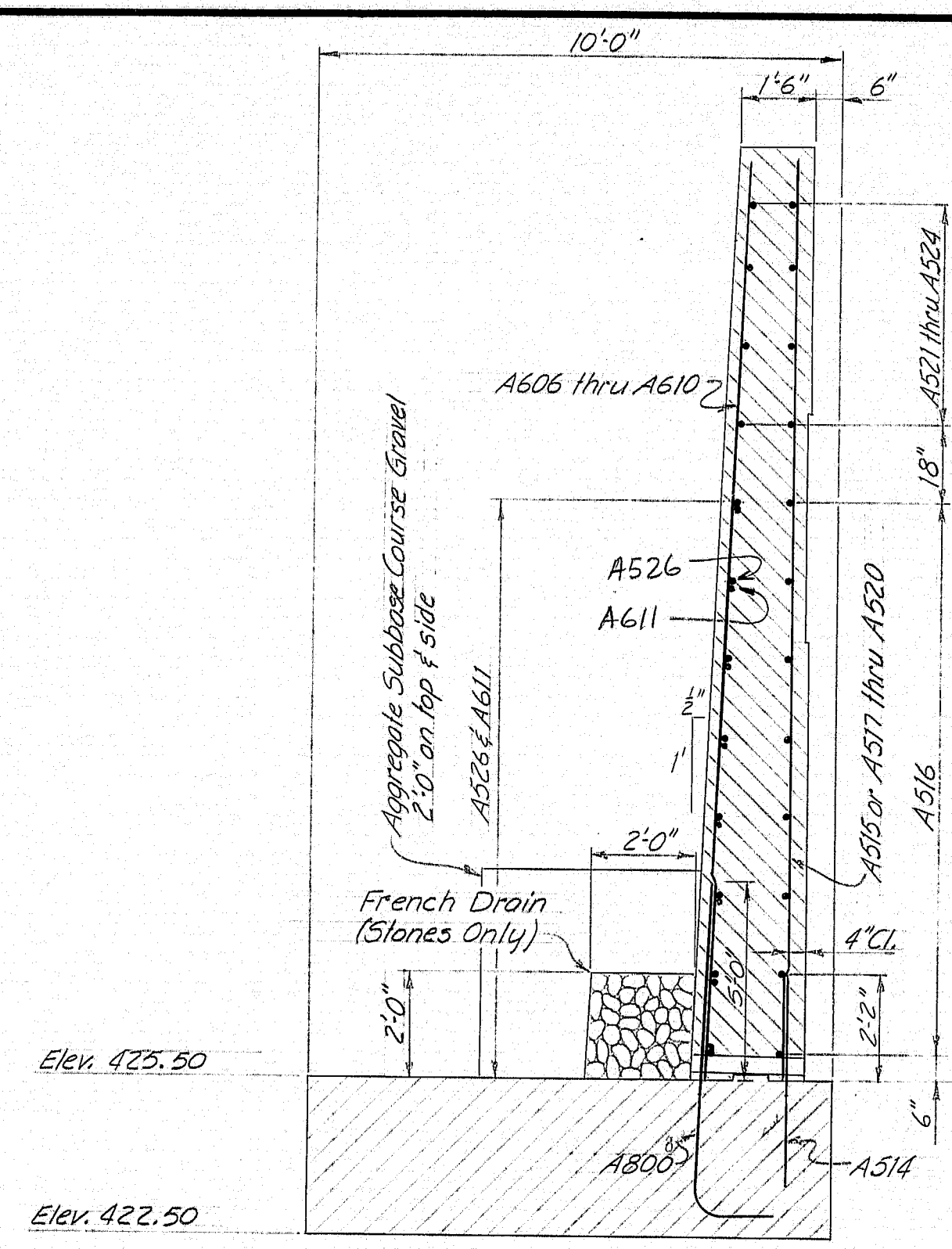
PROJECT DESIGN ENGINEER	CDH	BY	DATE
PLANS	DESIGN - DETAILED	C.D.H.	2-76
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

PROJECT DESIGN ENGINEER	CDH	DATE	2-76
DESIGN - DETAIL	CDH	BY	CDH
CHECKED	CDH	DATE	4-76
REVISIONS			
FIELD SURVEY			

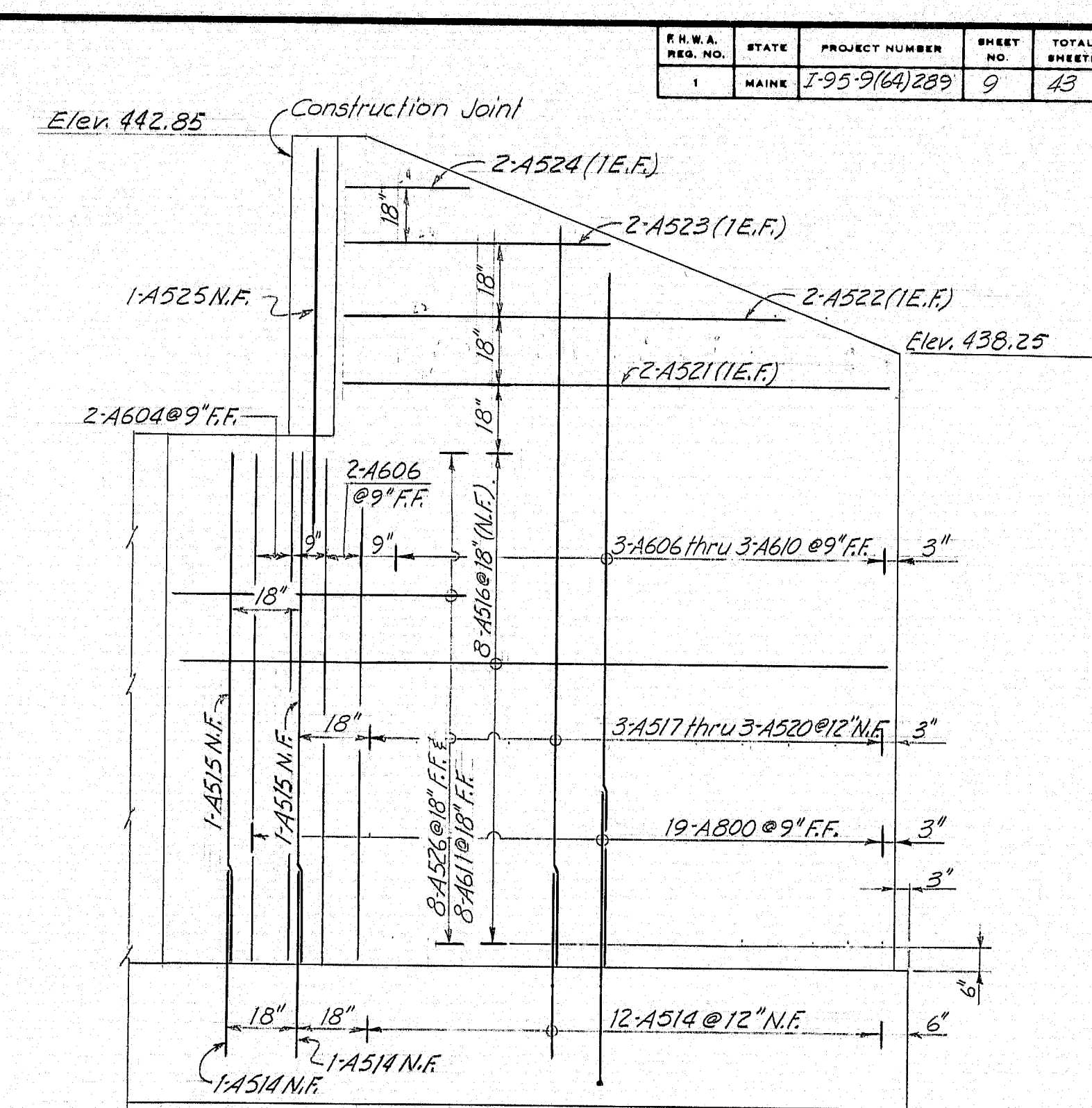


LEGEND
 N.F. - Near Face
 F.F. - Far Face
 E.F. - Each Face
 Const. Jt. - Construction Joint

REFERENCES
 For End Post Details see Sheet #12
 For Armored Joint Details and
 Waterstop Details see Standard Details
 BD 104-72 Sheet # 37
 For Architectural Treatment see Sheet #13
 For Approach Slabs see Sheet #11
 For Footing Plan & Sections see
 Sheet #8
 For Section D-D & Section E-E see
 Sheet #11



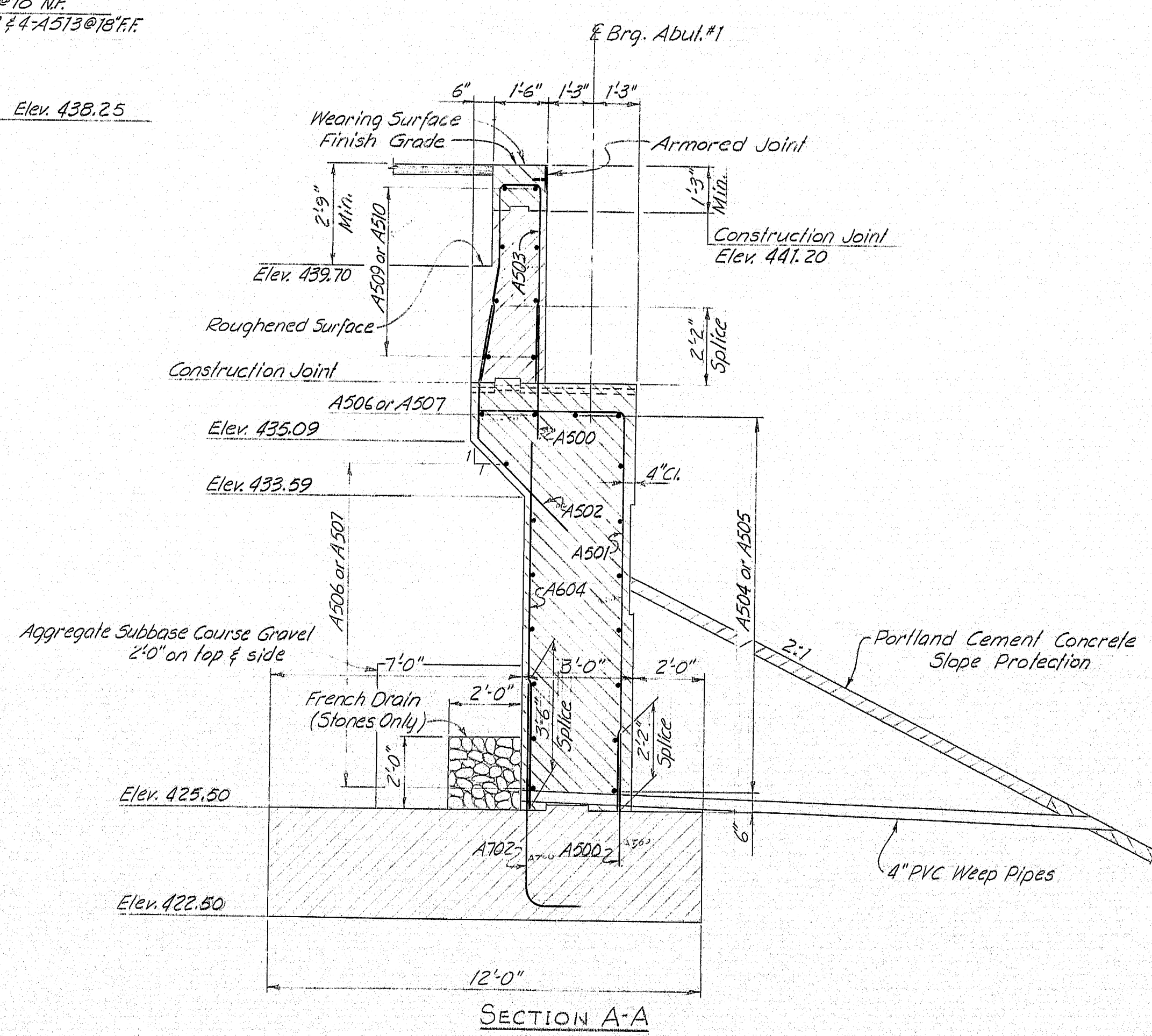
SECTION B-B



VIEW C-C
 (Typical both Wings)

ABUTMENT NOTES

1. Chamfer all exposed edges of concrete a consistent dimension between $\frac{1}{2}$ " and $\frac{3}{4}$ " inclusive, unless otherwise indicated.
2. Reinforcing steel shall have 2 inches cover unless otherwise indicated.
3. Place reinforcing steel in bridge seats to clear anchor bolts.
4. Break band at vertical construction joints by a method approved by the Engineer.
5. Polyvinylchloride waterstops as shown on Standard Details BD-104 shall be placed in all vertical contraction and construction joints.
6. Waterstops are not required in horizontal construction joints.
7. Protective coating for concrete surfaces shall be applied to the following areas: top of backwall, concrete curbs, and posts and top of parapets.
8. Place 4" diameter drains in breastwall and wings of 20 foot maximum spacing. Exact location to be determined by the Engineer in the field.
9. Welding of reinforcing steel will be allowed in the top 2' of the abutment backwall.
10. See General Notes 6 and 7 on Profile Sheet #5.
11. Maximum Soil Pressure = 3.6 tons/sq.ft.

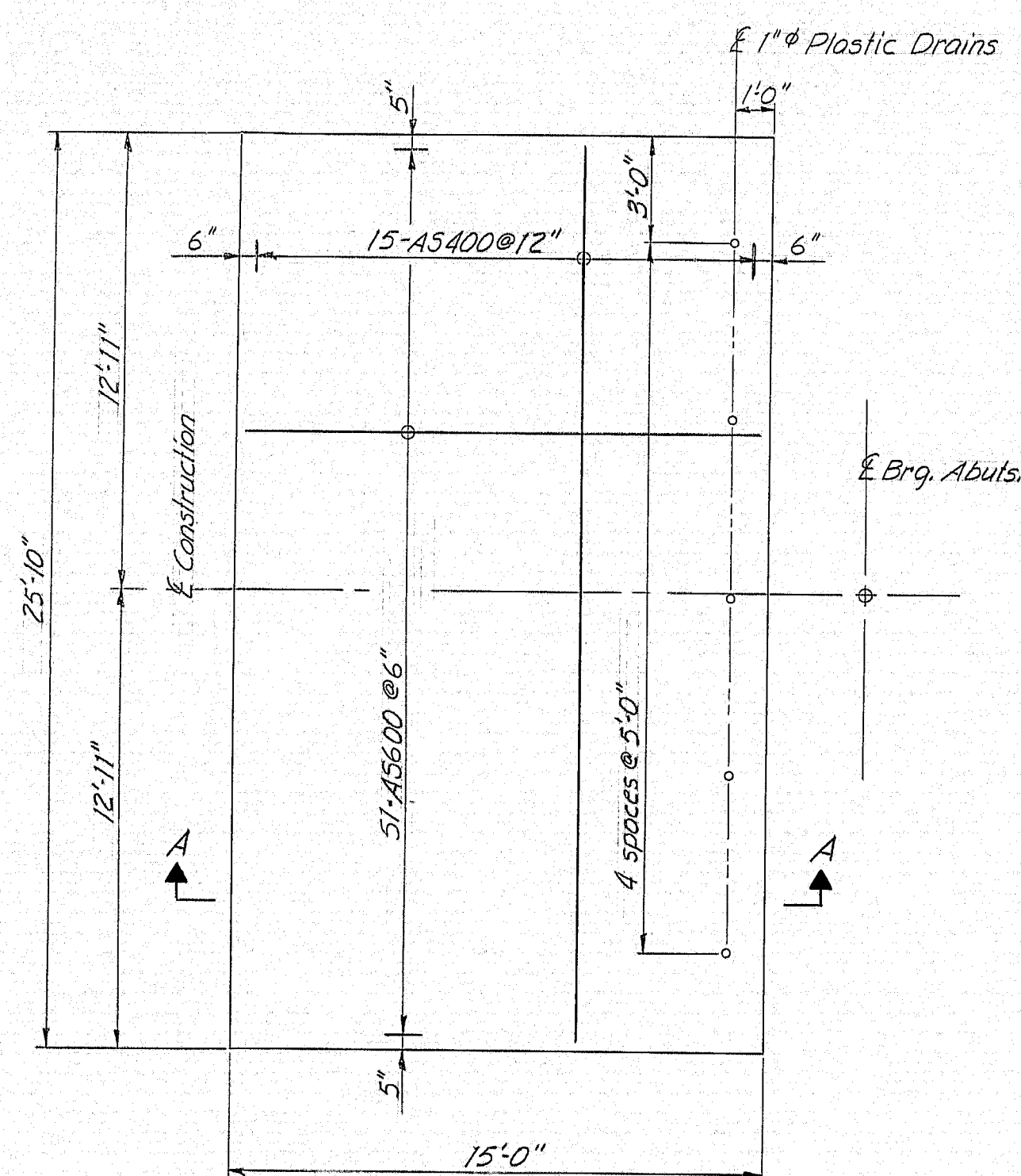


SECTION A-A

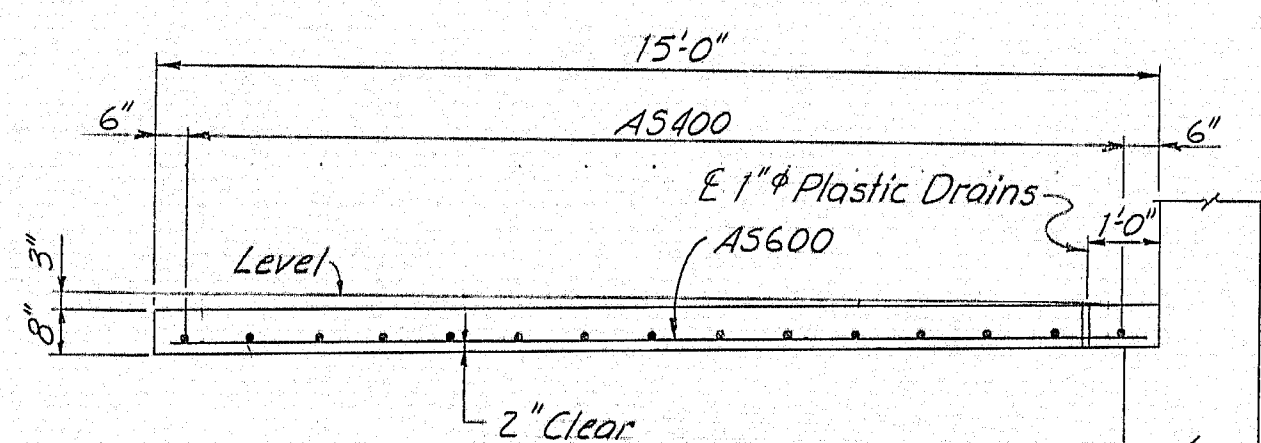
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
MOORE ROAD BRIDGE
OVER
INTERSTATE 95-N.B.
IN THE TOWN OF
HOULTON
AROOSTOOK COUNTY
ABUTMENT NO. 1
SHEET 9 OF 43 AUGUSTA, MAINE MAY 1976

158-752

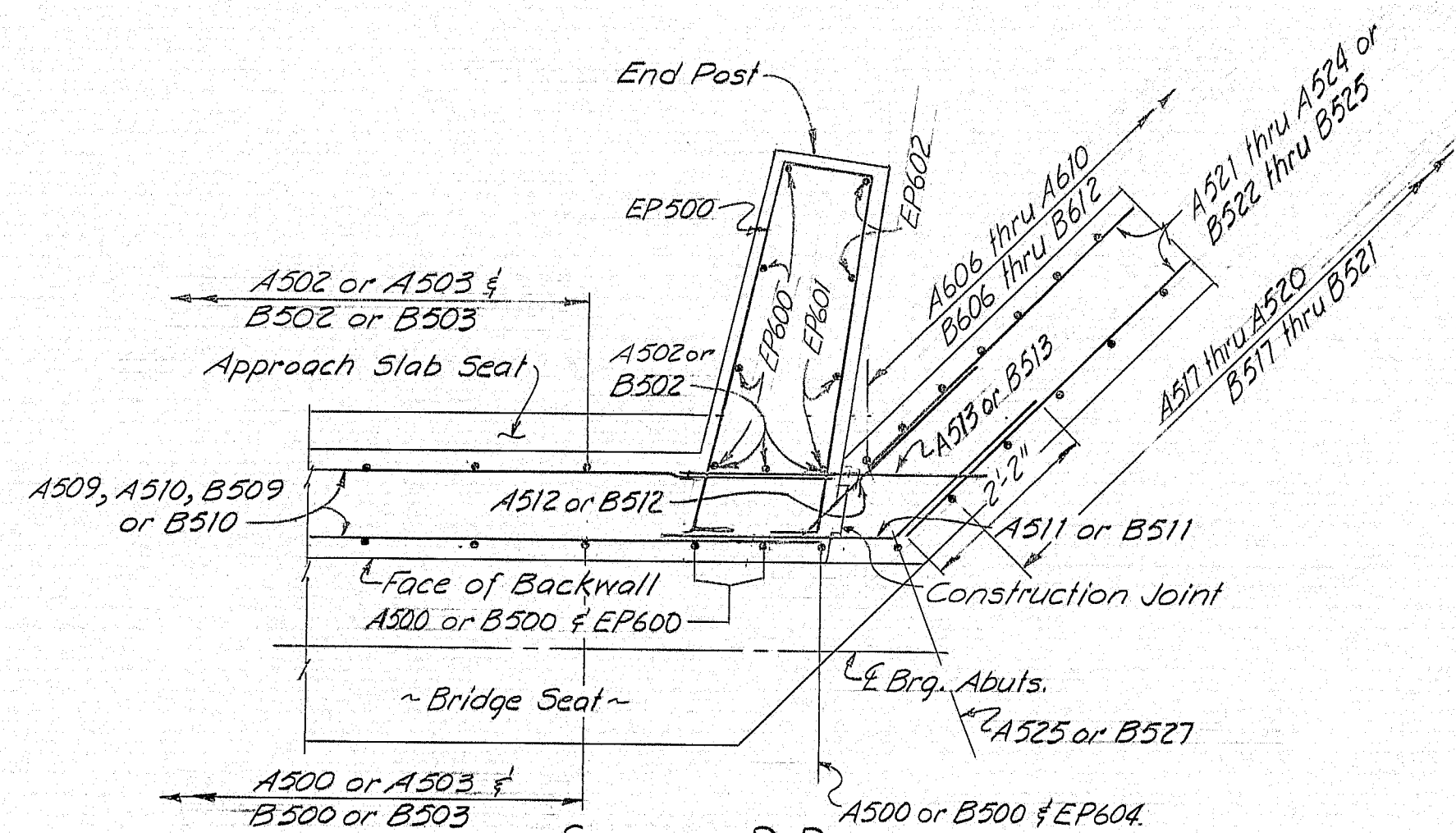
S.H.W.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(64)289	11	43



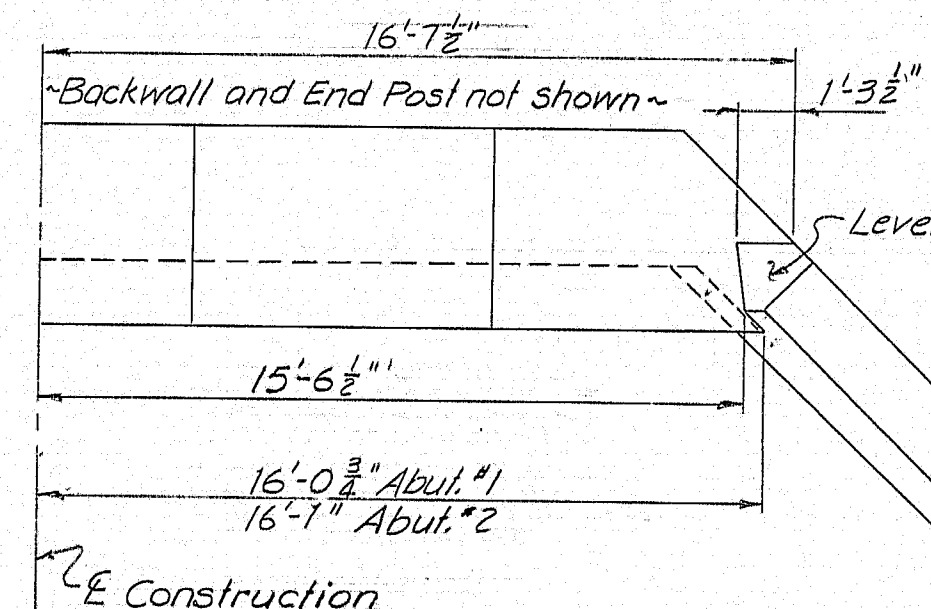
APPROACH SLAB PLAN
(2 Required)



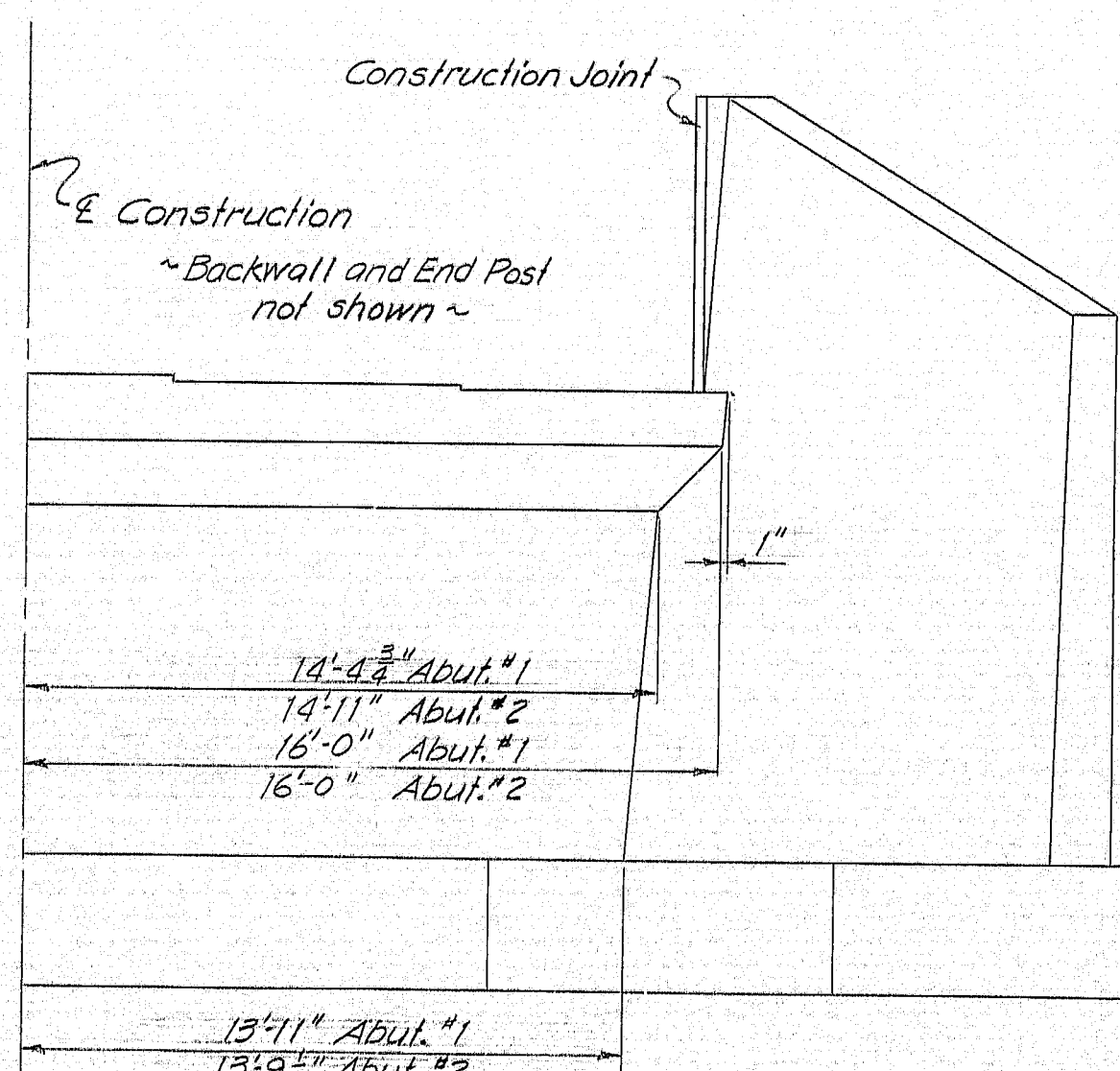
SECTION A-A



SECTION D-D
(Opposite hand for other side of Abutment)



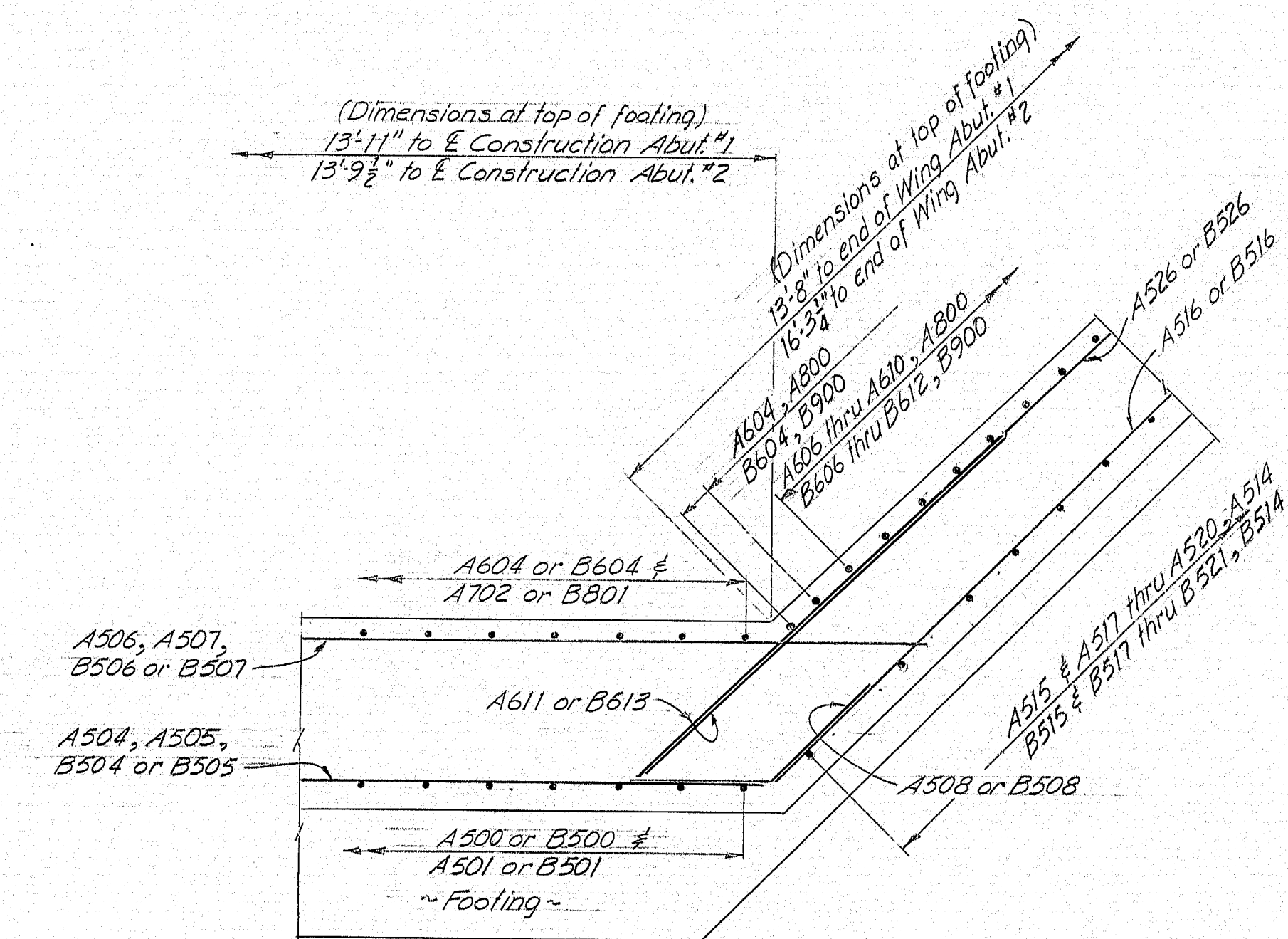
HALF PLAN
(Typical Both Sides)



HALF REAR ELEVATION
(Typical Both Sides)

REINFORCING STEEL LEGEND

A = Abutment #1
B = Abutment #2



SECTION E-E
(Opposite hand for other side of Abutment)

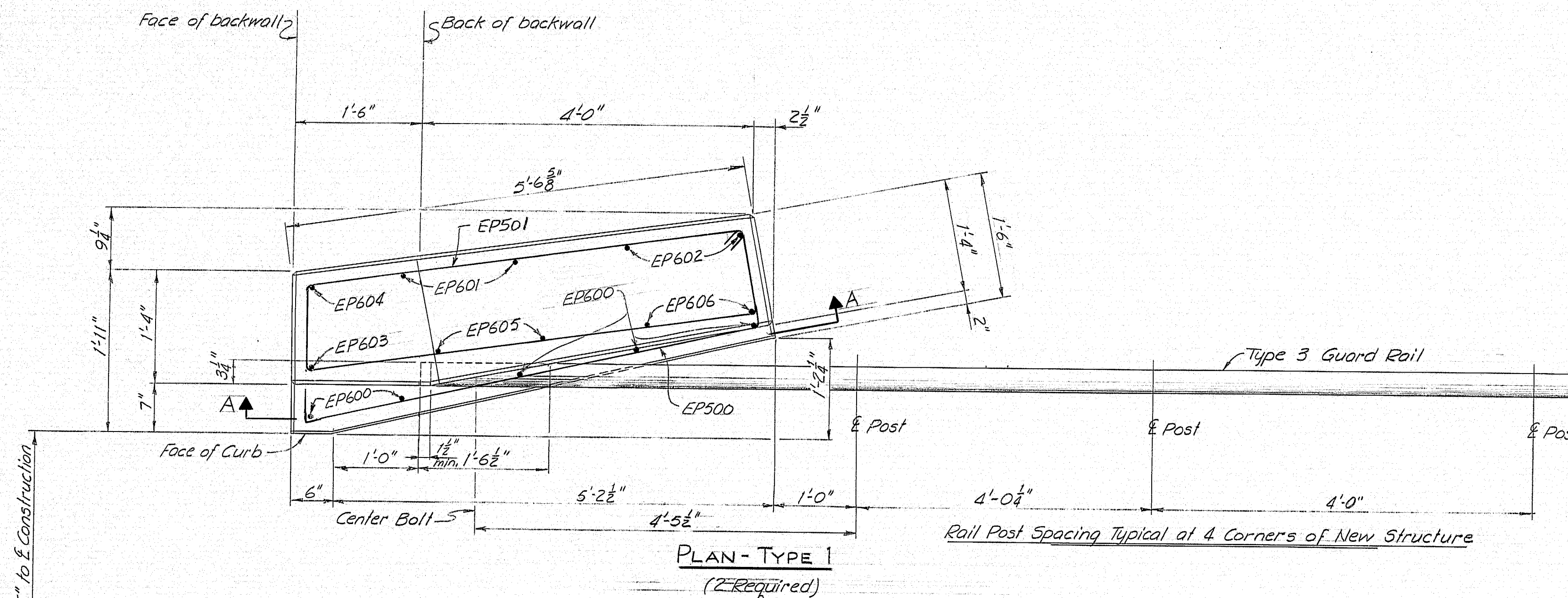
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
MOORE ROAD BRIDGE OVER INTERSTATE 95-N.B. IN THE TOWN OF HOULTON AROOSTOOK COUNTY APPROACH SLAB & ABUTMENT DETAILS SHEET 11 OF 43 AUGUSTA, MAINE MAY 1976

95-9(36) Houlton-Moore Rd. Abut. Details 158-154

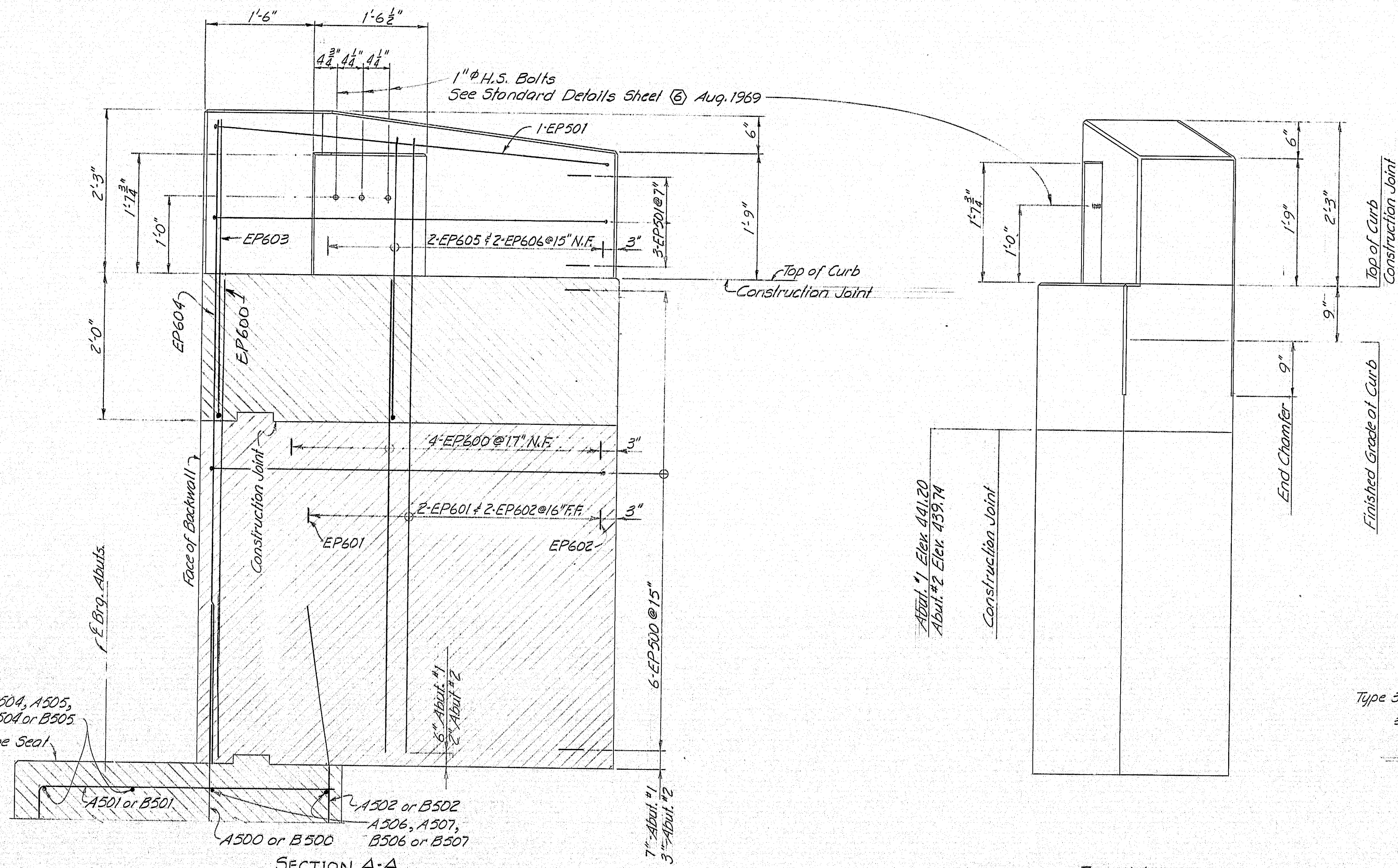
PROJECT DESIGN ENGINEER C.D.H.	BY	DATE
DESIGN - DETAIL	C.D.H.	2-76
CHECKED	G.O.T.	4-76
REVISIONS		
FIELD CHANGES		

PLANS

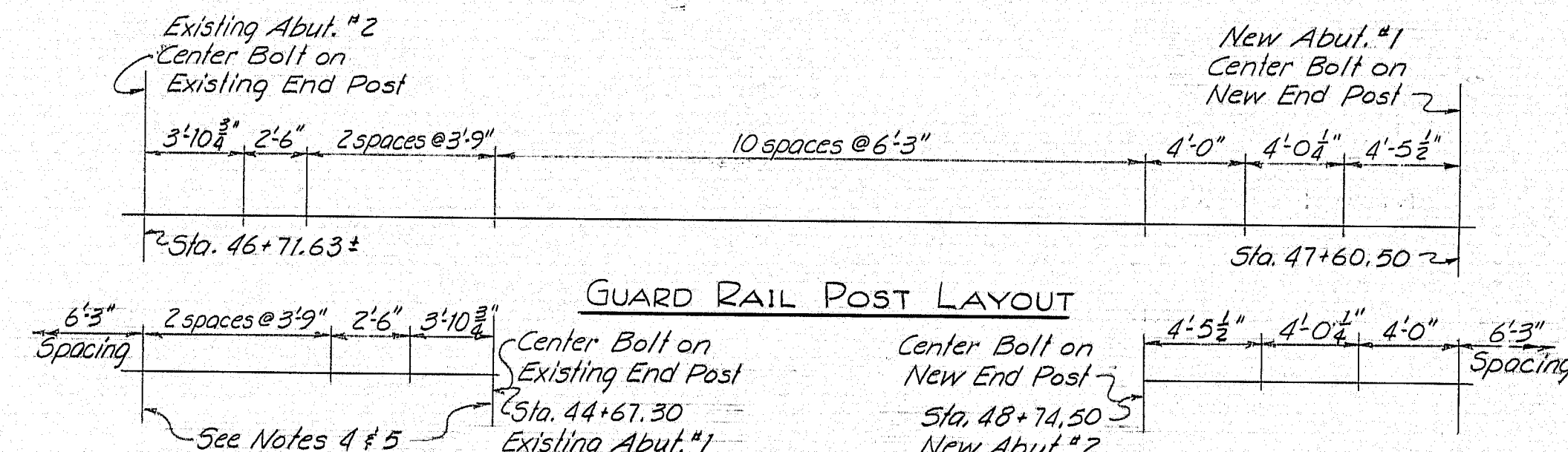
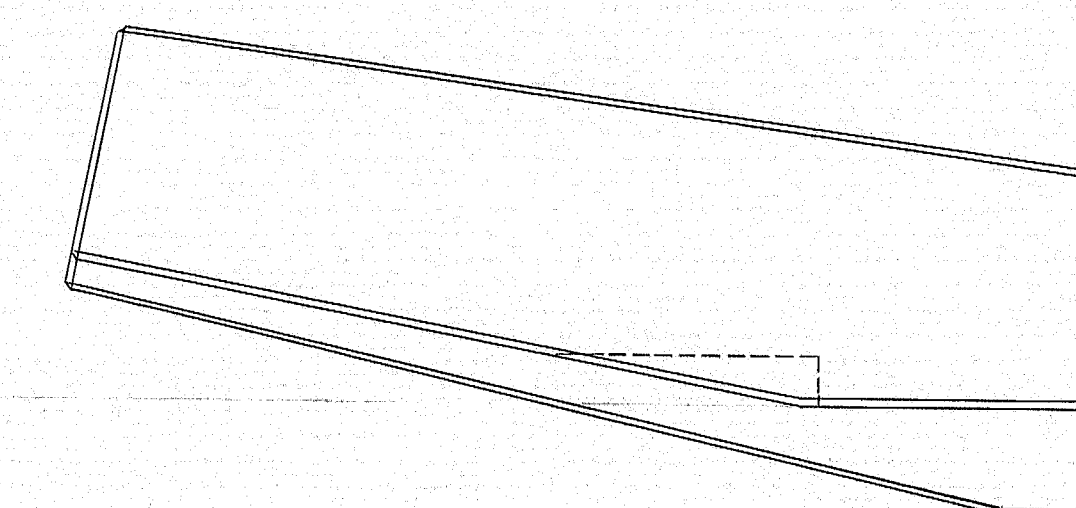
F.R.W.A. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(64) 289	12	48



Note: See Superstructure Sheet for Bridge Rail End Detail

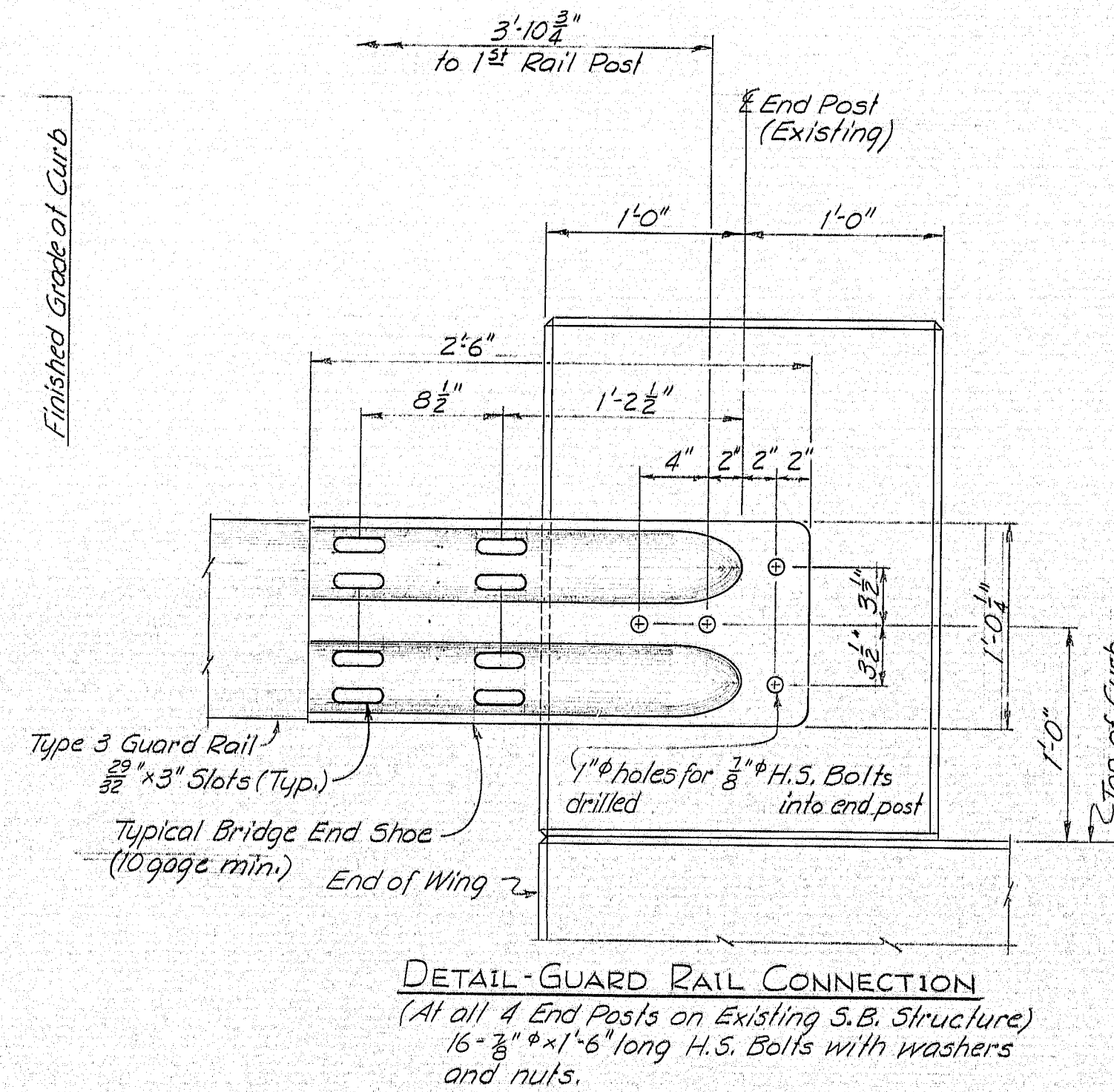


END VIEW



NOTES

1. Chamfer all exposed edges of concrete a consistent dimension between $\frac{1}{4}$ " and $\frac{3}{8}$ " inclusive, unless otherwise indicated.
2. Reinforcing steel shall have 2 inches cover unless otherwise indicated.
3. Waterstops are not required in the vertical construction joint between the end post and the back of backwall.
4. Adjust existing guard rail to connect to existing concrete and posts with a Bridge End Shoe.
5. Add additional guard rail posts between existing posts to provide a spacing of posts not more than shown on this plan.
6. Payment for work noted in 4 & 5 above will be made under Item 606.55. Payment for Bridge End Shoe will be considered incidental to Item 606.55.



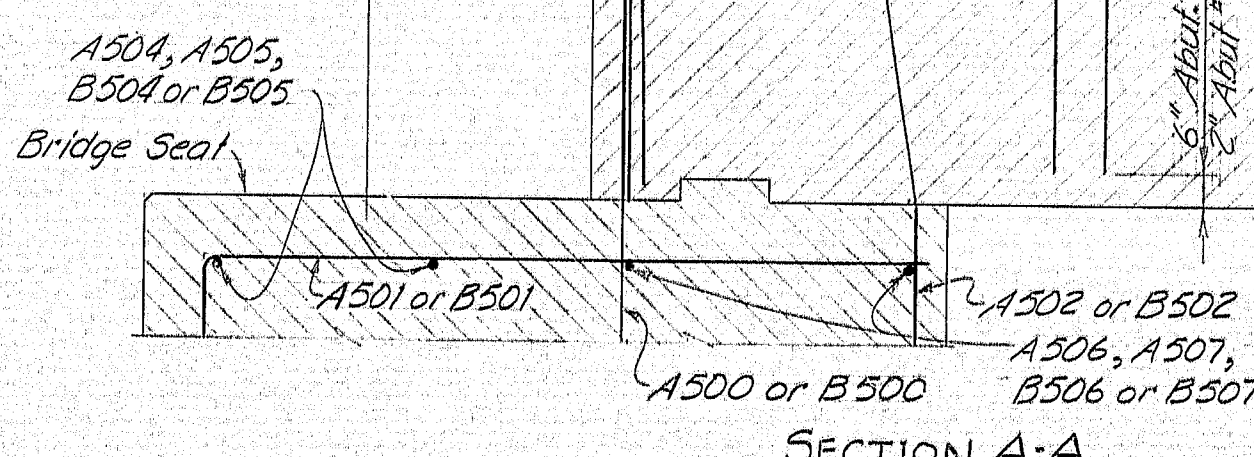
DETAIL - GUARD RAIL CONNECTION
(At all 4 End Posts on Existing S.B. Structure)
16" x 16" x 16" long H.S. Bolts with washers and nuts.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MOORE ROAD BRIDGE
OVER
INTERSTATE 95-N.B.
IN THE TOWN OF
HOULTON
AROSTOOK COUNTY

END POST DETAILS
SHEET 12 OF 43 AUGUSTA, MAINE MAY 1976

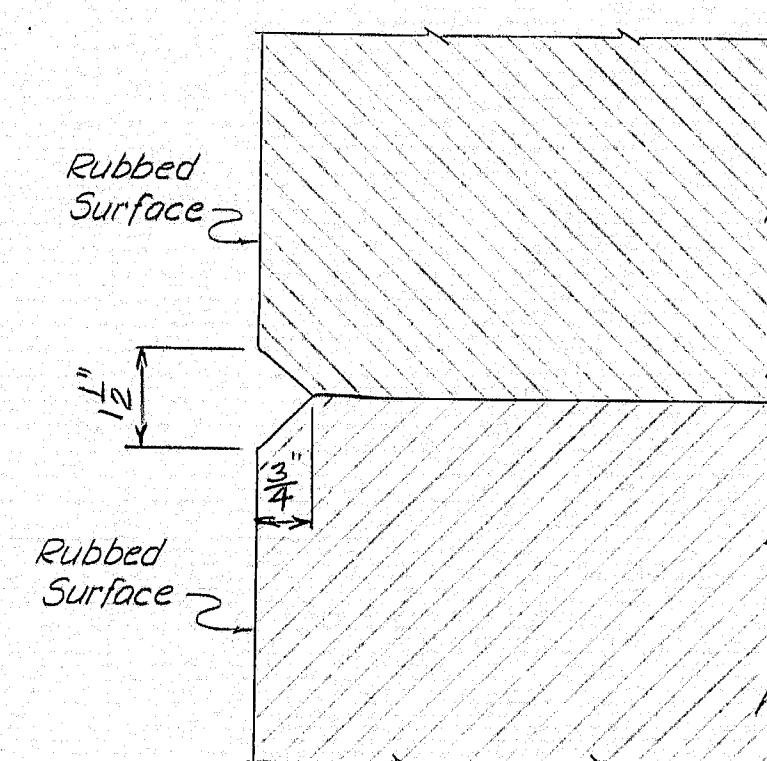
PROJECT DESIGN ENGINEER	CDH	DATE
DESIGN - DETAILED	CDH	2-76
CHECKED	GOI	4-78
REVISIONS		
FIELD CHANGES		



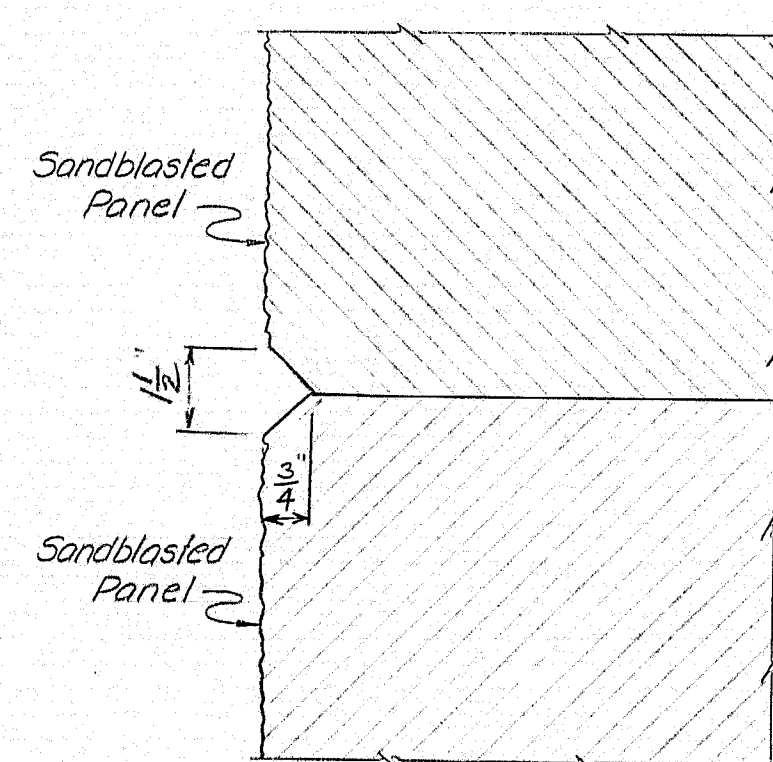
SECTION A-A

158-155

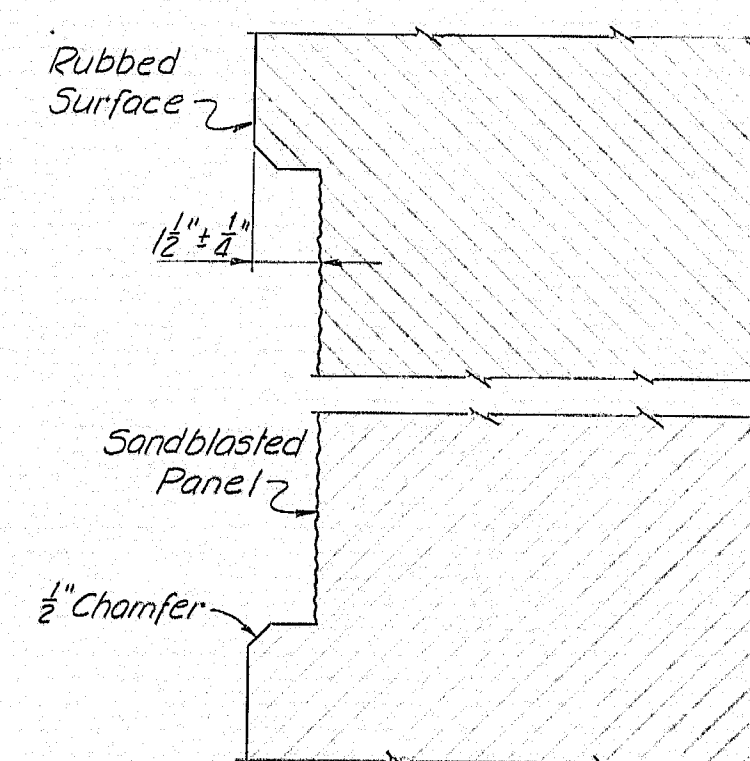
F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-9(64)289	13	43



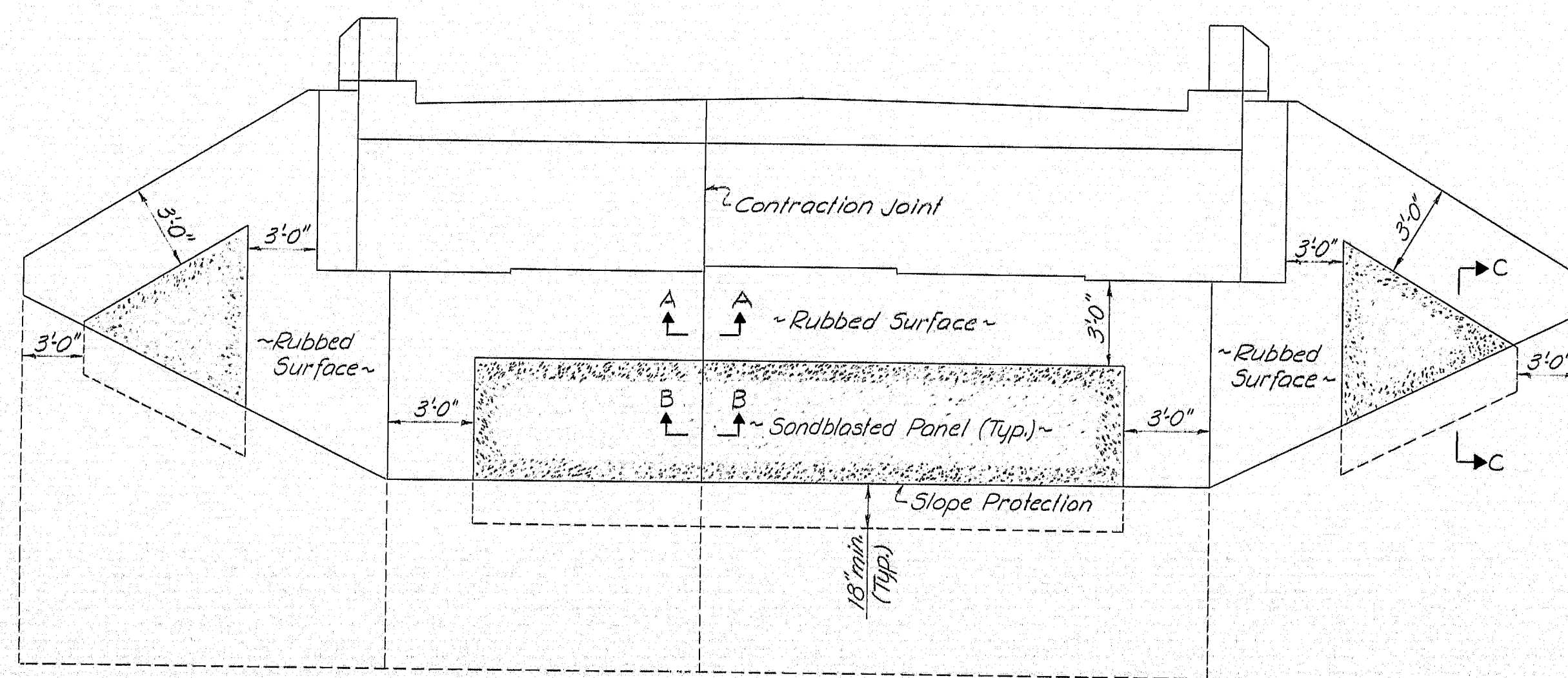
SECTION A-A



SECTION B-B



SECTION C-C



ABUTMENT ELEVATION

NOTES

All surfaces so designated on the plans shall be sandblasted. These surfaces shall be carried to a minimum depth of 1/8 inch below the finished ground.

Special care shall be exercised so that form joints at the exposed face of concrete shall be tight.

Before sandblasting, all fins and projections in the concrete shall be removed and all holes patched to create a surface of uniform texture.

In order to insure a consistent surface texture for the areas to be architecturally treated, concrete aggregate shall be from the same source and portland cement shall be from the same manufacturer throughout the entire placement of the abutments.

At the time the concrete is placed, the contractor shall cast 3 sample slabs (2'x2'x4').

Prior to sandblasting, the samples shall be sandblasted, each to a different degree of penetration with a maximum depth of 1/8 inch approximately, and under the direction of the Engineer. The most desirable sample will be chosen by the Engineer, and the designated areas shall be sandblasted to match this sample.

Concrete shall not be sandblasted for at least 28 days after placement.

The contractor shall take the necessary steps to protect materials and equipment from damage by the sandblasting operation. Personnel shall be properly equipped: sandblast hood for operator, and respirators and goggles for all other personnel exposed to dust.

The contractor shall conform to any applicable safety specifications, such as O.S.H.A., in the sandblasting operation.

Payment for sandblasting shall be included in the contract unit price for Item 502.21.

No deduction in the concrete pay volume will be made for the recess for the architectural treatment.

PROJECT DESIGN ENGINEER	DATE
CDH	2-76
C.C.B.	4-76
C.C.T.	
DESIGN - CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MOORE ROAD BRIDGE
OVER

INTERSTATE 95-N.B.

IN THE TOWN OF

HOULTON

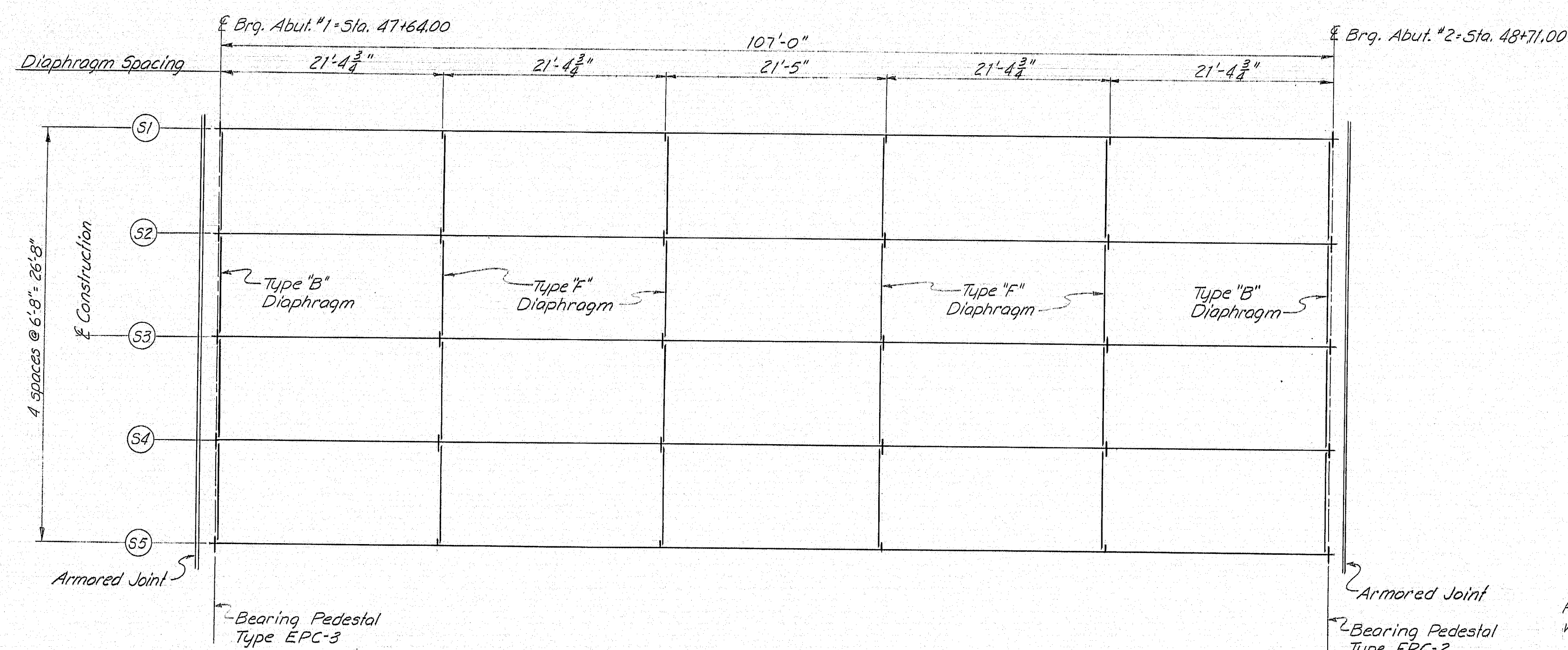
AROOSTOOK COUNTY

ARCHITECTURAL TREATMENT

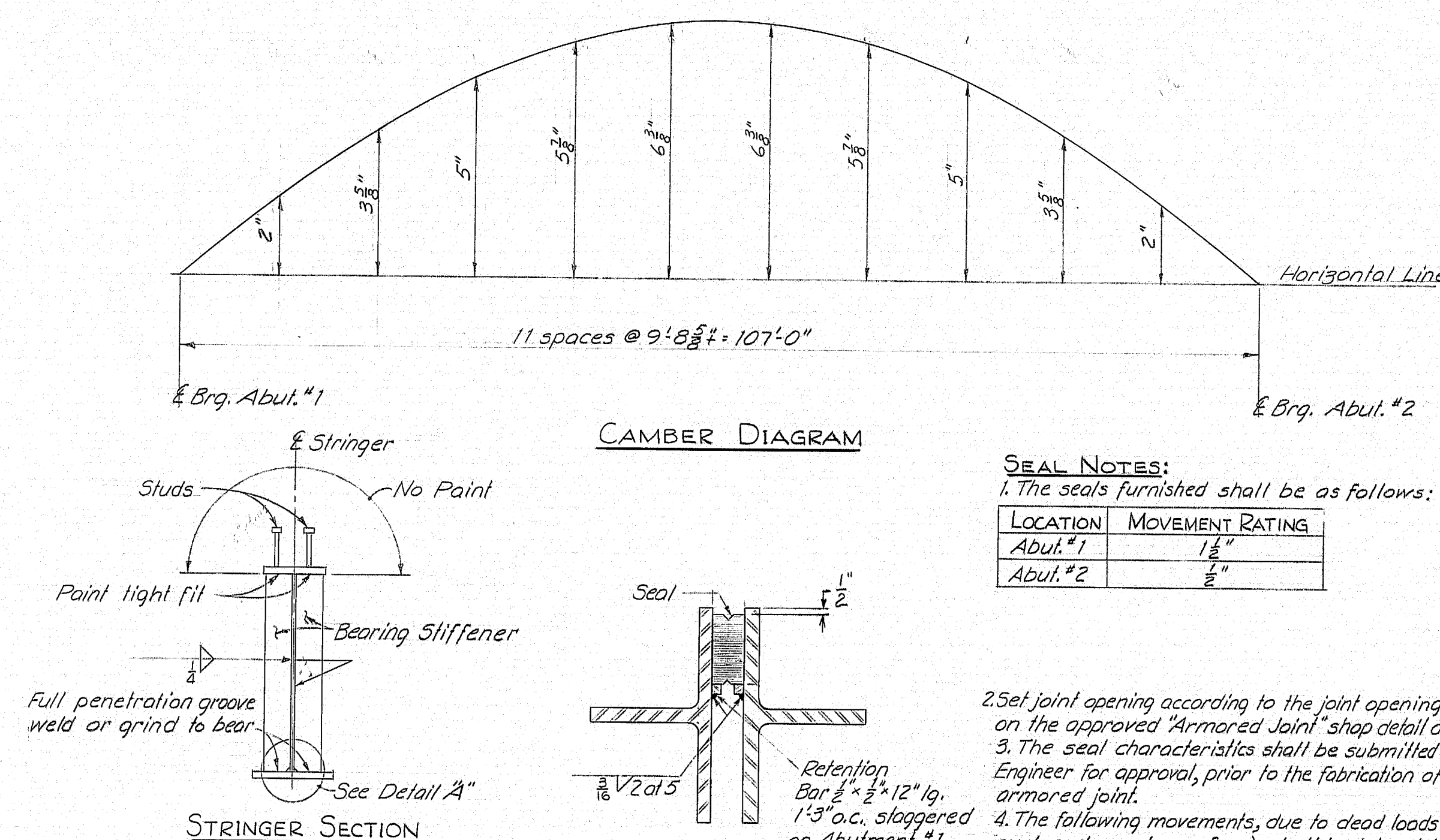
SHEET 13 OF 43 AUGUSTA, MAINE May 1976

158-156

F.H.W.A. REC. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-9(64)289	15	43



FRAMING PLAN
(all dimensions are horizontal)



SEAL NOTES:

1. The seals furnished shall be as follows:

LOCATION	MOVEMENT RATING
Abut. #1	1 1/2"
Abut. #2	1/2"

2. Set joint opening according to the joint opening shown on the approved "Armored Joint" shop detail drawings.
3. The seal characteristics shall be submitted to the Engineer for approval, prior to the fabrication of the armored joint.

4. The following movements, due to dead loads (slab, curb and wearing surface), shall be taken into account when setting the armored joint:

LOCATION	OPEN
Abut. #1	0"
Abut. #2	1/2"

5. The maximum joint opening shall be 3 inches at -30°F measured parallel to ϵ of construction.

6. Seals shall run 2" beyond fascias.

STRUCTURAL STEEL NOTES

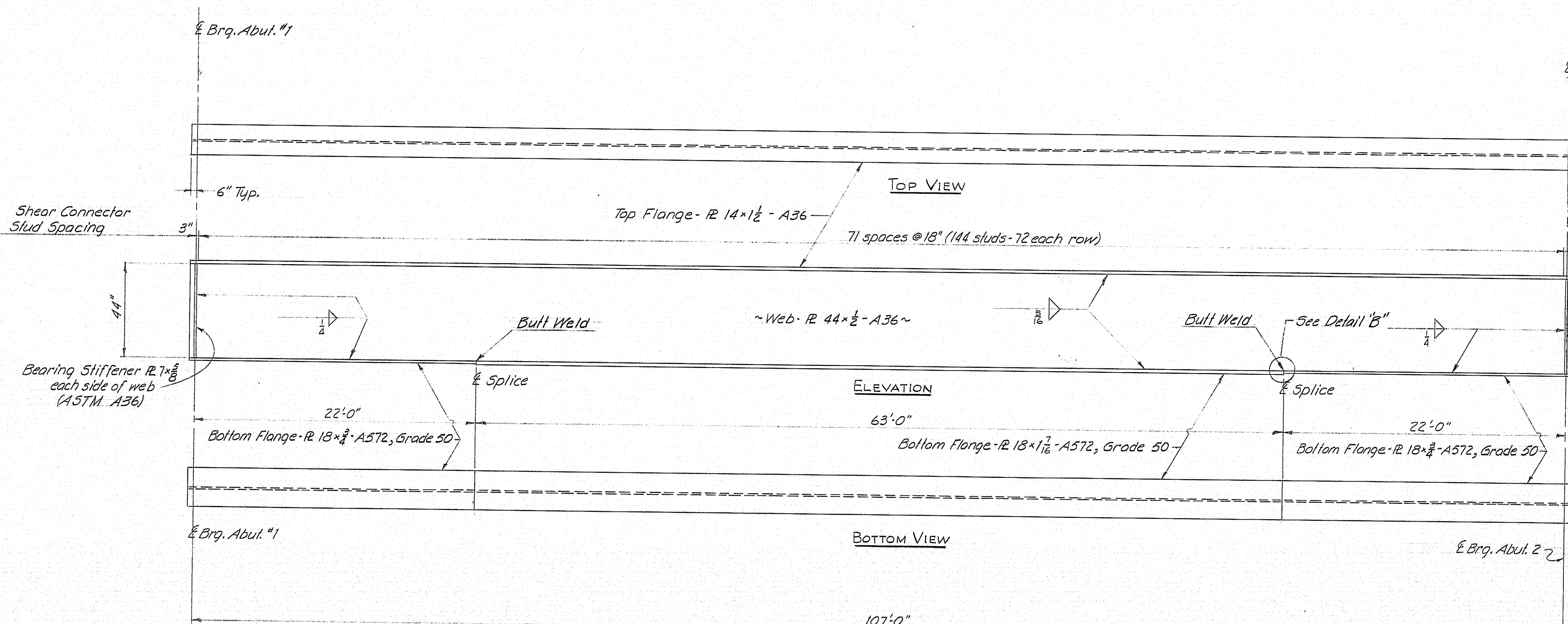
1. Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finish grade profile.
2. No transverse butt weld splices in the flange plates or web plates within 10 feet from ϵ of span will be allowed.

3. Sections of flange plates or web plates between transverse butt weld splices shall be not less than 20 feet in length unless otherwise shown on the plans.
4. Butt weld splices in flanges shall be not closer than one foot from transverse welds in the web plates.
5. Bearing stiffeners shall be plumb after erection and dead loading of the structure.

6. Diaphragm connection plates may be either plumb or normal to the top flange.
7. Armored joints shall extend to within 2 inches of the fascias.

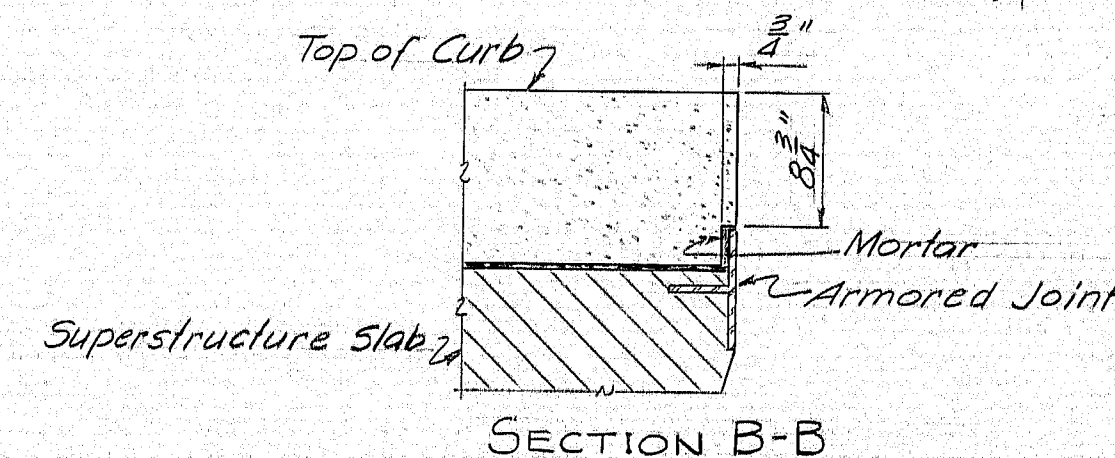
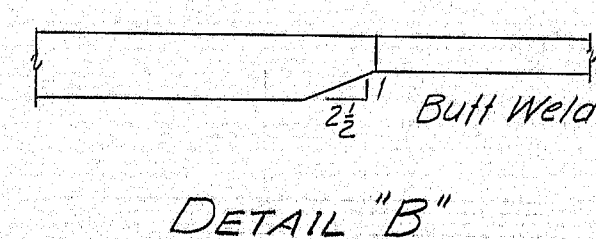
REFERENCES

For Bearing Pedestals EPC-3 & FPC-2 see Standard Details (BD 101-74) sheet #36.
For Shear Connector Details & Armored Joint Details see Standard Details (BD 104-73) sheet #37.
For Diaphragm Details see Standard Details (BD 113-72) sheet #38.

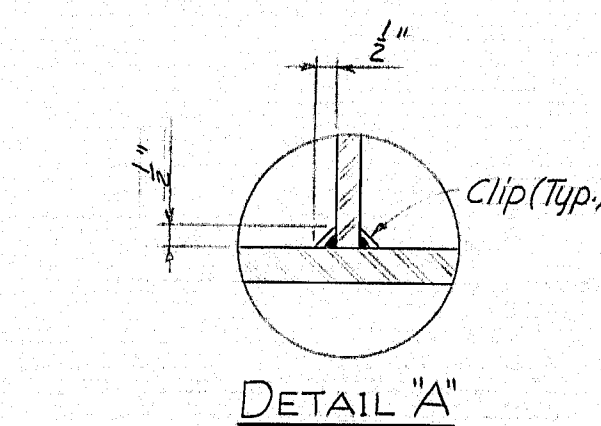


STRINGER DETAILS (S1-S5)

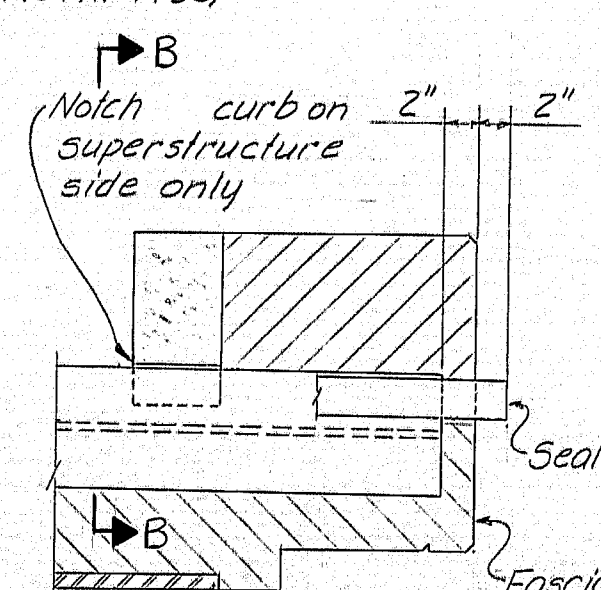
Studs per Stringer - 144
Total Studs - 720



ARMORED JOINT DETAIL
AT CURB



DETAIL 'A'



DETAIL 'B'

PROJECT DESIGN ENGINEER	DATE
CDH	1-76
REVISIONS	4-76
FIELD CHANGES	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MOORE ROAD BRIDGE
OVER

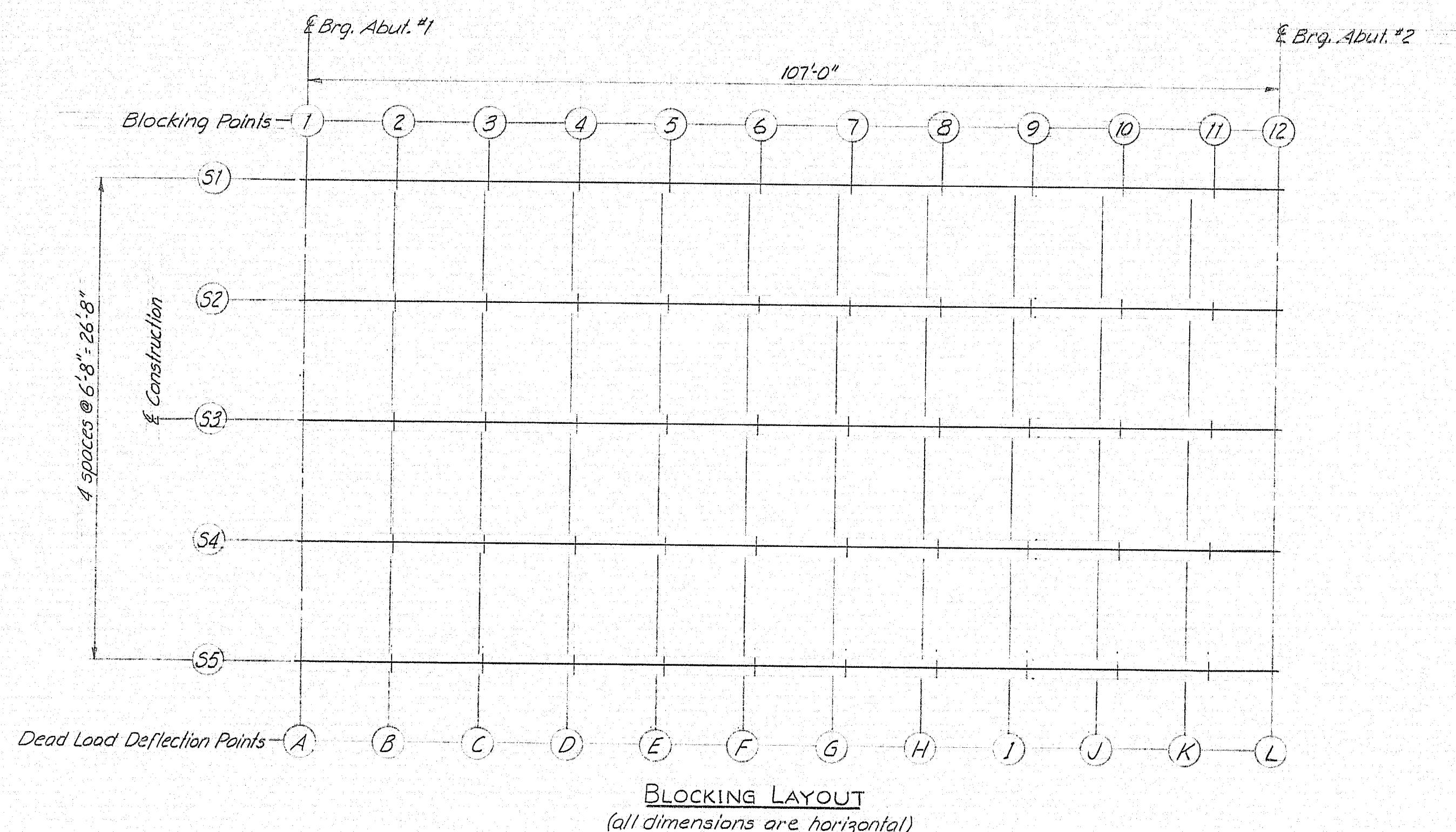
INTERSTATE 95-N.B.

IN THE TOWN OF
HOULTON

AROSTOOK COUNTY

STRUCTURAL STEEL
SHEET 15 OF 43 AUGUSTA, MAINE May 1976

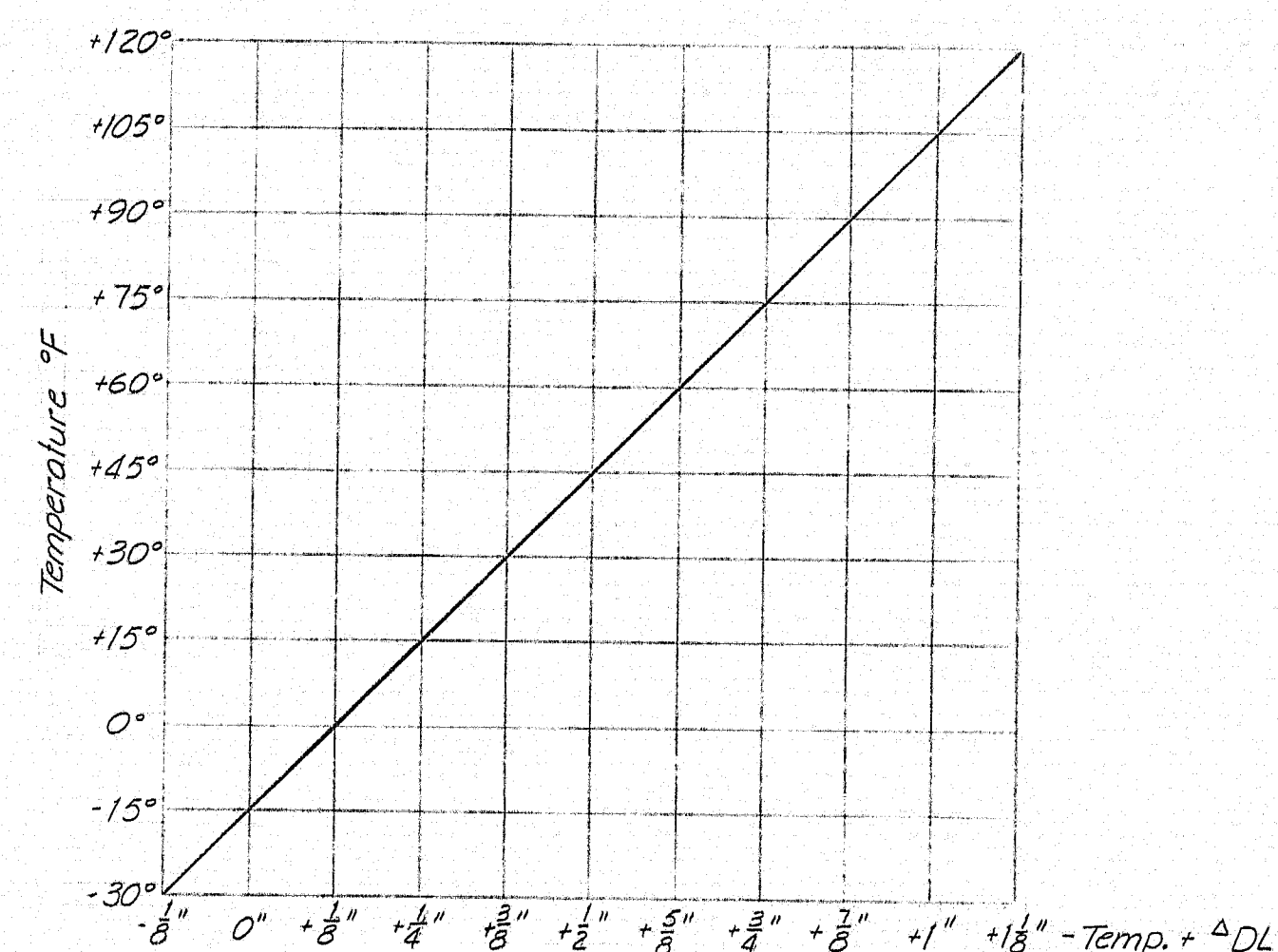
158-158



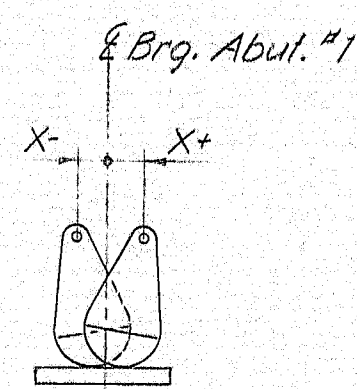
BOTTOM OF SLAB ELEVATIONS												
Span Points	1	2	3	4	5	6	7	8	9	10	11	12
E. Abut. #1	+10'	+20'	+30'	+40'	+50'	+60'	+70'	+80'	+90'	+100'	E. Abut. #2	
Slab S1	441.49	441.50	441.49	441.46	441.39	441.29	441.16	440.99	440.78	440.55	440.29	440.09
Slab S2	441.63	441.64	441.63	441.60	441.53	441.43	441.30	441.12	440.92	440.69	440.42	440.23
Slab S3	441.76	441.78	441.77	441.74	441.67	441.57	441.43	441.26	441.06	440.82	440.56	440.37

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

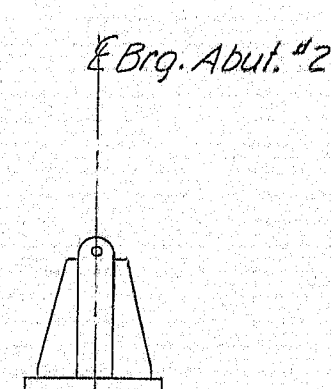
DEAD LOAD DEFLECTIONS IN FEET												
Points	A	B	C	D	E	F	G	H	I	J	K	L
E. Abut. #1	+9'-2 3/8"	+19'-3 1/2"	+29'-2 1/4"	+38'-10 3/8"	+48'-7 3/8"	+58'-4 3/8"	+68'-1 1/8"	+77'-9 3/8"	+87'-6 1/2"	+97'-3 1/4"	E. Abut. #2	
Superimp.	0.000	0.022	0.042	0.058	0.069	0.074	0.074	0.069	0.058	0.042	0.022	0.000
Steel	0.000	0.022	0.042	0.058	0.069	0.074	0.074	0.069	0.058	0.042	0.022	0.000
Fluid	0.000	0.067	0.127	0.174	0.208	0.225	0.225	0.208	0.174	0.127	0.067	0.000



This table of bearing settings compensates for longitudinal movement due to temperature change and dead load deflection. See Rocker Bearing Setting Diagram below.



ROCKER BEARING SETTING DIAGRAM



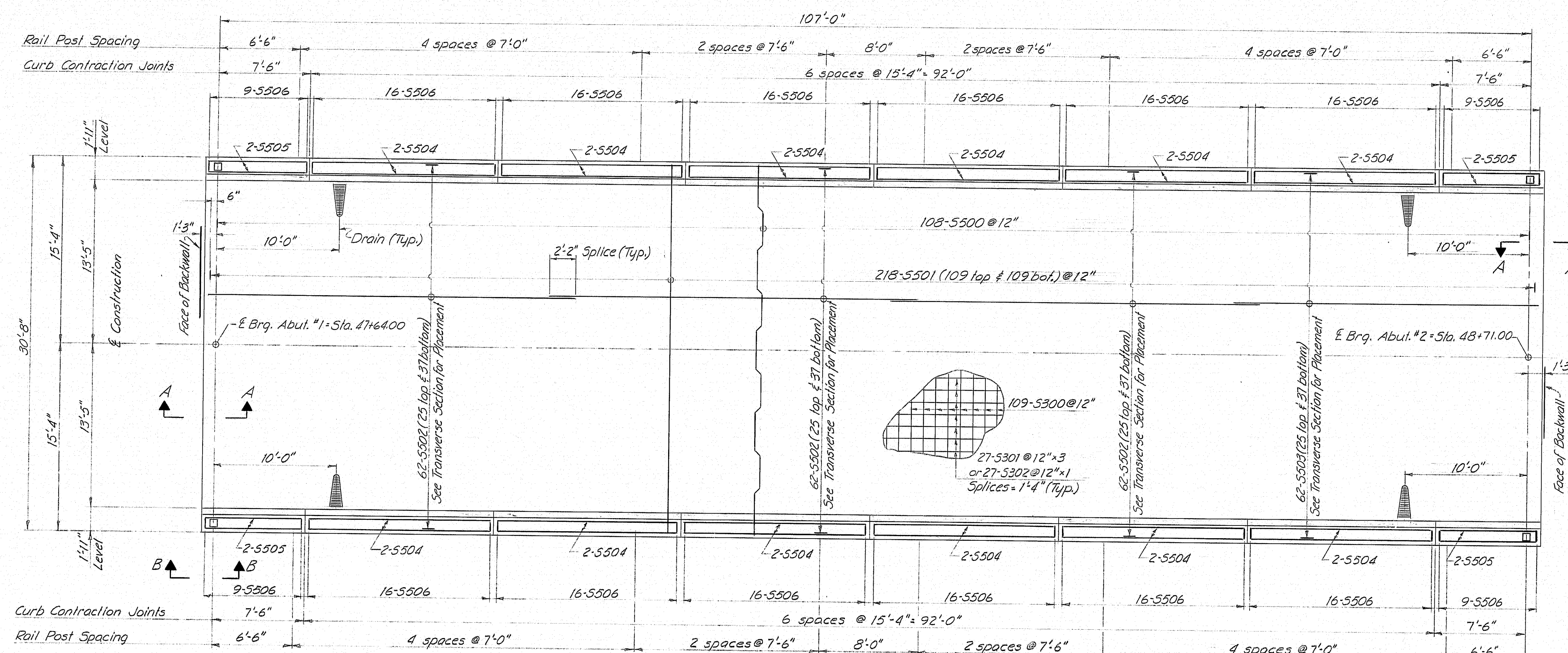
NOTE:
Rocker setting data as shown shall be used as a guide only. No extra payment will be made for resettling of the rocker bearings, subsequent to the original setting, made by the contractor as required by the Engineer to make the rocker settings conform with paragraph four (4) of Subsection 504.58.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

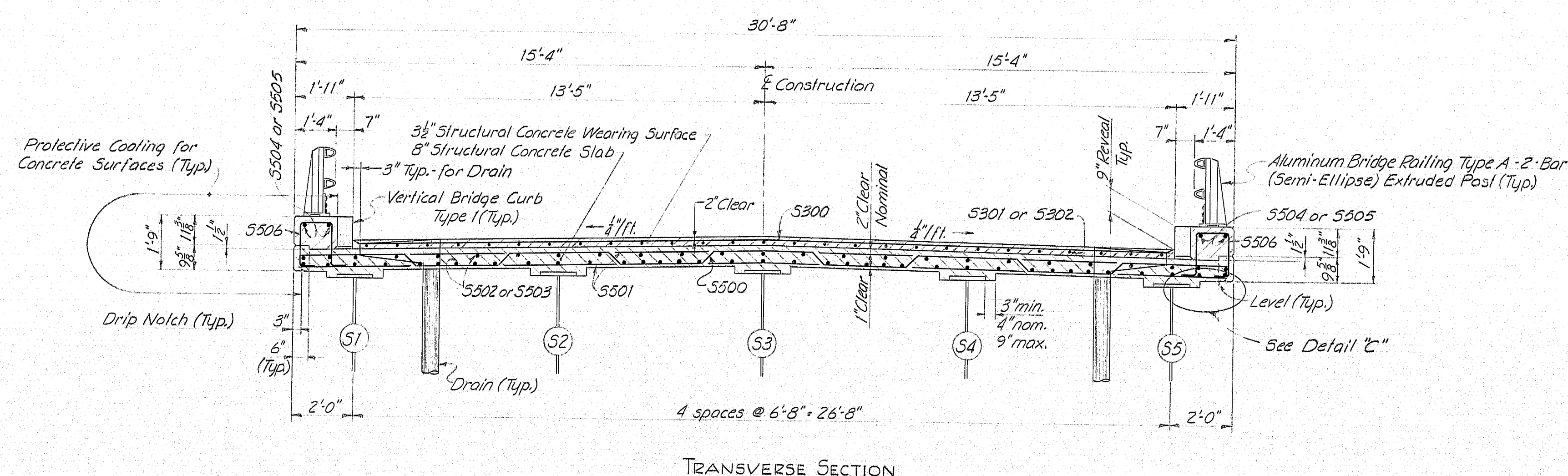
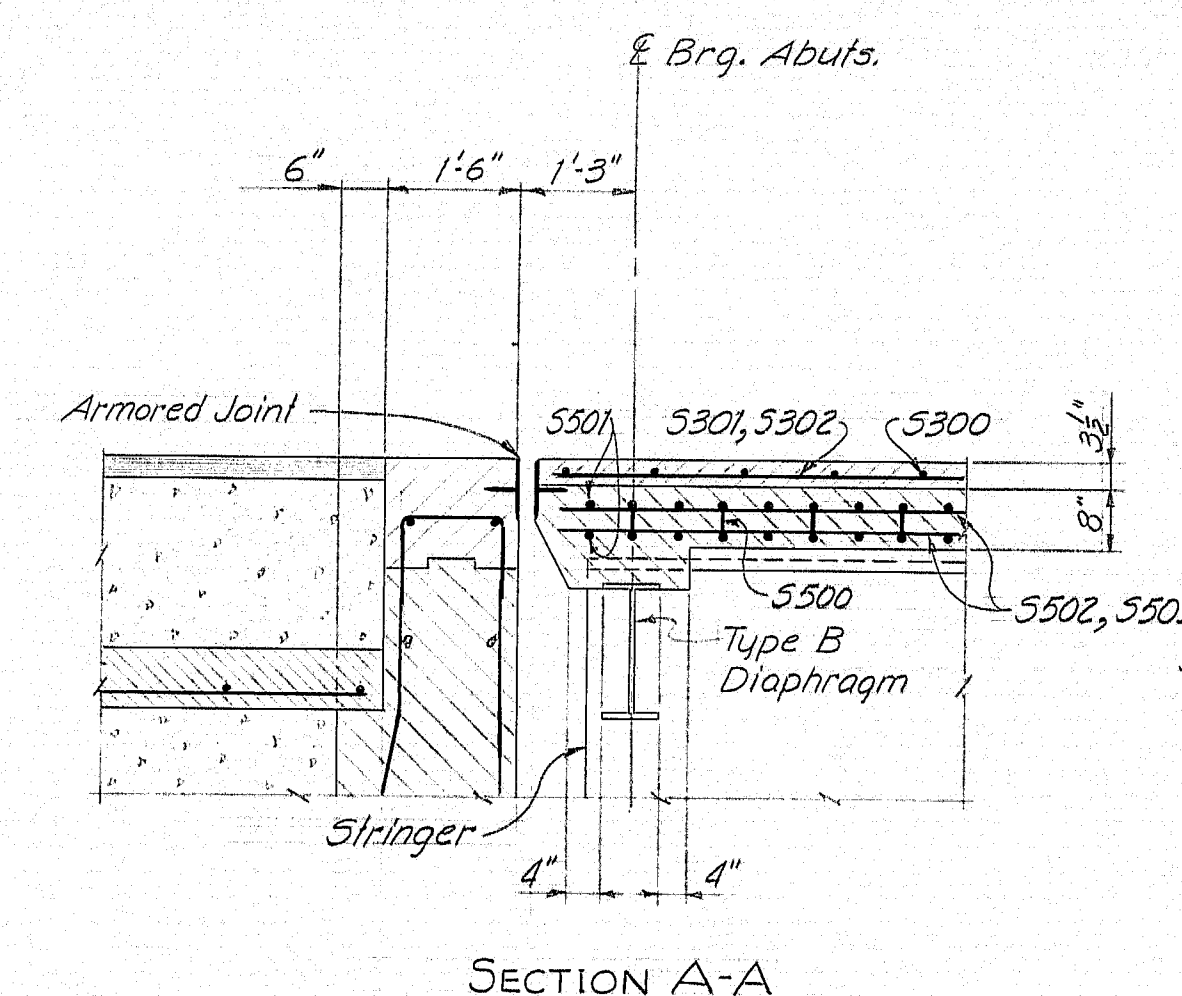
MOORE ROAD BRIDGE
OVER
INTERSTATE 95-N.B.
IN THE TOWN OF
HOULTON
AROOSTOOK COUNTY
BLOCKING
SHEET 16 OF 43 AUGUSTA, MAINE MAY 1976

158-159

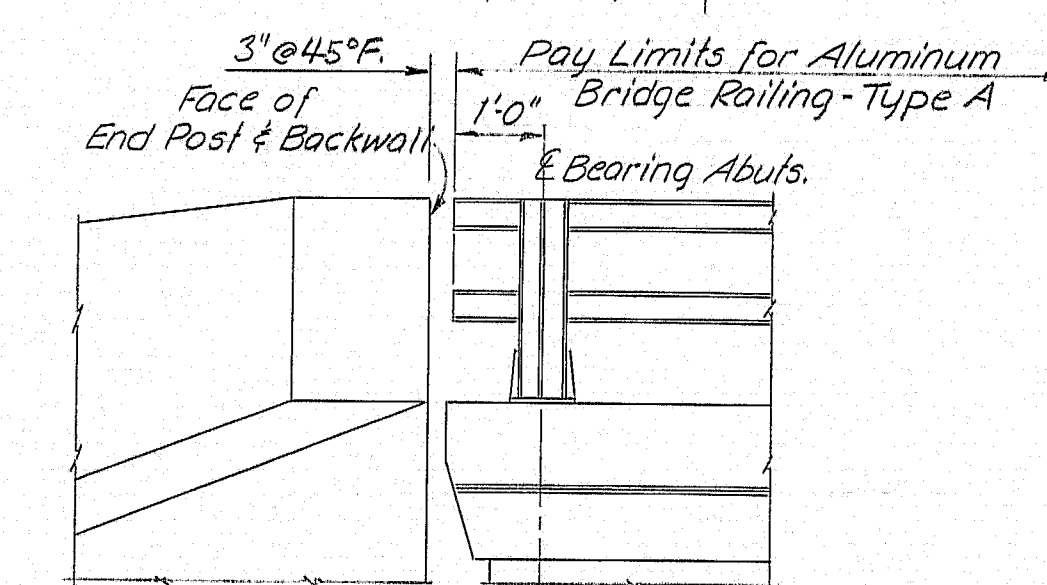
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(64)289	17	43



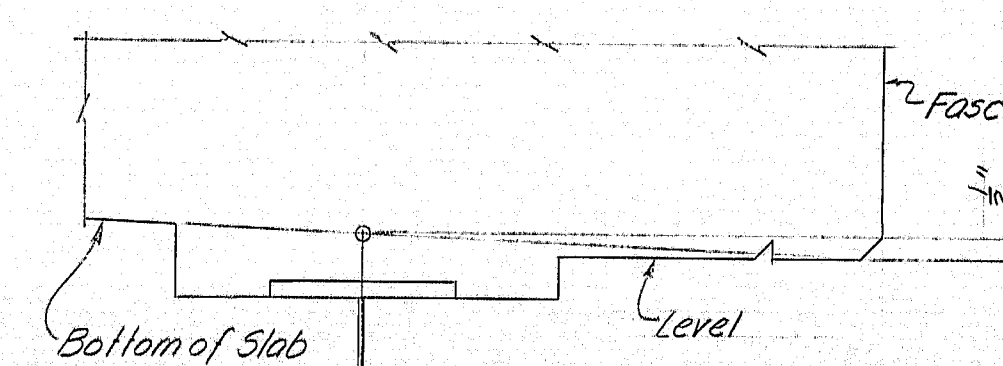
SUPERSTRUCTURE PLAN



TRANSVERSE SECTION



ELEVATION VIEW B-B
(Typical all 4 corners)



DETAIL 'C'

REFERENCES

For Armored Joint, Drains and Curb Section see Standard Details (BD 104-73) sheet # 37
For Aluminum Bridge Railing - Type A see Standard Details (BD 114-73) sheet # 39

SUPERSTRUCTURE NOTES

1. Chamfer all exposed edges of concrete $\frac{1}{2}$ inch unless otherwise indicated.
2. Form a 1 inch V-groove on the outside faces of each contraction joint in the curbs and at the joint between the curb and slab.
3. Break the bond in contraction joints in the concrete curbs by a method approved by the Engineer.
4. Provide joints in the Vertical Bridge Curb, Type I at each contraction joint in the concrete curb.
5. Reinforcing steel shall have a minimum cover of 2 inches unless otherwise indicated.
6. Reinforcing steel splices shall be as indicated on the plans.
7. Mortar for bedding and for joints in the granite curb shall be non-shrink grout.
8. The superstructure slab concrete shall be placed continuously.
9. Protective Coating for Concrete Surfaces shall be applied to the following areas: Top of concrete curb, fascia down to the drip notch and the wearing surface.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MOORE ROAD BRIDGE

OVER

INTERSTATE 95-N.B.

IN THE TOWN OF

HOULTON

AROSTOOK COUNTY

SUPERSTRUCTURE

SHEET 17 OF 43 AUGUSTA, MAINE May 1976

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PROJECT	DESIGN	ENGINEER	DATE
PLANS	DESIGN - DETAIL	C.D.H. E.C.B.	1-76
	CHECKED	G.O.T.	4-76
	REVISIONS		
	FIELD CHANGES		

REINFORCING STEEL SCHEDULE																										
STRAIGHT BARS												BENT BARS														
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
		ABUTMENT NO. 1				ABUTMENT NO. 2				APPROACH SLABS								ABUTMENT NO. 1								
A500	51	3'-8"	Footling & Breastwall	B500	51	3'-8"	Footling & Breastwall	A5400	30	25'-4"		A501	28	14'-8"	L	4'-0"	10'-8"									Breastwall
A504	9	10'-7"	Breastwall	B504	11	10'-7"	Breastwall					A502	23	7'-0"	V			3'-5"	3'-7"					2'-6"		"
A505	9	17'-3"	"	B505	11	17'-3"	"	A5600	102	14'-6"		A503	17	12'-4"	S		5'-7"	1'-2"	5'-7"							Backwall
A506	9	13'-4"	"	B506	11	13'-4"	"					A508	16	4'-4"	V				2'-2"	2'-2"				1'-6 1/2"		Breastwall
A507	9	20'-0"	"	B507	11	20'-0"	"			END POSTS		A511	8	5'-7"	V				3'-5"	2'-2"				1'-6 1/2"		Backwall
A509	8	11'-8"	Backwall	B509	8	11'-8"	Backwall	EP600	24	6'-6"		A512	8	5'-10"	V				2'-0"	3'-10"				2'-8 1/2"		"
A510	8	18'-4"	"	B510	8	18'-4"	"	EP601	8	8'-0"																
A513	8	4'-2"	"	B513	8	4'-2"	"	EP602	8	7'-9"																
A514	28	3'-8"	Footling	B514	34	3'-8"	Footling	EP604	4	8'-6"		A702	28	7'-7"	J	1'-0"	9 1/2"	5'-9"							6"	Footling
A515	4	10'-6"	Breastwalls	B515	4	13'-0"	Breastwalls																			
A516	16	15'-4"	Wings	B516	18	17'-8"	Wings			SUPERSTRUCTURE		A800	38	9'-1"	J	1'-0"	9 1/2"	7'-3"							6"	Footling
A517	6	16'-0"	"	B517	6	18'-0"	"	5300	109	26'-6"	Wearing Surface															
A518	6	14'-11"	"	B518	6	16'-11"	"	5301	81	30'-0"	"							ABUTMENT NO. 2								
A519	6	13'-9"	"	B519	6	15'-9"	"	5302	27	23'-0"	"	B501	28	17'-1"	L	4'-0"	13'-1"								Breastwall	
A520	6	12'-6"	"	B520	6	14'-6"	"					B502	23	7'-0"	V				3'-5"	3'-7"				2'-6"		"
A521	4	11'-9"	"	B521	6	13'-3"	"	5501	218	30'-4"	Deck	B503	17	11'-8"	S		5'-3"	1'-2"	5'-3"							Backwall
A522	4	9'-6"	"	B522	4	14'-2"	"	5502	186	30'-0"	"	B508	20	4'-4"	V				2'-2"	2'-2"				1'-6 1/2"		Breastwall
A523	4	5'-9"	"	B523	4	10'-2"	"	5503	62	25'-0"	"	B511	8	5'-7"	V				3'-5"	2'-2"				1'-6 1/2"		Backwall
A524	4	2'-9"	"	B524	4	6'-7"	"	5504	24	15'-0"	Curb	B512	8	5'-10"	V				2'-0"	3'-10"				2'-8 1/2"		"
A525	2	8'-6"	"	B525	4	2'-6"	"	5505	8	8'-2"	"															
A526	16	17'-6"	"	B526	18	20'-1"	"					B801	28	7'-7"	J	1'-0"	9 1/2"	5'-9"							6"	Footling
				B527	2	8'-2"	"																			
												B900	44	9'-1"	J	1'-0"	9 1/2"	7'-3"					</			

Reinforcing Bar: ASTM A615 Grade 60

1. First digit(s) following the letter of the Mark indicates size of reinforcement bar.
Mark (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 603) bar size - #6
2. Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.
3. Each Type B bar (S500) may be replaced by two straight bars (one top and one bottom) of the same bar size as the Type B bar. Payment, in either case, shall be based on the Type B bars as scheduled on the plans.

SHEET 18 OF 43 AUGUSTA, MAINE MAY 1976

158-161

PLANS	Proj. Design Engineer		CDH BY		DATE
	DESIGN - DETAIL		CDH	RCB	4-76
	CHECKED				4-76
	REVISIONS		G O. T.		
	FIELD CHANGES				

B. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(64)289	20	43

ESTIMATED QUANTITIES

V.08H

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
203.25	Granular Borrow	2255	C.Y.
206.08	Str. Earth Excav. - Abuts. & Ret. Walls	385	C.Y.
304.10	Aggregate Subbase Course - Gravel	265	C.Y.
403.07	Hot Bituminous Pavement, Grading "B"	63	Ton
410.161	Cover Coat Material, Sand (Leveling)	4	C.Y.
411.09	Untreated Aggregate Surface Course	19	C.Y.
502.21	Structural Concrete, Abuts. & Retaining Walls	335	C.Y.
502.2602	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	1	L.S.
502.2902	Structural Concrete, Wearing Surface on Bridges	1	L.S.
502.3102	Structural Concrete, Approach Slabs	1	L.S.
503.12	Reinforcing Steel, Fab. & Delivered	50,622	Lb.
503.13	Reinforcing Steel, Placing	50,622	Lb.
504.7002	Structural Steel, Fab. & Delivered	1	L.S.
504.7102	Structural Steel, Erection	1	L.S.
505.0802	Shear Connectors	1	L.S.
506.1402	Field Painting, Structural Steel	1	L.S.
507.141	Aluminum Bridge Railing, Type "A"	218	L.F.
512.07	French Drain (Stones Only)	18	C.Y.
513.09	Slope Protection - Portl. Cem. Concrete	276	S.Y.
514.06	Curing Box for Concrete Cylinders	0.5	Each
515.20	Protective Coating for Concrete Surfaces	434	S.Y.
606.55	Guard Rail Type 3 - Single Rail	300	L.F.
609.13	Vertical Bridge Curb - Type 1	218	L.F.
615.07	Loam	50	C.Y.
616.08	Sodding	24	S.Y.
618.14	Seeding, Method Number 2	8	Unit
618.15	Temporary Seeding	6	Lb.
619.12	Mulch	20	Unit
629.05	Labor, Straight Time	10	M.Hr.
630.06	Traffic Officers	5	M.Hr.
631.22	Front End Loader (Inc. op.)	10	M.Hr.
639.09	Field Office - Type B	1	Each
657.201	Seed and Application, Method A	10	Unit
659.10	Mobilization	0.5	L.S.
660.21	On-the-Job Training (Bid)	500	M.Hr.

ESTIMATED QUANTITIES FOR LUMP SUM ITEMS

V.08H

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
502.2602	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	103	C.Y.
502.2902	Structural Concrete, Wearing Surface on Bridges	32	C.Y.
502.3102	Structural Concrete, Approach Slabs	19	C.Y.
504.7002	Structural Steel, Fab. & Delivered	131,385	Lb.
504.7102	Structural Steel, Erection	131,385	Lb.
505.0802	Shear Connectors	703	Lb.
506.1402	Field Painting, Structural Steel	131,385	Lb.

158-162

FRENCH RD/ I-95-NB - Ludlow