

02670.00

PROJECT NUMBER	STATE	SHEET NO.	TOTAL SHEETS
95-9(122)	MAINE	23	27

CONSTRUCTION NOTES

- Maintain one 15 foot min. traffic at all times.
- All work shall be done behind temporary concrete barriers.
- The top surface of the existing concrete slabs shall be repaired in accordance with section 518.
- Depress the bituminous wearing surface around the existing bridge drains as directed.
- Drilling & grouting shall be paid for under their respective items.
- All grout shall contain an approved non-shrink additive.
- Existing reinforcing steel to remain shall be cleaned as directed prior to placing new concrete.

8. Because of stage construction some expansion joints may require construction joints. These shall be approved by the Engineer as to the type and location.

9. Payment for removing portion of concrete and post cutting & removing granite bridge curb and replacing with concrete, as directed, will be considered incidental to the bridge joint modification items unless otherwise noted.

10. Where granite curb is called for to be removed to modify a joint or to install a seal, only the smallest amount necessary to accomplish the work shall be removed. It is preferable to remove the curb to an existing joint, but if a joint is more than 3 feet away the curb shall be saw cut in the field. The decision about whether to cut or not, and where, shall be the Engineer's.

11. Reinforcing steel shall have a cover of 2 inches unless otherwise indicated.

12. Payment for all materials and labor, including new concrete for end posts, all anchors, extra rail parts, incidentals required to adjust and modify guard rail as shown, shall be incidental to Item 606.173 Bridge Connections.

SCOPE OF WORK

- Remove 2 1/2 inches bituminous wearing surface and remove existing membrane waterproofing.
- Repair deck as necessary.
- Modify and seal expansion joints.
- Install membrane waterproofing and 3 inch bituminous wearing surface.
- Clean and paint all structural steel.
- Modify end posts, attach terminal connectors.
- Add, remove and reset guard rail posts, modify guard rail as shown.

SPECIFICATIONS

DESIGN: Load Factor design per AASHTO Standard Specifications for Highway Bridges 1983, and interim specifications thru 1988.

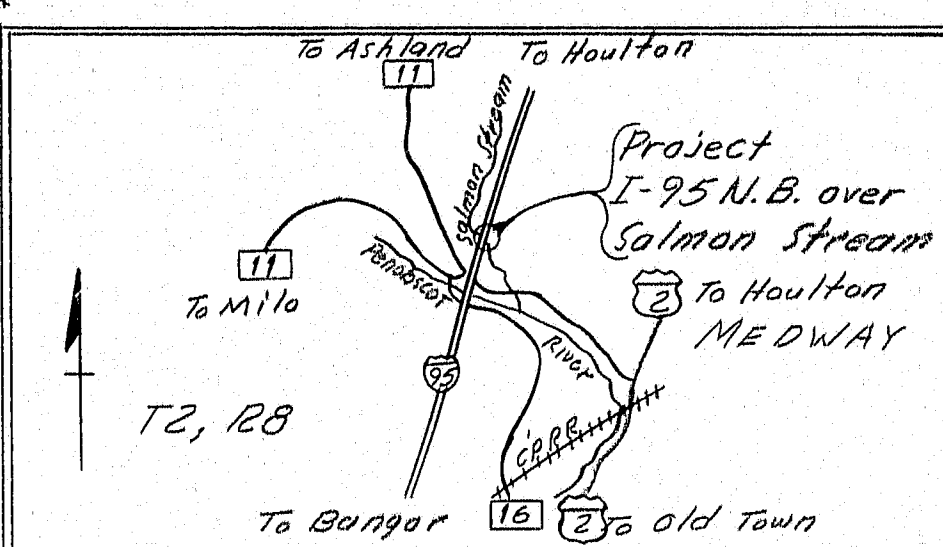
CONTRACT: State of Maine, Department of Transportation, Standard Specifications Highways and Bridges, Revision of July 1988.

MATERIALS: Concrete Class A A
Reinforcing Steel ASTM A615, Grade 60.

BASIC DESIGN STRESSES: Concrete $f'_c = 3,000$ psi
Reinforcing Steel $f_y = 60,000$ psi

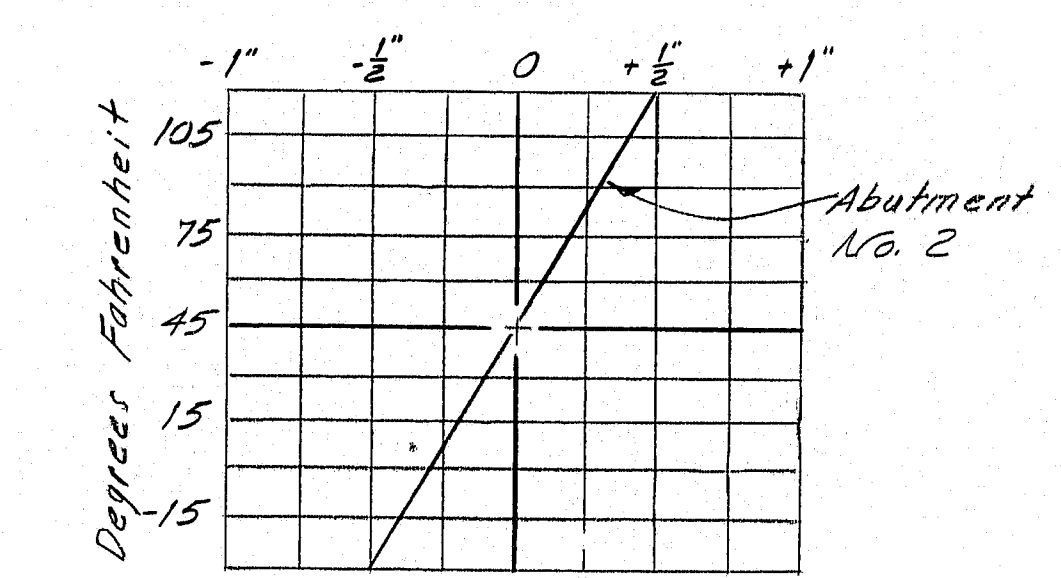
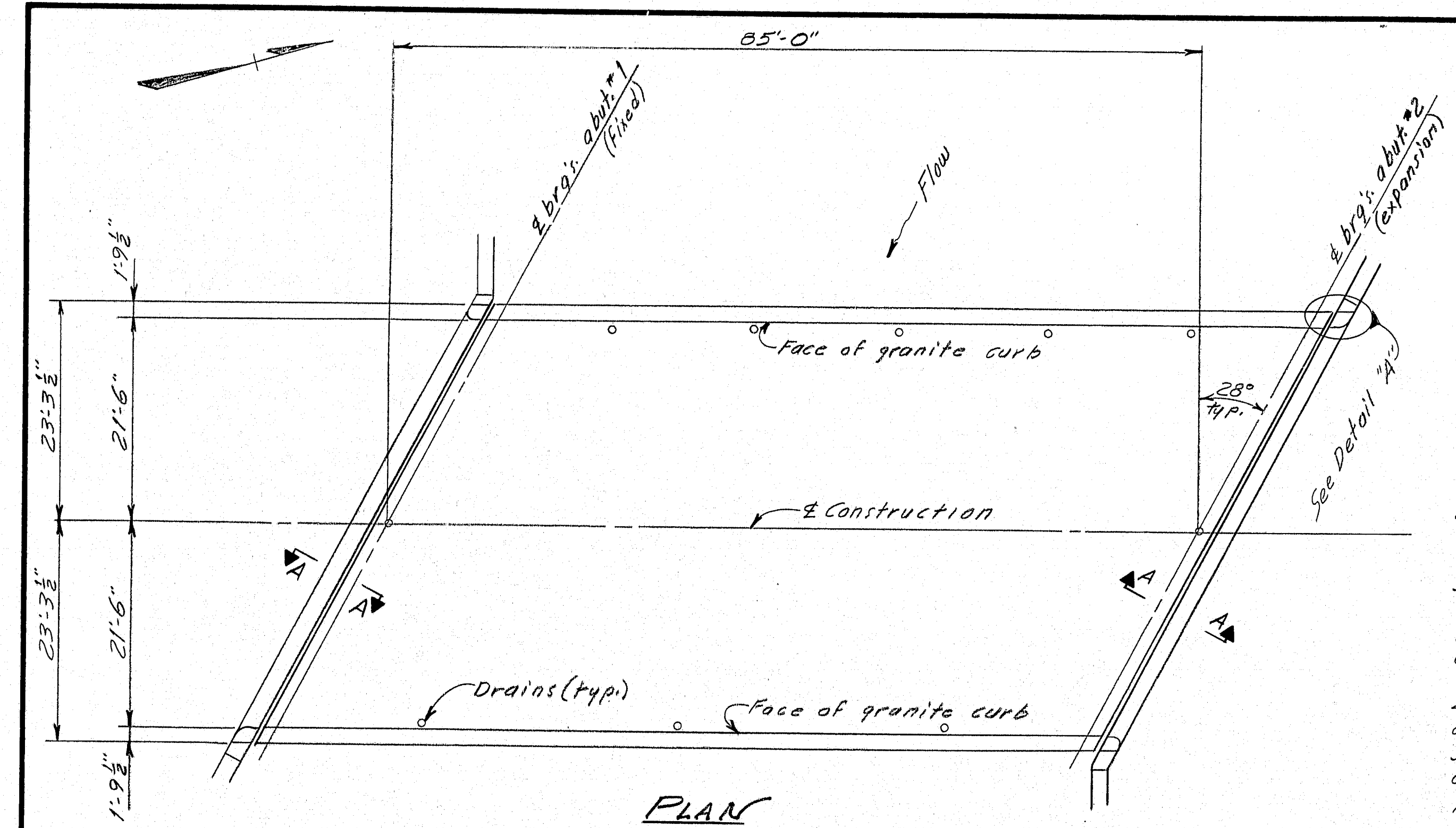
INDEX OF BRIDGE SHEETS

- General Plan
- End Post & Guard Rail Modification, Reinforcing Steel Schedule
- General Plan
- BD201-89 Concrete End Post
- BD301-89 Compression Seal

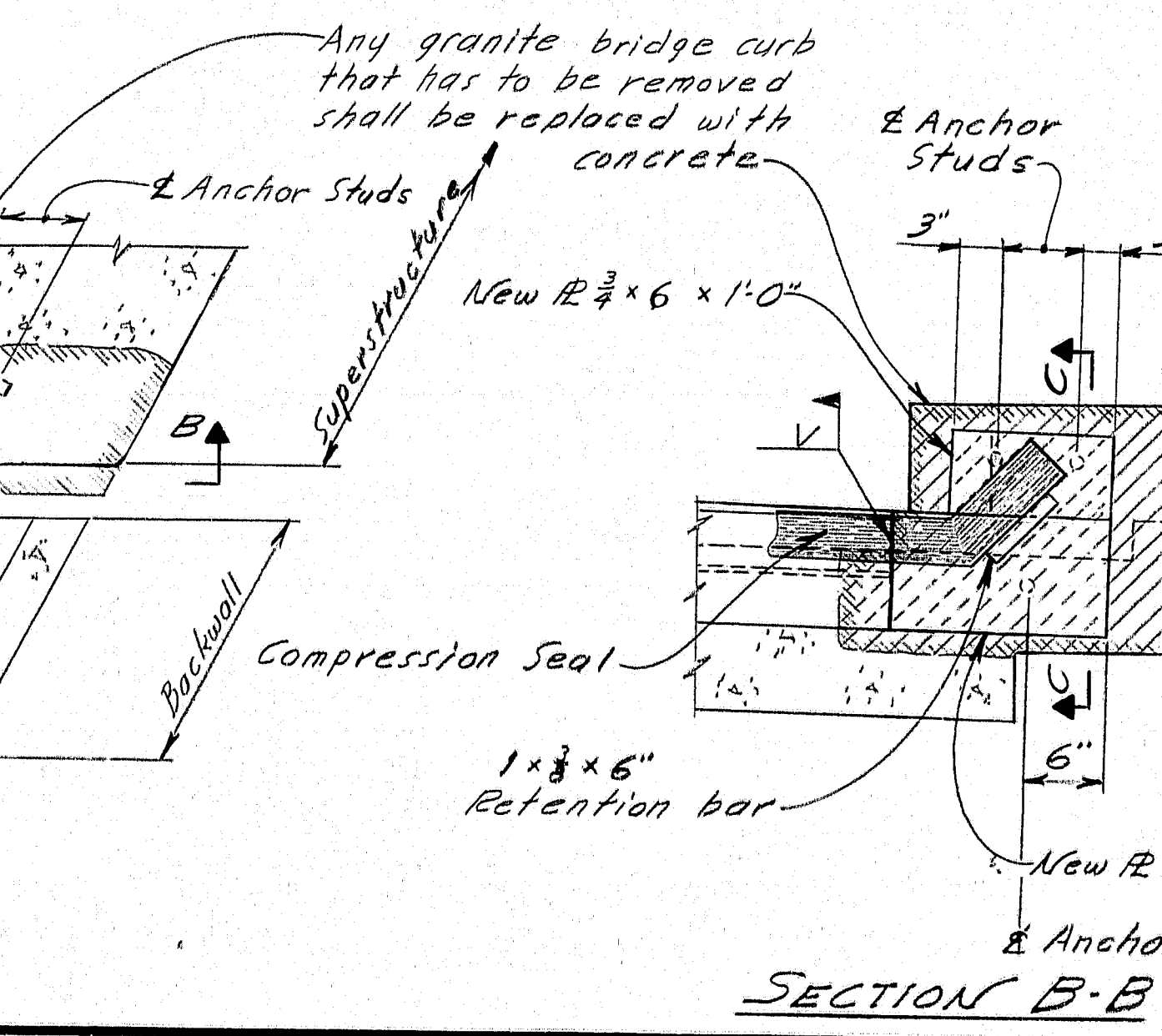
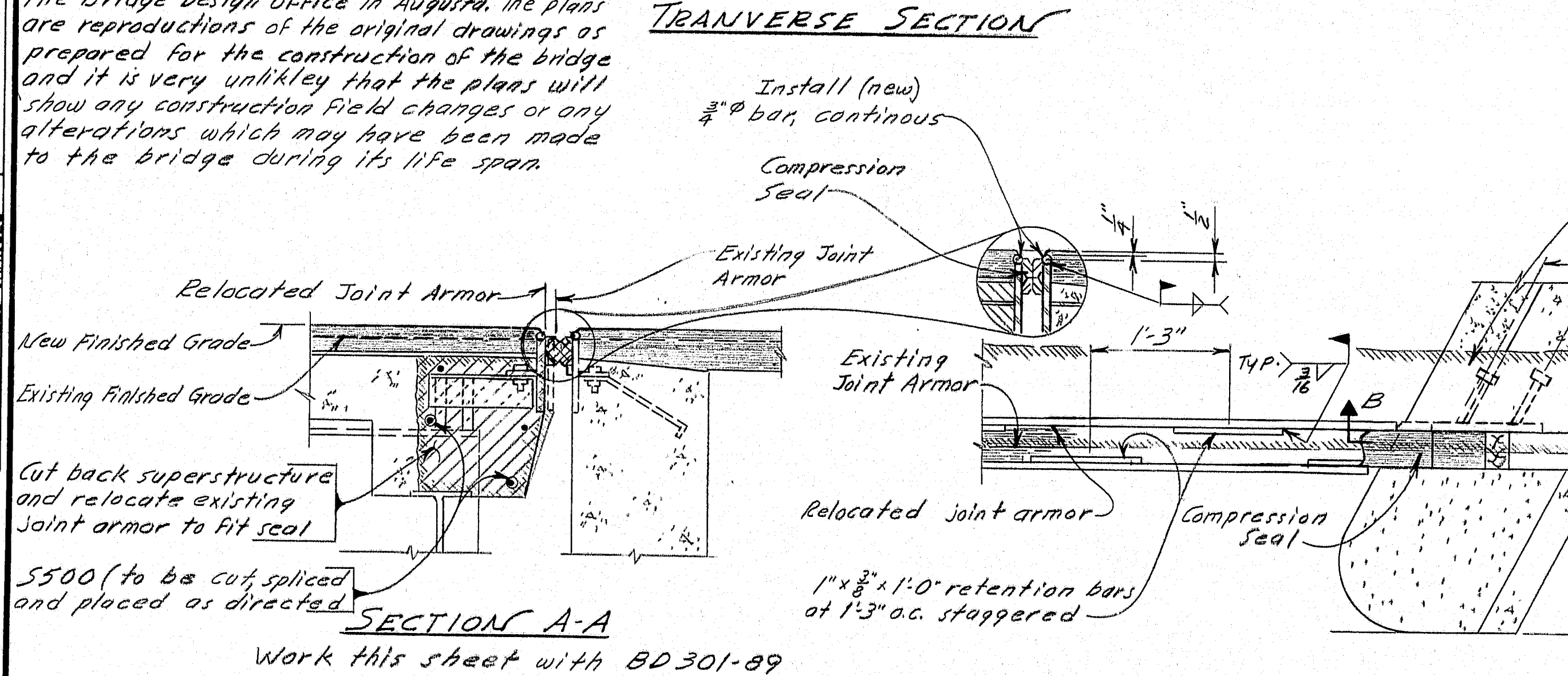
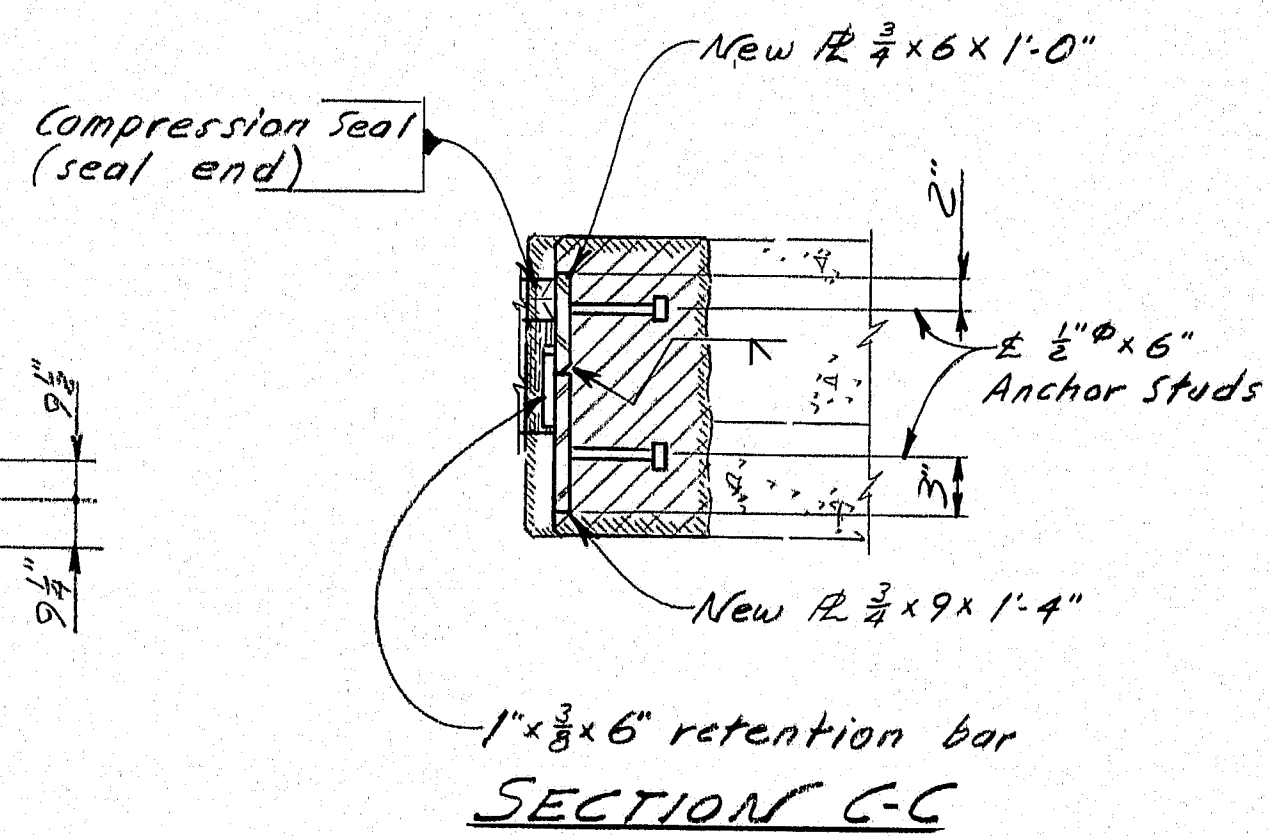
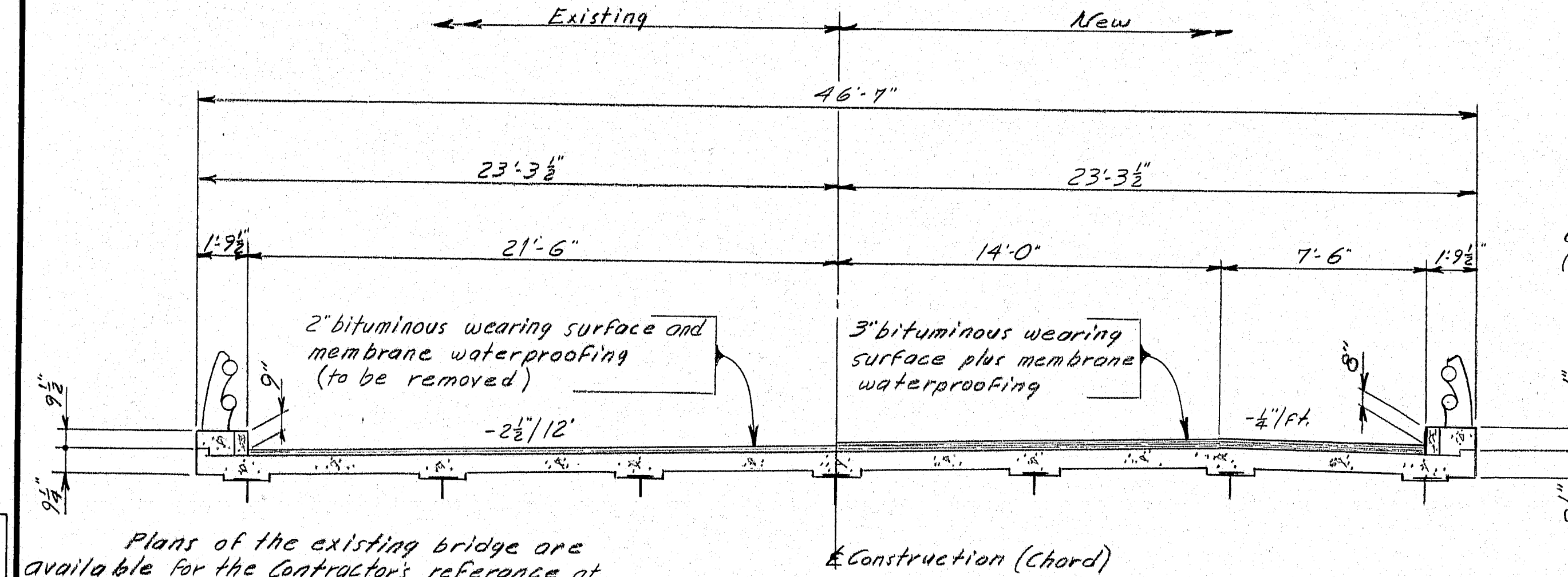


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 NORTHBOUND
OVER
SALMON STREAM
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
GENERAL PLAN & SECTIONS
SHEET 1 OF 5 AUGUSTA, MAINE



- The seals to be furnished shall have a minimum Movement Rating of:
Abut. #1 = 5/8"
Abut. #2 = 1"
- The seal shall be approved by the Engineer prior to fabrication of the joint armor.
- The joint opening will vary depending on the dimensions of the seal selected by the Contractor. The joint opening shall be set according to the opening shown on the approved shop detail drawings.
- The Compression Seal adjustment chart shows the adjustment necessary to adjust the joint opening shown on the shop detail drawings for temperatures other than 45°F. Adjustment is to be measured parallel to the centerline of construction.



SYMBOLS

- Plan & Elevation
- Section
- Existing Concrete (to be removed)
- Existing Concrete (to remain)
- Hot Bituminous Pavement
- Granite Curb
- New Concrete
- Existing Concrete (to remain)
- Hot Bituminous Pavement
- Granite Curb

103-498

95-9(122) Medway Salmon Stream

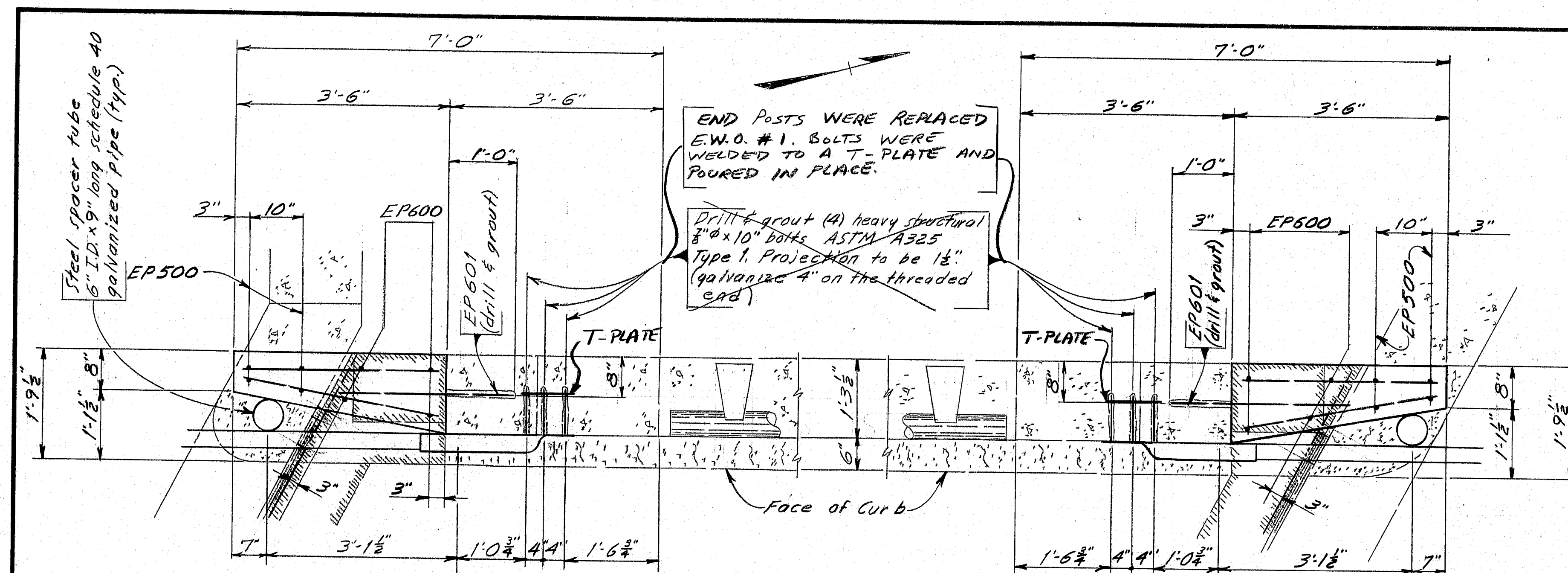
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	5-89
CHECKED	
REVISIONS	
CHANGES	

Plans of the existing bridge are available for the Contractor's reference at the Bridge Design Office in Augusta. The plans are reproductions of the original drawings as prepared for the construction of the bridge and 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.

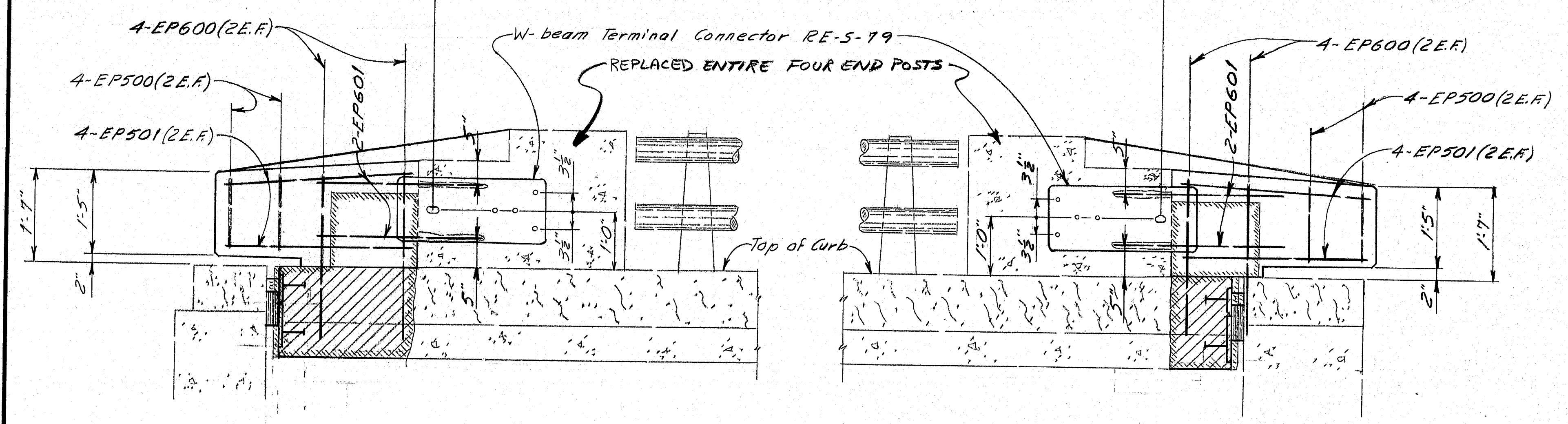
Relocated Joint Armor
New Finished Grade
Existing Finished Grade
Cut back superstructure and relocate existing joint armor to fit seal
5500 (to be cut, spliced and placed as directed)

Work this sheet with BD301-89

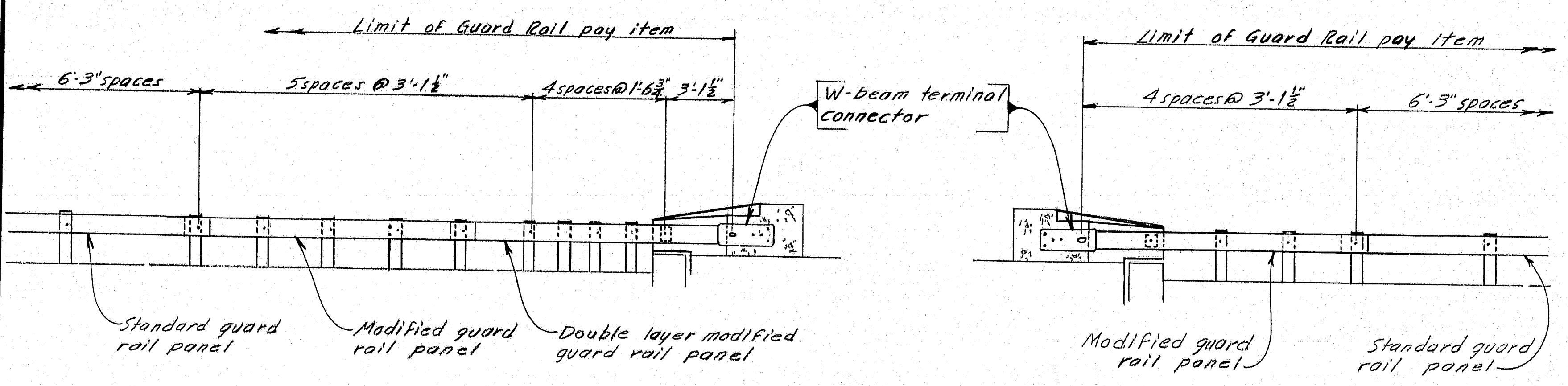
DETAIL "A"
Upstream abutment No. 2 shown (other corners similar)



PLAN
West side end posts shown
Rotate 180° for east side



ELEVATION



GUARD RAIL LAYOUT
LEADING END TRAILING END

END POST AND GUARD RAIL MODIFICATION DETAILS

002670.00					
F.R.W.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS	
1	MAINE	IR-95-9(122)	74	87	

Mark	No.	Length	Remarks
5500	16	30'-0"	End of slab
EP500	16	1'-3"	Vertical End Post
EP501	16	3'-2"	Horizontal
EP600	16	2'-9"	Vertical
EP601	8	2'-9"	Horizontal End Post

- All dimensions are out to out of rebar bar
- Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.
- Reinforcing Bar: ASTM A615 Grade 60
- First digit following the letter of the Mark indicates size of rebar bar

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	3-89
REVISIONS	
FIELD CHANGES	
PLANS	

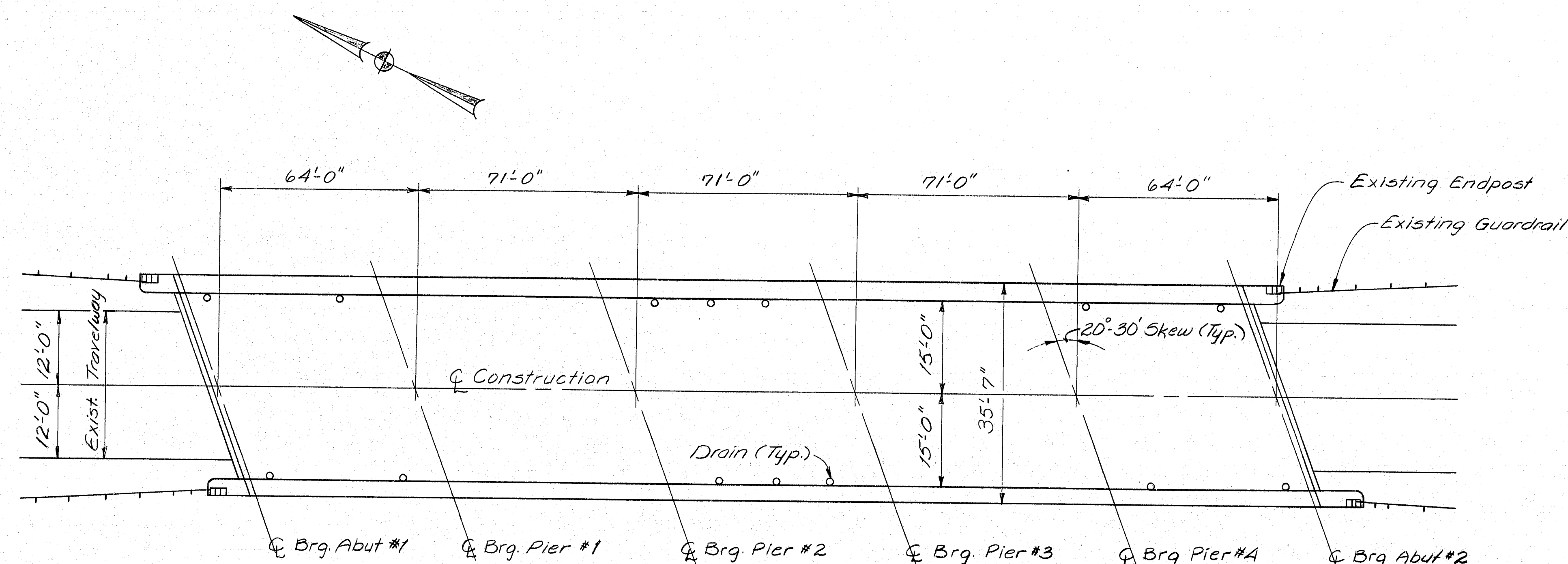
103-449

Work this sheet with BD 201-89

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 NORTHBOUND
SALMON STREAM
MEDWAY
END POST AND GUARD RAIL MODIFICATION
REINFORCING STEEL SCHEDULE
SHEET 2 OF 5 AUGUSTA, MAINE

95-9(122) Medway Salmon Stream

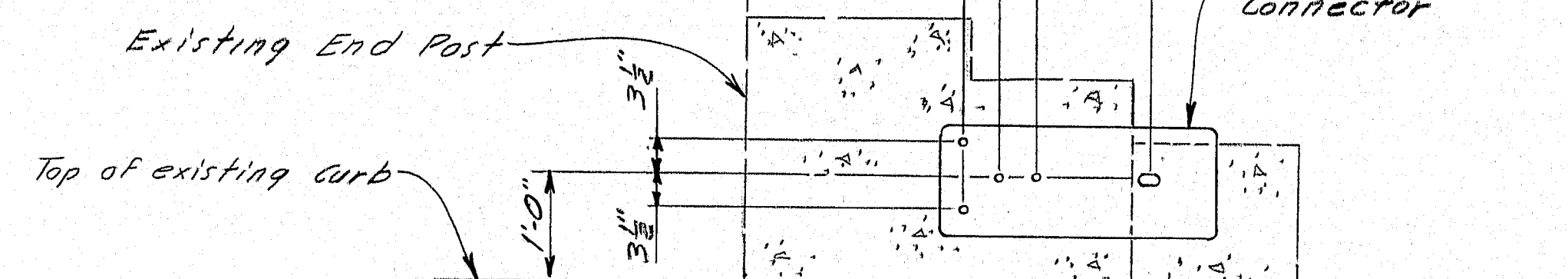
002659.00					
F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS	
1	MAINE	2659.00	25	27	



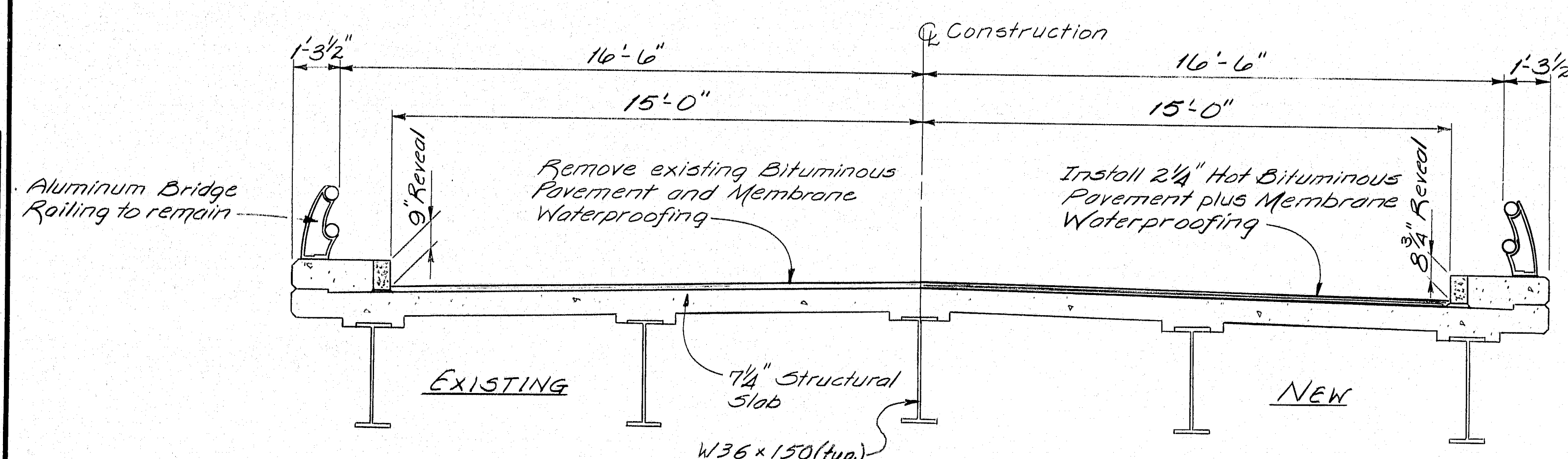
SCOPE OF WORK
 Remove 2 1/2 inches bituminous wearing surface and membrane waterproofing.
 Repair deck as necessary.
 Place membrane waterproofing and 2 1/2 inch bituminous pavement.
 Clean and paint all structural steel.
 Install W-beam Terminal Connector to existing end posts.

PLAN

Drill and grout (4) structural steel
 3/8" x 8" bolts ASTM A325 Type 1.
 Projection to be 1 1/2" (galvanized
 4" on the threaded end).



GUARD RAIL CONNECTION DETAIL
 Install one W-beam Terminal Connector
 onto all existing end posts. (4 req'd.)



TRANSVERSE SECTION

Plans of the existing bridge are available for the Contractor's reference at the Bridge Design Office in Augusta. The plans are reproductions of original drawings as prepared for the construction of the bridge and 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.

SPECIFICATIONS

DESIGN: Per AASHTO Standard Specifications for Highway Bridges 1983 and Interims thru 1988.

CONTRACT: State of Maine, Department of Transportation Standard Specifications, Highways and Bridges, Revision of January 1988.

TRAFFIC DATA

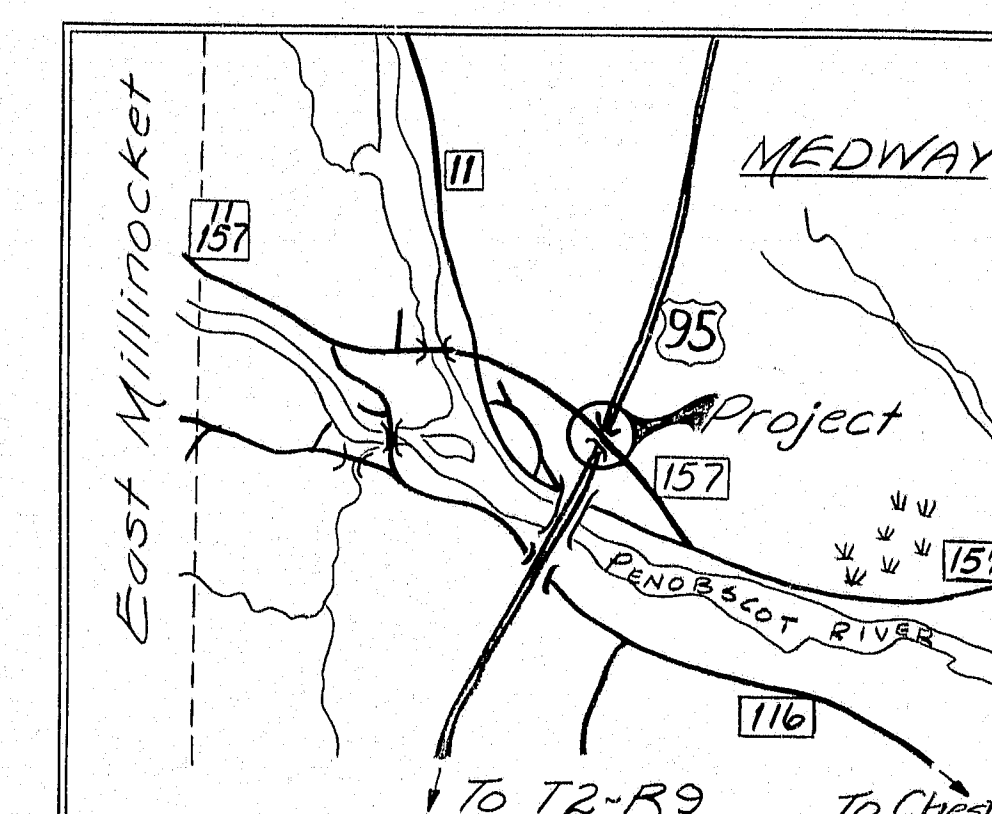
AADT 1986...3265
 AADT 2006...4570
 DHV...503
 T %...9
 D %...60
 18 Kip P2.5..241

DESIGN LOADING

LIVE LOAD: HS20-44, Existing

CONSTRUCTION NOTES

1. Maintain one 12 foot min. traffic at all times.
2. All work shall be done behind temporary concrete barriers.
3. The top surface of the existing concrete slabs shall be repaired as directed.
4. Depress the bituminous wearing surface around the existing bridge drains as directed.
5. Drilling & grouting shall be paid for under Item 606.173a Bridge Connections.
6. All grout shall contain a non-shrink additive.



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

ROUTE 157 BRIDGE
 over
 INTERSTATE 95
 in
 MEDWAY
 PENOBSCOT COUNTY
 GENERAL PLAN

SHEET 3 OF 5 AUGUSTA, MAINE JUNE, 1987

103-500

2659.0 Medway Rte. 157 Over I-95

PROJECT DESIGN ENGINEER	DATE	BY
DESIGN - DETAILED	9/1/87	LSB
CHECKED	12/1	RTA
REVISIONS		
FIELD CHANGES		

BRUNING 44-132-457/0-1