B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(6)94	1	55

STATE OF MAINE
STATE HIGHWAY COMMISSION

ROUTE 201 BRIDGES OVER INTERSTATE 95

IN THE CITY OF
GARDINER
KENNEBEC COUNTY

MAINE FEDERAL AID INTERSTATE
PROJECT NO. I-95-5(6)94

TOTAL LENGTH 0.038 MILES

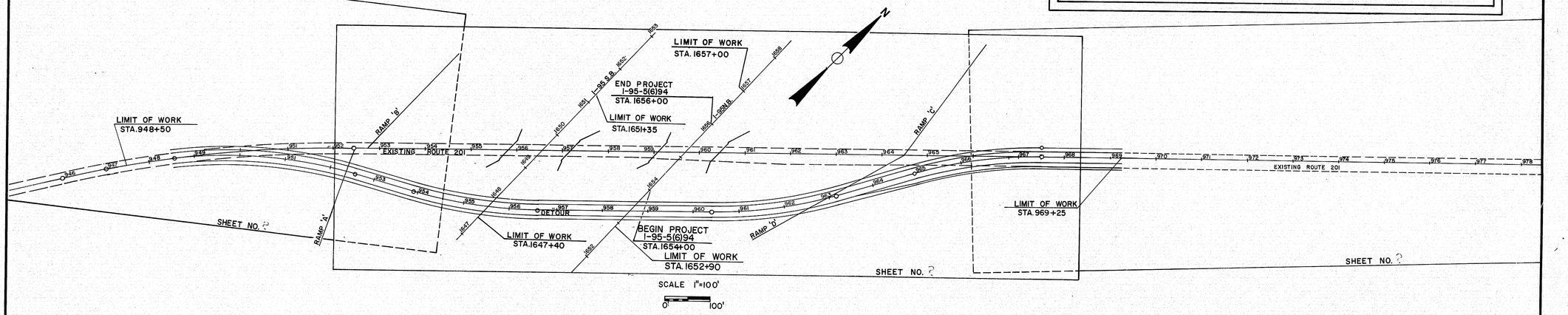
CONVENTIONAL SIGNS

COUNTY LINES
TOWN LINES
PROPERTY LINES
R/W LINES - EXISTING
R/W LINES - NEW - ACCESS CONTROL
R/W LINES - NEW - NO ACCESS CONTROL
CULVERT - EXISTING
CULVERT - PROPOSED
CURBING - EXISTING
CURBING - PROPOSED
TRAVELLED WAY - EXISTING

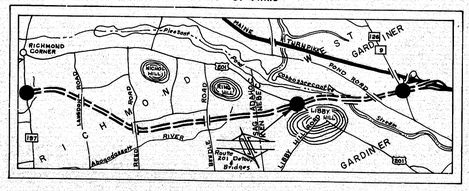
TRAVELLED WAY - PROPOSED
UNDERGROUND UTILITIES - EXISTING
UNDERGROUND UTILITIES - PROPOSED
RAILROAD - SINGLE TRACK
RAILROAD - DOUBLE TRACK
UTILITY POLE - EXISTING
UTILITY POLE - JOINT OCCUPANCY
PROPOSED UTILITY POLE - TEMPORARY
PROPOSED UTILITY POLE - PERMANENT
TREES (hardwood, softwood)
WOODS

INDEX OF SHEETS

SHEET	CONTENTS	
1	TITLE SHEET	
2	QUANTITIES	
3	GENERAL PLAN	
4	PROFILE ROUTE 201	
5-6	RIGHT OF WAY	
7-8	SOILS	
9	ARCHITECTURAL TREATMENT	
10-21	ABUTMENTS	
22-24	STRUCTURAL STEEL	
25	BLOCKING	
26	SUPERSTRUCTURE	
27	ARMORED JOINT	
28	APPROACH SLABS AND RAIL DETAILS	
29-30	SLOPE PROTECTION	
31	REINFORCING STEEL SCHEDULE	
32-33	DETOUR PLAN	
34-40	DETOUR CROSS SECTION	
41	TYPICAL SECTIONS OF I 95 AND DRAINAGE	
42-46	CROSS SECTIONS I 95	
47	BEARING PEDESTALS (BD 101-70)	
48	ARMORED JOINTS, SHEAR CONNECTORS, DRAINS, (BD 104-71)	
49	ALUMINUM RAILING (BD 106-69)	
50	STANDARD DETAILS	(3)
51	STANDARD DETAILS	(4)
52	STANDARD DETAILS	(5)
53	STANDARD DETAILS	(6)
54	BARRICADES	(11)
55	STANDARD DETAILS	(12)



A PORTION OF SAGADAHOC AND KENNEBEC COUNTIES
Scale 1"= 3/4 Mile



NOTE:
All work contemplated under this contract to be governed by and in conformity with The Standard Specifications (revisions of June 1968) and supplementals thereto, except as modified on the plans and in the special provisions.

TRAFFIC DATA

I-95		RTE. 201 DETOUR		RTE. 201	
A.D.T. 1974	10240	A.D.T. 1971	3460	A.D.T. 1972	1990
A.D.T. 1994	19210	A.D.T. 1973	3630	A.D.T. 1992	3110
D.H.V.	2497	D.H.V.	472	D.H.V.	404
T.(%)	11	T.(%)	17	T. (%)	11
D(%)	60	D(%)	60	D. (%)	60
V.	70	V.	35	V.	60
P.S.D.(%)	100	P.S.D.(%)	N/A	P.S.D. (%)	N/A
		18 KIPS	348	18 KIPS	69

APPROVED:
MAINE STATE HIGHWAY COMMISSION

		DATE
Daniel H. Stevens	CHAIRMAN	17 NOV. 1971
Steven K. Main		17 NOV. 1971
Sylvester L. Poor	CHIEF ENGINEER	17 NOV. 1971

STATE OF MAINE · SYLVESTER L. POOR 187 · REGISTERED PROFESSIONAL ENGINEER

As Built Plans W.C. Edgecomb Jr. 3/5/74

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REGION 1

APPROVED:

DIVISION ENGINEER DATE

JANUARY 1969

GARDINER I-95-5(6)94

162-33

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95 5694	2	55

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.11	Clearing	4.2	Acre
203.20	Common Excavation	19,920	Cu. Yd.
203.21	Rock Excavation	7490	Cu. Yd.
203.211	Presplitting Rock	2120	L.F.
203.24	Common Borrow	6000	Cu. Yd.
203.25	Granular Borrow	1200	Cu. Yd.
206.06	Str. Earth Excav. - Drainage & Minor Strs.	182	Cu. Yd.
206.08	Str. Earth Excav. - Abuts. & Ret. Walls	2000	Cu. Yd.
206.09	Str. Rock Excav - Abuts. & Ret. Walls	125	Cu. Yd.
304.10	Aggregate Subbase Course - Gravel	4820	Cu. Yd.
403.07	Hot Bit. Pavement, Grading B	875	Ton
403.121	Hot Bituminous Pavement, Grading E (Shimming)	20	Ton
502.21	Structural Concrete, Abuts. & Retaining Walls	1880	Cu. Yd.
* 502.26	Str. Conc., Rdwy. & Sidewalk, Slabs on Steel Br.	1	L.S.
* 502.29	Str. Conc., Wearing Surface on Bridges	1	L.S.
503.12	Reinforcing Steel, Fab. & Delivered	136 500.	Lb.
503.13	Reinforcing Steel, Placing	136 500	Lb.
* 504.70	Structural Steel, Fab. & Delivered	1	L.S.
* 504.71	Structural Steel, Erection	1	L.S.
504.74	Metal Inserts	104	Each
* 505.08	Shear Connectors	1	L.S.
* 506.14	Field Painting, Structural Steel	1	L.S.
507.08	Bridge Railing	642	L.F.
512.07	French Drains (Stones Only)	79	Cu. Yd.
514.06	Curing Box for Concrete Cylinders	1	Each
515.20	Protective Coating for Concrete Surfaces	1490	Sq. Yd.
603.16	15 inch Culvert Pipe, Option I	170	L.F.
603.17	18 inch Culvert Pipe, Option I	48	L.F.
603.20	30 inch Culvert Pipe, Option I	100	L.F.
604.09	Catch Basin, Type B1	1	Each
604.14	30 inch Catch Basins, Type E	1	Each
606.17	Guard Rail Type 3b - Single Rail	400	L.F.
606.22	Guard Rail Type 3b - Circular - Greater 15 ft radius	50	L.F.
606.26	Terminal Ends - Single Rail	2	Each

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
609.13	Vertical Bridge Curb - Type 1	556	L.F.
616.08	Sodding	250	Sq. Yd.
617.09	Erosion Control Mesh	700	Sq. Yd.
618.14	Seeding, Method Number 2	125	Unit
619.09	Hay Mulch	125	Unit
629.05	Labor, Straight Time	10	M. Hr.
630.06	Traffic Officers	40	M. Hr.
631.13	Bulldozer (inc. operator)	10	Hour
631.171	Truck - small (including operator)	20	Hour
631.22	Front End Loader (inc. operator)	10	Hour
632.08	Warning Lights	2	Group
633.11	Oversized Portable Barricade with Flashing Light	4	Each
637.07	Sprinkling	50	M. G.
637.08	Calcium Chloride	5	Ton
639.08	Field Office, Type A	1	Each
639.11	Testing Facilities, Soils	1	L.S.
639.12	Testing Facilities, Bit. Mixes	1	L.S.
639.13	Testing Facilities, Bit. Liq. & Cement	1	L.S.
657.20	Seed & Application, Method A	10	Unit
657.21	Reforesting, Method B	0.25	Acre
660.20	On-The-Job Training	1000	M.H.

Note:
* These Lump Sum Items include both bridges and shall be bid as 1 Lump Sum for both bridges

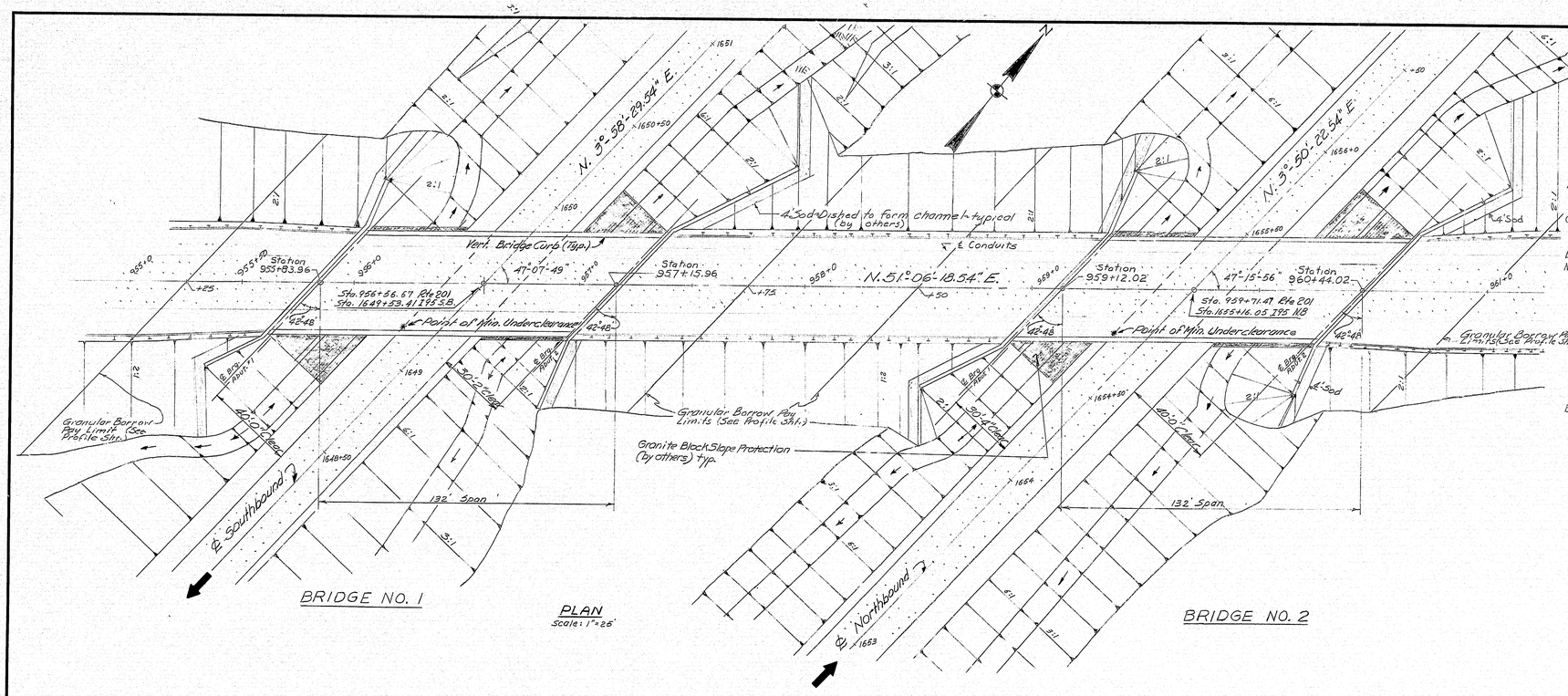
Estimated Quantities of Lump Sum Items

Str Conc, Rdwy & Sdwlk Slabs on Steel Br	390	Cu Yds. (Includes Both Superstructures) Item 502.26
Str Conc, Wearing Surface on Bridges	107	Cu. Yds. (Includes Both Superstructures) Item 502.29
Structural Steel	497,000	Lbs. Items 504.70, 504.71, & 506.14.
Shear Connectors 1968 Pieces =	1920	Lbs. Item 505.08

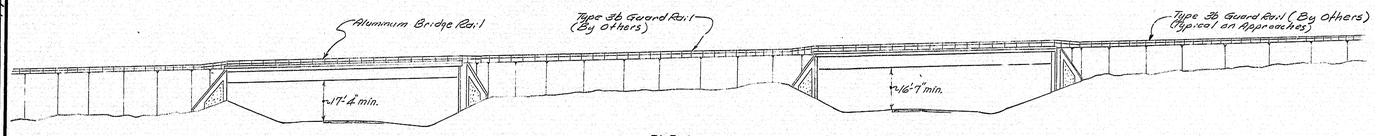
STATE HIGHWAY COMMISSION
As Built Plans N.C. Edgecomb, Jr. 3/6/74
U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
QUANTITES
SHEET 2 OF 55 AUGUSTA, MAINE Dec. 1971

152-34

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 S(6)94	3	55



PLAN
Scale: 1"=25'



ELEVATION
Scale: 1"=25'
Looking North Along ℄ of Interstate 95

SPECIFICATIONS

DESIGN: A.A.S.H.O Standard Specifications for Highway Bridges 1969 and Interim Specifications 1970 & 1971.
CONSTRUCTION: State of Maine, State Highway Commission, Standard Specifications, Highways and Bridges, Revision of June 1968.
LIVE LOADING: HS20-44.
MATERIALS:
CONCRETE:
Abutments - - - - Class A
Superstructure - - Class A
STRUCTURAL STEEL: A.S.T.M. DESIGNATION
Beam Webs - - - A572 Grade 50
Beam Flanges - - -A572 Grade 50
High Strength Bolts - - A.S.T.M. A-325
Bearing Stiffeners - - A36
All Other - - - - - -A36
REINFORCING STEEL:
A.S.T.M. A615 Grade 60
BASIC DESIGN STRESSES:
Concrete (n=10) 1200 psi
Reinforcing Steel 24,000 psi
Structural Steel 27,000 psi A572
20,000 psi A36

NOTE: PERMANENT DETOUR
THE 201 DETOUR WILL NOT BE REMOVED UNDER THIS CONTRACT.

GENERAL NOTE:
This plan shows the completed project.
This contract is a stage construction contract. Work under this contract consists basically of construction of a detour road, earth excavation, prespliting and excavation of ledge for the structures and for I 95 in the area of the bridges, and construction of the bridge structures. Embankment construction for Route 201 shall be limited to that required to dispose of the above mentioned excavation. Abutments shall be backfilled under this contract, up to the limits specified on the Route 201 profile sheet, or as directed by the Engineer.

PLANS	BY	DATE
DESIGN - DETAILED	FALL/CON	4-71
CHECKED	EBC	
REVISIONS	W.C.E.	3/5/74
FIELD CHANGES		

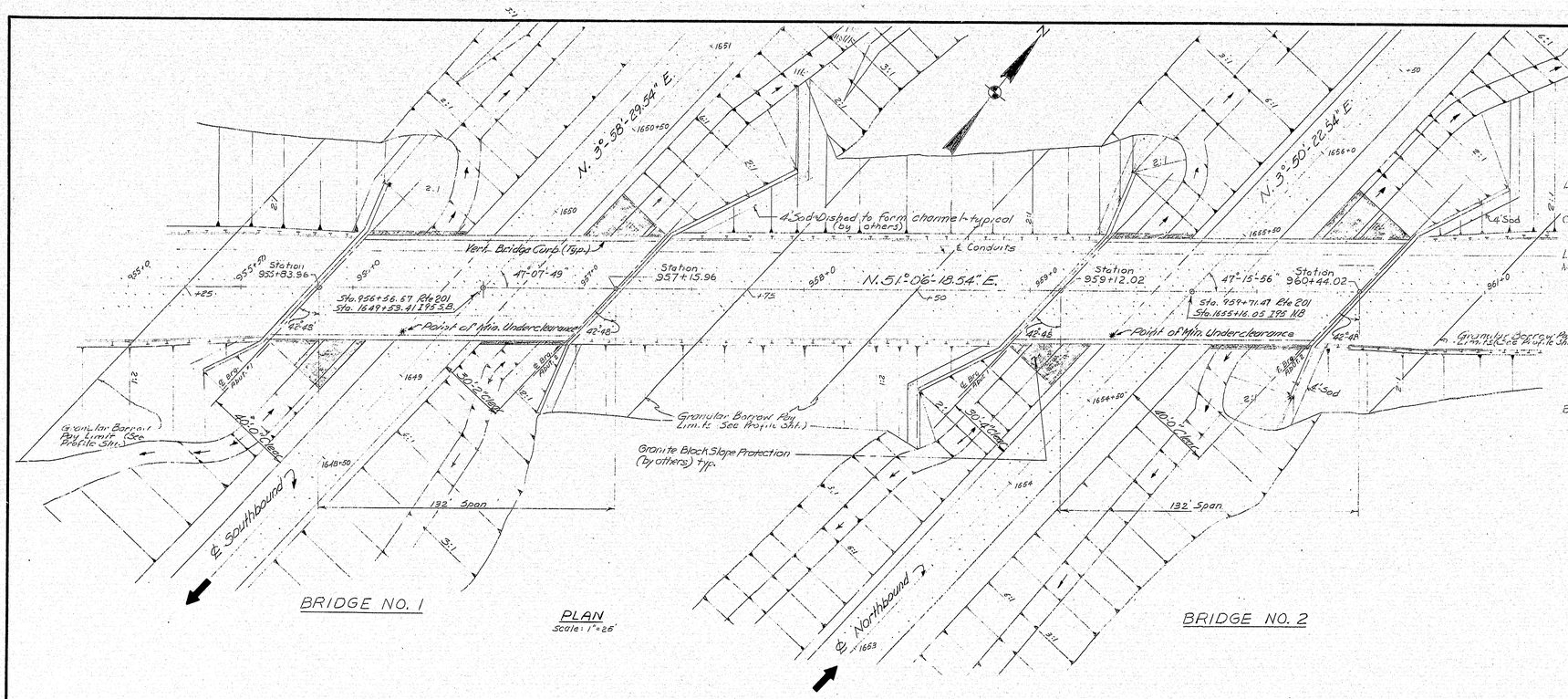
JANUARY 1968

STATE HIGHWAY COMMISSION
U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
GENERAL PLAN
SHEET 3 OF 52 AUGUSTA, MAINE APRIL 1971
203-1 2080

152-35

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95 5(6)94	3	55



SPECIFICATIONS

DESIGN: A.A.S.H.O Standard Specifications for Highway Bridges 1969 and Interim Specifications 1970 & 1971.

CONSTRUCTION: State of Maine, State Highway Commission, Standard Specifications, Highways and Bridges, Revision of June 1968.

LIVE LOADING: HS20-44.

MATERIALS:

Concrete:

Abutments	Class A
Superstructure	Class A
	A.S.T.M. DESIGNATION
Beam Webs	A572 Grade 50
Beam Flanges	A572 Grade 50
High Strength Bolts	A.S.T.M A-325
Bearing Stiffeners	A36
All Other	A36

Reinforcing Steel: A.S.T.M. A615 Grade 60

BASIC DESIGN STRESSES:

Concrete (f'c)	1200 psi
Reinforcing Steel	24,000 psi
Structural Steel	27,000 psi A572
	20,000 psi A36

NOTE: PERMANENT DETOUR
THE 201 DETOUR WILL NOT BE REMOVED UNDER THIS CONTRACT.

GENERAL NOTE:

This plan shows the completed project. This contract is a stage construction contract. Work under this contract consists basically of construction of a detour road, earth excavation, presplitting and excavation of ledge for the structures and for I 95 in the area of the bridges, and construction of the bridge structures. Embankment construction for Route 201 shall be limited to that required to dispose of the above mentioned excavation. Abutments shall be backfilled under this contract, up to the limits specified on the Route 201 profile sheet, or as directed by the Engineer.

PLANS	BY	DATE
Engineer in Charge		
DESIGN - DETAILED	ALL	ALL FEB. 71
CHECKED	EBC	
REVISIONS		
FIELD CHANGES	Wolf	3/8/72

ORIGINAL SHEET USED IN I-95-5(3) PAVING PROJECT 5(26) Preliminary

STATE HIGHWAY COMMISSION

U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
GENERAL PLAN

SHEET 3 OF 52 AUGUSTA, MAINE APRIL 1971

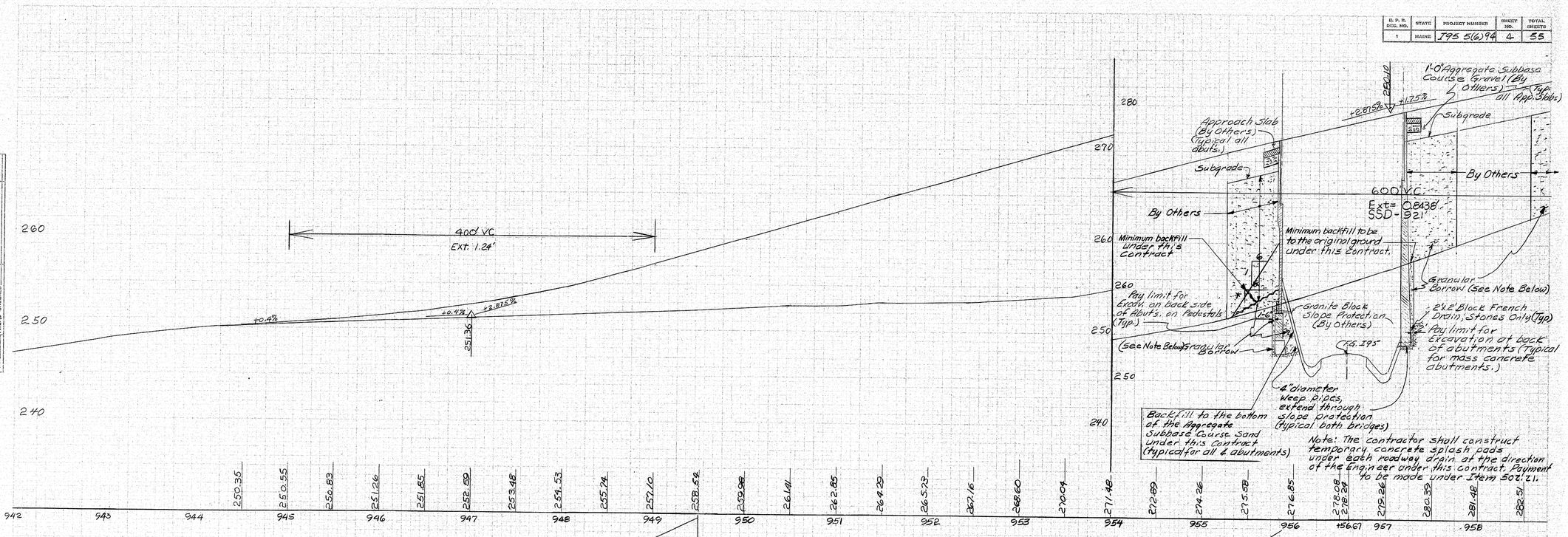
JANUARY 1968

152-36

Courtaine Reprus TRUFLEX ✱ SILKY ✱ TRUE WHITE ✱ RYPLEX

E. P. R. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 5(6)94	4	55

FINAL SURVEY — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — DATE — BY — NOTE BOOK — PG. ——





NOTES:

Before preparing Abutment foundations see Abutment notes Sheet 12 of 55.

Excavation from original ground down to the subgrade of I95 and the bottom of the Aggregate subbase Sand for the slope paving shall be done under Item 203.20 and Item 203.21.

Excavation for the abutments from original ground to the bottom of footing pedestal or wall shall be done under Item 206.08 and Item 206.09.

All backfill and fill placed within 50' of the bridge structures shall be placed by the moisture and density control method (Subsection 203.17).

No direct payment shall be made for the 4" diameter weep pipes. Payment shall be considered to be included in Item 502.21.

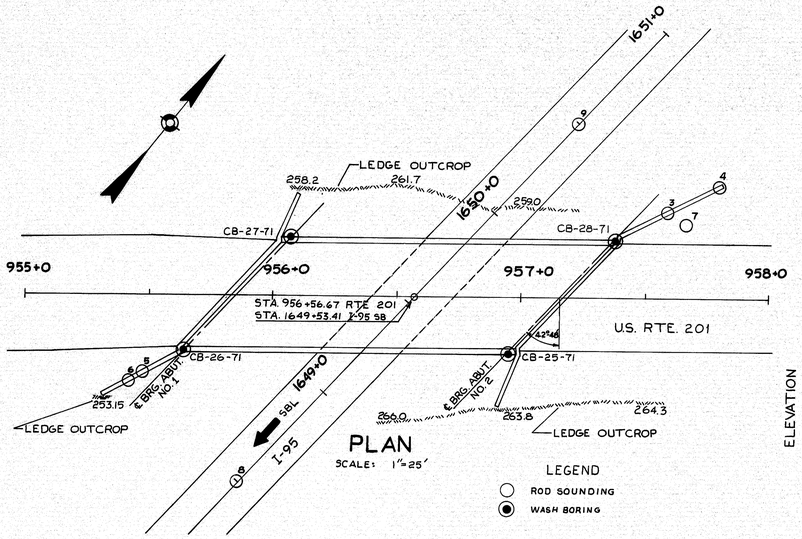
Rock Excavation may be placed in the areas designated for Granular Borrow but not closer than 10' to any abutment concrete.

Granular Borrow under the slope protection to be placed under this contract.

ROUTE NO. 201 — I-95-5(11) © — BEEDLE RD TO POND RD

152-37

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195 S(6) 98	7	55



PLAN

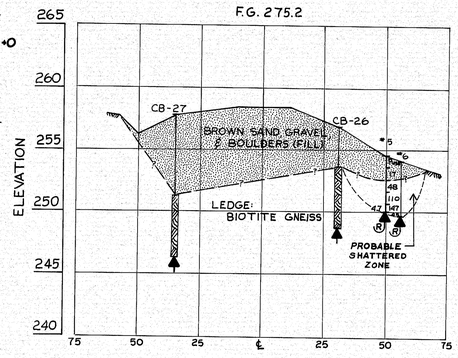
SCALE: 1"=25'

LEGEND

- ROD SOUNDING
- WASH BORING

TRANSVERSE SECTIONS

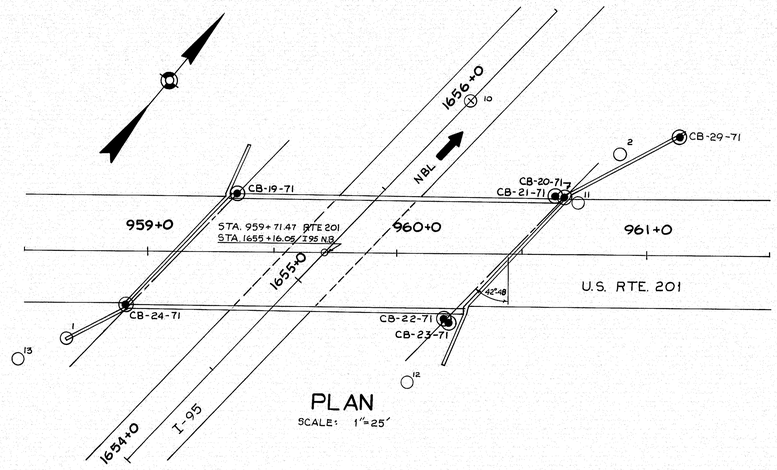
SCALE: 1"=5' VERT.
1"=25' HORIZ.



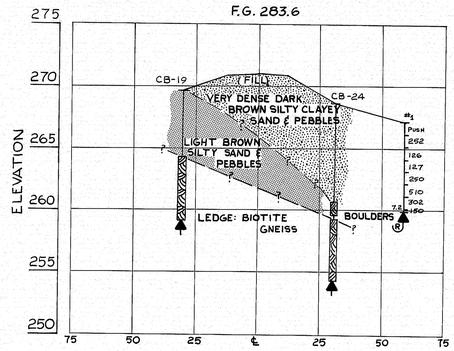
S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95 5(6) 94	8	55

TRANSVERSE SECTIONS

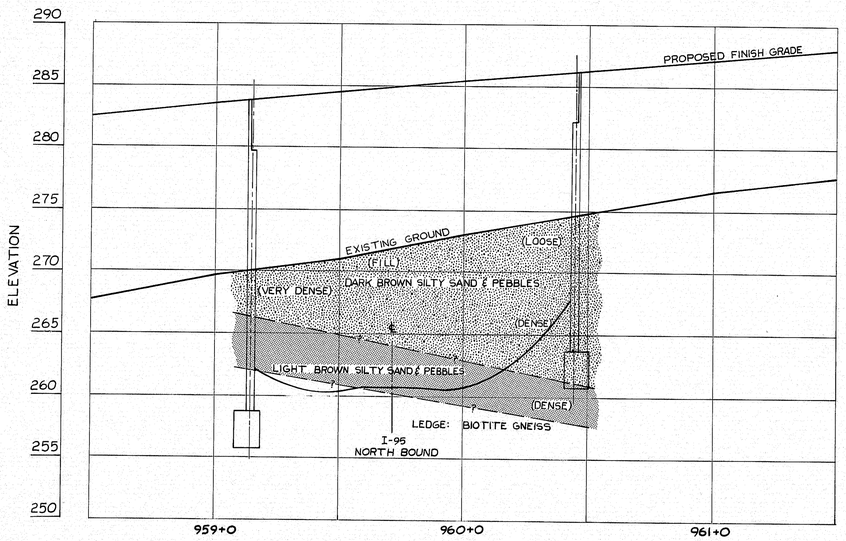
SCALE: 1"=5' VERT.
1"=25' HORIZ.



PLAN
SCALE: 1"=25'

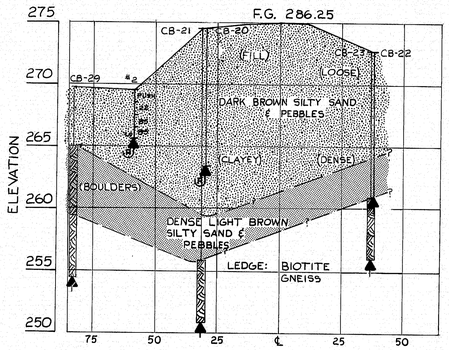


ABUTMENT NO. 1
STA. 959+16 RTE. 201
SKEWED

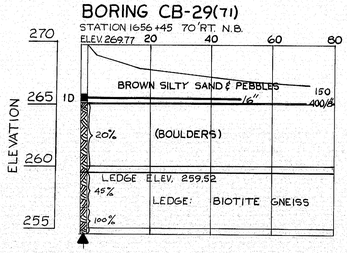


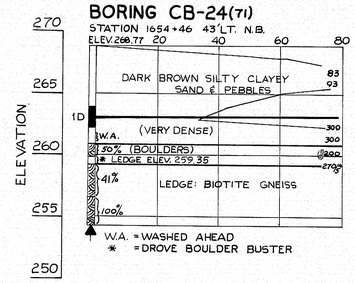
PROFILE ALONG ℄ U.S. RTE. 201

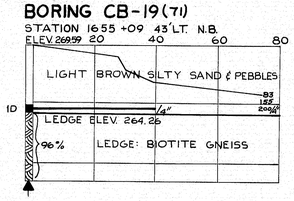
SCALES:
1"=5' VERT.
1"=25' HORIZ.

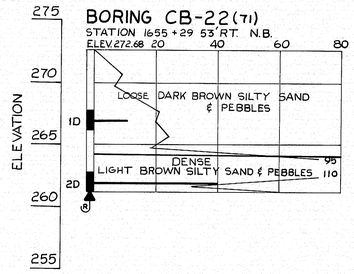


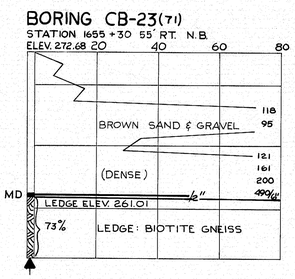
ABUTMENT NO. 2
STA. 960+45 RTE. 201
SKEWED

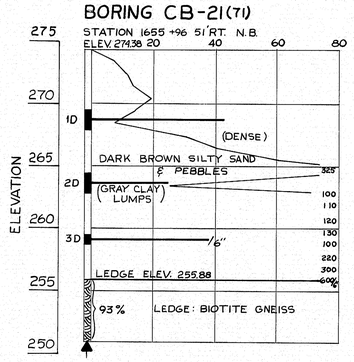


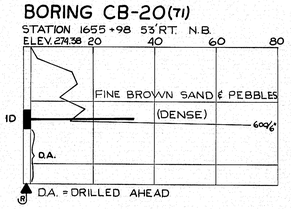












PLANS	DESIGN - DETAILED	BY	DATE
As Built	CHECKED		
	REVISIONS		
	FIELD CHANGES	WEF	3/5/74

STATE HIGHWAY COMMISSION

U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
FOUNDATION SURVEY
SHEET 8 OF 55 AUGUSTA, MAINE

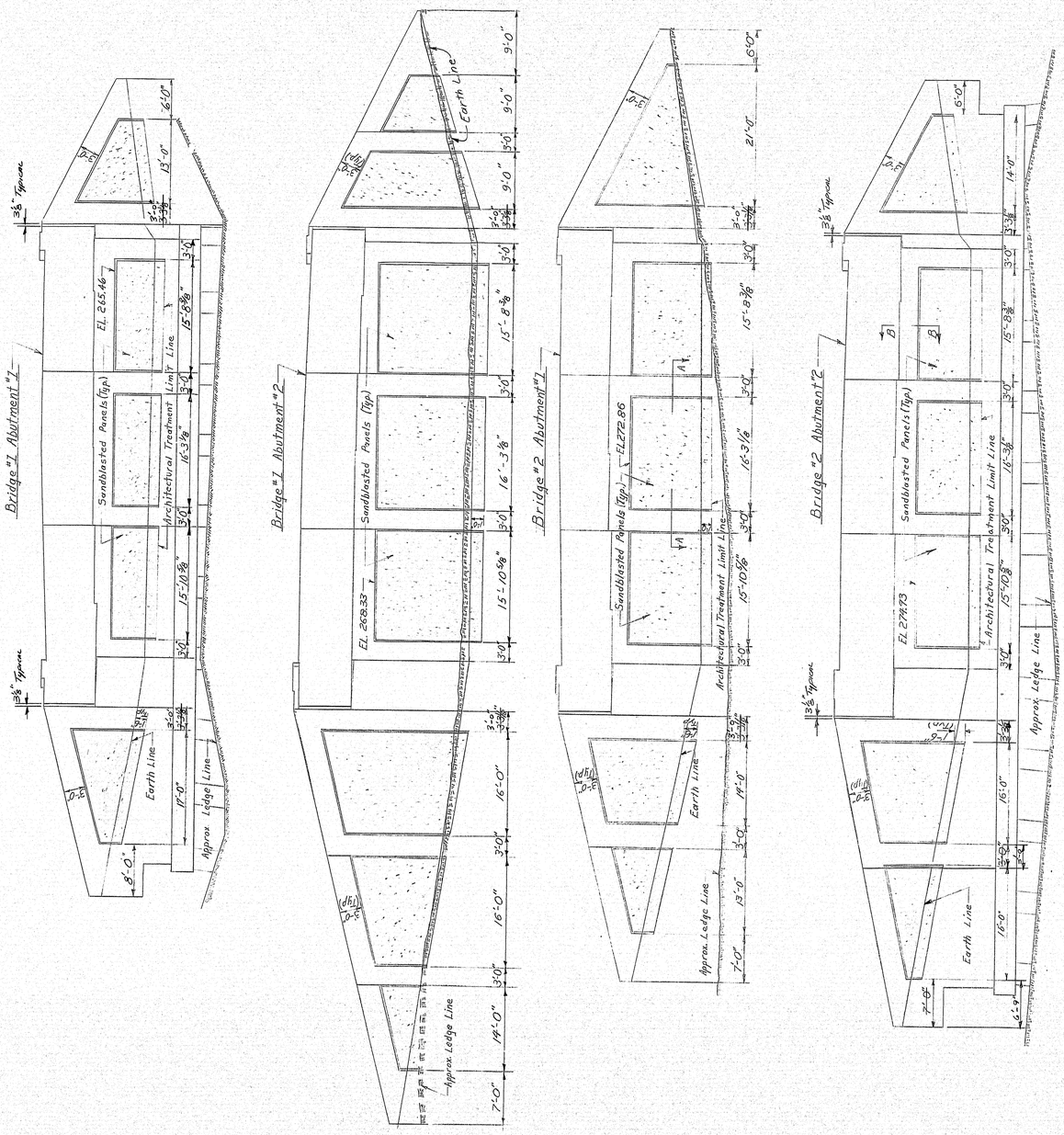
JANUARY 1968

203-1 2000

152-39

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-5(6)94	9	55



Notes:

All surfaces so designated on the plans shall be sandblasted. These surfaces shall be carried to a minimum depth of 18" 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.

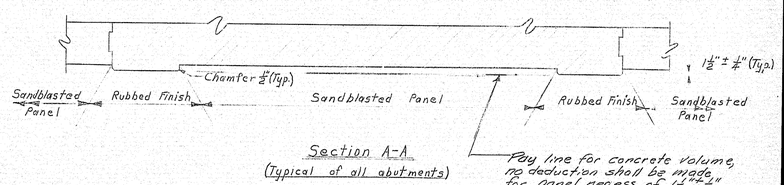
In order to insure a consistent surface texture for the areas to be architecturally treated, concrete aggregate shall be from the same source and portland cement shall be from the same manufacturer throughout the entire placement of the abutment wings and breastwall.

At the time the concrete is placed, the contractor shall cast 3 sample slabs (2'x 2'x 4"). Prior to sandblasting, the samples shall be sandblasted, each a different degree of penetration with a maximum depth of ¾ of an 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.

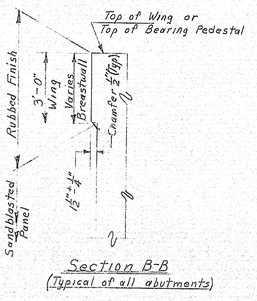
Concrete shall not be sandblasted for at least 28 days after placement.

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

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



Section A-A
(Typical of all abutments)



Section B-B
(Typical of all abutments)

	BY	DATE
Eng. Dir. Engr.	ALL	
DESIGN - DETAILED	S.R.B.	
CHECKED	E.B.C.	
REVISIONS		
As Built FIELD CHANGES	M.E.	3/5/74

PLANS

JANUARY 1968

STATE HIGHWAY COMMISSION

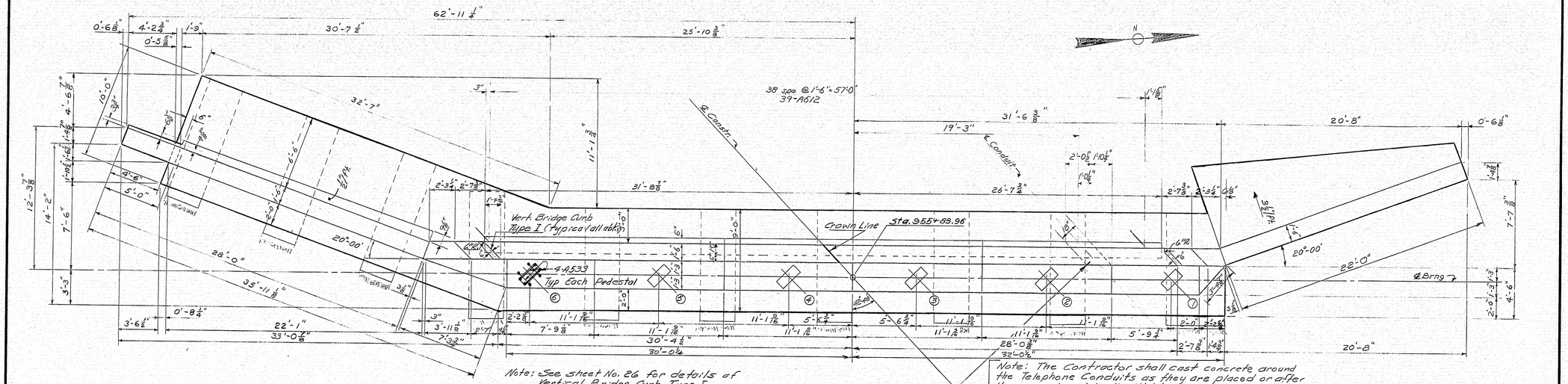
U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
ARCHITECTURAL TREATMENT

SHEET 9 OF 55 AUGUSTA, MAINE APRIL 1971

203-1 2000

152-40

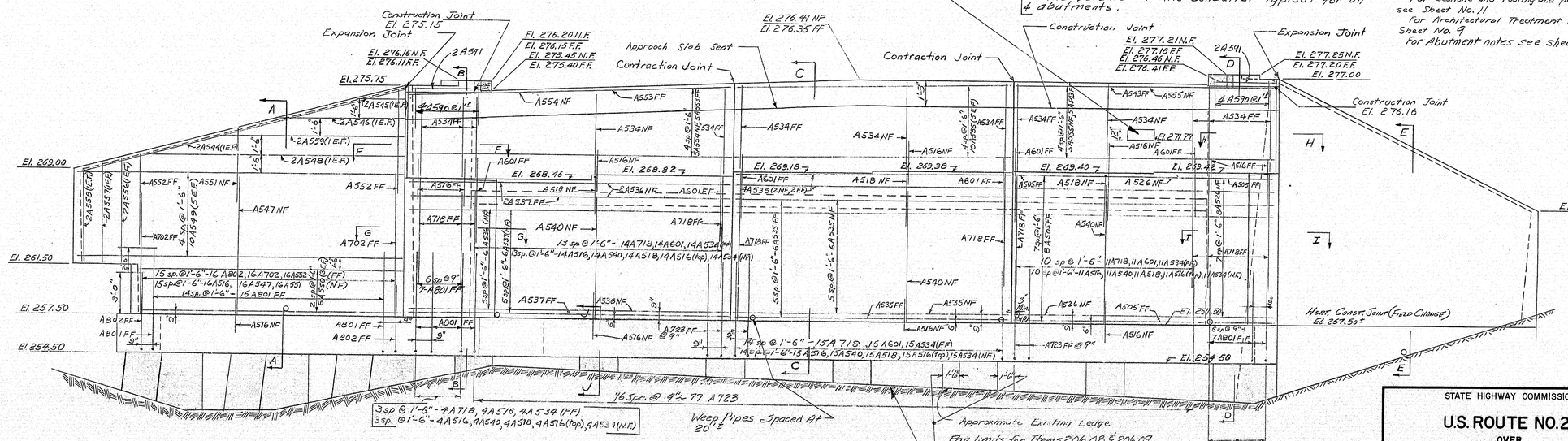
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 S(6)94	10	55



PLAN

Note: The Contractor shall cast concrete around the Telephone Conduits as they are placed or after they are placed by the Utility Co. The conduits are to be placed after the superstructure structural slab is placed and cured. Class A Concrete or Mortar in conformance with Section 705 may be used for this purpose. The cost of casting this Concrete or Mortar is to be paid for under Item 502.21 with no deduction being made for the volume of the conduits. Typical for all 4 abutments.

Sheet Cross References:
For Sections and Footing and pedestal plans see Sheet No. 11
For Architectural Treatment Details see Sheet No. 9
For Abutment notes see sheet No. 12.



ELEVATION

STATE HIGHWAY COMMISSION

U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
BRIDGE NO. 1 ABUTMENT NO. 1

SHEET 10 OF 55 AUGUSTA, MAINE APRIL 1971

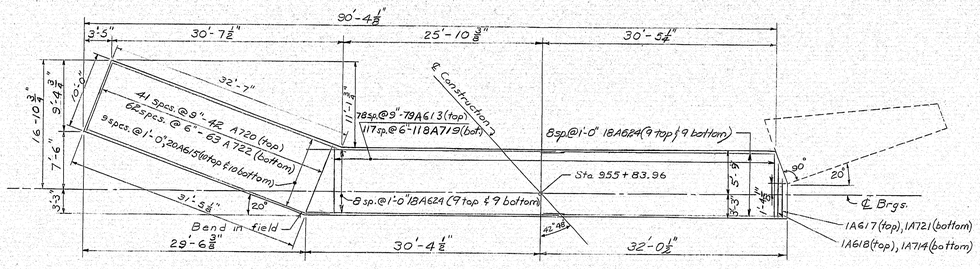
PLANS	DESIGN - DETAILED	C.R.	DEW	9/29/71
	CHECKED	EBC		
	REVISIONS			
	FIELD CHANGES	WEE		

Bridge Design Engr. MEA

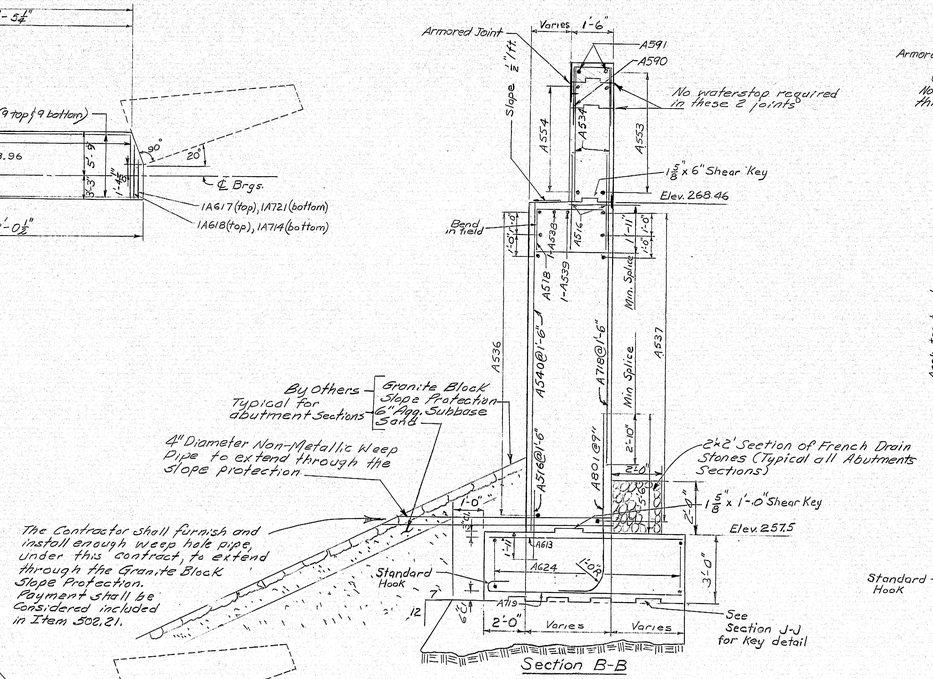
JANUARY 1968

152-11

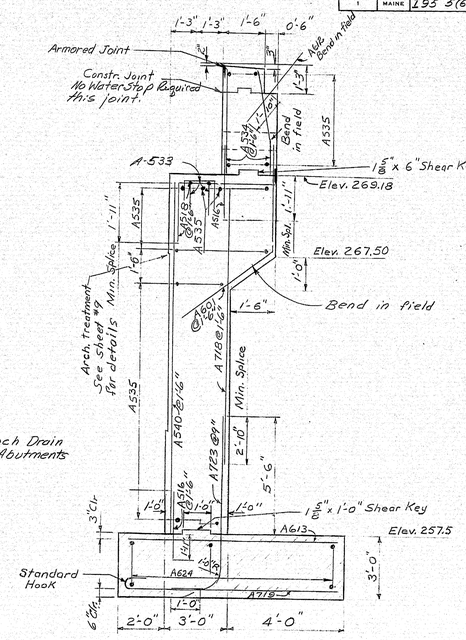
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 5(6)94	11	55



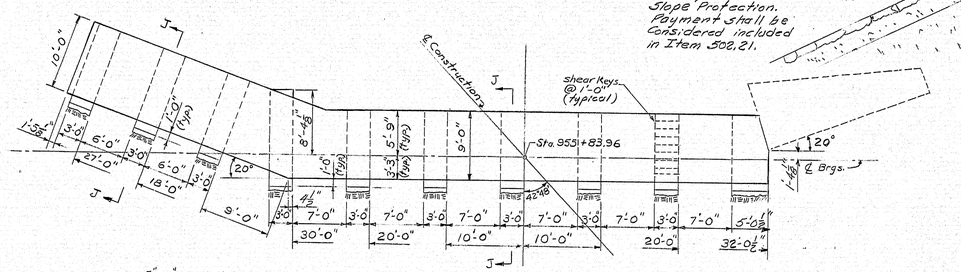
FOOTING PLAN



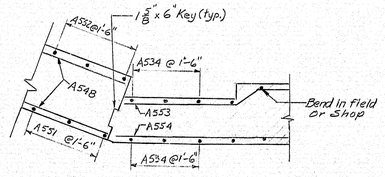
Section B-B



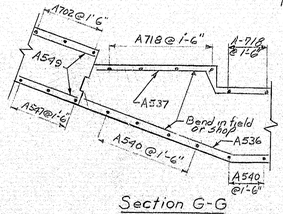
Section C-C



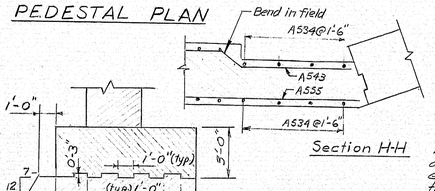
PEDESTAL PLAN



Section F-F

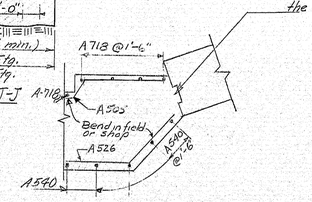


Section G-G



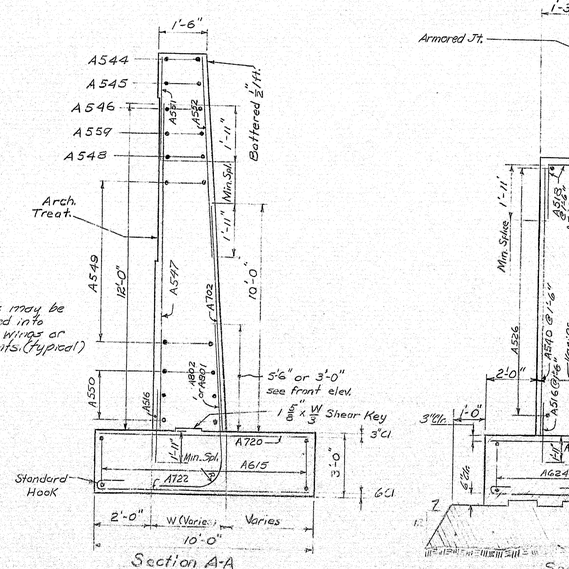
Section H-H

SECTION J-J

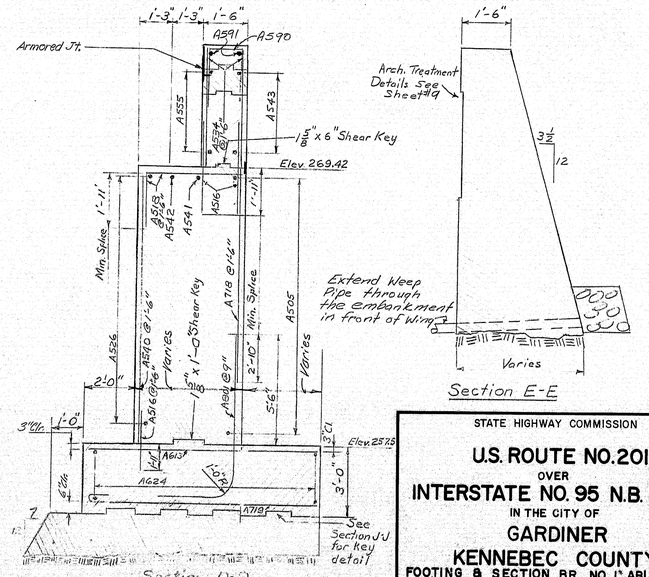


Section I-I

Note: Keys may be constructed into either the Wings or the abutments. (Typical)



Section A-A



Section D-D

Section E-E

PLANS	BY	DATE
DESIGN - DETAILED	C.R. DEW	9/23/71
CHECKED	ERC	
REVISIONS		3/5/74
FIELD CHANGES	WEE	

STATE HIGHWAY COMMISSION

U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY

FOOTING & SECTION BR. NO. 1^ ABUT. NO. 1

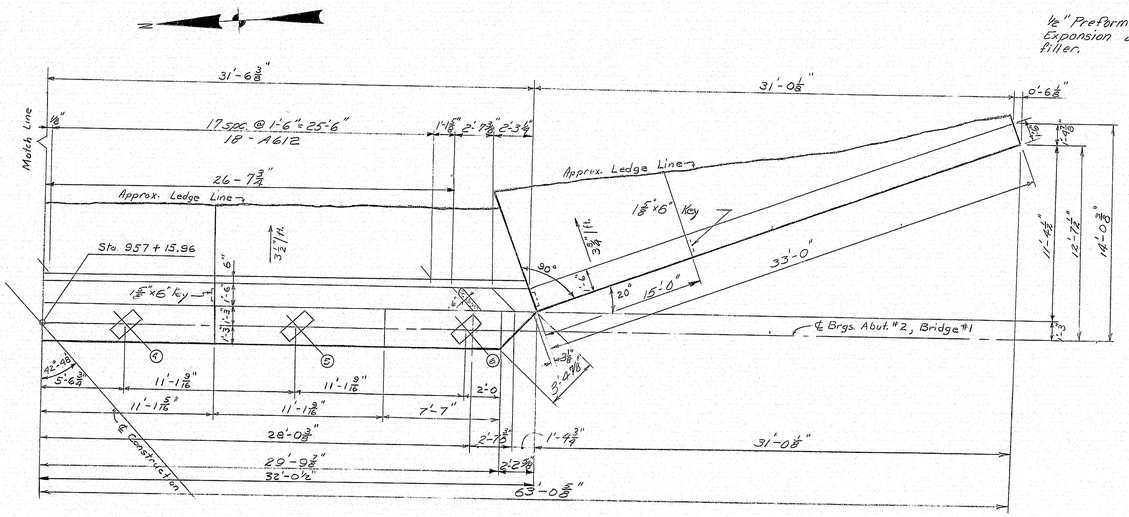
SHEET 11 OF 55 AUGUSTA, MAINE APRIL 1971

152-42

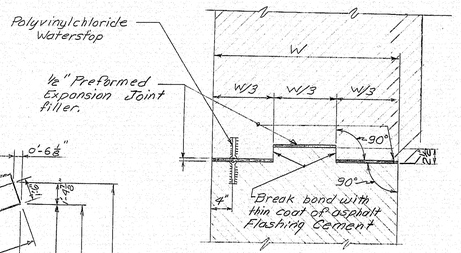
JANUARY 1969

203-1 2080

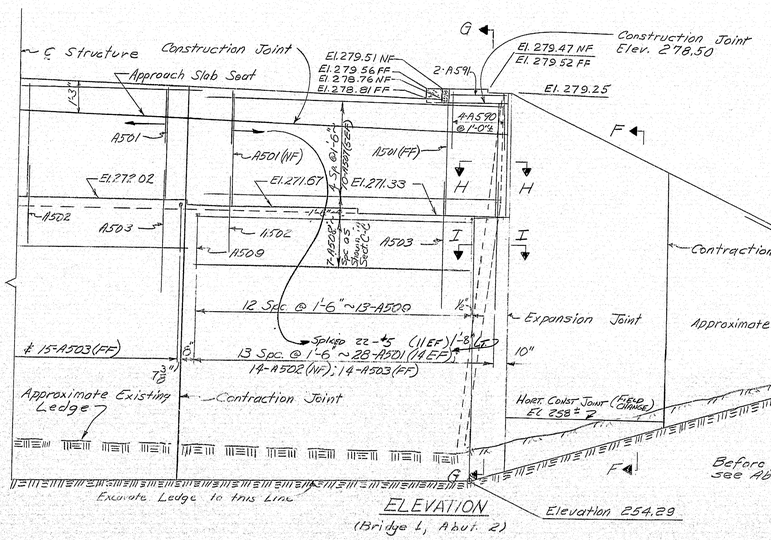
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 3(6)94	12	55



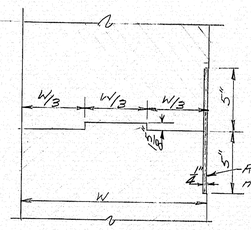
PLAN
(Bridge 1, Abut. 2)



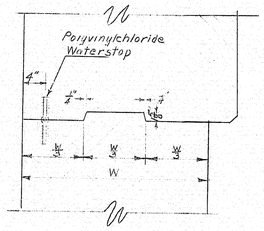
EXPANSION JOINT DETAIL
(Typical at all abutments)



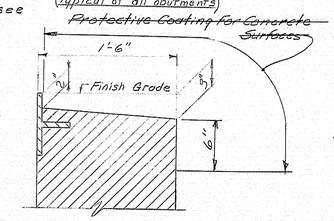
ELEVATION
(Bridge 1, Abut. 2)



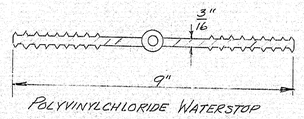
HORIZONTAL CONSTRUCTION JOINT
(Typical all abutments unless otherwise noted)



Vertical Contruction Joint
(Typical of all abutments)



Top of Abutment Backwall Detail
Typical All Abutments



POLYVINYLCHLORIDE WATERSTOP

Before preparing Abutment foundation see Abutment notes

ABUTMENT NOTES

1. Chamfer all exposed edges of concrete ½ inch unless otherwise indicated.
2. All reinforcing steel splices and embedments are to be a minimum of 36 bar diameters unless otherwise indicated.
3. Reinforcing steel to have 2 inches cover unless otherwise indicated.
4. Place reinforcing steel in bridge seats to clear anchor bolts.
5. Break bond at vertical contraction joints by a method approved by the Engineer.
6. Place concrete in the top of abutment backwalls after the superstructure slab has been placed.
7. Waterstops are not required in horizontal construction joints between footing and abut. walls.
8. Maximum actual footing toe pressure varies, See sheet #14.
9. Protective Coating for Concrete Surfaces shall be applied to the following areas: Top of backwall and exposed surface of concrete curbs.
10. Cover the horizontal construction joints on the back of abutments and wingwalls with two (2) layers of heavy roofing 10 inches wide. Recess the area covered ¼ inch. The concrete of the recess and each layer of roofing shall be coated with asphalt flashing cement when the roofing is installed.
11. Abutment Concrete ... Class A.
12. For Armored Joint Details see sheet #27
13. Vertical keys in the wings shall stop 1'-0" below the top of the wings.
14. Adjustment of device bolt locations for the Armored Joint shall be determined in the field.
15. After the ledge abutment foundation is exposed, by the contractor, the Engineer will designate the limits to which the ledge is to be removed.

After the ledge is removed the contractor shall allow time for the Engineer to evaluate the foundation. The contractor shall schedule the construction work to allow for this foundation evaluation and the contractor shall not charge the State for any cost of delay of the contractors operation due to the evaluations.

16. Payment for excavation will be paid for at 1½ times the contract unit price, as provided for in paragraph four Subsection 206.05, below the following elevations:

Location	Elevation
Bridge 1 Abut 1	248.0
" " " 2	252.0
" 2 " 1	255.0
" " " 2	252.0

17. The ledge foundation under the pedestals and mass walls shall be const level or shall slope down toward the back of the abutments in a direction normal to the respective abutment and wing walls. The ledge may be stepped to construct the foundation level. In all cases the ledge shall be removed down to sound ledge and the foundation shall be roughened.

18. Weep hole pipe shall be 4 inch diameter rigid non-metallic pipe. It may be rigid fiber Soil pipe or rigid extrudable synthetic thermoplastic of styrene copolymers, polyethylene or polyvinyl chloride. It shall have a wall thickness large enough to support the loads imposed under this use. Pipe is subject to approval of the Engineer. Payment to be considered included in Item 502.21.

PLANS	BY	DATE
Dsy. Des. Eng. ALL		
DESIGN - DETAILED	C.R.	11-70
CHECKED	E.R.C.	
REVISIONS		
FIELD CHANGES	W.E.F.	3/5/71

STATE HIGHWAY COMMISSION

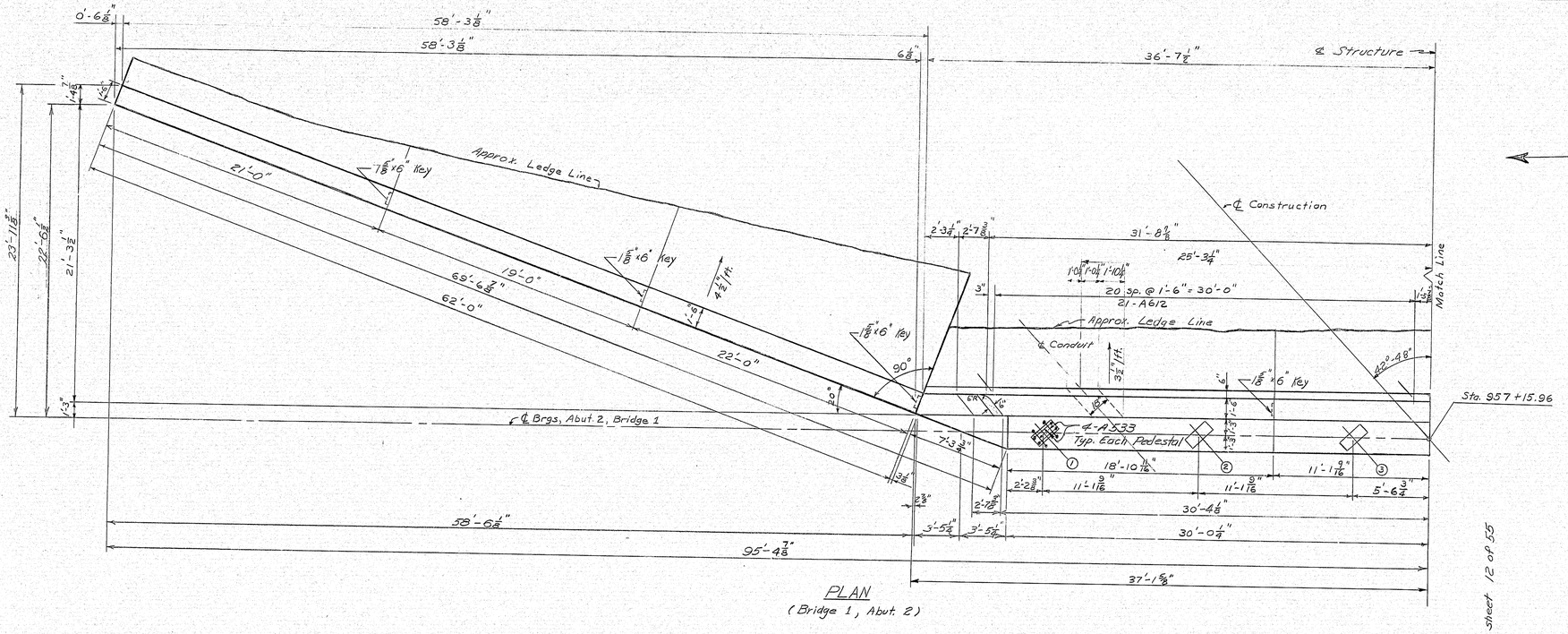
U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
BRIDGE NO. 1 ABUTMENT NO. 2
SHEET 12 OF 55 AUGUSTA, MAINE APRIL 1971

JANUARY 1968

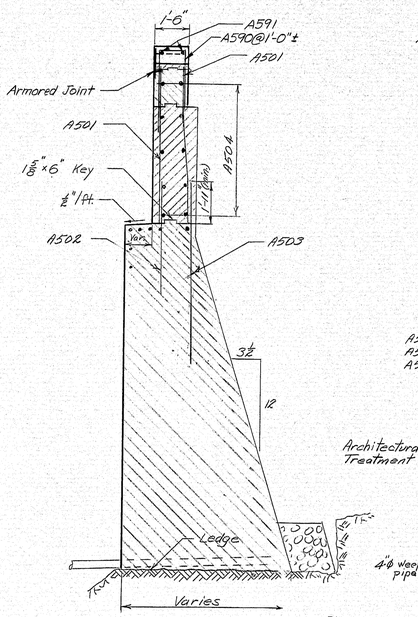
152-43

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

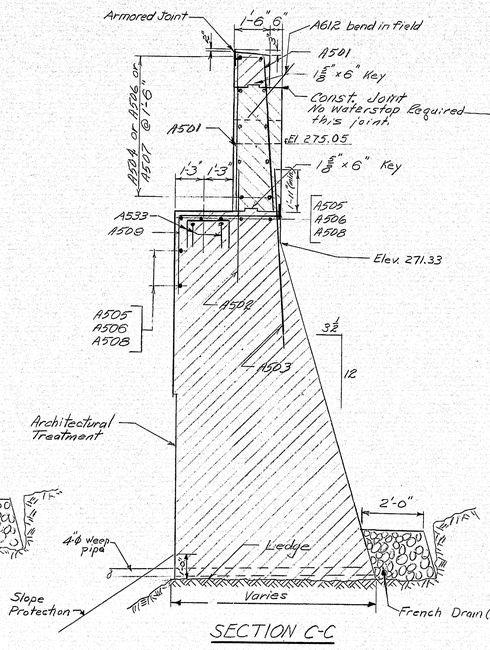
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 5(6)94	13	55


0'-6⅛"
58'-3⅛"
58'-3⅛"
6⅛"
36'-7½"
℄ Structure
1'-4⅝"
1'-4⅝"
23'-11⅜"
22'-6⅝"
21'-1⅜"
1'-3"
21'-0"
1⅝"x6" Key
Approx. Ledge Line
19'-0"
69'-6⅝"
62'-0"
4½ Lft.
1⅝"x6" Key
22'-0"
20°
90°
1⅝"x6" Key
℄ Brgs, Abut 2, Bridge 1
7'-3⅝"
2'-3⅝"
2'-3⅛"
2'-7⅜"
31'-8⅛"
25'-3¼"
1'-0¼" r 1'-10¼"
20 Sp. @ 1'-6" = 30'-0"
21-A612
3"
Approx. Ledge Line
℄ Conduit
3½" TH.
42°-48"
1⅝"x6" Key
Match Line
Sta. 957+15.96
4-A533 Typ. Each Pedestal
1
2
3
18'-10 15/16"
11'-1 9/16"
11'-1 9/16"
11'-1 9/16"
5'-6¾"
2'-2 13/16"
2'-2 13/16"
2'-2 13/16"
30'-4⅝"
30'-0⅞"
3'-5½"
3'-5½"
58'-6⅛"
95'-4⅞"
37'-1⅝"
PLAN
(Bridge 1, Abut. 2)
For Abutment notes see sheet # 12
For Architectural Treatment details see sheet #9
℄ Structure
Constr. Jt. El. 279.40
El. 280.45 NF
El. 280.50 FF
El. 280.25
2-A590
El. 280.41 NF
El. 280.46 FF
El. 279.66 NF
El. 279.71 FF
Elev. 279.66 NF
Elev. 279.71 FF
Construction Joint
4-A590 @ 1'-0"
Approach Slab Seat
El. 272.05
A501
A502
A503
A504
A505
A506
A507
A508
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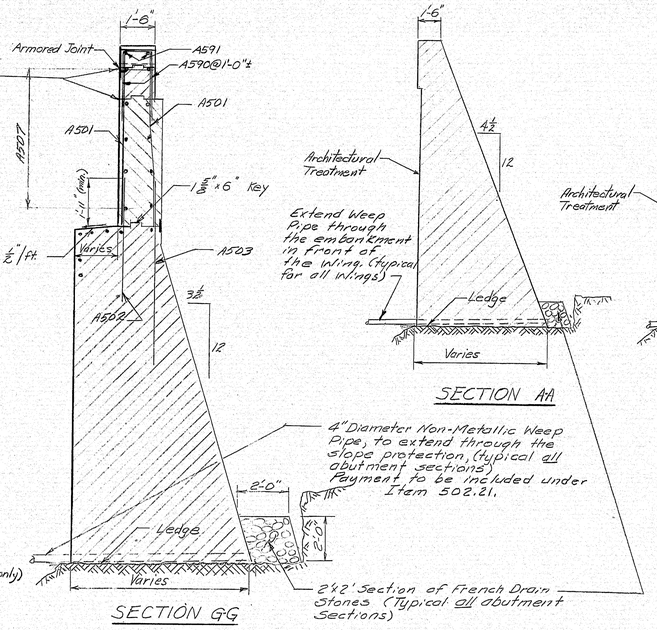
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-5(6)94	14	55



SECTION B-B

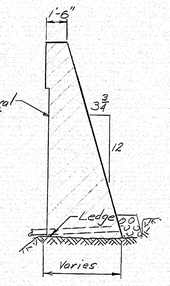


SECTION C-C

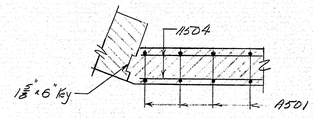


SECTION G-G

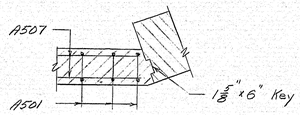
SECTION A-A



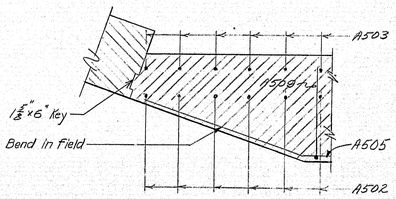
SECTION F-F



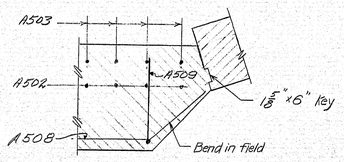
SECTION D-D



SECTION H-H



SECTION E-E



SECTION I-I

Note:
For Architectural Treatment details see sheet #9
For Abutment Notes see sheet #12

Max. Toe Pressures

Abut # 1	Bridge # 1	19.4 K/S.F.
Abut # 2	Bridge # 1	20.7 K/S.F.
Abut # 1	Bridge 2	25.0 K/S.F.
Abut # 2	Bridge 2	22.9 K/S.F.

PLANS	BY	DATE
Last Revised		
DESIGN - DETAILED	C.R.	1973
CHECKED	E.B.C.	
REVISIONS		
As Built FIELD CHANGES	W.L.E.	3-1974

STATE HIGHWAY COMMISSION

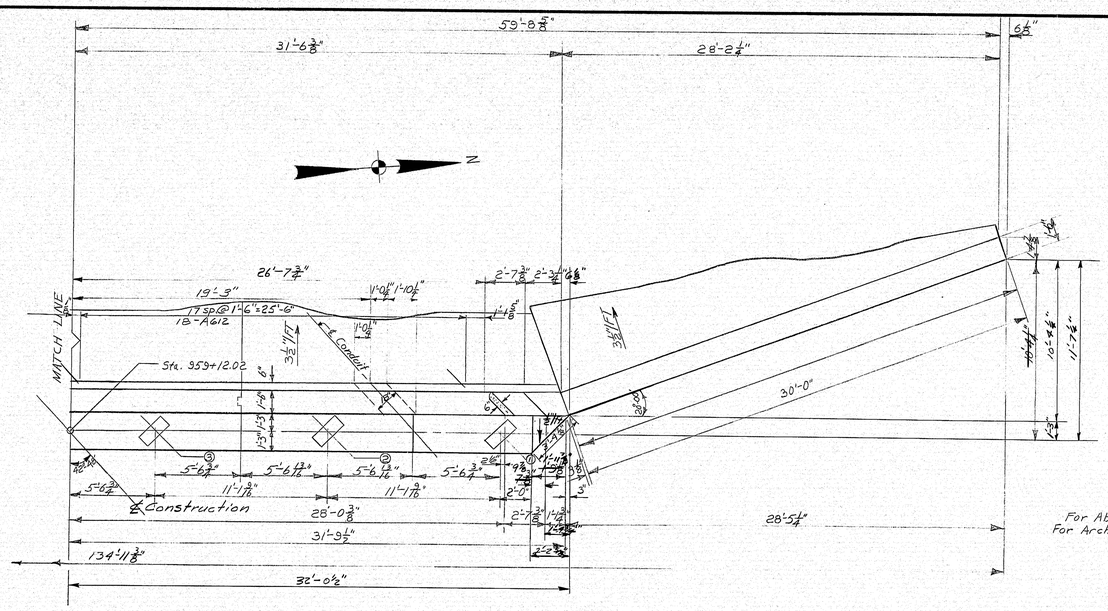
U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
SECTIONS BR. NO. 1 ABUT. NO. 2
SHEET 14 OF 55 AUGUSTA, MAINE APRIL 1971

JANUARY 1968

152-45

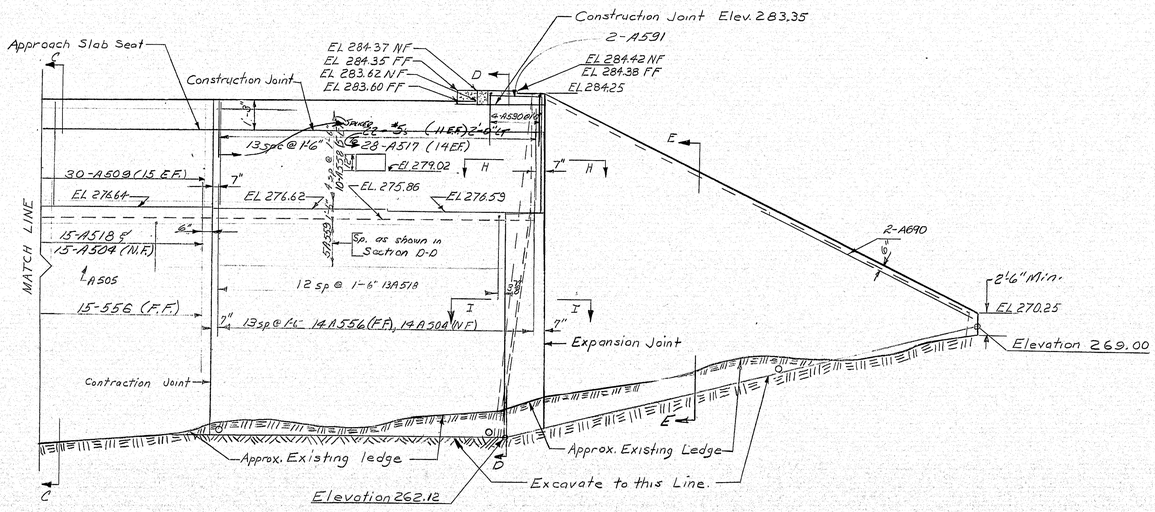
Rouneline Paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ KYPLEX

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95 3(6)94	15	55



Part Plan

Match to sheet 16 of 55



Part Elevation

Before preparing Abutment foundation see Abutment notes Sheet 12 of 55

PLANS	BY	DATE
By Jay-Eff-Ell		
DESIGN - DETAILED	C.R. J.R.B.	
CHECKED	E.B.C.	
REVISIONS		
As Built	E.E.L.L. CHANGES	M.E.E. 3/5/74

JANUARY 1969

STATE HIGHWAY COMMISSION

U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
BRIDGE NO. 2 ABUTMENT NO. 1

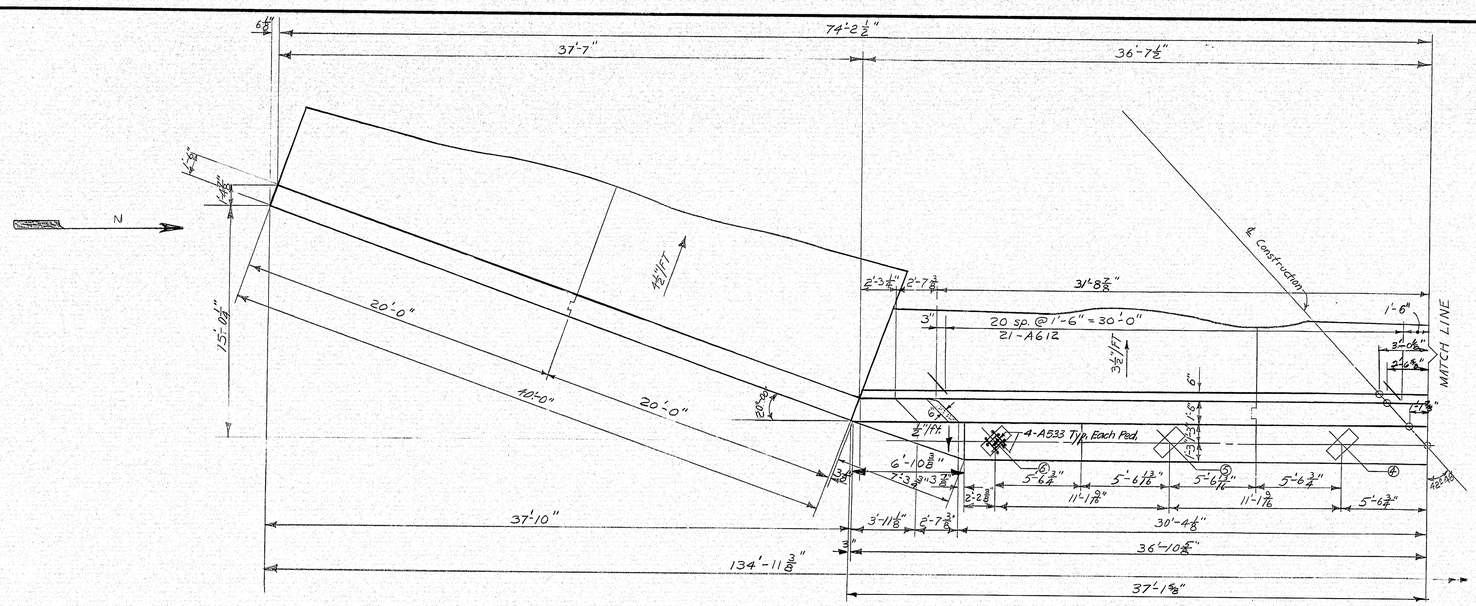
SHEET 15 OF 55 AUGUSTA, MAINE APRIL 1971

203-I 2080

152-46

TRUEL & SILSBY INC. BOSTON & KEENE

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 3(6)94	16	55



Match to sheet 15 of 55

PLANS	BY	DATE
Bur. Eng. Civil		
DESIGN - DETAILED	C.R.	
CHECKED	J.R.B.	
REVISIONS	EBC	
FIELD CHANGES	MEE	3/6/74
As Built		

JANUARY 1968

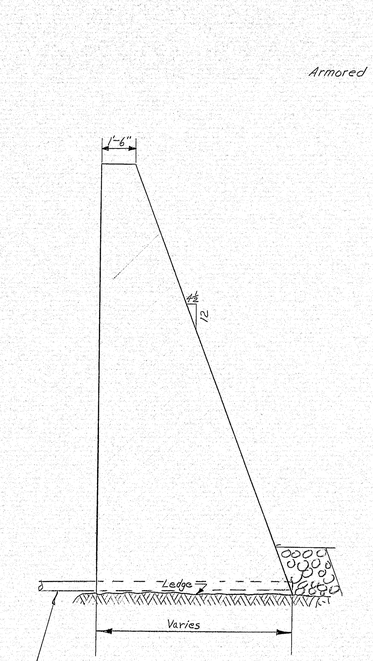
STATE HIGHWAY COMMISSION

U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
BRIDGE NO. 2 ABUTMENT NO. 1
SHEET 16 OF 55 AUGUSTA, MAINE APRIL 1971

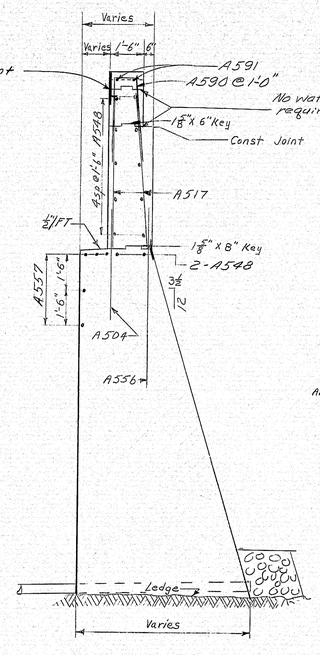
203-I 2080

152-47

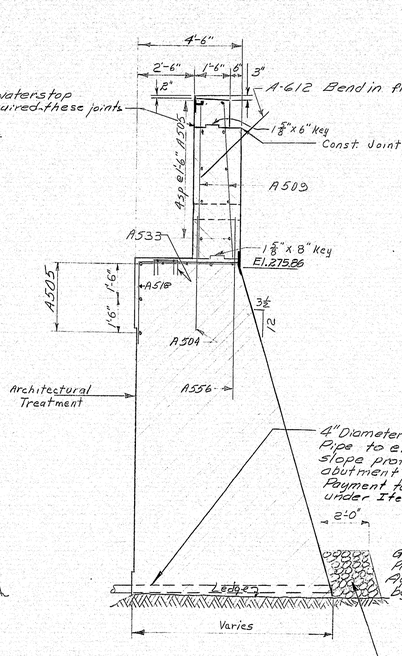
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95 3(6)94	17	55



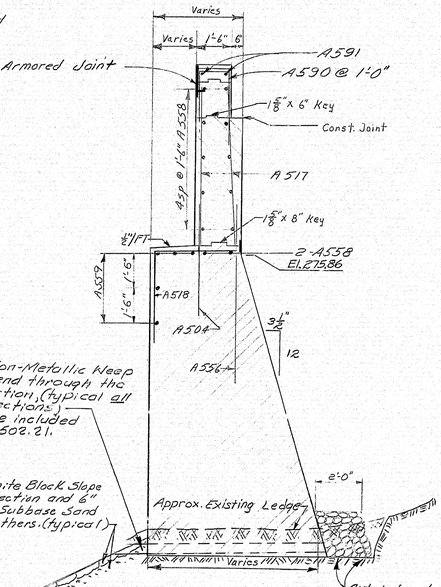
Section A-A



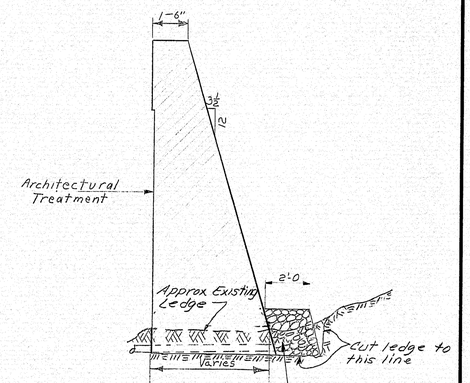
Section B-B



Section C-C



Section D-D



Section E-E

Weep Pipes In Wings to extend through the embankment in front of the wings. Payment for Weep Pipe to be considered under Item 502.21 Typical all Wings

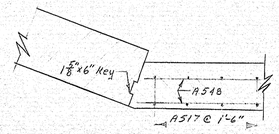
For Arch. Treatment Details see sheet #9

For Abutment Notes see Sheet #12

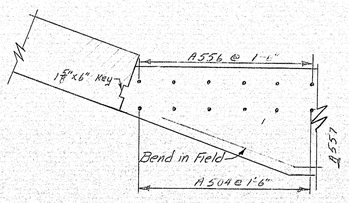
Abutment #1 Bridge #2

2'x2' Section of French Drain Stones (Typical all abutment Sections)

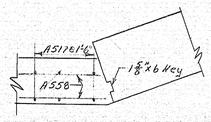
PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	C.R. J.R.B.	
	REVISIONS	EBC	
As Built	FIELD CHANGES	MKE	3/9/72



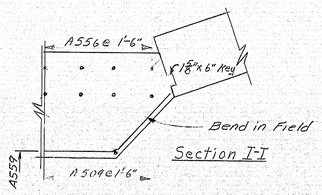
Section F-F



Section G-G



Section H-H



Section I-I

STATE HIGHWAY COMMISSION

U.S. ROUTE NO. 201

OVER

INTERSTATE NO. 95 N.B. & S.B.

IN THE CITY OF

GARDINER

KENNEBEC COUNTY

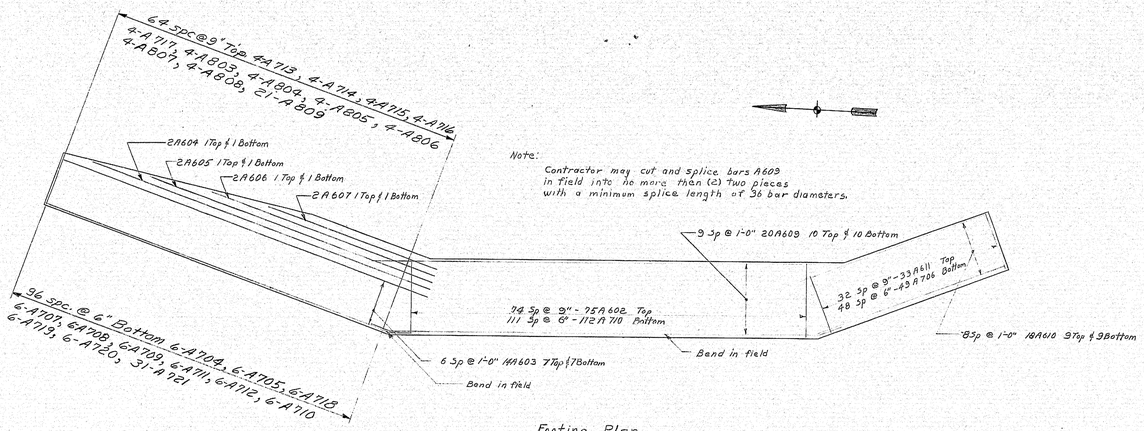
SECTIONS BR. NO. 2 ABUT. NO. 1

SHEET 17 OF 55 AUGUSTA, MAINE APRIL 1971

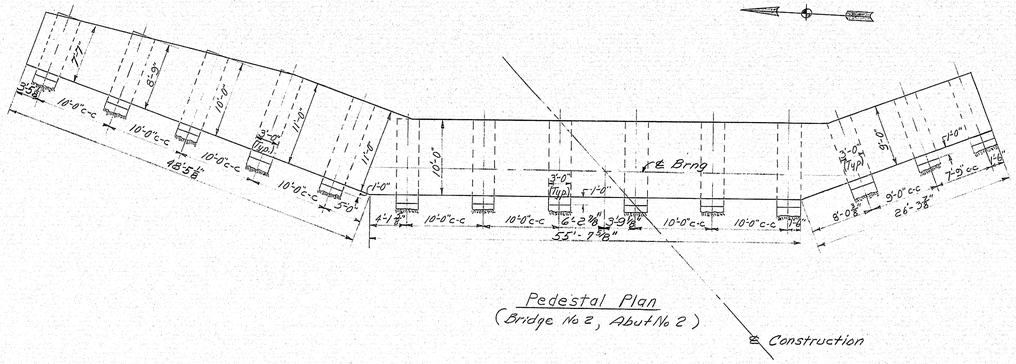
JANUARY 1969

152-48

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-5(6)94	18	55



Footing Plan



Pedestal Plan
(Bridge No 2, Abut No 2)

PLANS	BY	DATE
As Bid	C.R.	3.R.B.
DESIGN - DETAILED	E&C	
CHECKED		
REVISIONS		
As Built FIELD CHANGES	WCF	3/5/74

JANUARY 1969

STATE HIGHWAY COMMISSION

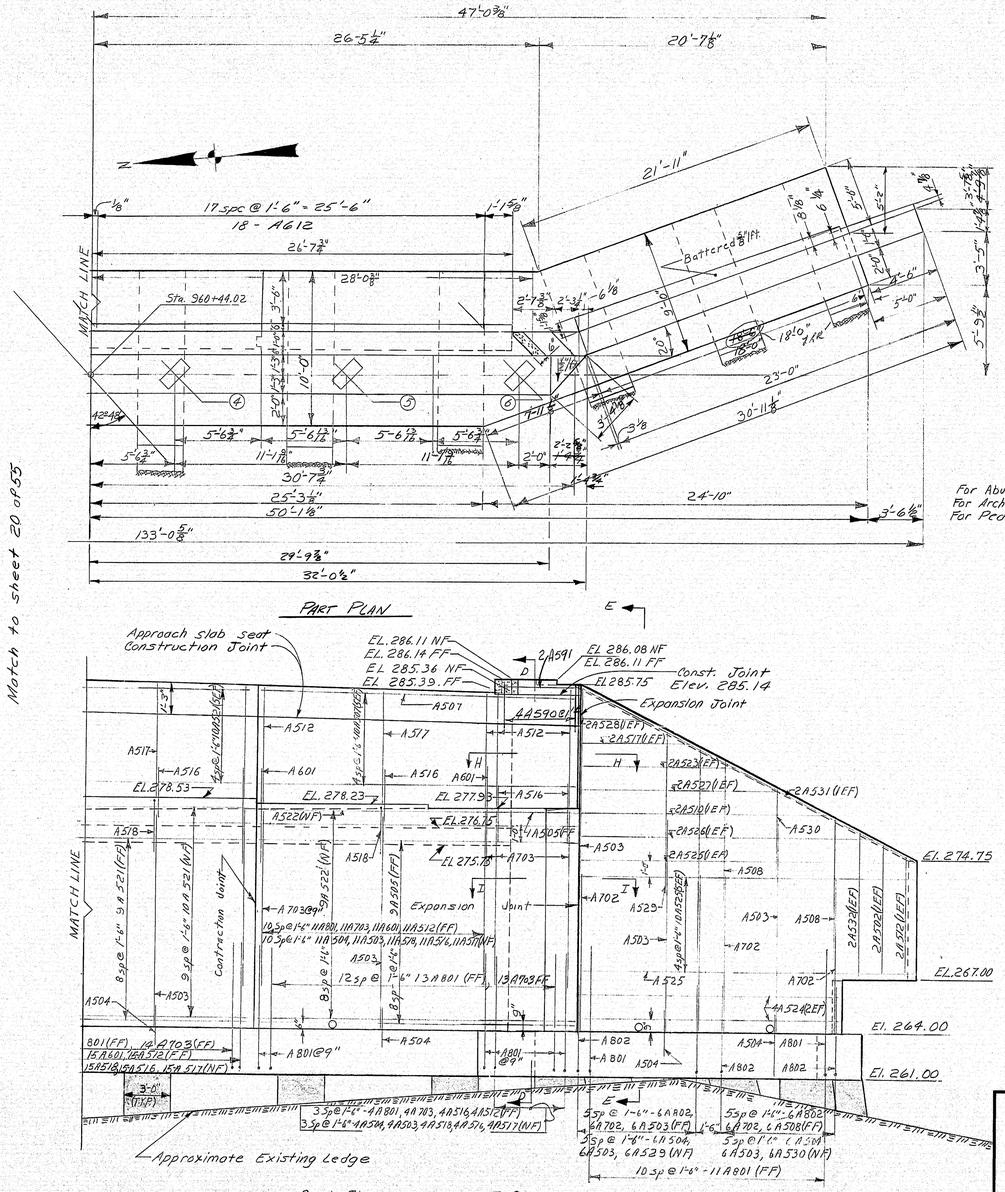
U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
FOOTING BR. NO. 2 ABUT. NO. 2

SHEET 18 OF 55 AUGUSTA, MAINE APRIL 1971

152-49

Reproducible Contact Prints TRUE-TO-SIZE Blue-White & Kodak

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 5(6)94	19	55



For Abutment Notes see Sheet #12
For Architectural Treatment see Sheet #9
For Pedestal details see sheets #18 & #21

PLANS	BY	DATE
Rec. Eng. - All	C.R. J.R.B.	
DESIGN - DETAILED	ESC	
CHECKED		
REVISIONS		
FIELD CHANGES	WCE	9/5/78
Bridge Engr.		

JANUARY 1968

STATE HIGHWAY COMMISSION

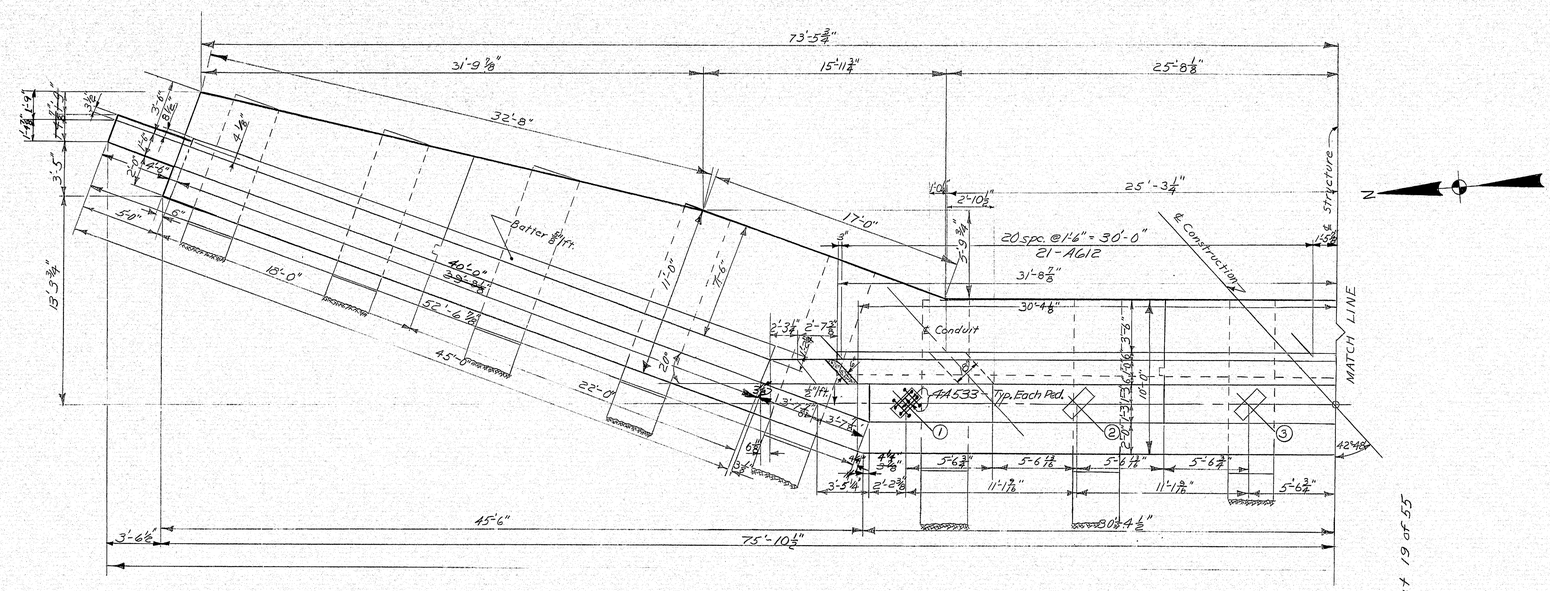
U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
BRIDGE NO. 2 ABUTMENT NO. 2

SHEET 19 OF 55 AUGUSTA, MAINE APRIL 1971

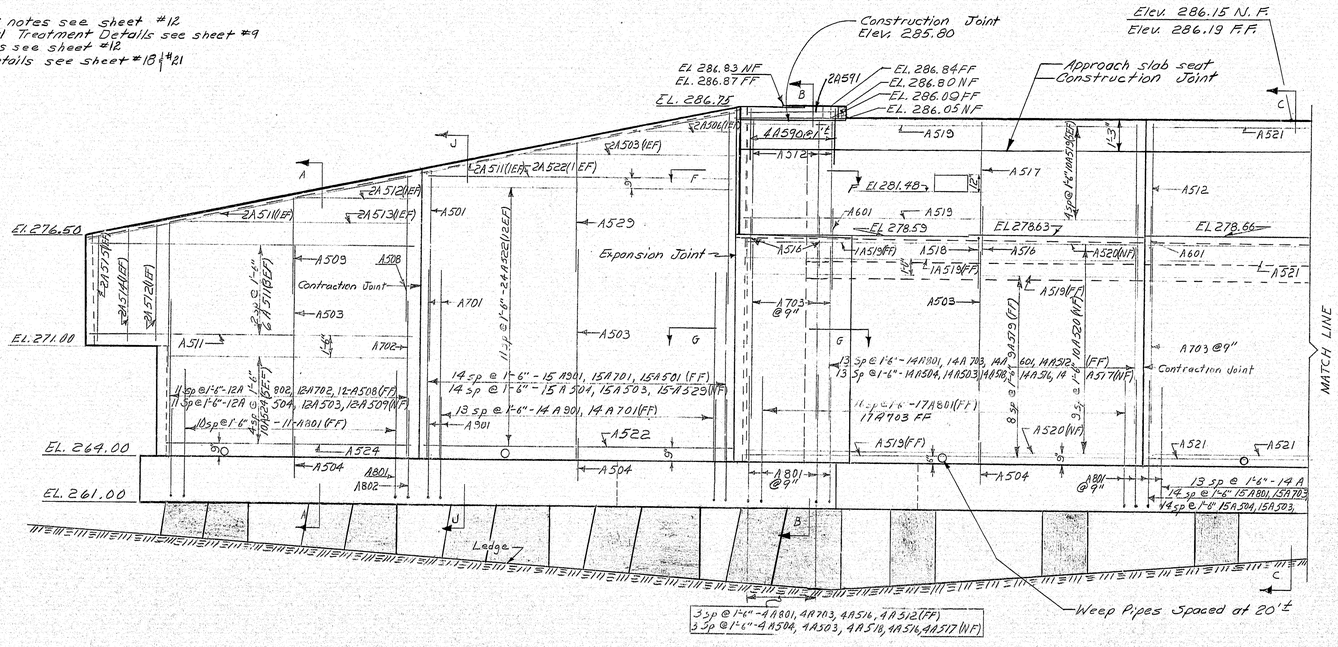
203-1 2060

152-50

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 3(6)94	20	55



For Abutment notes see sheet #12
For Architectural Treatment Details see sheet #9
For Joint Details see sheet #12
For Pedestal Details see sheet #18 & #21



Bridge Design Engr.		BY	DATE
PLANS	DESIGN - DETAILED	C.R.	J.R.B.
	CHECKED	ESC	
As Built	REVISIONS		
	FIELD CHANGES	MCE	3/5/74

JANUARY 1968

STATE HIGHWAY COMMISSION

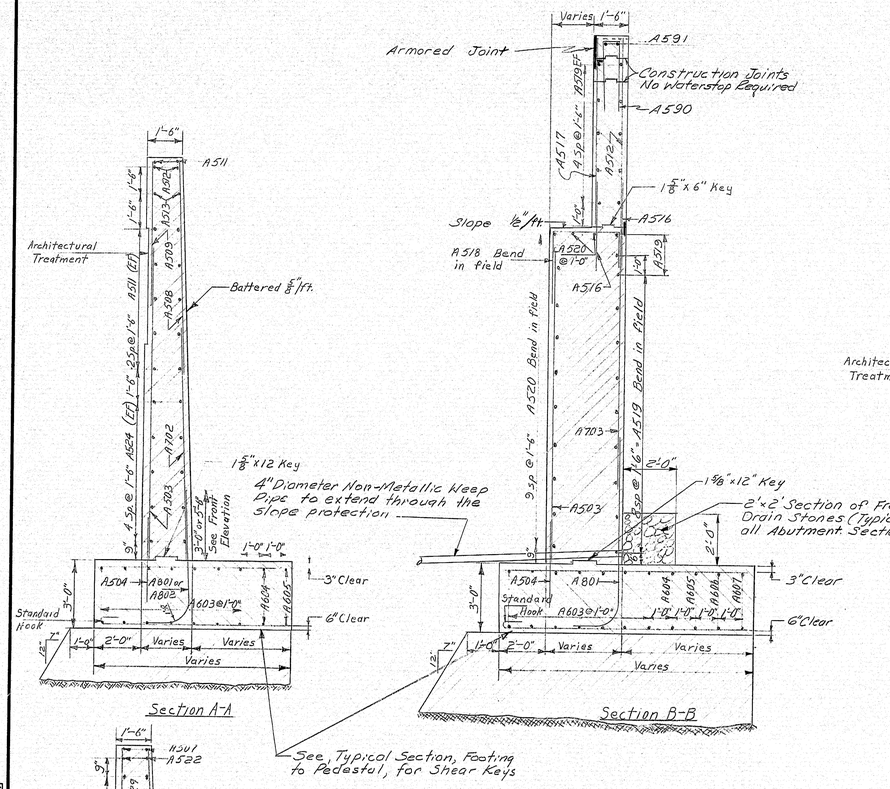
U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
BRIDGE NO. 2 ABUTMENT NO. 2

SHEET 20 OF 55 AUGUSTA, MAINE APRIL 1971

152-51

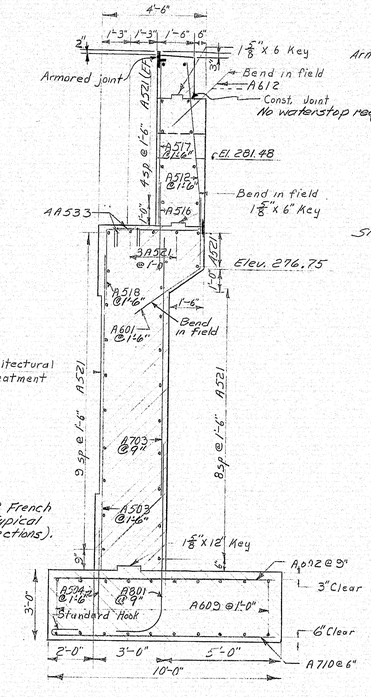
2004 2080

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 3(6)94	21	55

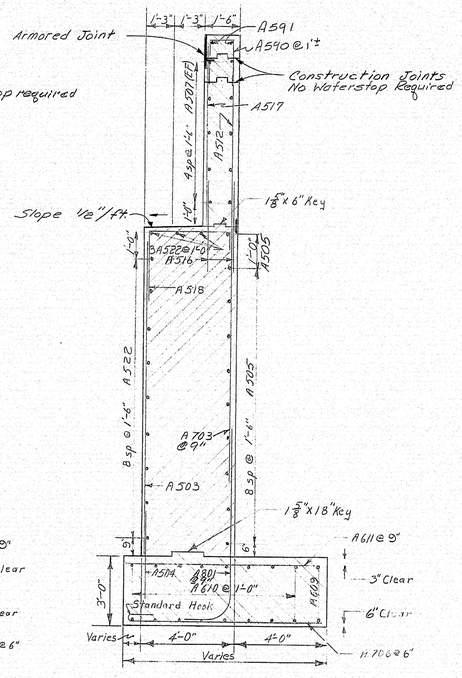


Section A-A

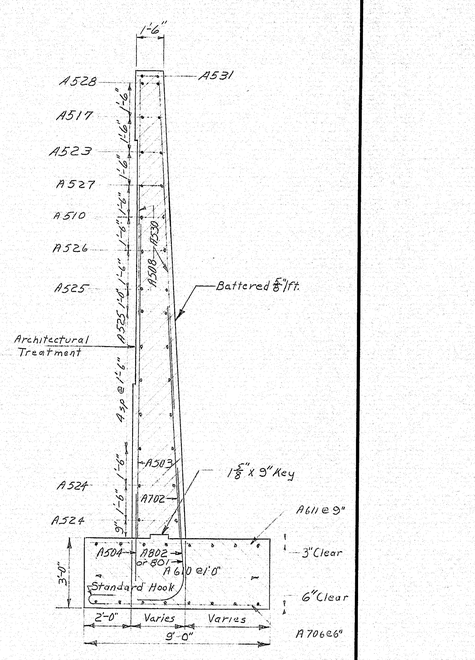
Section B-B



Section C-C

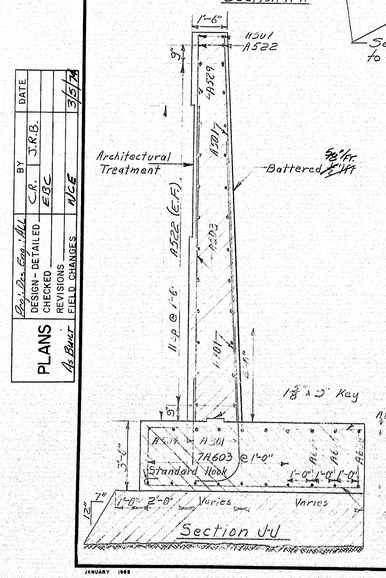


Section D-D

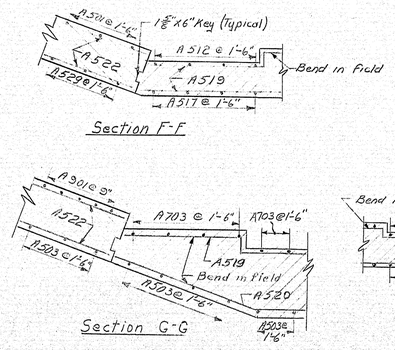


Section E-E

Abutment "2 Bridge "2

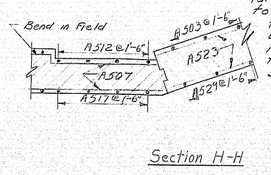


Section J-J

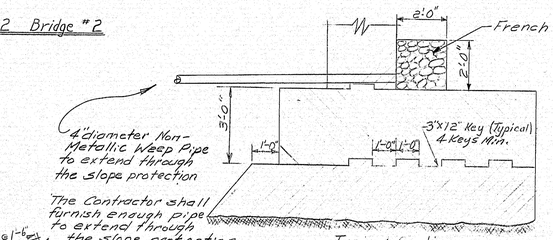


Section F-F

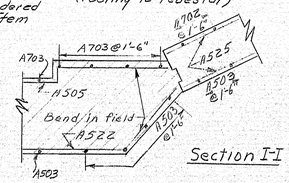
Section G-G



Section H-H



Typical Section (Footing to Pedestal)



Section I-I

For Abutment Notes see Sheet "12
For Architectural Treatment see Sheet "9

PLANS	BY	DATE
Design Eng. - ALL		
DESIGN - DETAILED	C.R. J.R.B.	
CHECKED	EBC	
REVISIONS		
As Built FIELD CHANGES	NCE	3/5/73

STATE HIGHWAY COMMISSION

U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
SECTIONS BR. NO. 2 ABUT. NO. 2

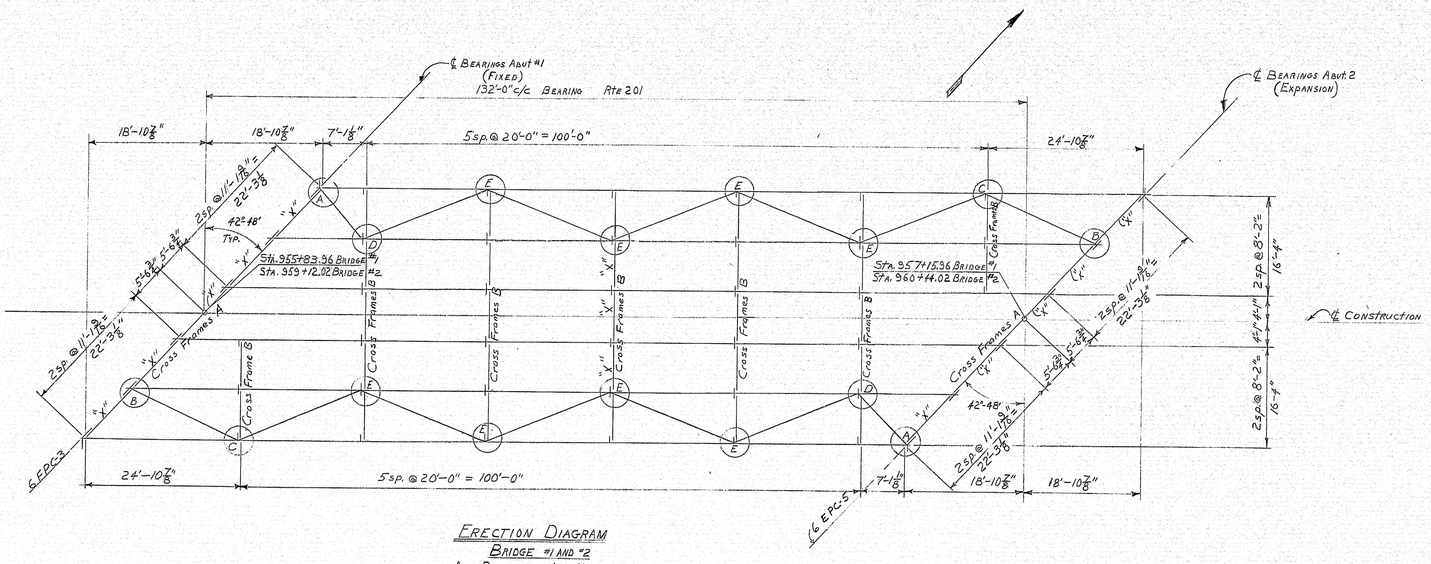
SHEET 21 OF 55 AUGUSTA, MAINE APRIL 1971

JANUARY 1969

152-52

TRUFLEX ★ SILKY ★ TRUFLEX ★ KYLEX

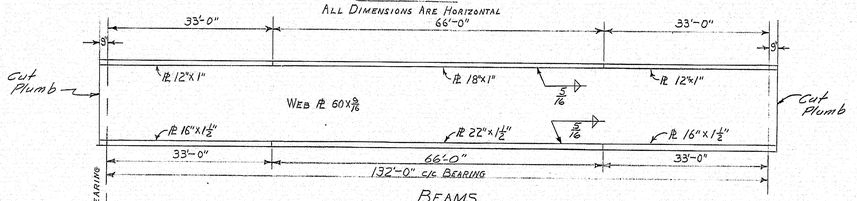
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95 5(6)94	22	55



Erection Diagram

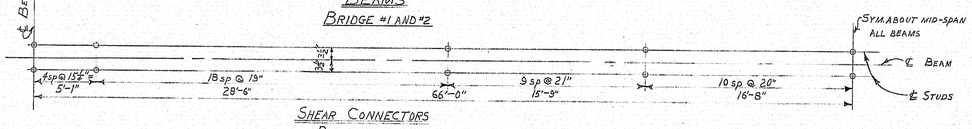
Bridge #1 and #2

All Dimensions are Horizontal



Beams

Bridge #1 and #2

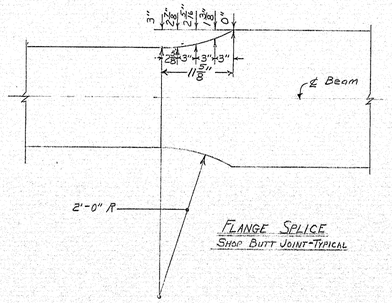


Shear Connectors

Bridge #1 and #2

Typical

Total Studs Req'd = 1992
Total weight = 1,946 lbs.



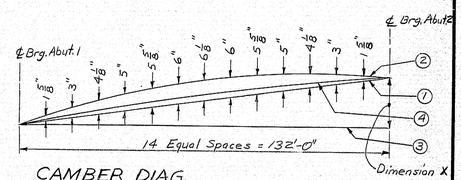
Flange Splice

Shop Butt Joint - Typical

Structural Steel Specifications

1. Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finish grade profile.
2. A maximum of 2 transverse welds in the web per beam - per span will be allowed. No transverse web weld shall be within 10'-0" of mid-span.
3. Butt welds in flanges shall not be closer than 1 foot to web transverse welds.
4. Bearing stiffeners shall be plumb after erection and dead loading of the structure.
5. All cross frame or diaphragm connection plates may be plumb or normal to the top flange at the option of the contractor.
6. All bolts shall be ⅞" ø H.S.
7. The minimum edge distance for all holes shall be 1½" unless shown otherwise.
8. Structural steel: A.S.T.M. Designation
   - Beam Webs - - - - - A572 Grade 50
   - Beam Flanges - - - - - A572 Grade 50
   - High Strength Bolts - - - A.S.T.M. A-325
   - Bearing Stiffeners - - A36
   - All Other - - - - - - A36
9. Basic Design Stresses:
   - Concrete (n=10) - - - 1,200 psi
   - Reinforcing Steel - - - 24,000 psi
   - Structural Steel - - - 27,000 psi A572
   - 20,000 psi A36
10. Shear Connector Detail see Standard Details BD104-71
11. Drain Details see Standard Details BD104-71 - Drain No. 1
12. Cross Frames see Sheet #23
13. Bearing Pedestals see Standard Details BD101-70
14. Armored Joint see Sheet #27
15. Lateral Bracing Connection see Sheet #24
16. Steel surfaces to be in contact with concrete shall not be painted.

① Working line
② Natural position of top of web (undeflected).
③ Horizontal reference line through lowest point on cut line.
④ Final position of top of web (deflected).



Camber Diag.

Dimension X		
Beam	Bridge 1	Bridge 2
B1	3'-1 9/16"	2'-4 1/2"
B2	3'-1 3/4"	2'-4 3/8"
B3	3'-2"	2'-4 1/2"
B4	3'-2 1/4"	2'-4 11/16"
B5	3'-2 7/16"	2'-4 13/16"
B6	3'-2 11/16"	2'-5"

PLANS	BY	DATE
Dep. Dir. Engr. Bur.		
DESIGN - DETAILED	EBC	
CHECKED		
REVISIONS		3/5/74
FIELD CHANGES	WCE	
H. Burr		

STATE HIGHWAY COMMISSION

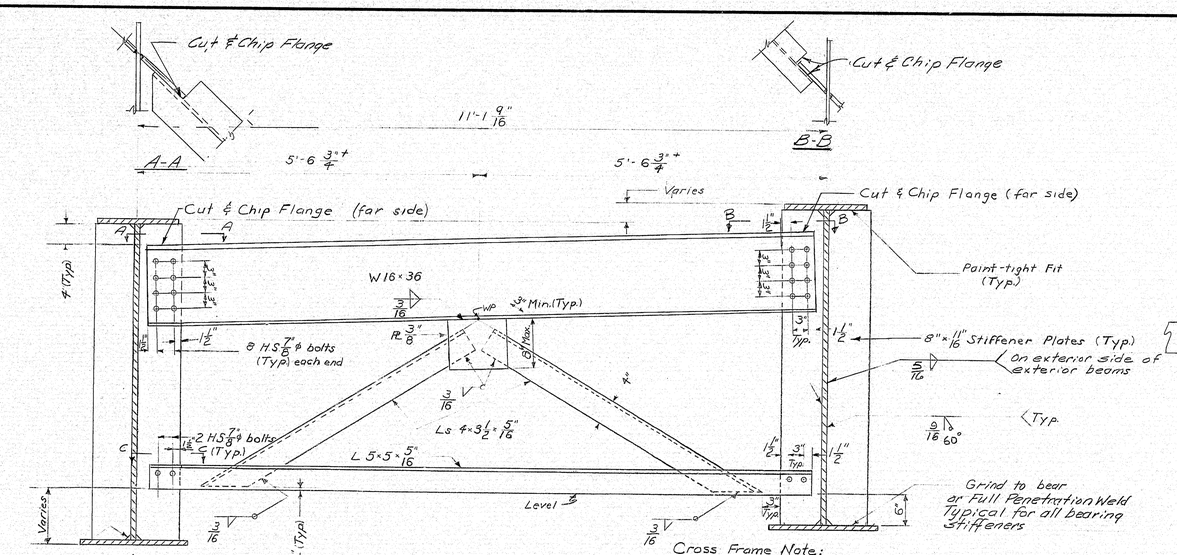
U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
STRUCTURAL STEEL
SHEET 22 OF 55 AUGUSTA, MAINE APRIL 1971

JANUARY 1969

203-1 2080

152-53

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 3(6)94	23	55



PLANS	DESIGN DETAILED	BY	DATE
As Built	DESIGN DETAILED	C.R.	W.K.
	CHECKED	E&C	
	REVISIONS		
	FIELD CHANGES	W.E.	

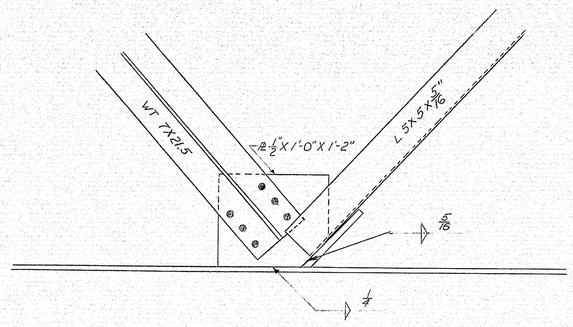
STATE HIGHWAY COMMISSION

U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
CROSS FRAMES
SHEET 23 OF 55 AUGUSTA, MAINE APRIL 1971

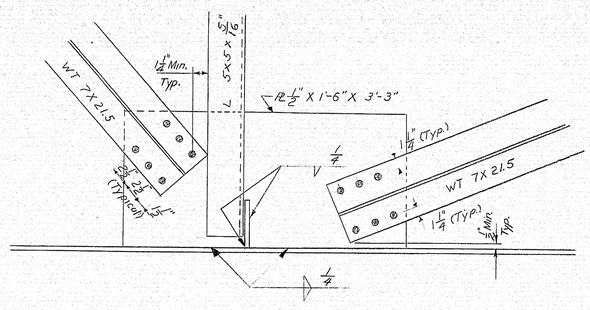
152-54

courtaulds paints TRUFLEX ☆ SILKY ☆ BRILLIANT WHITE ☆ RYPLEX

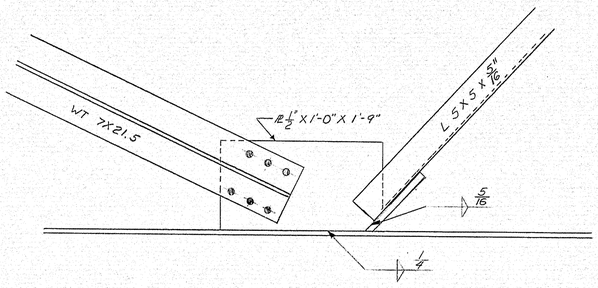
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195 5(6)9A	24	55



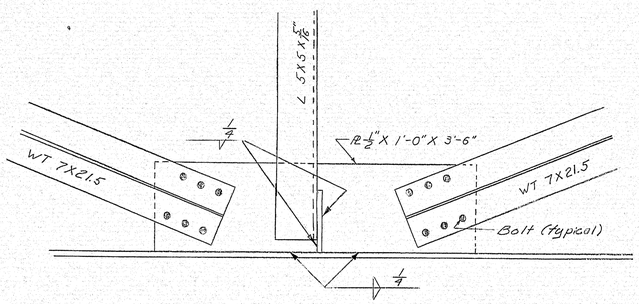
DETAIL A



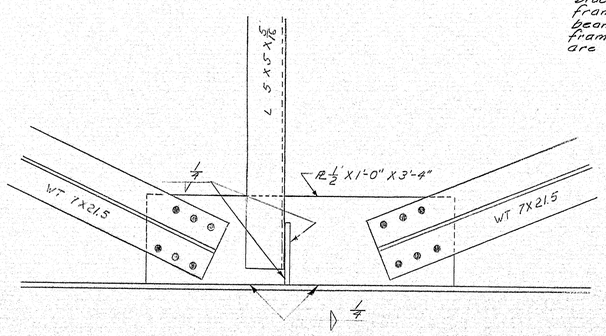
DETAIL D



DETAIL B



DETAIL E



DETAIL C

Note: Welds shown are for lateral bracing connection plates to cross frame connection plates and to beam webs. Connections of cross frames to Cross Frame Connection Plates are by bolts. See Cross frame Sheet.

NOTES:
1. All bolts have minimum edge distance of 1½" except as noted.
2. All bolts shall be ⅞" H.S. and all holes shall be 15/16" Ø.
3. Cross Reference See Sheet No. 22 Structural Steel

PLANS	BY	DATE
By As-Built		
DESIGN - DETAILED	S.P.	
CHECKED	EBC	
REVISIONS	W.A.	
As-Built FIELD CHANGES	WCE	3/6/74

JANUARY 1969

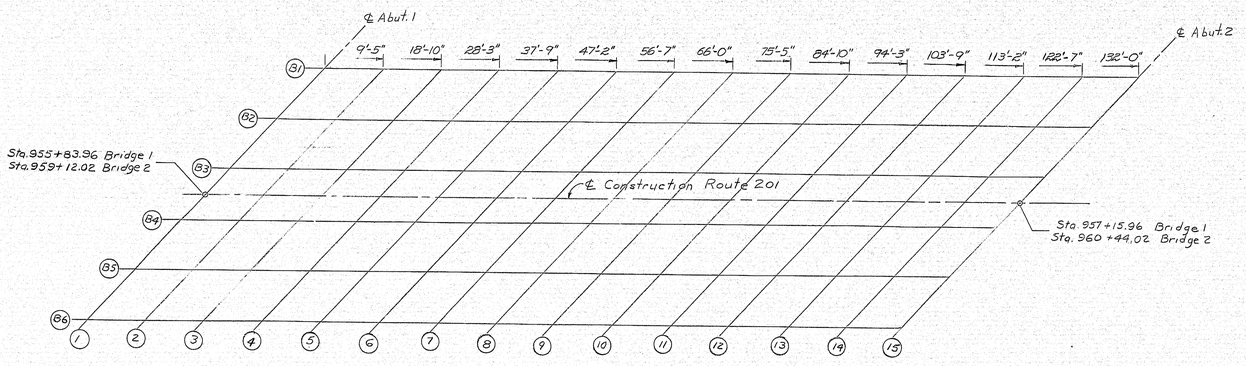
STATE HIGHWAY COMMISSION

U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
LATERAL BRACING CONNECTION
SHEET 24 OF 55 AUGUSTA, MAINE

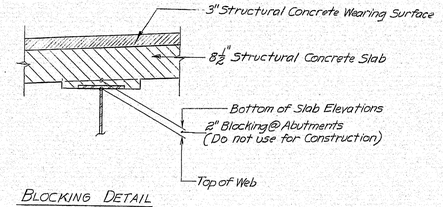
2034 2080

152-55

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 5(6)94	25	55



BLOCKING DIAGRAM



BLOCKING DETAIL

NOTE: Bottom of slab elevations have been adjusted to compensate for concrete dead load deflections (fluid and superimposed) use in conformance with sub-section 502.10(a) of the specifications.

DEAD LOAD DEFLECTIONS (FEET)

Beams 2,3,4,5	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮
Steel	.000	.026	.050	.072	.088	.101	.108	.111	.108	.101	.088	.072	.050	.026	.000
Fluid	.000	.081	.157	.222	.273	.311	.335	.343	.335	.311	.273	.222	.157	.081	.000
Super-Imposed	.000	.019	.037	.053	.066	.075	.081	.083	.081	.075	.066	.053	.037	.019	.000

INTERIOR BEAMS
B2, B3, B4, & B5

DEAD LOAD DEFLECTIONS (FEET)

Beams 1 & 6	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮
Steel	.000	.026	.050	.072	.088	.101	.108	.111	.108	.101	.088	.072	.050	.026	.000
Fluid	.000	.070	.135	.192	.237	.270	.290	.297	.290	.270	.237	.192	.135	.070	.000
Super-Imposed	.000	.020	.039	.056	.069	.079	.085	.087	.085	.079	.069	.056	.039	.020	.000

EXTERIOR BEAMS
(B1 & B6)

BRIDGE NO. 2

Beam	℄ Brg.-Abut. 1 ①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	℄ Brg.-Abut. 2 ⑮
B1	282.71	282.98	283.24	283.48	283.71	283.93	284.12	284.30	284.45	284.59	284.71	284.82	284.91	284.99	285.07
B2	282.74	283.02	283.29	283.54	283.78	284.00	284.20	284.38	284.53	284.67	284.78	284.89	284.97	285.04	285.11
B3	282.77	283.05	283.32	283.57	283.81	284.03	284.23	284.41	284.57	284.70	284.82	284.92	285.01	285.08	285.14
B4	282.62	282.90	283.17	283.43	283.67	283.89	284.10	284.28	284.43	284.57	284.69	284.79	284.87	284.95	285.01
B5	282.31	282.59	282.86	283.12	283.36	283.58	283.79	283.97	284.13	284.27	284.39	284.49	284.57	284.64	284.71
B6	281.99	282.26	282.53	282.78	283.02	283.24	283.44	283.62	283.76	283.92	284.05	284.16	284.25	284.33	284.41

BRIDGE NO. 1

Beam	℄ Brg.-Abut. 1 ①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	℄ Brg.-Abut. 2 ⑮
B1	275.54	275.86	276.18	276.49	276.77	277.04	277.30	277.53	277.74	277.94	278.11	278.27	278.42	278.55	278.67
B2	275.52	275.86	276.18	276.50	276.79	277.07	277.33	277.56	277.78	277.97	278.14	278.30	278.43	278.55	278.67
B3	275.50	275.84	276.17	276.48	276.78	277.06	277.31	277.54	277.77	277.96	278.13	278.29	278.43	278.55	278.67
B4	275.31	275.65	275.98	276.29	276.59	276.87	277.13	277.36	277.59	277.78	277.96	278.11	278.25	278.38	278.49
B5	274.95	275.29	275.62	275.94	276.24	276.52	276.78	277.01	277.23	277.43	277.61	277.77	277.91	278.03	278.15
B6	274.58	274.92	275.24	275.55	275.84	276.12	276.38	276.62	276.84	277.04	277.22	277.39	277.54	277.68	277.81

PLANS	DATE
Orig. Pl. Eng. 1411	
DESIGN - DETAILED BY	
CHECKED EBC	
REVISIONS	
As Built FIELD CHANGES NKE	3/67

JANUARY 1968

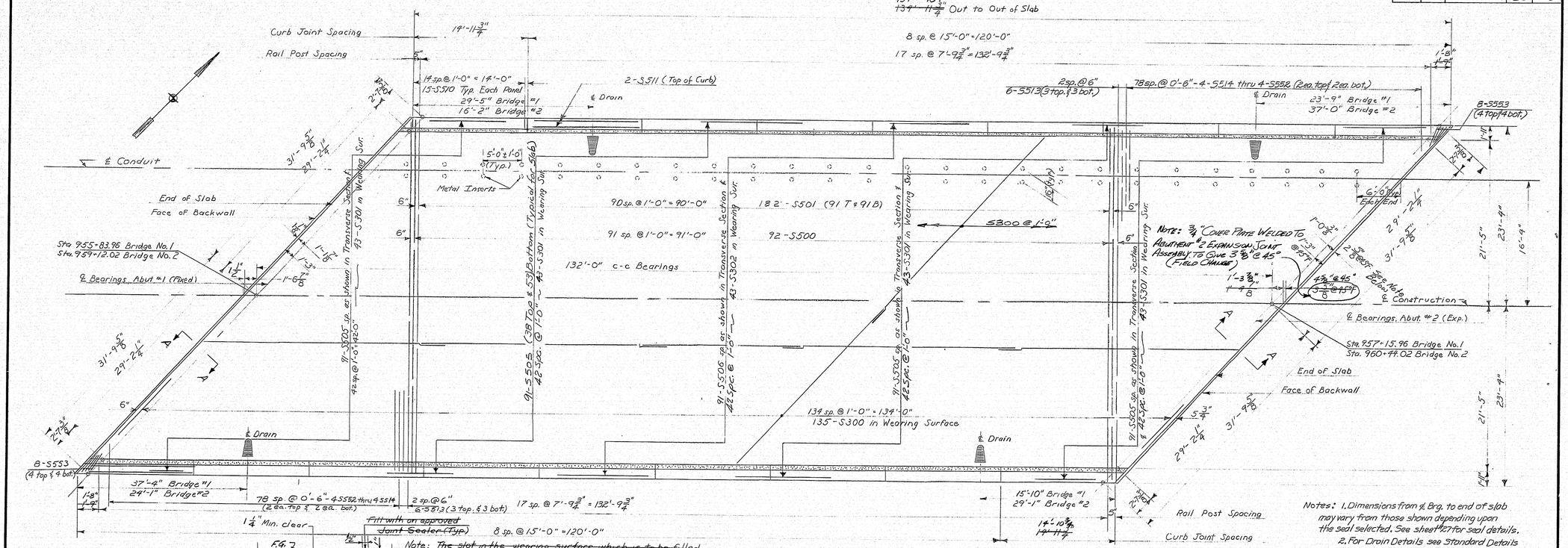
STATE HIGHWAY COMMISSION

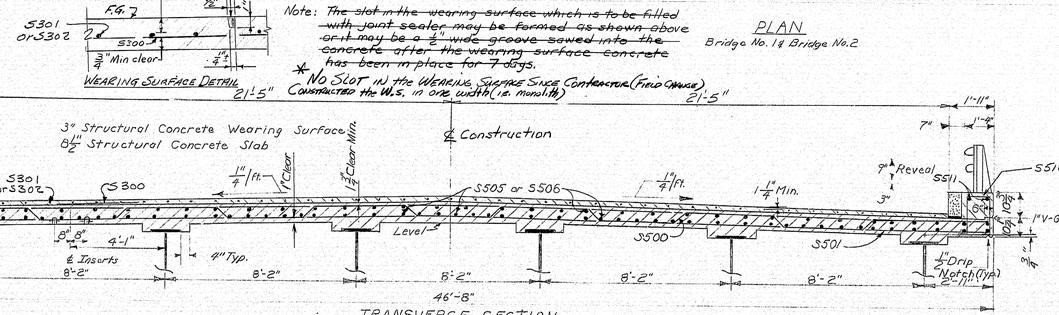
U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
BOTTOM OF SLAB ELEV. & DEFL.
SHEET 25 OF 55 AUGUSTA, MAINE

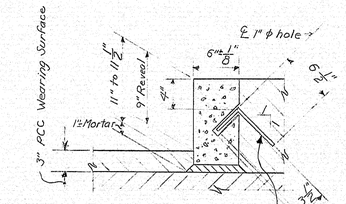
152-56

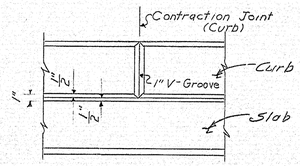
203-1 2060

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 5(6)94	26	55







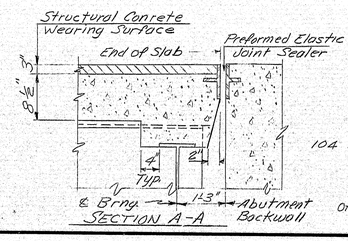


1" V-GROOVE DETAIL

SUPERSTRUCTURE NOTES

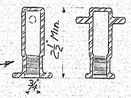
1. Break bond in vertical joints in curbs in a manner approved by the Engineer.
2. Form a one (1) inch V-Groove on the outside faces of curbs at each contraction joint in the curbs.
3. Set retarding admixtures may be used when authorized by the Engineer and in accordance with the construction specifications.
4. Provide joints in vertical bridge curb, Type 1 at each contraction joint in concrete curb.
5. Reinforcing steel shall have a minimum concrete cover of two (2) inches unless otherwise indicated.
6. All reinforcing steel is to have a minimum of 36 bar diameters splice and/or embedment unless otherwise indicated.
7. The superstructure concrete shall be Class A.
8. Protective coating for concrete surfaces shall be applied to the following areas: Exposed surface of concrete curbs, fascia down to 1/2" drip notch, and all exposed surfaces of the concrete wearing surface.
9. Longitudinal reinforcing steel shall be cut to clear drains in a manner approved by the Engineer, transverse steel shall not be cut.
10. Place anchor inserts a minimum of 6" from cross frames.
11. Metal inserts shall be threaded to receive 3/4" diameter bolts with National Coarse Threads. Inserts to have a minimum working load of 2500 lbs. and a minimum ultimate strength of 9000 lbs. Inserts to be paid for under Item No. 504.74 See Cross Frame Sheet and details on this sheet for details of Metal Inserts and Conduit Hangers.

TRANSVERSE SECTION



SECTION A-A

VERTICAL BRIDGE CURB TYPE 1



METAL INSERTS

Other configurations may be used if approved by the Engineer. See Also Note 11.

PLANS

	BY	DATE
DESIGN - DETAILED	W.L.K.	
CHECKED	E.R.C.	
REVISIONS		
FIELD CHANGES	W.C.E.	3/5/71

STATE HIGHWAY COMMISSION

U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
SUPERSTRUCTURES
SHEET 26 OF 55 AUGUSTA, MAINE APRIL 1971

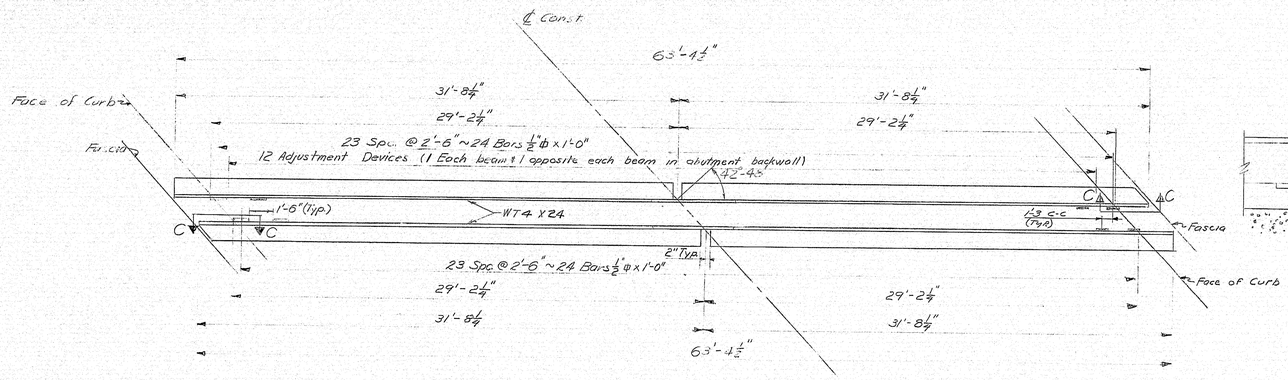
JANUARY 1968

203-1 2080

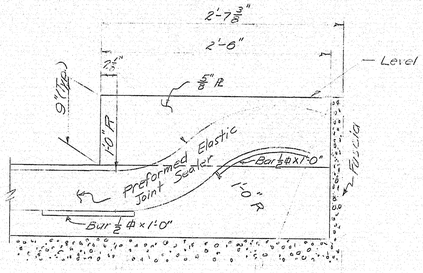
152-57

Reproductions TRUELINE ★ SILKY ★ TRUE WHITE ★ KYLEX

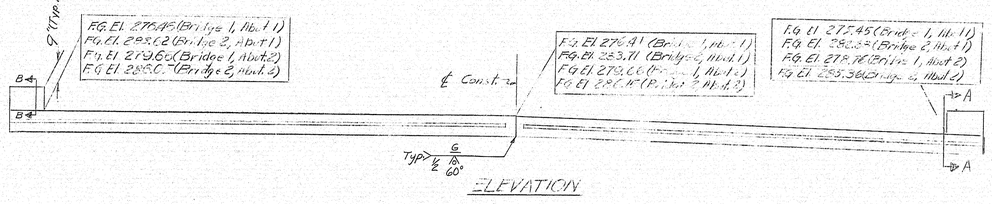
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 5189 94	27	55



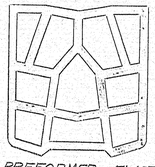
PLAN
(Type 1)



SECTION CC
(Typical for all Armored Joints)



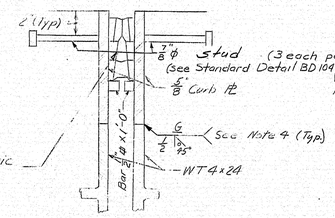
ELEVATION



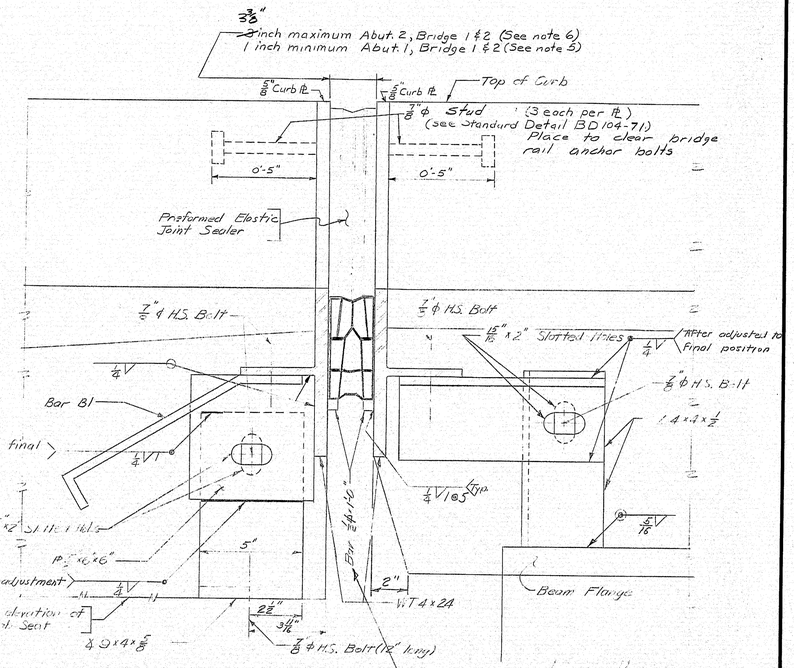
PREFORMED ELASTIC JOINT SEALER

Notes:
1. Refer to Standard Details (Typ 104-71) for Armored Joint Details not shown.
2. The Armored Joint may be completely assembled in the shop and installed as a unit in the field, or it may be assembled in the field at the contractor's choice.
3. Any clamping assembly that may be used to install the Armored Joint shall be incidental to the contract items.
4. The face of curb plates in contact with the compression seal to be flush with face of WT 4 X 24. Surface to be ground smooth after welding.
5. At abutment 1, Bridges 1 & 2, the armored joint shall be set to the narrowest opening recommended by the manufacturer of the seal selected, but not less than 1" perpendicular to the face of the joint.
6. At abutment 2, Bridges 1 & 2, the armored joint shall be set to have an opening at 45° F. equal to the midpoint of the maximum and minimum openings recommended by the manufacturer of the Seal selected. For temperatures other than 45°F. the joint opening shall be adjusted ⅛" per each 15°F. diffrence. The maximum allowable opening shall be 3 inches measured normal to the Armored joint.

Preformed Elastic Joint Sealer Notes:
1. The configuration shown of the joint sealer is for illustration only and other configurations may be used. The cross-sectional dimensions of the steel and internal elements must be approved by the Engineer before ordering.
2. The joint sealer to be used shall be capable of providing a minimum movement parallel to the ℄ of construction of 1.65 inches at the expansion end, and 0.625 inches at the Fixed end.



SECTION BB



SECTION AA

The Contractor shall perform the welding in such a manner as not to cause heat concentrations great enough to damage the seal.

The ½" keeper bars under the seal shall not be welded in place until after the type and size of seal has been approved by the Engineer.

PLANS	DESIGN DETAILED	BY	DATE
	CHECKED	A.W.B.	11/71
	REVISIONS		
	FIELD CHANGES		

Approved Eng. Asst.
A. Bauer

STATE HIGHWAY COMMISSION

U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY

ARMORED JOINT DETAILS

SHEET 27 OF 55 AUGUSTA, MAINE

JANUARY 1968

152-58

Sunshine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-5(16)94	28	55

Pay limit for Bridge Rail under this contract

This Assembly will be measured for payment under Item 507.08 (Bridge Railing. This assembly to be furnished under this contract and to be erected by others.

Pay limit Type 3b Guard Rail (By others)

Standard beam type Guard Rail

℄ Guard Rail

4'-0" 4'-0" 5'-0"

10" 1'-3" Straight Section

1'-6" 8" 6" 6"

R=4' Min.

1-9½" 1'-7⅛" 2'-3⅜"

1⅛" 1⅛" 1⅛"

¾"

4 Clamp Bars Required per post (Clamp Bar-1 See below for detail)

W6x15.5 W6x15.5

These posts to be furnished under this contract and to be erected by others. Payment for furnishing to be included in Item 507.08

4'-5" (Typ)

℄ of 4 Cap Screws @ 4" C.C. Screws (typ. top & Bottom Rail) See Detail A

1'-8" Straight Section 4"

3⅛" Abutments No. 1 1⅝ Abutments No. 2 @ 45°F.

Railing Joint

6'-0" long Splice Bars. Splice Bars to be furnished under this Contract and to be erected by others. Payment for furnishing to be included in Item 507.08. Remove dimples from this section of splice bar @ Abutments 2 only

1'-10" Min. R=4'

Bridge Rail Post

Splice Bar

1'-3⅜" 2'-3⅜"

Standard ℄ Bar Aluminum Railing

9" Typical

End of Superstructure

Clamp Bars 1 & 2, Bar 3"x2"x1'-6" & ½"x12"x1'-6" 1" Dia. H.S. Bolts with nuts and washers, 1/16" Neoprene Sheets and Bolts with washers for Clamp Bars 1 & 2 to be furnished under this contract and to be erected by others. Payment for furnishing to be included in Item 507.08

TRANSITION OF BRIDGE RAIL

(8 Transition Assemblies Required)

Note: See BD 106-69 for Bridge Rail details

Dimple B

Dimple A

3⅝" Abuts No. 1
3¼" Abuts No. 2

Dimple A Abut. 1 only

¾" ¾" ¾" ¾" ¾" ¾"

2" 3 sp. @ 4" 1'-0" 1'-0" 3 sp. @ 1'-2" = 3'-6" 4" 6'-0"

SPLICE BAR DETAIL

NOTES- 1. An alternate to the dimple system for holding the splice bar in position may be used if approved by the Engineer.

2. Splice bar cross-section to conform to Section B-B on Standard Detail Sheet BD106-69.

11'-0" 6" 1'-3" A401 A612

Aggregate Subbase Course Gr. D

1½" Clear Top & Bottom

By Others

Standard 10 Gage Guard Rail Beam

Standard clamp bar with bolt hole spacing reduced from 5⅞" to 3½" (Typ) (See BD106-69 and detail below for clamp bar detail)

1'-6" Neoprene Sheet (Typ)

4 12

W6x15.5 (Galv.)

Washer

Washer

1 dia. HS bolts

Bar 3"x2"x1'-6"

4 Req. ½"x12"x1'-6"

Standard Aluminum Bridge Rail

Standard Beam Type Guard Rail Type 3b

SECTION CC

1⅝" 3½" 1⅝" 1⅝" 4' 3⅜"

PL ¼"x12"x1'-6"

6"

4 dia. holes

Standard 2-Rail Aluminum Bridge Railing

W6x15.5 (Galv.)

9"-1⅛" x ⅞" Vertical Slot for ¾" dia. bolt (Typ)

18"

SECTION DD

1½" 3½" 6½" 1½" 1 21/32"

CLAMP BAR-1 4 Req. Each Assembly

2" 2" 4" 1 21/32"

CLAMP BAR-2 4 Req. Each Assembly

⅝" dia. Flat Head Stainless Steel Cap Screw threaded into splice bar. Furnish under this Contract.

Countersink Head

Aluminum Rail

3½"

Splice Bar

DETAIL A

Part Section Through Splice Showing Cap Screws

Section B-B

Sta. 957+15.96 (Br. 1, Abut. 2)
Sta. 960+44.02 (Br. 2, Abut. 2)

29'-2½"

50'-4½"

℄ Const.

3'-9" 3'-9" 3'-9"

7 Spc. @ 6" = 3'-6" (Gr. # 28.)

11'-0"

42°-48'

A401

℄ Bearings (Abut. 1, Br. 1 & Br. 2)

84 Spc @ 6" = 170-36.3 (25 Top & 85 Bottom)

21'-5" 42'-10" 21'-5" 5"

Sta. 955+83.96 (Br. 1, Abut. 1)
Sta. 959+12.02 (Br. 2, Abut. 1)

15'-0"

APPROACH SLAB

(Typ. : 4 Required)
(By Others)

Note:
All Steel materials, as shown, shall be galvanized to meet the requirements of AASHO M111. Galvanizing shall be done after steel assembly is fabricated and welded.
3"x2" Bar and ½"x12"x1'-6" Shall meet ASTM Designation A36

PLANS	Engineer in Charge	BY	DATE
As Built	DESIGN - DETAILED	JDB	10/2/70
	CHECKED	EBC	
	REVISIONS		
	FIELD CHANGES	WCE	3/5/71

JANUARY 1968

STATE HIGHWAY COMMISSION

U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
APPROACH SLABS BR. NO. 182 ABUT. NO. 182
SHEET 28 OF 55 AUGUSTA, MAINE

152-59

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