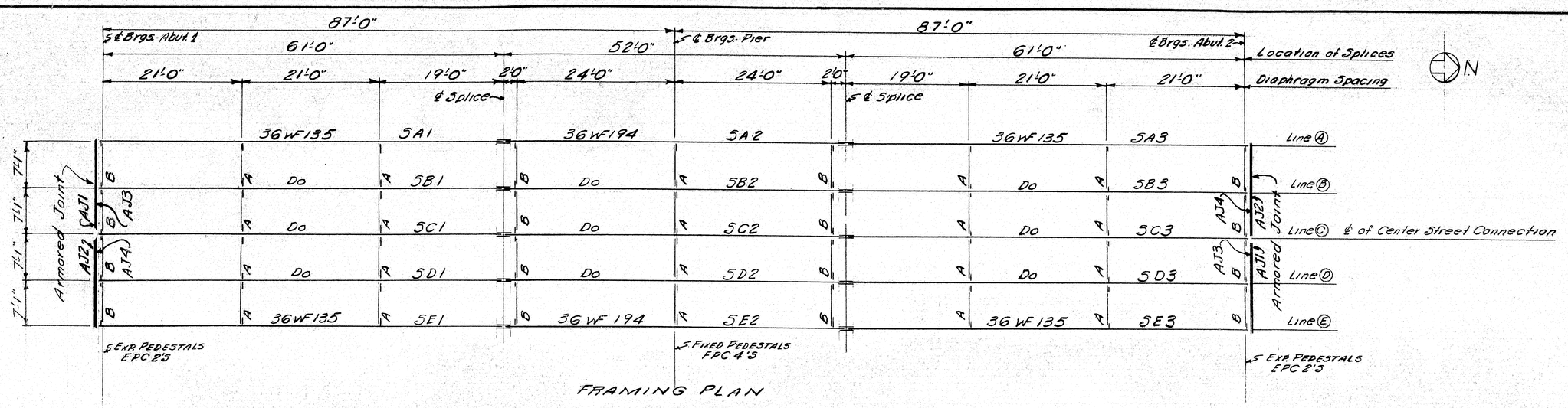
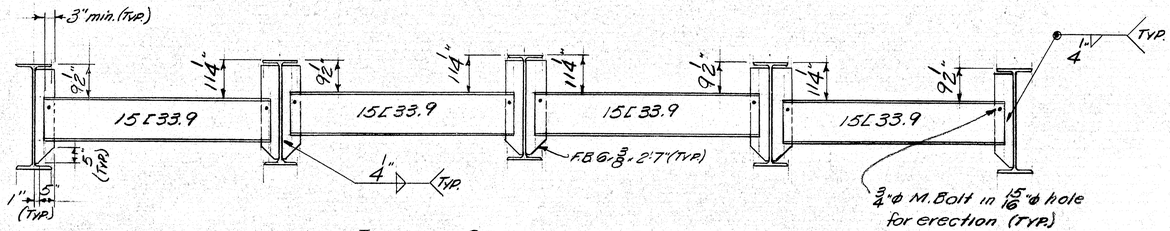
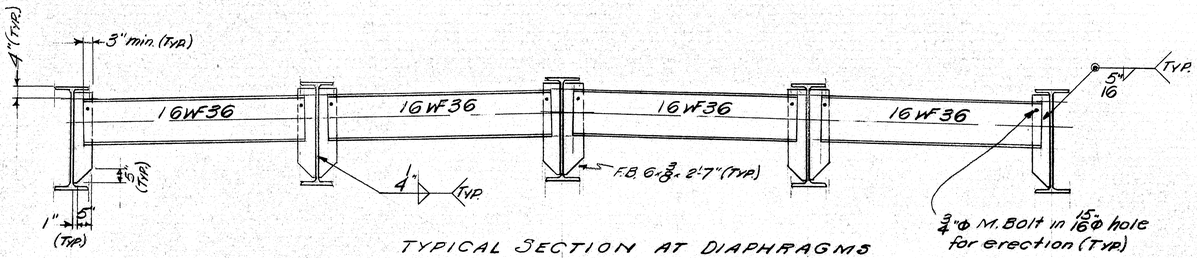


FRAMING PLAN



TYPICAL SECTION AT DIAPHRAGMS
TYPE A



TYPICAL SECTION AT DIAPHRAGMS
TYPE B

PROJ. NO. - F-026-1 (27)

FRAMING PLAN

Bancroft & Martin Inc.
South Portland 7, Maine

CENTER STREET CONNECTION
OVER U.S. ROUTE 1
BATH, MAINE

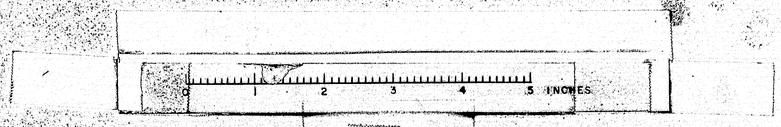
CUSTOMER REED & REED
DESIGNER M.S. H.C.

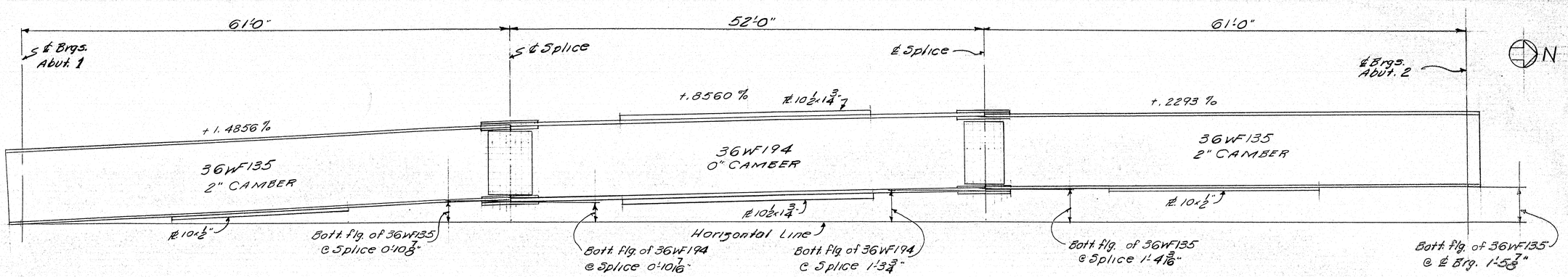
DRAWN	4-6-65	P.L.F.
REVISION		
REVISION		
REVISION		

ORDER NO. _____ DWG. NO. 65-39.E1

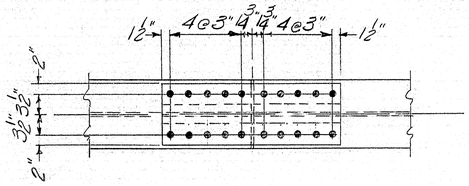
APP. 4-29-65

94-1

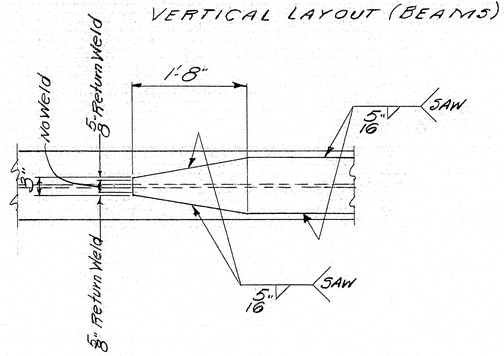




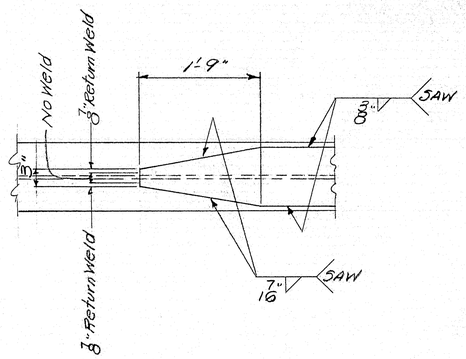
VERTICAL LAYOUT (BEAMS)



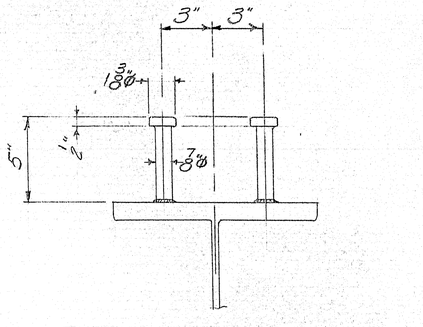
FLANGES



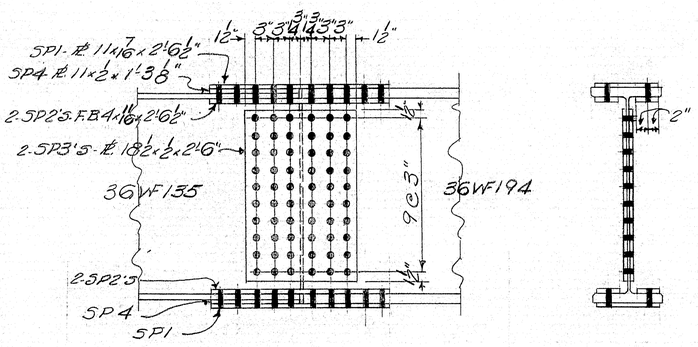
COVER PLATE DETAIL
10 x ½" PLATE



COVER PLATE DETAIL
10½ x 1¾" PLATE



TYPICAL STUD DETAIL



WEB

SPLICE DETAIL

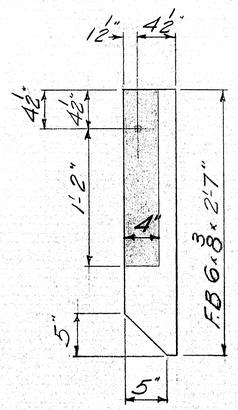
SPLICE NOTES

Holes for splices are for H.T. Bolts. They are to be free from burrs and shall not be painted within 5" of such holes.

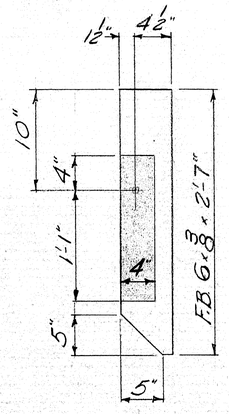
Holes for splices to be 15/16"Ø drilled from solid while beams are assembled as shown. Match mark all splice plates.

Field bolts for flange splice - ⅞"Ø x 3½" H.T. Bolts

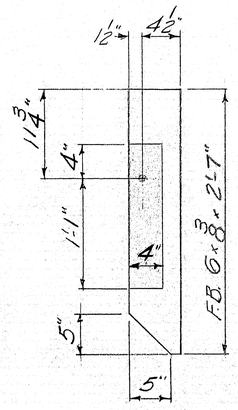
Field bolts for web splice - ⅞"Ø x 3" H.T. Bolts @ 36WF135
⅞"Ø x 3¼" H.T. Bolts @ 36WF194



P1
32 Req'd



P2
20 Req'd



P3
20 Req'd

WEB PLATE DETAILS
Holes 15/16"Ø
Omit paint at shaded areas

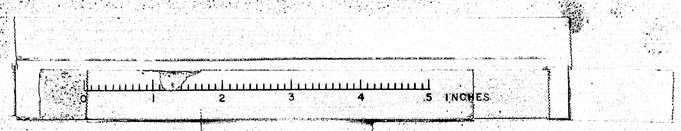
PROJ. NO. F-026-1 (27)

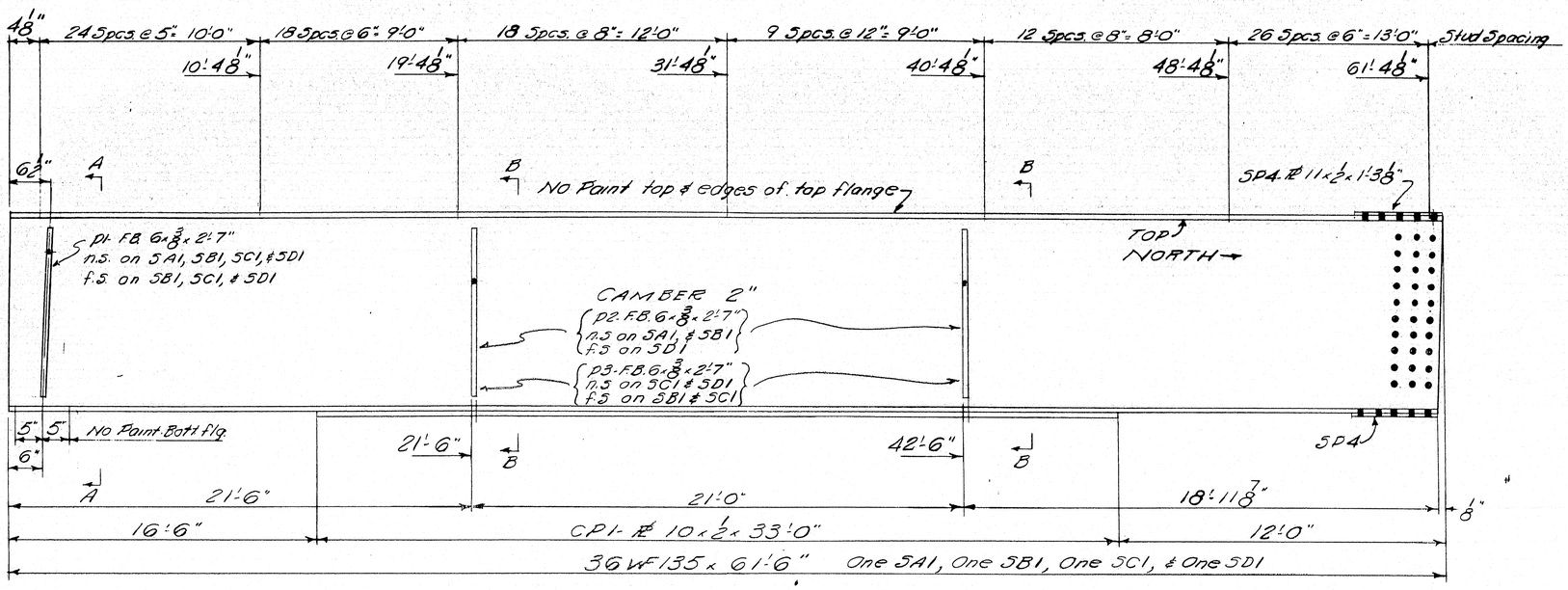
SHOP LAYDOWN & TYPICAL DETAILS	
Bancroft & Martin Inc. South Portland 7, Maine	
CENTER STREET CONNECTION OVER U.S. ROUTE 1 BATH, MAINE	
CUSTOMER REED & REED	
DESIGNER M.S.H.C.	
ORDER NO.	DWG. NO. 65-39-31

DRAWN	4-6-65	P.L.F.
REVISION		
REVISION		
REVISION		

APP. 4-29-65

94-2

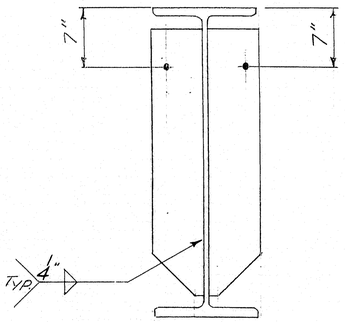




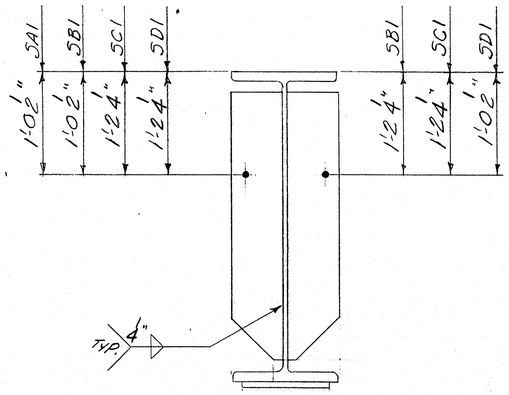
SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
			BILL OF MATERIAL				DWG. NO. 65-39-32
5A1	1		36WF135	61	6		CAMBER 2"
5B1	1		do	61	6		CAMBER 2"
5C1	1		do	61	6		CAMBER 2"
5D1	1		do	61	6		CAMBER 2"
	4	CP1	PL 10 x 1/2	33	0		
	7	P1	F.B. 6 x 3/8	2	7		
	6	P2	do	2	7		
	8	P3	do	2	7		
	8	SP4	PL 11 x 1/2	1	3 1/2		
	864		3/4 ø Studs	0	5		ITEM 705-17

All Mat'l. A.S.T.M. A36 unless noted

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: 7/8 ø H.T. Bolts
HOLES: 15/16 ø
PAINT: Red Lead per M.S.H.C. Specs.



SECTION A-A



SECTION B-B

NOTES:
See Dwg. 65-39-31 for typical details
Shop adjustment may be made in stud spacing at bolts in field splices. (Weld studs to splice plates)

PROJ. No. F-026-1 (27)

STRINGER DETAIL

Bancroft & Martin Inc.
South Portland 7, Maine

CENTER STREET CONNECTION
OVER U.S. ROUTE 1
BATH, MAINE

CUSTOMER Reed & Reed
DESIGNER M.S.H.C.

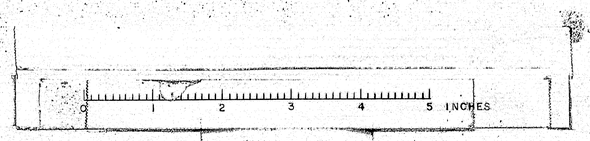
ORDER NO. _____ DWG. NO. 65-39-32

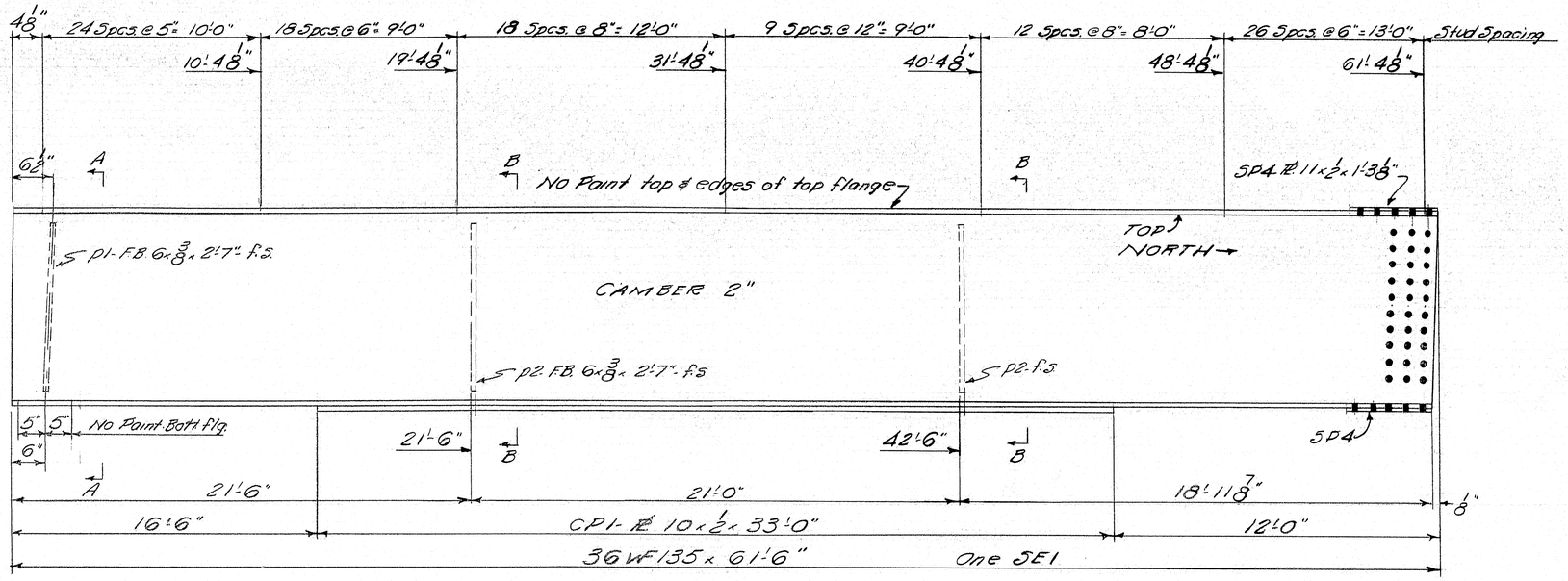
DRAWN	4-6-65	P.L.F.
REVISION		
REVISION		
REVISION		

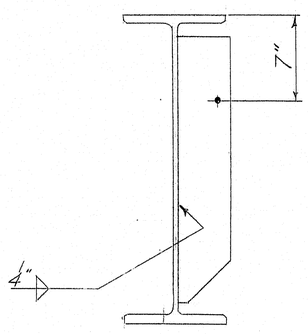
Add 4-29-65

chkd.

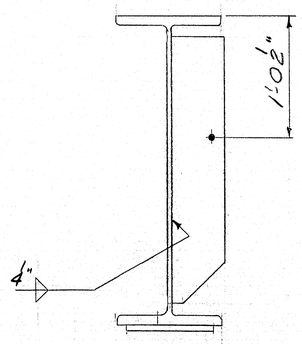
94-3







SECTION A-A



SECTION B-B

NOTES:
See Dwg. 65-39-51 for typical details
Shop adjustment may be made in stud spacing at bolts in field splices. (Weld studs to splice plates)

SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
SE1	1		36WF135	61	6		CAMBER 2"
	1	CP1	PL 10 x 1/2	33	0		
	1	P1	F.B. 6 x 3/8	2	7		
	2	P2	do	2	7		
	2	SPA	PL 11 x 1/2	1	3 3/8		
	216		3/4" ø Studs	0	5		ITEM 705-17

ITEM 702.103

BILL OF MATERIAL — DWG. NO. 65-39-53

All Matl. A.S.T.M. A36 unless noted

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: 3/4" ø H.T. Bolts
HOLES: 13/16" ø
PAINT: Red Lead per M.S.H.C. Specs.

PROJ. No. F-026-1 (27)

STRINGER DETAIL

Bancroft & Martin Inc.
South Portland 7, Maine

CENTER STREET CONNECTION
OVER U.S. ROUTE 1
BATH, MAINE

CUSTOMER REED & REED
DESIGNER M.S.H.C.

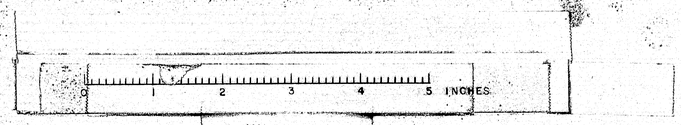
ORDER NO. ____ DWG. NO. 65-39-53

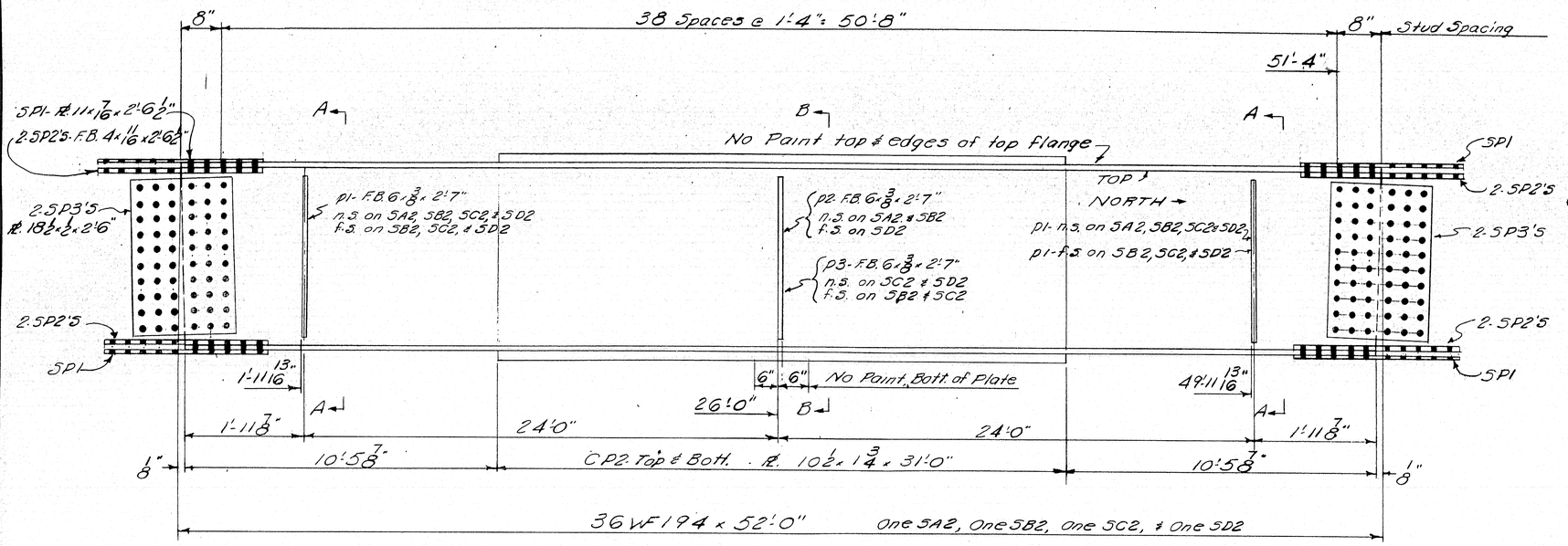
APP. 4-29-65

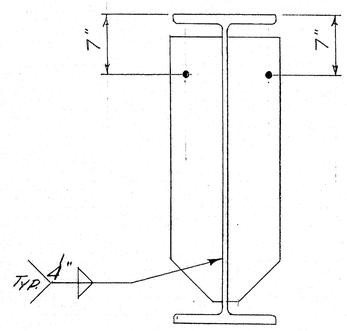
DRAWN	4-6-65	P.L.F.
REVISION		
REVISION		
REVISION		

8503 M.J.B

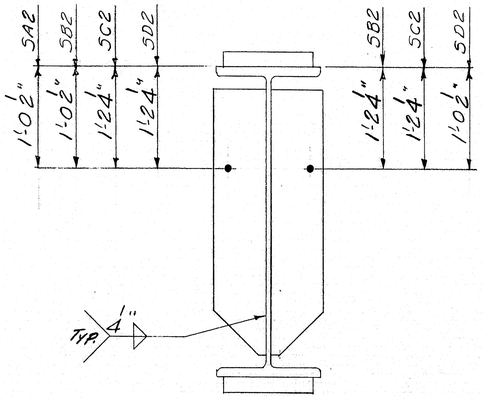
94-4







SECTION A-A



SECTION B-B

NOTES:
See Dwg. 65-39-51 for typical details
Shop adjustment may be made in stud spacing at bolts in field splices (Weld studs to splice plates)

SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
5A2	1		36WF194	52	0		
5B2	1		do	52	0		
5C2	1		do	52	0		
5D2	1		do	52	0		
	8	CP2	PL 10 1/2 x 1 3/4	31	0		
	14	p1	F.B. 6 x 3/8	2	7		
	3	p2	do	2	7		
	4	p3	do	2	7		
	16	5P1	PL 11 x 7/16	2	6 1/2		
	32	5P2	F.B. 4 x 11/16	2	6 1/2		
	16	5P3	PL 18 1/2 x 1/2	2	6		
	312		3/4" ø Studs	0	5		ITEM 705-17

ITEM 702.103

BILL OF MATERIAL — DWG. NO. 65-39-54

All Mat'l. A.S.T.M. A36 Unless noted

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: 3/4" ø H.T. Bolts
HOLES: 13/16" ø
PAINT: Red Lead per M.S.H.C. Specs.

PROJ. NO. F-026-1 (27)

STRINGER DETAIL

Bancroft & Martin Inc.
South Portland 7, Maine

CENTER STREET CONNECTION
OVER U.S. ROUTE 1
BATH, MAINE

CUSTOMER REED & REED
DESIGNER M.S.H.C.

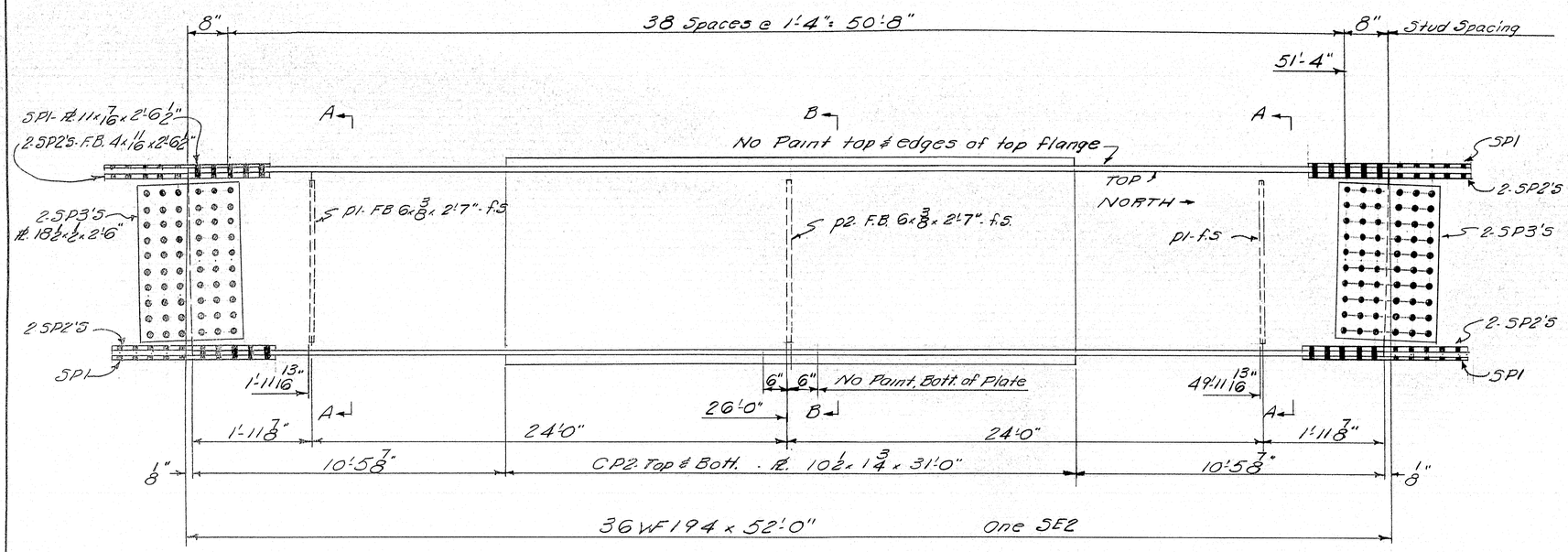
ORDER NO. ____ DWG. NO. 65-39-54

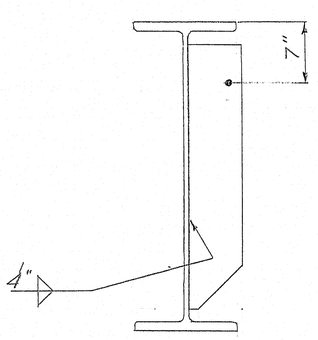
APP 4-29-65

DRAWN	4765	P.L.F.
REVISION		
REVISION		
REVISION		

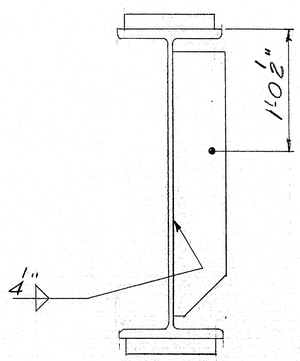
checked

94-5





SECTION A-A



SECTION B-B

NOTES:
See Dwg. 65-39-31 for typical details
Shop adjustment may be made in stud spacing at bolts in field splices (Weld studs to splice plates)

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
SE2	1		36WF194	52 0		
	2	CP2	PL 10 1/2 x 1 3/4	31 0		
	2	P1	F.B. 6 x 3/8	2 7		
	1	P2	do	2 7		
	4	5P1	PL 11 x 7/16	2 6 1/2		
	8	5P2	F.B. 4 x 1/16	2 6 1/2		
	4	5P3	PL 18 1/2 x 1/2	2 6		
	78		7/8" ø Studs	0 5		ITEM 705-17

ITEM 702-103

BILL OF MATERIAL DWG. NO. 65-39-55

All Mat'l. A.S.T.M. A36 Unless noted

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: 3/4" ø H.T. Bolts
HOLES: 15/16" ø
PAINT: Red Lead per M.S.H.C. Specs.

PROJ. NO. F-026-1 (27)

STRINGER DETAIL

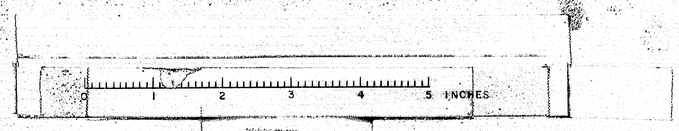
Bancroft & Martin Inc.
South Portland 7, Maine

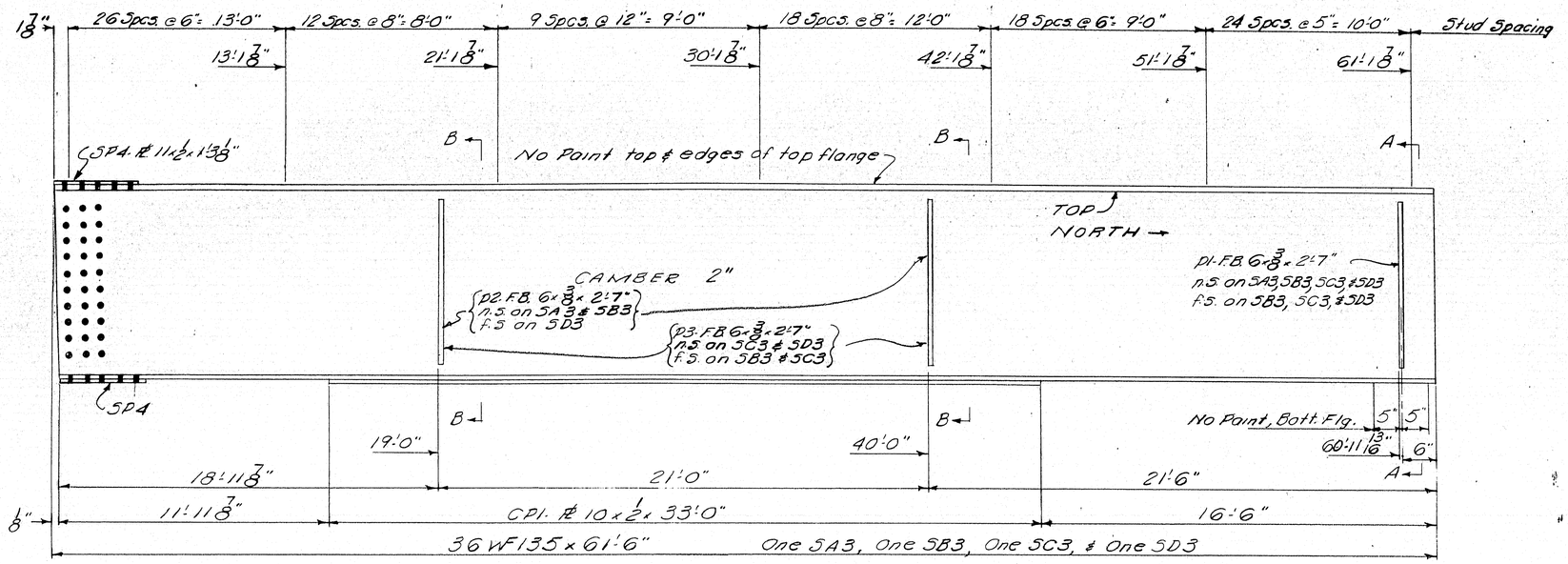
CENTER STREET CONNECTION
OVER U.S. ROUTE 1
BATH, MAINE

DRAWN	47.65	P.L.F.
REVISION		
REVISION		
REVISION		

CUSTOMER REED & REED
DESIGNER M.S.H.C.
ORDER NO.
DWG. NO. 65-39-55

94-6

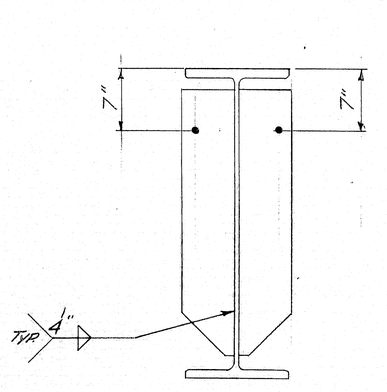




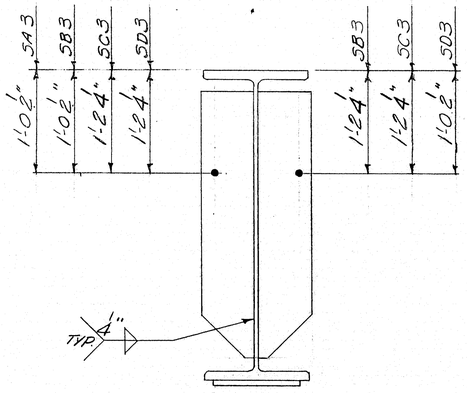
SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
5A3	1		36WF135	61	6		CAMBER 2"
5B3	1		do	61	6		CAMBER 2"
5C3	1		do	61	6		CAMBER 2"
5D3	1		do	61	6		CAMBER 2"
	4	CP1	@ 10 x 1/2	33	0		
	7	P1	F.B. 6 x 3/8	2	7		
	6	P2	do	2	7		
	8	P3	do	2	7		
	8	SP4	@ 11 x 1/2	1	3 1/8		
	864		3/4"ø Studs	0	5		ITEM 705-17

ITEM 702.103

All Matl. A.S.T.M. A36 unless noted



SECTION A-A



SECTION B-B

NOTES:
See Dwg. 65-39-51 for typical details
Shop adjustment may be made in stud spacing at bolts in field splices. (Weld studs to splice plates)

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: 3/4"ø H.T. Bolts
HOLES: 15/16"ø
PAINT: Red Lead per M.S.H.C. Specs.

PROJ. NO. F-026-1 (27)

STRINGER DETAIL

Bancroft & Martin Inc.
South Portland 7, Maine

CENTER STREET CONNECTION OVER U.S. ROUTE 1
BATH, MAINE

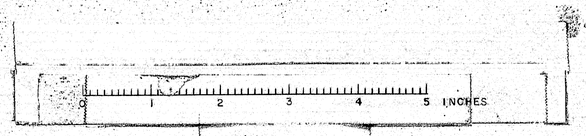
CUSTOMER REED & REED
DESIGNER M.S.H.C.
ORDER NO. _____ DWG. NO. 65-39-56

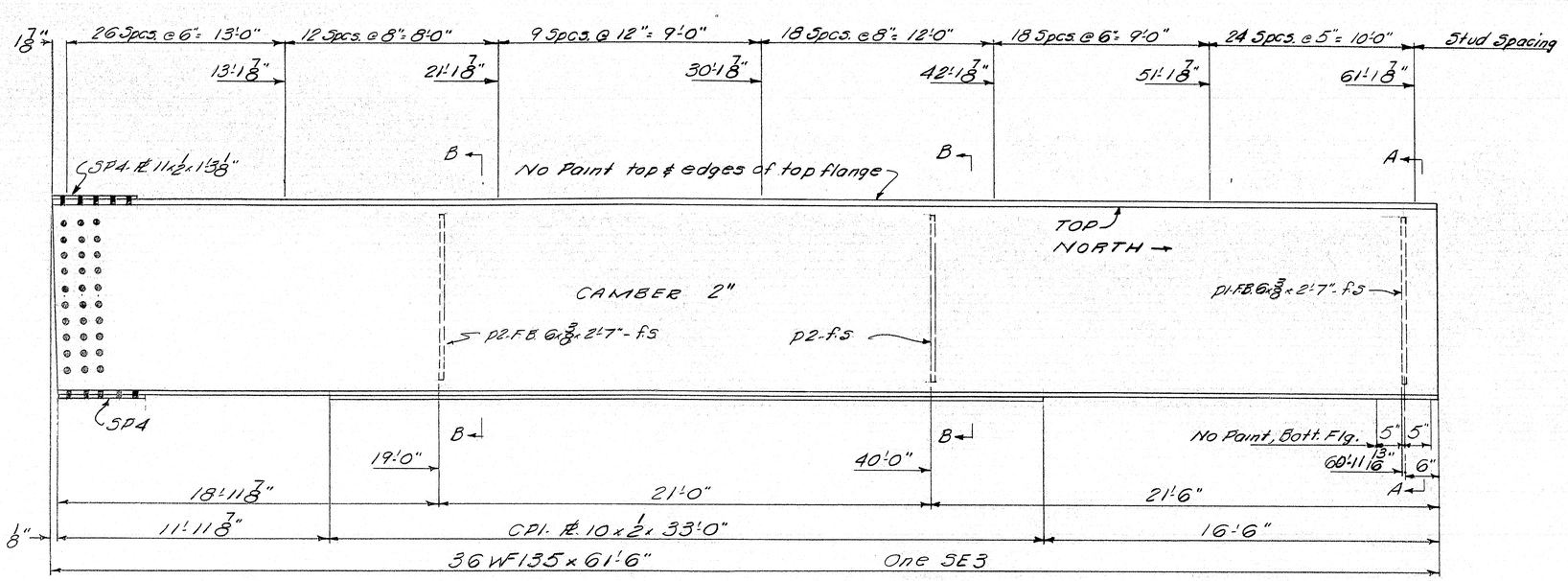
Apr 4-29-65

DRAWN	4865	P.L.F.
REVISION		
REVISION		
REVISION		

chkd

94-7

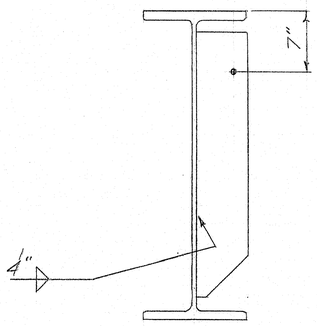




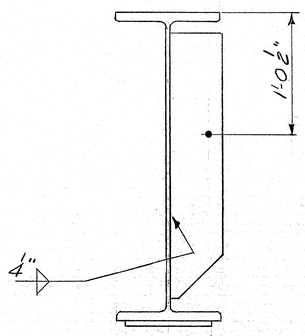
SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
SE3	1		36WF135	61	6		CAMBER 2"
	1	CP1	℔ 10 x 1/2	33	0		
	1	p1	F.B. 6 x 3/8	2	7		
	2	p2	do	2	7		
	2	SP4	℔ 11 x 1/2	1	3 3/8		
			Field Bolts for Splices				
200 Field	306		7/8" ø H.T. Bolt	0	3		ASTM A325
300 Field	306		do	0	3 1/2		ASTM A325
400 Field	408		do	0	3 1/2		ASTM A325
Field	1020		3" hard washer				
	216		3/4" ø Studs	0	5		ITEM 705-17

ITEM 702.103

All Matl. A.S.T.M. A36 unless noted



SECTION A-A



SECTION B-B

NOTES:
See DWG. 65-39-51 for typical details
Shop adjustment may be made in stud spacing at bolts in field splices. (Weld studs to splice plates)

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: 7/8" ø H.T. Bolts
HOLES: 15/16" ø
PAINT: Red Lead per M.S.H.C. Specs.

PROJ. No. F-026-1 (27)

STRINGER DETAIL

Bancroft & Martin Inc.
South Portland 7, Maine

CENTER STREET CONNECTION
OVER U.S. ROUTE 1
BATH, MAINE

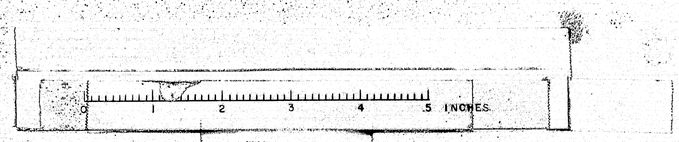
CUSTOMER REED & REED
DESIGNER M.S.H.C.

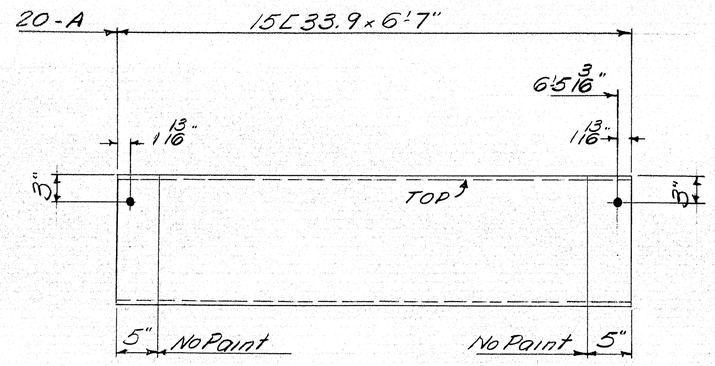
ORDER NO. _____ DWG. NO. 65-39-57

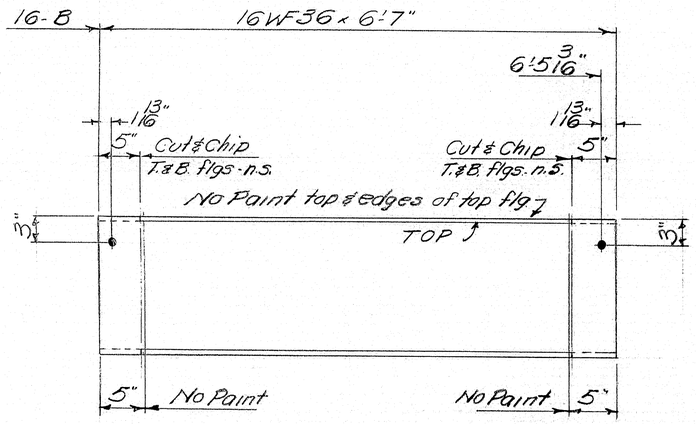
APR 4-29-65

DRAWN	4865	P.L.F.
REVISION		
REVISION		
REVISION		

94-8







SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
A	20		15L33.9	6	7		A36
B	16		16WF36	6	7		A36
Field	80		3/4" ø M.Bolt	0	1 3/4		Erection Bolts
			ITEM 702-103				

BILL OF MATERIAL — DWG. NO. 65-39-58

SHOP CONNECTIONS: —
FIELD CONNECTIONS: Welded
HOLES: 13/16" ø
PAINT: Red Lead per M.S.H.C. Specs

PROJ. No. F-026-1 (27)

DIAPHRAGMS

Bancroft & Martin Inc.
South Portland 7, Maine

CENTER STREET CONNECTION
OVER U.S. ROUTE 1
BATH, MAINE

CUSTOMER Reed & Reed
DESIGNER M.S.H.C.

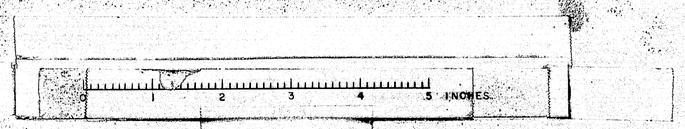
ORDER NO. ____ DWG. NO. 65-39-58

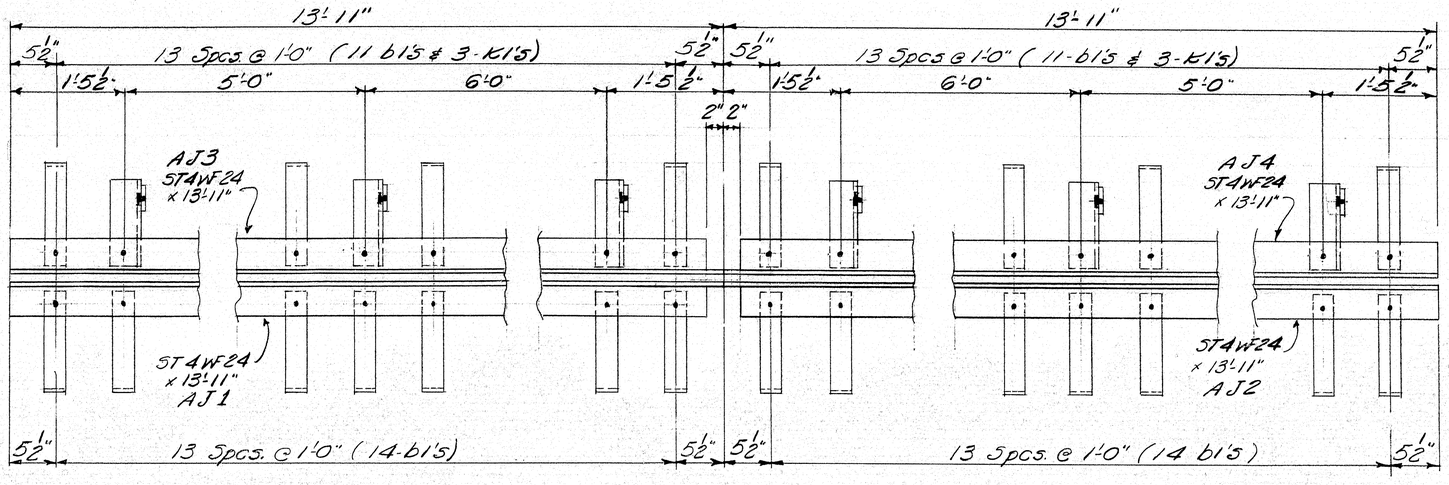
DRAWN	4-9-65	P.L.F.
REVISION		
REVISION		
REVISION		

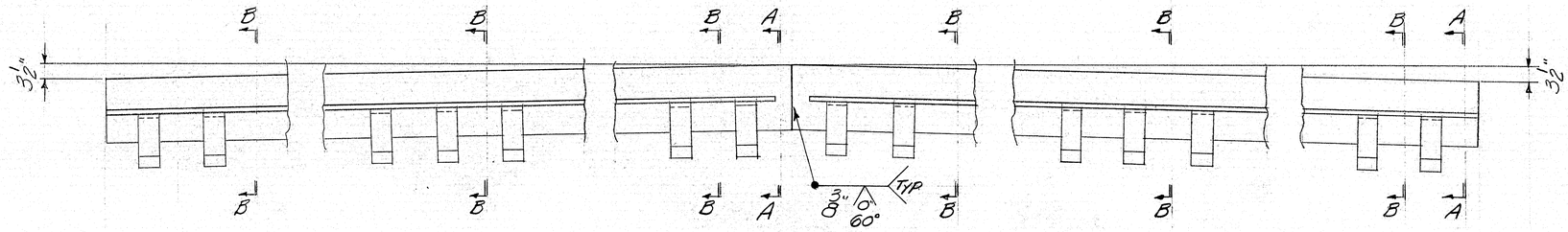
APP. 4-29-65

checked

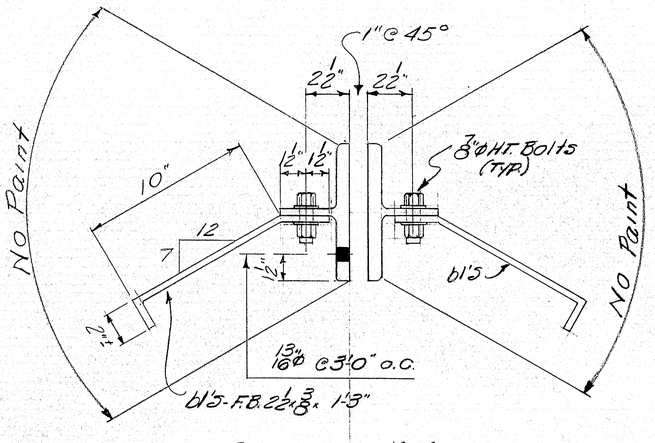
94-9



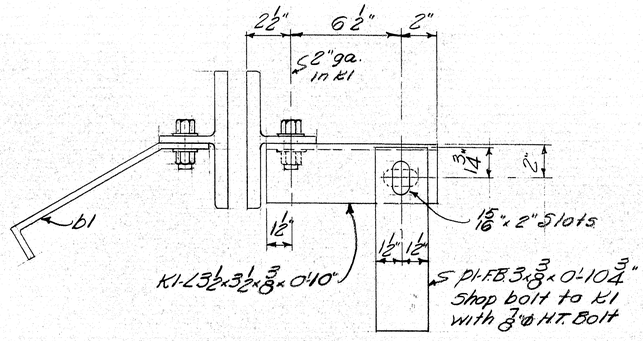




ARMORED JOINT
2 REQ'D



SECTION A-A
Typical except as noted



SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
AJ1	2		ST4WF24	13	11		
AJ2	2		do	13	11		
AJ3	2		do	13	11		
AJ4	2		do	13	11		
	12	K1	L3½x3½x⅜	0	10		
	12	P1	F.B.3x⅜	0	10¾		
	100	b1	F.B.2½x⅜	1	3		
	124	Shop	¾ϕ H.T. Bolt	0	2¼		A.S.T.M. A325
	248	Shop	¾" Hard Washer				
			ITEM NO. 702 103				

All Matl. A.S.T.M. A36 except as noted

SHOP CONNECTIONS: ¾"ϕ H.T. Bolts
FIELD CONNECTIONS: Welded
HOLES: 1⅛"ϕ except as noted
PAINT: Red Lead per M.S.H.C. Specs

PROJ. NO. F-026-1 (27)

ARMORED JOINTS

Bancroft & Martin Inc.
South Portland 7, Maine

CENTER STREET CONNECTION
OVER U.S. ROUTE 1
BATH, MAINE

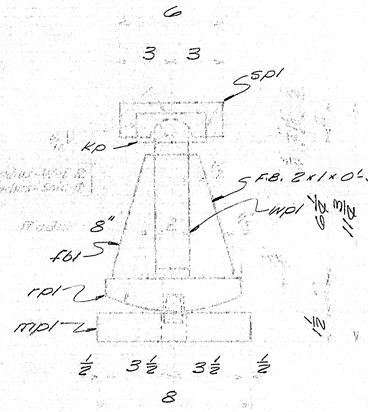
CUSTOMER REED & REED
DESIGNER M.S.H.C.

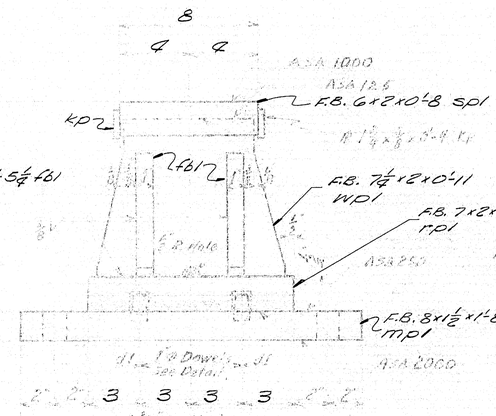
ORDER NO. ____ DWG. NO. 65-39-39

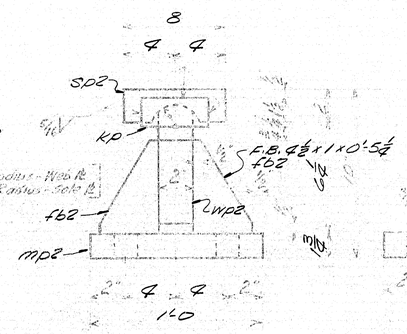
APP. 4-29-65

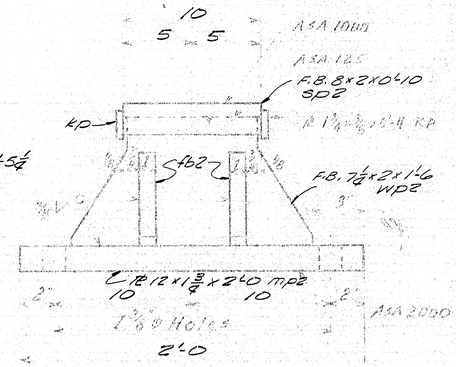
DRAWN	4-9-65	P.L.F.
REVISION	4-30-65	P.L.F.
REVISION		
REVISION		

94-10

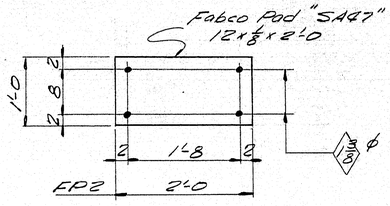






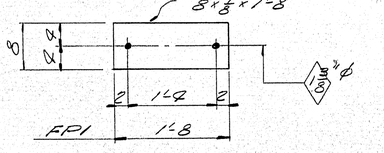


Fabco Pad "SA47"
12x⅛x2'-0



5 REQ'D. @ FPC-4

Fabco Pad "SA47"
8x⅛x1'-8



10 REQ'D. @ EPC-2

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
EPC2	10		EXPANSION PEDESTAL ASS'Y.			
	10	mp1	F.B. 8x1½	1 8		
	10	rp1	F.B. 7x2	1 0		
	10	wp1	F.B. 7½x2	0 11		
	10	sp1	F.B. 6x2	0 8		
	40	fb1	F.B. 2x1	0 5¼		
	20	kp	F.B. 1⅝x⅜	0 4		
	20	d1	1"ø bar	0 1⅝		
FPC4	5		FIXED PEDESTAL ASS'Y.			
	5	mp2	F.B. 12x1⅜	2 0		
	5	wp2	F.B. 7½x2	1 6		
	5	sp2	F.B. 8x2	0 10		
	20	fb2	F.B. 4½x1	0 5¼		
	10	kp	F.B. 1⅝x⅜	0 4		
AB1	40		1"ø bar	1 3		sweage
	80		1"ø Hex Nut			
WA	40		1" STD. Washer			2½"O.D.x1"ø Co. 1"ø hole
FP1	10		Pad 8x⅞	1 8		Fabco Pad Req. No 5649 SA47
FP2	5		Pad 12x⅛	2 0		Do

NOTE:
Allowance to be made for machining when cutting above plates.

ITEM 702-103

PROJECT NUMBER F-026-1(27)

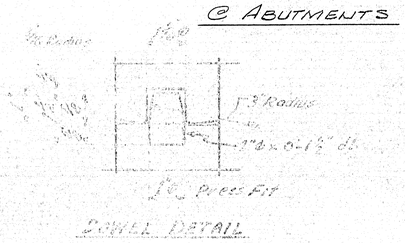
All welds to be made with E70 Electrodes

BEARING MATERIAL TO BE ASTM A36
ANCHOR BOLTS TO BE A7, A36 OR A307
SHOP CONNECTIONS: WELDED
FIELD CONNECTIONS:
HOLES: AS NOTED
PAINT: RED LEAD PER MAINE S.H.C. SPEC.
SOLE PLATES "SP" FIELD WELDED TO STRINGERS

EXPANSION PEDESTAL EPC-2

10 - REQ'D.

@ ABUTMENTS



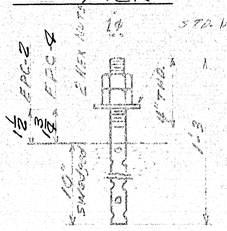
DOWEL DETAIL

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 ASA 125 FINISH; COAT WITH MIXTURE OF WHITE LEAD AND TALLOW.

FIXED PEDESTAL - FPC-4 5 REQ'D.

@ PIER



ANCHOR BOLTS 1"ø x 1'-2" AB1
2 REQ FOR EPC-2 4 REQ'D FOR FPC-4
NO PAINT - OIL THDS.
40 REQ'D.

TYPE EPC & FPC

ADD 4-29-65

BEARING DETAILS

Bancroft & Martin Inc.
South Portland, Maine

CENTER STREET CONNECTION
OVER U.S. ROUTE 1
BATH, MAINE.

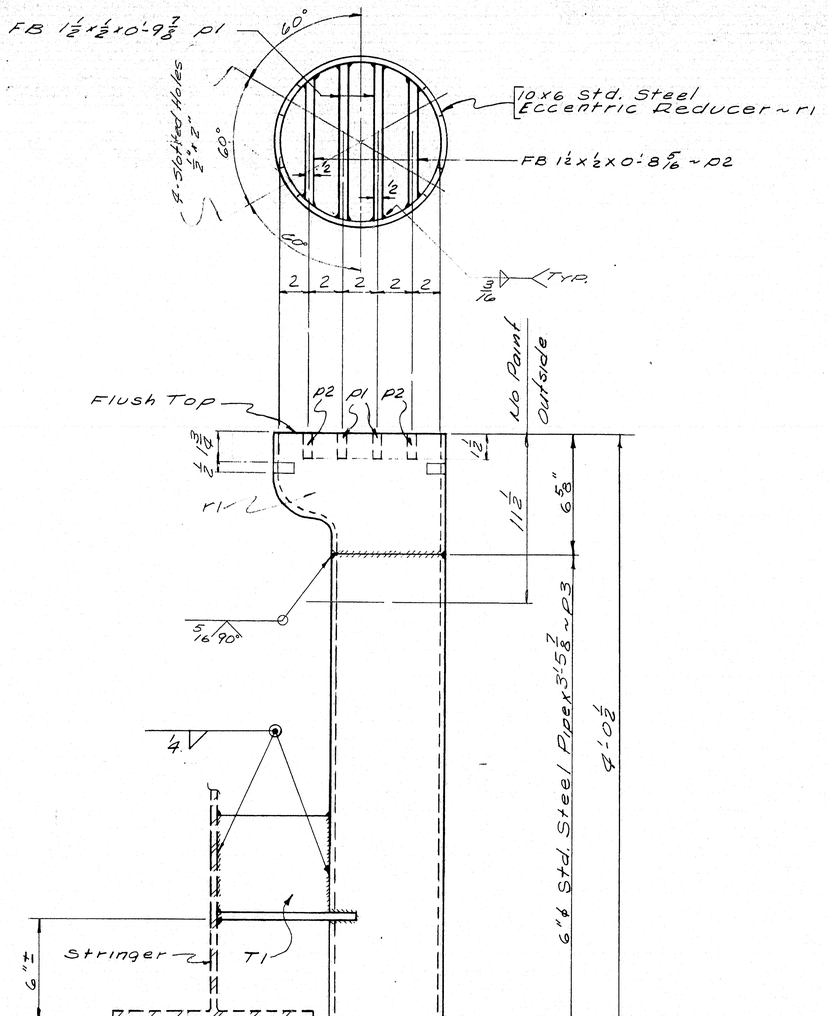
CUSTOMER REED & REED
DESIGNER Maine State Highway Comm.
ORDER NO. verbal DWG. NO. 65-39-S10

DRAWN	2-13-65	H.L.
REVISION		
REVISION		
REVISION		

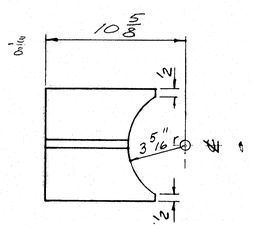
JPF

94-11

0 1 2 3 4 5 INCHES



DRAIN DR1 ~ 12 REQ'D.



ST 6 WF 13.5 x 0'-8⅝ ~ T1
12 REQ'D.

NOTE: SEE STATE'S DWGS. FOR DRAIN LOCATION

SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
DR1	12		Shop Assy	—	—	—	
T1	12		ST6WF13.5	0	8⅝		
	24	p1	FB 1½x½	0	9⅞		
	24	p2	do	0	8⅝		
	12	p3	6" Std. Pipe	3	5⅞		
	12	r1	10x6	0	7		Std. Steel Eccentric Reducer Req. # 5650

BILL OF MATERIAL — DWG. NO 65-39-S11

PROJECT NUMBER F-026-1 (27)

ITEM NO. 702-103

All welds to be made with E70 Electrodes.

SHOP CONNECTIONS: WELDED
FIELD CONNECTIONS: WELDED
HOLES: —
PAINT: PER ME. STATE SPECS. RED LEAD & OIL & AS NOTED

APR 4-29-65

DRAIN DETAILS

Bancroft & Martin Inc.
South Portland 7, Maine

CENTER STREET CONNECTION OVER U.S. ROUTE 1
BATH, MAINE.

CUSTOMER REED & REED
DESIGNER M.S.H.C.

ORDER NO. Verbal — DWG. NO. 65-39-S11

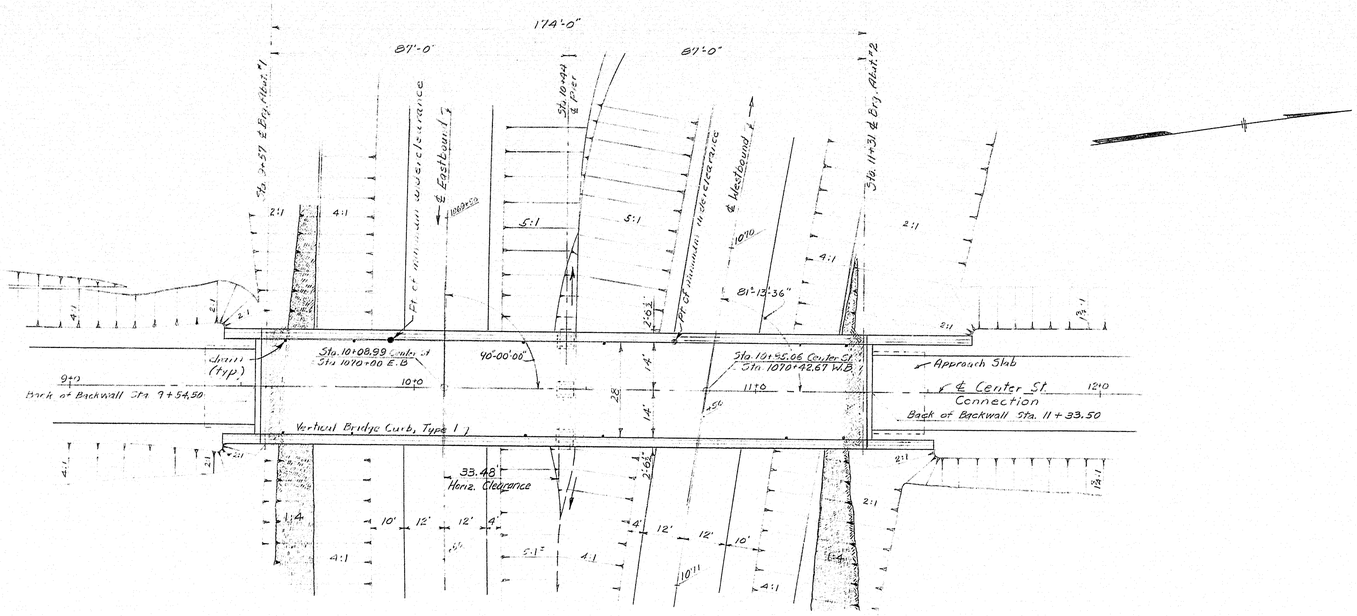
DRAWN	4-13-65	H.L.
REVISION		
REVISION		
REVISION		

VJPF

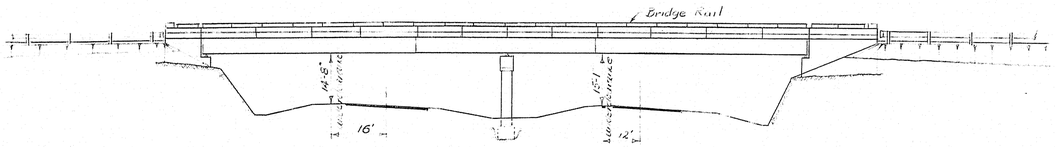
94-12



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F 026-1(27)	14	155



PLAN
Scale 1"=20'



ELEVATION
Scale 1"=20'

INDEX of SHEETS

1. General Plan
2. Foundation Survey
3. Profiles Typical Sections
4. Abutment No. 1.
5. Pier
6. Abutment No. 2.
7. Structural Steel
8. Approach Slab Blocking
9. Superstructure Details
10. Reinforcing Steel Vertical Bridge Curb

Standard Detail Sheets:

BD 101-64	Pedestals
BD 102-64	Rail
BD 103-64	Splices
BD 104-64	Diaphragms, Drains, Armored Joints

SPECIFICATIONS

DESIGN: A.A.S.H.O., Standard Specifications for Highway Bridges, 1961, with Interim Specifications 1961, 1962.
CONTRACT: State of Maine, State Highway Comm., Standard Specifications for Highways & Bridges, Revision of Jan. 1956 and Supplemental Specifications dated Feb. 1960

LIVE LOADING
H20-44

ALLOWABLE STRESSES

CONCRETE: (n=10) f_c = 1200 psi
REINFORCING STEEL: Intermediate grade f_s = 20,000 psi
STRUCTURAL STEEL: A 36 f_s = 20,000 psi (unless otherwise noted)

CONCRETE CLASSIFICATION
Class A (Reinforced sections)
Class B (Abutment & footing)

STRUCTURAL STEEL CLASSIFICATION
All structural steel shall conform to the latest revision of the specification ASTM A-36 unless otherwise noted on the Standard details.

Center Street
TRAFFIC DATA

1965 ADT	2470
1985 ADT	3950
DHV	395
D	60%

DESIGN—F. FORTIER
TRACE—F. FORTIER
CHECK—Mollicone
BRIDGE NO.
SURVEY—
PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

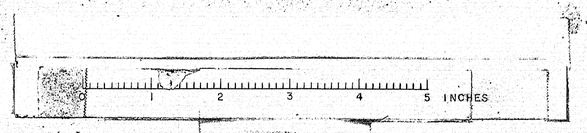
CENTER STREET CONNECTION
OVER
US ROUTE 1
IN THE CITY OF
BATH
SAGADAHOC COUNTY

GENERAL PLAN

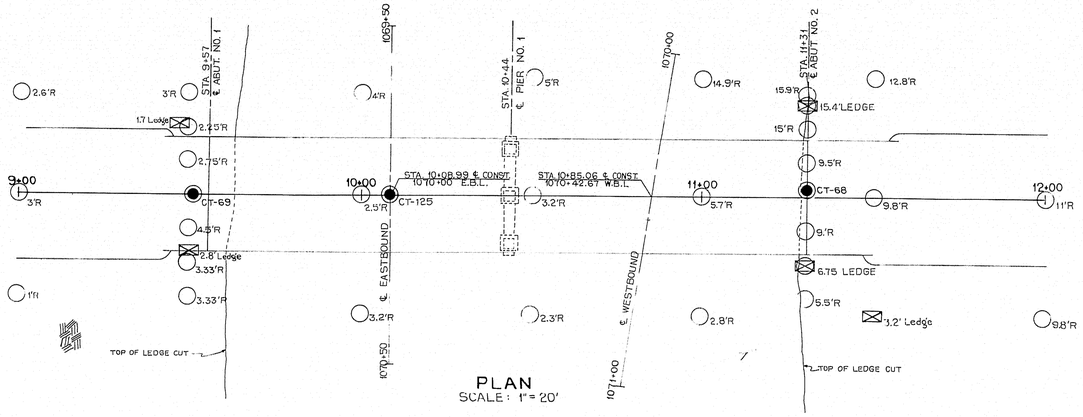
SHEET 1 OF 10 AUGUSTA, MAINE APRIL 1964

M-2148

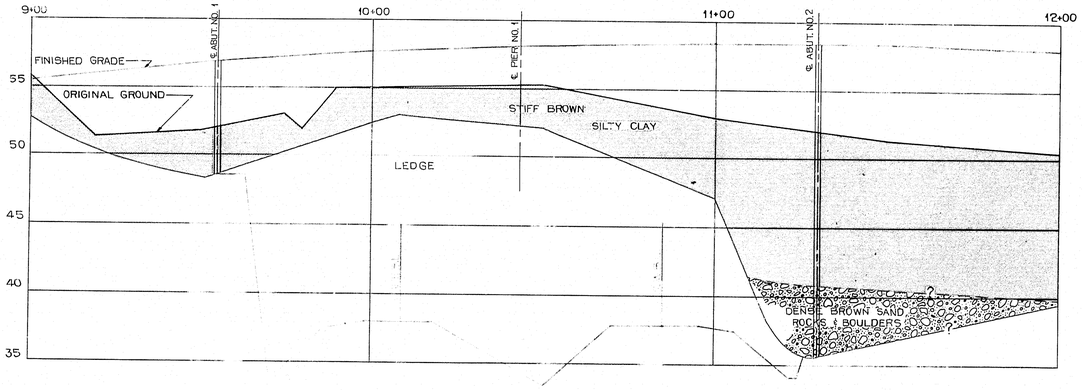
C. B. CO., NO. 44-302 88814



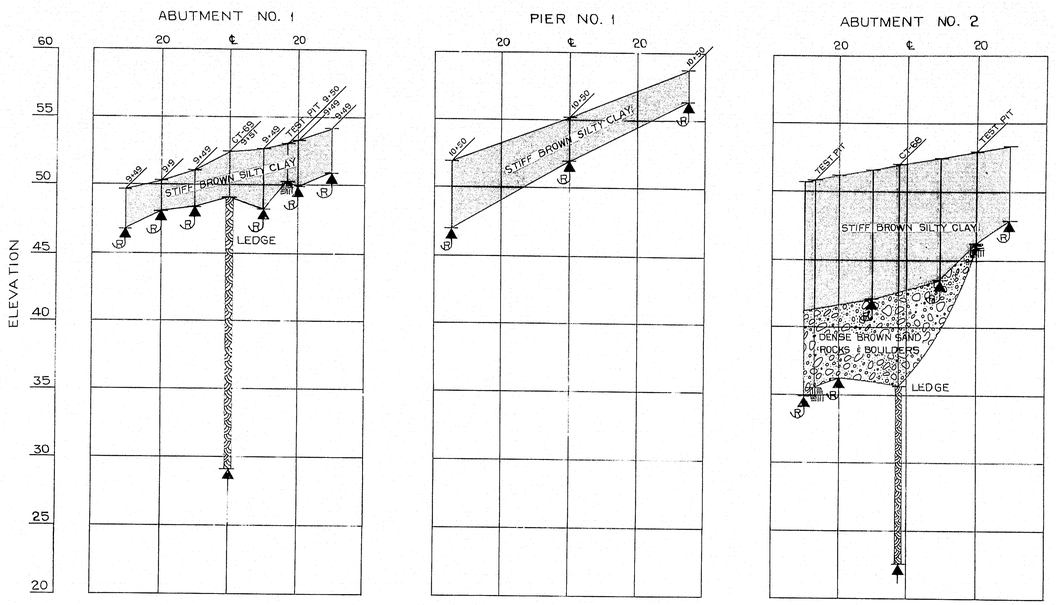
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F026-1(37)	12	155



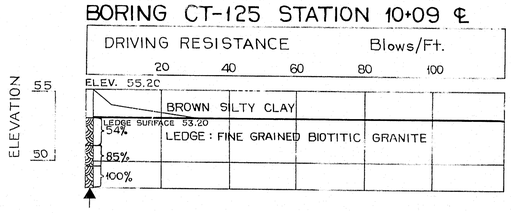
PLAN
SCALE: 1"= 20'



TRANSVERSE PROFILES

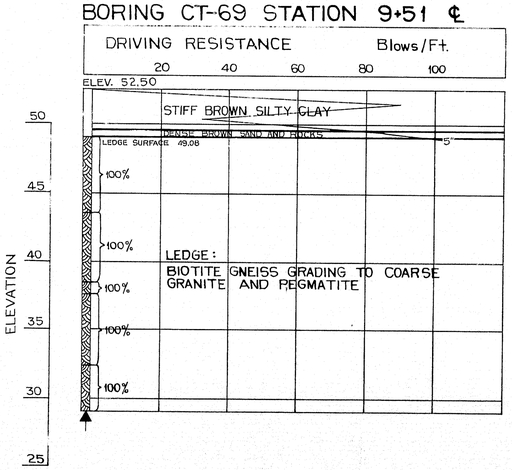


BORING CT-125 STATION 10+09 ℄

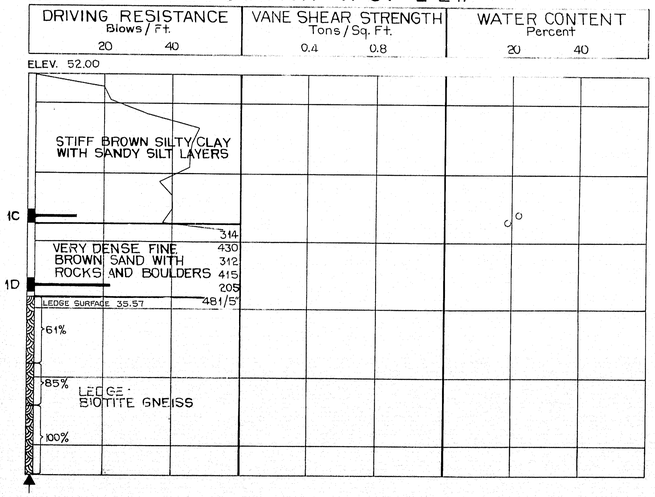


NOTE: ALL CASING SIZES 2½"

BORING CT-69 STATION 9+51 ℄



BORING CT-68 STATION 11+31 2'LT.



BORING NOTES

ALL SAMPLES AND VANES ARE MADE AHEAD OF CASING

N — 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

1D — S&H SAMPLER #1290's

1C — 2" O.D. 16 GA. SEAMLESS TUBING

⊢ 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)

▲ REFUSAL OF DRILL RODS OR CASING (MAY NOT BE LEDGE)

LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF ROCK

WATER CONTENT NOTES

W — NATURAL WATER CONTENTS, GIVEN AS PER CENT OF DRY WEIGHT.

PLAN NOTES

◯ ROD SOUNDING

◉ WASH BORING

⊠ TEST PIT

▨ LEDGE OUTCROP

DESIGN–	BRIDGE NO.
TRACE– SOILS	SURVEY–
CHECK– DIVISION	PLOT–

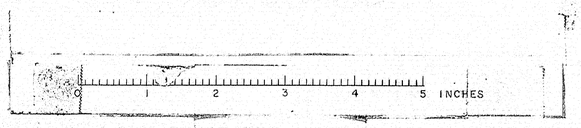
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CENTER STREET CONNECTION
OVER
U.S. ROUTE 1
IN THE TOWN OF
BATH
SAGADAHOC COUNTY
FOUNDATION SURVEY

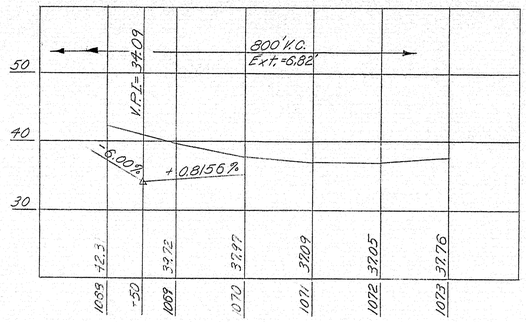
SHEET 2 OF 19 AUGUSTA, MAINE MARCH 1964

M-2149

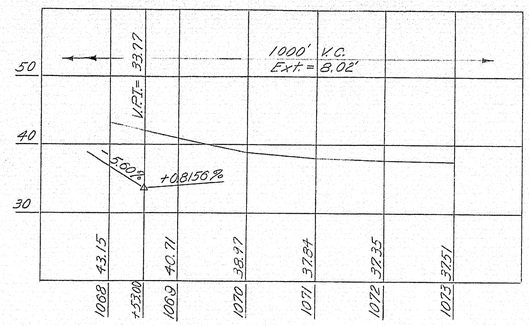
C. D. CO., NO. 44-131 28788



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F026-1(27)	16	155



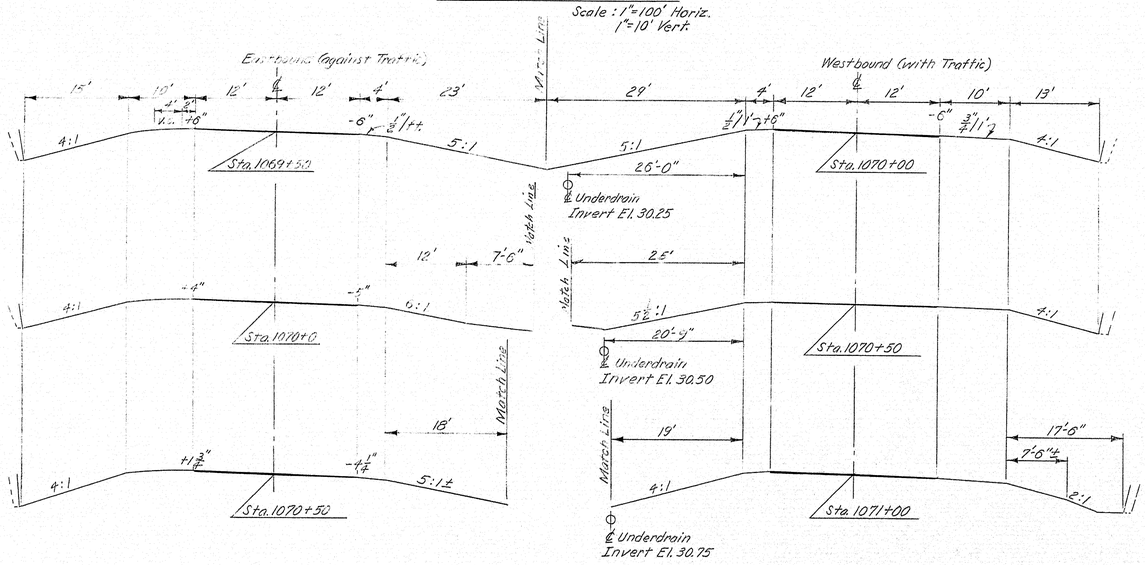
PROFILE EASTBOUND

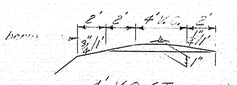


PROFILE WESTBOUND

PROFILES U.S. ROUTE 1

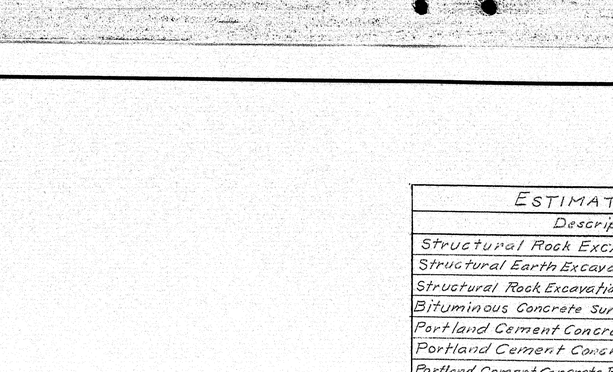
Scale: 1"=100' Horiz.
1"=10' Vert.





4' V.C. (Typical)

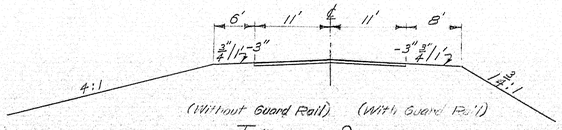
SECTIONS U.S. ROUTE 1
EASTBOUND - WESTBOUND



PROFILE CENTER STREET
Scale: 1"=100' Horiz.
1"=10' Vert.

ESTIMATE OF QUANTITIES (BRIDGE)		
Description	Quantity	Units
Structural Rock Excavation, Drainage	45	Cu. Yds.
Structural Earth Excavation, Abutments & Retaining Walls	200	Cu. Yds.
Structural Rock Excavation, Abutments & Retaining Walls	5	Cu. Yds
Bituminous Concrete Surface Course, Type "B"	61	Tons.
Portland Cement Concrete, Abutments & Retaining Walls	310	Cu. Yds.
Portland Cement Concrete, Piers	44	Cu. Yds.
Portland Cement Concrete, Roadway & SW Slabs on Steel Bridges	185	Cu. Yds.
Curing Box for Concrete Cylinders	1	Each
Structural Steel, Fabricated and Delivered		Lump Sum
Structural Steel, Erection		Lump Sum
Structural Steel, Field Painting		Lump Sum
Reinforcing Steel, Delivered	55,645	Lbs.
Reinforcing Steel, Placing	55,645	Lbs
Shear Connectors		Lump sum
French Drains	100	Cu. Yds.
Bridge Rail	424	Lin. Ft.
Membrane Waterproofing	560	Sq. Yds.
Epoxy Resin Surface Sealant	114	Sq. Yds.
Vertical Bridge Curb, Type I	419	Lin. Ft.
Vertical Bridge Curb, Circular Type I	21	Lin. Ft.

Estimated Weight Structural Steel including Drains = 180,500 lbs.



(Without Guard Rail) (With Guard Rail)

TYPICAL SECTION
CENTER STREET CONNECTION

DESIGN- DET. MOLLICONE
TRACE- V. SMITH.
CHECK-
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

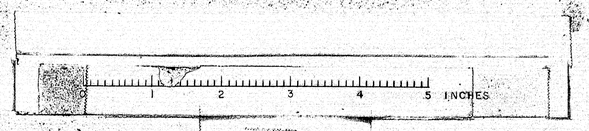
CENTER STREET CONNECTION
OVER
US ROUTE 1
IN THE CITY OF
BATH
SAGADAHOC COUNTY

PROFILES TYPICAL SECTIONS
ESTIMATE of QUANTITIES

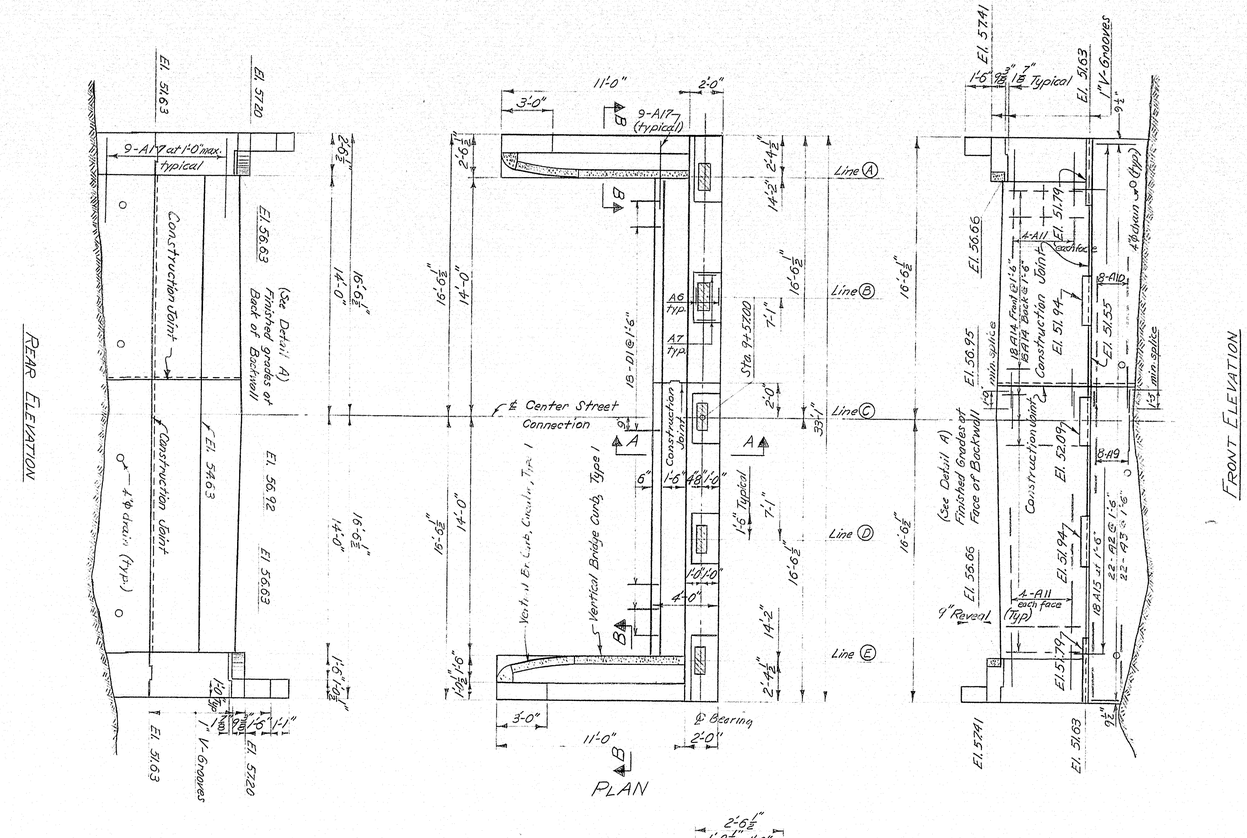
SHEET 3 OF 10 AUGUSTA, MAINE APRIL 1964

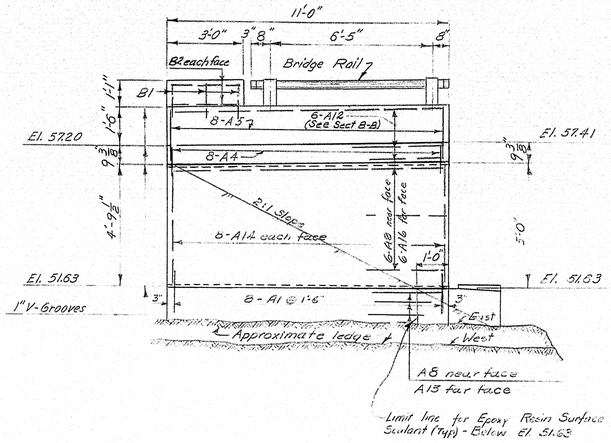
M-2150

C. B. CO., NO. 44-131 26758



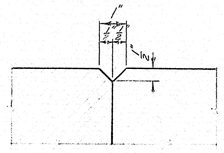
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F026-1(27)	17	155



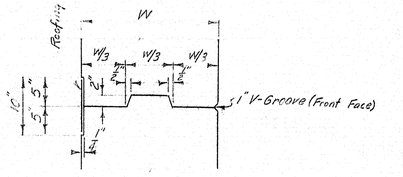


ELEVATION EAST WING

West Wing Opposite hand

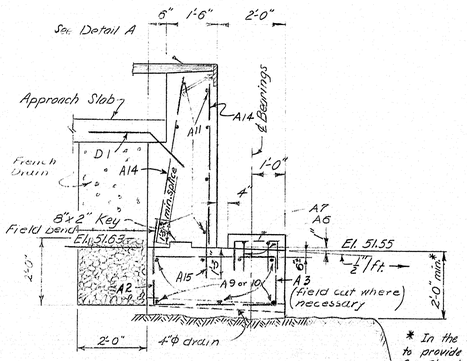


1" V-GROOVE DETAIL

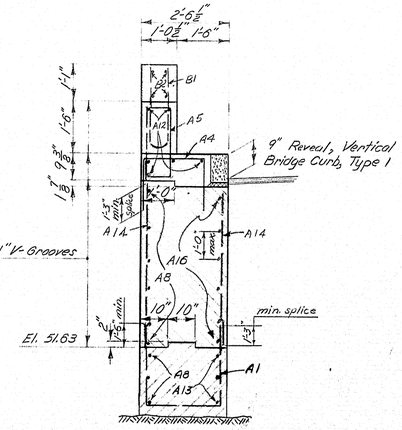


VERTICAL CONSTRUCTION JOINT DETAIL

(Abut #1 u.s. above Elev. 46.00 - Abut #2)



SECTION A-A

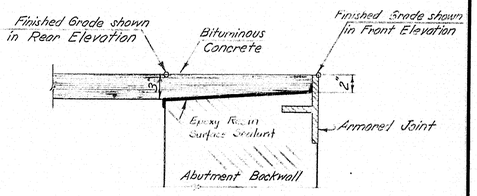


SECTION B-B

* In the event rock excavation is required to provide this minimum depth, no payment for Structural Rock Excavation, Abutments and Retaining Walls and Portland Cement Concrete, Abutments and Retaining Walls will be made below Elevation 49.00.

ABUTMENT GENERAL NOTES

1. Place reinforcing steel in bridge seats to clear anchor bolts.
2. Dress bearing areas 1" larger all around than size of masonry plate to exact elevations shown.
3. For approach slab details, see Sh. 8.
4. Coat bridge seats, front & end faces of breastwall and face & top of backwall with Epoxy Resin Surface Sealant.
5. Cover back side of Vert. Constr. joint with two layers of heavy roofing 10" wide. Coat the surface of concrete and the back side of each layer as applied with a suitable grade of roofing cement. The area to be covered shall be recessed ¼".
6. For details of vertical bridge curb, type 1, see Sh. 10.
7. For bridge rail details, see Standard Details BD 102-64.
8. Armored joint details see Standard Details BD 104-64.
9. For section at end of superstructure and abutment backwall, see Section A-A Sh. 9.
10. For end of bridge rail between superstructure and abutment, see Sh. 9.
11. Chamfer all exposed edges of concrete ¾".
12. 2" Clear for reinforcing unless otherwise noted.
13. The exact location of the 4"Φ drains to be determined by the Engineer in the field.
14. Concrete in End Rail Posts to be paid for under Item 701-33, "Portland Cement Concrete, Abutments and Retaining Walls."



DETAIL A

Paint top surface of Backwall with Epoxy Resin Surface Sealant.

DESIGN- FOSTER
TRACE- V. SMITH
CHECK- MJ/JCG/RS

BRIDGE NO.
SURVEY-
PLOT-

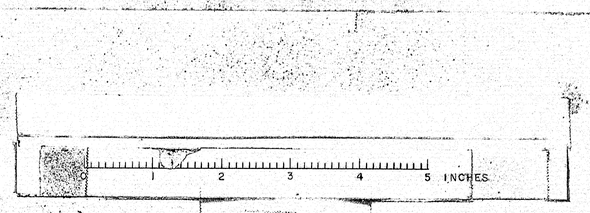
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CENTER STREET CONNECTION
OVER
US ROUTE 1
IN THE CITY OF
BATH
SAGADAHOC COUNTY
ABUTMENT NO. 1

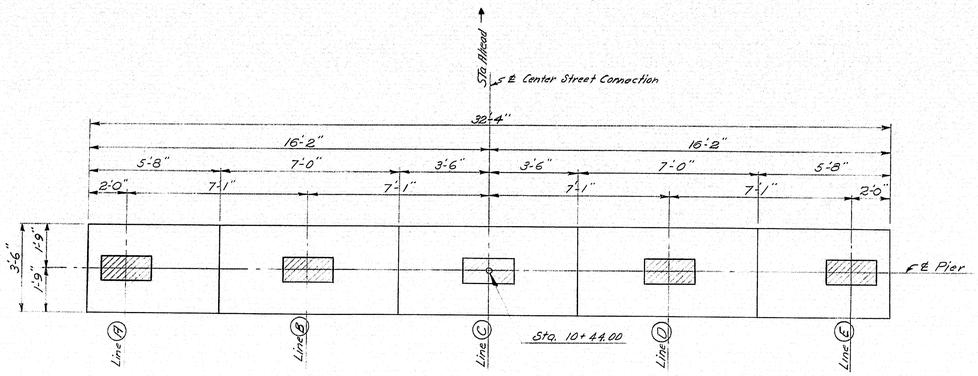
SHEET 4 OF 10 AUGUSTA, MAINE APRIL 1964

C. B. CO., NO. 44-131 28728

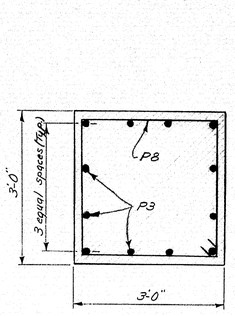
M-2151



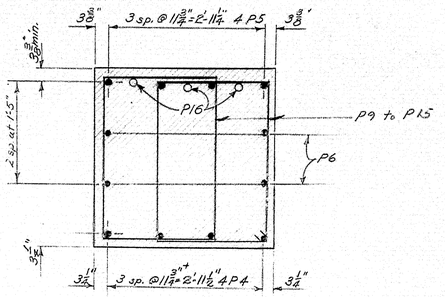
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	FOZ6-1(27)	18	155



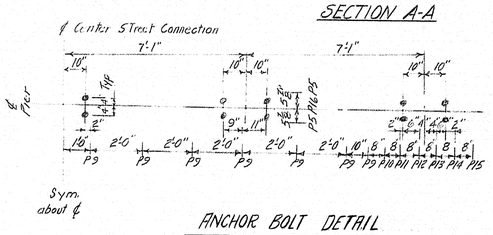
PLAN



SECTION B-B

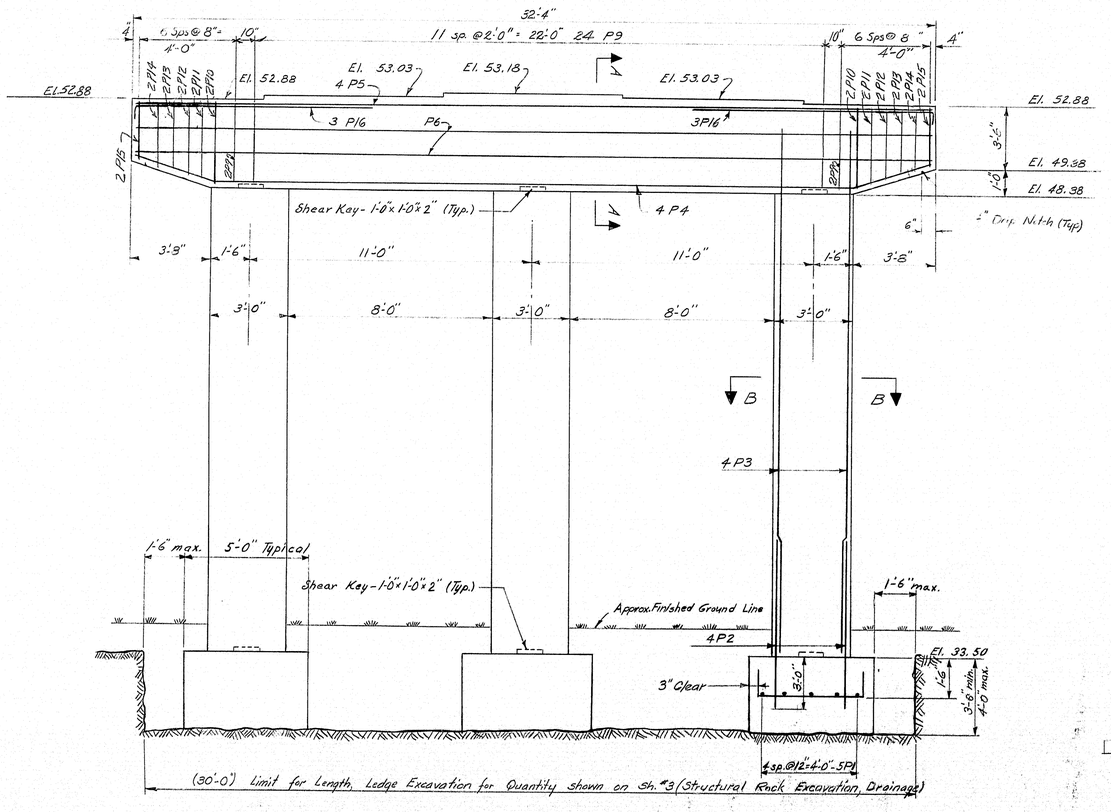


SECTION A-A



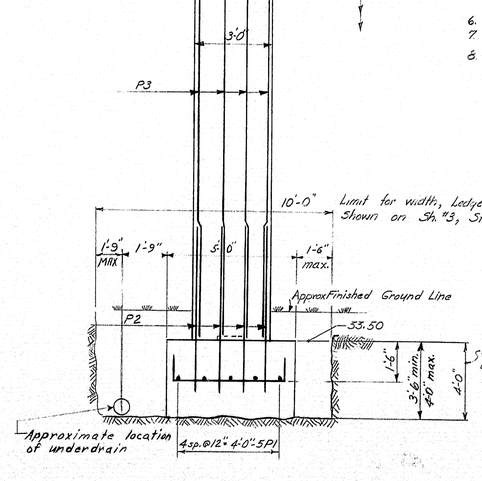
ANCHOR BOLT DETAIL

Dimensions to ℄ anchor bolts / reinforcing steel



FRONT ELEVATION

Note: Backfill around piers, outside the limits for underdrain, shall be Granular Borrow. Quantity not included in the "Estimate of Quantities, Bridge" shown on Sh. #3.



END VIEW

DESIGN—COFFIN · DET—FOSTER
TRACE— N. E. BILODEAU
CHECK— JH

BRIDGE NO.
SURVEY—
PLOT—

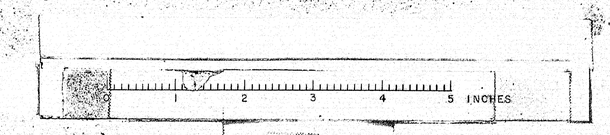
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CENTER STREET CONNECTION
OVER
US ROUTE 1
IN THE CITY OF
BATH
SAGADAHOC COUNTY
PIER

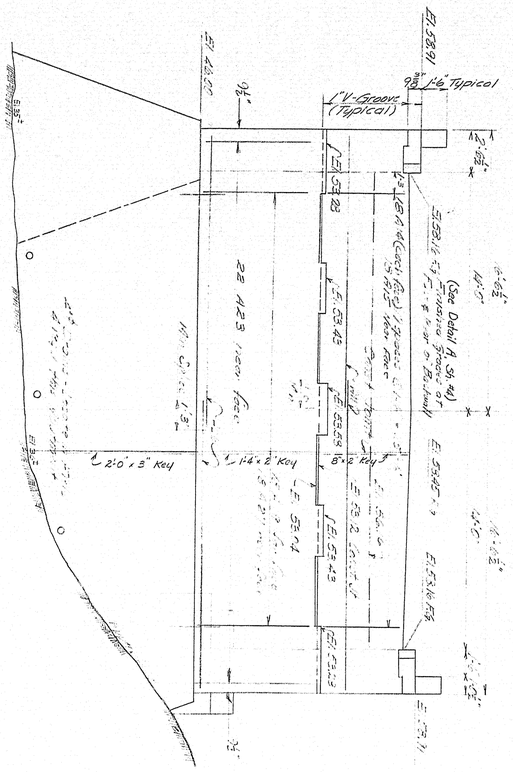
SHEET 5 OF 10 AUGUSTA, MAINE APRIL 1964

M-2152

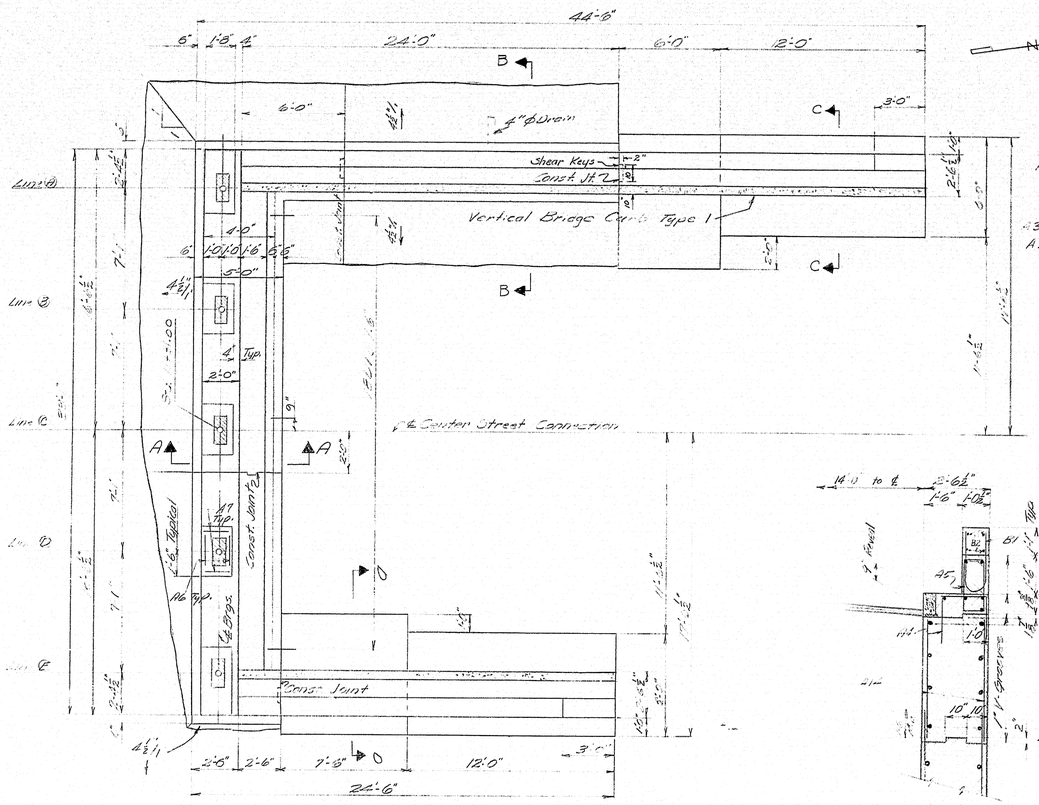
C. D. CO., NO. 44-131 58788



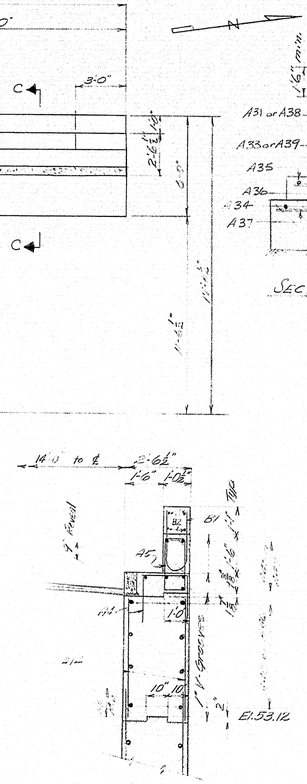
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F026-1(21)	19	155



ELEVATION

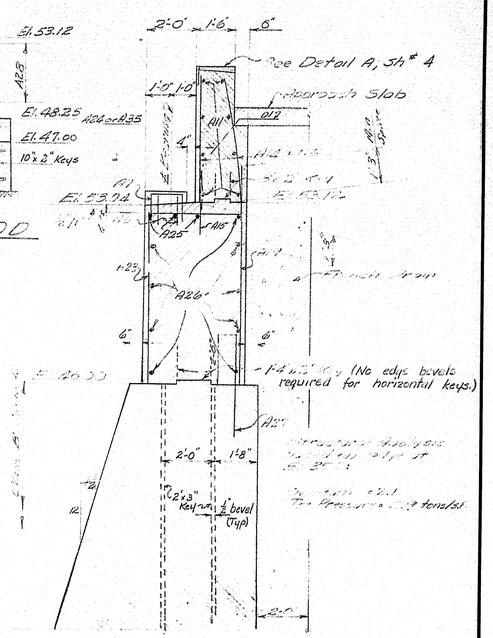


PLAN

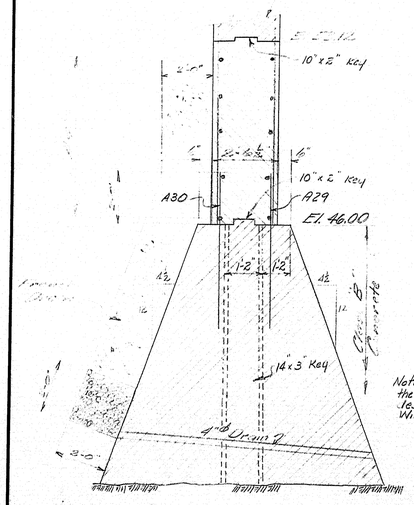


SECTION DD

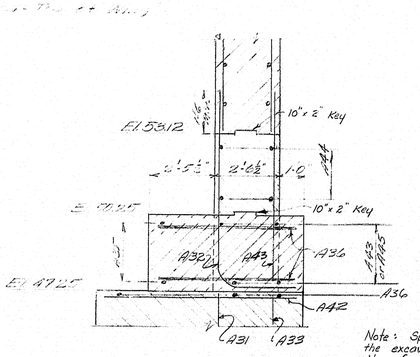
SECTION - TOP OF WING



SECTION A-A

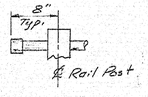


SECTION B-B

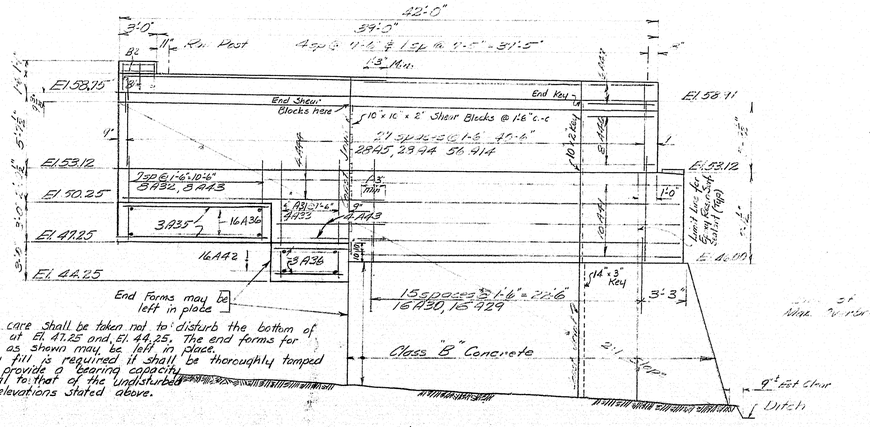


SECTION C-C

Note: If ledge is above Elev. 39.00, the Engineer will furnish a new design for the footings. (West Wing only)



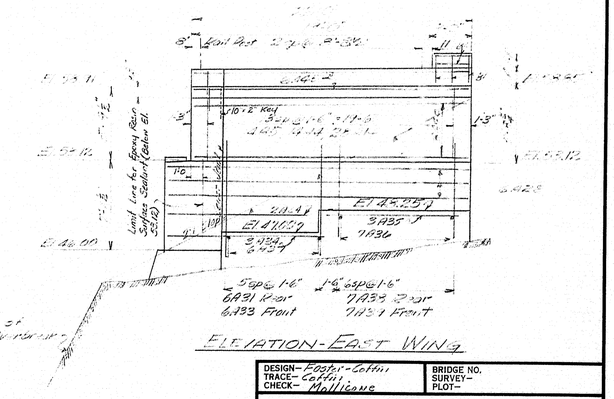
DETAIL - END RAIL (abutment)



ELEVATION - WEST WING

Note: Special care shall be taken not to disturb the bottom of the excavation at El. 47.25 and El. 44.25. The end forms for the footings as shown may be left in place. If any fill is required it shall be thoroughly tamped in order to provide a bearing capacity at least equal to that of the undisturbed soil at the elevations stated above.

For notes & related information, see Sh # 4.



ELEVATION - EAST WING

Note: All concrete to be Class A except as noted.

Revision July 23, 1965 Granite curb at Ends of Return Walls.

DESIGN- Foster-Cottrell	BRIDGE NO.
TRACE- Carroll	SURVEY-
CHECK- Mullane	PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

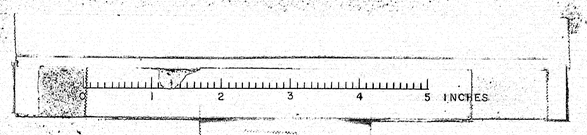
CENTER STREET CONNECTION
OVER
US ROUTE 1
IN THE CITY OF
BATH
SAGADAHOC COUNTY

ABUTMENT NO. 2

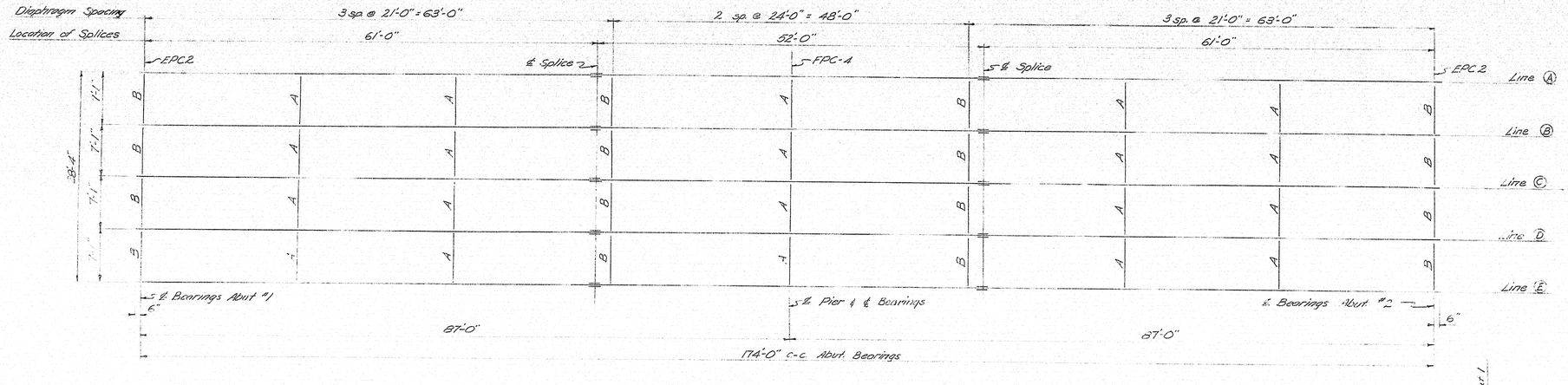
SHEET 6 OF 10 AUGUSTA, MAINE APRIL 1964

C. S. CO., NO. 44-131 29728

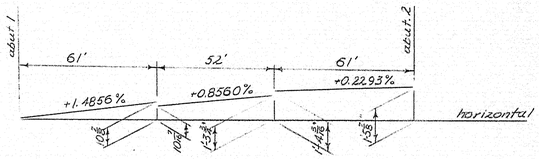
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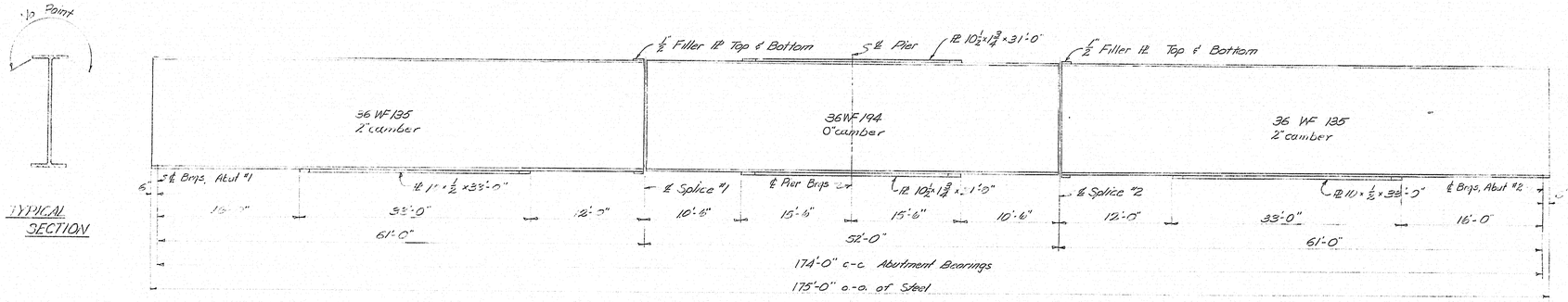
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-026-1(27)	20	155



FRAMING PLAN



VERTICAL LAYOUT - BEAMS
(Ref. bottom flange)



TYPICAL SECTION

PEDESTALS

EPC 2 - 10 required at Abutments
FPC 1 - 5 required at Pier

REFERENCES

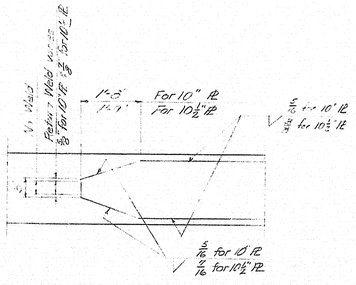
Pedestals - See Standard Details BD 108-4
Splice - See Standard Details BD 108-4
Diaphragms, Armored Joints, Heat Curving and Drains - See Standard Details BD 108-4

DRAINS

2 required. For location see Dwg. 9.

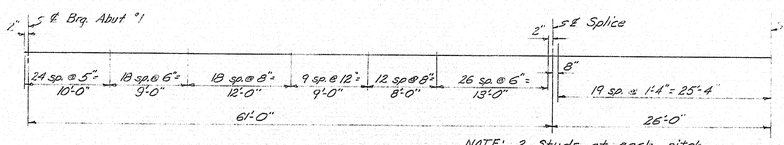
DIAPHRAGMS

Type A - 20 required
Type B - 16 required



COVER PLATE DETAIL

TYPICAL STRINGER ELEVATION
All dimensions are horizontal

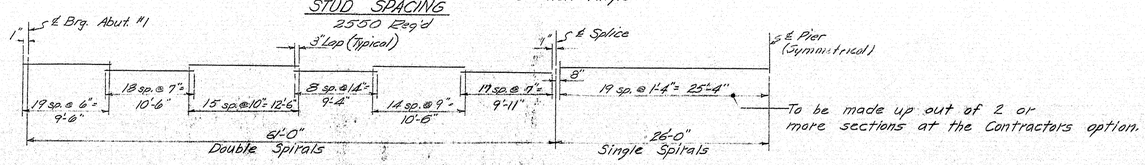


NOTE: 2 Studs at each pitch.
0° Skew Angle

NOTES:
1. Shear connectors shall be studs or spirals at the option of the contractor.
2. Spacings shown are symmetrical about ℄ Pier.
3. Spacings shown typical all stringers.

STUD SPACING
2550 Req'd

SPIRAL SPACING
SHEAR CONNECTORS



To be made up out of 2 or more sections at the Contractors option.

DESIGN- COFFIN DET.- F.S.F.	BRIDGE NO.
TRACE- GRAY	SURVEY-
CHECK- Mollicone	PLOT-

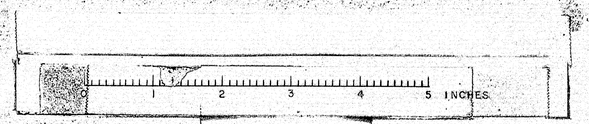
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CENTER STREET CONNECTION
OVER
US ROUTE 1
IN THE CITY OF
BATH
SAGADAHOC COUNTY

STRUCTURAL STEEL

SHEET 7 OF 10 AUGUSTA, MAINE APRIL 1964

M-2154



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F026-1(27)	21	155

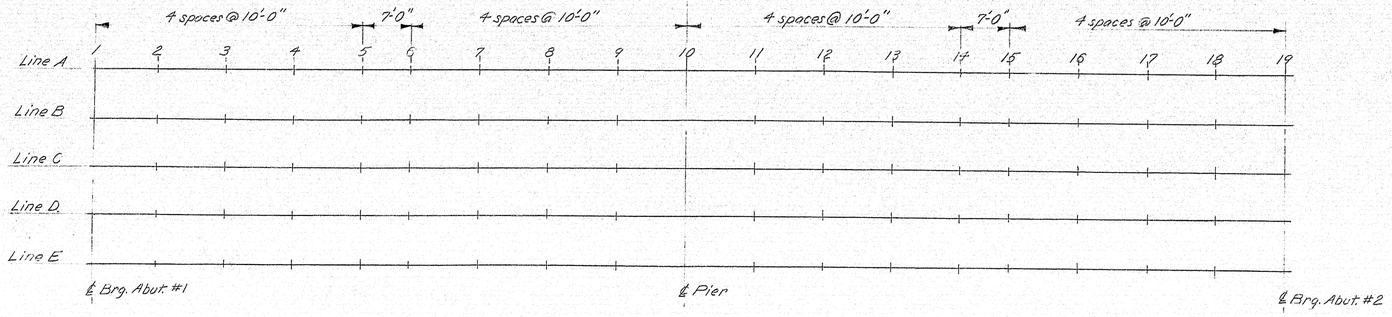
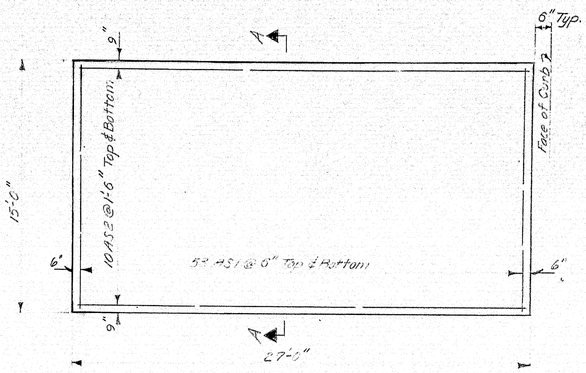


DIAGRAM OF BLOCKING POINTS

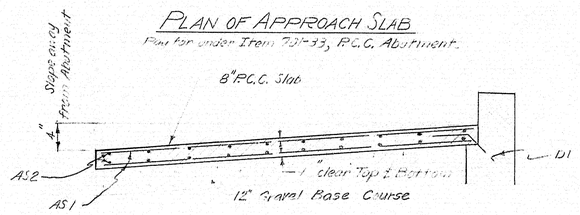
Bottom of Slab Elevations at Blocking Points

	SPAN #1										SPAN #2								
	1 ℄ Brg.	2 +10'	3 +20'	4 +30'	5 +40'	6 +47'	7 +57'	8 +67'	9 +77'	10 ℄ Pier	11 +10'	12 +20'	13 +30'	14 +40'	15 +47'	16 +57'	17 +67'	18 +77'	19 ℄ Brg.
Line A	55.92	56.15	56.35	56.53	56.67	56.75	56.85	56.93	57.01	57.09	57.18	57.27	57.36	57.44	57.47	57.50	57.50	57.47	57.41
Line B	56.07	56.29	56.50	56.67	56.82	56.90	56.99	57.08	57.16	57.24	57.33	57.42	57.51	57.58	57.62	57.65	57.65	57.61	57.56
Line C	56.21	56.44	56.65	56.82	56.96	57.05	57.14	57.22	57.30	57.38	57.48	57.57	57.66	57.73	57.77	57.80	57.79	57.76	57.72
Line D	56.07	56.29	56.50	56.67	56.82	56.90	56.99	57.08	57.16	57.24	57.33	57.42	57.51	57.58	57.62	57.65	57.65	57.61	57.56
Line E	55.92	56.15	56.35	56.53	56.67	56.75	56.85	56.93	57.01	57.09	57.18	57.27	57.36	57.44	57.47	57.50	57.50	57.47	57.41

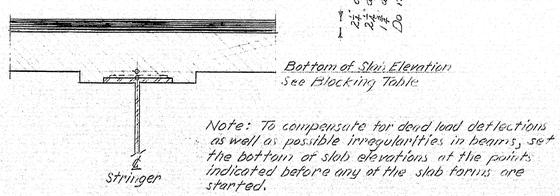


PLAN OF APPROACH SLAB

Plan for under Item 731-13, P.C.C. Abutment



SECTION A-A



Blocking:
2½" at abutments
2¼" at piers
1⅞" at splices (30 Mr 194)
Do not use to set forms.

Note: To compensate for dead load deflections as well as possible irregularities in beams, set the bottom of slab elevations at the points indicated before any of the slab forms are started.

DESIGN—COFFIN DET. SMITH TRACE—SMITH CHECK—Williams	BRIDGE NO. SURVEY— PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

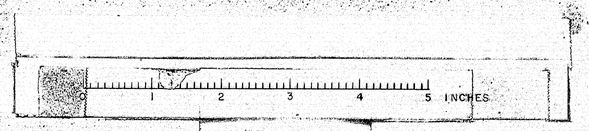
CENTER STREET CONNECTION
OVER
US ROUTE 1
IN THE CITY OF
BATH
SAGADAHOC COUNTY

APPROACH SLAB BLOCKING

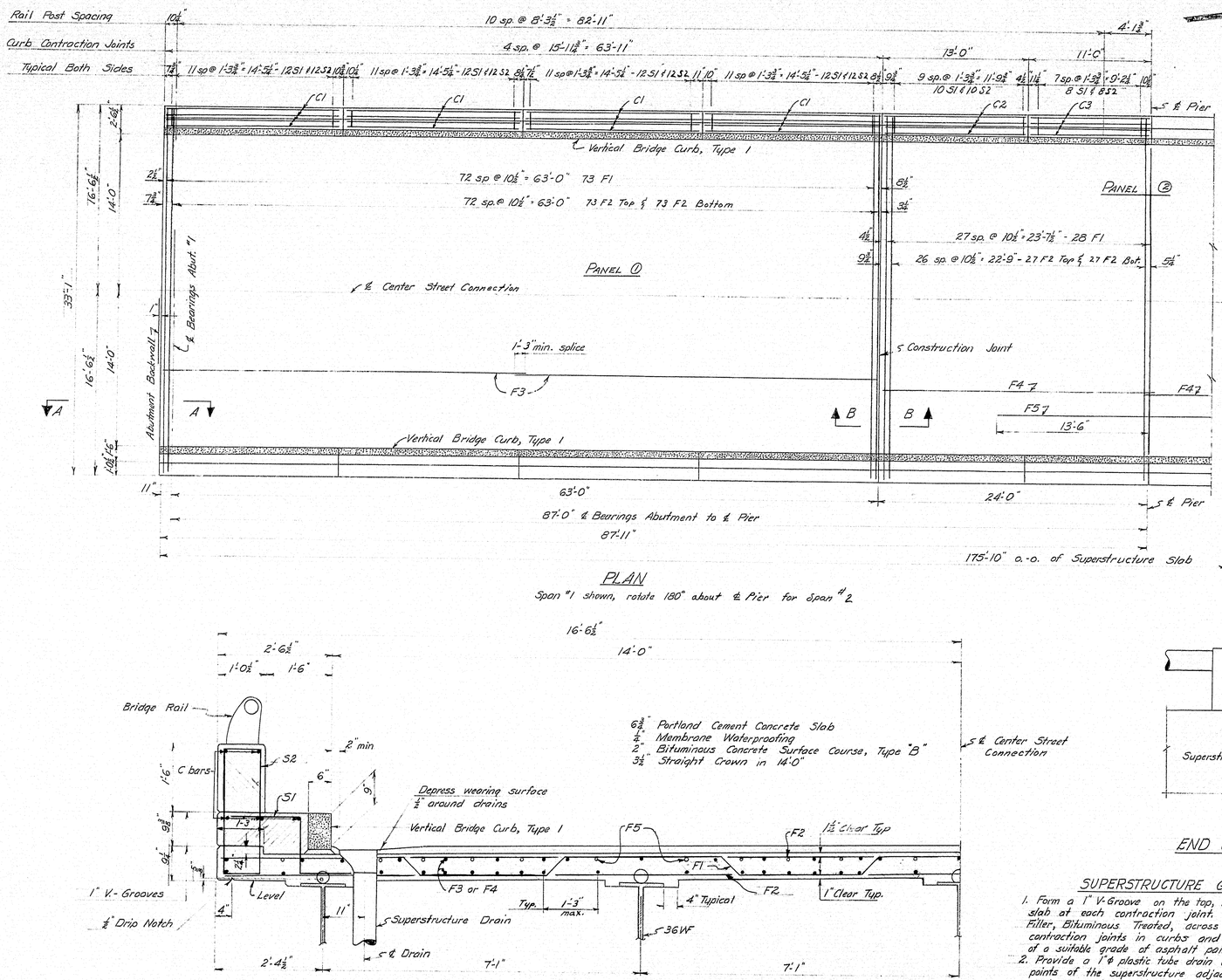
SHEET 8 OF 10 AUGUSTA, MAINE APRIL 1964

C. B. CO., NO. 44-131 28728

M-2156



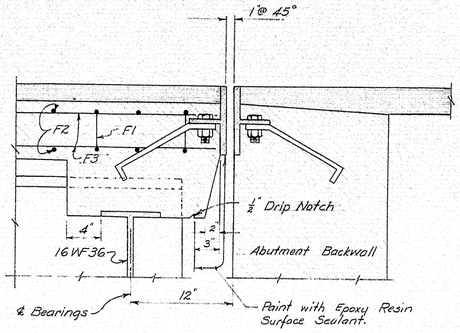
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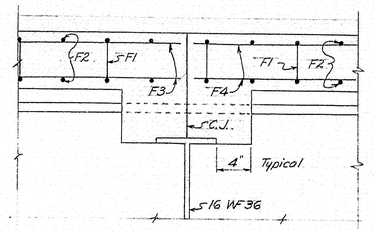
PLAN

Span "1 shown, rotate 180° about ℄ Pier for Span "2

NOTE:
For location of F3, F4 & F5 see Half Transverse Section below.

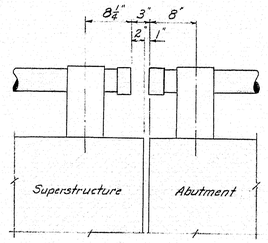


SECTION A-A



HALF TRANSVERSE SECTION

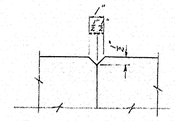
Structure symmetrical about ℄ Center Street Connection



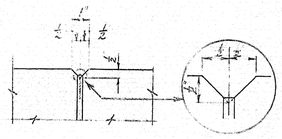
END OF RAIL DETAIL

SECTION B-B

Typical for all slab construction joints.



Without ¼" Preformed Expansion Joint Filler, Bituminous Treated



With ¼" Preformed Expansion Joint Filler, Bituminous Treated

1" V-GROOVE DETAILS

SUPERSTRUCTURE GENERAL NOTES

1. Form a 1" V-Groove on the top, inside, and outside faces of rail parapet and outside face of curb and slab at each contraction joint. At contraction joint over ℄ Pier, use ¼" Preformed Expansion Joint Filler, Bituminous Treated, across vertical bridge curb, concrete curb, and rail parapet. At all other contraction joints in curbs and rail parapets, break the bond between concrete surfaces with one coat of a suitable grade of asphalt paint.
2. Provide a 1"ϕ plastic tube drain extending through the slab to 2" below the bottom of the slab at low points of the superstructure adjacent to armored joints. Locate so that drip from drain will clear bridge seats. Do not cover top of tubing with membrane waterproofing. Payment shall be incidental to Item 701-40, "Portland Cement Concrete, Roadway and Sidewalk Slabs on Steel Bridges."
3. For Bridge Rail Details, see Standard Details BD 102-64.
4. For Armored Joint and Drain Details, see Standard Details BD 104-64.
5. There shall be six (6) drains per span (three (3) each side of roadway ℄). Exact location of drains to be determined by the Engineer in the field. Drains shall be a minimum of 10' from the pier and 5' from the abutments. Distance shall be from ℄ of drain to nearest face of concrete substructure. (See Sh. "1)
6. Sequence of concrete placing - Panels ① then Panel ②.
7. Concrete in curbs shall not be placed until slab concrete has been in place a minimum of seven (7) days. During this 7-day period, forms may be constructed, but hand equipment only will be allowed on the slab.
8. Chamfer all exposed edges of concrete ½".

DESIGN- COFFIN DET.- FSF	BRIDGE NO.
TRACE- FSF	SURVEY-
CHECK- Mellican	PLOT-

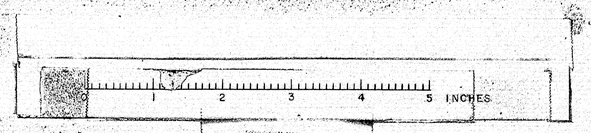
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CENTER STREET CONNECTION
OVER
US ROUTE 1
IN THE CITY OF
BATH
SAGADAHOC COUNTY

SUPERSTRUCTURE DETAILS

SHEET 9 OF 10 AUGUSTA, MAINE APRIL 1964

C. B. CO., NO. 44-302 28216



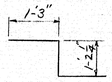
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F026-1(127)	23	155

REINFORCING STEEL

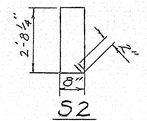
SUPERSTRUCTURE



F1



S1

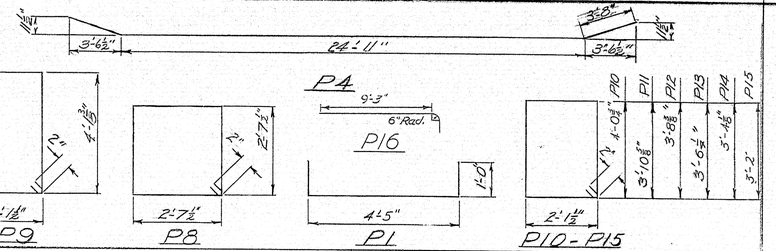


S2

V Mallinone

STRAIGHT BARS					BENT BARS				
Mark	Size	No.	Length	Location	Mark	Size	No.	Length	Location
F2	#5	400	32'-9"	Rdwy. Slab	F1	#5	201	33'-9"	Rdwy. Slab
F3	#5	260	33'-6"	Rdwy. Slab Panel 1	S1	#4	264	3'-8"	Curb
F4	#5	130	24'-6"	Rdwy. Slab Panel 2	S2	#4	264	7'-0"	Curb
F5	#5	22	27'-0"	Rdwy Slab Panel 2					
C1	#4	80	15'-7"	Curb Panel 1					
C2	#4	20	12'-8"	Curb Panel 2					
C3	#4	20	10'-8"	Curb Panel 2					

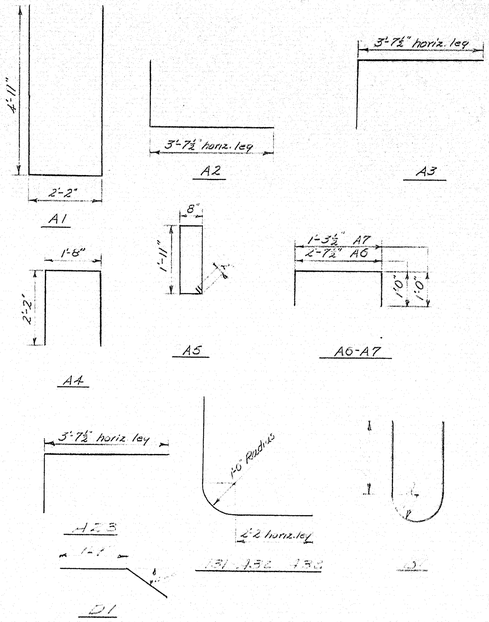
PIERS



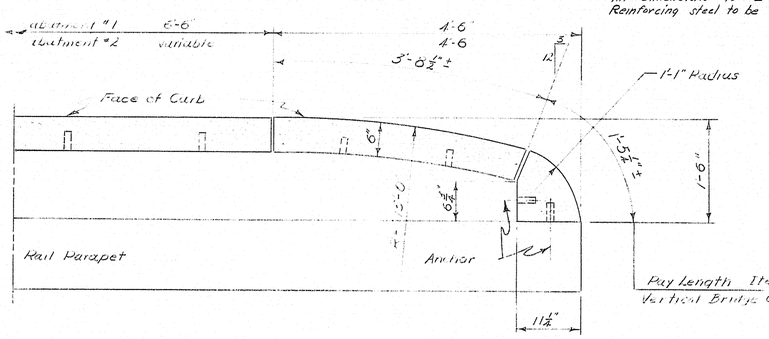
STRAIGHT BARS				
Mark	Size	No.	Length	Location
P2	#9	36	6'-0"	Pier Footing
P3	#9	36	18'-0"	Pier Columns
P5	#11	4	32'0"	Pier Caps
P6	#6	4	32'0"	Pier Caps

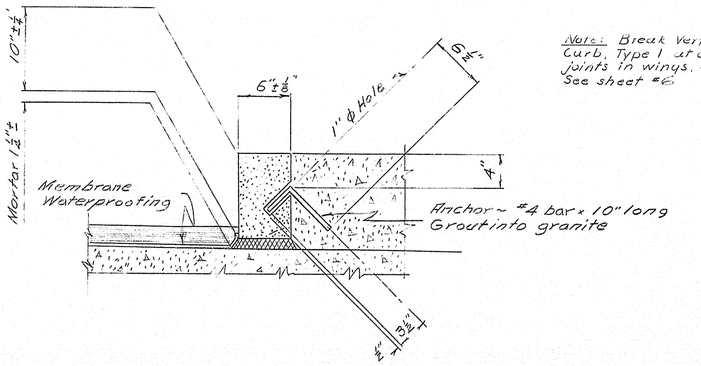
BENT BARS				
Mark	Size	No.	Length	Location
P1	#6	30	6'-5"	Pier Footing
P4	#10	4	32'-3"	Pier Caps
P8	#4	45	10'10"	Pier Columns
P9	#5	28	12'-10"	Pier Caps
P10	#5	4	12'-9"	
P11	#5	4	12'-4"	
P12	#5	4	12'-0"	
P13	#5	4	11'-8"	
P14	#5	4	11'-3"	
P15	#5	4	10'-11"	
P16	#9	6	10'-9"	

ABUTMENTS



All dimensions to ℄ bar.
Reinforcing steel to be intermediate grade.





Note: Break Vertical Bridge Curb, Type 1 at construction joints in wings, abutment 2. See sheet #6

TYPICAL SECTION

VERTICAL BRIDGE CURB, TYPE 1

STRAIGHT BARS					
Mark	Size	Number	Length	Location	
AE	5	18	10'-6"	Wings	(abut. 1.)
A9	5	6	18'-0"	Breastwall	"
A10	5	8	16'-0"	"	"
A11	4	32	17'-0"	"	(12 abut. 1. - 16 abut. 2.)
A12	4	12	10'-6"	Curbs	(abut. 1.)
A13	7	6	12'-6"	Wings	"
A14	5	136	4'-1"	Backwall & Wings	(68 abut. 2. - 68 abut. 2.)
A15	5	36	2'-9"	Backwall	(18 abut. 1. - 18 abut. 2.)
A16	6	12	5'-6"	Wings	(abut. 1.)
A17	6	8	5'-6"	Backwall Wings	"
A19	5	18	5'-8"	Breastwall	(abut. 2.)
A24	5	2	11'-6"	Wings	"
A25	6	6	17'-0"	Breastwall	"
A26	5	18	1'-0"	"	"
A27	6	18	4'-0"	"	"
A28	5	6	23'-6"	Wings	"
A29	5	16	6'-5"	"	"
A33	5	10	10'-5"	"	"
A34	5	3	12'-6"	"	"
A35	5	9	11'-6"	"	"
A36	5	29	5'-6"	"	"
A37	7	6	6'-6"	"	"
A39	5	7	9'-5"	"	"
A40	5	8	21'6"	"	"
A41	5	10	25'-8"	"	"
A42	7	16	7'-6"	"	"
A43	5	12	7'3"	"	"
A44	5	4	19'-3"	"	"
A45	4	6	21'-6"	Curbs	"
A46	5	16	21'-8"	Wings	"
A47	4	6	21'-8"	Curbs	"
B2	4	16	2'-8"	End Posts	(8 abut. 1. - 8 abut. 2.)
A51	6	212	14'-0"	Approach Slab	(106 abut. 1. - 106 abut. 2.)
A52	4	40	26'-0"	"	" (20 abut. 1. - 20 abut. 2.)
A30	7	16	6'-0"	Wings	(abut. 2.)

BENT BARS				
Mark	Size	Number	Length	
A1	#5	16	4'-11"	(abut. 1.)
A2	"	24	7'-7½"	"
A3	"	6	5'-2"	"
A23	"	8	5'-2"	(11 abut. 1. - 4 abut. 2.)
A4	"	4	5'-2"	" "
A6	#4	4	5'-2"	(11 abut. 1. - 11 abut. 2.)
A7	"	4	5'-2"	"
A22	#5	22	5'-2"	(abut. 2.)
A5	"	24	5'-2"	"
A38	"	6	5'-2"	"
A48	"	4	5'-2"	"
D1	6	36	3'-0"	(18 abut. 1. - 18 abut. 2.)
S1	6	12	3'-0"	(6 abut. 1 - 6 abut. 2.)

DESIGN- FOSTER DET. FLAGG	BRIDGE NO.
TRACE- F1 HCA	SURVEY-
CHECK- Mallicone	PLOT-

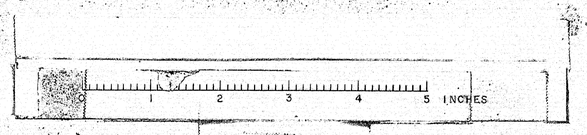
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CENTER STREET CONNECTION
OVER
US ROUTE 1
IN THE CITY OF
BATH
SAGADAHOC COUNTY

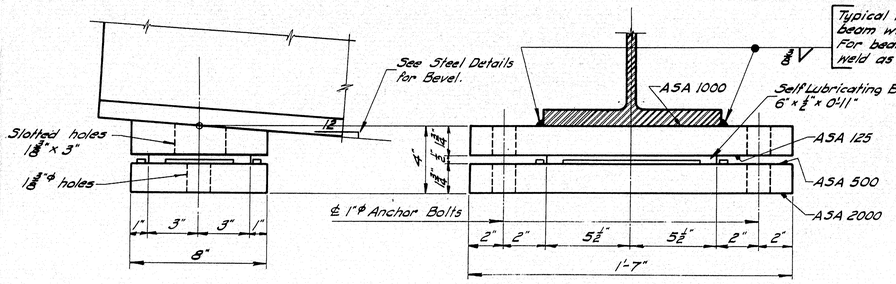
REINFORCING STEEL - VERTICAL BRIDGE CURB
SHEET 10 OF 10 AUGUSTA, MAINE APRIL 1964

M-2158

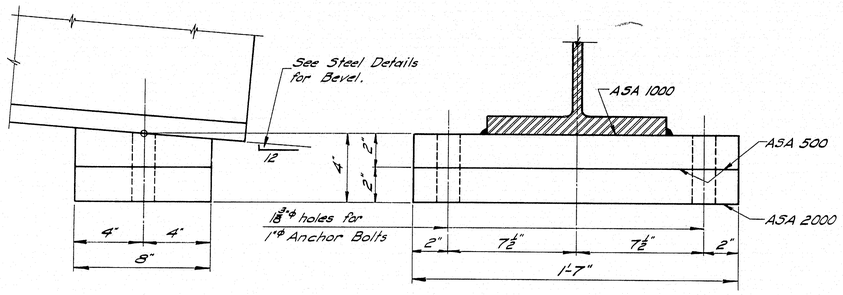
C. D. CO., NO. 44-131 25728



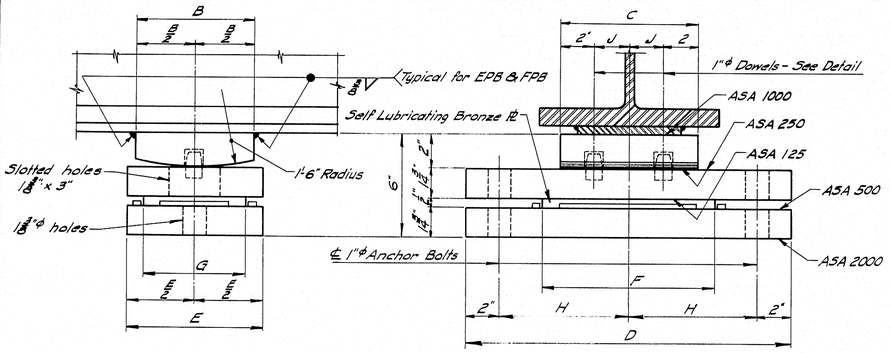
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
I	MAINE	F026-1(27)	24	155



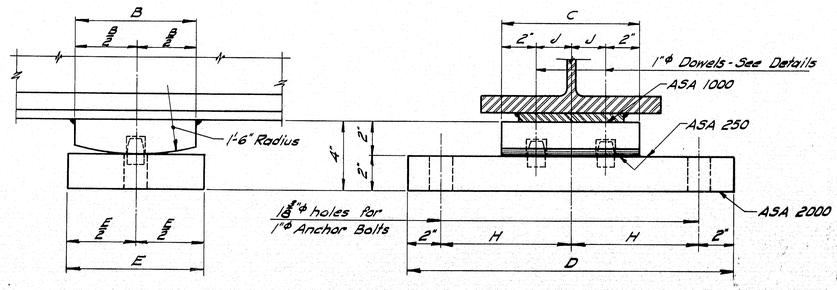
EXPANSION PEDESTAL – EPA



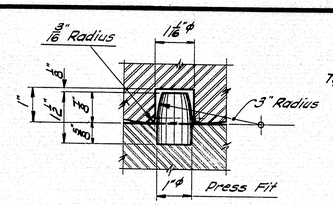
FIXED PEDESTAL – FPA



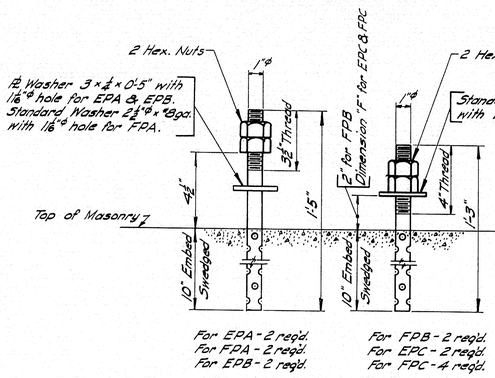
EXPANSION PEDESTAL – EPB



FIXED PEDESTAL – FPB



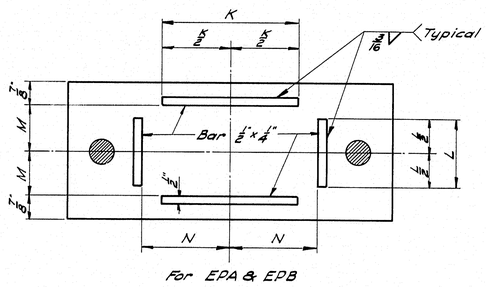
DOWEL DETAIL



For EPA - 2 reqd.
For FPA - 2 reqd.
For EPB - 2 reqd.

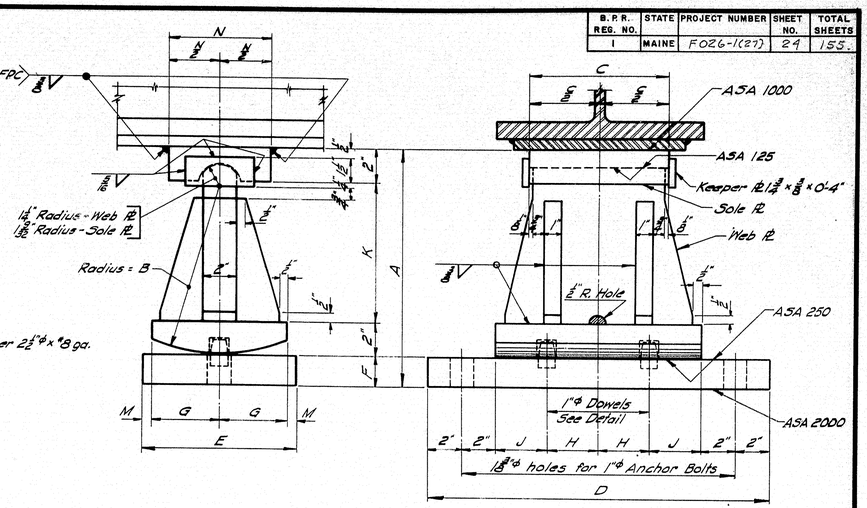
For FPB - 2 reqd.
For EPC - 2 reqd.
For FPC - 4 reqd.

ANCHOR BOLT DETAIL

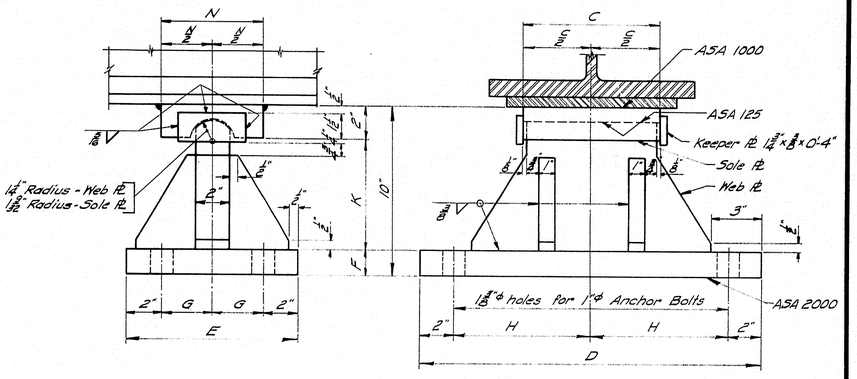


For EPA & EPB

MASONRY PLATE



EXPANSION PEDESTAL – EPC



FIXED PEDESTAL – FPC

PEDESTALS — ALLOWABLE LOADS & DIMENSIONS														
Pedestal	Load	A	B	C	D	E	F	G	H	J	K	L	M	N
EPA	132 K	–	–	–	–	–	–	–	–	–	8"	4"	3 1/8"	5 1/8"
FPA	130 K	–	–	–	–	–	–	–	–	–	–	–	–	–
EPB-1	120 K	–	6"	8"	1'-7"	8"	10"	6"	7 1/2"	2"	8"	4"	3 1/8"	5 1/8"
EPB-2	165 K	–	7"	10"	1'-8"	9"	1'-0"	7"	8"	3"	10"	5"	3 1/8"	6 1/8"
EPB-3	224 K	–	8"	1'-1"	2'-0"	10"	1'-4"	7"	10"	4 1/2"	1'-2"	5"	3 1/8"	6 1/8"
FPB-1	120 K	–	6"	8"	1'-7"	8"	–	–	7 1/2"	2"	–	–	–	–
FPB-2	165 K	–	7"	10"	1'-8"	9"	–	–	8"	3"	–	–	–	–
FPB-3	224 K	–	8"	1'-2"	2'-0"	10"	–	–	10"	5"	–	–	–	–
EPC-1	70 K	2 1/8"	6"	8"	1'-8"	8"	1 1/2"	3 1/2"	3"	3"	4 1/2"	–	1/2"	6"
EPC-2	100 K	1 1/8"	8"	8"	1'-8"	8"	1 1/2"	3 1/2"	3"	3"	6 1/2"	–	1/2"	6"
EPC-3	130 K	1'-2"	10"	8"	1'-8"	9"	1 1/2"	4"	3"	3"	8 1/2"	–	1/2"	7"
EPC-4	160 K	1'-2"	10"	8"	1'-10"	9"	1 1/2"	4"	4"	3"	8 1/2"	–	1/2"	7"
EPC-5	190 K	1'-2 1/2"	10"	9"	2'-0"	10"	2"	4 1/2"	5"	3"	8 1/2"	–	1/2"	8"
EPC-6	220 K	1'-4 1/2"	1'-0"	10"	2'-0"	1'-0"	2 1/2"	5"	5"	3"	10 1/2"	–	1"	8"
EPC-7	250 K	1'-4 1/2"	1'-0"	1'-0"	2'-2"	1'-0"	2 1/2"	5"	5"	4"	10 1/2"	–	1"	8"
FPC-1	100 K	–	–	8"	1'-8"	9"	1 1/2"	2 1/2"	8"	–	6 1/2"	–	1/2"	6"
FPC-2	160 K	–	–	8"	1'-8"	10"	1 1/2"	3"	8"	–	6 1/2"	–	–	7"
FPC-3	190 K	–	–	9"	2'-0"	10"	1 1/2"	3"	10"	–	6 1/2"	–	–	8"
FPC-4	220 K	–	–	10"	2'-0"	1'-0"	1 1/2"	4"	10"	–	6 1/2"	–	–	8"
FPC-5	250 K	–	–	1'-0"	2'-0"	1'-0"	2"	4"	10"	–	6"	–	–	8"

NOTE: At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger all around than size of masonry plates and to exact elevations shown on the plans. If dressed areas are below the surface of the surrounding bridge seat a small channel shall be cut to the edge of the bridge seat for drainage where required by the Engineer. Channels shall have a min. width of 2" and min. slope of 1/2 inch per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.

DESIGN SPECIFICATIONS

A.A.S.H.O., Standard Specifications for Highway Bridges, 1961, with Interim Specifications, 1961 & 1962

A.S.T.M. STEEL CLASSIFICATION

Anchor Bolts - A7, A36, or A307
All other - A36.

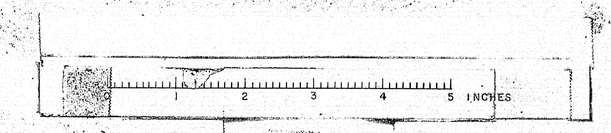
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 101 - 64)

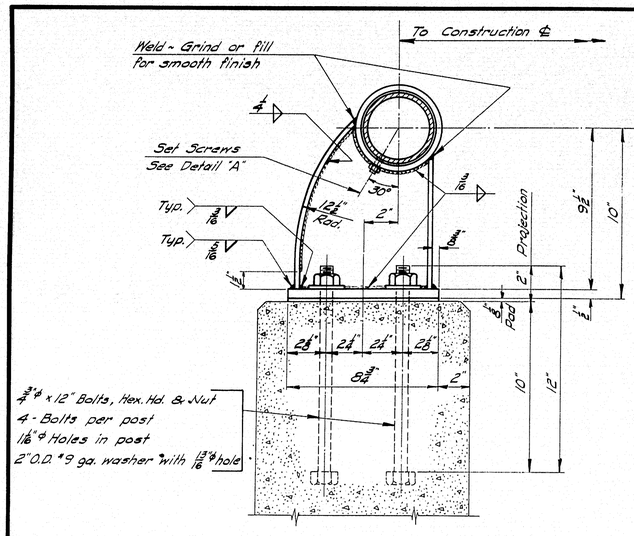
BEARING PEDESTALS

JANUARY 1964

M-215



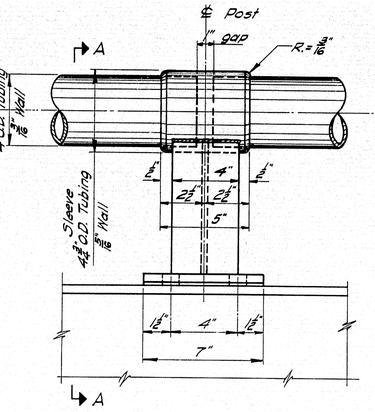
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F026-1(21)	25	155



SECTION A-A

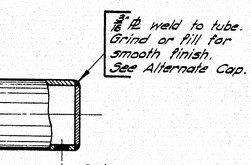
Post shown to be fabricated from 8"x4"x13# NF welded to 7"x ½"x 0'-8½" base plate and 4½" O.D., ⅛" wall x 0'-5", tube or sleeve.

An alternate cast steel post may be used if the outside dimensions conform to the dimensions shown as detailed, and is approved by the Engineer.

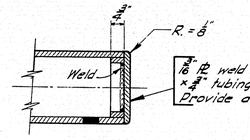


RAIL POST

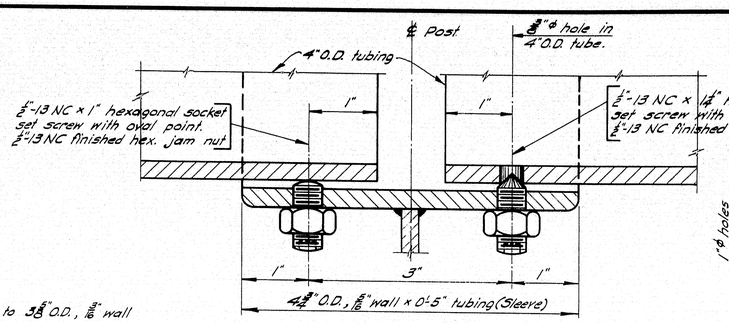
4" O.D. tubing to be continuous for a minimum of two rail panels. For tubing two or more panels long the cone point set screw to be tight in the hole provided in 4" O.D. tubing. At all other posts one oval point set screw per post shall be set to bear. Where tubes are not continuous thru posts leave 1" gap at the ℄ of post.



CAP

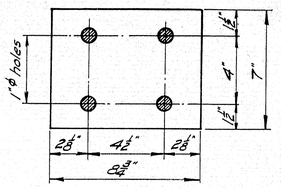


ALTERNATE CAP



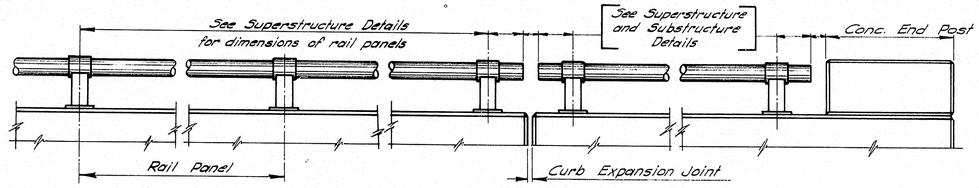
DETAIL "A"

Drill and tap sleeve ½"-13 NC (2-holes). Drill 4" O.D. tubing (Rail) ⅝"ϕ hole, 1" from one end only.



PAD

At least one pad shall be placed under each post, and the number of pads supplied shall be 10% in excess of total number of posts. See Specifications for material.



SIDE ELEVATION - RAIL

NOTE: 4" O.D. Tubing, Posts, Bolts, Nuts & Washers to be galvanized.

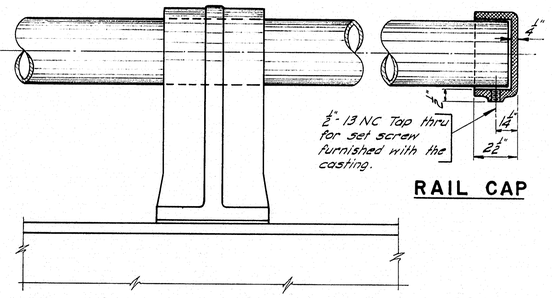
ONE BAR RAIL - STEEL

RAIL POST

SECTION B-B

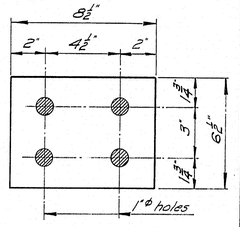
NOTE: Slight variations will be permitted in details, if approved by the Engineer, in order to conform with various manufacturers castings.

NOTE: Aluminum tubes to be continuous for a minimum of two rail panels. For tubes two or more panels long set screws to be tight at one interior post and to bear at all other posts. Where tubes are not continuous thru posts leave a 1" gap at the ℄ of post.



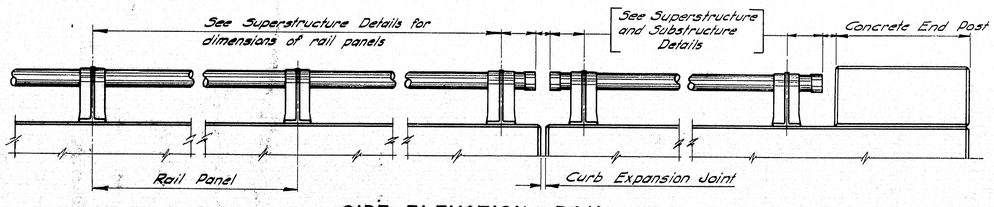
FRONT ELEVATION - RAIL POST

RAIL CAP



PAD

At least one pad shall be placed under each post, and the number of pads supplied shall be 10% in excess of total number of posts. See Specifications for material.



SIDE ELEVATION - RAIL

ONE BAR RAIL - ALUMINUM

GENERAL NOTES

RAIL ON CURVE

If the curve radius is more than 150' feet and is less than 2700 feet, the rail tube is to be straight and one panel length only, unless otherwise called for in the design details. For curves with a radius less than 150 feet see design details. For curves with a radius more than 2700 feet rail details shall be as shown on this sheet.

Design details govern if there is conflict between dimensions shown in design details and the standards.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

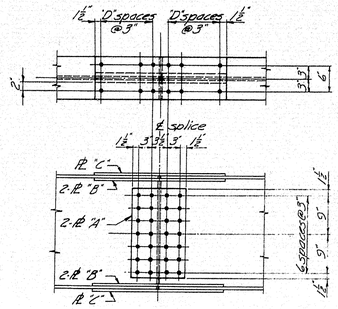
STANDARD DETAILS
(BD 102 - 64)
BRIDGE RAIL

ONE BAR RAIL_____STEEL
ONE BAR RAIL___ALUMINUM

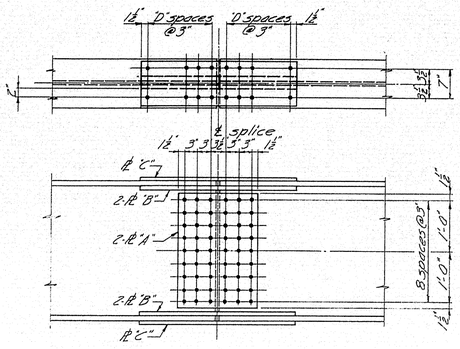
JANUARY 1964

M-216

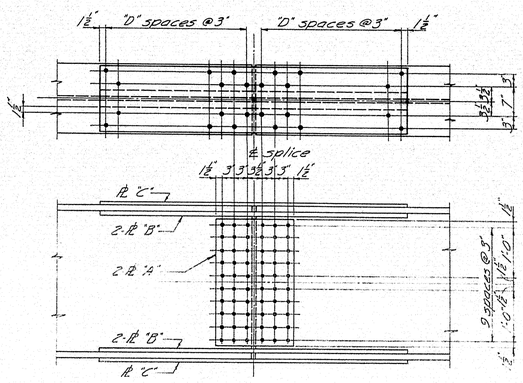
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEET
1	MAINE	F026-1(27)	26	155



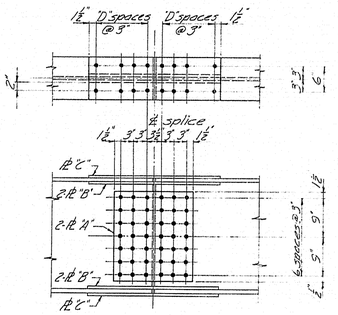
27 WF 84



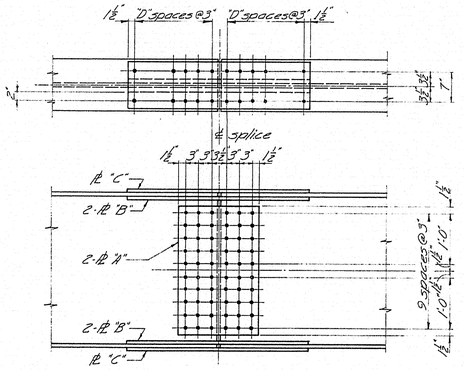
33 WF 118, 130, 141, 152



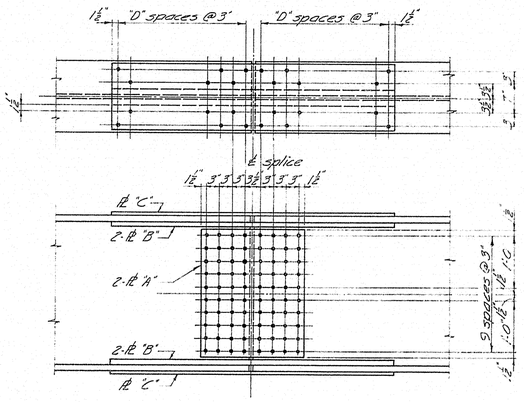
36 WF 245, 280



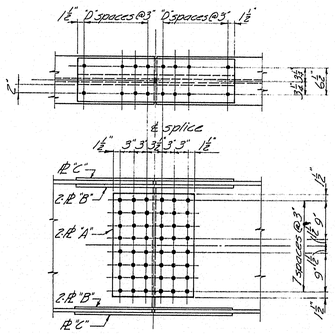
27 WF 94, 102, 114



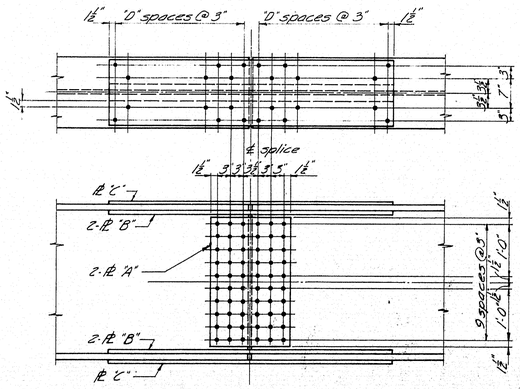
36 WF 135, 150, 160, 170, 182, 194



36 WF 300



30 WF 99, 108, 116, 124, 132



36 WF 230, 260

SPLICE DESIGN, PLATES AND FLANGE HOLES

BEAM	BEND. M.	SHEAR	PLATE "A"	PLATE "B"	PLATE "C"	"D"
27 WF 84	3070 K"	111 K	12⅝ x ½	4 x 7/16	10 x 9/16	3
27 WF 94	3520 K"	119 K	18⅝ x 9/16	4 x ½	10 x 9/16	3
27 WF 102	3862 K"	126 K	18⅝ x 9/16	4 x 7/16	10 x 7/16	4
27 WF 114	4341 K"	140 K	18⅝ x ⅝	4 x ⅝	10 x ½	4
30 WF 99	3921 K"	139 K	18⅝ x ½	4 x ½	10 x 9/16	3
30 WF 108	4360 K"	147 K	18⅝ x 9/16	4 x ⅝	10 x 7/16	4
30 WF 116	4780 K"	152 K	18⅝ x 9/16	4 x ⅝	10 x 7/16	4
30 WF 124	5170 K"	159 K	18⅝ x 9/16	4 x 11/16	10 x ½	4
30 WF 132	5539 K"	168 K	18⅝ x ⅝	4 x ¾	10 x 9/16	5
33 WF 118	5287 K"	164 K	18⅝ x ½	4 x ½	11 x 9/16	4
33 WF 130	5978 K"	179 K	18⅝ x ½	4 x ¾	11 x 9/16	5
33 WF 141	6604 K"	191 K	18⅝ x 9/16	4 x 11/16	11 x ½	5
33 WF 152	7193 K"	191 K	18⅝ x 9/16	4 x ¾	11 x 9/16	6
36 WF 135	6473 K"	191 K	18⅝ x ½	4 x 11/16	11 x 9/16	4
36 WF 150	7436 K"	202 K	18⅝ x ½	4 x 13/16	11 x ½	5
36 WF 160	8005 K"	212 K	18⅝ x 9/16	4 x ⅞	11 x 9/16	6
36 WF 170	8574 K"	221 K	18⅝ x 9/16	4 x 15/16	11 x ⅝	6
36 WF 182	9204 K"	237 K	18⅝ x 9/16	4 x 15/16	11 x 9/16	7
36 WF 194	9838 K"	253 K	18⅝ x ⅝	4 x 1	11 x 11/16	8
36 WF 230	12574 K"	247 K	18⅝ x ½	6 x 1	16 x ⅝	10
36 WF 245	13441 K"	260 K	18⅝ x 9/16	6 x 1	16 x 9/16	11
36 WF 260	14330 K"	276 K	18⅝ x ⅝	6 x 1 1/16	16 x ½	12
36 WF 280	15551 K"	291 K	18⅝ x ⅝	6 x 1 3/16	16 x 9/16	13
36 WF 300	16676 K"	312 K	18⅝ x 11/16	6 x 1⅛	16 x ⅝	14

GENERAL NOTES

1. Splice connections to be made with ⅞ ϕ high tensile strength bolts. Holes to be 15/16 ϕ.

2. The design bending moment is 90% of the net resisting moment of the beam with an allowable stress of 20,000 p.s.i. The design shear is 75% of the shear strength of the gross section of the web with an allowable stress of 12,000 p.s.i.

3. If beams of different sizes are to be spliced, use splice details shown for the smaller of the beams being spliced unless otherwise directed by design details. See design details for filler thickness. Place fillers to limits of splice plates only, with no extensions.

4. See design details for slopes of beams in order to correctly fabricate bevels at the splice.

A.S.T.M. STEEL CLASSIFICATION

High Tensile Strength Bolts A-325
Splice Plates A-36

DESIGN SPECIFICATIONS

AASHO Standard Specifications for Highway Bridges, 1961 with Interim Specifications, 1961 & 1962

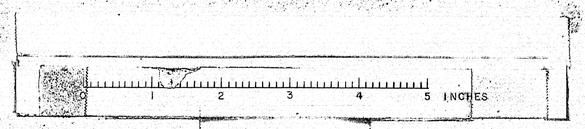
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 103-64)

BEAM SPLICES

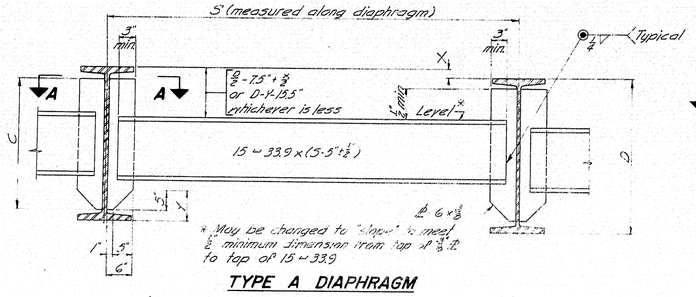
JANUARY 1964

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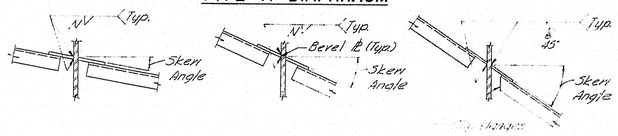


B.P.R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F026-1(27)	27	155

DIAPHRAGMS



TYPE A DIAPHRAGM

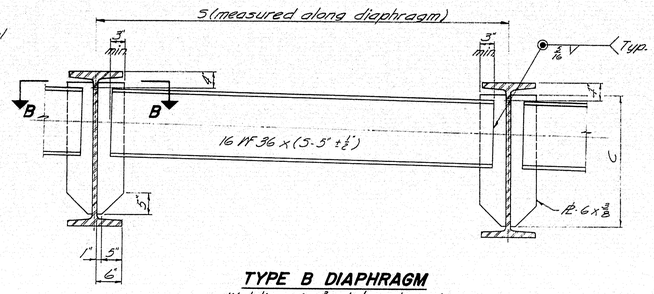


SECTION A-A
Skew Angle 0° to 12°-30'

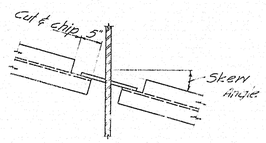
SECTION A-A
Skew Angle over 12°-30' to 31°-00'

SECTION A-A
Skew Angle over 31°-00'

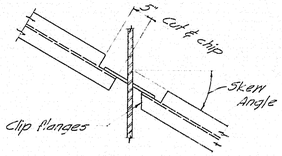
FILLET WELD SIZE "N" & DIMENSION "C" FOR DIAPHRAGM PLATES		
BEAM	C	N
27" MF 84 to 114 incl.	1'-11"	1/2"
30 MF 99 to 132 incl.	2'-2"	5/8"
33 MF 118 to 158 incl.	2'-5"	3/4"
36 MF 135 to 194 incl.	2'-7"	5/8"
36 MF 230 to 300 incl.	2'-6"	7/16"



TYPE B DIAPHRAGM
Welding 6 x 3/8 plates to web same as for Type A Diaphragm.

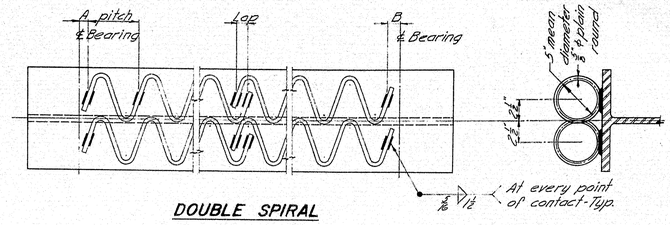


SECTION B-B
Skew Angle 0° to 25°-00'

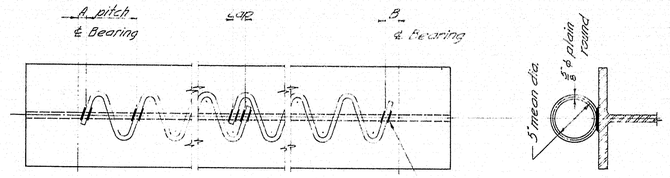


SECTION B-B
Skew Angle over 25°-00'

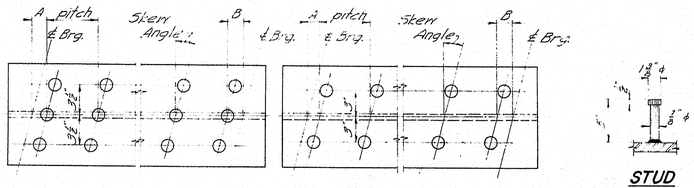
NOTE
See design details for diaphragm type, location and skew.



DOUBLE SPIRAL



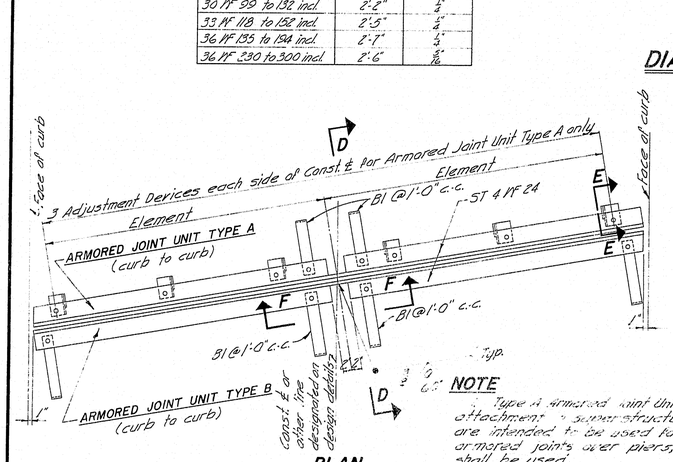
SINGLE SPIRAL



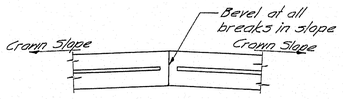
TRIPLE STUDS **DOUBLE STUDS**

STUD DETAIL

NOTE
1. Spiral reinforcing or studs may be used at the option of the Contractor.
2. If studs are used they shall be granular or solid flux filled and automatically end welded to the top flange in the shop or field.
3. Studs are a patented product. If the Contractor elects to use them, he shall pay the royalty and payment to the contractor will be included in the lump sum price for Shear Connectors.
4. See the design details for Dimensions "A" and "B", spiral and stud details and Skew Angle for Studs.

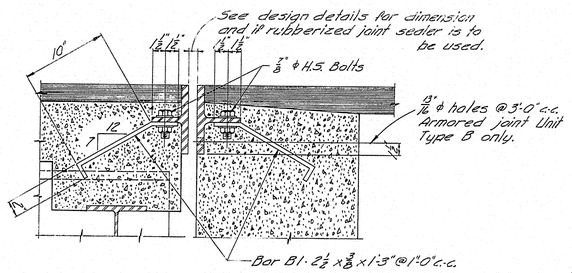


PLAN



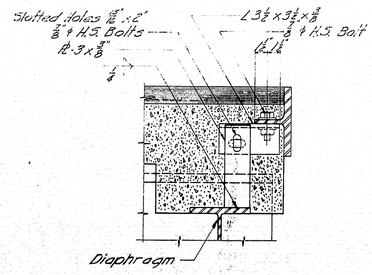
SECTION F-F
Note: See design details for Constr. ℄ to curb dimensions, skew, crown slope, slab thickness, other dimensions necessary to complete the fabrication details, and location.

NOTE
1. Type A Armored Joint Units are intended to be used for attachment to sewer structures. Type B Armored Joint Units are intended to be used for attachment to abutments. At armored joints over piers, two Type A Armored Joint Units shall be used.
2. If rubberized joint sealer is called for on the design details the area to which it is to be bonded shall not be painted and it shall be supported on non-bituminous material. At the Contractors option the supporting material may be left in place or be removed. If the supporting material is left in place, it shall be compressible in accordance with specification AASHO M 153-54. In either case bond between the supporting material and the rubberized joint sealer shall be prevented by a 1" minimum thickness of Poly-urethane foam.
3. If more elements than the two shown in the "Plan" are required by the design details, there shall be three adjustment devices for each element for Armored Joint Unit Type A and the elements of both units shall be field welded together in the same manner as shown in the "Plan".
4. Armored Joints to be paid for as Structural Steel.



ARMORED JOINT UNIT TYPE A — ARMORED JOINT UNIT TYPE B

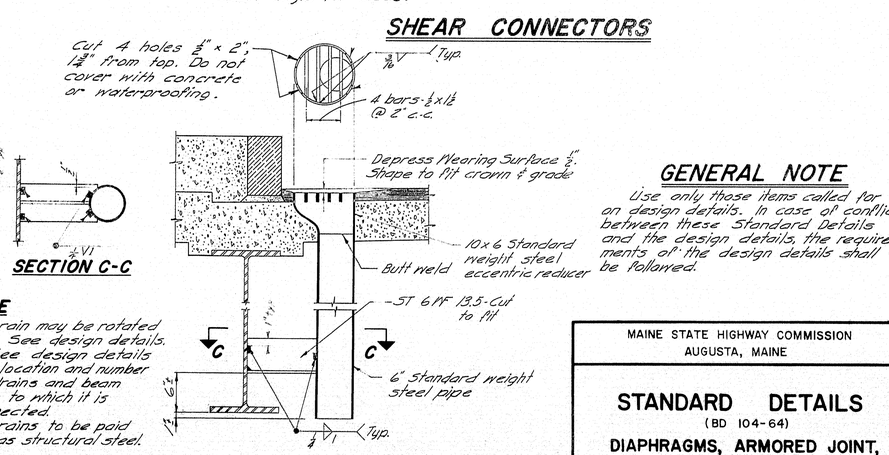
SECTION D-D



SECTION E-E
Showing Adjustment Device Armored Joint Unit Type A only - After Unit is in final position weld 3/8 PL to angle with 3/8" fillet

ARMORED JOINT
An armored joint consists of two armored joint units. See note 1.

SHEAR CONNECTORS



SECTION C-C

NOTE
1. Drain may be rotated 180°. See design details.
2. See design details for location and number of drains and beam size to which it is connected.
3. Drains to be paid for as Structural Steel.

DRAIN
Revised Nov 1964, Welding Drain Support

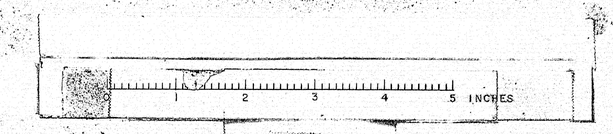
GENERAL NOTE
Use only those items called for on design details. In case of conflict between these Standard Details and the design details, the requirements of the design details shall be followed.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

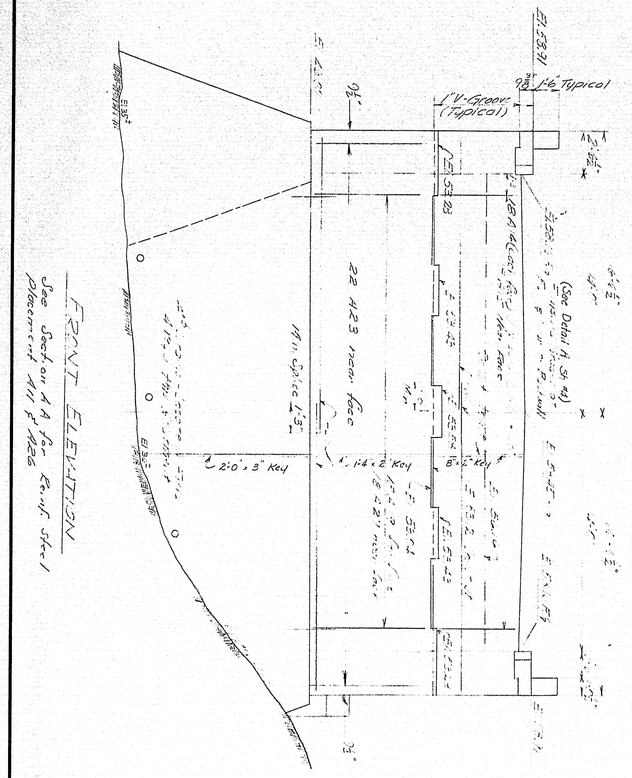
STANDARD DETAILS
(BD 104-64)
DIAPHRAGMS, ARMORED JOINT, SHEAR CONNECTORS, DRAIN

JANUARY 1964

M-216

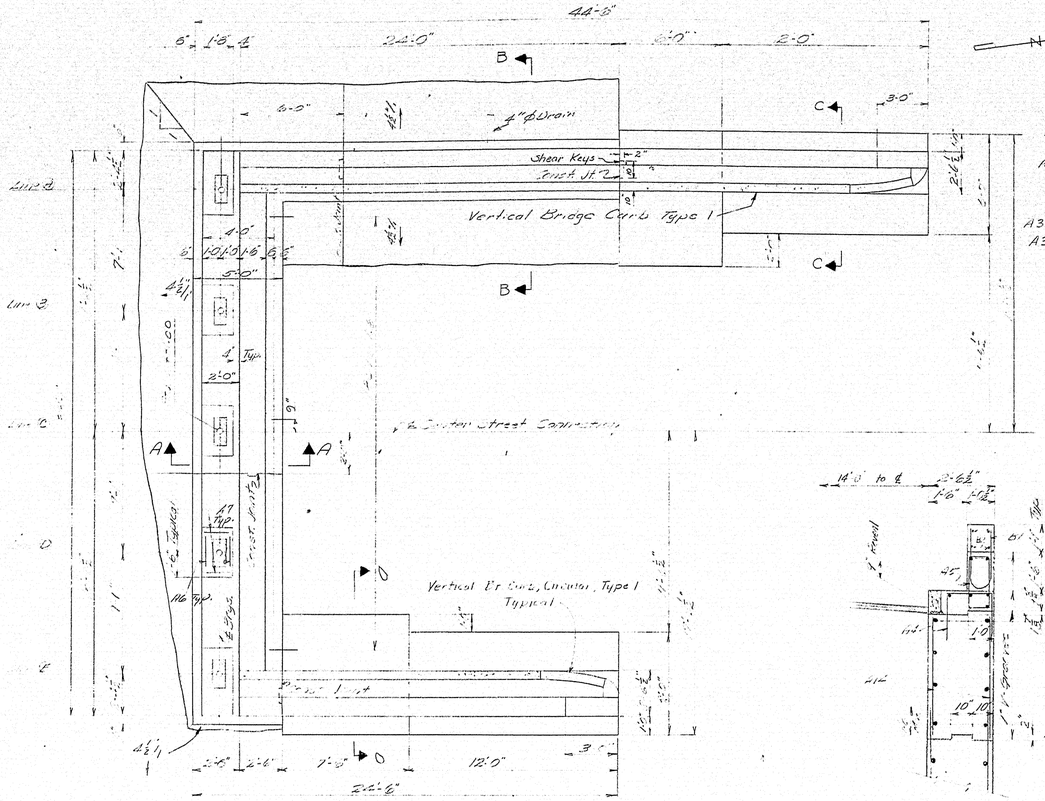


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

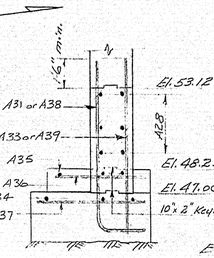


FRONT ELEVATION

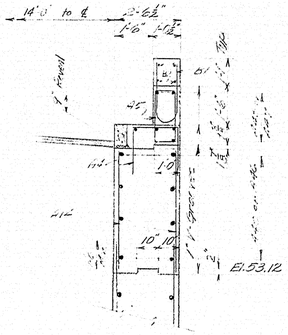
See Section A-A for Reinforcement Placement



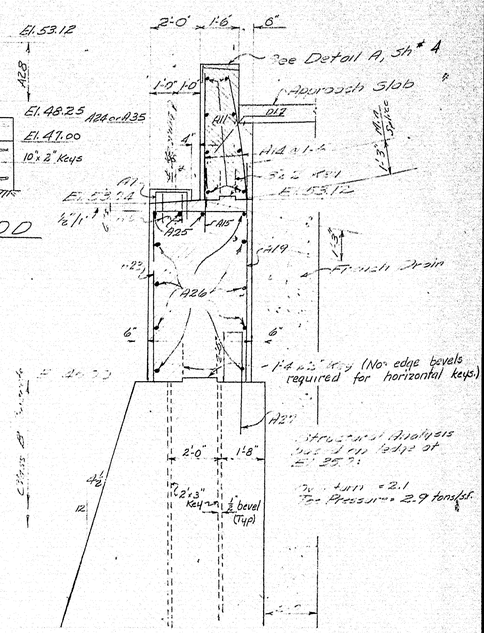
PLAN



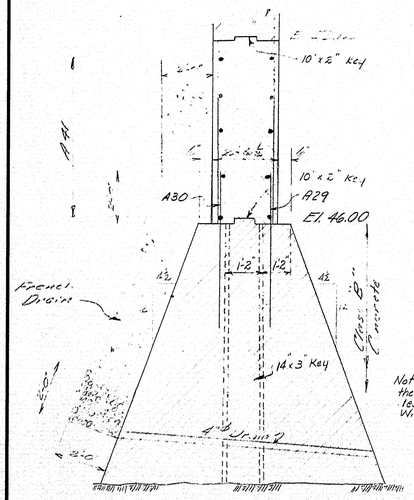
SECTION DD



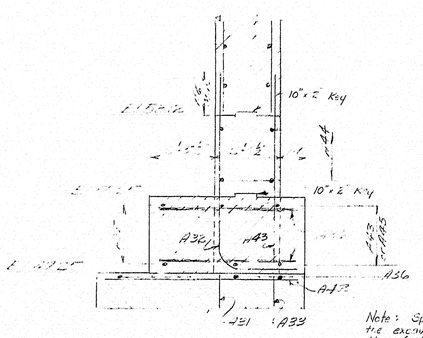
SECTION-TOP OF WING



SECTION A-A

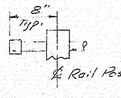


SECTION B-B

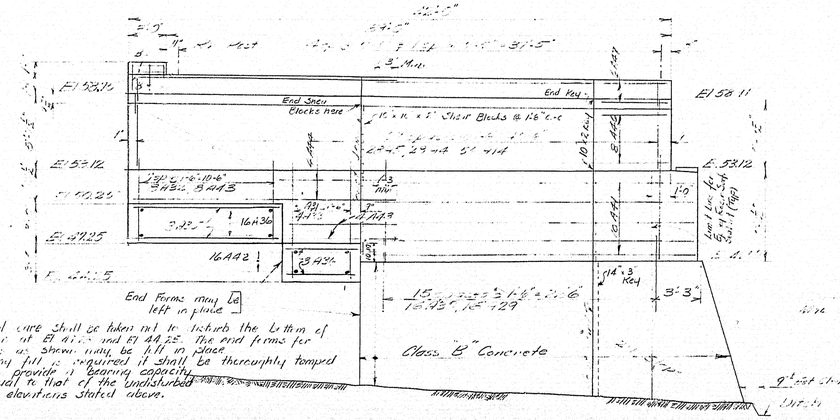


SECTION C-C

Note: If ledge is above Elev. 39.00, the Engineer will furnish a new design for the footings. (West Wing only)

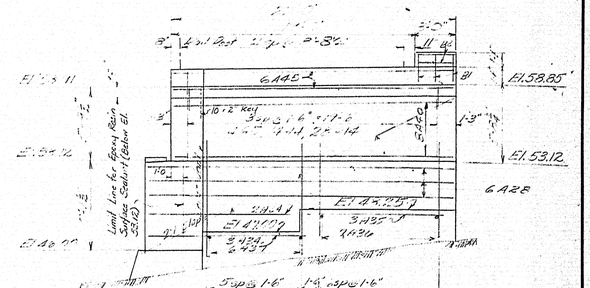


DETAIL END RAIL (Abutment)



Note: Special care shall be taken not to disturb the bottom of the excavation at El. 41.25 and El. 44.25. The steel forms for the footings as shown may be left in place. If any fill is required it shall be thoroughly tamped in order to provide a bearing capacity at least equal to that of the undisturbed soil at the elevations stated above.

ELEVATION-WEST WING



ELEVATION-EAST WING

For notes & related information, see Sh.# 4.

Note: All concrete to be Class A except as noted.

DESIGN- Foster-Cotton
TRACE- Cahill
CHECK- Mulligan

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

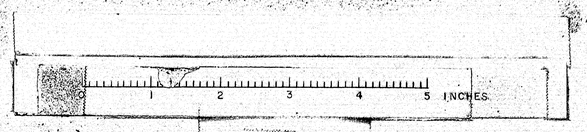
CENTER STREET CONNECTION
OVER
US ROUTE 1
IN THE CITY OF
BATH
SAGADAHOC COUNTY

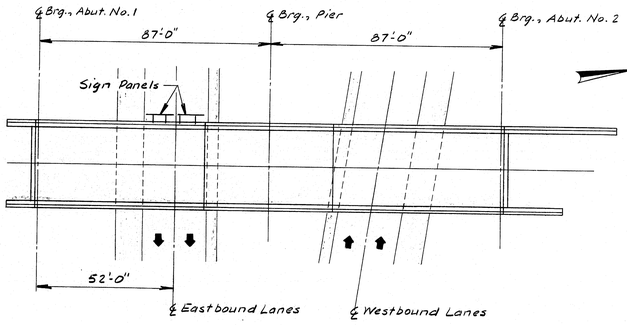
ABUTMENT NO. 2

SHEET 6 OF 10 AUGUSTA, MAINE APRIL 1964

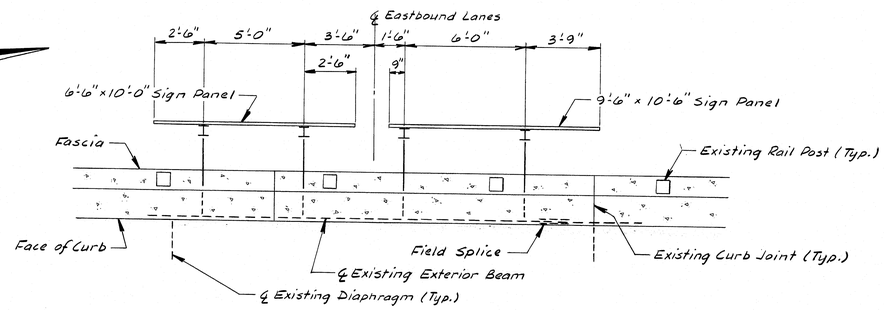
M2163

C. B. CO., NO. 44-131 38788





GENERAL BRIDGE PLAN



SIGN PANEL LAYOUT

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

NOTES

1. Fabrication shall be in conformance with Section 504 of the Standard Specifications.

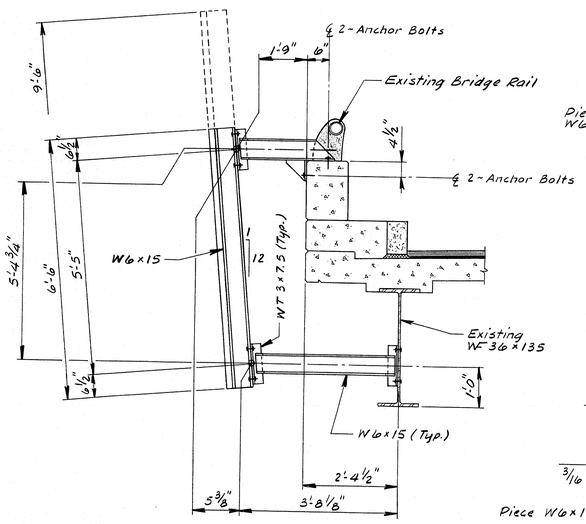
2. Bolted connections shall be made with 1/2" Ø H.S. bolts. Holes shall be 9/16" Ø.

3. Concrete anchor bolts shall be wedge-type with a minimum embedment length of 5 inches. Minimum pull-out strength shall be 8000 pounds, and minimum shear strength shall be 12,000 pounds.

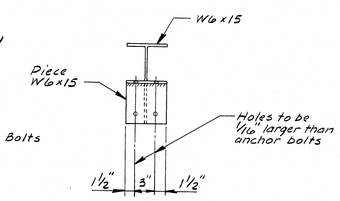
4. WT 3x7.5's may be cut from excess lengths of W6x15.

5. Parts shall be hot-dipped galvanized after fabrication in accordance with the applicable specification ASTM A123 or A153.

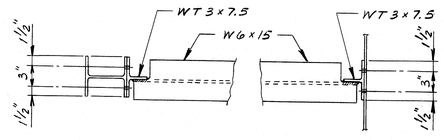
6. Materials:
Structural Steel..... ASTM A36
High Strength Bolts.. ASTM A325 Type 1



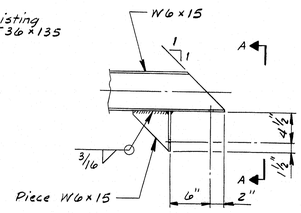
TYPICAL SECTION



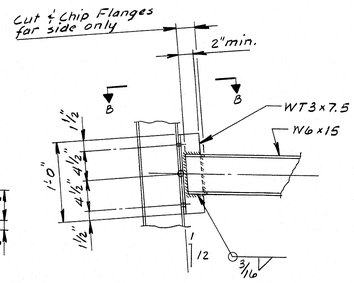
VIEW A-A



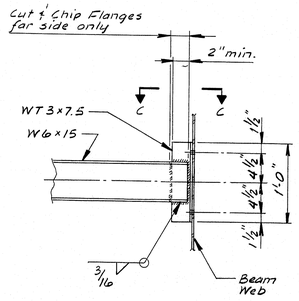
VIEW B-B VIEW C-C



PARAPET CONNECTION



SIGN CONNECTION



BEAM CONNECTION

96-413

Bridge No. 6142

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CENTER STREET CONNECTION
OVER
U.S. ROUTE 1
IN THE CITY OF
BATH

SIGN SUPPORTS

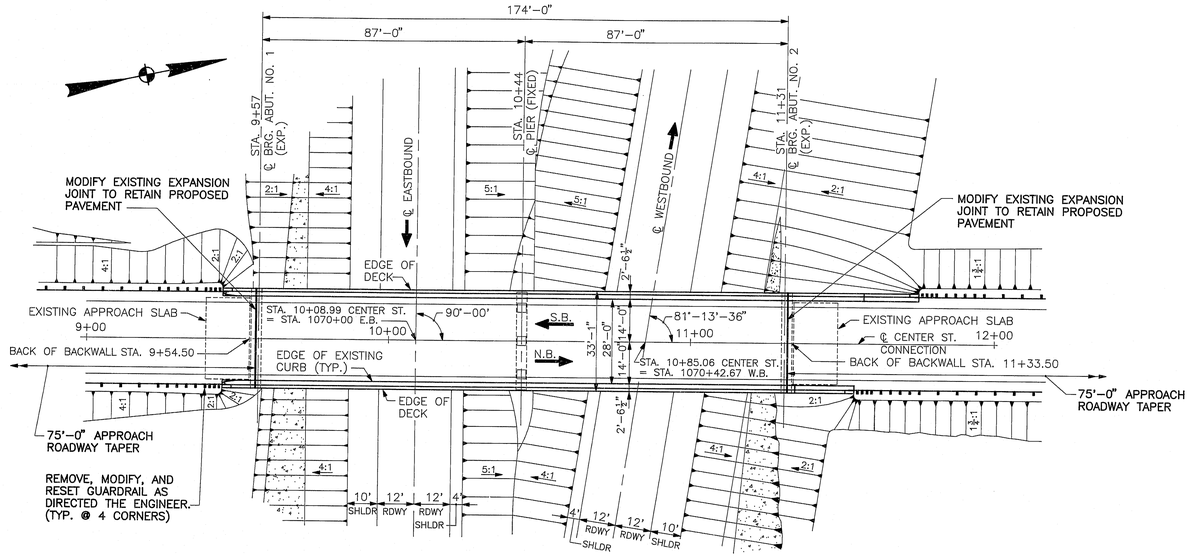
SHEET 1 OF 1 AUGUSTA, MAINE JUNE 1986

PROJECT DESIGN ENGINEER	BY	DATE
PLANS DESIGN - DETAILED	D. Dammon	June '86
CHECKED		
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710-1

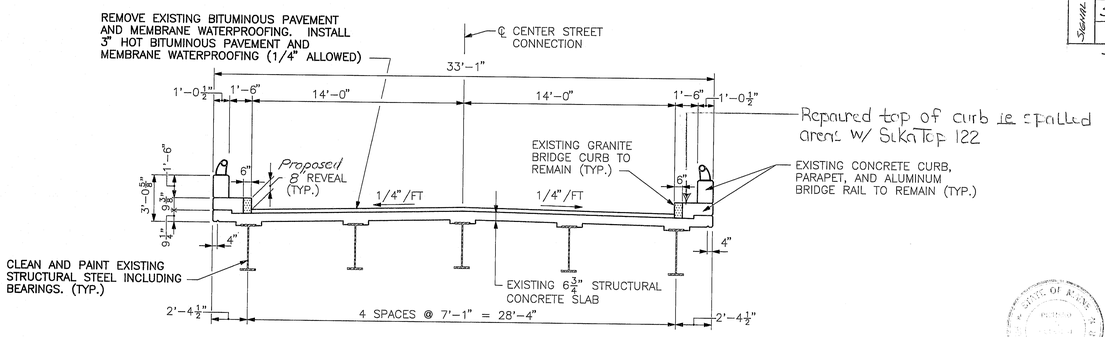
F.A.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	M-1965 (2)	15	25

BATH



PLAN

Project Completed; Fall 1992



CROSS SECTION OF DECK

SCOPE OF WORK

- REMOVE EXISTING BITUMINOUS PAVEMENT AND MEMBRANE WATERPROOFING. INSTALL 3" HOT BITUMINOUS PAVEMENT AND MEMBRANE WATERPROOFING (1/4" ALLOWED).
- CLEAN AND PAINT EXISTING STRUCTURAL STEEL INCLUDING BEARINGS.
- REMOVE, MODIFY, AND RESET EXISTING APPROACH GUARDRAIL AS DIRECTED BY THE ENGINEER AND ATTACH GUARDRAIL TO EXISTING CONCRETE PARAPET.
- MAINTAIN ONE 11 FOOT MINIMUM TRAFFIC LANE ON BRIDGE WITH TEMPORARY TRAFFIC LIGHTS DURING CONSTRUCTION.
- 75'-0" APPROACH ROADWAY WORK ON BOTH ENDS OF BRIDGE. OVERLAY AND SHIM TO MATCH PROPOSED PAVEMENT ELEVATION ON BRIDGE.
- REHABILITATE CONCRETE DECK SLAB AS DIRECTED BY THE ENGINEER.
- MODIFY EXPANSION JOINTS TO MATCH PROPOSED TOP OF PAVEMENT ELEVATION.

SPECIFICATION

DESIGN: AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1989.

CONTRACT: STATE OF MAINE, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS, HIGHWAYS AND BRIDGES, REVISION OF OCTOBER 1990.

TRAFFIC DATA

AADT (1988)	8,100
AADT (2008)	12,960
DESIGN HOURLY VOLUME	1,685
PERCENT TRUCKS	6%
DIRECTIONAL DISTRIBUTION (%)	55%
POSTED SPEED (MPH)	25
18 KIP EQUIVALENT P2.5	136

DESIGN LOADING

LIVE LOAD: . . . . . H20-44 (DESIGNED)

INDEX OF SHEETS

1. GENERAL PLAN AND SECTION
2. ESTIMATED QUANITIES AND DETAILS

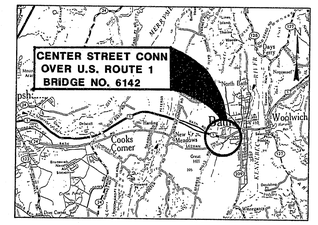
HIGHWAY STANDARD DETAILS

HD-6 TYPE 3 GUARDRAIL – BREAKAWAY CABLE TERMINAL (BCT)

TEMPORARY TRAFFIC SIGNALS							
Signal Timing	INTERVAL	1	2	3	4	5	6	1
	NORTH BOUND	G	Y	R	R	R	R	G
	SOUTH BOUND	R	R	R	G	Y	R	R
	TIMING	25	3	19	23	3	19	

30 Second Cycle

G = Green
Y = Yellow
R = Red



LOCATION MAP

2 1 0 2 4 MILES

SCALE

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	P. Ross	11-30-90
DESIGN DETAILED	J. Bailey	11-30-90
CHECKED	S. McNally	
REVISIONS		
FIELD CHANGES		

Revised as Built Station Bill 1/18/95

107-301

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.

STATE OF MAINE STEPHEN P. McNALLY No. 5951 REGISTERED PROFESSIONAL ENGINEER

PIN NO. 002773.00
BRIDGE NO. 6142

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Kimball Chase — ONE CATE STREET, PORTSMOUTH, N.H. 03801, (603) 431-2520

APPROVED:
State of Maine
Department of Transportation

COMMISSIONER — DATE 4/26/91

CHIEF ENGINEER — DATE 4/26/91

United States
Department of Transportation
Federal Highway Administration
Region 1

APPROVED:

DIVISION ADMINISTRATOR — DATE

CENTER STREET CONNECTION
OVER
U.S. ROUTE 1
IN THE CITY OF
BATH
SAGADAHOC COUNTY
GENERAL PLAN AND SECTIONS

232

SHEET 1 OF 2 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	M-1965 (2)	16	25

BATH

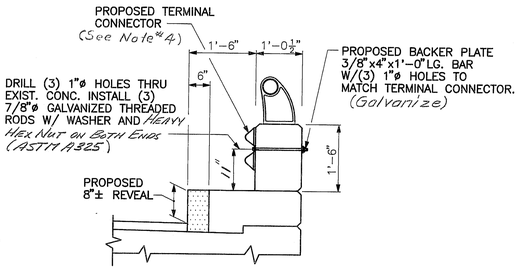
ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.1871	REMOVING of Existing Bituminous Pavement*	0.12	L.S.
202.202	Removing Pavement Surface	500	SY.
403.10	Hot Bituminous Pavement, Grading D	135	T
409.15	Bituminous Tack Coat, Applied	10	G
506.17	Surface Prep. of Exist. Str. Steel	0.12	L.S.
506.172	Field Painting Existing Str. Steel (ZPH-1)	0.12	L.S. △
506.18	Containment and Pollution Control	0.12	L.S.
506.19	Disposal of Hazardous or Toxic Material	0.12	L.S.
508.13	Membrane Waterproofing	0.12	L.S. △
518.30	Rehab. of Str. Conc. Slab - to Rem. Steel	246	S.F.
518.31	Rehab. of Str. Conc. Slab - to Below Rein. Str.	99	S.F.
520.2402	Bridge Joint Modification: Type 2	2	EA. △
526.301	Temporary Concrete Barrier, Type I	0.12	L.S.
606.1732	Bridge Connection ~~Terminal Connection~~ Type 2	4	EA. △
606.178	Guardrail Beam	25	L.F.
606.35	Guardrail Delineator Post	3	EA.
606.351	Guardrail Delineator Post, Remove and Reset	1	EA.
606.364	Guardrail, Remove, Modify and Reset	300	L.F.
606.367	Replace Unusable Existing Guard Rail Post	4	EA.
606.751	Widen Shoulder for Breakaway Cable Terminal	21	EA.
606.77	Breakaway Cable Terminal	3	EA.
627.61	4 Inch Solid White Pavement Marking Line	900	L.F.
627.63	4 Inch Solid Yellow Pavement Marking Line	900	L.F.
627.67	Removing Pavement Markings	60	S.F.
627.68	Tem 4" Painted Pave Marking Line, Yellow or White	700	L.F.
627.69	Tem 4" Plastic Pave Marking Line, Yellow or White	900	L.F.
639.18	Field Office Type A	0.12	Ea.
639.22	Testing Facilities Bituminous	0.14	L.S. △
643.72	Temporary Traffic Signals (Ctr St Conn.)	1	L.S. △
652.30	Flashing Arrow Board	1	EA △
652.31	Type I Barricade	10	EA.
652.34	Cone	10	EA
652.35	Construction Signs	150	S.F.
652.36	Maint. of Traffic Contr. Devices	22	CD
652.38	Flagger	100	HH
659.10	Mobilization	0.12	L.S

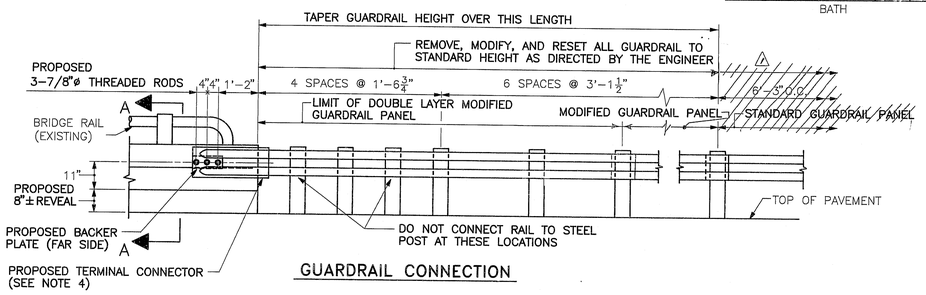
ESTIMATE OF SMALL SUM ITEMS

506.172	Field Painting Existing Structural Steel	180,500	lbs
508.13	Membrane Waterproofing	547	S.Y

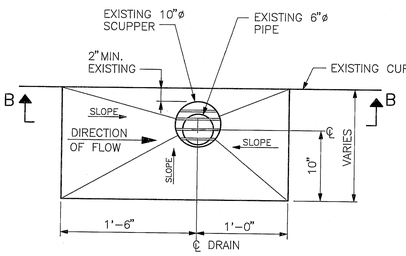
PROJECT DESIGN ENGINEER	BY	DATE
PLANS	P. Pare, J. Bailey	11-30-90
DESIGN - REVISED	S. McKelvy	11-30-90
DRAWING REVISED		
FIELD CHANGES		



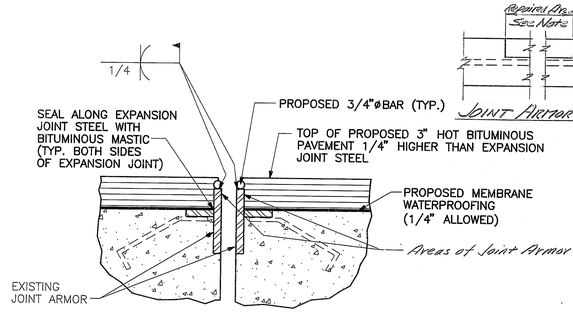
SECTION A-A



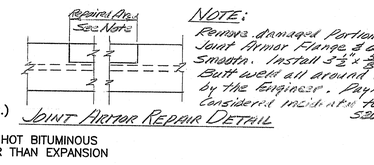
GUARDRAIL CONNECTION



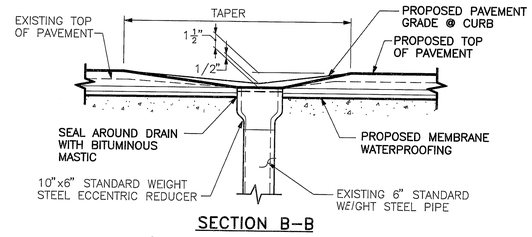
PAVEMENT BEVEL PLAN @ SCUPPER



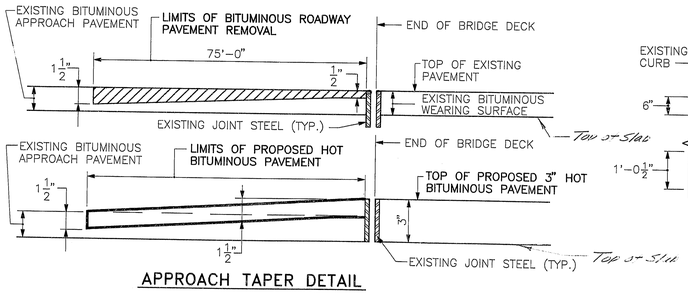
EXPANSION JOINT MODIFICATION AT ABUTMENT NO. 1 & NO. 2 △
(Item 520.2402) Type 2



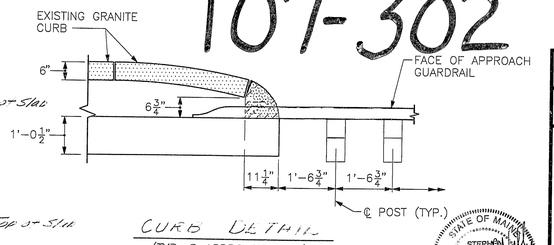
JOINT ARMOR REPAIR DETAIL



SECTION B-B



APPROACH TAPER DETAIL



CURB DETAIL
(TYP. @ APPROACH ENDS)

NOTES

1. IF THE DEPTH OF DETERIORATED CONCRETE EXTENDS TO REINFORCING BARS, REMOVE CONCRETE TO A MINIMUM DEPTH OF 1" BEYOND REINFORCING STEEL.
2. AFTER EXISTING BITUMINOUS PAVEMENT HAS BEEN REMOVED, THE CONTRACTOR MAY BE DIRECTED BY THE ENGINEER TO REHABILITATE AREAS OF THE DECK. PAYMENT WILL BE MADE UNDER ITEMS 518.30 OR 518.31, WHICHEVER IS APPLICABLE.
3. PROPOSED REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 2" UNLESS OTHERWISE INDICATED.
4. TERMINAL CONNECTOR AND ATTACHMENTS TO THE EXISTING CONCRETE PARAPET will be paid for under item 606.1732, Bridge Connection. Type 2. △
5. Dimensions shown are from existing plans and may differ from actual field dimensions. Verify all dimensions prior to construction.

107-302

△ Revisions	10-28-91

PIN NO. 002773.00
BRIDGE NO. 6142

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Kimball Chase — ONE CATE STREET, PORTSMOUTH, N.H. 03801, (603) 431-2520

CENTER STREET CONNECTION
OVER
U.S. ROUTE 1
IN THE CITY OF
BATH
SAGADAHOC COUNTY
ESTIMATED QUANTITIES AND DETAILS

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SHEET 2 OF 2 — AUGUSTA, MAINE

STATE OF MAINE — STEPHEN E. ZELIE — REGISTERED PROFESSIONAL ENGINEER — No. 5951