

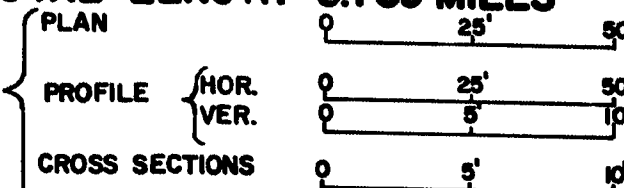
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BUREAU OF HIGHWAYS
WISCASSET-EDGECOMB
LINCOLN COUNTY
FEDERAL AID PRIMARY & BRIDGE
PROJECT BR-F-FG-026-1(55)

TOTAL LENGTH 0.739 MILES

SCALES



1984

A GRADING, DRAINAGE, BASE, PAVEMENT & BRIDGE PROJECT
WISCASSET-EDGECOMB BRIDGE
SEGMENTAL CONCRETE ALTERNATE

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COAST GUARD PERMIT NO. 5-81

111-341

TRAFFIC DATA

A.D.T.	1982	12,675
A.D.T.	2002	18,710
D.H.V.		2,807
T. (%)		7
D. (%)		55
V.		
P.S.D. (%)		
18 KIPS		36

NOTE

All work contemplated under this contract to be governed by and in conformity with the STANDARD SPECIFICATIONS for Road and Bridge Construction of the State of Maine (1968) and supplements thereto, except as modified on the plans and in the special provisions.

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DATE

COMMISSIONER

ACTING BUREAU DIRECTOR AND CHIEF ENGINEER

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

APPROVED:

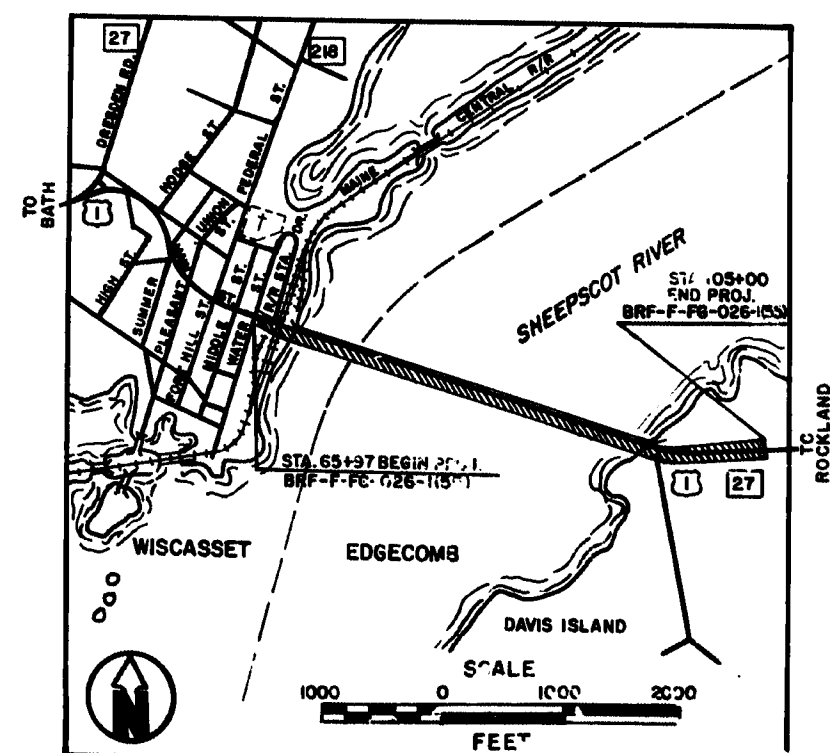
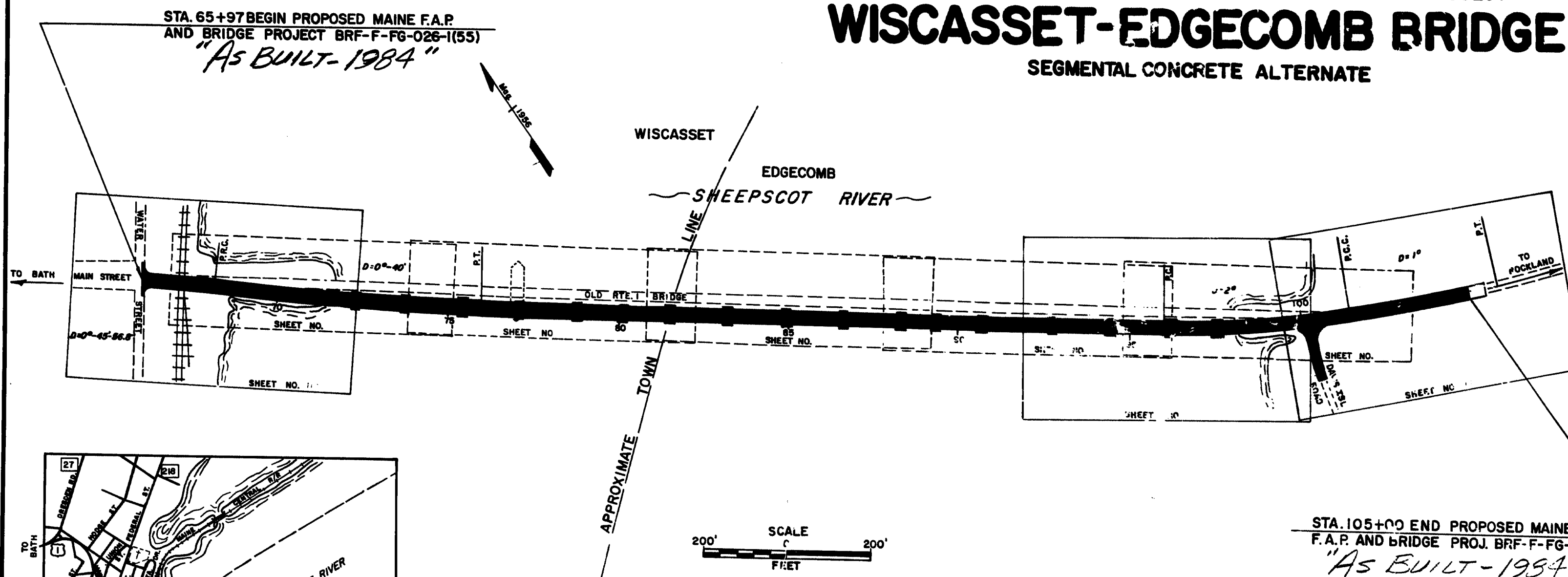
DIVISION ADMINISTRATOR DATE

"As Built 1984"

(11/20/84) (11/20/84)

CONVENTIONAL SIGNS

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



A PORTION OF LINCOLN COUNTY

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.13	Removing Single Trees 9" to 24" Top: Only	1	Each
201.14	Removing Single Trees over 24" to 48" Top: Only	1	Each
201.19	Removing Stumps 9" to 24"	1	Each
201.20	Removing Stumps over 24" to 48"	1	Each
202.0801	Removal of Building No. 1	1	L.S.
202.19	Removal of Existing Bridge	1	L.S.
203.20	Common Excavation	11,785	C.Y.
203.21	Rock Excavation	10	C.Y.
203.25	Granular Borrow	12,900	C.Y.
203.27	Rock Borrow	4,665	C.Y.
206.061	Struc. Earth Excavation - Drain: Minor Struc. Below Grade	10	C.Y.
206.01	Struc. Rock Excavation - Drain: Minor Structures	30	C.Y.
206.091	Struc. Earth Excavation - Abutments, Retaining Walls, Box Culverts, & Structural Plate Units	760	C.Y.
206.10	Structural Earth Excavation - Piers	850	C.Y.
301.09	Plant Mix Bituminous Base Course, Grading B	910	Ton
304.10	Aggregate Subbase Course - Gravel	10,600	C.Y.
403.07	Hot Bituminous Pavement Grading B	7,175	Ton
403.08	Hot Bituminous Pavement Grading C	325	Ton
403.101	Hot Bit. Pavement, Grading D (Sidewalks, Drives, Etc.)	135	Ton
403.121	Hot Bituminous Pavement Grading E (Shimming)	15	Ton
410.15	Emulsified Asphalt Applied	630	Gal.
410.161	Cover Coat Material Sand (Leveling)	70	C.Y.
411.10	Untreated Aggregate Surface Course (Truck Measure)	1500	C.Y.
461.13	Maintenance Surface Mixture	3000	Ton
501.218	Steel H-Beam Piles 102 lbs. 1 ft.	460	L.F.
501.33	Installing 80" Timber Piles (Battered)	18	Each
501.34	Installing 80" Timber Piles (Interior)	18	Each
501.35	Underwater Pile Repairs	18	Each
501.90	Pier Pile Foundations, Piers 3, 4, 19, 20, & 21	280 *	L.F.
501.91	Pier Pile Foundations, Piers 5 thru 10 & 13 thru 18	4,250 *	L.F.
501.92	Pier Pile Foundations, Piers 11 and 12	325 *	L.F.
502.21	Structural Concrete Abutments & Retaining Walls	335	C.Y.
502.23	Structural Concrete Piers	1,760	C.Y.
502.24	Structural Concrete Piers (Placed Under Water)	415	C.Y.
502.31	Structural Concrete Approach Slabs	1	L.S.
502.482	Structural Concrete, Curb & Sidewalks	735	C.Y.
502.90	Concrete Pier Bases, Piers 3 thru 10 & 13 thru 16	12	Each
502.91	Concrete Pier Bases, Piers 11 and 12	2	Each
502.92	Concrete Pier Bases, Pier 17	1	Each
502.93	Concrete Pier Bases, Piers 18 thru 21	4	Each
503.12	Reinforcing Steel Fabricated and Delivered	379,100	Lb.
503.13	Reinforcing Steel, Placing	379,100	Lb.
507.095	Aluminum Bridge Railing - Pedestrian	2,754	L.F.
507.141	Aluminum Bridge Railing Type "A"	3,501	L.F.
511.0101	Cofferdam Pier 1	1	L.S.
511.0102	Cofferdam Pier 2	1	L.S.
511.0103	Cofferdam Pier 17	1	L.S.
511.0104	Cofferdam Pier 18	1	L.S.
511.0105	Cofferdam Pier 19	1	L.S.
511.0106	Cofferdam Pier 20	1	L.S.
511.0107	Cofferdam Pier 21	1	L.S.
511.0108	Cofferdam Pier 22	1	L.S.
514.06	Curing Box for Concrete Cylinders	2	Each
515.20	Protective Coating for Concrete Surfaces	3,700	S.Y.
516.21	Latex Modified Mortar or Concrete Wearing Surface on Bridge	1	L.S.
516.23	Preparation of New Concrete Surfaces	1	L.S.
522.06	Modular Expansion Device	2	Each
523.15	Elastomeric Bearing Pedestals	28	Each
523.16	Guided Teflon Expansion Bearing Pedestals	20	Each
525.06	Granite Masonry	3,230	S.F.
526.30	Temporary Concrete Barrier Type I	160	L.F.
526.40	Resetting Temporary Concrete Barrier Type I	4,520	L.F.
528.53	Replace Timber Pile Caps	6	Each
535.48	Precast Post-Tensioned Concrete Segment	271	Each
535.49	Post-Tensioning Steel Transverse	1	L.S.
535.50	Post-Tensioning Steel Longitudinal	1	L.S.
603.15	12 Inch Culvert Pipe Option I	15	L.F.
603.159	12 Inch Culvert Pipe Option III	24	L.F.
603.16	15 Inch Culvert Pipe Option I	253	L.F.
603.17	18 Inch Culvert Pipe Option I	270	L.F.
603.173	12 In. x 12 In. x 2' Heavy III	14	L.F.
603.123	24 Inch Corrugated Aluminum Pipe	36	L.F.
603.128	24 Inch Culvert Pipe Option II	62	L.F.
604.072	Catch Basins Type A1-C	1	Each
604.092	Catch Basins Type B1-C	2	Each
604.11	Catch Basins Type - I	1	Each
604.14	30 Inch Catch Basins Type E	1	Each
604.16	Altering Catch Basins to Manholes	1	Each
604.241	Catch Basins Type E-C	4	Each
605.12	15 Inch Underdrain Type C	178	L.F.
605.13	18 Inch Underdrain Type C	54	L.F.
605.131	18 Inch Underdrain Type C (0.079 Inch Thick)	46	L.F.

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
606.26	Terminal Ends - Single Rail	1	Each
606.28	Single Posts - Type 1a	6	Each
606.35	Guard Rail Delineator Post	11	Each
606.36	Guard Rail Removed and Reset	575	L.F.
606.361	Replace Unusable Existing Guard Rail Posts	50	Each
606.35	Guard Rail Type 3 - Single Rail	575	L.F.
606.60	Guard Rail Type 3 - Circular - over 15' Radius	50	L.F.
608.08	Reinforced Concrete Sidewalk	235	S.F.
609.11	Vertical Curb Type 1	861	L.F.
609.12	Vertical Curb - Circular Type 1	114	L.F.
609.13	Vertical Bridge Curb Type 1	5,530	L.F.
609.23	Terminal Curb Type 1	15	Each
609.31	Curb Type 3	665	L.F.
610.08	Plain Riprap	1,066	C.Y.
612.06	Bituminous Hand Sealing - Black	30	S.Y.
615.07	Loom	350	C.Y.
616.08	Sodding	420	S.Y.
617.09	Erosion Control Mesh	190	S.Y.
617.30	Filter Fabric	25,060	S.F.
618.14	Seeding Method #2	58	Unit
618.15	Temporary Seeding	54	Lb.
618.17	Reed Canary Grass Seed	27	Lb.
618.19	Birdfoot Trefoil Seed	18	Lb.
619.12	Mulch	133	Unit
623.06	Right of Way Monuments	3	Each
623.07	Survey Monuments	5	Each
624.06	Project Markers	2	Each
625.05	Hand Labor Straight Time	230	M.H.
630.0606	Traffic Officers	330	M.H.
631.10	Air Compressor (Including Operator)	30	Hr.
631.11	Air Tool (Including Operator)	30	Hr.
631.12	All Purpose Excavator (Including Operator)	15	Hr.
631.13	Bulldozer (Including Operator)	15	Hr.
631.14	Grader (Including Operator)	15	Hr.
631.171	Truck - Small (Including Operator)	15	Hr.
631.172	Truck - Large (Including Operator)	15	Hr.
631.18	Chain Saw Rental (Including Operator)	20	Hr.
631.20	Stump Chipper Rental (Including Operator)	5	Hr.
631.22	Front End Loader (Including Operator)	15	Hr.
631.231	Crane 45 Ton Capacity (Including Operator)	10	Hr.
631.232	Crane & Barge, 45 Ton Capacity (Incl. Op.)	20	Hr.
631.29	Welding Machine (Including Welder)	30	Hr.
631.30	Cutting Torch (Including Operator)	20	Hr.
631.31	Pile Driver (Including Driving Crew)	20	Hr.
632.08	Warning Lights	2	Each
637.07	Sprinkling	59	M.G.
637.08	Calcium Chloride	7	Ton
638.02	Navigation Lights	1	L.S.
638.021	Temporary Navigation Lights	1	L.S.
639.08	Field Office Type A	1	Each
639.10	Field Office Type C	1	Each
639.11	Testing Facilities Soil	1	L.S.
639.12	Testing Facilities Bituminous Mixes	1	L.S.
645.61	4 Inch Solid White Pavement Marking Line	7,600	L.F.
645.63	4 Inch Solid Yellow Pavement Marking Line	5,300	L.F.
645.64	4 Inch Broken Yellow Pavement Marking Line	4,100	L.F.
645.65	White or Yellow Paint and Hand Paint Marking	130	S.F.
645.71	Temp. 4 Inch Plastic Paint Marking Line, Yellow units	14,000	L.F.
652.31	Type I Barricades	20	Each
652.33	Drums	10	Each
652.34	Cones	50	Each
652.35	Construction Signs	600	S.F.
652.36	Maintenance of Traffic Control Devices	730	C.D.
655.30	16 Inch Conduit Pipe	50	L.F.
655.31	4 Inch Plastic Conduit	16,420	L.F.
656.50	Baled Hay, in place	15	Each
656.51	Sandbags, in place	15	Each
656.55	Dumped Stone	8	C.Y.
656.60	Temporary Berms	150	L.F.
656.62	Temporary Slope Drains	130	L.F.
657.21	Seed and Application, Method A	12	Unit
659.10	Mobilization	1	L.S.
659.11	Mobilization of Barge Mounted Crane	1	Each
660.21	On-the-Job Training (OJT)	8000	M.H.

ESTIMATE OF LUMP SUM QUANTITIES

516.21	Latex Modified Mortar or Concrete Wearing Surface on Bridge	436	L.S.
516.23	Preparation of New Concrete Surfaces	15,000	S.Y.
502.31	Structural Concrete Approach Slabs	1	L.S.

SUMMARY OF EXCAVATION AND BORROW

COMMON EXCAVATION FOR ESTIMATE

Common Excavation (from X-Sections)	8,207 C.Y.
North for Drives, Old Roadway Excavation, etc.	258 C.Y.
Common Excavation from Drives via Alia	3,200 C.Y.
	11,765 C.Y.

FILL FOR COMMON BORROW

Common Fill (from X-Sections)	1,585 C.Y.
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AVAILABLE COMMON EXCAVATION FOR COMMON BORROW

Total available Common Excavation	11,765 C.Y.
Total available Structural Excavation (underdrain)	115 C.Y.
	11,880 C.Y.

COMPUTATION OF COMMON BORROW FOR ESTIMATE

Total Fill	1,395 C.Y.
Total available Non-Rock Excavation	11,880 x .25 = 10,098 C.Y.
Total Waste	8,513 C.Y.

COMPUTATION OF GRANULAR BORROW FOR ESTIMATE

Granular Borrow for Underwater Backfill (from X-Sections)	11,160 C.Y.
Total 11,160 x 1.15 =	12,834 C.Y.

COMPUTATION OF ROCK BORROW FOR ESTIMATE

Rock Borrow (from X-Sections)	2,213 C.Y.
Total 2,213 x 1.35 = (PIT MEASURE)	1,664 C.Y.

QUANTITIES FOR UPGRADING BY-PASS RTE. VIA ALIA
(Included in Estimated Quantities)

Common Excavation	5,300 C.Y.
Aggregate Subbase Course-Gravel	4,000 C.Y.
Hot Bituminous Pavement - Grading "B"	6,500 Ton
Hot Bituminous Pavement - Maintenance Mix	5,500 Ton
Untreated Aggregate Surface Course (truck meas.)	1,500 C.Y.
18" Culvert Pipe, Option I	100 L.F.
Catch Basin Type C1	1 Each
4" Solid Yellow Pavement Marking Lines	5,400 L.F.
4" Broken Yellow Pavement Marking Lines	500 L.F.
4" Temporary Plastic Marking Lines	1,500 L.F.

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* NOTE Quantities for Pier Pile Foundations are based on Foundation Option I.

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1. GENERAL NOTES

1. **CONSTRUCTION SPECIFICATIONS:** THE STATE OF MAINE, STATE HIGHWAY COMMISSION, STANDARD SPECIFICATIONS HIGHWAYS AND BRIDGES, JUNE 1968 REVISION, EXCEPT AS AMENDED OR SUPPLEMENTED BY THE PLANS, SUPPLEMENTAL SPECIFICATIONS, AND OR SPECIAL PROVISIONS.

2. **DESIGN SPECIFICATIONS:** EXCEPT AS SUPPLEMENTED OR AMENDED BY THE PLANS, SUPPLEMENTAL SPECIFICATIONS AND/OR SPECIAL PROVISIONS DESIGNED IN ACCORDANCE WITH 1977 EDITION OF AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES INCLUDING 1978, 1979 & 1980 INTERIMS.

DESIGN SPEED: 60 M.P.H.
ELEVATIONS: ALL ELEVATIONS SHOWN ARE MEAN SEA LEVEL.

3. DESIGN LOADINGS:

- 3-1 **LIVE LOAD**
LOADING CLASS: HS 25
NUMBER OF DESIGN TRAFFIC LANES: 3
NO MILITARY LOADING
- 3-2 **PERMANENT LOAD**
- 3-2-1 **DEAD LOAD CONCRETE:**
FOR THE CONCRETE, A SPECIFIC WEIGHT OF 155 PCF HAS BEEN ASSUMED. THIS INCLUDES THE WEIGHT OF THE REINFORCING AND PRESTRESSING STEEL.
- 3-2-2 **DECK WEARING SURFACE:** 1.628 K/L.FT. (1 1/4" IMMEDIATE 2 1/4" FUTURE)
- 3-2-3 **RAILING, CURBS, AND SIDEWALK:** 1.024 K/L.FT.
- 3-2-4 **DIFFERENTIAL TEMPERATURE:**
IT HAS BEEN ASSUMED THAT TOP SLAB WILL BE 9°F. WARMER THAN THE BOTTOM SLAB. THIS TEMPERATURE GRADIENT IS DISTRIBUTED AS SHOWN BELOW:



THE ADDITIONAL FORCES INDUCED BY THIS TEMPERATURE GRADIENT HAVE BEEN COMPUTED ASSUMING A MODULUS OF ELASTICITY OF CONCRETE EQUAL TO 2,500,000 KSI AND HAS BEEN CONSIDERED FOR GROUP 1 AASHTO LOADING CONVENTION.

- 3-5 **WIND LOAD:** ACCORDING TO AASHTO.
- 3-6 **ICE LOAD:** 100 PSI 1 1/2" THICK APPLIED TO ALL PIERS AT ELEVATION + 7.1
- 3-7 **EARTHQUAKE:**
THE STRUCTURE WILL BE BUILT IN ZONE 2 AS SPECIFIED. NO EARTHQUAKE LOAD HAS BEEN ACCOUNTED FOR.
- 3-8 **CREEP AND SHRINKAGE:**
CREEP AND SHRINKAGE CALCULATED IN ACCORDANCE WITH TYP-CBR. THE FORCES INDUCED BY CREEP AND SHRINKAGE HAVE BEEN ACCOUNTED FOR IN THE SUBSTRUCTURE AND SUPERSTRUCTURE DESIGN.
- 3-9 **TEMPERATURE:**
TEMPERATURE EFFECTS HAVE BEEN CONSIDERED IN THE DESIGN.
- 3-10 **TEMPERATURE GRADIENT:**
TEMPERATURE GRADIENT (GROUP 1 AND TEMP. GRADIENT).

4. MATERIALS:

- 4-1 **CONCRETE:**
SUBSTRUCTURE CONCRETE:
CLASS A CONCRETE:
ALL COMPRESSIVE STRENGTH 12,000 PSI

REINFORCING STEEL:
GRADE 60
SPACING ON REINFORCING BARS ARE CENTER TO CENTER BAR BENDING DIMENSIONS FOR FABRICATION ARE OUT TO OUT.
FOR BAR SUPPORTS ON SUBSTRUCTURE REINFORCING
SEE STANDARD PLAN
MINIMUM CLEAR COVERS:

- 4-2 **REINFORCING STEEL:**
GRADE 60
SPACING ON REINFORCING BARS ARE CENTER TO CENTER BAR BENDING DIMENSIONS FOR FABRICATION ARE OUT TO OUT.
FOR BAR SUPPORTS ON SUBSTRUCTURE REINFORCING
SEE STANDARD PLAN
MINIMUM CLEAR COVERS:
- SEGMENTS:
TOP DECK & EXPOSED FACES 2"
ELSEWHERE 1"
END BENTS 3"
PIERS:
PIER SHAFT 3"
FOOTINGS 2"

PERMANENT CONCRETE PRESTRESSING:
CONSIST OF GRADE 270, 0.6 LOW RELAXATION STRANDS

FRICITION COEFFICIENT: 0.25 FOR ALL TENDONS.
WOBBLE COEFFICIENT: 0.0015/FT. FOR TENDONS INSIDE THE CONCRETE.
0.0 FOR TENDONS OUTSIDE THE CONCRETE

ANCHOR WEDGE SET: 0.3 INCHES
MODULUS OF ELASTICITY: 26,500 KSI
JACKING STRESS: 80% ULTIMATE
POST-TENSIONING BARS:
ULTIMATE STRESS: 150 KSI
JACKING STRESS: 80% ULTIMATE

- 4-3-2 **POST-TENSIONING BARS:**
ULTIMATE STRESS: 150 KSI
JACKING STRESS: 80% ULTIMATE

- 4-3-3 **GRADING:** SEE SPECIAL PROVISIONS
4-4 **TEMPERATURE:** SEE SPECIAL PROVISIONS
ULTIMATE STRESS: 150 KSI
JACKING STRESS: 80% ULTIMATE

TEMPERARY POST-TENSIONING BARS (1 1/2" DIA) WILL BE USED FOR ASSEMBLING SEGMENTS DURING ERECTION (SEE CONSTRUCTION NOTES ON ERECTION STAGE DRAWINGS). THESE BARS CAN BE REUSED SEVERAL TIMES. AFTER A DETAILED VISUAL INSPECTION OF ALL ANCHORING AND COUPLING DEVICES FOR DEFECTS, DEFECTIVE ANCHORAGES AND COUPLINGS SHALL BE DISCARDED. IN ORDER TO PERMIT THEIR REUSE, THE WORKING FORCE OF THESE BARS SHALL BE REDUCED TO 120 KIPS. A SET OF BARS CANNOT BE REUSED MORE THAN 50 TIMES. WELDING OF BARS WILL NOT BE PERMITTED. ALL BAR LENGTHS MUST BE FULL LENGTH.

- 4-5 **CONCRETE:** SEE SPECIAL PROVISIONS
4-6 **REINFORCING STEEL:** SEE SPECIAL PROVISIONS
4-7 **PERMANENT CONCRETE PRESTRESSING:** SEE SPECIAL PROVISIONS
4-8 **TEMPERATURE:** SEE SPECIAL PROVISIONS
4-9 **TEMPERATURE GRADIENT:** SEE SPECIAL PROVISIONS

REINFORCING STEEL

REINFORCING STEEL: SEE SUPPLEMENTAL SPECIFICATIONS.

REINFORCING STEEL: SEE SUPPLEMENTAL SPECIFICATIONS.

REINFORCING STEEL: SEE SUPPLEMENTAL SPECIFICATIONS.

REINFORCING STEEL: SEE SUPPLEMENTAL SPECIFICATIONS.

THE ERECTION SCHEDULE IS BASED ON THE ERECTION PLAN. THE ERECTION SCHEDULE IS FOR ESTIMATING PURPOSES ONLY.

WELDING: WELDING OF ALL STRUCTURAL STEEL AND STEEL PIPE SHALL CONFORM TO AWS D1.1.75 STRUCTURAL WELDING CODE AS MODIFIED BY AASHTO STANDARD SPECIFICATIONS FOR WELDING OF STRUCTURAL STEEL HIGHWAY BRIDGES, (SECOND EDITION 1977) AND THE SUPPLEMENTAL SPECIFICATIONS.

CHAMFERS: CHAMFER ALL EDGES OF CONCRETE 3/4" EXCEPT ALL CORNERS OF PIERS AND BENTS WHICH SHALL BE CHAMFERED 1" UNLESS OTHERWISE NOTED. FACES BETWEEN SEGMENTS SHALL NOT BE CHAMFERED.

ANCHOR WEDGES: ANCHOR WEDGES SHALL BE HOT-DIPPED IN ZINC AND WASHERS SHALL BE HOT-DIPPED IN ZINC.

GALVANIZED STEEL: DAMAGED GALVANIZED COATS THAT ARE NOT TO BE EMBEDDED IN MORE THAN THREE (3) INCHES OF CONCRETE SHALL BE REPAIRED WITH AN APPROVED, COLD APPLIED, ZINC RICH, ORGANIC PAINT, OR OTHER APPROVED METHOD OF REPAIR. (NOT APPLICABLE FOR ERECTION EQUIPMENT)

CONCRETE SEALS: SEALS HAVE BEEN DESIGNED FOR A MAXIMUM WATER ELEVATION OF + 6.0.

II. PRECASTING NOTES

1. SEGMENTS SHALL BE PRECAST IN THE UPRIGHT POSITION
2. SEGMENTS SHALL NOT BE MOVED IN THE PRECASTING YARD UNTIL THE CONCRETE HAS ATTAINED A STRENGTH OF 2,500 PSI AS DETERMINED BY CYLINDER TESTS. ALSO, PARTIAL PRESTRESSING OF THE TRANSVERSE POST-TENSIONING TO 50% OF ITS REQUIRED JACKING SHALL BE PERFORMED BEFORE SEGMENTS ARE LIFTED.
3. FOR DIMENSIONAL TOLERANCES OF PRECAST SEGMENTS, SEE SUPPLEMENTAL SPECIFICATIONS.
4. REQUIRED CONCRETE STRENGTH AND AGE OF PRECAST SEGMENTS:
MINIMUM STRENGTH OF SEGMENTS AT TIME OF FINAL TRANSVERSE POST-TENSIONING 4,000 PSI.
MINIMUM AGE OF SEGMENTS AT TIME OF ASSEMBLY: 14 DAYS
MINIMUM STRENGTH OF SEGMENTS AT TIME OF ASSEMBLY: 5,000 PSI
5. STACKING OF SEGMENTS IN STORAGE AND/OR IN TRANSPORTING SHALL BE BASED ON ANALYSIS BY CONTRACTOR AND WITH THE ENGINEER'S APPROVAL
6. SEGMENTS SHALL NOT BE ASSEMBLED ON A PIER BEFORE THE PIER CONCRETE HAS ATTAINED A STRENGTH OF 3,000 PSI

III. ERECTION SEQUENCES

1. ERECTION ASSUMPTIONS: THE DESIGN ERECTION SCHEDULE IS SPAN BY SPAN ASSEMBLY AND IS ASSUMED TO START FROM ONE ABUTMENT AND PROGRESS CONTINUOUSLY TO THE OTHER END. THE POST-TENSIONING LAYOUT HAS BEEN DESIGNED ACCORDING TO THIS ASSUMPTION.

THE ERECTION SCHEDULE USED FOR THE DESIGN IS BASED ON A 7 DAY CYCLE TO COMPLETE THE ASSEMBLY OF A SPAN BETWEEN

F.R.E.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	3	154

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE ENGINEER'S APPROVAL AND SHALL INCLUDE REVISED POST-TENSIONING LAYOUT DETAILS, INCLUDING SUPPORTING CALCULATIONS.

2. ERECTION SEQUENCE:

ERECTION OF SPAN 1.
ASSEMBLE SEGMENTS P-1, 1-1 THROUGH 1-8, P-2 AND 2-1 THROUGH 2-3 ON ERECTION BEAM USING TEMPORARY POST-TENSIONING BARS 107 AND 108, STRESS DRAPPED TENDONS 101 AND 102 LAUNCH ERECTION BEAMS AND MOVE CRANE OR DERRICK TO ASSEMBLE NEXT SPAN, STRESS TEMPORARY TENDON 106.

ERECTION OF SPAN 2.

ASSEMBLE SEGMENTS P-3 AND 3-1 THROUGH 3-5 ON ERECTION BEAMS USING TEMPORARY POST-TENSIONING BARS 207 AND 208, REMOVE TEMPORARY BARS 107 AND 108, STRESS DRAPPED TENDONS 201 AND 202, LAUNCH ERECTION BEAMS AND MOVE CRANE OR DERRICK TO ASSEMBLE NEXT SPAN, STRESS TEMPORARY TENDON 206.

ERECTION OF SPAN 3.

ASSEMBLE SEGMENTS 3-4 THROUGH 3-11, P-4 AND 4-1 THROUGH 4-3 ON ERECTION BEAMS USING TEMPORARY POST-TENSIONING BARS 307 AND 308, REMOVE TEMPORARY BARS 207 AND 208, STRESS DRAPPED TENDONS 301 AND 302 STRESS BOTTOM CONTINUITY TENDONS 104 AND 105, LAUNCH ERECTION BEAMS AND MOVE CRANE OR DERRICK TO ASSEMBLE NEXT SPAN, STRESS TEMPORARY TENDON 306.

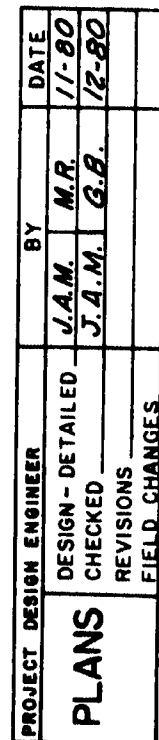
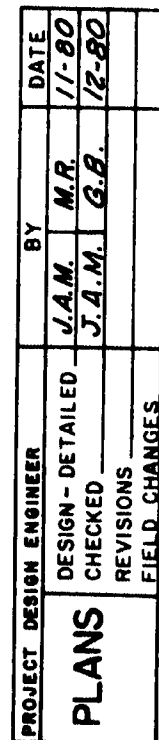
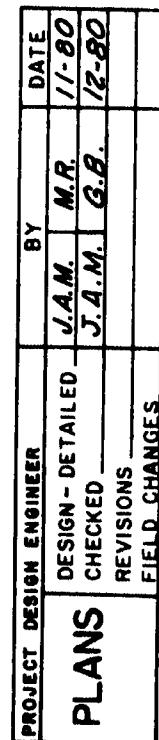
REPEAT TYPICAL ERECTION CYCLE FOLLOWING THE PROCEDURE ON SPAN 3 BY ASSEMBLING SEGMENTS (N)-4 THROUGH (N)-11, P-(N) AND (N) + 1-1 THROUGH (N) + 1-3 AND STRESSING PERMANENT DRAPPED TENDONS (N)01 AND (N)02, AND BOTTOM CONTINUITY TENDONS (N)-201 AND (N)-204.

111-343

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGEComb BRIDGE
OVER SHEEPCOT RIVER
BETWEEN THE TOWNS OF WISCASSET - EDGEComb
LINCOLN COUNTY
GENERAL NOTES
SHEET 3 OF 30 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

PLANS	PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN - DETAILED	<i>J.A.M.</i>	<i>M.R.</i>	<i>11-80</i>
	CHECKED	<i>J.A.M.</i>	<i>G.B.</i>	<i>12-80</i>
	REVISIONS			
	FIELD CHANGES			



PLANS	PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN - DETAILED	<i>J.A.M.</i>	<i>M.R.</i>	<i>11-80</i>
	CHECKED	<i>J.A.M.</i>	<i>G.B.</i>	<i>12-80</i>
	REVISIONS			
	FIELD CHANGES			

PLANS	PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN - DETAILED	<i>J.A.M.</i>	<i>M.R.</i>	<i>11-80</i>
	CHECKED	<i>J.A.M.</i>	<i>G.B.</i>	<i>12-80</i>
	REVISIONS			
	FIELD CHANGES			

PLANS	PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN - DETAILED	<i>J.A.M.</i>	<i>M.R.</i>	<i>11-80</i>
	CHECKED	<i>J.A.M.</i>	<i>G.B.</i>	<i>12-80</i>
	REVISIONS			
	FIELD CHANGES			

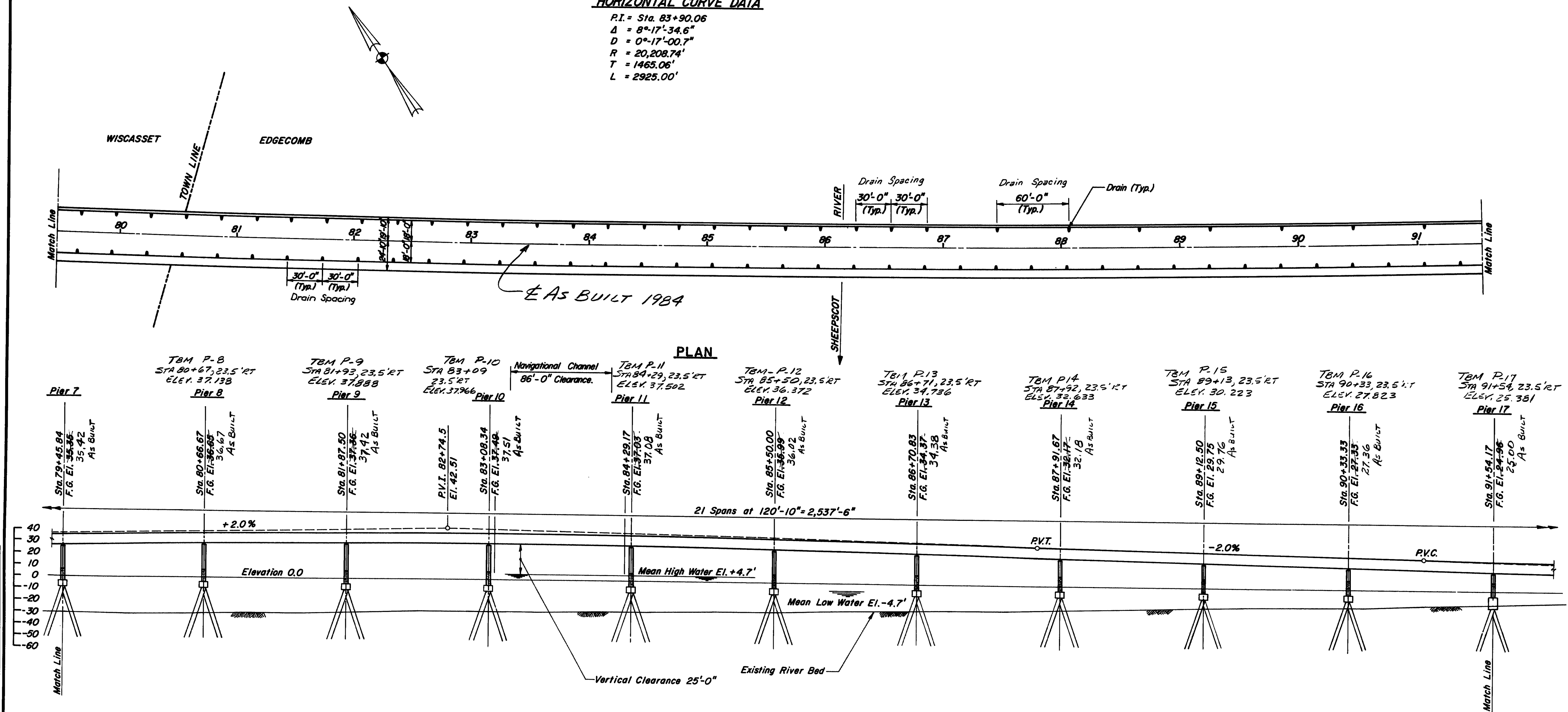
PLANS	PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN - DETAILED	<i>J.A.M.</i>	<i>M.R.</i>	<i>11-80</i>
	CHECKED	<i>J.A.M.</i>	<i>G.B.</i>	<i>12-80</i>
	REVISIONS			
	FIELD CHANGES			

PLANS	PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN - DETAILED	<i>J.A.M.</i>	<i>M.R.</i>	<i>11-80</i>
	CHECKED	<i>J.A.M.</i>	<i>G.B.</i>	<i>12-80</i>
	REVISIONS			
	FIELD CHANGES			

PLANS	PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN - DETAILED	<i>J.A.M.</i>	<i>M.R.</i>	<i>11-80</i>
	CHECKED	<i>J.A.M.</i>	<i>G.B.</i>	<i>12-80</i>
	REVISIONS			
	FIELD CHANGES			

AS BUILT HORIZONTAL CURVE DATA

P.I. = Sta. 83+90.06
 $\Delta = 8^{\circ}17'34.6''$
 $D = 0^{\circ}17'00.7''$
 $R = 20,208.74'$
 $T = 1465.06'$
 $L = 2925.00'$



GENERAL BRIDGE CONSTRUCTION NOTES:

- The foundation options are presented for piers 3 thru 21. The option selected by the Contractor shall be used throughout the entire structure as detailed on the plan. **(OPTION 1 USED BY CONTRACTOR)**
- Two options for the type of span by span segmental construction are given. The contractor pending post-tensioning layout shall be used based upon the option selected by the Contractor.
- Payment for specific repairs to the existing bridge as shown on sheets 87 and 88 will be made under the following:
 Item 501.33 Installing 80' Timber Pile, Battered
 Item 501.34 Installing 80' Timber Pile, Interior
 Item 501.35 Underwater Pipe Repair
 Item 528.53 Replace Timber Pile Cap

ELEVATION

SCALE: 1" = 40'

- The cost of labor, equipment and material for general repairs to the existing bridge not shown on the plans will be made under appropriate labor and equipment rental items and sub section 102.04, except that no separate payment for labor including rigging will be made for driving piles. The cost for labor for driving piles will be included in the contract bid price for Item 831.31 Pile Driver (including Driving Crew).
- To allow settlement of foundation soils, embankments in the area of the abutments shall be constructed to finish grade prior to constructing abutments, in accordance with Special Provisions.

Figg and Muller Engineers Inc.
 424 North Calhoun Street
 Tallahassee, Florida 32301

111-346

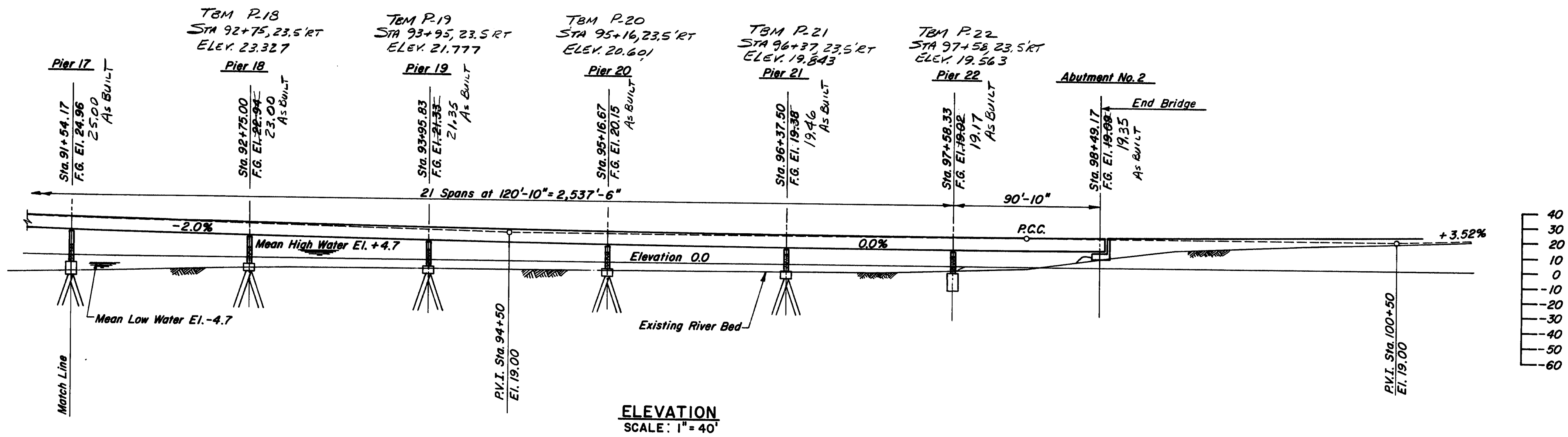
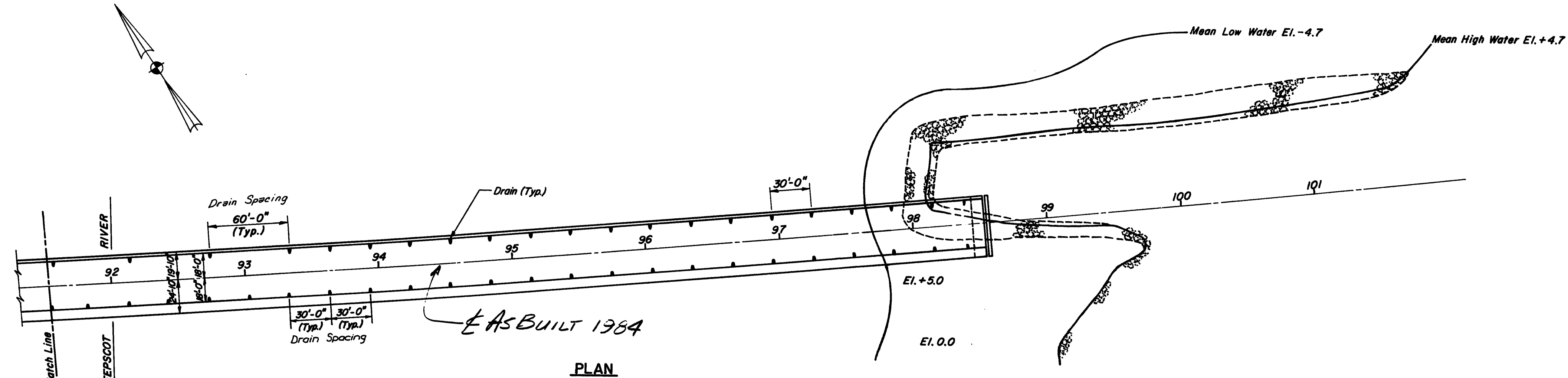
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET-EDGE COMB BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET-EDGE COMB
LINCOLN COUNTY

SURVEY PLAN AND ELEVATION 2 OF 3
SHEET 6 OF 90 AUGUSTA, MAINE

"REVISED AS BUILT 1984" (NEP1-9-96)

F.R.E.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	7	154



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	J.A.M.	11-80
CHECKED	J.A.M.	12-80
REVISIONS		
FIELD CHANGES		

111-347

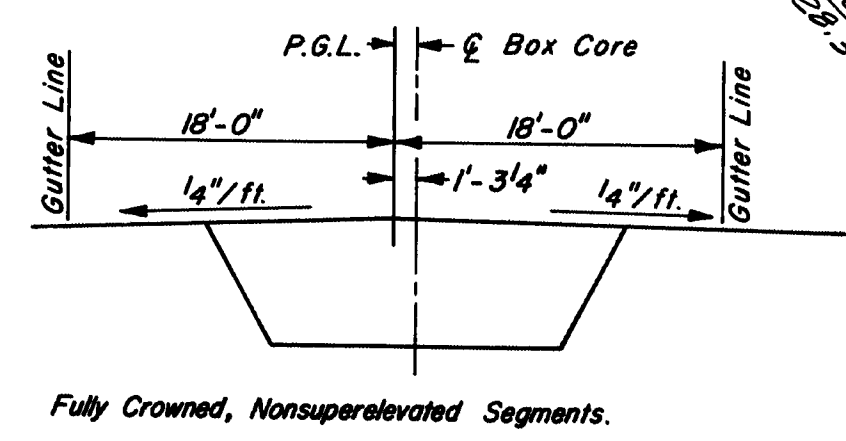
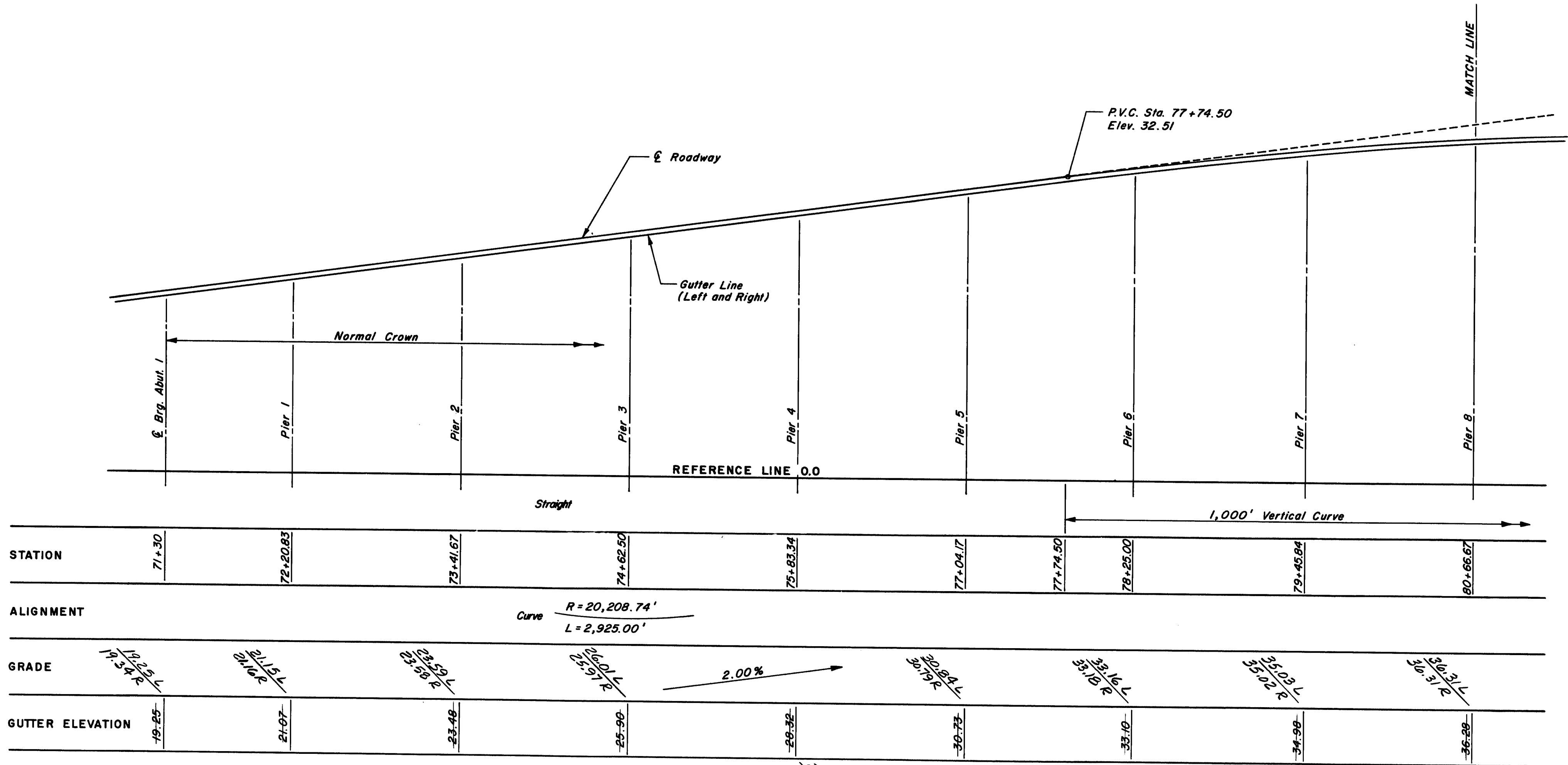
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET-EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET-EDGEComb
LINCOLN COUNTY

SURVEY PLAN AND ELEVATION 3 OF 3
SHEET 7 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

"REVISED AS BUILT 1984" (NEP 1-9-96)



NOTE: Gutter Elevations are Finished Grade Elevations.

AS BUILT
 - L = GUTTER LEFT
 - R = GUTTER RIGHT

Figg and Muller Engineers Inc.
 424 North Calhoun Street
 Tallahassee, Florida 32301

111-348

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

WISCASSET - EDGEComb BRIDGE
 OVER
 SHEEPSCOT RIVER
 BETWEEN THE TOWNS OF
 WISCASSET - EDGEComb
 LINCOLN COUNTY

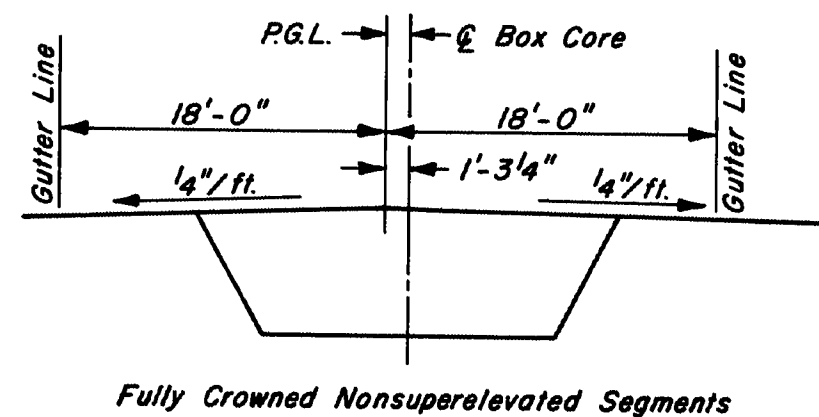
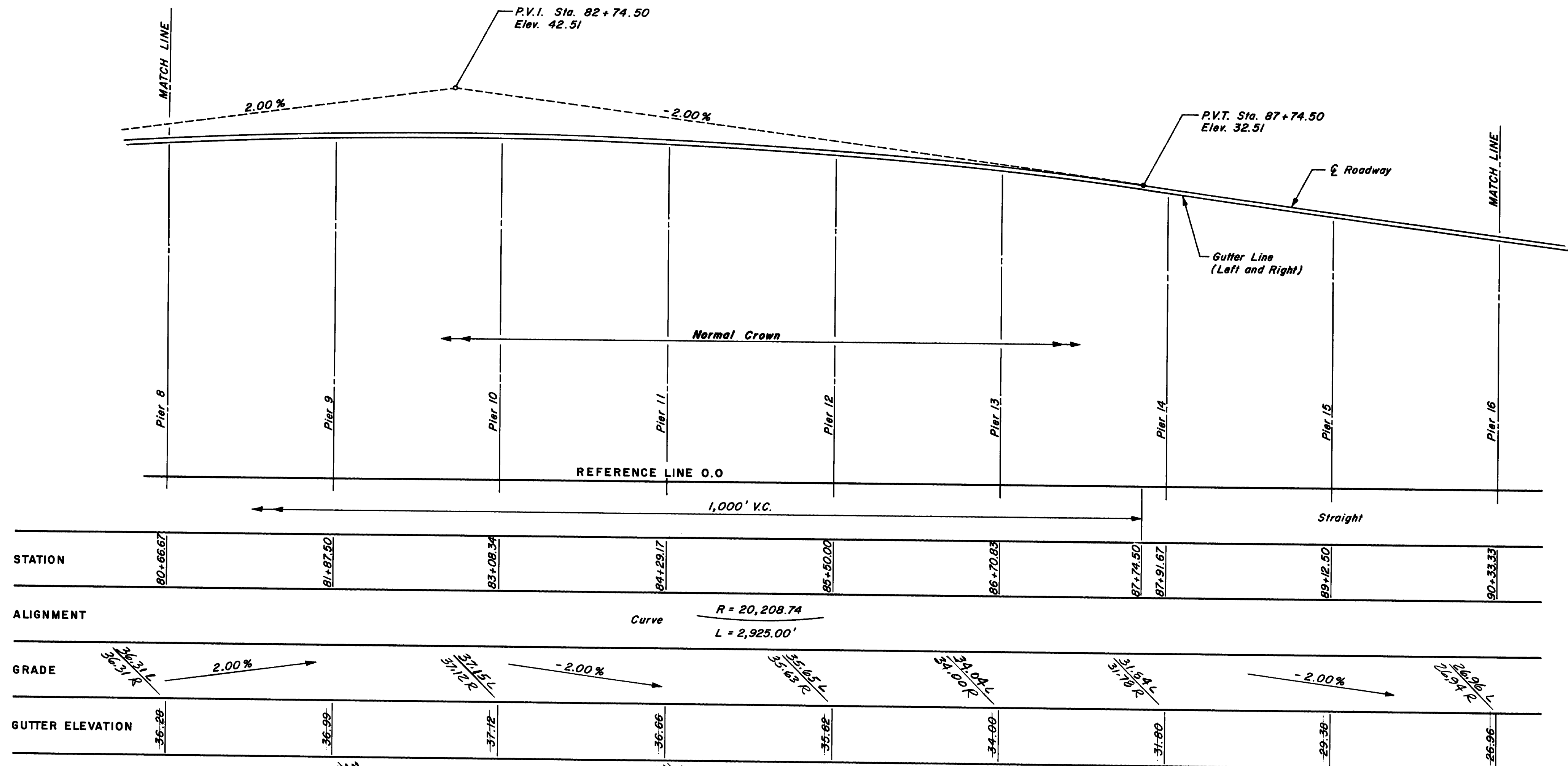
BRIDGE DECK GEOMETRY 1 of 3
 SHEET 8 OF 90 AUGUSTA, MAINE

"REVISED AS BUILT 1984" (NEP 1-10-96)

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	M.S.M. RET.	11-80
CHECKED	M.S.M. G.B.	12-80
REVISIONS		
FIELD CHANGES		

PLANS

F.H.E.A. DES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	9	154



NOTE: Gutter Elevations are Finished Grade Elevations.

AS BUILT
— L = GUTTER LEFT
— R = GUTTER RIGHT

Figg and Muller Engineers Inc.
424 North Cathoon Street
Tallahassee, Florida 32301

111-349

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

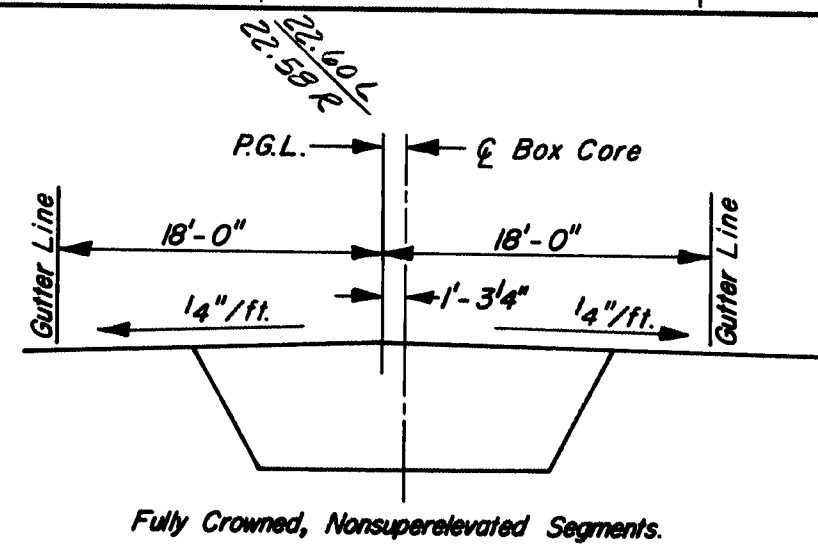
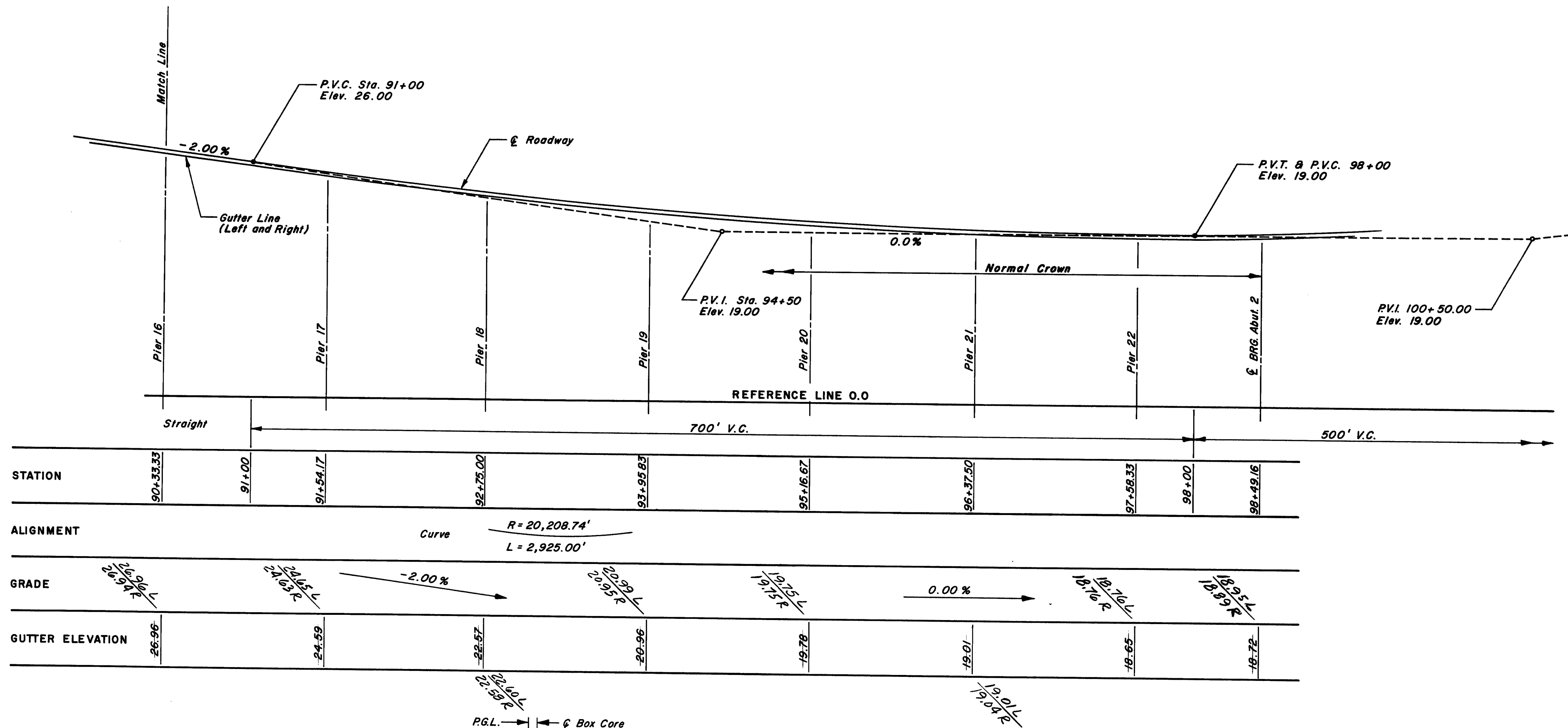
WISCASSET - EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY

BRIDGE DECK GEOMETRY 2 of 3
SHEET 9 OF 92 AUGUSTA, MAINE

"REVISED AS BUILT 1984" NEP 1-10-96

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	MSM	11-80
CHECKED	RET	12-80
REVISIONS	MSM	G.B.
FIELD CHANGES		

PLANS



NOTE: Gutter Elevations are Finished Grade Elevations.

AS BUILT
 — L = GUTTER LEFT
 — R = GUTTER RIGHT

111-350

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 WISCASSET - EDGECOMB BRIDGE
 OVER
 SHEEPSCOT RIVER
 BETWEEN THE TOWNS OF
 WISCASSET - EDGECOMB
 LINCOLN COUNTY
 BRIDGE DECK GEOMETRY 3 of 3
 SHEET 10 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
 424 North Calhoun Street
 Tallahassee, Florida 32301

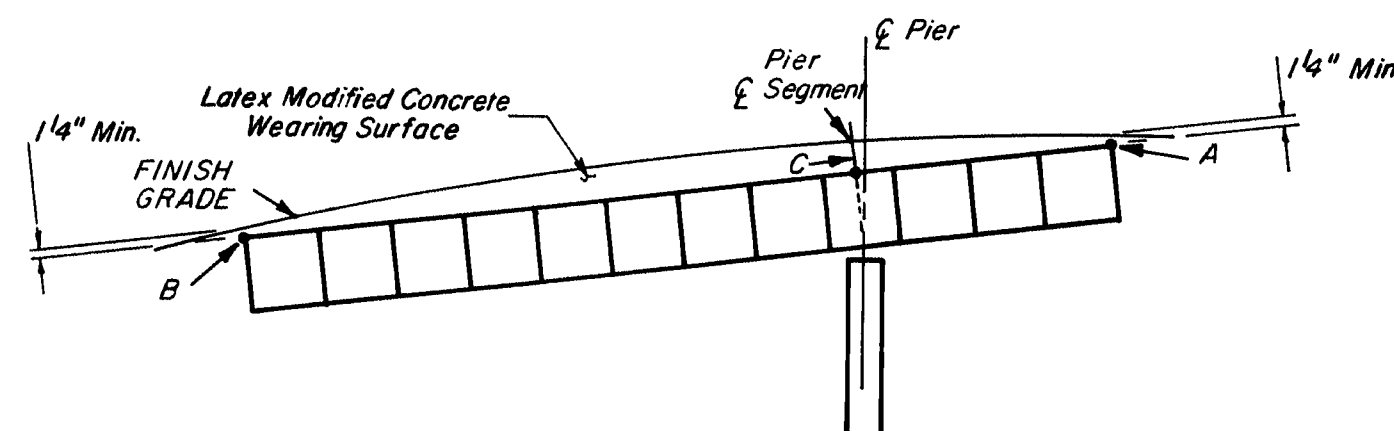
"REVISED AS BUILT 1984" (NEP 1-10-96)

PROJECT DESIGN ENGINEER	BY	DATE
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CHECKED	M.S.M. G.B.	12-80
REVISIONS		
FIELD CHANGES		

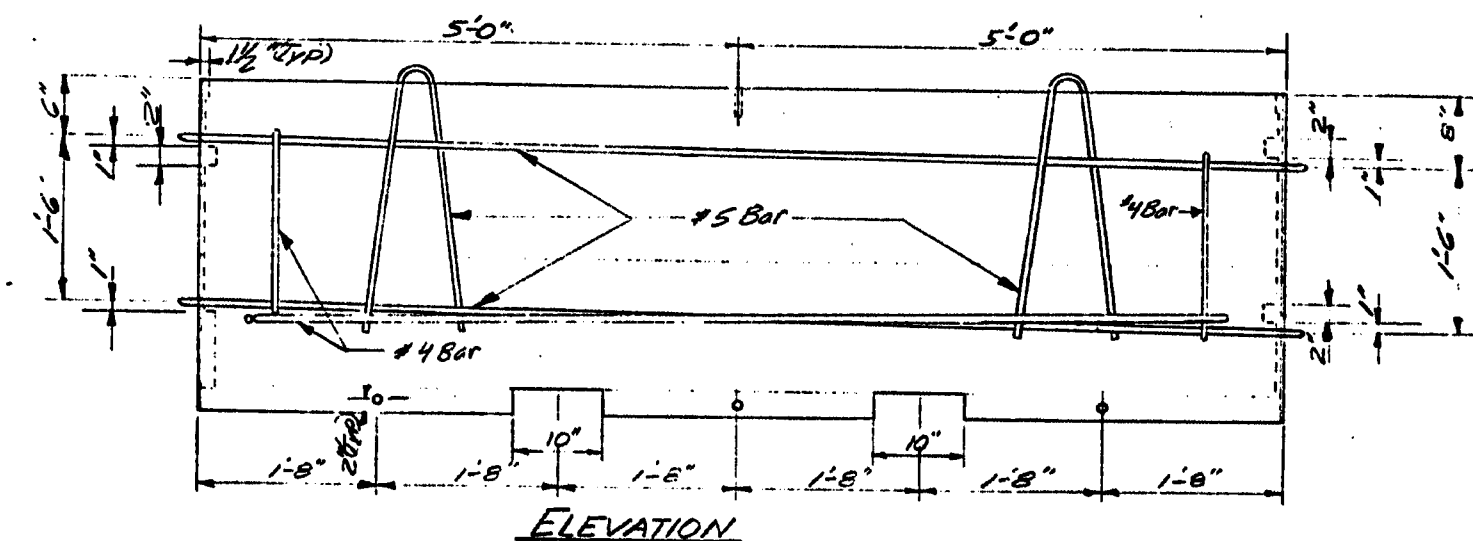
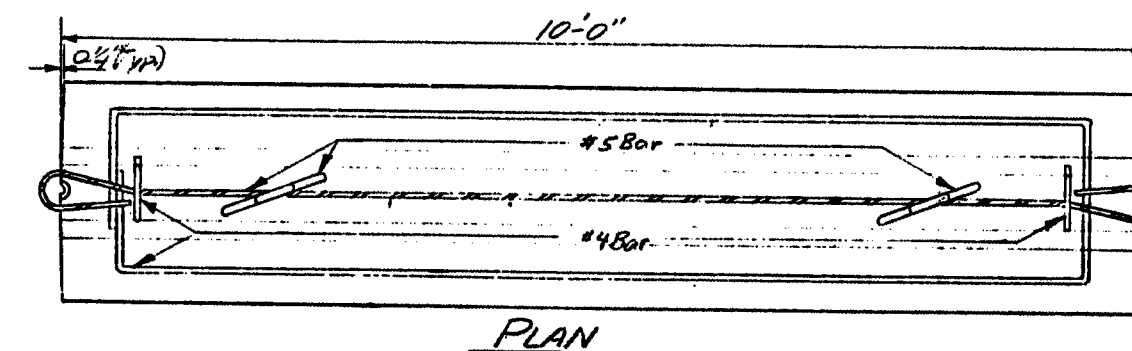
PLANS

TOP OF SEGMENT - ELEVATIONS ABC						
	SPAN	A		B		C
		STATION	ELEVATION*	STATION	ELEVATION*	STATION ELEVATION*
ABUTMENT 1	1	71+34.873	19.613	71+24.843	19.413	71+29.858 19.513
PIER 1	1-2	72+55.791	22.032	71+35.439	19.625	72+20.688 21.330
PIER 2	2-3	73+76.624	24.448	72+56.272	22.041	73+41.521 23.746
PIER 3	3-4	74+97.457	26.865	73+77.106	24.458	74+62.355 26.263
PIER 4	4-5	75+18.290	29.282	74+97.939	26.875	75+83.188 28.580
PIER 5	5-6	77+39.124	31.698	76+18.772	29.291	77+04.021 30.996
PIER 6	6-7	78+59.967	33.969	77+39.612	31.708	78+24.853 33.310
PIER 7	7-8	79+80.835	35.681	78+60.472	33.977	79+45.729 35.184
PIER 8	8-9	81+01.705	36.809	79+81.335	35.687	80+66.597 36.482
PIER 9	9-10	82+22.574	37.352	81+02.200	36.812	81+87.465 37.194
PIER 10	10-11	83+43.442	37.311	82+23.066	37.353	83+08.332 37.323
PIER 11	11-12	84+64.309	36.685	83+43.935	37.309	84+29.200 36.867
PIER 12	12-13	85+85.176	35.475	84+64.806	36.682	85+50.068 35.927
PIER 13	13-14	87+06.041	33.681	85+85.679	35.469	86+70.936 34.203
PIER 14	14-15	88+26.903	31.358	87+06.550	33.673	87+91.800 32.033
PIER 15	15-16	89+47.741	28.941	88+27.390	31.348	89+12.639 29.643
PIER 16	16-17	90+68.582	26.421	89+48.231	28.931	90+33.480 27.153
PIER 17	17-18	91+89.404	24.193	90+69.050	26.411	91+54.301 24.864
PIER 18	18-19	93+10.215	22.219	91+89.854	24.111	92+75.110 22.771
PIER 19	19-20	94+31.025	20.737	93+10.659	22.213	93+95.918 21.168
PIER 20	20-21	95+51.835	19.671	94+31.464	20.733	95+16.727 19.981
PIER 21	21-22	96+72.644	19.024	95+52.270	19.669	96+37.535 19.212
PIER 22	22-23	97+93.453	18.793	96+73.078	19.022	97+58.344 18.860
ABUTMENT 2	23	98+54.159	18.953	97+93.971	18.860	98+49.143 18.954

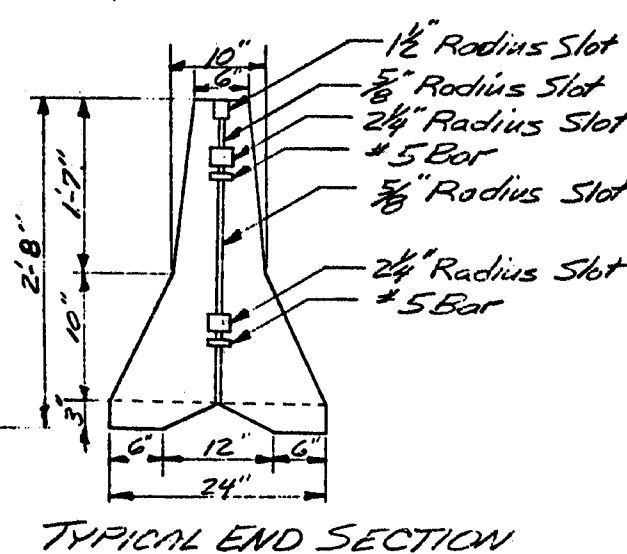
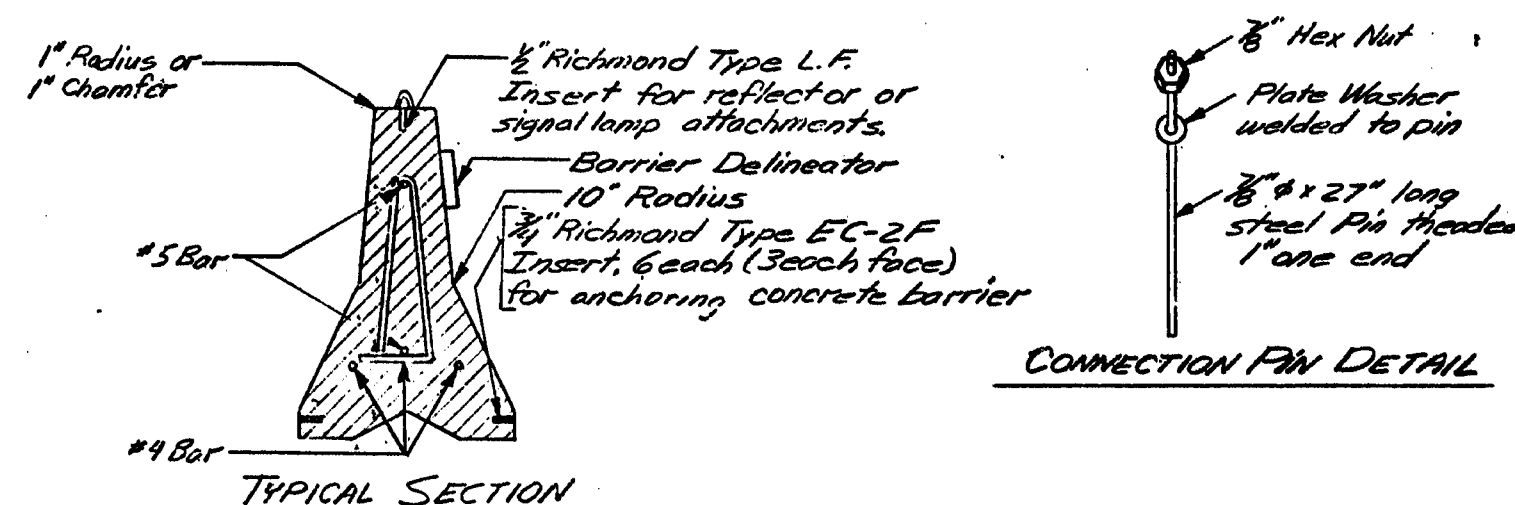
*ELEVATIONS ARE TOP OF CONCRETE ELEVATIONS



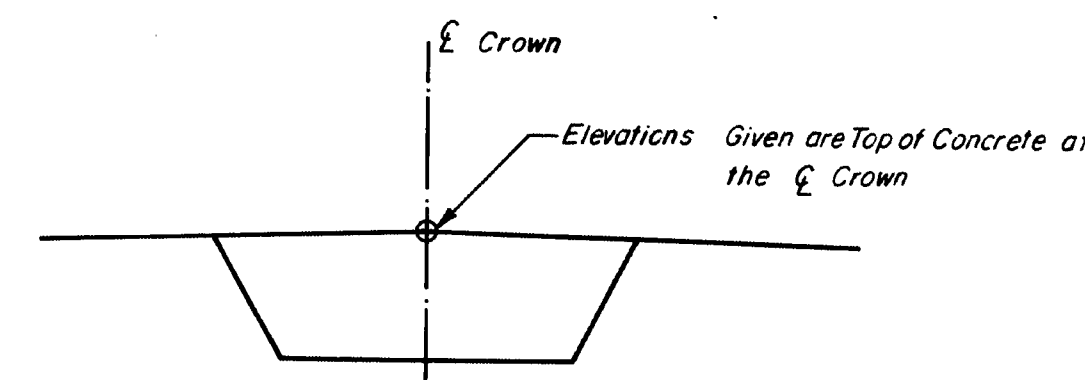
ELEVATION
(SHOWING TOP OF CONC. ELEVATION LOCATIONS.)



TEMPORARY CONCRETE BARRIER
TYPE 1



- NOTES**
- Barrier Delineator spaced 10' O.C. Delineator design to be approved by the Engineer.
 - Other reinforcing details and panel connection arrangements may be used, if approved by the Engineer, for temporary concrete barrier Type 1.



CROSS SECTION
(SHOWING TOP OF CONC. ELEVATION LOCATION)

111-351

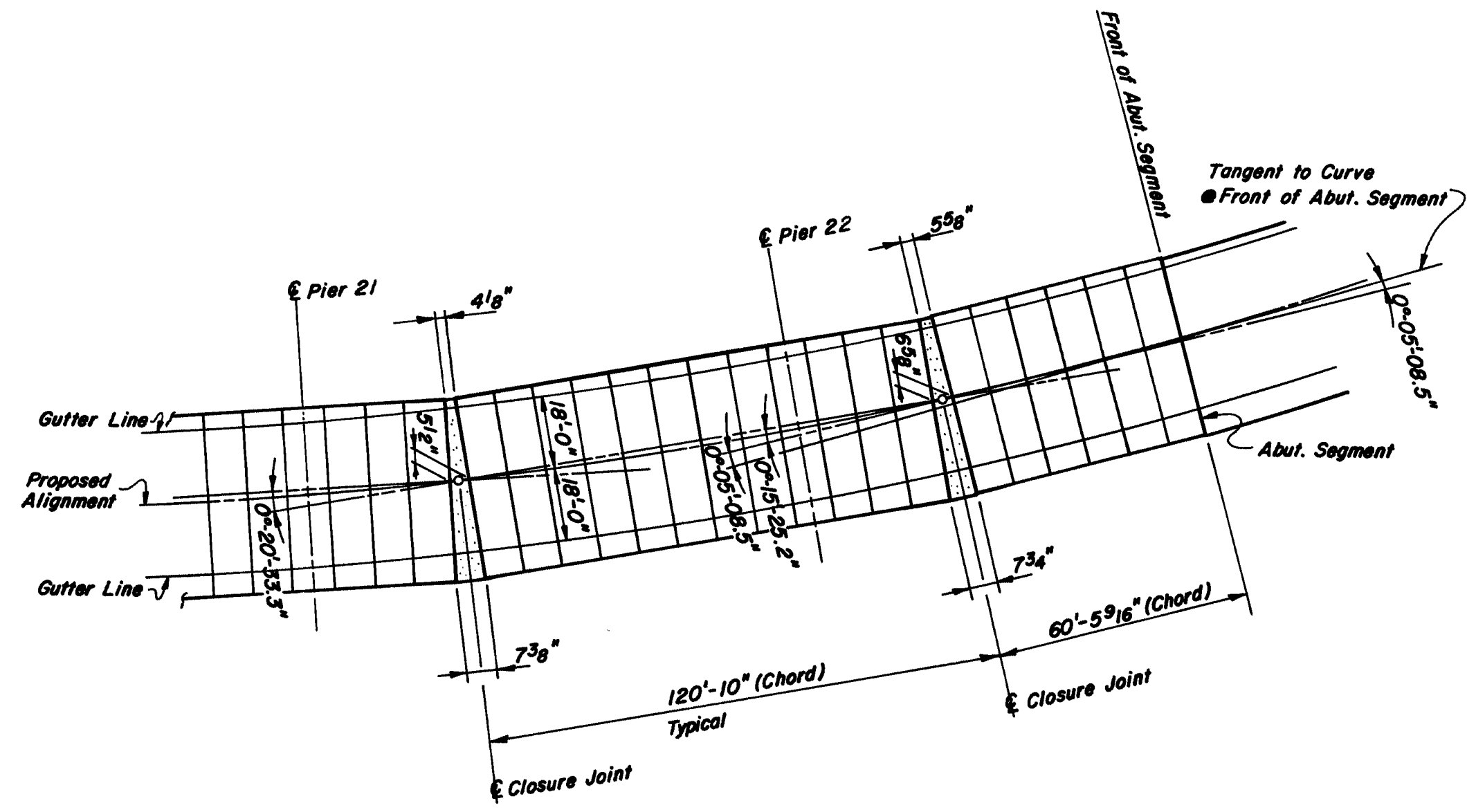
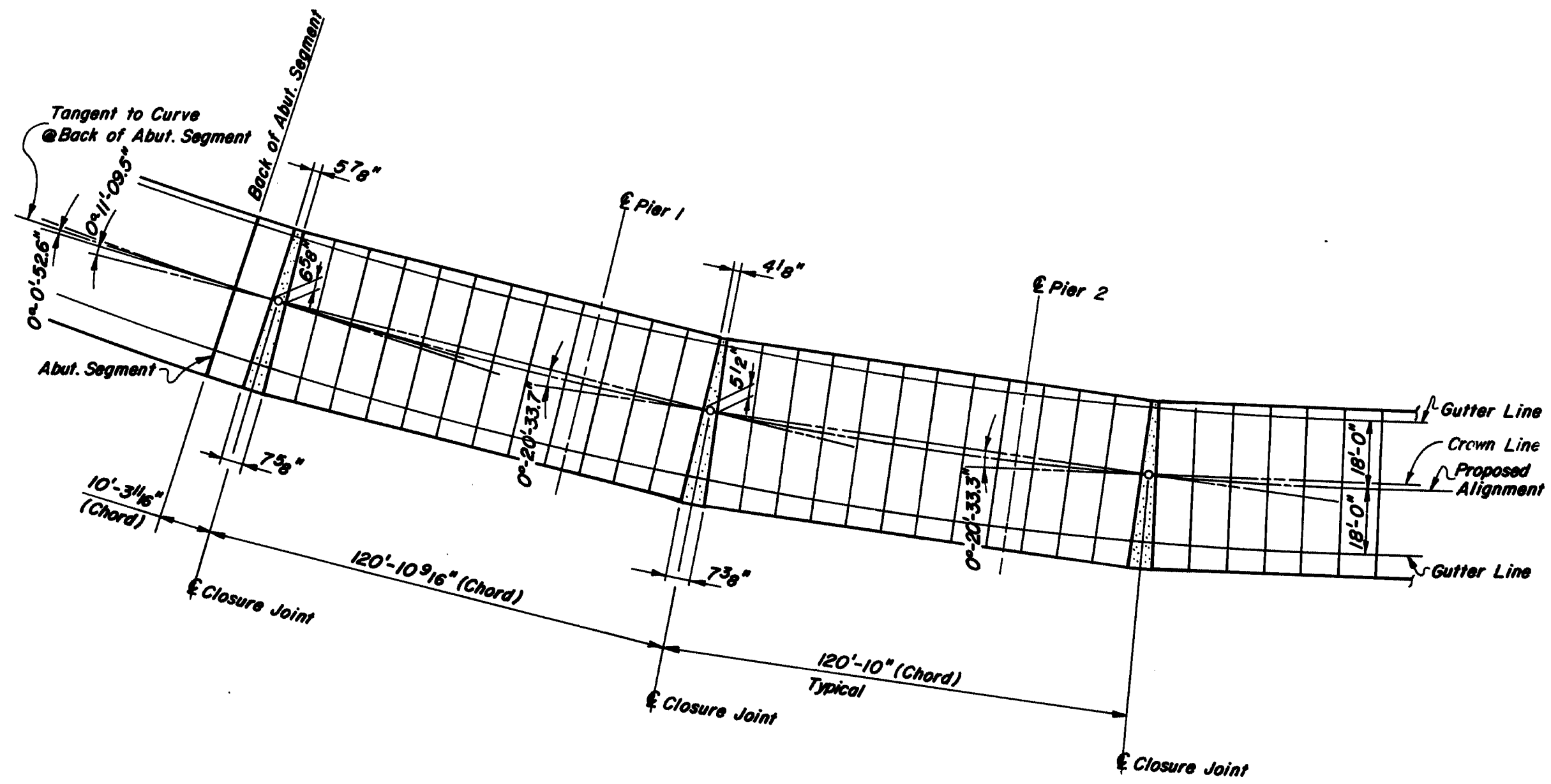
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET- EDGECOMB BRIDGE
OVER
SHEEPS COT RIVER
BETWEEN THE TOWNS OF
WISCASSET- EDGECOMB
LINCOLN COUNTY

TOP OF SEGMENT - ELEVATIONS
SHEET 11 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

PROJECT DESIGN ENGINEER
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES
PLANS
DATE
11-80
12-80
BY
M.S.M.
M.S.M.
G.B.

F.W.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	12	154



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	MSM	11-80
CHECKED	MSM	12-80
REVISIONS		
FIELD CHANGES		

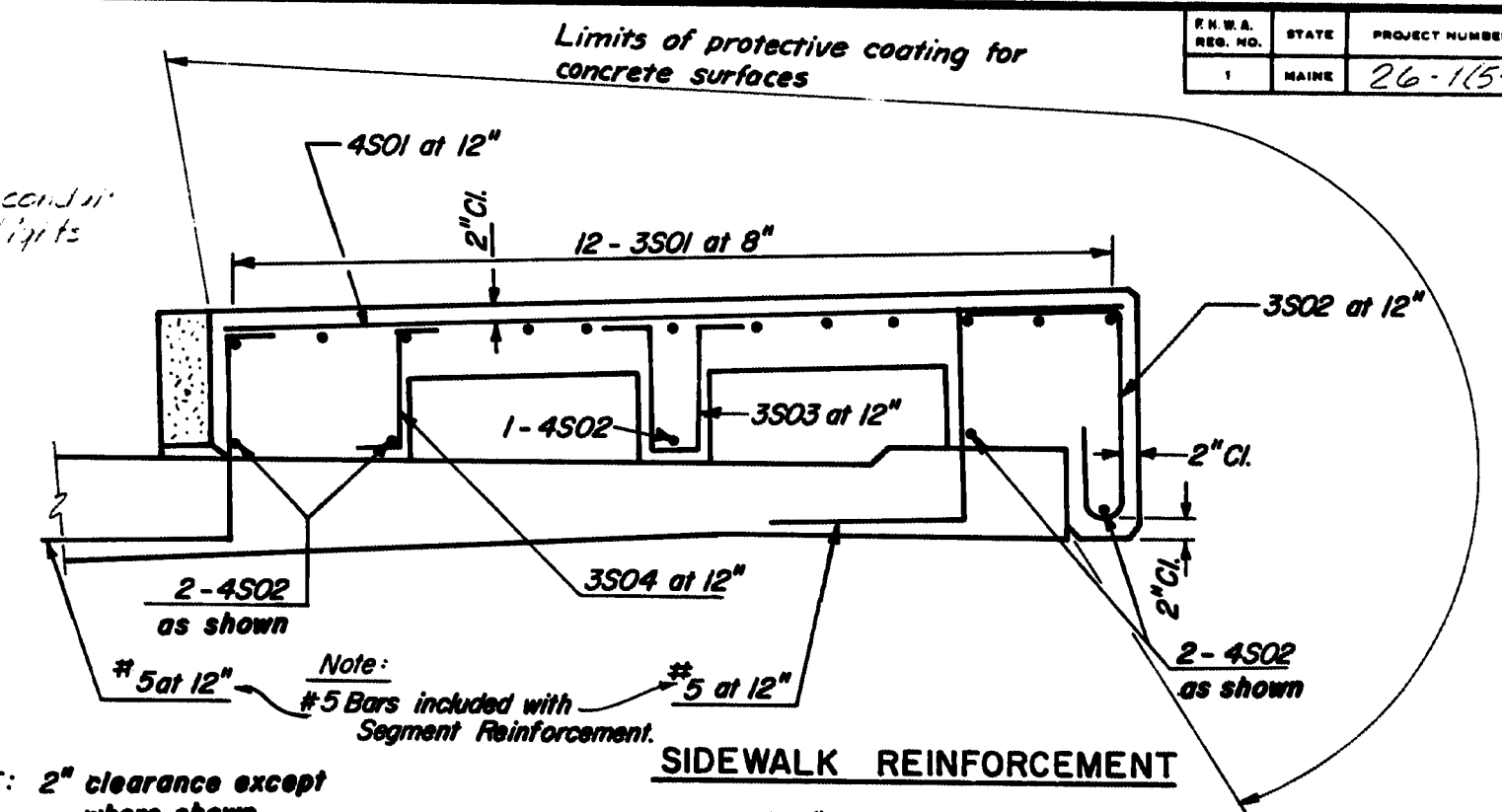
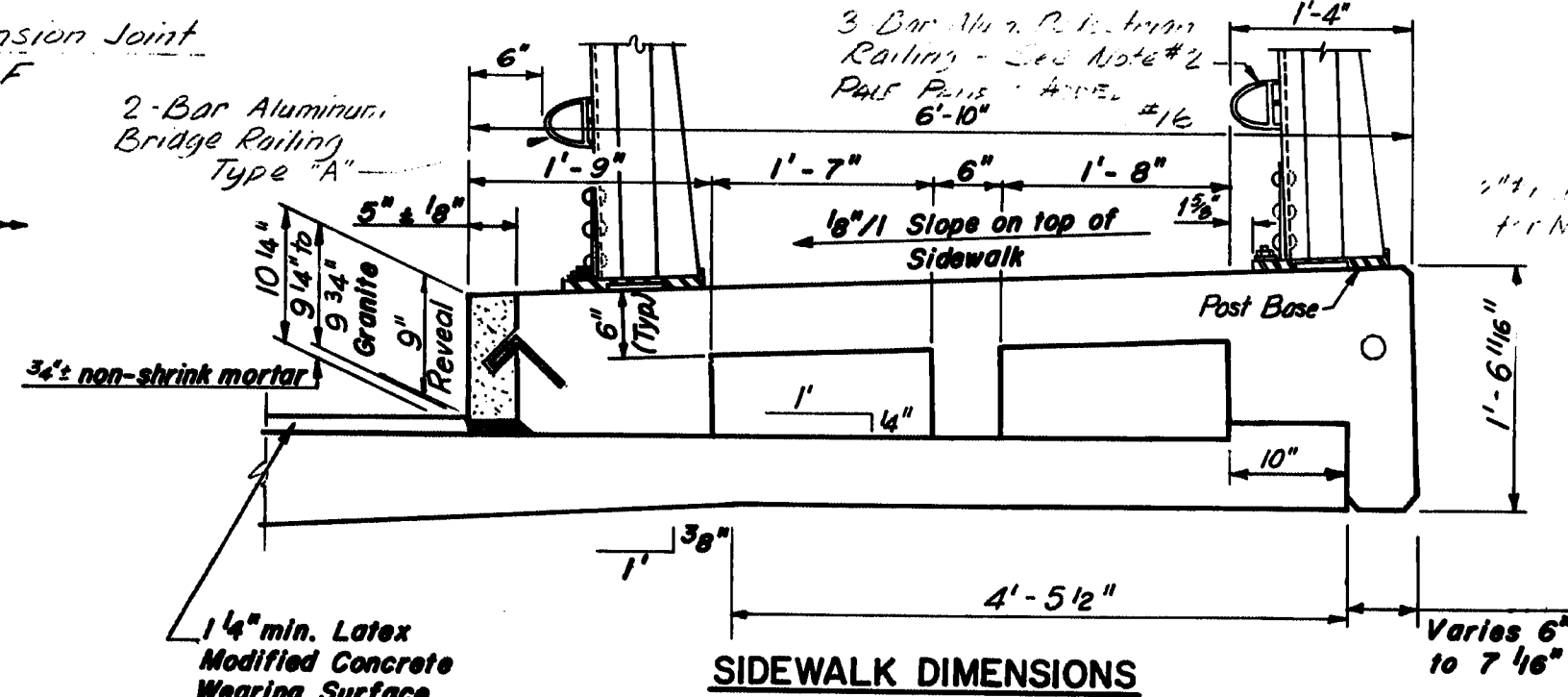
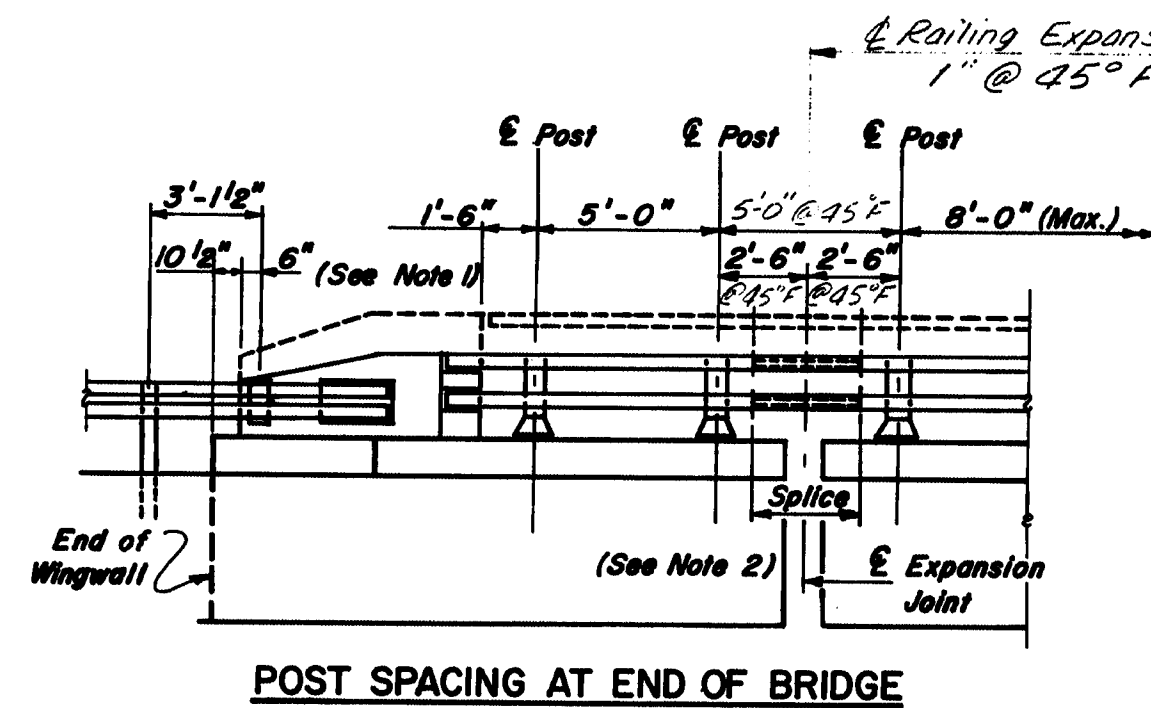
111-352

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
WISCASSET- EDGECOMB BRIDGE OVER SHEEPSCOT RIVER BETWEEN THE TOWNS OF WISCASSET - EDGECOMB LINCOLN COUNTY
HORIZONTAL CURVE TREATMENT
SHEET 12 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

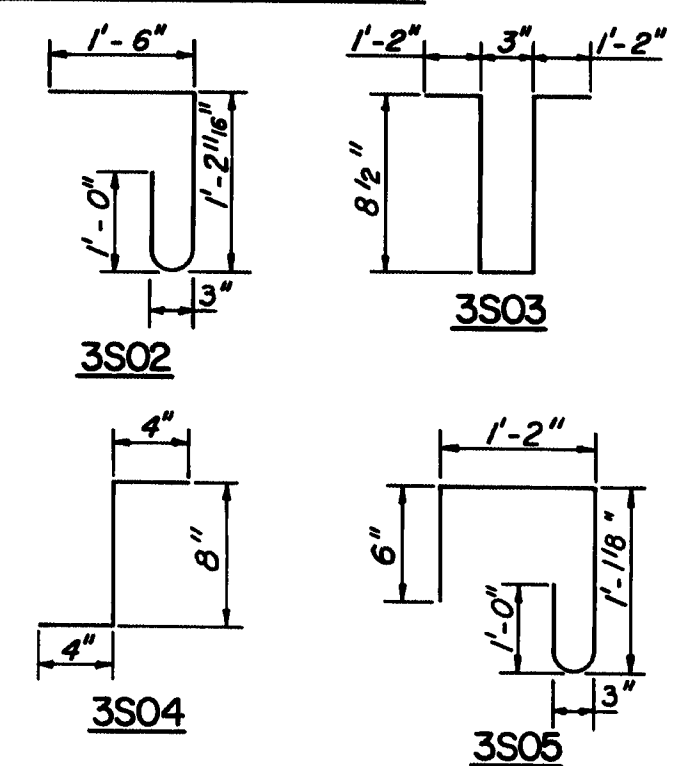
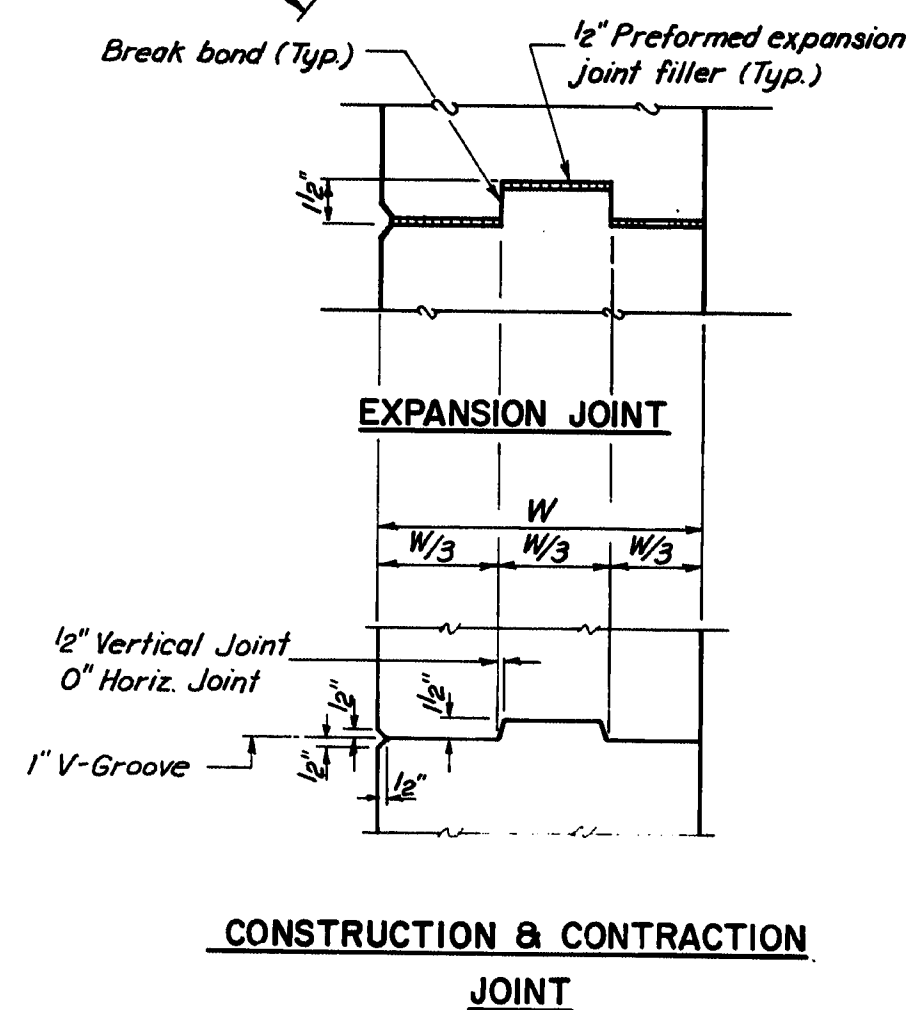
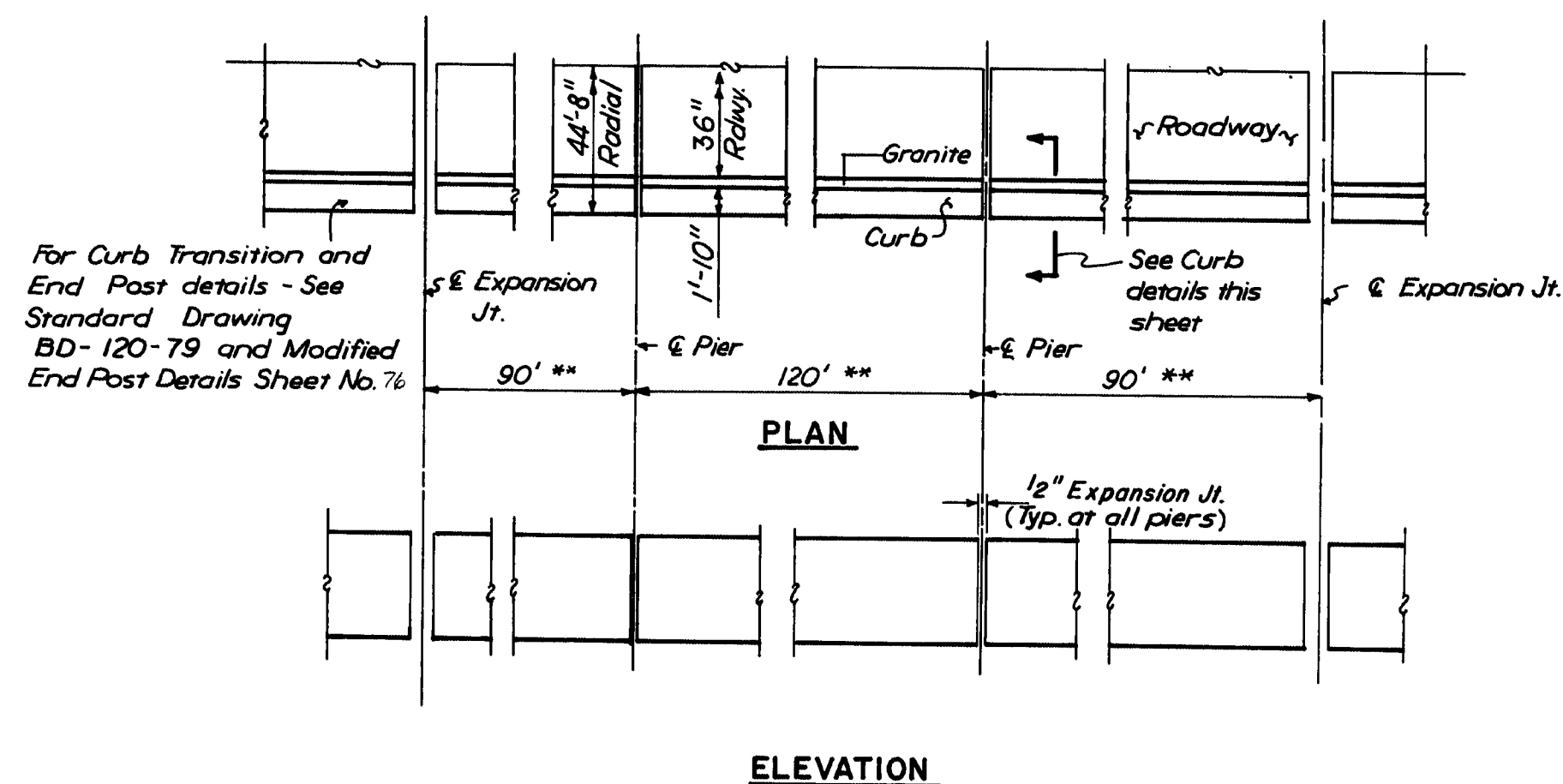
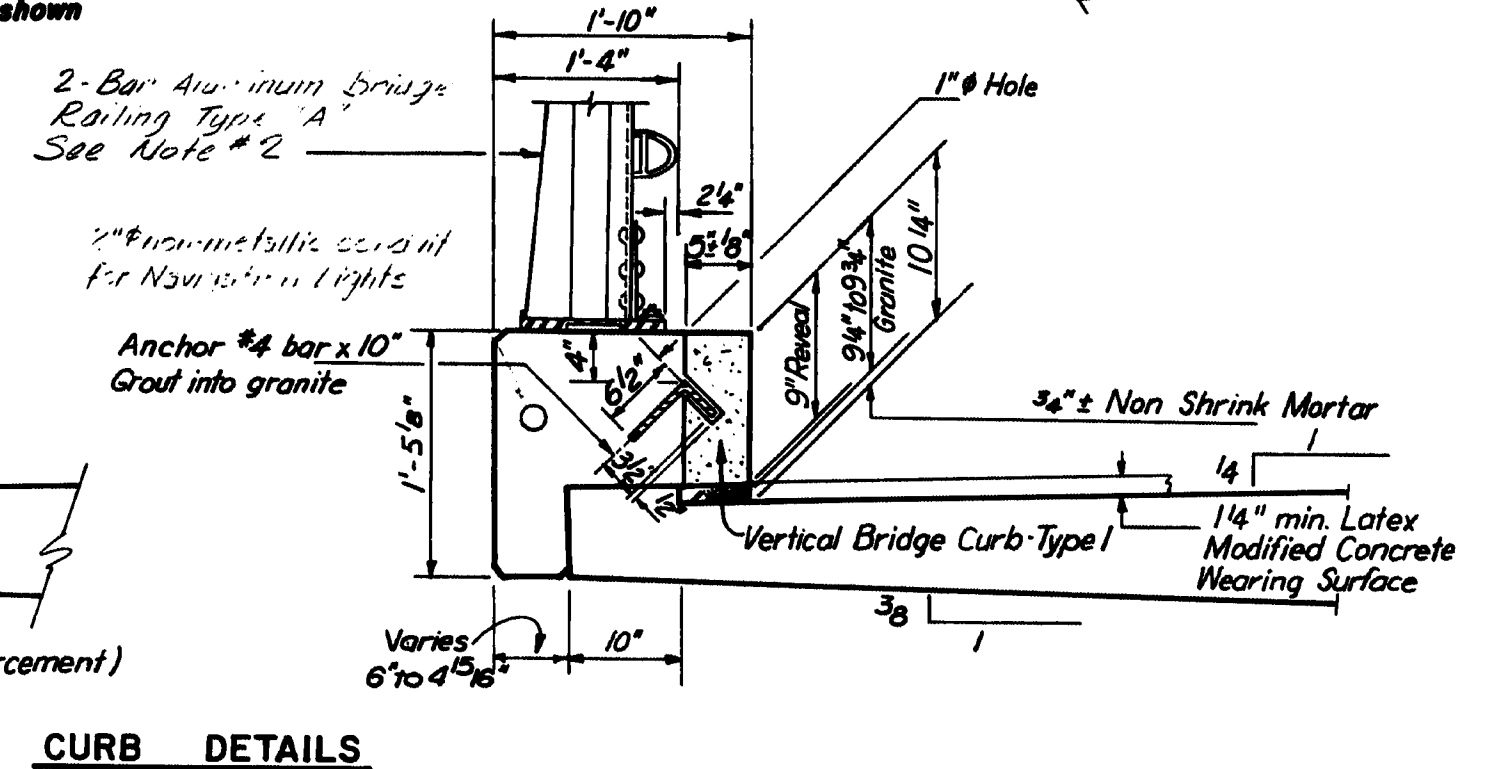
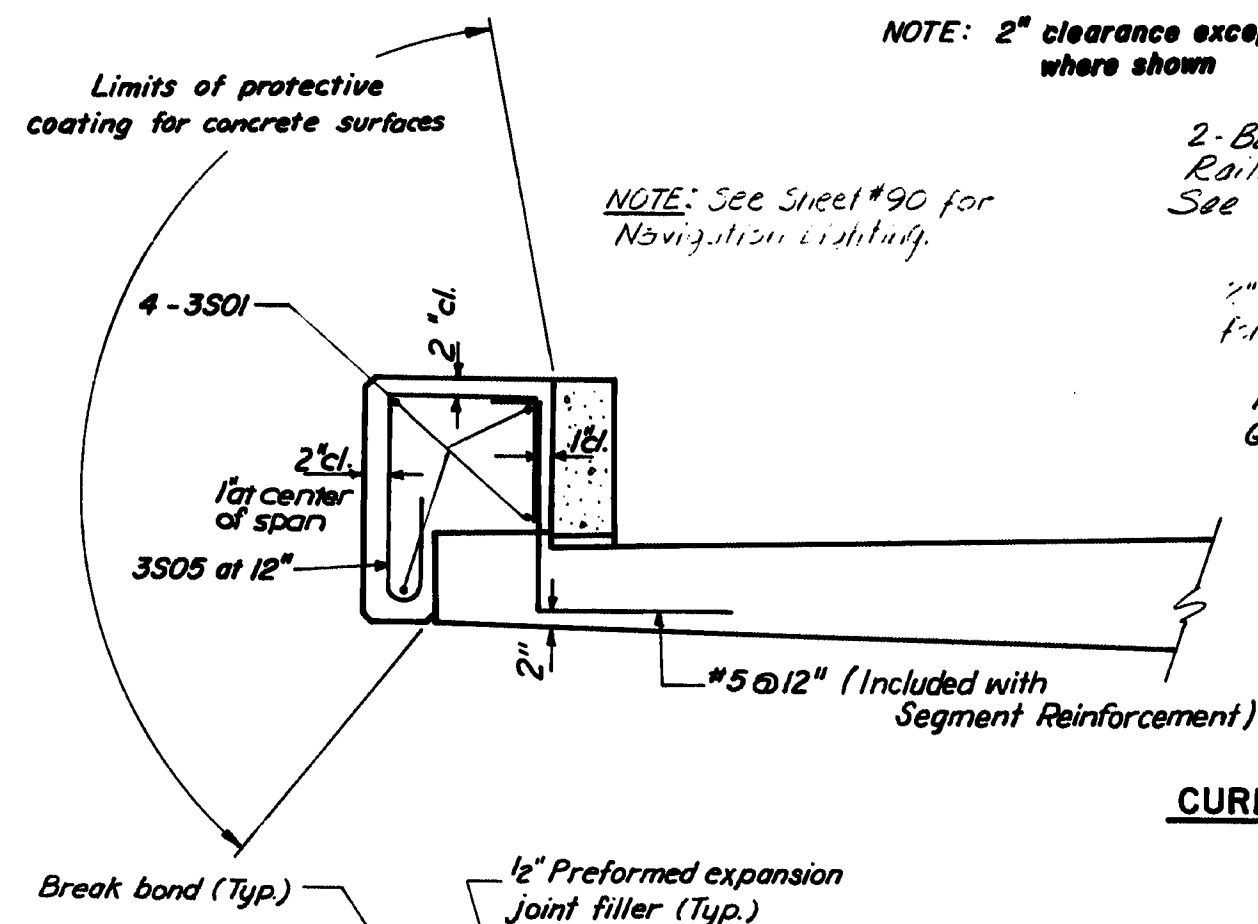
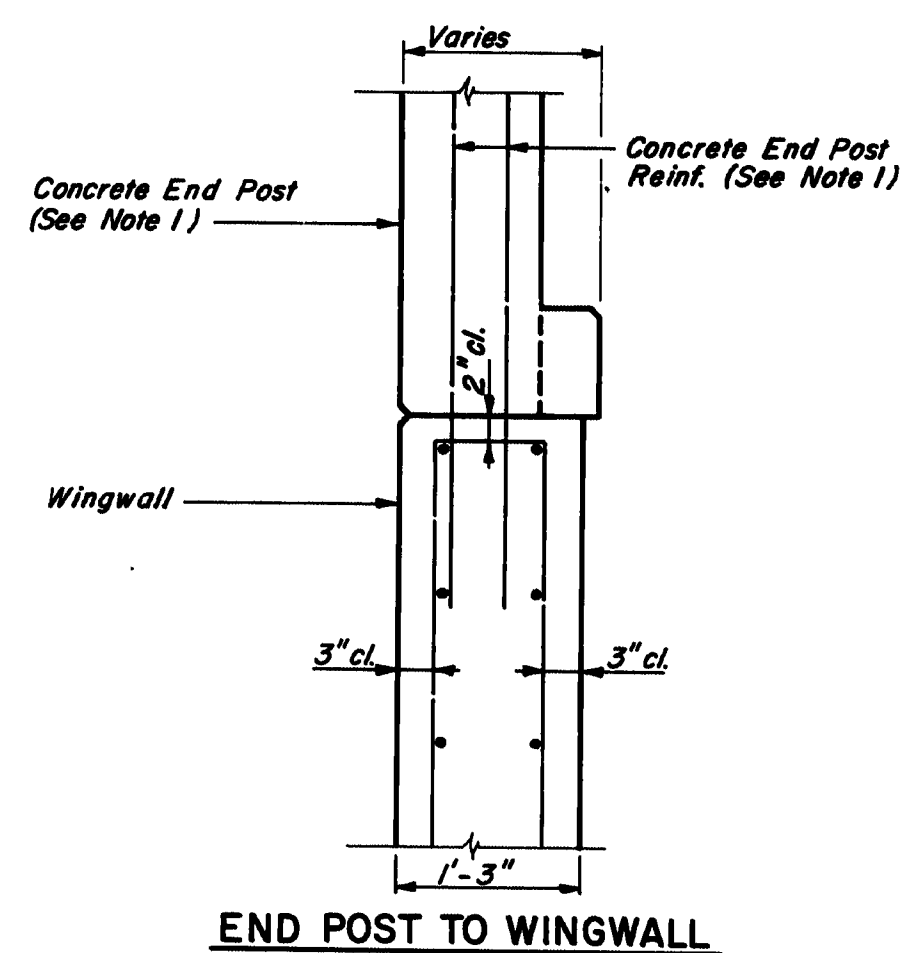
"As BUILT 1984" NEP(1-10-96)

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	26-1(55)	13	154



- Notes:**

1. For Details of Concrete End Post. See Standard Drawing (BD 120-79), Sheet No. 76.
2. For Details of Railing and Splice. See Standard Drawings (BD 114-77, BD 115-77, BD 121-81).
3. Maximum Granite Block length shall be 8'-0".
4. For End Post Detail, with two bar railing, see Miscellaneous Detail Sheet, No. 76.



BAR LIST - ONE SEGMENT				
Bar	No.	Length	Str.	Bent
3501*	16	10' - 0"	●	
3502	11	4' - 0"		●
3503	11	4' - 0"		●
3504	11	1' - 4"		●
3505	11	4' - 0"		●
4501	11	6' - 1"	●	
4502*	5	10' - 0"	●	

NOTE: No laps included in lengths of 3S01 & 4S02 bars.*

All dimensions are out to out.

All bar bending pin diameters shall be in accordance with A.C.I. Standards.

Number preceding letter denotes bar size.

ESTIMATED QUANT. / ONE SEGM'T.		
Item	Unit	Total
Class "A" Concrete	C.Y.	2.67
Reinforcement Bars	Lbs.	200
Vertical Bridge Curb	L.F.	20'

***Note:**

The lengths shown for bars 3S01 and 4S02 were used to estimate the quantities for one segment. These bars are to be placed in lengths chosen by the Contractor providing a minimum lap of 1'-4". Laps shall be incidental to item 503.12.

111-353

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET - EDGECOMB BRIDGE

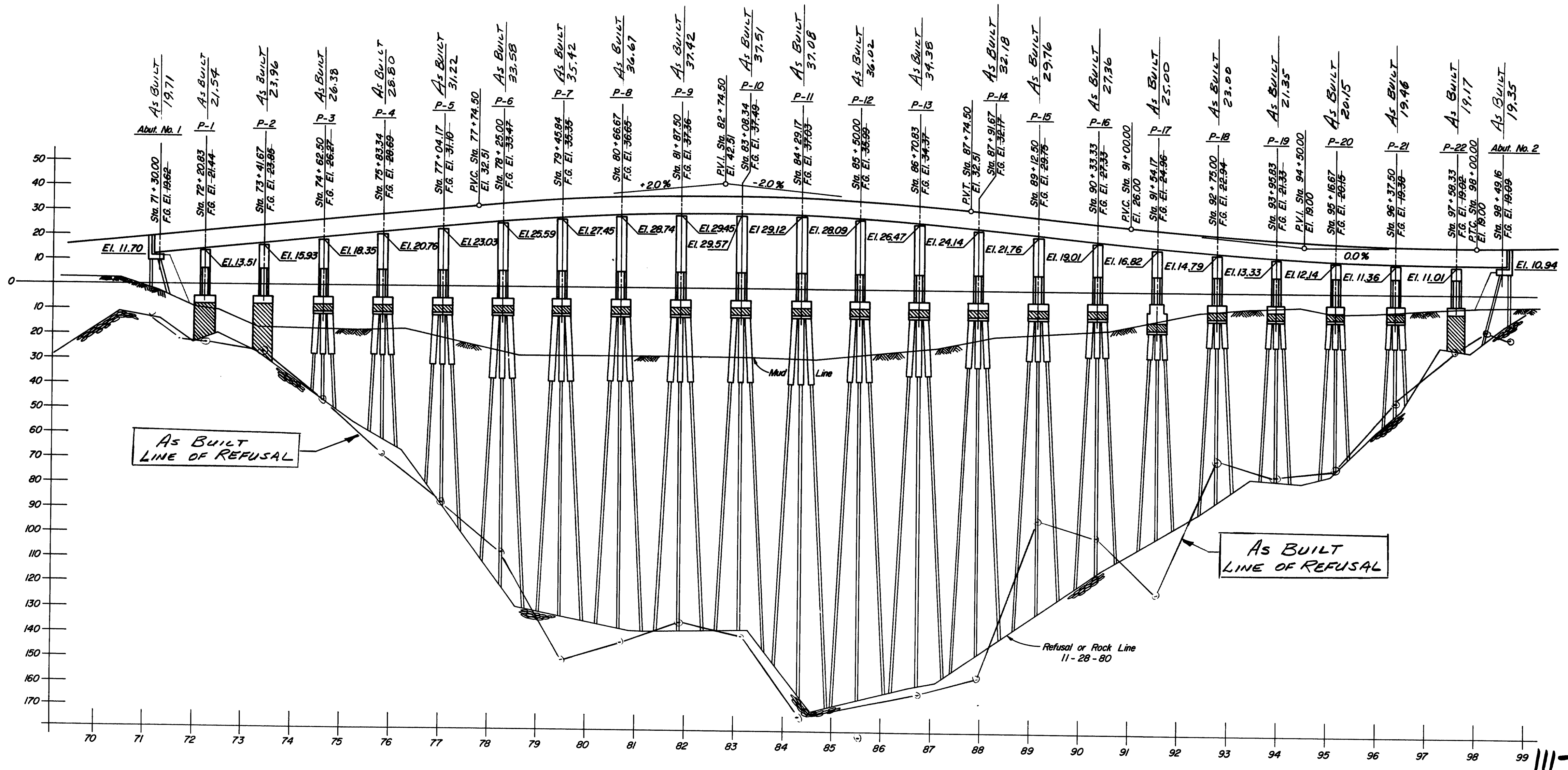
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
ISCASSET- EDGECOME
LINCOLN COUNTY

CURB, SIDEWALK, AND RAILING DETAILS

SHEET 13 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

AS BUILT 1984 (NEP 1-10-96)



Note: For all subsoil information see sheets 77 thru 80.
Foundation options I and II Shall Not be combined.

OPTION I BUILT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGECOMB BRIDGE
OVER
SHEEPSHOT RIVER
BETWEEN THE TOWNS OF
WISCASSET-EDGECOMB
LINCOLN COUNTY
FOUNDATION PROFILE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

SHEET 14 OF 90 AUGUSTA, MAINE

REVISED AS BUILT 1984 (NEP 1-10-96)

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	R.B.	1-81
CHECKED	G.S.	1-81
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710

F.H.E.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	15	154

HORIZONTAL CURVE DATA

$P.I. = Sta. 83+90.06$
 $\Delta = 8^{\circ}17'34.6''$
 $D = 0^{\circ}17'00.7''$
 $R = 20,208.74'$
 $T = 1,465.06'$
 $L = 2,925.00'$

Note:
 1. For Pile Details see sheet 18.
 2. Piers 1, 2 and 22 footings shall be on seals down to ledge as shown on sht. 29.

111-355

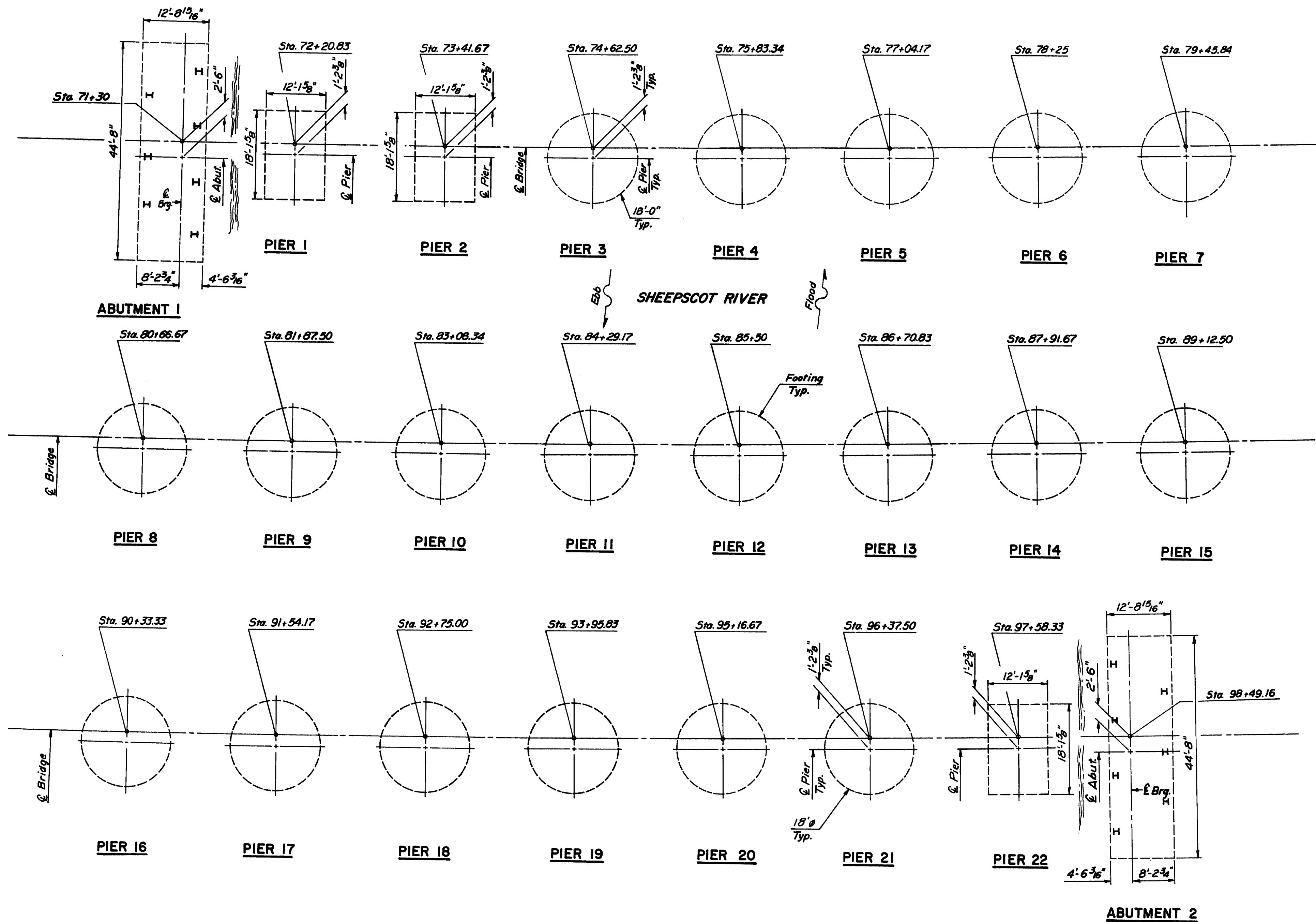
OPTION I BUILT

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGEComb BRIDGE
 OVER
 SHEEPSCOT RIVER
 BETWEEN THE TOWNS OF
WISCASSET - EDGEComb
 LINCOLN COUNTY
FOUNDATION LAYOUT

SHEET 15 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
 424 North Calhoun Street
 Tallahassee, Florida 32301

"As BUILT 1984" (NEP 1-9-96)



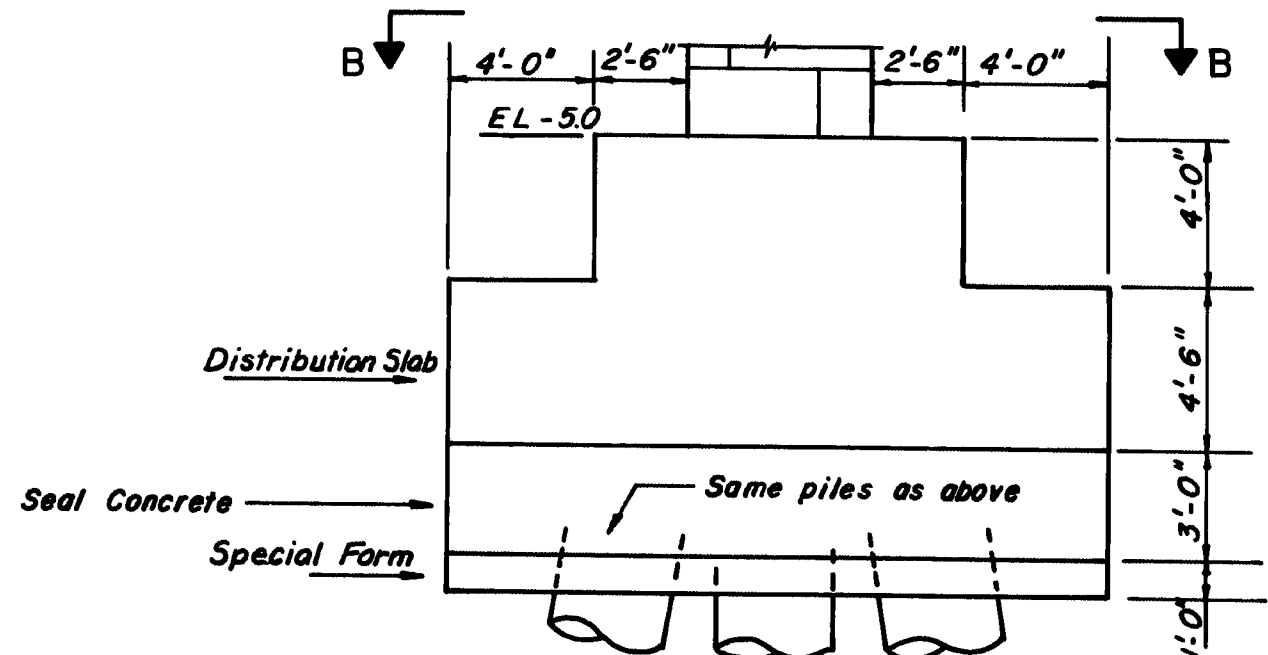
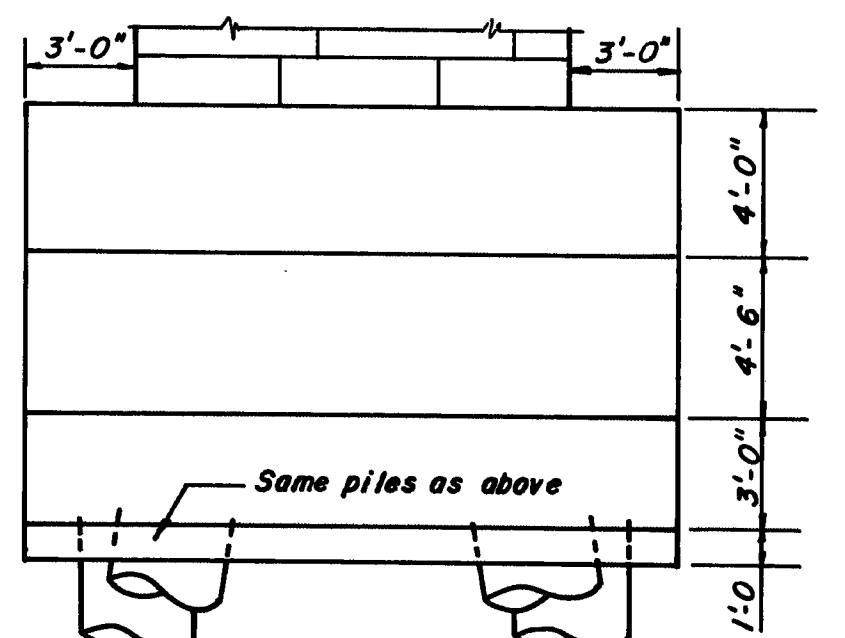
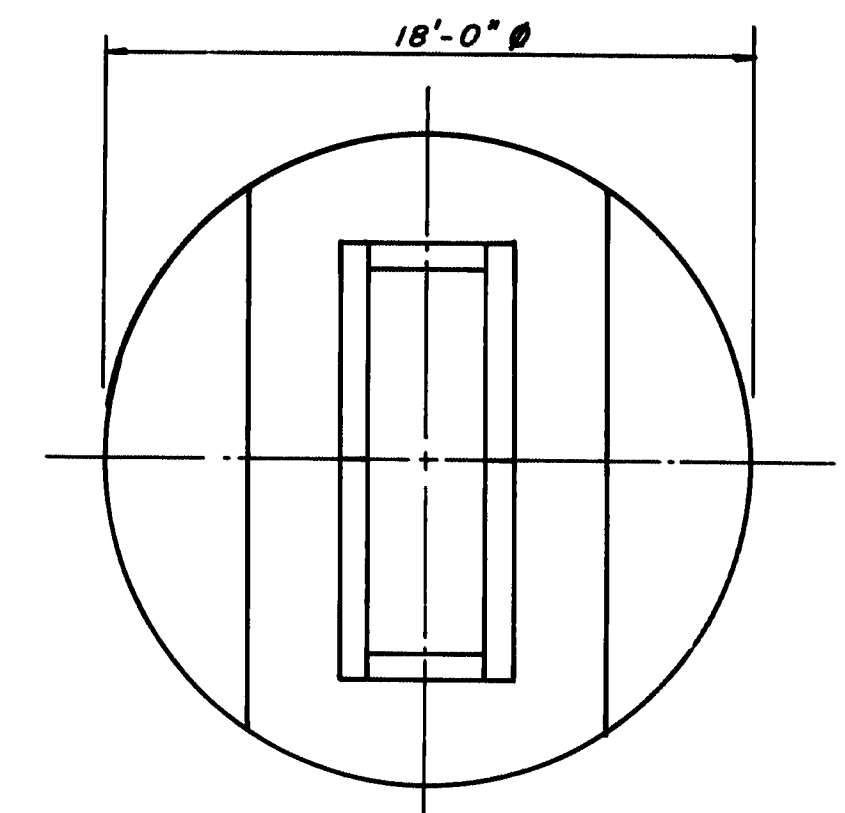
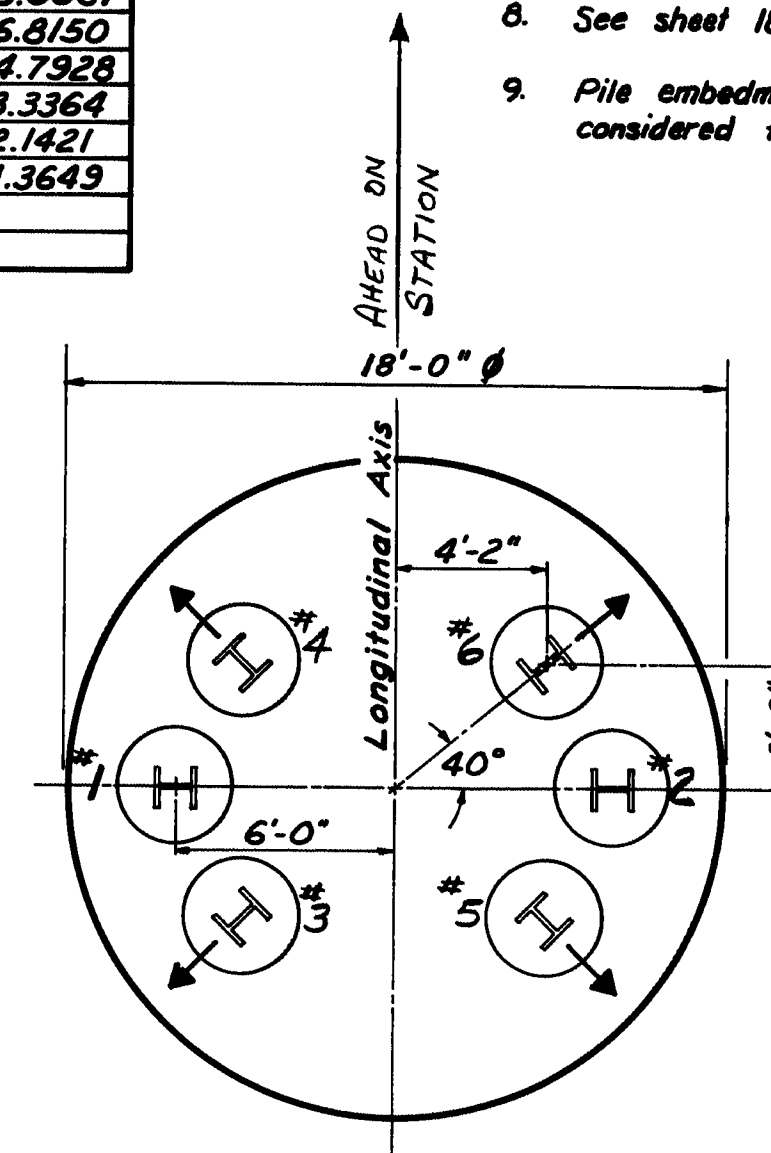
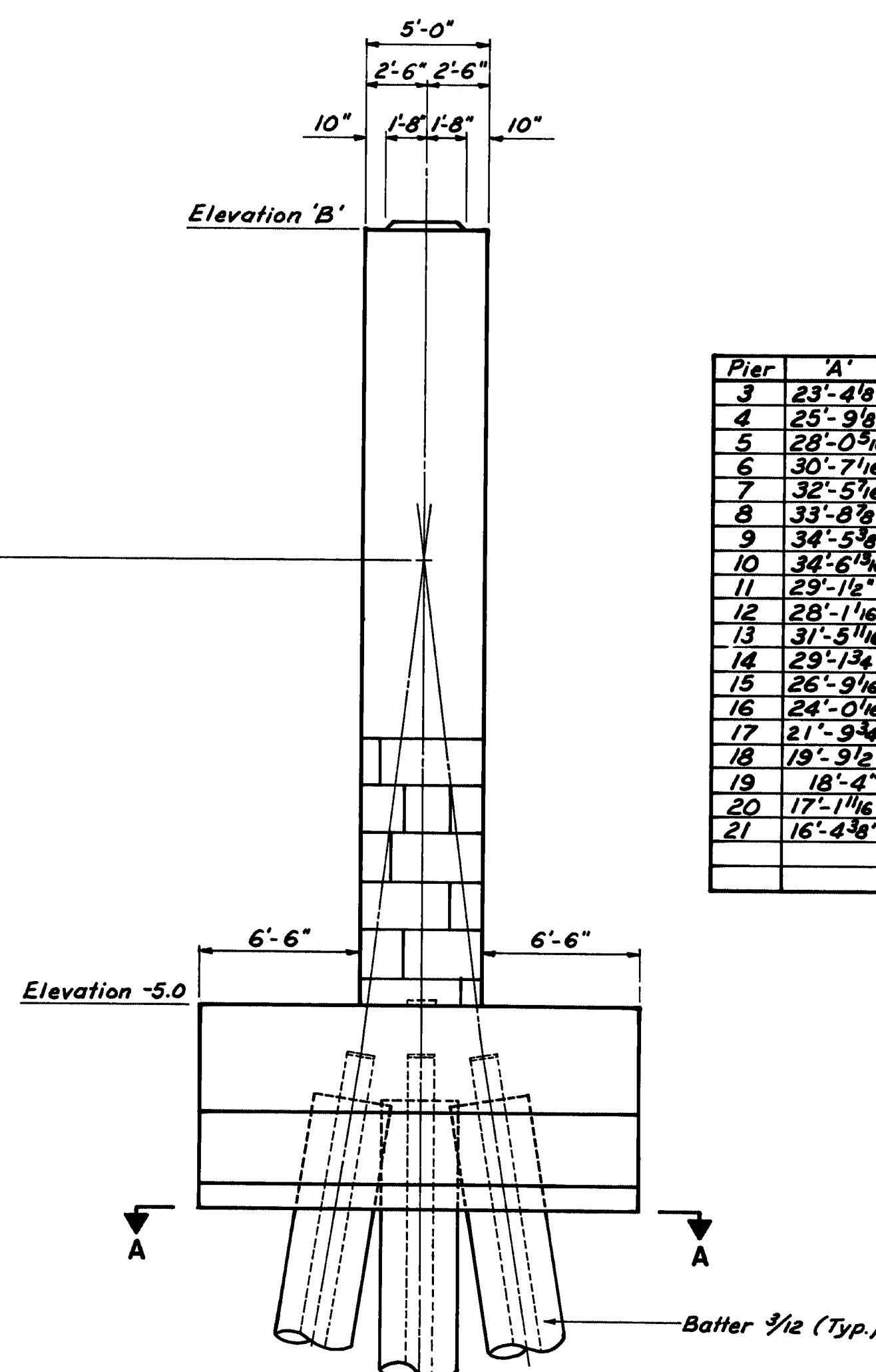
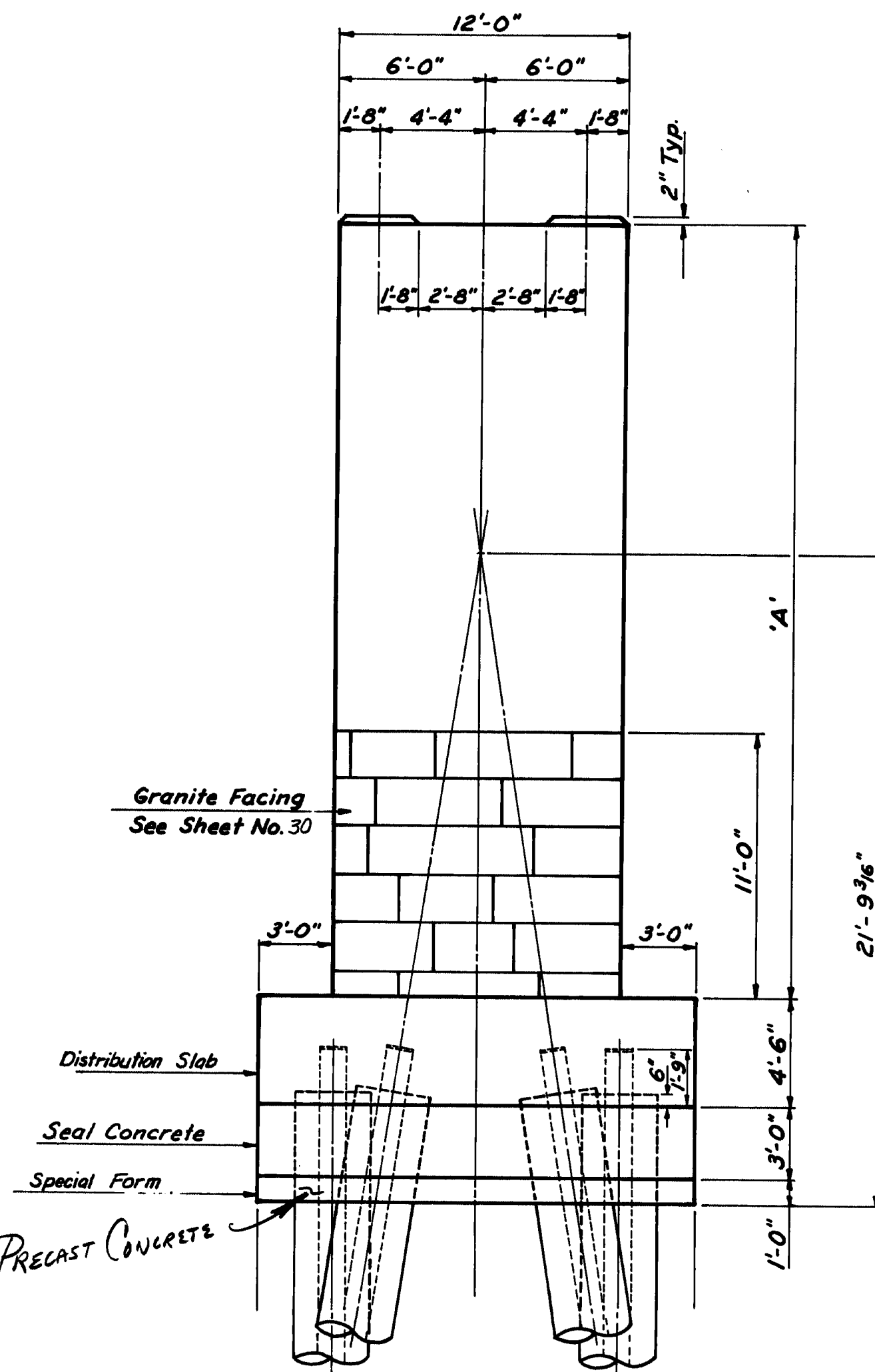
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	HTB	1-81
CHECKED	CAS	1-81
REVISIONS	MSM	1-81
FIELD CHANGES	GB	
PLANS		

BRUNING 44-132 45710

Pier Notes

- Design Wind Loads of 100 m.p.h.
- H Piles shall be driven to ledge or practical refusal.
- All H piles shall have Pointed Reinforced Pile Tips as shown on Misc. Details Sheet No. 76.
- Alternate types of Pointed Reinforced Pile Tips may be used if they have at least the cross-sectional area of the Pointed Reinforced Pile Tip shown on the plans and are approved by the Engineer.
- Estimated driven lengths of piles are determined from available soils information with no allowance for uncertain pile penetration.
- Piles are marked thus $\rightarrow$, shall be battered 3" per foot in the direction of the arrow.
- Critical AASHTO Design loading groups No. 6 and No. 9.
- See sheet 18 for Pile lengths.
- Pile embedment may vary between 1'-3" and 2'-3", 1'-9" shall be considered for measurement.

Pier	'A'	'B'
3	23'-4 1/8"	18.3499
4	25'-9 1/8"	20.7666
5	28'-0 1/16"	23.0258
6	30'-7 1/16"	25.5870
7	32'-5 1/16"	27.4533
8	33'-8 1/8"	28.7421
9	34'-5 1/8"	29.4468
10	34'-6 1/16"	29.5684
11	29'-1 1/2"	29.1208
12	28'-1 1/16"	28.0890
13	31'-5 1/16"	26.4731
14	29'-1 3/4"	24.1443
15	26'-9 1/16"	21.7559
16	24'-0 1/16"	19.0067
17	21'-9 3/4"	16.8150
18	19'-9 1/2"	14.7928
19	18'-4"	13.3364
20	17'-1 1/16"	12.1421
21	16'-4 3/8"	11.3649



111-356

BUILT
OPTION I (PIERS 3-21)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY

PIER DIMENSIONS

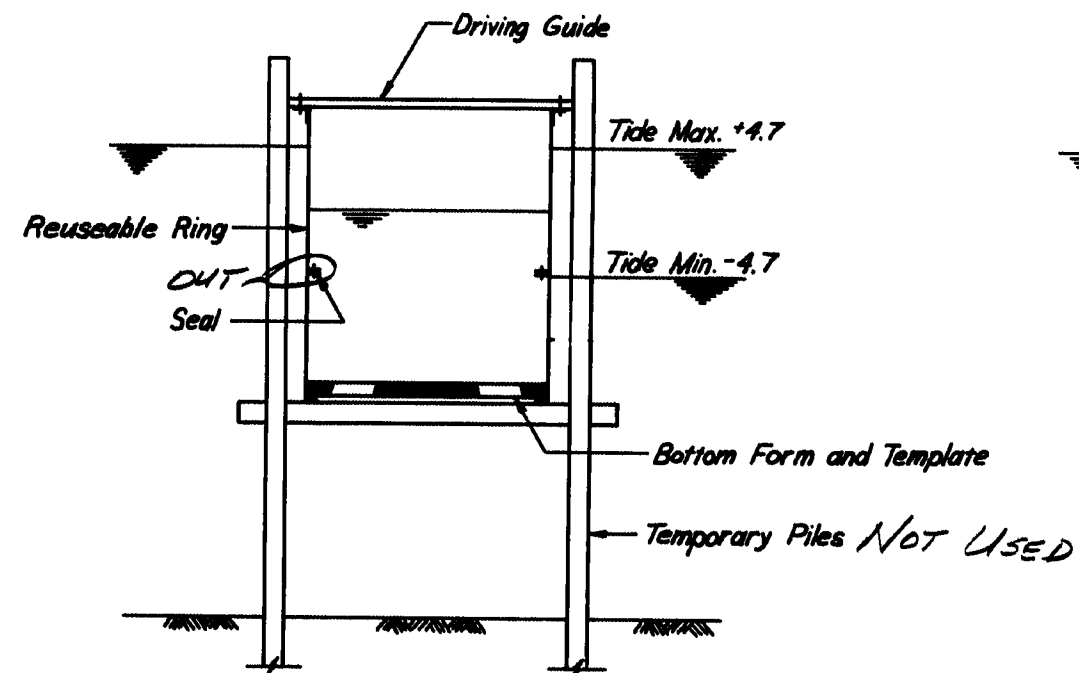
SHEET 16 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

"As BUILT 1984" (NEP 1-9-96)

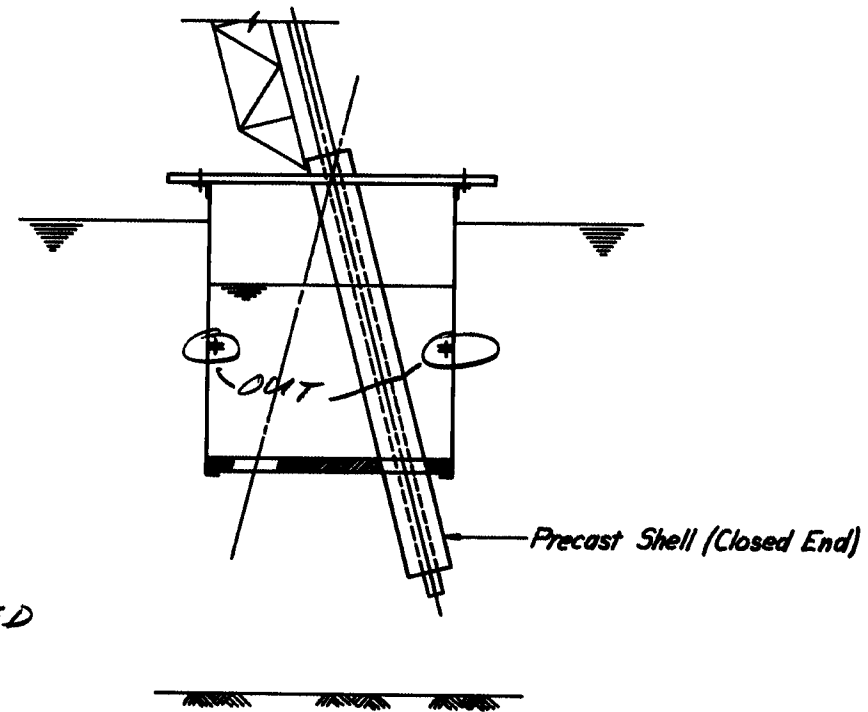
PROJECT DESIGN ENGINEER	DATE
BY	1-81
DESIGN - DETAIL	1-81
CHECKED	1-81
REVISIONS	
FIELD CHANGES	
PLANS	

BRUNING 44-132-45710



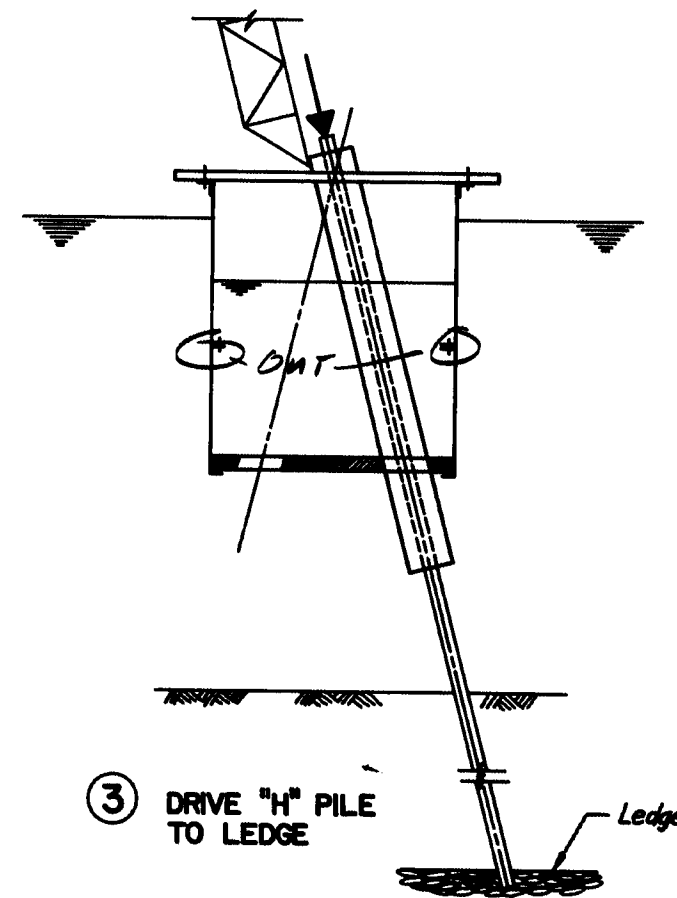
① INSTALL FORM ON TEMPORARY SUPPORTS

TWO VERTICAL PILES WERE DRIVEN FIRST AND FORM WAS SUPPORTED BY THEM.

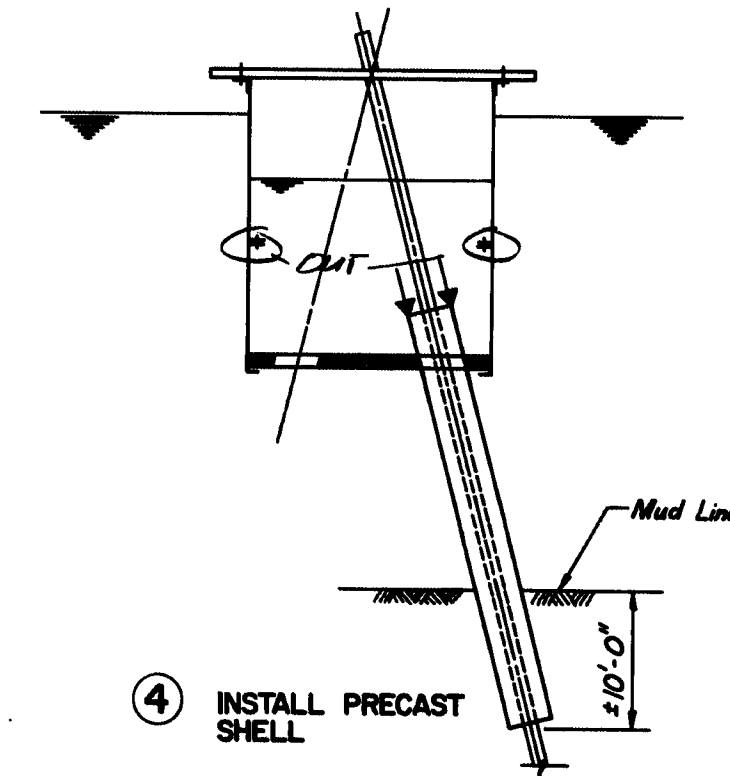


② INSTALL PRECAST SHELL AND "H" PILE

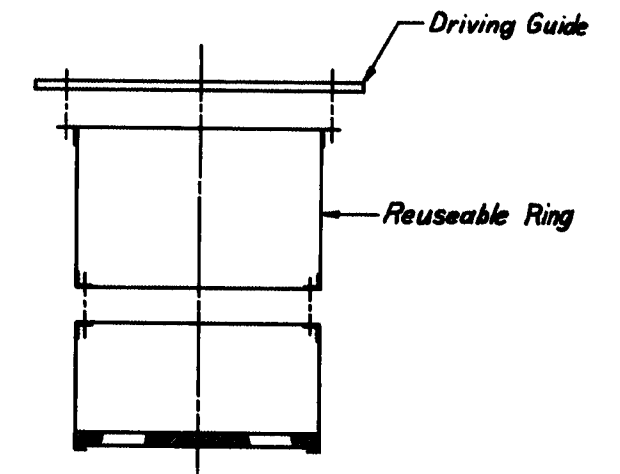
A TWO PIECE FORM WAS USED. TWO HALF CIRCLE FORMS WERE BOLTED TOGETHER AT TWO VERTICAL JOINTS FORMING THE WHOLE CIRCULAR FORM.



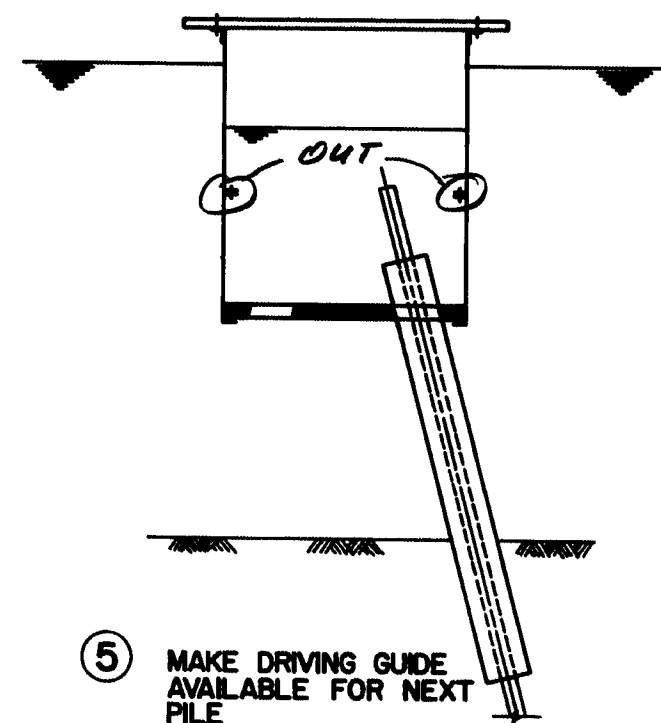
③ DRIVE "H" PILE TO LEDGE



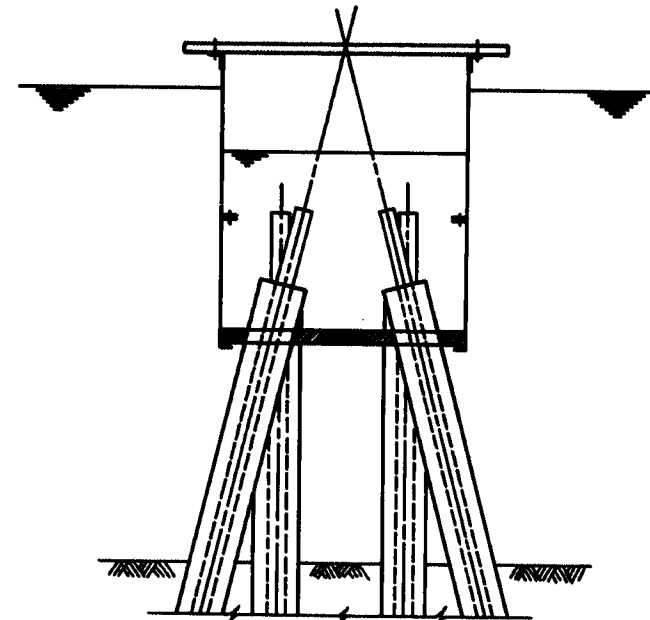
④ INSTALL PRECAST SHELL



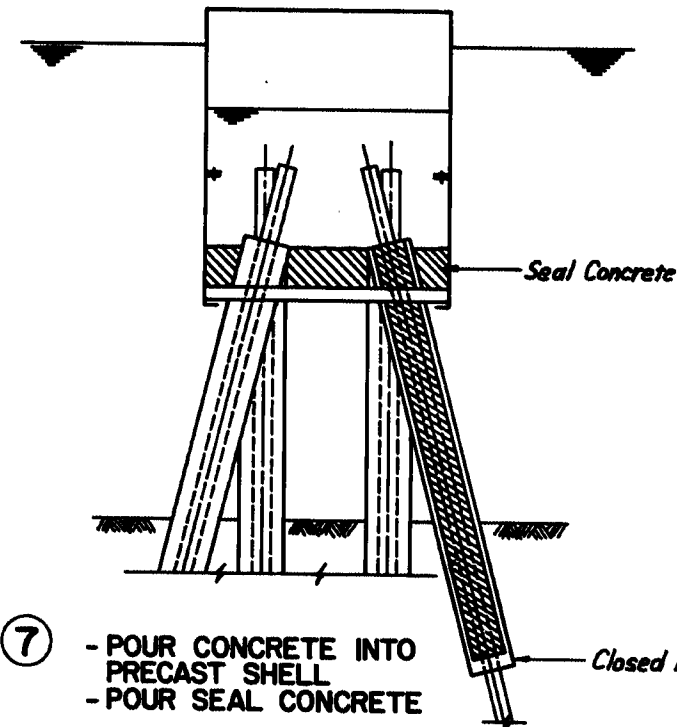
SUMMERGED FORM COMPONENTS



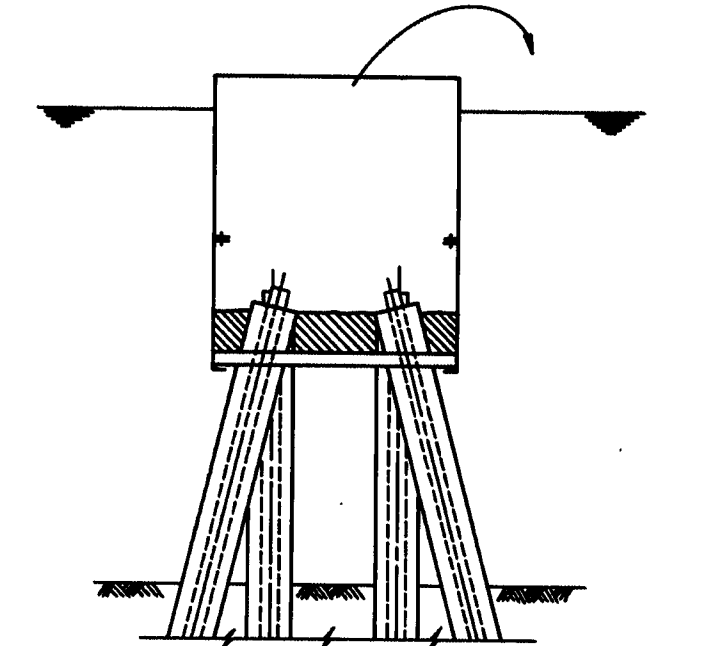
⑤ MAKE DRIVING GUIDE AVAILABLE FOR NEXT PILE



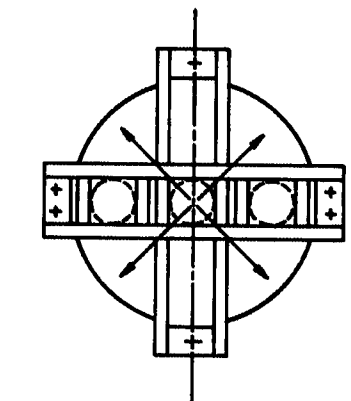
⑥ COMPLETE PILING



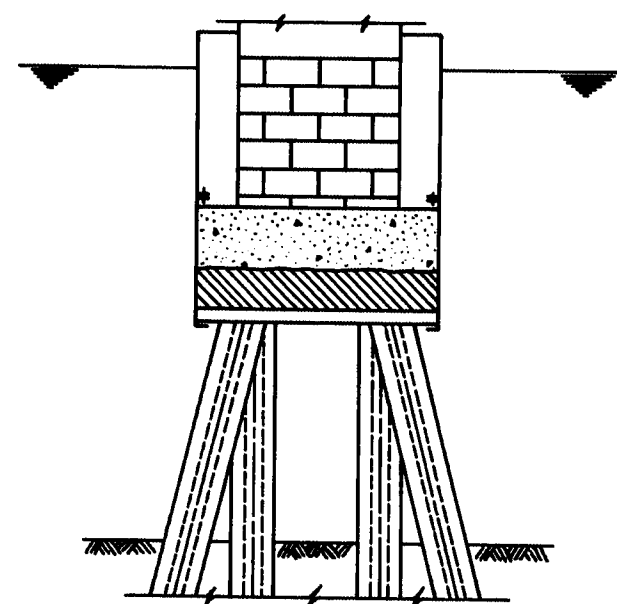
⑦ - POUR CONCRETE INTO PRECAST SHELL
- POUR SEAL CONCRETE



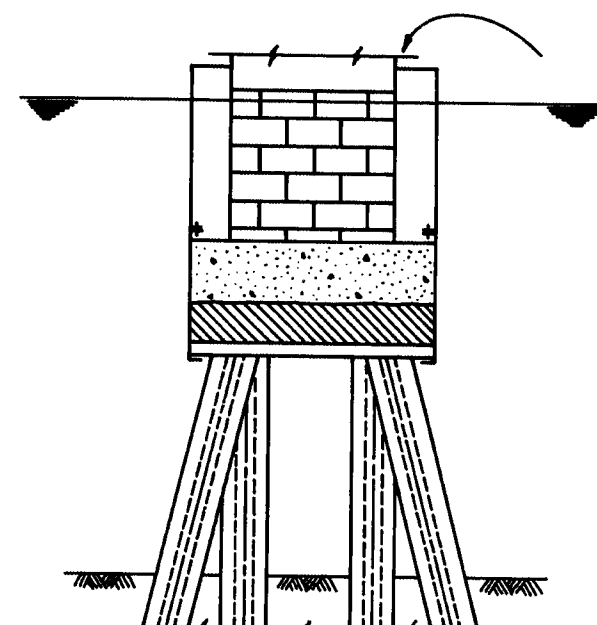
⑧ PUMP WATER OUT OF SPECIAL FORM



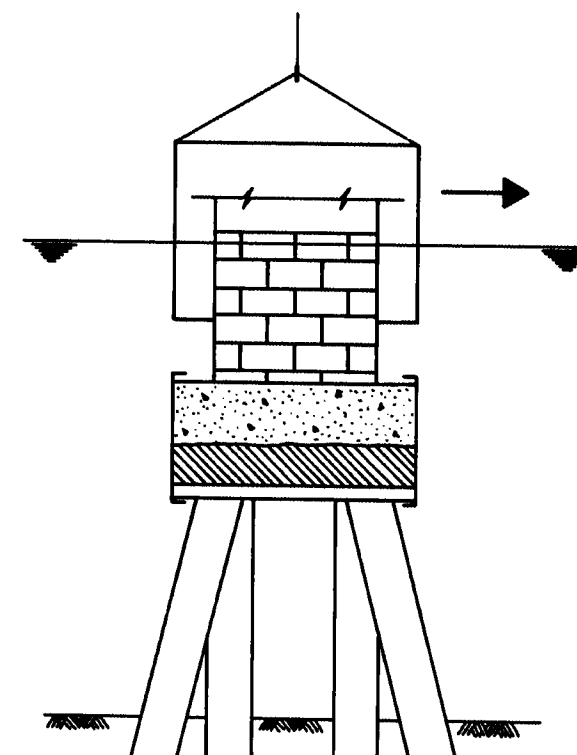
DRIVING GUIDE



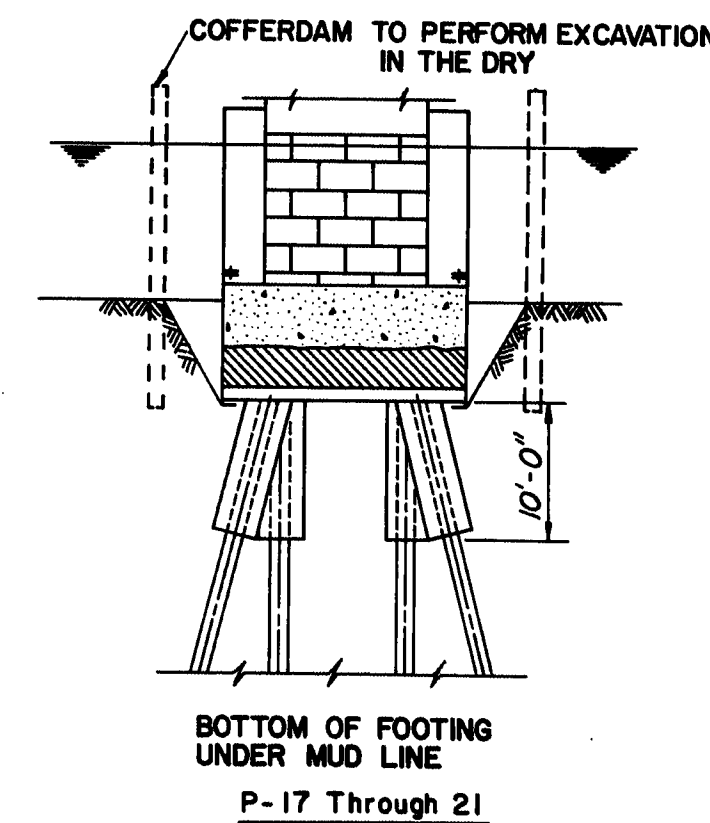
⑨ INSTALL REBAR AND CONCRETE FOOTING, CONCRETE SHAFT AND GRANITE



⑩ FILL SPECIAL FORM



⑪ REMOVE UPPER RING AND USE IT WITH NEXT SPECIAL FORM



NOTE:
OPEN EXCAVATION SHALL NOT BE ALLOWED

111-359

BUILT
OPTION I (PIERS 3 Thru 21)

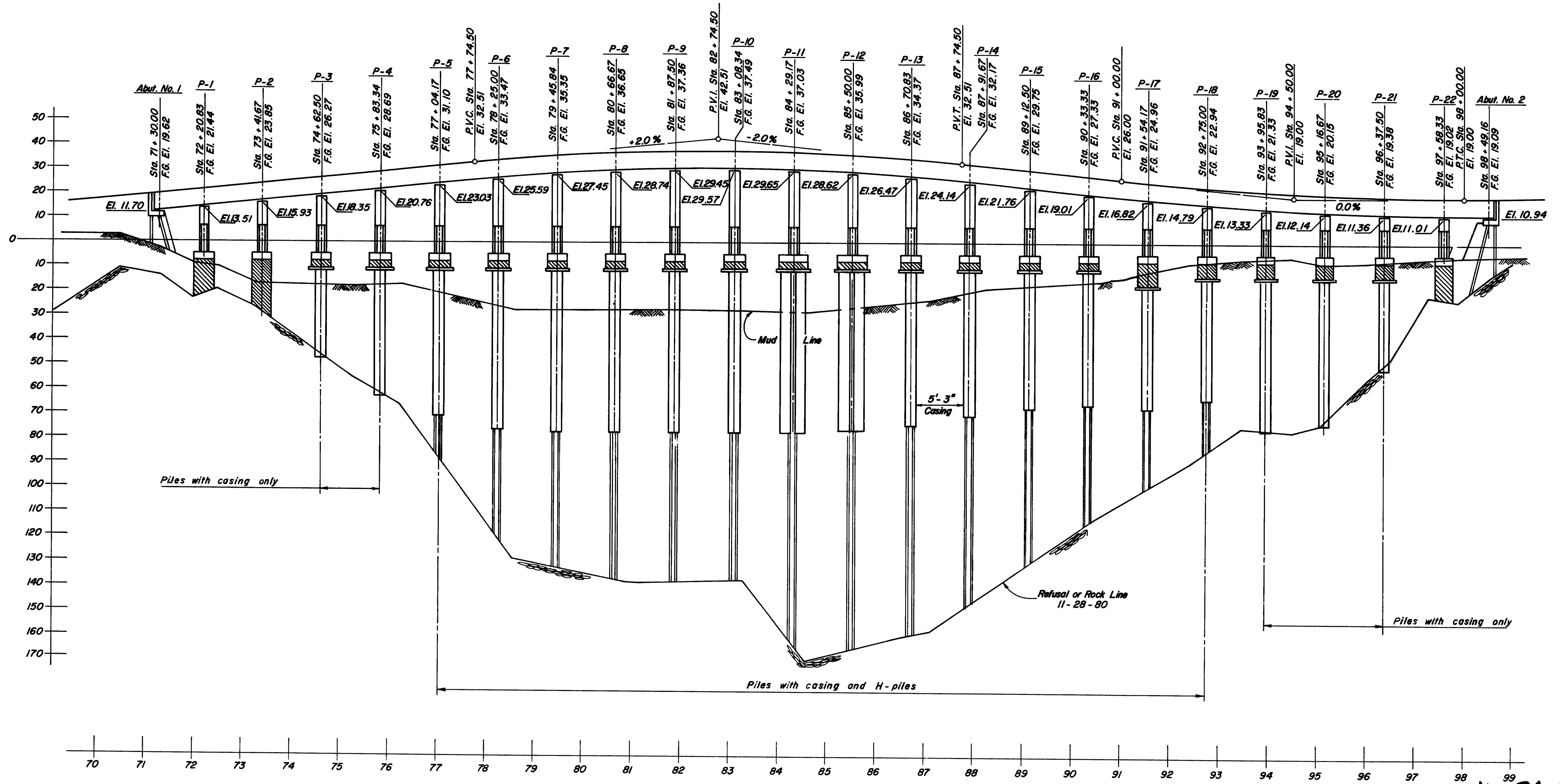
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGEComb BRIDGE
OVER
SHEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY

PROPOSED FOUNDATION ERECTION SCHEME
SHEET 19 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

"REVISED AS BUILT 1954" (N&P 1-10-96)

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	1-81
CHECKED	1-81
REVISIONS	
FIELD CHANGES	
PLANS	



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	G.R.B.	11-80
CHECKED	JAM	12-80
REVISIONS		
FIELD CHANGES		

PLANS

BRUNING 44-132 45710

NOTES:

For all Subsoil Information, see sheets 17 thru 26.

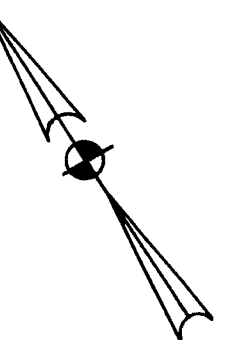
Foundation Options I and II, Shall Not Be Combined.

111-360
OPTION II NOT BUILT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGEComb BRIDGE
OVER
SHEEPSHOT RIVER
BETWEEN THE TOWNS OF
WISCASSET-EDGEComb
LINCOLN COUNTY
FOUNDATION PROFILE
SHEET 20 OF 30 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

CLIPPER SURVEYING & DESIGN, INC.



HORIZONTAL CURVE DATA

P.I. = Sta 83+90.06
 $\Delta = 8^\circ 17' 34.6''$
 $D = 0^\circ 17' 00.7''$
 $R = 20,208.74'$
 $T = 1,465.06'$
 $L = 2,925.00'$

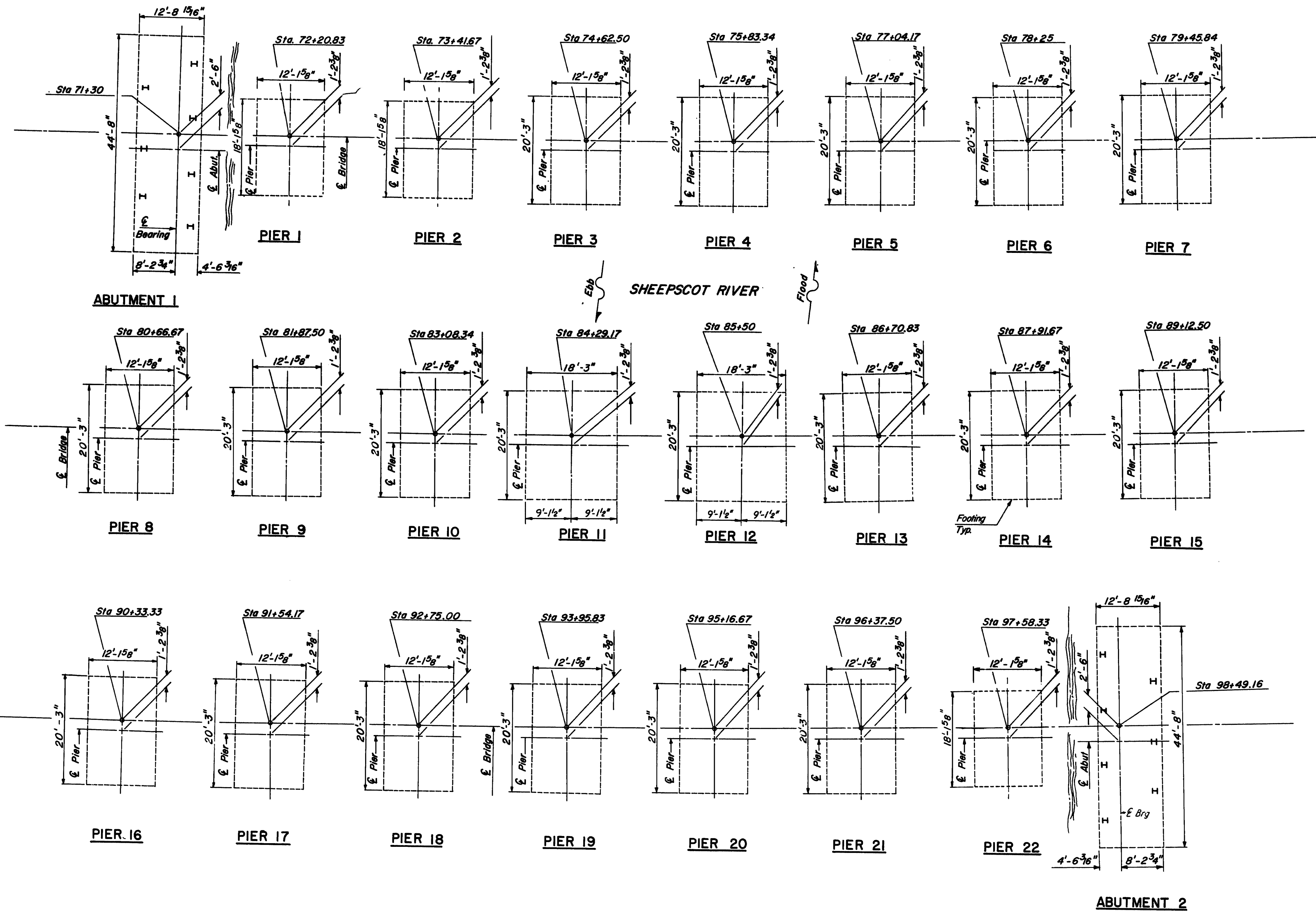
Note:
 1. For Pile Details see shrs. 25 thru 27.
 2. Pier footings and seals for piers 1, 2 and 22 same as for Option I, for details see Sht. 29.

111-361

OPTION II NOT BUILT

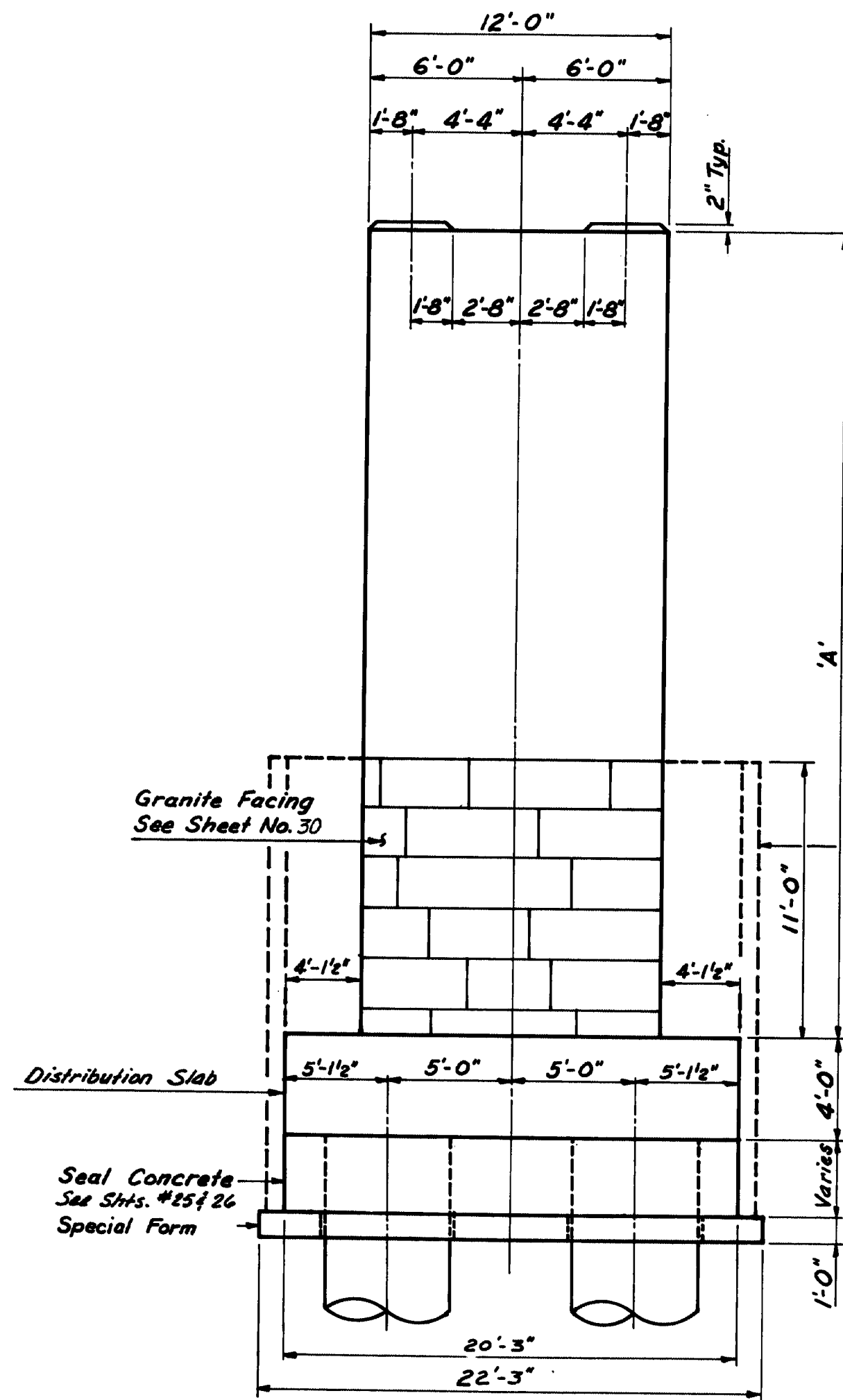
STATE OF MAINE DEPARTMENT OF TRANSPORTATION WISCASSET - EDGECOMB BRIDGE OVER SHEEPSCOT RIVER BETWEEN THE TOWNS OF WISCASSET - EDGECOMB LINCOLN COUNTY FOUNDATION LAYOUT SHEET 21 OF 30 AUGUSTA, MAINE
--

Figg and Muller Engineers Inc.
 424 North Calhoun Street
 Tallahassee, Florida 32301

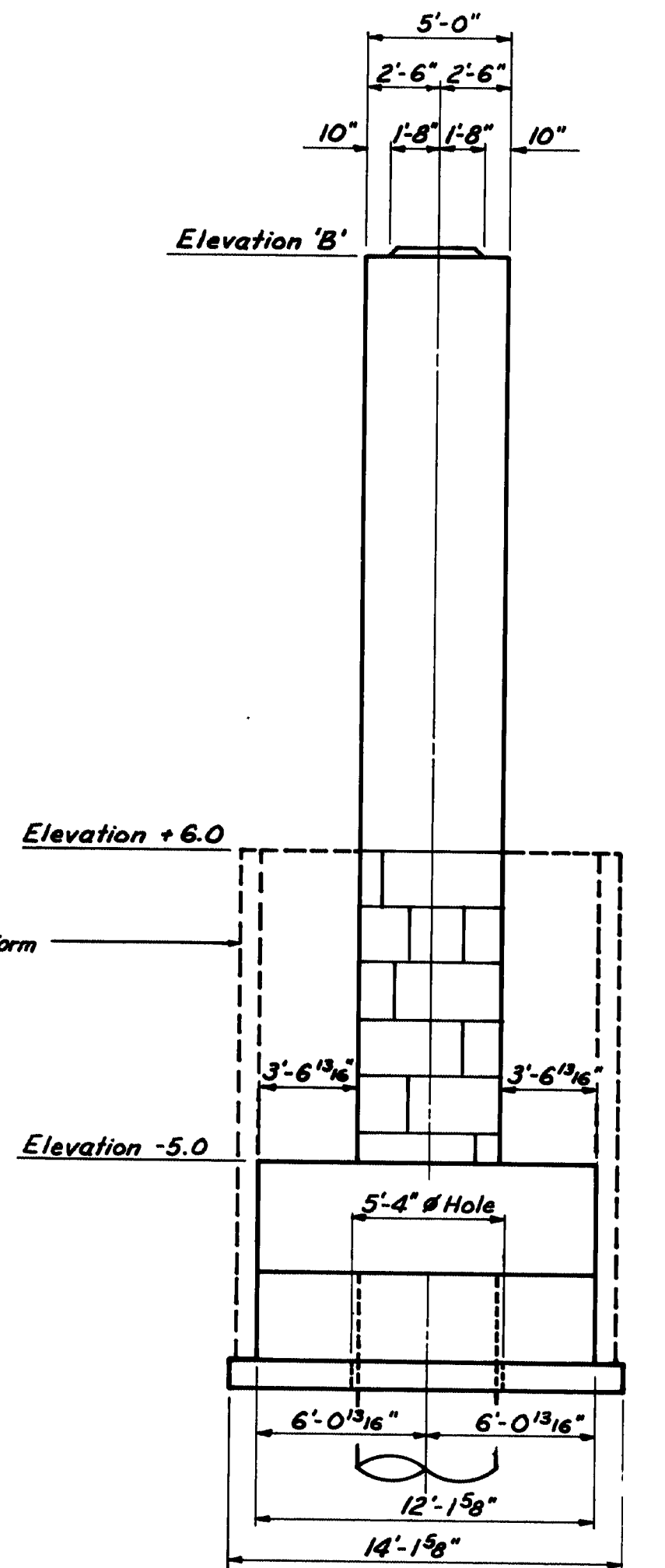


PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	11-80
CHECKED	12-80
REVISIONS	
FIELD CHANGES	

BRUNING 44-132 45710



TRANSVERSE ELEVATION
(PIERS 3 THRU 21)

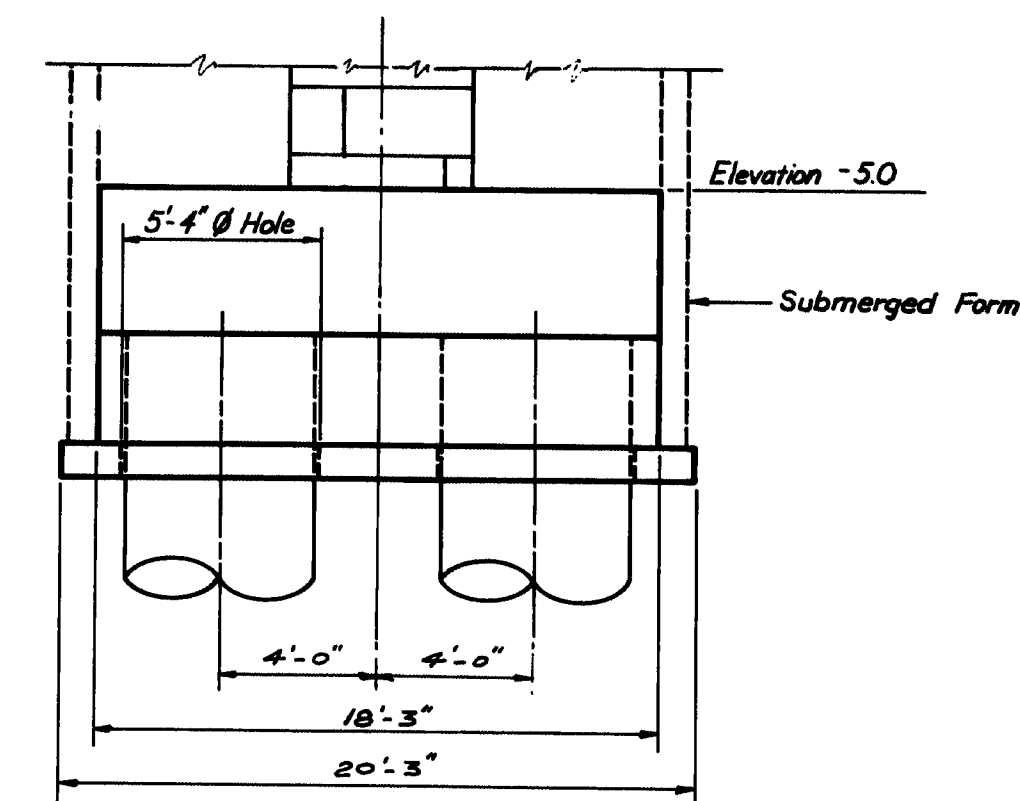


LONGITUDINAL ELEVATION
(PIERS 3 THRU 10 & 13 THRU 21)

Pier	'A'	'B'
3	23'-4 1/8"	18.3499
4	25'-9 1/8"	20.7666
5	28'-0 5/16"	23.0258
6	30'-7 1/8"	25.5870
7	32'-5 1/8"	27.4533
8	33'-8 7/8"	28.7421
9	34'-5 3/8"	29.4468
10	34'-6 1/16"	29.5684
11	34'-7 3/4"	29.6468
12	33'-7 3/8"	28.6150
13	31'-5 1/16"	26.4731
14	29'-1 3/4"	24.1443
15	26'-9 1/8"	21.7559
16	24'-0 1/8"	19.0067
17	21'-9 3/4"	16.8150
18	19'-9 1/2"	14.7928
19	18'-4"	13.3364
20	17'-1 1/16"	12.1421
21	16'-4 3/8"	11.3649

Pier Notes

- Design Wind Velocity of 100 m.p.h.
- H Piles for Piers 5 thru 18 and casings for Piers 3,4,19 thru 21 shall be driven to ledge or practical refusal.
- All piles driven to ledge shall have Pointed Reinforced Pile Tips as shown on Misc. Details Sheet No. 76.
- Alternate types of Pointed Reinforced Pile Tips may be used if they have at least the cross-sectional area of the Pointed Reinforced Pile Tip shown on the plans and are approved by the Engineer.
- Estimated driven lengths of piles are determined from available soils information with no allowance for uncertain pile penetration.
- Critical AASHTO Design Loading Groups No. 6 and No. 9.
- See Sheet #27 for pile lengths.
- H-pile embedment may vary between 1'-3" and 2'-3", 1'-9" shall be considered for measurement.



LONGITUDINAL ELEVATION
PIERS 11 & 12

111-362
NOT BUILT
OPTION II (PIERS 3 THRU 21)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET-EDGECOMB BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB
LINCOLN COUNTY

PIER DIMENSIONS

SHEET 22 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAIL	H.T.B.	R.E.T.
CHECKED	H.T.B.	G.B.
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710

BAR LIST - ONE FOOTING					
*Bar	No.	Length	Str.	Bent	
8F01	40	16'-7"		•	
8F02	20	18'-7"		•	
8F03	20	24'-7"		•	
8F04	24	24'-7"		•	
8F05	14	26'-1"		•	
8F06	10	31'-1"		•	
5F01	3	62'-7"		•	

*Number preceeding letter denotes bar size.

All bar bending pin diameters shall be in accordance with A.C.I. standards.

ESTIMATED QUANTITIES		
Item	Unit	Quant.
Concrete	Cu. Yds.	36.4062
Reinforcement Bars	Lbs.	7,626

111-363

NOT BUILT

PIERS 3-10, 13-21

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

T- EDGECOMB BRIDGE
OVER
MAINEPSCOT RIVER
BETWEEN THE TOWNS OF
CASSETT- EDGECOMB
LINCOLN COUNTY

REINFORCEMENT

00 AUGUSTA, MAINE



Item	Unit	Quant.
Class 'A' Concrete	Cu. Yds.	36.4062
Reinforcement Bars	Lbs.	7,626



*Note: See Sheet No. 28
for Pier Shaft Reinforcement.*

111-363

NOT BUILT

OPTION II PIRS 3-10,13-21

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET- EDGECOMB BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET- EDGECOMB
LINCOLN COUNTY

PIER FOOTING REINFORCEMENT

SHEET 23 OF 90 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	HLB. MLB	11-80
CHECKED	HLB. G.B.	12-80
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710



Figg and Muller Engineers Inc.
 • 424 North Calhoun Street
 Tallahassee, Florida 32301

F.R.E.A. DES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	24	154

BAR LIST-ONE FOOTING

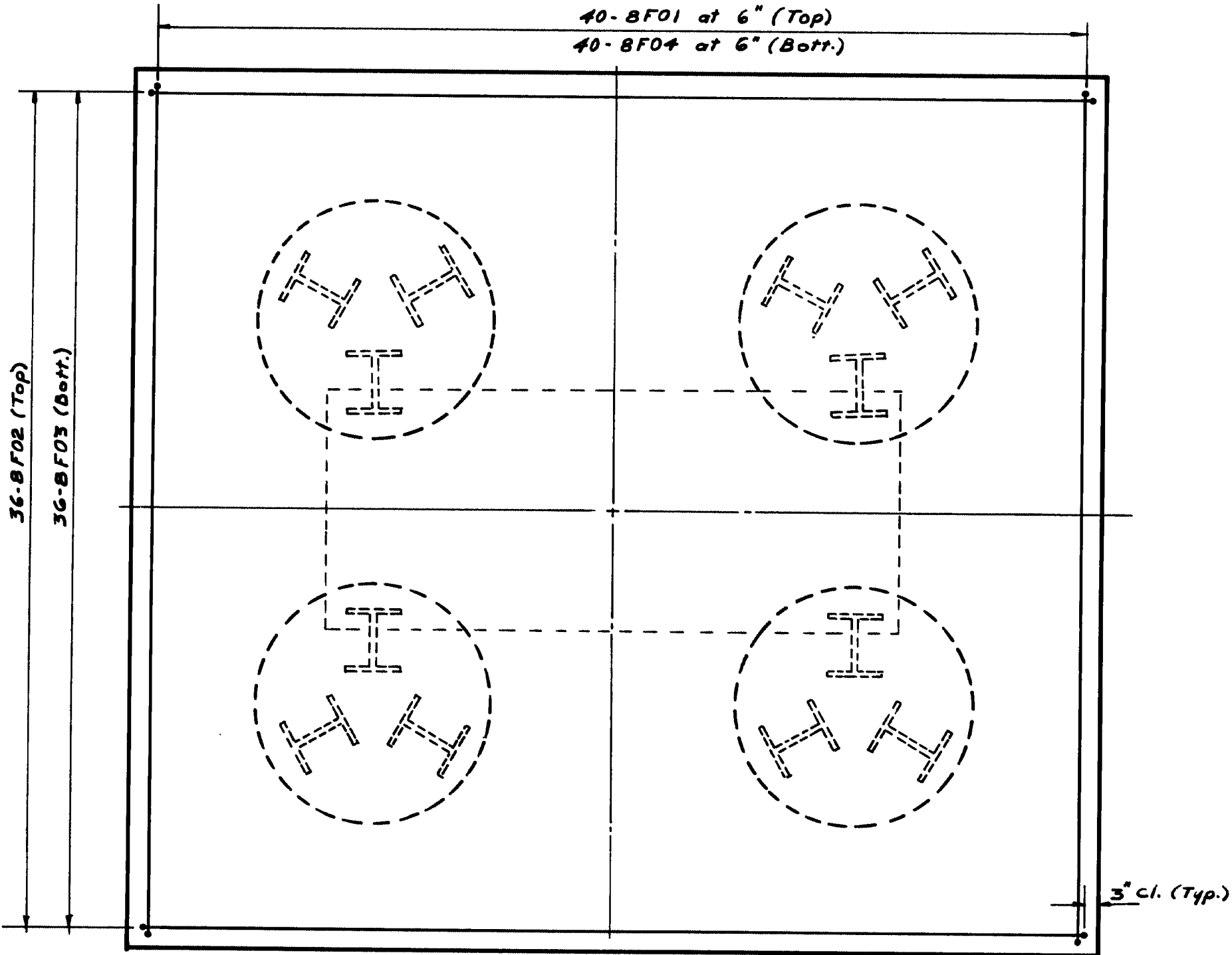
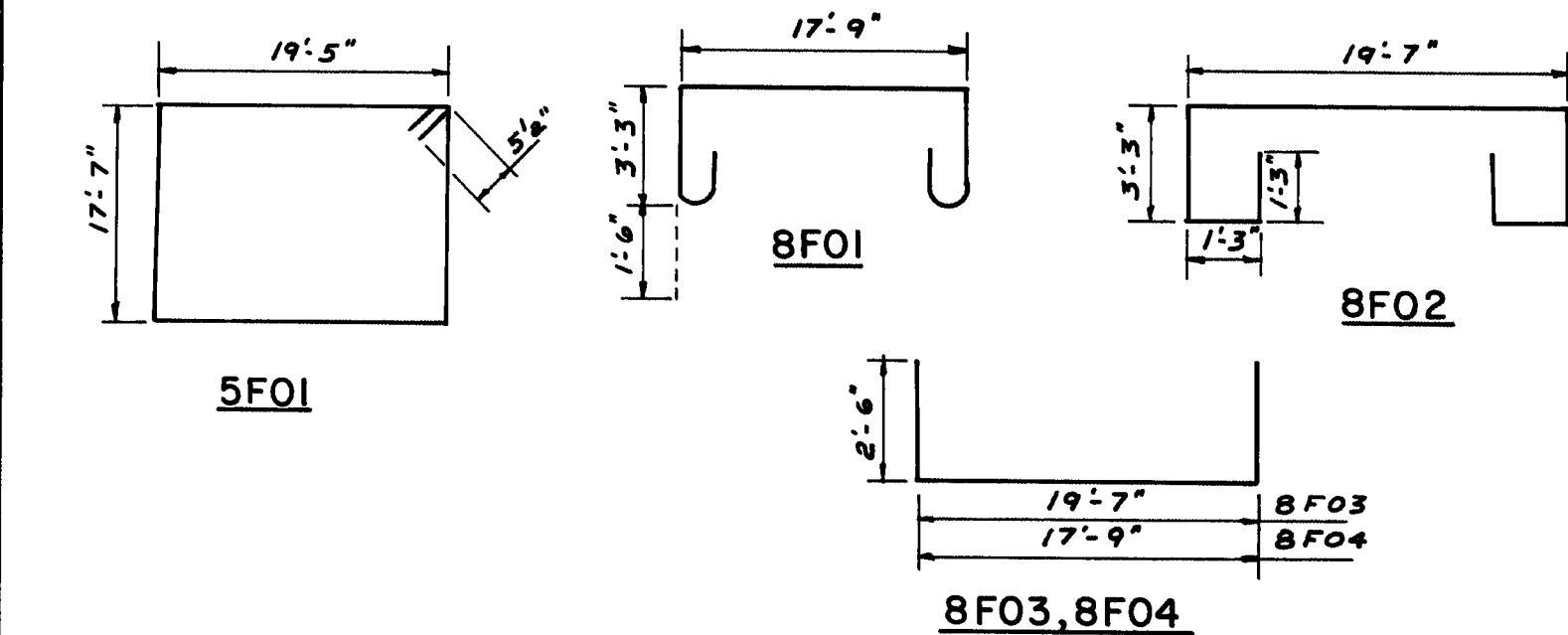
*Bar	No.	Length	Str.	Bent
5FO1	3	74'-11"		.
8FO1	40	27'-3"		.
8FO2	36	31'-1"		.
8FO3	36	24'-7"		.
8FO4	40	22'-9"		.

* Number preceding letter denotes bar size.
All bar bending pin diameters shall be in accordance with A.C.I. Standards

ESTIMATED QUANTITIES

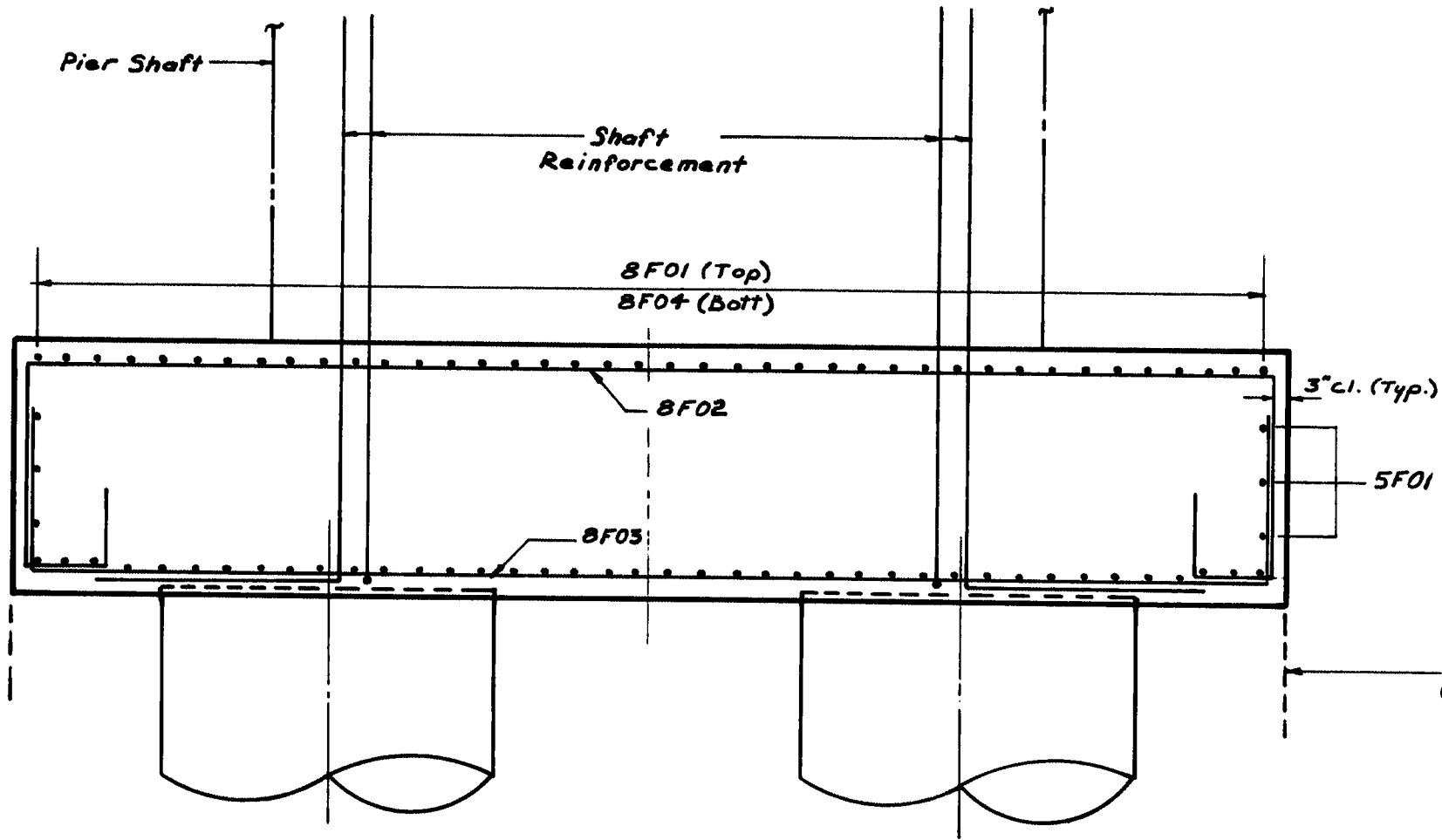
ITEM	UNIT	QUANT.
Class "A" Conc.	Cu.Yds	54.75
Reinforcement bars	Lbs.	10,925

BAR BENDING DIAGRAMS (All dimensions are out to out)

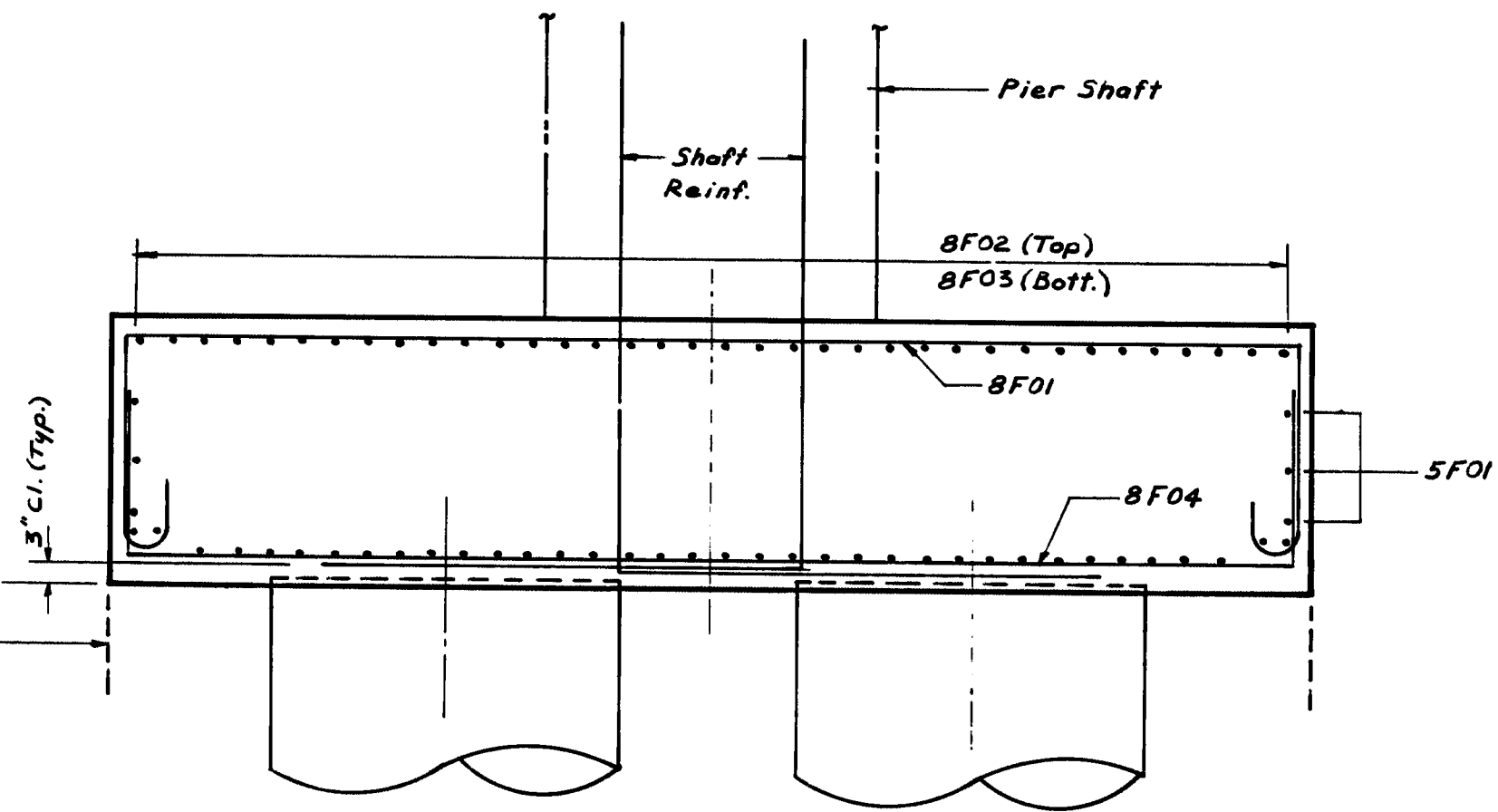


FOOTING PLAN

NOTE- See sht. no.28 for Pier shaft Reinforcement



TRANSVERSE SECTION



LONGITUDINAL SECTION

111-364
NOT BUILT
OPTION II PIERS II, I2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGECOMB BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB
LINCOLN COUNTY

PIERS II & I2 FOOTING REINFORCEMENT
SHEET 24 OF 90 AUGUSTA, MAINE

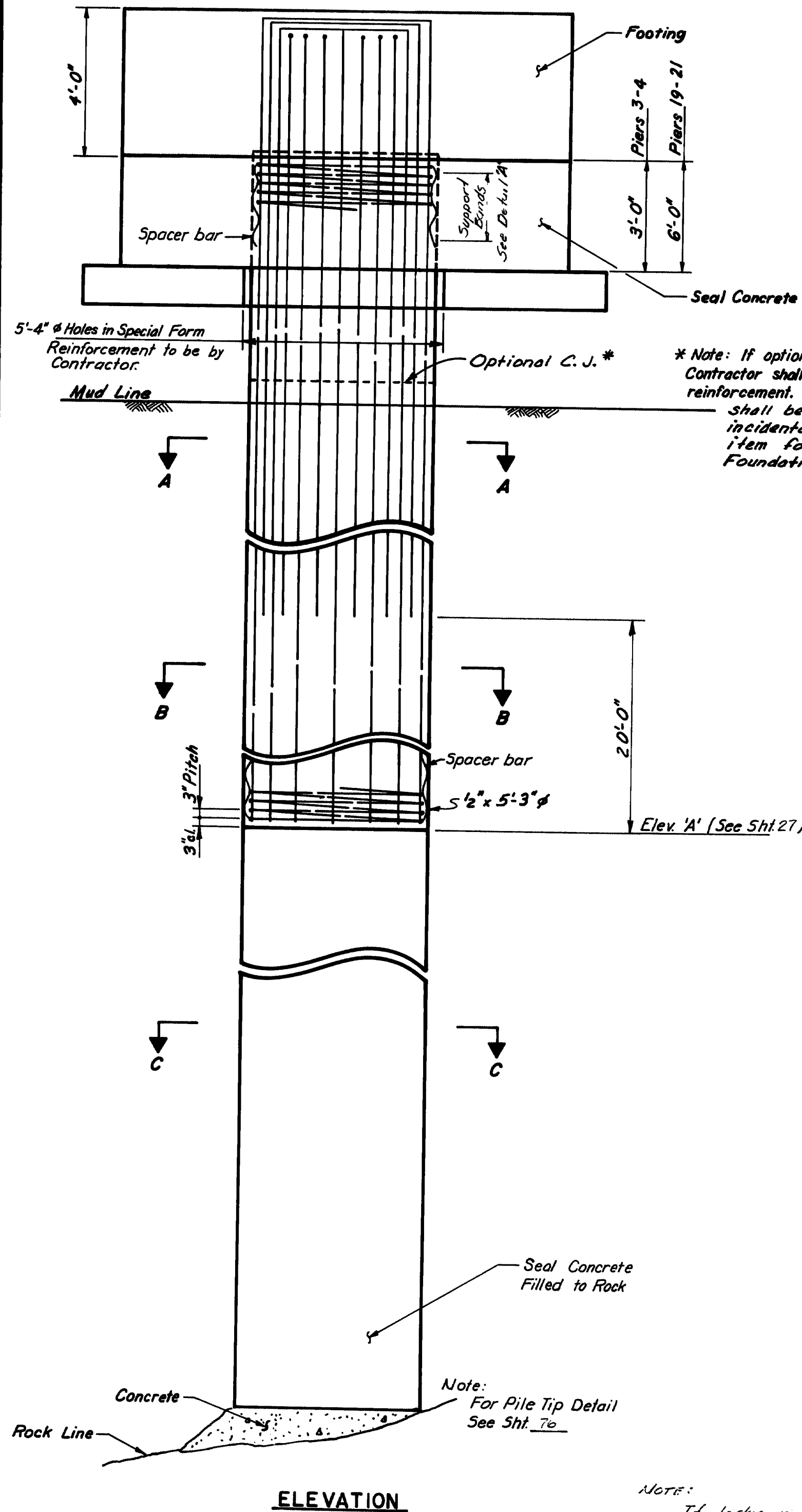
Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

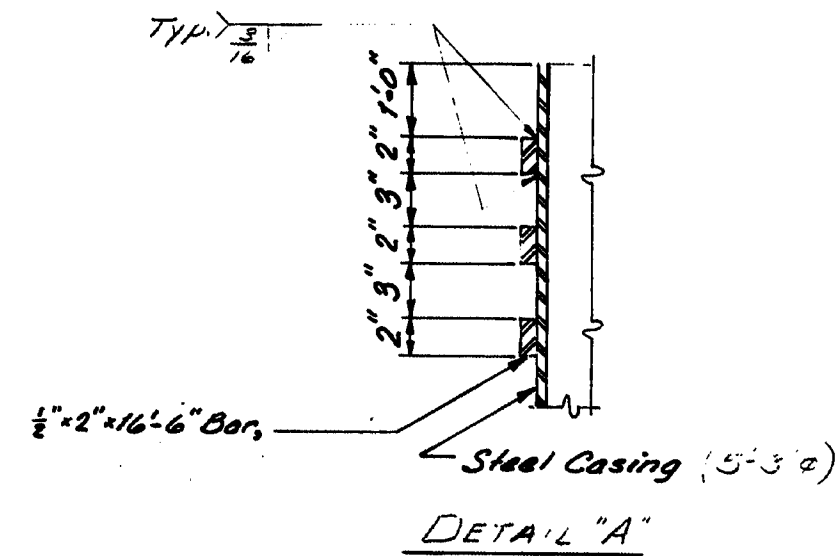
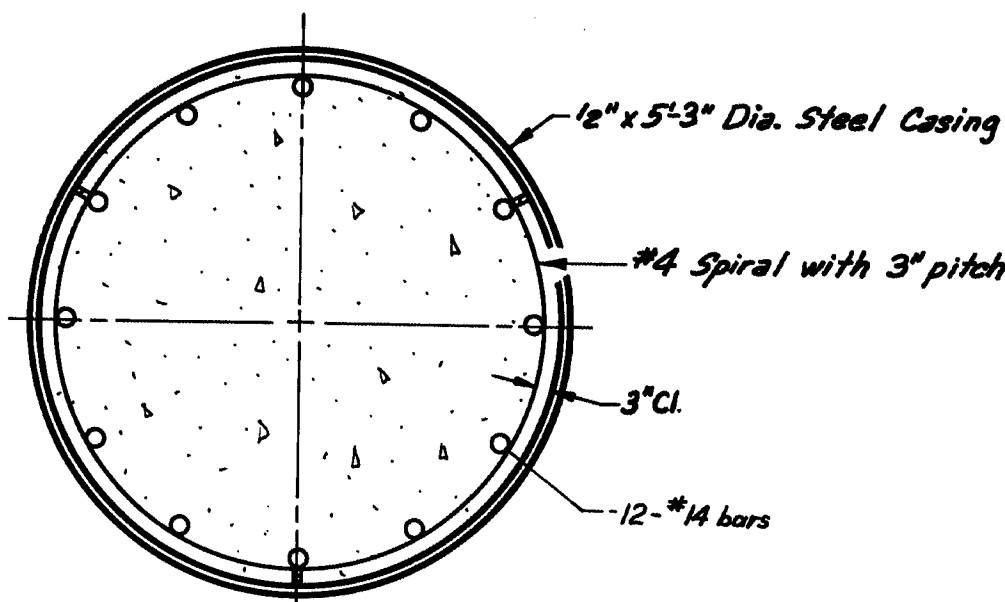
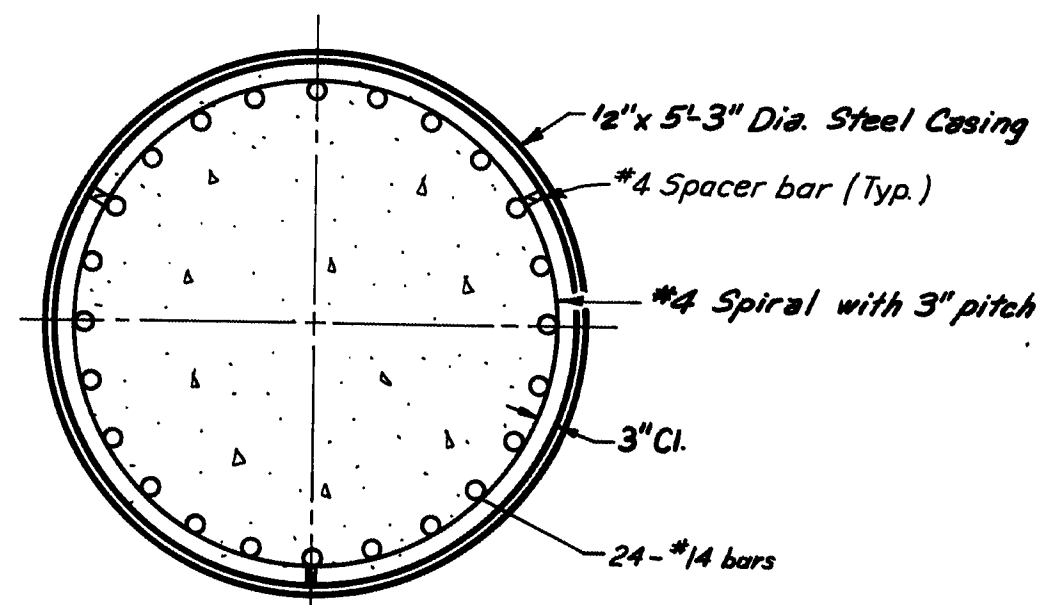
PLANS

BRUNING 44-132 45710

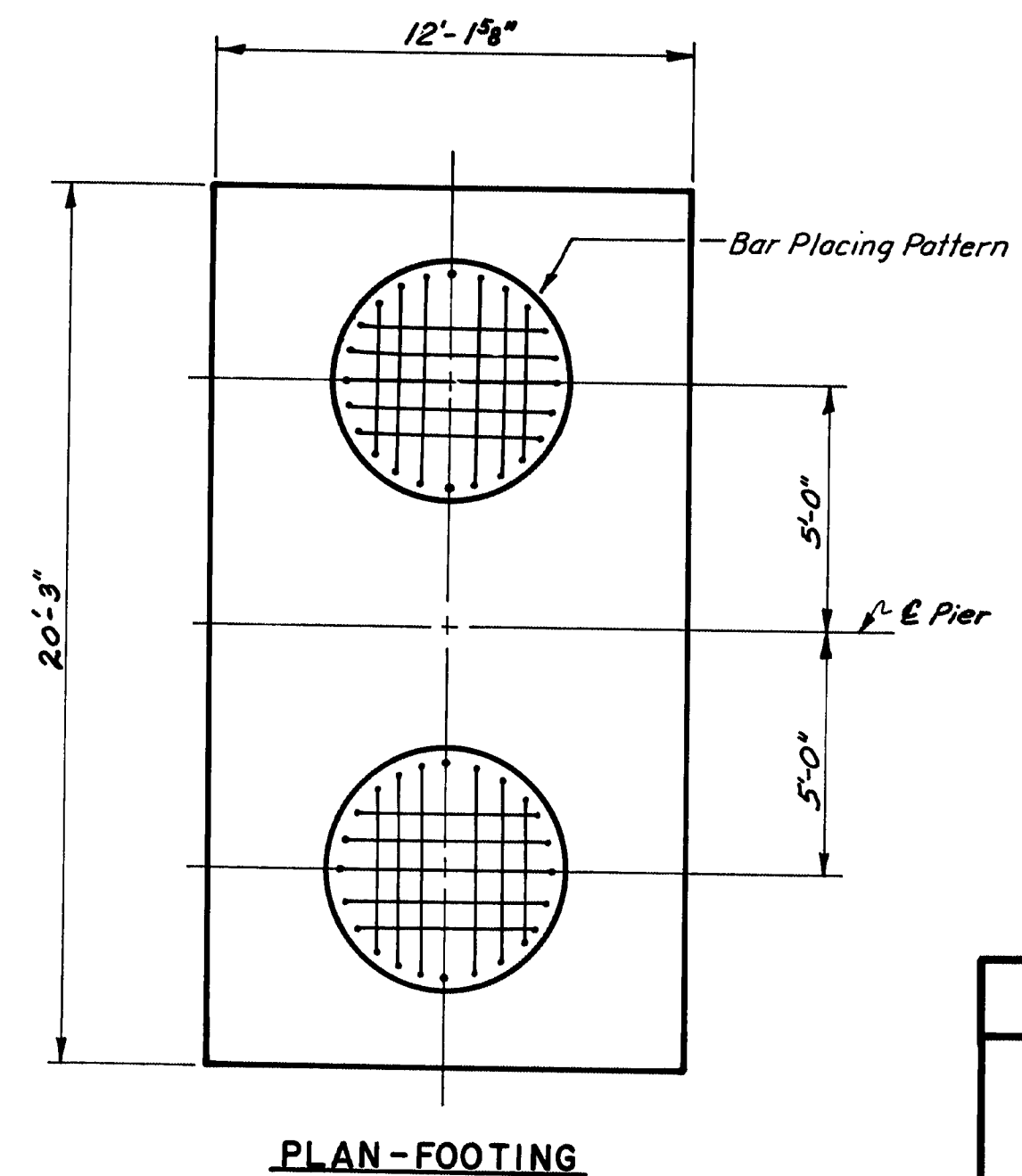
F.R.M.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	20-1(55)	25	154



* Note: If optional C.J. is used, Contractor shall splice vertical reinforcement. Cost of splicing shall be considered incidental to the pay item for Pier Pile Foundation.



Note: For Lists and Quantities See Sht. 27



111-365
NOT BUILT
(PIERS 3,4,19,20 & 21)
OPTION II

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET - EDGEComb BRIDGE
OVER
SHEEPSHOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY

PILE DETAILS - OPTION II-1

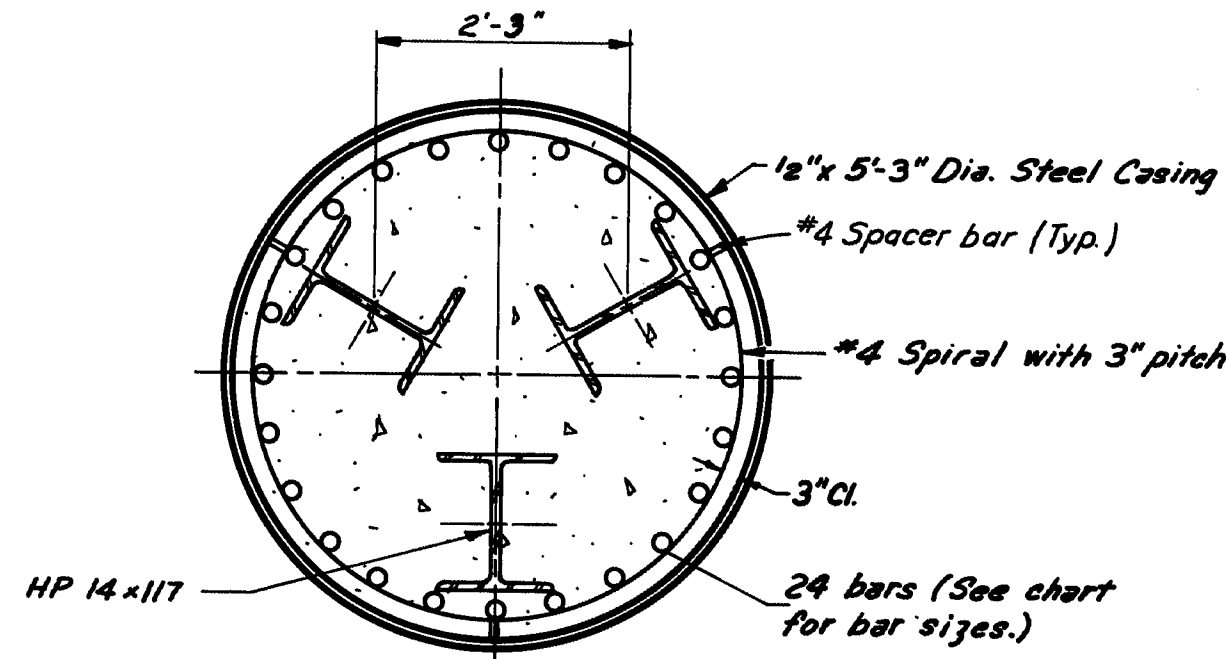
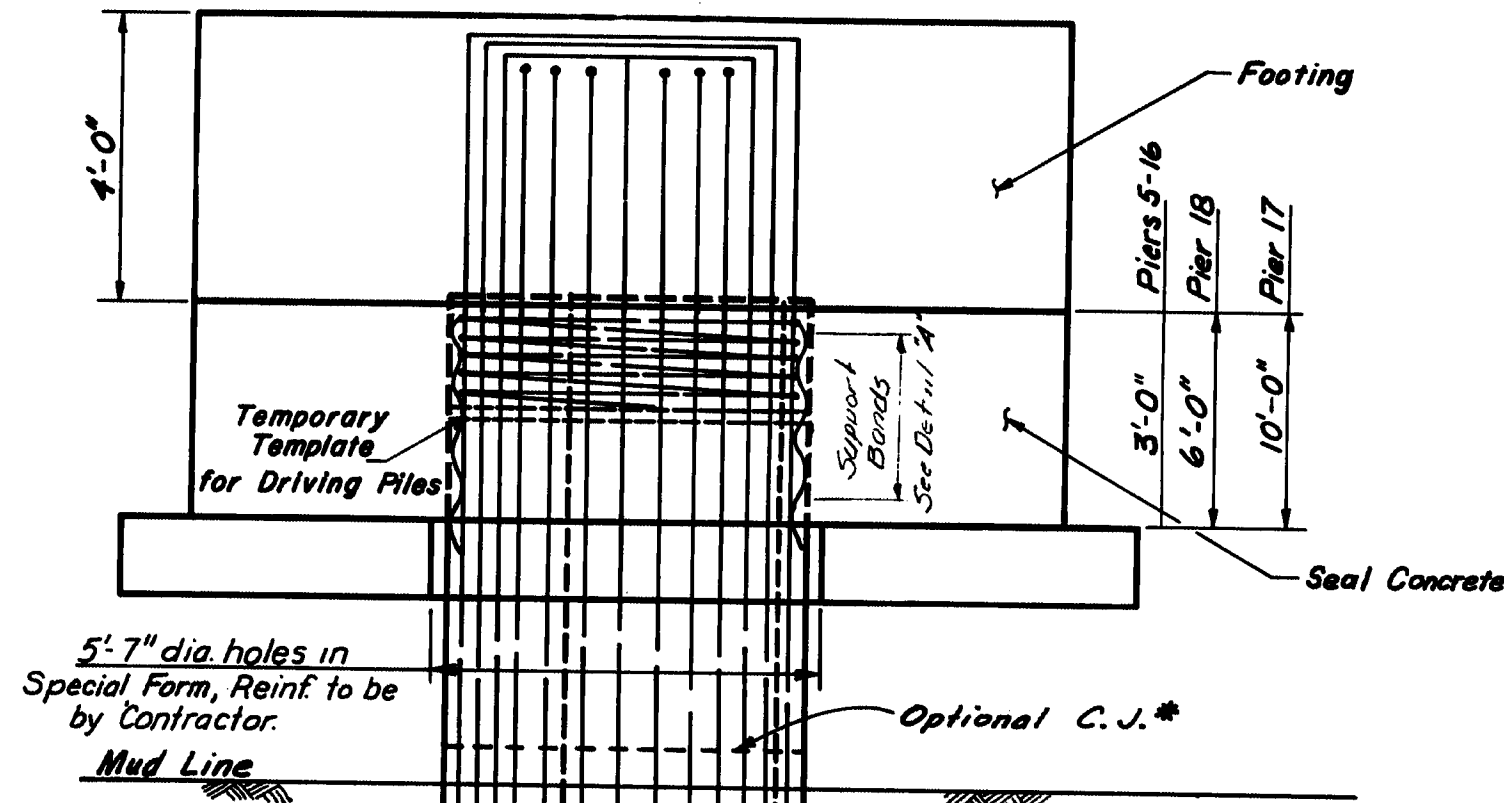
SHEET 25 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

NOTE:
If bridge is sloping ground, then special procedure will be required under existing work.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	H.R.	11/80
CHECKED	J.A.M.	12/80
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710

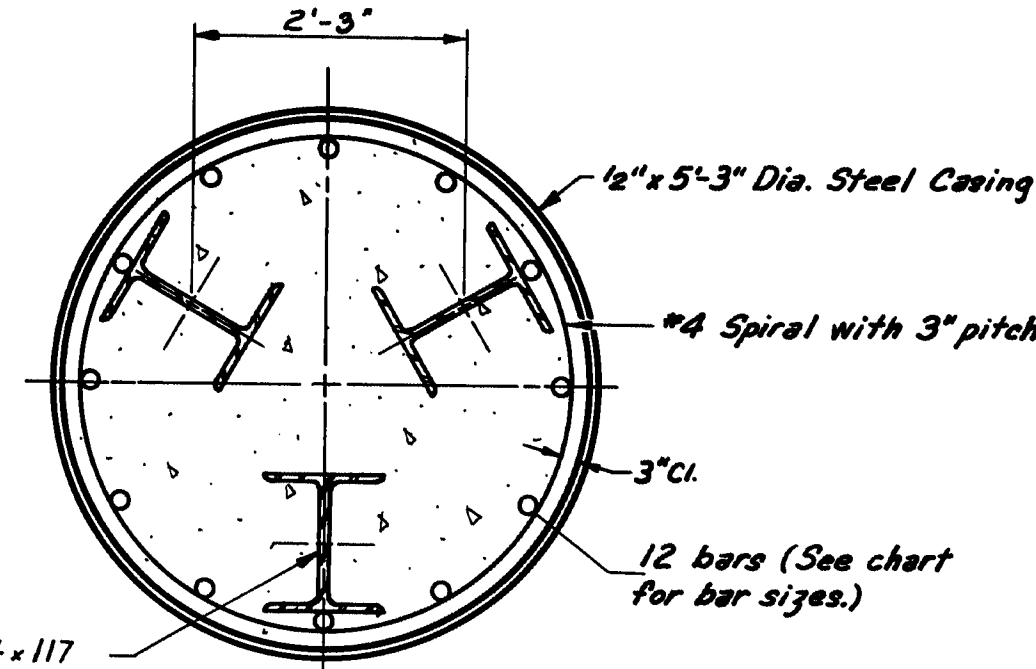


SECTION A-A

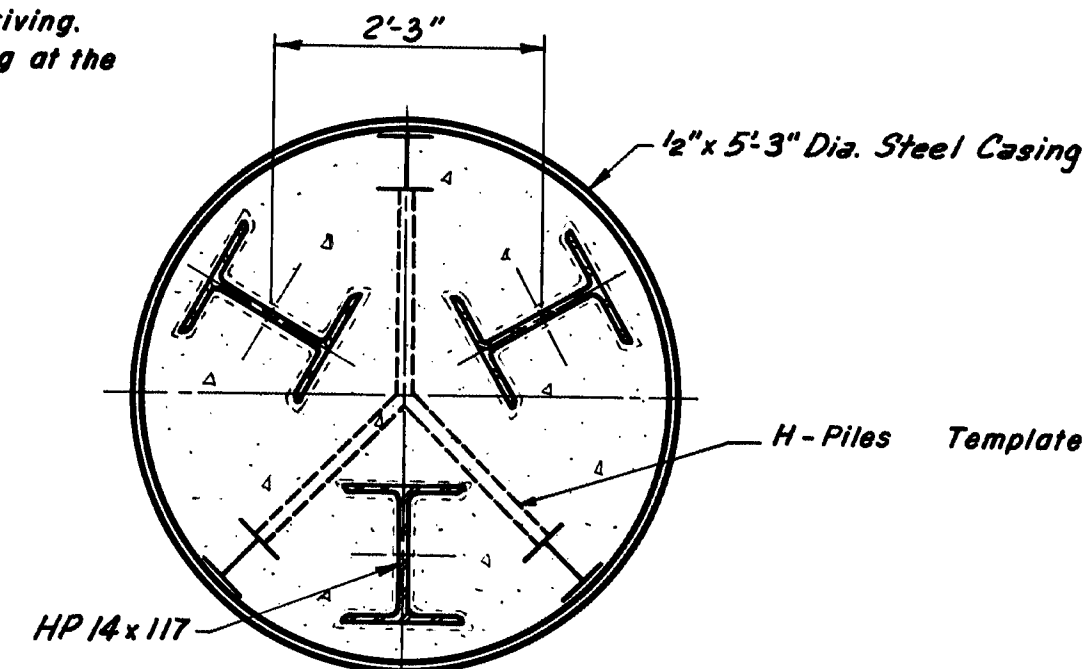
SECT. A-A BAR CHART	
P5-P8	24 - 14 bars
P9-P11	24 - 11 bars
P12-P18	24 - 10 bars

*Note:
If optional C.J. is used,
Contractor shall splice
vertical reinforcement. Cost
of splicing shall be considered incidental to the
pay item for Pier Pile Foundation.

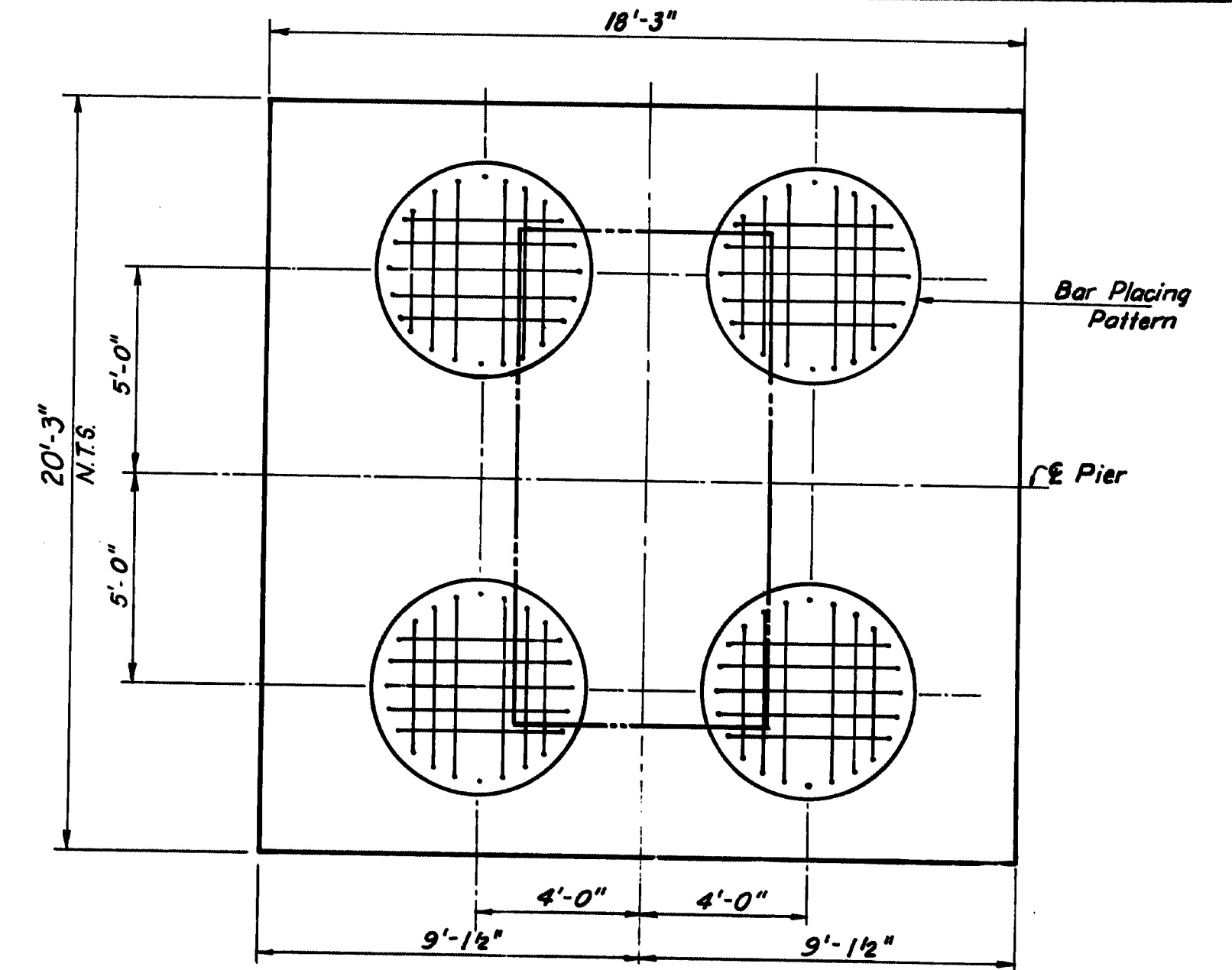
SECT. B-B BAR CHART	
P5-P8	12 - 14 bars
P9-P11	12 - 11 bars
P12-P18	12 - 10 bars



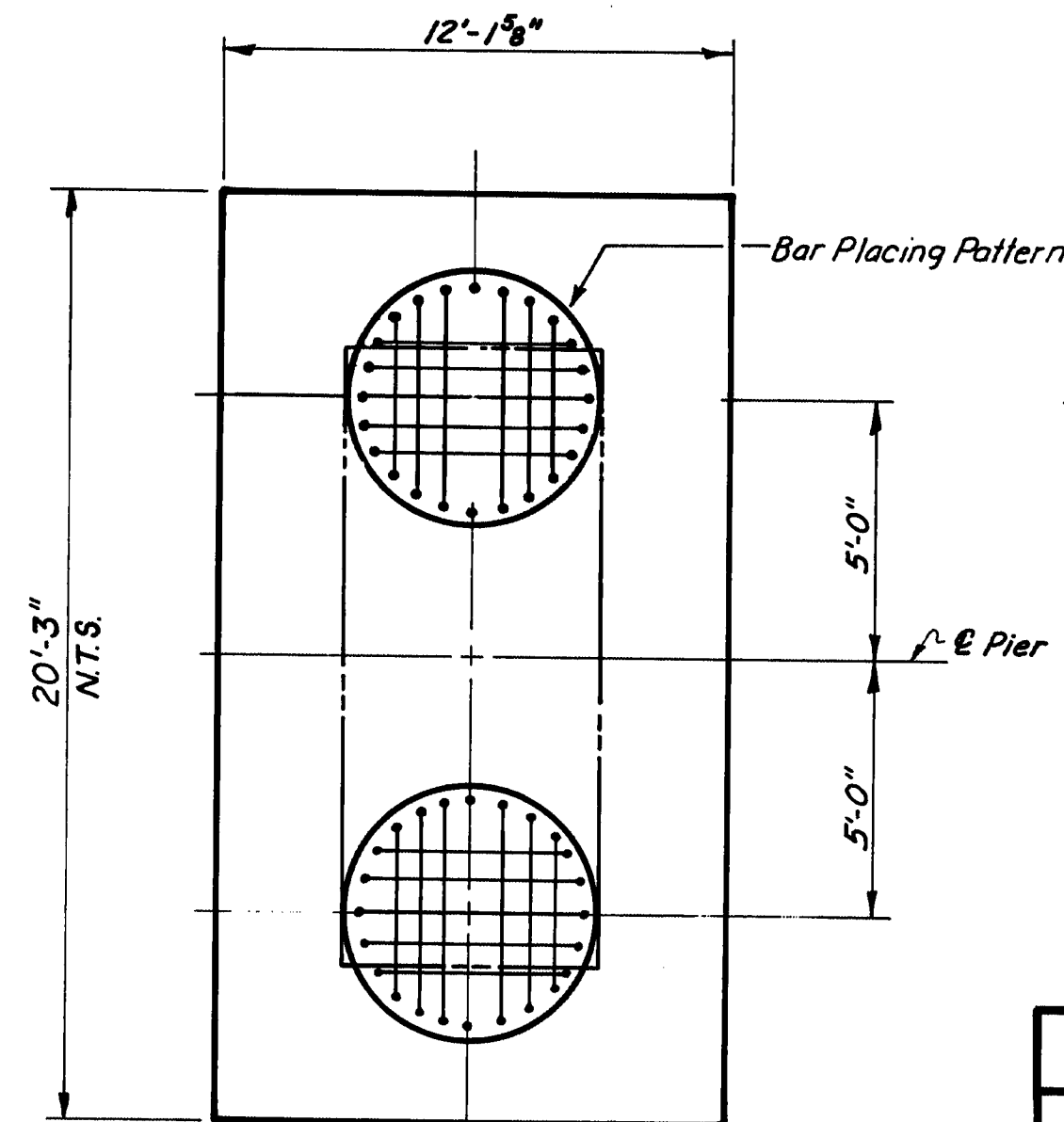
SECTION B-B



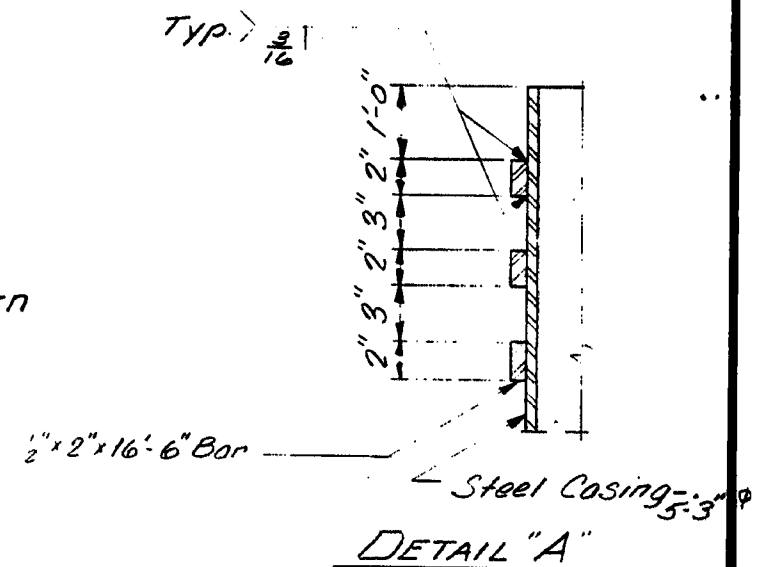
SECTION C-C



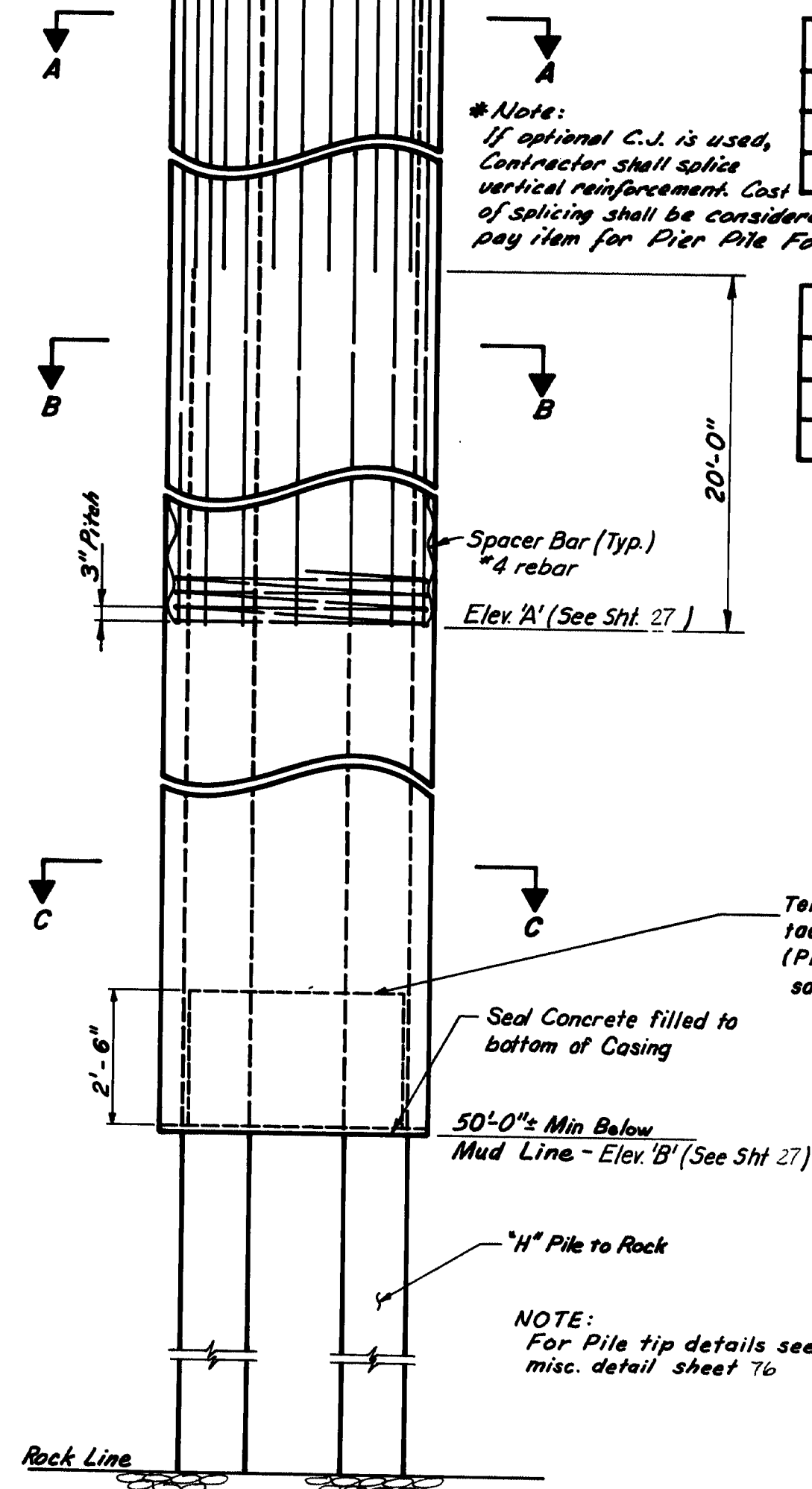
PLAN - FOOTING
Piers 11 & 12



PLAN - FOOTING
Except P11 & P12



DETAIL "A"



ELEVATION

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	11/80
CHECKED	12/80
REVISIONS	
FIELD CHANGES	

PLANS

BRUNING 44-132 45710

111-366

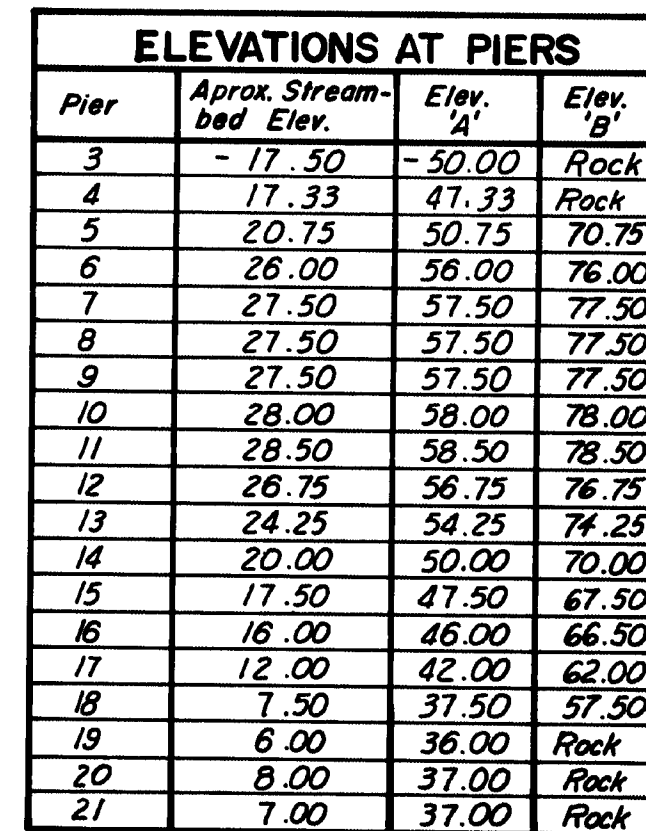
NOT BUILT
OPTION II (PIERS 5 THRU 18)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET-EDGECOMB BRIDGE
OVER
SHEEPSHOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB
LINCOLN COUNTY

PILE DETAILS - OPTION II-2

SHEET 26 OF 30 AUGUSTA, MAINE

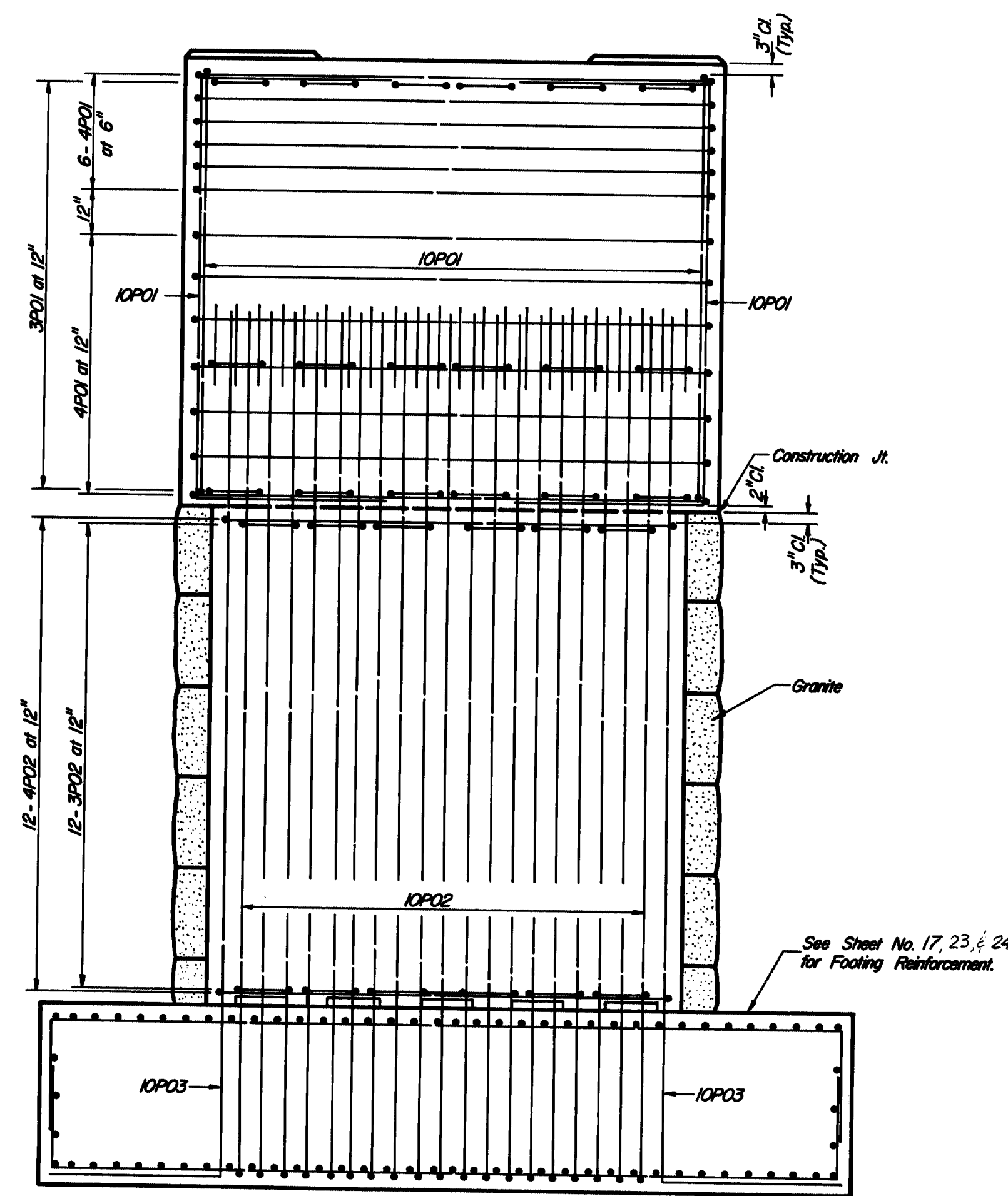
Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

[illegible]

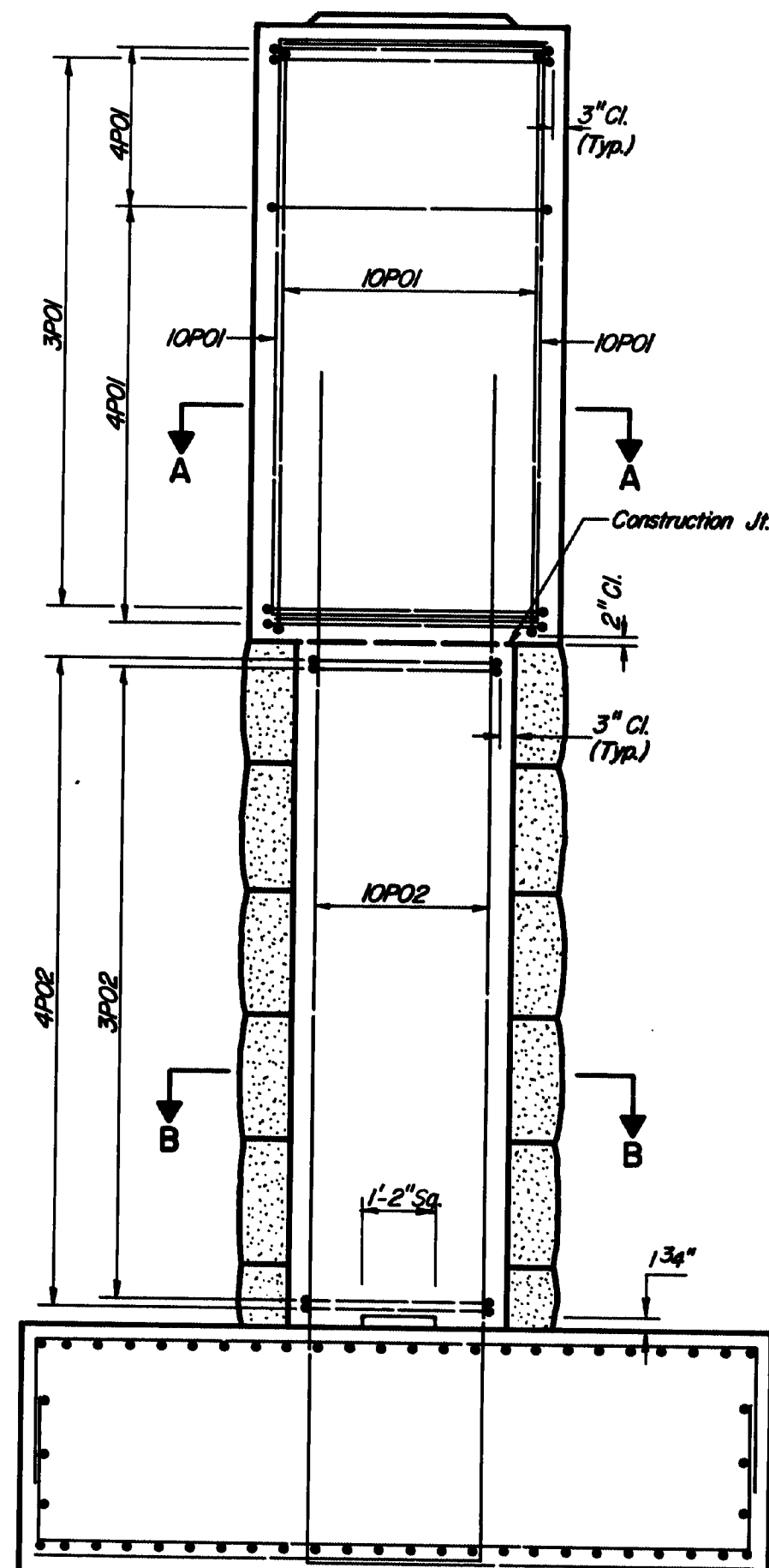
OPTION II (PIERS 3 THRU 21)

PILE DETAILS - OPTION II-3

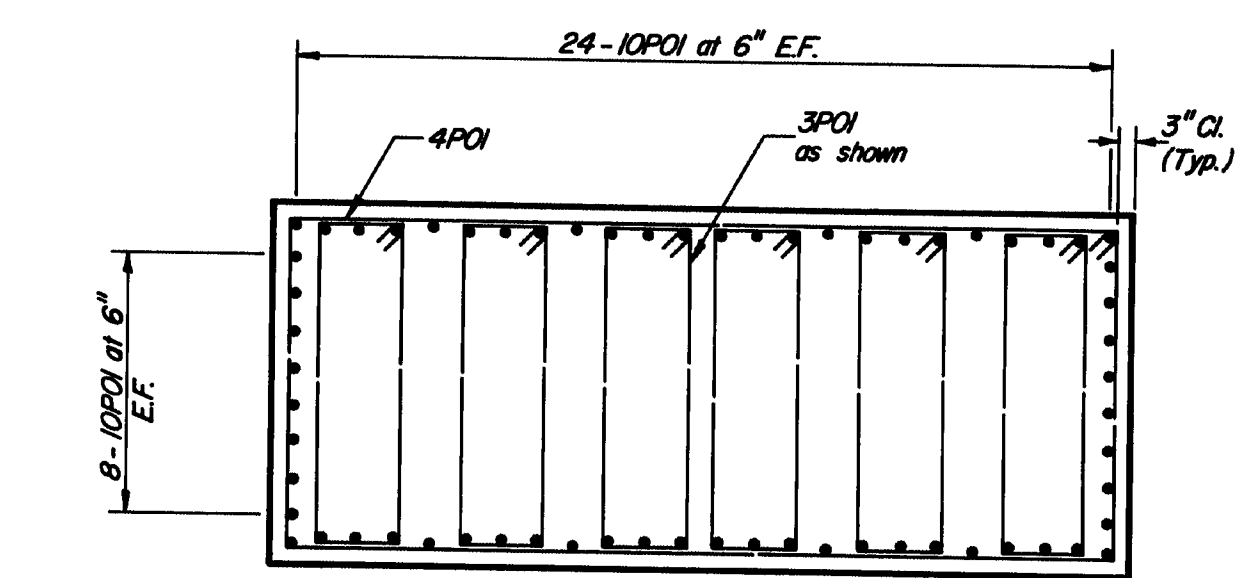
SHEET 27 OF 90 AUGUSTA, MAINE



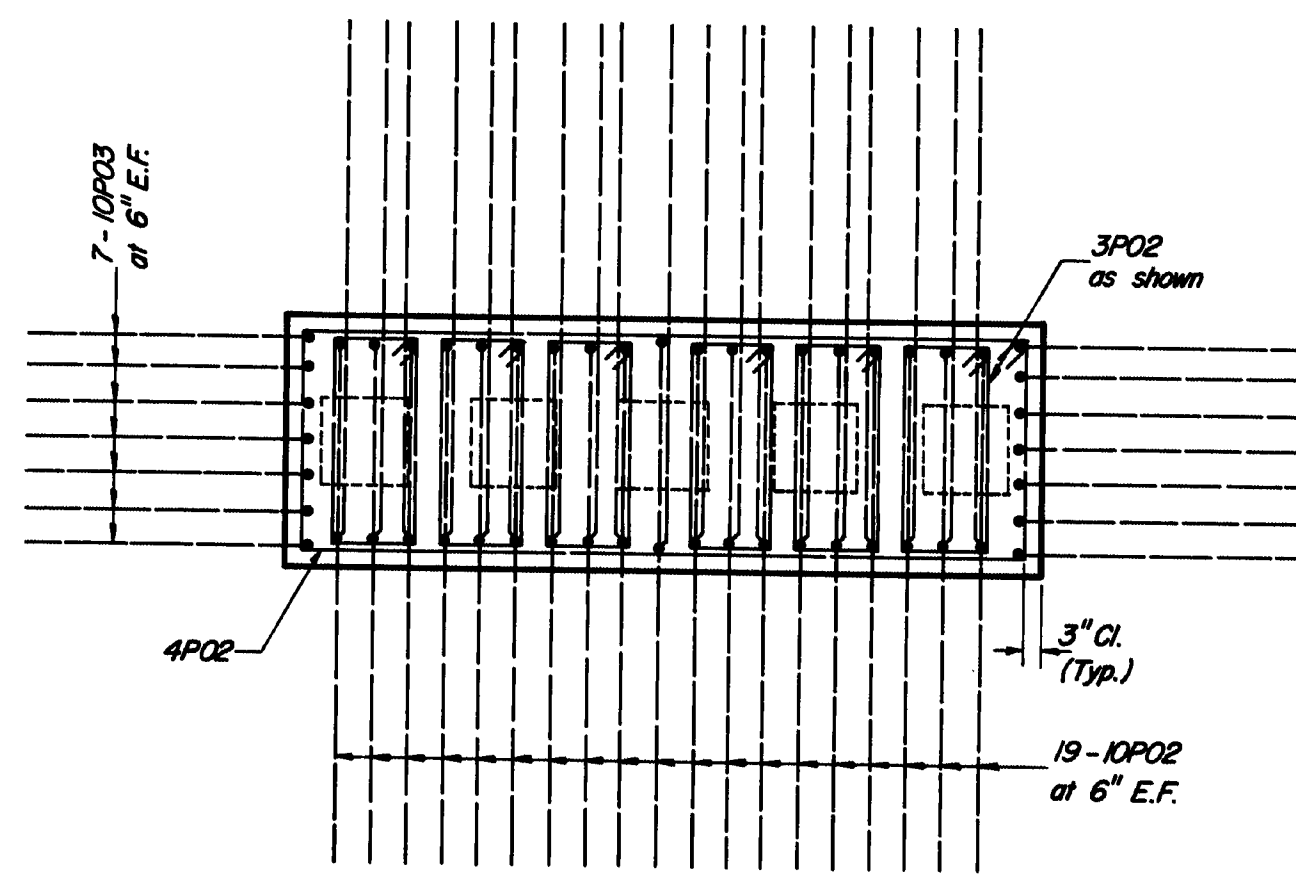
TRANSVERSE SECTION



LONGITUDINAL SECTION

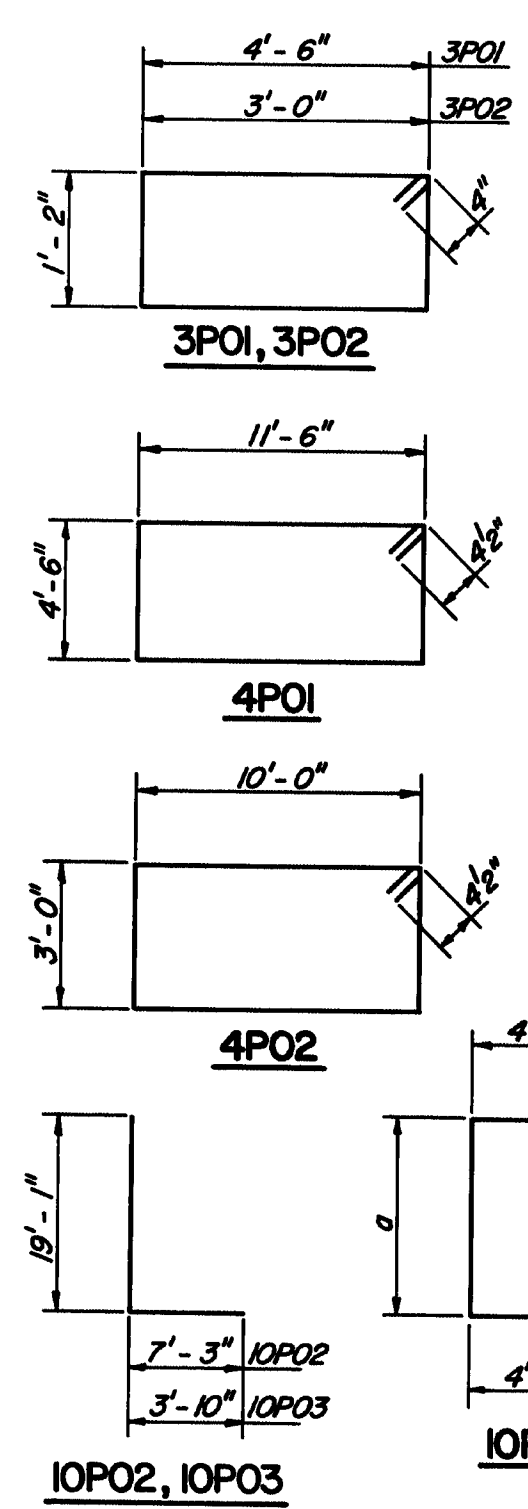


SECTION A-A



SECTION B-B

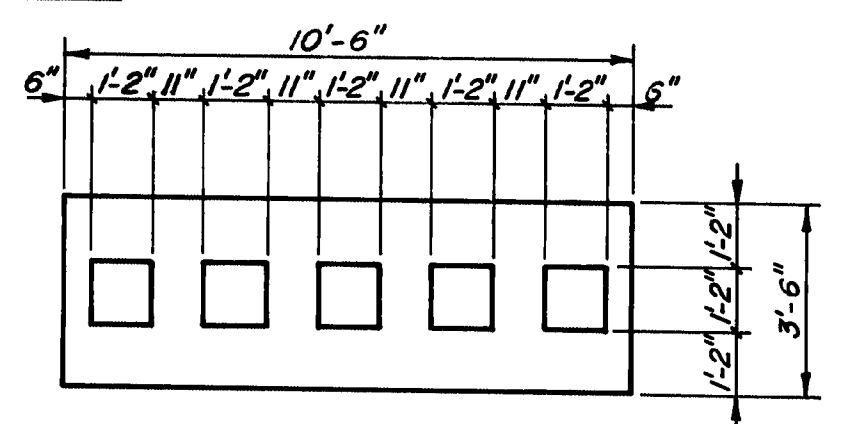
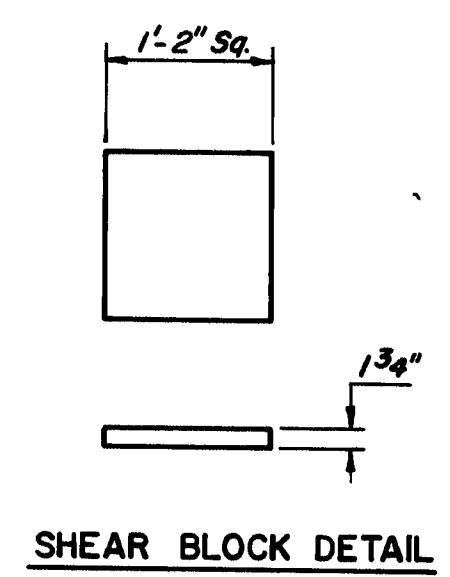
BAR BENDING DIAGRAMS
(All dimensions are out to out.)



Pier No.	3PO1		3PO2		4PO1		4PO2		10PO1		10PO2		10PO3		Str.	Bent
	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length		
1	48	12'-0"	72	9'-0"	10	32'-9"	12	26'-9"	64	15'-4"	38	26'-4"	14	22'-2"		
2	66				13					17'-9"						
3	78				15					20'-2"						
4	90				17					22'-7"						
5	108				20					24'-10"						
6	120				22					27'-5"						
7	132				24					29'-3"						
8	138				25					30'-7"						
9	144				26					31'-3"						
10	144				26					31'-5"						
11	144				26					31'-6"						
12	138				25					30'-5"						
13	126				23					28'-3"						
14	114				21					26'-0"						
15	96				18					23'-7"						
16	84				16					20'-10"						
17	66				13					18'-8"						
18	54				11					16'-7"						
19	48				10					15'-2"						
20	42				9					13'-7"						
21	36				8					13'-2"						
22	36	12'-0"	72	9'-0"	8	32'-9"	12	26'-9"	64	12'-0"	38	26'-4"	14	22'-2"		

*Number preceding letter denotes bar size.
All bar bending pin diameters shall be in accordance with A.C.I. standards.

Pier	a	Pier	a	Pier	a
1	6'-11 1/2"	9	22'-11"	17	10'-3"
2	9'-4 1/2"	10	23'-0 1/2"	18	8'-3"
3	11'-9 1/2"	11	23'-1"	19	6'-9 1/2"
4	14'-2 1/2"	12	22'-1"	20	5'-7"
5	16'-6"	13	19'-11"	21	4'-10"
6	19'-0 1/2"	14	17'-7"	22	4'-5 1/2"
7	20'-11"	15	15'-2 1/2"		
8	22'-2 1/2"	16	12'-5 1/2"		



Pier	Reinforcement Bars/Lbs.	Concrete/Cu.Yds.
1	10,757	31.7
2	11,570	37.0
3	12,333	42.4
4	13,097	47.8
5	13,863	52.8
6	14,672	58.5
7	15,275	62.6
8	15,691	65.5
9	15,924	67.1
10	15,970	67.3
11	15,993	67.5
12	15,645	65.2
13	14,951	60.5
14	14,233	55.3
15	13,421	50.0
16	12,566	43.9
17	12,717	39.0
18	11,151	34.5
19	10,711	31.3
20	10,226	29.2
21	10,063	26.9
22	9,741	26.1

SHEAR BLOCK LOCATIONS

111-368

BUILT
OPTION I & II

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGECOMB BRIDGE
OVER
SHEEPSHOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB
LINCOLN COUNTY
PIER SHAFT REINFORCEMENT
SHEET 28 OF 90 AUGUSTA, MAINE

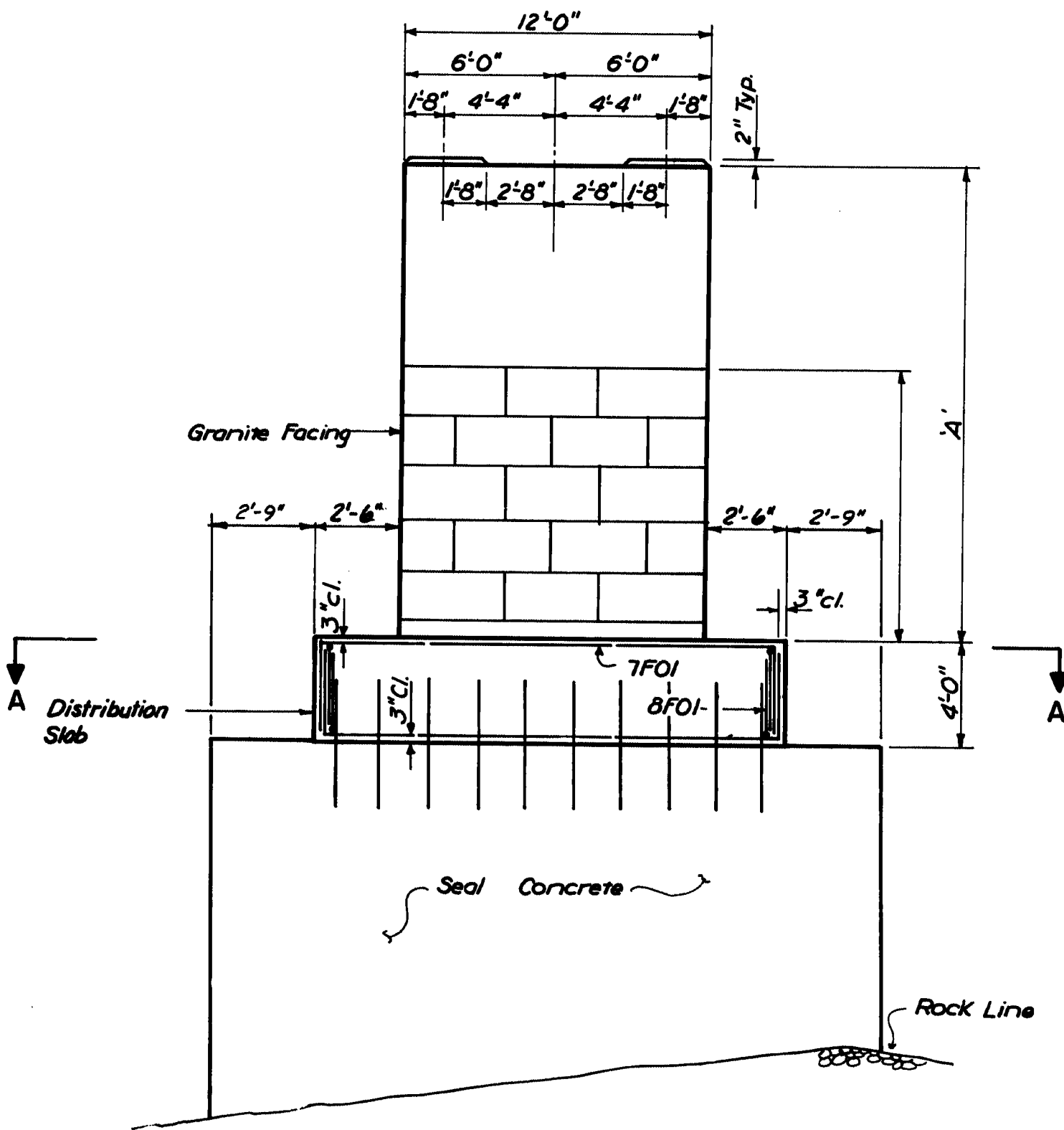
Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

"As Built 1984" (NEP-1-10-96)

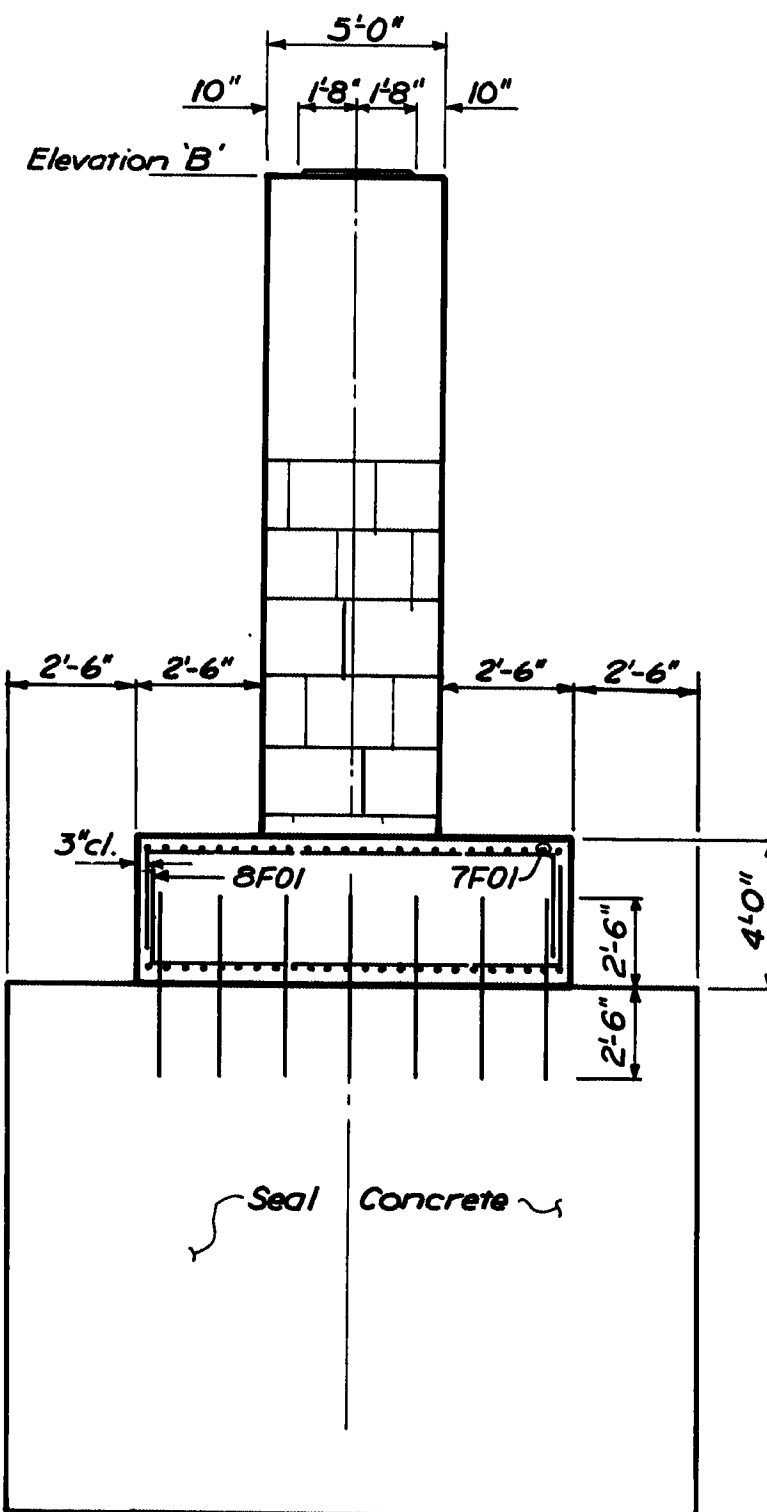
PROJECT DESIGN ENGINEER
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES
PLANS
DATE
1/1-80
1/2-80
BY
A.L.B. C.M.H.
J.D.M. R.B.

BRUNING 44-132 45710

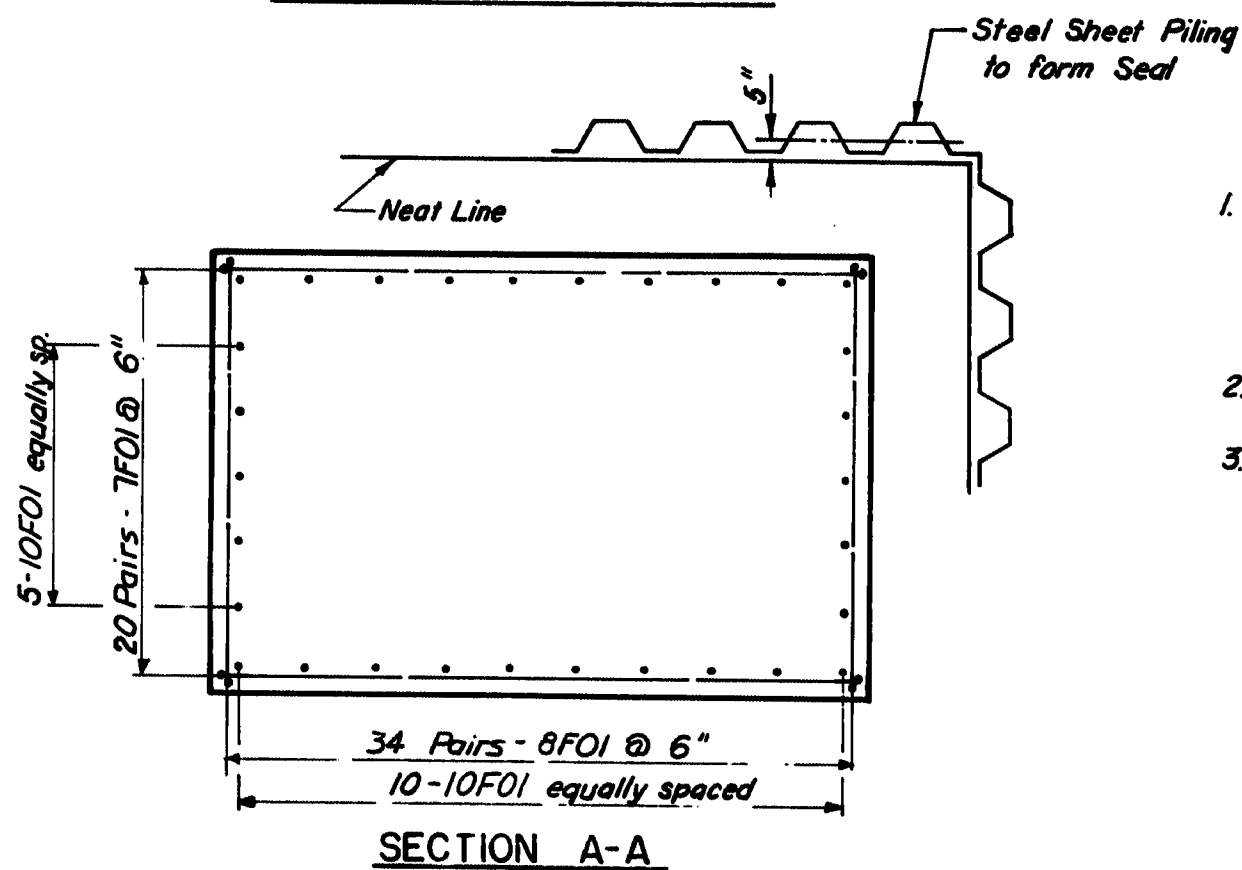
F.R.N. & RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	29	154



TRANSVERSE ELEVATION



LONGITUDINAL ELEVATION



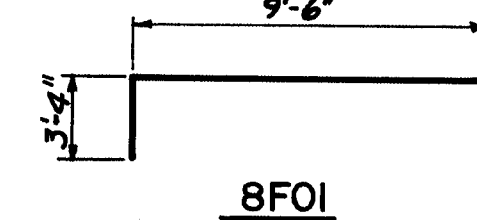
SECTION A-A

Pier Notes

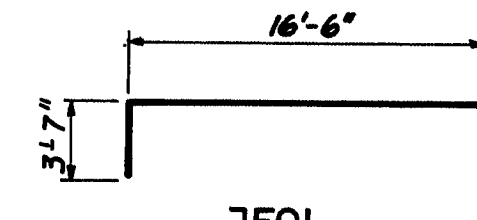
1. Seal Concrete dimensions are predicated on use of PDA 27 or equivalent steel sheet piling with appropriate standard bent corners. Pay dimensions for seal concrete shall be to the neat lines shown plus 5" all around.
2. Design Wind Velocity of 100 m.p.h.
3. Critical AASHTO Design Loading Groups No. 6 and No. 9.

BAR BENDING DIAGRAMS

All dimensions are out to out



8FOI



7FOI

BAR LIST-ONE FOUND.

Bar	No.	Length	Bent	Str.
8FOI	68	16'-2"	•	
7FOI	40	23'-8"	•	
10FOI	30	5'-0"	•	

ESTIMATED QUANTITIES-ONE FOUNDATION

ITEM	UNIT	QTY
Reinforcement Bars	Lbs.	6,628
Class A Concrete	Cu Yds.	32.60
Seal Concrete (P-1) and (P-22)	Cu Yds. Ea.	181.25
Seal Concrete (P-2)	Cu Yds.	325.00

Note: All bar bending pin diameters shall be in accordance with A.C.I. Standards.

Number preceeding letter denotes bar size.

Pier	A'	Elev. 'B'
1	18'-6 1/2"	13.5124
2	20'-11 1/2"	15.9333
22	16'-0 1/2"	11.0051

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BUILT
OPTIONS I & II

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET - EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY

PIER DIMENSIONS AND
FOUNDATION REINFORCEMENT PL2 & P22

SHEET 29 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

"As BUILT 1964" MEP (1-10-96)

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	11-90
CHECKED	12-90
REVISIONS	
FIELD CHANGES	

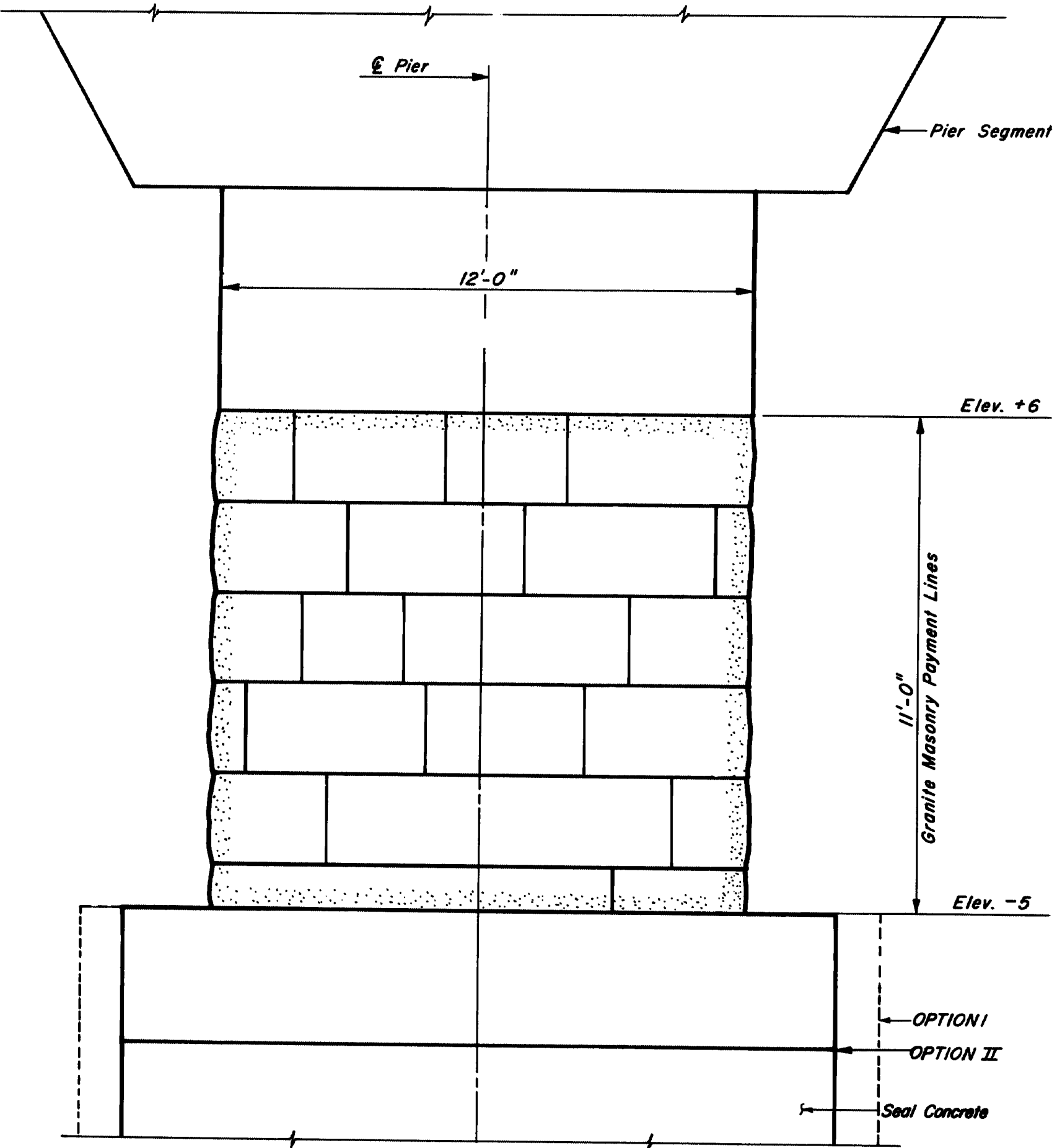
PLANS

BRUNING 44-132 45710

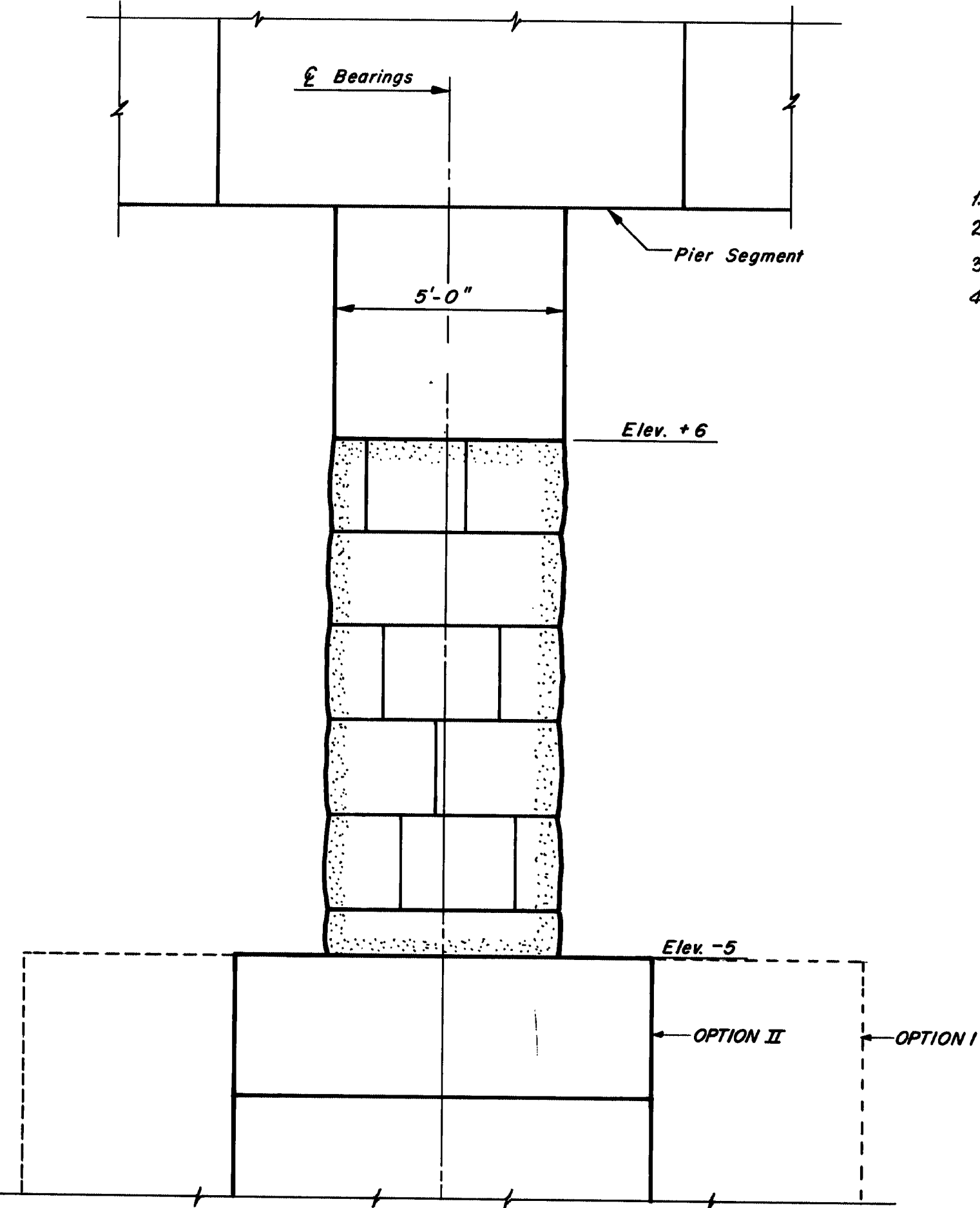
F.H.E.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	30	154

NOTES

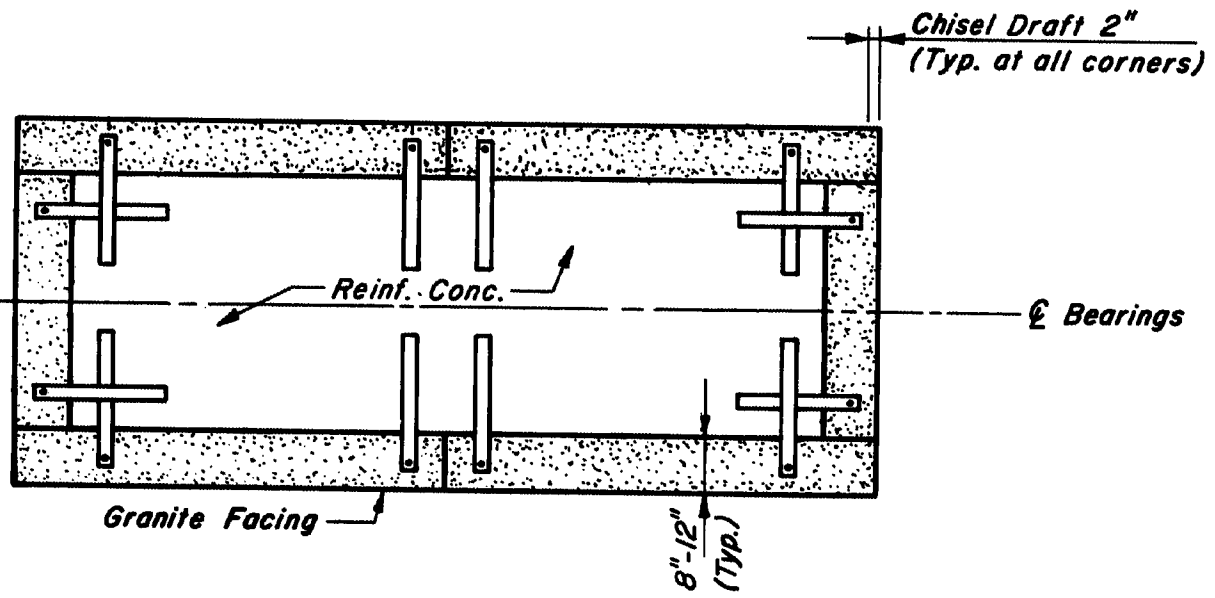
1. Provide a minimum of (2) anchors per stone in Granite Masonry.
2. Payment for anchors will be considered incidental to Item 525.06.
3. Adjust granite masonry anchors to clear shaft reinforcing steel where necessary.
4. Other types of granite masonry anchors may be used with prior approval of the Engineer.



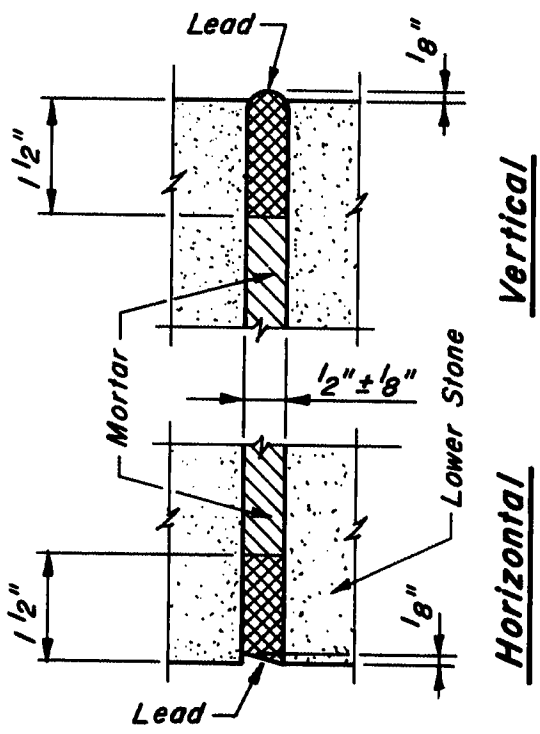
TRANSVERSE ELEVATION



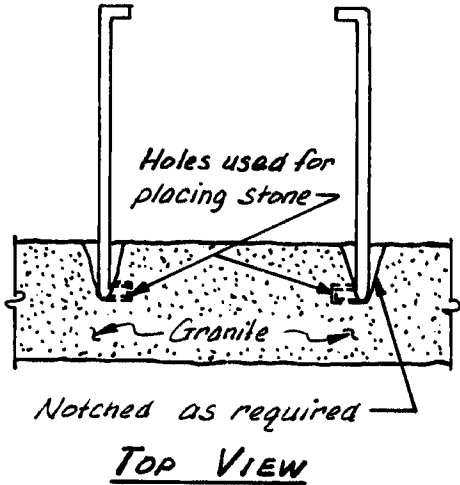
LONGITUDINAL ELEVATION



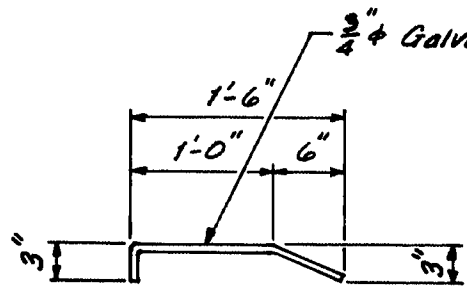
GRANITE MASONRY DETAIL



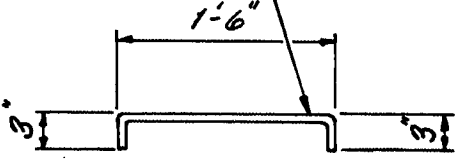
LEAD JOINT DETAIL



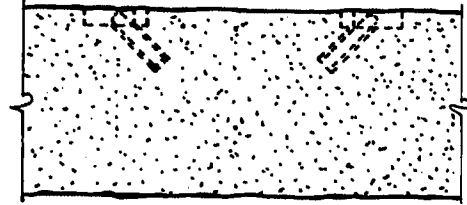
TOP VIEW



ANCHOR TYPE "A"



ANCHOR TYPE "B"



FRONT VIEW

111-370

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGECOMB BRIDGE
OVER
SHEEPS COT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB
LINCOLN COUNTY
GRANITE FACING DETAILS

Figg and Muller Engineers Inc.
424 North Cathoon Street
Tallahassee, Florida 32301

SHEET 30 OF 90 AUGUSTA, MAINE

AS BUILT 1984 (NEP 1-10-96)

PROJECT DESIGN ENGINEER	BY	DATE
JAM	MR	11-80
JAM	GRB	12-90
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

DRAWING 44-132-42710

Bearing	Dimension 'X'	No. of Plates 'Y'
TYPE 1	10 ⁵ / ₁₆ "	18
TYPE 2	9 ⁵ / ₁₆ "	16
TYPE 3	7 ⁵ / ₁₆ "	12

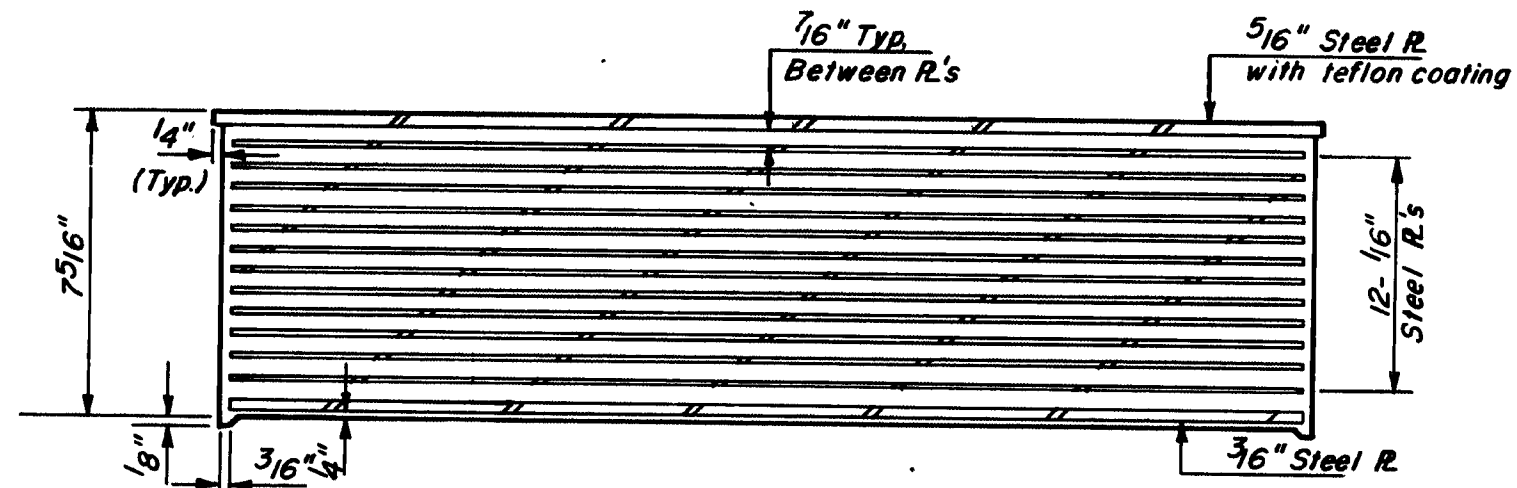


Diagram illustrating the cross-section of a bridge segment showing the connection between the Abutment side and the Superstructure side.

Key components and dimensions labeled:

- Abutment side
- Superstructure side
- Bottom of Segment
- $1\frac{1}{4} \times 21 \times 40$ Sole Plate
- $1\frac{1}{4} \times 27 \times 40$ Sole Plate
- Studs $1'' \phi \times 4''$ 4 each Plate
- $5\frac{1}{2}''$
- $11\frac{1}{2}''$
- Teflon Coating
- Neoprene
- Guides See Detail
- $1\frac{1}{4} \times 39 \times 47$ Stainless Steel Coated Top Plate
- Top of Pier
- Dry Pack Mortar
- $2'' \text{ } 7\frac{9}{16}''$

Threaded insert

Teflon coating

Stainless Steel coating

[illegible]

LOCATION	BEARING TYPE	N.O. REQUIRED
Abutment 1	* Pot	2
Pier 1	* Pot	2
Pier 2	* Pot	2
Pier 3	* Pot	2
Pier 4	* Pot	2
Pier 5	1	2
Pier 6	3	2
Pier 7	3	2
Pier 8	3	2
Pier 9	3	2
Pier 10	3	2
Pier 11	X * Pot	2
Pier 12	X * Pot	2
Pier 13	3	2
Pier 14	2	2
Pier 15	2	2
Pier 16	1	2
Pier 17	1	2
Pier 18	1	2
Pier 19	X Pot	2
Pier 20	X Pot	2
Pier 21	X Pot	2
Pier 22	X Pot	2
Abutment 2	* Pot	2

NOTE:
Guides for Piers 11 and 12, Shall
be Considered Incidental to Bearings.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET- EDGECOMB BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB
LINCOLN COUNTY

BEARING DETAILS

"REVISED AS BUILT 1984" (NEP 1-9-96)

BRUNING 44-132 45710

PLANS	PROJECT DESIGN ENGINEER	BY	DATE
	DESIGN - DETAILED	M.S.M. MR	11-80
	CHECKED	J.A.M. G.B.	12-80
	REVISIONS		
	FIELD CHANGES		



111-372	
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
WISCASSET - EDGEComb BRIDGE OVER SHEEPSCOT RIVER BETWEEN THE TOWNS OF WISCASSET - EDGEComb LINCOLN COUNTY	
ABUTMENT NO.1 DIMENSIONS	
SHEET 32 OF 30 AUGUSTA, MAINE	

"AS BUILT 1994" (NEP 1-9-96)

PLANS	PROJECT DESIGN ENGINEER	BY	DATE
	DESIGN - DETAILED	M.S.M.	11-80
	CHECKED	J.A.M.	12-80
	REVISIONS	G.B.	
	FIELD CHANGES		

Technical drawing of a bridge structure, showing plan and elevation views with dimensions and labels.

Plan View (Top):

- Overall width: 41'-7"
- Overall length: 16'-0"
- Dimensions from left to right: 1'-10", 18'-0", 18'-0", 1'-6 1/2", 1'-3"
- Labels: #9, #7, #6, #5, #4
- Note: For End Post Details See Std. Drawing BD-120-79. For Post Spacing See Sht. 13 in Design Plans.
- Note: All exposed surfaces of concrete end posts are to be coated with protective coating for concrete surfaces.

Elevation View (Bottom):

- Overall height: 26'-8 1/8"
- Dimensions from top to bottom: 10'-8 1/8", 9'-3", 1'-5 1/8"
- Dimensions from left to right: 5'-7", 11'-3 1/4", 7'-4 1/2", 1'-5 3/4", 2'-5", 3'-1", 8'-1", 3'-4", 13'-8 3/4", 3'-8 1/2", 5'-7"
- Labels: W.P., Front Face of Backwall, E Bearing, E Piles, Concrete Bearing Pad, E Battered Piles, Front face of curtain wall, Limits of protective coating for concrete surfaces
- Note: 6 Pile Spaces at 5'-7" = 33'-6"

PLAN

[illegible]

ELEVATION

Dimensions and Annotations:

- Overall width: 44'-8"
- Top horizontal dimensions: 19'-10", 24'-10", 18'-0", 6'-10"
- Vertical dimensions on the left: 7'-8 3/4" @ F.F.B.W., 6'-3 3/4" F.F.C.W., 9'16" 2'-3 1/2", 6'-2 5/8" @ F.F.B.W., 6'-3 3/4", 5'-3 3/8", 9 7/8"
- Vertical dimensions on the right: 3'-6 1/2", 11'9", 6'-2 7/8" @ F.F.C.W., 7'-7 1/8" @ F.F.B.W.
- Horizontal dimensions at the bottom: 3'-0 3/4", 5'-7 1/4"
- Reinforcement: HP 14x102
- Annotations: "Limits of protective coating for concrete surfaces", "To Ground Line", "Vertical bridge curb type I", "*El. 18.74", "*El. 19.12", "Blockout for telephone conduit, see sht. 35 for opening reinf.", "W.P. El. 18.70 @ F.F.B.W.", "W.P. El. 1100 @ F.F.B.W.", "for concrete surfaces", "Limits of protective coating for concrete surfaces 6'-3 3/4\"", "9' Emb."

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**STATE OF MAINE
DEPARTMENT OF TRANSPORTATION**

**WISCASSET - EDGECOMB BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB
LINCOLN COUNTY**

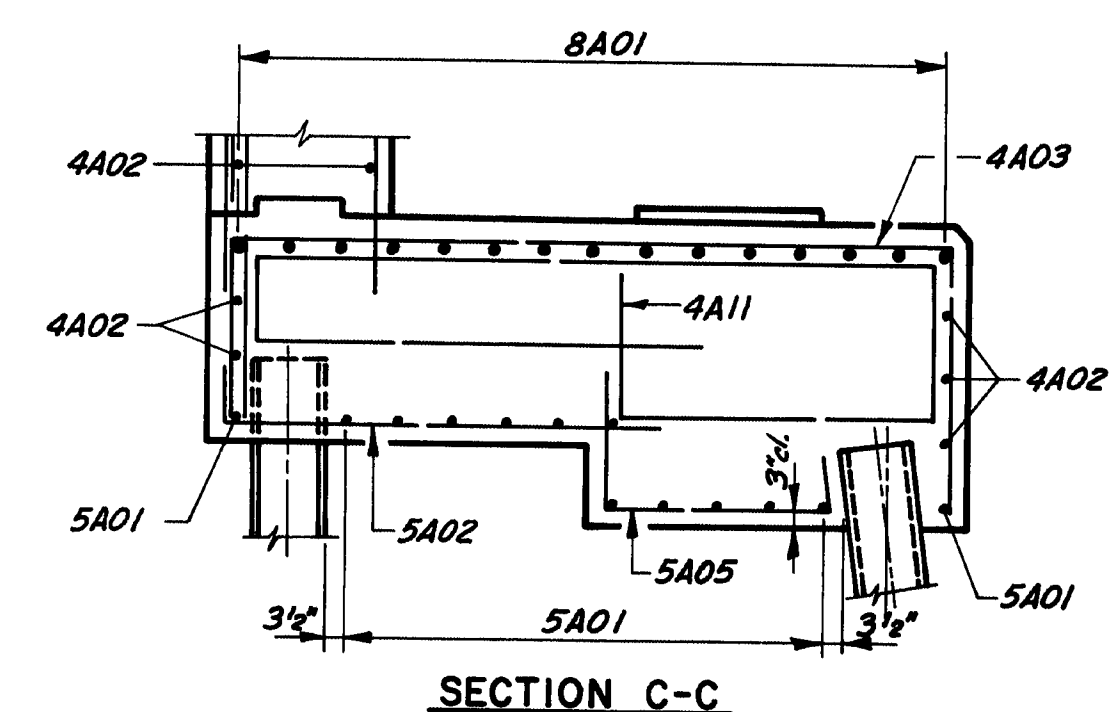
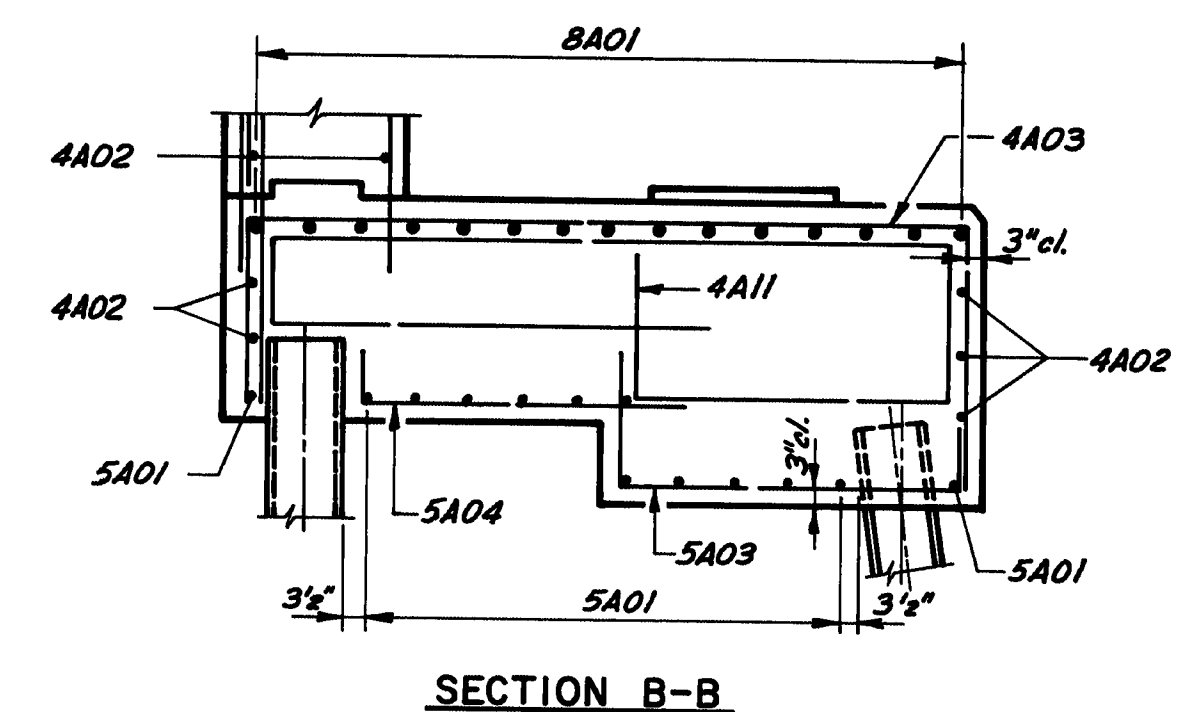
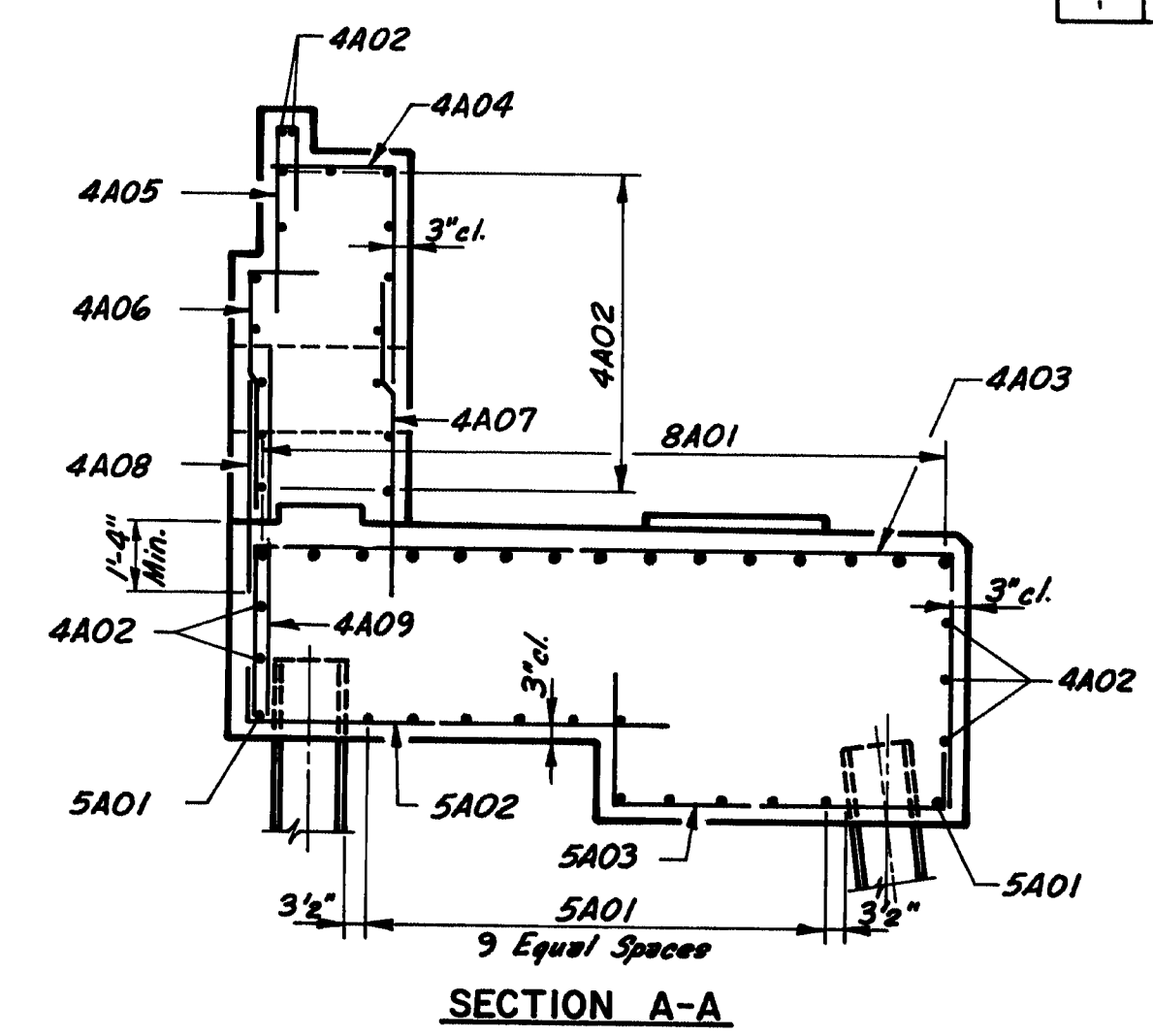
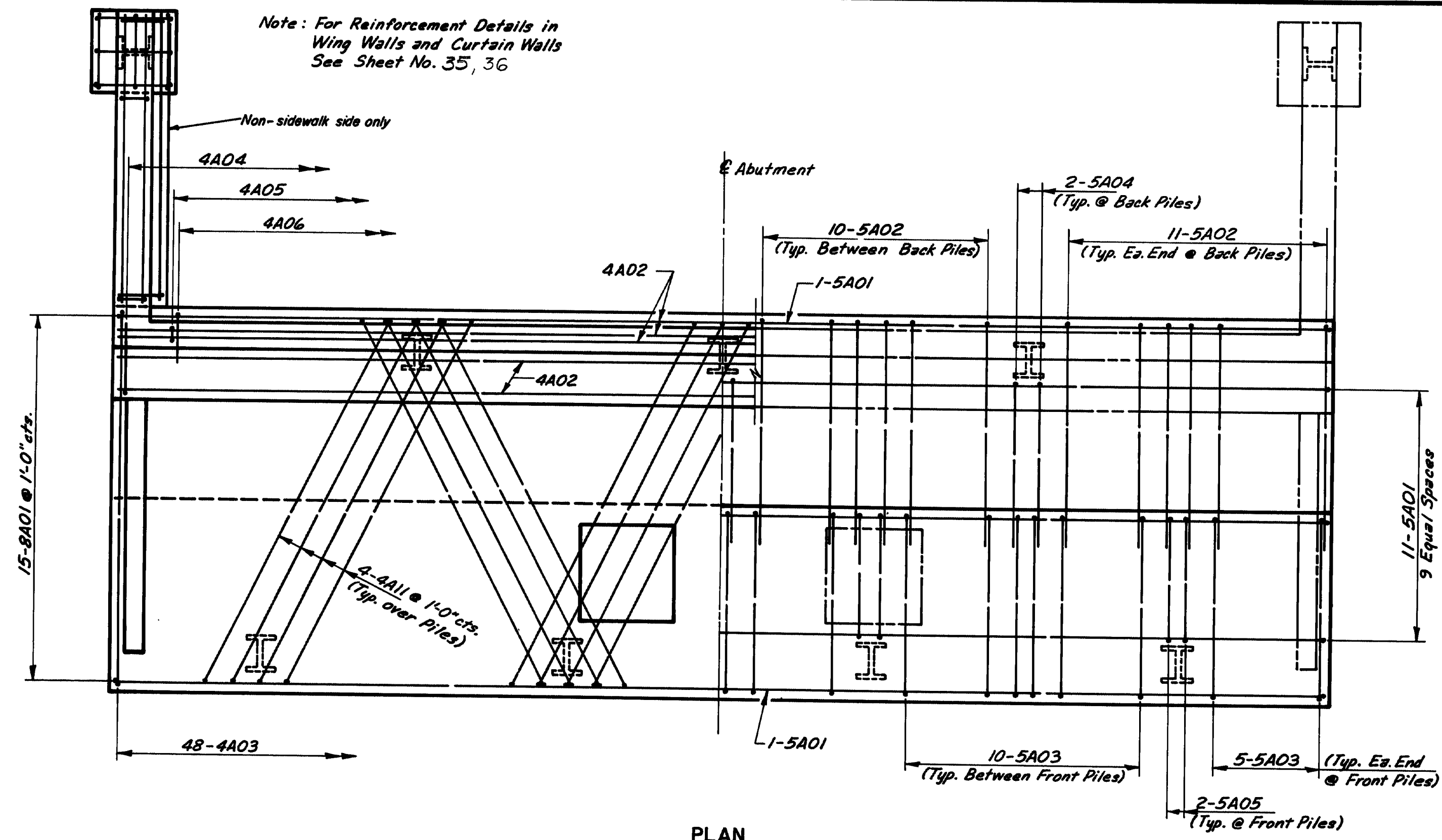
ABUTMENT NO.2 DIMENSIONS

SHEET 33 OF 90 AUGUSTA, MAINE

"AS BUILT 1984" (NEP 1-9-96)

F.R.E.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	34	154

Note: For Reinforcement Details in
Wing Walls and Curtain Walls
See Sheet No. 35, 36



Note: Work this sheet with Sheet No. 35, 36

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGEComb BRIDGE OVER SHEEPSCOT RIVER BETWEEN THE TOWNS OF WISCASSET - EDGEComb LINCOLN COUNTY
ABUTMENT REINFORCEMENT I
SHEET 34 OF 30 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

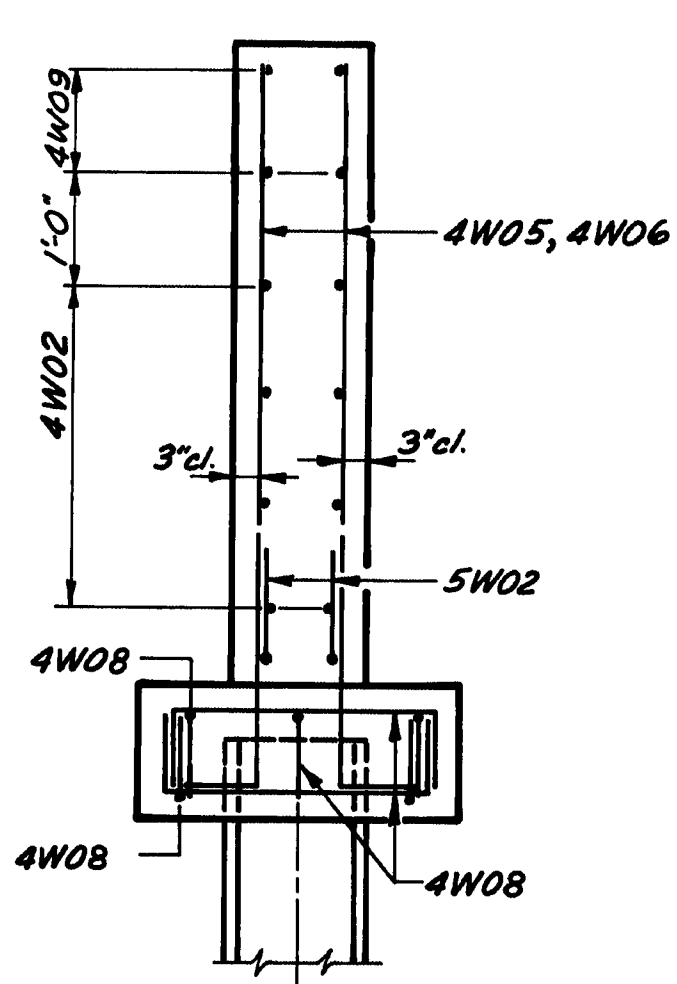
AS BUILT 1984" (NEP 1-9-96)

PROJECT DESIGN ENGINEER	DATE
BY	11-90
DESIGN - DETAILED	11-90
CHECKED	12-90
REVISIONS	
FIELD CHANGES	

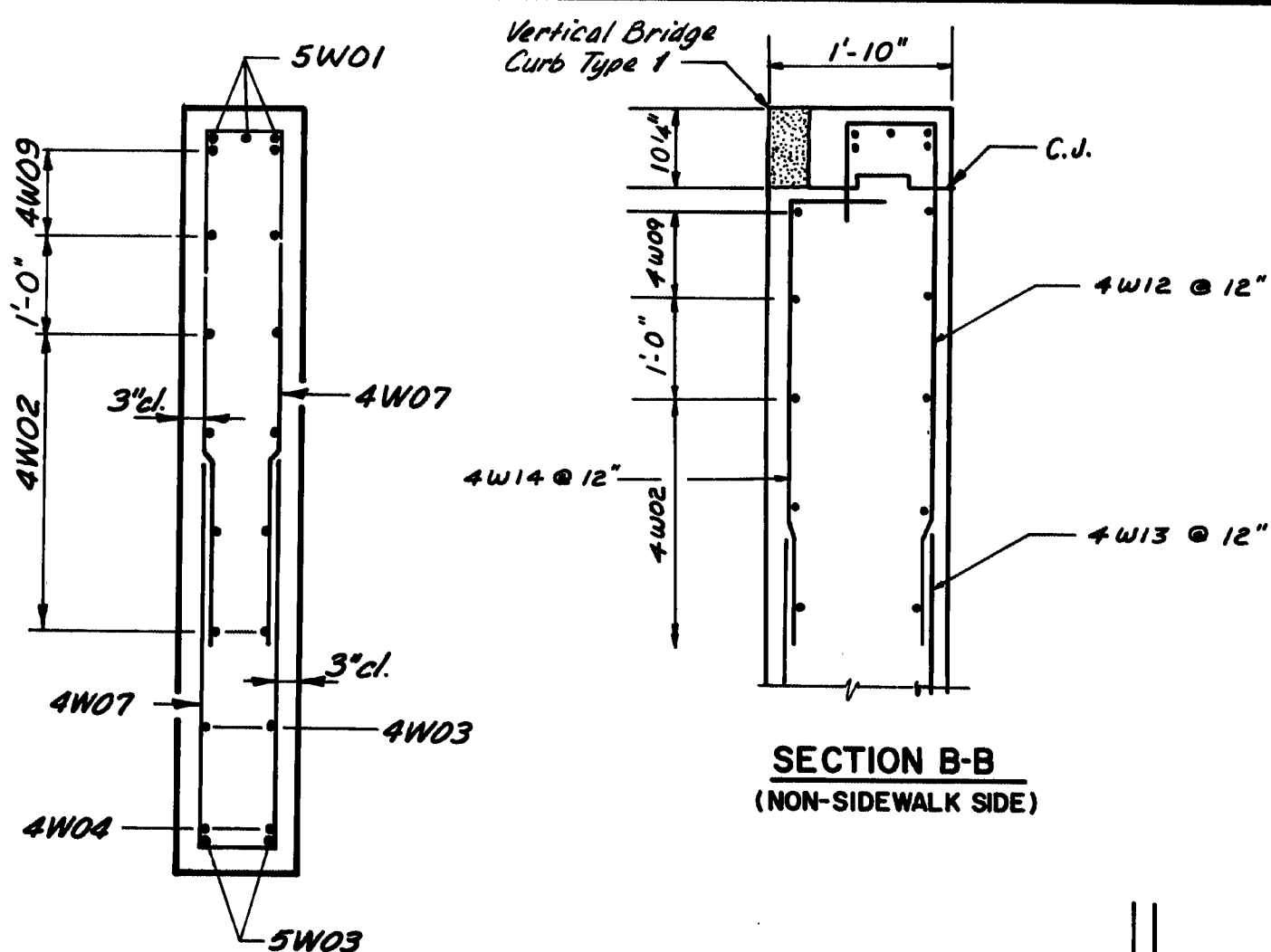
BRUNING 44-132 45710

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	M.S.H. JR.	11-80
CHECKED	T.A.M. O.B.	12-80
REVISIONS		
FIELD CHANGES		
PLANS		

BRUNING 44-132-45710

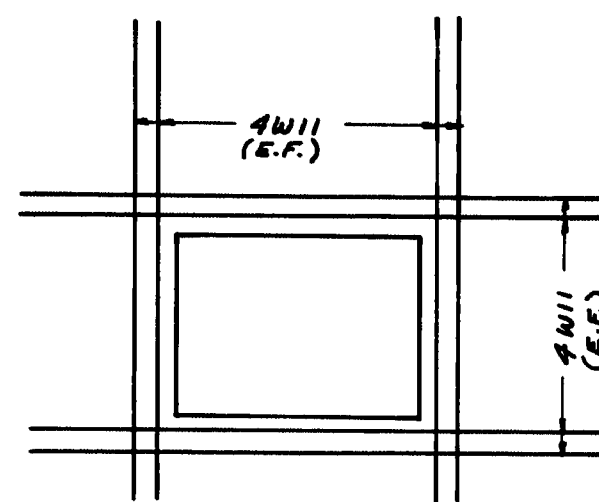


SECTION A-A
(SIDEWALK SIDE)

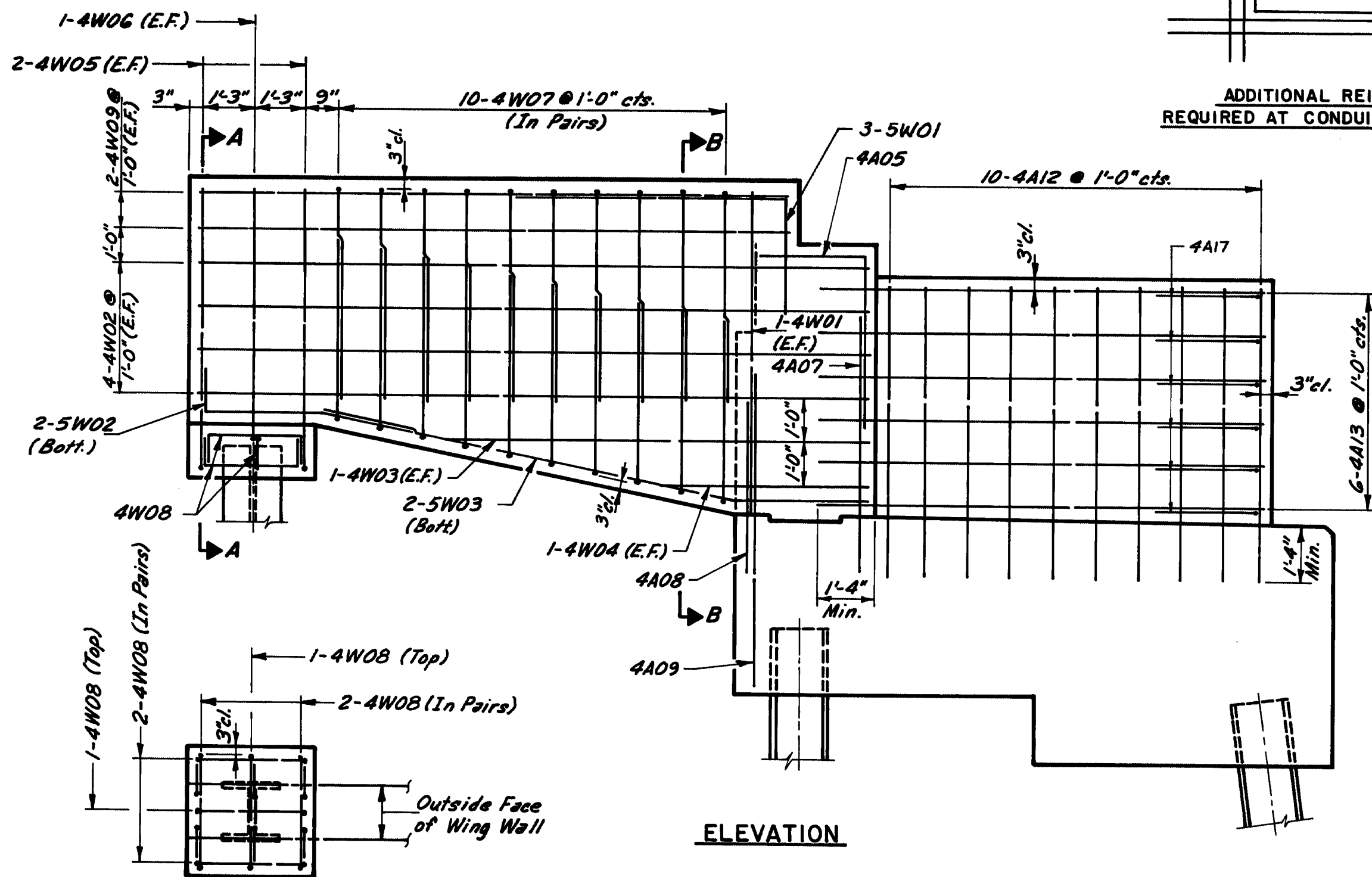


SECTION B-B
(SIDEWALK SIDE)

SECTION B-B
(NON-SIDEWALK SIDE)

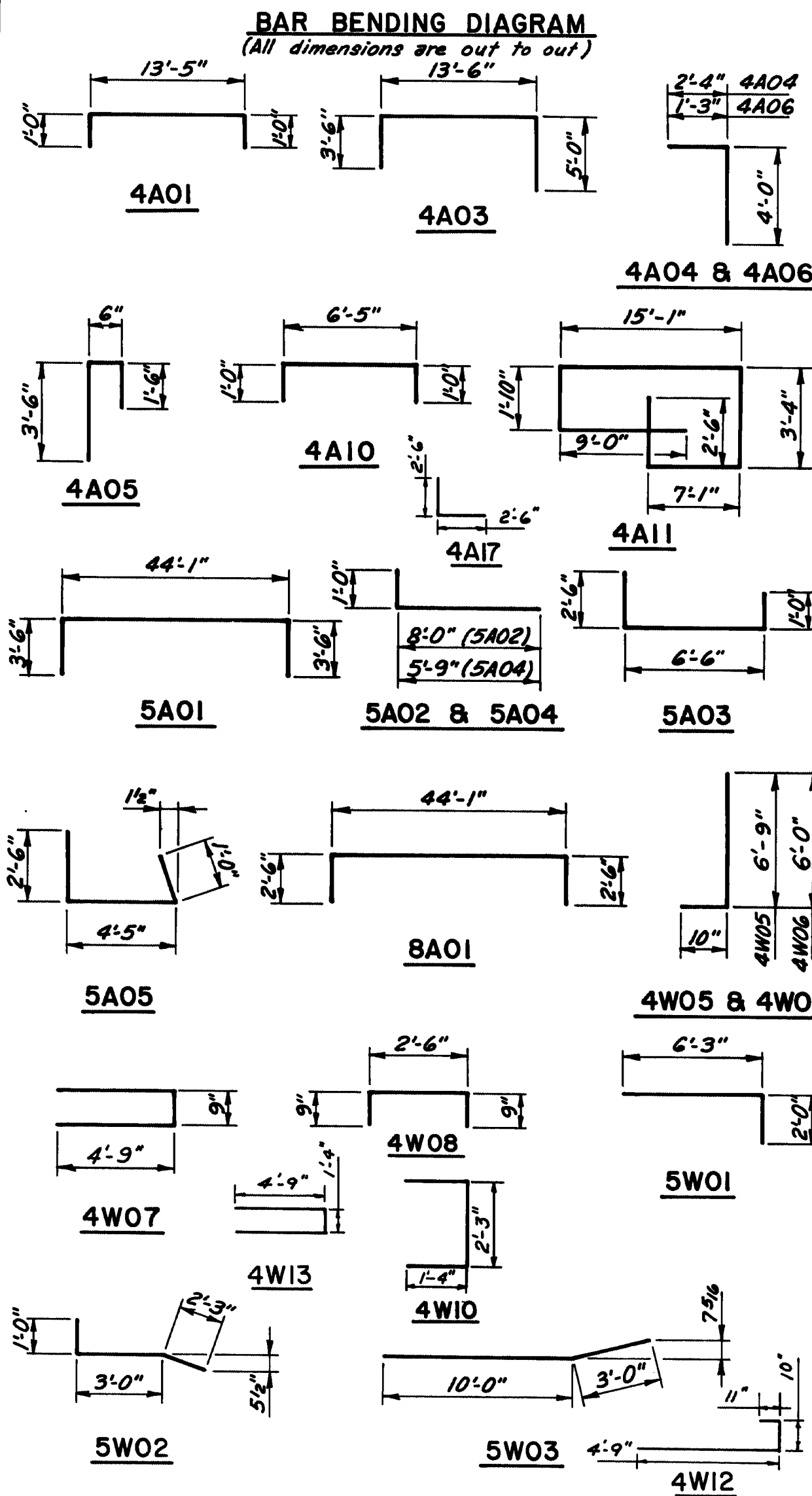


ADDITIONAL REINFORCEMENT
REQUIRED AT CONDUIT OPENING



ELEVATION

PLAN-PILE CAP



ESTIMATED QUANT. / ONE ABUT.

Item	Unit	Total
Class "A" Concrete	C.Y.	174
Reinforcement Bars	Lbs.	8,030
HP 14x102 Piles (Abutment 1)	L.Ft.	231
HP 14x102 Piles (Abutment 2)	L.Ft.	236

Note: No preceding letter denotes bar size.

111-375

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGECOMB BRIDGE
OVER
SHEEPSHOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB
LINCOLN COUNTY

ABUTMENT REINFORCEMENT II

SHEET 35 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

As BUILT 1984* (NEP 1-9-96)

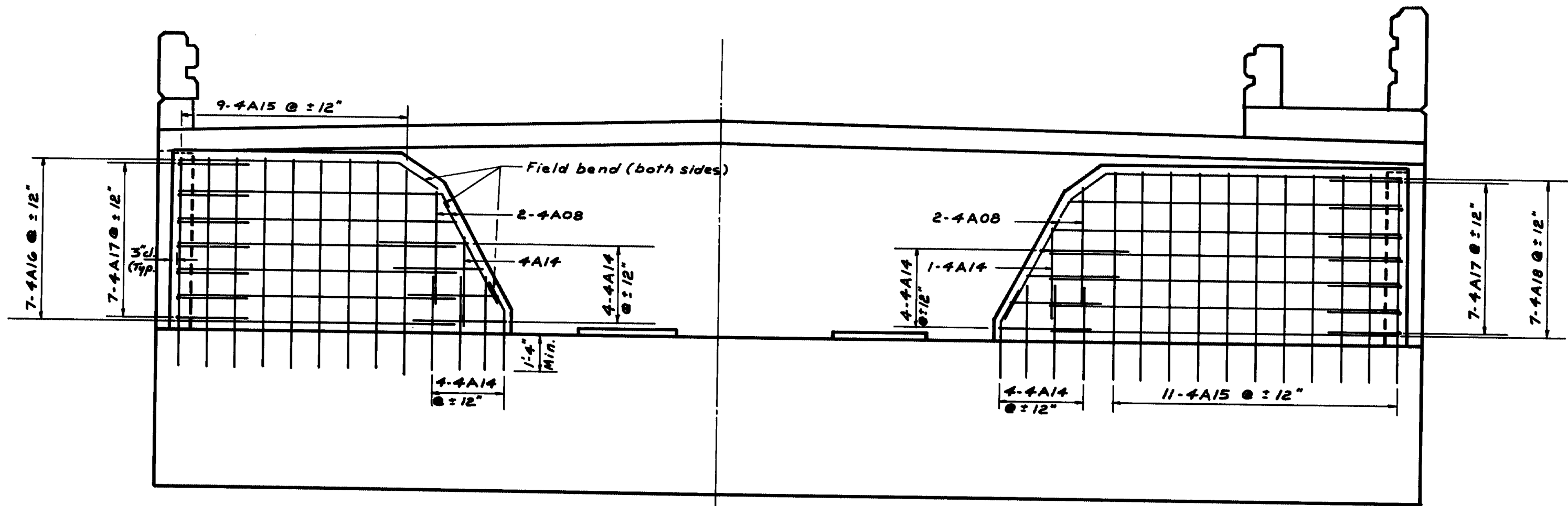
F.R.E.B.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	35	154

BAR LIST / ONE ABUT.

Bar	No.	Length	Str.	Bent
4A01	8	15'-5"		
4A02	22	44'-3"		
4A03	48	22'-0"		
4A04	46	6'-4"		
4A05	42	5'-6"		
4A06	42	5'-3"		
4A07	46	6'-0"		
4A08	50	4'-0"		
4A09	46	7'-0"		
4A10	2	8'-5"		
4A11	24	38'-10"		
4A12	20	7'-3"		
4A13	12	10'-4"		
4A14	10	3'-3"		
4A15	20	7'-5"		
4A16	7	9'-9"		
4A17	14	5'-0"		
4A18	7	12'-3"		
5A01	13	51'-1"		
5A02	42	9'-0"		
5A03	40	10'-0"		
5A04	6	6'-9"		
5A05	8	7'-11"		
8A01	15	49'-1"		
4W01	4	7'-10"		
4W02	16	15'-6"		
4W03	4	10'-0"		
4W04	4	5'-0"		
4W05	8	7'-7"		
4W06	4	6'-10"		
4W07	20	10'-3"		
4W08	20	4'-0"		
4W09	8	13'-6"		
4W10	15	4'-11"		
4W11	16	5'-0"		
4W12	10	6'-6"		
4W13	10	10'-10"		
4W14	10	4'-6"		
5W01	6	8'-3"		
5W02	4	6'-3"		
5W03	4	13'-0"		

All bar bending pin diameters shall be in accordance with A.C.I. Standards.

F.W.E.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	36	154



ELEVATION
(CURTAIN WALL)

PILE NOTES

1. Piles shall be driven to Ledge or practical refusal.
2. All piles shall have Pointed Reinforced Pile Tips as shown on sheet 76.
3. Estimated driven lengths of piles are determined from available soils information with no allowance for uncertain pile penetration.
4. Embedment of piles in the footings may vary $\pm 6"$. The actual embedment length as shown on the plans up to a maximum of 1'-6" will be included in measurement for payment.
5. Piles marked thus $\rightarrow$, shall be battered 1/2" per foot in the direction of the arrow.
6. Maximum pile loads: 112 tons.
7. The following are pile locations, number of piles required, size of piles and estimated driven lengths:

Abutment 1
 Footing — 3 HP14 x 102 @ 23'-0"
 4 HP14 x 102 @ 27'-0"
 Wingwall — 2 HP14 x 102 @ 27'-0"

Abutment 2
 Footing — 3 HP14 x 102 @ 24'-0"
 4 HP14 x 102 @ 27'-0"
 Wingwall — 2 HP14 x 102 @ 28'-0"

ABUTMENT NOTES

1. Chamfer all exposed edges of concrete a consistent dimension between 1/2" and 3/4" inclusive, unless otherwise noted.
2. Reinforcing steel shall have 2" cover unless otherwise noted.
3. Break bond at vertical contraction joints by a method approved by the Engineer.
4. Waterstops are not required in horizontal construction joints.
5. Protective coating for concrete surfaces shall be applied to the following areas:
 Top concrete curbs
 Top of abutments parapets
6. Welding of reinforcing steel will be allowed in the top 2' of the abutment backwall.
7. All exposed surfaces of concrete end posts are to be coated with protective coating for concrete surfaces.

111-376

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 WISCASSET - EDGEComb BRIDGE
 OVER
 SHEEPSCOT RIVER
 BETWEEN THE TOWNS OF
 WISCASSET - EDGEComb
 LINCOLN COUNTY

ABUTMENT REINFORCEMENT III
 SHEET 36 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
 424 North Calhoun Street
 Tallahassee, Florida 32301

"AS BUILT 1984" (NEP 1-9-96)

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	A.S.S.	
CHECKED		
REVISIONS		
FIELD CHANGES		
PLANS		

BRUNING 44-132 45710

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	37	154

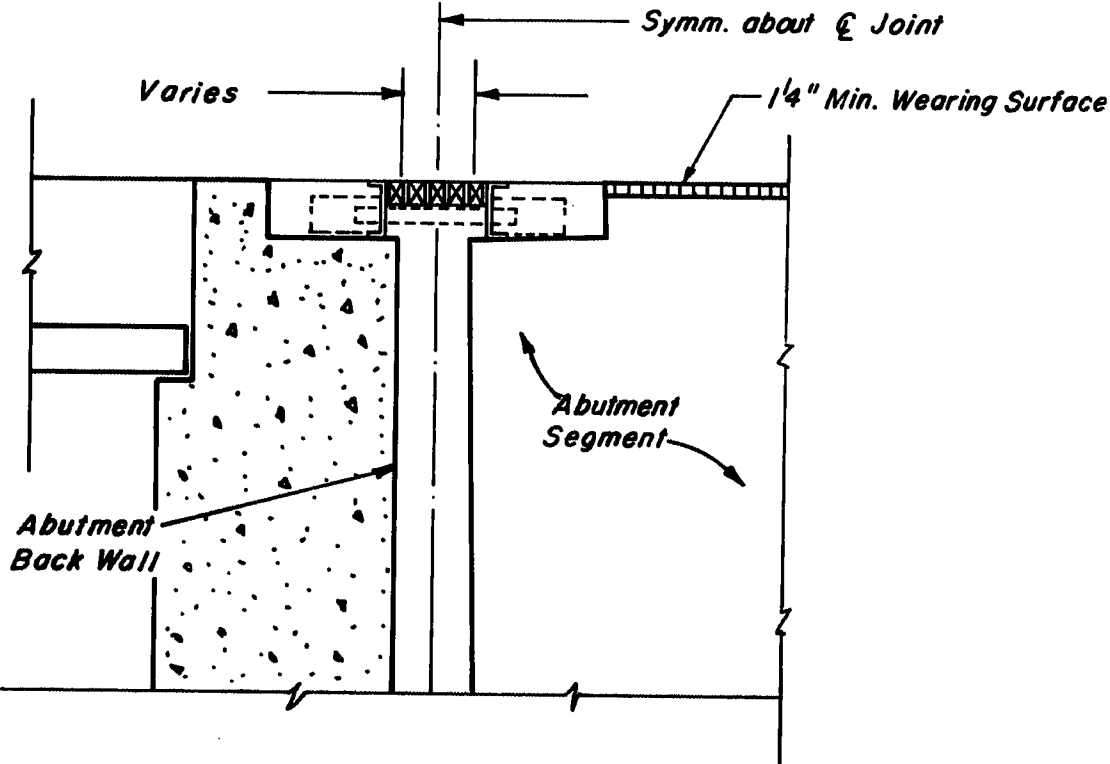
JOINT NOTES

1. Cast-in place anchors shall be used except as noted in the plans. A suitable template shall be used to accurately locate bolts. (See other notes this sheet).
2. Forms for formout shall be loosened at adjusting bolts approximately two (2) hours after concrete is poured to allow shrinkage or expansion of the spans to occur without damage to concrete around the anchors.
3. The total joint length will be determined from field measurements of the formout to ensure a proper fit of the joint.
4. All bolts will require one flat washer, one lock washer and one nut. After the joint is satisfactory placed torque all bolts as required and using a calibrated Torque wrench beginning on one end and proceeding to the other. Make a second pass checking and readjusting the torque. The second pass must be inspected and recorded by the DOTD personnel.
5. Spray bolts and nuts in bolt cavities with an approved rust preventative attempting not to get any spray on the sides of the recess cavity.
6. Shop drawings will be required to show a temperature adjustment chart for proper placement of joint.
7. The expansion joint shall be bent in the shop to conform with the deck profile.
8. Hold down bars or additional reinforcing steel required in accordance with the joint supplier's design shall be incidental to the joint.

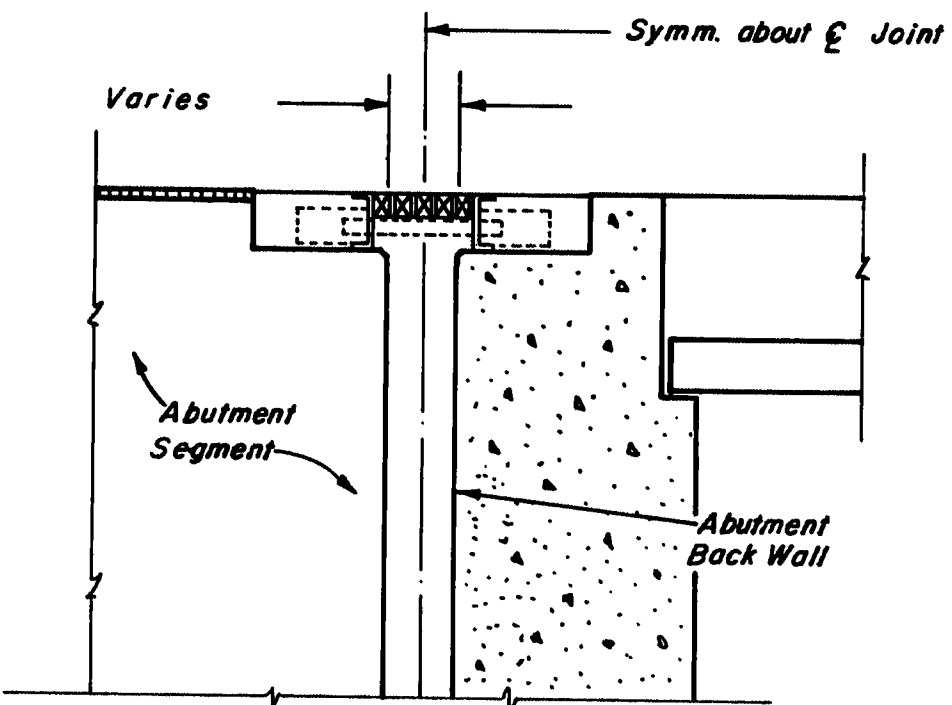
NOTE:
An approved steel form must be used to make the formout. A minimum steel thickness of 1/8" is required. Steel forms to be removed before joint placement for either joint used. The formout width shall be adjustable to account for temperature variations from the normal. Temperature adjustment shall be as called for on the approved shop drawings.

NOTE:
Exact dimensions of the joint used will be as called for on the approved shop drawings. No. 5 Bars for Barrier shall be adjusted in the field to insure adequate concrete cover at the formout for the joint curb section.

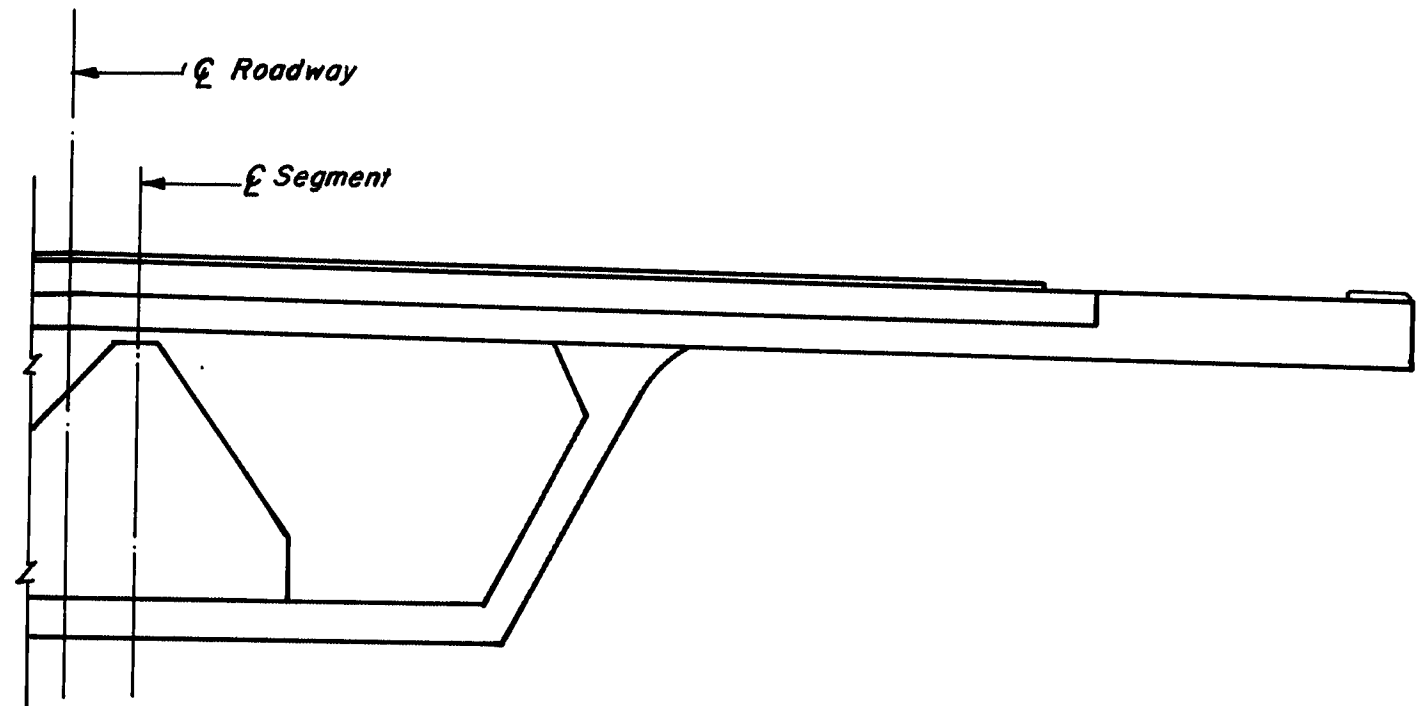
NOTE:
For Expansion joints a factory Representative is to be present during the installation of the joints.



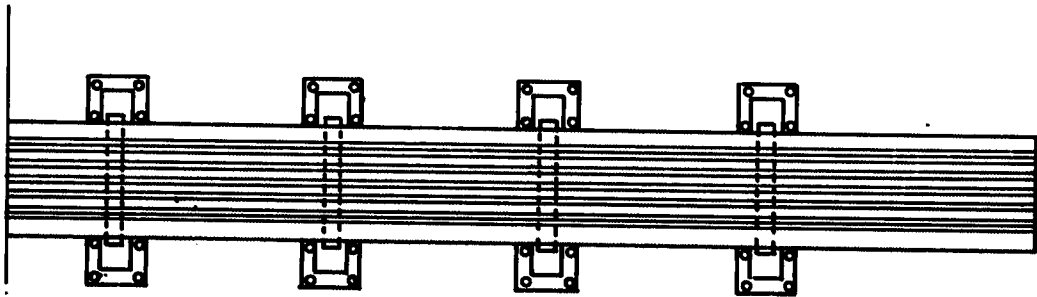
SECTION AT & JOINT
(ABUTMENT 1)



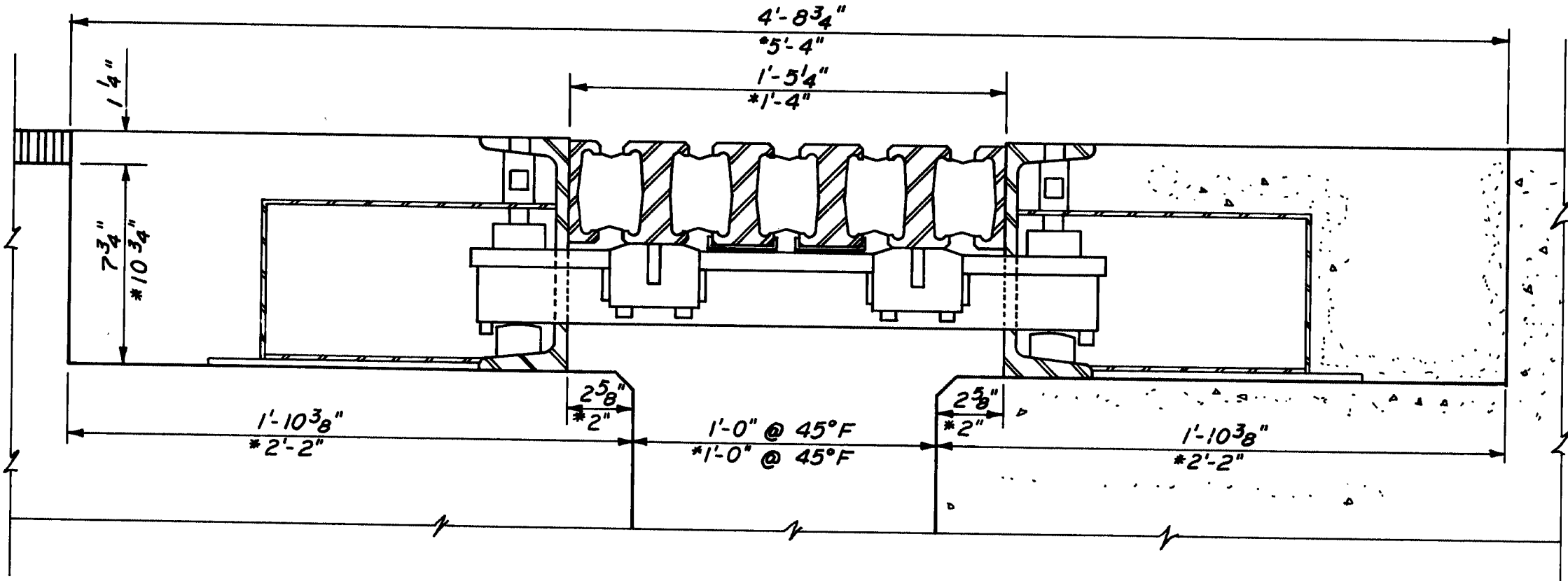
SECTION AT & JOINT
(ABUTMENT 24)



ELEVATION



PLAN



ACME BETA BI300 EXPANSION JOINT DETAILS
*WABO MAURER DI300 EXPANSION JOINT DETAILS

Also WABO BETA shall be considered as an alternate to ACME BETA.

111-377

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET- EDGECOMB BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET- EDGECOMB
LINCOLN COUNTY

EXPANSION JOINT DETAILS I
SHEET 37 OF 90 AUGUSTA, MAINE

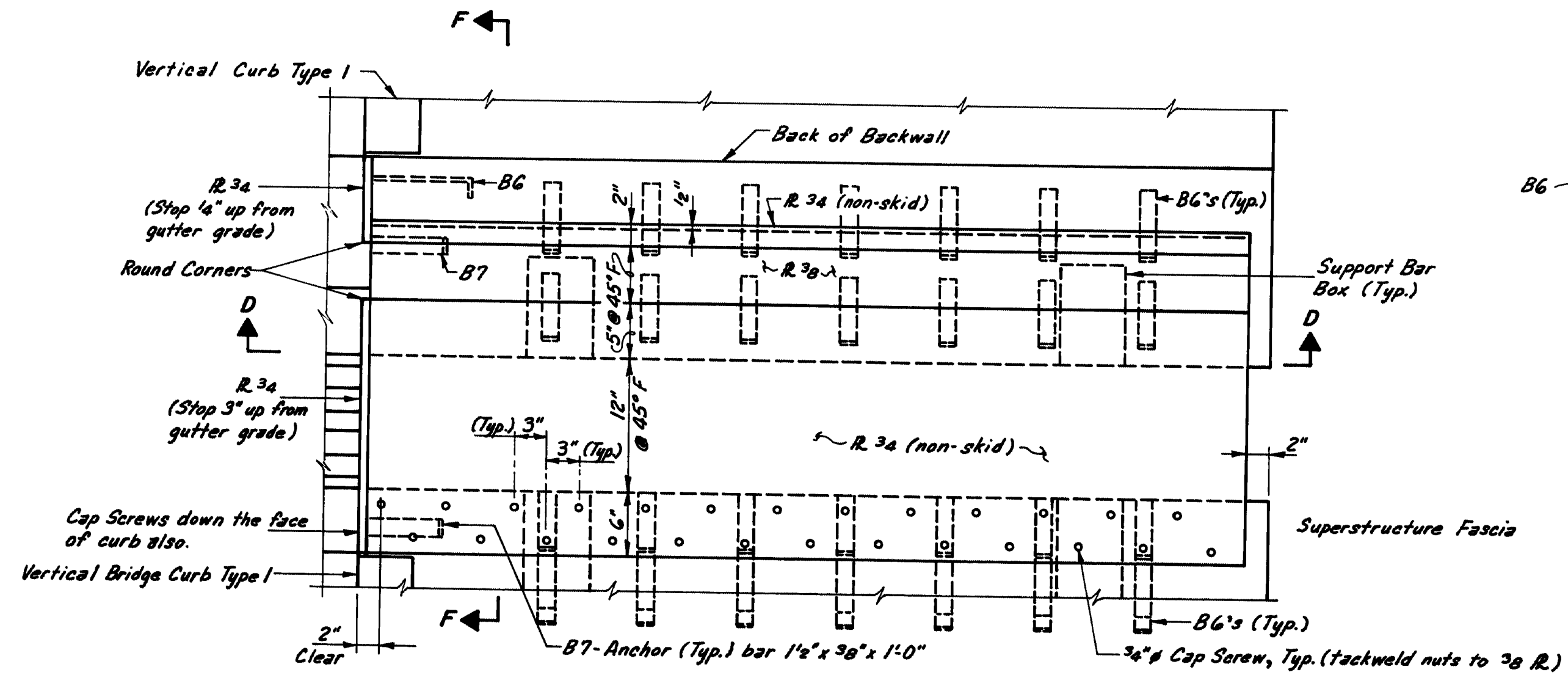
Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	JAM	11-80
CHECKED	JAM	12-80
REVISIONS	Q.B.	
FIELD CHANGES		
PLANS		

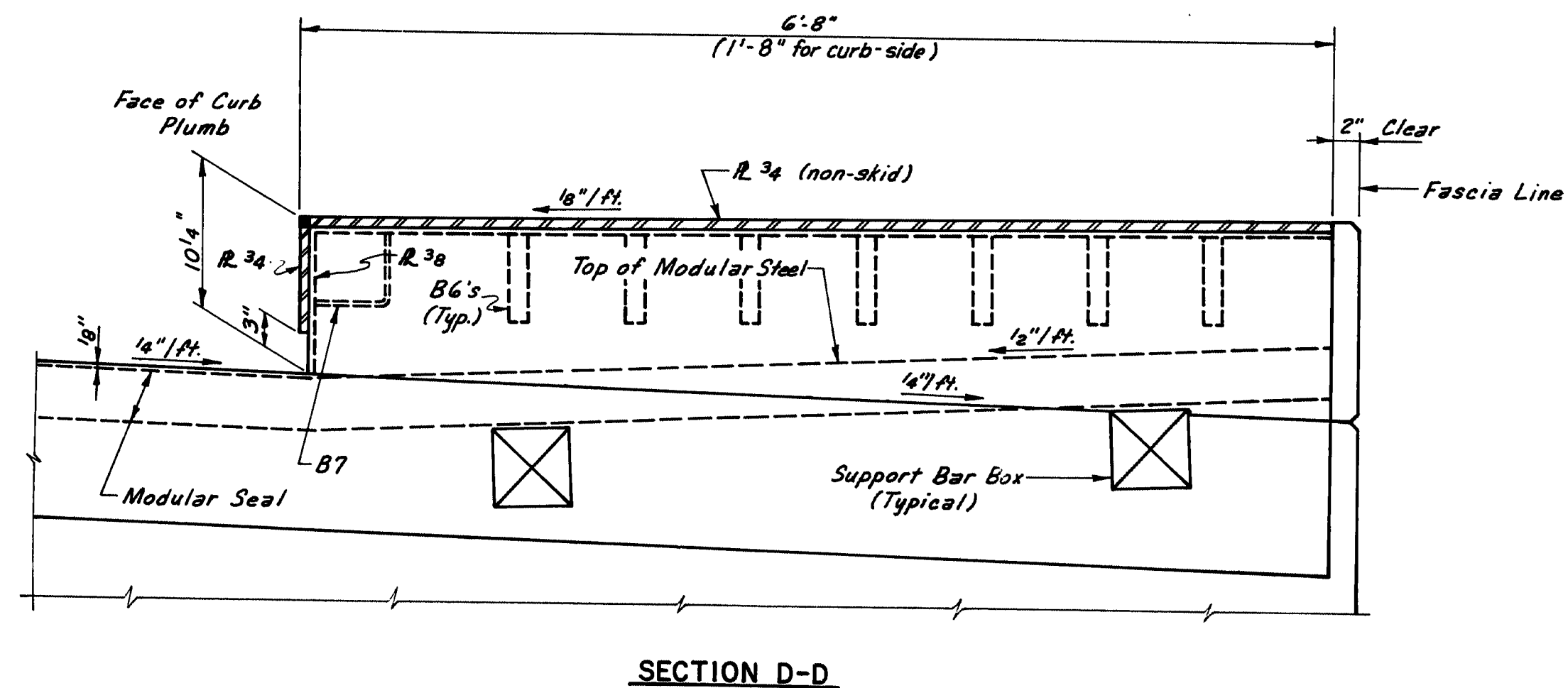
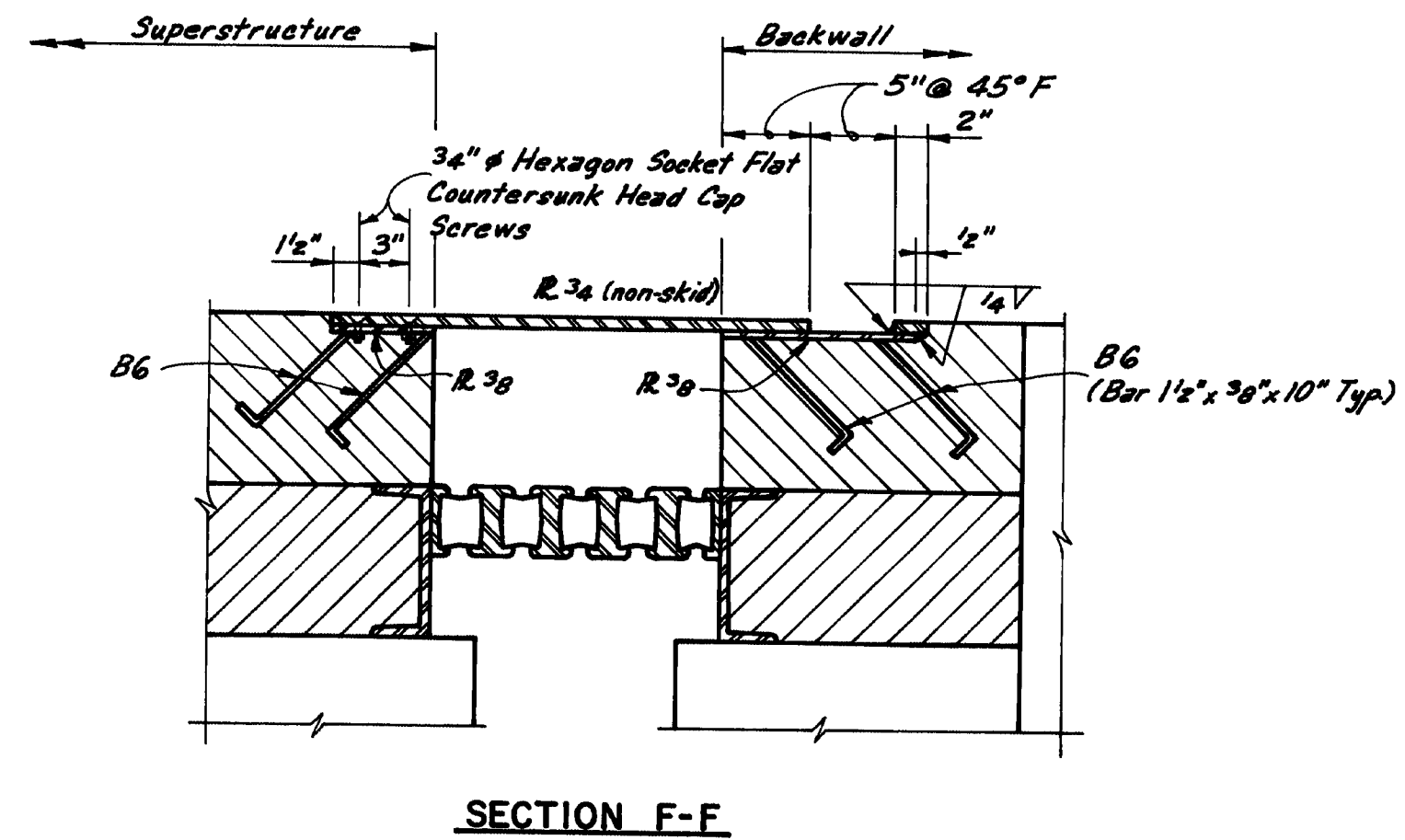
BRUNING 44-132-45710

F.R.D. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	38	152

Notes: Details for Curb & Sidewalk Expansion Dams are shown on Standard Details BD105-74 except as modified here. Structural Steel for Curb & Sidewalk Expansion Dams shall be galvanized in accordance with Special Provision Section 522.



PLAN - CURB & SIDEWALK EXPANSION DAM



SECTION D-D

PROJECT DESIGN ENGINEER	DATE
JAM	11-80
DESIGN - CHECKED	REVISIONS
M.S.M.	G.B.
FIELD CHANGES	12-80

PLANS

BRUNING 44-132 45710

111-378

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET-EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY

EXPANSION JOINT DETAILS II

SHEET 38 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

PLANS	PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN - DETAILED		J.A.M.	11-80
	CHECKED		M.S.M.	12-80
	REVIEWS			
FIELD CHANGES				

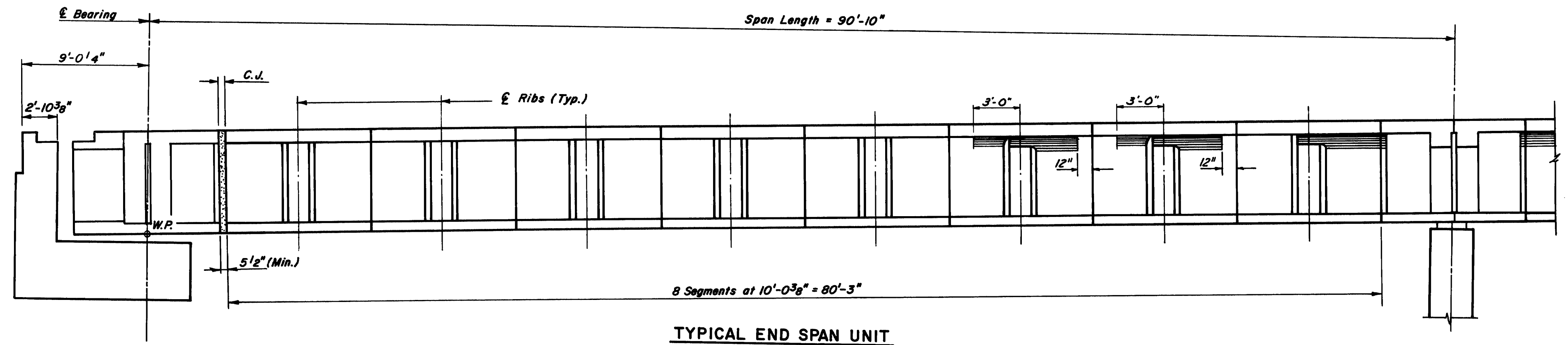


111-379

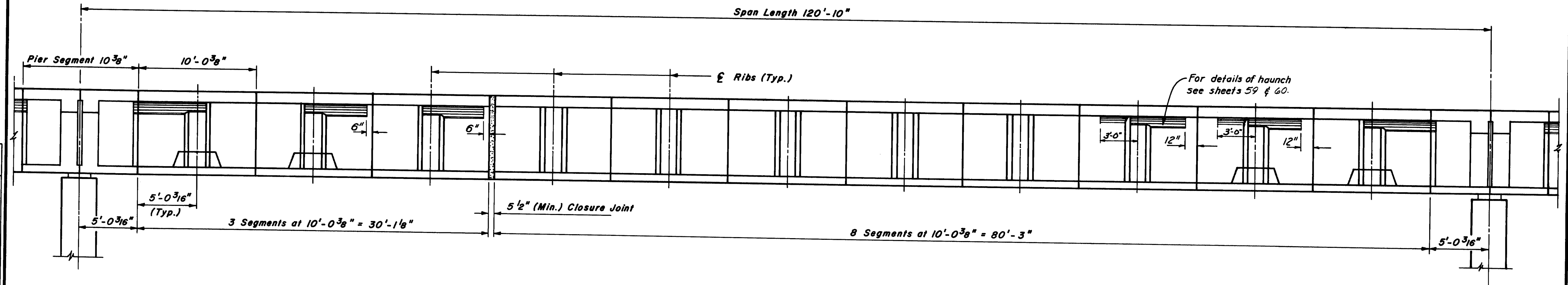
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGECOMB BRIDGE OVER SHEEPSHOT RIVER BETWEEN THE TOWNS OF WISCASSET - EDGECOMB LINCOLN COUNTY
SEGMENT DESIGNATION
SHEET 39 OF 90 AUGUSTA, MAINE

'AS BUILT 1984" (NEP 1-10-96)

F.H.W.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	40	154



TYPICAL END SPAN UNIT
(ELEVATION)



TYPICAL INTERIOR SPAN UNIT
(ELEVATION)

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	J.A.M. R.E.T.	11/80
CHECKED	M.S.M. G.B.	12-80
REVISIONS		
FIELD CHANGES		

111-386

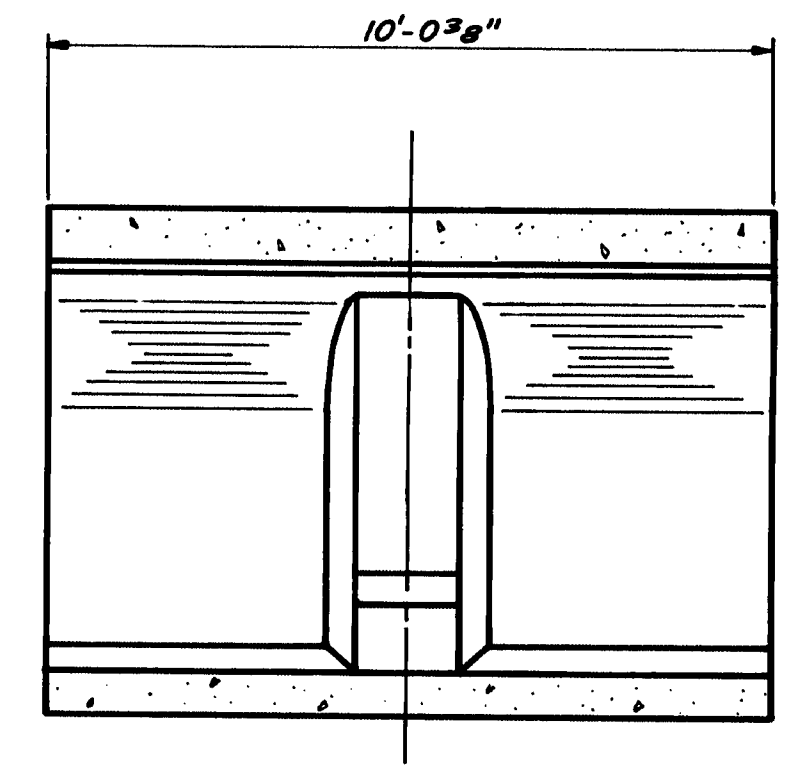
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET-EDGECOMB BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET EDGECOMB
LINCOLN COUNTY

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

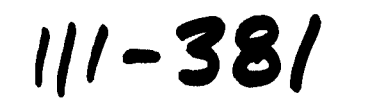
END SPAN & INTERIOR SPAN ELEV.
SHEET 40 OF 90 AUGUSTA, MAINE

"As Built 1984" (NEP 1-10-96)

PLANS	PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN - DETAILED		<i>J.A.M.</i>	<i>11/20</i>
	CHECKED		<i>J.A.M.</i>	<i>6.8.</i>
	REVISIONS			<i>12-80</i>
		FIELD CHANGES		



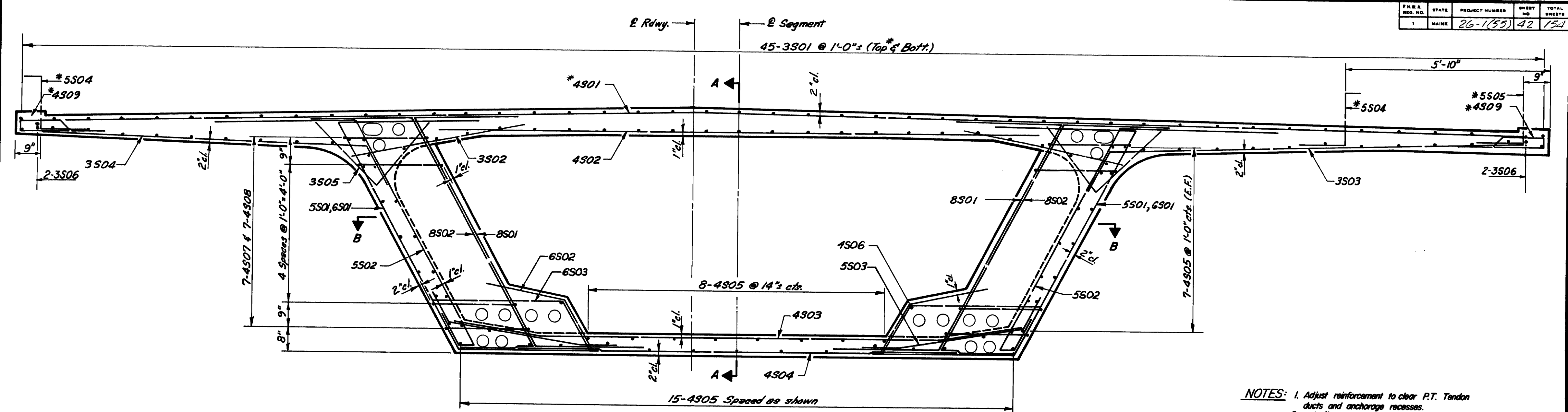
PLAN VIEW



Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

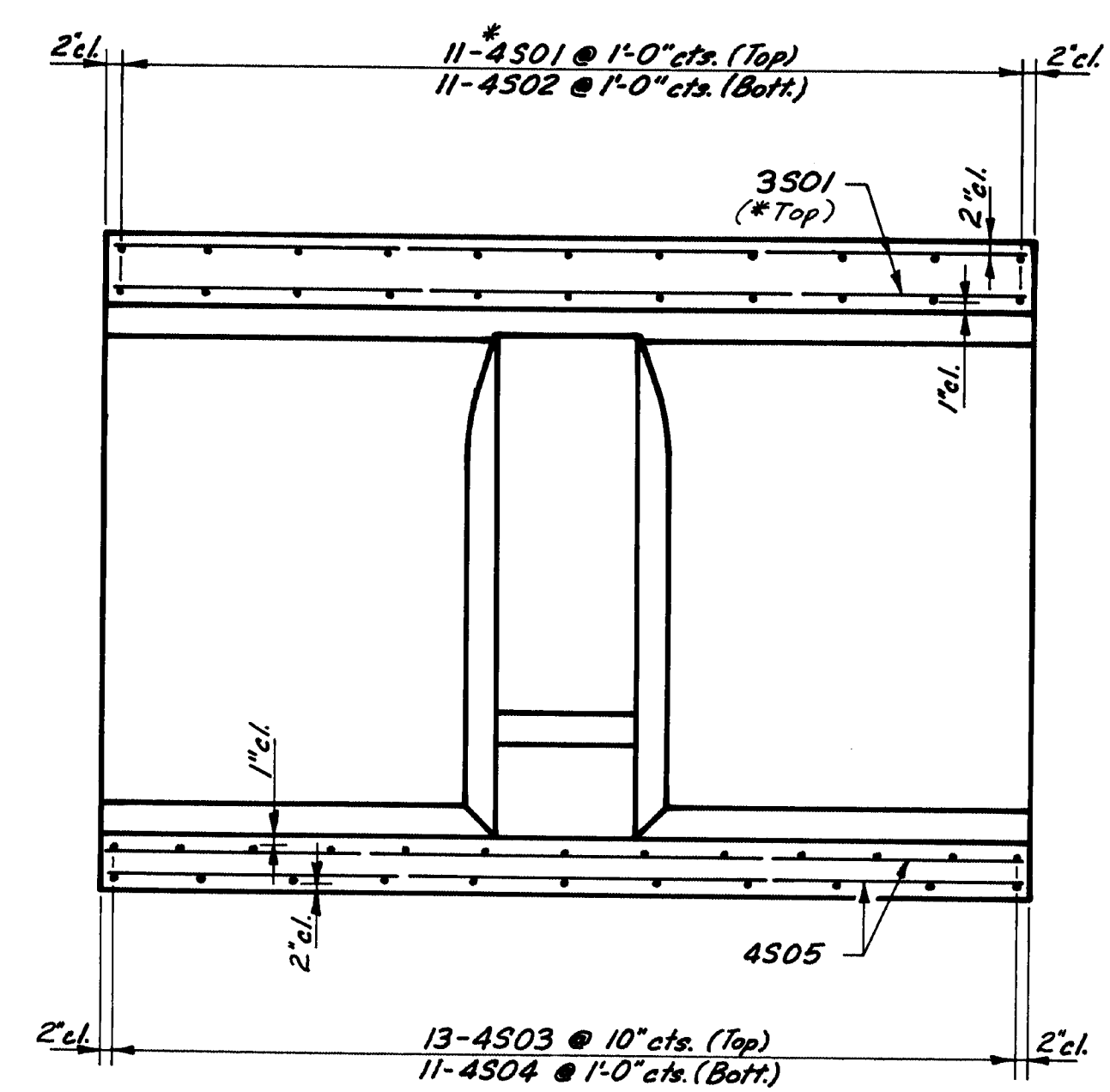
"AS BUILT 1984" (NEP 1-10-96)

F.R.D. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	42	154

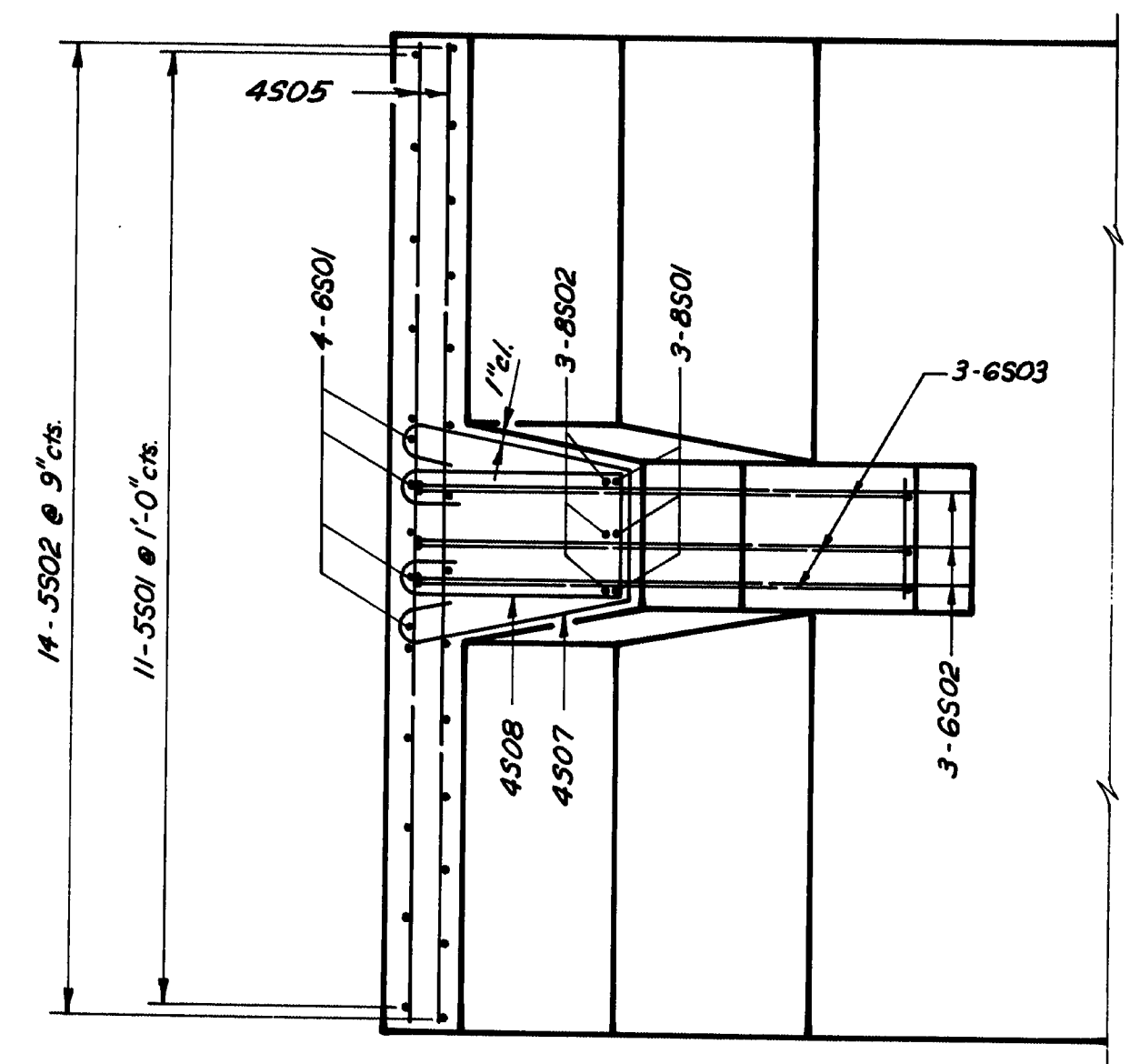


CROSS SECTION

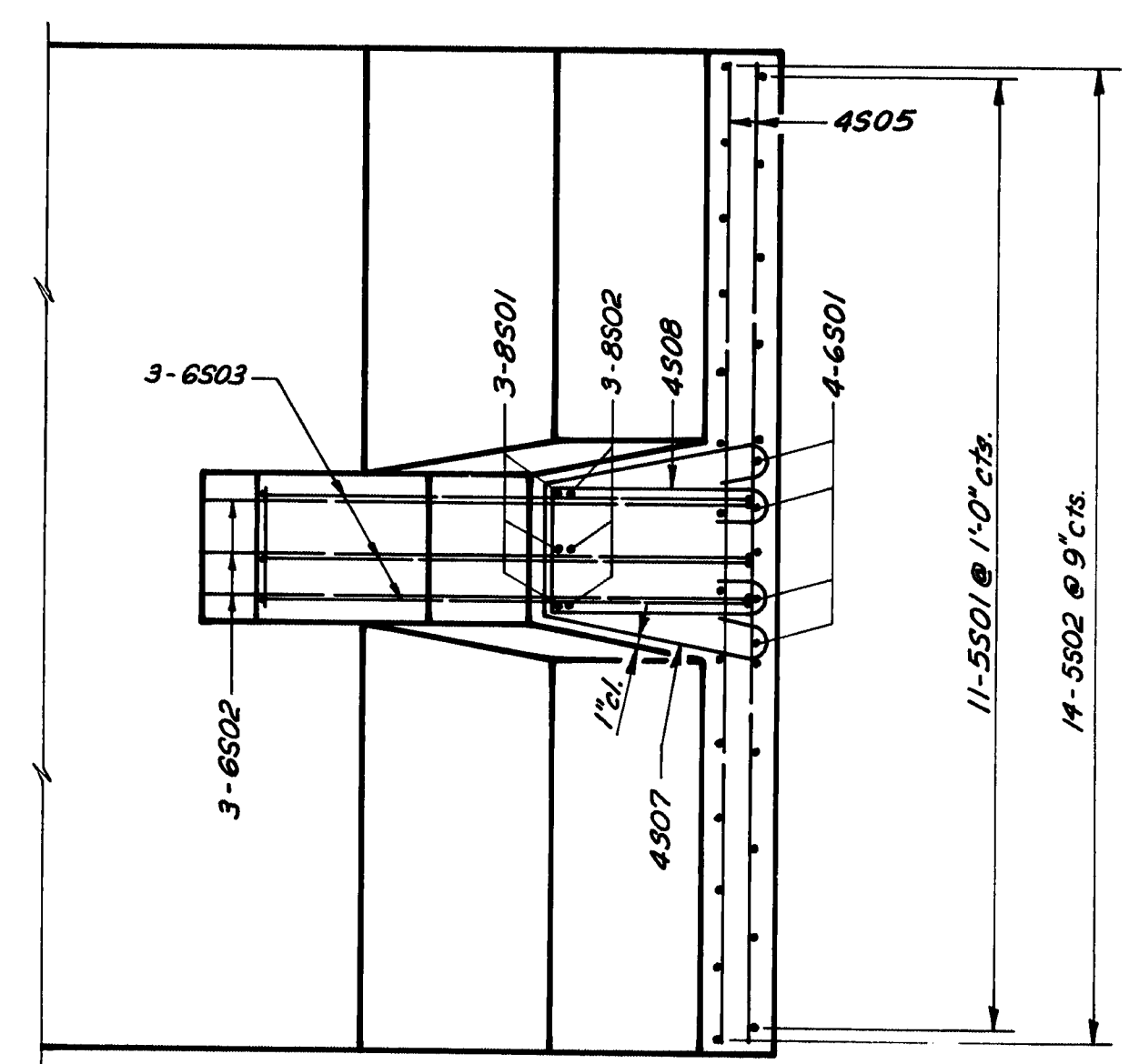
- NOTES:**
1. Adjust reinforcement to clear P.T. Tendon ducts and anchorage recesses.
 2. * Indicates bars to be epoxy coated.
 3. Additional reinforcement for P.T. Blockouts and Tendon deviations, see sheet no. 66 and no. 67.
- ALL REINFORCEMENT BENDING INTO THE TOP MAT WERE EPOXY COATED (EW0*13)



SECTION A-A



SECTION B-B



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	JAM	11-80
CHECKED	M.B.	12-80
REVISIONS		
FIELD CHANGES		

PLANS

BRUNING 44-132 45710

111-382

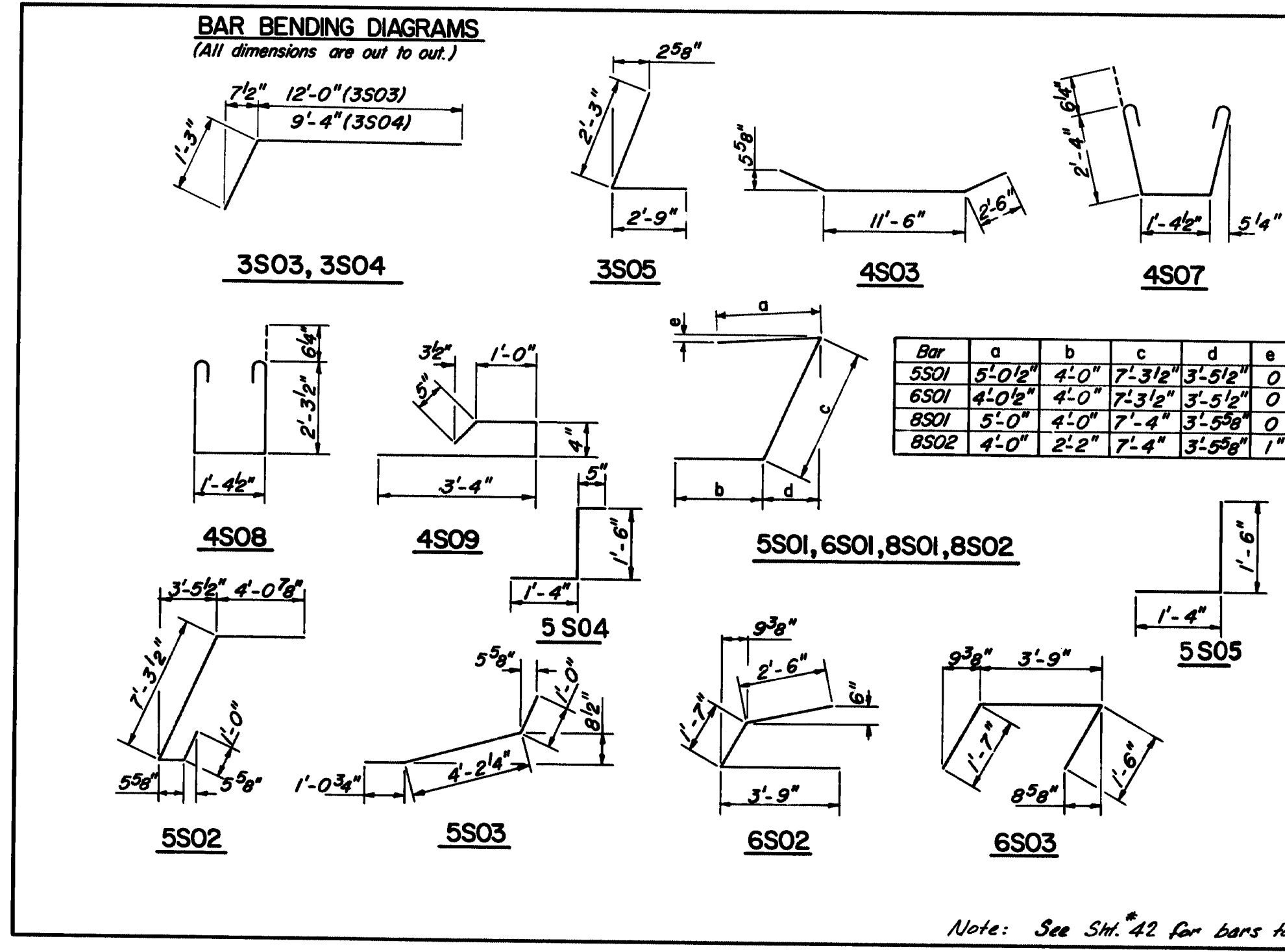
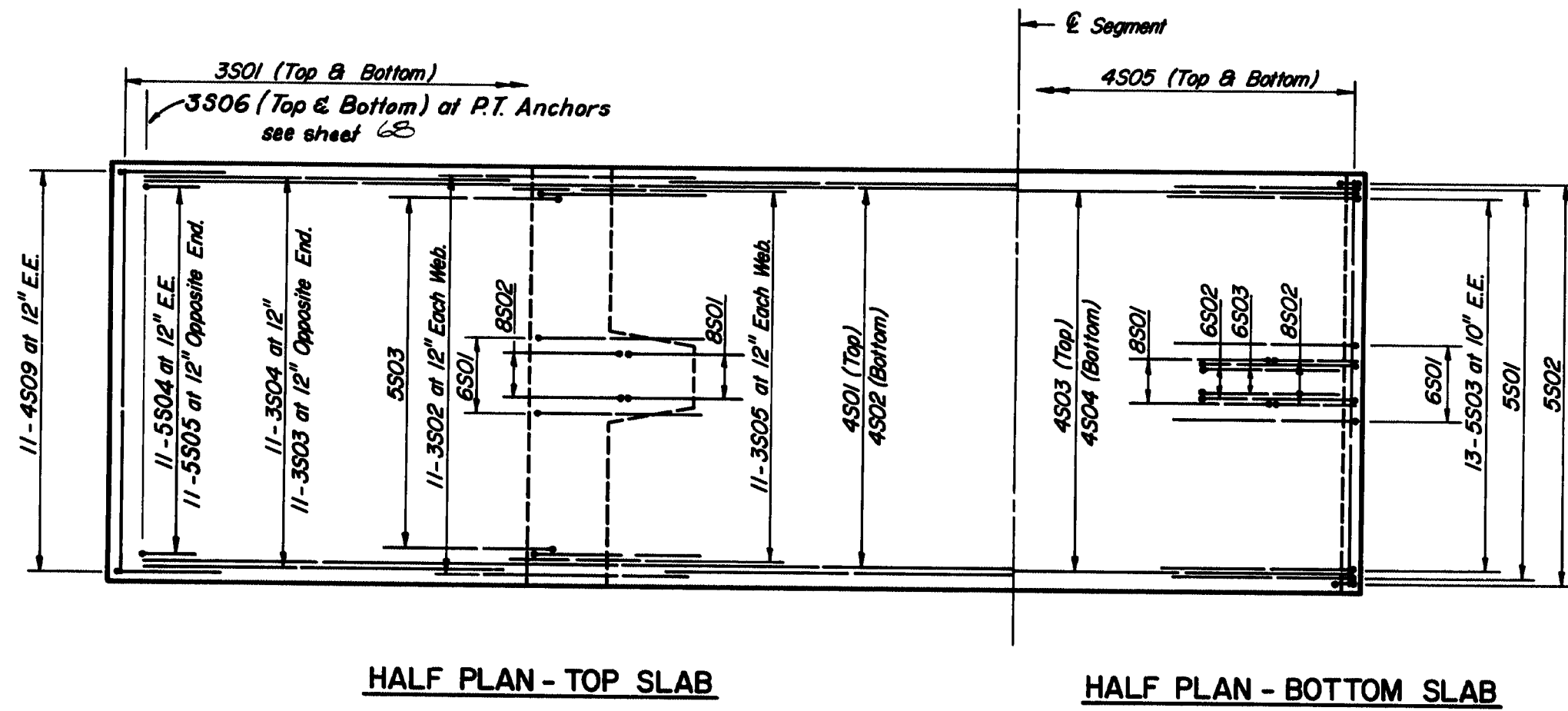
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGECOMB BRIDGE OVER SHEEPSHOT RIVER BETWEEN THE TOWNS OF WISCASSET - EDGECOMB LINCOLN COUNTY
TYPICAL SEGMENT REINFORCEMENT I
SHEET 42 OF 30 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

"As BUILT 1984" (NEP 1-10-96)

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAIL	JAM GWN	11-80
CHECKED	M.S.M. G.B.	12-80
REVISIONS		
FIELD CHANGES		
PLANS		

BRUNING 44-132-45710



F.R.E.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	43	154

BAR LIST - ONE SEGMENT				
*Bar	No.	Length	Str.	Bent
3S01	90	9'-8"	•	
3S02	22	4'-5"	•	
3S03	11	13'-3"	•	
3S04	11	10'-7"	•	
3S05	22	5'-0"	•	
3S06	4	9'-0"	•	
4S01	11	42'-2"	•	
4S02	11	16'-8"	•	
4S03	13	16'-6"	•	
4S04	11	15'-8"	•	
4S05	51	9'-8"	•	
4S06	2	1'-2"	•	
4S07	14	7'-1"	•	
4S08	14	7'-0"	•	
4S09	22	5'-1"	•	
5S01	22	16'-4"	•	
5S02	28	12'-10"	•	
5S03	26	6'-3"	•	
5S04	22	3'-3"	•	
5S05	11	2'-10"	•	
6S01	8	15'-4"	•	
6S02	6	7'-11"	•	
6S03	6	6'-10"	•	
8S01	6	16'-4"	•	
8S02	6	13'-6"	•	

ESTIMATED QUANTITIES/ONE SEGMENT		
ITEM	UNIT	QUANT.
Reinforcement Bars	Lbs.	3,514
Class "A" (M) Concrete	Cu. Yds.	21.30

NOTE: The estimated quantities shown are for the Contractor's information only. The cost of all concrete, reinforcement bars and misc. items shall be included in the contract unit price for Prestressed Concrete Super-structure.

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

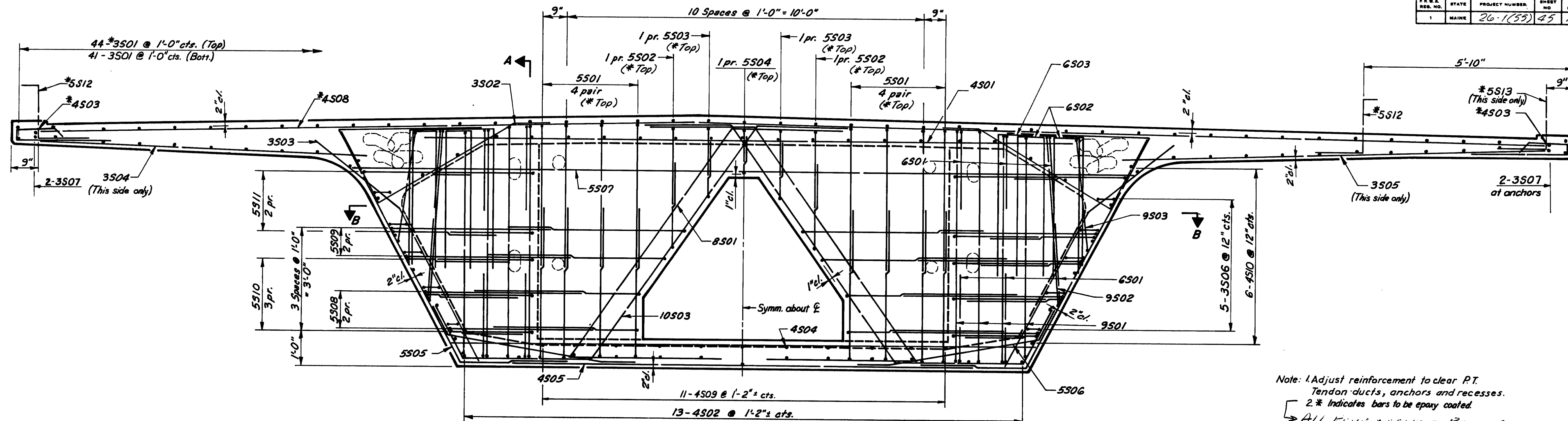
111-383

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET - EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET-EDGEComb
LINCOLN COUNTY

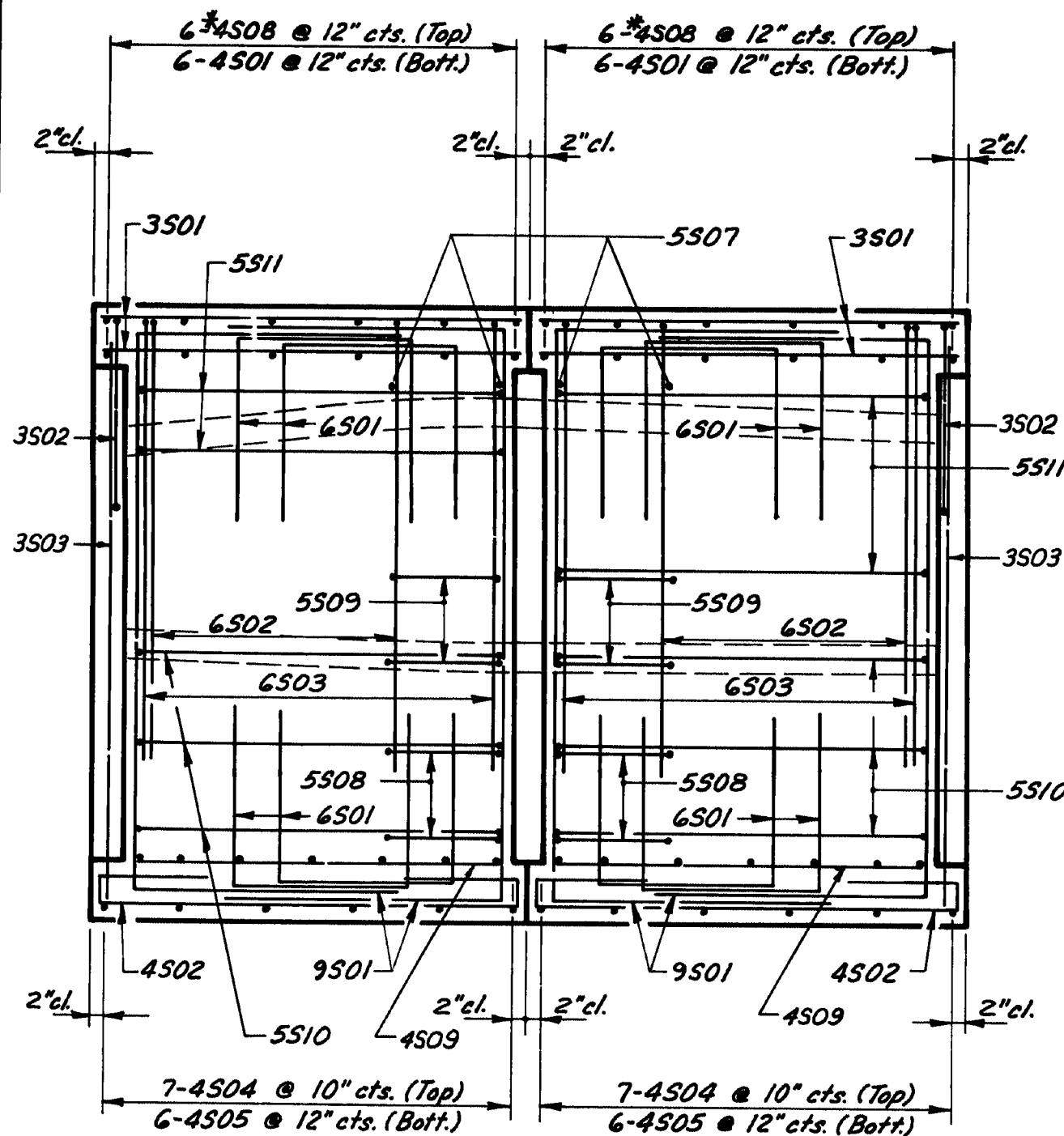
TYPICAL SEGMENT REINFORCEMENT - II
SHEET 43 OF 90 AUGUSTA, MAINE

"As Built 1984" (NEP 1-10-96)

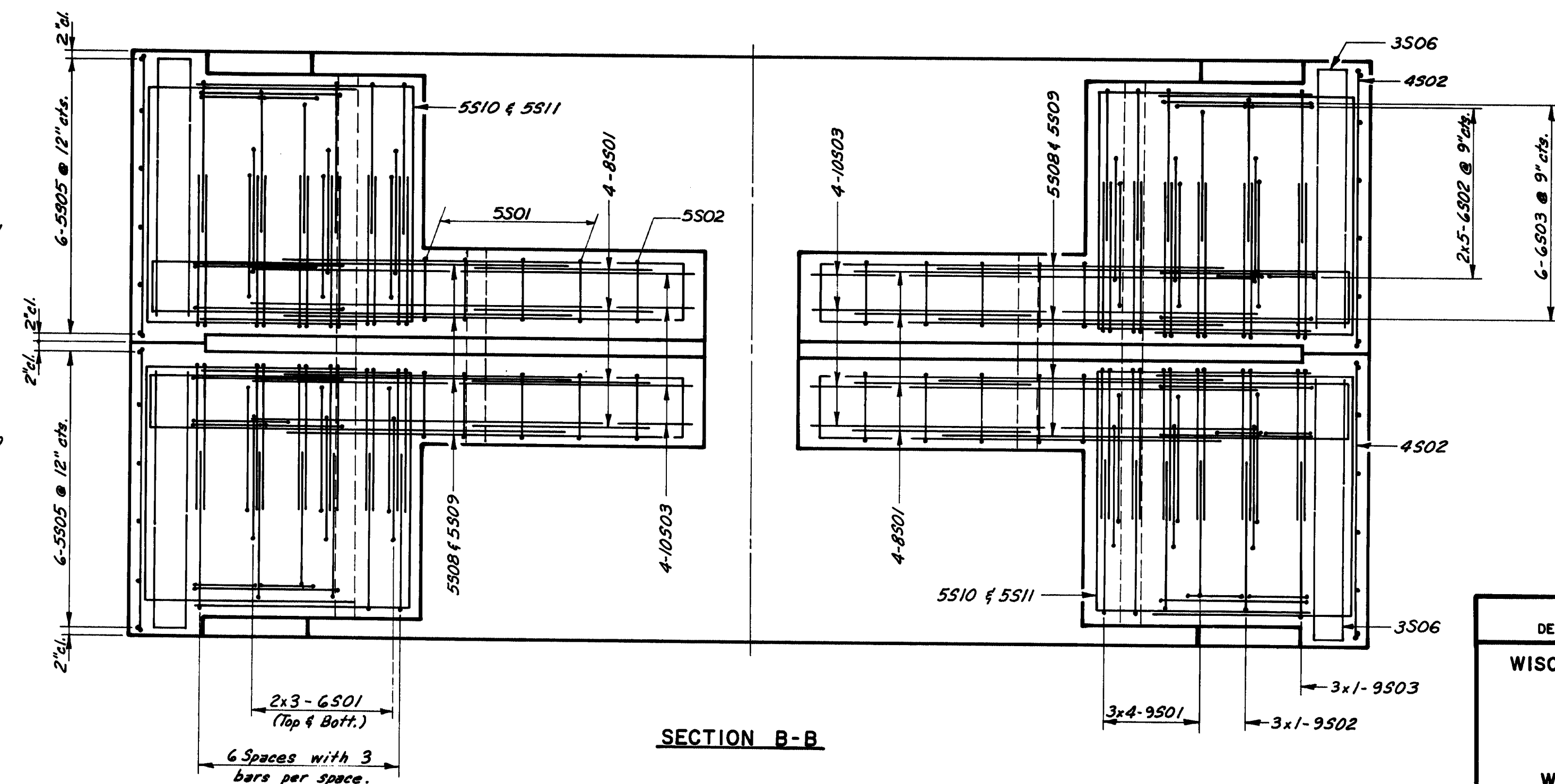


Note: 1. Adjust reinforcement to clear P.T.
Tendon ducts, anchors and recesses.
2. * Indicates bars to be epoxy coated.
ALL REINFORCEMENT BENDING INTO
THE T-1 MHT WERE EPOXY COATED (EWO*13)

CROSS SECTION



SECTION A-A



SECTION B-B

111-385

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET-EDGECOMB BRIDGE
OVER
SHEEPSHOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB
LINCOLN COUNTY

PIER SEGMENT REINFORCEMENT I
SHEET 45 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

"AS BUILT 1994" (NEP 1-10-96)

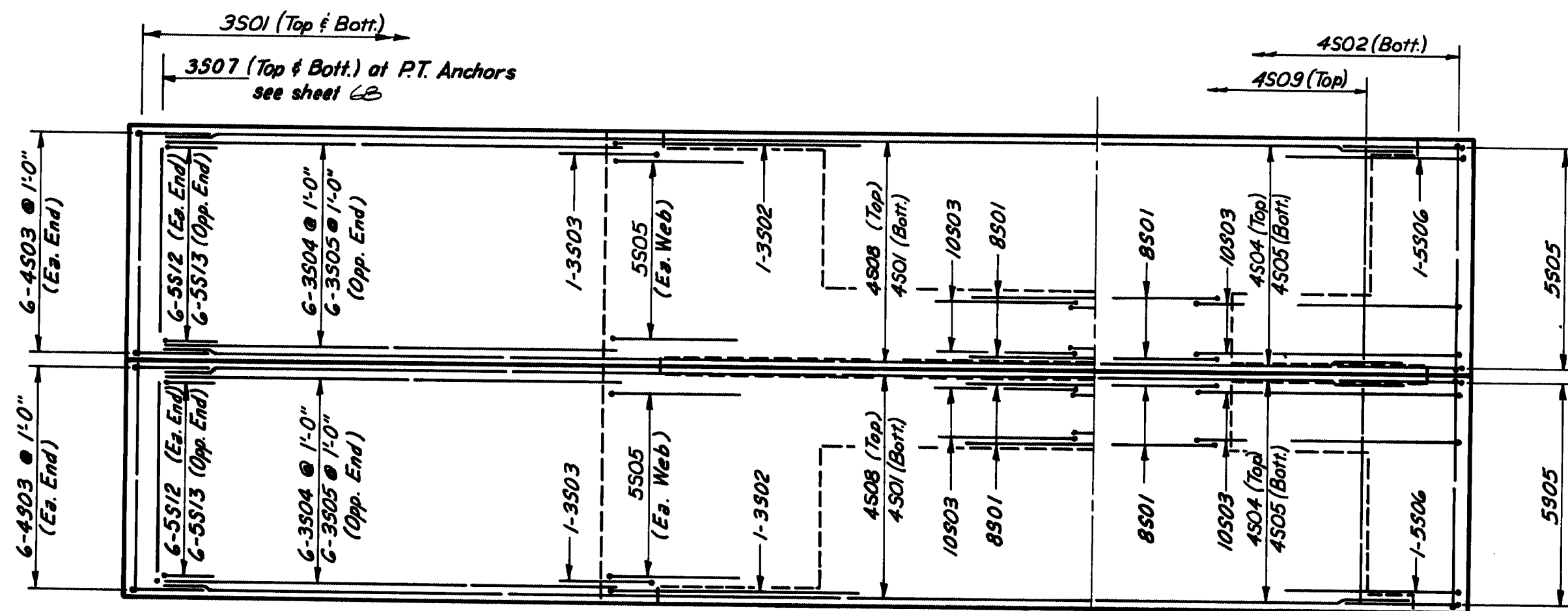
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	J.A.M.	11-90
CHECKED	M.S.M.	12-90
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	JAM	11-80
CHECKED	M.S.M.	12-80
REVISIONS		
FIELD CHANGES		

PLANS

DRAWING 44-122 45710



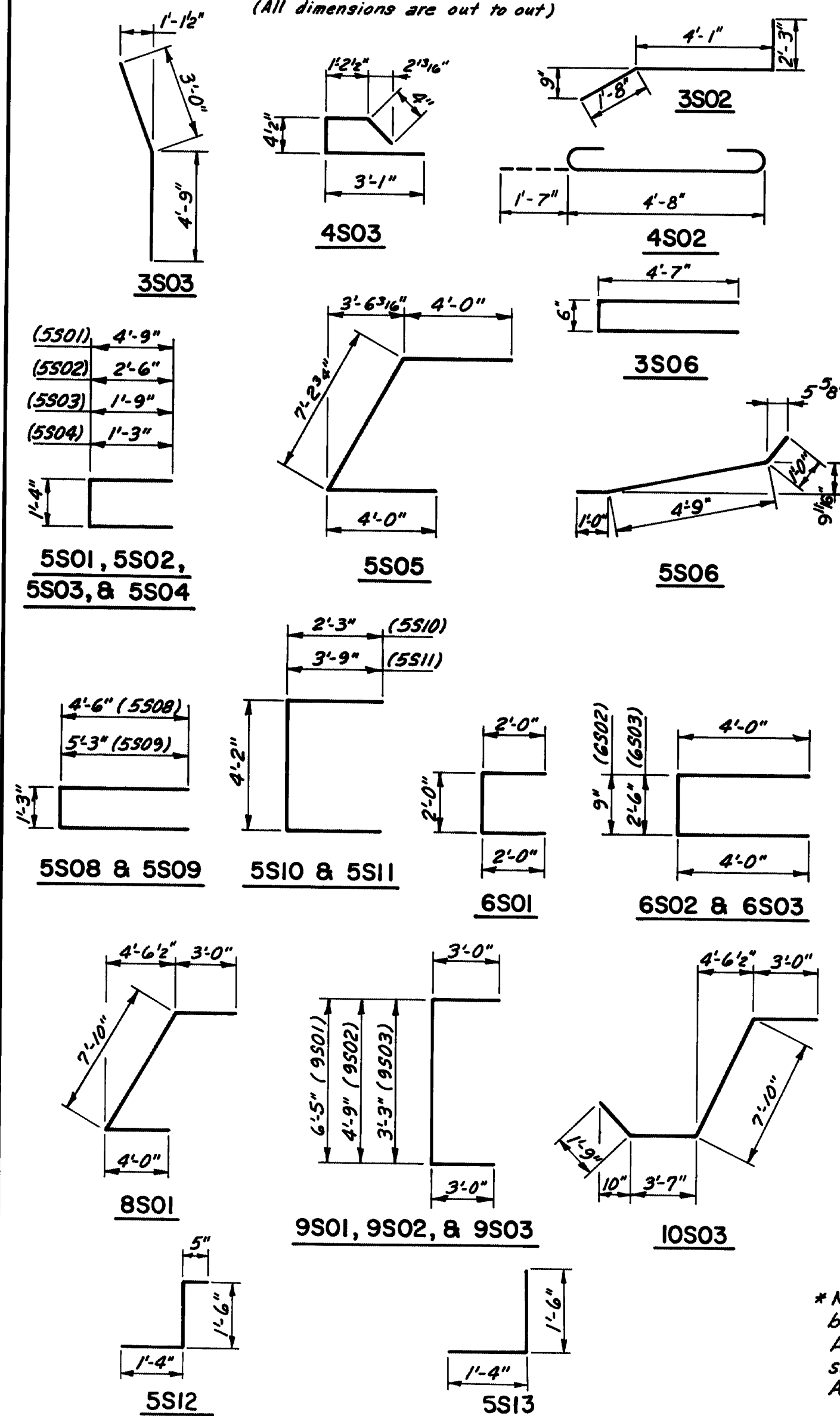
HALF PLAN-TOP SLAB

HALF PLAN-BOTTOM SLAB

CONTRACTOR'S NOTES:
The estimated quantities shown are for the contractor's information only. The cost of all concrete, reinforcement bars and misc. items shall be included in the contract unit price for prestressed concrete super-structure.

BAR BENDING DIAGRAM

(All dimensions are out to out)



R.H.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	46	154

BAR LIST

# Bar	No.	Length	Str.	Bent
3501	170	4'-8"	•	•
3502	4	8'-0"	•	•
3503	4	7'-9"	•	•
3504	12	9'-3"	•	•
3505	12	11'-9"	•	•
3506	20	9'-8"	•	•
3507	8	4'-8"	•	•
4501	12	18'-3"	•	•
4502	26	7'-10"	•	•
4503	24	5'-0"	•	•
4504	14	16'-3"	•	•
4505	12	15'-8"	•	•
4506	12	42'-0"	•	•
4507	22	4'-0"	•	•
4508	24	4'-8"	•	•
4509	32	10'-10"	•	•
5501	8	6'-4"	•	•
5502	8	4'-10"	•	•
5503	4	3'-10"	•	•
5504	24	15'-3"	•	•
5505	4	6'-9"	•	•
5506	4	21'-9"	•	•
5507	16	10'-3"	•	•
5508	16	11'-9"	•	•
5509	24	8'-8"	•	•
5510	16	11'-8"	•	•
5511	24	3'-3"	•	•
5512	12	2'-10"	•	•
5513	48	6'-0"	•	•
6501	40	8'-9"	•	•
6502	24	10'-6"	•	•
6503	8	14'-10"	•	•
8501	48	12'-5"	•	•
9501	12	10'-9"	•	•
9502	12	9'-3"	•	•
9503	8	16'-2"	•	•

* Number preceding letter denotes bar size.
All bar bending pin diameters shall be in accordance with A.C.I. Standards.

Note: See Sht. #45 for bars to be epoxy coated.

ESTIMATED QUANTITIES/ONE SEGMENT

Item	Unit	Total
Class "A" (M) Concrete	C.Y.	37.48
Reinforcement Bars	Lbs.	8447

111-386

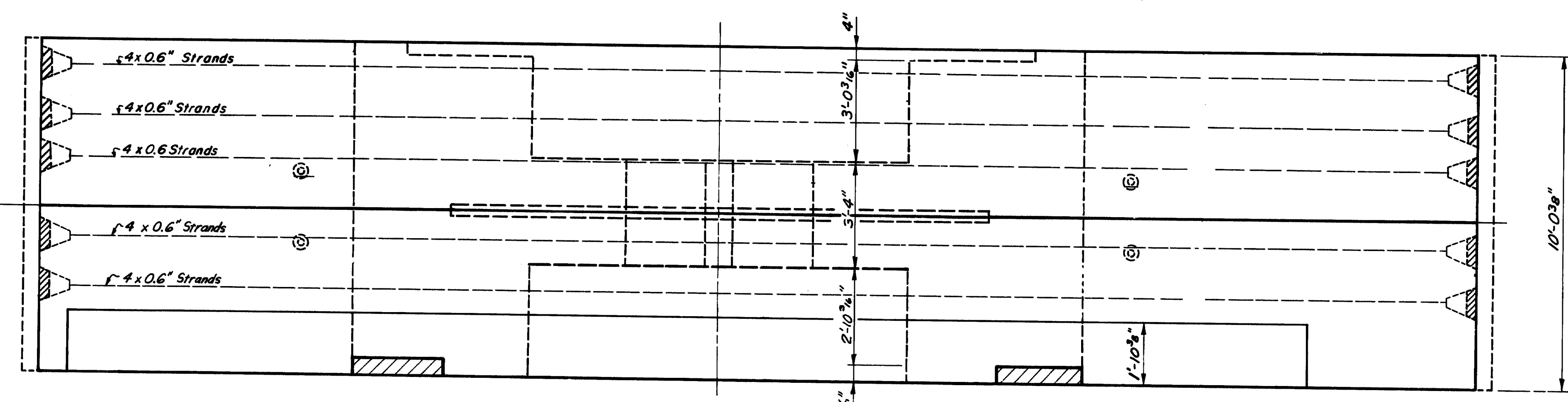
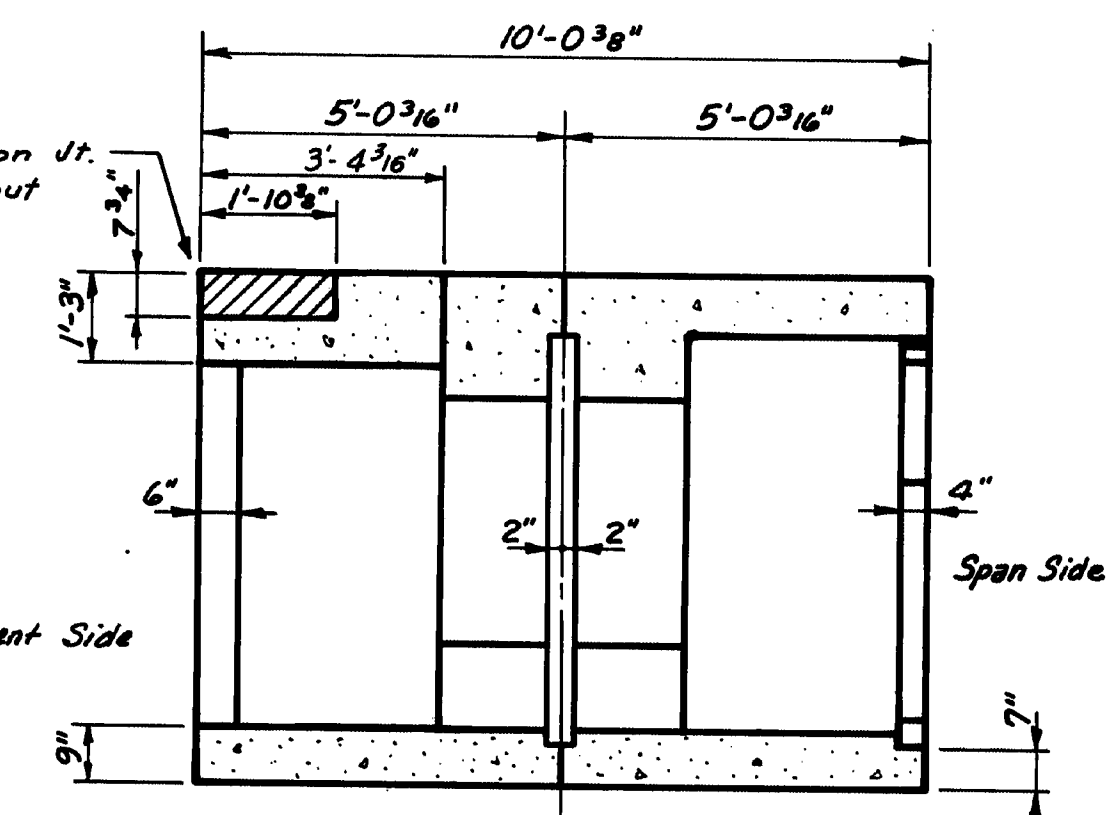
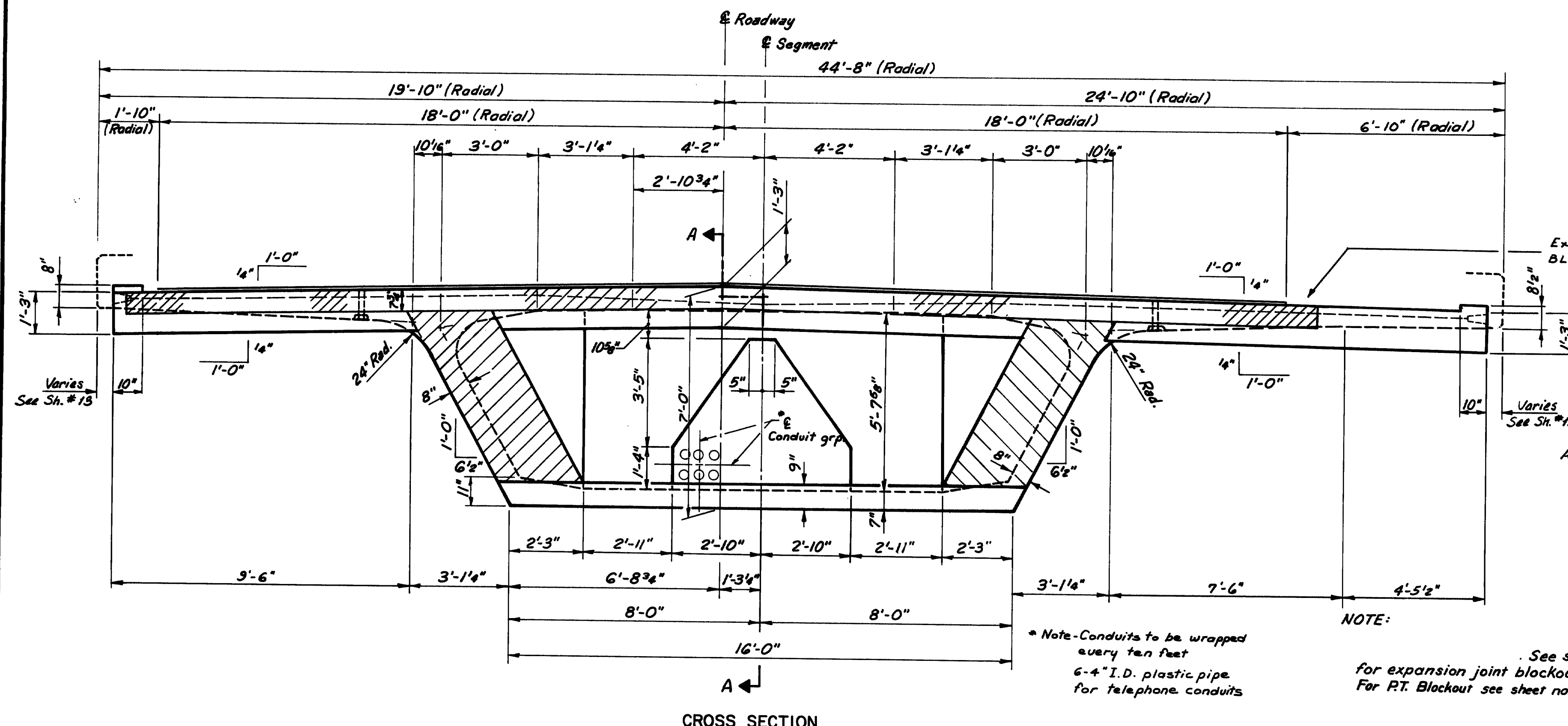
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET-EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY

PIER SEGMENT REINFORCEMENT - II
SHEET 46 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

"As BUILT 1984" (NEP 1-10-96)



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	JAM	11/80
CHECKED	M.S.M.	12/80
REVISIONS		
FIELD CHANGES		

111-387

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET - EDGEComb BRIDGE

OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET-EDGEComb
LINCOLN COUNTY

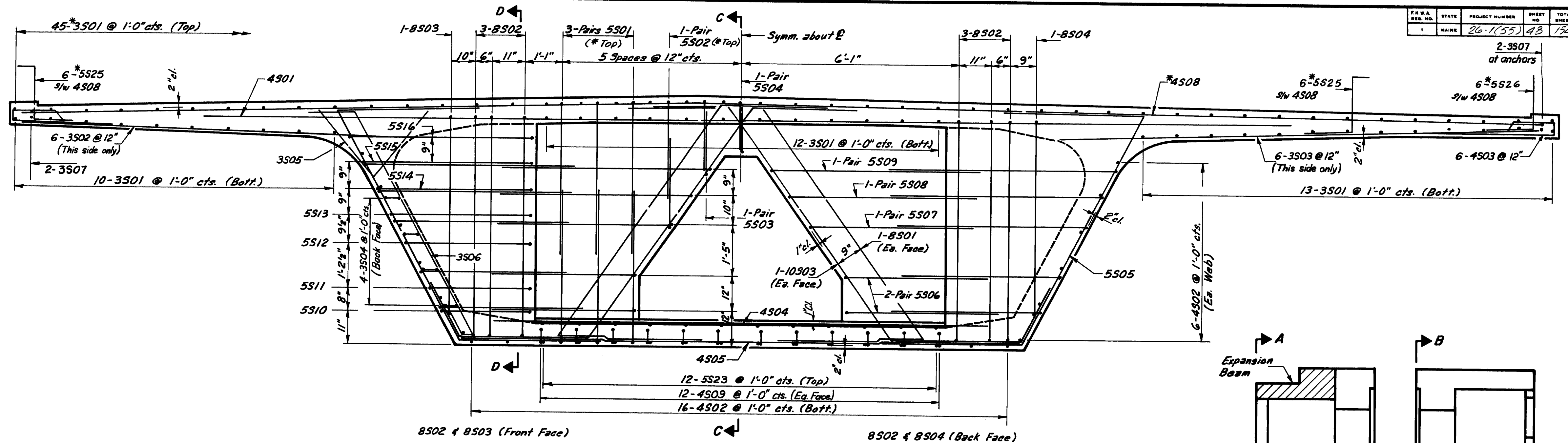
ABUTMENT SEGMENT DIMENSIONS

SHEET 47 OF 90 AUGUSTA, MAINE

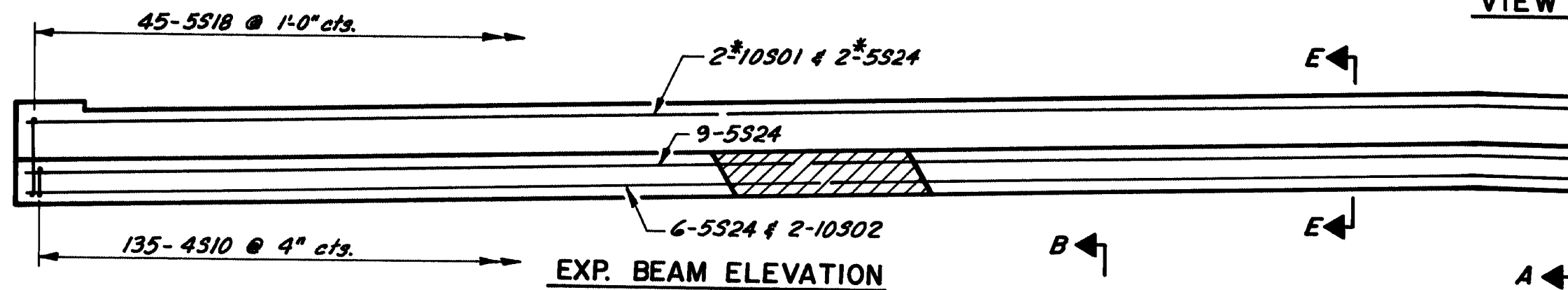
Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

"AS BUILT 1984" (NEP 1-10-96)

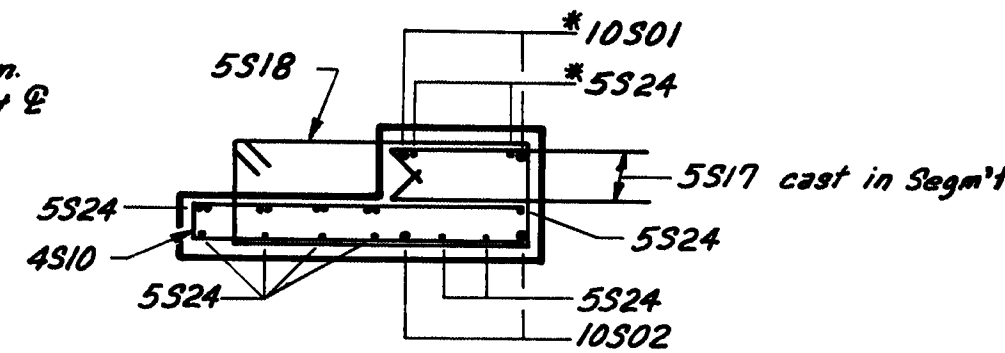
F.R.E.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	48	154



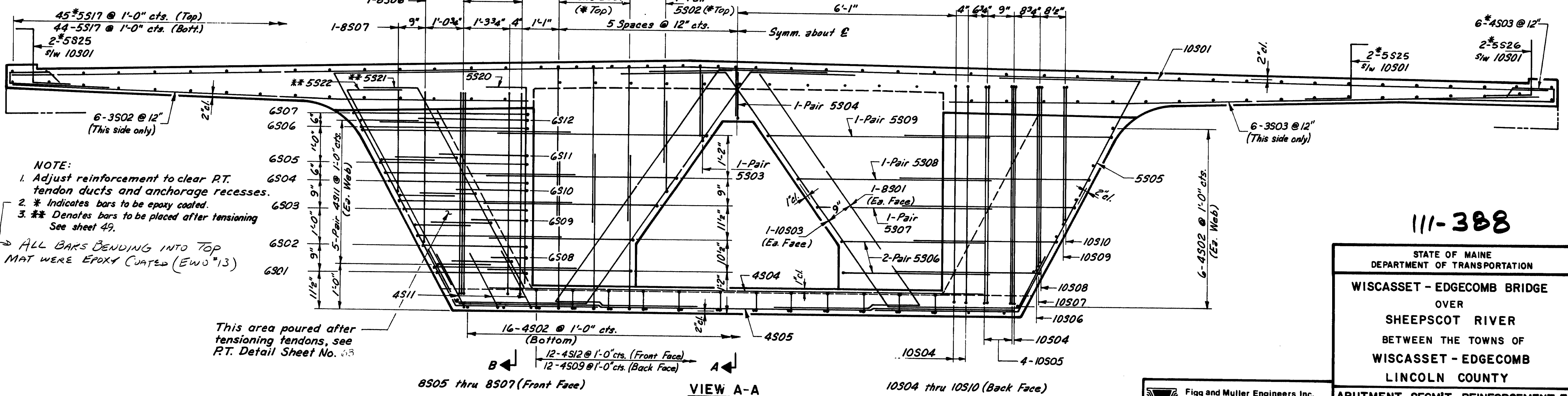
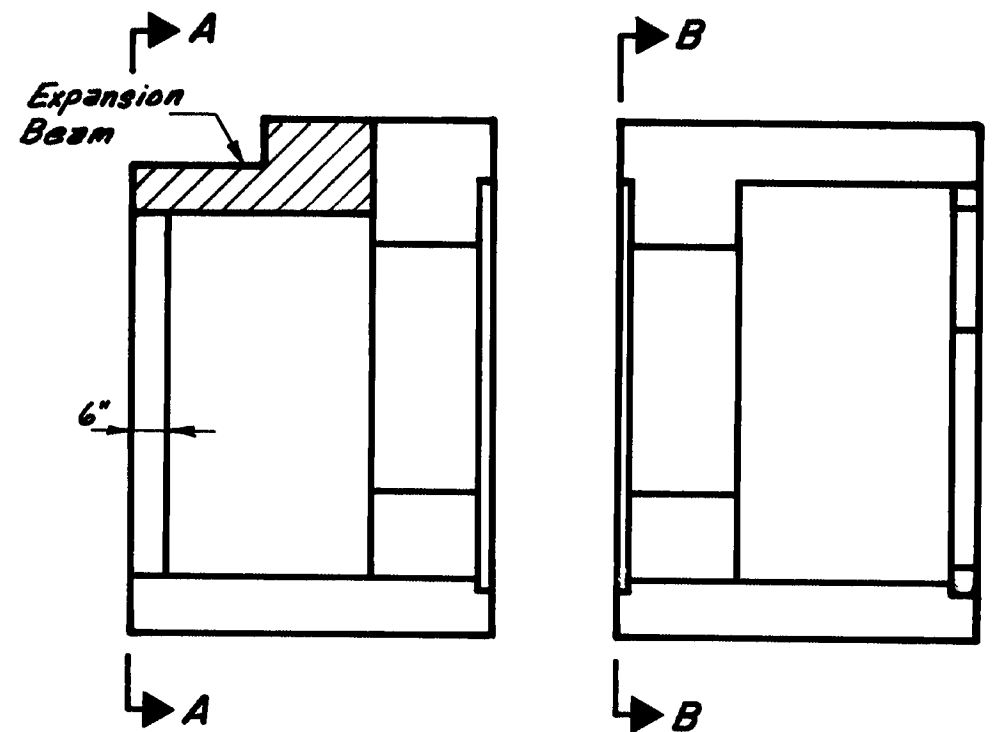
VIEW B-B



SECTION E-E



SIDE VIEW



VIEW A-A

- NOTE:
1. Adjust reinforcement to clear P.T. tendon ducts and anchorage recesses.
 2. * Indicates bars to be epoxy coated.
 3. ** Denotes bars to be placed after tensioning See sheet 49.

ALL BARS BENDING INTO TOP MAT WERE EPOXY COATED (EWC #13)

This area poured after tensioning tendons, see P.T. Detail Sheet No. 63

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET - EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY

ABUTMENT SEGM'T. REINFORCEMENT I

SHEET 48 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

"AS BUILT 1984" (NEP 1-10-96)

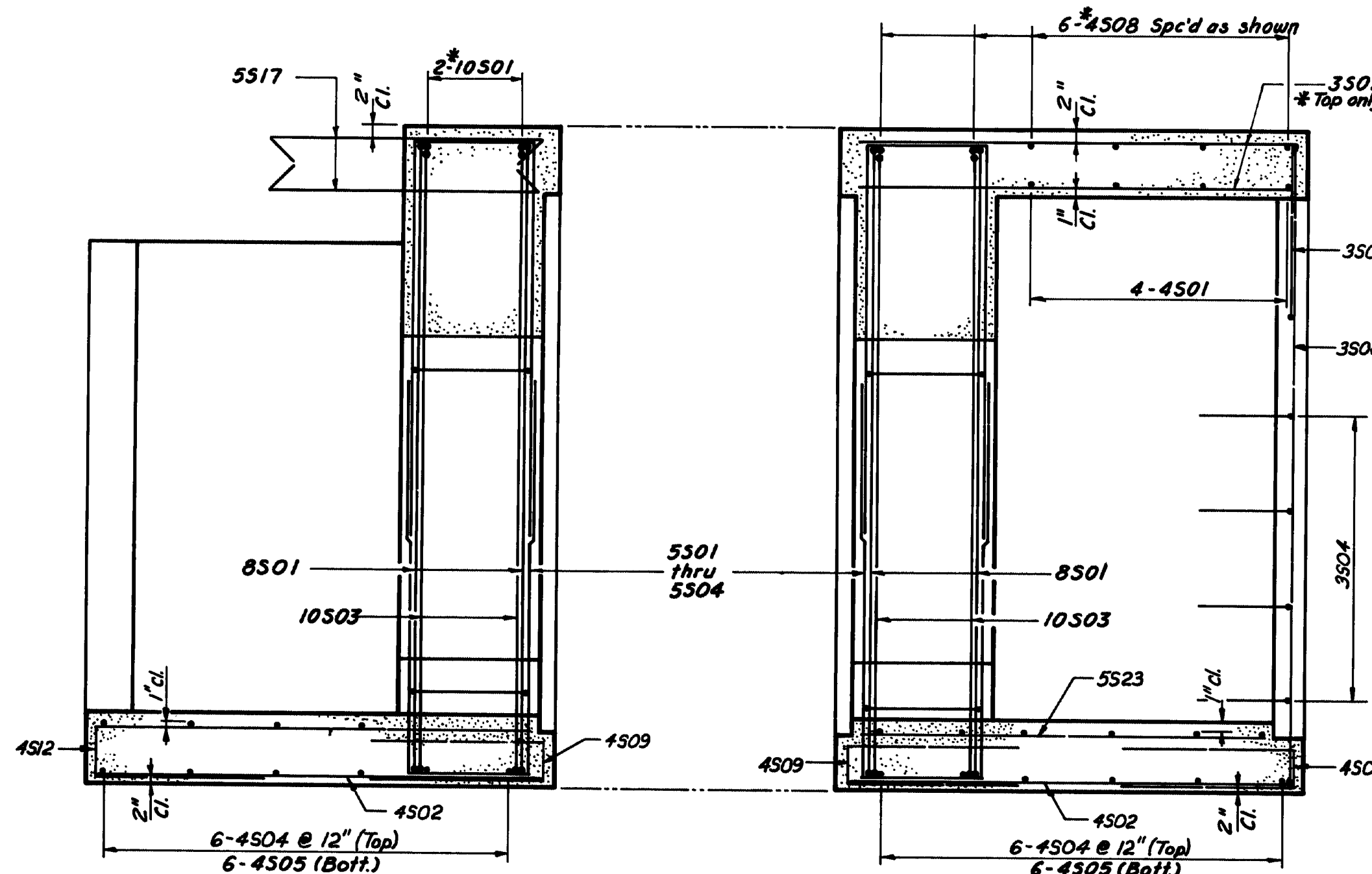
PROJECT DESIGN ENGINEER	DATE
BY	11-80
DESIGN - DETAIL	G.P.
CHECKED	G.B.
REVISIONS	
FIELD CHANGES	

BRUNING 44-132-45710

* Indicates bars to be epoxy coated.

* Number preceding letter denotes bar size.

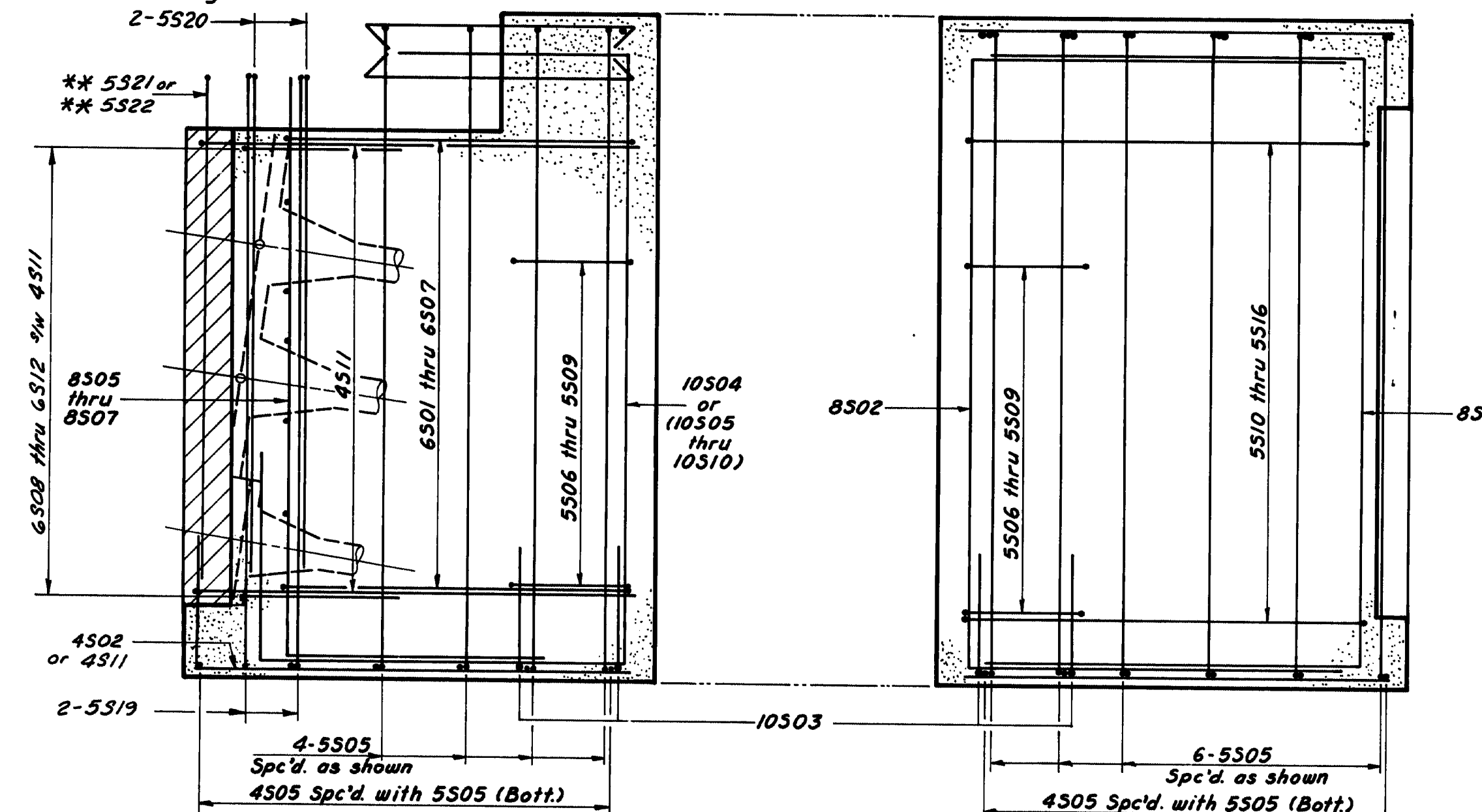
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	26-1(55)	49	154



(**) To be placed when pouring hatched area after tensioning.

SECTION A-A

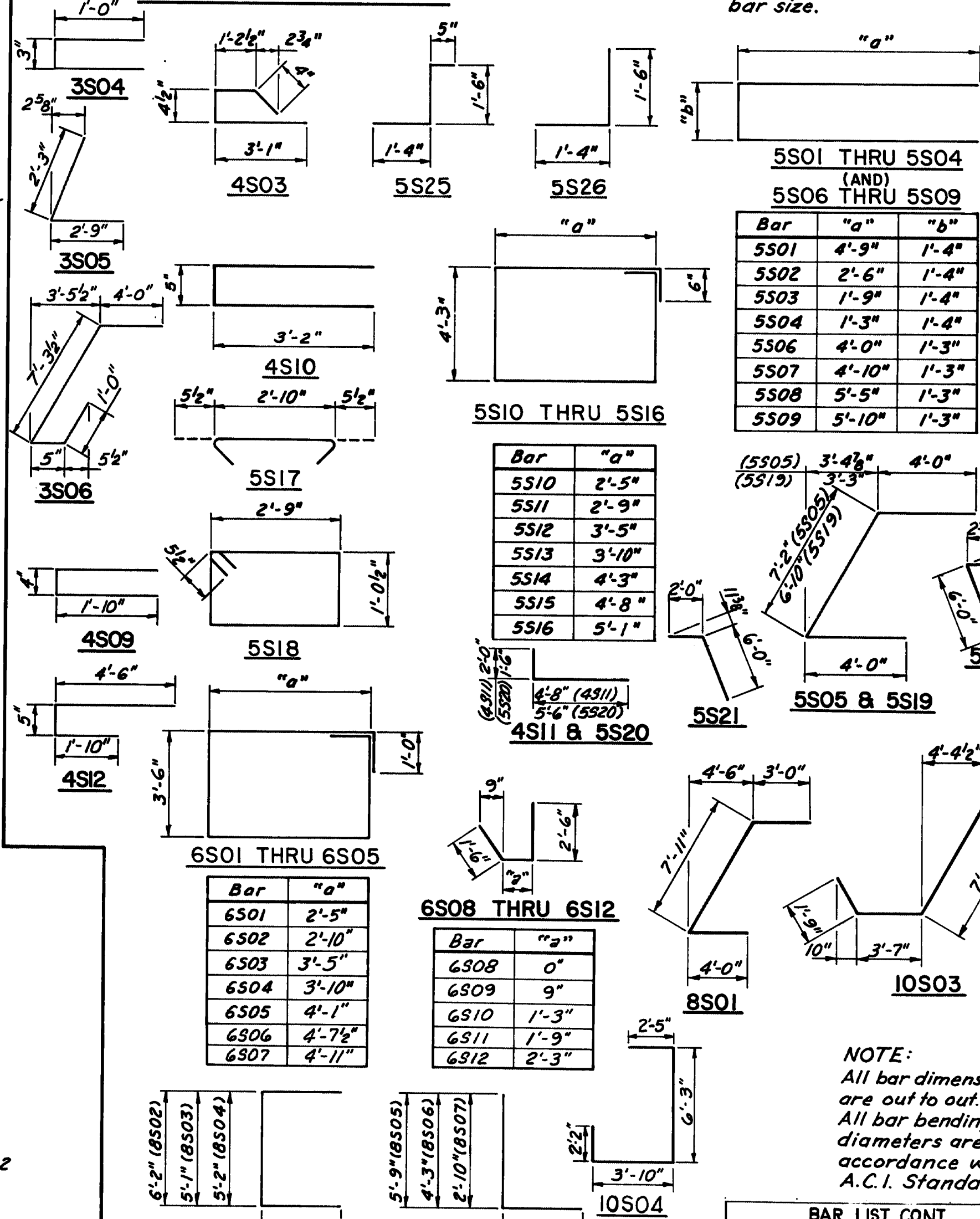
SECTION C-C



SECTION B-B

SECTION D-D

BAR BENDING DIAGRAMS



Bar	"a"	"b"
5S01	4'-9"	1'-4"
5S02	2'-6"	1'-4"
5S03	1'-9"	1'-4"
5S04	1'-3"	1'-4"
5S06	4'-0"	1'-3"
5S07	4'-10"	1'-3"
5S08	5'-5"	1'-3"
5S09	5'-10"	1'-3"

Bar	"a"
5S10	2'-5"
5S11	2'-9"
5S12	3'-5"
5S13	3'-10"
5S14	4'-3"
5S15	4'-8"
5S16	5'-1"

Bar	"a"
6S01	2'-5"
6S02	2'-10"
6S03	3'-5"
6S04	3'-10"
6S05	4'-1"
6S06	4'-7 1/2"
6S07	4'-11"

Bar	"a"
6S08	0"
6S09	9"
6S10	1'-3"
6S11	1'-9"
6S12	2'-3"

NOTE:
All bar dimensions are out to out.
All bar bending pin diameters are in accordance with A.C.I. Standards.

* Bar	No.	Length	Str.	Bent
3S07	4	4'-8"	.	.
5S25	16	3'-3"	.	.
5S26	8	2'-10"	.	.

Bar	"a"
10S05	6'-3"
10S06	5'-9"
10S07	5'-6 1/2"
10S08	5'-4"
10S09	4'-6"
10S10	4'-4"

Item	Unit	Total
Reinforcement Bars	Lbs.	9148
Class A (M) Concrete	Cu. Yds.	38.46

Contractor's Note:
The estimated quantities shown are for the contractor's information only. The cost of all concrete, reinforcement bars and miscellaneous items shall be included in the contract unit price for prestressed concrete superstructure.

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Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET - EDGECOMB BRIDGE
OVER
SHEEPSHOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB
LINCOLN COUNTY

ABUTMENT SEGM'T. REINFORCEMENT II

SHEET 49 OF 90 AUGUSTA, MAINE

* As Built 1984 (NEP 1-10-96)

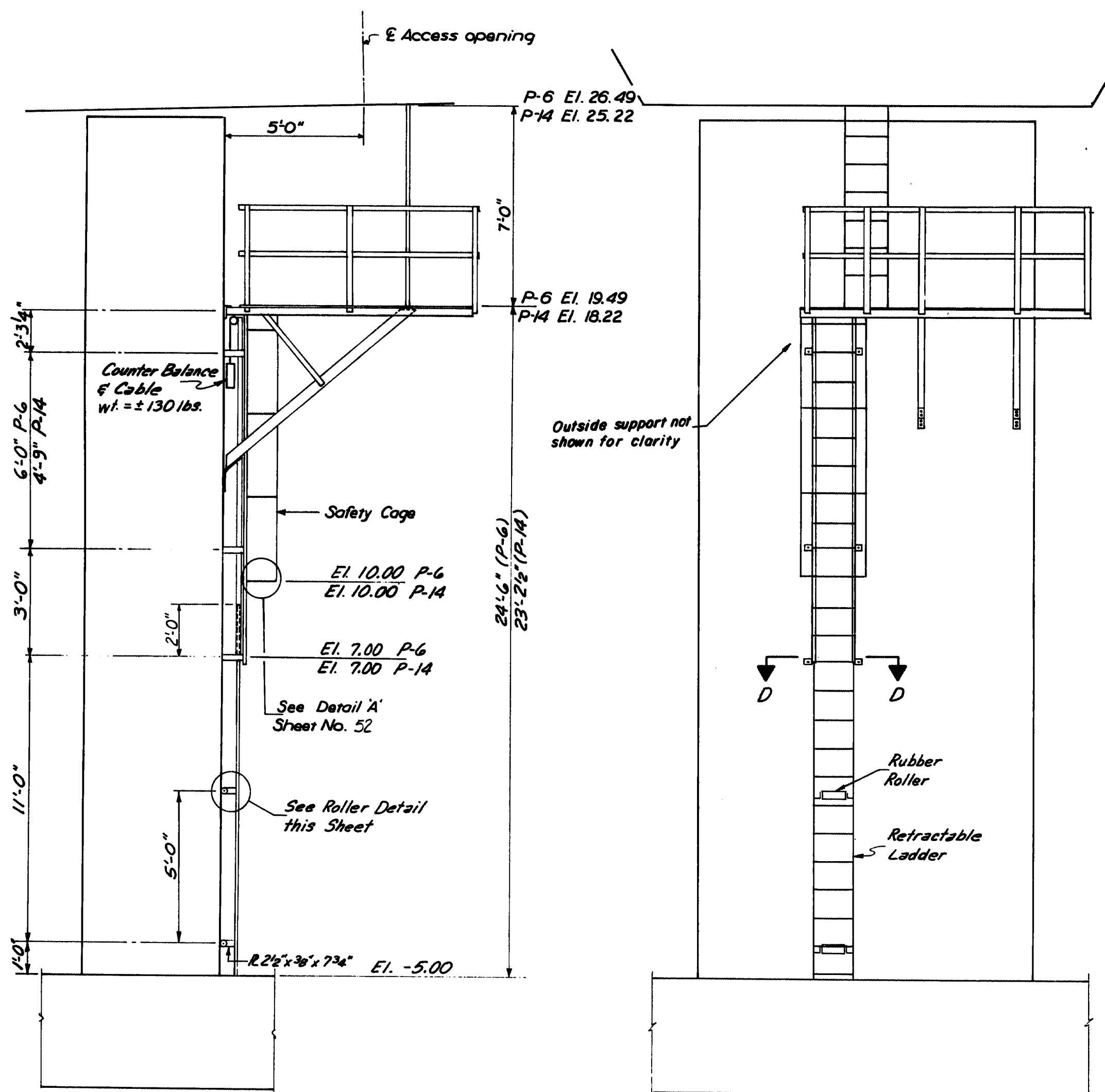
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	J.A.M.	11-80
CHECKED	M.S.M.	12-80
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710

F.H.W.A. DES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	50	154

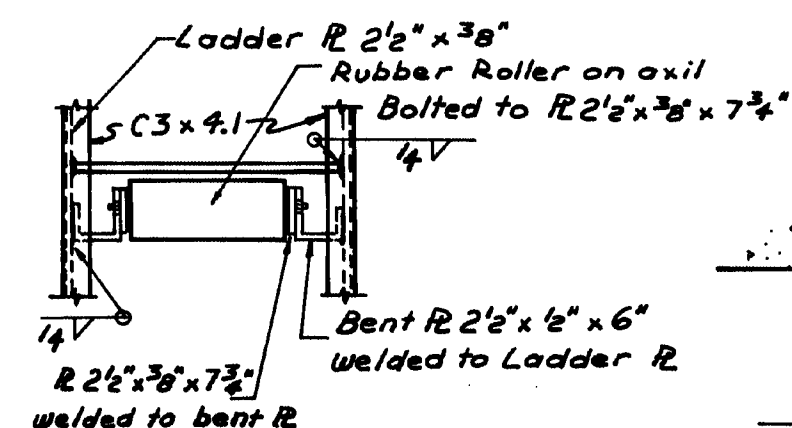
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	G.B.	11-80
CHECKED	T.A.M.	12-80
REVISIONS	G.B.	
FIELD CHANGES		

PLANS

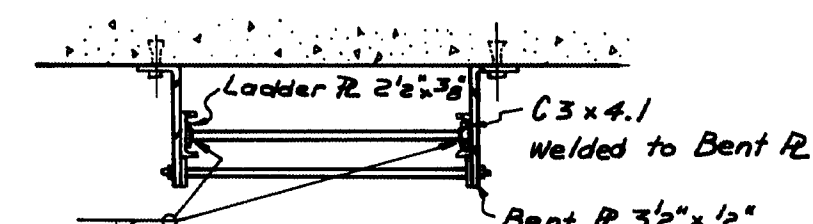


ELEVATION PIER 6 (Looking North)
ELEVATION PIER 14 (Looking South)

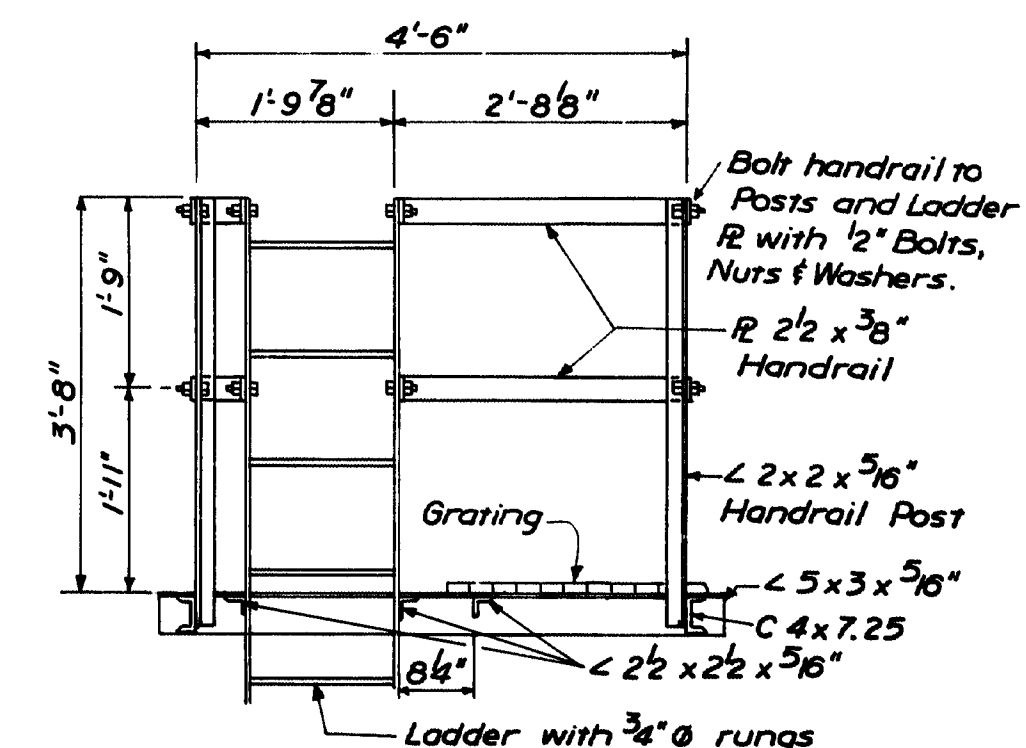
ELEVATION PIER 6 (Looking West)
ELEVATION PIER 14 (Looking West)



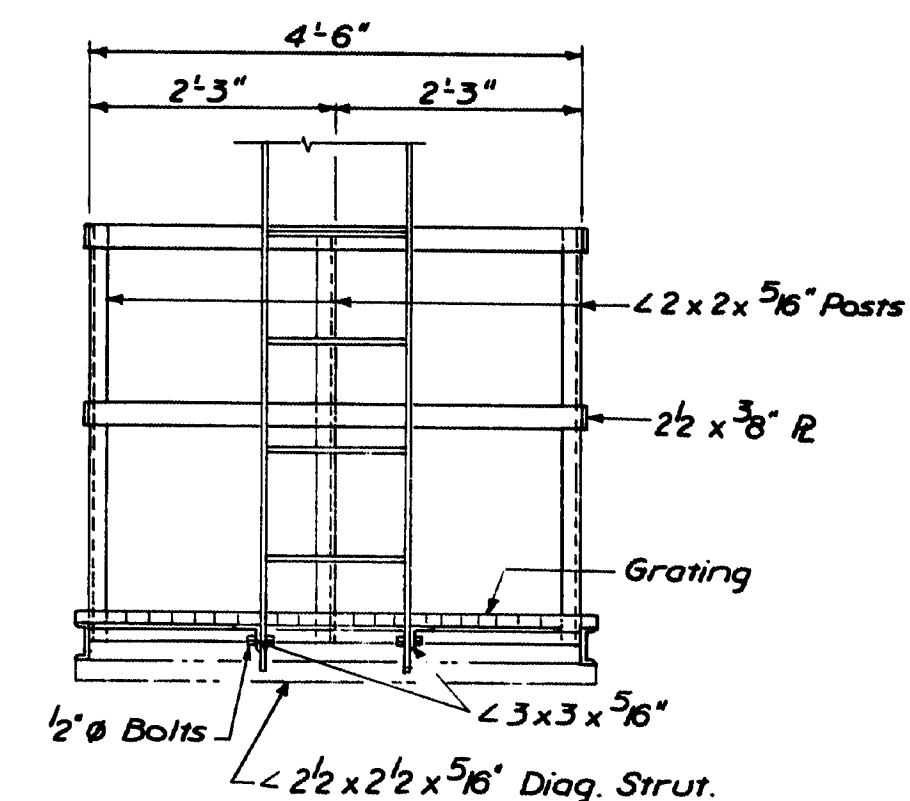
ROLLER DETAIL



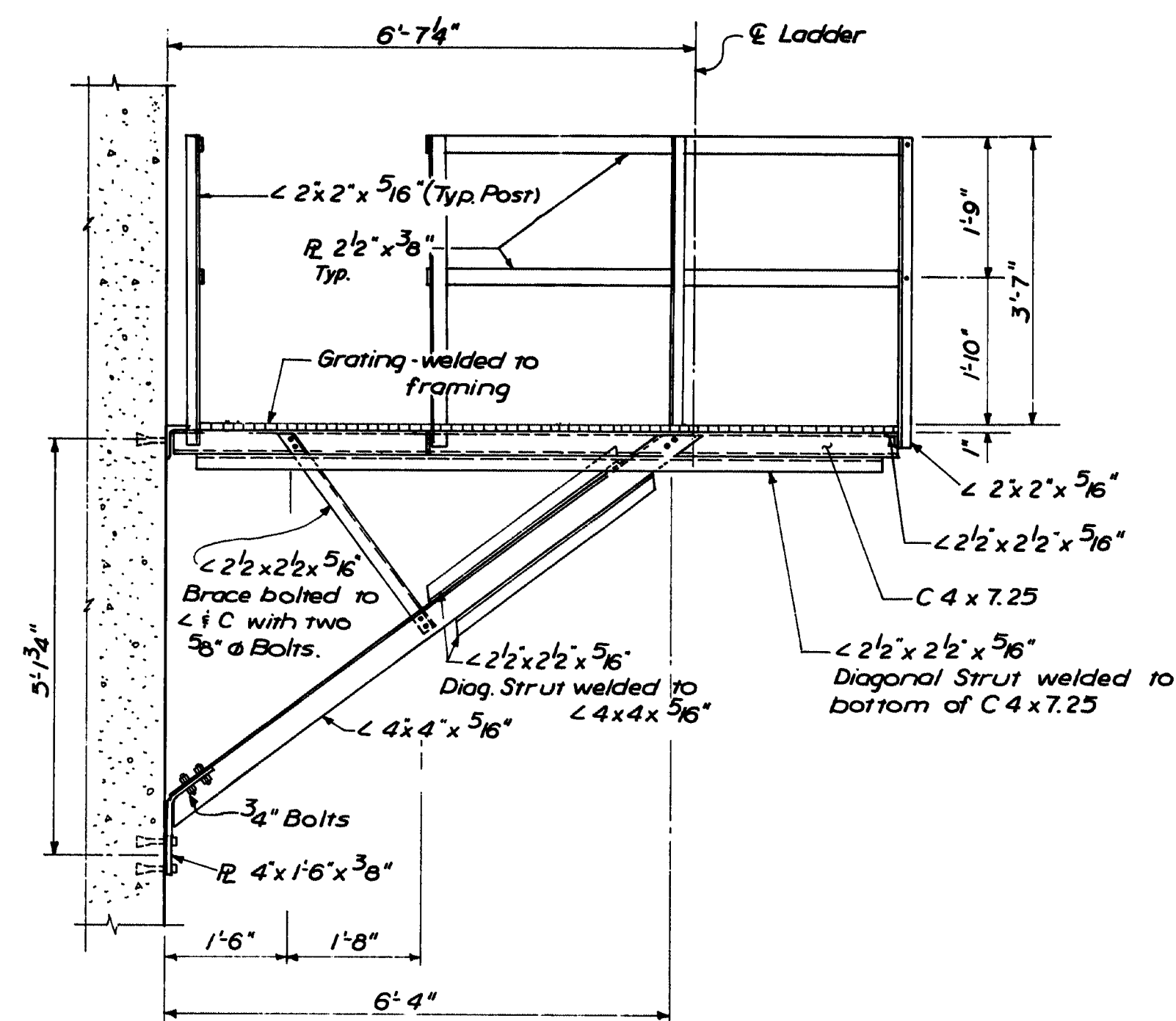
SECTION D-D



SECTION A-A



SECTION C-C



SECTION B-B

Note - Work this sheet with sheet 51.

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGECOMB BRIDGE
OVER
SHEEPSHOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB
LINCOLN COUNTY

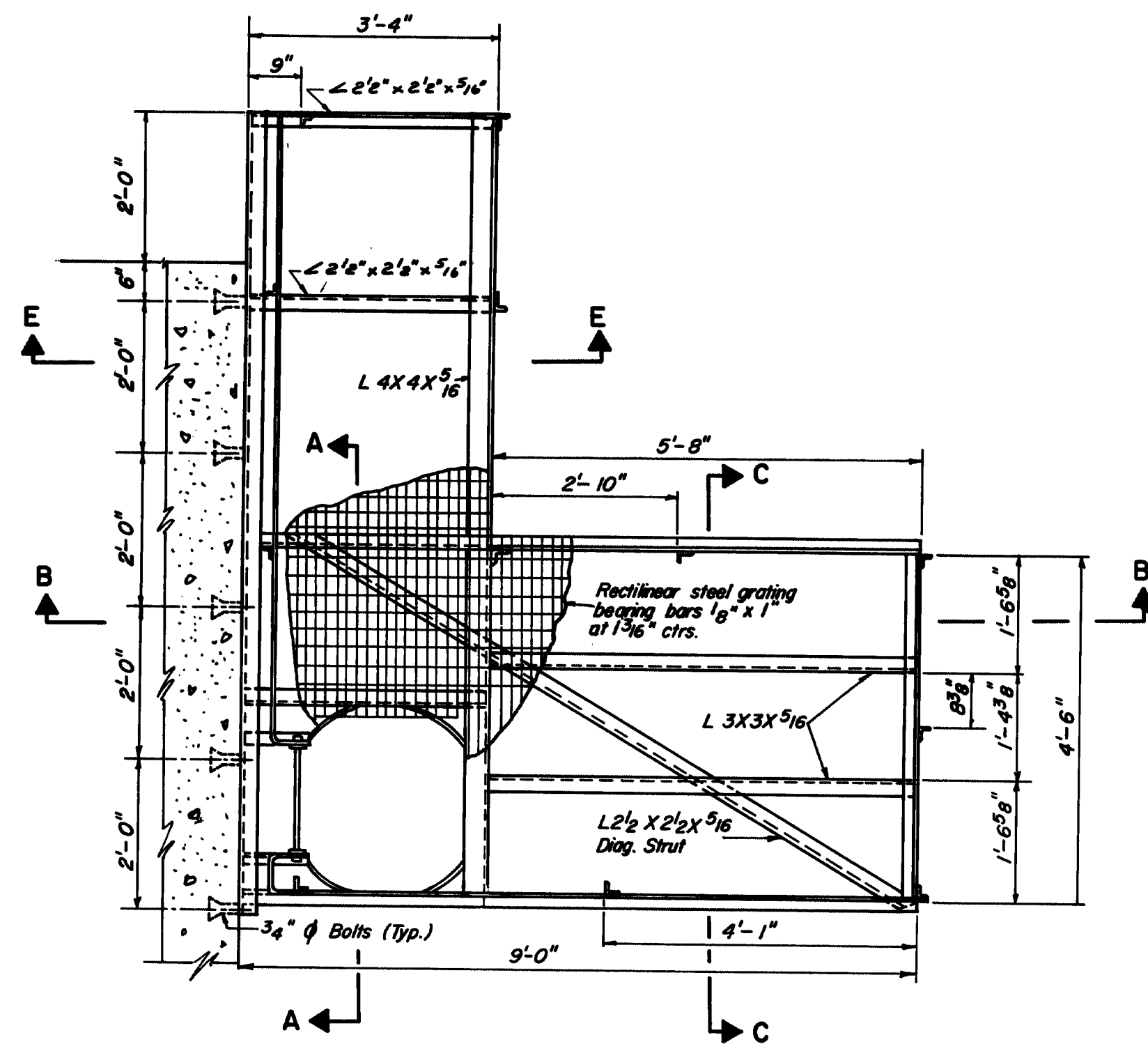
SEGMENT ACCESS OPENING DETAILS I

SHEET 50 OF 90 AUGUSTA, MAINE

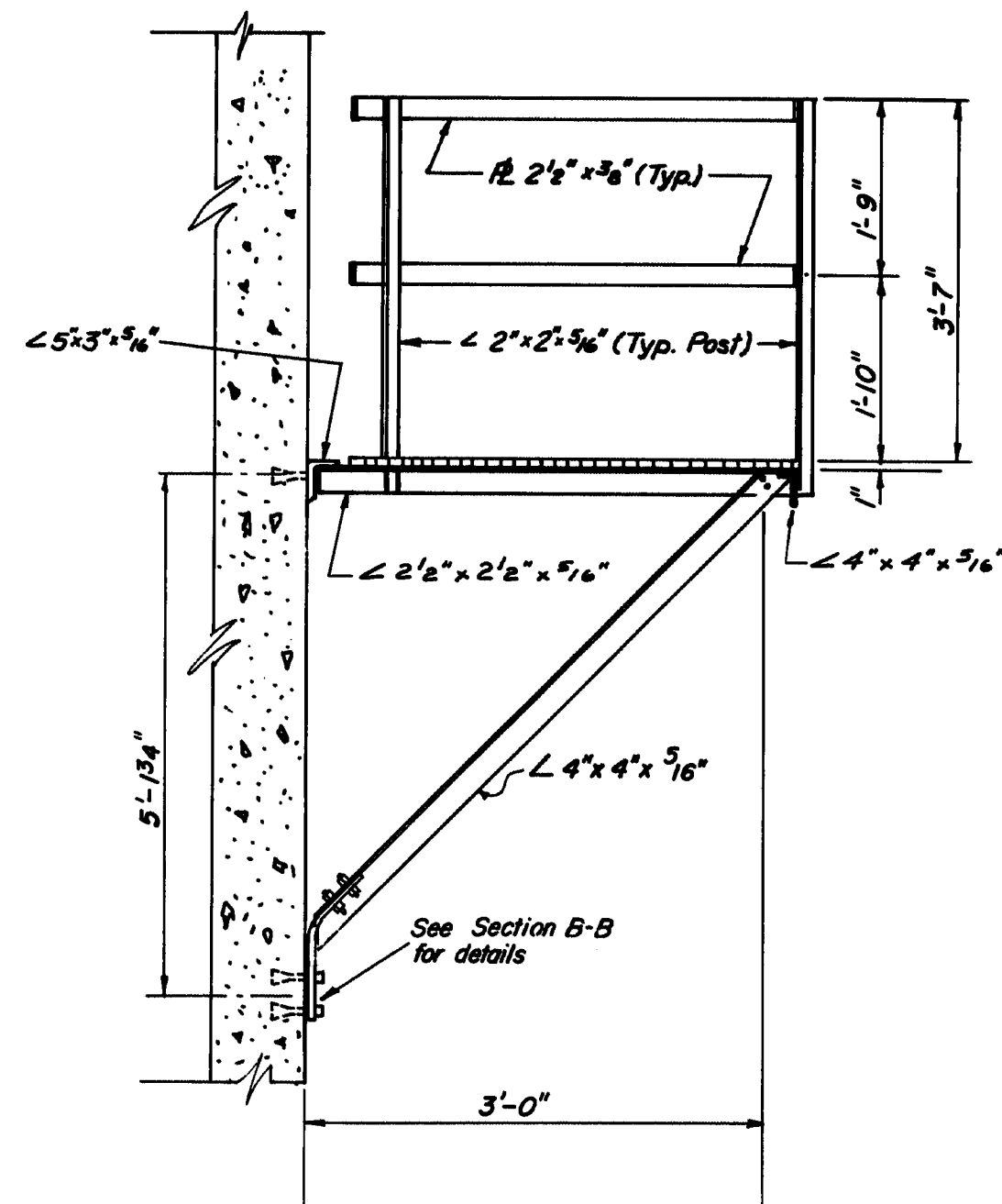
Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

"As Built 1984" (NEP 1-10-96)

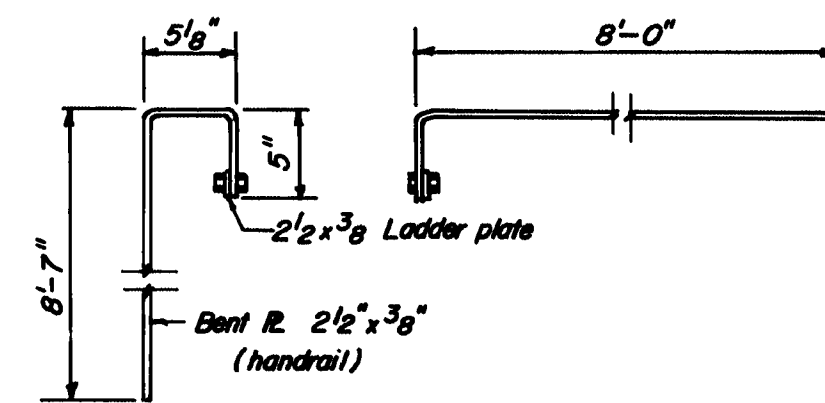
ENCLOSURE 44-132-40710



PLAN



SECTION E-E



BENT PLATE DETAILS

NOTE: Work this sheet with Sheet 50.

111-391

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGECOMB BRIDGE OVER SHEEPSCOT RIVER BETWEEN THE TOWNS OF WISCASSET - EDGECOMB LINCOLN COUNTY
SEGMENT ACCESS OPENING DETAILS II
SHEET 51 OF 90 AUGUSTA, MAINE

"As Built 1984" (NEP 1-10-96)

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		
PLANS		

F.R.E.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	52	154

* ESTIMATED QUANTITIES (FOR INFORMATION ONLY)

Item	Unit	Qty
Steel Grating	Sq. Ft.	59
Structural Steel	Lbs.	1420

- Lock washers shall meet the requirements of the Aluminum Assoc. Alloy 7075-T6 (A.S.T.M. Spec. B-221). Nuts shall meet the requirements of the Aluminum Assoc. Alloy 6262-T9 or 6061-T6.
- (e) TOLERANCE: All above materials shall comply with the governing A.S.T.M. Specifications.
- (f) PLANS: Plans for the Aluminum Option shall be prepared by the Contractor and approved by the Engineer before fabrication.
- (g) DESIGN: For Aluminum Option the Contractor shall submit a complete design along with the plans for construction.
4. All hatches to be secured by Heavy Duty corrosion resistant Pad Locks and Keys furnished to the Engineer upon acceptance of the Project.
5. Payment for fabrication, delivery, and erection of platform, ladder, and all incidental assembly materials shown on Sheets 50, 51, and 52 shall be incidental to item: 535.48.

NOTES:

- Segment access openings shall be located at segments 1-1, 7-1, 15-1 and 23-8. Platform and ladder details apply to access from Piers 6 and 14 only.
- All steel for ladders and platforms including plates, shapes and bars, shall be hot dip galvanized in accordance with requirements of A.S.T.M. specifications designation A-123; Bolts, nuts and washers in accordance with A.S.T.M. A-153. Welding of parts shall be done prior to galvanizing.
- An Aluminum ladder and platform of adequate strength similar to steel design shown shall be allowed. If the Aluminum Option is chosen, the Components for the Aluminum Design shall be in accordance with the following:
 - Plates: The material used shall meet the requirements of the Aluminum Assoc. Alloy 6061-T6 and also the A.S.T.M. Specification B-209.
 - STRUCTURAL SHAPES: The material used shall meet the requirements of the Aluminum Alloy 6061-T6 and also A.S.T.M. Spec. B-308.
 - WELDING RODS: Aluminum Assoc. Alloy No. 5556 Filler Wire.
 - BOLTS, NUTS, AND LOCK WASHERS: Aluminum bolts shall meet the requirements of the Aluminum Assoc. Alloy 2024-T4 (A.S.T.M. Specs. B-211). The bolts shall have an anodic coating of at least 0.0002" thick and chromate sealed.

ADDITIONAL REINFORCEMENT - ACCESS OPENING

BAR BENDING DIAGRAMS		BAR LIST-ONE SEGMENT			
Bar	No	Length	Bent	Str	
4S03	2	3'-5"	•		
4S13	8	6'-0"	•		
5S12	4	4'-5"	•		

* Number preceding letter denotes bar size.

All dimensions are out to out.

ESTIMATED QUANTITIES

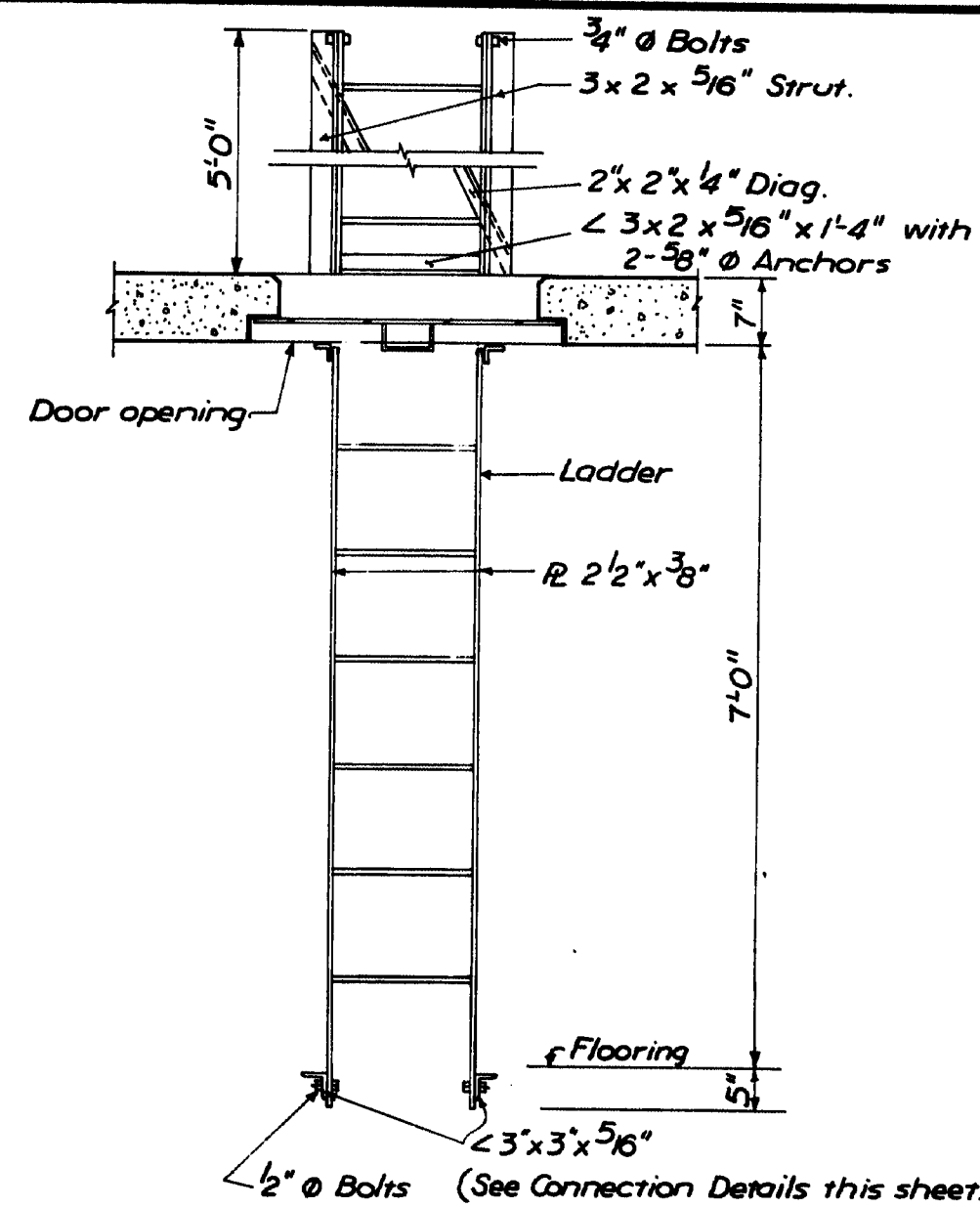
Item	Unit	Qty
Reinforcement Bars/Segment	Lbs.	55

All bar bending pin diameters shall be in accordance with A.C.I. standards.
The estimated quantities shown are for the Contractor's information only. The cost of all concrete, reinforcement bars and misc. items shall be included in the contract unit price for Prestressed Concrete Superstructure.

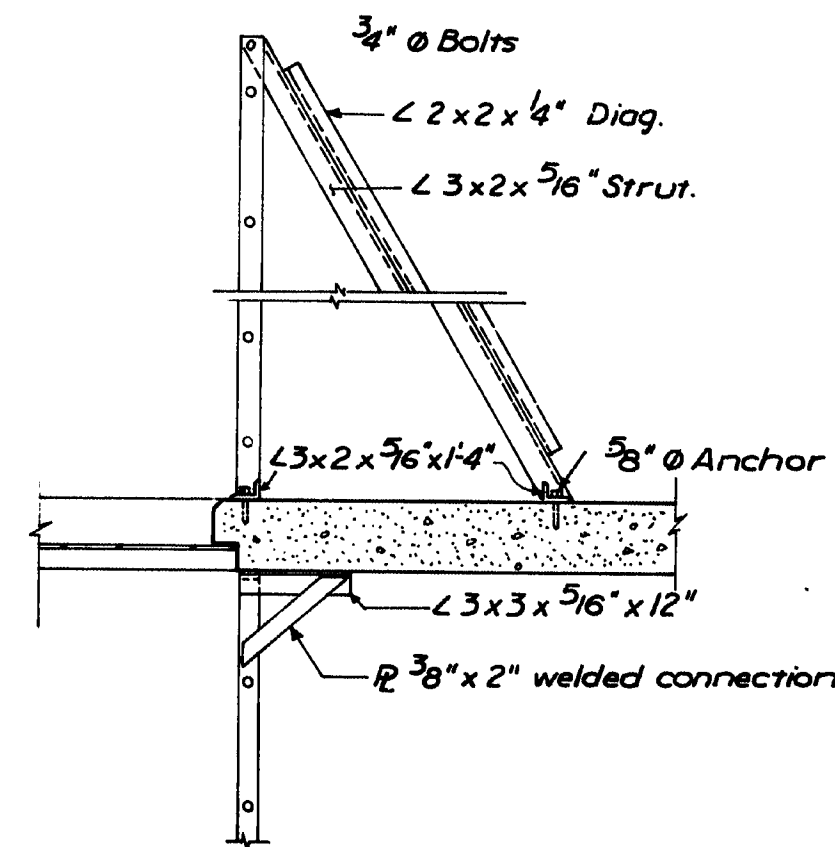
111-392

STATE OF MAINE DEPARTMENT OF TRANSPORTATION WISCASSET - EDGECOMB BRIDGE OVER SHEEPSOOT RIVER BETWEEN THE TOWNS OF WISCASSET - EDGECOMB LINCOLN COUNTY SEGMENT ACCESS OPENING DETAILS III SHEET 52 OF 90 AUGUSTA, MAINE

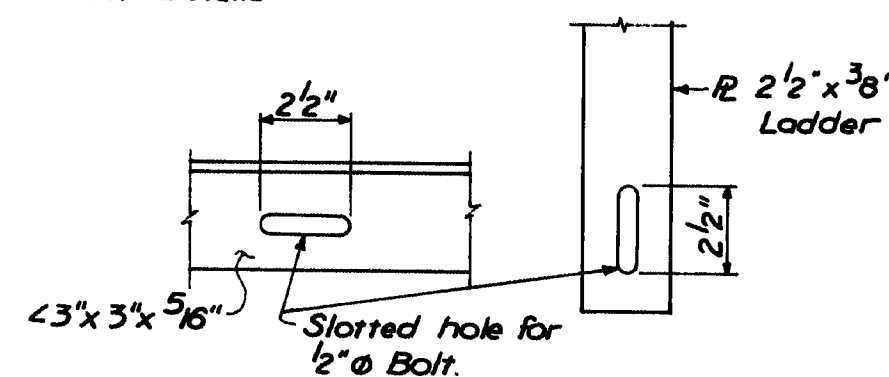
"As Built 1984" (NEP 1-10-96)



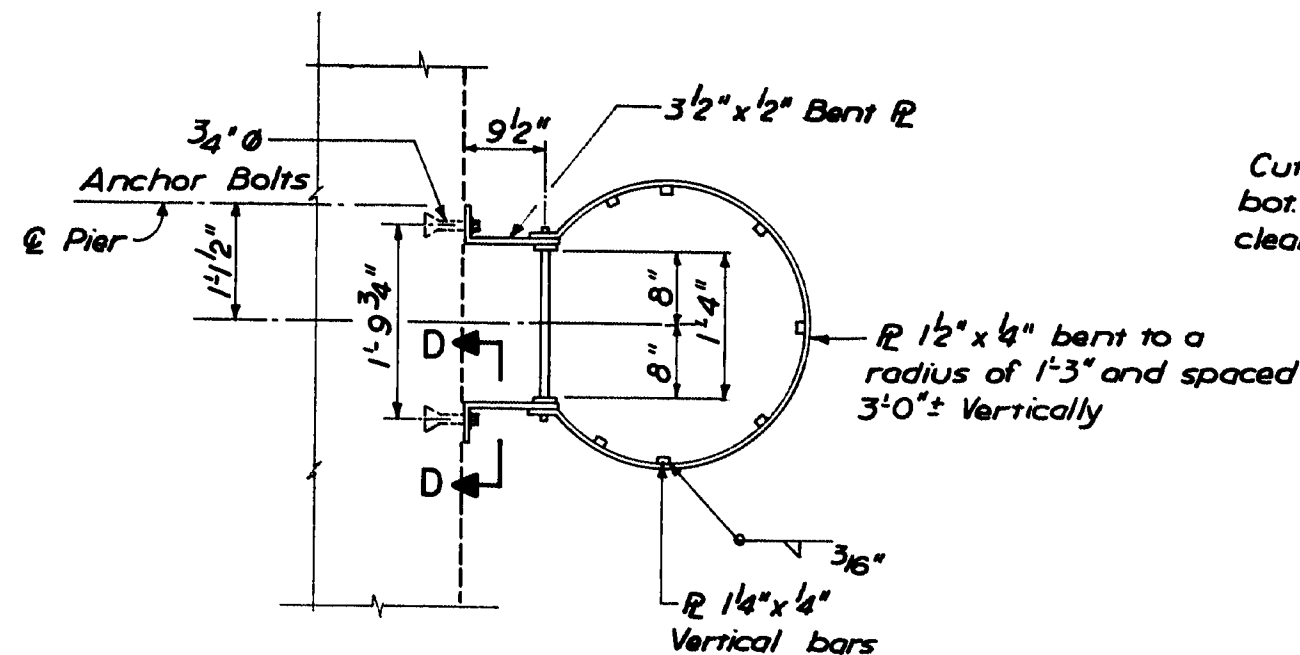
SECTION A-A
Access Ladder Details



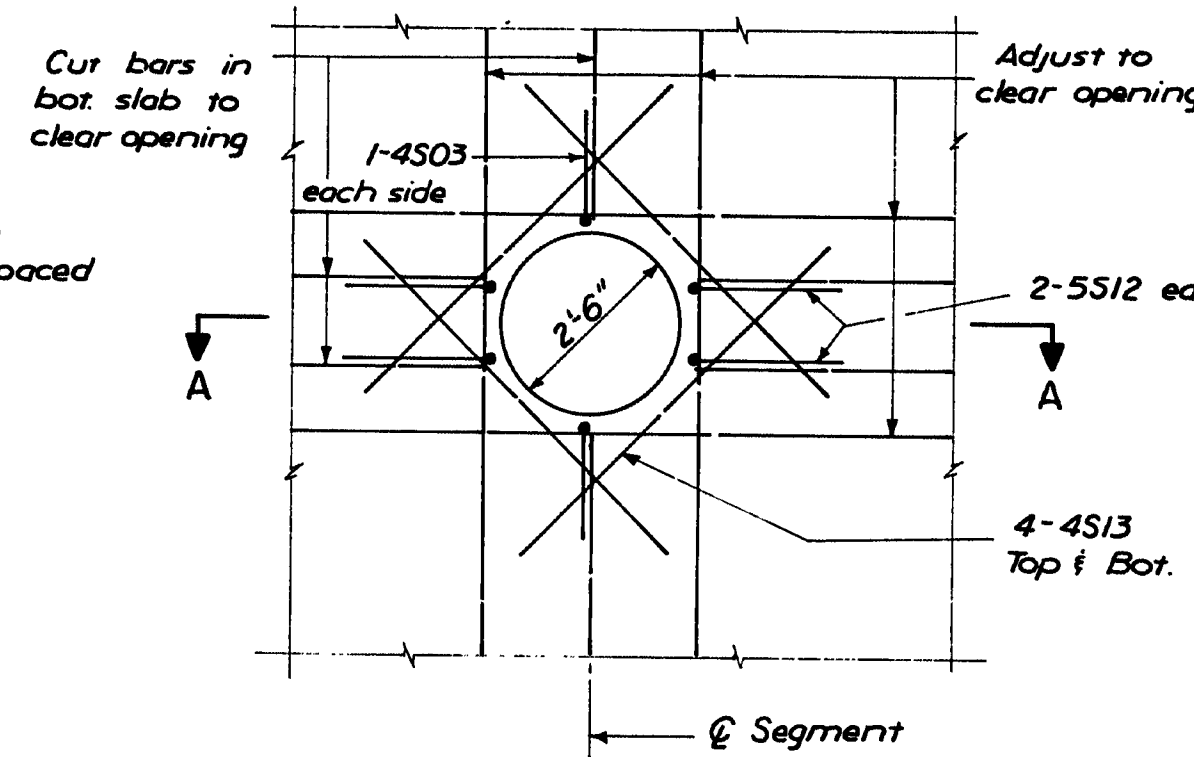
SECTION B-B
Access Ladder Details



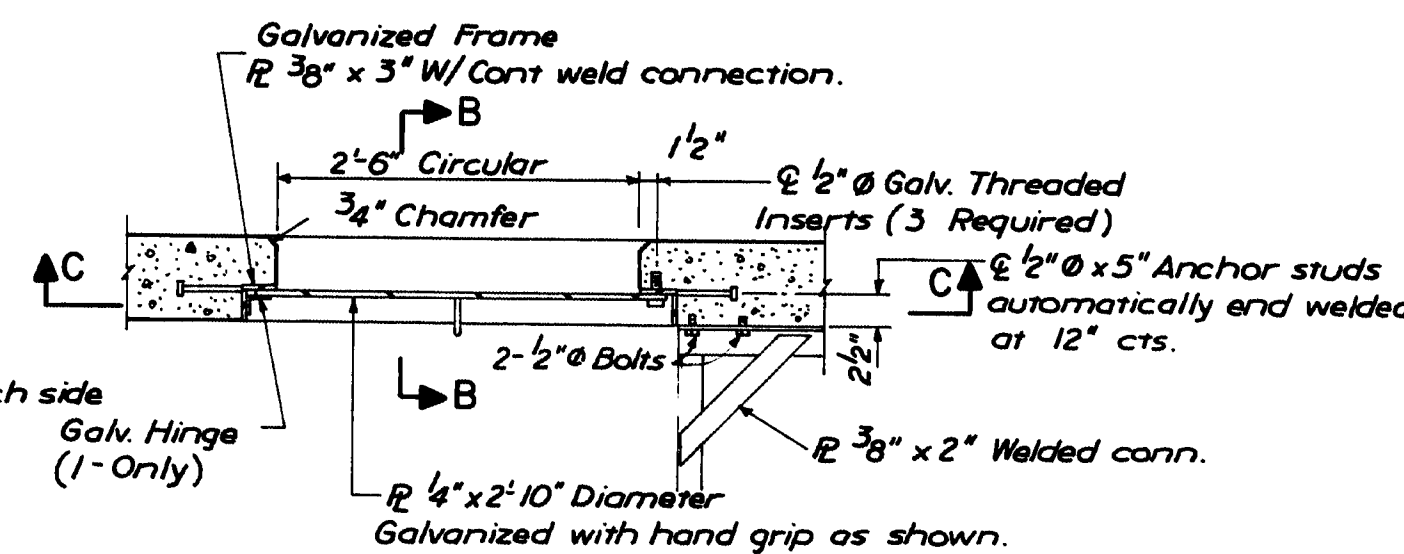
CONNECTION DETAILS



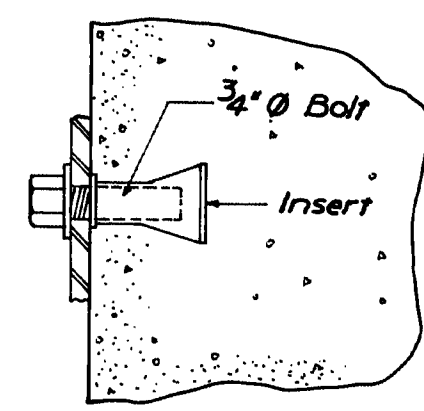
DETAIL A



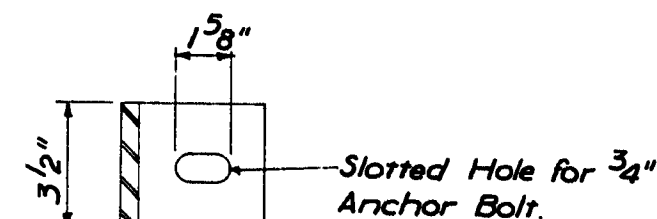
PARTIAL PLAN
BOTTOM SLAB
Reinforcement Details



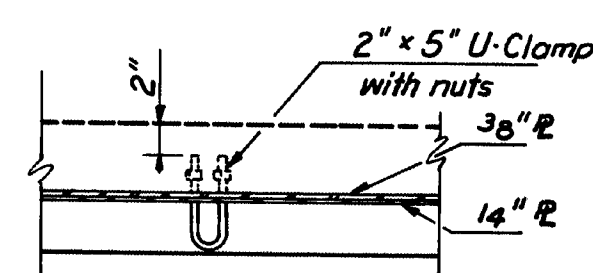
SECTION A-A
Frame and Door Details



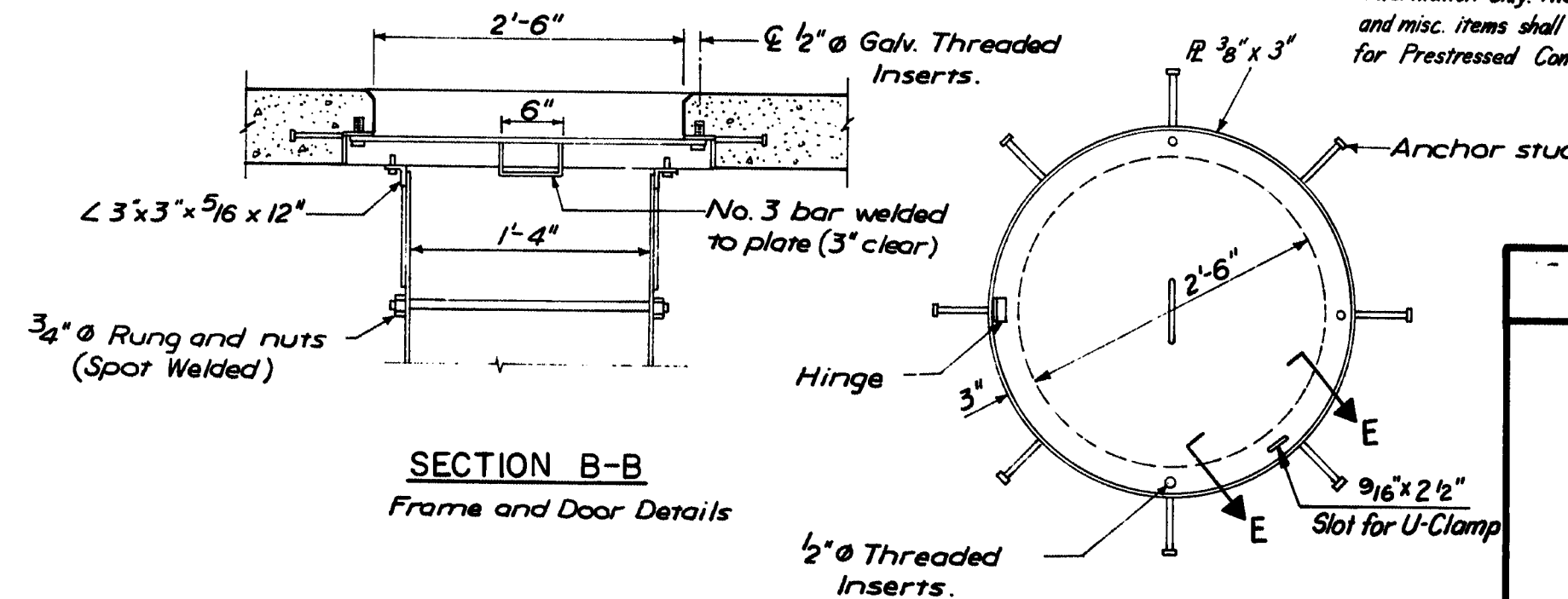
ANCHOR BOLT DETAIL



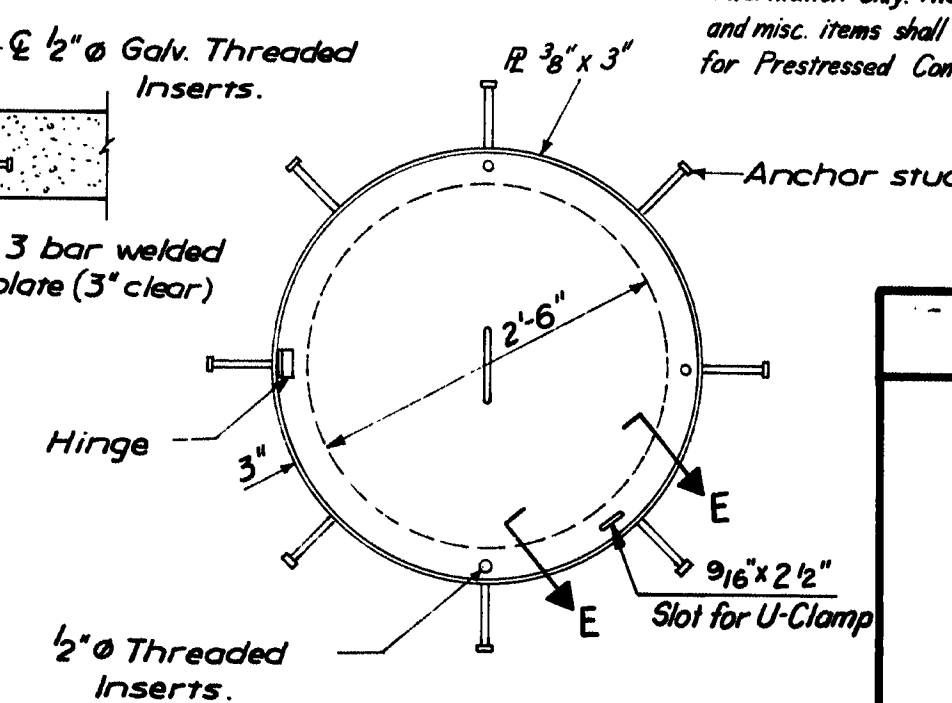
SECTION D-D



SECTION E-E



SECTION B-B
Frame and Door Details

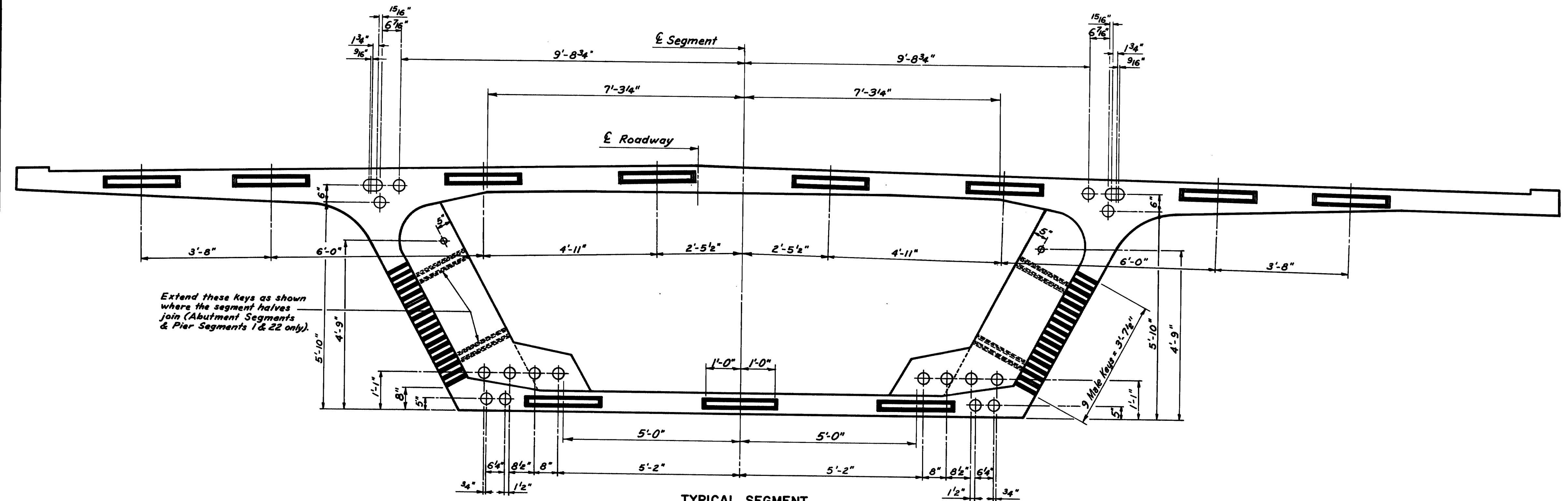


SECTION C-C

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

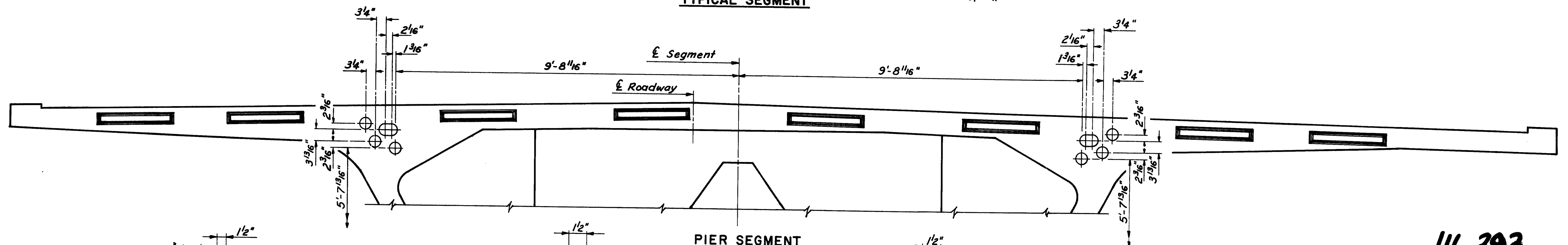
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	11-80
CHECKED	T.F.
REVISIONS	R.B.
FIELD CHANGES	12-80
PLANS	

BRUNING 44-132 49710

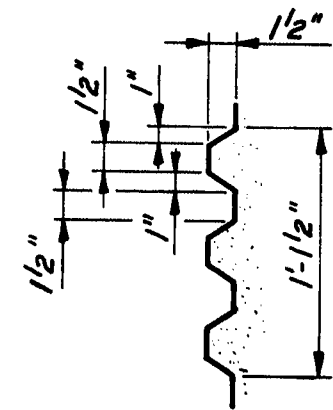


Extend these keys as shown where the segment halves join (Abutment Segments & Pier Segments 1 & 22 only).

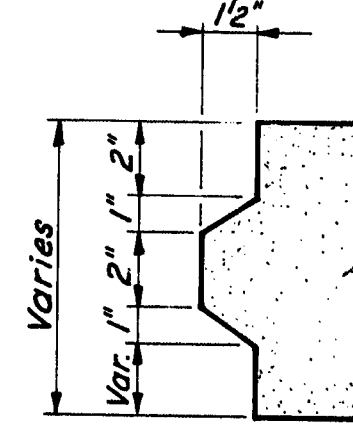
TYPICAL SEGMENT



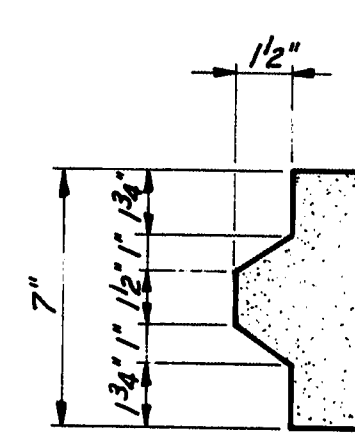
PIER SEGMENT



WEB SHEAR KEY DETAIL



TOP SHEAR KEY DETAIL



BOTTOM SHEAR KEY DETAIL

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY

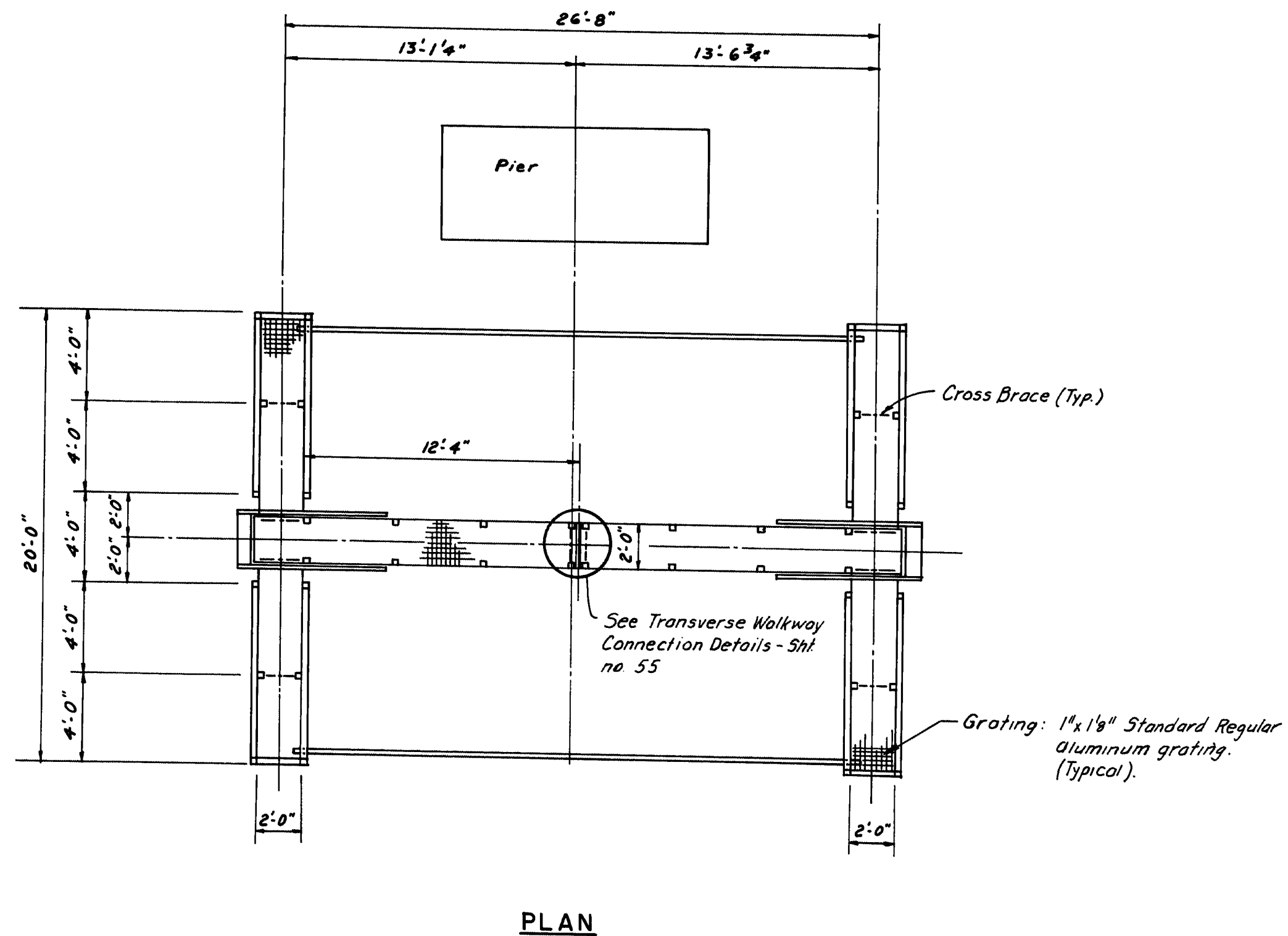
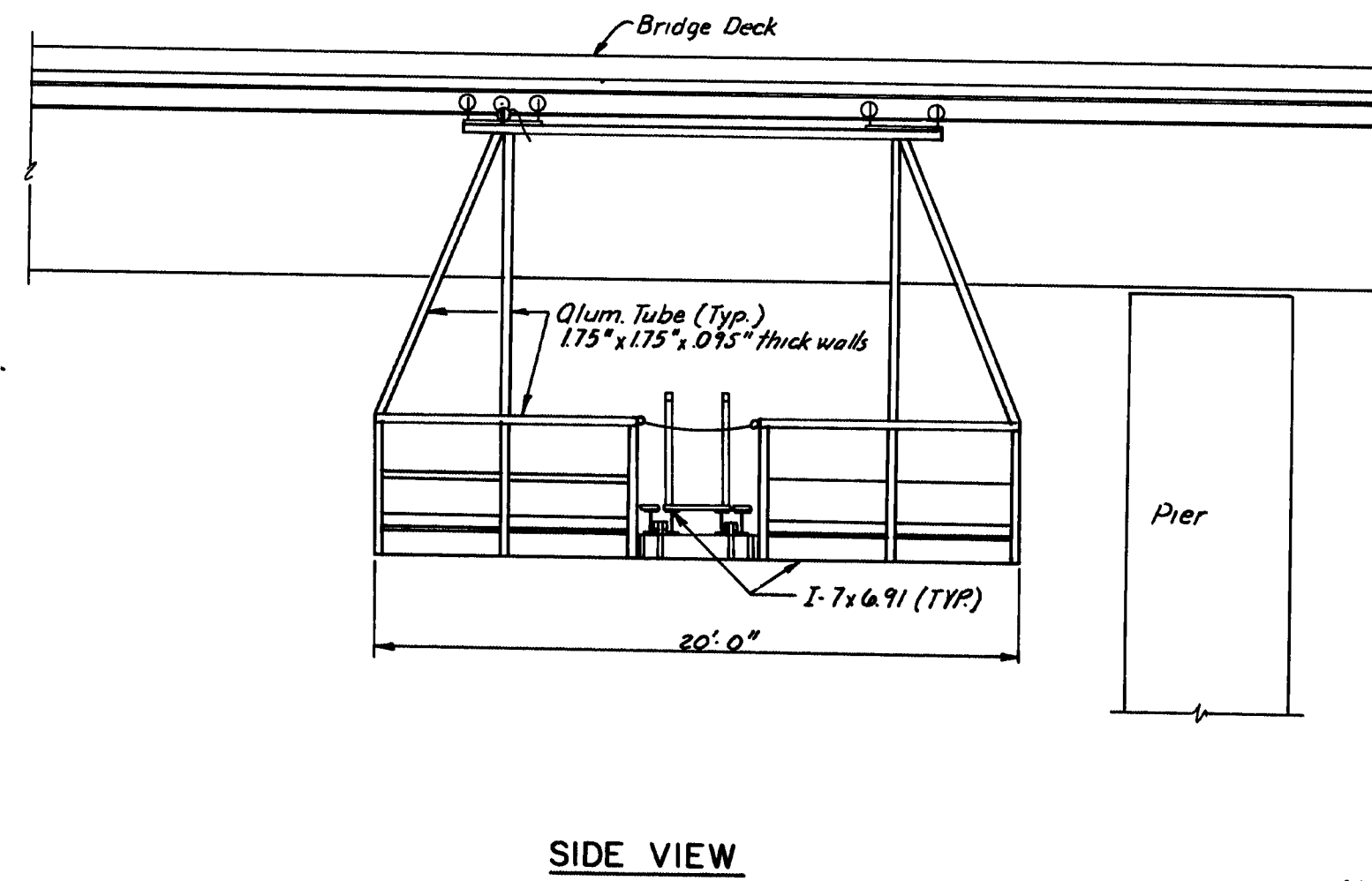
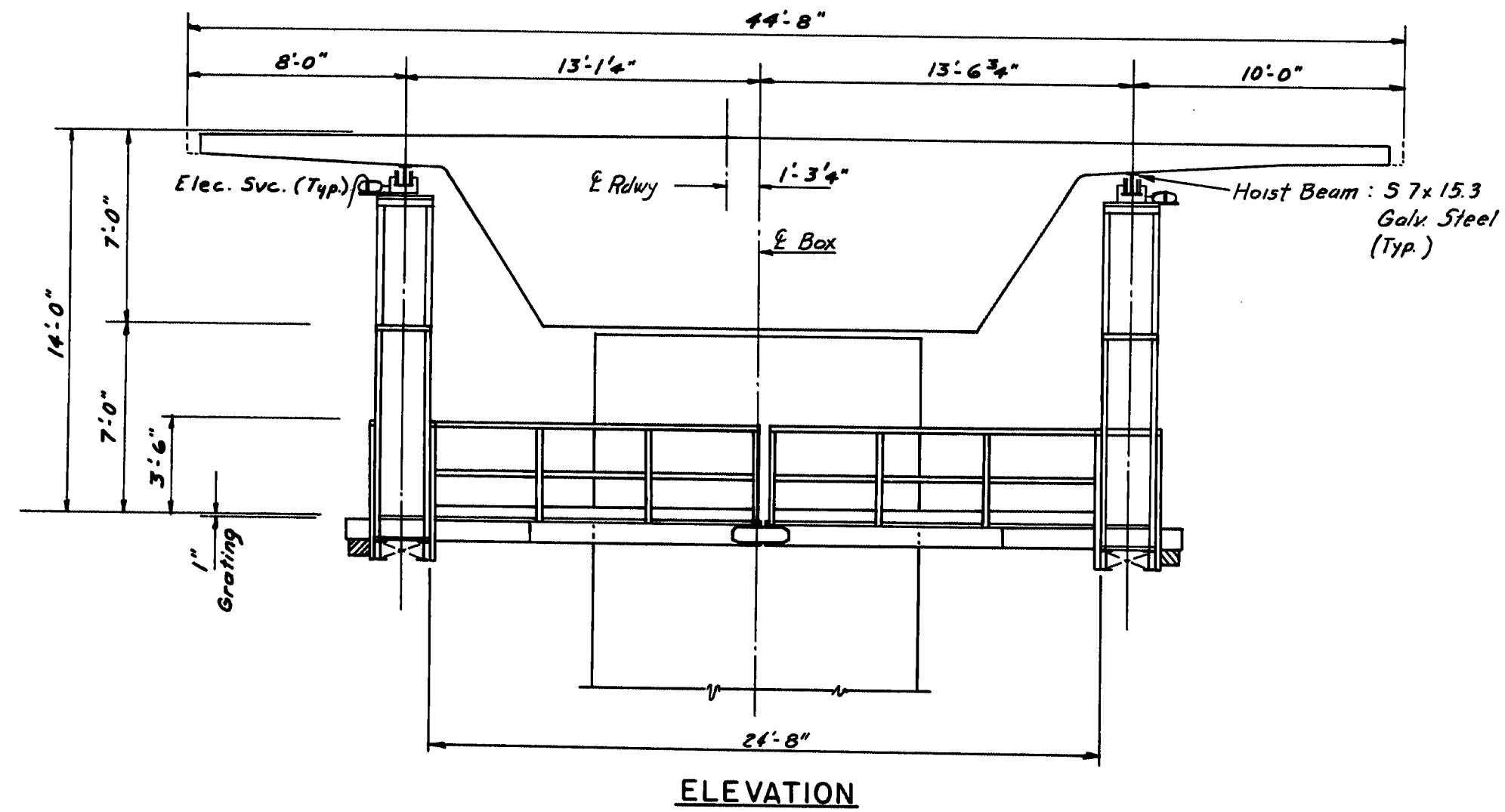
BULKHEAD WITH SHEAR KEYS
SHEET 53 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

"As Built 1984" (NEP 1-10-96)

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	GRB	11-80
CHECKED	JAM	12-80
REVISIONS		
FIELD CHANGES		

BRUNING 44-132-45710



Notes:

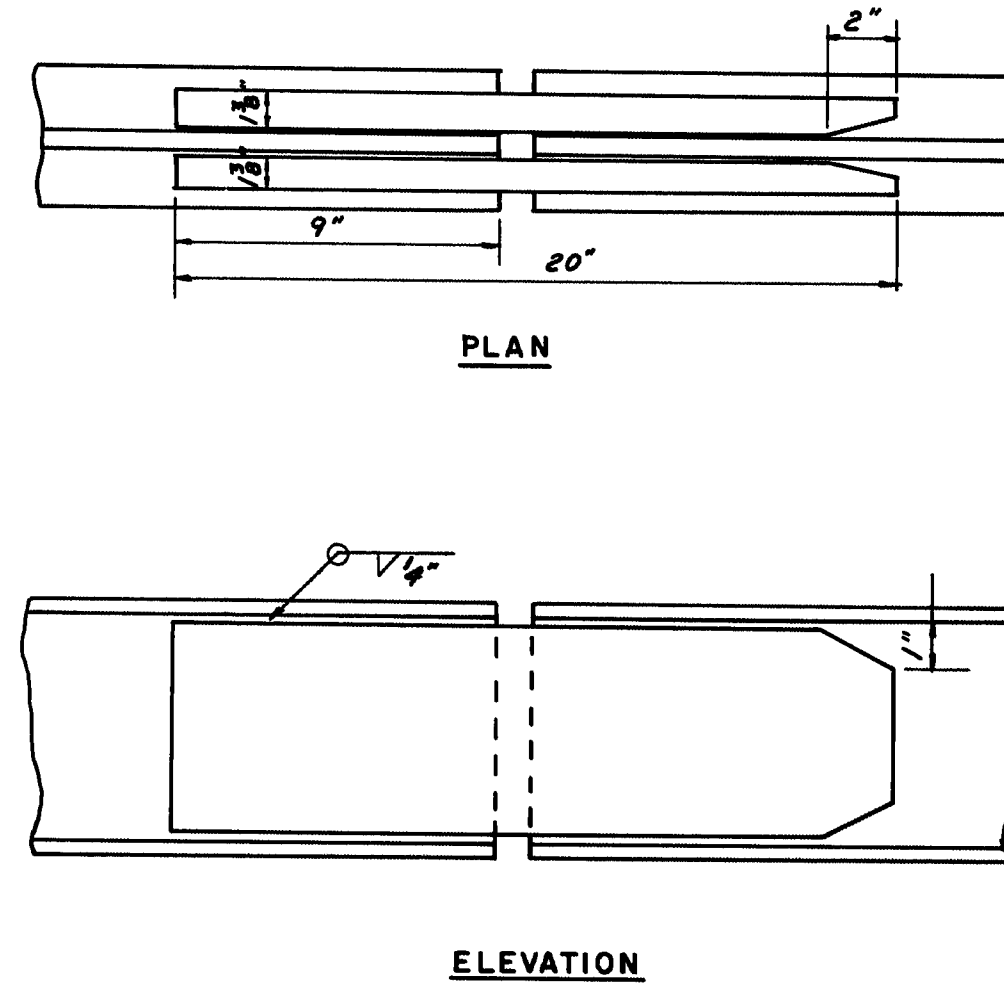
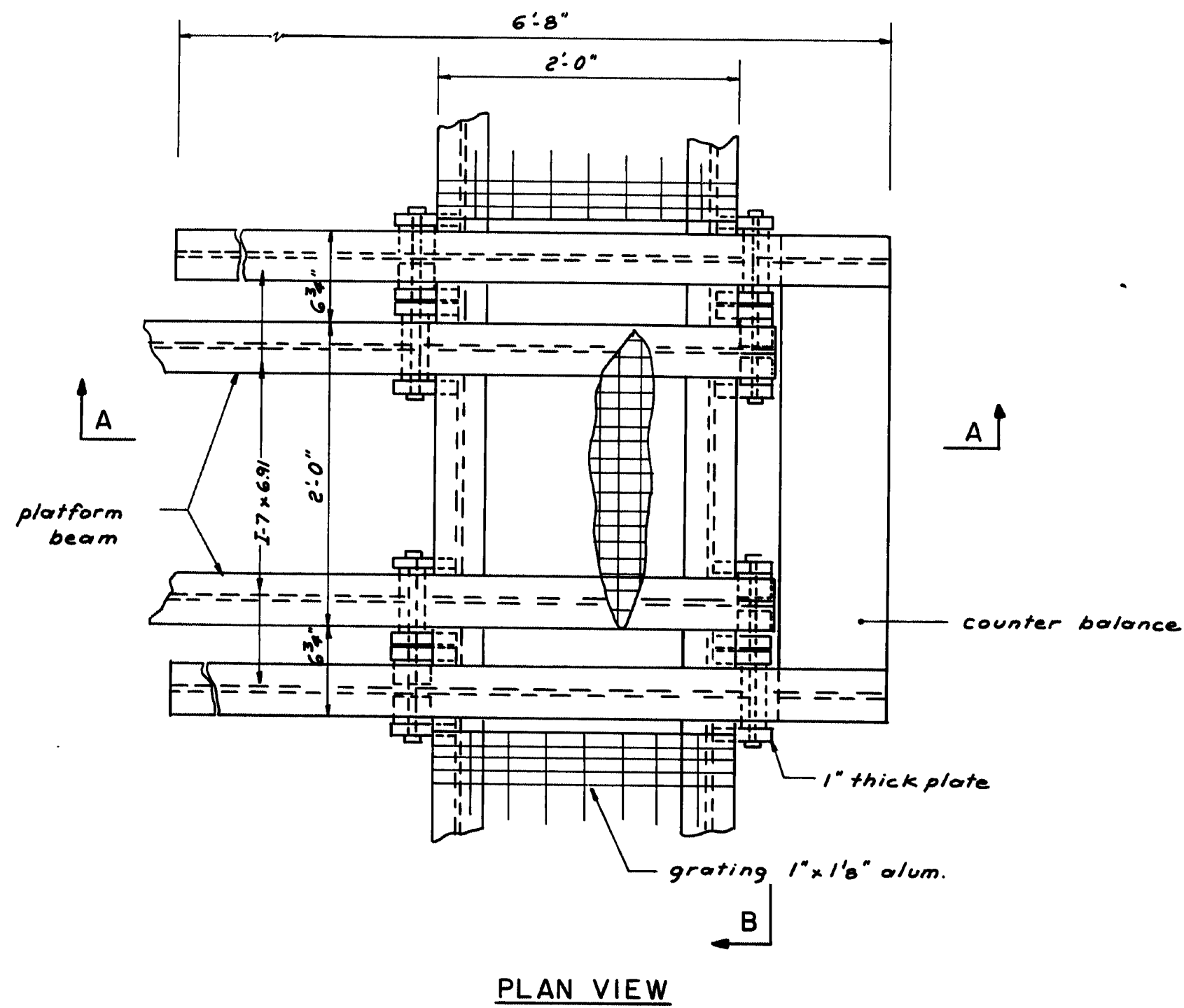
- Shop Drawings shall be required for construction and fabrication of the Inspection Scaffold and must be approved by the Engineer prior to fabrication.
- Components for the Aluminum design shall be in accordance with the following:
 - Structural Shapes: All materials shall meet the requirements of the Aluminum Assoc. Alloy 6061-T6 and ASTM Specs. B-308.
 - Plates: All materials shall meet the requirements of the Aluminum Assoc. Alloy 6061-T6 and ASTM Specs. B-209.
 - Welding Rods: Rods shall meet the Aluminum Assoc. Alloy 5556 - Filler Wire and ASTM Specs. B-285.
 - Tolerance: All materials used shall comply with the governing ASTM Specifications.
 - All connections shall be welded unless otherwise noted on the plans.
- All Electrical Components and electrical service shall be by others and shall comply with all codes and Specifications, both Local and National.
- Hoist Beam support insert shall be located at every corresponding segment rib. Insert support shall be designed to have two 5/8" bolts protruding from the under side of the box. Bolts, nuts and washers shall conform to ASTM A307 Grade B, galvanized in accordance with ASTM A153.
- Figures for fabrication, shop drawings and erection of better ladders, and all modifications shall be made in accordance with the plans and 55 shall be made in accordance with the plans.

111-394

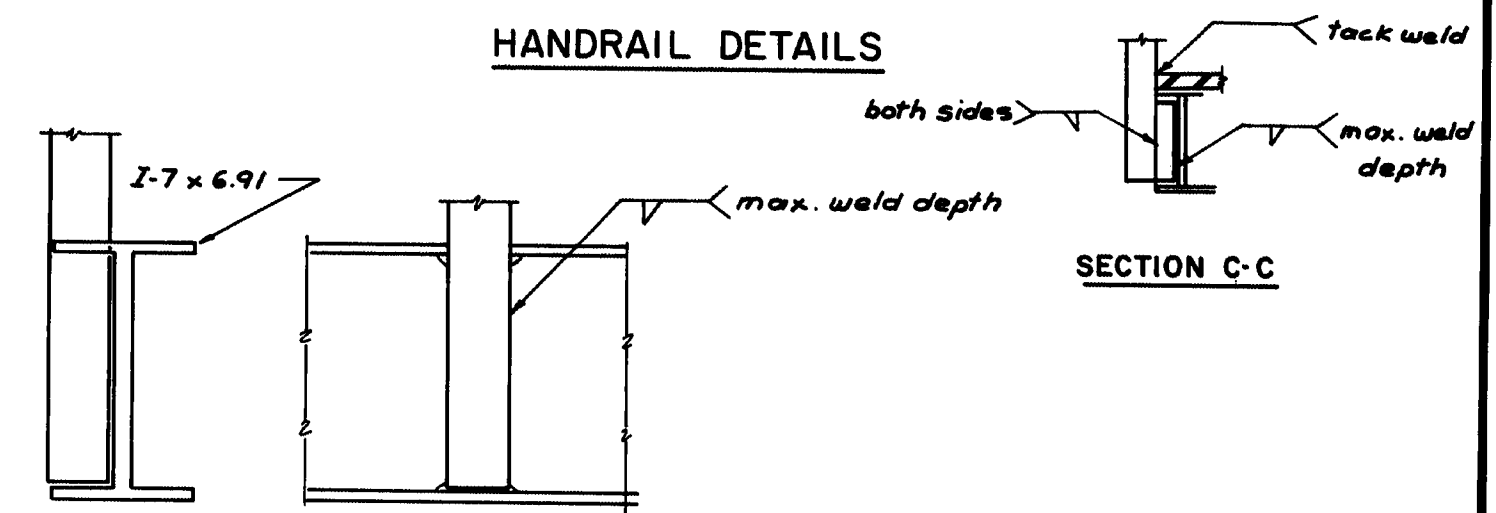
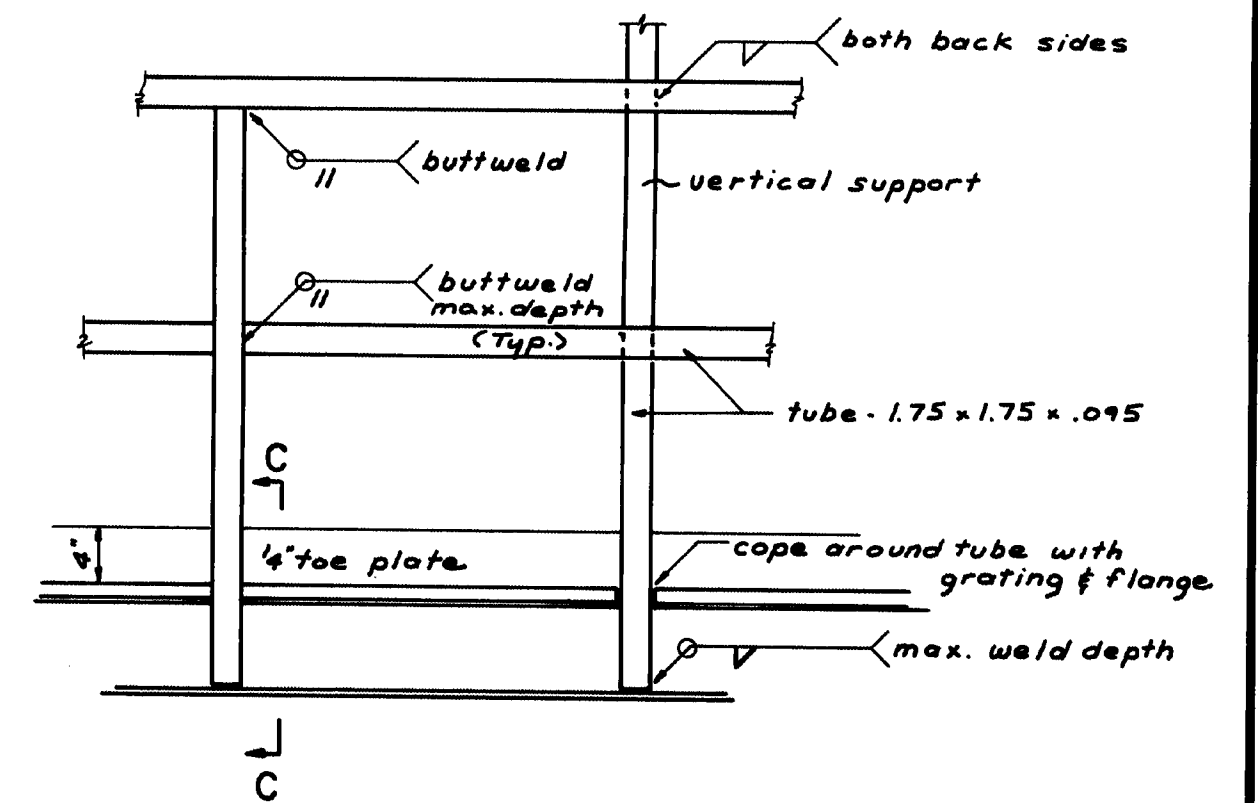
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGEComb BRIDGE OVER SHEEPSCOT RIVER BETWEEN THE TOWNS OF WISCASSET - EDGEComb LINCOLN COUNTY
INSPECTION SCAFFOLD
SHEET 54 OF 89 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

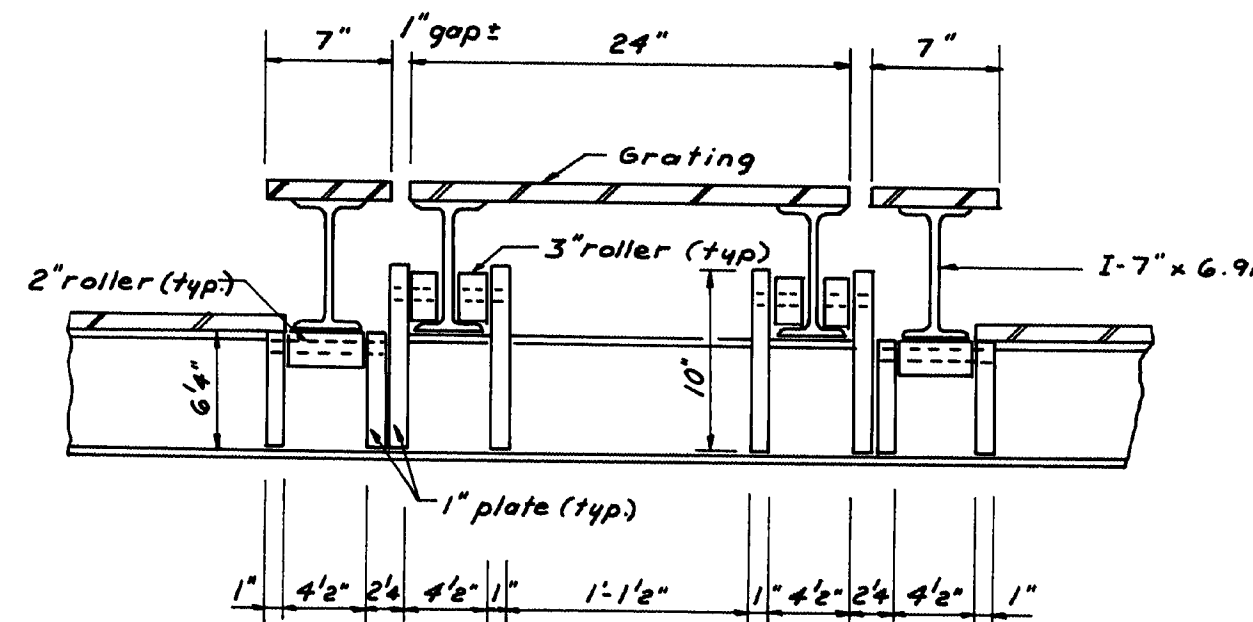
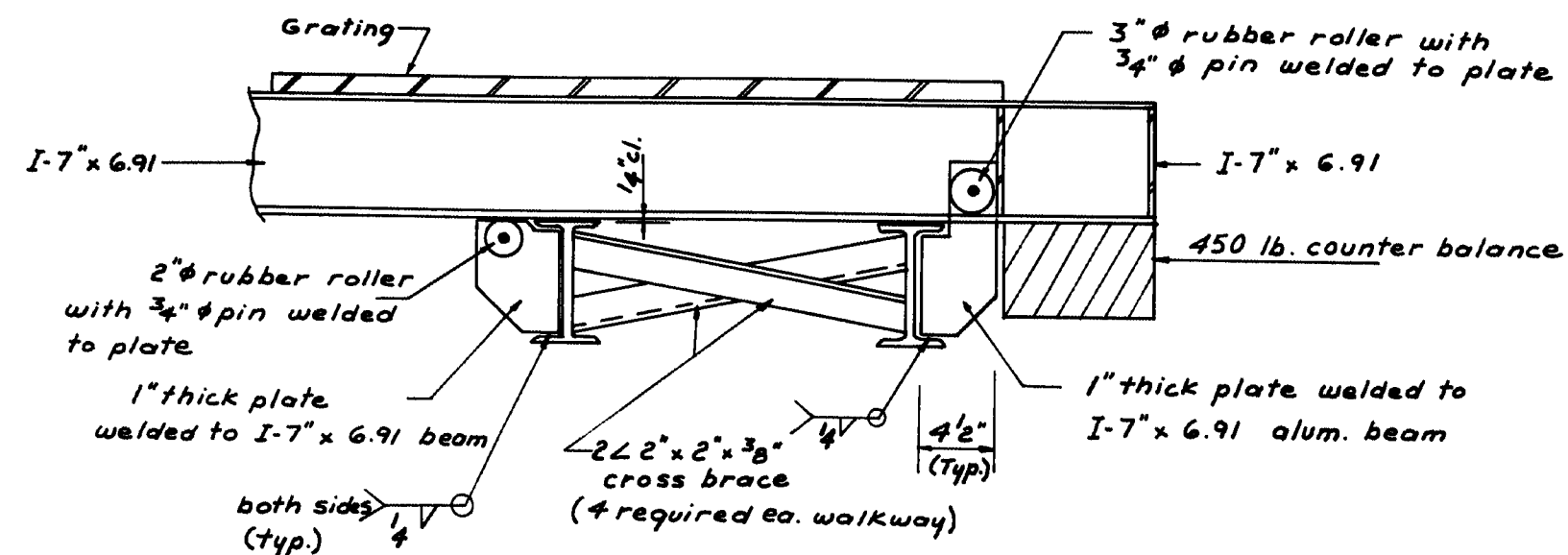
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	26-1(55)	55	154



TRANSVERSE WALKWAY CONNECTION DETAILS



VERTICAL SUPPORT WELDING DETAIL



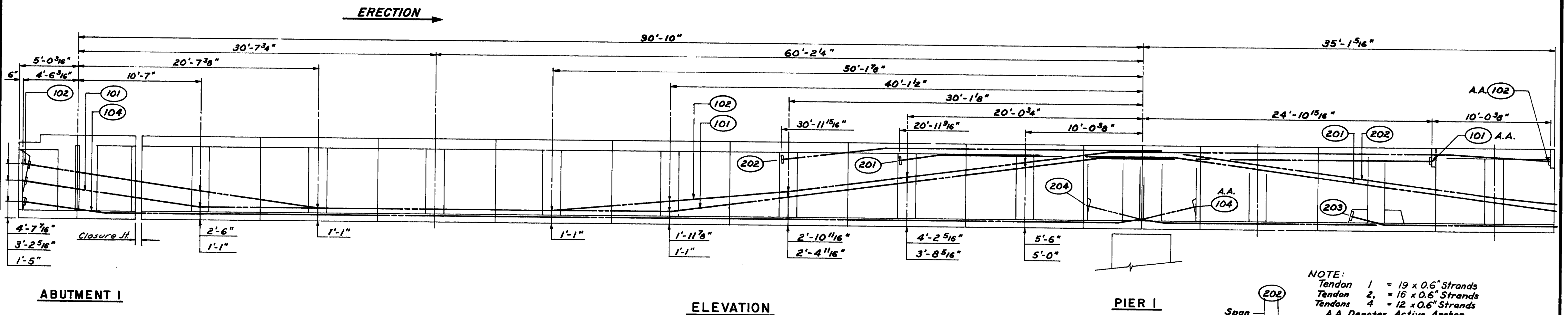
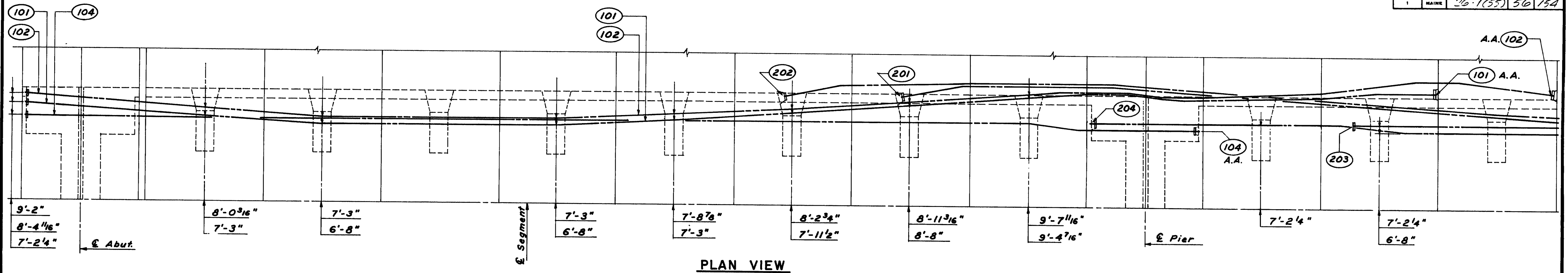
111-395

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGECOMB BRIDGE
OVER
SHEEPSHOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB
LINCOLN COUNTY

INSPECTION SCAFFOLD DETAILS
SHEET 55 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		



NOTE:
 Tendon 1 = 19 x 0.6" Strands
 Tendon 2 = 16 x 0.6" Strands
 Tendons 4 = 12 x 0.6" Strands
 A.A. Denotes Active Anchor

REFERENCE DRAWINGS:
 Abutment Anchor Detail, Sheet 63
 Deck Anchors, Sheets 68 & 70
 Bottom Slab Anchors, Sheet 59
 Pier 2 Anchor Details, Sheet 62
 Typical P.T. Detail over Pier Segment, Sht 61
 Tendon Holes in Rib, Sheets 64 thru 67

SPAN I			
Tendon	Jacking Force	Elongation at Jacking End*	Min. Required Force at 0.4L after anchoring
1	883.5 K	0.8667'	757 K
2	743.5 K	0.9123'	609.25 K
4	563.0 K	0.7618'	511.5 K

* Elongation has been calculated using $E_{inst.} = 26,500$ p.s.i.

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	11-90
CHECKED	J.L.
REVISIONS	J.L.
FIELD CHANGES	

BRUNING 44-132 48710

111-396

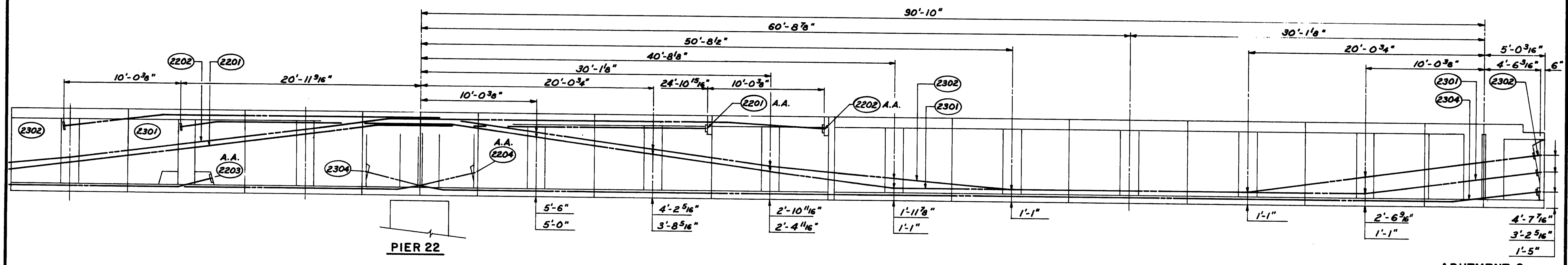
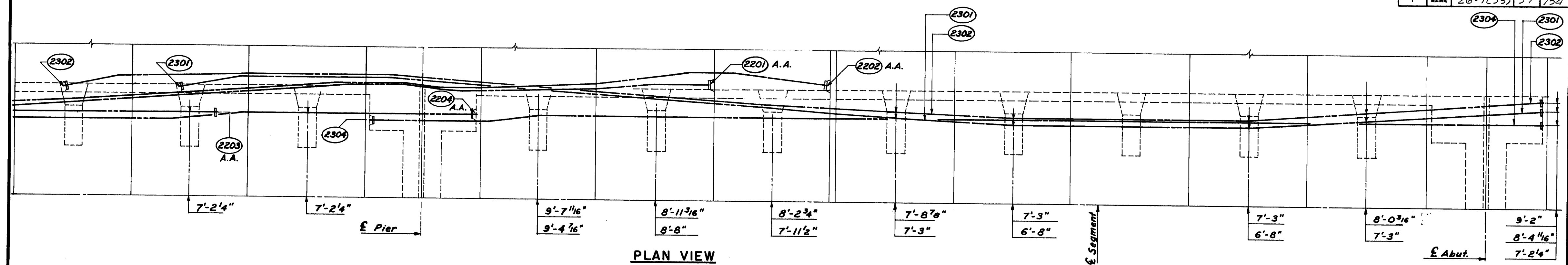
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET - EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY

POST TENSIONING LAYOUT SPAN I
SHEET 56 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
 424 North Calhoun Street
 Tallahassee, Florida 32301

"As BUILT 1984" (NEP 1-10-96)



SPAN 23			
Tendon	Jacking Force	Elongation at Jacking End*	Minimum required force at 0.4L after anchoring
1	883.5 K	0.8667'	757 K
2	743.5 K	0.9123'	609.25 K
4	563.0 K	0.7618'	511.5 K

* Elongation has been calculated using $E_{inst} = 26,500$ P.S.I.

NOTE:
 Tendon 1 = 19 x 0.6" Strands
 Tendon 2 = 16 x 0.6" Strands
 Tendon 4 = 12 x 0.6" Strands
 A.A. Denotes Active Anchor

REFERENCE DRAWINGS:
 Abutment Anchor Details, Sht. 58
 Deck Anchors, Shts. 68 & 70
 Bottom Slab Anchors, Sht. 59
 Pier 2 Anchor Details, Sht. 62
 Typical P.T. Detail over Pier Segment, Sht. 61
 Tendon Holes in Rib, Sheets 64 thru 67

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	1/1-80
CHECKED	J.L.
REVISIONS	J.L.
FIELD CHANGES	

PLANS

111-397

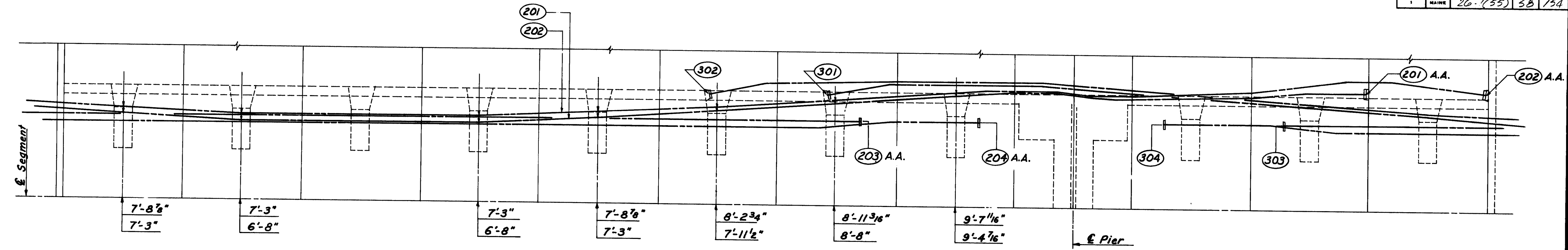
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

WISCASSET - EDGECOMB BRIDGE
 OVER
 SHEEPSCOT RIVER
 BETWEEN THE TOWNS OF
 WISCASSET - EDGECOMB
 LINCOLN COUNTY

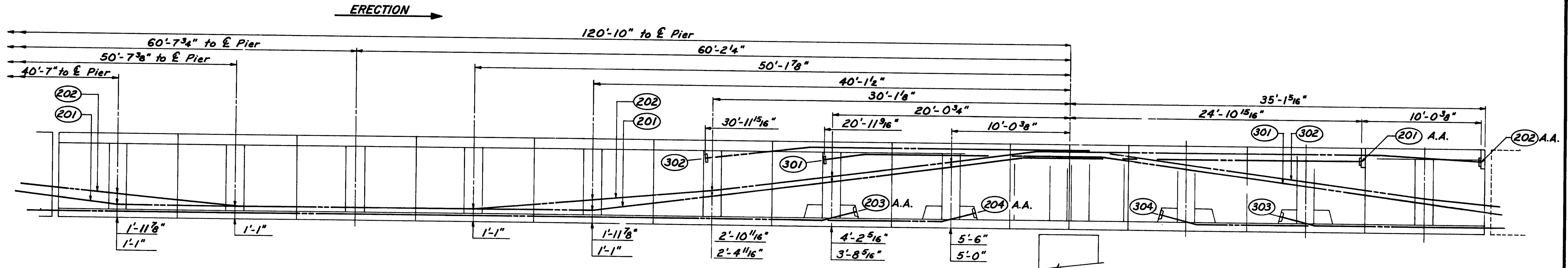
POST-TENSIONING LAYOUT SPAN 23
 SHEET 57 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
 424 North Calhoun Street
 Tallahassee, Florida 32301

"As Built 1984" (NEP 1-10-96)



PLAN VIEW



ELEVATION

PIER 3
(TYP. TO PIER 21)

TYPICAL SPAN			
Tendon	Jacking Force	Elongation at Jacking End *	Min. required Force at 0.4L after anchoring
1	883.5 K	1.1751'	757.0 K
2	743.5 K	1.2685'	610.75 K
3	563.0 K	0.6241'	510.0 K
4	563.0 K	0.8947'	515.25 K

* Elongation has been calculated using $E_{inst.} = 26,500 \text{ p.s.i.}$

NOTE:
Tendon 1 = 19 x 0.6" Strands.
Tendon 2 = 16 x 0.6" Strands.
Tendons 3 & 4 = 12 x 0.6 Strands.
A.A. - Denotes Active Anchor.
Tendon layouts on all spans between mid span 2 and mid span 22 are identical.

REFERENCE DRAWINGS:
Typ. Pier Segment PT. Details, Sheet 61
Deck Anchors, Sheet 68 & 70
Bottom Slab Anchors, Sheet 59
Tendon Holes in Ribs, Sheet 64 thru 67
This Typical Drawing Covers PT. Layout From Mid Span 2 to Mid Span 22

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	J.A.M.	1/1-80
CHECKED	J.A.M.	1/2-80
REVISIONS		
FIELD CHANGES		

PLANS

BRUNING 44-132-45710

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET - EDGECOMB BRIDGE

OVER
SHEEPSCOT RIVER

BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB

LINCOLN COUNTY

POST TENSIONING LAYOUT TYP. SPAN

SHEET 58 OF 90 AUGUSTA, MAINE

"As Built 1984" (NEP 1-10-96)

PLANS	PROJECT DESIGN ENGINEER		BY		DATE
	DESIGN - DETAILED		JAM	JL	11-80
	CHECKED		JAM	JL	12-80
	REVISIONS				
	FIELD CHANGES				

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET - EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY

POST-TENSIONING ANCHORAGE DETAILS-I

SHEET 59 OF 90 AUGUSTA, MAINE

* AS BUILT 1984" (NEP 1-10-96)

PLANS	PROJECT DESIGN ENGINEER		BY		DATE
	DESIGN - DETAILED	JAM	JL	11-80	
	CHECKED	R.B.	JAM	12-80	
	REVISIONS				
	FIELD CHANGES				

PLAN VIEW

The plan view shows the bridge segment with the following dimensions and features:

- Overall Length:** 10'-0³/₈"
- Segment Lengths:** 10'-0³/₈" (three segments of 10'-0³/₈" each)
- Centerline:** Indicated by a dashed line.
- Dimensions:**
 - 9'-6"
 - 9'-3"
 - 9'-5⁵/₁₆"
 - 9'-8³/₄"
 - 9'-7⁷/₈"
 - 10'-5⁵/₈"
 - 9'-5¹/₂"
 - 10'-4⁴/₈"
 - 10'-2⁵/₈"
- Angles:**
 - 4.2°
 - 6.27°
- Curvature:** R=20'-0"
- Labels:** 201, 202, Duct Coupler (typ.) See Sheet No. 67.
- Direction:** ERECTION DIRECTION
- Joint:** Closure Joint
- Note:** 6 of Segments moved 7'-0" Forward

See Section K-K on Sheet No. 64 (Similar but opp. handed).

Figure 10-10 is a plan view of a sewer line. The sewer line is shown as a dashed line with a 20% slope. A 10' segment of the sewer line is moved 7'-0" forward. The diagram includes various dimensions and angles:

- Horizontal dimensions: 10'-5'8", 10'-2'5'8", 10'-0", 4'-1'8", 6'-2'8", 1'-0", and 5'-10".
- Vertical dimensions: 6'-4" and 1'-0".
- Angles: 28.44°, 6'4", 1'-2'8", 6'-2'8", and 1'-0".
- Other labels: "E of Segment moved 7'-0" Forward", "20%", and "202".

[illegible]

Technical drawing of a duct coupling recess. The drawing shows a cross-section of a duct with a recessed area for a coupling. Key dimensions and features include:

- Overall width: $9' - 8\frac{3}{4}"$
- Recess width: $7\frac{3}{8}"$
- Recess depth: $5"$
- Distance from recess to duct centerline: $5"$
- Distance from recess to duct edge: $4"$
- Overall height: $6' - 4"$
- Callout (201) points to the recessed area.
- Callout (202) points to the duct edge.
- Text: "Recess for Duct Couplers"

111-402

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**WISCASSET - EDGECOMB BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB
LINCOLN COUNTY**

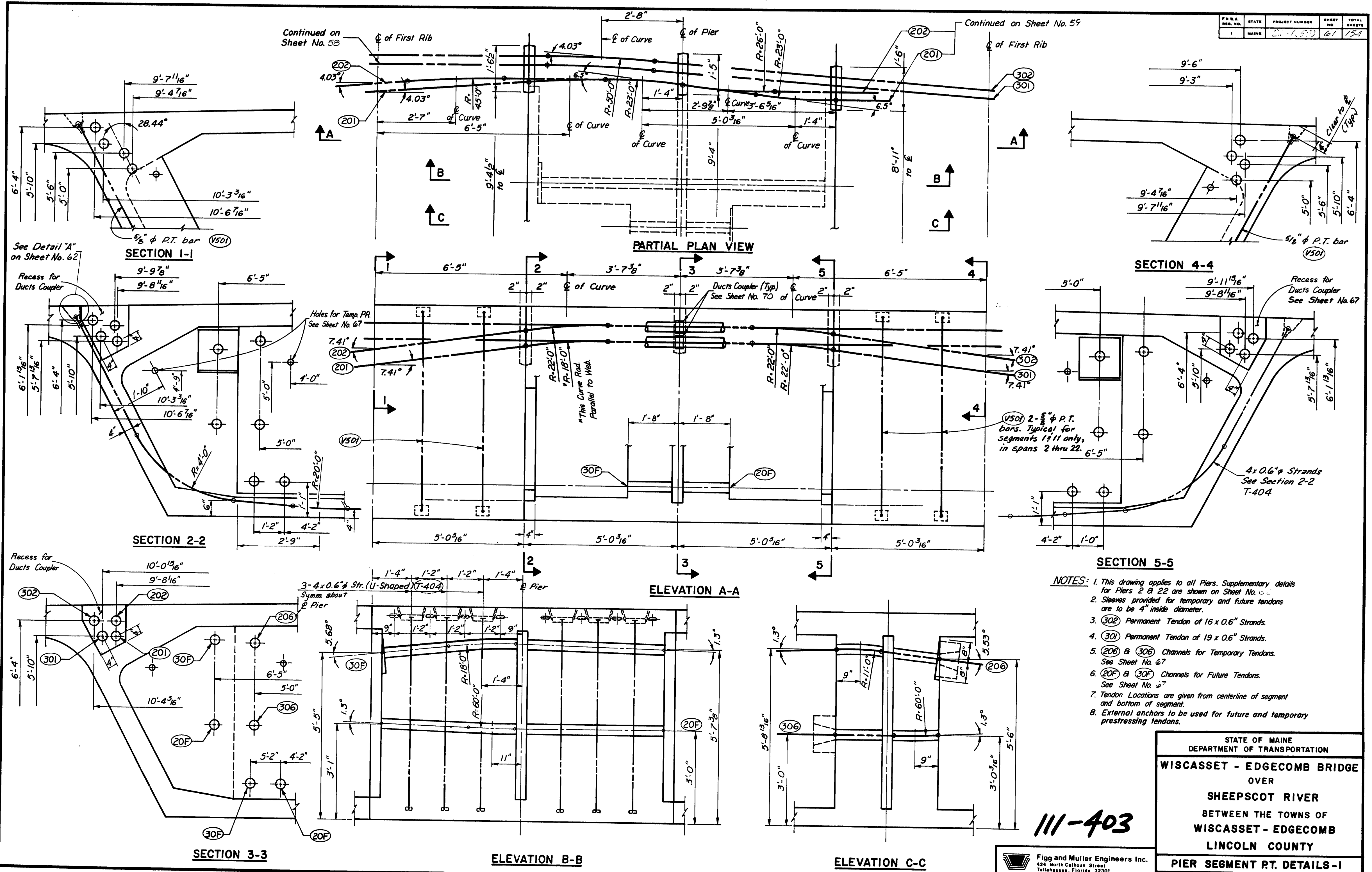
POST-TENSIONING ANCHORAGE DETAILS-2
SHEET 60 OF 90 AUGUSTA, MAINE



Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

"AS BUILT 1984" (NEP 1-11-96)

F.H.E.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	111-403	61	154



PROJECT DESIGN ENGINEER	DATE
JAM	11-80
CHECKED	REVISIONS
JL	12-80
JAM	
PLANS	FIELD CHANGES

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

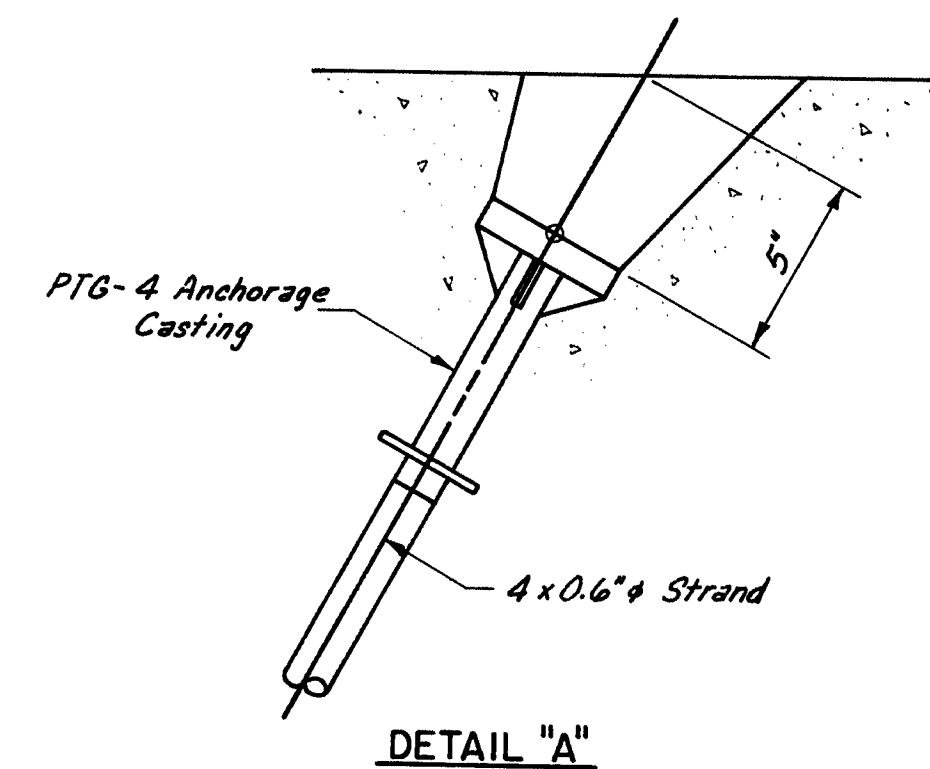
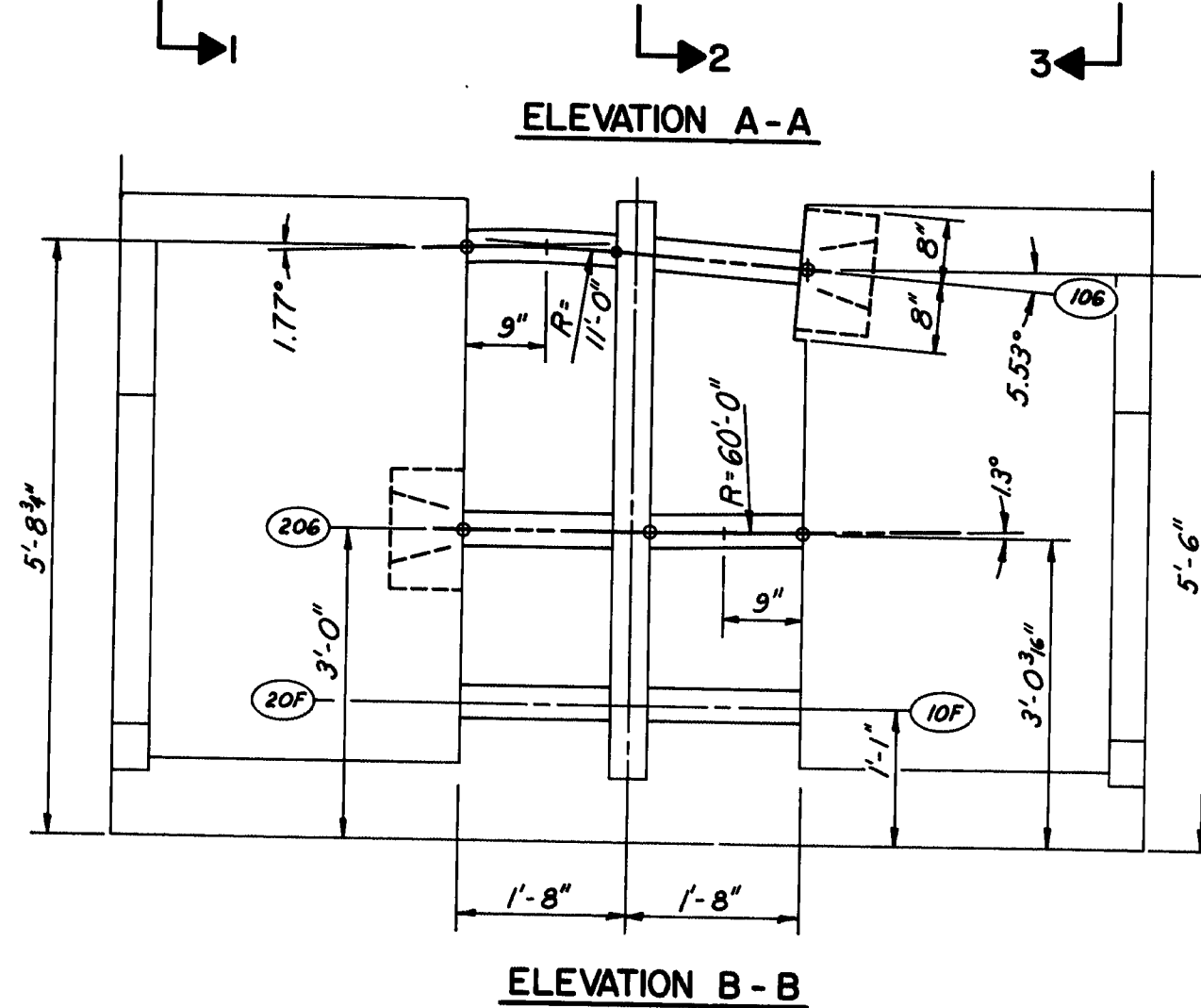
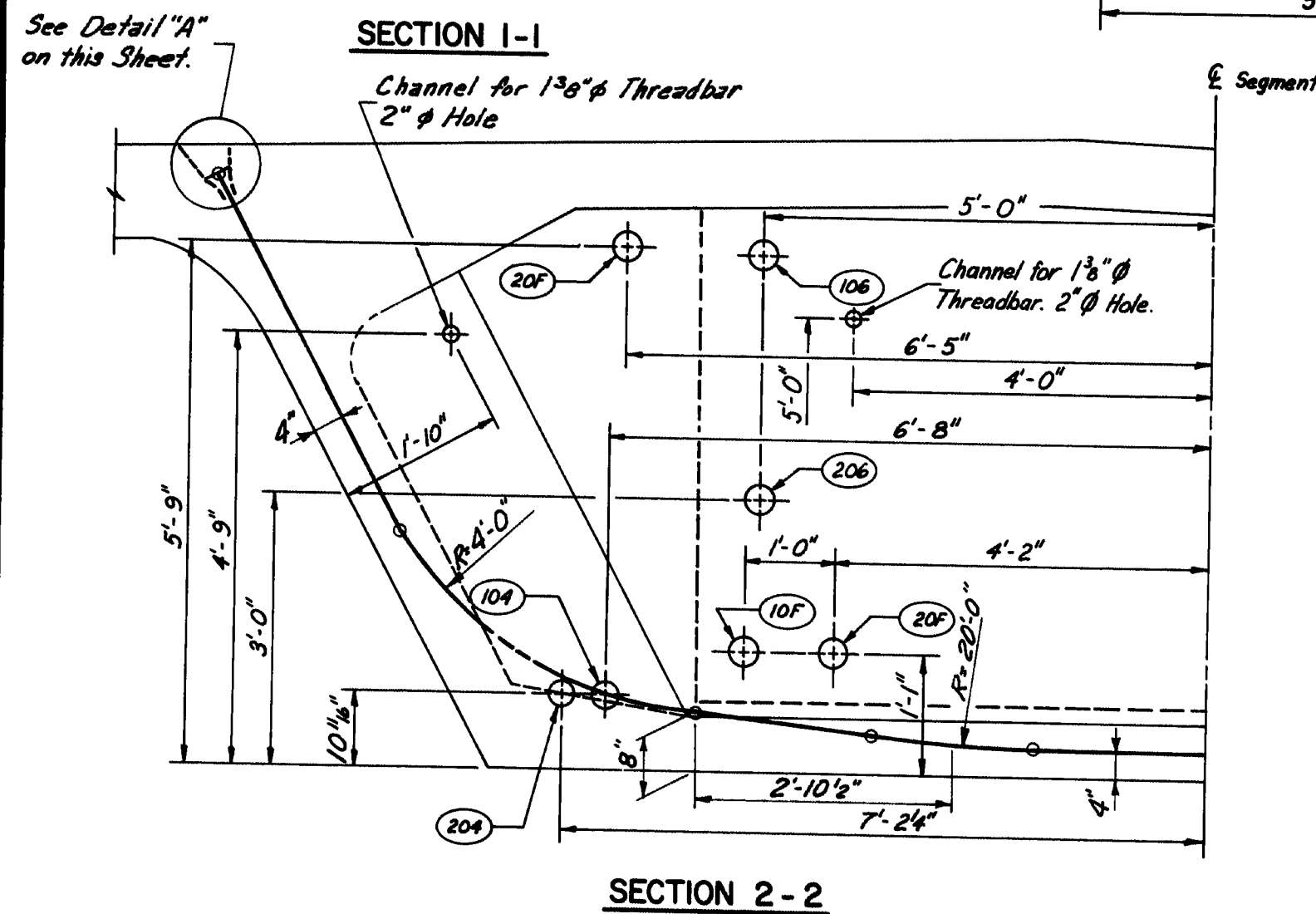
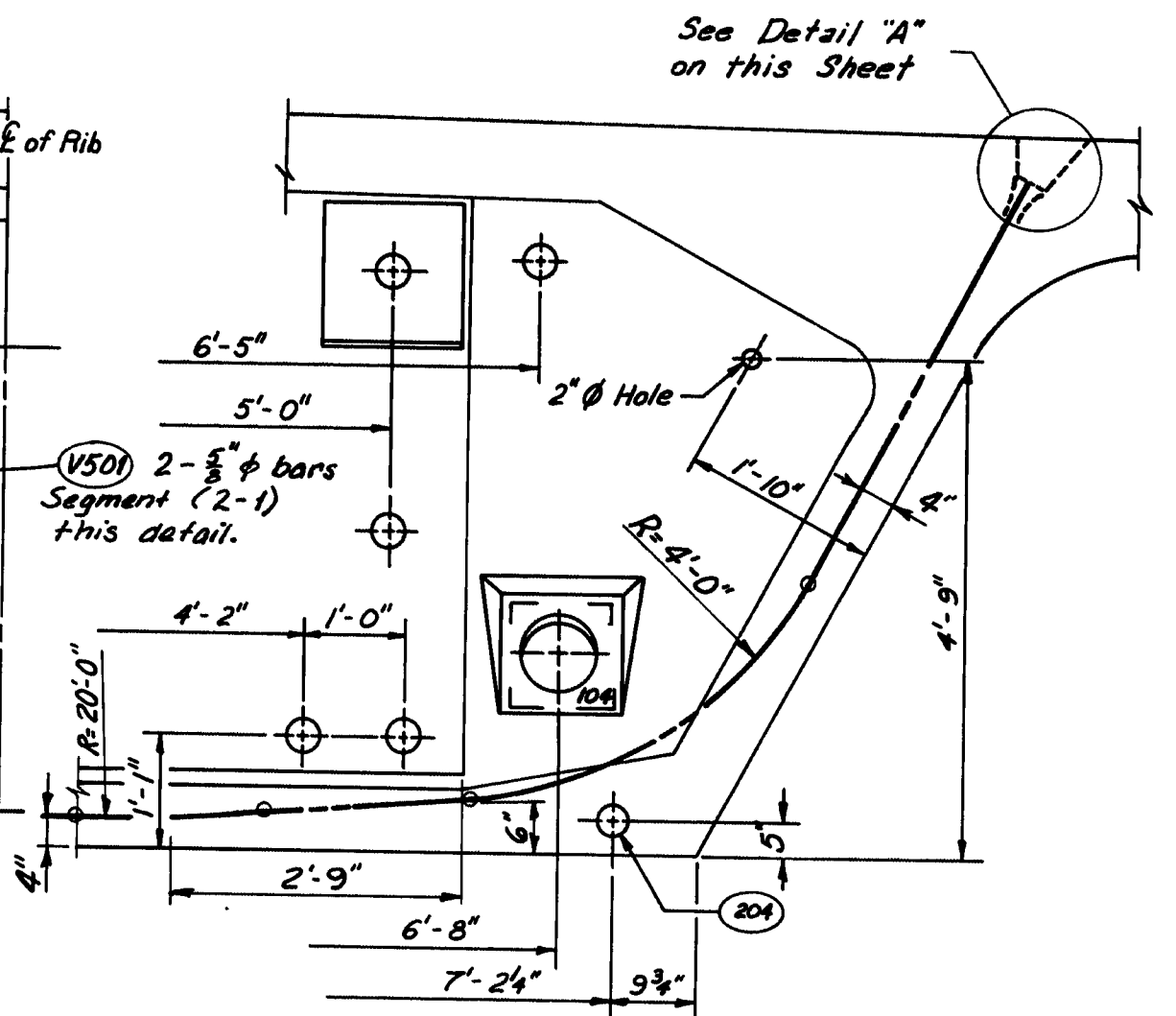
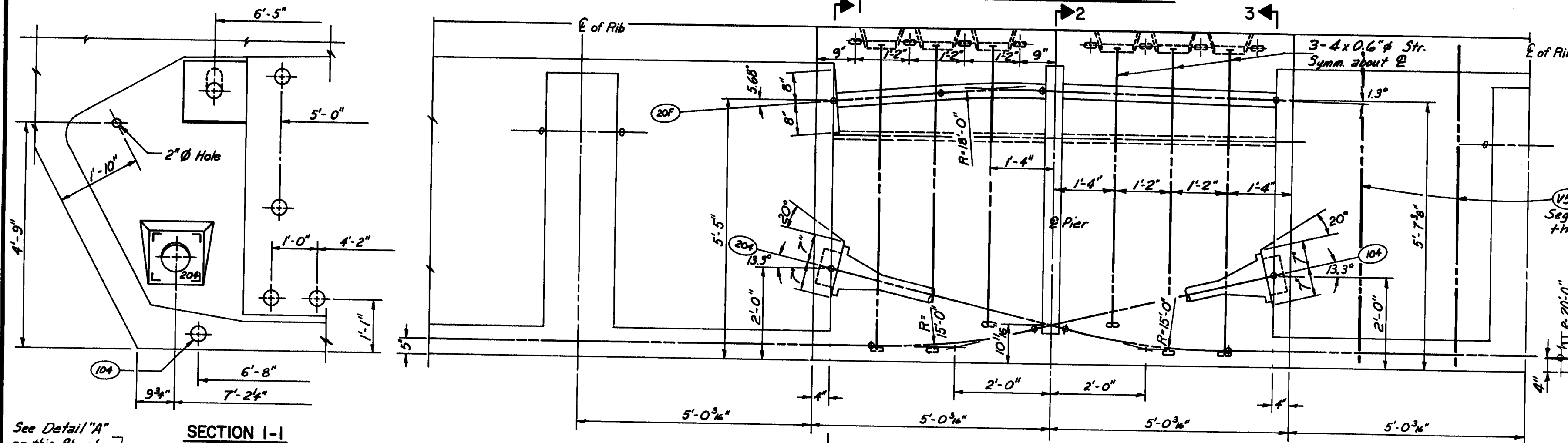
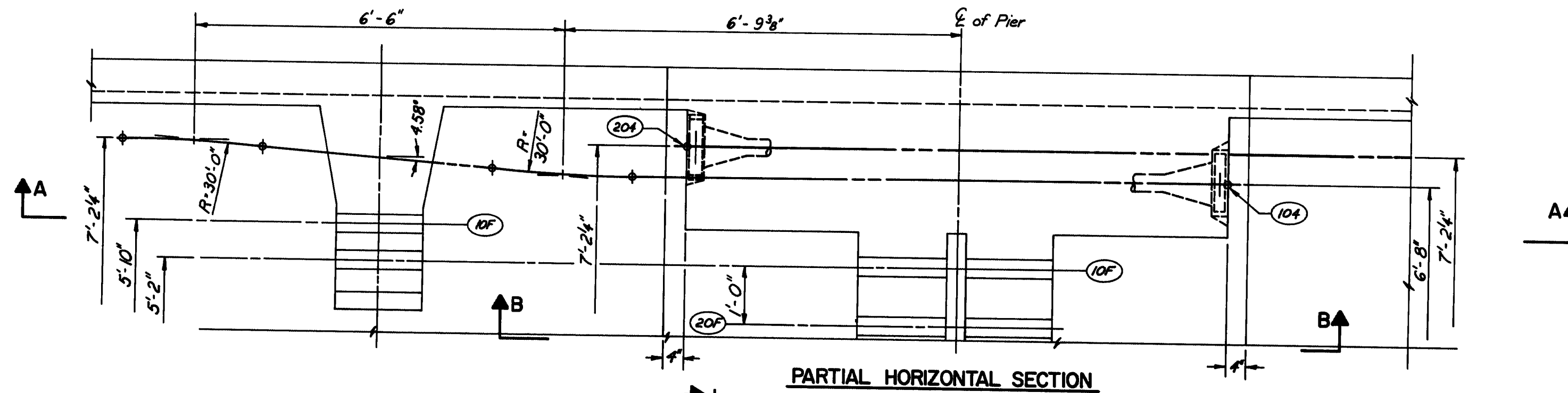
WISCASSET - EDGECOMB BRIDGE
OVER
SHEEPSHOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB
LINCOLN COUNTY

PIER SEGMENT P.T. DETAILS-1

SHEET 61 OF 154 AUGUSTA, MAINE

"AS BUILT 1984" (NEP 1-10-96)

- NOTES:**
1. This Detail applies to Piers 2 and 22 except, the Tendon Numbers are 2304 and 2204, and their Locations are reversed on 22.
 2. (104) & (204) are Permanent Tendons. 12 x 0.6" ϕ Strands.
 3. (106) & (206) are Temporary Prestressing Tendons of 9 x 0.6" ϕ strands. 4" ϕ Holes to be provided. See sheet no. 61.
 4. (10F) & (20F) are Future Post-Tensioning Channels. 4" ϕ Holes to be provided. See sheet no. 61.
 5. External anchors to be used for future and temporary prestressing.



111-404

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET-EDGEComb
LINCOLN COUNTY
PIER SEGMENT-P.T. DETAILS - 2
SHEET 62 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

"AS BUILT 1984" (NEP 1-10-96)

PROJECT DESIGN ENGINEER	DATE
BY J.L.	11-80
DESIGN - DETAILED J.A.M.	12-80
CHECKED J.L.	
REVISIONS	
FIELD CHANGES	

BRUNING 44-132-45710

PLANS	PROJECT DESIGN ENGINEER		BY		DATE
	DESIGN - DETAILED	JAM	JL	11-80	
	CHECKED	JAM	JL	12-80	
	REVISIONS				
	FIELD CHANGES				

Figure 10 is a cross-sectional diagram of a bridge pier abutment. The diagram shows a central pier with a horizontal reinforcement bar extending to the right. Dimensions are given in inches and feet-inches. The pier has a total width of 1'-2" (12 inches) and a central core of 10 inches. The reinforcement bar is 4'-6 1/16" long. The pier is labeled "C of Abutment" and "Poured After Tensioning".

PARTIAL PLAN VIEW

Dimensions and labels in the plan view include:

- Vertical dimensions on the left: 9'-2", 8'-4 1/16", 7'-2 1/4", and 6".
- Horizontal dimensions at the bottom: 7'-5", 2'-3", 5", and 1'-4 3/16".
- Vertical dimensions on the right: 7'-8 5/16", 8'-5 9/16", 7'-1 3/8", and 8'-0 3/16".
- Angles: 4.3° and 4.34°.
- Labels: "Q of Segment Moved 4'-0" Forward", "Q of Abutment", and circled numbers 101, 102, and 104.

Technical drawing of Detail 'A' showing the connection between a bridge deck and an abutment. The drawing includes dimensions for tendons, anchors, and structural components. Key features include 4 x 0.6 Transverse Tendons (T-404), 1/3/8 inch Dywidag dead anchors, and 4-4 x 0.6 inch strands (L-shaped). Dimensions include 4'-7 1/16 inch, 3'-2 5/16 inch, 1'-10 7/8 inch, and 3'-3 3/8 inch. Angles of 8 degrees and 93 3/4 degrees are indicated. A radius R = 25'-0 inch is shown for the curve. The drawing is divided into three sections labeled 1, 2, and 3. A note indicates 'Closure Joint-Abutment 1 only.' and 'See detail no. 3 on sheet no. 67.'

*See Detail "A"
on Sheet No. 62*

*1 3/8" Dwywidag dead
Anchor See
Sheet No. 66*

*2" Dia.
hole*

106

10F

1

28.44°

SECTION 3-3

SECTION A-A

END VIEW

See Detail "A" on Sheet No. 62

4"

106

10F 3'-0"

2

2'-9"

SECTION 3-3

Technical drawing of Section 2-2 of a bridge structure, showing a cross-section of a pier and its connection to the deck. The drawing includes dimensions for various components, including the pier height (5'-0"), pier width (4'-0" 10/16"), and the deck width (4'-2" 10/16"). It also shows the location of reinforcement bars (100, 101, 102, 103, 104, 105, 106) and the placement of tendons (4 x 0.6" Transverse Tendons). The drawing is labeled "SECTION 2-2" at the bottom.

NOTES:

This drawing applies to Abutment 1.
Abutment 2 is similar.

(106) Temporary Prestressing Tendon
Provide 4" Dia. holes

(10F) Channels for future Post-Tensioning
Provide 4" Dia. holes

2" Dia. holes for Temporary Prestressing
See Sheet No. 69

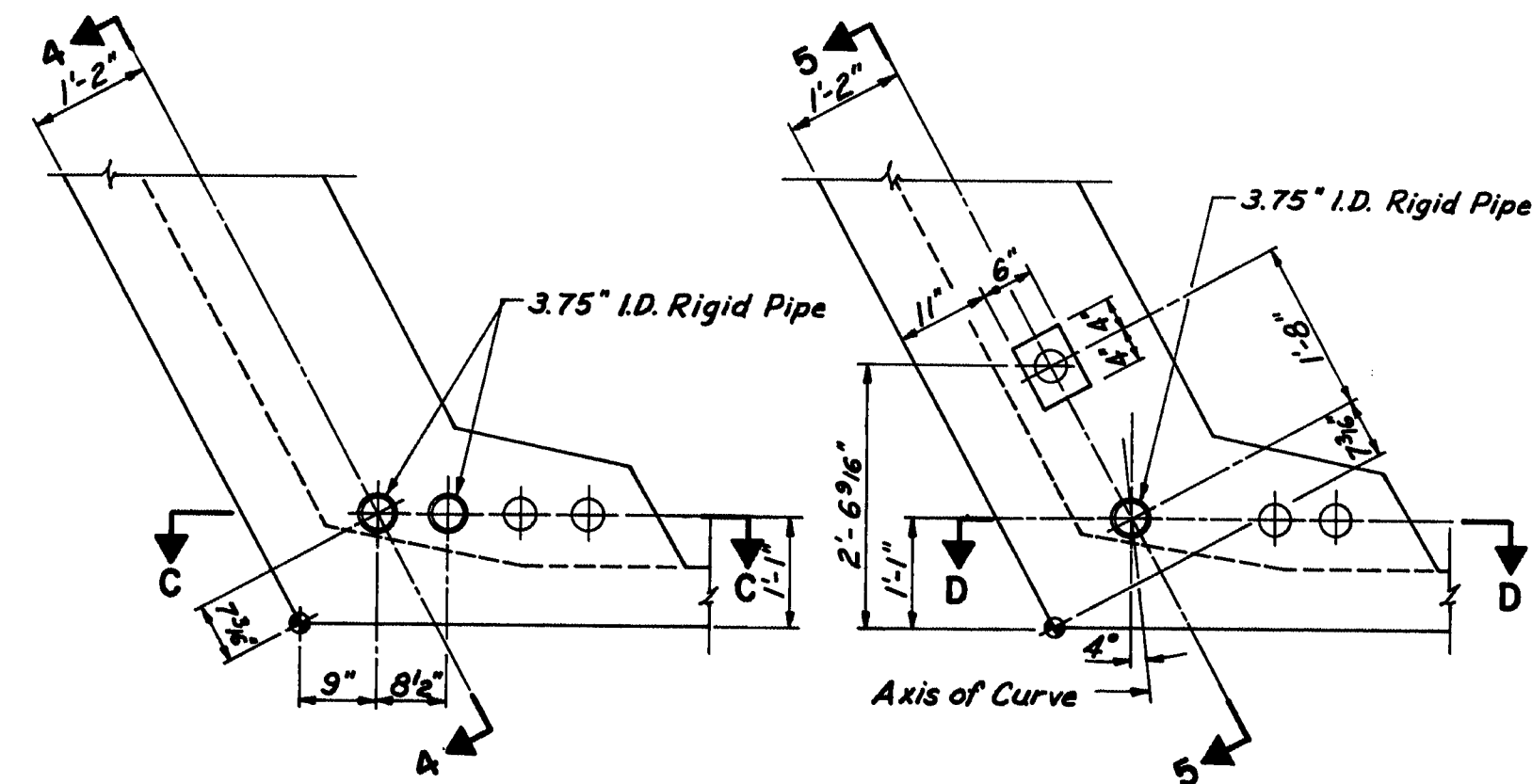
111-405

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET- EDGECOMB BRIDGE
OVER
SHEEPS COT RIVER
BETWEEN THE TOWNS OF
WISCASSET- EDGECOMB
LINCOLN COUNTY

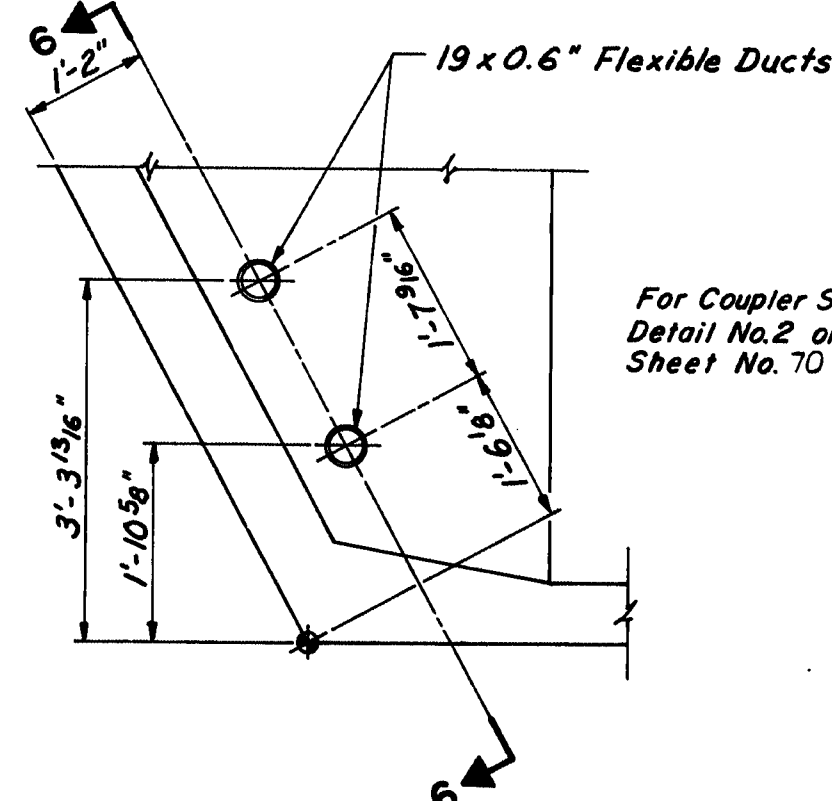
ABUTMENT SEGMENT P.T DETAILS
SHEET 63 OF 90 AUGUSTA, MAINE

"As BUILT 1984" (NEP 1-10-96)

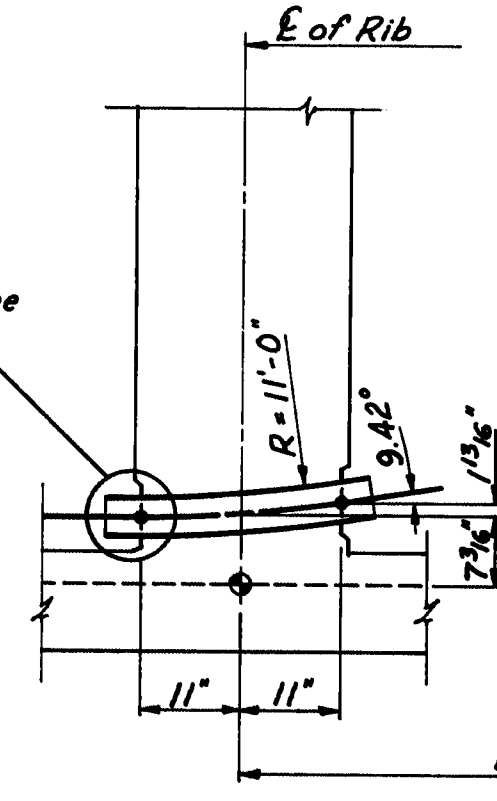


SEGMENT 7
SPAN 23 $\frac{1}{2}$ of RIB

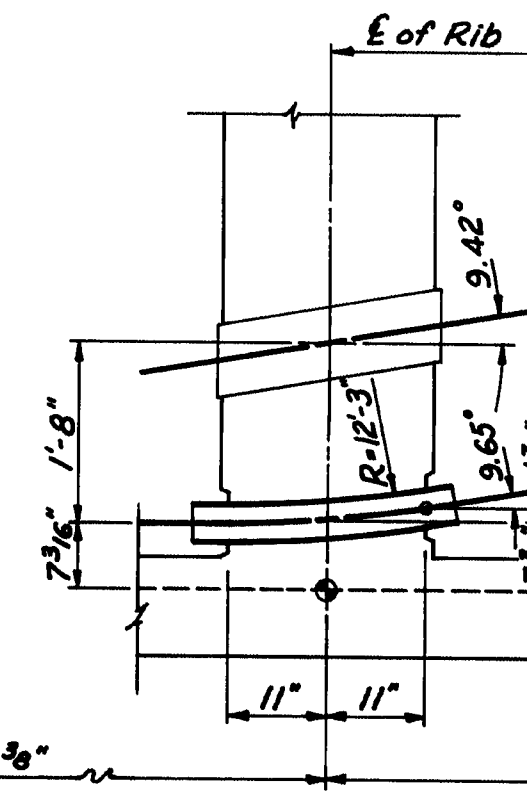
SEGMENT 8
SPAN 23 $\frac{1}{2}$ of RIB



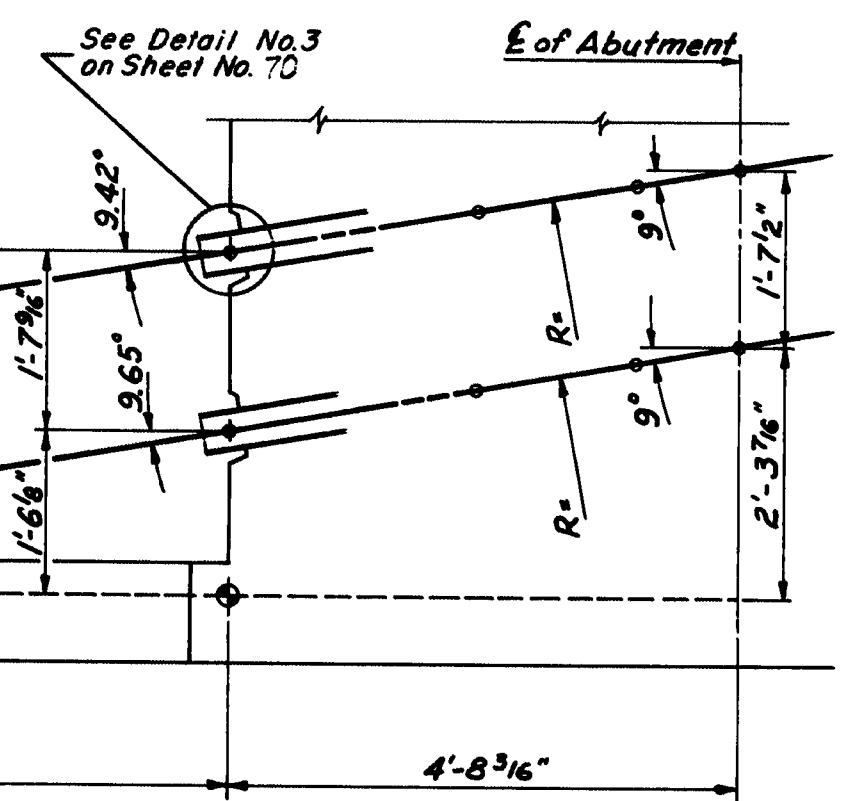
ABUTMENT 2



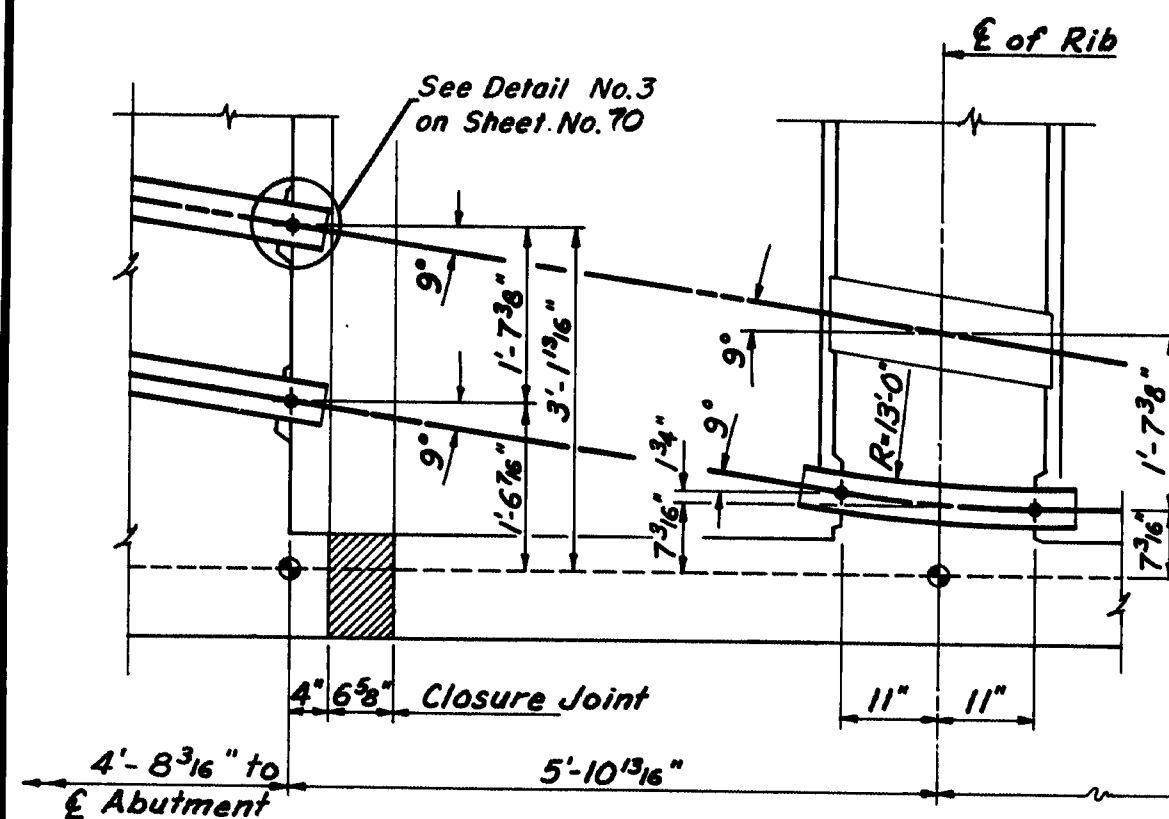
SECTION 4-4



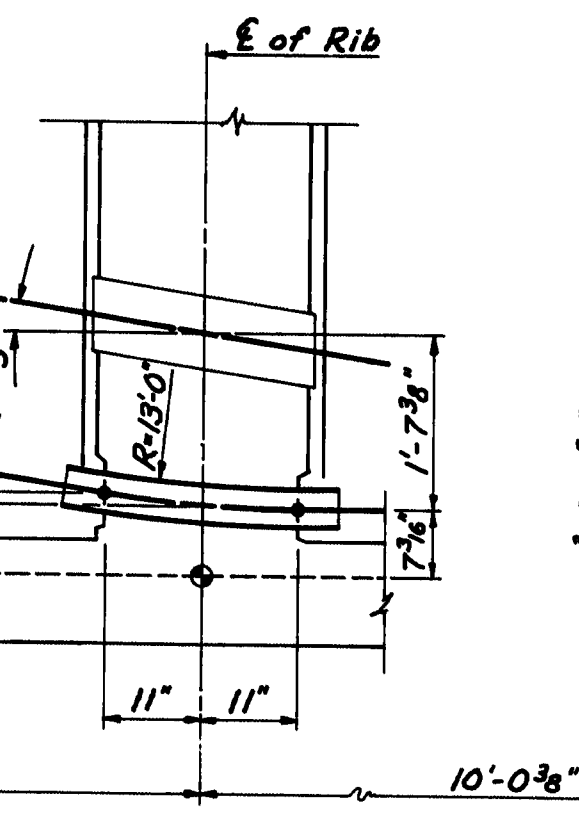
SECTION 5-5



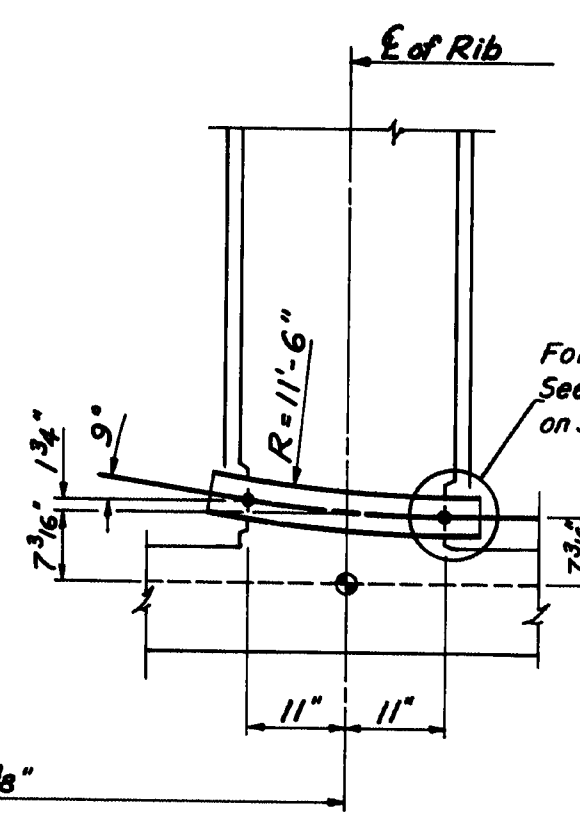
SECTION 6-6



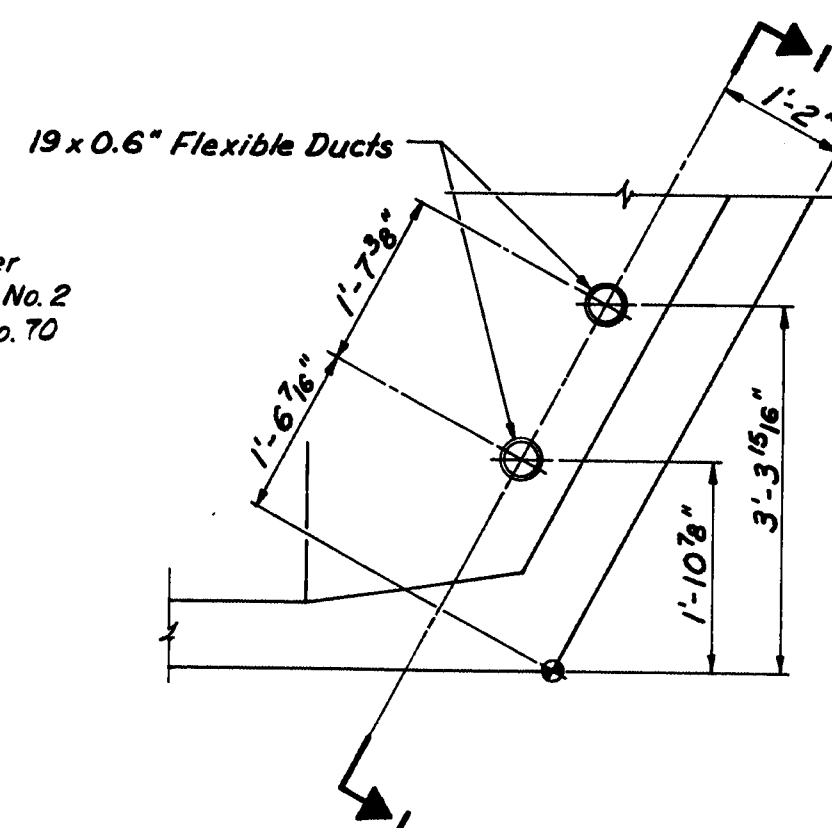
SECTION 1-1



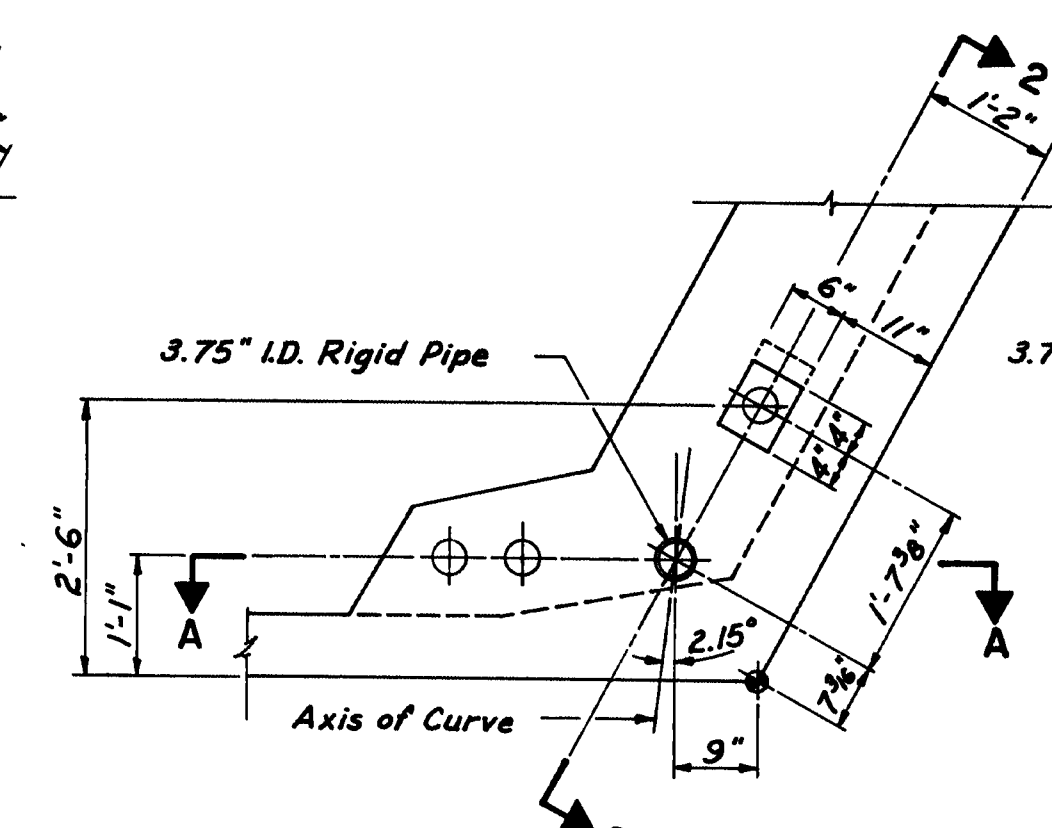
SECTION 2-2



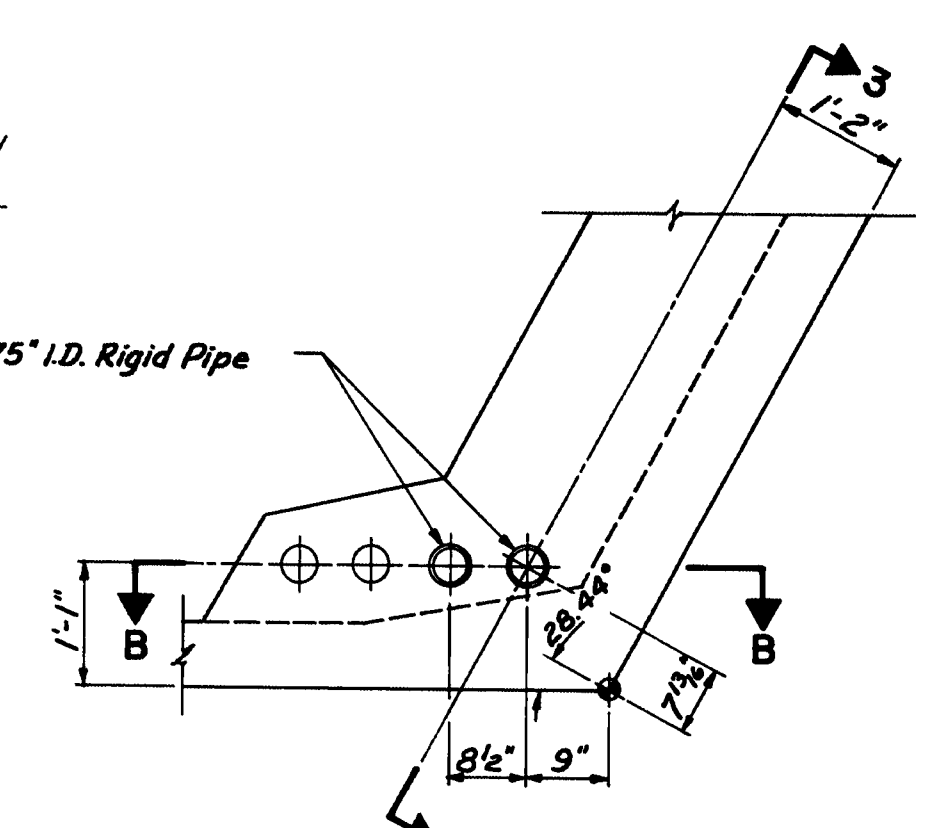
SECTION 3-3



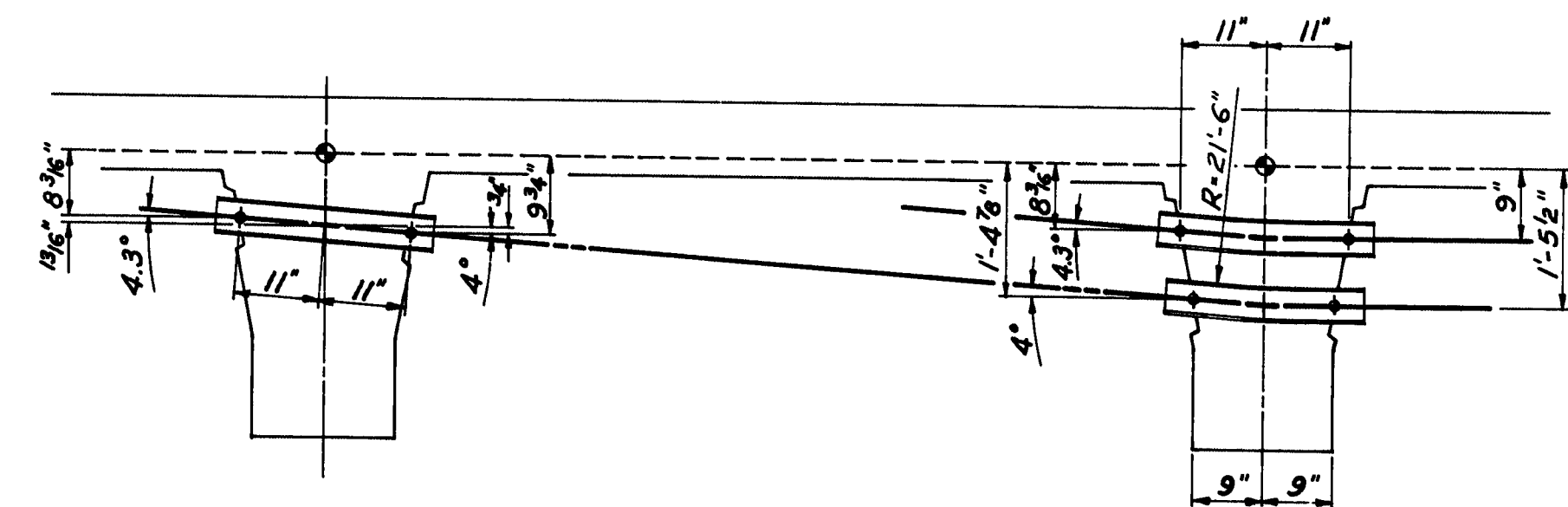
ABUTMENT 1



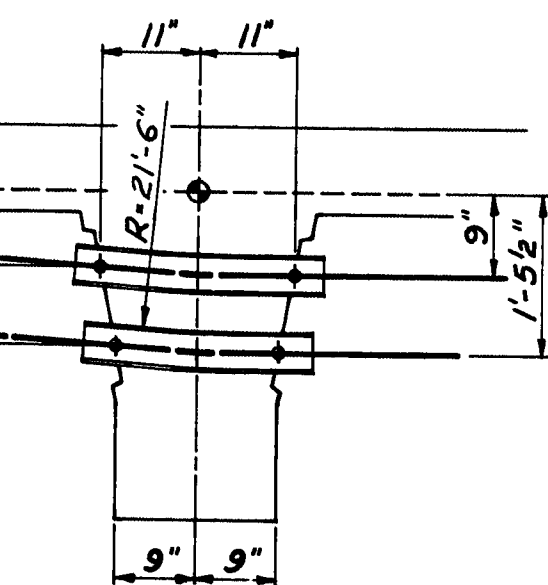
SEGMENT 1
SPAN 1 $\frac{1}{2}$ of RIB



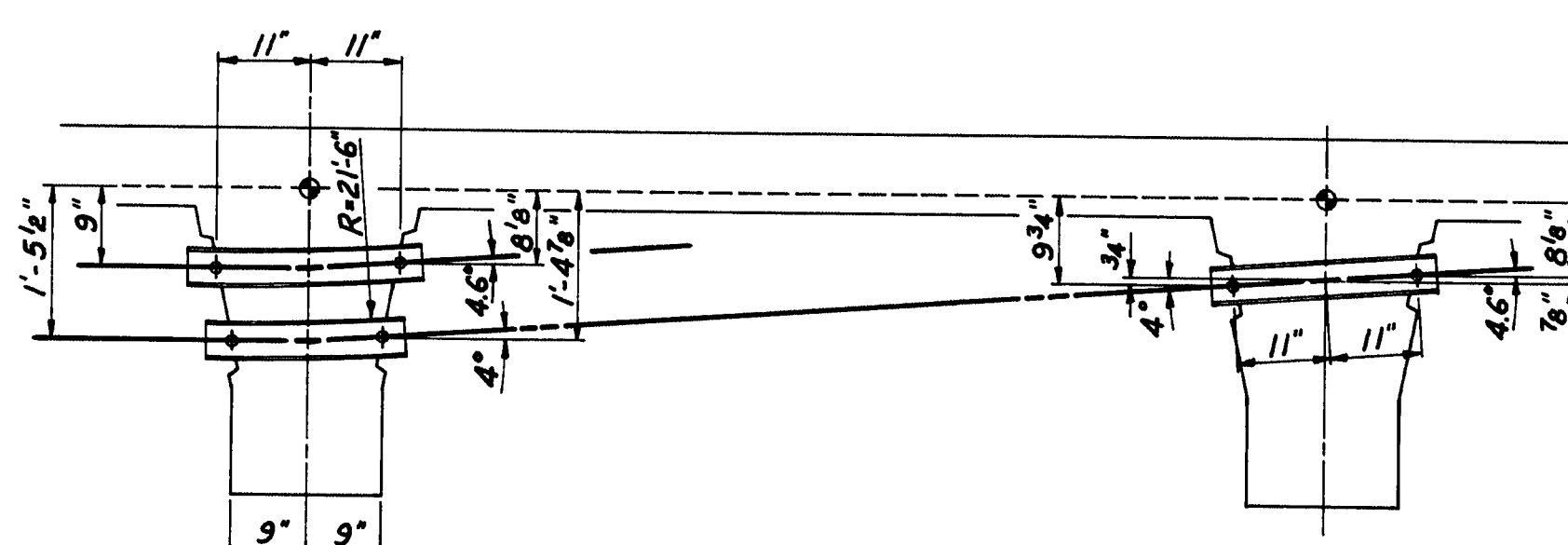
SEGMENT 2
SPAN 1 $\frac{1}{2}$ of RIB



SECTION A-A



SECTION B-B



SECTION C-C

11-407

SPAN 1 $\frac{1}{2}$ 23

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY

TYPICAL SEGMENT RIB P.T. DETAILS-2
SHEET 65 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

"As BUILT 1984" (NEP 1-10-96)

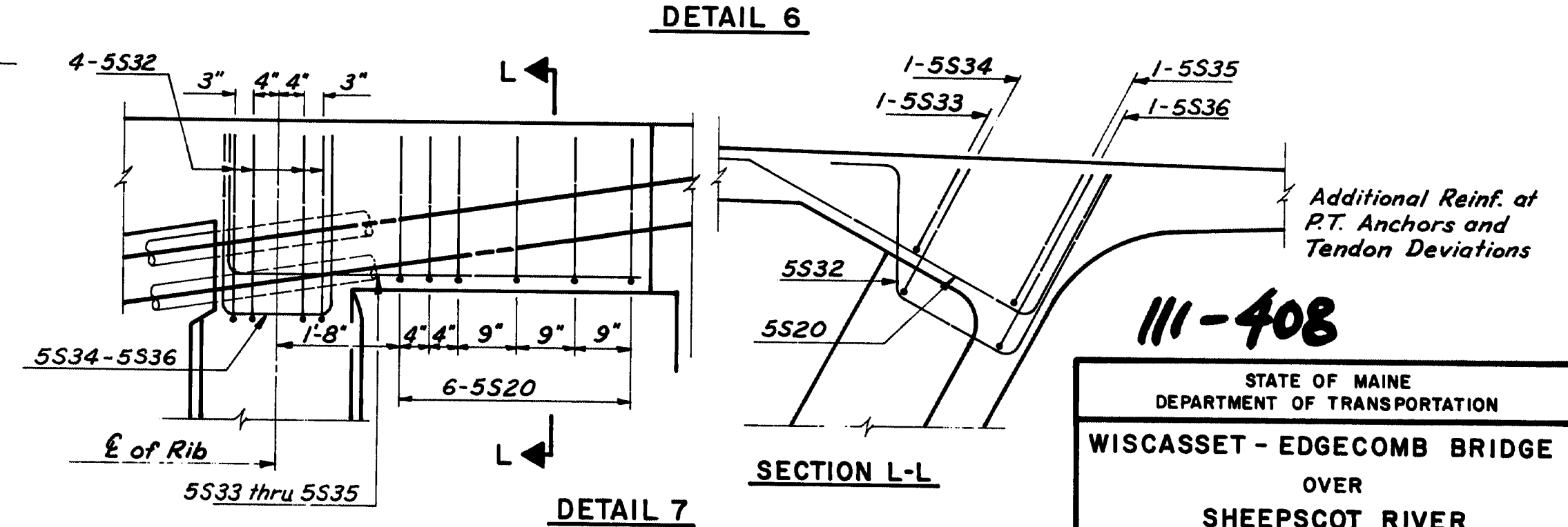
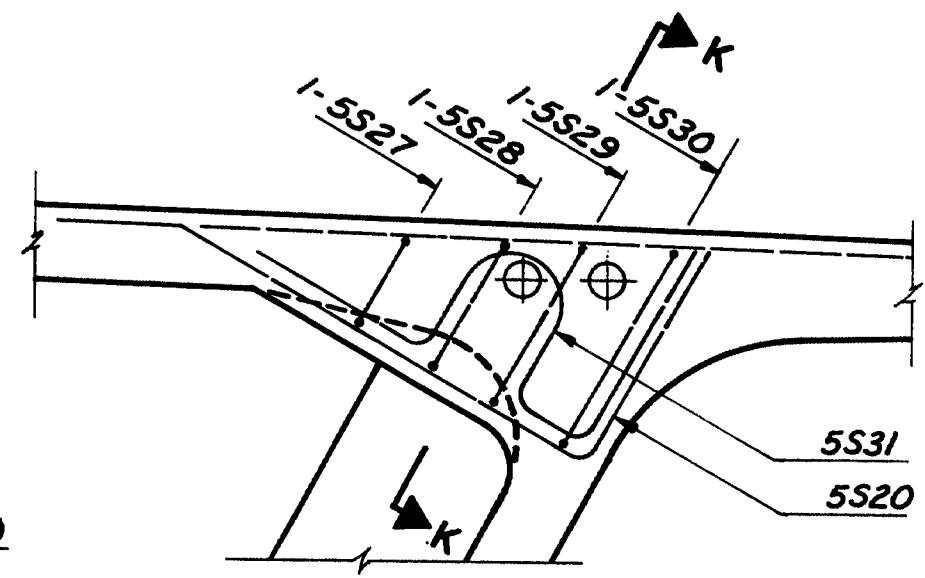
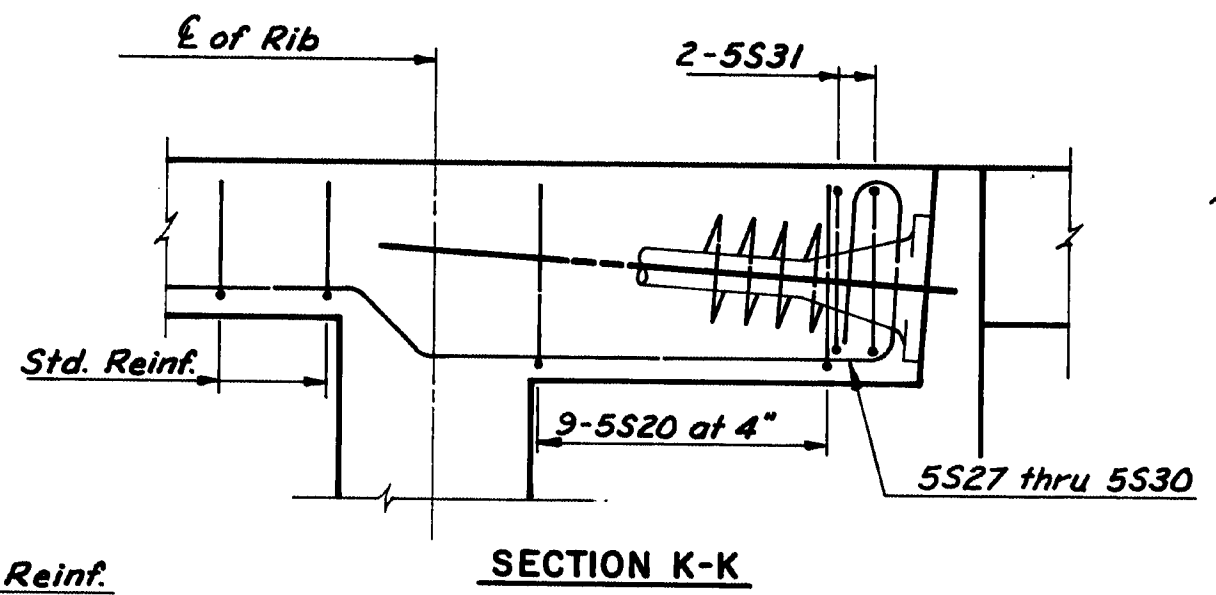
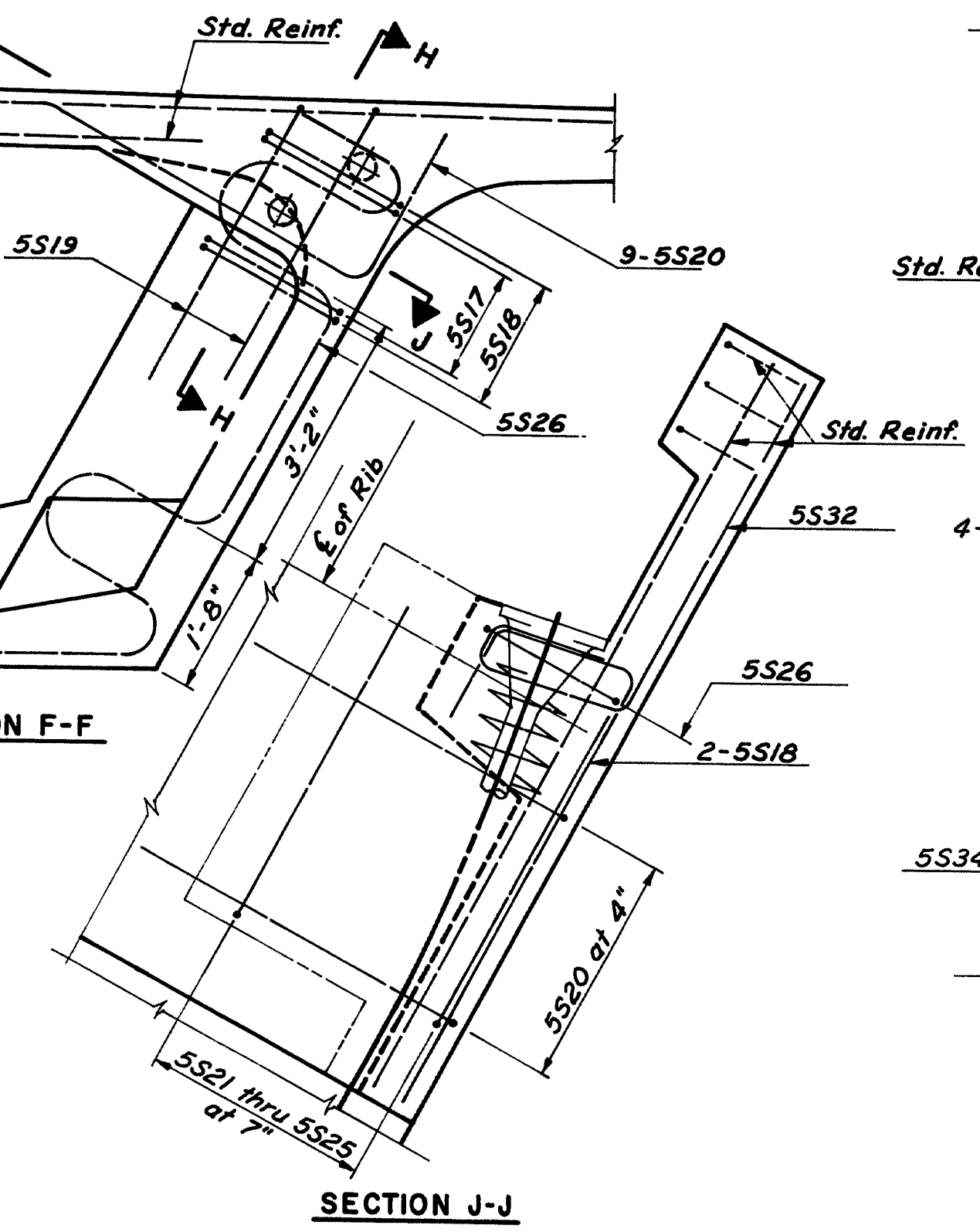
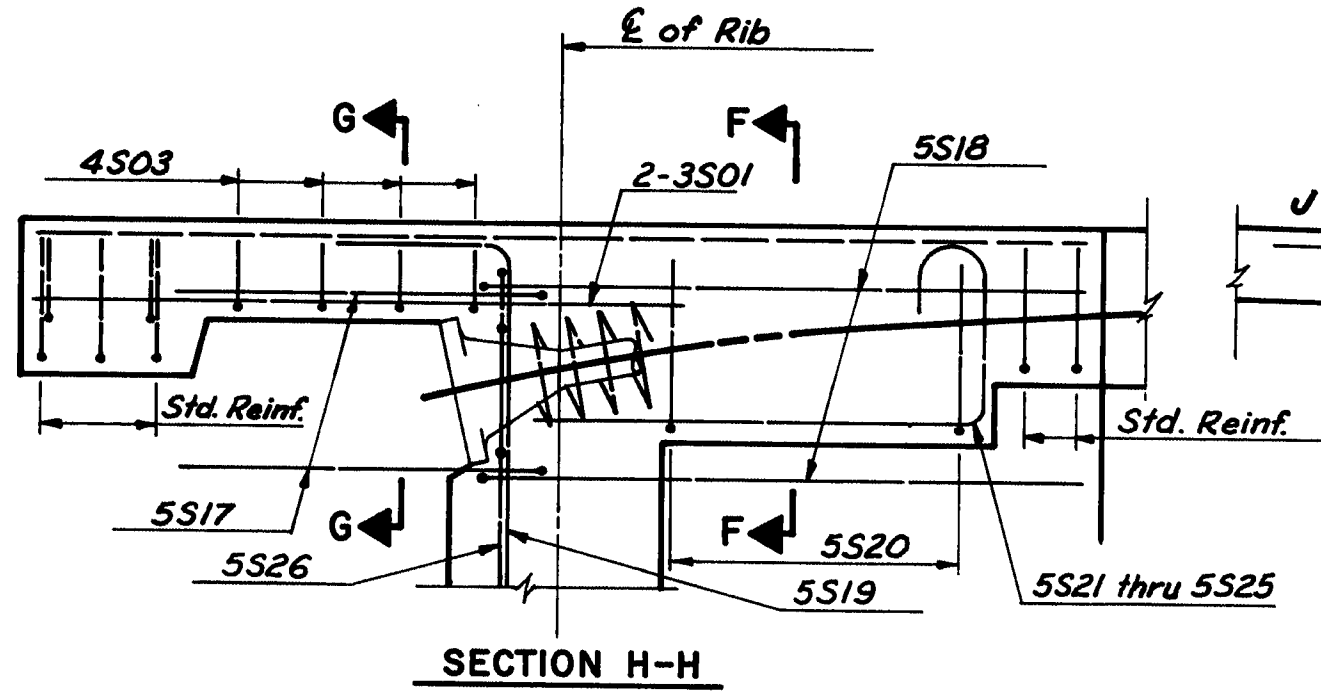
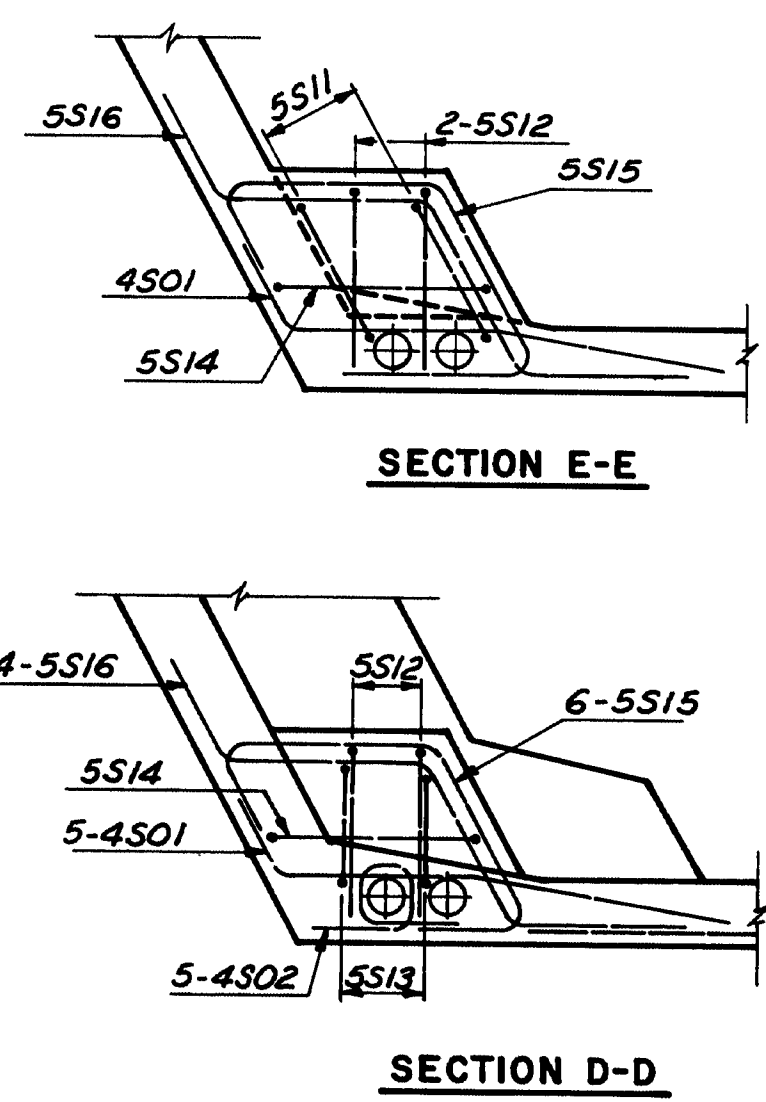
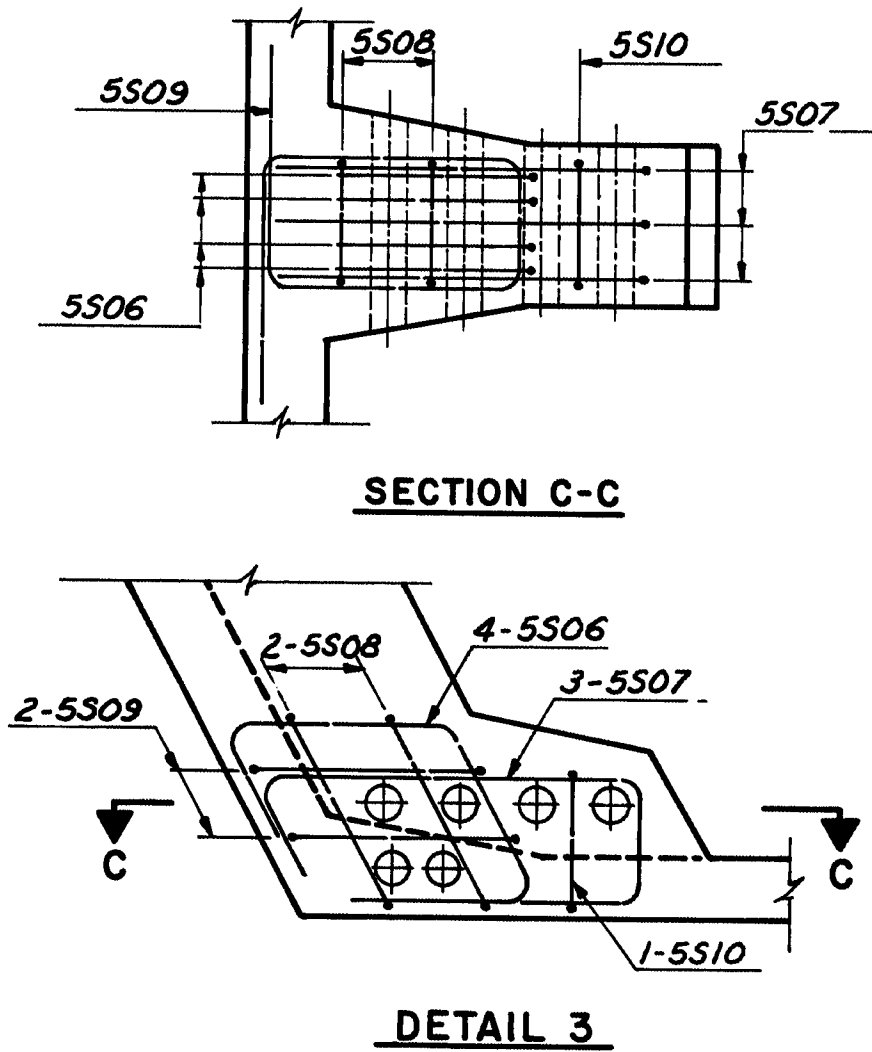
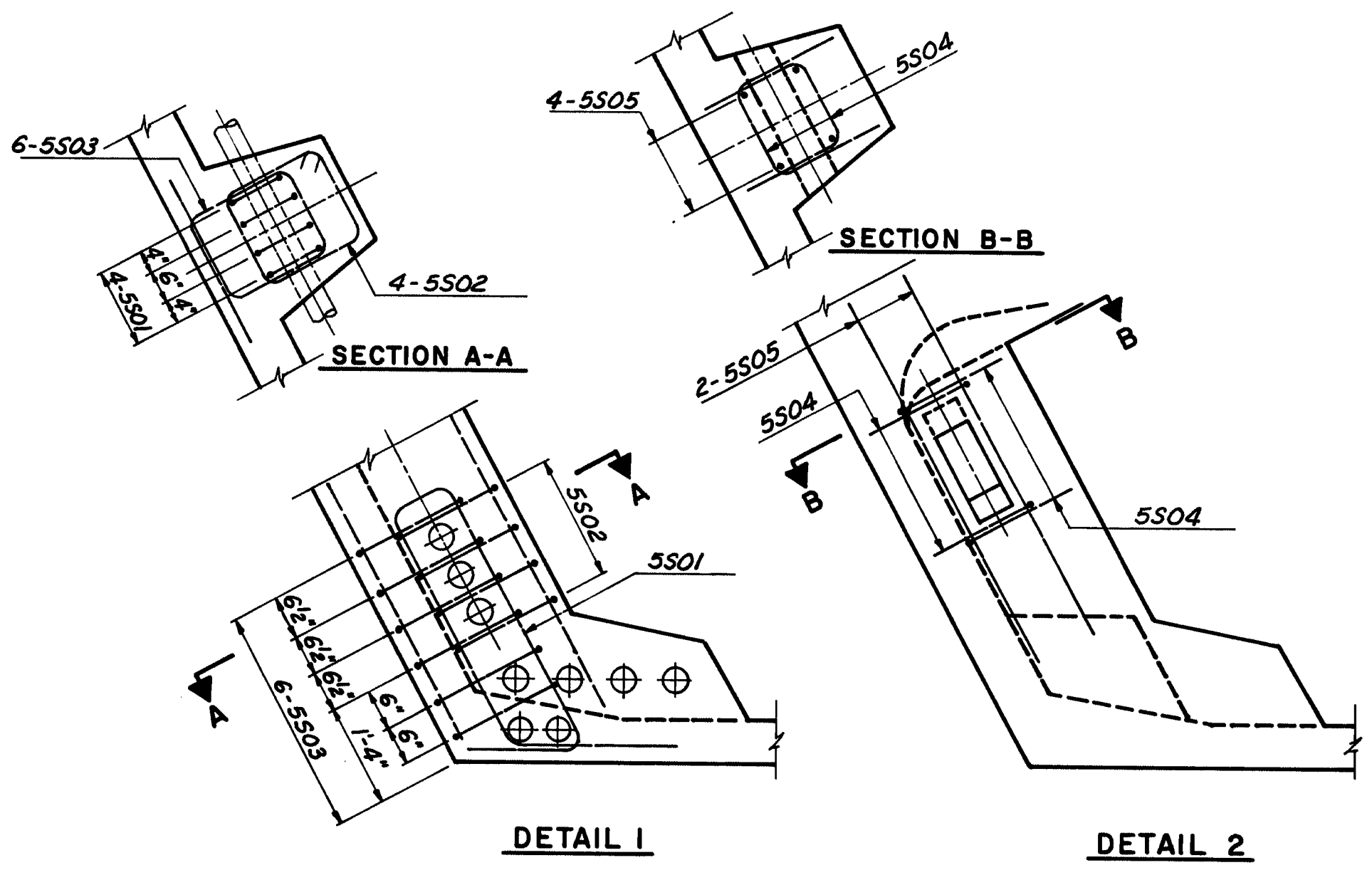
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	11-80
CHECKED	JL
REVISIONS	12-80
FIELD CHANGES	JL
PLANS	

BRUNING 44-132 45710

F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	66	154

	SPAN 1 SEGMENTS	SPAN 2 to 22 SEGMENTS	SPAN 23 SEGMENTS
DETAIL 1	1, 5 & 6	3, 4, 8 & 9	3, 4, & 8
DETAIL 2	7	2 & 10	2
DETAIL 3	2 & 4	5 & 7	5 & 7
DETAIL 4		* 1, 2, 10 & 11	
DETAIL 5	6 & 7	9 & 10	
DETAIL 6		2 & 3	2 & 3
DETAIL 7	8	1 & 11	1

* Omit 1 on Span 2 & 11 on Span 22.



PROJECT DESIGN ENGINEER	DATE
BY JAM	1/1/80
DESIGN - DETAILED	1/1/80
CHECKED	1/1/80
REVISIONS	
FIELD CHANGES	

PLANS

BRUNING 44-132-45710

111-408

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET - EDGECOMB BRIDGE
OVER
SHEEPSHOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB
LINCOLN COUNTY

TYPICAL SEGMENT RIB - P.T. DETAILS - 3

SHEET 66 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

"As Built 1984" (NEP 1-10-96)

QUANTITIES PER SEGMENT FOR EACH DETAILS

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	64	154

DETAIL 1				
Bar	No.	Length	Str.	Bent
5S01	8	12'-10 1/2"		•
5S02	8	6'-6"		•
5S03	12	8'-10 1/2"		•

DETAIL 2				
Bar	No.	Length	Str.	Bent
5S04	8	3'-11"		•
5S05	8	5'-0"		•

DETAIL 3				
Bar	No.	Length	Str.	Bent
5S06	8	6'-4"		•
5S07	6	7'-0"		•
5S08	4	6'-11"		•
5S09	4	10'-7 1/2"		•
5S10	2	6'-1"		•

DETAIL 4				
Bar	No.	Length	Str.	Bent
4S01	10	4'-11"		•
4S02	10	3'-0"		•
5S11	4	10'-0"		•
5S12	4	9'-6"		•
5S13	4	6'-3"		•
5S14	2	8'-6"		•
5S15	12	5'-8"		•
5S16	8	4'-11"		•

DETAIL 5				
Bar	No.	Length	Str.	Bent
3S01	4	6'-0"		•
4S03	8	5'-8"		•
5S17	4	6'-10"		•
5S18	4	8'-7"		•
5S19	4	5'-2"		•
5S20	18	8'-0"		•
5S21	2	6'-7"		•
5S22	2	6'-3"		•
5S23	2	5'-11"		•
5S24	2	5'-7"		•
5S25	2	5'-3"		•
5S26	2	9'-9"		•

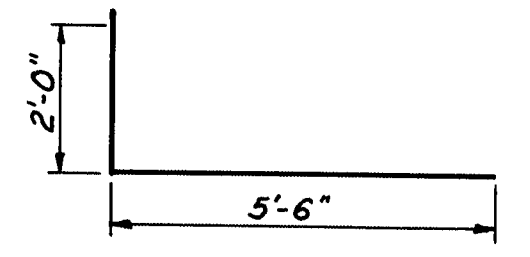
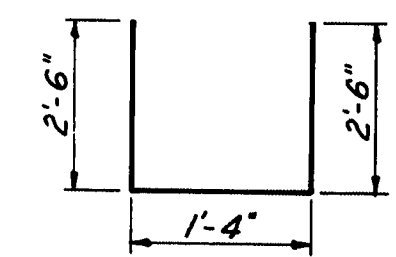
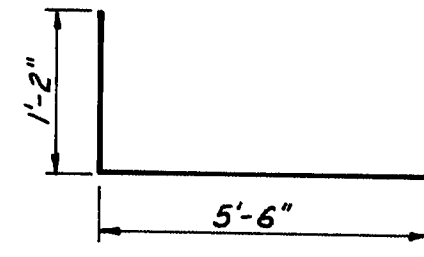
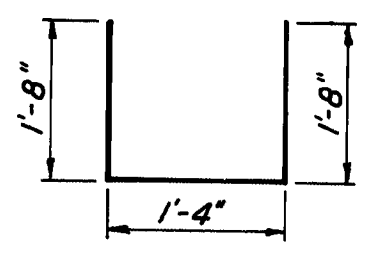
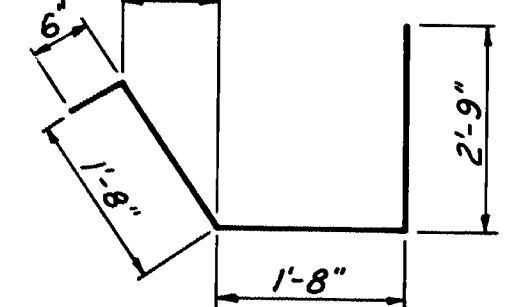
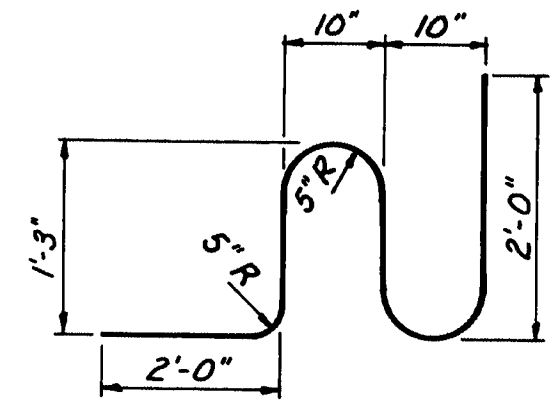
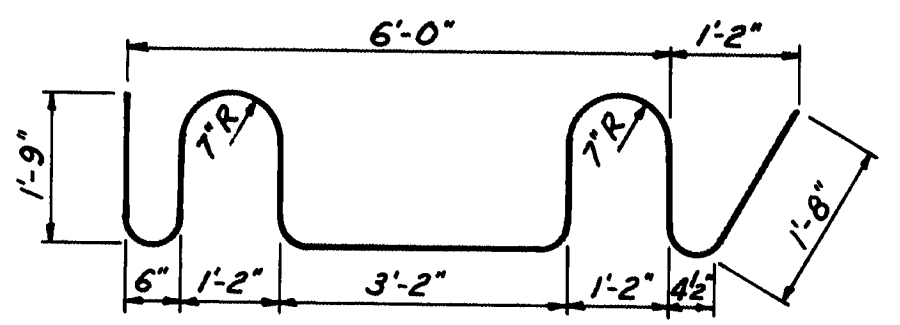
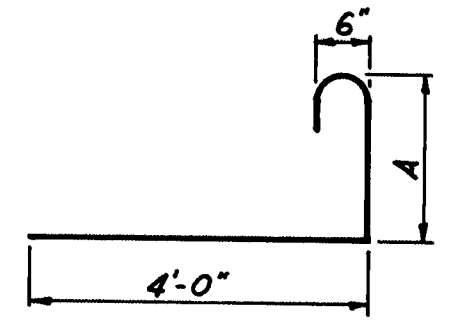
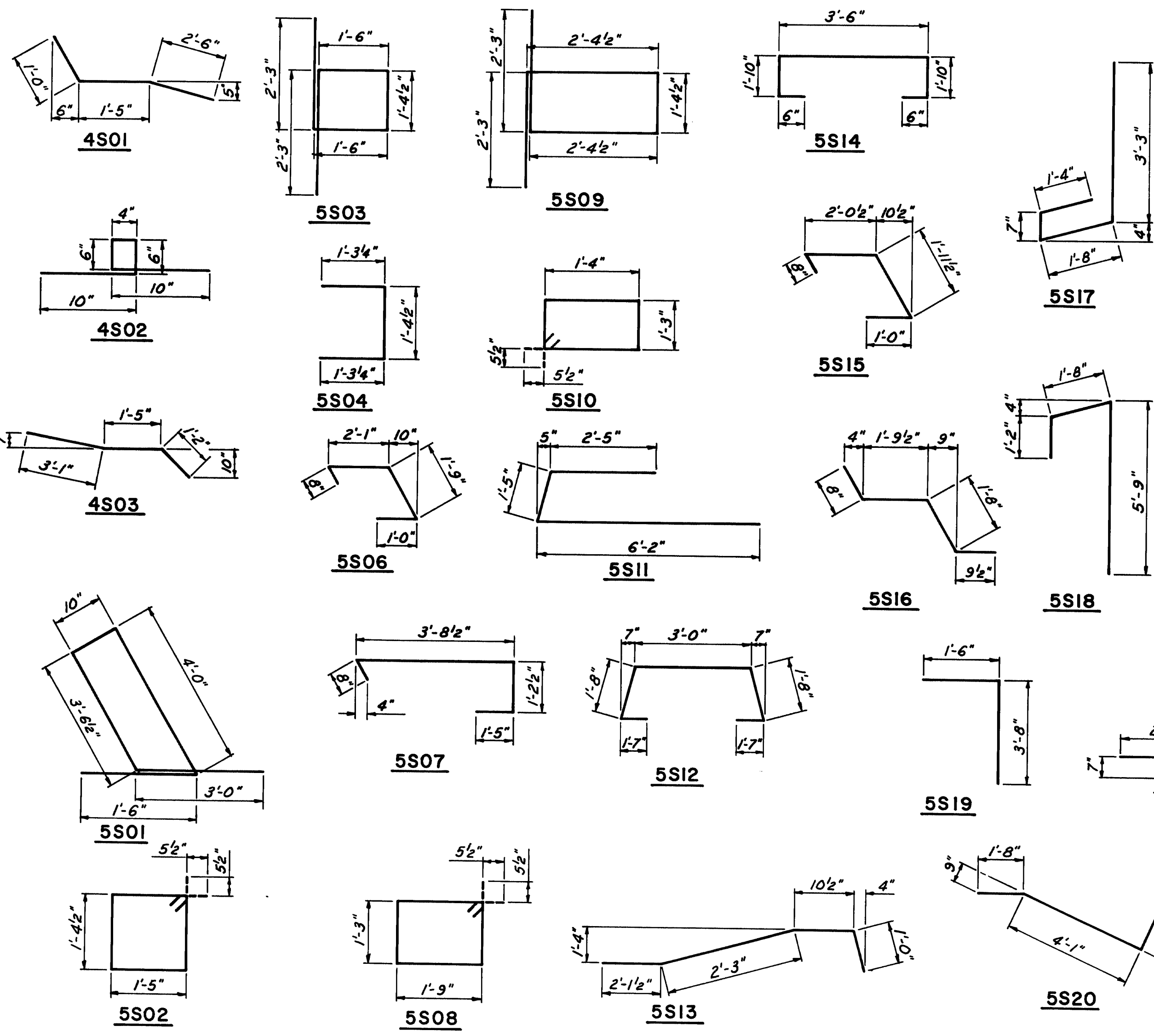
DETAIL 6				
Bar	No.	Length	Str.	Bent
5S20	18	8'-0"		•
5S27	2	8'-3"		•
5S28	2	8'-9"		•
5S29	2	9'-1"		•
5S30	2	9'-7"		•
5S31	4	7'-3"		•

DETAIL 7				
Bar	No.	Length	Str.	Bent
5S20	12	8'-0"		•
5S32	8	6'-7"		•
5S33	2	6'-8"		•
5S34	2	4'-8"		•
5S35	2	7'-6"		•
5S36	2	6'-4"		•

ESTIMATED QUANTITIES (TOTAL)		
Reinforcement Bars	lbs.	95,692
Class A Concrete (Deviation Blocks)	Cu. Yds.	17

	A
5S21	2'-0"
5S22	1'-8"
5S23	1'-4"
5S24	1'-0"
5S25	8"

	A	B
5S27	8"	1/2"
5S28	1'-2"	7/8"
5S29	1'-6"	1 1/8"
5S30	2'-0"	1 1/2"

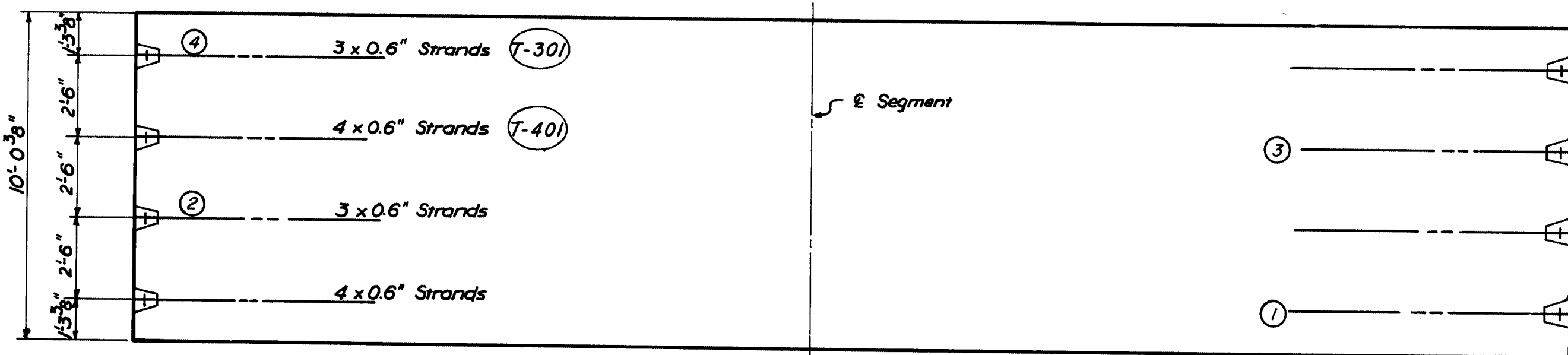
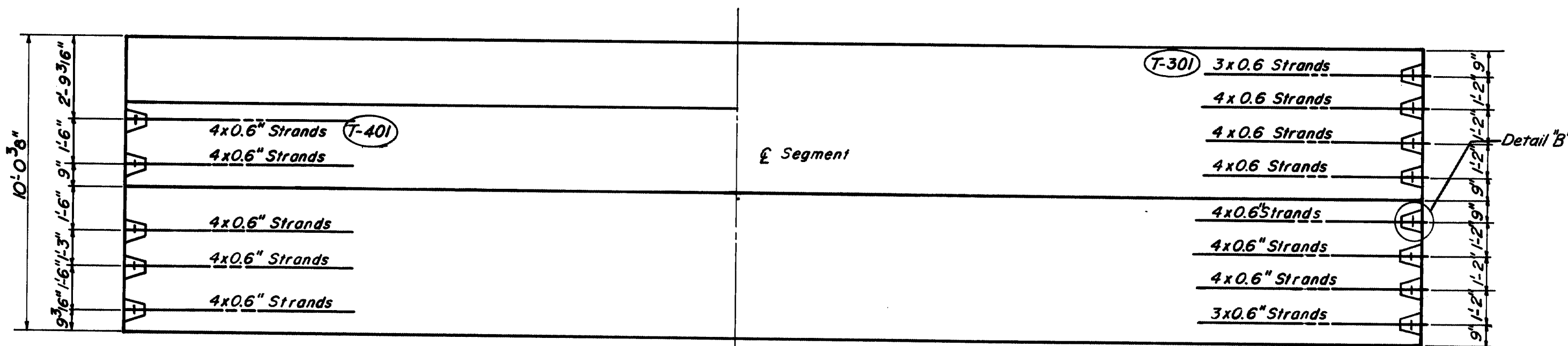
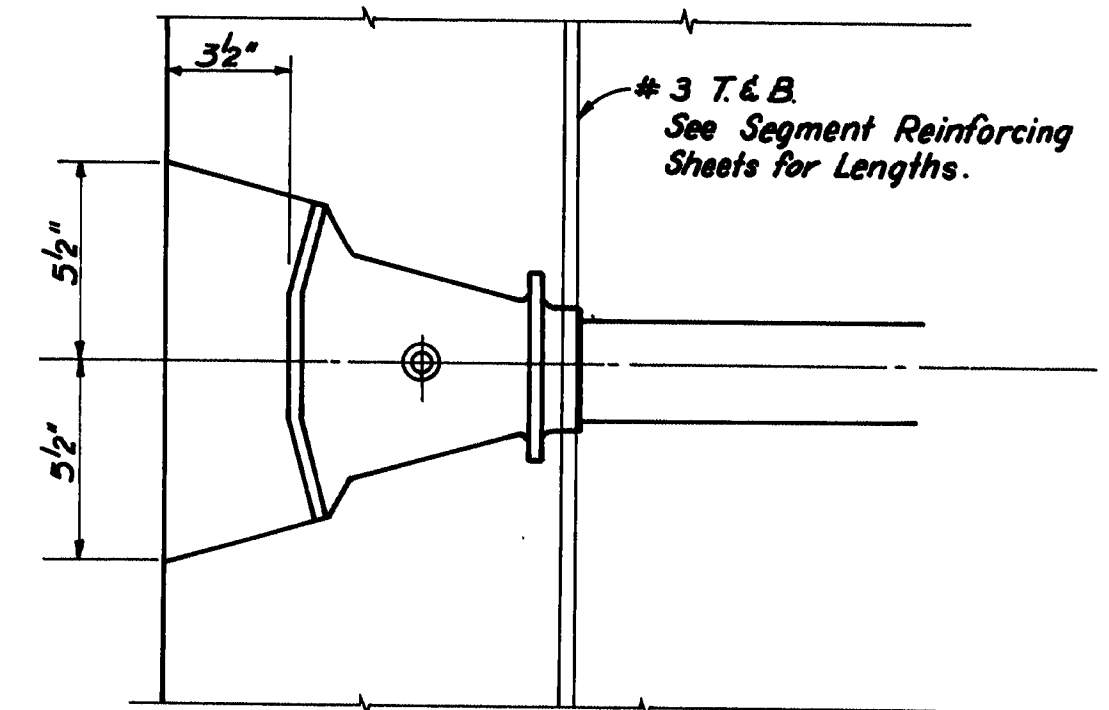
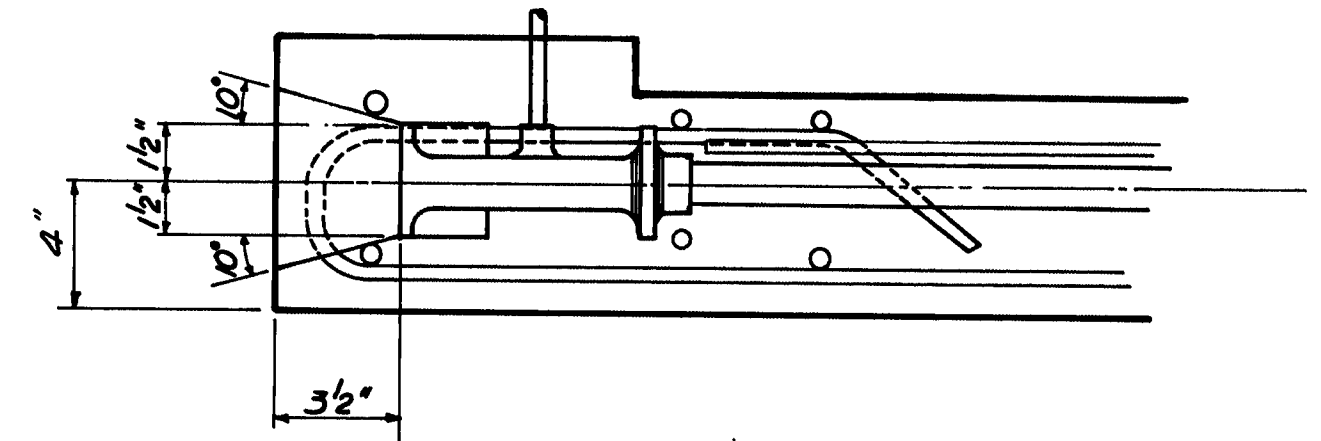
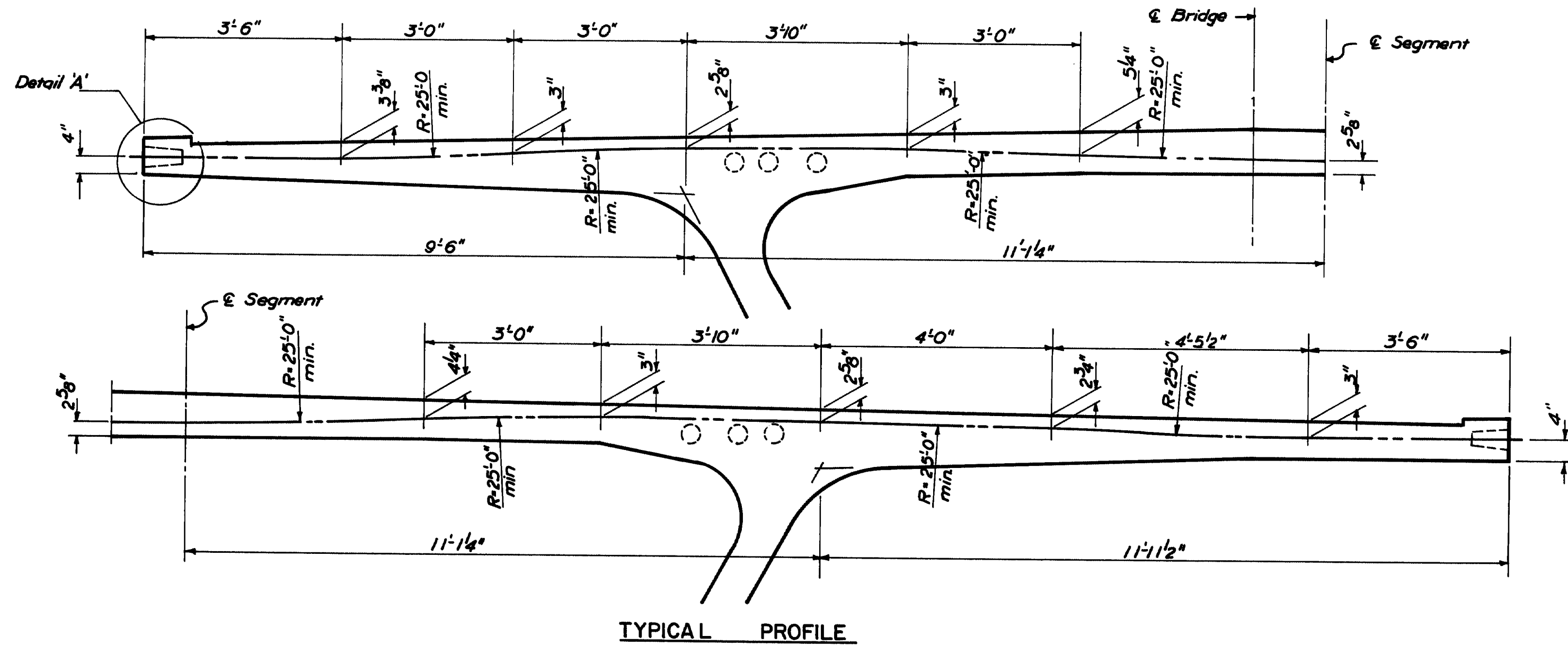


111-409

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET - EDGEComb BRIDGE
OVER
SHEEPSHOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY

TYPICAL SEGMENT RIB - P.T. DETAILS - 4
SHEET 67 OF 90 AUGUSTA, MAINE



- Note: 1.) Stress tendons with 4 x 0.6" strands to 0.50 fy. at the casting bed for handling purposes. Protect tendons with oil until final post-tensioning.
- 2.) Circled numbers indicate location of tendon in stressing sequence
- 3.) For Pier segment transverse tendons in bottom slab see sheet No. 61 & 62
- 4.) For Abutment Segment transverse tendon in bottom slab see sheet No. 63
- 5.) All deck post-tensioning ducts shall be epoxy coated.

111-410

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET EDGECOMB BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET-EDGECOMB
LINCOLN COUNTY

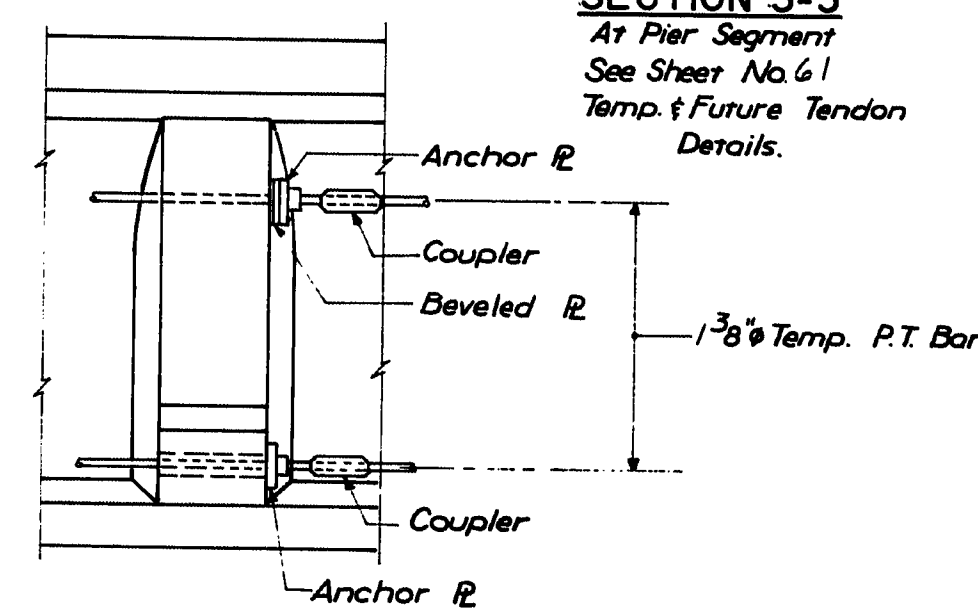
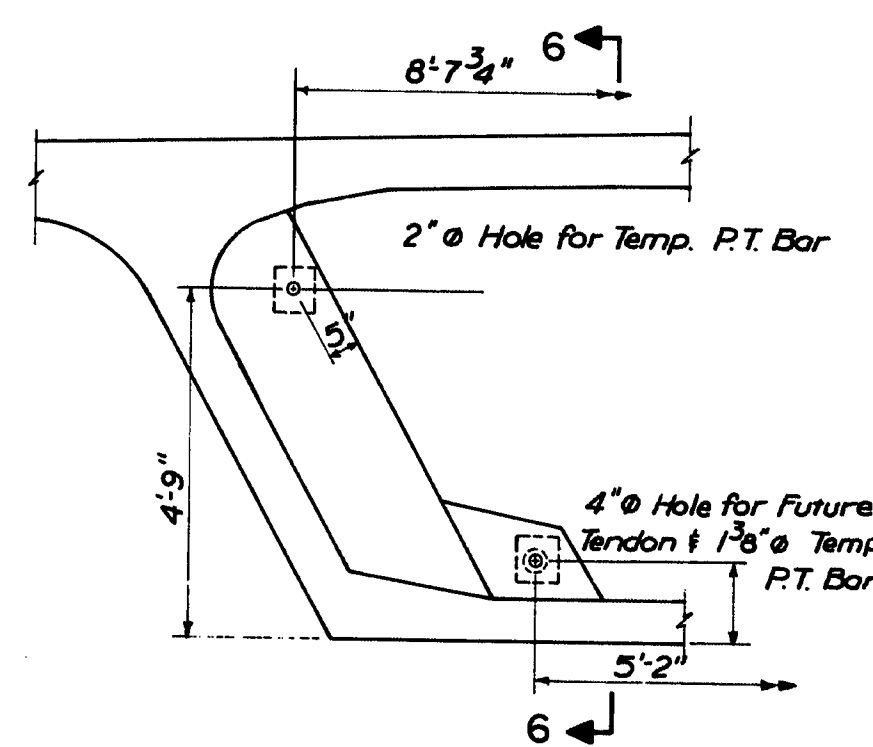
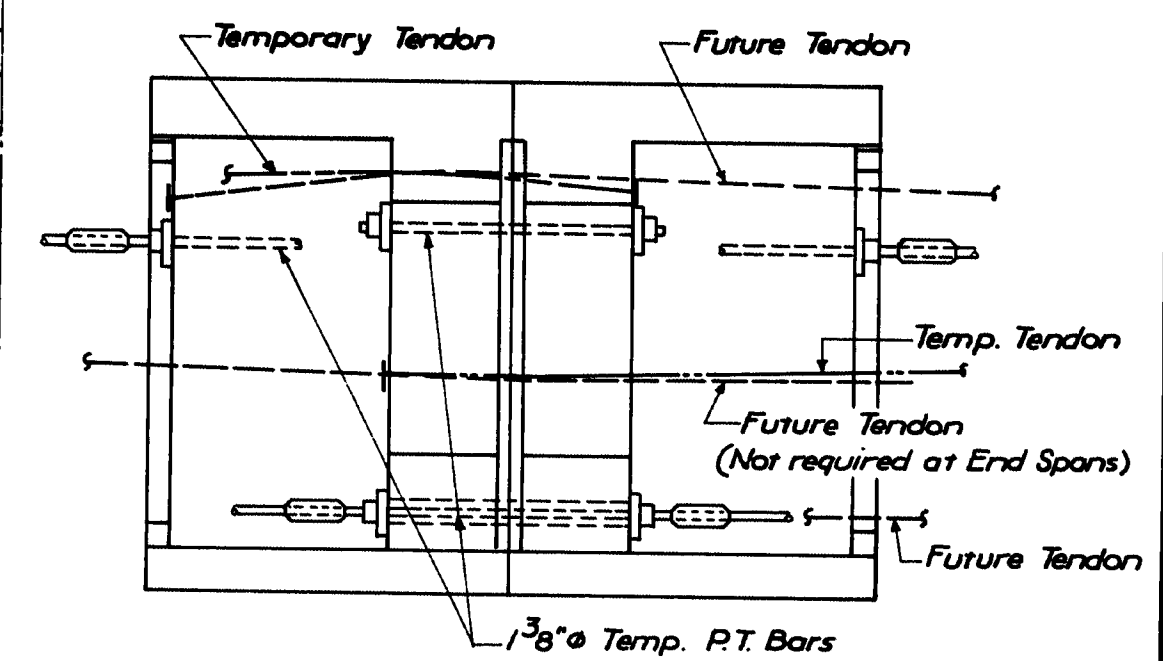
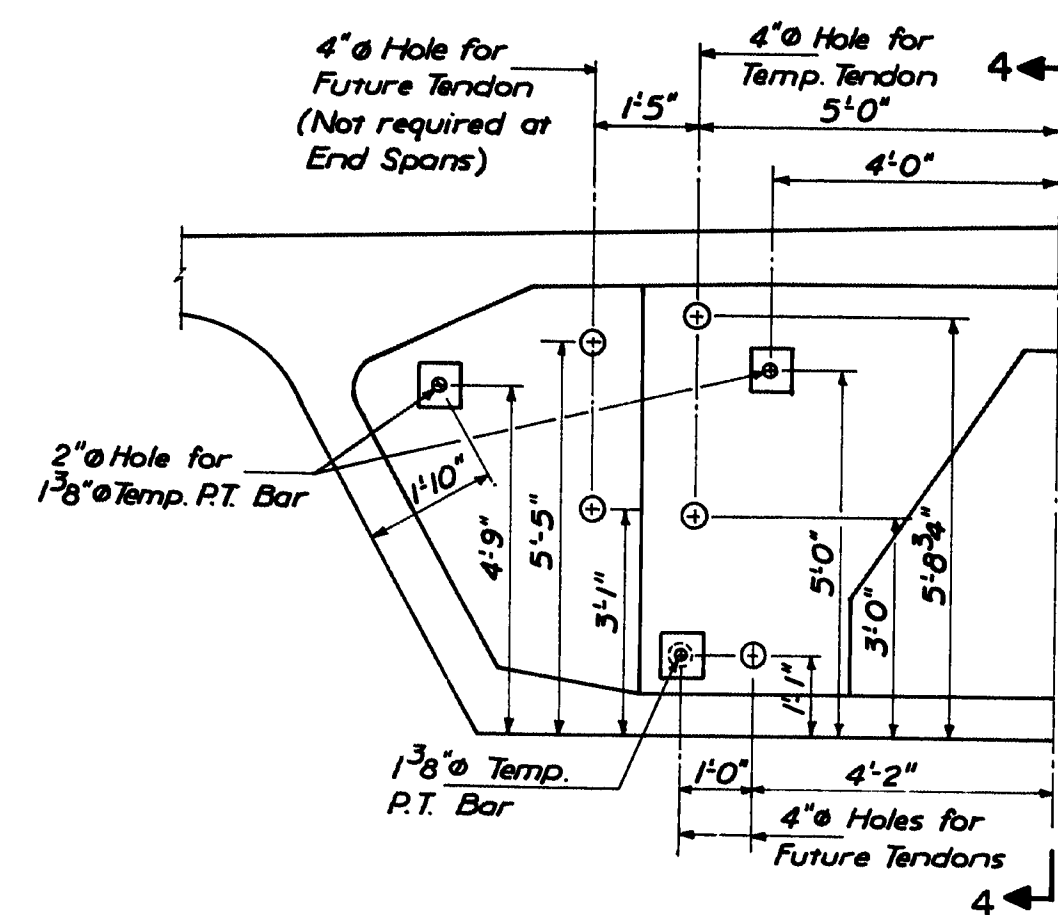
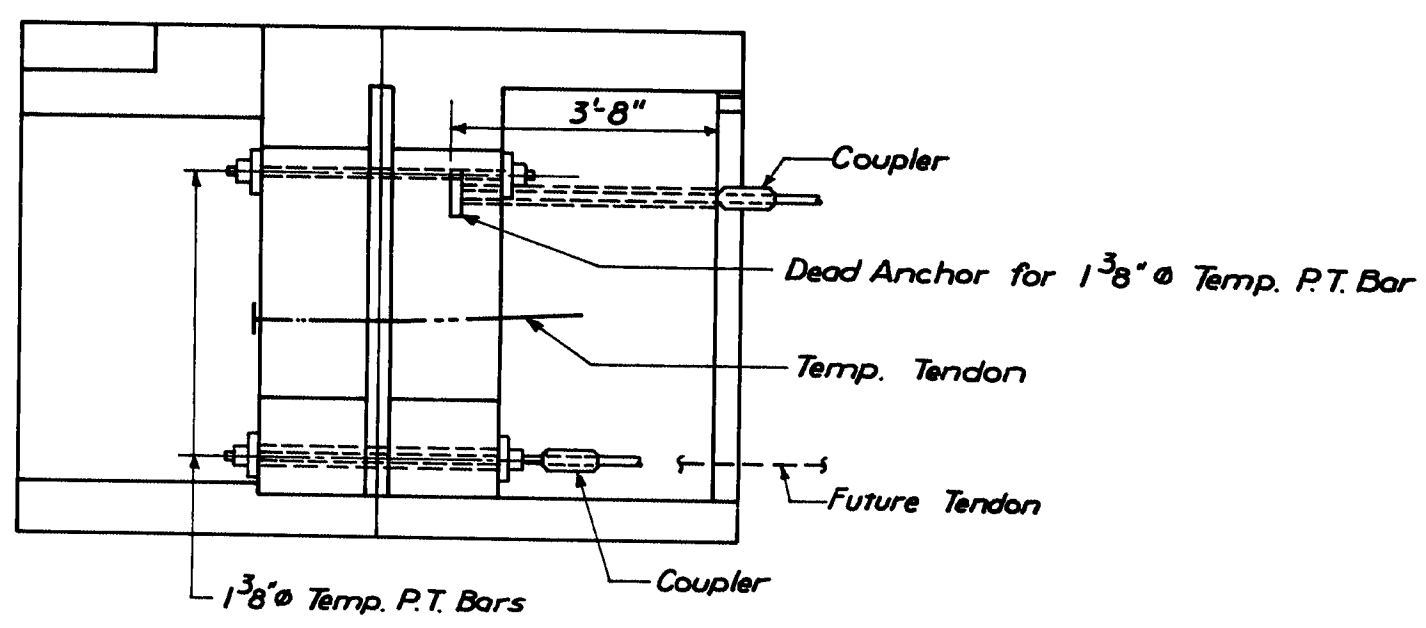
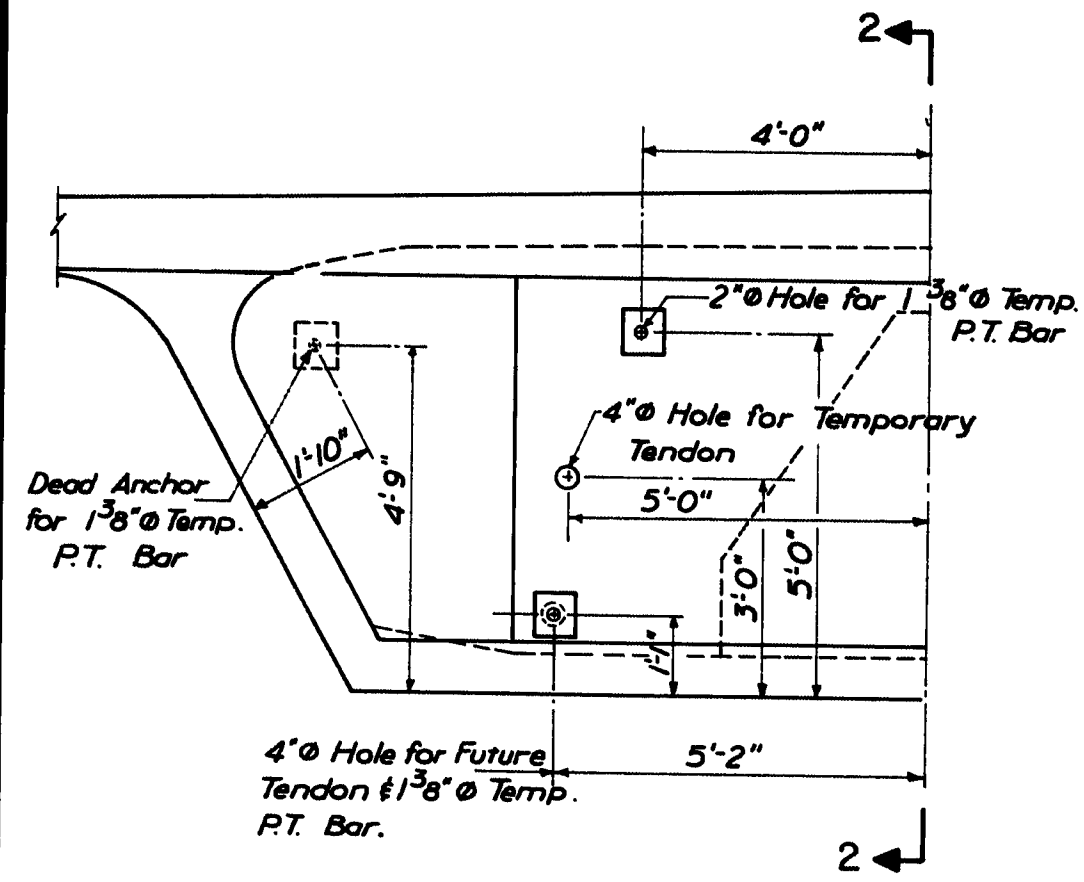
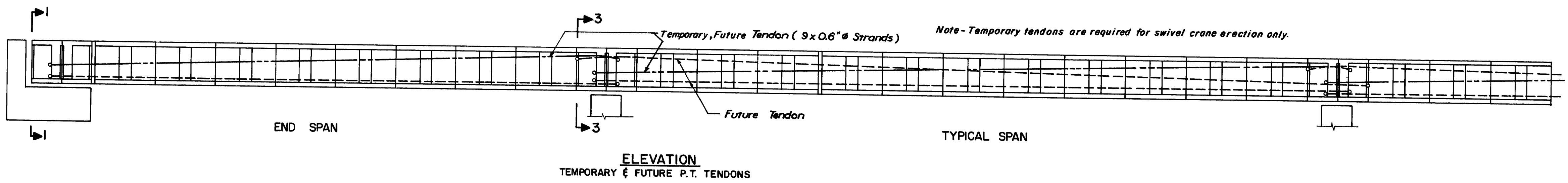
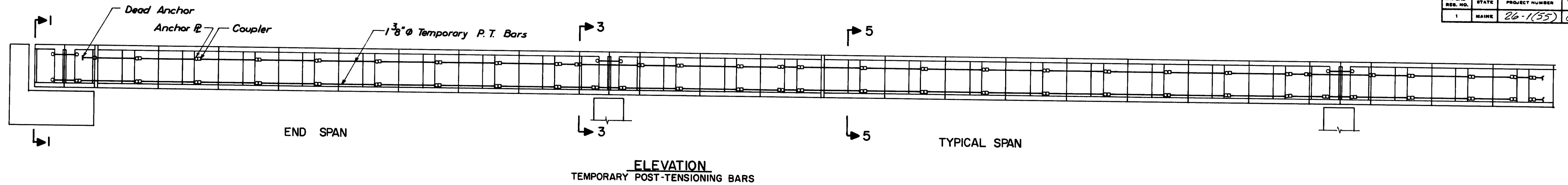
Figg and Muller Engineers Inc.
424 North Cathoon Street
Tallahassee, Florida 32301

TRANSVERSE POST-TENSIONING
SHEET 68 OF 90 AUGUSTA, MAINE

"As Built 1984" (NEP 1-10-96)

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	JAM	11-80
CHECKED	JAM	12-80
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710



Note: For Temporary Post-Tensioning installation and Removal, See General Notes Sheet No. 62.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	JAM	11-80
CHECKED	JAM	12-80
REVISIONS		
FIELD CHANGES		

PLANS

BRUNING 44-132 45710

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

111-411

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGECOMB BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB
LINCOLN COUNTY

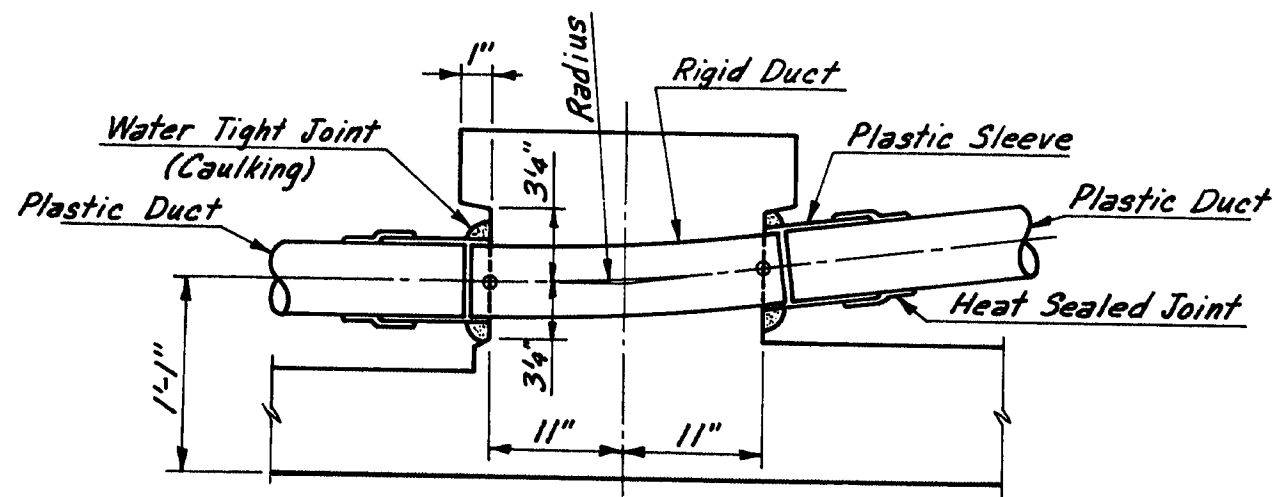
TEMPORARY POST-TENSIONING DETAILS
SHEET 69 OF 90 AUGUSTA, MAINE

"As Built 1984" (NEP 1-10-96)

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAIL	JAM	11-80
CHECKED	JL	12-80
REVISIONS	JAM	
FIELD CHANGES		
PLANS		

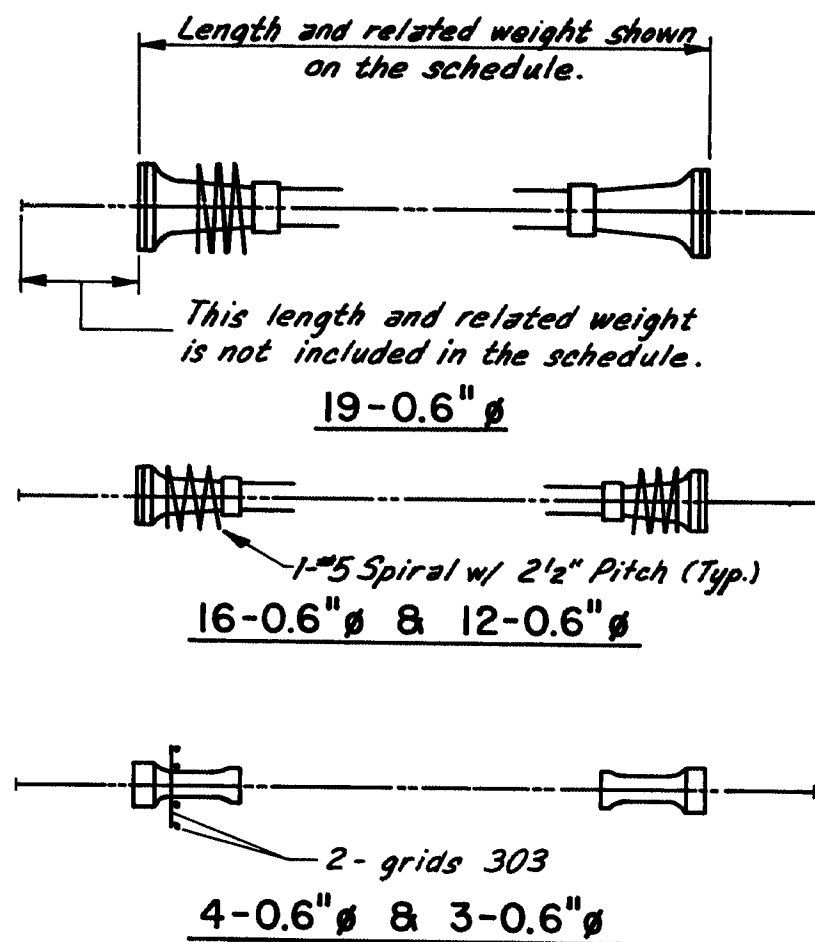
BRUNING 44-132-45710

POST-TENSIONING QUANTITIES						TENDON STRESSING		
TENDON No	SIZE	LENGTH	WEIGHT	NUMBER OF TENDON	TOTAL WEIGHT	ONE END	ON BOTH END	TYPE OF JACK
101	19x0.6" Str.	121'-2"	1703.65	2	3407	•		K-500
A	19x0.6" Str.	168'-0"	2362.08	42	99,207	•		K-500
2301	19x0.6" Str.	117'-3"	1648.54	2	3297	•		K-500
102	16x0.6" Str.	131'-5"	1556.01	2	3112	•		K-500
B	16x0.6" Str.	188'-3"	2228.88	42	93,613	•		K-500
2302	16x0.6" Str.	127'-4"	1507.59	2	3015	•		K-500
C	12x0.6" Str.	84'-9"	752.58	42	31608		•	K-350
104	12x0.6" Str.	100'-4"	890.96	2	1782		•	K-350
204 & 2204	12x0.6" Str.	117'-9"	1045.62	4	4183		•	K-350
D	12x0.6" Str.	104'-10"	930.92	38	35375		•	K-350
2304	12x0.6" Str.	100'-7"	893.18	2	1786		•	K-350
* T-301	3x0.6" Str.	43'-1"	95.64	538	51454	•		
* T-401	4x0.6" Str.	43'-1"	127.53	636	81109	•		
* T-402	4x0.6" Str.	15'-6"	45.88	4	184	•		
* T-403	4x0.6" Str.	22'-7"	66.85	8	535	•		
* T-404	4x0.6" Str.	29'-1"	86.07	132	11363	•		
V501	1x $\frac{5}{8}$ " ϕ Bar	7'-0"	0.93	168	1152	•		
TOTAL POST-TENSIONING TENDON					425,030			



CONNECTION
PLASTIC DUCT-RIGID DUCT
DETAIL No. 2

Note: All tendons are made with 0.6" low relaxation strands grade 270K. The tendon length is between outside face of anchorage. The additional length required for stressing is not included in the tendon length and weight.



LONGITUDINAL POST-TENSIONING TENDONS

All the tendons will be stressed according to the construction notes

All the tendons shall be stressed simultaneously and symmetrically about the center line of the box girder but tendon

* PERMANENT TRANSVERSE POST TENSIONING TENDONS

The horizontal transverse post tensioning tendons in the bottom slab will be stressed and grouted in the precasting yard.

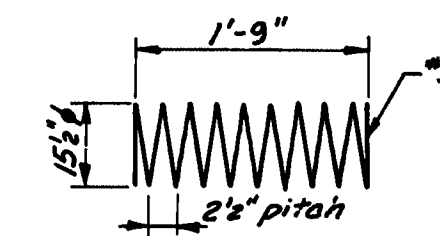
VERTICAL POST - TENSIONING BARS

Vertical P.T. bars shall be stressed at the time when final transverse post tensioning is applied.

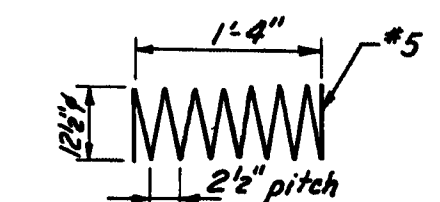
SIZE	JACKING FORCE
19x0.6" ϕ	883.5 Kips
16x0.6" ϕ	744 Kips
12x0.6" ϕ	558 Kips
4x0.6" ϕ	186 Kips
3x0.6" ϕ	139.5 Kips

BAR BENDING DIAGRAM

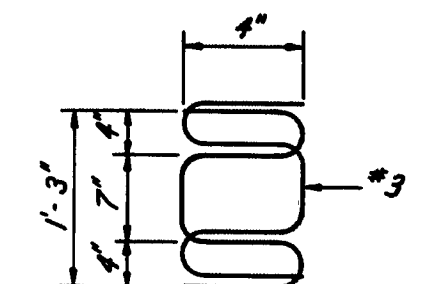
All dimensions are out to out



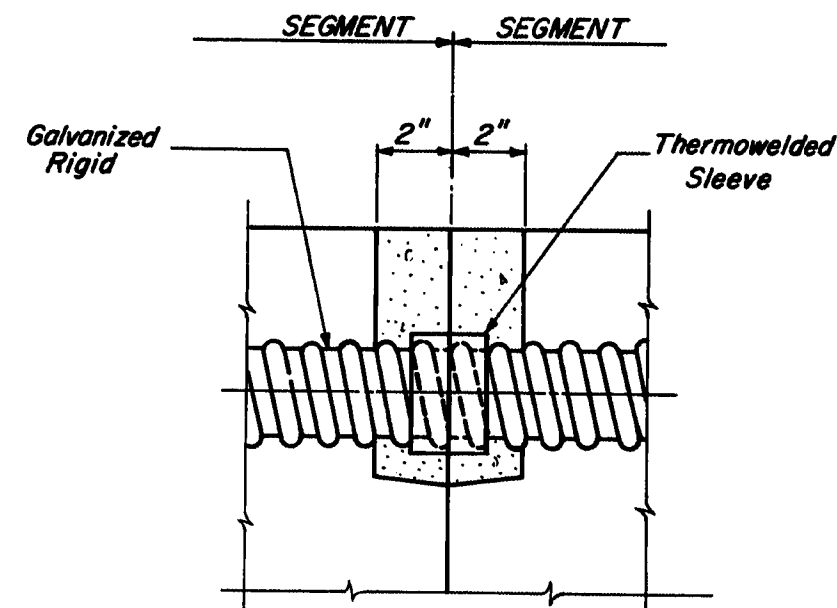
SPIRAL for 19T & 16T



SPIRAL for 12T



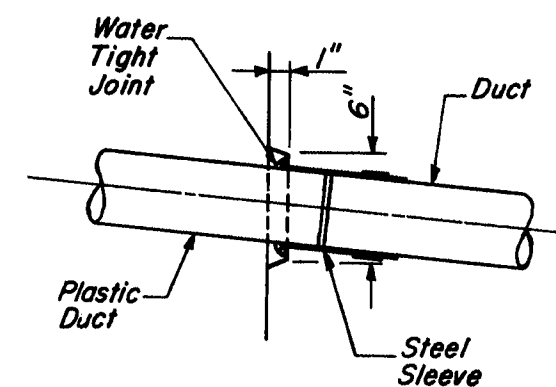
GRID for
3x0.6" T & 4x0.6" T



TENDONS INSIDE THE CONCRETE

(TOP SLAB)

DUCT CONNECTION DETAIL No. 1



TENDONS OUTSIDE THE CONCRETE

DUCT CONNECTION DETAIL No. 3

111-412

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET - EDGECOMB BRIDGE
OVER

SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGECOMB
LINCOLN COUNTY

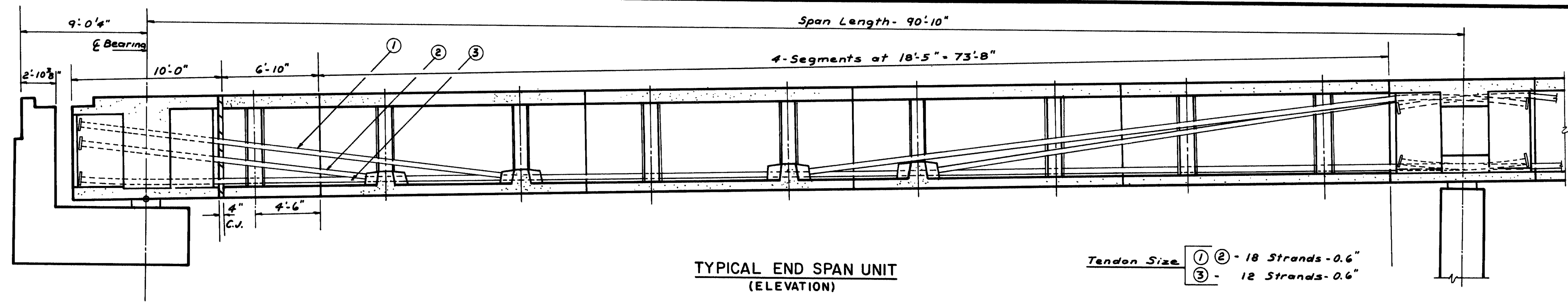
POST TENSIONING QUANTITIES

SHEET 70 OF 90 AUGUSTA, MAINE

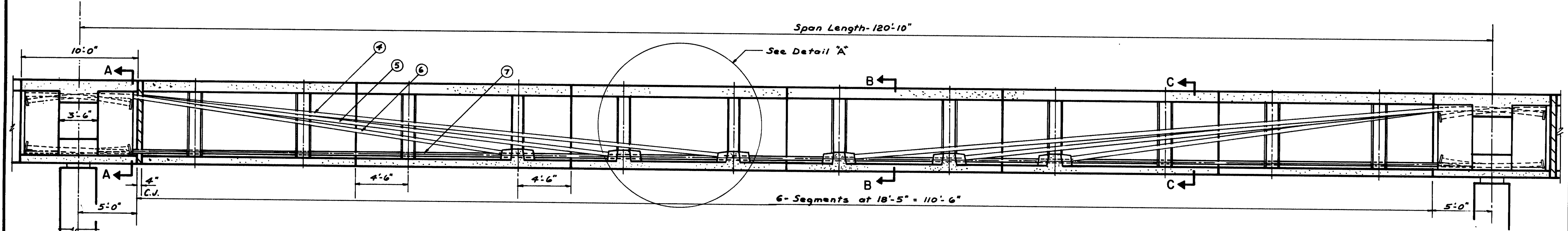
Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

"AS BUILT 1984" (NEP 1-10-96)

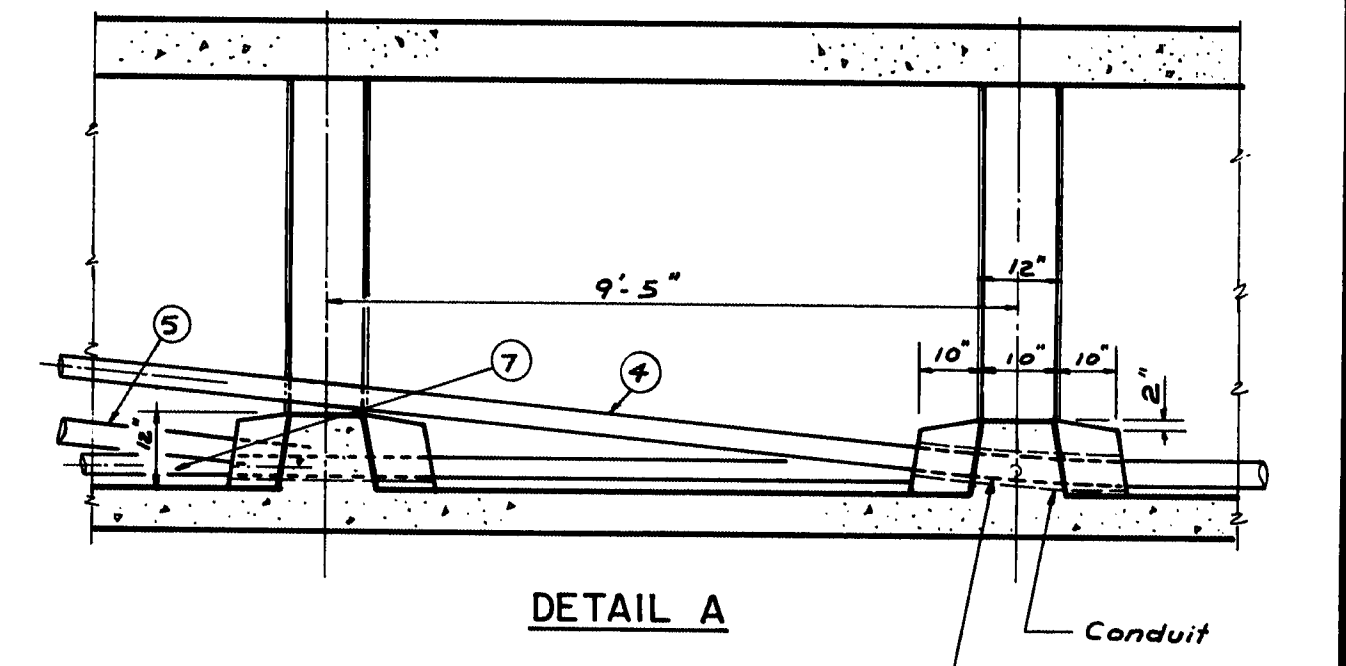
F.H.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	71	154



TYPICAL END SPAN UNIT
(ELEVATION)

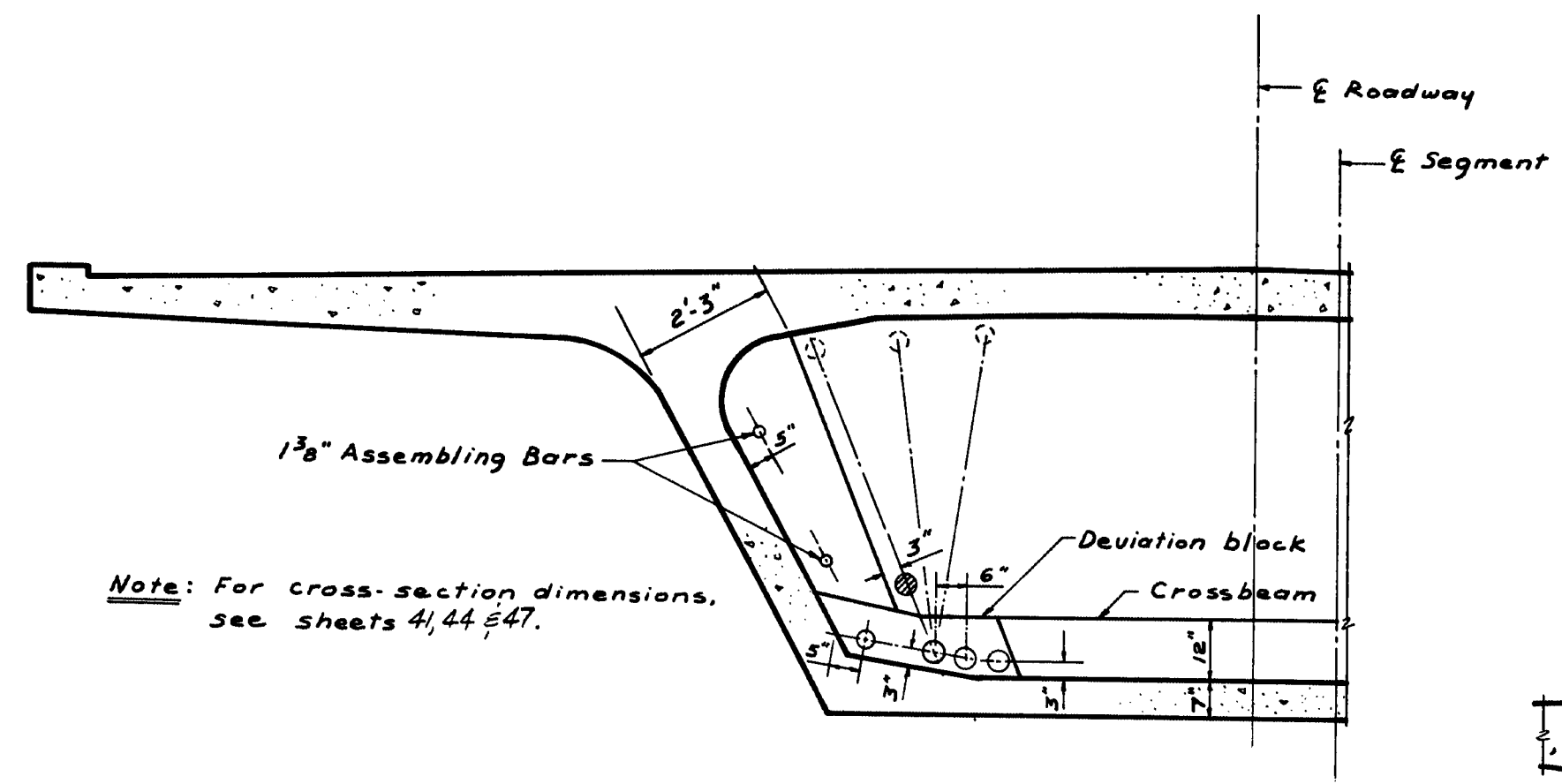


TYPICAL INTERIOR SPAN UNIT
(ELEVATION)



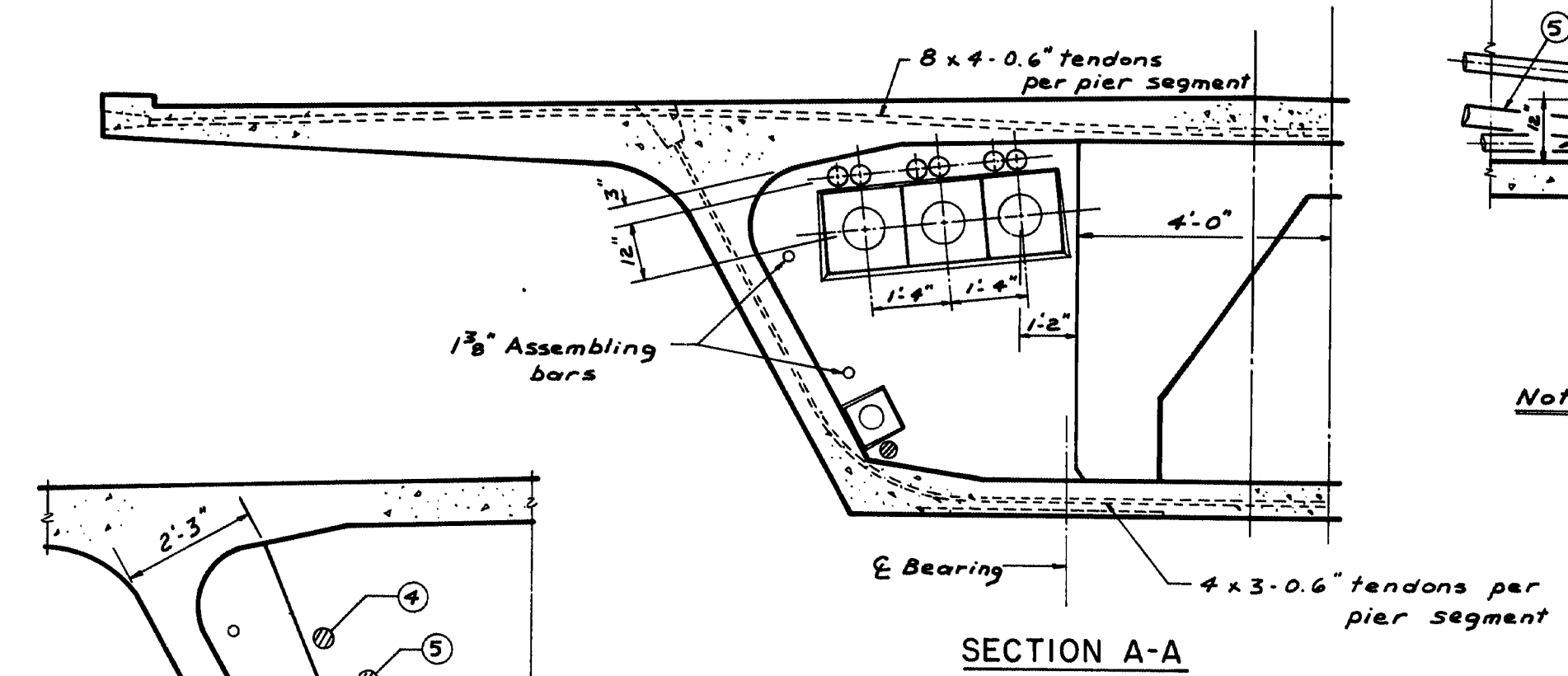
DETAIL A

Note: Deviation block to be detailed by the Contractor subject to the approval of the engineer.

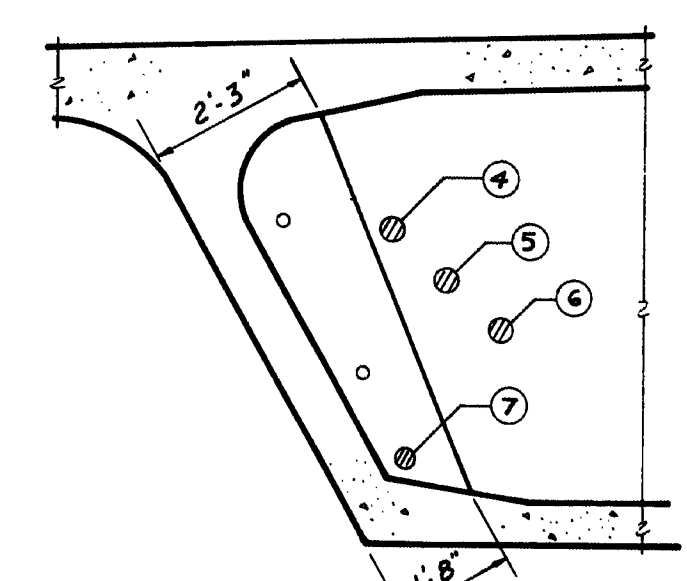


SECTION B-B
DEVIATION BLOCK AND CROSSBEAM

Note: For cross-section dimensions, see sheets 41, 44 & 47.



SECTION A-A



SECTION C-C
TYPICAL RIB DETAIL

Note: Erection is assumed to be done with a barge mounted crane, and an erection girder spanning from pier to pier. No vertical post-tensioning is necessary for this option.

QUANTITIES
Longitudinal Post-Tensioning = Same as shown on sheet 65
Transverse Post-Tensioning = Deduct 6,026 lbs.
Reinforcement for Transverse beams = 58,000 lbs. Additional

111-413

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
WISCASSET-EDGEComb BRIDGE OVER SHEEPSCOT RIVER BETWEEN THE TOWNS OF WISCASSET EDGEComb LINCOLN COUNTY
OPTIONAL CONVENTIONAL SPAN BY SPAN POST-TENSIONING LAYOUT SHEET 71 OF 70 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

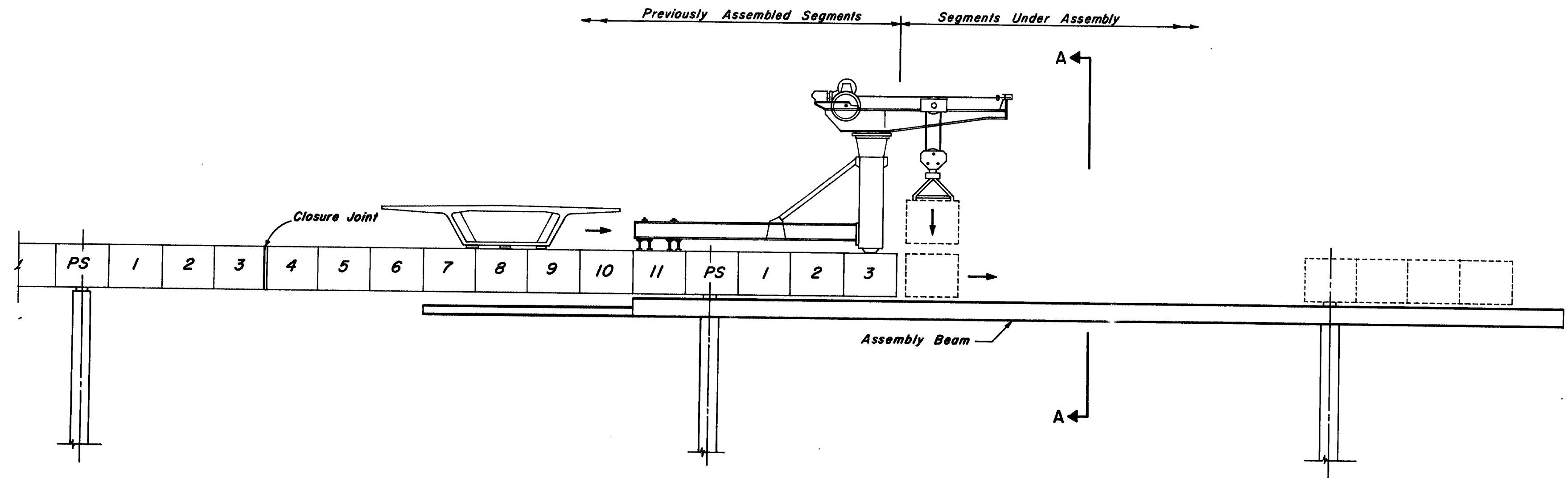
"AS BUILT 1984" (NEP 1-10-96)

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	G.S.	3-1984
CHECKED		
REVISIONS		
FIELD CHANGES		

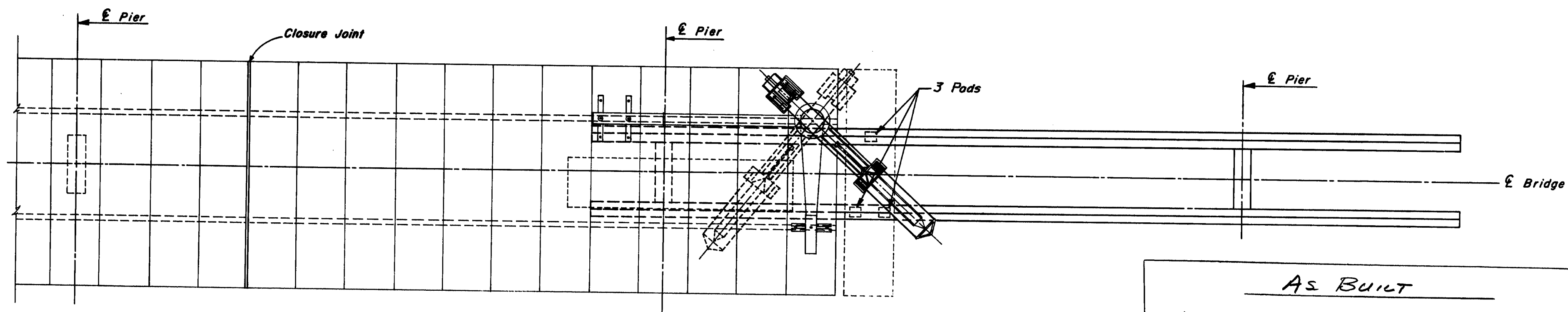
PLANS

BRUNING 44-132 45710

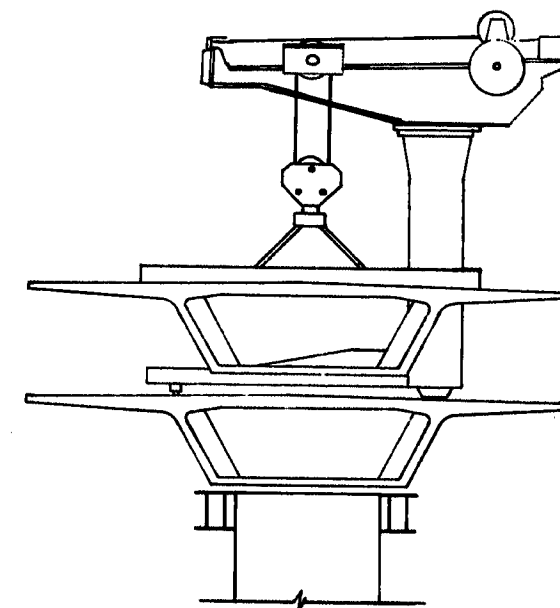
F.W.E. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1155	72	154



ELEVATION



PLAN



SECTION A-A

AS BUILT

NOTE: NEITHER SCHEME I NOR SCHEME II WERE USED FOR THE ERECTION OF THE SEGMENTS. INSTEAD FALSEWORK (TRUSSES) WERE PLACED BETWEEN SUCCESSIVE PIERS FOR ONE SPAN AT A TIME, THE SEGMENTS PLACED FOR ONE SPAN AT A TIME BY THE USE OF A CRANE AND ROLLERS, THE POST TENSIONING CABLES INSTALLED AND STRESSED, AND THE FALSEWORK REMOVED AND MOVED AHEAD TO SPAN BETWEEN THE NEXT TWO PIERS AND SO ON ---.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	JAM	1/1/80
CHECKED	JAM	1/1/80
REVISIONS		
FIELD CHANGES		

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
BETWEEN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY

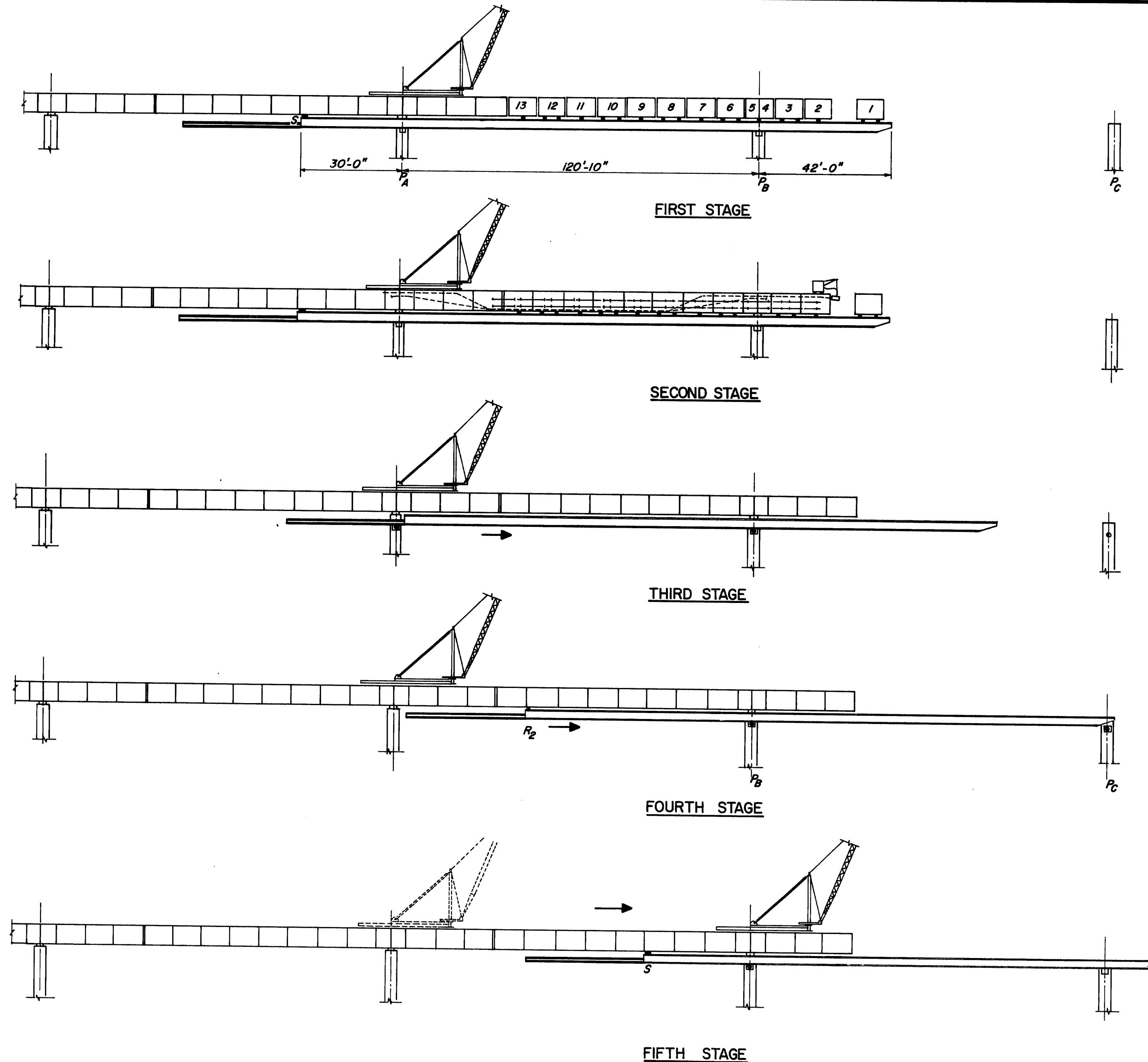
ERECTION SCHEME - I

SHEET 72 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Cathoon Street
Tallahassee, Florida 32301

"REVISED AS BUILT 1984" (NEP 1-10-96)

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	74	154



- PLACE SEGMENTS ON ERECTION BEAMS. (EACH SEGMENT ON 3 PADS)
- LINE UP AND LEVEL UP SEGMENTS:
 - 1) FOR SEGMENT TO SEGMENT USE ADJUSTMENTS PROVIDED AT PADS (TRANSVERSE AND VERTICAL ADJUSTMENTS).
 - 2) FOR FINAL LEVEL OF PIER SEGMENT AT PIERS P_B , USE VERTICAL ADJUSTMENT PROVIDED AT THE BEARINGS OF ERECTION BEAMS AT PIER P_B .

- PLACE CONCRETE BLOCKS (5 1/2" THICK) BETWEEN PREVIOUSLY ERECTED SPAN AND SEGMENT 13 (BETWEEN BOTTOM AND TOP SLABS). (BLOCKS MUST BE REINFORCED)
- STRESS TEMPORARY BARS BETWEEN PREVIOUSLY ERECTED SPAN AND SEGMENT 13.
- PLACE EPOXY ON FACES OF SEGMENTS 13 AND 12.
- STRESS TEMPORARY BARS BETWEEN SEGMENTS 13 AND 12.
- USE SAME PROCEDURE THROUGH SEGMENT NO. 2
- POUR CLOSURE JOINT BETWEEN PREVIOUSLY ERECTED SPAN AND SEGMENT NO. 13.
- STRESS PERMANENT TENDONS 02 AFTER CLOSURE JOINT HAS REACHED 2500 P.S.I.
- ASSEMBLE SEGMENT NO. 1.
- STRESS PERMANENT TENDON 03.
- STRESS TENDONS 01-04-05.
- STRESS TEMPORARY TENDON 06.
- INSTALL BEARINGS AND GROUT SPACE BETWEEN PIER AND BEARINGS.

- LOWER ERECTION BEAMS ON ITS SUPPORTS.
- LAUNCH ERECTION BEAMS, ROLLING ON ITS SUPPORTS AT PIERS P_A AND P_B .
- WHEN CENTER OF GRAVITY OF BEAMS PASSES SUPPORT P_B , REAR OF BEAMS ARE SUPPORTED BY ROLLERS R_2 UNTIL NOSE OF BEAMS REACHES SUPPORT P_C .
- COMPLETE LAUNCHING
- RAISE ERECTION BEAMS TO THEIR THEORETICAL LEVEL.
- INSTALL SUPPORTS S AT REAR OF BEAMS: (REACTION PER BEAM AT SUPPORT S MUST BE 20 KIPS. USE 100 TON HYDRAULIC JACK WITH SAFETY NUT).

SEE AS BUILT NOTE OF SHEET #12 **11-416**

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	T.P.F.	11-80
CHECKED	J.A.M.	12-80
REVISIONS		
FIELD CHANGES		

PLANS

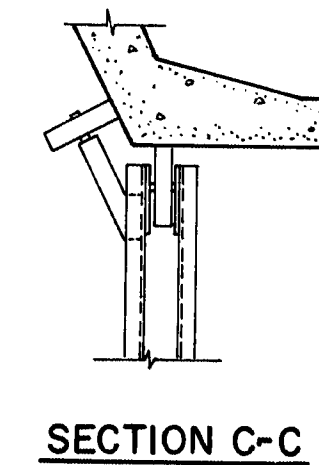
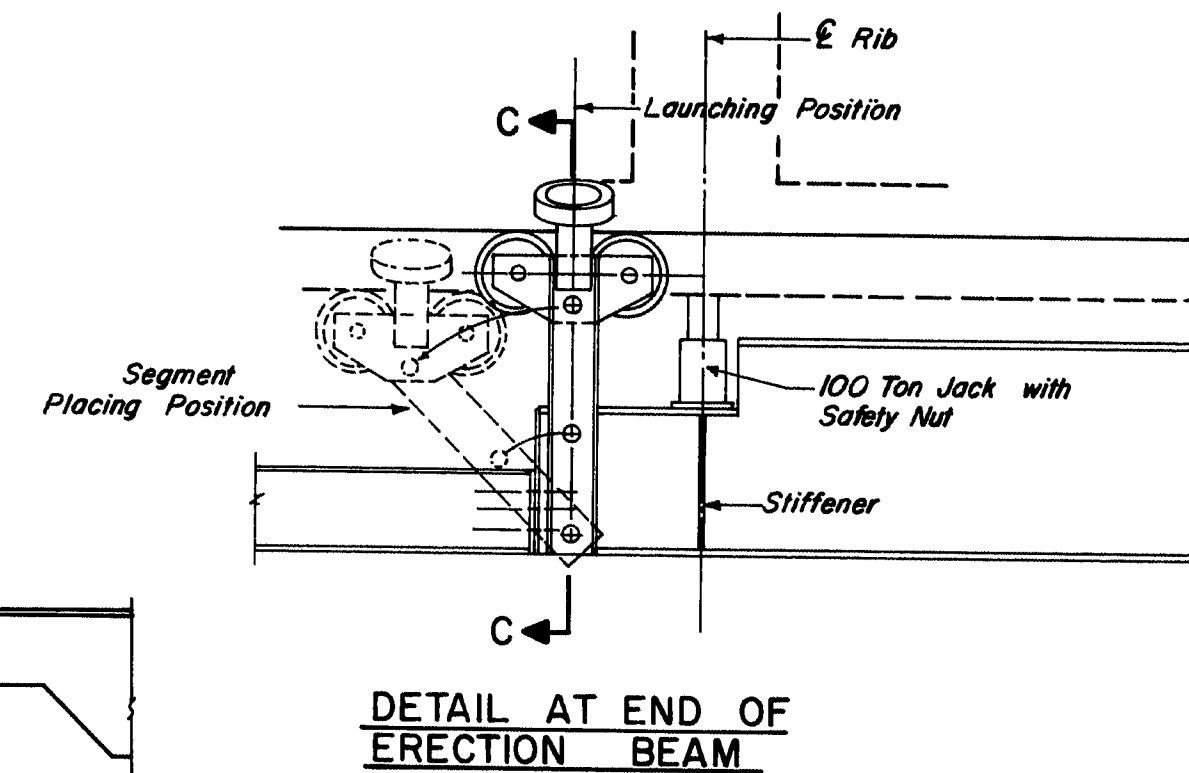
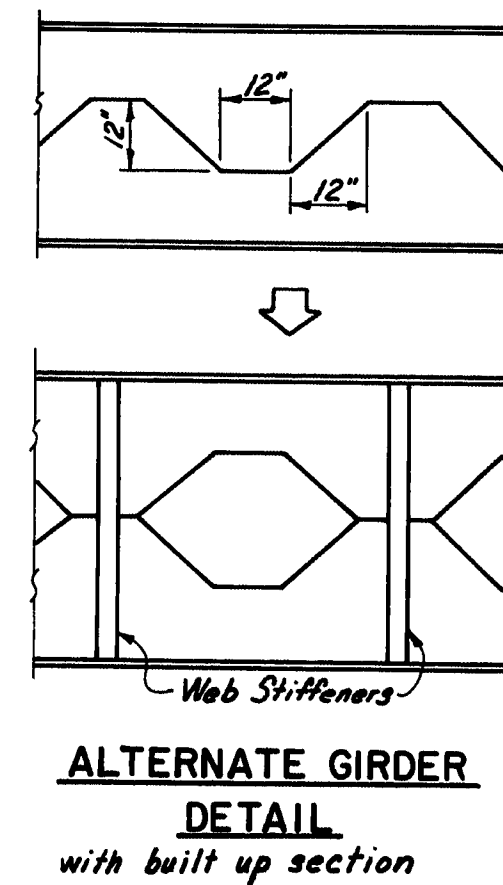
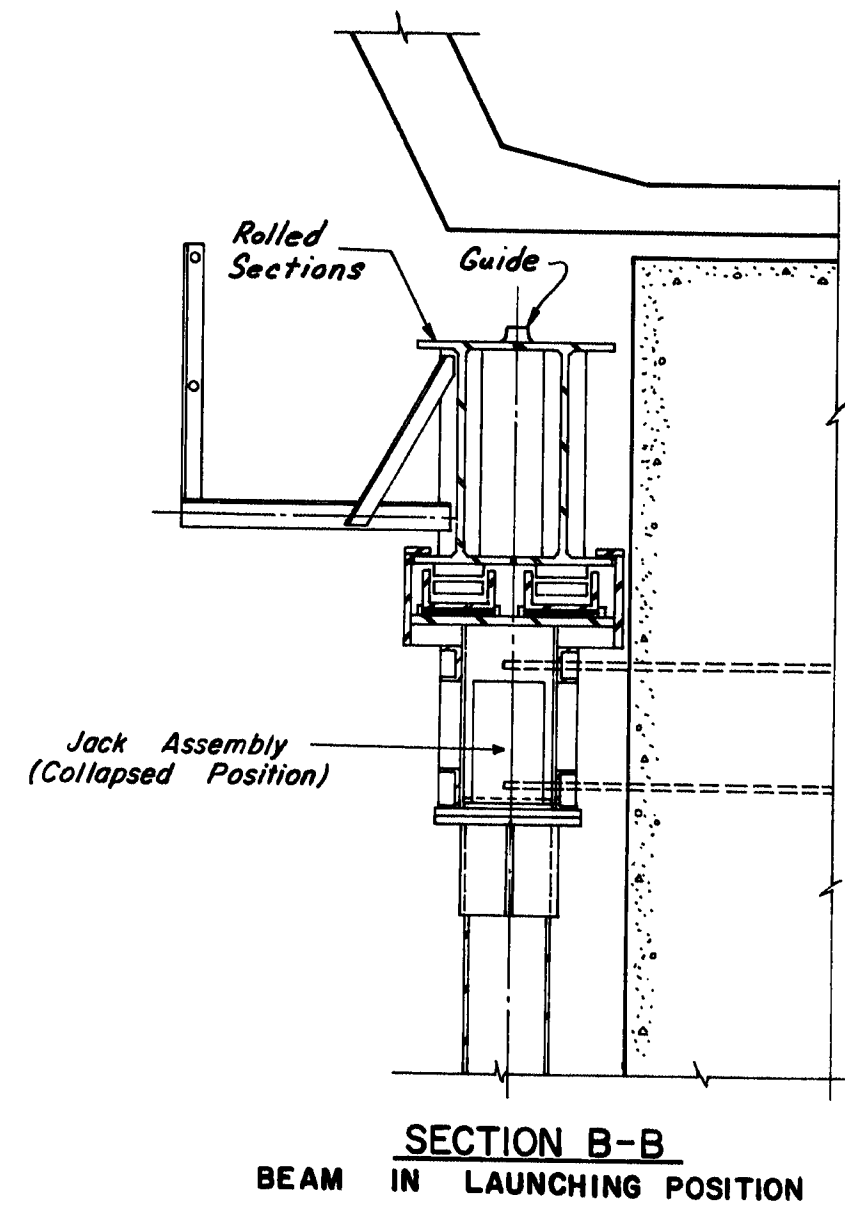
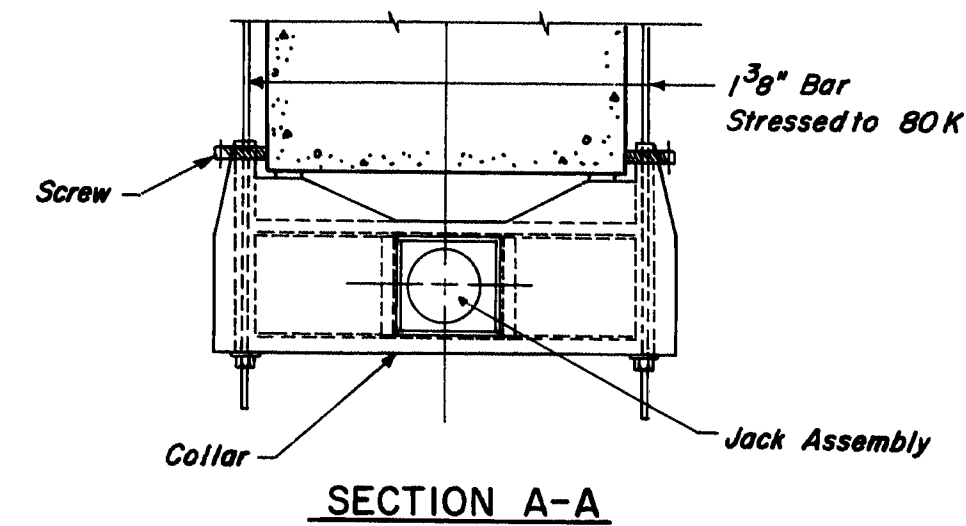
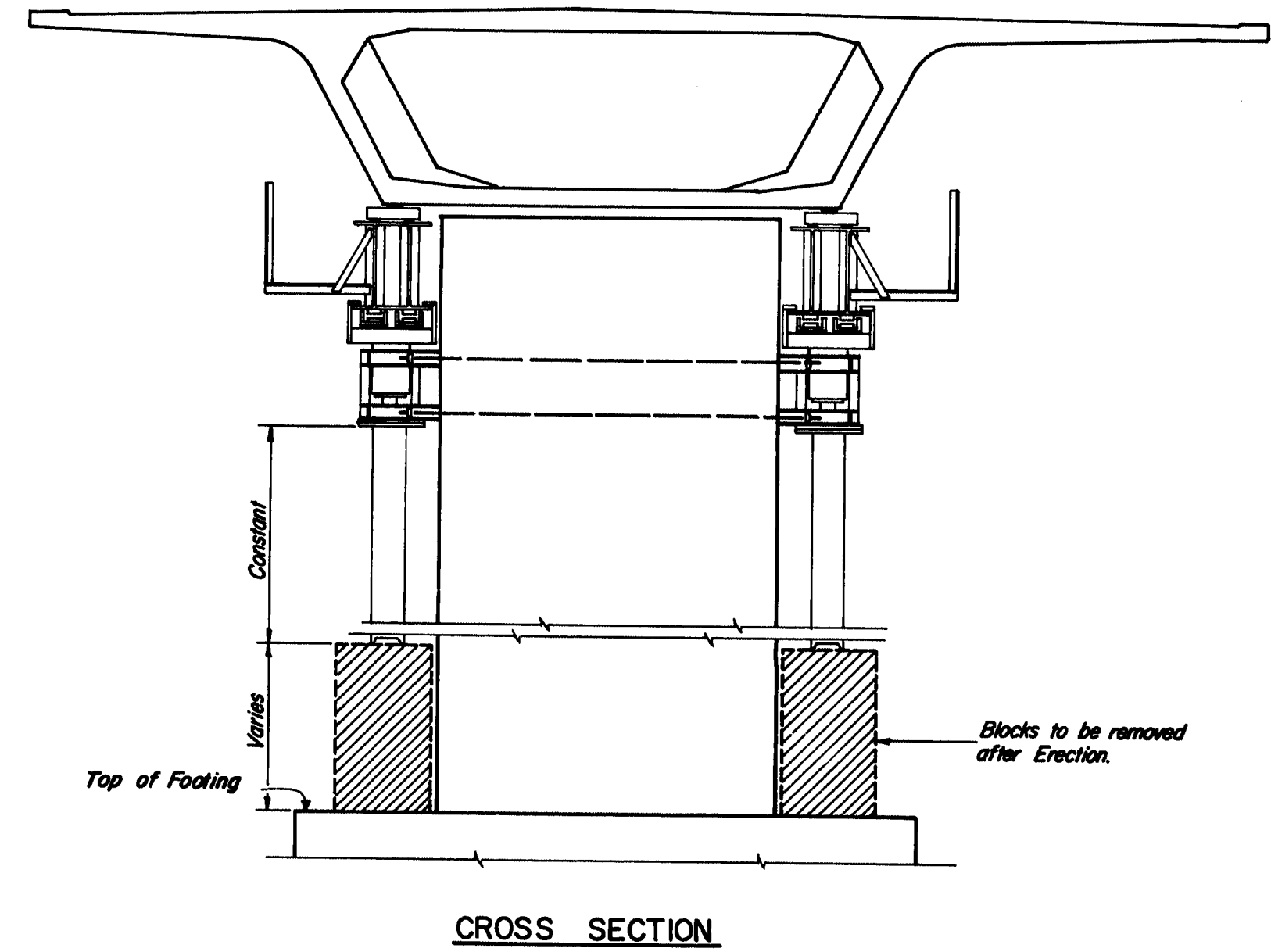
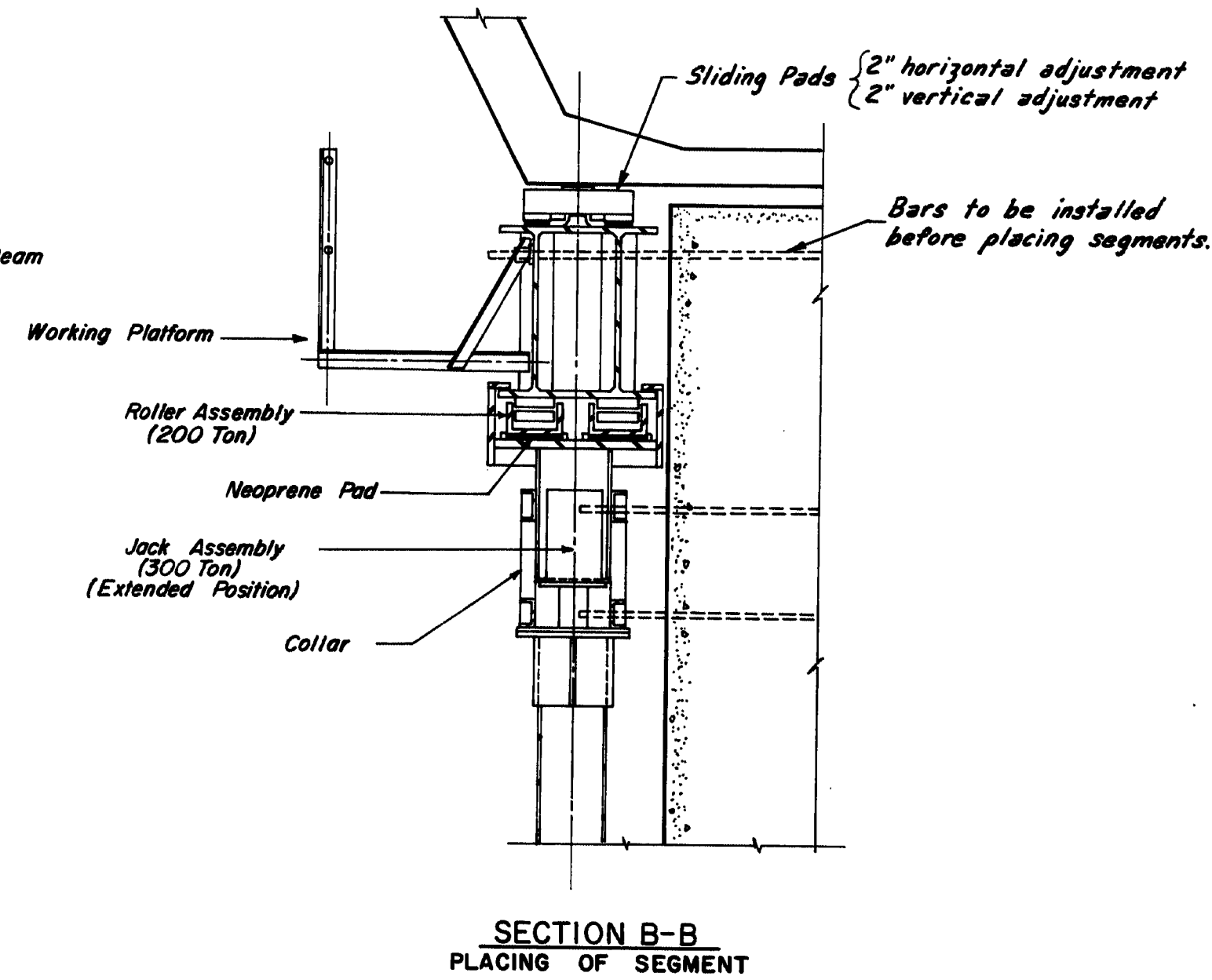
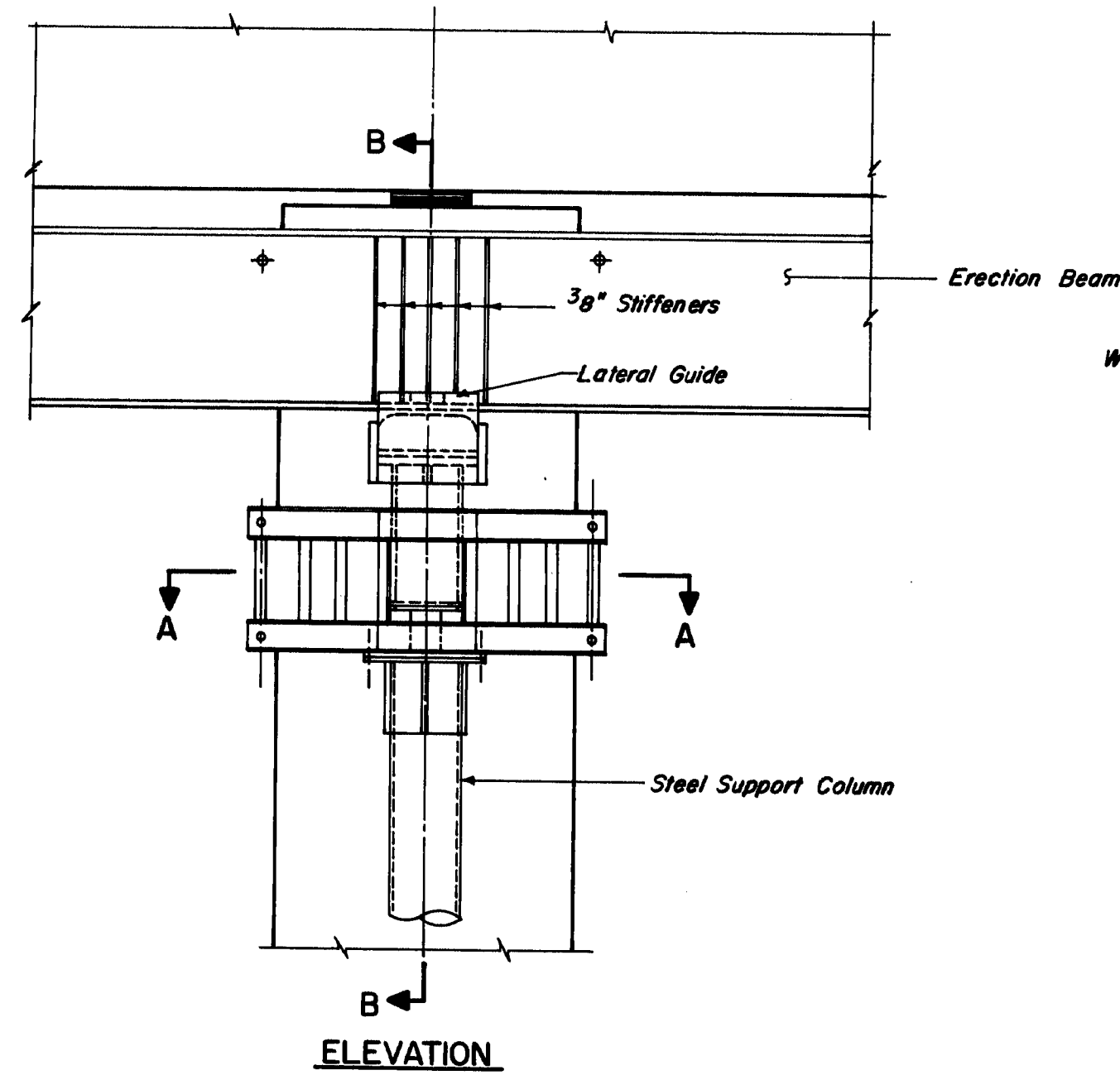
BRUNING 44-132 45710

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

STATE OF MAINE DEPARTMENT OF TRANSPORTATION WISCASSET - EDGECOMB BRIDGE OVER SHEEPSHOT RIVER BETWEEN THE TOWNS OF WISCASSET-EDGECOMB LINCOLN COUNTY ERECTION SEQUENCE SHEET 74 OF 90 AUGUSTA, MAINE
--

"REVISED AS BUILT 1984" (NEP 1-10-96)

F.R.E.A. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	26-1(55)	75	154



SEE AS BUILT NOTE ON SHEET #72
11-17

STATE OF MAINE DEPARTMENT OF TRANSPORTATION WISCASSET - EDGECOMB BRIDGE OVER SHEEPSHOT RIVER BETWEEN THE TOWNS OF WISCASSET - EDGECOMB LINCOLN COUNTY ERECTION EQUIPMENT DETAILS SHEET 75 OF 90 AUGUSTA, MAINE

Figg and Muller Engineers Inc.
424 North Calhoun Street
Tallahassee, Florida 32301

REVISED AS BUILT 1984 (NEP 1-10-96)

PROJECT DESIGN ENGINEER PLANS	DATE 12-80	BY T.F.
DESIGN - DETAILED CHECKED REVISIONS FIELD CHANGES	12-80	G.B.

BRUNING 44 132 45710

ELEVATION

40

20

0

-20

-40

-60

-80

-100

-120

-140

-160

-180

-200

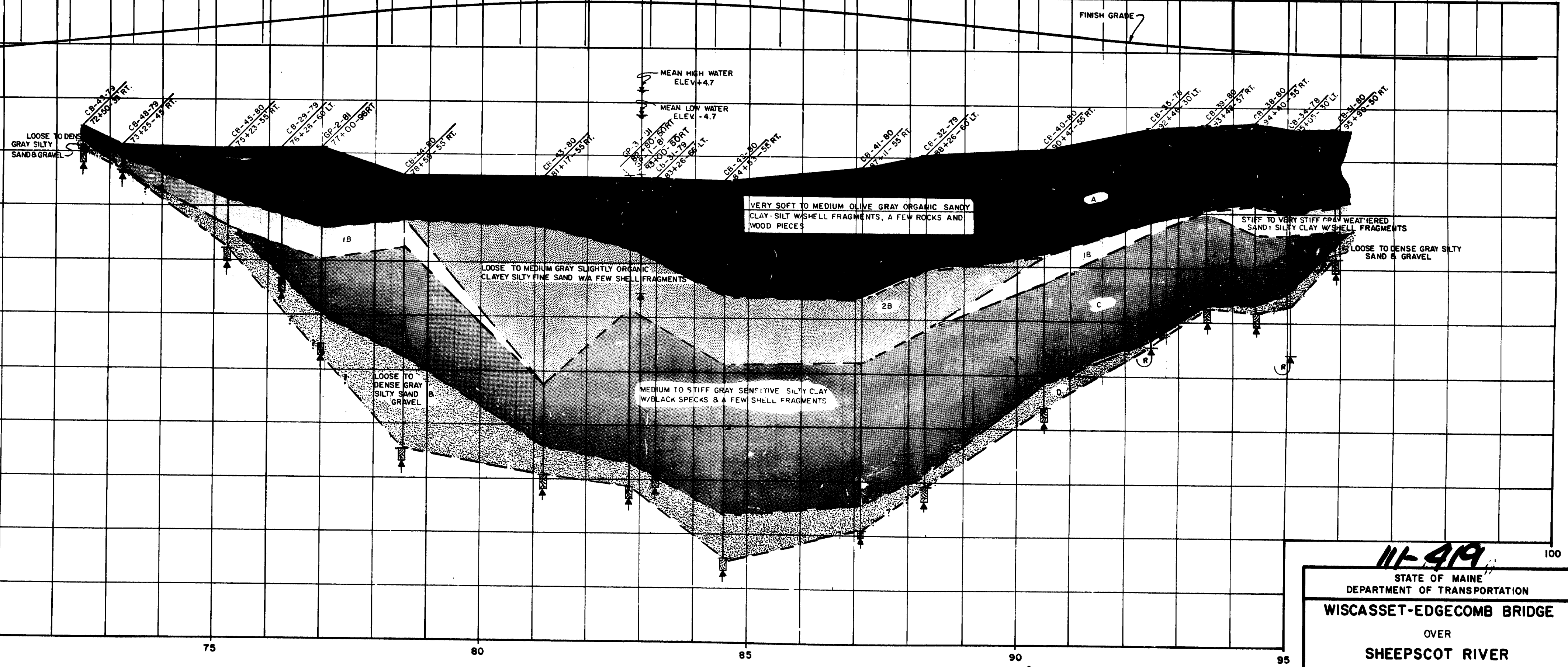
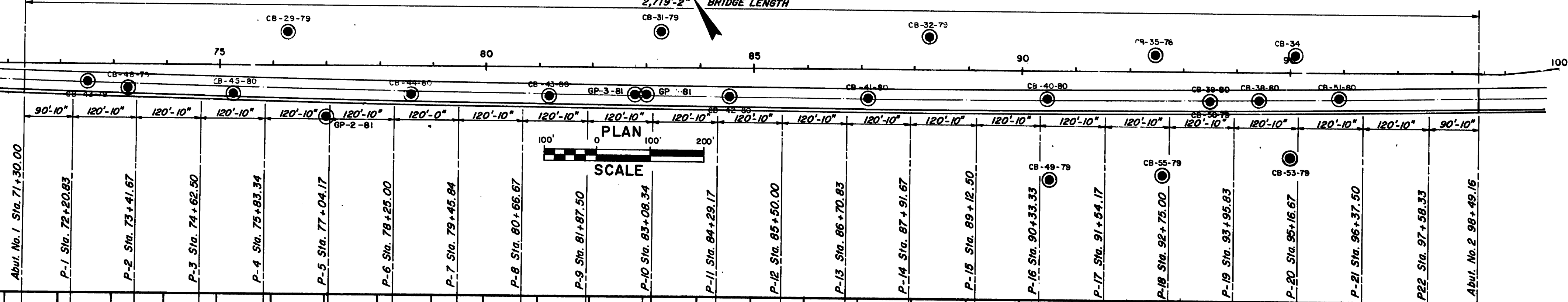
SHEEPSCOT RIVER

2,719'-2" BRIDGE LENGTH

PLAN

SCALE

100' 0 100' 200'



PROFILE

SCALE

100' 0 100' 200'

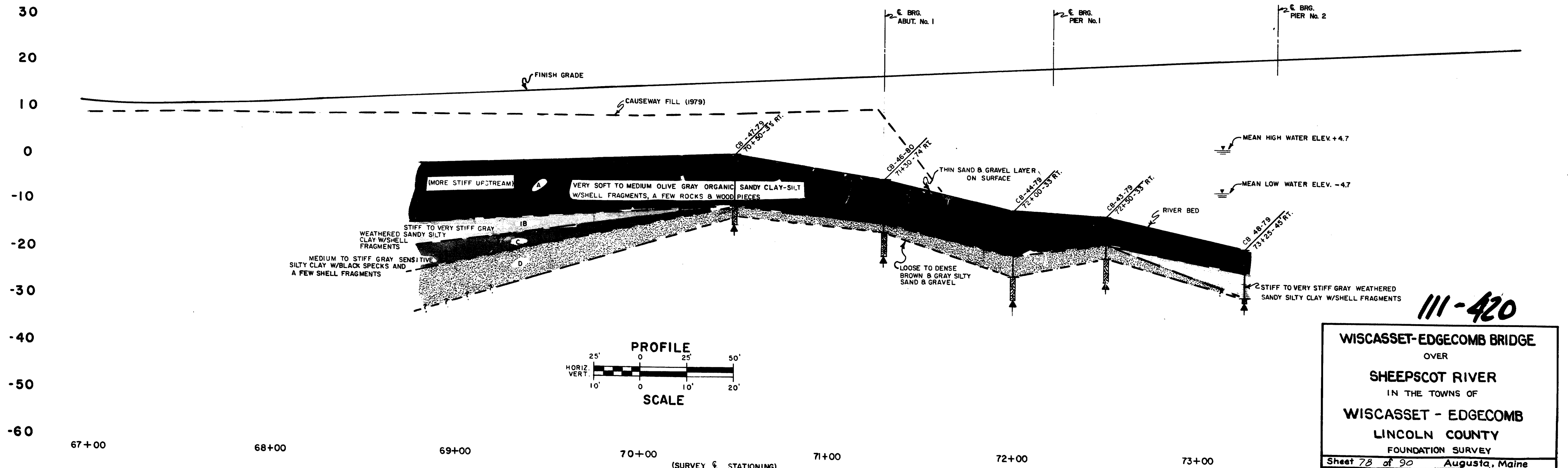
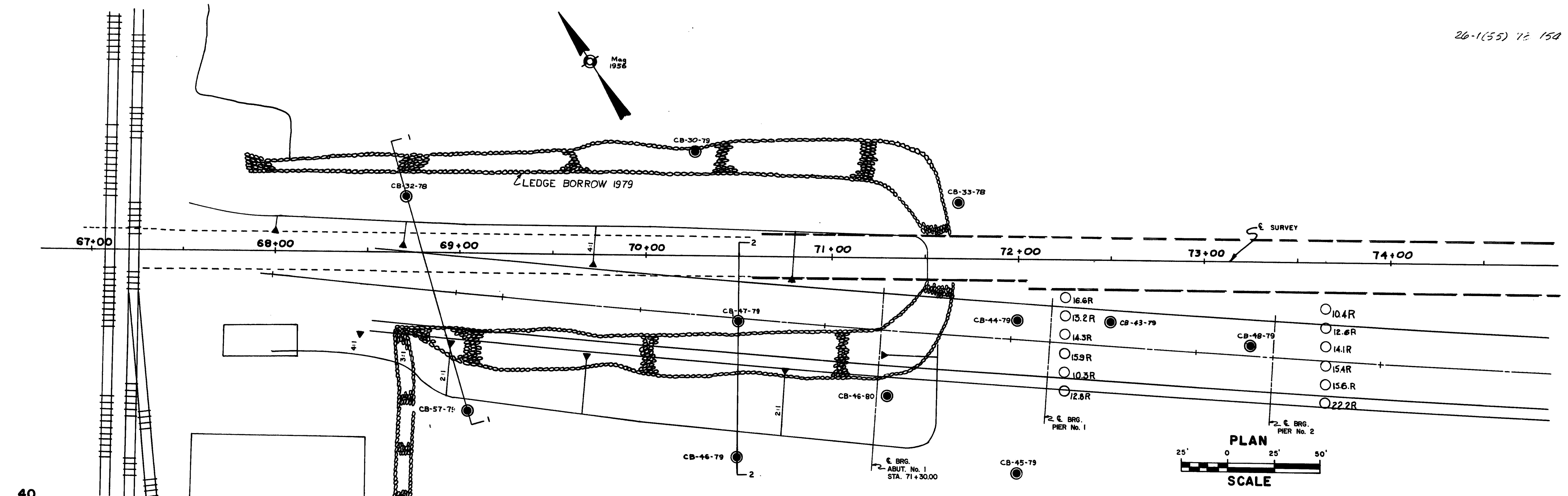
HORIZ. VERT. 20' 40'

NOTE: STATIONING IS FROM SURVEY 2 ON EXISTING BRIDGE

11-419

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET-EDGECOMB BRIDGE
OVER
SHEEPSCOT RIVER
IN THE TOWNS OF
WISCASSET-EDGECOMB
LINCOLN COUNTY
FOUNDATION SURVEY
SHEET 11 OF 10 AUGUSTA, MAINE

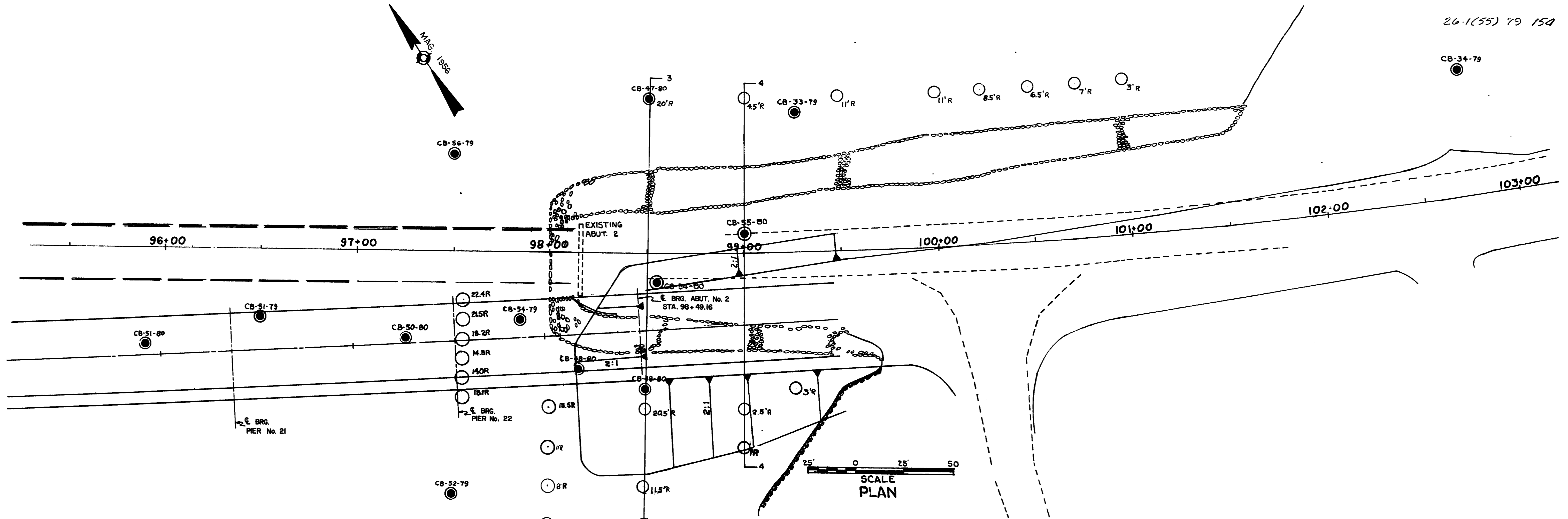
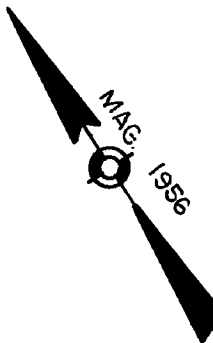
BRUNING 44-132 45710



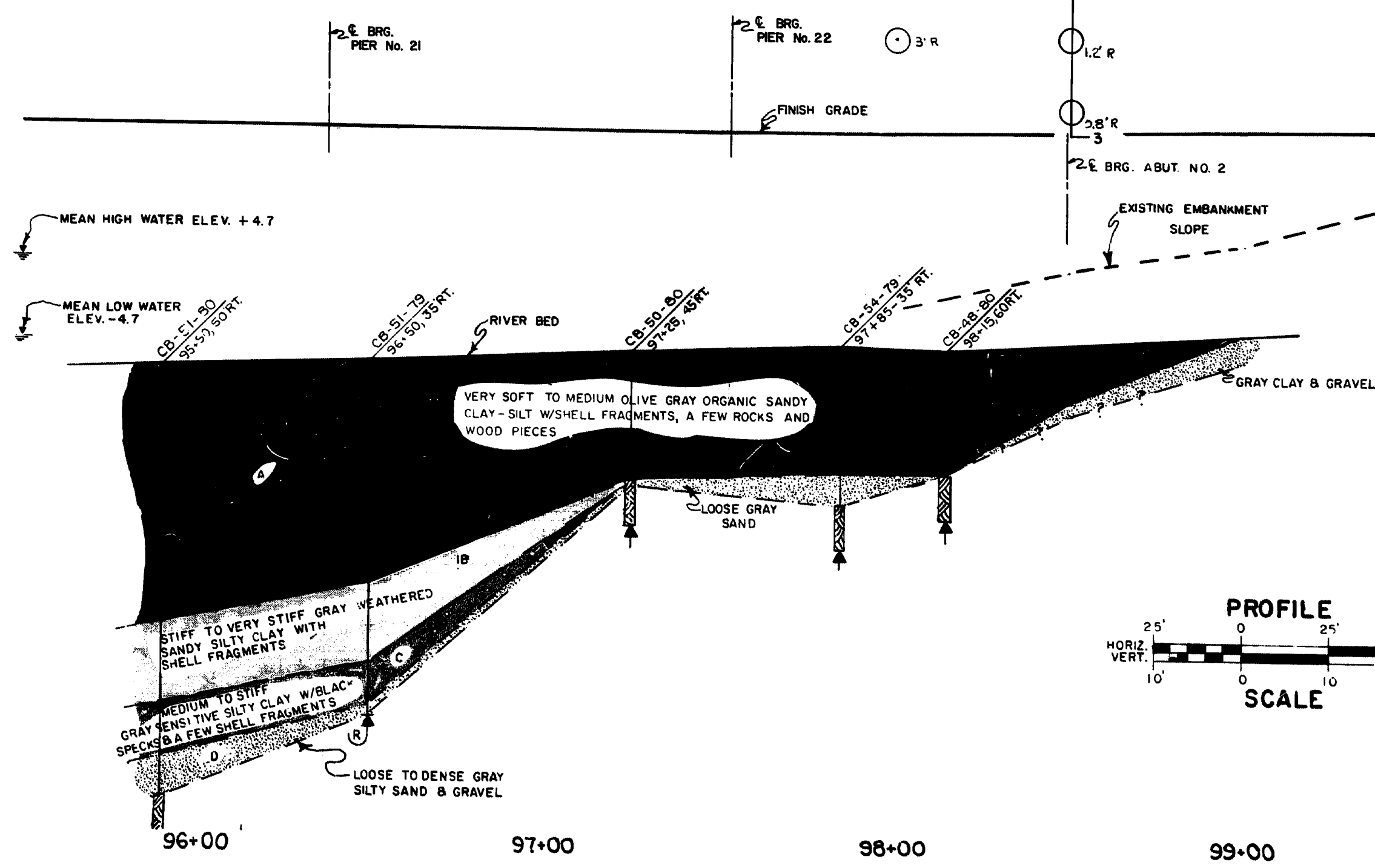
111-420

WISCASSET-EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
IN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY
FOUNDATION SURVEY
Sheet 78 of 90 Augusta, Maine

CB-34-79



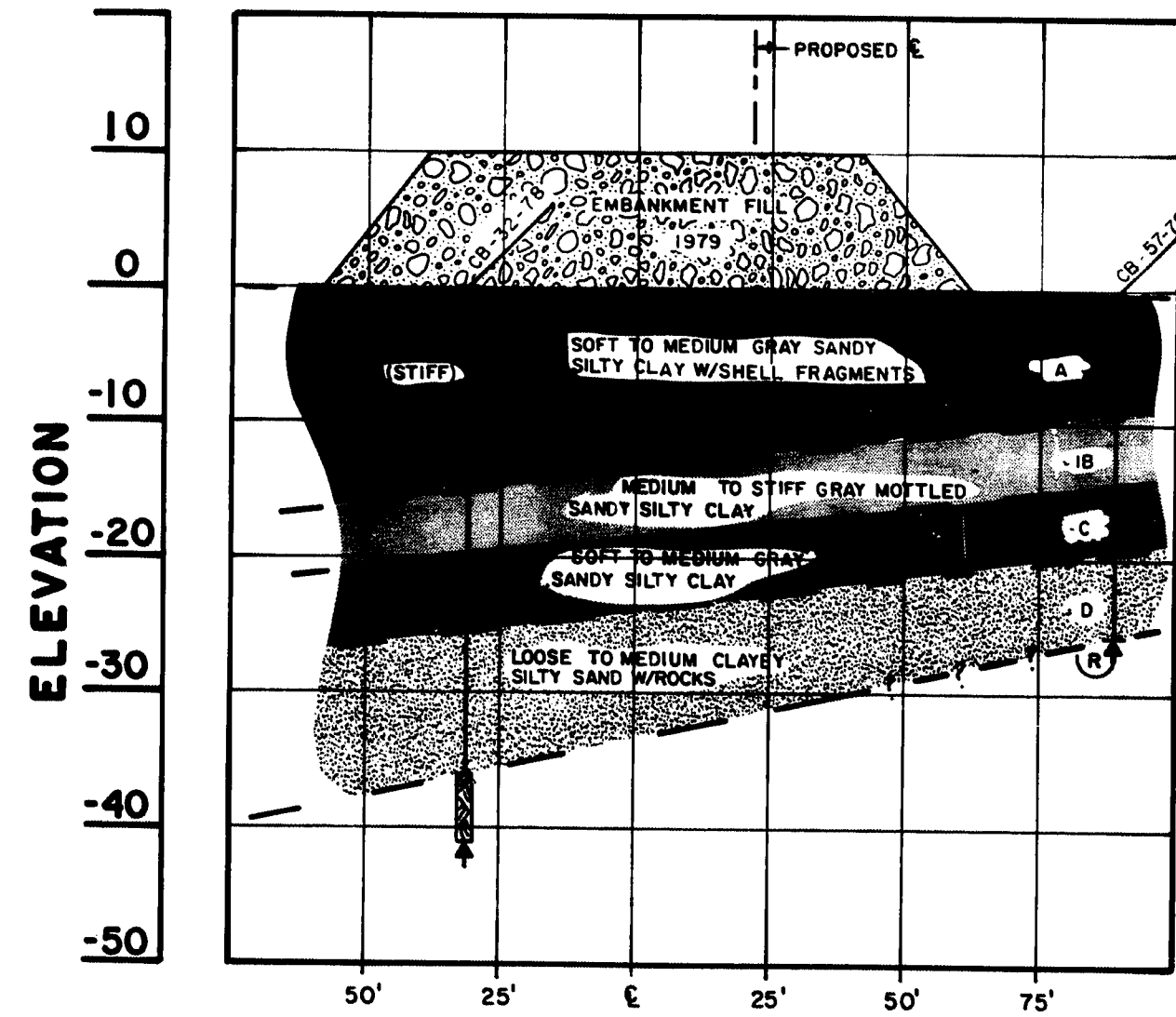
30
20
10
0
-10
-20
-30
-40
-50
-60



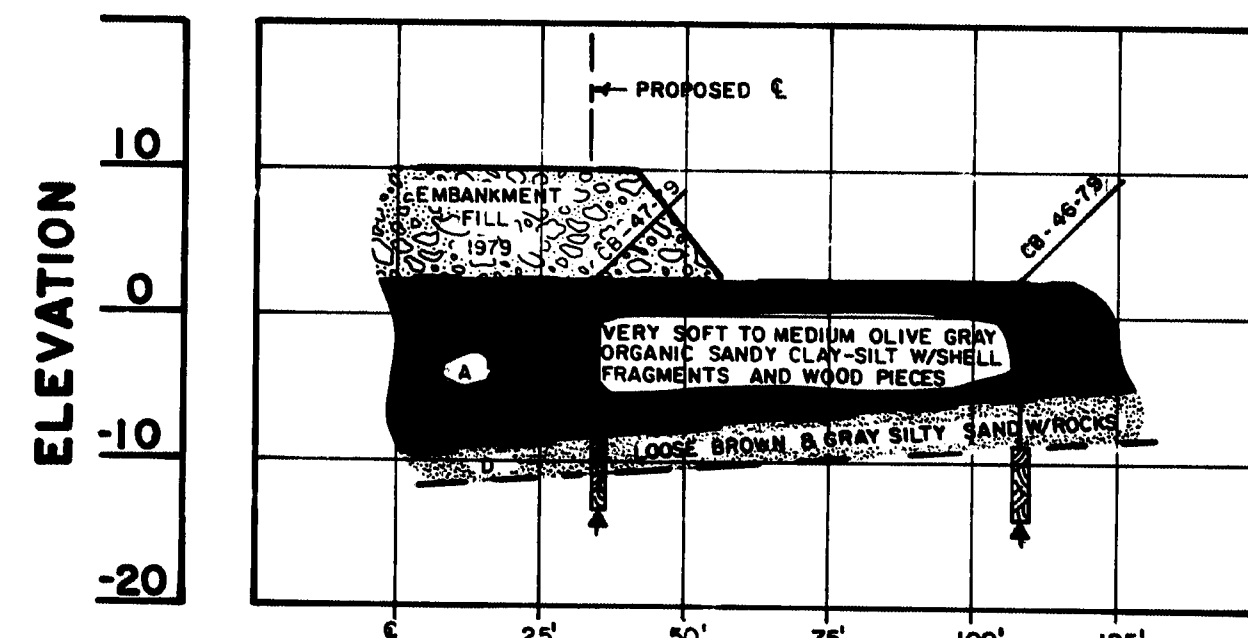
PROFILE
SCALE
HORIZ. 25' 0 25' 50'
VERT. 10' 0 20' 30' 40' 50' 60'

111-421

WISCASSET-EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
IN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY
FOUNDATION SURVEY
102+00 Sheet 79 of 90 Augusta, Maine

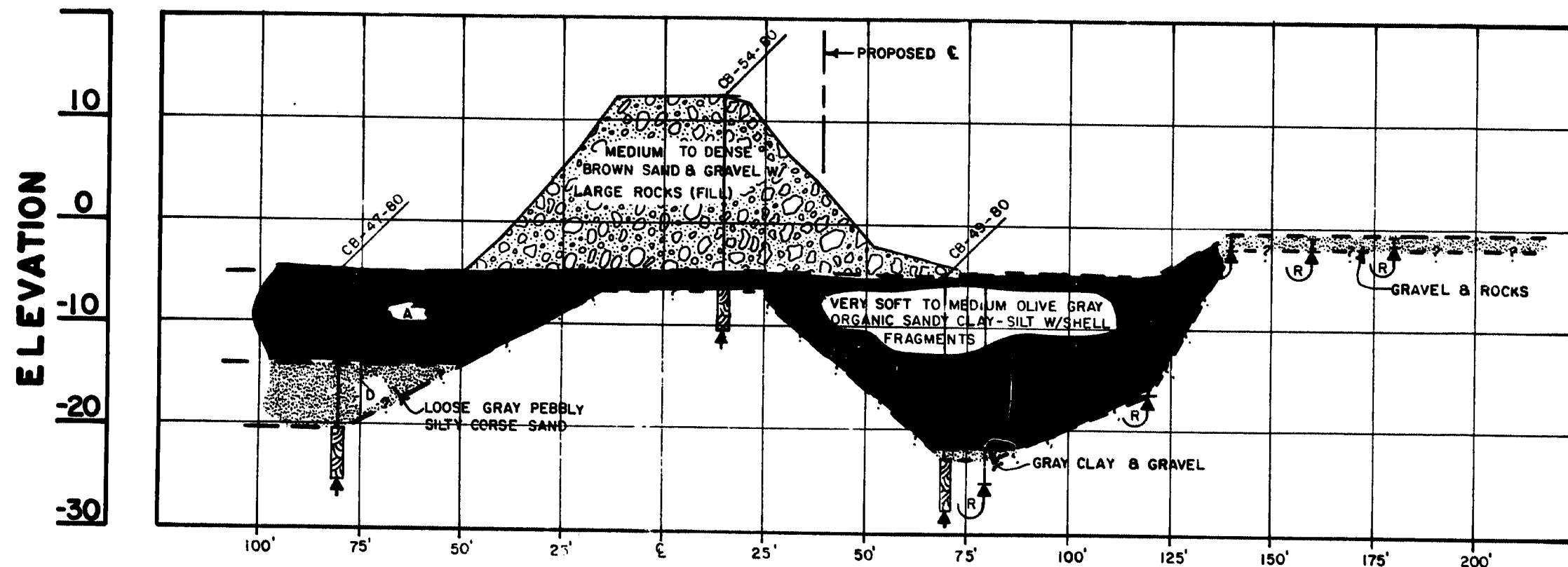


TRANSVERSE SECTION 1-1
ACROSS 68 + 80
(SURVEY E)

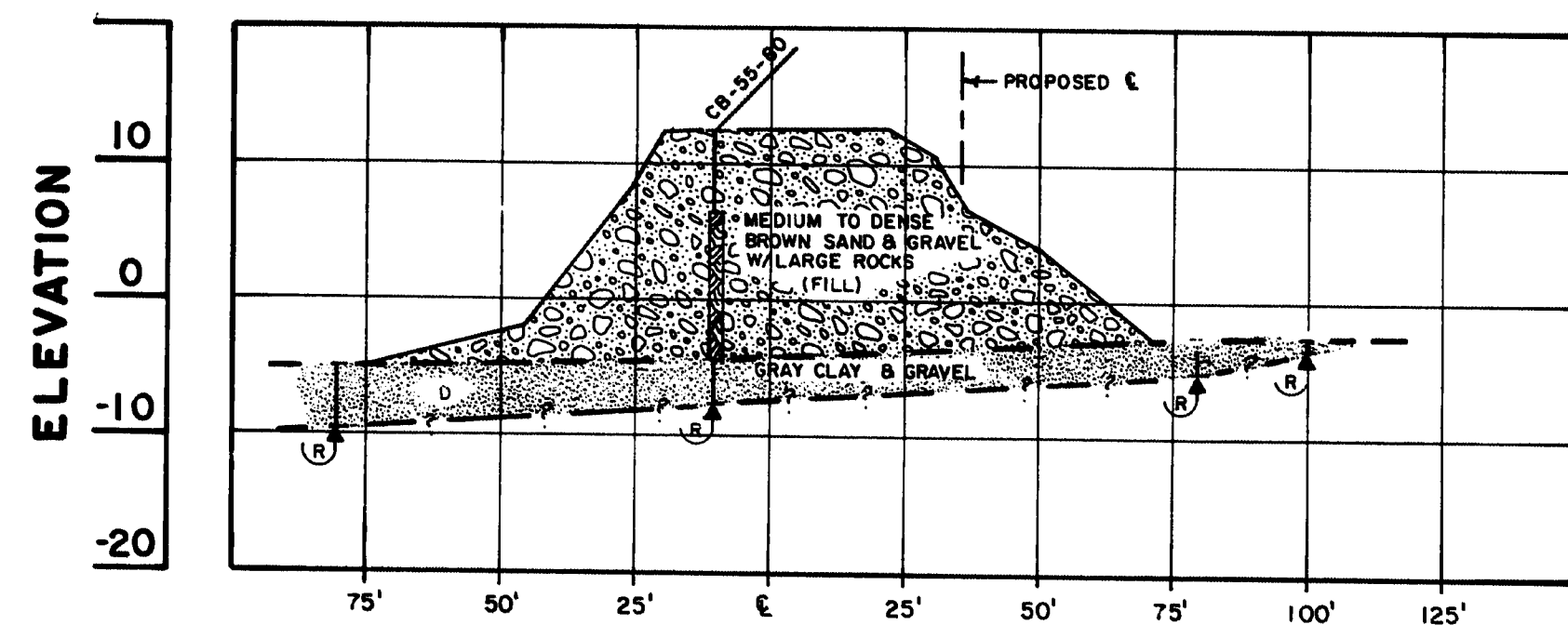


TRANSVERSE SECTION 2-2
ACROSS 70 + 50
(SURVEY E)

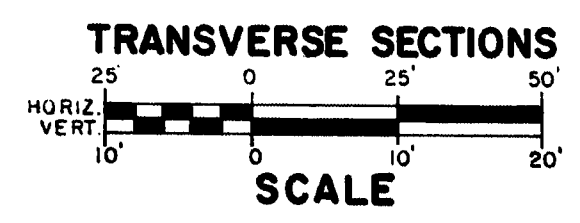
- BORING NOTES**
- 2 1/2" & 4" Casing used
 - All samples and vanes are made ahead of casing
 - Water elevation
 - Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow
 - Location of sample or sample attempt
 - Number and type of dry sample
 - ID S & H Sampler #1290's
 - IC 2" O.D. 16 ga. seamless tubing
 - IU 3 1/2" O.D. 16 ga. seamless tubing
 - IW Wash sample and number
 - MD Unsuccessful sample attempt and type of sampler
 - Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow
 - H Sampling spoon or seamless tubing driven by static weight of drill rods and hammer
 - P Piston sampler
 - Field vane test
 - 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
- SHEAR NOTES**
- Field vane shear strengths
 - X Laboratory vane shear strengths
 - Shear strengths in excess of capacity of equipment
 - One half unconfined compressive strengths
- WATER CONTENT NOTES**
- Natural water contents, given as percent of dry weight
 - Plastic and liquid limit
 - Ignition losses are given as percent of dry weight



TRANSVERSE SECTION 3-3
ACROSS 98 + 50
(SURVEY E)
(BENT 115)



TRANSVERSE SECTION 4-4
ACROSS 99 + 00
(SURVEY E)



111-422

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

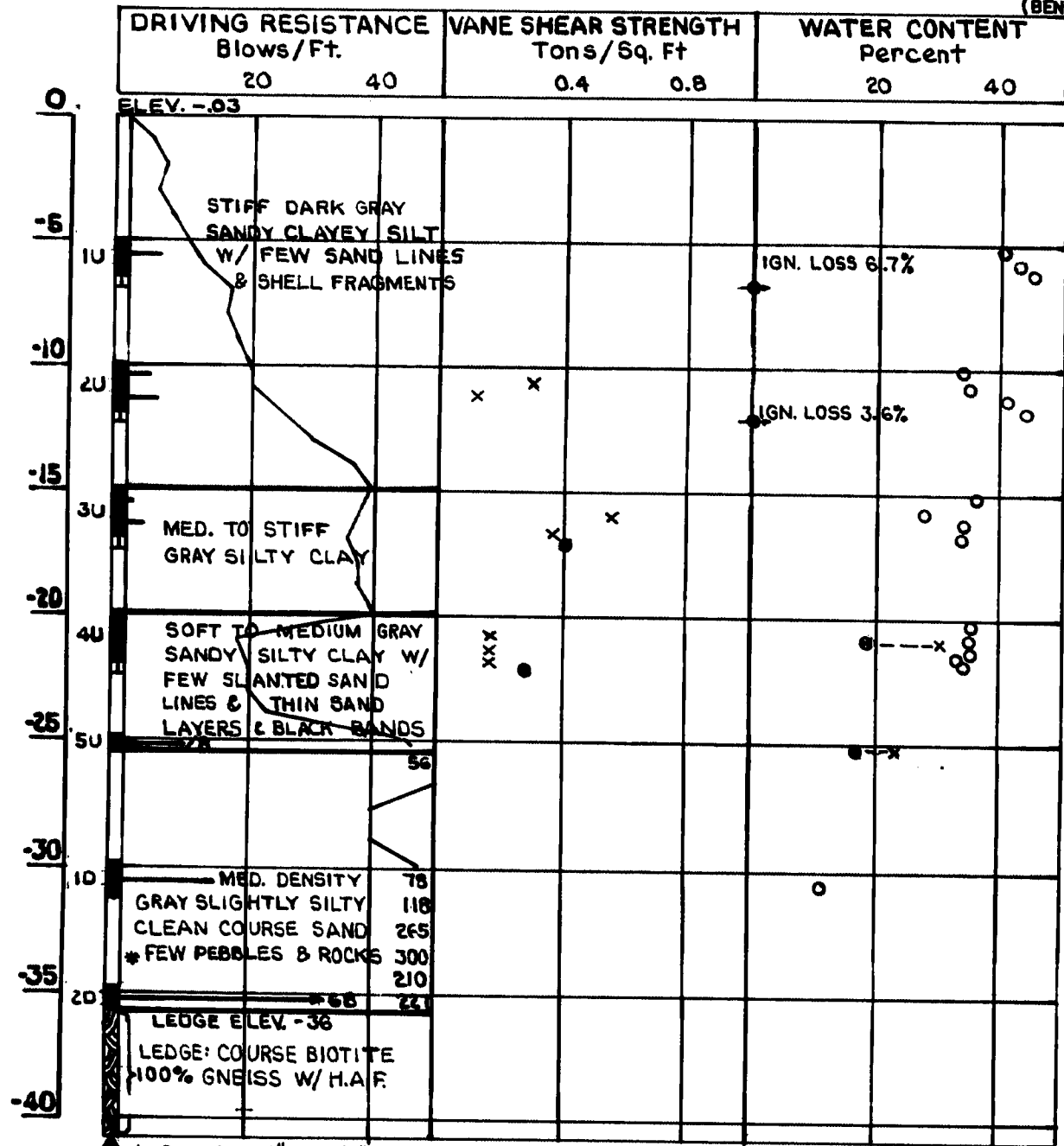
WISCASSET-EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
IN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY
TRANSVERSE SECTIONS
SHEET 80 OF 90 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

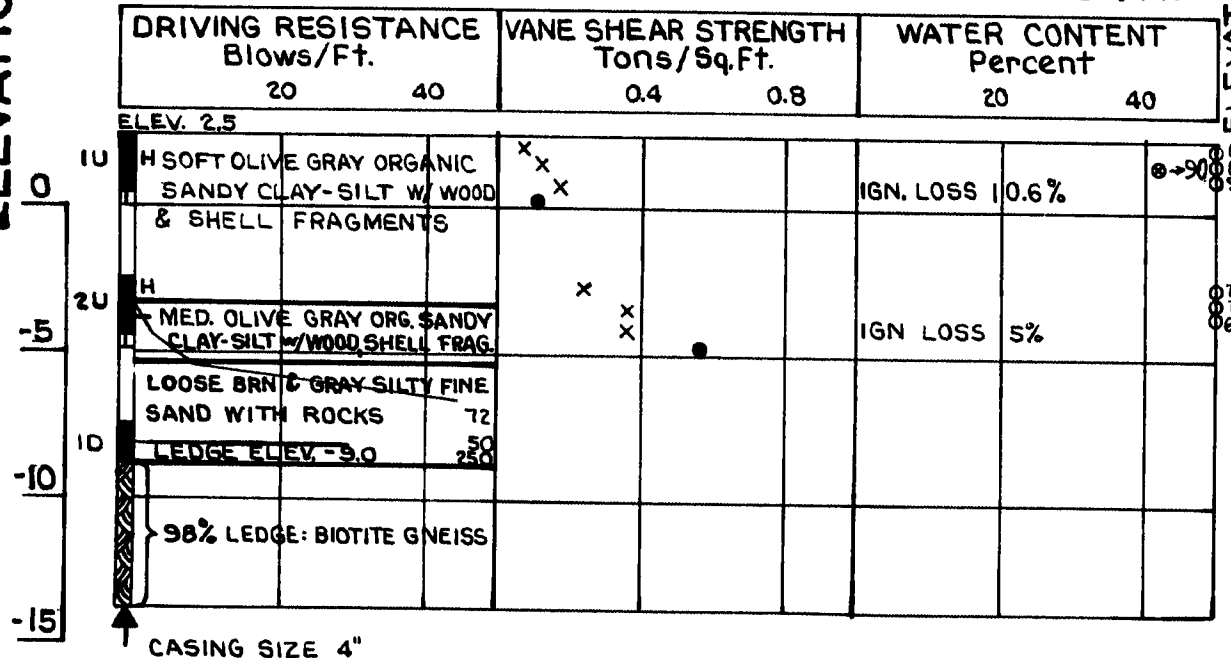
PLANS

BRUNING 44-132-45710

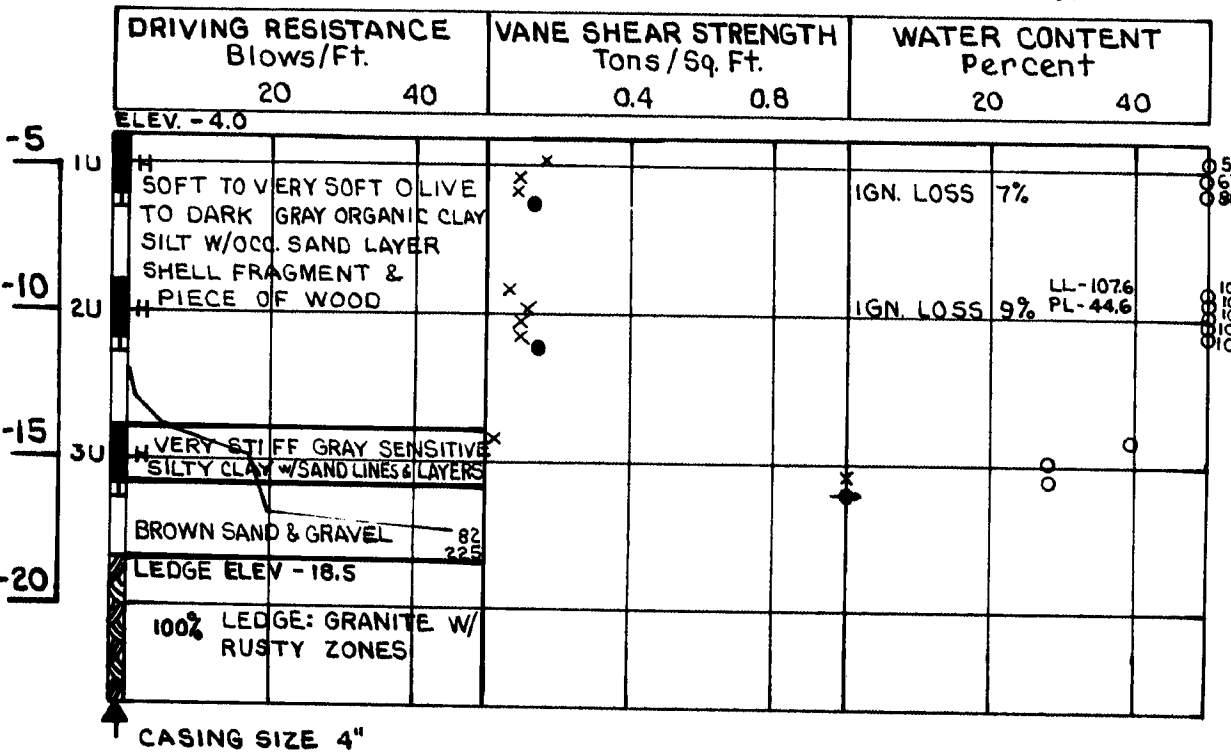
BORING CB-32-78 STATION 68+71 30'LT.



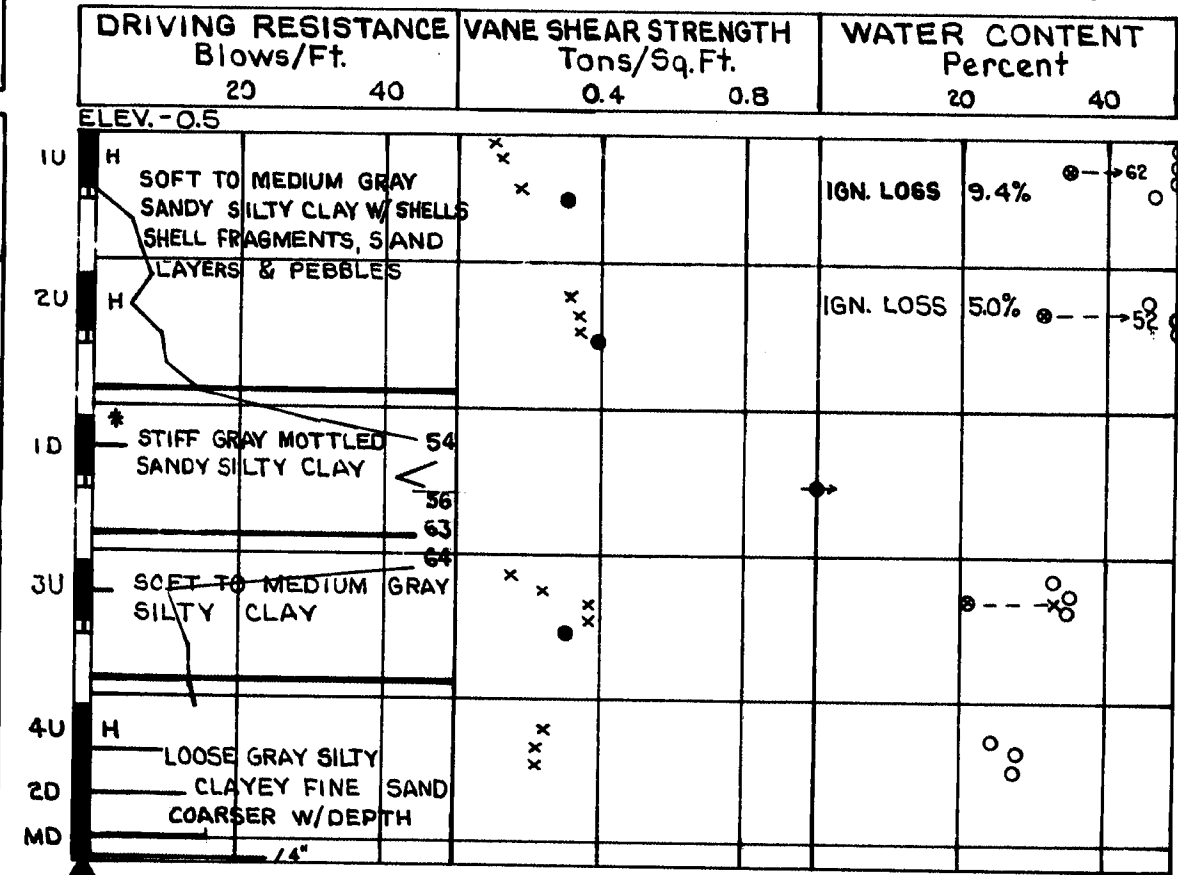
BORING CB-46-79 STATION 70+50 108' RT.



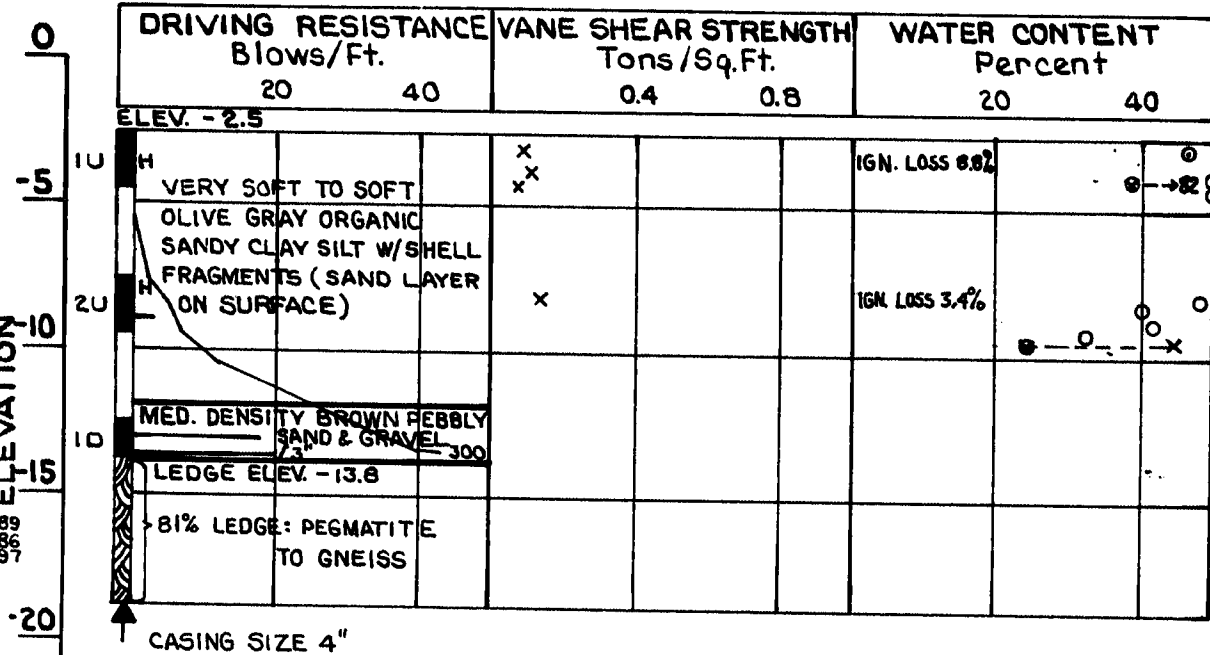
BORING CB-45-79 STATION 72+00 115' RT.



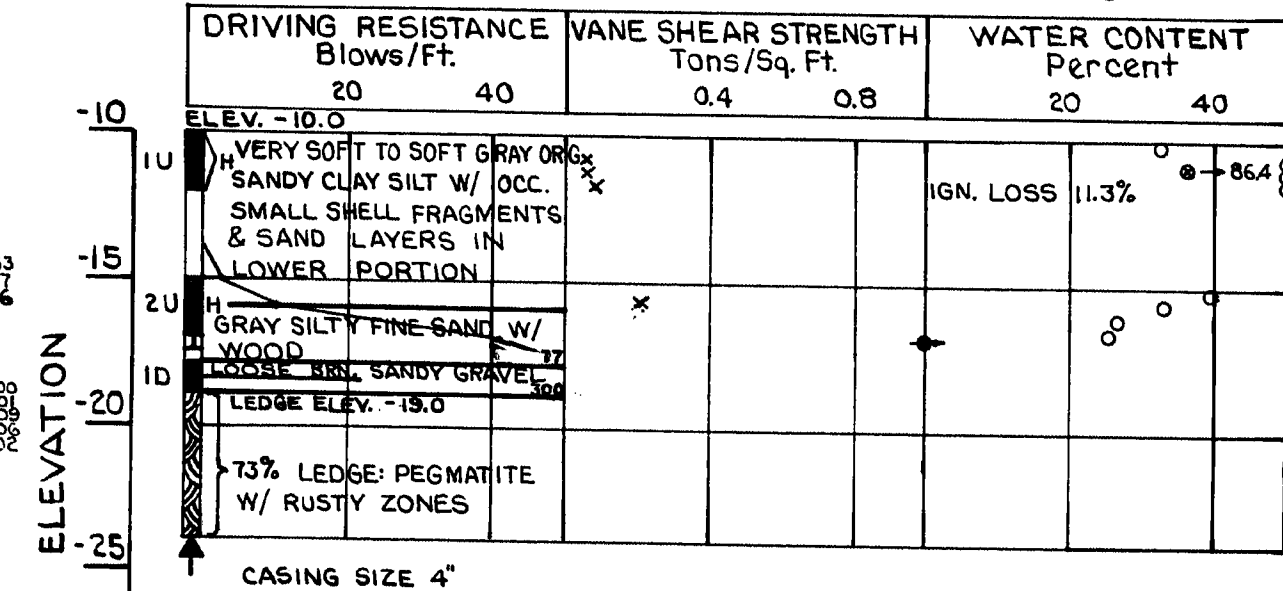
BORING CB-57-79 STATION 69+05 85' RT.



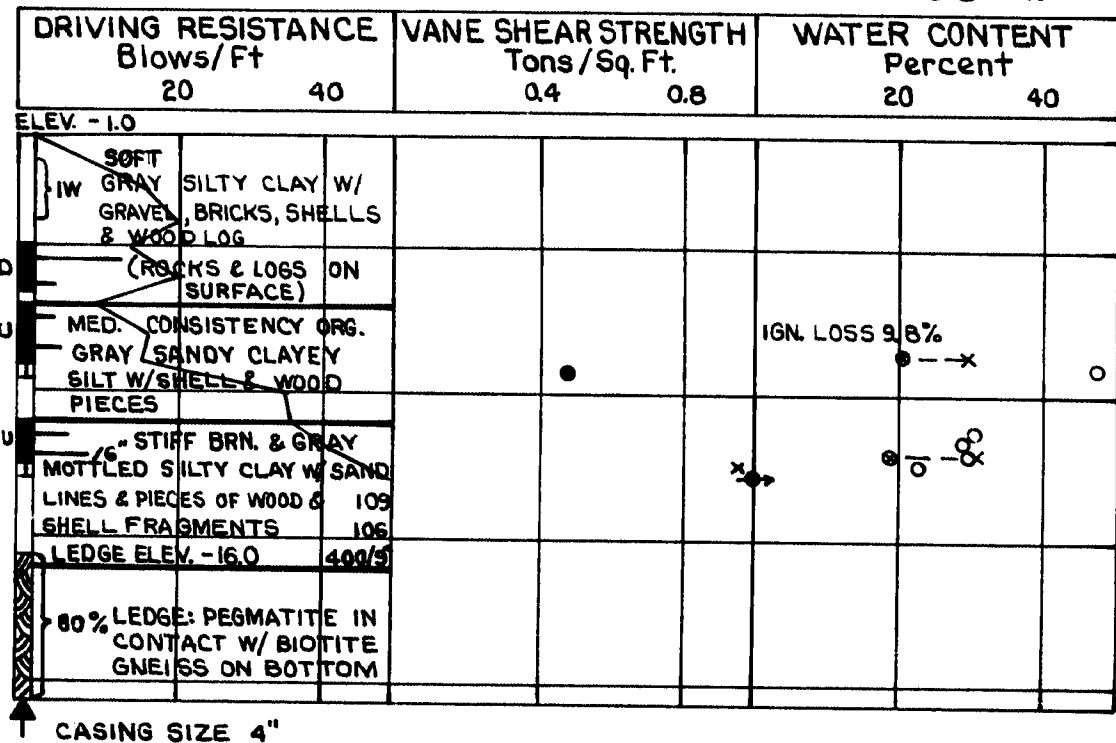
BORING CB-46-80 STATION 71+30 74' RT.



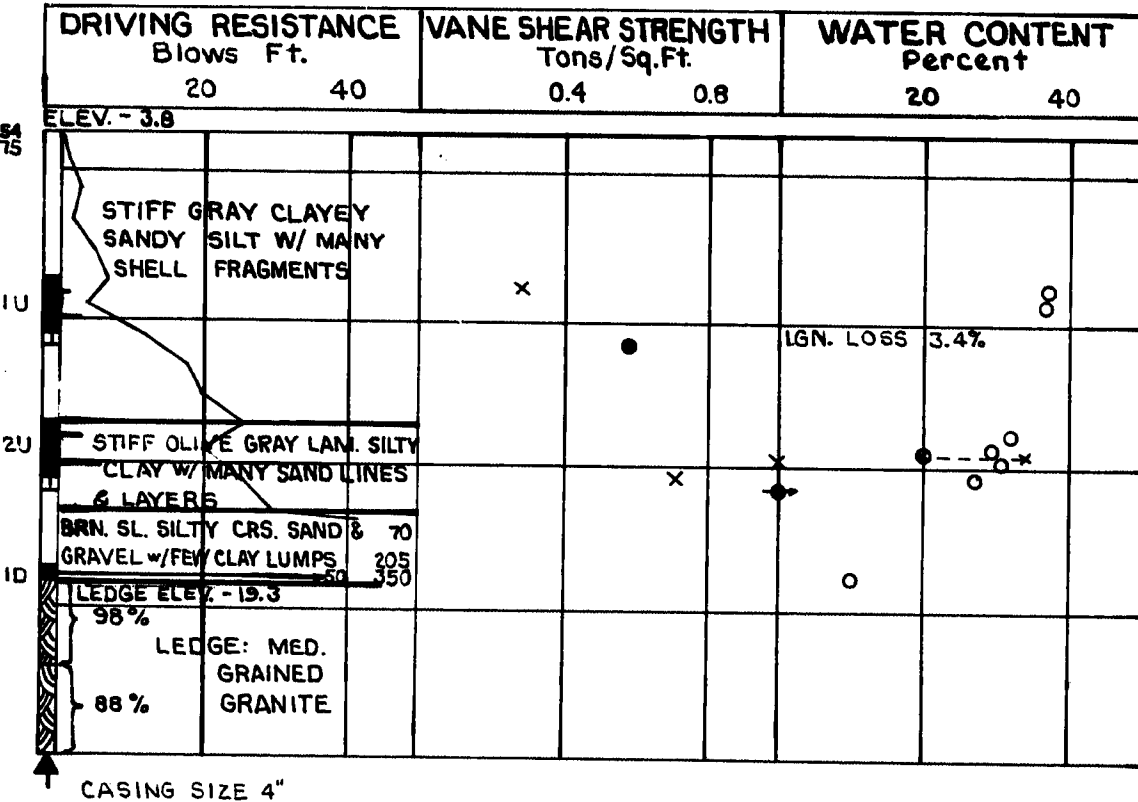
BORING CB-43-79 STATION 72+50 33' RT.



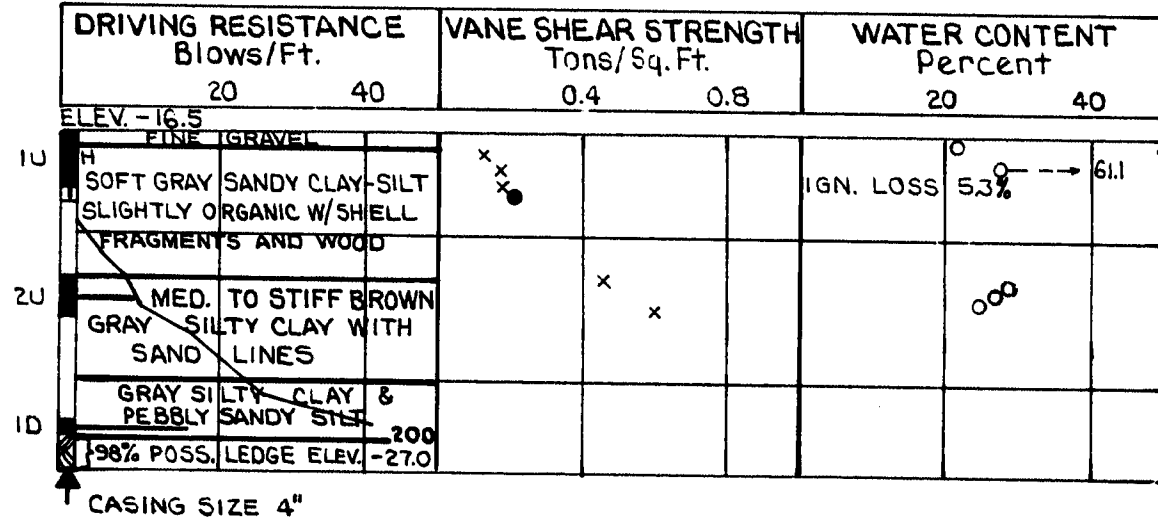
BORING CB-30-79 STATION 70+26 56' LT.



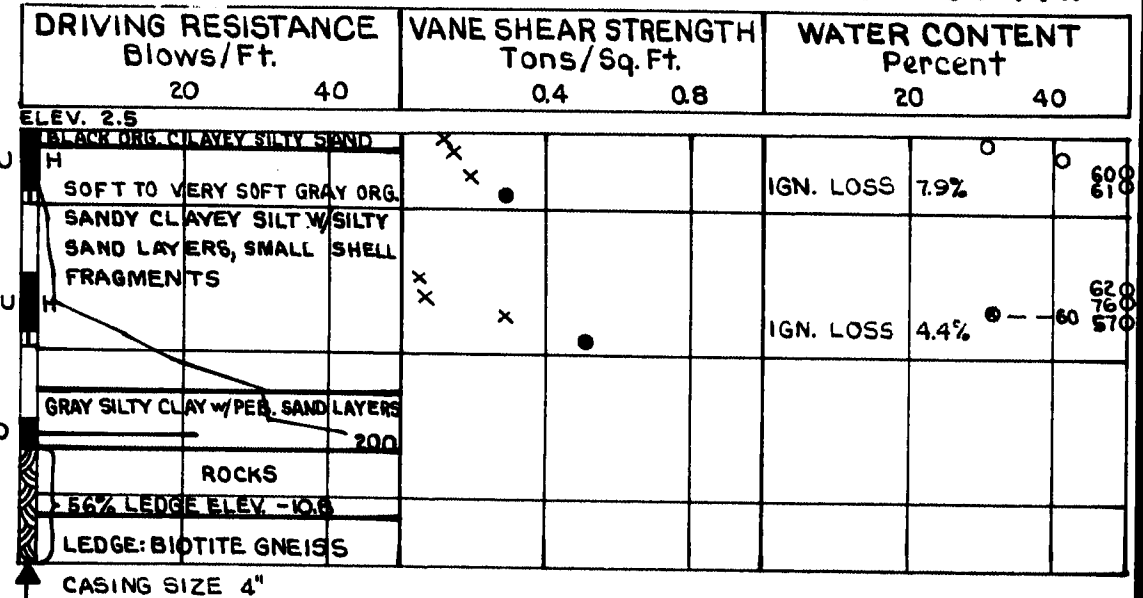
BORING CB-33-78 STATION 71+68 30' LT. (BENT 18)



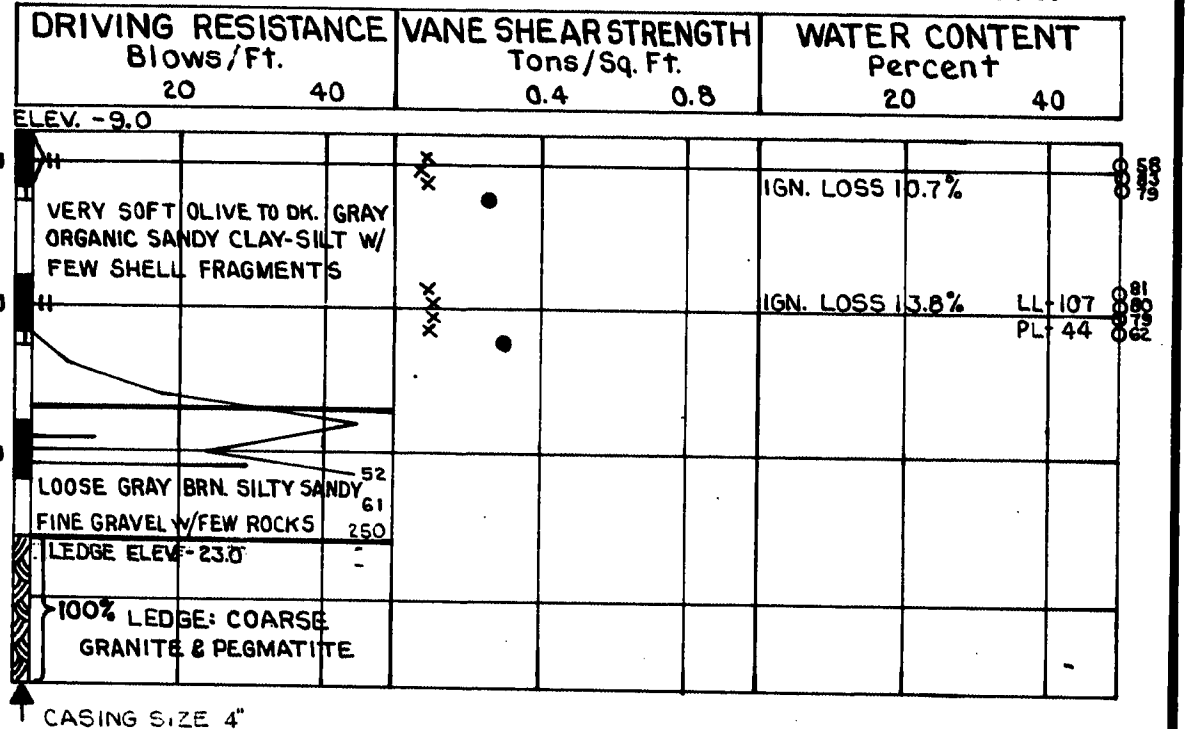
BORING CB-48-79 STATION 73+25 45' RT.



BORING CB-47-79 STATION 70+50 35' RT.

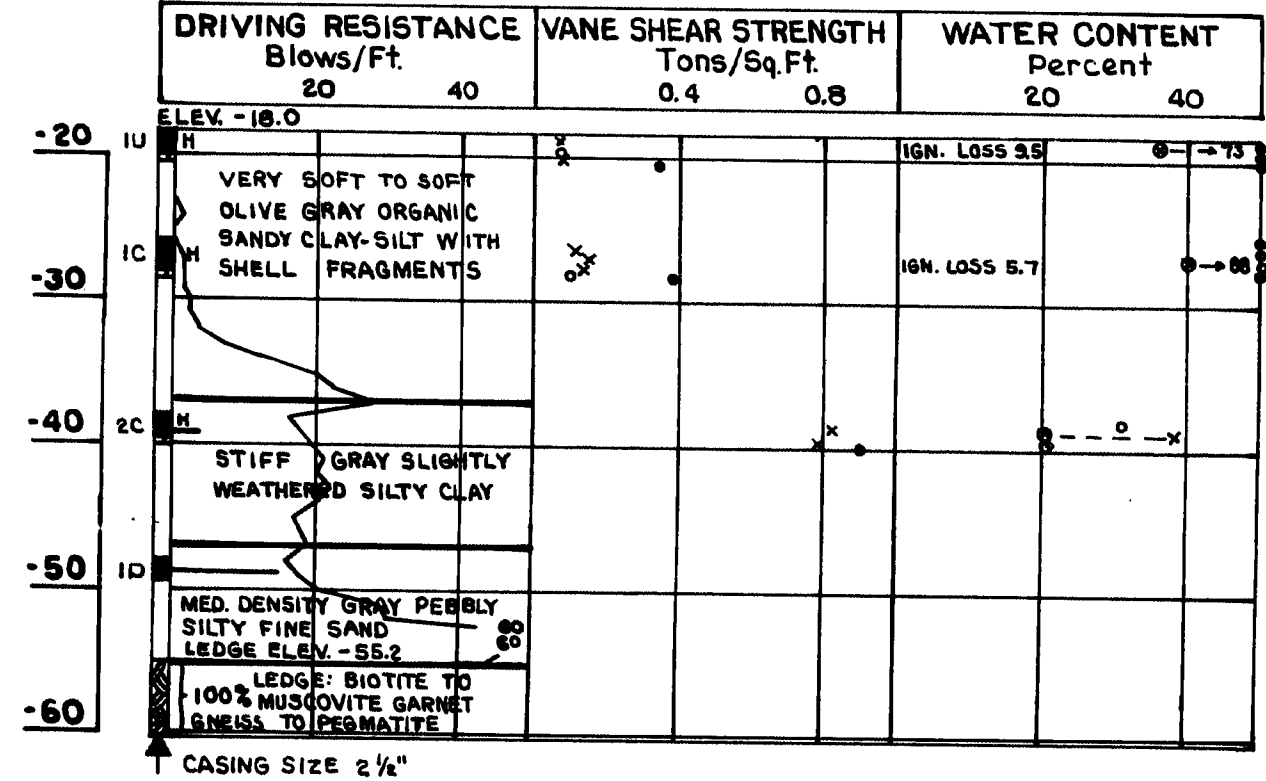


BORING CB-44-79 STATION 72+00 33' RT.

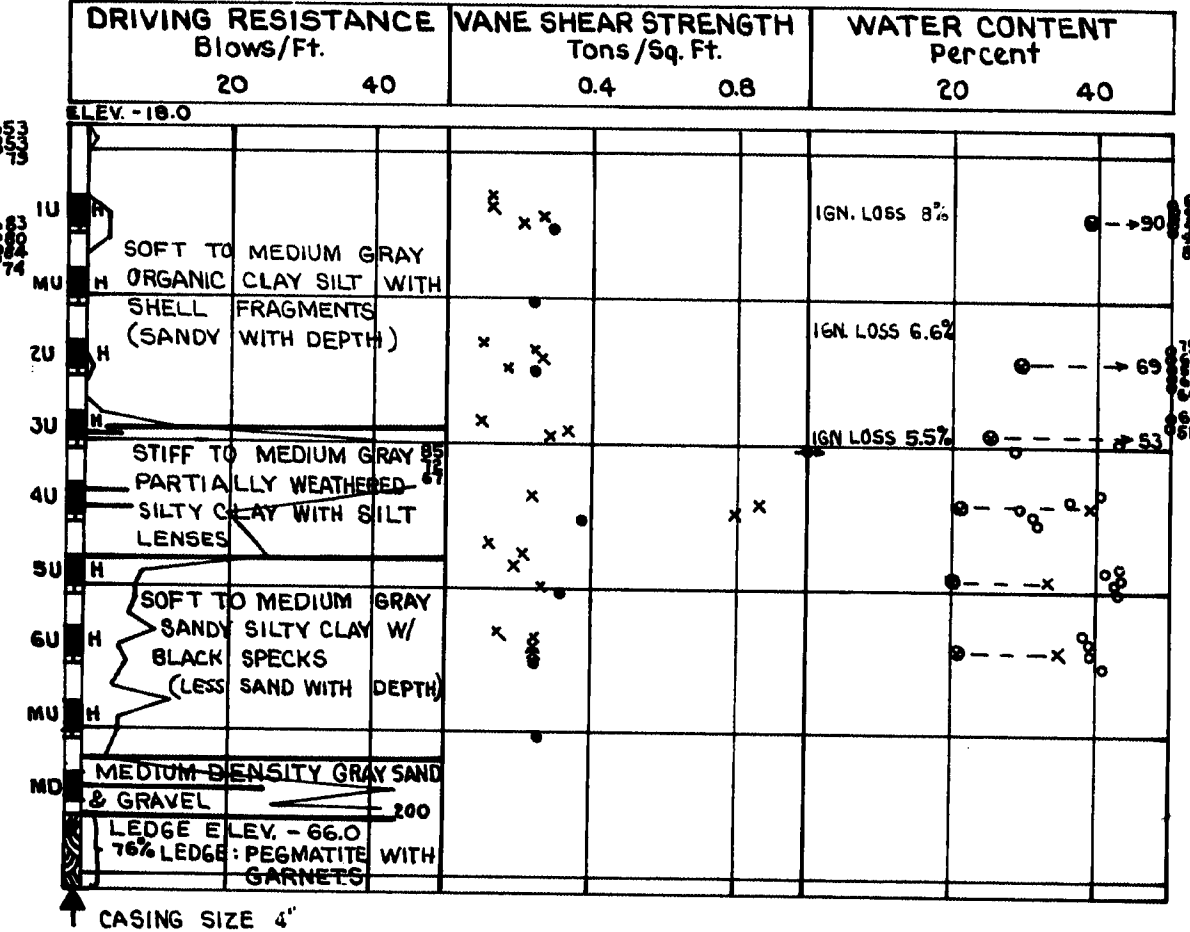


111-423

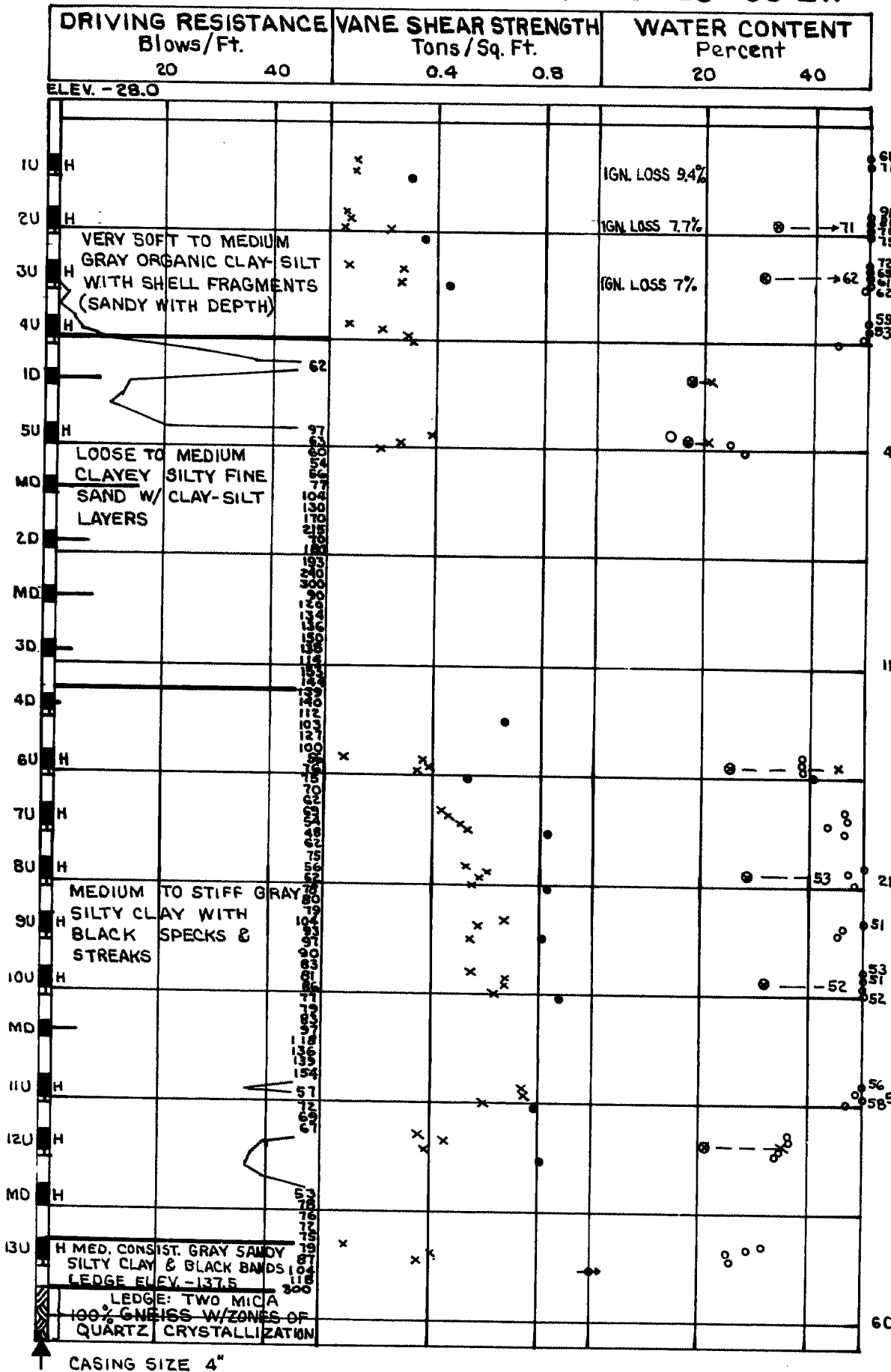
BORING CB-45-80 STATION 75+23 55'RT.



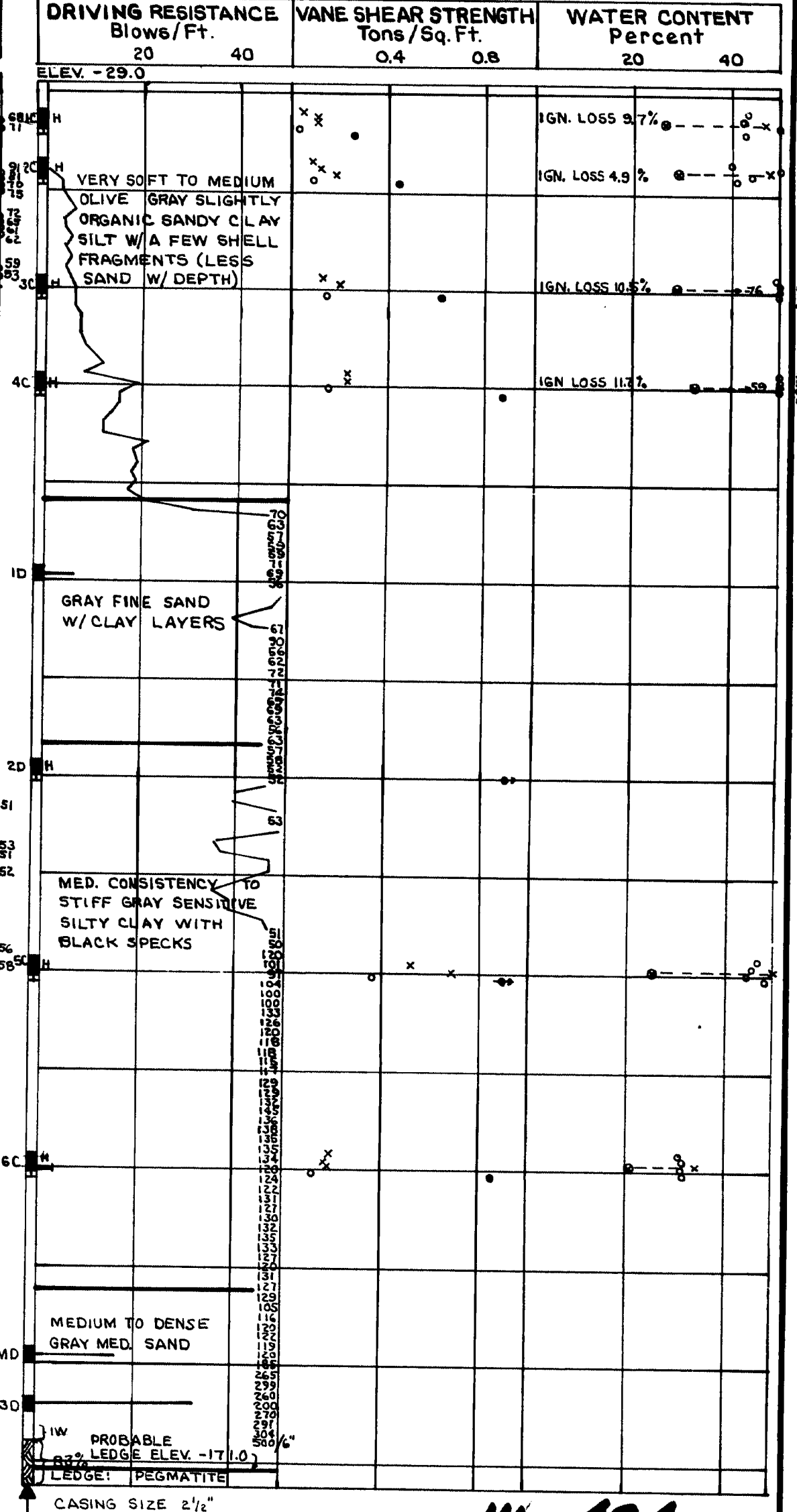
BORING CB-29-79 STATION 76+26 60'LT.



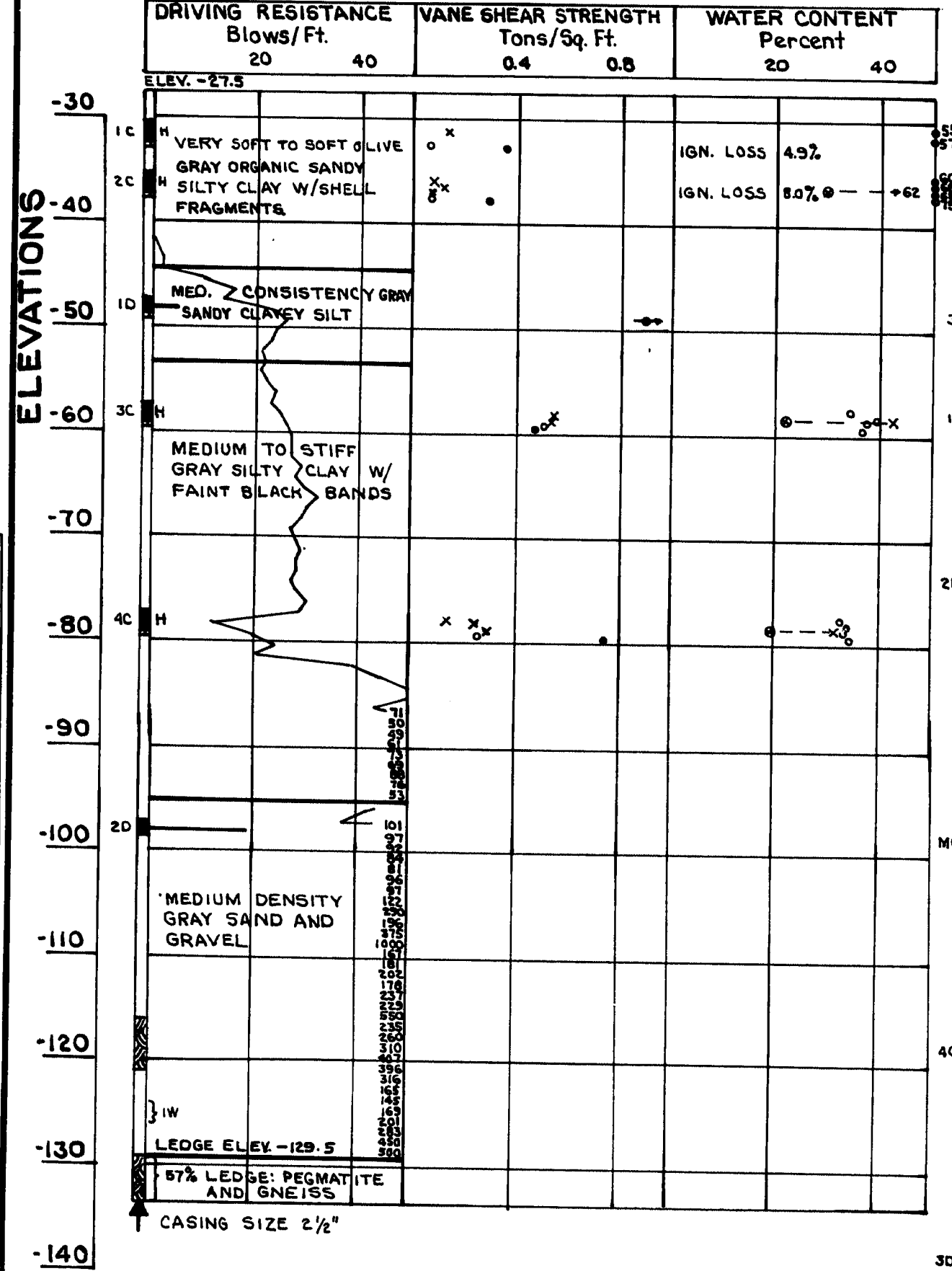
BORING CB-31-79 STATION 83+26 66'LT.



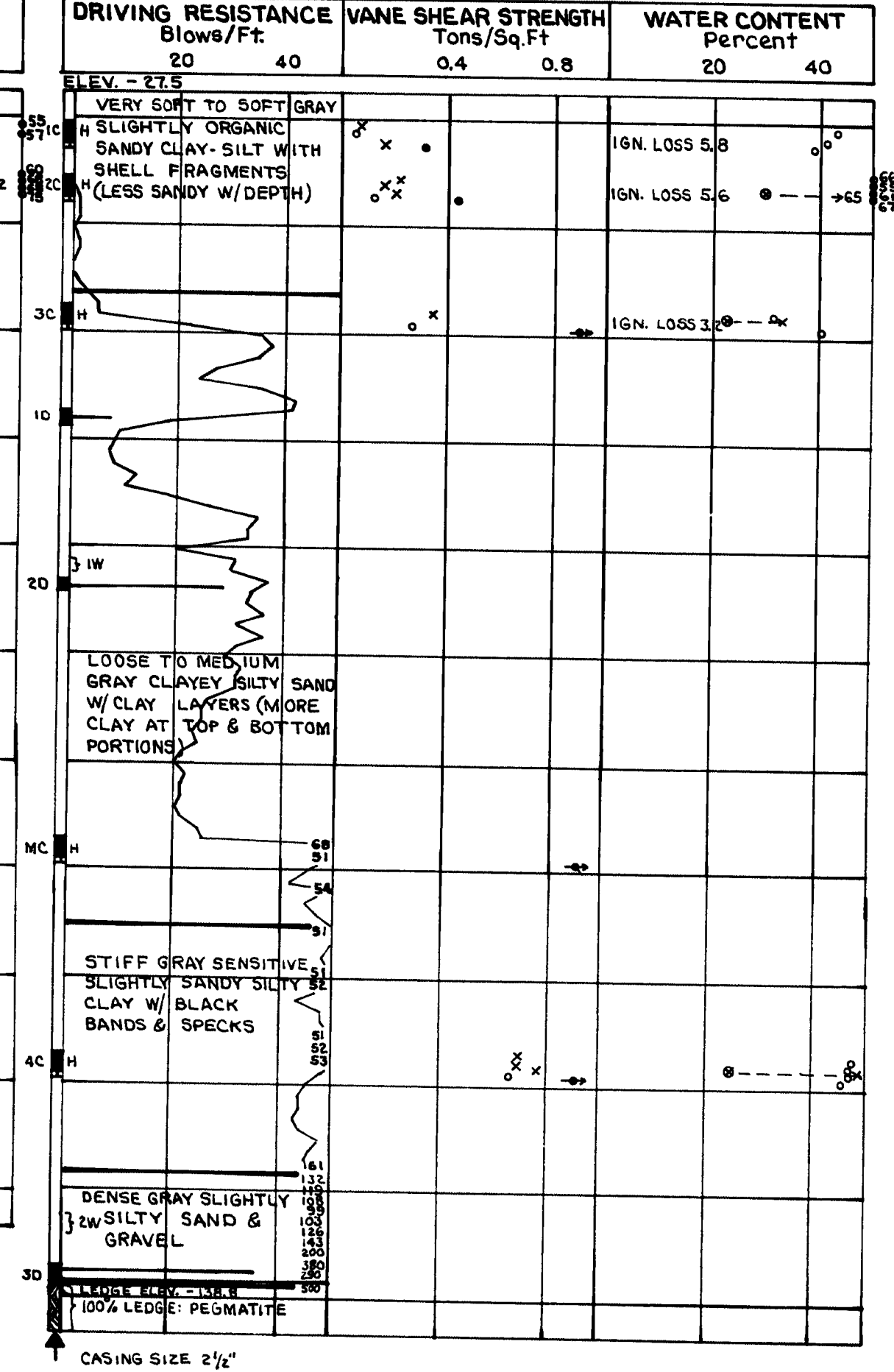
BORING CB-42-80 STATION 84+53 55'RT.



BORING CB-44-80 STATION 78+59 55'RT.



BORING CB-43-80 STATION 81+17 55'RT.

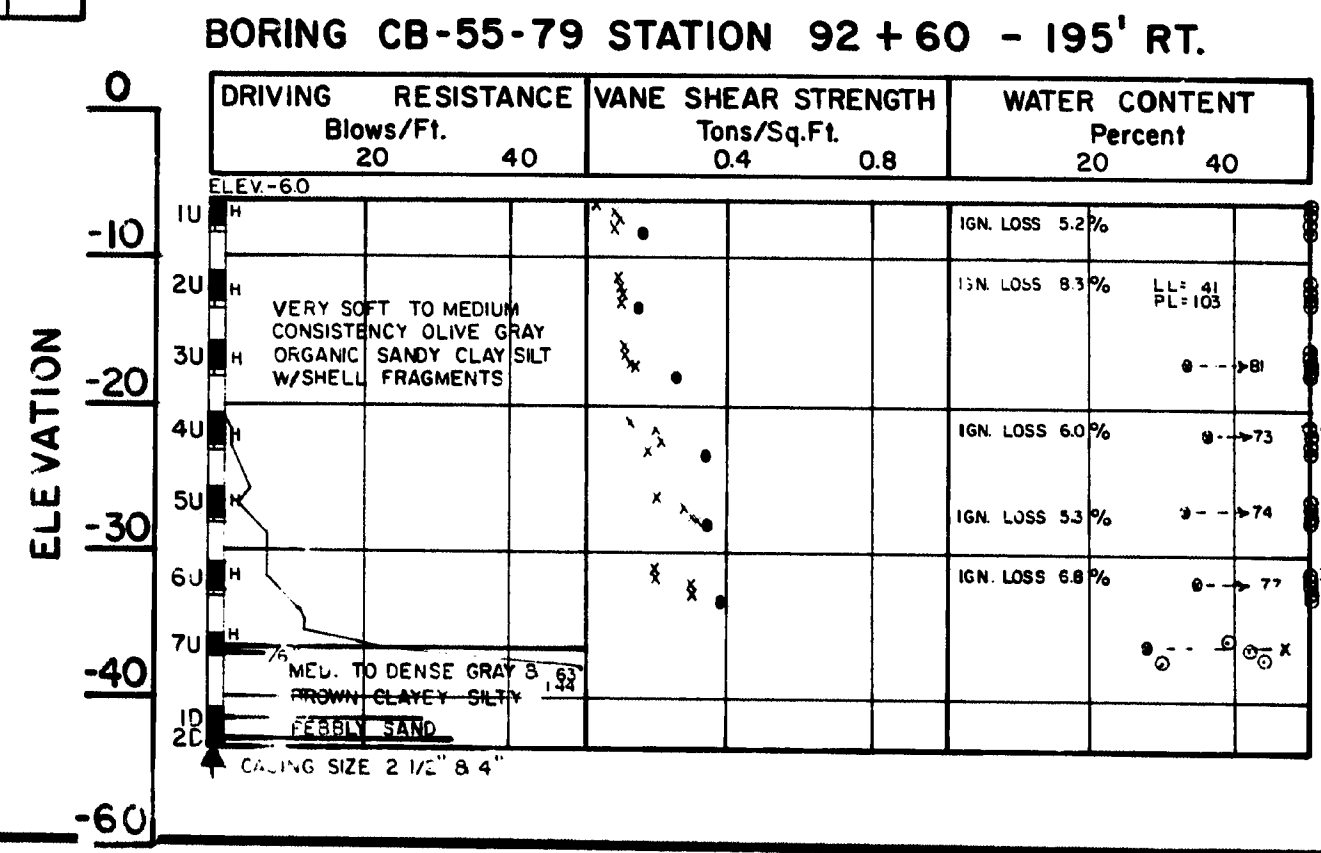
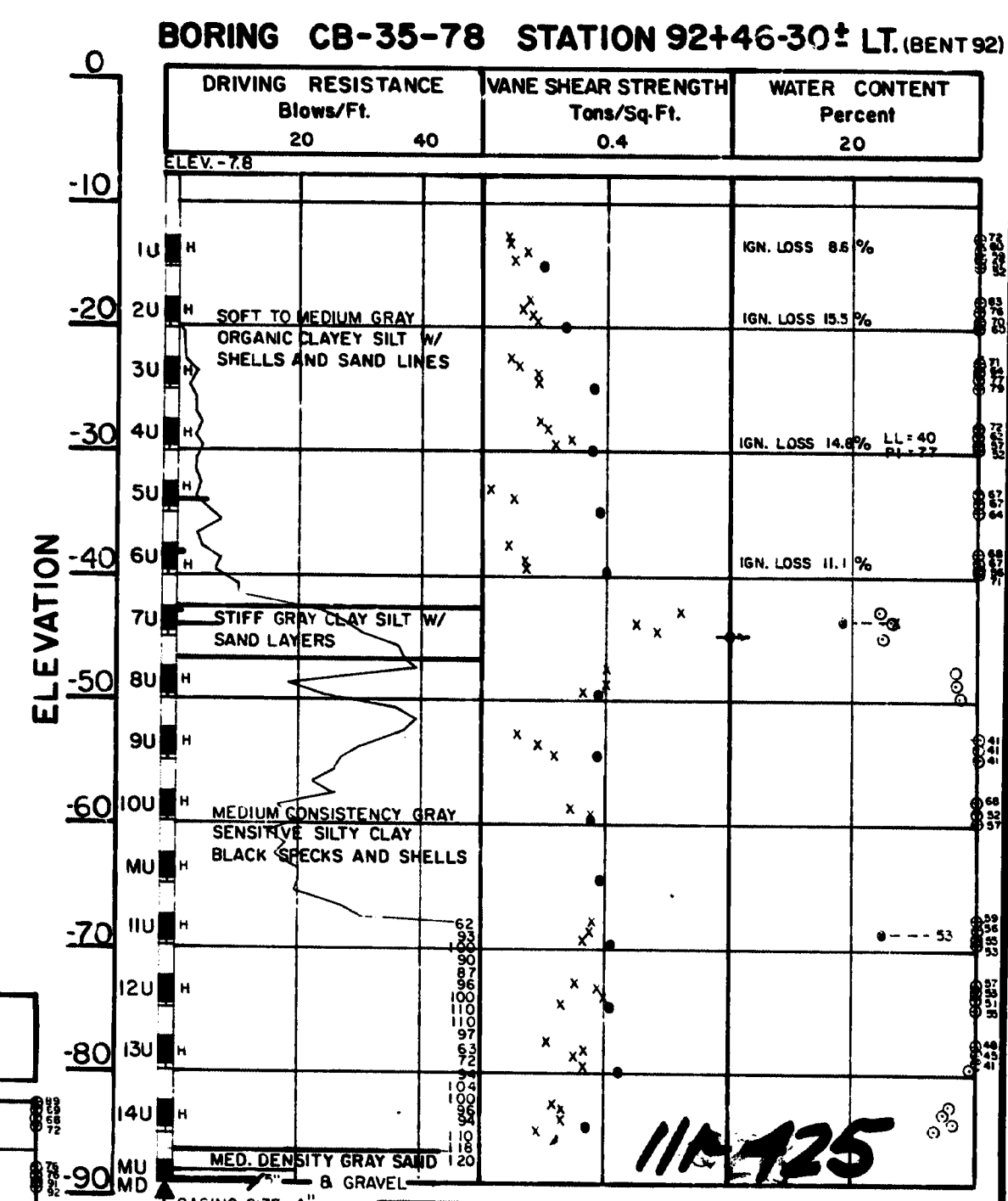
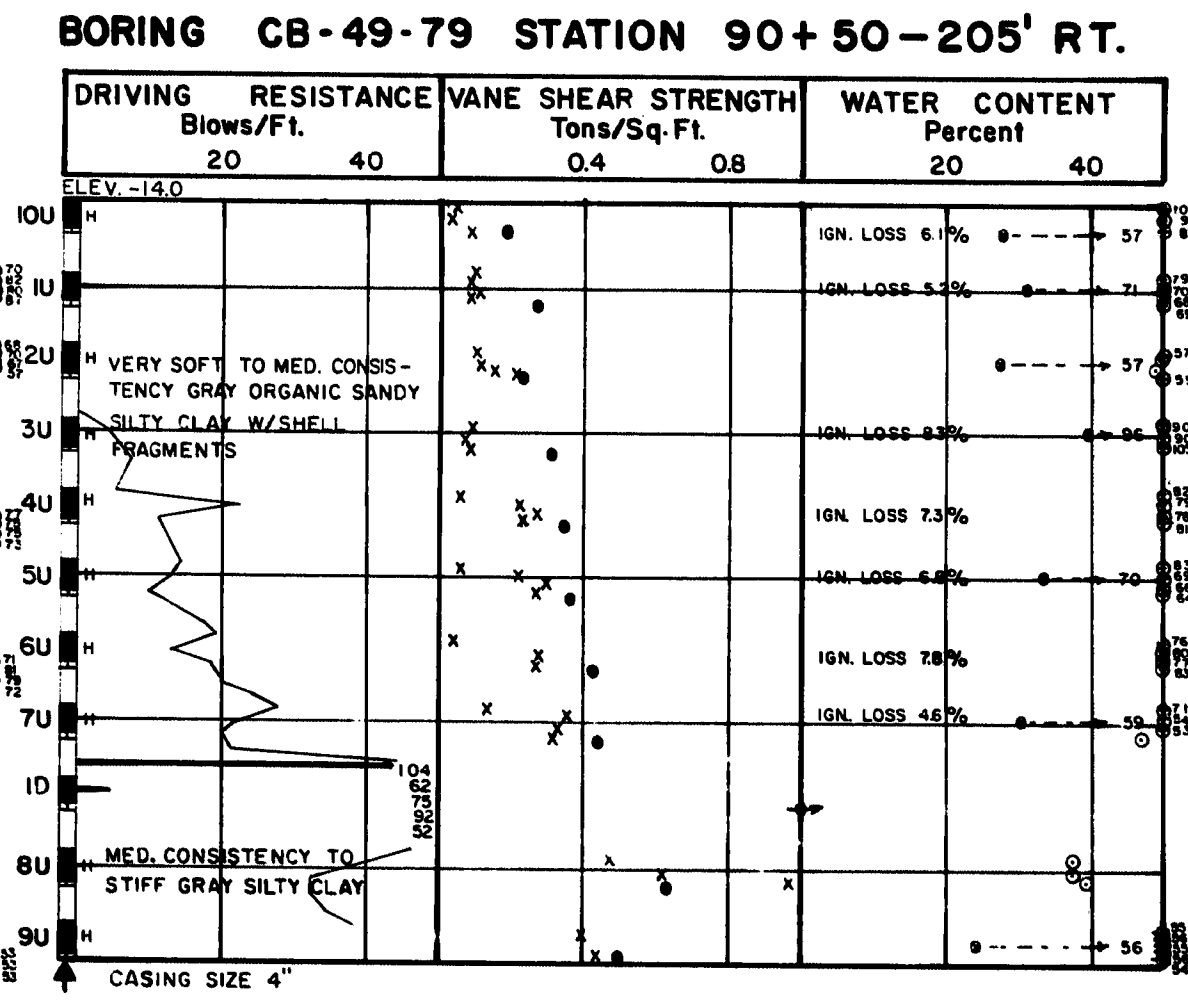
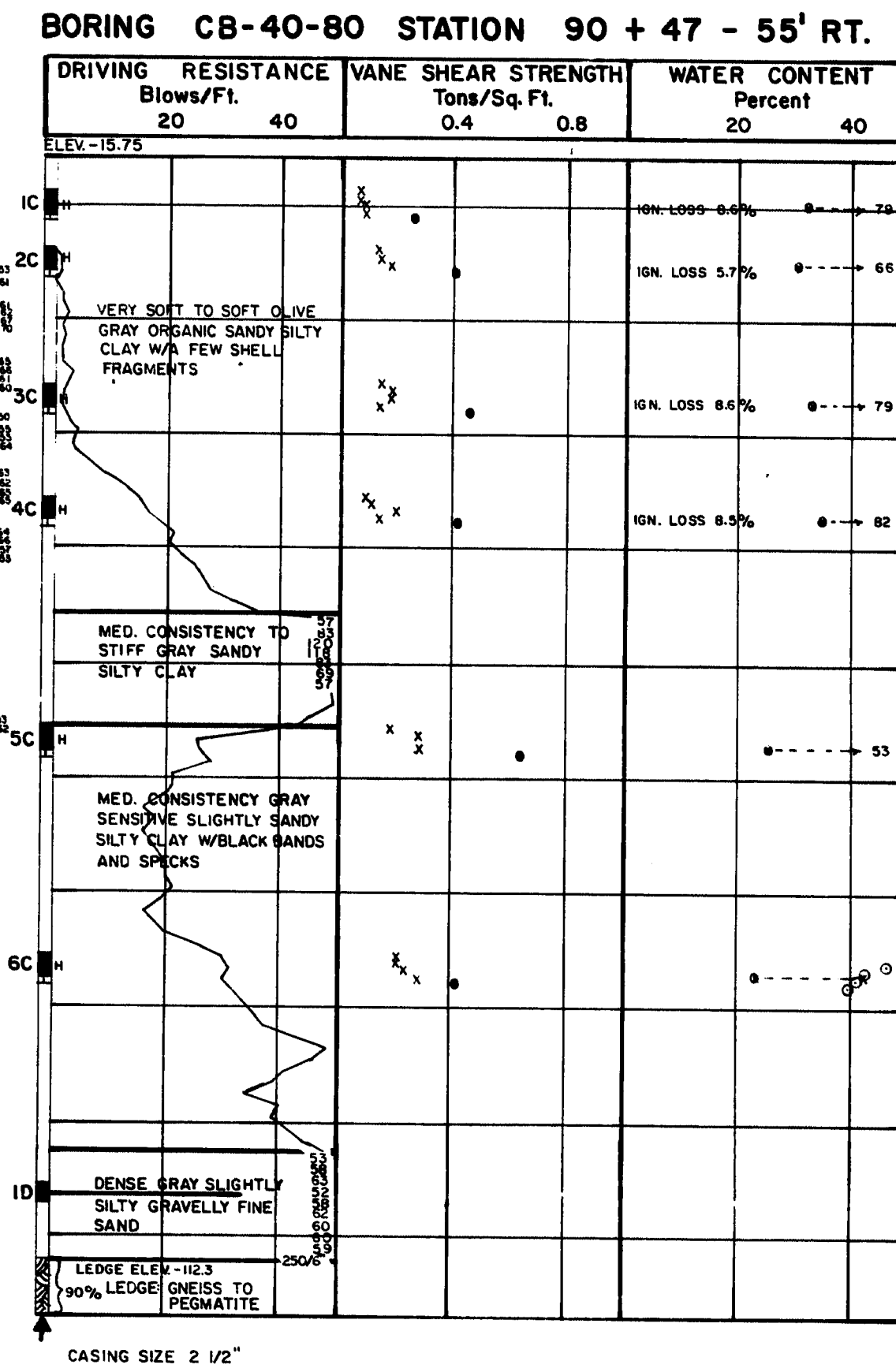
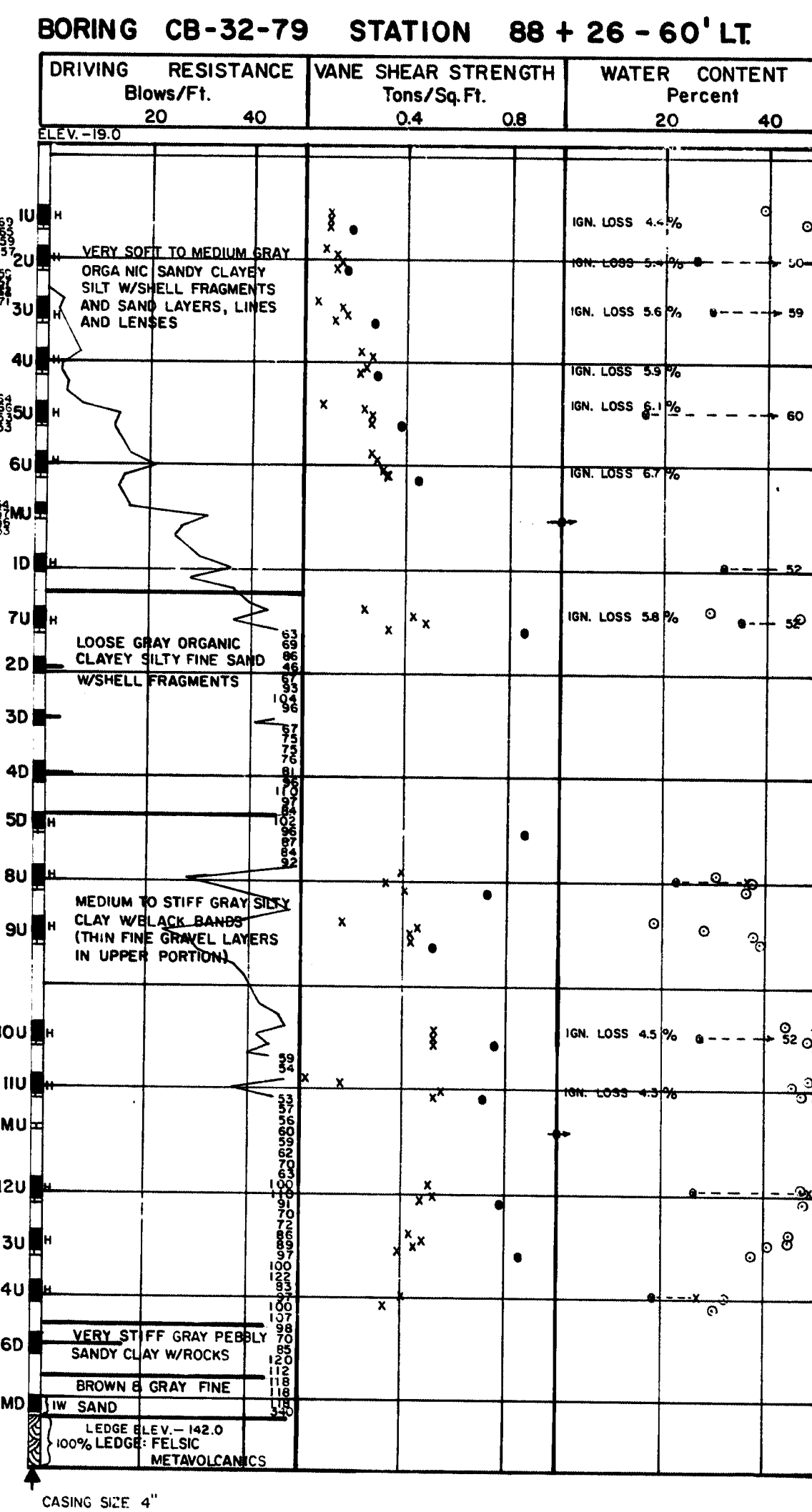
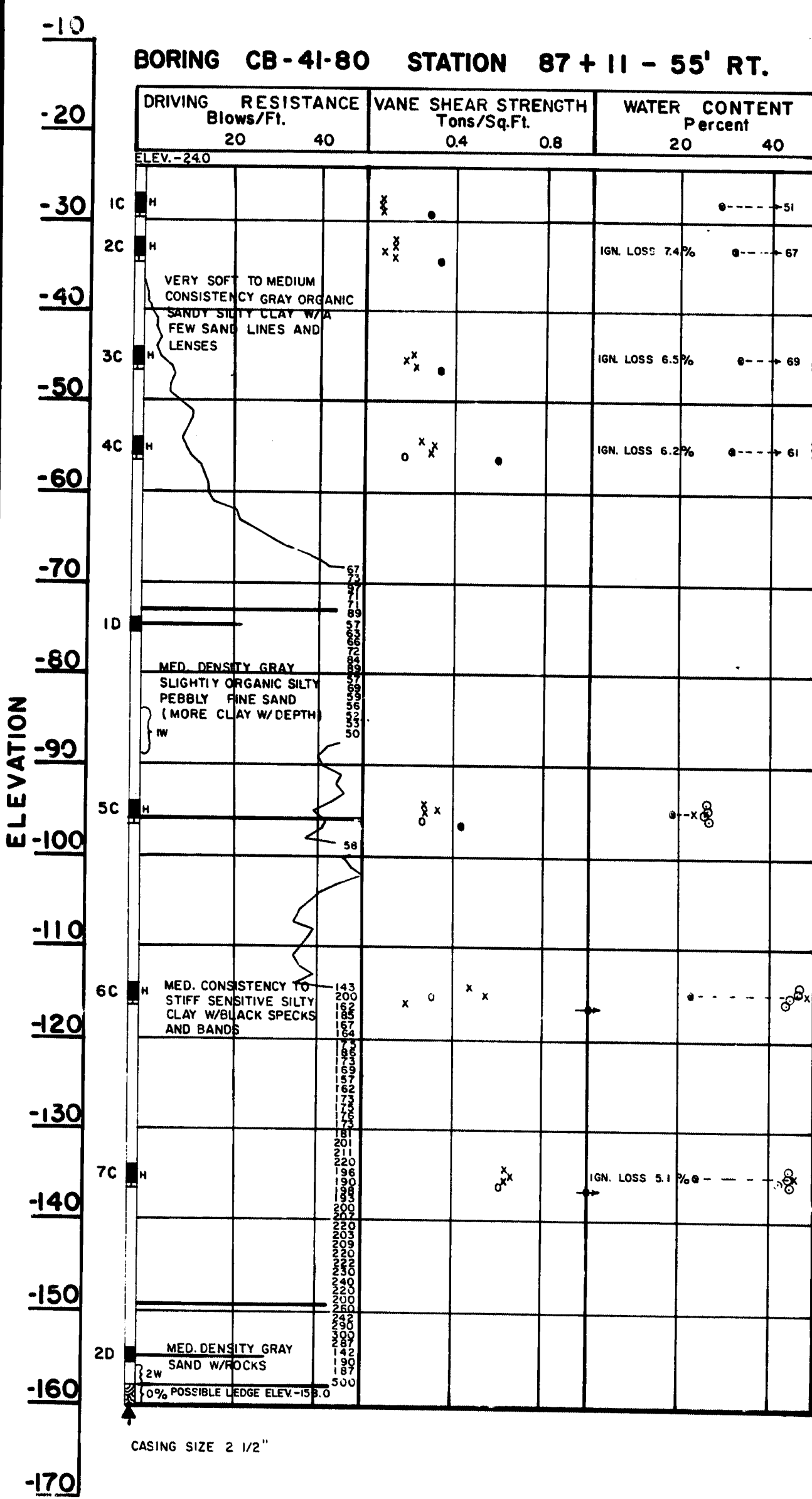


111-424

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET-EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
IN THE TOWNS OF
WISCASSET - EDGEComb
LINCOLN COUNTY
BORING DETAILS
SHEET 22 OF 20 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES
PLANS

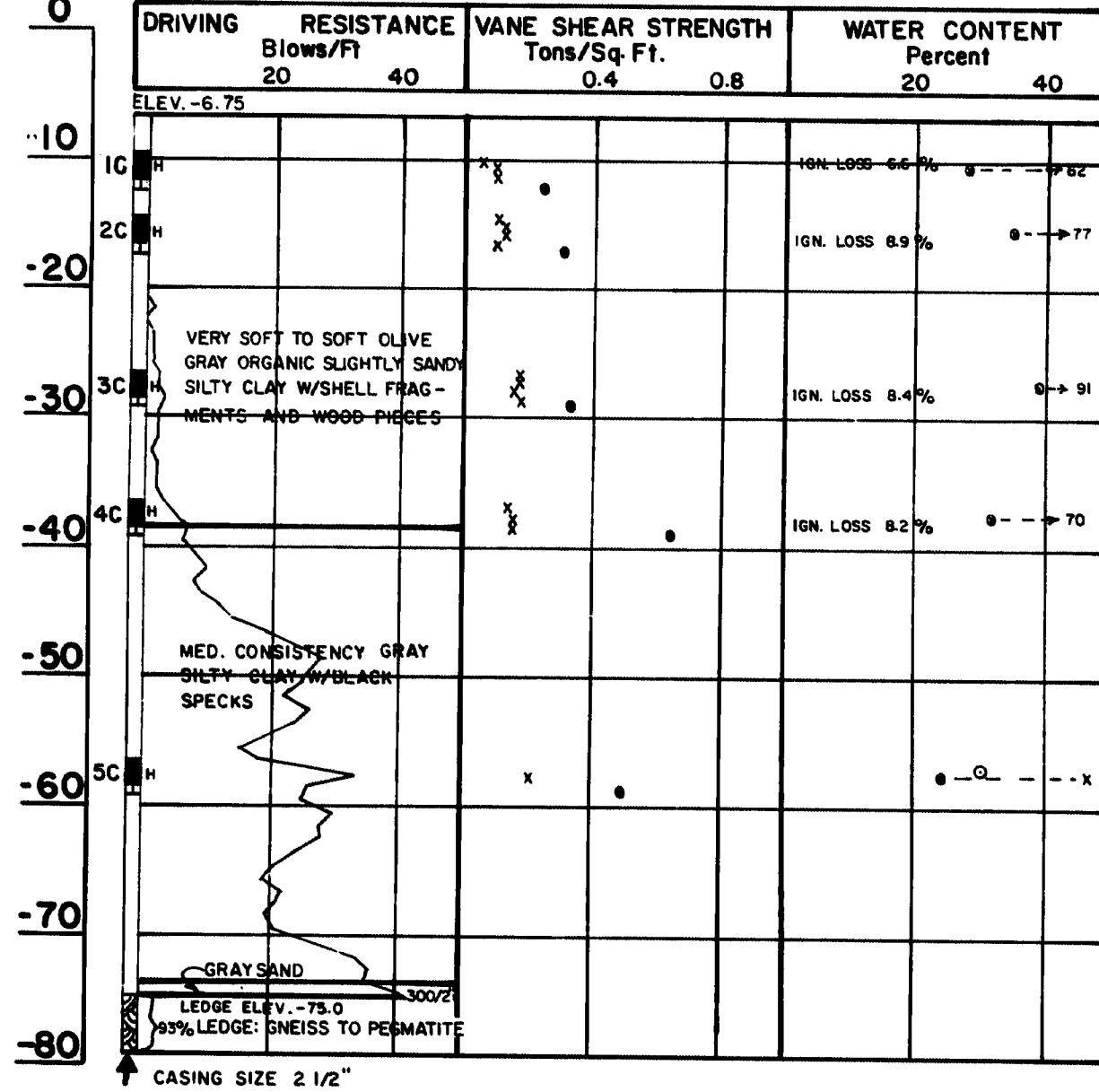
BORING 44-132-45710



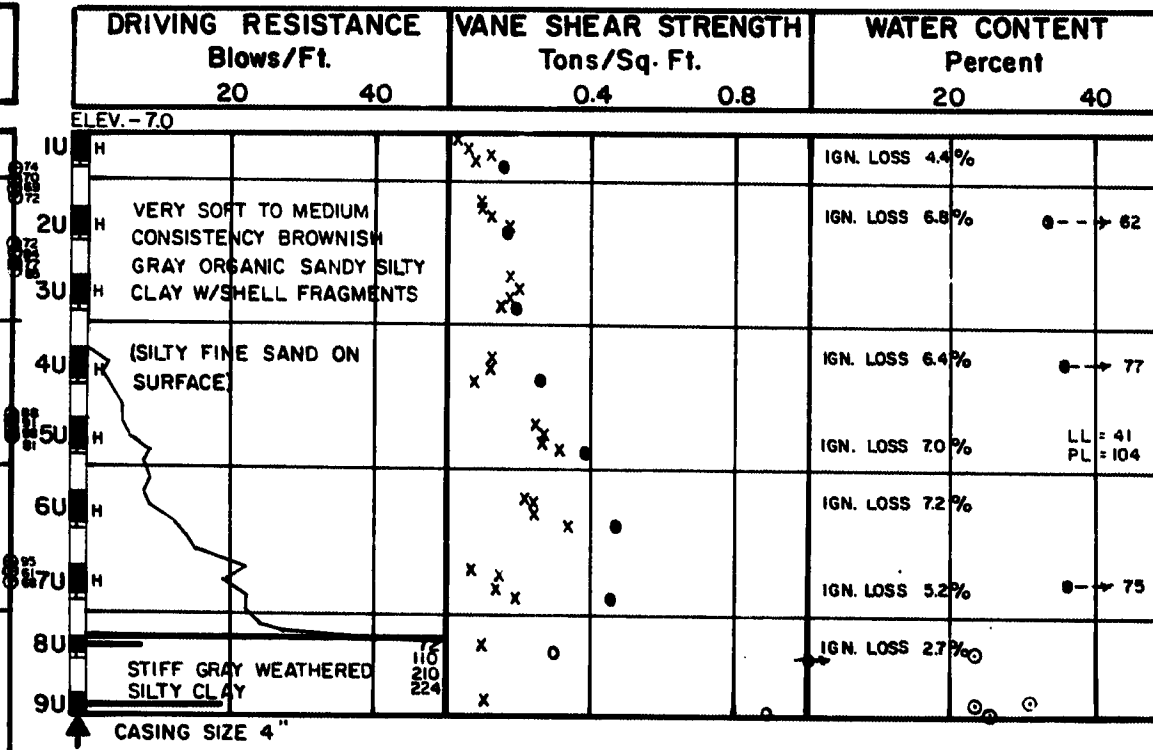
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET-EDGEComb BRIDGE
OVER
SHEEPSCOT RIVER
IN THE TOWNS OF
WISCASSET-EDGEComb
LINCOLN COUNTY
BORING DETAILS
SHEET 23 OF 20 AUGUSTA, MAINE

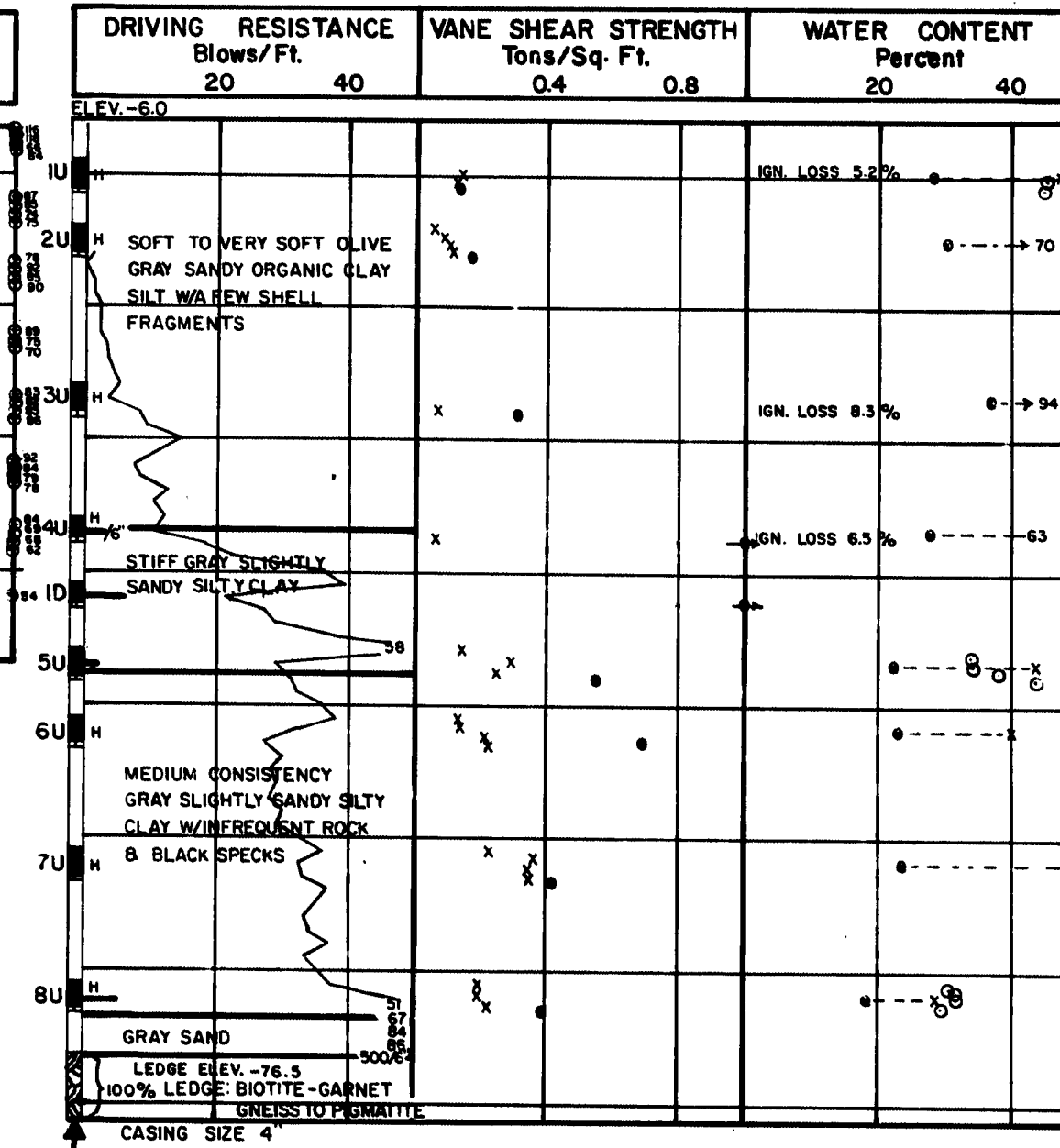
BORING CB-39-80 STATION 93 + 48 - 57' RT.



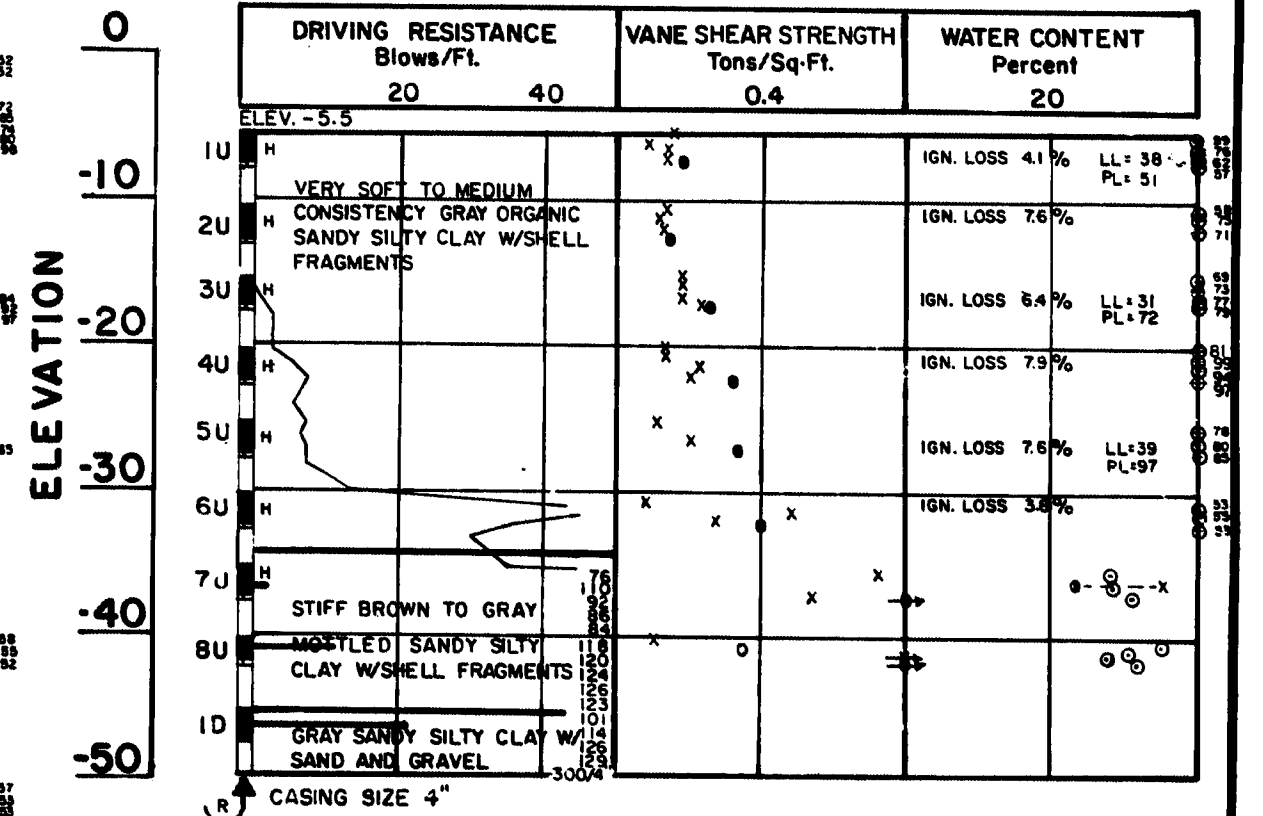
BORING CB-50-79 STATION 93 + 50 - 55' RT.



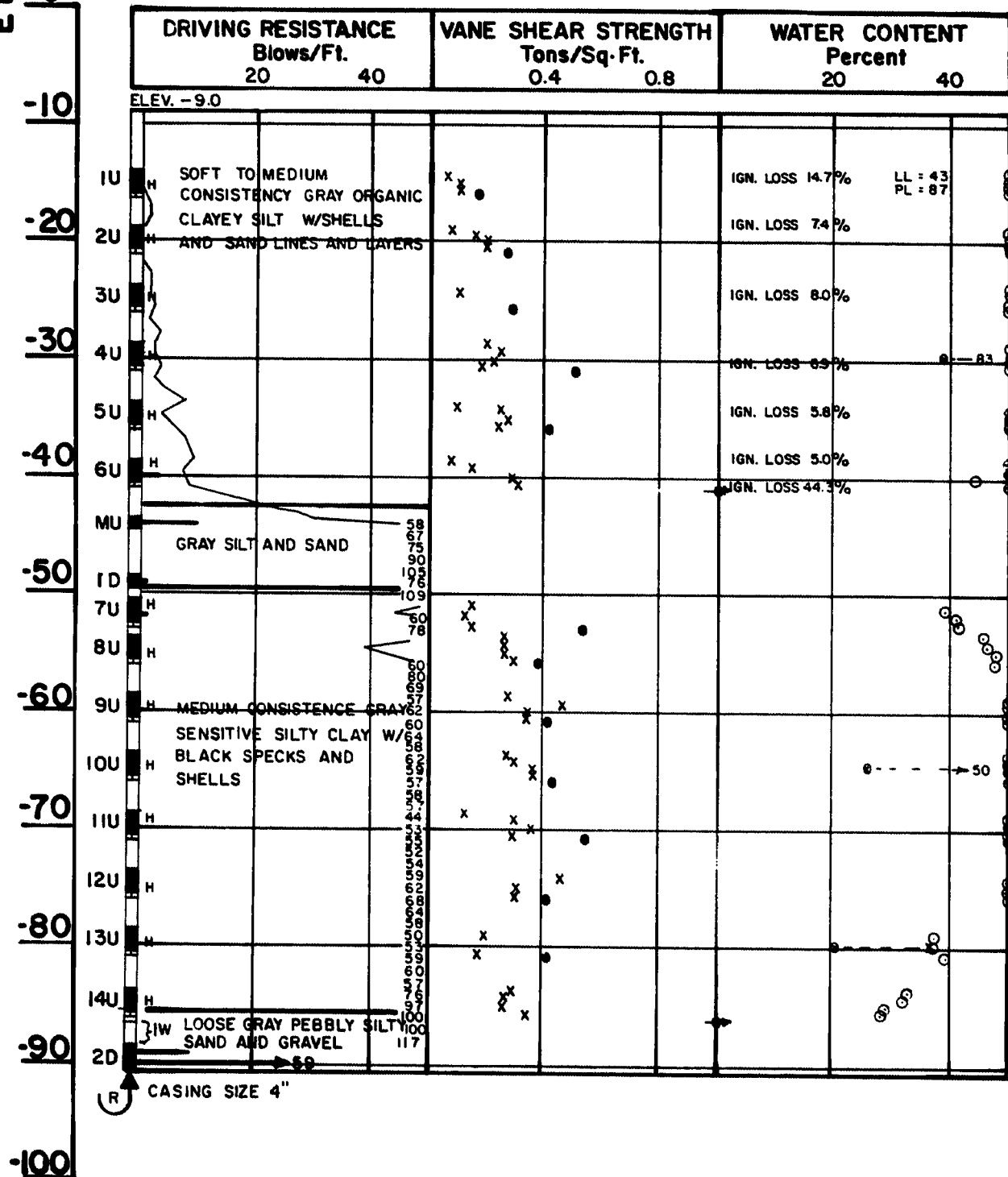
BORING CB-38-80 STATION 94 + 40 - 55' RT.



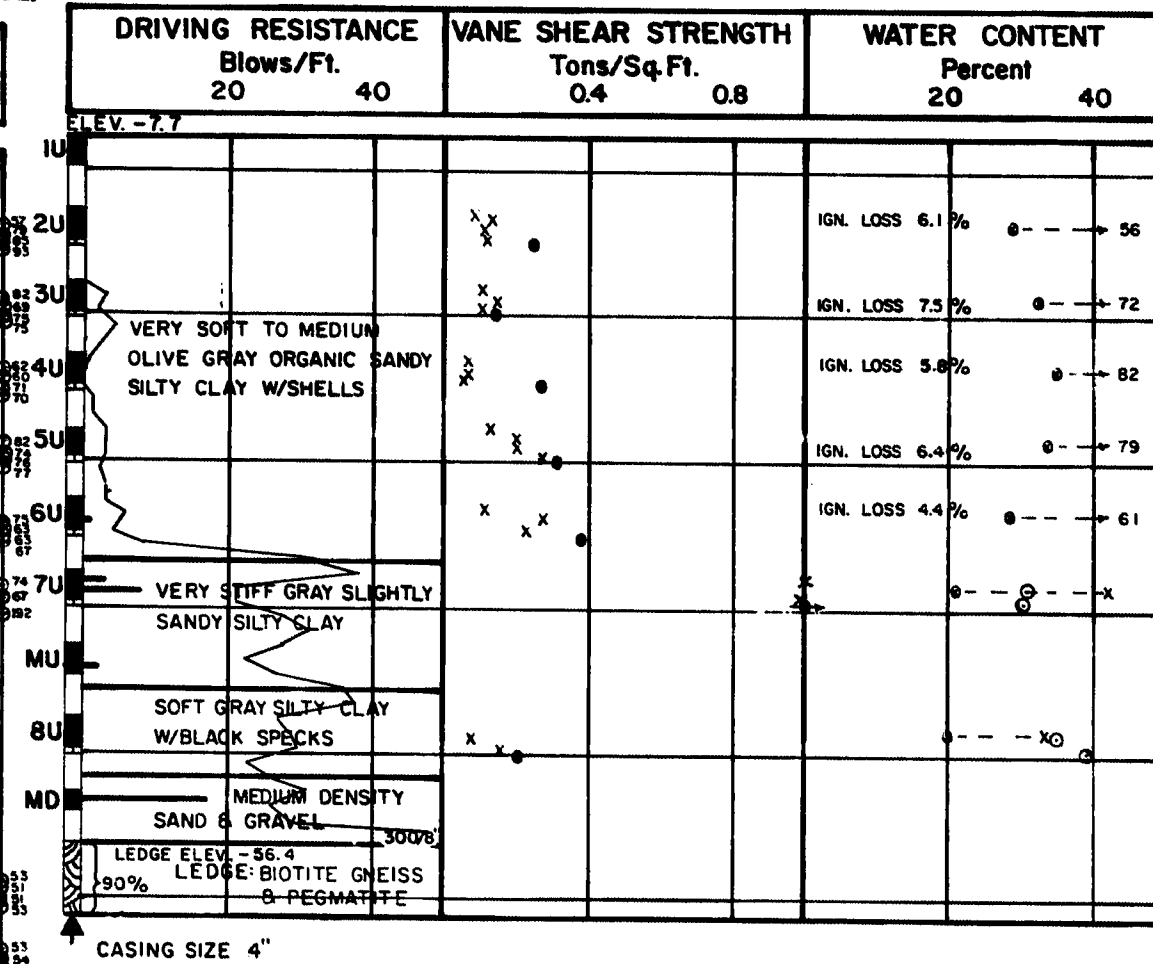
BORING CB-53-79 STATION 95+00-160' RT.



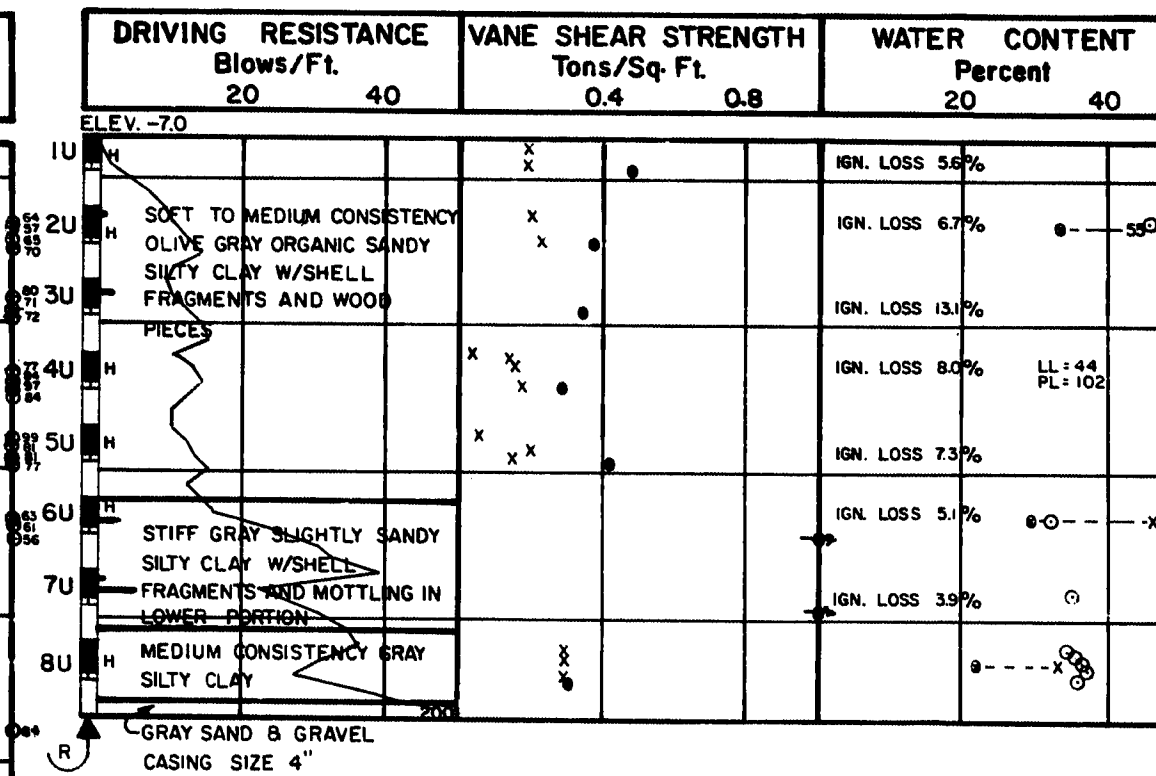
BORING CB-34-78 STATION 95 + 05 - 30 1/2 LT. (BENT 102)



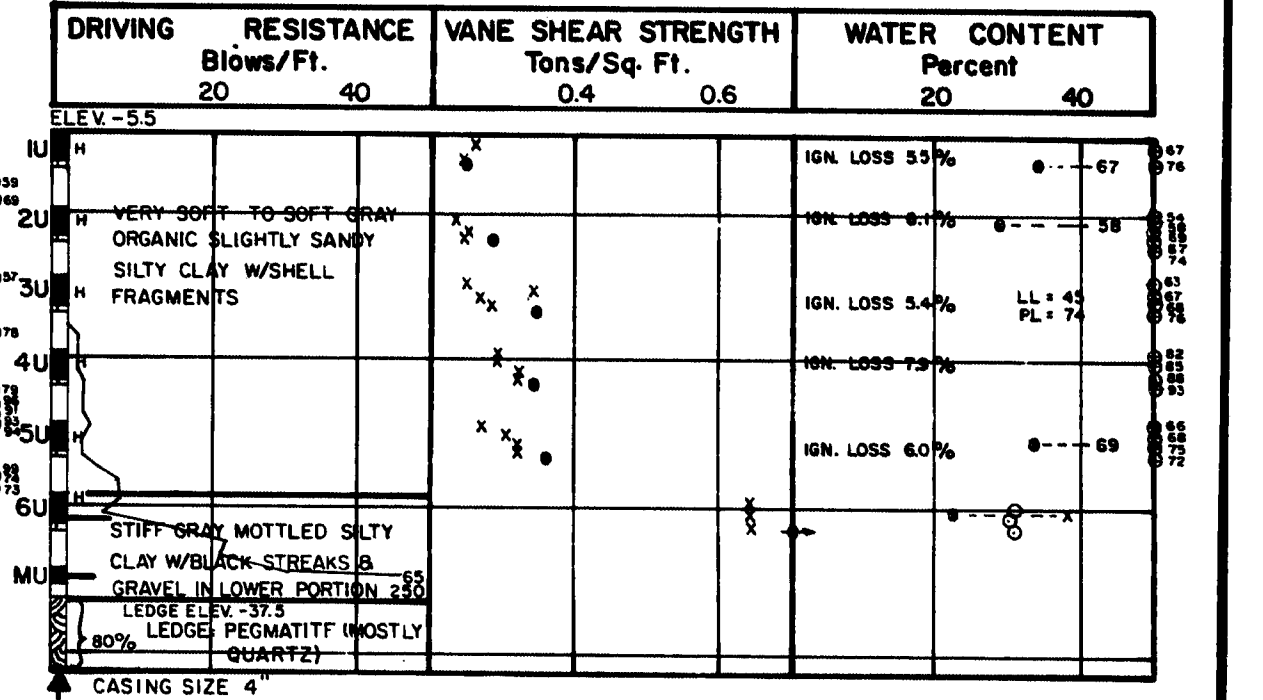
BORING CB-51-80 STATION 95 + 90 - 50' RT.



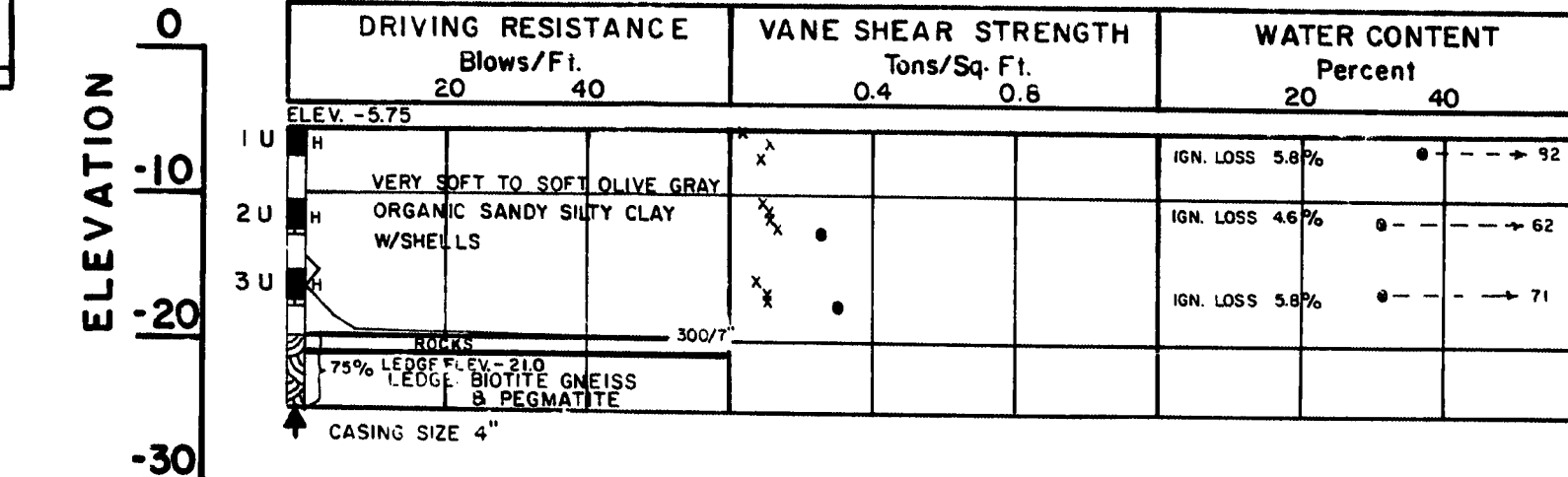
BORING CB-51-79 STATION 96 + 50 - 35' RT.



BORING CB-56-79 STATION 97 + 50 - 50' LT.



BORING CB-50-80 STATION 97 + 25 - 45' RT.



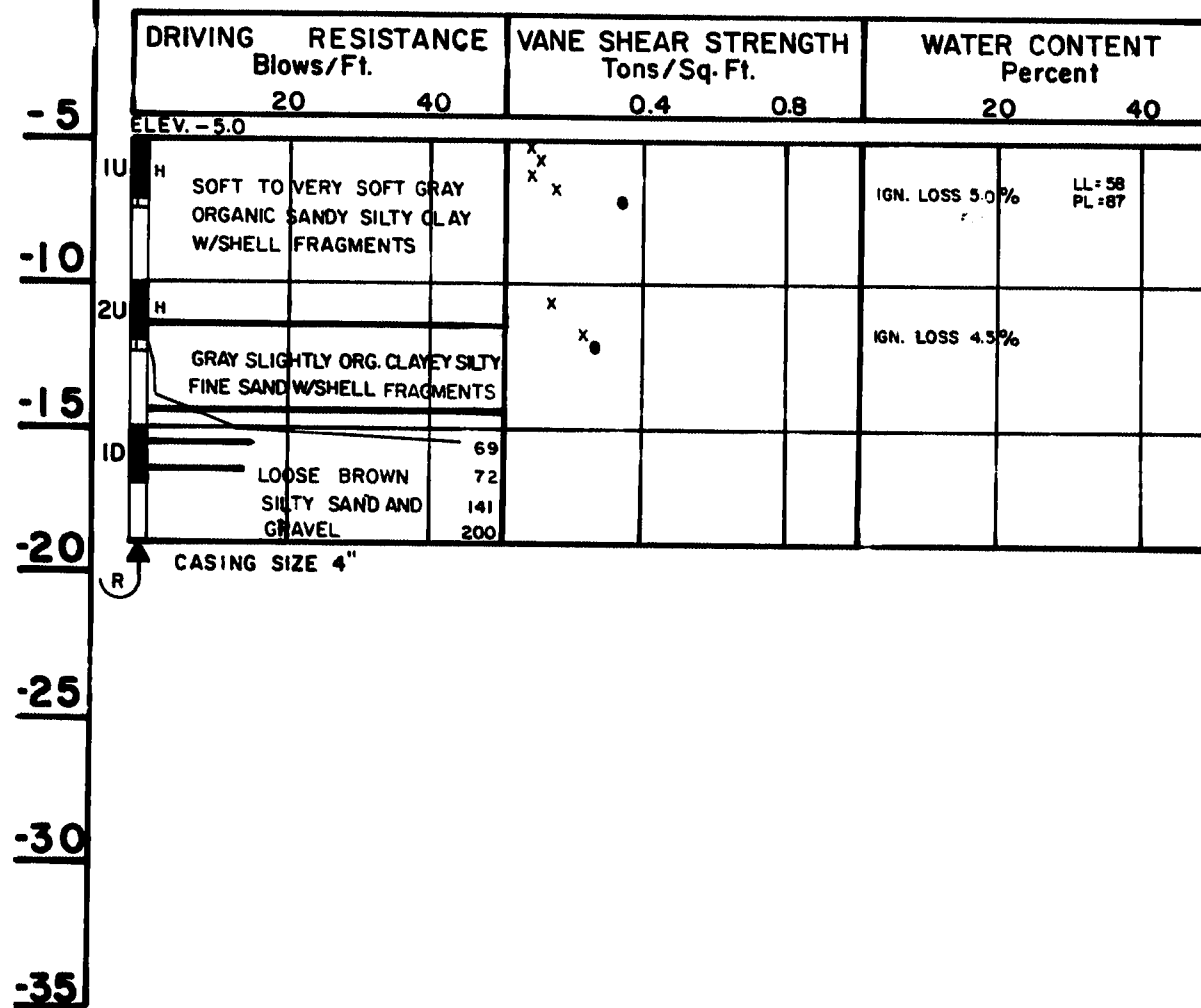
111-426

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WISCASSET-EDGECOMB BRIDGE
OVER
SHEEPSHOT RIVER
IN THE TOWNS OF
WISCASSET-EDGECOMB
LINCOLN COUNTY
BORING DETAILS
SHEET 84 OF 90 AUGUSTA, MAINE

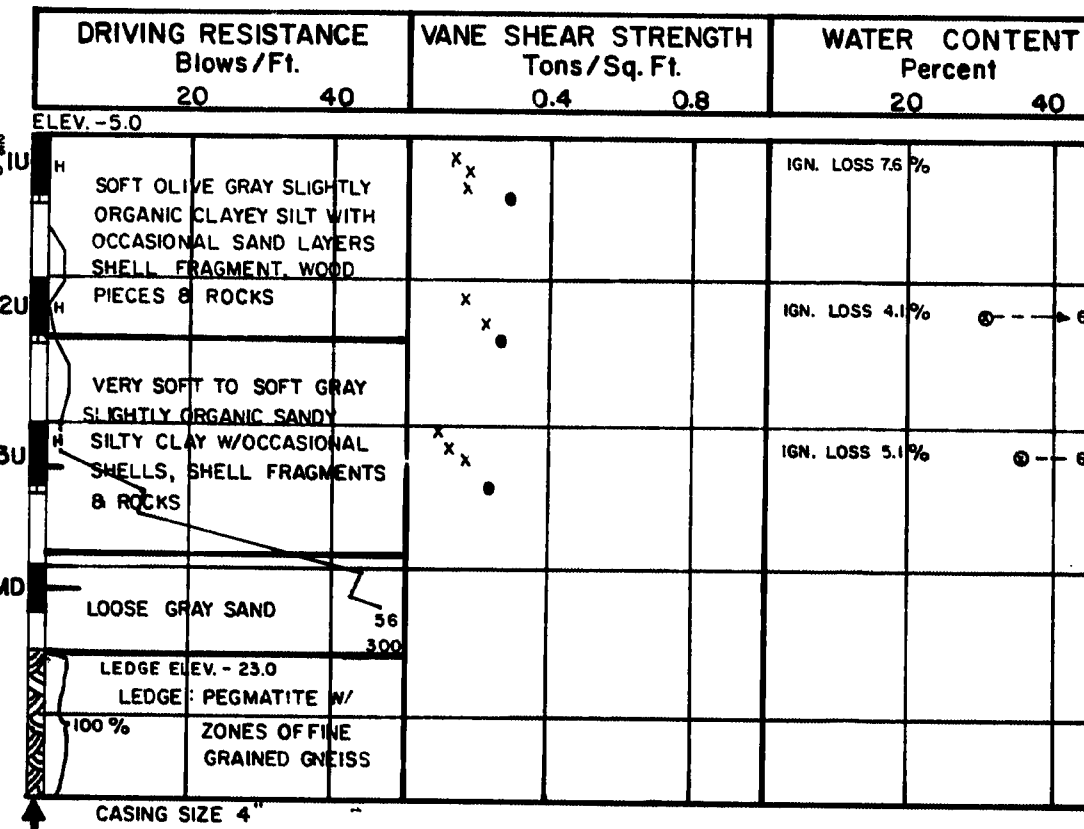
PROJECT DESIGN ENGINEER
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES
PLANS

BORING 44-132 45710

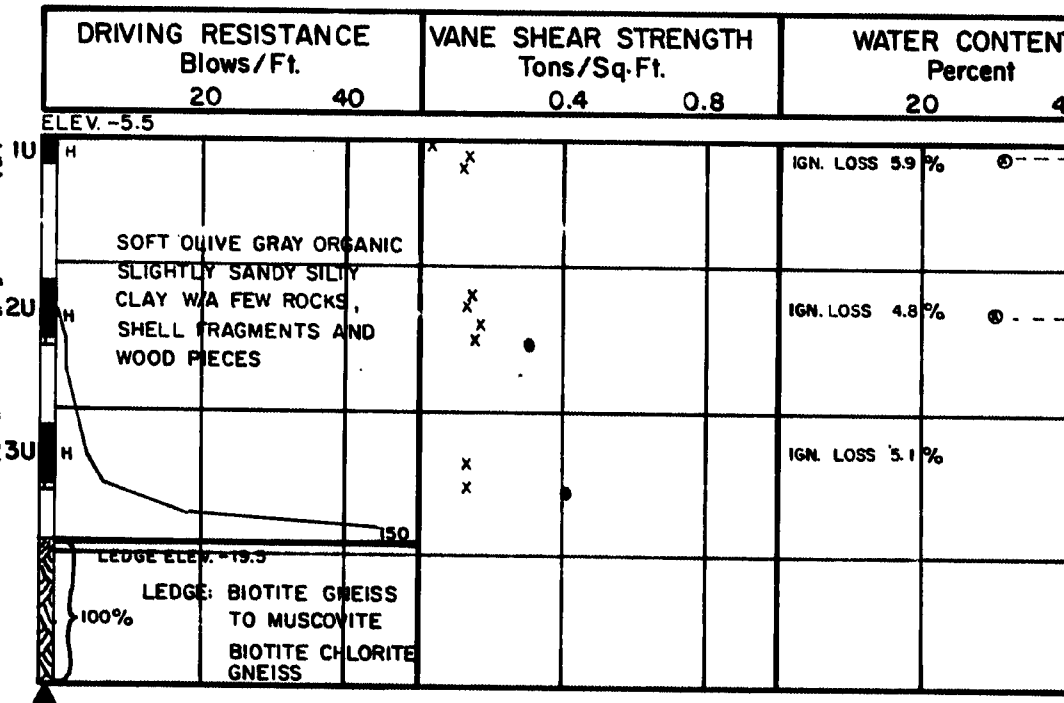
BORING CB-52-79 STATION 97+50 - 125' RT.



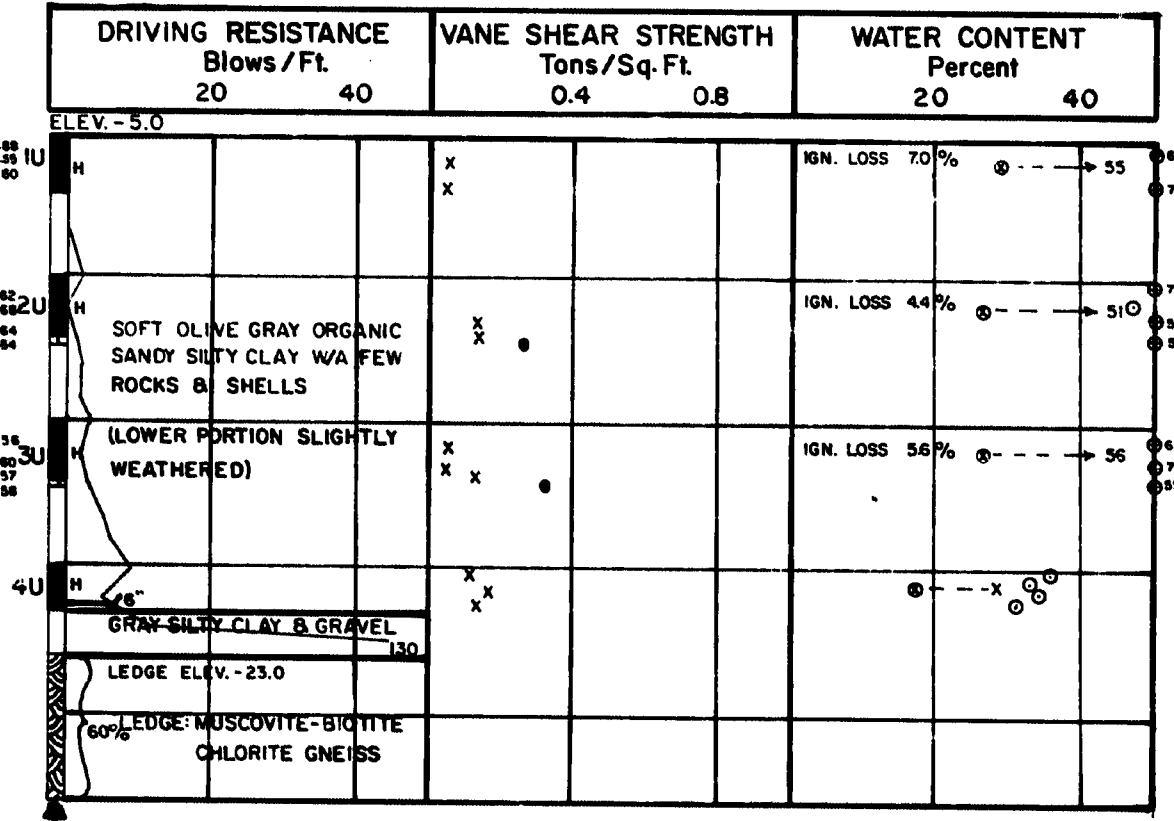
BORING CB-54-79 STATION 97+85 - 35' RT.



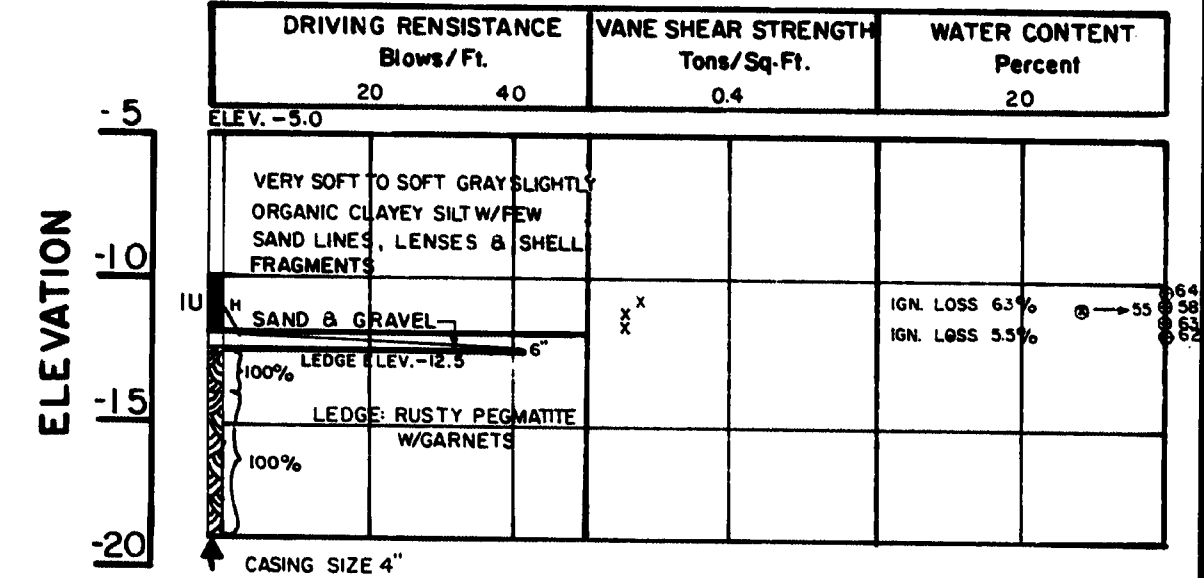
BORING CB-48-80 STATION 98+15 - 60' RT.



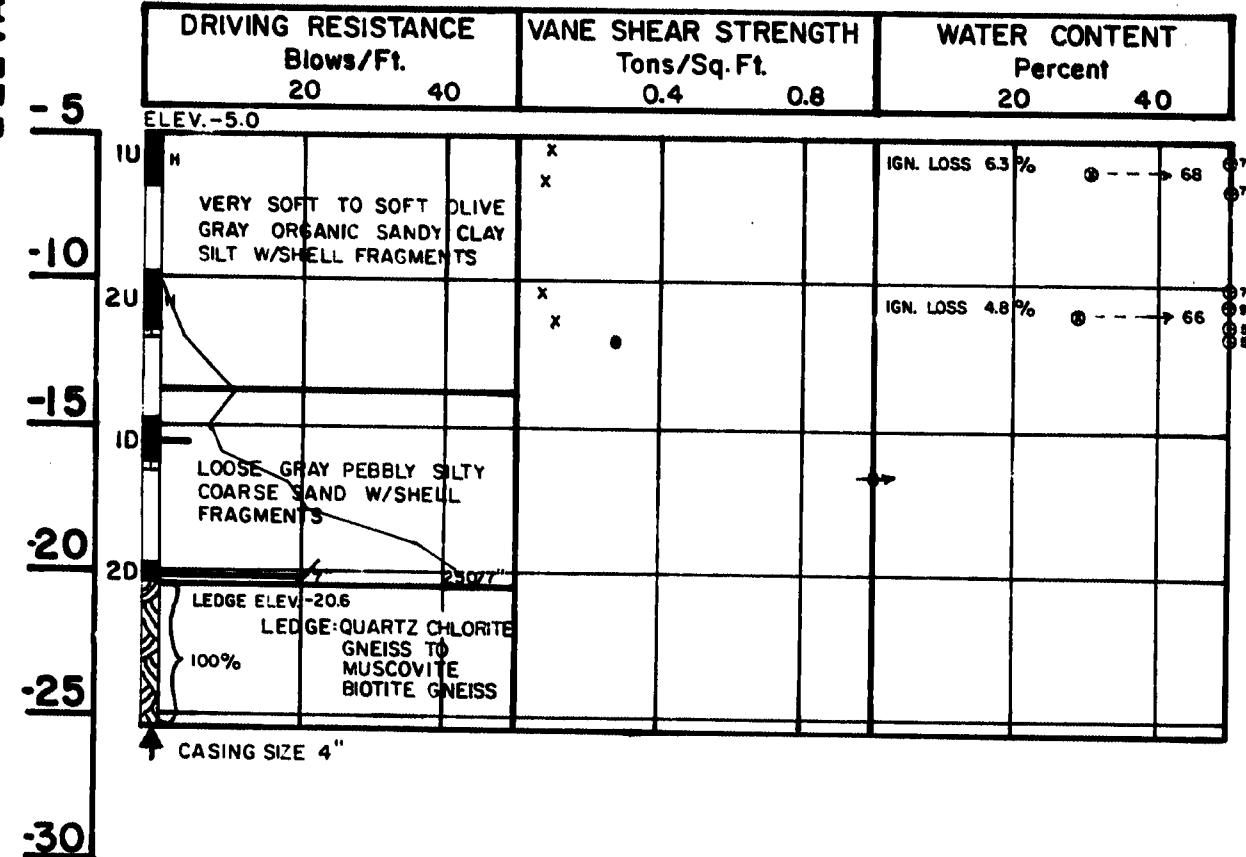
BORING CB-49-80 STATION 98+50 - 70' RT.



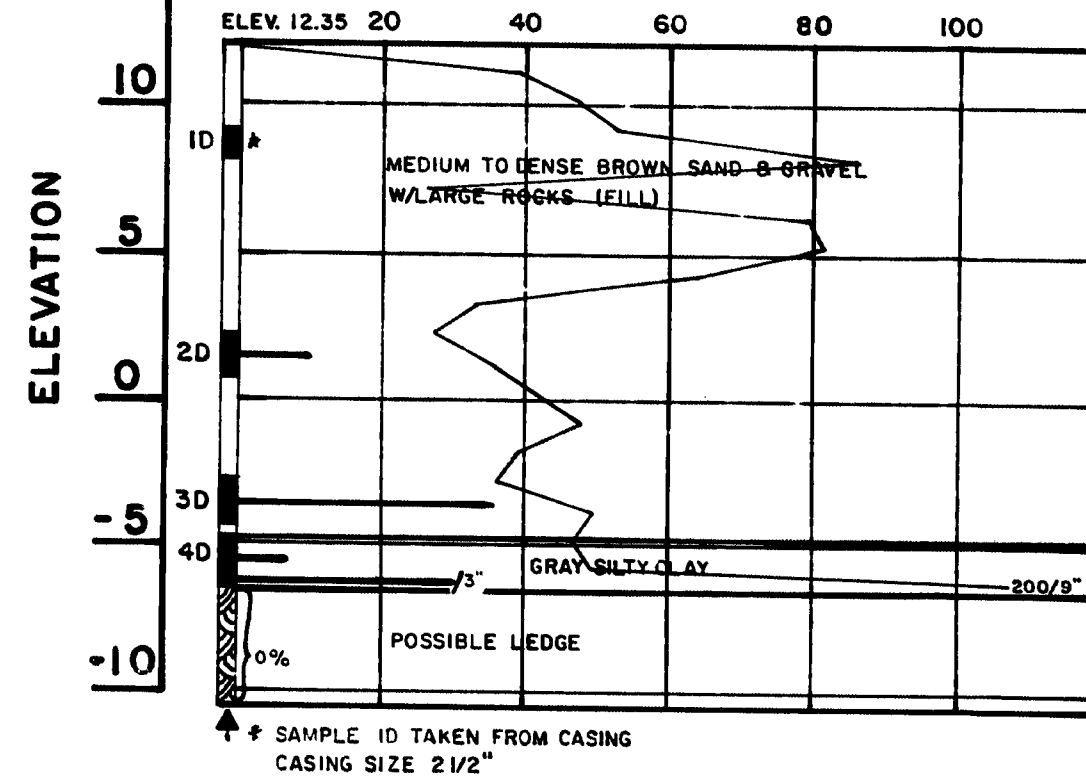
BORING CB-33-79 STATION 99+26 - 72' LT.



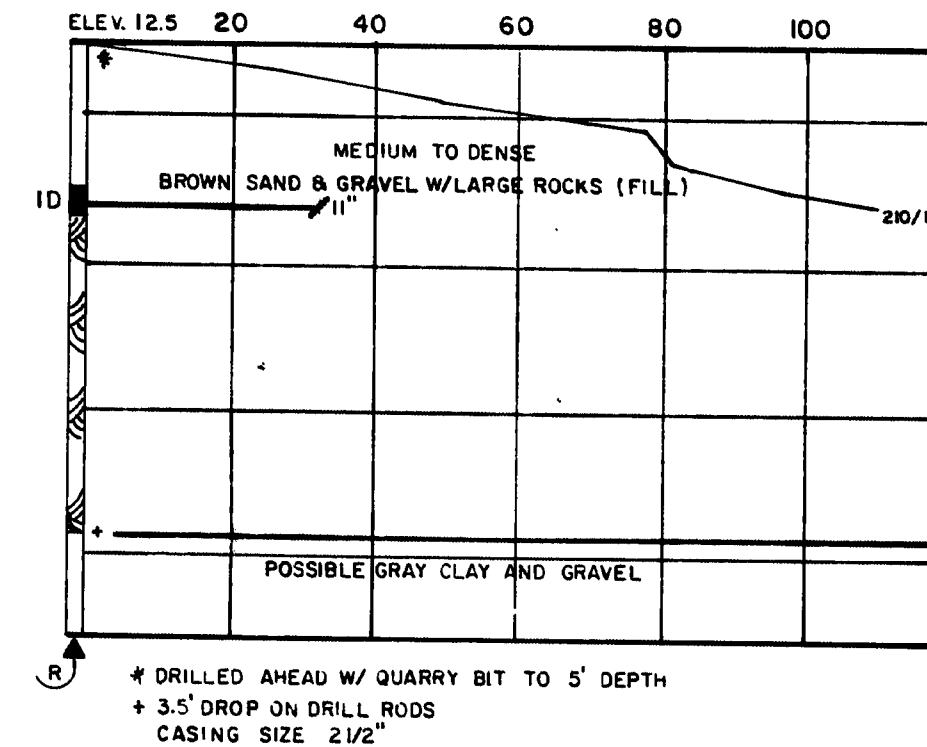
BORING CB-47-80 STATION 98+50 - 80' LT.



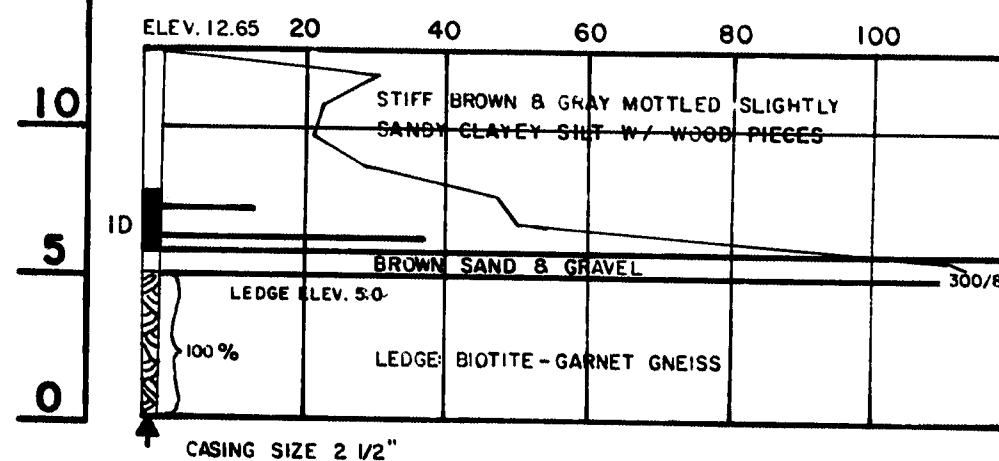
BORING CB-54-80 STATION 98+55-15' RT.



BORING CB-55-80 STATION 99+00 - 10' LT.

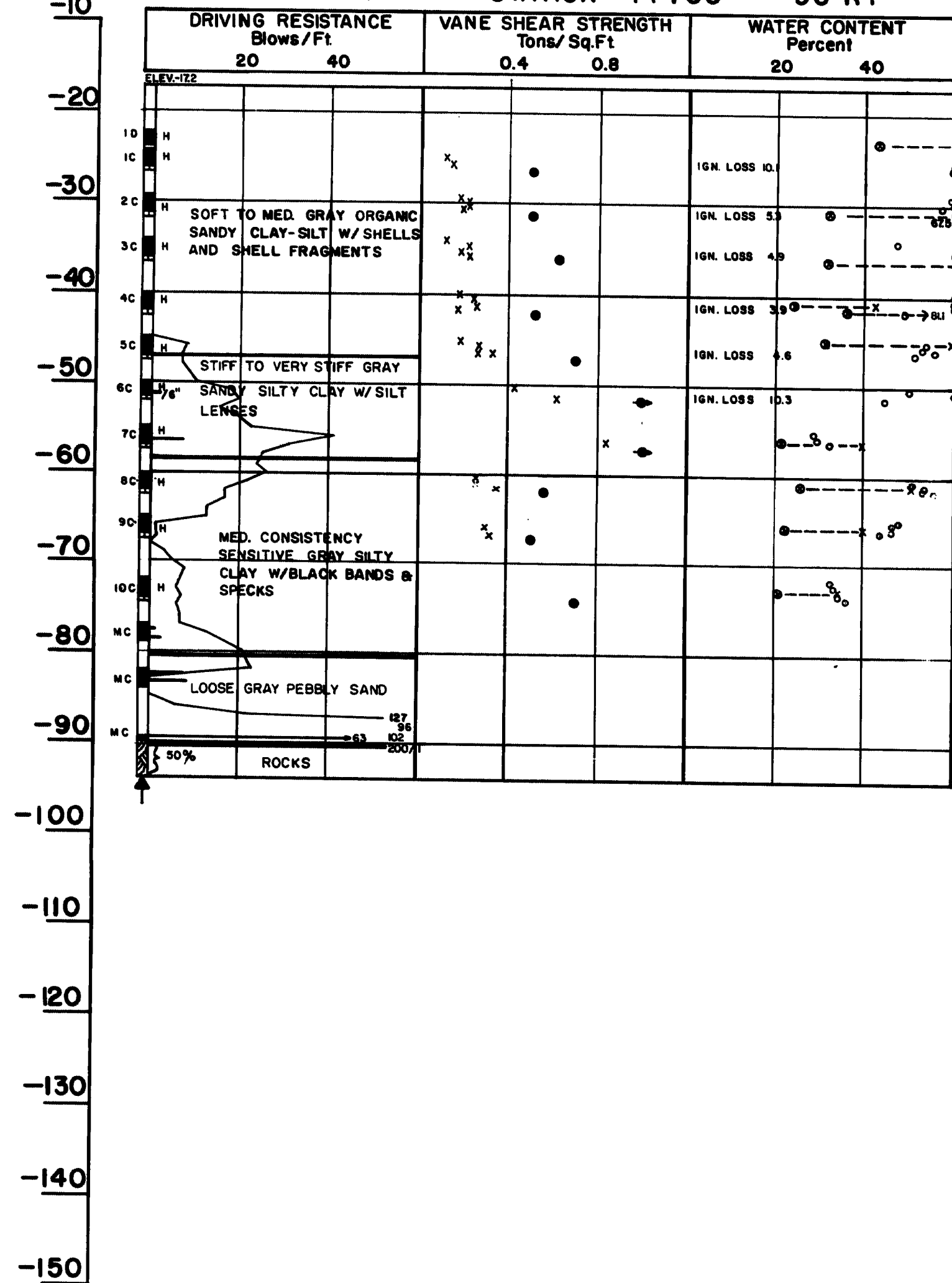


BORING CB-34-79 STATION 102+76 - 65' LT.

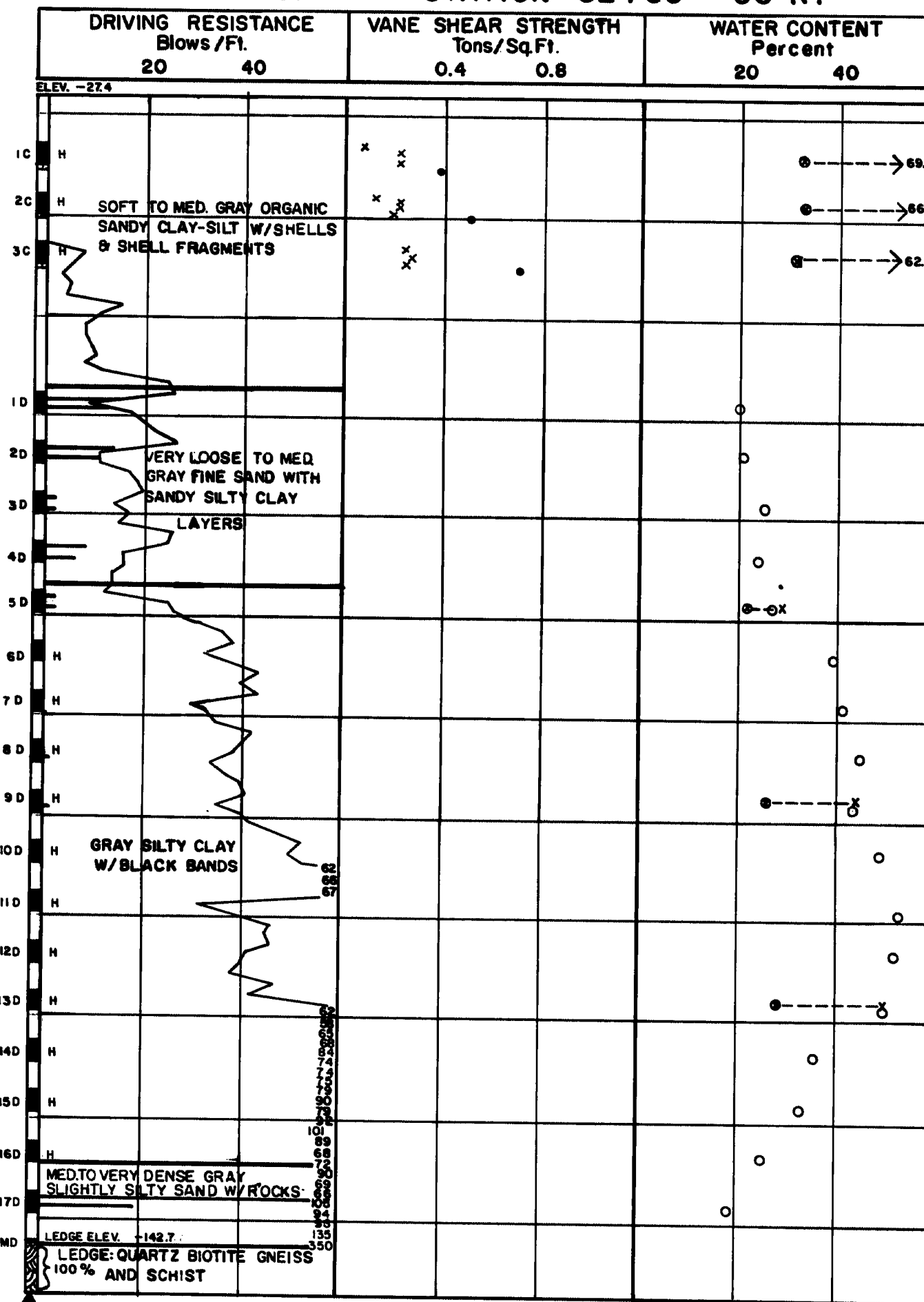


11-127

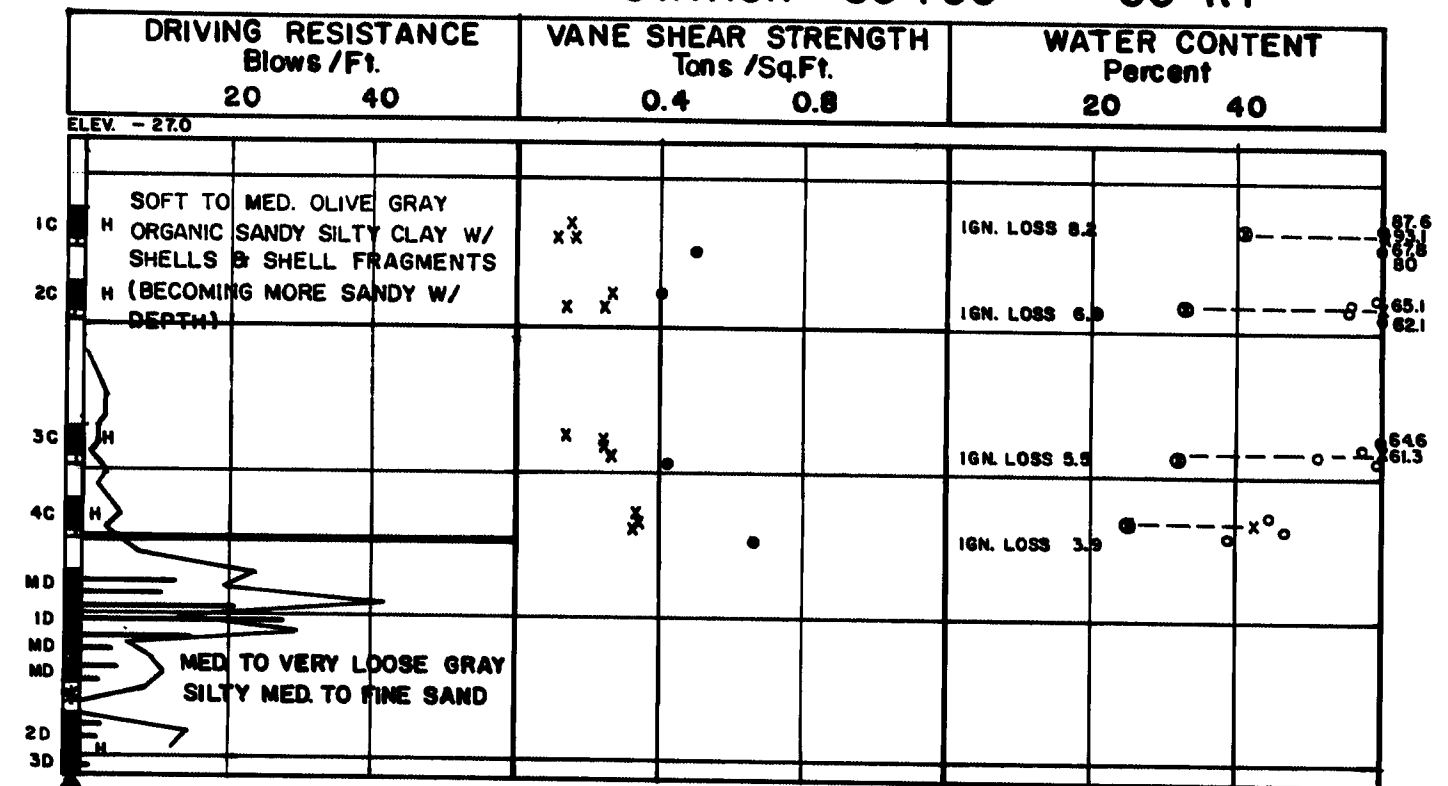
BORING GP-2-81 STATION 77+00 96' RT



BORING GP-3-81 STATION 82+80 50' RT



BORING GP-1-81 STATION 83+00 50' RT



* CASING DROPPED 2', HIT POCKET UNDER PRESSURE (POSSIBLY METHANE GAS), ENCOUNTERED WOOD PIECES.

PROJECT DESIGN ENGINEER
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES

PLANS

BY
DATE

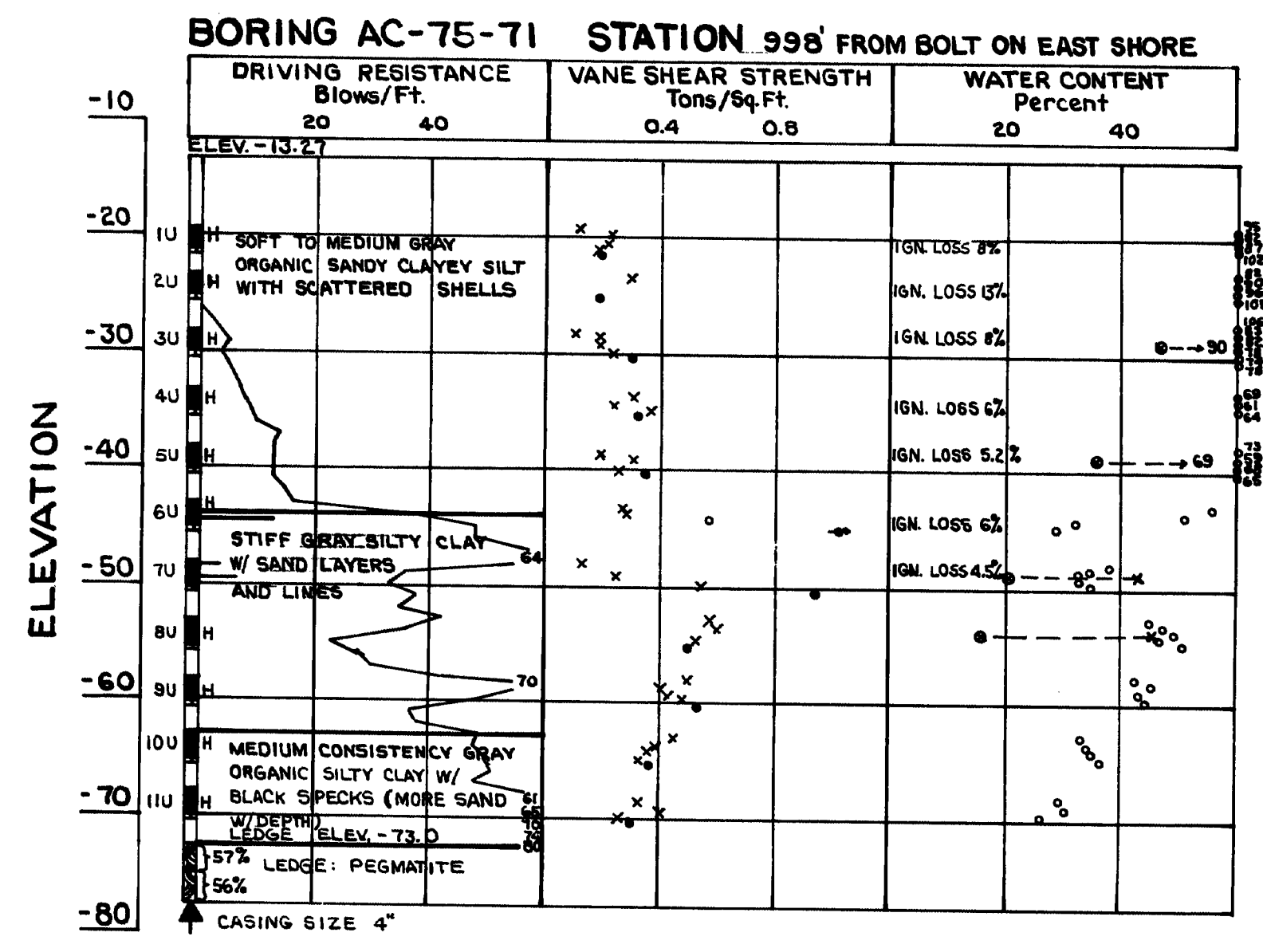
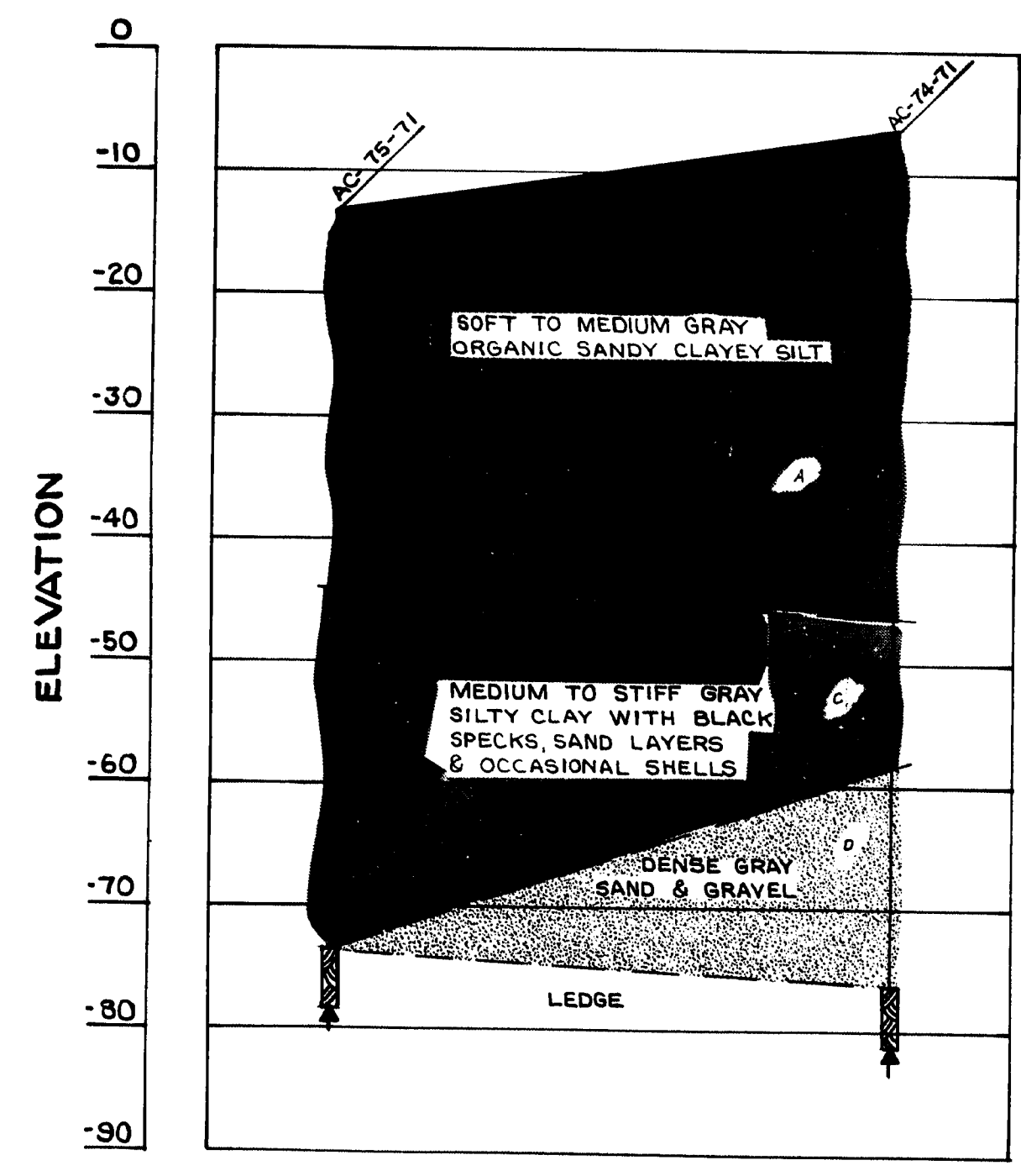
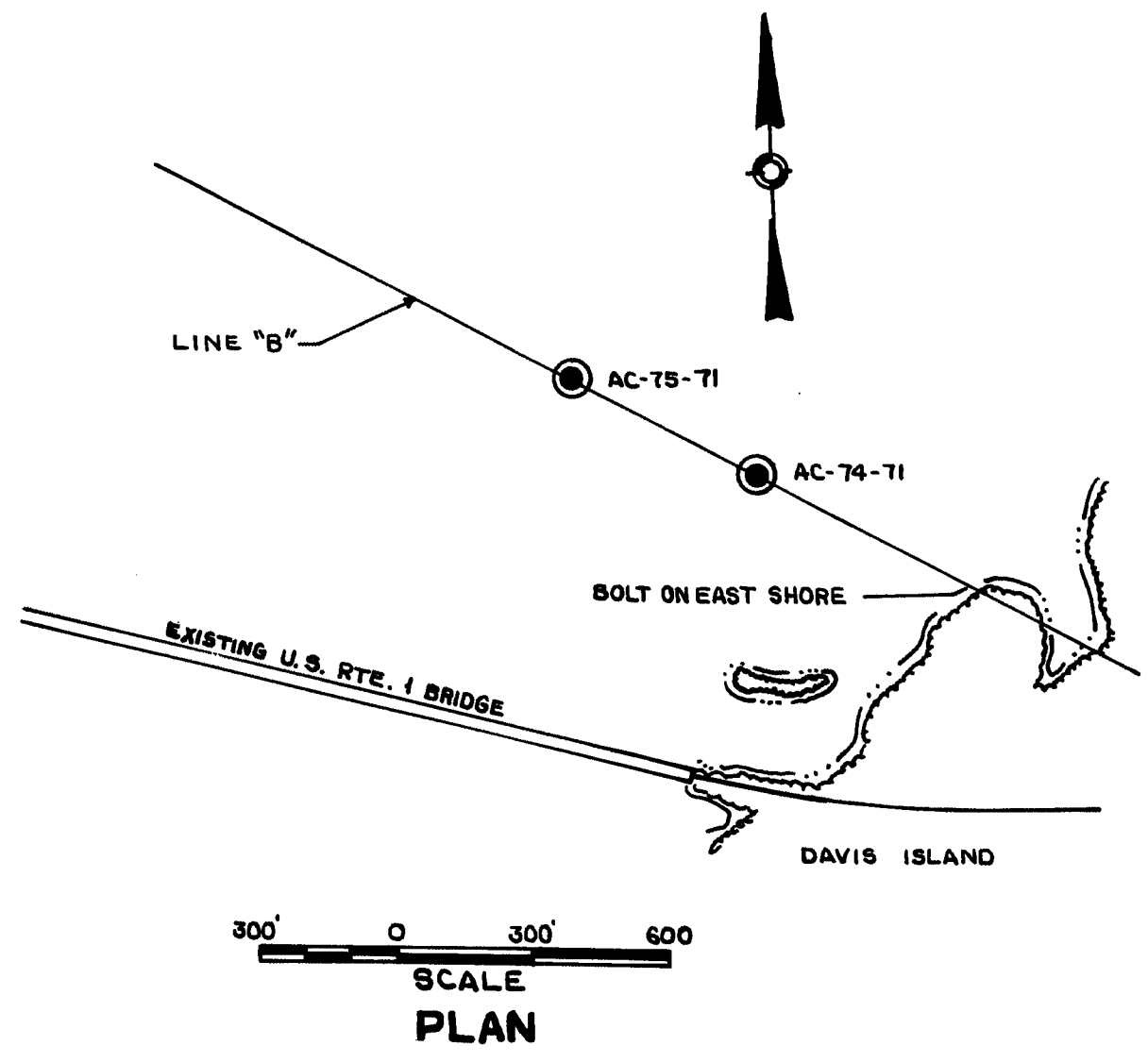
BRUNING 44-132-45710

111-428

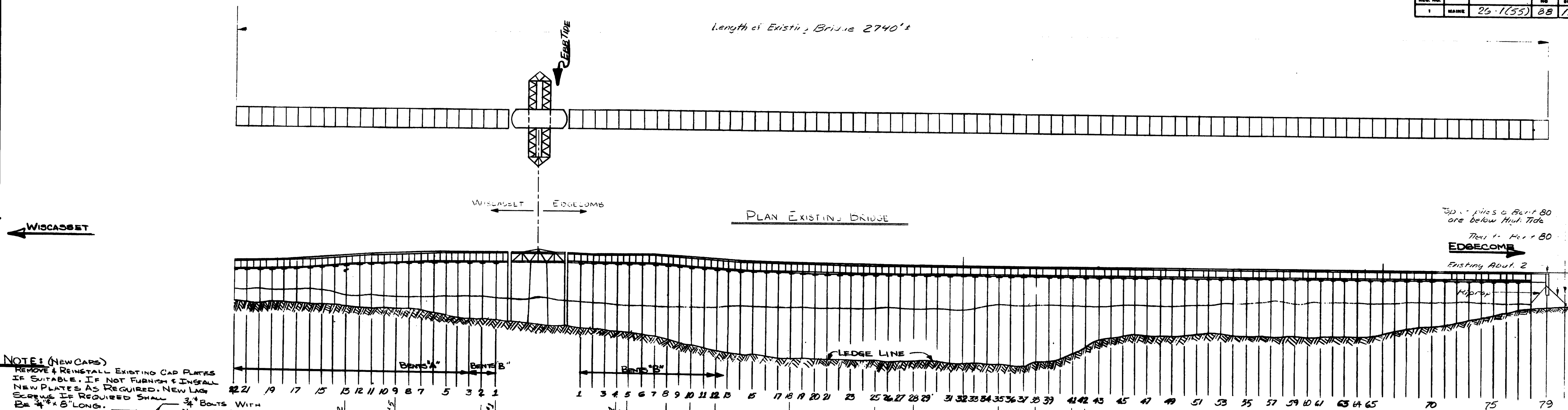
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET-EDGECOMB BRIDGE
OVER
SHEEPS COT RIVER
IN THE TOWNS OF
WISCASSET-EDGECOMB
LINCOLN COUNTY

BORING DETAILS
SHEET 26 OF 30 AUGUSTA, MAINE

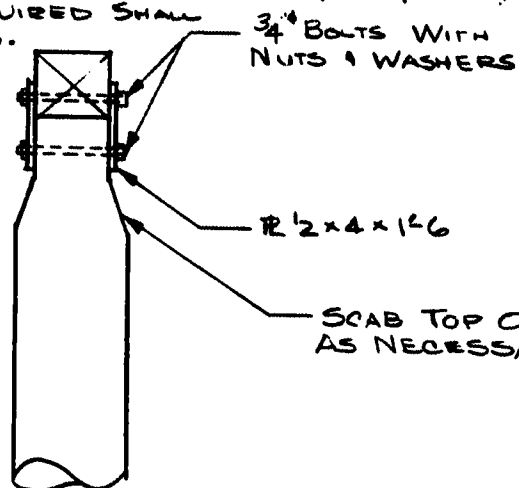


Length of Existing Bridge 2740'±

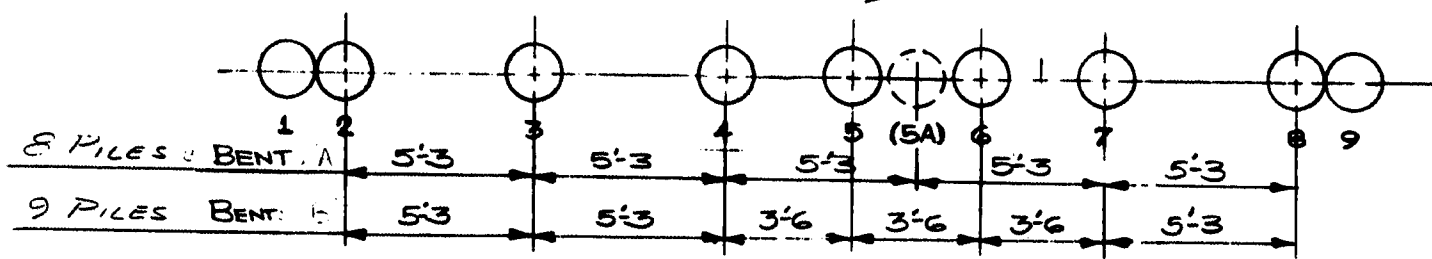


NOTE: (NEW CAPS)

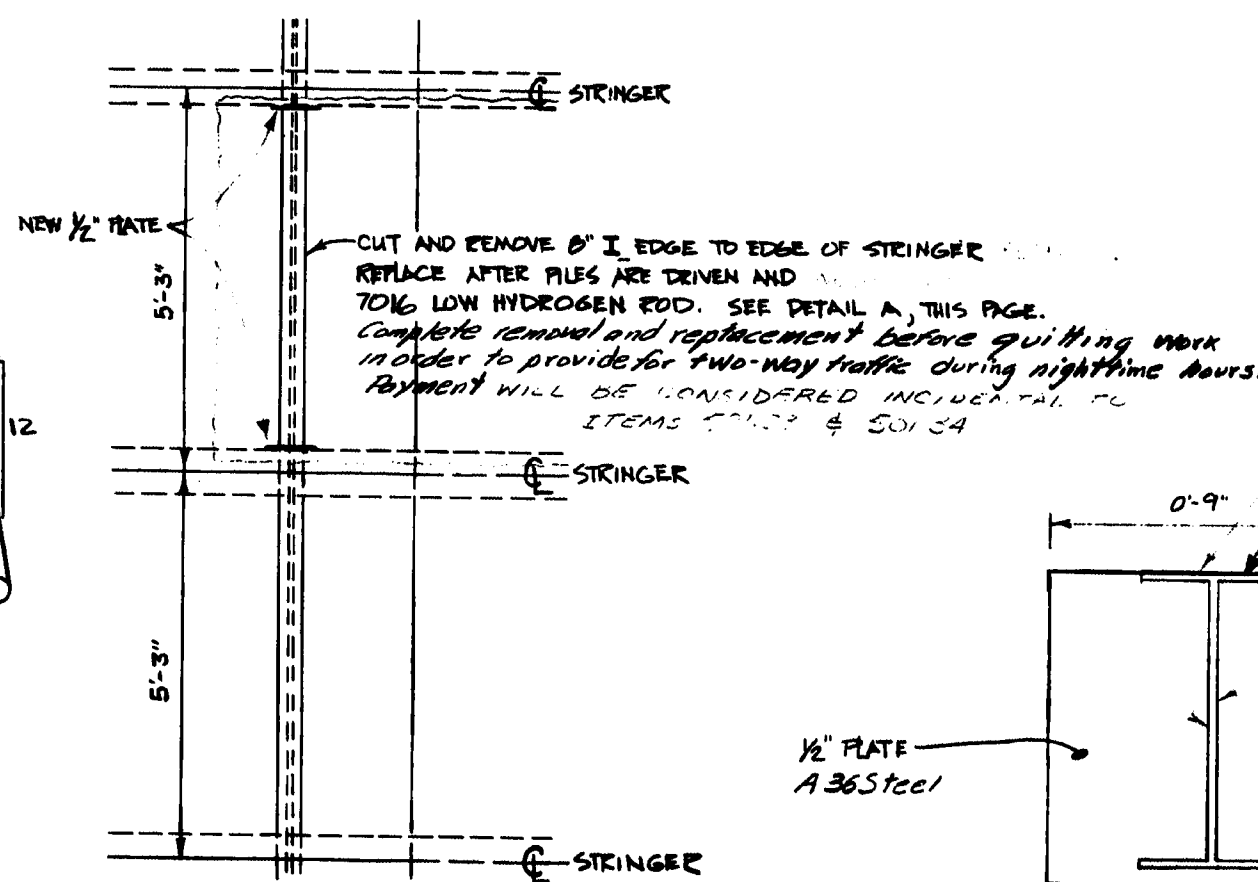
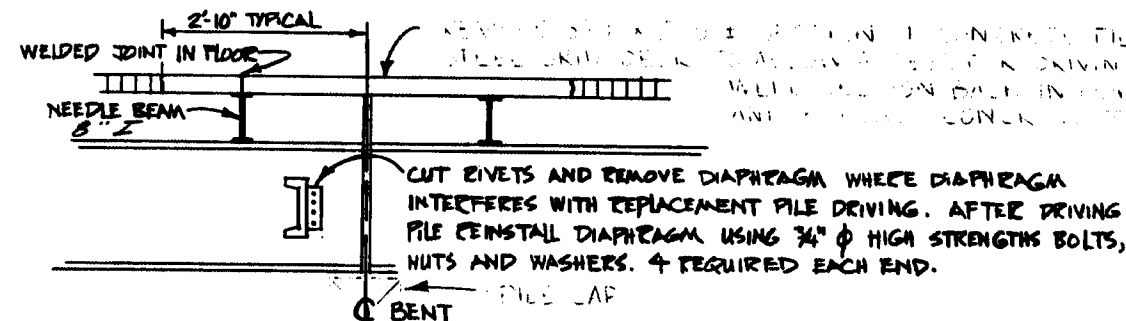
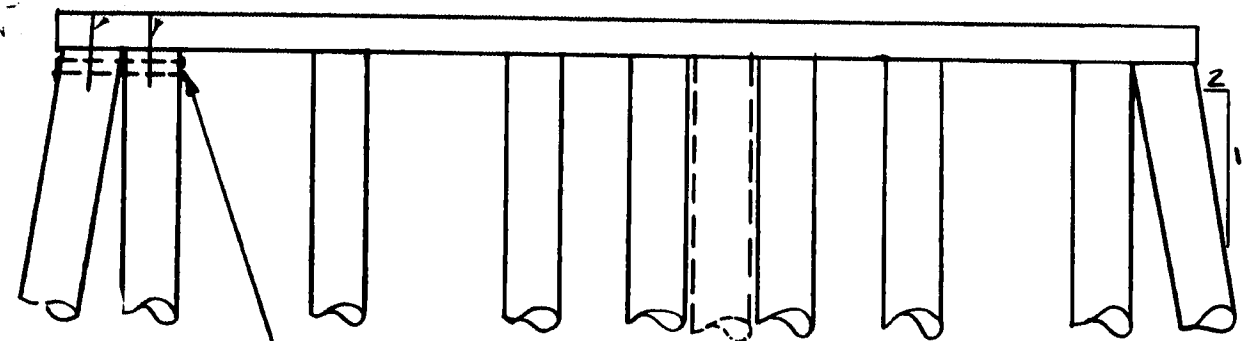
REMOVE & REINSTALL EXISTING CAP PLATES IF SUITABLE. IF NOT FURNISH & INSTALL NEW PLATES AS REQUIRED. NEW LAG SCREWS IF REQUIRED SHALL BE 3/4" x 8" LONG.



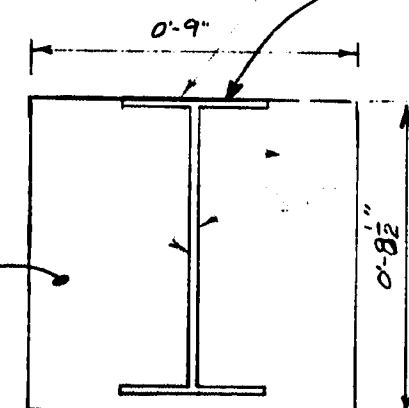
CAP FASTENING (INTERIOR)
Above Method to Be Used @ Piles 3, 4, 5, 6, 7
At New Pile Locations



FASTEN CAP TO PILE #12 & 13 WITH 1/2\"/>



DETAIL B
BENT ACCESS THROUGH DECK

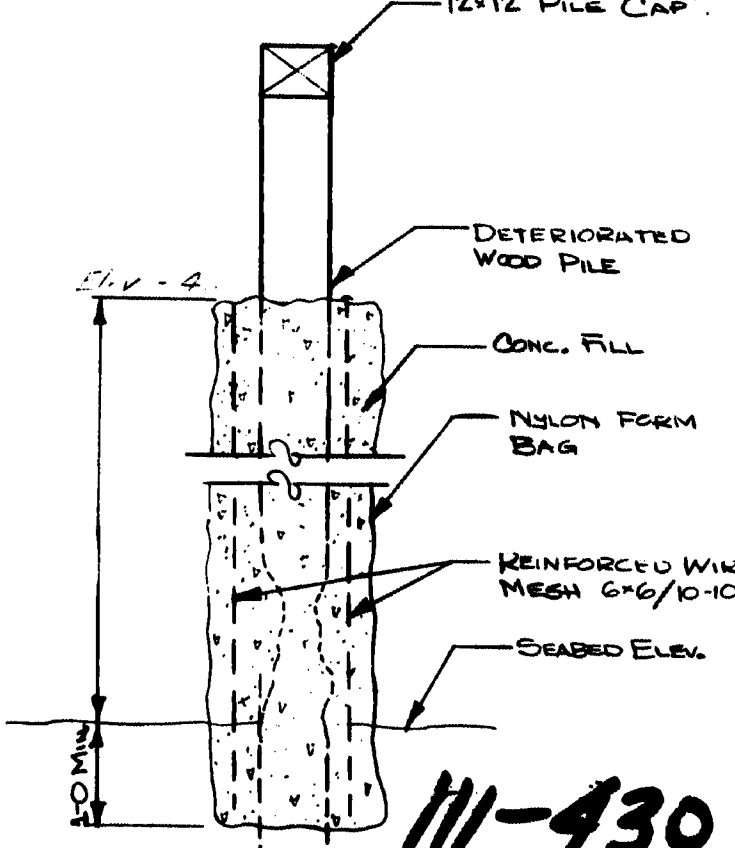


DETAIL A
NEEDLE BEAM REPLACEMENT

NOTE:
ELEVATION DETAILS FOR EDGE COMB END SAME AS WISCASSET END EXCEPT OPP. HAND

TYPICAL BENT DETAIL (EDGE COMB END)

TYPICAL PILE REPAIR DETAIL



111-430

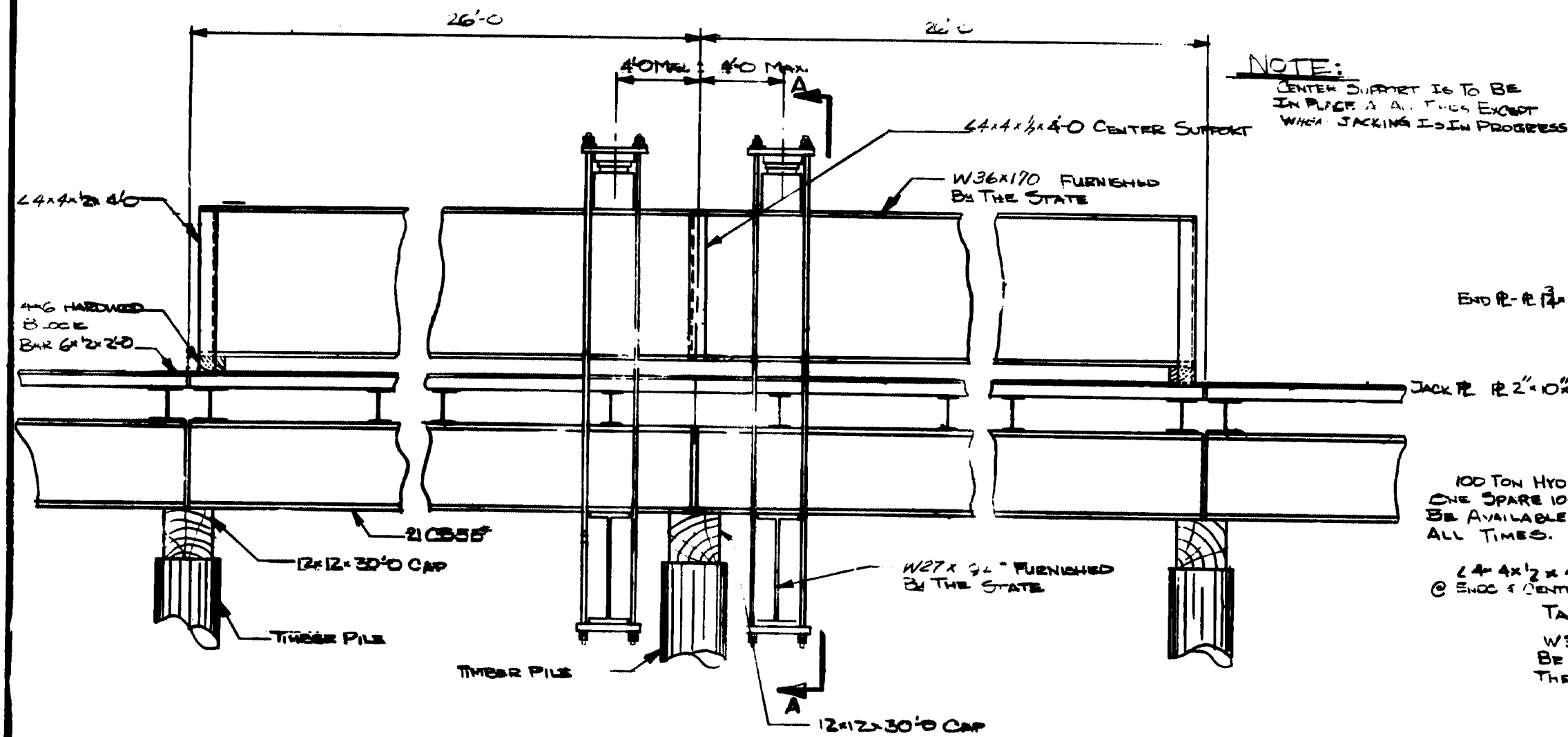
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WISCASSET-EDGE COMB BRIDGE
OVER
SHEEPS COT RIVER
BETWEEN THE TOWNS OF
WISCASSET & EDGE COMB
IN
LINCOLN COUNTY

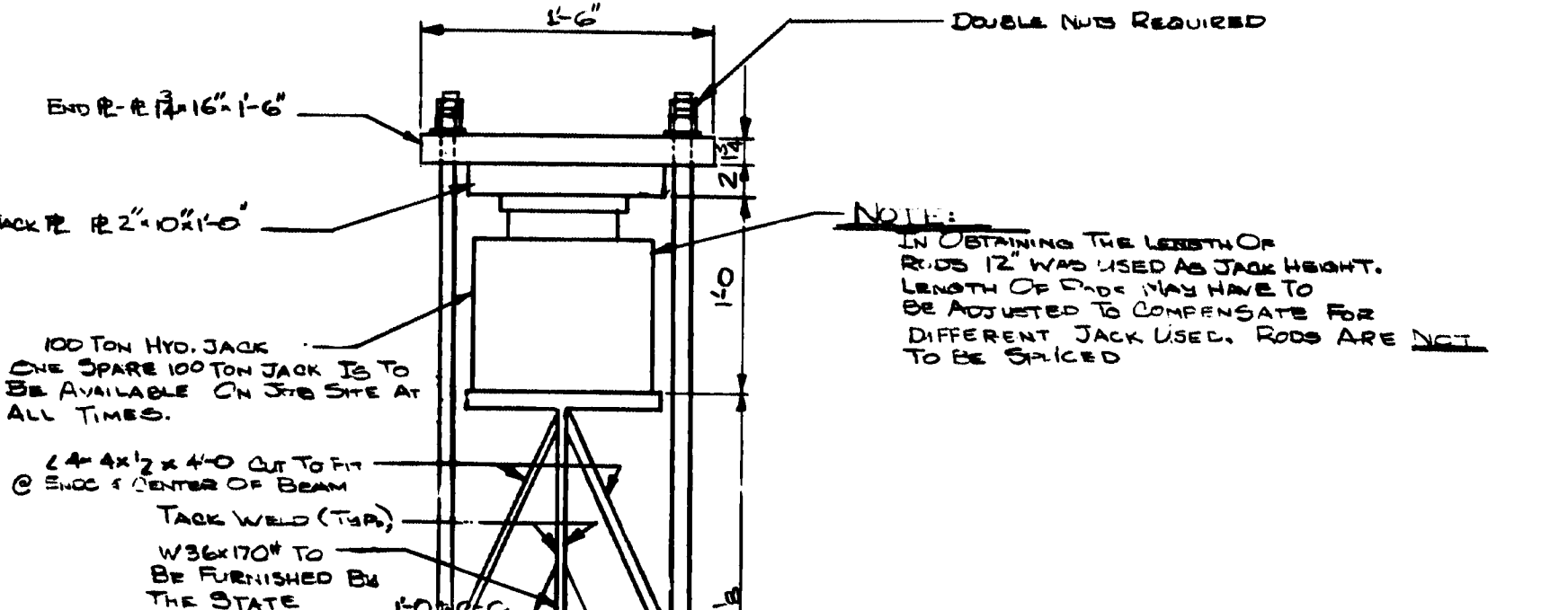
PILE & CAP REPAIRS
SHEET 33 OF 90 AUGUSTA, MAINE

Estimate 18 Plates required
Payment for plates to be incidental to Items 501.33 & 501.34

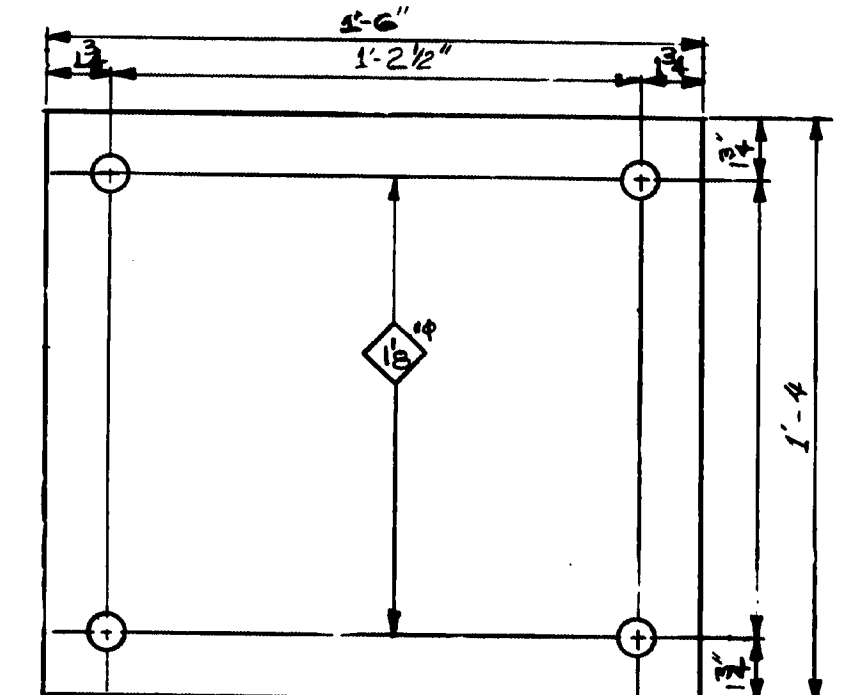
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	1/8/00
CHECKED	5/2/00
REVISIONS	
FIELD CHANGES	
PLANS	



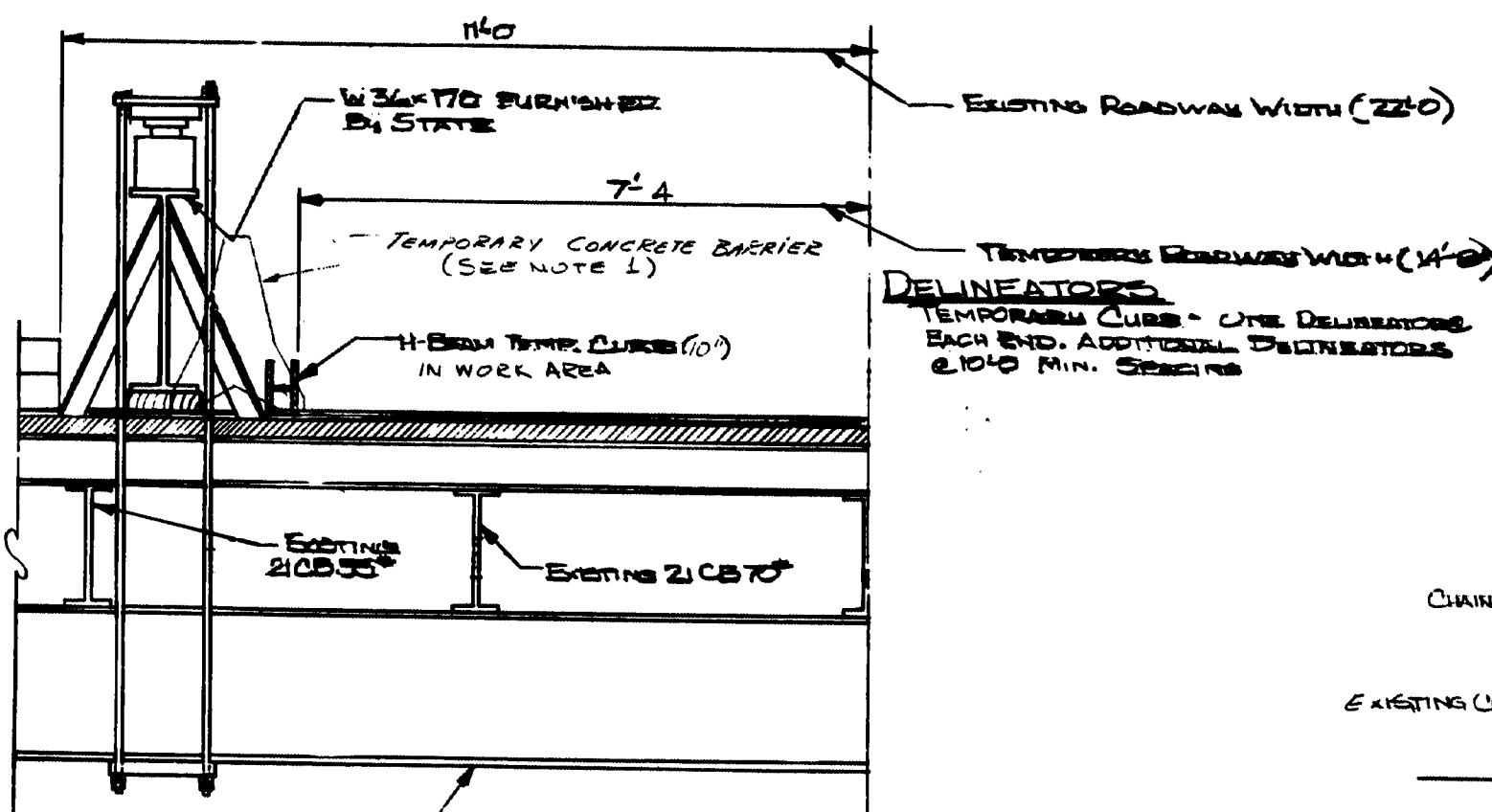
LONGITUDINAL SECTION



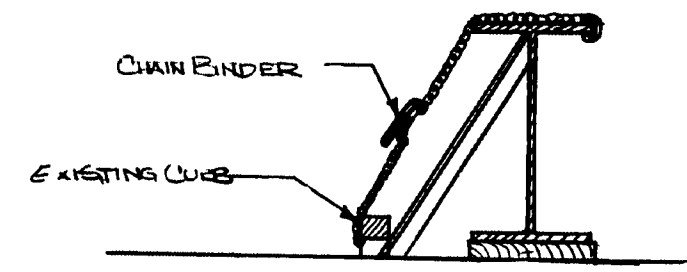
NOTE:
IN OBTAINING THE LENGTH OF RODS 12" WAS USED AS JACK HEIGHT. LENGTH OF ENDS MAY HAVE TO BE ADJUSTED TO COMPENSATE FOR DIFFERENT JACK USED. RODS ARE NOT TO BE SPICED



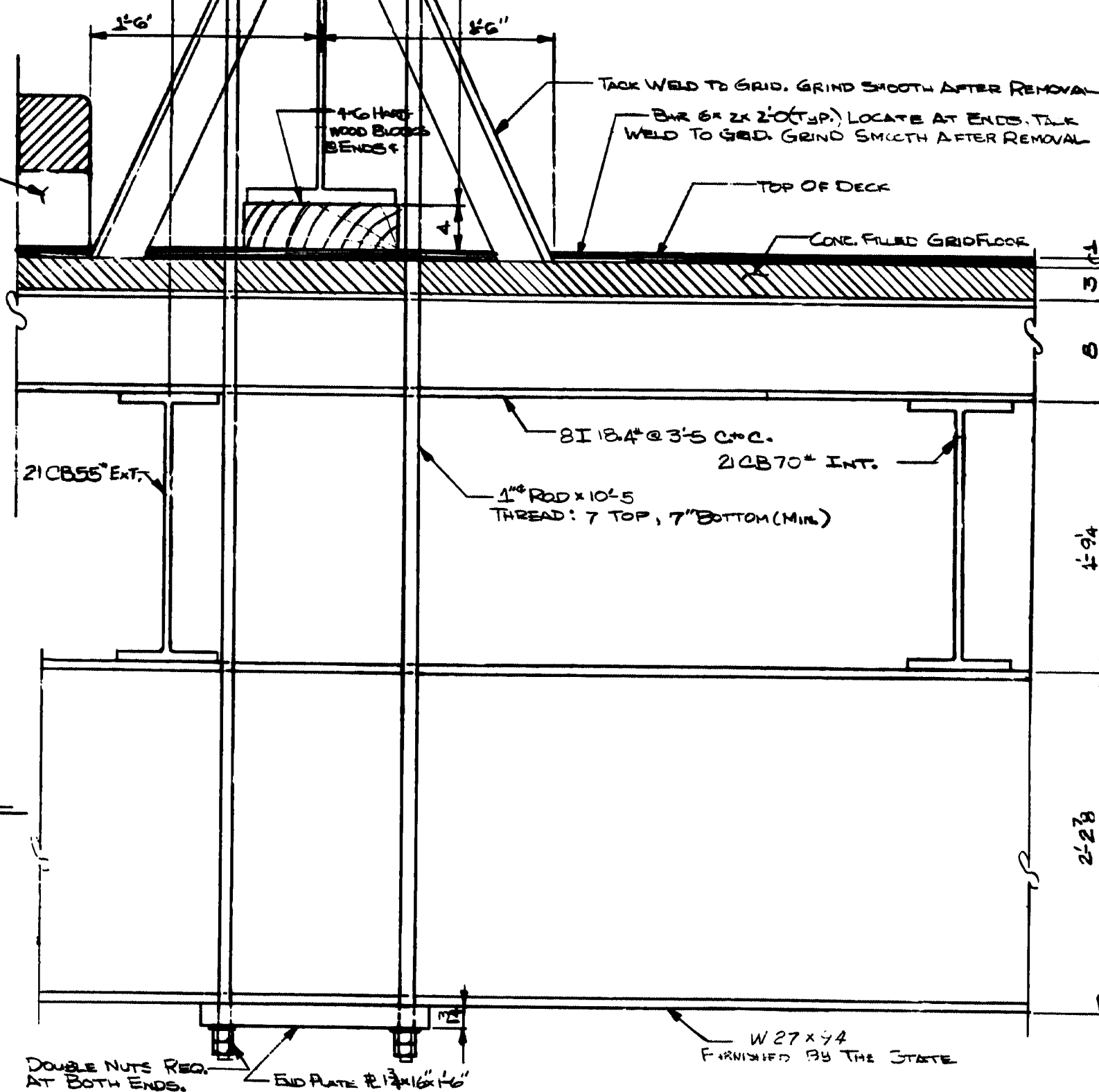
END PL #13x16x1'-6"



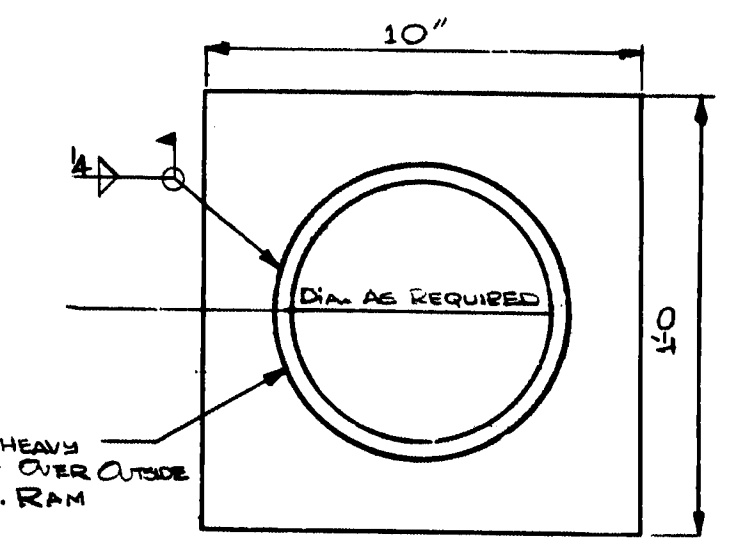
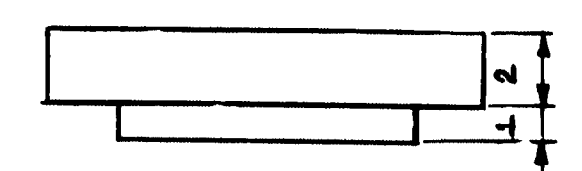
HALF TRANSVERSE SECTION



ALTERNATE BEAM SUPPORT METHOD



SECTION A-A



JACK PL #2x10x1'-0"

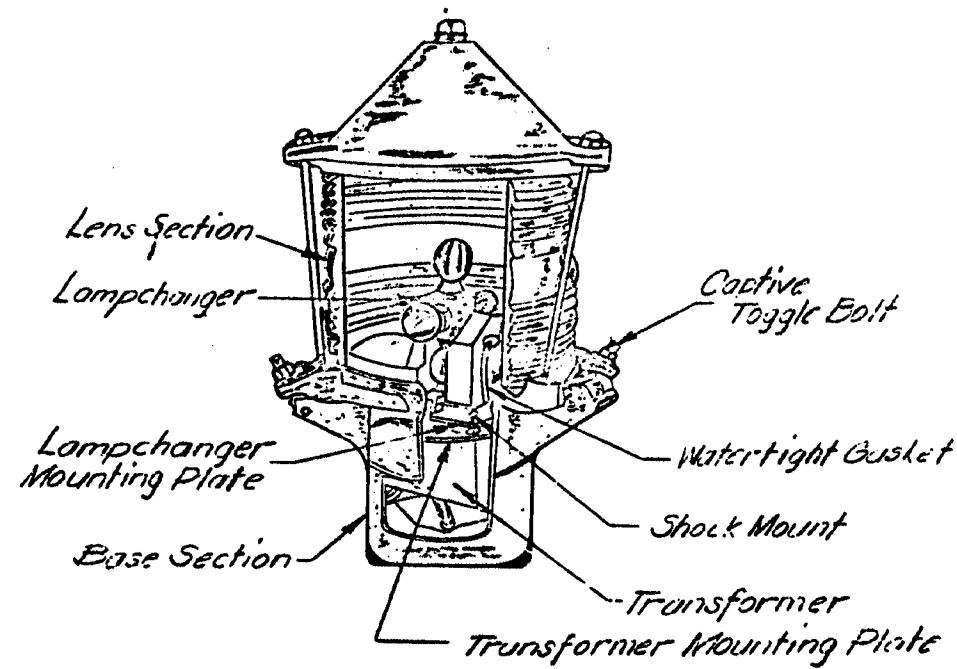
DESIGN - ENGINEER	DATE
DESIGN - DETAIL	10-1-77
CHECKED	
REVISIONS	
FIELD CHANGES	

- CURB TRANSITION**
1. STARTING AT EACH END OF THE WORK AREA AND RUNNING 75' EACH WAY, TEMPORARY CONCRETE BARRIER IS TO BE PLACED SO AS TO FORM A SMOOTH TRANSITION FROM THE EXISTING 12' ROADWAY TO THE TEMPORARY 14' ROADWAY. REFER TO SHEET FOR DETAILS. PAYMENT WILL BE MADE UNDER ITEM 526.30
 2. ANY OTHER MEANS OF LIFTING THE SUPERSTRUCTURE MAY BE EMPLOYED IF APPROVED BY THE ENGINEER.
 3. A 12" CURB (H-BEAM) PLACED IN FRONT OF EACH SUPPORT BEAM ASSEMBLY AND FLUSH WITH THE FACE OF THE TEMPORARY CONCRETE BARRIER SHALL BE USED THROUGHOUT THE WORK AREA. PAYMENT WILL BE CONSIDERED INCIDENTAL TO RELATED CONTRACT ITEMS.

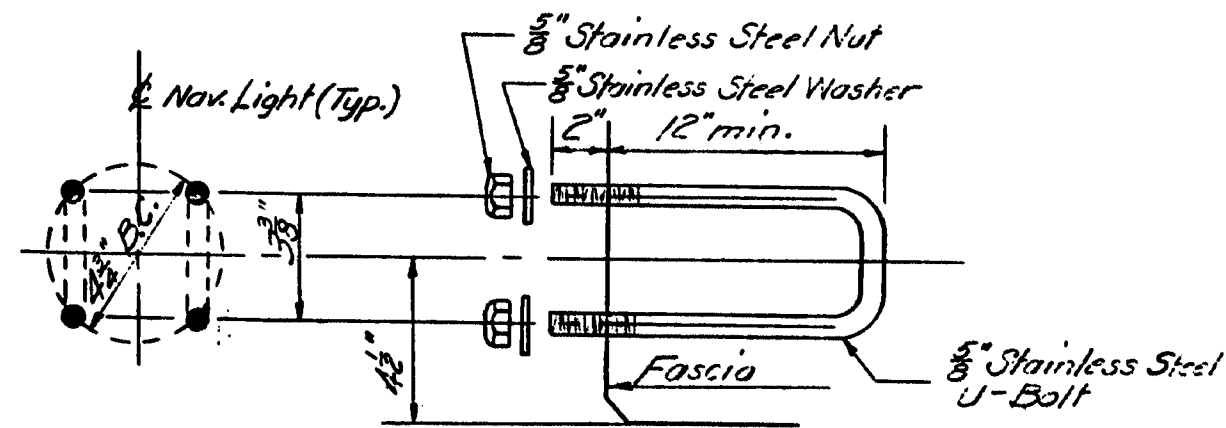
111-431

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

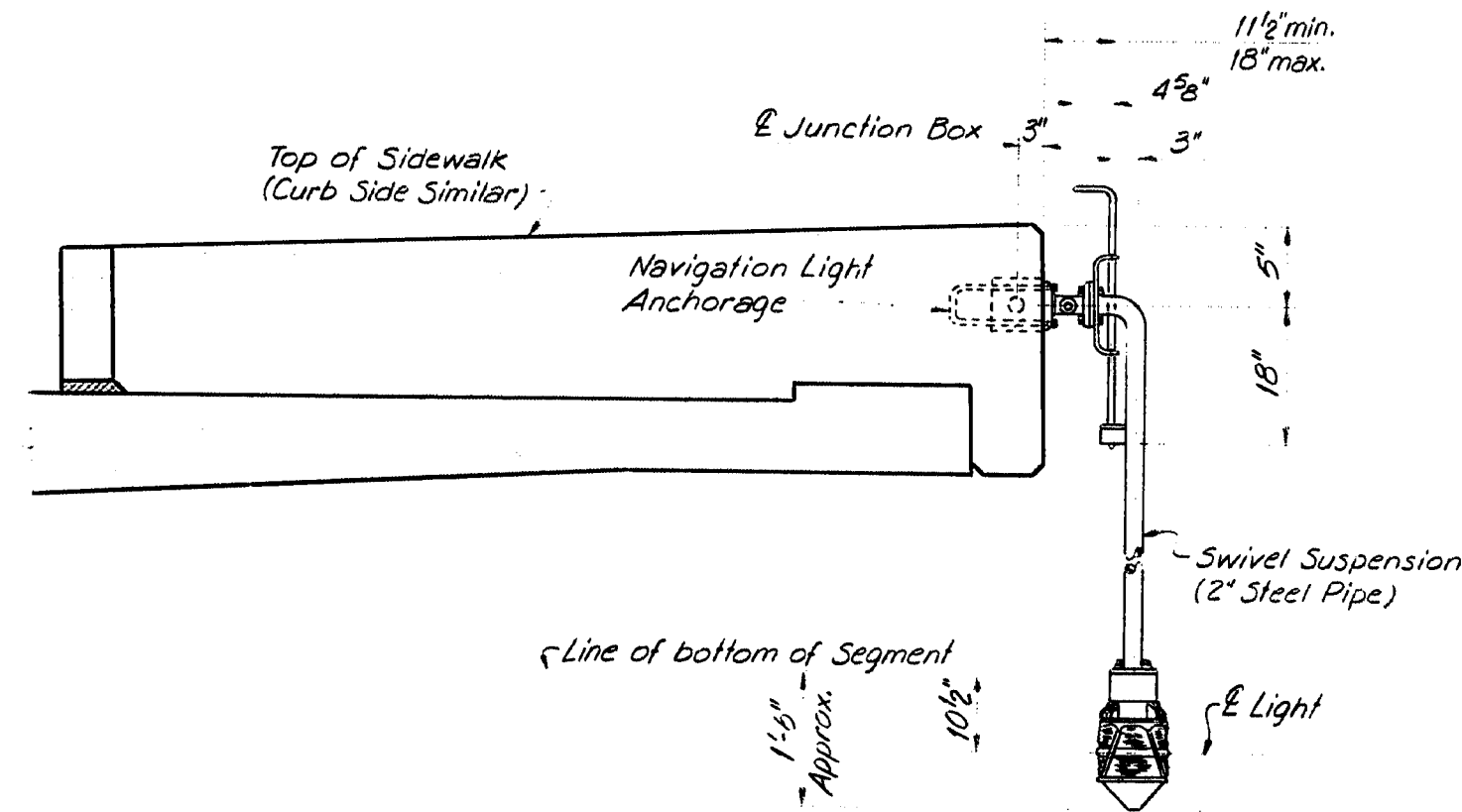
WISCASSET-EDGECOMB BRIDGE
OVER
SHEEPS COT RIVER
BETWEEN THE TOWNS OF
WISCASSET & EDGECOMB
IN
LINCOLN COUNTY
PILE & CAP REPAIRS
SHEET 88 OF 90 AUGUSTA, MAINE



CUT-AWAY VIEW OF TYPICAL
NAVIGATION LIGHT

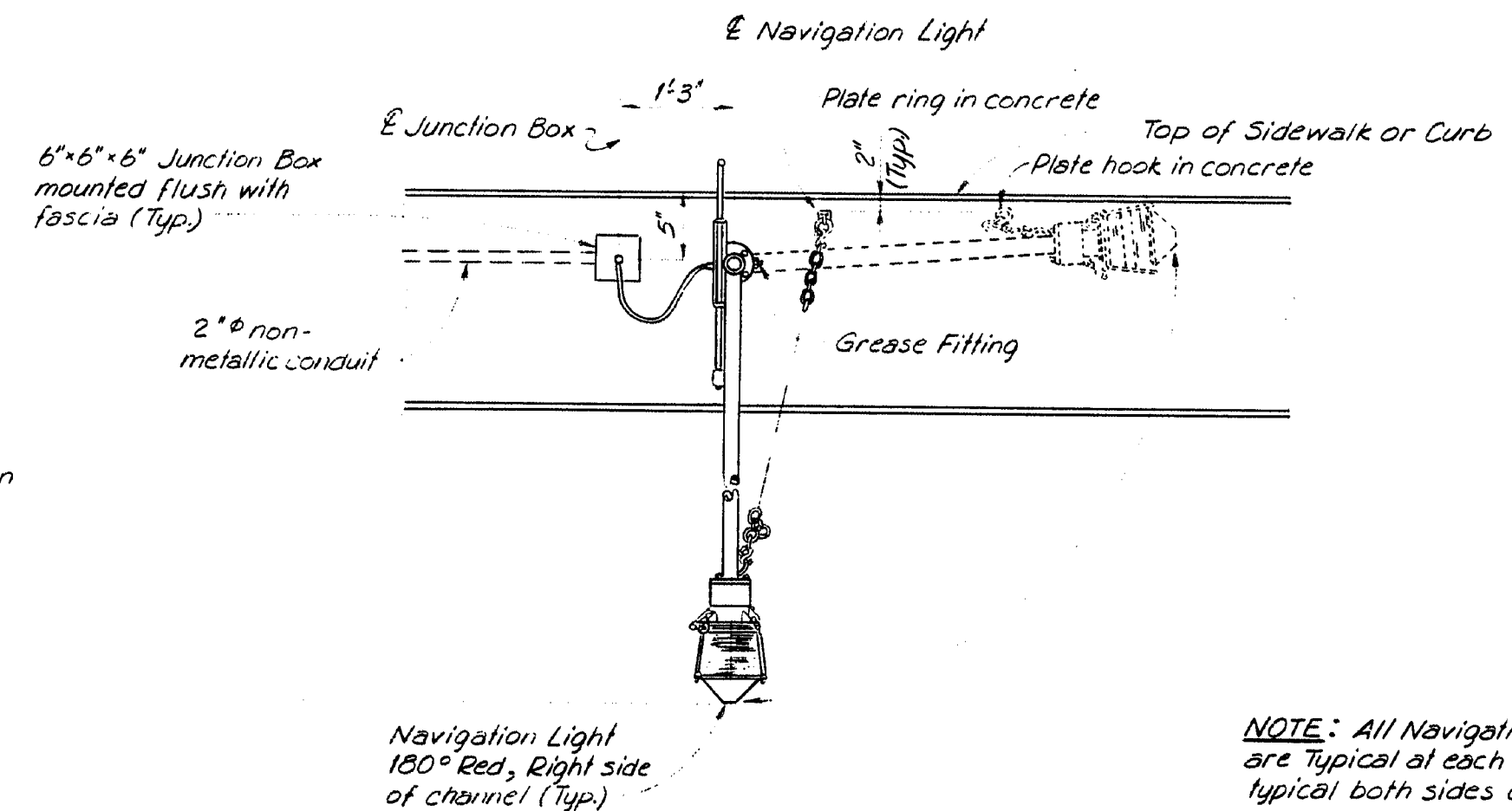


NAVIGATION LIGHT ANCHORAGE
12 - Required



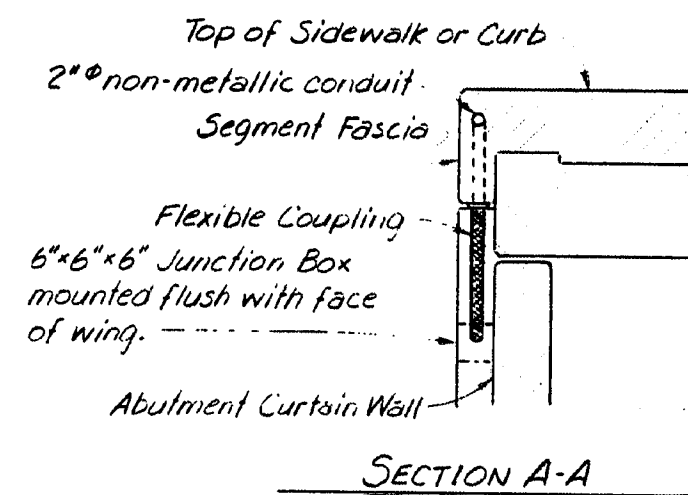
SECTION

CONNECTION BETWEEN PVC CONDUIT EMBEDDED IN STRUCTURE
AND DIRECT BURIED POLYETHYLENE PIPE

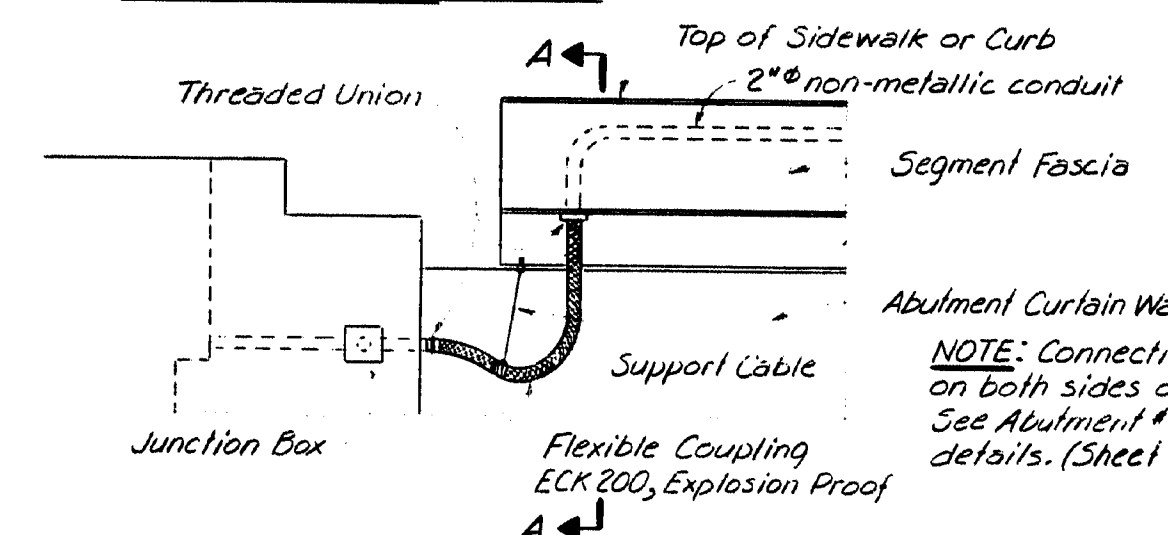


PART ELEVATION

NOTE: All Navigation Light Details are typical at each location. All details typical both sides of superstructure.



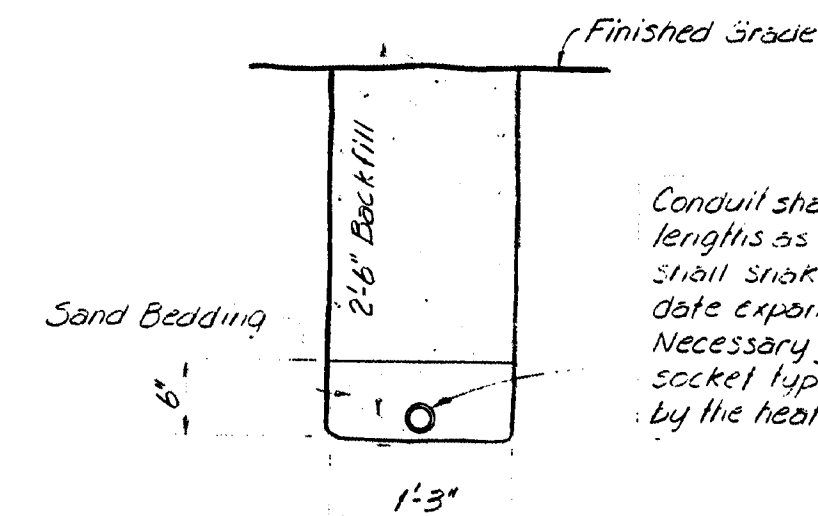
SECTION A-A



SIDE VIEW AT ABUTMENT #1

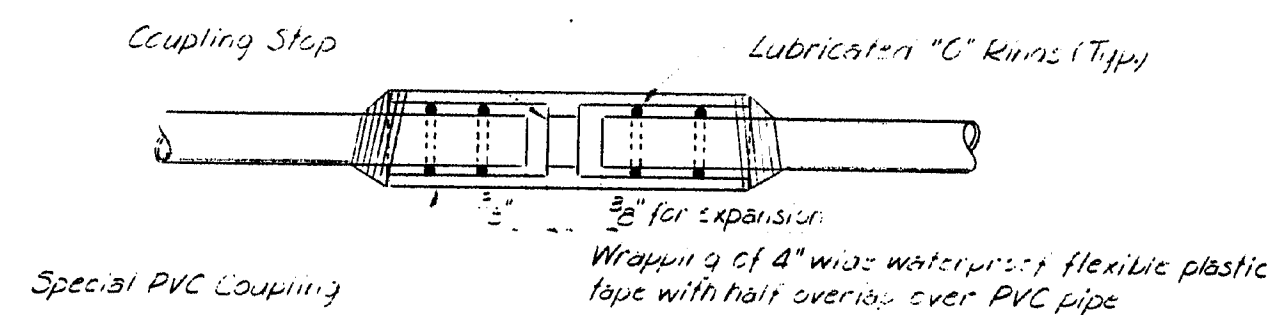
NOTES

1. All conduit, except as otherwise shown, shall be PVC Schedule 40 (U.L. approved) or SDR 21 Class 200 PVC Pressure Pipe with Bell & Spigot Rubber Ring Joints.
2. Junction boxes shall be installed where shown on this sheet and on sheet #32, & required.
3. One luminous fibre junction box with cast iron cover shall be installed below grade at 13, 71 & 20, 48, & 23 feet right.
4. No separate payment will be made for ECK 200 Flexible Coupling, Support Cable and related hardware but shall be considered incidental to item #23, 24.

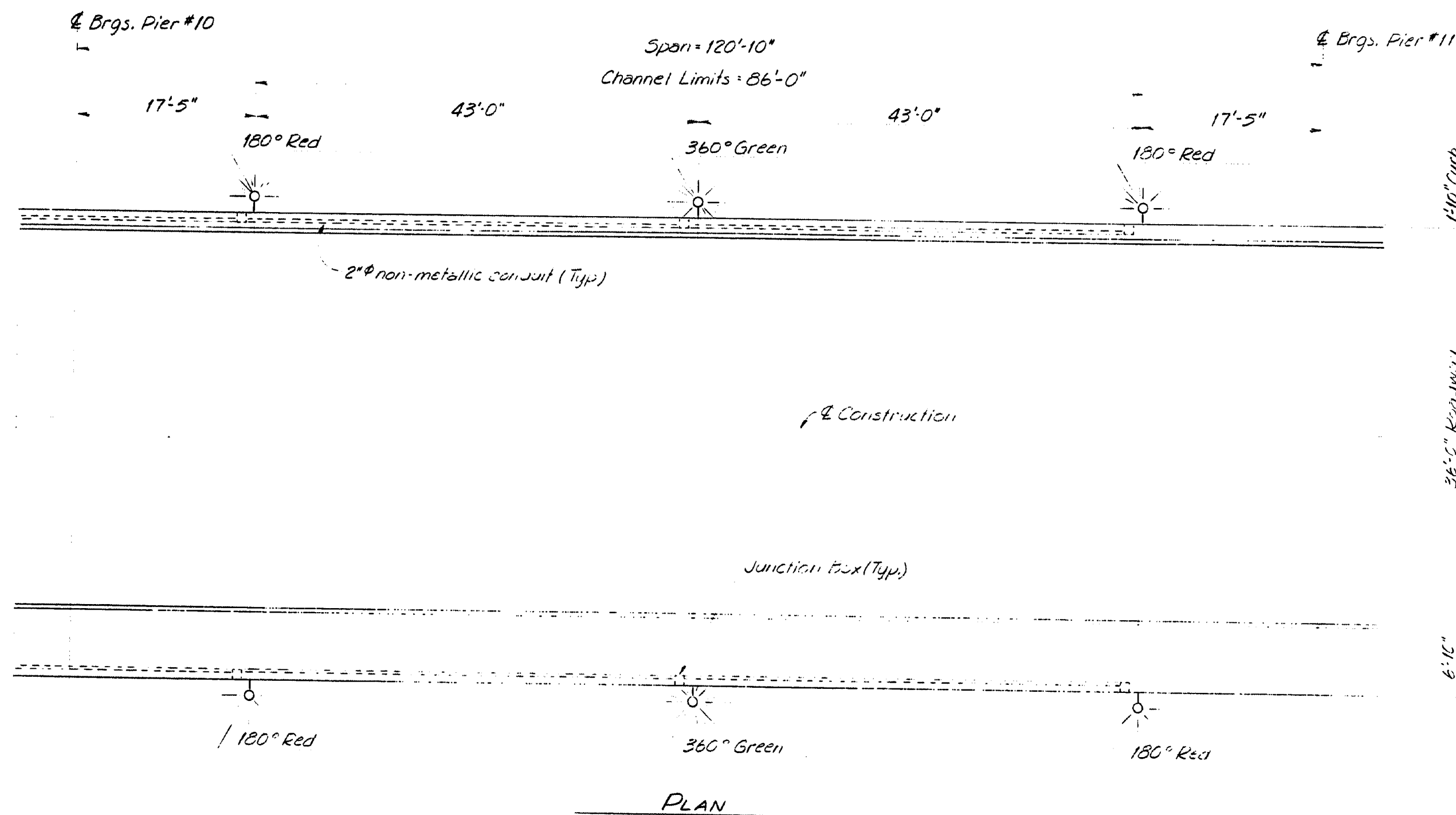


NON-METALLIC CONDUIT INSTALLATION
(Typical in Approach)

Conduit shall be laid in continuous lengths as far as possible and shall snake slightly to accommodate expansion and contraction. Necessary joints shall be made socket type couplings installed by the heated tool method.



COUPLING FOR USE WITH PVC CONDUITS EMBEDDED IN CONCRETE



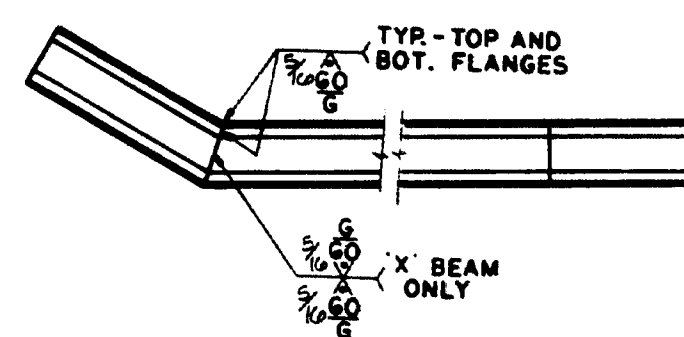
111-432

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
WISCASSET - EDGECOMB BRIDGE
SHEEPSHOT RIVER
WISCASSET-EDGECOMB LINCOLN COUNTY
NAVIGATION LIGHTING
SHEET 90 OF 90 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	4-81
CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	

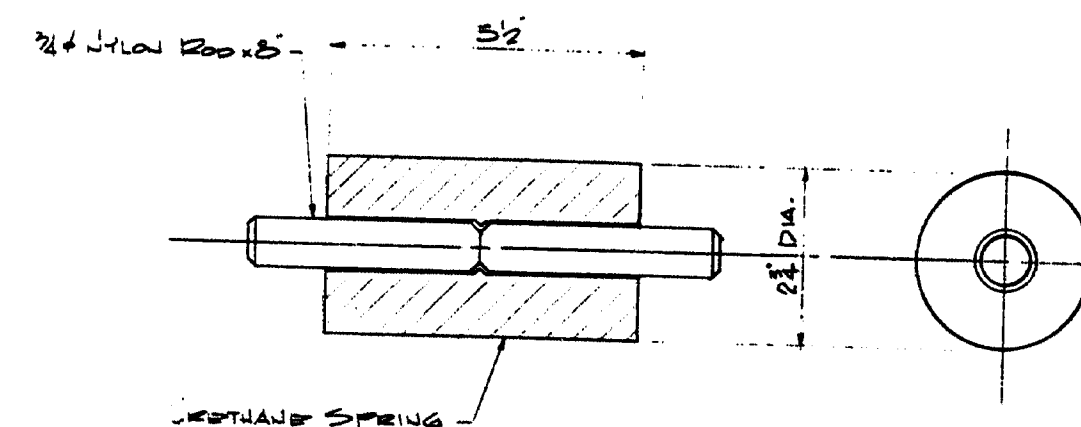
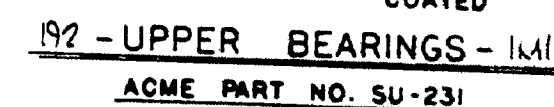
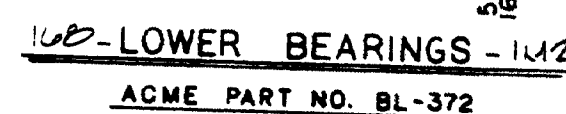
1. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH STATE OF MAINE STATE HIGHWAY COMMISSIONS HIGHWAY STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION CURRENT EDITION WITH REVISIONS AND THE SPECIAL NOTES APPLICABLE TO THIS PROJECT.
2. ALL STRUCTURAL STEEL TO BE ASTM ~~A572~~ ^{A572} EXCEPT AS NOTED.
3. ALL WELDING SHALL CONFORM TO SUPPLEMENTAL SPECIFICATION, SECTION 304, WELDING.
4. ALL METAL SURFACES OF THE JOINT TO BE IN DIRECT CONTACT WITH THE NEOPRENE SEAL SHALL BE THOROUGHLY SANDBLASTED AND SOLVENT CLEARED BEFORE THE APPLICATION OF ADHESIVE.
5. THE SEAL SHALL BE INSTALLED USING ACME PRIMA-VUL ADHESIVE.
6. ~~All Material To Be Hot Dipped Galvalume.~~

1. THE CONTRACTOR SHALL ENSURE THAT ALL LIFTING OF THE EXPANSION JOINT ASSEMBLY IS ONLY PERFORMED BY USING THE LIFTING DEVICE PROVIDED.
2. PRIOR TO FINAL PLACEMENT, THE ASSEMBLY SHALL BE ADJUSTED ON THE SITE TO ITS FINAL PRESET WIDTH.
3. THE JOINT ASSEMBLY SHALL THEN BE PLACED INTO FINAL POSITION AND SET TO THE PROPER ELEVATIONS.
4. IMMEDIATELY AFTER THE JOINT HAS BEEN TIED INTO THE DECK PER THE STATE DRAWINGS, ALL PRESETTING ANGLES, BOLTS, LEVELING AND LIFTING DEVICES SHALL BE REMOVED.
5. PRIOR TO CONCRETE PLACEMENT, THE PRESETTING BOLT HOLES IN THE DECK AND THE END DAM SHALL BE PLUGGED WITH PLASTIC CAPS. HOLES IN THE TOP FLANGE SHALL BE USED AS VEEP HOLES.
6. CONCRETE PLACEMENT SHALL BE IN ACCORDANCE WITH STATE SPECIFICATIONS.
7. TOP OF EXPANSION JOINTS ARE TO BE PROTECTED DURING PLACEMENT OF CONCRETE.



A hand-drawn diagram of a square frame. The vertical axis is labeled 'Z' at the top and 'Z' at the bottom. The horizontal axis is labeled 'X' at the left and 'X' at the right. The top-left corner is labeled '1000'. The top-right corner is labeled '1000'. The bottom-left corner is labeled '1000'. The bottom-right corner is labeled '1000'. The left vertical edge is labeled '1000'. The right vertical edge is labeled '1000'. The top horizontal edge is labeled '1000'. The bottom horizontal edge is labeled '1000'. The center of the square is labeled '1000'. The frame is composed of multiple vertical lines, suggesting a multi-limbed structure.

SEAL x 40.0
10 - LS'300' SEALS - mal



120. SPRINGS. IMZ
ACUE PART 12. BR 515

INSPECTION BY MDOT
CONTACT BRIAN HARRIS
BUREAU OF CONSTRUCTION
202-289-8121

SHOP DRAWING REVIEW

✓ NO EXCEPTIONS TAKEN

✓ REVIEW AS NOTED, SUBMIT FOR DISTRIBUTION

✓ REVIEW AND RE-REVIEW

✓ RE-REVIEW

Review of shop drawings for compliance with contract documents, including specifications, details, and standards for fabrication and erection shall remain with the Contractor.

FIGG & MULLER ENGINEERS

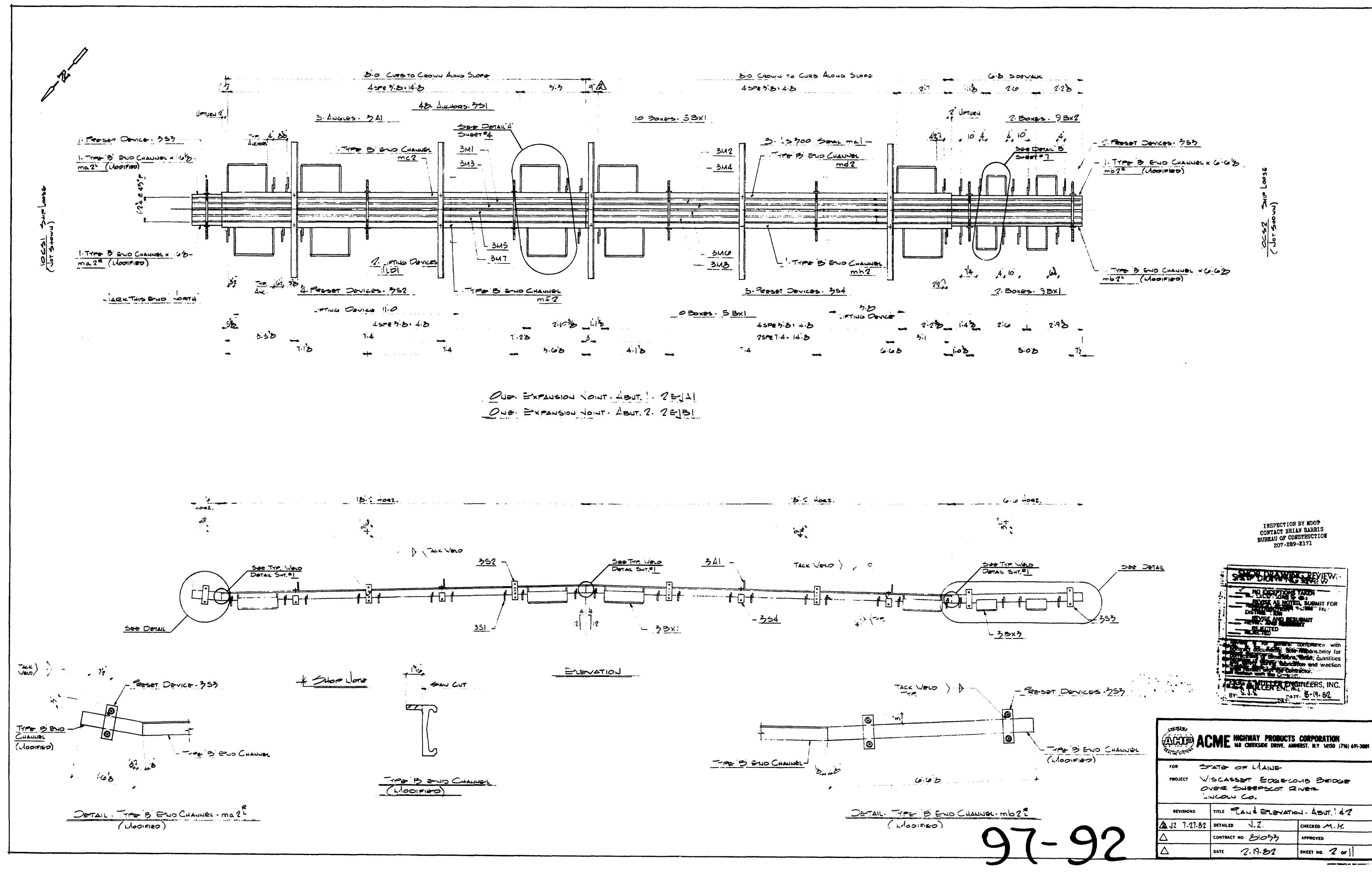
SUS DATE: 8-4-82

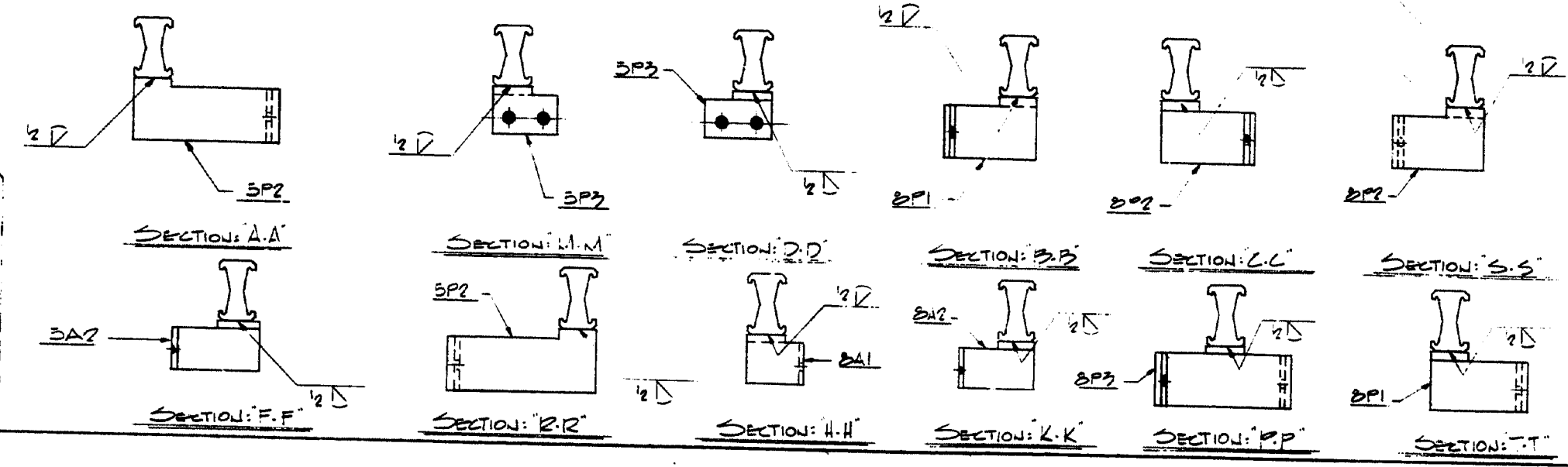
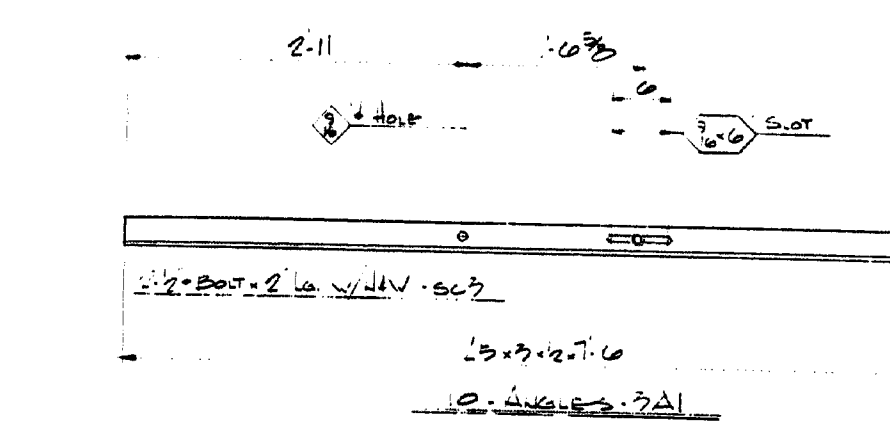

ACME **WIRING PRODUCTS CORPORATION**
 100 CHURCH STREET, JARROSETT, N.Y. 11750 (716)

FOR **STATE OF MAINE**
 PROJECT **VISCASSETT FISHKIND BEDDING OVER SHEPHERD RIVER LINCOLN CO.**

REVISIONS	TITLE	STANDARDS	AND NOT
Δ 1/19/50	DRAWING	N.Z.	CHUCKED M.K.
Δ	CONTRACT NO.	01033	APPROVED
Δ	DATE	3-11-50	REVISION

97-9





SHOP DRAWING REVIEW

NOT FOR CONSTRUCTION

NOT TO BE NOTED, MARKED, PUNCHED OR REVISIONS

REVIEW AND REMARKS

RECEIVED

Review is for general compliance -
contractor is responsible for
completeness of dimensions, detail work,
and safety during construction and effects
third parties with the Contractor.

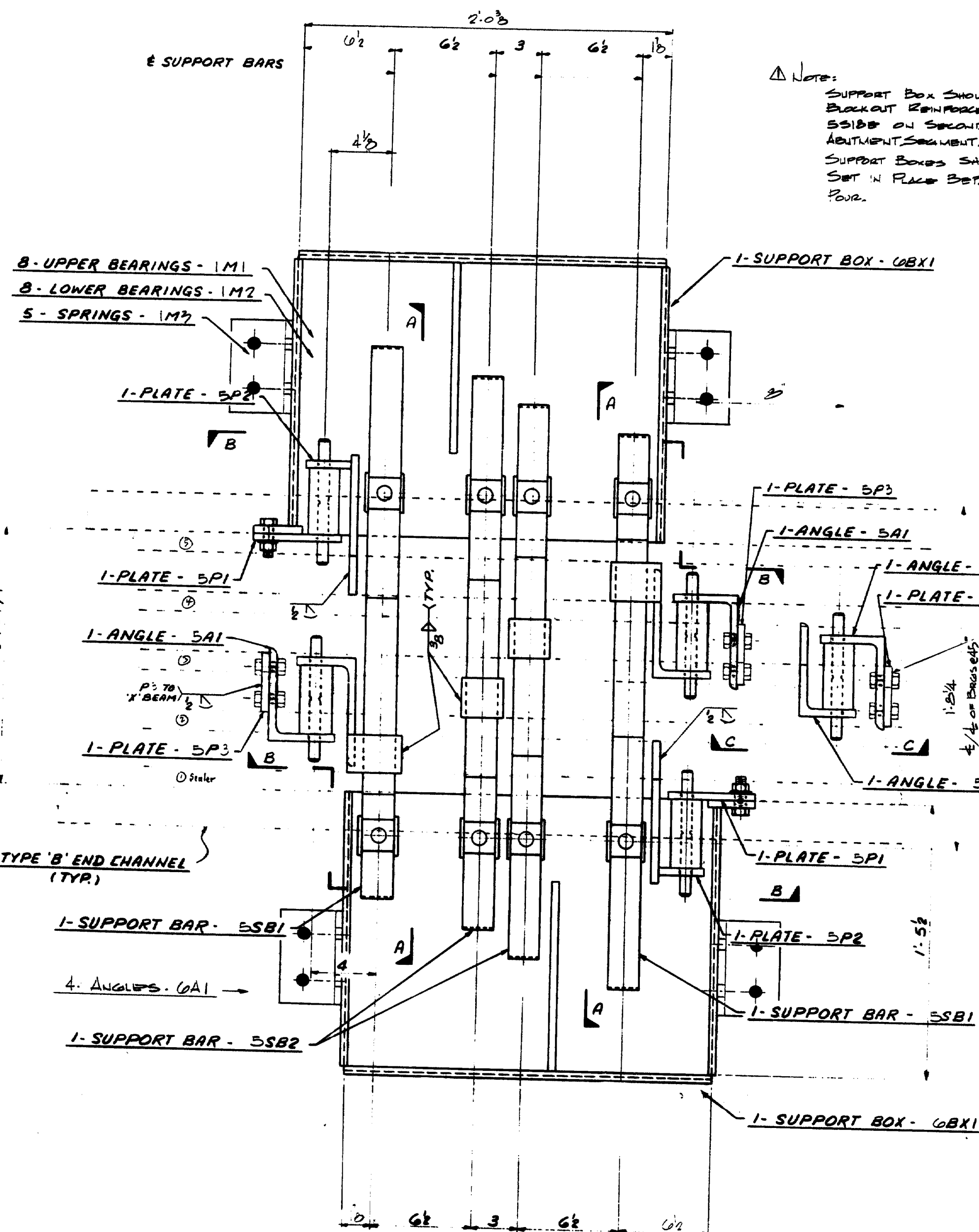
W. G. MULLER ENGINEERS, INC.
S. S. DATE: 8-19-92

INSPECTION BY: NICK
CONTACT BRIAN HARRIS
OFFICE OF CONSTRUCTION
807-859-8172

97-73

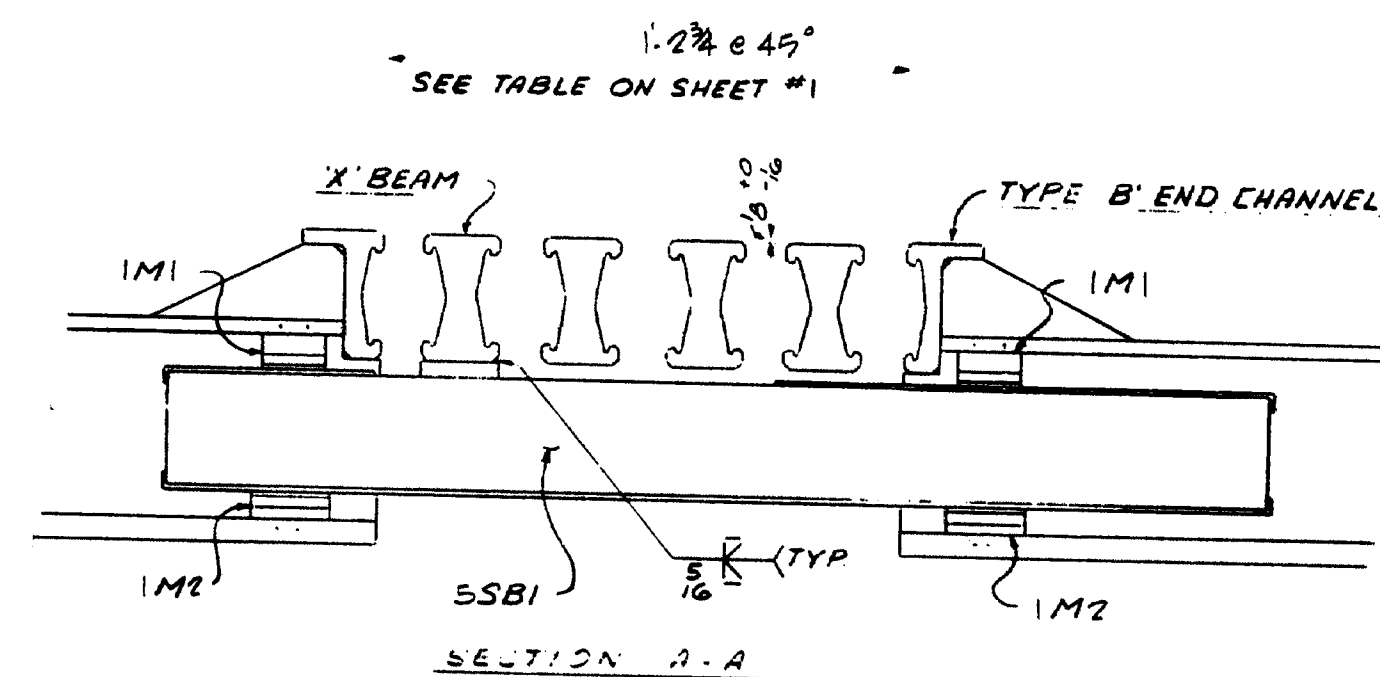
ACME HIGHWAY PRODUCTS CORPORATION
ONE CROSSBREE DRIVE, AMHERST, N.Y. 14350 (716) 891-3001

FOR	STATE OF MAINE		
PROJECT	DISASTER RESPONSE BRIDGE OVER SQUIBBOT RIVER WILCO CO.		
REVISIONS	TITLE	WILCO. DETAILS & X-BEAM SET.	
△	RETAILED	N.Z.	
△	CONTRACT NO.	81097	
△	DATE	7.7.88	
	SHEET NO.	3 of 1	

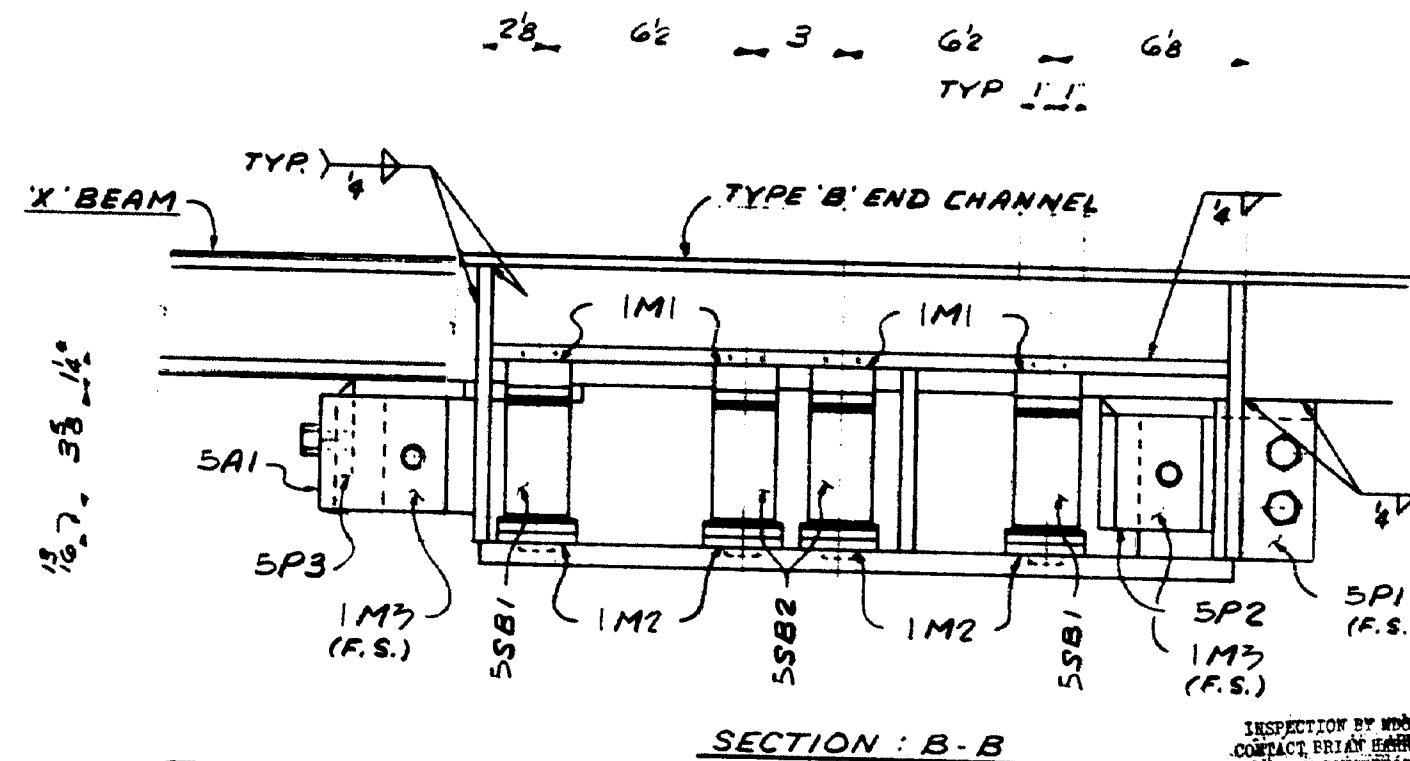
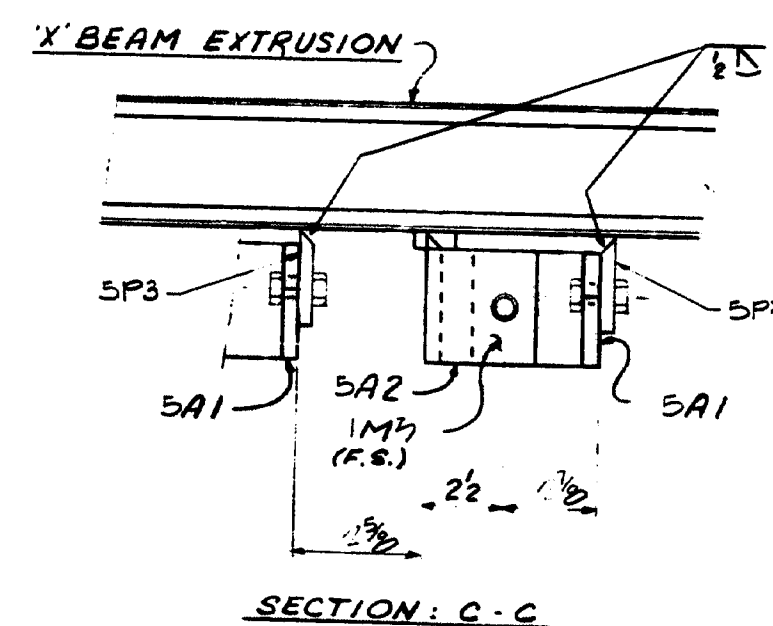


DETAIL A: MSB-1500
(TYP. @ EACH SET OF BOXES)

NOTE:
SUPPORT BOX SHOULD CLEAR
BLOCKOUT REINFORCEMENT BARS
SS1B1 ON SECOND FOUR OF
ABUTMENT SEGMENT.
SUPPORT BOXES SHALL BE
SET IN PLACE BEFORE SECOND
FOUR.



* BEARING IN
PLACE AT 14'



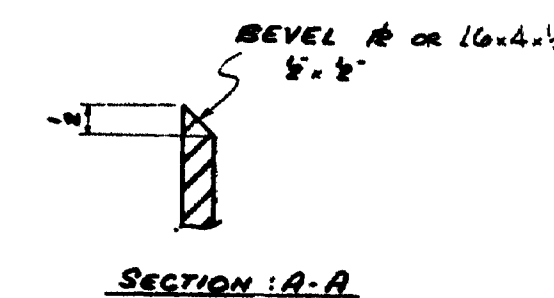
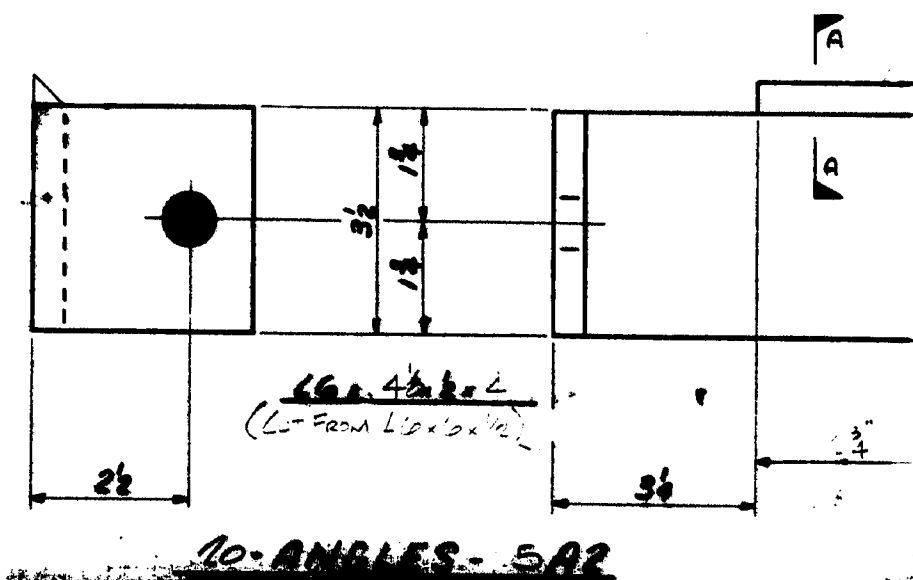
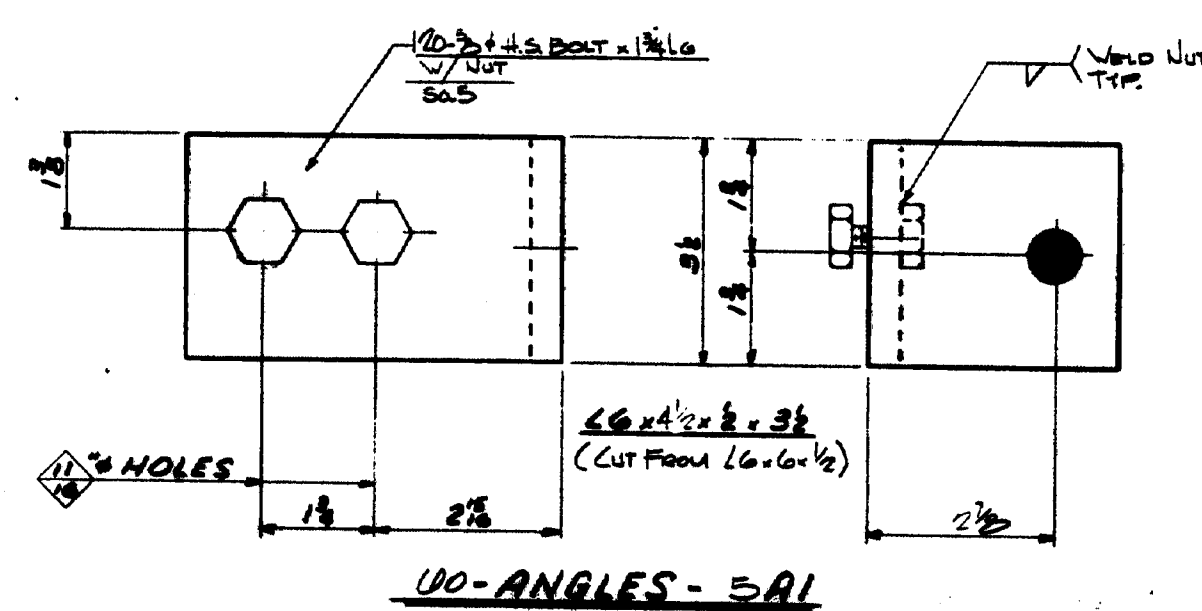
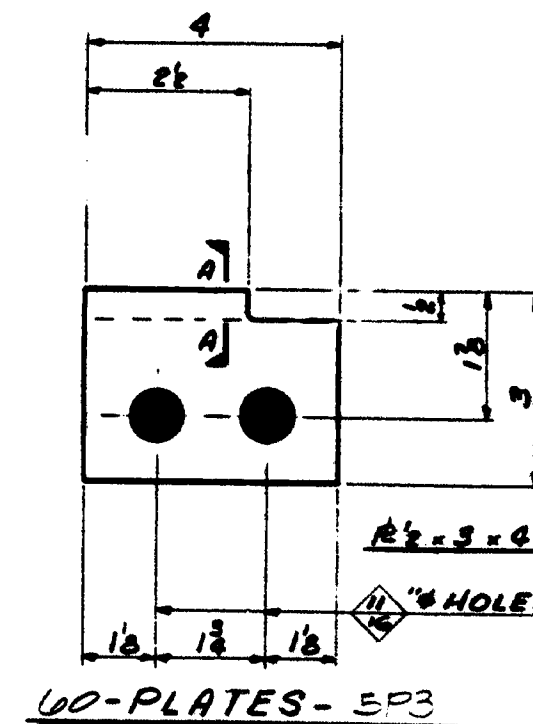
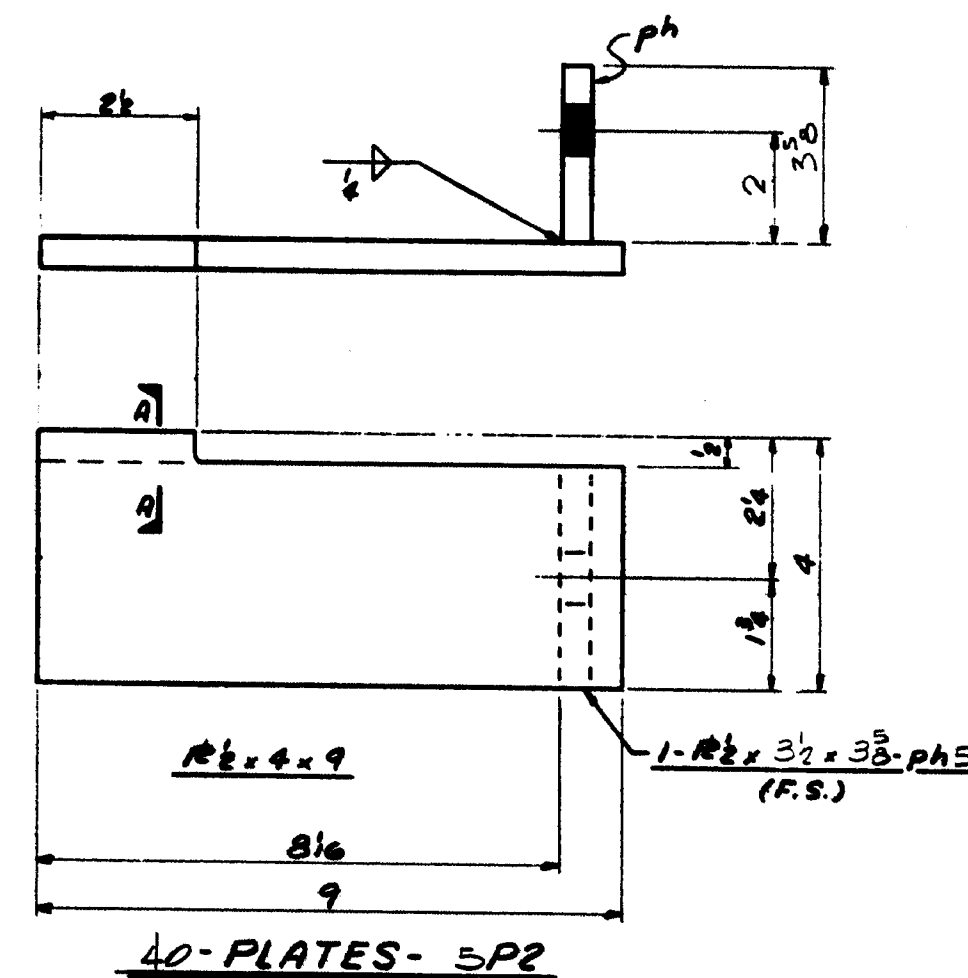
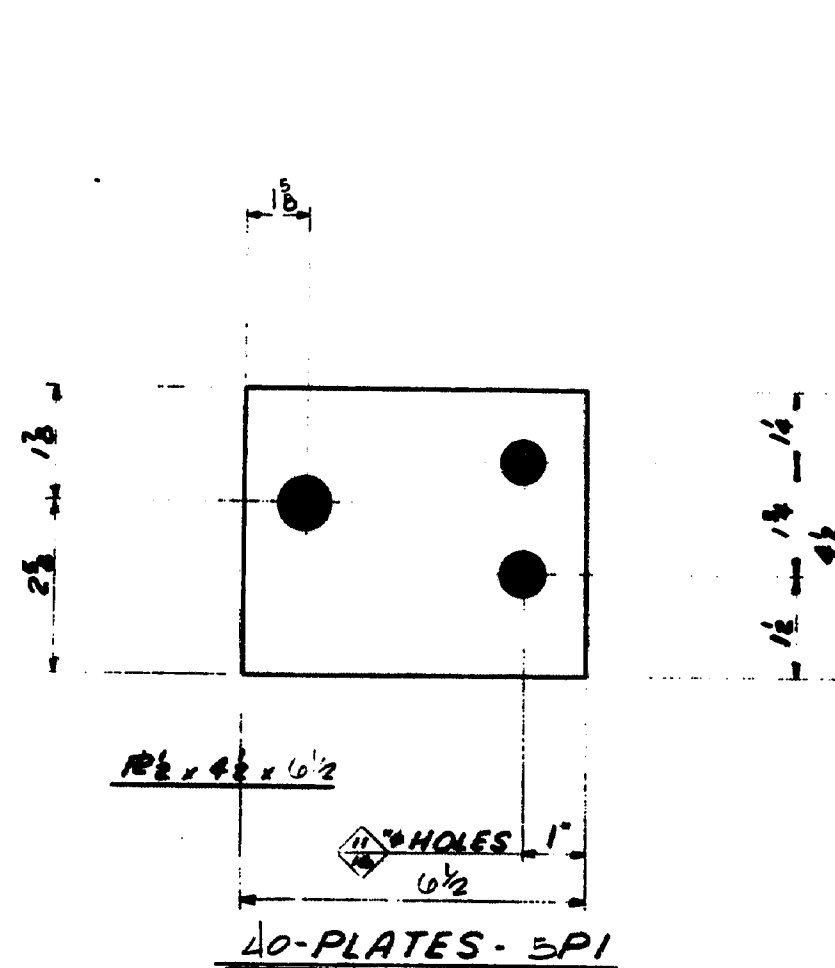
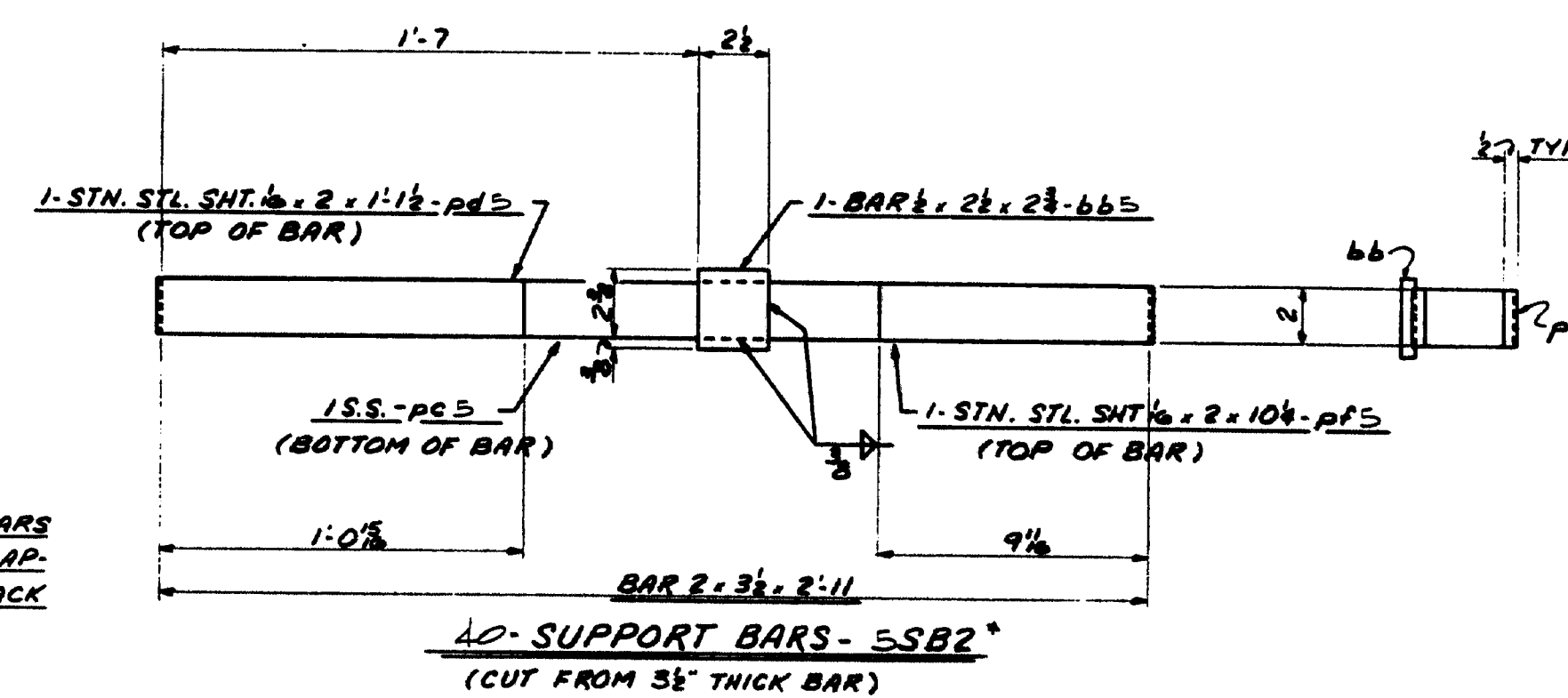
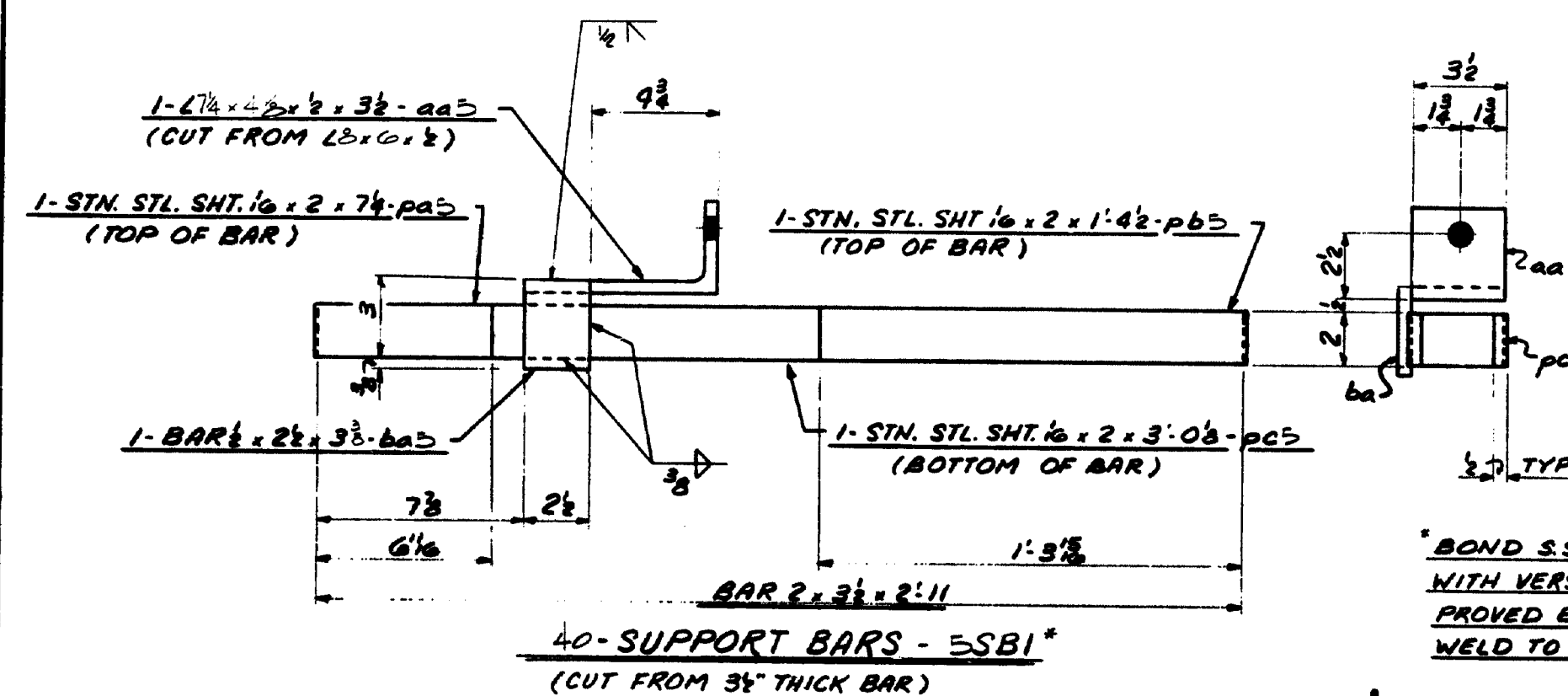
SHOP DRAWING REVIEW	
NO DIMENSIONS SHOWN	✓
REVISIONS SHOWN	✓
DISTRIBUTION	✓
REVISIONS	✓
REJECTED	✓

Review for general compliance with contract documents, design, and safety. Review shall not constitute an approval or warranty by the engineer.

FIGG & MULLER ENGINEERS, INC.
BY: SJS DATE: 8-17-82

ACME HIGHWAY PRODUCTS CORPORATION			
FOR STATE OF MAINE			
PROJECT VISCASSSET-EDGECOMB BRIDGE OVER SHEPSCOT RIVER LINCOLN CO			
REVISIONS	TITLE	SUPPORT BOX LOCATION MSB 1500	
Δ J2 1/4/82	DETAILS	✓	CHECKED M.H.
Δ	CONTRACT NO.	21077	APPROVED
Δ	DATE	7-22-82	SHEET NO. 4 OF 4

* WORK THIS SHEET WITH SHEET # 97-94



INSTRUCTION BY SHOP
CONTACT BRIAN HARRIS
BUREAU OF CONSTRUCTION
207-589-217

SHOP DRAWING REVIEW	
☒	NO EXCEPTIONS TAKEN
☐	REVISIONS NOTED, SUBMIT FOR DISTRIBUTION
☐	REVISIONS AND RESUBMIT
☐	REJECTED

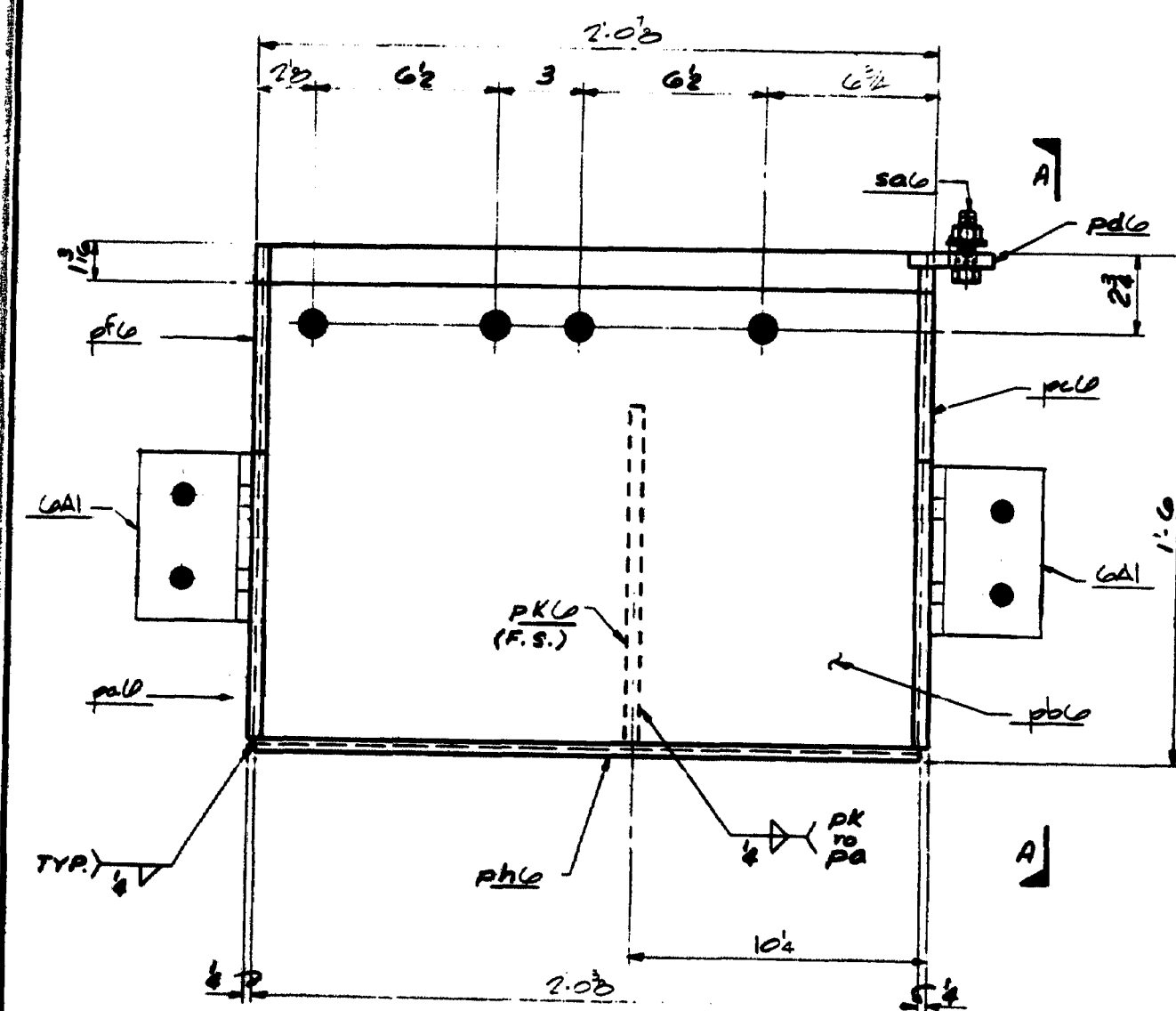
Review is for general compliance with contract documents. Shop responsibility for correctness of dimensions, detail, quantities and safety during fabrication and erection shall remain with the Contractor.

FIGG & MULLER ENGINEERS, INC.
BY: S.J.S. DATE: 8-19-82

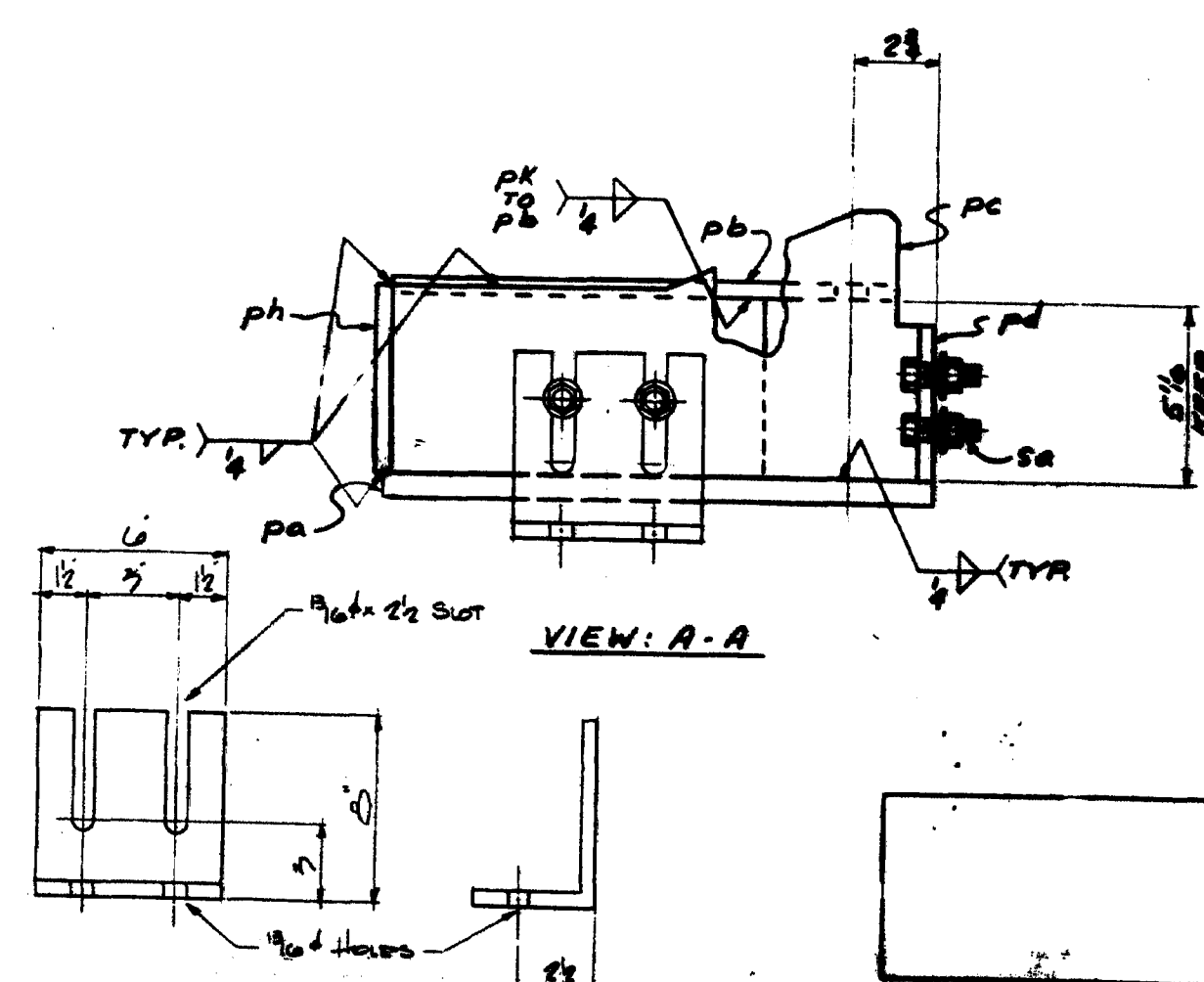
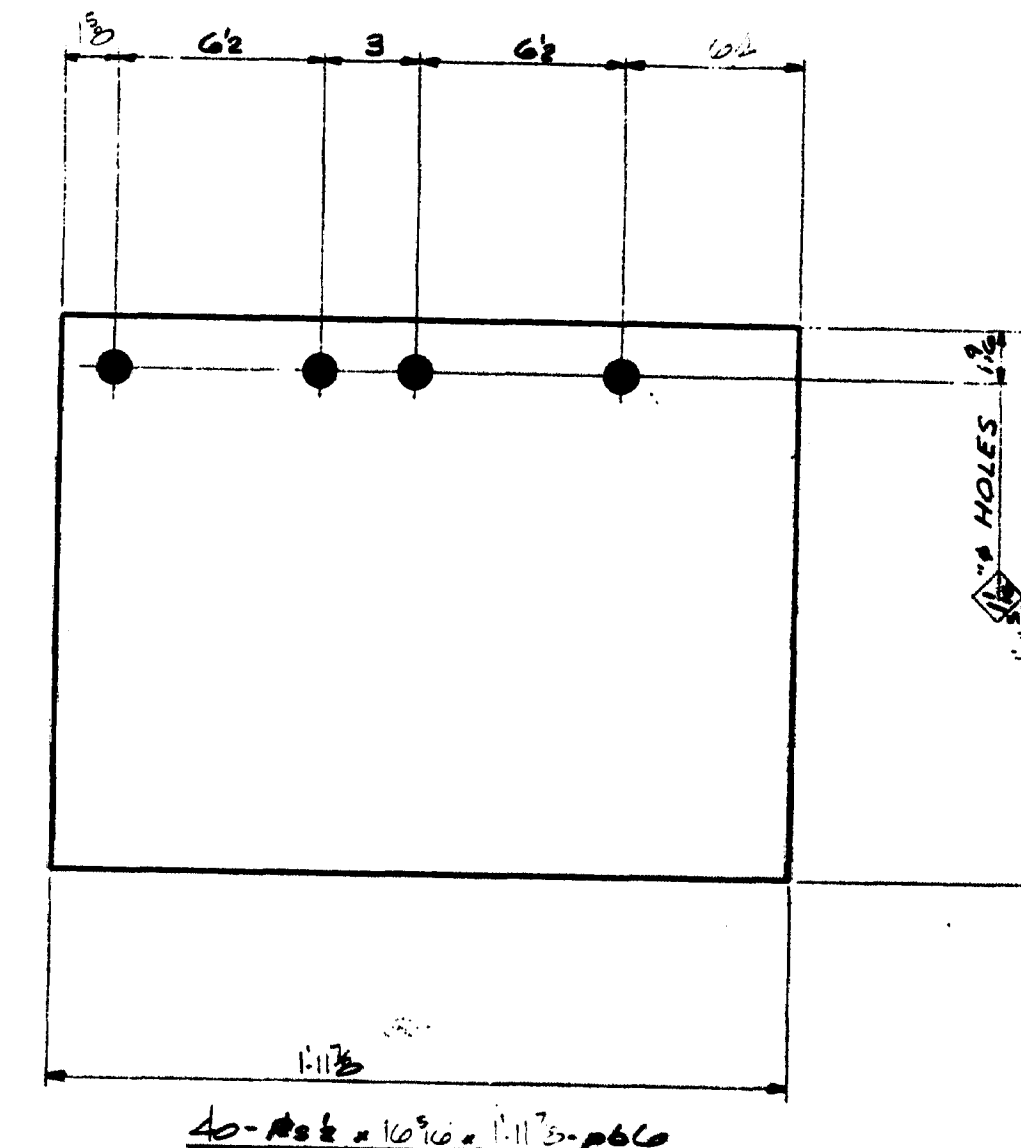
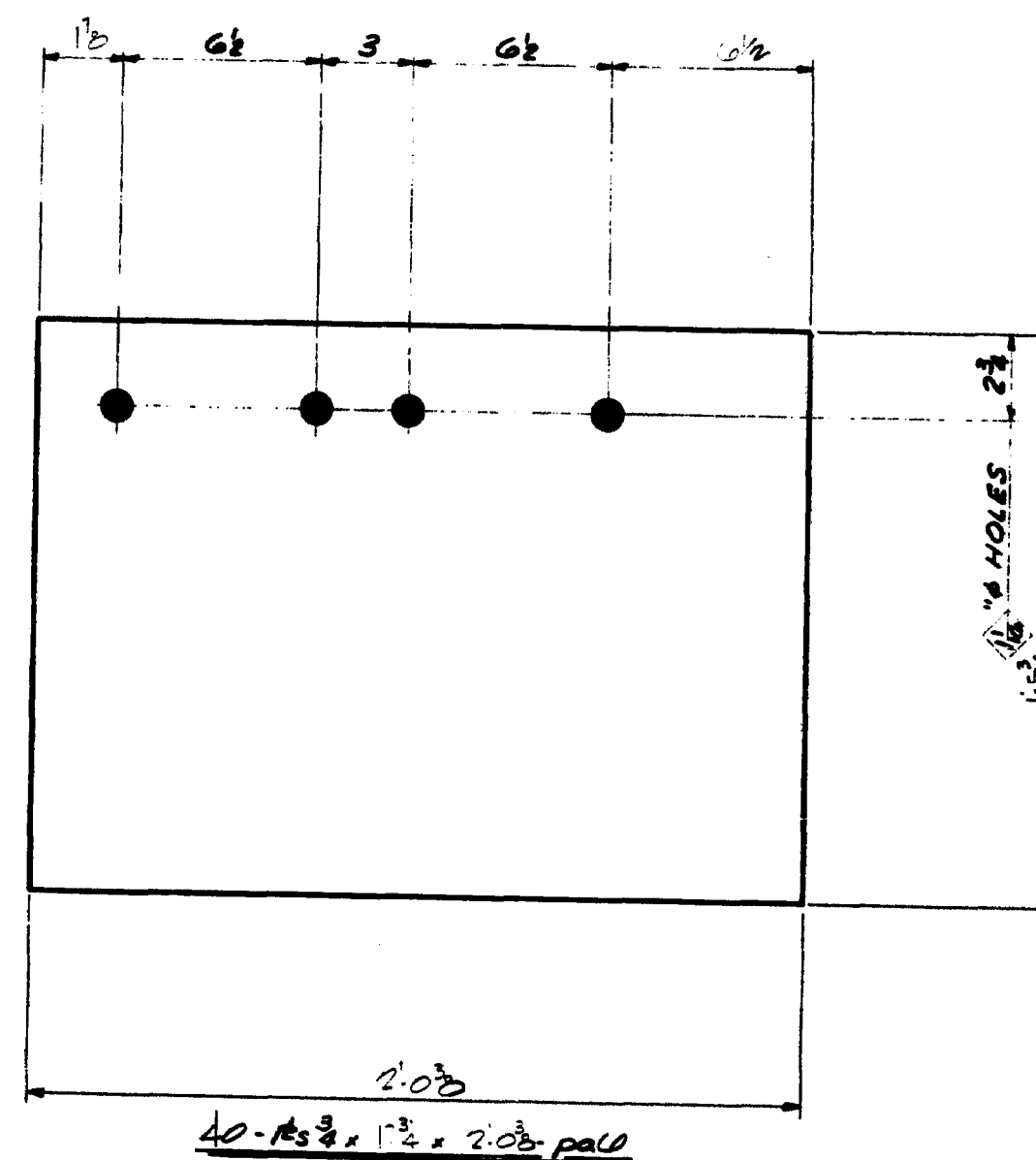
SHOP NOTE:
ALL HOLES $\frac{1}{4}$ " TYP. UN.

ACME BRIDGE PRODUCTS CORPORATION	
STATE OF MAINE	PROJECT: VISCASSSET BRIDGE OVER SHEPARD RIVER LINCOLN CO.
DATE: 8-19-82	BY: S.J.S.

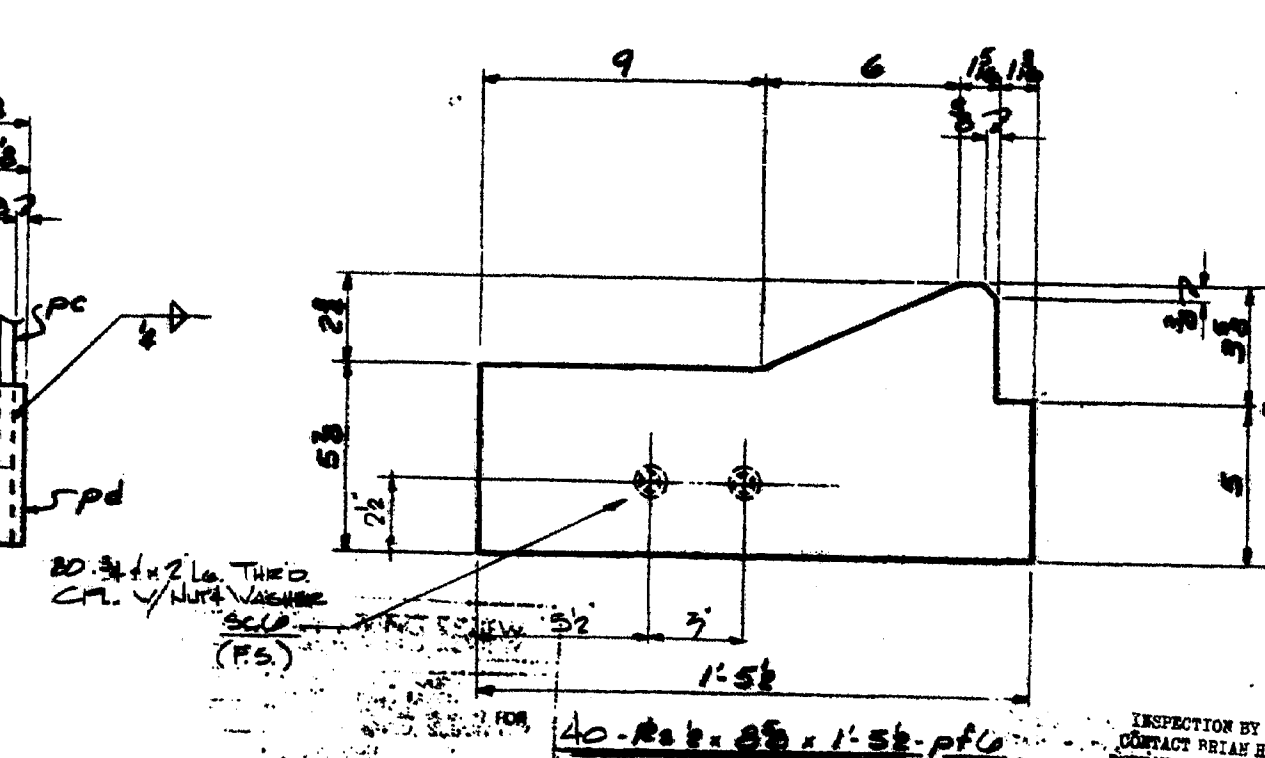
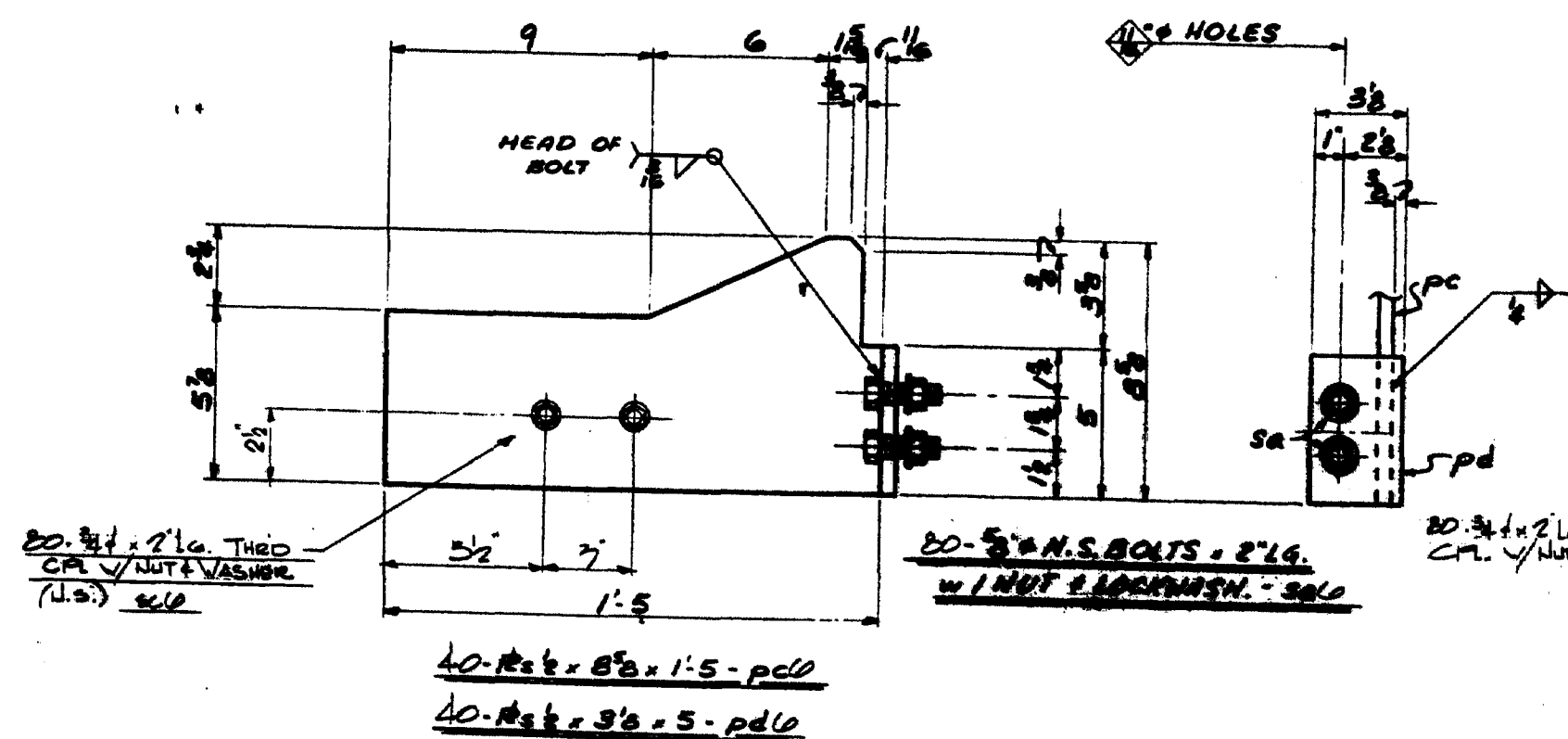
97-95



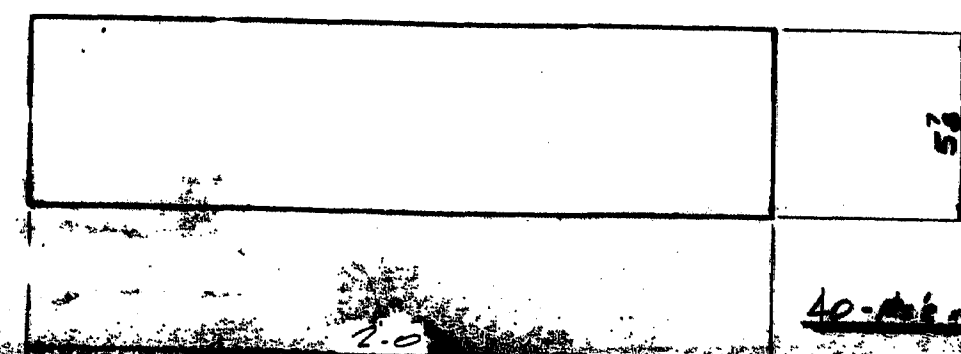
40-SUPPORT BOXES - UBX1



VIEW: A-A



DO-LD-4-1/2-0-0-MAI



40-M-1-1/2-0-0-MAI

PLAIN MATERIAL
40-M-1-1/2-0-0-MAI

SHOP DRAWING REVIEW

NO EXCEPTIONS TAKEN

REVIEW AS NOTED, SUBMIT FOR DISTRIBUTION

REVIEW AND REVISIONS REQUIRED

REVIEW IS THE GENERAL COMPLIANCE WITH CONTRACT DOCUMENTS. SOLE RESPONSIBILITY FOR CORRECTION OF DIMENSIONS, DETAIL, QUANTITY AND SAFETY DURING FABRICATION AND ERECTION REMAINS WITH THE CONTRACTOR.

FIGG & MULLER ENGINEERS, INC.

BY: S.I.S. DATE: 8-17-82

ACME ENGINEERING CORPORATION

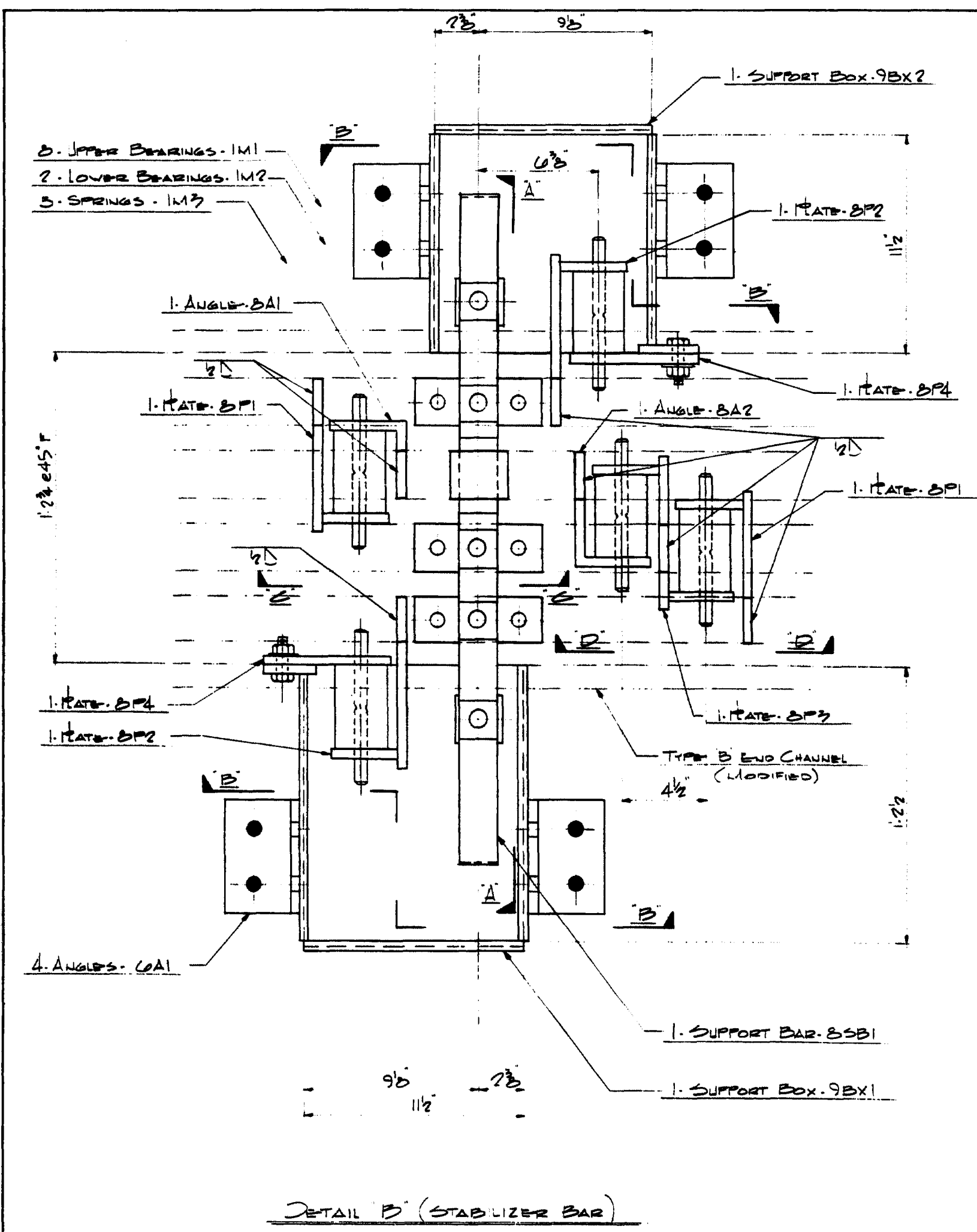
FOR: STATE OF MAINE

PROJECT: VISCASSOT-BOSCHON BRIDGE

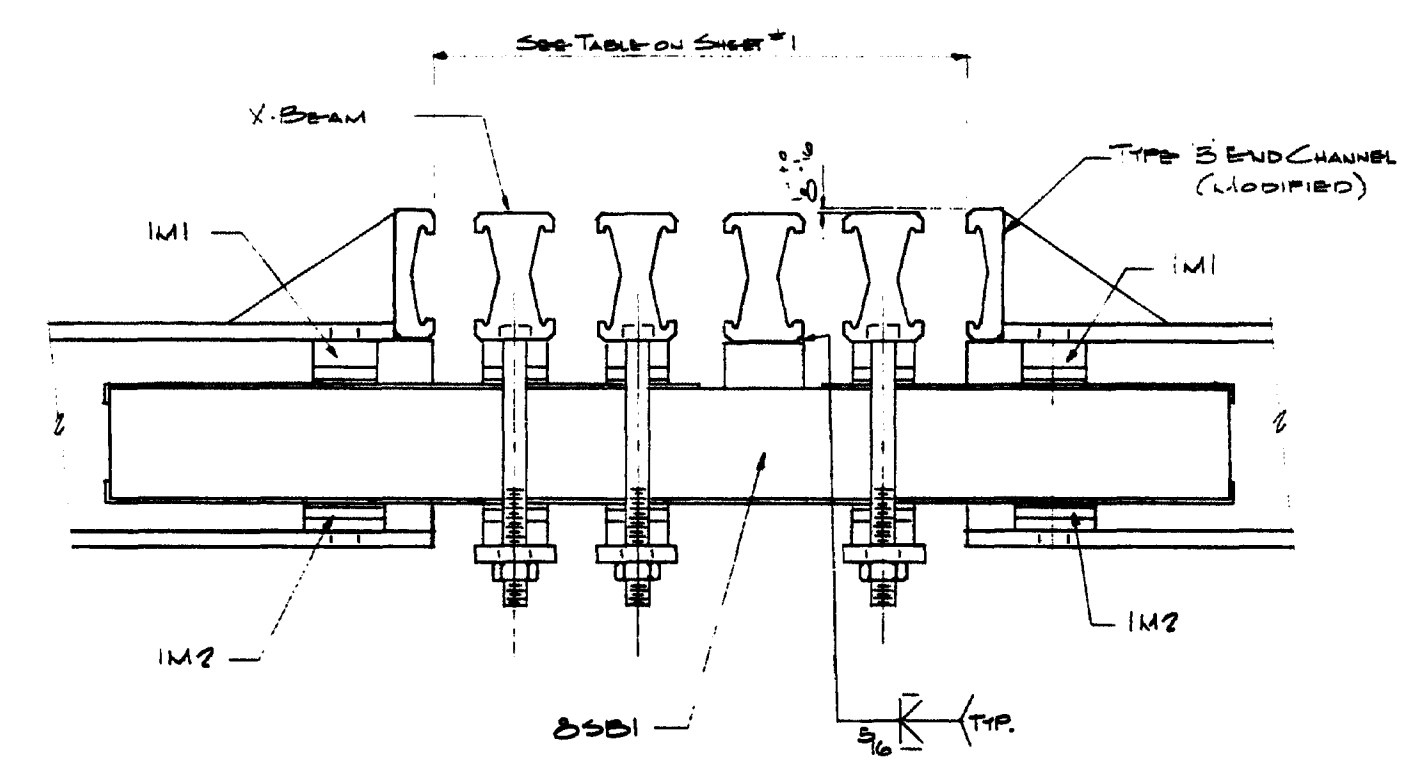
LOCATION: VISCASSOT RIVER, LINCOLN CO.

DATE: 8-17-82

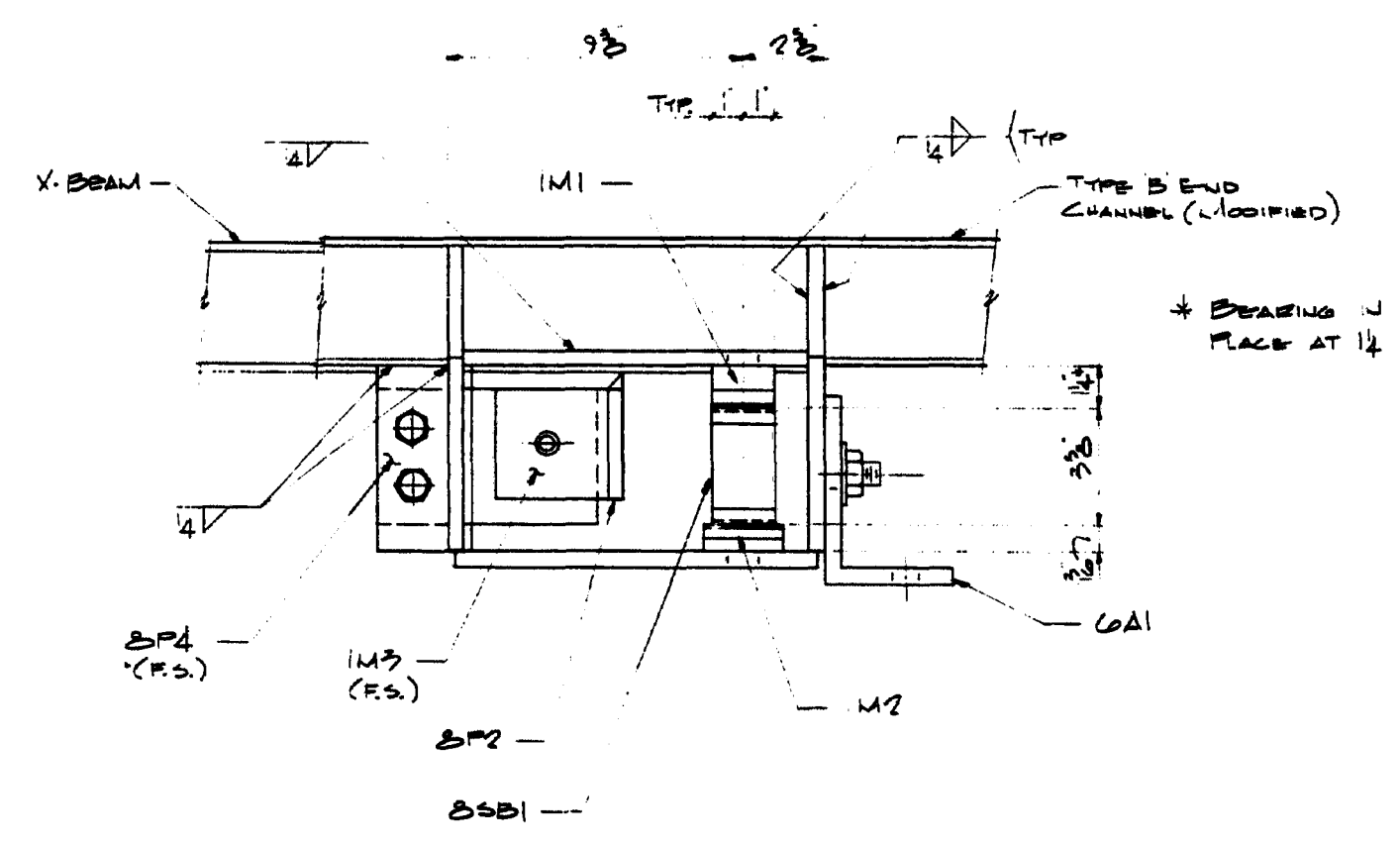
BY: S.I.S.



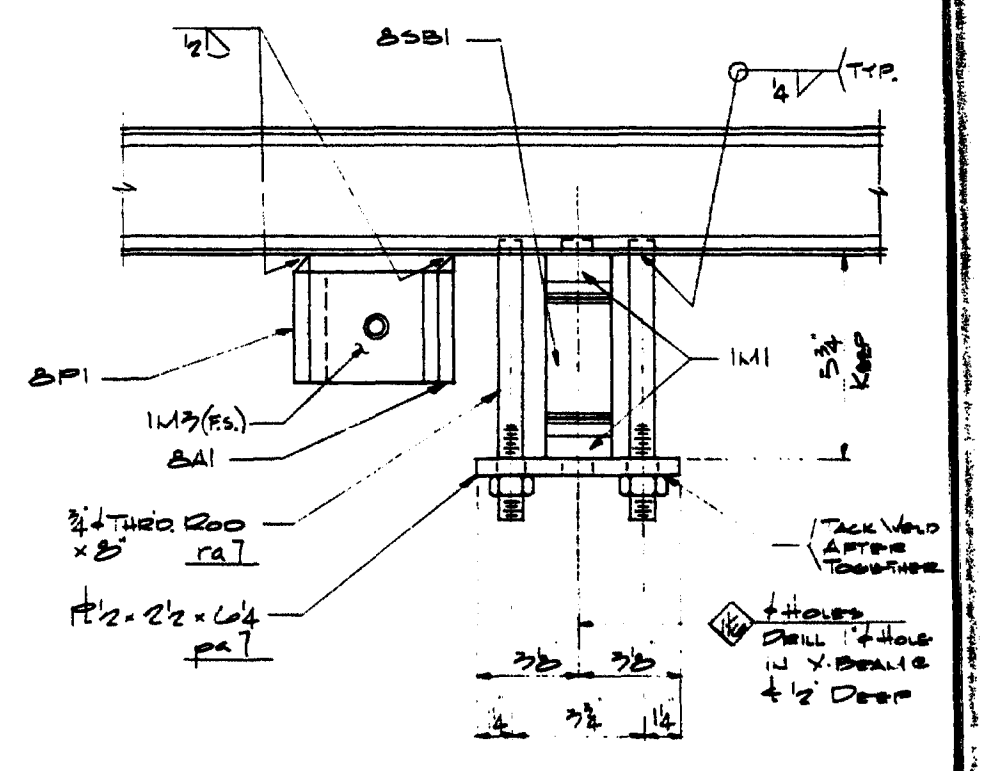
DETAIL B (STABILIZER BAR)



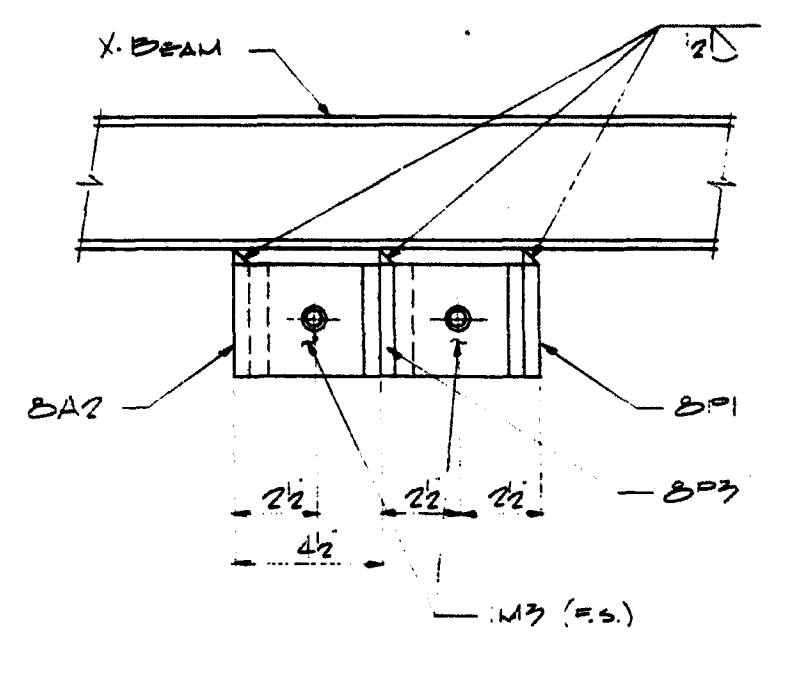
SECTION: A-A



SECTION: B-B



SECTION: C-C



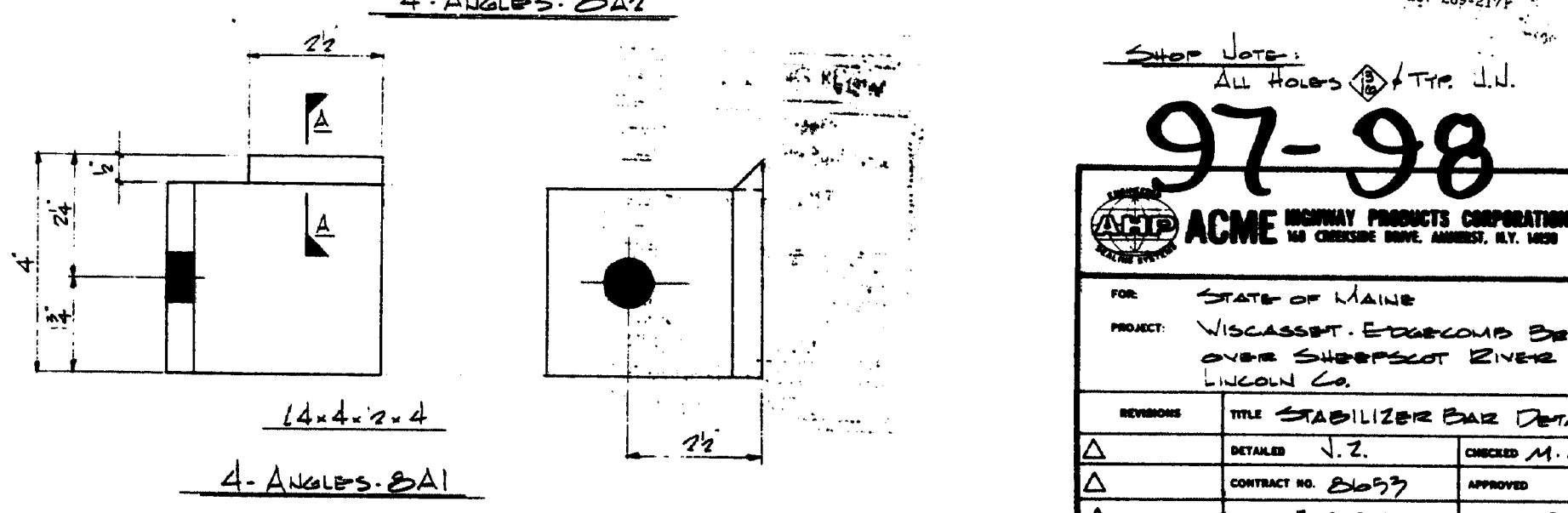
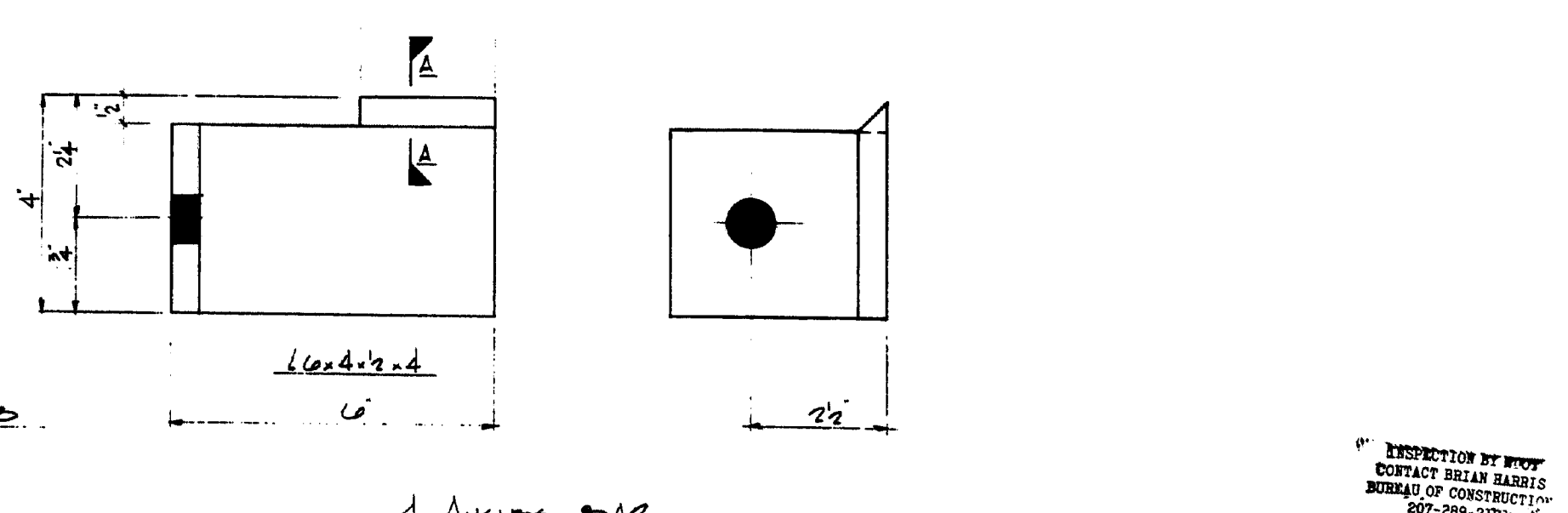
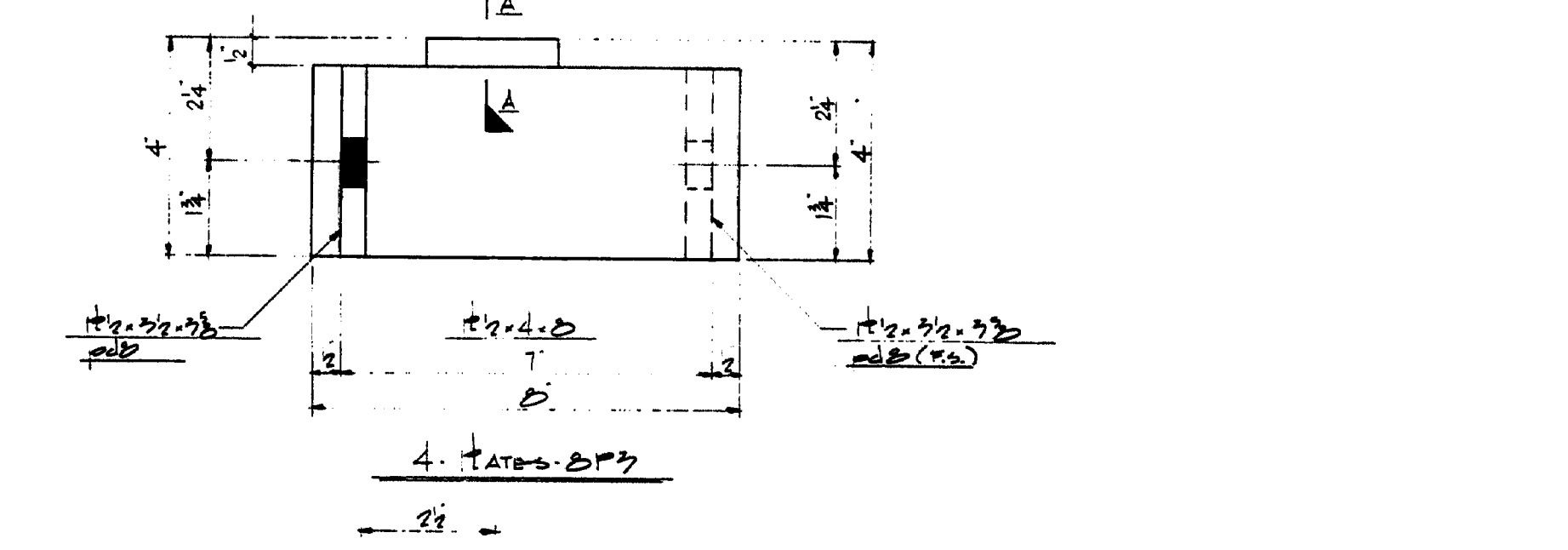
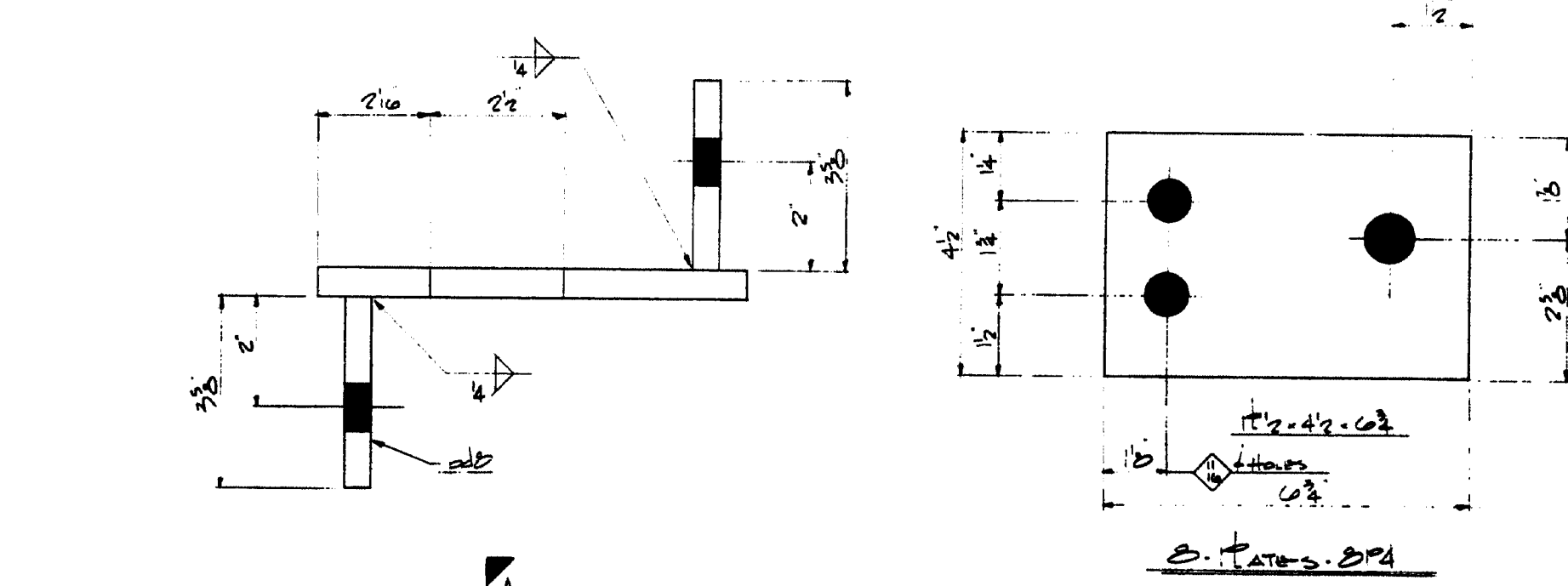
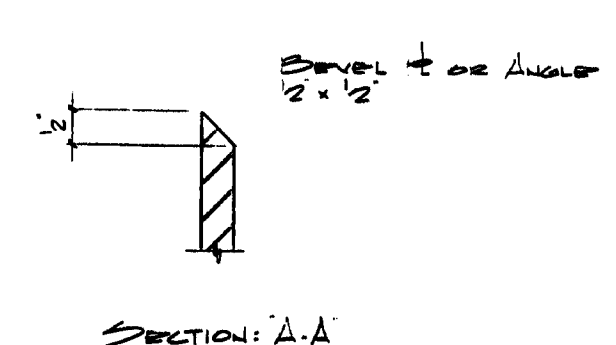
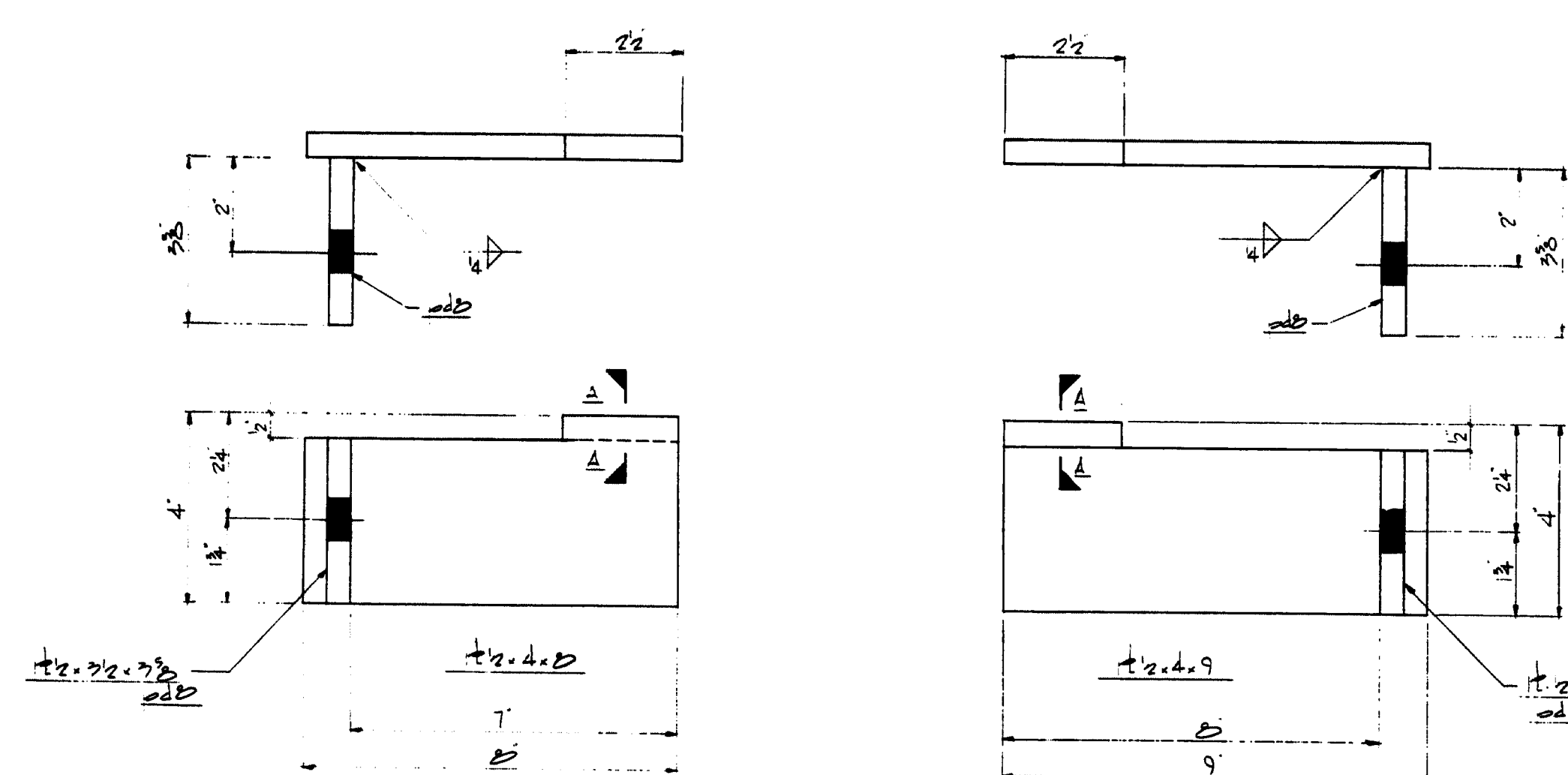
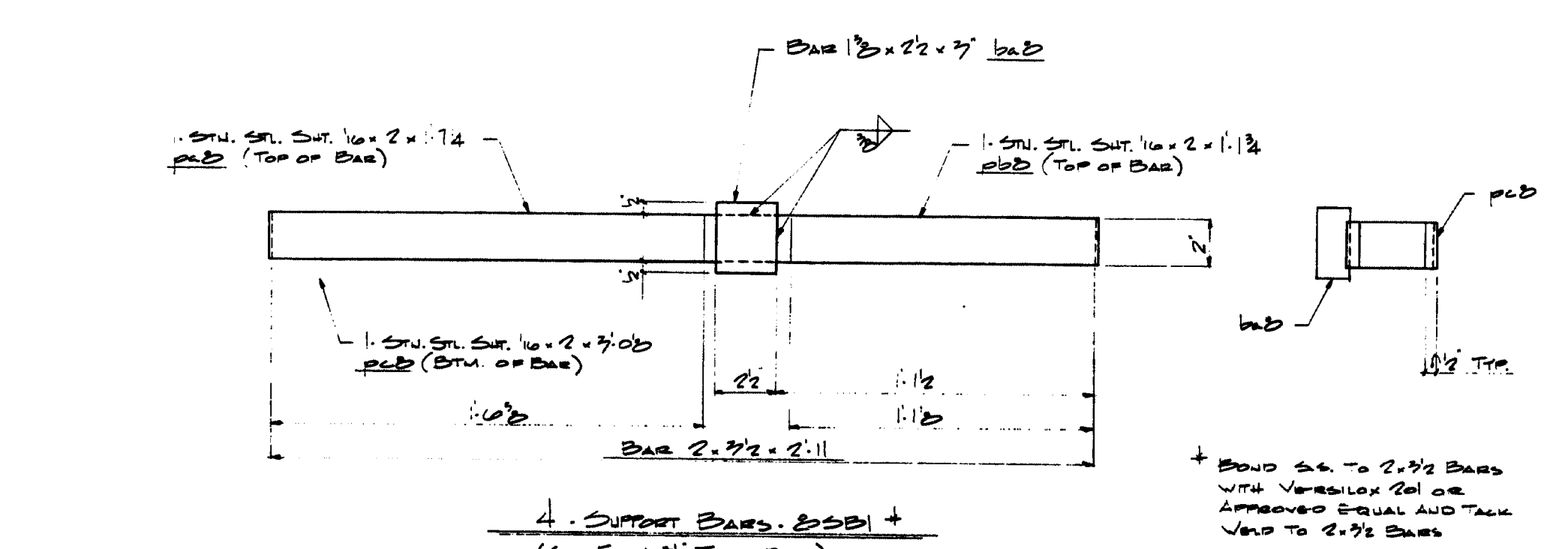
SECTION: D-D

SHOP DRAWING REVIEW
 NO EXCEPTIONS TAKEN
 REVIEWED AS NOTED, BLANKET FOR
 DISTRIBUTION TO ALL
 REVIEW AND REVISION
 REJECTED
 REVIEWED FOR GENERAL COMPLIANCE WITH
 CONTRACT DOCUMENTS. SOLE RESPONSIBILITY FOR
 CORRECTNESS OF DIMENSIONS, DETAIL, QUANTITY
 AND SAFETY DURING INSTALLATION AND ERECTION
 SHALL REMAIN WITH THE CONTRACTOR.
 FIGG & MULLER ENGINEERS, INC.
 556 DATE: 8-19-82

INSPECTION BY MOOP
 CONTRACT DESIGN BARRIS
 BUREAU OF CONSTRUCTION
 207-289-2177

ACME HIGHWAY PRODUCTS CORPORATION 100 CHESHIRE DRIVE, AMHERST, N.Y. 14206 (716) 691-3800			
FOR STATE OF MAINE PROJECT VICASSSET, DOBSONS BRIDGE OVER SHEEPSKOT BRIDGE LINCOLN CO.			
REVISIONS	TITLE	STABILIZER BAR BOX	
Δ	DATE	1-2	CHECKED M.H.
Δ	CONTRACT NO.	8-093	APPROVED
Δ	DATE	3-4-82	SHEET NO. 7 OF 11

97-97



INSPECTION BY NEW
CONTACT BRIAN HARRIS
BUREAU OF CONSTRUCTION
207-289-2177

Shop Note:
All Holes 1/2" Dia. J.D.

97-98

ACME HIGHWAY PRODUCTS CORPORATION
100 CROSBY DRIVE, AMHERST, N.Y. 14226 (716) 691-3000

FOR:	STATE OF MAINE
PROJECT:	WICASSSETT BRIDGE OVER SHOSSET RIVER LINCOLN Co.
KEYWORD:	TITLE STABILIZER BAR DETAILS
DATE:	3/3/82
BY:	3/3/82
CHECKED:	M.H.
APPROVED:	
SHEET NO.:	2 OF 11

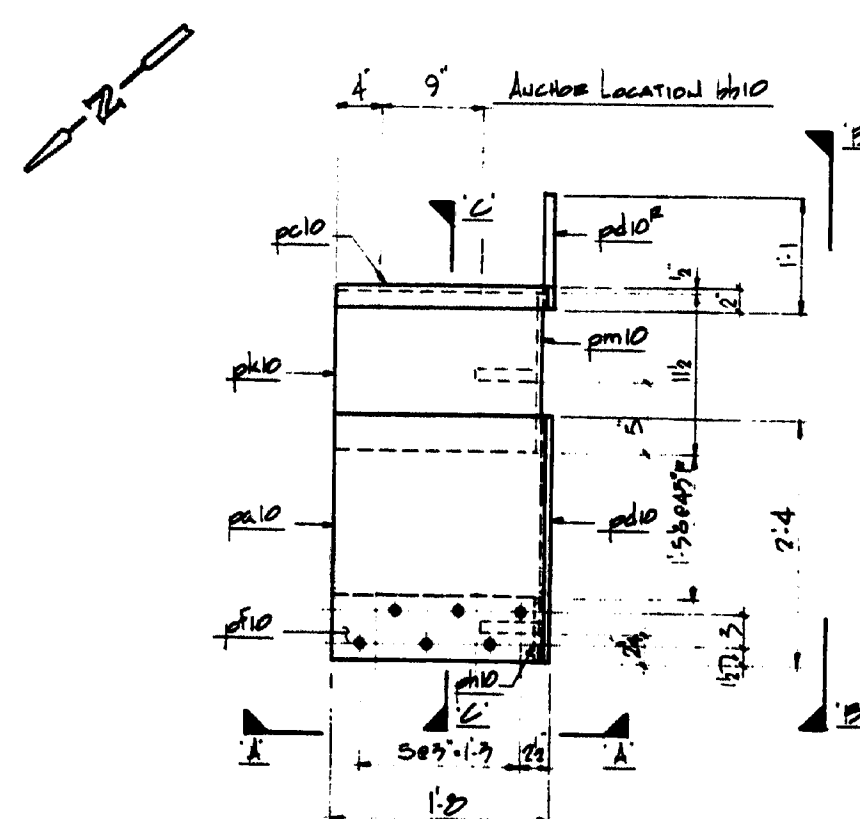
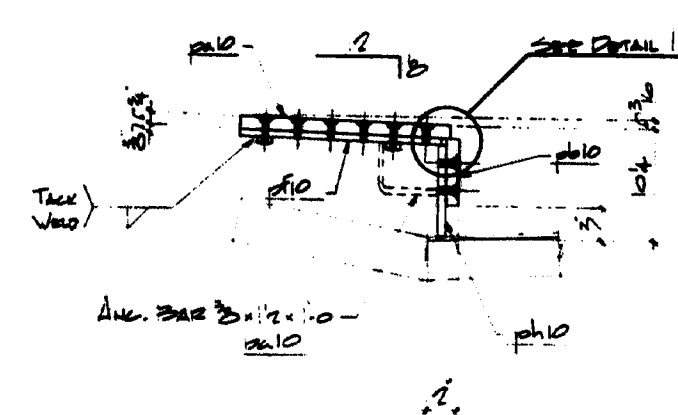
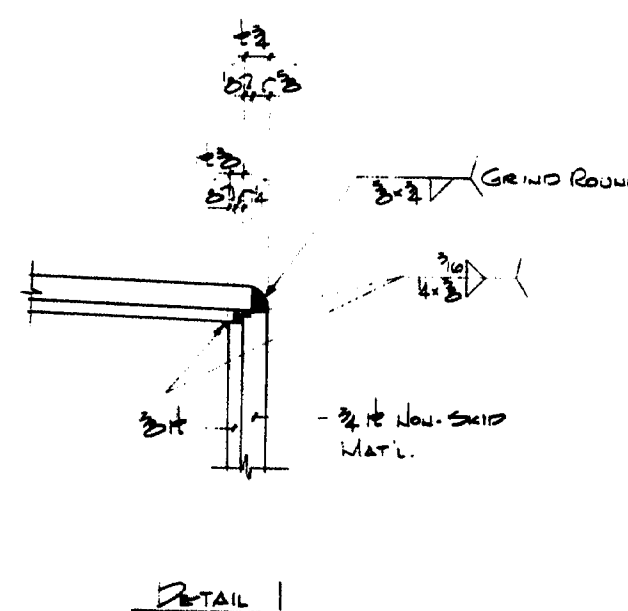


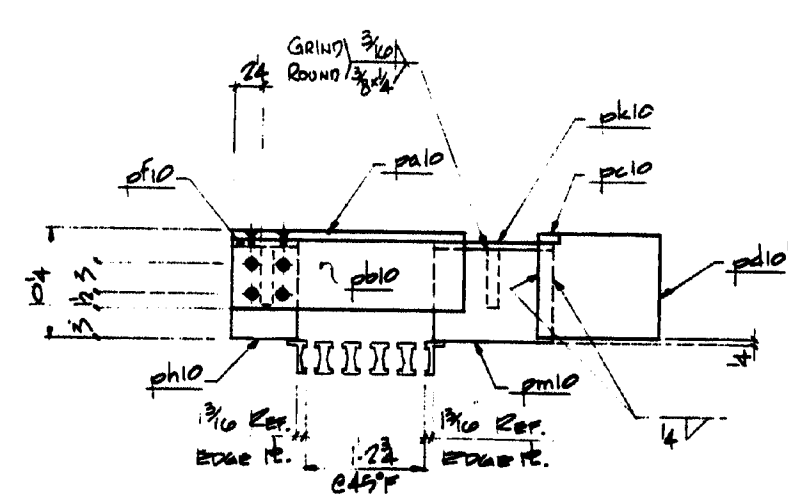
PLATE AND LUG 10CS1
(2 Bored)



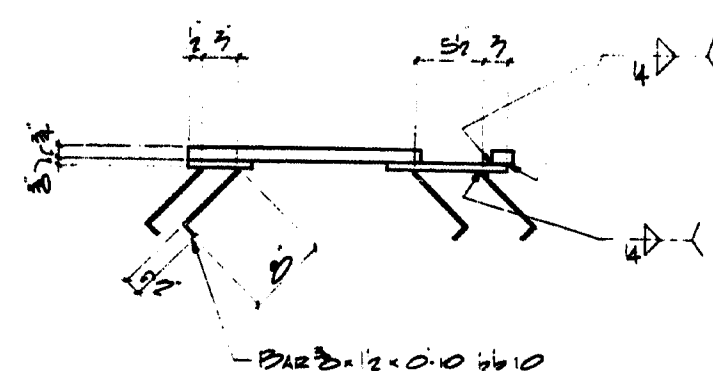
SECTION A-A



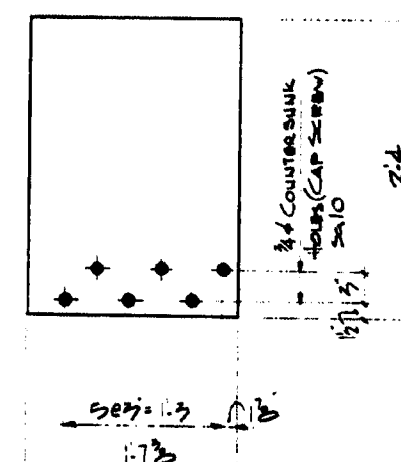
DETAIL



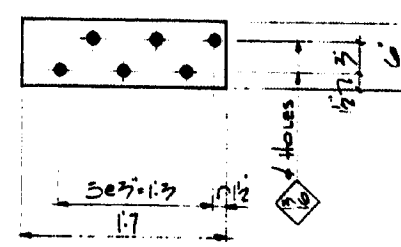
SECTION B-B



SECTION C-C



2. # 3/8 x 2.4 - #10 (Don. S.W.)



2. # 3/8 x 1.7 - #10

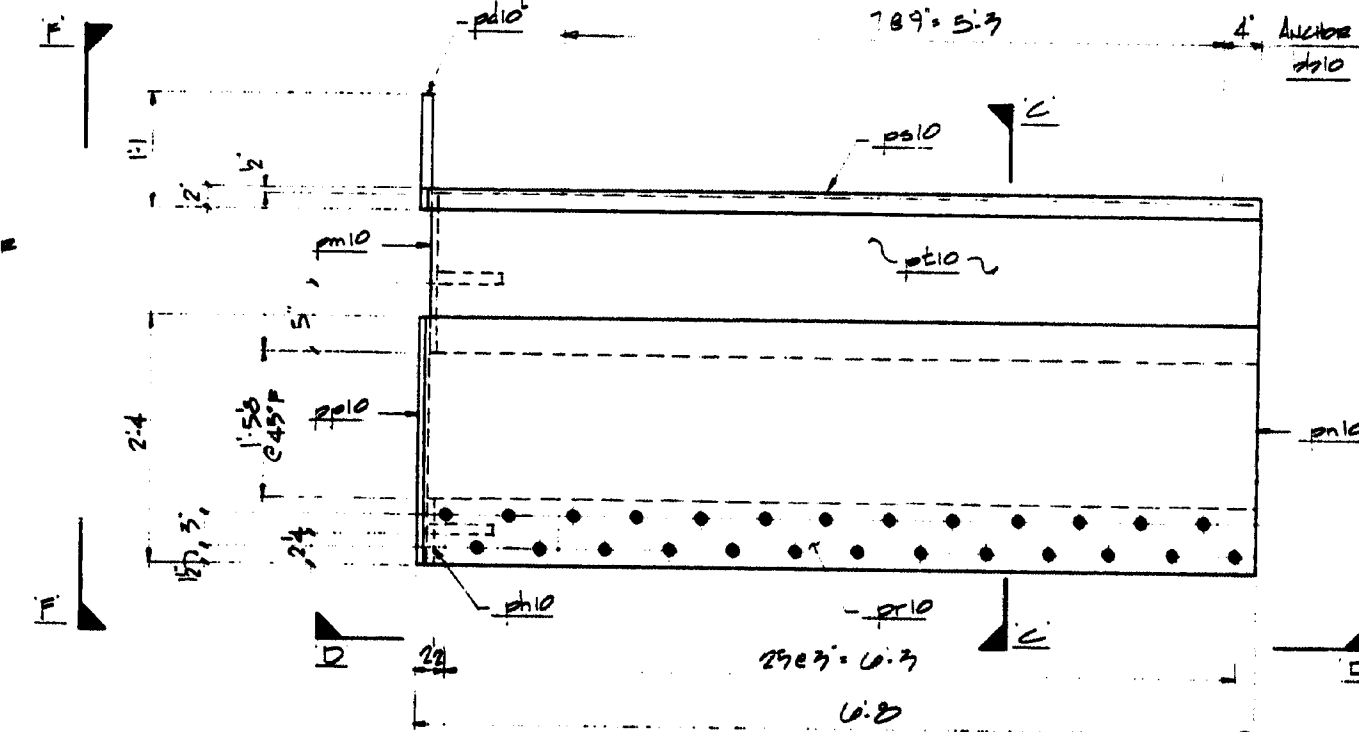
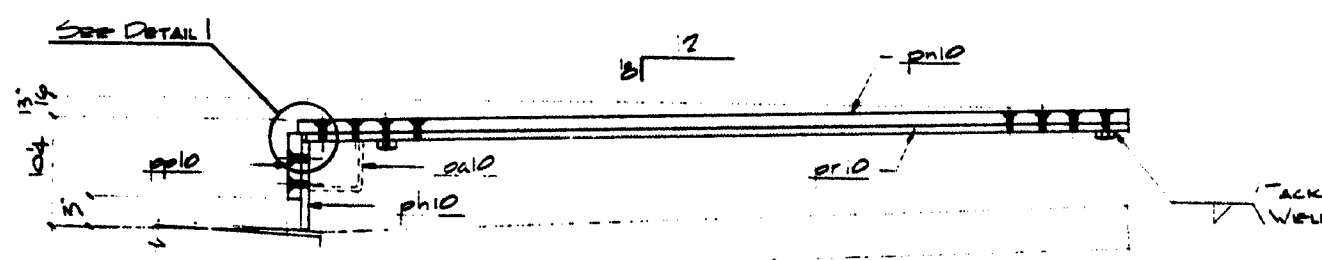
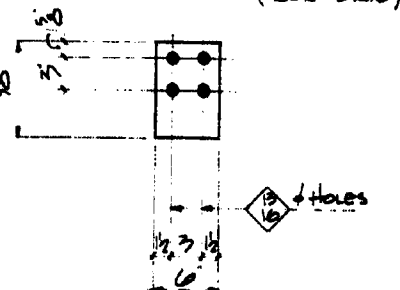


PLATE AND LUG 10CS2
(2 Bored)

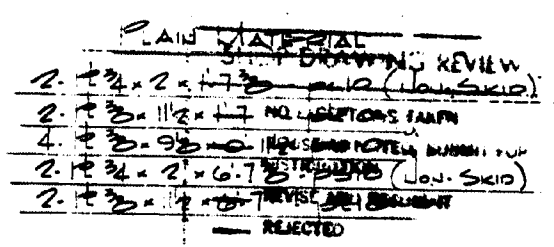


SECTION D-D

2. # 3/8 x 2.4 - #10 (Don. S.W.)



4. # 3/8 x 0.9 - #10



2. # 3/8 x 1.7 - #10

2. # 3/8 x 1.7 - #10

2. # 3/8 x 1.7 - #10

2. # 3/8 x 1.7 - #10

2. # 3/8 x 1.7 - #10

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2. # 3/8 x 1.7 - #10

2. # 3/8 x 1.7 - #10

2. # 3/8 x 1.7 - #10

2. # 3/8 x 1.7 - #10

2. # 3/8 x 1.7 - #10

2. # 3/8 x 1.7 - #10

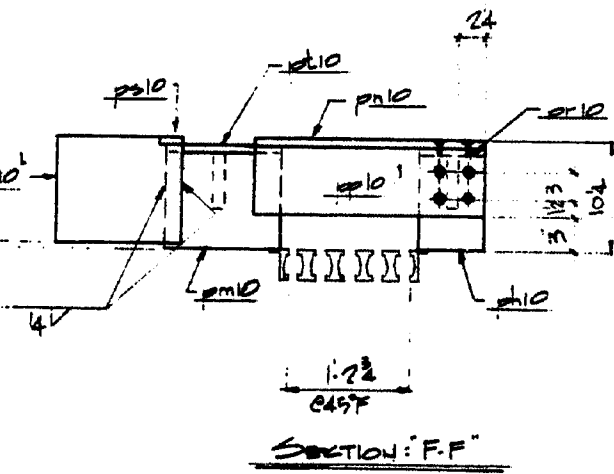
SHOP DRAWING REVIEW
 NO EXCEPTIONS TAKEN
 REVISE AS NOTED, SUBMIT FOR DISTRIBUTION
 REVISE AND RESUBMIT
 REJECTED

REVIEW IS FOR GENERAL COMPLIANCE WITH CONTRACT DOCUMENTS. SOLE RESPONSIBILITY FOR CORRECTNESS OF DIMENSIONS, DETAIL, QUANTITY AND SAFETY DURING FABRICATION AND ERECTION REMAINS WITH THE CONTRACTOR.
 HUG & MULLER ENGINEERS
 S.J.S. DATE: 5-19-82

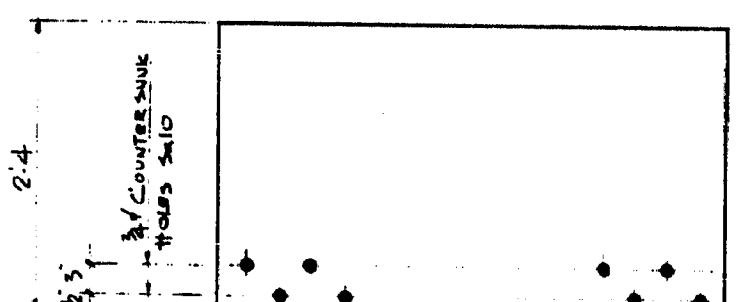
FOR STATE OF MAINE
 PROJECT: VINCENNES, EDGEMOND BRIDGE
 OVER SUPERIOR RIVER
 LINCOLN Co.
 REVISIONS: 1. Z. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

DATE: 5-19-82
 SHEET NO. 10 OF 11

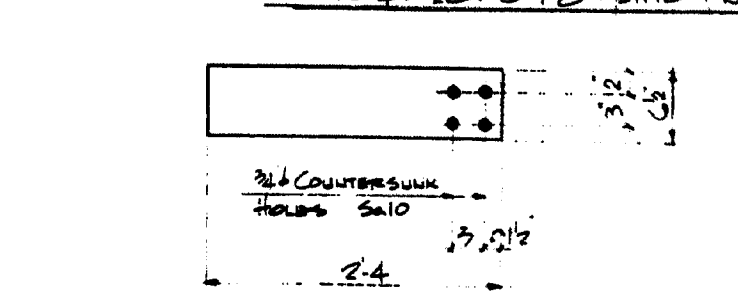
97-100



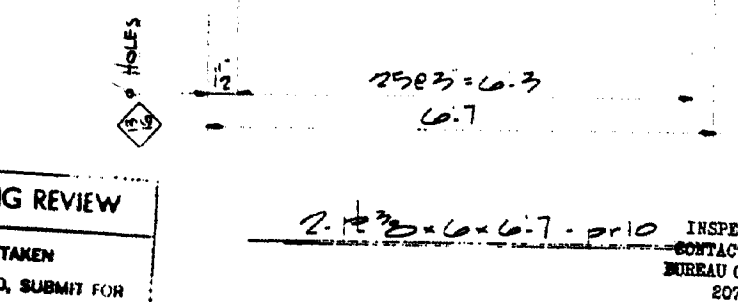
SECTION F-F



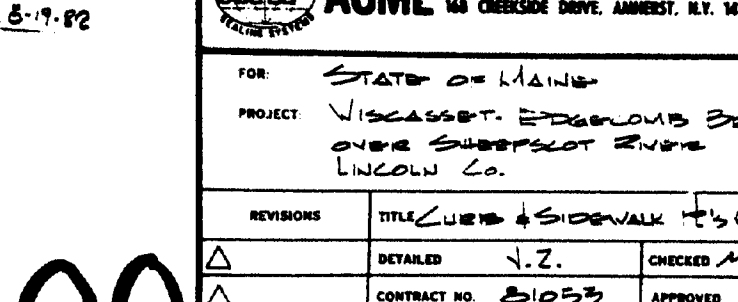
SECTION G-G



SECTION H-H



SECTION I-I



SECTION J-J

ACME HIGHWAY PRODUCTS CORPORATION 100 CHESTER DRIVE, AMHERST, N.Y. 14206 (716) 691-3800	
FOR: STATE OF MAINE	PROJECT: VINCENNES, EDGEMOND BRIDGE OVER SUPERIOR RIVER LINCOLN Co.
REVISIONS:	TITLE: PLATE AND LUG 10CS1 & 10CS2
1. Z. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.	CHECKED: M.H.
DATE: 5-19-82	SHEET NO. 10 OF 11

