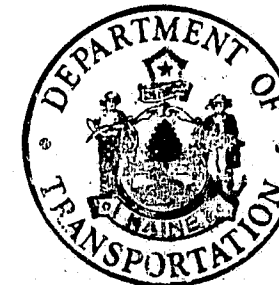


STATE OF MAINE DEPARTMENT OF TRANSPORTATION



F.H.W.A. NO. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(50)64	7	30

SPECIFICATIONS

DESIGN: A.A.S.H.T.O. Standard Specifications for Highway Bridges 1977 and Interim Specifications thru 1983 (Load factor)

CONTRACT: State of Maine Department of Transportation Standard Specifications, Highways and Bridges Revision of January 1984.

DESIGN LOADING

LIVE LOAD: --- H20 Stress Cycles = 500,000

BASIC DESIGN STRESSES

CONCRETE: --- $f'_c = 3,000$ psi

REINFORCING STEEL: --- $f_y = 60,000$ psi

STRUCTURAL STEEL: --- A.S.T.M. A 572 $F_y = 50,000$ psi
A.S.T.M. A 36 $F_y = 36,000$ psi
A.S.T.M. A 325 $F_v = 25,000$ psi

TRAFFIC DATA

DESERT OF MAINE RD.

AADT (1983) 4,009
AADT (2003) 5,614

INTERSTATE-95

AADT (1983) 21,612
AADT (2003) 30,265
DHV 3,934
T % 9
D % 55
18 Kip P2.5 1015

MATERIALS

CONCRETE: --- Class A

REINFORCING STEEL: --- A.S.T.M. A 615 Grade 60

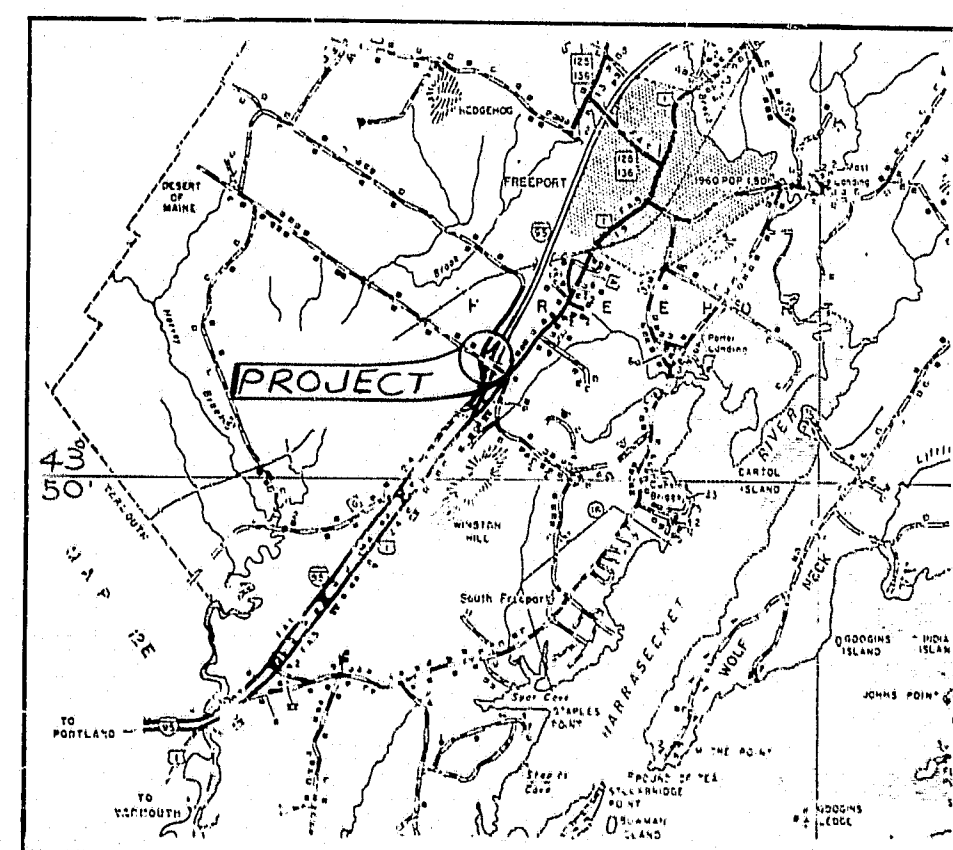
STRUCTURAL STEEL: --- Beams—A.S.T.M. A 572 Grade 50
High Strength Bolts—A.S.T.M. A 325
All other—A.S.T.M. A 36

INDEX OF SHEETS

- 1.---TITLE SHEET
- 2.---QUANTITIES & CONSTRUCTION NOTES
- 3.---GENERAL PLAN
- 4.---CONSTRUCTION SEQUENCE (LEGEND & SYMBOLS)
- 5+6.---ABUTMENT NO. 1
- 7+8.---ABUTMENT NO. 2
- 9.---PIER DETAILS
- 10.---STRUCTURAL STEEL
- 11.---SUPERSTRUCTURE
- 12.---COMPRESSION SEAL & MISC. DETAILS
- 13.---APPROACH SLAB & SIGN DETAILS
- 14.---REINFORCING STEEL SCHEDULE
- 15.---FOUNDATION SURVEY & BORING DETAILS
- 16+17.---WATER PIPE DETAILS
- 18.---SEWER PIPE DETAILS

STANDARD DETAILS

- 19.---BD101-81.---BEARING PEDESTALS.---JUNE 1981
- 20.---BD113-81.---DIAPHRAGMS.---Rev. 7-83
- 21.---BD114-81.---ALUMINUM BRIDGE RAIL.---Rev. 7-83
- 22.---BD120-81.---CONCRETE END POSTS.---Rev. 1-83
- 23.---BD125-82.---EXPANSION DEVICE,
COMPRESSION SEAL.---Rev. 1-83
- 24.---BD126-81.---BRIDGE DRAIN, SHEAR
CONNECTOR, CURB
SECTION, HAUNCH DETAIL.---Rev. 11-83
- 25.---BD127-81.---TEMPORARY CONCRETE
BARRIER, CONCRETE JOINTS.---Rev. 7-83
- 26.---BD128-81.---GUARD RAIL.---Rev. 1-81
- 27.---BD129-81.---BRIDGE MOUNTED SIGN SUPPORTS
- 28-30.---MAINTENANCE OF TRAFFIC



LOCATION MAP

Scale in miles
0 1 2

NOTE

All work contemplated under this contract to be governed by and in conformity with the STANDARD SPECIFICATIONS (Revision of January 1984) and supplements thereto, except as modified on the plans and in the special provisions.

Plans of the existing bridge are available for the Contractor's reference at the Bridge Design Office in Augusta. The plans are reproductions of original drawings as prepared for the construction of the bridge and it is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.

AS BUILT JUNE 1985
R₂

PROJECT NO. I-95-4(50)64

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DESERT OF MAINE ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
FREEMONT, MAINE
CUMBERLAND COUNTY

AUGUSTA, MAINE

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

APPROVED:

DIVISION ADMINISTRATOR DATE

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
COMMISSIONER

DATE

3/6/84

Richard Coleman
BUREAU DIRECTOR AND CHIEF ENGINEER

3/6/84

R93-274

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	I-95-4(50)64	2	30

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.12	Removal of Existing Structural Concrete	100	C.Y.
202.14	Removing Existing Railings (Property of Contractor)	432	L.F.
202.201	Removing Bituminous Pavement (Including membrane waterproofing)	470	S.Y.
203.20	Common Excavation	51	C.Y.
203.24	Common Borrow	245	C.Y.
203.25	Granular Borrow	225	C.Y.
206.07	Structural Rock Excavation, Drainage and Minor Structures	185	C.Y.
206.081	Structural Earth Excavation - Abutments, Retain. Walls		
	Box Culverts and Structural Plate Units	263	C.Y.
206.10	Structural Earth Excavation - Piers	16	C.Y.
304.10	Aggregate Subbase Course - Gravel	170	C.Y.
403.08	Hot Bituminous Pavement, Grading C	135	Ton
403.10	Hot Bituminous Pavement, Grading D	31	Ton
501.212	Steel H Beam Piles 42 lbs./ft.	71	L.F.
501.214	Steel H Beam Piles 53 lbs./ft.	264	L.F.
502.21	Structural Concrete, Abutments & Retaining Walls	133	C.Y.
502.23	Structural Concrete, Piers	14	C.Y.
502.260	Structural Concrete Roadway & Sidewalk Slabs on Steel Bridges	1	L.S.
502.310	Structural Concrete Approach Slabs	1	L.S.
502.70	Bridge Drains	2	Each
503.12	Reinforcing Steel Fabricated & Delivered	29,400	LBS.
503.13	Reinforcing Steel Placing	29,400	LBS.
503.14	Epoxy Coated Reinforcing Steel Fab. & Delivered	1,310	LBS.
503.15	Epoxy Coated Reinforcing Steel Placing	1,310	LBS.
504.700	Structural Steel Fabricated & Delivered	1	L.S.
504.710	Structural Steel Erection	1	L.S.
505.080	Shear Connectors	1	L.S.
506.141	Field Painting New Structural Steel	1	L.S.
506.142	Field Painting Existing Structural Steel	1	L.S.
506.16	Surface Preparation of Existing Structural Steel	200	M.H.
507.092	Aluminum Bridge Railing, 2 Bar	422	L.F.
508.10	Membrane Waterproofing	656	S.Y.
512.08	French Drains	14	L.F.
513.20	Aggregate for Slope Protection	30	S.Y.
513.21	Bituminous Material for Slope Protection	60	Gal.
514.06	Curing Box for Concrete Cylinders	1	Each
515.21	Protective Coating for Concrete Surfaces	1	L.S.
520.241	Expansion Device Modification	1	Each
526.301	Temporary Concrete Barrier Type I	1	L.S.
603.41	24" Reinforced Concrete Pipe Class IV	680	L.F.
606.265	Terminal End - Single Rail - Galvanized Steel	2	Each
606.55	Guard Rail Type 3 - Single Rail	162.5	L.F.
609.132	Vertical Bridge Curb Type 1B	430	L.F.
615.07	Loom	28	C.Y.

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
618.14	Seeding Method Number 2	5	Units
618.15	Temporary Seeding	4	LBS.
619.12	Mulch	5	Units
627.63	4 inch Solid Yellow Pavement Marking Line	900	L.F.
627.67	Removing Pavement Markings	570	S.F.
627.68	Temporary 4 inch Painted Pavement Marking Line, Yellow or White	2,700	L.F.
638.01	Embedded work in Structures	1	L.S.
639.20	Field Office Type C	1	Each
645.103	Demount Guide Sign	1	Each
645.113	Reinstall Existing Guide Sign	1	Each
652.30	Flashing Arrow Board	2	Each
652.31	Type I Barricades	60	Each
652.33	Drums	10	Each
652.34	Cones	20	Each
652.35	Construction Signs	700	S.F.
652.361	Maintenance of Traffic Control Devices	1	L.S.
652.37	Warning Lights	2	GRP
652.38	Flogger	600	M.H.
655.32	Conduit Hangers	12	Each
655.33	Fiberglass Conduit	1,150	L.F.
659.10	Mobilization	1	L.S.

Estimate of Lump Sum Quantities			
502.260	Structural Concrete Roadway & Sidewalk Slabs on Steel Bridges	74	C.Y.
502.310	Structural Concrete Approach Slabs	13	C.Y.
504.700	Structural Steel Fabricated & Delivered	26,500	LBS.
504.710	Structural Steel Erection	26,500	LBS.
505.080	Shear Connectors	540	LBS.
506.141	Field Painting New Structural Steel	26,500	LBS.
506.142	Field Painting Existing Structural Steel	165,230	LBS.

NOTES FOR 4" TELEPHONE CONDUIT

- 12 Conduit hangers shall be evenly spaced such that the conduit spans no more than 13 feet.
- Metal inserts to support the 3/4" steel rods shall have a min. working load of 2,500 pounds and a minimum ultimate strength of 9,000 pounds.
- One expansion coupling shall be located at the pier.
- Conduit shall be installed to within two feet of poles located at stations 7+10 and 9+90. Conduit shall be encased in 12" x 30" of concrete from the ends of approach slabs to within four feet of pole.
- The bottoms of the conduits shall be perforated for four feet behind the abutment backwalls.
- Removal of abutment concrete for conduit skirts and portion of existing approach slab shall be paid for under item 202.12. Removal of pavement on approach slab to be removed, shall be considered incidental to item 202.12.
- Excavation, backfill, concrete encasement and bituminous pavement for the conduit shall be considered incidental to item 655.32.
- Terminal end elevations of the conduit adjacent to the utility poles shall be set by the Engineer.
- Removing and resetting of existing guard rail for conduit shall be considered incidental to item 655.32.

CONSTRUCTION NOTES

1. All utility facilities shall be adjusted by the respective utilities unless noted.
2. Removal of existing guard rail and granite curb shall be considered incidental to item 203.20.
3. Payment of partial removal, as shown on plans, of the existing superstructure, tops of existing concrete wingwalls, abutment backwalls and breastwalls and concrete approach slab will be made under item 202.12.
4. Before placing concrete, existing reinforcing shall be cleaned by a method approved by the Engineer. Payment shall be incidental to item 503.13.
5. One guard rail terminal end shall be installed at each guard rail end.
6. Payment for the aggregate subbase course gravel and bituminous wearing surface replacement on I-95 in the water and sewer conduit areas shall be considered incidental to item 603.41.
7. Place 2" loam, seed by method #2, and mulch on all slopes unless otherwise directed by the Engineer.
8. Do not excavate for Aggregate Subbase Course Gravel where existing material is suitable as determined by the Engineer. Shaping & compacting of the existing subbase, and layers of new subbase 6" or less in thickness, in areas where the Engineer directs the Contractor not to excavate to the subgrade line shown on the plans, will be paid for with the appropriate equipment rental items.
9. The catch basin and pipe outlets located on the southern side of approach to Abutment #1 shall be abandoned. The catch basin shall be filled with granular material to subgrade and removed above subgrade and will be considered incidental to contract items.
10. Protective coating for new concrete surfaces shall be applied to the following areas: Top of concrete curbs, superstructure fascia down to the drip notch & all exposed surfaces of concrete at Endposts & Compression Seal.
11. Two way traffic shall be maintained on Desert of Maine Rd. at all times. One lane traffic, each way, shall be maintained on I-95 at all times.
12. Granular Borrow placed between existing and new wings shall have no rocks with a maximum dimension of over 6" and shall be placed in a manner as not to cause damage to the epoxy coated anchor bars.
13. All existing structural steel shall be cleaned and painted.
14. Removal of pavement on approach slab to be removed, shall be considered incidental to item 202.12.
15. The Contractor shall plan and conduct his operations in such a manner that the bridge deck is completely open to traffic on the new wearing surface in 1984. As an option to installing the new membrane and bituminous pavement in 1984, the Contractor shall maintain a minimum of 24 feet of two way traffic on the existing wearing surface as indicated in Phase 2, between November 15, 1984 and the commencement of applying the membrane in 1985.
16. Removal of ledge for the installation of the water and sewer conduit shall be paid for under item 206.07.

NOTES FOR 2" LIGHTING CONDUIT

1. Excavation and backfill for the conduit shall be considered incidental to item 638.01.
2. The conduit shall be 2" PVC in the curbs and wingwalls. At the end of the wingwalls the conduit shall become 2" steel and shall extend 10'-0" beyond the end of the wingwall.

R93-275

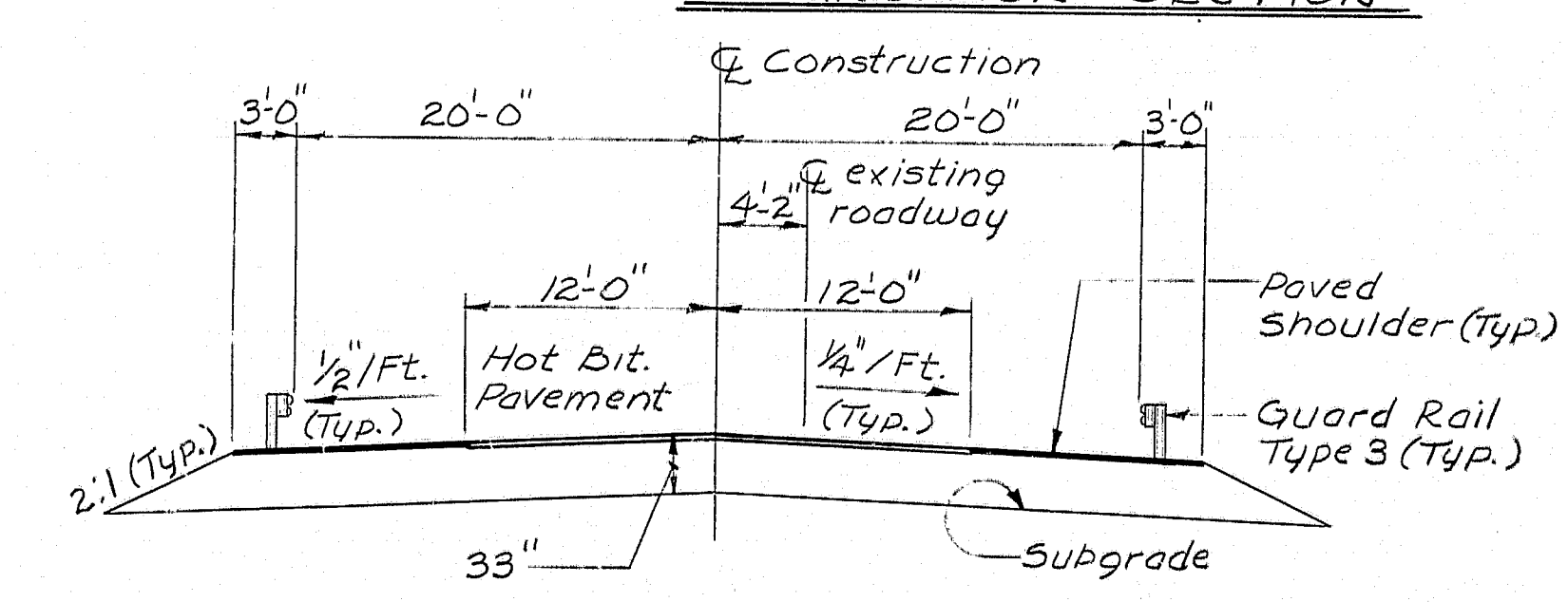
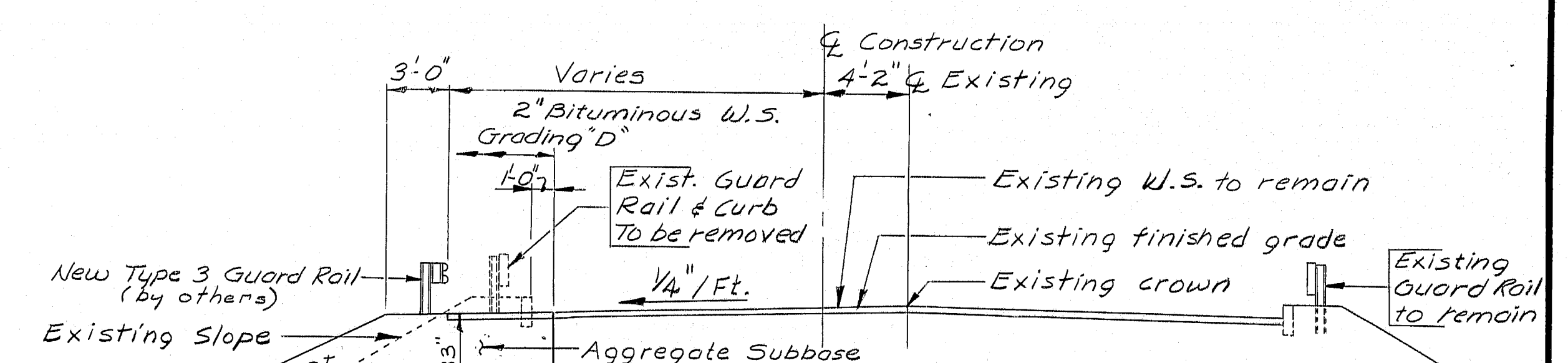
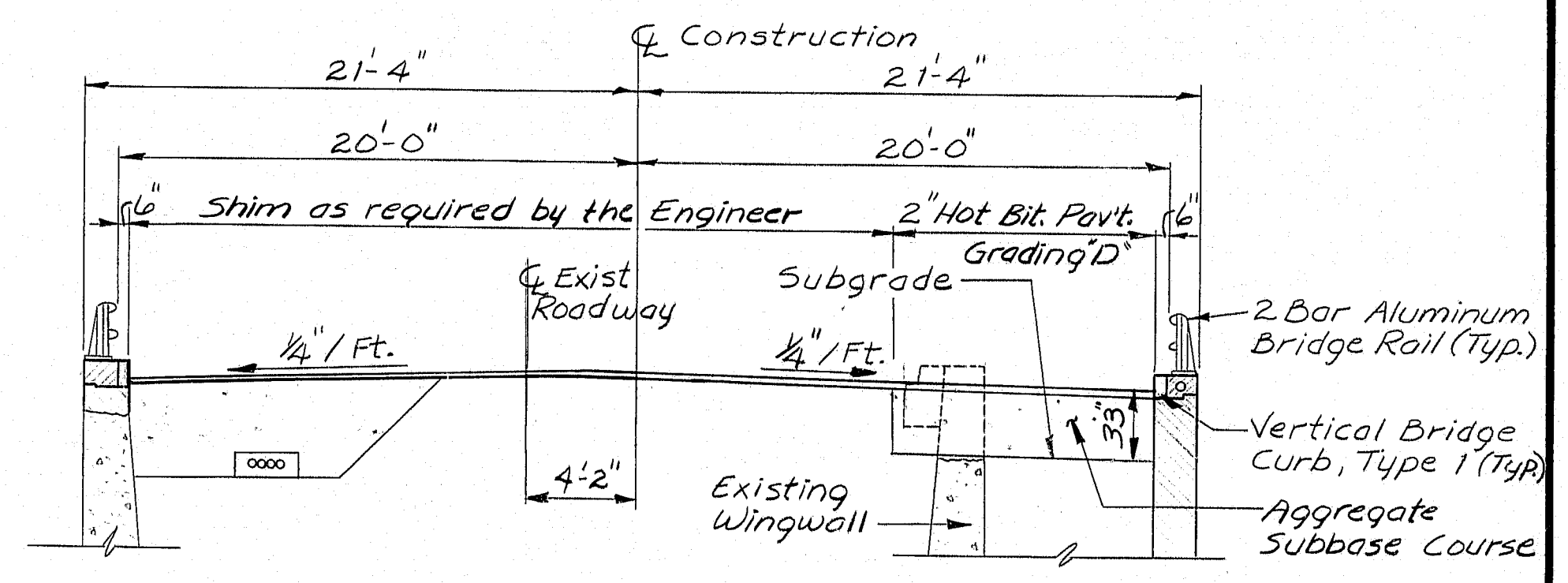
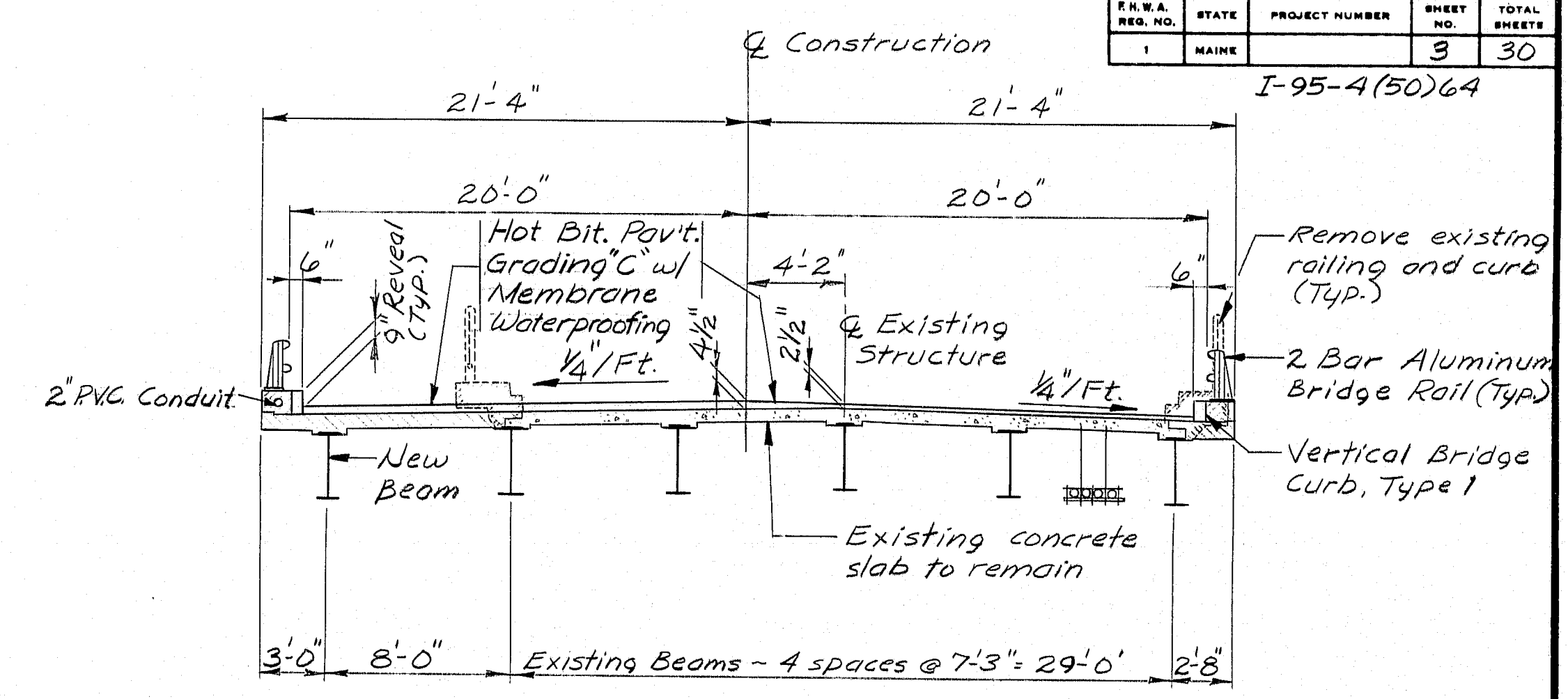
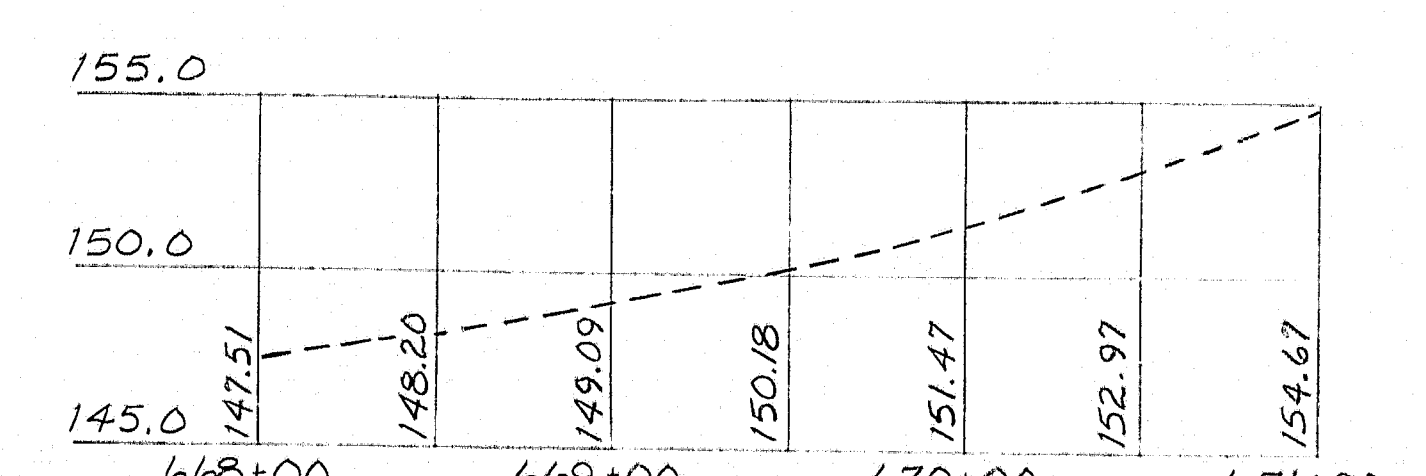
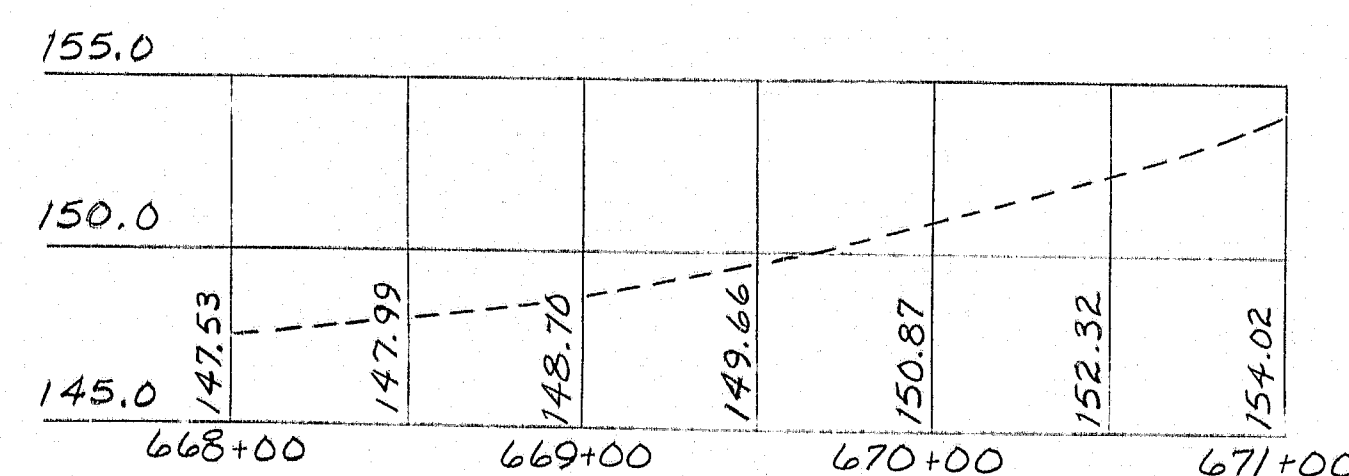
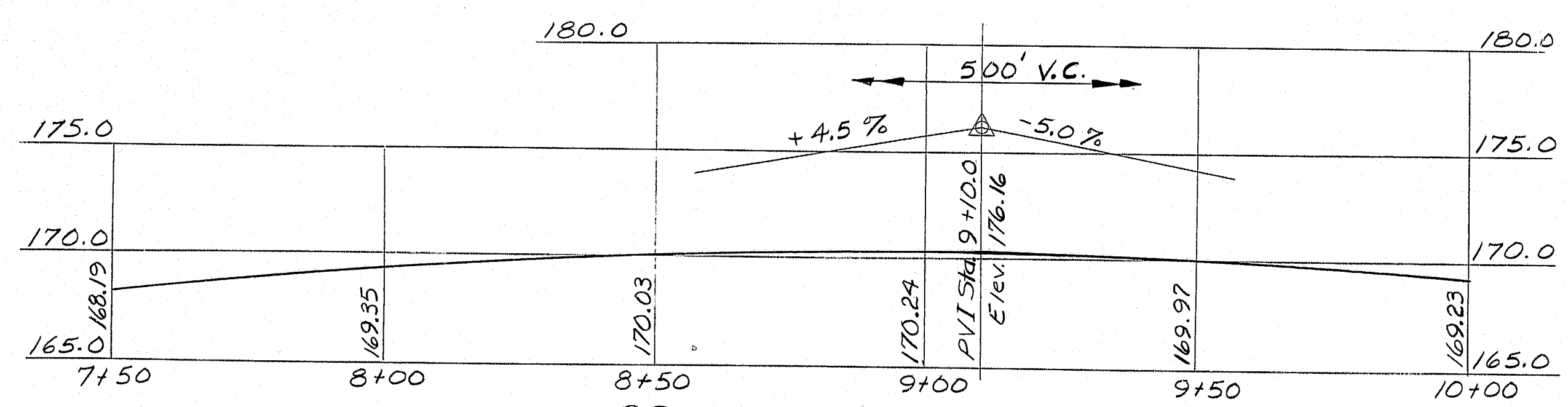
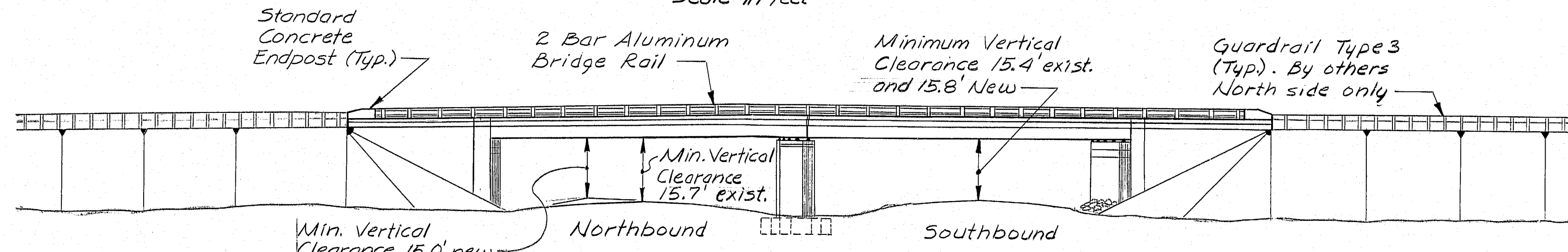
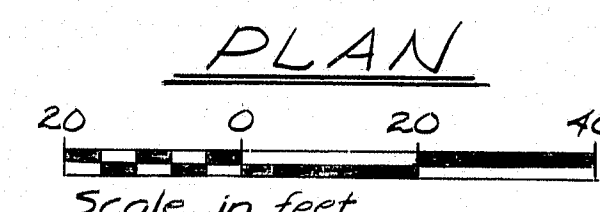
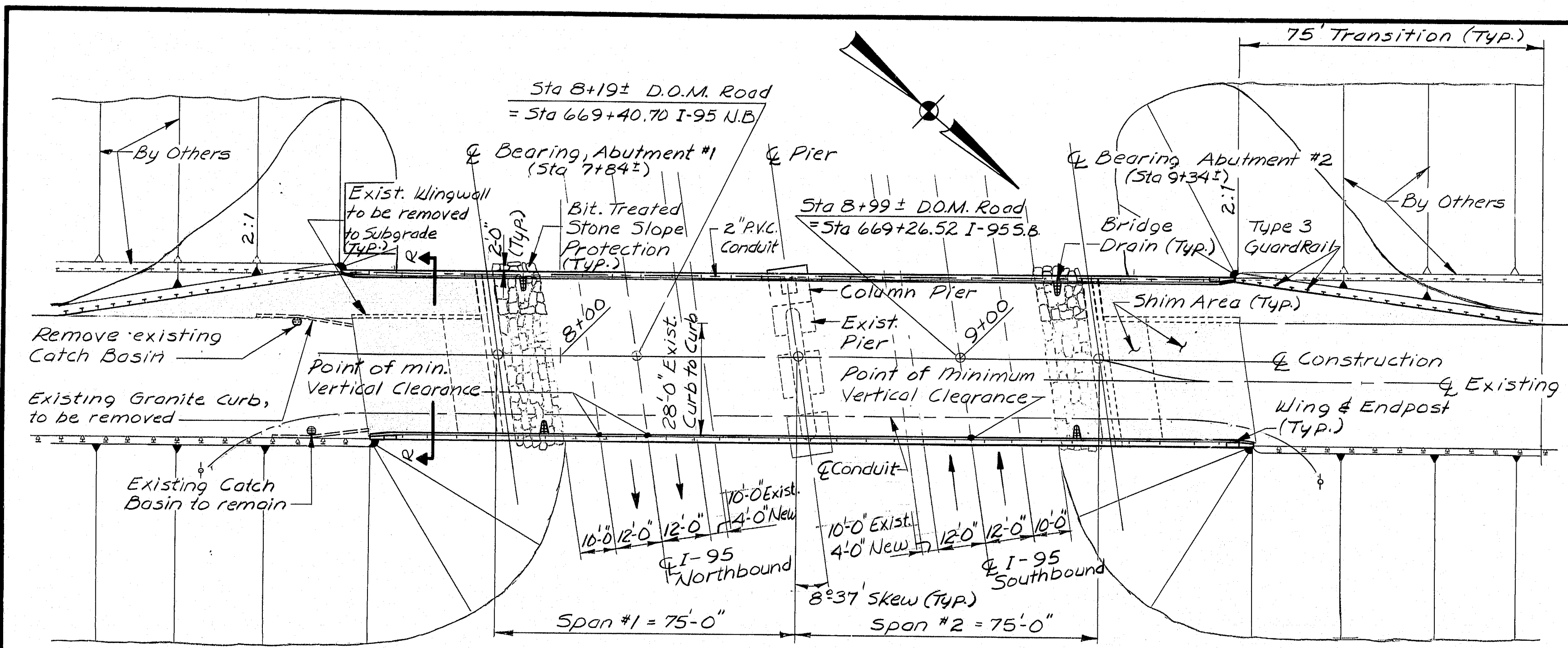
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
DESERT OF MAINE RD. over I-95 in the town of FREEPORT, CUMBERLAND CTY.
QUANTITIES & CONSTR. NOTES
SHEET 2 OF 27 AUGUSTA, MAINE

PROJECT ENGINEER	DATE
DESIGN - DETAILED	10/23
CHECKED	10/24
REVISIONS	4/84
FIELD CHANGES	

JANUARY 1985

8041 3000

F.R.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(50)64	3	30



R93-276

AS BUILT JUNE 1985 P.P.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DESERT OF MAINE RD.
over
I-95
in the town of
FREEPORT, CUMBERLAND CTY.

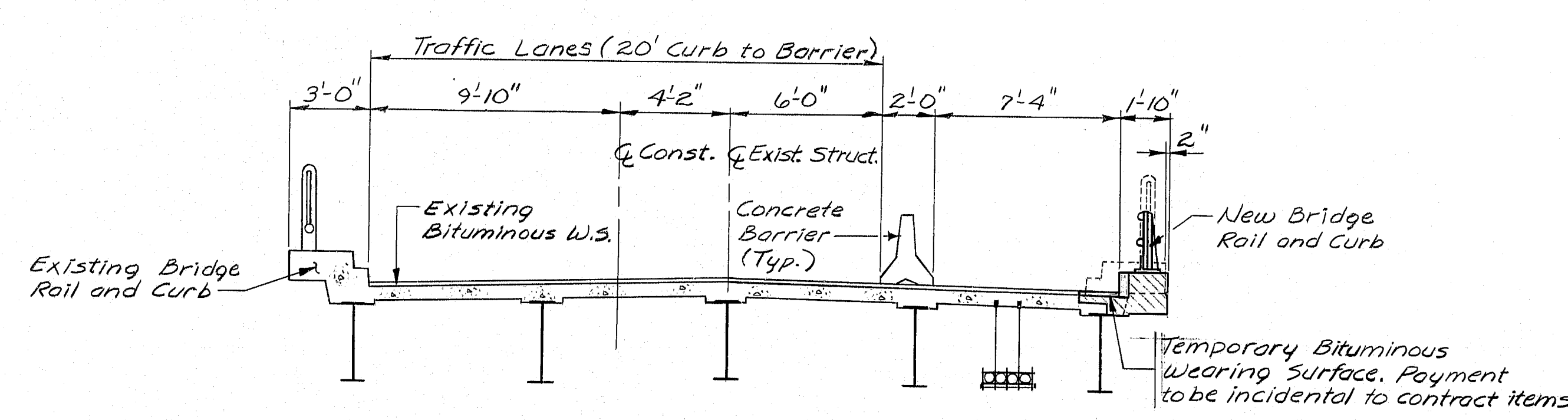
GENERAL PLAN

SHEET 3 OF 27 AUGUSTA, MAINE

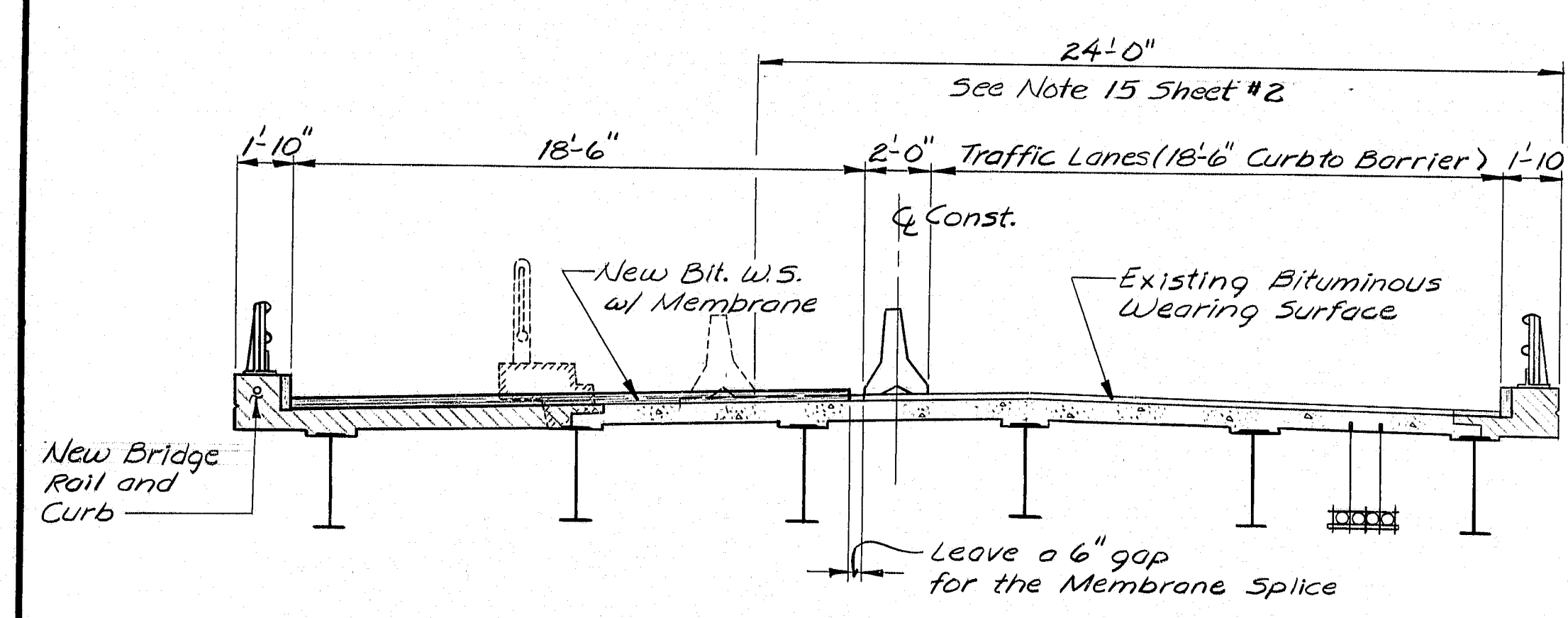
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAIL	LSB	3/84
CHECKED	SDA	RTA
REVISIONS		4/84
FIELD CHANGES		

BRUNN 44-132 67101

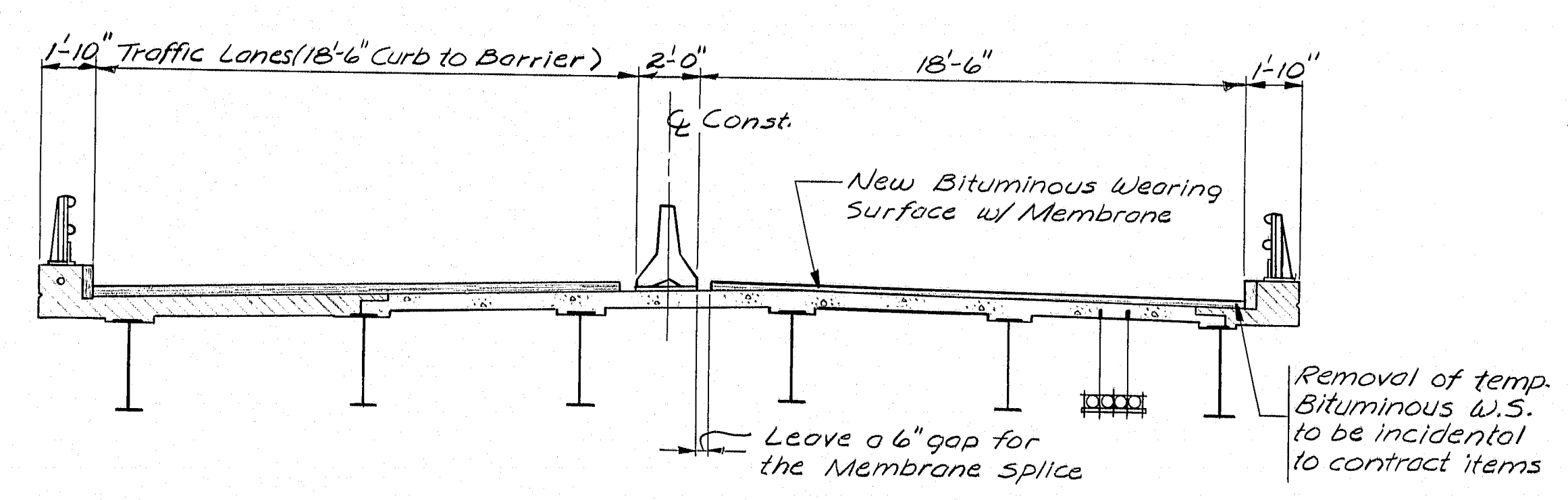
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1	MAINE	I-95-4(50)64	4	30



PHASE 1

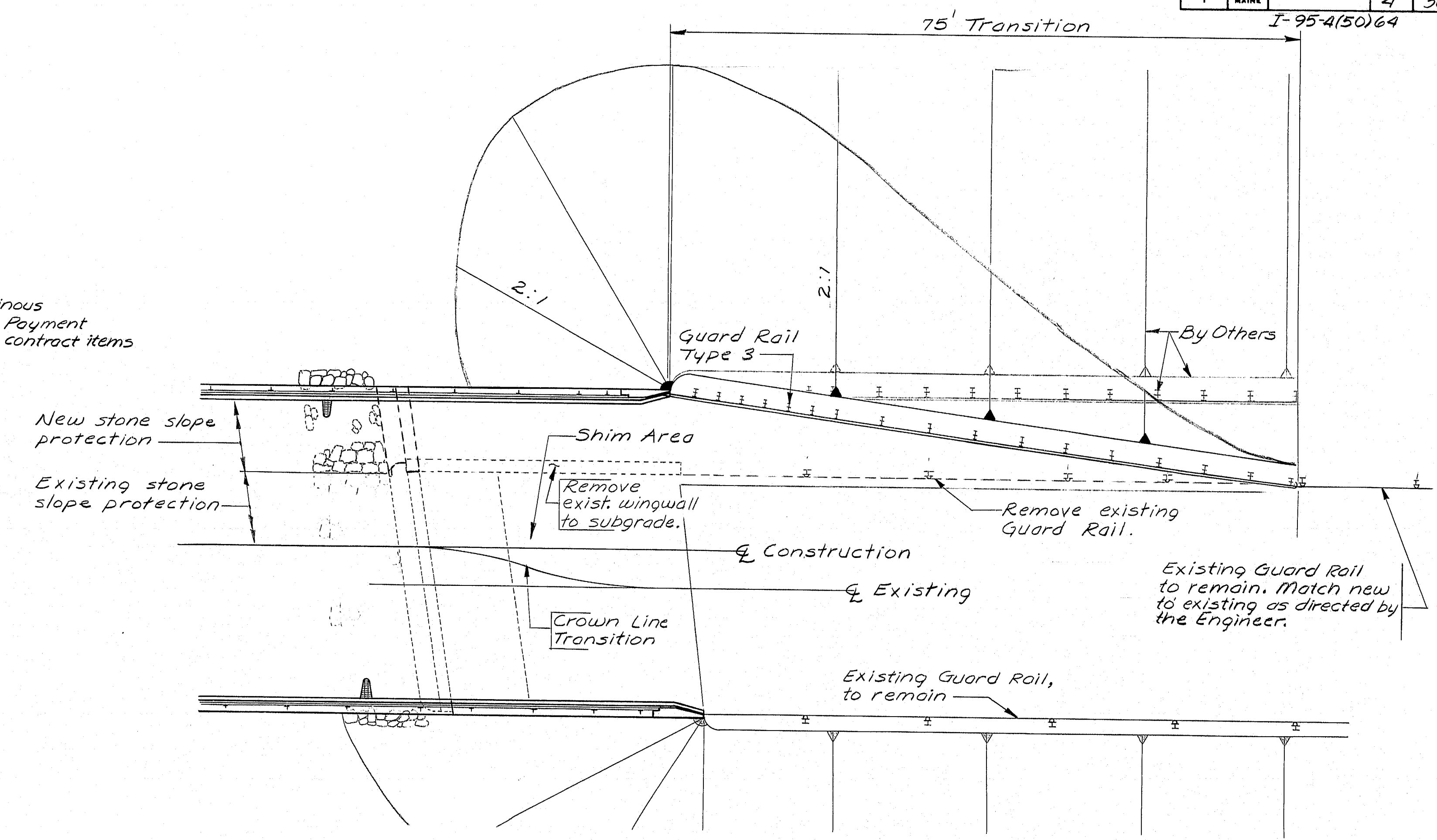


PHASE 2



PHASE 3

NOTE: Protective coating for concrete surfaces to be applied to top of new concrete curb and fascia prior to transferring traffic. (Typ. for all phases)



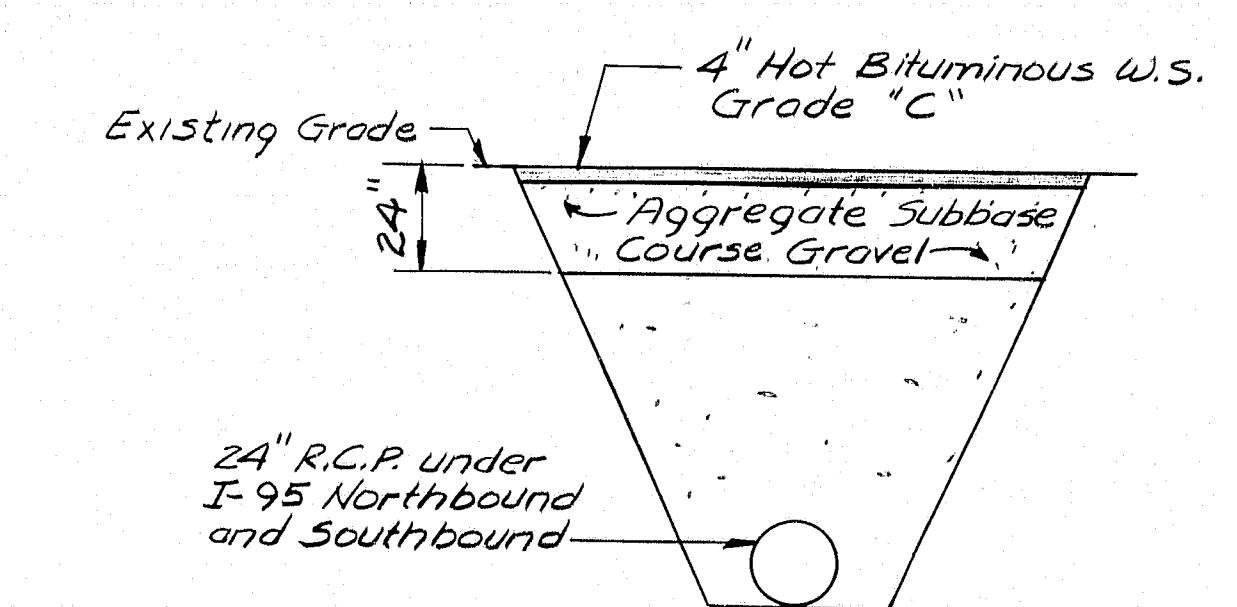
WORK LIMIT DETAIL
(Similar at opposite end)

LEGEND

- E.F. = Each Face
- F.F. = Far Face
- N.F. = Near Face
- W.S. = Wearing Surface

SYMBOLS

- New Concrete (Section)
- Existing Concrete (To Remain)
- Existing Concrete (To Be Removed)
- Bituminous Wearing Surface (Section)
- Granite Curb



EXCAVATION DETAIL FOR SEWER & WATER LINES

AS BUILT JUNE 1985 PP

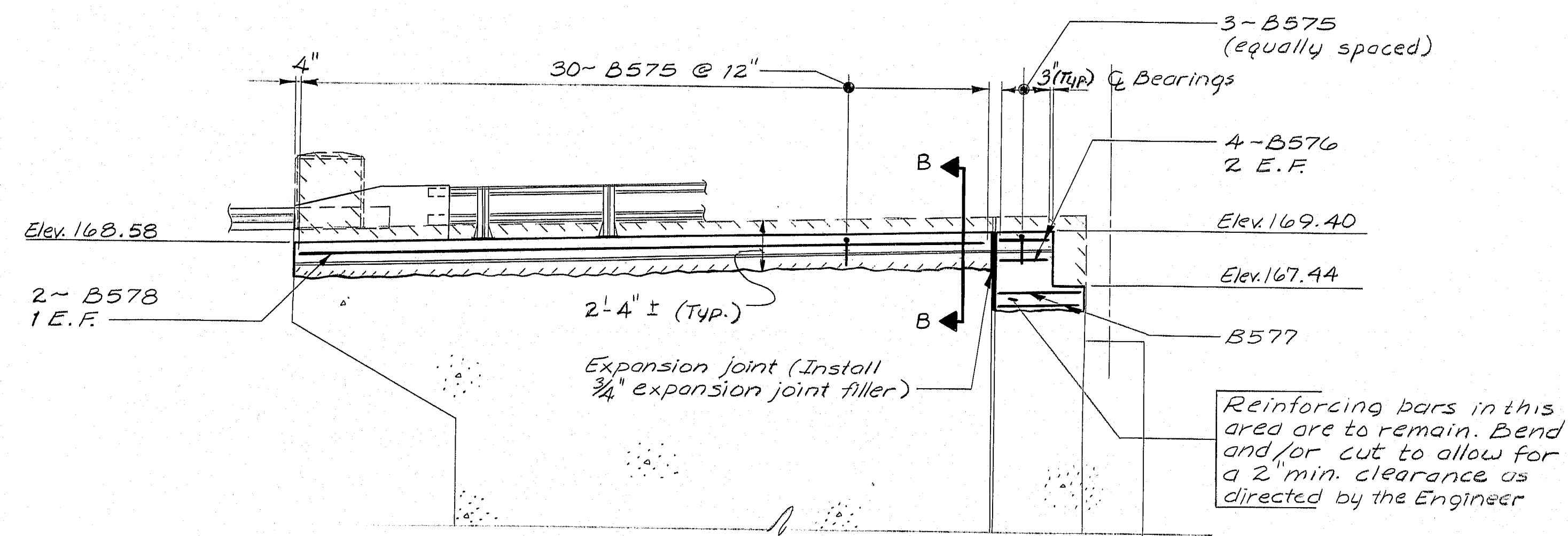
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
DESERT OF MAINE RD.
over
I-95
in the town of
FREEPORT, CUMBERLAND CTY.
CONSTRUCTION SEQUENCE
SHEET 4 OF 27 AUGUSTA, MAINE

R93-277

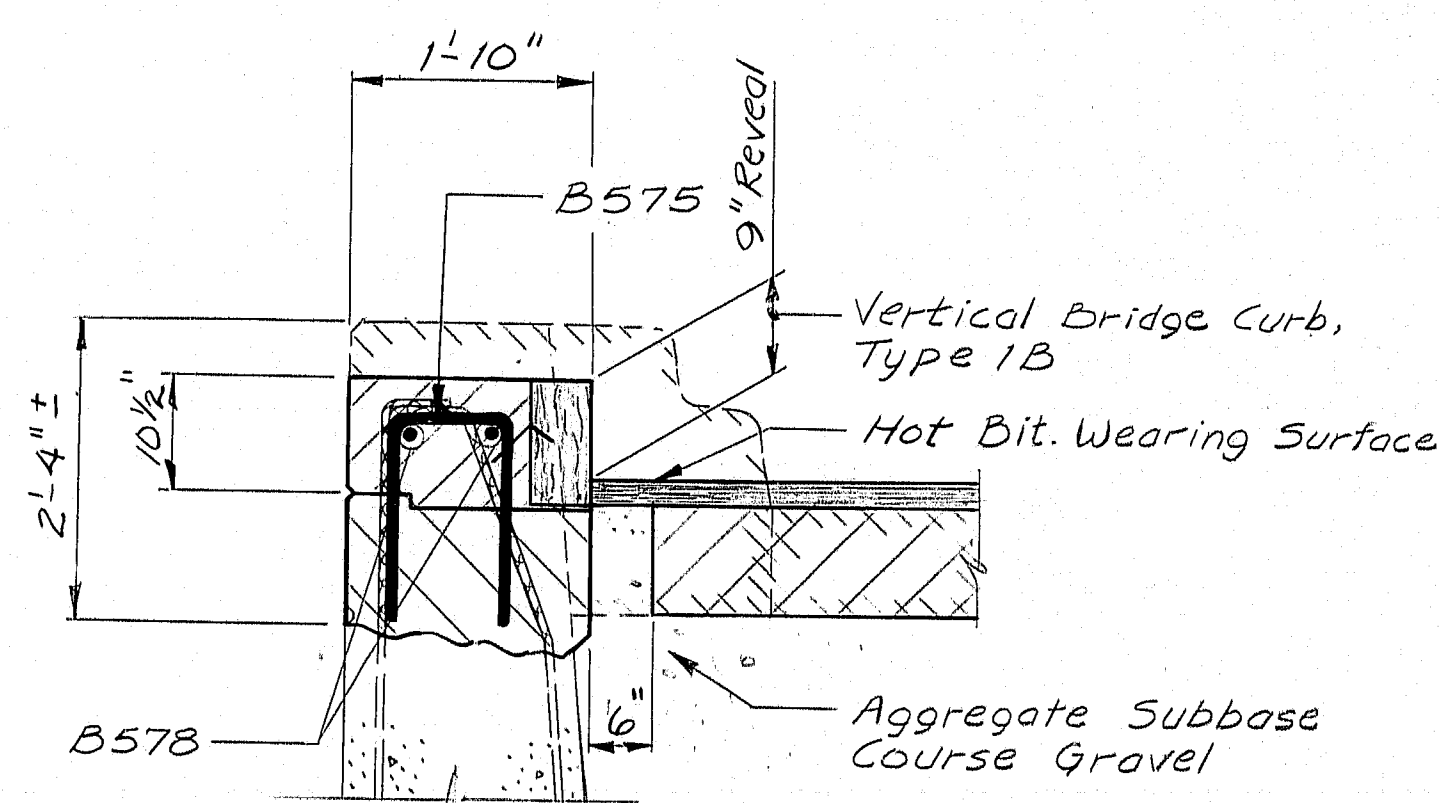
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	5/83
CHECKED	LSB
REVISIONS	RTA
FIELD CHANGES	4/84
PLANS	

REVISION 44-32-4710-1

F.R.W.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(50)64	6	30

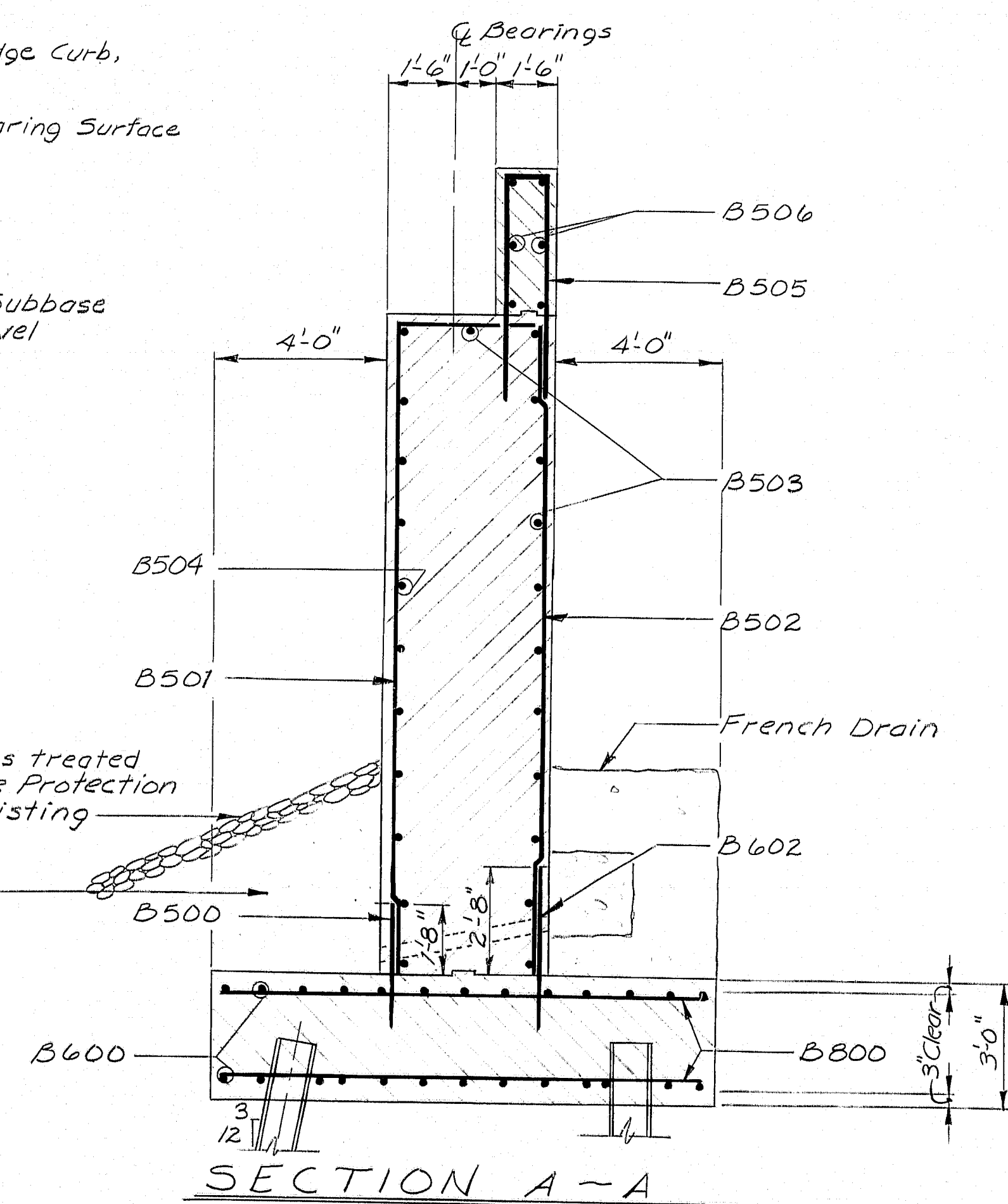


NORTH WING ELEVATION

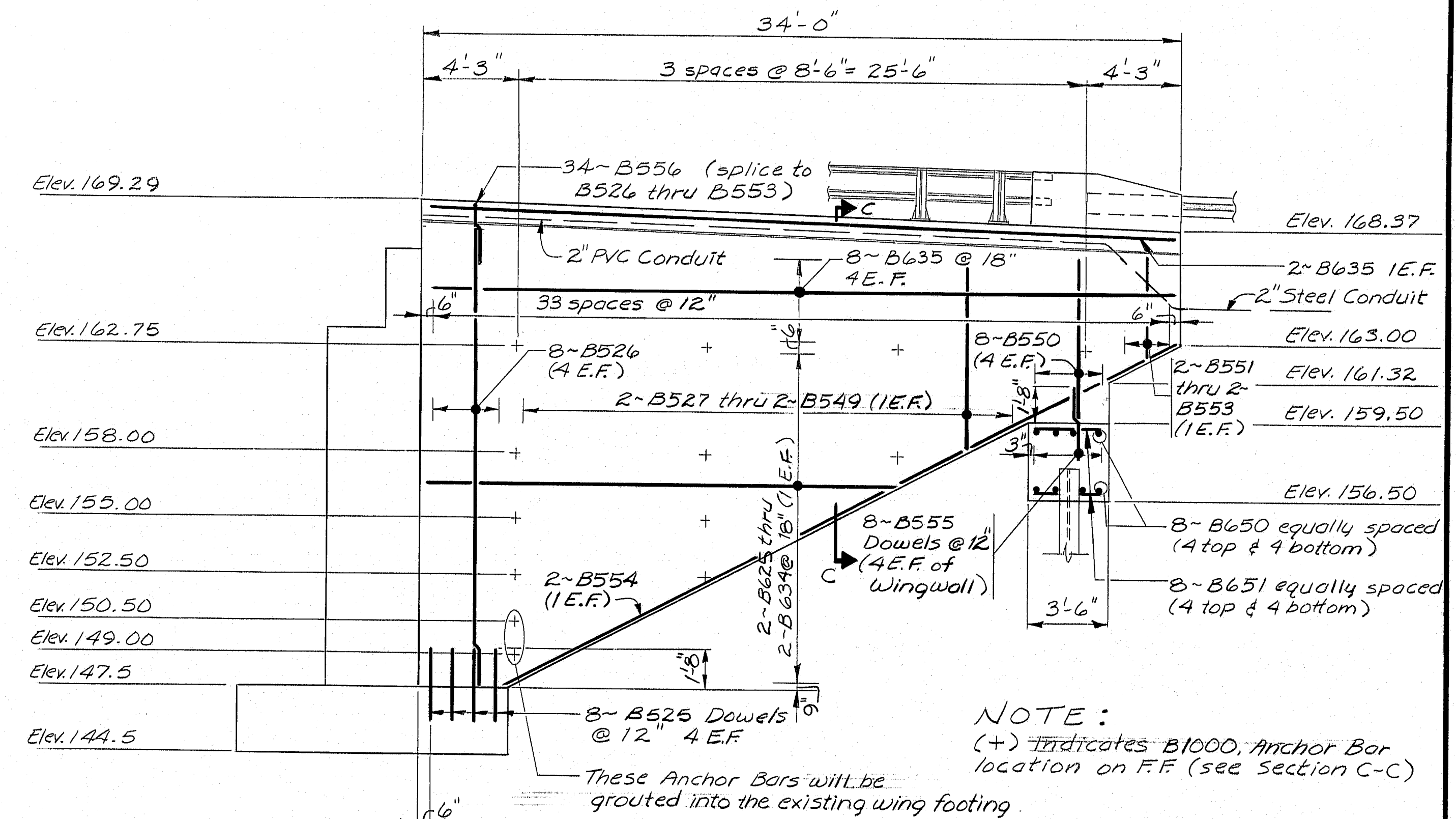


SECTION B-B

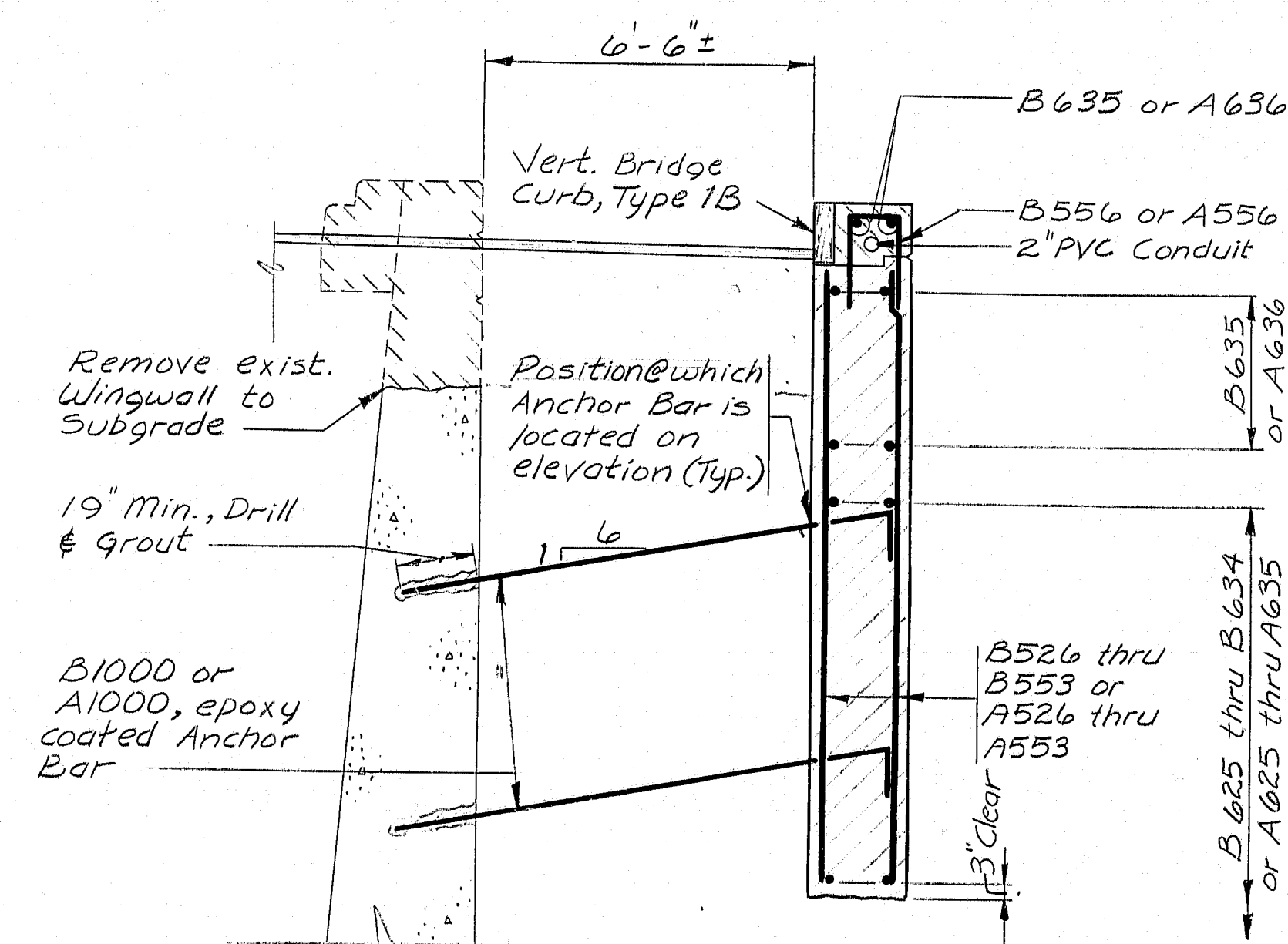
Bend exist. reinforcing bars to fit entirely in new curb. Allow for a 2' min. clearance.



SECTION A-A



SOUTH WING ELEVATION



SECTION C-C
(Typ. for both Abutments)

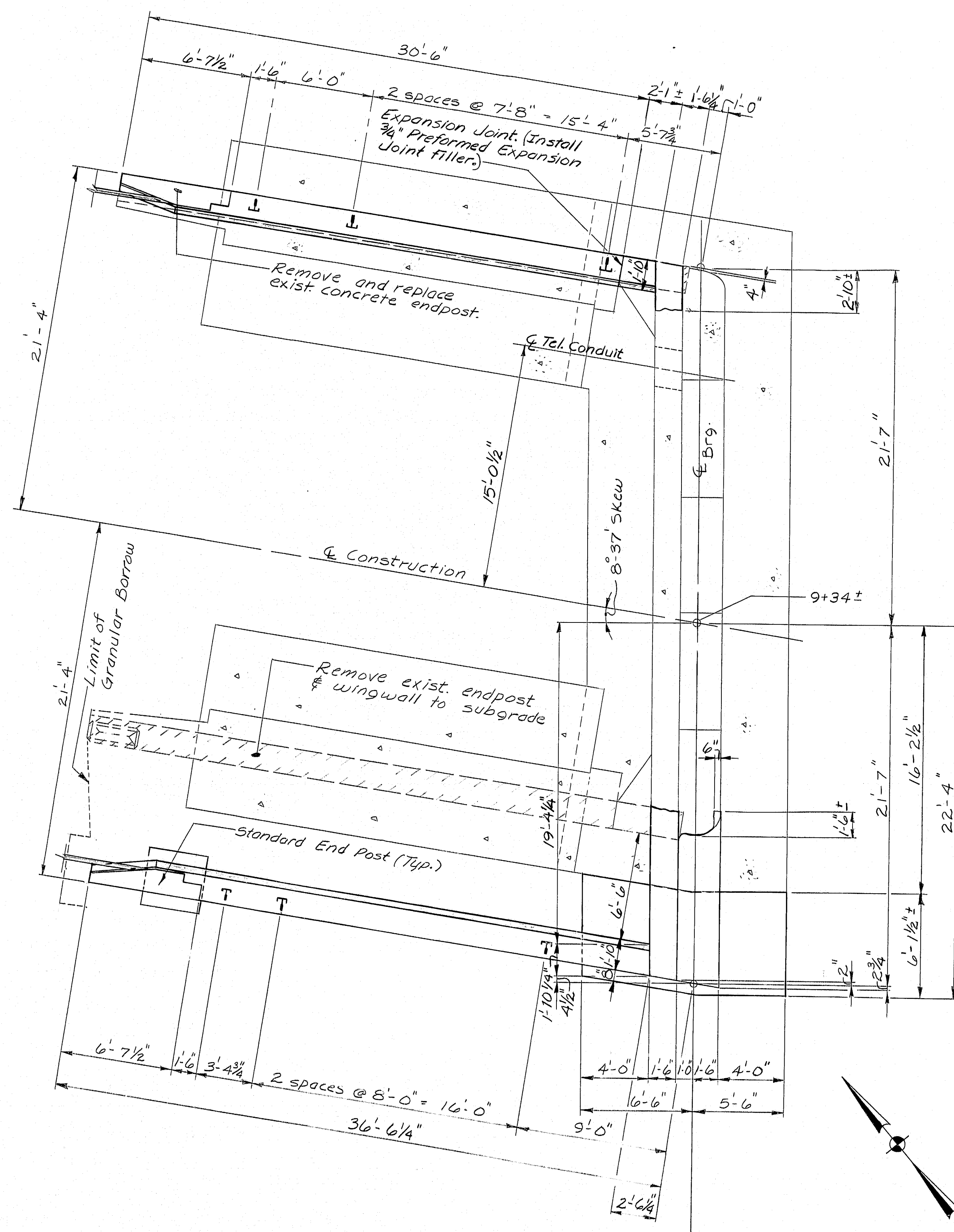
AS BUILT JUNE 1985 rep
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
DESERT OF MAINE RD.
over
I-95
in the town of
FREEPORT, CUMBERLAND CTY.
ABUTMENT #1
SHEET 6 OF 27 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	LSB	8/85
CHECKED	SPB	11/85
REVISIONS		
FIELD CHANGES		

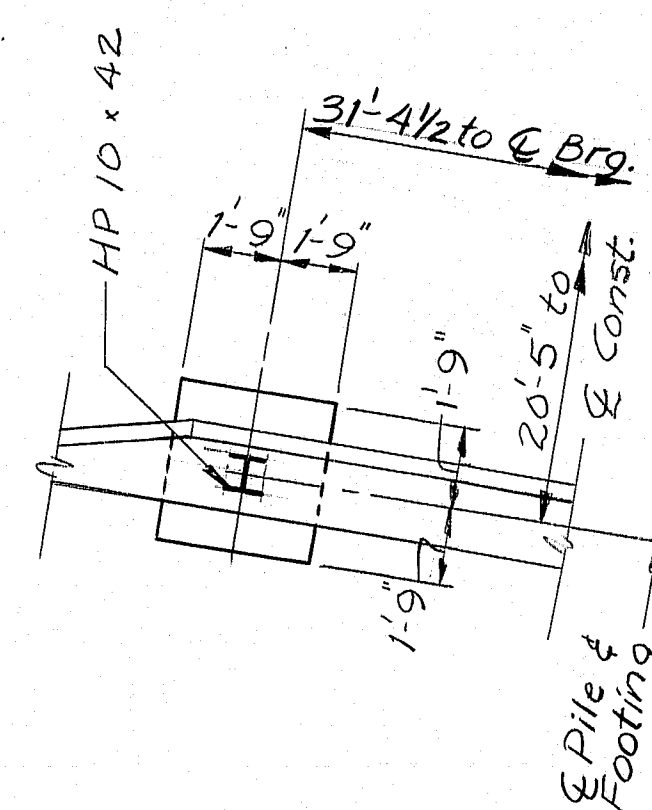
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R93-279

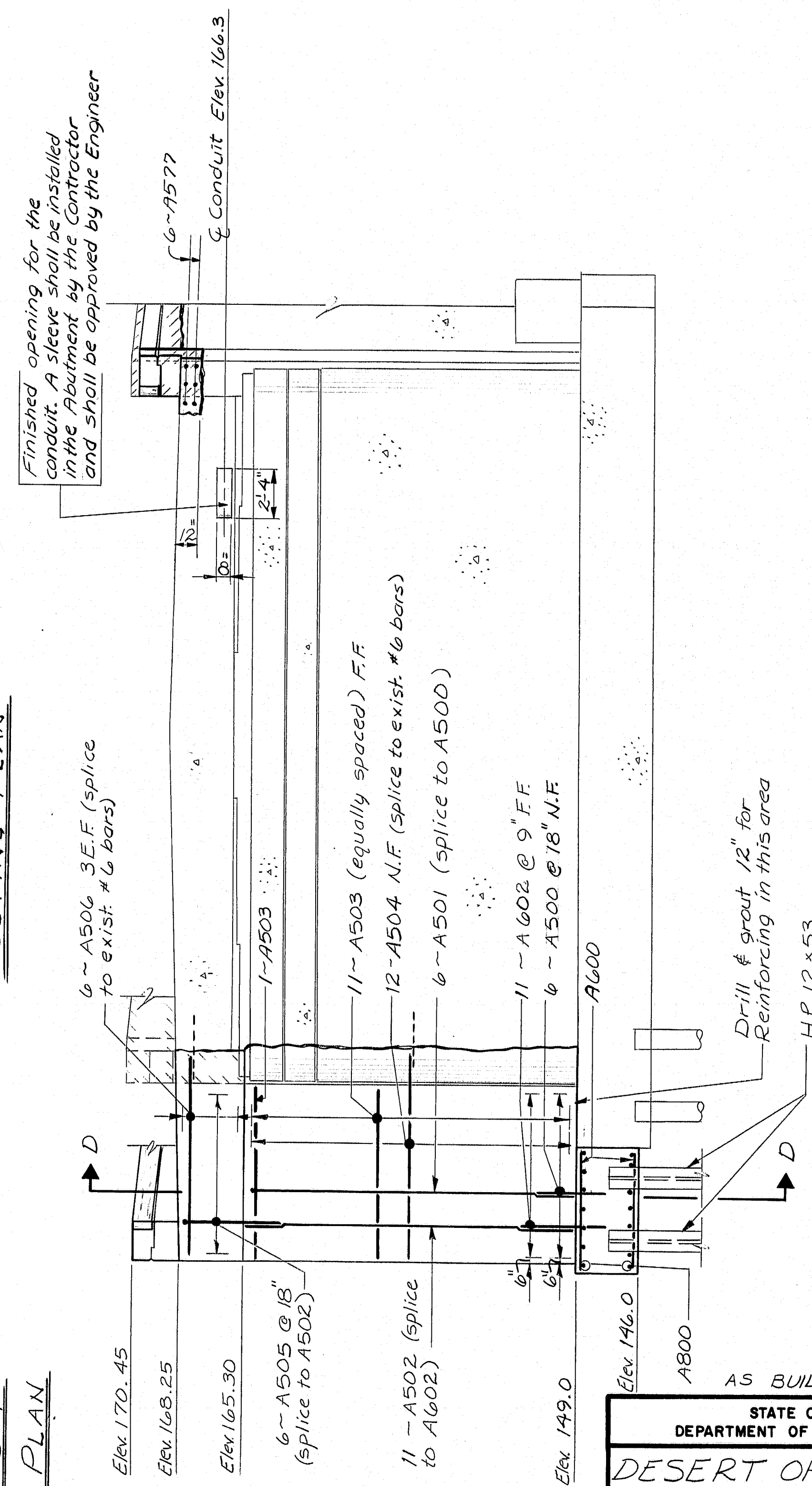
I-95-4(50)64



PLAN



WING PILE &
FOOTING PLAN



ELEVATION

PLANS	PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN - DETAILED		J.E. Burrows	8/83
	CHECKED		STA	RTA 4/84
	REVISIONS			
		FIELD CHANGES		

RUNNING 44-132 45710.1

AS BUILT JUNE 1985 *Re*

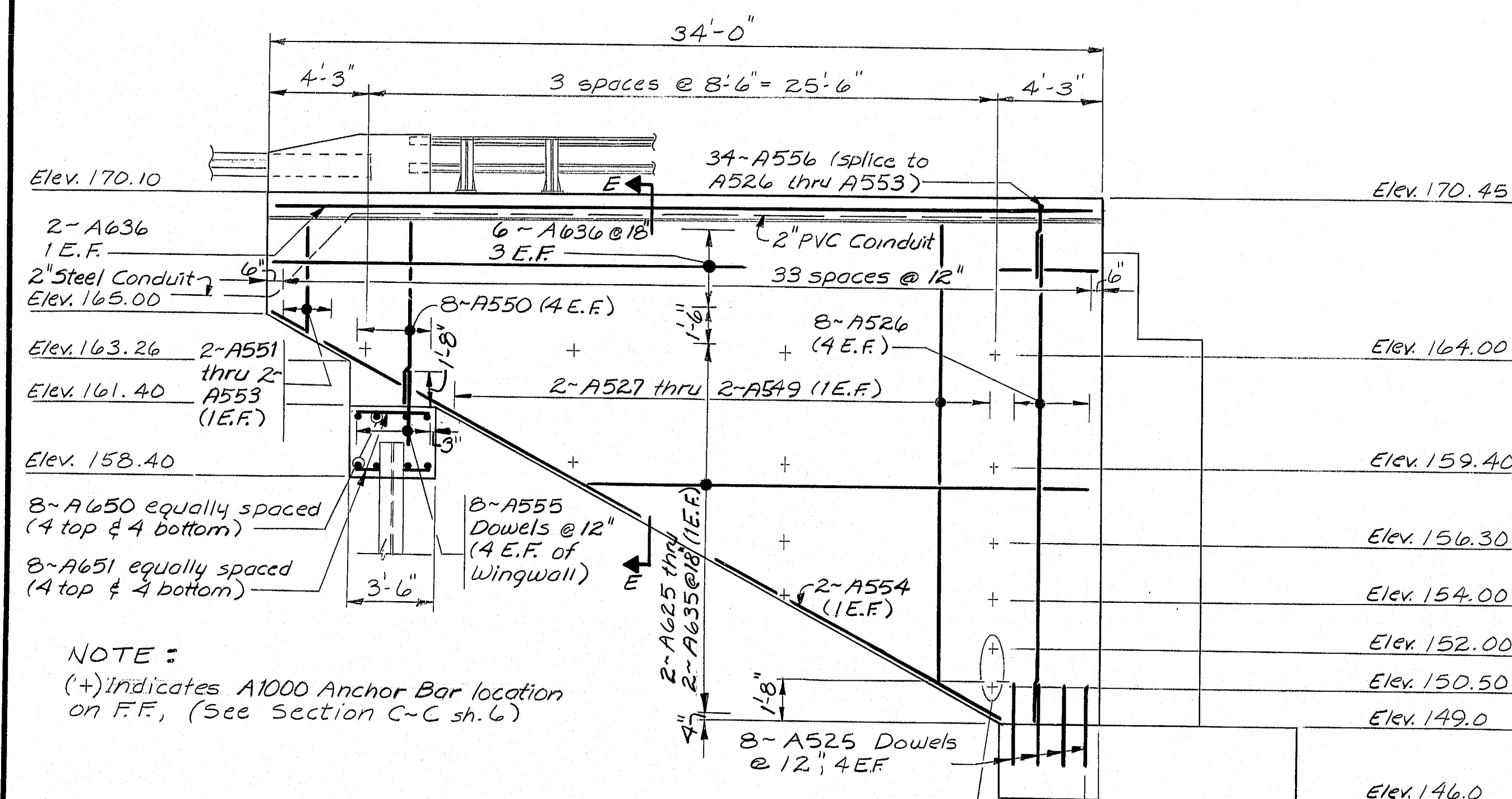
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DESERT OF MAINE RD.
over
I-95
in the town of
FREEPORT, CUMBERLAND CTY.
ABUTMENT #2

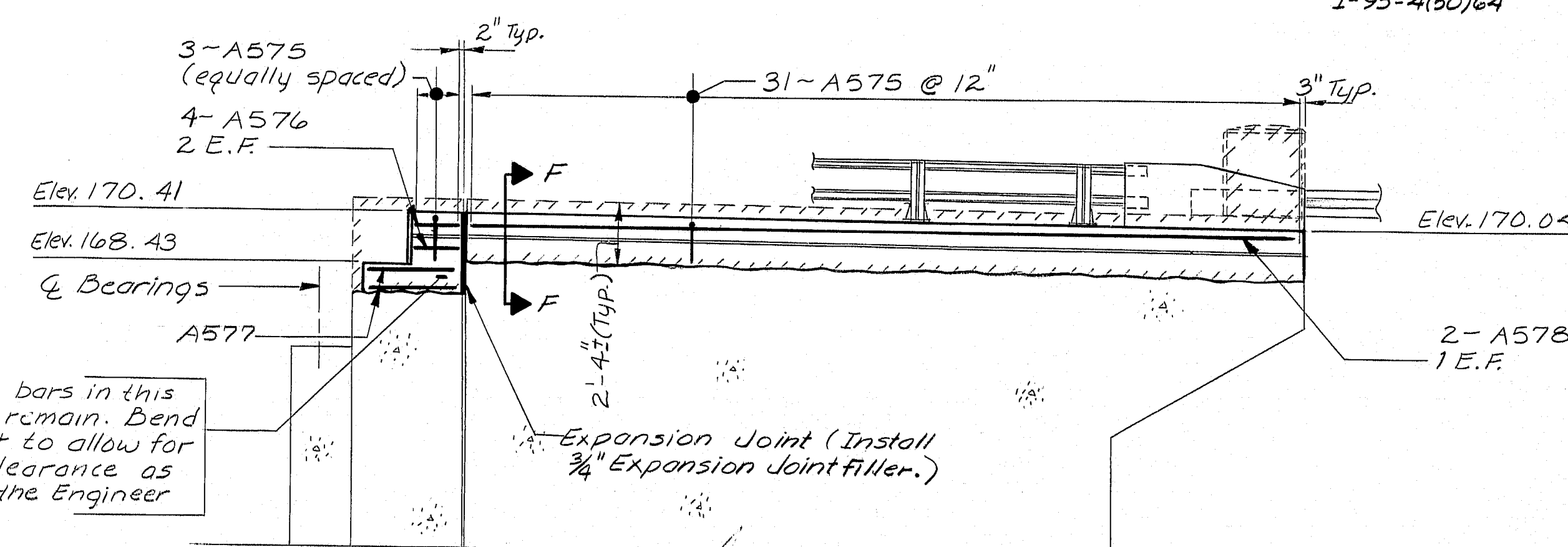
SHEET 7 OF 27 AUGUSTA, MAINE

R93-280

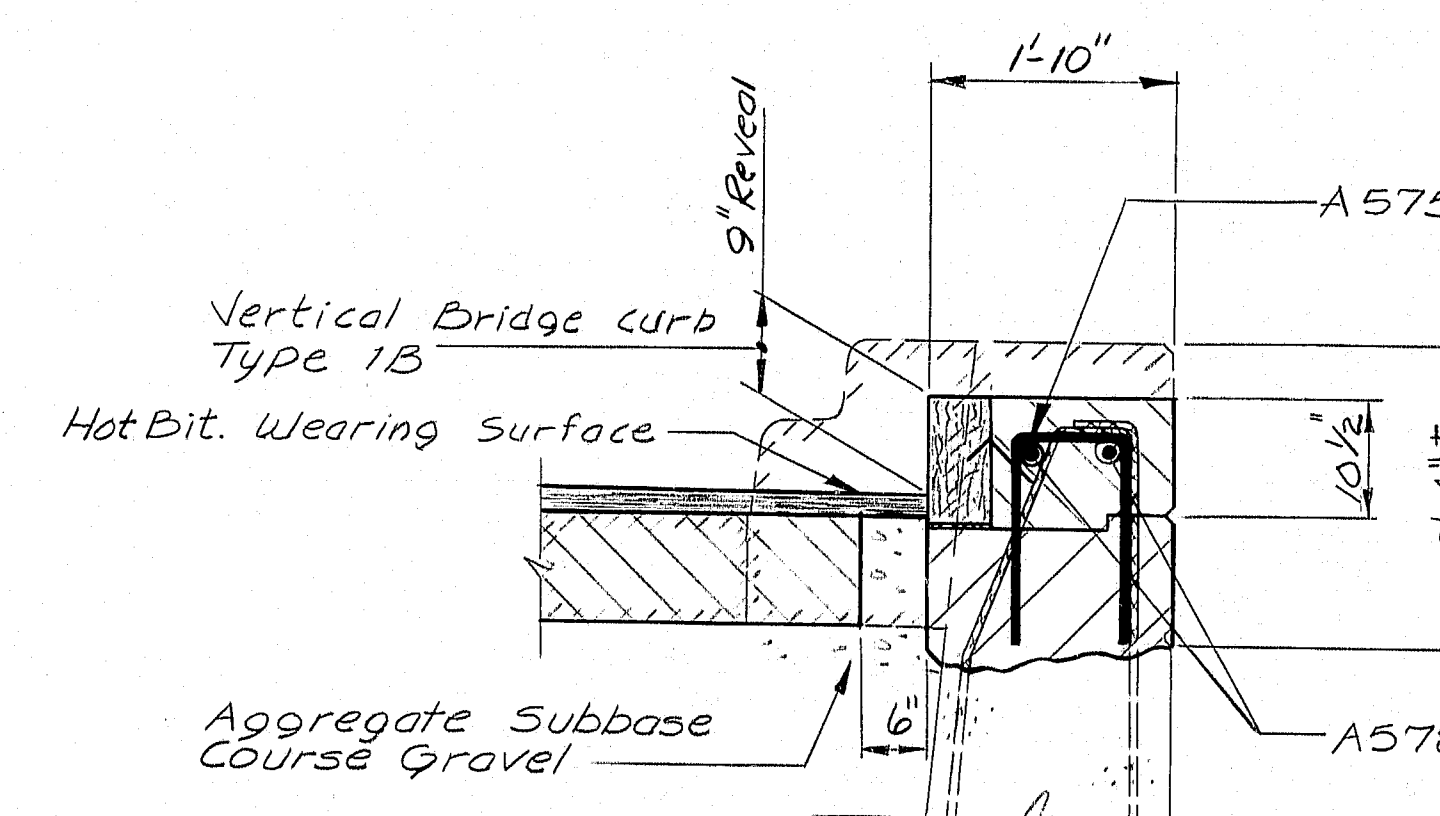
F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(50)64	8	30



SOUTH WING ELEVATION

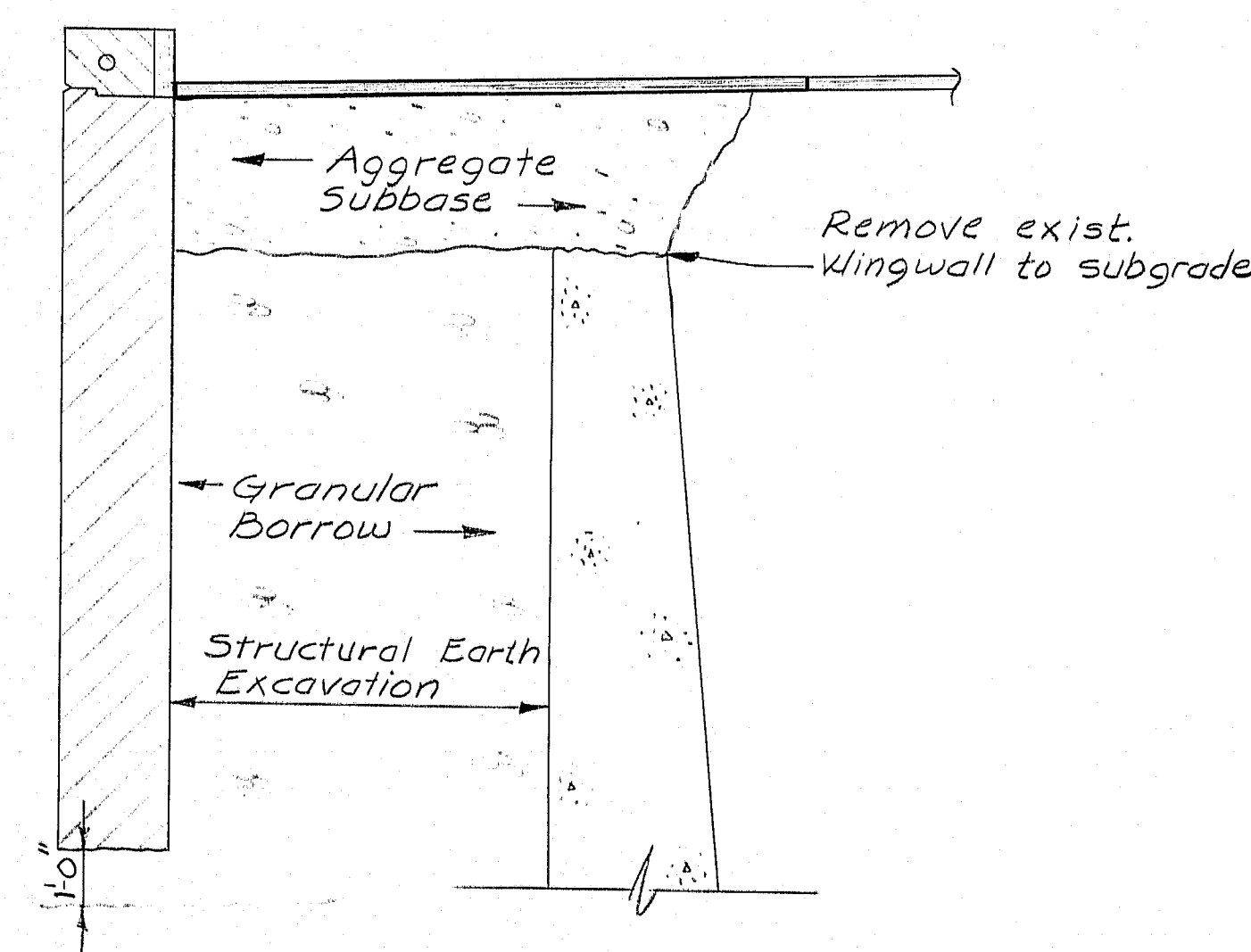


NORTH WING ELEVATION

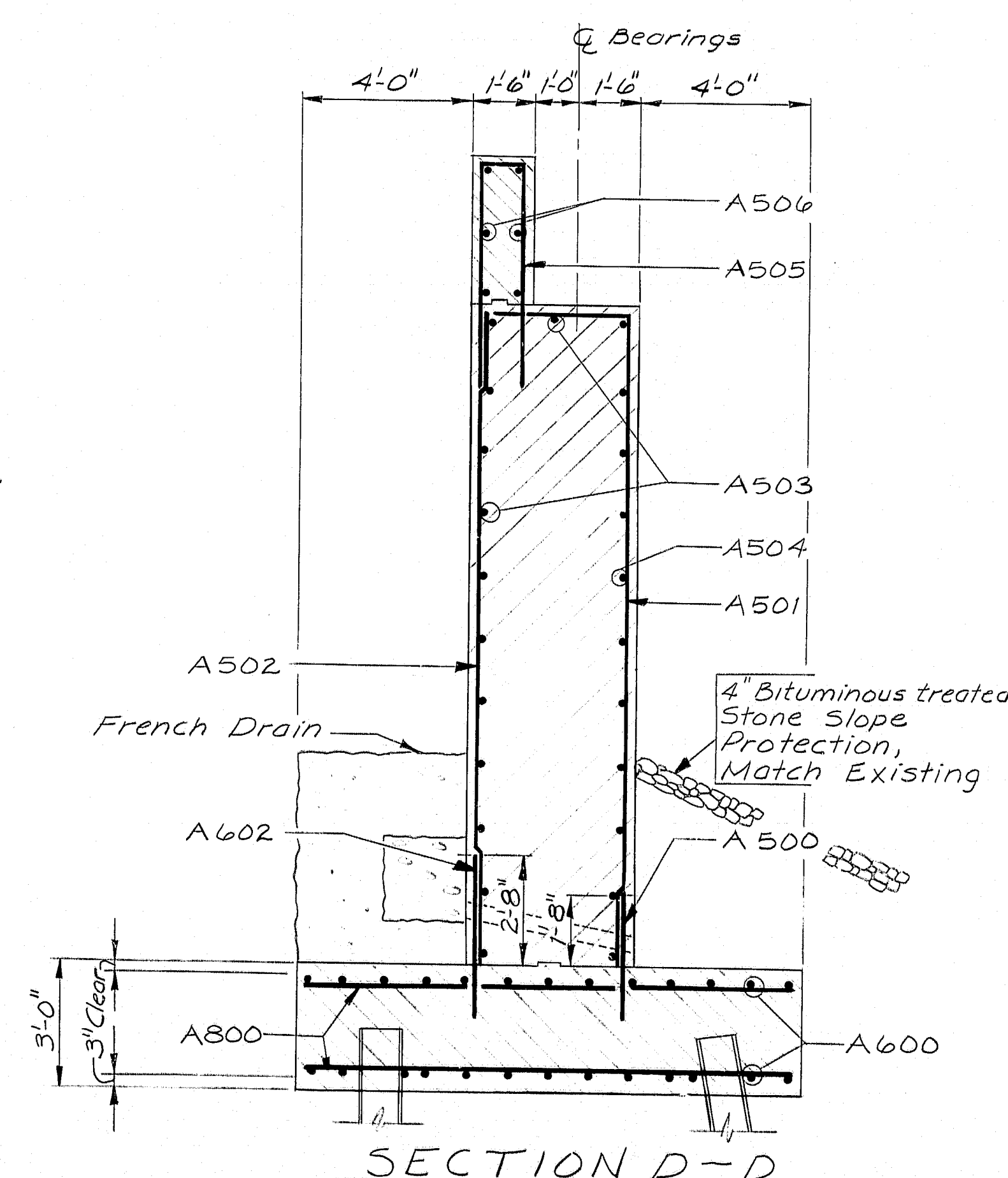


SECTION F-F

Bend exist. reinforcing bars to fit entirely in new curb. Allow for a 2" min. clearance.



SECTION E-E
(Typ. for both Abutments)



SECTION D-D

ABUTMENT NOTES

1. Reinforcing Steel shall have 2" cover unless otherwise indicated.
2. Place one 4" diameter drain in each breastwall as directed by the Engineer.
3. Holes for grouting epoxy coated reinf. shall be a minimum of twice the bar diameter. Holes shall be filled with water for a min. of 2 hours immediately prior to grouting, at which time all excess water shall be removed. The grouted area around the reinforcing bar shall be kept wet from the time of initial set for a minimum of 12 hours with burlap or other suitable means. The grout shall be used in accordance with the manufacturer's recommendations and approved by the Engineer. No separate payment will be made for drilling and grouting, all such work will be considered incidental to Item 503.13 Reinforcing Steel Placing.
4. Grout for reinforcing steel other than epoxy coated shall contain an approved non-shrink additive.

AS BUILT JUNE 1985 R.P.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
DESERT OF MAINE RD. over I-95 in the town of FREEPORT, CUMBERLAND CTY.
ABUTMENT #2
SHEET 8 OF 27 AUGUSTA, MAINE

R93-281

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAIL	LSB	8/83
CHECKED	STA	4/84
REVISIONS		
FIELD CHANGES		

BRUNING 44-22-2710-1

F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(50)6A	9	30

PIER NOTES

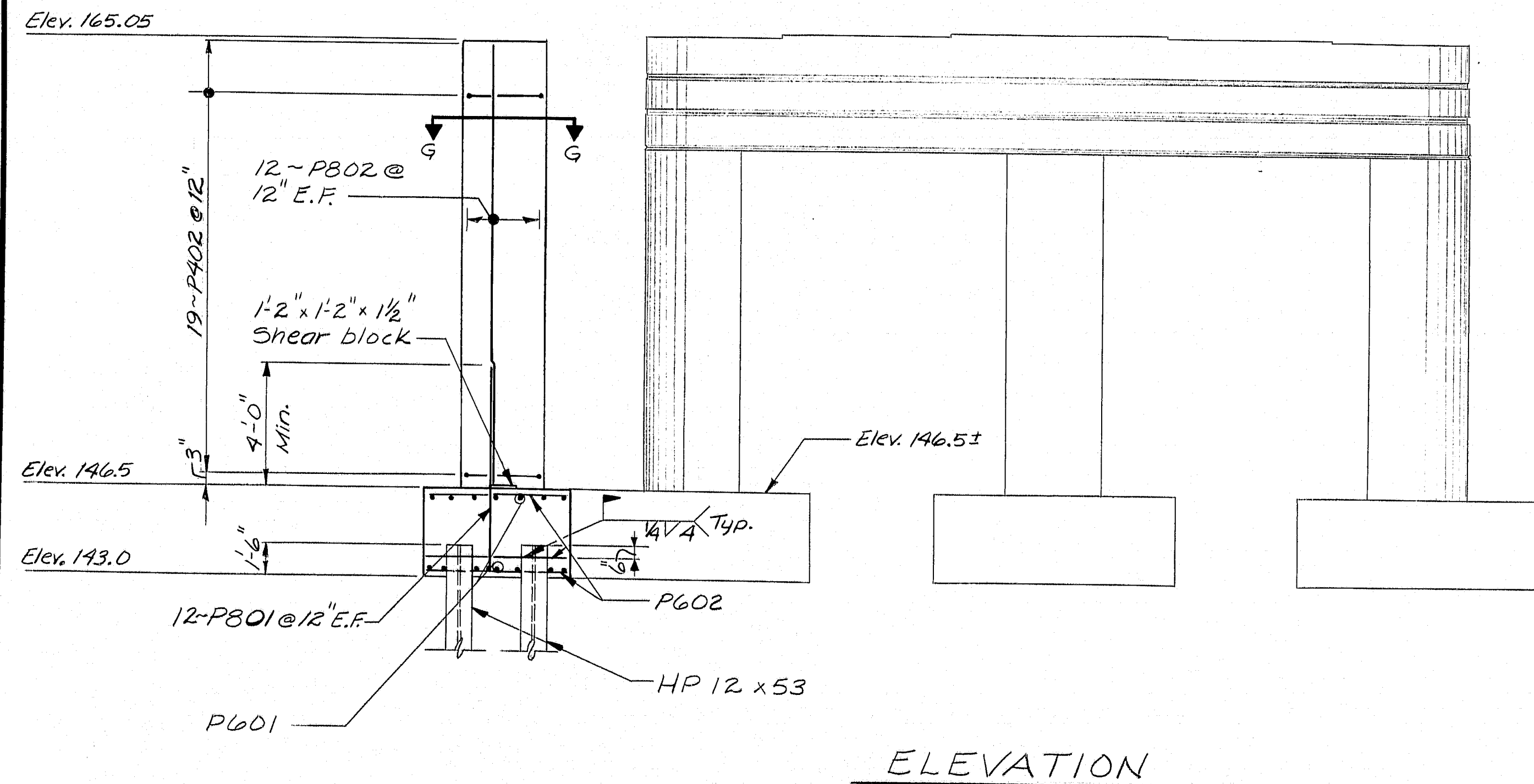
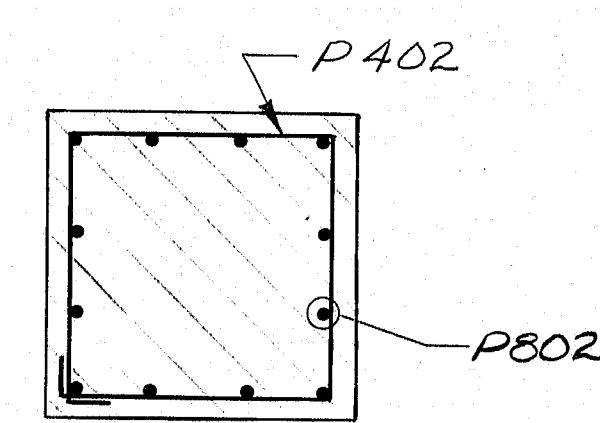
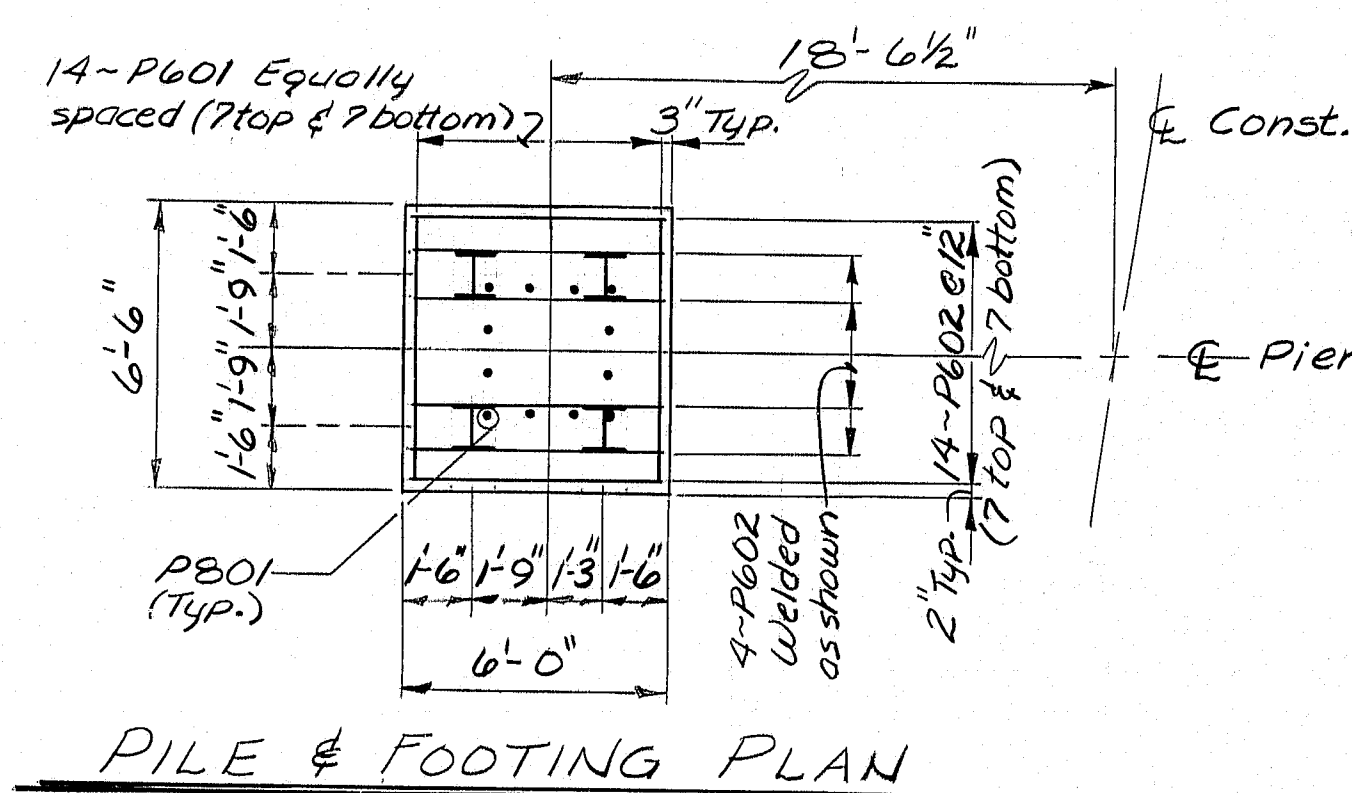
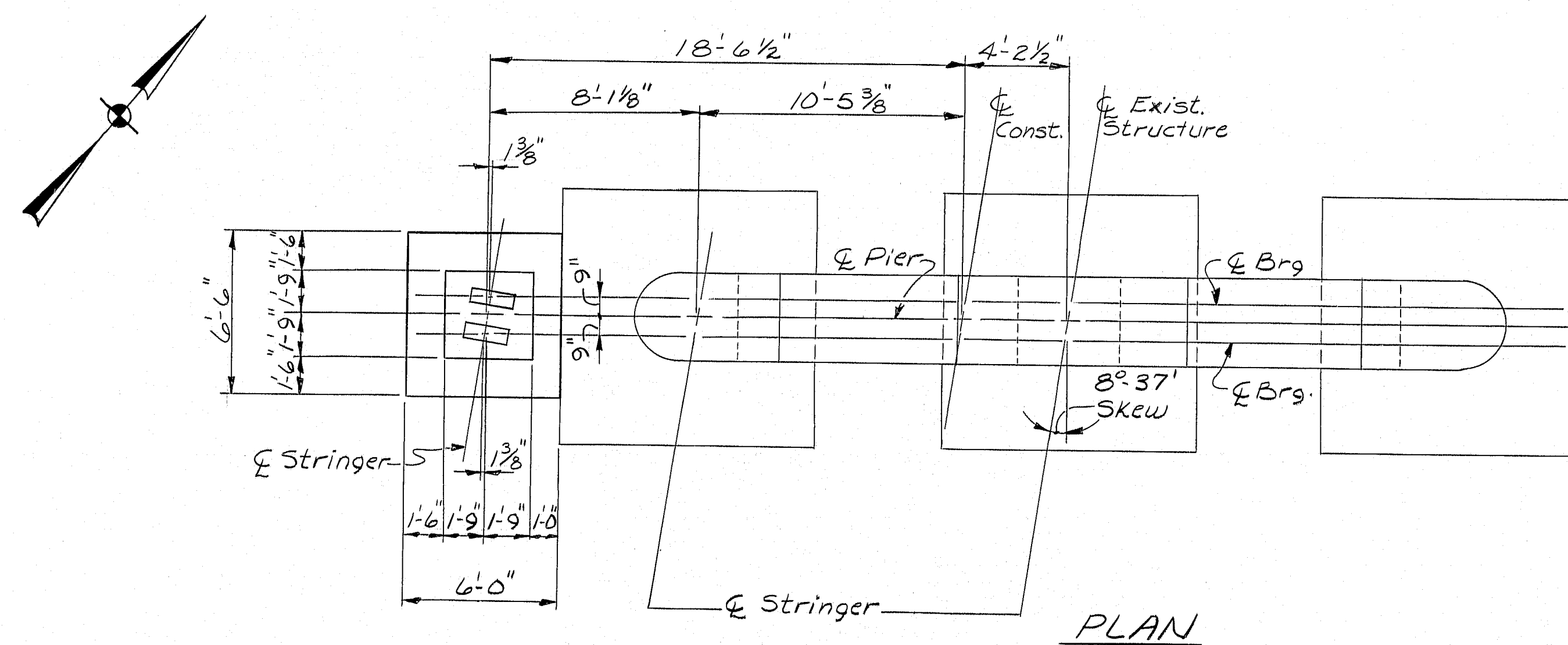
- Reinforcing steel shall have a minimum of 3" cover unless otherwise indicated.

DESIGN CRITERIA

- Critical AASHTO Loading - Group III
- Wind - 100 Mph.

PILE NOTES

- Piles marked thus \rightarrow shall be battered 3" per foot in the direction of the arrow.
- Maximum calculated pile loads:
Pier - 65 Tons
Abutments - 50 Tons
- Estimate of Piles required:
Abutment #1 - 1 HP 10x42 @ 24'
4 HP 12x53 @ 12'
Abutment #2 - 1 HP 10x42 @ 47'
4 HP 12x53 @ 34'
Pier - 4 HP 12x53 @ 20'



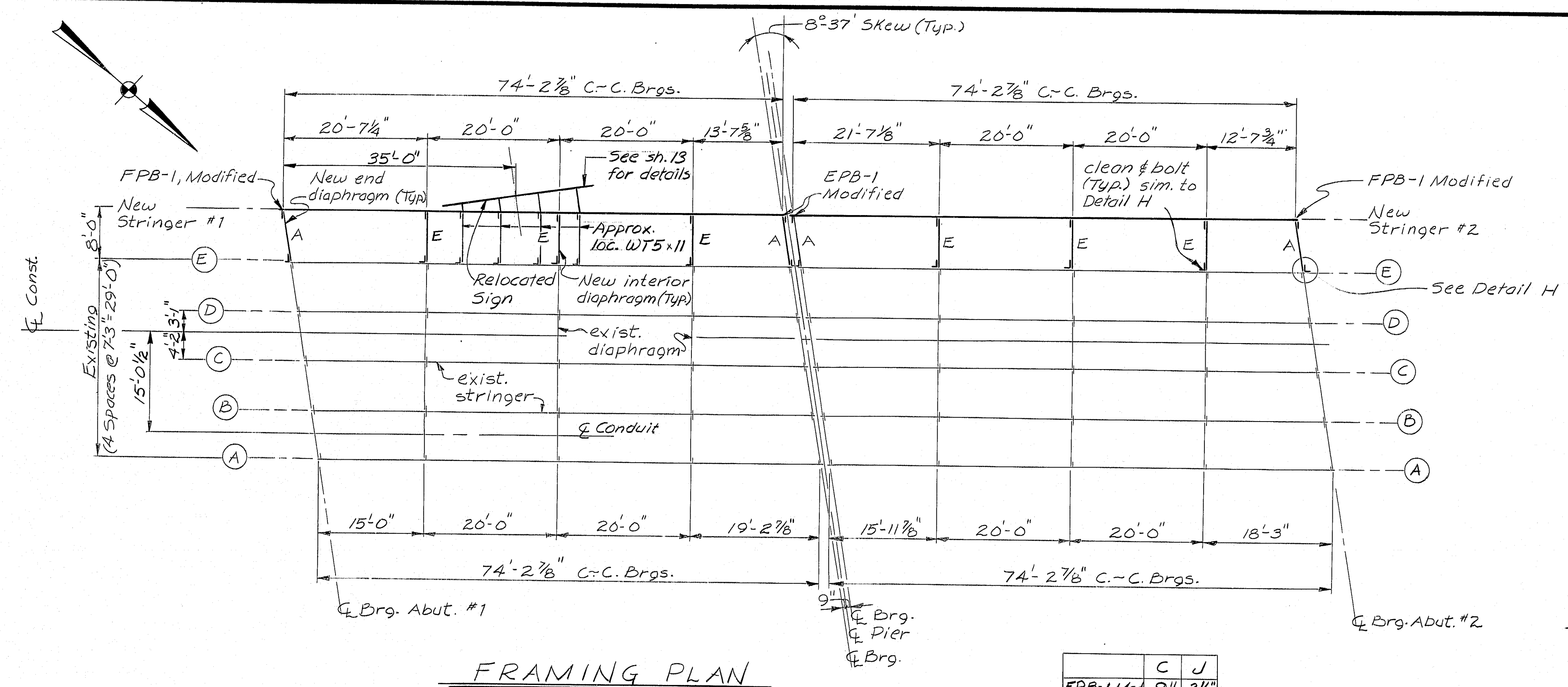
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	LSB	7/83
CHECKED	SPD	RTD
REVISIONS		
FIELD CHANGES		

AS BUILT JUNE 1985

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
DESERT OF MAINE RD.
over
I-95
in the town of
FREEPORT, CUMBERLAND CTY.
PIER DETAILS
SHEET 9 OF 27 AUGUSTA, MAINE

R93-282

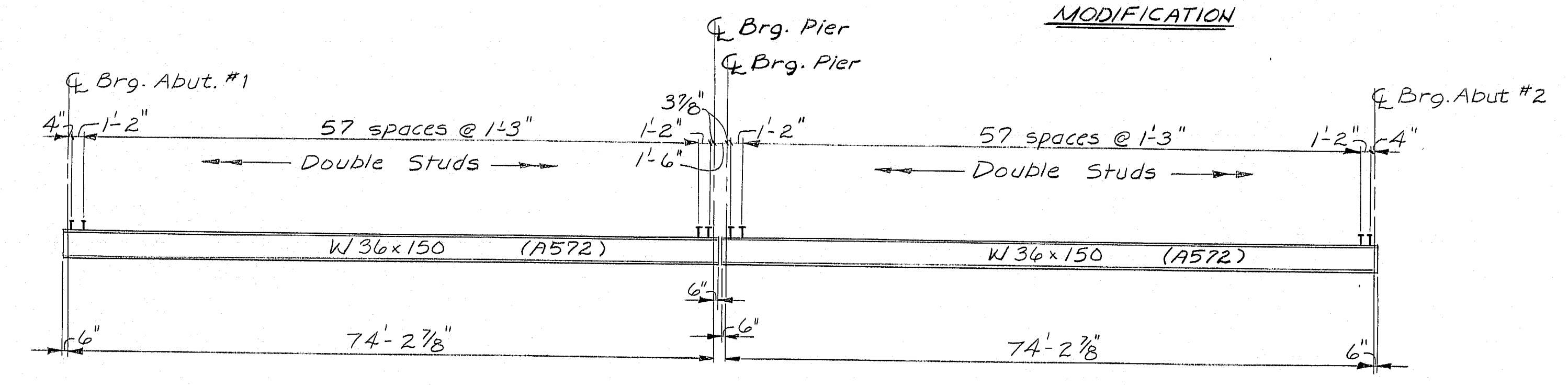
F.R.M.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(50)64	10	30



FRAMING PLAN

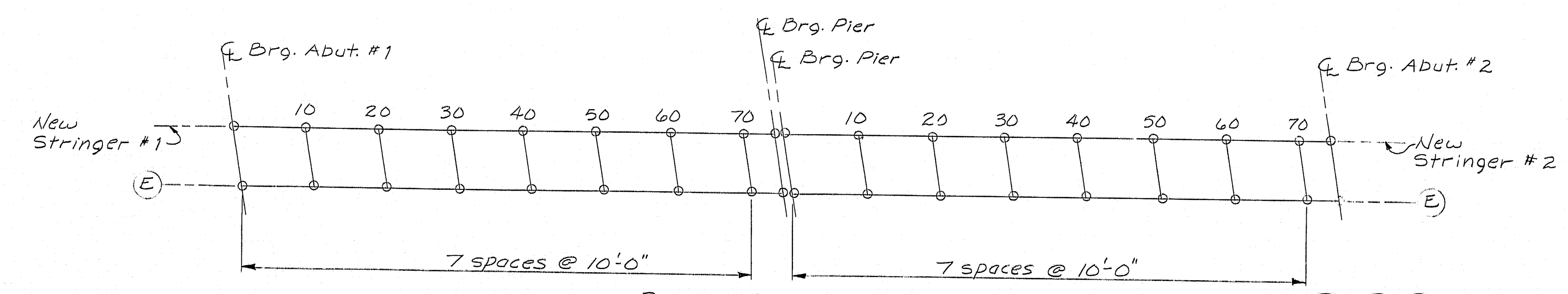
	C	J
EPB-1 Mod.	9"	2 1/2"
FPB-1 Mod.	9"	2 1/2"

BEARING PEDESTAL MODIFICATION

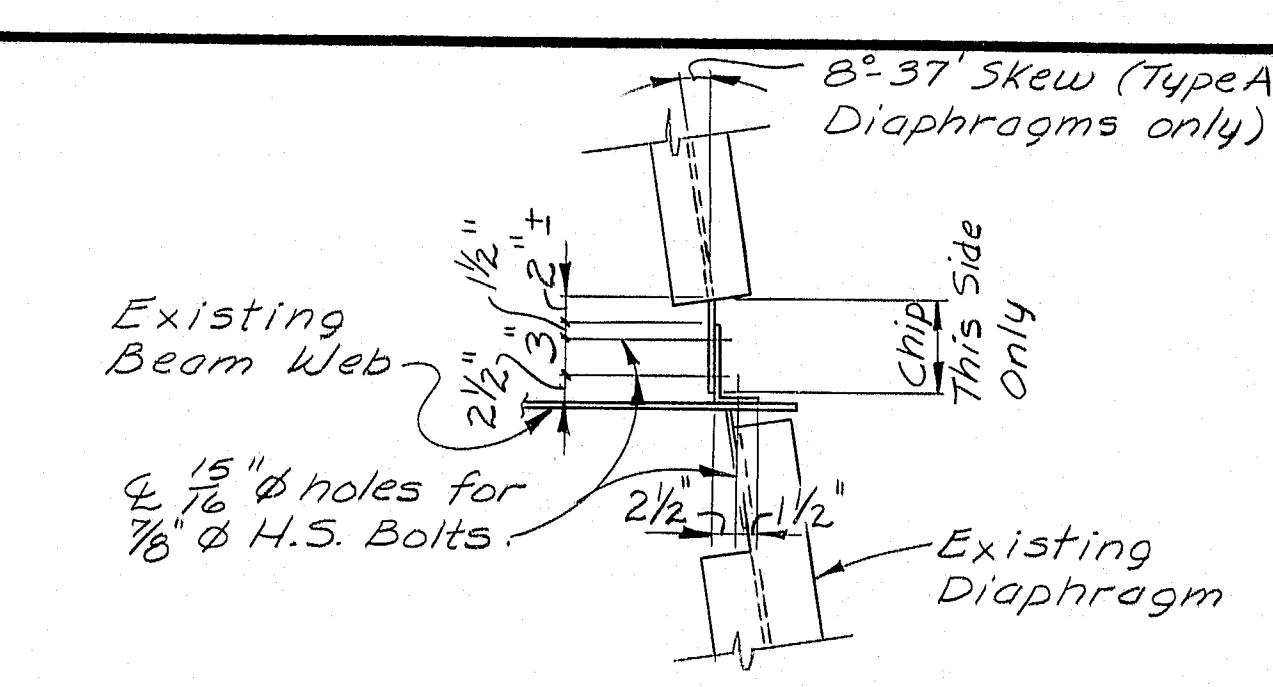


NEW STRINGER #1 ELEVATION
Studs Required=120

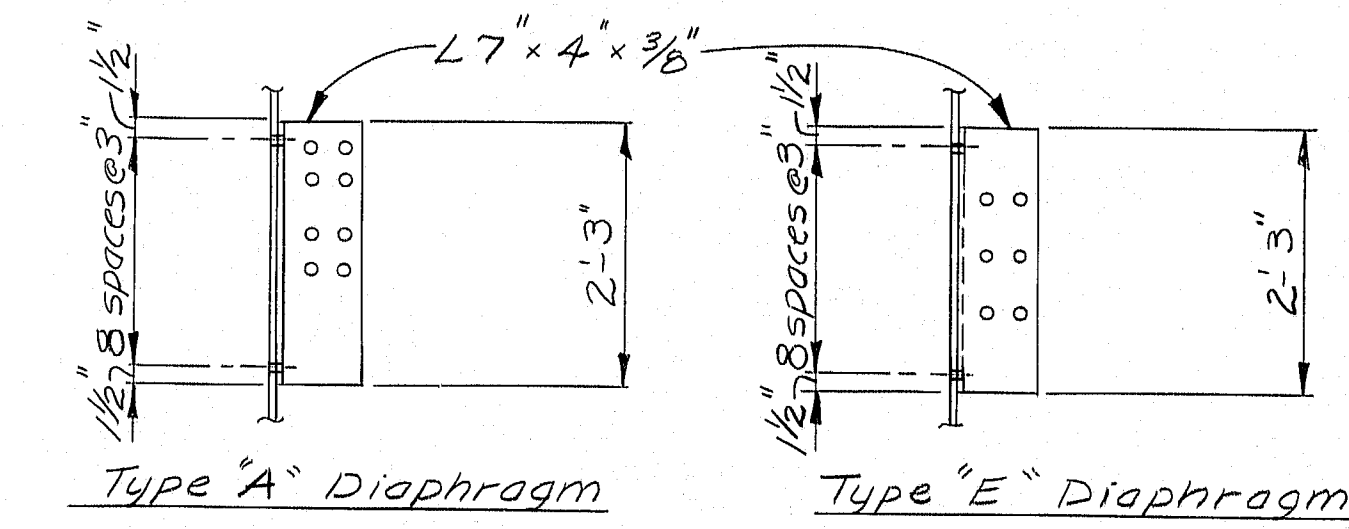
NEW STRINGER #2 ELEVATION
Studs Required=120



BLOCKING PLAN



DETAIL - H



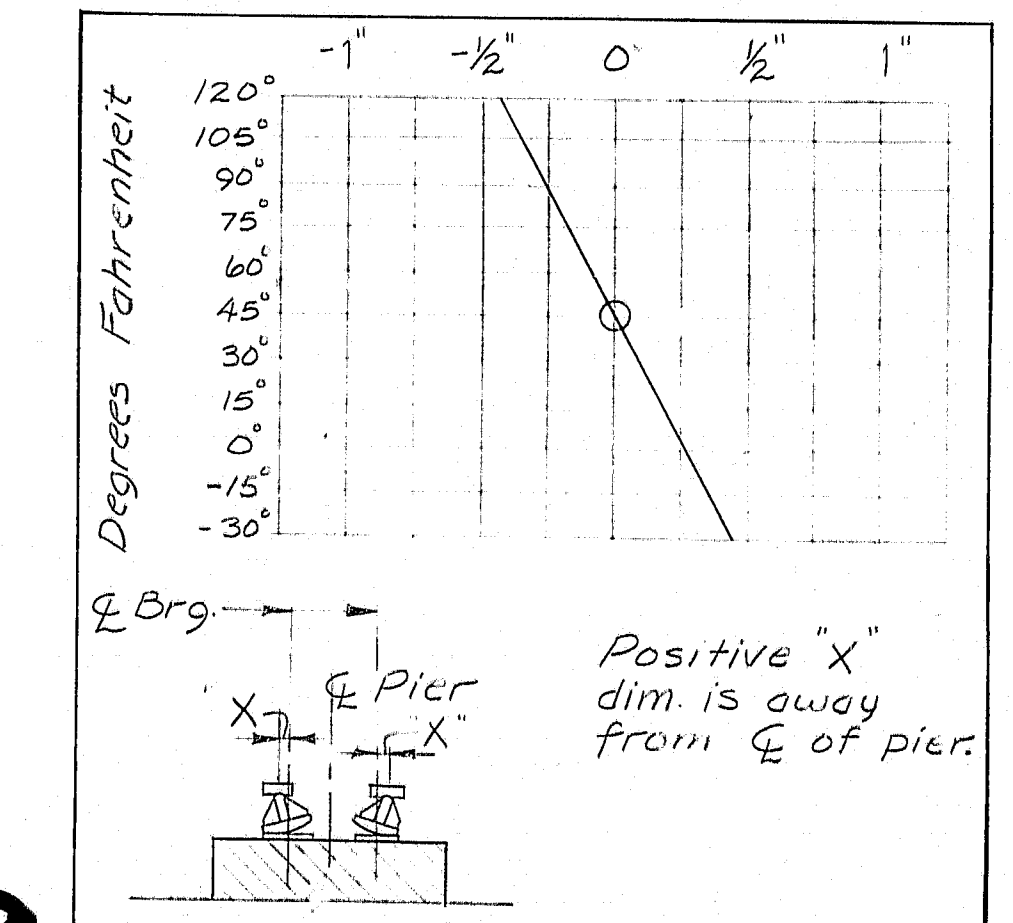
CONNECTION PLATE DETAILS
(For Dimensions not shown see Standard Detail sheet BD 113-81)

STRUCTURAL STEEL NOTES

Camber all beams 1/2" up.
Theoretical blocking shall be 1/2".
Cross frame or diaphragm connection plates may be either plumb or normal to the top flange.
The Bearing Setting Chart indicates the required final position of the bearings. It is anticipated that the bearings at Pier Span #1 and Pier Span #2 will move 1/2" away from the fixed bearings due to the placement of the superstructure concrete. No separate payment will be made for resetting bearings to the final position if an adjustment is required.
The camber is to compensate for all dead load deflections and for the curvature of the finished grade profile.

BOTTOM OF SLAB ELEVATIONS

POINT	Q Brg. Abut. #1	10'	20'	30'	40'	50'	60'	70'	Q Brg. @ Pier
New Stringer #1	167.57	167.86	168.12	168.39	168.50	168.61	168.66	168.68	168.67
POINT	Q Brg. @ Pier	10'	20'	30'	40'	50'	60'	70'	Q Brg. Abut. #2
New Stringer #2	168.69	168.84	168.96	169.03	169.04	169.00	168.92	168.79	168.72



BEARING SETTING CHART

AS BUILT JUNE 1995 R.P.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DESERT OF MAINE RD.
over
I-95
in the town of
FREEPORT, CUMBERLAND CT.

STRUCTURAL STEEL

SHEET 22 OF 27 AUGUSTA, MAINE

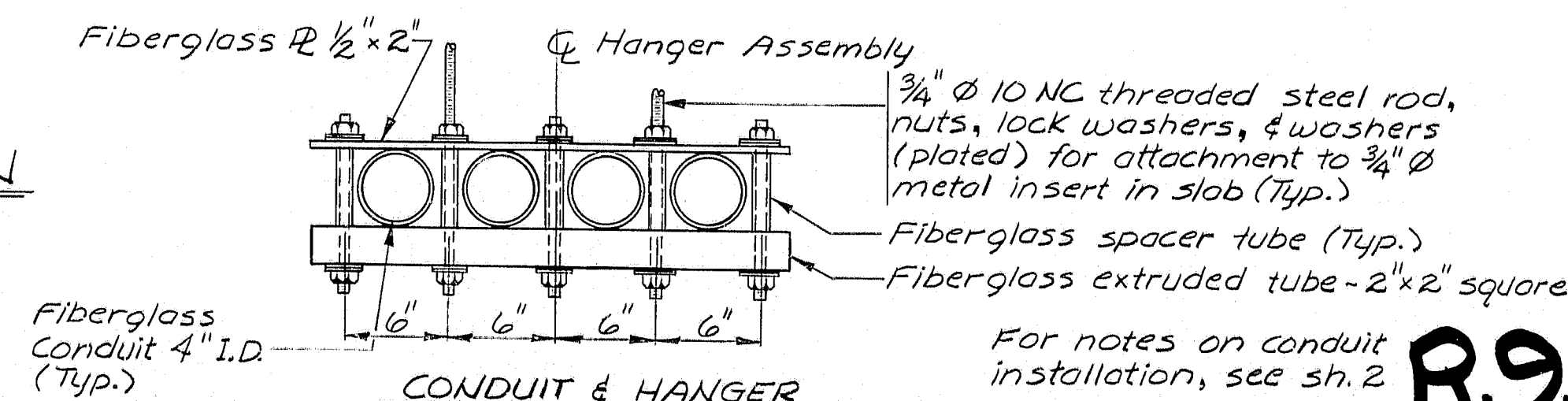
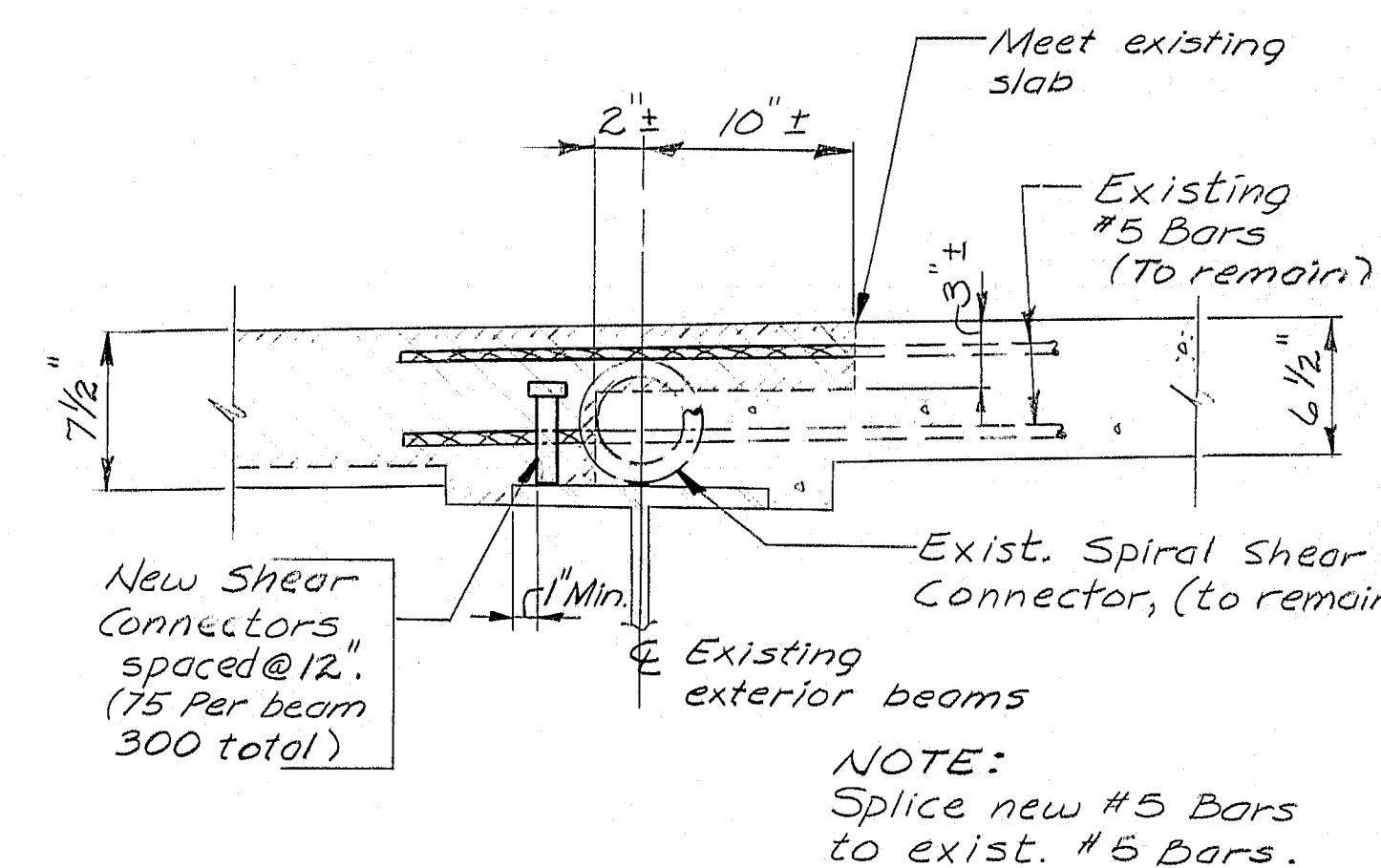
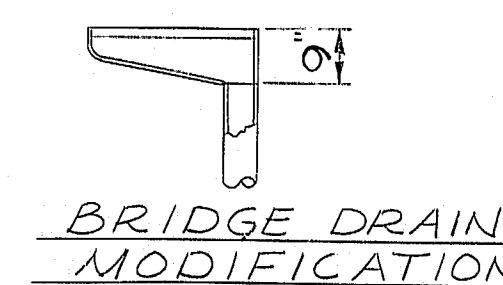
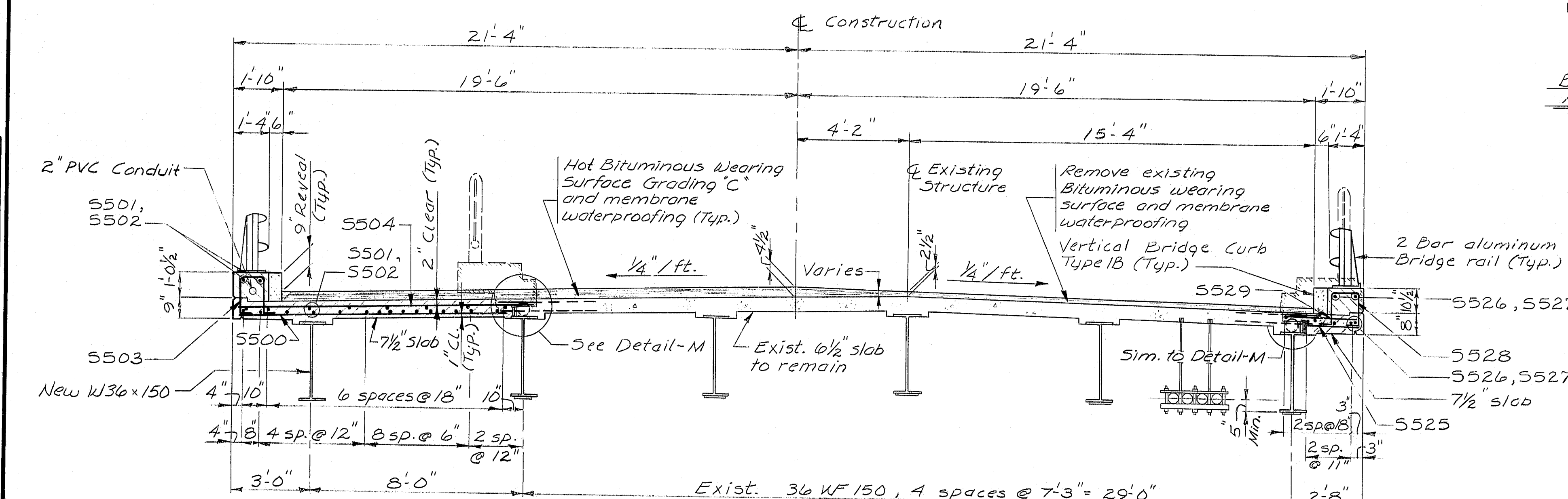
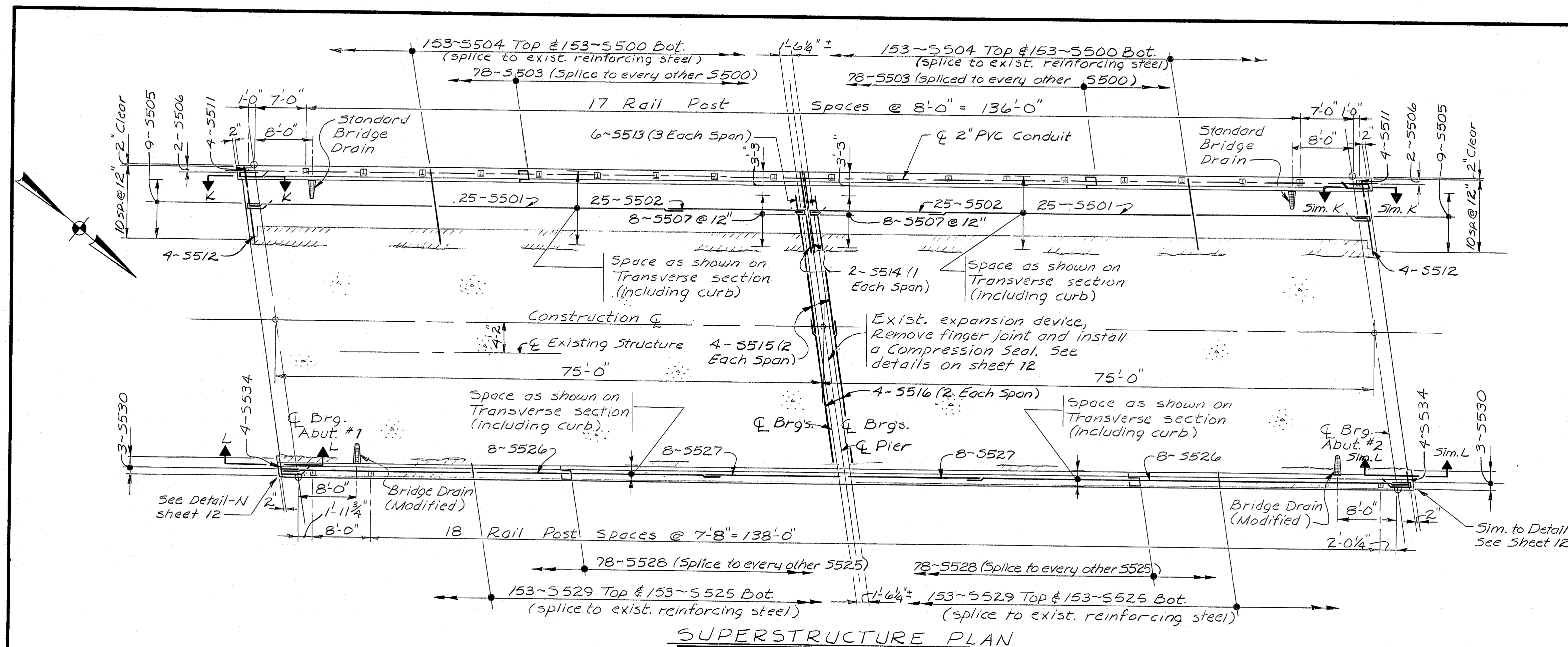
PROJECT REVIEW ENGINEER	DATE
BY	0/2/95
DESIGN-DETAILED	0/2/95
REVISIONS	0/2/95
FIELD CHANGES	0/2/95

R93-283

F.R.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(50)64	11	30

SUPERSTRUCTURE NOTES

- Form a 1" V-Groove on the fascia at the horizontal joint between the curb & slab.
- Reinforcing steel shall have a minimum cover of 2" unless otherwise indicated.
- The superstructure slab concrete for each span shall be placed continuously and shall be kept plastic until the entire span has been placed.
- Standard Bridge drains shall be considered incidental to item 502.26. Modified Bridge drains in the existing deck will be paid for under item 502.70.
- Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.
- Adjust reinforcing steel to fit around the drains in a manner approved by the Engineer. Do not cut transverse reinforcing bars.



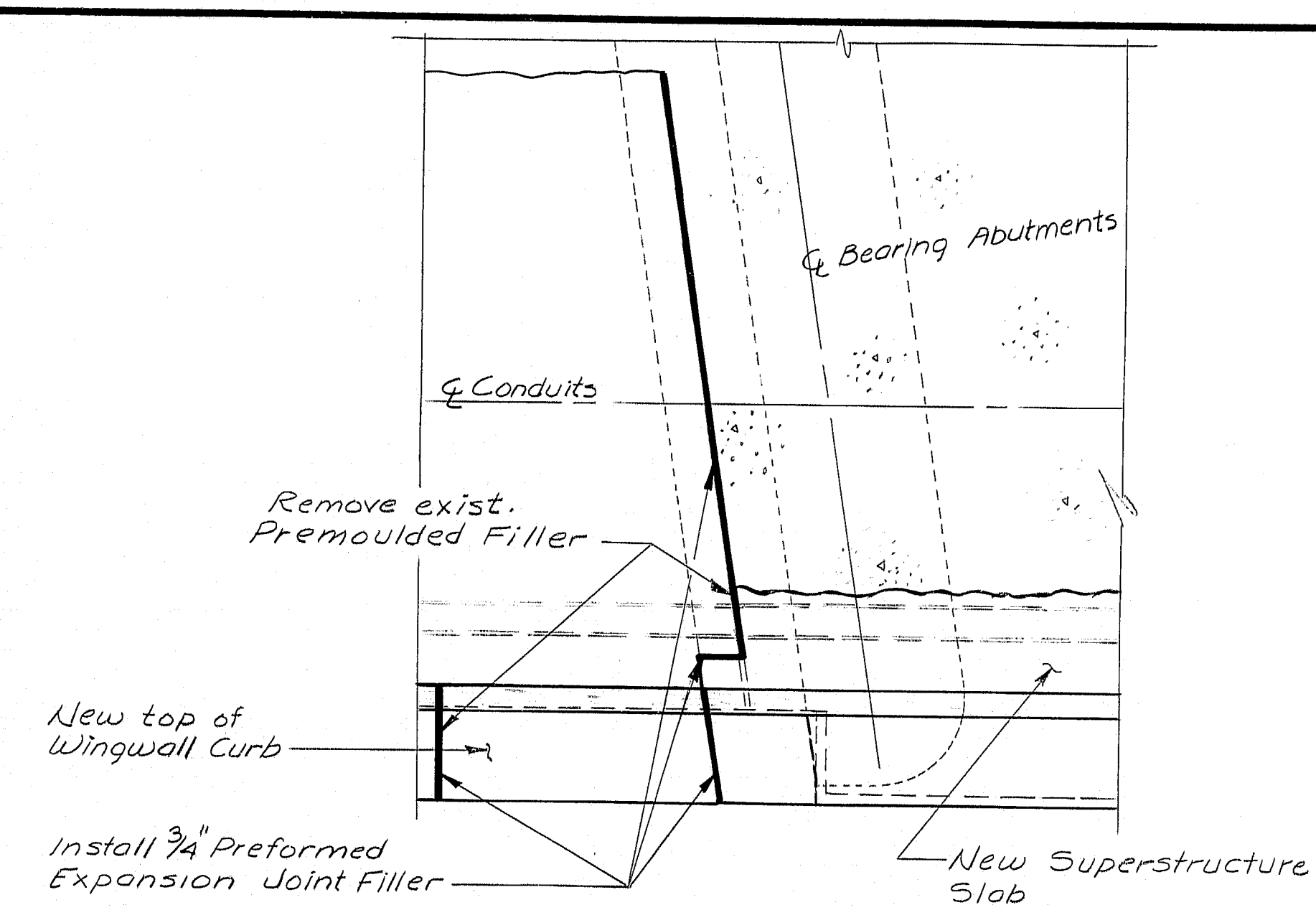
R93-284

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	8/2/83
CHECKED	8/7/83
FIELD CHANGES	4/8/84

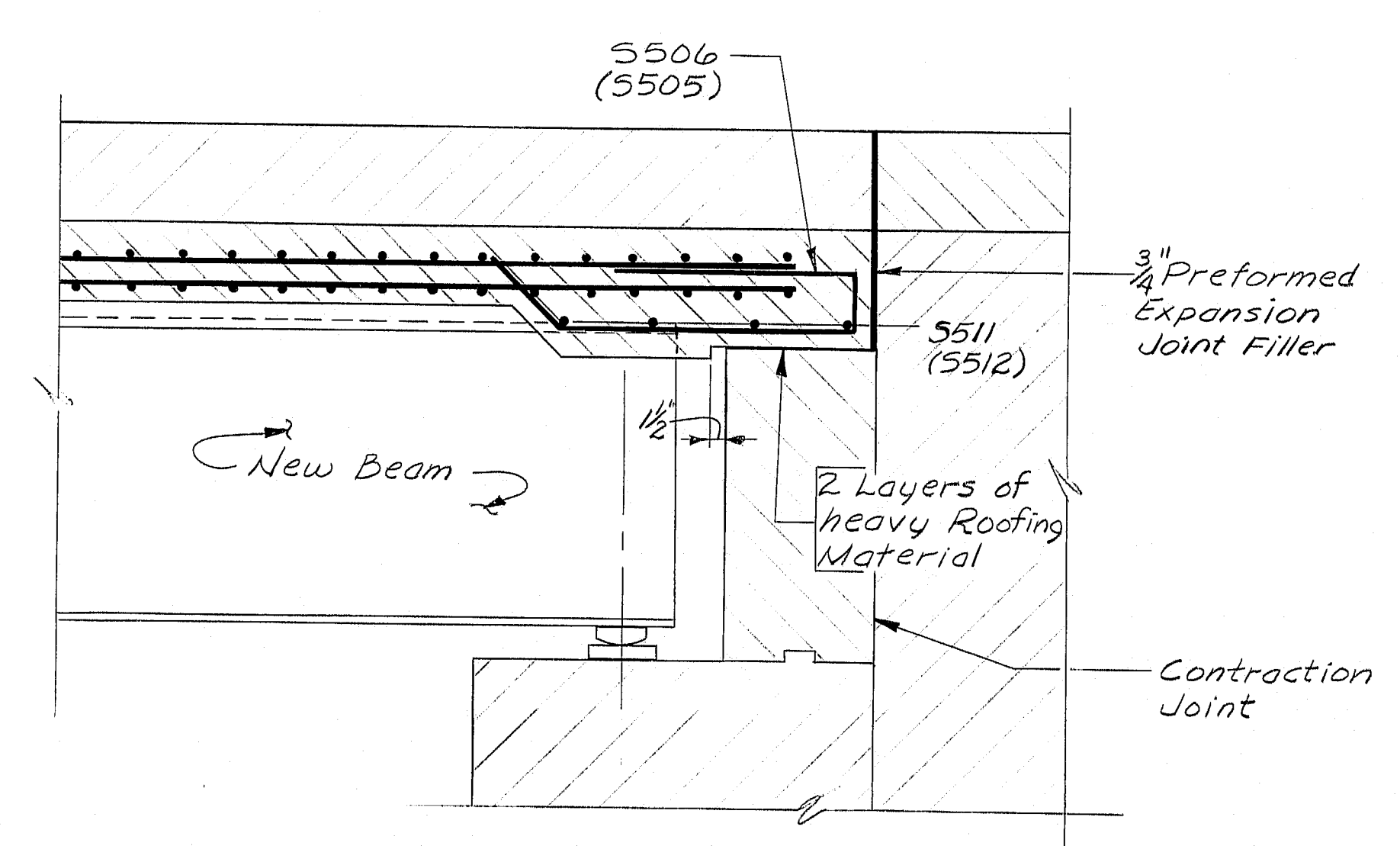
BRUNING 44-132-45710-1

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		12	30

I-95-4(50)64

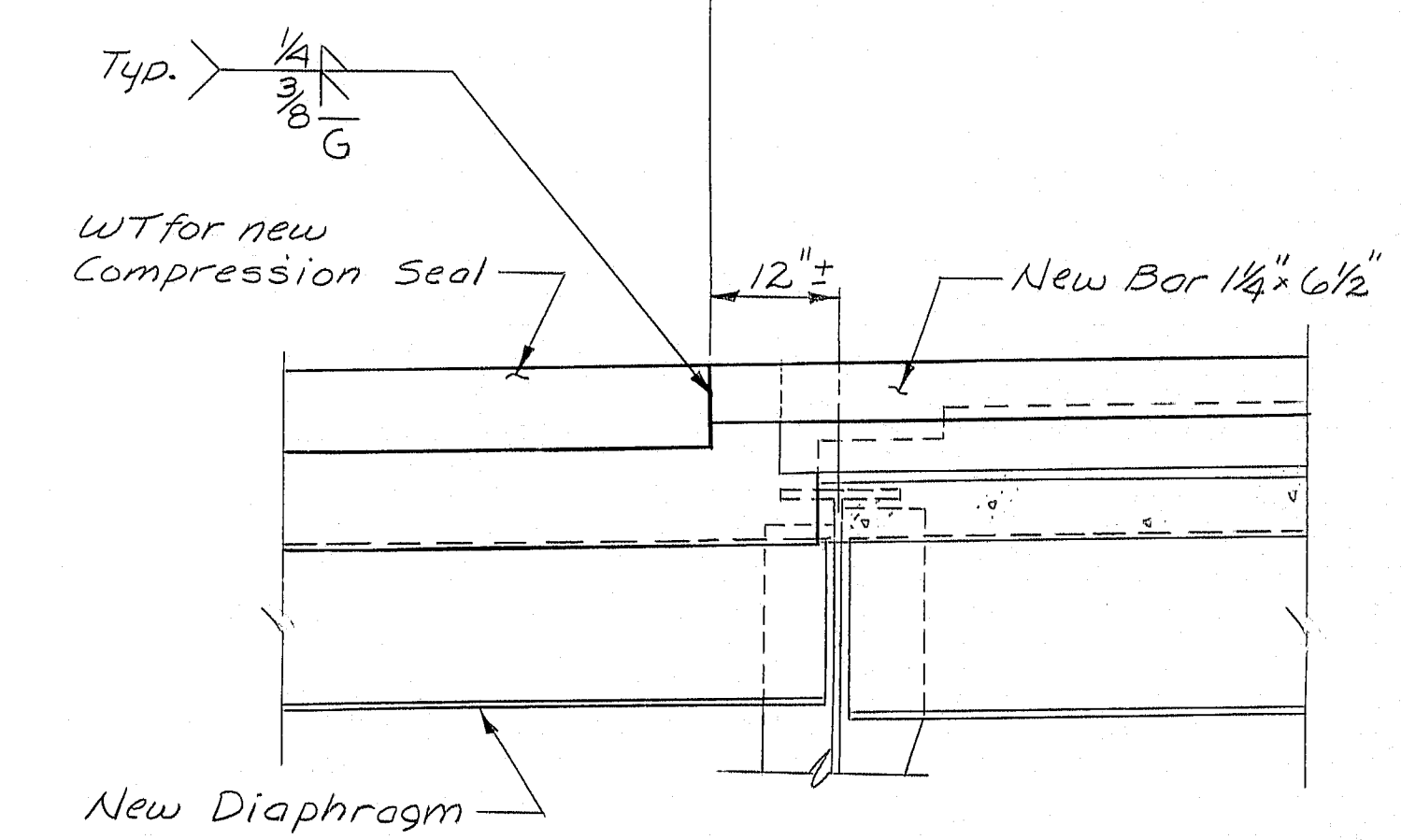


DETAIL - N



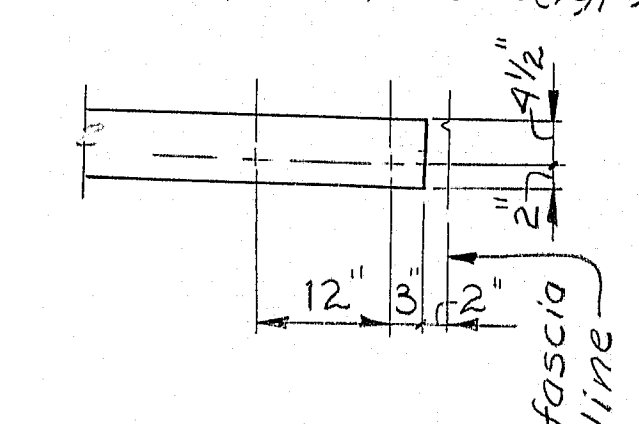
SECTION K-K

New Expansion Device for widened portion of Superstructure, BD 125-82

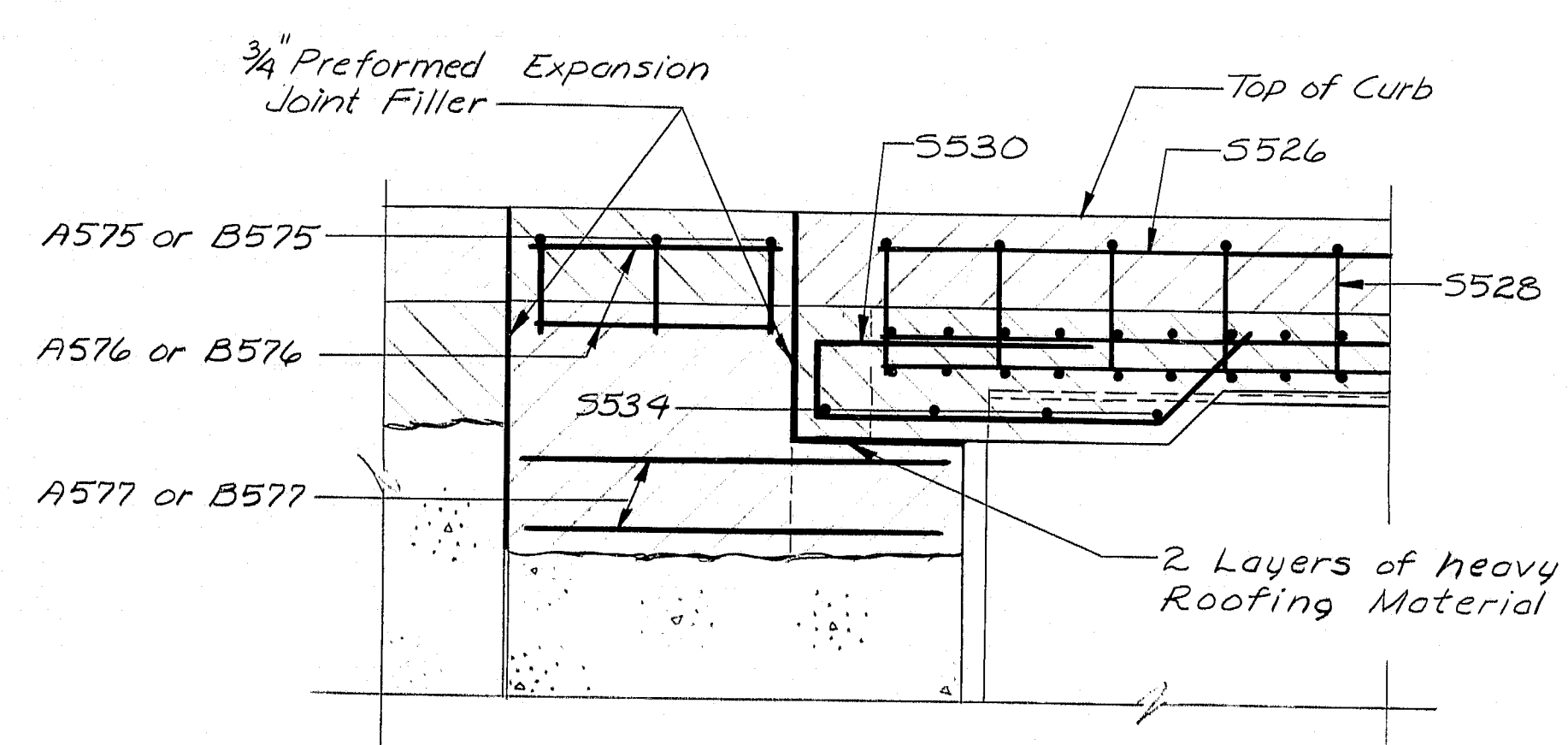


NEW JOINT ARMOR DETAIL
(Section @ E of Pier)

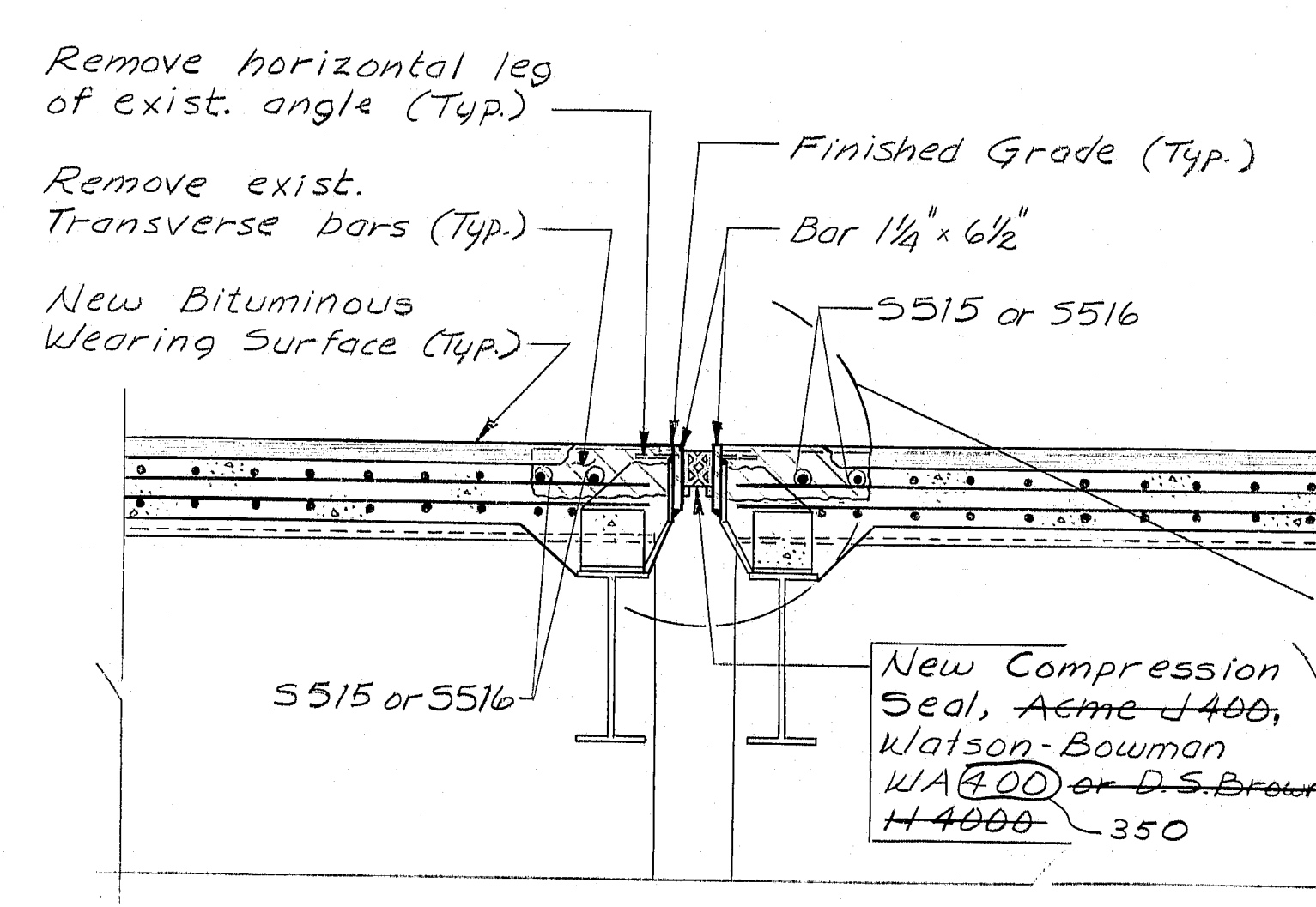
NOTE:
Extend 1/4" x 6 1/2" R to within 2" of fascia on North side. Anchor R to superstructure with 5" studs, spaced as shown below. (Typ.)



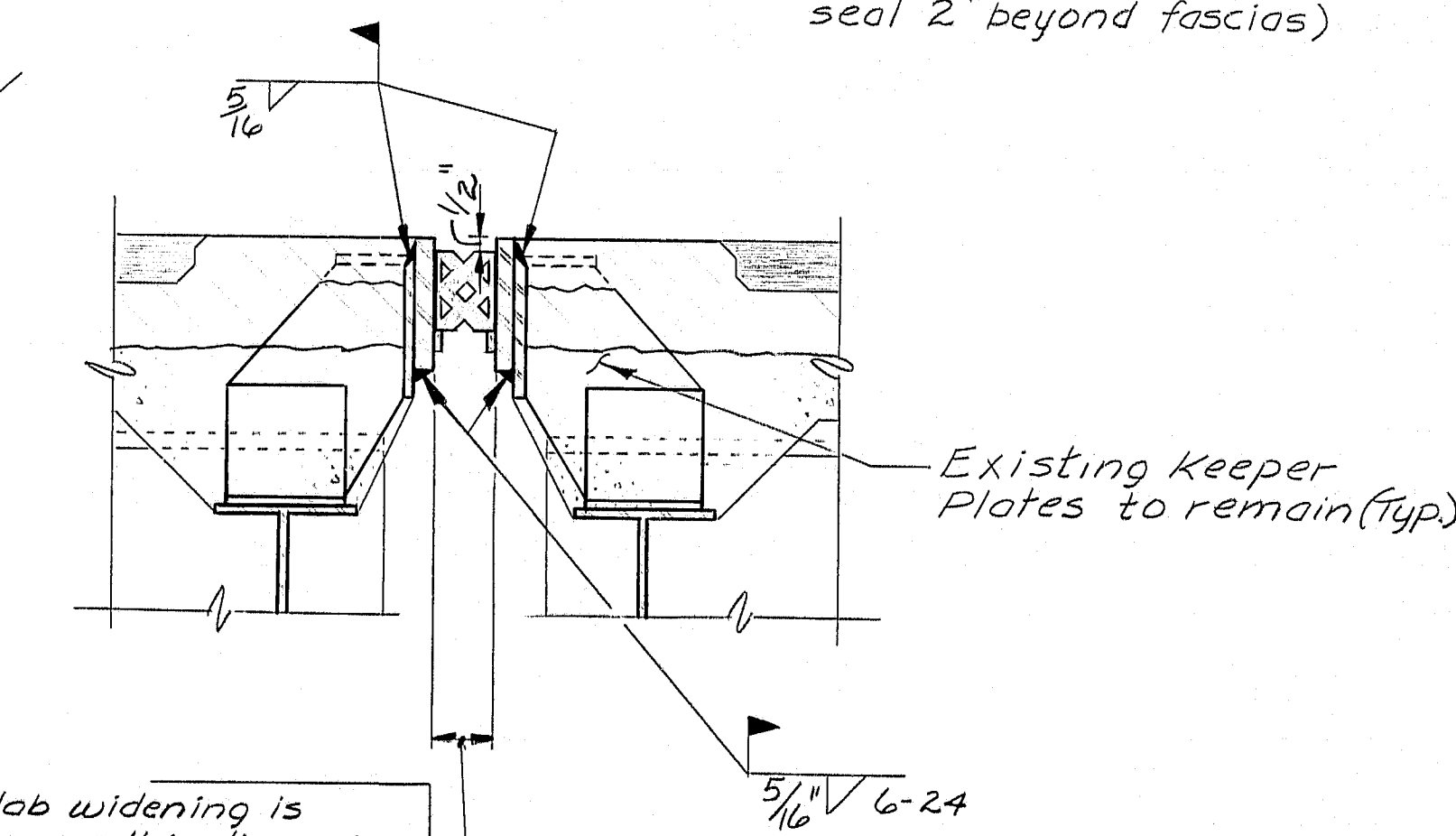
(extend compression seal 2" beyond fascias)



SECTION L-L



TYP. DETAIL AT EXISTING EXPANSION JOINT



After slab widening is complete use this dimension "K" from existing slab for new joint armor (for widened portion of Superstructure)

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAIL	LSB	8/83
CHECKED	RTA	4/84
REVISIONS		
FIELD CHANGES		

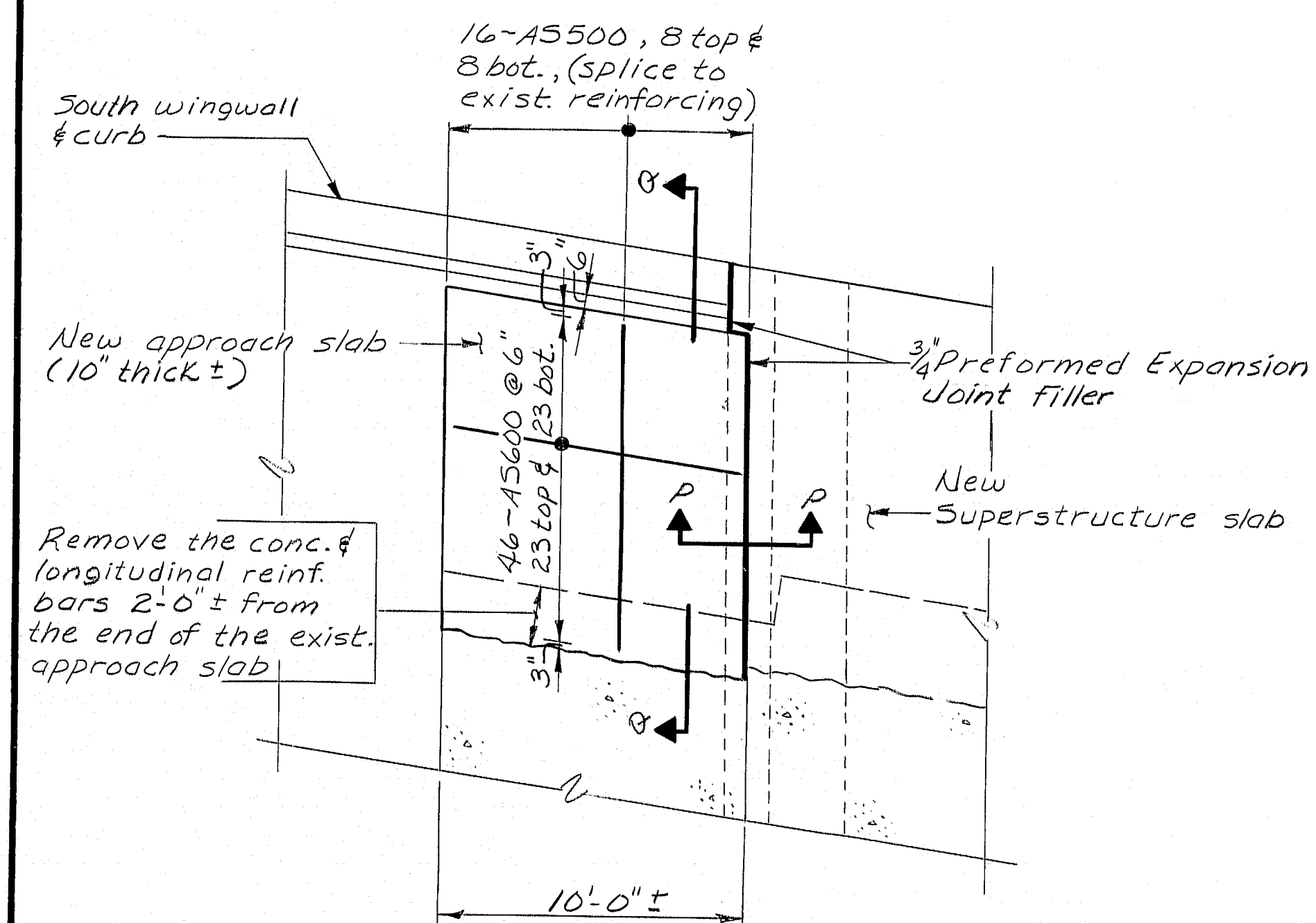
BRUNING 44-132-15710-1

R93-285

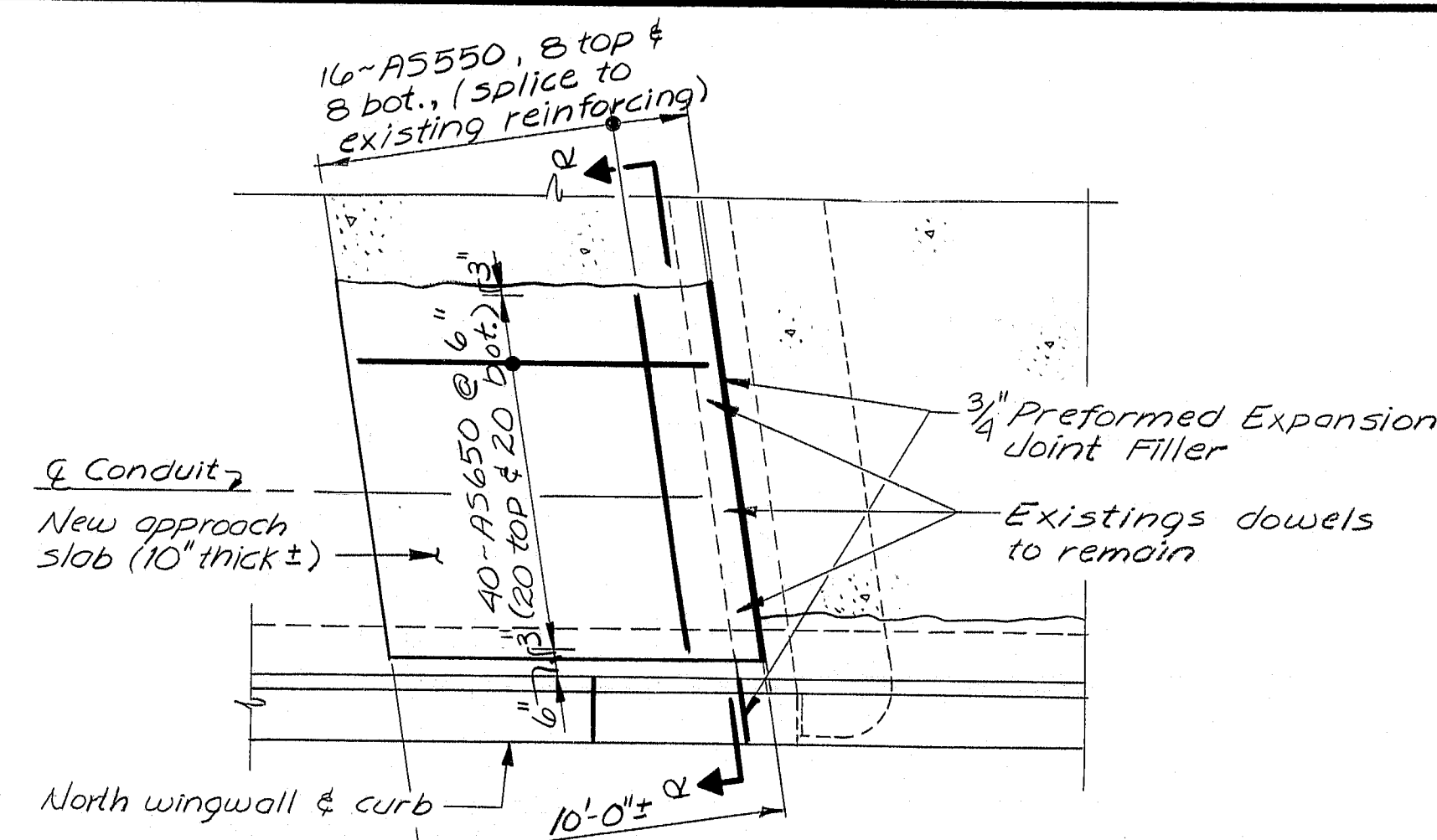
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
DESERT OF MAINE RD.
over
I-95
in the town of
FREEPORT, CUMBERLAND CTY.
COMPRESSION SEAL & MISC. DETAILS
SHEET 12 OF 27 AUGUSTA, MAINE

F.R.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		13	30

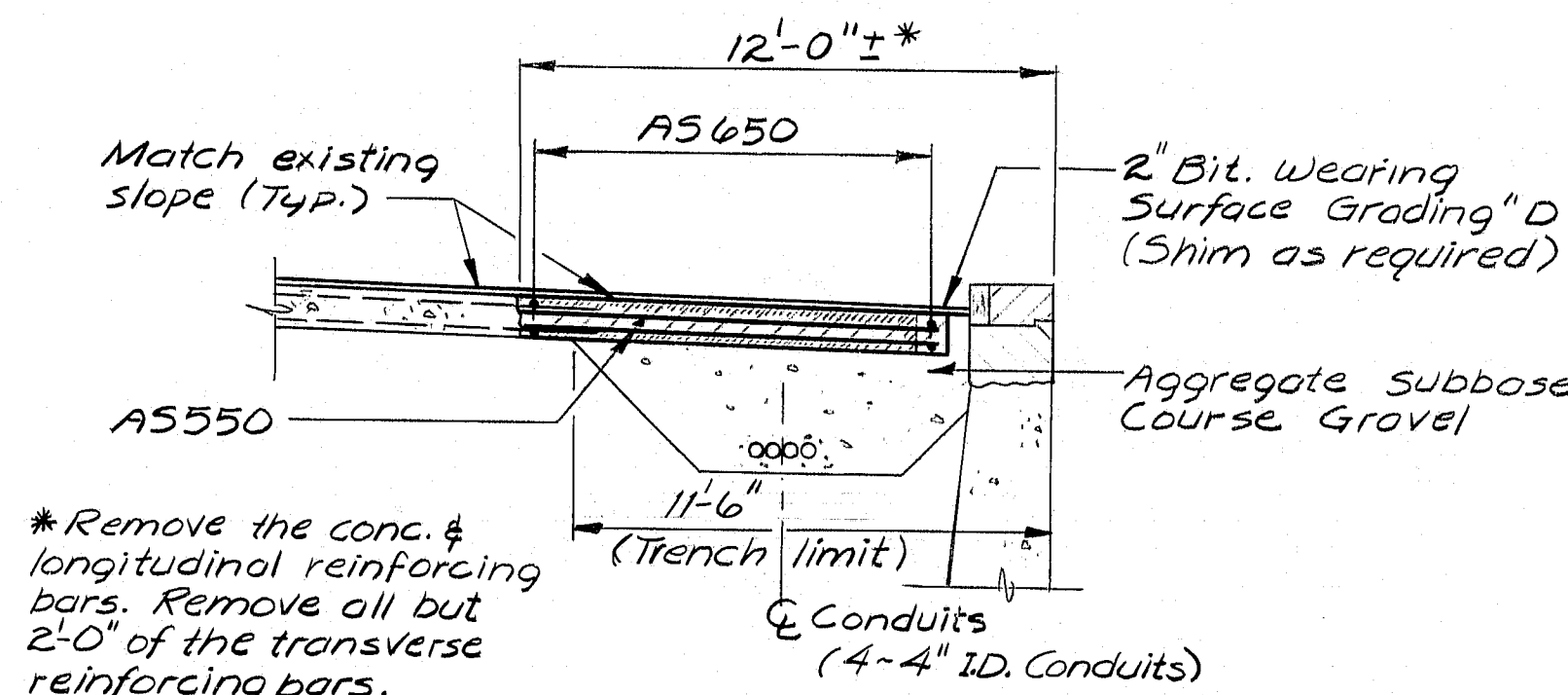
I-95-4(50)64



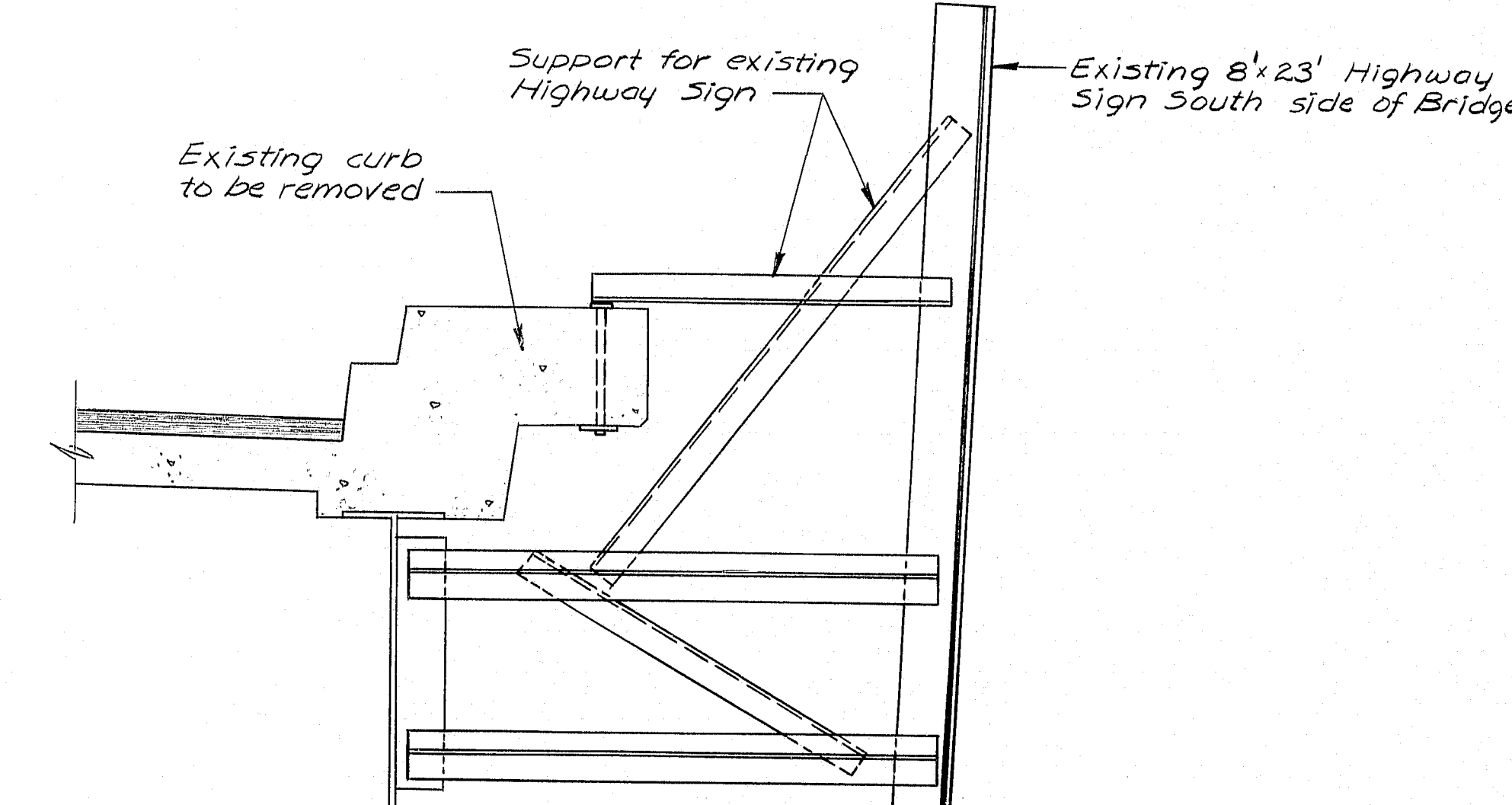
PLAN, APPROACH
SLAB EXTENSION (TYP.)



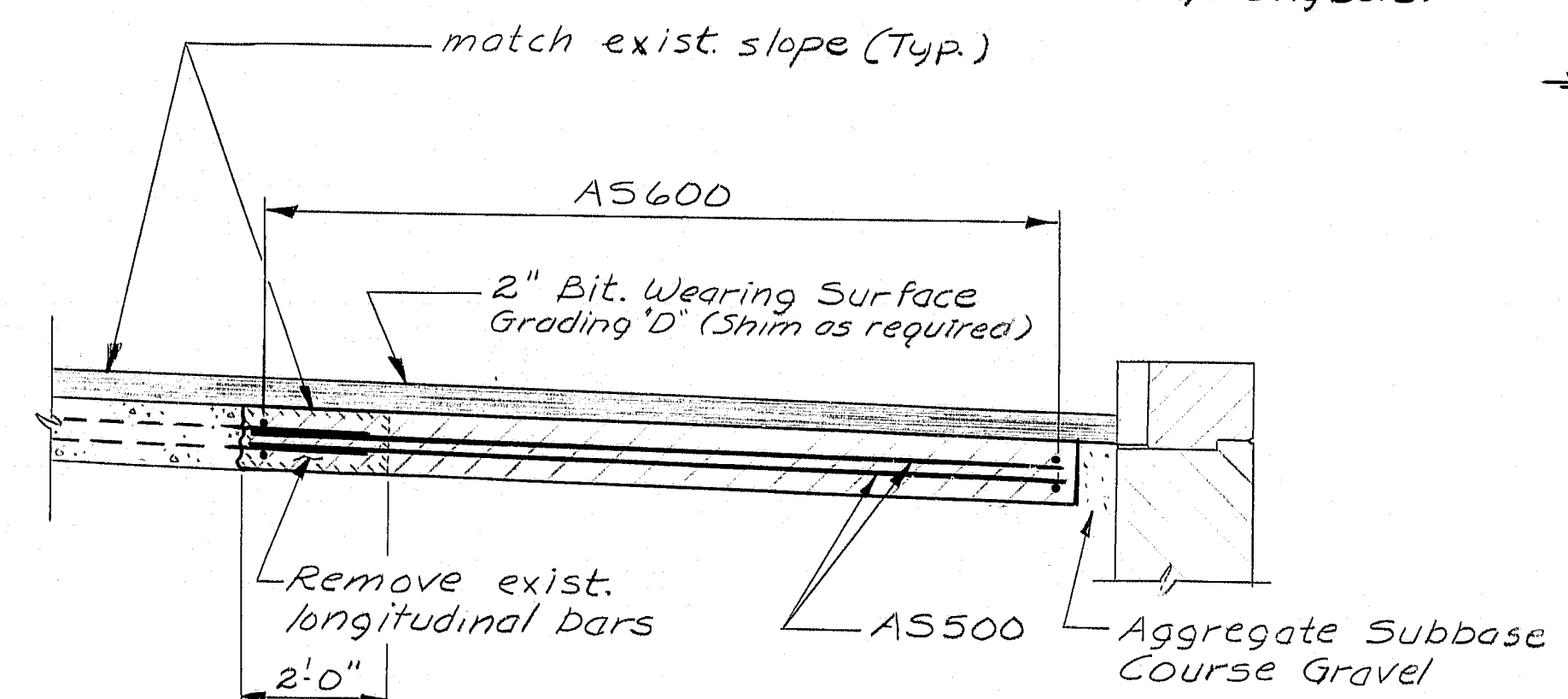
PLAN, APPROACH SLAB OVER
NEW CONDUIT



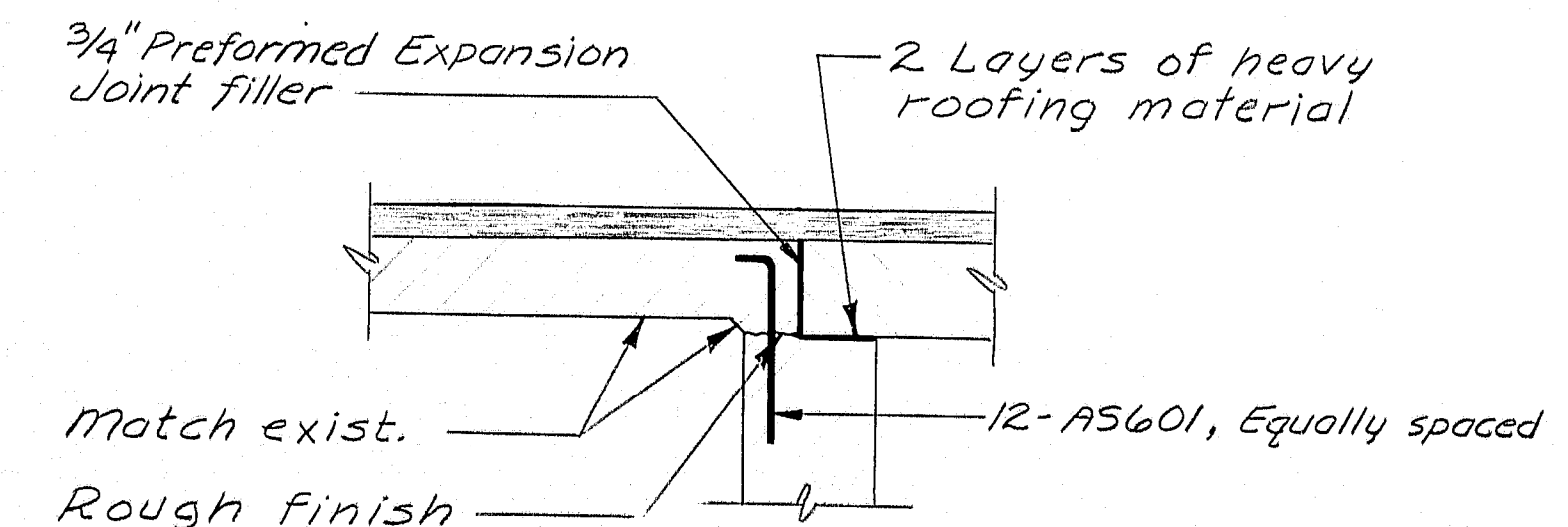
SECTION R-R



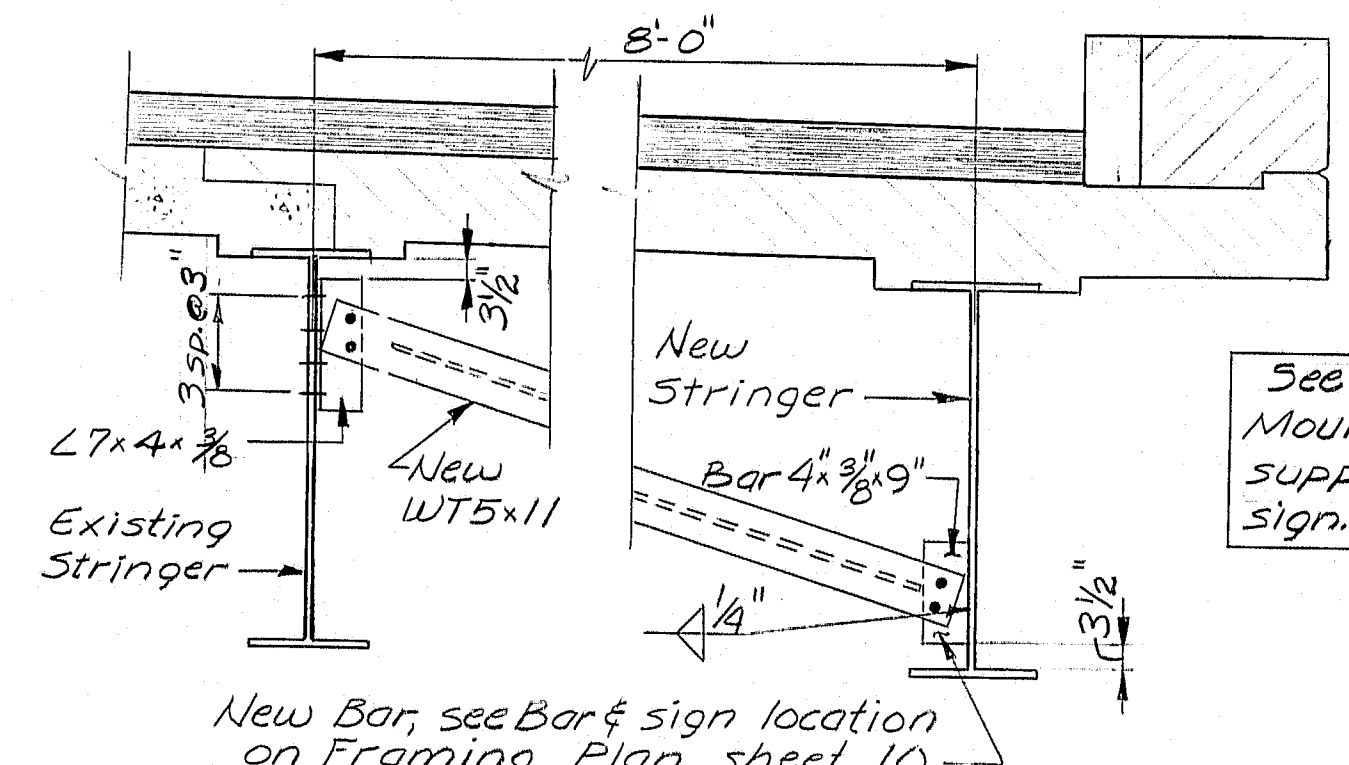
EXISTING SIGN SUPPORT



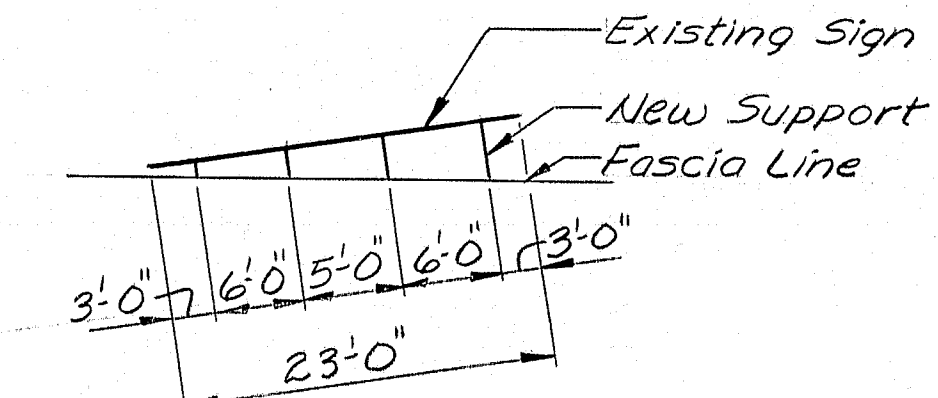
SECTION Q-Q



SECTION P-P



RELOCATED SIGN SUPPORT



MODIFIED SIGN
SUPPORT LAYOUT

See Standard sheet "Bridge Mounted Sign Supports" for support of existing Highway sign. See modification detail.

AS BUILT JUNE 1985 Rep

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
DESERT OF MAINE RD. over I-95 in the town of FREEPORT, CUMBERLAND CTY.
APPROACH SLAB & SIGN DETAILS
SHEET 13 OF 27 AUGUSTA, MAINE

R93-286

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	3/84
CHECKED	LSB
FIELD CHANGES	ATZ
	7/82

BRUNING 44-132 45710.1

REINFORCING STEEL SCHEDULE																											
STRAIGHT BARS													BENT BARS														
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
SUPERSTRUCTURE				B546	2	9'-6"	Wingwall	A535	2	15'-2"	Wingwall	SUPERSTRUCTURE															
5500	306	10'-6"	Transverse	B547	2	9'-0"		A536	2	14'-7"		5503	156	5'-1"	S	0'-6"	1'-6"	1'-1"	1'-6"	—	—	0'-6"	—	—	—	—	Curb
5501	50	60'-0"	Longitudinal	B548	2	8'-5"		A537	2	14'-1"		5505	18	5'-7"	Z	0'-8"	1'-9"	—	2'-3"	0'-11"	—	—	0'-8"	—	—	—	Haunch
5502	50	18'-8"	Longitudinal	B549	2	7'-11"		A538	2	13'-6"		5506	4	6'-10"	Z	0'-8"	2'-5"	—	2'-10"	0'-11"	—	—	0'-8"	—	—	—	Haunch
5504	306	11'-7"	Transverse	B550	8	7'-7"		A539	2	13'-0"		5507	16	4'-3"	Z	0'-8"	1'-9"	—	0'-11"	0'-11"	—	—	0'-8"	—	—	—	Haunch
5511	8	2'-8"	Haunch	B551	2	5'-2"		A540	2	12'-5"		5515	4	12'-2"	V	—	—	—	10'-2"	2'-0"	—	—	1'-9"	—	—	—	Transverse
5512	8	7'-8"	Haunch	B552	2	4'-8"		A541	2	11'-11"		5516	4	20'-8"	V	—	—	—	18'-8"	2'-0"	—	—	1'-9"	—	—	—	Transverse
5513	6	7'-5"	Haunch	B553	2	4'-2"		A542	2	11'-4"		5528	156	4'-7"	S	0'-6"	1'-3"	1'-1"	1'-3"	—	—	0'-6"	—	—	—	—	Curb
5514	2	11'-6"	Haunch	B554	2	33'-6"	Wingwall Ftg.	A543	2	10'-10"		5530	6	6'-10"	Z	0'-8"	2'-5"	—	2'-10"	0'-11"	—	—	0'-8"	—	—	—	Haunch
				B555	8	2'-8"		A544	2	10'-3"																	
5525	306	2'-3"	Transverse					A545	2	9'-9"																	
5526	16	60'-0"	Longitudinal	B576	4	1'-10"	Exist. Wingwall	A546	2	9'-2"																	
5527	16	18'-8"	Longitudinal	B577	6	3'-4"	Exist. Wingwall	A547	2	8'-8"																	
5529	306	3'-2"	Transverse	B578	2	29'-5"	Exist. Wingwall	A548	2	8'-1"		P402	19	13'-0"	HB	0'-6"	3'-0"	3'-0"	3'-0"	3'-0"	—	—	0'-6"	—	—	—	Column
5534	8	2'-4"	Haunch					A549	2	7'-7"		P801	12	8'-6"	J	1'-0"	0'-6"	7'-0"	—	—	—	—	0"	—	—	0'-3"	Footing Dowels
				B600	24	5'-8"	Footing	A550	8	7'-4"																	
			PIER	B602	11	4'-0"	Footing Dowels	A551	2	4'-10"																	
P601	14	6'-0"	Footing					A552	2	4'-3"		B501	7	20'-1"	L	3'-8"	16'-3"	—	—	—	—	—	—	—	—	—	Breastwall
P602	18	5'-6"	Footing	B625	2	5'-0"	Wingwall	A553	2	3'-9"		B505	7	10'-10"	S	0	4'-10"	1'-2"	4'-10"	—	—	0	—	—	—	—	Backwall
P802	12	18'-2"	Column	B626	2	7'-10"		A554	2	33'-9"	Wingwall Ftg.	B556	34	6'-9"	S	0	2'-10"	1'-1"	2'-10"	—	—	0	—	—	—	—	Wingwall Curb
			ABUTMENT NO. 1	B627	2	10'-9"		A555	8	2'-8"	Exist. Wingwall	B575	33	4'-3"	S	0	1'-7"	1'-1"	1'-7"	—	—	0	—	—	—	—	Exist. Wingwall
				B628	2	13'-7"		A576	4	1'-8"	Exist. Wingwall	B1000	13	11'-8"	J	1'-4"	1'-0"	9'-4"	—	—	—	—	1'-8"	—	—	0'-6"	Wingwall
B500	7	2'-8"	Footing Dowels	B629	2	16'-6"		A577	6	3'-2"	Exist. Wingwall																
B502	11	16'-5"	Breastwall	B630	2	19'-4"		A578	2	30'-2"	Exist. Wingwall																
B503	12	8'-0"	Breastwall	B631	2	22'-3"																					
B504	13	9'-8"	Breastwall	B632	2	25'-1"		A600	24	5'-9"	Footing	A501	6	19'-9"	L	3'-8"	16'-1"	—	—	—	—	—	—	—	—	—	Breastwall
B506	6	9'-6"	Backwall	B633	2	30'-2"		A602	11	4'-0"	Footing Dowels	A505	6	10'-10"	S	0	4'-10"	1'-2"	4'-10"	—	—	0	—	—	—	—	Backwall
				B634	2	31'-0"		A625	2	4'-3"	Wingwall	A556	34	6'-9"	S	0	2'-10"	1'-1"	2'-10"	—	—	0	—	—	—	—	Wingwall Curb
B525	8	2'-8"	Wingwall Ftg.	B635	10	33'-8"	Wingwall Ftg.	A626	2	7'-0"		A575	34	4'-3"	S	0	1'-7"	1'-1"	1'-7"	—	—	0	—	—	—	—	Exist. Wingwall
B526	8	20'-4"	Wingwall	B650	8	3'-2"	Wingwall Ftg.	A627	2	9'-10"		A800	12	11'-9"	V	—	—	—	5'-4"	6'-3"	—	—	1'-0"	—	—	—	Footing
B527	2	19'-10"		B651	8	3'-2"	Wingwall Ftg.	A628	2	12'-7"		*A1000	13	11'-8"	J	1'-4"	1'-0"	9'-4"	—	—	—	—	1'-8"	—	—	—	Wingwall
B528	2	19'-3"		B800	14	11'-9"	Footing	A629	2	15'-5"																	
B529	2	18'-9"					ABUTMENT NO. 2	A630	2	18'-2"																	
B530	2	18'-2"		A500	6	2'-8"	Footing Dowels	A631	2	21'-0"		A5601	24	2'-6"	L	0'-3"	2'-1"	—	—	—	—	—	—	—	—	—	Haunch Dowels
B531	2	17'-8"		A502	11	16'-1"	Breastwall	A632	2	23'-9"																	
B532	2	17'-1"		A503	12	8'-0"	Breastwall	A633	2	26'-7"																	
B533	2	16'-7"		A504	12	9'-6"	Breastwall	A634	2	30'-4"																	
B534	2	16'-0"		A506	6	9'-6"	Backwall	A635	2	32'-4"																	
B535	2	15'-6"						A636	8	33'-8"	Wingwall Ftg.	EP402	16	4'-9"	S	0	2'-1"	0'-7"	2'-1"	—	—	0	—	—	—	—	Horizontal
B536	2	14'-11"		A525	8	2'-8"	Wingwall Ftg.	A650	8	3'-2"	Wingwall Ftg.	EP403	16	4'-8"	H	0'-4"	1'-0"	1'-0"	1'-0"	1'-0"	—	—	0'-4"	—	—	—	Horizontal
B537	2	14'-5"		A526	8	20'-0"	Wingwall	A651	8	3'-2"	Wingwall Ftg.	EP404	16	3'-1"	S	0	1'-3"	0'-7"	1'-3"	—	—	0	—	—	—	—	Vertical
B538	2	13'-10"		A527	2	19'-6"						EP408	12	4'-3"	S	0	1'-10"	0'-7"	1'-10"	—	—	0	—	—	—	—	Vertical
B539	2	13'-4"		A528	2	18'-11"						EP409	8	4'-2"	S	0	1'-10"	0'-6"	1'-10"	—	—	0	—	—	—	—	Vertical
B540	2	12'-9"		A529	2	18'-5"		A5500	32	10'-8"	Transverse	EP410	4	4'-6"	S	0	1'-10"	0'-10"	1'-10"	—	—	0	—	—	—	—	Vertical
B541	2	12'-3"		A530	2	17'-10"		A5550	32	9'-2"	Transverse																
B542	2	11'-8"		A531	2	17'-4"		A5600	80	9'-6"	Longitudinal	EP501	16	5'-3"	V				3'-0"	2'-3"	—	—	0'-4"	—	—	—	Horizontal
B543	2	11'-2"		A532	2	16'-9"		A5650	80	9'-6"	Longitudinal	EP502	12	4'-11"	S	0	1'-11"	0'-7"	1'-11"	—	—	0'-6"	—	—	—	—	Vertical
B544	2	10'-7"		A533	2	16'-3"		EP401	32	1'-10"	Dowels	EP503	8	4'-10"	S	0	1'-11"	0'-6"	1'-11"	—	—	0'-6"	—	—	—	—	Vertical
B545	2	10'-1"		A534	2	15'-8"		EP405	16	1'-5"	Vertical	EP504	4	6'-5"	H	0'-5"	1'-11"	0'-10"	0'-10"	—	—	0'-5"	—	—	—	—	Vertical
								EP508	16	4'-0"	Horizontal	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	

FWA NO.	STATE MAINE	PROJECT NUMBER I-95-4(50)64	SHEET 14	TOTAL 30
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TYPE-BENDING DIAGRAMS

All dimensions are out to out of reinf. bar.
Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.Δ
Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

- First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 603) bar size - #6
- Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

AS BUILT JUNE 1985 RP

Revised ACI Standard	5-12-83
REVISIONS	DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DESERT OF MAINE RD.
over
I-95
in the town of
FREEPORT, CUMBERLAND CTY.

REINFORCING SCHEDULE

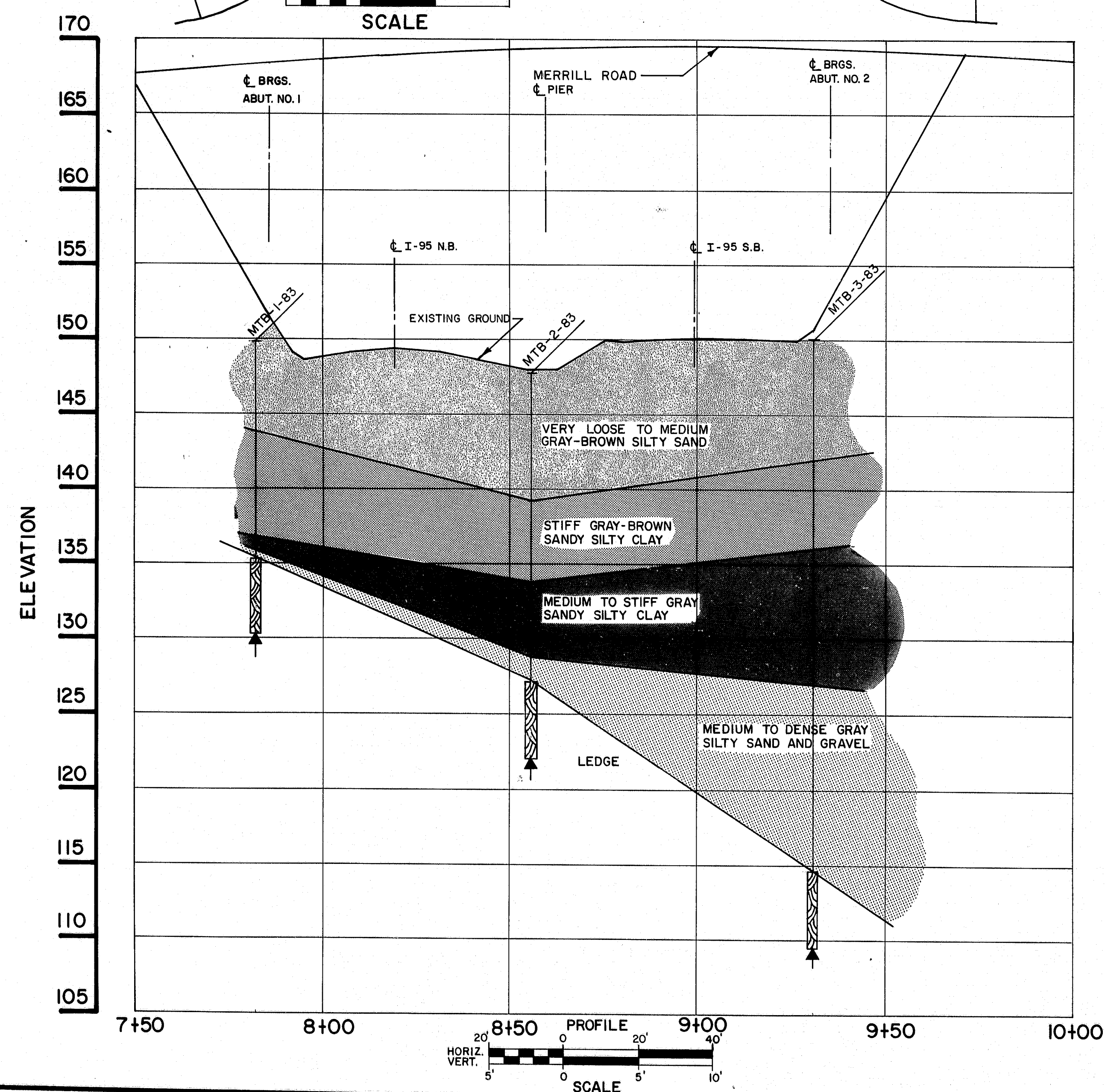
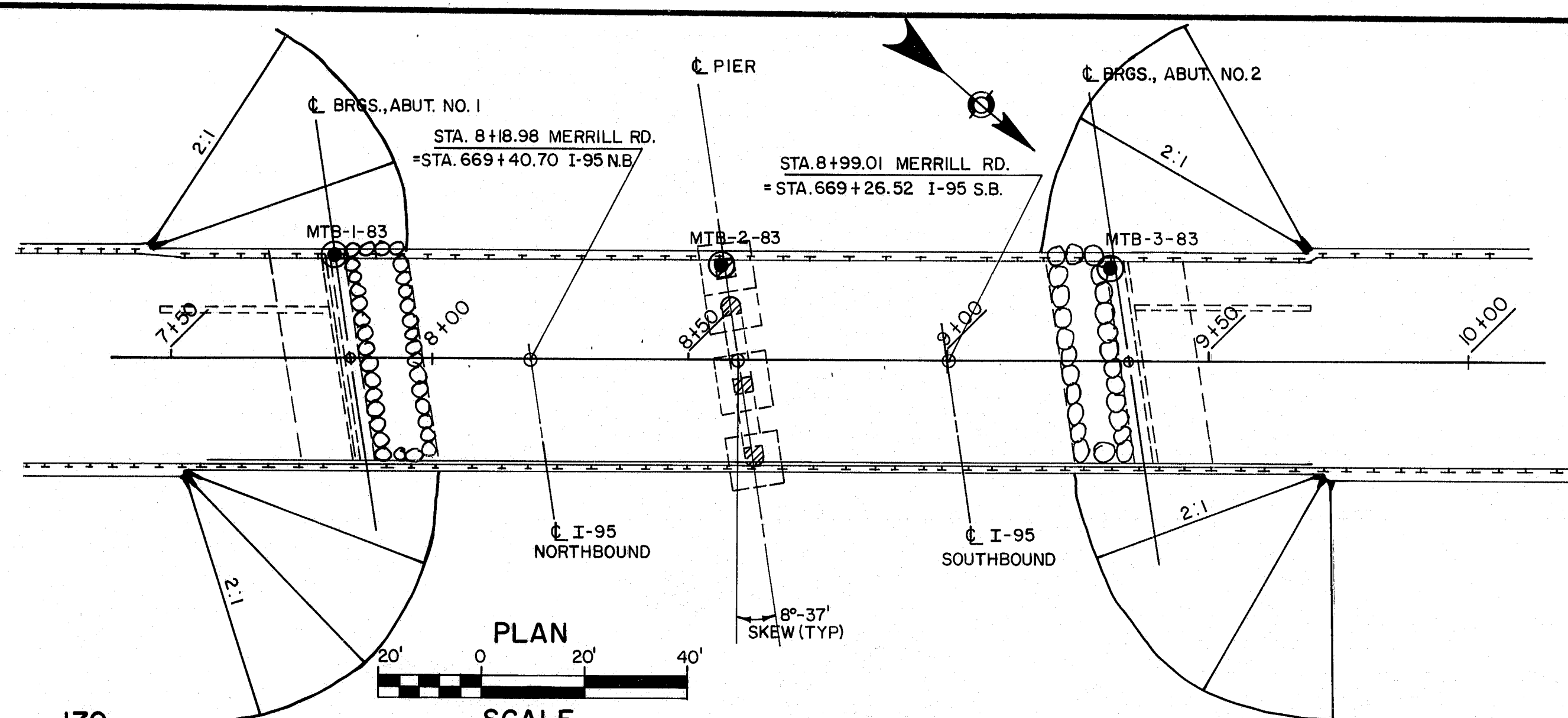
SHEET 14 OF 27 AUGUSTA, MAINE

* Epoxy Coated

R93-287

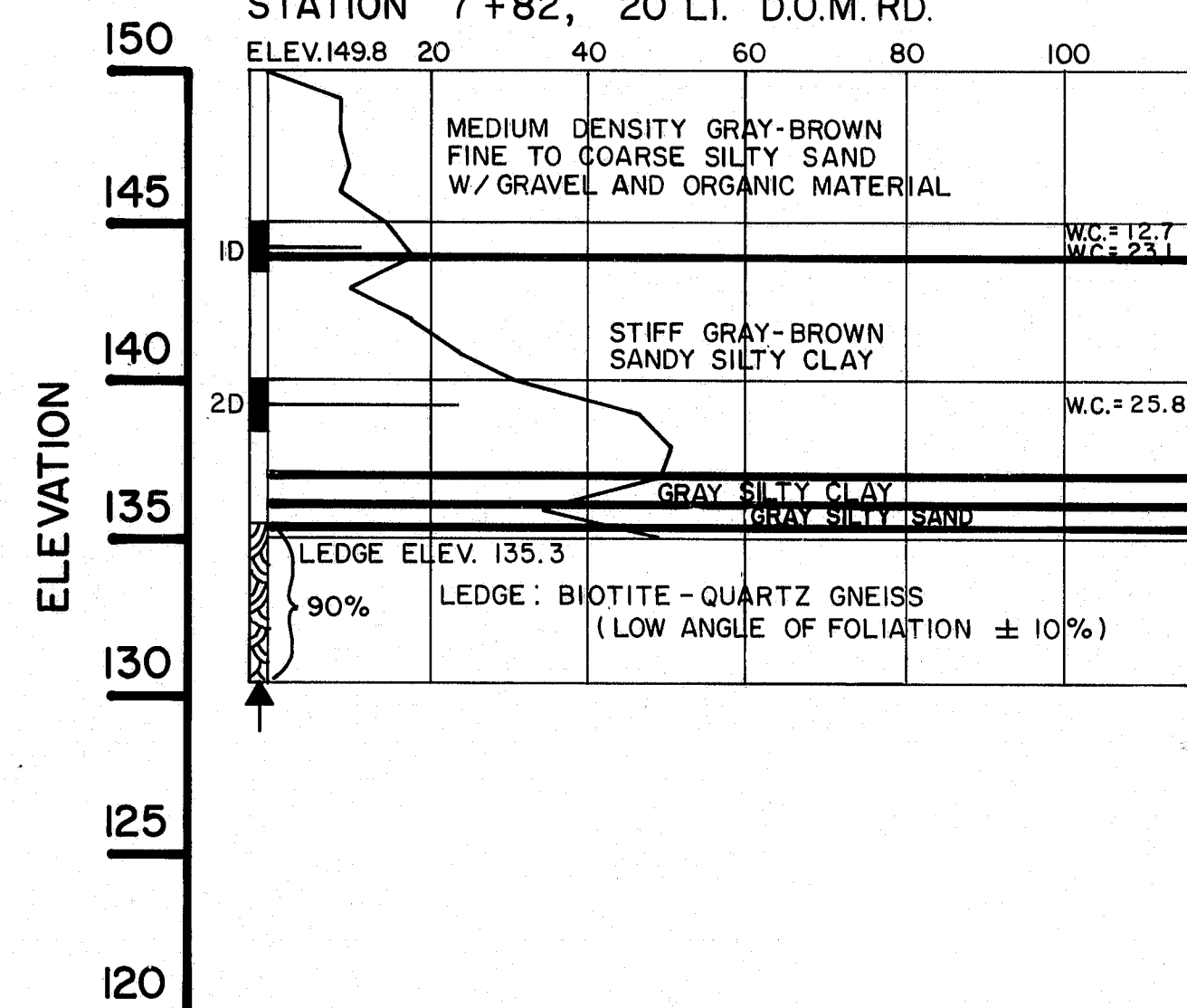
F.D.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		15	30

I-95-4(50)64



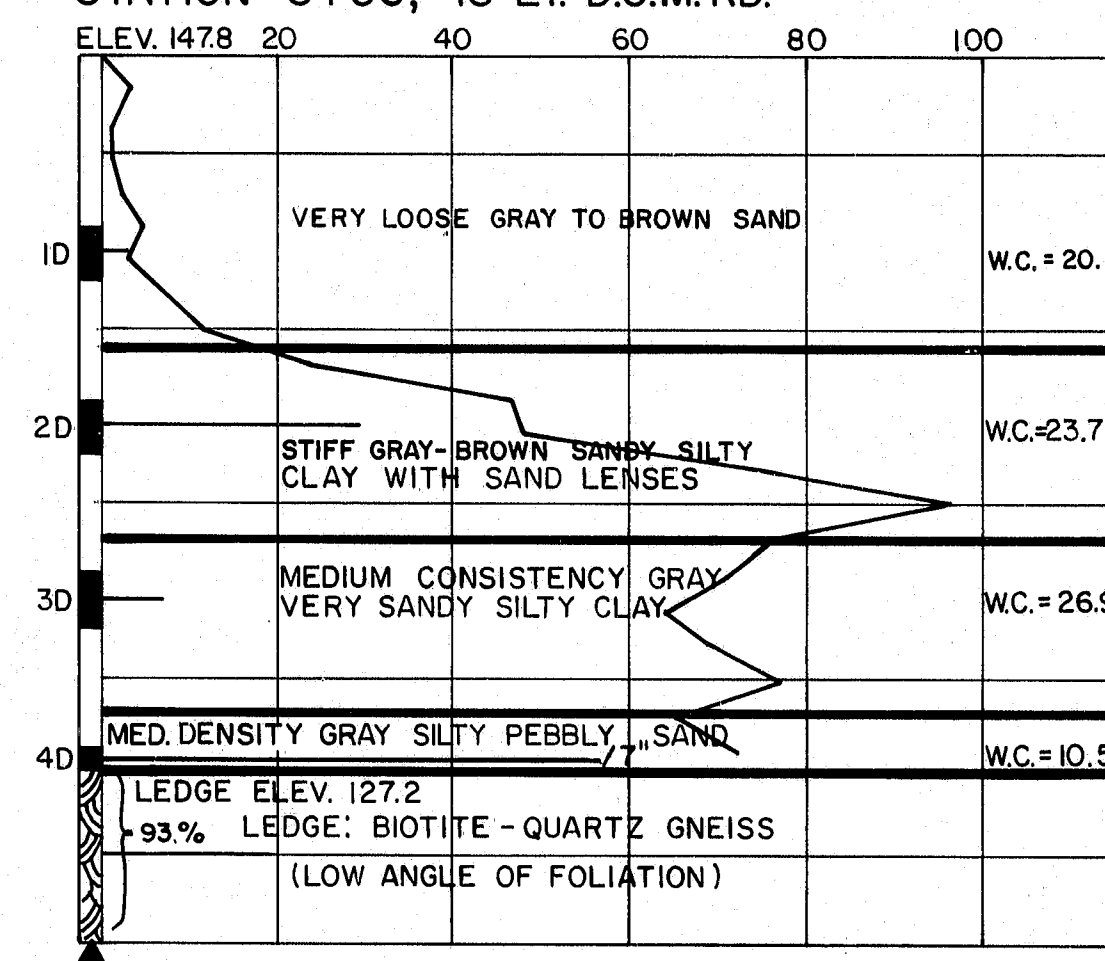
BORING MTB-1-83

STATION 7+82, 20' LT. D.O.M. RD.



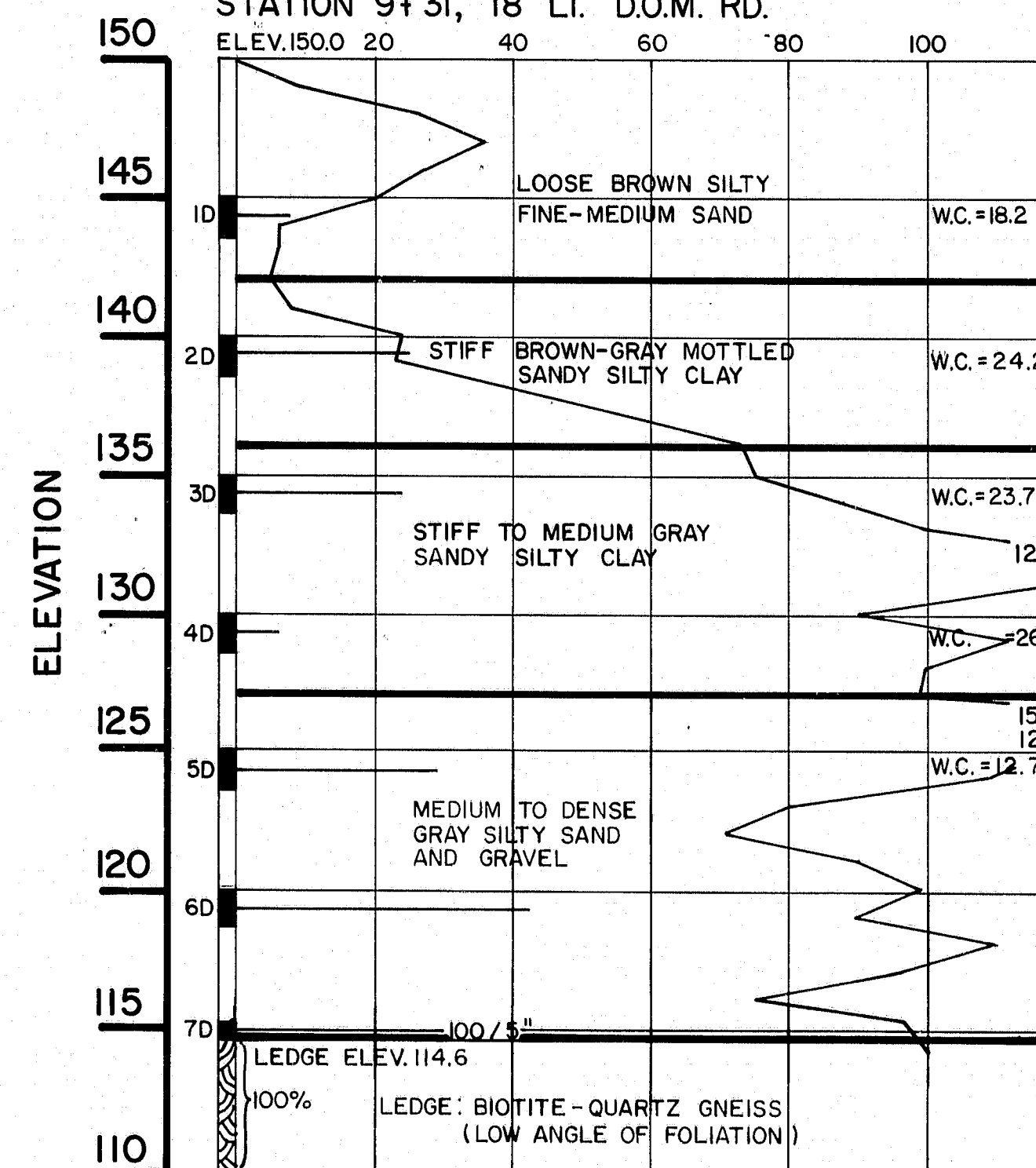
BORING MTB-2-83

STATION 8+56, 18' LT. D.O.M. RD.



BORING MTB-3-83

STATION 9+31, 18' LT. D.O.M. RD.



BORING NOTES

- All samples and vials are made ahead of casing
- Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow
- Location of sample or sample attempt
- Number and type of dry sample
- S & H Sampler #1290's
- Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow
- Bottom of boring (may not be bottom of soil strata)
- Locations cored by diamond bit and percent recovery of rock

AS BUILT JUNE 1985 RP

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

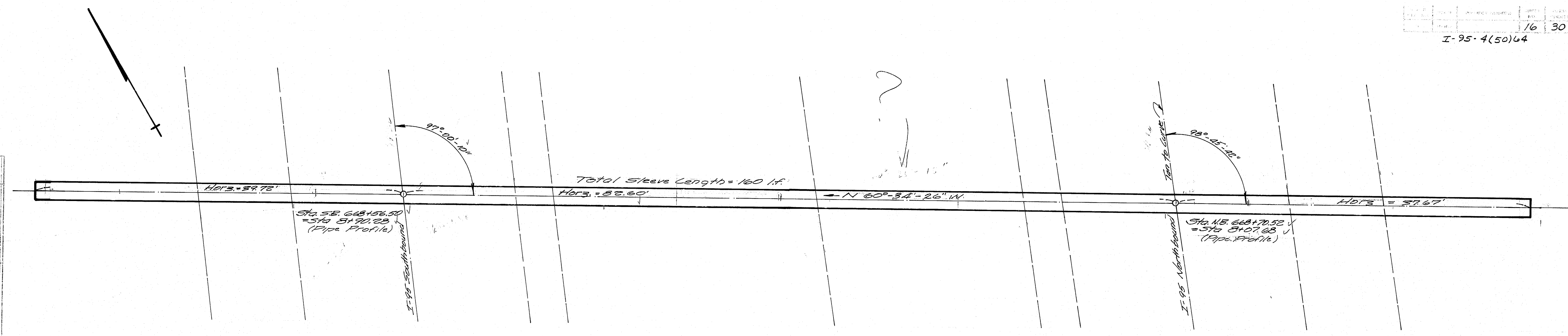
MERRILL ROAD
(DESERT OF MAINE ROAD)
OVER
I-95
IN THE TOWN OF
FREEPORT
CUMBERLAND COUNTY

FOUNDATION SURVEY AND BORING DETAILS

SHEET 15 OF 27 AUGUSTA, MAINE

R93-288

PLAN	DATE	1/6	30
DESIGNED	BY		
CHECKED	BY		
IN CHARGE	BY		
DATE	1/6	30	



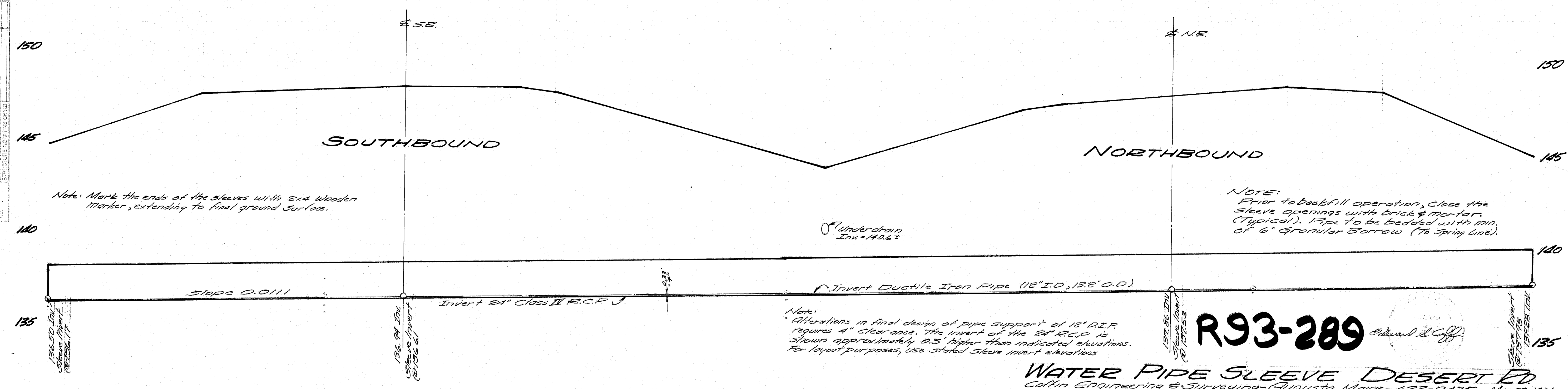
Installed 1984 Ryp

PLAN
Scale: 1" = 30'

PROFILE
Scale: Horiz 1" = 5', Vert 1" = 2.5'

Construction Note:
Pipe to be laid to a uniform grade - The use of a laser is required.

PROFILE	DATE	1/6	30
DESIGNED	BY		
CHECKED	BY		
IN CHARGE	BY		
DATE	1/6	30	

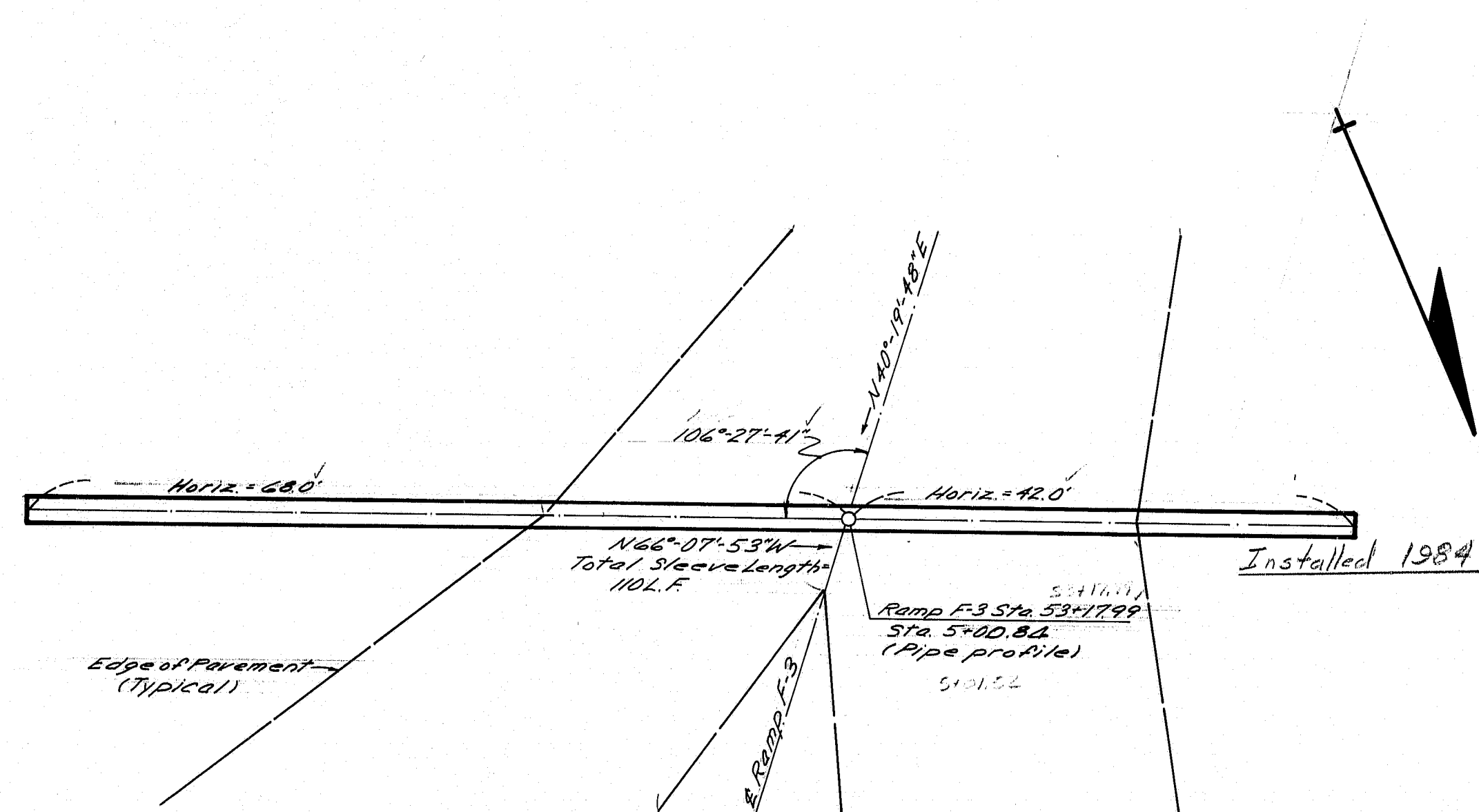


R93-289

WATER PIPE SLEEVE DESIGNED

Coffin Engineering & Surveying - Augusta, Maine - 623-9475 Mar 23, 1984

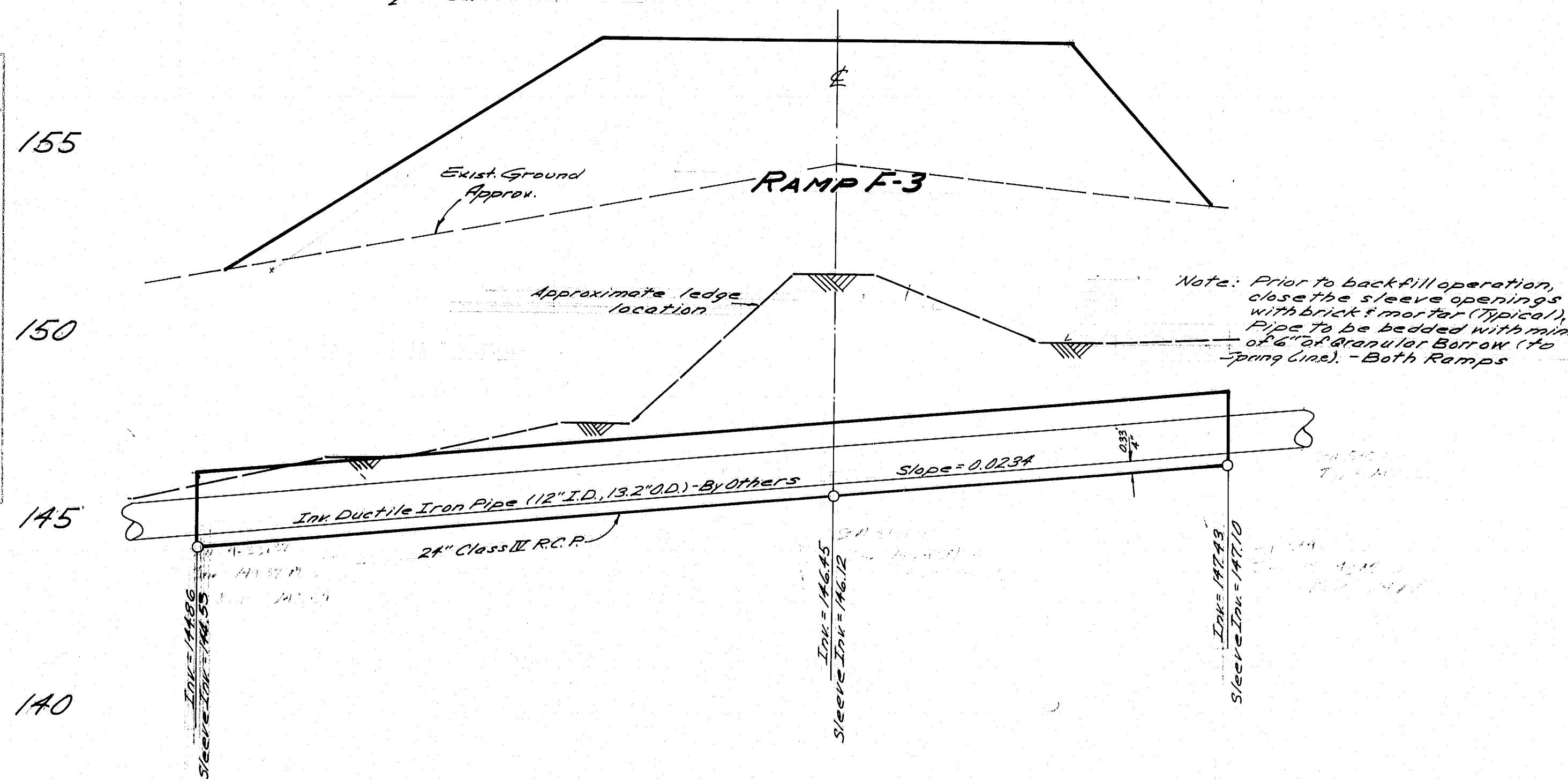
PLAN	DATE	BY	CHKD
DESIGNED			
DRAWN			
CHECKED			
IN CHARGE			



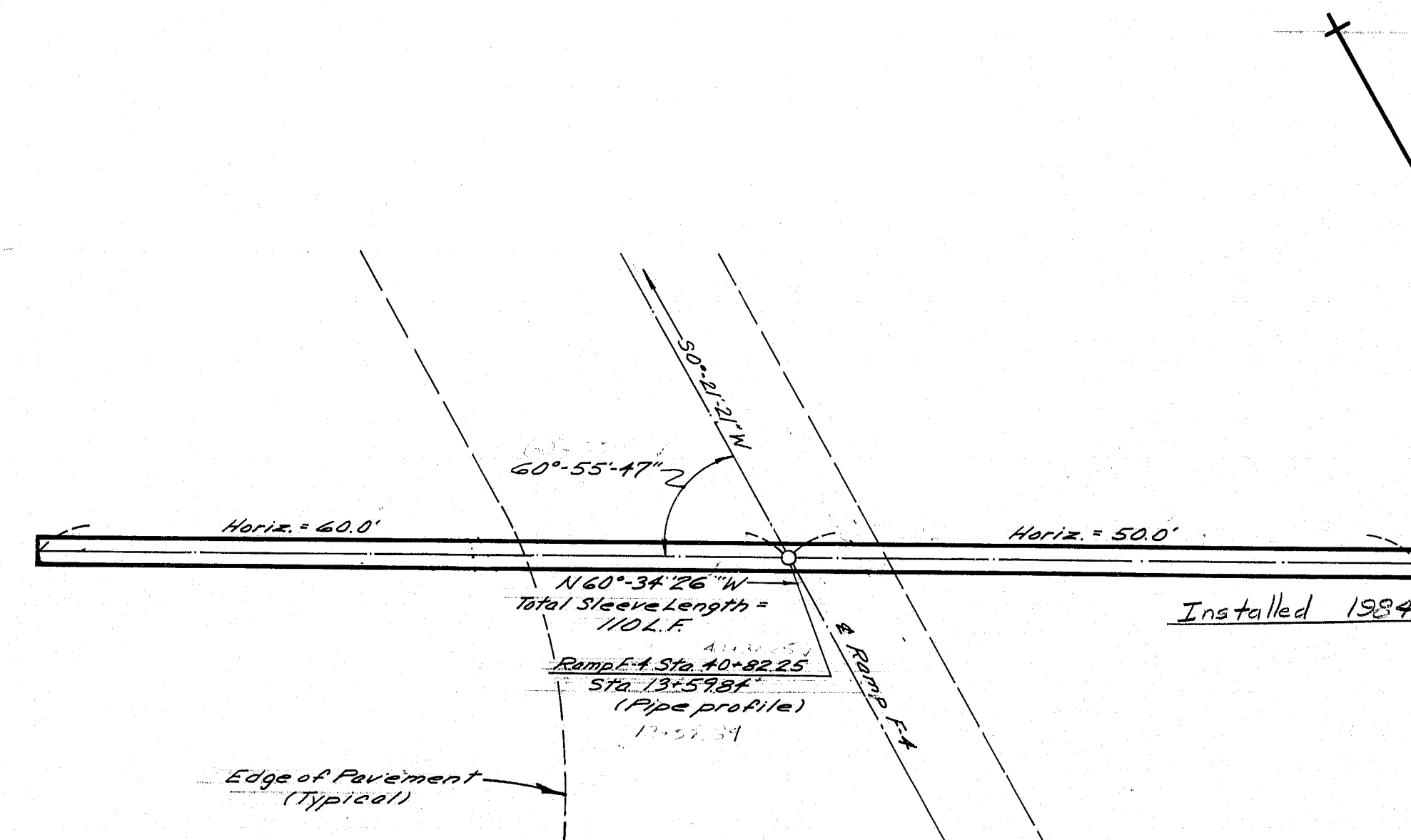
PLAN
Scale: 1"=10'

PROFILE
Scale: Horiz. 1"=10'
Vert. 1"=2.5'

Note: 1. Mark the ends of the sleeves with 2"x4" wooden markers, extending to the ground surface. (Both Ramps).
2. Pipe is to be laid to a uniform grade - The use of a laser is required.

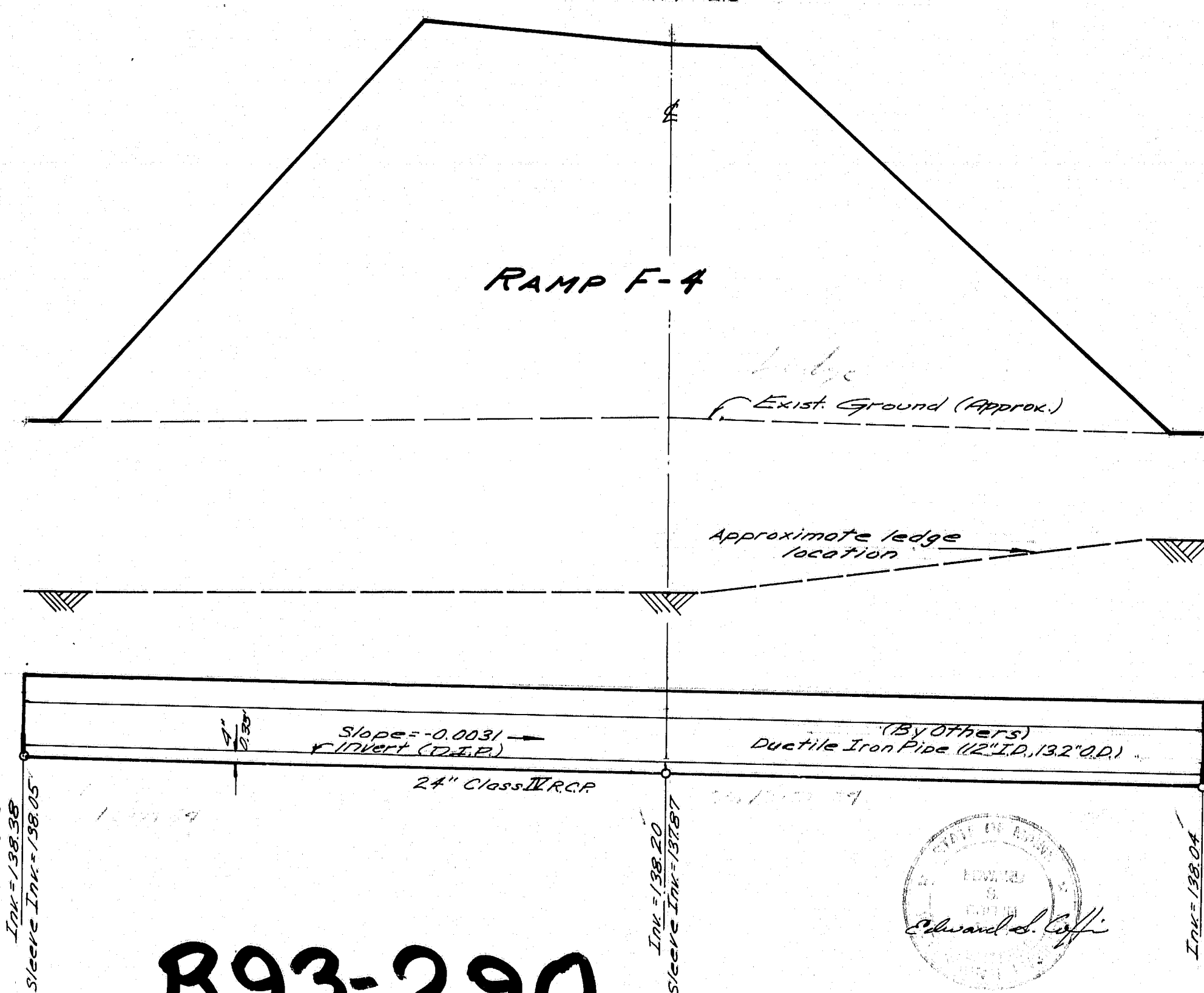


PROFILE	DATE	BY	CHKD
DESIGNED			
DRAWN			
CHECKED			
IN CHARGE			



PLAN
Scale: 1"=10'

PROFILE
Scale: Horiz. 1"=10'
Vert. 1"=2.5'



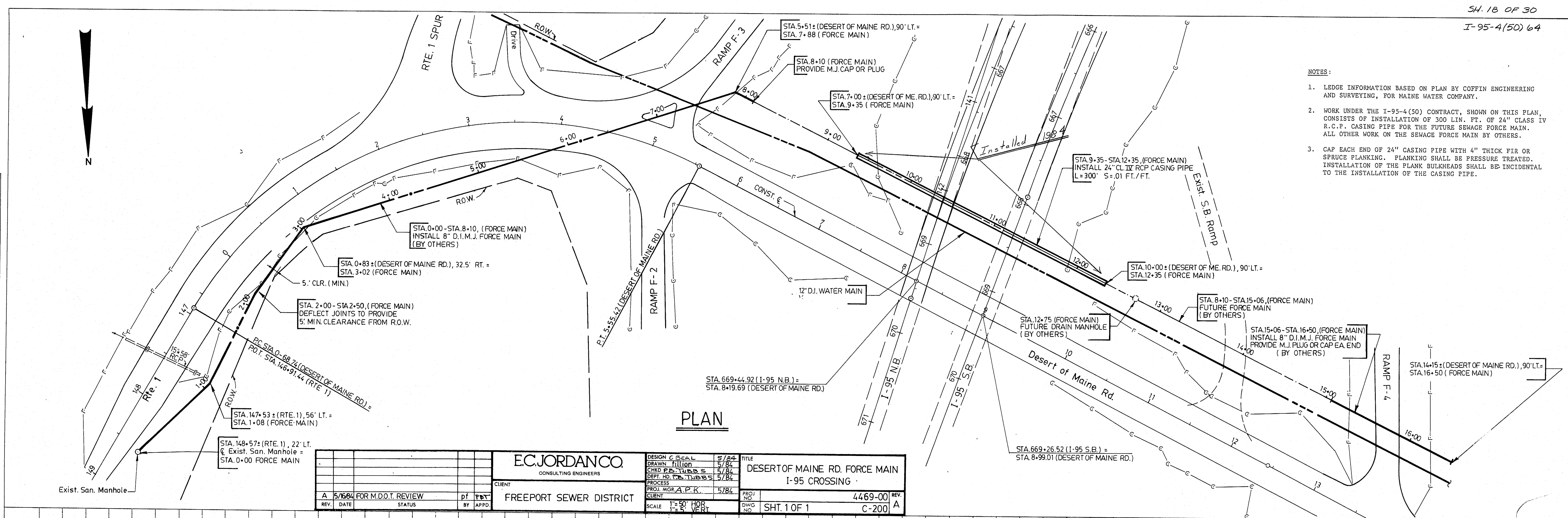
R93-290

WATER PIPE SLEEVES DESERT RD
Curtin Engineering & Surveying, Augusta, Maine April 16, 1984

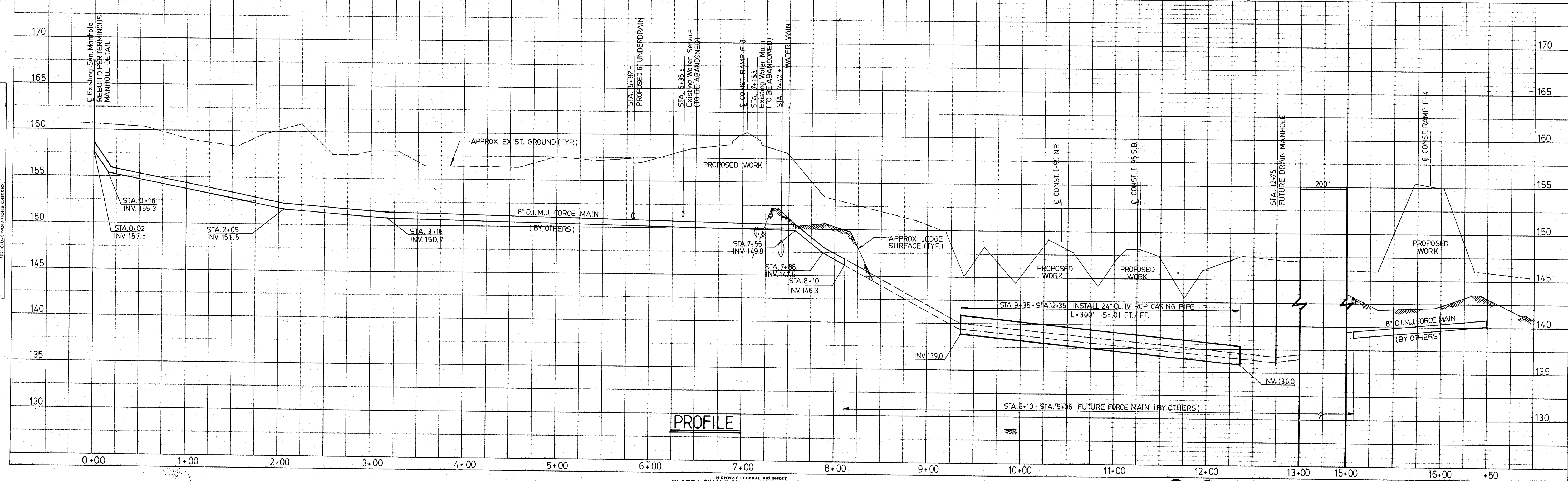
As built 1985
Rep 1984

Designed/Drawn by:
Arthur Corvin

- NOTES:
1. LEDGE INFORMATION BASED ON PLAN BY COFFIN ENGINEERING AND SURVEYING, FOR MAINE WATER COMPANY.
 2. WORK UNDER THE I-95-4(50) CONTRACT, SHOWN ON THIS PLAN, CONSISTS OF INSTALLATION OF 300 LIN. FT. OF 24" CLASS IV R.C.P. CASING PIPE FOR THE FUTURE SEWAGE FORCE MAIN. ALL OTHER WORK ON THE SEWAGE FORCE MAIN BY OTHERS.
 3. CAP EACH END OF 24" CASING PIPE WITH 4" THICK FIR OR SPRUCE PLANKING. PLANKING SHALL BE PRESSURE TREATED. INSTALLATION OF THE PLANK BULKHEADS SHALL BE INCIDENTAL TO THE INSTALLATION OF THE CASING PIPE.

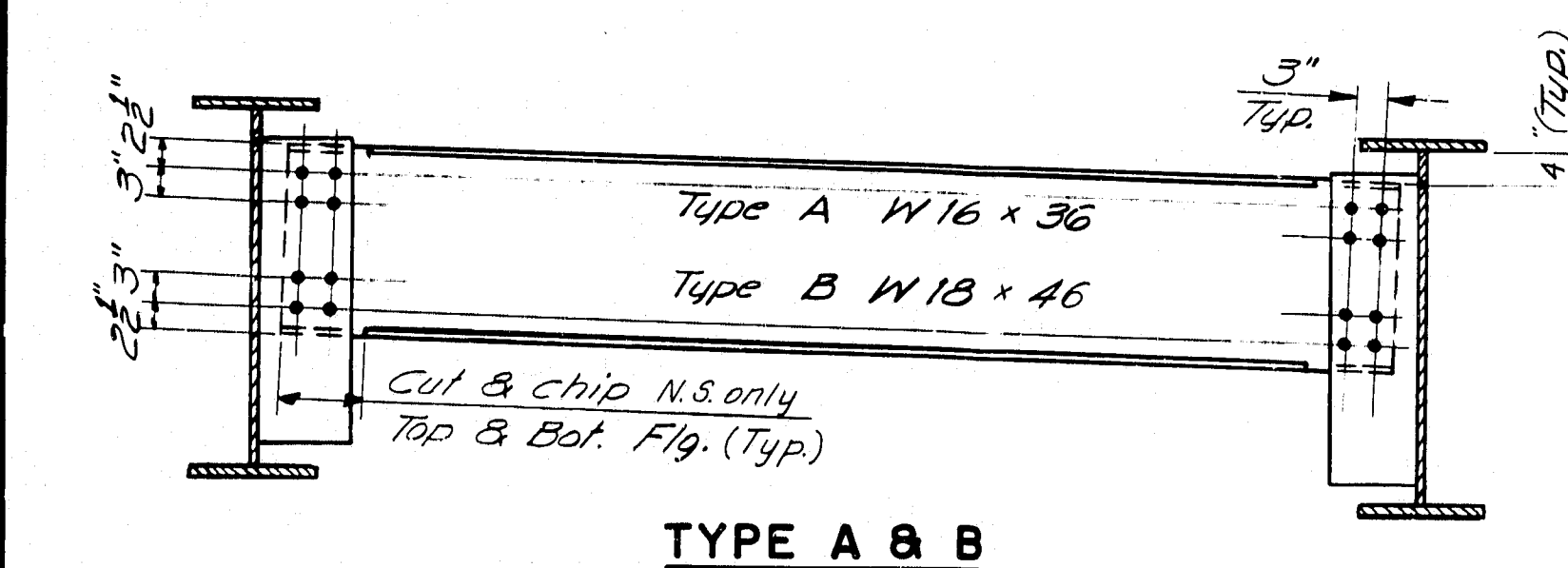


ECJORDANCO CONSULTING ENGINEERS		DESERT OF MAINE RD. FORCE MAIN I-95 CROSSING	
CLIENT FREEPORT SEWER DISTRICT	DESIGN C. J. L. L. 5/84 DRAWN T. L. L. 5/84 CHECKED P. J. L. 5/84 DEPT. HD. 5/84	PROJECT NO. 4469-00	SHEET NO. 1 OF 1
REV. DATE STATUS BY APPR.	A 5/15/84 FOR M.D.O.T. REVIEW	SCALE 1"=50' HOR. 1"=10' VERT.	REV. NO. C-200

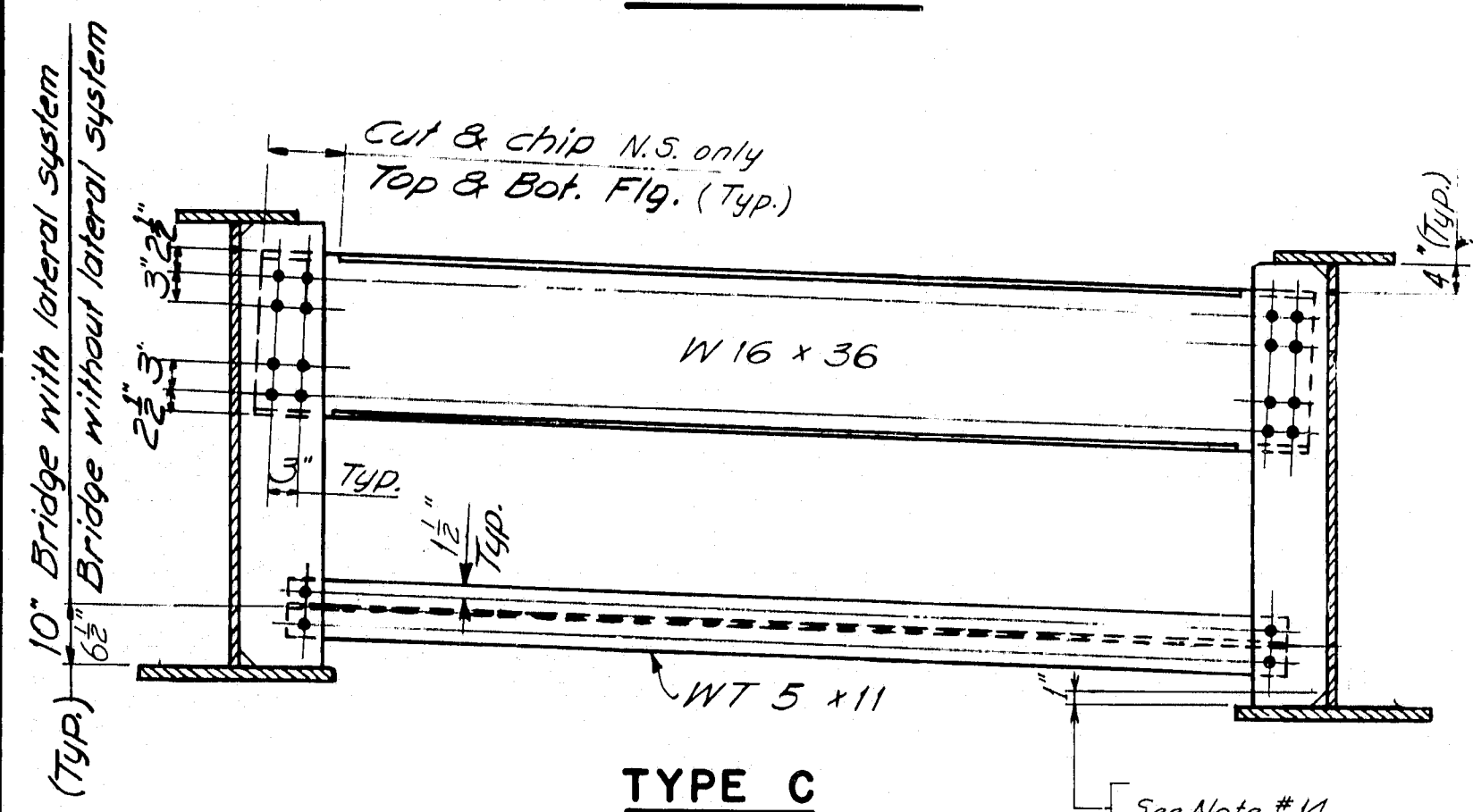


R93-291

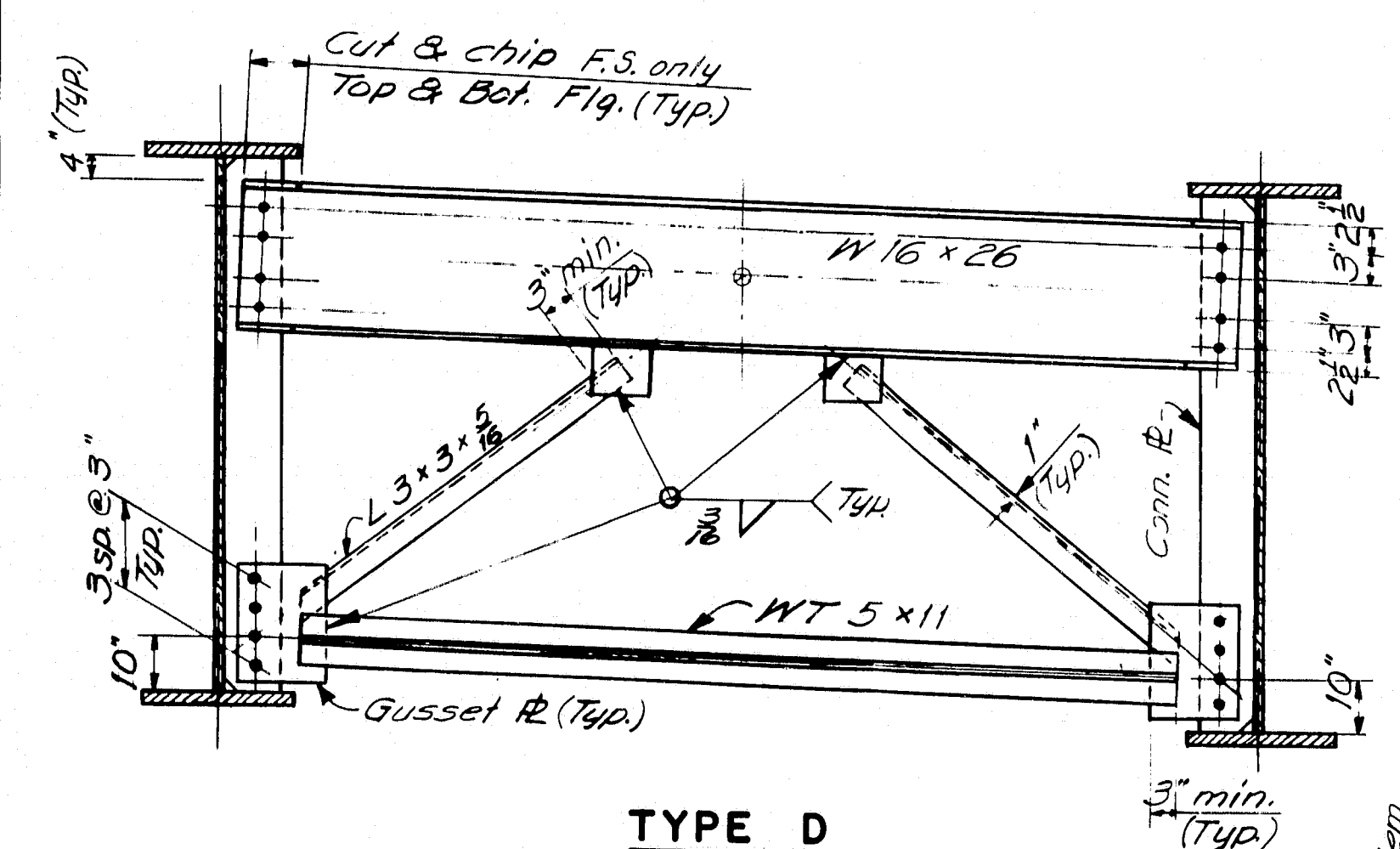
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	I-95-4604A	20	30



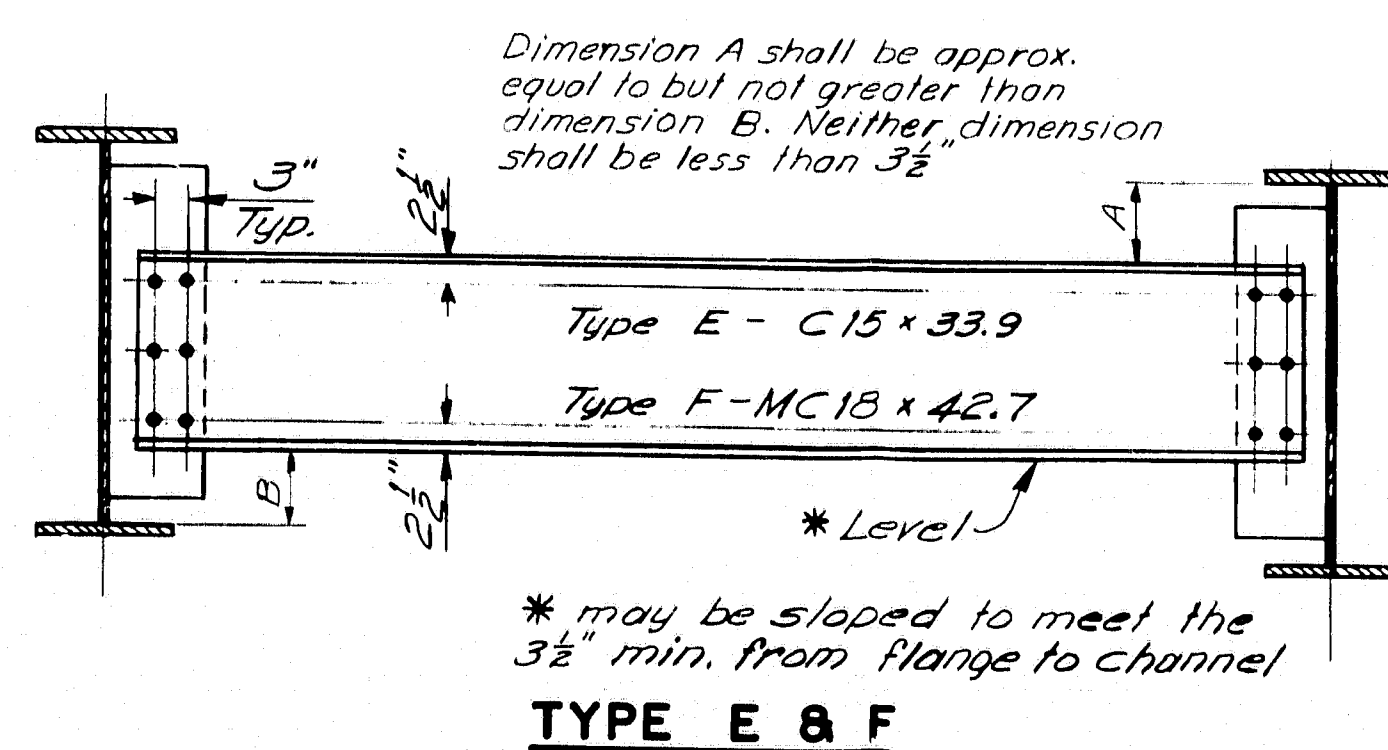
TYPE A & B



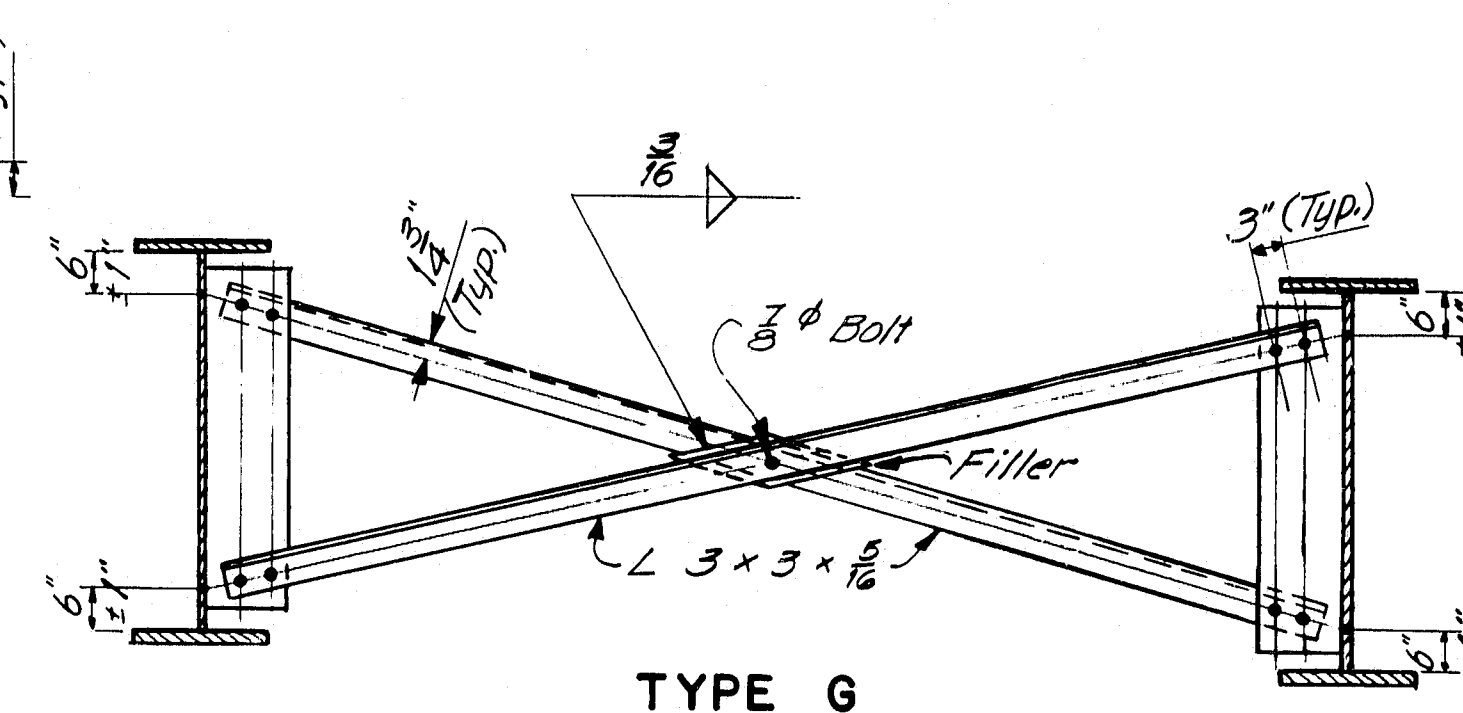
TYPE C



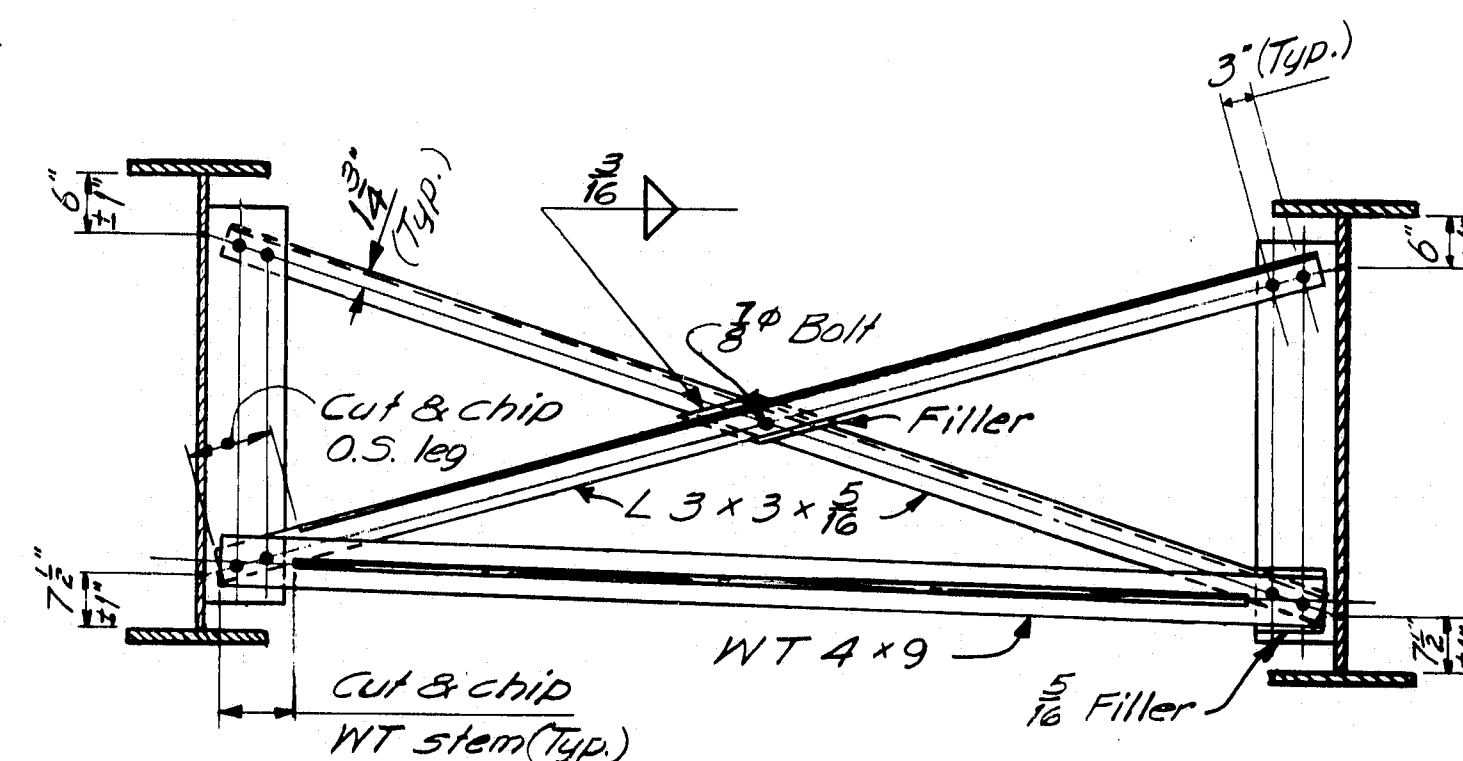
TYPE D



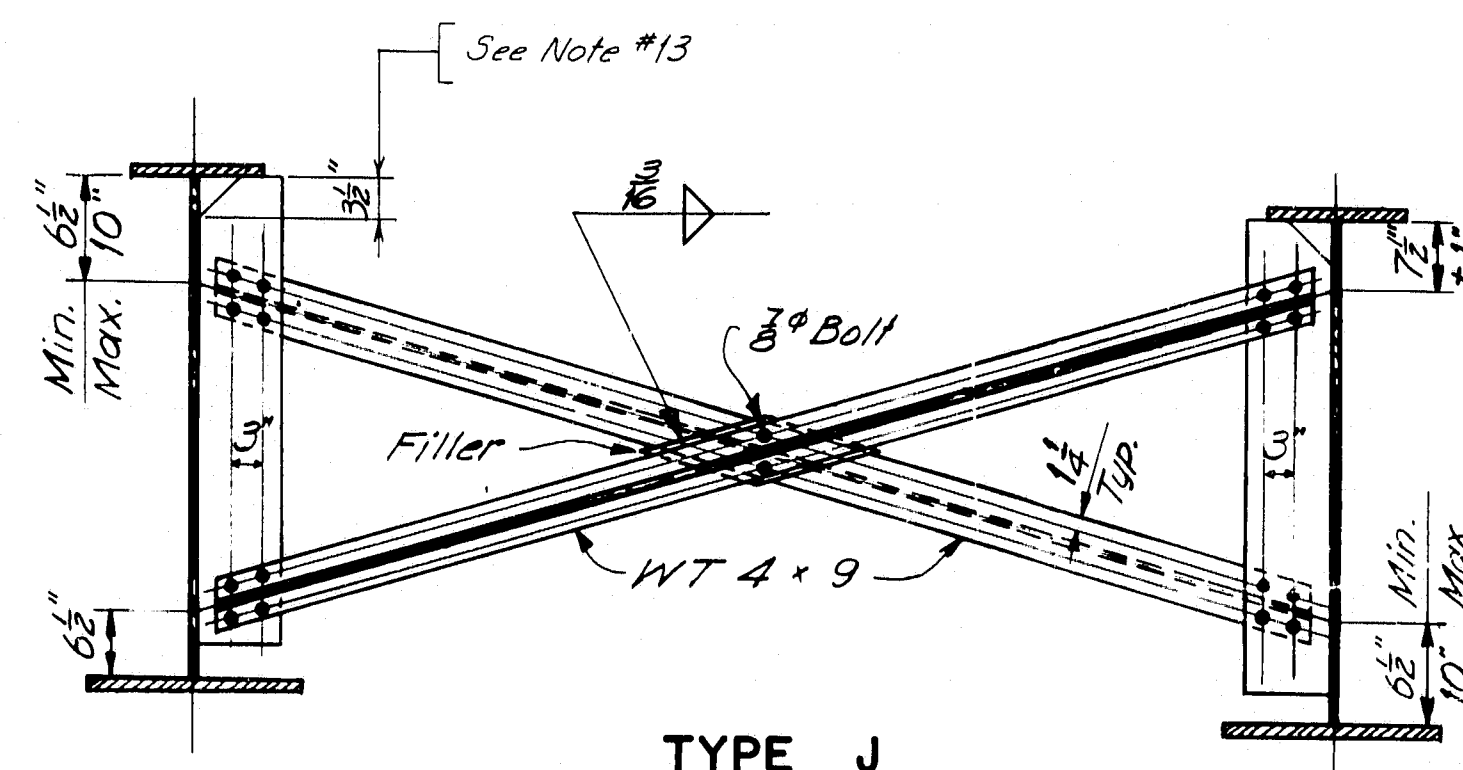
TYPE E & F



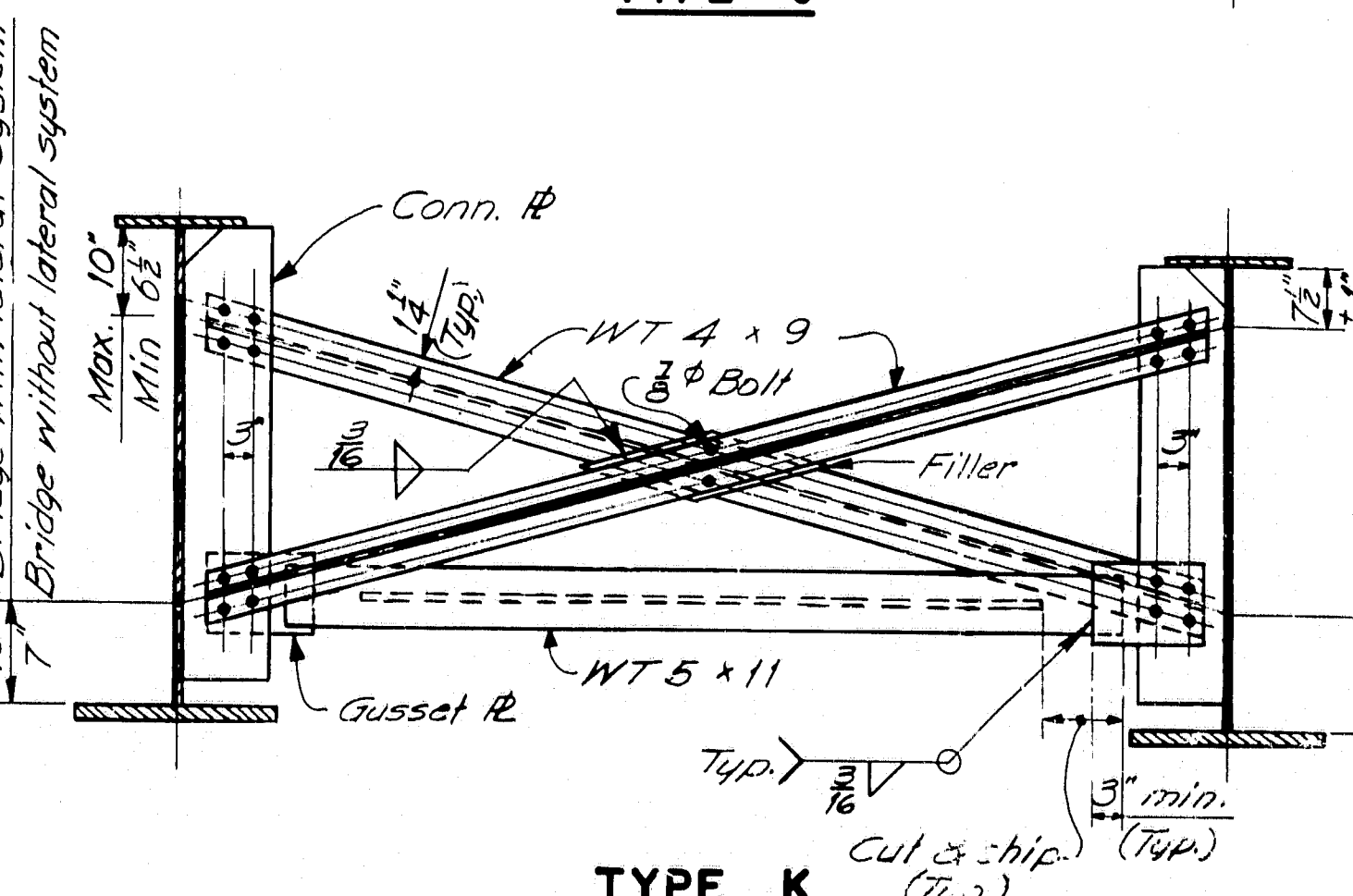
TYPE G



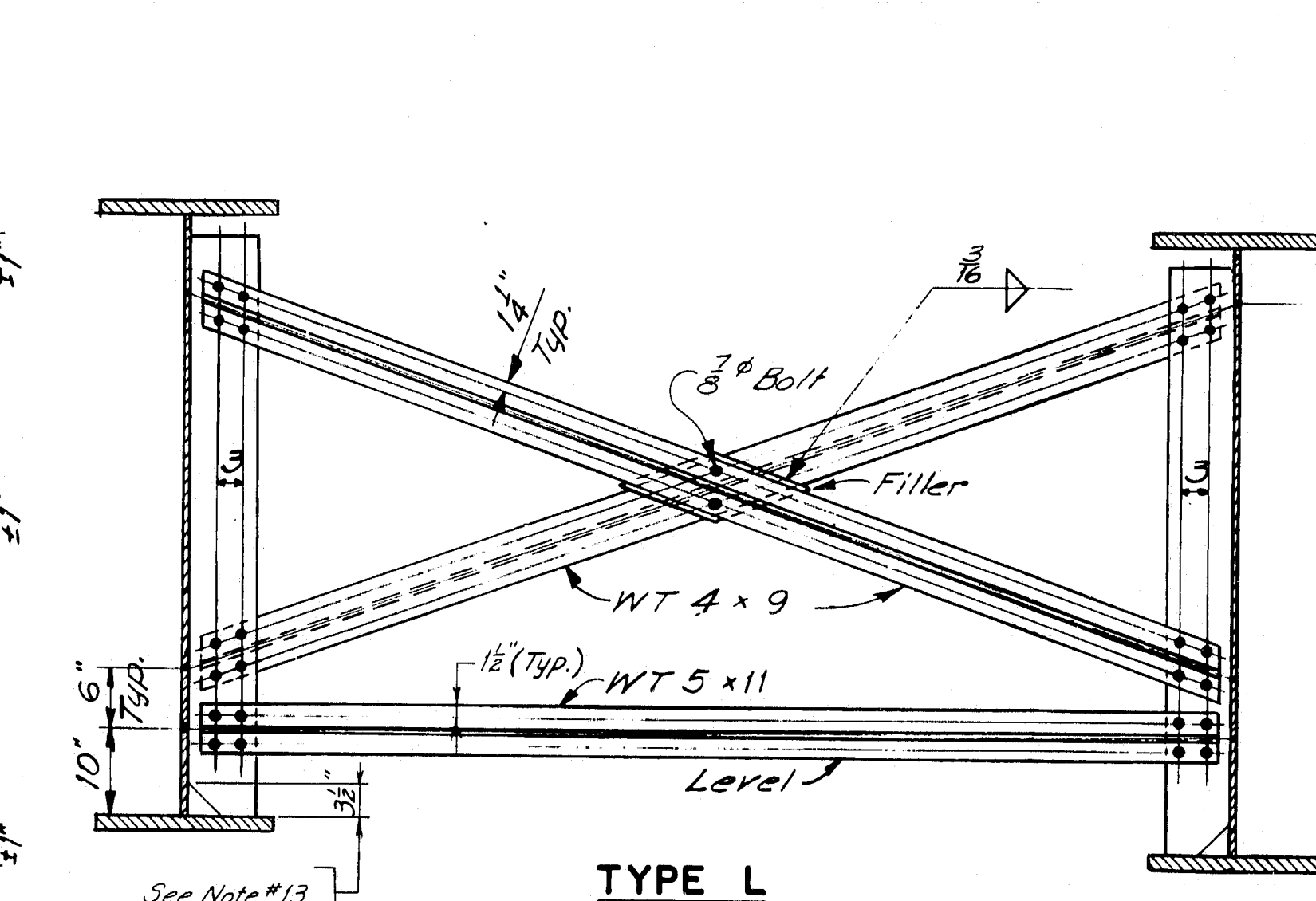
TYPE H



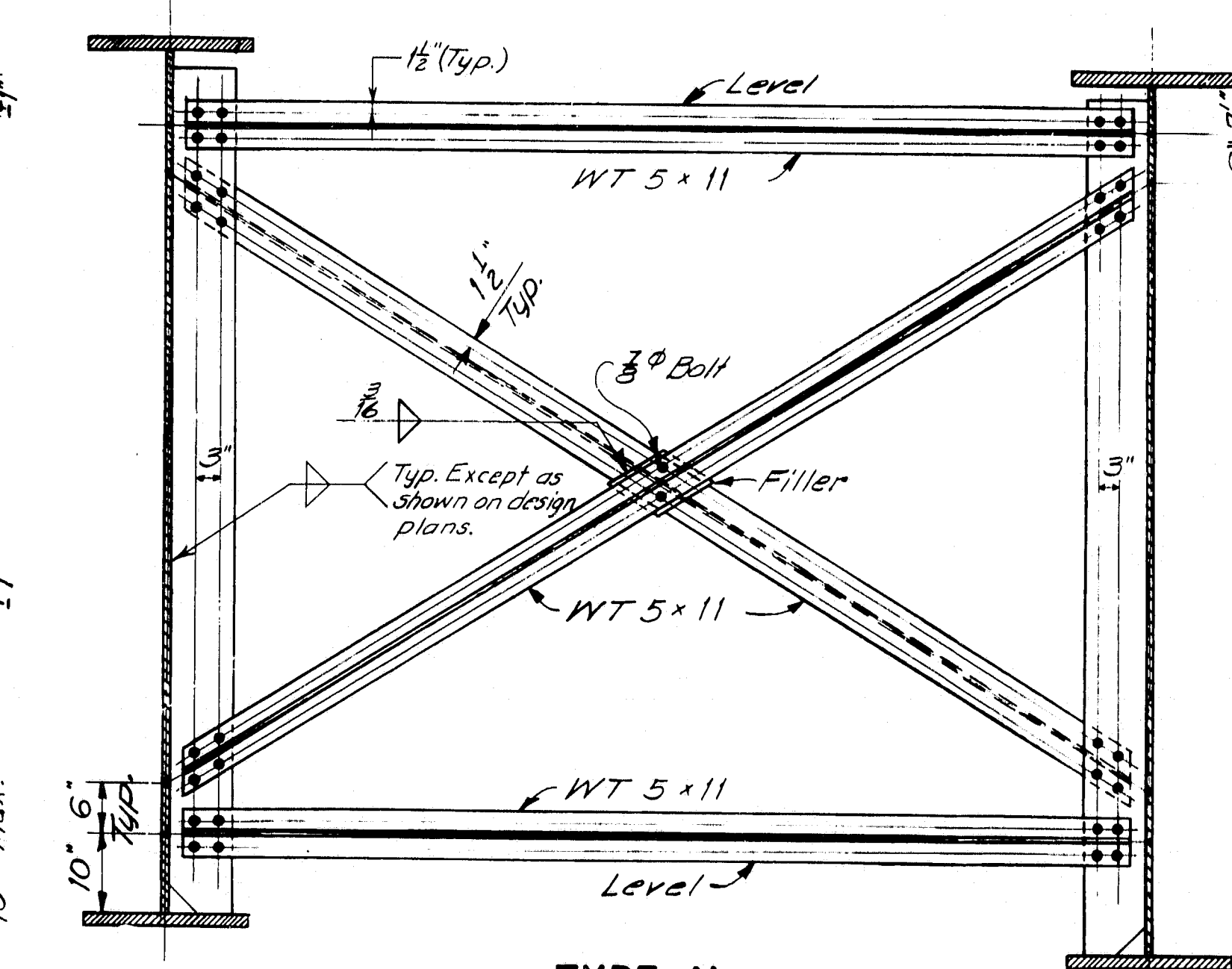
TYPE J



TYPE K



TYPE L



TYPE M

FABRICATION NOTES

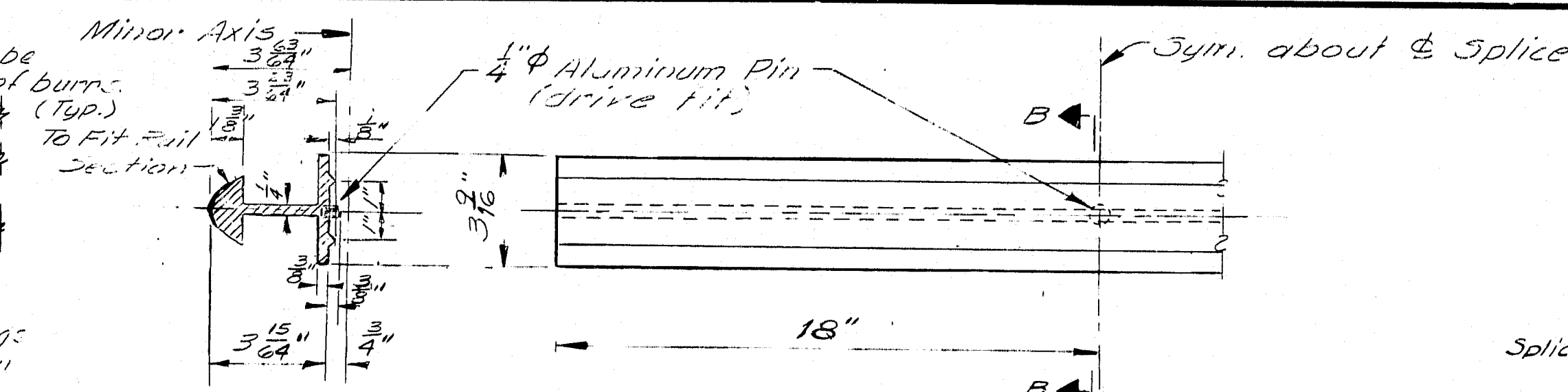
- All bolts shall be 7/8" H.S. Bolts. Hole sizes for bolts shall conform to Section 504.23 of the Standard Specifications, and edge-distances shall be 1 1/2" min. unless otherwise shown.
- Connection Plates and gusset plates shall have a minimum thickness of 3/8" and shall have sufficient width to provide erection clearances. For bearing stiffeners or intermediate stiffeners and for bent connection plates the plate size will be given on the design drawings.
- Connection Plates shall be fastened to web plates by fillet welds as shown. All fillet welds shall be the minimum size as specified in A.A.S.H.T.O. Standard Specifications for Highway Bridges, Art. 1.7.21, unless otherwise shown on design drawings.
- Connection Plates shall be 3/4" clear from flanges, except as indicated by notes 5 & 6.
- Connection Plates on welded beams and girders shall extend to the top flange in areas where the top flange is always in compression.
- Connection Plates shall extend to the bottom flange at points where lateral bracing is attached and on welded beams and girders in areas where the bottom flange is always in compression.
- When a connection plate is extended to a flange it shall fit within 1/16" except if the design drawings show it is to be welded.
- Bearing Stiffeners at end bearings shall extend to both top and bottom flanges and shall be welded to both flanges. Weld at bottom flange shall be a full penetration weld. Weld at top flange shall be a fillet weld both sides (see Note 3).
- Bearing Stiffeners at other than end bearings shall extend to both top and bottom flanges, shall be welded to the bottom flange with a full penetration weld and shall fit within 1/16" at top flange.
- Intermediate Stiffeners shall extend to both top and bottom flanges, shall be welded to the compression flange with a fillet weld on both sides (see Note 3) and shall fit within 1/16" at the tension flange.
- Use only those items called for on the design drawings in case of conflict between these standard details and design drawings the design drawings shall be followed.
- All dimensions shown as " ± 1/8" are variable in order to allow a series of crossframes to have the same slopes and/or dimensions.
- All connection plates and stiffeners that are extended to a flange shall be clipped 3/4", except as indicated by note 14.
- Bearing stiffeners at end bearings shall be clipped 1/4" at top and bottom. Bearing stiffeners at all other bearings shall be clipped 1/2" at the compression flange.
- For unpainted applications all steel for diaphragms and crossframes shall be A.S.T.M.-A588. For bridges specified to be painted the steel for diaphragms and connection plates shall be A.S.T.M.-A36, except other steel classifications may be used subject to the approval of the Engineer.

R93-293

REVISIONS	DATE
Revised notes 2, 3, 7, & 11	1-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STANDARD DETAILS
(BD 113-81)
DIAPHRAGMS & CROSSFRAMES

A-6417 1385
SHEET 17 OF 27 AUGUSTA, MAINE JUNE 1981

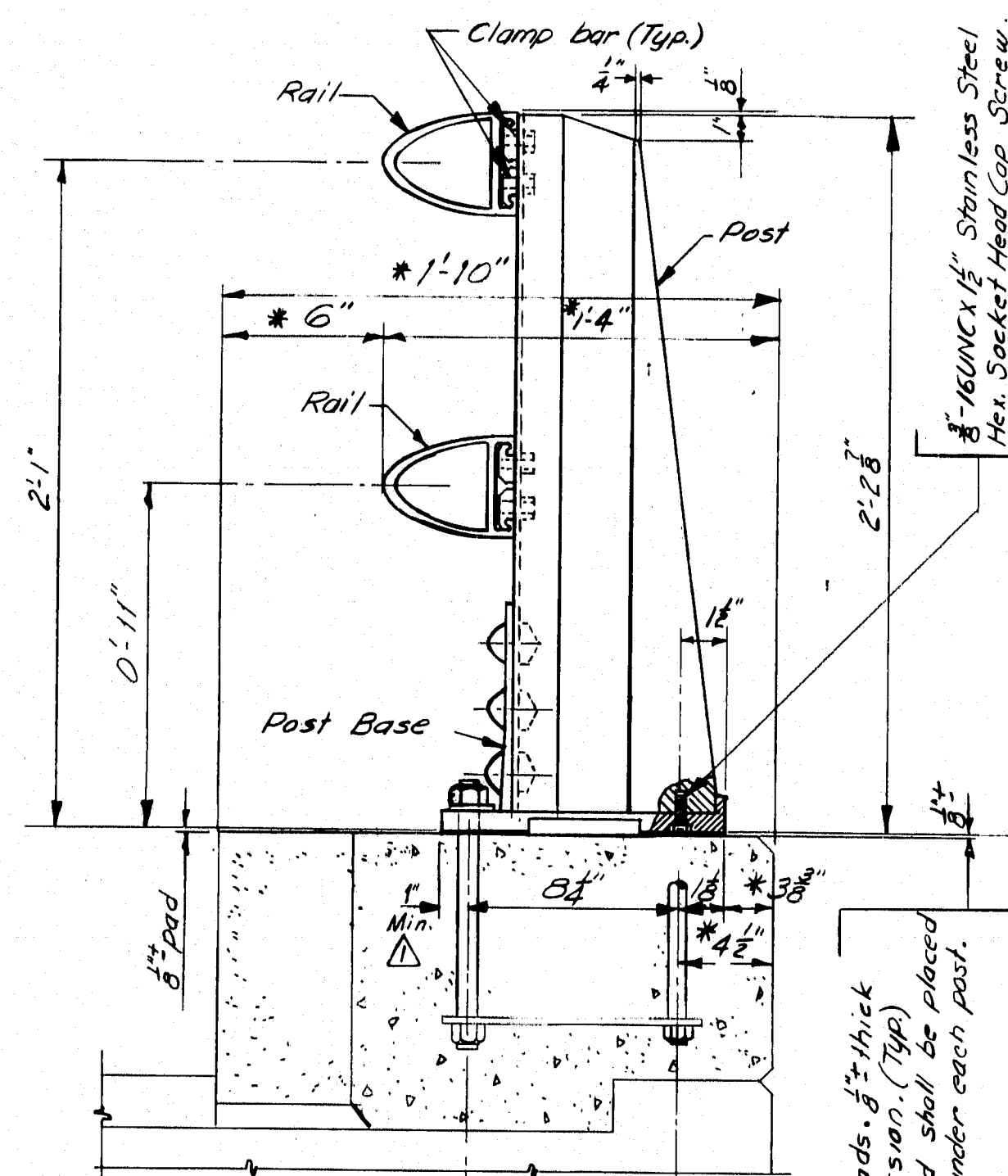


SECTION B-B

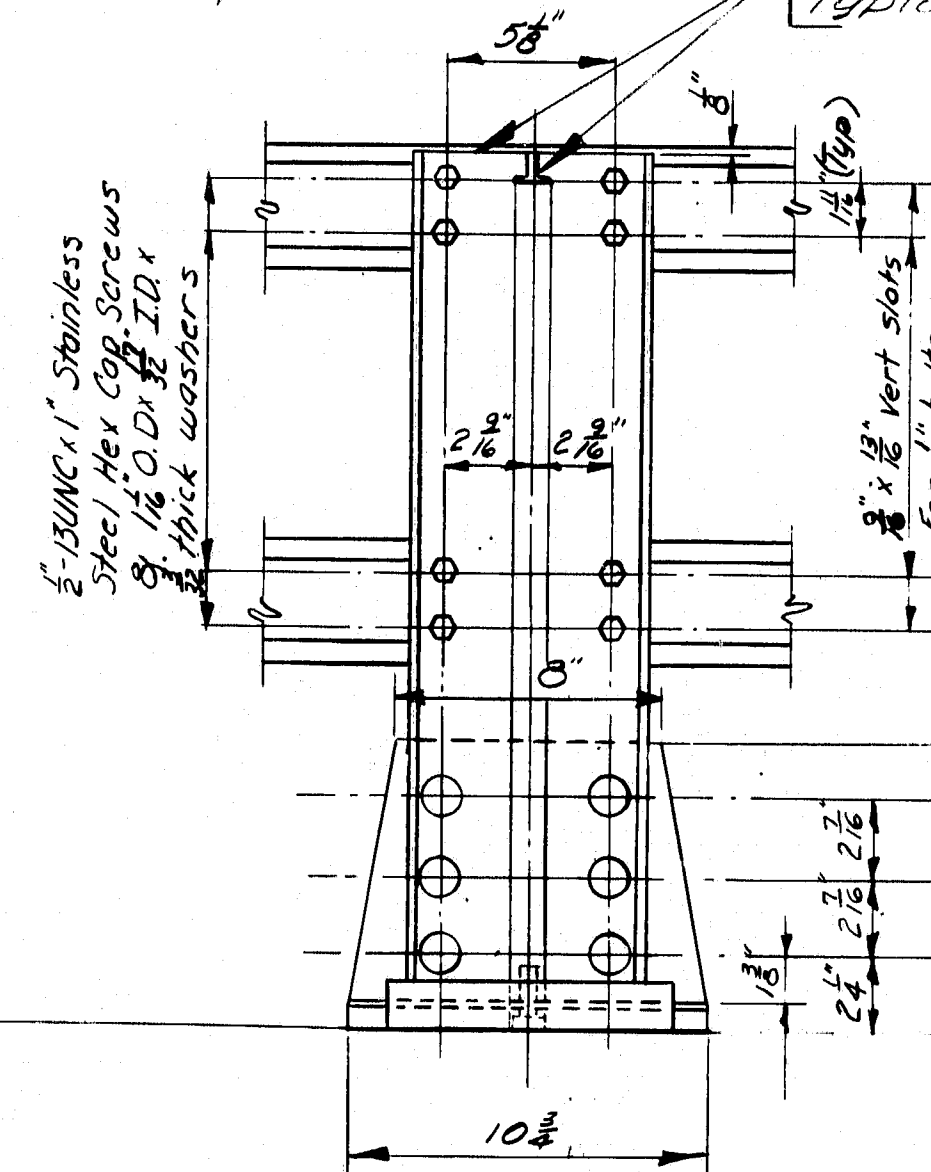
Top edges of post shall be rounded and free of burrs.
Typical all posts

SPLICE BAR

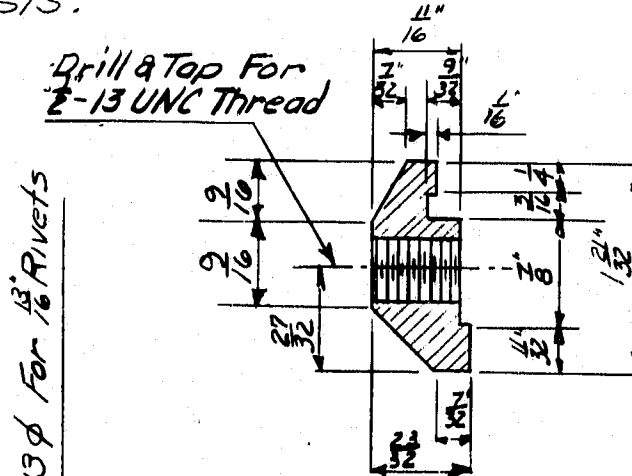
Alternate splice bars may be substituted if approved by the Engineer



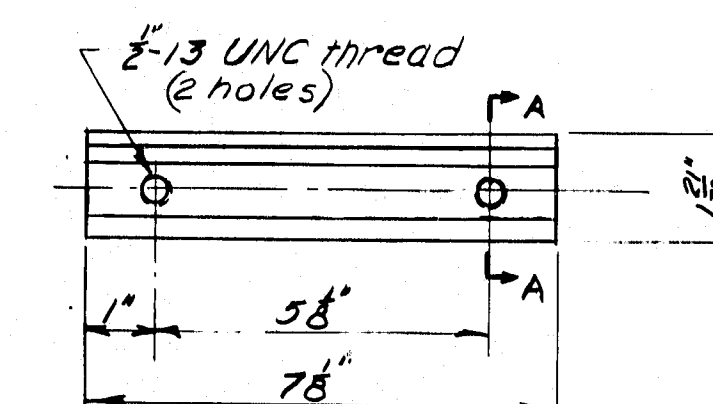
REAR ELEV.



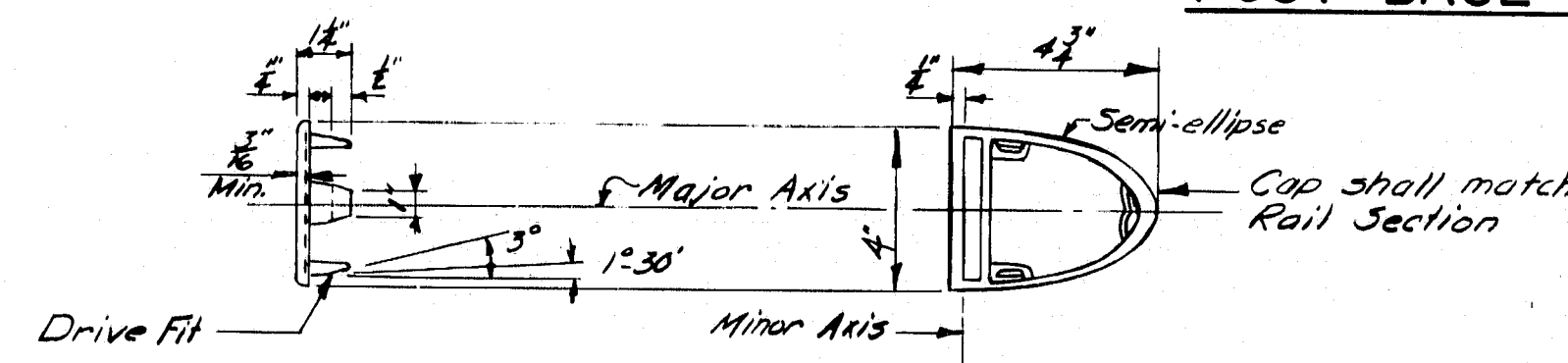
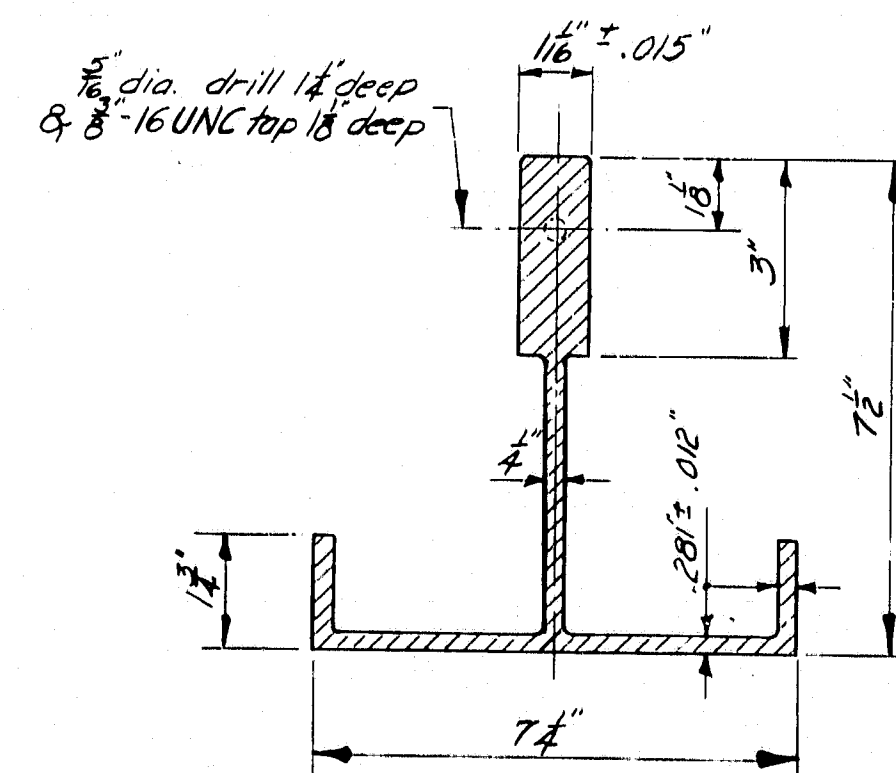
SECTION A-A



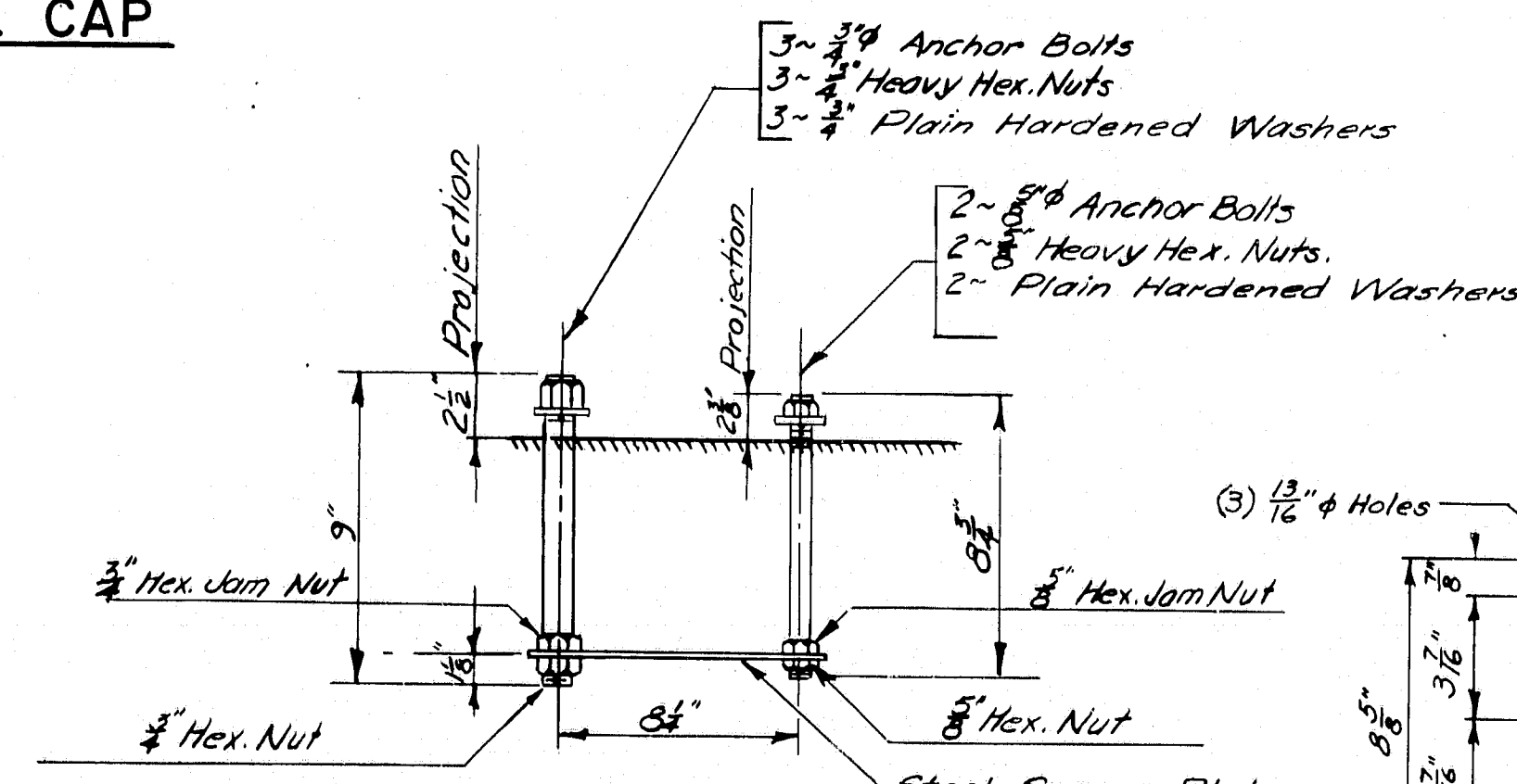
CLAMP BAR



POST BASE SECTION

RAIL CAP

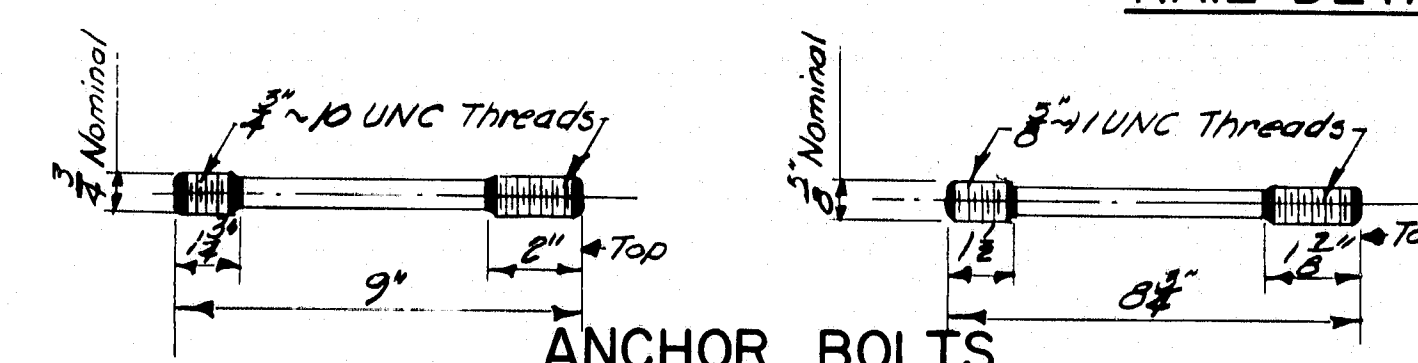
POST SECTION



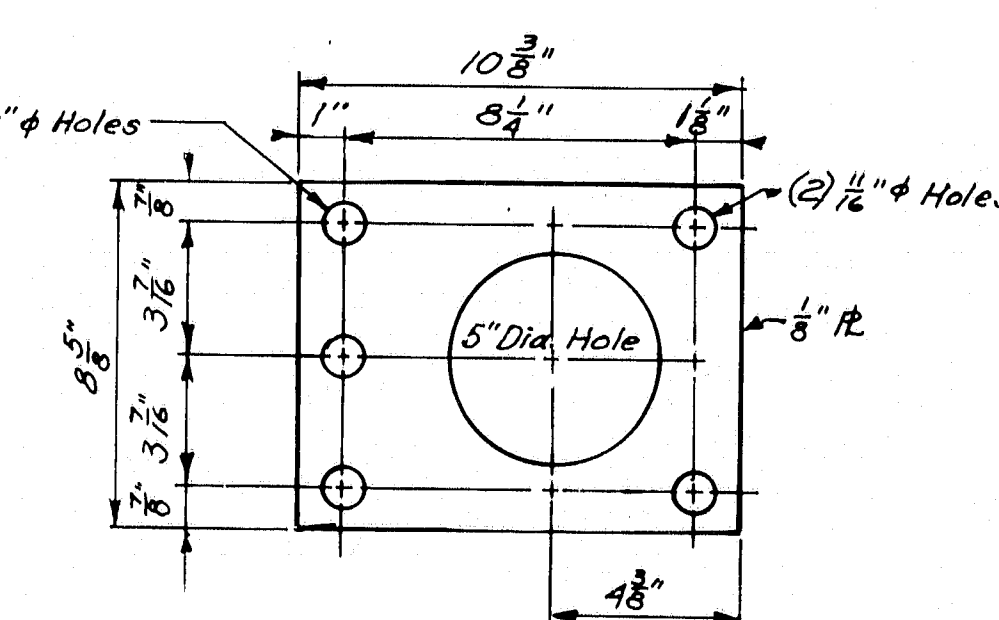
RAIL POST ANCHORAGE

(Assembly)

ANCHOR BOLTS



STEEL SPACER PLATE
(For Anchorage)



I-95-4(50)64

\$Anchor \$Anchor

Preform
after c
At least
at front &

POST BASE
(Bottom View)

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	<i>K. Jacobs</i>	<i>Jan. 1999</i>
	REVISIONS		
	FIELD CHANGES		

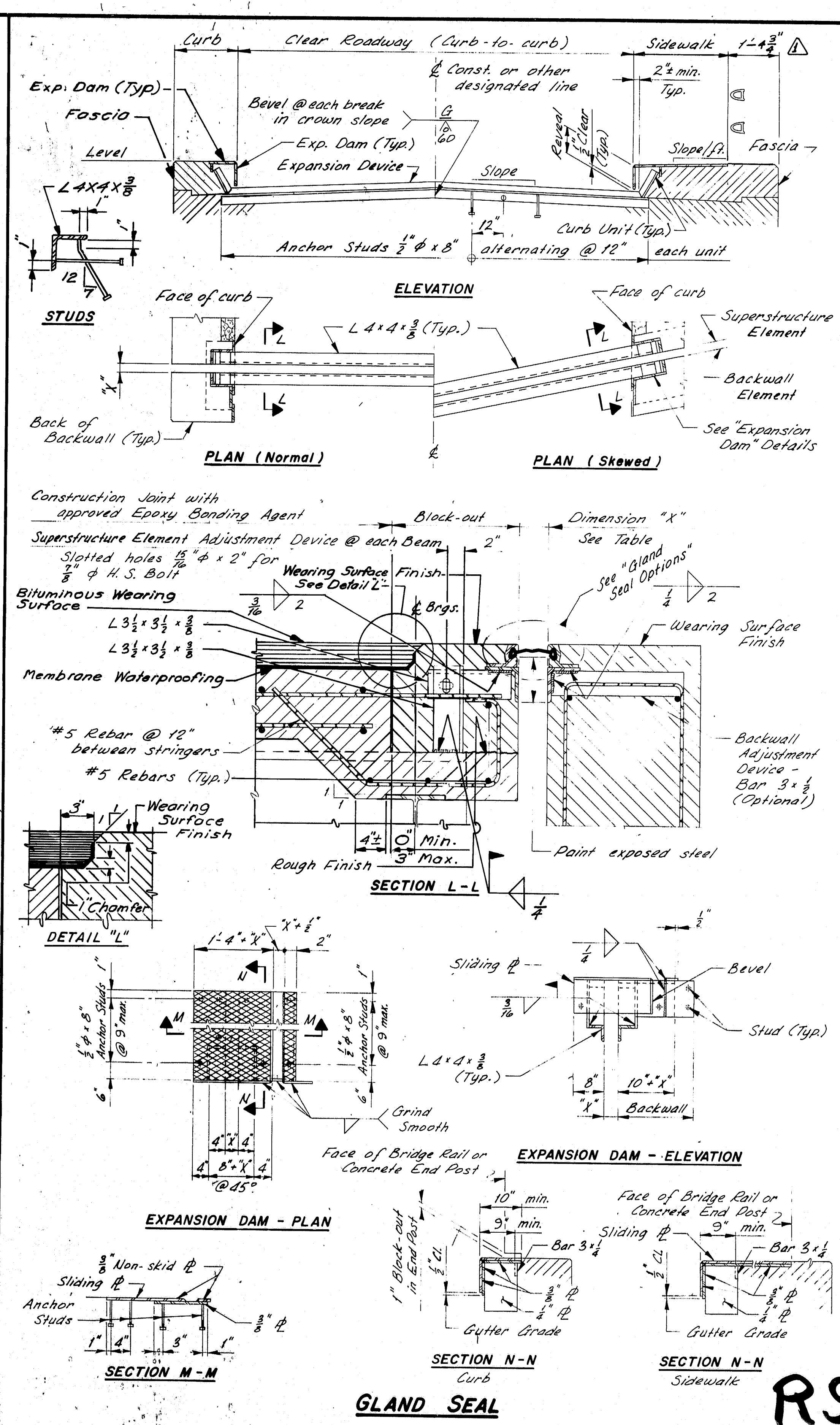
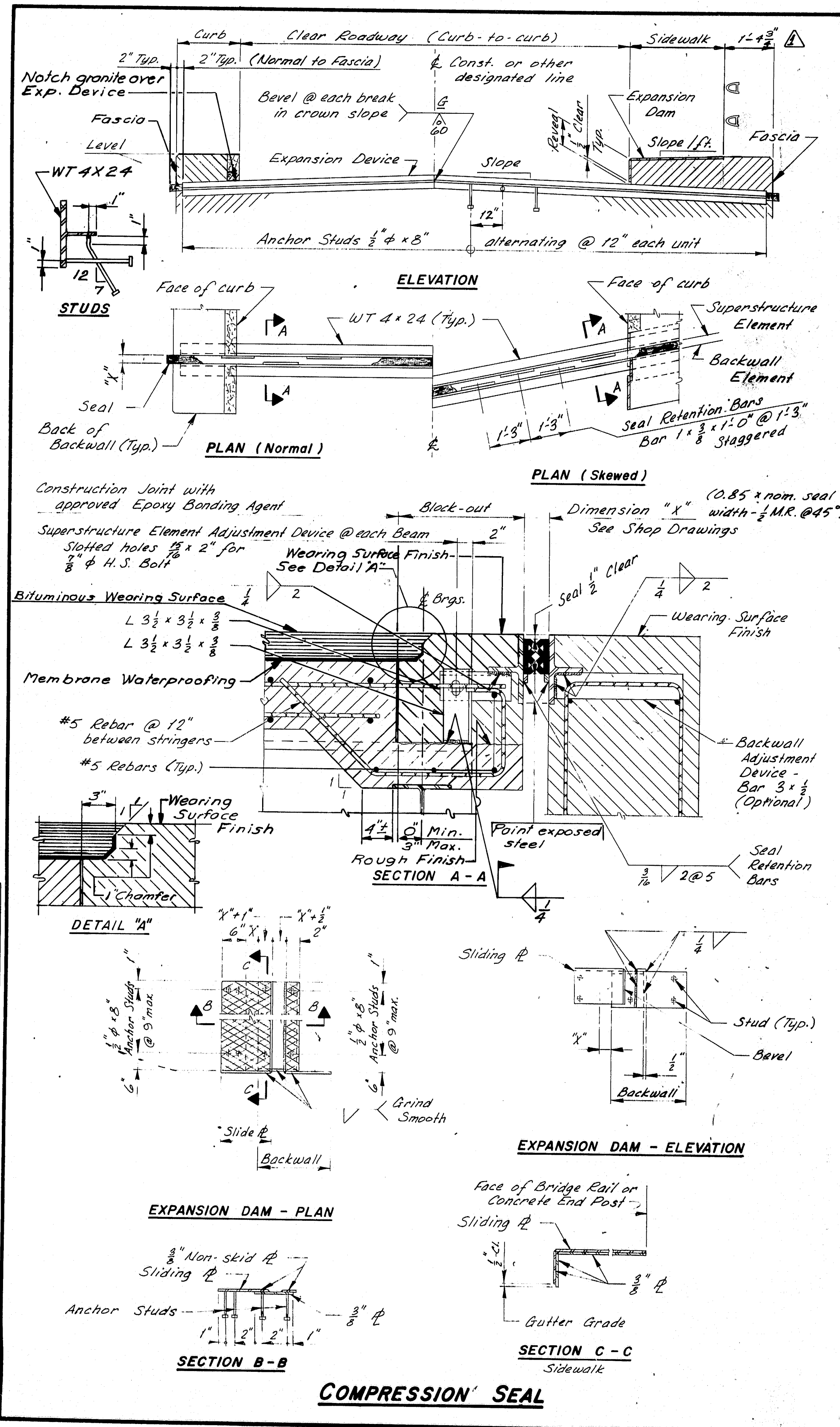
	<i>Altered base dimensions</i>	7-83
	REVISIONS	DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(SD 114 - 81)
ALUMINUM BRIDGE RAILING
2 - BAR (SEMI-ELLIPSE)

SHEET 18 OF 27 AUGUSTA, MAINE JUNE 1981

~~R93-294~~



NOTES:

- Each Expansion Device Unit consists of one pair of matching Elements and Expansion Dams as required. At joints over Piers, two Superstructure Elements shall be used.
- Welding to reinforcing steel will be allowed in the top 1'-6" of the Abutment backwall.
- See Design Drawings for dimensions, slopes, skew, and all other information necessary to fabricate and install the units. Expansion Devices shall be installed normal to grade.
- The concrete in the Superstructure Adjustment Device Block-out may be placed with the Sidewalk and Curb concrete.

GLAND SEAL OPTIONS

WITH STEEL EXTRUSION

WITH STEEL ANGLE

GLAND SEAL SETTING TABLE

Total Movement Required *	Dim. "X" (Measured parallel to 1/2 of Roadway) TEMPERATURE (°F)											
	120°	105°	90°	75°	60°	45°	30°	15°	0°	-15°	-30°	
1 1/2"	1"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	
2"	1 1/2"	2"	2"	2"	2"	2"	2"	2"	2"	2"	2"	
2 1/2"	2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	
3"	2 1/2"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	

* Multiply expanding length of Superstructure, in feet, by 0.125 in./ft. Max. Dimension "X" allowed = 3 1/2" @ -30°F

REVISIONS

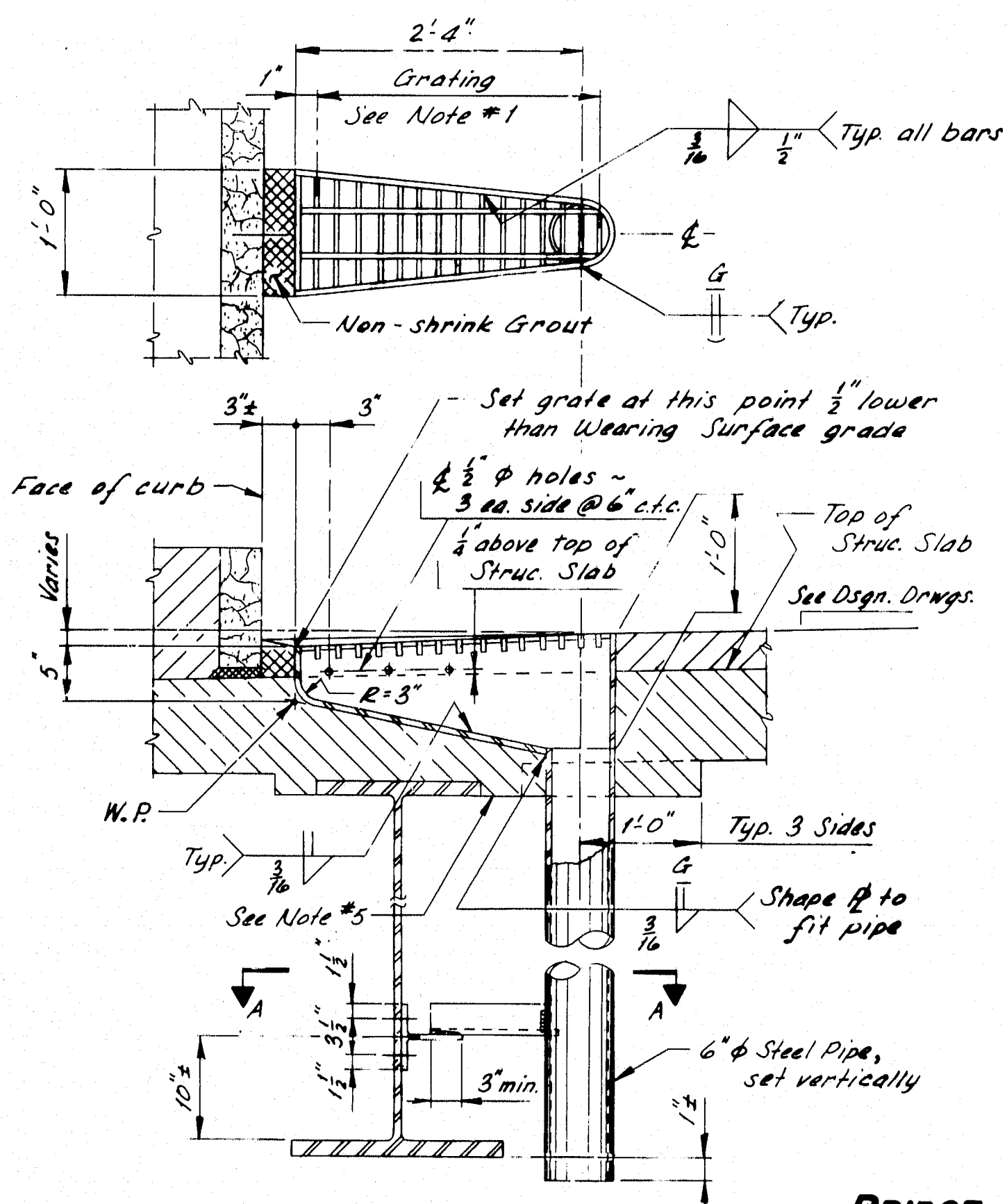
REVISIONS	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
General Revision	1-83	

STANDARD DETAILS
(BD 125 - 82)
(FOR USE WITH BITUMINOUS WEARING SURFACE)

EXPANSION DEVICE
COMPRESSION SEAL
GLAND SEAL

August 14, 1985
SHEET 20 OF 27 AUGUSTA, MAINE AUGUST 1982

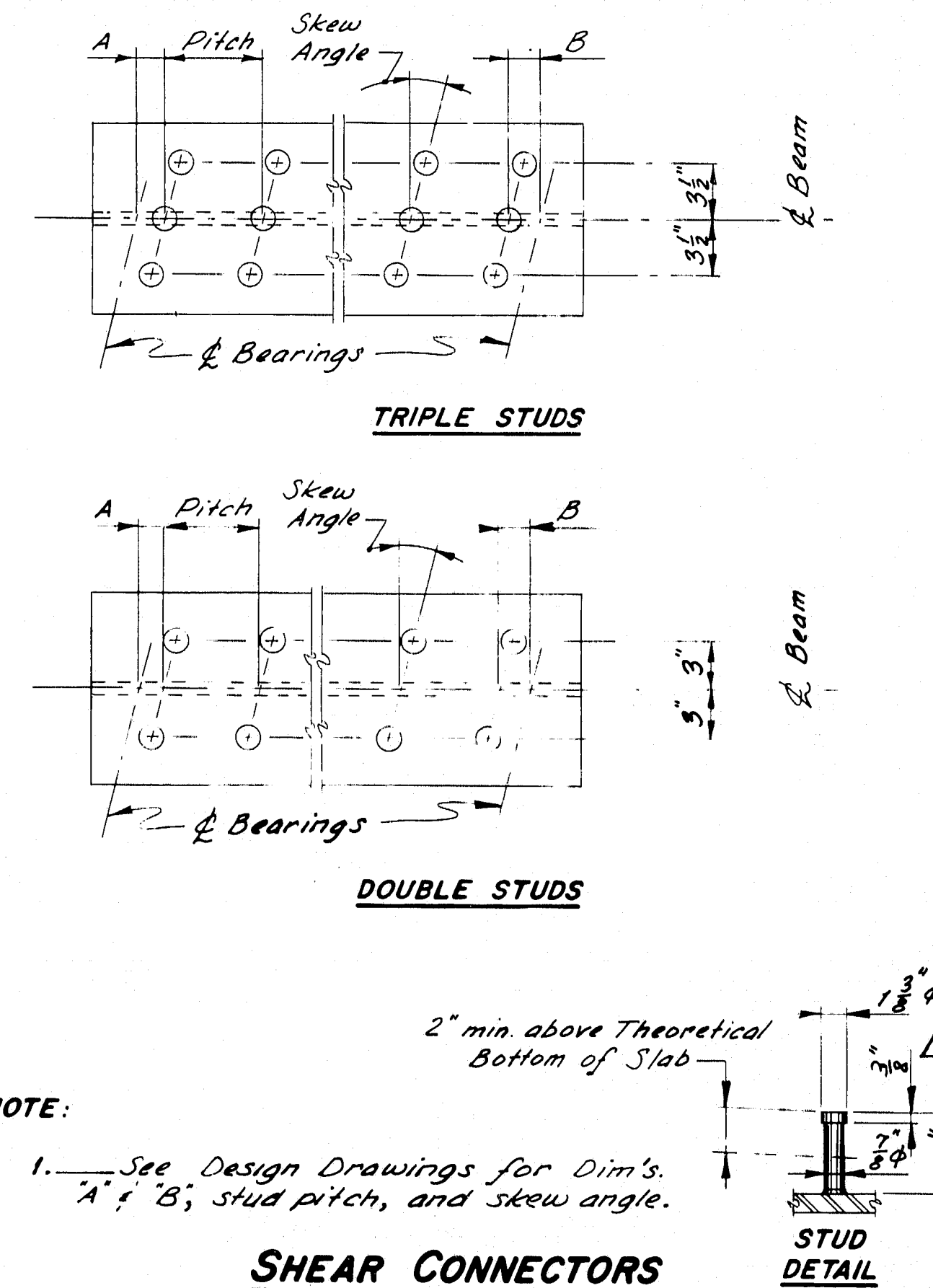
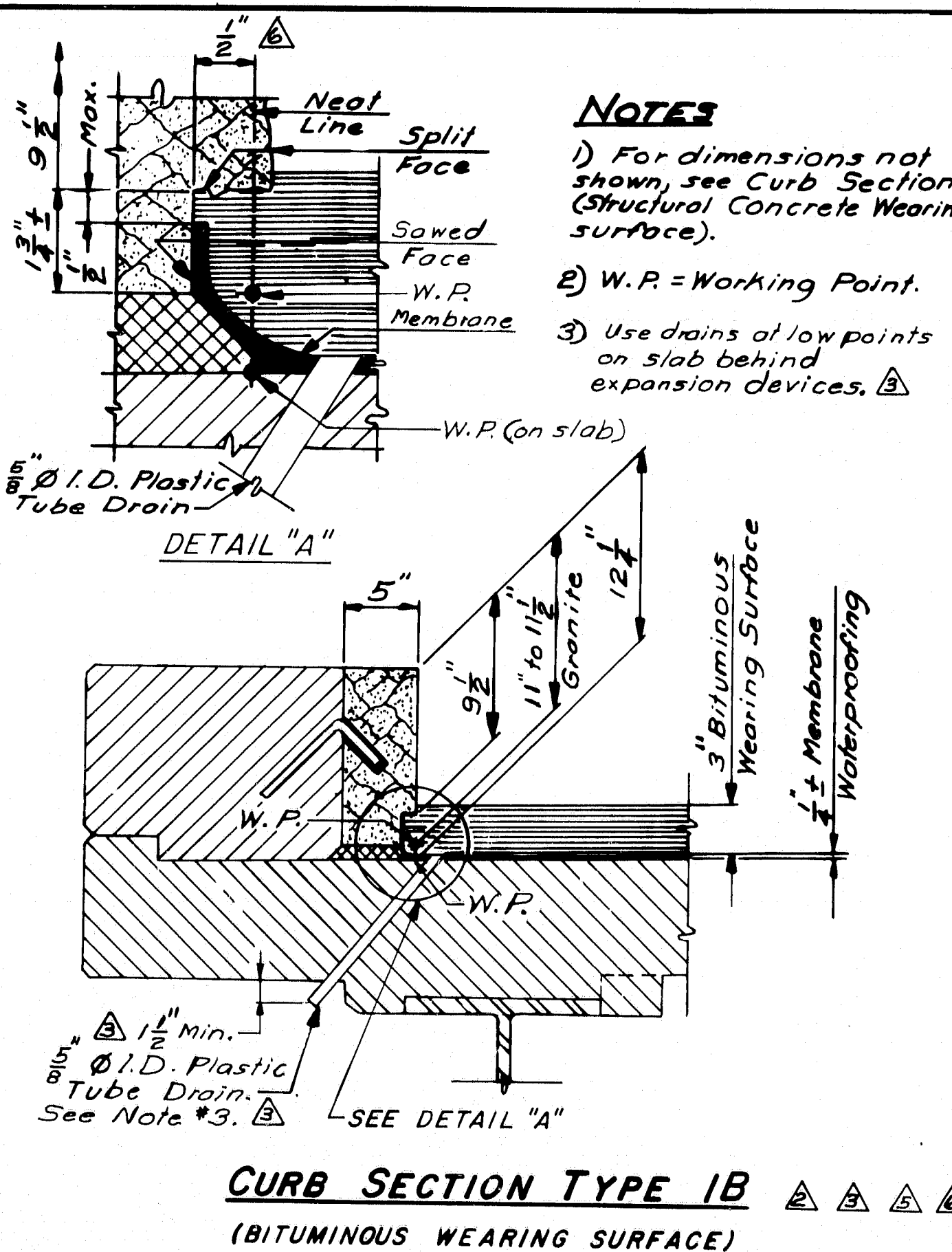
R93-296



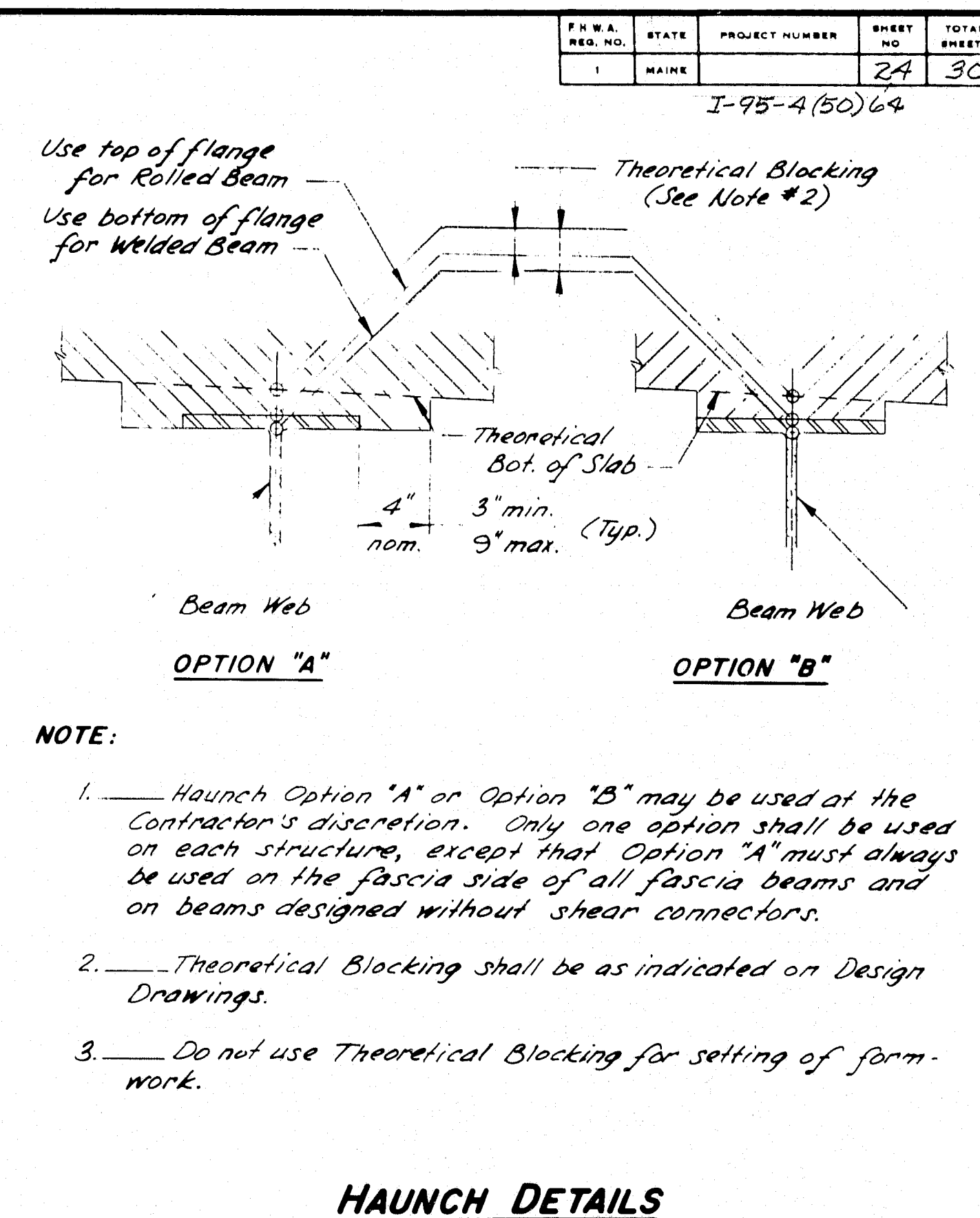
NOTES:

- Grating shall be a commercial heavy-duty grating with $\frac{1}{2}$ " x $\frac{3}{4}$ " bearing bars spaced at 2" c.t.c., and $\frac{1}{2}$ " x $\frac{1}{2}$ " cross bars spaced at 4" c.t.c.
- Plates shall be A.S.T.M. A36, $\frac{1}{4}$ " thick.
- WT 6x13 shall be of the same material as the beam web.
- At the option of the Contractor, the Bridge Drain may be modified to allow the use of T.S. 6x6 x $\frac{1}{2}$ " conforming to A.S.T.M. A501 or A.S.T.M. A500, Gr. "A", in place of the 6" x 6" steel pipe.
- If the minimum thickness of concrete below the Drain is 2" or less, the haunch shall be extended as shown.
- Painting will not be required when the structural steel is specified to be unpainted.
- Payment for Bridge Drain shall be as specified under subsection 502.19 of the Standard Specifications.

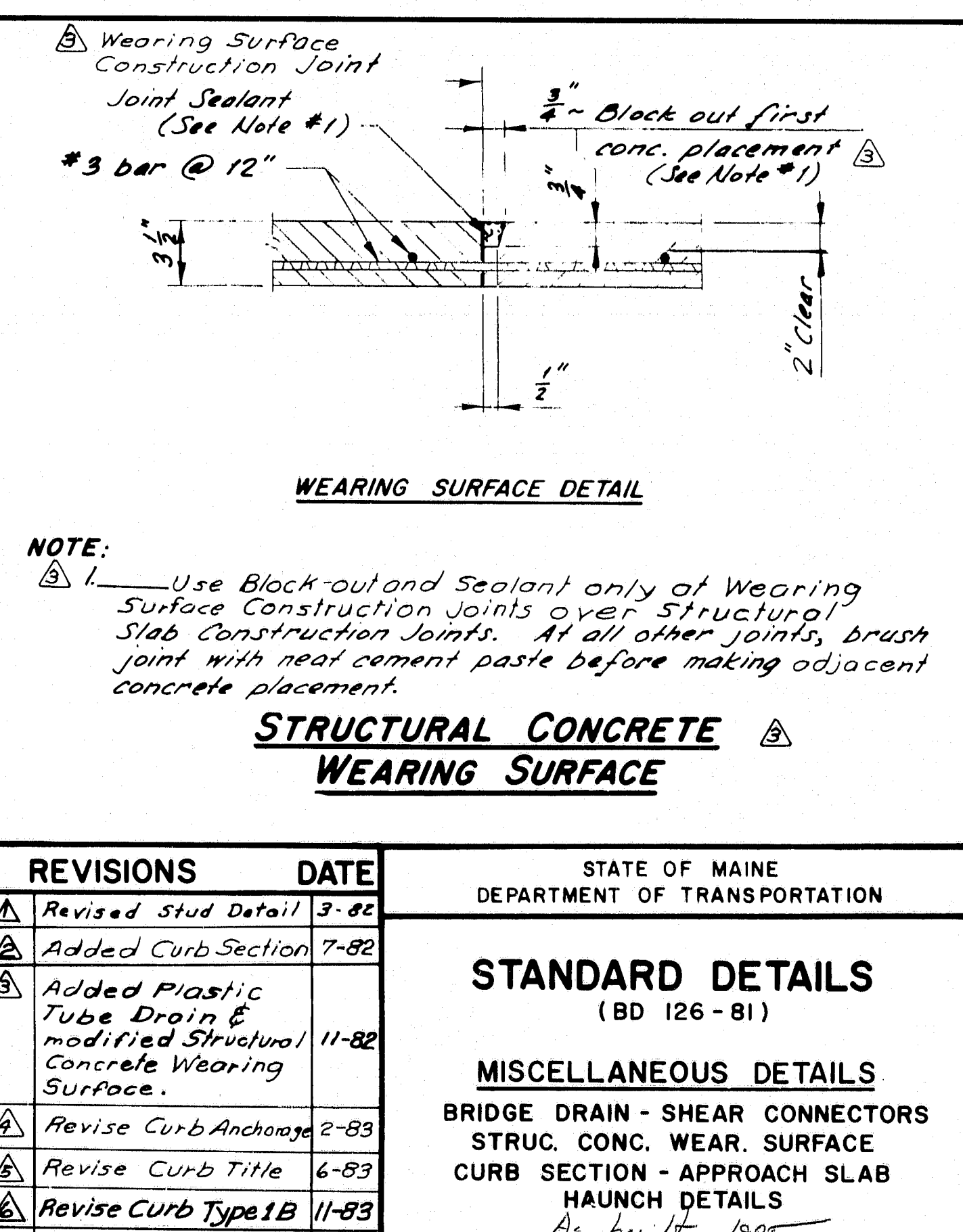
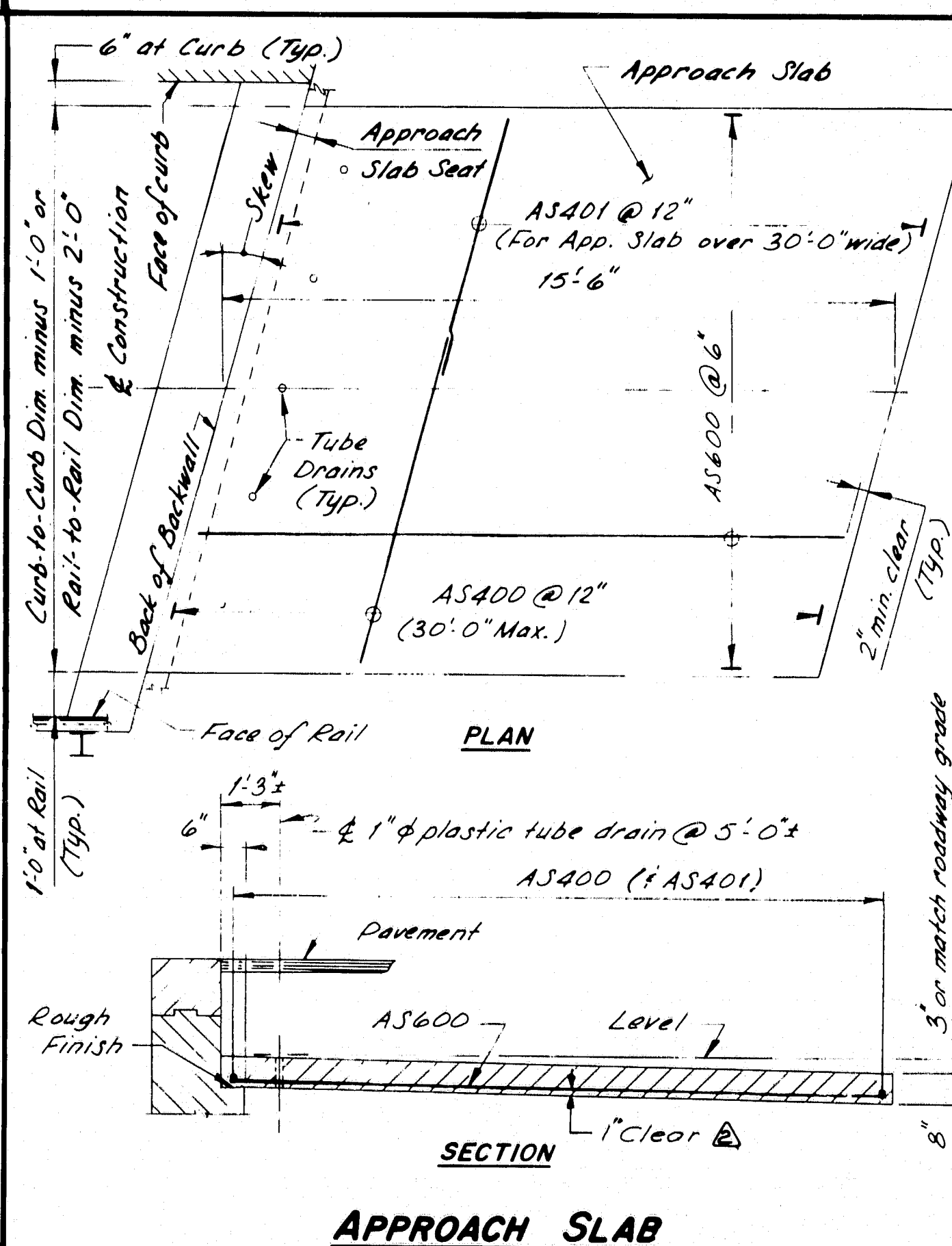
BRIDGE DRAIN



SHEAR CONNECTORS



HAUNCH DETAILS



STRUCTURAL CONCRETE WEARING SURFACE

REVISIONS

REVISIONS	DATE
Added Stud Detail	3-82
Added Curb Section	7-82
Added Plastic Tube Drain & modified Structural Concrete Wearing Surface.	11-82
Revise Curb Anchorage	2-83
Revise Curb Title	6-83
Revise Curb Type 1B	11-83

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

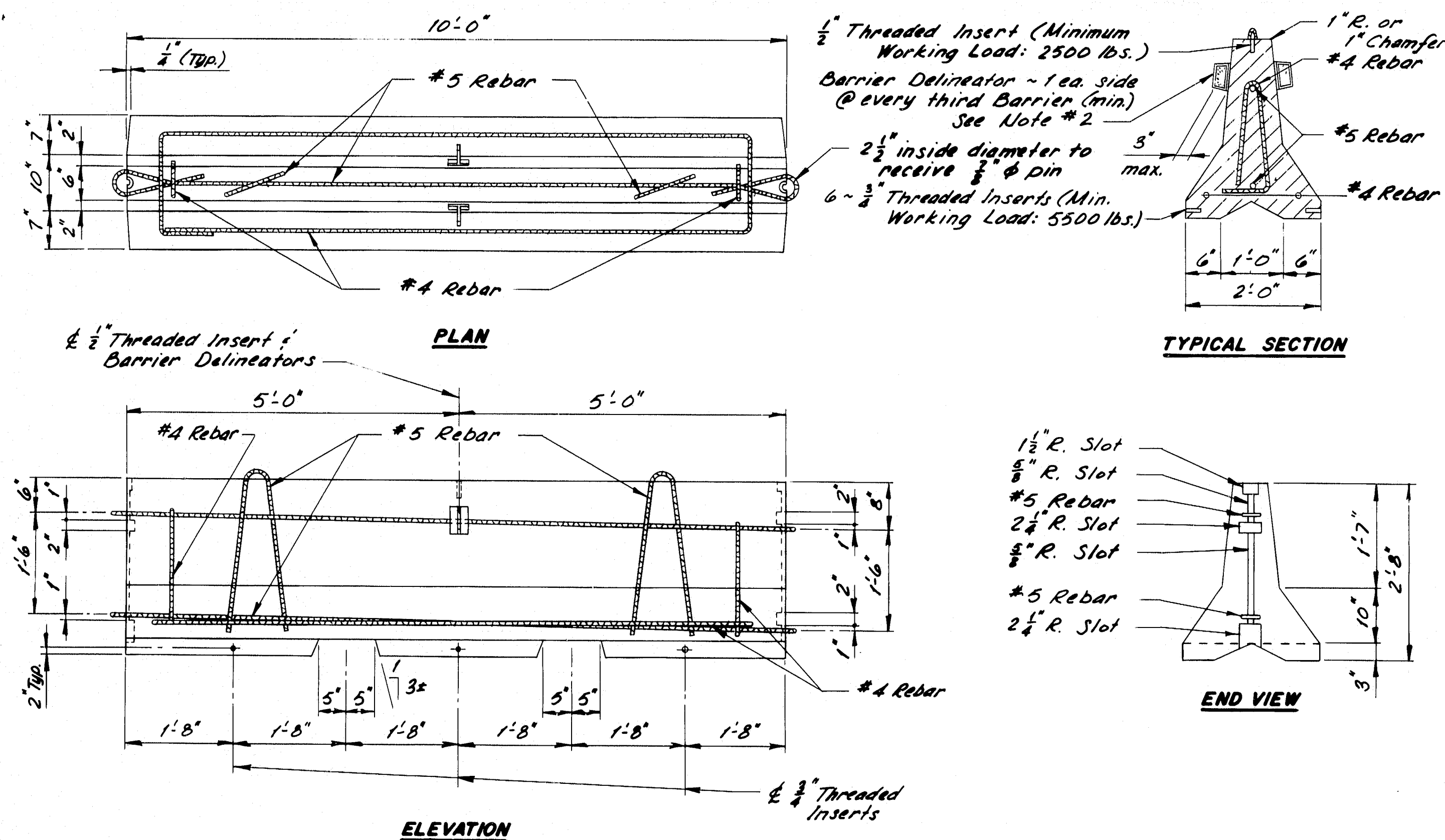
STANDARD DETAILS

(BD 126-81)

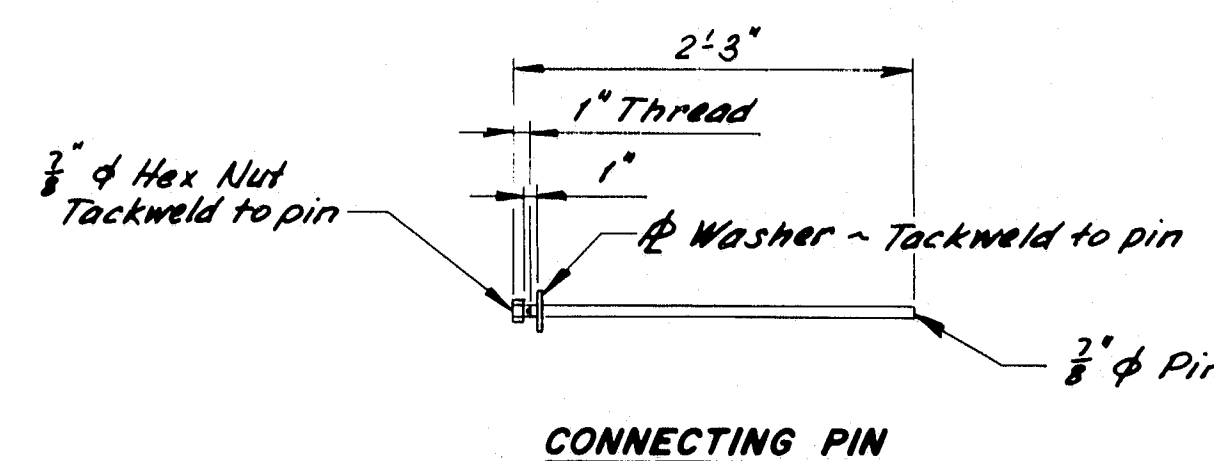
MISCELLANEOUS DETAILS

BRIDGE DRAIN - SHEAR CONNECTORS
STRUC. CONC. WEAR. SURFACE
CURB SECTION - APPROACH SLAB
HAUNCH DETAILS
As bu. 1/4 1985

R93-297

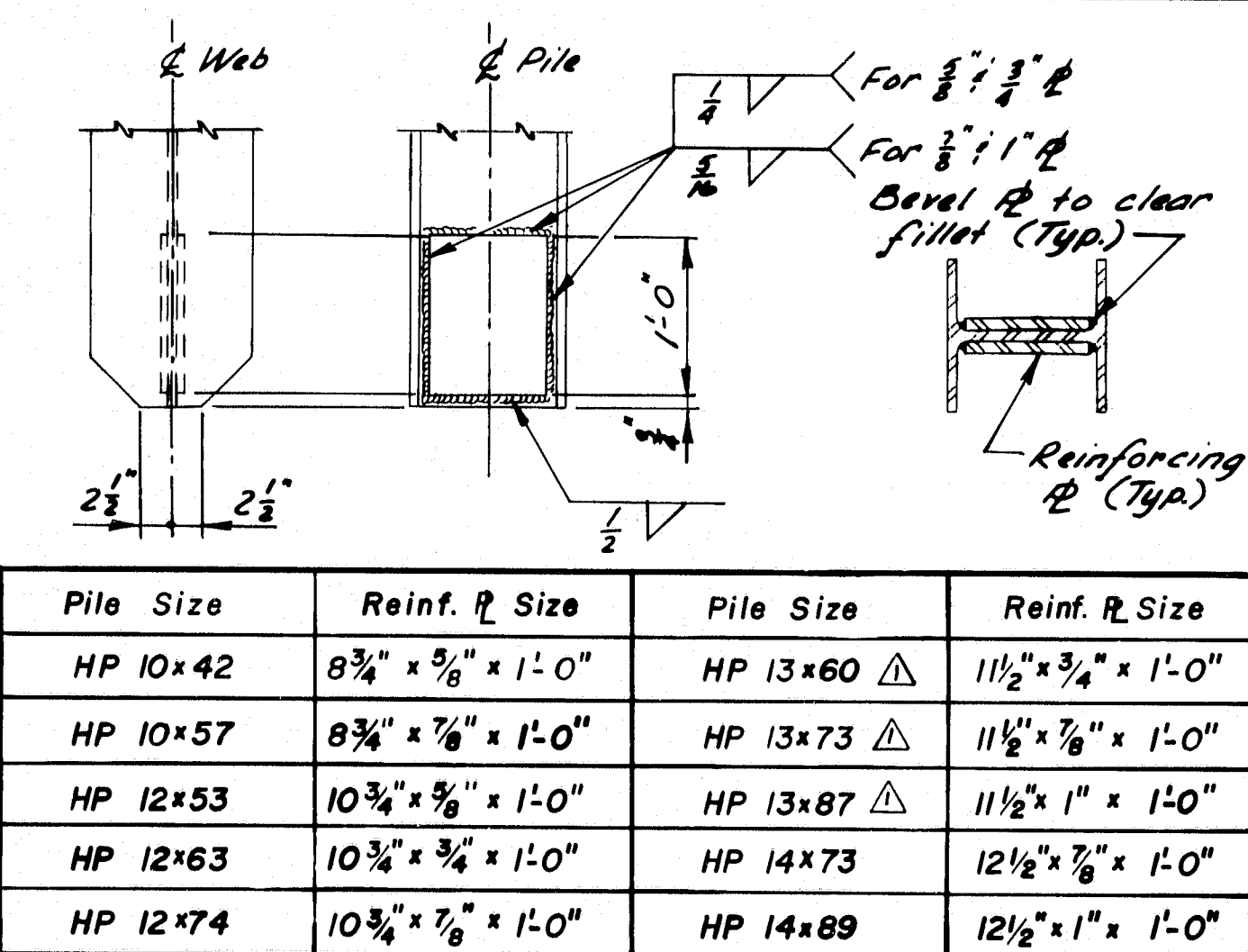


TEMPORARY CONCRETE BARRIER - TYPE 1



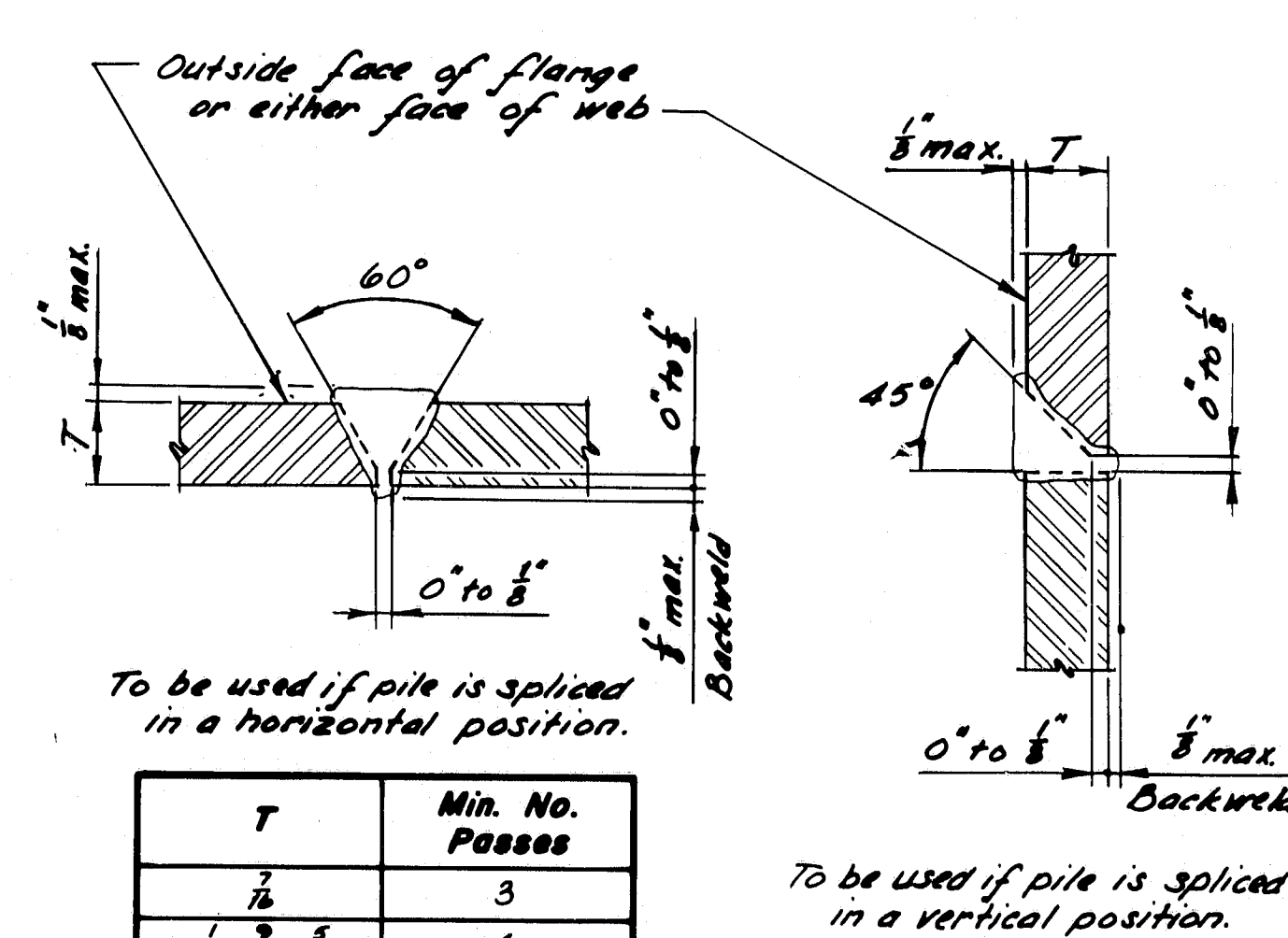
NOTES:

- The reinforcing steel, end connections, lifting arrangement, and sizes and locations of hold-down inserts are advisory only. It shall be the Contractor's responsibility to provide adequate reinforcing, and connections, lifting points, and hold-down arrangements.
- Barrier Delineators shall be bi-directional with a minimum effective reflex area of 8.0 square inches as approved by the Engineer. The Reflector shall preferably be of Methyl Methacrylate, and the Housing of Acrylonitrile Butadiene Styrene.



- NOTES:**
- Alternate Pointed Reinforced Pile Tips may be used if they have at least the cross-sectional area of the pile tip shown and are approved by the Engineer.
 - Plates may be shop or field welded.
 - Use Manual Shielded Metal-Arc Process and 6010, 6011, or 6012 electrodes, unless a different process has been approved by the Engineer.
 - Electrodes shall be dry when used, in accordance with the provisions of A.N.S. Spec. D.1.1, as amended by AASHTO.

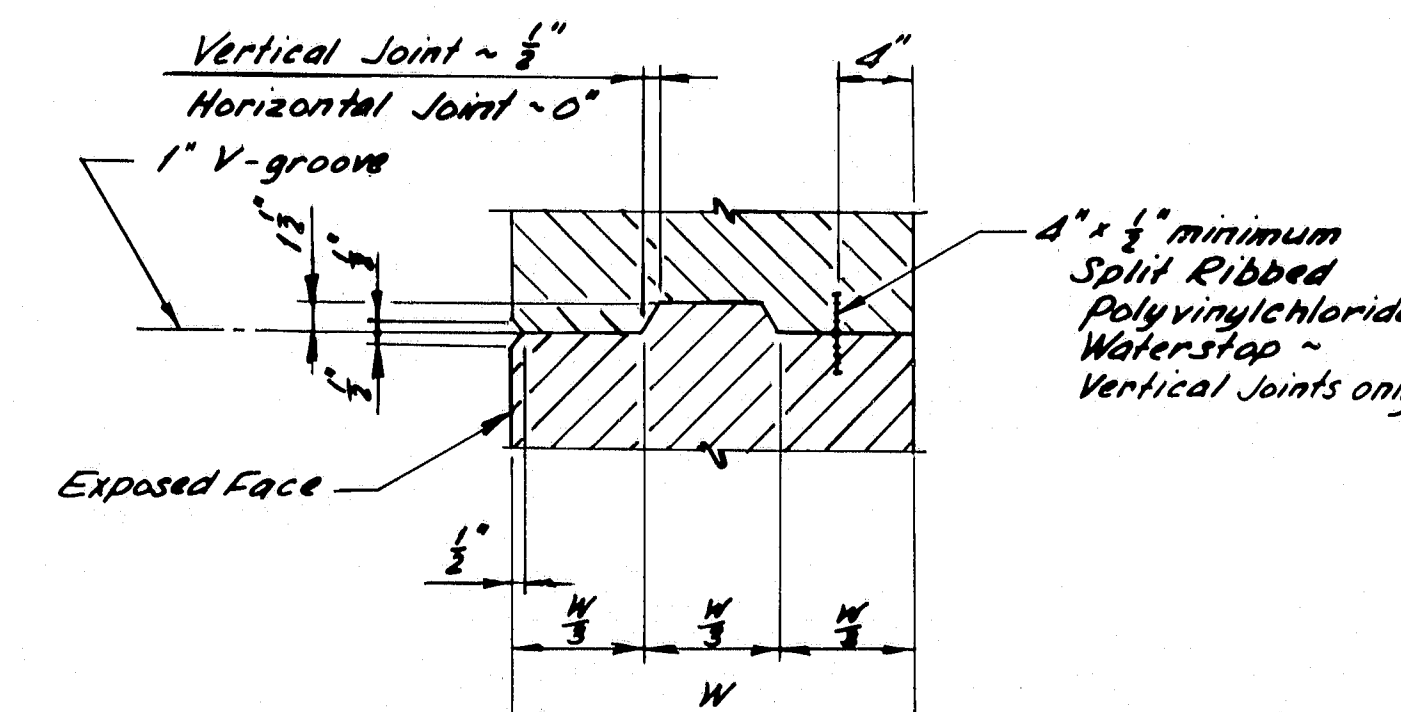
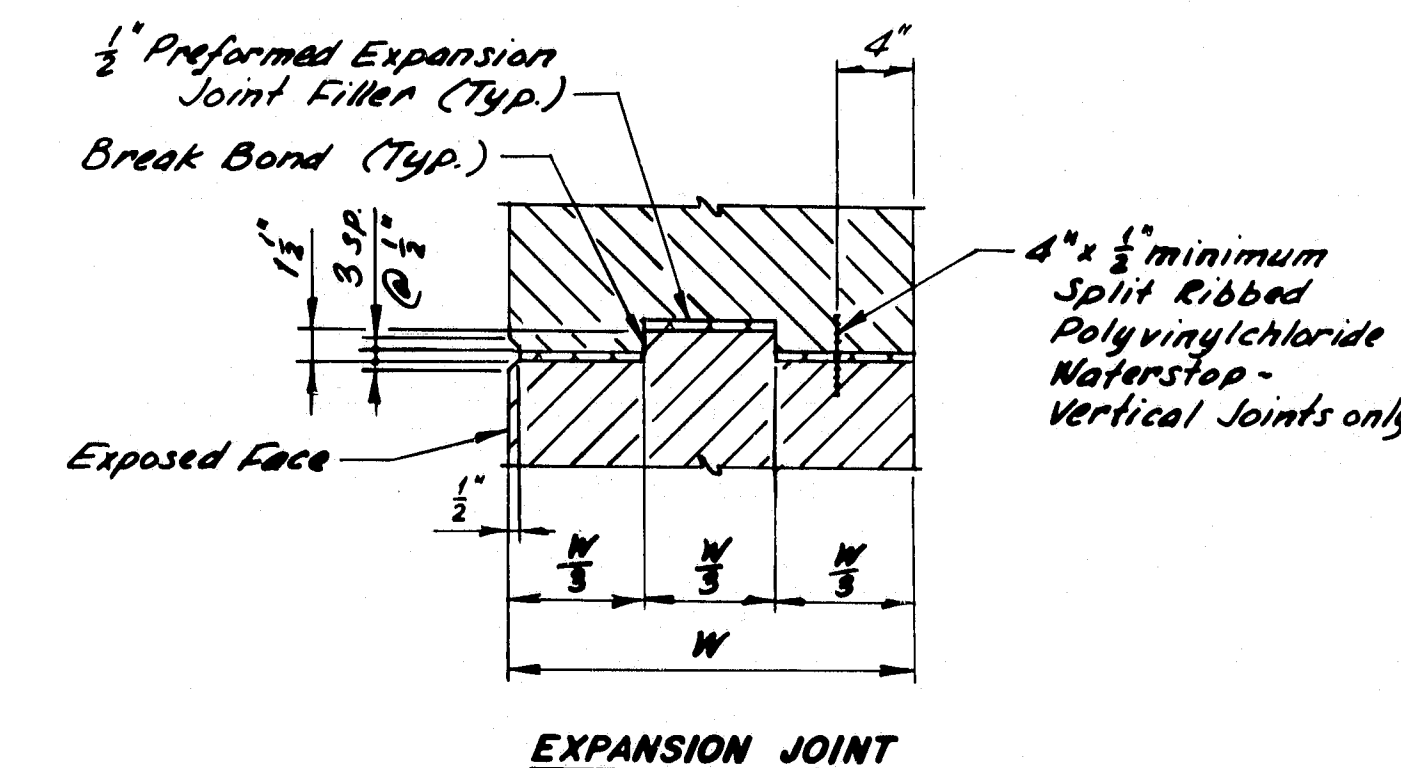
POINTED REINFORCED PILE TIP



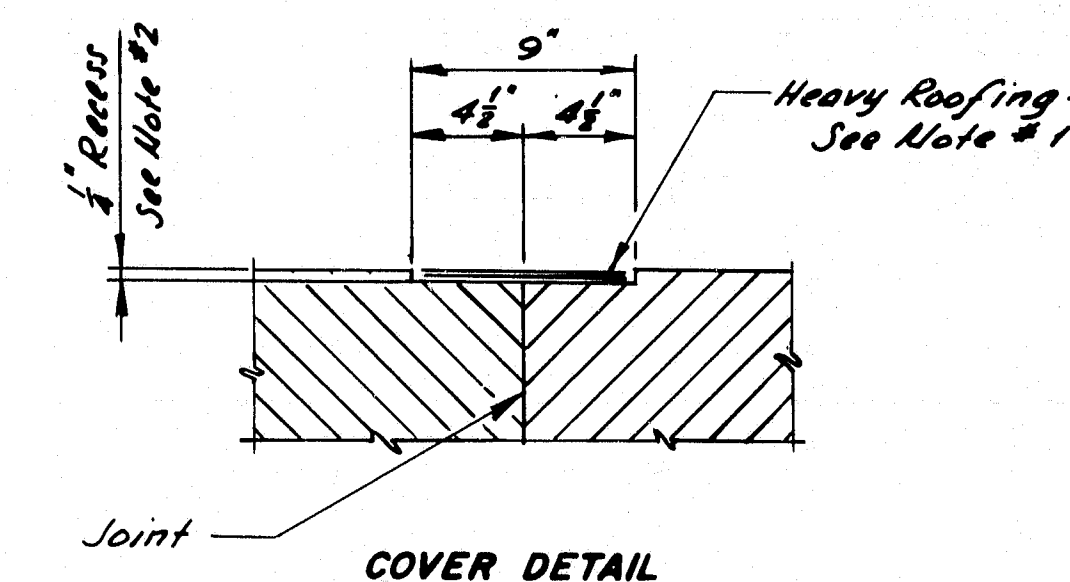
NOTES:

- All cutting shall be done with the use of a mechanical guide.
- Use Manual Shielded Metal-Arc Process and 6010, 6011, or 6012 electrodes, unless a different process has been approved by the Engineer.
- Electrodes shall be dry when used, in accordance with the provisions of A.N.S. Spec. D.1.1, as amended by AASHTO.
- Gauge root before welding second side.

PILE SPLICE



CONCRETE JOINTS



NOTES:

- Where called for, cover horizontal and vertical construction, contraction, or expansion joints with two (2) 9" wide layers of heavy roofing felt. Coat the concrete and back of each layer as applied with plastic roofing cement.
- Recess the covered area 1/4" unless otherwise indicated on Design Drawings.

CONCRETE JOINT COVER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

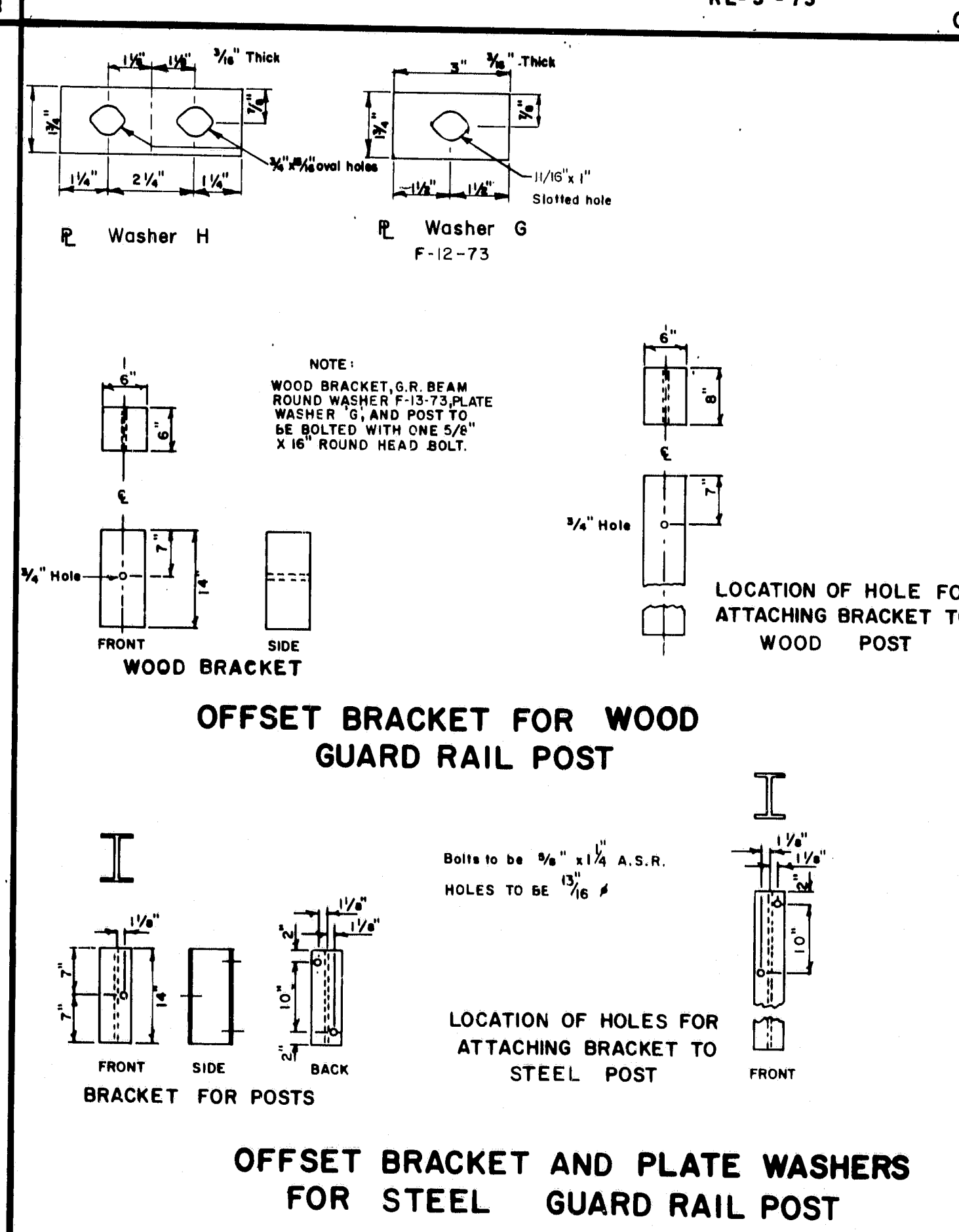
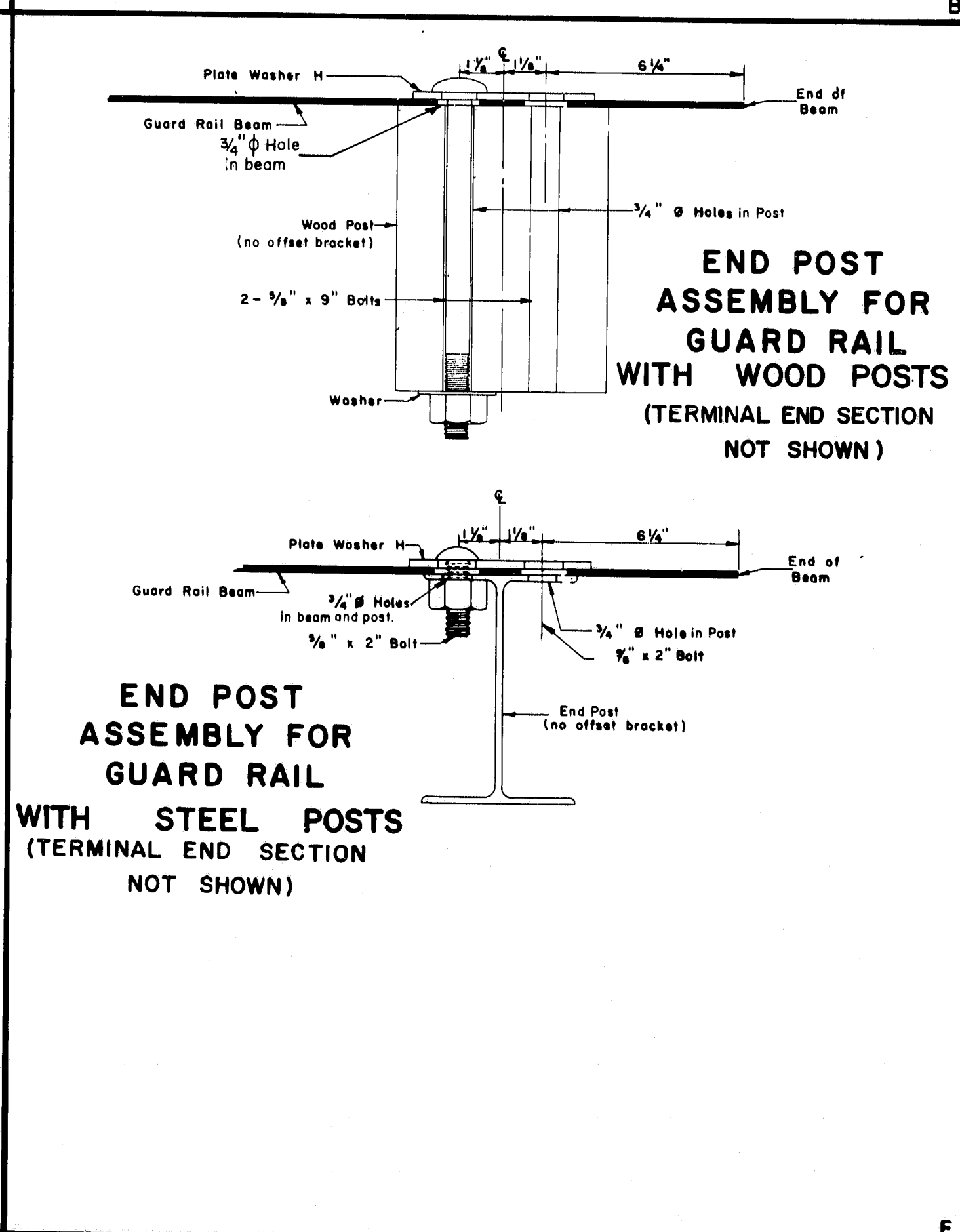
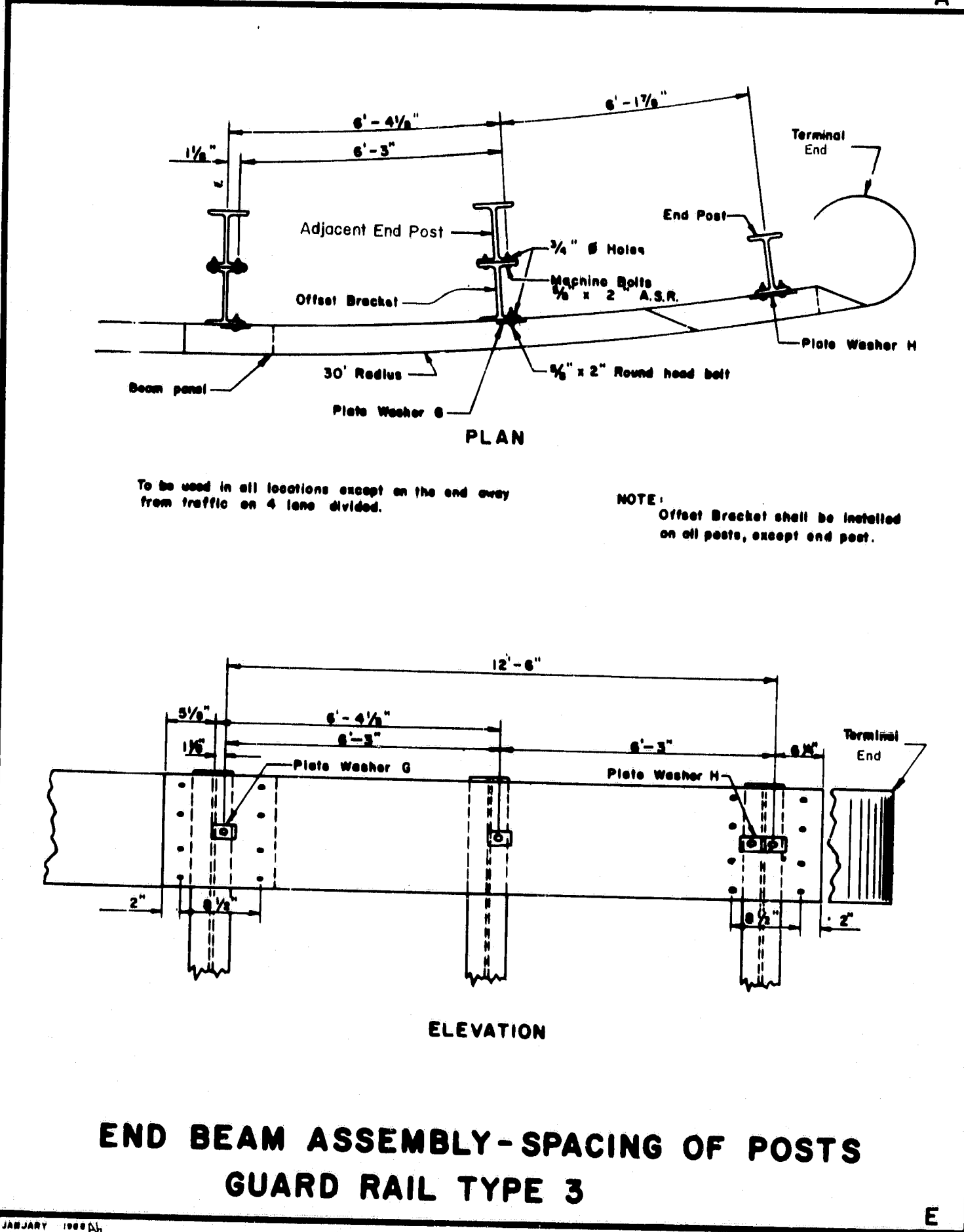
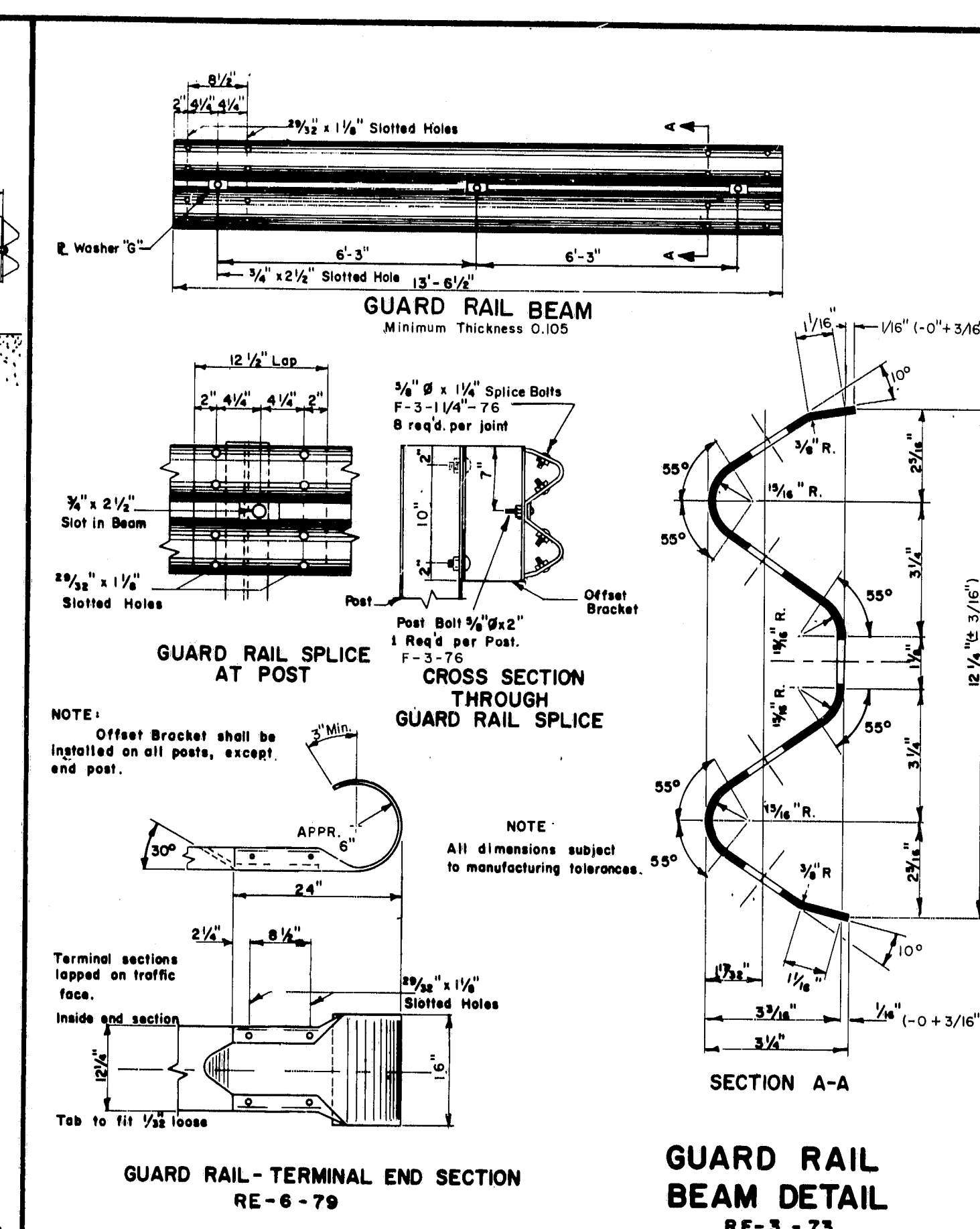
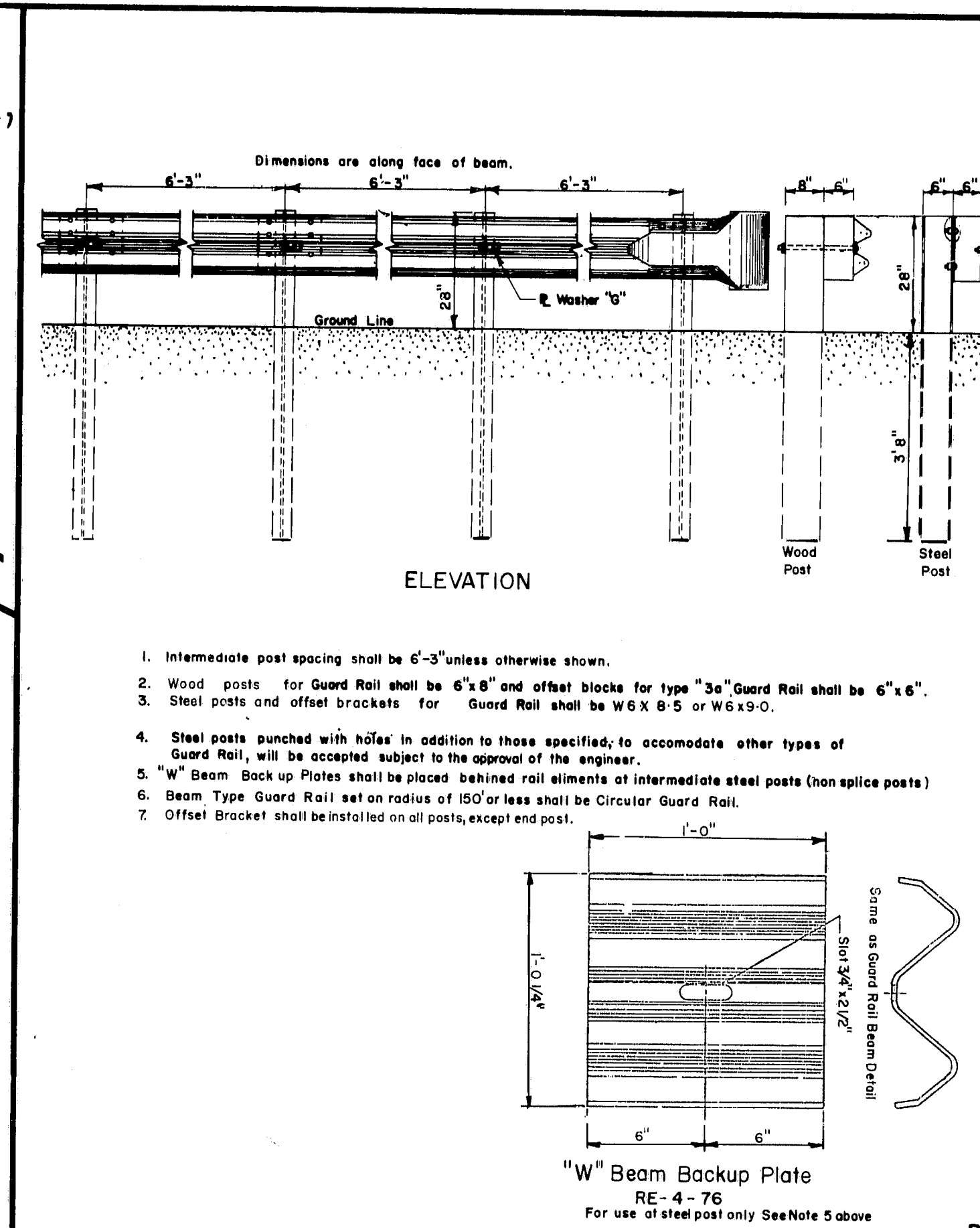
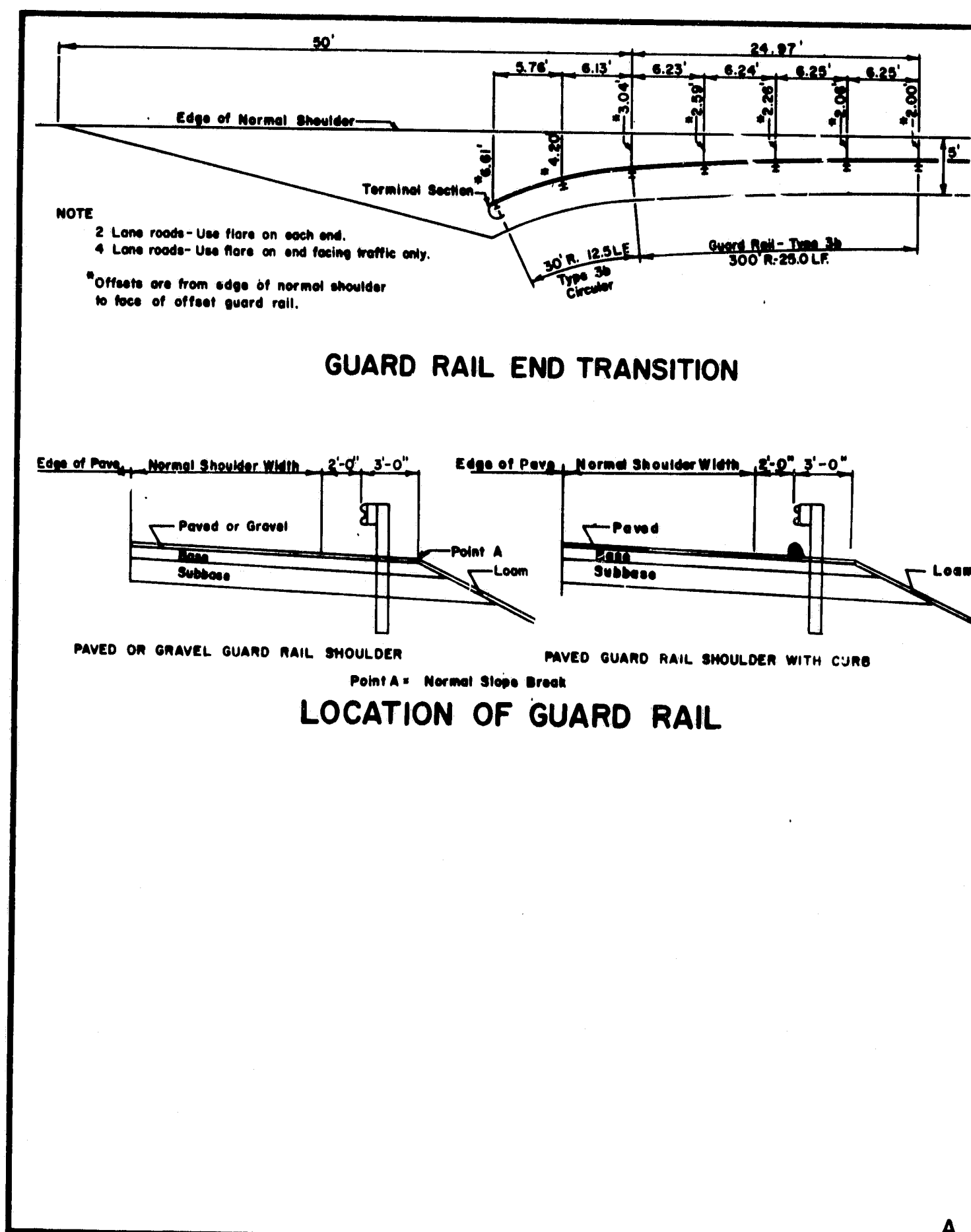
STANDARD DETAILS
(BD 127-81)

MISCELLANEOUS DETAILS
TEMP. CONC. BARRIER - TYPE 1
POINTED REINF. PILE TIP
PILE SPLICE - CONC. JOINTS
CONCRETE JOINT COVER

Added 13 HP's
REVISIONS 7-83
Date

SHEET 22 OF 27 AUGUSTA, MAINE JUNE 1981

R93-298



REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		26	30

I-95-4(50)69

REVISIONS

Description	MeDOT	FHW
Original Plan		
Guard Rail Beam Det. B.C.	Nov. 1980	

APPROVAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS

TYPE 3 GUARD RAIL

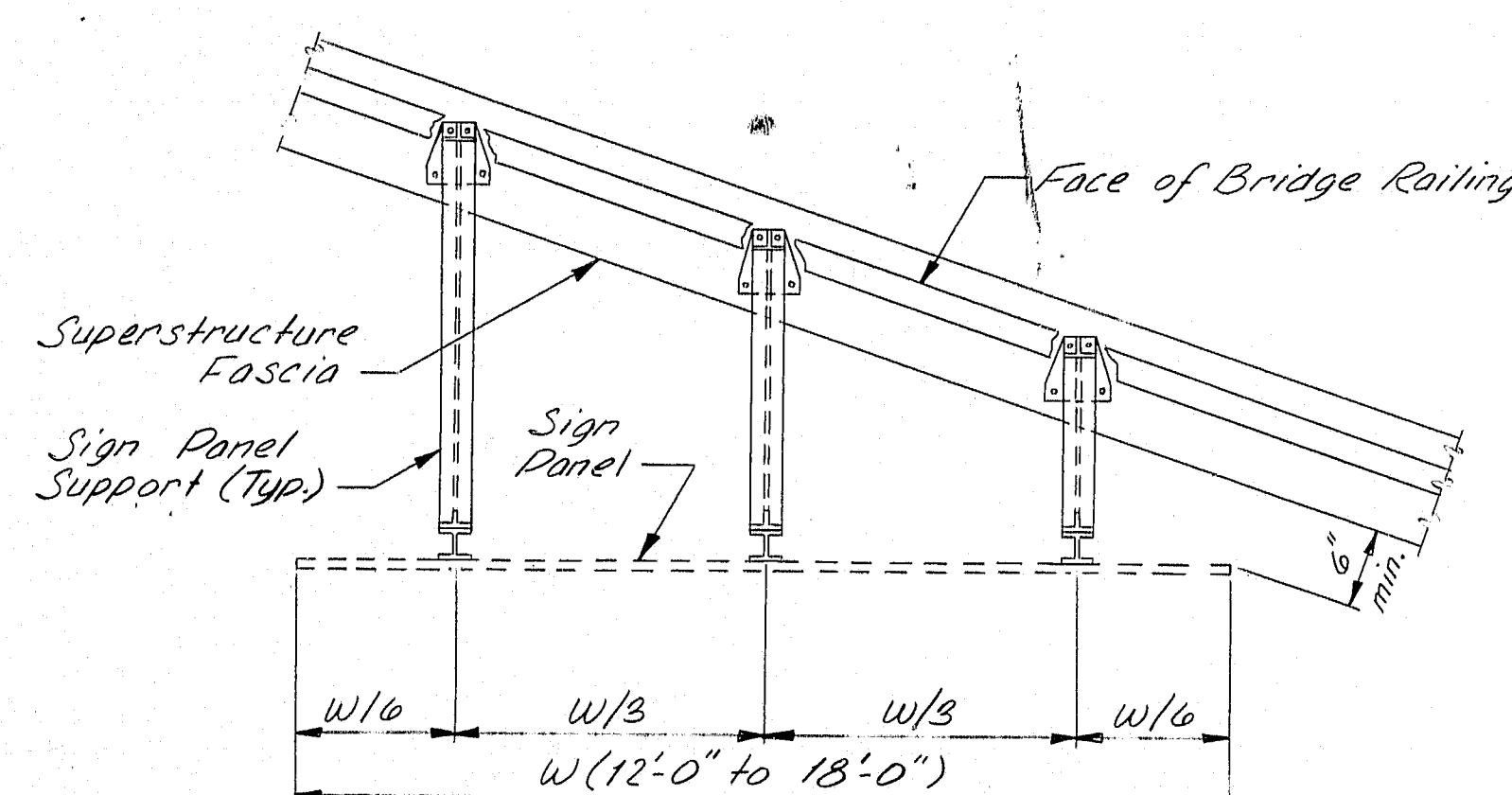
By *others*
SPECIFICATION SECTION 606
AUGUSTA, MAINE

R93-299

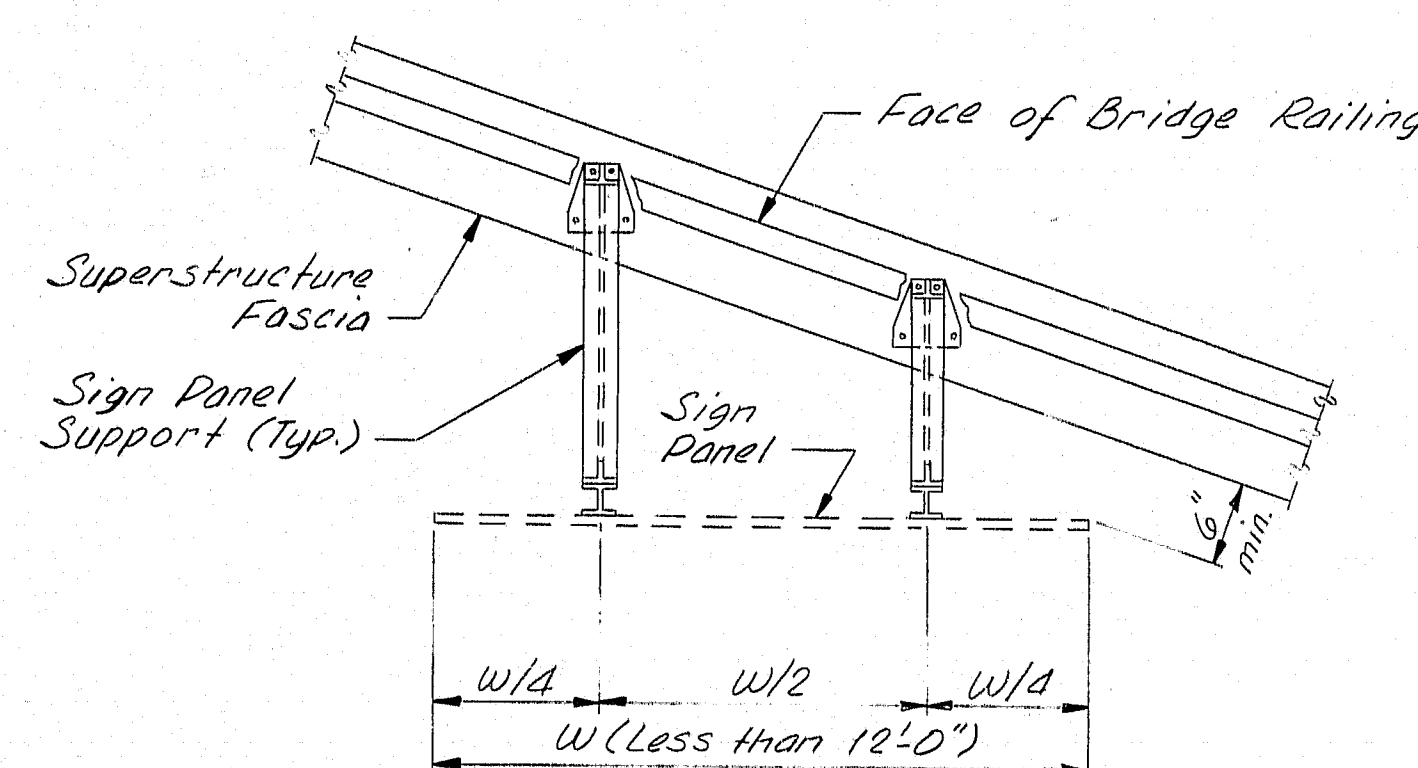
REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(50) 64	27	30

NOTES

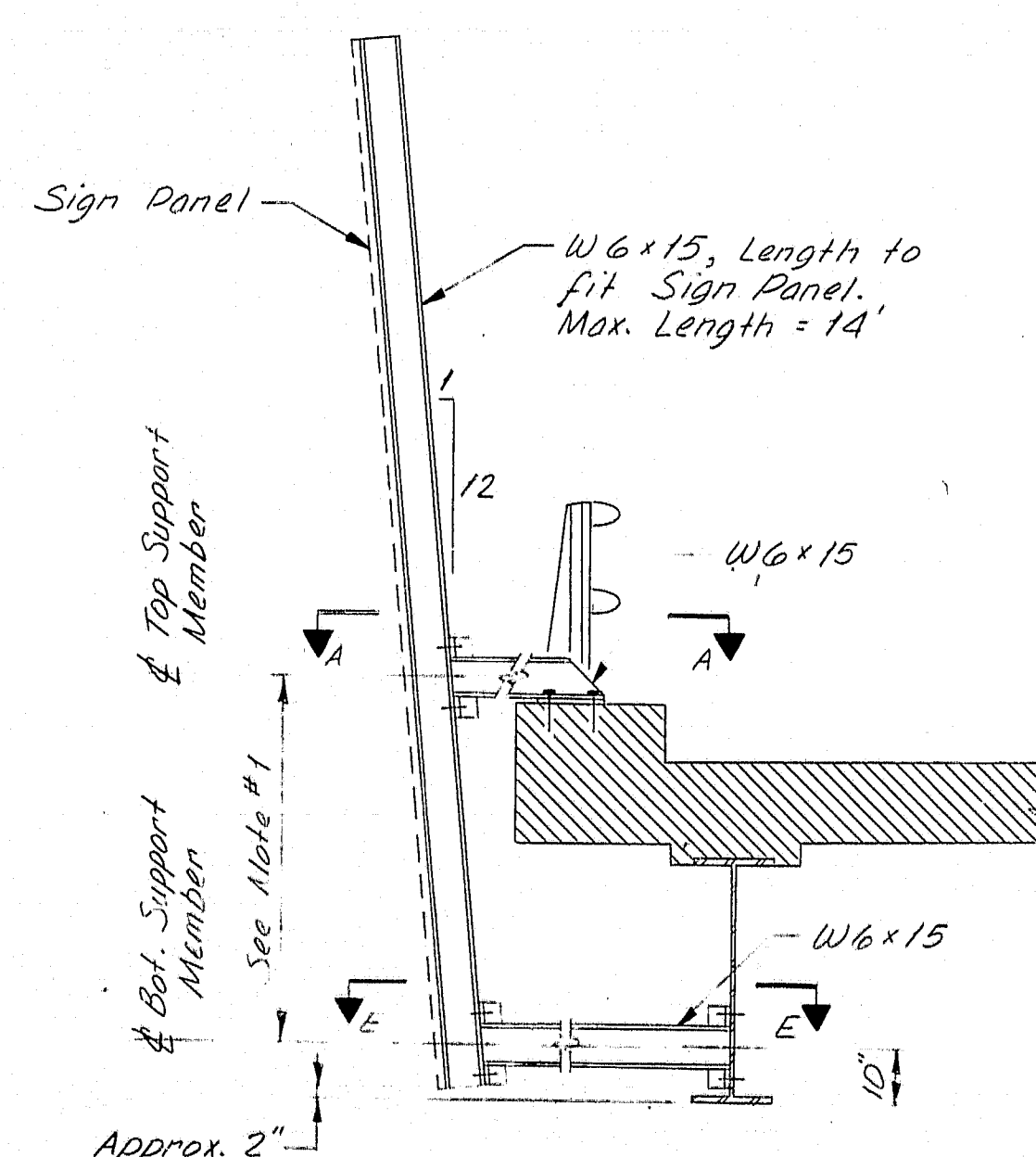
- The support frame dimensions shall be determined by the Contractor, based on sign size, and bridge skew angle and cross-sectional geometry, subject to the approval of the Engineer.
- Fabrication of the Sign Supports shall be in conformance with Section 504 of the Standard Specifications.
- Materials:
Structural Steel: ASTM A36
Bolts: ASTM A325, Type 1
Anchor Bolts: Wedge Type, Min. Pull-out 8000 lbs.
Min. Shear 12000 lbs.
- All materials shall be hot-dipped galvanized in accordance with, respectively, ASTM A123 or A153.
- WT 3x1.5's may be cut from excess lengths of W6x15.
- Details shown shall not be used on bridges with a skew in excess of 30°.



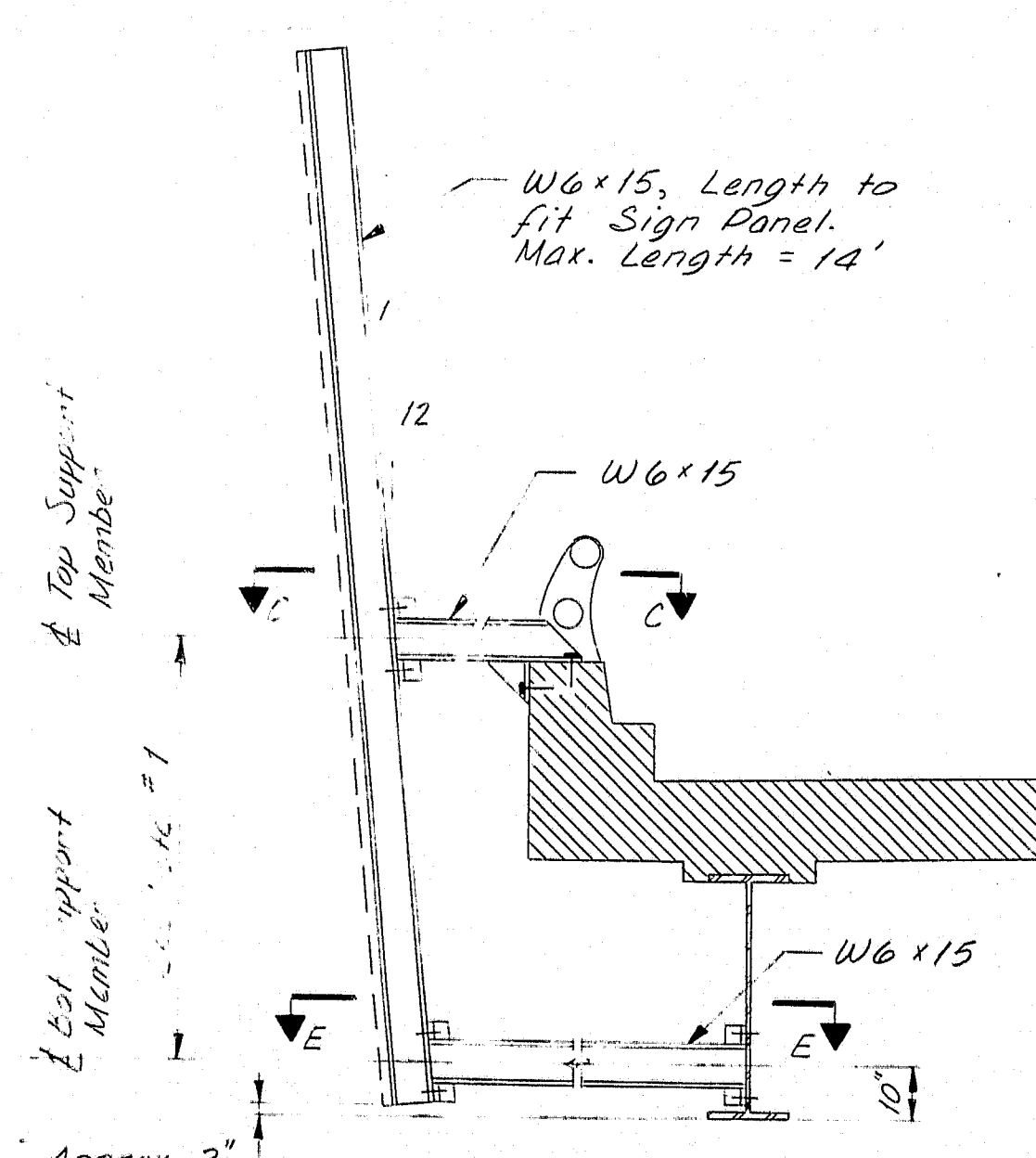
SIGN PANEL SUPPORT LAYOUT
(Large Signs 12'-18')



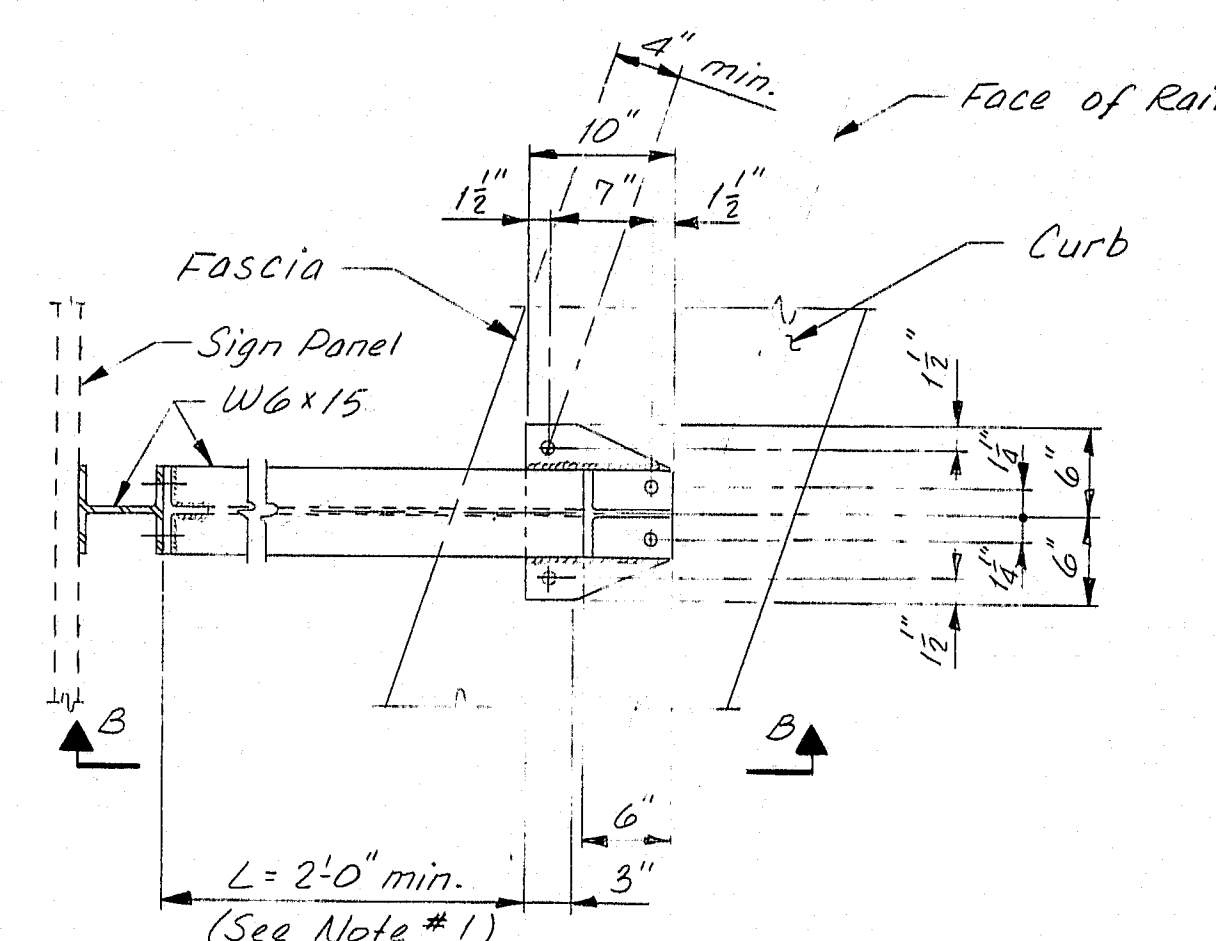
SIGN PANEL SUPPORT LAYOUT
(Signs Less Than 12')



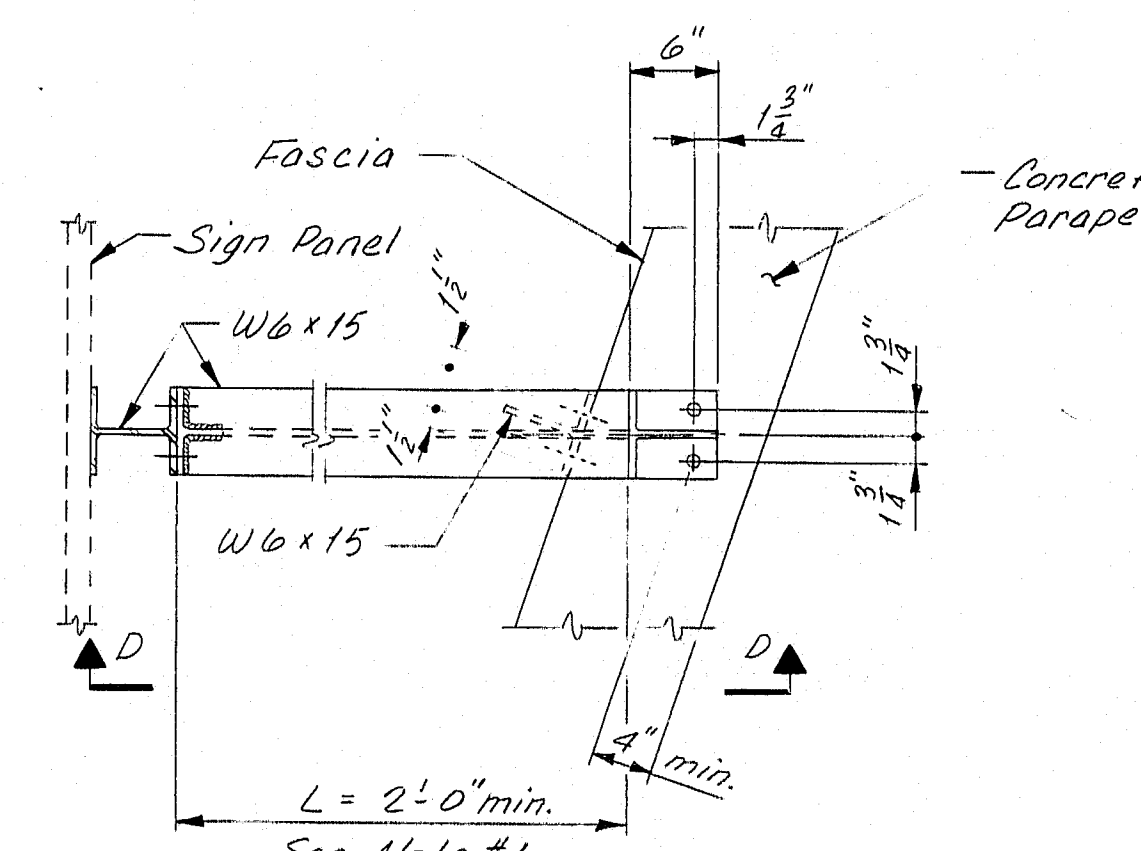
TYPICAL SECTION
(With Concrete Curb)



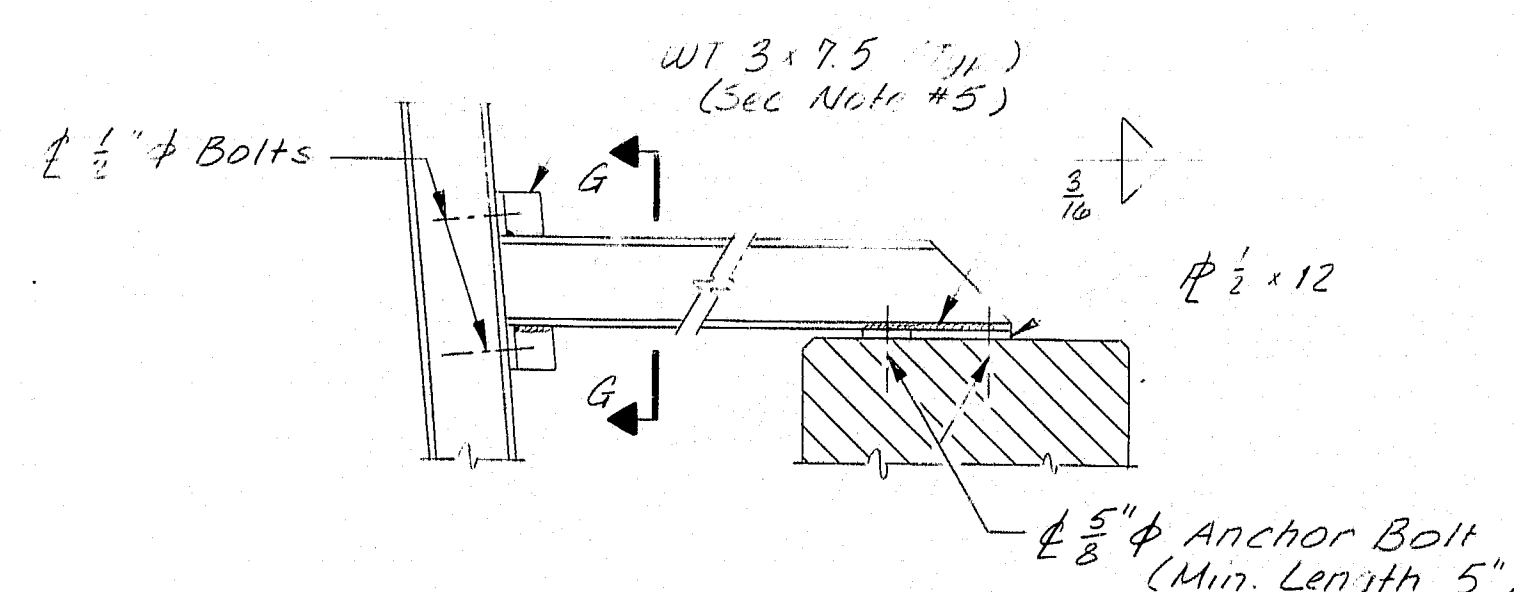
TYPICAL SECTION
(With Concrete Parapet)



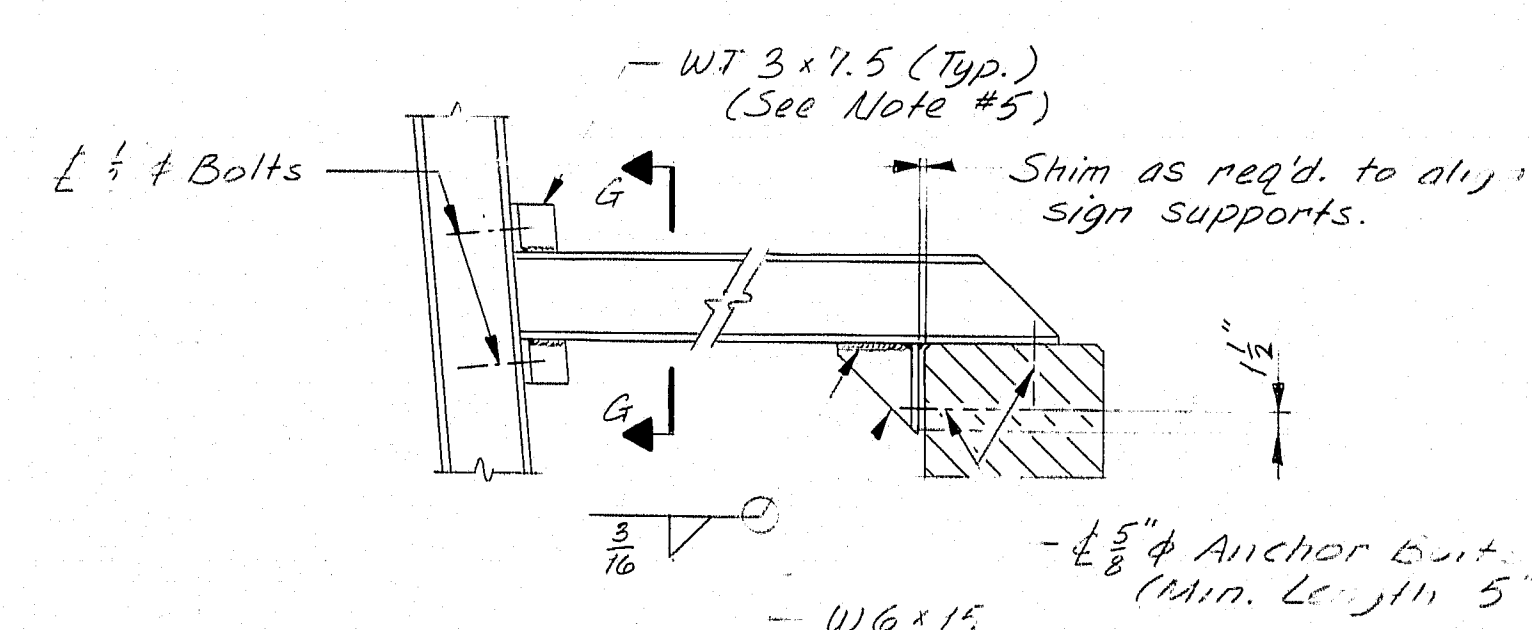
SECTION A-A



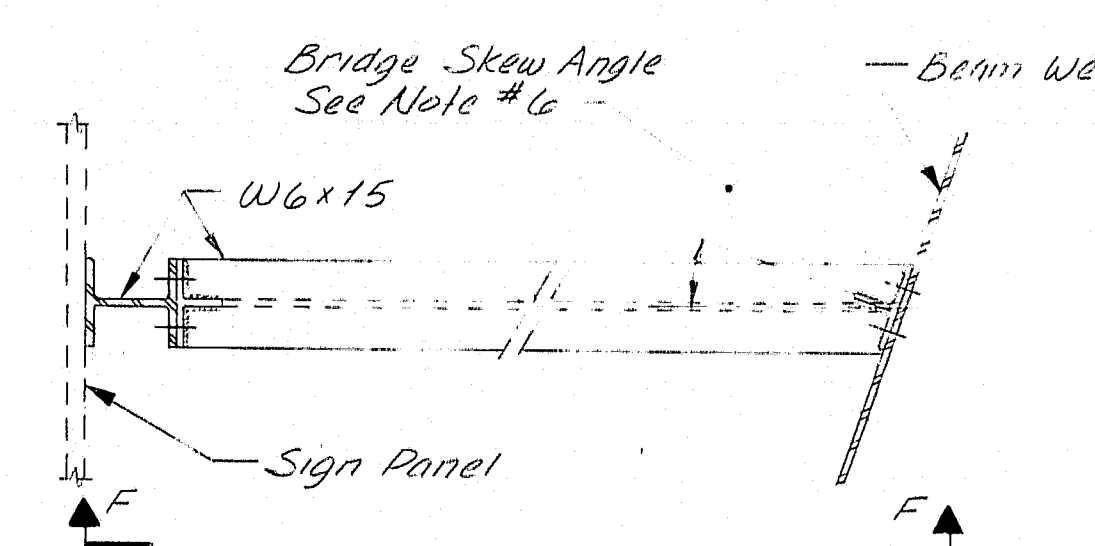
SECTION C-C



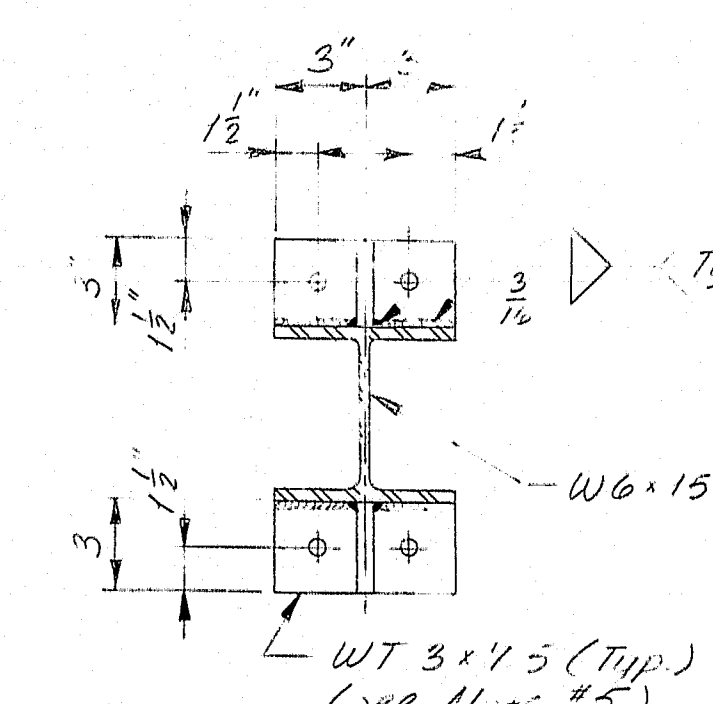
SECTION B-B



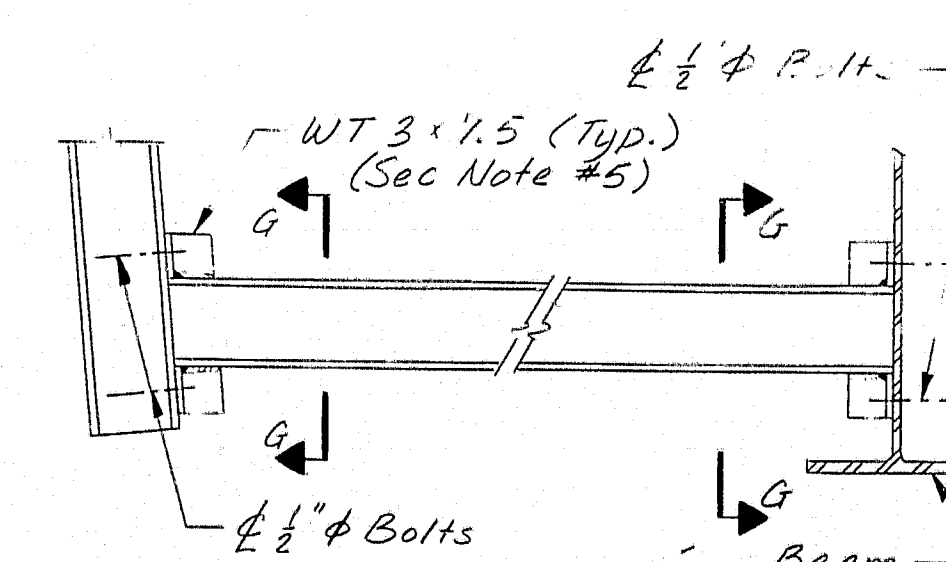
SECTION D-D



SECTION E-E



SECTION G-G



SECTION F-F

REVISIONS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**BRIDGE - MOUNTED
SIGN SUPPORTS**

(30° MAX. SKEW)

As built 1985

SHEET 24 OF 27 AUGUSTA, MAINE

R93-300

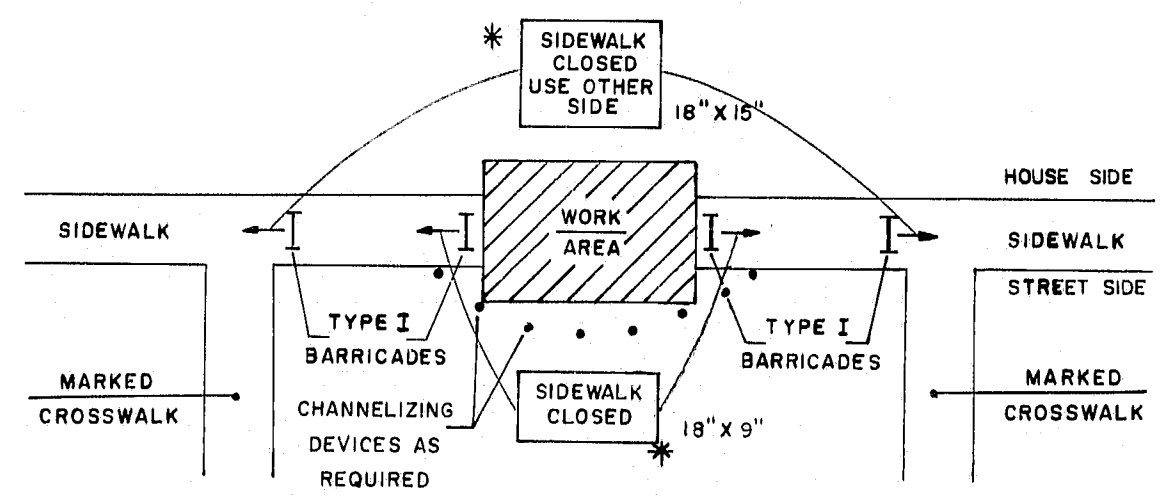
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAIL	W. J. D. / J. D. M.	4-81
CHECKED	A. J. T.	8-81
REVISIONS		
FIELD CHANGES		

BRWING 44 132 46710

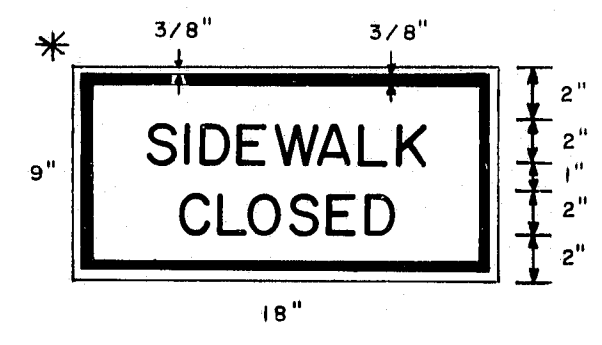
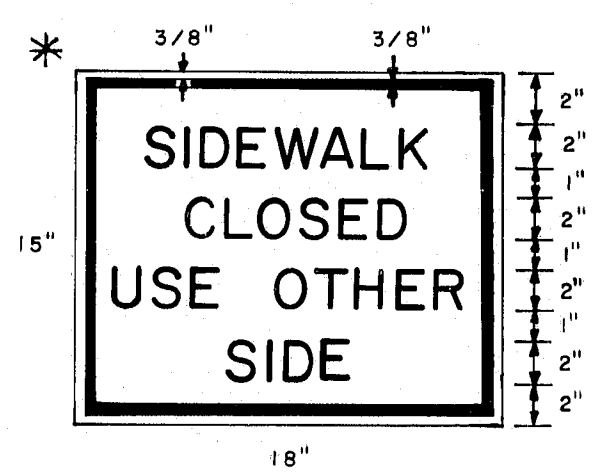
F.R.W.A. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		28	30

I-95-4(50)64

* NON-REFLECTORIZED WHITE BACKGROUND, BLACK TEXT
AND BORDER-2" SERIES 'C' UPPER CASE LETTERS

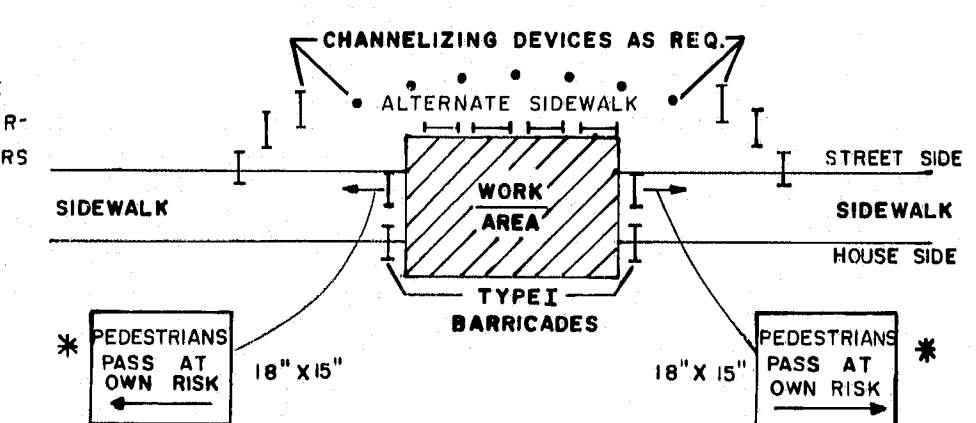


**SIDEWALK CLOSURE
WITHOUT ALTERNATE SIDEWALK**

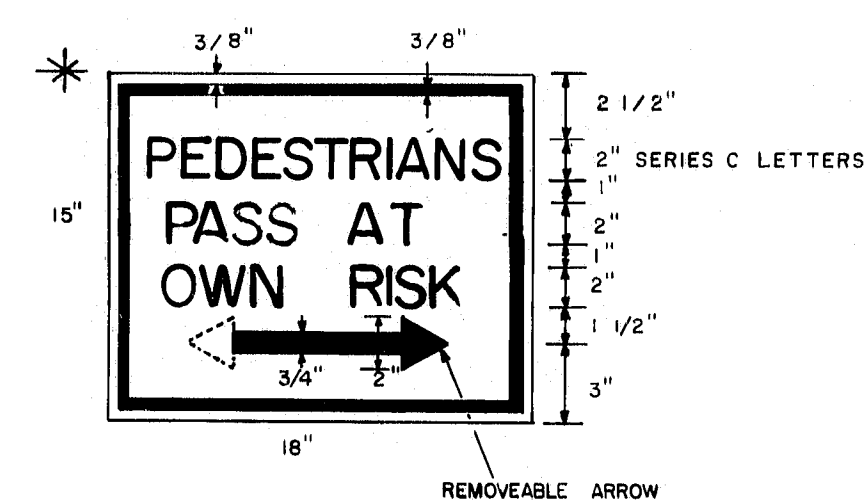


A

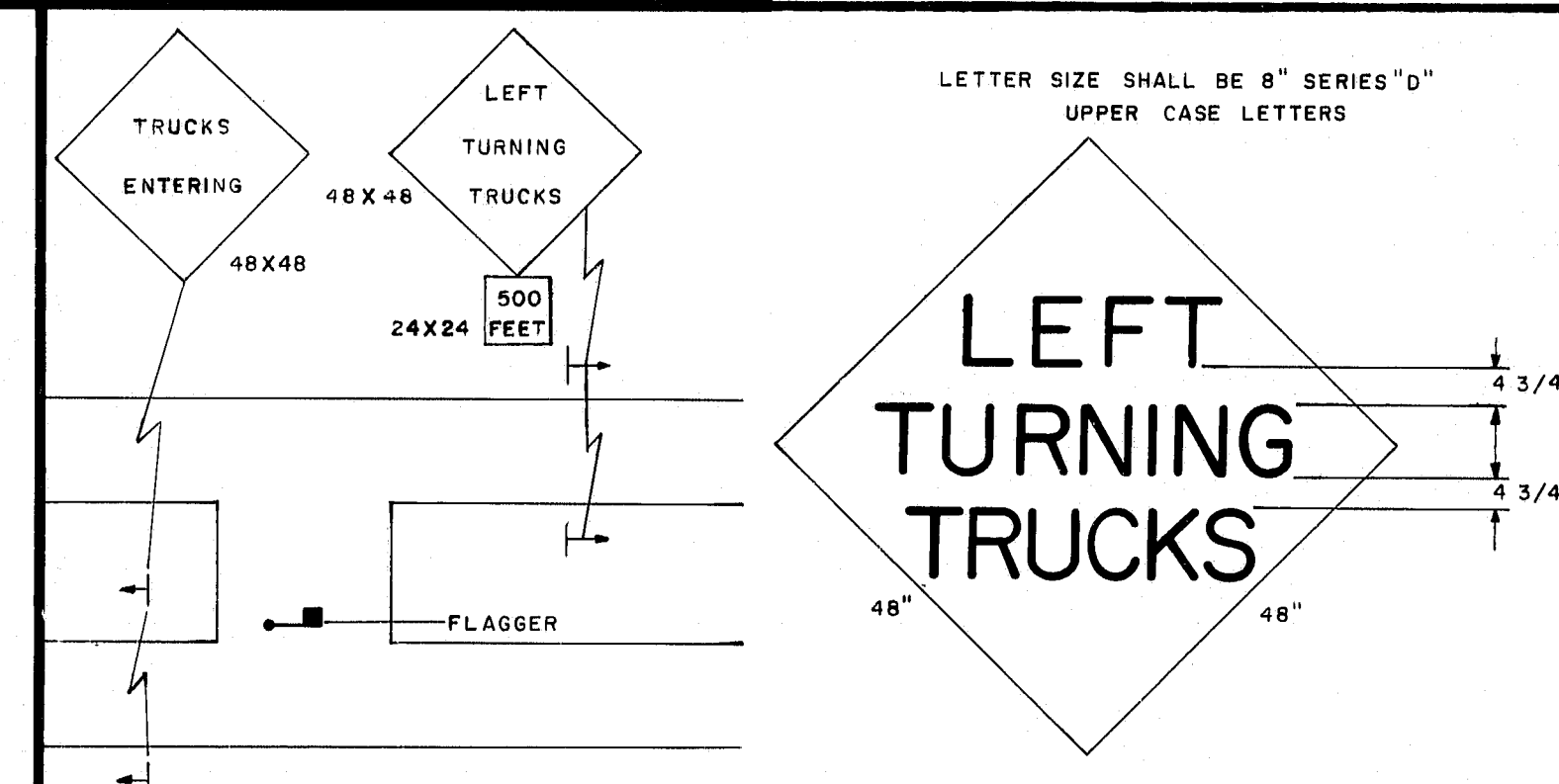
* NON-REFLECTORIZED WHITE BACK
GROUND, BLACK TEXT AND BORDER-
2" SERIES 'C' UPPER CASE LETTERS



**SIDEWALK CLOSURE
WITH ALTERNATE SIDEWALK**



B



MEDIAN CROSSOVER

E

GENERAL NOTES

- Distances shown for sign placement are nominal, exact locations shall be determined by the Engineer.
- Grades on temporary roadways through the construction zone used by the public shall not exceed 10 percent.
- Advisory speed consistent with prevailing conditions shall be as determined by the Engineer.
- Use shaded signs when specified in the Special Provisions.
- The length of tapers shall be determined from the following formulae:

If S is equal to or less than 40 MPH
 $L = (W \times S \times S) / 60$

If S is equal to or greater than 45 MPH
 $L = WS$

Where:

L = taper length in feet

S = operating speed in MPH

W = width of roadway to be closed in feet

Taper lengths shall be rounded to the nearest five feet.

It may be required to extend lane closure tapers to provide a smooth transition where geometric alignment reduces sight distance.

- The maximum longitudinal spacing of channelizing devices shall conform to the following:

- 50 feet through work areas
- A distance in tapers equal to the numerical value of the operating speed, i.e., 45 MPH = 45 feet
- In all areas not covered above maximum spacing shall be as follows:

Radius of curve	Spacing
50' to 300'	25'
300' to 700'	50'
700' to 1000'	75'
over 1000'	5 times the operating speed

The maximum transverse spacing in tapers shall be determined from the following formula:

$$D = (W \times S) / L$$

Where:

D = transverse spacing in feet

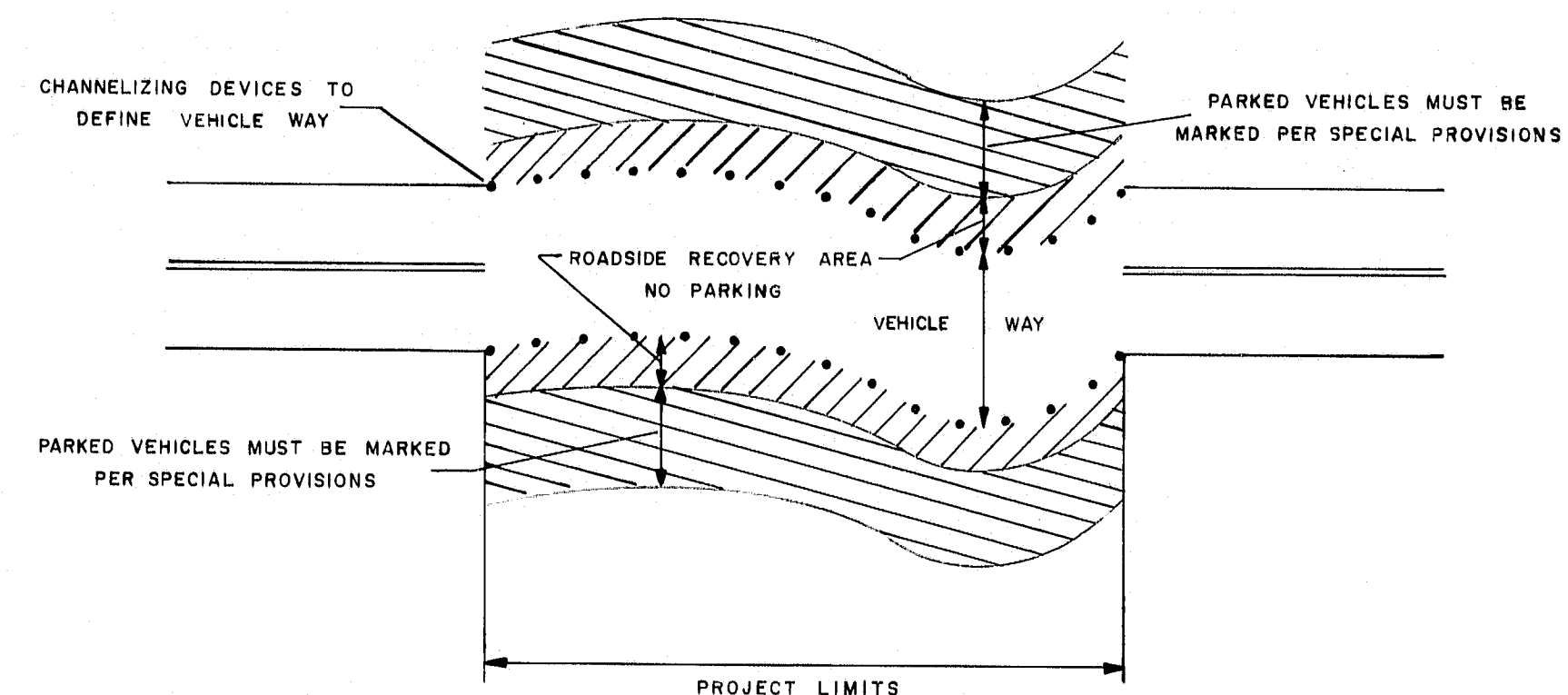
W = width of roadway to be closed in feet

L = taper length in feet

S = operating speed in MPH

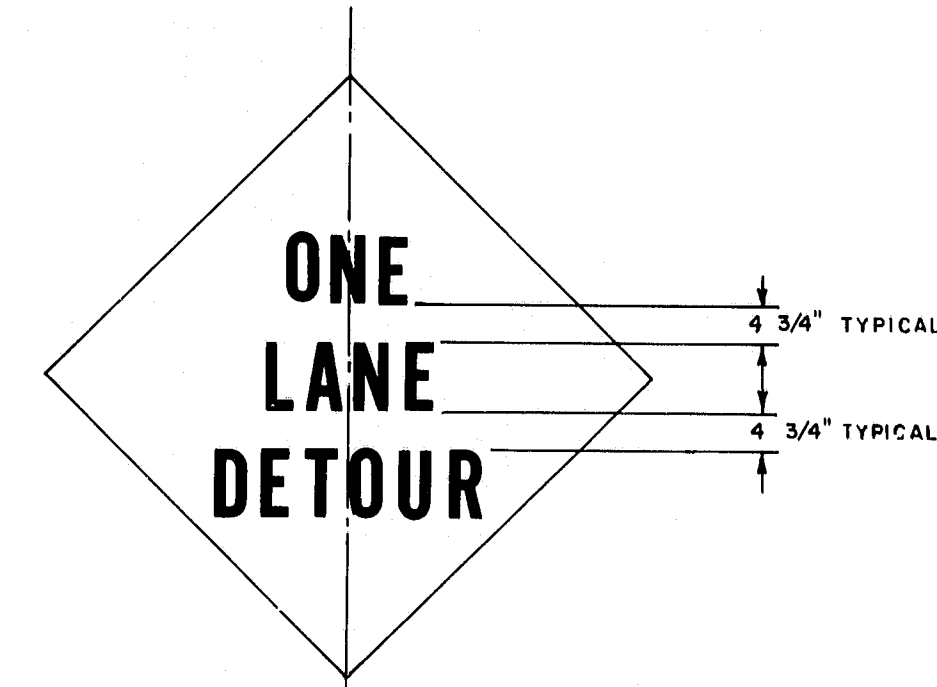
- BORDER DIMENSIONS AND LEGEND DESIGN SHALL CONFORM TO THE STANDARD HIGHWAY SIGNS BOOKLET.

ALL DIMENSIONS AND OTHER REQUIREMENTS AS
SPECIFIED IN THE SPECIAL PROVISIONS



ROADSIDE RECOVERY AREA

CONSTRUCTION WARNING SIGN DETAIL



- Letter size shall be 6" Series 'D'.
- Border dimensions and legend design shall conform to "Standard Highway Signs".

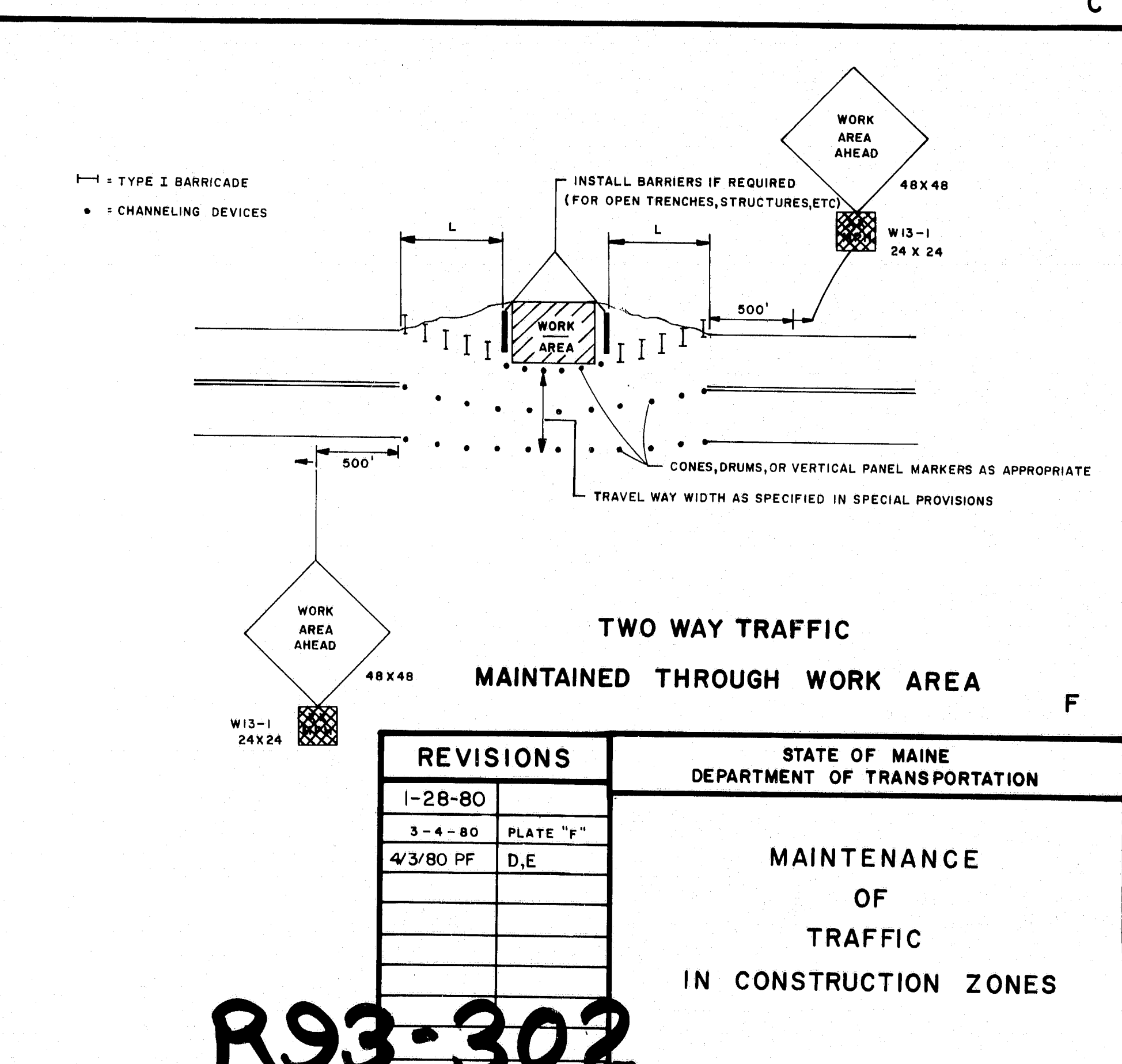
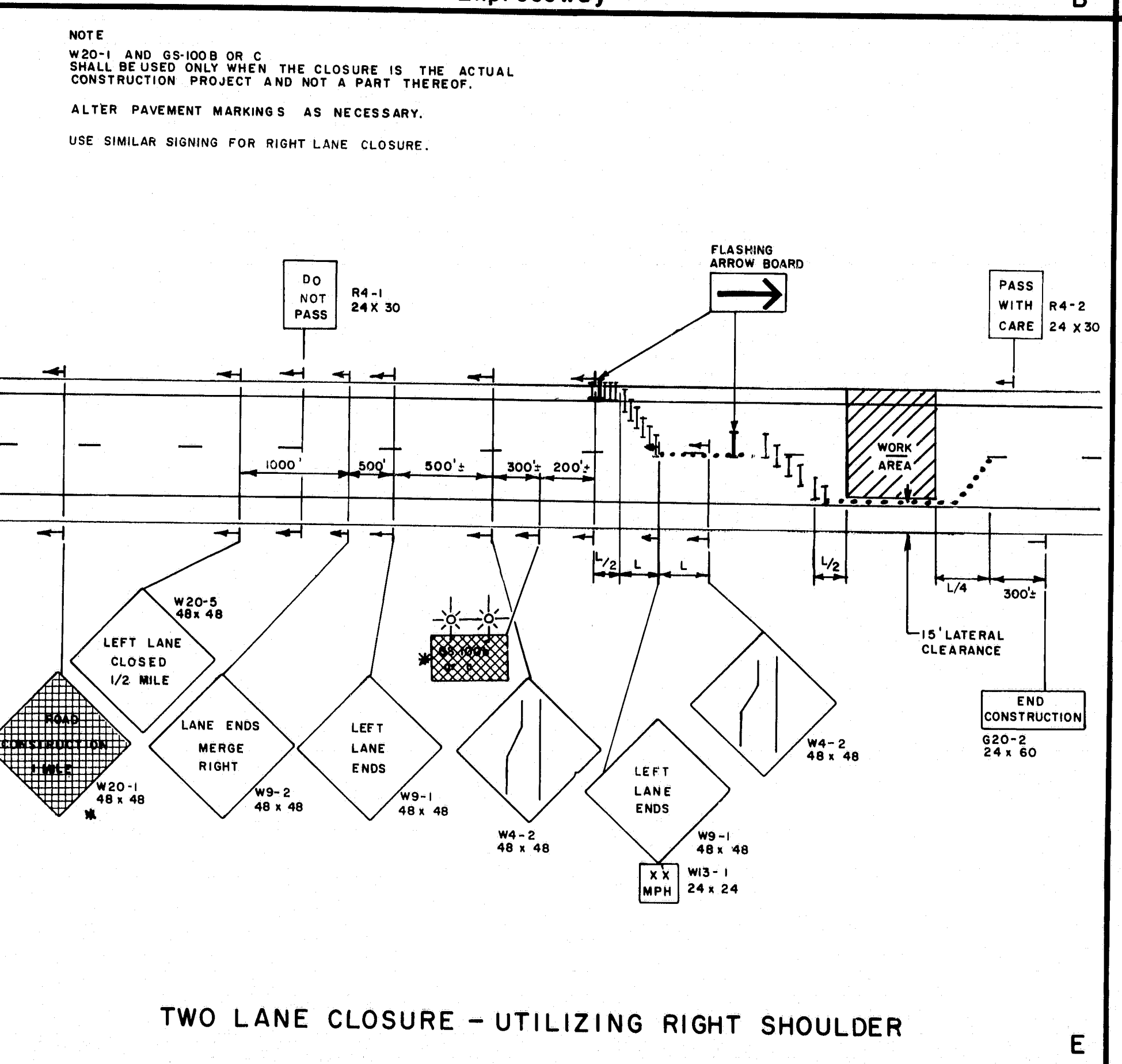
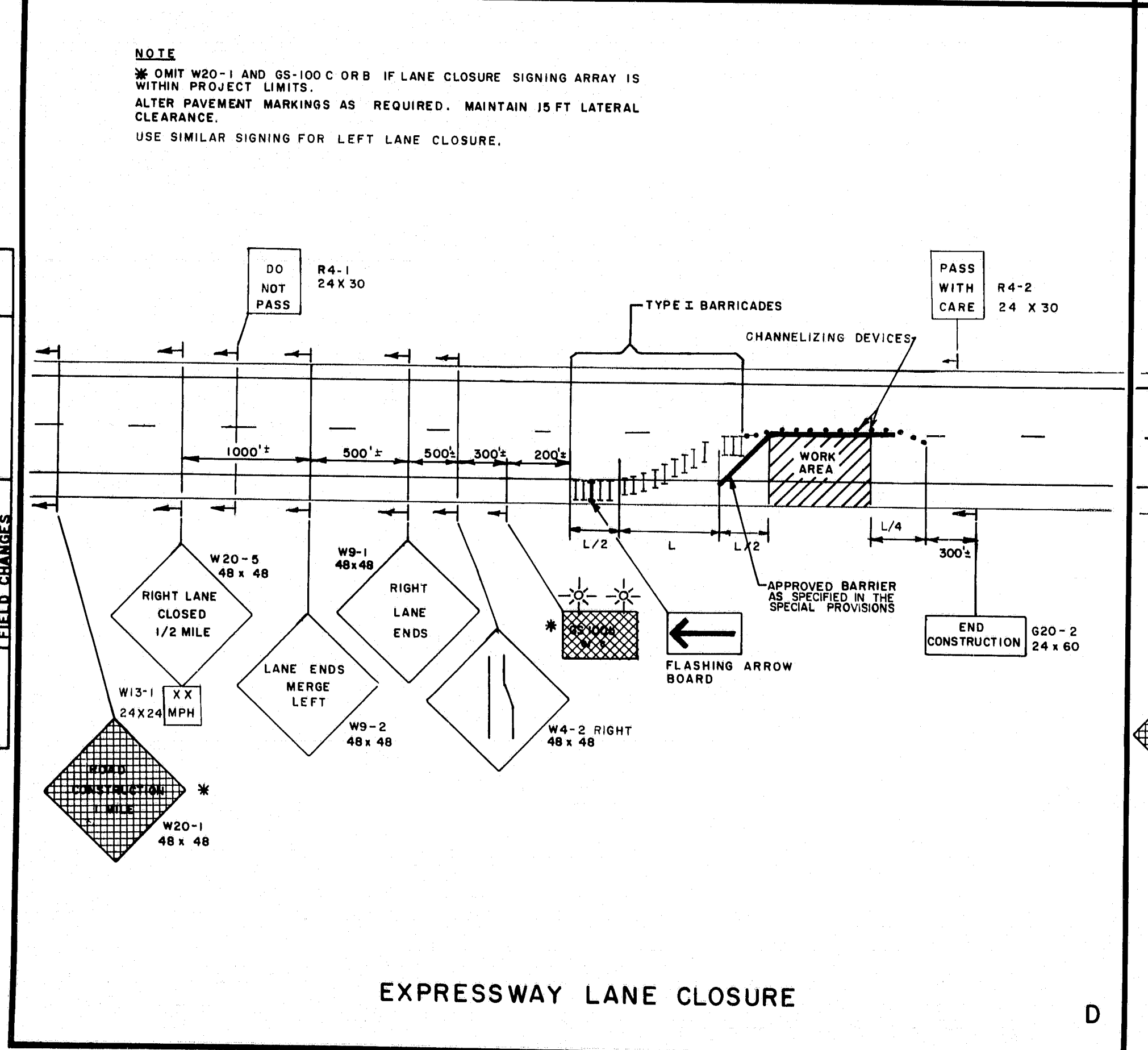
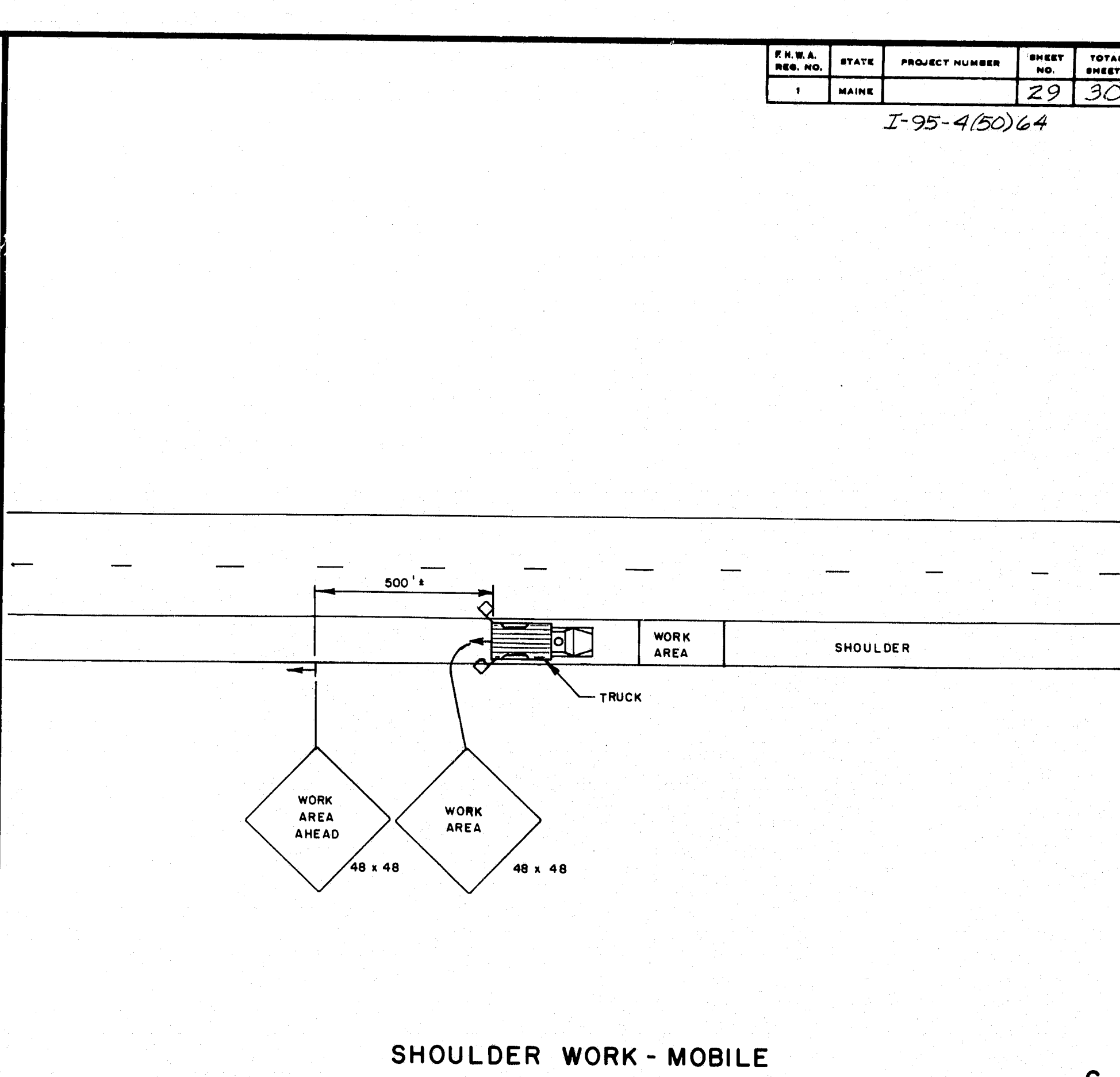
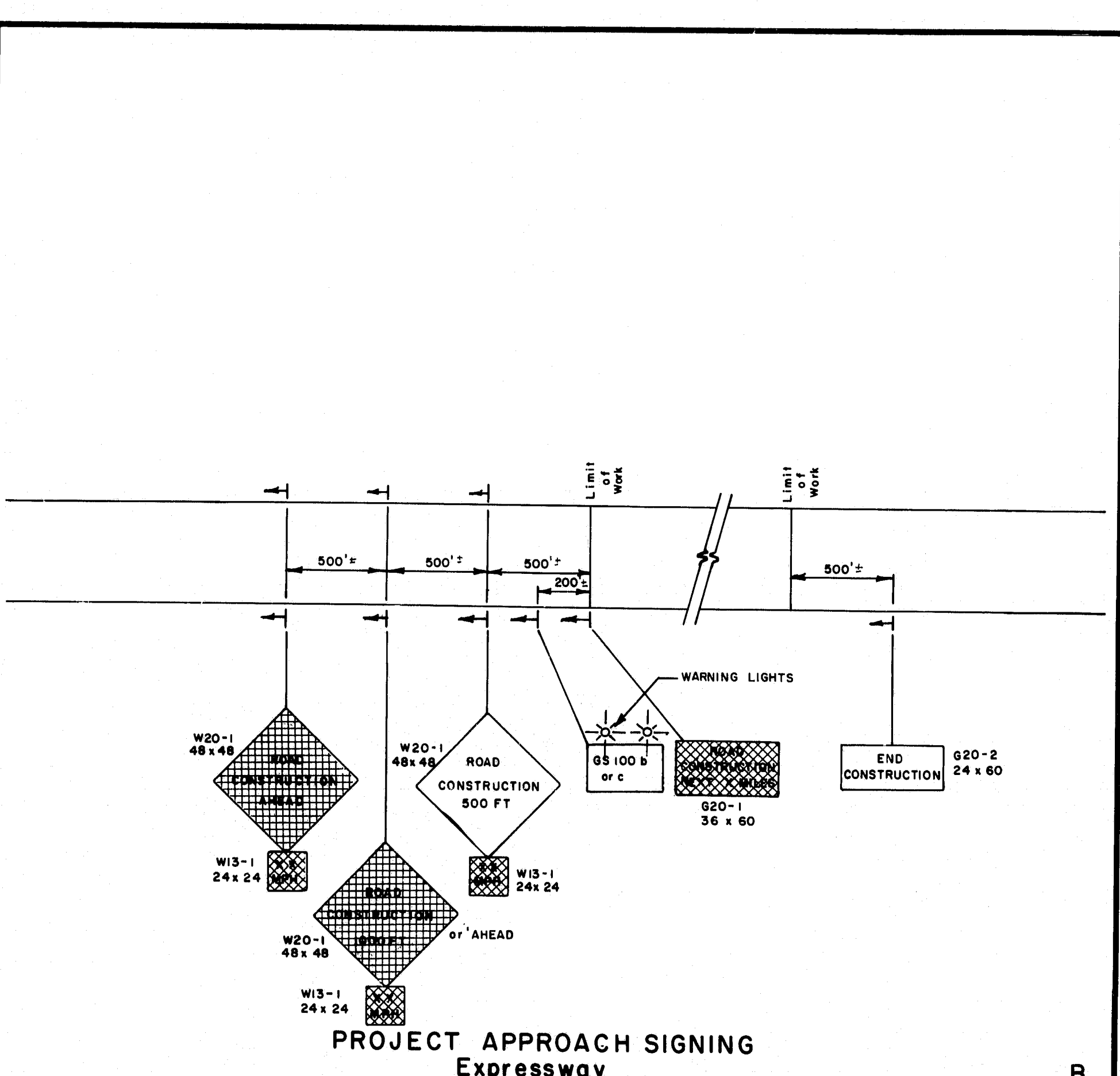
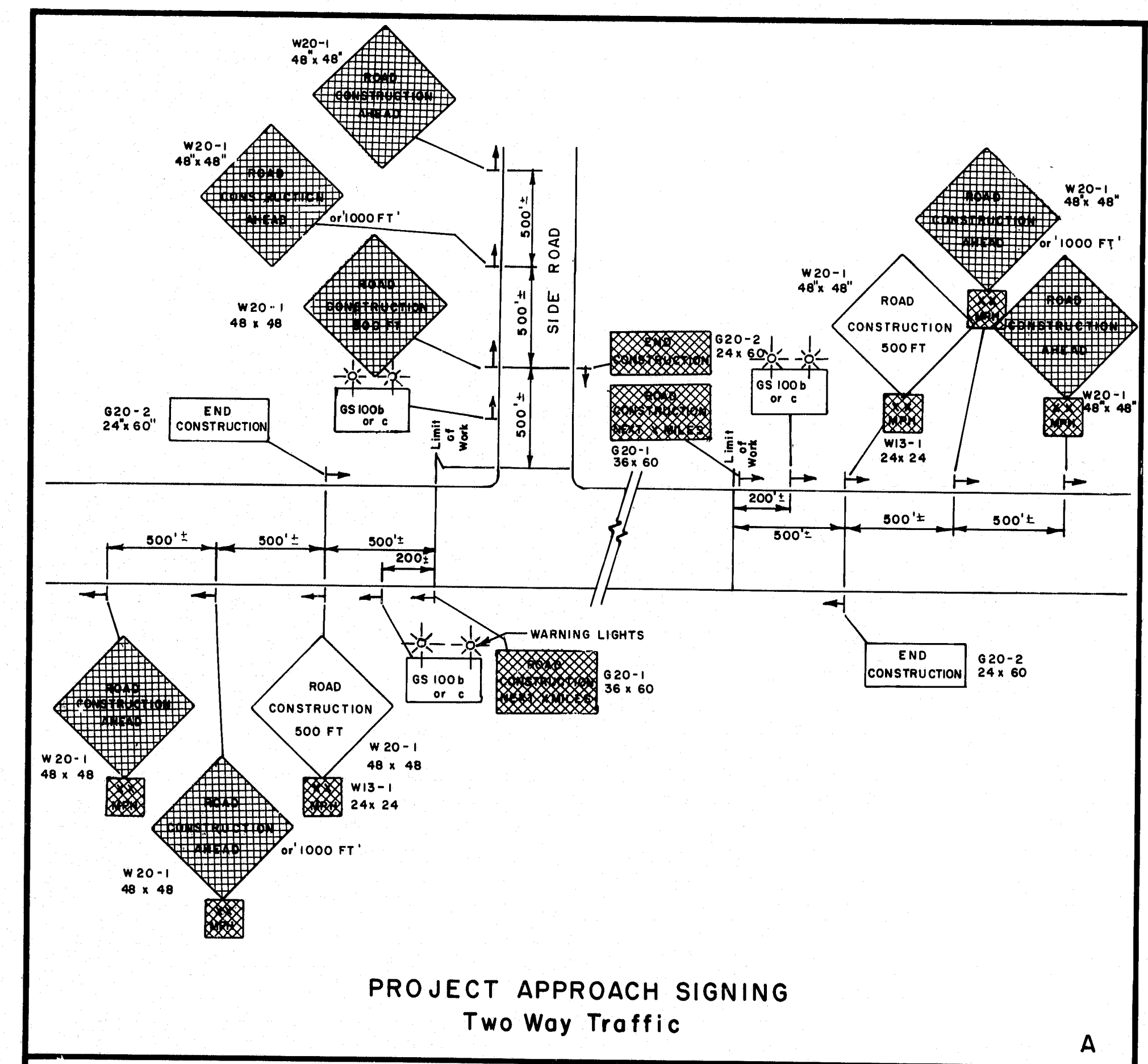
D

PROJECT ENGINEER	DATE
BY	
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

REVISIONS	
3-4-80	GENERAL NOTES
4/3/80 PF	A,B,C,GN

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC IN CONSTRUCTION ZONES	
R93-301	
SHEET 1 OF 3 AUGUSTA, MAINE	

F.H.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(50)64	29	30



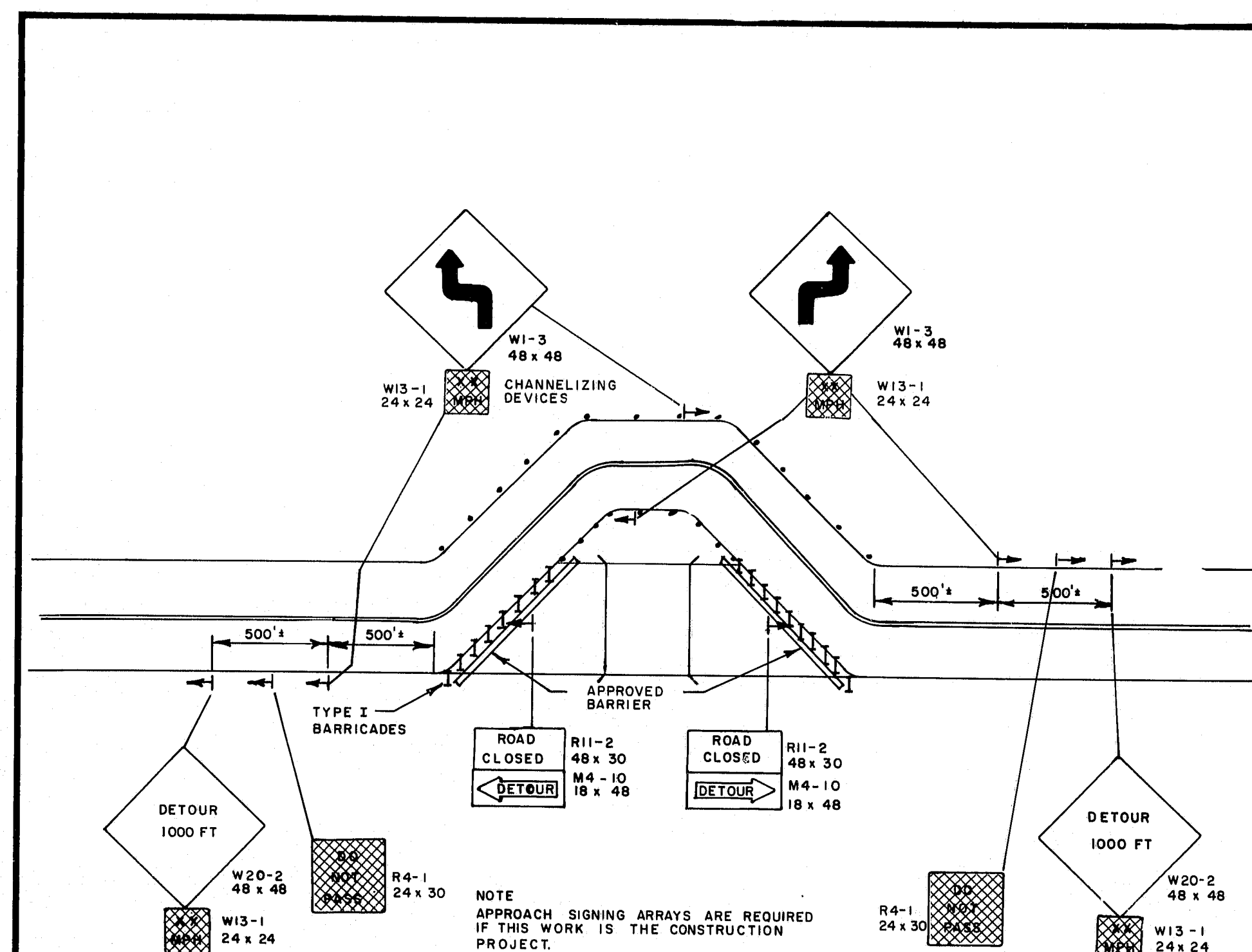
PROJECT DESIGN ENGINEER	DATE
BY	
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	

REVISIONS
1-28-80
3-4-80 PLATE "F"
4/3/80 PF D,E

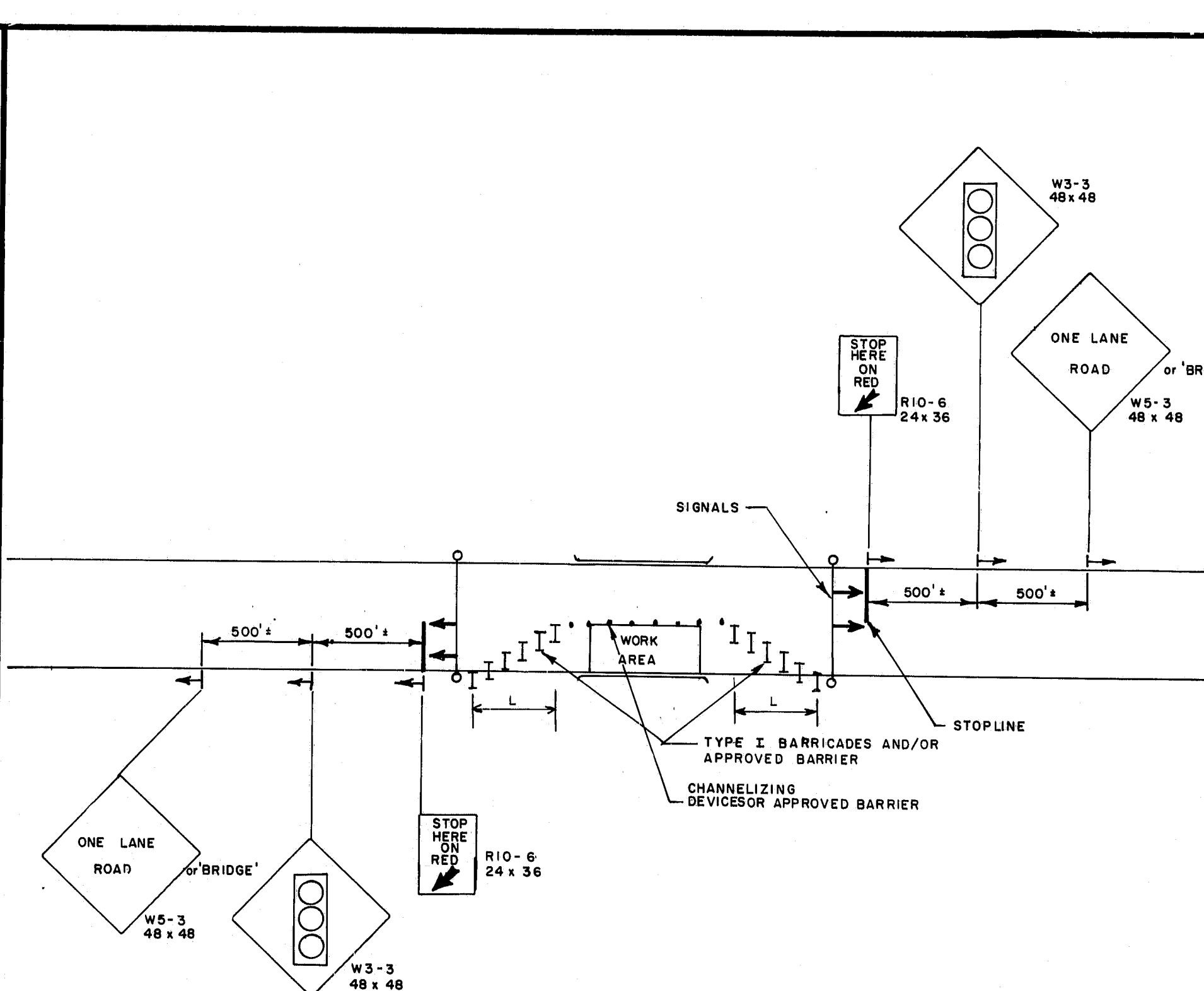
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAINTENANCE
OF
TRAFFIC
IN CONSTRUCTION ZONES

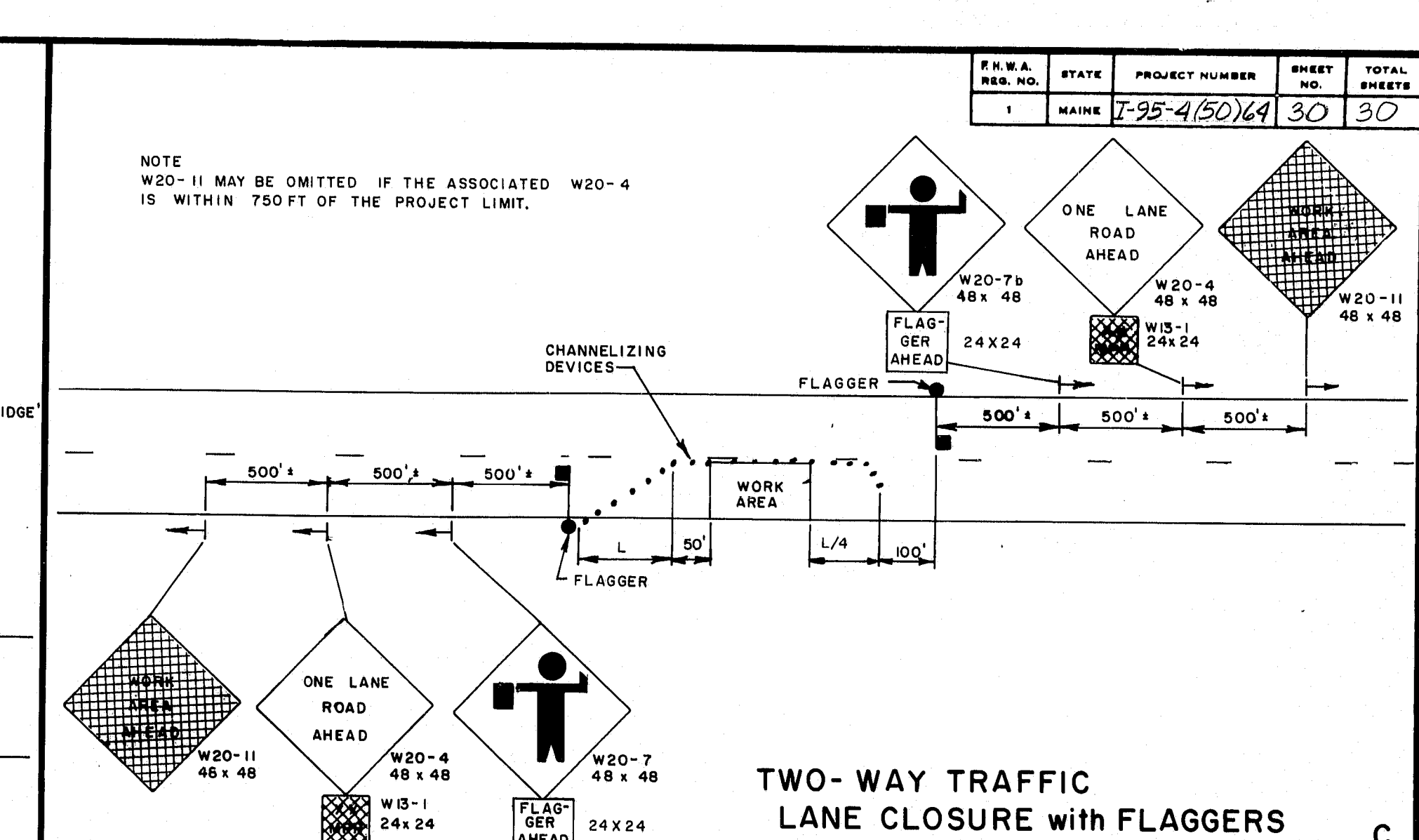
R93-302



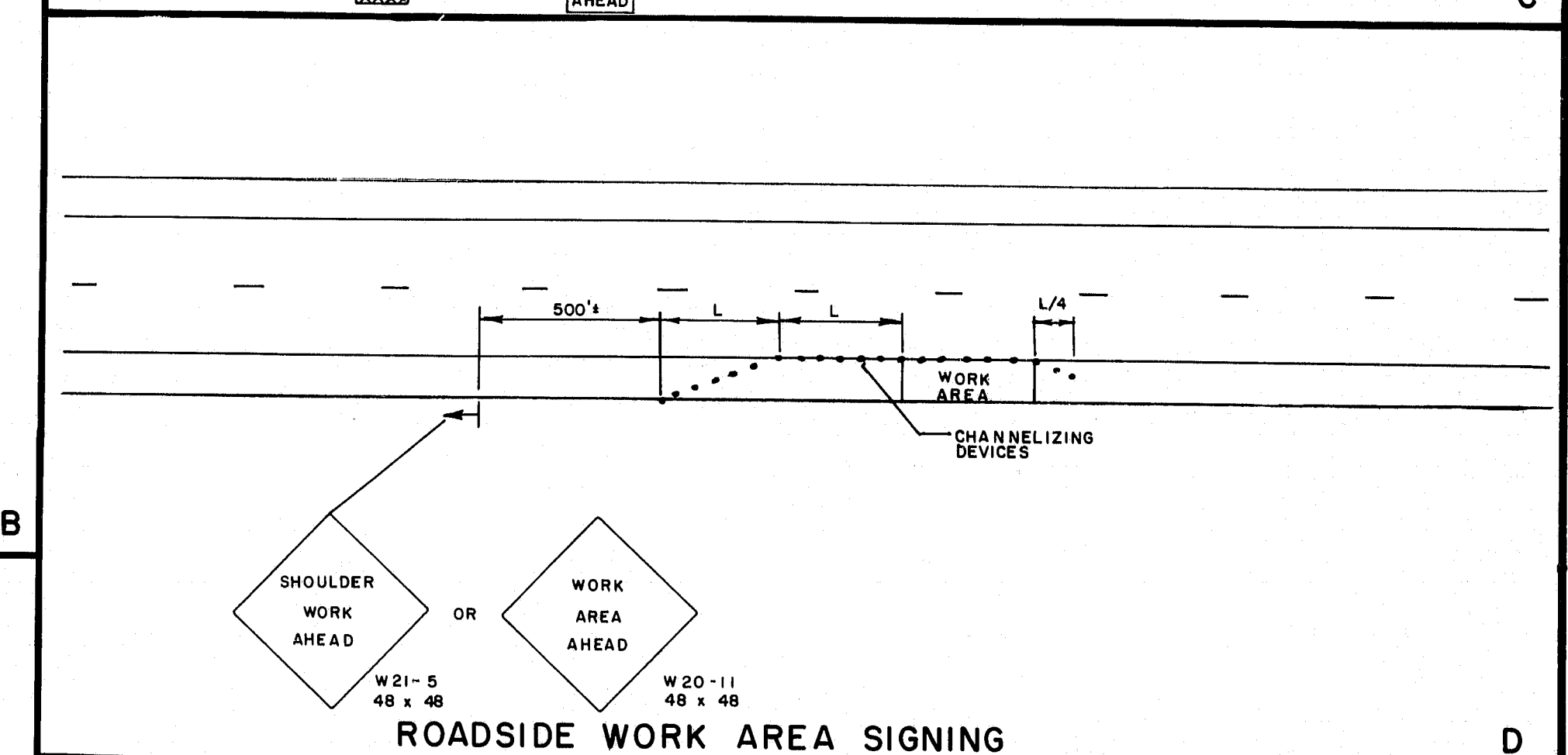
TWO WAY TWO LANE DETOUR



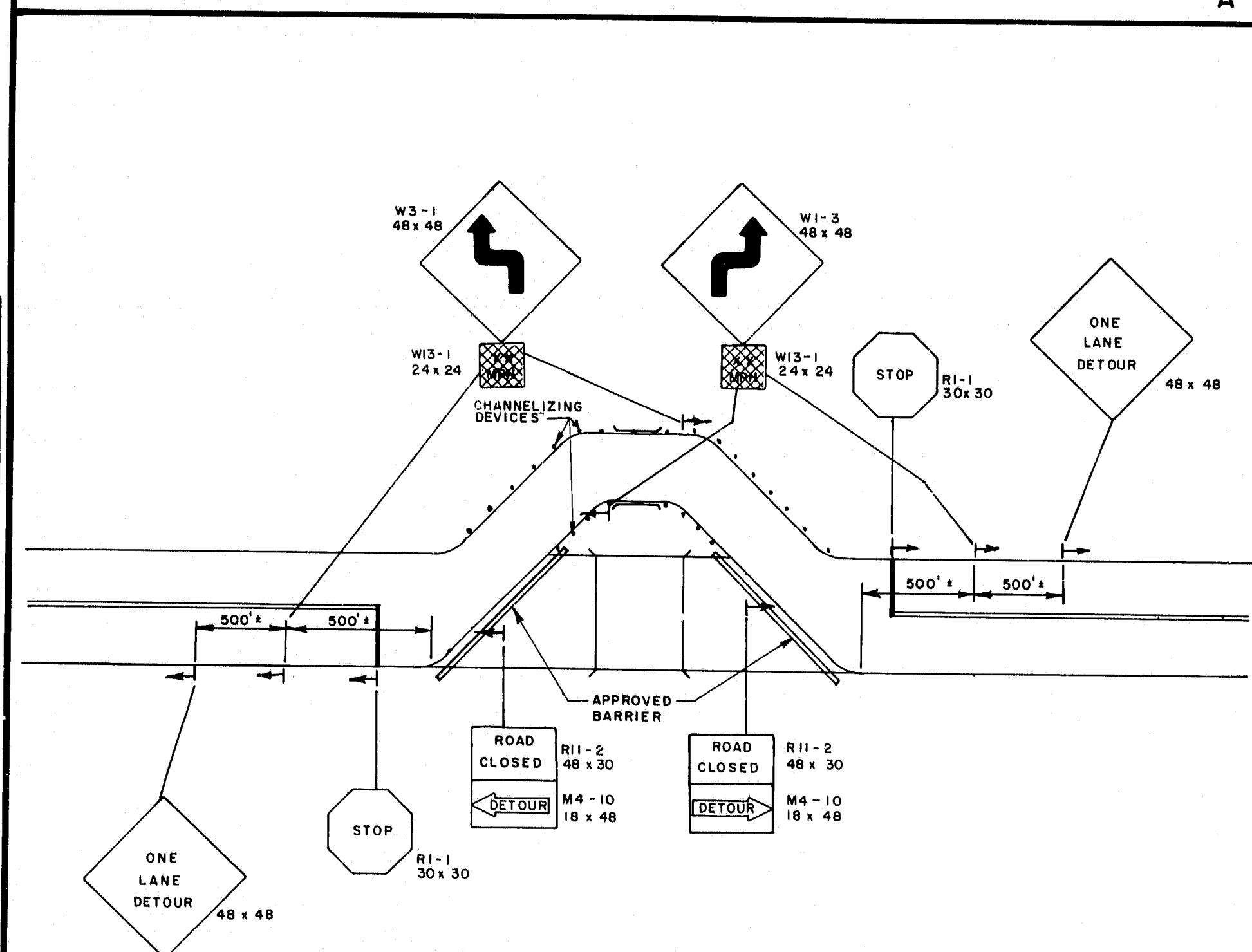
TWO WAY TRAFFIC
LANE CLOSURE
WITH TEMPORARY TRAFFIC SIGNALS



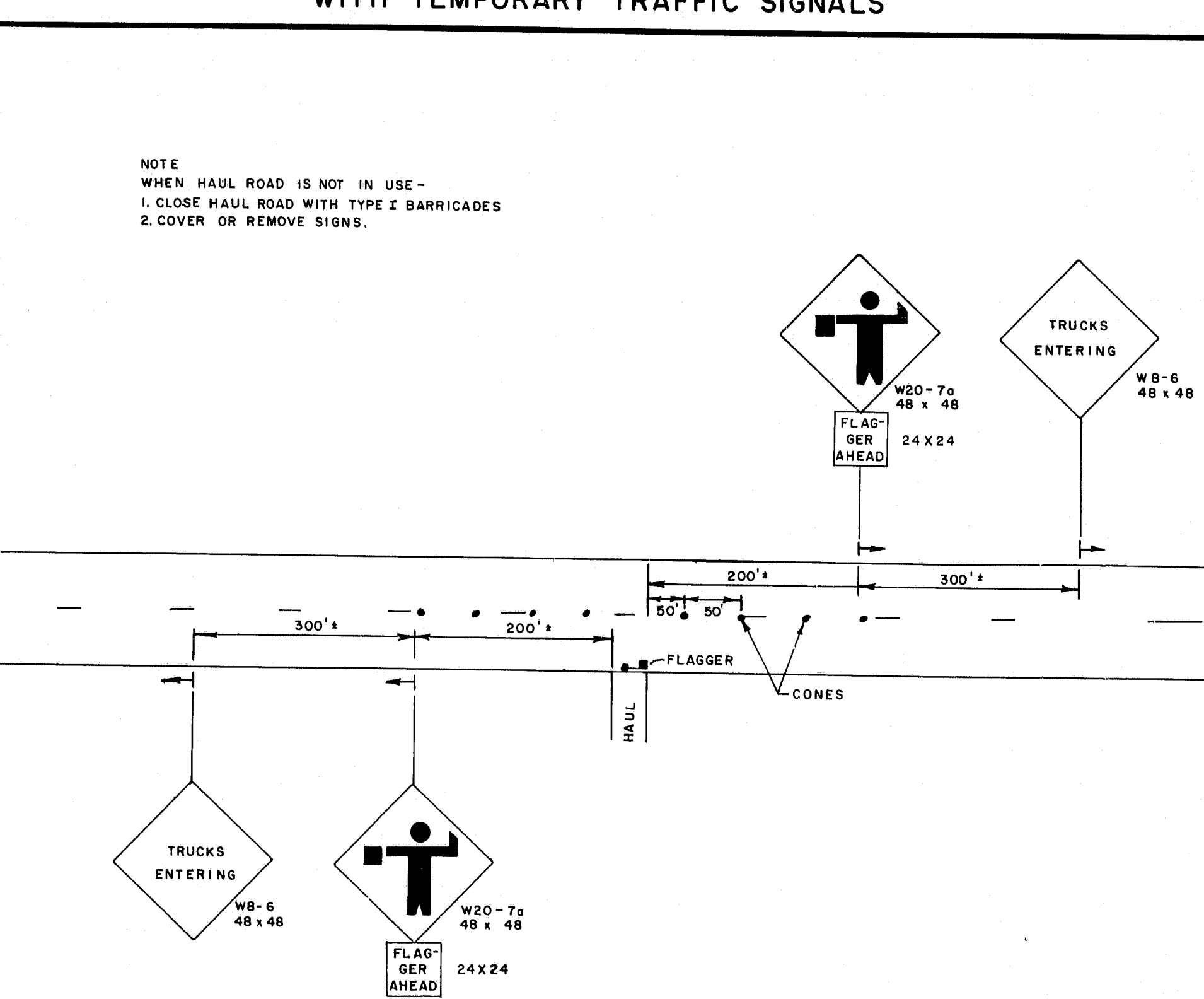
TWO- WAY TRAFFIC
LANE CLOSURE with FLAGGERS



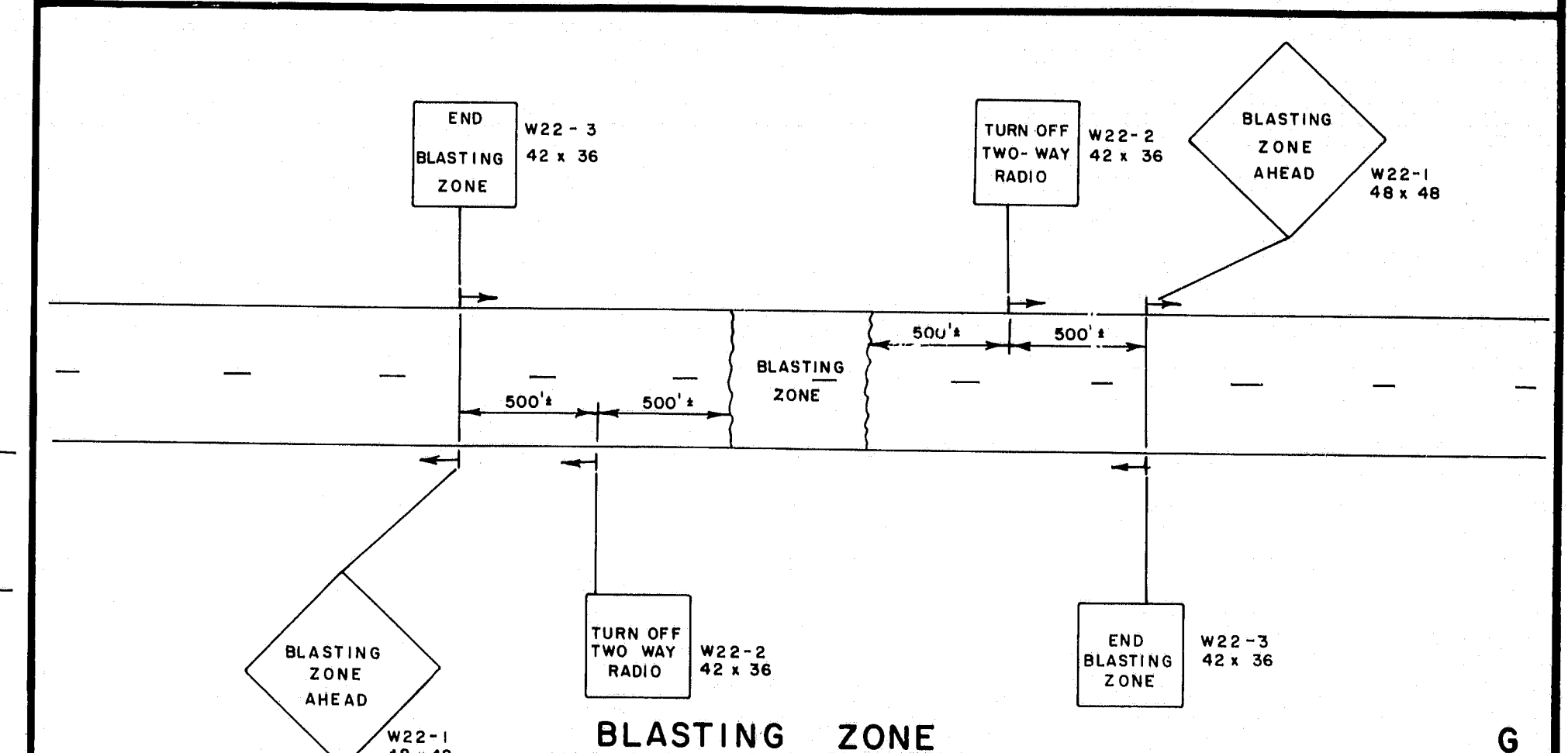
ROADSIDE WORK AREA SIGNING



ONE WAY DETOUR



HAUL ROADS



BLASTING ZONE

REVISIONS		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
4/3/80	PF	B, C, D	MAINTENANCE OF TRAFFIC IN CONSTRUCTION ZONES

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC IN CONSTRUCTION ZONES

NOTE
SIMILAR SIGN SEQUENCE SHALL BE ERECTED
ON ALL SIDE ROADS WITHIN 1000 FT OF THE
BLASTING ZONE.

R93-303

SHEET 3 OF 3 AUGUSTA, MAINE

JULY, 1979