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

STATE OF MAINE
STATE HIGHWAY COMMISSION

ROUTE 201 BRIDGES OVER INTERSTATE 95

IN THE CITY OF
GARDINER
KENNEBEC COUNTY

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

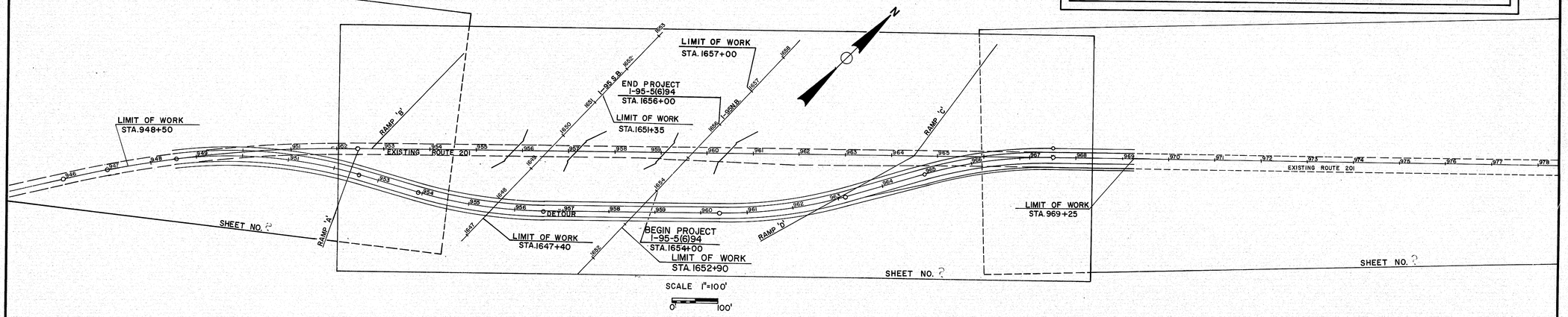
TOTAL LENGTH 0.038 MILES

CONVENTIONAL SIGNS

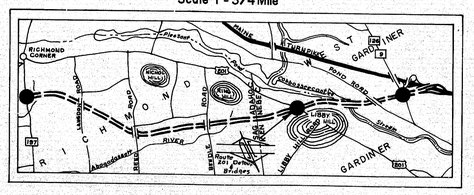
COUNTY LINES
TOWN LINES
PROPERTY LINES
R/W LINES - EXISTING
R/W LINES - NEW - ACCESS CONTROL
R/W LINES - NEW - NO ACCESS CONTROL
CULVERT - EXISTING
CULVERT - PROPOSED
CURBING - EXISTING
CURBING - PROPOSED
TRAVELLED WAY - EXISTING
TRAVELLED WAY - PROPOSED
UNDERGROUND UTILITIES - EXISTING
UNDERGROUND UTILITIES - PROPOSED
RAILROAD - SINGLE TRACK
RAILROAD - DOUBLE TRACK
UTILITY POLE - EXISTING
UTILITY POLE - JOINT OCCUPANCY
PROPOSED UTILITY POLE - TEMPORARY
PROPOSED UTILITY POLE - PERMANENT
TREES (hardwood, softwood)
WOODS

INDEX OF SHEETS

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



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



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

TRAFFIC DATA

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

STATE OF MAINE
SYLVESTER L. POOR
187
REGISTERED PROFESSIONAL ENGINEER

APPROVED:
MAINE STATE HIGHWAY COMMISSION

		DATE
Paul H. Sanborn	CHAIRMAN	17 NOV. 1971
Steven D. Plaisted		17 NOV. 1971
Sylvester L. Poor	CHIEF ENGINEER	17 NOV. 1971

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

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REGION 1

APPROVED:

DIVISION ENGINEER DATE

JANUARY 1968

GARDINER I-95-5(6)94

152-33

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95 56(9)4	2	55

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.11	Clearing	4.2	Acre
203.20	Common Excavation	19,920	Cu. Yd.
203.21	Rock Excavation	7490	Cu. Yd.
203.24	Presplitting Rock	2120	L.F.
203.24	Common Borrow	6000	Cu. Yd.
203.25	Granular Borrow	1200	Cu. Yd.
206.06	Str. Earth Excav. - Drainage & Minor Strs.	182	Cu. Yd.
206.08	Str. Earth Excav. - Abuts. & Ret. Walls	2000	Cu. Yd.
206.09	Str. Rock Excav - Abuts. & Ret. Walls	125	Cu. Yd.
304.10	Aggregate Subbase Course - Gravel	4620	Cu. Yd.
403.07	Hot Bit. Pavement, Grading B	875	Ton
403.121	Hot Bituminous Pavement, Grading E (Shimming)	20	Ton
502.21	Structural Concrete, Abuts. & Retaining Walls	1880	Cu. Yd.
** 502.26	Str. Conc., Rdwy. & Sidewalk, Slabs on Steel Br.	1	L.S.
** 502.29	Str. Conc., Wearing Surface on Bridges	1	L.S.
503.12	Reinforcing Steel, Fab. & Delivered	136 500.	Lb.
503.13	Reinforcing Steel, Placing	136 500	Lb.
* 504.70	Structural Steel, Fab. & Delivered	1	L.S.
* 504.71	Structural Steel, Erection	1	L.S.
504.74	Metal Inserts	104	Each
* 505.08	Shear Connectors	1	L.S.
* 506.14	Field Painting, Structural Steel	1	L.S.
507.08	Bridge Railing	642	L.F.
512.07	French Drains (Stones Only)	79	Cu. Yd.
514.06	Curing Box for Concrete Cylinders	1	Each
515.20	Protective Coating for Concrete Surfaces	1490	Sq. Yd.
603.16	15 inch Culvert Pipe, Option I	170	L.F.
603.17	18 inch Culvert Pipe, Option I	48	L.F.
603.20	30 inch Culvert Pipe, Option I	100	L.F.
604.09	Catch Basin, Type B1	1	Each
604.14	30 inch Catch Basins, Type E	1	Each
606.17	Guard Rail Type 3b - Single Rail	400	L.F.
606.22	Guard Rail Type 3b - Circular - Greater 15 ft radius	50	L.F.
606.26	Terminal Ends - Single Rail	2	Each

ESTIMATED QUANTITIES

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

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

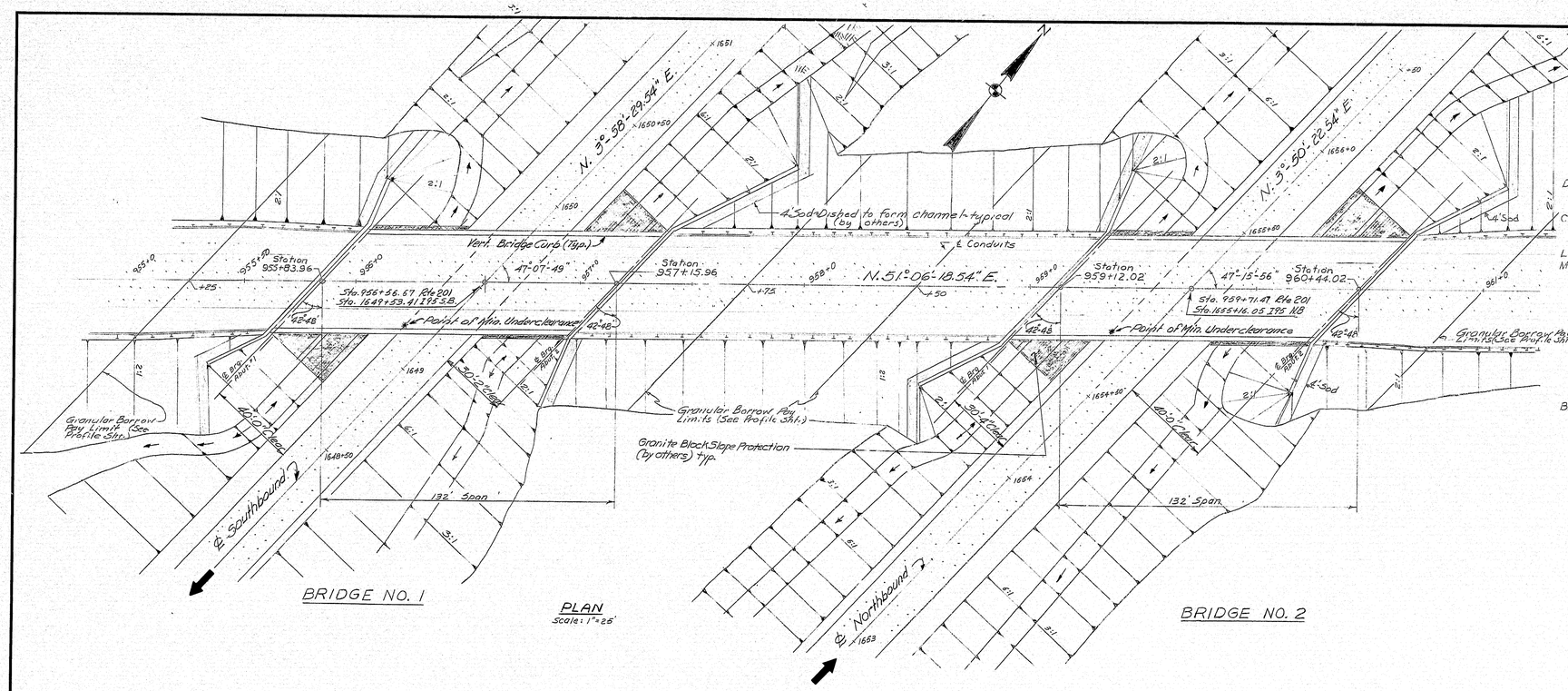
Estimated Quantities of Lump Sum Items

Str Conc, Rdwy & Sdwlk Slabs on Steel Br	390	Cu Yds.	(Includes Both Superstructures) Item 502.26
Str Conc, Wearing Surface on Bridges	107	Cu. Yds.	(Includes Both Superstructures) Item 502.29
Structural Steel	487,000	Lbs.	Items 504.70, 504.71, & 506.14.
Shear Connectors 1968 Pieces =	1920	Lbs.	Item 505.08

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

152-34

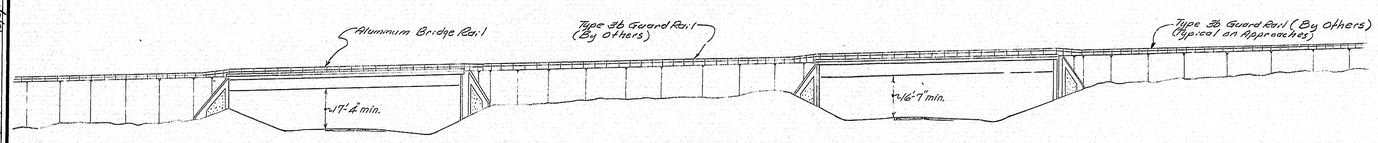
W. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95 5(6)94	3	55



BRIDGE NO. 1

PLAN
Scale: 1" = 25'

BRIDGE NO. 2



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

SPECIFICATIONS

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

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

GENERAL NOTE:

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

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

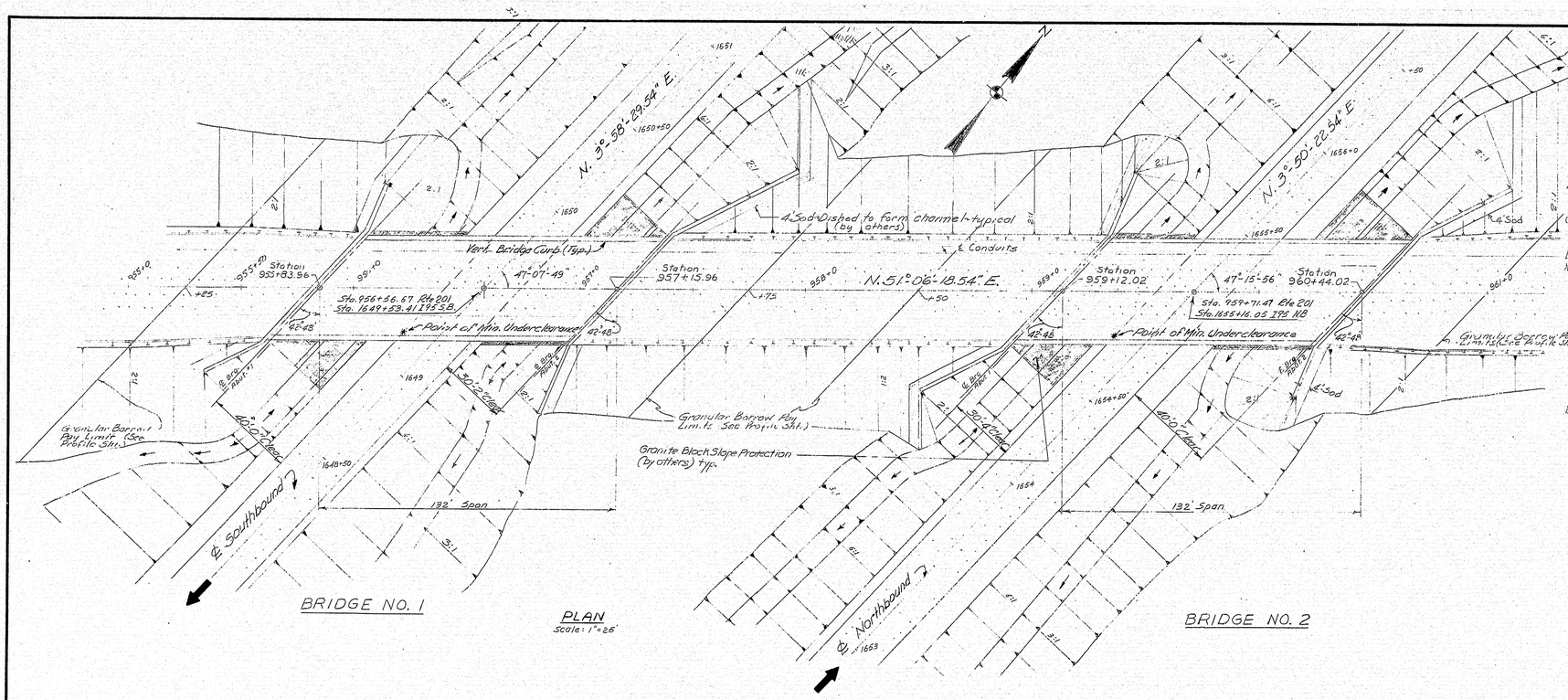
STATE HIGHWAY COMMISSION
U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
GENERAL PLAN
SHEET 3 OF 52 AUGUSTA, MAINE APRIL 1971

JANUARY 1968

152-35

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

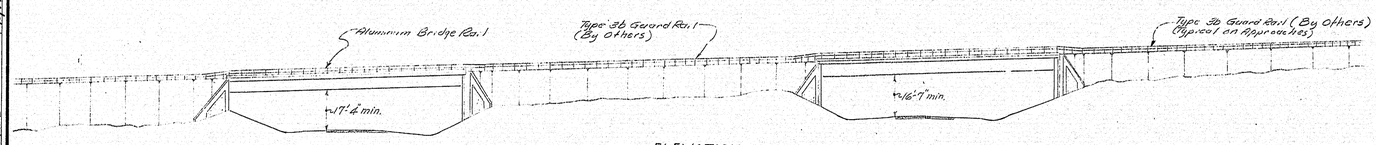
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95 5(6)94	3	55



BRIDGE NO. 1

PLAN
Scale: 1" = 25'

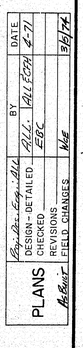
BRIDGE NO. 2



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

SPECIFICATIONS

DESIGN: A.A.S.H.O Standard Specifications for Highway Bridges 1969 and Interim Specifications 1970 & 1971.
CONSTRUCTION: State of Maine, State Highway Commission, Standard Specifications, Highways and Bridges, Revision of June 1968.
LIVE LOADING: HS20-44.
MATERIALS:
CONCRETE:
Abutments - - - Class A
Superstructure - - Class A
ASTM DESIGNATION
Beam Webs - - - A572 Grade 50
Beam Flanges - - - A572 Grade 50
High Strength Bolts - - ASTM A-325
Bearing Stiffeners - - A36
All Other - - - - - - A36
REINFORCING STEEL:
ASTM A615 Grade 60
BASIC DESIGN STRESSES:
Concrete (f'c=3000) 1200 psi
Reinforcing Steel 24,000 psi
Structural Steel 37,000 psi A572
20,000 psi A36



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

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

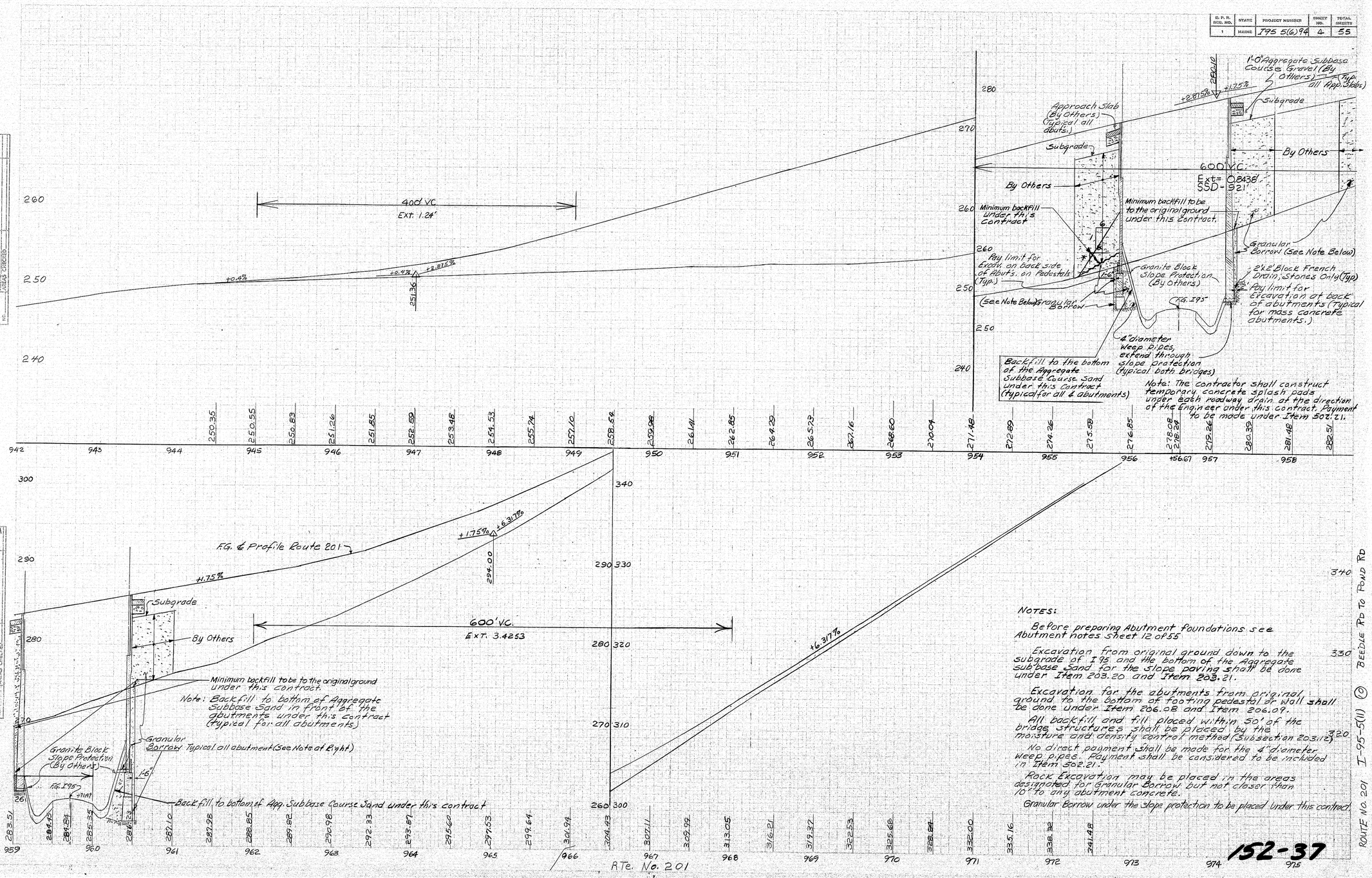
ORIGINAL SHEET USED IN I 95-5(3) PAVING PROJECT 5(26)
Preliminary

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

152-36

JANUARY 1968
Couralne Cotrots TRUFLEX SILKY TRUE WHITE KYPLEX

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



NOTES:

Before preparing Abutment foundations see Abutment notes Sheet 12 of 55

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

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

All backfill and fill placed within 50' of the bridge structures shall be placed by the moisture and density control method (Subsection 203.12).

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

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

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

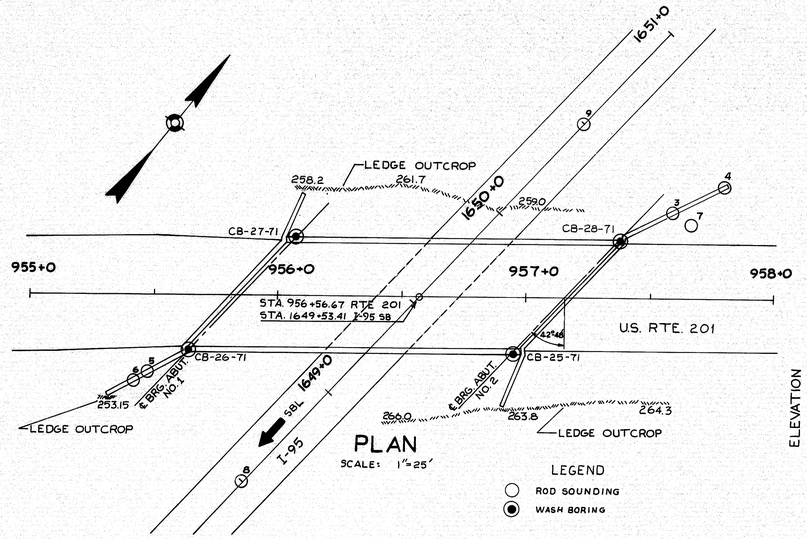
152-37

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

FINAL SURVEY — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED — BY — DATE — NOTE BOOK — NO.

As Built Field Changes W.C.E. 3/5/04 — ORIGINAL SURVEY — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED — BY — DATE — NOTE BOOK — NO.

R. F. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM 95-5(6)94	7	55

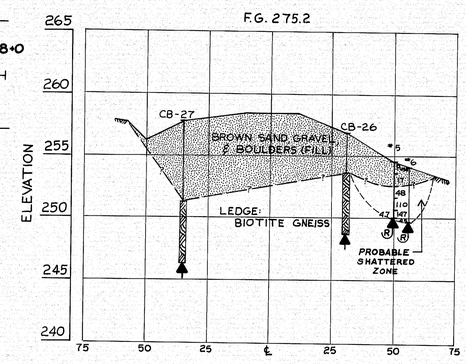


PLAN
SCALE: 1"=25'

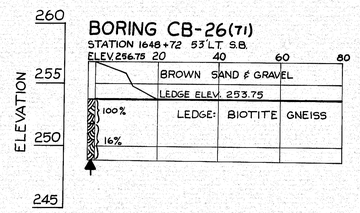
LEGEND
ROD SOUNDING
WASH BORING

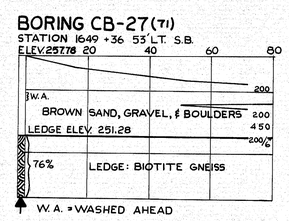
TRANSVERSE SECTIONS

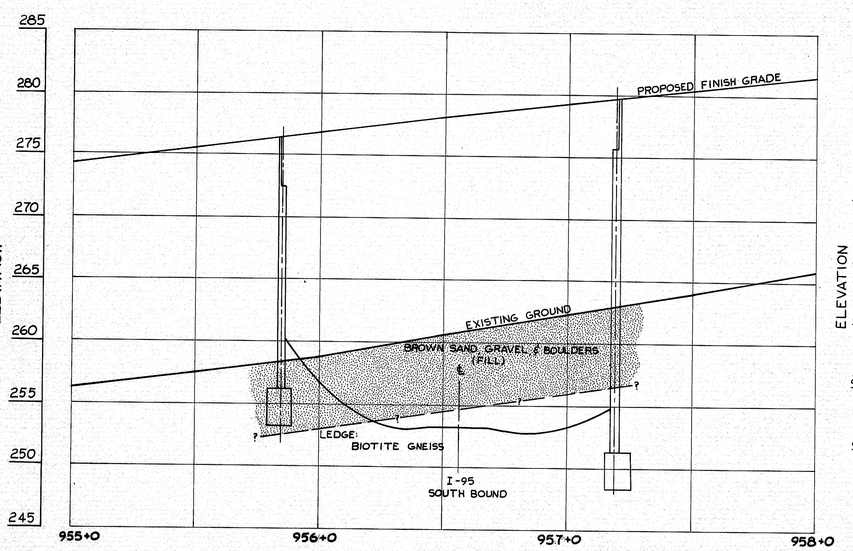
SCALE: 1"=5' VERT.
1"=25' HORIZ.



ABUTMENT NO. 1
STA. 955+85 RTE. 201
SKEWED

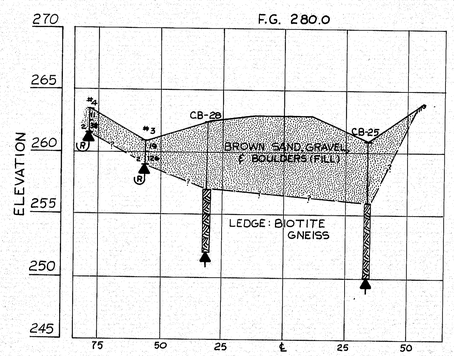




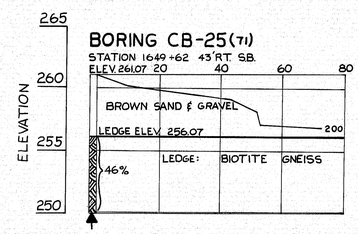


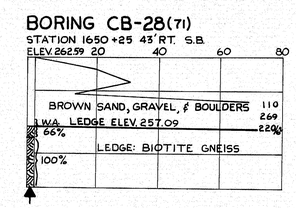
PROFILE ALONG ℄ U.S. RTE. 201

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



ABUTMENT NO. 2
STA. 957+19 RTE. 201
SKEWED





BORING NOTES

- All Samples Are Made Ahead Of Casing
- Casing Size: 2½"
- N — Number Of Blows Required To Drive Extra Heavy Casing One Foot With 400 Ft. Lbs. Of Energy Per Blow.
- Location Of Sample Or Sample Attempt
- ID — S & H Sampler #1290's
- MD — Unsuccessful Sample Attempt And Type Of Sampler.
- Number Of Blows Required To Drive Spoon One Foot With 350 Ft. Lbs. Of Energy Per Blow.
- Bottom Of Boring (May Not Be Bottom Of Soil Strata)
- Refusal Of Drill Rods Or Casing (May Not Be Ledge)
- 71% — Locations Cored By Diamond Bit And Percent Recovery Of Rock.

PLANS	BY	DATE
DESIGN-DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES	ULE	3-6-74

As Built

STATE HIGHWAY COMMISSION

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

SHEET 7 OF 55 AUGUSTA, MAINE

152-38

JANUARY 1969

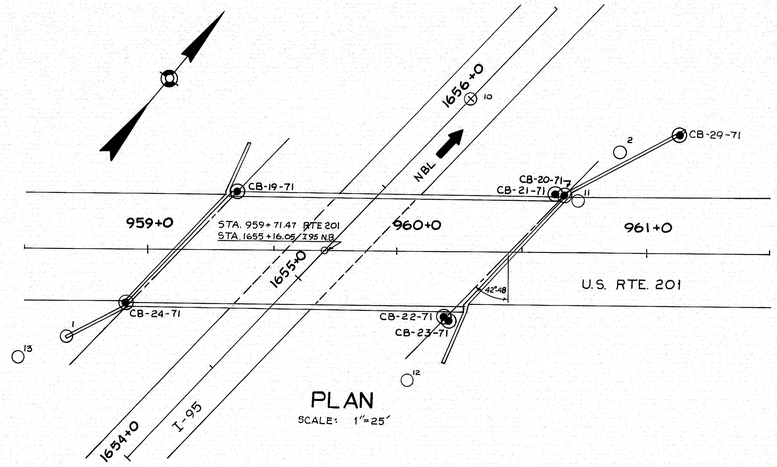
203-1 2080

TRUEBLOOD & SLACK & TRUEBLOOD & KYLEX

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

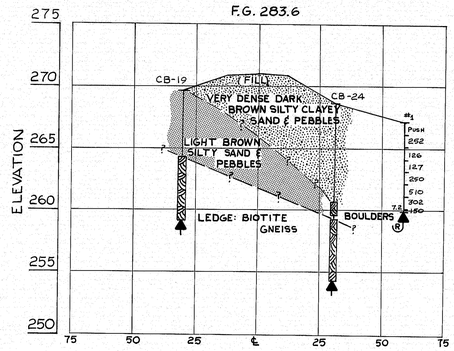
TRANSVERSE SECTIONS

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

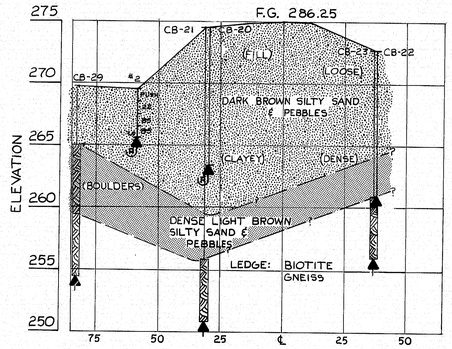


PLAN

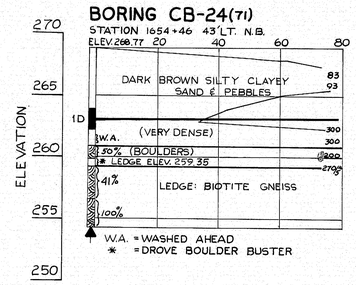
SCALE: 1"=25'

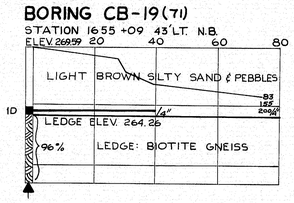


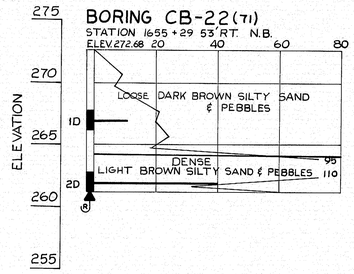
ABUTMENT NO. 1
STA. 959+16 RTE. 201
SKEWED

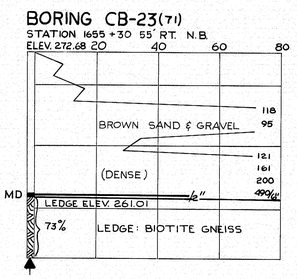


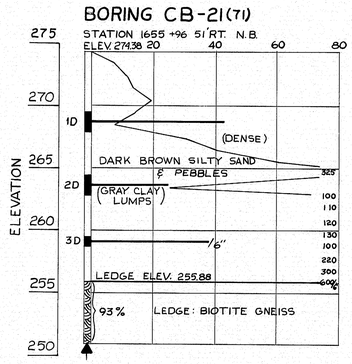
ABUTMENT NO. 2
STA. 960+45 RTE. 201
SKEWED

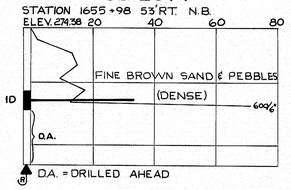


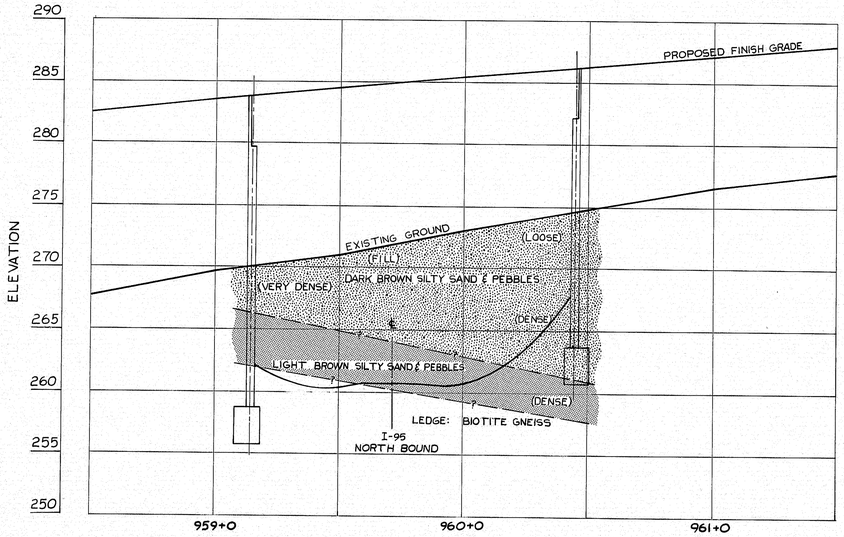






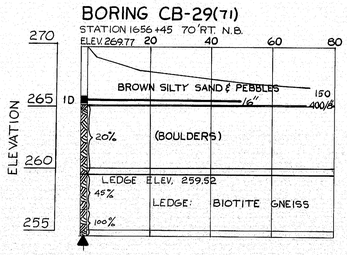






PROFILE ALONG ℄ U.S. RTE. 201

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



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

STATE HIGHWAY COMMISSION

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

FOUNDATION SURVEY

SHEET 8 OF 55 AUGUSTA, MAINE

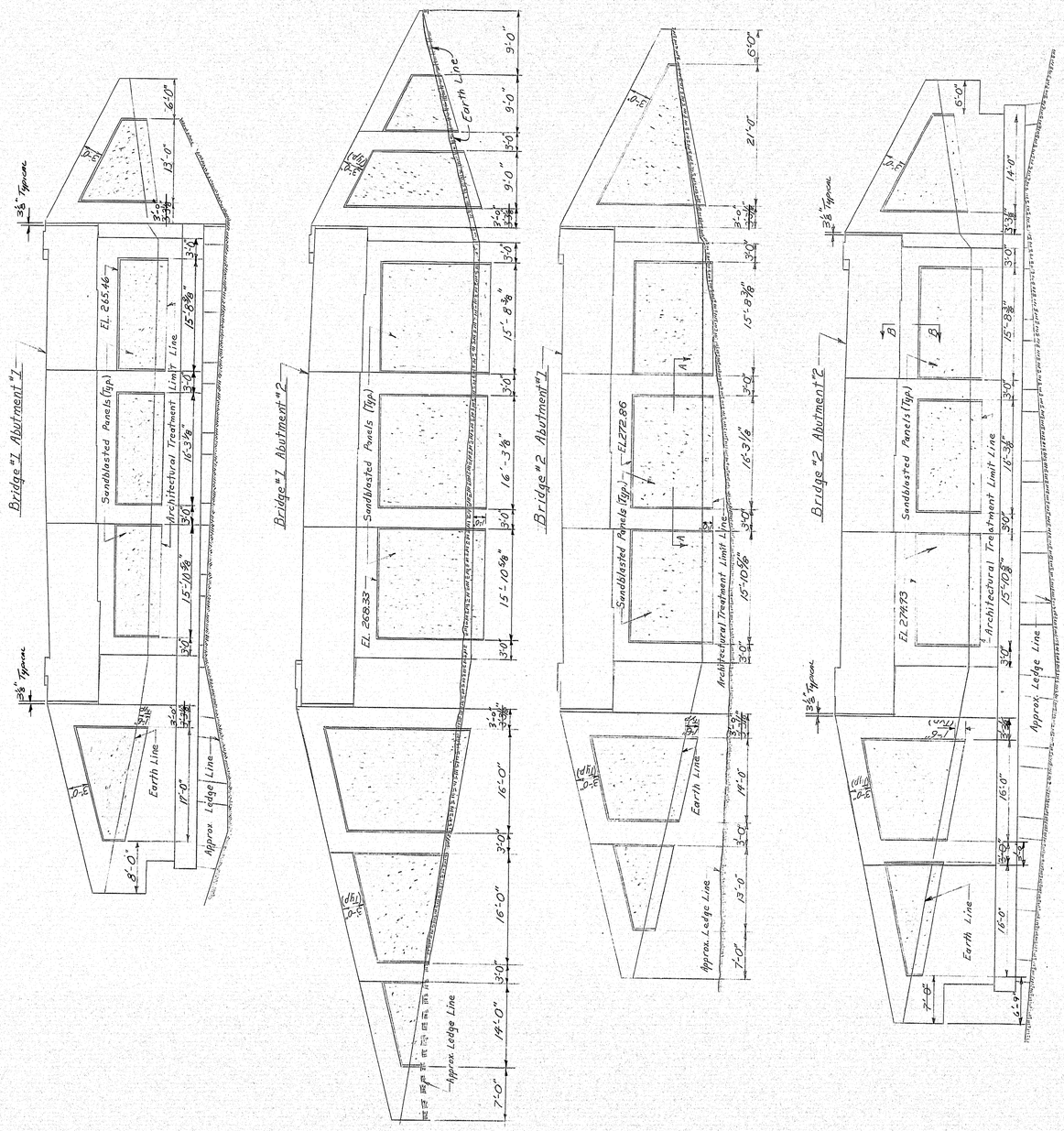
JANUARY 1968

203-1 2500

152-39

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

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



Notes:

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

Special care shall be exercised so that form joints at the exposed face of concrete shall be tight.

Before sandblasting, all fins and projections in the concrete shall be removed and all holes patched to create a surface of uniform texture.

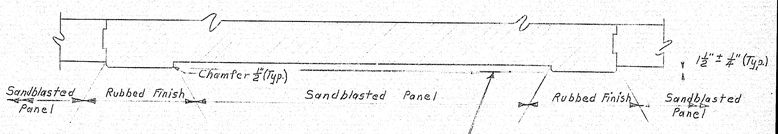
In order to insure a consistent surface texture for the areas to be architecturally treated, concrete aggregate shall be from the same source and portland cement shall be from the same manufacturer throughout the entire placement of the abutment wings and breastwall.

At the time the concrete is placed, the contractor shall cast 3 sample slabs (2'x 2'x 4'). Prior to sandblasting, the samples shall be sandblasted, each a different degree of penetration with a maximum depth of $\frac{1}{16}$" at an inch, approximately, and under the direction of the Engineer. The most desirable sample will be chosen by the Engineer, and the designated areas shall be sandblasted to match this sample.

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

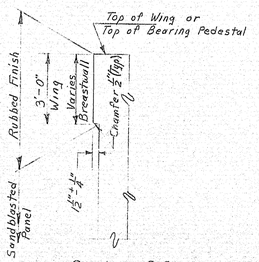
The contractor shall take all the necessary steps to protect materials and equipment from damage by the sandblasting operation. Personnel shall be properly equipped: sandblast hood for operator, and respirators and goggles for all other personnel exposed to dust.

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



Section A-A
(Typical of all abutments)

Pay line for concrete volume, no deduction shall be made for panel recess of $1\frac{1}{2}" \pm \frac{1}{4}"$



Section B-B
(Typical of all abutments)

PLANS		BY	DATE
	Pay Ex. Eng. Div.		
	DESIGN - DETAILED	AJL	3.R.8.
	CHECKED	E.R.C.	
	REVISIONS		
A. Bauer	FIELD CHANGES	W.E.	3/15/72

STATE HIGHWAY COMMISSION

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

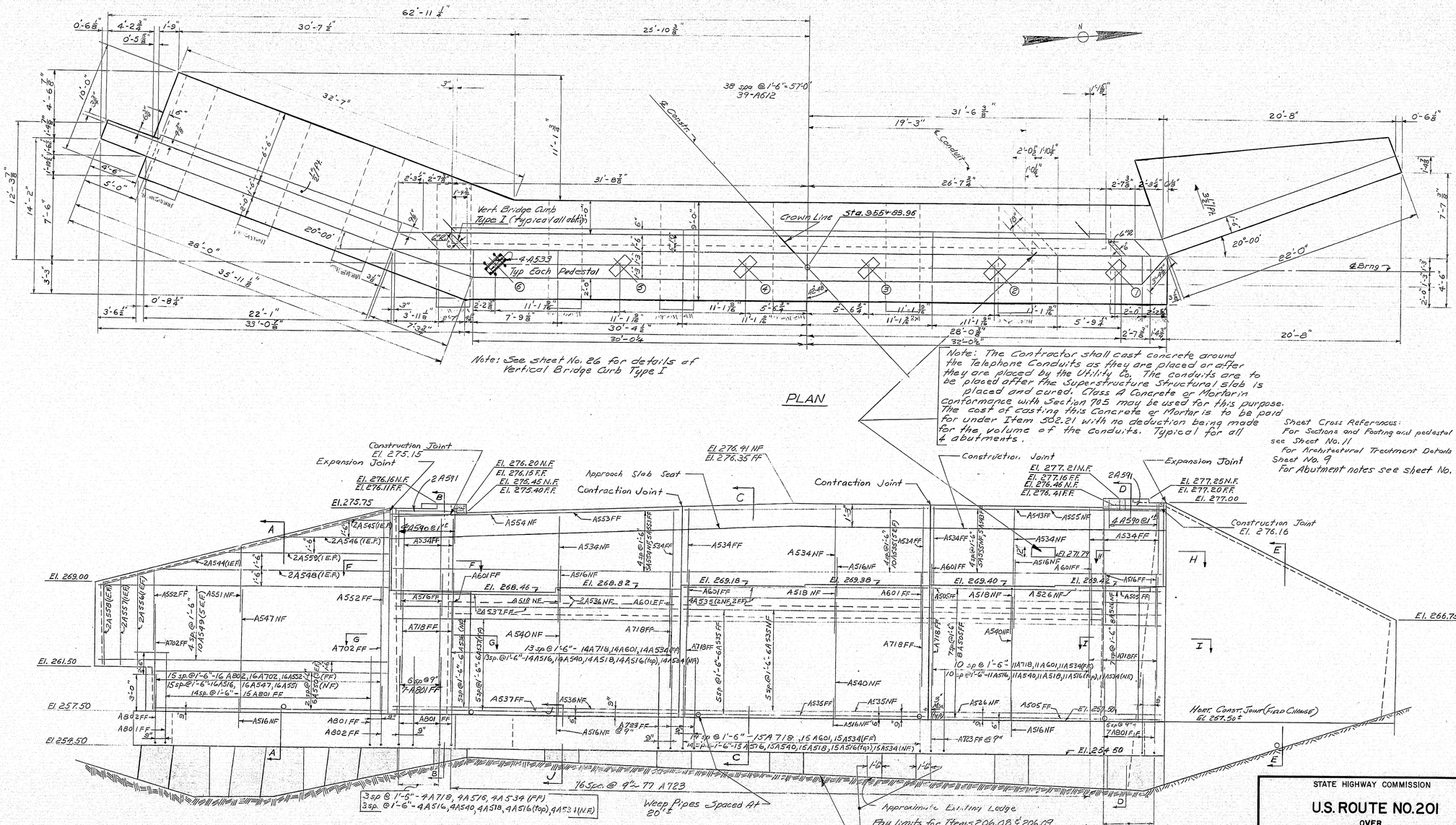
SHEET 9 OF 55 AUGUSTA, MAINE APRIL 1971

203-1 2060

JANUARY 1969

152-40

R. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95 5(6)94	10	55



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

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

PLANS	BY	DATE
DESIGN + DETAILED	C.R. DEW	9/29/71
CHECKED	EBC	
REVISIONS		
FIELD CHANGES	WEE	3/5/72

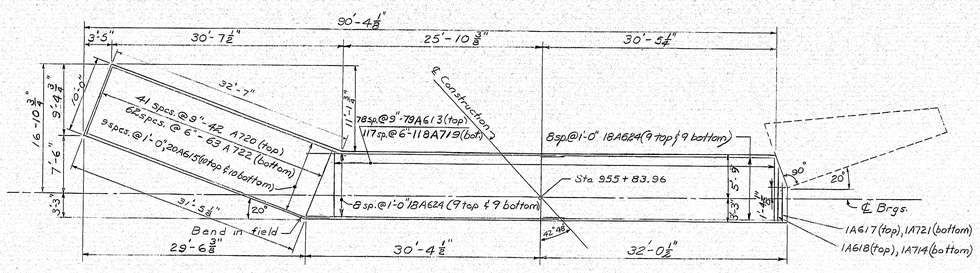
STATE HIGHWAY COMMISSION

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

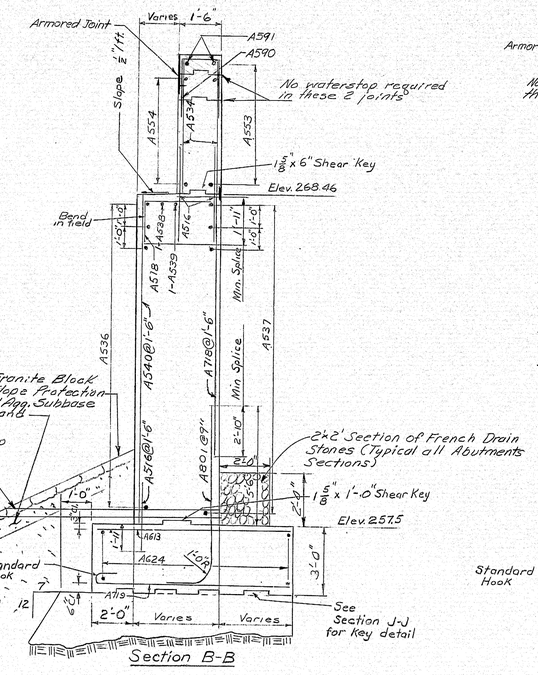
SHEET 10 OF 55 AUGUSTA, MAINE APRIL 1971

152-41

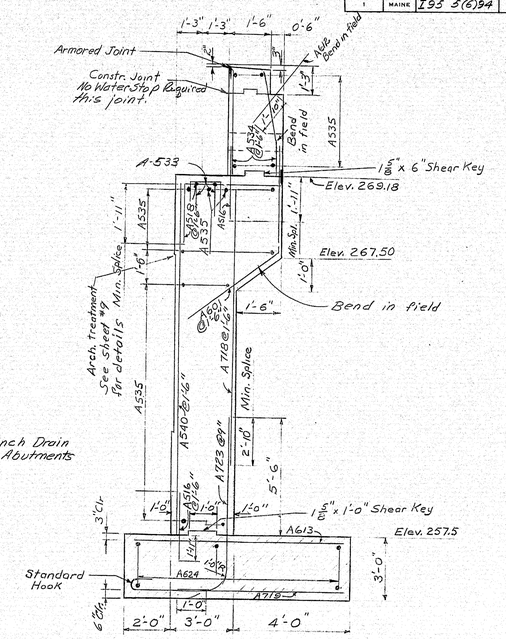
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 5(6)94	11	55



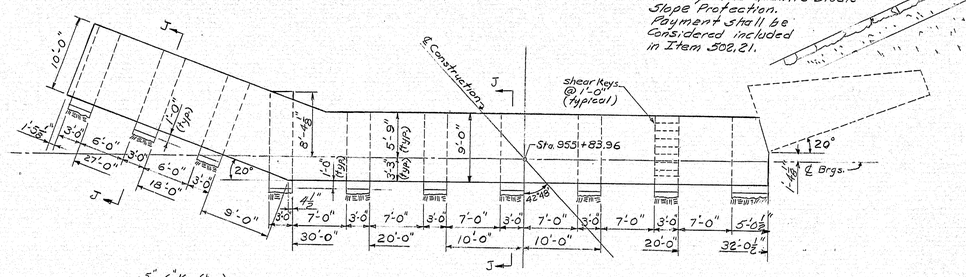
FOOTING PLAN



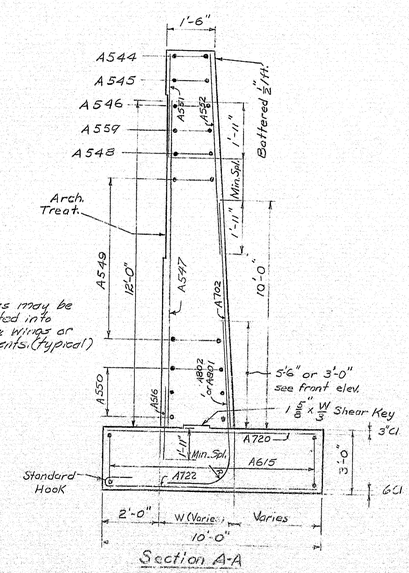
Section B-B



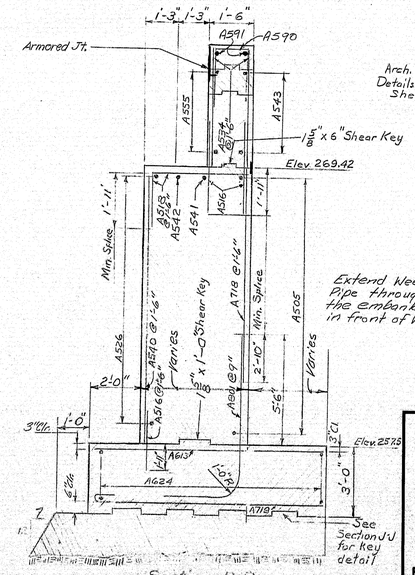
Section C-C



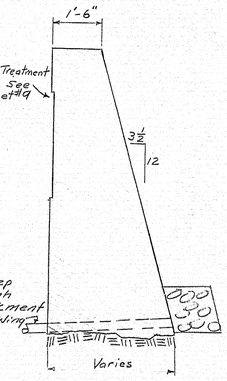
PEDESTAL PLAN



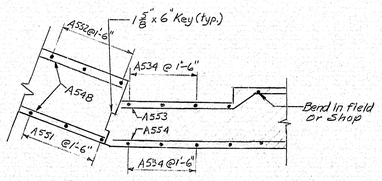
Section A-A



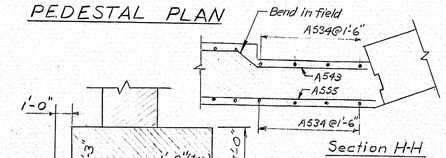
Section D-D



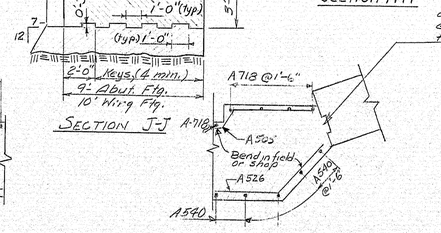
Section E-E



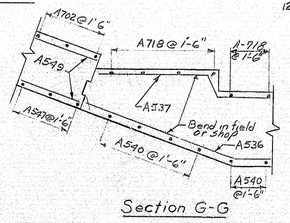
Section F-F



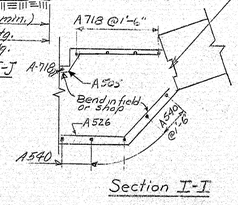
Section H-H



SECTION J-J



Section G-G



Section I-I

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

STATE HIGHWAY COMMISSION

U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
FOOTING & SECTION BR. NO. 1 ABUT. NO. 1

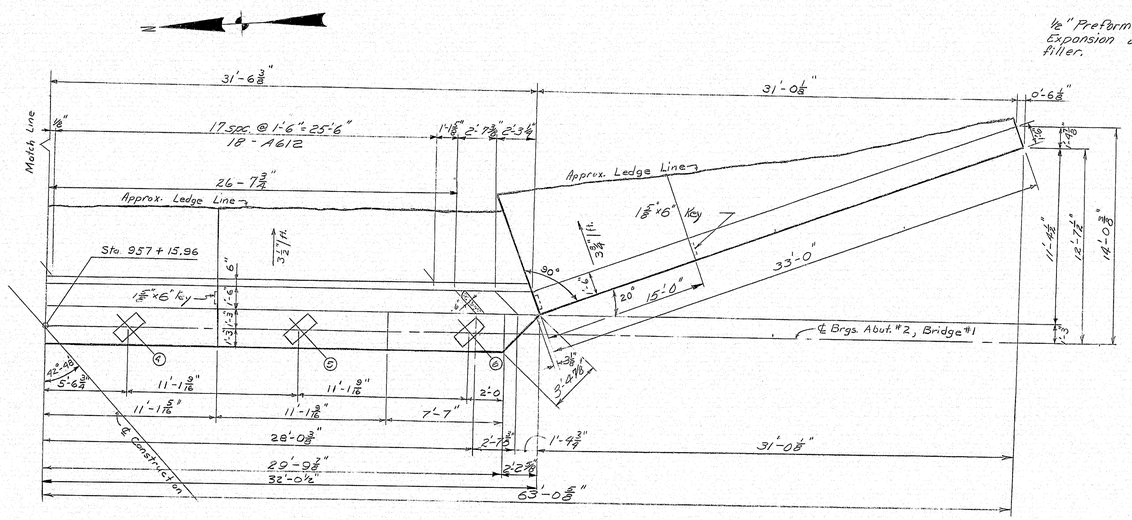
SHEET 11 OF 55 AUGUSTA, MAINE APRIL 1971

152-42

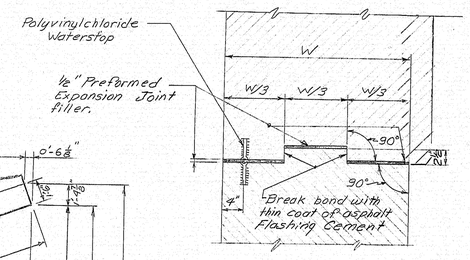
JANUARY 1969

203-1 2080

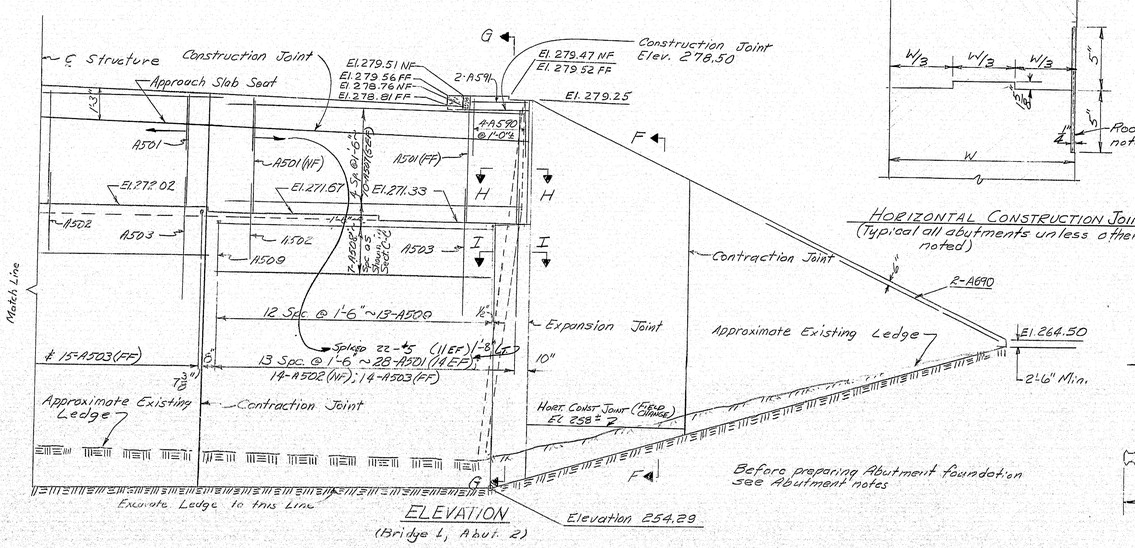
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 3(6)94	12	55



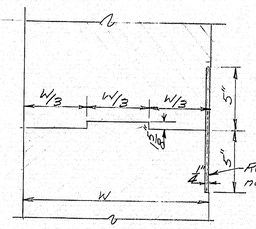
PLAN
(Bridge 1, Abut. 2)



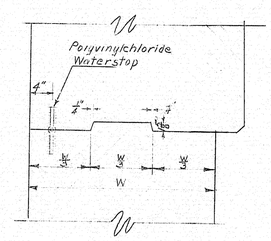
EXPANSION JOINT DETAIL
(Typical at all abutments)



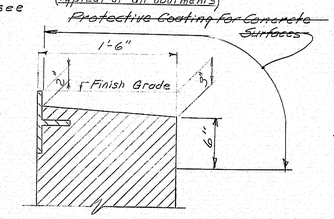
ELEVATION
(Bridge 1, Abut. 2)



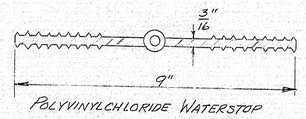
HORIZONTAL CONSTRUCTION JOINT
(Typical all abutments unless otherwise noted)



Vertical Contruction Joint
(Typical of all abutments)



Top of Abutment Backwall Detail
Typical All Abutments



POLYVINYLCHLORIDE WATERSTOP

ABUTMENT NOTES

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

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

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

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

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

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

PLANS		BY	DATE
	DESIGN - DETAILED	C.R.	11-DB
	CHECKED	EJR	
	REVISIONS		
	FIELD CHANGES	WEF	3/5/74

STATE HIGHWAY COMMISSION

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

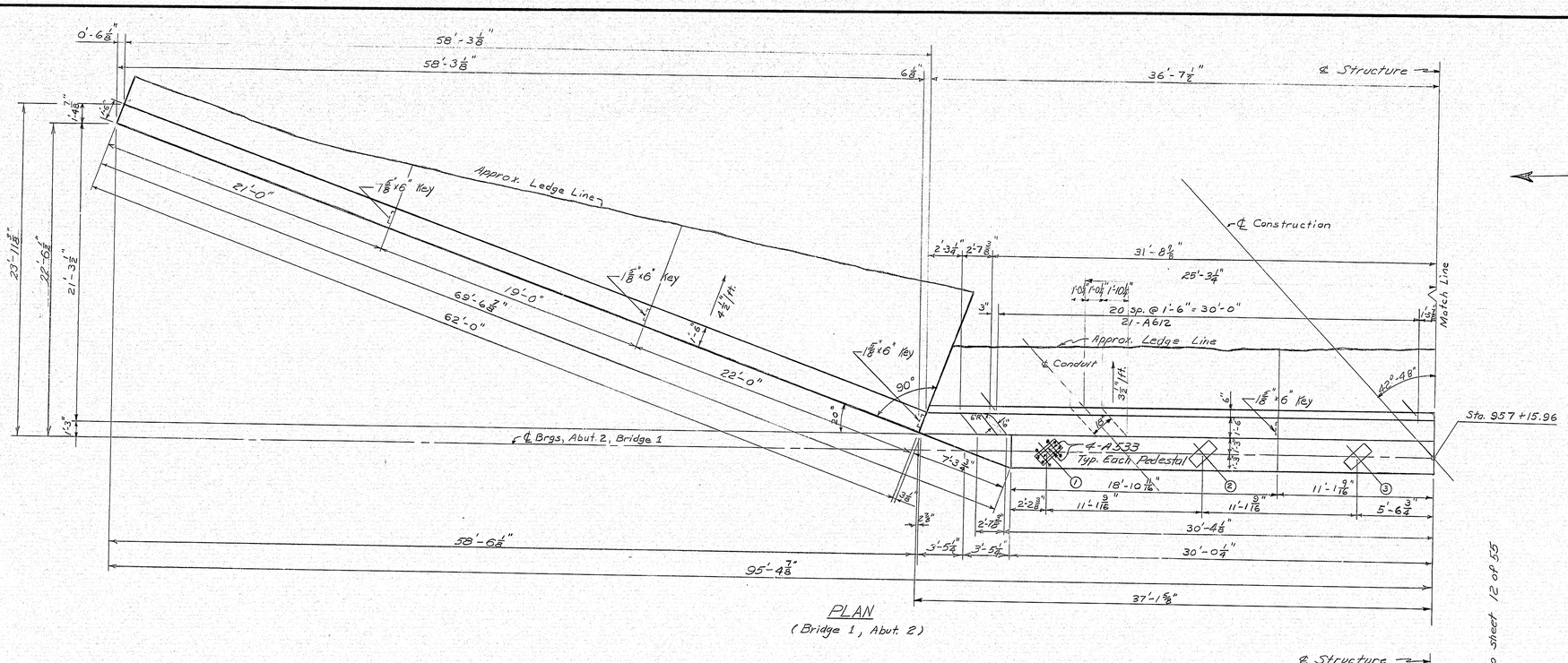
SHEET 12 OF 55 AUGUSTA, MAINE APRIL 1971

JANUARY 1968

152-43

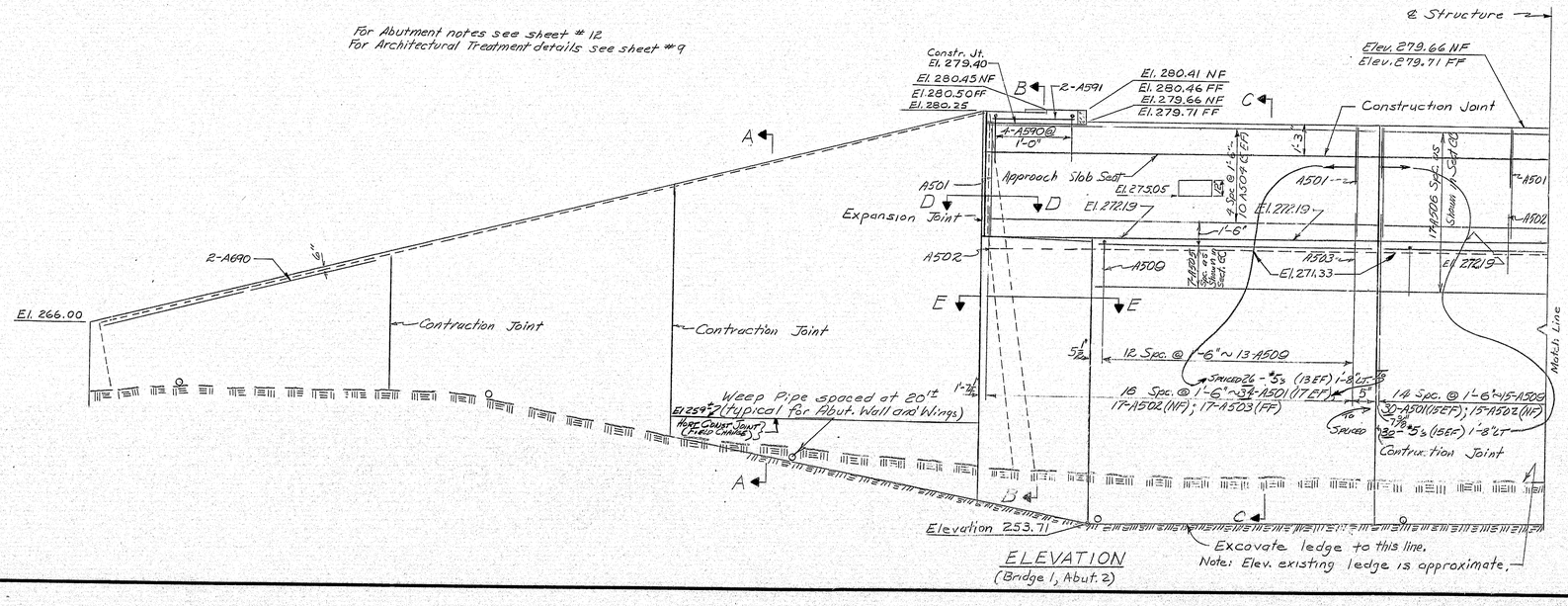
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

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



PLAN
(Bridge 1, Abut. 2)

For Abutment notes see sheet # 12
For Architectural Treatment details see sheet #9



ELEVATION
(Bridge 1, Abut. 2)

Match to sheet 12 of 55

PLANS		BY	DATE
	DESIGN - DETAILED	C.R.	1/72
	CHECKED	E.R.	
	REVISIONS		
As Built	FIELD CHANGES	WGF	3/15/76

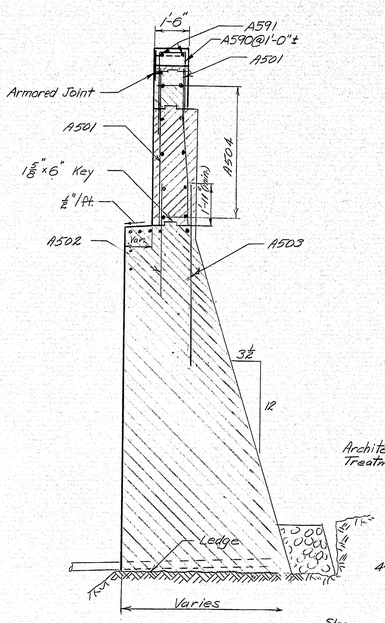
STATE HIGHWAY COMMISSION

U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
BRIDGE NO. 1 ABUTMENT NO. 2
SHEET 13 OF 55 AUGUSTA, MAINE APRIL 1971

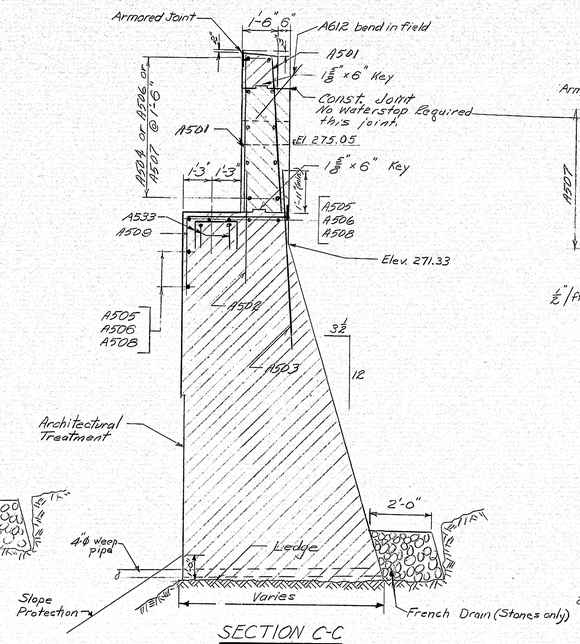
152-44

JANUARY 1968

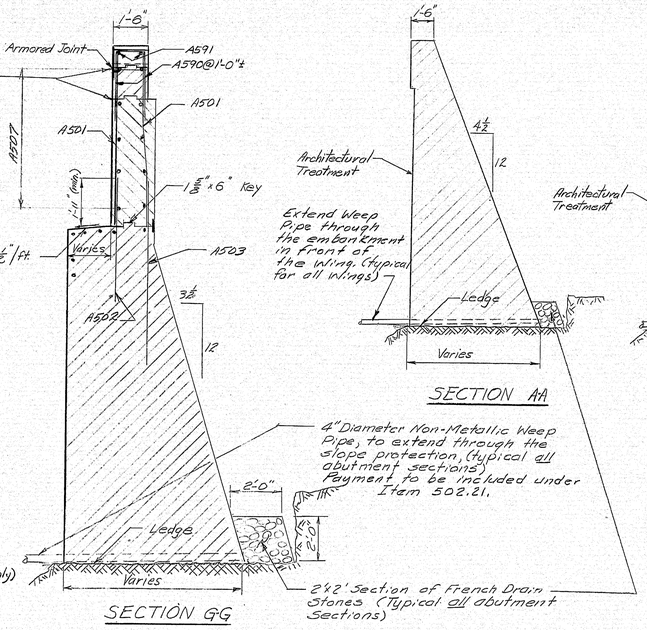
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-5(6)94	14	55



SECTION B-B

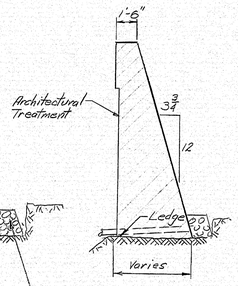


SECTION C-C

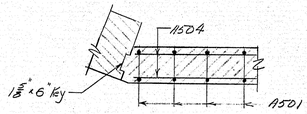


SECTION G-G

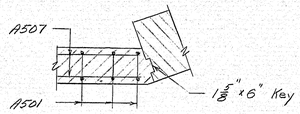
SECTION A-A



SECTION F-F



SECTION D-D

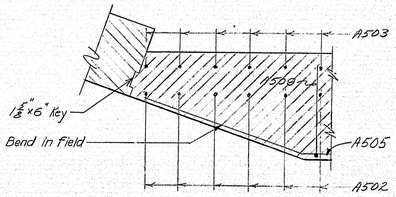


SECTION H-H

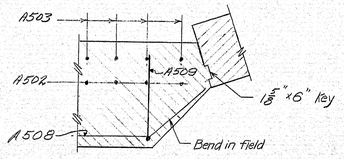
Note:
For Architectural Treatment details see sheet #9
For Abutment Notes see sheet #12

Max. Toe Pressures

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



SECTION E-E



SECTION I-I

PLANS		BY	DATE
As Built	DESIGN-DETAILED	C.R.	
	CHECKED	EBC	
	REVISIONS		
	FIELD CHANGES	WLE	3/5/74

STATE HIGHWAY COMMISSION

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

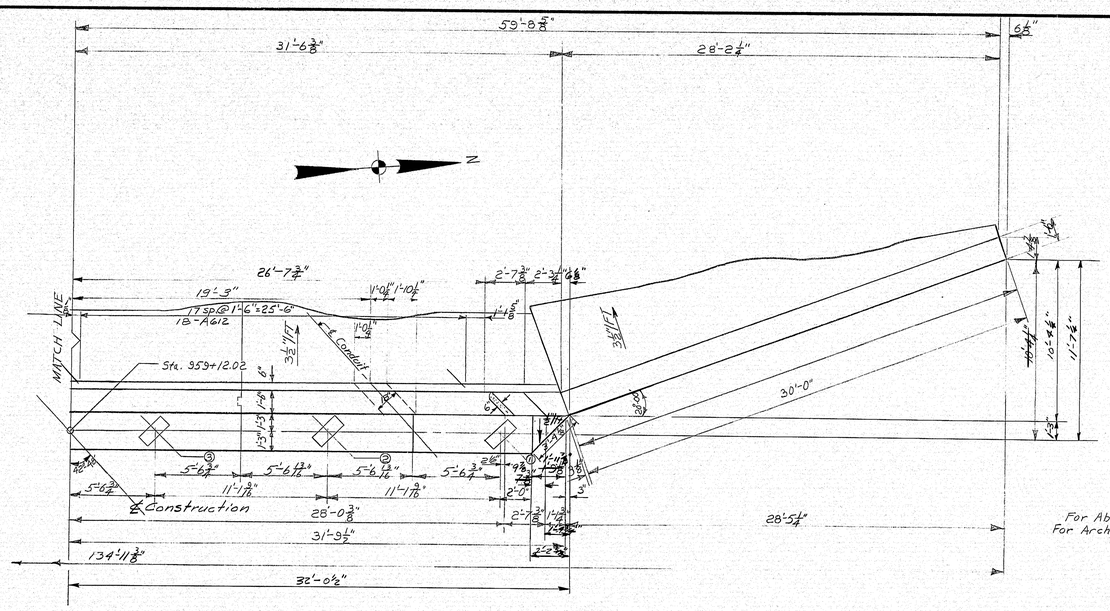
SHEET 14 OF 55 AUGUSTA, MAINE APRIL 1971

JANUARY 1968

152-45

Reproducible Bond TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ KYPLEX

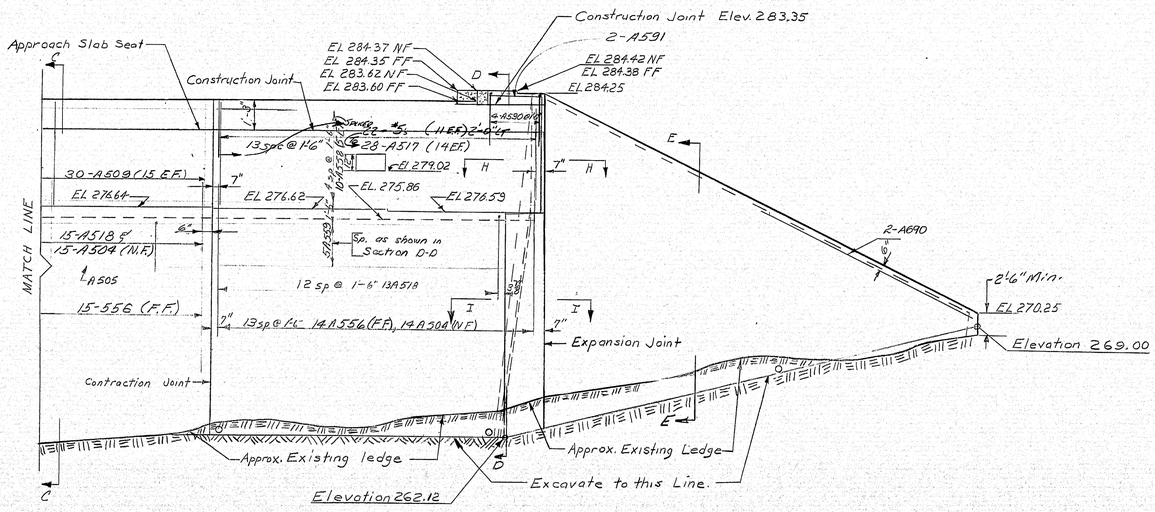
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95 5(6)94	15	55



For Abutment Notes see Sheet #12
For Arch. Treatment Detail see sheet #9

Part Plan

Match to sheet 16 of 55



Part Elevation

Before preparing Abutment Foundation see Abutment notes Sheet 12 of 55

PLANS	BY	DATE
DESIGN-DETAILED	C.R.	
CHECKED	J.R.B.	
REVISIONS	EBC	
FIELD CHANGES	MKE	3/5/71

STATE HIGHWAY COMMISSION

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

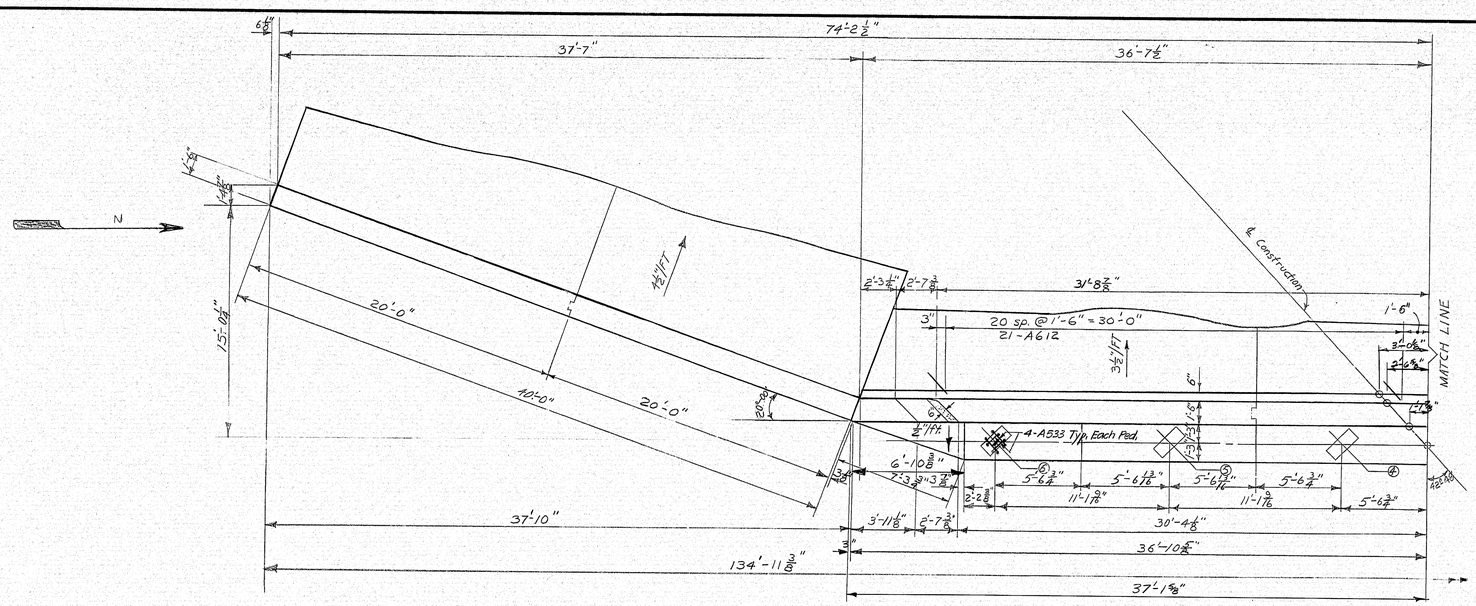
SHEET 15 OF 55 AUGUSTA, MAINE APRIL 1971

152-46

JANUARY 1969

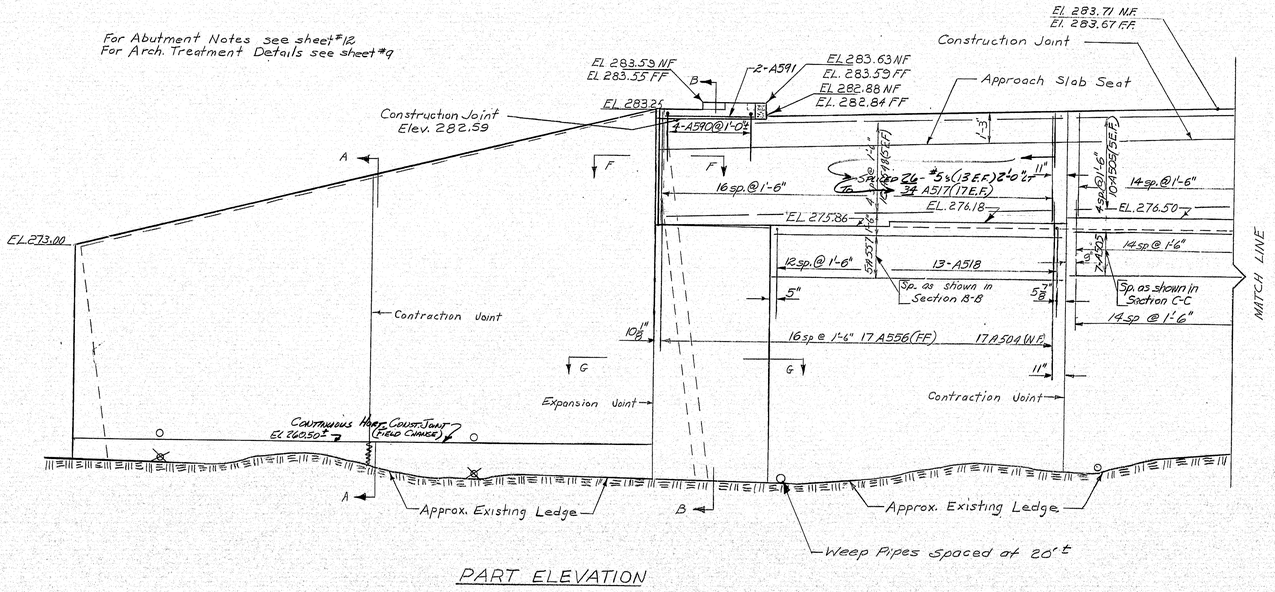
203-1 2080

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



PART PLAN

For Abutment Notes see sheet #12
For Arch. Treatment Details see sheet #9



PART ELEVATION

Match to sheet 15 of 55

PLANS	BY	DATE
DESIGN - DETAILED	J.R.B.	
CHECKED	EBC	
REVISIONS		
FIELD CHANGES	HGE	3/15/72

STATE HIGHWAY COMMISSION

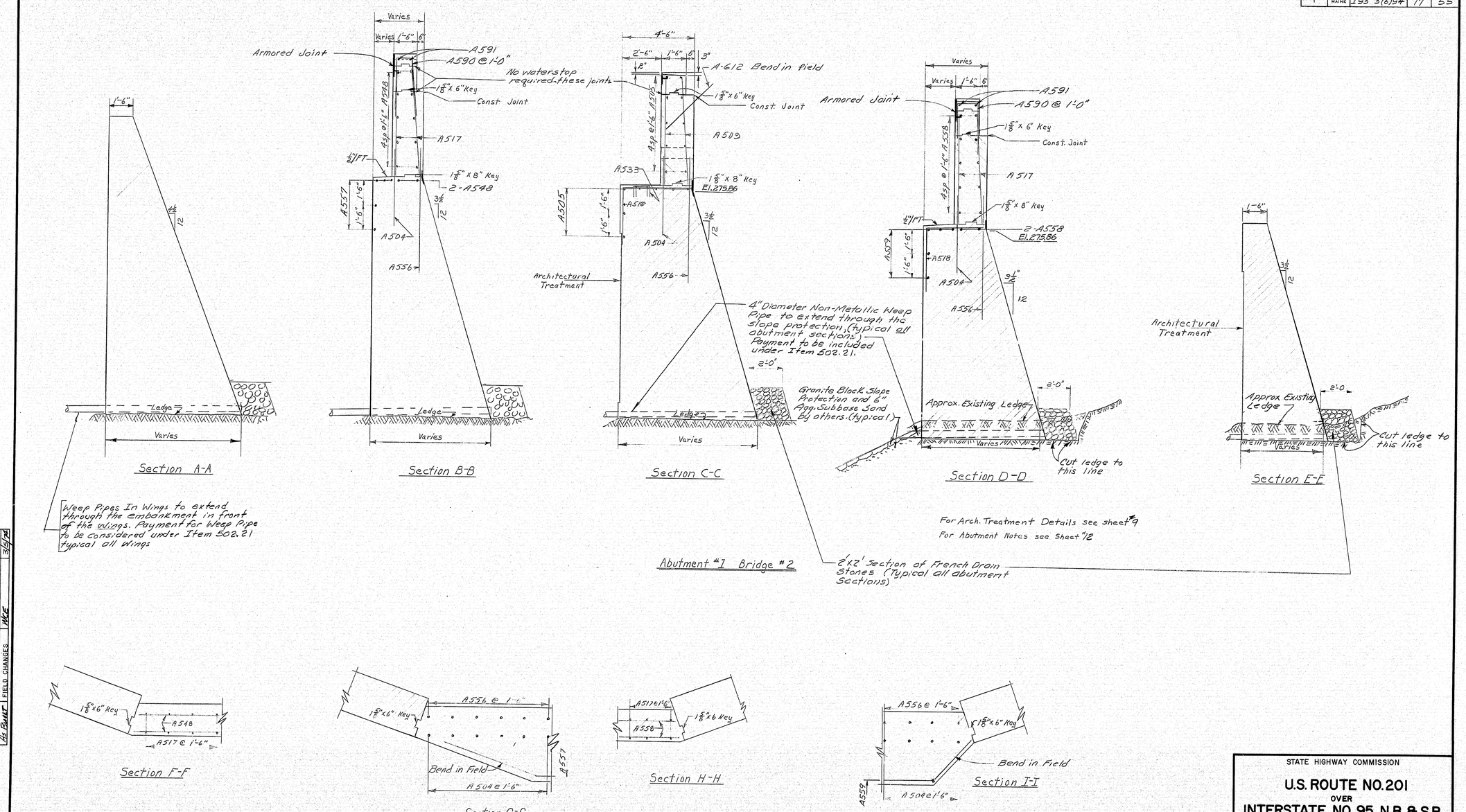
U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
BRIDGE NO. 2 ABUTMENT NO. 1

SHEET 16 OF 55 AUGUSTA, MAINE APRIL 1971

152-47

JANUARY 1968

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95 5(6)94	17	55



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

STATE HIGHWAY COMMISSION

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

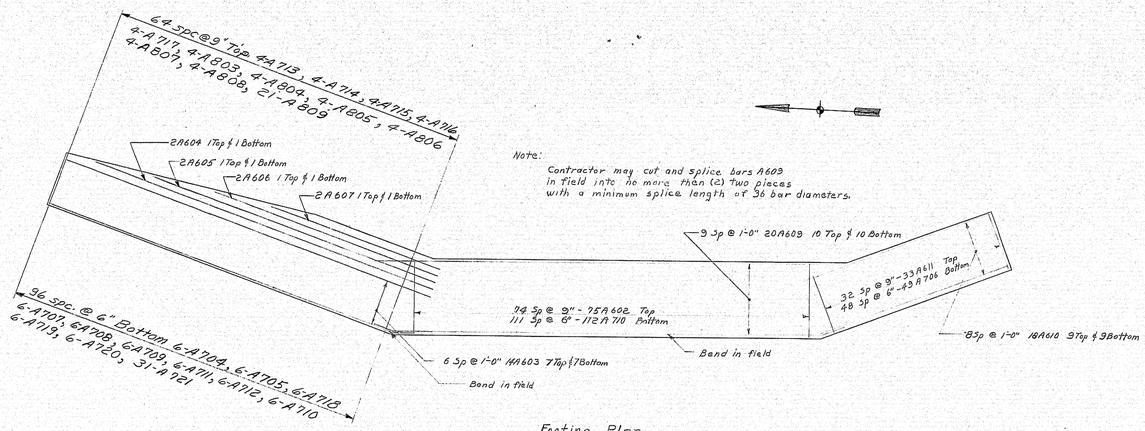
SHEET 17 OF 55 AUGUSTA, MAINE APRIL 1971

JANUARY 1968

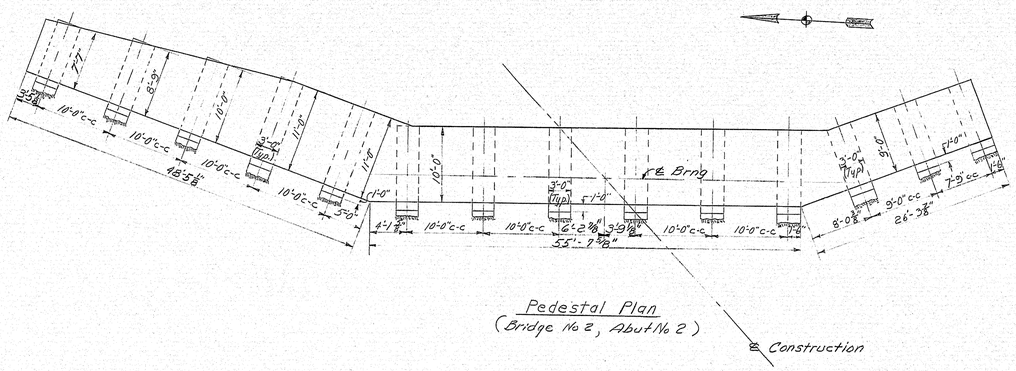
201-1 2080

152-48

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



Footing Plan



Pedestal Plan
(Bridge No 2, Abut No 2)

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

STATE HIGHWAY COMMISSION

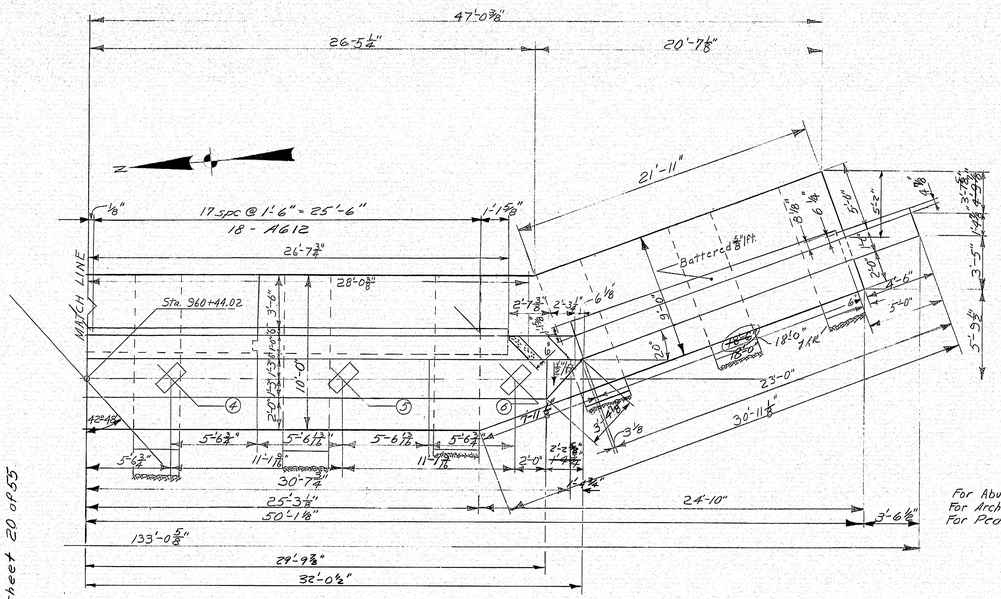
U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
FOOTING BR. NO. 2 ABUT. NO. 2

SHEET 18 OF 55 AUGUSTA, MAINE APRIL 1971

152-49

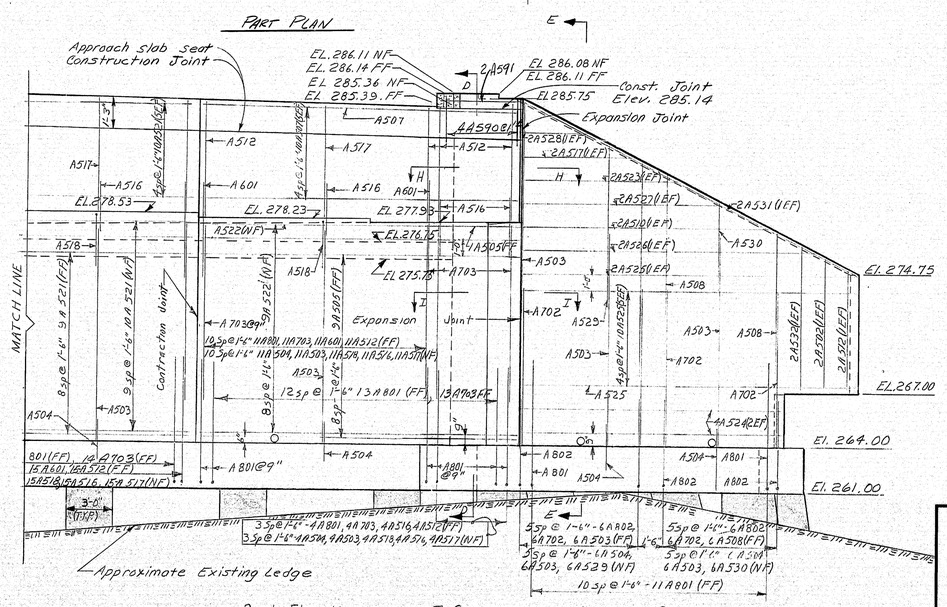
JANUARY 1969

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



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

Match to sheet 20 of 55



Before preparing Abutment foundation see Abutment notes Sheet 12 of 55

PLANS		BY	DATE
	DESIGN - DETAILED	C.R.	
	CHECKED	J.R.B.	
	REVISIONS		
	FIELD CHANGES	WCE	3/16/78

Reg. 12, Eng. 1 All

STATE HIGHWAY COMMISSION

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

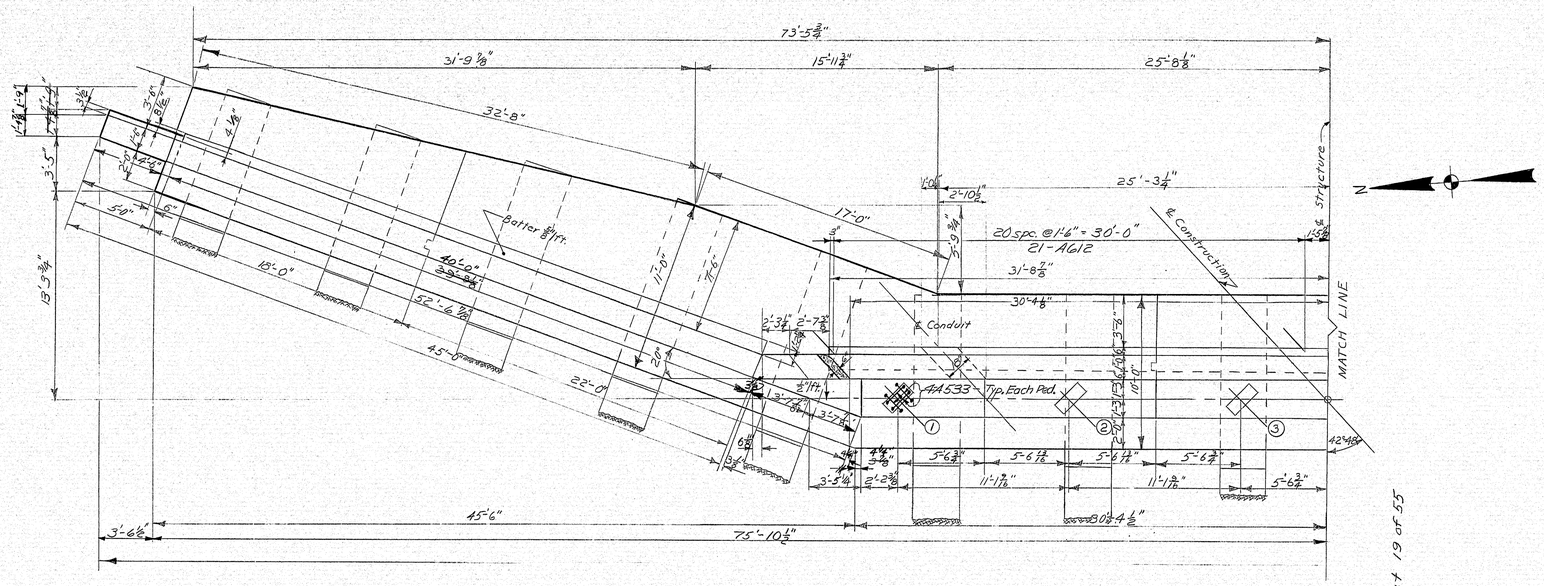
SHEET 19 OF 55 AUGUSTA, MAINE APRIL 1971

152-60

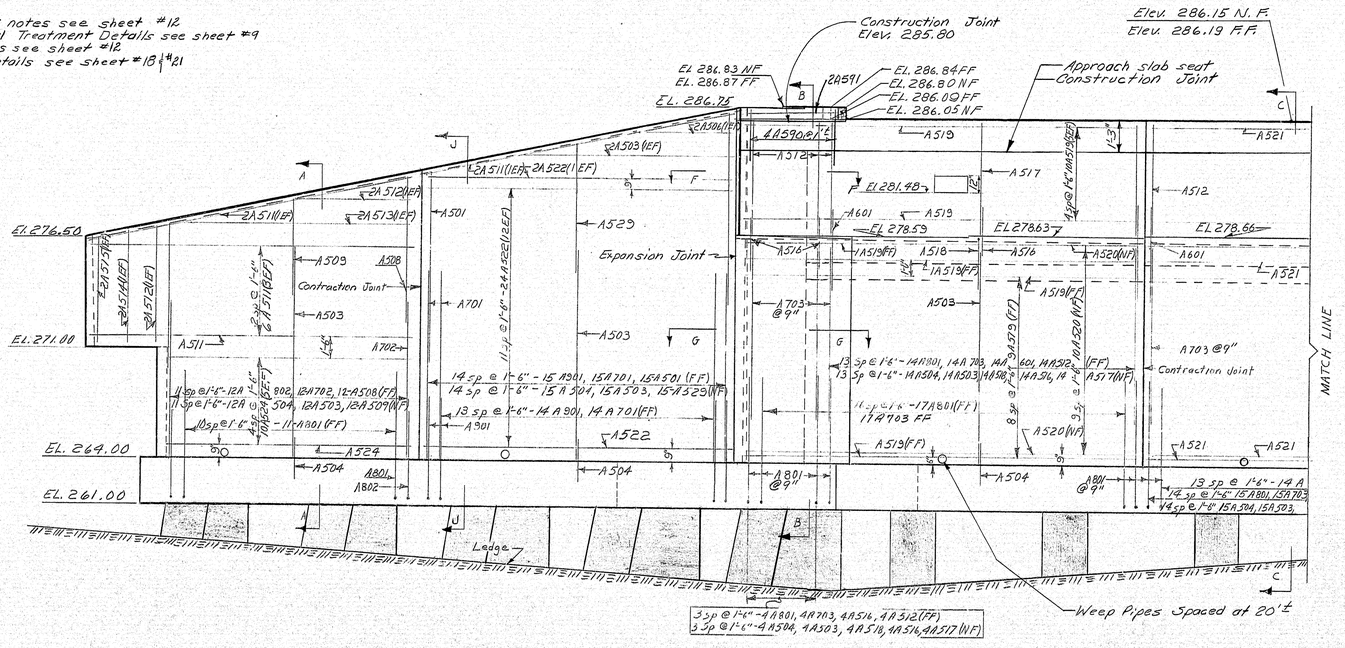
JANUARY 1968

203-1 2060

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95 5(6)94	20	55



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



Proj. Dir. Eng.	BY	DATE
DESIGN - DETAILED	C.R.	
CHECKED	J.R.B.	
REVISIONS	E.B.C.	
FIELD CHANGES	W.C.F.	3/5/74

PLANS

A. Baur

JANUARY 1968

STATE HIGHWAY COMMISSION

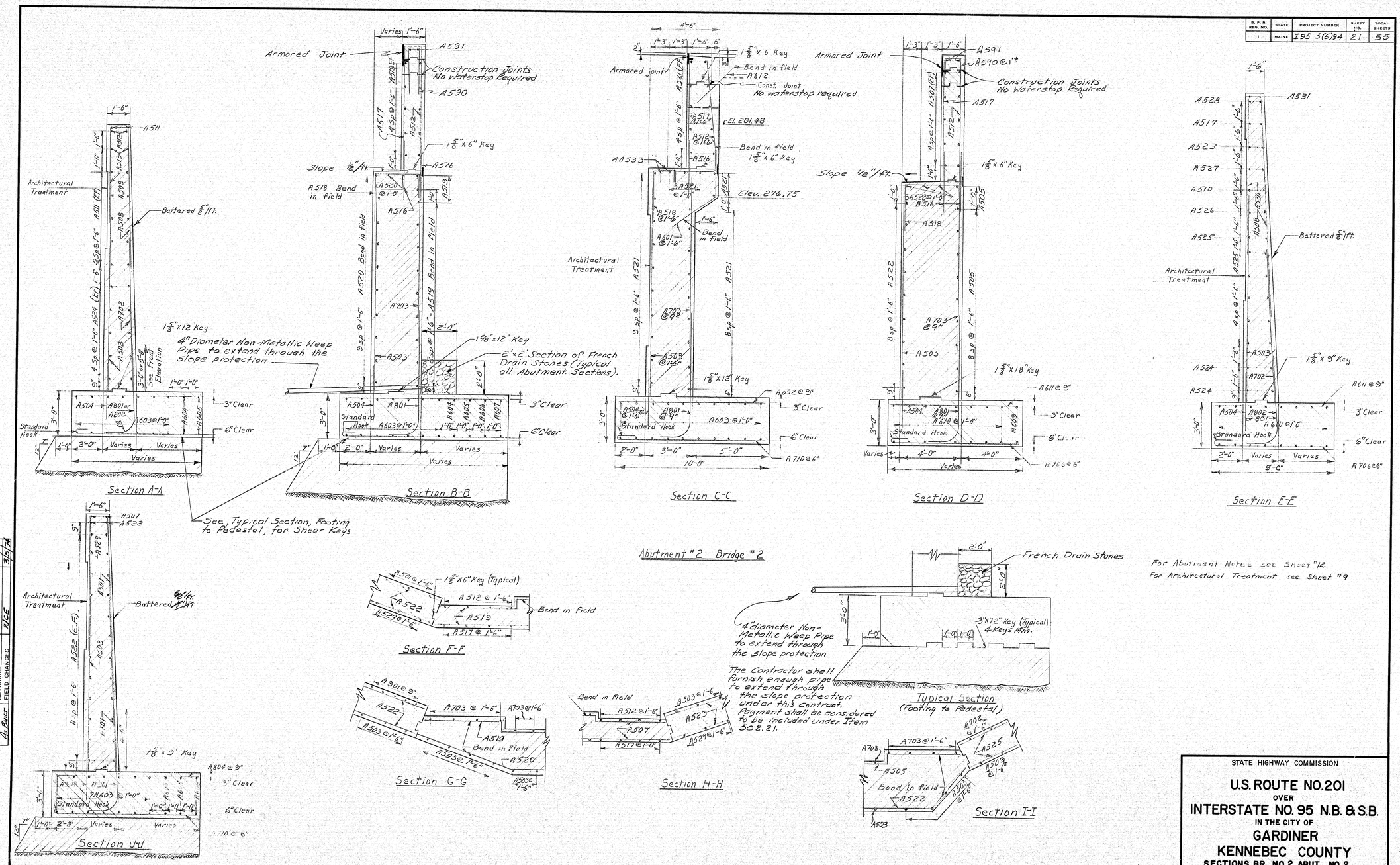
U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
BRIDGE NO. 2 ABUTMENT NO. 2

SHEET 20 OF 55. AUGUSTA, MAINE APRIL 1971

203-1 2080

152-51

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



			DATE
PLANS	DESIGN-DETAILED	C.R.	J.R.B.	
	CHECKED	E.B.C.	
	REVISIONS		
	FIELD CHANGES	W.C.E.	3/8/71

STATE HIGHWAY COMMISSION

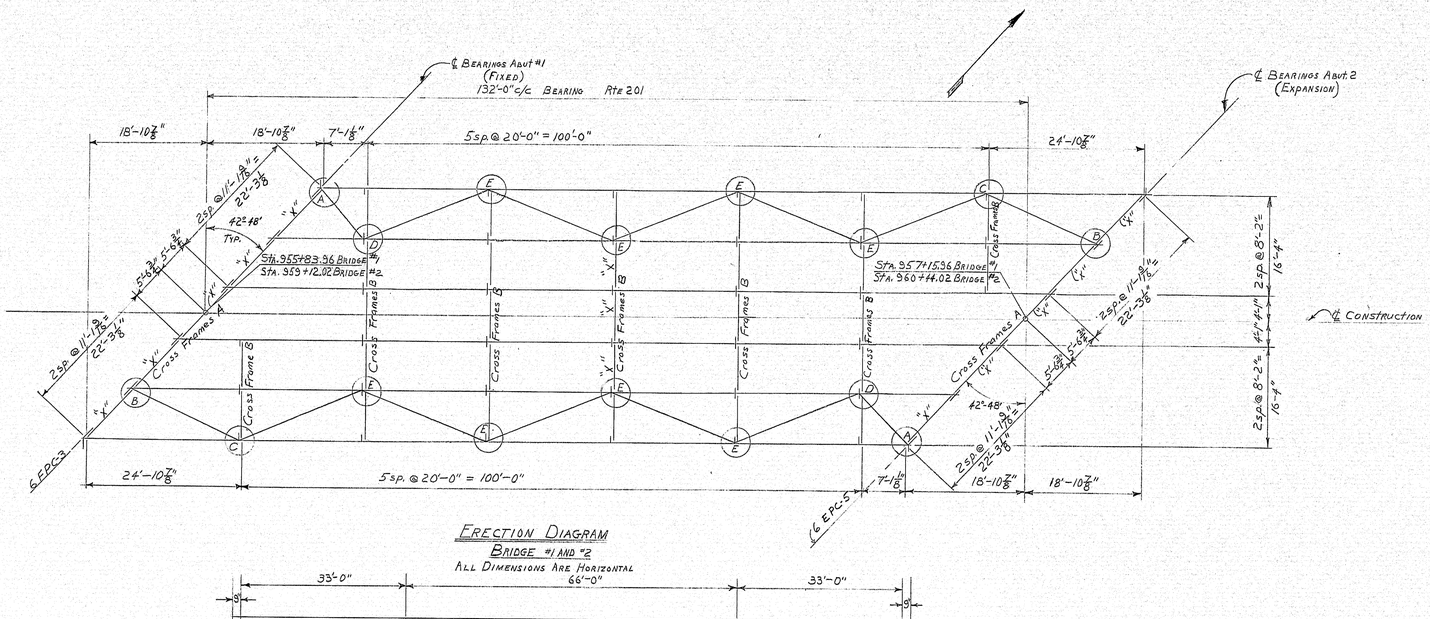
U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
SECTIONS BR. NO. 2 ABUT. NO. 2

SHEET 21 OF 55 AUGUSTA, MAINE APRIL 1971

152-52

TRUFLEX ★ SILKY ★ TRUE WHITE ★ KYPLEX

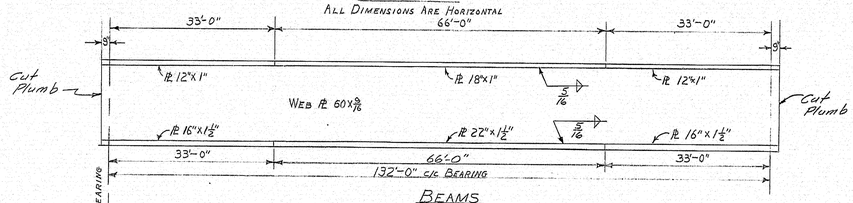
R. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 5(6)94	22	55



Erection Diagram

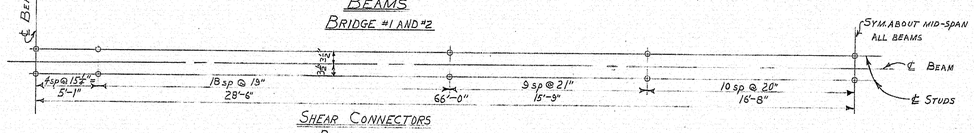
Bridge #1 and #2

All Dimensions Are Horizontal



Beams

Bridge #1 and #2

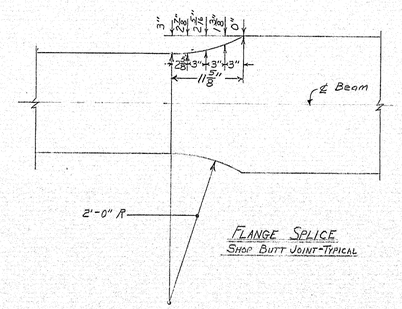


Shear Connectors

Bridge #1 and #2

Typical

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



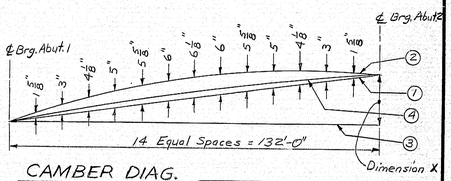
Flange Splice

Shop Butt Joint - Typical

Structural Steel Specifications

1. Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finish grade profile.
2. A maximum of 2 transverse welds in the web per beam - per span will be allowed. No transverse web weld shall be within 10'-0" of mid-span.
3. Butt welds in flanges shall not be closer than 1 foot to web transverse welds.
4. Bearing stiffeners shall be plumb after erection and dead loading of the structure.
5. All cross frame or diaphragm connection plates may be plumb or normal to the top flange at the option of the contractor.
6. All bolts shall be ⅞" Ø H.S.
7. The minimum edge distance for all holes shall be 1¼" unless shown otherwise.
8. Structural steel: A.S.T.M. Designation
   - Beam Webs - - - - - A572 Grade 50
   - Beam Flanges - - - - - A572 Grade 50
   - High Strength Bolts - - A.S.T.M. A-325
   - Bearing Stiffeners - - A36
   - All Other - - - - - - A36
9. Basic Design Stresses:
   - Concrete (n=10) - - - 1,200 psi
   - Reinforcing Steel - - - 24,000 psi
   - Structural Steel - - - 27,000 psi A572
   - 20,000 psi A36
10. Shear Connector Detail see Standard Details BD104-71
11. Drain Details see Standard Details BD104-71 - Drain No. 1
12. Cross Frames see Sheet #23
13. Bearing Pedestals see Standard Details BD101-70
14. Armored Joint see Sheet #27
15. Lateral Bracing Connection see Sheet #24
16. Steel surfaces to be in contact with concrete shall not be painted.

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



Camber Diag.

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

Dep. Dir. Eng. Alt.			
PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	EBC	
	REVISED		
A. Burr	FIELD CHANGES	WCE	3/5/74

STATE HIGHWAY COMMISSION

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

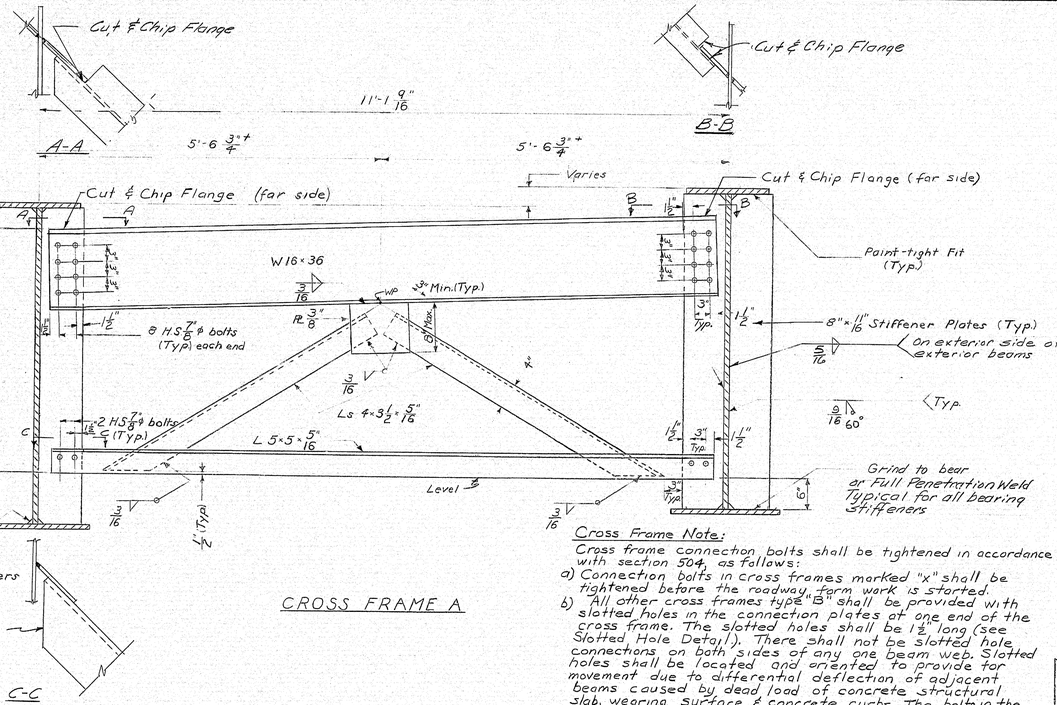
SHEET 22 OF 55 AUGUSTA, MAINE APRIL 1971

203-1 2080

JANUARY 1969

152-53

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95 3(6)94	23	55



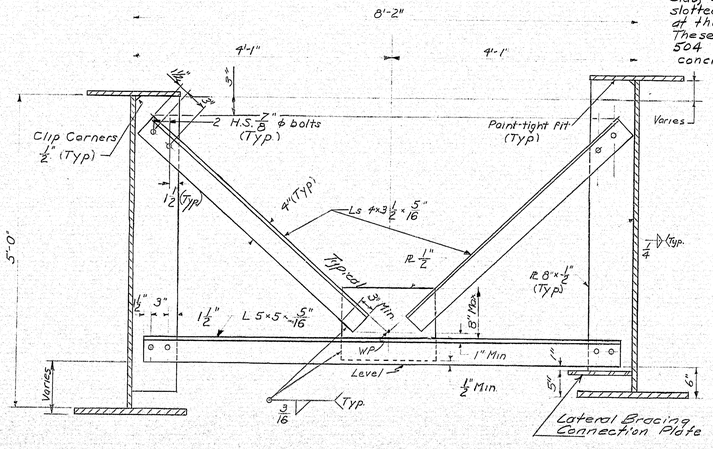
CROSS FRAME A

Cross Frame Note:

Cross frame connection bolts shall be tightened in accordance with section 504, as follows:

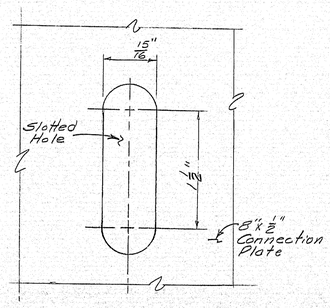
a) Connection bolts in cross frames marked "x" shall be tightened before the roadway form work is started.

b) All other cross frames type "B" shall be provided with slotted holes in the connection plates at one end of the cross frame. The slotted holes shall be 1 1/2" long (see Slotted Hole Detail). There shall not be slotted hole connections on both sides of any one beam web. Slotted holes shall be located and oriented to provide for movement due to differential deflection of adjacent beams caused by dead load of concrete structural slab, wearing surface & concrete curbs. The bolts in the slotted hole connections shall be tightened finger tight at the time of steel erection. These bolts shall be tightened in accordance with Section 504 after all structural slab, wearing surface & curb concrete is in place. All bolts not in slotted connections shall be tightened in accordance with Section 504 at the time the steel is erected & before any concrete is placed for the roadway structural slab.



CROSS FRAME B

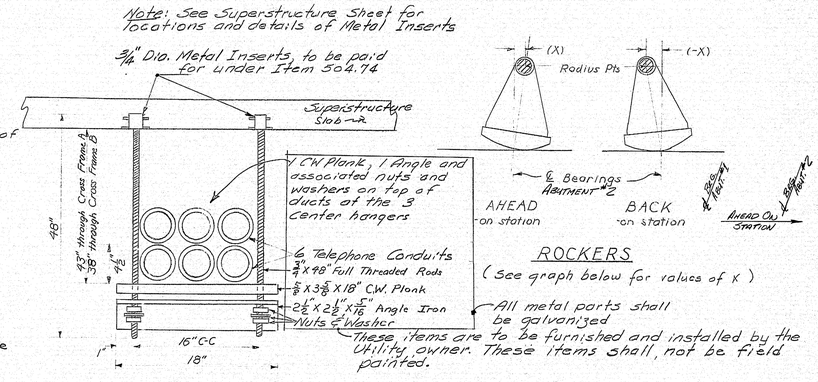
(All holes for 7/8" ϕ H.S. Bolts shall be of 15/16" dia.)



SLOTTED HOLE DETAIL

Note:

Slotted holes are to be in the 8"×1/2" connection plates and slotted holes shall be located & oriented to allow movement due to differential deflection of adjacent beams. See Cross Frame note above.



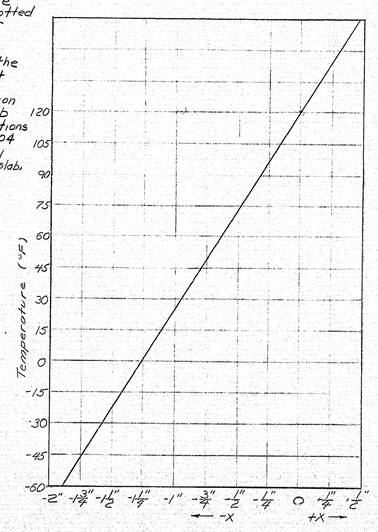
CONDUIT HANGER

ROCKERS

(See graph below for values of X)

NOTES

1. All steel for cross frame elements, lateral bracing, bearing stiffeners and connection plates, shall be of ASTM designation A36.
2. Expansion bearing rockers to be adjusted as given in "Rocker Setting Data" and sole plates to be welded to beam flanges after all structural steel is in place and before any formwork for the deck slab has been erected.
3. For framing plan see sheet #22
4. For bearing pedestal details see "Standard Details" sheet #BD 101-70



ROCKER SETTING DATA

This graph compensates for temp. and dead load deflection movements. See "ROCKERS" drawing above for direction of +X and -X.

PLANS		BY	DATE
Bridge Engr. ALL	DESIGN DETAILED	C.R.	W.K.
	CHECKED	E.B.C.	
	REVISIONS		
As Built	FIELD CHANGES	W.K.E.	3/5/73

STATE HIGHWAY COMMISSION

U.S. ROUTE NO. 201

OVER

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

IN THE CITY OF

GARDINER

KENNEBEC COUNTY

CROSS FRAMES

SHEET 23 OF 55 AUGUSTA, MAINE APRIL 1971

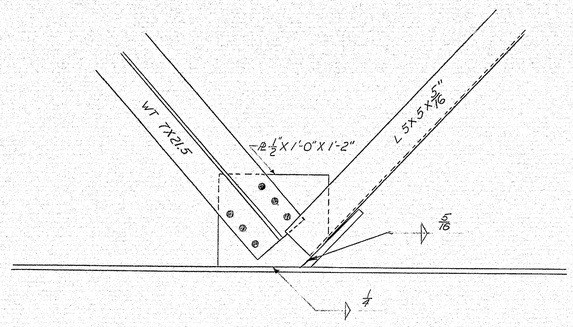
152-54

JANUARY 1968

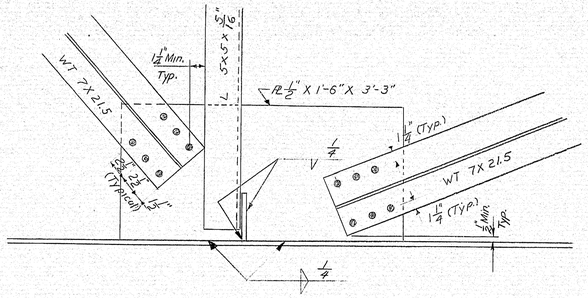
2034-2080

courtesy patrons TRUFLEX ★ SILKY ★ BRIDE WHITE ★ RYPLEX

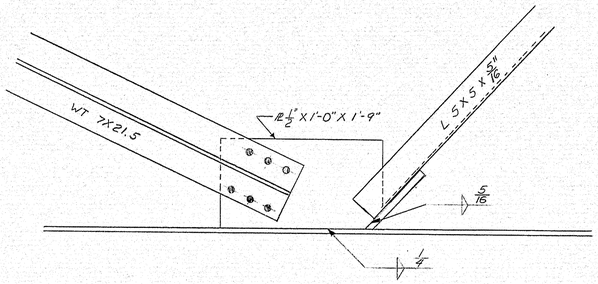
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195 5(6)94	24	55



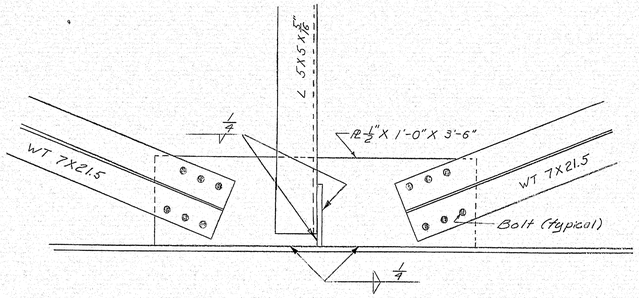
DETAIL A



DETAIL D

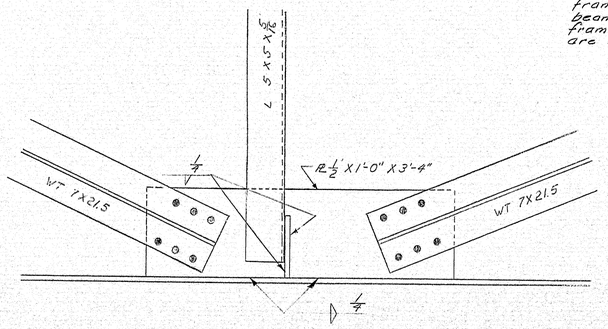


DETAIL B



DETAIL E

Note: Welds shown are for lateral bracing connection plates to cross frame connection plates and to beam webs. Connections of cross frames to cross frame connection plates are by bolts. See cross frame sheet.



DETAIL C

NOTES:

1. All bolts have minimum edge distance of 1 1/2" except as noted.
2. All bolts shall be 7/8" H.S. and all holes shall be 15/16" Φ.
3. Cross Reference See Sheet No. 22 Structural Steel

PLANS		BY	DATE
	DESIGN - DETAILED	S.P.	
	CHECKED	EBC	
	REVISIONS	W.K.	
	FIELD CHANGES	W.C.F.	3/5/74

Reg. Ass. Eng. Bldg.
Ass. Engr.

STATE HIGHWAY COMMISSION

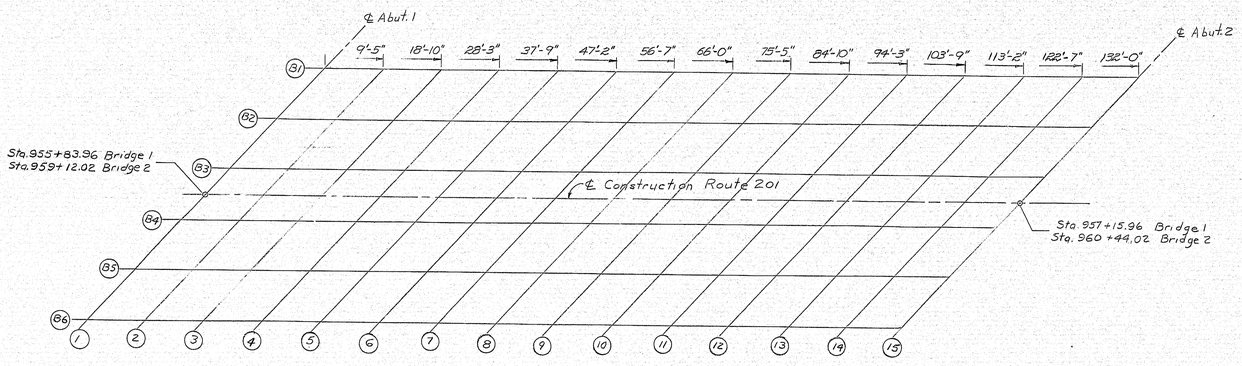
U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
LATERAL BRACING CONNECTION
SHEET 24 OF 55 AUGUSTA, MAINE

152-55

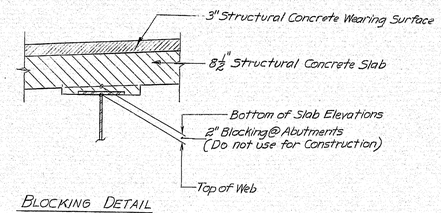
JANUARY 1969

2031 2080

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



BLOCKING DIAGRAM



BLOCKING DETAIL

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

DEAD LOAD DEFLECTIONS (FEET)

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

INTERIOR BEAMS
(B2, B3, B4 & B5)

DEAD LOAD DEFLECTIONS (FEET)

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

EXTERIOR BEAMS
(B1 & B6)

BOTTOM OF SLAB ELEVATIONS (FEET)

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

BRIDGE NO. 2

BOTTOM OF SLAB ELEVATIONS (FEET)

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

BRIDGE NO. 1

PLANS	BY	DATE
Proj. Dr. Eng. 1 Dil.		
DESIGN - DETAILED		
CHECKED	EBC	
REVISIONS		
FIELD CHANGES	MKE	3/5/74
As Built		

STATE HIGHWAY COMMISSION

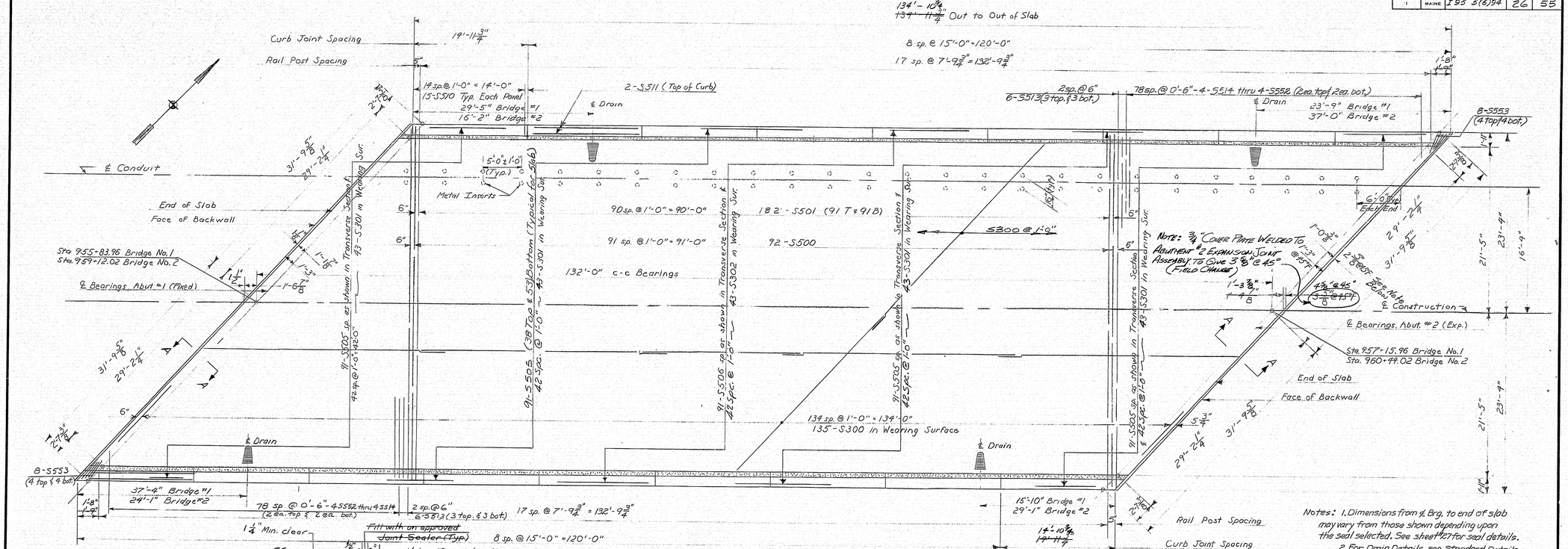
U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
BOTTOM OF SLAB ELEV. & DEFL.
SHEET 25 OF 55 AUGUSTA, MAINE

152-56

JANUARY 1968

203-1 2080

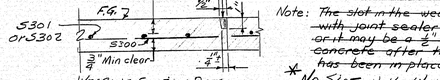
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95 5(6)94	26	55



PLAN

Bridge No. 1 & Bridge No. 2

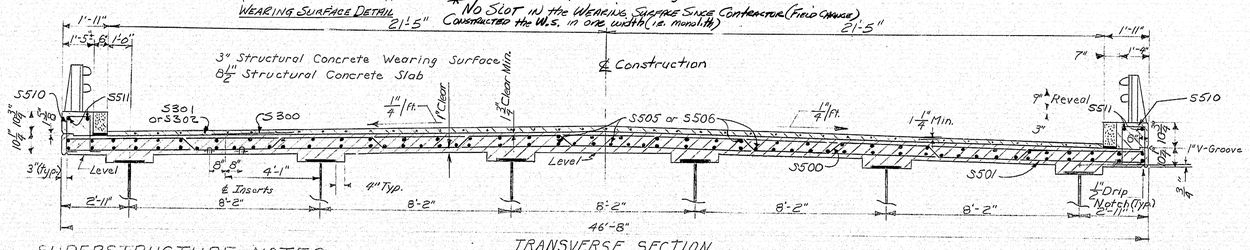
Notes: 1. Dimensions from ℄ Brg. to end of slab may vary from those shown depending upon the seal selected. See sheet 27 for seal details.
2. For Drain Details see Standard Details BD 104-71 - Drain No. 1.



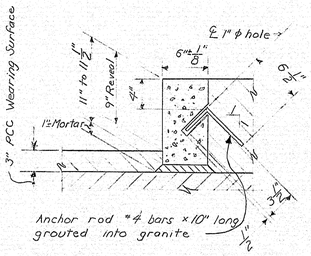
WEARING SURFACE DETAIL

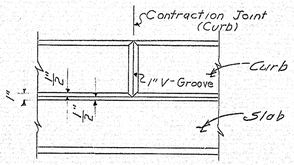
Note: ~~The slot in the wearing surface which is to be filled with joint sealer may be formed as shown above or it may be a ½" wide groove sawed into the concrete after the wearing surface concrete has been in place for 7 days.~~

* No Slot in the Wearing Surface Since Contractor (Field Change) Constructed the W.S. in one width (i.e. monolith)



TRANSVERSE SECTION

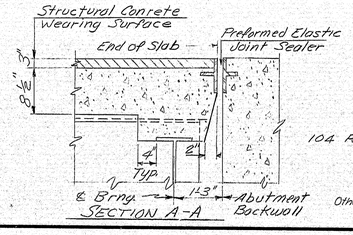




1" V-GROOVE DETAIL

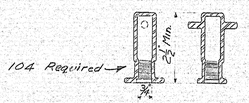
SUPERSTRUCTURE NOTES

1. Break bond in vertical joints in curbs in a manner approved by the Engineer.
2. Form a one (1) inch V-Groove on the outside faces of curbs at each contraction joint in the curbs.
3. Set retarding admixtures may be used when authorized by the Engineer and in accordance with the construction specifications.
4. Provide joints in vertical bridge curb, Type 1 at each contraction joint in concrete curb.
5. Reinforcing steel shall have a minimum concrete cover of two (2) inches unless otherwise indicated.
6. All reinforcing steel is to have a minimum of 36 bar diameters splice and/or embedment unless otherwise indicated.
7. The superstructure concrete shall be Class A.
8. Protective coating for concrete surfaces shall be applied to the following areas: Exposed surface of concrete curbs, fascia down to ⅜" drip notch, and all exposed surfaces of the concrete wearing surface.
9. Longitudinal reinforcing steel shall be cut to clear drains in a manner approved by the Engineer, transverse steel shall not be cut.
10. Place anchor inserts a minimum of 6" from cross frames.
11. Metal inserts shall be threaded to receive ¾" diameter bolts with National Coarse Threads. Inserts to have a minimum working load of 2500 lbs. and a minimum ultimate strength of 9000 lbs. Inserts to be paid for under Item No. 504.74. See Cross Frame Sheet and details on this sheet for details of Metal Inserts and Conduit Hangers.



SECTION A-A

VERTICAL BRIDGE CURB TYPE 1



METAL INSERTS

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

STATE HIGHWAY COMMISSION

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

SHEET 26 OF 55 AUGUSTA, MAINE APRIL 1971

PLANS		BY	DATE
	DESIGN-DETAILED	WLK	
	CHECKED	ERC	
	REVISIONS		
	FIELD CHANGES	WCF	3/5/74

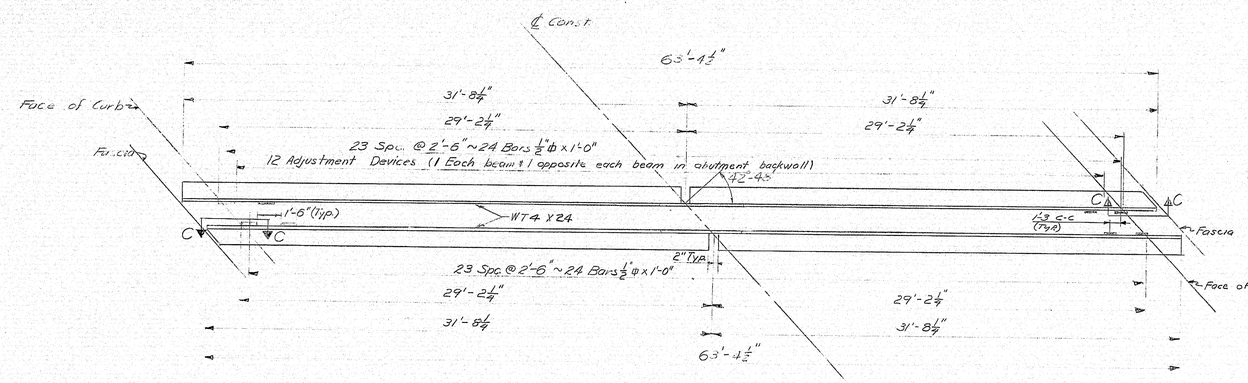
JANUARY 1968

203-1 2080

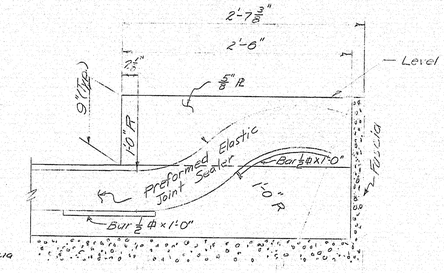
152-57

TRUFLEX ★ SILKY ★ TRIPLE WHITE ★ KYPLEX

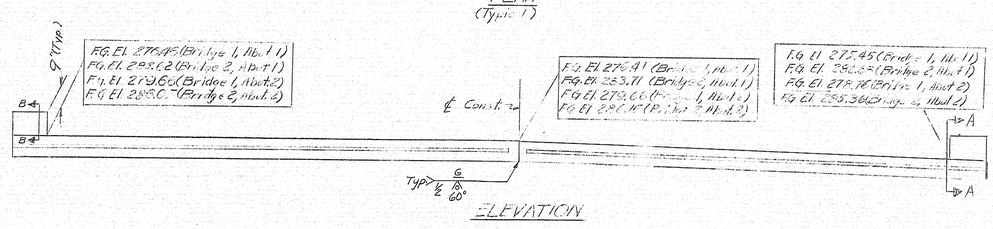
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 3(8)94	27	55



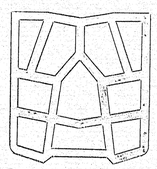
PLAN
(Typical)



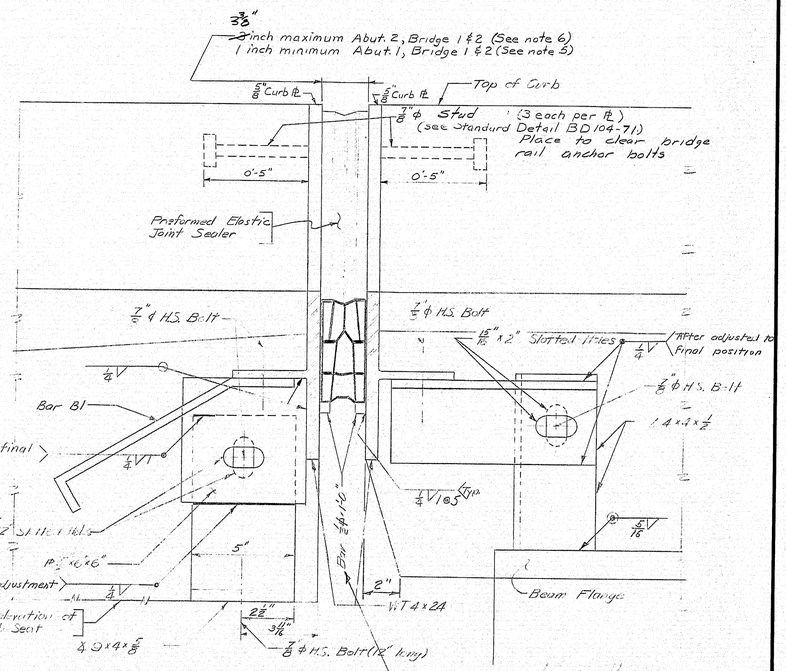
SECTION CC
(Typical for all Armored Joints)



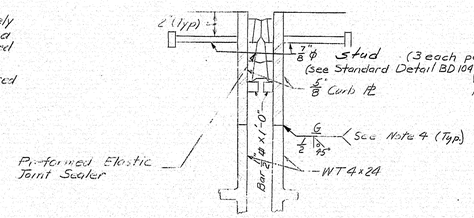
ELEVATION



PREFORMED ELASTIC JOINT SEALER



SECTION AA



SECTION BB

Notes:

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

Preformed Elastic Joint Sealer Notes:

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

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

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

	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

STATE HIGHWAY COMMISSION

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

ARMORED JOINT DETAILS

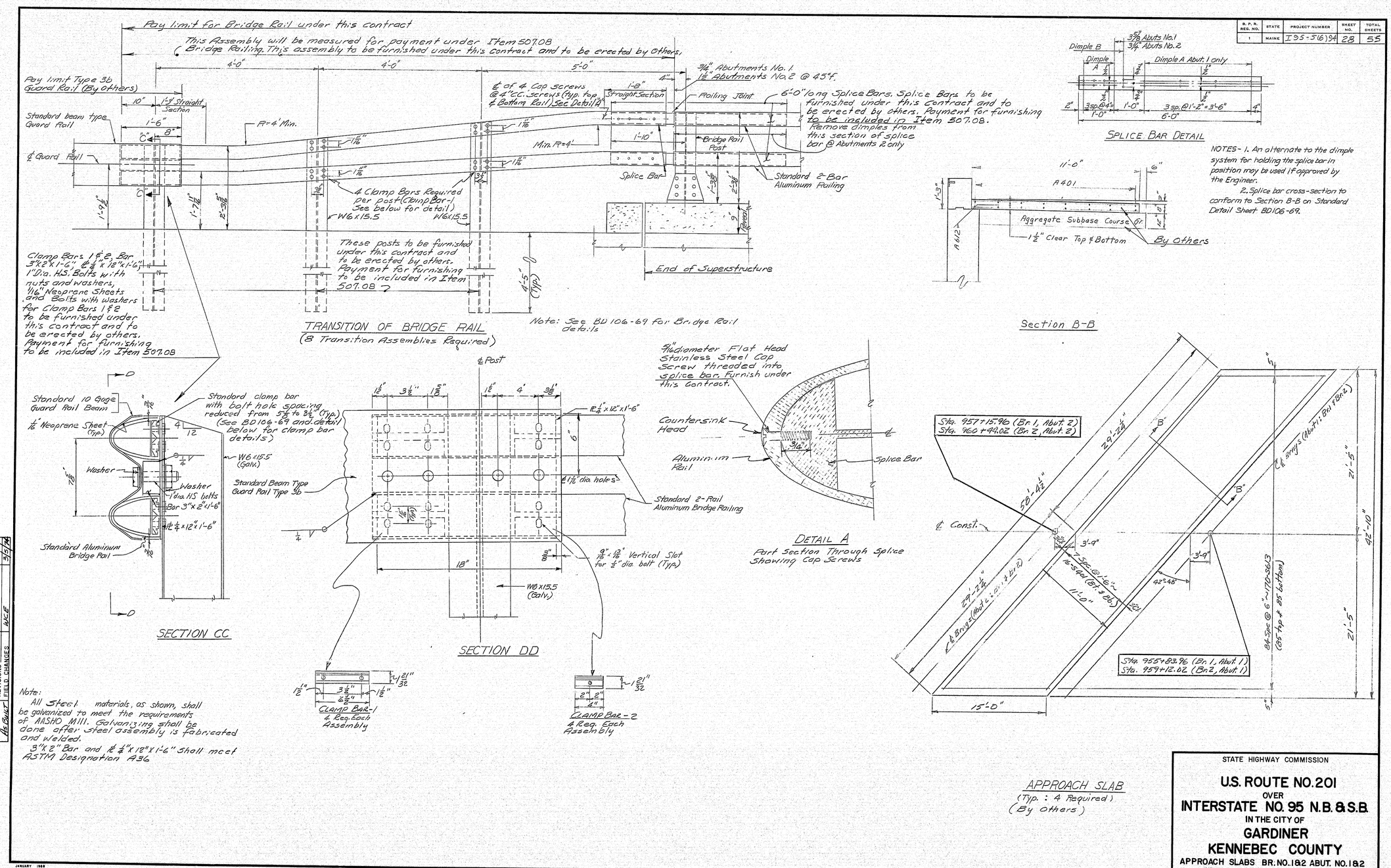
SHEET 27 OF 55 AUGUSTA, MAINE

152-58

JANUARY 1968

Eaton Paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ KYPLEX

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-5(6)94	28	55



Note:
All Steel materials, as shown, shall be galvanized to meet the requirements of AASHO M111. Galvanizing shall be done after steel assembly is fabricated and welded.
3"x2" Bar and 1/2"x12"x1'-6" Shall meet ASTM Designation A36

PLANS		BY	DATE
Eng. Plan Eng. Adm.	DESIGN-DETAILED	TDB	10/2/70
As Built	CHECKED	EBC	
	REVISIONS		
	FIELD CHANGES	WCE	3/5/72

JANUARY 1968

STATE HIGHWAY COMMISSION

U.S. ROUTE NO. 201
OVER
INTERSTATE NO. 95 N.B. & S.B.
IN THE CITY OF
GARDINER
KENNEBEC COUNTY
APPROACH SLABS BR. NO. 1 & 2 ABUT. NO. 1 & 2
SHEET 28 OF 55 AUGUSTA, MAINE

203-1 2090

152-59