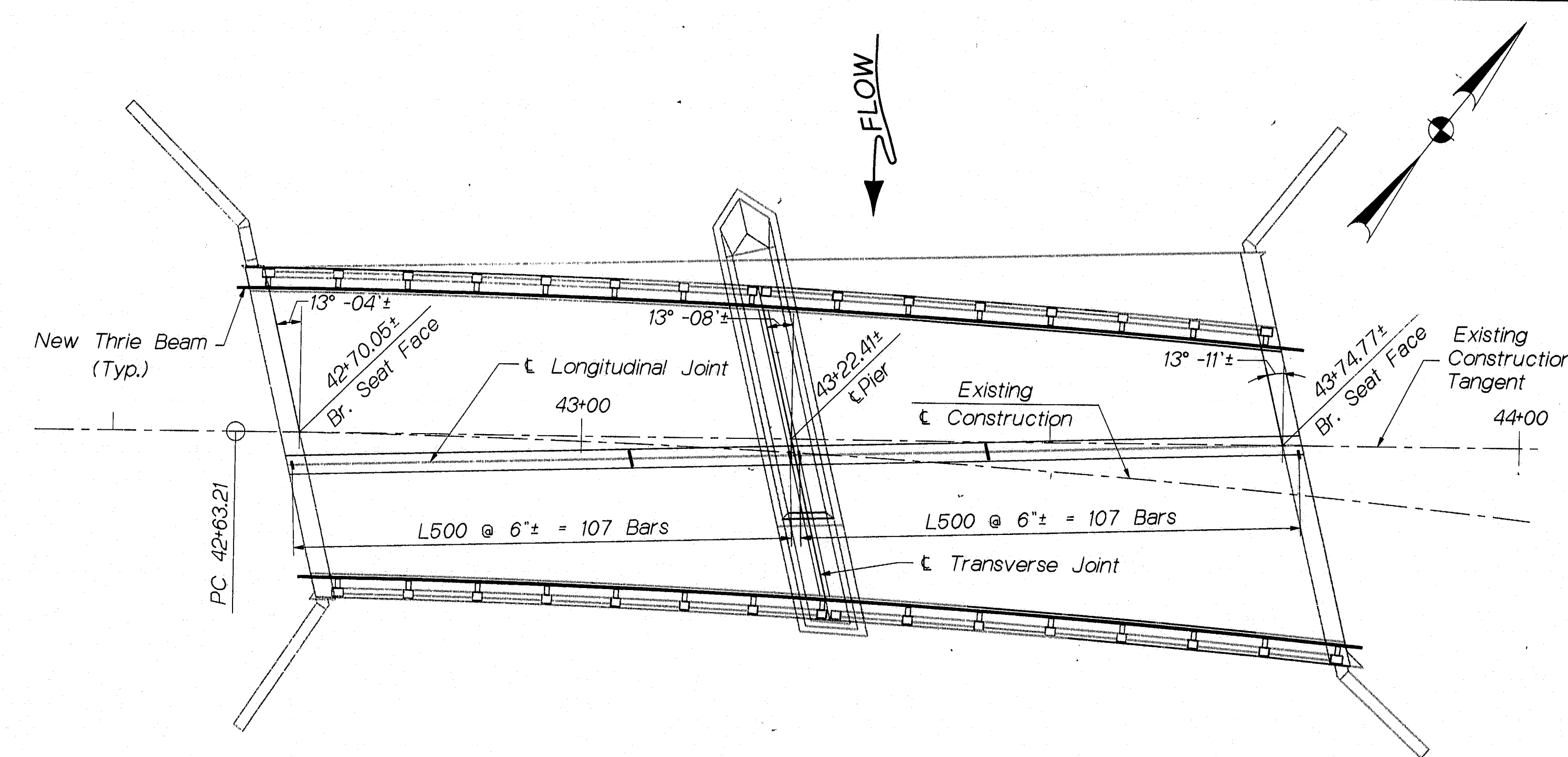


PIN 00515100

F.H.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	P-NH-025P(64)	17	21



### NOTES

- The Contractor shall saw cut to a depth of 1/2" around all concrete areas to be repaired. Payment for saw cutting will be considered incidental to related contract items.
- The Engineer in the field will determine the areas of the concrete T-Beam Webs to be repaired. Rehabilitation of the concrete T-Beam Webs and the upstream fascia shall be paid for under Item 502.61 T-Beam Web Repair.
- Rehabilitation of the longitudinal joint, concrete wearing surface, and concrete curbs shall be in accordance with Standard Specifications 518, Rehabilitation of Structural Concrete Bridge Decks.
- Joint Sealant for the transverse joint shall be Dow Corning 888-SL Self-Leveling Silicone Joint Sealant or approved equivalent. The joint sealant shall be installed according to the manufacturers recommendations. Payment for the joint sealant will be considered incidental to item 518.30.

### SPECIFICATIONS

DESIGN: Load Factor Design per AASHTO Standard Specifications for Highway Bridges 1992.  
CONTRACT: State of Maine, Department of Transportation, Standard Specifications, Highways and Bridges, Revision of October 1990.

### DESIGN LOADING

LIVE LOAD (Existing): H20-S16-44

### MATERIALS

CONCRETE: As Specified in Section 518 of the Standard Specifications  
REINFORCING STEEL: ASTM A615

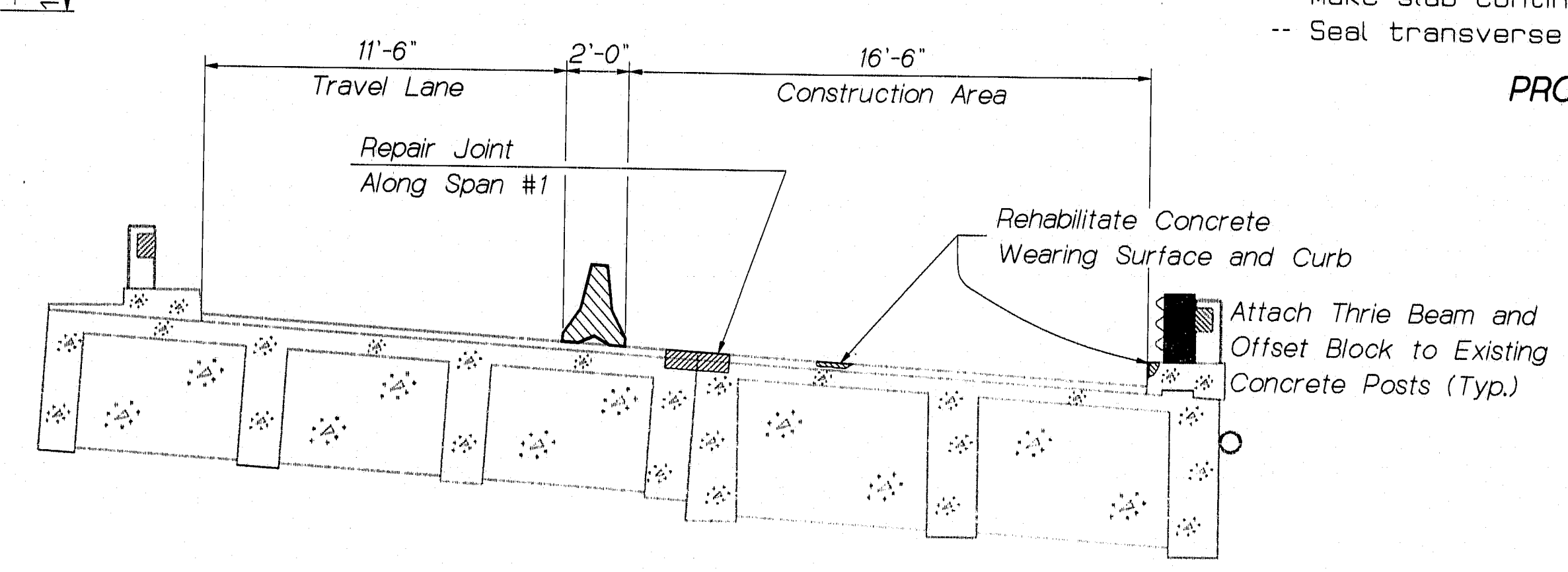
### BASIC DESIGN STRESSES

CONCRETE:  $f'_c = 3000$  psi.  
REINFORCING STEEL:  $f_y = 60,000$  p.s.i.

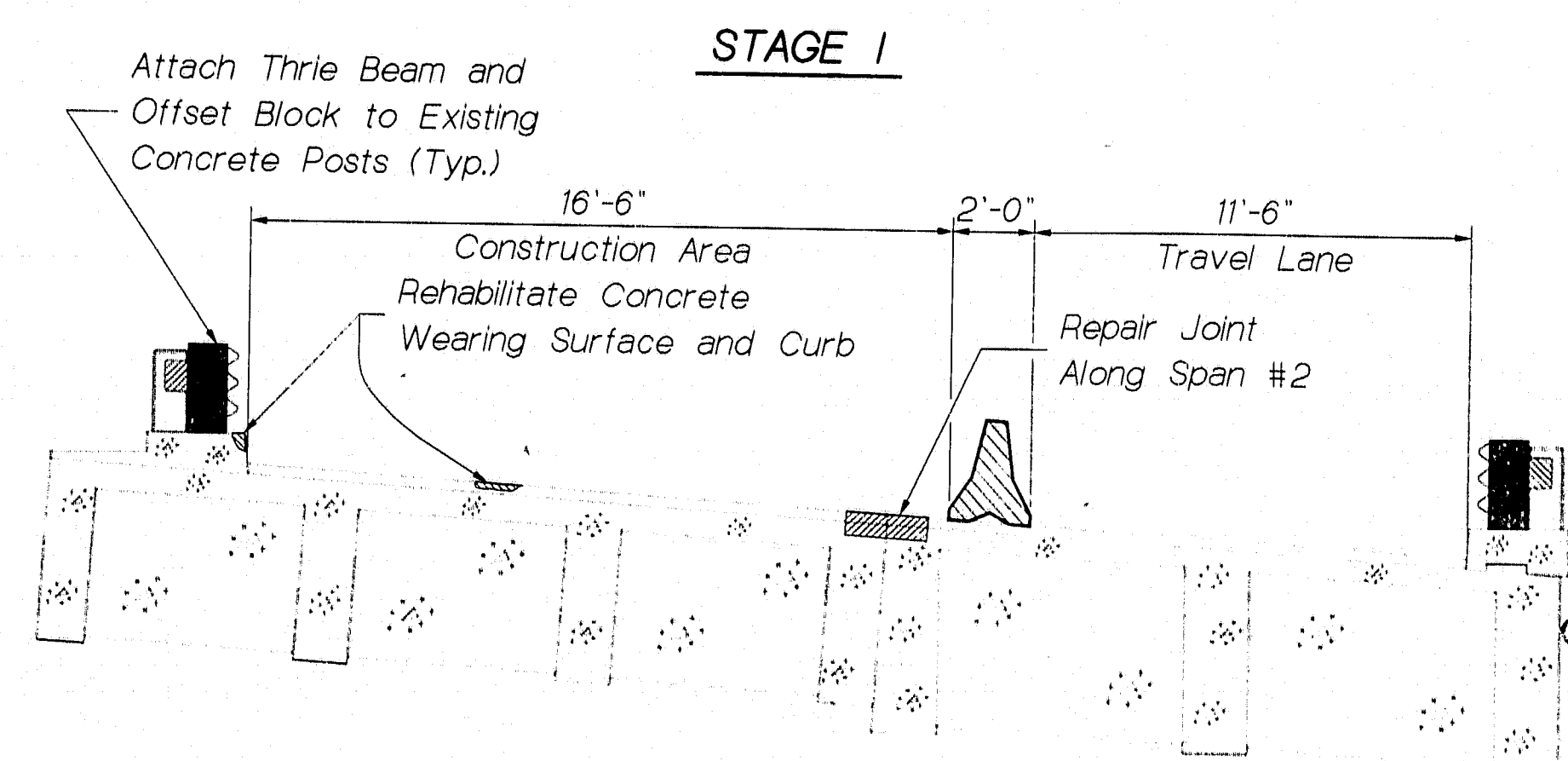
### SCOPE OF WORK

- Attach Thrie Beam Guard Rail to existing concrete posts.
- Rehabilitate the existing concrete wearing surface & curb.
- Rehabilitate the upstream fascia near the pier.
- Rehabilitate concrete T-beams where necessary.
- Make slab continuous over longitudinal joint.
- Seal transverse joint over pier.

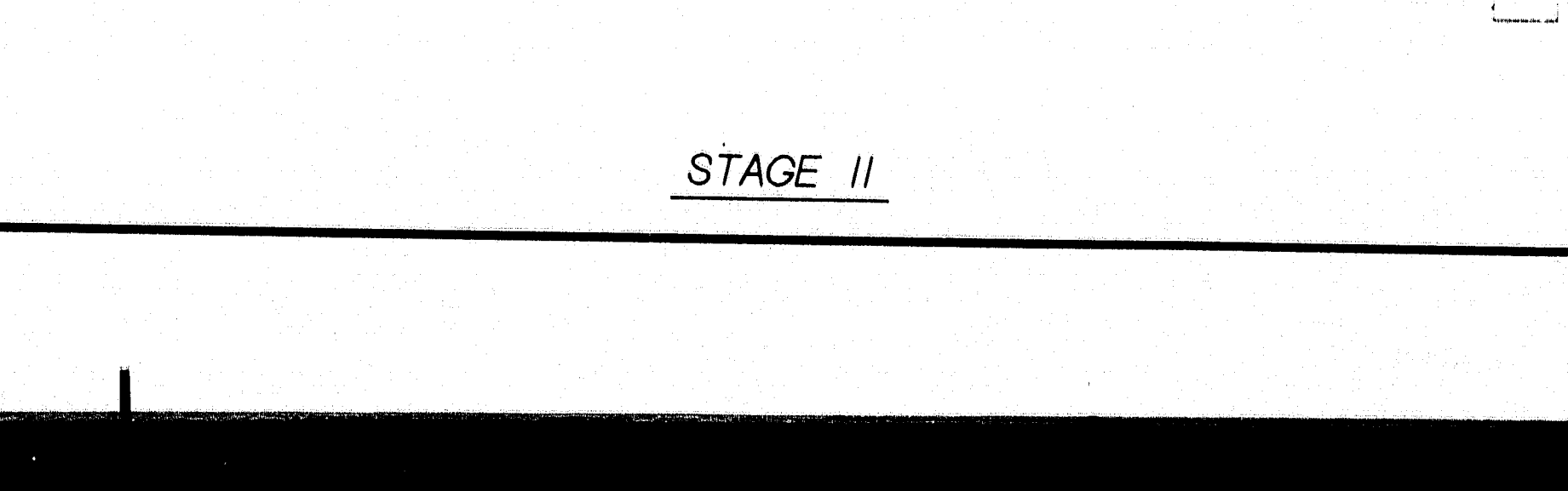
### MAINTENANCE OF TRAFFIC



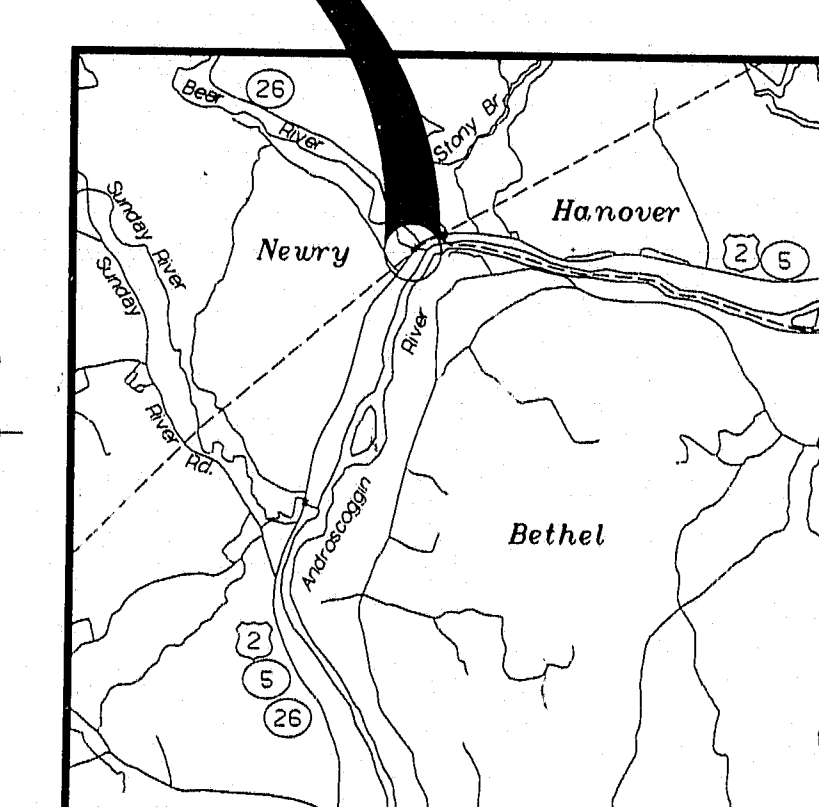
### STAGE I



### STAGE II



### PROJECT



### LOCATION MAP

114-302 Bridge # 2055

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

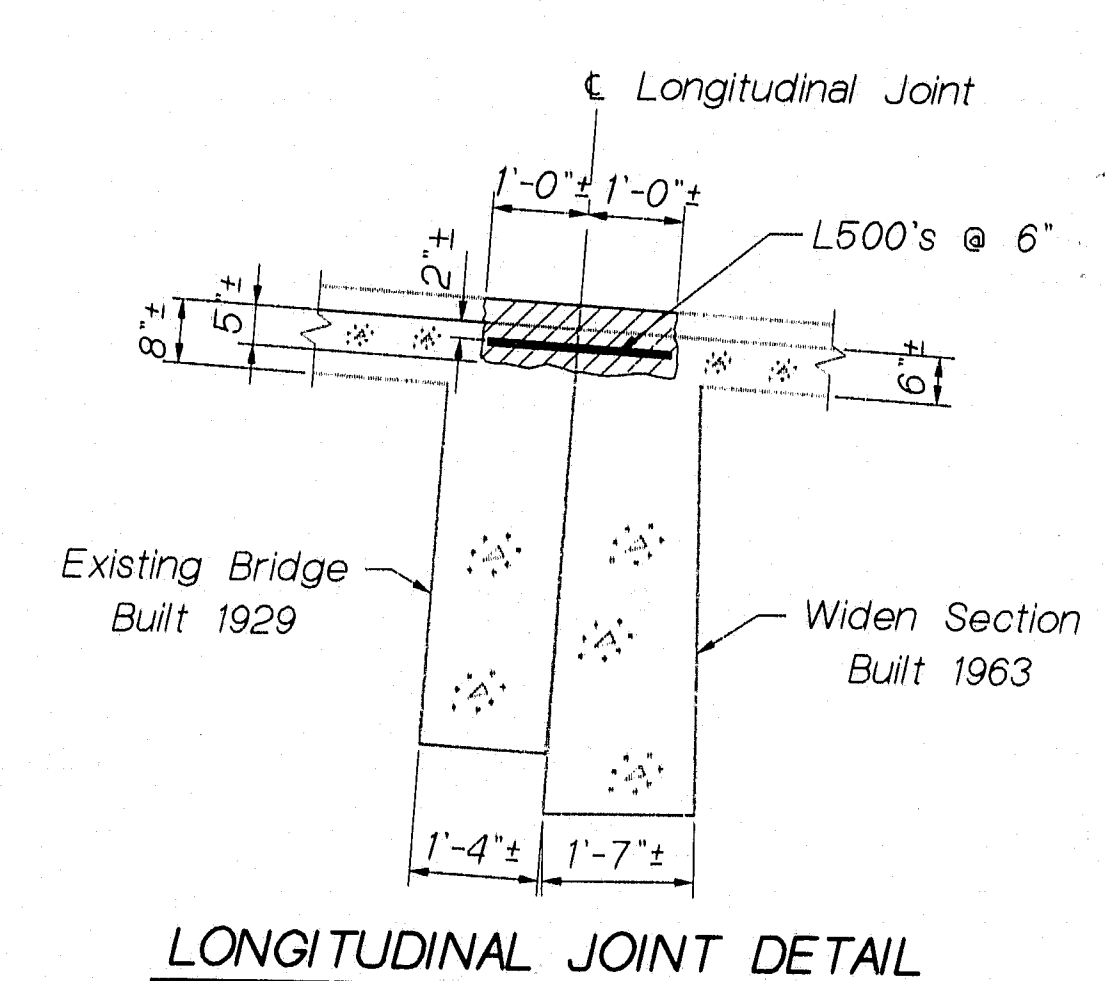
BEAR RIVER BRIDGE  
OVER  
BEAR RIVER  
IN THE TOWN OF  
NEWRY  
OXFORD COUNTY  
GENERAL PLAN & DETAILS

SHEET 1 OF 2 AUGUSTA, MAINE September, 1993

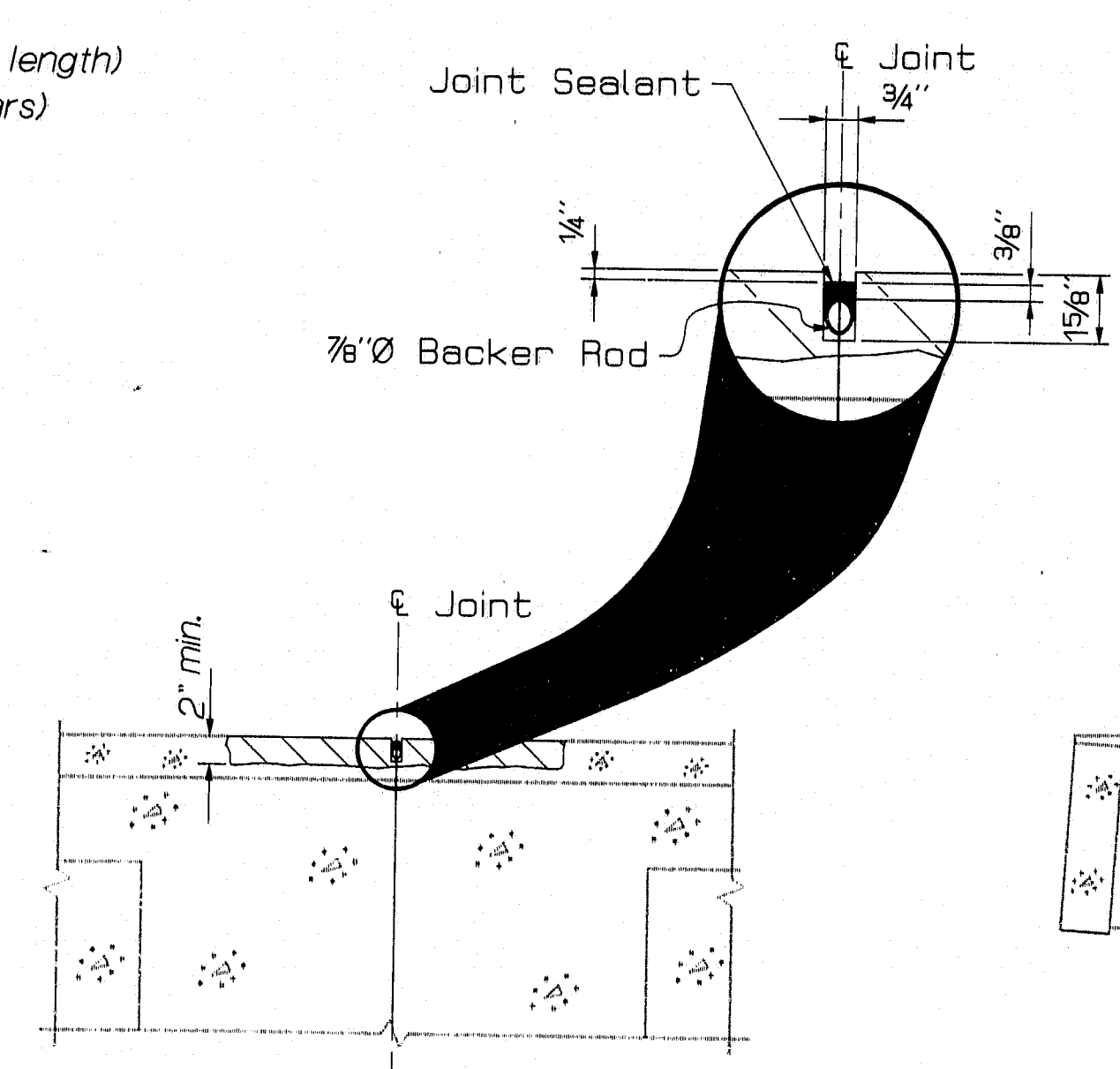
PROJECT DESIGN ENGINEER	DATE
MAINE	7/93
DESIGN-DETAILED	REVISIONS
MAINE	0/00
PLANS	FIELD CHANGES
MAINE	0/00

0400793-010100  
NEWRY

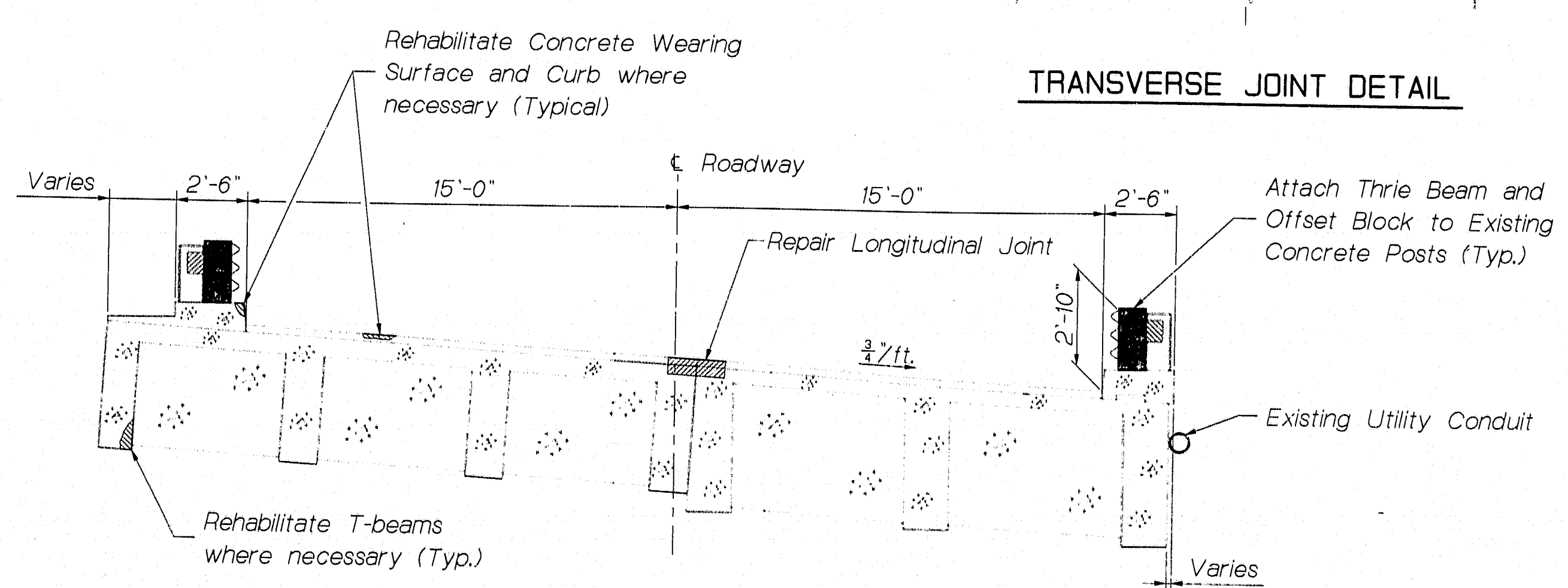
PLAN  
(L500's are 1'-9" in length)  
(total of 214 bars)



LONGITUDINAL JOINT DETAIL



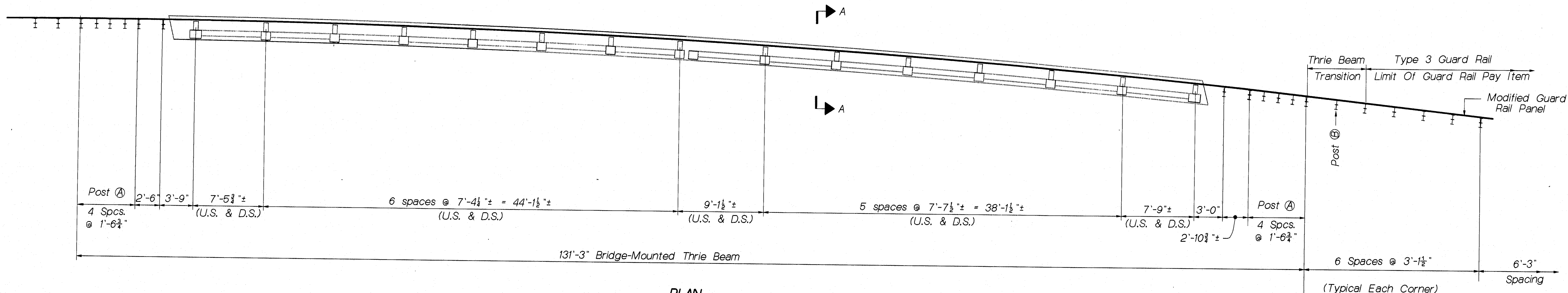
TRANSVERSE JOINT DETAIL



TRANSVERSE SECTION

PIN 005151.00

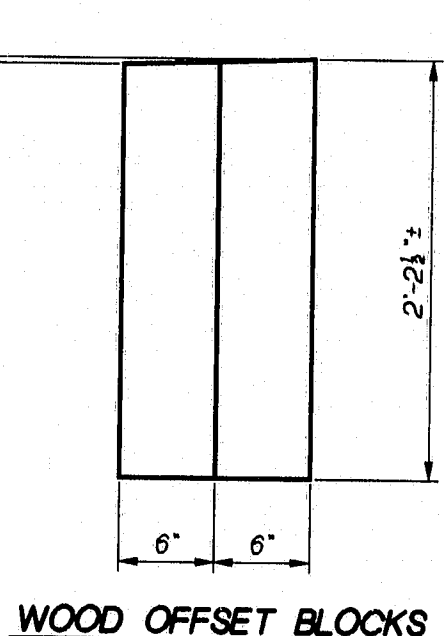
F.H.W.A. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-NH-025P(64)	20	21



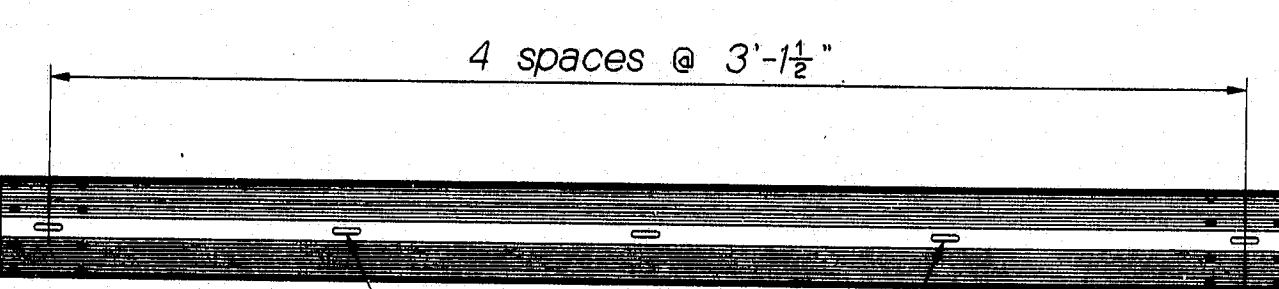
PLAN

(Thrie - Beam layout typical)

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	UN	QUAN.
502.61	T-Beam And Web Repair	SF	160
503.12	Reinf. Steel Fab. & Del.	LB	400
503.13	Reinf. Steel-Placing	LB	400
518.30	Rehab. Str. Conc. Slab To Re. St.	SF	400
518.34	Rehab. Conc. Curb & Side In.	SF	110
518.35	Rehab. Conc. Curb Side Hor.	SF	110
606.70	Transition Section - Thrie Beam	EA	4
606.73	Guard Rail - S. R. Br. Mounted	LF	262.5



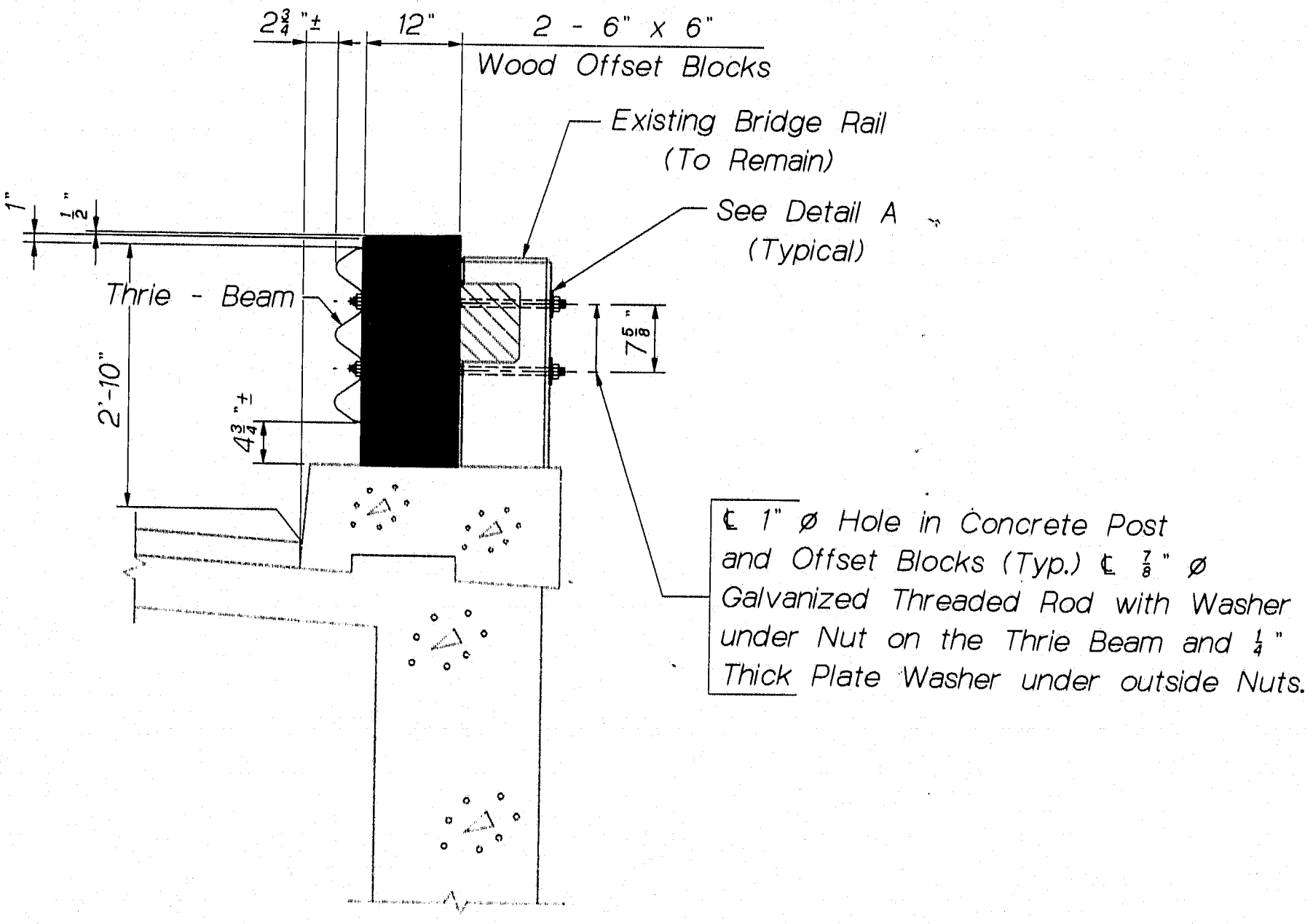
WOOD OFFSET BLOCKS



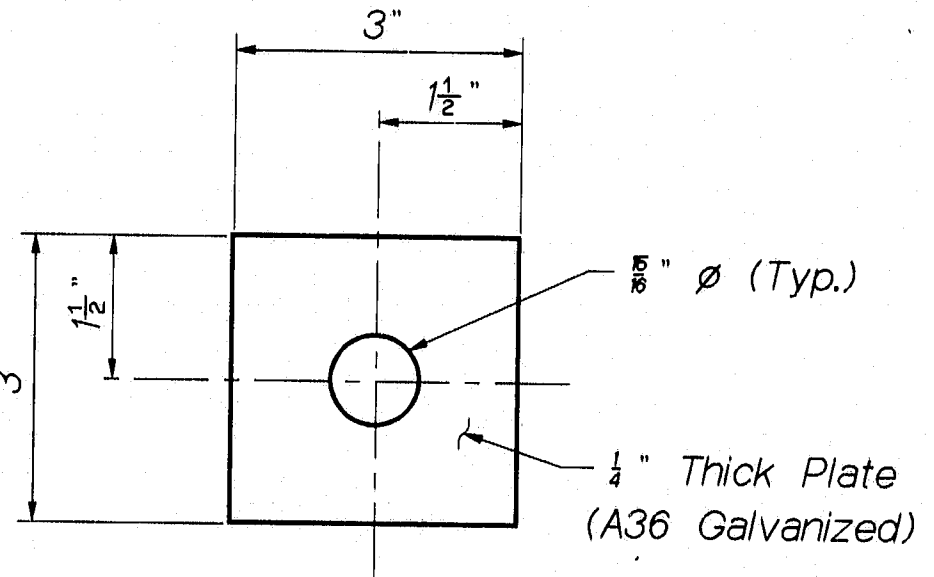
MODIFIED GUARD RAIL PANEL

NOTES

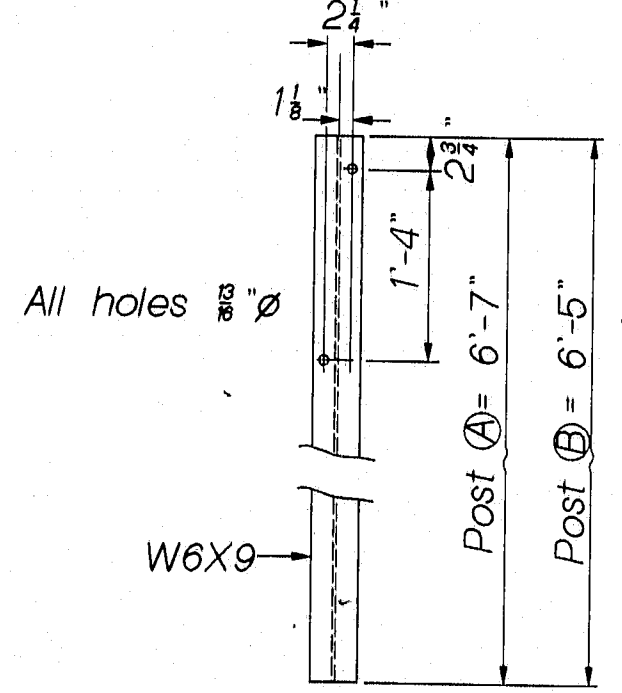
1. Additional holes in the Thrie - Beam Rail, Transition Sections, and Type 3 Guard Rail panels may be made by drilling, punching, or any other method that produces a neat clean hole of the desired size. Burning of holes will not be allowed. Payment for making these holes will be considered incidental to guard rail pay items.
2. Any damage to the existing concrete posts resulting from the drilling operation shall be repaired at the Contractors expense.
3. The existing cable guard rail shall be removed. The cable guard rail shall be cut off flush with the end of the existing concrete endpost.
4. All hardware used on cable guard rail which is to be removed, shall be carefully salvaged by the Contractor and will remain the property of the Department. Associated guard rail cable and posts shall become the property of the Contractor.
5. Care shall be used in installing the new guard rail posts immediately behind the abutments in order to avoid damaging the existing buried utilities. If the new guard rail posts behind the abutments interfere with the buried utilities, the posts shall be cut to length in the field as required to clear the utility conduit by a minimum of 6". Cut posts shall be imbedded 9" in a concrete base 2'-0" square by 1'-0" thick. The concrete mix shall be as approved by the Engineer. Any costs for cutting posts and constructing concrete bases will be considered incidental to guard rail pay items.
6. All utility facilities shall be adjusted by the respective utilities unless noted.



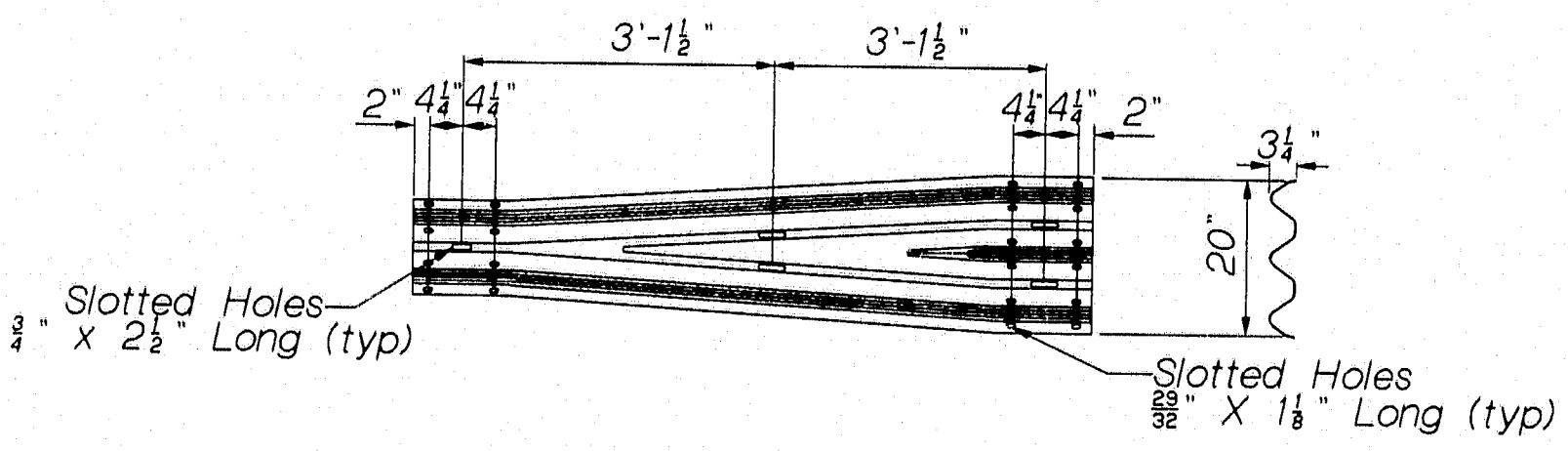
SECTION A - A



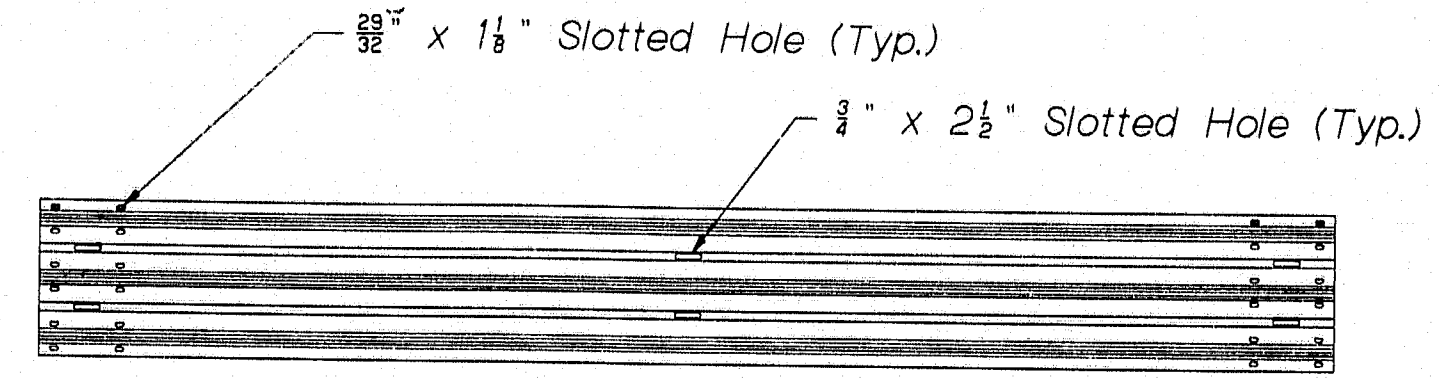
DETAIL A



THRIE BEAM POST DETAIL



THRIE BEAM TRANSITION



THRIE - BEAM RAIL

PROJECT DESIGN ENGINEER	DATE
HHW	3/88
DESIGN-DRAWING	BY
CHECKED	SL
REVISIONS	9-88
FIELD CHANGES	

250CT93-010120

114-303

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BEAR RIVER BRIDGE  
OVER  
BEAR RIVER  
IN THE TOWN OF  
NEWRY  
OXFORD COUNTY  
THRIE - BEAM DETAILS  
SHEET 2 OF 2 AUGUSTA, MAINE September, 1993