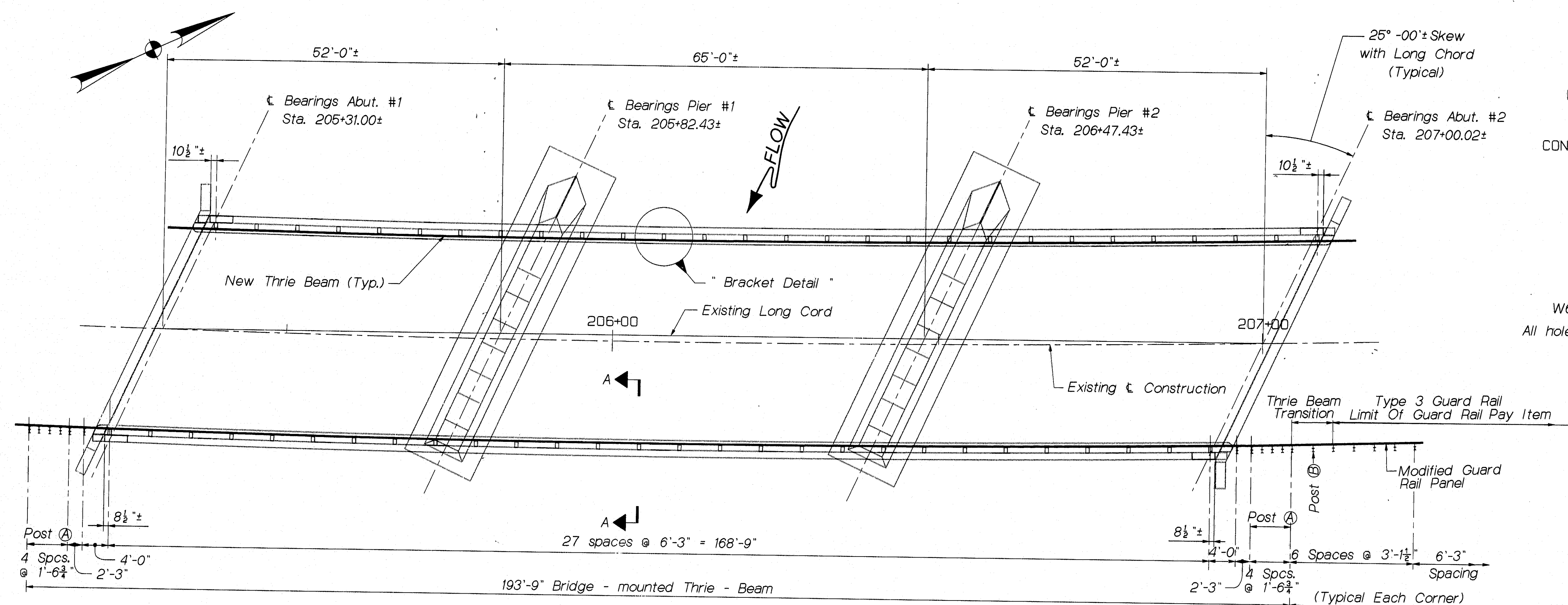


PIN 005151.00

F.H.V.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-NH-025P(64)	18	21

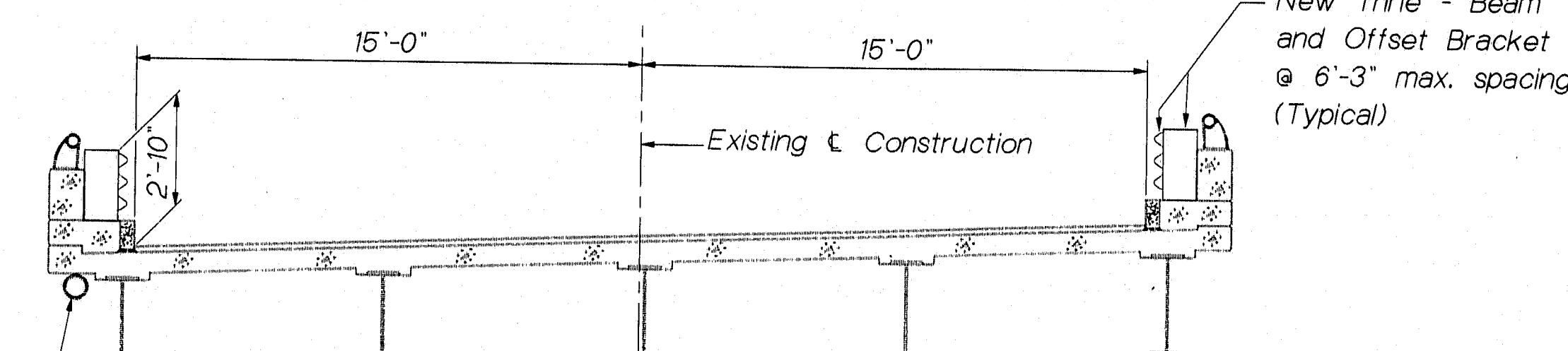


NOTES

- 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. Paint the cut ends of the cut panels and all new holes with an approved zinc rich paint. All labor, materials, and incidentals needed to complete guard rail attachments shall be considered incidental to guard rail pay items.
- Any damage to the existing concrete parapet resulting from the drilling operation shall be repaired at the Contractors expense.
- 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.
- 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.
- 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.
- All utility facilities shall be adjusted by the respective utilities unless noted.

PLAN

(Thrie - Beam layout opposite hand and typical except as noted)

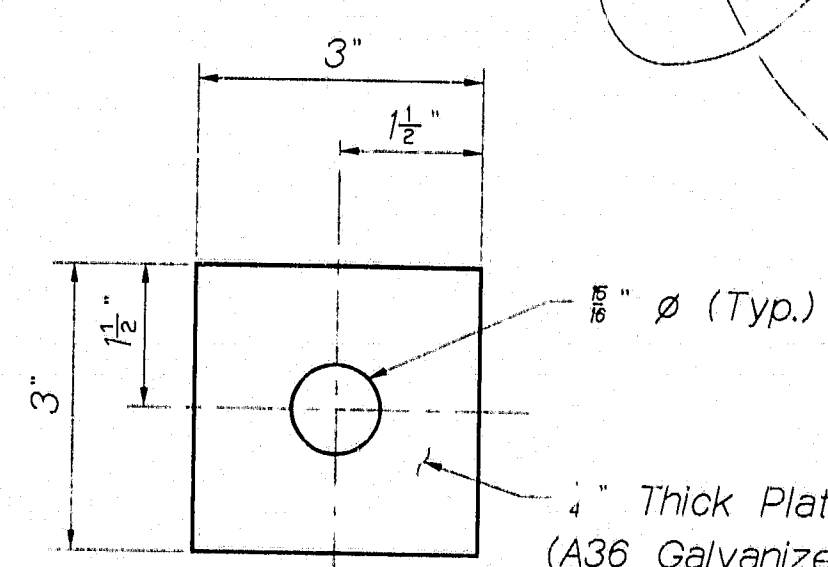


Back - up plate 3" x 3" x 1/4"
(A36 galvanized)

Existing concrete parapet

Offset Bracket
TS 12 x 6 x 1/4 x 2'-1"
(A36 galvanized)

Existing granite curb

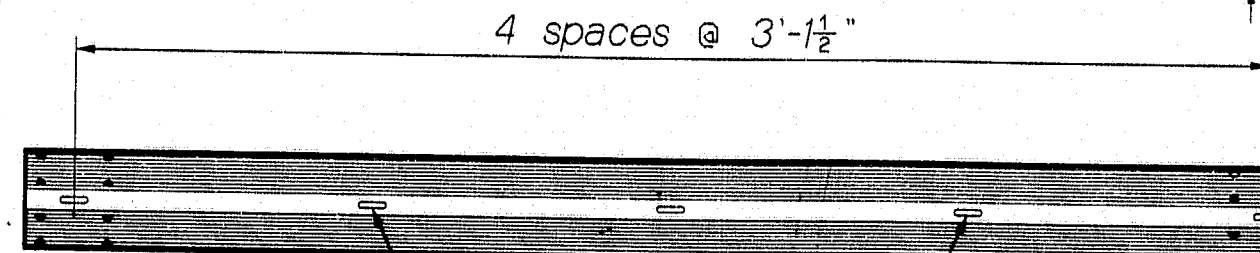


BACK - UP PLATE

TRANSVERSE SECTION

Existing Rail & Concrete Parapet (to remain)

1/2" x 2 1/2" slotted holes in guard rail panel and 1" x 1'-4" galvanized threaded rod with washer & nut on each side



Additional 1/2" x 2 1/2" Slots

ITEM NO.	DESCRIPTION	UN	QUAN.
606.70	Transition Section - Thrie Beam	EA	4
606.73	Guard Rail - S. R. Br. Mounted	LF	387.5

ESTIMATED QUANTITIES

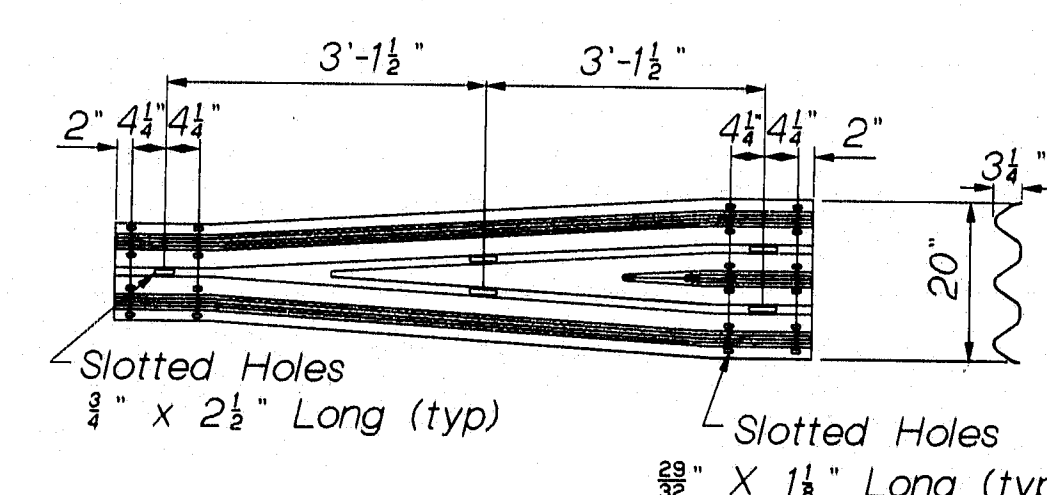
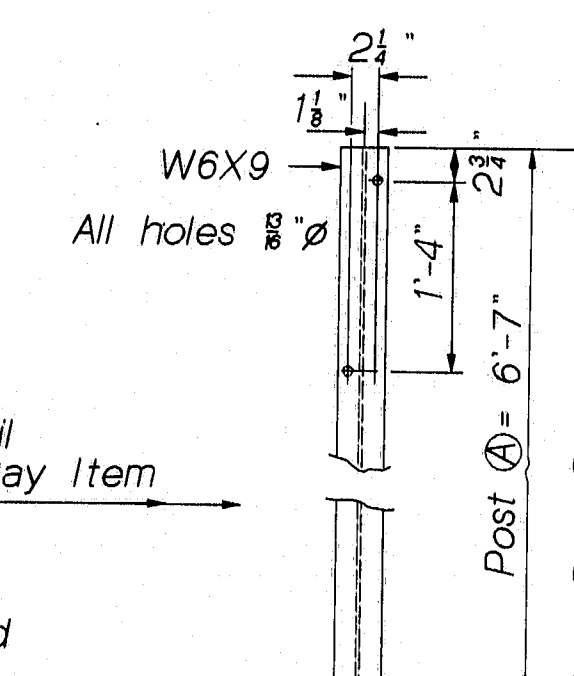
SPECIFICATIONS

DESIGN: Load Factor Design per AASHTO Standard Specifications for Highway Bridges 1992.

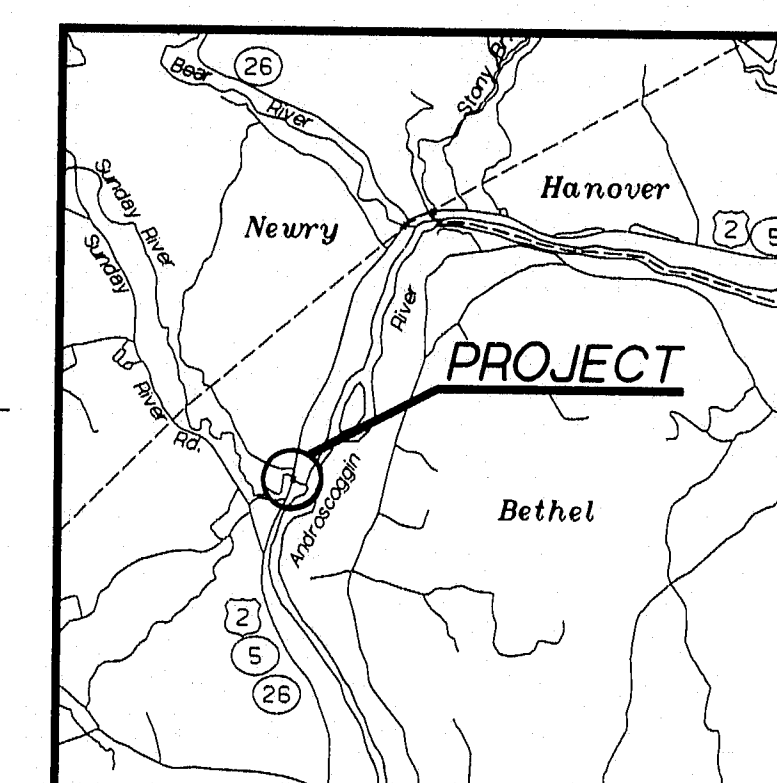
CONTRACT: State of Maine, Department of Transportation, Standard Specifications, Highways and Bridges, Revision of October 1990.

SCOPE OF WORK

- Attach Thrie - Beam Guard Rail to existing concrete parapets.
- Maintain 2 ~ 12' Lanes of traffic during construction.



THRIE BEAM TRANSITION



1/5 0 1 Mile

TRAFFIC DATA

AADT (1992)	= 3130
AADT (2002)	= 4070
DHV	= 15
T (%)	= 611
D (%)	= 56

114-301

Bridge # 2822

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SUNDAY RIVER BRIDGE
OVER
SUNDAY RIVER
IN THE TOWN OF
BETHEL
OXFORD COUNTY
GENERAL PLAN & DETAILS

SHEET 1 OF 1 AUGUSTA, MAINE September, 1993

PROJECT DESIGN ENGINEER	DATE
BY	3/93
CHECKED	3/93
REVISIONS	11/92
FIELD CHANGES	9-93

27 OCT 1993 01:01:30
BETHEL