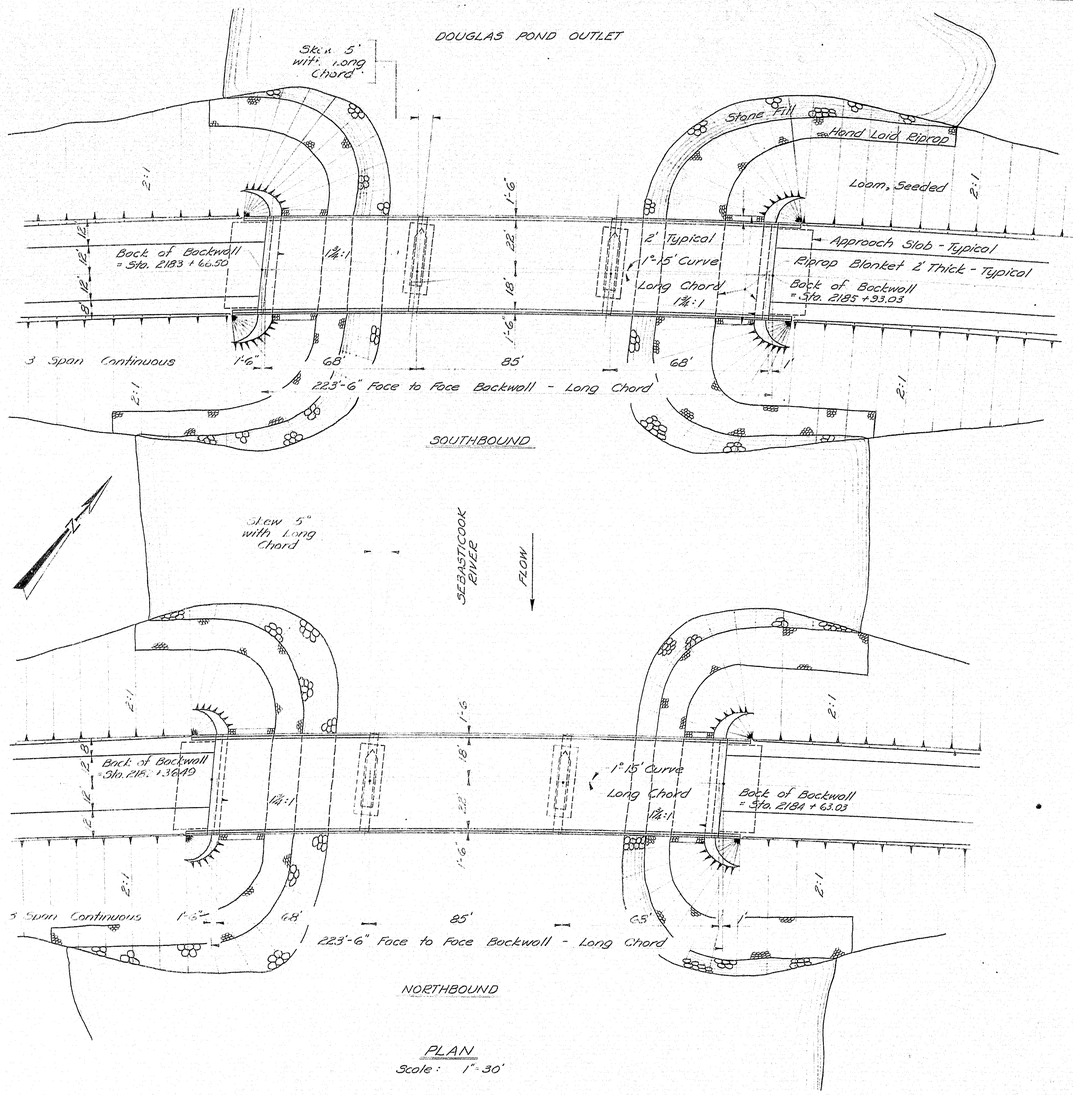
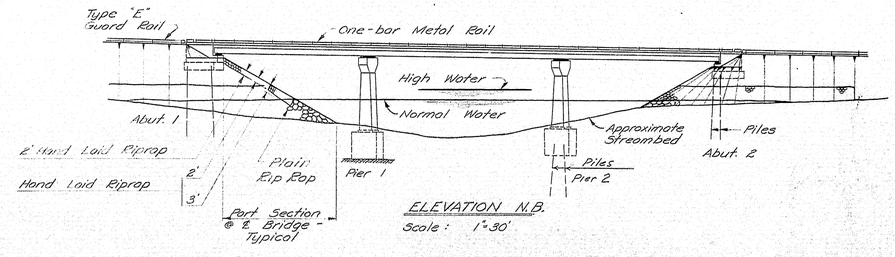
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-95-7(35)	45	225



PLAN
Scale: 1"=30'



ELEVATION N.B.
Scale: 1"=30'

ESTIMATE OF QUANTITIES

ITEM DESCRIPTION	TOTAL QUANTITIES	
STRUCTURAL EARTH EXCAVATION-PIERS	675	C.Y.
STRUCTURAL ROCK EXCAVATION - PIERS	20	C.Y.
GRAVEL BORROW	23,650	C.Y.
PORTLAND CEMENT CONCRETE, ABUTMENTS & RETAINING WALLS	400	C.Y.
PORTLAND CEMENT CONCRETE, PIERS	520	C.Y.
PORTLAND CEMENT CONCRETE, PIERS (PLACED UNDER WATER)	750	C.Y.
PORTLAND CEMENT CONCRETE, ROADWAY & SIDEWALK ON STEEL BRIDGES	450	C.Y.
PORTLAND CEMENT	3,365	BBLS.
STRUCTURAL STEEL, FABRICATED & DELIVERED	LUMP SUM	
STRUCTURAL STEEL, ERECTION	LUMP SUM	
STRUCTURAL STEEL, FIELD PAINTING	LUMP SUM	
STEEL RAIL, ALTERNATE "B"	956	L.F.
REINFORCING STEEL, DELIVERED	203,000	LBS
REINFORCING STEEL PLACED	203,000	LBS
STEEL H-BEAM PILES 42 LBS./SQ.FT.	3,730	L.F.
STEEL H-BEAM PILES 73 LBS./SQ.FT.	1,500	L.F.
COFFERDAM PIER 1 NORTHBOUND	LUMP SUM	
COFFERDAM PIER 2 NORTHBOUND	LUMP SUM	
COFFERDAM PIER 1 SOUTHBOUND	LUMP SUM	
COFFERDAM PIER 2 SOUTHBOUND	LUMP SUM	
ALUMINUM RAIL, ALTERNATE "A"	956	L.F.
GRANITE BRIDGE CURB	988	L.F.
PLAIN RIPRAP	2,000	C.Y.
HAND LAID RIPRAP	1,340	C.Y.
EPOXY RESIN SURFACE SEALANT	190	S.Y.
* BITUMINOUS CONCRETE SURFACE COURSE, TYPE A	223	TONS
* MEMBRANE WATERPROOFING	1,990	S.Y.

ESTIMATED QUANTITY OF STRUCTURAL STEEL INCLUDING DRAINS = 575,600 LBS.

* NOT A PART OF THIS CONTRACT.

INDEX OF SHEETS

SPECIFICATIONS

DESIGN: A.A.S.H.O. Standard Specifications for Highway Bridges 1961, with Interim Specifications.

CONTRACT: State of Maine, State Highway Commission, Standard Specifications for Highways and Bridges, Revision of January 1956, and Supplemental Specifications.

LIVE LOADING

H20-S16-44 as modified for Interstate Highways.

ALLOWABLE STRESSES

Concrete ($n=10$) — $f_c = 1200$ psi
Reinf. Steel, Int. Grade — $f_s = 20{,}000$ psi
Structural Steel - $f_s = 20{,}000$ psi

CONCRETE CLASSIFICATION

PIER SEALS: Class "S"
ALL OTHER: Class "A"

DESIGN T.H.K.	BRIDGE NO.
DETAIL E.E.L.	
CHECK	

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

IN THE TOWN OF

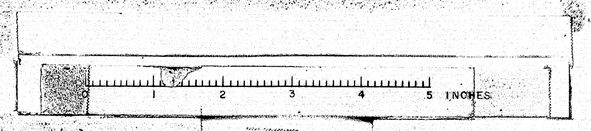
PITTSFIELD

SOMERSET COUNTY

GENERAL PLAN

SHEET 1 OF 18 AUGUSTA, MAINE FEB. 1963

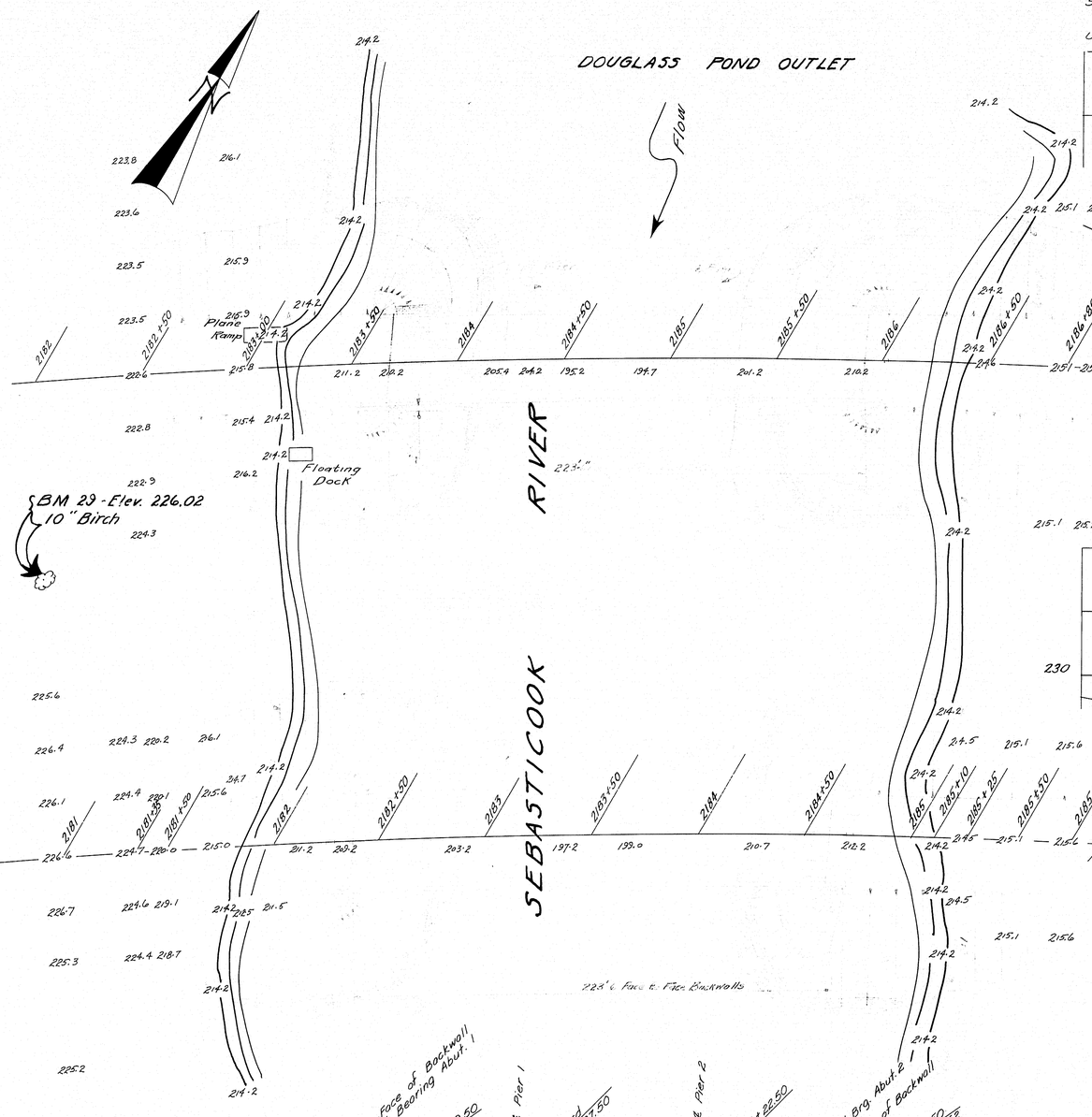
M-198

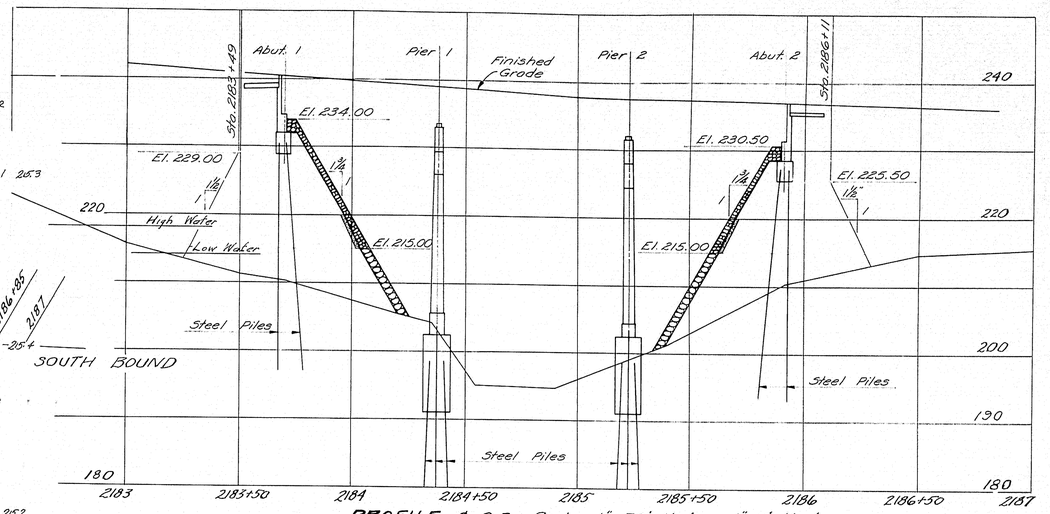


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(33)	46	225

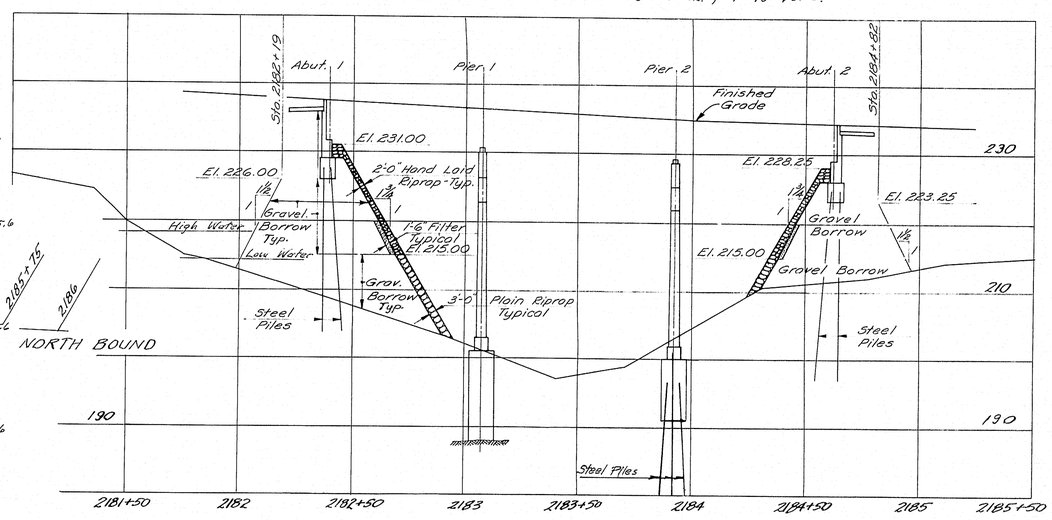
NOTES
STREAM - Water controlled by dam of Waverly Mills. Present stage, low water. Practically no water flowing over dam. High stage, 4.0' higher than present.

UTILITIES - C.M.P. Co.





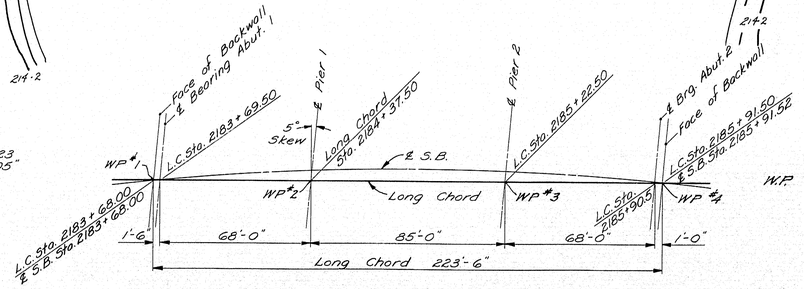
PROFILE & S.B. Scale: 1"=30' Horiz.; 1"=10' Vert.



PROFILE & N.B. Scale 1"=30' Horiz.; 1"=10' Vert.

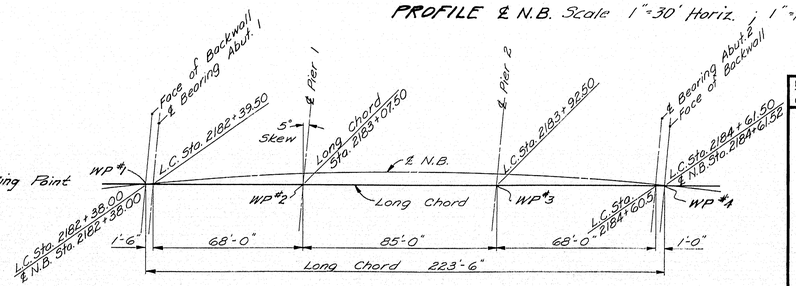
CURVE DATA

S.B.		N.B.	
P.I	2178+78.36	P.I.	2178+08.23
Δ	53°-45'-05"	Δ	53°-45'-05"
D	1°-15'	D	1°-15'
T	2322.99	T	2322.99
L	4300.12	L	4300.12
R	4583.66	R	4583.66



GENERAL LAYOUT SOUTHBOUND

W.P. = Working Point



GENERAL LAYOUT NORTHBOUND

DESIGN- T.H.K.
TRACE- P. Ault
CHECK-
BRIDGE NO.
SURVEY- BLAKE
PLOT- P. AULT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

IN THE TOWN OF

PITTSFIELD

SOMERSET COUNTY

SURVEY

SHEET 2 OF 18 AUGUSTA, MAINE JULY 1962

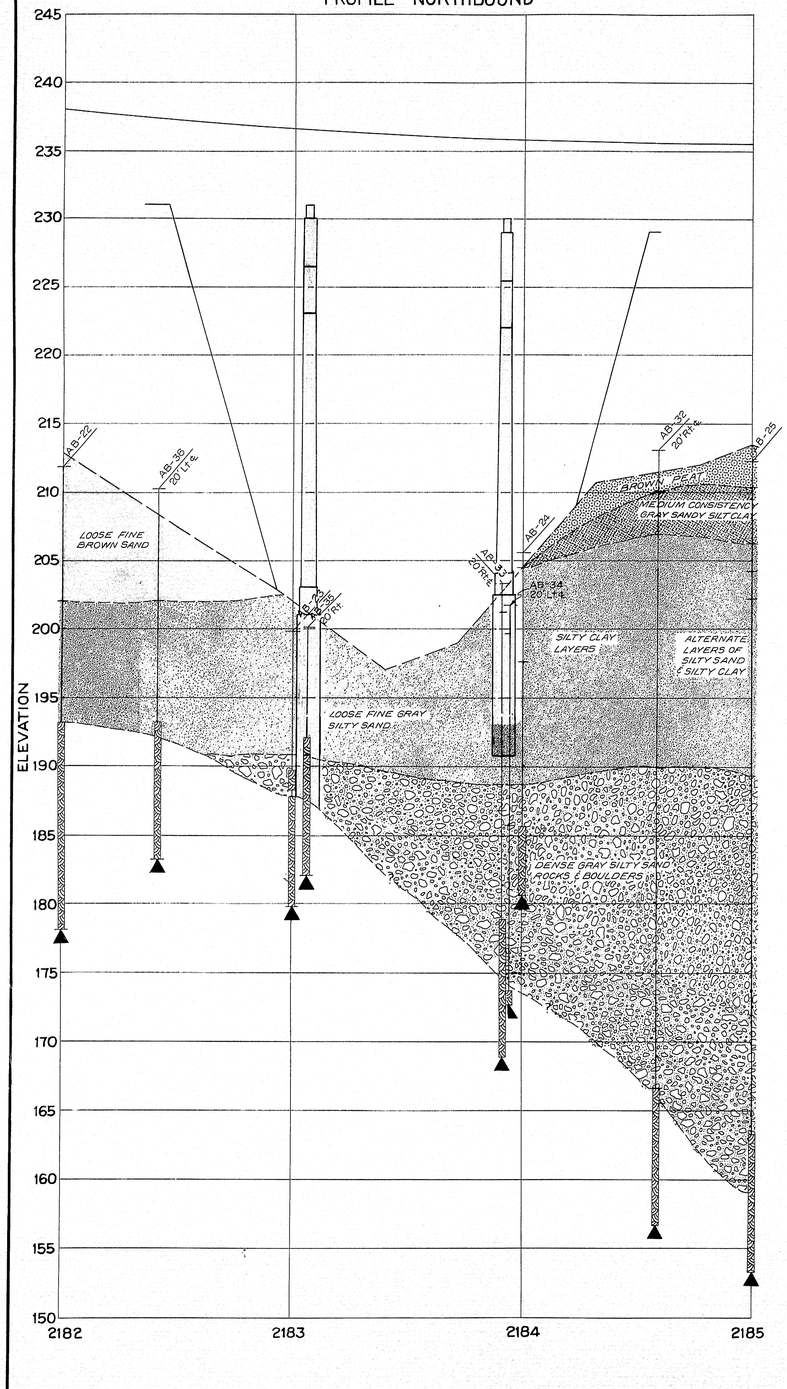
C. E. CO., NO. 3789 10/62

M-1981

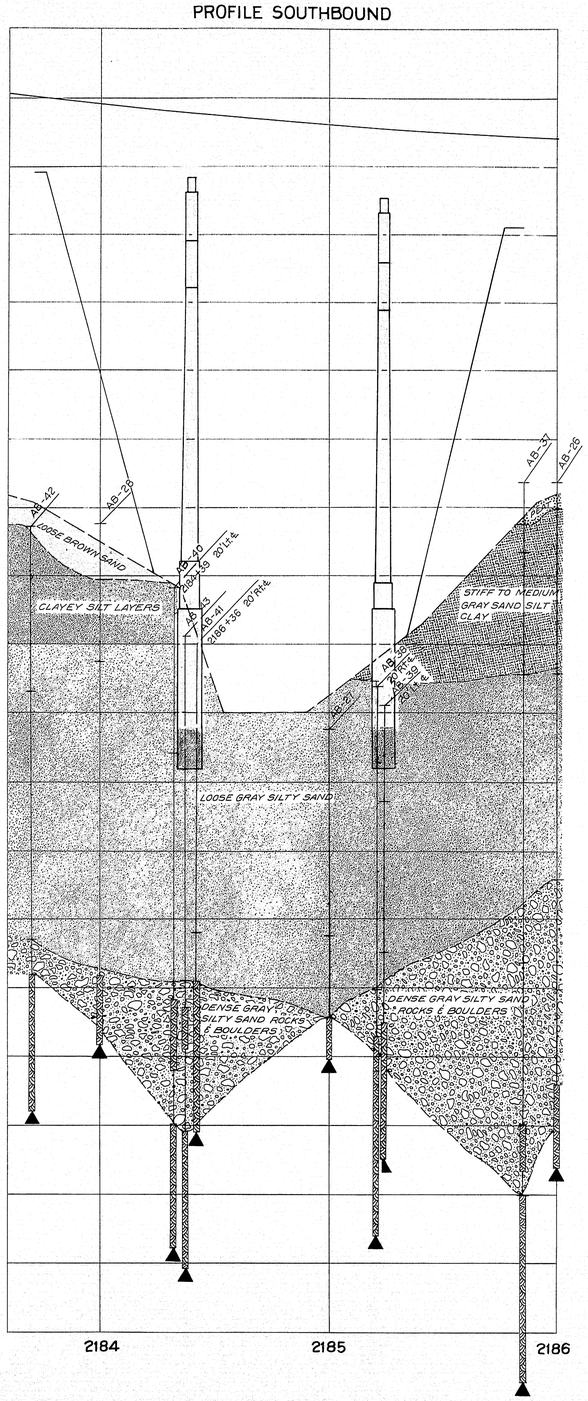
0 1 2 3 4 5 INCHES

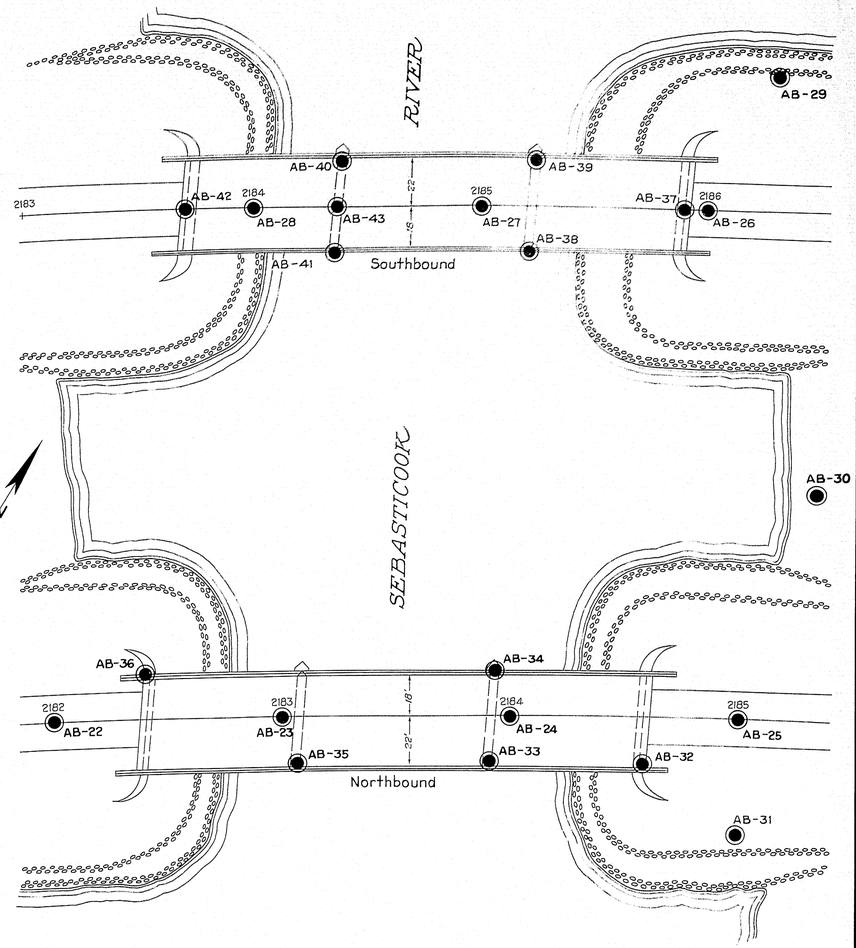
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(35)	47	225

PROFILE NORTHBOUND



PROFILE SOUTHBOUND





SCALE 1"= 30'

DESIGN—
TRACE—
CHECK—

BRIDGE I'O.
SURVEY—
PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

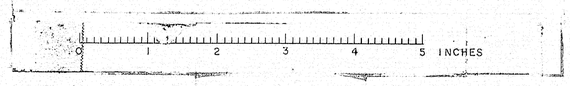
IN THE TOWN OF

PITTSFIELD
SOMERSET COUNTY

FOUNDATION SURVEY

SHEET 3 OF 18 AUGUSTA, MAINE

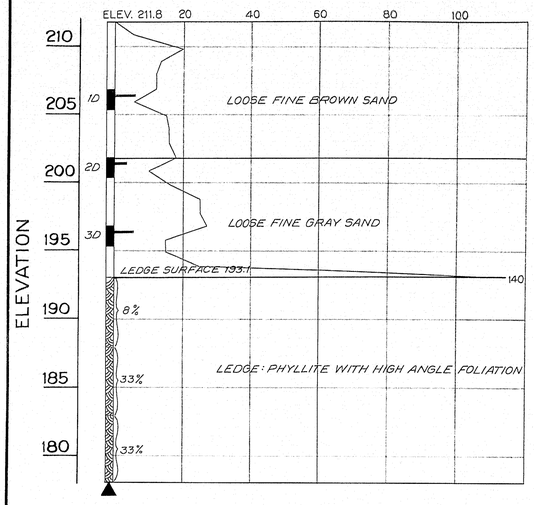
M-1982



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(35)	48	225

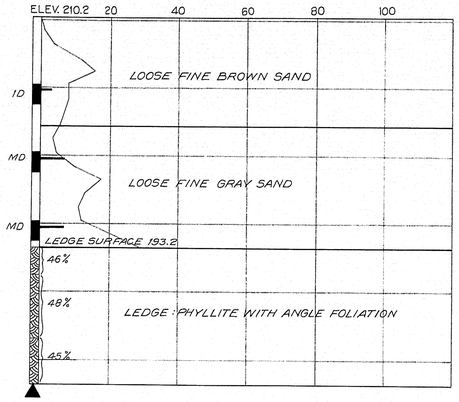
BORING AB-22 STATION 2182+0 ℄ N.B.L

CASING SIZE 2½"



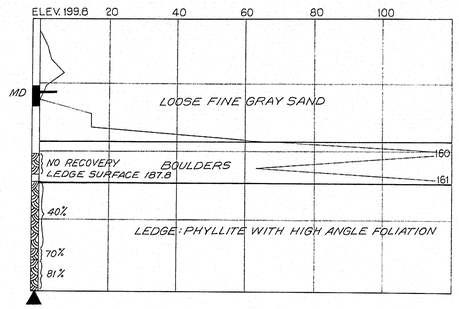
BORING AB-36 STATION 2182+41 20'Lt. N.B.L.

CASING SIZE 2½" ABUTMENT NO. 1



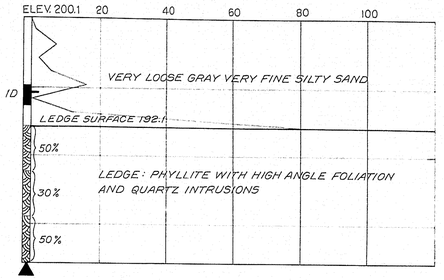
BORING AB-23 STATION 2183+0 ℄ N.B.L

CASING SIZE 2½"



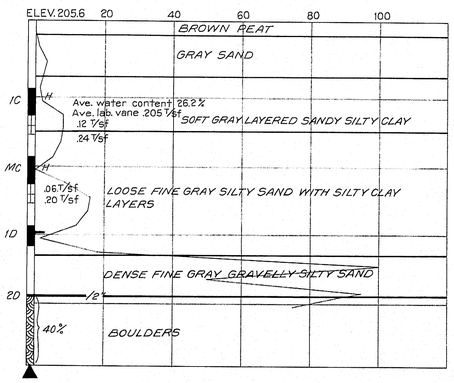
BORING AB-35 STATION 2183+06 20'Rt. N.B.L.

CASING SIZE 2½" PIER NO. 1



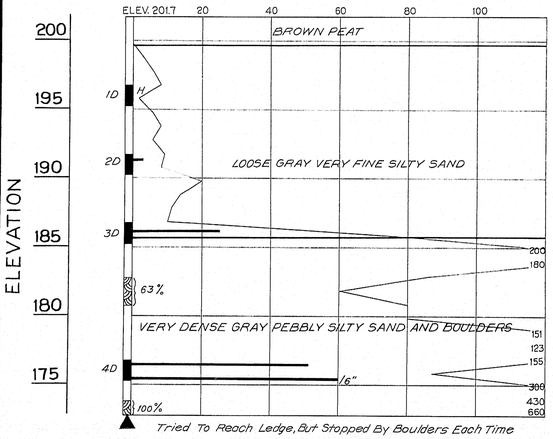
BORING AB-24 STATION 2184 +0 ℄ N.B.

CASING SIZE 2½"



BORING AB-34 STATION 2183+94 20'Lt.℄ N.B.

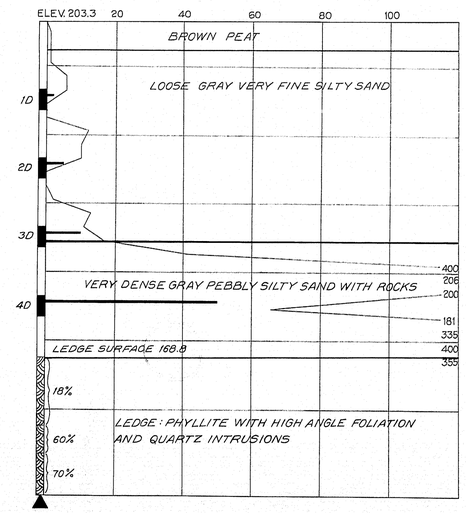
CASING SIZE 2½" PIER NO. 2



Tried To Reach Ledge, But Stopped By Boulders Each Time

BORING AB-33 STATION 2183 + 91 20'Rt. ℄ N.B.

CASING SIZE 2½" PIER NO. 2



BORING NOTES

- 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
- 1D — 5 CH SAMPLER @ 1290'S
- 1C — 2" O.D. 16 GA. SEAMLESS TUBING
- MD — UNSUCCESSFUL SAMPLE ATTEMPT AND TYPE OF SAMPLER
- T — NUMBER OF BLOWS REQUIRED TO DRIVE SPOON OR TUBING ONE FOOT WITH 350 FT. LBS. OF ENERGY PER BLOW
- H — SAMPLING SPOON OR SEAMLESS TUBING DRIVEN BY STATIC WEIGHT OF DRILL RODS AND HAMMER
- FIELD VANE TEST
- ▲ — BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL STRATA)
- 71% — LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF ROCK

DESIGN—	BRIDGE NO.
TRACE—	SURVEY—
CHECK—	PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

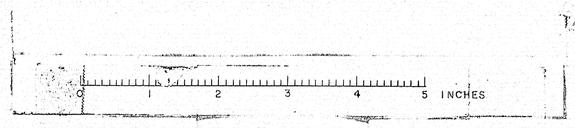
IN THE TOWN OF

PITTSFIELD
SOMERSET COUNTY

BORING DETAILS

SHEET 4 OF 18 AUGUSTA, MAINE

M-1983



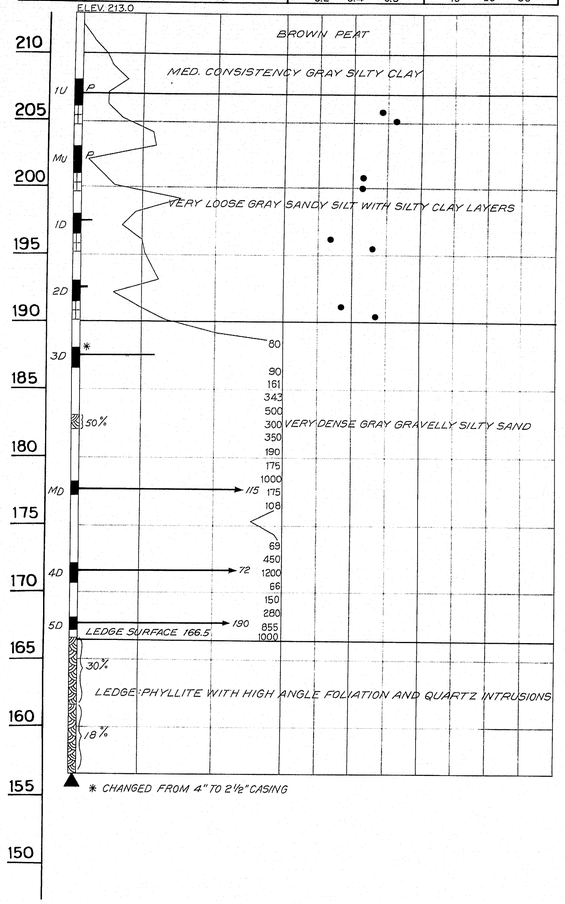
G. D. CO., NO. 3780 22767

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-1(35)	49	225

ABUTMENT NO. 2

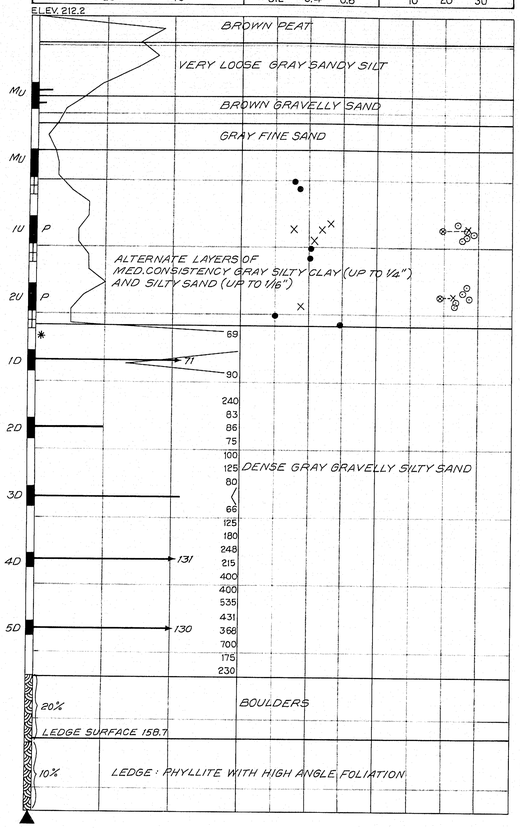
BORING AB-32 STATION 2184+59 20'Rt. ℄ N.B.

CASING SIZE 4" & 2½" | DRIVING RESISTANCE Blows/Ft. 20 40 | VANE SHEAR STRENGTH Tons/Sq.Ft. 0.2 0.4 0.6 | WATER CONTENT Percent 10 20 30



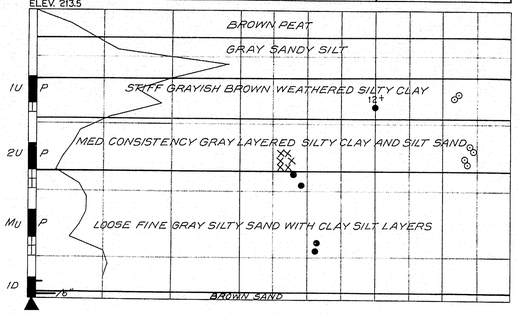
BORING AB-25 STATION 2185+0 ℄ N.B.

DRIVING RESISTANCE Blows/Ft. 20 40 | VANE SHEAR STRENGTH Tons/Sq.Ft. 0.2 0.4 0.6 | WATER CONTENT Percent 10 20 30



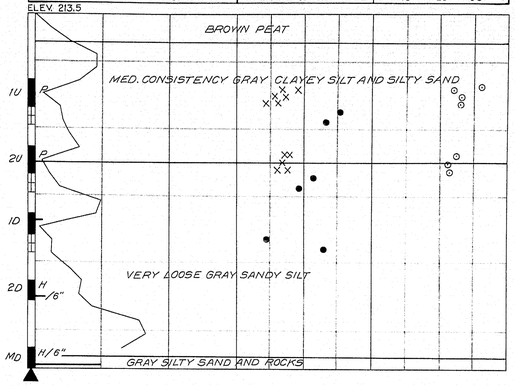
BORING AB-30 STATION 2185+30 100 Lt. ℄ N.B.

DRIVING RESISTANCE Blows/Ft. 20 40 | VANE SHEAR STRENGTH Tons/Sq.Ft. 0.2 0.4 0.6 | WATER CONTENT Percent 10 20 30



BORING AB-31 STATION 2185+0 50'Rt.℄ N.B.

DRIVING RESISTANCE Blows/Ft. 20 40 | VANE SHEAR STRENGTH Tons/Sq.Ft. 0.2 0.4 0.6 | WATER CONTENT Percent 10 20 30



TRANSVERSE SECTIONS

(NORTHBOUND)

BORING NOTES

- 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
- IU 3⅛" O.D. 16 GA. SEAMLESS TUBING
- MD UNSUCCESSFUL SAMPLE ATTEMPT AND TYPE OF SAMPLER
- NUMBER OF BLOWS REQUIRED TO DRIVE SPOON OR TUBING ONE FOOT WITH 350 FT. LBS. OF ENERGY PER BLOW
- H SAMPLING SPOON OR SEAMLESS TUBING DRIVING BY STATIC WEIGTH OF DRILL RODS AND HAMMER
- P PISTON SAMPLE
- FIELD VANE TEST
- BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL STRATA)
- 71% LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF ROCK

SHEAR NOTES

- FIELD VANE SHEAR STRENGTHS
- X LABORATORY VANE SHEAR STRENGTHS

WATER CONTENT NOTES

- NATURAL WATER CONTENTS, GIVEN AS PER CENT OF DRY WEIGHT
- ⊗---X PLASTIC AND LIQUID LIMITS

DESIGN— TRACE— CHECK— | BRIDGE NO. SURVEY— PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

IN THE TOWN OF

PITTSFIELD

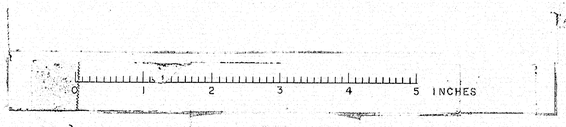
SOMERSET COUNTY

BORING DETAILS

SHEET 5 OF 18 AUGUSTA, MAINE

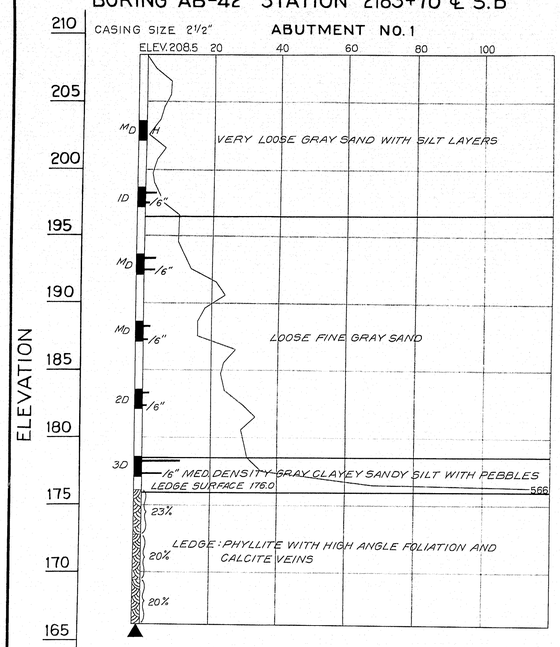
M-1984

C. H. CO., NO. 3720 28747

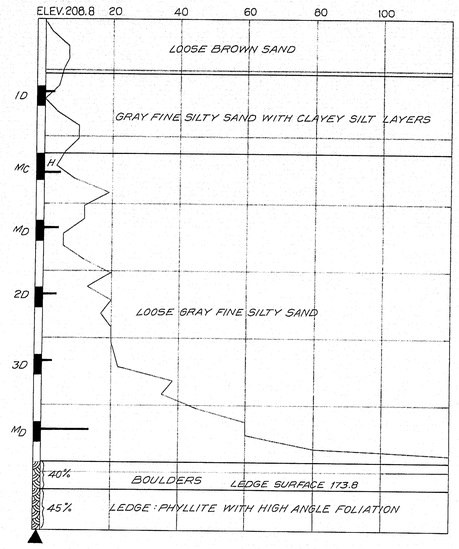


B. P. D. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(38)	50	225

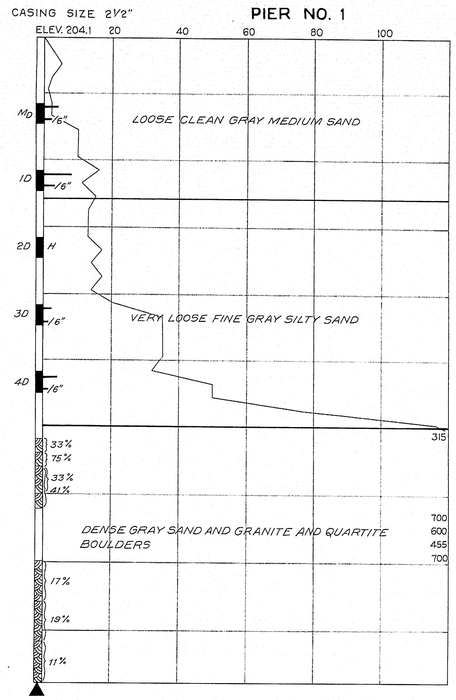
BORING AB-42 STATION 2183+70 ℄ S.B



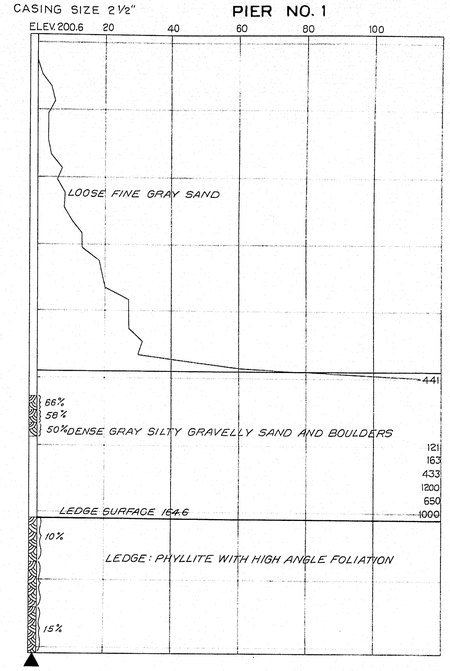
BORING AB-28 STATION 2184+0 ℄ S.B.



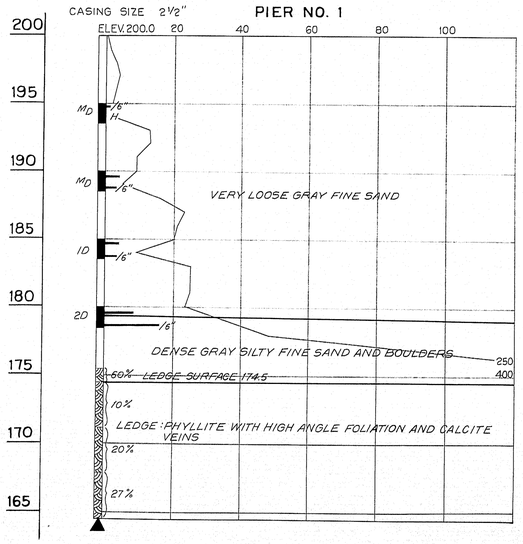
BORING AB-40 STATION 2184+39 20'Lt. S.B.



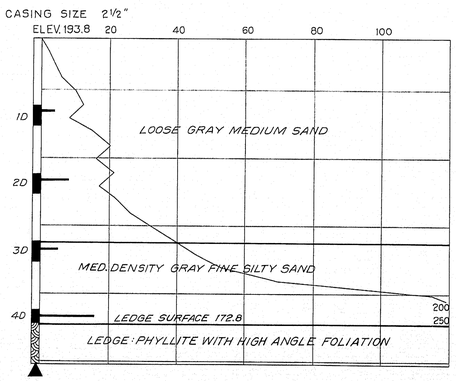
BORING AB-43 STATION 2184+37 ℄ S.B.



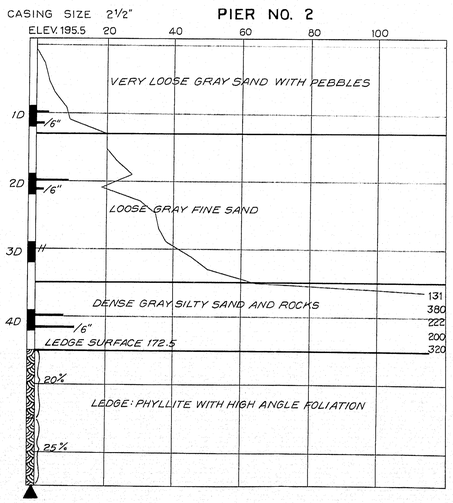
BORING AB-41 STATION 2184+36 20'Rt S.B.



BORING AB-27 STATION 2185+0 ℄ S.B.



BORING AB-39 STATION 2185+24 20'Lt. S.B.



BORING NOTES

- 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 SAMPLE # 1290'S
- MD — UNSUCCESSFUL SAMPLE ATTEMPT AND TYPE OF SAMPLER
- NUMBER OF BLOWS REQUIRED TO DRIVE SPOON OR TUBING ONE FOOT WITH 350 FT. LBS. OF ENERGY PER BLOW
- H — SAMPLING SPOON OR SEAMLESS TUBING DRIVEN BY STATIC WEIGHT OF DRILL RODS AND HAMMER
- BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOILS STRATA)
- 71% — LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF ROCK

DESIGN—	BRIDGE NO.
TRACE—	SURVEY—
CHECK—	PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

IN THE TOWN OF

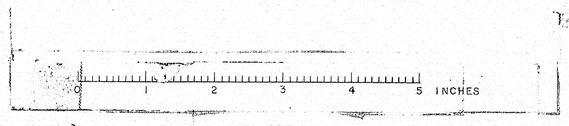
PITTSFIELD

SOMERSET COUNTY

BORING DETAILS

SHEET 6 OF 18 AUGUSTA, MAINE

M-1985

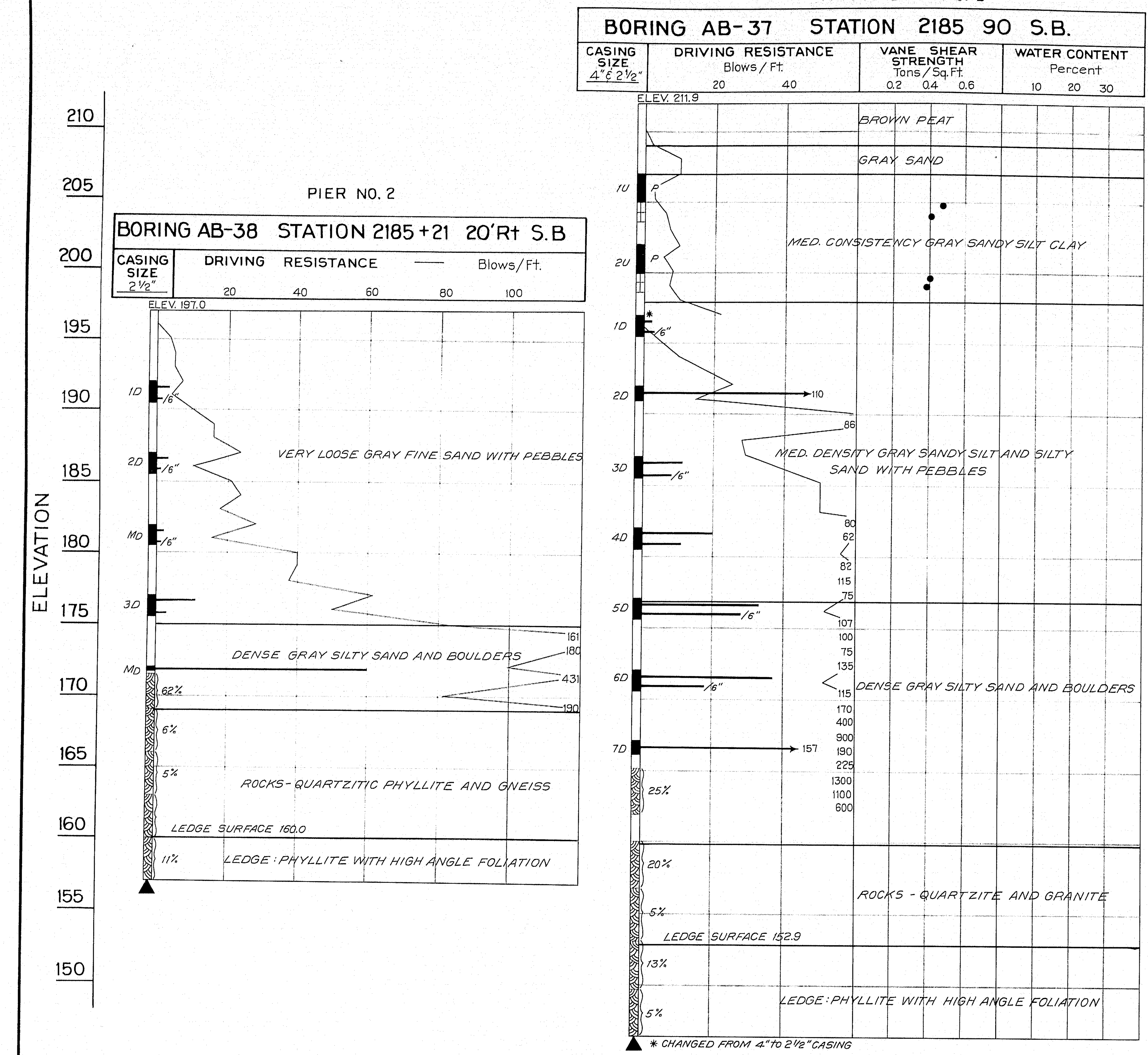


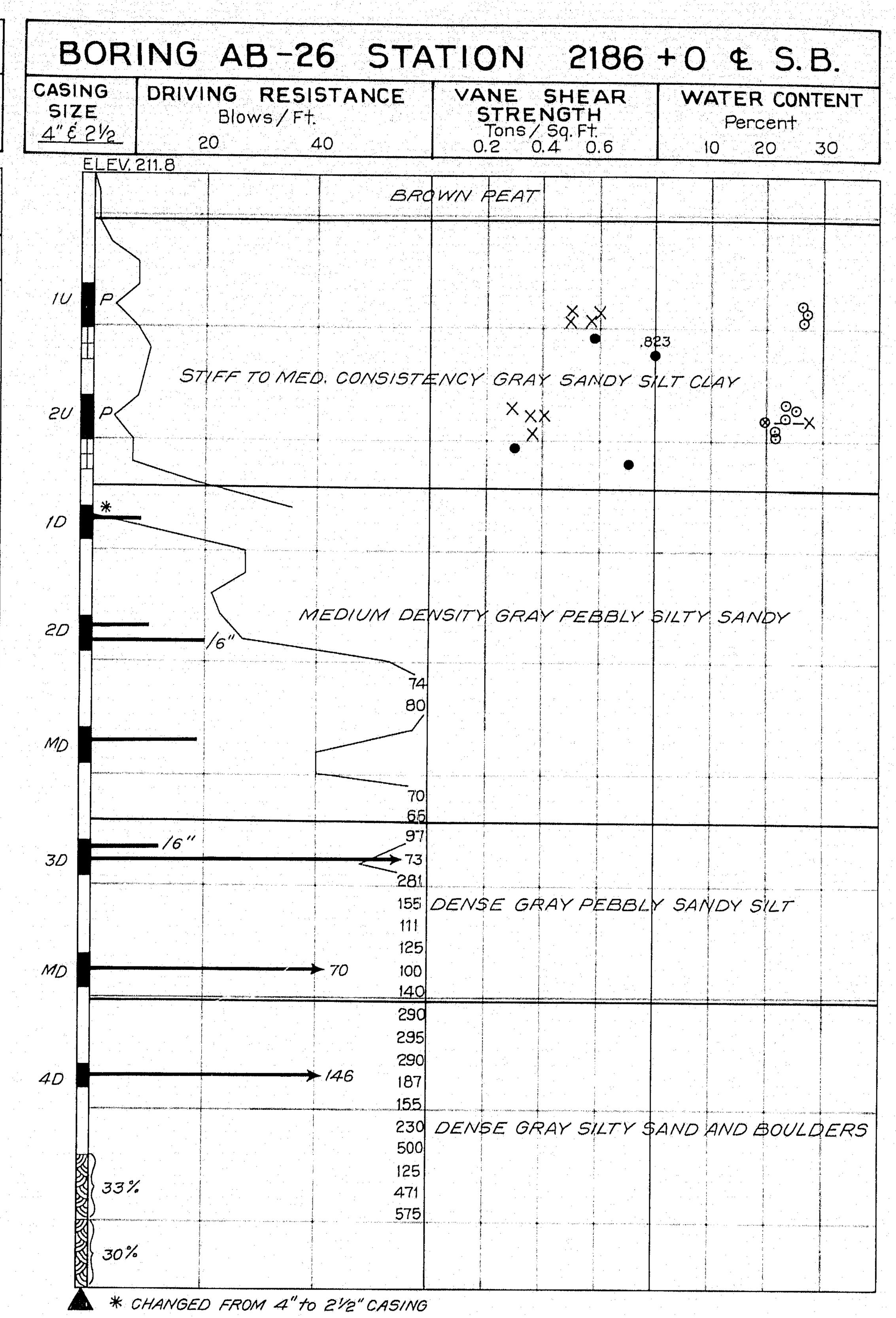
C. E. CO., NO 3790 25787

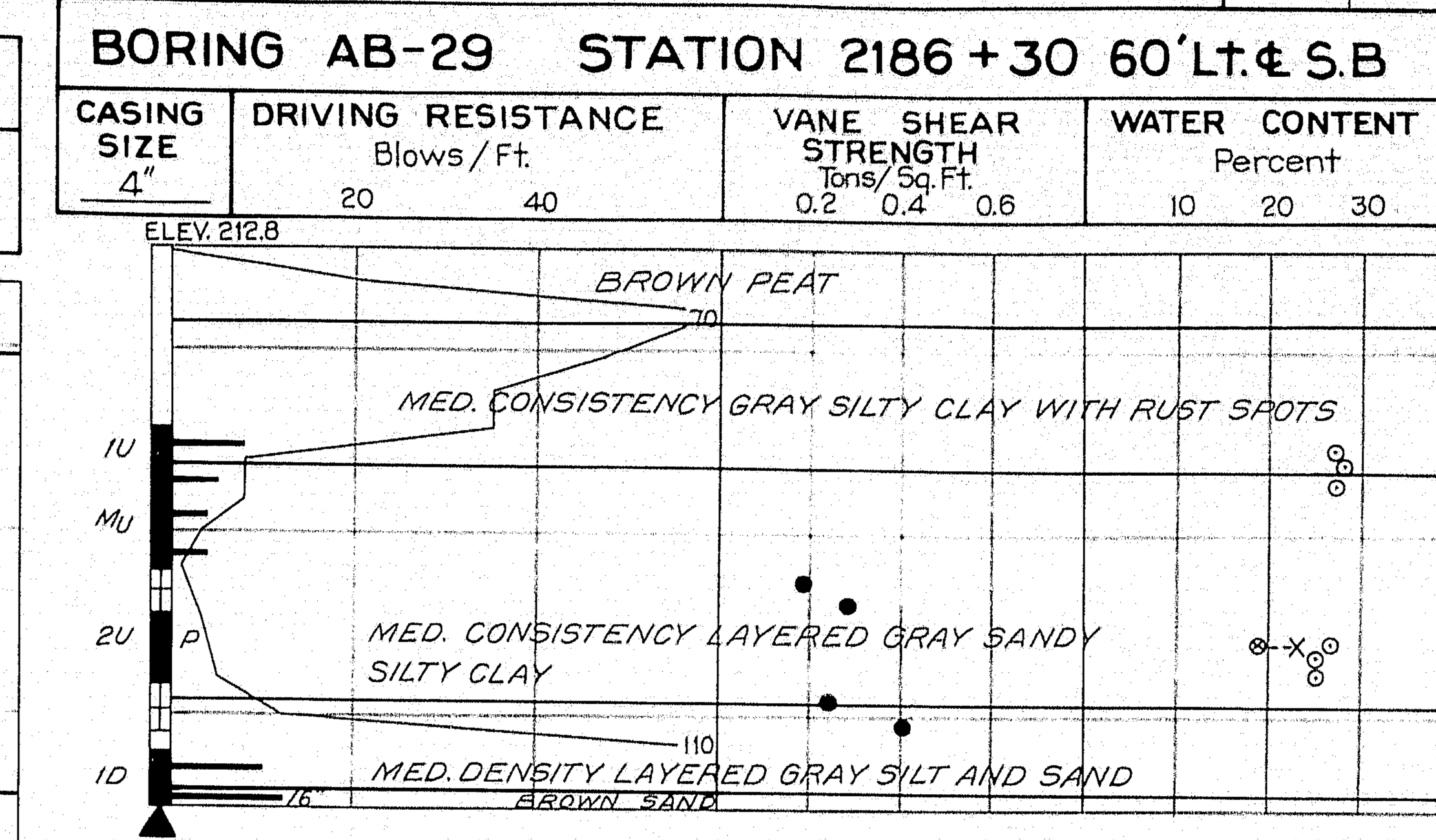
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(35)	51	225

PIER NO. 2

ABUTMENT NO. 2

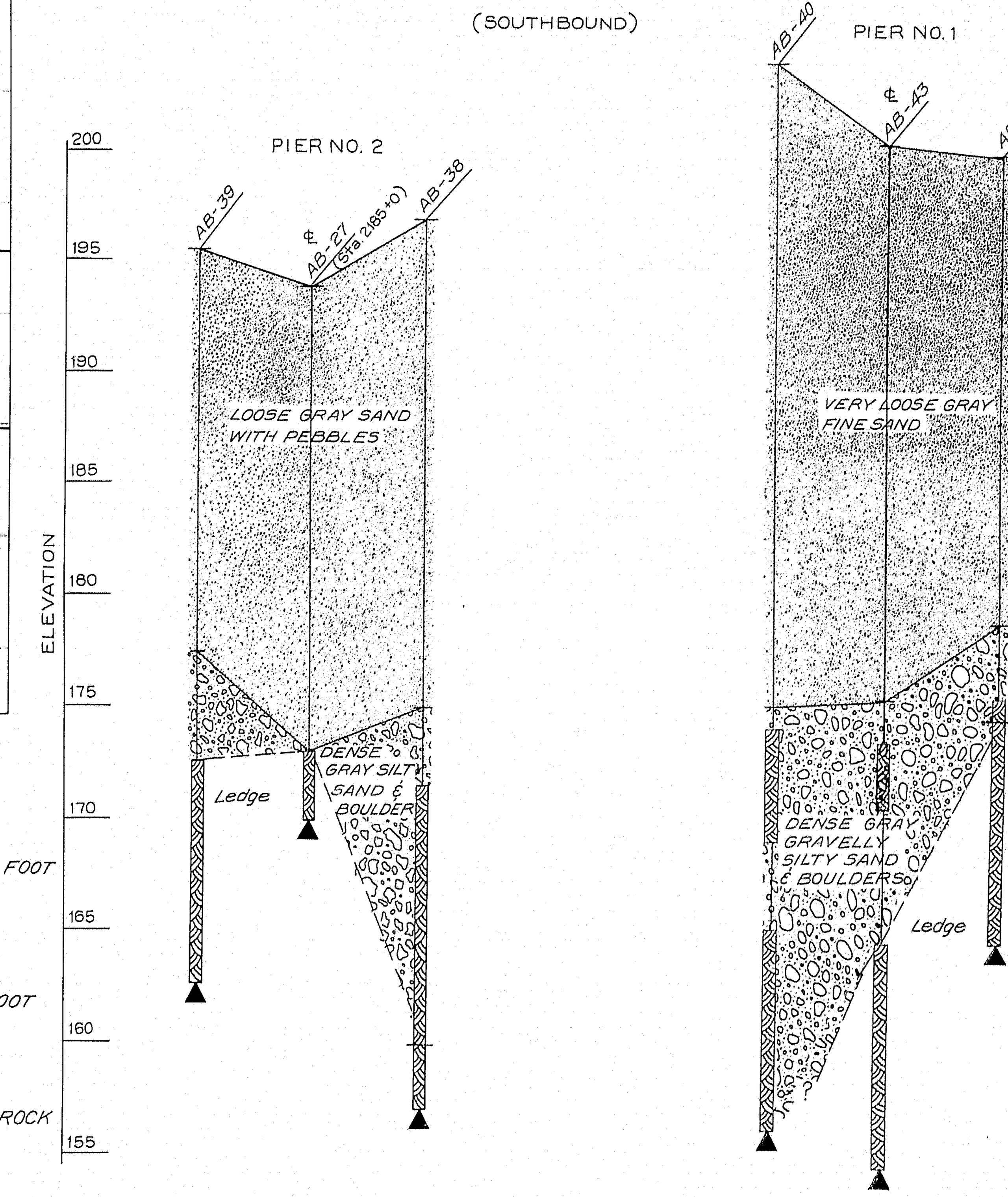






TRANSVERSE SECTIONS

(SOUTHBOUND)



BORING NOTES

⋛	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
1D	S & H SAMPLER #1290
1U	3½" O.D. 16 GA. SEAMLESS TUBING
MD	UNSUCCESSFUL SAMPLE ATTEMPT AND TYPE OF SAMPLER
⊢	NUMBER OF BLOWS REQUIRED TO DRIVE SPOON OR TUBING ONE FOOT WITH 350 FT. LBS. OF ENERGY PER BLOW
P	PISTON SAMPLER
⌶	FIELD VANE TEST
▲	BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL STRATA)
▨ 71%	LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF ROCK

SHEAR NOTES

o	FIELD VANE SHEAR STRENGTHS
x	LABORATORY VANE SHEAR STRENGTHS

WATER CONTENT NOTES

o	NATURAL WATER CONTENTS, GIVEN AS PER CENT OF DRY WEIGHT
o---x	PLASTIC AND LIQUID LIMITS

DESIGN— TRACE— CHECK—	BRIDGE NO. SURVEY— PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

IN THE TOWN OF

PITTSFIELD
SOMERSET COUNTY

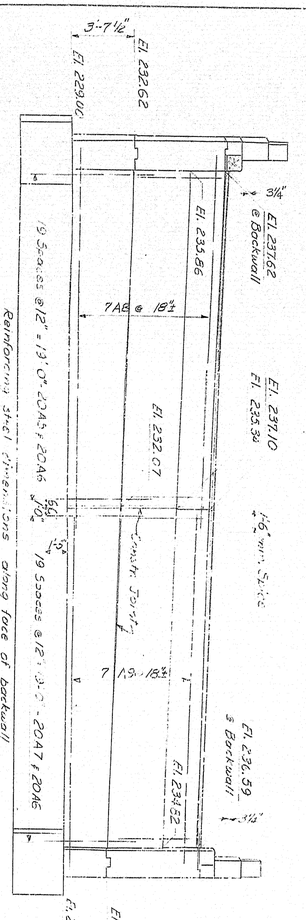
BORING DETAILS

SHEET 7 OF 18 AUGUSTA, MAINE

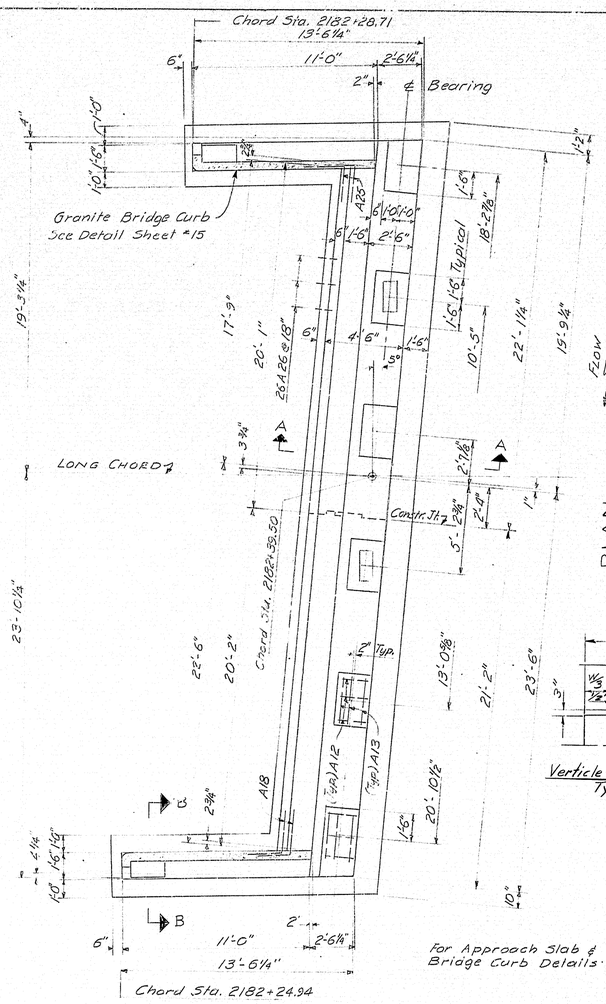
M-1986

0 1 2 3 4 5 INCHES

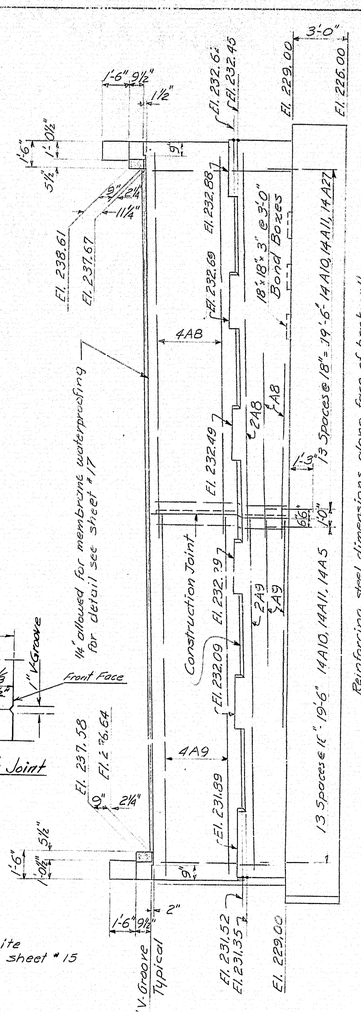
B.P.R. REG NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(35)	52	226



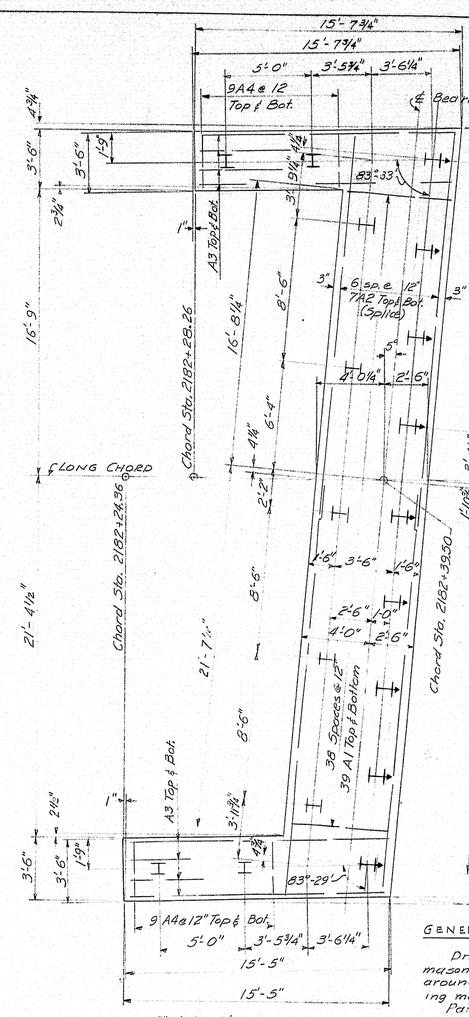
REAR ELEVATION



PLAN



FRONT ELEVATION



FOOTING PLAN

PILES: 10 3042 - H Steel Bearing Piles driven to ledge or practical refusal.
Estimated Length = 40'
Allowable Load = 37 tons/pile
All piles shown thus ⊢ to be battered 3¼ in the direction of the arrow

GENERAL ABUTMENT NOTES

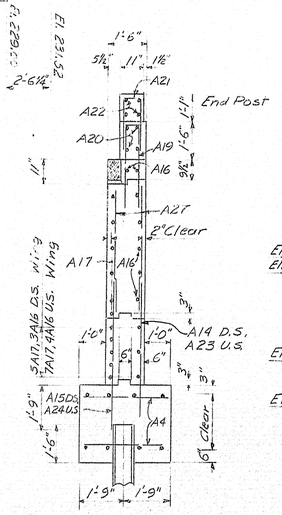
Dress bearing areas 1" larger all around than masonry plates, and to exact elevations shown. Caulk around edges of masonry plates with an approved caulking material. Payment to be incidental to contract items.

Paint bridge seat, face of backwall, and 10'-0" low top of riprap on face of breast wall with Gray Epoxy Resin Surface Sealant.

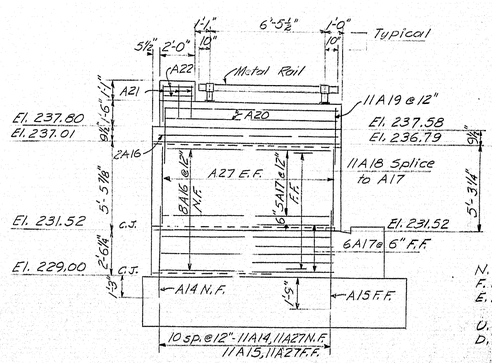
Gravel borrow shall be placed up to the bottom of the footing elevation before piles are driven.

Cover all vertical construction joints on the back with two layers of heavy roofing 10" wide. Coat the concrete and the back of each layer of roofing, as applied, with a suitable grade of plastic cement. Recess area to be covered ¼".

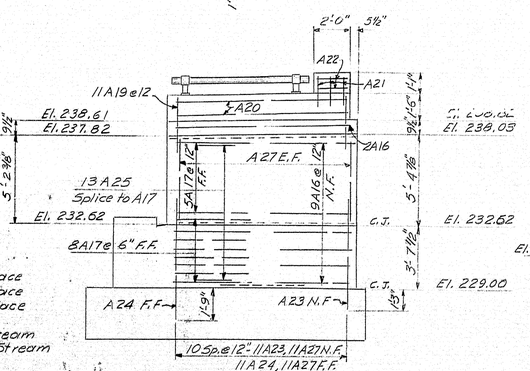
All reinforcing steel to be 2" clear unless otherwise shown.



SECTION B-B

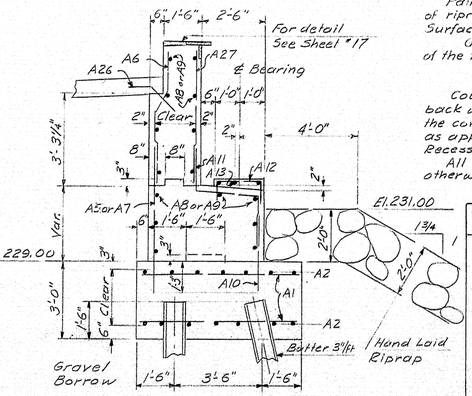


D.S. WING ELEVATION



U. S. WING ELEVATION

N. F. = Near Face
F. F. = Far Face
E. F. = Each Face
U. S. = Up Stream
D. S. = Down Stream
N. B. = Northbound



SECTION A-A

DESIGN T.H.K.
DETAIL T.H.K.
CHECK ARS

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

IN THE TOWN OF

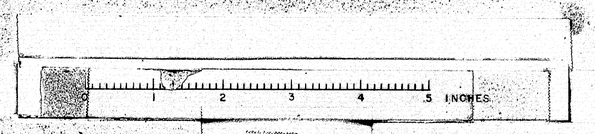
PITTSFIELD

SOMERSET COUNTY

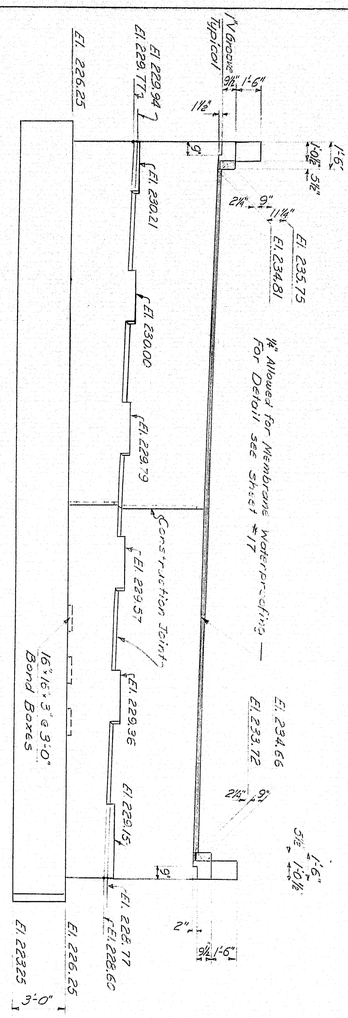
ABUTMENT 1 N.B.

SHEET 8 OF 18 AUGUSTA, MAINE FEB 1963

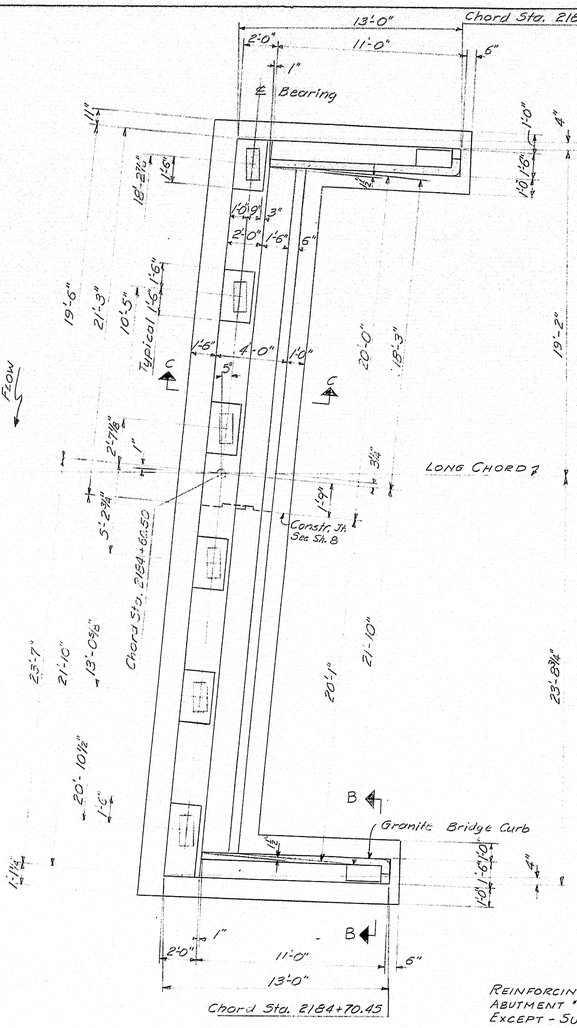
M-1937



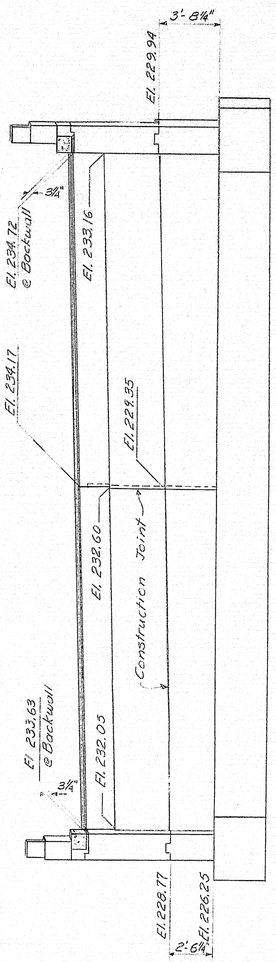
B.P.R. REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(35)	53	225



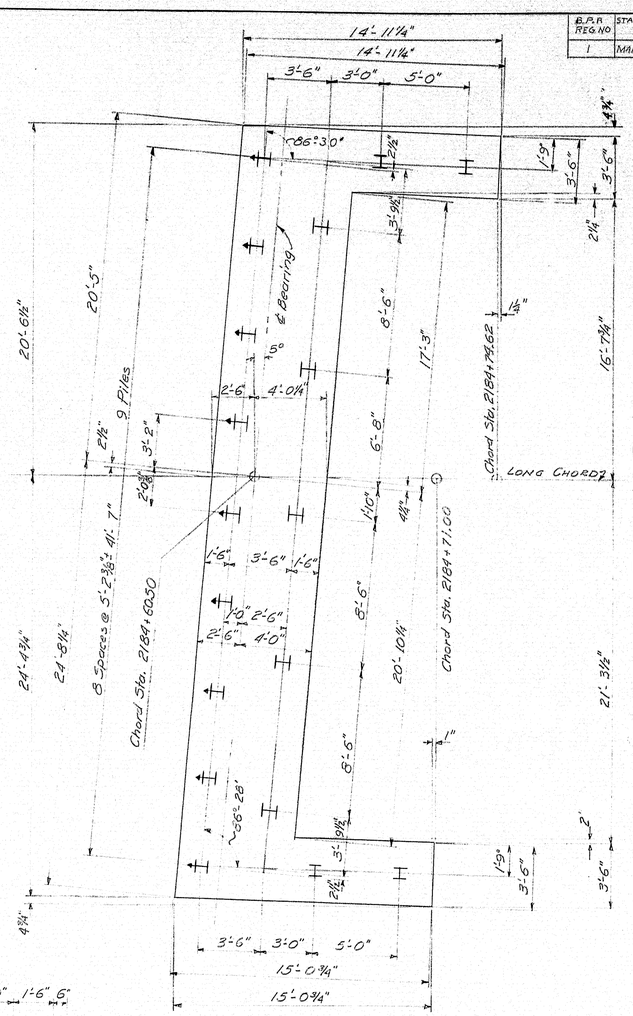
FRONT ELEVATION



PLAN



REAR ELEVATION



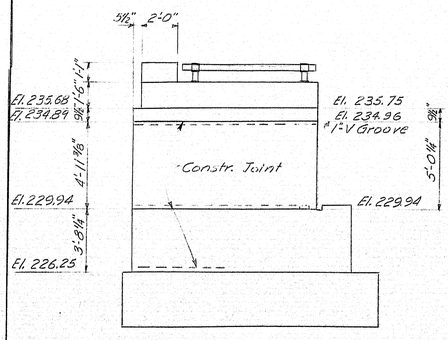
FOOTING PLAN

PILES: 10BP42 - H Steel Bearing Piles driven to ledge or practical refusal.

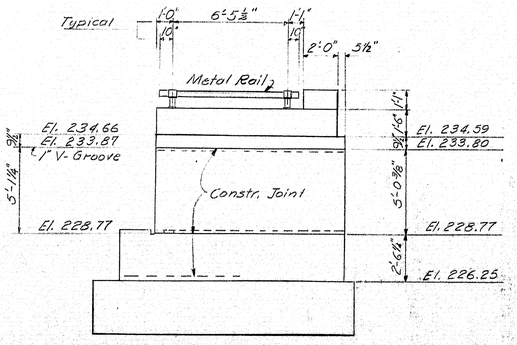
Estimated Length = 45'

Allowable Load = 37 tons/pile

All piles shown thus ⊕ to be battered 3"/ft in the direction of the arrow.

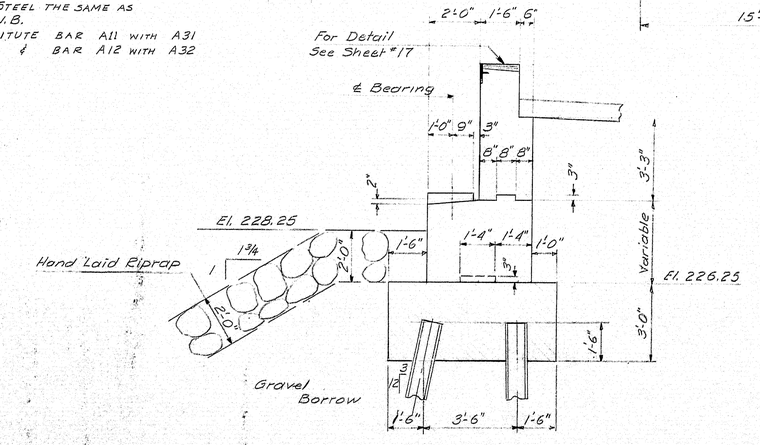


U.S. WING ELEVATION



D.S. WING ELEVATION

REINFORCING STEEL THE SAME AS ABUTMENT #1 N.B. EXCEPT - SUBSTITUTE BAR A11 WITH A31 & BAR A12 WITH A32



SECTION C-C

For General Abutment Notes and Reinforcing Steel see Sheet #8

For Approach Slab and Granite Bridge Curb see sheet #15

For Section B-B see sheet #8

DESIGN T.H.K.
DETAIL T.H.K.
CHECK J.R.S.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

IN THE TOWN OF

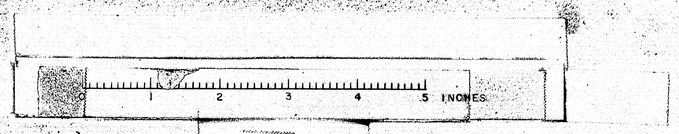
PITTSFIELD

SOMERSET COUNTY

ABUTMENT 2 N.B.

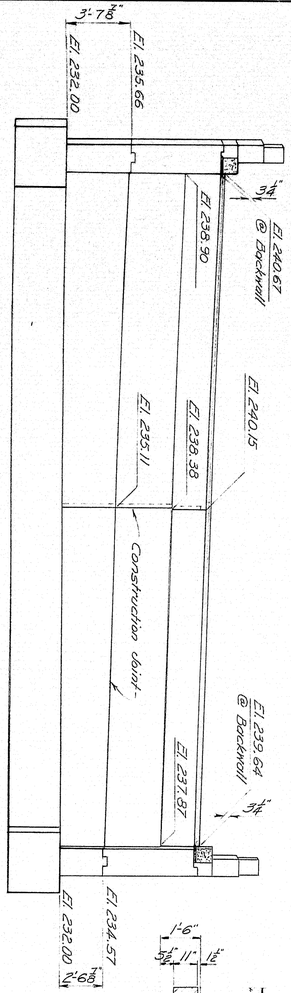
SHEET 9 OF 18 AUGUSTA, MAINE FEB 1963

#-1987

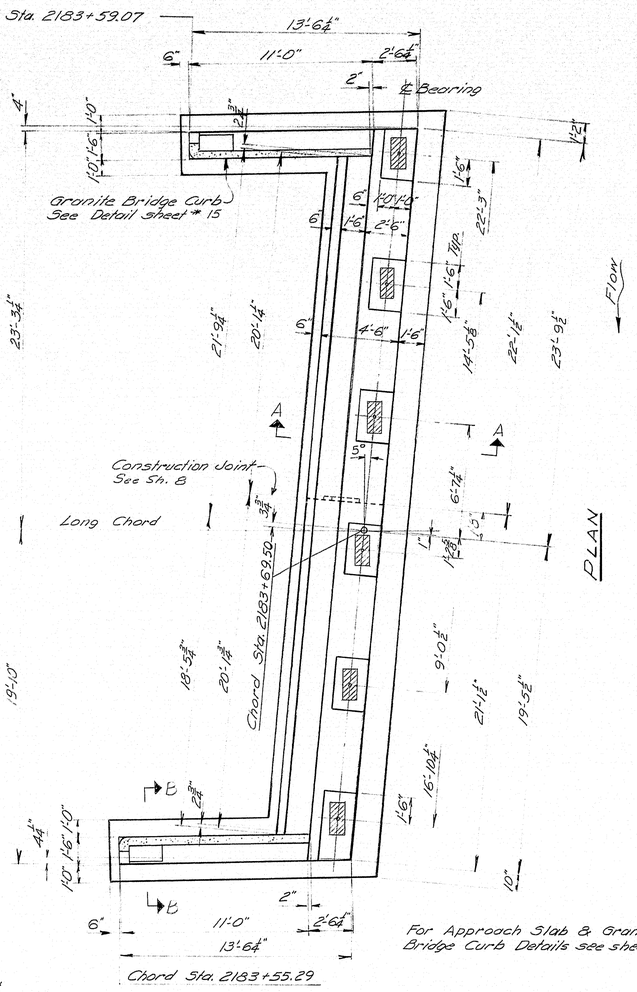


B.P.R. REG NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	MAINE	I-95-7(35)	59	225

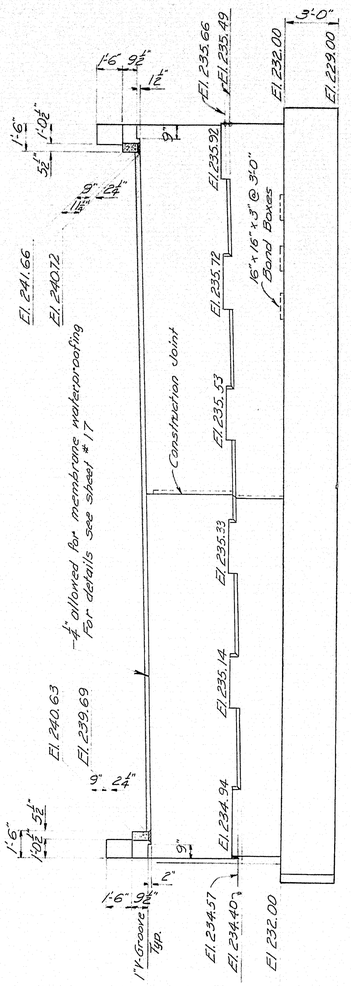
REAR ELEVATION



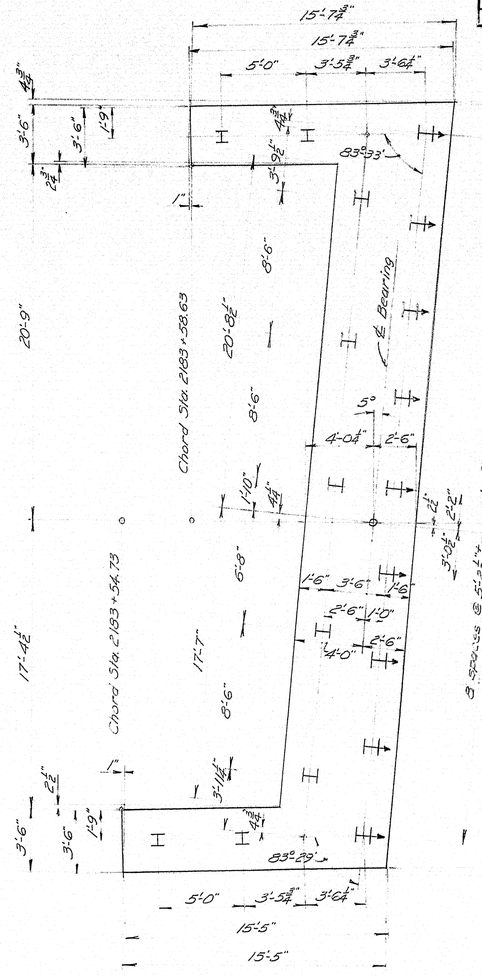
PLAN



FRONT ELEVATION

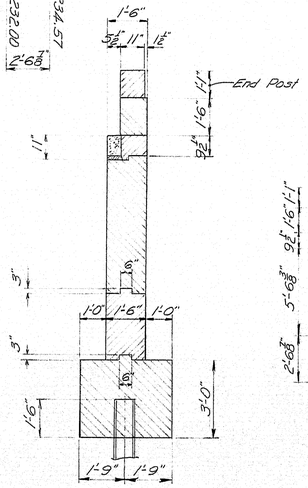


PILING PLAN

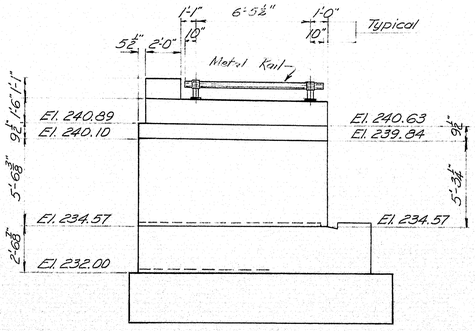


PILES: 10 BP 42 - H Steel Bearing Piles driven to ledge or practical refusal.
Estimated Length = 60'
Allowable Load = 37 tons / pile.
All piles shown thus ⊢ to be battered 3"/ft. in direction of arrow.

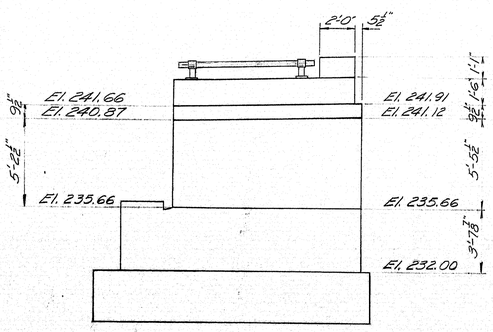
SECTION B-B



D.S. WING ELEVATION

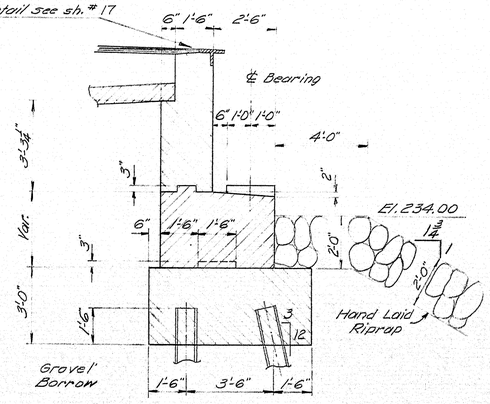


U.S. WING ELEVATION



For detail see sh. # 17

SECTION A-A



For General Abutment Notes, Section B-B, and Reinforcing Steel layout see sheet # 3

DESIGN - T.H.K. DETAIL - R.D.
TRACE - A.M.C.
CHECK - M.R.S.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

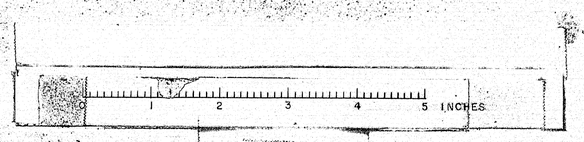
IN THE TOWN OF

PITTSFIELD
SOMERSET COUNTY

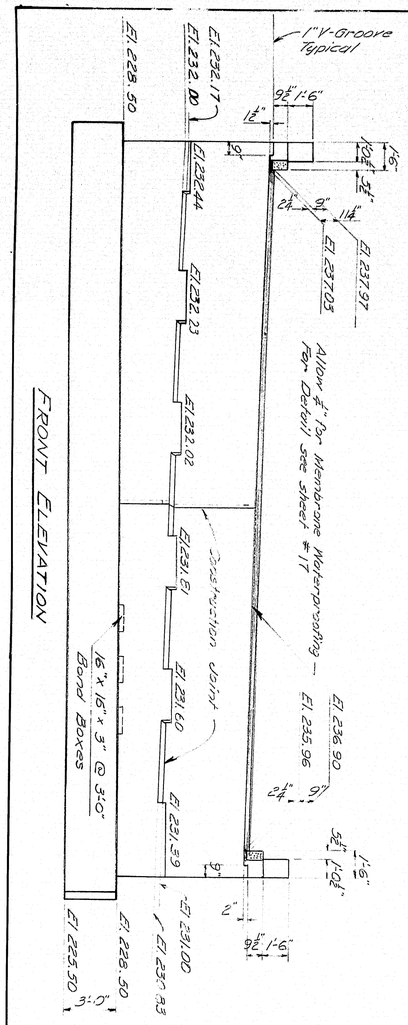
ABUTMENT NO. 1 - SOUTHBOUND

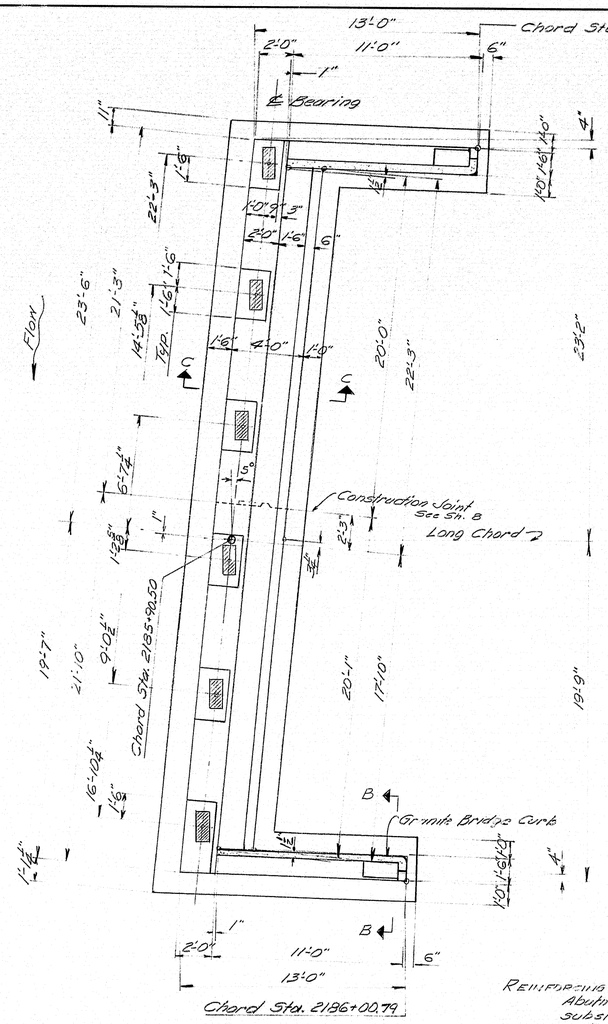
SHEET 10 OF 18 AUGUSTA, MAINE FEB 1963

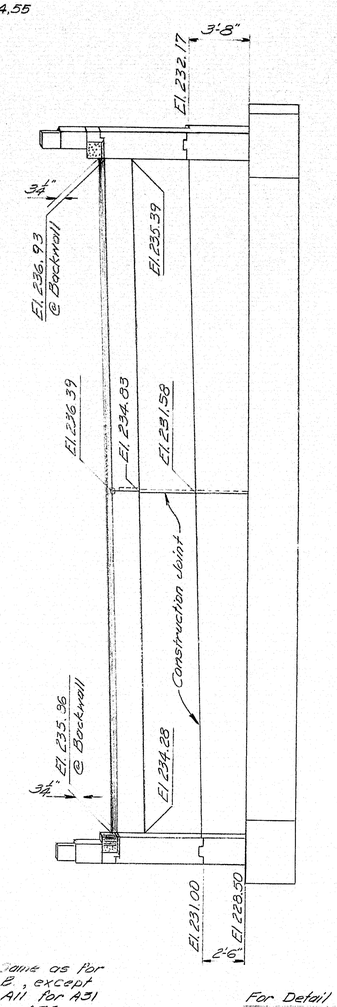
M-1989

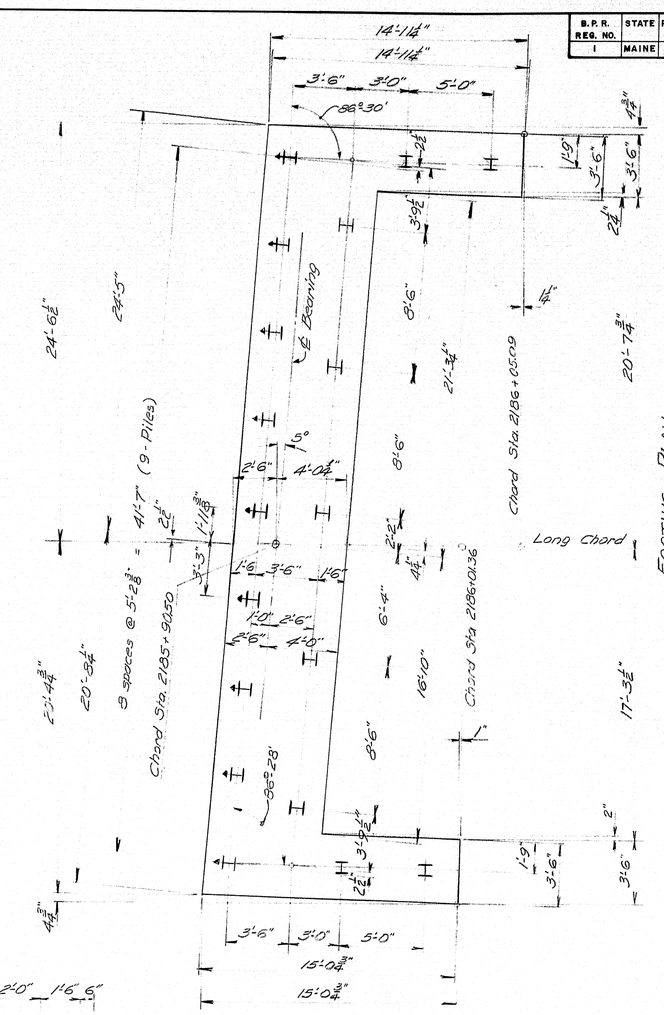


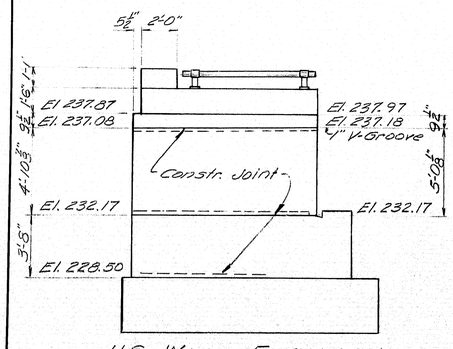
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(33)	55	225

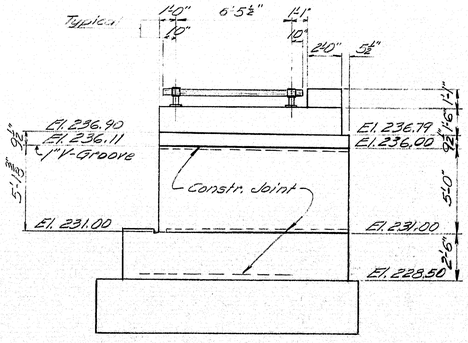


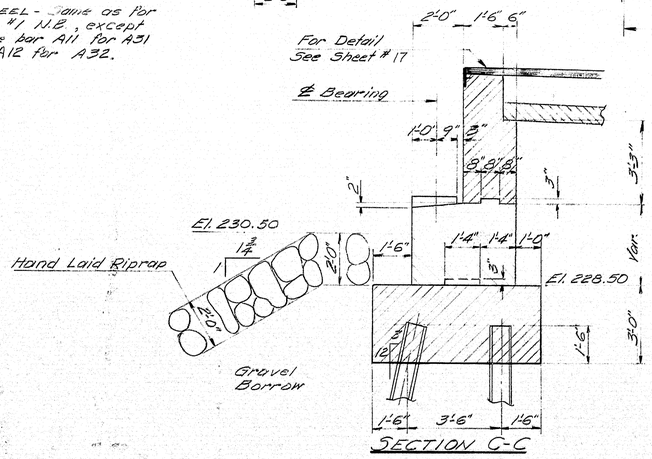












REINFORCING STEEL - Same as for Abutment #1 N.B., except substitute bar A11 for A31 and bar A12 for A32.

For General Abutment Notes, Section B-B, and Reinforcing Steel, see sheet # 9

For Approach Slab and Granite Bridge Curb, see sheet # 15

DESIGN - T.H.K. DETAIL - R.D.
TRACE - G.W.C.
CHECK - R.R.S.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

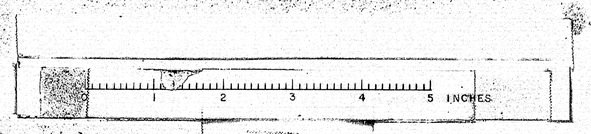
SEBASTICOOK RIVER BRIDGE

IN THE TOWN OF

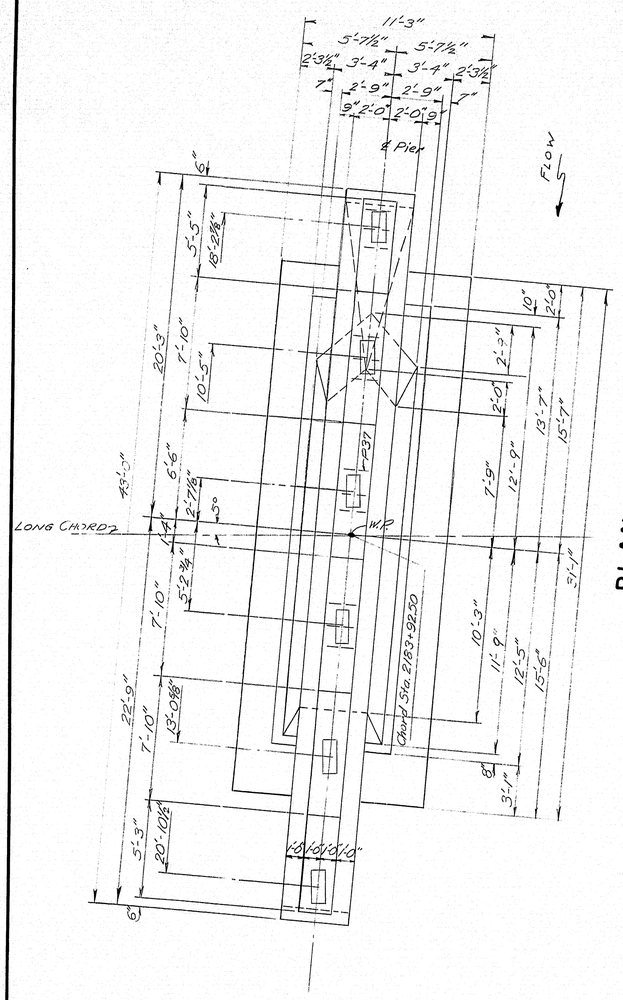
PITTSFIELD
SOMERSET COUNTY

ABUTMENT NO. 2, SOUTHBOUND

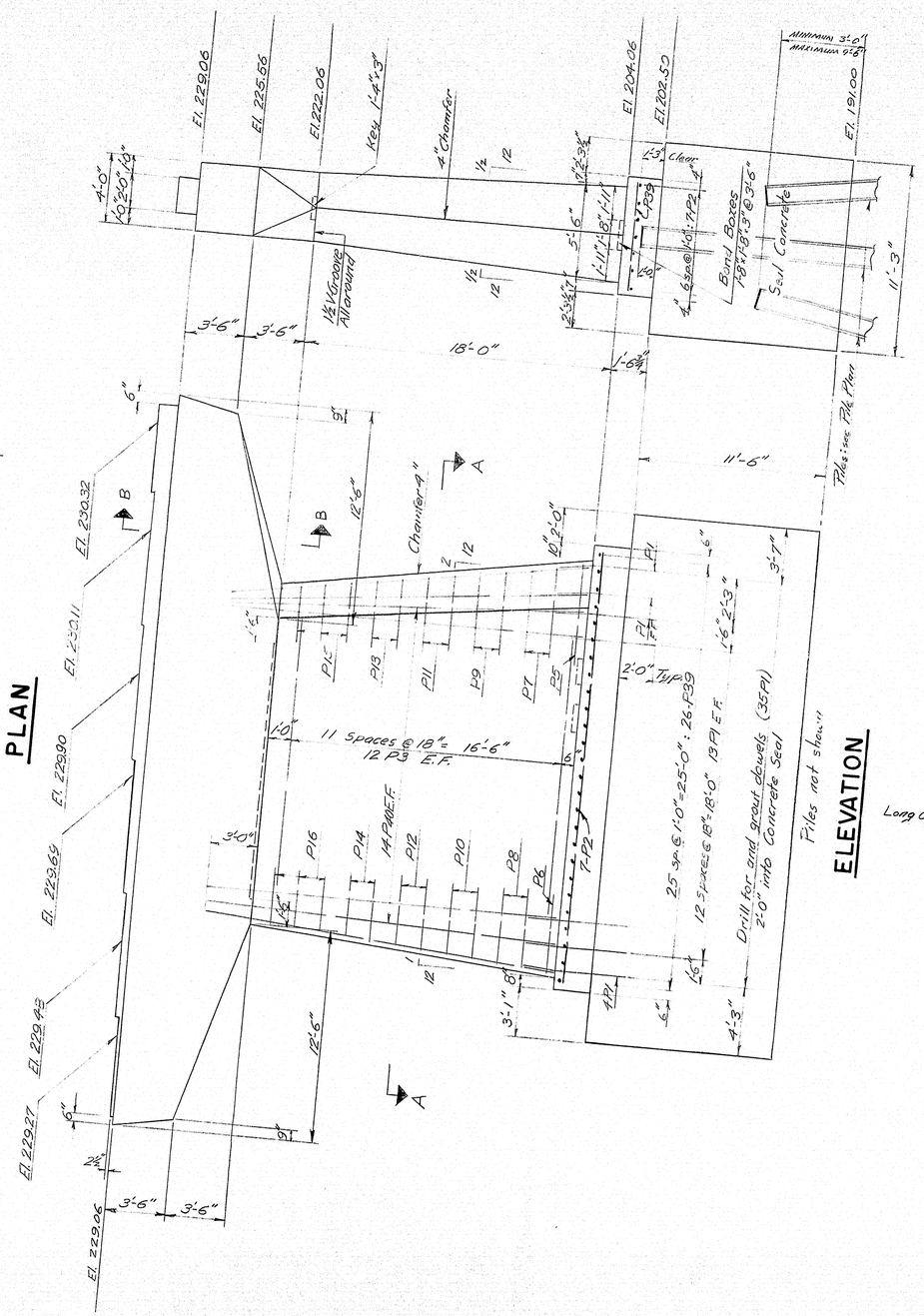
SHEET 11 OF 18 AUGUSTA, MAINE FEB 1963



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(35)	56	225

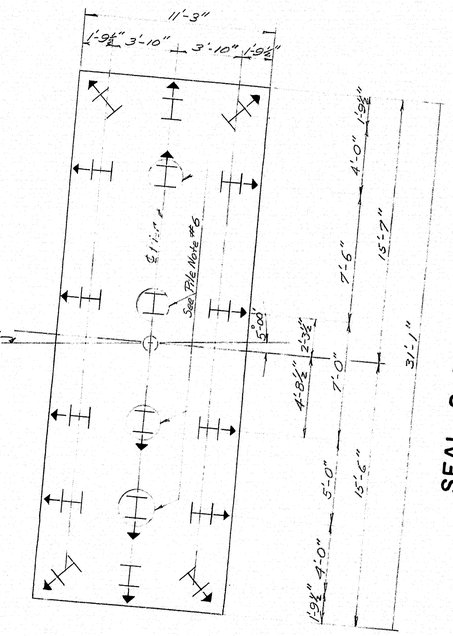


PLAN



SIDE ELEVATION

ELEVATION



SEAL & PILE PLAN

PILE NOTES

1. Piles are 14 BP73 - H steel bearing piles driven to ledge or practical refusal.
2. Estimated length:
   4 piles @ 30'
   14 piles @ 25'
3. Allowable load: 64.4 tons per pile.
4. All piles shown thus ⊢→ shall be battered two (2) inches per foot in the direction of the arrow.
5. Pile spacing dimensions apply at bottom of seal: El. 191.00
6. Inner piles only (those circled on Plan) have tops at El. 203.50

For Sect. A-A, Sect. B-B, & General Pier Notes see Sh. #12

DESIGN- TMK	DET.- RWL	BRIDGE NO.
TRACE- RWL		SURVEY-
CHECK- [illegible]		PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

IN THE TOWN OF

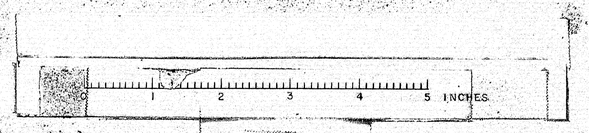
PITTSFIELD
SOMERSET COUNTY

PIER 2 NB

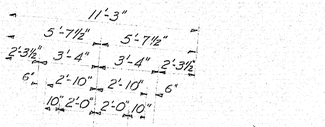
SHEET 12A OF 16 AUGUSTA, MAINE FEB 1963

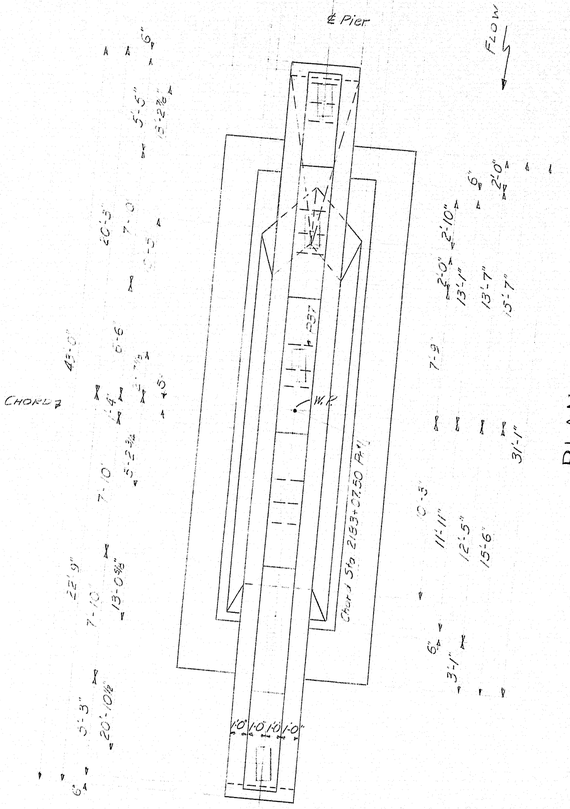
C. B. CO., NO. 44-302 36514

M-1991

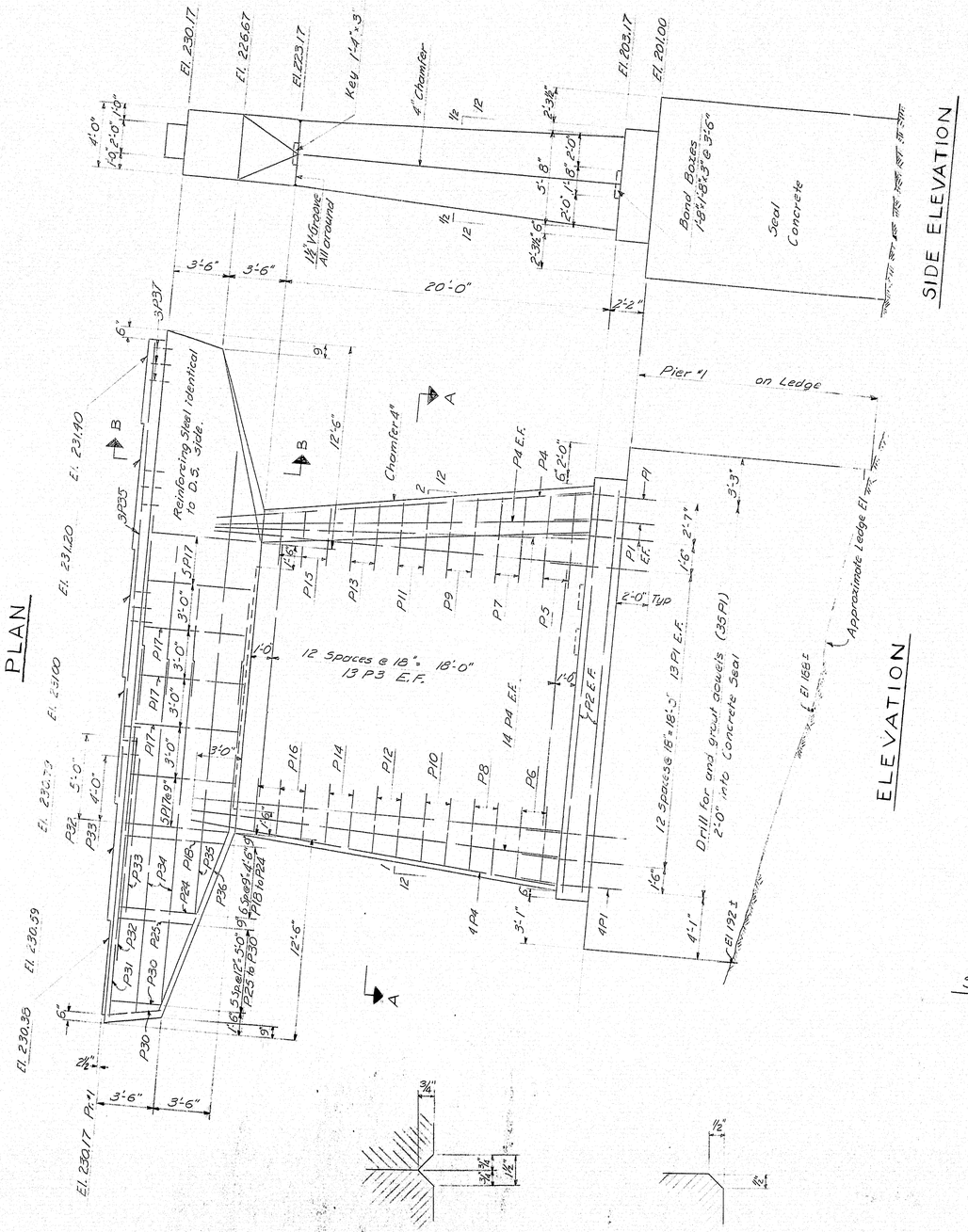


B.P.R. REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(35)	37	225

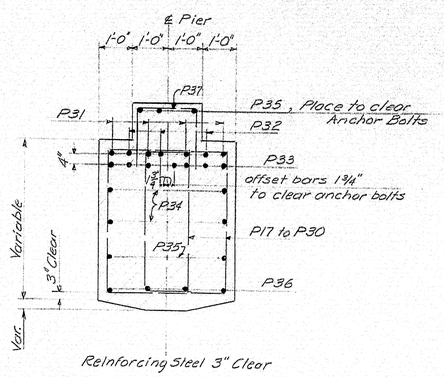




PLAN



SIDE ELEVATION



SECTION B-B

ELEVATION

SECTION A-A

GENERAL PIER NOTES:

Dress bearing areas 1" larger all around than masonry plates, and to exact elevations shown. Caulk around edges of masonry plates with an approved caulking material. Payment to be incidental to contract items.

Seal concrete dimensions are given predicated on use of MP-116, DP2, I-27 or equivalent steel sheet piling with appropriate standard rolled corners. Pay dimensions for seal concrete shall be neat dimensions as shown, plus ten (10) inches.

The depths of the concrete seals have been calculated assuming a water elevation of 216.0 and bottom of footings at elevations shown. Seal concrete is intended to be placed under water and is to be paid for under Item 701-36.

Payment for drilling and grouting dowels into concrete seal shall be incidental to Items 705-13 and 705-14.

Piers were designed for a six inch thickness of ice applied at elevation 219.0 and a stream flow of 5 ft/sec.

All reinforcing steel to be 3 inches clear, unless otherwise shown.

Chamfer all exposed edges ¾", unless otherwise noted.

E.F. = Each Face

Maximum Footing Pressure = 3.0 TONS/FT²

1½" V-GROOVE DETAIL

½" CHAMFER DETAIL

DESIGN T.H.K.
DETAIL T.H.K.
CHECK ARS

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

IN THE TOWN OF

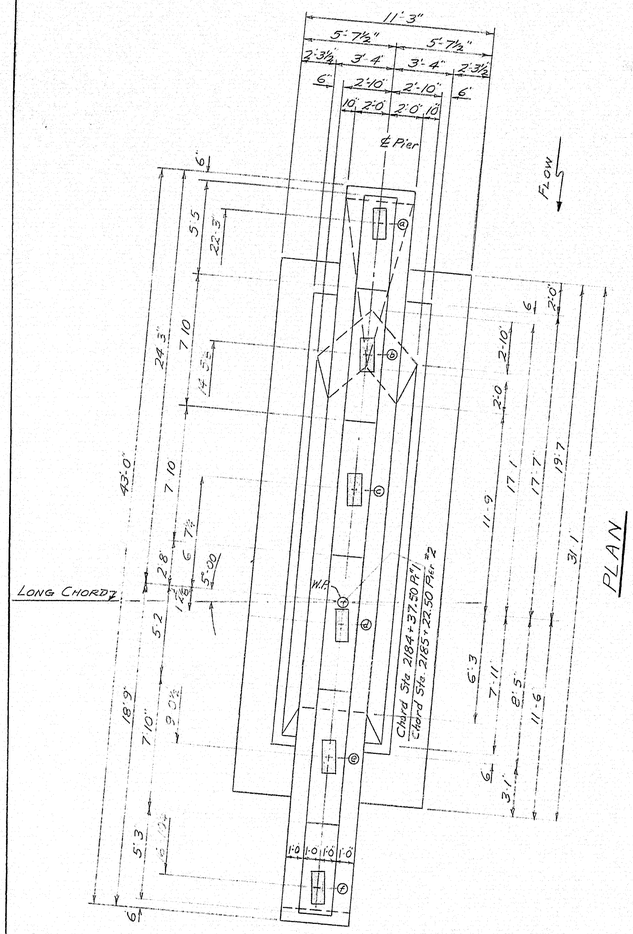
PITTSFIELD
SOMERSET COUNTY

PIER 1 N.B.

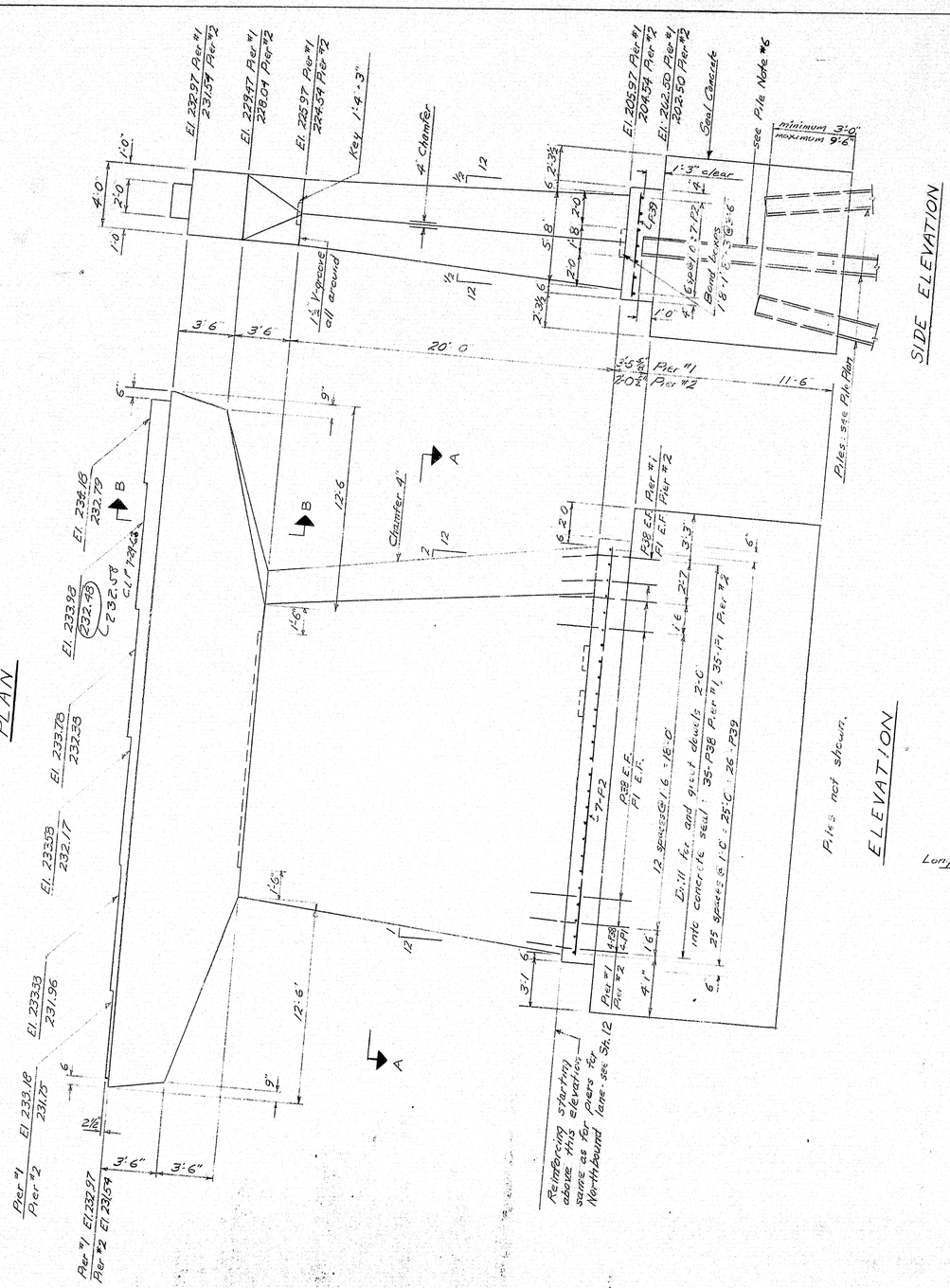
SHEET 12 OF 18 AUGUSTA, MAINE F.E.B. 1963

M-112

B.P.R. REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-7(32)	36	225

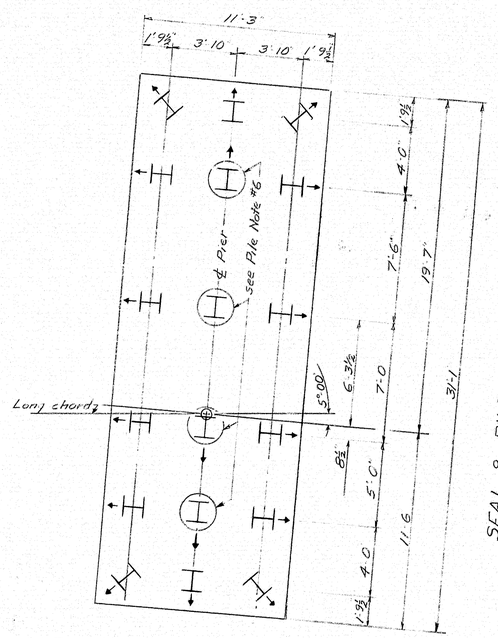


PLAN



ELEVATION

SIDE ELEVATION



SEAL & PILE PLAN

PILE NOTES

1. Piles are 14 BP73 - H steel bearing piles driven to ledge or practical refusal.
2. Estimated length:
   Pier #1 - 4 piles @ 30' - 14 piles @ 25'
   Pier #2 - 4 piles @ 35' - 14 piles @ 30'
3. Allowable load: 67.9 tons per pile.
4. All piles shown thus ⊢→ shall be battered two (2) inches per foot in the direction of the arrow.
5. Pile spacing dimensions apply at bottom of seal : El. 191.00'.
6. Inner piles only (those circled on Plan) have tops at El 203.50

For Sect. A-A, Sect. B-B, & General Pier Notes see Sh. 12.

DESIGN I.H.K.
DETAIL E.D.
CHECK [illegible]

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

IN THE TOWN OF

PITTSFIELD

SOMERSET COUNTY

PIERS 1 & 2 S.B.

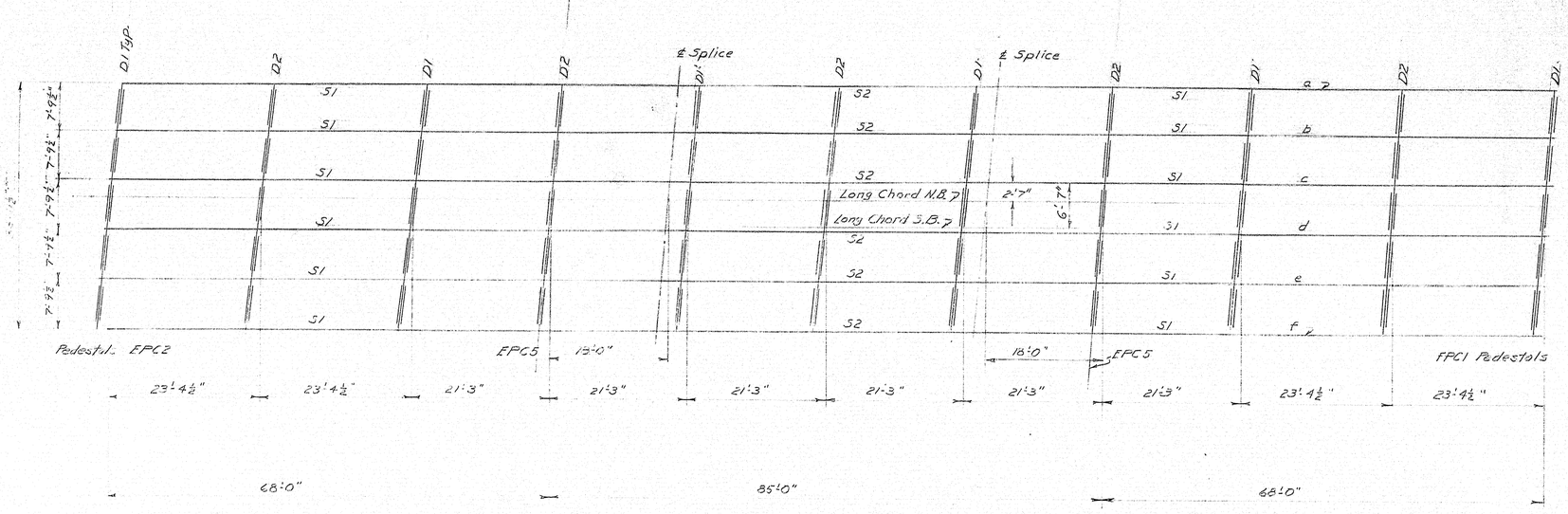
SHEET 13 OF 18 AUGUSTA, MAINE FEB 1963

M-1973

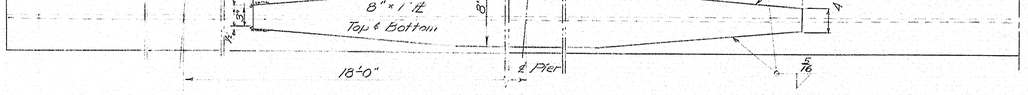
0 1 2 3 4 5 INCHES

B.R.R. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL
1	MAINE	I-95-7(13)	13	22

℄ Bear. Abut. No. 1 - Expansion ℄ Pier #1 - Expansion ℄ Pier #2 - Expansion ℄ Bear Abut No. 2 Fixed ℄



ERECTION DIAGRAM

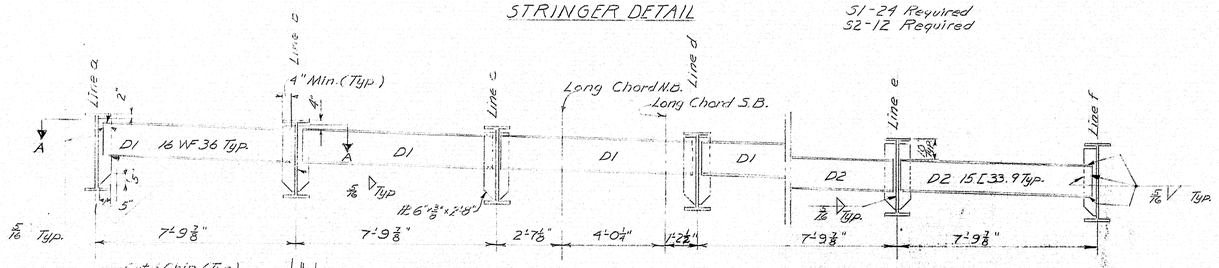


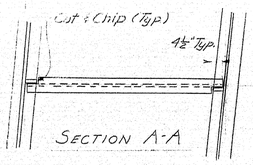
℄ Splice

All Beams 36WF182
No Camber Required

STRINGER DETAIL

51 - 24 Required
52 - 12 Required





DIAPHRAGMS
D1 - 60 Required
D2 - 50 Required

Stringer Slopes in % S.B.			
Line	Span 1	Span 2	Span 3
a	-2.127	-1.640	-1.152
b	-2.135	-1.647	-1.157
c	-2.144	-1.654	-1.163
d	-2.153	-1.661	-1.169
e	-2.162	-1.668	-1.174
f	-2.170	-1.676	-1.180

Stringer Slopes in % N.B.			
Line	Span 1	Span 2	Span 3
a	-1.753	-1.275	-0.796
b	-1.761	-1.281	-0.800
c	-1.769	-1.287	-0.805
d	-1.777	-1.294	-0.810
e	-1.785	-1.300	-0.815
f	-1.793	-1.307	-0.820

For Pedestals See "Standard Details BD 101-62

Bearing Pedestals
12 EPC2 Required @ Abut. #1
24 EPC5 Required @ Piers #1 & #2
12 FPC1 Required @ Abut. #2

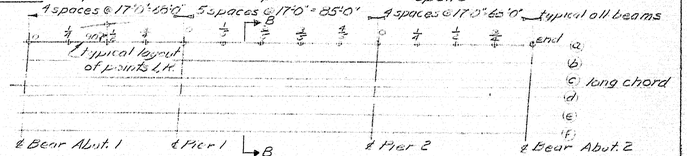
For Beam Splices, See Standard Details BD 103-62

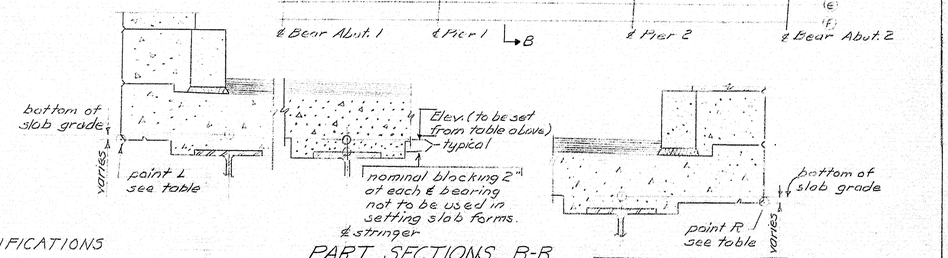
BLOCKING TABLE

Span	point	elevation point ℄ See Sht B-B	bottom of slab grades above points on beams indicated a	b	c	d	e	f	elevation point R see Sht B-B
SOUTHBOUND 1	0	240.01	240.04	239.90	239.70	239.51	239.31	239.12	239.25
	¼	239.74	239.75	239.55	239.35	239.16	238.96	238.76	238.70
	½	239.39	239.39	239.19	238.99	238.79	238.59	238.39	238.34
	¾	239.01	239.00	238.80	238.60	238.40	238.20	238.01	237.97
SOUTHBOUND 2	0	238.67	238.65	238.45	238.24	238.04	237.84	237.64	237.61
	¼	238.37	238.35	238.15	237.95	237.75	237.54	237.34	237.31
	½	238.11	238.09	237.89	237.68	237.48	237.28	237.07	237.04
	¾	237.83	237.81	237.61	237.40	237.20	237.00	236.77	236.76
SOUTHBOUND 3	0	237.54	237.52	237.32	237.12	236.92	236.72	236.49	236.46
	¼	237.27	237.25	237.05	236.84	236.64	236.43	236.22	236.19
	½	237.06	237.05	236.84	236.64	236.43	236.23	236.02	235.97
	¾	236.89	236.88	236.67	236.47	236.27	236.06	235.86	235.78
	end	236.67	236.68	236.48	236.28	236.07	235.87	235.66	235.57
NOETHBOUND 1	0	237.34	237.36	237.16	236.96	236.76	236.56	236.36	236.29
	¼	236.97	236.98	236.78	236.58	236.38	236.18	235.98	235.92
	½	236.48	236.49	236.29	236.09	235.89	235.69	235.49	235.42
	¾	236.17	236.16	235.96	235.76	235.56	235.36	235.16	235.11
NOETHBOUND 2	0	235.87	235.87	235.67	235.47	235.27	235.07	234.87	234.81
	¼	235.66	235.67	235.47	235.27	235.07	234.87	234.67	234.58
	½	235.46	235.44	235.24	235.04	234.84	234.64	234.43	234.37
	¾	235.24	235.22	235.02	234.82	234.62	234.42	234.23	234.15
NOETHBOUND 3	0	234.97	234.99	234.79	234.59	234.39	234.19	233.99	233.91
	¼	234.63	234.78	234.57	234.37	234.17	233.97	233.77	233.70
	½	234.41	234.64	234.44	234.24	234.04	233.84	233.64	233.55
	¾	234.19	234.53	234.33	234.13	233.93	233.73	233.53	233.42
	end	234.01	234.39	234.18	233.98	233.78	233.58	233.38	233.27
		233.81	234.24	234.03	233.83	233.63	233.43	233.23	233.11

Note: In order to compensate for dead load deflections and irregularities in the rolling of steel, set the elevations in the table above at the points indicated below before any of the slab forms are started.

Span 1 — 4 spaces @ 17'-0" = 68'-0" | Span 2 — 5 spaces @ 17'-0" = 85'-0" | Span 3 — 4 spaces @ 17'-0" = 68'-0" — typical all beams





PART SECTIONS B-B

SPECIFICATIONS

Fabrication & Erection: State of Maine, Standard Specifications, Highways & Bridges, Revision of Jan. 1956 and supplements.
Design & Detail: A.A.S.H.O. Standard Specification of 1961, and revisions.
Materials: Stringers, cover plates, and splice plates shall conform to A.S.T.M. designation A-36. Other members shall conform to A.S.T.M. designation A7 or A36.

NOTES

1. Dimensions are horizontal except where otherwise stated.
2. For armored joints and other structural steel see Sh. 15
3. No paint where concrete in contact with steel.

DESIGN T.M.K. DET. E.M.&R.D. BRIDGE NO.
TRACE B.H. SURVEY
CHECK ARS PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

IN THE TOWN OF

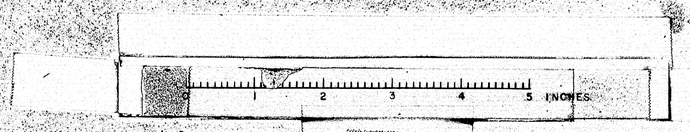
PITTSFIELD

SOMERSET COUNTY

STRUCTURAL STEEL N.B. & S.B.

SHEET 14 OF 18 AUGUSTA, MAINE FEB 1963

M-1914



B.P.R. REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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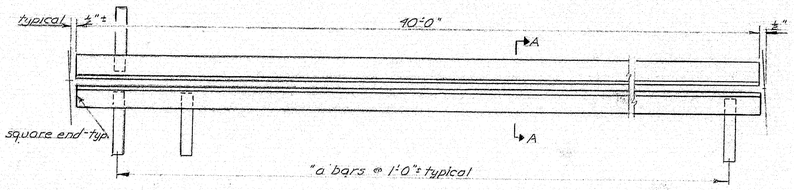
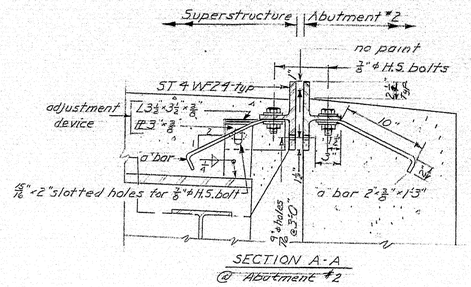


PLAN

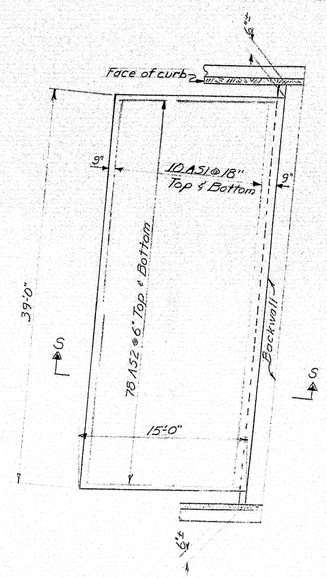
Holes and adjustments not shown



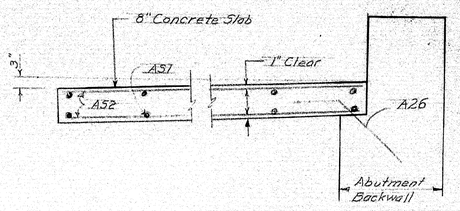
SECTION A-A
@ Abutment #2

ARMORED JOINT DETAILS

Notes
Two each required as shown: 1 for S.B. lane, 1 for N.B. lane.
No allowance for slope or vertical curvature is necessary in fabrication.
Armored joints may be fabricated in halves lengthwise and welded in the field in a manner approved by the Engineer.
Adjustment device plates shall be approximately centered on stringers.
Weld adjustment device together after armored joint is in position.



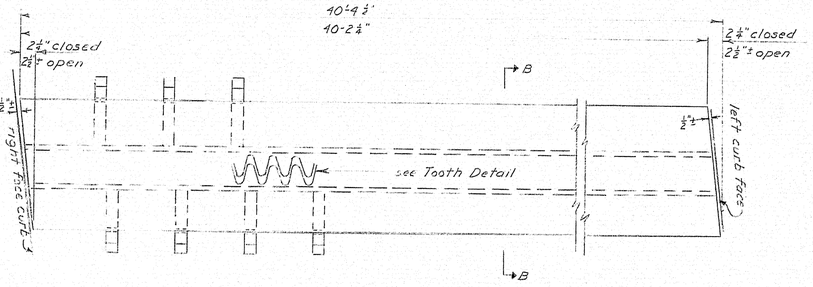
PLAN



SECTION 5-5

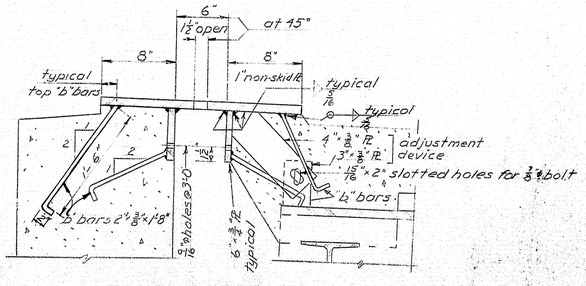
APPROACH SLAB DETAILS

Approach slab concrete to be class A and to be paid for under Item 701-34 Portland Cement Concrete, Abutments and Retaining Walls.

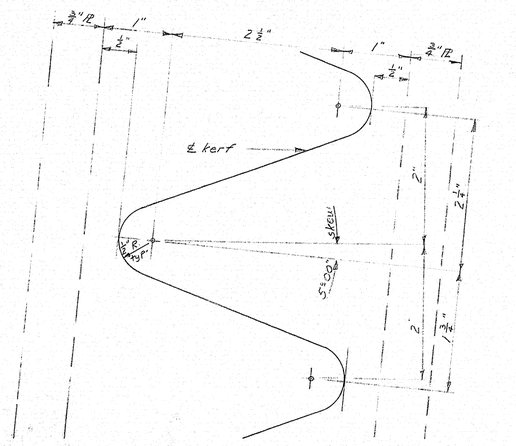


PLAN

Holes and adjustment devices not shown



SECTION B-B
@ Abutment #1

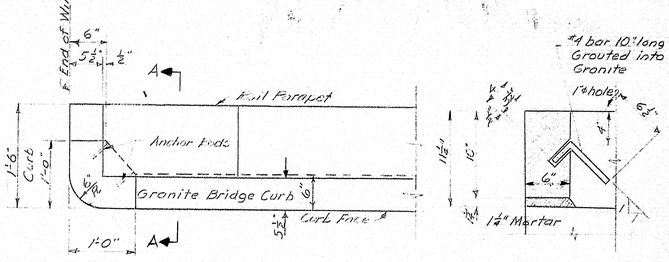


TOOTH DETAIL

Scale - full size

Notes - Similar to notes for armored joints

EXPANSION DAM DETAILS



SECTION A-A

GRANITE BRIDGE CURB DETAIL AT ABUTMENT WINGS

Note: #4 bar 10" long not included in Reinf. Steel Schedule

DESIGN T.H.K. & R.D.
TRACE B.H.
CHECK H.R.S.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

IN THE TOWN OF

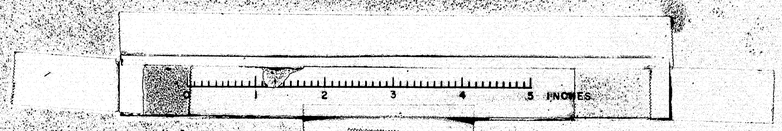
PITTSFIELD

SOMERSET COUNTY

ARMORED JOINT AND EXPANSION DAMS

SHEET 15 OF 18 AUGUSTA, MAINE FEB. 1963

M-1115



B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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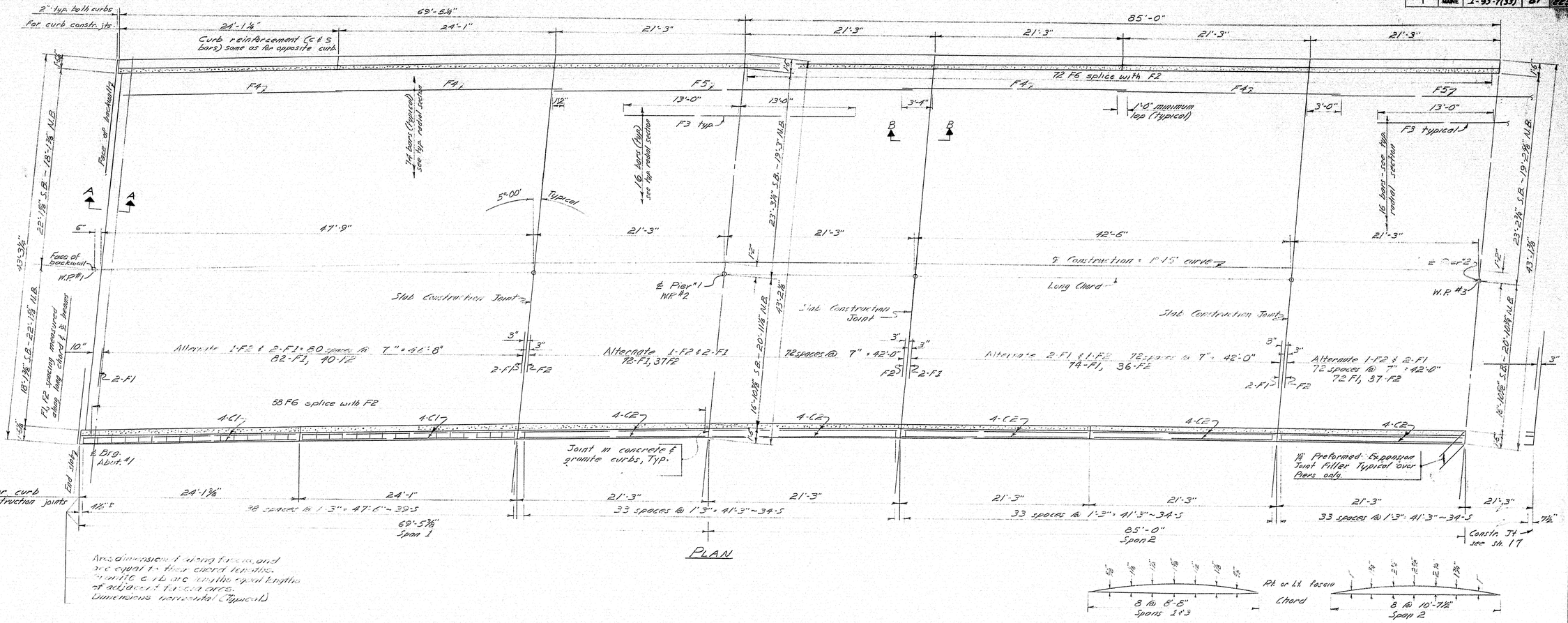
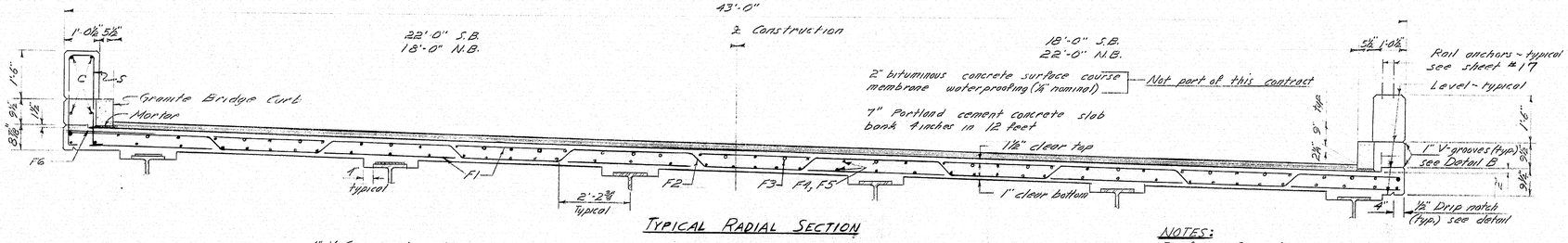
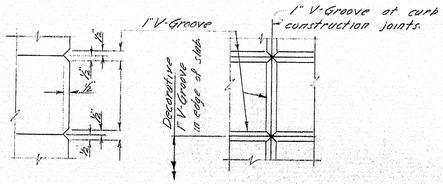


PLAN

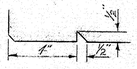
Arcs dimensioned along fascia and are equal to their chord lengths. Granite c ℄ s are lengths equal lengths at adjacent fascia arcs. Dimensions horizontal (Typical)



TYPICAL RADIAL SECTION



DETAIL B



DRIP NOTCH

NOTES:

Reinforcing - Steel for curbs shall be in place before slab concrete is placed, and that for rail parapets before curb concrete is placed.

Concrete Placement - For slab sequence, see sheet #17. Concrete for curbs shall not be placed until slab concrete has been in place 7 days. During the 7 days forms may be constructed, but only hand equipment will be allowed on slab.

Chamfer - All exposed edges of concrete ½".

Rail - For plan see sheet #17.

Joints - For joints at ends of slab, see Sections A-A & C-C, sheet #17. At all other (i.e. intermediate) joints in slab and concrete curbs, break the bond between concrete surfaces with a coat of asphalt paint.

Blocking - See sheet #

Work this sheet with sheet #17

DESIGN T.H.K. DETAIL F.D. CHECK A.R.S. | TRACE R.T.A.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

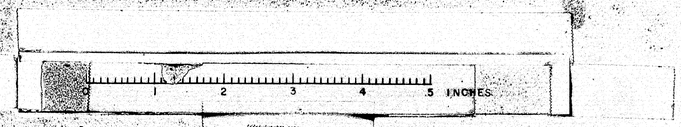
IN THE TOWN OF

PITTSFIELD
SOMERSET COUNTY

SUPERSTRUCTURE NO. 4238.

SHEET 16 OF 18 AUGUSTA, MAINE FEB 1963

M-1996



B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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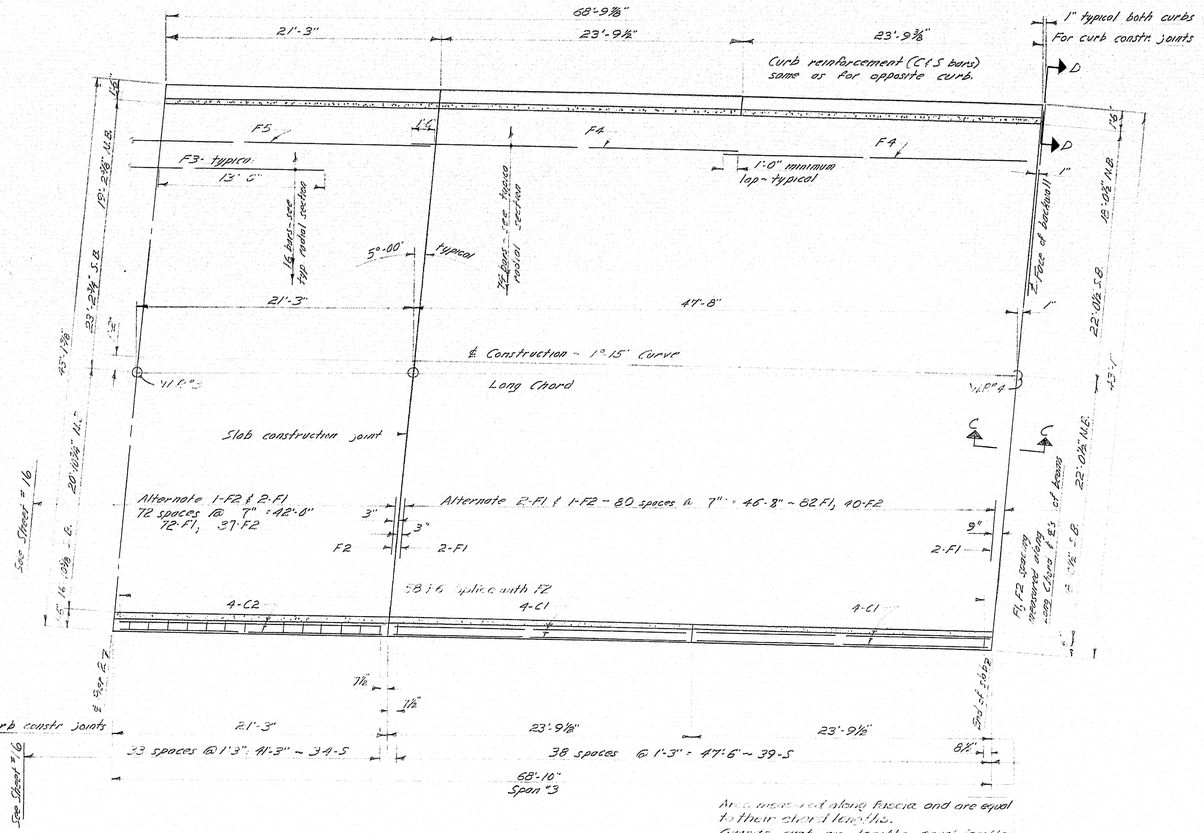
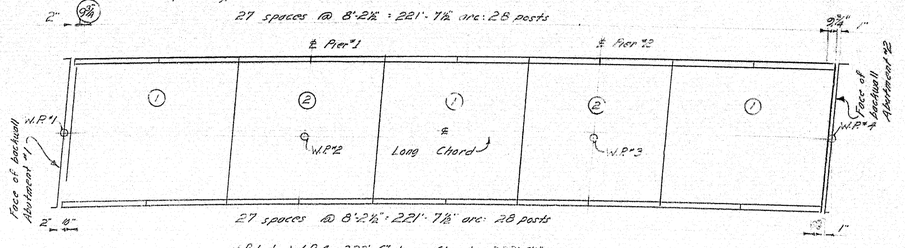


Numbers not along fascia and are equal to their chord lengths. Granite curb are lengths equal lengths of adjacent fascia arcs. Dimensions horizontal (Typical).

PLAN

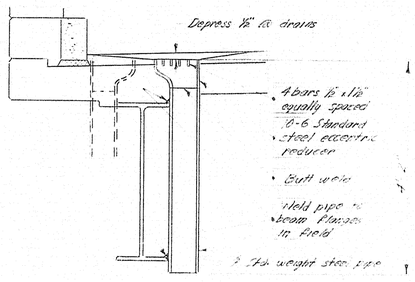
Note: Bridge Rail, see Standard Details BD102-62. Distance from ℄ End Post to end of Rail = 8", typ.



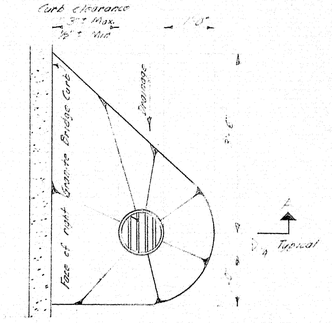
WP 1 to WP 4 = 223'-6" Long Chord, 223'-6⅛" arc

Place concrete for panels ① before that for panels ②

PLAN - CONCRETE PLACEMENT SEQUENCE and RAIL



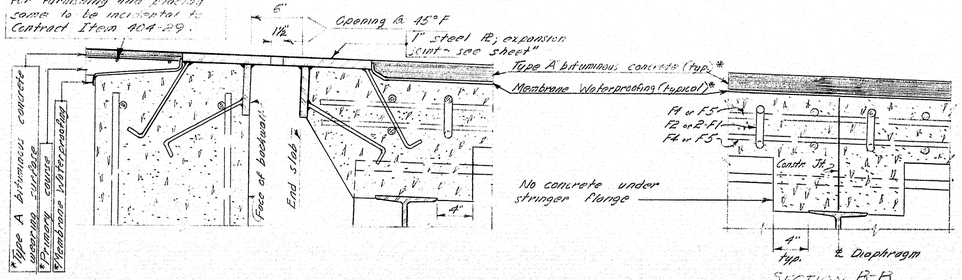
SECTION A-A



PLAN

Note:

Equipment for handling units to be installed shall be such as to prevent damage to Structural Steel Items 103A (1) P, (1) R, (1) SR. Drop may be limited to the height necessary to clear the rail. Using the main crane, a crane with a boom of sufficient length to operate from behind the backwall may be required. Cranes may be located on the bridge deck within the limits of the dashed lines above.

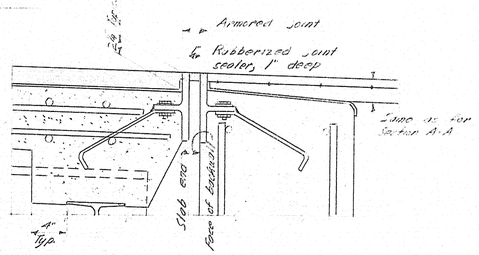


SECTION A-A

Items marked * are not part of this contract

SECTION B-B

TYPICAL SLAB CONSTRUCTION JOINT

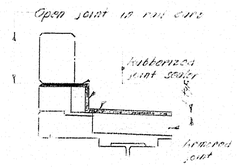


SECTION C-C

NOTE:

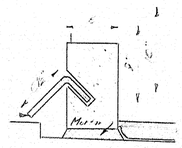
Opening between slab and backwall of Abutment #2 is to be sealed along the top of the curb, along the roadway, with rubberized joint sealer.

Rubberized joint sealer shall be supported on non-bituminous material. At the contractor's option the supporting material may be left in place or removed. If left in place, said material shall be compressible in accordance with A.A.S.H.O. specification M153-54. If removed, bonding with the rubberized joint sealer shall be prevented by a method satisfactory to the Engineer (layer of fine sand, wax paper, etc.)



SETION D-D

For location of P.B.-4 holes see Supplemental Specifications Section 710 Granite Bridge Curb.



SECTION GRANITE BRIDGE CURB

DESIGN T.H.K. DETAIL E.D.
TRACE E.T.A.
CHECK A.E.S.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

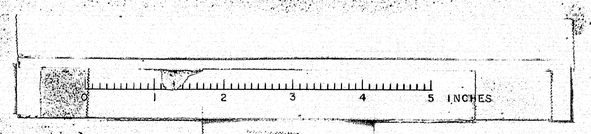
IN THE TOWN OF

PITTSFIELD
SOMERSET COUNTY

SUPERSTRUCTURE N.B. & S.B.

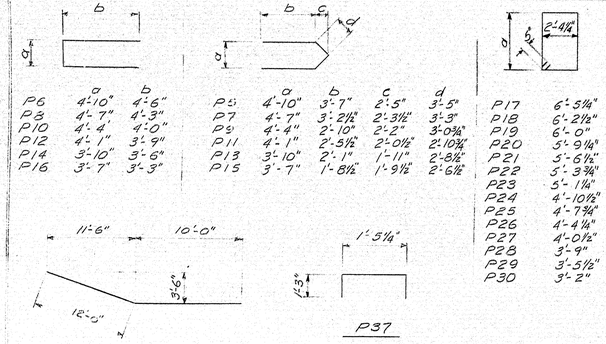
SHEET 17 OF 18 AUGUSTA, MAINE FEB. 1963

M-1997



B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(52)	69	225

PIERS



	a	b
P6	4'-10"	4'-6"
P8	4'-7"	4'-3"
P10	4'-4"	4'-0"
P12	4'-1"	3'-9"
P14	3'-10"	3'-6"
P16	3'-7"	3'-3"

	a	b	c	d
P5	4'-10"	3'-7"	2'-5"	3'-5"
P7	4'-7"	3'-2½"	2'-3½"	3'-3"
P9	4'-4"	2'-10"	2'-2"	3'-0⅝"
P11	4'-1"	2'-5½"	2'-0½"	2'-10⅞"
P13	3'-10"	2'-1"	1'-11"	2'-8⅝"
P15	3'-7"	1'-8½"	1'-9½"	2'-6⅛"

P17	6'-5¼"
P18	6'-2½"
P19	6'-0"
P20	5'-9¼"
P21	5'-6½"
P22	5'-3⅝"
P23	5'-1¼"
P24	4'-10⅞"
P25	4'-7⅝"
P26	4'-4¼"
P27	4'-0½"
P28	3'-9"
P29	3'-5½"
P30	3'-2"

All dimensions to ℄ of bars

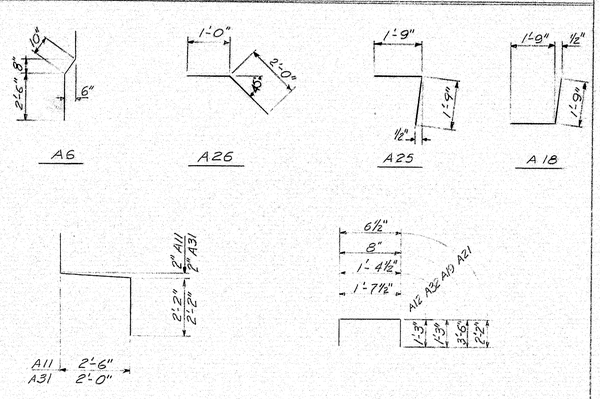
STRAIGHT BARS — BENT BARS

MARK	SIZE	LENGTH	NUMBER				TOTAL	LOCATION
			PIER #1 N.B	PIER #2 N.B	PIER #1 S.B	PIER #2 S.B		
P6	#5	13'-10"	2	1	2	2	7	Shaft
P8		13'-1"	2	2	2	2	8	
P10		12'-4"	2	2	2	2	8	
P12		11'-7"	2	2	2	2	8	
P14		10'-10"	2	2	2	2	8	
P16	#5	10'-1"	3	3	3	3	12	Shaft
P5	#5	14'-0"	2	1	2	2	7	Shaft
P7		12'-10"	2	2	2	2	8	
P9		11'-10"	2	2	2	2	8	
P11		10'-8"	2	2	2	2	8	
P13		9'-7"	2	2	2	2	8	
P15	#5	8'-6"	3	3	3	3	12	Shaft
P17	#6	18'-5"	26	26	26	26	104	Cap
P18		18'-0"	4	4	4	4	16	
P19		17'-7"	4	4	4	4	16	
P20		17'-1"	4	4	4	4	16	
P21		16'-8"	4	4	4	4	16	
P22		16'-3"	4	4	4	4	16	
P23		15'-9"	4	4	4	4	16	
P24		15'-4"	4	4	4	4	16	
P25		14'-10"	4	4	4	4	16	
P26		14'-3"	4	4	4	4	16	
P27		13'-8"	4	4	4	4	16	
P28		13'-1"	4	4	4	4	16	
P29		12'-6"	4	4	4	4	16	
P30	#6	11'-11"	8	8	8	8	32	Cap
P36	#7	22'-0"	8	8	8	8	32	Cap
P37	#6	4'-0"	12	12	12	12	48	Cap & Bearings

STRAIGHT BARS

P1	#7	6'-6"	35	35		35	105	Seal - dowels
P2	#6	25'-6"	4	7	7	7	25	Distribution Slab
P3	#5	16'-6"	26	24	26	26	102	Shaft
P4	#6	23'-0"	35		35	35	105	Shaft
P31	#11	23'-0"	8	8	8	8	32	Cap
P32	#11	13'-6"	6	6	6	6	24	Cap
P33	#11	9'-6"	14	14	14	14	56	Cap
P34	#6	22'-0"	8	8	8	8	32	Cap
P35	#6	28'-0"	5	5	5	5	20	Cap & Bearings
P38	#7	8'-0"			35		35	Seal - dowels
P39	#6	6'-4"		26	26	26	78	Distribution Slab
P40	#6	21'-0"		35			35	Shaft

ABUTMENTS



All dimensions to ℄ of bars

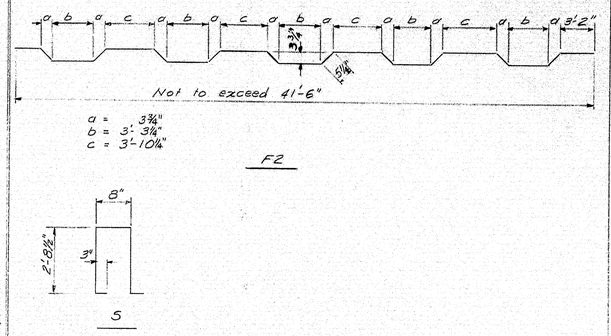
STRAIGHT BARS — BENT BARS

MARK	SIZE	LENGTH	NUMBER				TOTAL	LOCATION
			AB.#1 N.B	AB.#2 N.B	AB.#1 S.B	AB.#2 S.B		
A6	#5	5'-1"	40	40	40	40	160	Backwall
A11	#5	6'-4"	28		28		56	Bridge Seat
A12	#5	4'-2"	18		18		36	Bearings
A18	#6	3'-6"	11	11	11	11	44	D.S. Wings
A19	#5	7'-8"	22	22	22	22	88	U.S. & D.S. Wings
A21	#5	4'-10"	6	6	6	6	24	End Posts
A25	#6	3'-6"	13	13	13	13	52	U.S. Wings
A26	#5	3'-0"	26	26	26	26	104	Backwall to Appr. Sl.
A31	#5	5'-10"		28		28	56	Bridge Seat
A32	#5	4'-0"		18		18	36	Bearings

STRAIGHT BARS

A1	#6	6'-0"	78	78	78	78	312	Footing
A2	#6	23'-3"	28	28	28	28	112	Footing
A3	#6	14'-5"	16	16	16	16	64	Footing
A4	#6	3'-0"	36	36	36	36	144	Footing
A5	#5	6'-0"	20	20	20	20	80	Footing to Backwall
A7		5'-6"	20	20	20	20	80	" " "
A8		23'-0"	15	15	15	15	60	Backwall
A9		21'-6"	15	15	15	15	60	"
A10		3'-4"	28	28	28	28	112	Footing to Br. Seat
A13		2'-8"	18	18	18	18	72	Bearings
A14	#5	5'-8"	11	11	11	11	44	D.S. Wings
A15	#6	6'-2"	11	11	11	11	44	D.S. Wings
A16	#4	10'-6"	21	21	21	21	84	U.S. & D.S. Wings
A17	#6	10'-6"	24	24	24	24	96	" " "
A20	#4	10'-0"	8	8	8	8	32	" " "
A22	#4	1'-8"	8	8	8	8	32	End Posts
A23	#5	6'-9"	11	11	11	11	44	U.S. Wings
A24	#6	7'-3"	11	11	11	11	44	U.S. Wings
A27	#5	4'-9"	58	58	58	58	232	Backwall & Wings
AS1	#4	38'-6"	20	20	20	20	80	Approach Slabs
AS2	#6	14'-6"	156	156	156	156	624	" "

SUPERSTRUCTURE SLAB



All dimensions to ℄ of bars

BENT BARS

MARK	SIZE	LENGTH	NUMBER			LOCATION
			NORTHBOUND	SOUTHBOUND	TOTAL	
F2	#6	42'-9"	190	190	380	Slab Transverse bars
S	#4	6'-7"	360	360	720	Curbs

STRAIGHT BARS

F1	#6	42'-9"	382	382	764	Slab Transverse bars
F3	#6	26'-0"	32	32	64	Over Piers
F4	#6	25'-2"	444	444	888	Slab Longit. bars
F5	#6	40'-0"	148	148	296	" " "
F6	#6	3'-0"	188	188	376	Slab Transverse bars
C1	#4	23'-7"	32	32	64	Curbs
C2	#4	20'-11"	48	48	96	Curbs

All Reinforcing Steel to be Intermediate Grade.

DESIGN T.H.K.
DETAIL T.H.K. & R.D.
CHECK ARS

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SEBASTICOOK RIVER BRIDGE

IN THE TOWN OF

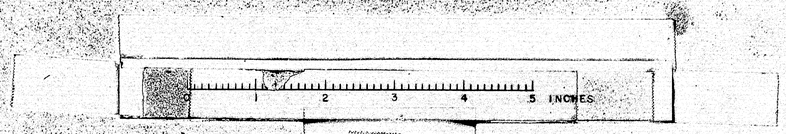
PITTSFIELD

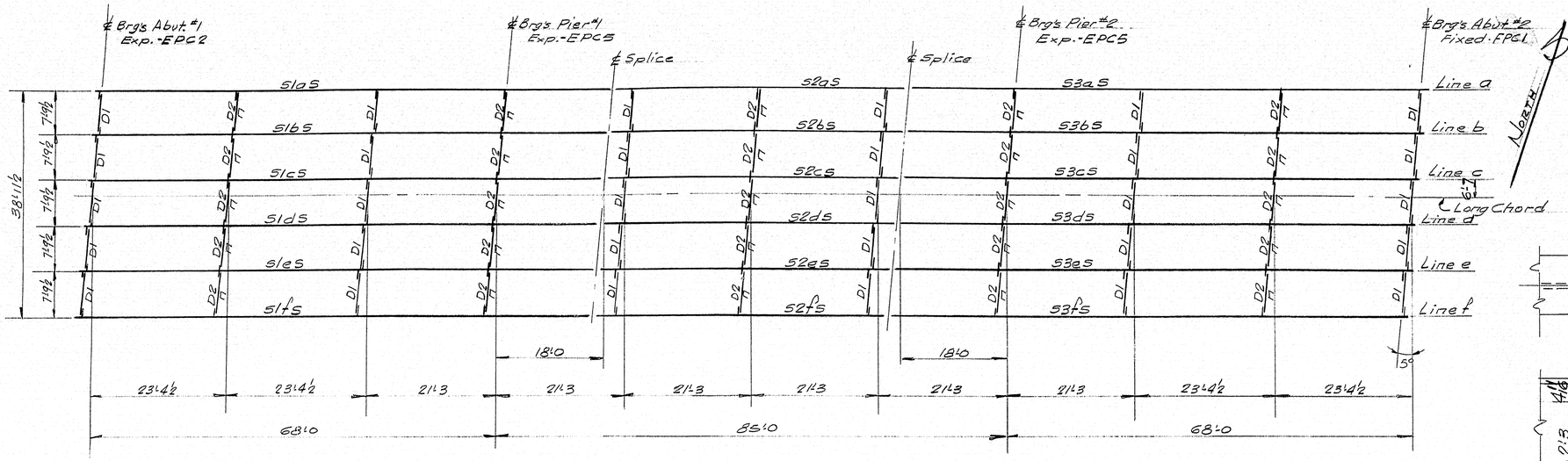
SOMERSET COUNTY

REINFORCING STEEL

SHEET 18 OF 18 AUGUSTA, MAINE FEB 1963

M-1998

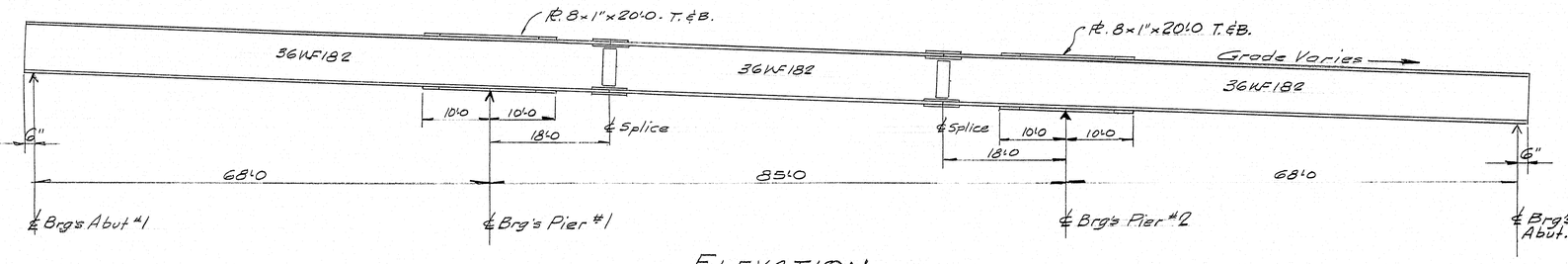




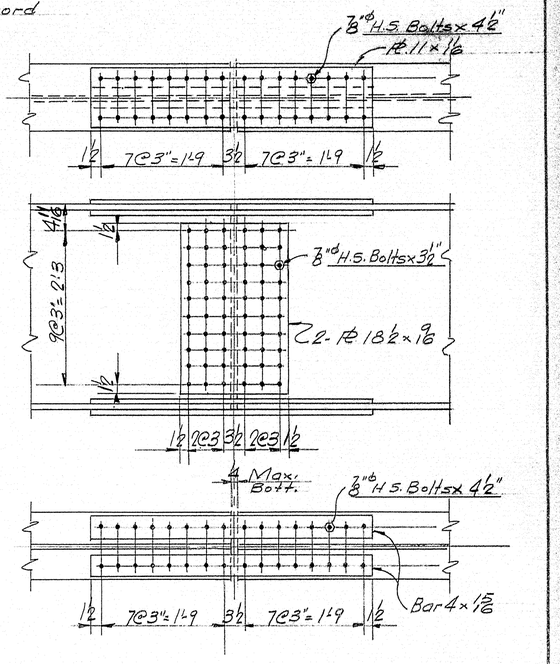
FRAMING PLAN

Dimensions Horizontal

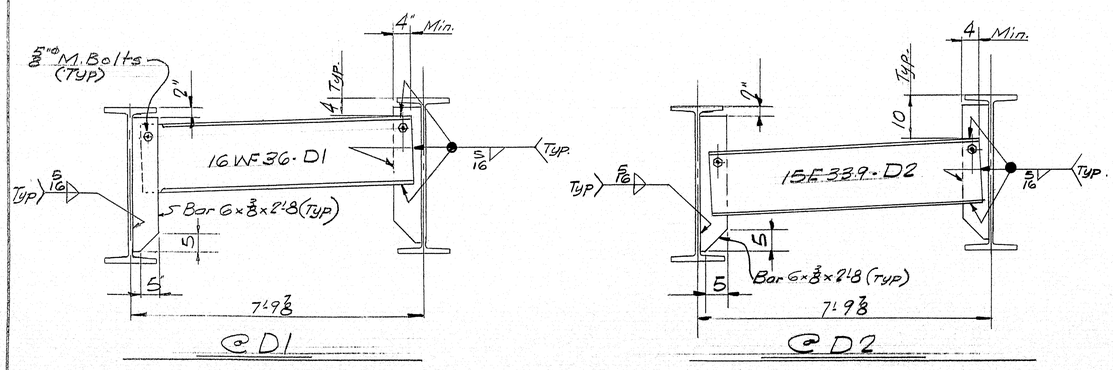
Diaphragms D1-16WF36
D2-15E33.9



ELEVATION



SPLICE DETAIL



℄ D1 ℄ D2

DIAPHRAGM DETAILS

Looking West

GENERAL NOTES

1.) Material for stringers, cover plates & splices shall conform to A.S.T.M. Desig. A36. All other steel shall conform to either A.S.T.M. A-36 or A7.
2.) Holes in field splices of continuous beams are to be sub-punched (or sub-drilled) and reamed while assembled in the shop and connecting parts to be match marked and bolted for shipment.
3.) Bearings to be field welded to stringers

SOUTHBOUND

FRAMING PLAN

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

SEBASTICOOK BRIDGE
PITTSFIELD, MAINE

CUSTOMER CIANCHETTE BROS.
DESIGNER MAINE S.H.C. BRIDGE DIV.

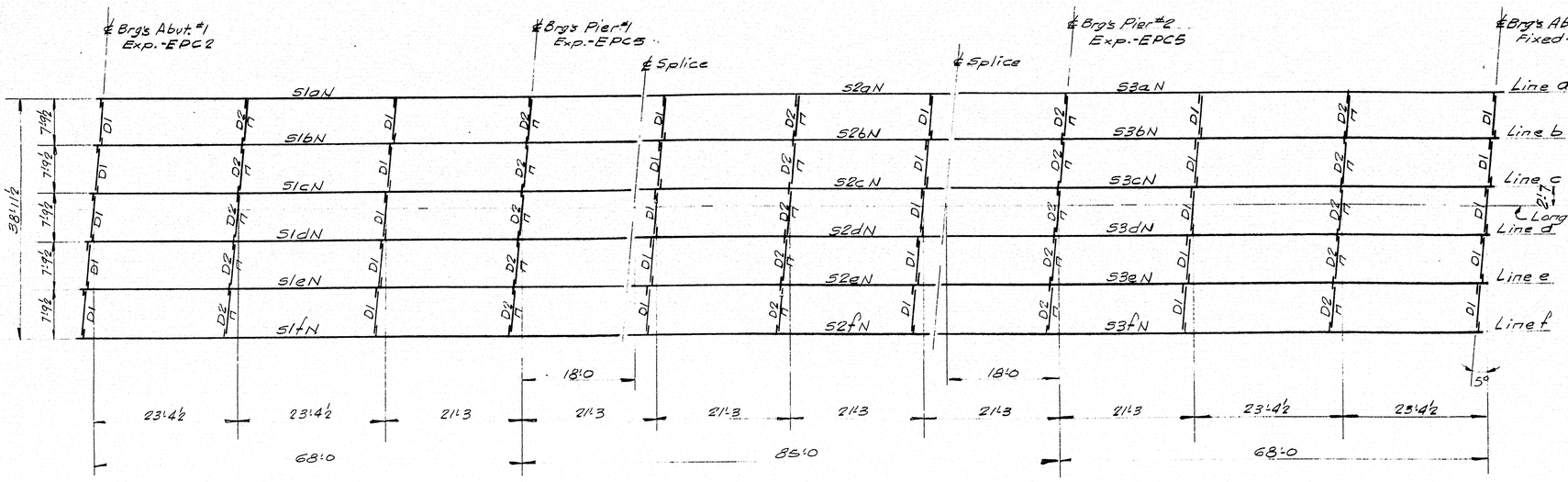
ORDER NO. VERBAL DWG. NO. B63-48-E1

DRAWN	4-3-63	J.P.F.
REVISION		
REVISION		
REVISION		

APP. 4-22-63

MODERN BLUE PRINT CO.

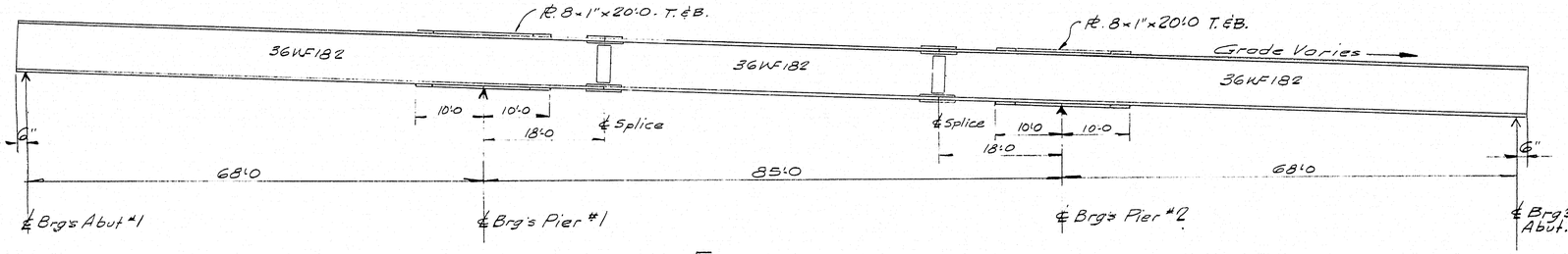
0 1 2 3 4 5 INCHES



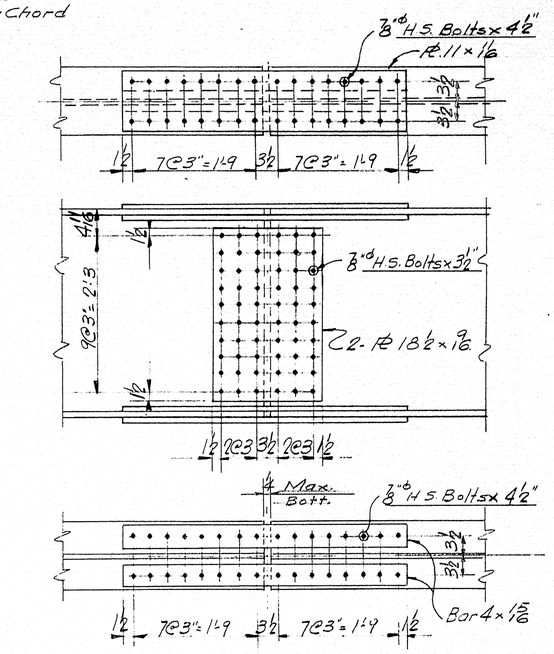
FRAMING PLAN

Dimensions Horizontal

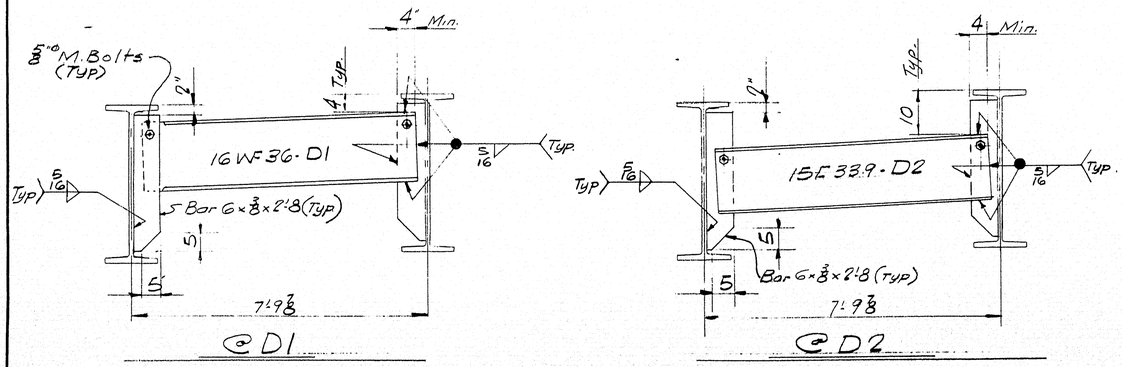
Diaphragms D1-16WF36
D2-15F33.9



ELEVATION



SPLICE DETAIL



DIAPHRAGM DETAILS

Looking West

GENERAL NOTES

1.) Material for stringers, cover plates & splices shall conform to A.S.T.M. Desig. A36. All other steel shall conform to either A.S.T.M. A-36 or A7.
2.) Holes in field splices of continuous beams are to be sub-punched (or sub-drilled) and reamed while assembled in the shop and connecting parts to be match marked and bolted for shipment.
3.) Bearings to be field welded to stringers

NORTHBOUND

FRAMING PLAN

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

SEBASTICOOK BRIDGE
PITTSFIELD, MAINE

CUSTOMER CIANCHETTE BROS.
DESIGNER MAINE S.H.C. BRIDGE DIV.

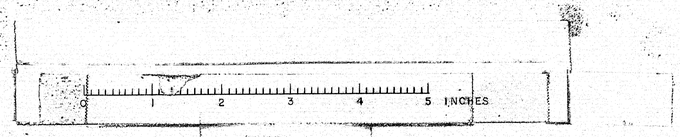
ORDER NO. VERBAL | DWG. NO. B63-48-E2

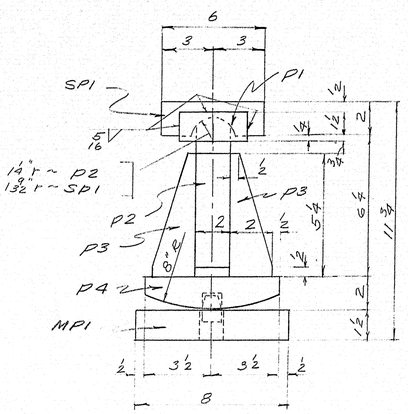
DRAWN	4-3-63	J.P.F.
REVISION		
REVISION		
REVISION		

APP. 4-22-63

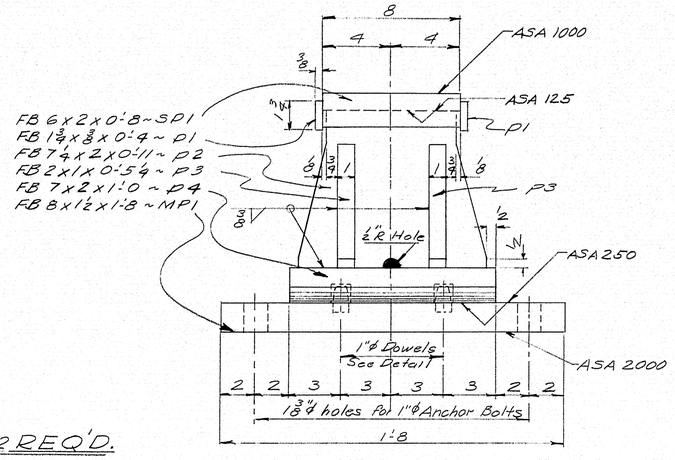
89-166

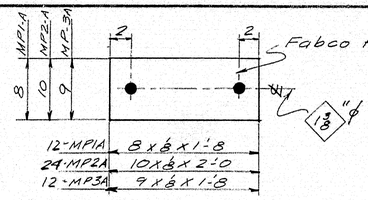
MODERN BLUE PRINT CO.

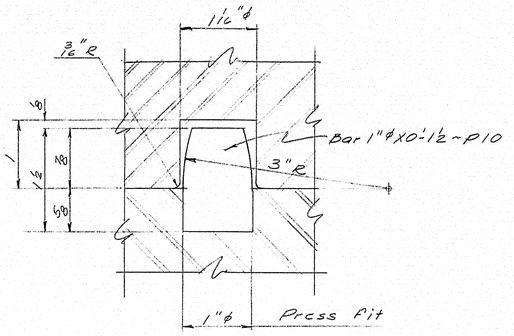




EXPANSION PEDESTAL EPC 2 ~ 12 REQ'D.

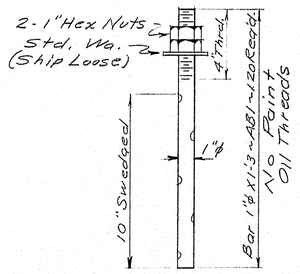




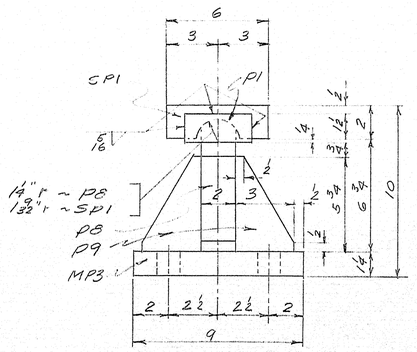


DOWEL DETAIL

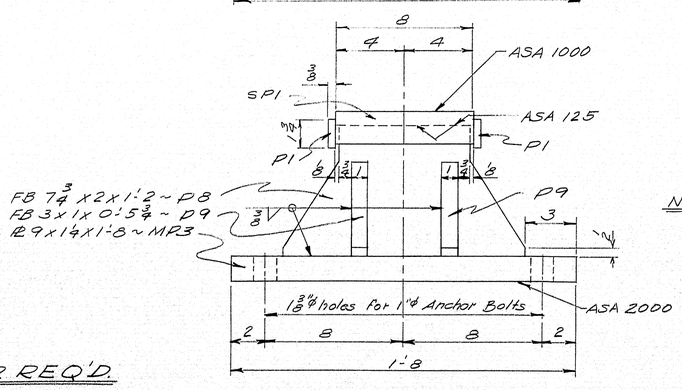
EXPANSION PEDESTAL EPC5 ~ 24 REQ'D.



ANCHOR BOLT



FIXED PEDESTAL FPC1 ~ 12 REQ'D.



NOTE: No Paint on Surfaces Finished ASA 125 & ASA 250. Coat With Hot Mixture of White Lead & Tallow. No Paint on Top Surface and 3/4" Down From Top Surface on SP1 & SP2. Coat With Boiled Linseed Oil.

SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
SP1	24		FB 6 x 2	0	8		Machined / Field Weld to Stringer
SP2	24		FB 8 x 2	0	9		do
EPC2	12		Shop Assy				
EPC5	24		do				
FPC1	12		do				
	96	P1	FB 1 3/4 x 3/8	0	4		
	12	P2	FB 7 1/4 x 2	0	11		
	48	P3	FB 2 x 1	0	5 1/4		
	12	P4	FB 7 x 2	1	0		Machined
	24	P5	R 9 1/4 x 2	1	3		
	96	P6	FB 3 x 1	0	7 1/4		
	24	P7	R 9 x 2	1	4		Machined
	12	P8	FB 7 3/4 x 2	1	2		
	48	P9	FB 3 x 1	0	5 3/4		
	72	P10	Bar 1" ϕ	0	1 1/2		Machined
	12	MP1	FB 8 x 1 1/2	1	8		do
	24	MP2	R 10 x 2	2	0		do
	12	MP3	R 9 x 1 1/4	1	8		do
* AB1	120		Bar 1" ϕ	1	3		Thread one end / Swedged
	240	Shop	1" Hex Nut				
Field	120		1" Std. Washer				
MP1A	12		8 x 8	1	8		Fabco Pad "SA47"
MP2A	24		10 x 8	2	0		do
MP3A	12		9 x 8	1	8		do
	Allow Extra for All Machined Parts						

All Material to be A.S.T.M. A-36 unless noted.
* A.S.T.M. A-7

SHOP CONNECTIONS: WELDED
FIELD CONNECTIONS: WELDED
HOLES: AS NOTED
PAINT: PER ME. STATE SPECS RED LEAD & OIL & AS NOTED

BEARING DETAILS

Bancroft & Martin Inc.
South Portland, Maine

SEBASTICOOK RIVER BRIDGE
PITTSFIELD, MAINE

CUSTOMER CIANCHETTE BROS.
DESIGNER ME. S.H.C.

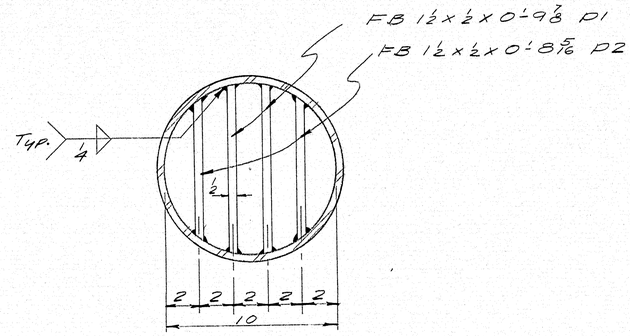
ORDER NO. VERBAL DWG. NO. B63-98-S1

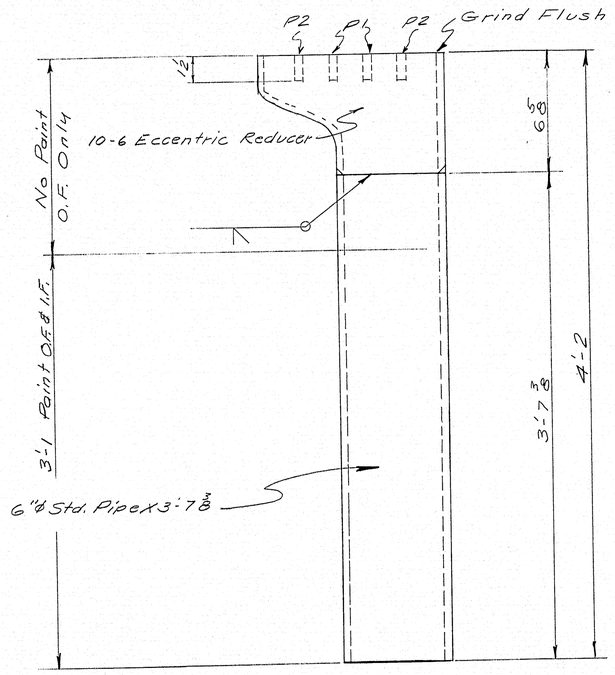
DRAWN	3-18-63	TFG
REVISION		
REVISION		
REVISION		

APP'D 4-22-63

89-167

PRINTED BY LAWLOR-MOSS CO., BOSTON, MASS.





DRAIN D1 ~ 22 REQ'D.

NOTE: WELD DRAINS TO STRINGER FLANGES IN FIELD. DRAINS SHALL BE LOCATED BY THE ENGINEER APPROX. EVERY 20' ALONG THE RIGHT CURB.

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
D1	22		6" Std. Pipe	3 7⅞		
	44	D1	FB 1½x½	0 9⅞		
	44	D2	do	0 8⅝		
	22		Eccentric Reducer			10-6 Standard Steel

SHOP CONNECTIONS: WELDED
FIELD CONNECTIONS: WELDED
HOLES: —
PAINT: PER ME. STATE SPECS RED LEAD & OIL & AS NOTED

DRAWN	3-19-63	TFG
REVISION		
REVISION		
REVISION		

DRAIN DETAILS

Bancroft & Martin Inc.
South Portland 7, Maine

SEBASTICOOK RIVER BRIDGE
PITTSFIELD, MAINE

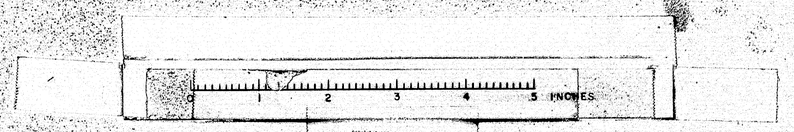
CUSTOMER CIANCHETTE BROS.
DESIGNER ME. S.H.C.

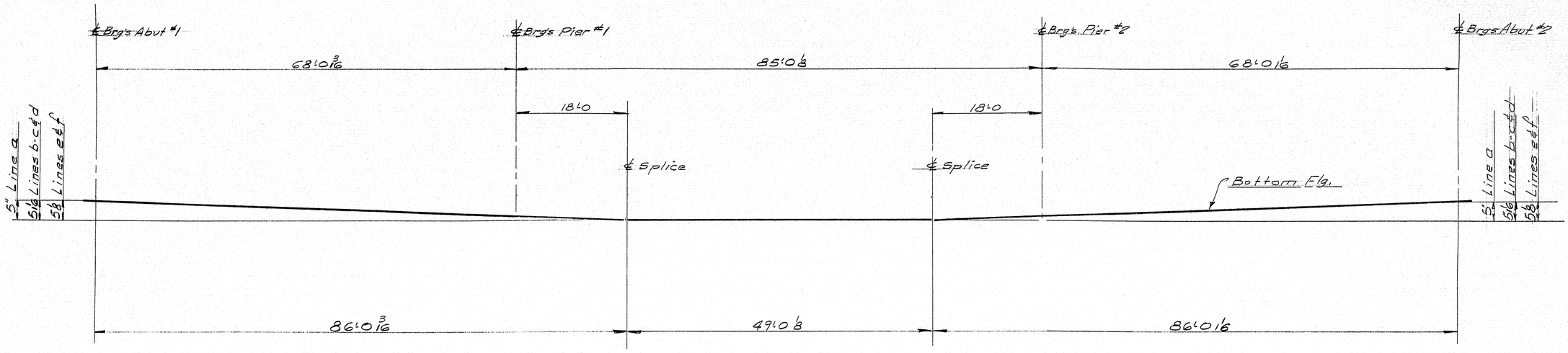
ORDER NO. _____ DWG. NO. B63-48-S2

APP 4-22-63

89-160

PRINTED BY SHULTES-HOSE CO., BOSTON, MASS.





SHOP LAYOUT

1/4" Max gap @ Bottom of splices.

SOUTH BOUND

SHOP LAYOUT

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

SEBASTICOOK BRIDGE
PITTSFIELD, MAINE

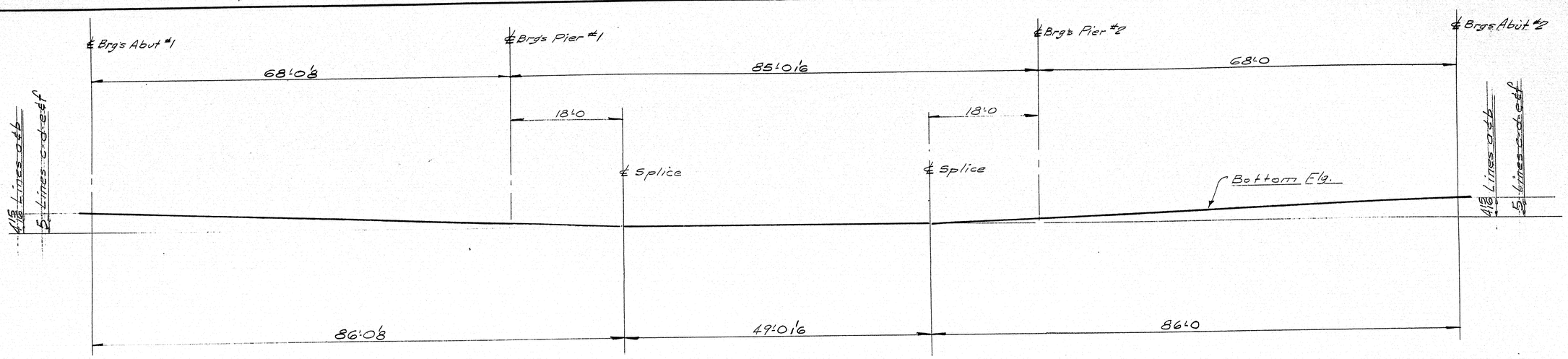
CUSTOMER CIANCHETTE BROS.
DESIGNER MAINE S.H.C. BRIDGE DIV.

ORDER NO. VERBAL | DWG. NO. B63-48-S3

APP. 4-22-63

DRAWN	4-3-63	J.P.F.
REVISION		
REVISION		
REVISION		

MODERN BLUE PRINT CO.



SHOP LAYOUT

4" Max gap @ Bottom of splices.

APR 4.22.63

DRAWN	4-3-63	J.P.F.
REVISION		
REVISION		
REVISION		

NORTHBOUND

SHOP LAYOUT

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

SEBASTICOOK BRIDGE
PITTSFIELD, MAINE

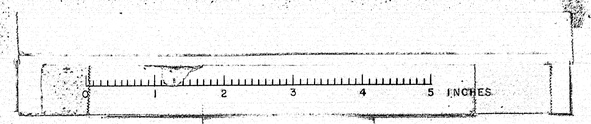
CUSTOMER CIANCHETTE BROS.
DESIGNER MAINE S.H.C. BRIDGE DIV.

ORDER NO. VERBAL | DWG. NO. B63-48-54

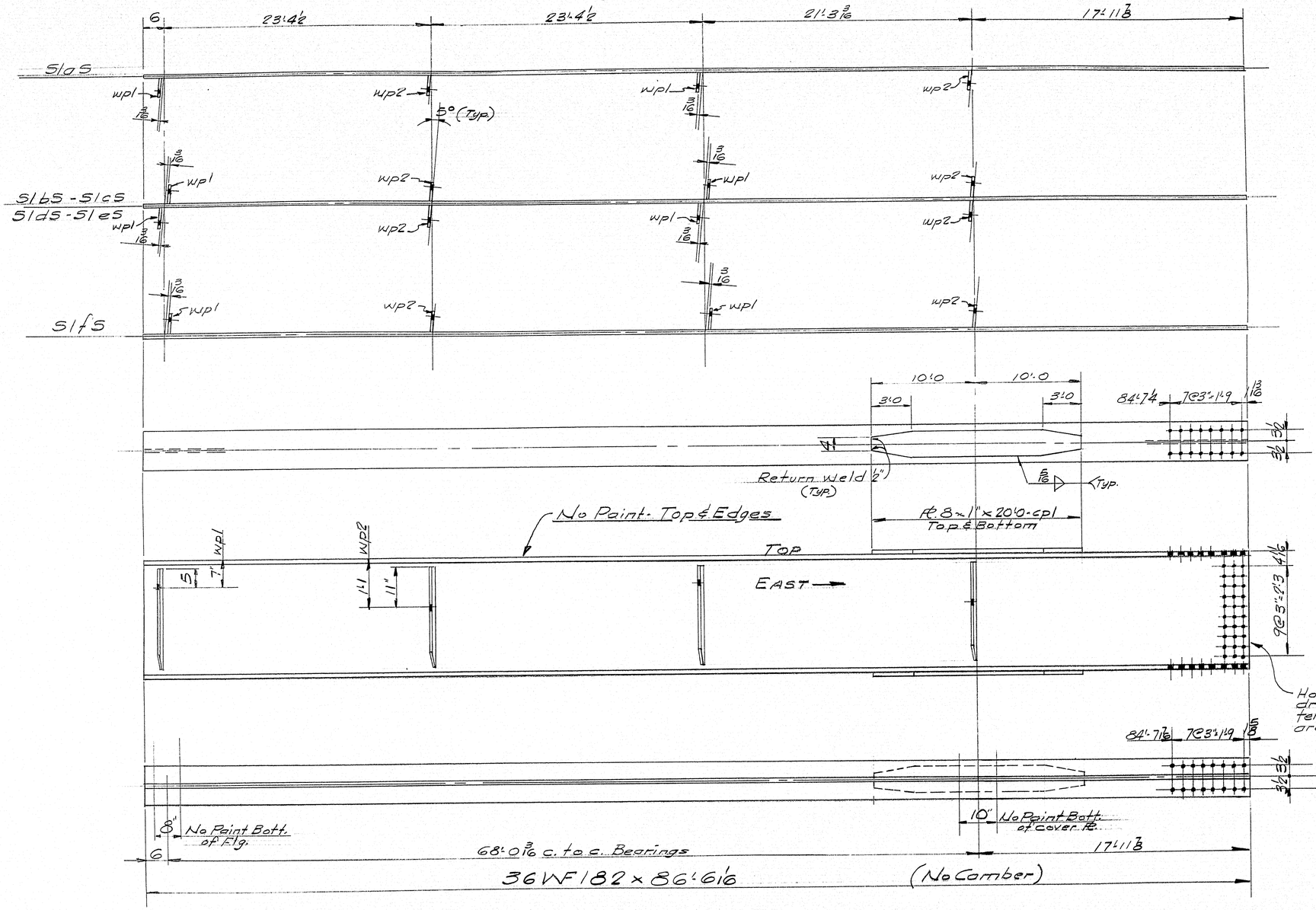
6

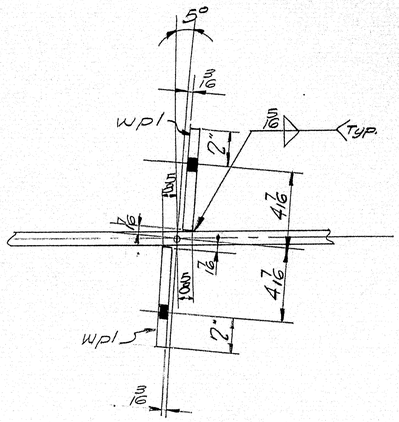
89-170

MODERN BLUE PRINT CO.

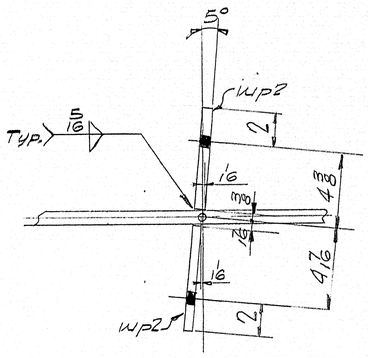


Sections taken looking down @ web





Detail @ wp1



Detail @ wp2

Holes in web are to be drilled using spl as a template while beams are shop assembled

Splice Note

HOLES ARE FOR HIGH TENSILE BOLTS
They are to be free from burrs and shall not be painted on any surface within 5" of such open holes.

For Bill of Materials & General Notes see Dwg. 56

S1aS - One Req'd.
S1bS - One Req'd.
S1cS - One Req'd.

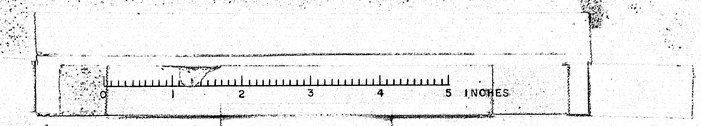
S1dS - One Req'd.
S1eS - One Req'd.
S1fS - One Req'd.

DRAWN	4-5-63	J.P.F.	
REVISION			
REVISION			
REVISION			

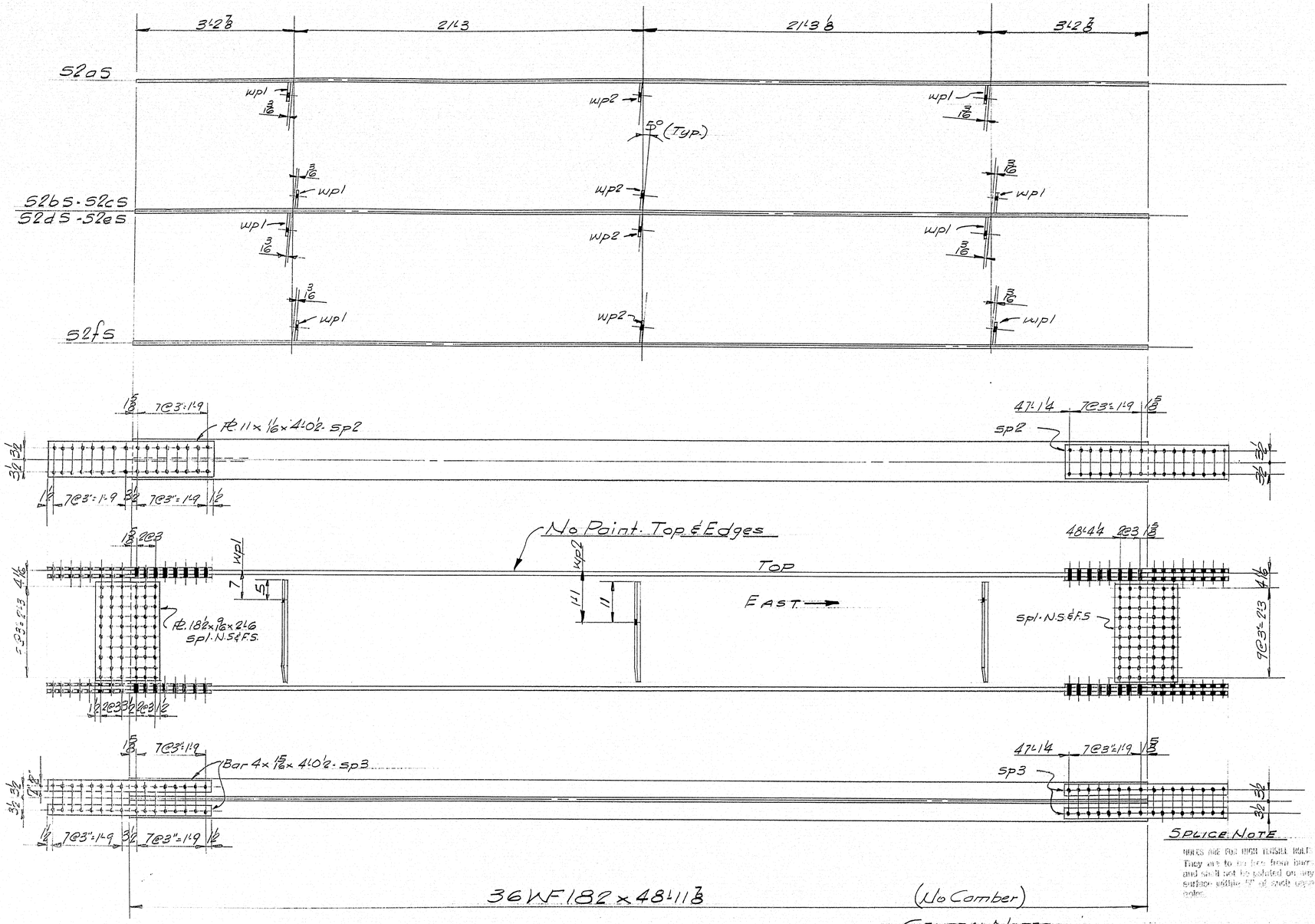
APP'D 4-25-63

SOUTHBOUND
STRINGER DETAILS - SPAN 1
Bancroft & Martin Rolling Mills Company
South Portland 7, Maine
SEBASTICOOK BRIDGE
PITTSFIELD, MAINE
CUSTOMER CIANCHETTE BROS.
DESIGNER MAINE S.H.C. BRIDGE DIV.
ORDER NO. VERBAL
DWG. NO. B63-48-55

MODERN BLUE PRINT CO.



Sections taken looking down ℄ web.



SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
51a S	1		36 WF 182	86 6 1/16		No Camber
51b S	1			86 6 1/16		
51c S	1			86 6 1/16		
51d S	1			86 6 1/16		
51e S	1			86 6 1/16		
51f S	1			86 6 1/16		
52a S	1			48 11 7/8		
52b S	1			48 11 7/8		
52c S	1			48 11 7/8		
52d S	1			48 11 7/8		
52e S	1			48 11 7/8		
52f S	1			48 11 7/8		
53a S	1			86 5 15/16		
53b S	1			86 5 15/16		
53c S	1			86 5 15/16		
53d S	1			86 5 15/16		
53e S	1			86 5 15/16		
53f S	1		36 WF 182	86 5 15/16		No Camber
	24	cpl	Pt. 8 x 1"	20 0		
	24	sp1	Pt. 18 1/2 x 9/16	2 6		
	24	sp2	Pt. 11 x 1/16	4 0 1/2		
	48	sp3	Bar 4 x 15/16	4 0 1/2		
	60	wp1	Bar 6 x 3/8	2 8		
	50	wp2	Do	2 8		
FIELD	760		3/4" ϕ H.S. Bolts	0 3 1/2		Web (720)
Do	800		Do	0 4 1/2		Flgs (768)
Do	3120		3/4" ϕ HARD WASHERS			

ITEM 702-103

A.S.T.M. Desig. A-36

This Bill of Material also covers Dwgs 55 & 57

52a S - One Req'd.
52b S - One Req'd.
52c S - One Req'd.
52d S - One Req'd.
52e S - One Req'd.
52f S - One Req'd.

General Notes

1) Material for stringers, cover plates & splices shall conform to A.S.T.M. A-36 All other steel shall conform to either A.S.T.M. A 36 or A7.
2) Holes in field splices are to be sub-punched (or sub-drilled) and reamed while assembled in the shop & connecting parts to be match marked & bolted for shipment. For shop Layout see Dwg. 53
3) Holes: Splices 1 3/16" ϕ Rest wp1 15/16" ϕ

Splice Note

Holes are for high tensile bolts. They are to be bore from burr and shall not be painted on any surface within 1/2" of such hole edge.

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Bolted - Welded
HOLES: See General Notes
PAINT Per Maine Specs. & As Noted

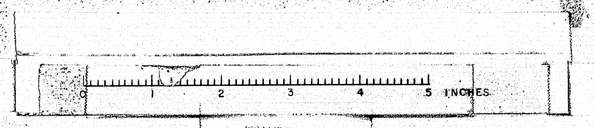
DRAWN	4-5-63 J.R.F.
REVISION	
REVISION	
REVISION	

South Bound
Stringer Details: Span 2
Bancroft & Martin Inc.
South Portland 7, Maine
Sebasticook Bridge
Pittsfield, Maine
CUSTOMER Cianchette Bros.
DESIGNER Maine S.H.C. Bridge Div.
ORDER NO. Verbal
DWG. NO B63-48-S6

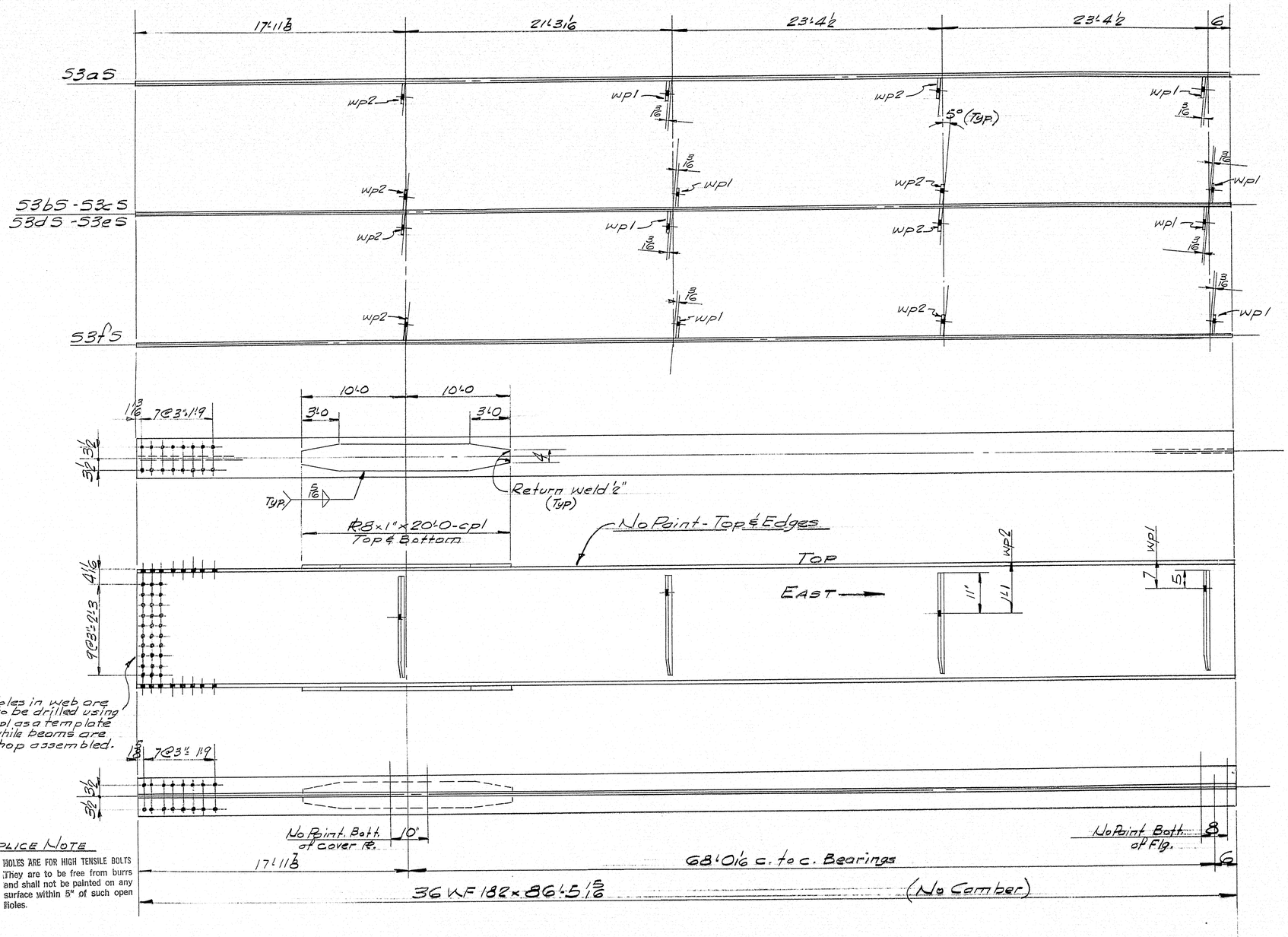
APR 4-22-63

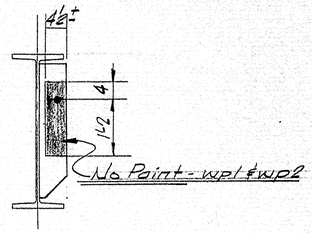
69-172

PRINTED BY STANDARD PRESS CO., BOSTON, MASS.

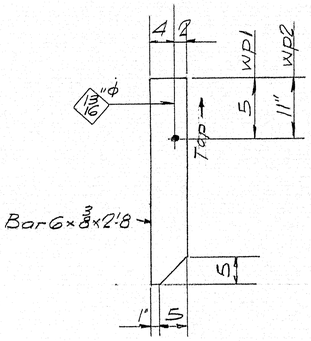


Sections taken looking down @ web





Typ. Detail @ Web Plates



wp1 - Detail (60 Req'd)
wp2 - Detail (50 Req'd.)

SPLICE NOTE

HOLES ARE FOR HIGH TENSILE BOLTS They are to be free from burrs and shall not be painted on any surface within 5" of such open holes.

53a S - One Req'd.
53b S - One Req'd.
53c S - One Req'd.
53d S - One Req'd.
53e S - One Req'd.
53f S - One Req'd.

For Bill of Material & General Notes see Dwg S6

SOUTH BOUND

STRINGER DETAILS - SPAN 3

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

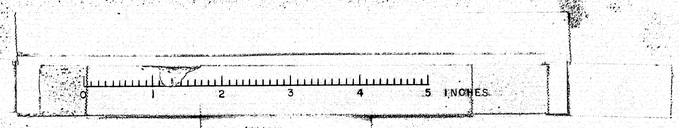
SEBASTICOOK BRIDGE
PITTSFIELD, MAINE

DRAWN	4-5-63	J.P.F.
REVISION		
REVISION		
REVISION		

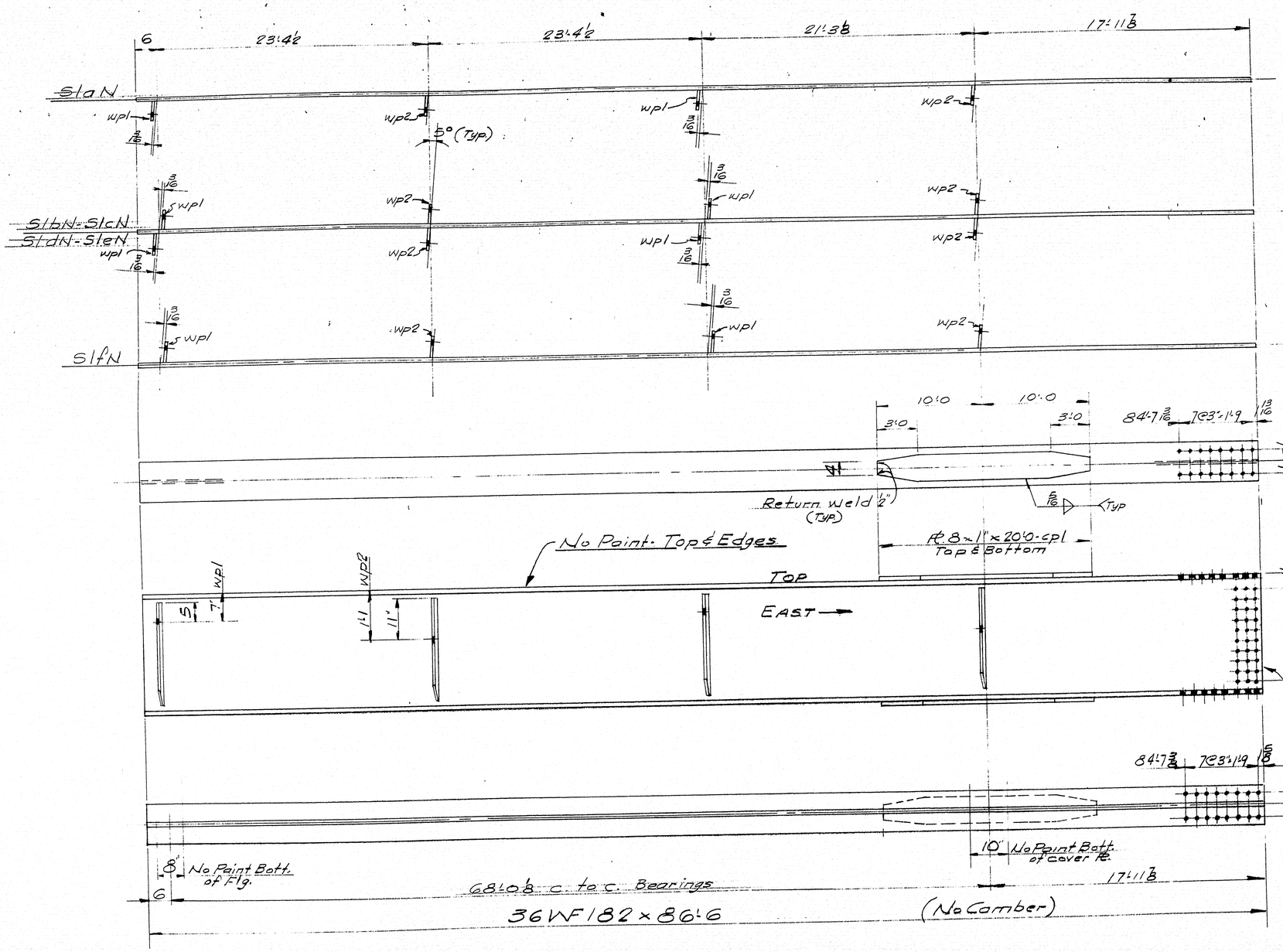
CUSTOMER CIANCHETTE BROS.
DESIGNER MAINE S.H.C. BRIDGE DIV.
ORDER NO. VERBAL DWG. NO. 863-48-S7

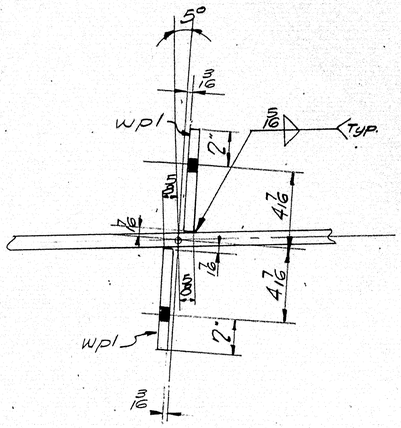
APP'D 4-22-63

MODERN BLUE PRINT CO.

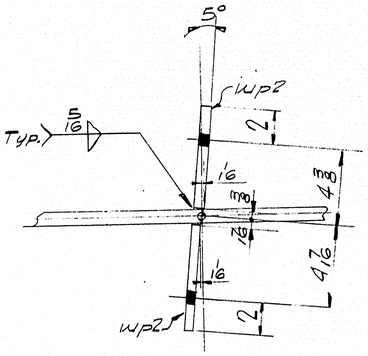


Sections taken looking down @ web





Detail @ wp1



Detail @ wp2

Splice Note

HOLES FOR TOP HIGH TENSILE BOLTS
They are to be free from burrs and shall not be painted on any surface within 5" of such open holes.

For Bill of Material & General Notes see Dwg 59

S1aN - One Req'd.
S1bN - One Req'd.
S1cN - One Req'd.

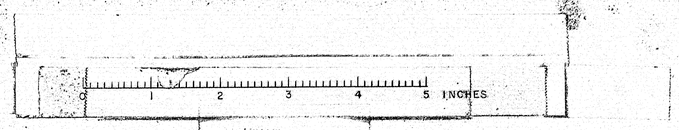
S1dN - One Req'd.
S1eN - One Req'd.
S1fN - One Req'd.

		NORTH BOUND
		STRINGER DETAILS - SPAN 1
		Bancroft & Martin Rolling Mills Company South Portland 7, Maine
		SEBASTICOOK BRIDGE PITTSFIELD, MAINE
		CUSTOMER CIANCHETTE BROS.
DRAWN	4-5-63 UPF	DESIGNER MAINE S.H.C. BRIDGE DIV.
REVISION		ORDER NO. VERBAL DWG. NO. B63-48-S8
REVISION		
REVISION		

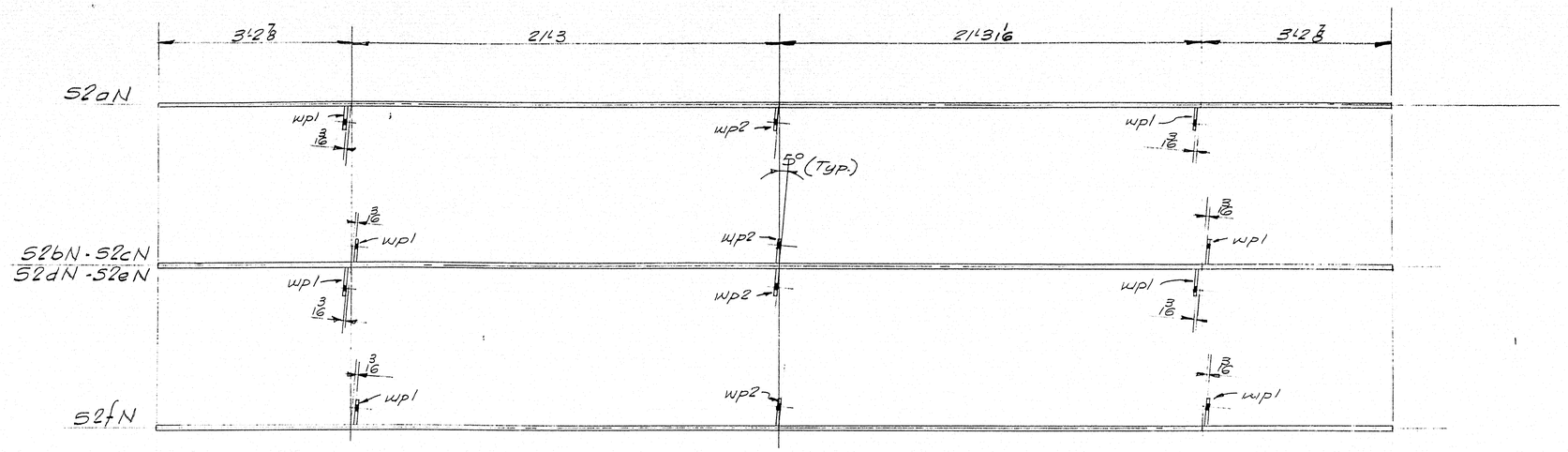
APP. 4-22-63

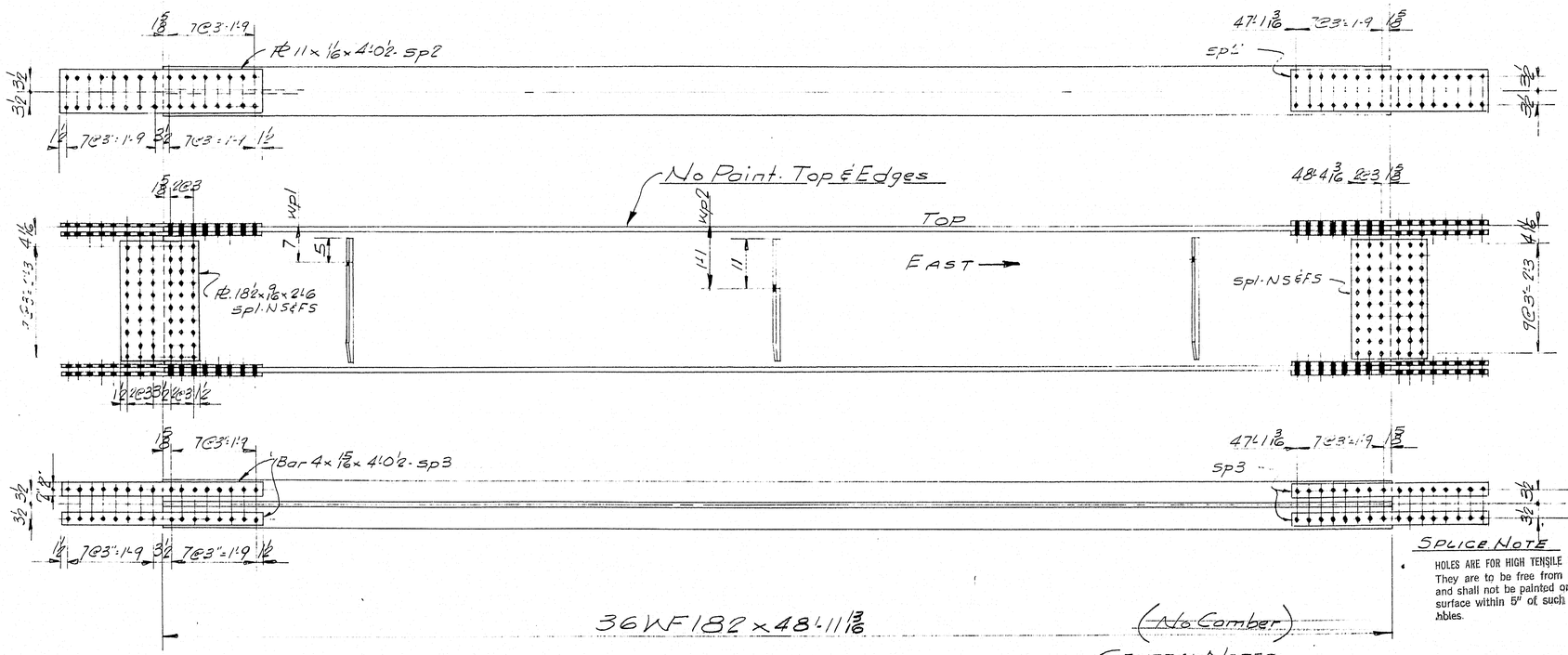
89-174

MODERN BLUE PRINT CO.



Sections taken looking down ℄ web.





S2aN - One Req'd.
S2bN - One Req'd.
S2cN - One Req'd.

S2dN - One Req'd.
S2eN - One Req'd.
S2fN - One Req'd.

Splice Note

HOLES ARE FOR HIGH TENSILE BOLTS
They are to be free from burrs and shall not be painted on any surface within 5" of such holes.

General Notes

1.) Material for stringers, cover plates & splices shall conform to A.S.T.M. A-36 All other steel shall conform to either A.S.T.M. A 36 or A7.
2.) Holes in field splices are to be sub-punched (or sub-drilled) and reamed while assembled in the shop & connecting parts to be match marked & bolted for shipment. For shop Layout see Dwg. S4
3.) Holes: Splices 1 5/16" ϕ
Rest "wp" 1 1/16" ϕ

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
S1aN	1		36WF182	86 6		No Camber
S1bN	1			86 6		
S1cN	1			86 6		
S1dN	1			86 6		
S1eN	1			86 6		
S1fN	1			86 6		
S2aN	1			48 11 13/16		
S2bN	1			48 11 13/16		
S2cN	1			48 11 13/16		
S2dN	1			48 11 13/16		
S2eN	1			48 11 13/16		
S2fN	1			48 11 13/16		
S3aN	1			86 5 3/8		
S3bN	1			86 5 3/8		
S3cN	1			86 5 3/8		
S3dN	1			86 5 3/8		
S3eN	1			86 5 3/8		
S3fN	1		36WF182	86 5 3/8		No Camber
	24	cpl	PL 8 x 1"	20 0		
	24	sp1	PL 18 1/2 x 1 5/8	2 6		
	24	sp2	PL 11 x 1/16	4 0 1/2		
	48	sp3	Bar 4 x 1 5/8	4 0 1/2		
	60	wp1	Bar 6 x 3/8	2 8		
	50	wp2	Do	2 8		
FIELD	760		3/4" ϕ H.S. Bolts	0 3 1/2		Web (720)
Do	800		Do	0 4 1/2		Flg's (768)
Do	3120		3/4" ϕ HARD. WASHERS			
			ITEM 702-103			

A.S.T.M. Desig. A 36

This Bill of Material also covers Dwg's S8 & S10

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Bolted - Welded
HOLES: See General Notes
PAINT Per Maine Specs. & As Noted

DRAWN	4-5-63 J.P.H.
REVISION	
REVISION	
REVISION	

NORTHBOUND

STRINGER DETAILS - SPAN 2

Bancroft & Martin Inc.
South Portland 7, Maine

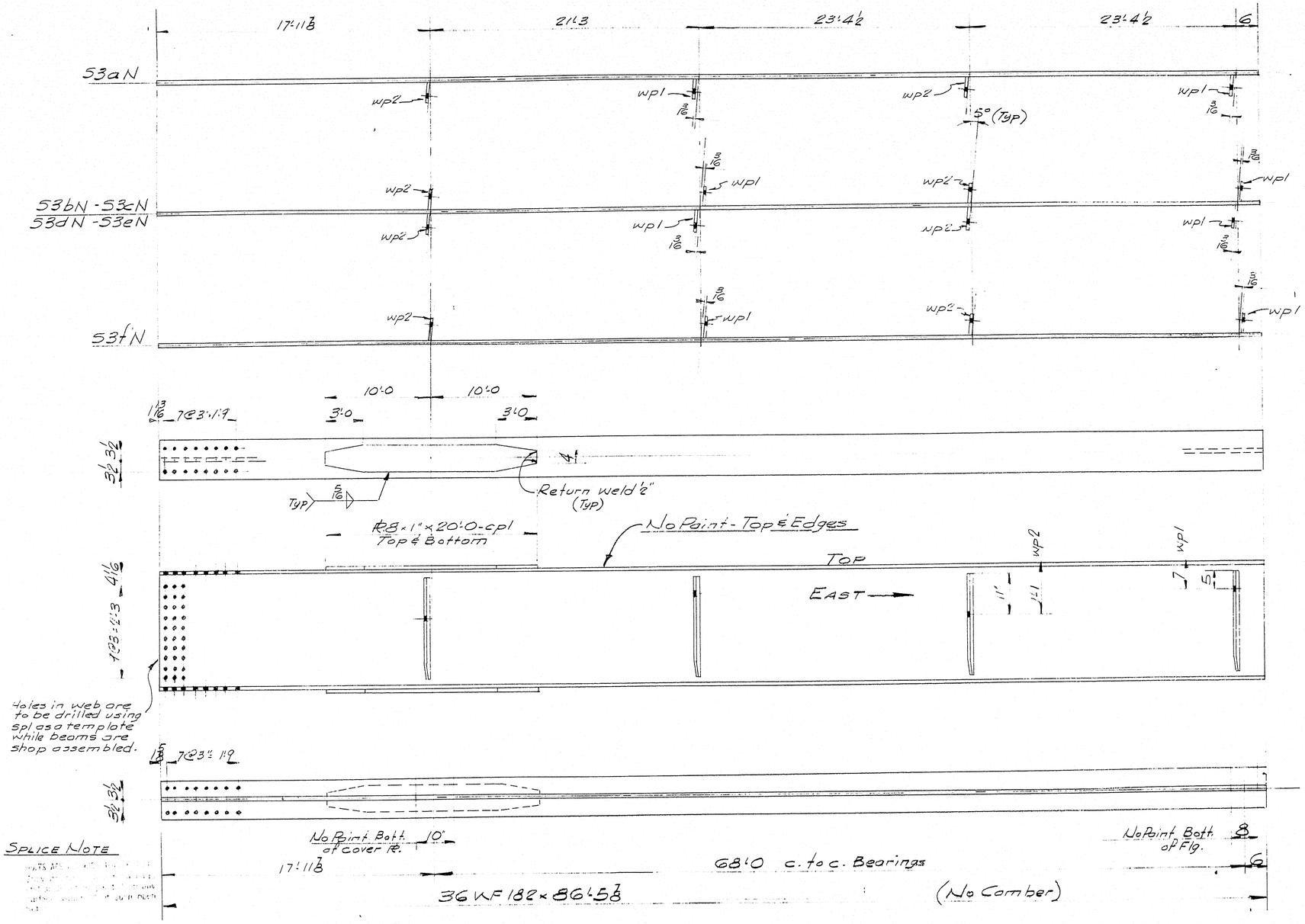
SEBASTICOOK BRIDGE
PITTSFIELD, MAINE

CUSTOMER CIANCHETTE BROS.
DESIGNER MAINE S.H.C. BRIDGE DIV.
ORDER NO. VERBAL DWG. NO B63-48-S9

APR 22 63

89-175

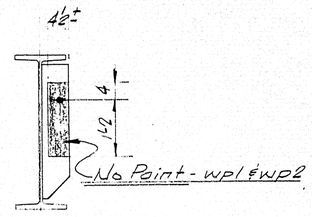
Sections taken looking down ℄ Web



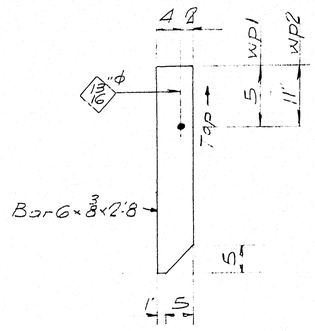
SPLICE NOTE

53aN - ONE REQ'D.
53bN - ONE REQ'D.
53cN - ONE REQ'D.

53dN - ONE REQ'D.
53eN - ONE REQ'D.
53fN - ONE REQ'D.



Typ. Detail ℄ Web Plates



wp1 - Detail (60 Req'd)
wp2 - Detail (50 Req'd)

For Bill of Material & General Notes see Dwg 59

NORTHBOUND

STRINGER DETAILS - SPAN 3

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

SEBASTICOOK BRIDGE
PITTSFIELD, MAINE

CUSTOMER CIANCHETTE BROS.
DESIGNER MAINE S.H.C. BRIDGE DIV.

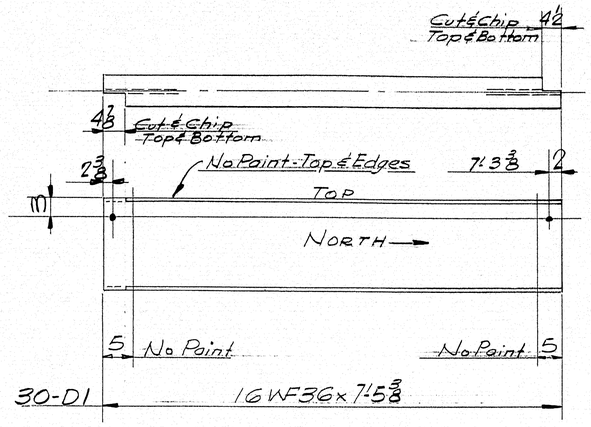
ORDER NO. VERBAL | DWG. NO. 863-48-510

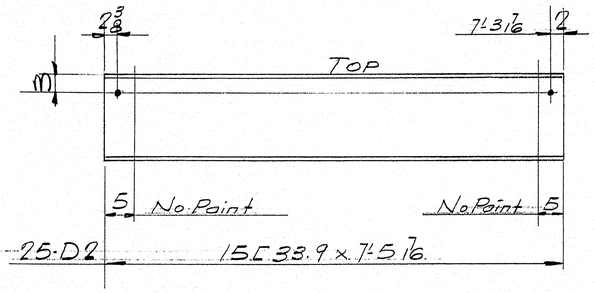
DRAWN	4-5-63	J.P.F.
REVISION		
REVISION		
REVISION		

ADD 4-22-63

89-176

MODERN BLUE PRINT CO.





SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
D1	30		16WF36	7 5 3/8		
D2	25		15C33.9	7 5 7/16		
FIELD	120		5/8" ø M. BOLTS	0 1 3/4		

ITEM 702-103

SHOP CONNECTIONS:
FIELD CONNECTIONS: 3rd Temp. M. Bolts - Welded
HOLES: 13/16" ø
PAINT: Per Maine Specs & as noted

SOUTHBOUND

DIAPHRAGME

Bancroft & Martin Inc.
South Portland 7, Maine

SEBASTICOOK BRIDGE
PITTSFIELD, MAINE

CUSTOMER CIANCHETTE BROS.
DESIGNER MAINE S.H.C. BRIDGE DIV.

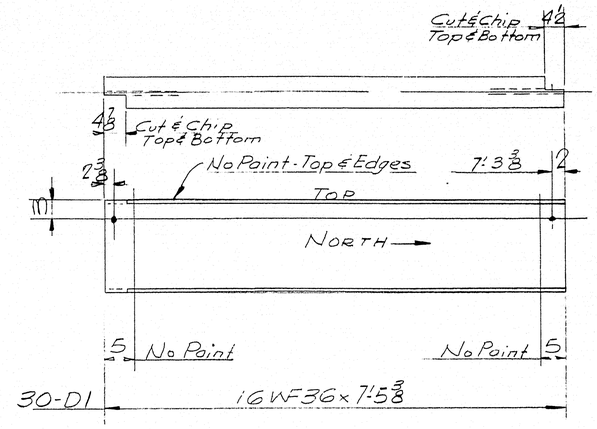
ORDER NO. VERBAL DWG. NO B63-48-S11

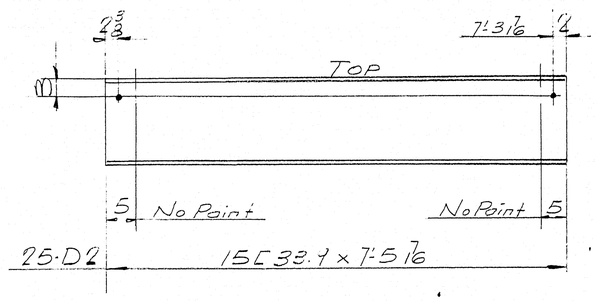
APR 4-22-63

DRAWN	4-8-63	J.P.F.	
REVISION			
REVISION			
REVISION			

PRINTED BY SANBORN-HOAR CO., BOSTON, MASS.

89-177





SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
D1	30		16WF36	7 5 3/8		
D2	25		15C33.9	7 5 7/16		
FIELD	120		5/8" ø M Bolts	0 1 3/4		
			ITEM 702-103			

BILL OF MATERIAL — DWG. NO. B63-48-S12

SHOP CONNECTIONS:
FIELD CONNECTIONS: 3rd Temp M. Bolts - Welded
HOLES: 13/16" ø
PAINT: Per Maine Specs & as noted

NORTHBOUND

DIAPHRAGMS

Bancroft & Martin Inc.
South Portland 7, Maine

SEBASTICOOK BRIDGE
PITTSFIELD, MAINE

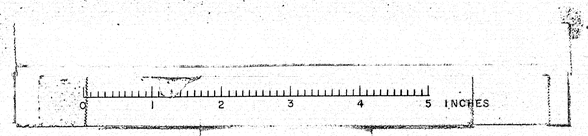
CUSTOMER CIANCHETTE BROS.
DESIGNER MAINE S.H.C. BRIDGE DIV.

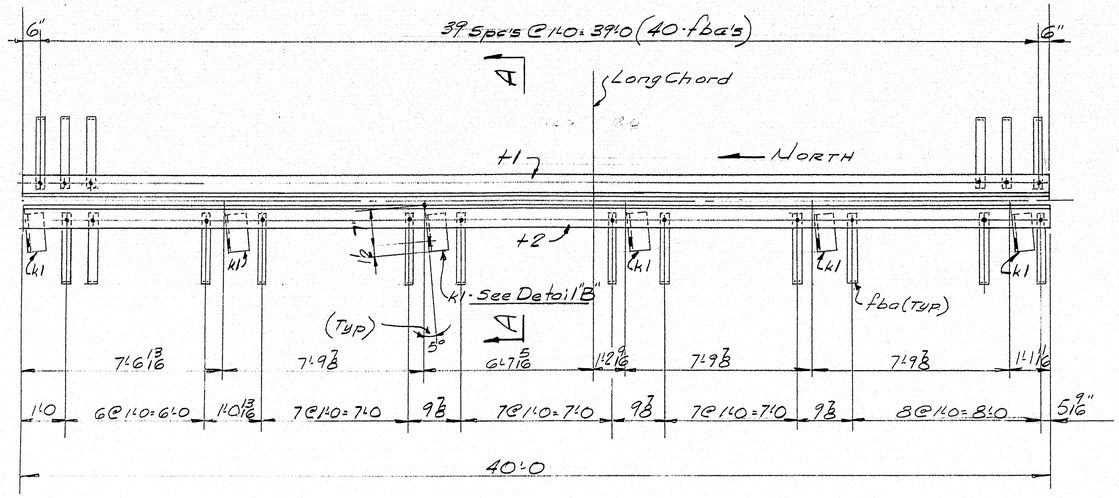
ORDER NO. VERBAL | DWG. NO. B63-48-S12

DRAWN	4-3-63	J.P.F.
REVISION		
REVISION		
REVISION		

APP. 4-22-63

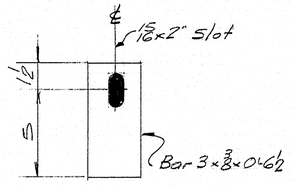
89-178





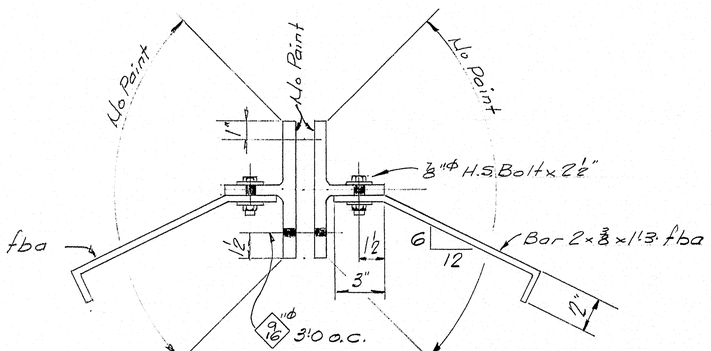
AJ1 - One Req'd

Fasten together w/ ½"ϕ Bolts for shipment

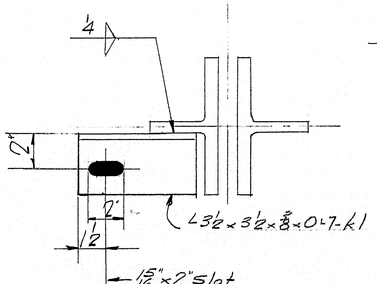


b1 - 6 Req'd.

No Point
Bolt to k1 for shipment
1 - ⅞"ϕ M. Bolt x 2"



A - A



Detail "B"

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
AJ1	1		Assembly	40	0	
	1	+1	STRUCT 24	40	0	
	1	+2	Do	40	0	
	80	fba	Bar 2 x ⅜	1	3	
	6	b1	Bar 3 x ⅜	0	6½	
	6	k1	L 3½ x 3½ x ⅜	0	7	
	6	SHOP	⅞"ϕ M. Bolts	0	2	
	80	Do	⅞"ϕ H.S. Bolts	0	2½	
	160	Do	⅞"ϕ HARD WASHERS			
	6	Do	½"ϕ M. Bolts	0	2½	(For Shipment)

ITEM 702-103

SHOP CONNECTIONS: Bolted - Welded
FIELD CONNECTIONS: Welded
HOLES: 1 5/16"ϕ unless noted
PAINT: Per Maine Spec's ϕ as noted

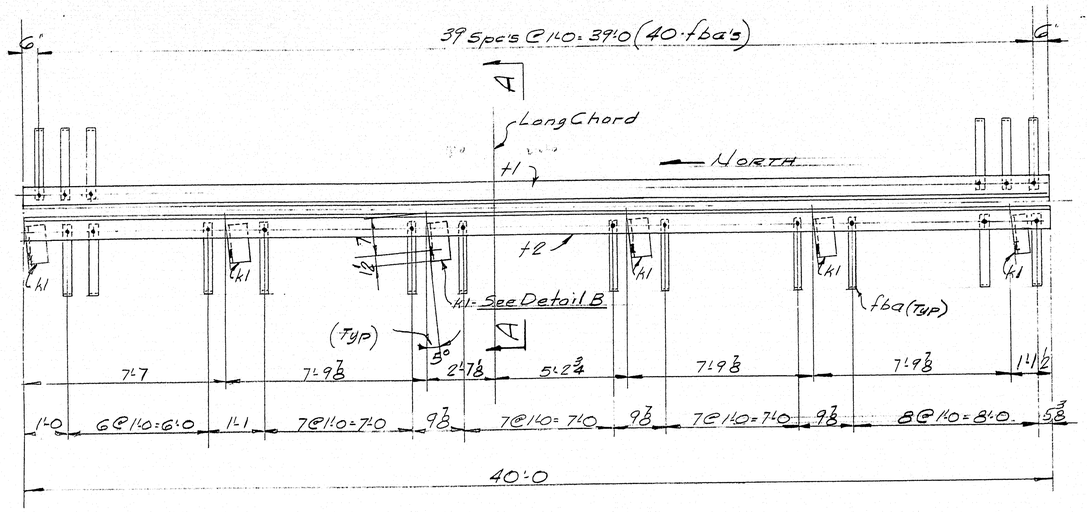
DRAWN	4-8-63	J.P.H.
REVISION		
REVISION		
REVISION		

SOUTHBOUND
ARMORED JOINT - ABUT. #2
Bancroft V. Martin Inc.
South Portland 7, Maine
SEBASTICOOK BRIDGE
PITTSFIELD, MAINE
CUSTOMER CIANCHETTE BROS.
DESIGNER MAINE S.H.C. BRIDGE DIV.
ORDER NO. VERBAL
DWG. NO. B63-48-513

APR 4 22 63

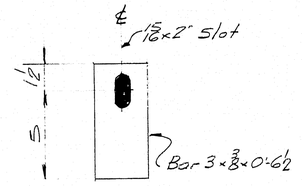
PRINTED BY SPAULDING-MOSS CO., BOSTON, MASS.

89-179



AJ2- ONE REQ'D.

Fasten together w/ 1/2" ϕ Bolts for shipment

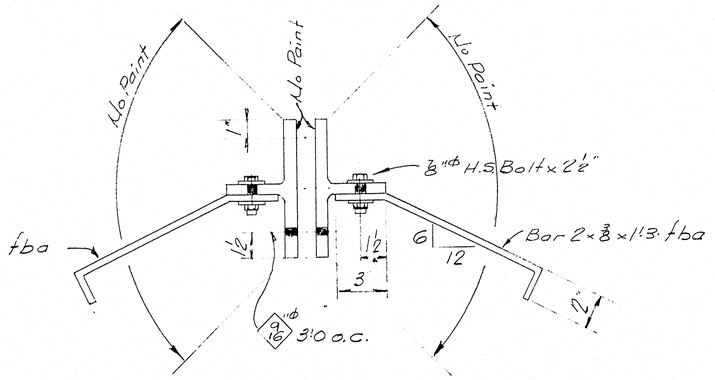


b1- 6 Req'd.

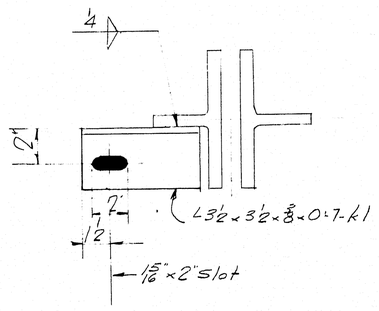
No Point

Bolt to t1 for shipment

1- 3/4" ϕ M Bolt x 2"



A-A



Detail "B"

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
AJ2	1		ASSEMBLY	40 0	—	
	1	t1	STAWF 24	40 0		
	1	t2	Do	40 0		
	80	fba	Bar 2 x 3/8	1 3		
	6	b1	Bar 3 x 3/8	0 6 1/2		
	6	k1	L 3 1/2 x 3 1/2 x 3/8	0 7		
	6	SHOP	3/4" ϕ B. M. BOLTS	0 2		
	80	Do	3/4" ϕ B. H.S. BOLTS	0 2 1/2		
	160	Do	3/4" ϕ HARD. WASHERS			
	6	Do	1/2" ϕ M. BOLTS	0 2 1/2		(For Shipment)

BILL OF MATERIAL DWG. NO. B63-48-S14

ITEM 702-103

SHOP CONNECTIONS: Bolted - Welded
FIELD CONNECTIONS: Welded
HOLES: 15/16" ϕ unless noted
PAINT: Per Maine Spec's as noted

NORTHBOUND

ARMORED JOINT - ABUT. #2

Bancroft & Martin Inc.
South Portland 7, Maine

SEBASTICOOK BRIDGE
PITTSFIELD, MAINE

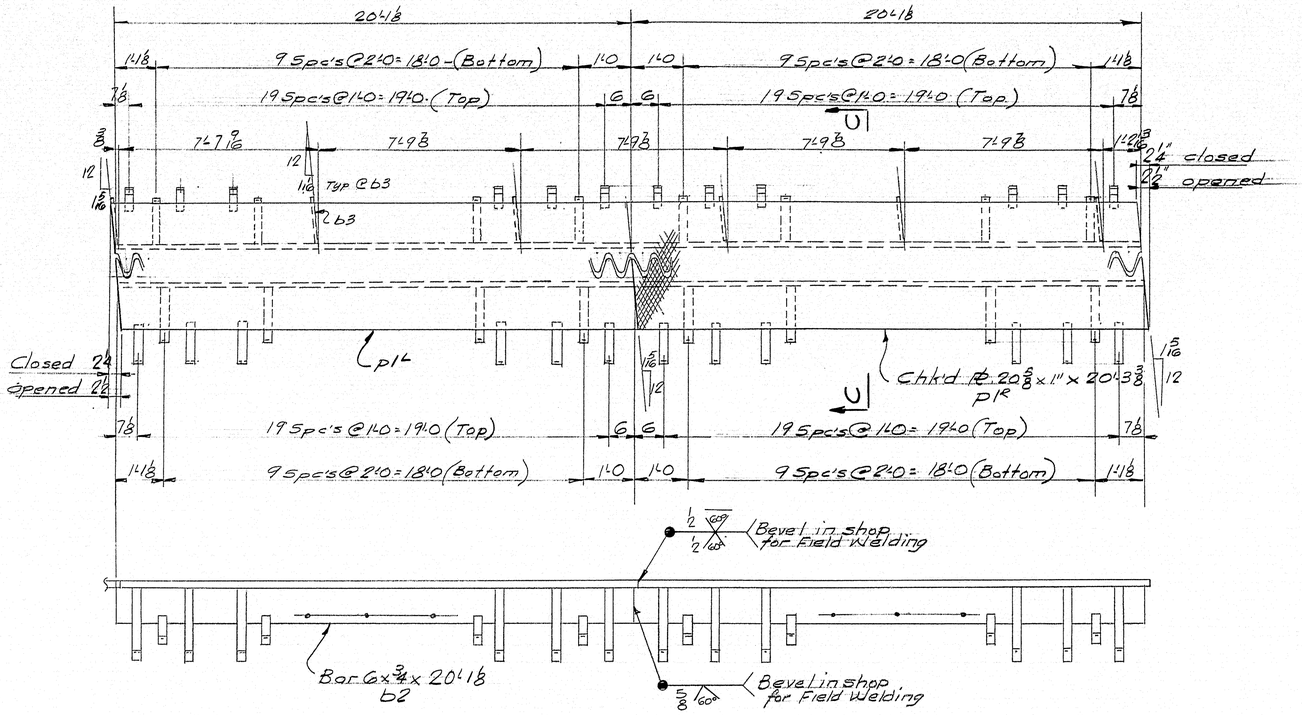
CUSTOMER CIANCHETTE BROS.
DESIGNER MAINE S.H.C. BRIDGE DIV.

ORDER NO. VERBAL DWG. NO. B63-48-S14

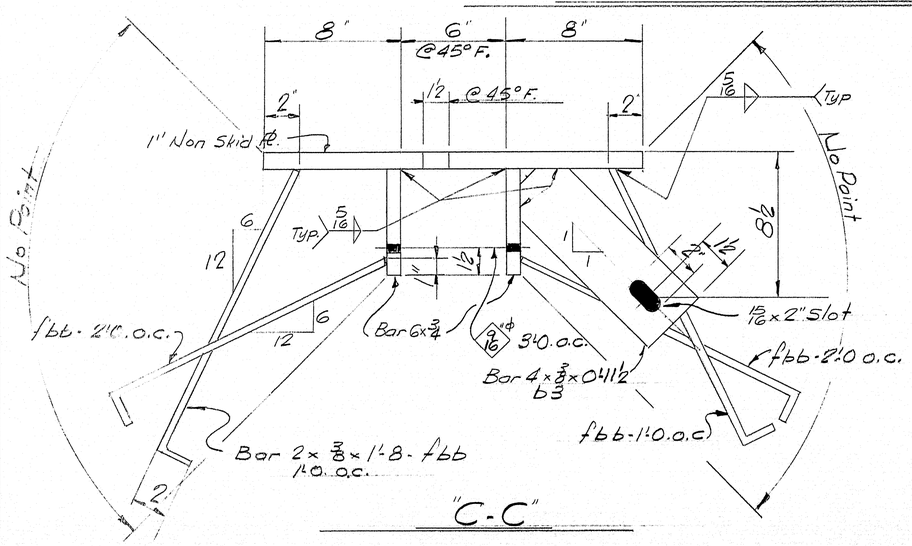
DRAWN	4-8-63	J.P.F.
REVISION		
REVISION		
REVISION		

APP. 4.22.63

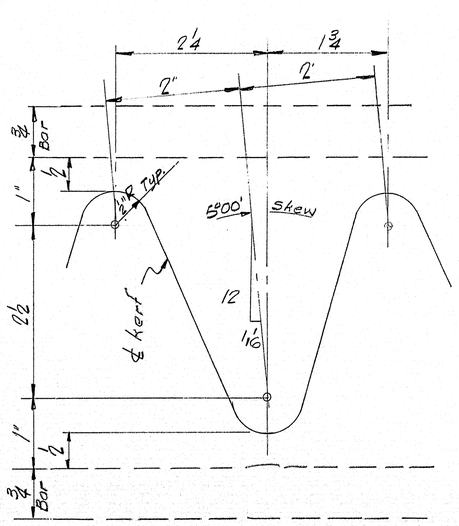
89-180



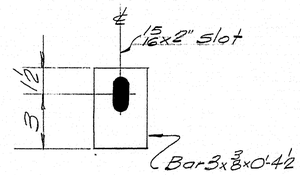
EDI - ONE REQ'D.



"C-C"



TOOTH DETAIL



b4 - 6 Req'd.
No Paint
Bolt to b3 for shipment
1 - ⅞" ¢ M. Bolt x 2"

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
			BILL OF MATERIAL			DWG. NO B63-48-S15
EDI	1		Assembly	40 4½	—	
	1	pl R	Chkd. PL 20⅜ x 1"	20 3⅜		
	1	pl L	Do	20 3⅜		
	4	b2	Bar 6 x ¾	20	1⅛	
	6	b3	Bar 4 x ⅜	0	11⅛	
	6	b4	Bar 3 x ⅜	0	4½	
	120	fbb	Bar 2 x ⅜	1	8	
	6	Shop	⅞" ¢ M. Bolts	0	2	

ITEM 702-103

SHOP CONNECTIONS: Bolted-Welded
FIELD CONNECTIONS: Welded
HOLES: 15/16" ¢ unless noted
PAINT: Per Maine Spec's & as noted.

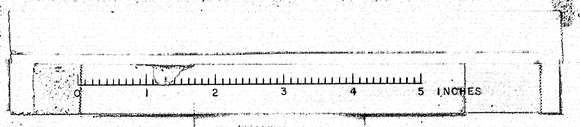
SOUTHBOUND
EXPANSION DAM - ABUT # 1
Bancroft & Martin Inc.
South Portland 7, Maine
SEBASTICOOK BRIDGE
PITTSFIELD, MAINE
CUSTOMER CIANCHETTE BROS
DESIGNER MAINE S.H.C. BRIDGE DIV.
ORDER NO. VERBAL | DWG. NO B63-48-S15

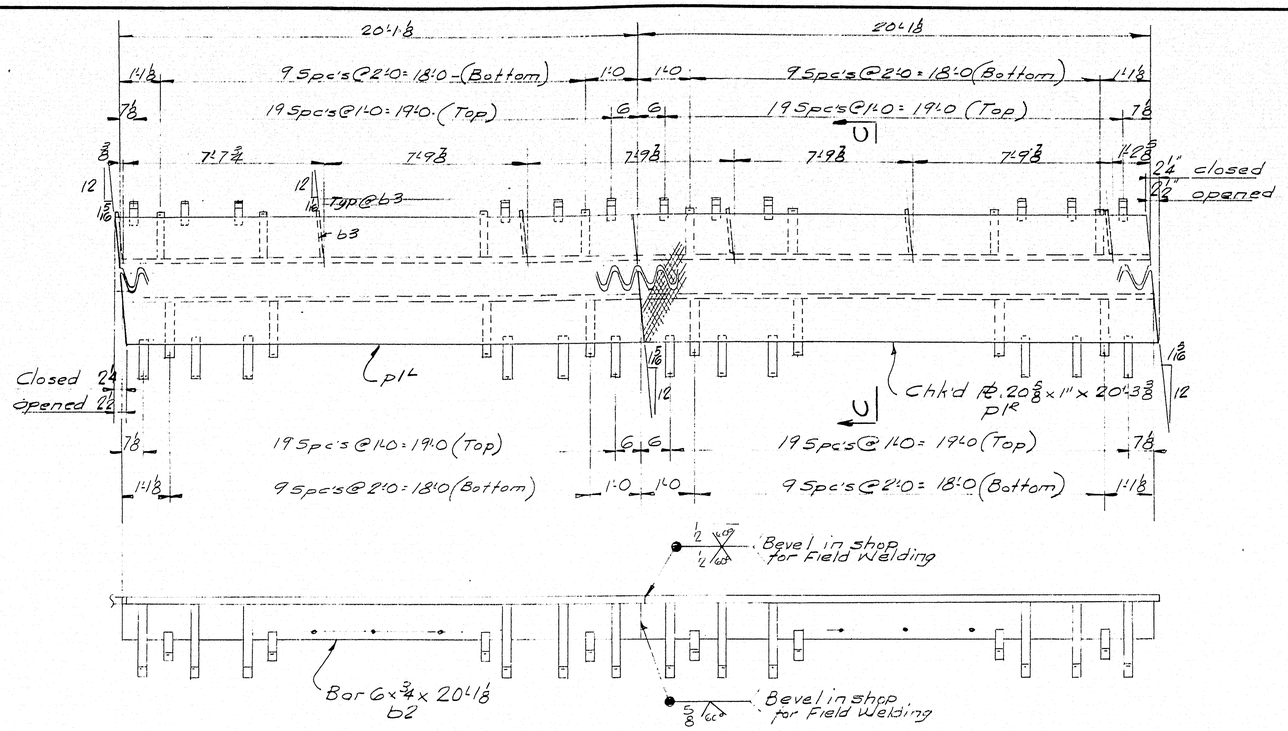
APP'D 4-22-63

DRAWN	4-10-63	J.P.F.
REVISION		
REVISION		
REVISION		

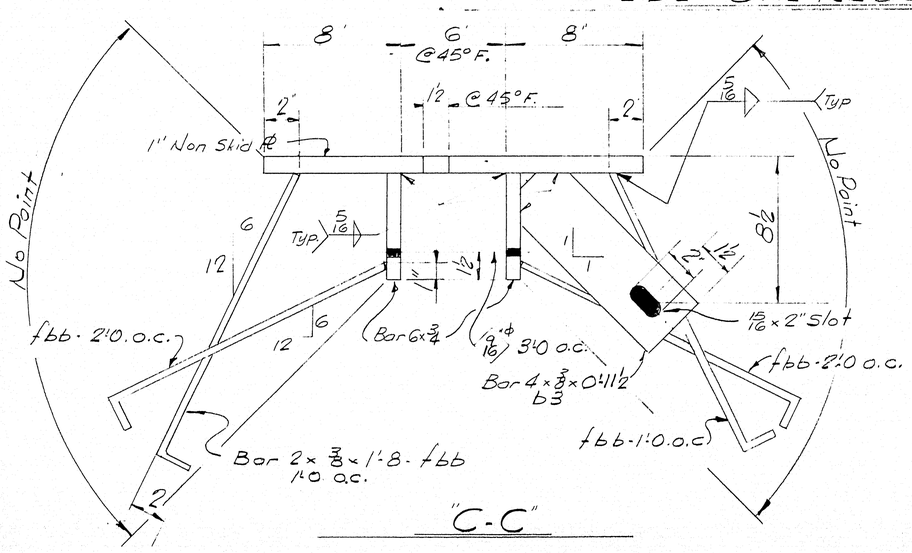
(L)

89-101

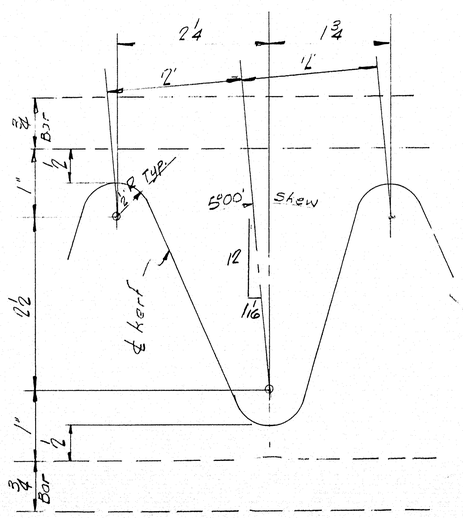




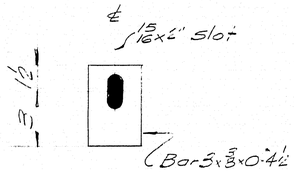
ED2 - One Req'd.



"C-C"



Tooth Detail



b4 - 6 Req'd.
No Paint
Bolt to b3 for shipment
1 - ¾" ϕ M. Bolt x 2"

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
ED2	1		Assembly	40 4½	—	
	1	pl R	Chk'd. Pl. 20⅝ x 1"	20 3⅜		
	1	pl L	Do	20 3⅜		
	4	b2	Bar 6 x ¾	20 1⅛		
	6	b3	Bar 4 x ⅜	0 11½		
	6	b4	Bar 3 x ⅜	0 4½		
	120	fbb	Bar 2 x ⅜	1 8		
	6	Shop	¾" ϕ M Bolts	0 2		

Item 702.103

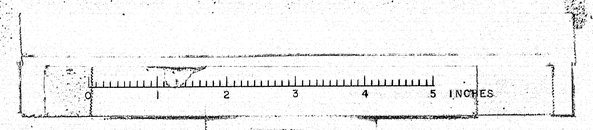
SHOP CONNECTIONS: Bolted-Welded
FIELD CONNECTIONS: Welded
HOLES: 15/16" ϕ unless noted
PAINT: Per Maine Spec's & as noted.

	Northbound
App. 4-22-63	Expansion Dam - Abut #1
	Bancroft & Martin Inc. South Portland 7, Maine
	Sebasticook Bridge Pittsfield, Maine
	Customer Cianchette Bros.
	Designer Maine S.H.C. Bridge Div.
	Order No. Verbal — Dwg. No. B63-48-S16

Drawn	4-10-63	J.P.F.
Revision		
Revision		
Revision		

(L)

89-182



F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-95-7(96)	1	14

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLANS

BRIDGE WEARING SURFACE REPLACEMENTS

PROJECT NO. IR-95-7(96)

I-95 NB over SEBASTICOOK RIVER (5990)
I-95 SB over SEBASTICOOK RIVER (1446)
I-95 NB over NORTH MAIN STREET (5989)
I-95 SB over NORTH MAIN STREET (1445)
I-95 NB over WEBB ROAD (5984)
I-95 SB over WEBB ROAD (1449)
I-95 NB over SOMERSET AVENUE (5985)
I-95 SB over SOMERSET AVENUE (1447)
I-95 NB over MAINE CENTRAL R.R. (5988)
I-95 NB over ROUTE 152 (5987)
I-95 SB over ROUTE 152 & MAINE CENTRAL R.R. (5986)

IN THE TOWN OF

PITTSFIELD

SOMERSET COUNTY

CONVENTIONAL SIGNS

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

INDEX OF SHEETS

SHEET	DESCRIPTION
1	Title Sheet
2	Estimated Quantities
3	General Plans & Sections
4	General Plans
5	Sections
6	Joint Details
7	End Post & Guard Rail Connection Detail
8	Reinforcing Steel Schedule
9	BD 125-82 Expansion Device
10	BD 127-81 Miscellaneous Details (Barriers)
11	(HD-6) Type 3 Guard Rail (Terminal Connector)
12 thru 14	Traffic Control Plans

SPECIFICATIONS

DESIGN: LOAD FACTOR DESIGN PER AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1983, AND INTERIM SPECIFICATIONS THROUGH 1985.

CONTRACT: STATE OF MAINE, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS HIGHWAYS AND BRIDGES, REVISION OF JAN. 1984.

MATERIALS: CONCRETE--CLASS AA
REINFORCING STEEL--ASTM A615, GRADE 60.

BASIC DESIGN STRESSES: CONCRETE--f'c = 3,000 PSI;
REINFORCING STEEL--fy = 60,000 PSI.

PLANS OF THE EXISTING BRIDGES 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 BRIDGES AND IT IS VERY UNLIKELY THAT THE PLANS WILL SHOW ANY CONSTRUCTION FIELD CHANGES OR ANY ALTERATIONS WHICH MAY HAVE BEEN MADE TO THE BRIDGES DURING THEIR LIFE SPAN.

STATE OF MAINE · BRUCE C. HASKELL 2659 · REGISTERED PROFESSIONAL ENGINEER

NOTE

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

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

COMMISSIONER — DATE June 13, 1988

CHIEF ENGINEER — DATE June 13, 1988

99-459

As b. lt Reprint 10/1989

CARROLL E. TAYLOR & ASSOCIATES
CONSULTING ENGINEERS
410 SUMMER STREET
AUBURN MAINE

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

APPROVED:

DIVISION ADMINISTRATOR — DATE

C838

BRIDGING 44-132-8323

JANUARY 1988

283-1 2080

F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-95-7(96)	2	14

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	TOTAL QUANTITY	UNIT	S.B. OVER SEBASTICOOK RIVER	N.B. OVER SEBASTICOOK RIVER	S.B. OVER N. MAIN STREET	N.B. OVER N. MAIN STREET	S.B. OVER WEBB ROAD	N.B. OVER WEBB ROAD	S.B. OVER SOMERSET AVENUE	N.B. OVER SOMERSET AVENUE	S.B. OVER M.C.R.R. & ROUTE 152	N.B. OVER M.C.R.R.	N.B. OVER ROUTE 152
202.127	REMOVAL OF EXISTING BITUMINOUS PAVEMENT	1	L.S.	0.12	0.12	0.07	0.07	0.07	0.07	0.08	0.08	0.17	0.08	0.07
202.202	Removing Pavement Surface	7377	S.Y.	683	683	683	683	683	683	683	683	683	615	615
403.10	HOT BITUMINOUS PAVEMENT GRADING D	1898	TONS	210	210	146	146	146	146	151	151	286	155	151
403.121	HOT BITUMINOUS PAVEMENT GRADING E (SHIMMING)	108	TONS	10	10	10	10	10	10	10	10	10	9	9
410.15	Emulsified Asphalt, Applied	736	G	68	68	68	68	68	68	68	68	68	62	62
503.12	Reinforcing Steel, Fabricated and Delivered	5498	Lbs.	503	503	503	503	503	503	503	503	418	503	503
503.13	Reinforcing Steel, Placing	5498	Lbs.	503	503	503	503	503	503	503	503	418	503	503
506.142	FIELD PAINT EXISTING STRUCTURAL STEEL	1	L.S.	0.15	0.15	0.06	0.06	0.06	0.06	0.07	0.07	0.17	0.08	0.07
508.13	MEMBRANE WATERPROOFING	1	L.S.	0.11	0.11	0.08	0.08	0.08	0.08	0.08	0.08	0.14	0.08	0.08
514.06	CURING BOX FOR CONCRETE CYLINDERS	1	EACH											
518.30	REHAB. OF STRUCTURAL CON. SLAB-TO-REINFORCING STEEL	5625	S.F.	445	889	217	163	162	162	229	229	1310	929	890
518.31	REHAB. OF STRUCTURAL CON. SLAB-TO-BELOW REINF. STEEL	2655	S.F.	267	445	108	0	0	0	114	114	393	619	595
520.2401	BRIDGE JOINT MODIFICATION	10	EA.	1	1	1	2	1	—	1	1	1	—	1
520.2402	BRIDGE JOINT MODIFICATION	5	EA.	—	—	1	—	1	2	—	—	—	1	—
520.2403	Bridge Joint Modification	6	Ea.	1	1	—	—	—	—	1	1	—	1	1
526.301	Temporary Concrete Barrier, Type 1	1	L.S.	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.05	0.05
606.173	Bridge Connections	22	Ea.	2	2	2	2	2	2	2	2	2	2	2
627.611	6 inch Solid White Pavement Marking Line	3,600	L.F.	360	360	360	360	360	360	360	360	360	180	180
627.621	6 inch Broken White Pavement Marking Line	3,600	L.F.	360	360	360	360	360	360	360	360	360	180	180
627.631	6 inch Solid Yellow Pavement Marking Line	3,600	L.F.	360	360	360	360	360	360	360	360	360	180	180
627.67	Removing Pavement Markings	1,600	S.F.	160	160	160	160	160	160	160	160	160	80	80
627.681	Temporary 6 inch Painted Pavement Marking Line, Yellow or White	3,600	L.F.	360	360	360	360	360	360	360	360	360	180	180
627.69	Temporary 4 inch Plastic Pavement Marking Line, Yellow or White	1,600	L.F.	160	160	160	160	160	160	160	160	160	80	80
639.20	Field Office Type C	1	Ea.	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.05	0.05
652.30	Flashing Arrow Board	2	Ea.	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.10	0.10
652.31	Type 1 Barricade	100	Ea.	10	10	10	10	10	10	10	10	10	5	5
652.33	Drum	20	Ea.	2	2	2	2	2	2	2	2	2	1	1
652.34	Cone	20	Ea.	2	2	2	2	2	2	2	2	2	1	1
652.35	Construction Signs	700	S.F.	70	70	70	70	70	70	70	70	70	35	35
652.361	Maintenance of Traffic Control Devices	1	L.S.	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.05	0.05
652.38	Flagger	500	M.H.	50	50	50	50	50	50	50	50	50	25	25
659.10	Mobilization	1	L.S.	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.05	0.05

= BREAKDOWN OF LUMP SUM QUANTITIES =

202.127	REMOVAL OF EXISTING BITUMINOUS PAVEMENT	8420	S.Y.	987	987	599	599	598	598	631	631	1442	683	660
506.142	FIELD PAINT EXISTING STRUCTURAL STEEL	1,934,500	LB.	287800	287800	115350	115350	113000	113000	132500	132500	355600	147800	133800
508.13	MEMBRANE WATERPROOFING	8420	S.Y.	987	987	599	599	598	598	631	631	1442	683	660

PROJECT DESIGN ENGINEER — PLANS

	BY	DATE
DESIGN - DETAILED	DAV	D.A.V.
CHECKED		
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710-1

99-460

As built Dec 1999

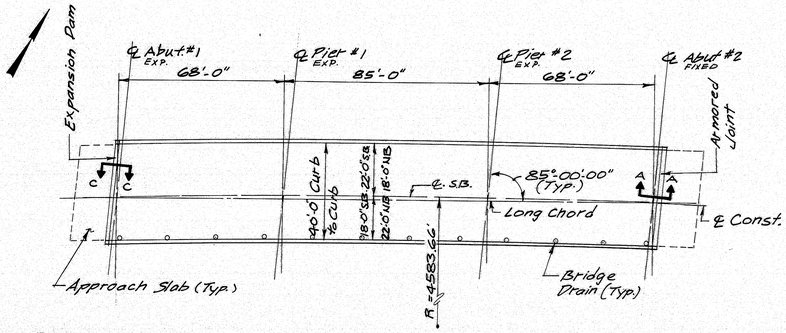
CARROLL E. TAYLOR & ASSOCIATES
CONSULTING ENGINEERS
410 SUMMER STREET
AUBURN MAINE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

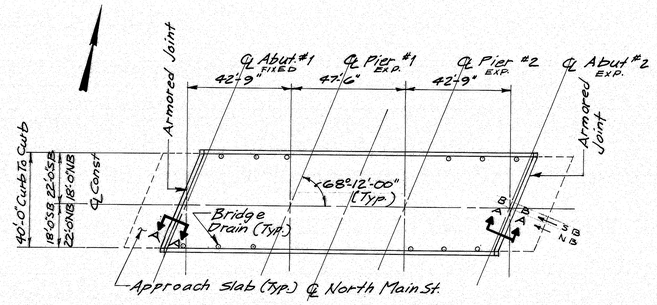
PITTSFIELD
ESTIMATED QUANTITIES

SHEET 2 OF 14 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-95-7(96)	3	14



I-95 SOUTHBOUND AND NORTHBOUND OVER SEBASTICOOK RIVER 5930 N.B. 1446 S.B.



I-95 SOUTHBOUND AND NORTHBOUND OVER NORTH MAIN STREET 5989 N.B. 1442 S.B.

SCOPE OF WORK

ALL BRIDGES:

REMOVE 2-INCH BITUMINOUS WEARING SURFACE AND REMOVE EXISTING MEMBRANE WATERPROOFING.

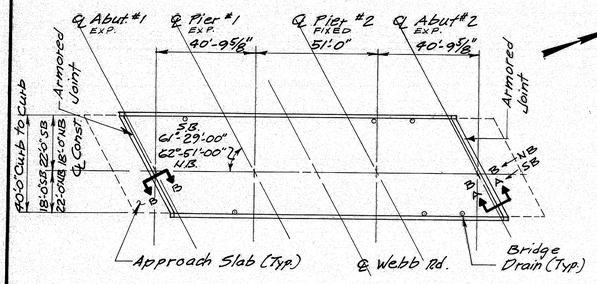
REPAIR DECK AS NECESSARY.

MODIFY EXPANSION JOINTS *where indicated.*

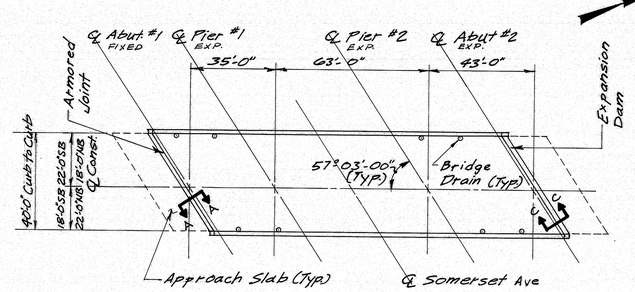
INSTALL 3-INCH BITUMINOUS WEARING SURFACE PLUS MEMBRANE *waterproofing.*

CLEAN AND PAINT ALL STRUCTURAL STEEL.

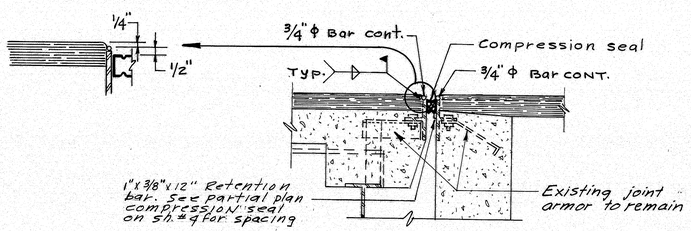
MODIFY APPROACH PAVEMENT FOR NEW GRADES.



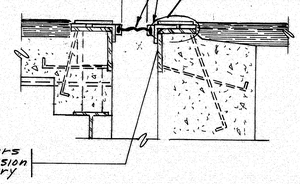
I-95 SOUTHBOUND AND NORTHBOUND OVER WEBB ROAD 5964 N.B. 1449 S.B.



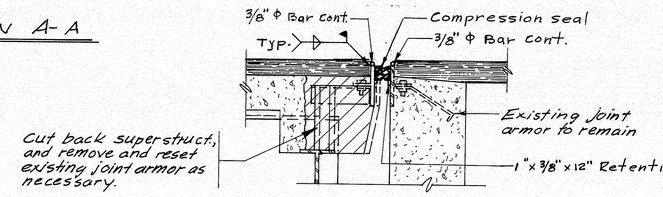
I-95 SOUTHBOUND AND NORTHBOUND OVER SOMERSET AVENUE 5985 N.B. 1447 S.B.



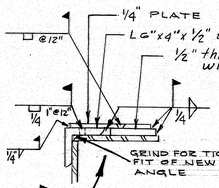
SECTION A-A



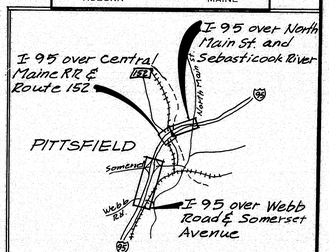
SECTION C-C



SECTION B-B



CARROLL E. TAYLOR & ASSOCIATES
CONSULTING ENGINEERS
410 SUMMER STREET
AUBURN MAINE



LOCATION MAP

0 1 2 3 4
Scale in miles

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95
SOUTHBOUND AND NORTHBOUND
OVER
Sebasticook River, North Main Street, Webb Road, Somerset Avenue, Central Maine RR & Route 152
PITTSFIELD

GENERAL PLAN & SECTIONS

SHEET 3 OF 14 AUGUSTA, MAINE

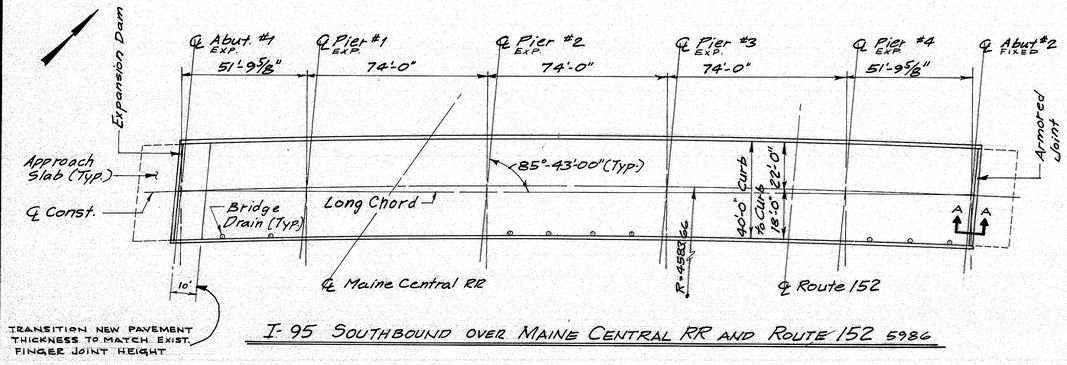
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	DAV	D.S.U.
CHECKED		B.C.H.
REVISIONS		
FIELD CHANGES		

PLANS

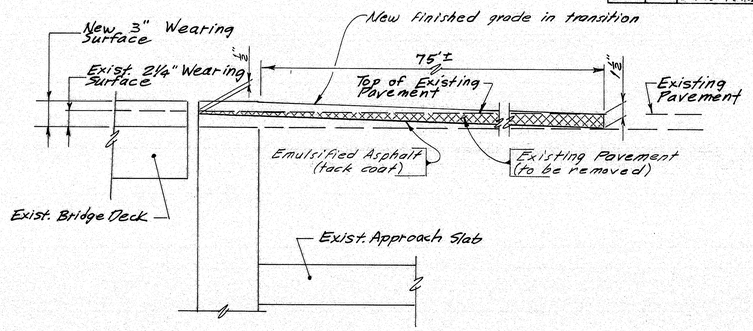
99-461
As built Dec 1989

BRUNING 44-132 45710-1

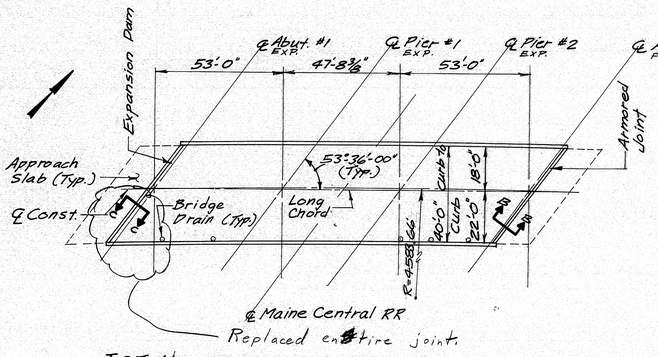
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-95-7(90)	4	14



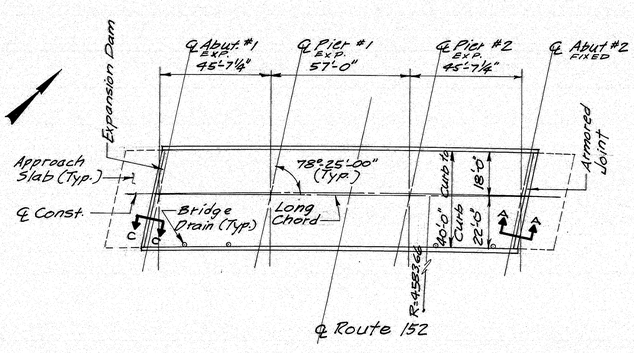
I-95 SOUTHBOUND OVER MAINE CENTRAL RR AND ROUTE 152 5986



APPROACH PAVEMENT TRANSITION
(Typical all bridges, Each end.)



I 95 NORTHBOUND OVER MAINE CENTRAL RR 5988



I-95 NORTHBOUND OVER ROUTE 152 5987

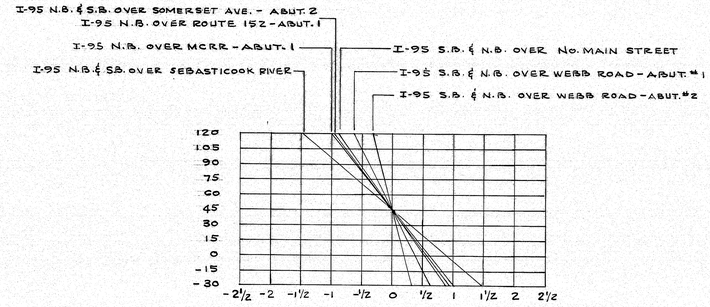
1. SEALS TO BE FURNISHED SHALL HAVE A MOVEMENT RATING OF:

   Exist. - NB & SB N. Main St (Abut. #1)
   2 7/8" - SB/SEBASTICOOK R. (ABUT. #1)
   2 7/8" - NB/SEBASTICOOK R. (ABUT. #1)
   2" - NB/MCRR (ABUT. #1)
   1 7/8" - SB/SOMERSET AVE. (ABUT. #2)
   1 7/8" - NB/SOMERSET AVE. (ABUT. #2)
   1 7/8" - NB/ROUTE 152 (ABUT. #1)
   1 3/4" - SB/N. MAIN ST. (ABUT. #2)
   1 3/4" - NB/N. MAIN ST. (ABUT. #2)
   1 1/4" - SB/WEBB ROAD (ABUT. #1)
   1 1/4" - NB/WEBB ROAD (ABUT. #1)
   5/8" - SB/WEBB ROAD (ABUT. #2)
   5/8" - NB/WEBB ROAD (ABUT. #2)
   EXIST. - SB/SOMERSET AVE. (ABUT. #1)
   EXIST. - SB/SEBASTICOOK R. (ABUT. #2)
   EXIST. - NB/SEBASTICOOK R. (ABUT. #2)
   EXIST. - NB/SOMERSET AVE. (ABUT. #1)
   EXIST. - SB/MCRR & ROUTE 152 (ABUT. #2)
   5/8" - NB/MCRR (ABUT. #2)
   EXIST. - NB/ROUTE 152 (ABUT. #2)

2. SEALS SHALL BE APPROVED BY THE ENGINEER PRIOR TO FABRICATION OF THE JOINT ARMOR.

3. COMPRESSION SEAL JOINT OPENINGS WILL VARY DEPENDING ON THE DIMENSIONS OF THE SEAL SELECTED BY THE CONTRACTOR. THE JOINT OPENING SHALL BE SET ACCORDING TO THE OPENING SHOWN ON THE APPROVED SHOP DETAIL DRAWINGS.

4. THE SEAL ADJUSTMENT CHART SHOWS THE ADJUSTMENT NECESSARY TO ADJUST THE JOINT OPENING SHOWN ON THE SHOP DETAIL DRAWINGS FOR TEMPERATURES OTHER THAN 45°F. ADJUSTMENT IS TO BE MEASURED PARALLEL TO THE CENTERLINE OF CONSTRUCTION.



SETTING

CONSTRUCTION NOTES

1. MAINTAIN ONE 15-FOOT MINIMUM TRAFFIC LANE AT ALL TIMES.
2. ALL WORK SHALL BE DONE BEHIND TEMPORARY CONCRETE BARRIERS.
3. THE TOP SURFACE OF THE EXISTING CONCRETE SLABS SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER.
4. DEPRESS THE BITUMINOUS WEARING SURFACE AROUND THE EXISTING BRIDGE DRAINS AS DIRECTED BY THE ENGINEER.
5. BECAUSE OF STAGED CONSTRUCTION, SOME EXPANSION JOINTS MAY REQUIRE CONSTRUCTION JOINTS. THESE SHALL BE AS APPROVED BY THE ENGINEER AS TO TYPE AND LOCATIONS.
6. PAYMENT FOR DRILLING AND GROUTING ASSOCIATED WITH MODIFICATIONS OF THE JOINTS WILL BE CONSIDERED INCIDENTAL TO THE BRIDGE JOINT MODIFICATION ITEMS.
7. PAYMENT FOR REMOVING AND RE-INSTALLING BRIDGE RAIL OR GUARDRAIL, AS NEEDED TO ACCOMPLISH JOINT MODIFICATIONS, WILL BE CONSIDERED INCIDENTAL TO THE BRIDGE JOINT MODIFICATION ITEMS.
8. PAYMENT FOR REMOVING AND REPLACING PORTIONS OF END POSTS (CONCRETE PARAPET AND CURB) WILL BE CONSIDERED INCIDENTAL TO THE BRIDGE JOINT MODIFICATION ITEMS.
9. PAYMENT FOR CUTTING, REMOVING, OR REPLACING GRANITE CURB WHERE CALLED FOR WILL BE CONSIDERED INCIDENTAL TO THE BRIDGE JOINT MODIFICATION ITEMS.
10. REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 2 INCHES UNLESS NOTED OTHERWISE.
11. WHERE GRANITE CURB IS CALLED FOR TO BE REMOVED TO MODIFY A JOINT OR TO INSTALL A SEAL, ONLY THE SMALLEST AMOUNT NECESSARY TO ACCOMPLISH THE WORK SHALL BE REMOVED. IT IS PREFERABLE TO REMOVE CURB TO AN EXISTING JOINT, BUT IF A JOINT IS MORE THAN 3 FEET AWAY THE CURB SHALL BE SAW CUT IN THE FIELD. THE DECISION ABOUT WHETHER TO CUT OR NOT, AND WHERE, SHALL BE THE ENGINEER'S.
12. SEE STANDARD DETAIL SH BD 125-82 FOR ADDITIONAL EXPANSION DEVICE DETAILS.
13. THE REMOVAL OF THE EXISTING BITUMINOUS PAVEMENT ON THE APPROACHES SHALL be paid for under Item 202.202.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	DAK	P.A.K.
CHECKED	B.C.T.	
REVISIONS		
FIELD CHANGES		

PLANS

BRUNING 44-132 427101

CARROLL E. TAYLOR & ASSOCIATES
CONSULTING ENGINEERS
410 SUMMER STREET
AUBURN MAINE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95
SOUTHBOUND AND NORTHBOUND
OVER
Sebasticook River, North Main Street, Webb Road, Somerset Avenue, Central Maine RR & Route 152
PITTSFIELD

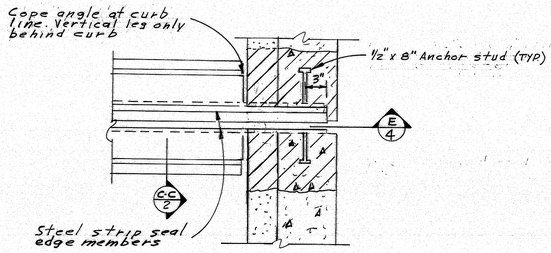
GENERAL PLANS

SHEET 4 OF 14 AUGUSTA, MAINE

99-462

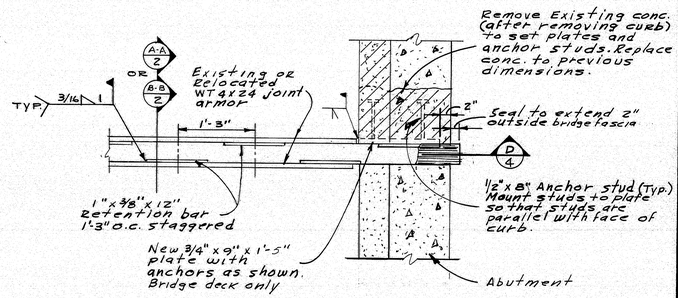
Revised as built Dec 1989
Reprint

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-95-7(96)	5	14



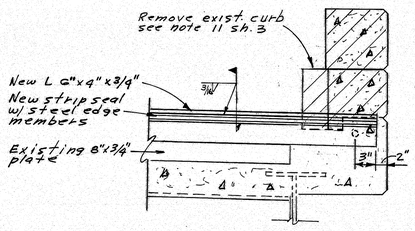
PARTIAL PLAN - GLAND SEAL

See sheet-5 for add'l details

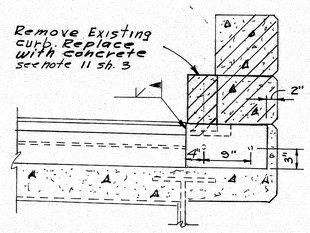


PARTIAL PLAN - COMPRESSION SEAL

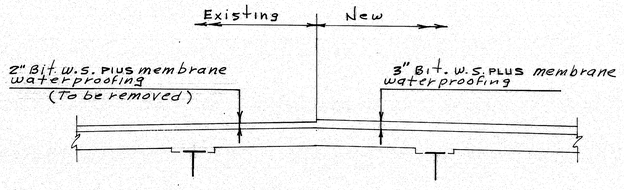
See sheet-5 for add'l. details



SECTION E



SECTION D



TYPICAL CROSS SECTION

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN DETAILED	DAV	D.A.V.
CHECKED	BCH	B.C.H.
REVISIONS		
FIELD CHANGES		

PLANS

CARROLL E. TAYLOR & ASSOCIATES
CONSULTING ENGINEERS
410 SUMMER STREET
AUBURN MAINE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95
SOUTHBOUND AND NORTHBOUND
OVER
Sebasticook River, North Main Street, Webb Road, Somerset Avenue, Central Maine RR & Route 152
PITTSFIELD

SECTIONS

SHEET 5 OF 14 AUGUSTA, MAINE

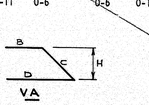
99-463
As built Dec '89

33

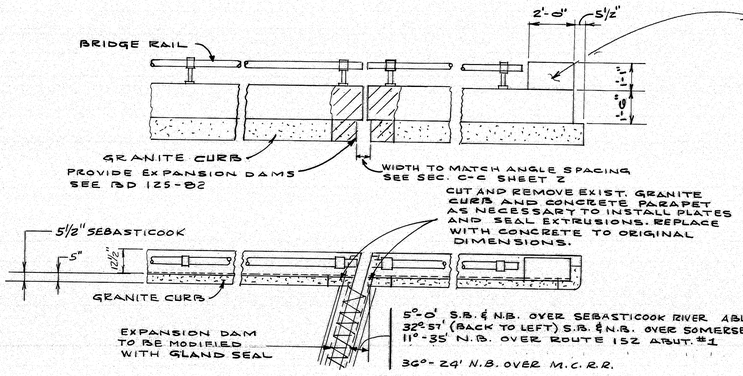
BRUNING 44-132 45710-1

F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-1(96)	6	14

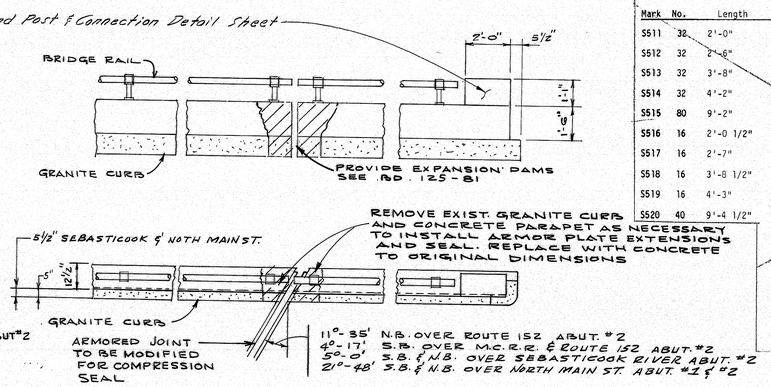
Mark	No.	Length	Type	Bent Bars A	B	C	D	E	F	G	H
S511	32	2'-0"	VA		0-8	0-8	0-8				0-7
S512	32	2'-6"	VA		0-8	1-2	1-2				1-1
S513	32	3'-8"	VA		1-6	0-8	0-8				0-7
S514	32	4'-2"	VA		1-6	1-2	1-2				1-1
S515	80	9'-2"	PP	0-8	0-11	0-6 1/2	1-6	0-9 1/2	2-8	2-1	
S516	16	2'-0 1/2"	VA		0-8	0-8 1/2	0-8				0-7
S517	16	2'-7"	VA		0-8	1-3	0-8				1-0
S518	16	3'-8 1/2"	VA		1-6	0-8 1/2	1-6				0-7
S519	16	4'-3"	VA		1-6	1-3	1-6				1-0
S520	40	9'-4 1/2"	PP	0-8	0-11	0-6	0-6	0-10 1/2	2-8	2-3	



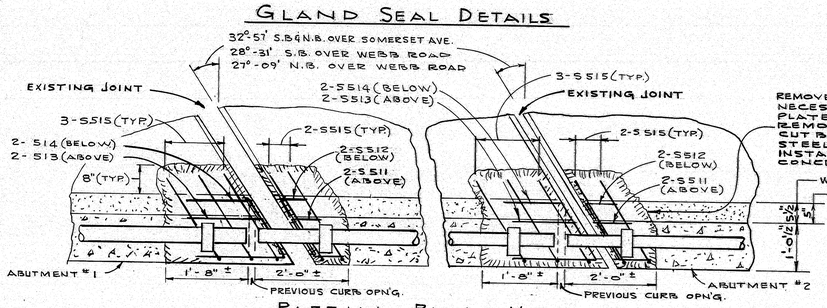
TYPICAL BENDING DIAGRAMS



GLAND SEAL DETAILS



COMPRESSION SEAL DETAILS



PARTIAL PLAN VIEW

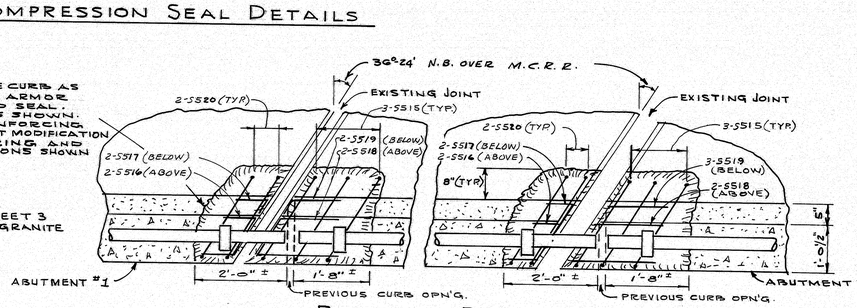
S.B. & N.B. OVER SOMERSET AVE.
S.B. & N.B. OVER WEBB ROAD
(EAST SIDE OF N.B. OR WEST SIDE OF S.B. SHOWN. OTHER SIDE SAME BUT SWAPPED END FOR END)

REMOVE EXISTING GRANITE CURB AS NECESSARY TO INSTALL ARMOR PLATE EXTENSIONS AND SEAL. REMOVE CONCRETE AS SHOWN. CUT BACK EXISTING REINFORCING STEEL TO ALLOW JOINT MODIFICATION. INSTALL NEW REINFORCING AND CONCRETE TO DIMENSIONS SHOWN

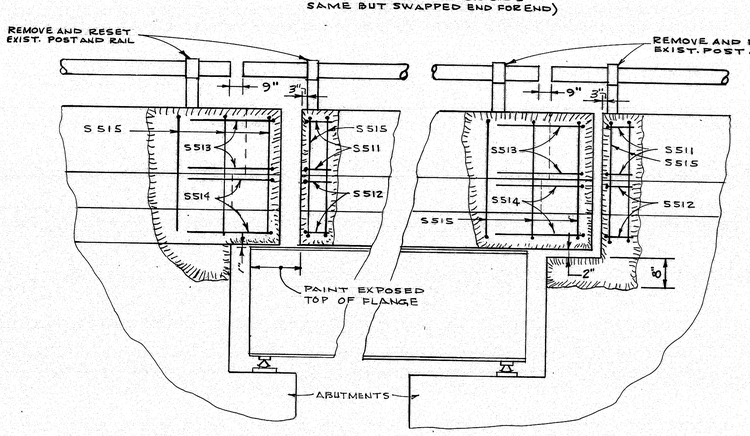
WEBB ROAD
SOMERSET AVE.
2'-5½"
1'-0½"
5"

SEE NOTE 11 SHEET 3 FOR CUTTING GRANITE CURB.

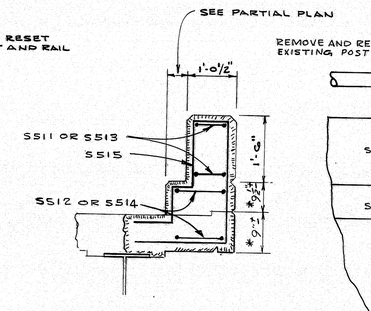
AT GLAND SEAL JOINTS - CLIP HORIZONTAL LEG OF ANGLE AND EXTEND VERTICAL LEG TO WELD EXTRUSION (TYP.)



PARTIAL PLAN VIEW

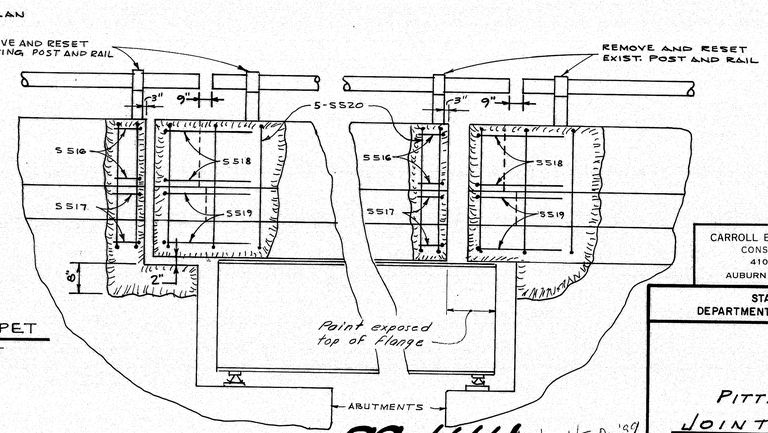


PARTIAL ELEVATION VIEW



SECTION THRU PARAPET

* VARIES WITH EACH PARAPET



PARTIAL ELEVATION VIEW

99-464 As bu. 1+ Dec '89

PROJECT DESIGN ENGINEER — PLANS

BY	DATE
DESIGN - DETAILED: DMF	D.D.C.
CHECKED:	GCH.
REVISIONS:	
FIELD CHANGES:	

BRUNING 44-132-45710-1

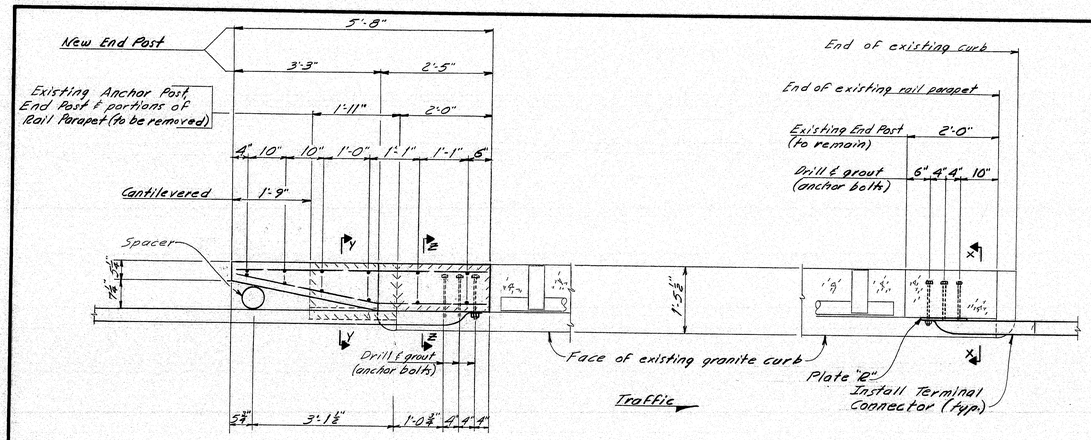
CARROLL E. TAYLOR & ASSOCIATES
CONSULTING ENGINEERS
410 SUMMER STREET
AUBURN MAINE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

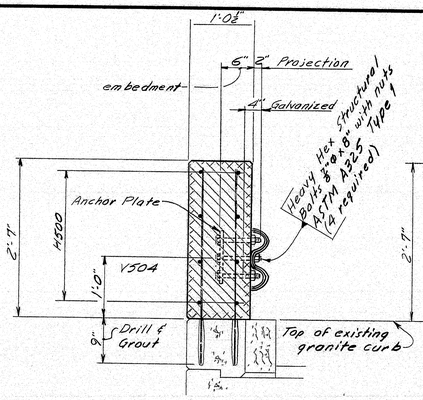
PITTSFIELD
JOINT DETAILS

SHEET 6 OF 14 AUGUSTA, MAINE

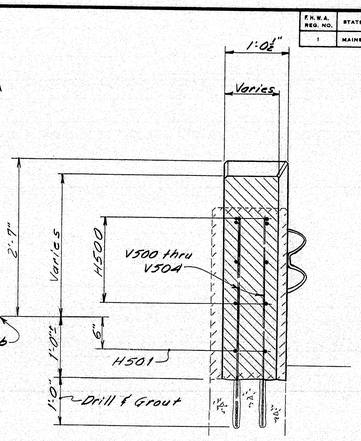
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-95-7(96)	7	14



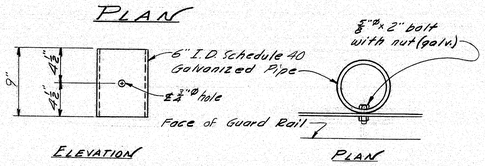
PLAN



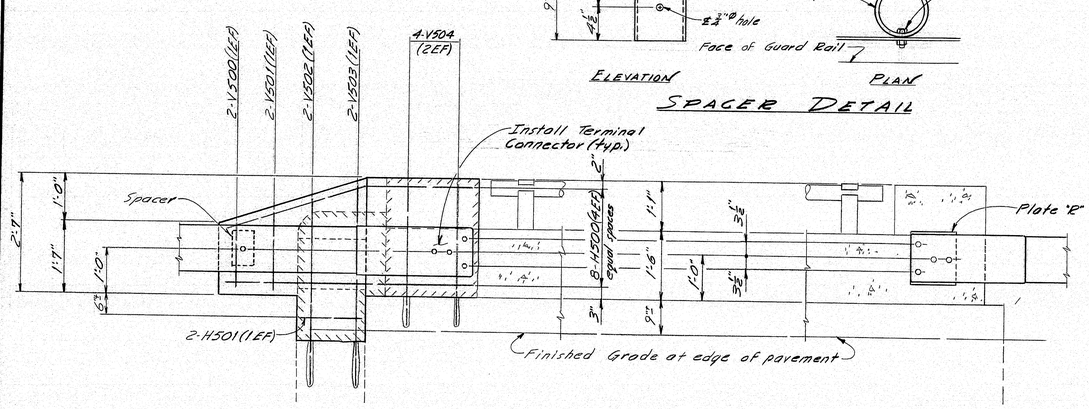
SECTION Z-Z



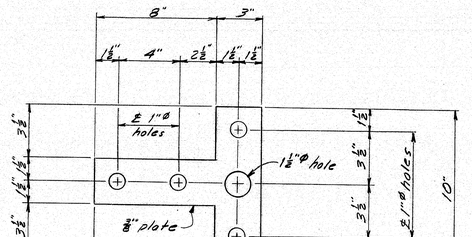
SECTION Y-Y



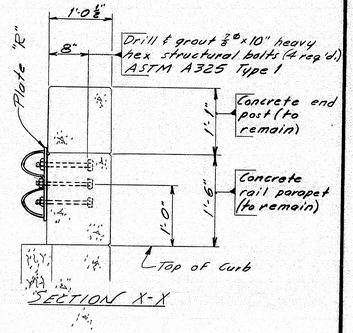
SPACER DETAIL



ELEVATION



ANCHOR PLATE
ASTM A36



SECTION X-X

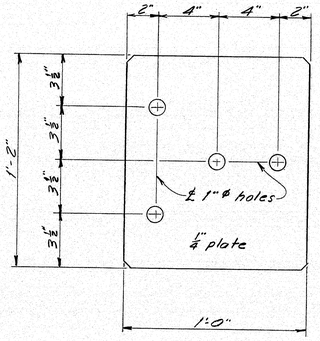
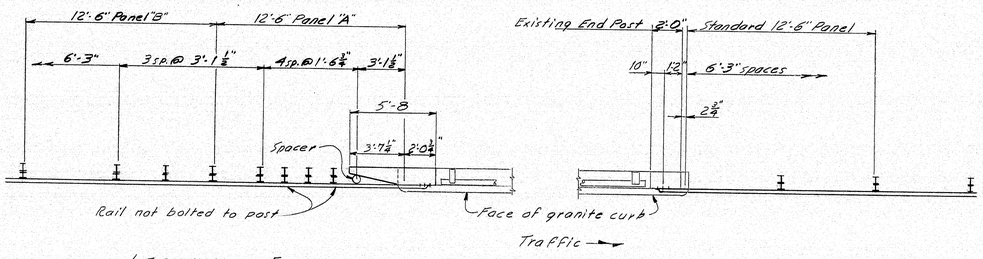


PLATE "R"
ASTM A36 Galvanized



LEADING END

TRAILING END

GUARD RAIL LAYOUT

NOTES

1. Reinforcing steel shall have a minimum cover of 2 inches unless otherwise indicated.
2. Removing of existing reinforcing steel shall be at a minimum.
3. Existing reinforcing steel to remain shall be cleaned as directed prior to placing new concrete.
4. Mortar for grouting dowels shall contain an approved non-shrink additive. Payment for drilling and grouting of dowels shall be considered incidental to Item 503.13, Reinforcing Steel, Placing.
5. Additional holes required in Guard Rail Panels "A" & "B" may be made by drilling, punching, or any other method that produces a neat, clean hole of the required size. Burning of holes will not be allowed.
6. After installation of guard rail is complete, upset the thread on the anchor bolts in three places around each bolt at the junction of the nut and the exposed thread, with a center punch or similar tool.
7. Payment for all labor, material and equipment required for the installation of terminal connectors and their anchorage systems on the trailing ends of all bridges shall be considered incidental to Item 606.173, Bridge Connections.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	DTA	5-88
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

BRUNING 44-132.45710-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

END POST & GUARD RAIL CONNECTION DETAIL

PITTSFIELD

INTERSTATE 95 OVER Sebasticook River, North Main St, Webb Road, Somerset Avenue, Central Maine RR & Route 152 Northbound & Southbound

SHEET 7 OF 14 AUGUSTA, MAINE

Ashlt Dec '89

99-465

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION
Sebasticook River NB & SB (End Post)			
H500	32	5'-4"	8 each
H501	8	1'-2"	2 each
V500	8	1'-5"	2 each
V501	↓	1'-8"	↓
V502	↓	4'-0"	↓
V503	8	4'-4"	2 each (dowel)
V504	16	3'-0"	4 each (dowel)

MARK	NO.	LENGTH	LOCATION
Maine Central RR NB (End Post)			
H500	16	5'-4"	8 each
H501	4	1'-2"	2 each
V500	4	1'-5"	2 each
V501	↓	1'-8"	↓
V502	↓	4'-0"	↓
V503	4	4'-4"	2 each (dowel)
V504	8	3'-0"	4 each (dowel)

MARK	NO.	LENGTH	LOCATION
Somerset Avenue NB & SB (End Post)			
H500	32	5'-4"	8 each
H501	8	1'-2"	2 each
V500	8	1'-5"	2 each
V501	↓	1'-8"	↓
V502	↓	4'-0"	↓
V503	8	4'-4"	2 each (dowel)
V504	16	3'-0"	4 each (dowel)

MARK	NO.	LENGTH	LOCATION
North Maine Street NB & SB (End Post)			
H500	32	5'-4"	8 each
H501	8	1'-2"	2 each
V500	8	1'-5"	2 each
V501	↓	1'-8"	↓
V502	↓	4'-0"	↓
V503	8	4'-4"	2 each (dowel)
V504	16	3'-0"	4 each (dowel)

MARK	NO.	LENGTH	LOCATION
Route 152 NB (End Post)			
H500	16	5'-4"	8 each
H501	4	1'-2"	2 each
V500	4	1'-5"	2 each
V501	↓	1'-8"	↓
V502	↓	4'-0"	↓
V503	4	4'-4"	2 each (dowel)
V504	8	3'-0"	4 each (dowel)

MARK	NO.	LENGTH	LOCATION
Webb Road NB & SB (End Post)			
H500	32	5'-4"	8 each
H501	8	1'-2"	2 each
V500	8	1'-5"	2 each
V501	↓	1'-8"	↓
V502	↓	4'-0"	↓
V503	8	4'-4"	2 each (dowel)
V504	16	3'-0"	4 each (dowel)

MARK	NO.	LENGTH	LOCATION
Route 152 & Maine Central		RR	SB (End Post)
H500	16	5'-4"	8 each
H501	4	1'-2"	2 each
V500	4	1'-5"	2 each
V501	↓	1'-8"	↓
V502	↓	4'-0"	↓
V503	4	4'-4"	2 each (dowel)
V504	8	3'-0"	4 each (dowel)

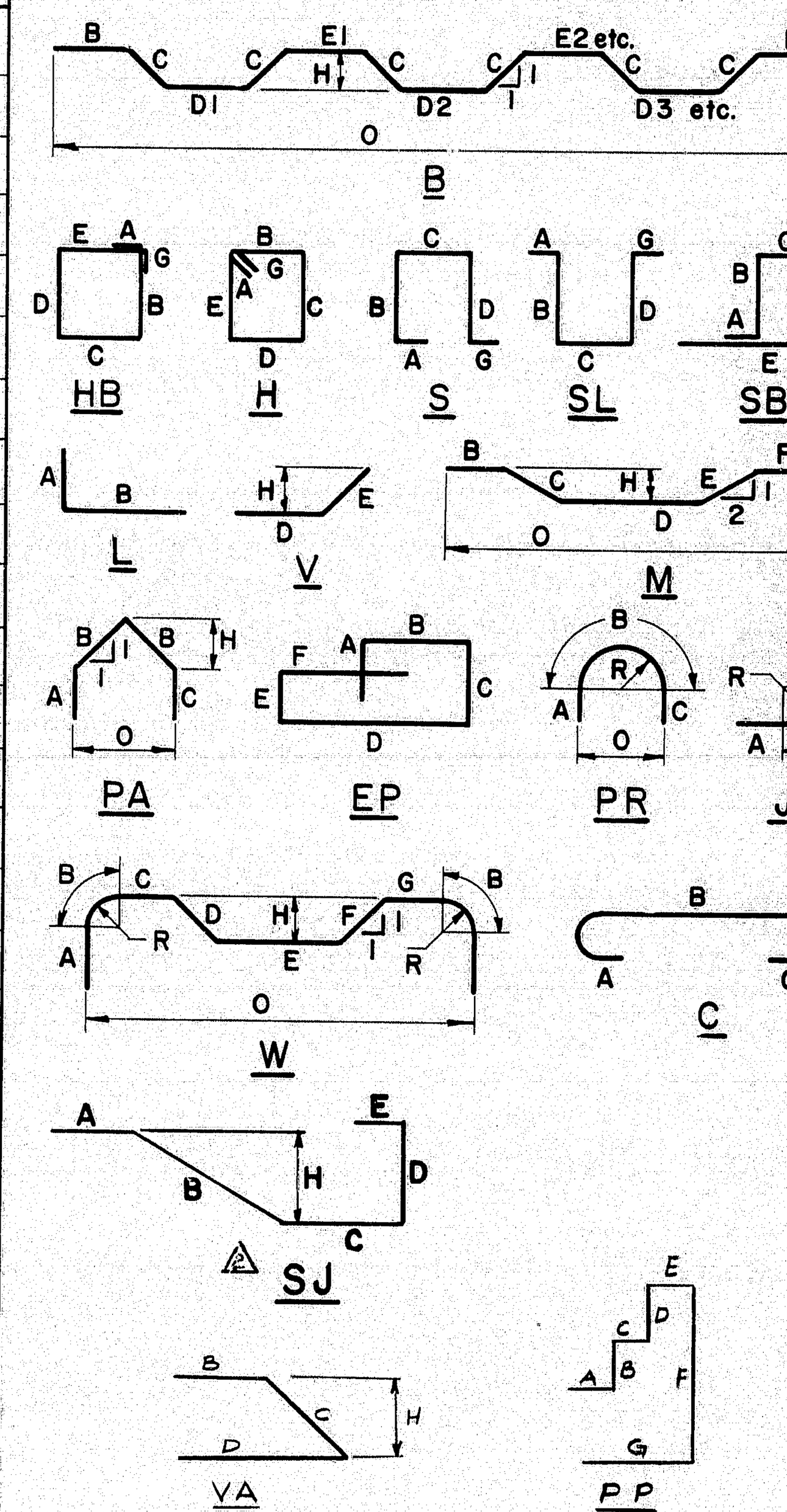
BENT BARS

Typical at all joints (adjust to fit)

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
S511	32	2'-0"	VA	—	8"	8"	8"	—	—	—	7"	—	—	As per Consultant
S512	↓	2'-6"	↓	—	8"	1'-2"	1'-2"	—	—	—	1'-1"	—	—	↓
S513	↓	3'-8"	↓	—	6"	8"	8"	—	—	—	7"	—	—	↓
S514	32	4'-2"	VA	—	6"	1'-2"	1'-2"	—	—	—	1'-1"	—	—	↓
S515	80	9'-2"	PP	8"	11"	6½"	1'-6"	9½"	2'-8"	2'-1"	—	—	—	↓
S516	16	2'-1"	VA	—	8½"	8½"	8"	—	—	—	7"	—	—	↓
S517	↓	2'-7"	↓	—	8"	1'-3"	8"	—	—	—	1'-0"	—	—	↓
S518	↓	3'-9"	↓	—	1'-6½"	8½"	1'-6"	—	—	—	7"	—	—	↓
S519	16	4'-3"	VA	—	1'-6"	1'-3"	1'-6"	—	—	—	1'-0"	—	—	↓
S520	40	9'-5"	PP	8½"	11"	6"	6"	10½"	2'-8"	2'-3"	—	—	—	↓

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-95-7(96)	8	14

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. △1

Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.
   Mark (A502) bar size - #5
   Mark (P1001) bar size - #10
   Mark (S603) bar size - #6
2. 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.

Asbuilt Dec '89 [signature]

	REVISIONS	DATE
△2	New Bent Bar Type SJ	9-26-83
△1	Revised ACI Standard	5-12-83

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

REINFORCING STEEL SCHEDULE

PITTSFIELD

INTERSTATE 95 OVER

Sebasticook River, North Maine St, Webb Road, Somerset Avenue, Central Maine RR & Route 152 Northbound & Southbound

SHEET 8 OF 14 AUGUSTA, MAINE

99-466

PLANS	BY	DATE
DESIGN-DETAIL	RTA	5-88
CHECKED		
REVISIONS		
FIELD CHANGES		