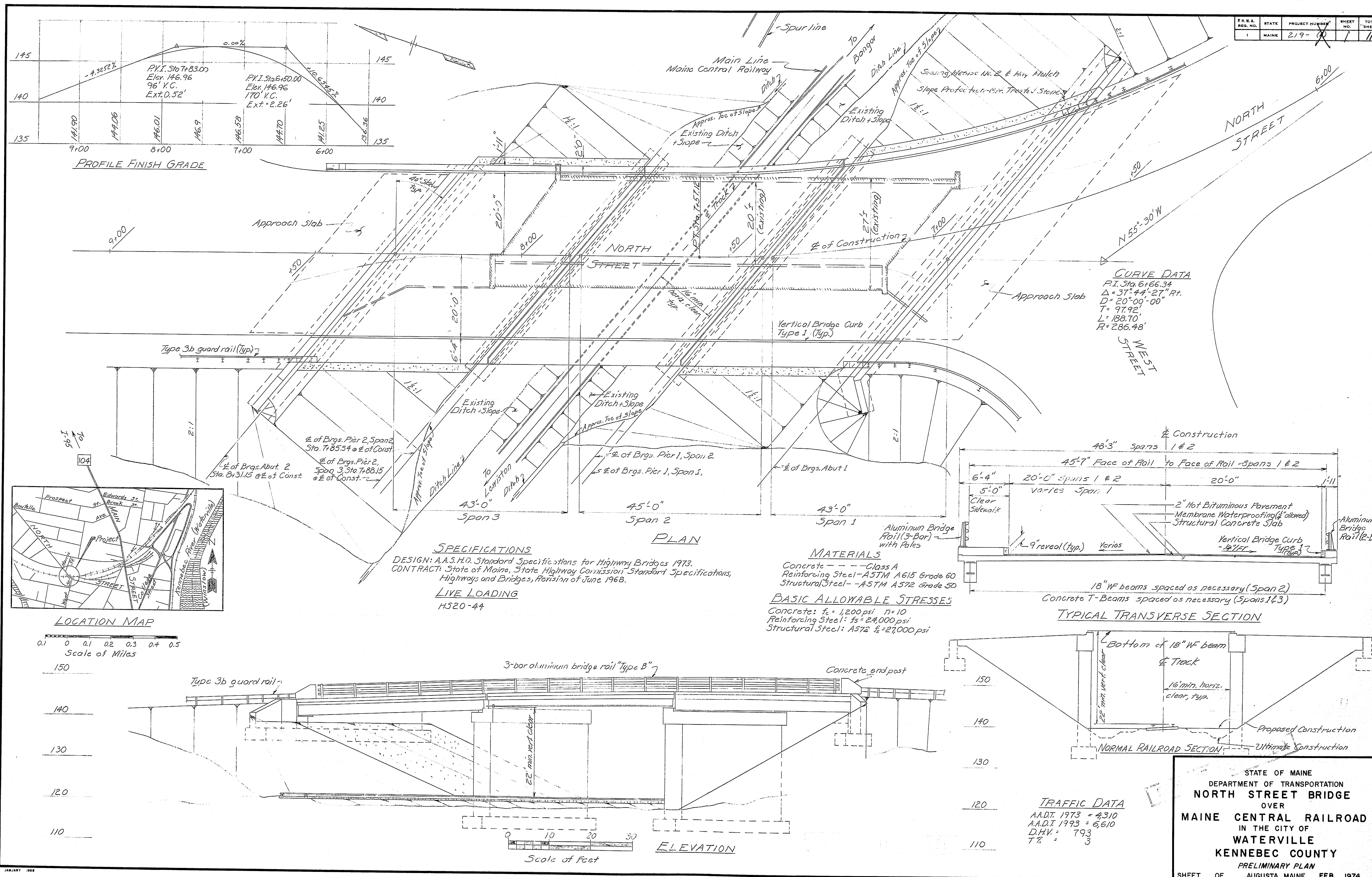
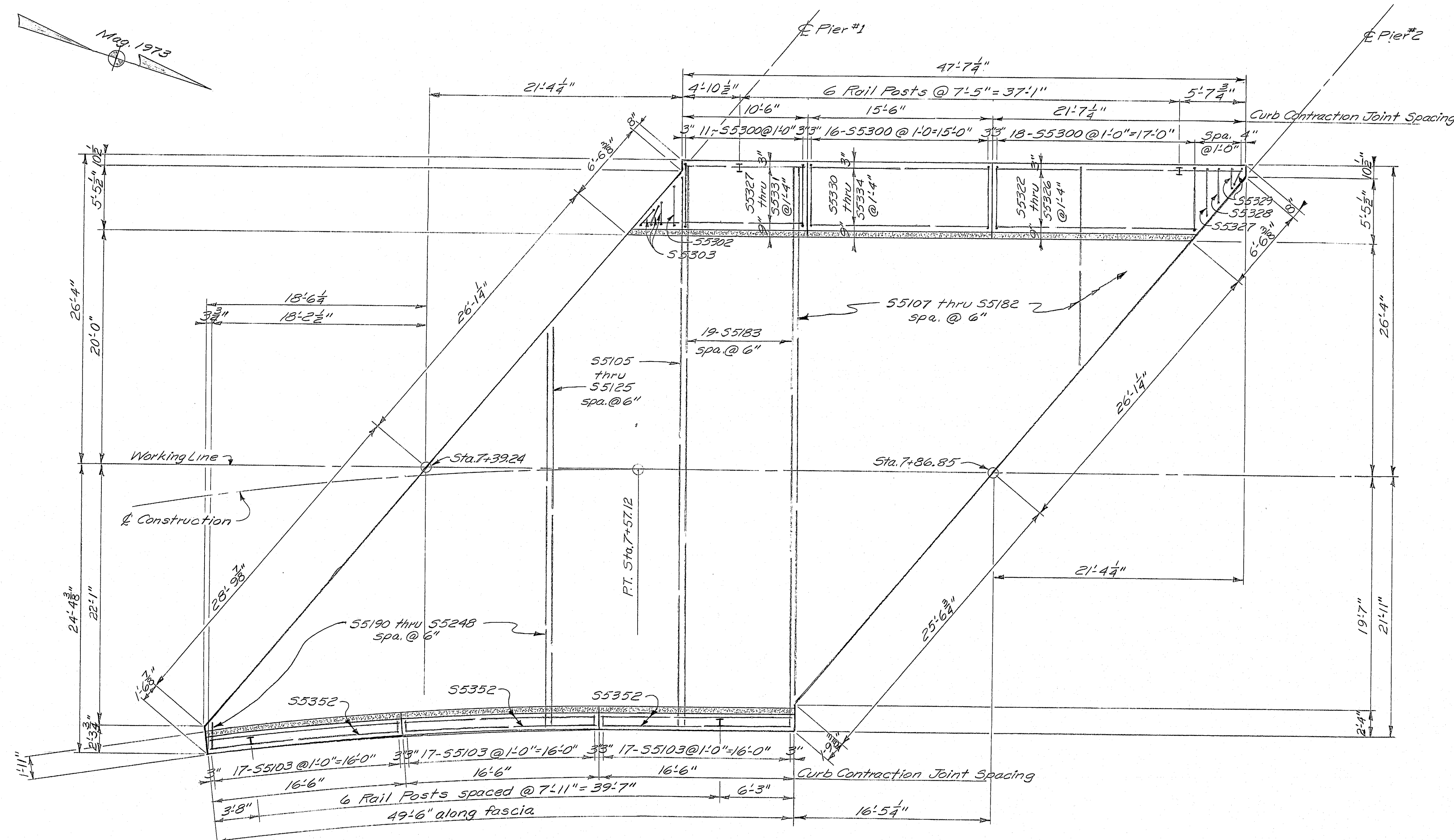


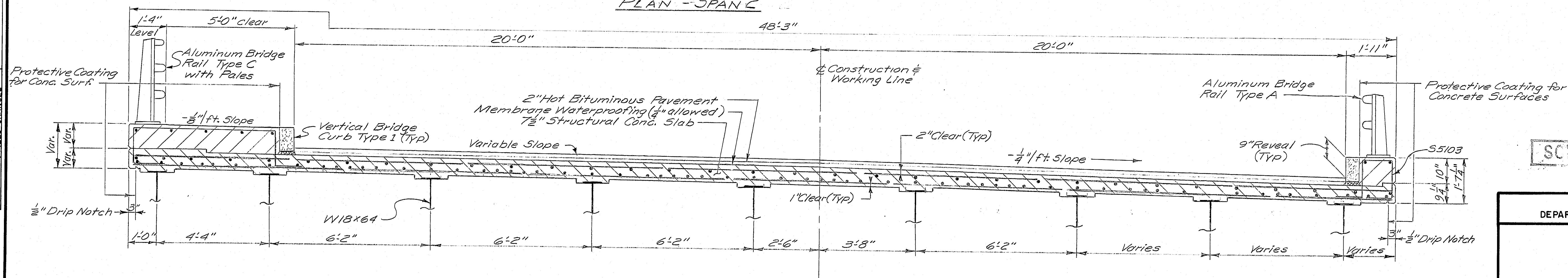
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	219- (X)	1	11



F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TO SHEET
1	MAINE		2	



PLAN - SPAIN 2



TRANSVERSE SECTION - SPAN 2

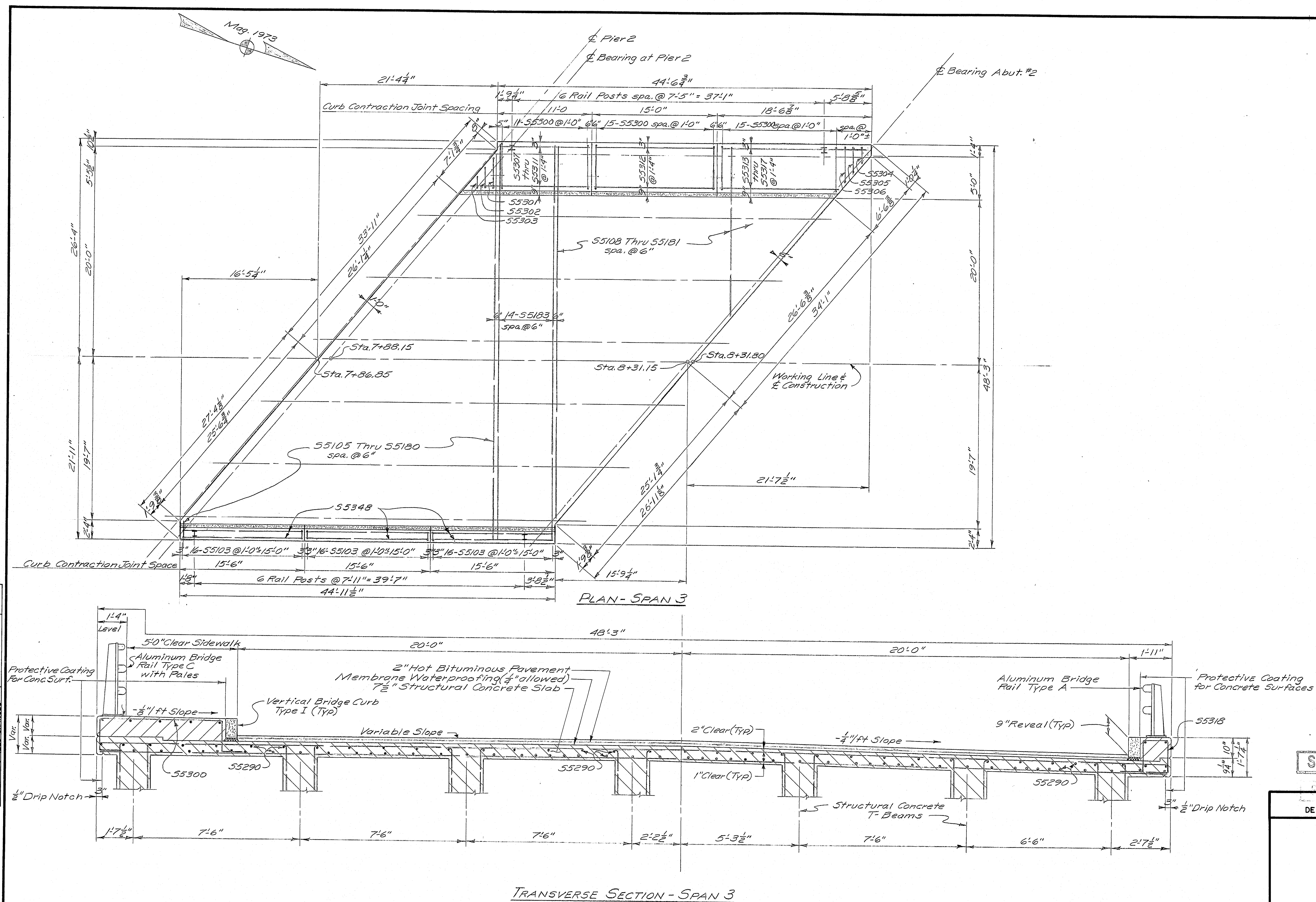
SCHEME NOT USE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SHEET OF AUGUSTA, MAINE

SHEET OF AUGUSTA, MAINE
NORTH ST. SUPER. SPAN 2' 178-82

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	219	3	11



SCHEME NOT USED

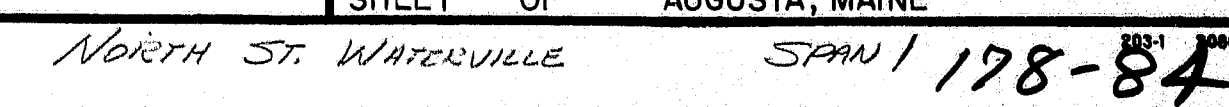
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SHEET OF AUGUSTA, MAINE

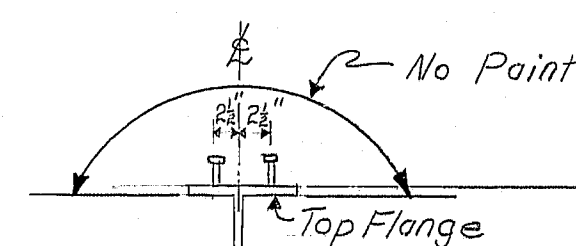
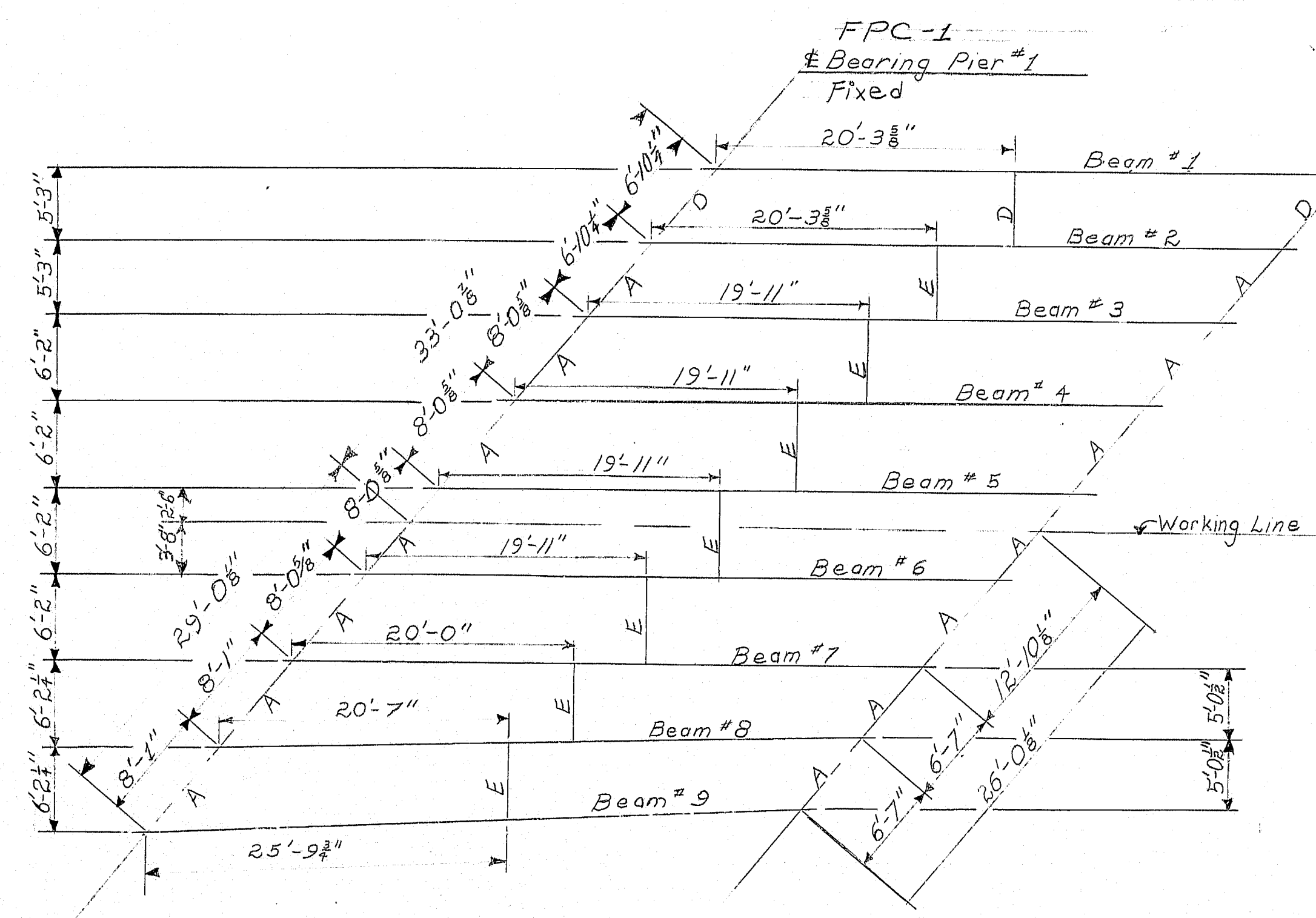
SPAN 3 178-83

NORTH ST. WATERVILLE

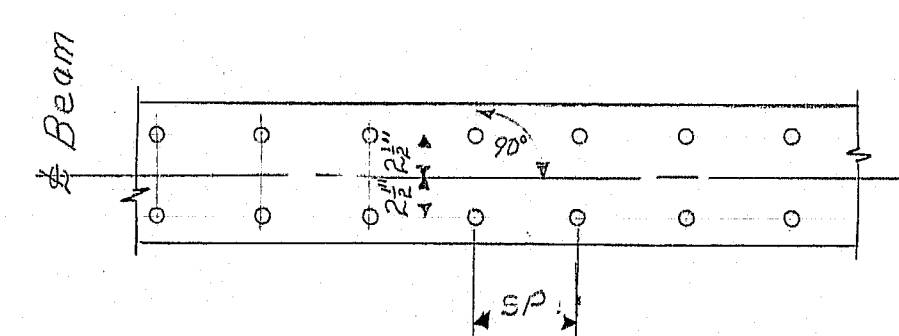
PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	<i>PMW</i>	<i>6-74</i>
	REVISIONS		
	FIELD CHANGES		



F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	2190	3	11

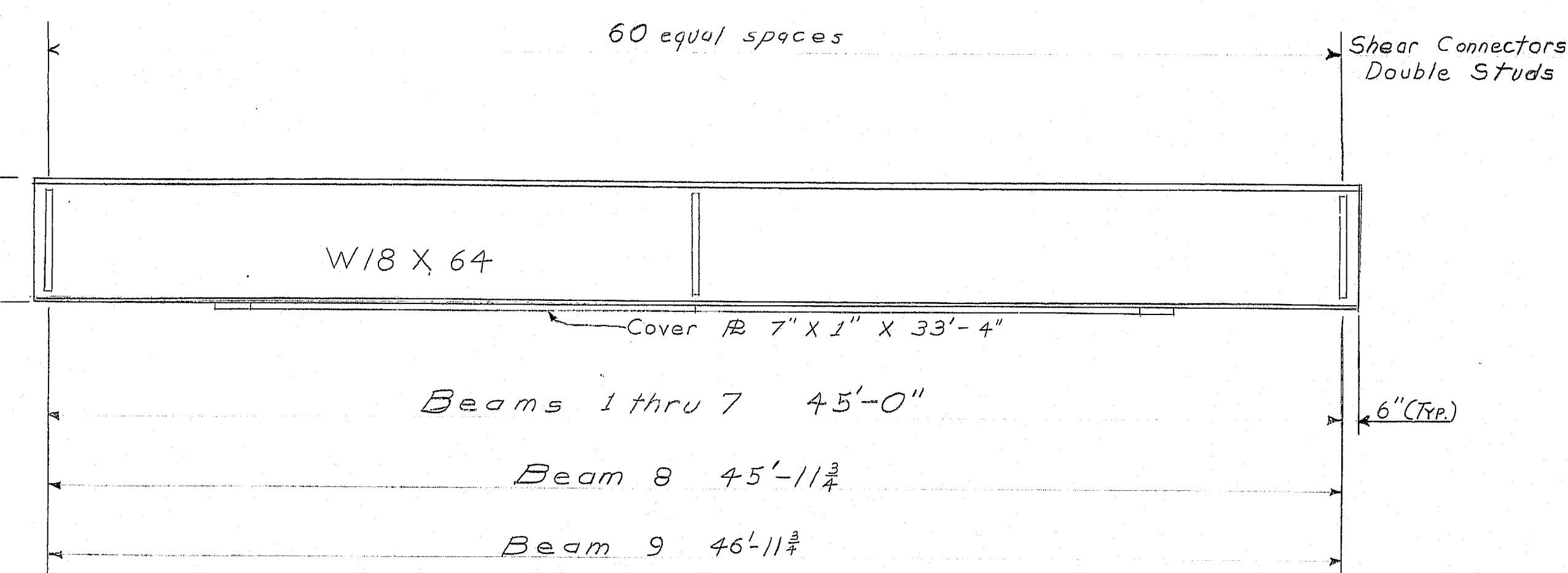


Typical Section

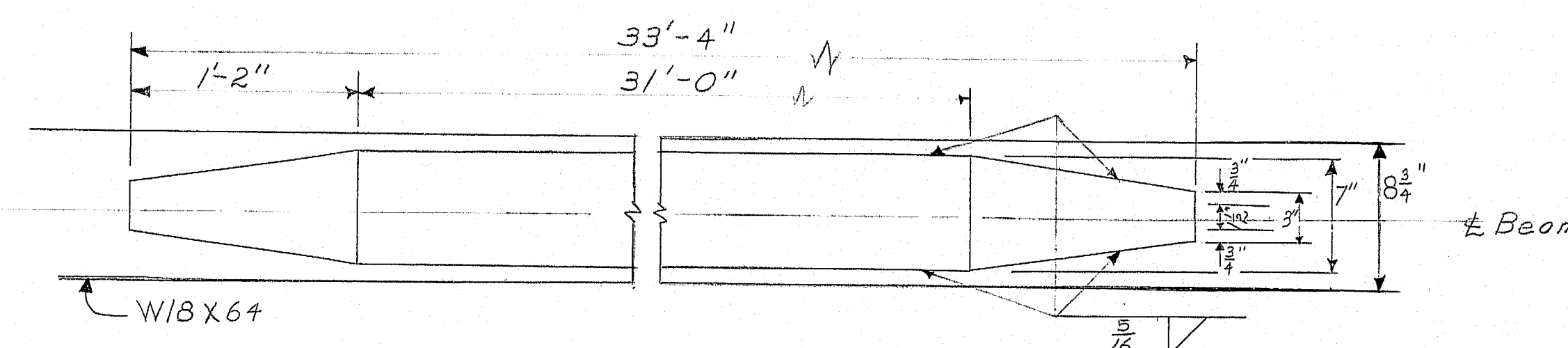


STUD. LAYOUT

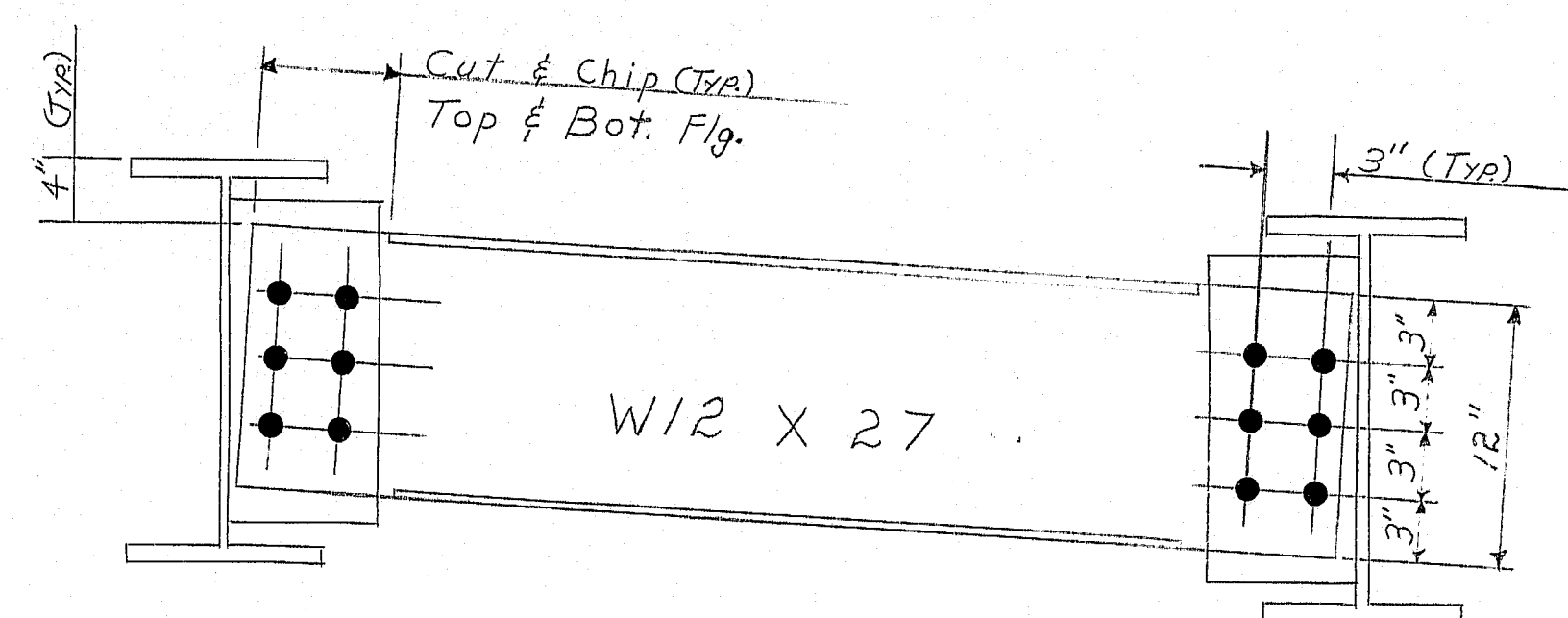
NOTE
Studs at Type "D" diaphragm will
be eliminated.



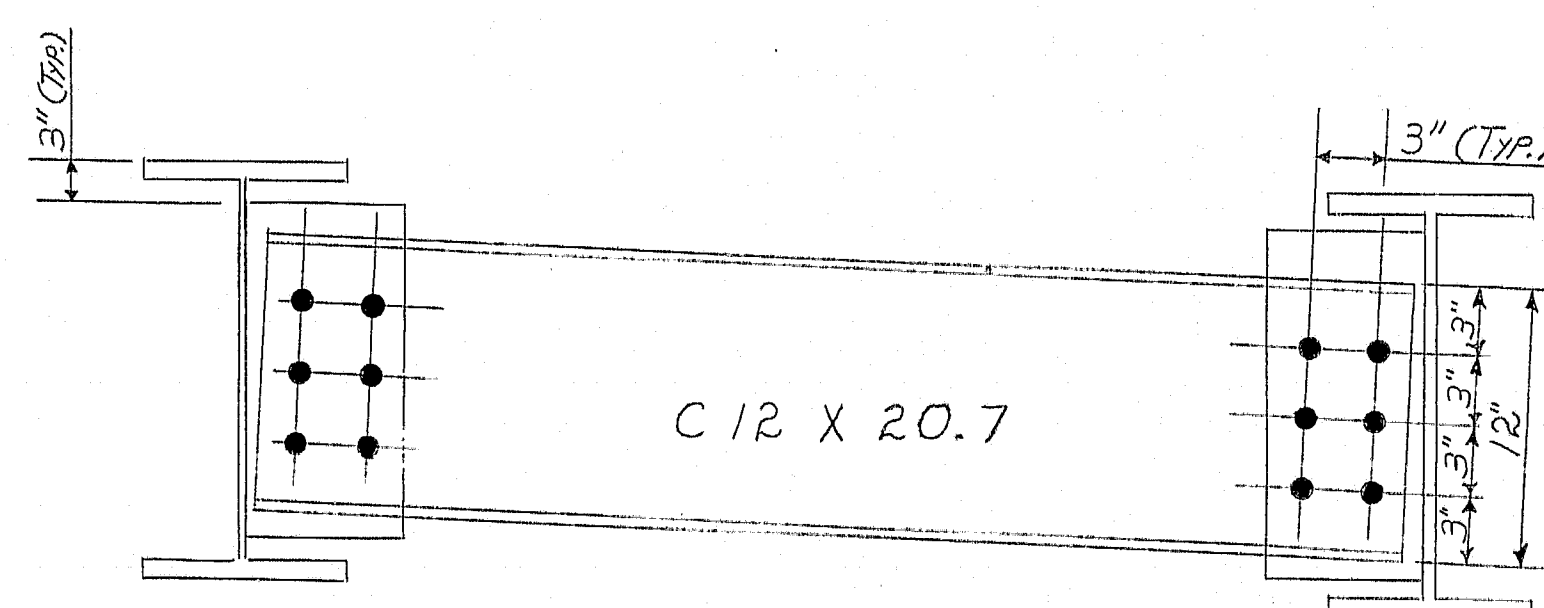
BEAM ELEVATION 1 THRU 9
Dimensions are horizontal



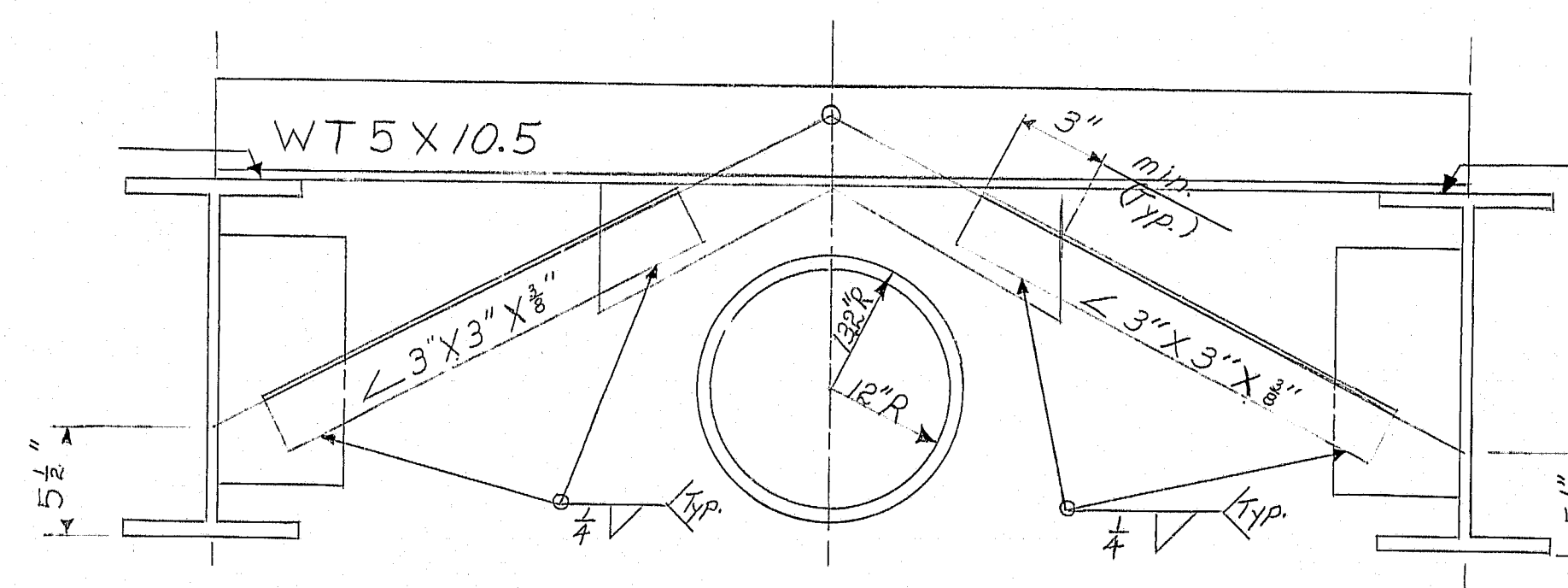
COVER PLATE DETAIL



END DIAPHRAGM
Type A



INTERMEDIATE DIAPHRAGM
TYPE E



SIDEWALK AREA
Type D

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	DEB	
	REVISED		
	CHANGES		

SCHEME APPROVED

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

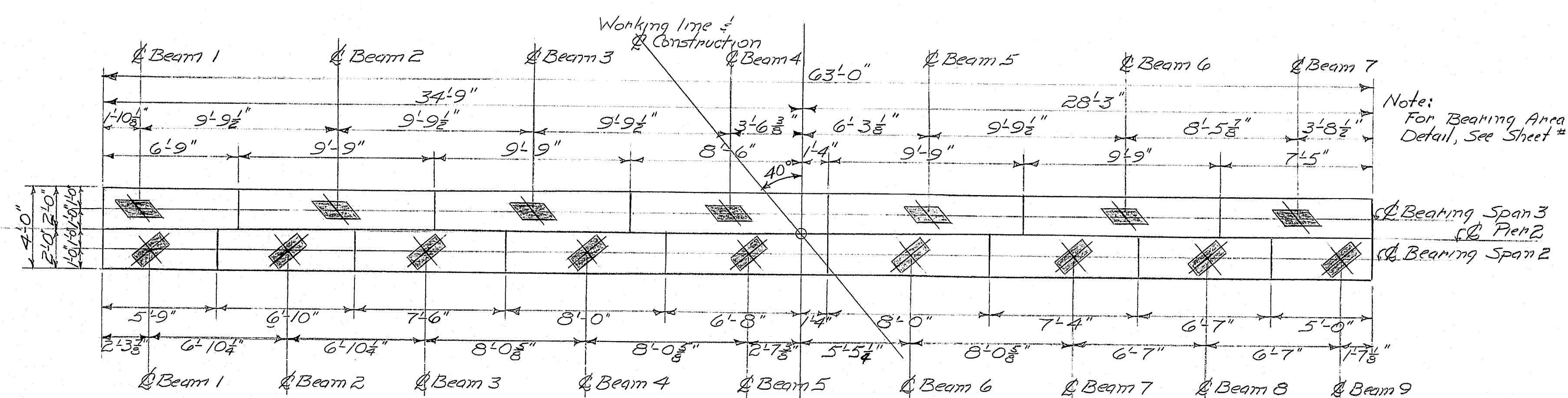
**NORTH STREET BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY**

FRAMING PLAN SPAN 2

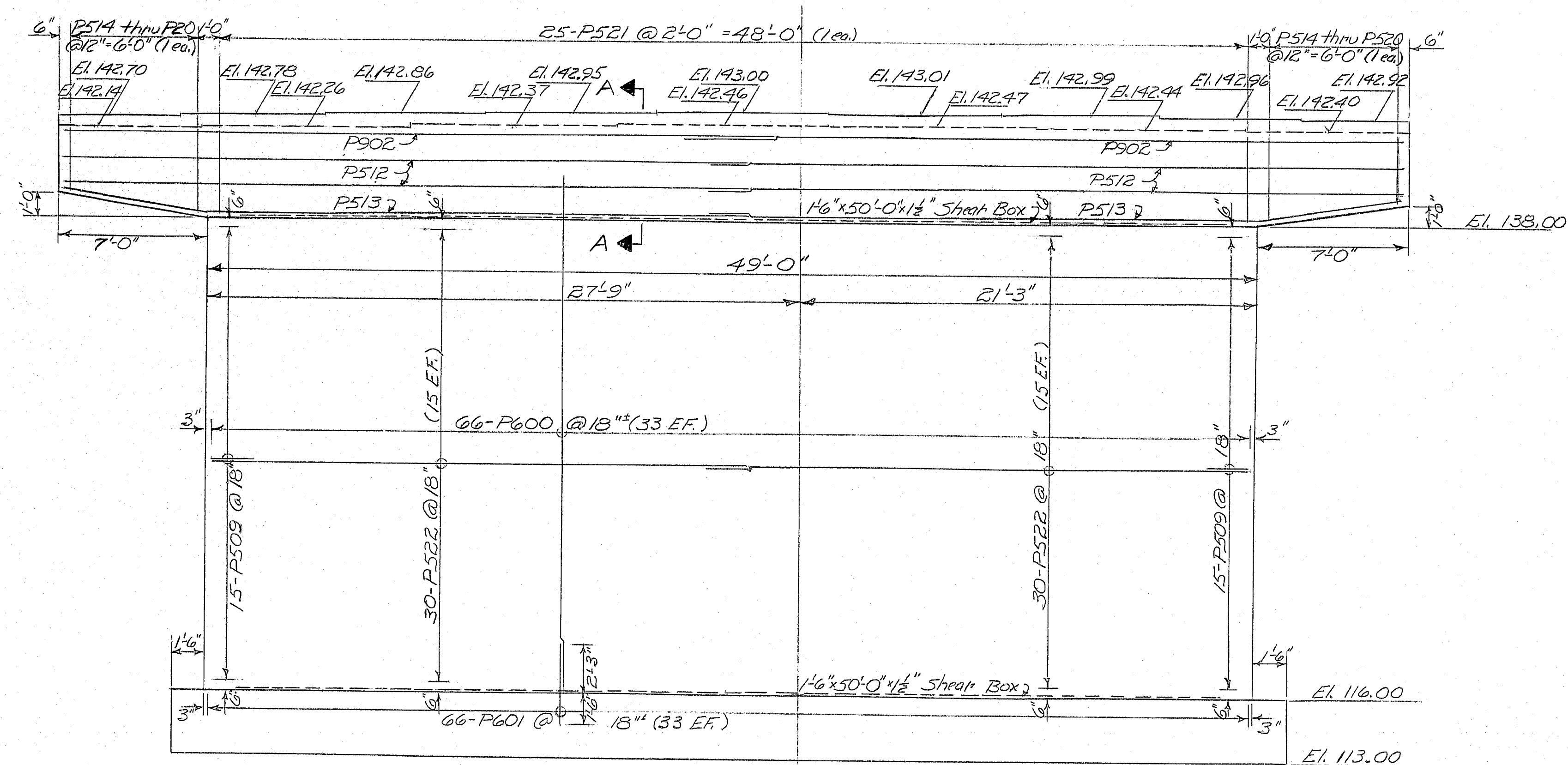
SHEET OF AUGUSTA, MAINE

178-85

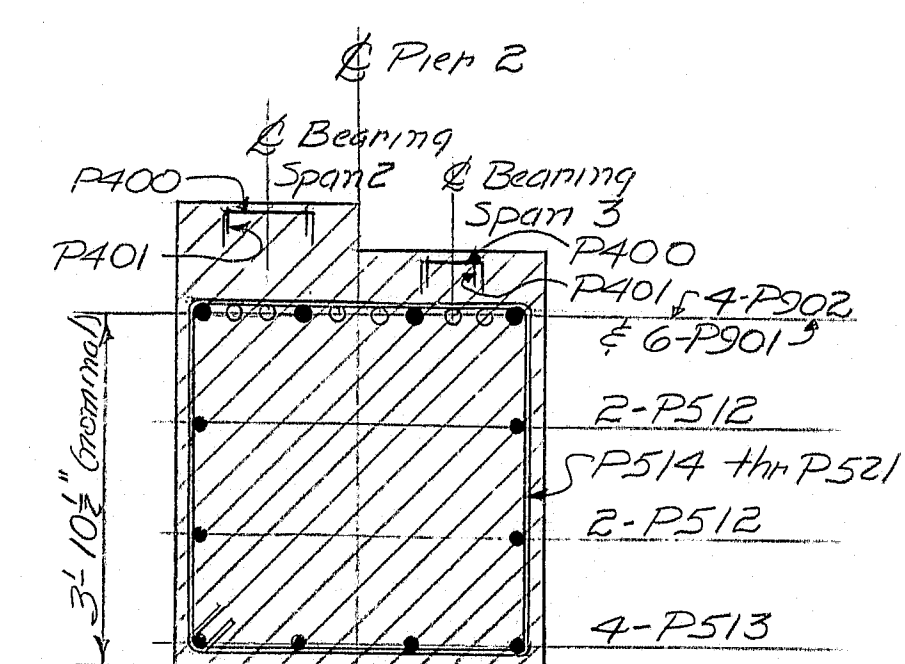
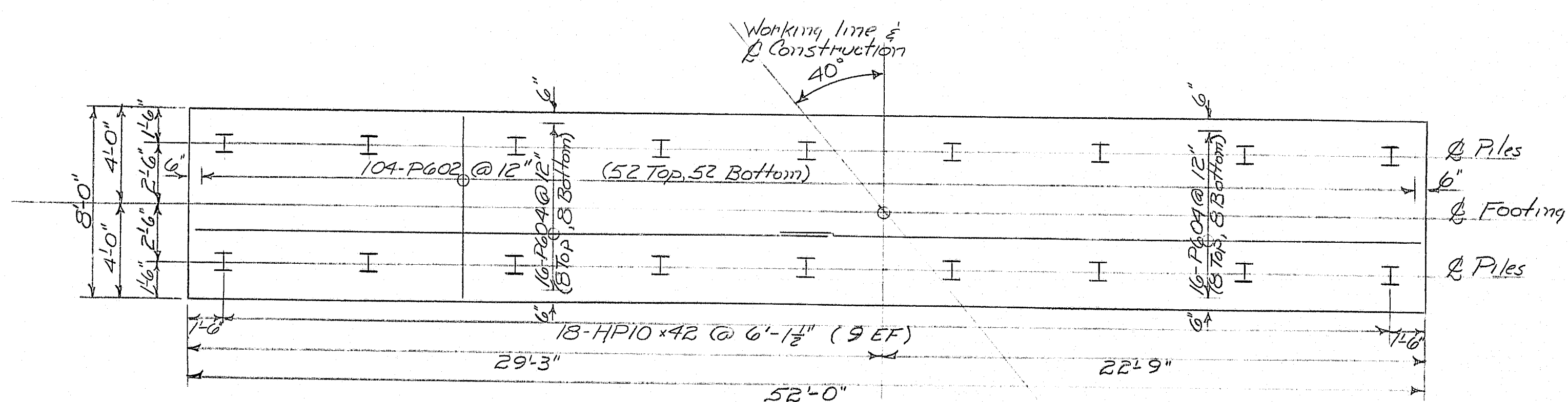
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		10	11



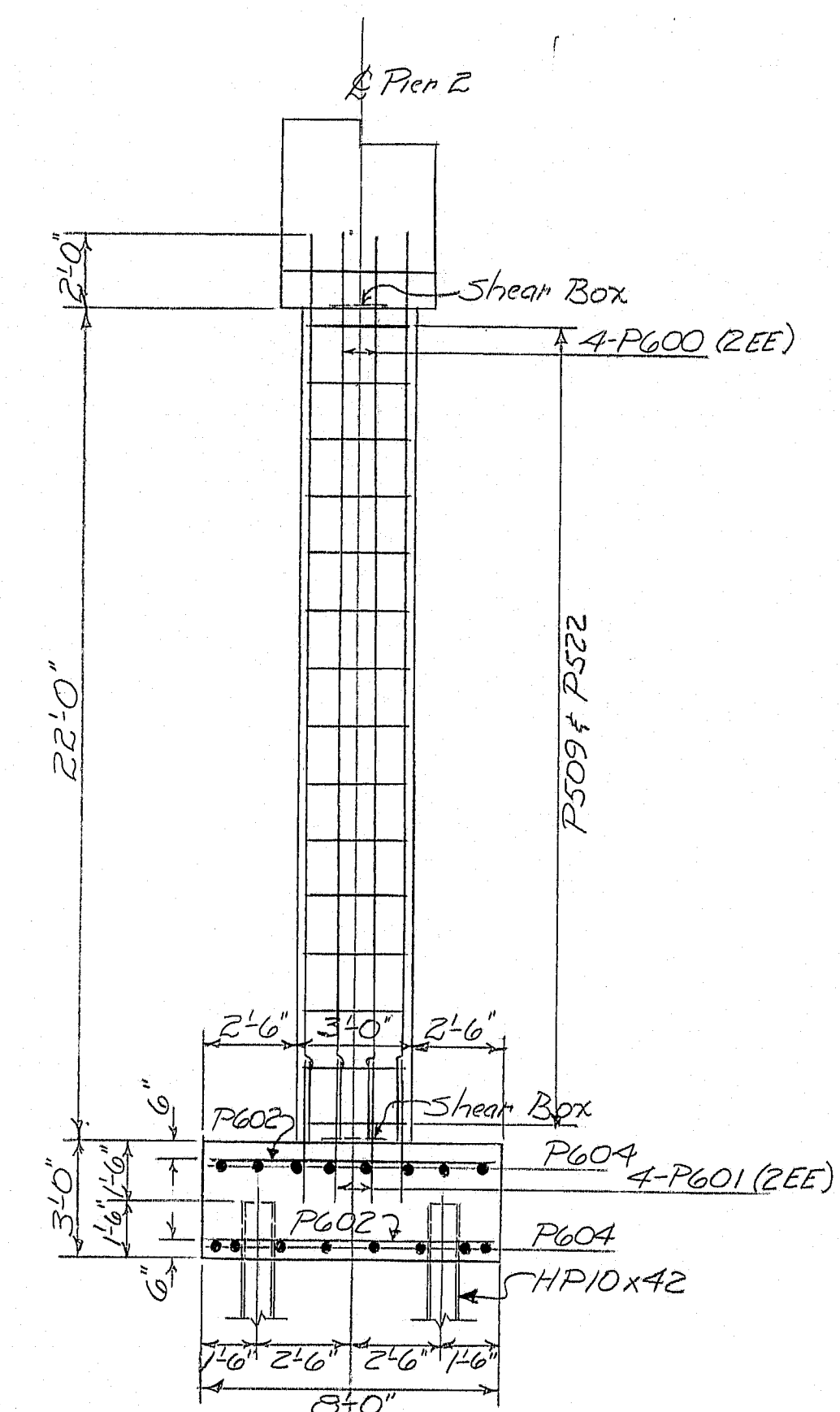
PLAN



ELEVATION



SECTION A-A



END SECTION

SCHEME NOT USED

KEY:
ea. = each
EF = Each Face
EE = Each End

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WTK

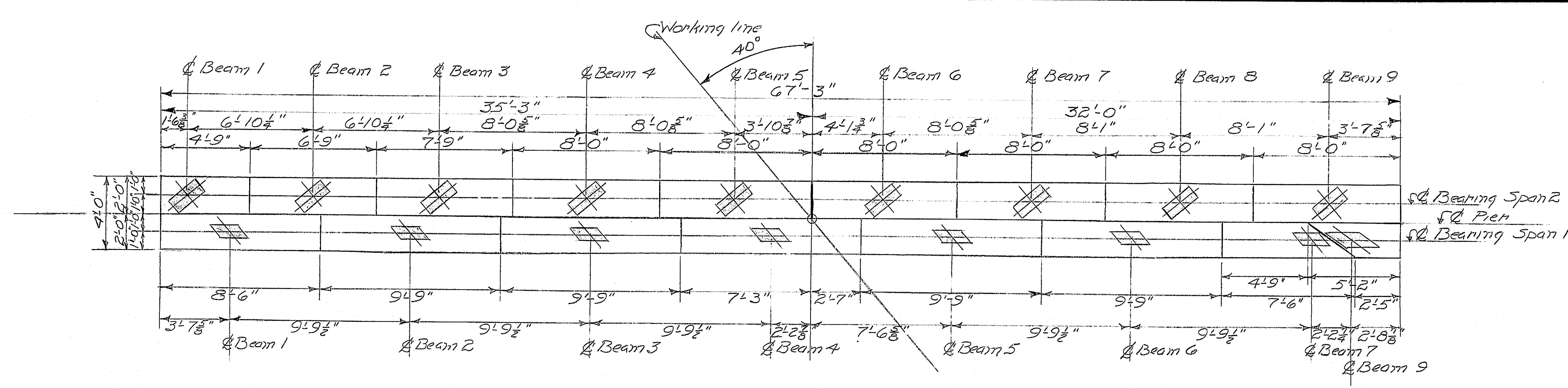
VOID
PIER 2

SHEET OF AUGUSTA, MAINE

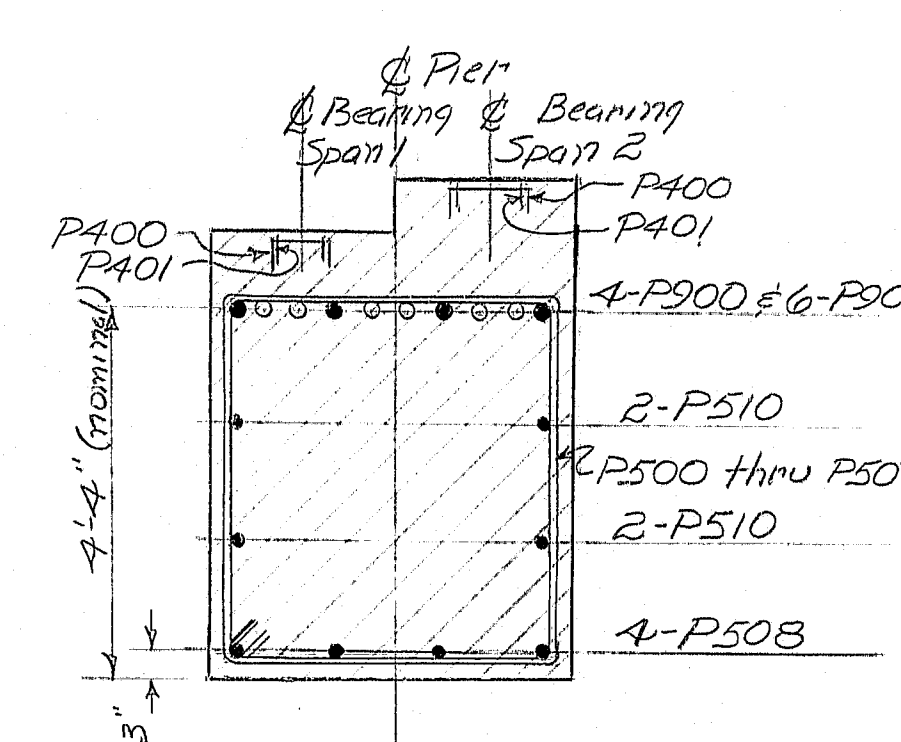
128-86

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	AYF/MVF	6/174
CHECKED		
REVISIONS		
FIELD CHANGES		

F.H.W.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	219(X)	7	11



PLAN



SECTION A-A

NOTES

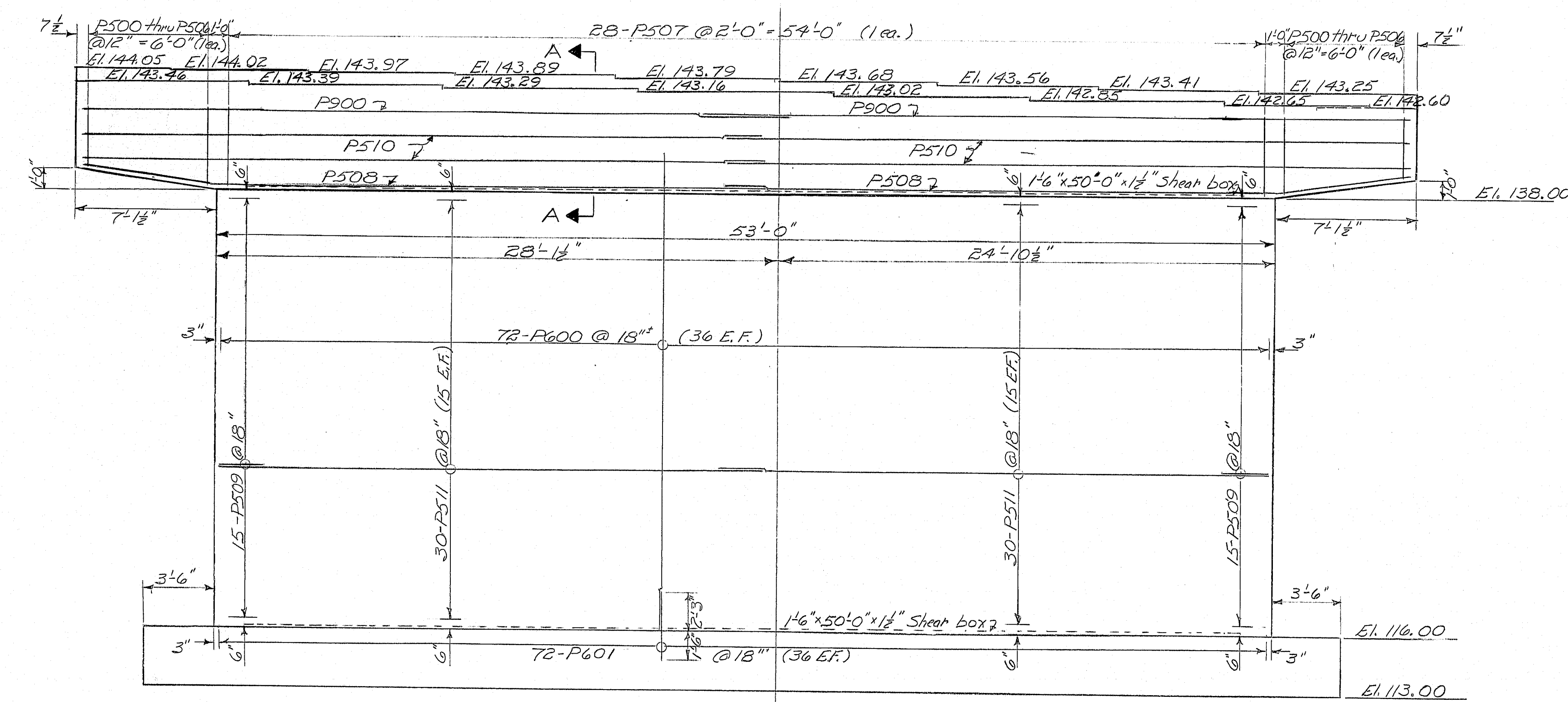
1. Chamfer all exposed edges of concrete 2 in. unless otherwise indicated.
2. Reinforcing steel shall have 2 inches minimum cover unless otherwise indicated.
3. Place reinforcing steel on bridge seats to clear anchor bolts.
4. All reinforcing steel splices and embedments shall be a minimum of 36 bar diameters unless otherwise indicated.

Design Criteria

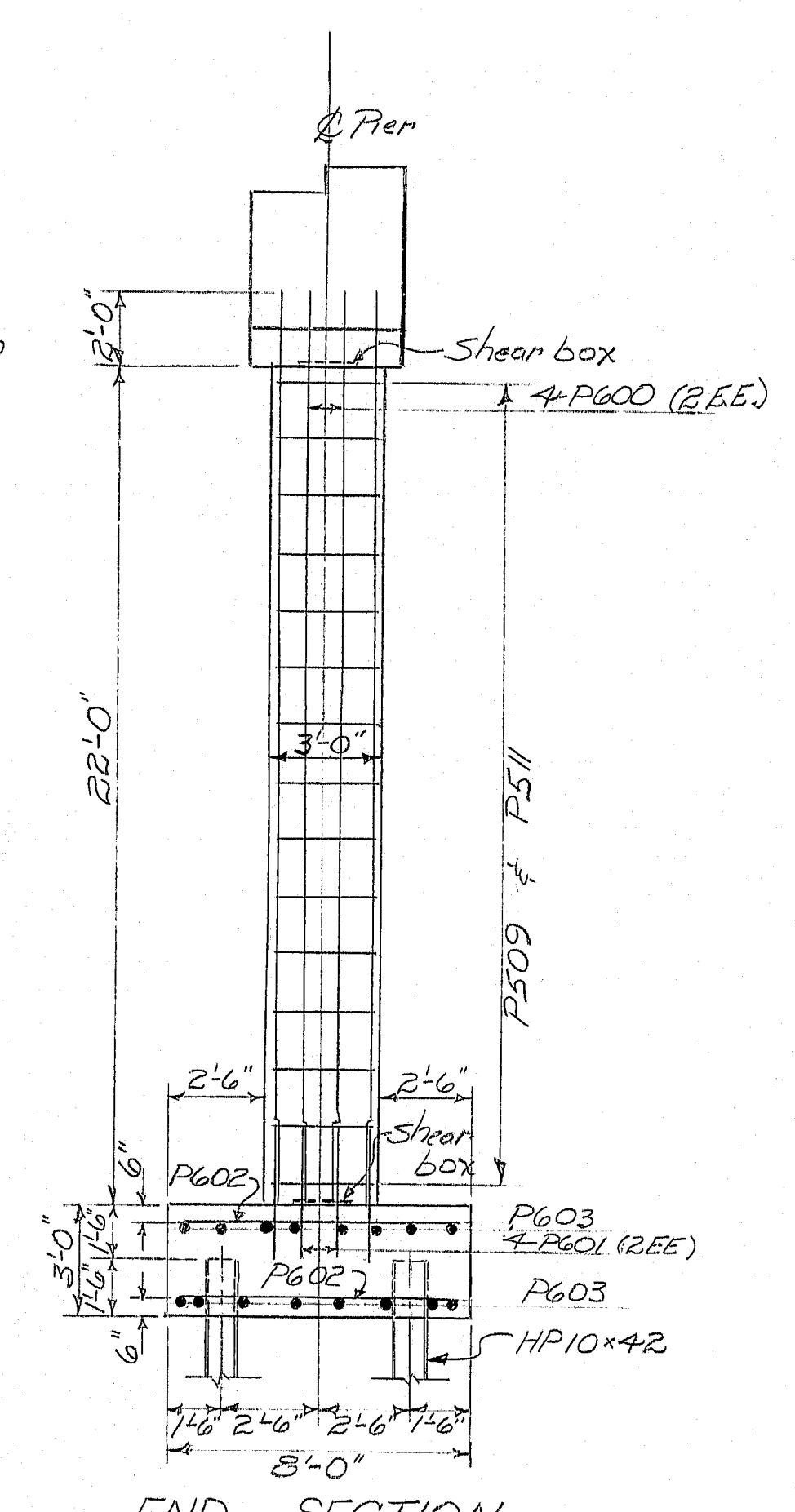
Critical AASHTO Loading-Group III
Wind-100 mph. or 40psf

H-Beam Piles

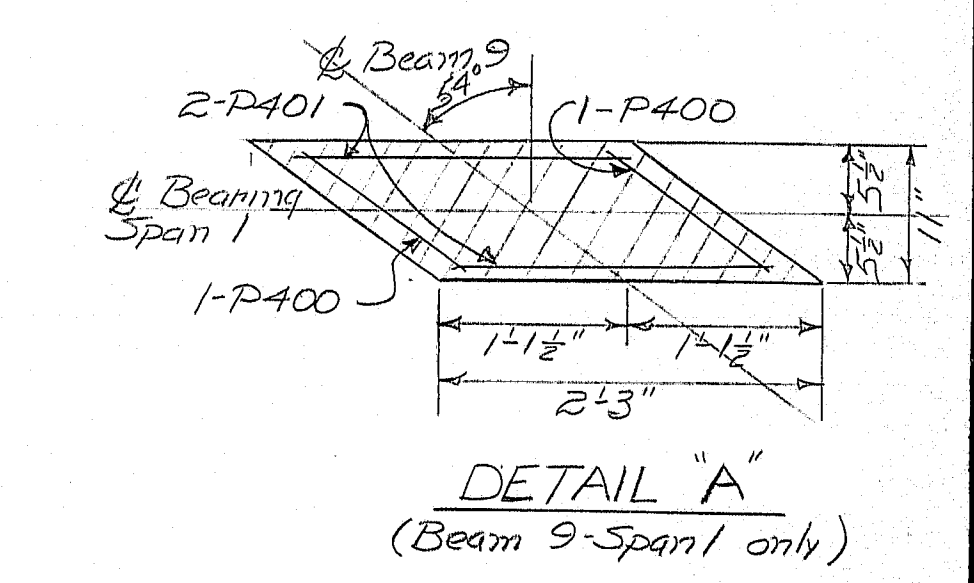
1. Piles shall be driven to ledge or practical ledge.
2. All piles shall have pointed reinforced tips.
3. Alternate types of pointed reinforced pile tips may be used if they have at least the cross-sectional area of the pointed reinforced pile tip shown on the plans and are approved by the Engineer.
4. Estimated driven lengths of piles are determined from available soils information with no allowance for pile cut-offs and no allowance for uncertain pile penetration.
5. Maximum pile load equals 55 Tons.
6. Following are pile locations, number of piles required, size of piles and estimated driven lengths:
Pier No 1 20-HP10x42 @ 20 ft
Pier No 2 18-HP10x42 @ 20 ft



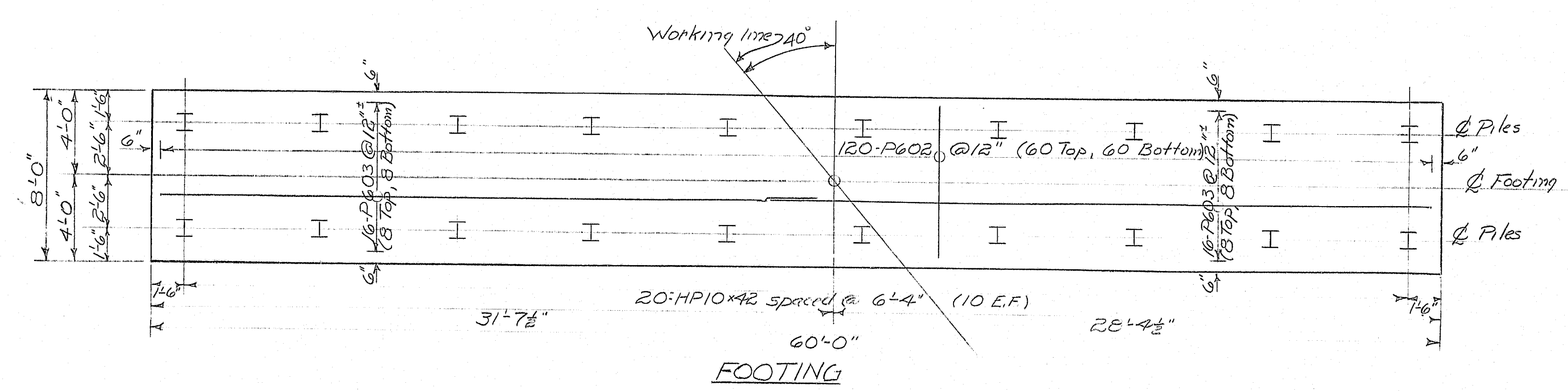
ELEVATION



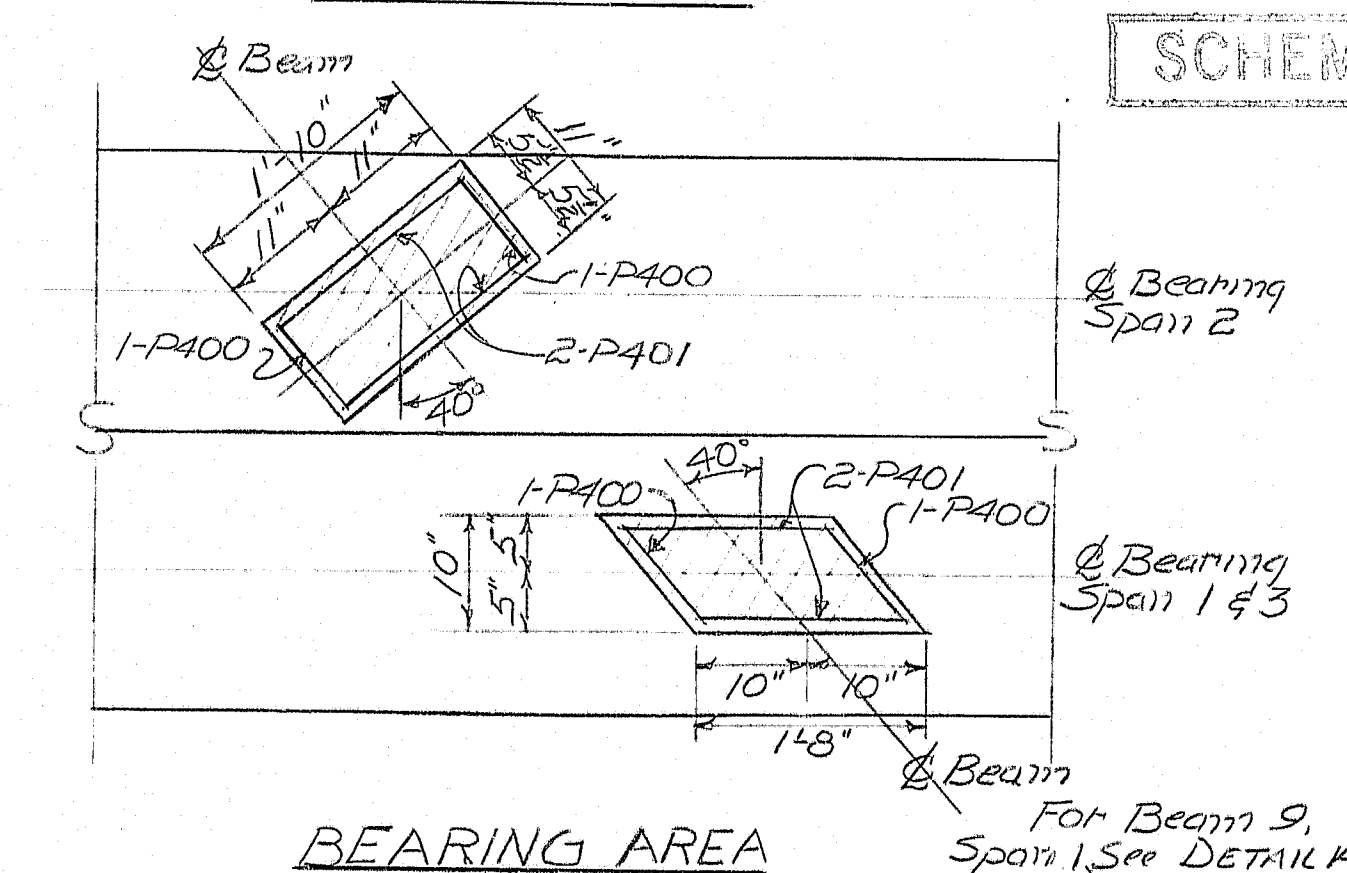
END SECTION



DETAIL "A"
(Beam 9-Span 1 only)



FOOTING



BEARING AREA

SCHEME NOT USED

KEY:
ea = each
EF = Each Face
EE = Each End

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

NORTH STREET BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
WATerville
Kennebec County

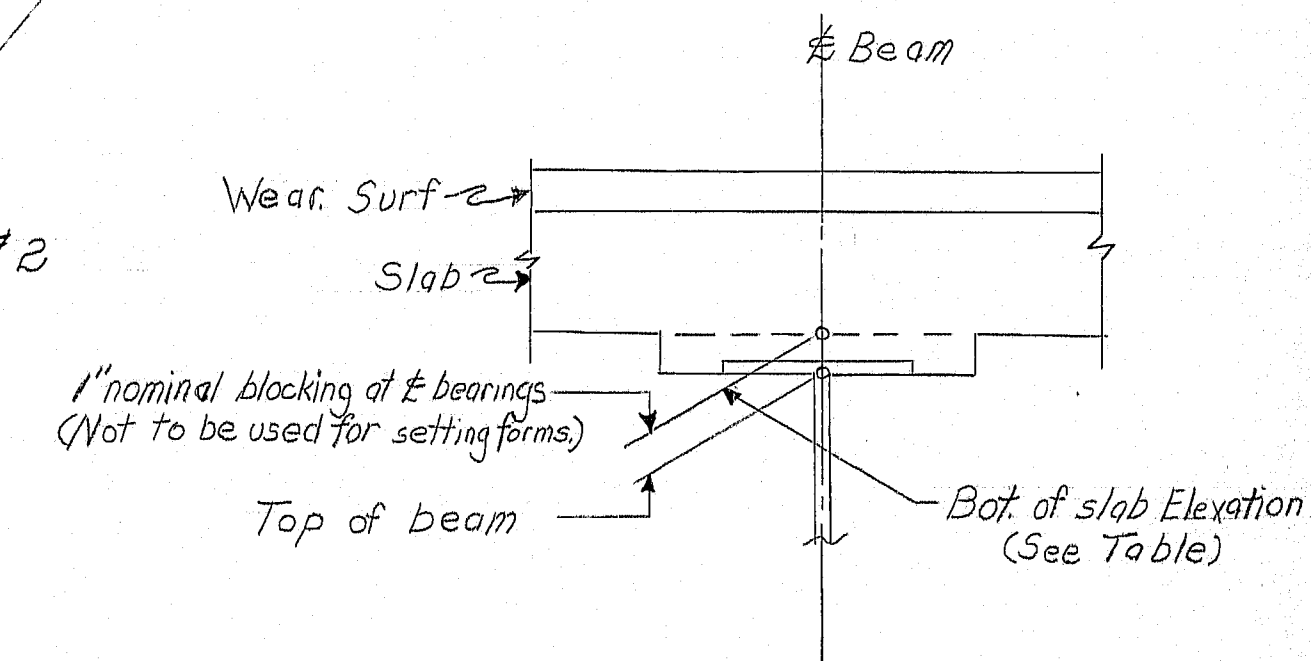
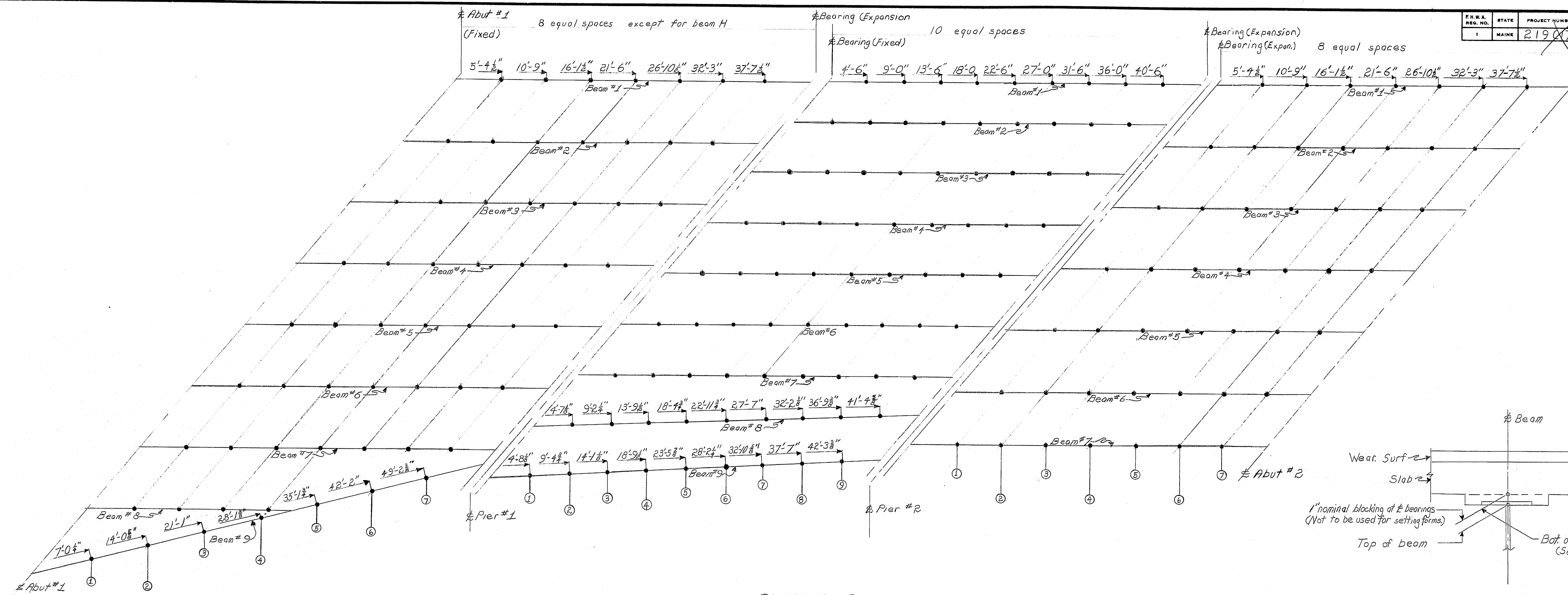
PIER 1
VOID

SHEET OF AUGUSTA, MAINE

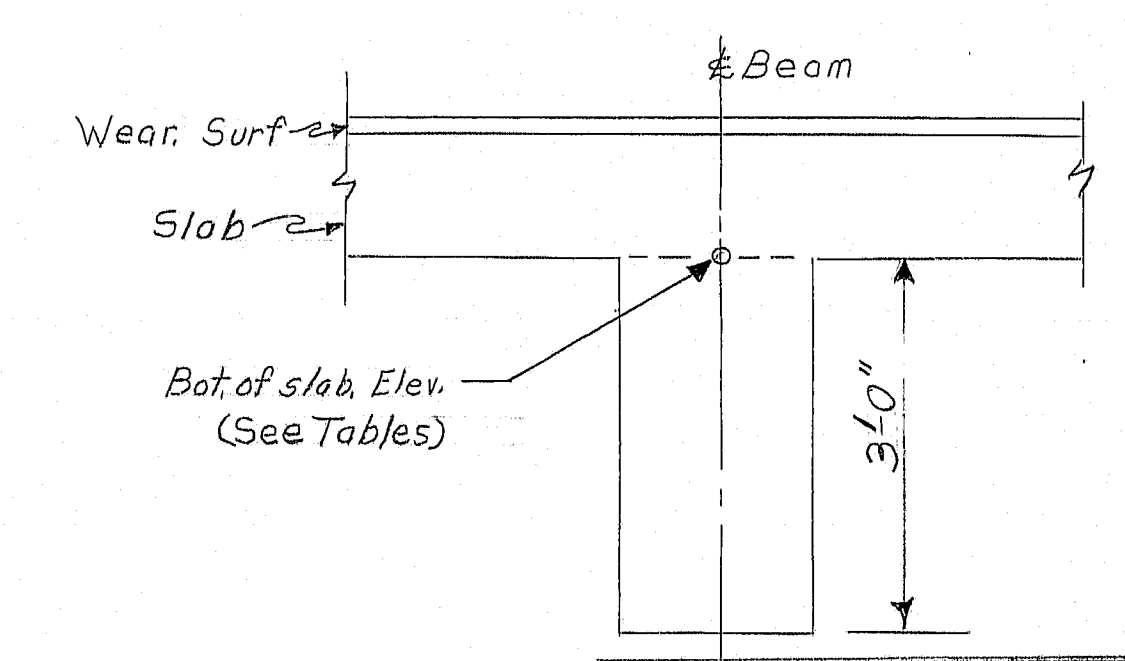
178-87

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	MVF	6/79
CHECKED		
REVISIONS		
FIELD CHANGES		

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	2190	9	11



Blocking Detail
(Span 2 only)



SCHEME NOT USED

Bottom of Slab Detail
Spans 1 and 3

BOTTOM OF SLAB ELEVATIONS																													
		SPAN 1									SPAN 2									SPAN 3									
Point Beam	± Brg. Abut ^{#1}	①	②	③	④	⑤	⑥	⑦	± Brg. Pier ^{#1}	± Brg. Pier ^{#1}	①	②	③	④	⑤	⑥	⑦	⑧	⑨	± Brg. Pier ^{#2}	± Brg. Pier ^{#2}	①	②	③	④	⑤	⑥	⑦	± Brg. Abut ^{#2}
Beam # 1	145.64	146.68	146.74	146.76	146.75	146.73	146.68	146.60	146.49	146.45	146.39	146.33	146.24	146.14	146.03	145.90	145.75	145.58	145.42	145.25	145.18	145.02	144.84	144.65	144.43	144.20	143.95	143.69	142.91
Beam # 2	146.42	146.50	146.56	146.59	146.61	146.59	146.56	146.51	146.43	146.42	146.39	146.34	146.28	146.20	146.10	145.98	145.84	145.68	145.51	145.33	145.30	145.16	145.00	144.82	144.62	144.39	144.14	143.89	143.62
Beam # 3	146.18	146.28	146.34	146.41	146.44	146.44	146.42	146.38	146.32	146.37	146.36	146.33	146.29	146.22	146.13	146.03	145.90	145.76	145.59	145.41	145.41	145.28	145.14	144.97	144.78	144.57	144.35	144.08	143.81
Beam # 4	145.90	146.02	146.12	146.19	146.24	146.27	146.27	146.25	146.20	146.29	146.30	146.28	146.25	146.21	146.14	146.05	145.94	145.81	145.66	145.50	145.49	145.39	145.25	145.10	144.93	144.73	144.51	144.27	144.01
Beam # 5	145.58	145.72	145.85	145.94	146.02	146.07	146.09	146.09	146.05	146.19	146.21	146.21	146.20	146.17	146.11	146.04	145.94	145.83	145.70	145.56	145.50	145.41	145.30	145.16	145.00	144.82	144.62	144.39	144.14
Beam # 6	145.22	145.39	145.53	145.66	145.76	145.83	145.87	145.90	145.89	146.08	146.11	146.12	146.12	146.10	146.06	146.00	145.91	145.81	145.70	145.56	145.48	145.40	145.30	145.18	145.04	144.87	144.68	144.47	144.24
Beam # 7	144.81	145.01	145.18	145.33	145.45	145.55	145.62	145.67	145.69	145.96	146.00	146.02	146.03	146.01	145.98	145.93	145.86	145.77	145.66	145.54	145.44	145.38	145.29	145.18	145.05	144.90	144.72	144.53	144.31
Beam # 8	144.35	144.57	144.78	144.95	145.11					145.82	145.87	145.91	145.93	145.93	145.90	145.86	145.80	145.72	145.62	145.51									
Beam # 9	143.80	144.17	144.51	144.80	145.05	145.26	145.43	145.56	145.64	145.65	145.73	145.78	145.81	145.81	145.80	145.77	145.72	145.65	145.57	145.47									

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	12/8
CHECKED	
REVISIONS	
FIELD CHANGES	

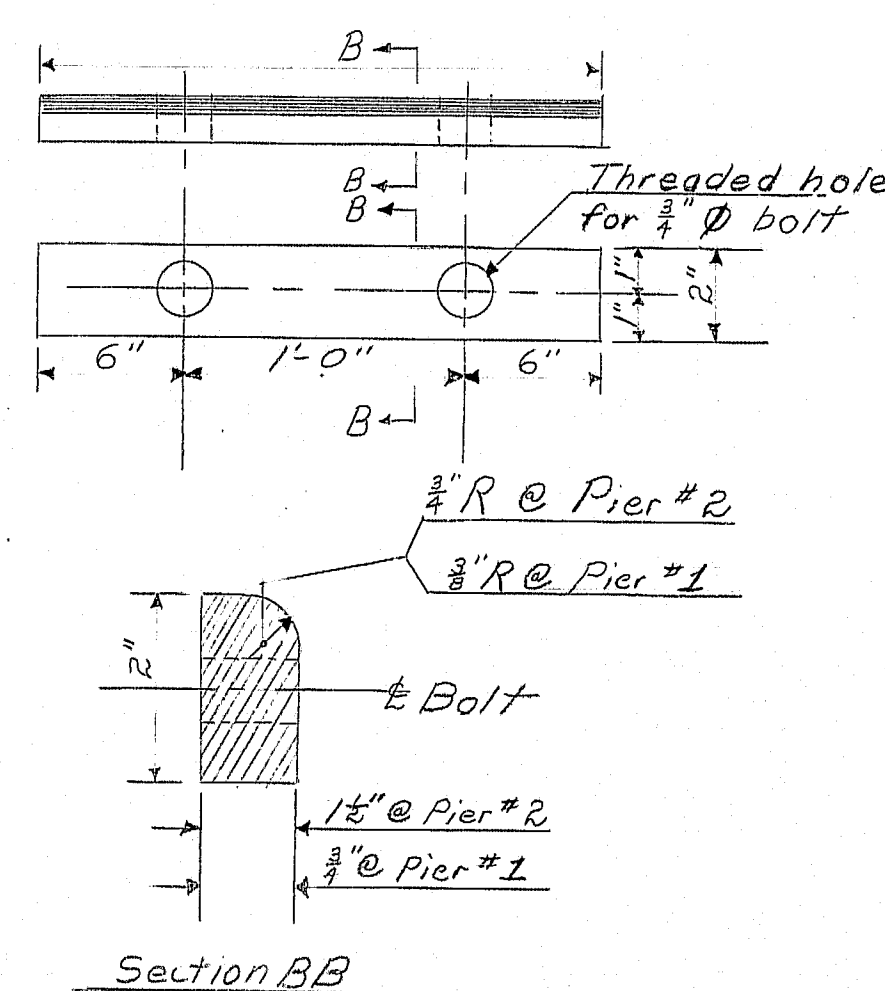
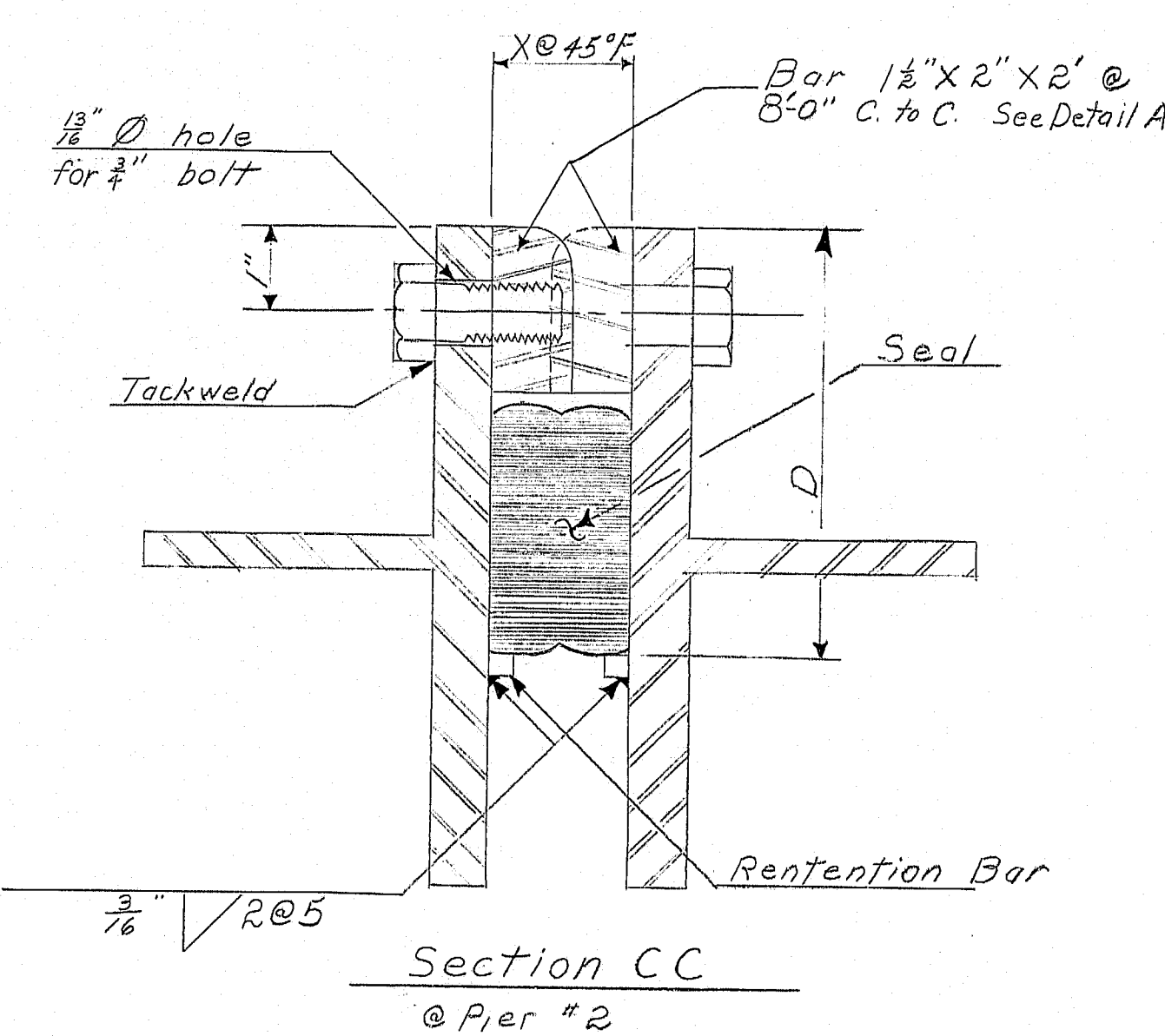
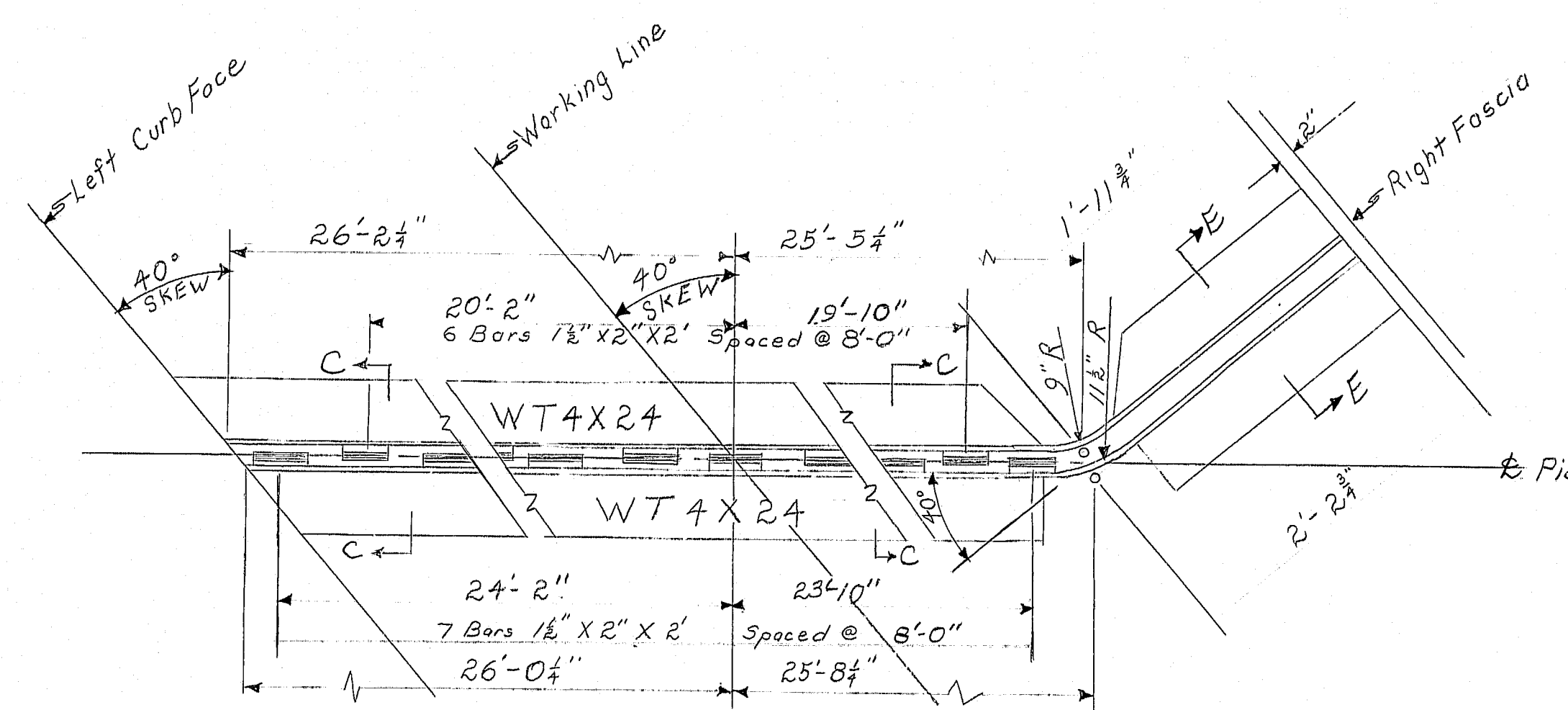
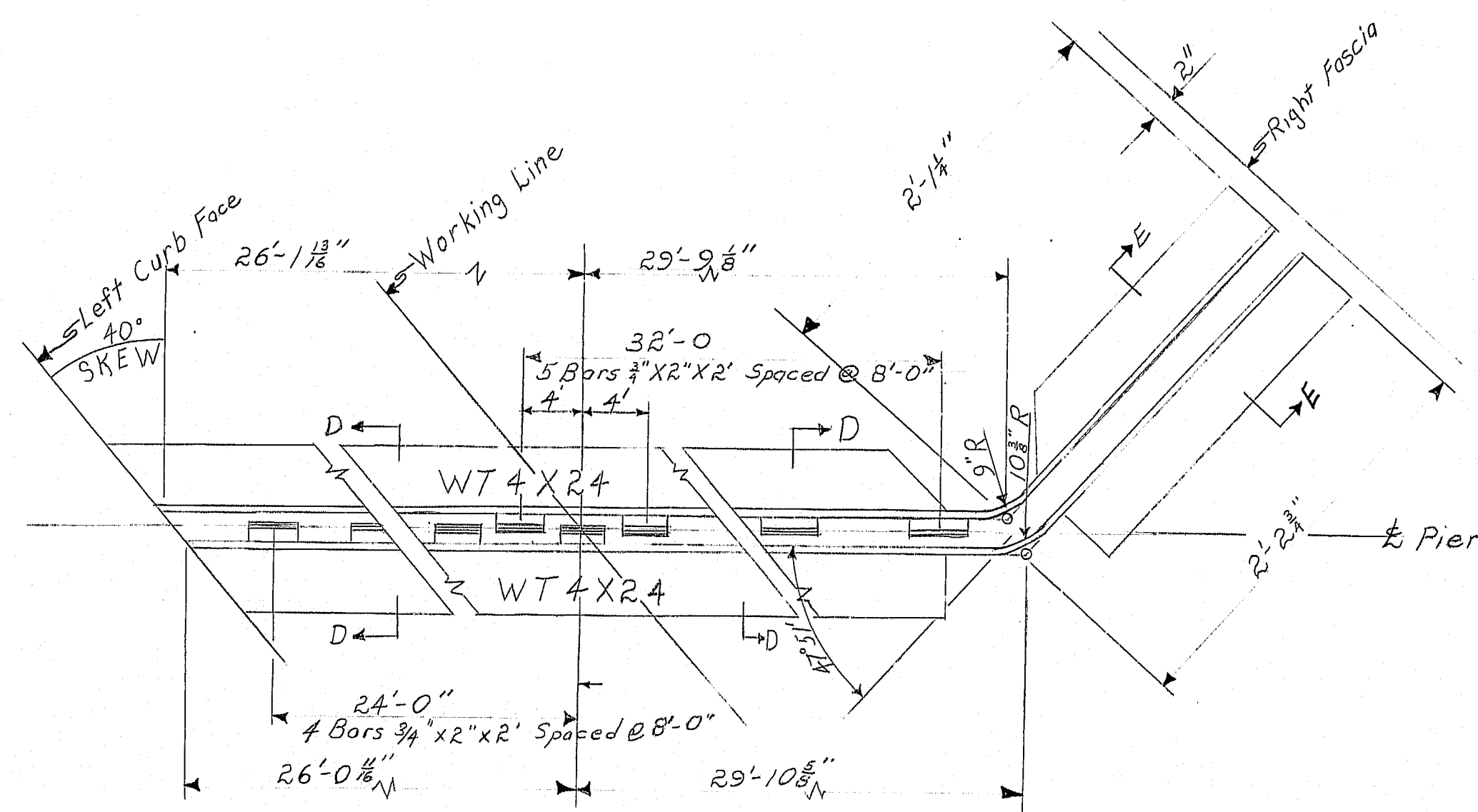
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

NORTH STREET BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
BOTTOM OF SLAB ELEVATIONS

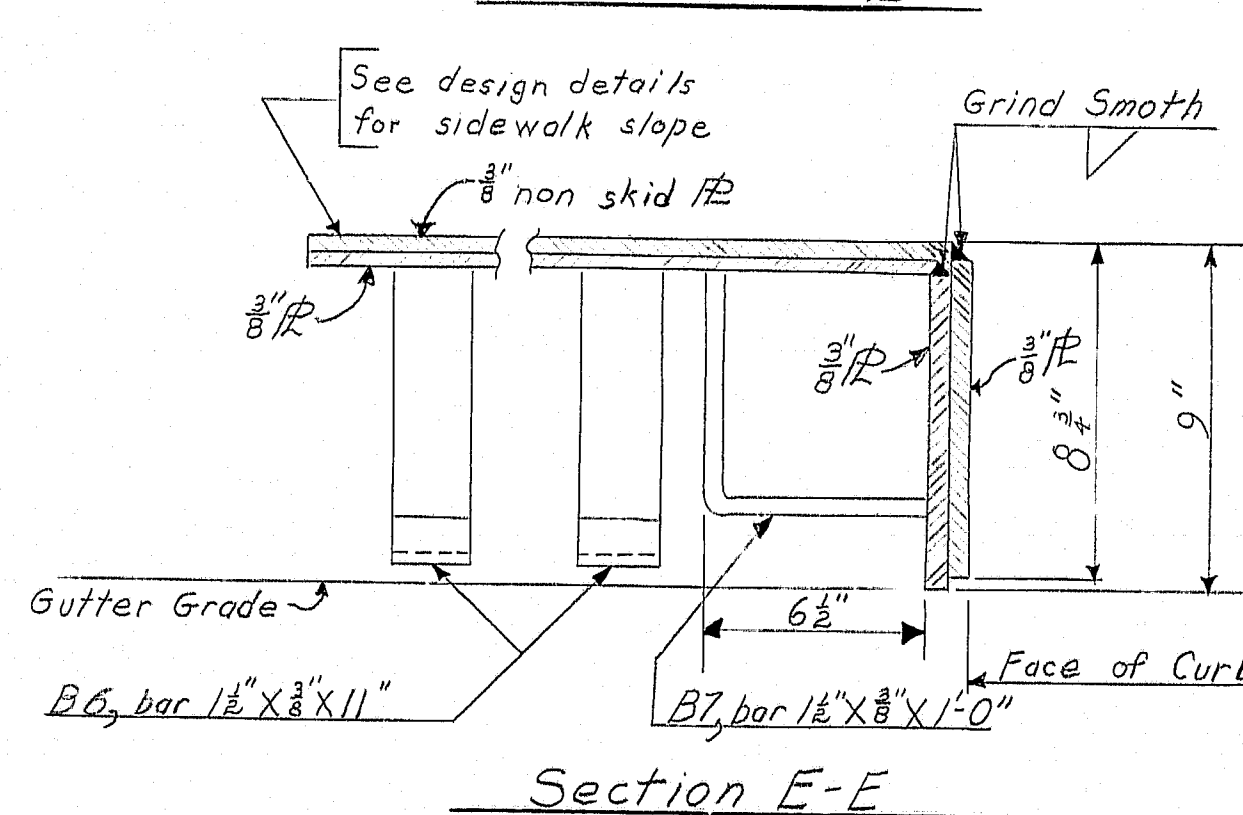
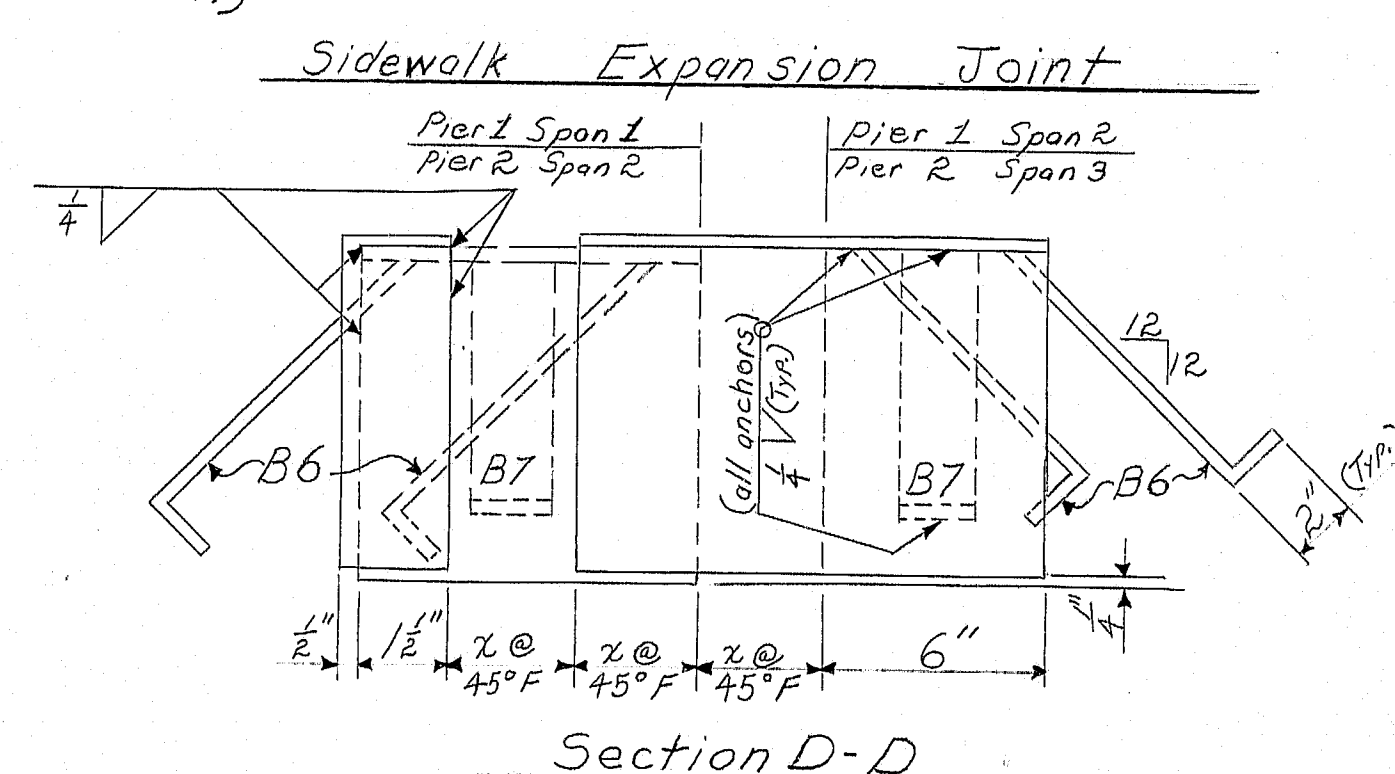
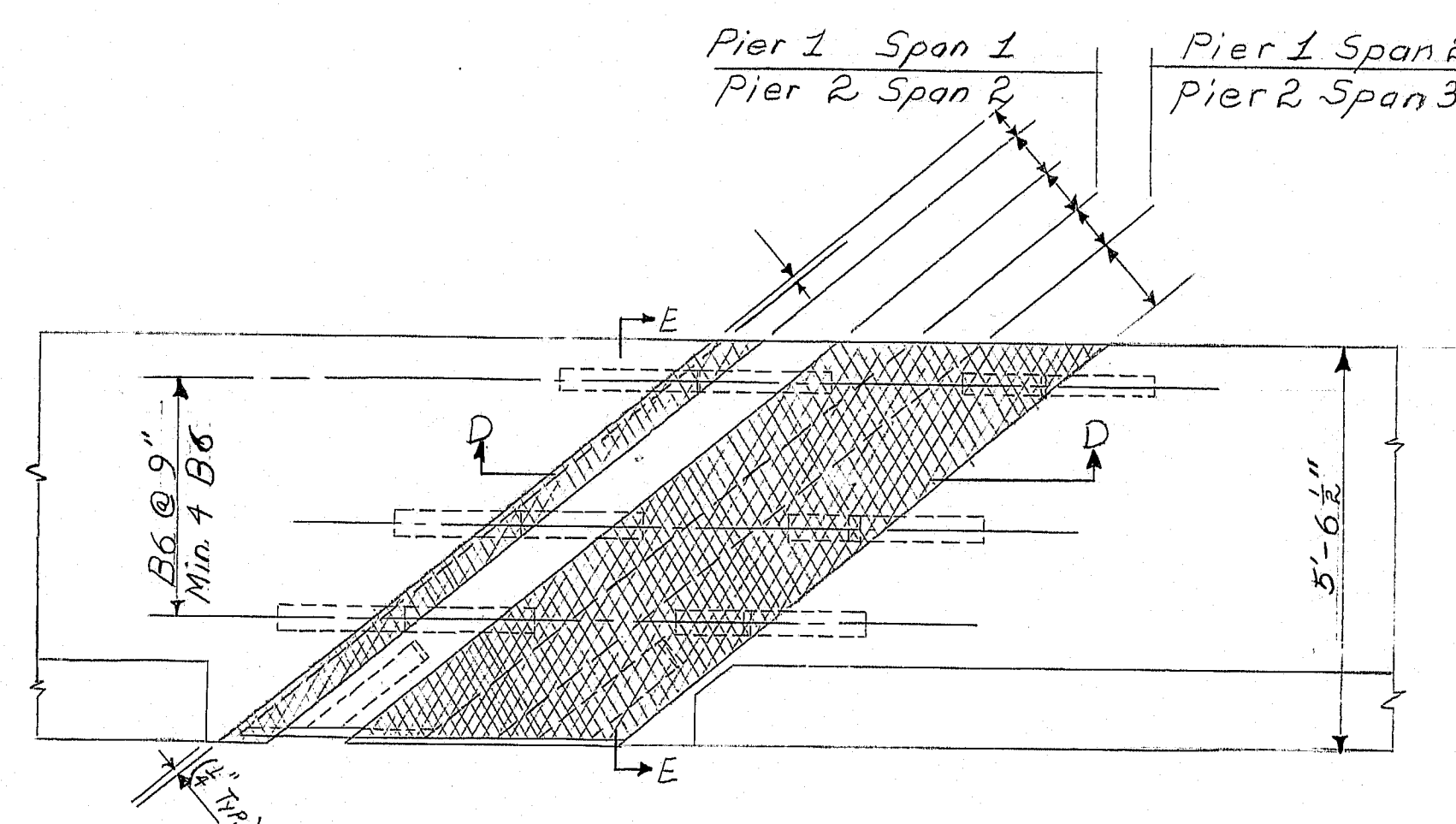
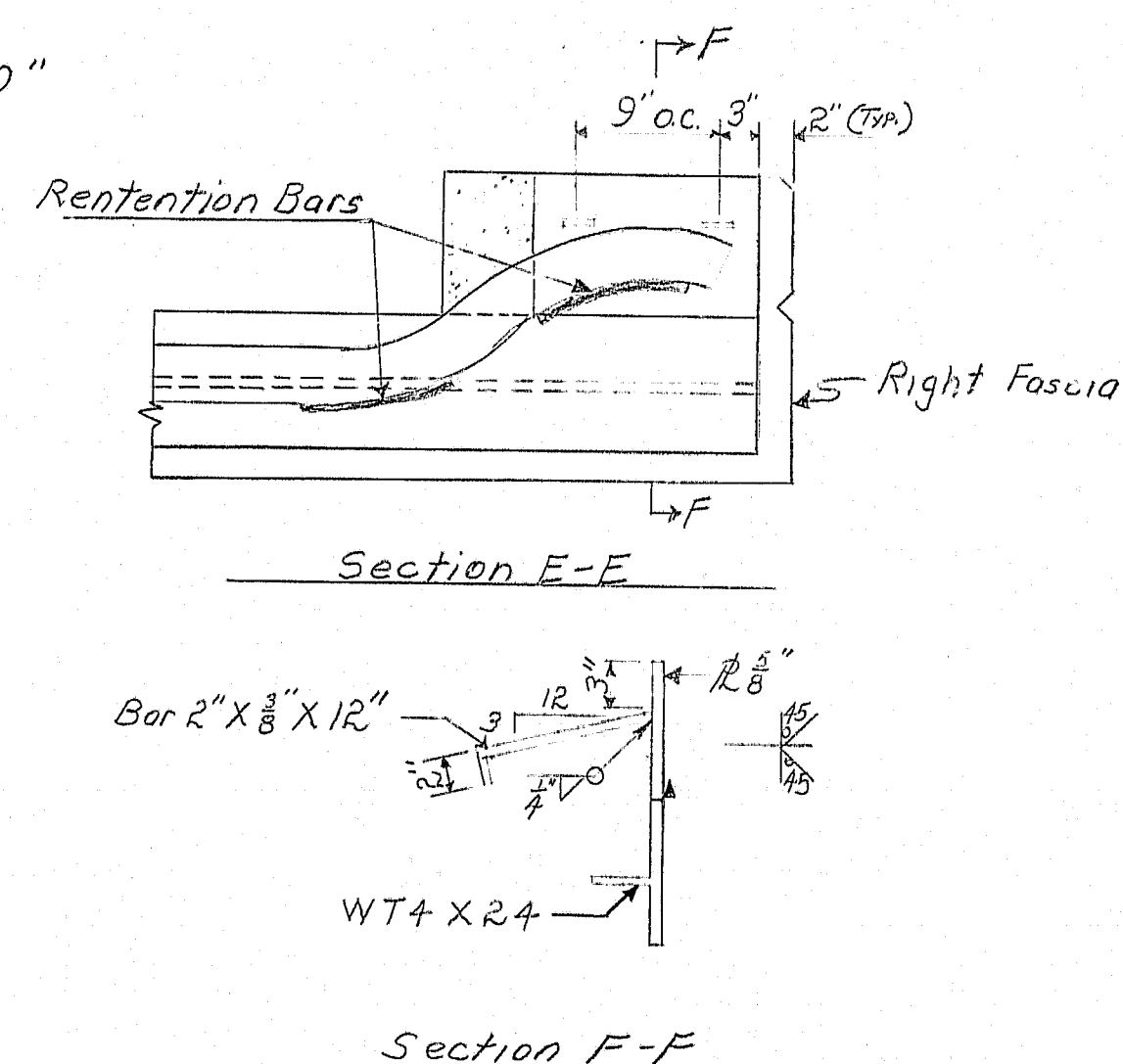
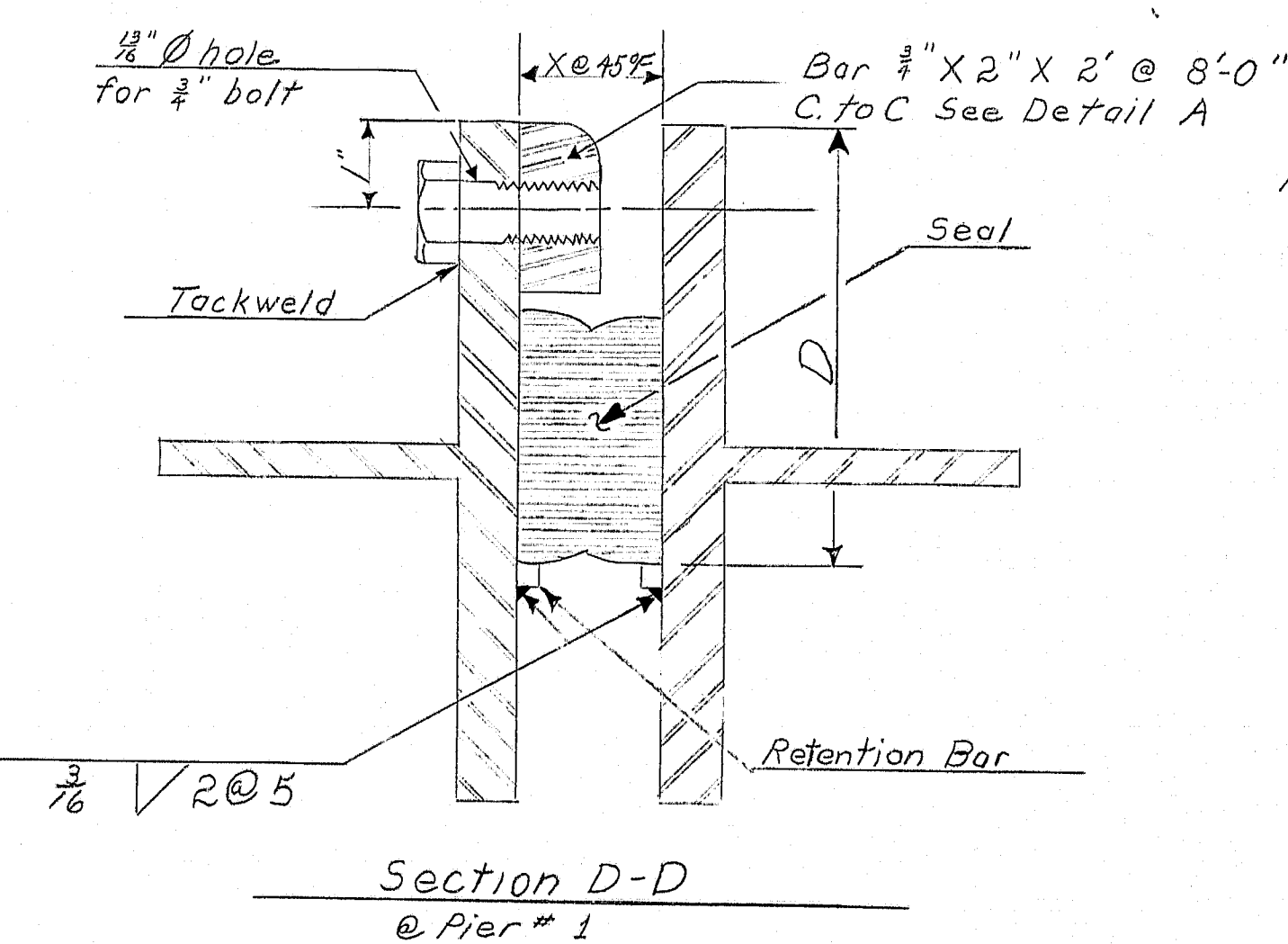
SHEET OF AUGUSTA, MAINE

178-88

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	219	9	11



DETAIL A



NOTES:

1. The seals furnished shall be as follows:

Location	Movement Rating	Retention Bar Size	Joint Opening X @ 45°	D
Pier #1	1"	1" X 1"	1 3/8"	4 1/2"
Pier #2	1"	3/8" X 3/8"	2 1/2"	6"

2. The joint dimensions "X" and "D" shown are for design only and are subject to change due to differences in shape as supplied by various manufacturers. Do not use for setting of joint opening during construction. Set joint opening according to the joint opening shown on the approved "Armored Joint" shop drawings.

3. The seal characteristics shall be submitted to the engineer for approval prior to the fabrication of the armored joint.

4. The following movements, due to dead loads (slab, curb, and wearing surface), shall be taken into account when setting the armored joint:

Location	Open
Pier #1	5/8"
Pier #2	5/8"

5. The maximum joint opening shall be 3 inches at -30°F. measured parallel to ϵ of construction.

Armored Joint

1. For details not shown see standard detail sheet BD 104-73.

2. Seal and armored joint bars are to be installed prior to any pavement being placed.

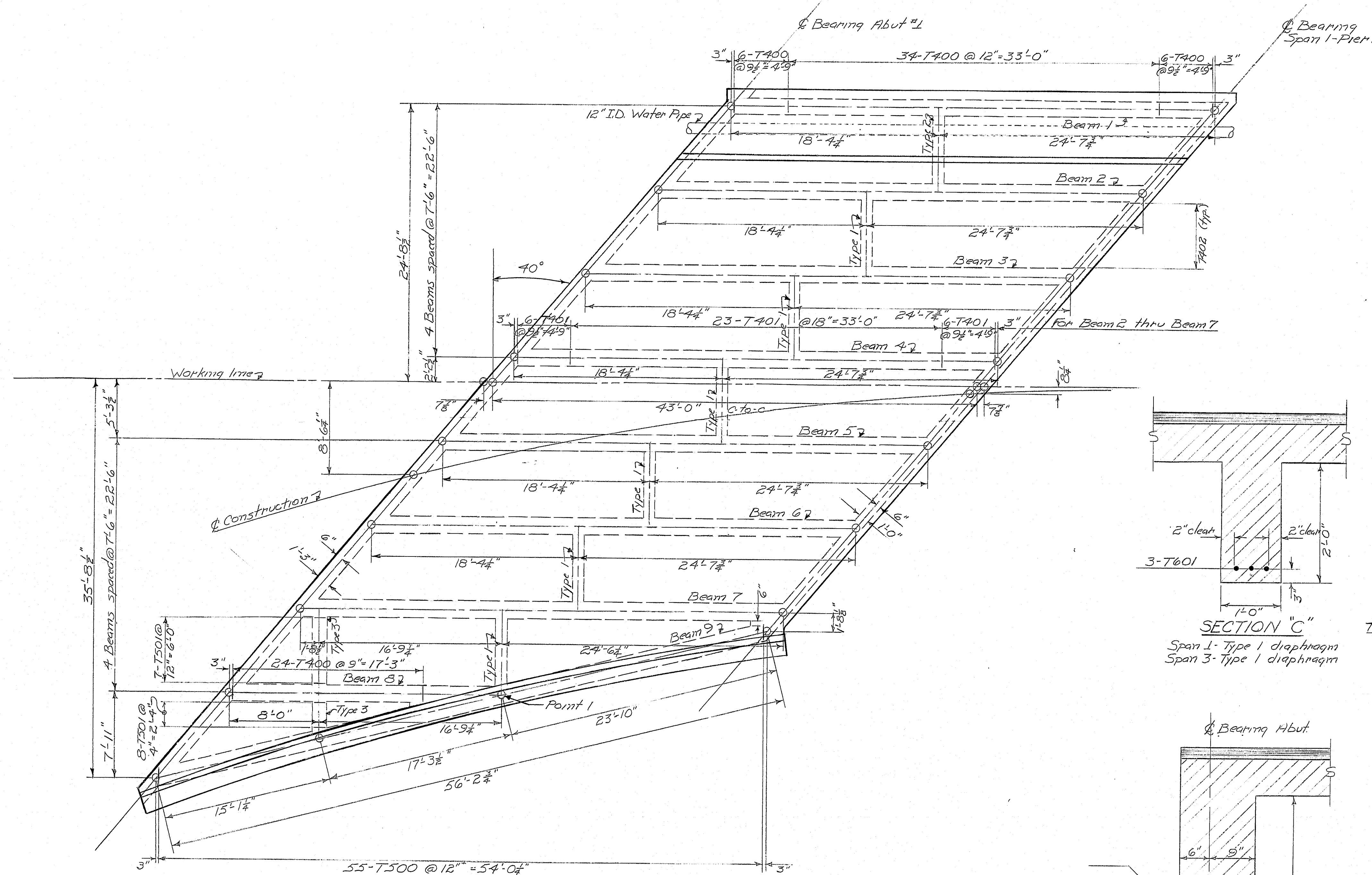
SCHEME NOT USED

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NORTH STREET BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
ARMORED JOINTS

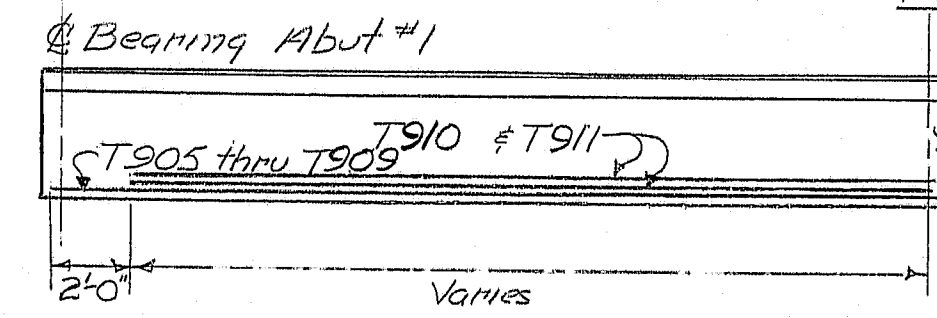
SHEET OF AUGUSTA, MAINE

178-89

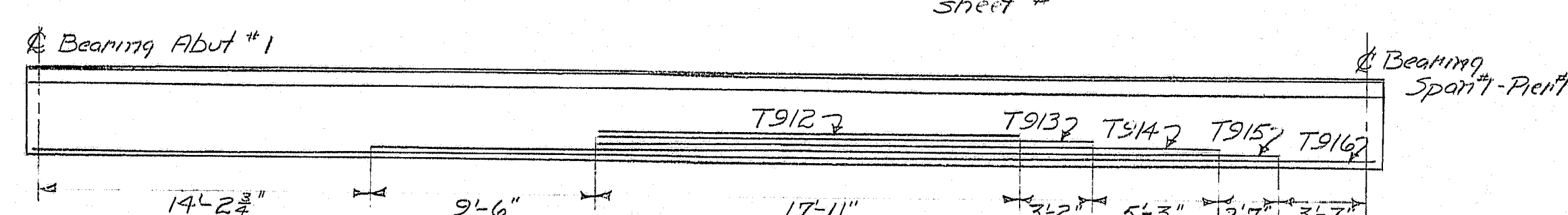
F.R.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	219	10	11



PLAN - Span 1



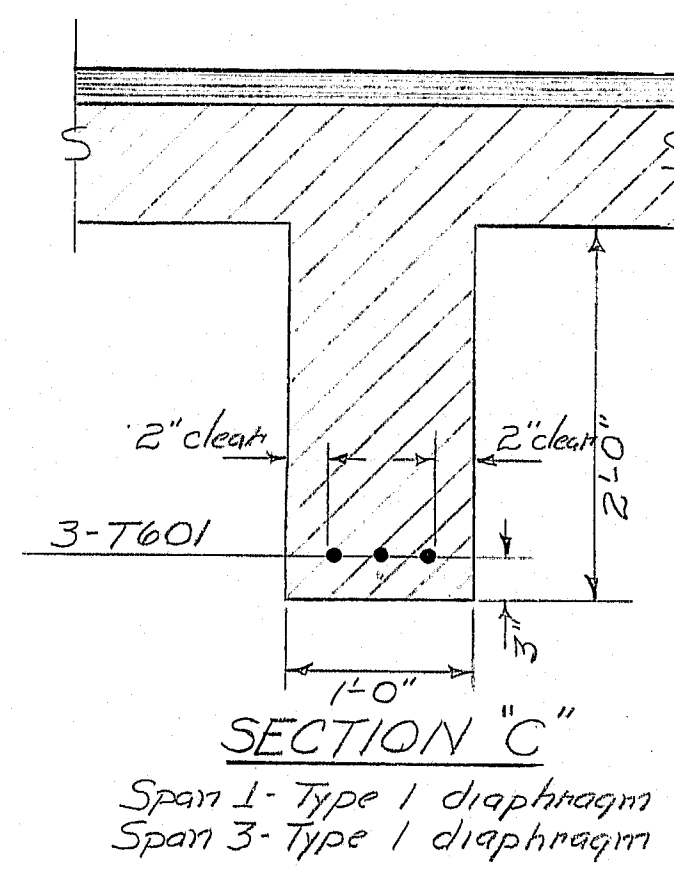
BAR DETAIL - BEAM 8



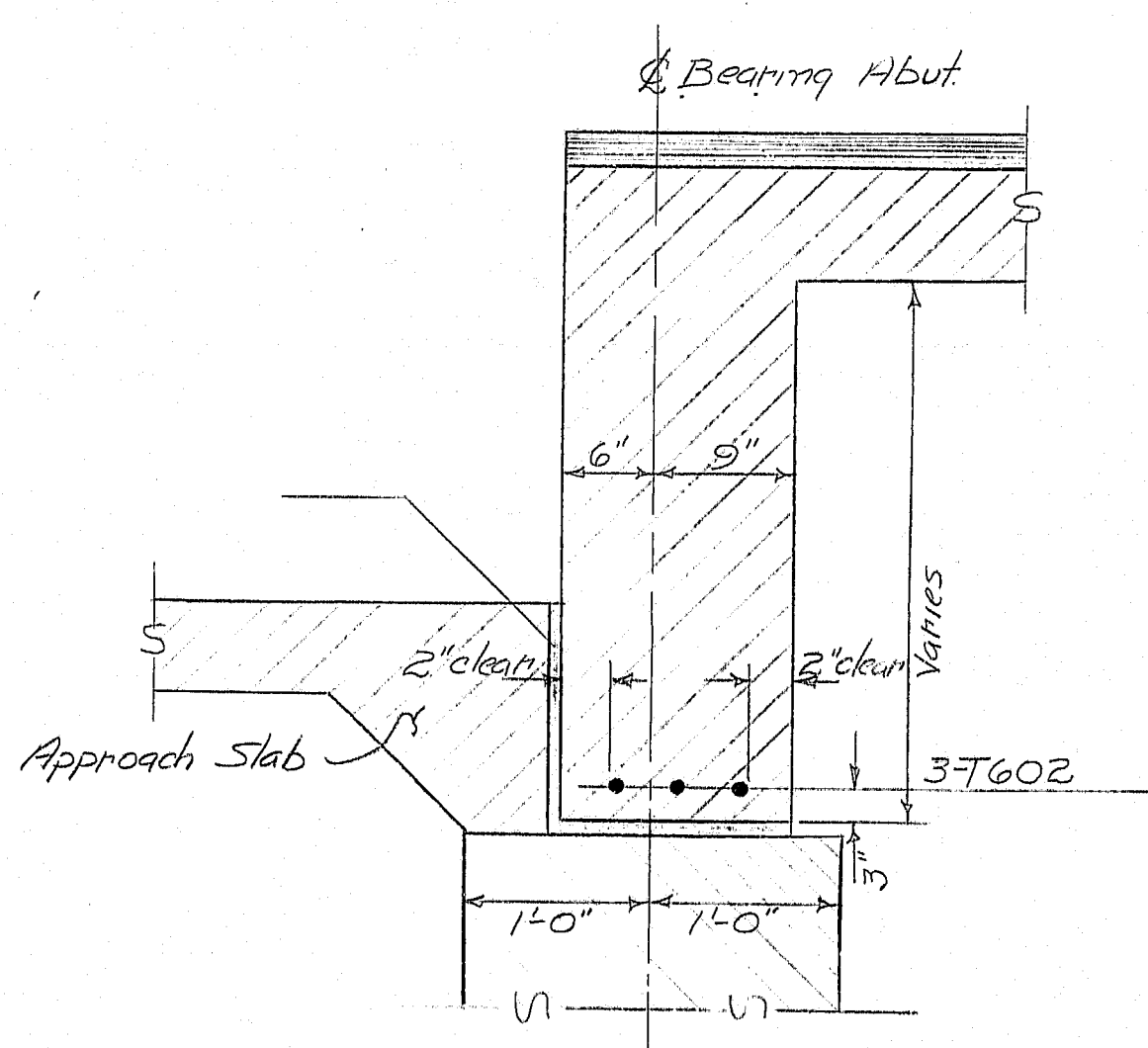
BAR DETAIL - BEAM 9

NOTES

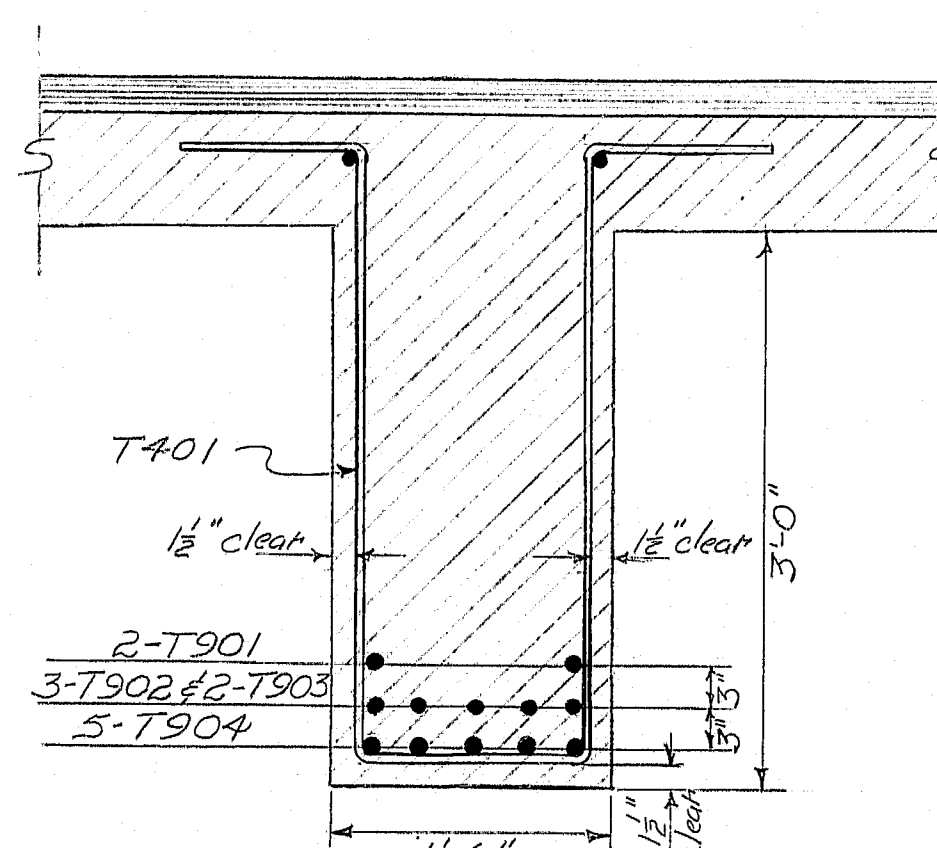
1. Reinforcing steel in Section A & B is symmetrical about mid-span.
2. For Water Pipe details, see sheet #
3. Whenever possible, stirrups should be tied to the slab reinforcing steel.
4. For General Notes, see sheet #
5. Full bar detail at Point 1, see DETAIL A on sheet #



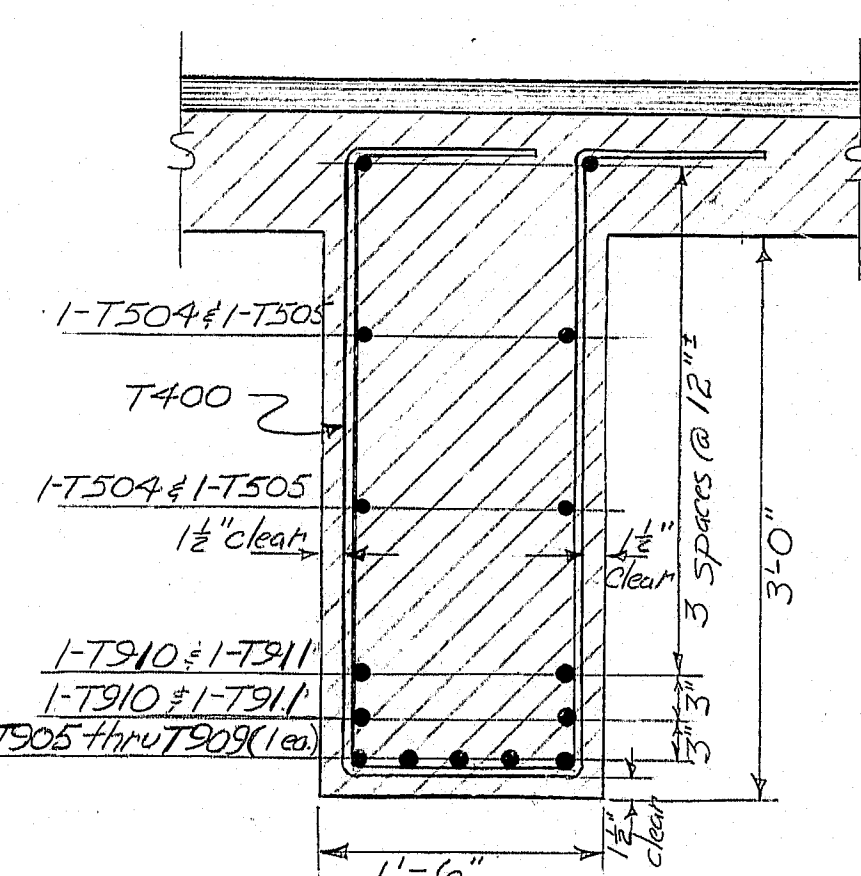
SECTION "C"
Span 1 - Type 1 diaphragm



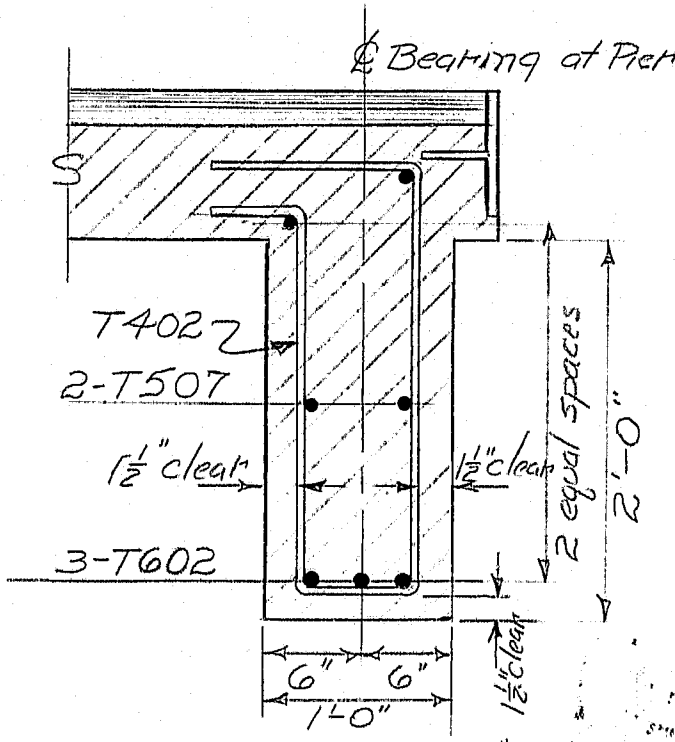
SECTION "F"
Abutment 1 & 2



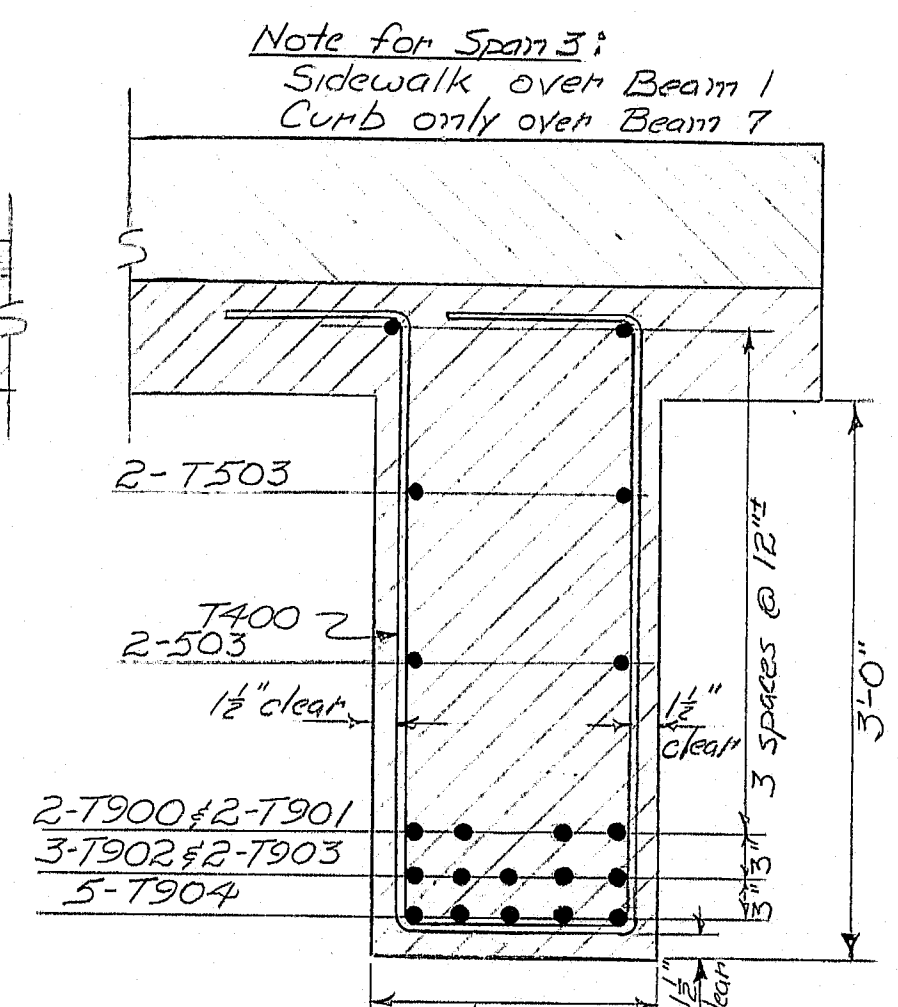
SECTION "A"
Span 1 - Beam 2 thru 7



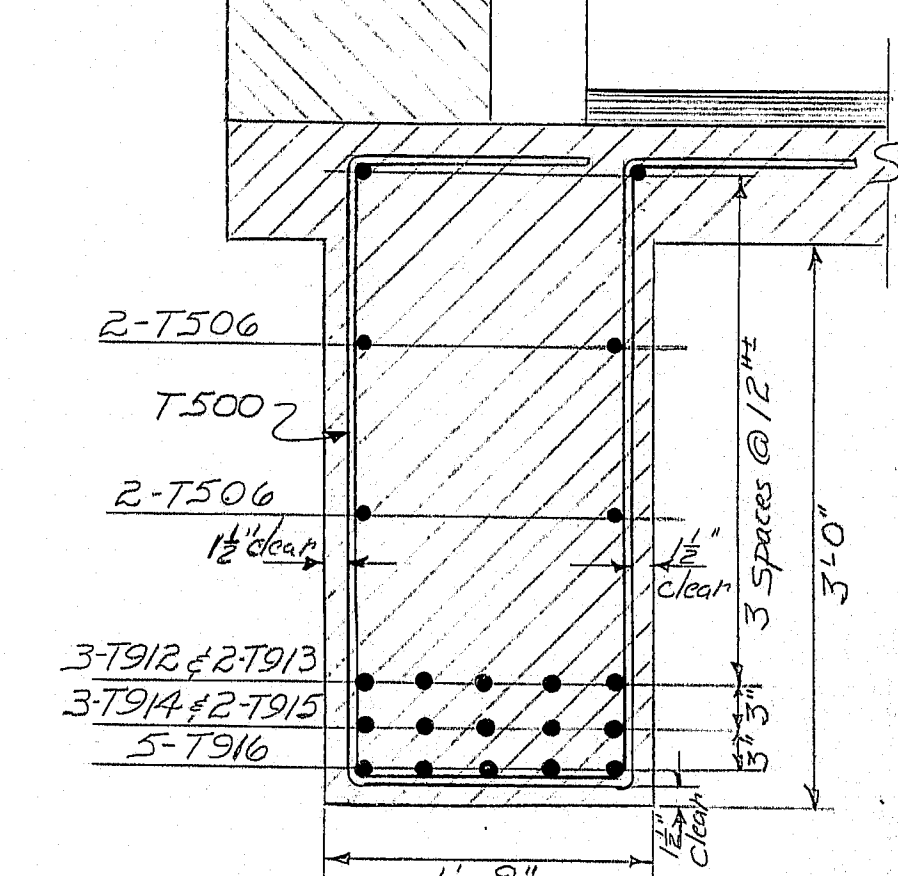
SECTION "D"
Span 1 - Beam 8



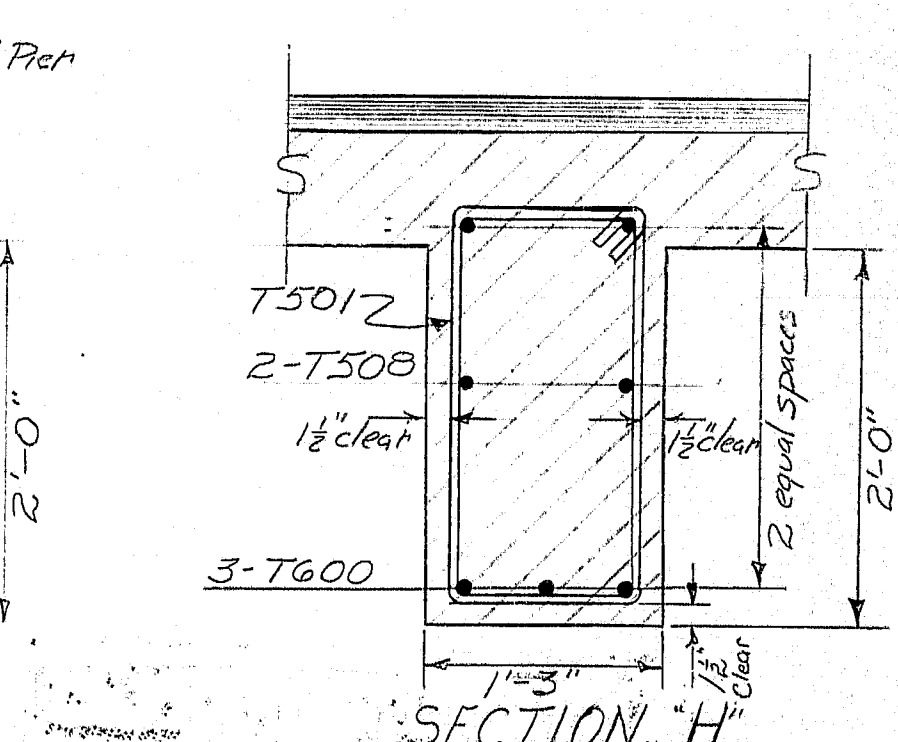
SECTION "G"
Span 1 & 3 - Pier



SECTION "B"
Span 1 - Beam 1



SECTION "E"
Span 1 - Beam 9



SECTION "H"
Span 1 - Type 3 diaphragm

Note for Span 3:
Sidewalk over Beam 1
Curb only over Beam 7

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

NORTH STREET BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

FRAMING PLAN SPAN 1

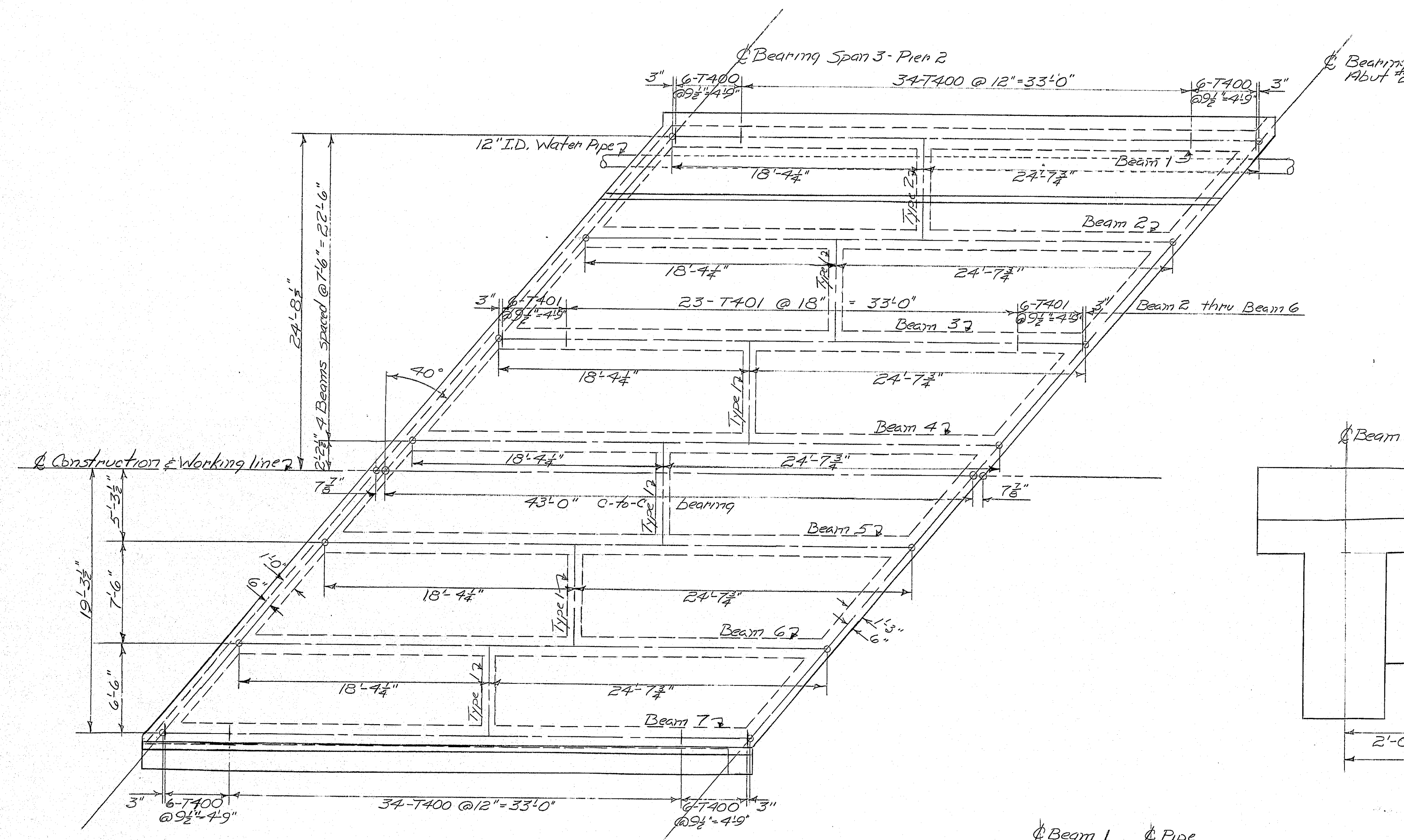
SHEET OF AUGUSTA, MAINE

178-90

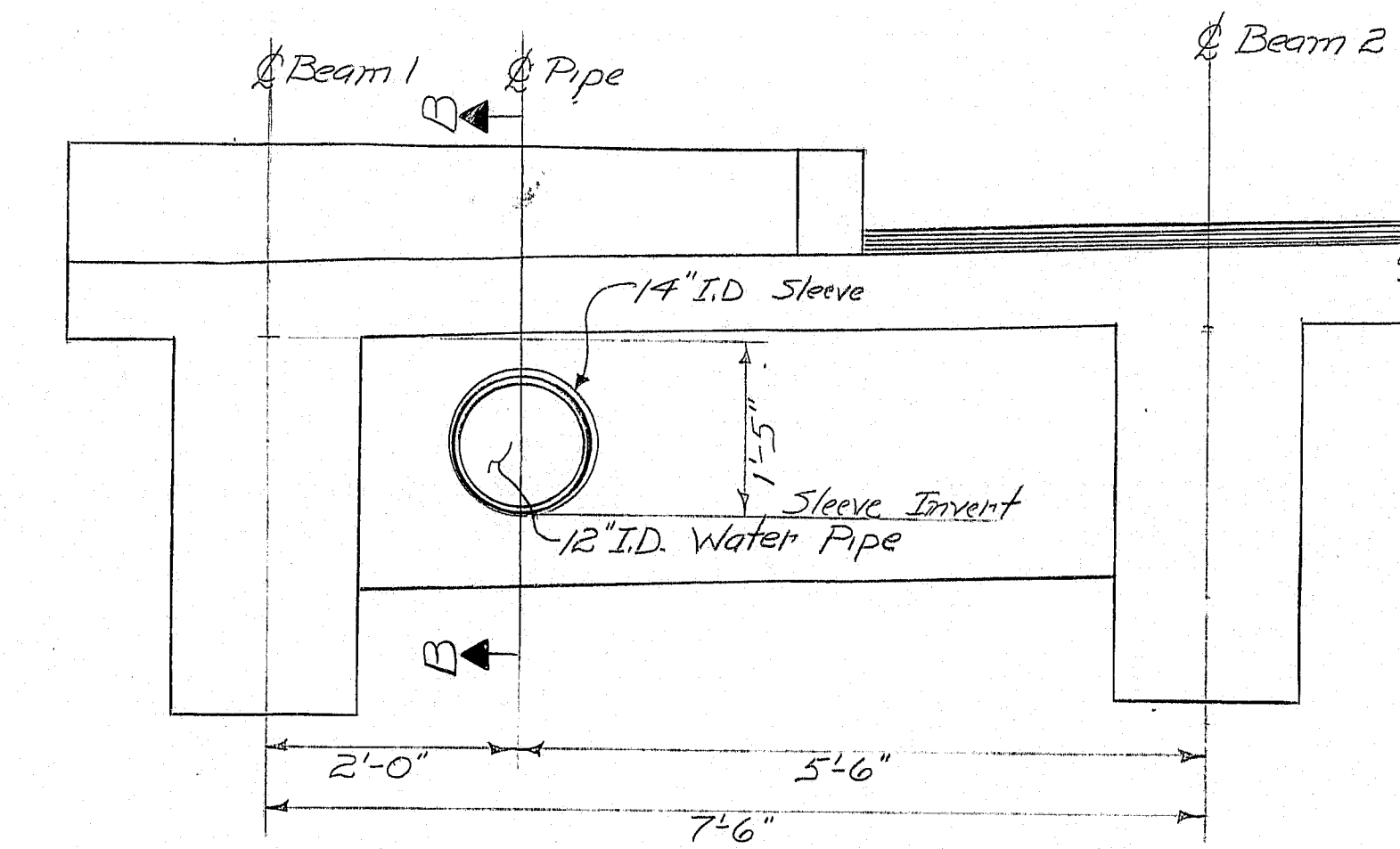
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	219(X)	11	17

NOTES

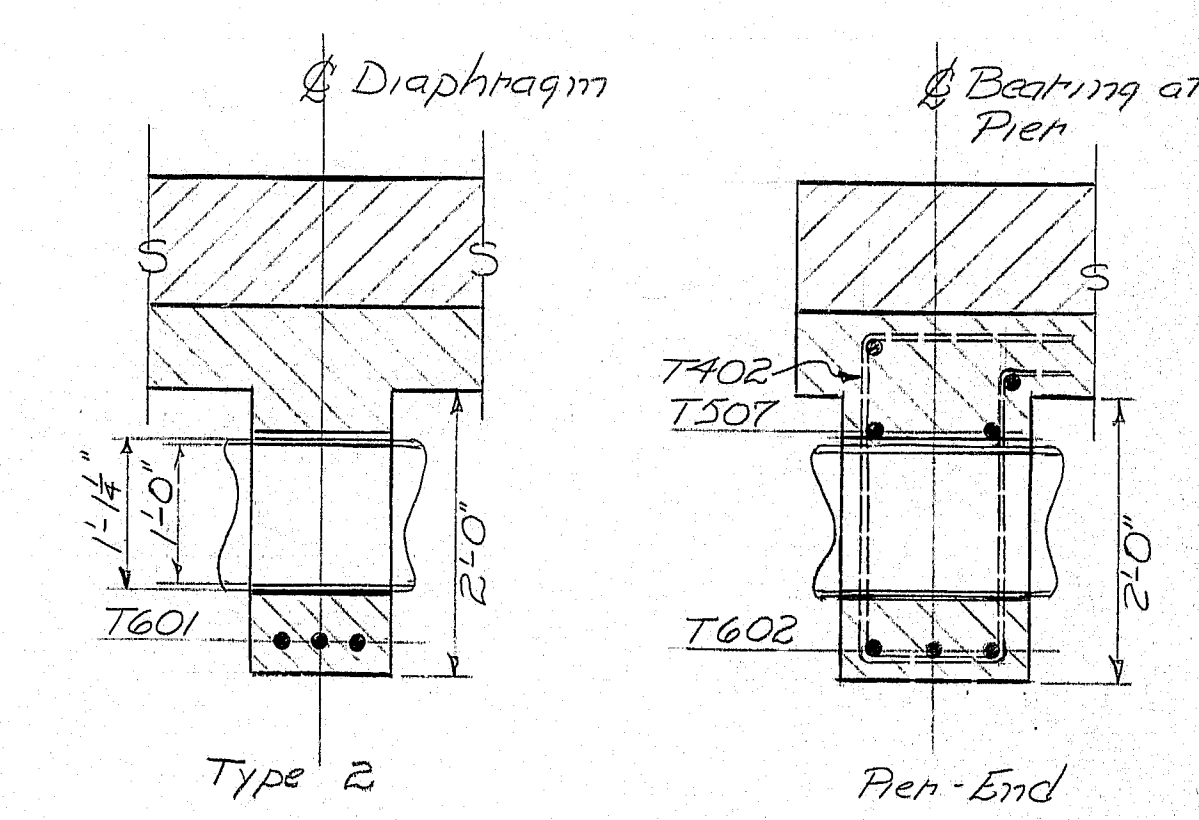
1. For Beam sections, see sheet #
2. Reinforcing steel in the beams is symmetrical about mid-span.
3. Whenever possible, stirrups should be tied to the slab reinforcing steel.
4. Chamfer all exposed edges of concrete $\frac{1}{2}$ inch unless otherwise indicated.
5. Reinforcing steel shall have a minimum cover of 2 inches unless otherwise indicated.
6. Reinforcing steel splices shall be a minimum of 36 bar diameters unless otherwise indicated.
7. The sleeve shall meet approval of the Engineer.
8. At Abutment diaphragm, the open area between the pipe and sleeve shall be filled in with a method approved by the Engineer.



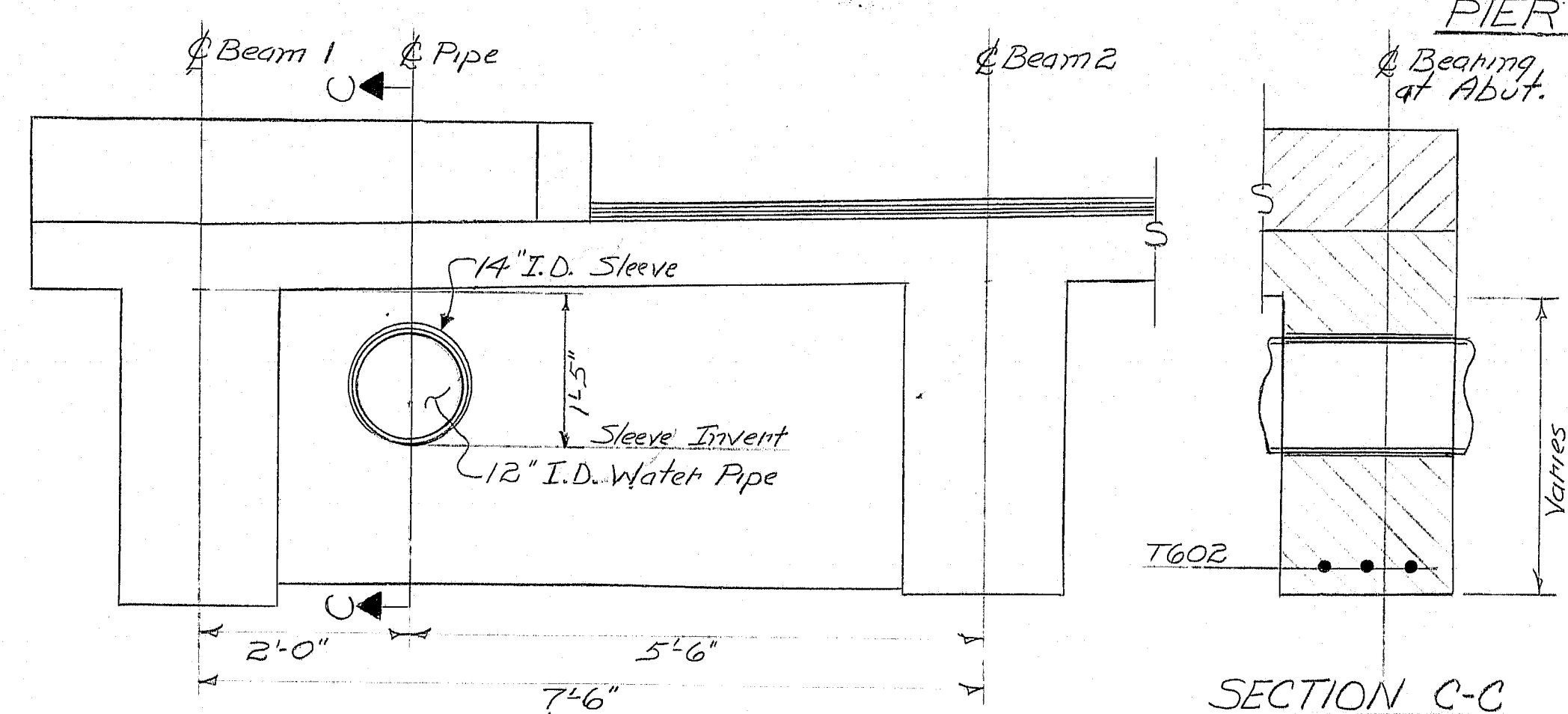
PLAN - Span 3



SECTION B-B

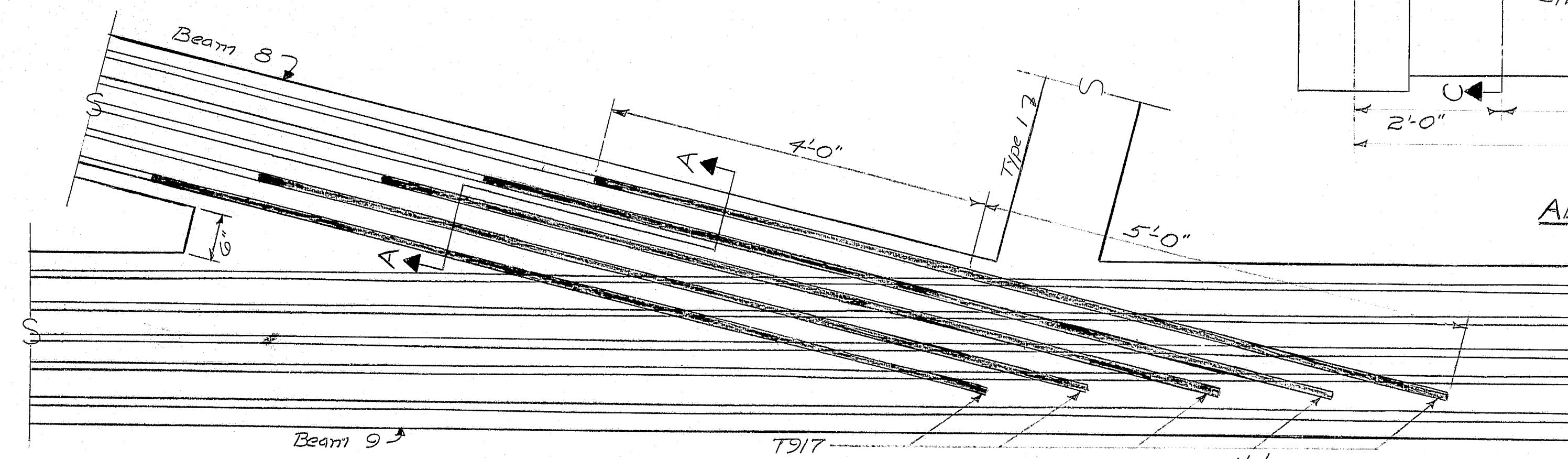


PIER & TYPE 2 DIAPHRAGM DETAIL



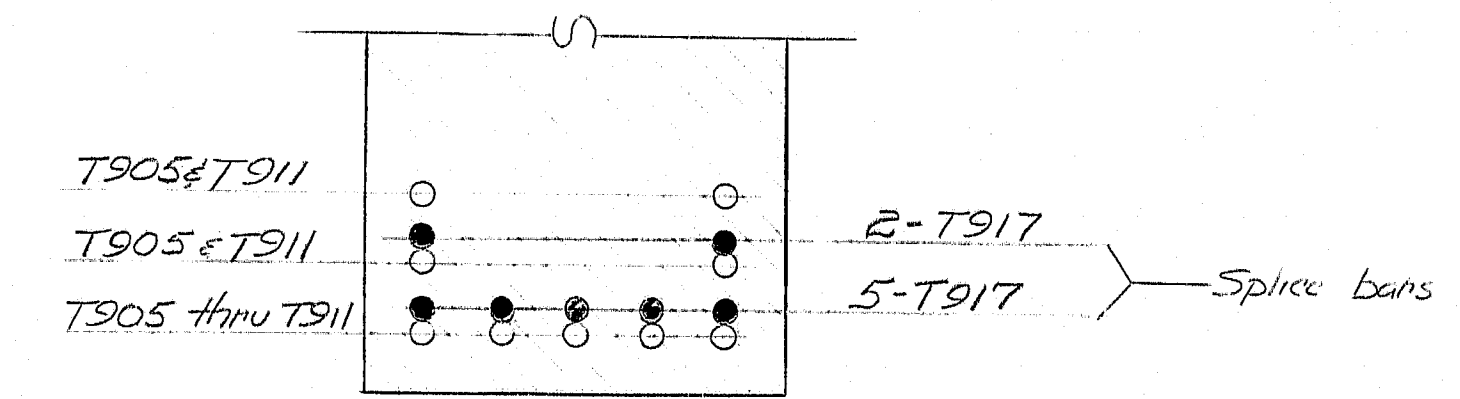
SECTION C-C

ABUTMENT DIAPHRAGM DETAIL



DETAIL "A"

Note: For Beam Cross-Sections, See SECTION D & E on Sheet No.



SECTION A-A

SCHEME NOT USED

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

NORTH STREET BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

FRAMING PLAN SPAN 3

SHEET OF AUGUSTA, MAINE

178-91

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAIL	WVF	6/1/78
CHECKED		
REVISIONS		
FIELD CHANGES		