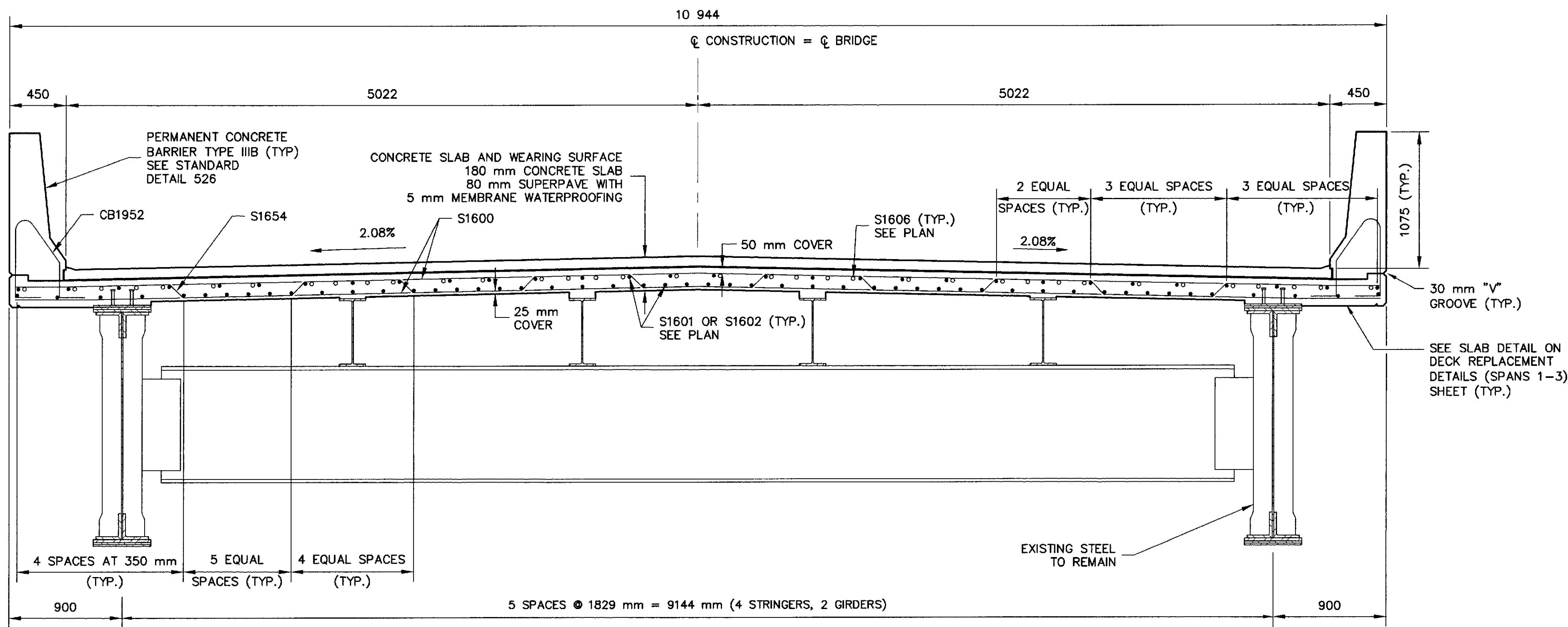


METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

FED. AID. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	M-95-77B(00)E	24	42

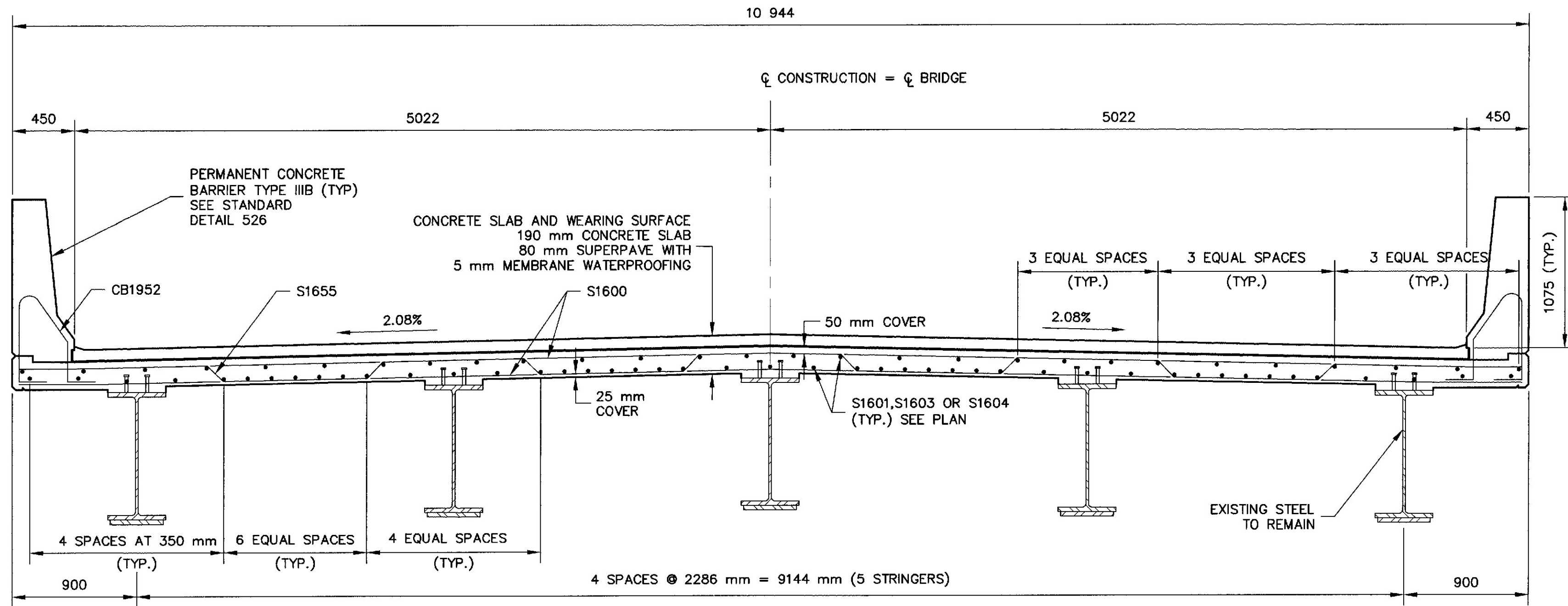


JOINT TEMPERATURE MOVEMENT DATA

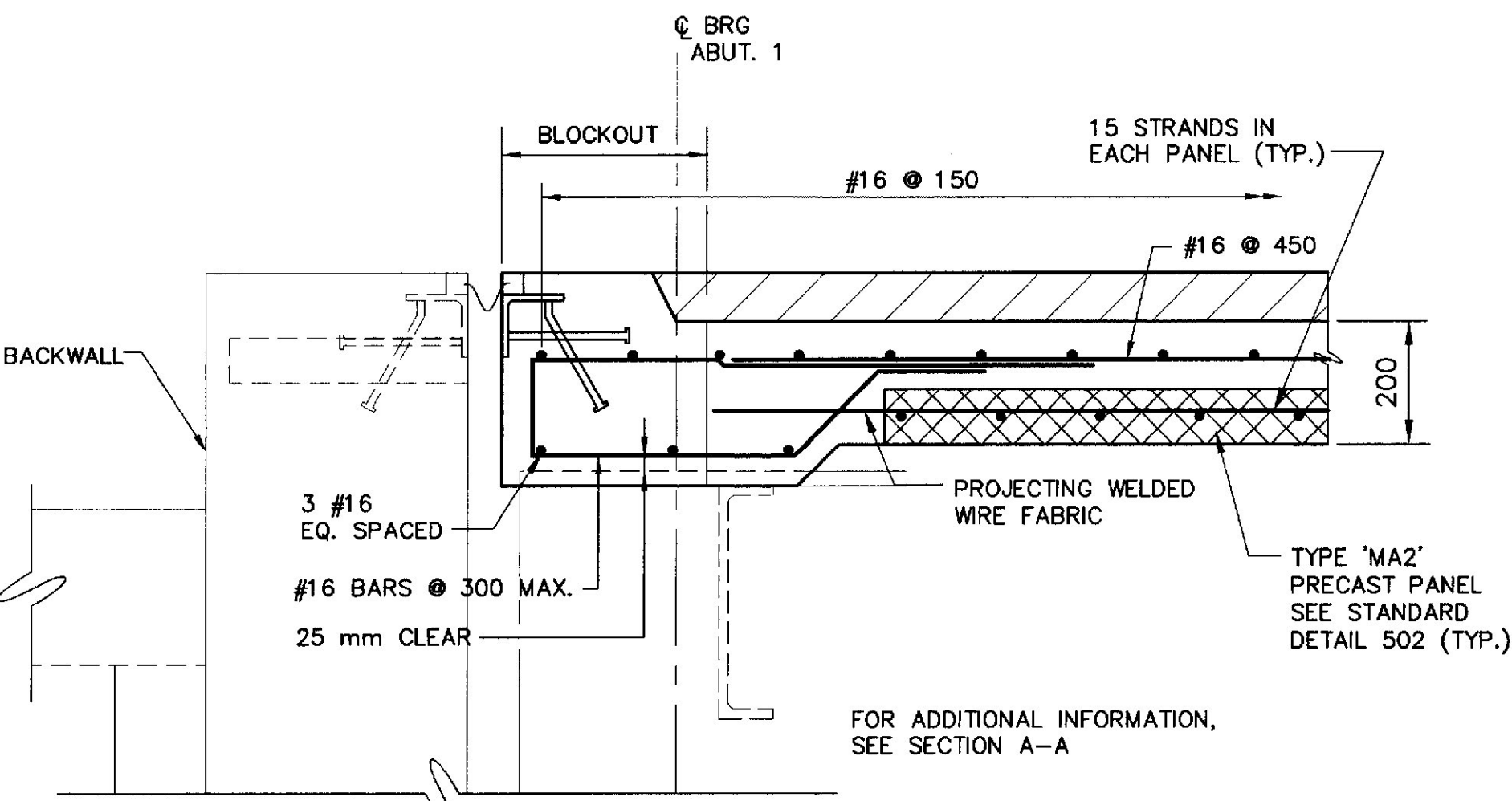
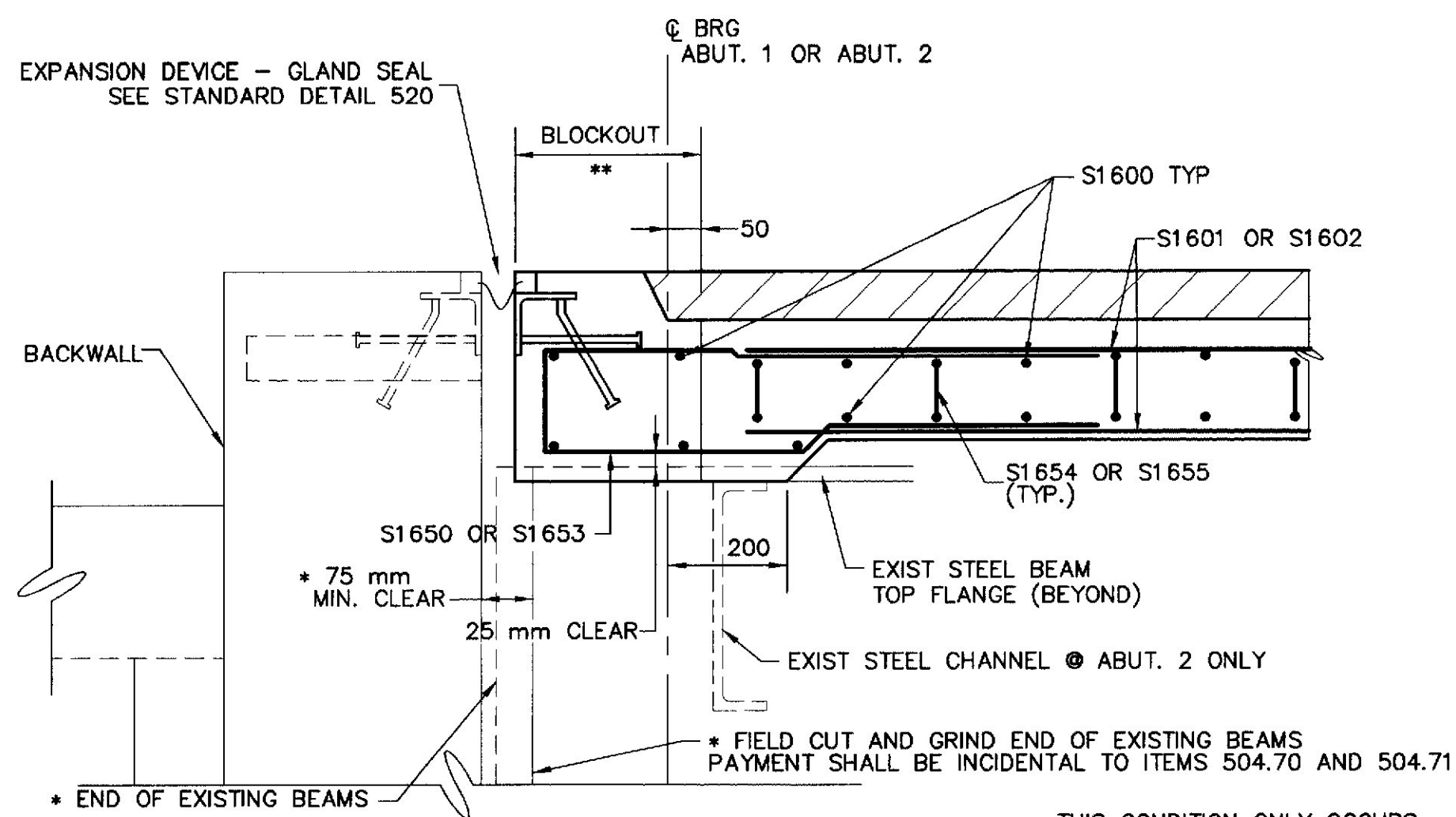
	MR	L
ABUTMENT 1	55 mm	52 m
PIER 3	100 mm	99 m
PIER 7	105 mm	103 m
ABUTMENT 2	76 mm	58 m

SEE EXPANSION DEVICE STANDARD DETAIL 520 FOR THE JOINT OPENING TEMPERATURE ADJUSTMENT AT TIME OF INSTALLATION, WHERE ADJUSTMENT (in mm) = $0.012 \times "L" \times "T"$. "T" IS THE TEMPERATURE DIFFERENCE, "L" IS GIVEN IN TABLE ABOVE.

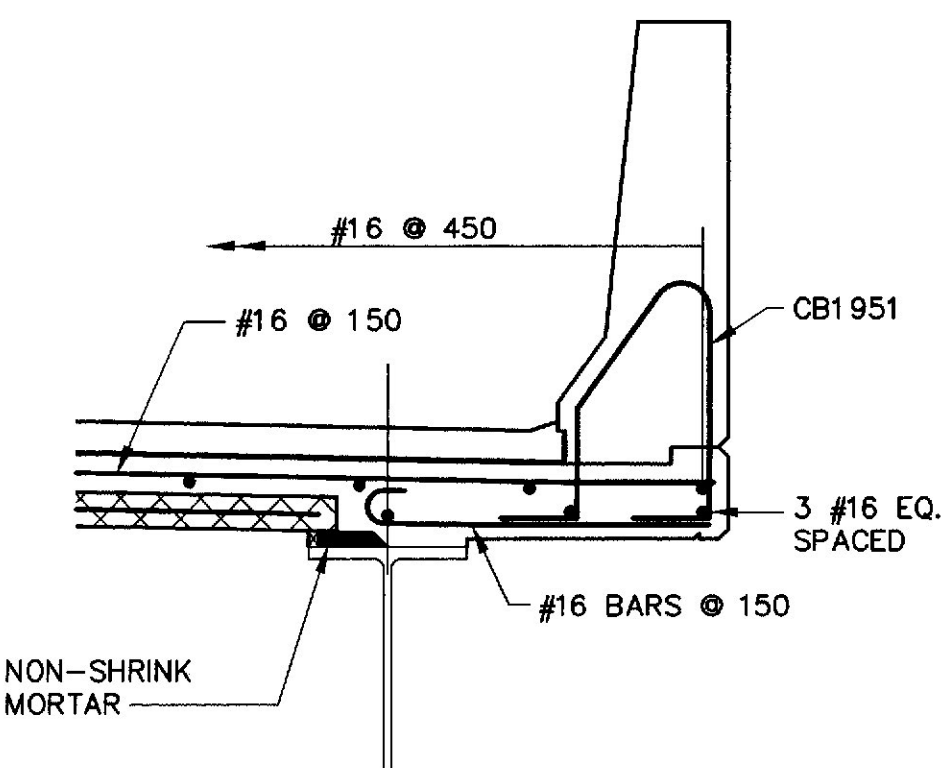
SPANS 1 TO 3
TRANSVERSE SECTION



SPANS 4 TO 11
TRANSVERSE SECTION



SECTION A-A
(PRECAST PANEL OPTION)



SECTION B-B
(PRECAST PANEL OPTION)

NOTE:
PRECAST CONCRETE DECK PANELS ARE
OPTIONAL AT SPANS 4 THRU 11 ONLY.

PROJECT DESIGN ENGINEER	DATE
BY	10/00
SEN	10/00
MRB	
UC	
DESIGN-DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

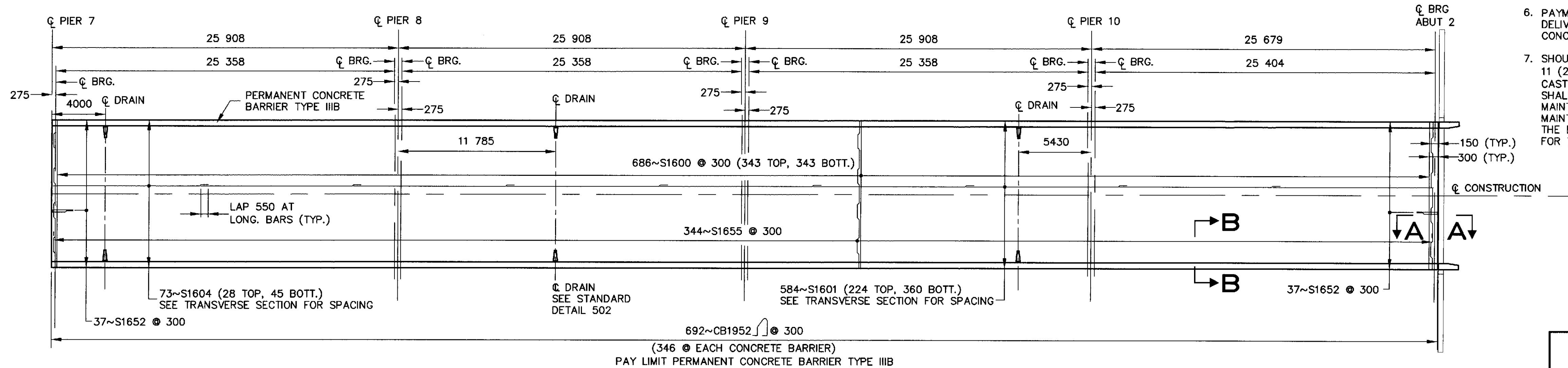
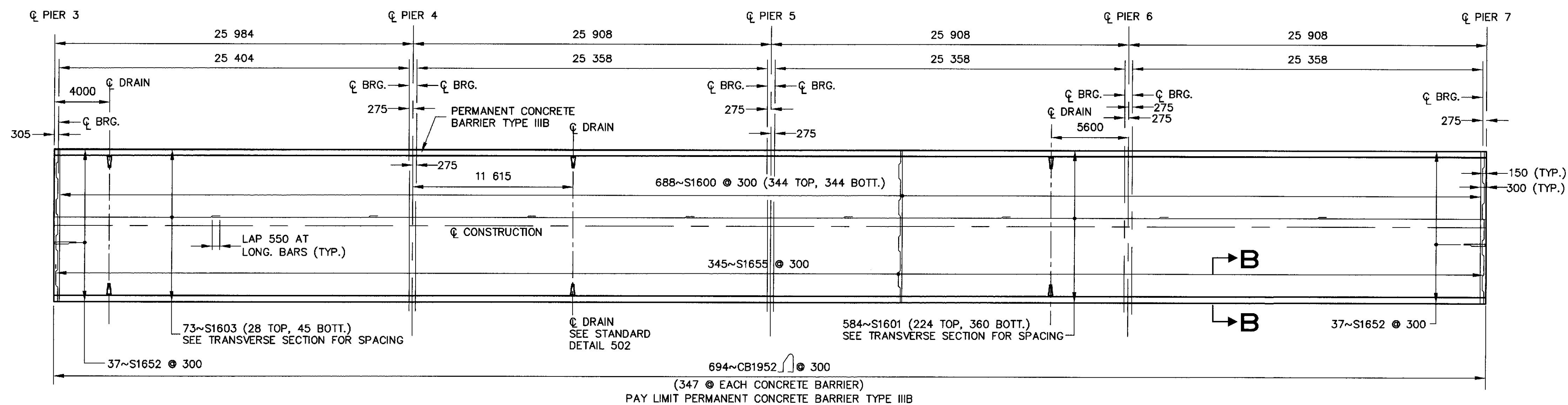
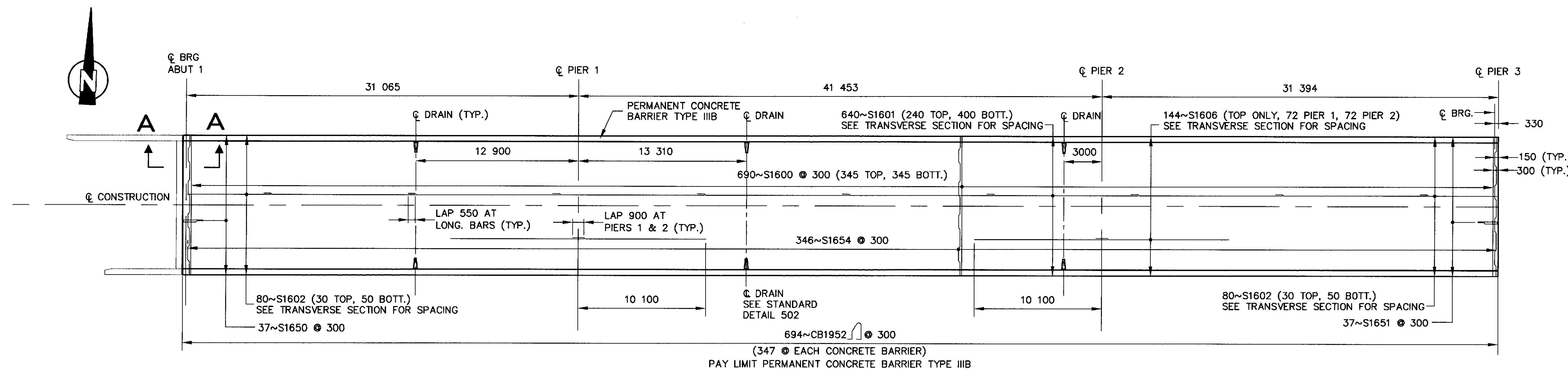
JAN., 2000
2TRANSEC.DWG

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
over
MESSALONSKEE STREAM
WATERVILLE
KENNEBEC COUNTY
TRANSVERSE SECTIONS

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-778B(00)E	25	42



NOTES:

- FOR SECTIONS A-A AND B-B, SEE TRANSVERSE SECTIONS SHEET. FOR DECK JOINT DETAILS AT PIER 3 AND PIER 7, SEE MISCELLANEOUS DETAILS SHEET.
- 25 mm DIAMETER TUBE DRAINS SHALL BE INSTALLED IN DECK PER STANDARD DETAIL 502(3).
- THE DISTANCE FROM CENTERLINE OF BEARING TO THE CENTERLINE OF PIER, AT PIERS 4 THROUGH 10, IS 275 mm - PROPOSED VERSUS 229 mm EXISTING AND 330 mm PROPOSED VERSUS 305 mm EXISTING AT THE WEST SIDE OF PIER 3.
- THE SUPERSTRUCTURE SLAB CONCRETE SHALL BE PLACED IN ONE CONTINUOUS OPERATION AND THE CONCRETE SHALL BE KEPT PLASTIC ONE COMPLETE SPAN BEHIND THE SPAN BEING PLACED.
- AT DECK EXPANSION JOINTS, PROVIDE EXPANSION DAMS AT FACE OF CONCRETE PARAPETS AND ALONG TOP TO WITHIN 50 mm FROM FASCIA. SEE STANDARD DETAIL 520.
- PAYMENT FOR THE REINFORCING STEEL, FABRICATED, DELIVERED, AND PLACED, FOR CAST-IN-PLACE STRUCTURAL CONCRETE DECK SHALL BE INCIDENTAL TO ITEM 502.26.
- SHOULD PRECAST DECK PANELS BE USED ON SPANS 4 THRU 11 (200 mm THICK PRECAST DECK OPTION VERSUS 190 mm CAST-IN-PLACE OPTION), THE BOTTOM OF SLAB ELEVATIONS SHALL BE ADJUSTED AND THE FINISH GRADE PROFILE MAINTAINED, OR THE BOTTOM OF SLAB ELEVATIONS MAINTAINED AND THE PROFILE ADJUSTED, AS APPROVED BY THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THE ADJUSTMENT.

PLAN

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
over
MESSALONSKEE STREAM
WATERVILLE
KENNEBEC COUNTY

DECK REPLACEMENT PLAN

PROJECT DESIGN ENGINEER	DATE	BY	DATE
DESIGN-DETAILED	10/00	SEN	10/00
CHECKED		MRB	
REVISIONS		SEN	
FIELD CHANGES			

JAN., 2000
2DECKPLAN.DWG

W:\MD01\95295.02 Messalonskee\dwg\2deck\details.dwg Tue Nov 21 13:33:38 2000 1055CM D:\tetter monochrome setup

PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	10/00
CHECKED	10/00
REVISIONS	
FIELD CHANGES	

BY	SEN
WRB	SEN

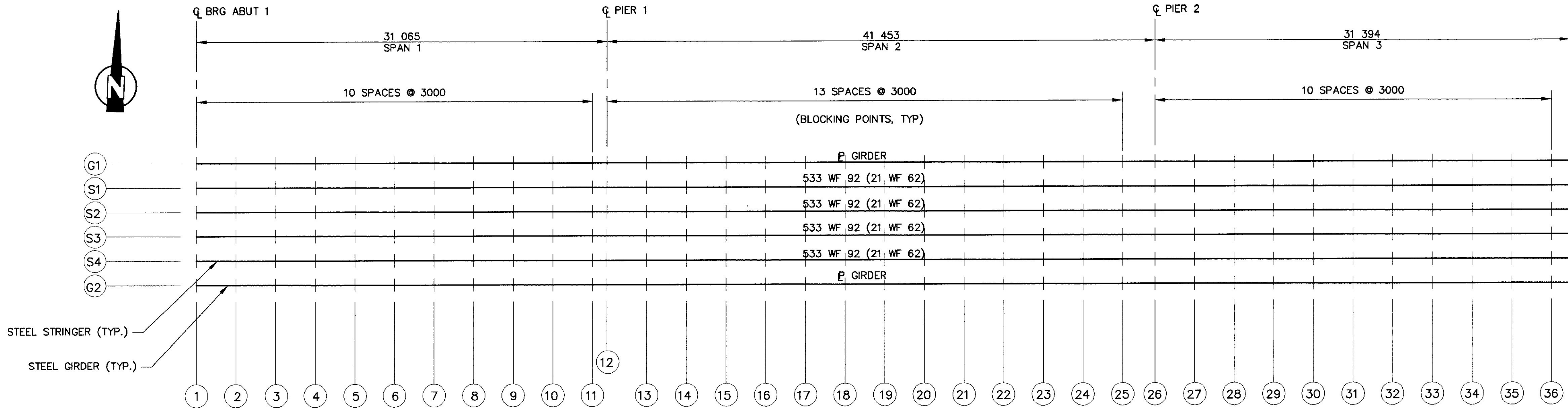
PLANS

JAN., 2000
2DECKDETAILS.DWG

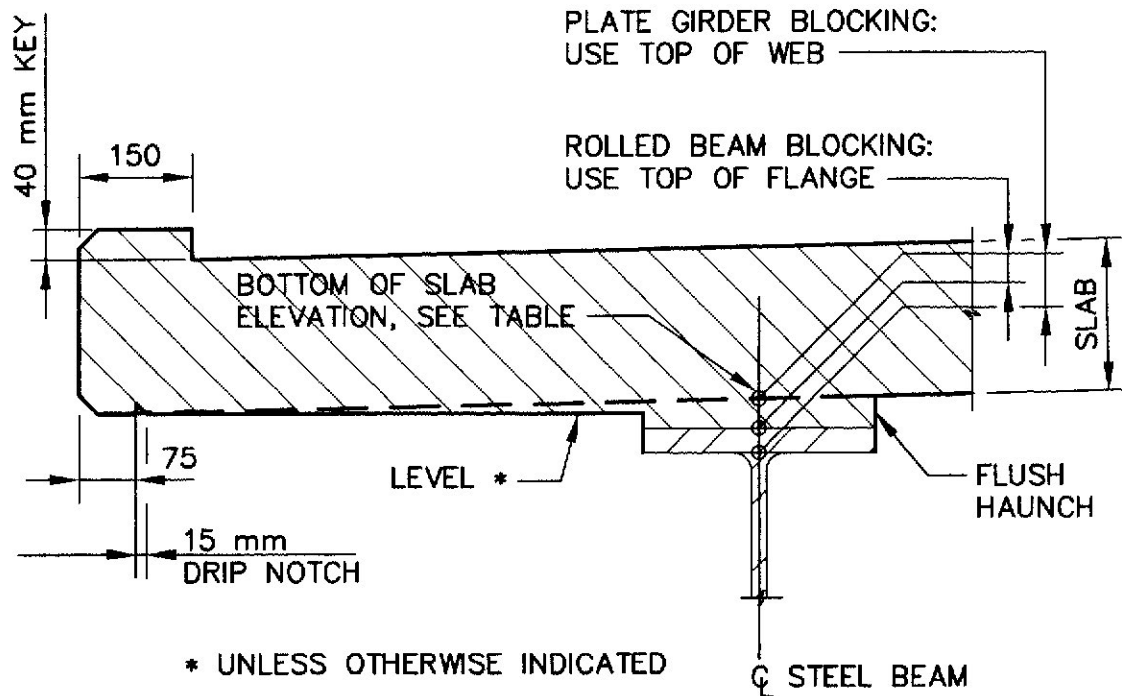
METRIC

- All dimensions are in millimeters unless otherwise noted.
- All elevations and stations are in meters.

F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-778(00)C	28	42



BLOCKING LAYOUT



SLAB DETAIL

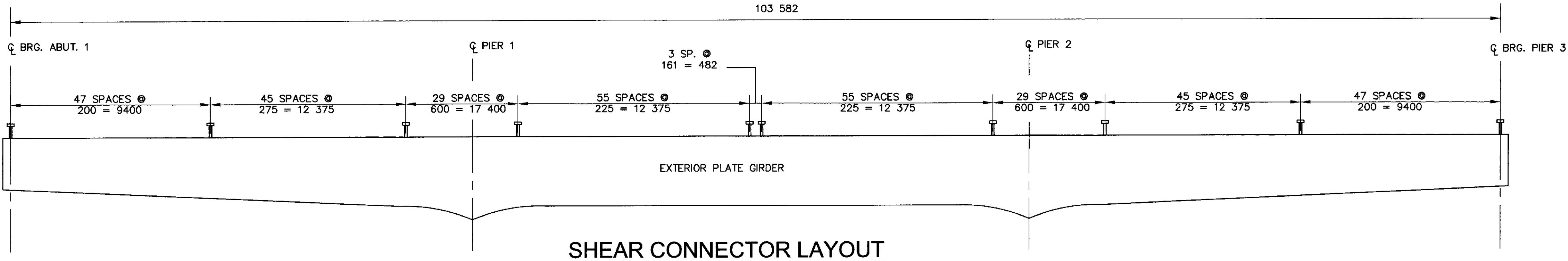
I-95 SOUTHBOUND

BOTTOM OF SLAB ELEVATIONS																																					
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
G1	48.991	48.959	48.929	48.900	48.872	48.846	48.821	48.798	48.776	48.755	48.736	48.729	48.712	48.696	48.681	48.668	48.656	48.645	48.636	48.628	48.622	48.617	48.613	48.611	48.610	48.610	48.612	48.615	48.619	48.625	48.632	48.640	48.650	48.661	48.674	48.688	48.695
S1	49.029	48.997	48.967	48.938	48.910	48.884	48.859	48.836	48.814	48.793	48.774	48.767	48.750	48.734	48.719	48.706	48.694	48.683	48.674	48.666	48.660	48.655	48.651	48.649	48.648	48.648	48.650	48.653	48.657	48.663	48.670	48.678	48.688	48.699	48.712	48.726	48.733
S2	49.067	49.035	49.005	48.976	48.948	48.922	48.897	48.874	48.852	48.831	48.812	48.805	48.788	48.772	48.757	48.744	48.732	48.721	48.712	48.704	48.698	48.693	48.689	48.687	48.686	48.686	48.688	48.691	48.695	48.701	48.708	48.716	48.726	48.737	48.750	48.764	48.771
S3	49.067	49.035	49.005	48.976	48.948	48.922	48.897	48.874	48.852	48.831	48.812	48.805	48.788	48.772	48.757	48.744	48.732	48.721	48.712	48.704	48.698	48.693	48.689	48.687	48.686	48.686	48.688	48.691	48.695	48.701	48.708	48.716	48.726	48.737	48.750	48.764	48.771
S4	49.029	48.997	48.967	48.938	48.910	48.884	48.859	48.836	48.814	48.793	48.774	48.767	48.750	48.734	48.719	48.706	48.694	48.683	48.674	48.666	48.660	48.655	48.651	48.649	48.648	48.648	48.650	48.653	48.657	48.663	48.670	48.678	48.688	48.699	48.712	48.726	48.733
G2	48.991	48.959	48.929	48.900	48.872	48.846	48.821	48.798	48.776	48.755	48.736	48.729	48.712	48.696	48.681	48.668	48.656	48.645	48.636	48.628	48.622	48.617	48.613	48.611	48.610	48.610	48.612	48.615	48.619	48.625	48.632	48.640	48.650	48.661	48.674	48.688	48.695

I-95 NORTHBOUND

BOTTOM OF SLAB ELEVATIONS																																					
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
G1	48.537	48.511	48.484	48.457	48.428	48.398	48.367	48.335	48.305	48.279	48.255	48.247	48.230	48.218	48.209	48.203	48.196	48.186	48.175	48.160	48.144	48.127	48.109	48.093	48.080	48.074	48.071	48.072	48.075	48.081	48.087	48.093	48.098	48.099	48.101	48.103	48.104
S1	48.578	48.554	48.525	48.500	48.470	48.441	48.409	48.378	48.347	48.321	48.297	48.288	48.274	48.261	48.251	48.246	48.238	48.229	48.216	48.203	48.185	48.170	48.150	48.136	48.125	48.115	48.114	48.113	48.118	48.122	48.130	48.135	48.141	48.141	48.143	48.145	48.145
S2	48.618	48.594	48.565	48.540	48.510	48.481	48.449	48.418	48.387	48.361	48.337	48.328	48.314	48.301	48.291	48.286	48.278	48.269	48.256	48.244	48.225	48.210	48.190	48.176	48.165	48.155	48.154	48.153	48.158	48.162	48.170	48.175	48.181	48.181	48.183	48.185	48.185
S3	48.618	48.594	48.565	48.540	48.510	48.481	48.449	48.418	48.387	48.361	48.337	48.328	48.314	48.301	48.291	48.286	48.278	48.269	48.256	48.244	48.225	48.210	48.190	48.176	48.165	48.155	48.154	48.153	48.158	48.162	48.170	48.175	48.181	48.181	48.183	48.185	48.185
S4	48.578	48.554	48.525	48.500	48.470	48.441	48.409	48.378	48.347	48.321	48.297	48.288	48.274	48.261	48.251	48.246	48.238	48.229	48.216	48.203	48.185	48.170	48.150	48.136	48.125	48.115	48.114	48.113	48.118	48.122	48.130	48.135	48.141	48.141	48.143	48.145	48.145
G2	48.537	48.511	48.484	48.457	48.428	48.398	48.367	48.335	48.305	48.279	48.255	48.247	48.230	48.218	48.209	48.203	48.196	48.186	48.175	48.160	48.144	48.127	48.109	48.093	48.080	48.074	48.071	48.072	48.075	48.081	48.087	48.093	48.098	48.099	48.101	48.103	48.104

BOTTOM OF SLAB ELEVATIONS



SHEAR CONNECTOR LAYOUT

NOTES:

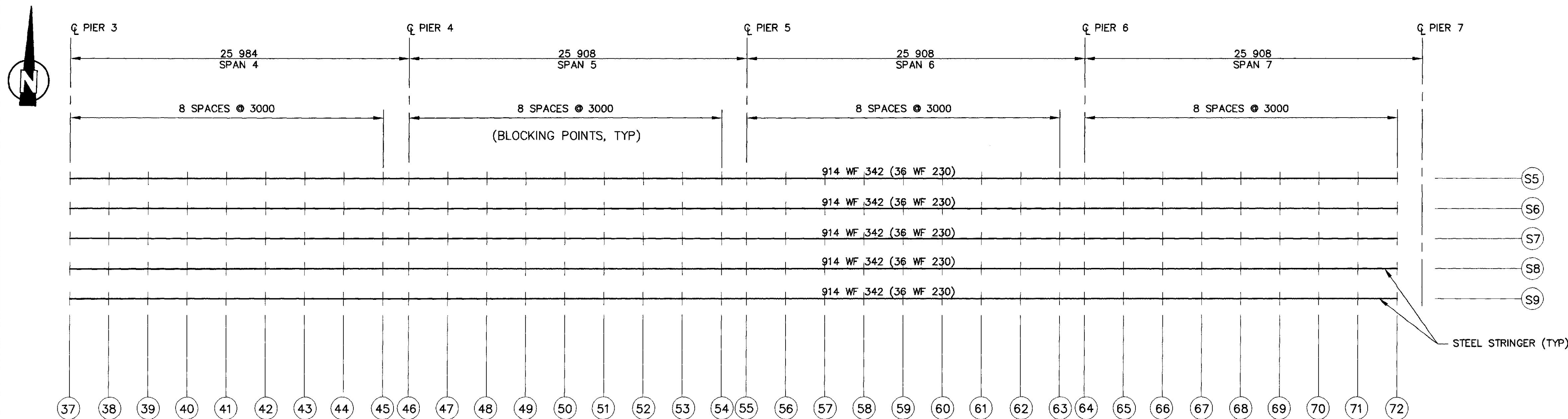
- DOUBLE STUDS (22 mm DIA.) SEE STD. 505 FOR ADDITIONAL INFORMATION.
- THE LOCATION OF STUDS SHALL BE ADJUSTED, AS DIRECTED BY THE ENGINEER, TO AVOID THE EXISTING SHEAR CONNECTORS, RIVET HEADS, AND THE ENDS OF COVER PLATES.
- THERE ARE NO SHEAR CONNECTORS PROPOSED ON THE 533 WF 92 STRINGERS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
over
MESSALONSKEE STREAM
WATERVILLE
KENNEBEC COUNTY
DECK REPLACEMENT DETAILS
(SPANS 1-3)

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-77BR(00)E	27	42



BLOCKING LAYOUT

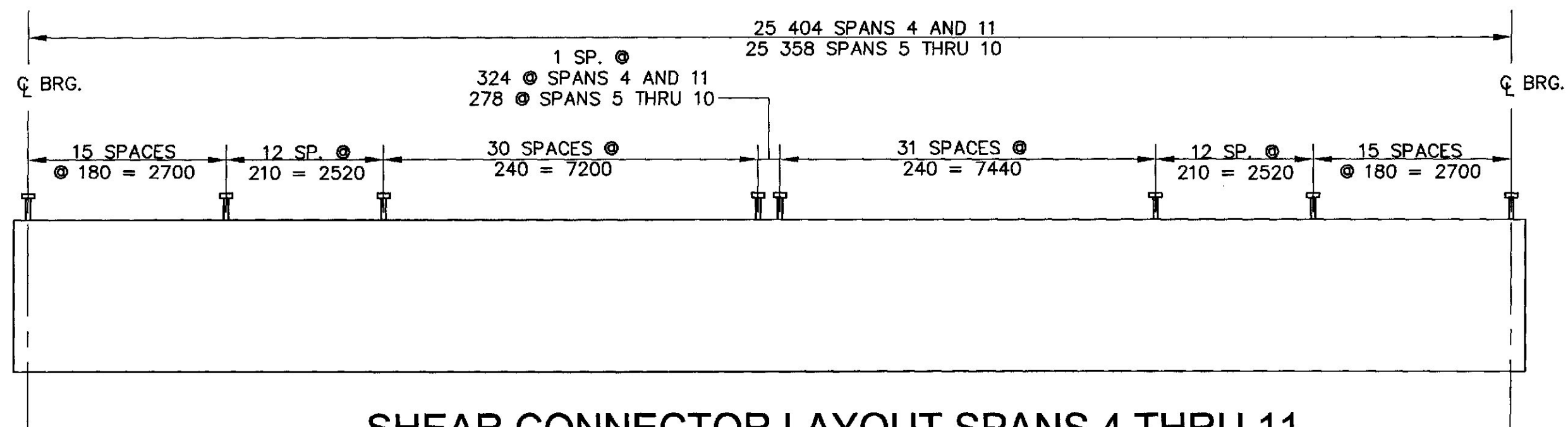
I-95 SOUTHBOUND

BOTTOM OF SLAB ELEVATIONS																																				
	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72
S1	48.685	48.718	48.749	48.778	48.802	48.822	48.838	48.850	48.860	48.869	48.914	48.957	48.997	49.034	49.066	49.093	49.117	49.139	49.155	49.212	49.267	49.319	49.367	49.411	49.451	49.487	49.520	49.544	49.613	49.680	49.744	49.804	49.860	49.911	49.959	50.004
S2	48.733	48.768	48.801	48.831	48.856	48.876	48.890	48.901	48.908	48.917	48.964	49.009	49.050	49.087	49.119	49.146	49.168	49.188	49.203	49.262	49.319	49.372	49.421	49.465	49.503	49.537	49.569	49.592	49.662	49.731	49.797	49.857	49.913	49.963	50.009	50.053
S3	48.780	48.815	48.848	48.878	48.903	48.923	48.938	48.948	48.956	48.964	49.011	49.056	49.098	49.135	49.167	49.193	49.216	49.235	49.250	49.309	49.366	49.420	49.469	49.512	49.551	49.585	49.616	49.639	49.710	49.779	49.844	49.905	49.961	50.011	50.057	50.100
S4	48.733	48.768	48.801	48.831	48.856	48.876	48.890	48.901	48.908	48.917	48.964	49.009	49.050	49.087	49.119	49.146	49.168	49.188	49.203	49.262	49.319	49.372	49.421	49.465	49.503	49.537	49.569	49.592	49.662	49.731	49.797	49.857	49.913	49.963	50.009	50.053
S5	48.685	48.718	48.749	48.778	48.802	48.822	48.838	48.850	48.860	48.869	48.914	48.957	48.997	49.034	49.066	49.093	49.117	49.139	49.155	49.212	49.267	49.319	49.367	49.411	49.451	49.487	49.520	49.544	49.613	49.680	49.744	49.804	49.860	49.911	49.959	50.004

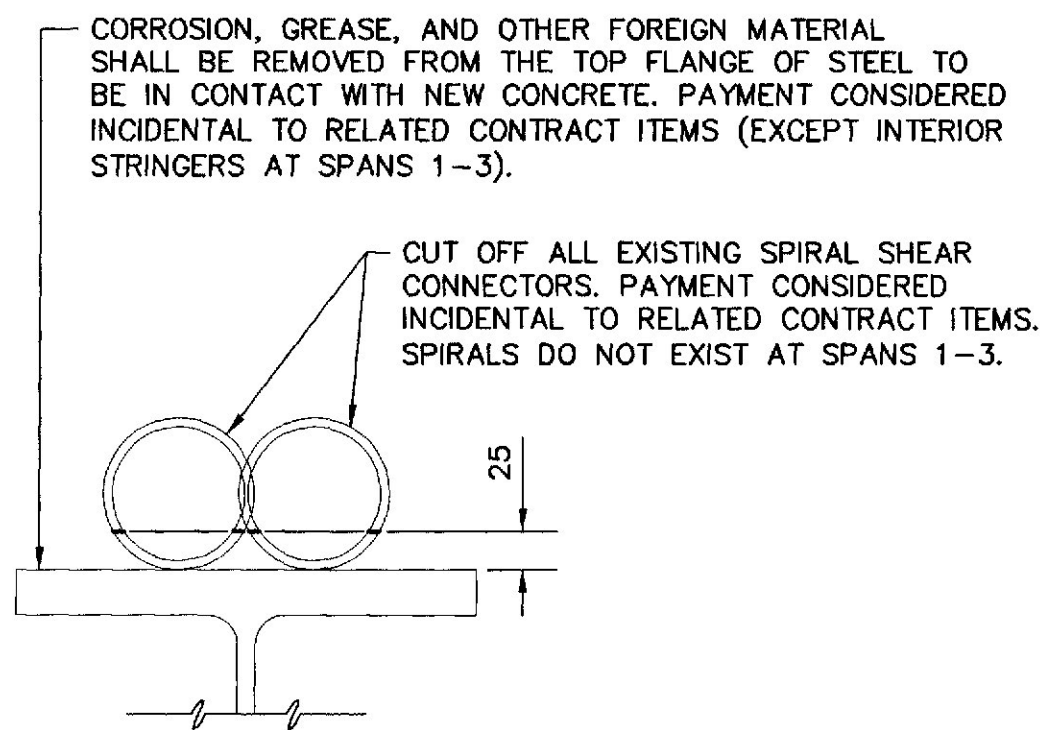
I-95 NORTHBOUND

BOTTOM OF SLAB ELEVATIONS																																				
	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72
S1	48.094	48.121	48.146	48.169	48.187	48.201	48.210	48.216	48.219	48.224	48.262	48.298	48.332	48.361	48.386	48.406	48.423	48.437	48.448	48.497	48.545	48.589	48.629	48.665	48.696	48.724	48.749	48.767	48.827	48.886	48.941	48.992	49.039	49.081	49.120	49.156
S2	48.142	48.171	48.198	48.222	48.241	48.254	48.263	48.267	48.268	48.271	48.312	48.350	48.385	48.415	48.439	48.459	48.474	48.486	48.496	48.547	48.596	48.642	48.683	48.719	48.749	48.775	48.798	48.815	48.877	48.937	48.994	49.046	49.092	49.134	49.170	49.204
S3	48.189	48.218	48.246	48.269	48.288	48.302	48.310	48.314	48.315	48.319	48.359	48.398	48.432	48.462	48.487	48.506	48.521	48.533	48.543	48.595	48.644	48.689	48.730	48.766	48.796	48.822	48.845	48.862	48.925	48.985	49.041	49.093	49.140	49.181	49.218	49.252
S4	48.142	48.171	48.198	48.222	48.241	48.254	48.263	48.267	48.268	48.271	48.312	48.350	48.385	48.415	48.439	48.459	48.474	48.486	48.496	48.547	48.596	48.642	48.683	48.719	48.749	48.775	48.798	48.815	48.877	48.937	48.994	49.046	49.092	49.134	49.170	49.204
S5	48.094	48.121	48.146	48.169	48.187	48.201	48.210	48.216	48.219	48.224	48.262	48.298	48.332	48.361	48.386	48.406	48.423	48.437	48.448	48.497	48.545	48.589	48.629	48.665	48.696	48.724	48.749	48.767	48.827	48.886	48.941	48.992	49.039	49.081	49.120	49.156

BOTTOM OF SLAB ELEVATIONS



N.T.S.



NOTES:

- DOUBLE STUDS (22 mm DIA.) SEE STD. 505 FOR ADDITIONAL INFORMATION.
- THE LOCATION OF STUDS SHALL BE ADJUSTED, AS DIRECTED BY THE ENGINEER, TO AVOID THE EXISTING SHEAR CONNECTORS.
- THE BOTTOM OF SLAB ELEVATIONS ARE BASED ON 190 mm THICK CAST-IN-PLACE DECK OPTION.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
over
MESSALONSKEE STREAM
WATERVILLE
KENNEBEC COUNTY
DECK REPLACEMENT DETAILS
(SPANS 4-7)

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	SEN	10/00
CHECKED	SEN	10/00
REVISIONS		
FIELD CHANGES		

JAN., 2000
2DECKDETLS.DWG

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PROJECT DESIGN ENGINEER	DATE	BY	DATE
	10/00	SEN	10/00
	DESIGN-DETAILED	WRB	SEN
	CHECKED	SEN	
PLANS		REVISIONS	
		FIELD CHANGES	

JAN., 2000
2DECKDCLS.DWG

METRIC

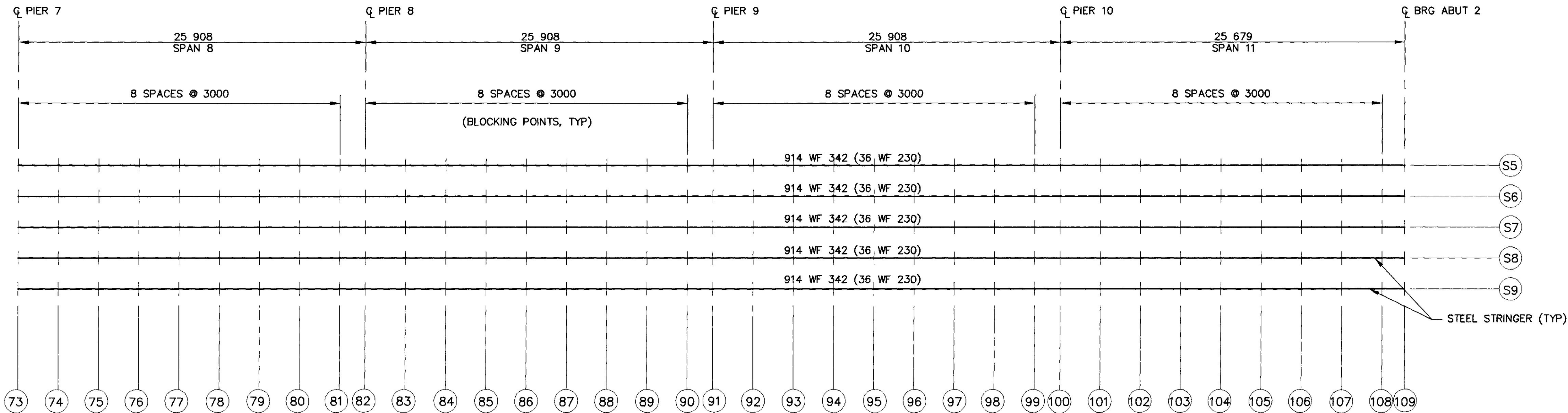
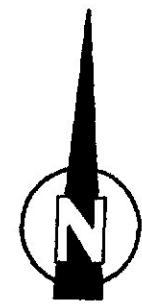
1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-778K(00)E	28	42

THEORETICAL BLOCKING TABLE

LOCATION	NB	SB
CL BRG ABUT 1	60	65
CL BRG PIER 1	35	40
CL BRG PIER 2	40	35
CL BRG PIER 3	30	20
CL BRG PIER 4	40	30
CL BRG PIER 5	30	50
CL BRG PIER 6	15	40
CL BRG PIER 7	30	60
CL BRG PIER 8	45	35
CL BRG PIER 9	30	40
CL BRG PIER 10	50	50
CL BRG ABUT 2	75	65

NOTE:
THEORETICAL BLOCKING IS GIVEN FOR
REFERENCE PURPOSES ONLY. DO NOT USE
THEORETICAL BLOCKING FOR SETTING
FORMWORK.



BLOCKING LAYOUT

I-95 SOUTHBOUND

BOTTOM OF SLAB ELEVATIONS																																					
	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109
S1	50.035	50.116	50.195	50.271	50.343	50.410	50.474	50.533	50.590	50.629	50.722	50.812	50.900	50.984	51.064	51.139	51.210	51.279	51.326	51.430	51.533	51.632	51.728	51.820	51.907	51.990	52.071	52.125	52.241	52.356	52.467	52.575	52.678	52.776	52.869	52.958	53.008
S2	50.083	50.166	50.246	50.324	50.396	50.464	50.526	50.584	50.639	50.677	50.771	50.864	50.953	51.038	51.117	51.191	51.261	51.328	51.373	51.480	51.584	51.685	51.782	51.873	51.959	52.041	52.120	52.173	52.291	52.407	52.520	52.628	52.732	52.828	52.919	53.007	53.056
S3	50.130	50.213	50.294	50.371	50.444	50.511	50.574	50.631	50.687	50.724	50.819	50.912	51.001	51.085	51.165	51.239	51.309	51.376	51.421	51.527	51.632	51.733	51.829	51.921	52.007	52.088	52.167	52.220	52.338	52.455	52.568	52.676	52.779	52.876	52.967	53.054	53.103
S4	50.083	50.166	50.246	50.324	50.396	50.464	50.526	50.584	50.639	50.677	50.771	50.864	50.953	51.038	51.117	51.191	51.261	51.328	51.373	51.480	51.584	51.685	51.782	51.873	51.959	52.041	52.120	52.173	52.291	52.407	52.520	52.628	52.732	52.828	52.919	53.007	53.056
S5	50.035	50.116	50.195	50.271	50.343	50.410	50.474	50.533	50.590	50.629	50.722	50.812	50.900	50.984	51.064	51.139	51.210	51.279	51.326	51.430	51.533	51.632	51.728	51.820	51.907	51.990	52.071	52.125	52.241	52.356	52.467	52.575	52.678	52.776	52.869	52.958	53.008

I-95 NORTHBOUND

BOTTOM OF SLAB ELEVATIONS																																					
	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109
S1	49.181	49.252	49.321	49.388	49.450	49.508	49.561	49.610	49.657	49.690	49.772	49.852	49.929	50.002	50.071	50.135	50.195	50.253	50.293	50.386	50.477	50.565	50.649	50.729	50.804	50.875	50.944	50.991	51.094	51.197	51.296	51.390	51.479	51.562	51.639	51.714	51.756
S2	49.229	49.302	49.373	49.441	49.503	49.561	49.613	49.661	49.706	49.737	49.821	49.903	49.982	50.056	50.124	50.187	50.246	50.302	50.340	50.435	50.528	50.618	50.703	50.782	50.856	50.926	50.993	51.038	51.144	51.248	51.349	51.444	51.532	51.614	51.690	51.762	51.803
S3	49.276	49.350	49.421	49.488	49.551	49.609	49.661	49.709	49.754	49.785	49.869	49.951	50.029	50.103	50.172	50.235	50.294	50.350	50.388	50.483	50.576	50.665	50.750	50.830	50.904	50.974	51.041	51.086	51.192	51.296	51.396	51.491	51.580	51.662	51.738	51.810	51.851
S4	49.229	49.302	49.373	49.441	49.503	49.561	49.613	49.661	49.706	49.737	49.821	49.903	49.982	50.056	50.124	50.187	50.246	50.302	50.340	50.435	50.528	50.618	50.703	50.782	50.856	50.926	50.993	51.038	51.144	51.248	51.349	51.444	51.532	51.614	51.690	51.762	51.803
S5	49.181	49.252	49.321	49.388	49.450	49.508	49.561	49.610	49.657	49.690	49.772	49.852	49.929	50.002	50.071	50.135	50.195	50.253	50.293	50.386	50.477	50.565	50.649	50.729	50.804	50.875	50.944	50.991	51.094	51.197	51.296	51.390	51.479	51.562	51.639	51.714	51.756

BOTTOM OF SLAB ELEVATIONS

NOTE:

1. FOR SHEAR CONNECTOR LAYOUT,
SEE DECK REPLACEMENT DETAILS (SPANS 4-7).
2. THE BOTTOM OF SLAB ELEVATIONS ARE BASED ON 190 mm
THICK CAST-IN-PLACE DECK OPTION.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 over MESSALONSKEE STREAM
WATERVILLE KENNEBEC COUNTY
DECK REPLACEMENT DETAILS (SPANS 8-11)
SHEET 28 OF 42 WATERVILLE, MAINE NOV., 2000

W:\V001\92285.02 Messalonskee.dwg 2misc_details.dwg Tue Nov 21 12:03:37 2000 10550M plotter monochrome setup

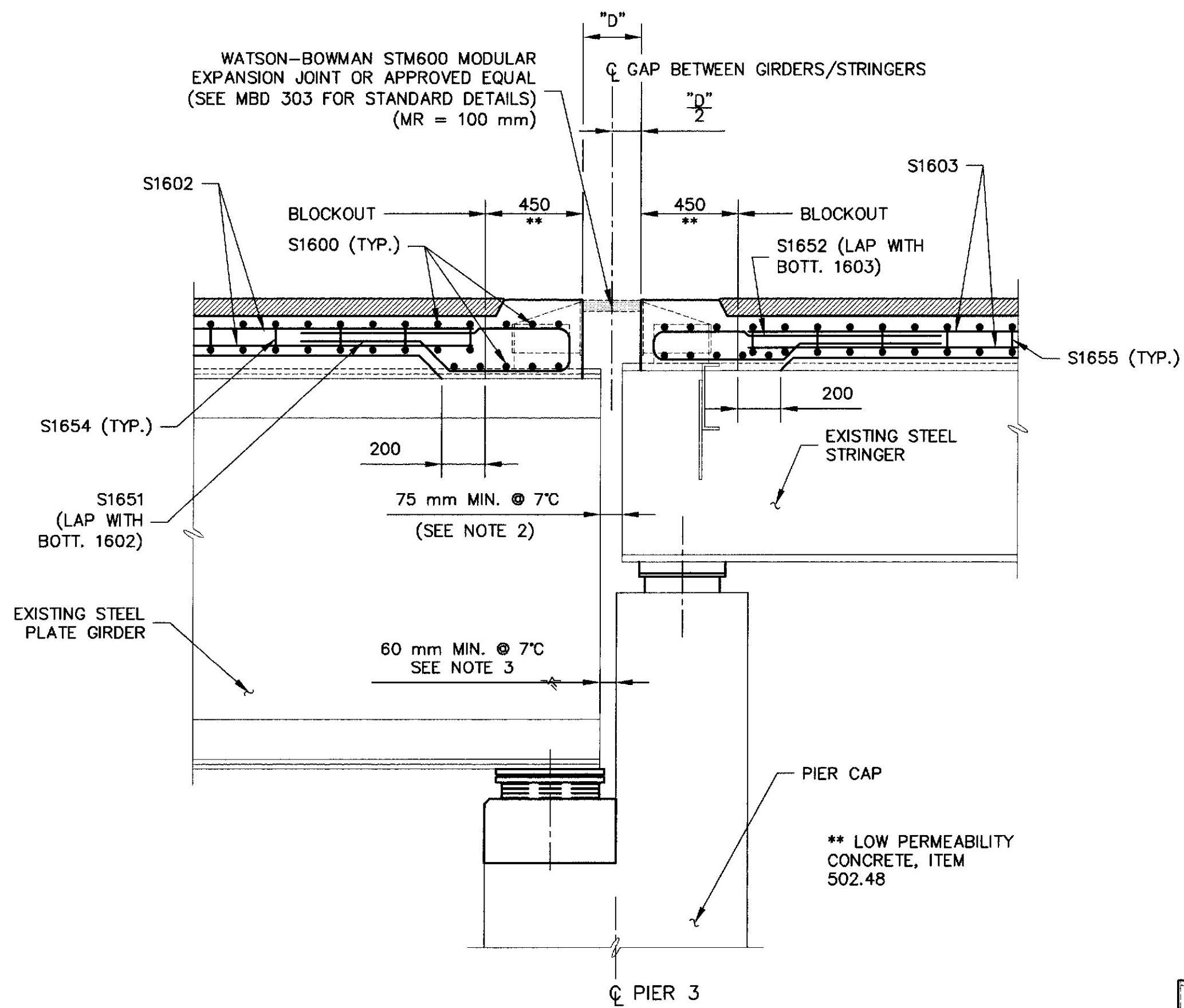
PROJECT ENGINEER	DATE
DESIGN-DETAILED	10/00
CHECKED	10/00
REVISIONS	
FIELD CHANGES	
PLANS	

XXXX, 1998
XXXXXXXXX.DWG

METRIC

- All dimensions are in millimeters unless otherwise noted.
- All elevations and stations are in meters.

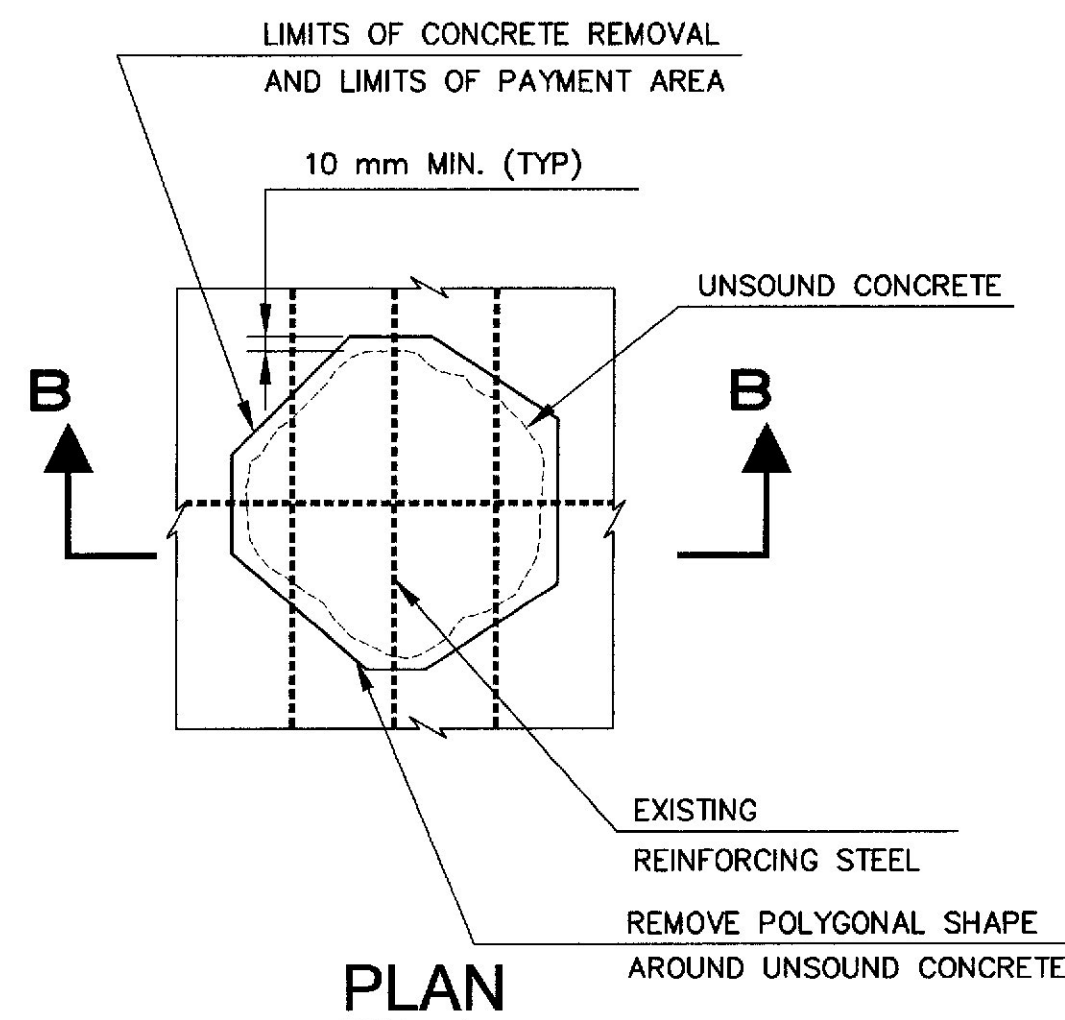
F.A.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-778K(00E)	29	42



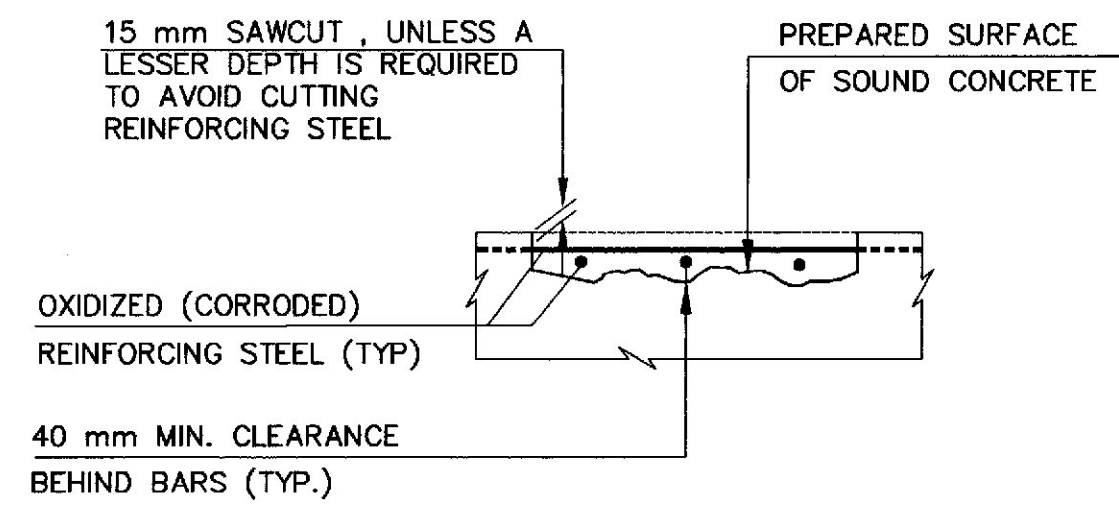
EXPANSION JOINT DETAIL AT PIER 3

JOINT NOTES:

- MODULAR JOINT OPENING ("D") SHALL BE SET AS PER EXPANSION JOINT MANUFACTURER'S RECOMMENDATION.
- END OF STRINGERS SHALL BE CUT AND GROUND AS REQUIRED AND AS DIRECTED BY THE ENGINEER. PAYMENT SHALL BE INCIDENTAL TO RELATED CONTRACT ITEMS.
- IF EXISTING CLEARANCE FROM END OF GIRDER TO PIER 3 CAP IS INSUFFICIENT, FACE OF CONCRETE SHALL BE REMOVED AND REPLACED, PROVIDING THE MINIMUM CLEARANCE, AND PAID PER CUBIC METER UNDER ITEM 502.626.

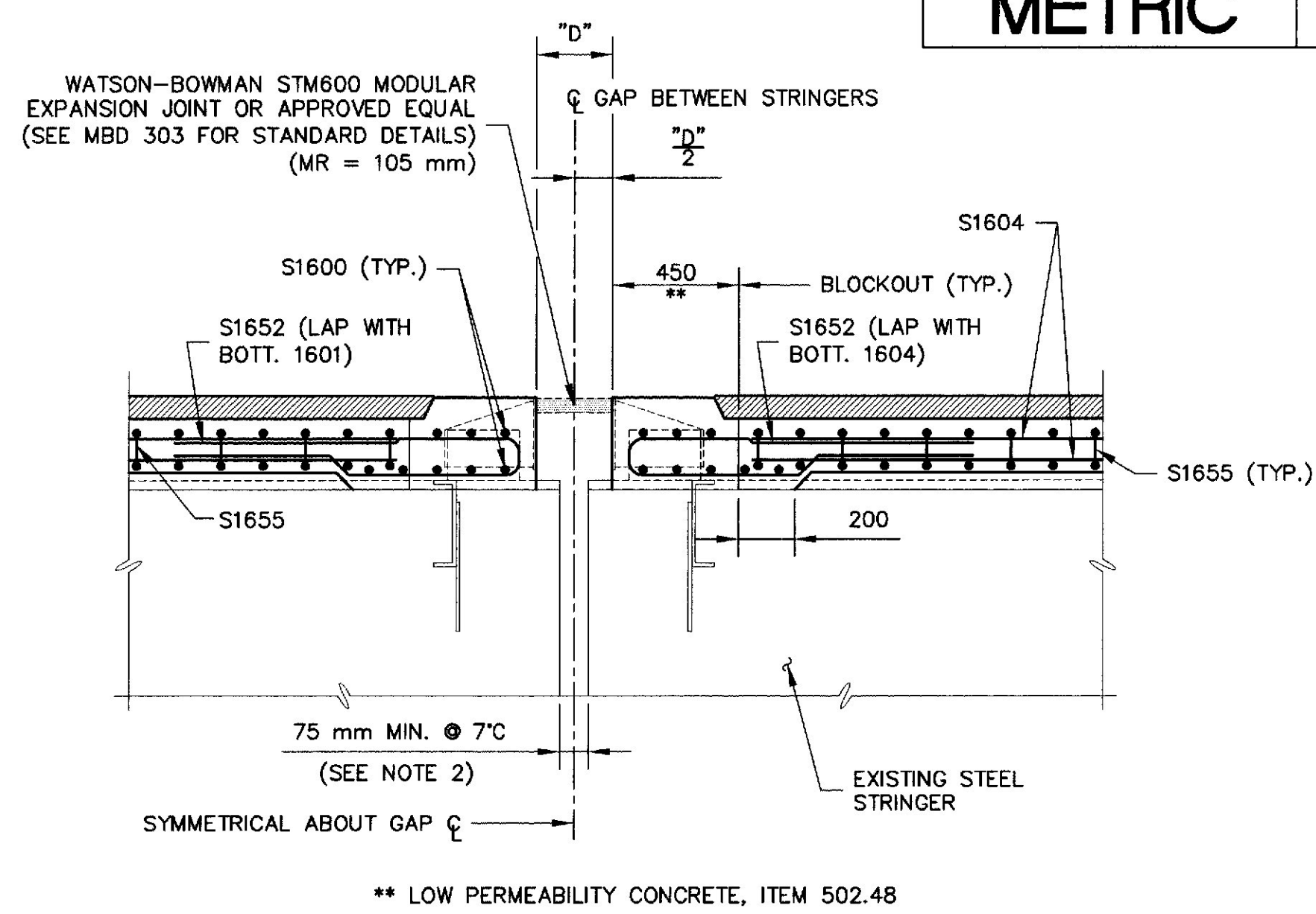


PLAN

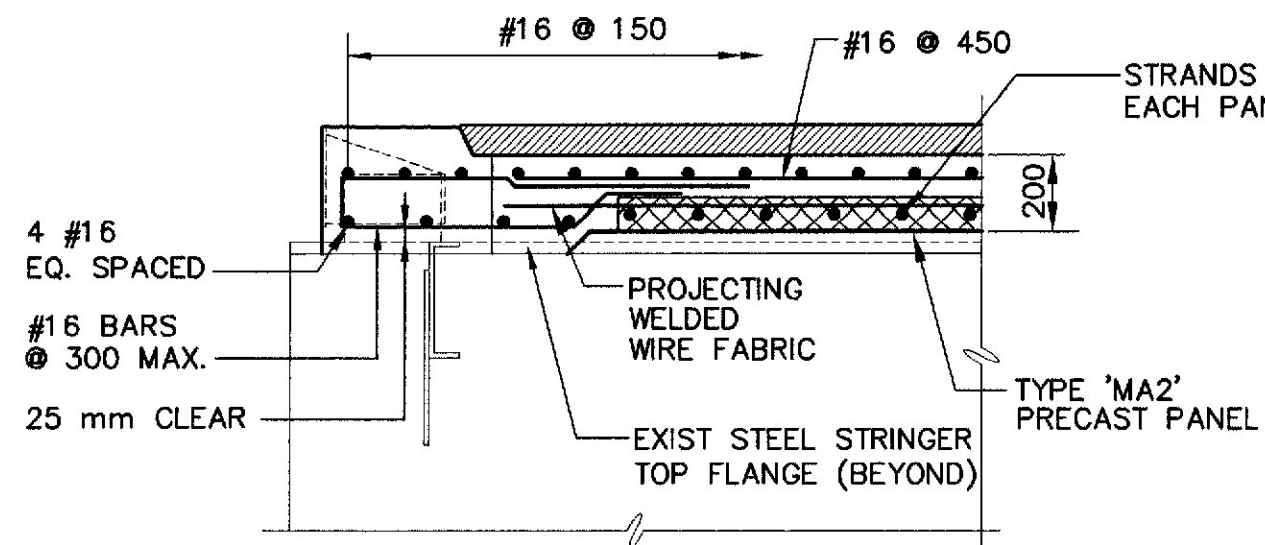


SECTION B-B

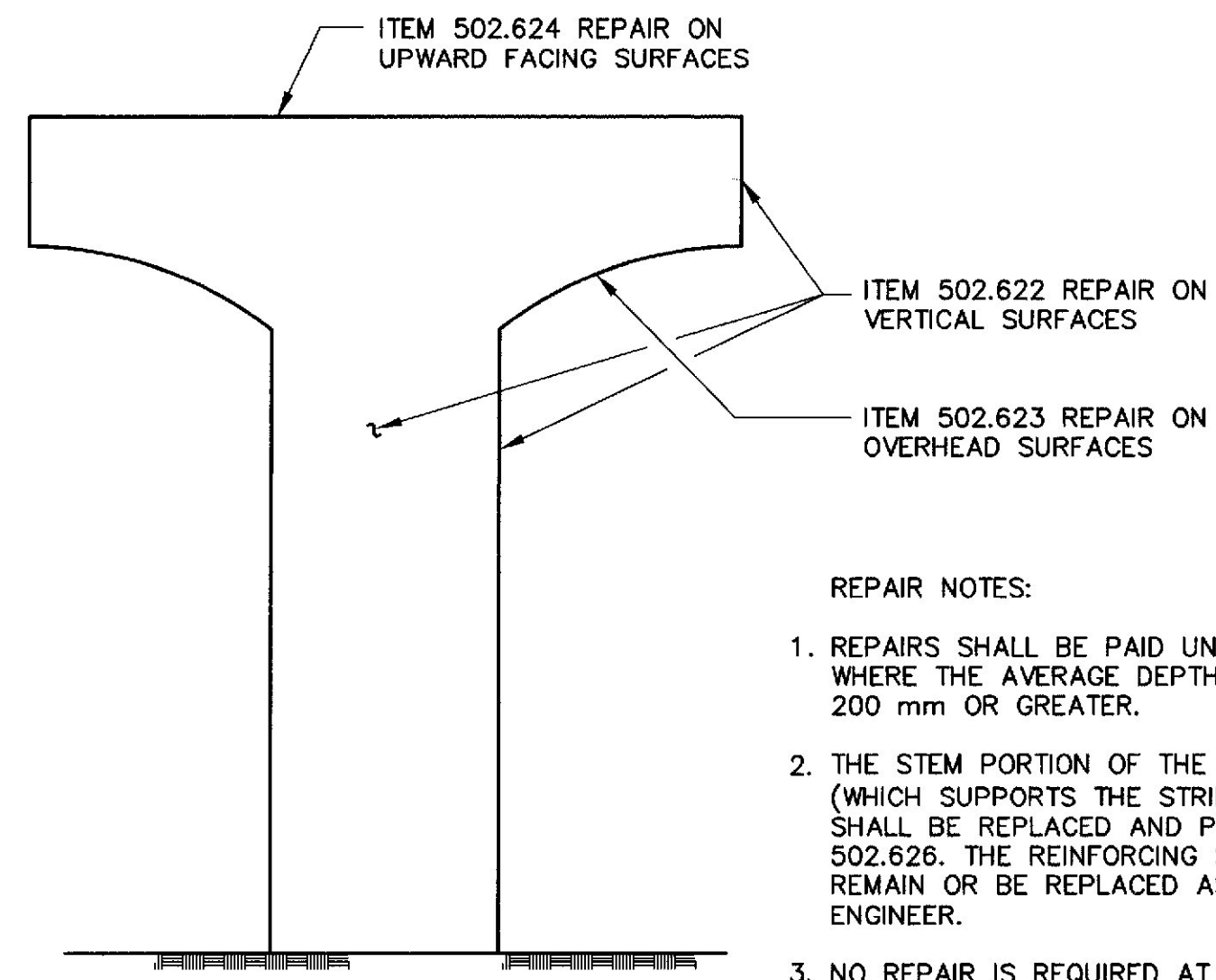
SUBSTRUCTURE REPAIR



EXPANSION JOINT DETAIL AT PIER 7



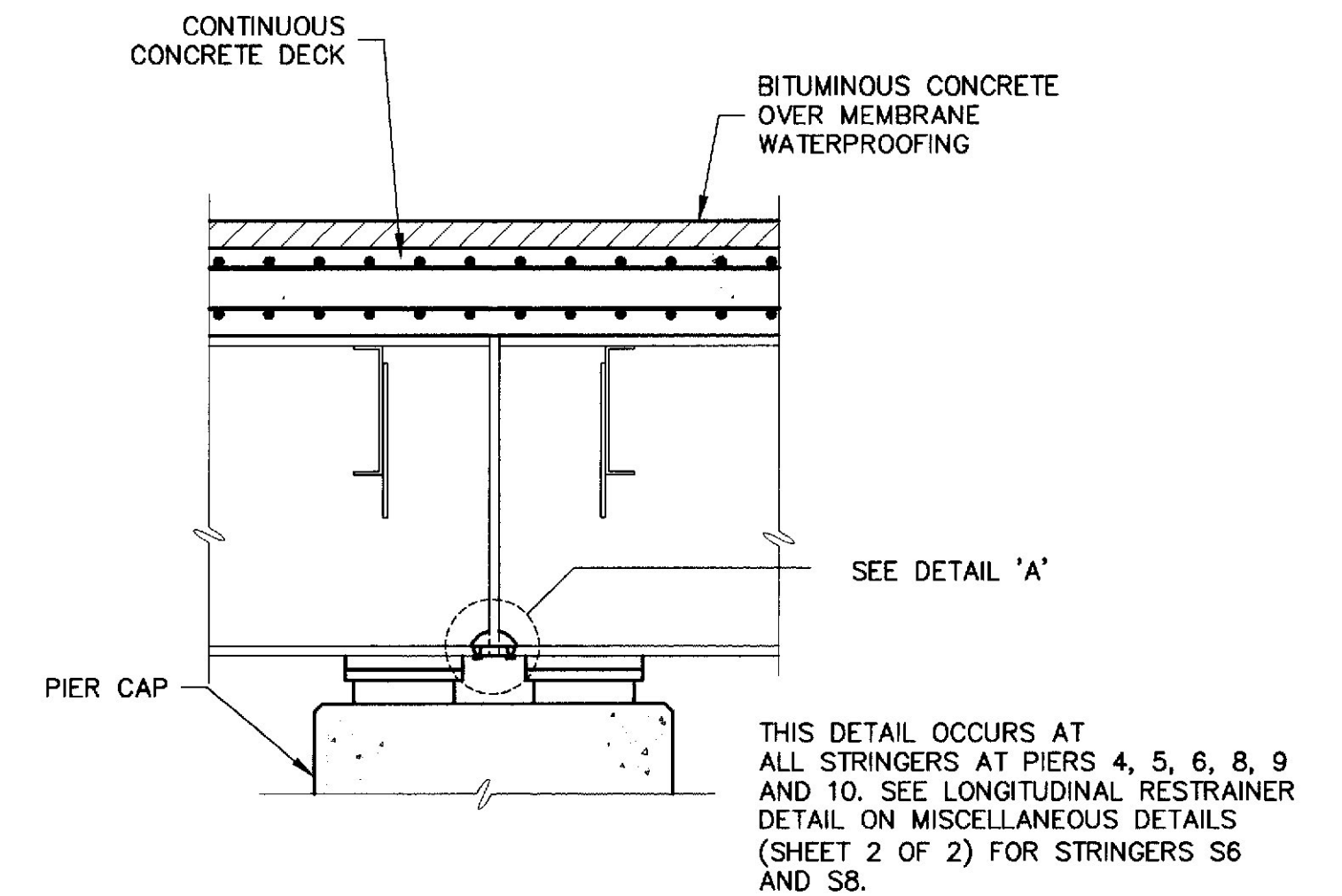
HAUNCH DETAIL AT PIERS 3 AND 7
(PRECAST CONCRETE PANEL OPTION)



EXISTING PIER ELEVATION

REPAIR NOTES:

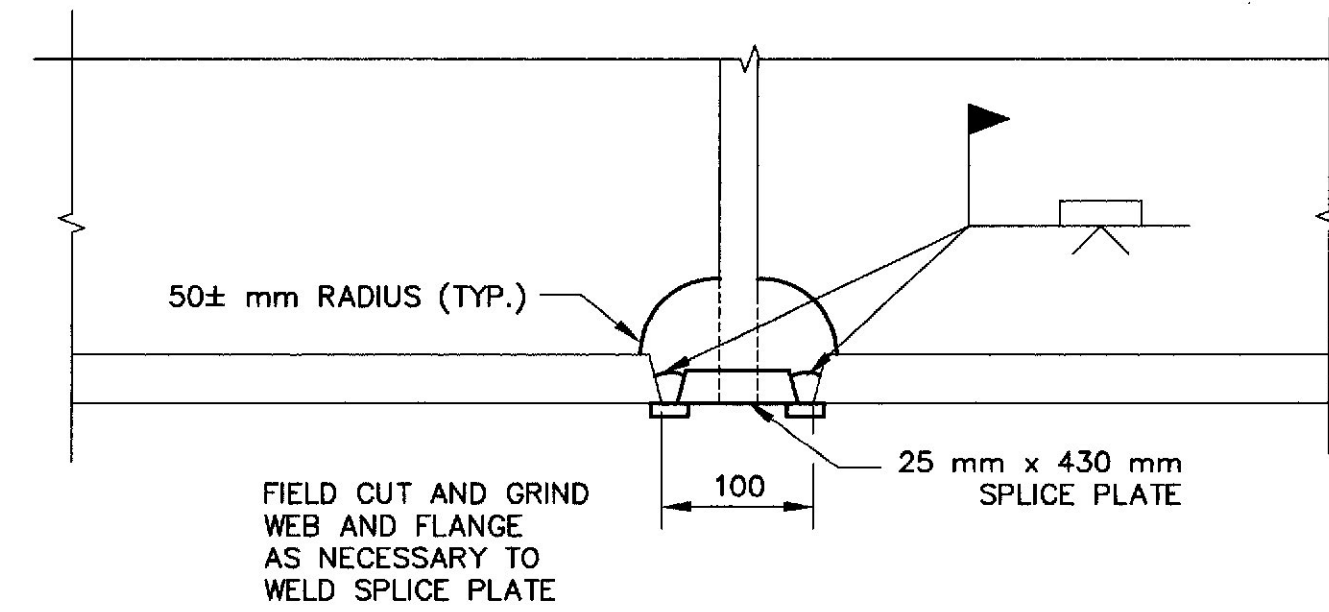
- REPAIRS SHALL BE PAID UNDER ITEM 502.626 WHERE THE AVERAGE DEPTH OF THE REPAIR IS 200 mm OR GREATER.
- THE STEM PORTION OF THE PIER CAP AT PIER 3 (WHICH SUPPORTS THE STRINGERS OF SPAN 4) SHALL BE REPLACED AND PAID UNDER ITEM 502.626. THE REINFORCING STEEL SHALL EITHER REMAIN OR BE REPLACED AS DIRECTED BY THE ENGINEER.
- NO REPAIR IS REQUIRED AT PIERS 1 AND 2.



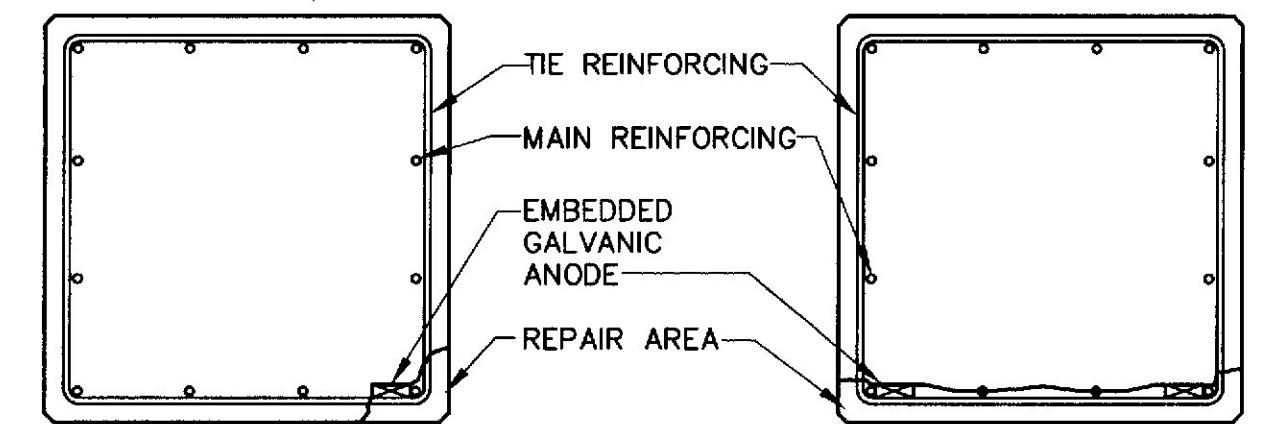
STRINGER SPLICE DETAIL

SPLICE NOTES:

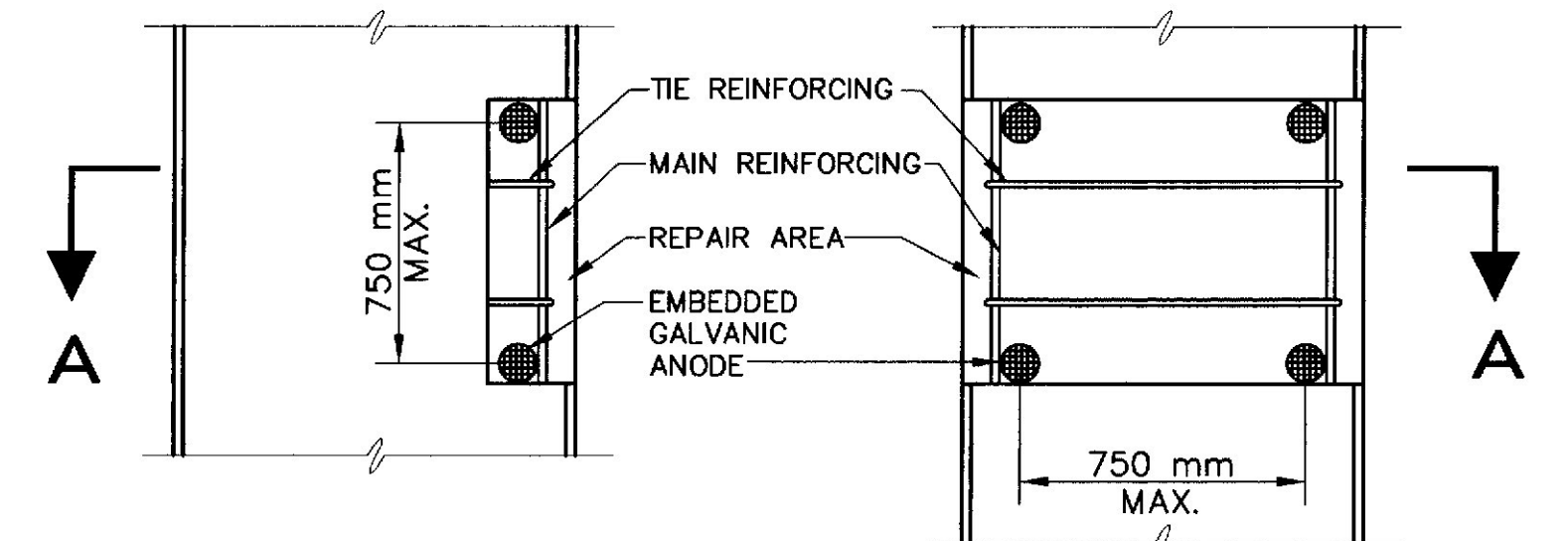
- SPLICE PLATE MAY BE WELDED BEFORE OR AFTER CASTING NEW CONCRETE DECK.
- WHERE THE BOTTOM OF ADJACENT BOTTOM FLANGES ARE NOT AT THE SAME ELEVATION, THE SPLICE PLATE MAY BE SLIGHTLY SLOPED FROM ONE FLANGE TO THE OTHER.
- SPLICING OF STEEL STRINGERS INCLUDING FABRICATION, CUTTING, GRINDING, AND WELDING SHALL BE PAID UNDER ITEMS 504.70 AND 504.71.



DETAIL 'A'



SECTION A-A CORNER & FACE REPAIRS



ELEVATION OF CORNER & FACE REPAIRS
EMBEDDED GALVANIC ANODES
(PAY ITEM 655.51)

STATE OF MAINE DEPARTMENT OF TRANSPORTATION INTERSTATE 95 over MESSALONSKEE STREAM WATERVILLE KENNEBEC COUNTY MISCELLANEOUS DETAILS (SHEET 1 OF 2)
SHEET 29 OF 42 WATERVILLE, MAINE NOV., 2000

Figure 10 is a plan view of a rectangular pier. The pier has a total width of 1200 mm (600 mm + 600 mm) and a total height of 800 mm (400 mm + 400 mm). A central rectangular area is designated as the "RESTRAINER BASE PLATE" and is outlined with a dashed line. The pier is reinforced with steel bars. The top and bottom edges are reinforced with P1950 bars (13 TOTAL). The left and right edges are reinforced with P1352 bars (20 TOTAL). The top and bottom edges are also reinforced with P1350 bars (18 TOTAL). A 50 mm cover is specified for the top edge. The face of the pier cap is indicated at the bottom. The pier is labeled "C PIER" on the right side.

WELDED STUD 22 mm x 125 mm

BRIDGE SEAT

SHIM AS NEEDED

VARIES WITH BEARING HEIGHT

NEW FIXED TYPE BEARING BEYOND

STRINGERS S6 AND S8

P1353

P1354 DRILL AND ANCHOR DOWEL

CONCRETE SHEAR BLOCK

25 mm CHAMFER (TYP.)

50

300

20

C

D

THIS DETAIL OCCURS AT PIERS 4, 5, 6, 8, 9 AND 10 AT THE INTERIOR STRINGERS S6 AND S8 (TWO LOCATIONS PER PIER).

Technical drawing of a pier cap cross-section. The drawing shows a concrete pier cap with a central pier. Key dimensions and components include:

- P1354 DRILL AND ANCHOR DOWEL**: Indicated on the left side of the pier cap.
- NO CONCRETE IS ACCEPTABLE BELOW ANCHOR PLATE**: A note indicating the required concrete placement.
- SHIM AS NEEDED**: A note indicating the use of shims for leveling.
- 25 mm CHAMFER (TYP.)**: A note indicating the chamfer on the pier cap.
- PIER**: The central vertical structure.
- PIER CAP**: The horizontal structure supporting the pier.
- DRILL AND ANCHOR DOWELS SHALL AVOID EXISTING REINSTEEL**: A note indicating the requirement to avoid existing reinforcement.
- 250 mm MIN EMBEDMENT**: A dimension indicating the minimum embedment of the anchor dowsels.
- 360±**: A dimension indicating the width of the pier cap.
- 50**: A dimension indicating the width of the pier.
- 15°**: A dimension indicating the angle of the pier cap.
- 250**: A dimension indicating the height of the pier cap.
- 300**: A dimension indicating the total height of the pier cap.

EXISTING L 125 mm x 125 mm x 13 mm

L 200 mm x 100 mm x 13 mm

25

175

P1950

250±

250±

P1352

DRILL AND ANCHOR DOWELS SHALL AVOID EXISTING REINFORCING STEEL

PIER CAP

PIER CAP

50 mm
COVER TYP.

50

200 (TYP.)

250 (TYP.)

25±

150

470

190

770

850

470

P1354 DRILL AND ANCHOR DOWEL (TOTAL 10)

P1353 (TOTAL 3)

WELDED STUD 22 mm x 125 mm (6 EACH PLATE)

470 mm x 470 mm x 19 mm STEEL ANCHOR PLATE

SOLE PLATE OF NEW BRIDGE BEARING (TYP.)

50 mm x 100 mm x 1480 mm RESTRAINER BAR

25±

STRINGERS S6 AND S8

STRINGER NOT SHOWN FOR CLARITY

NOTES:

1. SEE GENERAL NOTES SHEET FOR REQUIREMENTS OF DRILL AND ANCHOR DOWELS.
2. STEEL PLATES, SHAPES, AND STUDS, SHALL BE PAID UNDER ITEMS 504.70 AND 504.71.
3. CONCRETE SHEAR BLOCKS SHALL BE PAID UNDER ITEM 502.21.9.

SHEET 30 OF 42 WATERVILLE, MAINE NOV., 2000

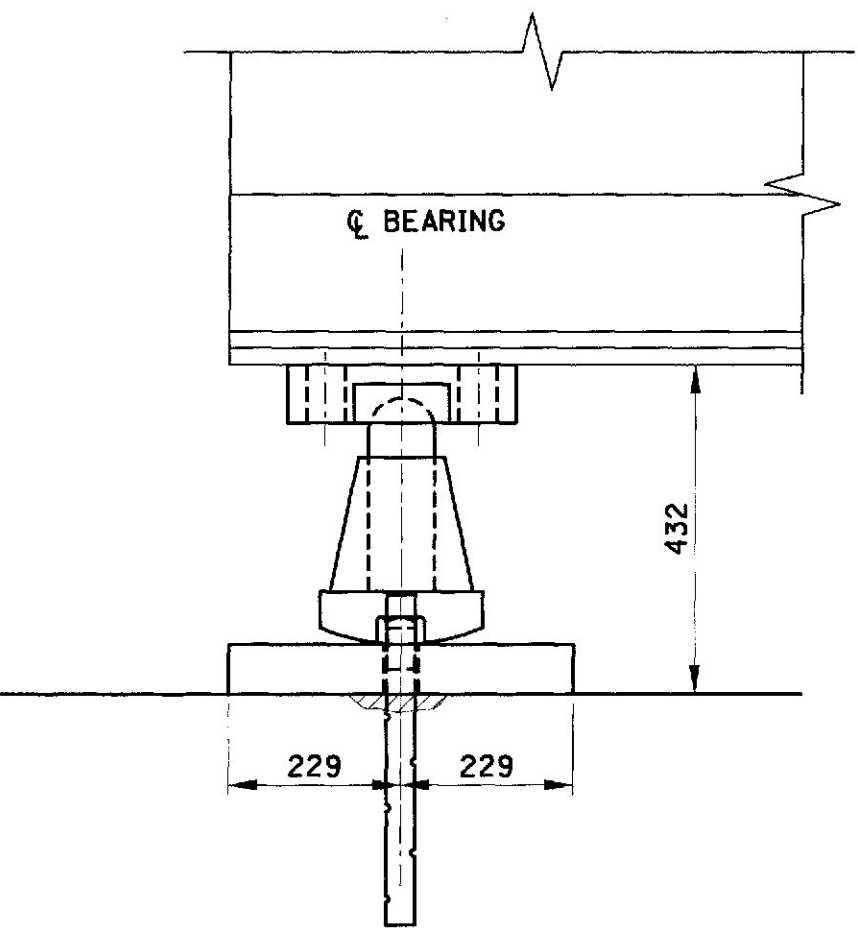
METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

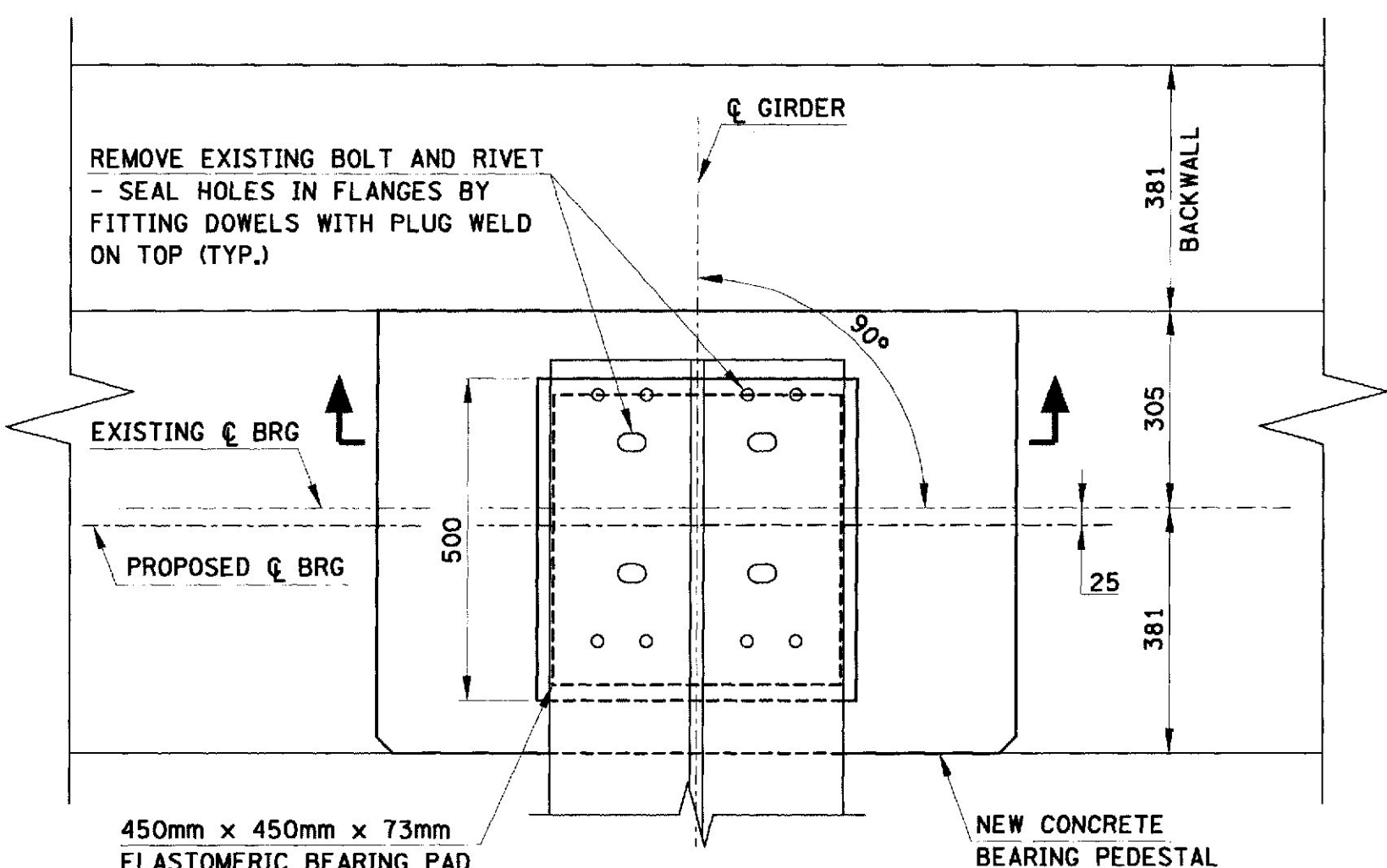
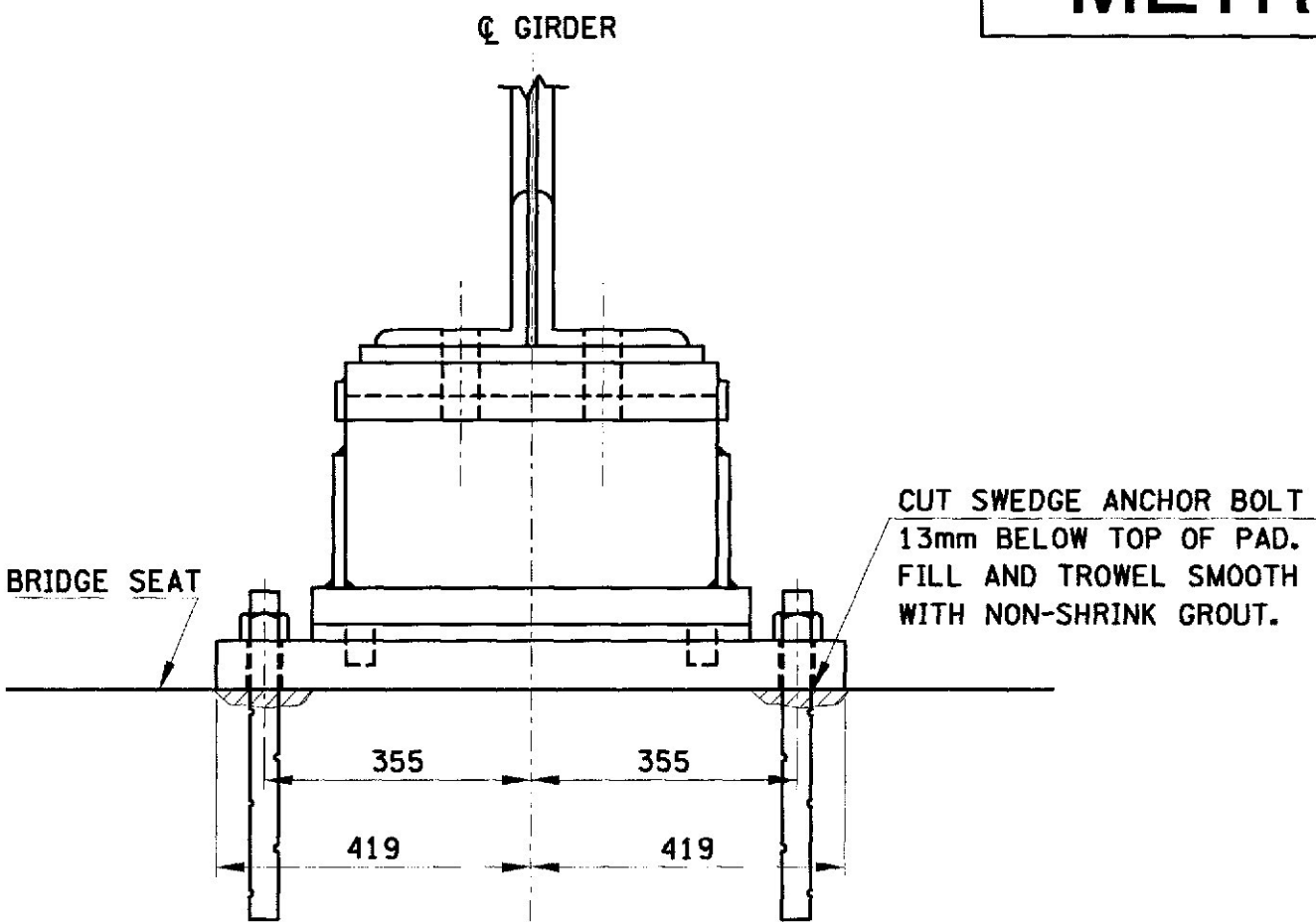
F.U.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DA-95-778900E	31	42

BEARING NOTES:

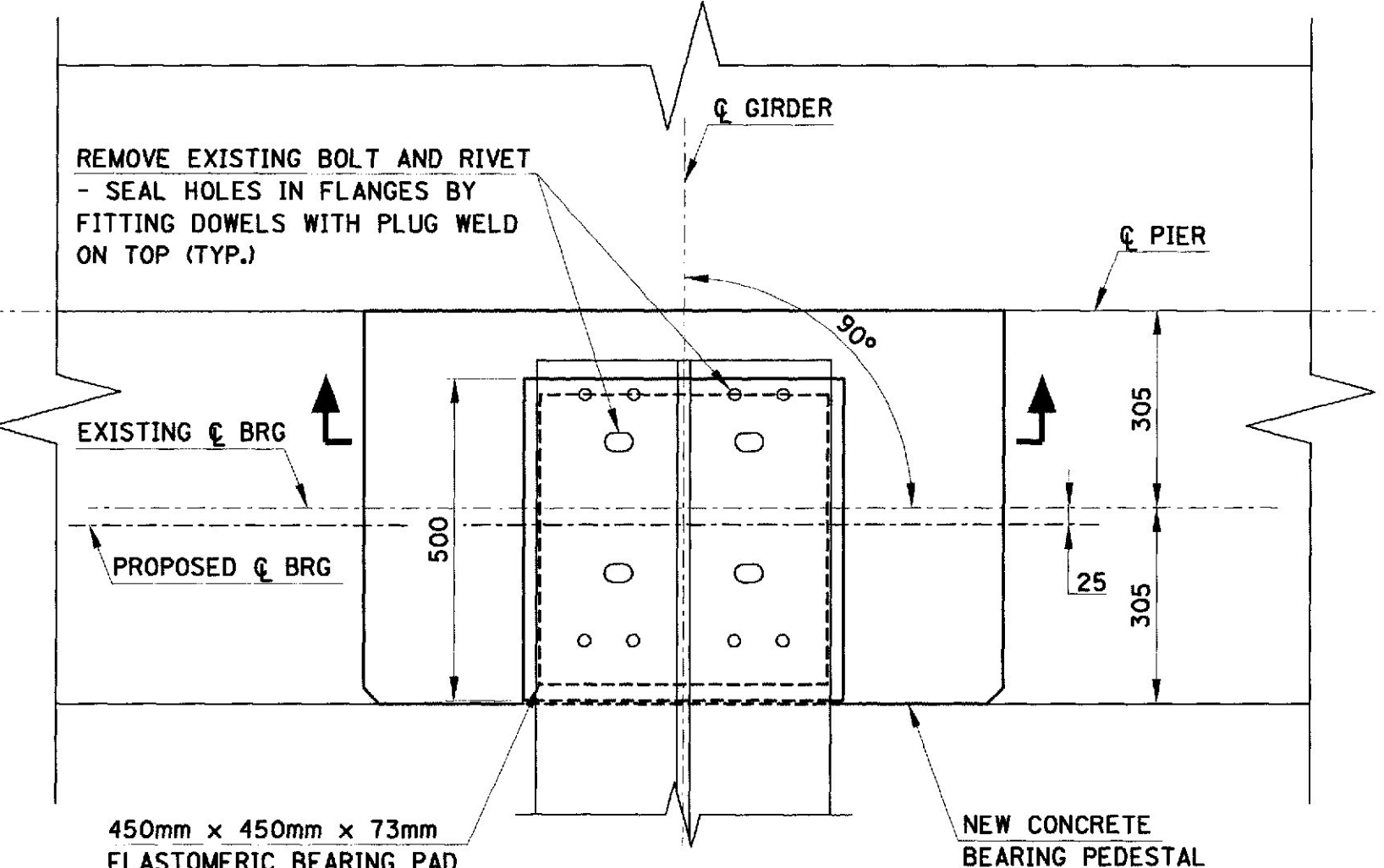
- ELASTOMER SHALL HAVE A SHORE 'A' DUROMETER HARDNESS OF 50±5.
- ALL STEEL PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 250 EXCEPT STAINLESS STEEL PLATES SHALL BE TYPE 304 STAINLESS STEEL WITH A #8 MIRROR FINISH AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM A167 OR A240.
- HIGH STRENGTH BOLTS SHALL CONFORM TO THE REQUIREMENT OF ASTM A325M, TYPE 1 OR 2.
- ALL STEEL PLATES AND HIGH STRENGTH BOLTS SHALL BE PAID FOR UNDER ITEM ELASTOMERIC BRIDGE BEARINGS.
- THE LOAD PLATE SHALL BE HOT BONDED TO THE ELASTOMER BEARING DURING VULCANIZATION.
- THE SOLE PLATES SHALL BE BEVELED TO MATCH THE SLOPE OF THE GIRDER SO THAT THE BOTTOM SURFACE OF THE PLATE IS LEVEL AFTER THE APPLICATION OF FULL DEAD LOAD.
- BEARINGS SHALL BE CONNECTED TO THE GIRDERS WHEN THE TEMPERATURE OF THE AMBIENT AIR IS BETWEEN 5°C AND 27°C AND HAS BEEN WITHIN THIS RANGE FOR AT LEAST 2 HOURS.
- THE CENTERLINE OF THE SOLE PLATE AND BEARING SHALL BE INSTALLED ON THE BRIDGE SEAT CENTERLINE OF BEARING.
- IN NO CASE SHALL THE ELASTOMER BE SUBJECTED TO INSTANTANEOUS TEMPERATURES GREATER THAN 204°C. TEMPERATURE DURING WELDING SHALL BE MONITORED BY TEMPERATURE INDICATING CRAYONS.
- EXISTING SURFACE OF CONCRETE UNDER THE NEW BEARINGS SHALL BE CLEAN AND LEVEL PRIOR TO INSTALLATION OF THE NEW BEARINGS.



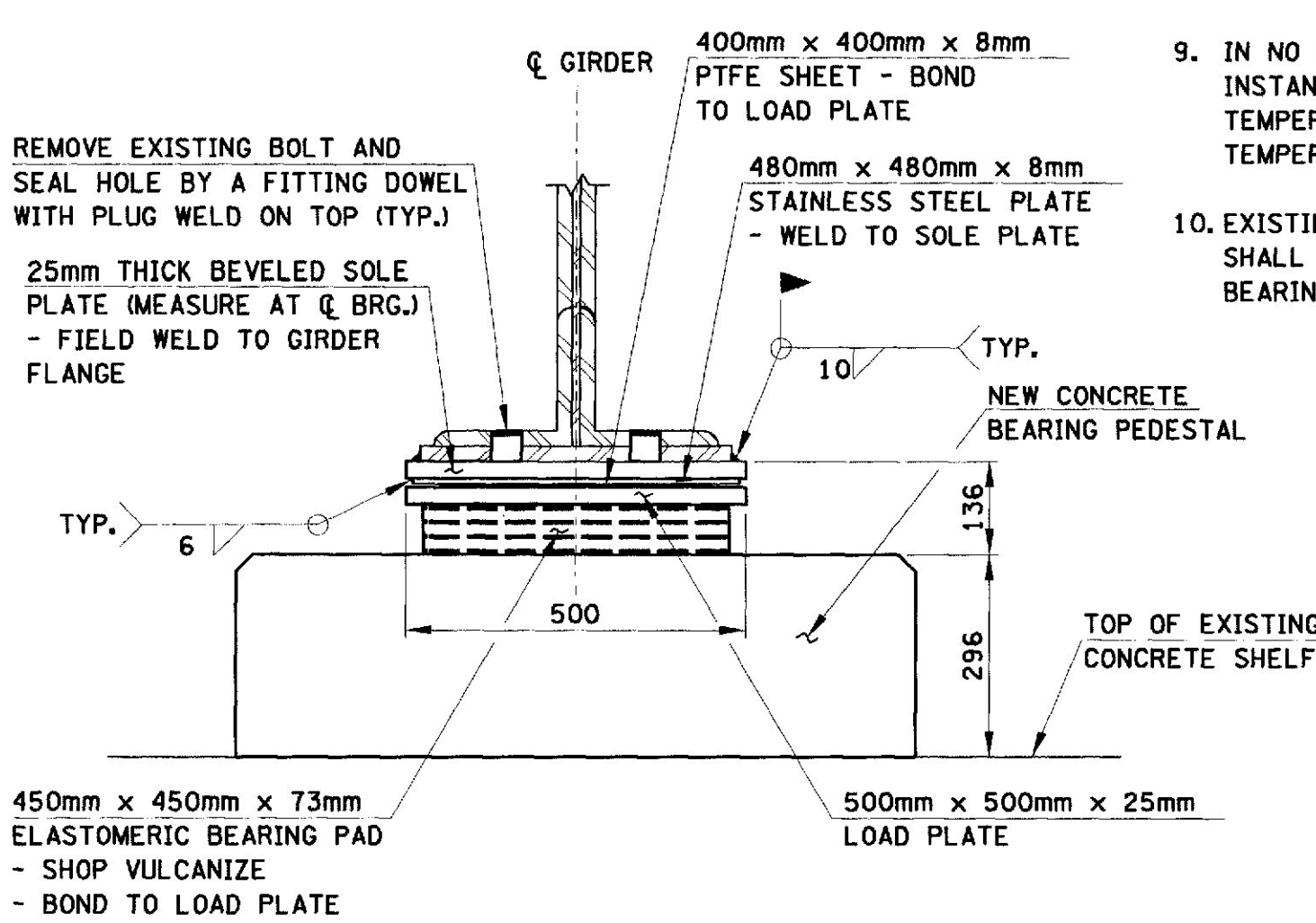
EXISTING BEARING AT ABUTMENT 1 AND PIER 3 (WEST SIDE) TO BE REPLACED



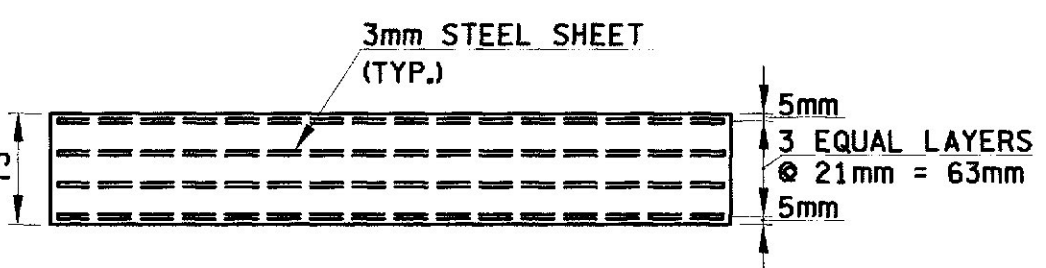
PLAN AT ABUTMENT 1



PLAN AT PIER 3 (WEST SIDE)



SECTION - EXPANSION BEARING

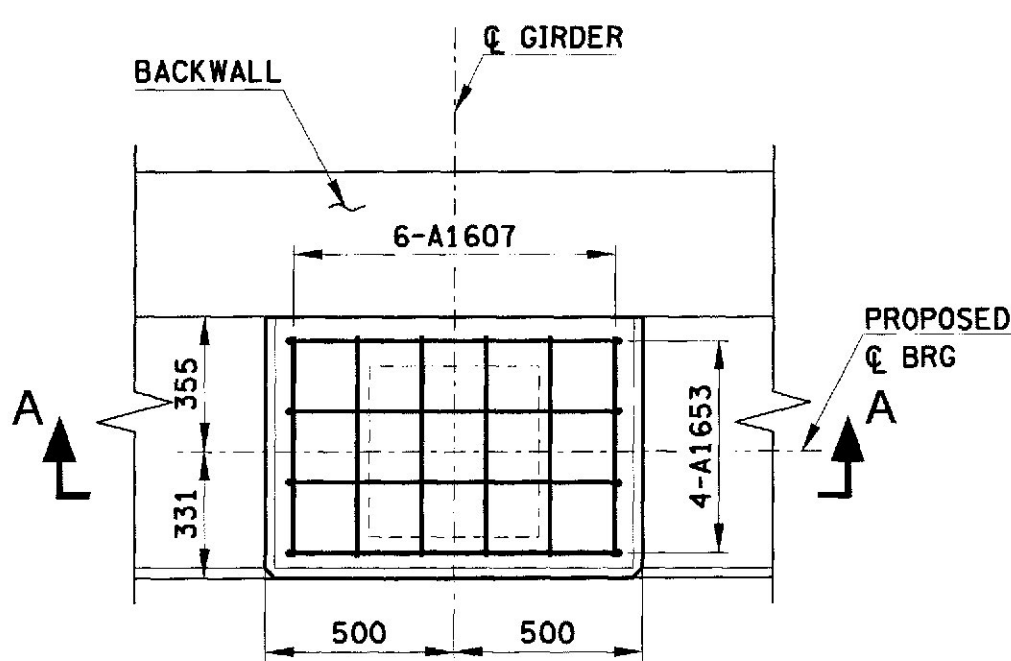


ELASTOMERIC PAD SECTION

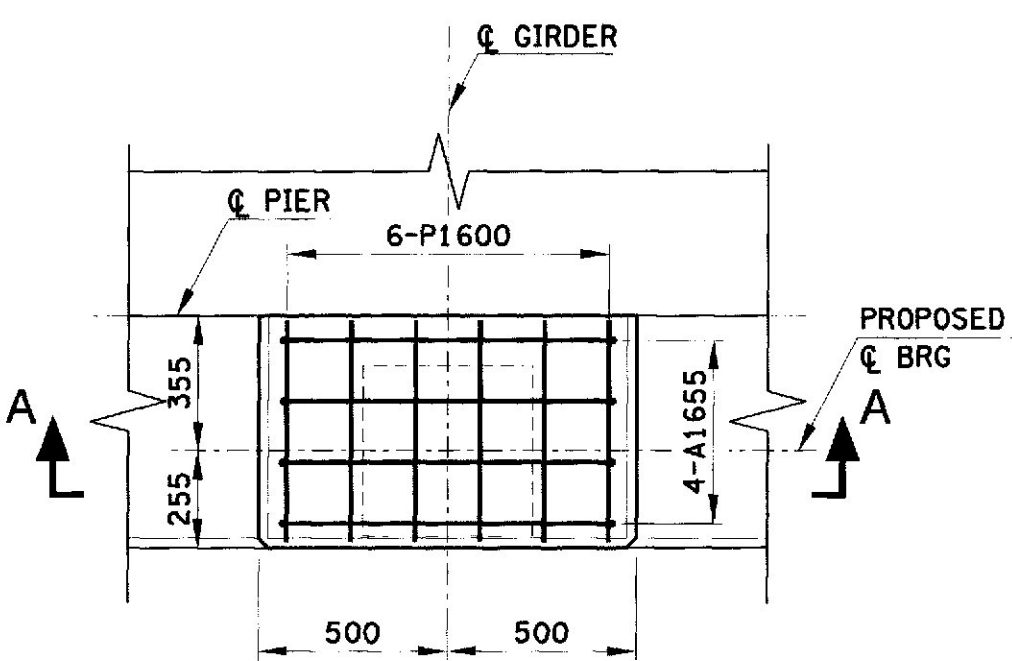
NOTES:

FOR BEARING REPLACEMENT SCHEDULE, SEE BEARING DETAILS - SHEET 2 OF 2.

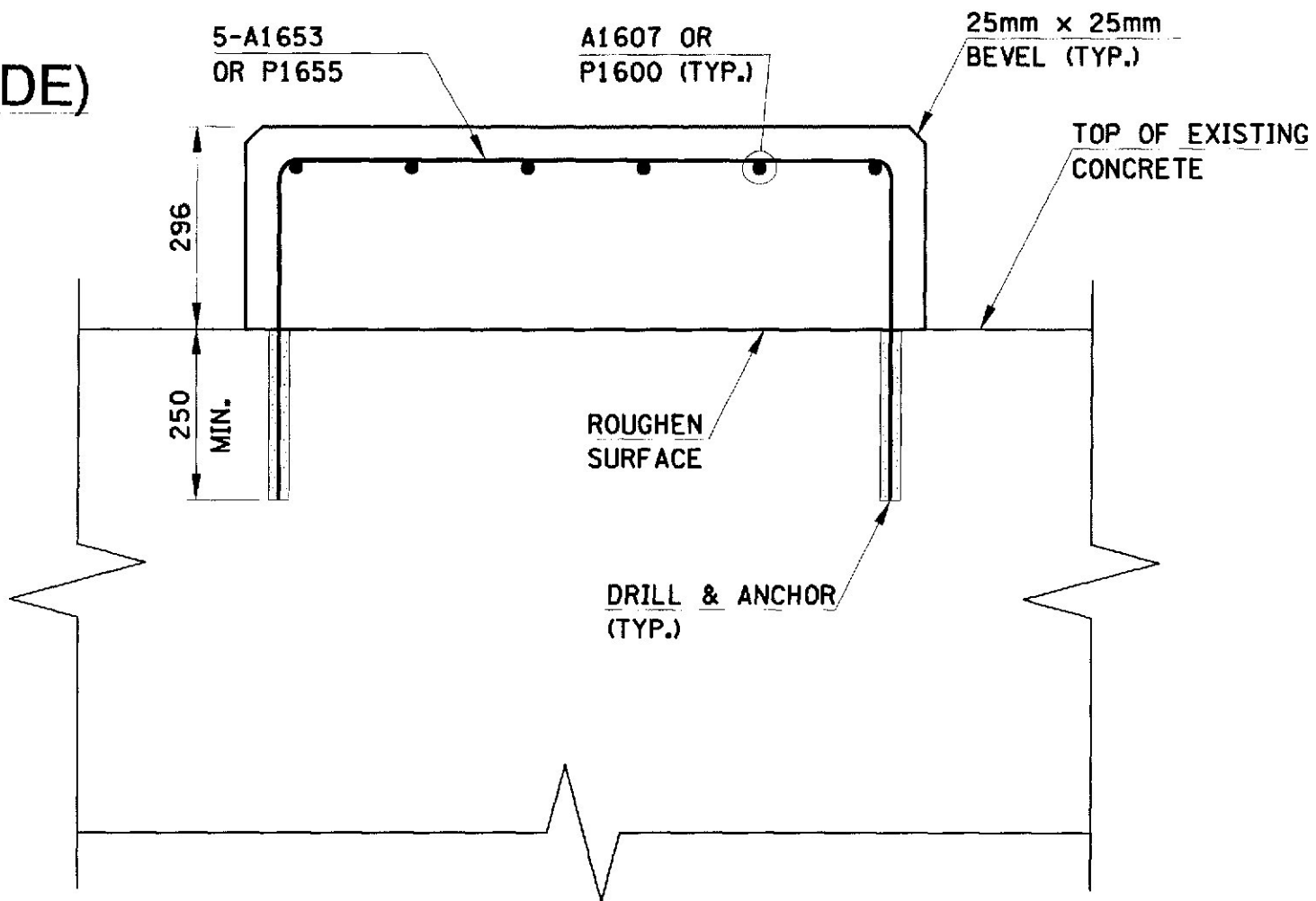
REPLACEMENT BEARING AT ABUTMENT 1 AND PIER 3 (WEST SIDE)



PLAN AT ABUTMENT 1



PLAN AT PIER 3 (WEST SIDE)



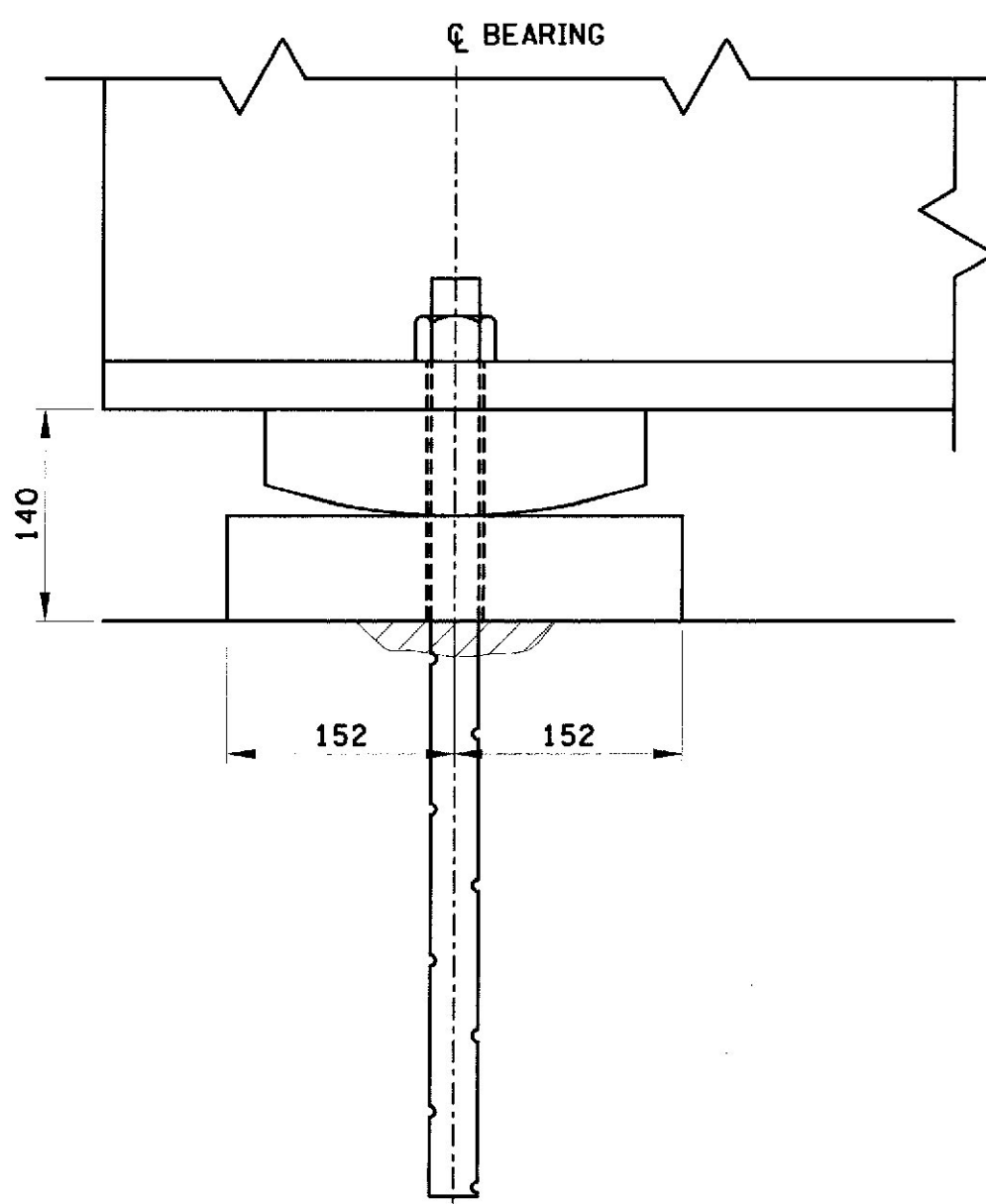
SECTION A-A

STATE OF MAINE DEPARTMENT OF TRANSPORTATION INTERSTATE 95 over MESSALONSKEE STREAM WATERVILLE KENNEBEC COUNTY BEARING DETAILS SHEET 1 OF 2

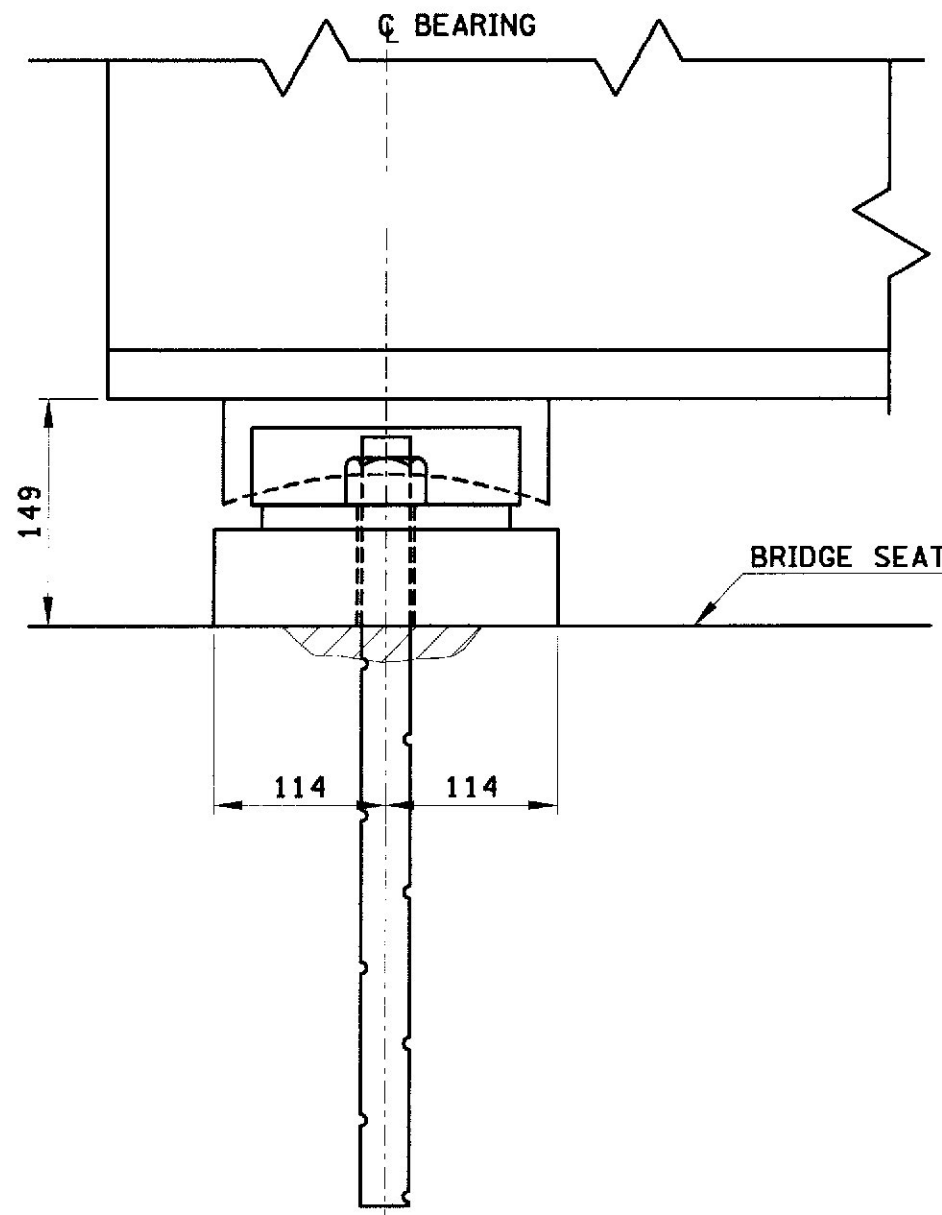
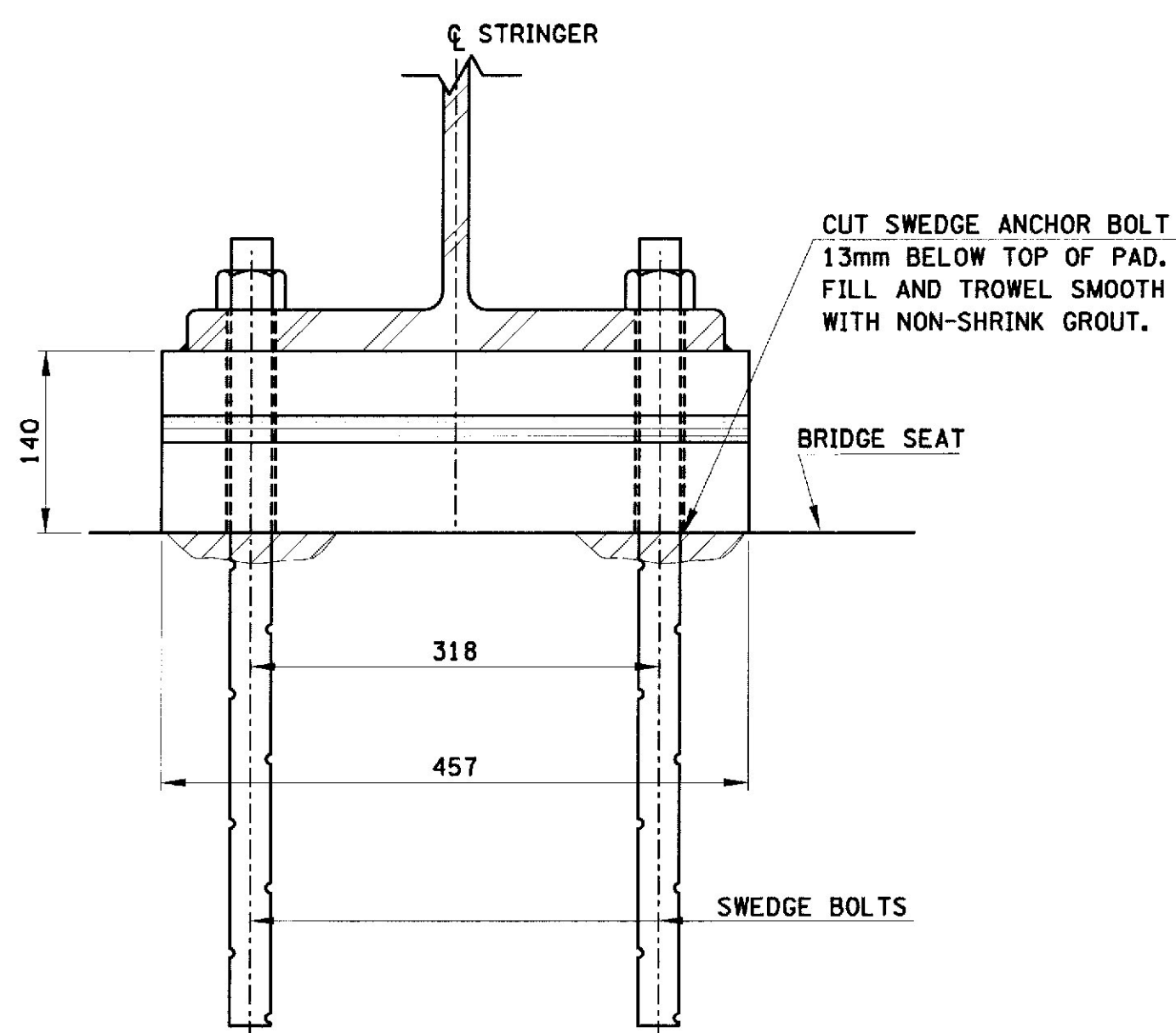
METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

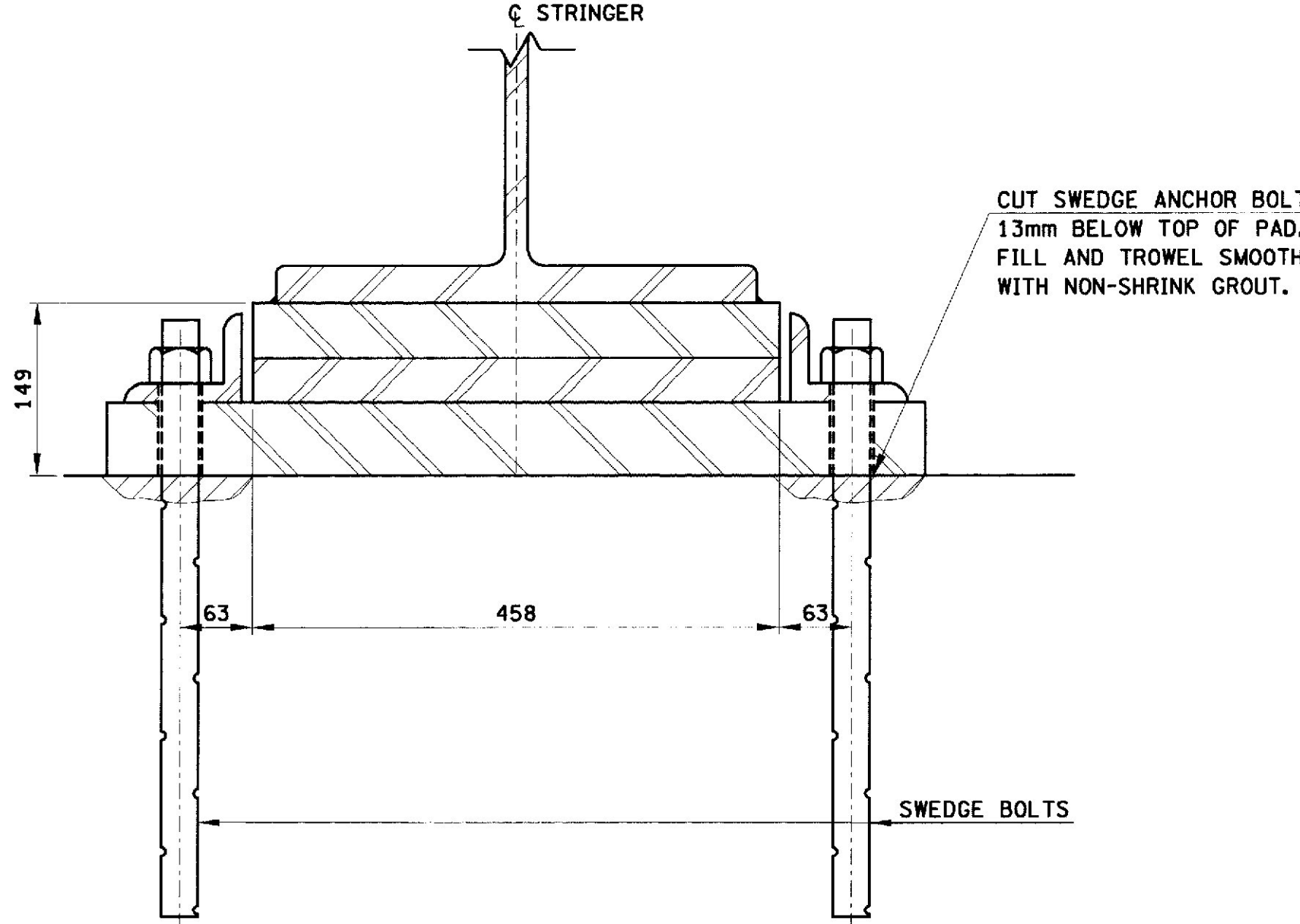
F.A.M.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	JN-95-TT89006	32	42



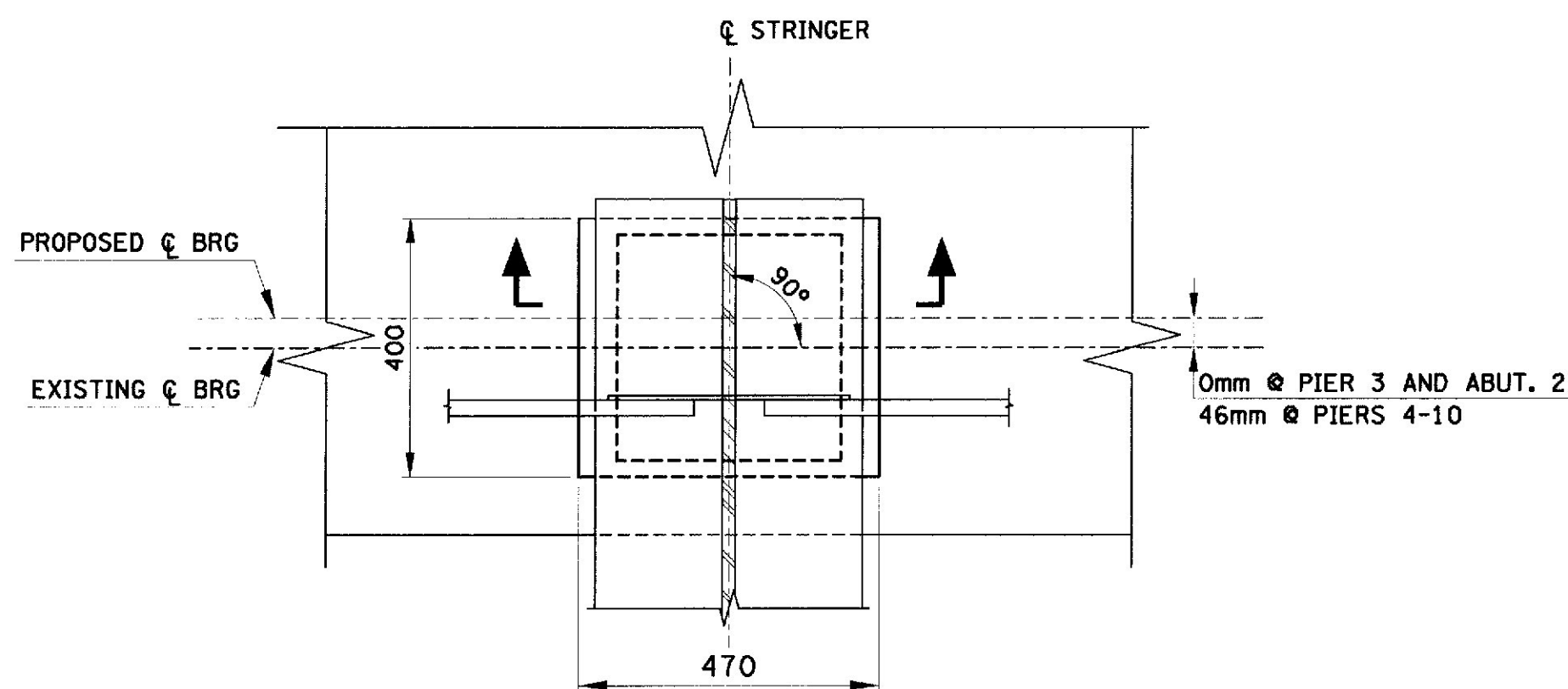
FIXED BEARING



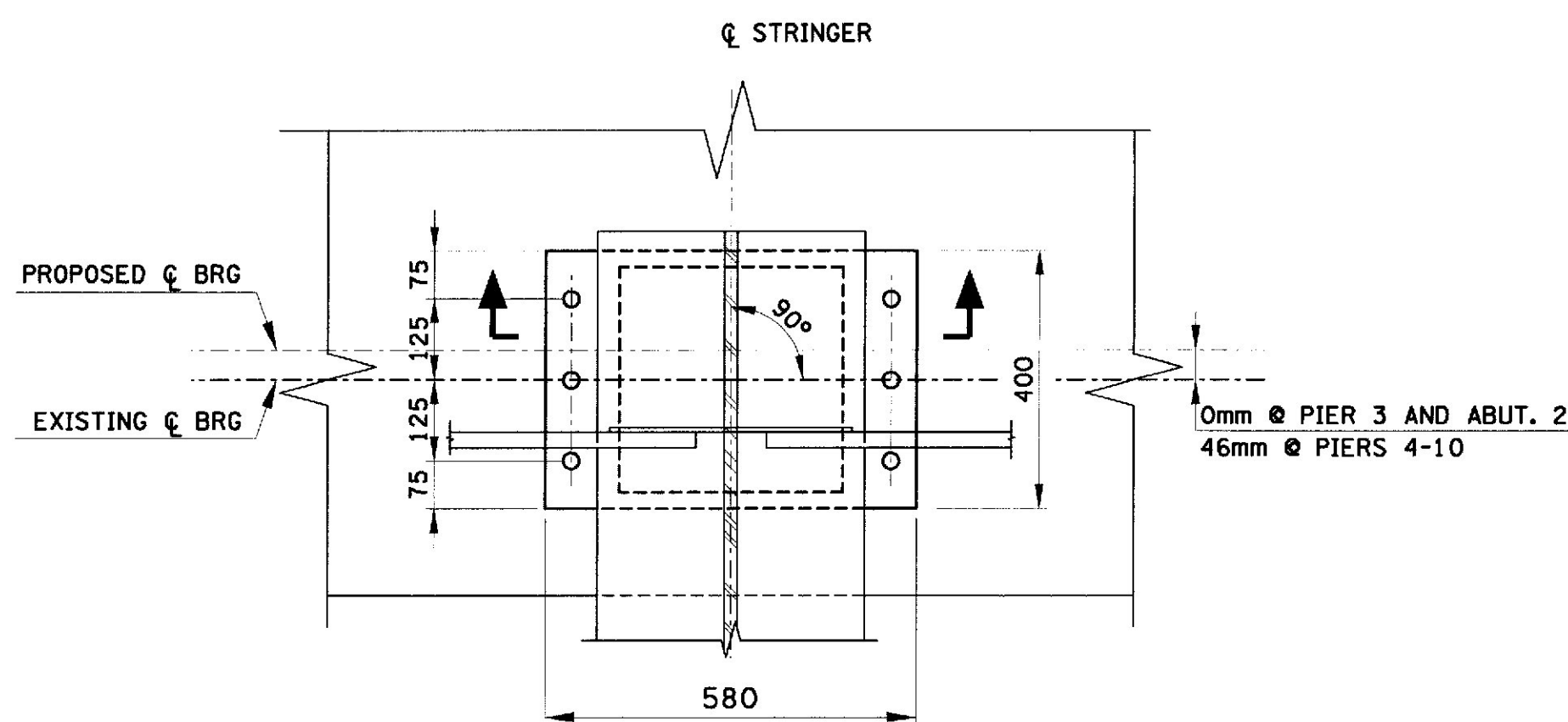
EXPANSION BEARING



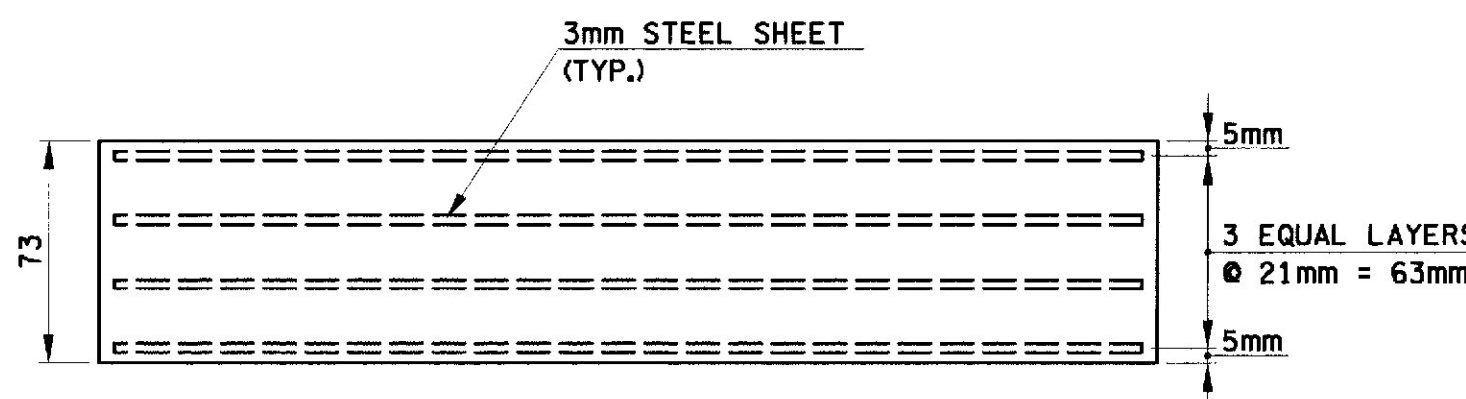
EXISTING BEARING AT SPANS 4-11 TO BE REPLACED



PLAN VIEW - EXPANSION BEARING



PLAN VIEW - FIXED BEARING



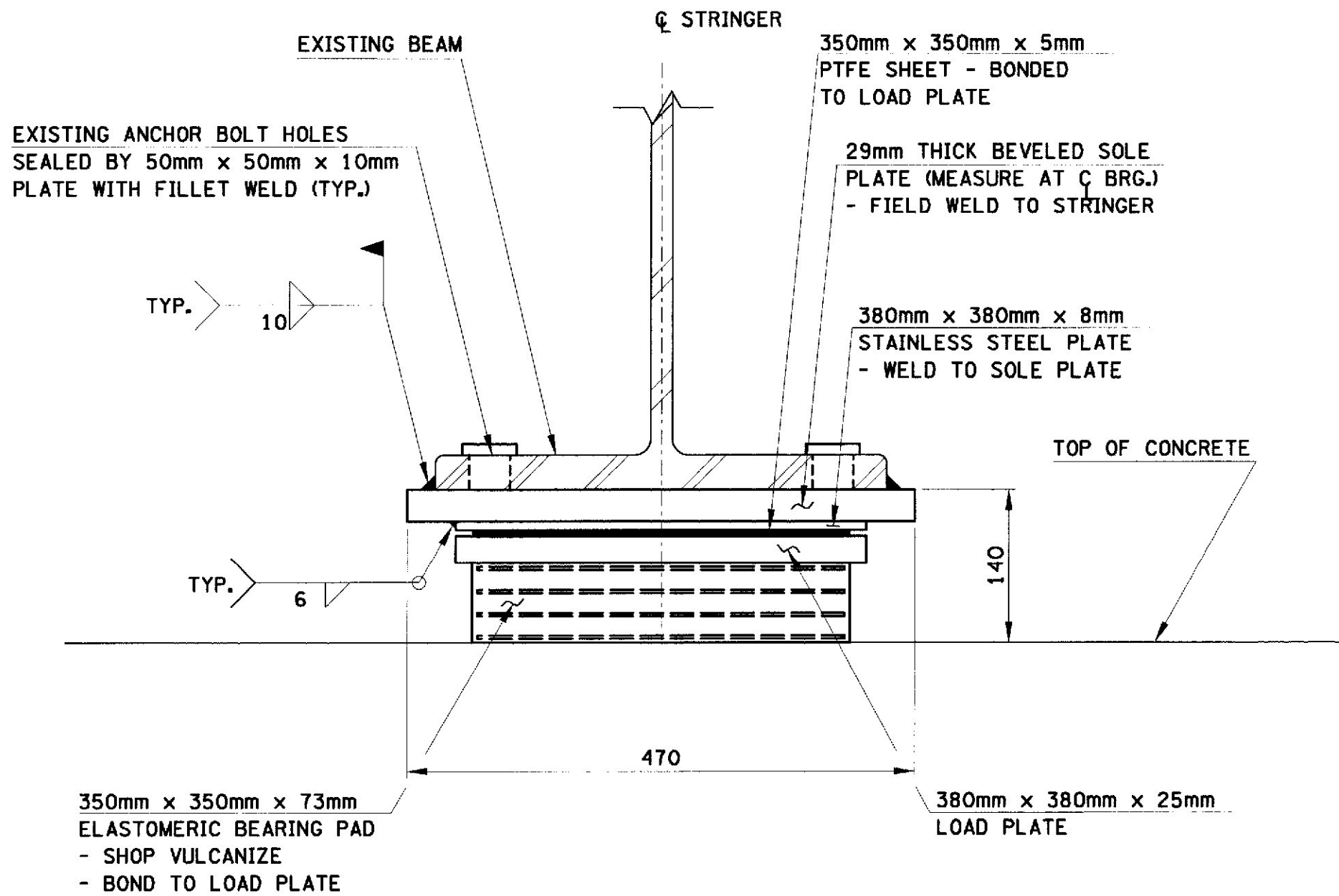
BEARING PAD SECTION

BEARING REPLACEMENT SCHEDULE
FOR MESSALONSKEE STREAM BRIDGE

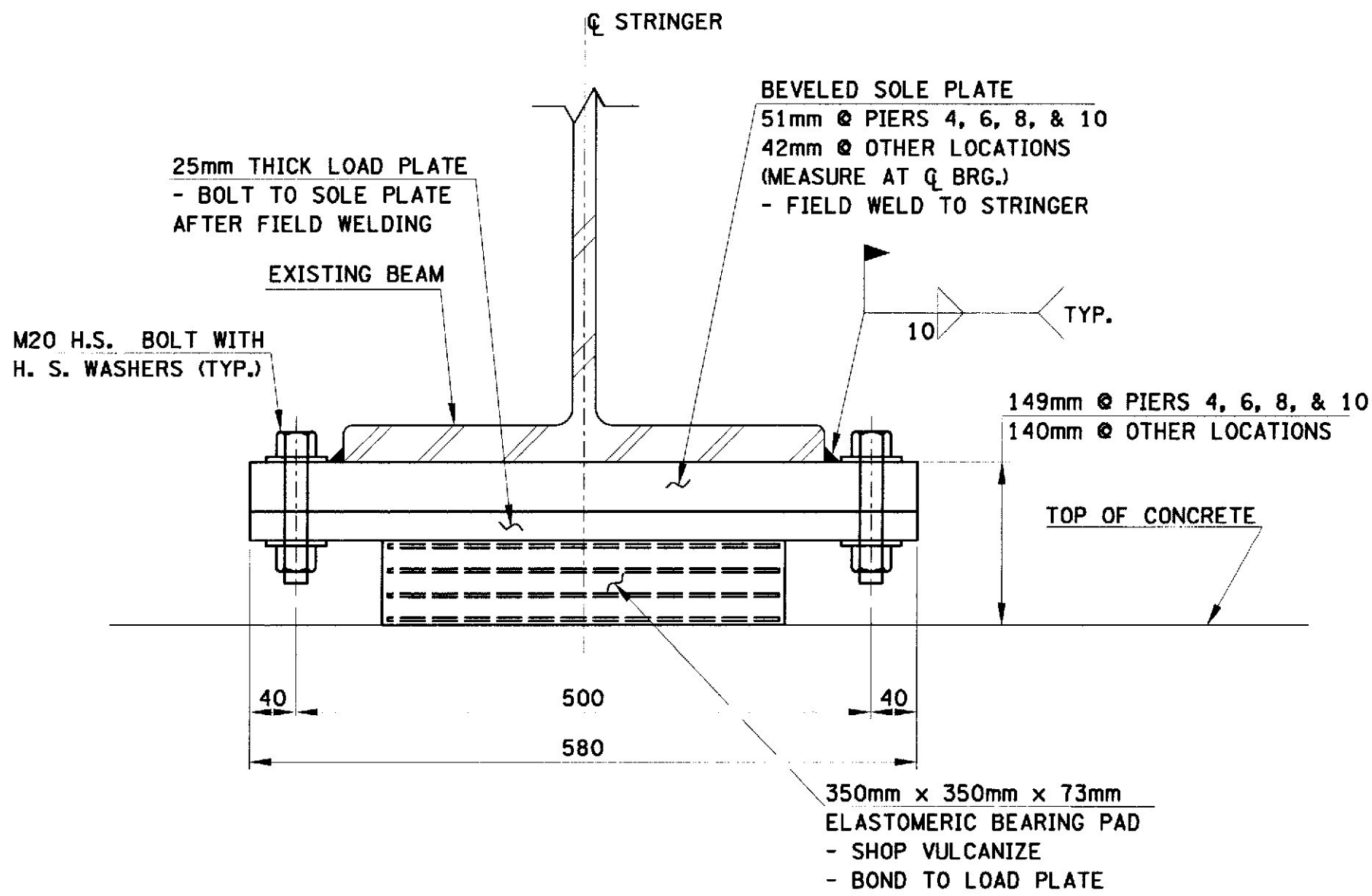
LOCATION	EXIST. BEARING	NEW BEARING
ABUTMENT 1	EXPANSION	EXPANSION
PIER 3 - WEST	EXPANSION	EXPANSION
PIER 3 - EAST	FIXED	FIXED
PIER 4 - WEST	EXPANSION	FIXED
PIER 4 - EAST	EXPANSION	FIXED
PIER 5 - WEST	FIXED	FIXED
PIER 5 - EAST	FIXED	FIXED
PIER 6 - WEST	EXPANSION	FIXED
PIER 6 - EAST	EXPANSION	FIXED
PIER 7 - WEST	FIXED	EXPANSION
PIER 7 - EAST	FIXED	FIXED
PIER 8 - WEST	EXPANSION	FIXED
PIER 8 - EAST	EXPANSION	FIXED
PIER 9 - WEST	FIXED	FIXED
PIER 9 - EAST	FIXED	FIXED
PIER 10 - WEST	EXPANSION	FIXED
PIER 10 - EAST	EXPANSION	FIXED
ABUTMENT 2	FIXED	EXPANSION

NOTES:
FOR BEARING NOTES, SEE BEARING DETAILS - SHEET 1 OF 2.

DATE	3/00
BY	TPN
TPN	MAG
CHECKED	
DESIGN-DETAILED	
REVISIONS	
FIELD CHANGES	



SECTION - EXPANSION BEARING



SECTION - FIXED BEARING

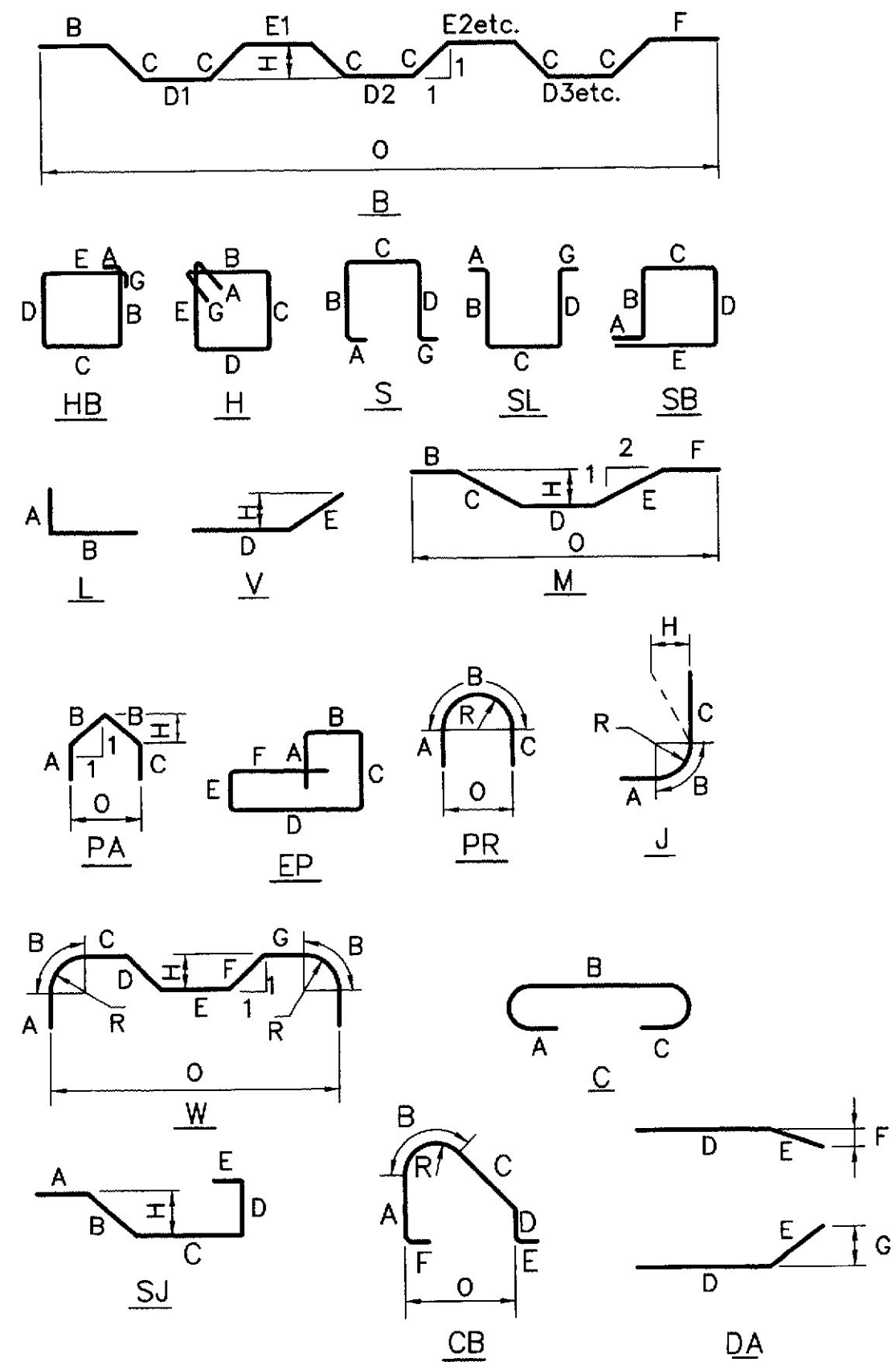
REPLACEMENT BEARINGS - SPANS 4-11

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
over
MESSALONSKEE STREAM
WATERVILLE
KENNEBEC COUNTY
BEARING DETAILS
SHEET 2 OF 2

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	MA-95-176W(00)E	33	42

REINFORCING STEEL SCHEDULE**TYPE-BENDING DIAGRAMS****GENERAL NOTES**

All dimensions are out to out of reinforcing bar

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318

Reinforcing Steel: ASTM A615/A615M Grade 400

The first two digits following the letter(s) of the mark indicate the size of the bar:

Mark (A1602) bar size # 16

Mark (P2501) bar size # 25

Mark (EP1950) bar size # 19

Each truss bar, Type B, may be replaced by two straight bars (one top and one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on the plans.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
over
MESSALONSKEE STREAM
WATERVILLE
KENNEBEC COUNTY

REINFORCING STEEL SCHEDULE

SHEET 33 OF 42 WATERVILLE, MAINE NOV., 2000

STRAIGHT BARS			
MARK	NO.	LENGTH	LOCATION
ABUTMENT 1 - SOUTHBOUND			
A1600	6	10890	BACKWALL
A1601	2	9350	APPROACH SLAB SEAT
A1602	4	9350	APPROACH SLAB
A1603	50	1330	BACKWALL
A1604	36	1310	WING (BARRIER)
A1605	6	9040	WING (BARRIER)
A1606	6	6000	WING (BARRIER)
A1607	12	580	BRG. PAD
A2200	102	1360	WING (BARRIER)
ABUTMENT 1 - NORTHBOUND			
A1600	6	10890	BACKWALL
A1601	2	9350	APPROACH SLAB SEAT
A1602	4	9350	APPROACH SLAB
A1603	50	1330	BACKWALL
A1604	36	1310	WING (BARRIER)
A1605	6	9040	WING (BARRIER)
A1606	6	6000	WING (BARRIER)
A1607	12	580	BRG. PAD
A2200	102	1360	WING (BARRIER)
ABUTMENT 2 - SOUTHBOUND			
A1600	6	10890	BACKWALL
A1601	2	9350	APPROACH SLAB SEAT
A1602	4	9350	APPROACH SLAB
A1603	50	1330	BACKWALL
A2200	102	1360	WING (BARRIER)
ABUTMENT 2 - NORTHBOUND			
A1600	6	10890	BACKWALL
A1601	2	9350	APPROACH SLAB SEAT
A1602	4	9350	APPROACH SLAB
A1603	50	1330	BACKWALL
A2200	102	1360	WING (BARRIER)
SUPERSTRUCTURE - SOUTHBOUND			
S1600	2074	10845	TRANSVERSE
S1601	1808	12000	LONGITUDINAL
S1602	160	6345	ABUTMENT 1 TO PIER 3 LONGITUDINAL
S1603	73	11910	PIER 3 TO PIER 7 LONGITUDINAL
S1604	73	11605	PIER 7 TO ABUTMENT 2 LONGITUDINAL
S1606	144	10550	PIER 1 AND PIER 2 LONGITUDINAL (TOP ONLY)
SUPERSTRUCTURE - NORTHBOUND			
S1600	2074	10845	TRANSVERSE
S1601	1808	12000	LONGITUDINAL
S1602	160	6345	ABUTMENT 1 TO PIER 3 LONGITUDINAL
S1603	73	11910	PIER 3 TO PIER 7 LONGITUDINAL
S1604	73	11605	PIER 7 TO ABUTMENT 2 LONGITUDINAL
S1606	144	10550	PIER 1 AND PIER 2 LONGITUDINAL (TOP ONLY)
PIER 3 - SOUTHBOUND			
P1600	12	510	BRG. PAD
PIER 3 - NORTHBOUND			
P1600	12	510	BRG. PAD
MARK	NO.	LENGTH	LOCATION

BENT BARS														
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
ABUTMENT 1 - SOUTHBOUND														
A1350	22	1175	S	0	500	175	500			0				APPROACH SLAB SEAT
A1650	23	1000	S	0	325	350	325			0				BACKWALL
A1653	8	2380	S	0	740	900	740			0				BRG. PAD
CB1650	92	2420	CB	970	190	320	940	0	0				75	WING (BARRIER)
A1950	10	1940	S	0	1000	140	800			0				WING (BARRIER)
ABUTMENT 1 - NORTHBOUND														
A1350	22	1175	S	0	500	175	500			0				APPROACH SLAB SEAT
A1650	23	1000	S	0	325	350	325			0				BACKWALL
A1653	8	2380	S	0	740	900	740			0				BRG. PAD
CB1650	92	2420	CB	970	190	320	940	0	0				75	WING (BARRIER)
A1950	10	1940	S	0	1000	140	800			0				WING (BARRIER)
ABUTMENT 2 - SOUTHBOUND														
A1351	22	1035	S	0	430	175	430			0				APPROACH SLAB SEAT
A1651	23	930	S	0	325	280	325			0				BACKWALL
A1652	12	1050	V				600	450			142			BACKWALL
A1951	6	2225	S	0	1000	225	1000			0				WING (BARRIER)
A2250	6	2050	S	0	850	350	850			0				WING (BARRIER)
ABUTMENT 2 - NORTHBOUND														
A1351	22	1035	S	0	430	175	430			0				APPROACH SLAB SEAT
A1651	23	930	S	0	325	280	325			0				BACKWALL
A1652	12	1050	V				600	450			142			BACKWALL
A1951	6	2225	S	0	1000	225	1000			0				WING (BARRIER)
A2250	6	2050	S	0	850	350	850			0				WING (BARRIER)
SUPERSTRUCTURE - SOUTHBOUND														
S1650	37	2260	SJ	550	115	390	185	1020				81		DECK HAUNCH ABUT. 1
S1654	346	11290	B		1225	150	860	760	1225			105	10840	SPANS 1 - 3 TRANSV.
S1655	689	11235	B		1355	160	1040	1015	1355			115	10840	SPANS 4 - 11 TRANSV.
CB1952	2076	1730	CB	515	190	365	260	200	200				350	75 BARRIERS
S1651	37	2345	SJ	550	145	395	205	1050				103		DECK HAUNCH PIER 3
S1652	148	2260	SJ	550	105	395	190	1020				74		DECK HAUNCH PIER 3 & 7 & ABUT. 2
SUPERSTRUCTURE - NORTHBOUND														
S1650	37	2260	SJ	550	115	390	185	1020				81		DECK HAUNCH ABUT. 1
S1654	346	11290	B		1225	150	860	760	1225			105	10840	SPANS 1 - 3 TRANSV.
S1655	689	11235	B		1355	160	1040	1015	1355			115	10840	SPANS 4 - 11 TRANSV.
CB1952	2076	1730	CB	515	190	365	260	200	200				350	75 BARRIERS
S1651	37	2345	SJ	550	145	395	205	1050				103		DECK HAUNCH PIER 3
S1652	148	2260	SJ	550	105	395	190	1020				74		DECK HAUNCH PIER 3 & 7 & ABUT. 2
PIERS - SOUTHBOUND														
P1350	72	930	S	0	115	700	115			0				TRANSVERSE RESTRAINER
P1351	48	1330	S	0	115	1100	115			0				TRANSVERSE RESTRAINER
P1352	80	615	L	115	500									TRANSVERSE RESTRAINER
P1353	72	3000	H	80	670	750	670	750		80				LONGITUDINAL RESTRAINER
P1354	240	1050	L	300	750									LONGITUDINAL RESTRAINER
P1655	8	2380	S	0	740	900	740			0				BRG. PAD
P1950	52	1180	L	300	880									TRANSVERSE RESTRAINER
PIERS - NORTHBOUND														
P1350	72	930	S	0	115	700	115			0				TRANSVERSE RESTRAINER
P1351	48	1330	S	0	115	1100	115			0				TRANSVERSE RESTRAINER
P1352	80	615	L	115	500									TRANSVERSE RESTRAINER
P1353	72	3000	H	80	670	750	670	750		80				LONGITUDINAL RESTRAINER
P1354	240	1050	L	300	750									LONGITUDINAL RESTRAINER
P1655	8	2380	S	0	740	900	740			0				BRG. PAD
P1950	52	1180	L	300	880									TRANSVERSE RESTRAINER
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

The diagram illustrates two methods for shoulder widening. The top section, labeled 'ITEM 606.754 OR', shows a rectangular area with diagonal hatching. To its right, the text reads: 'MILL 75 mm AND REPAVE TO PROPOSED PROFILE'. The bottom section, labeled 'ITEM 205.51', shows a rectangular area with a cross-hatch pattern. To its right, the text reads: 'CONSTRUCT PAVING ACCORDING TO BRIDGE APPROACH PLANS'.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95
over
MAIN STREET

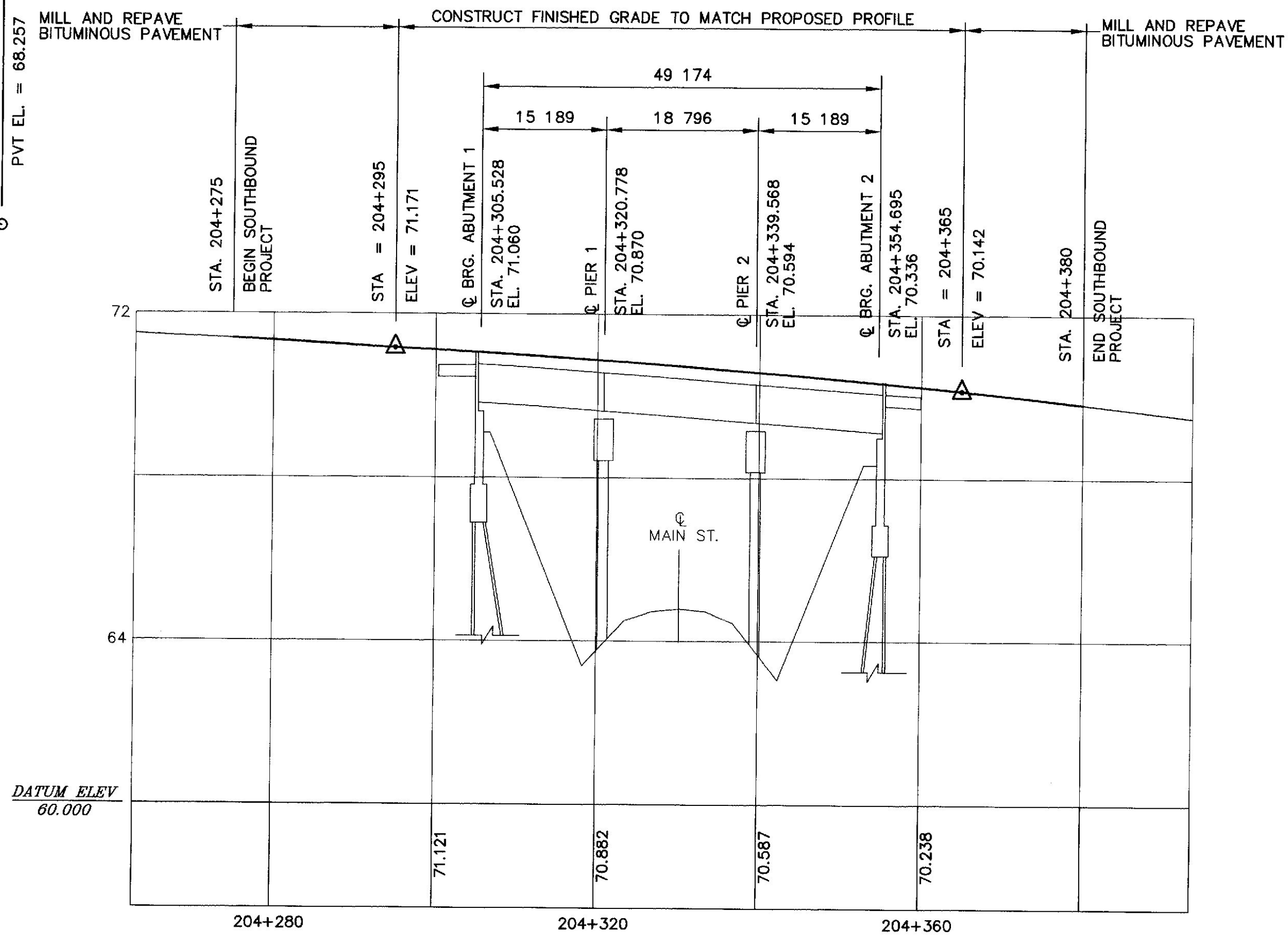
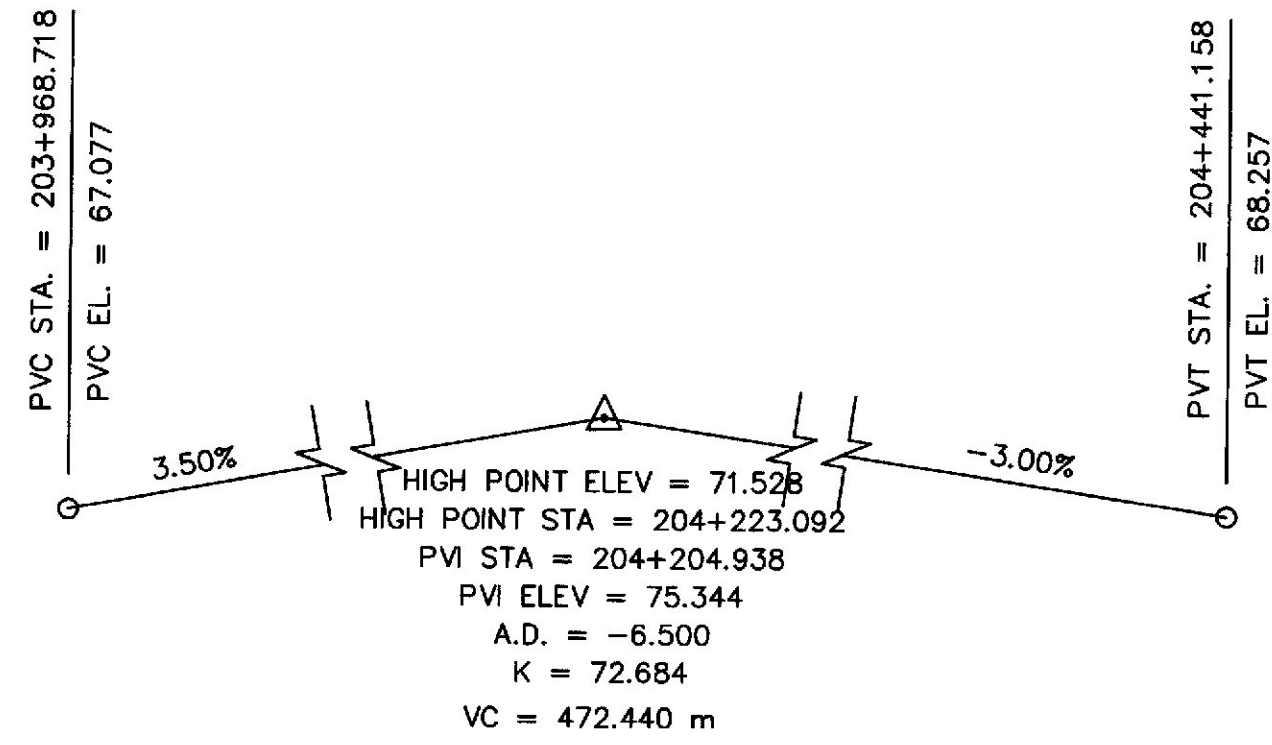
WATERTVILLE
KENNEBEC COUNTY

GENERAL PLAN

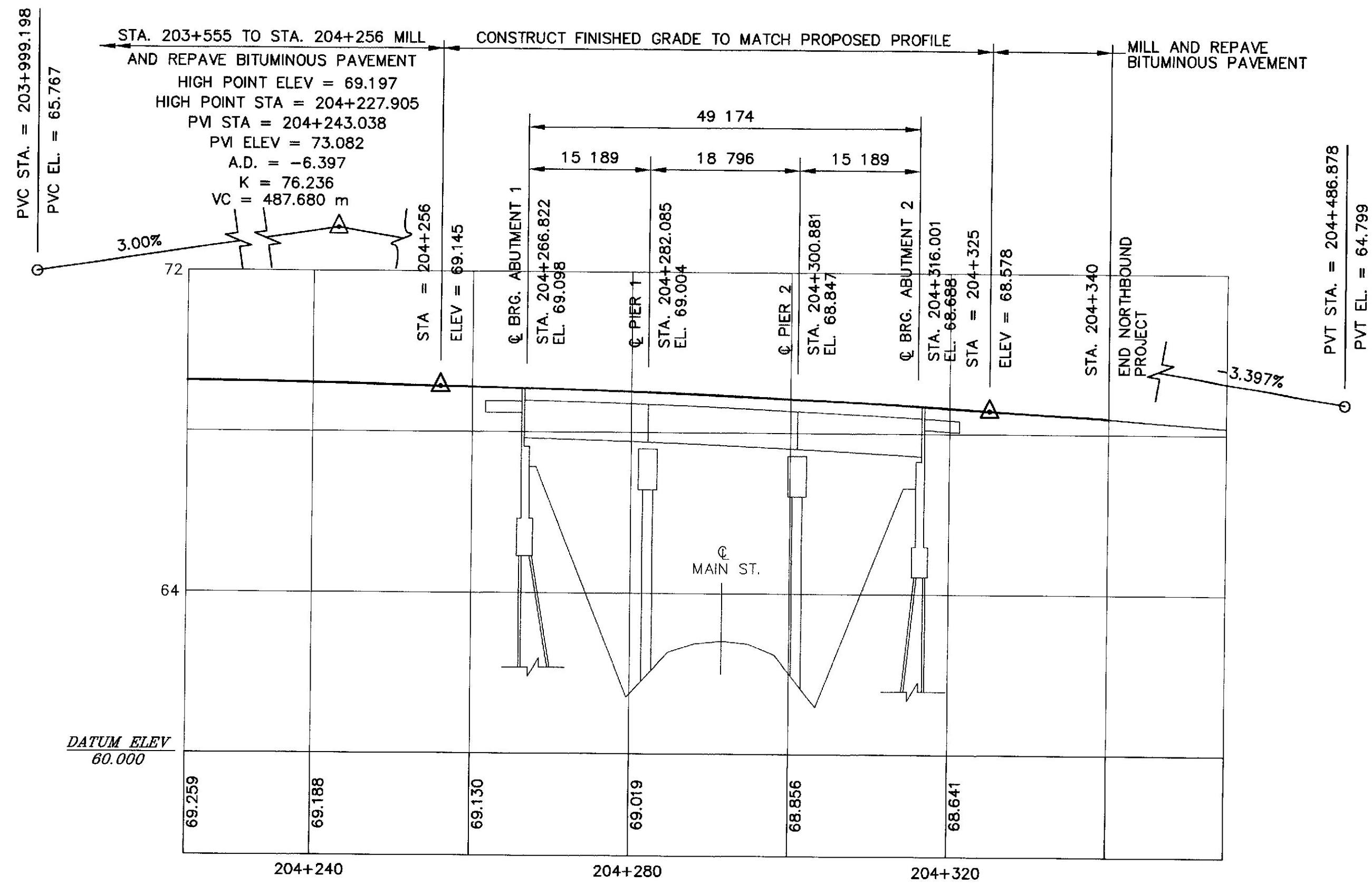
SHEET 34 OF 42 WATERVILLE, MAINE NOV., 2000

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN-DETAILED	SEN	10/00
	CHECKED	DRD	10/00
	REVISIONS		
FIELD CHANGES			

JAN., 2000
3PROFILE.DWG



I-95 SOUTHBOUND PROFILE



I-95 NORTHBOUND PROFILE

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-889(00)E	35	42

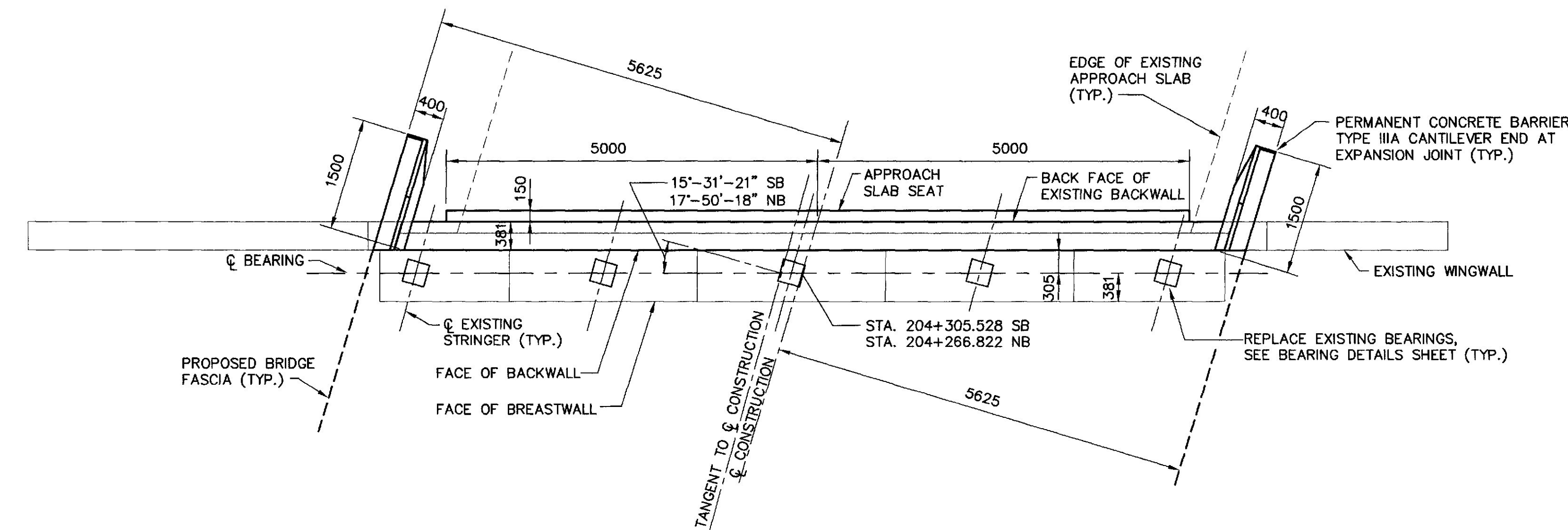
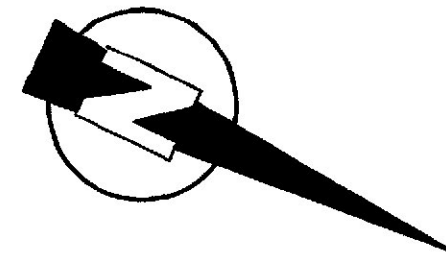
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 over MAIN STREET
WATERVILLE KENNEBEC COUNTY
PROFILES
SHEET 35 OF 42 WATERVILLE, MAINE NOV., 2000

k:\001\90285.03 Main St\40\3abut1det1.dwg Tue Nov 21 12:21:17 2000 10552W Dlotter monochrome setup

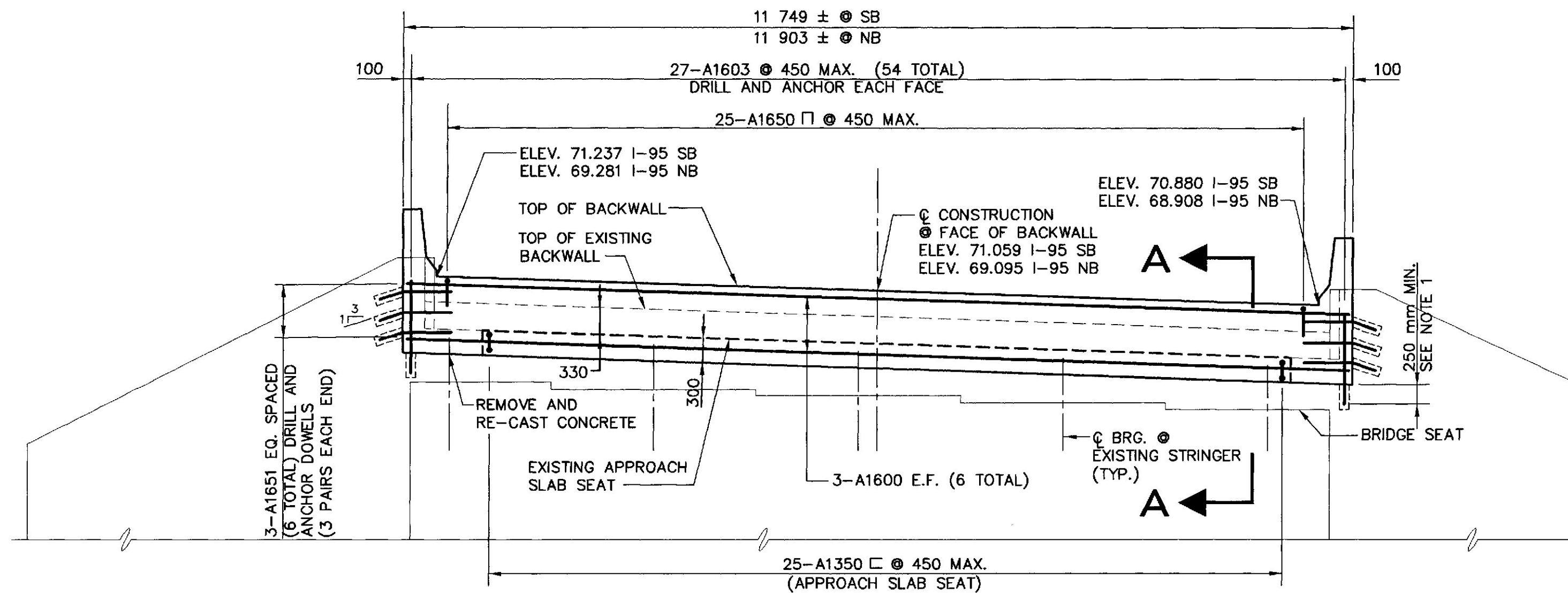
PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	10/00
CHECKED	DRD
REVISIONS	SEN
FIELD CHANGES	

PLANS

JAN., 2000
3ABUT1DETAILS.DWG



ABUTMENT 1 PLAN

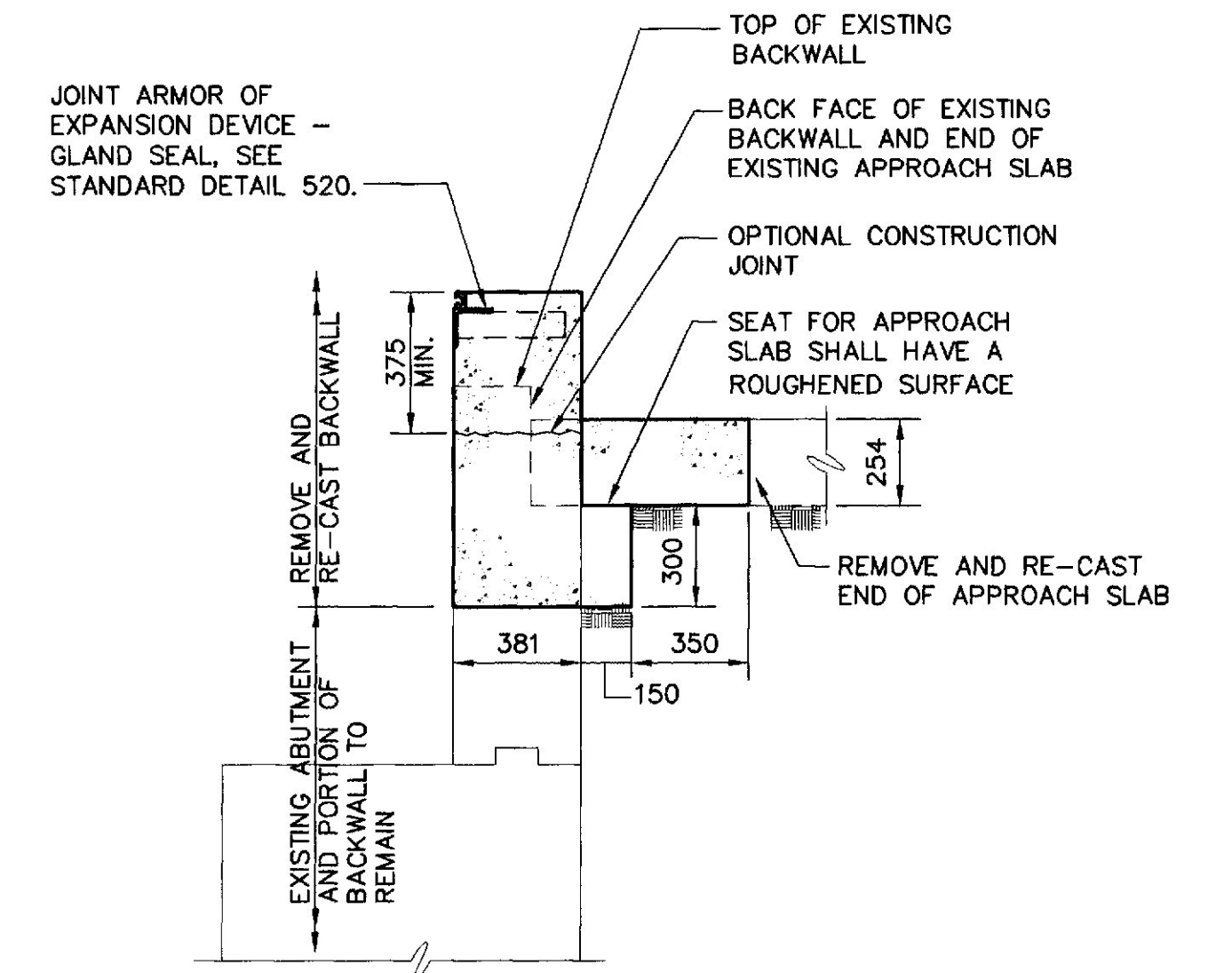


ABUTMENT 1 ELEVATION

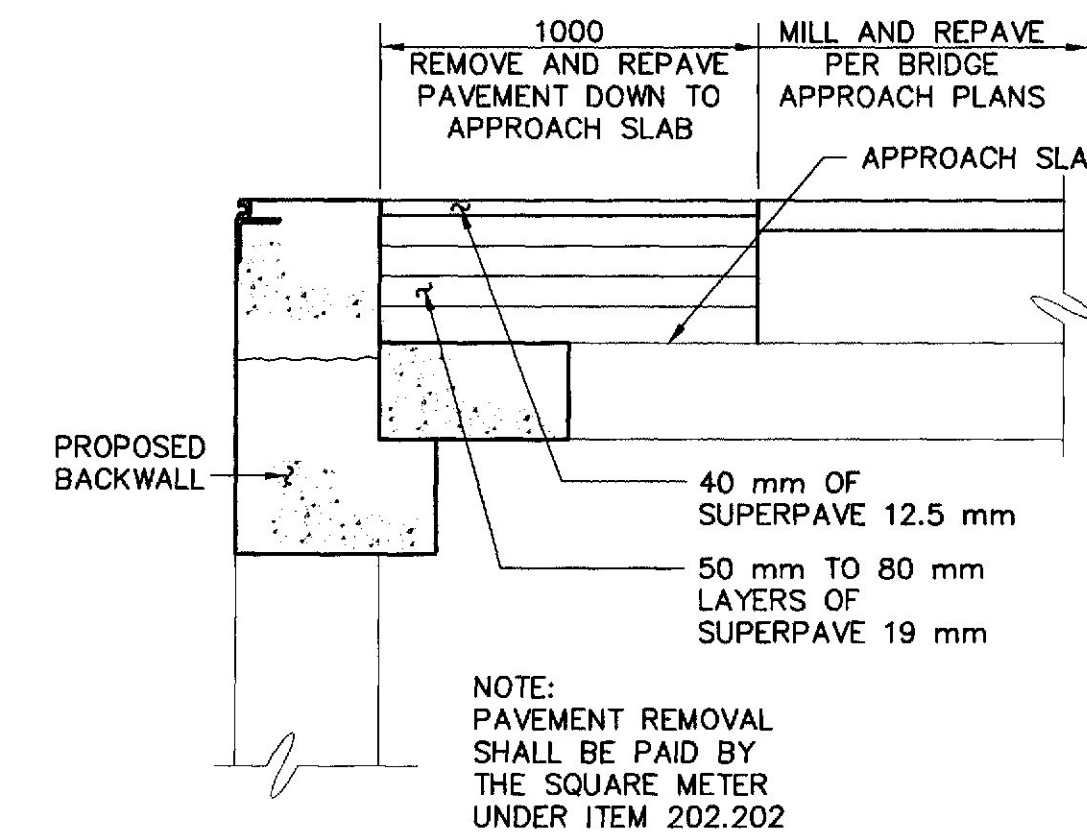
METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

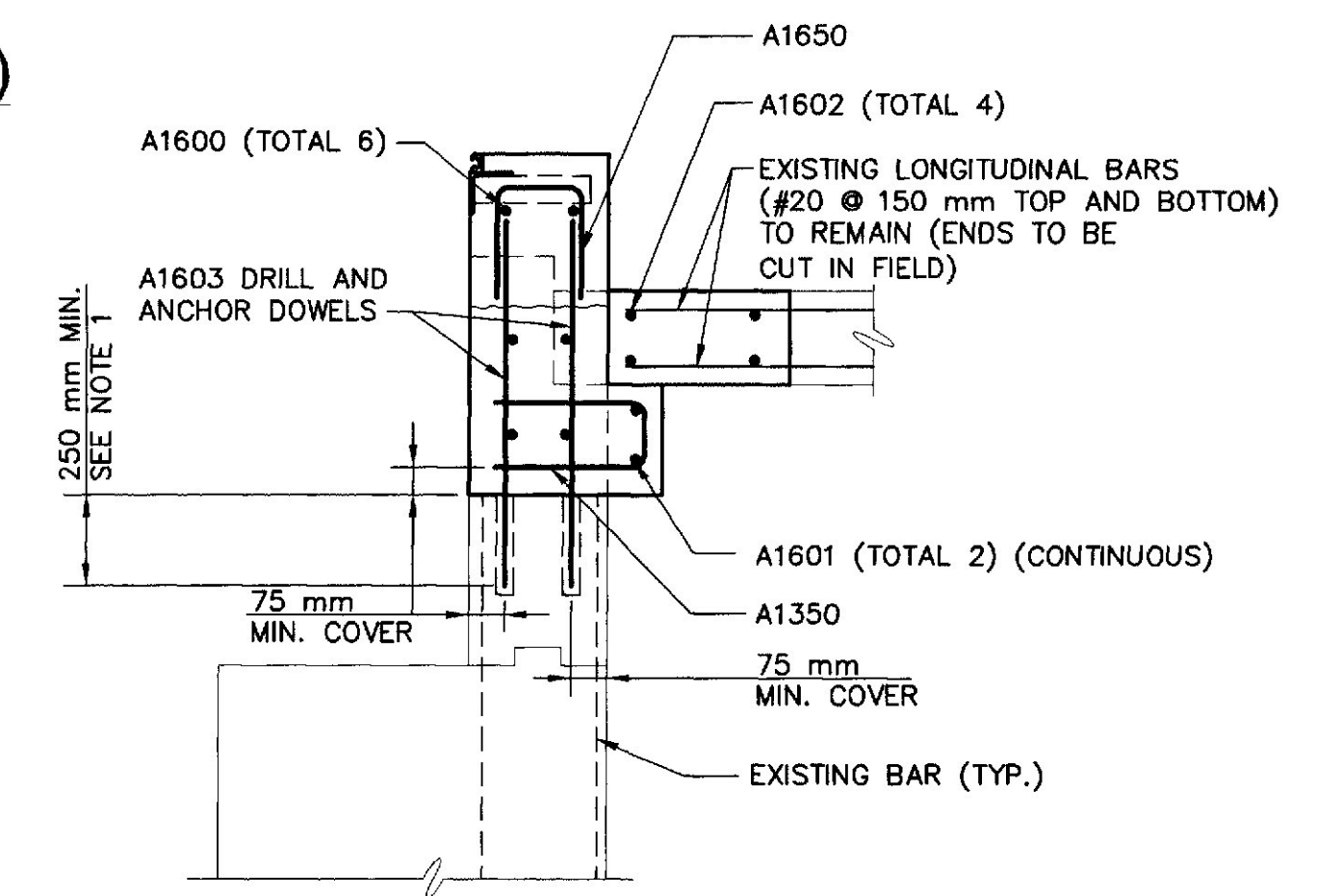
FAHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-8895(00)E	36	42



SECTION A-A



SECTION A-A (PAVEMENT)

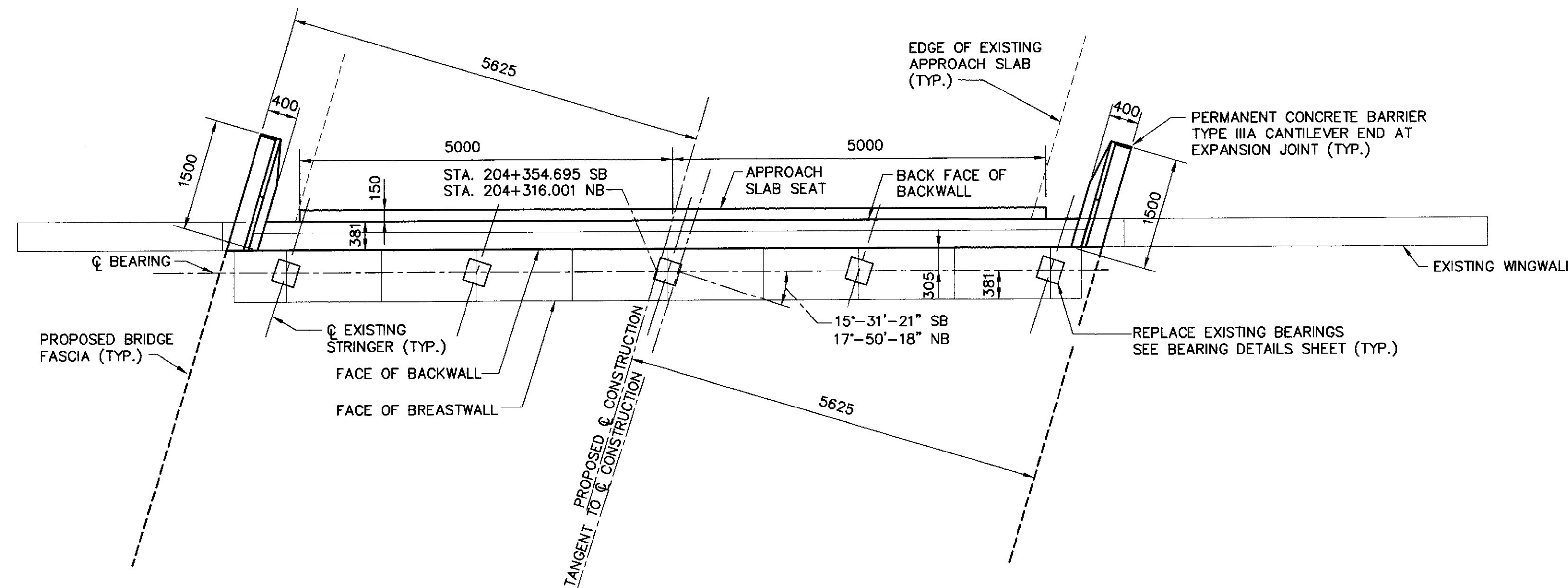


SECTION A-A (REINFORCING)

NOTES:

1. SEE GENERAL NOTES SHEET FOR REQUIREMENTS OF DRILL AND ANCHOR DOWELS.
2. SEE ABUTMENT 2 DETAILS FOR ADDITIONAL INFORMATION.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 over MAIN STREET
WATERVILLE KENNEBEC COUNTY
ABUTMENT 1 DETAILS
SHEET 36 OF 42 WATERVILLE, MAINE NOV., 2000



PERMANENT CONCRETE BARRIER TYPE IIIA

4-A1951

3-A1950

1500

400

EDGE OF EXISTING APPROACH SLAB

APPROACH SLAB SEAT

BACK FACE OF EXISTING BACKWALL

150

381

EXISTING WINGWALL

PROPOSED BRIDGE FASCIA

EXISTING BRIDGE FASCIA

REMOVE AND RE-CAST CONCRETE

EXISTING APPROACH SLAB SEAT

Technical drawing showing a cross-section of a bridge approach slab and wingwall. The drawing includes dimensions: 400 (width of barrier), 1500 (length of barrier), 150 (height of slab seat), and 381 (height of back wall). Labels indicate components: PERMANENT CONCRETE BARRIER TYPE IIIA, 4-A1951, 3-A1950, EDGE OF EXISTING APPROACH SLAB, APPROACH SLAB SEAT, BACK FACE OF EXISTING BACKWALL, EXISTING WINGWALL, PROPOSED BRIDGE FASCIA, EXISTING BRIDGE FASCIA, REMOVE AND RE-CAST CONCRETE, and EXISTING APPROACH SLAB SEAT. Arrows labeled 'B' indicate the direction of the barrier.

11 610 ± 0 SB
11 740 ± 0 NB

27-A1603 0 450 MAX. (54 TOTAL)
DRILL AND ANCHOR EACH FACE

25-A1650 11 450 MAX.

ELEV. 70.154 I-95 SB
ELEV. 68.502 I-95 NB

TOP OF BACKWALL

TOP OF EXISTING BACKWALL

0 CONSTRUCTION
0 FACE OF BACKWALL
ELEV. 70.326 I-95 SB
ELEV. 68.680 I-95 NB

ELEV. 70.497 I-95 SB
ELEV. 68.857 I-95 NB

3-A1651 EQ. SPACED
(6 TOTAL) DRILL AND
ANCHOR DOWELS
(3 PAIRS EACH END)

330

300

REMOVE AND
RE-CAST CONCRETE

EXISTING APPROACH
SLAB SEAT

3-A1600 E.F. (6 TOTAL)

0 BRG. 0
EXISTING STRINGER
(TYP.)

BRIDGE SEAT

25-A1350 11 450 MAX.
(APPROACH SLAB SEAT)

1500

3-A1950

TOP OF BACKWALL

600

100

4-A1951

150

4-A1951

EXISTING BACKWALL

PERMANENT CONCRETE BARRIER CANTILEVER END AT EXPANSION JOINT, SEE STANDARD DETAIL 526 AND NOTE 2.

REMOVE AND RE-CAST. SEE SECTION A-A AND ABUTMENT ELEVATION FOR ADDITIONAL INFORMATION AND REINFORCING STEEL.

NOTES:

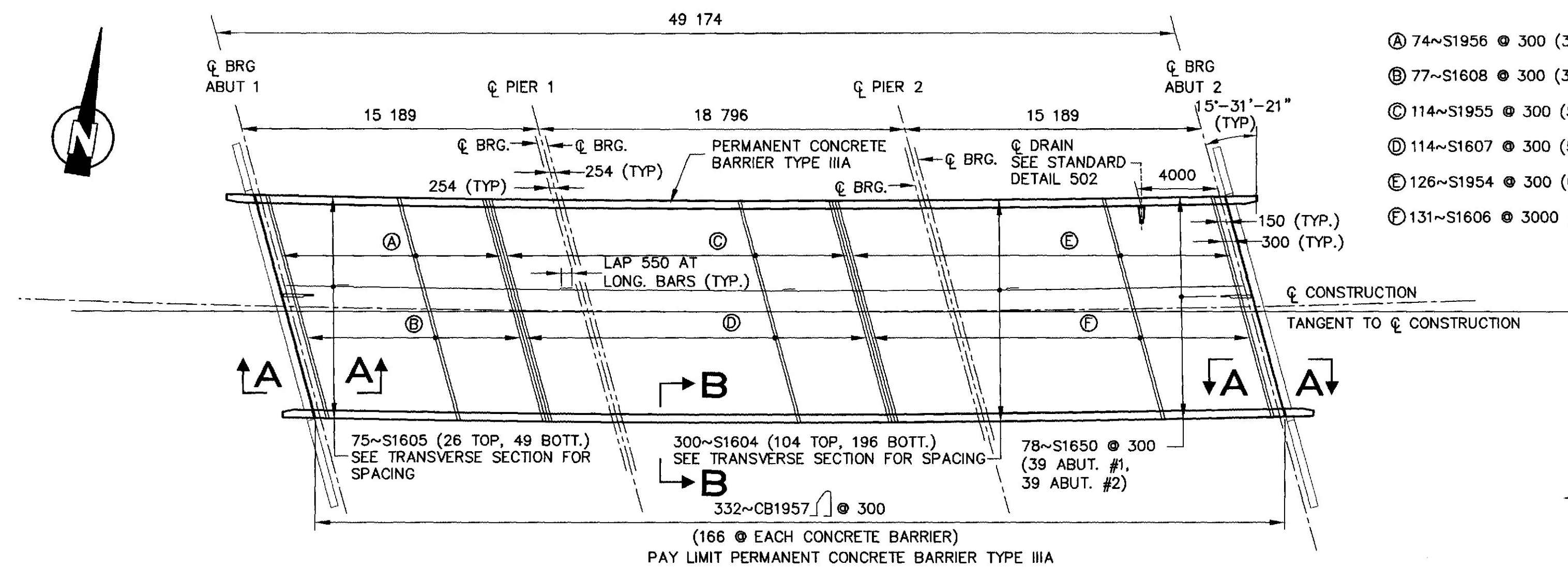
1. SEE ABUTMENT 1 DETAILS SHEET FOR ADDITIONAL INFORMATION.
2. PROVIDE EXPANSION DAM AT FACE OF CONCRETE PARAPET AND ALONG TOP TO WITHIN 50 mm FROM FASCIA. SEE STANDARD DETAIL 520-EXPANSION DEVISE GLAND SEAL.

<p>STATE OF MAINE DEPARTMENT OF TRANSPORTATION</p>		
<p>INTERSTATE 95 over MAIN STREET</p>		
<p>WATERTVILLE KENNEBEC COUNTY</p>		
<p>ABUTMENT 2 DETAILS</p>		
<p>SHEET 37 OF 42</p>	<p>WATERTVILLE, MAINE</p>	<p>NOV., 2000</p>

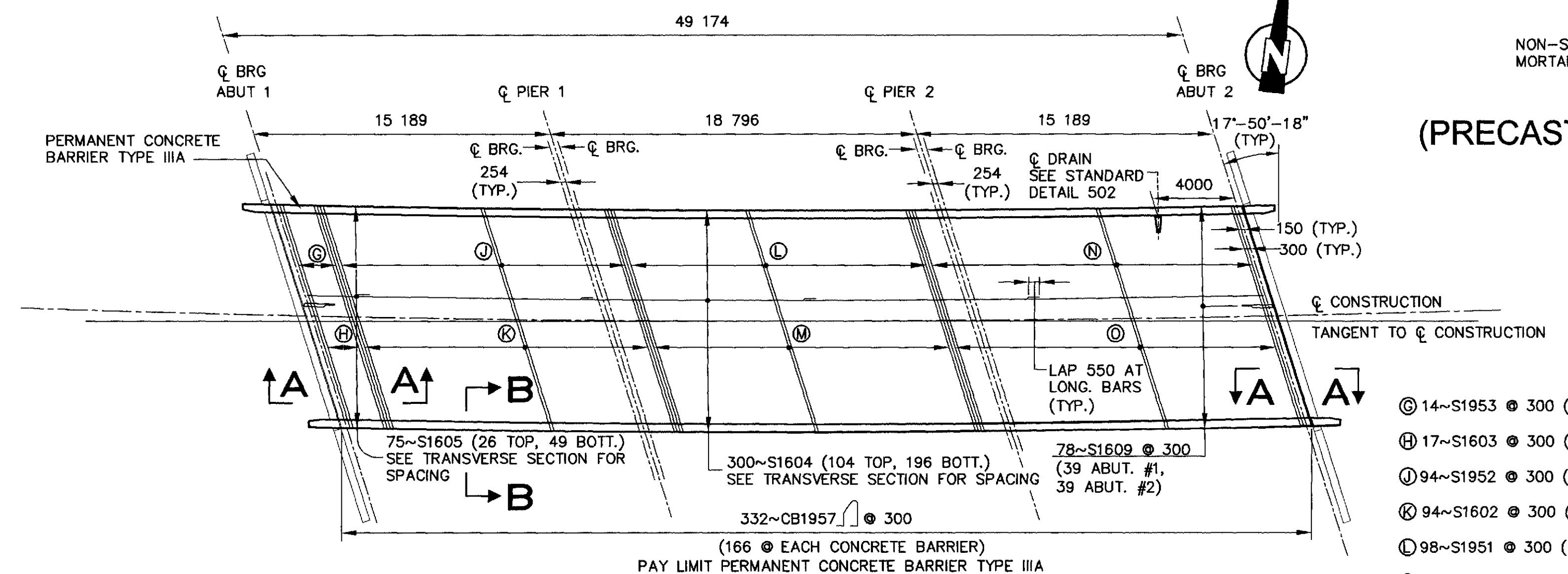
K:\M007\98285.03 Main St.dwg\3deckplan.dwg Tue Nov 21 12:29:47 2000 10550M plotter monochrome setup

PROJECT DESIGNER	DATE
BY	10/00
WBR	SEN
DESIGN-DETAILED	10/00
CHECKED	
REVISIONS	
FIELD CHANGES	

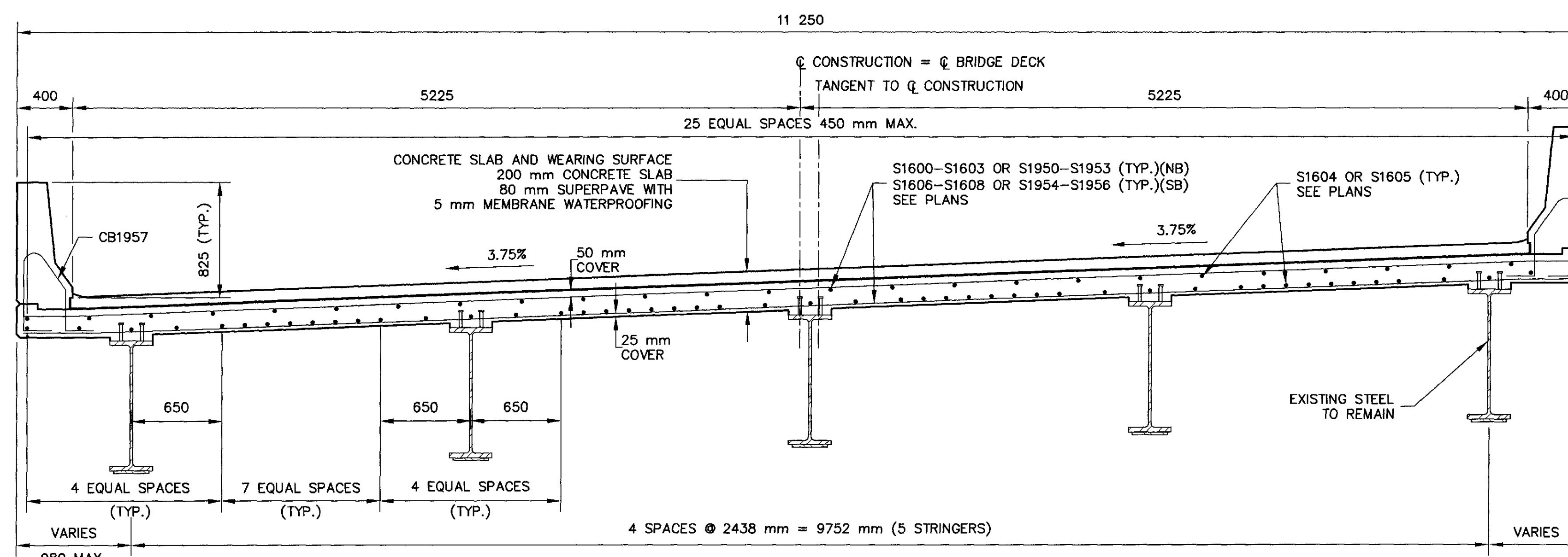
JAN., 2000
3DECKPLAN.DWG



I-95 SOUTHBOUND PLAN



I-95 NORTHBOUND PLAN



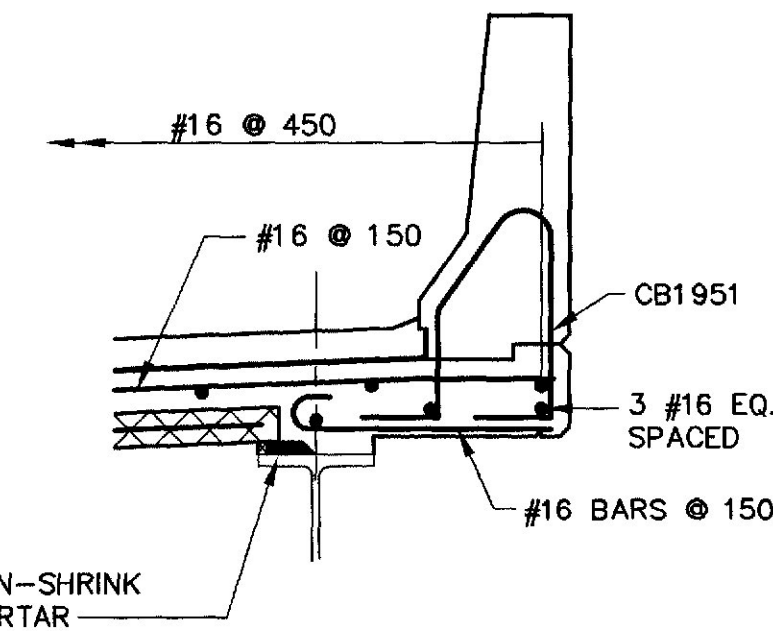
TRANSVERSE SECTION

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

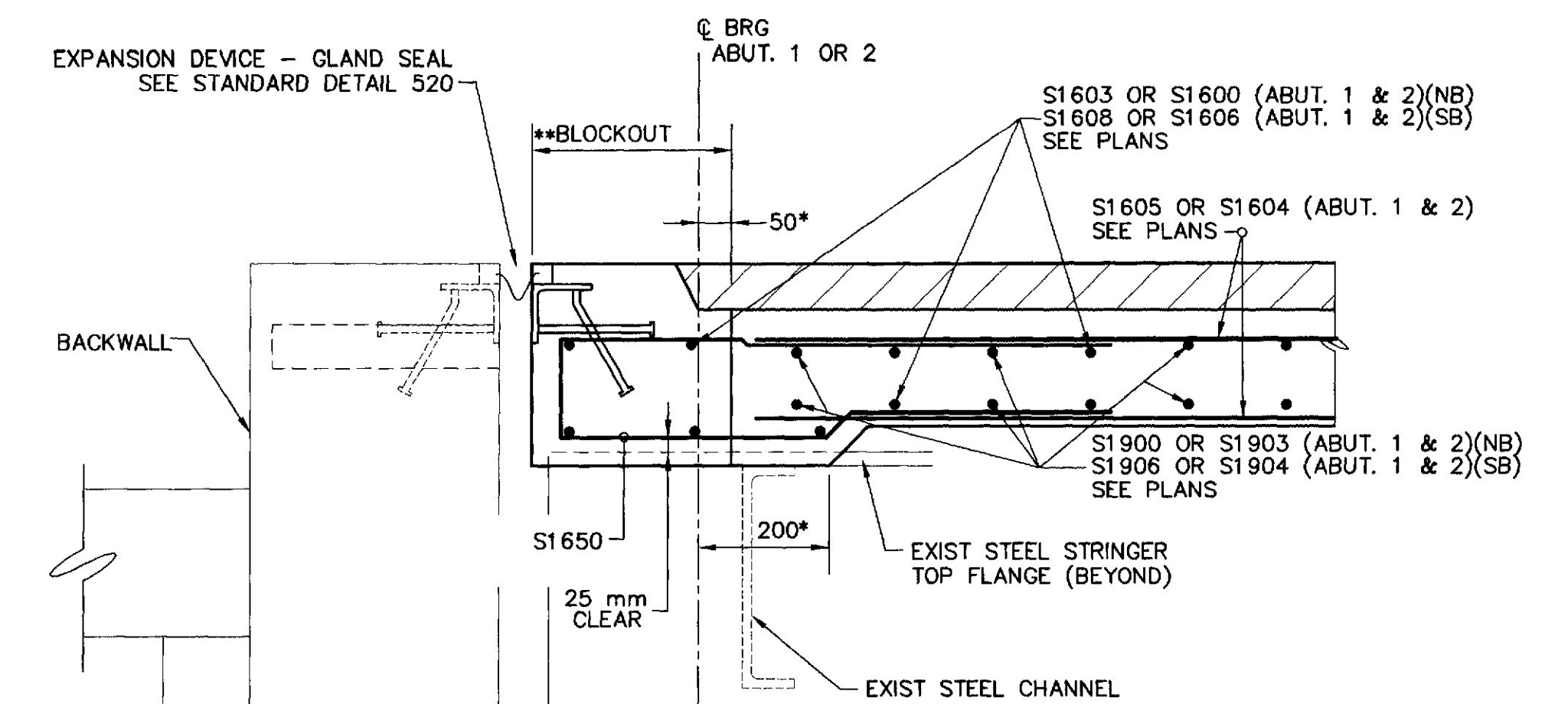
PAV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	MA-85-889(00)E	38	42

- (A) 74~S1956 @ 300 (37 TOP, 37 BOTT.)
- (B) 77~S1608 @ 300 (36 TOP, 36 BOTT. & 5 IN HAUNCH)
- (C) 114~S1955 @ 300 (57 TOP, 57 BOTT.)
- (D) 114~S1607 @ 300 (57 TOP, 57 BOTT.)
- (E) 126~S1954 @ 300 (63 TOP, 63 BOTT.)
- (F) 131~S1606 @ 3000 (63 TOP, 63 BOTT. & 5 IN HAUNCH)

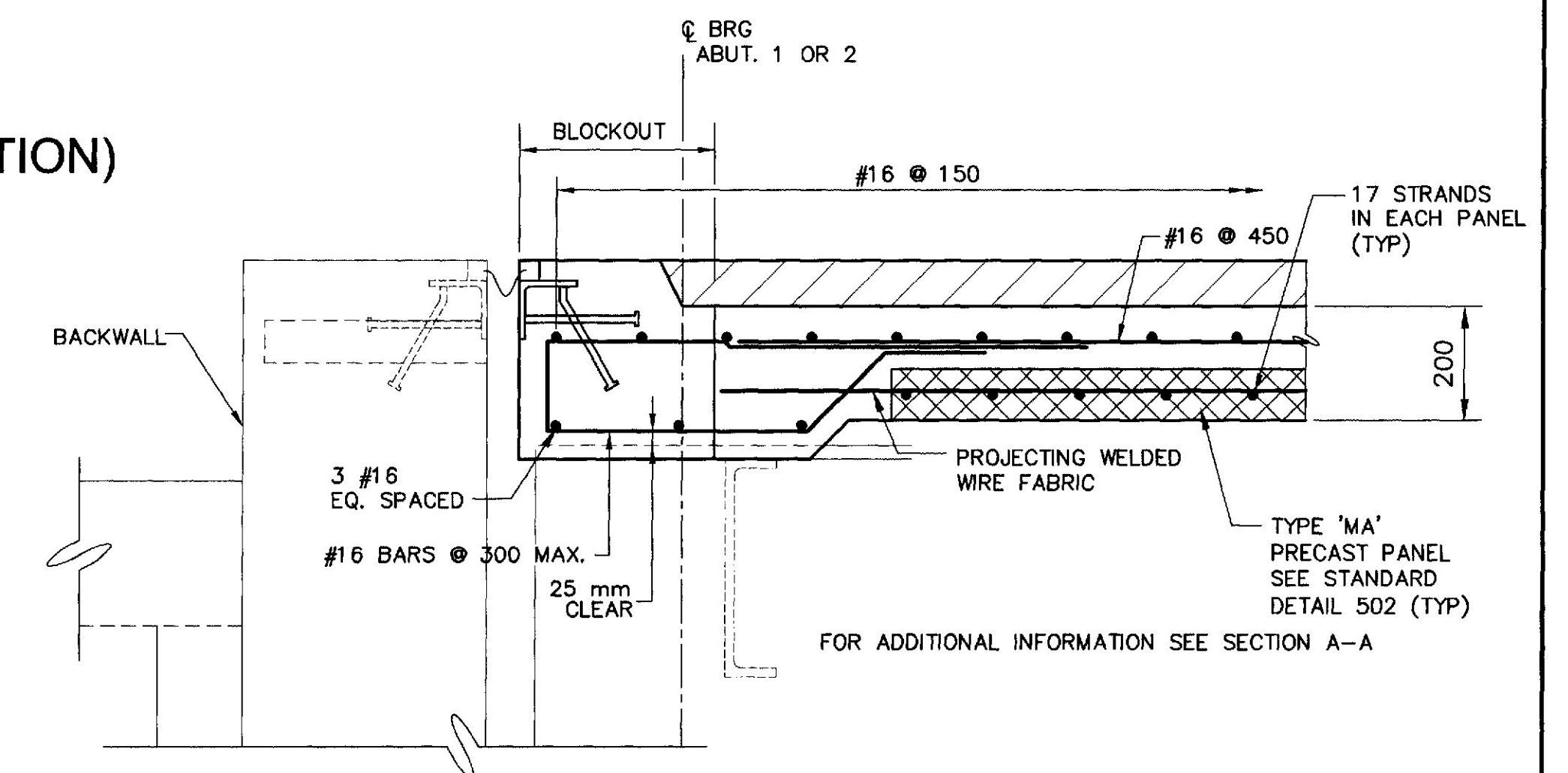


SECTION B-B
(PRECAST CONCRETE PANEL OPTION)

- (G) 14~S1953 @ 300 (7 TOP, 7 BOTT.)
- (H) 17~S1603 @ 300 (6 TOP, 6 BOTT. & 5 IN HAUNCH)
- (I) 94~S1952 @ 300 (47 TOP, 47 BOTT.)
- (J) 94~S1602 @ 300 (47 TOP, 47 BOTT.)
- (K) 98~S1951 @ 300 (49 TOP, 49 BOTT.)
- (L) 98~S1601 @ 300 (98 TOP, 98 BOTT.)
- (M) 106~S1950 @ 300 (53 TOP, 53 BOTT.)
- (N) 111~S1600 @ 300 (53 TOP, 53 BOTT. & 5 IN HAUNCH)



SECTION A-A



SECTION A-A
(PRECAST CONCRETE PANEL OPTION)

NOTES

1. THE SUPERSTRUCTURE SLAB CONCRETE SHALL BE PLACED IN ONE CONTINUOUS OPERATION AND THE CONCRETE SHALL BE KEPT PLASTIC ONE COMPLETE SPAN BEHIND THE SPAN BEING PLACED."
2. 25 mm DIAMETER TUBE DRAINS SHALL BE INSTALLED IN DECK PER STANDARD DETAIL 502(3).
3. AT DECK EXPANSION JOINTS, PROVIDE EXPANSION DAMS AT FACE OF CONCRETE PARAPETS AND ALONG TOP TO WITHIN 50 mm FROM FASCIA. SEE STANDARD DETAIL 520.
4. PAYMENT FOR THE REINFORCING STEEL, FABRICATED, DELIVERED, AND PLACED, FOR CAST-IN-PLACE STRUCTURAL CONCRETE DECK SHALL BE INCIDENTAL TO ITEM 502.26.

JOINT TEMPERATURE MOVEMENT DATA

	MR	L
ABUTMENT 1	26 mm	25 m
ABUTMENT 2	26 mm	25 m

SEE EXPANSION DEVICE STANDARD DETAIL 520 FOR THE JOINT OPENING TEMPERATURE ADJUSTMENT AT TIME OF INSTALLATION, WHERE ADJUSTMENT (in mm) = $0.012 \times "L" \times "T"$. "T" IS THE TEMPERATURE DIFFERENCE. "L" IS GIVEN IN TABLE ABOVE.

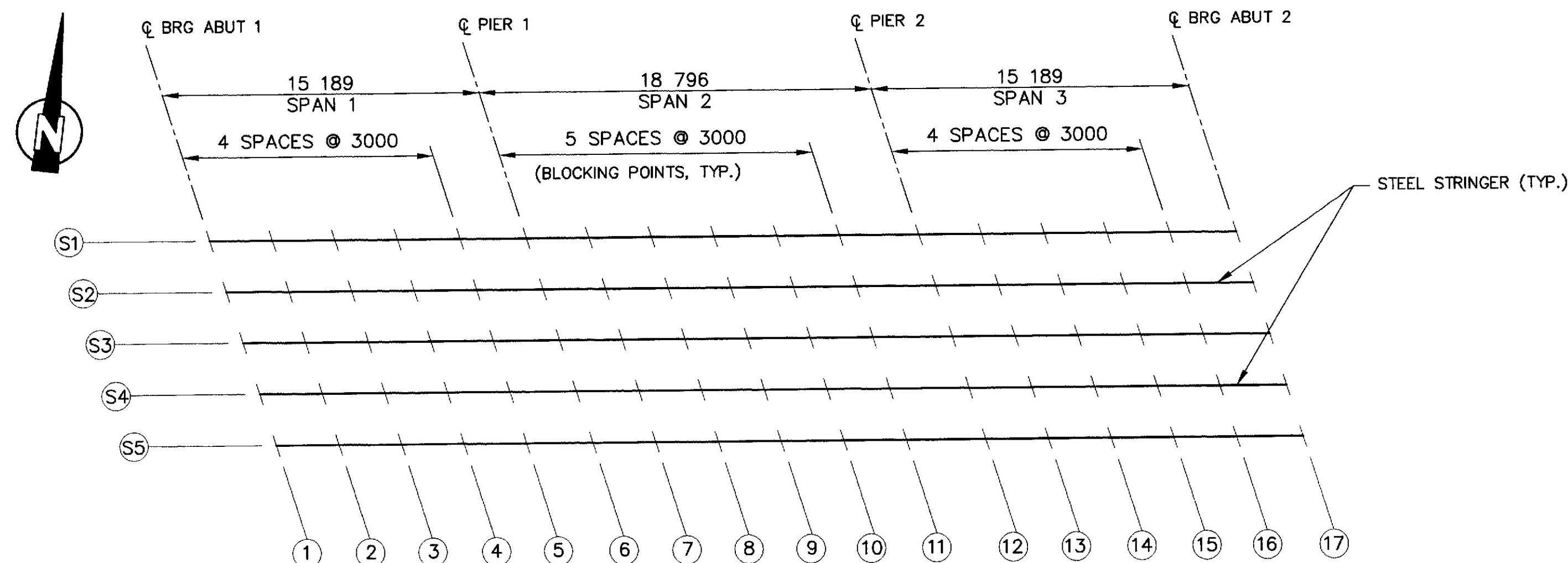
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
over
MAIN STREET
WATERVILLE
KENNEBEC COUNTY

DECK REPLACEMENT PLAN

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-889(00)E	39	42



BLOCKING LAYOUT

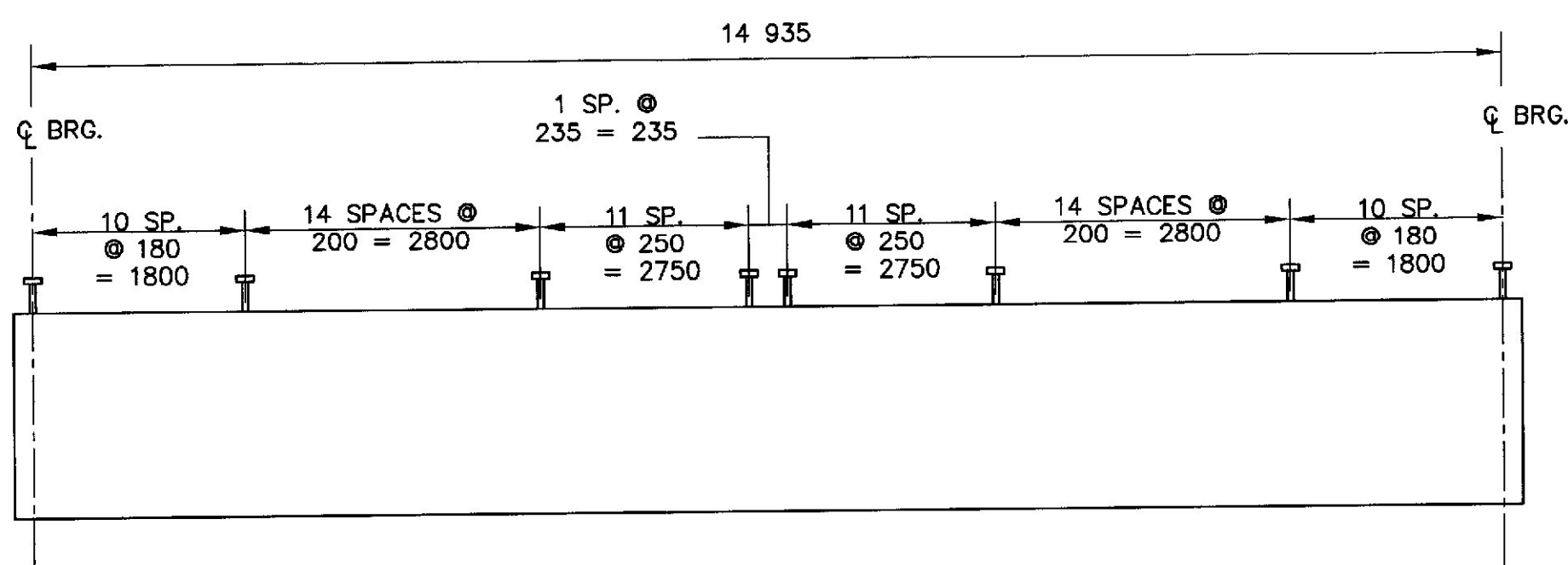
I-95 SOUTHBOUND

BOTTOM OF SLAB ELEVATIONS																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
S1	70.620	70.589	70.555	70.517	70.474	70.425	70.395	70.361	70.321	70.274	70.221	70.150	70.108	70.064	70.014	69.960	69.900
S2	70.703	70.671	70.637	70.598	70.555	70.507	70.476	70.441	70.401	70.354	70.301	70.231	70.189	70.144	70.094	70.040	69.980
S3	70.785	70.754	70.719	70.681	70.637	70.589	70.558	70.523	70.482	70.435	70.383	70.312	70.270	70.225	70.175	70.121	70.061
S4	70.868	70.836	70.802	70.763	70.719	70.671	70.640	70.604	70.564	70.517	70.464	70.393	70.351	70.306	70.256	70.202	70.142
S5	70.950	70.919	70.885	70.846	70.802	70.752	70.722	70.688	70.647	70.600	70.546	70.474	70.432	70.387	70.337	70.283	70.222

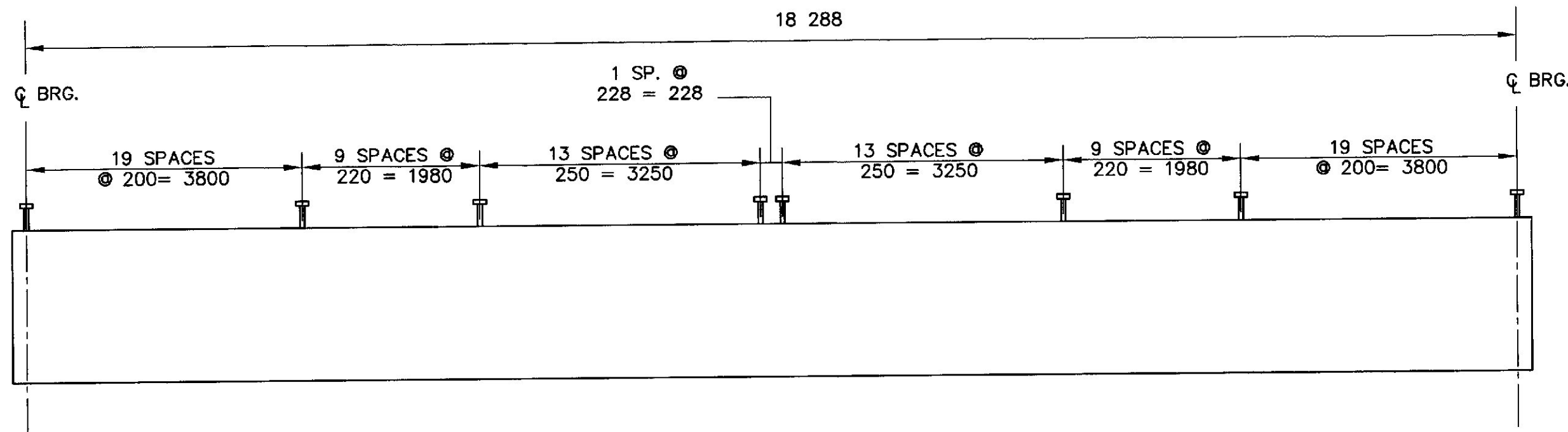
I-95 NORTHBOUND

BOTTOM OF SLAB ELEVATIONS																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
S1	68.650	68.638	68.623	68.604	68.579	68.551	68.540	68.526	68.505	68.477	68.443	68.396	68.374	68.349	68.320	68.285	68.246
S2	68.736	68.724	68.709	68.689	68.665	68.636	68.625	68.609	68.588	68.560	68.527	68.481	68.458	68.433	68.403	68.369	68.329
S3	68.823	68.810	68.795	68.775	68.750	68.722	68.710	68.694	68.673	68.645	68.611	68.565	68.542	68.517	68.487	68.452	68.413
S4	68.909	68.897	68.881	68.861	68.836	68.807	68.795	68.779	68.758	68.730	68.696	68.649	68.627	68.601	68.570	68.536	68.496
S5	68.996	68.983	68.967	68.947	68.922	68.893	68.882	68.866	68.844	68.816	68.782	68.734	68.711	68.685	68.655	68.620	68.580

BOTTOM OF SLAB ELEVATIONS



SPANS 1 AND 3

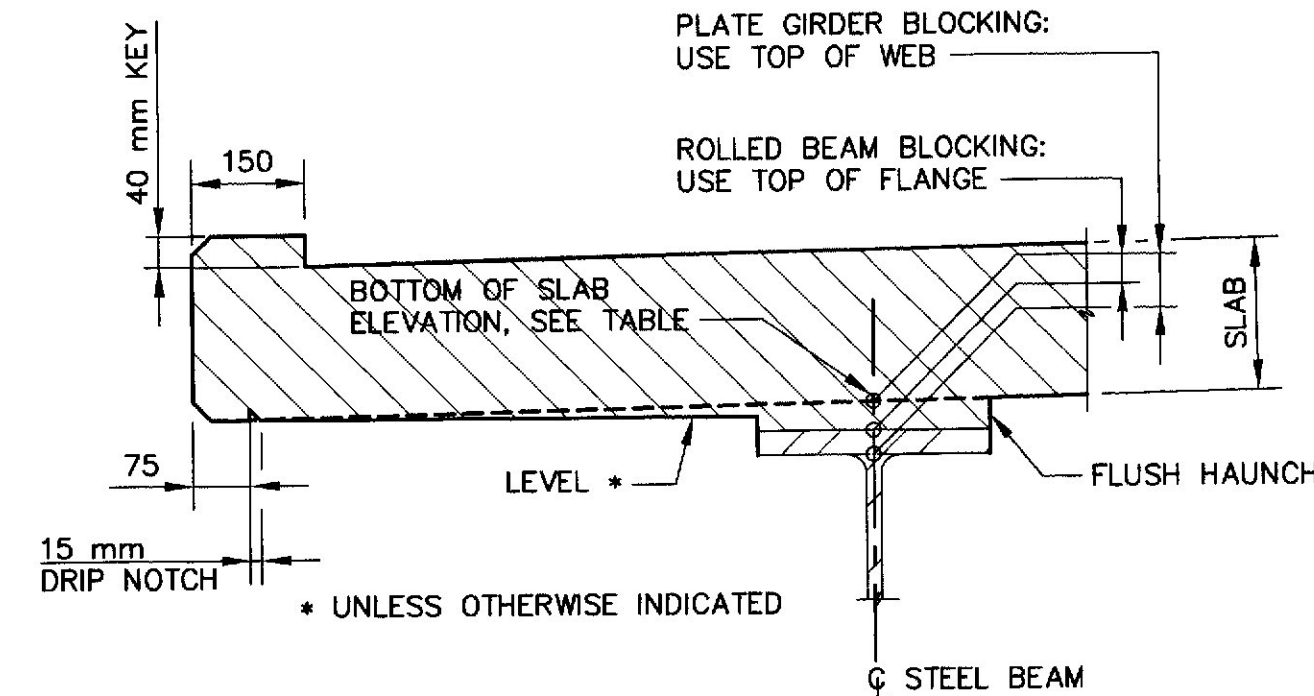


SPAN 2

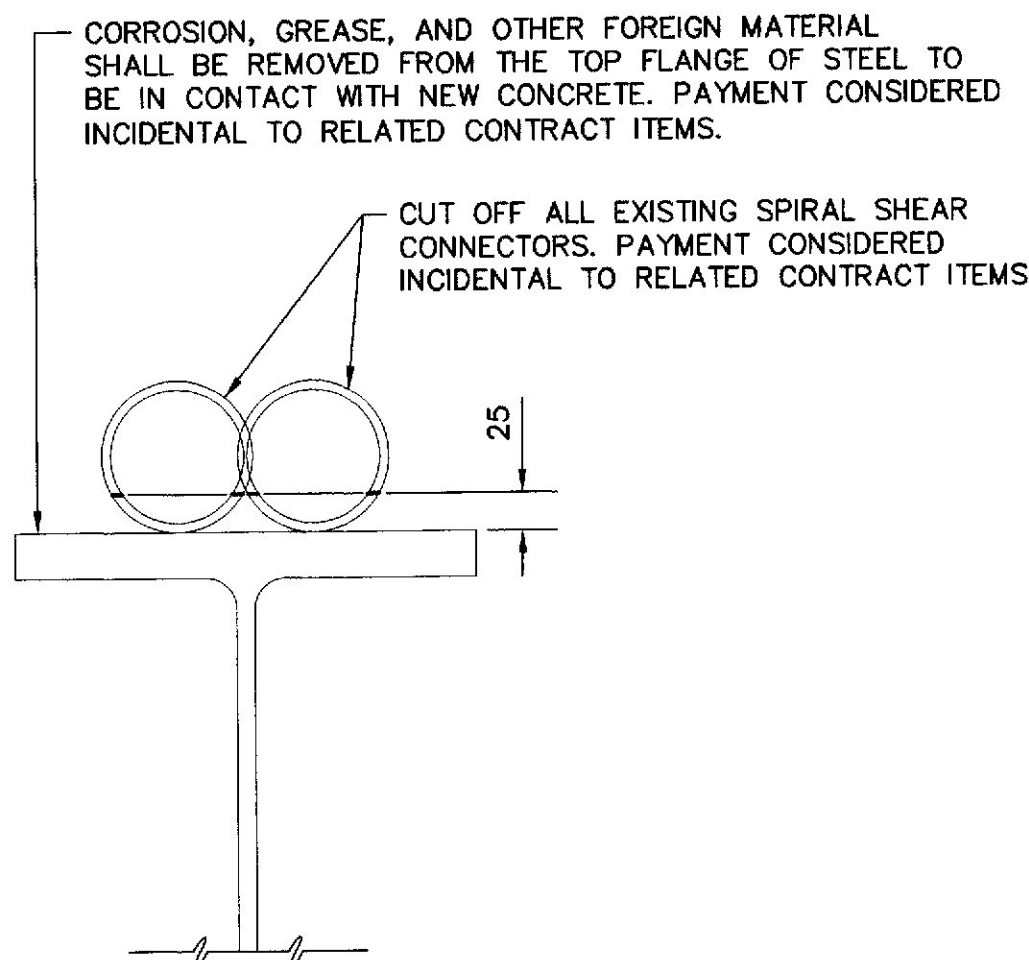
SHEAR CONNECTOR LAYOUT

NOTES:

1. DOUBLE STUDS (22 mm DIA.) SEE STANDARD DETAIL 505 FOR ADDITIONAL INFORMATION.
2. THE LOCATION OF STUDS SHALL BE ADJUSTED, AS DIRECTED BY THE ENGINEER, TO AVOID THE EXISTING SHEAR CONNECTORS.



SLAB DETAIL



STRINGER FLANGE PREP DETAIL

THEORETICAL BLOCKING TABLE

LOCATION	NB	SB
CL BRG ABUT 1	30	25
CL BRG PIER 1	50	40
CL BRG PIER 2	50	40
CL BRG ABUT 2	35	15

NOTE:
THEORETICAL BLOCKING IS GIVEN FOR
REFERENCE PURPOSES ONLY. DO NOT USE
THEORETICAL BLOCKING FOR SETTING
FORMWORK.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
over
MAIN STREET
WATERVILLE
KENNEBEC COUNTY

DECK REPLACEMENT DETAILS

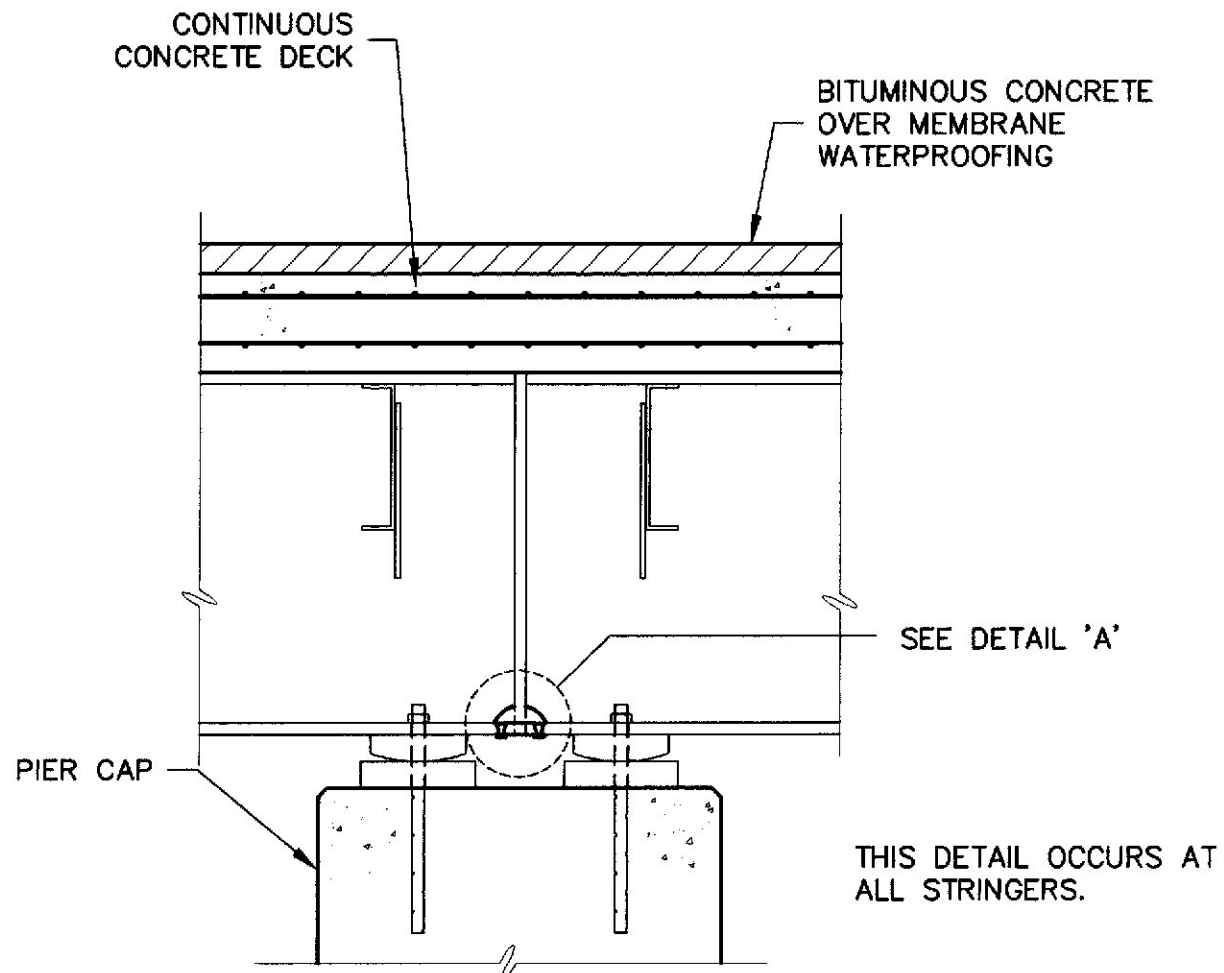
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	SEN	10/00
CHECKED	SEN	10/00
REVISIONS		
FIELD CHANGES		

JAN., 2000
30DECKDETLS.DWG

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

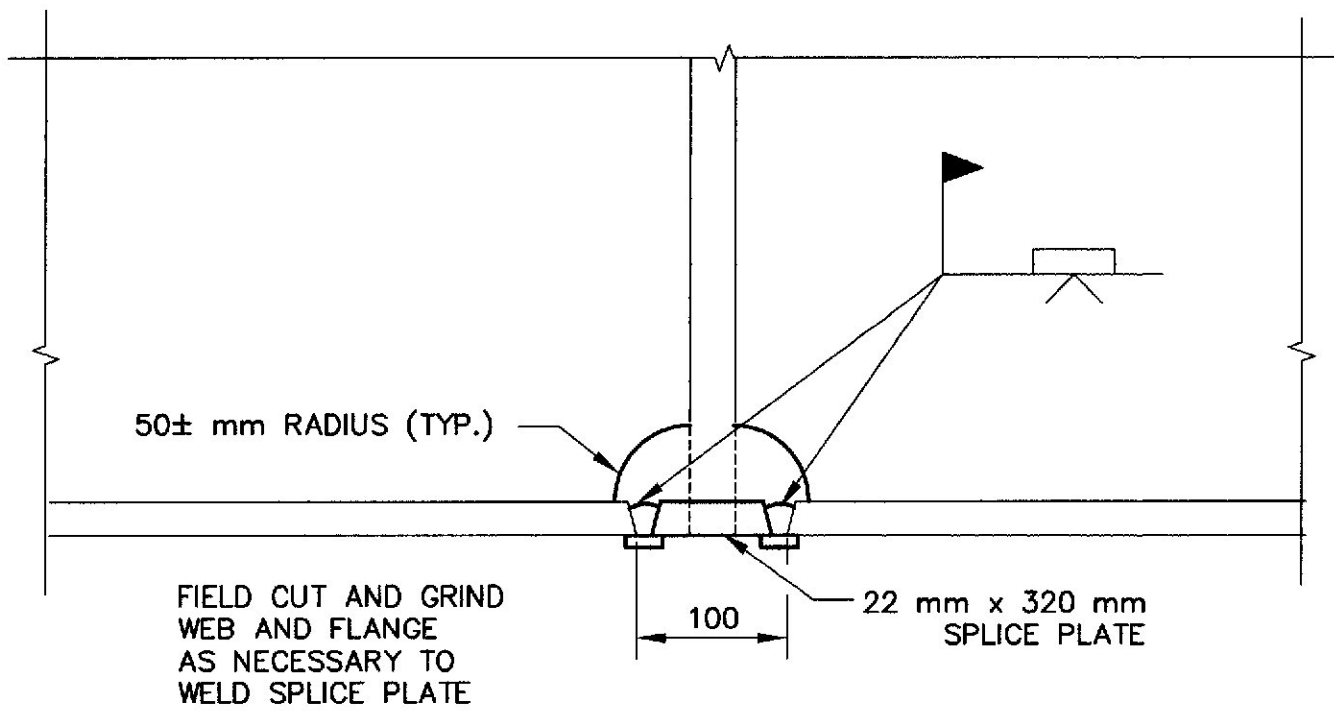
FALWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-0005(00)E	40	42



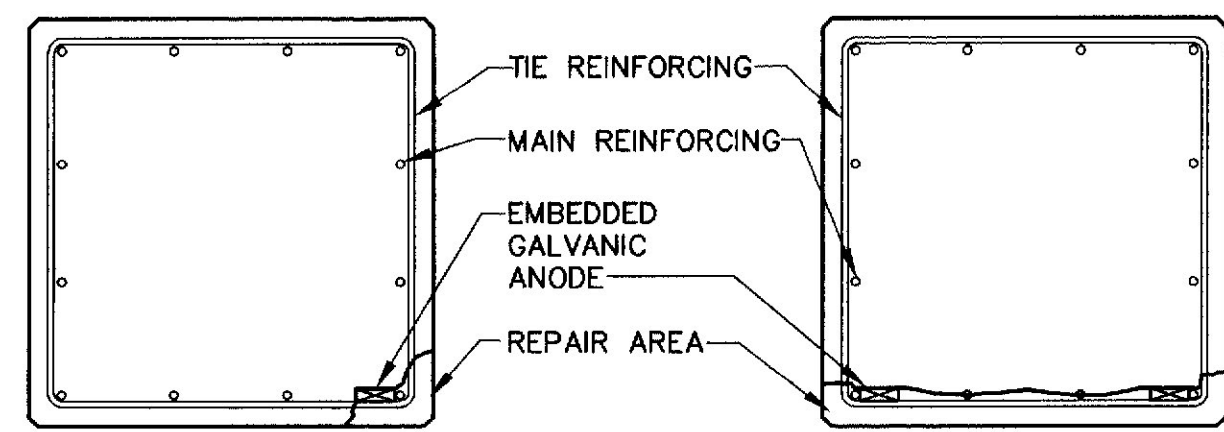
STRINGER SPLICE DETAIL

SPLICE NOTES:

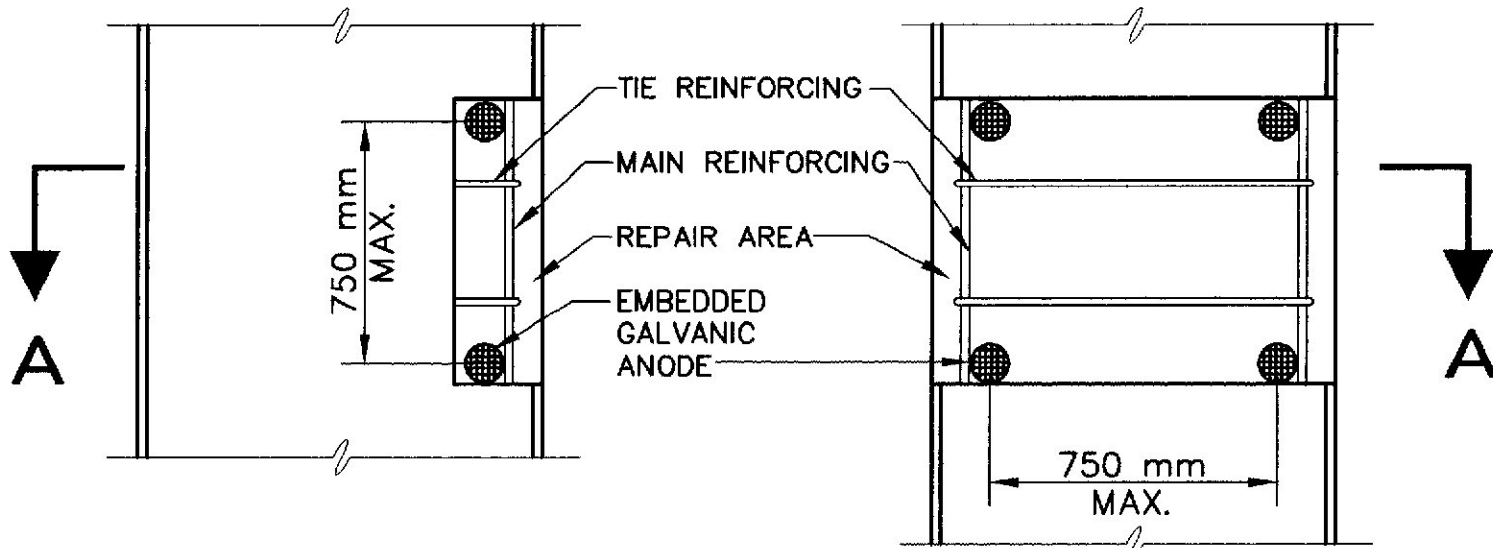
1. SPLICE PLATE MAY BE WELDED BEFORE OR AFTER CASTING NEW CONCRETE DECK.
2. WHERE THE BOTTOM OF ADJACENT BOTTOM FLANGES ARE NOT AT THE SAME ELEVATION, THE SPLICE PLATE MAY BE SLIGHTLY SLOPED FROM ONE FLANGE TO THE OTHER.
3. SPLICING OF STEEL STRINGERS INCLUDING FABRICATION, CUTTING, GRINDING, AND WELDING SHALL BE PAID UNDER ITEMS 504.70 AND 504.71.



DETAIL 'A'



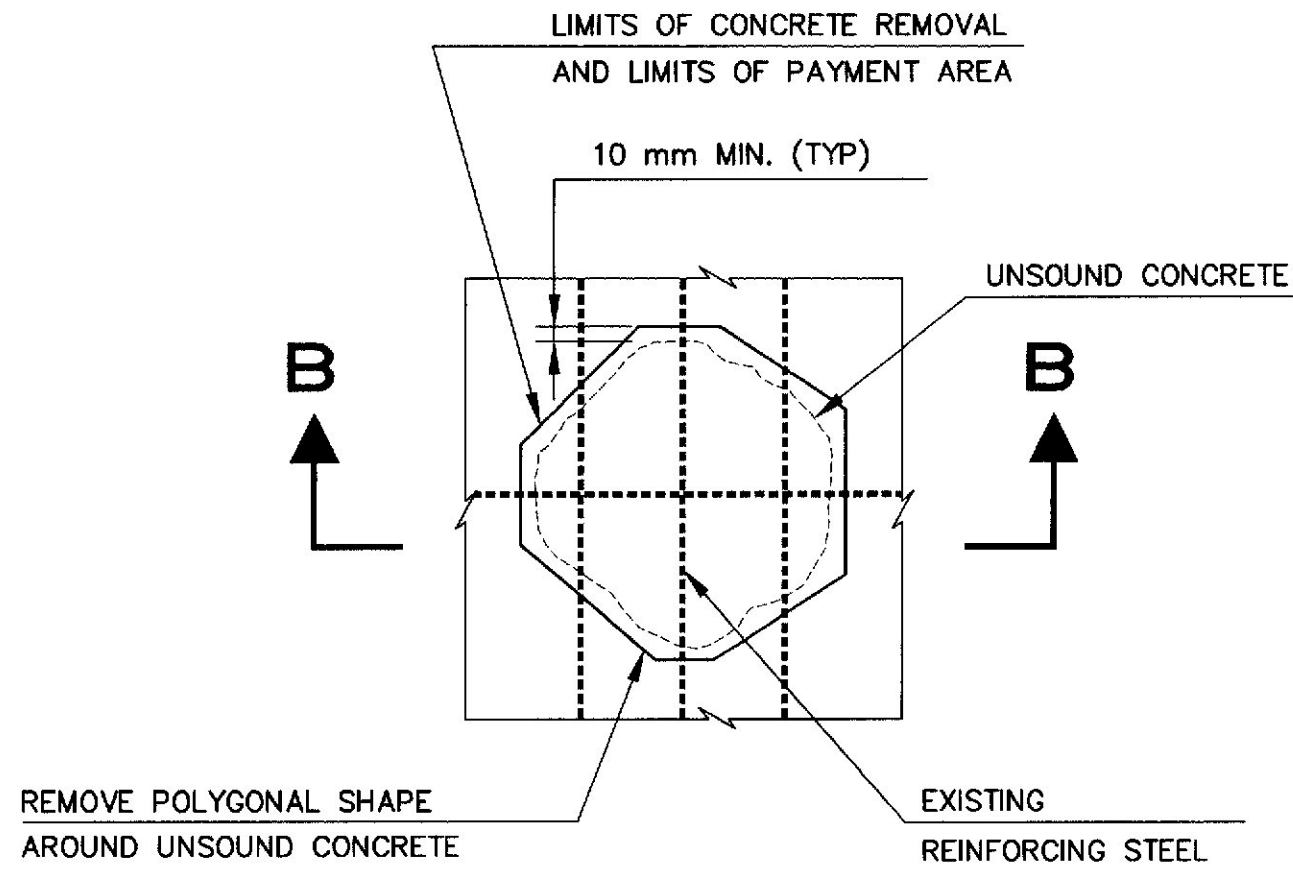
SECTION A-A CORNER & FACE REPAIRS



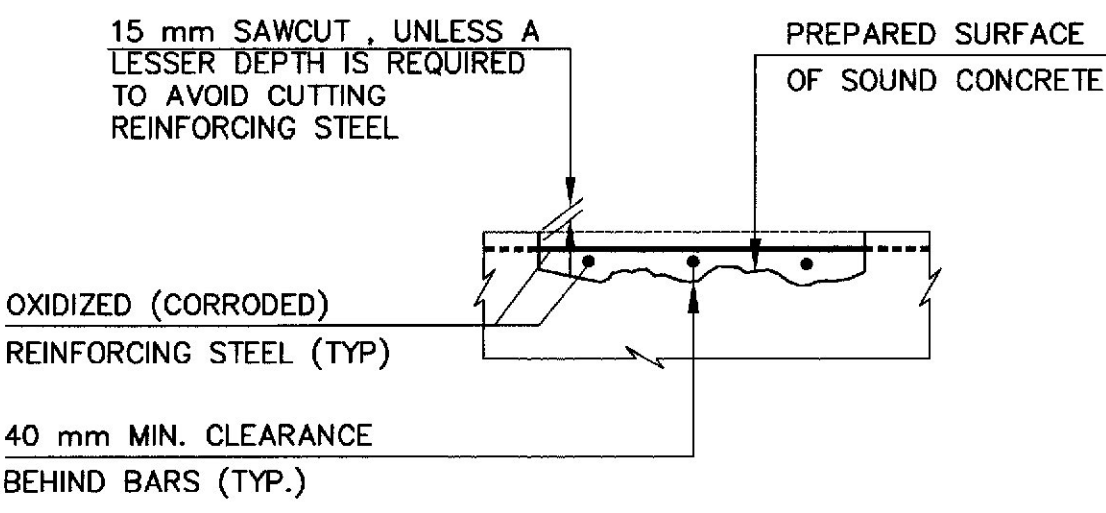
ELEVATION OF CORNER & FACE REPAIRS

EMBEDDED GALVANIC ANODES

(PAY ITEM 655.51)

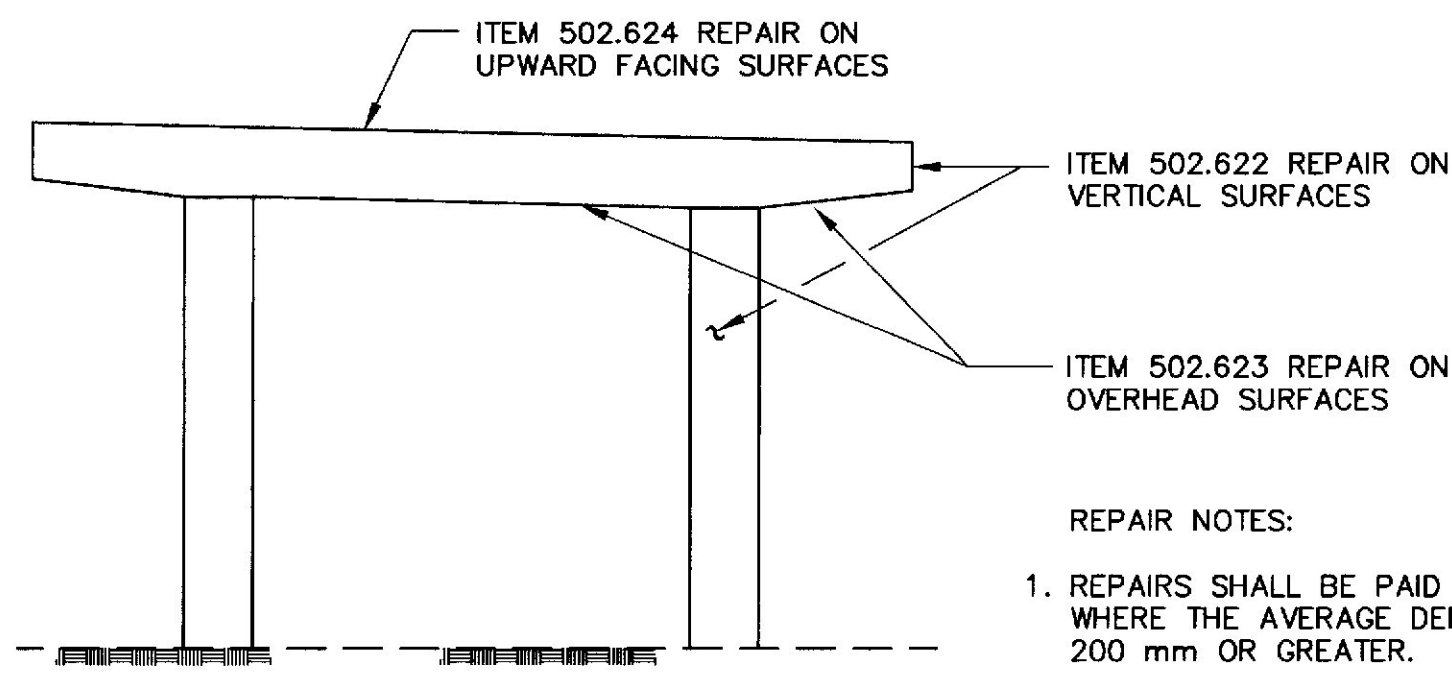


PLAN



SECTION B-B

SUBSTRUCTURE REPAIR



EXISTING PIER ELEVATION

REPAIR NOTES:

1. REPAIRS SHALL BE PAID UNDER ITEM 502.626 WHERE THE AVERAGE DEPTH OF THE REPAIR IS 200 mm OR GREATER.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION INTERSTATE 95 over MAIN STREET WATERVILLE KENNEBEC COUNTY MISCELLANEOUS DETAILS
SHEET 40 OF 42 WATERVILLE, MAINE NOV., 2000

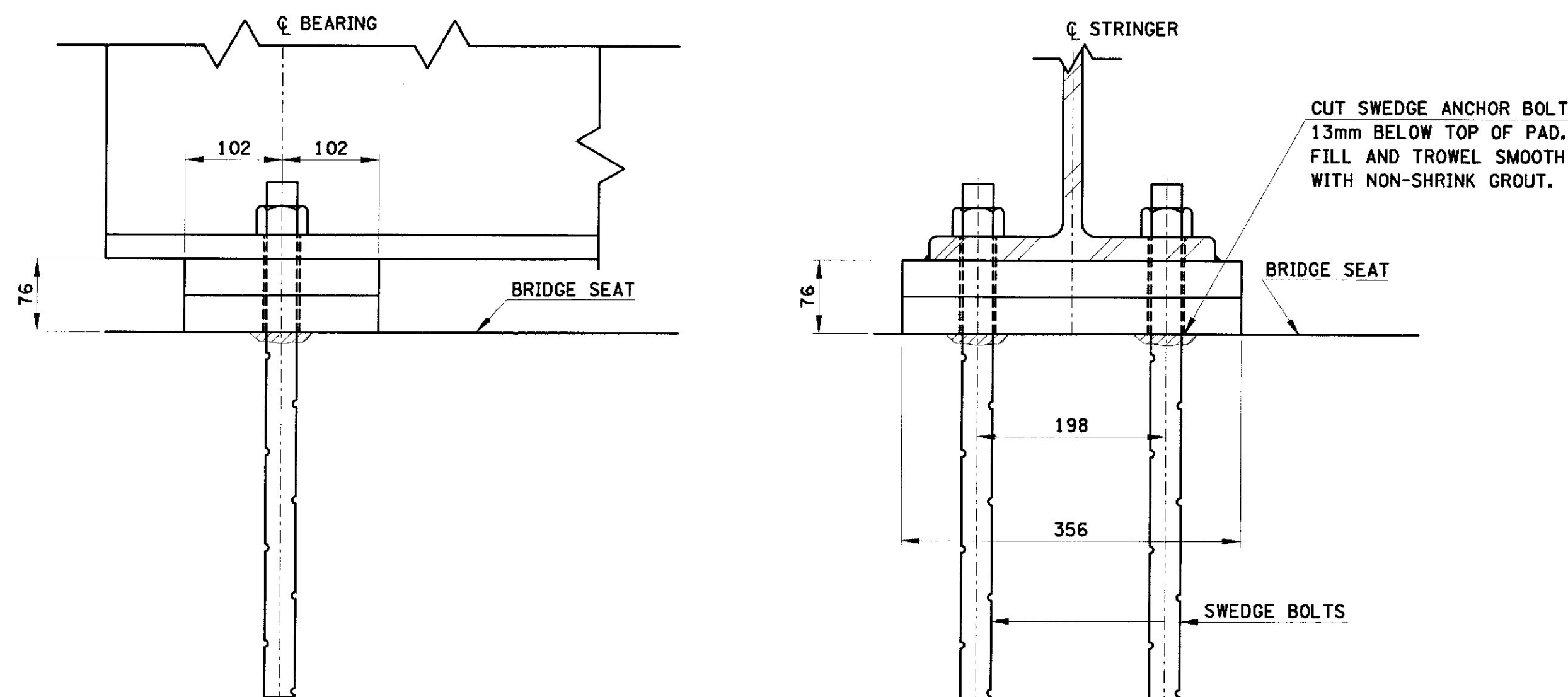
PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	10/00
CHECKED	10/00
REVISIONS	
FIELD CHANGES	

XXXX, 1998
XXXXXXXXX.DWG

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.A.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-0095000E	41	42



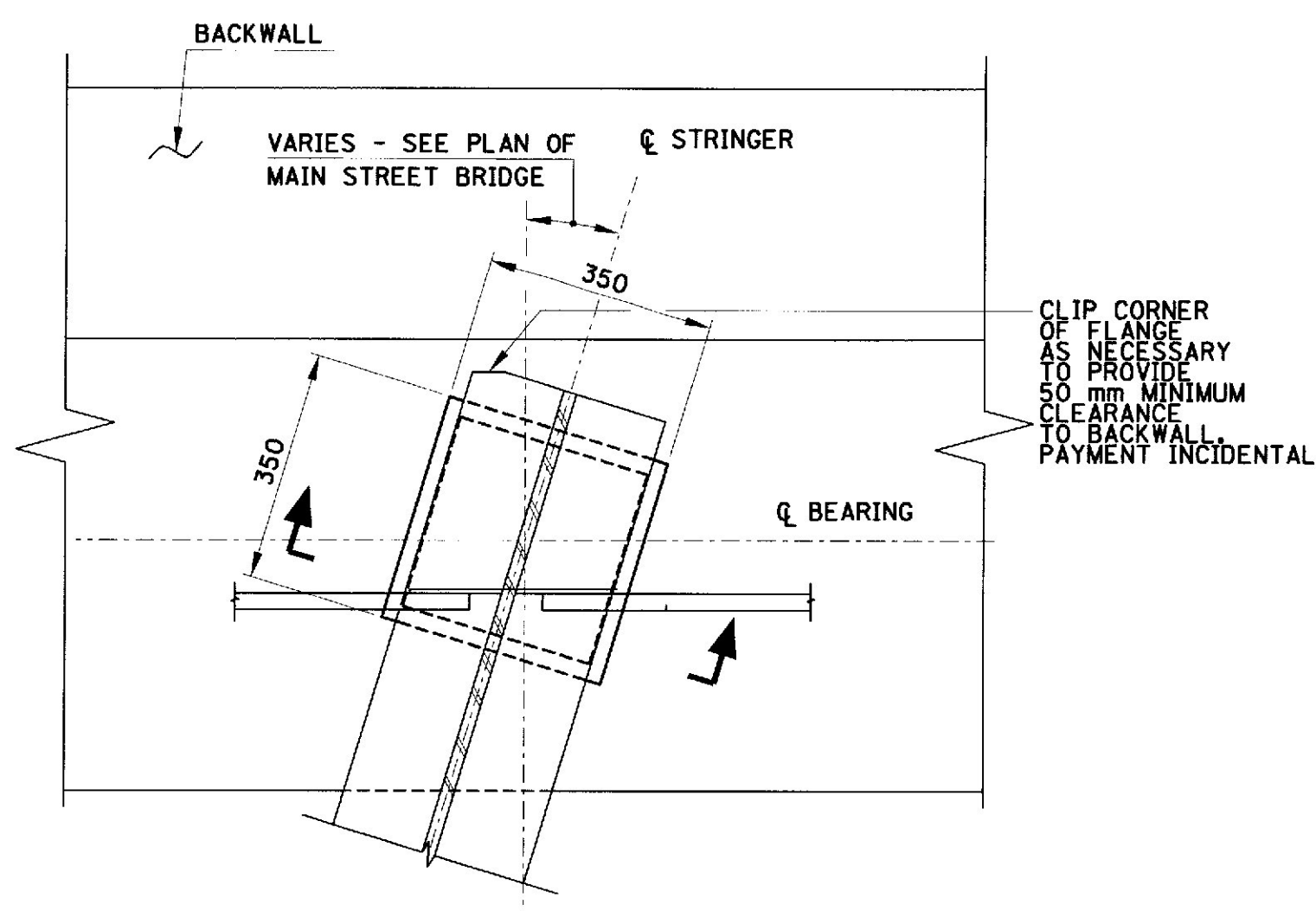
EXISTING BEARING AT ABUTMENTS TO BE REPLACED

BEARING REPLACEMENT SCHEDULE
FOR MAIN STREET BRIDGE

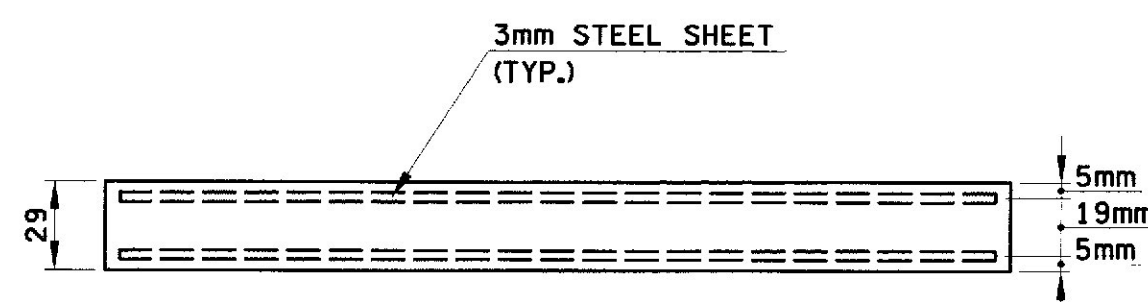
LOCATION	EXISTING BEARING	NEW BEARING	NO. OF BEARINGS
ABUTMENT 1	FIXED	EXPANSION	5 @ EACH BRIDGE
ABUTMENT 1	FIXED	EXPANSION	5 @ EACH BRIDGE

BEARING NOTES:

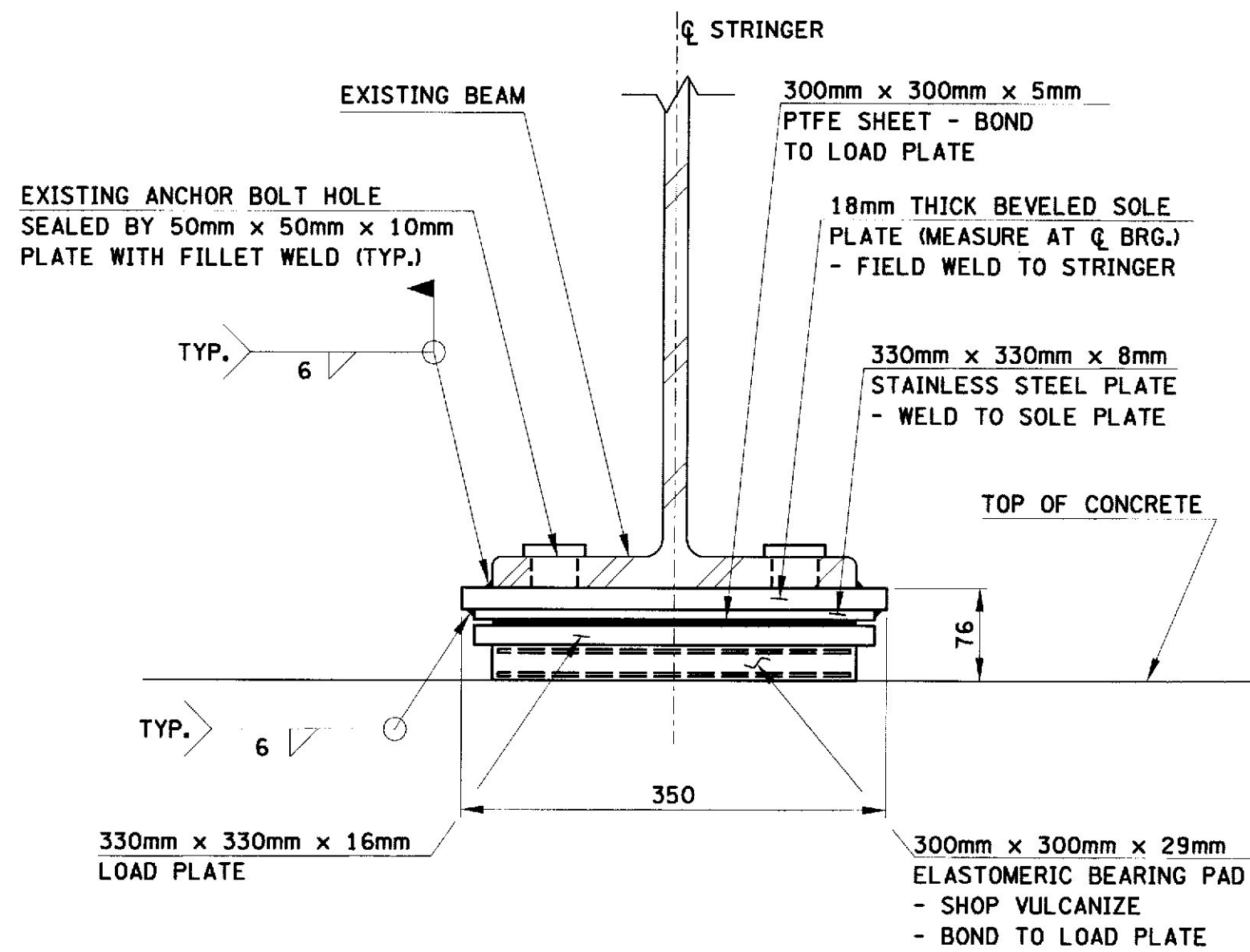
- ELASTOMER SHALL HAVE A SHORE 'A' DUROMETER HARDNESS OF 50±5.
- ALL STEEL PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 250 EXCEPT STAINLESS STEEL PLATES SHALL BE TYPE 304 STAINLESS STEEL WITH A #8 MIRROR FINISH AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM A167 OR A240.
- ALL STEEL PLATES SHALL BE PAID FOR UNDER ITEM ELASTOMERIC BRIDGE BEARINGS.
- THE LOAD PLATE SHALL BE HOT BONDED TO THE ELASTOMER BEARING DURING VULCANIZATION.
- THE SOLE PLATES SHALL BE BEVELED TO MATCH THE SLOPE OF THE STRINGER SO THAT THE BOTTOM SURFACE OF THE PLATE IS LEVEL AFTER THE APPLICATION OF FULL DEAD LOAD.
- BEARINGS SHALL BE CONNECTED TO THE STRINGERS WHEN THE TEMPERATURE OF THE AMBIENT AIR IS BETWEEN 5°C AND 27°C AND HAS BEEN WITHIN THIS RANGE FOR AT LEAST 2 HOURS.
- THE CENTERLINE OF THE SOLE PLATE AND BEARING SHALL BE INSTALLED ON THE BRIDGE SEAT CENTERLINE OF BEARING.
- IN NO CASE SHALL THE ELASTOMER BE SUBJECTED TO INSTANTANEOUS TEMPERATURES GREATER THAN 204°C. TEMPERATURE DURING WELDING SHALL BE MONITORED BY TEMPERATURE INDICATING CRAYONS.
- EXISTING SURFACE OF CONCRETE UNDER THE NEW BEARINGS SHALL BE CLEAN AND LEVEL PRIOR TO INSTALLATION OF THE NEW BEARINGS.



PLAN VIEW



PAD SECTION - EXPANSION BEARING



SECTION - EXPANSION BEARING

REPLACEMENT BEARING

PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	9/00
CHECKED	9/00
REVISIONS	
FIELD CHANGES	

NOV., 2000
MAIN/DGN

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
over
MAIN STREET
WATERVILLE
KENNEBEC COUNTY
BEARING DETAILS

K:\MDOT\99285.03 Main St\dwg\3reinfrsch.dwg Tue Nov 21 12:54:41 2000 10560W plotter monochrome setup

XXXX, 1998
XXXXXXXXX.DWG

PROJECT DESIGN ENGINEER
DESIGN-DETAILED
CHECKED
REVISIONS
FIELD CHANGES

DATE
10/00
10/00

BY
DRD
SEN

PLANS

REINFORCING STEEL SCHEDULE

METRIC

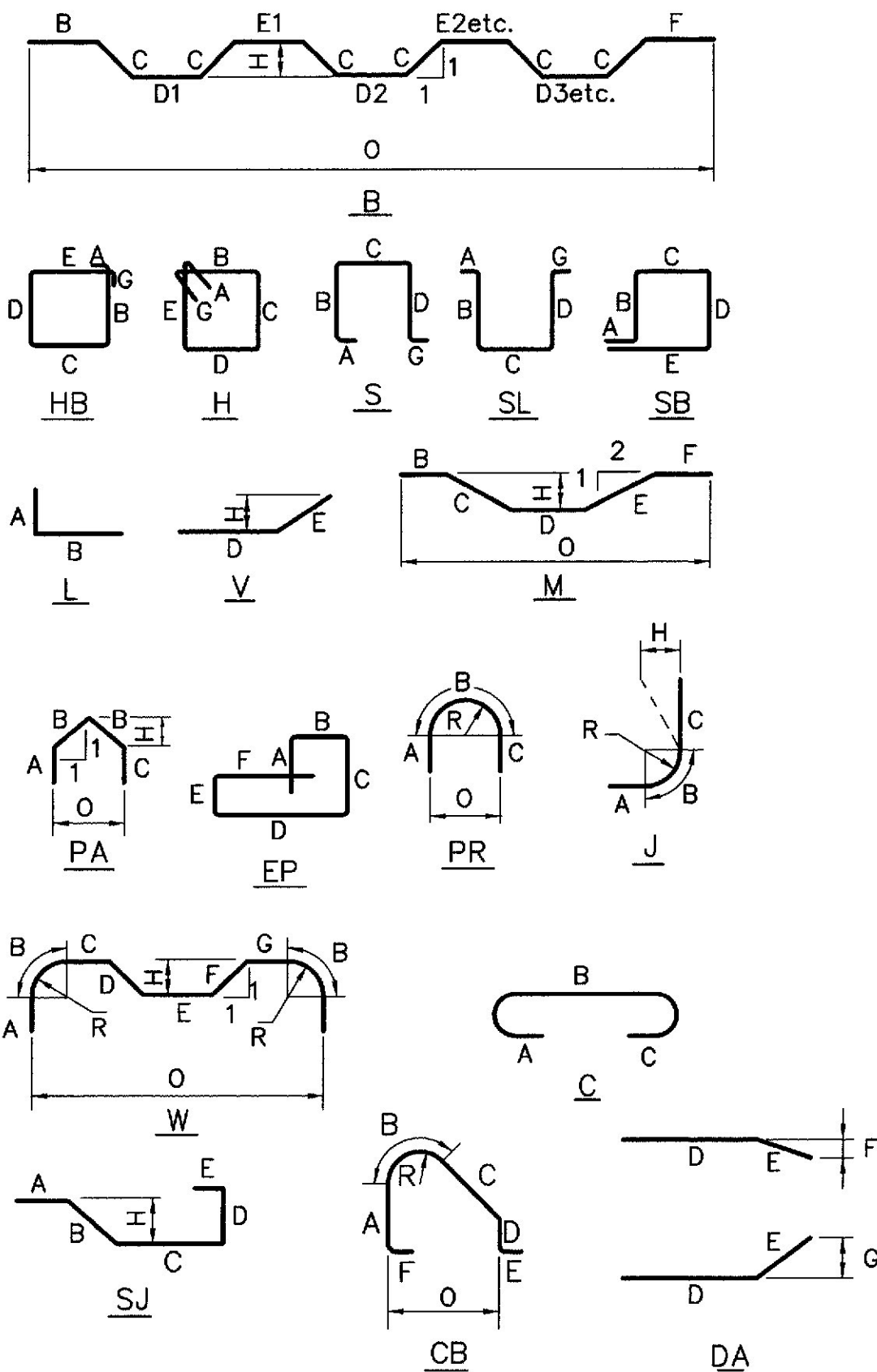
1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.I.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-0695(00)E	42	42

STRAIGHT BARS			
MARK	NO.	LENGTH	LOCATION
ABUTMENT 1 - SOUTHBOUND			
A1600	6	11800	BACKWALL
A1601	2	9900	APPROACH SLAB SEAT
A1602	4	9760	APPROACH SLAB
A1603	54	1330	BACKWALL
ABUTMENT 1 - NORTHBOUND			
A1600	6	11800	BACKWALL
A1601	2	9900	APPROACH SLAB SEAT
A1602	4	9760	APPROACH SLAB
A1603	54	1330	BACKWALL
ABUTMENT 2 - SOUTHBOUND			
A1600	6	11800	BACKWALL
A1601	2	9900	APPROACH SLAB SEAT
A1602	4	9760	APPROACH SLAB
A1603	54	1330	BACKWALL
ABUTMENT 2 - NORTHBOUND			
A1600	6	11800	BACKWALL
A1601	2	9900	APPROACH SLAB SEAT
A1602	4	9760	APPROACH SLAB
A1603	54	1330	BACKWALL
SUPERSTRUCTURE - SOUTHBOUND			
S1606	131	11510	TRANSVERSE
S1607	114	11560	TRANSVERSE
S1608	77	11610	TRANSVERSE
S1604	300	12000	LONGITUDINAL
S1605	75	3175	LONGITUDINAL
S1904	126	11510	TRANSVERSE
S1905	114	11560	TRANSVERSE
S1906	74	11610	TRANSVERSE
SUPERSTRUCTURE - NORTHBOUND			
S1600	111	11640	TRANSVERSE
S1601	98	11690	TRANSVERSE
S1602	94	11740	TRANSVERSE
S1603	17	11780	TRANSVERSE
S1604	300	12000	LONGITUDINAL
S1605	75	3175	LONGITUDINAL
S1900	106	11640	TRANSVERSE
S1901	98	11690	TRANSVERSE
S1902	94	11740	TRANSVERSE
S1903	14	11780	TRANSVERSE
MARK	NO.	LENGTH	LOCATION

BENT BARS														
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
ABUTMENT 1 - SOUTHBOUND														
A1350	23	1035	S	0	430	175	430			0				APPROACH SLAB SEAT
A1650	25	930	S	0	325	280	325			0				BACKWALL
A1651	12	1050	V				600	450			142			BACKWALL
A1950	6	2095	S	0	950	195	950			0				WING (BARRIER)
A1951	8	1975	S	0	875	300	800			0				WING (BARRIER)
ABUTMENT 1 - NORTHBOUND														
A1350	23	1035	S	0	430	175	430			0				APPROACH SLAB SEAT
A1650	25	930	S	0	325	280	325			0				BACKWALL
A1651	12	1050	V				600	450			142			BACKWALL
A1950	6	2095	S	0	950	195	950			0				WING (BARRIER)
A1951	8	1975	S	0	875	300	800			0				WING (BARRIER)
ABUTMENT 2 - SOUTHBOUND														
A1350	23	1035	S	0	430	175	430			0				APPROACH SLAB SEAT
A1650	25	930	S	0	325	280	325			0				BACKWALL
A1651	12	1050	V				600	450			142			BACKWALL
A1950	6	2095	S	0	950	195	950			0				WING (BARRIER)
A1951	8	1975	S	0	875	300	800			0				WING (BARRIER)
ABUTMENT 2 - NORTHBOUND														
A1350	23	1035	S	0	430	175	430			0				APPROACH SLAB SEAT
A1650	25	930	S	0	325	280	325			0				BACKWALL
A1651	12	1050	V				600	450			142			BACKWALL
A1950	6	2095	S	0	950	195	950			0				WING (BARRIER)
A1951	8	1975	S	0	875	300	800			0				WING (BARRIER)
SUPERSTRUCTURE - SOUTHBOUND														
S1650	78	2245	SJ	550	80	415	180	1020			55			DECK END HAUNCH
CB1957	332	1625	CB	470	190	280	285	200	200			300	75	BARRIERS
SUPERSTRUCTURE - NORTHBOUND														
S1650	78	2245	SJ	550	80	415	180	1020			55			DECK END HAUNCH
CB1957	332	1625	CB	470	190	280	285	200	200			300	75	BARRIER
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

TYPE-BENDING DIAGRAMS



GENERAL NOTES

All dimensions are out to out of reinforcing bar

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318

Reinforcing Steel: ASTM A615/A615M Grade 400

The first two digits following the letter(s) of the mark indicate the size of the bar:
Mark (A1602) bar size # 16
Mark (P2501) bar size # 25
Mark (EP1950) bar size # 19

Each truss bar, Type B, may be replaced by two straight bars (one top and one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on the plans.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
over
MAIN STREET
WATERVILLE
KENNEBEC COUNTY
REINFORCING STEEL SCHEDULE
SHEET 42 OF 42 WATERVILLE, MAINE NOV., 2000

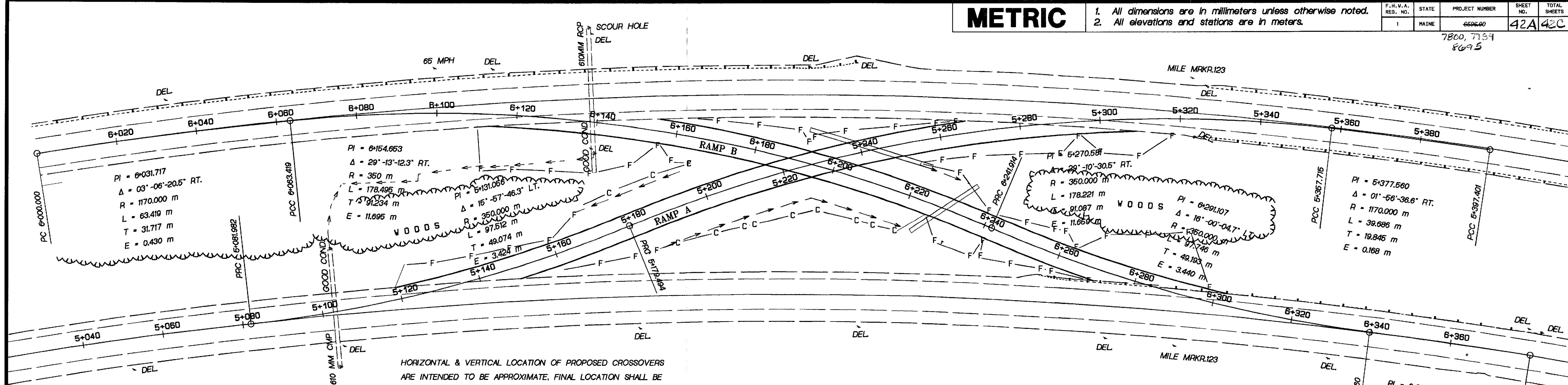
SECRET

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	669640	42A	42C

7800, 7154
8695

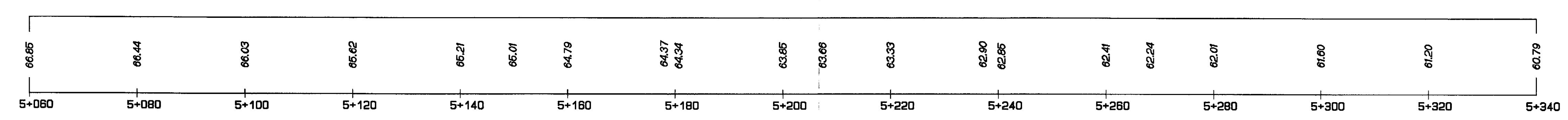
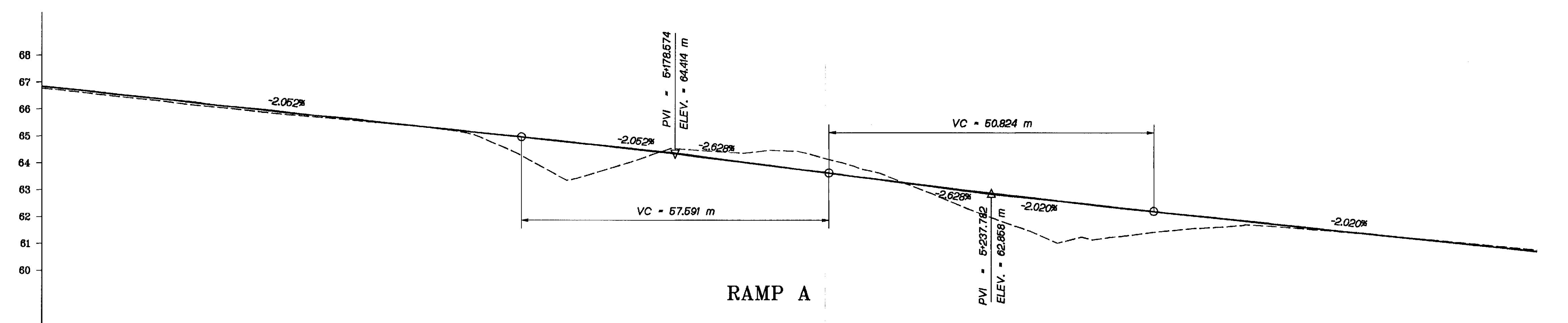
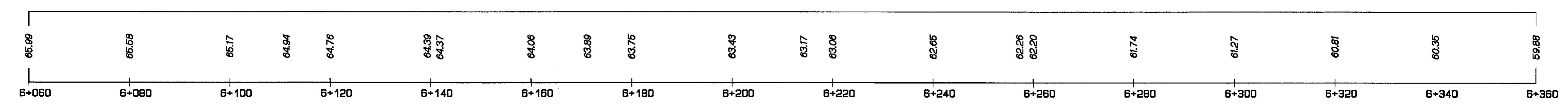
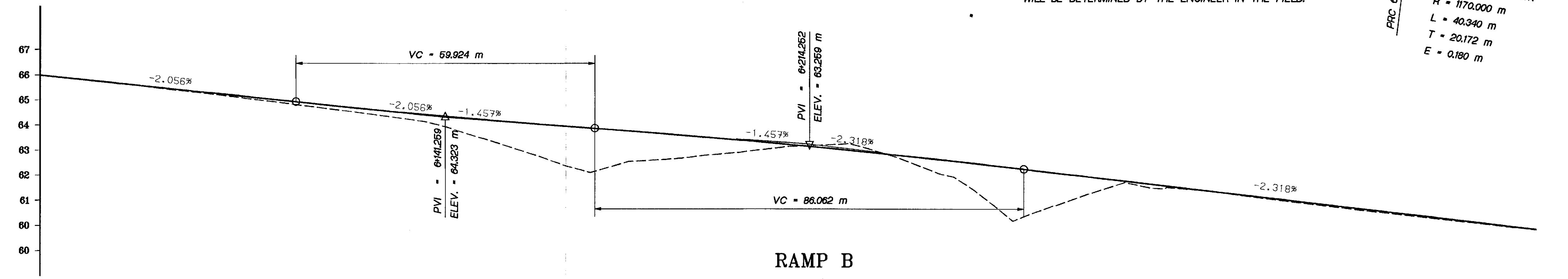


PI = 5+041.008
Δ = 04°-00'-53.1" RT.
R = 1170.000 m
L = 81.982 m
T = 41.008 m
E = 0.718 m

HORIZONTAL & VERTICAL LOCATION OF PROPOSED CROSSEOVERS
ARE INTENDED TO BE APPROXIMATE. FINAL LOCATION SHALL BE
APPROVED BY THE CONSTRUCTION MANAGER PRIOR TO CONSTRUCTION.

DRAINAGE ITEMS ARE APPROXIMATE. ACTUAL LOCATIONS
WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PI = 5+377.560
Δ = 01°-58'-36.6" RT.
R = 1170.000 m
L = 39.686 m
T = 19.845 m
E = 0.168 m



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AUGUSTA-WATERVILLE

CROSS OVER No. 1

RAMP A & B

SHEET OF AUGUSTA, MAINE

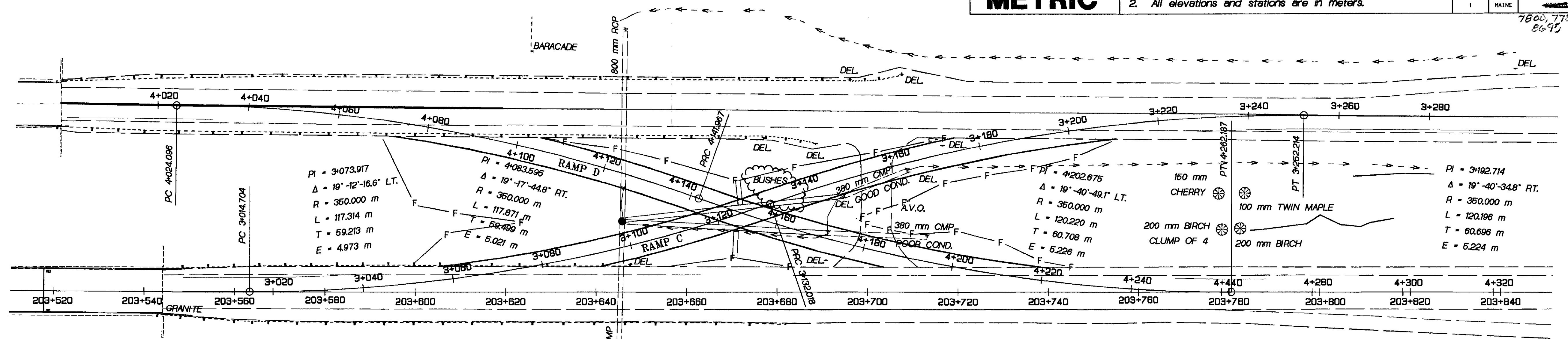
PROJECT DESIGN ENGINEER	DATE
J. RUSSWILL	5/14/99
DESIGN-DETAILED	BT
CHECKED	TRAY
REVISIONS	FIELD CHANGES

01MAR00-010010

METRIC

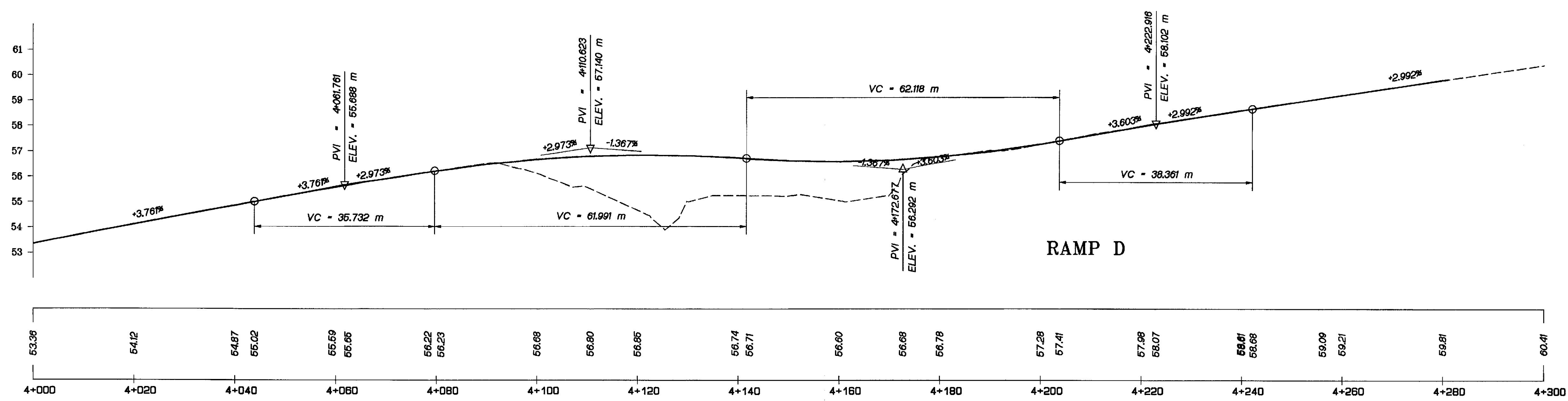
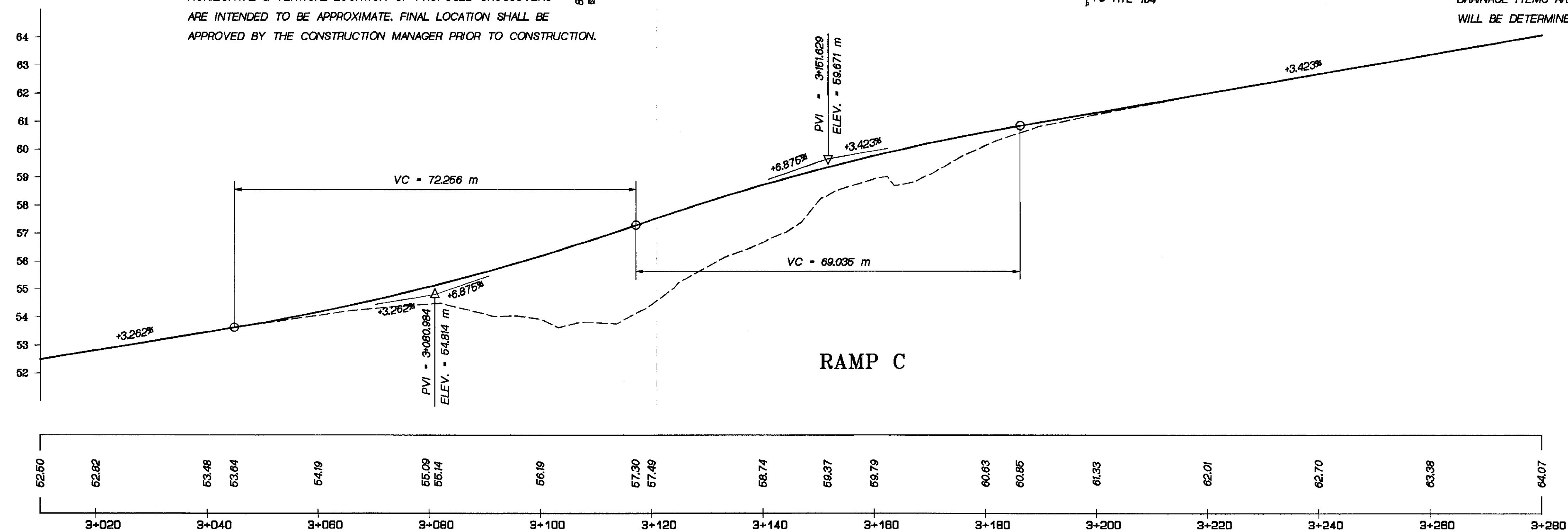
1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	7860, 7789 86-95	42B	42C



HORIZONTAL & VERTICAL LOCATION OF PROPOSED CROSSOVERS ARE INTENDED TO BE APPROXIMATE. FINAL LOCATION SHALL BE APPROVED BY THE CONSTRUCTION MANAGER PRIOR TO CONSTRUCTION.

DRAINAGE ITEMS ARE APPROXIMATE. ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AUGUSTA-WATERVILLE

CROSS OVER No. 2

RAMP C & D

SHEET OF AUGUSTA, MAINE

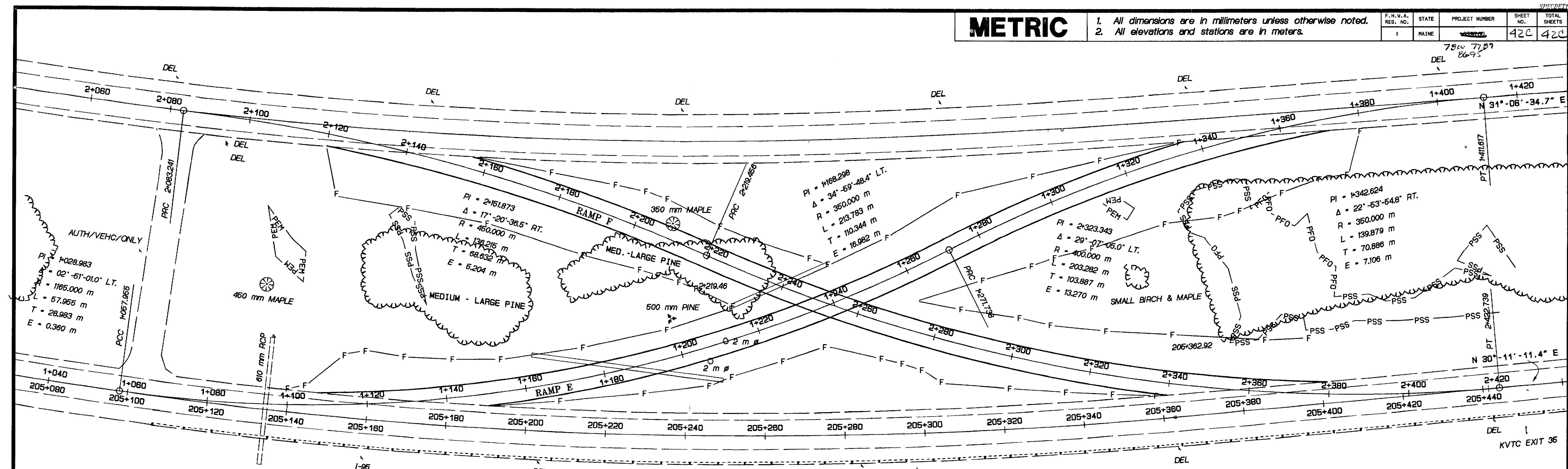
PROJECT DESIGN ENGINEER	DATE
J. RUSSELL	5/14/99
DESIGN-DETAILED	BT TRAN
CHECKED	
REVISIONS	
FIELD CHANGES	

01WARD-0100010

METRIC

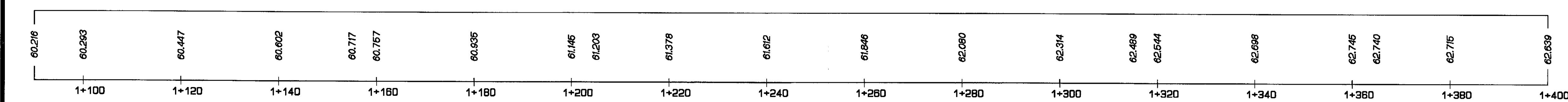
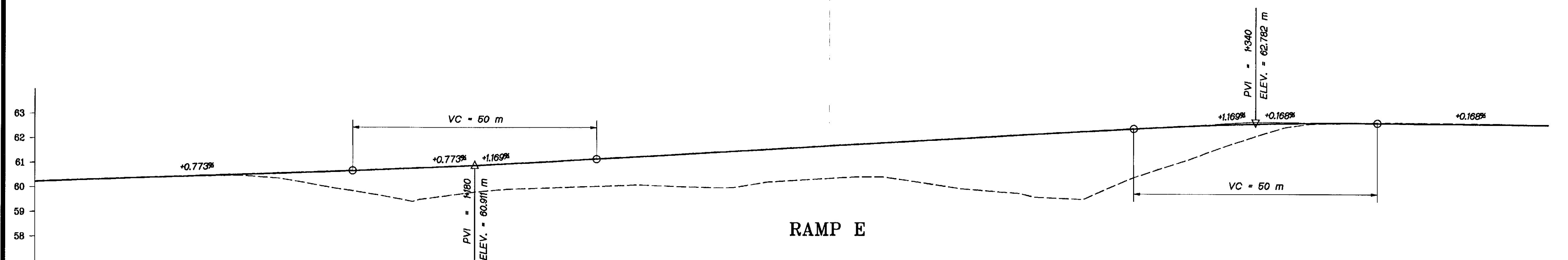
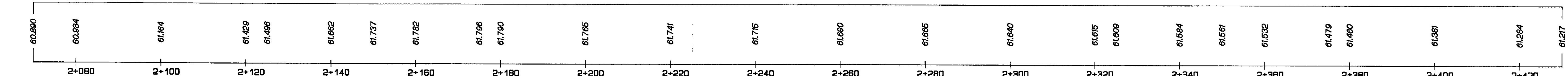
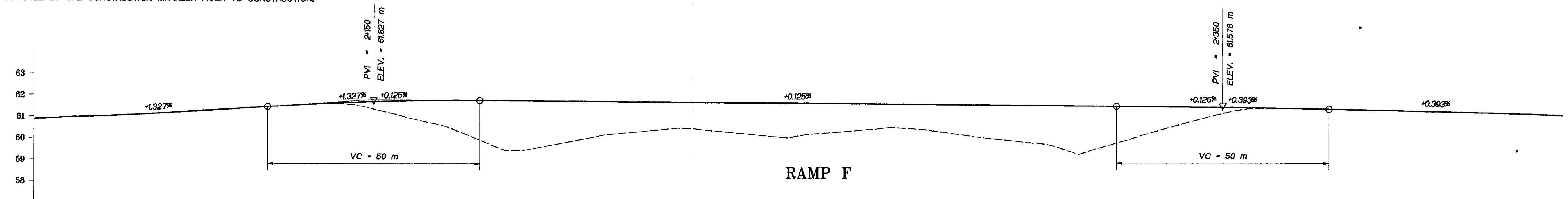
1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	00000000	420	420



HORIZONTAL & VERTICAL LOCATION OF PROPOSED CROSSEOVERS
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DRAINAGE ITEMS ARE APPROXIMATE. ACTUAL LOCATIONS
WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AUGUSTA-WATERVILLE

CROSS OVER No. 3

RAMP E & F

SHEET OF AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
J. RUSSELL	5/14/99
DESIGN-DETAILED	BY
BT	BT
CHECKED	REVISIONS
PLANS	FIELD CHANGES

01MAR00-0100.10