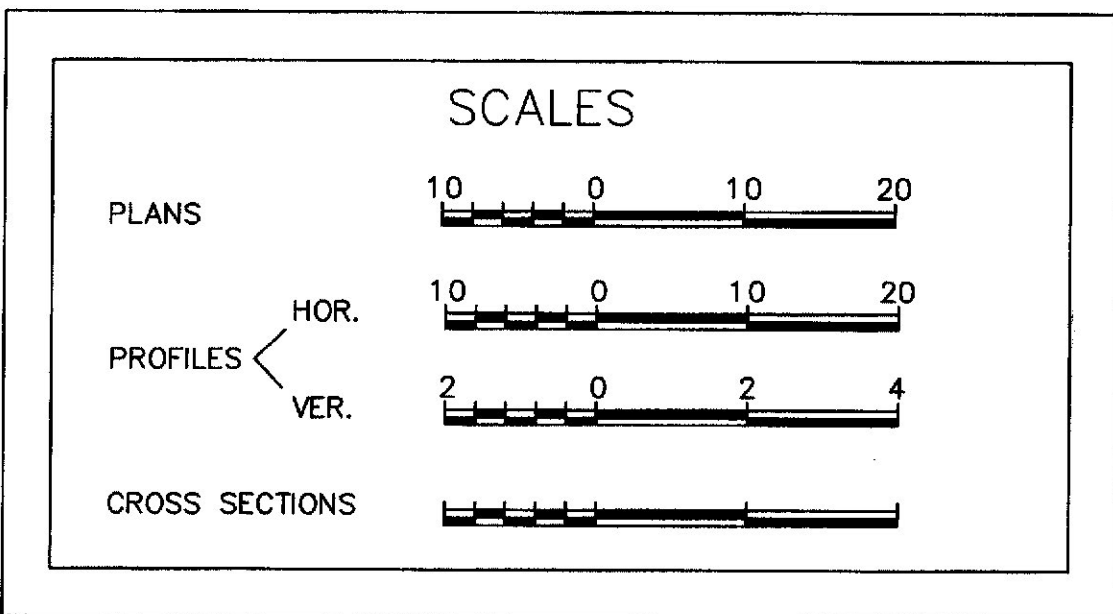


METRIC

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-95-7800(00)E IM-95-7789(00)E IM-95-8695(00)E	1	42



STATE OF MAINE

DEPARTMENT OF TRANSPORTATION



WATERVILLE

KENNEBEC COUNTY MAINE

PROJECT NO. IM-95-7800(00)E,
IM-95-7789(00)E & IM-95-8695(00)E

PROJECT LENGTH: 1.370 KILOMETERS
BRIDGE DECK REPLACEMENT AND WIDENING

SPECIFICATIONS

DESIGN:
LOAD FACTOR DESIGN PER AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY
BRIDGES 1996 AND INTERIM SPECIFICATIONS 1997, 1998 AND 1999.

CONTRACT:
STATE OF MAINE, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS,
HIGHWAYS AND BRIDGES, REVISION OF APRIL 1995.

STANDARD DETAILS:
STATE OF MAINE, DEPARTMENT OF TRANSPORTATION, STANDARD DETAILS,
HIGHWAYS AND BRIDGES, APRIL, 1997.

DESIGN LOADING:
LIVE LOAD: MS18
STRESS CYCLES: 500,000 (2,000,000)

MATERIALS:
CONCRETE: SUBSTRUCTURE REPAIR: CLASS AA
ALL OTHER: CLASS A

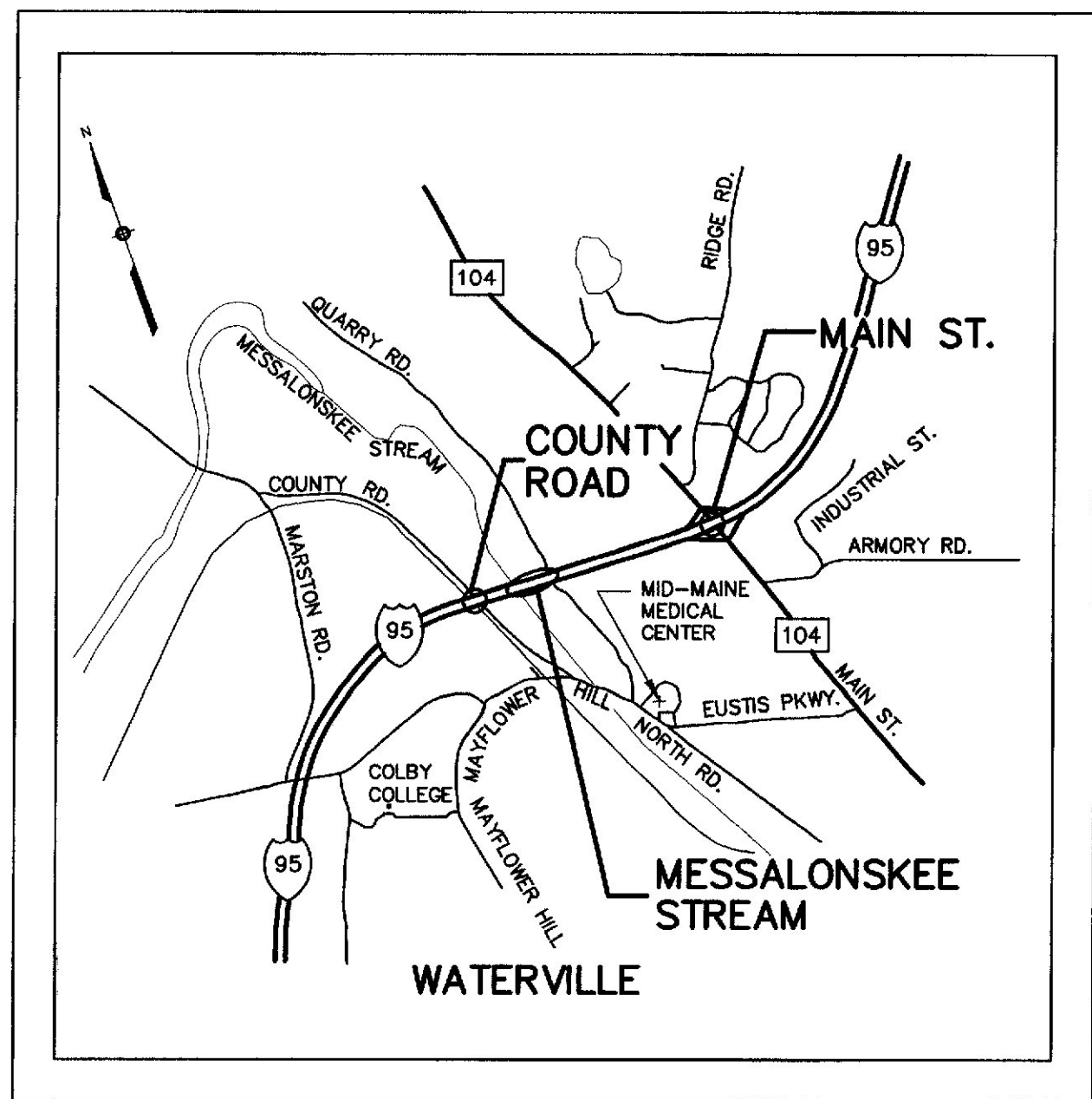
REINFORCING STEEL: ASTM A615M GRADE 420

STRUCTURAL STEEL: ALL MATERIAL ASTM A709/A709M, GRADE 250
HIGH STRENGTH BOLTS ASTM A325M, TYPE 1 OR 2

BASIC DESIGN STRESSES:
CONCRETE: $f'_c = 30 \text{ MPa}$

REINFORCING STEEL: $f_y = 420 \text{ MPa}$

STRUCTURAL STEEL: ASTM A709/A709M, GRADE 250 $F_y = 250 \text{ MPa}$
ASTM A325M $F_y = 170 \text{ MPa}$



TRAFFIC DATA

	IM-95-7800(00)E	IM-95-7789(00)E	IM-95-8695(00)E
AVERAGE ANNUAL DAILY TRAFFIC (1998)	12,300		8,340
AVERAGE ANNUAL DAILY TRAFFIC (2018)	18,465		13,345
DESIGN HOURLY VOLUME	2,400		1,730
HEAVY TRUCKS (% AADT)	13		13
DIRECTIONAL DISTRIBUTION (% DHV)	100		100
80 Km EQUIVALENT P2.0	1,620		1,150
80 Km EQUIVALENT P2.5	1,550		1,200
DESIGN SPEED	110 Km/h		110 Km/h

NOTE

ALL WORK CONTEMPLATED UNDER THIS CONTRACT TO BE GOVERNED
BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS
(REVISION OF APRIL 1995) AND SUPPLEMENTALS THERETO
AS MODIFIED ON THE PLANS AND IN THE SPECIAL PROVISIONS.



APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

COMMISSIONER
CHIEF ENGINEER

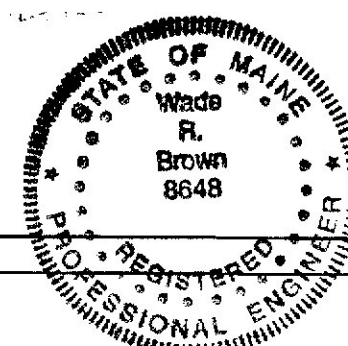
WADE R. BROWN, PE

11/21/00
DATE

12/1/00
11/29/00
DATE

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SEA Consultants Inc.
Science/Engineering/Architecture

CAMBRIDGE, MASSACHUSETTS
CONCORD, NEW HAMPSHIRE

ROCKY HILL, CONNECTICUT
ROCHESTER, NEW YORK

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REGION 1

APPROVED:

DIVISION ADMINISTRATOR

DATE

K:\M001\99285.01 County Rd\dwg\Quantities.dwg Thu Dec 07 11:27:49 2000

XXXX, 1998
XXXXXXXXX.DWG

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

ESTIMATED QUANTITIES						
ITEM NO.	DESCRIPTION	UNIT	QUANTITY			
			COUNTY RD.	MESS. STREAM	MAIN ST.	TOTAL
			IM-95-7800(00)E	IM-95-7789(00)E	IM-95-8695(00)E	
202.10	REMOVING EXISTING SUPERSTRUCTURE - PROPERTY OF CONTRACTOR	LUMP SUM	0.19	0.70	0.11	1
202.13	REMOVING EXISTING RAILINGS (RETAINED BY DEPT.)	METERS	320	1280	200	1800
202.17	REMOVING EXISTING STRUCTURAL CONCRETE	LUMP SUM	0.26	0.49	0.25	1
202.202	REMOVING PAVEMENT SURFACE	SQUARE METERS	2825	6530	5850	15205
202.205	SHOULDER RUMBLE STRIPS	METERS	2290	4580	2290	9160
205.51	WIDENING OF EXISTING SHOULDER	SQUARE METERS	260	325	265	850
403.208	HOT MIX ASPHALT 12.5 mm NOM MAX SIZE	MEGAGRAMS	305	918	945	2168
403.210	HOT MIX ASPHALT 9.5 mm NOM MAX SIZE	MEGAGRAMS	290	1130	187	1607
403.211	HOT MIX ASPHALT (SHIM)	MEGAGRAMS	5	5	7	17
409.15	BITUMINOUS TACK COAT APPLIED	LITERS	2660	6530	7560	16750
424.321	ASPHALT RUBBER JOINT SEALER, APPLIED	METERS	760	2320	1480	4560
502.21	STRUCTURAL CONCRETE, ABUTMENT & RETAINING WALL	CUBIC METERS	51	16		67
502.248	UNDERWATER GROUT BAGS	CUBIC METERS		10		10
502.26	STRUCTURAL CONCRETE ROADWAY & SIDEWALK SLAB ON STEEL BRIDGES	LUMP SUM	0.19	0.69	0.12	1
502.48	LOW PERMEABILITY CONCRETE	CUBIC METERS	30	65	30	125
502.622	SUBSTRUCTURE REPAIR - VERTICAL SURFACES	SQUARE METERS	24	1250	60	1334
502.623	SUBSTRUCTURE REPAIR - OVERHEAD SURFACES	SQUARE METERS	5	55	11	71
502.624	SUBSTRUCTURE REPAIR - UPWARD FACING SURFACES	SQUARE METERS	6	65	13	84
502.625	SUBSTRUCTURE REPAIR - SHOTCRETE SURFACES	SQUARE METERS	140			140
502.626	SUBSTRUCTURE REPAIR - MEMBER REPLACEMENT	CUBIC METERS	8	50	2	60
502.83	PRECAST BLOCK MAT	SQUARE METERS		600		600
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	KILOGRAMS	3740	6190	1825	11755
503.13	REINFORCING STEEL, PLACING	KILOGRAMS	3740	6190	1825	11755
504.70	STRUCTURAL STEEL FABRICATED AND DELIVERED (4585 kg)	LUMP SUM	0.06	0.91	0.03	1
504.71	STRUCTURAL STEEL ERECTION (4585 kg)	LUMP SUM	0.06	0.91	0.03	1
505.08	SHEAR CONNECTORS	LUMP SUM	0.23	0.64	0.13	1
506.144	FIELD PAINTING OF NEW AND EXISTING STRUCTURAL STEEL	LUMP SUM	0.10	0.80	0.10	1
506.17	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	LUMP SUM	0.10	0.80	0.10	1
506.1703	SHOP SURFACE PREPARATION OF NEW STRUCTURAL STEEL	LUMP SUM	0.10	0.80	0.10	1
506.18	CONTAINMENT AND POLLUTION CONTROL	LUMP SUM	0.10	0.80	0.10	1
506.191	DISPOSAL OF SPECIAL WASTE OR HAZARDOUS MATERIAL	LUMP SUM	0.10	0.80	0.10	1
508.13	MEMBRANE WATERPROOFING	LUMP SUM	0.18	0.70	0.12	1
510.302	EXPRESSWAY MEDIAN CROSSOVER - RESTORATION	EACH	1	1	1	3
510.303	EXPRESSWAY MEDIAN CROSSOVER - MODIFICATION	EACH	1			1
510.304	CONSTRUCTION AND RESTORATION OF ACCESS AREAS	LUMP SUM	0.10	0.80	0.10	1
514.06	CURING BOX FOR CONCRETE CYLINDER	EACH	0.25	0.50	0.25	1
520.21	EXPANSION DEVICE - GLAND SEAL	EACH	4	4	4	12
522.06	MODULAR EXPANSION DEVICES	EACH		4		4
523.08	ELASTOMERIC BRIDGE BEARING - LAMINATED	EACH	20	168	20	208
523.12	REMOVE AND REPLACE EXISTING BEARING	EACH	20	168	20	208

ESTIMATED QUANTITIES						
ITEM NO.	DESCRIPTION	UNIT	QUANTITY			
			COUNTY RD.	MESS. STREAM	MAIN ST.	TOTAL
			IM-95-7800(00)E	IM-95-7789(00)E	IM-95-8695(00)E	
524.31	STAGING	EACH	6	16	4	26
524.32	TEMPORARY SUPPORT - BEAMS AND GIRDERS	EACH	24	104	4	132
524.40	PROTECTIVE SHIELD - COUNTY ROAD AND RAILROAD	LUMP SUM	1			1
524.40	PROTECTIVE SHIELD - QUARRY ROAD	LUMP SUM		1		1
524.40	PROTECTIVE SHIELD - MAIN STREET	LUMP SUM			1	1
526.30	TEMPORARY CONCRETE BARRIER TYPE I	METERS	165	330	165	660
526.321	PERMANENT CONCRETE BARRIER TYPE III A	LUMP SUM	0.61		0.39	1
526.331	PERMANENT CONCRETE BARRIER TYPE III B	LUMP SUM		1		1
526.40	RESETTING TEMPORARY CONCRETE BARRIER TYPE I	METERS	150	300	150	600
527.34	WORK ZONE CRASH CUSHIONS	UNIT	1	3	1	5
606.1721	BRIDGE TRANSITION - TYPE 1	EACH	8	8	8	24
606.24	GUARDRAIL TYPE 3D - SINGLE RAIL	METERS	404	554	409	1367
606.362	GUARDRAIL ADJUSTED	METERS	230			230
606.363	GUARDRAIL REMOVE AND DISPOSE	METERS	355	554	401	1310
606.754	WIDEN SHOULDER FOR GUARDRAIL 350 FLARED TERMINAL	EACH	3		2	5
606.79	GUARDRAIL 350 FLARED TERMINAL	EACH	3		2	5
610.18	STONE DITCH PROTECTION	CUBIC METERS		30		30
627.618	300 mm SOLID WHITE PAVEMENT MARK LINE	METERS	10	15	10	35
627.72	150 mm WHITE PAVEMENT MARKING LINE	METERS	4035	8070	4035	16140
627.74	150 mm YELLOW PAVEMENT MARKING LINE	METERS	2030	4055	2030	8115
627.75	WHITE OR YELLOW PAVEMENT AND CURB MARKING	SQUARE METERS	5	10	5	20
629.05	HAND LABOR, STRAIGHT TIME	MANHOURS	20	20	20	60
631.12	ALL-PURPOSE EXCAVATOR (INCLUDING OPERATOR)	HOURS	8	8	8	24
631.132	SMALL BULLDOZER (INCLUDING OPERATOR)	HOURS	8	8	8	24
631.14	GRADER (INCLUDING OPERATOR)	HOURS	8	8	8	24
631.172	TRUCK-LARGE (INCLUDING OPERATOR)	HOURS	12	12	12	36
631.18	CHAIN SAW RENTAL (INCLUDING OPERATOR)	HOURS	8	8	8	24
631.21	ROAD BROOM (INCLUDING OPERATORS AND HAULERS)	HOURS	12	12	12	36
631.29	ROTOTILLER (INCLUDING OPERATOR)	HOURS	8	8	8	24
637.071	DUST CONTROL	LUMP SUM	0.25	0.50	0.25	1
639.18	FIELD OFFICE TYPE A	EACH	0.25	0.50	0.25	1
643.72	TEMPORARY TRAFFIC SIGNAL	LUMP SUM	0.25	0.50	0.25	1
645.306	FLEXIBLE REFLECTORIZED DELINEATOR POST	EACH	16	16	16	48
652.38	FLAGGER - EMERGENCY ROUTING	MANHOURS	12	24	12	48
652.39	WORK ZONE TRAFFIC CONTROL	LUMP SUM	0.25	0.50	0.25	1
652.42	AUTOMATIC ELECTRONIC VARIABLE MESSAGE BOARD	EACH	1	2	1	4
655.51	EMBEDDED GALVANIC ANODE	EACH	960	2950	450	4360
656.75	TEMPORARY EROSION AND WATER POLLUTION CONTROL	LUMP SUM	0.10	0.80	0.10	1
659.10	MOBILIZATION	LUMP SUM	0.18	0.68	0.14	1
660.21	ON-THE-JOB TRAINING (BID)	MANHOURS	1250	2500	1250	5000

METRIC

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F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-7800(00)E IM-95-7789(00)E IM-95-8695(00)E	2	42

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 over
COUNTY ROAD, MESSALONSKEE STREAM
AND MAIN STREET
WATERVILLE
KENNEBEC COUNTY
ESTIMATED QUANTITIES

XXXX, 1998
XXXXXXXXX.DWG

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

GENERAL CONSTRUCTION NOTES

I-95 / BRIDGE APPROACHES

- ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN WASTE AREAS APPROVED BY THE ENGINEER, AND MEETING CODE REQUIREMENTS.
- ICOST FOR BUTT JOINTS ARE INCIDENTAL TO RELATED CONTRACT ITEMS.
- NO SLOPE OR GUARDRAIL WORK SHALL BE DONE ON OR ADJACENT TO THE LANE CARRYING TRAFFIC
- EXISTING GUARDRAIL, BREAKAWAY CABLE TERMINALS, M.E.L.T.S AND DEMOUNTABLE REFLECTORIZED DELINEATORS NOT REQUIRED FOR COMPLETION OF THIS WORK SHALL BE REMOVED AND DELIVERED TO THE MAINE D.O.T. MAINTENANCE LOT NO. 180 LOCATED ON ROUTE 201 IN FAIRFIELD. EXISTING CULVERTS REMOVED AND NOT RESET WILL BECOME THE PROPERTY OF THE CONTRACTOR. NO SEPARATE PAYMENT WILL BE MADE FOR REMOVAL, COMPLETELY DISASSEMBLING, STOCKPILING, DELIVERY OR DISPOSAL OF THE ABOVE MATERIALS.
- TWO FLEXIBLE REFLECTORIZED DELINEATOR POSTS SHALL BE INSTALLED AT THE LEADING END AND ONE AT THE TRAILING END OF EACH RUN OF GUARDRAIL. REMOVE EXISTING DELINEATOR POSTS INCIDENTAL TO RELATED ITEMS.
- 350 FLARED TERMINALS WILL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.
- CONNECTIONS OF PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO ITEM 606.
- UNLESS OTHERWISE DIRECTED, SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL IN-SLOPES AS DIRECTED BY THE ENGINEER.
- MULCH SHALL BE APPLIED IN ALL AREAS SEEDED BY SEEDING METHOD NO. 2.
- ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE. REPAIR WORK, IF NECESSARY, SHALL NOT BE DONE ON OR ADJACENT TO LANE CARRYING TRAFFIC.
- EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CFR PART 1926.650-.6529 (CONSTRUCTION STANDARD FOR EXCAVATIONS).
- PLANS OF THE EXISTING BRIDGES ARE AVAILABLE FOR THE CONTRACTOR'S REFERENCE AT THE BRIDGE DESIGN OFFICE IN AUGUSTA. THE PLANS ARE REPRODUCTIONS OF THE ORIGINAL DRAWINGS AS PREPARED FOR THE CONSTRUCTION OF THE BRIDGES. 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.
- RUMBLE STRIPS WILL NOT BE DONE UNTIL THE ROADWAY PAVEMENT IS COMPLETE ON BOTH LANES.
- WHERE DEEMED NECESSARY BY THE ENGINEER, WINTER SAND SHALL BE REMOVED FROM THE EDGES OF THE SHOULDERS AND PLACED IN DESIGNATED AREAS OR DISPOSED OF. PAYMENT WILL BE MADE UNDER THE APPROPRIATE ITEMS.
- ALL TRUCK AND EQUIPMENT ROUTING SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
- MATERIAL USED FOR IN-SLOPE SURFACE OR SHOULDER WIDENINGS SHALL BE CAPABLE OF SUPPORTING GRASS GROWTH.
- HOLES CREATED BY GUARDRAIL REMOVAL SHALL BE BACKFILLED AND COMPACTED WITH MATERIALS APPROVED BY THE ENGINEER. THIS WORK SHALL BE INCIDENTAL TO 606 ITEMS.
- NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID UNDER APPROPRIATE RENTAL ITEMS.
- STATIONS REFERENCED IN THE PLANS ARE APPROXIMATE.
- REFERENCE TO LEFT OR RIGHT IS IN THE DIRECTION OF STATIONING AND REFERENCE TO NORTH OR SOUTH IS IN THE GENERAL DIRECTION OF I-95.

I-95 CROSSOVERS

- AFTER TRAFFIC IS RESTORED TO THE PERMANENT CONFIGURATION, THE THREE TEMPORARY CROSSOVERS SHALL BE LEFT IN PLACE BUT RESTORED ACCORDING TO THE SPECIAL PROVISION. THE CROSSOVER SOUTHERLY OF COUNTY ROAD SHALL BE MODIFIED TO ALLOW FOR PERMANENT MAINTENANCE CROSSOVER USAGE - AND SHALL BE SIGNED FOR USE BY "AUTHORIZED VEHICLES ONLY". THE LOCATION OF THE PERMANENT MAINTENANCE CROSSOVER SHALL BE DETERMINED IN THE FIELD IN A MANNER THAT WILL BEST ALLOW QUICK RESTORATION OF THE TEMPORARY CROSSOVERS, AND SUCH THAT WETLANDS ARE NOT IMPACTED.
- THE PERMANENT MAINTENANCE CROSSOVER SHALL BE PERPENDICULAR TO THE INTERSTATE AND SHALL HAVE A PAVEMENT WMDH OF 9 METERS WITH 8 METER RADII TO TRANSITION TO THE INTERSTATE SHOULDER. THE CROSSECTION SHALL CONSIST OF 600 mm AGGREGATE SUBBASE COURSE-GRAVEL AND AN 80 mm SUPERPAVE SURFACE. THE TEMPLATE SHALL HAVE A 2% CROWN, WITH 1:4 SIDE SLOPES. SIDE SLOPES SHALL BE LOAMED, SEEDED AND MULCHED. THE FOUR LEGS OF THE SOUTHERLY TEMPORARY CROSSOVER, NOT COVERED BY OR INCORPORATED INTO THE PERMANENT MAINTENANCE CROSSOVER, SHALL BE COVERED WITH 150 mm OF LOAM AND SHALL BE SEEDED AND MULCHED.
- PAYMENT FOR RESTORATION OF THE TEMPORARY CROSSOVERS SHALL BE MADE UNDER ITEM 510.302. PAYMENT FOR THE CONSTRUCTION OF THE PERMANENT MAINTENANCE CROSSOVER SHALL BE MADE UNDER ITEM 510.303.
- WOODEN OFFSET BRACKETS SHALL BE INSTALLED ON TWO FLARED END SECTIONS IN THE RAMP CROSSOVERS LOCATED BETWEEN MESSALONSKEE STREAM AND MAIN STREET. NO SEPARATE PAYMENT WILL BE MADE FOR REPLACING THE METAL OFFSET BRACKETS WITH WOOD OFFSET BRACKETS. THE COST WILL BE CONSIDERED INCIDENTAL TO OTHER CONTRACT ITEMS.

METRIC

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F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	W-95-7700/00E W-95-7700/00E W-95-8990/00E	3	42

BRIDGES

- THE CENTERLINE OF CONSTRUCTION OF THE BRIDGES SHALL BE ESTABLISHED WITH CONSIDERATION OF THE EXISTING STEEL BEAM LOCATIONS, AND SHALL BE IN GENERAL CONFORMANCE WITH THAT SHOWN ON THE PROPOSED TRANSVERSE SECTION OF THE GENERAL PLANS.
- THE CONTRACTOR SHOULD VERIFY ALL CONTROLLING DIMENSIONS PRIOR TO ORDERING OR FABRICATING ANY MATERIAL.
- STRUCTURAL EXCAVATION AND BACKFILLING WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO RELATED CONTRACT ITEMS. BACKFILL MATERIAL SHALL BE GRAVEL BORROW MEETING THE REQUIREMENTS OF SECTION 206.03 AND 703.20 OF THE STANDARD SPECIFICATIONS.
- REMOVAL OF THE EXISTING STRUCTURAL CONCRETE BRIDGE DECKS, BITUMINOUS CONCRETE WEARING SURFACE, CURBS, CONCRETE END POSTS, BRIDGE DRAINS AND DOWN SPOUTS, SHEAR CONNECTORS, AND ALL INCIDENTALS WILL BE PAID FOR UNDER ITEM 202.10.
- NEW BRIDGE DRAINS SHALL BE GALVANIZED TO THE REQUIREMENTS OF AASHTO M111 (ASTM A123).
- REMOVAL OF THE EXISTING BRIDGE RAILING WILL BE PAID UNDER ITEM 202.13 AND SHALL BECOME THE PROPERTY OF THE DEPARTMENT. BRIDGE RAIL SHALL BE CAREFULLY DISMANTLED AND DELIVERED UNDAMAGED TO THE BRIDGE MAINTENANCE LOT ON FULLER ROAD IN CARMEL (0.3 MILES EAST OF JUNCTION OF FULLER ROAD AND HORSEBACK ROAD). THE ANCHOR BOLTS AND SPACER PLATES SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
- REMOVAL OF THE EXISTING CONCRETE IN THE ABUTMENTS, WINGWALLS, AND APPROACH SLABS WILL BE PAID FOR UNDER ITEM 202.17.
- REMOVAL AND REPLACEMENT OF THE EXISTING LIGHTS AND CONDUITS MOUNTED ON THE MAIN STREET BRIDGE PIERS TO PERFORM SUBSTRUCTURE CONCRETE REPAIR SHALL BE CONSIDERED INCIDENTAL TO SUBSTRUCTURE REPAIR.
- THE TOP SURFACE OF THE TOP FLANGES OF THE EXISTING BEAMS TO RECEIVE NEW SHEAR CONNECTORS DO NOT CONTAIN LEAD PAINT. HOWEVER, SHOULD LEAD PAINT BE DISCOVERED, IT SHALL BE REMOVED AND DISPOSED OF ACCORDING TO THE APPLICABLE PAY ITEMS. LEAD PAINT DOES EXIST, BUT WILL NOT REQUIRE REMOVAL, ON THE TOP SURFACE OF THE TOP FLANGE OF THE INTERIOR STRINGERS ALONG SPANS 1, 2, AND 3 OF THE MESSALONSKEE STREAM BRIDGES. THESE BEAMS DO NOT CONTAIN NOR WILL RECEIVE SHEAR CONNECTORS.
- THE TOP OF THE PERMANENT CONCRETE BARRIERS SHALL BE FORMED AND CAST PARALLEL TO THE FINISHED PROFILE GRADE. TOP OF BARRIER ELEVATIONS SHALL BE ESTABLISHED AT A MINIMUM OF 3 METER INTERVALS PRIOR TO CASTING CONCRETE.
- ITEM 610.18 STONE DITCH PROTECTION SHALL BE PLACED, AS DIRECTED BY THE ENGINEER, UNDER MESSALONSKEE STREAM BRIDGE DRAINS EAST OF QUARRY ROAD.
- THE FINISH COURSE PAVING SHALL BE COMPLETED IN ONE OPERATION, WITHIN A 24 HOUR PERIOD, FROM EXPANSION JOINT TO EXPANSION JOINT, ON EACH BRIDGE.

CONCRETE AND REINFORCING STEEL

- REINFORCING STEEL SHALL HAVE 50 mm COVER UNLESS OTHERWISE INDICATED.
- CONCRETE FOR RESTRAINER BLOCKS, BEARING PEDESTALS, AND CRASH WALLS SHALL BE PAID UNDER ITEM 502.21 STRUCTURAL CONCRETE ABUTMENTS AND RETAINING WALLS. CONCRETE FOR ABUTMENTS, WINGWALLS, PARAPETS INTEGRAL WITH ABUTMENTS, AND EXPANSION JOINT HEADERS SHALL BE PAID UNDER ITEM 502.48 LOW PERMEABILITY CONCRETE.
- CHAMFERS AND FILLETS SHALL MATCH EXISTING CONDITIONS.
- THE ANCHORING MATERIAL FOR DRILLED AND ANCHORED REINFORCING STEEL SHALL BE ONE OF THE PRODUCTS LISTED ON THE MAINE DEPARTMENT OF TRANSPORTATION LIST OF PRE QUALIFIED TYPE 3 ANCHORING MATERIALS. INSTALLATION SHALL BE IN CONFORMANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- DRILLED AND ANCHORED BARS SHALL HAVE THE FOLLOWING UNCONFINED PULLOUT ULTIMATE CAPACITY AND MINIMUM EMBEDMENT DEPTH:
#16 BARS 80 kN, 250 mm
#19 BARS 115 kN, 275 mm
#22 BARS 160 kN, 300 mm
- THE EMBEDDED PORTION OF BARS PROVIDED IN THE REINFORCING STEEL SCHEDULE IS INTENTIONALLY LONGER THAN THE MINIMUM EMBEDMENT DEPTH TO ACCOUNT FOR DIFFERENCES IN PREQUALIFIED ANCHORING MATERIALS.
- THE REINFORCING STEEL FOR DRILLED AND ANCHORED BARS SHALL BE PAID UNDER ITEMS 503.12 AND 503.13. NO SEPARATE PAYMENT WILL BE MADE FOR DRILLING AND ANCHORING.

DECK REPLACEMENT

- ADJUST REINFORCING STEEL TO FIT AROUND DRAINS IN A MANNER APPROVED BY THE ENGINEER. DO NOT CUT TRANSVERSE REINFORCING BARS.
- BRIDGE DRAINS AND DRAIN SUPPORTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO RELATED CONTRACT ITEMS.
- PAYMENT FOR THE REINFORCING STEEL, FABRICATED, DELIVERED, AND PLACED, FOR THE CAST-IN-PLACE STRUCTURAL CONCRETE DECK SHALL BE INCIDENTAL TO ITEM 502.26.
- AT THE CONTRACTORS OPTION, PRECAST DECK PANELS, IN ACCORDANCE WITH SPECIAL PROVISION 502, STRUCTURAL CONCRETE - PRECAST DECK PANELS, AND THE STANDARD DETAILS, MAY BE UTILIZED IN LIEU OF THE FULL DEPTH CAST-IN-PLACE DECK SLAB, WITH THE EXCEPTION OF SPANS 1-3 OF THE MESSALONSKEE STREAM BRIDGES.
- SEVERAL OF THE EXISTING DECK JOINTS OVER THE PIERS WILL BE ELIMINATED AND THE NEW CONCRETE DECK WILL BE MADE CONTINUOUS.
- EXPANSION DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO FABRICATION OF THE JOINT ARMOR.
- THE JOINT OPENING 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.
- THE SLAB AND BACKWALL CONCRETE SHALL BE IN PLACE BEFORE THE FINAL ADJUSTMENT TO THE JOINTS IS MADE AND NO ALLOWANCE FOR MOVEMENT DUE TO DEAD LOAD DEFLECTIONS IS NEEDED.
- THE TOP ELEVATION OF BRIDGE BEARINGS SHALL BE THE SAME BEFORE AND AFTER REPLACEMENT.

SUBSTRUCTURE REPAIR

- REPAIR OF DETERIORATED CONCRETE AT THE ABUTMENTS AND PIERS WILL BE PAID UNDER ITEMS 502.622, .623, .624, .625 AND .626.
- THE BRIDGES SHALL NOT BE OPEN TO TRAFFIC UNTIL THE PIER REPAIR IS COMPLETE.
- THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE STABILITY OF THE BRIDGE WHILE THE PIERS ARE UNDER REPAIR. THE CONTRACTOR SHALL NOT CREATE AN UNSAFE CONDITION THROUGH THE REMOVAL OF CONCRETE OR REINFORCING STEEL; ALLOWING UNSECURED LAP SPLICES; OR THROUGH THE DECK REPLACEMENT OPERATION.
- THE CONTRACTOR SHALL SUBMIT A REPAIR PLAN TO THE DEPARTMENT, FOR ITS USE, PRIOR TO PERFORMING ANY PIER REPAIR. THE PLAN SHALL PROVIDE, IN DETAIL, PROCEDURES FOR TEMPORARILY SUPPORTING MEMBERS DURING THE REPAIR OPERATION INCLUDING THE SEQUENCE OF CONSTRUCTION. THE PLAN SHALL BE DESIGNED AND SEALED BY A REGISTERED PROFESSIONAL ENGINEER.
- PAYMENT FOR ITEM 524.32 TEMPORARY SUPPORT - BEAMS AND GIRDERS, SHALL APPLY WHEN SUBSTRUCTURE REPAIR IS REQUIRED FOR DETERIORATED SUBSTRATE BELOW THE BRIDGE BEARINGS AT THE PIERS ONLY. PAYMENT WILL NOT BE MADE WHEN ONLY BEARING REPLACEMENT IS REQUIRED. COST FOR REMOVAL AND REPLACEMENT OF CORRODED ANCHOR BOLTS, AS DIRECTED BY ENGINEER, AT EXISTING BEARINGS WHICH ARE NOT BEING REPLACED SHALL BE INCIDENTAL TO TEMPORARY SUPPORT.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 over COUNTY ROAD, MESSALONSKEE STREAM AND MAIN STREET
WATERVILLE KENNEBEC COUNTY
GENERAL NOTES
SHEET 3 OF 42 WATERVILLE, MAINE NOV., 2000

W:\MDT\13285 02 Messalonskee\dwg\2APPROACHDET(1).dwg Mon Nov 20 13:50:24 2000 1055CM D:\dtdr monochrome setup

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

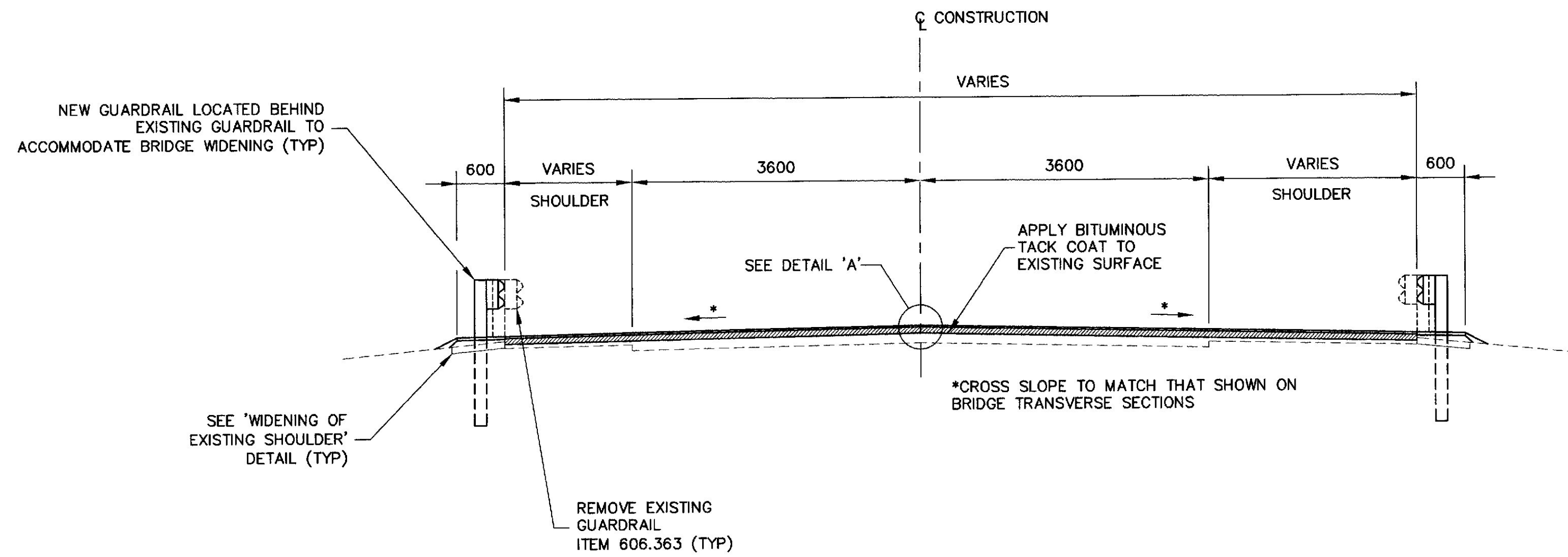
PLANS

JAN., 2000
2APPROACHDET(1).DWG

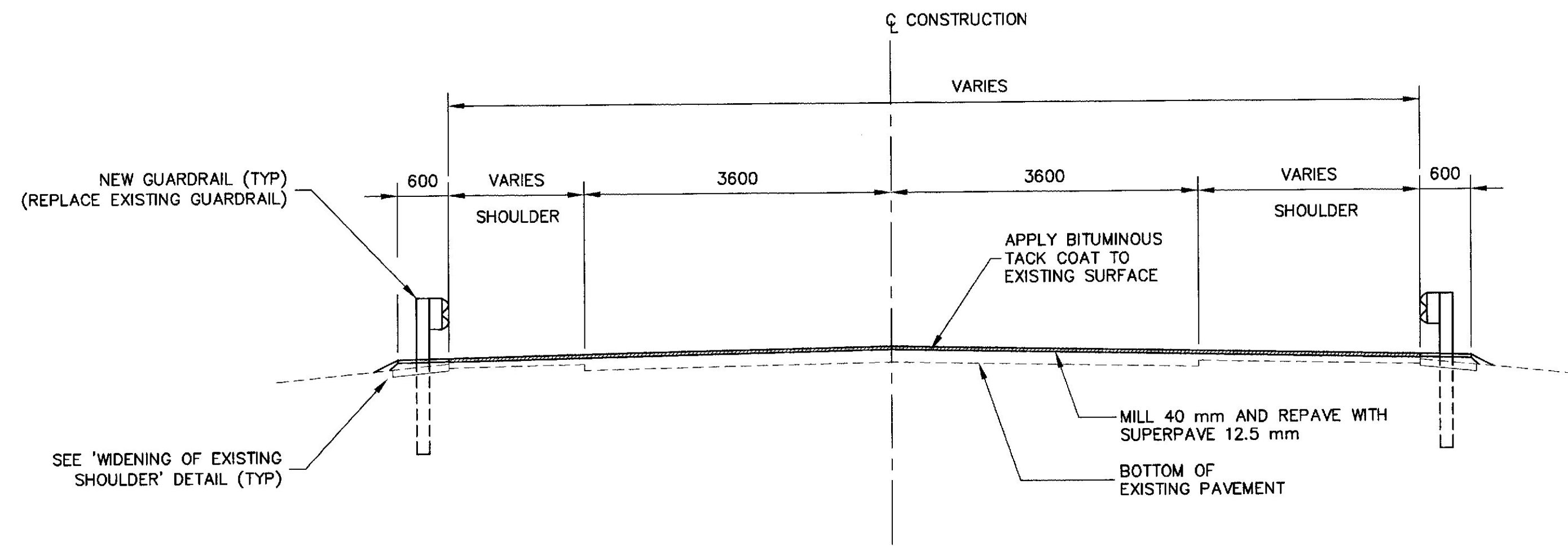
METRIC

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

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	M-95-7800/00 M-95-7780/00 M-95-8950/00	4	42



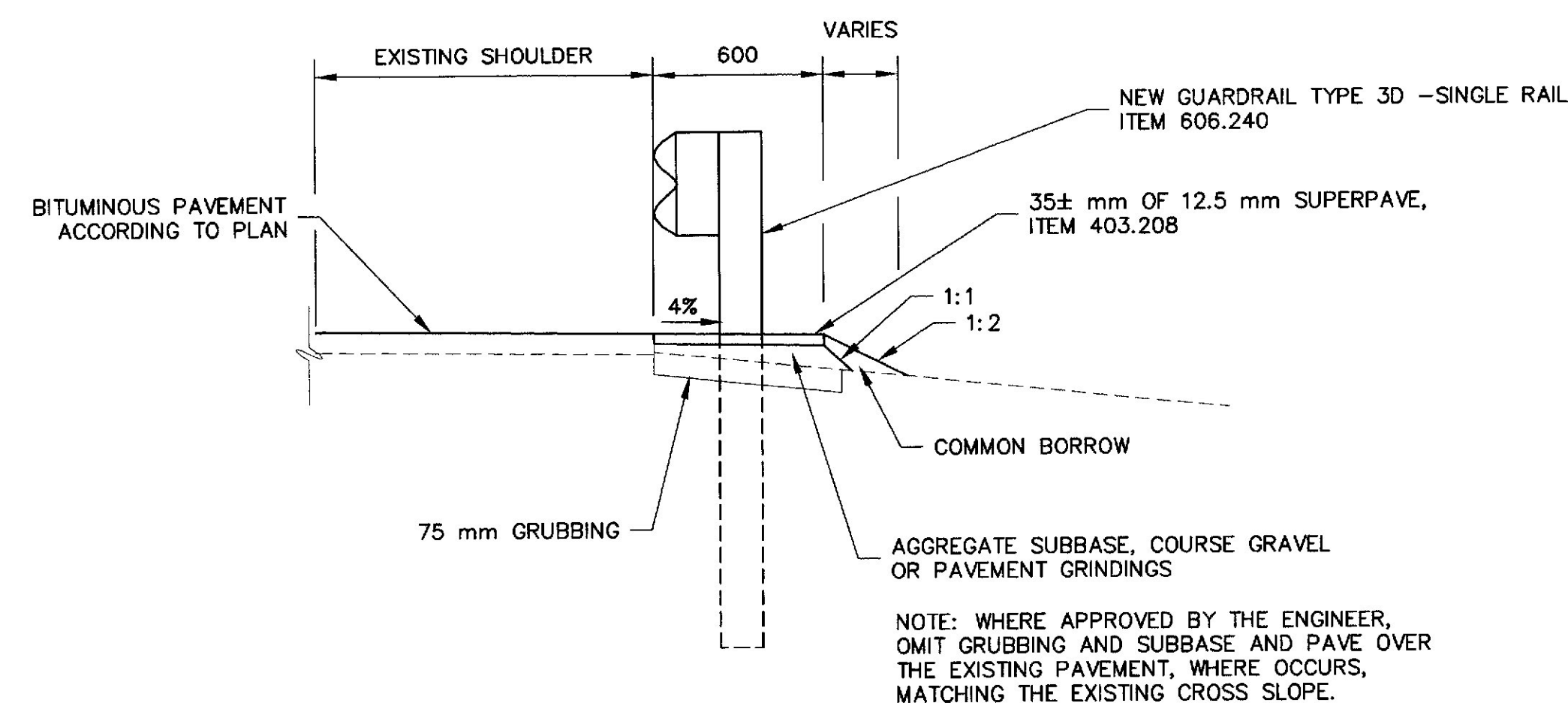
TYPICAL SECTION
I-95 NB & I-95 SB



OCCURS AT I-95 SB BRIDGE APPROACHES AND AT I-95 NB NORTH APPROACH *
TO MAIN STREET BRIDGE. SEE BRIDGE GENERAL PLANS FOR LIMITS.

TYPICAL SECTION

I-95 SB (TYPICAL), I-95 NB (ONE LOCATION) *



WIDENING OF EXISTING SHOULDER I-95 NB & SB

PAY ITEM 205.51

NOTES:

- FOR TRANSITION DETAILS AND BUTT JOINT DETAILS, SEE BRIDGE APPROACHES (SHEET 2 OF 3).
- FOR TYPICAL SECTIONS AT I-95 NB AND ADDITIONAL DETAILS, SEE BRIDGE APPROACHES (SHEET 3 OF 3).
- FOR ADDITIONAL INFORMATION, SEE BRIDGE GENERAL PLANS.

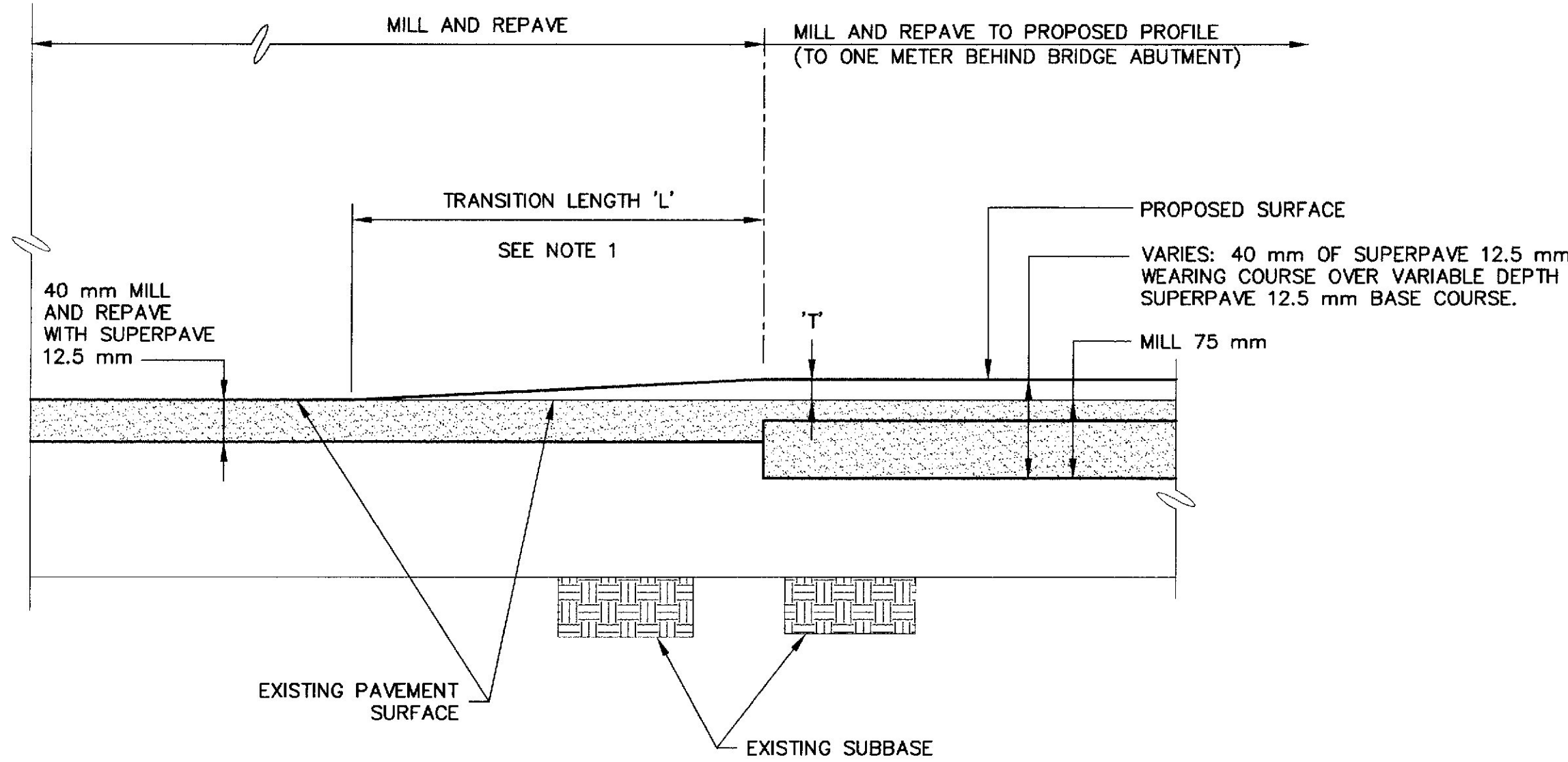
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 over COUNTY ROAD, MESSALONSKEE STREAM AND MAIN STREET
WATERVILLE KENNEBEC COUNTY
BRIDGE APPROACHES (SHEET 1 OF 3)

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

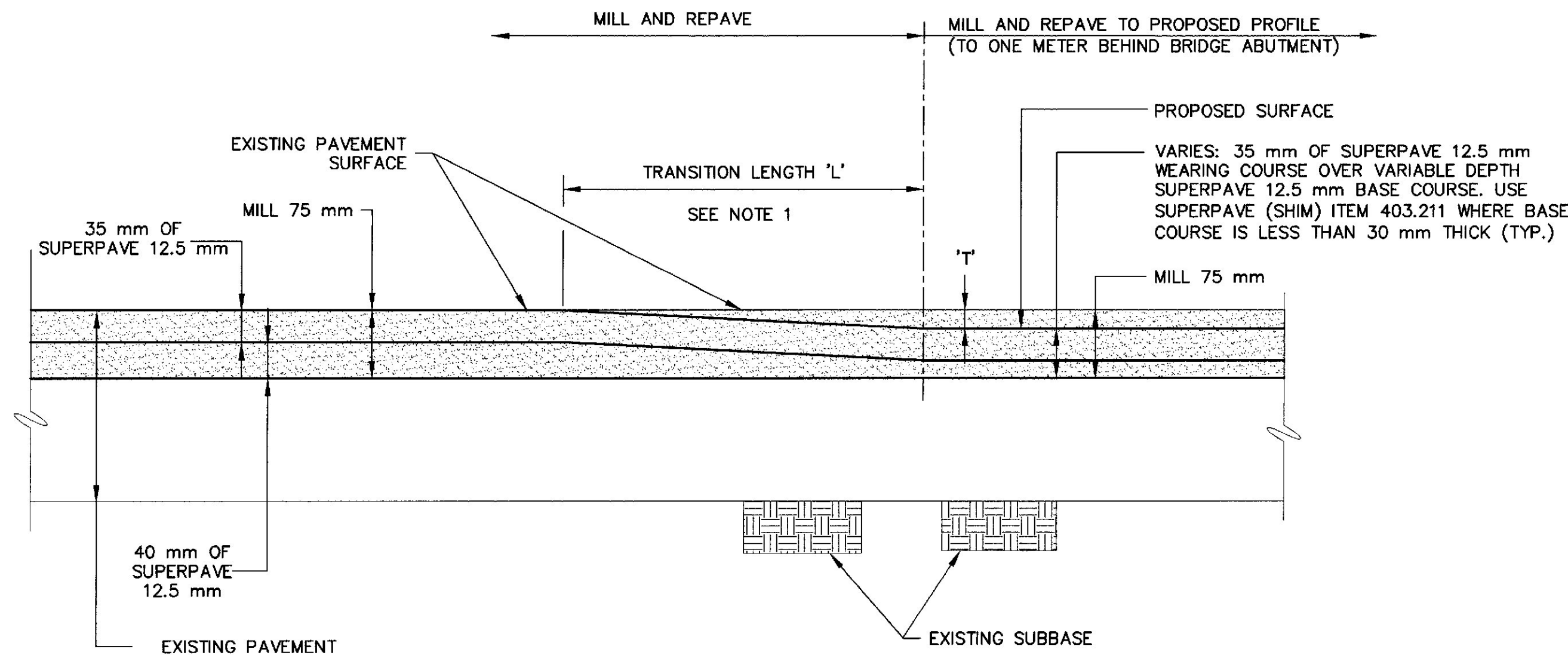
JAN., 2000
2APPROACHDET1(2).DWG

STA. 203+062 I-95 SB COUNTY RD. SOUTH APPROACH
STA. 203+163 I-95 SB COUNTY RD. NORTH APPROACH
STA. 203+254 I-95 SB MESSALONSKEE STREAM SOUTH APPROACH
STA. 203+585 I-95 SB MESSALONSKEE STREAM NORTH APPROACH
STA. 204+295 I-95 SB MAIN ST. SOUTH APPROACH
STA. 204+365 I-95 SB MAIN ST. NORTH APPROACH
STA. 204+325 I-95 NB MAIN ST. NORTH APPROACH



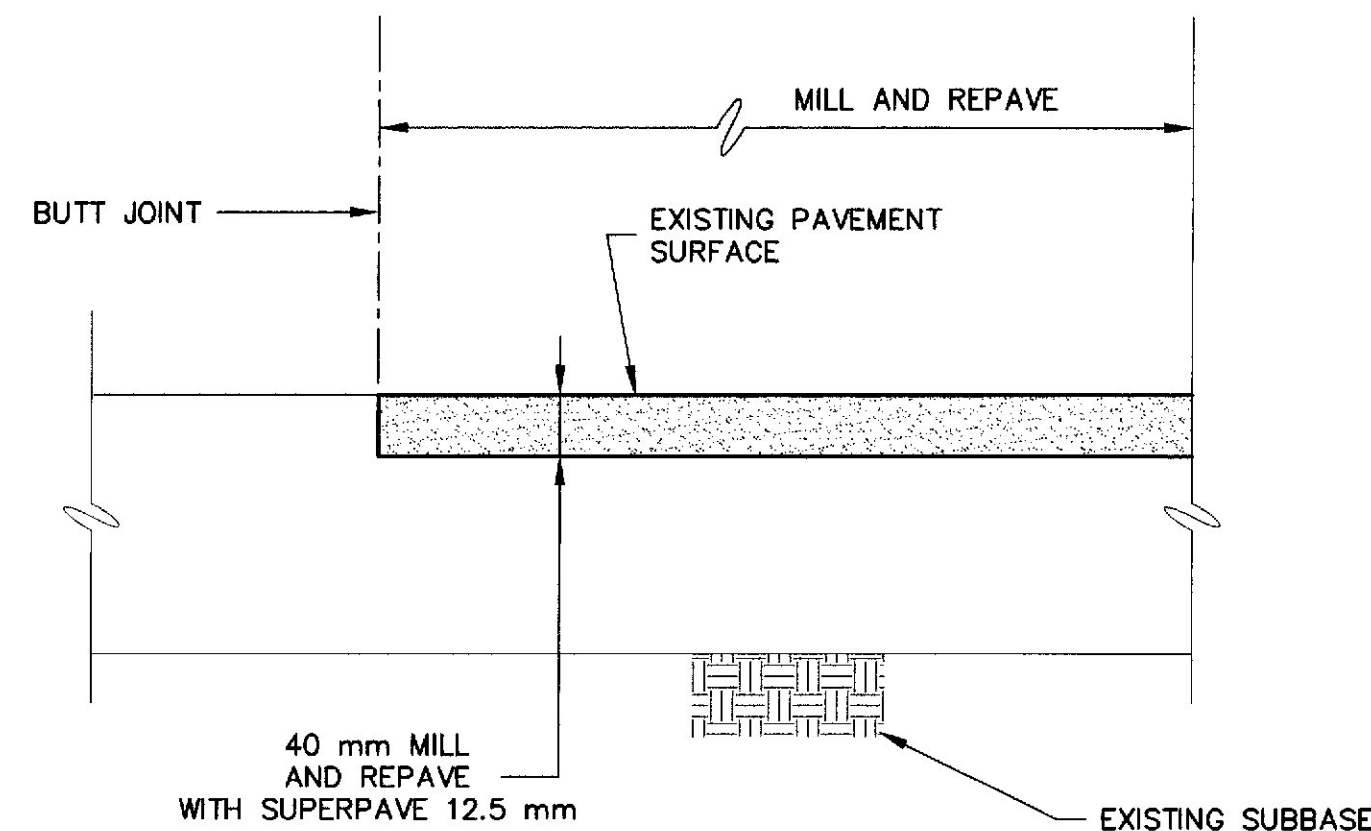
TRANSITION DETAIL 'A'

STA. 203+222 I-95 NB MESSALONSKEE STREAM SOUTH APPROACH
STA. 203+030 I-95 NB COUNTY RD. SOUTH APPROACH
STA. 203+128 I-95 NB COUNTY RD. NORTH APPROACH



TRANSITION DETAIL 'B'

STA. 203+035 I-95 SB COUNTY RD. SOUTH APPROACH
STA. 203+637 I-95 SB MESSALONSKEE STREAM NORTH APPROACH
STA. 204+275 I-95 SB MAIN ST. SOUTH APPROACH
STA. 204+380 I-95 SB MAIN ST. NORTH APPROACH
STA. 204+340 I-95 NB MAIN ST. NORTH APPROACH



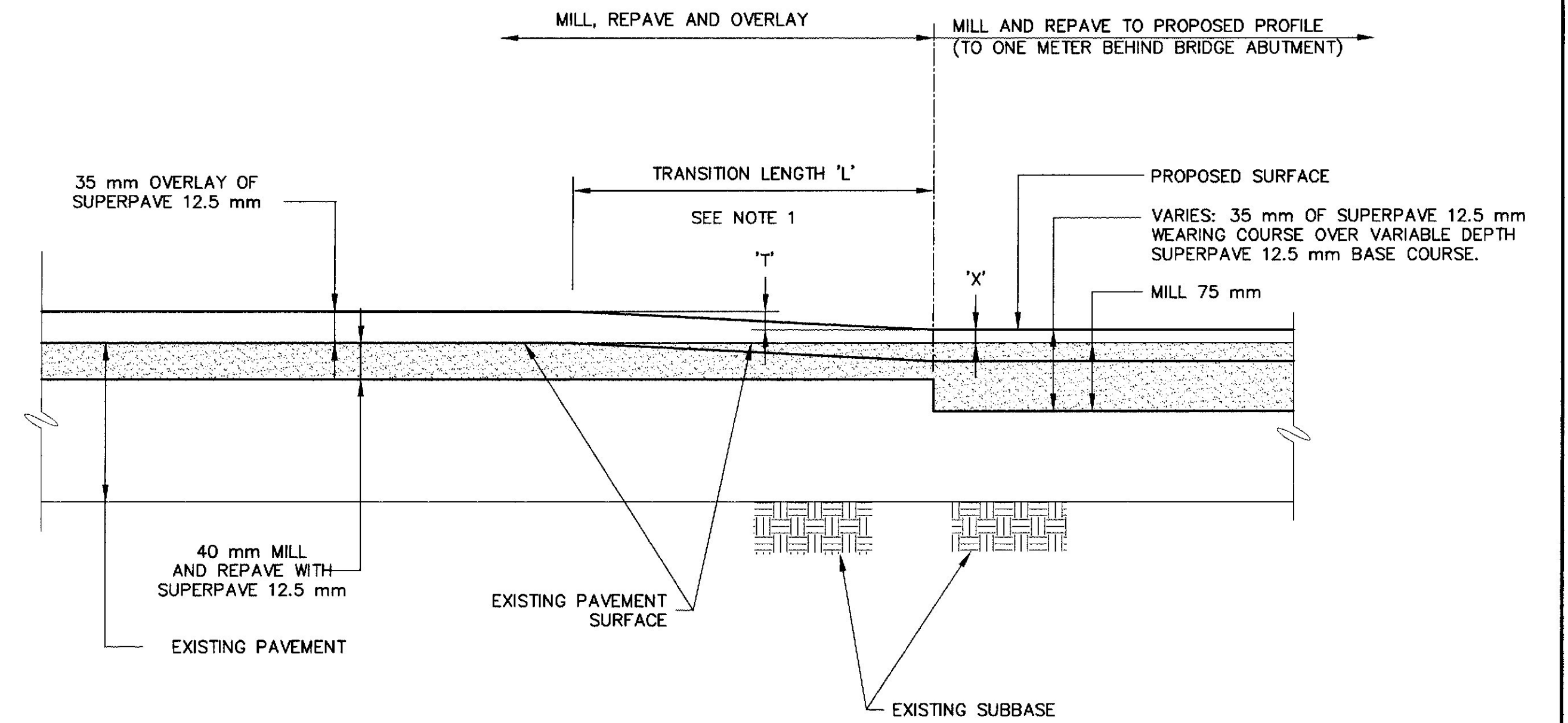
BUTT JOINT DETAIL 1

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	95-05-7000(01) 95-05-7700(01) 95-05-8900(01)	5	42

STA. 203+555 I-95 NB MESSALONSKEE STREAM NORTH APPROACH
STA. 204+256 I-95 NB MAIN ST. SOUTH APPROACH

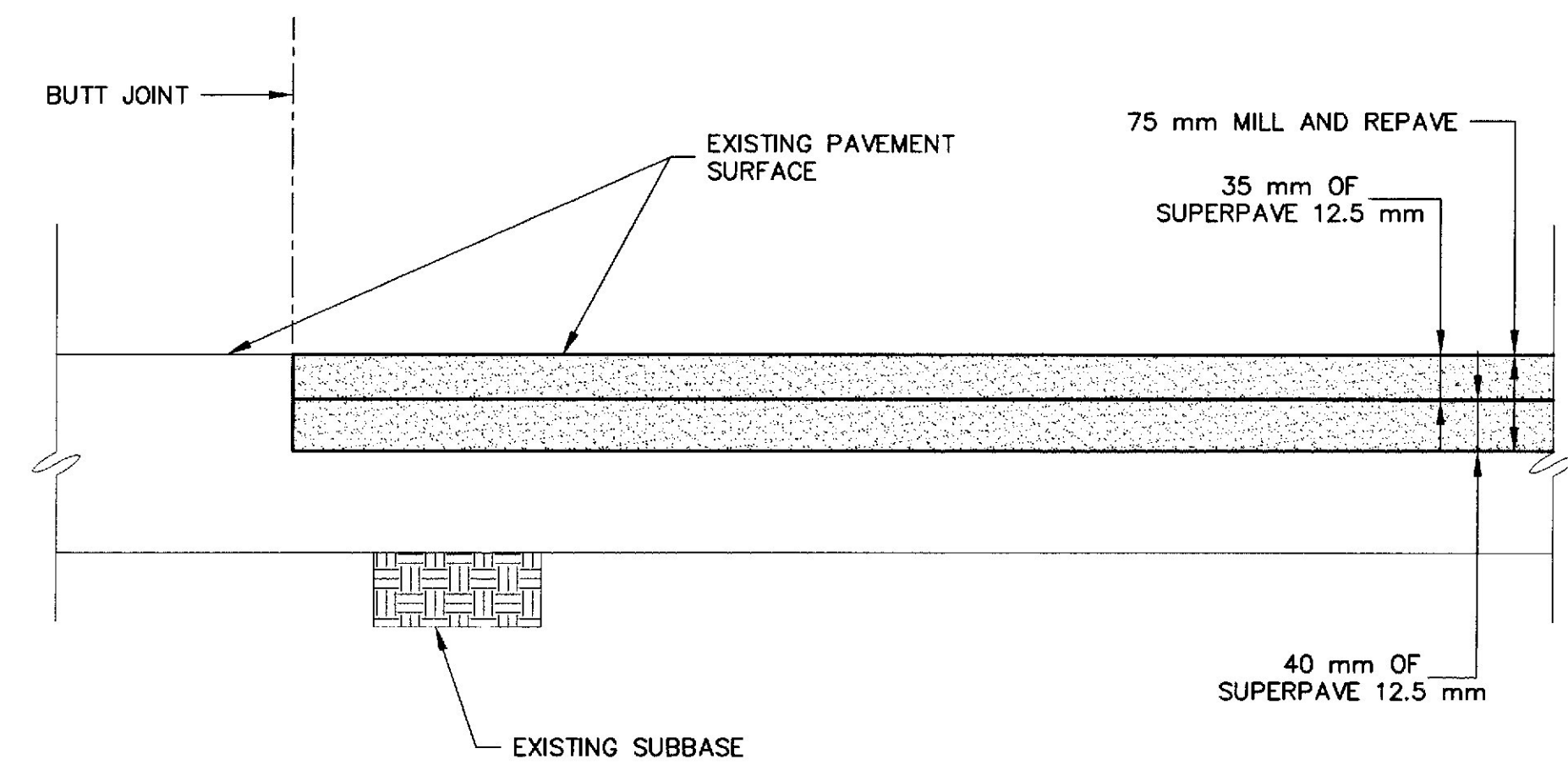


'T' = 35 mm - 'X' WHEN EXISTING PAVEMENT SURFACE IS LOWER THAN PROPOSED SURFACE (SHOWN ABOVE)

'T' = 35 mm + 'X' WHEN EXISTING PAVEMENT SURFACE IS HIGHER THAN PROPOSED SURFACE

TRANSITION DETAIL C

STA. 202+970 I-95 NB COUNTY RD. SOUTH APPROACH



BUTT JOINT DETAIL 2

NOTES:

1. THE TRANSITION LENGTH "L" SHALL EQUAL 20 m PER 25 mm OF "T" HEIGHT. THE TRANSITION LENGTH MAY BE ADJUSTED TO SUIT CONDITIONS WHEN DIRECTED BY THE ENGINEER.
2. THE TRANSITION DETAILS AND BUTT JOINT DETAILS REPRESENT THE CONDITION WITHIN THE TRAVEL WAY. THE TRANSITIONS AND BUTT JOINTS AT THE SHOULDERS ARE SIMILAR (SEE STANDARD DETAIL 202(1)).
3. FOR ADDITIONAL INFORMATION, REFER TO THE BRIDGE GENERAL PLANS AND THE TYPICAL SECTIONS SHOWN ON BRIDGE APPROACHES SHEET (1 OF 3) AND BRIDGE APPROACHES SHEET (3 OF 3).

LEGEND:

REPRESENTS MILLING DEPTH LIMITS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 over
COUNTY ROAD, MESSALONSKEE STREAM
AND MAIN STREET
WATERVILLE
KENNEBEC COUNTY
BRIDGE APPROACHES
(SHEET 2 OF 3)

BRIDGE APPROACH DETAILS

N:\MOUT\99285.02 Messalonskee\dwg\2APPROACHDET1(3).dwg Mon Nov 20 14:21:35 2000 1055CN plotter monochrome setup

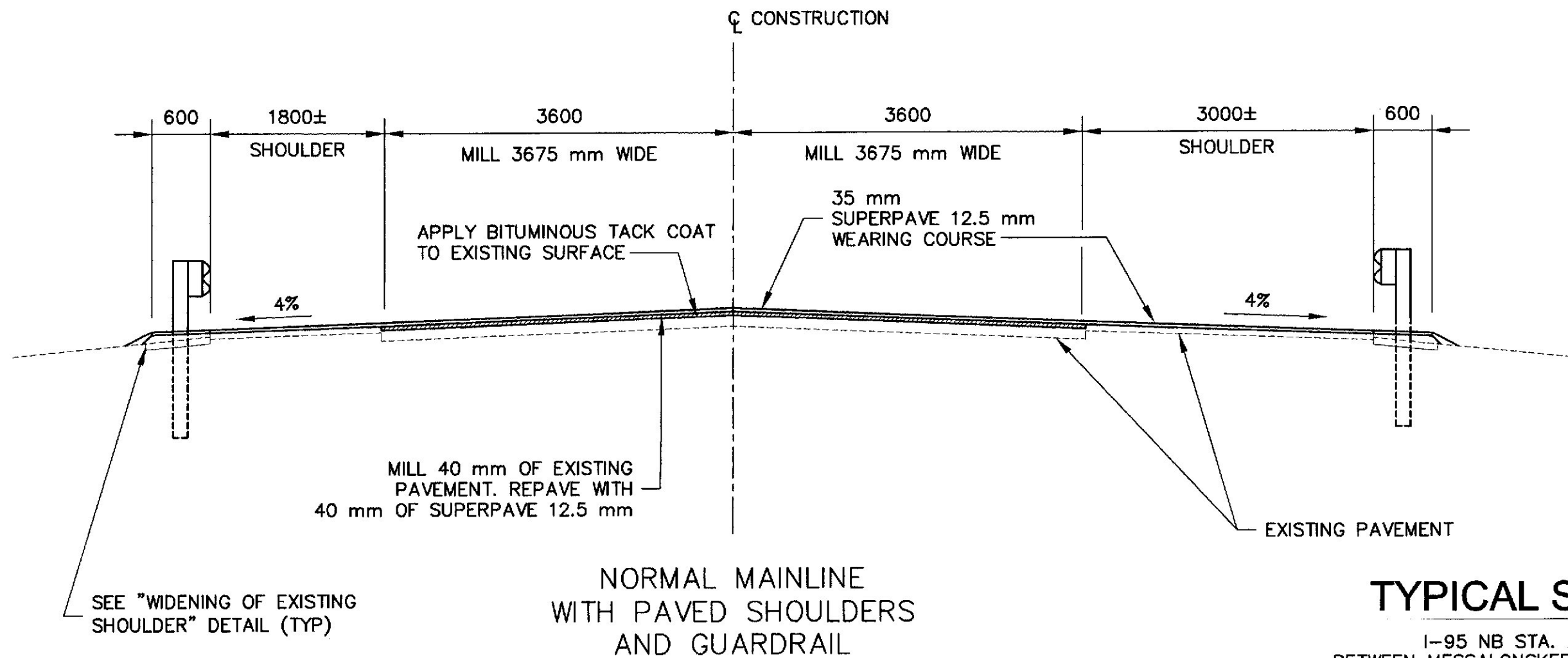
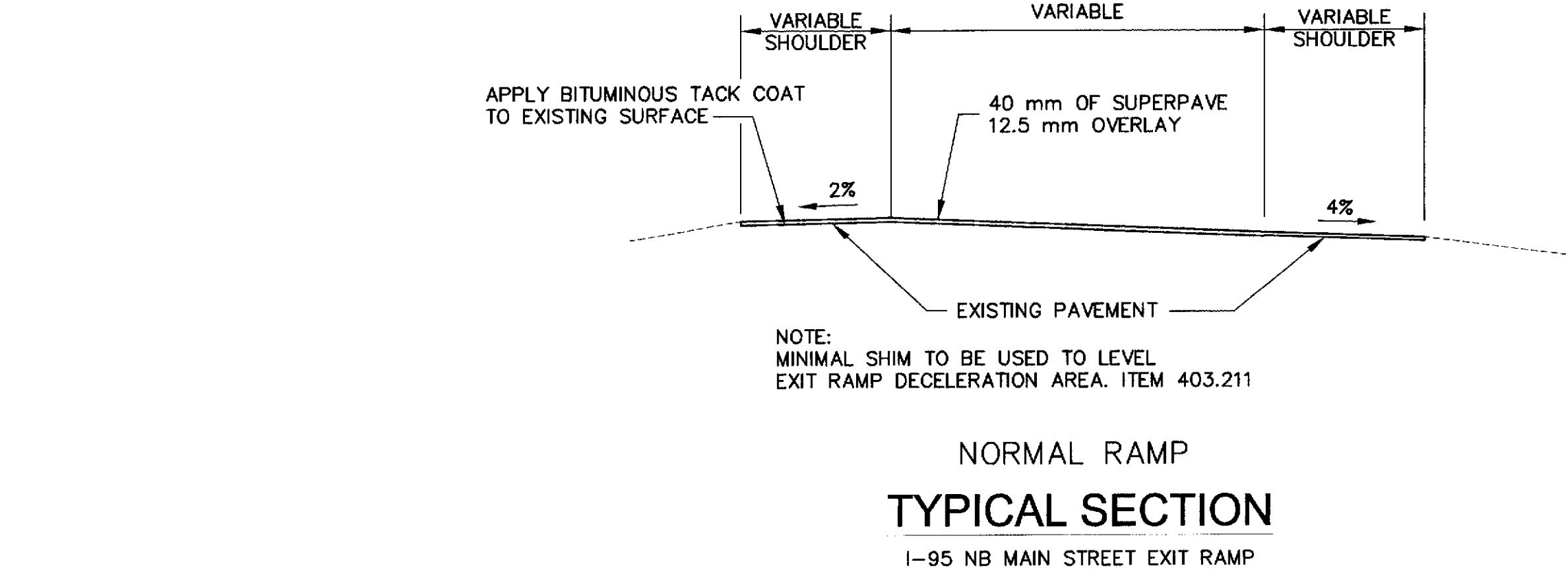
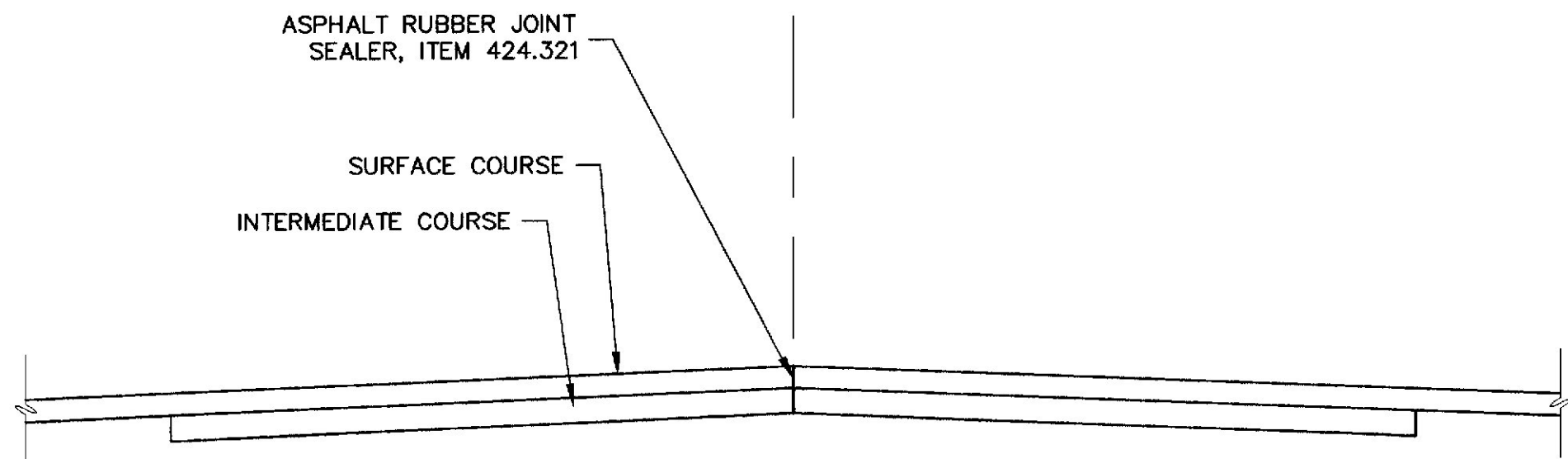
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	DRD	10/00
CHECKED	WRB	10/00
REVISIONS	JC	
FIELD CHANGES		

PLANS

JAN., 2000
2APPROACHDET1(3).DWG

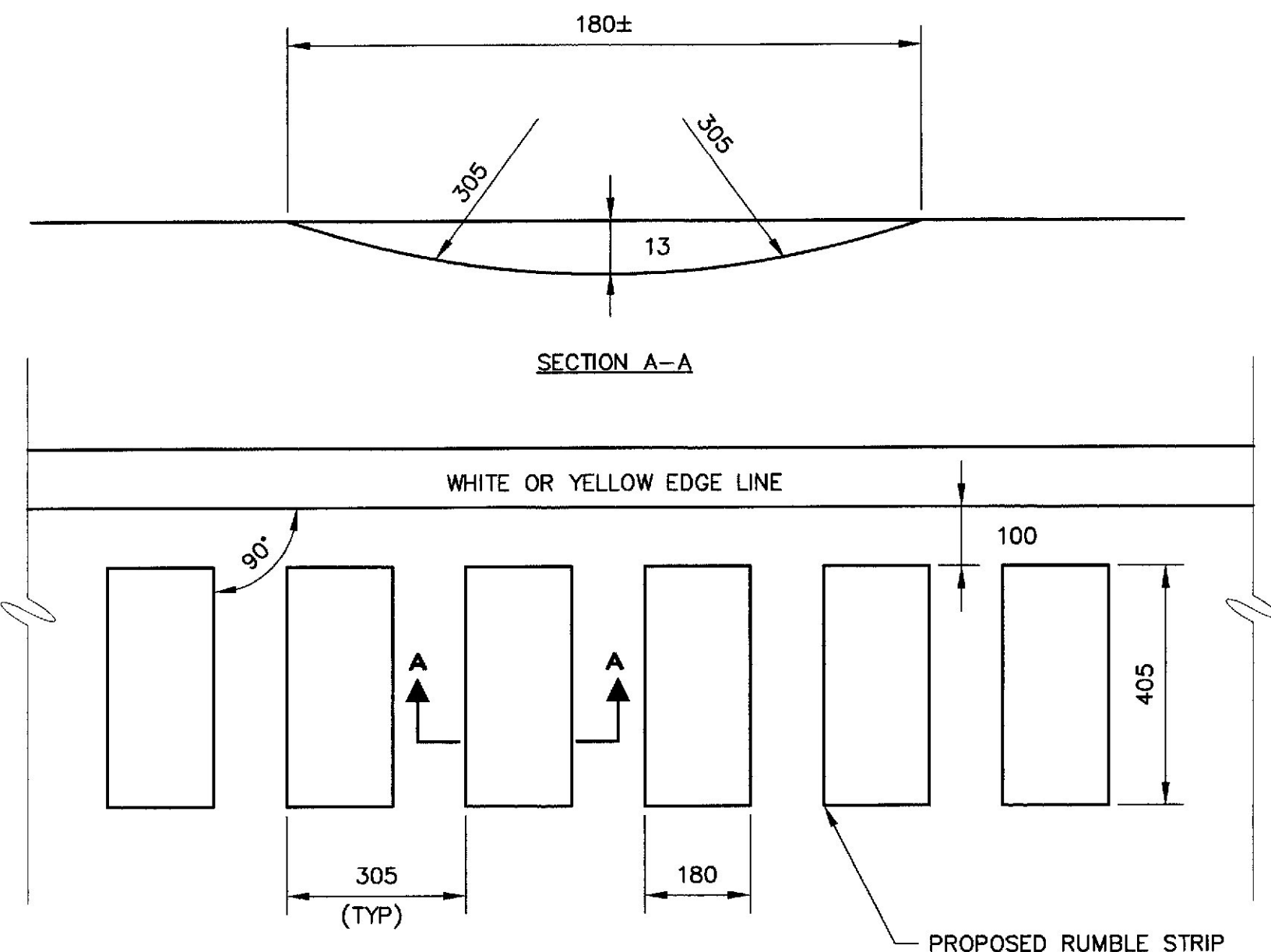
1. ASPHALT RUBBER JOINT SEALER; TO BE APPLIED DIRECTLY TO THE LONGITUDINAL JOINT IMMEDIATELY PRIOR TO THE PLACEMENT OF THE ADJOINING COURSE. SEALER MATERIAL WILL BE APPLIED TO TOP COURSE. LONGITUDINAL JOINTS WHERE NEW HBP COURSES ARE CONSTRUCTED ABUTTING PREVIOUSLY PLACED HBP COURSES. (NEW MIX ABUTTING NEW MIX) JOINTS CONSTRUCTED ABUTTING OLD PAVEMENTS WILL BE TACKED WITH EMULSIONS AS PER SEC. 401.
2. APPLICATION SHALL BE BY AN APPROVED SEALER APPLICATION WAND, AND SHALL PRODUCE AN EVEN SEAL COAT OVER THE ENTIRE FACE OF THE JOINT, 3 mm COATING THICKNESS TYPICAL. (APPROX. 8 LINEAR METERS/1 LITER APPLICATION RATE)
3. THE SURFACE AREA WHERE THE SEAL COAT IS TO BE APPLIED SHALL BE DRY AND CLEANED OF ALL DIRT, SAND, AND LOOSE BITUMINOUS MATERIAL.
4. THE ACTUAL METHOD OF APPLICATION SHALL GENERALLY BE LEFT TO THE CONTRACTOR'S OPTION, BUT ALL METHODS AND RATES OF APPLICATION SHALL BE APPROVED BY THE ENGINEER BEFORE THE WORK PROGRESSES.
5. MEASUREMENT/PAYMENT WILL BE BASED ON THE LINEAR METER MEASURED IN PLACE.
6. MATERIAL INVOICES SHALL BE SUPPLIED TO THE ENGINEER STATING THE MATERIAL TYPE, MANUFACTURE, SOURCE, AND DATE.
7. APPLICATION EQUIPMENT SHALL BE EQUIPPED WITH A SAMPLING VALVE OR METHOD FOR SAMPLING OF THE SEALER MATERIAL.

CENTERLINE DETAIL



TYPICAL SECTION I-95 NB

I-95 NB STA. 203+555 TO STA. 204+256
BETWEEN MESSALONSKEE STREAM AND MAIN STREET BRIDGES



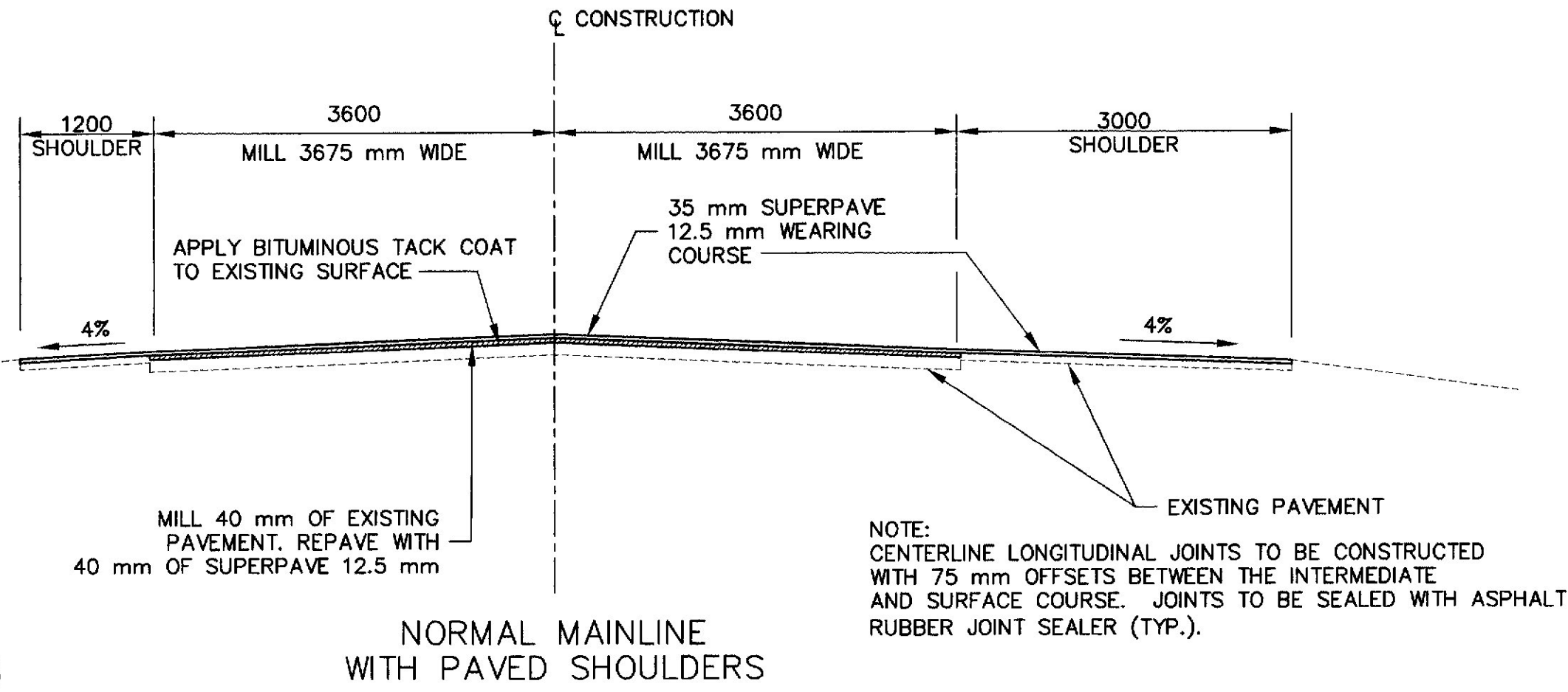
RUMBLE STRIP DETAIL I-95 NB & SB

I-95 NB STA. 202+970 TO STA. 204+340
I-95 SB STA. 203+035 TO STA. 204+380

METRIC

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

F.A.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	MA-95-7780(0)E MA-95-7780(0)E MA-95-0828(0)E	6	42



TYPICAL SECTION I-95 NB

I-95 NB STA. 202+970 TO STA. 203+030 (SOUTH OF COUNTY ROAD)
I-95 NB STA. 203+128 TO STA. 203+222 (BETWEEN COUNTY RD. AND MESSALONSKEE STREAM)

NOTES:

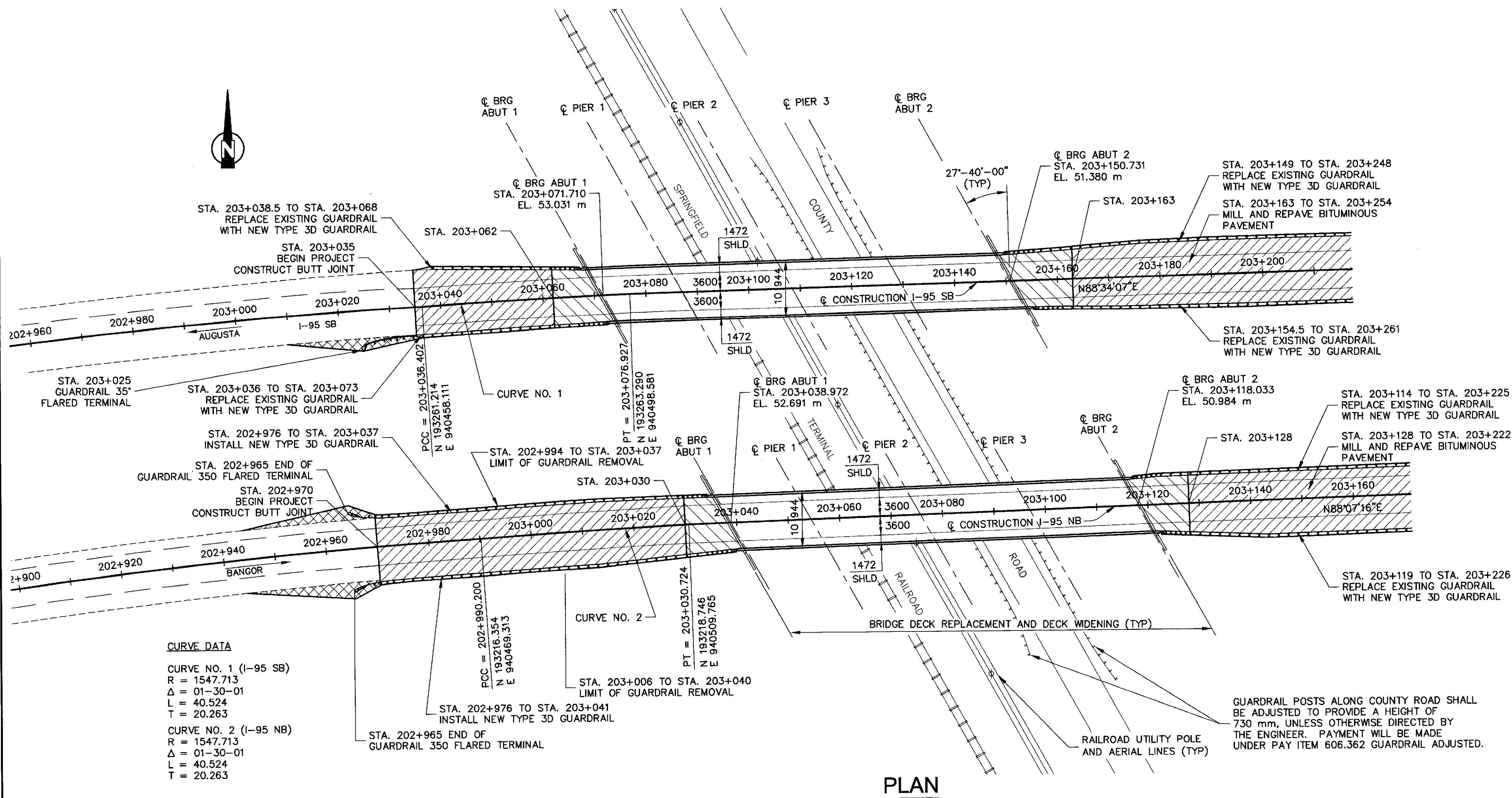
1. FOR SHOULDER WIDENING DETAIL, SEE BRIDGE APPROACHES (SHEET 1 OF 3).
2. FOR ADDITIONAL INFORMATION, SEE BRIDGE GENERAL PLANS.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 over COUNTY ROAD, MESSALONSKEE STREAM AND MAIN STREET
WATERVILLE KENNEBEC COUNTY
BRIDGE APPROACHES (SHEET 3 OF 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-95-7800(00)E	7	42



LEGEND

- MILL 75 mm AND REPAVE TO PROPOSED PROFILE
- CONSTRUCT PAVING ACCORDING TO BRIDGE APPROACH PLANS
- SHOULDER WIDENING
- ITEM 606.754
- OR
- ITEM 205.51

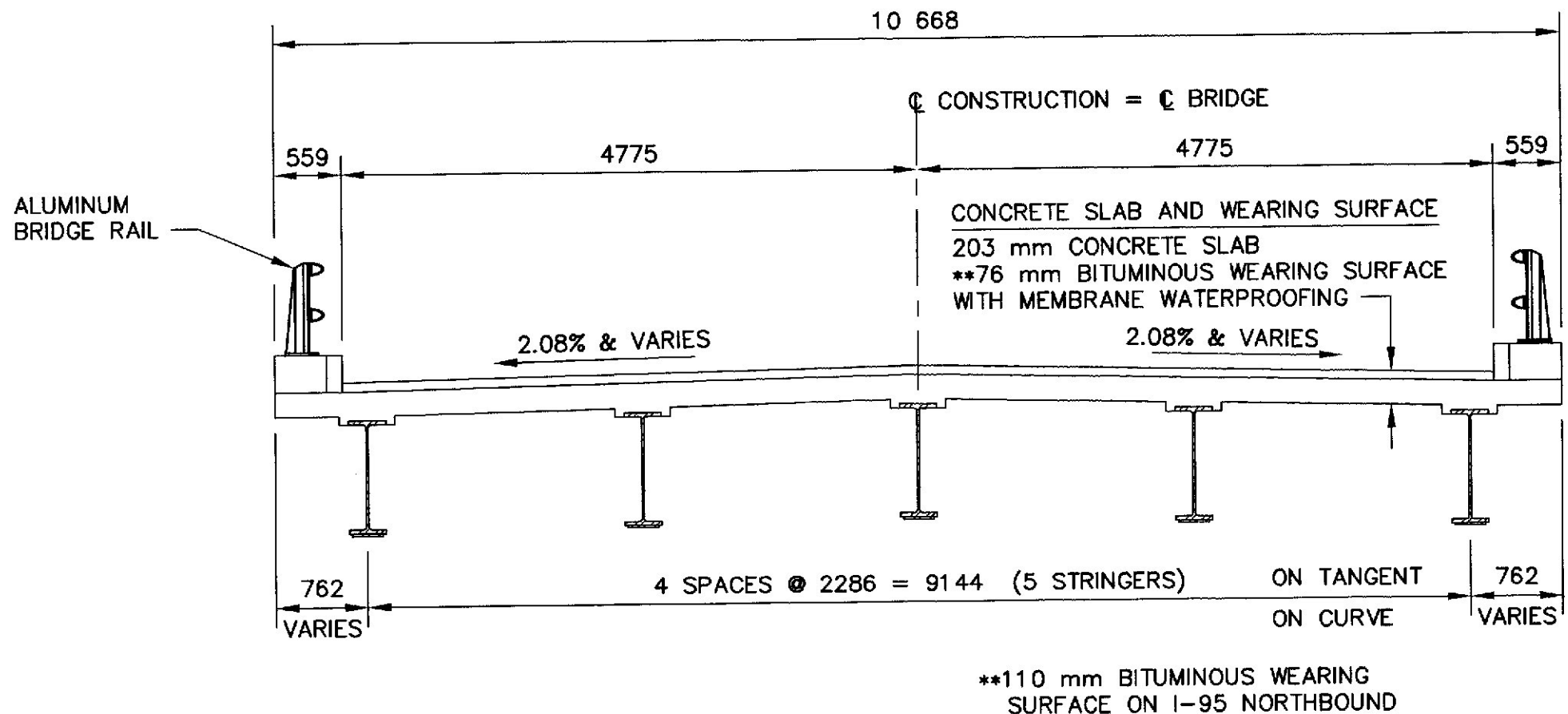
SUPERELEVATION DATA

ROUTE 95 NORTHBOUND	ROUTE 95 SOUTHBOUND	CROSS SLOPE LT	CROSS SLOPE RT
203+000.977	203+046.698	+2.50%	-2.50%
203+016.218	203+061.938	+1.25%	-2.08%
203+031.458	203+077.178	0	-2.08%
203+046.698	203+092.418	-1.04%	-2.08%
203+061.938	203+107.658	-2.08%	-2.08%

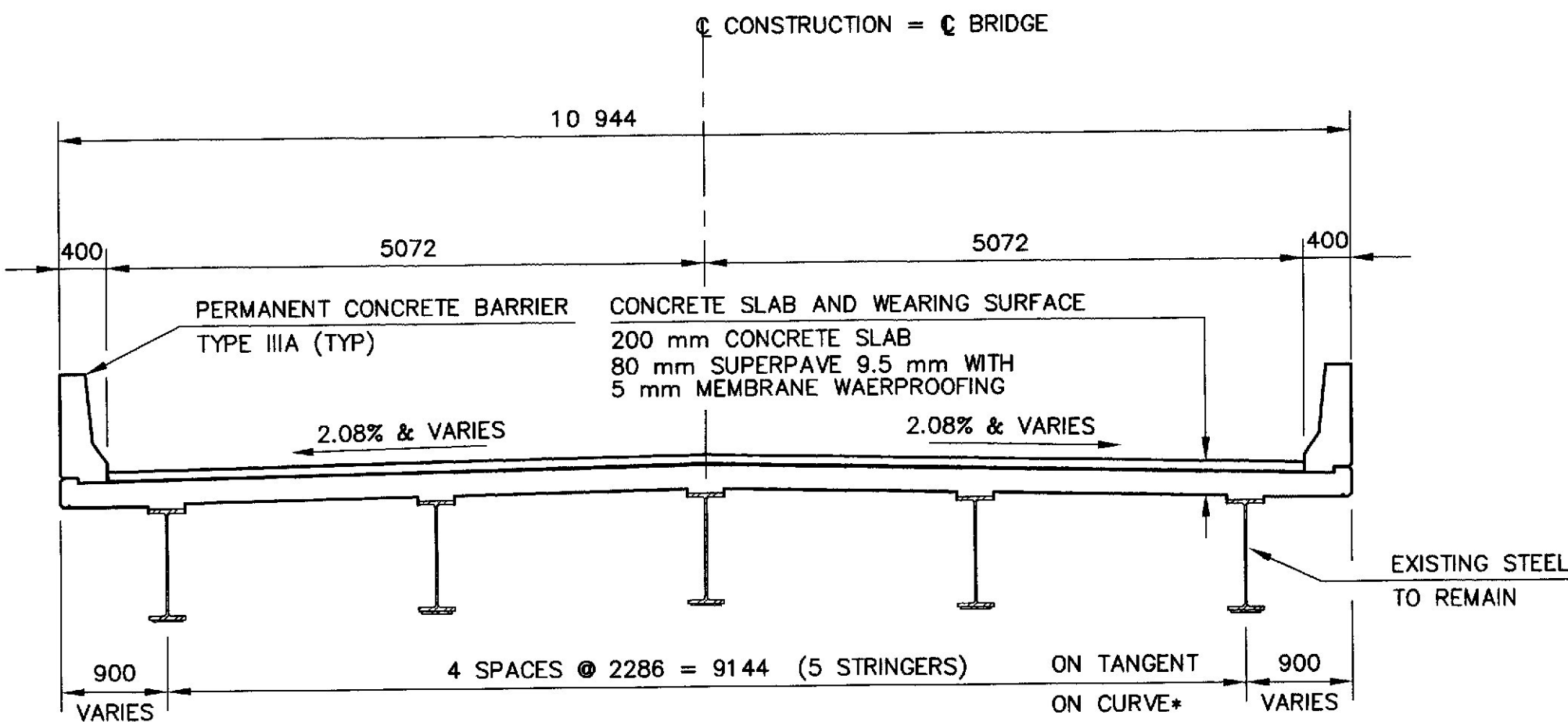
CURVE DATA

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R = 1547.713
Δ = 01-30-01
L = 40.524
T = 20.263
CURVE NO. 2 (I-95 NB)
R = 1547.713
Δ = 01-30-01
L = 40.524
T = 20.263

PLAN



TRANSVERSE SECTION (EXISTING)



TRANSVERSE SECTION (PROPOSED)

BRIDGE No. 1459 SOUTHBOUND
BRIDGE No. 5816 NORTHBOUND

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
over
COUNTY ROAD
WATERVILLE
KENNEBEC COUNTY

GENERAL PLAN

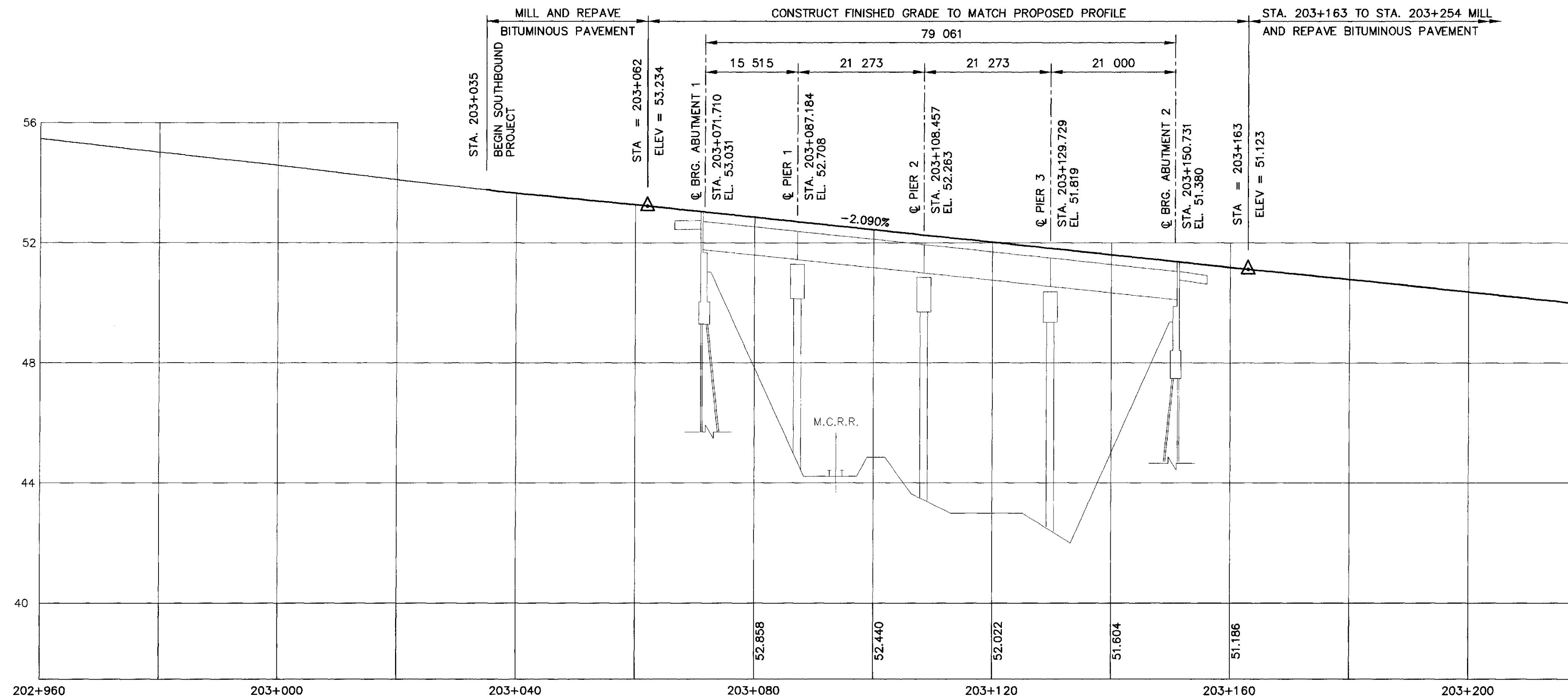
PROJECT DESIGN ENGINEER	DATE
BY	10/00
SEN	10/00
WRB	
JC	
CHECKED	
REVISIONS	
FIELD CHANGES	

XXXX, 1998
XXXXXXXXX.DWG

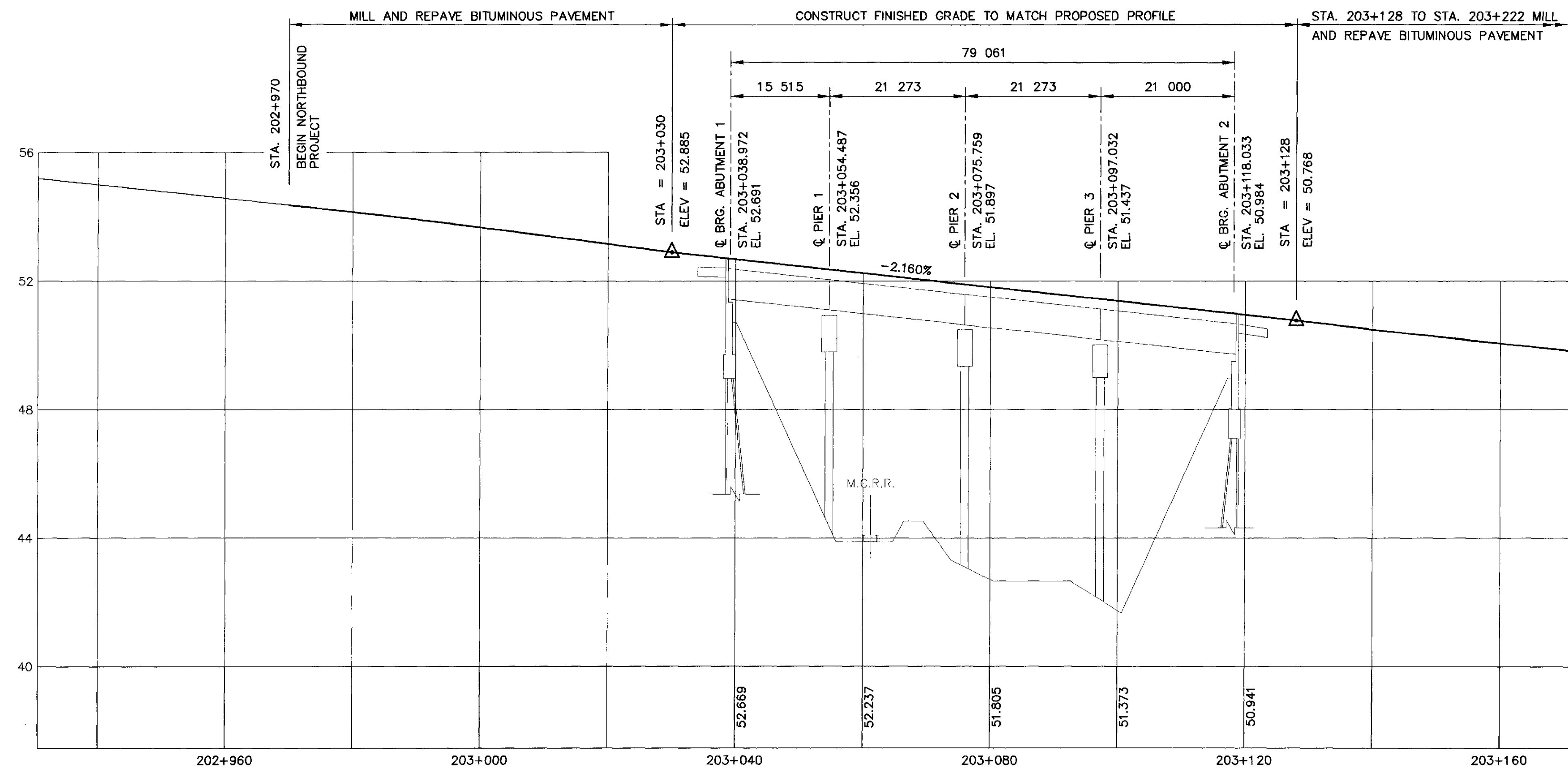
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XXXX, 1998
XXXXXXXXX.DWG

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



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.

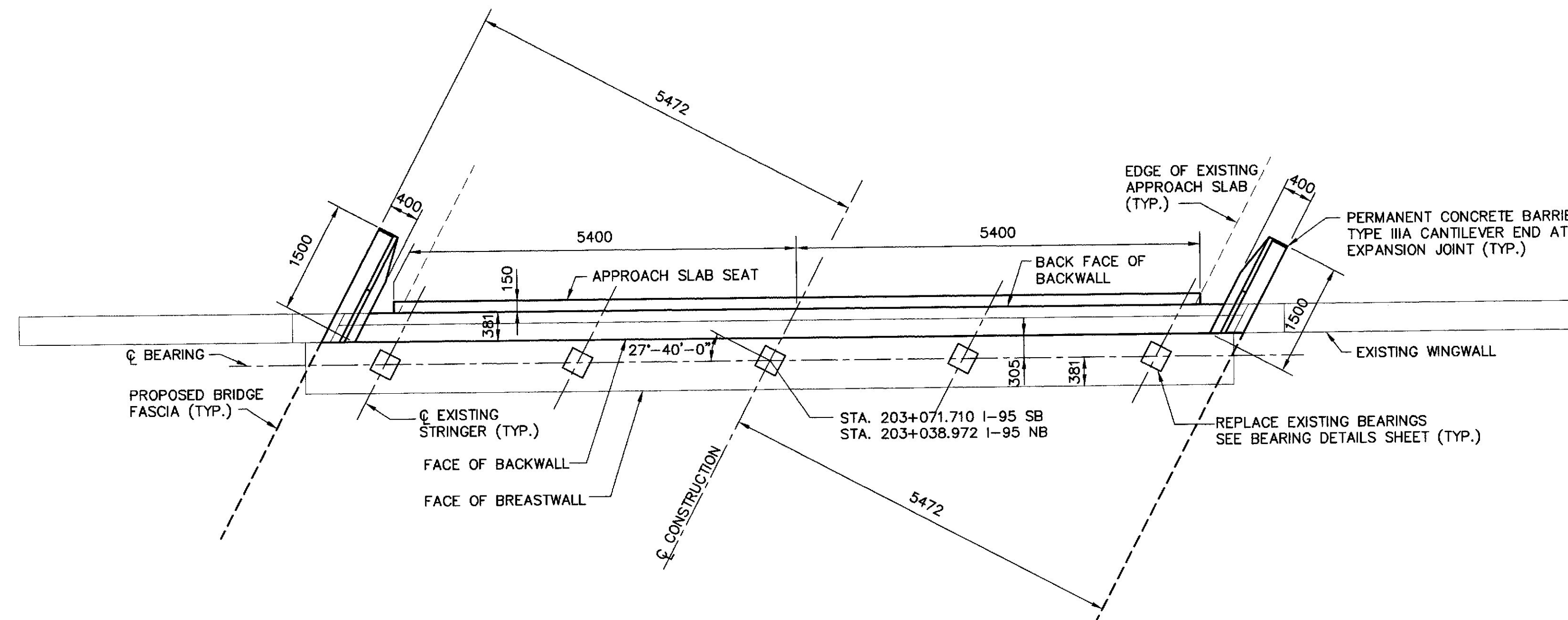
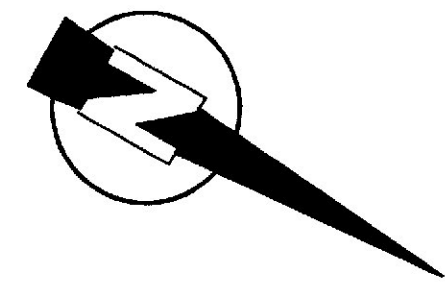
F.A.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	M-95-7800(00)E	8	42

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 over COUNTY ROAD
WATERVILLE KENNEBEC COUNTY
PROFILES
SHEET 8 OF 42 WATERVILLE, MAINE NOV., 2000

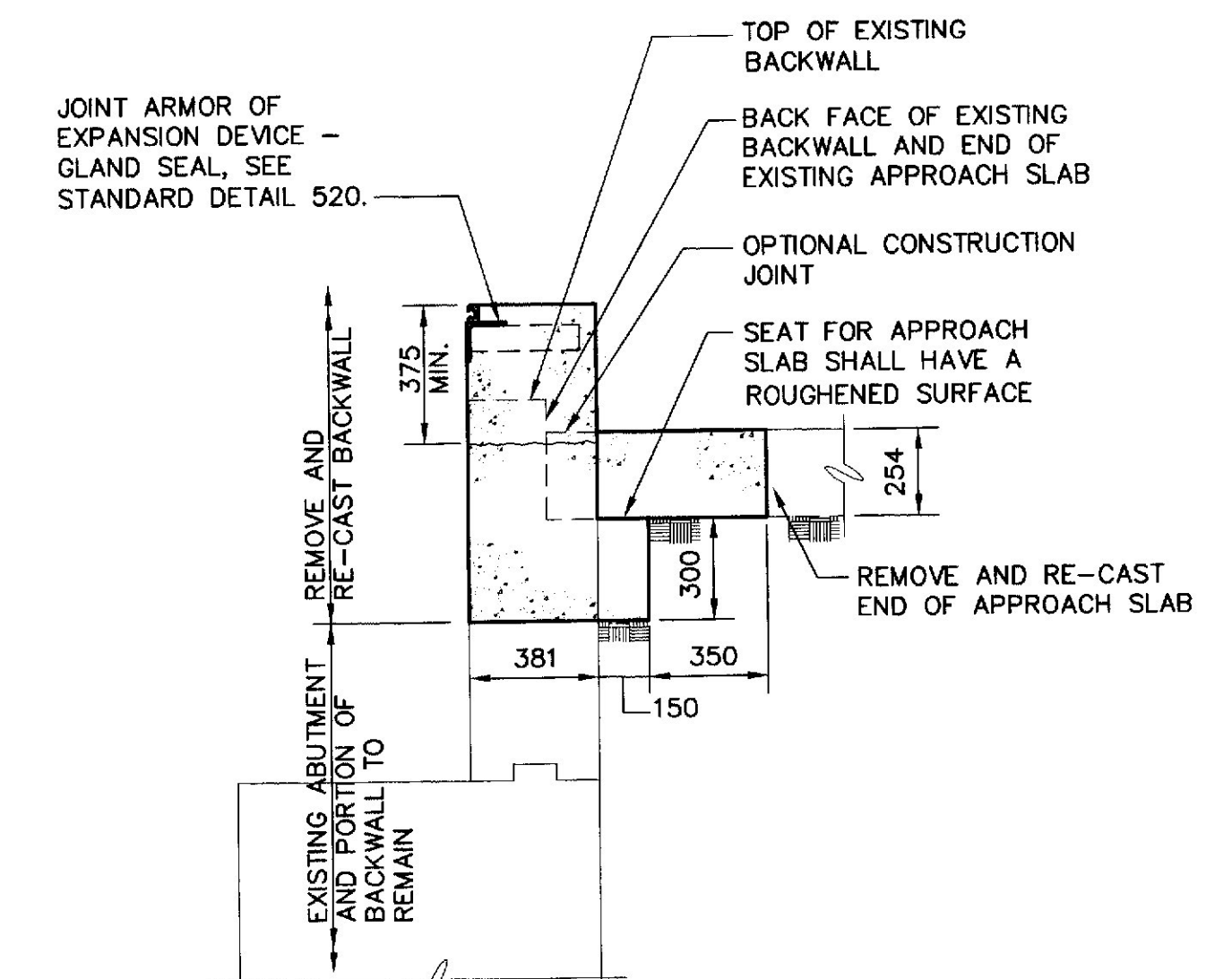
METRIC

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

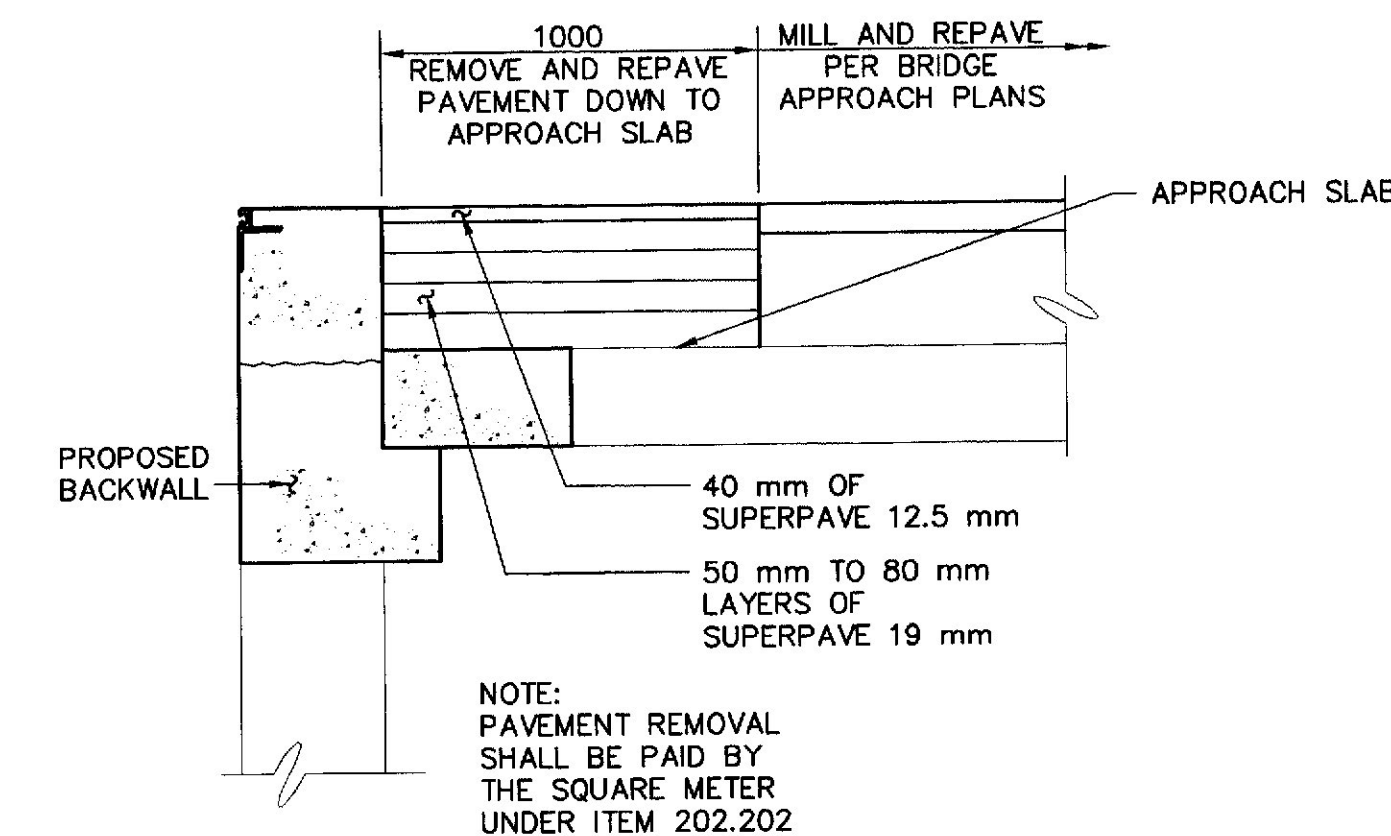
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1	MAINE	IM-95-7800(00E)	9	42



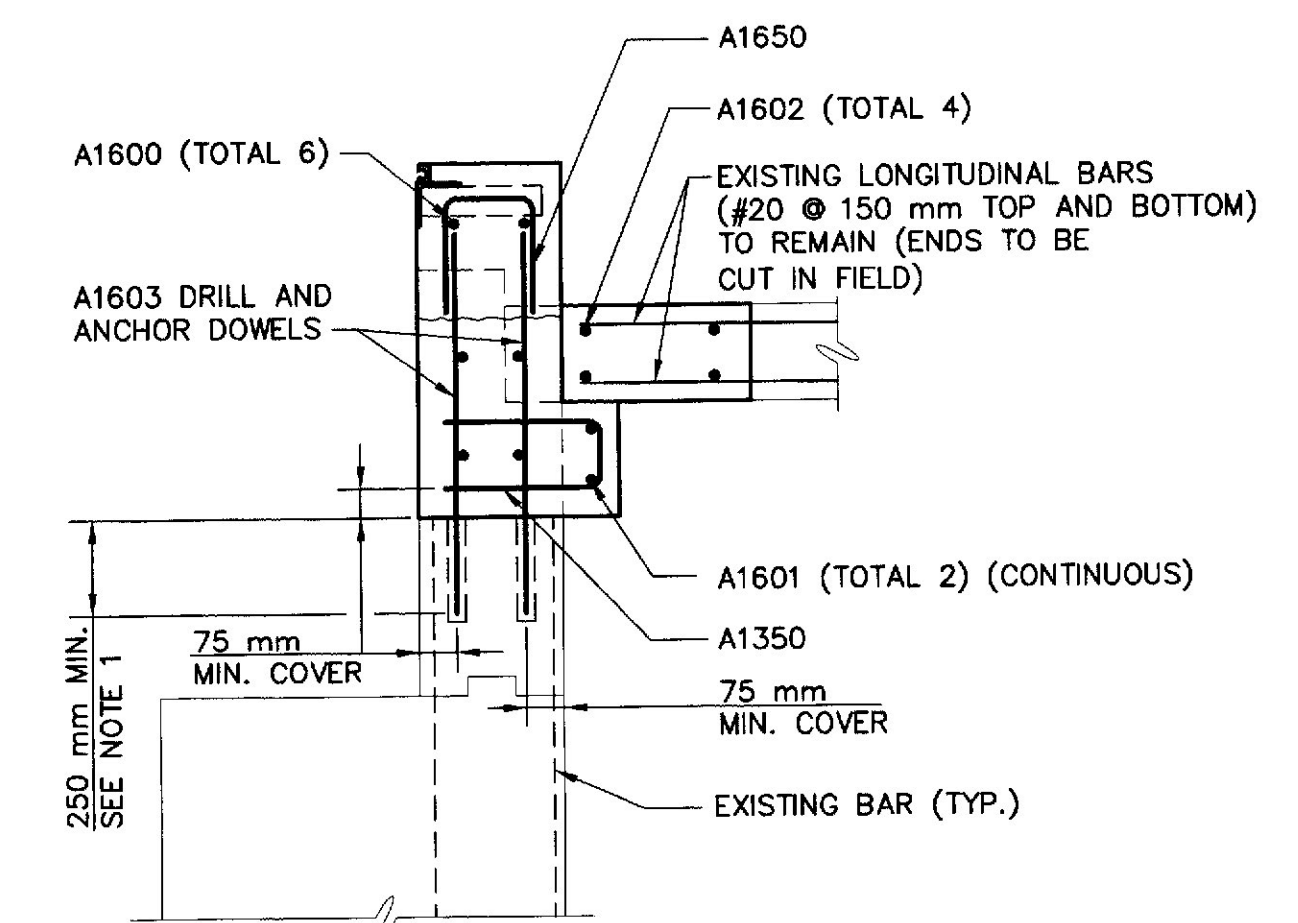
ABUTMENT 1 PLAN



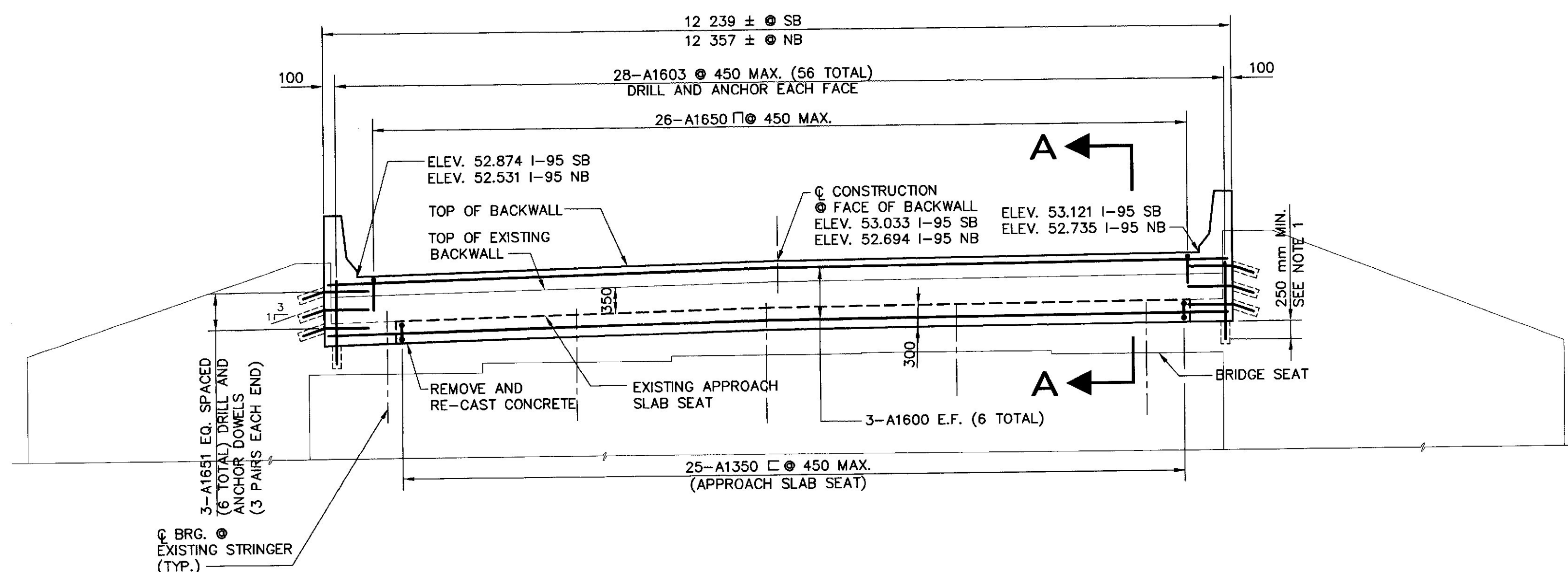
SECTION A-A



SECTION A-A (PAVEMENT)



SECTION A-A (REINFORCING)



ABUTMENT 1 ELEVATION

- 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 COUNTY ROAD
WATERVILLE KENNEBEC COUNTY
ABUTMENT 1 DETAILS
SHEET 9 OF 42 WATERVILLE, MAINE NOV., 2000

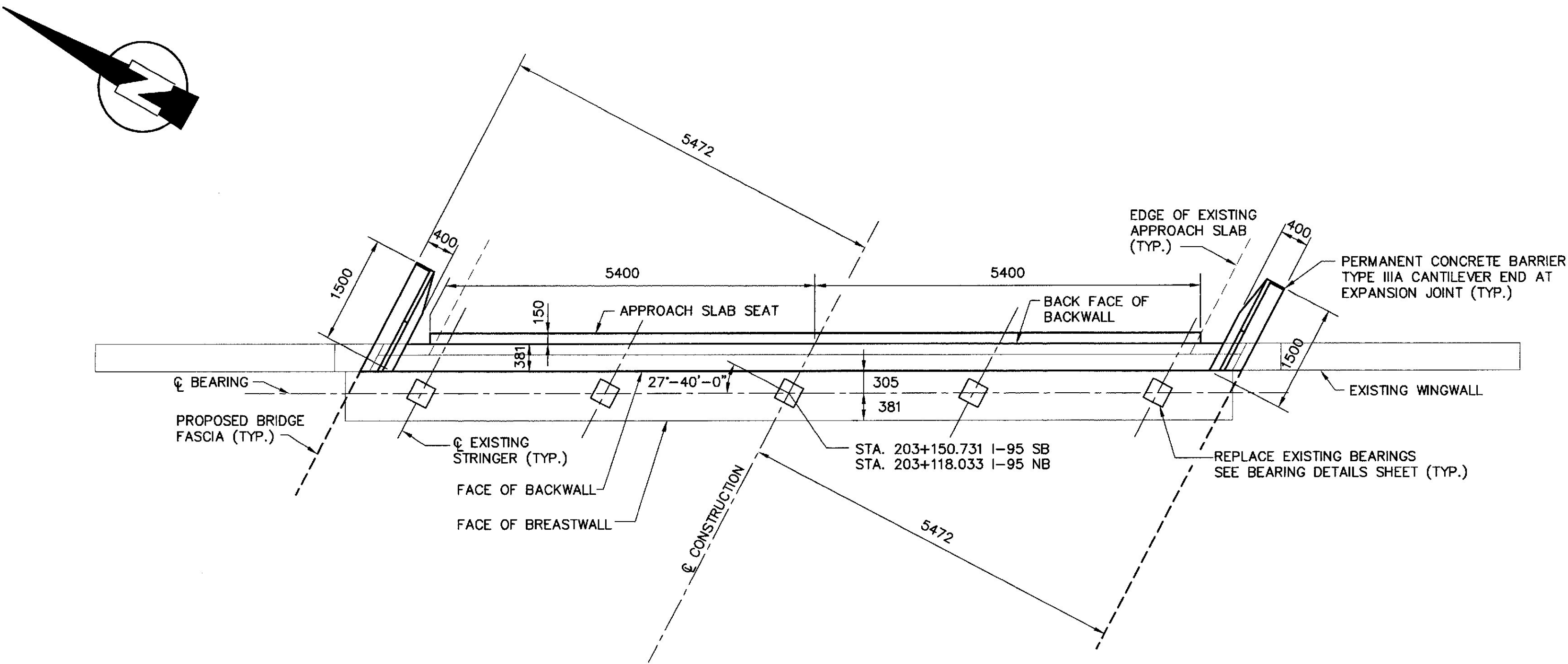
PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	10/00
CHECKED	10/00
REVISIONS	
FIELD CHANGES	

XXXX, 1998
XXXXXXXXX.DWG

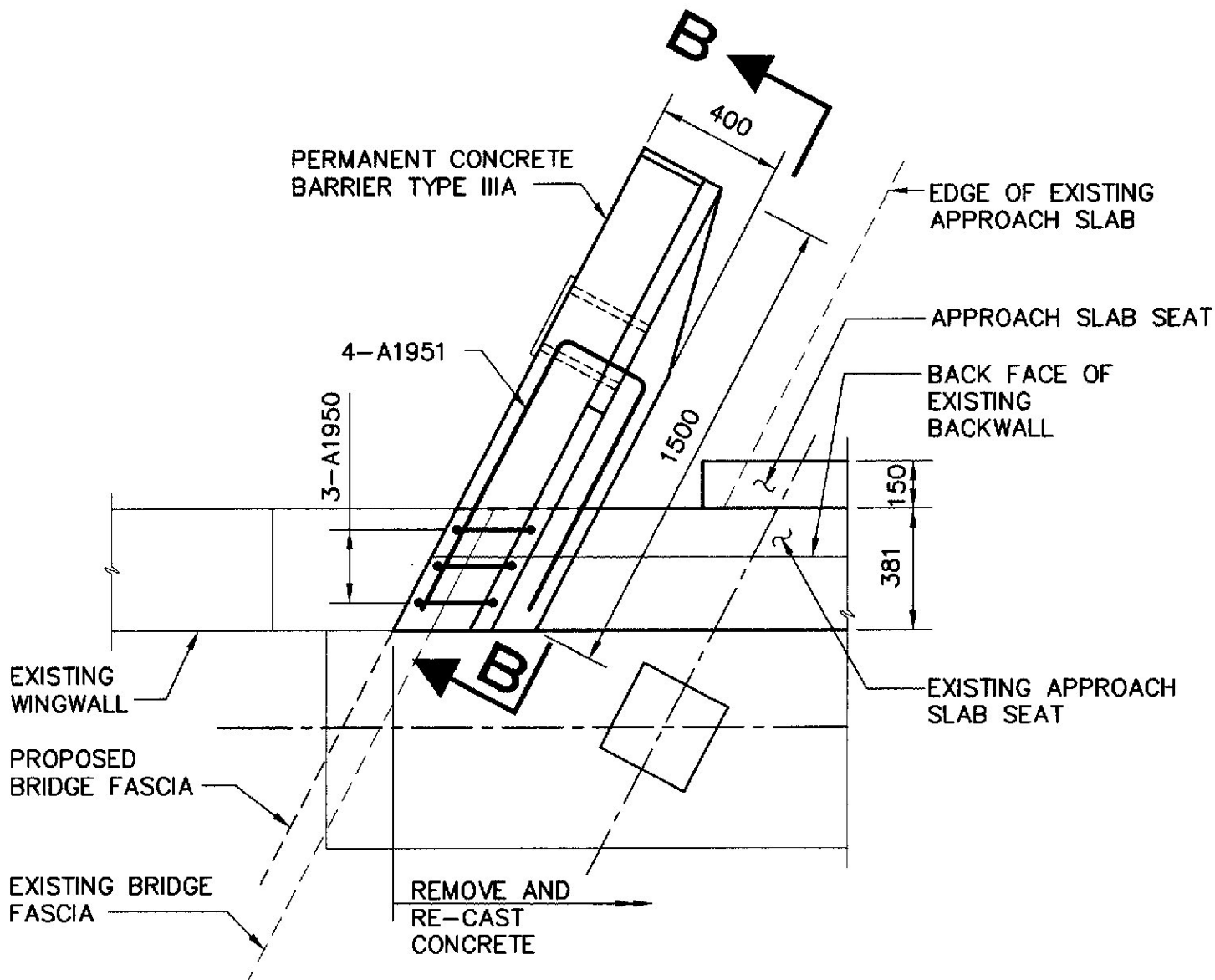
METRIC

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

F.A.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	M-95-7800(00)E	10	42

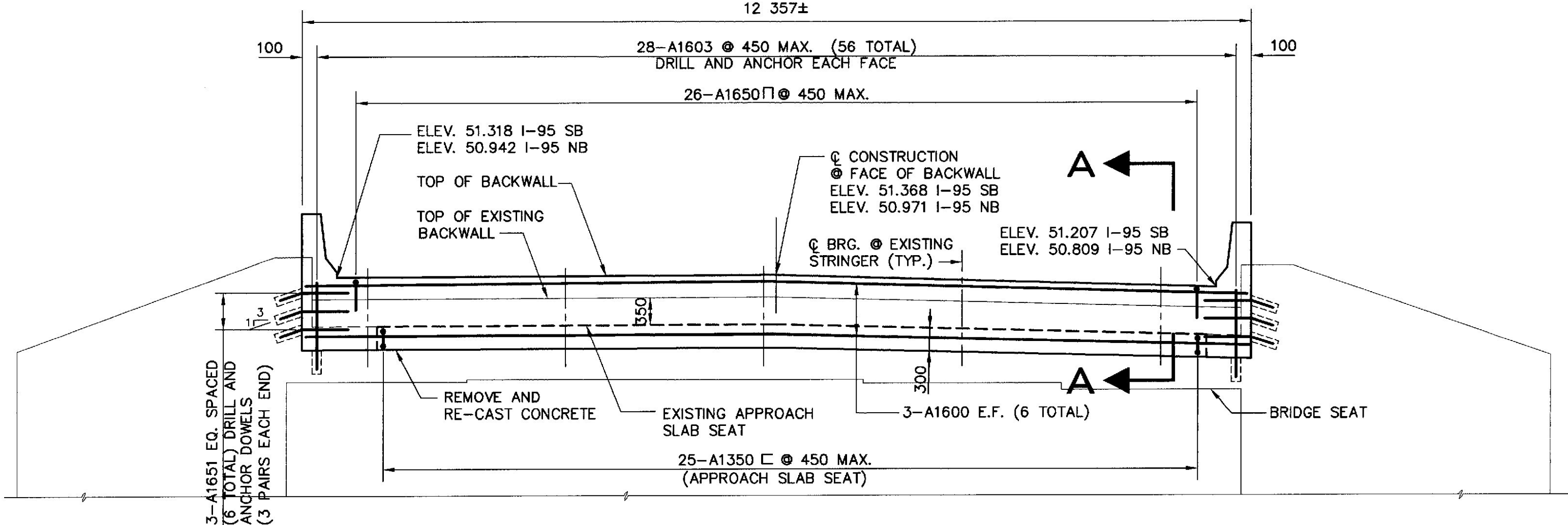


ABUTMENT 2 - PLAN

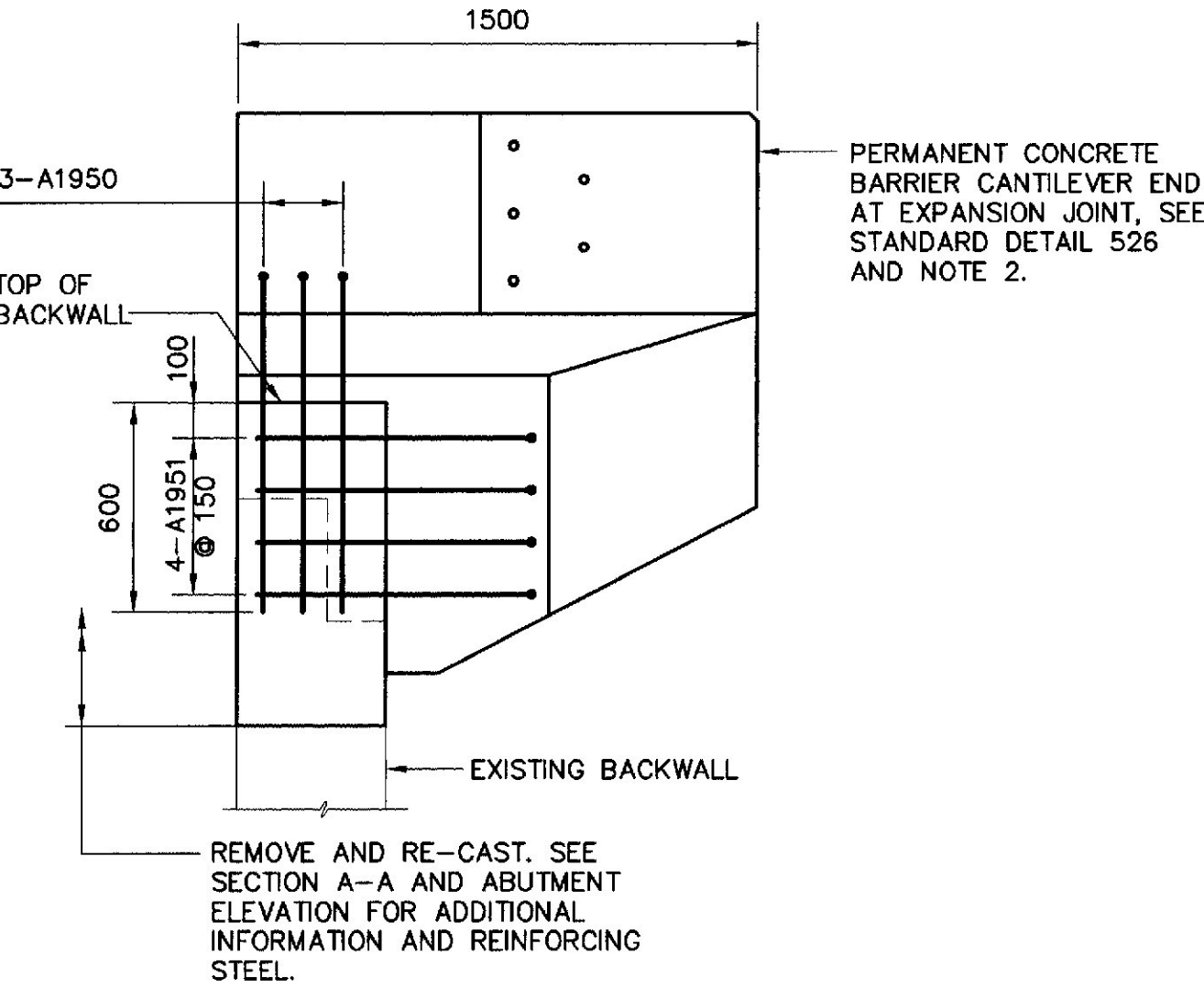


PERMANENT CONCRETE BARRIER
CANTILEVER END AT EXPANSION JOINT

(SEE STANDARD DETAIL 526)



ABUTMENT 2 - ELEVATION



SECTION B-B

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

PROJECT DESIGN ENGINEER	DATE
BY: DRD	10/00
WRB	10/00
SEN	
CHECKED	
REVISIONS	
FIELD CHANGES	

XXXX, 1998
XXXXXXXXX.DWG

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 over COUNTY ROAD
WATERVILLE KENNEBEC COUNTY
ABUTMENT 2 DETAILS
SHEET 10 OF 42 WATERVILLE, MAINE NOV., 2000

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

NOV., 2000
CRASHWALL.DGN

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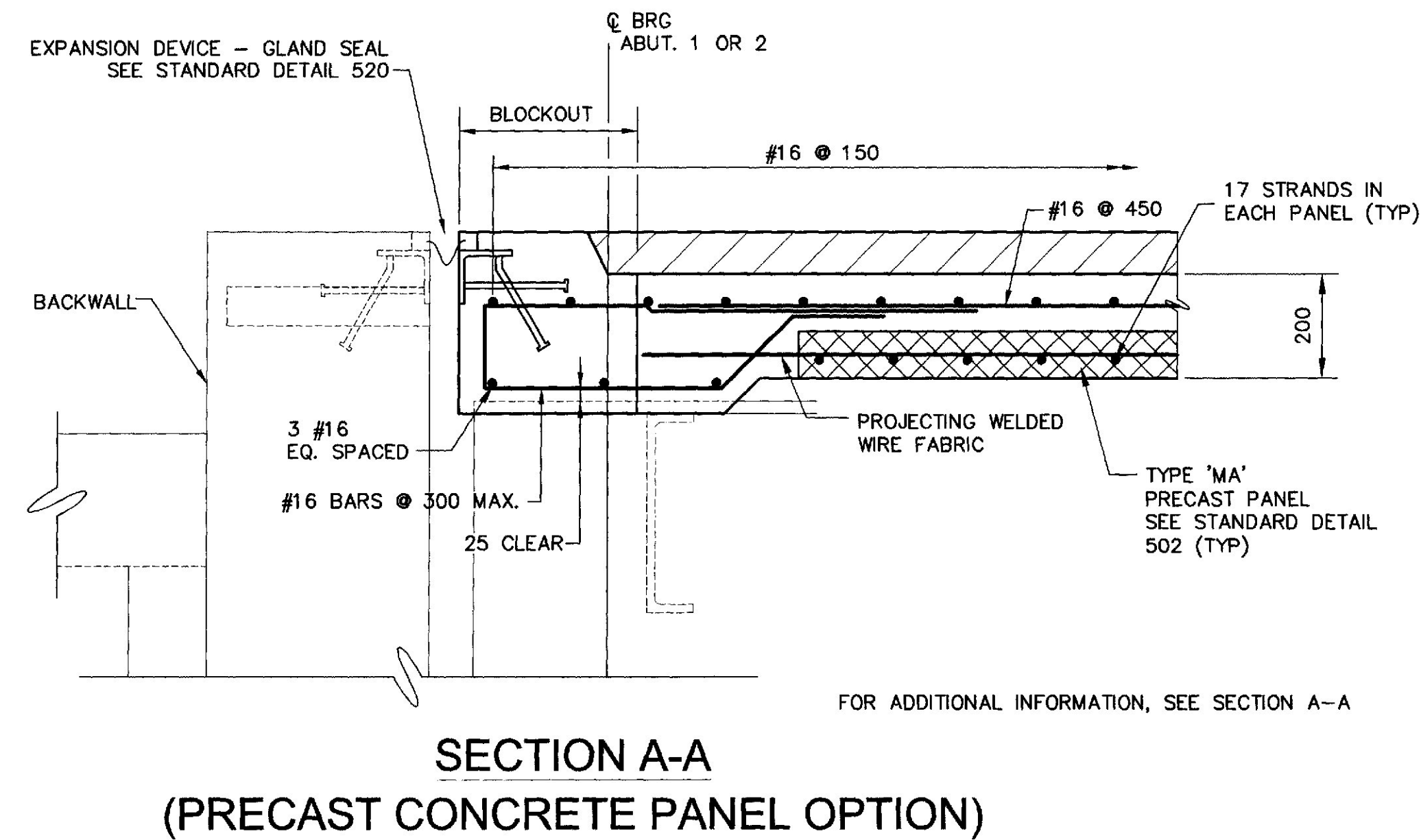
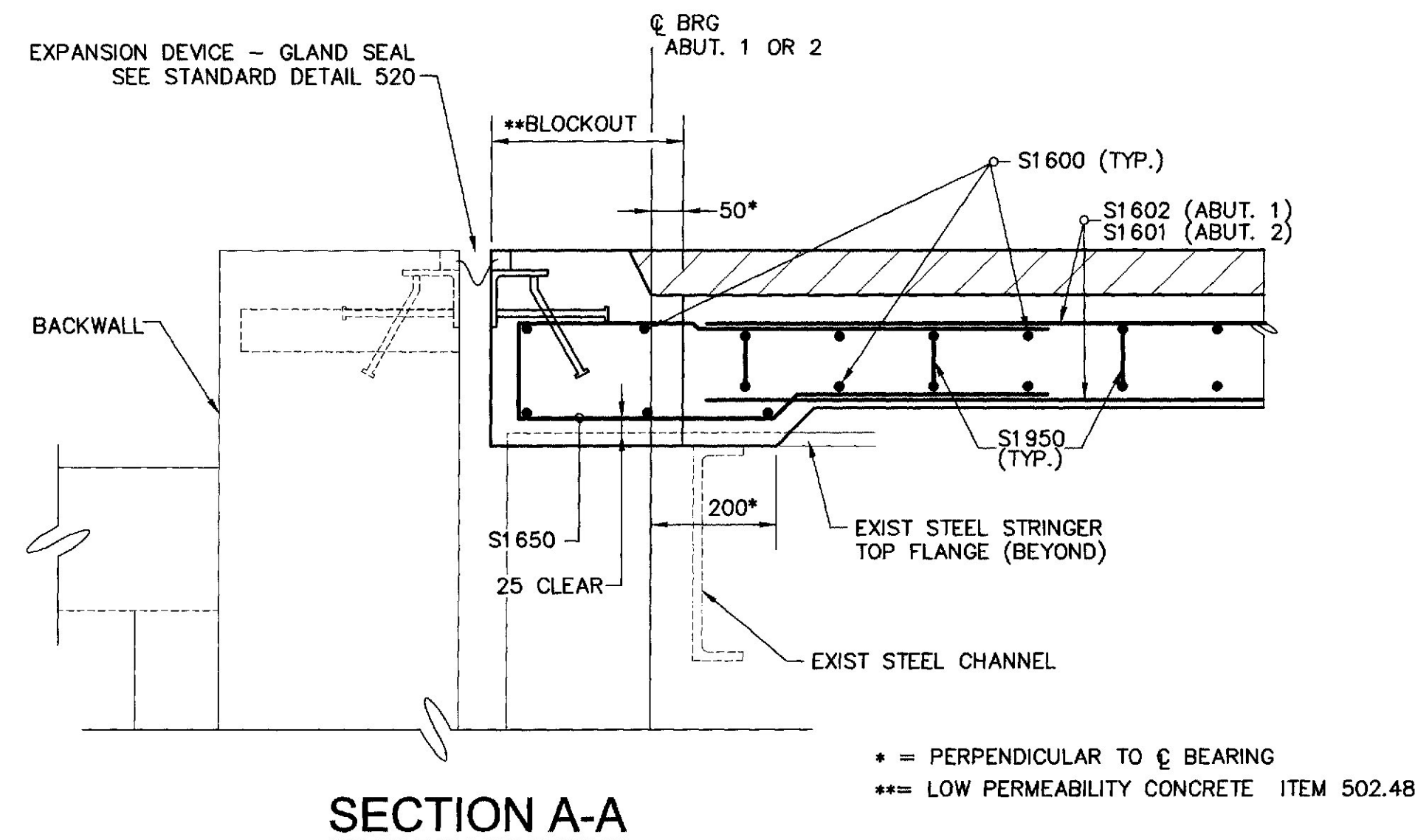
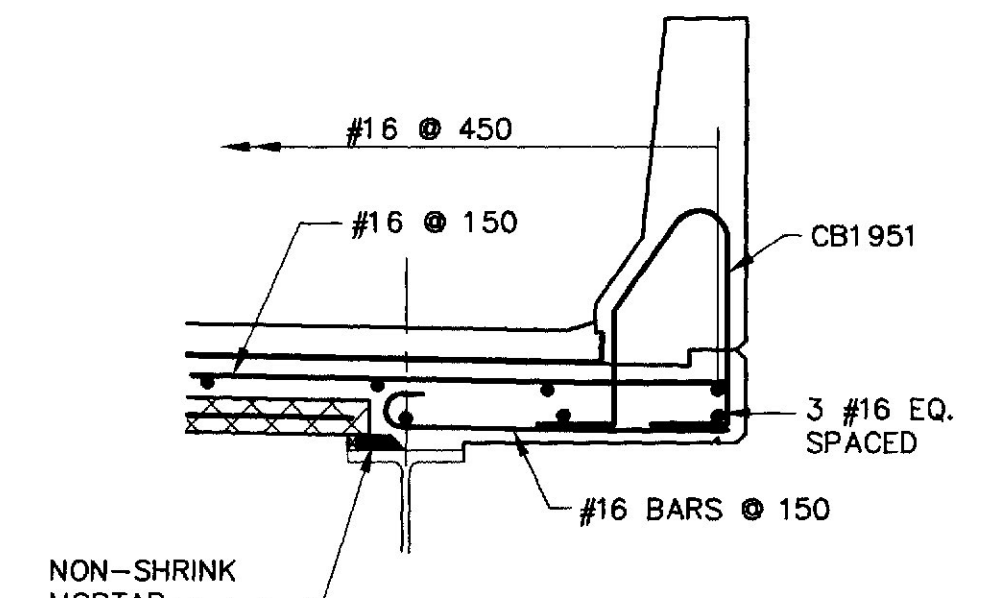
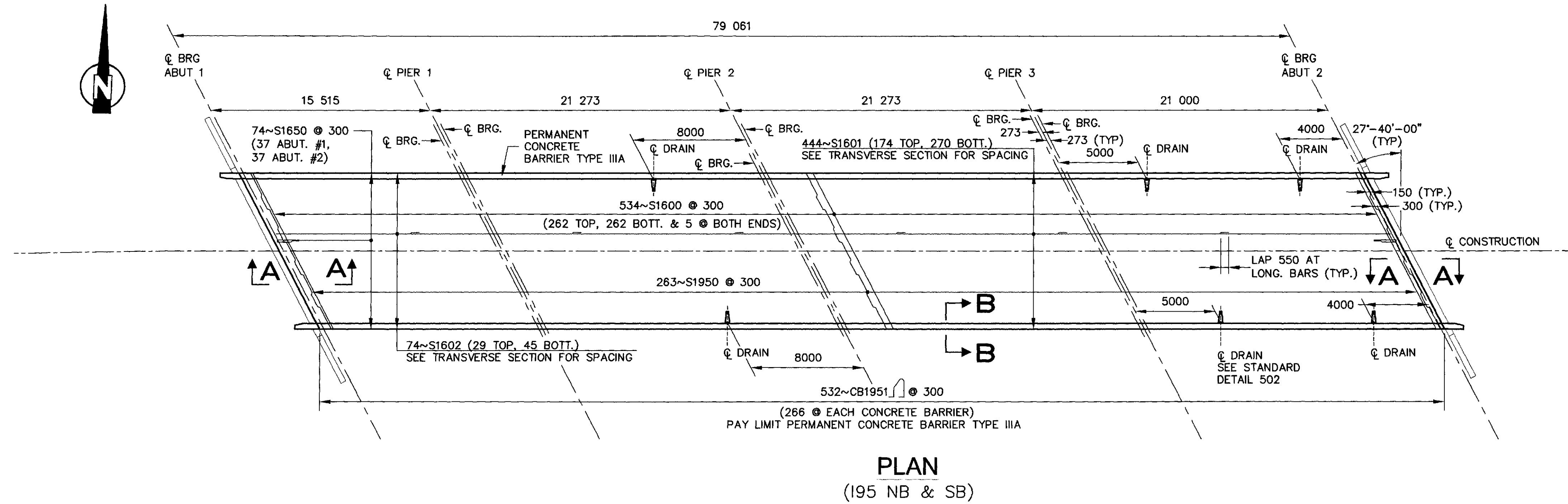
PROJECT DESIGN	DATE
OWNER	10/00
DESIGN-DETAILED	10/00
CHECKED	SEN
REVISIONS	10/00
FIELD CHANGES	

XXXX, 1998
XXXXXXXXX.DWG

METRIC

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

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	M-95-7800(00)E	12	42



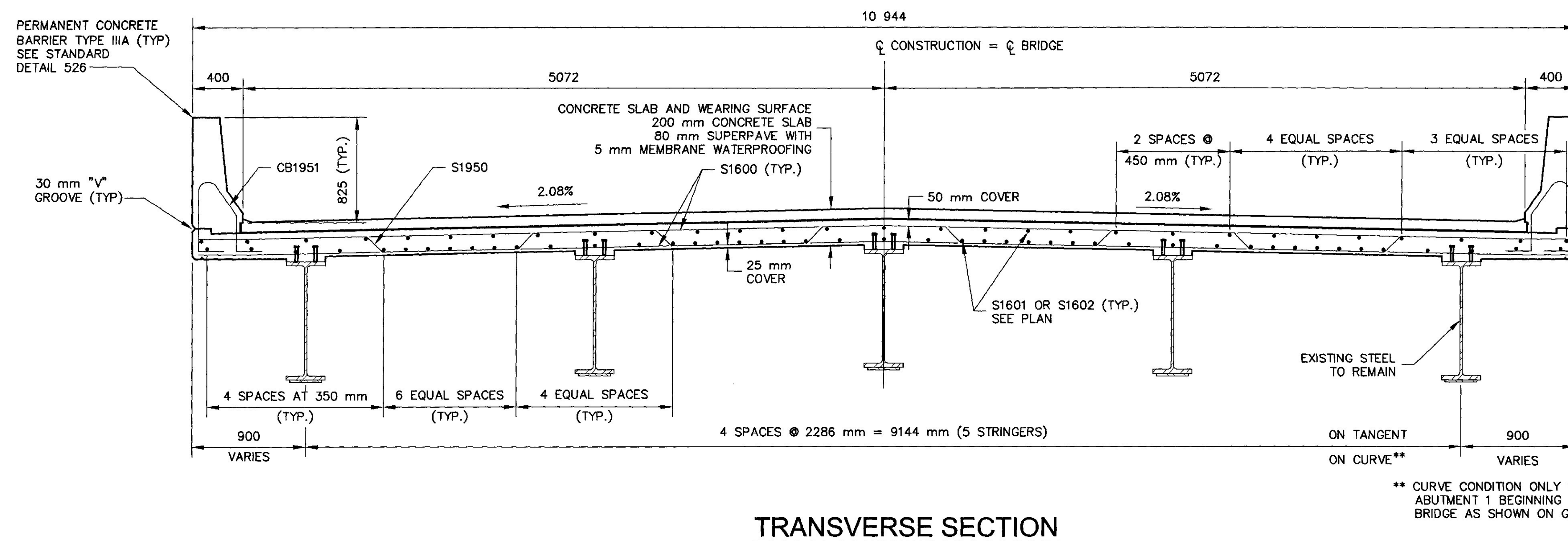
JOINT TEMPERATURE MOVEMENT DATA

	MR	L
ABUTMENT 1	42 mm	40 m
ABUTMENT 2	42 mm	40 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.

NOTES

- "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."
- 25 mm DIAMETER TUBE DRAINS SHALL BE INSTALLED IN DECK PER STANDARD DETAIL 502(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.
- PAYMENT FOR THE REINFORCING STEEL, FABRICATED, DELIVERED, AND PLACED, FOR CAST-IN-PLACE STRUCTURAL CONCRETE DECK SHALL BE INCIDENTAL TO ITEM 502.26.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
over
COUNTY ROAD
WATERVILLE
KENNEBEC COUNTY

DECK REPLACEMENT PLAN

w:\MD01\99285.01 County Rd\dwg\deckdet1.s.dwg Tue Nov 21 08:35:00 2000 1055CM plotter monochrome setup

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

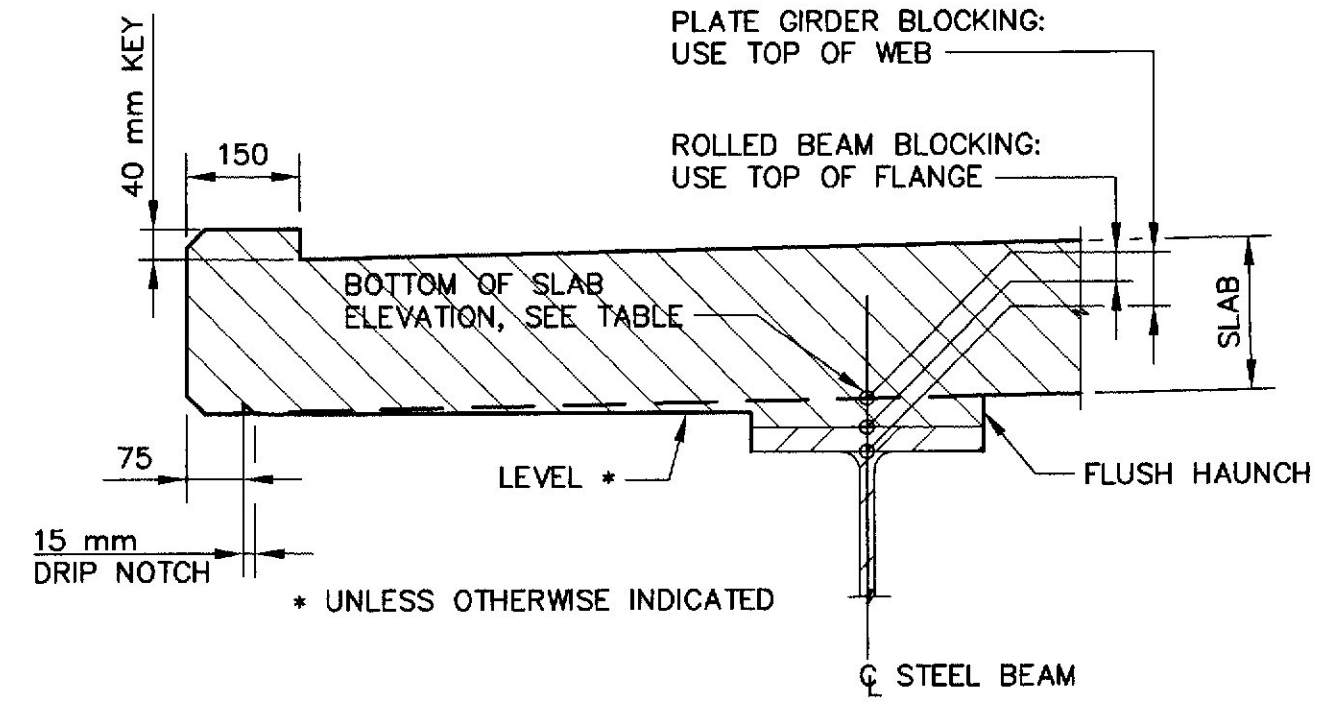
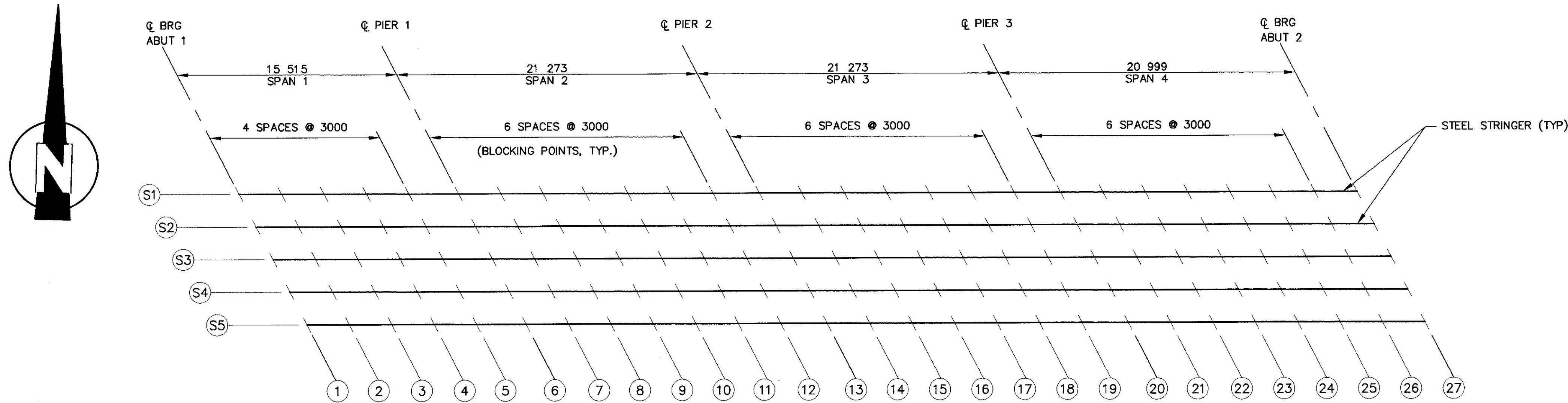
PLANS

XXXX, 1998
XXXXXXXXX.DWG

METRIC

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

FWHA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	M-95-780X00E	13	42



SLAB DETAIL

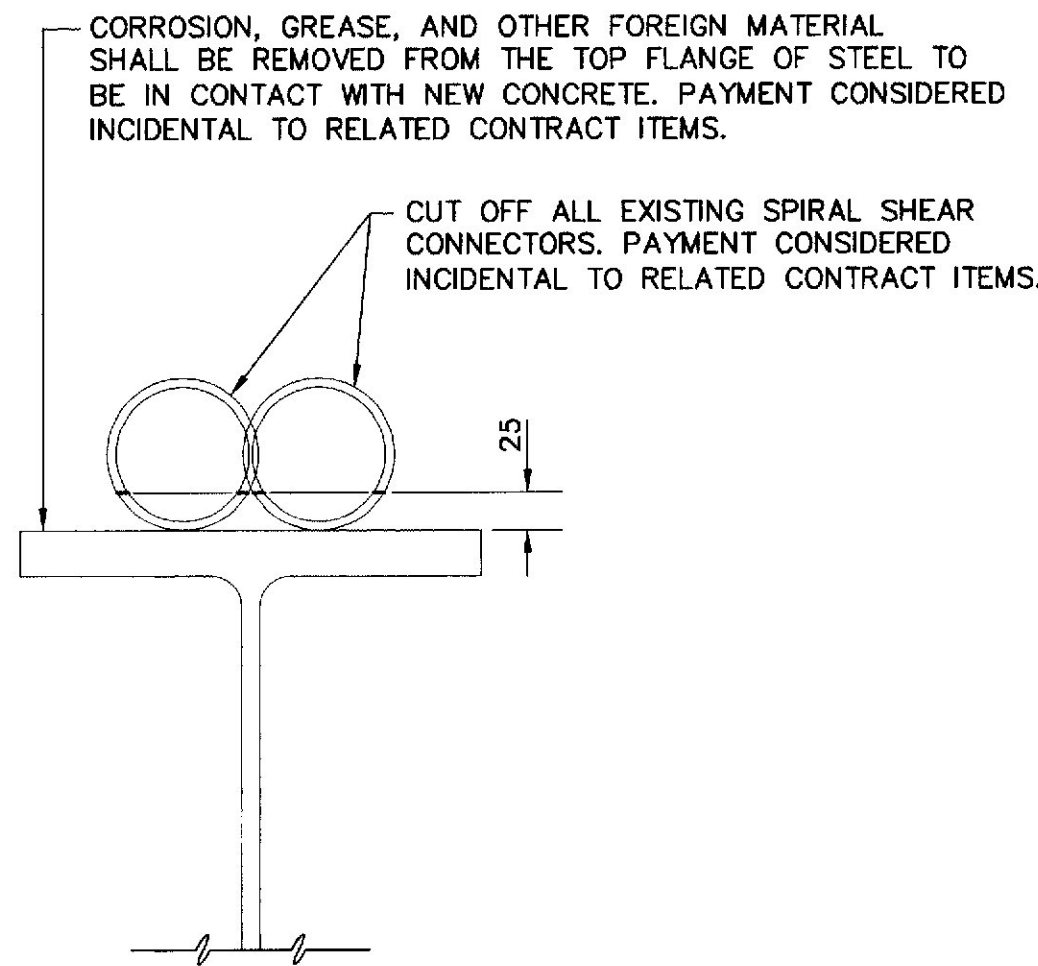
BLOCKING LAYOUT

I-95 SOUTHBOUND

BOTTOM OF SLAB ELEVATIONS																											
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
S1	52.830	52.764	52.694	52.623	52.546	52.454	52.395	52.333	52.265	52.193	52.116	52.033	51.943	51.888	51.835	51.778	51.715	51.646	51.574	51.493	51.443	51.391	51.333	51.270	51.202	51.129	51.055
S2	52.789	52.730	52.667	52.600	52.528	52.439	52.385	52.327	52.265	52.198	52.124	52.047	51.961	51.911	51.858	51.801	51.738	51.669	51.596	51.516	51.466	51.414	51.356	51.293	51.225	51.152	51.077
S3	52.752	52.698	52.641	52.579	52.511	52.428	52.378	52.325	52.268	52.205	52.137	52.063	51.983	51.933	51.881	51.823	51.760	51.692	51.619	51.538	51.489	51.436	51.379	51.316	51.247	51.174	51.100
S4	52.681	52.627	52.569	52.506	52.438	52.355	52.305	52.253	52.195	52.132	52.064	51.991	51.910	51.861	51.808	51.751	51.688	51.619	51.546	51.466	51.416	51.364	51.306	51.243	51.175	51.102	51.027
S5	52.609	52.551	52.493	52.431	52.364	52.282	52.233	52.180	52.122	52.059	51.991	51.918	51.838	51.788	51.735	51.677	51.614	51.546	51.473	51.393	51.343	51.291	51.233	51.170	51.102	51.029	50.954

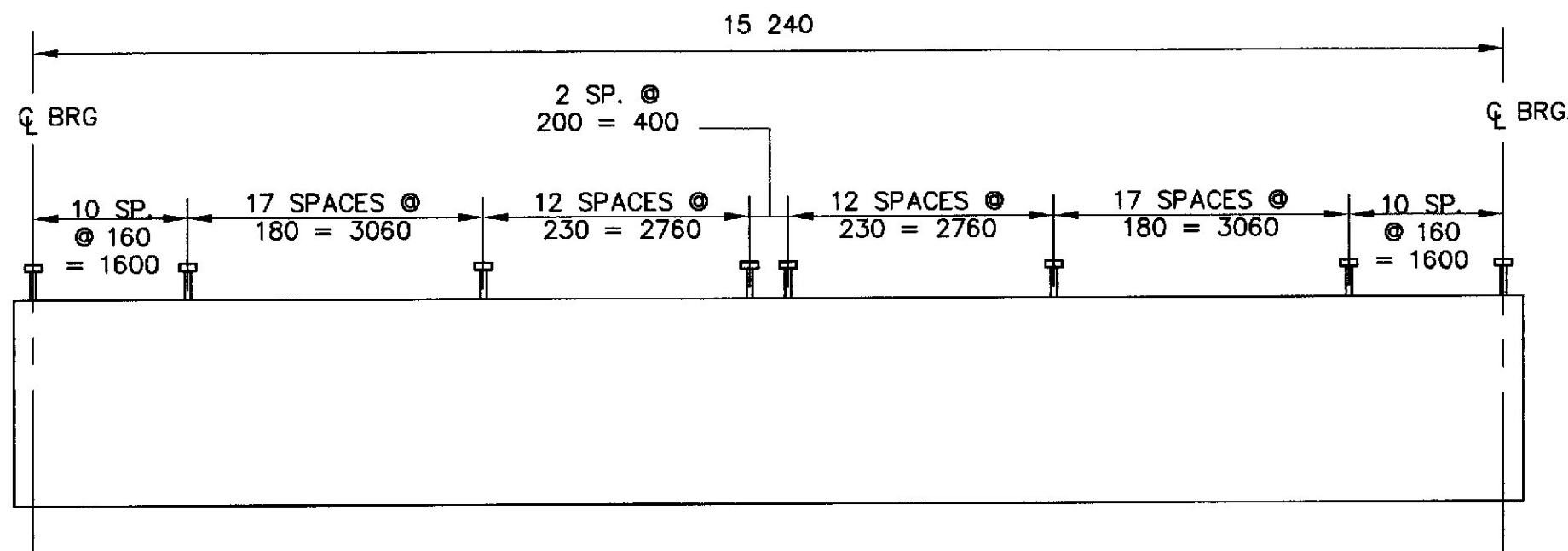
I-95 NORTHBOUND

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
S1	52.447	52.380	52.311	52.237	52.158	52.063	52.002	51.938	51.869	51.801	51.731	51.656	51.573	51.521	51.466	51.406	51.342	51.271	51.196	51.114	51.062	51.007	50.947	50.882	50.812	50.737	50.660
S2	52.427	52.367	52.303	52.234	52.159	52.068	52.012	51.952	51.888	51.823	51.753	51.678	51.595	51.543	51.489	51.429	51.364	51.293	51.218	51.135	51.084	51.029	50.969	50.904	50.834	50.759	50.682
S3	52.411	52.356	52.296	52.232	52.162	52.076	52.024	51.970	51.910	51.845	51.774	51.699	51.617	51.565	51.510	51.450	51.386	51.315	51.240	51.157	51.105	51.051	50.991	50.926	50.855	50.780	50.704
S4	52.338	52.282	52.223	52.158	52.088	52.003	51.951	51.896	51.837	51.772	51.701	51.626	51.543	51.491	51.437	51.377	51.312	51.242	51.166	51.084	51.032	50.977	50.918	50.853	50.782	50.707	50.630
S5	52.264	52.207	52.147	52.082	52.013	51.929	51.877	51.822	51.762	51.697	51.627	51.552	51.470	51.418	51.363	51.303	51.238	51.168	51.093	51.010	50.958	50.903	50.843	50.778	50.708	50.633	50.557

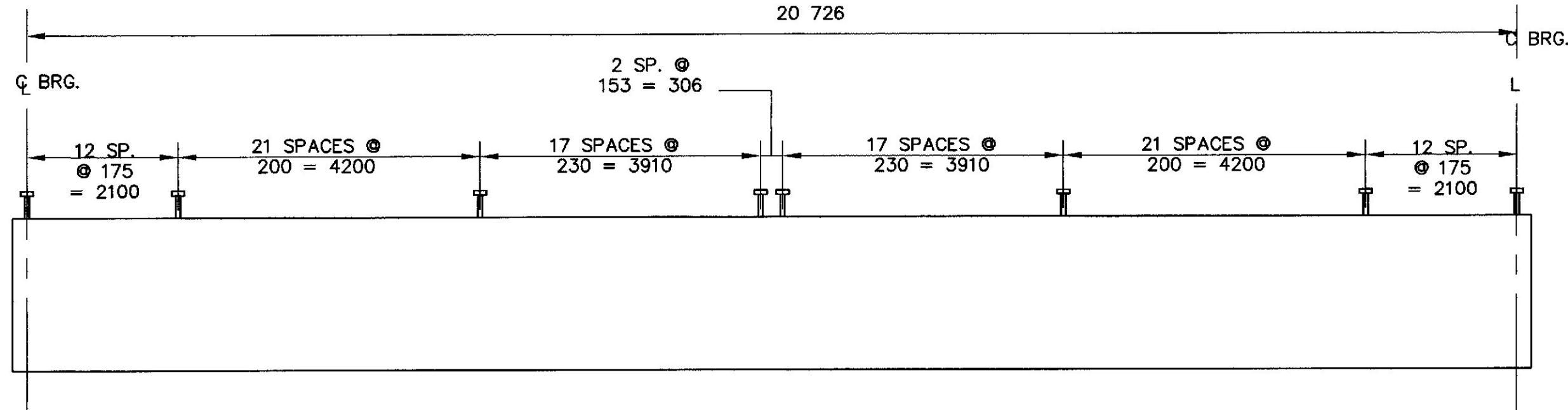


STRINGER FLANGE PREP DETAIL

BOTTOM OF SLAB ELEVATIONS



SPAN 1



SPANS 2, 3 AND 4

NOTES:

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

LOCATION	NB	SB
CL BRG ABUT 1	35	30
CL BRG PIER 1	35	35
CL BRG PIER 2	35	35
CL BRG PIER 3	35	30
CL BRG ABUT 2	35	30

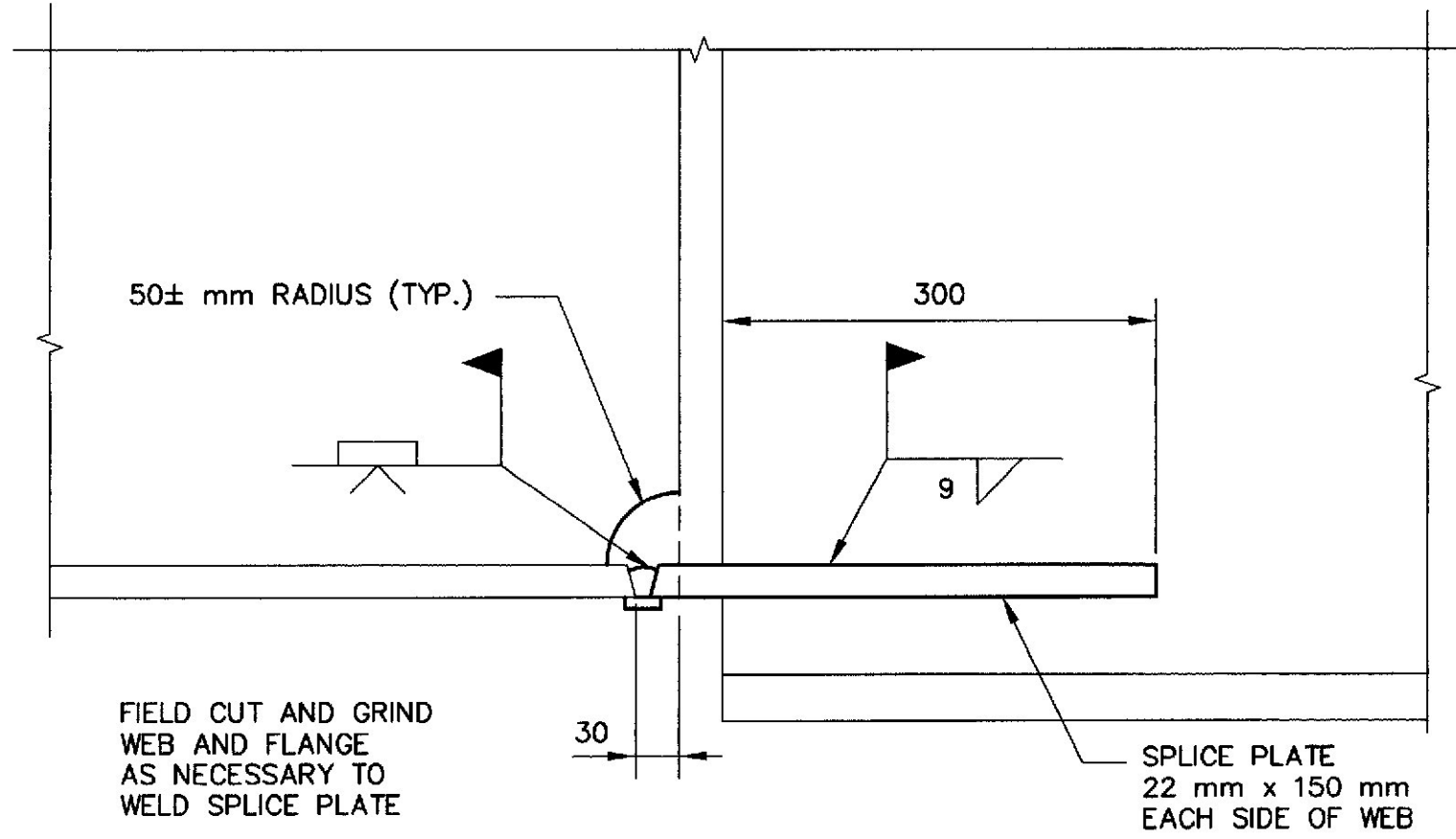
NOTE:
THEORETICAL BLOCKING IS GIVEN FOR
REFERENCE PURPOSES ONLY. DO NOT USE
THEORETICAL BLOCKING FOR SETTING
FORMWORK.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
over
COUNTY ROAD
WATERVILLE
KENNEBEC COUNTY
DECK REPLACEMENT DETAILS

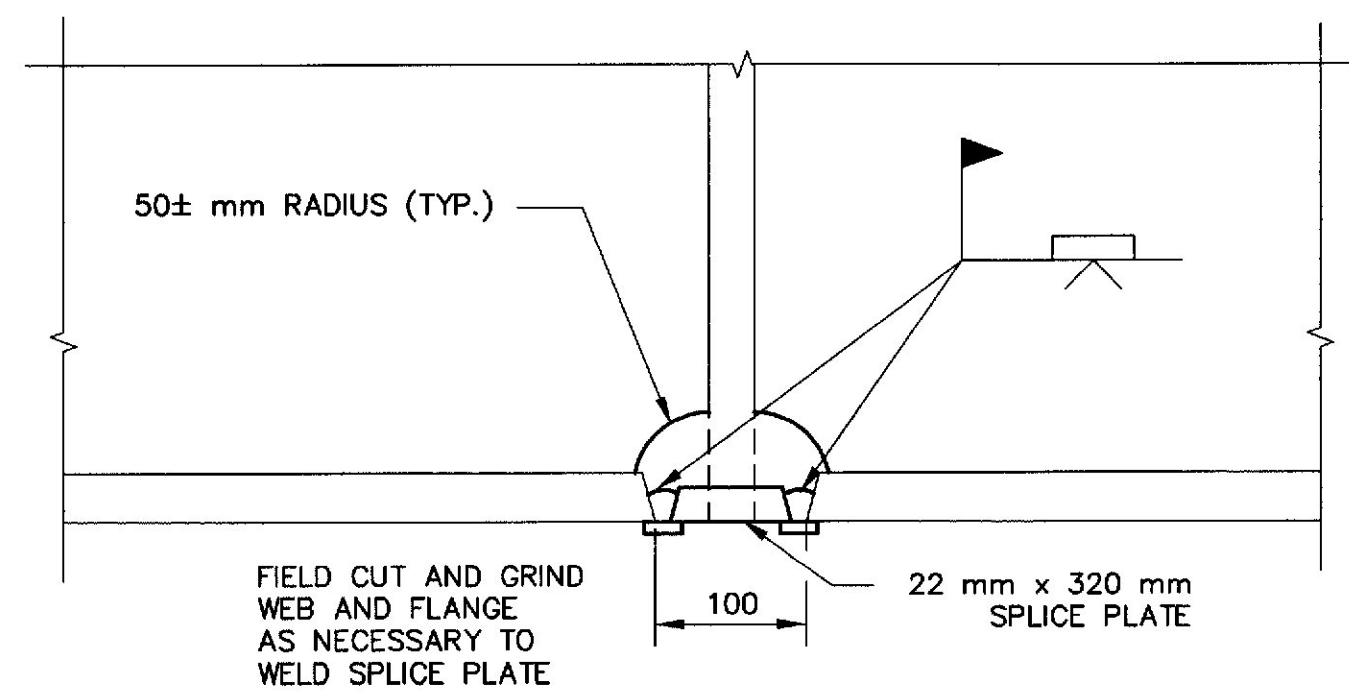
METRIC

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

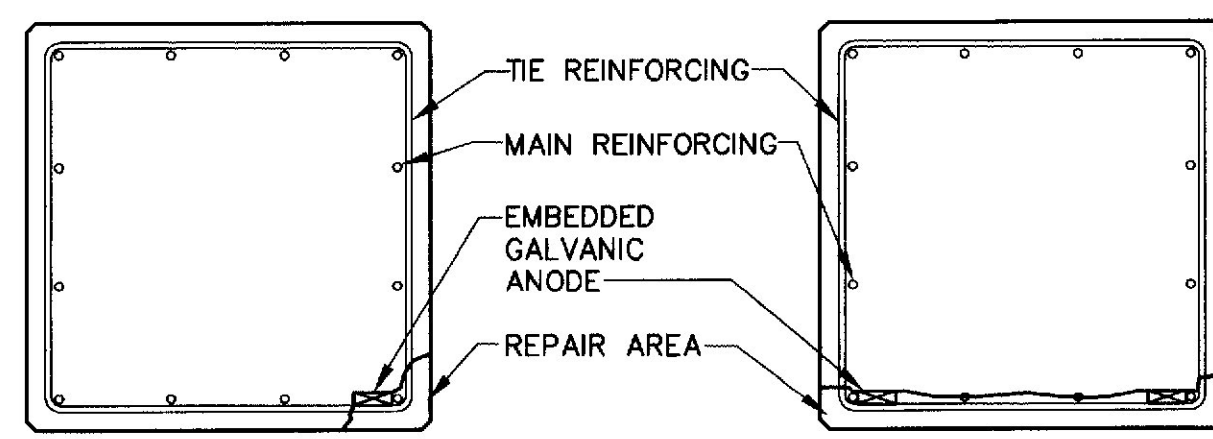
F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-7800(00)	14	42



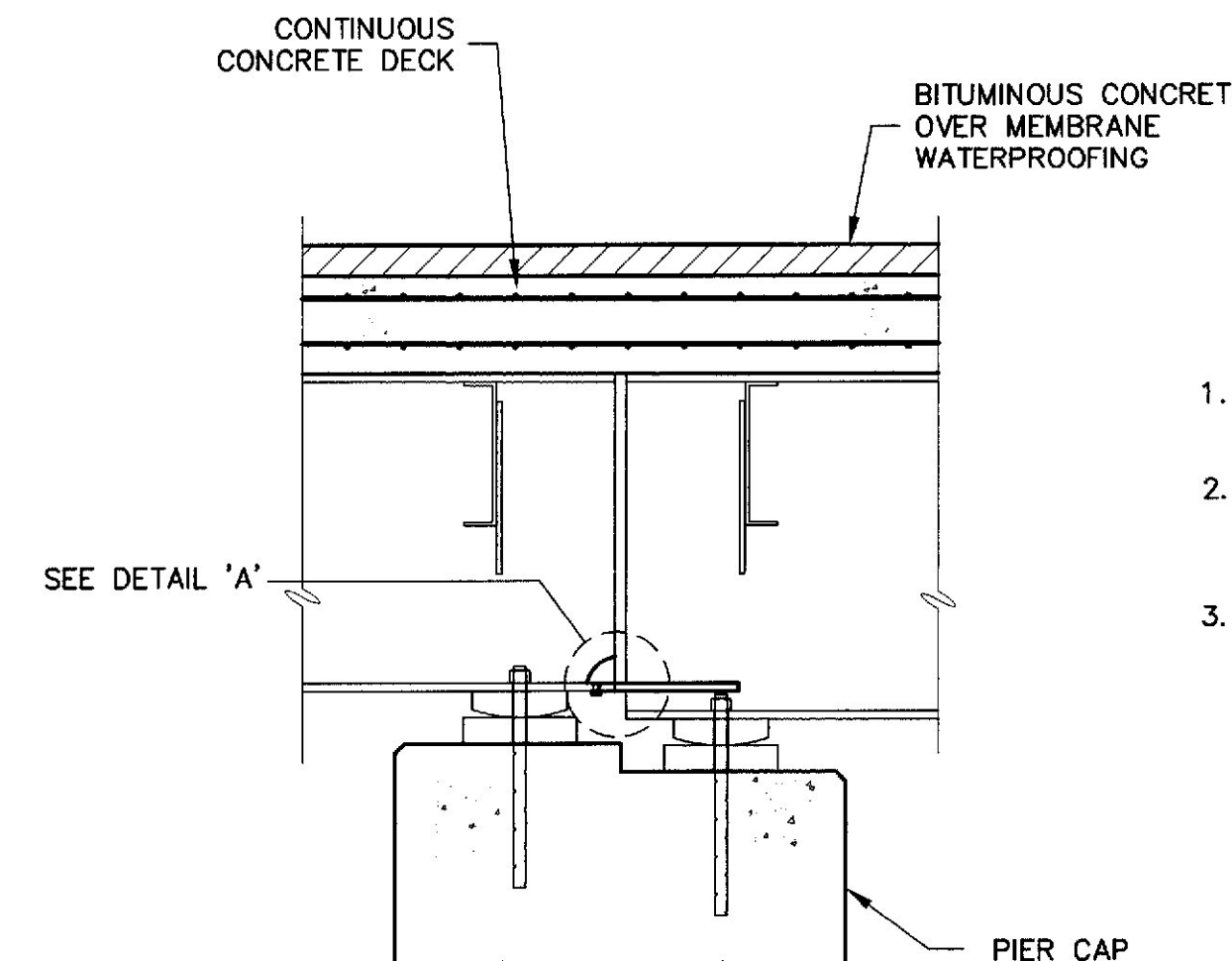
DETAIL 'A'



DETAIL 'B'

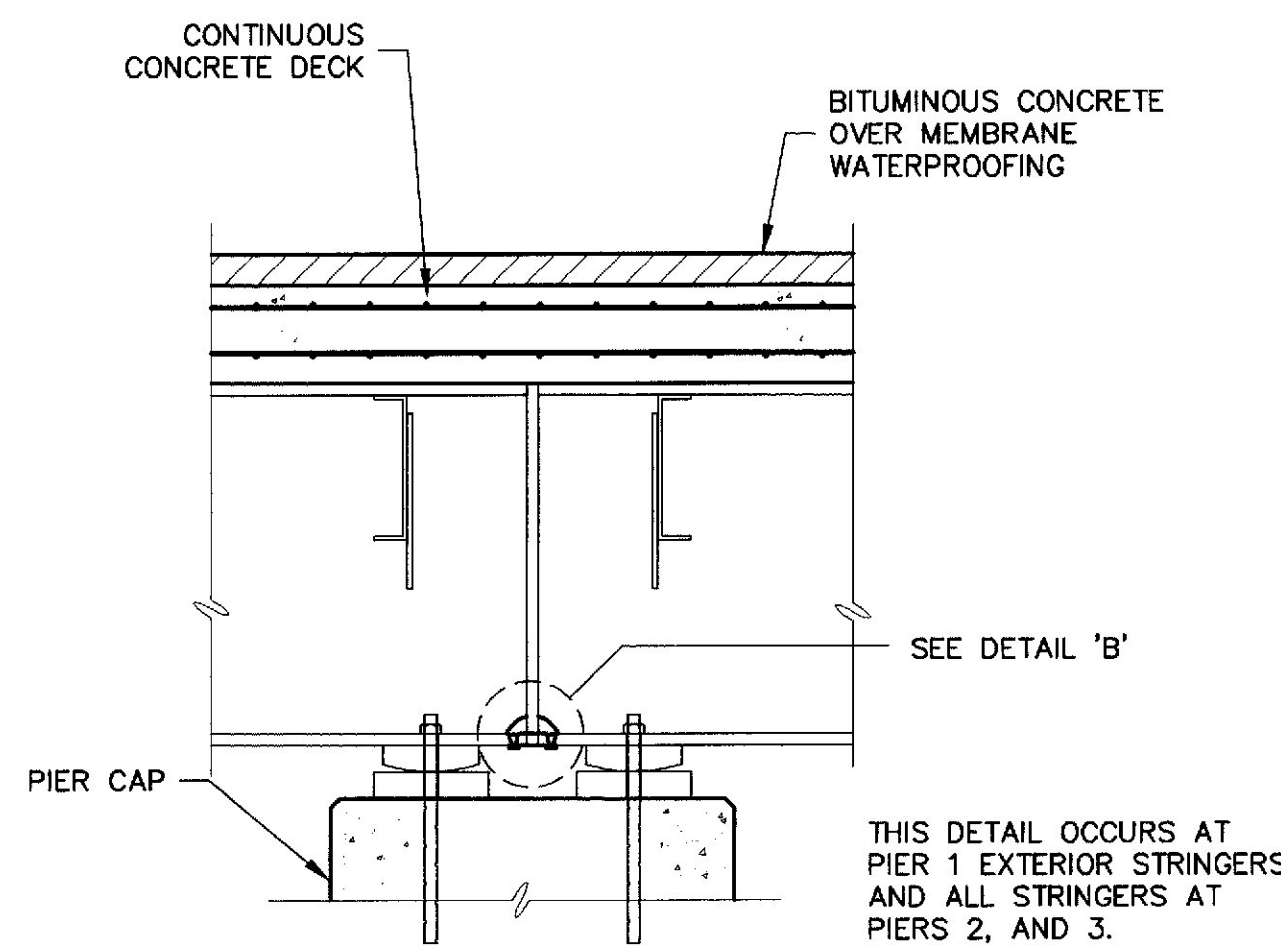


SECTION A-A CORNER & FACE REPAIRS

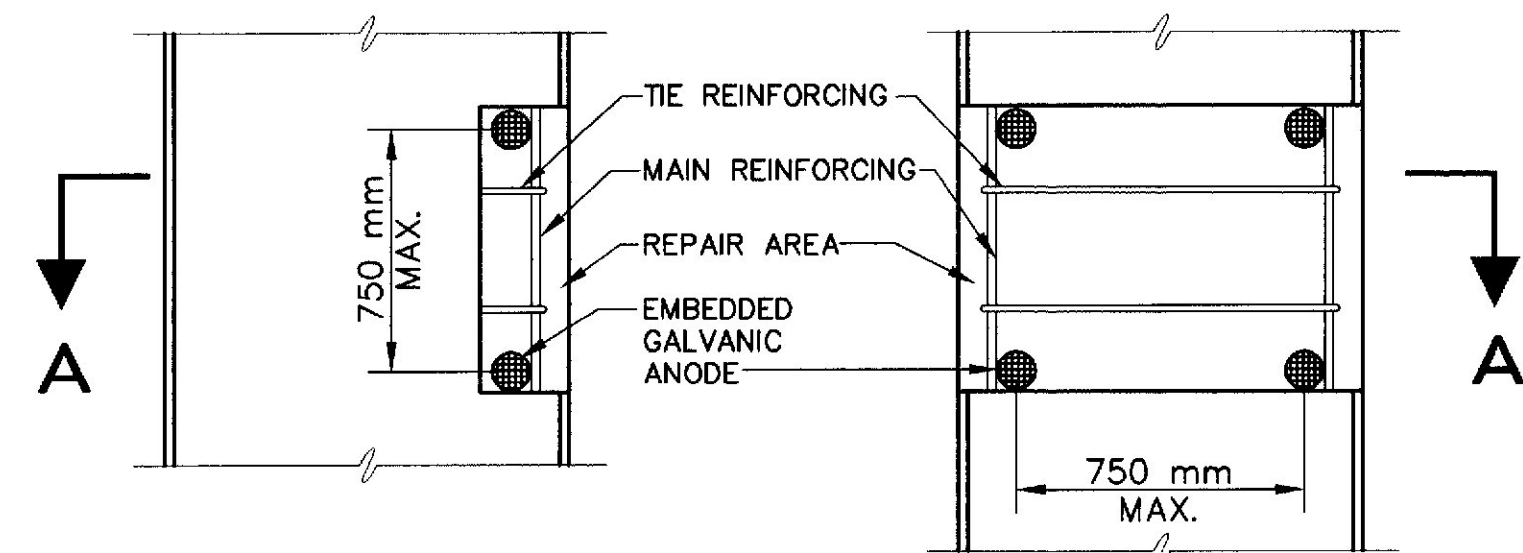


STRINGER SPLICE DETAIL
(AT PIER 1 INTERIOR STRINGERS)

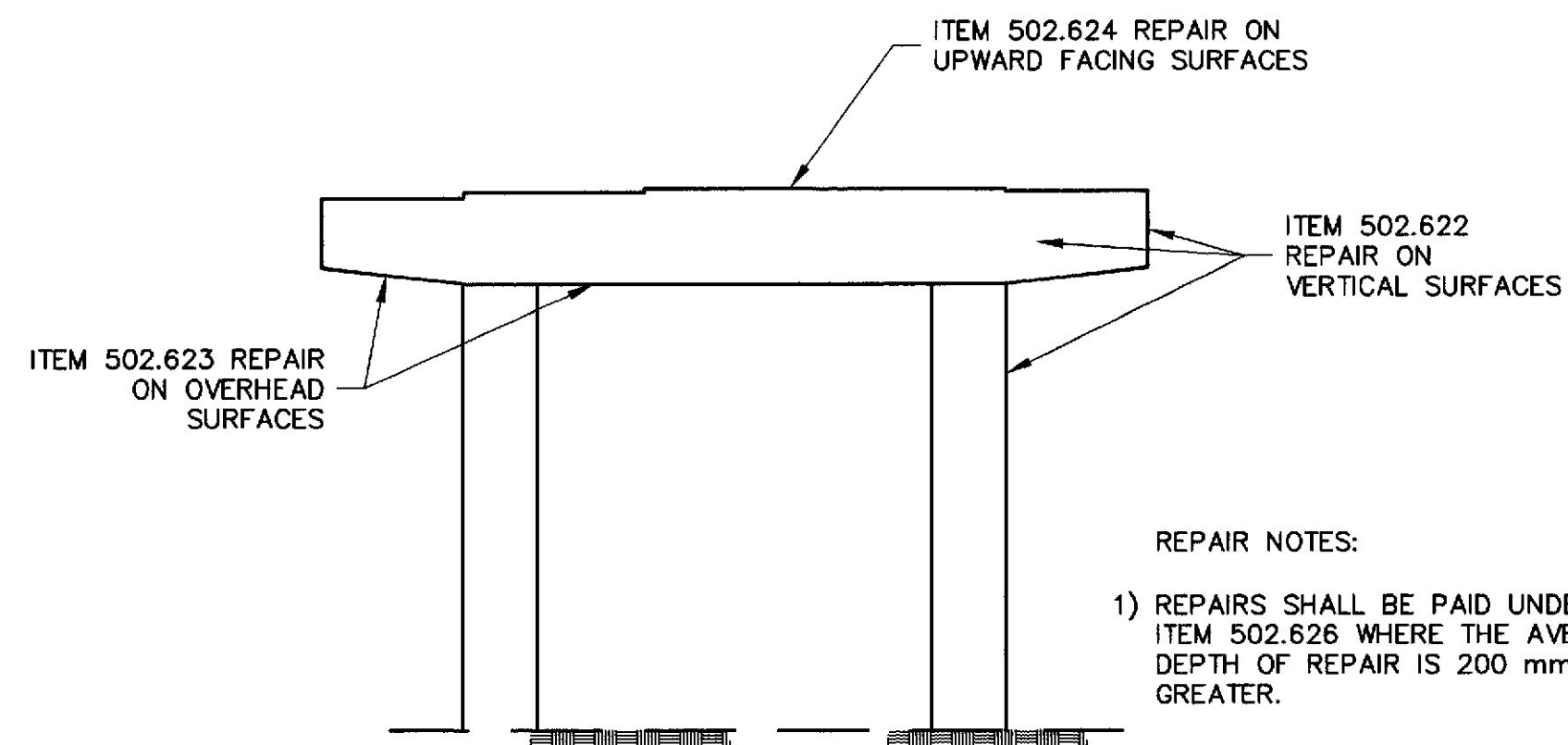
- SPLICE NOTES:
1. SPLICE PLATE MAY BE WELDED BEFORE OR AFTER CASTING NEW CONCRETE DECK.
 2. WHERE THE BOTTOM OF ADJACENT BOTTOM FLANGES ARE NOT AT THE SAME ELEVATION, THE SPLICE PLATE MAY BE SLIGHTLY SLOPED FROM ONE FLANGE TO THE OTHER.
 3. SPLICING OF STEEL STRINGERS INCLUDING FABRICATION, CUTTING,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



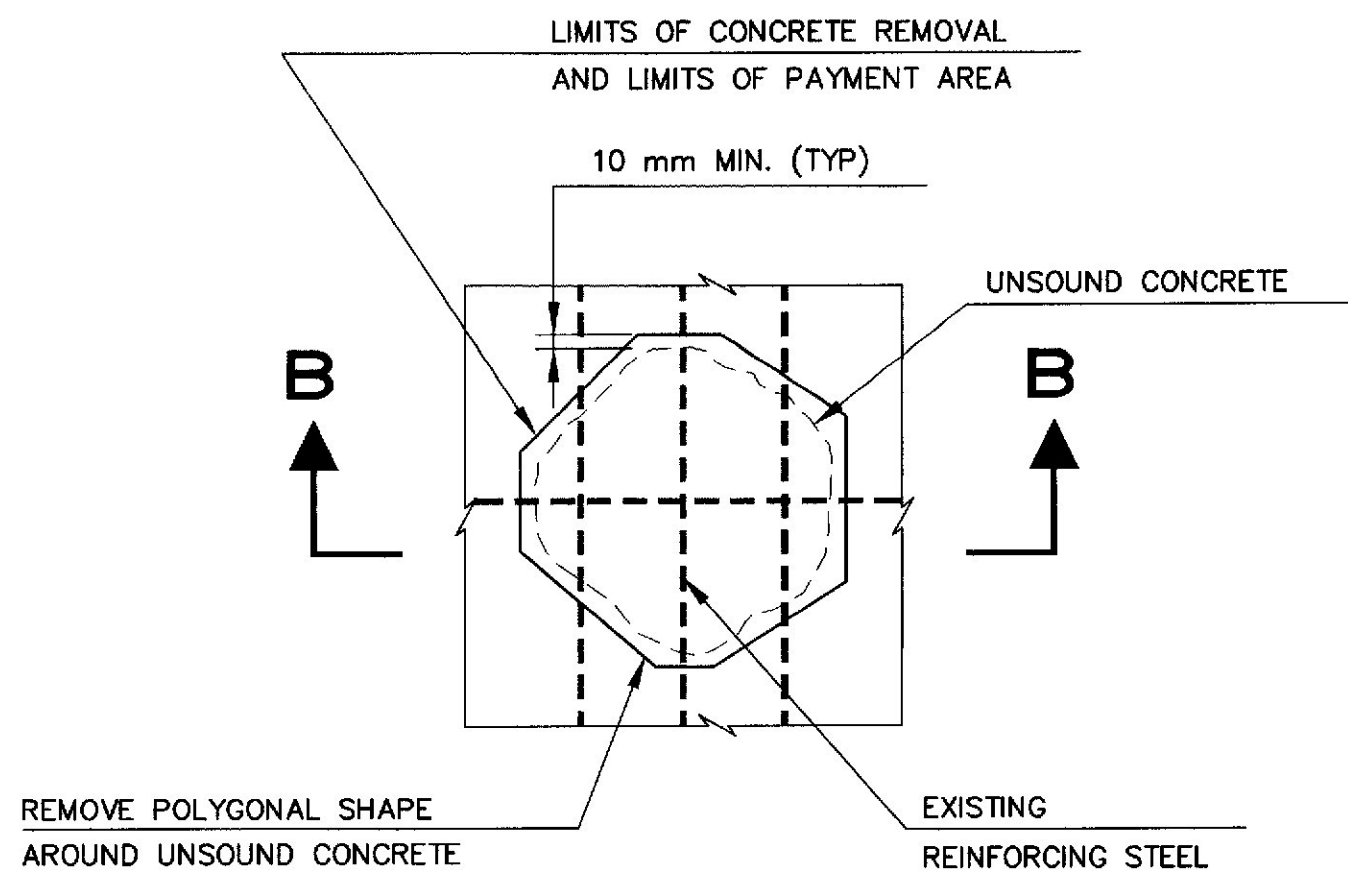
STRINGER SPLICE DETAIL
(TYPICAL CONDITION)



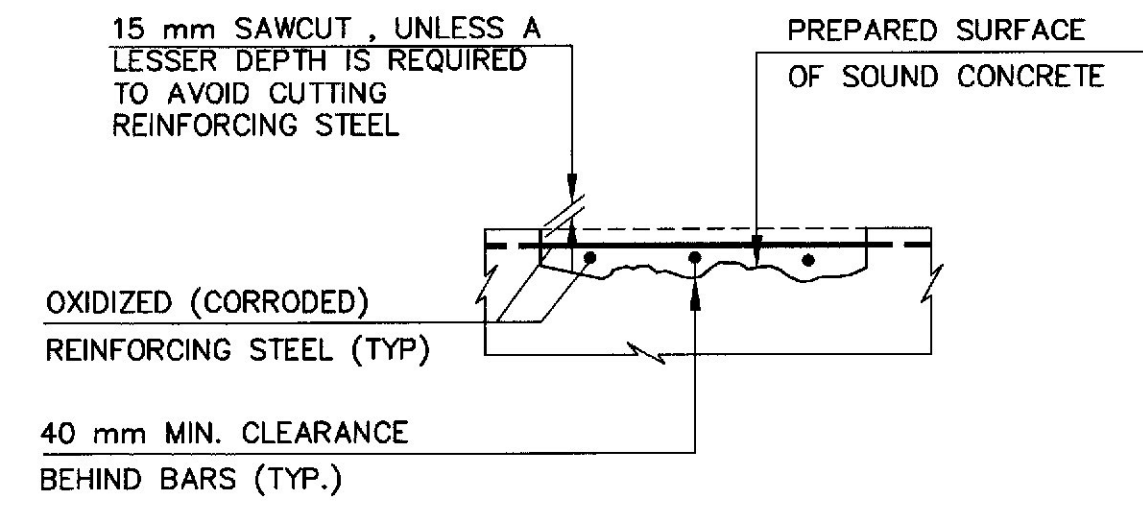
ELEVATION OF CORNER & FACE REPAIRS
EMBEDDED GALVANIC ANODES
PAY ITEM 655.51



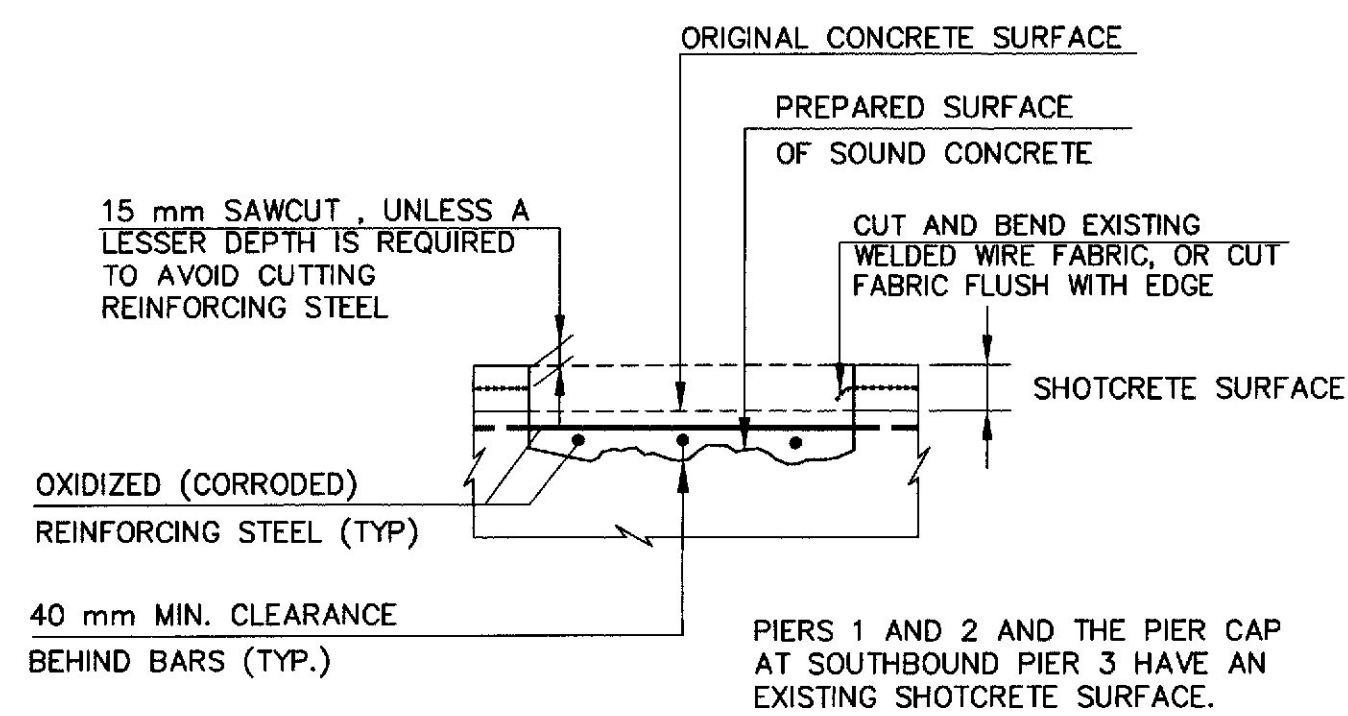
EXISTING PIER ELEVATION



PLAN



SECTION B-B



SECTION B-B (SHOTCRETE)

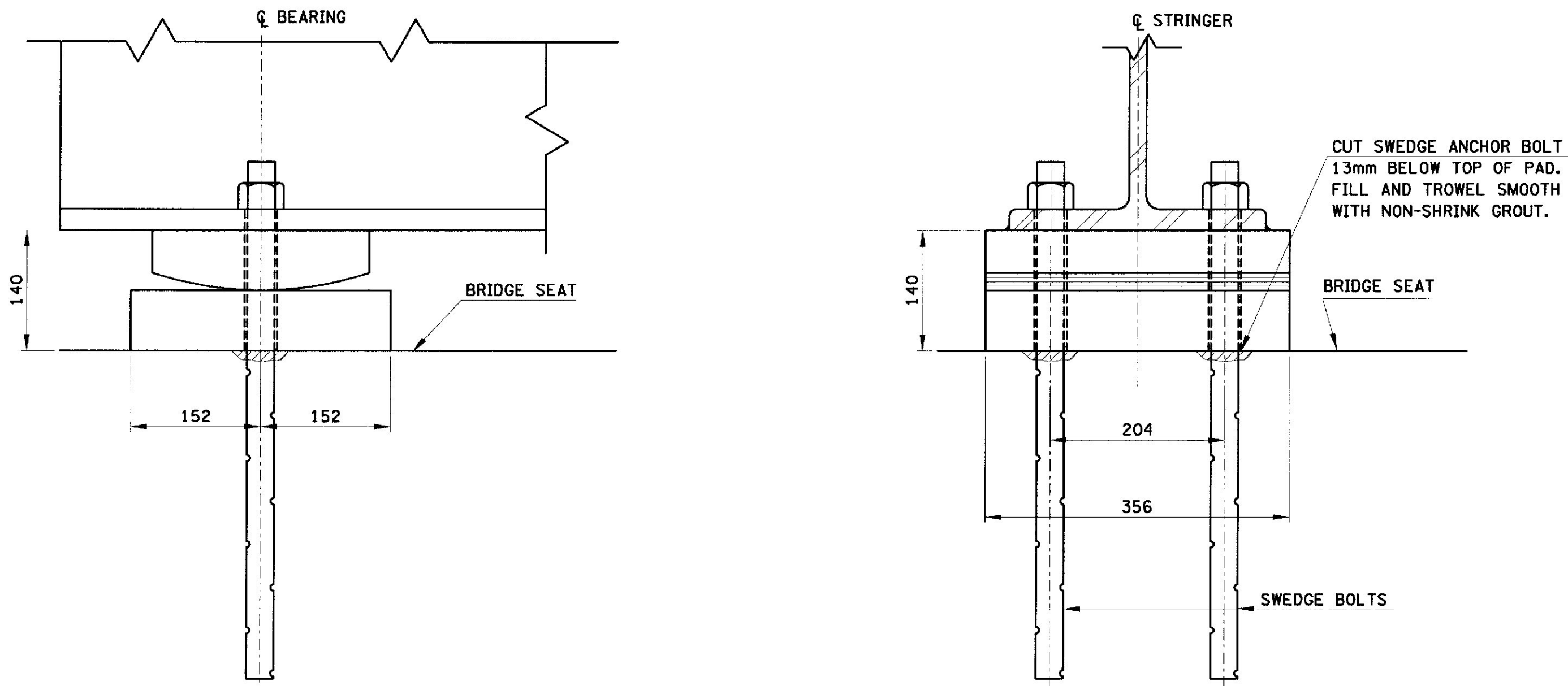
SUBSTRUCTURE REPAIR

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 over COUNTY ROAD
WATERVILLE KENNEBEC COUNTY
MISCELLANEOUS DETAILS

METRIC

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

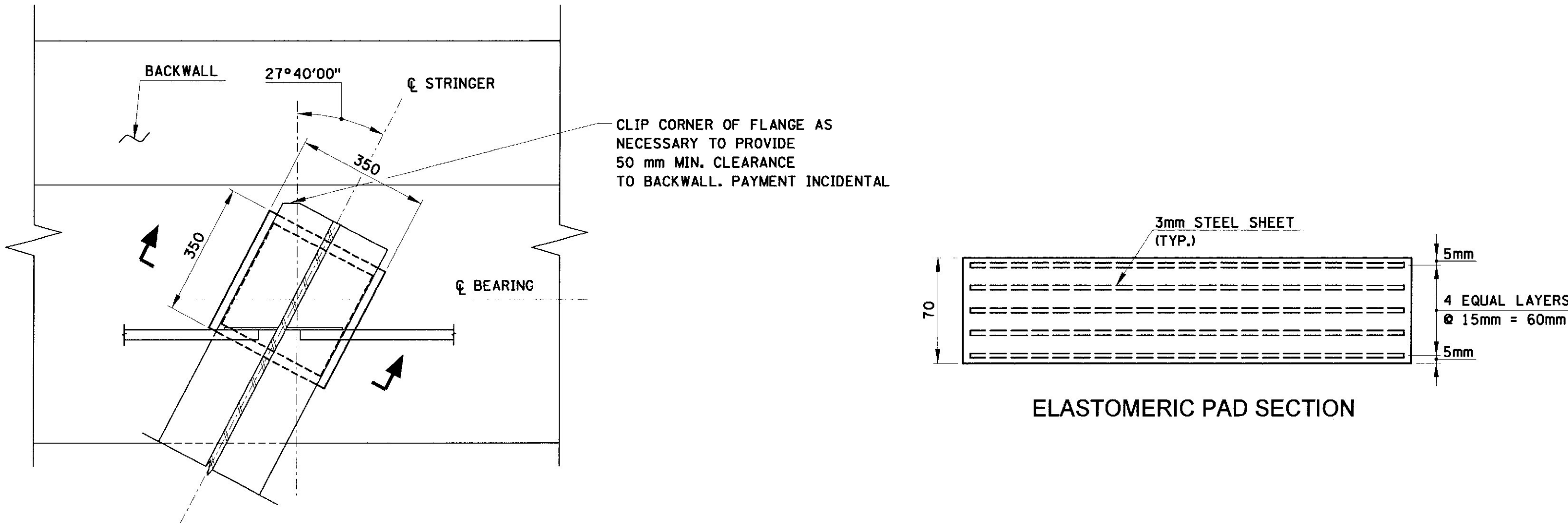
F.J.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-780000E	15	42



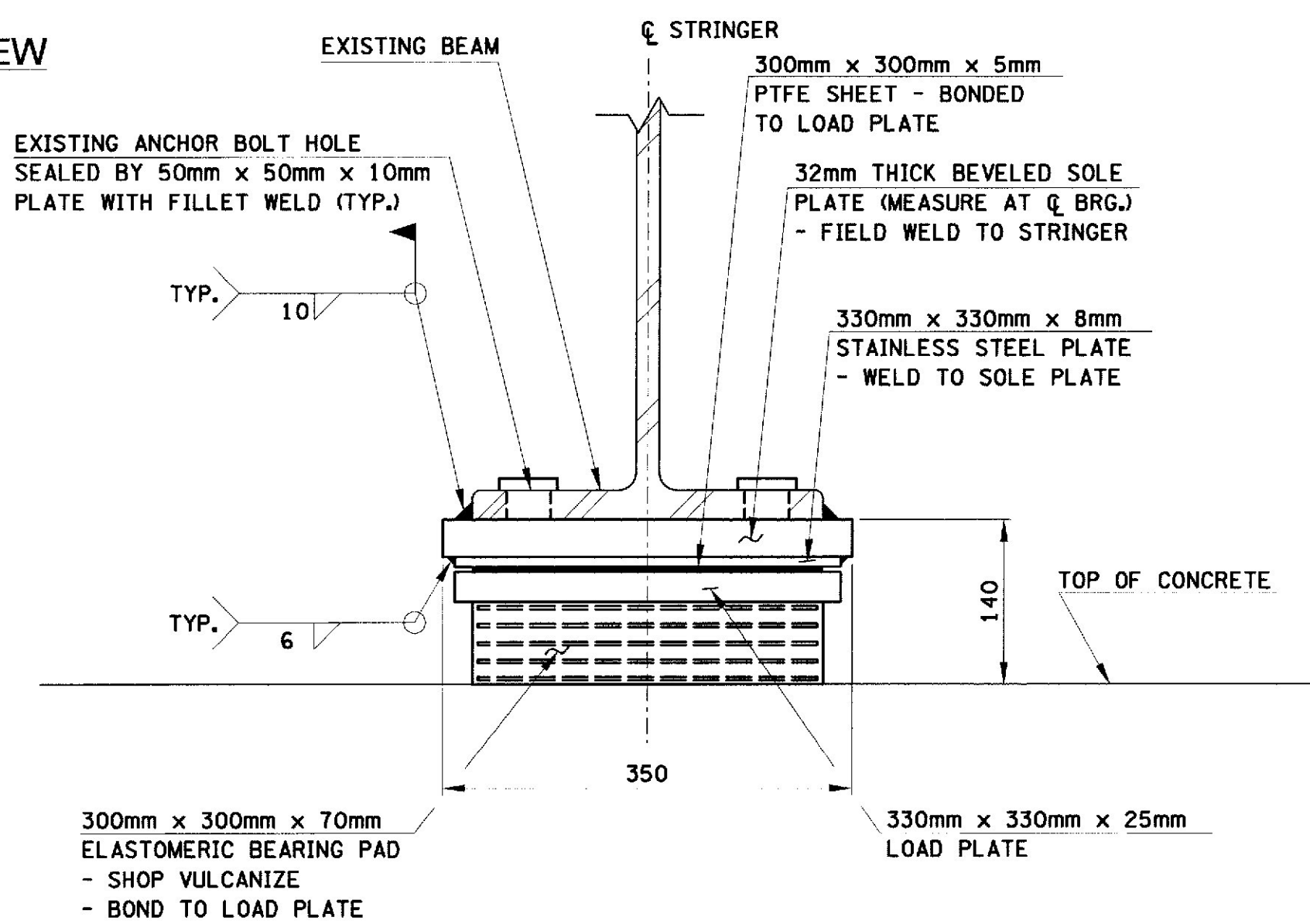
BEARING REPLACEMENT SCHEDULE
FOR COUNTY ROAD BRIDGE

LOCATION	EXISTING BEARING	NEW BEARING	NO. OF BEARINGS
ABUTMENT 1	FIXED	EXPANSION	5 @ EACH BRIDGE
ABUTMENT 2	FIXED	EXPANSION	5 @ EACH BRIDGE

EXISTING BEARING AT ABUTMENTS TO BE REPLACED



PLAN VIEW



SECTION - EXPANSION BEARING

REPLACEMENT BEARING

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.

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

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

TPN TPN
MAG MAG

PLANS

K:\V001\90205-01 County Rd\dwg\reinfnsch.dwg Tue Nov 21 10:20:02 2000 40565CM Plotter monochrome setup

XXXX, 1998
XXXXXXXXX.DWG

PROJECT DESIGN ENGINEER	BY		DATE
	DRD	DRD	10/00
	SEN		10/00
	REVISIONS		
	FIELD CHANGES		

PLANS

REINFORCING STEEL SCHEDULE

METRIC

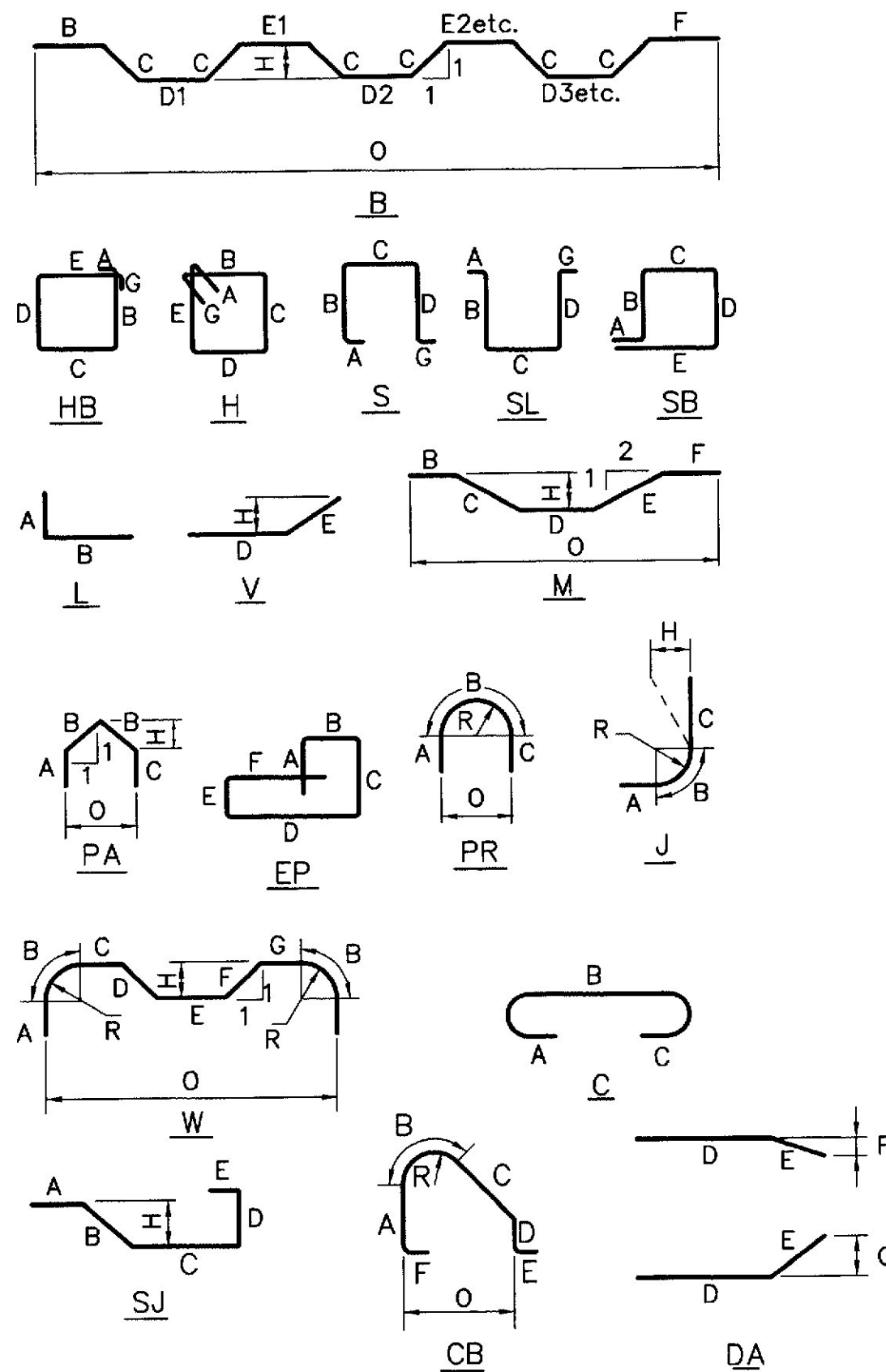
1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IN-95-7800(00)E	16	42

STRAIGHT BARS			
MARK	NO.	LENGTH	LOCATION
ABUTMENT 1 - SOUTHBOUND			
A1600	6	12260	BACKWALL
A1601	2	10700	APPROACH SLAB SEAT
A1602	4	10560	APPROACH SLAB
A1603	56	1280	BACKWALL
ABUTMENT 1 - NORTHBOUND			
A1600	6	12260	BACKWALL
A1601	2	10700	APPROACH SLAB SEAT
A1602	4	10560	APPROACH SLAB
A1603	56	1280	BACKWALL
ABUTMENT 2 - SOUTHBOUND			
A1600	6	12260	BACKWALL
A1601	2	10700	APPROACH SLAB SEAT
A1602	4	10560	APPROACH SLAB
A1603	56	1280	BACKWALL
ABUTMENT 2 - NORTHBOUND			
A1600	6	12260	BACKWALL
A1601	2	10700	APPROACH SLAB SEAT
A1602	4	10560	APPROACH SLAB
A1603	56	1280	BACKWALL
SUPERSTRUCTURE - SOUTHBOUND			
S1600	534	12250	TRANSVERSE
S1601	444	12000	LONGITUDINAL
S1602	74	10125	LONGITUDINAL
SUPERSTRUCTURE - NORTHBOUND			
S1600	534	12250	TRANSVERSE
S1601	444	12000	LONGITUDINAL
S1602	74	10125	LONGITUDINAL
PIER 1 - SOUTHBOUND			
P1650	14	8080	CRASHWALL
P1651	12	4470	CRASHWALL
P1653	11	3310	CRASHWALL
P1655	24	3000	CRASHWALL
P1656	24	990	CRASHWALL
P1657	32	1250	CRASHWALL
P2550	16	3310	CRASHWALL
PIER 1 - NORTHBOUND			
P1650	14	8080	CRASHWALL
P1651	12	4470	CRASHWALL
P1653	11	3310	CRASHWALL
P1655	24	3000	CRASHWALL
P1656	24	990	CRASHWALL
P1657	32	1250	CRASHWALL
P2550	16	3310	CRASHWALL
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	25	1035	S	0	430	175	430			0				APPROACH SLAB SEAT
A1650	26	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	2055	S	0	955	300	800			0				WING (BARRIER)
ABUTMENT 1 - NORTHBOUND														
A1350	25	1035	S	0	430	175	430			0				APPROACH SLAB SEAT
A1650	26	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	2055	S	0	955	300	800			0				WING (BARRIER)
ABUTMENT 2 - SOUTHBOUND														
A1350	25	1035	S	0	430	175	430			0				APPROACH SLAB SEAT
A1650	26	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	2055	S	0	955	300	800			0				WING (BARRIER)
ABUTMENT 2 - NORTHBOUND														
A1350	25	1035	S	0	430	175	430			0				APPROACH SLAB SEAT
A1650	26	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	2055	S	0	955	300	800			0				WING (BARRIER)
SUPERSTRUCTURE - SOUTHBOUND														
S1650	74	2330	SJ	550	85	450	185	1060			60			DECK END HAUNCH
S1950	263	12384	B		1530	175	1205	1125	1530		125	12250		TRANSVERSE
CB1951	532	1625	CB	470	190	280	285	200	200			300	75	BARRIER
SUPERSTRUCTURE - NORTHBOUND														
S1650	74	2330	SJ	550	85	450	185	1060			60			DECK END HAUNCH
S1950	263	12384	B		1530	175	1205	1125	1530		125	12250		TRANSVERSE
CB1951	532	1625	CB	470	190	280	285	200	200			300	75	BARRIER
PIER 1 - SOUTHBOUND														
P1652	14	2115	PR	540	1035	540						660	330	CRASHWALL
P1654	11	1345	PR	65	205	1075						130	65	CRASHWALL
P2551	16	1875	PR	100	325	1450						206	103	CRASHWALL
PIER 1 - NORTHBOUND														
P1652	14	2115	PR	540	1035	540						660	330	CRASHWALL
P1654	11	1345	PR	65	205	1075						130	65	CRASHWALL
P2551	16	1875	PR	100	325	1450						206	103	CRASHWALL
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 COUNTY ROAD
WATERVILLE KENNEBEC COUNTY
REINFORCING STEEL SCHEDULE
SHEET 16 OF 42 WATERVILLE, MAINE NOV., 2000

Diagram illustrating the cross-section of a bridge deck with dimensions and construction details:

- Overall Width:** 10 668
- Deck Width (excluding rail):** 4775
- Deck Slope:** 2.08% (downward slope on both sides)
- Construction Details:**
 - CONCRETE SLAB AND WEARING SURFACE
 - 165 mm CONCRETE SLAB
 - 110 mm BITUMINOUS WEARING SURFACE WITH MEMBRANE WATERPROOFING
- Bridge Rail:** ALUMINUM BRIDGE RAIL (shown on both sides)
- Stringer/Girder Spacing:** 5 SPACES @ 1829 = 9144 (4 STRINGERS, 2 GIRDERS)
- End Dimensions:** 559 (from rail to deck edge) and 762 (from girder centerline to deck edge)

Diagram illustrating the cross-section of a bridge deck. The total width is 10,668. The deck is supported by 5 stringers, with 4 spaces between them, totaling 9,144 (4 spaces @ 2,286). The deck consists of a concrete slab and wearing surface, including a 178 mm concrete slab, 110 mm bituminous wearing surface with membrane waterproofing, and a 2.08% slope. The aluminum bridge rail is shown on the left side. Dimensions include 559, 4775, 4775, 559, 762, and 762.

10 668

CONSTRUCTION = BRIDGE

559 4775 4775 559

ALUMINUM BRIDGE RAIL

CONCRETE SLAB AND WEARING SURFACE
178 mm CONCRETE SLAB
110 mm BITUMINOUS WEARING SURFACE
WITH MEMBRANE WATERPROOFING

2.08% 2.08%

762 762

4 SPACES @ 2286 = 9144 (5 STRINGERS)

Diagram illustrating the cross-section of a bridge deck. The total width is 10,944. The deck is divided into two main sections, each 5,022 wide, with 450 wide end sections. The construction details include:

- PERMANENT CONCRETE BARRIER TYPE IIIB (TYP)
- CONCRETE SLAB AND WEARING SURFACE
- 180 mm CONCRETE SLAB
- 80 mm SUPERPAVE 9.5 mm WITH 5 mm MEMBRANE WATERPROOFING
- 2.08% slope on both sides
- EXISTING STEEL TO REMAIN (pointing to the lower structure)
- 5 SPACES @ 1829 = 9144 (4 STRINGERS, 2 GIRDERS)

Diagram illustrating the cross-section of a bridge deck with dimensions and construction details:

- Overall Width:** 10 944
- Centerline:** CL CONSTRUCTION = CL BRIDGE
- Deck Components:**
 - PERMANENT CONCRETE BARRIER TYPE IIIB (TYP)
 - CONCRETE SLAB AND WEARING SURFACE
 - 190 mm CONCRETE SLAB
 - 80 mm SUPERPAVE 9.5 mm WITH
 - 5 mm MEMBRANE WATERPROOFING
- Dimensions:**
 - Barrier width: 450
 - Slab width (each side): 5022
 - Stringer spacing: 4 SPACES @ 2286 = 9144 (5 STRINGERS)
 - End offset: 900
 - Deck thickness: 2.08%
- Other Labels:** EXISTING STEEL TO REMAIN

BRIDGE No. 1458 SOUTHBOUND
BRIDGE No. 5817 NORTHBOUND

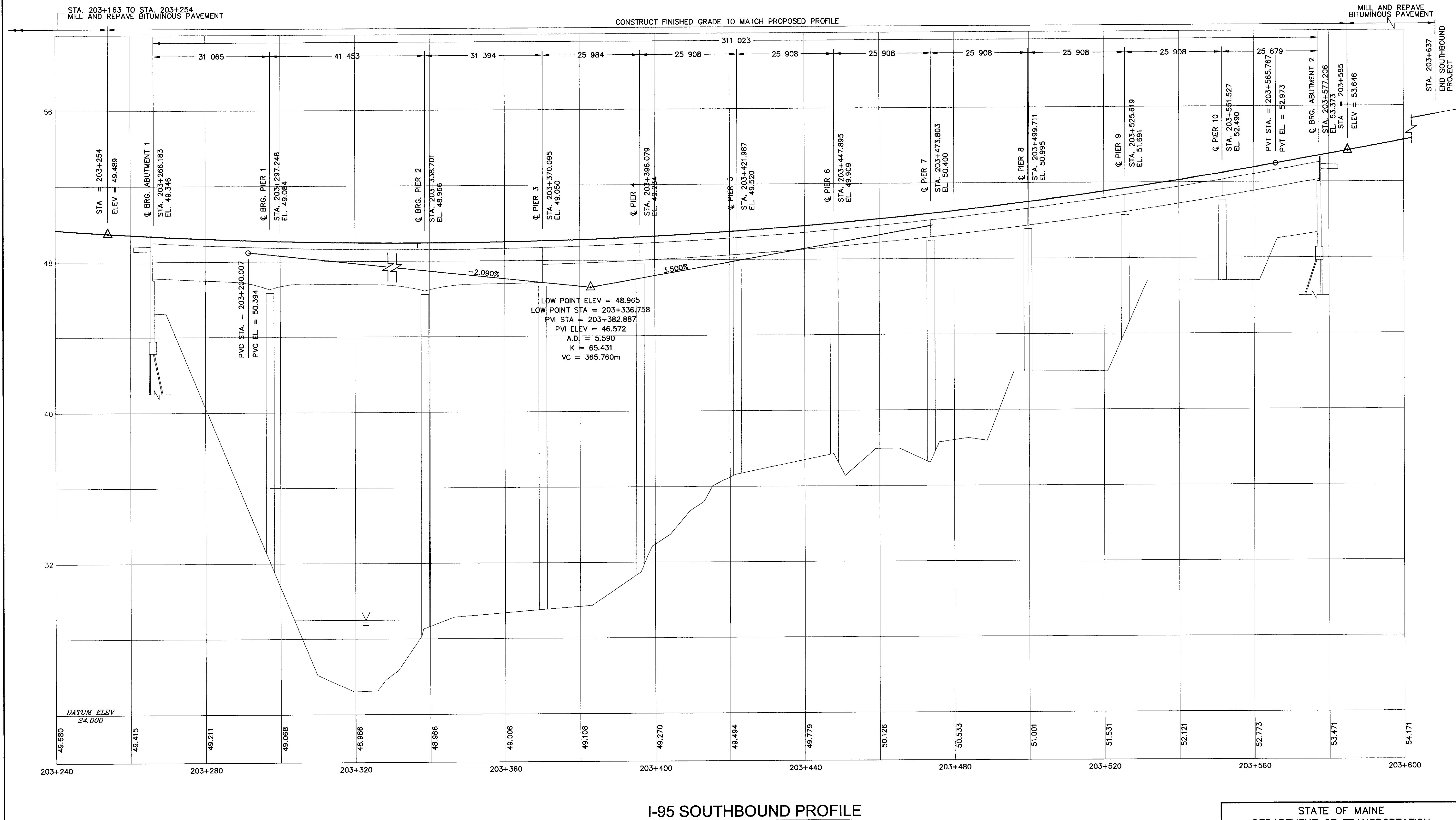
SHEET 17 OF 42 WATERVILLE, MAINE NOV., 2000

XXXX, 1998
XXXXXXXXXX.DWG

W:\001\99285.02 Messalonskee.dwg\2profiles.dwg Tue Nov 21 10:38:30 2000 1055204 plotter monochrome setup

XXXX, 1998
XXXXXXXXX.DWG

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



METRIC

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

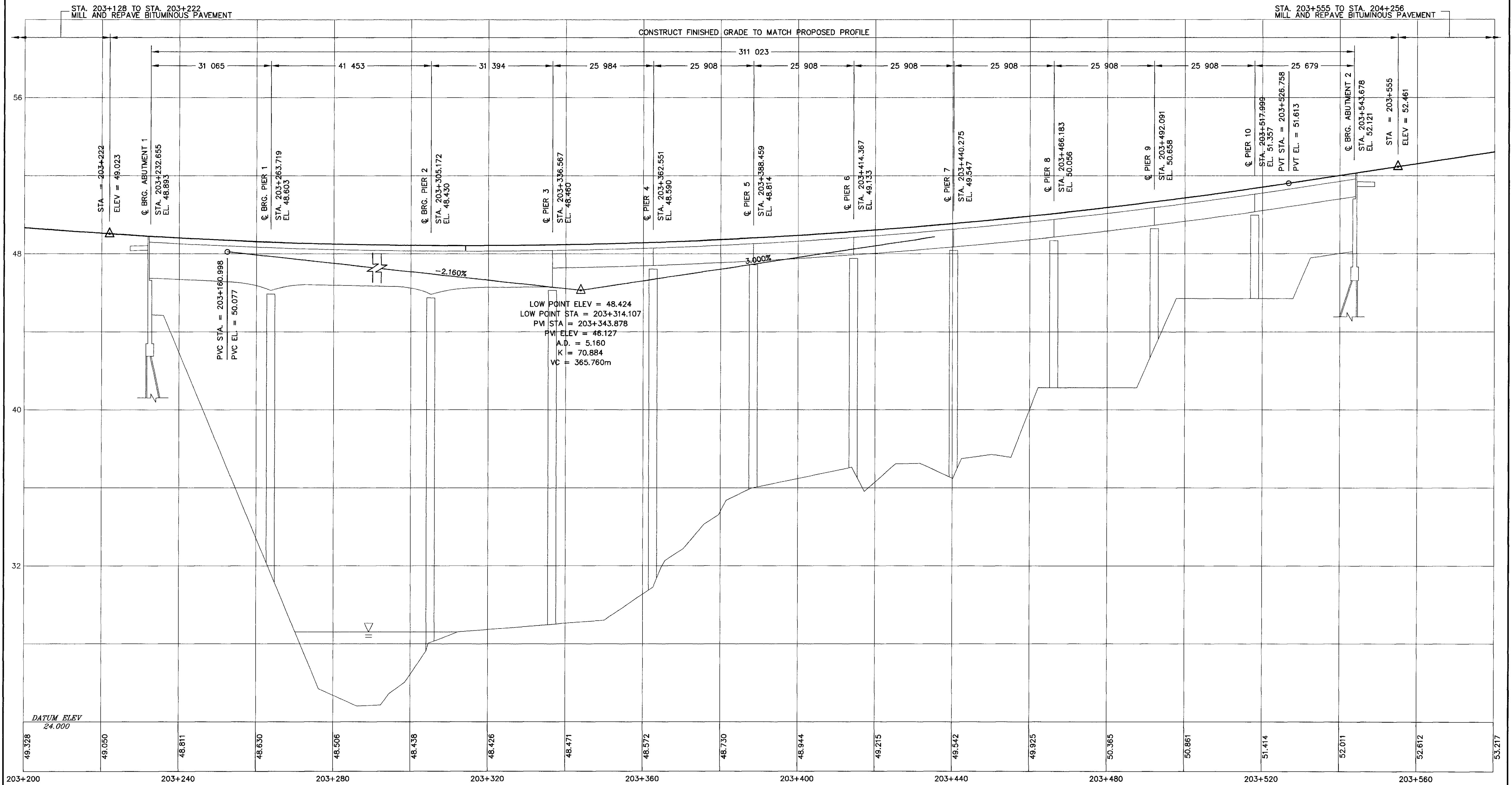
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-7788(00)E	18	42

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 over MESSALONSKEE STREAM
WATERVILLE KENNEBEC COUNTY
PROFILE I-95 SOUTHBOUND
SHEET 18 OF 42 WATERVILLE, MAINE NOV., 2000

W:\000\96285.02 Messalonskee\dwg\profiles DWG Tue Nov 21 10:36:14 2000 10550M Plotter monochrome setup

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

XXXX, 1998
XXXXXXXXX.DWG



I-95 NORTHBOUND PROFILE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 over
MESSALONSKEE STREAM
WATERVILLE
KENNEBEC COUNTY
PROFILE I-95 NORTHBOUND

METRIC

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

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-7786(00)E	19	42

K:\VMD\199805 02 Messalonskee.dwg\2const\limits.dwg Tue Nov 21 11:09:19 2000 10550K plotter monochrome setup

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	DRD	10/00
CHECKED	WRB	10/00
REVISIONS	JC	
FIELD CHANGES		

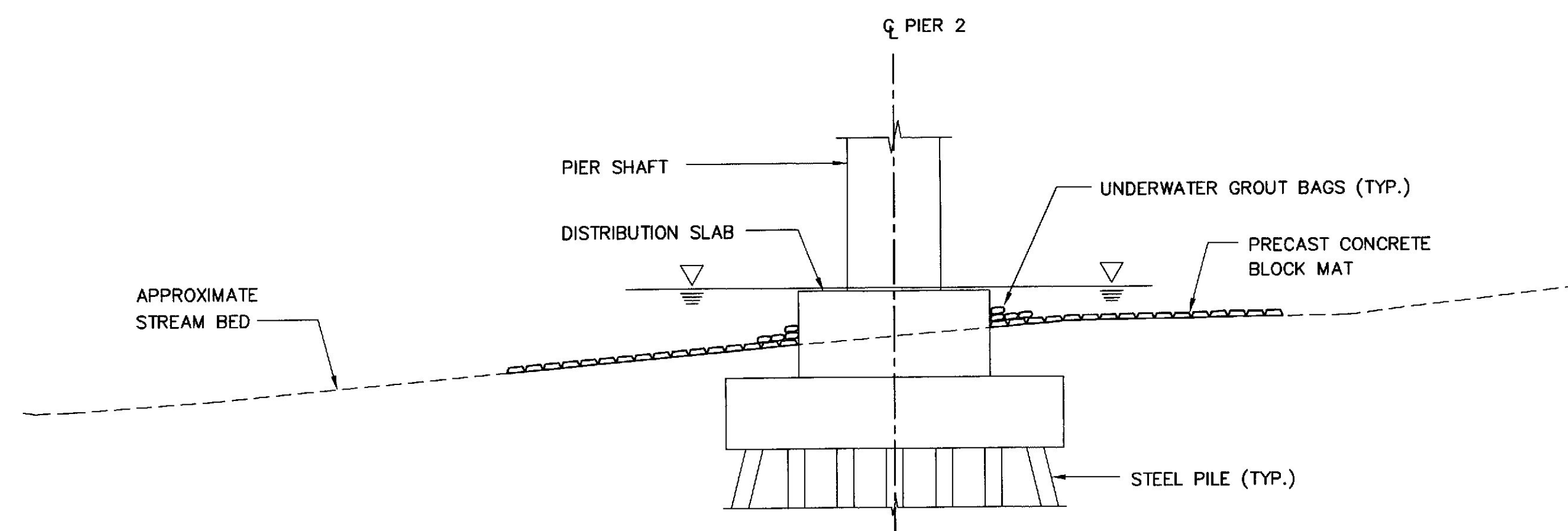
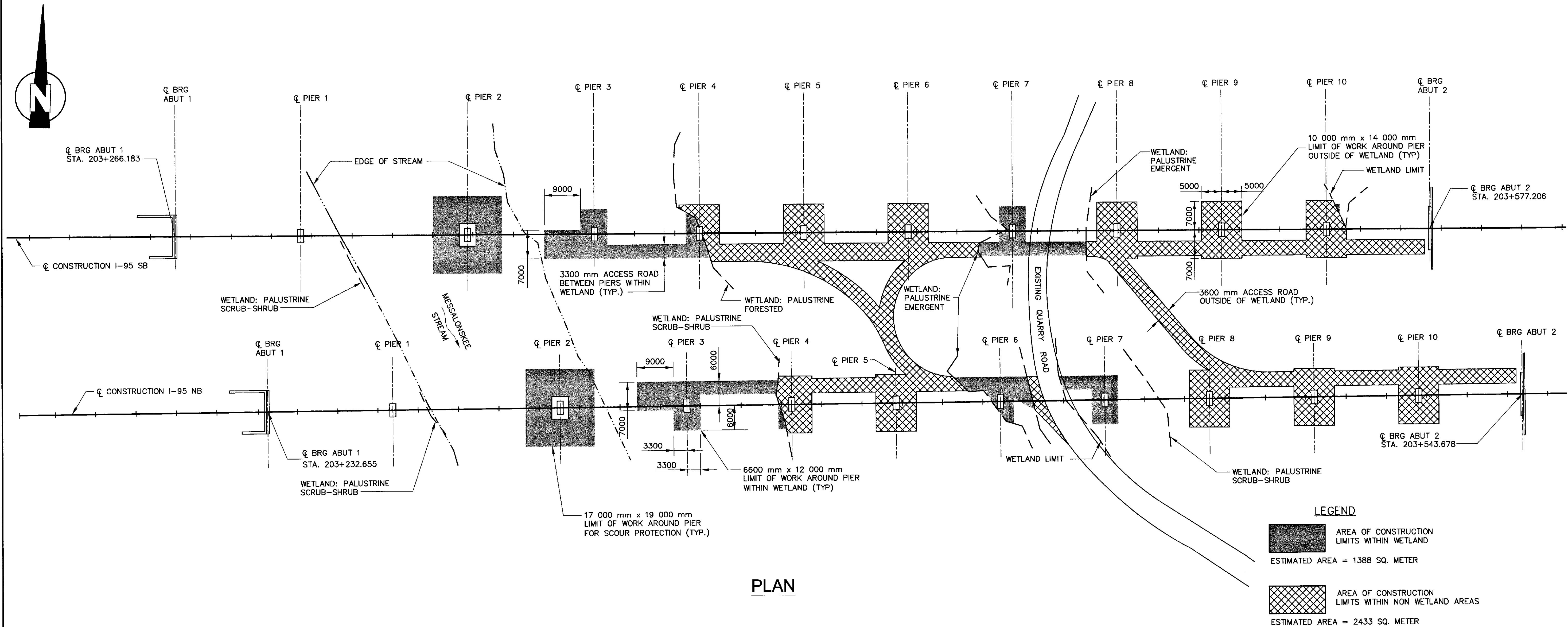
PLANS

XXXX, 1998
XXXXXXXXX.DWG

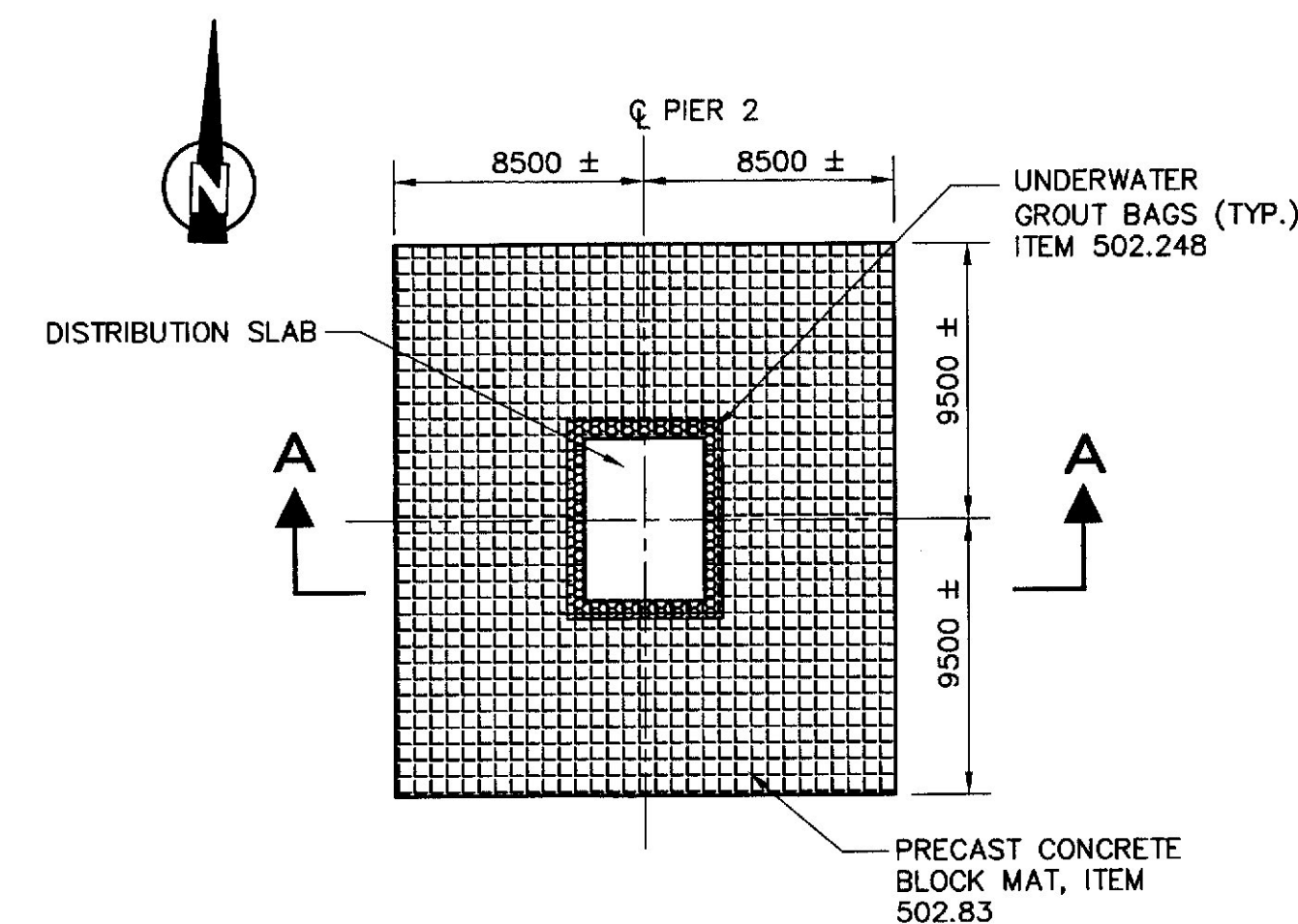
METRIC

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

FALWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	MA-95-7786(00)E	20	42



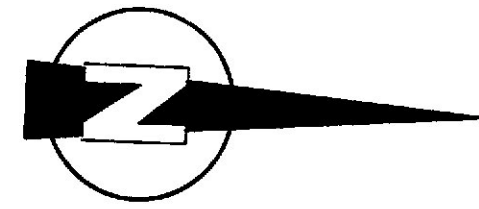
SECTION A-A



PLAN

SCOUR PROTECTION

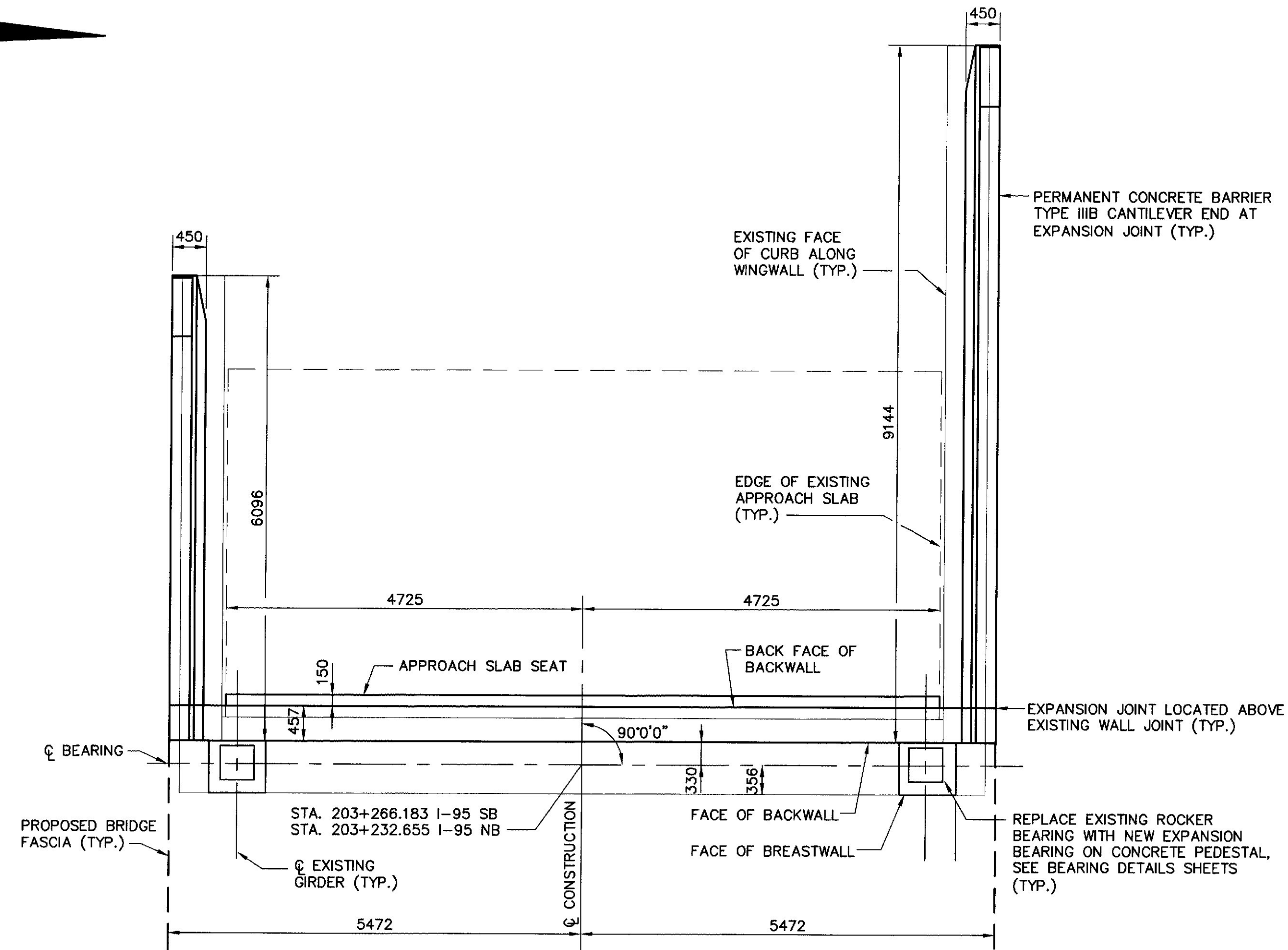
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
over
MESSALONSKEE STREAM
WATERVILLE
KENNEBEC COUNTY
CONSTRUCTION LIMITS
AND PIER SCOUR PROTECTION



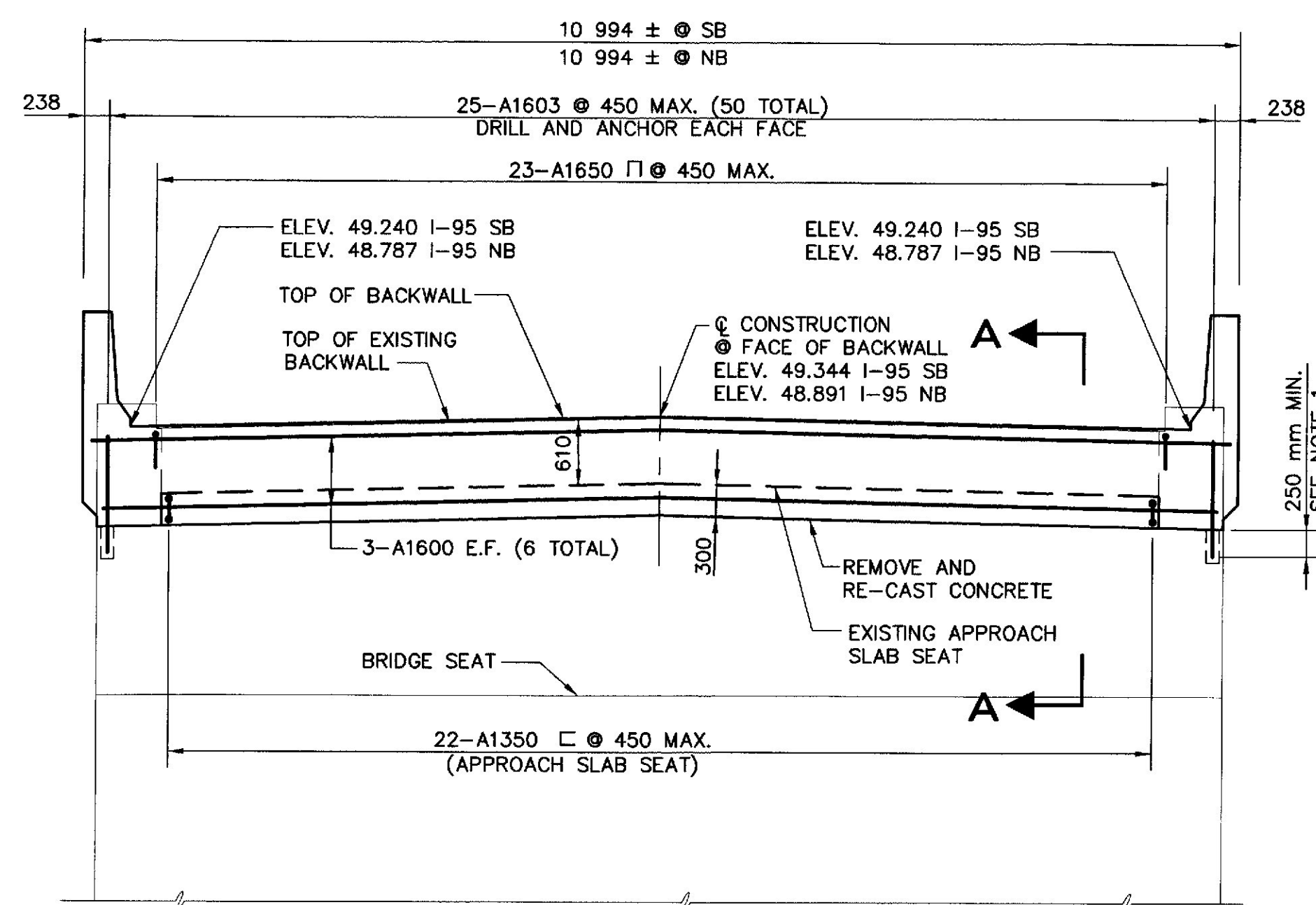
METRIC

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

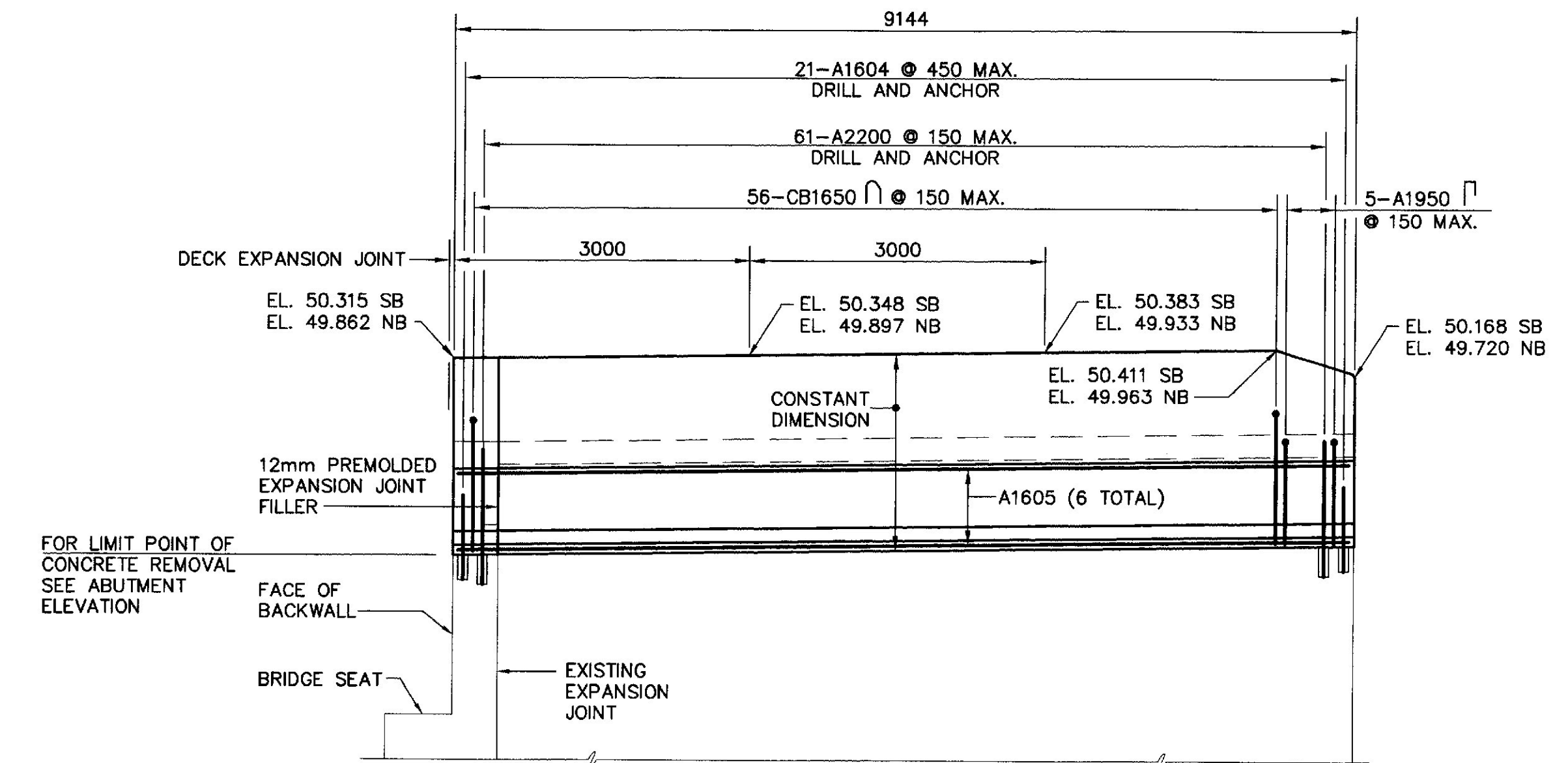
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-778R(00)E	21	42



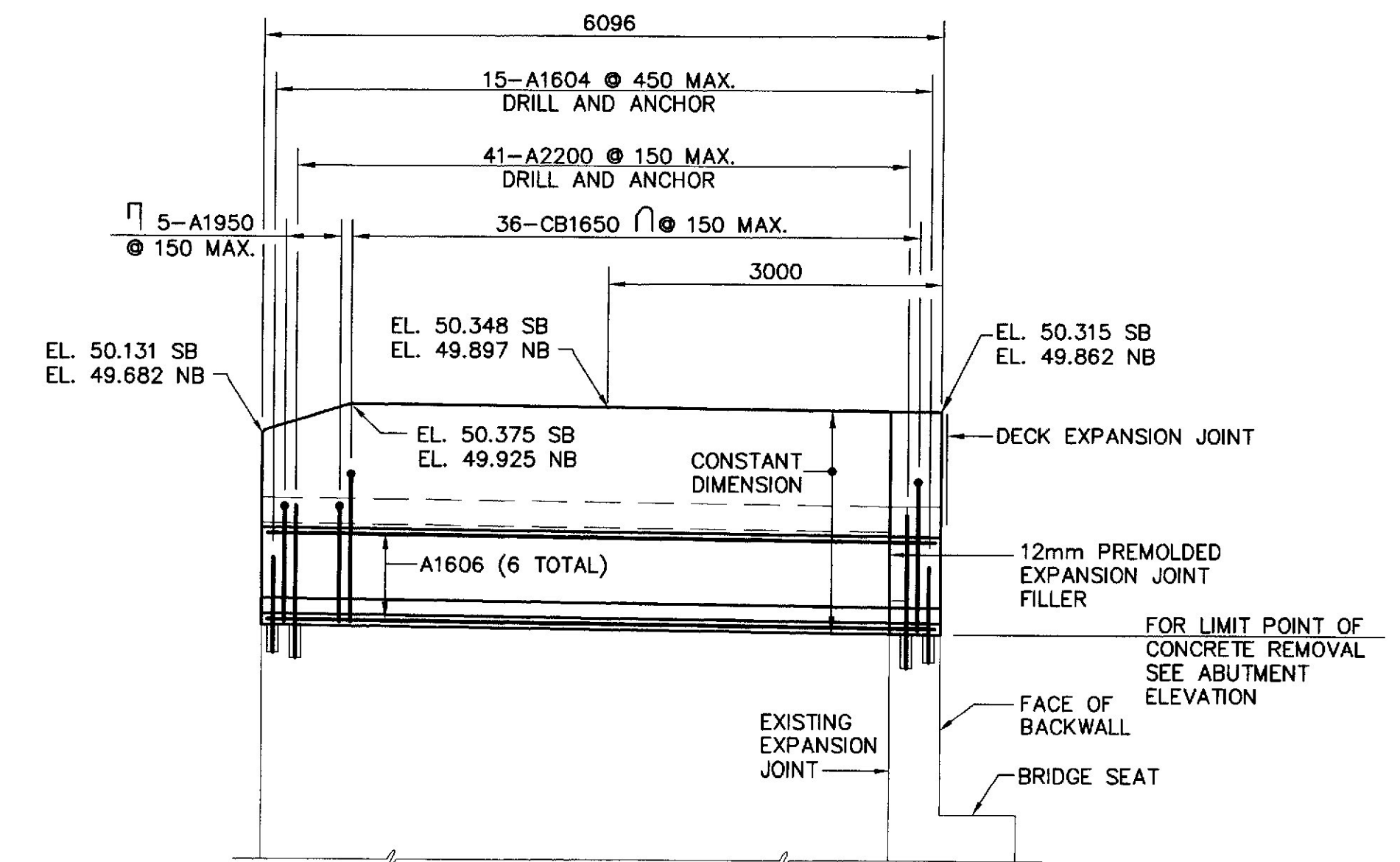
ABUTMENT 1 PLAN



ABUTMENT 1 ELEVATION



NORTHERN WING ELEVATION



SOUTHERN WING ELEVATION

NOTES:

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

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 over MESSALONSKEE STREAM
WATERVILLE KENNEBEC COUNTY
ABUTMENT 1 DETAILS (SHEET 1 OF 2)
SHEET 21 OF 42 WATERVILLE, MAINE NOV., 2000

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

JAN., 2000
2ABUT1DETAILS(1).DWG

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	HM-95-7789(00)E	22	42



NOTES:

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95
over
MESSALONSKEE STREAM

WATERTVILLE
KENNEBEC COUNTY

ABUTMENT 1 DETAILS
(SHEET 2 OF 2)

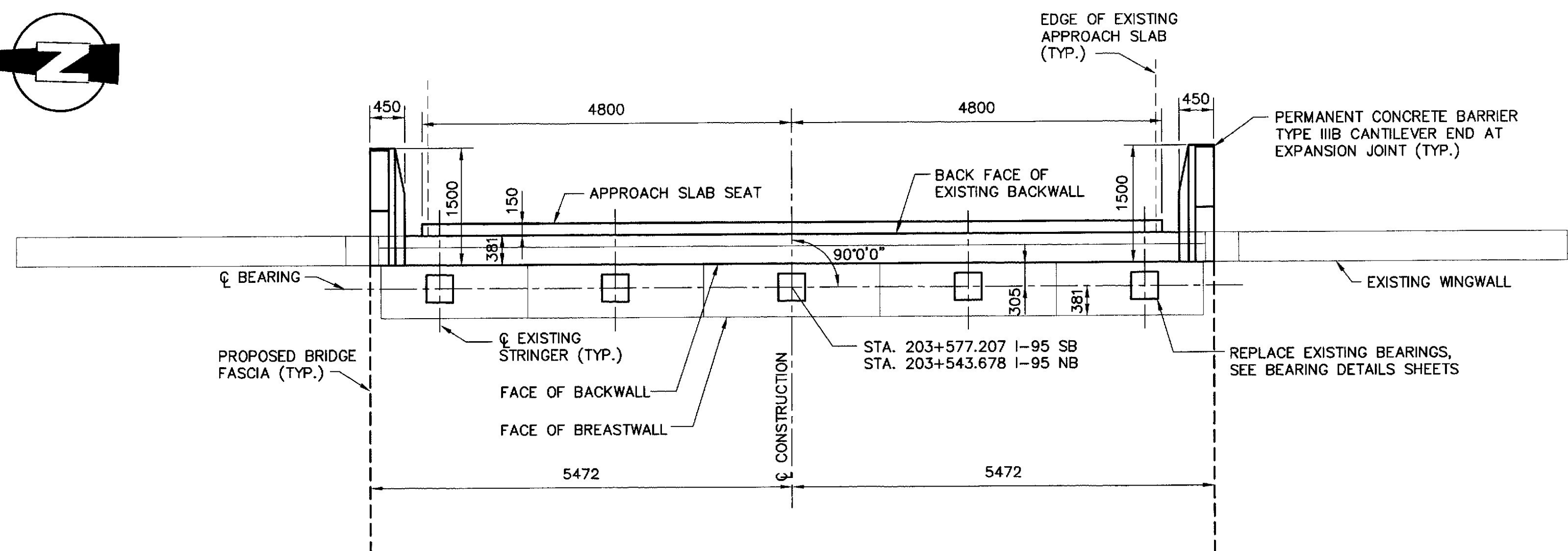
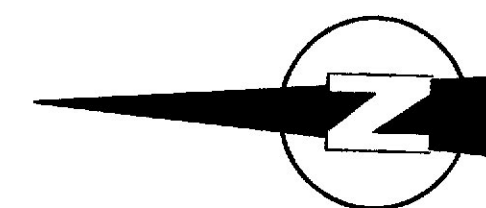
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	WRB	10/00
CHECKED	SEN	10/00
REVIEWS		
PLANS		
FIELD CHANGES		

JAN., 2000
2ABUT1DETL(2).DWG

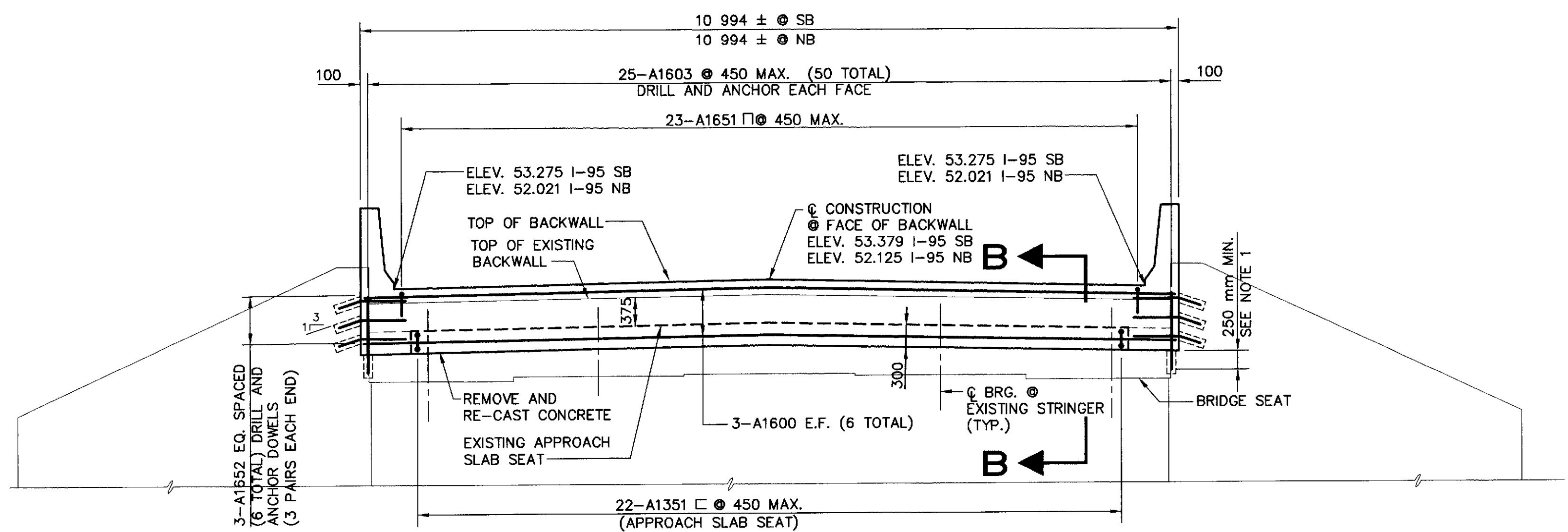
METRIC

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

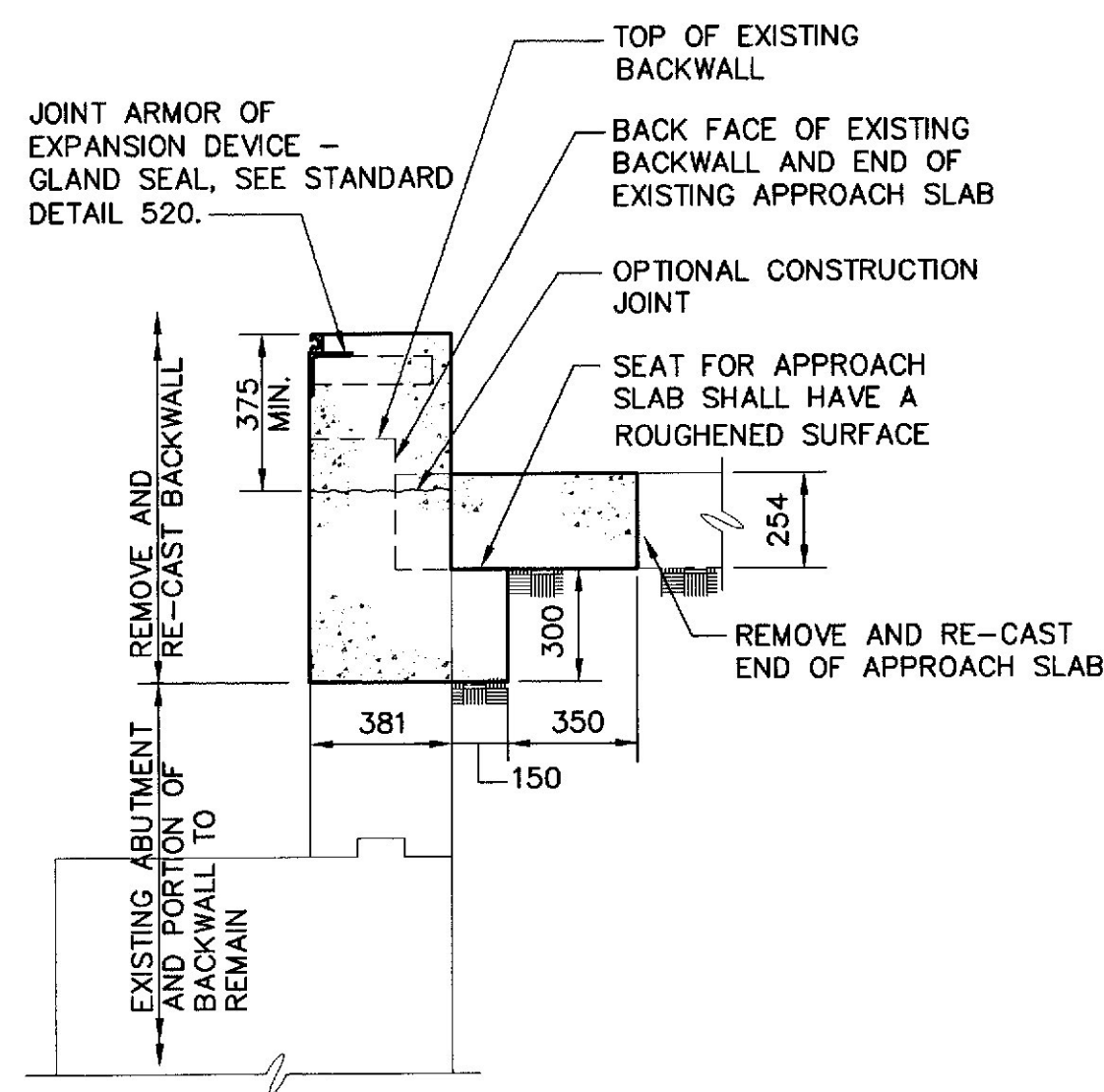
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-778(00)E	23	42



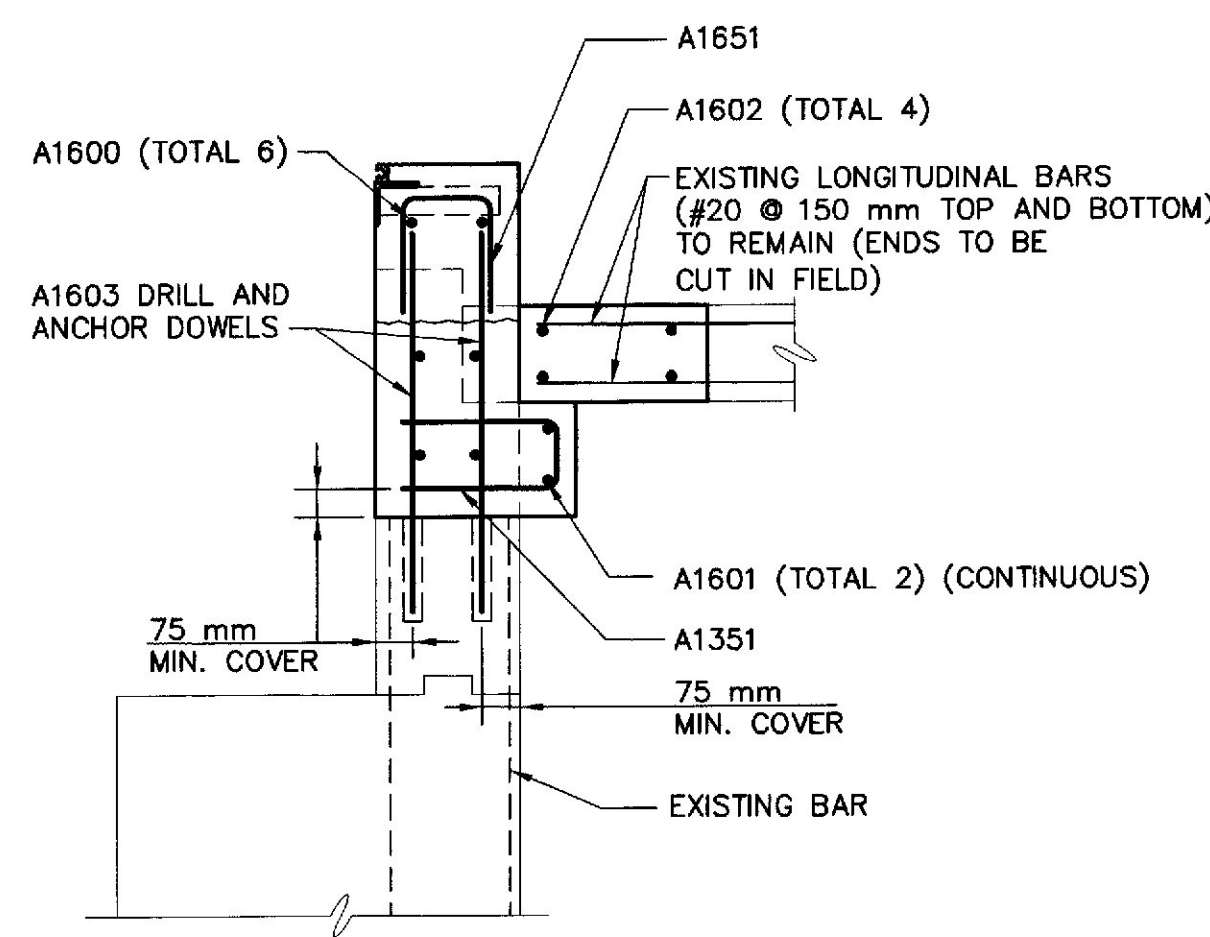
ABUTMENT 2 PLAN



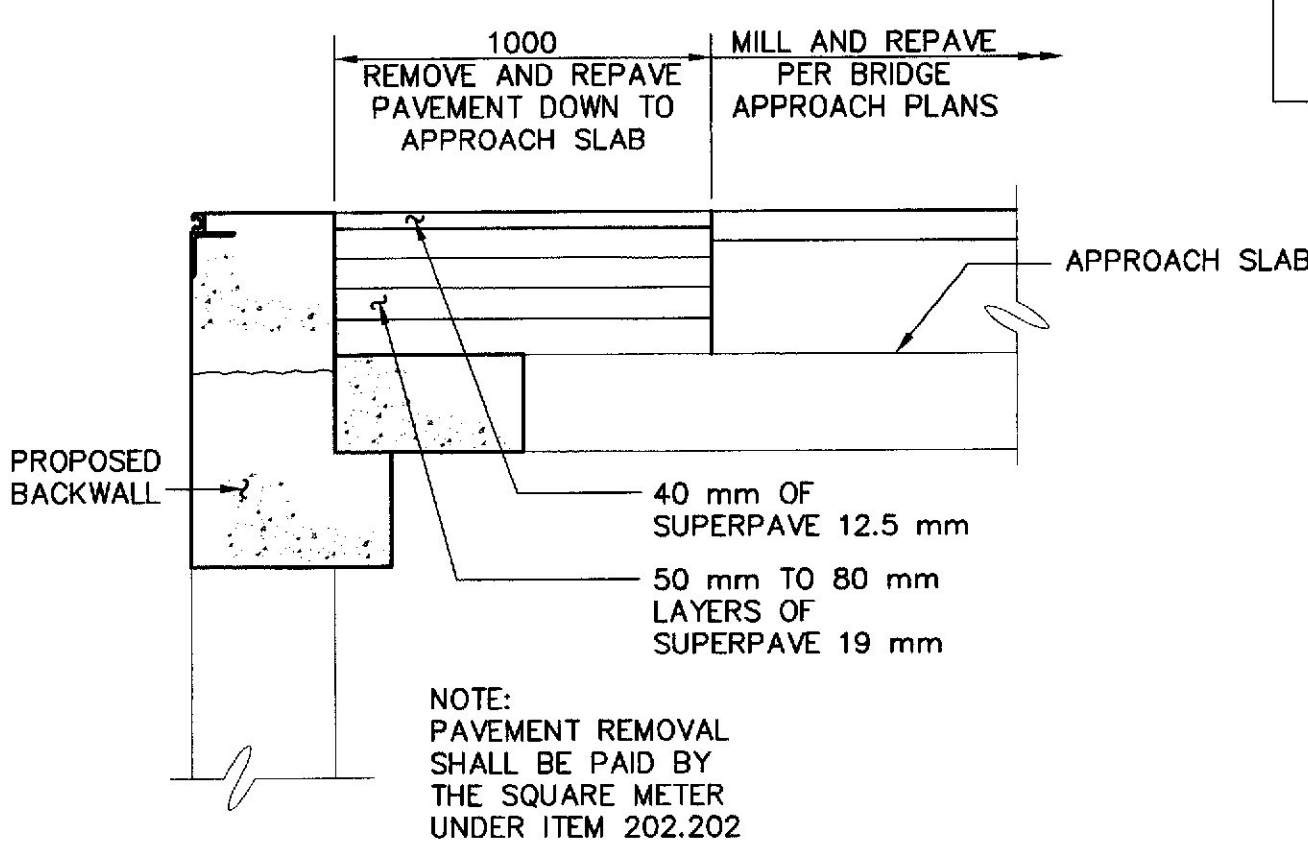
ABUTMENT 2 ELEVATION



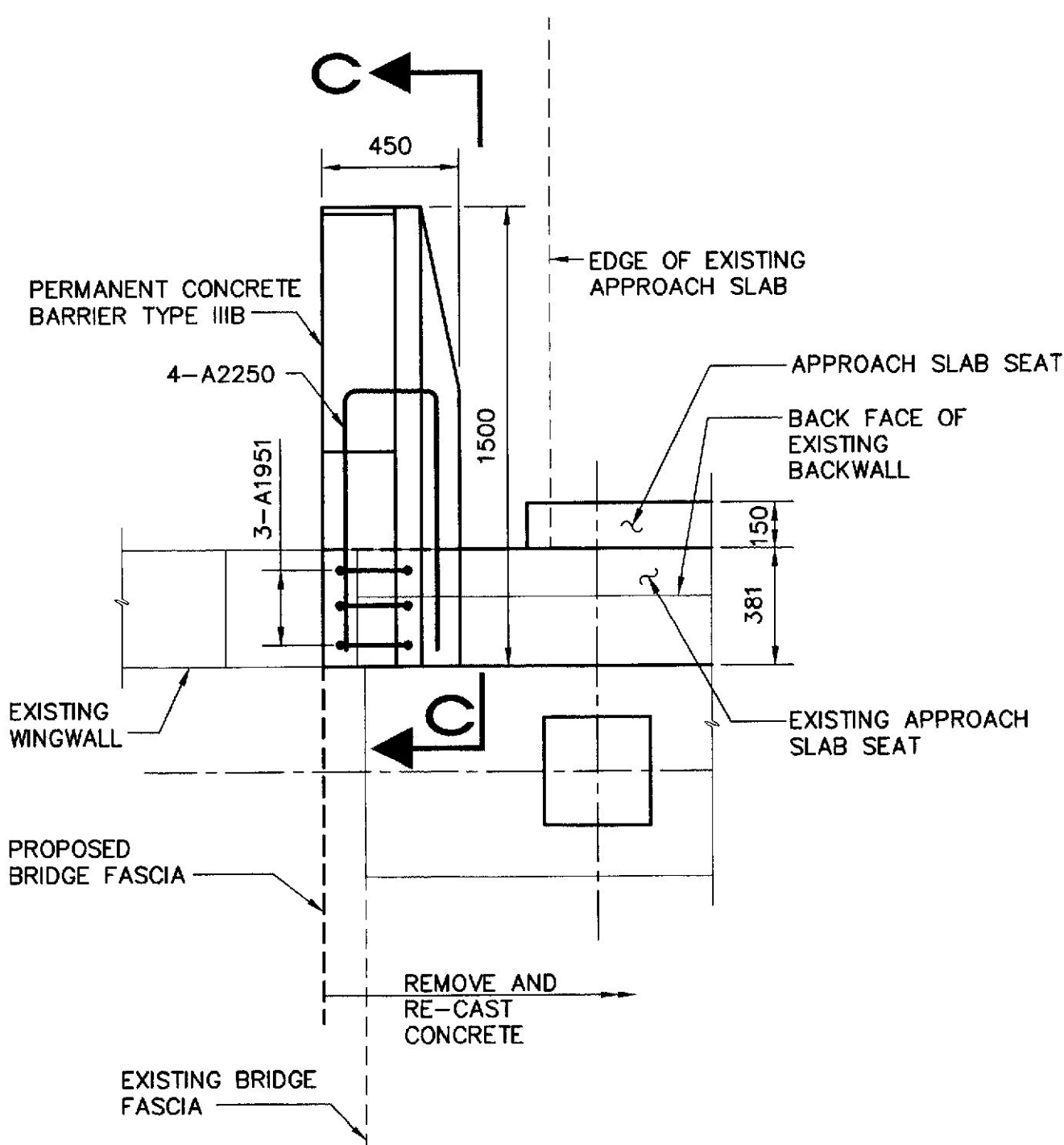
SECTION B-B



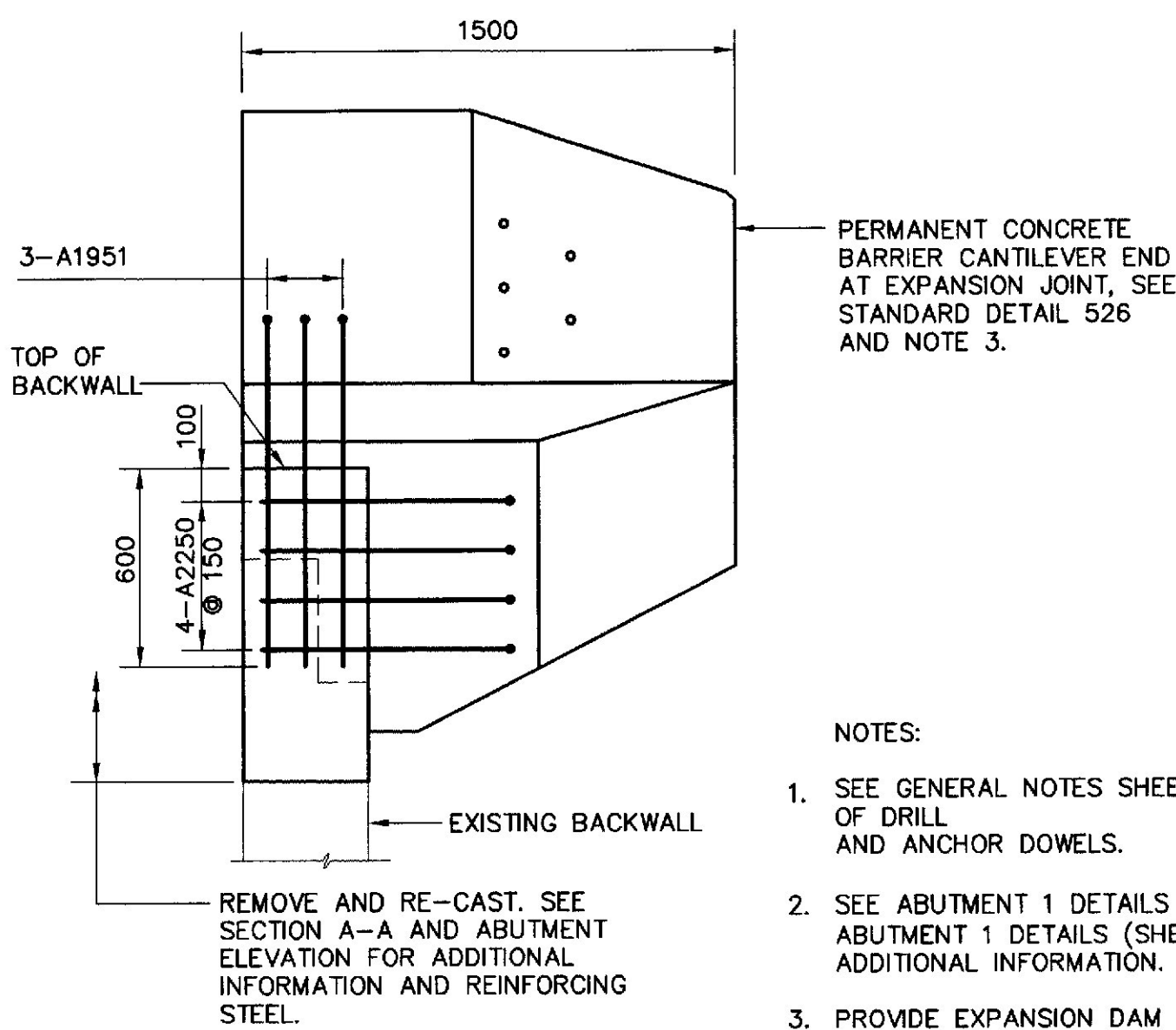
SECTION B-B (REINFORCING)



SECTION B-B (PAVEMENT)



PERMANENT CONCRETE BARRIER
CANTILEVER END AT EXPANSION JOINT



SECTION C-C

NOTES:

- SEE GENERAL NOTES SHEET FOR REQUIREMENTS OF DRILL AND ANCHOR DOWELS.
- SEE ABUTMENT 1 DETAILS (SHEET 1 OF 2) AND ABUTMENT 1 DETAILS (SHEET 2 OF 2) FOR ADDITIONAL INFORMATION.
- PROVIDE EXPANSION DAM AT FACE OF CONCRETE PARAPET AND ALONG TOP TO WITHIN 50 mm FROM FASCIA. SEE STANDARD DETAIL 520 - EXPANSION DEVICE GLAND SEAL.

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

DATE	BY	REVISIONS	FIELD CHANGES
10/00	DRD		
10/00	SEN		
10/00	SEN		

PROJECT DESIGN ENGINEER
DESIGN-DETAILED
CHECKED
REVISIONS
FIELD CHANGES

JAN., 2000
2ABUT2DETAILS.DWG