

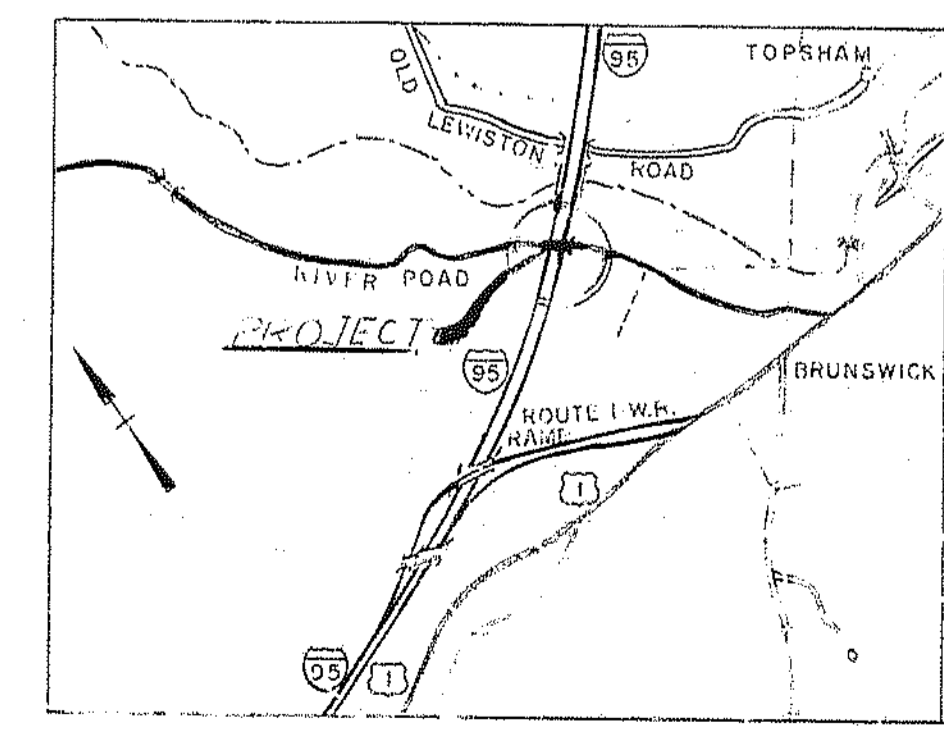
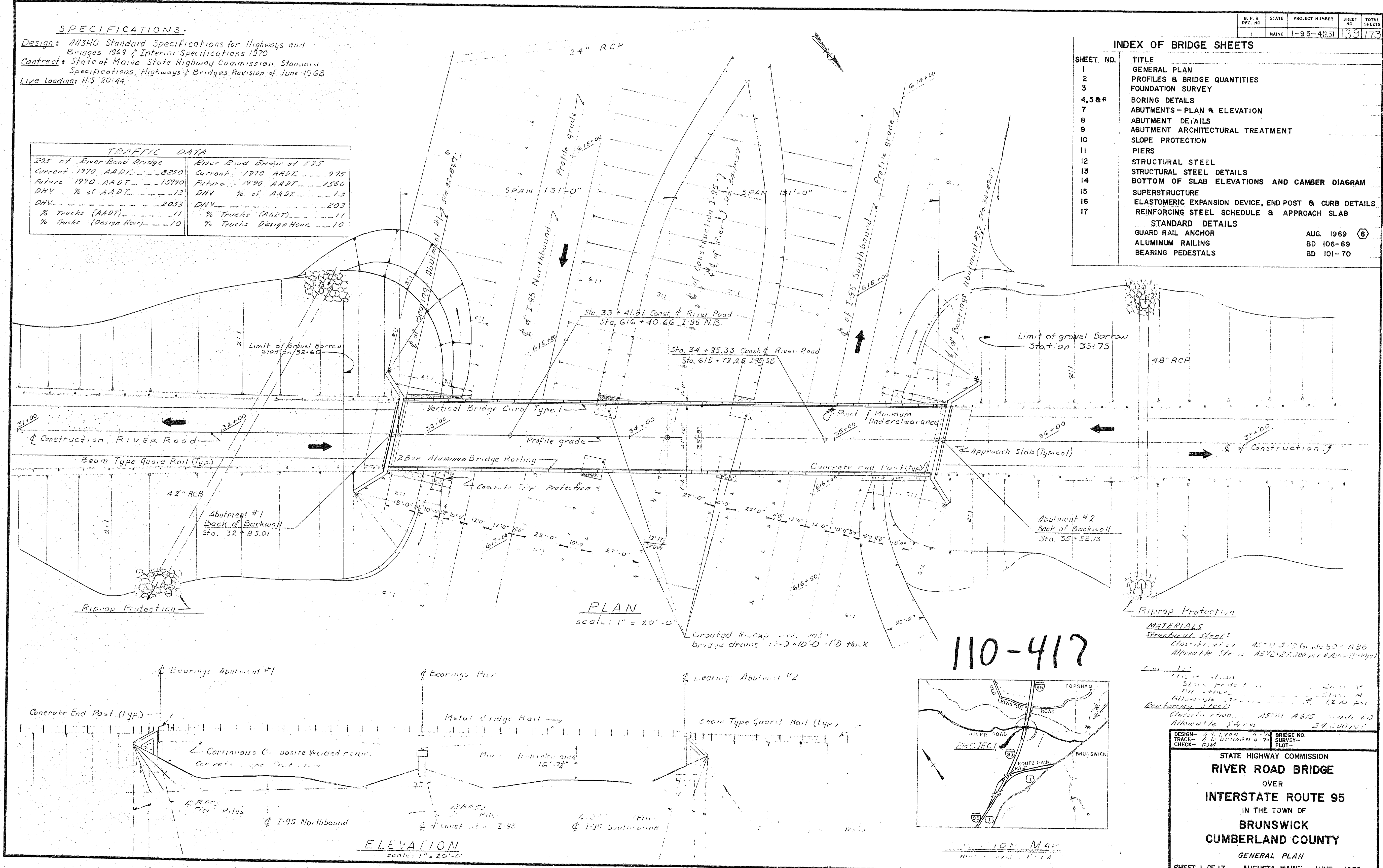
SPECIFICATIONS.
 Design: MASHO Standard Specifications for Highways and Bridges 1969 & Interim Specifications 1970
 Contract: State of Maine State Highway Commission, Standard Specifications, Highways & Bridges Revision of June 1968
 Live Loading: HS 20-44

TRAFFIC DATA	
I-95 at River Road Bridge	River Road Bridge at I-95
Current 1970 AADT - 8250	Current 1970 AADT - 975
Future 1990 AADT - 15790	Future 1990 AADT - 1560
DHV % of AADT - 13	DHV % of AADT - 13
DHV - 2053	DHV - 203
% Trucks (AADT) - 11	% Trucks (AADT) - 11
% Trucks (Design Hour) - 10	% Trucks (Design Hour) - 10

B. P. R. REC. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(25)	39	173

INDEX OF BRIDGE SHEETS

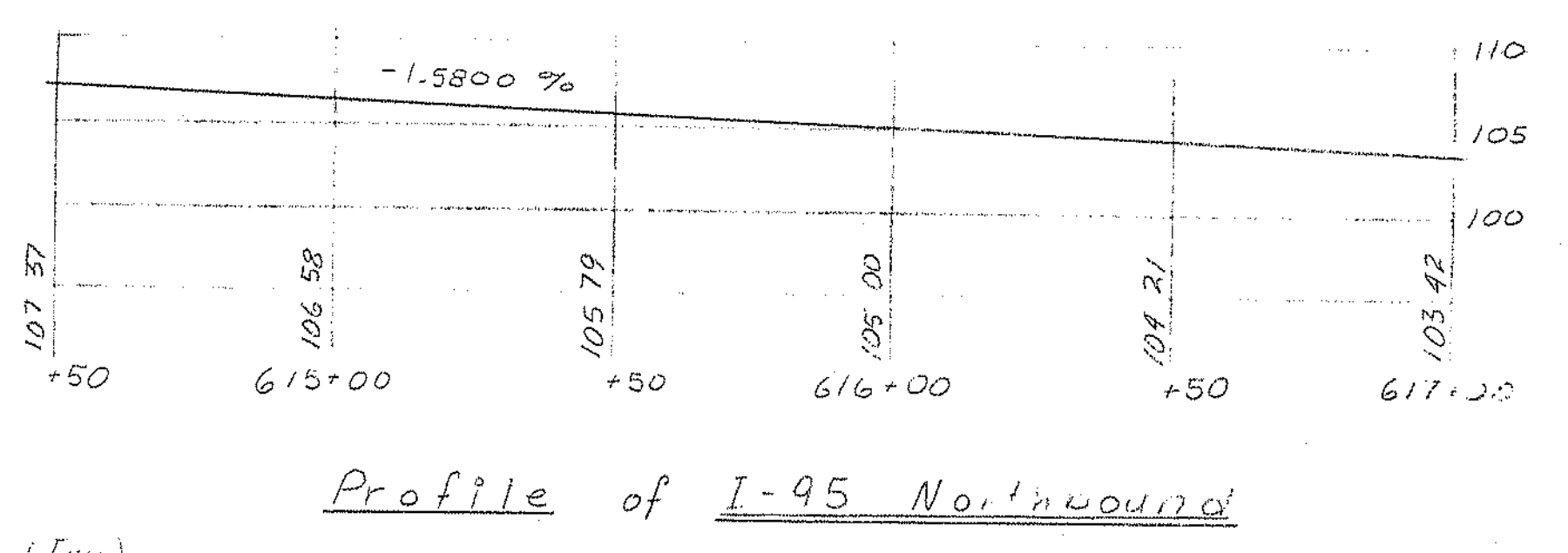
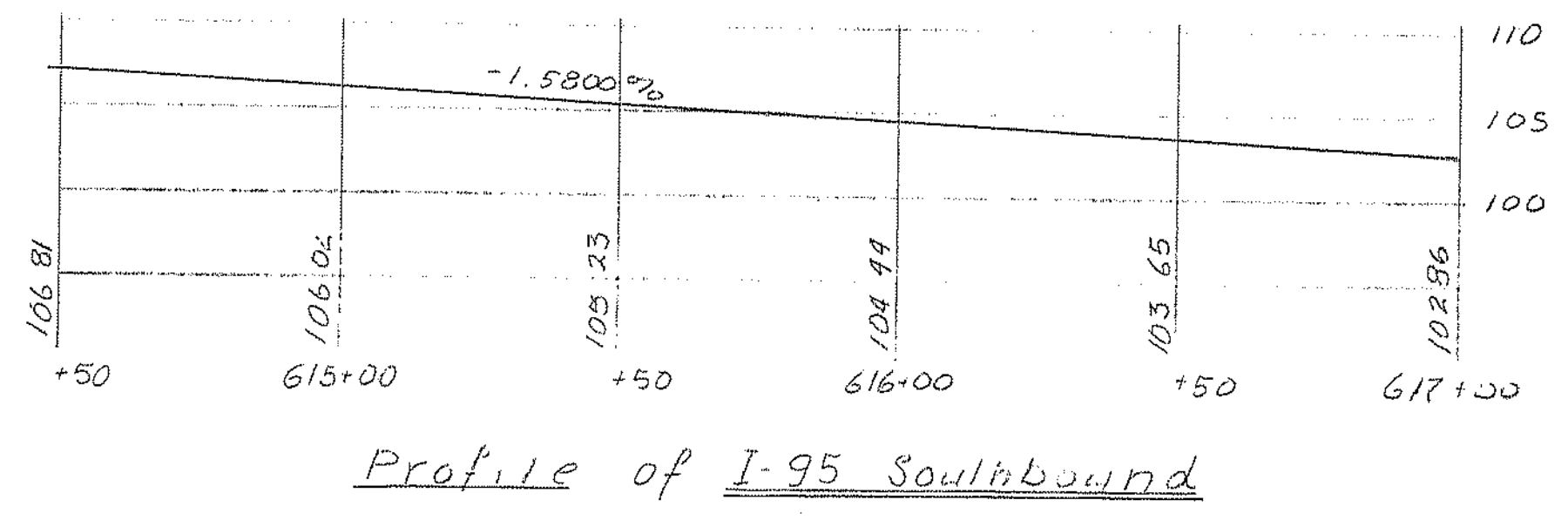
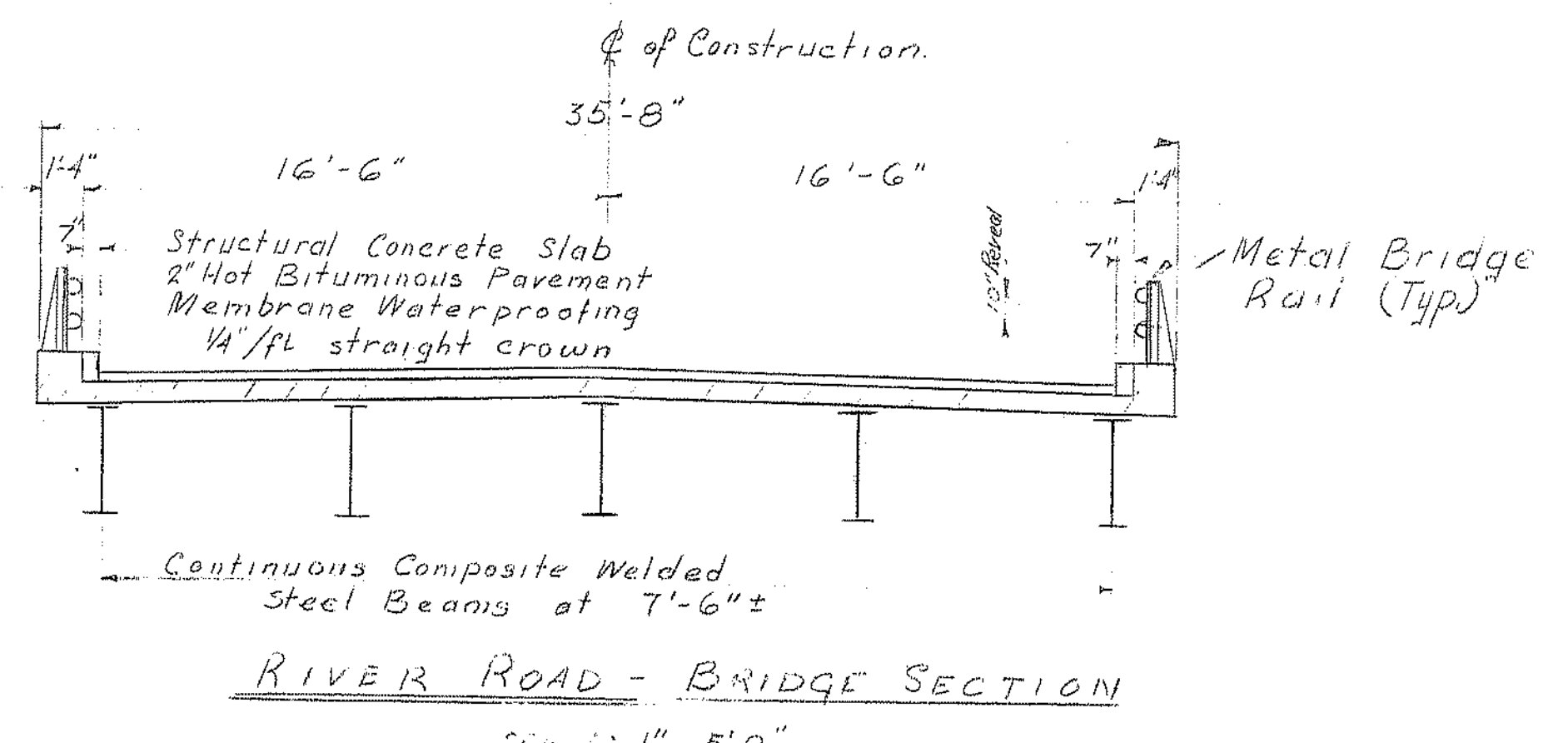
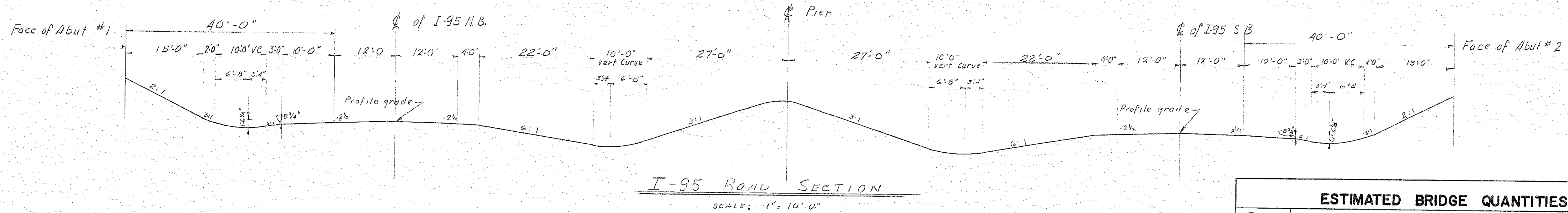
SHEET NO.	TITLE
1	GENERAL PLAN
2	PROFILES & BRIDGE QUANTITIES
3	FOUNDATION SURVEY
4,5 & 6	BORING DETAILS
7	ABUTMENTS - PLAN & ELEVATION
8	ABUTMENT DETAILS
9	ABUTMENT ARCHITECTURAL TREATMENT
10	SLOPE PROTECTION
11	PIERS
12	STRUCTURAL STEEL
13	STRUCTURAL STEEL DETAILS
14	BOTTOM OF SLAB ELEVATIONS AND CAMBER DIAGRAM
15	SUPERSTRUCTURE
16	ELASTOMERIC EXPANSION DEVICE, END POST & CURB DETAILS
17	REINFORCING STEEL SCHEDULE & APPROACH SLAB
STANDARD DETAILS	
	GUARD RAIL ANCHOR AUG. 1969 (6)
	ALUMINUM RAILING BD 106-69
	BEARING PEDESTALS BD 101-70



MATERIALS
 Structural Steel: AISC 13
 Allowable Stress: 18,000 psi
 Allowable Strain: 0.0025
 Riprap: 4" to 6" size
 Allowable Stress: 12,000 psi
 Allowable Strain: 0.0025

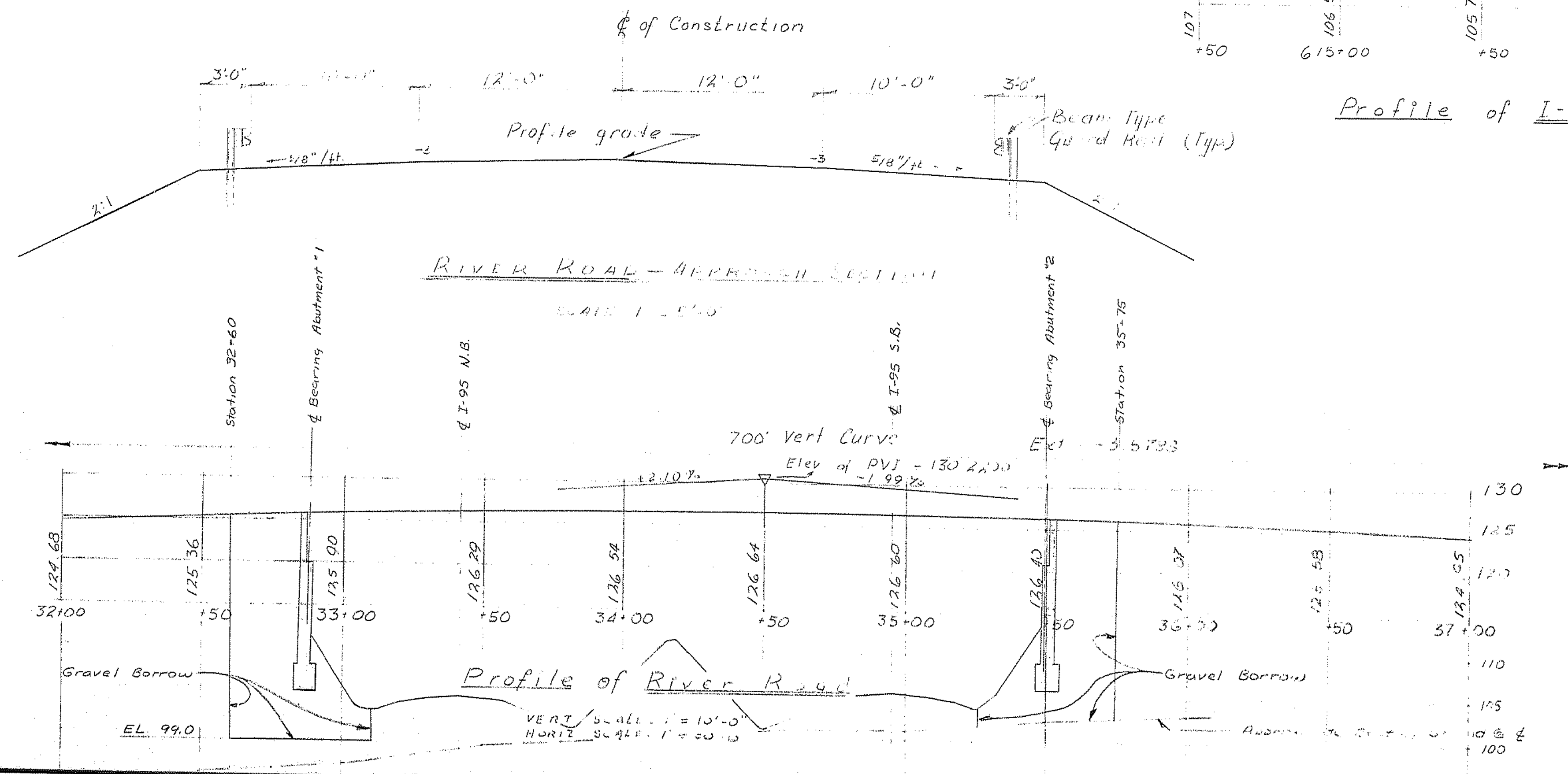
STATE HIGHWAY COMMISSION
RIVER ROAD BRIDGE
 OVER
INTERSTATE ROUTE 95
 IN THE TOWN OF
BRUNSWICK
CUMBERLAND COUNTY
 GENERAL PLAN
 SHEET 1 OF 17 AUGUSTA, MAINE JUL'NE 1970
 BRUNSWICK 1-95-4(25)

No other plans, no changes, approved 4/11/73



ESTIMATED BRIDGE QUANTITIES			
Item	Description	Unit	Quantity
403.08	Hot Bituminous Pavement Grading C	Ton	100
403.14	Asphalt Cement, Hot Bituminous Surf Pavements	Ton	7
501.21A	Steel H-Beam Piles 53 lbs per foot	Lin. ft	2,908
502.21	Structural Concrete, Abutments and Retaining Walls	Cu. Yd.	350
502.23	Structural Concrete, Piers	Cu. Yd.	58
502.28	Structural Concrete, Roadway and Sidewalk Slabs on Steel Bridges	Lu. Sum	1
502.31	Structural Concrete, Approach Slabs	Lu. Sum	1
503.12	Reinforcing Steel, Fabricated and Delivered	Lb.	92,870
503.13	Reinforcing Steel, Placing	Lb.	92,870
504.70	Structural Steel, Fabricated and Delivered	Lu. Sum	1
504.71	Structural Steel, Erection	Lu. Sum	1
505.08	Shear Connectors	Lu. Sum	1
506.14	Field Painting, Structural Steel	Lu. Sum	1
507.08	Bridge Railing	Lin. ft.	510
508.10	Membrane Waterproofing	Sq. Yd.	933
512.06	French Drains	Cu. Yd.	170
513.09	Slope Protection - Portland cement concrete	Sq. Yd.	314
514.06	Curing Box for Concrete Cylinders	each	1
515.20	Protective Coating for Concrete Surfaces	Sq. Yd.	220
520.07	Elastomeric Expansion Device Type 1	Lin. ft.	68
609.13	Vertical Bridge Curb - type 1	Lin. ft.	530

ESTIMATED QUANTITIES FOR LUMP SUM ITEMS
 Structural Concrete, Roadway and Sidewalk Slabs on Steel Bridges 295 CY
 Structural Concrete, Approach Slabs 23 CY
 Structural Steel 326,000 LBS
 Shear Connectors 2,120 PCS 2,120 Pieces



110-418

DESIGN - DETAILED	DATE
CHECKED	BY
FIELD CHANGES	DATE
PLANS	1/27/70

STATE HIGHWAY COMMISSION
 RIVER ROAD BRIDGE
 OVER
 INTERSTATE ROUTE 95
 IN THE TOWN OF
 BRUNSWICK
 CUMBERLAND COUNTY
 PROFILES AND BRIDGE QUANTITIES
 SHEET 2 OF 17 AUGUSTA, MAINE JUNE 1970
 BRUNSWICK I-95-4(25) 2091 2096

R. P. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(25)	145	173

ELEVATION	ABUT #1	ABUT #2
A	119.71	120.38
B	119.88	120.53
C	120.05	120.67
D	119.92	120.52
E	119.77	120.35
F FRONT	126.16	126.80
F BACK	126.14	126.79
G FRONT	125.41	126.05
G BACK	125.39	126.04
H FRONT	125.77	126.40
H BACK	125.76	126.39
I FRONT	125.47	126.09
I BACK	125.46	126.08
J FRONT	126.22	126.84
J BACK	126.21	126.83
K	125.32	126.17
L	125.39	126.51
M	120.75	121.39
N	120.47	121.10
P	107.96	108.60
R	104.96	105.60

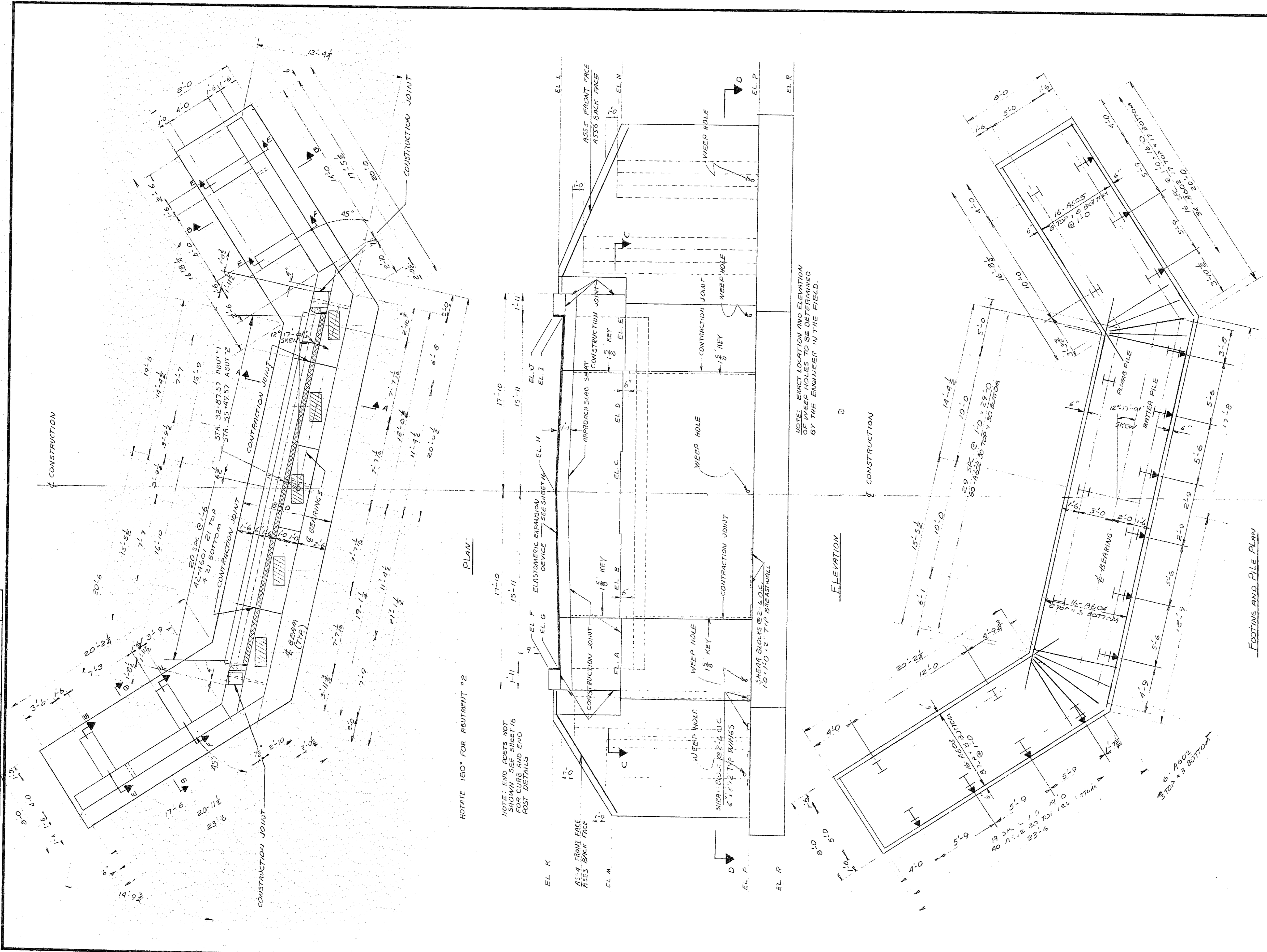
GENERAL ABUTMENT NOTES

- All reinforcing steel splices or embedments are to be a minimum of 36 bar diameters unless otherwise noted.
- Place reinforcing steel in bridge seats to clear anchor bolts.
- Break bond at vertical contraction joint by a method approved by the Engineer.
- Backwall shall not be built above the approach slab seat until superstructure slab has been placed.
- Apply protective coating for concrete surfaces to top of curb and endposts.
- Reinforcing steel is to have 3" clear cover unless otherwise noted.
- See sheet 9 for architectural treatment details.
- Refer to sheet 8 for sections A-A thru F-F.

PILE NOTES

- Piles shall be 12 SP53 with pointed reinforced tip (see sheet 8 for detail).
- Pile lengths are based on ledge elevations indicated by soil investigation.
- Piles shall be driven to ledge or practical refusal. Max design load per pile = 70 Tons.
- Estimated length of piles: Abut #1 20 @ 35' 700' 100' @ 20 @ 60' 1200'
- Front row piles shall be battered 3 1/2" / foot in the direction shown.

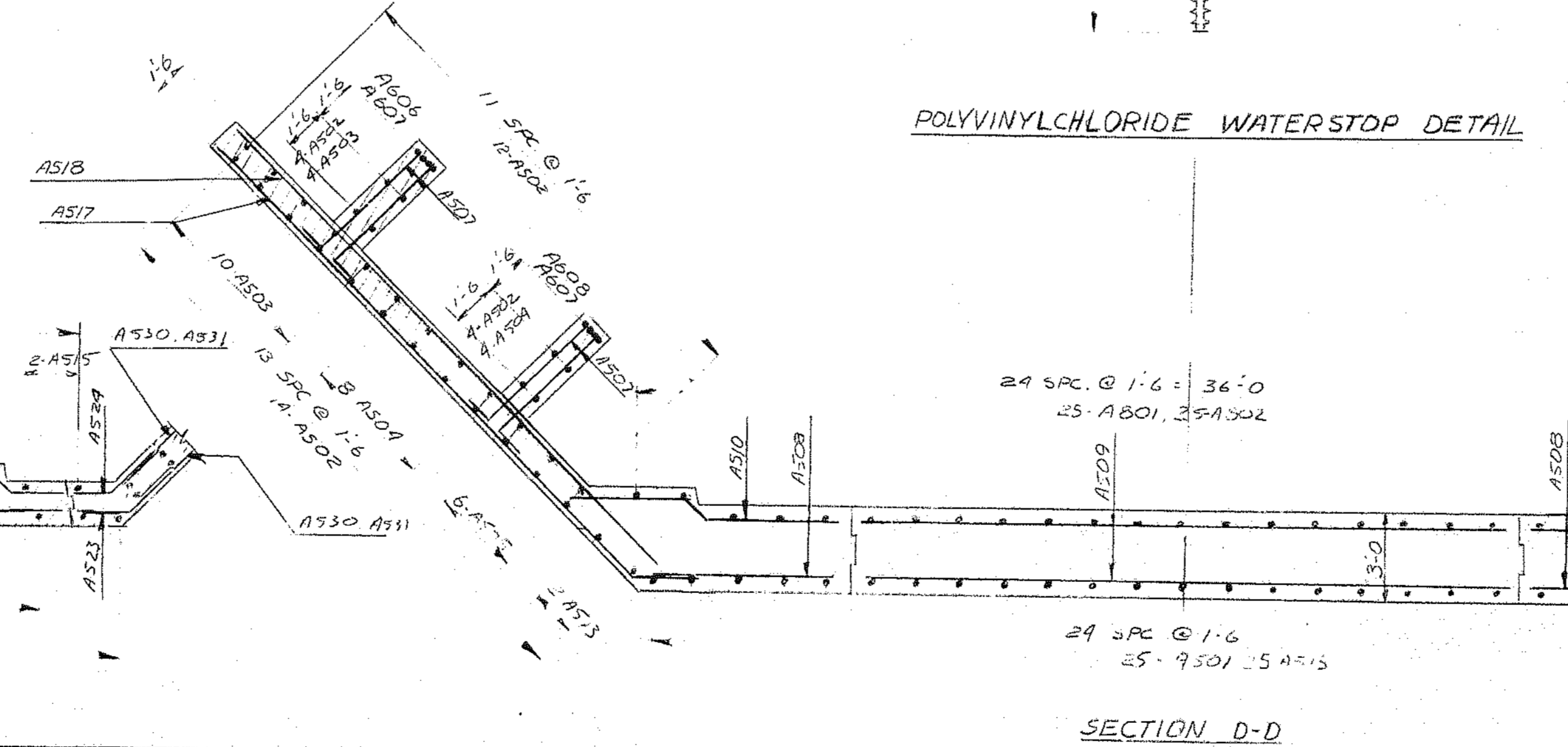
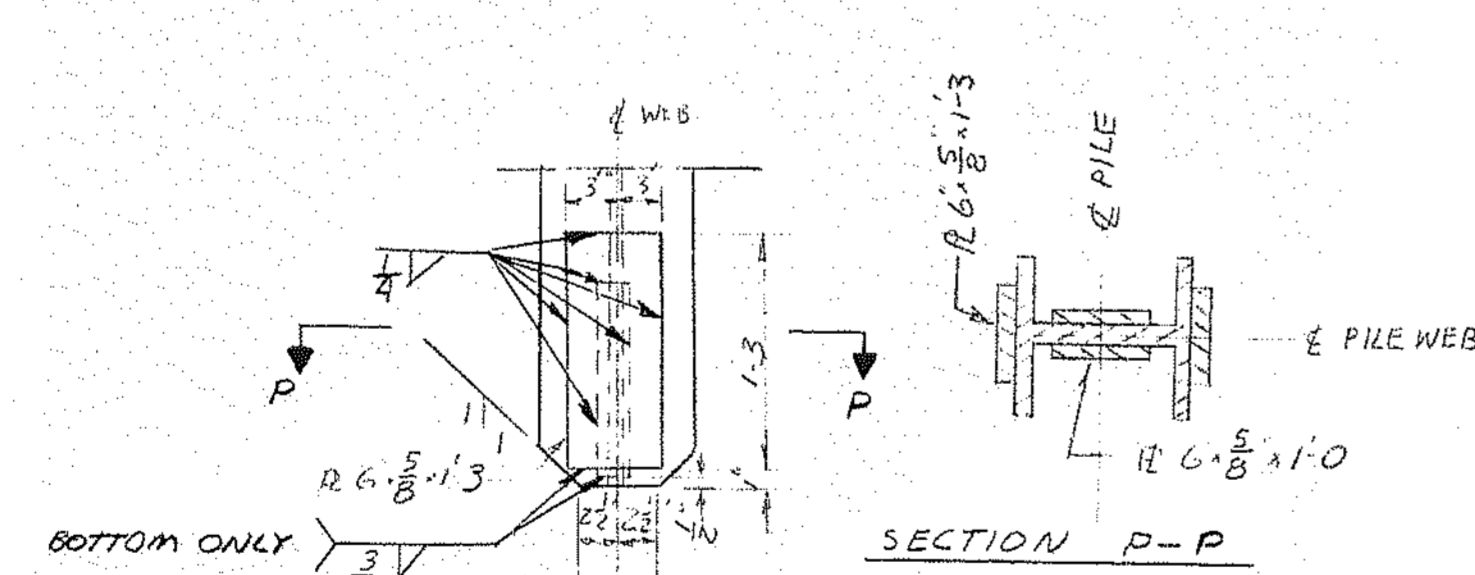
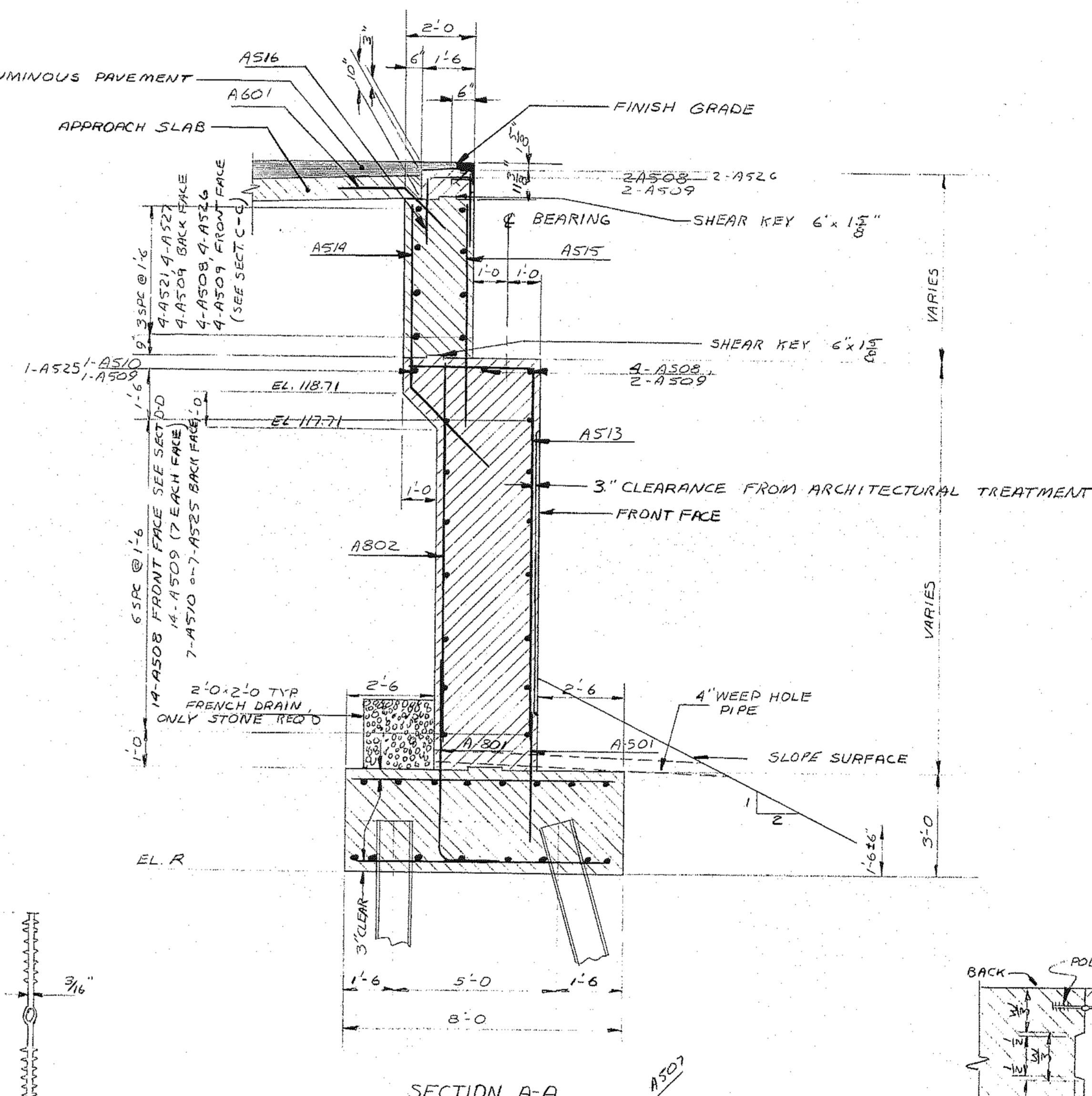
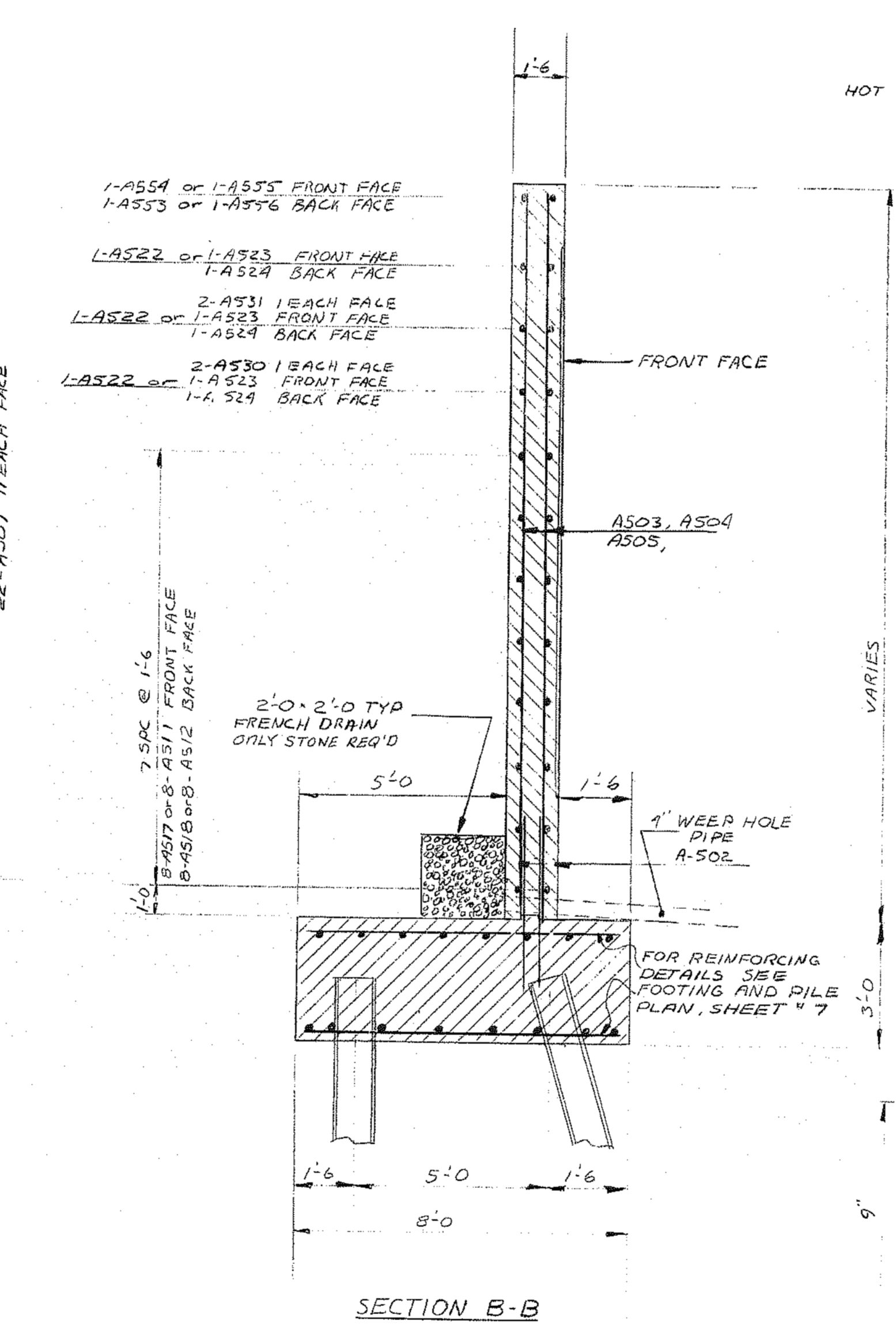
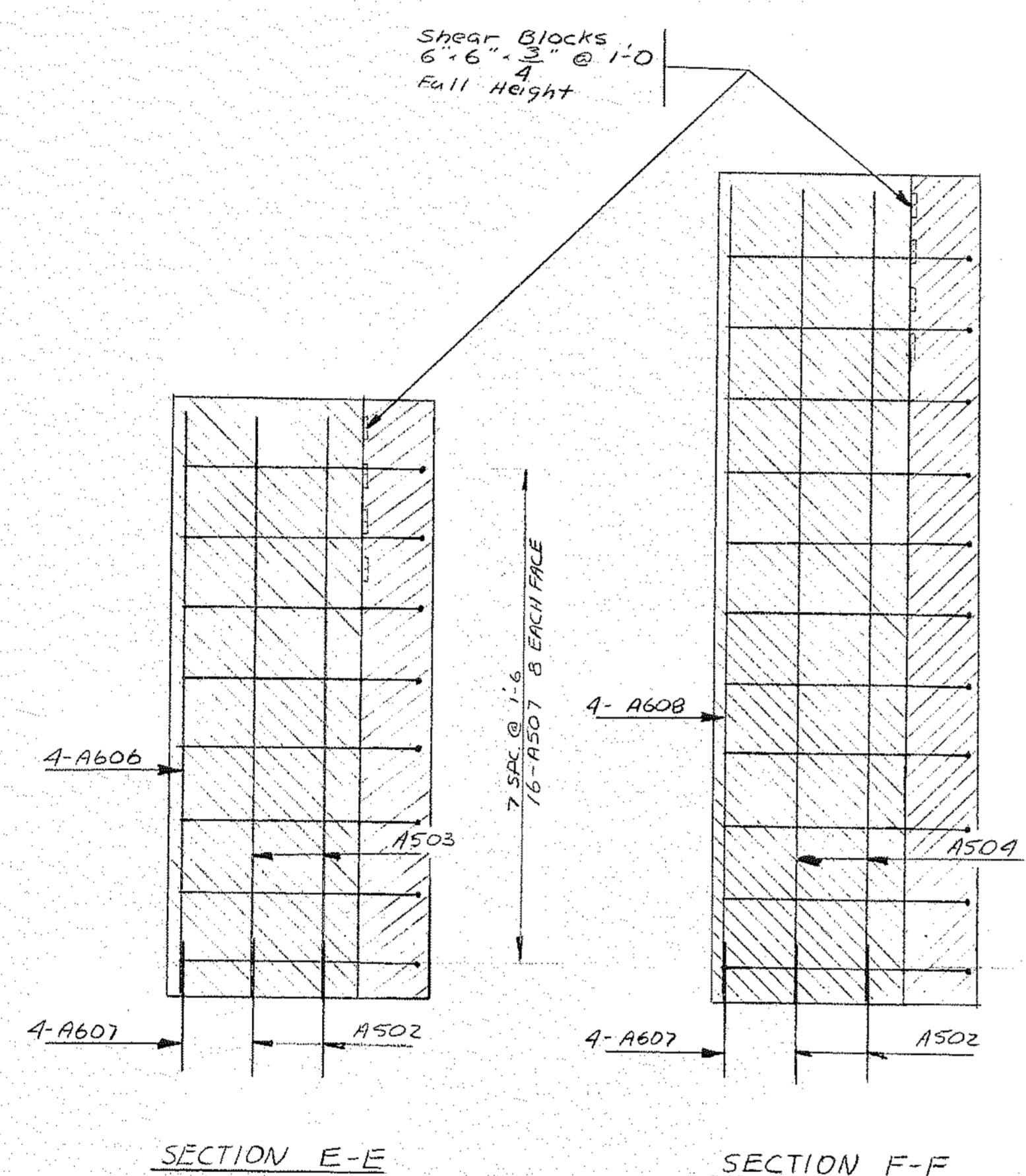
FOOTINGS AND PILE PLAN



DESIGN - DETAILED	DATE
CHECKED	11-70
REVISIONS	
FIELD CHANGES	

110-423

STATE HIGHWAY COMMISSION
RIVER ROAD BRIDGE
 OVER
INTERSTATE ROUTE 95
 IN THE TOWN OF
BRUNSWICK
CUMBERLAND COUNTY
 ABUTMENTS - PLAN AND ELEVATION
 SHEET 7 OF 17 AUGUSTA, MAINE SEPT. 1970



DATE	11-70
BY	ABC/ABC
DESIGN-DETAILED	ABC/ABC
CHECKED	ABC/ABC
REVISIONS	
FIELD CHANGES	
PLANS	

110-424

STATE HIGHWAY COMMISSION
RIVER ROAD BRIDGE
 OVER
INTERSTATE ROUTE 95
 IN THE TOWN OF
BRUNSWICK
CUMBERLAND COUNTY
 ABUTMENT DETAILS
 SHEET 8 OF 17 AUGUSTA, MAINE SEPT. 1970
 BRUNSWICK 1-95-4(25)

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	1-95-4(85)	147	173

NOTES

If horizontal construction joints are used in placing concrete in the breastwalls or wingwalls, exposed faces shall be formed as shown in Detail "A" or in a similar manner approved by the engineer. Special care shall be exercised so that form joints at exposed face of concrete shall be tight.

All surfaces so designated on the plans shall be sandblasted. Architectural treatment shall be carried to a minimum depth of 1/8" below finished ground.

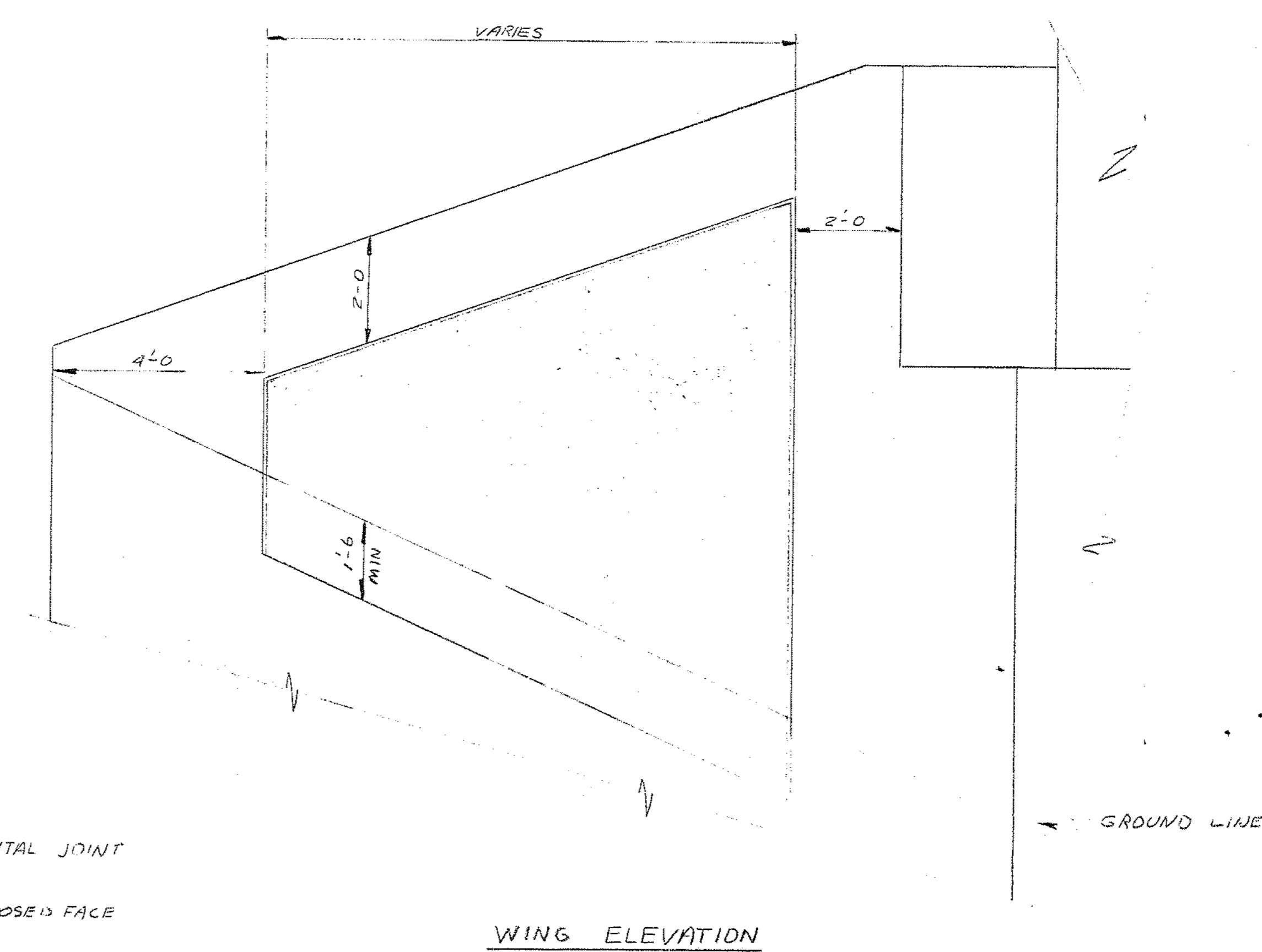
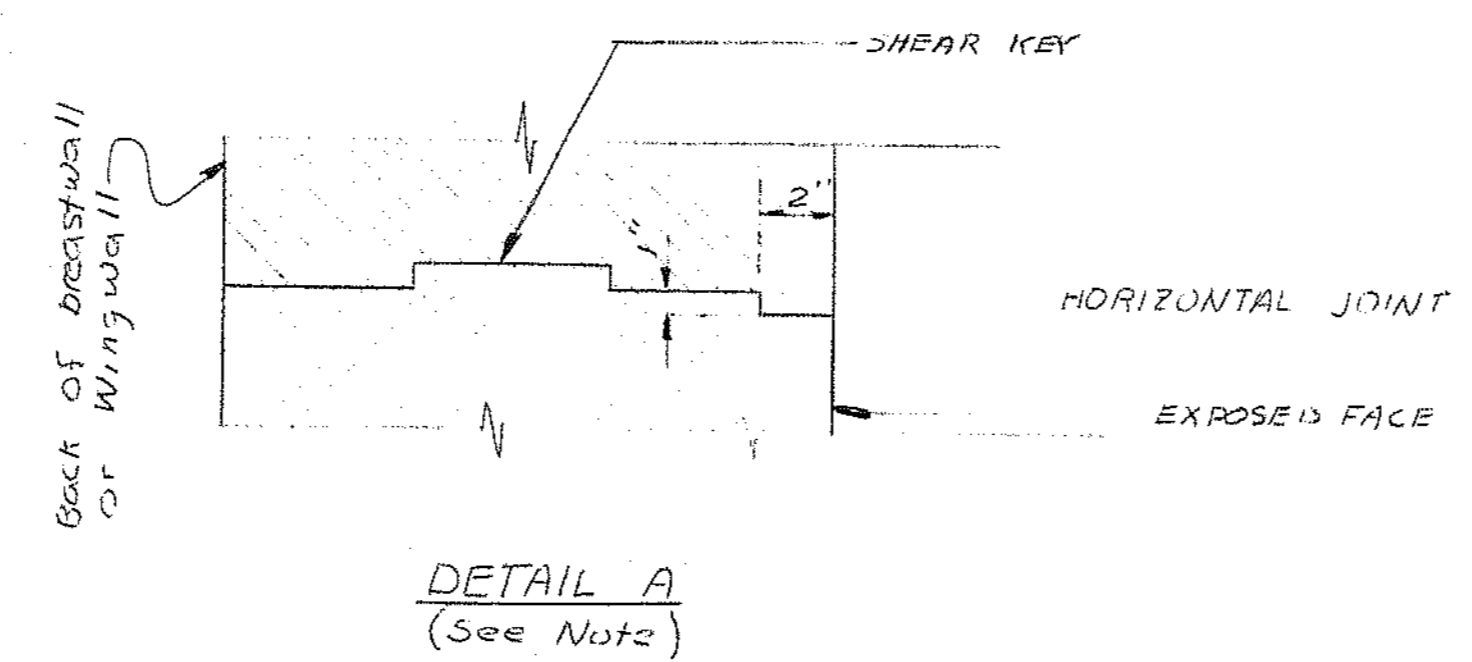
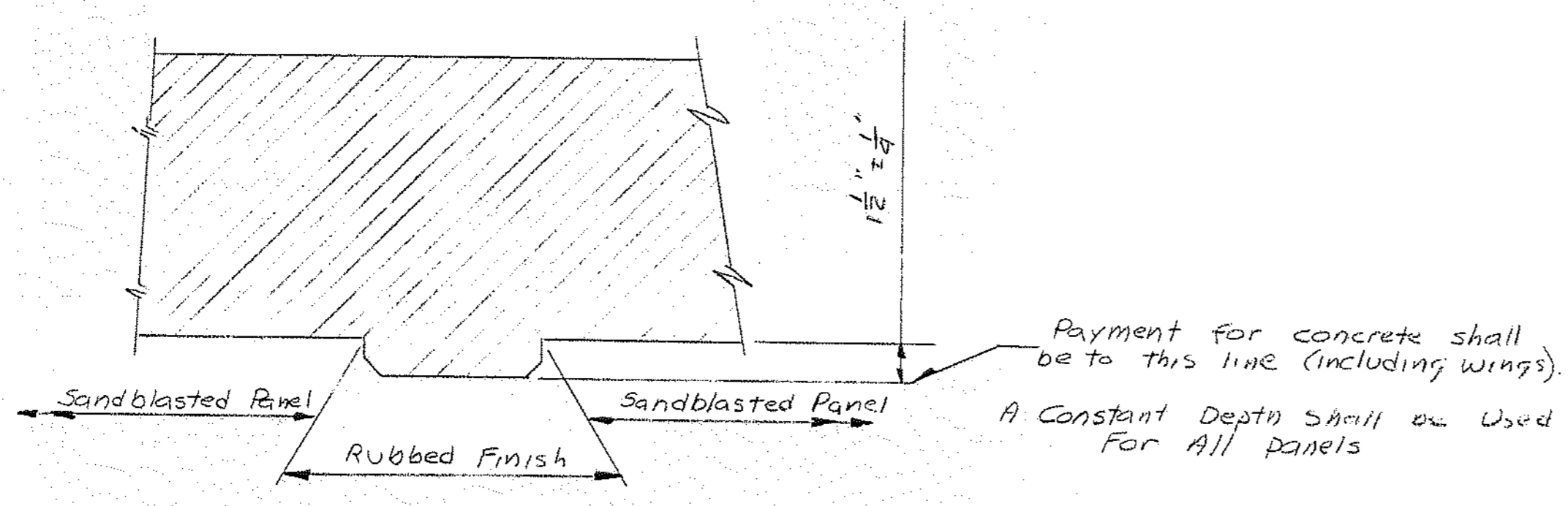
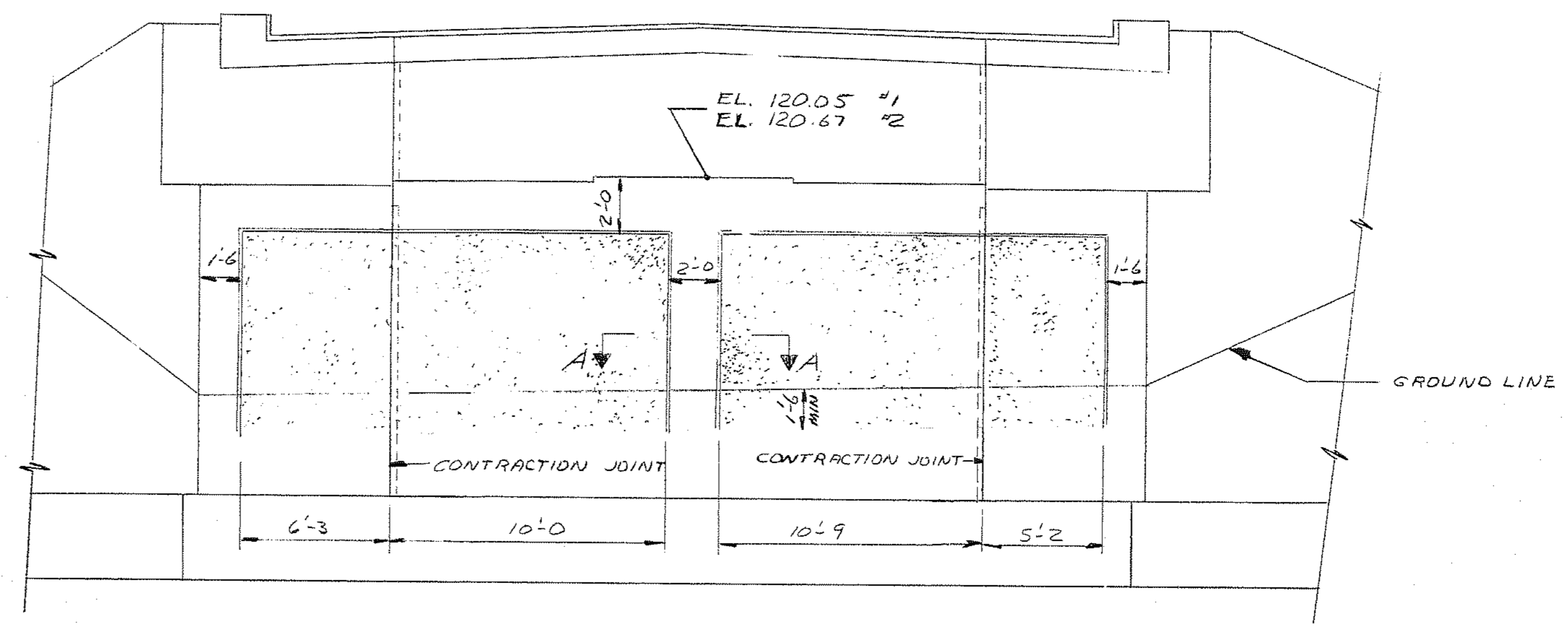
Before sandblasting all fins and projections in the concrete shall be removed and all holes patched to create a surface of uniform texture.

At the time concrete is placed, the contractor shall cast 3 sample slabs (2'0" x 2'0" x 4"). Prior to sandblasting, the samples shall be sandblasted, each to a different penetration, under the direction of the engineer to a maximum depth of 3/16" approximately. The most desirable sample will be chosen by the engineer and the designated areas shall be sandblasted to match this sample.

Concrete shall not be sandblasted for at least 28 days after placement.

The contractor shall take all necessary steps to protect materials and equipment from damage by the sandblasting operation. Personnel shall be properly equipped: sandblast hood for operator and respirators and goggles for all other personnel exposed to dust. Payment for sandblasting shall be included in the contract unit price for Item 502.21 Structural Concrete, Abutments and Retaining Walls.

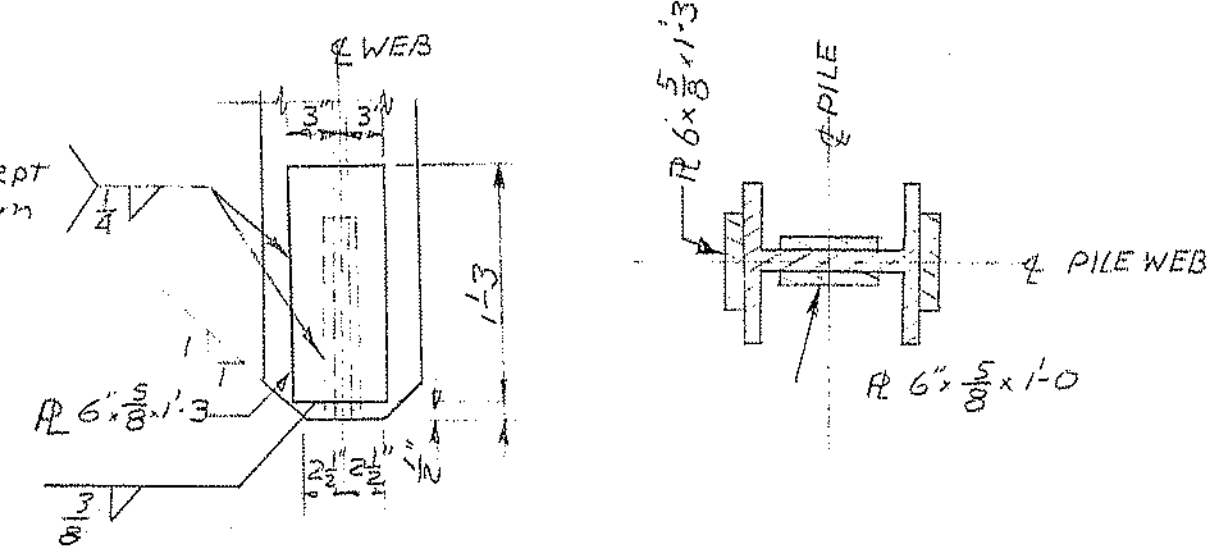
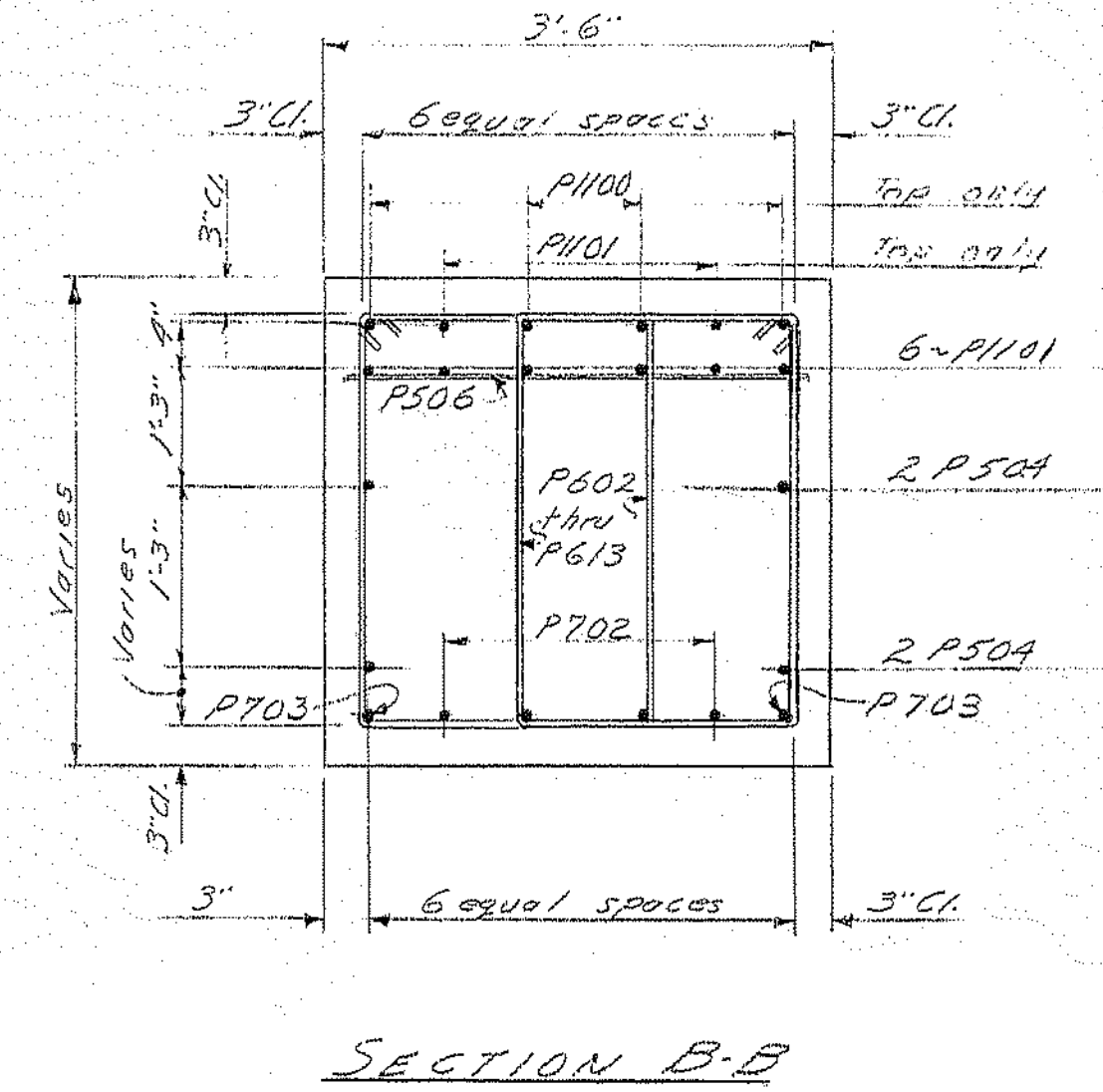
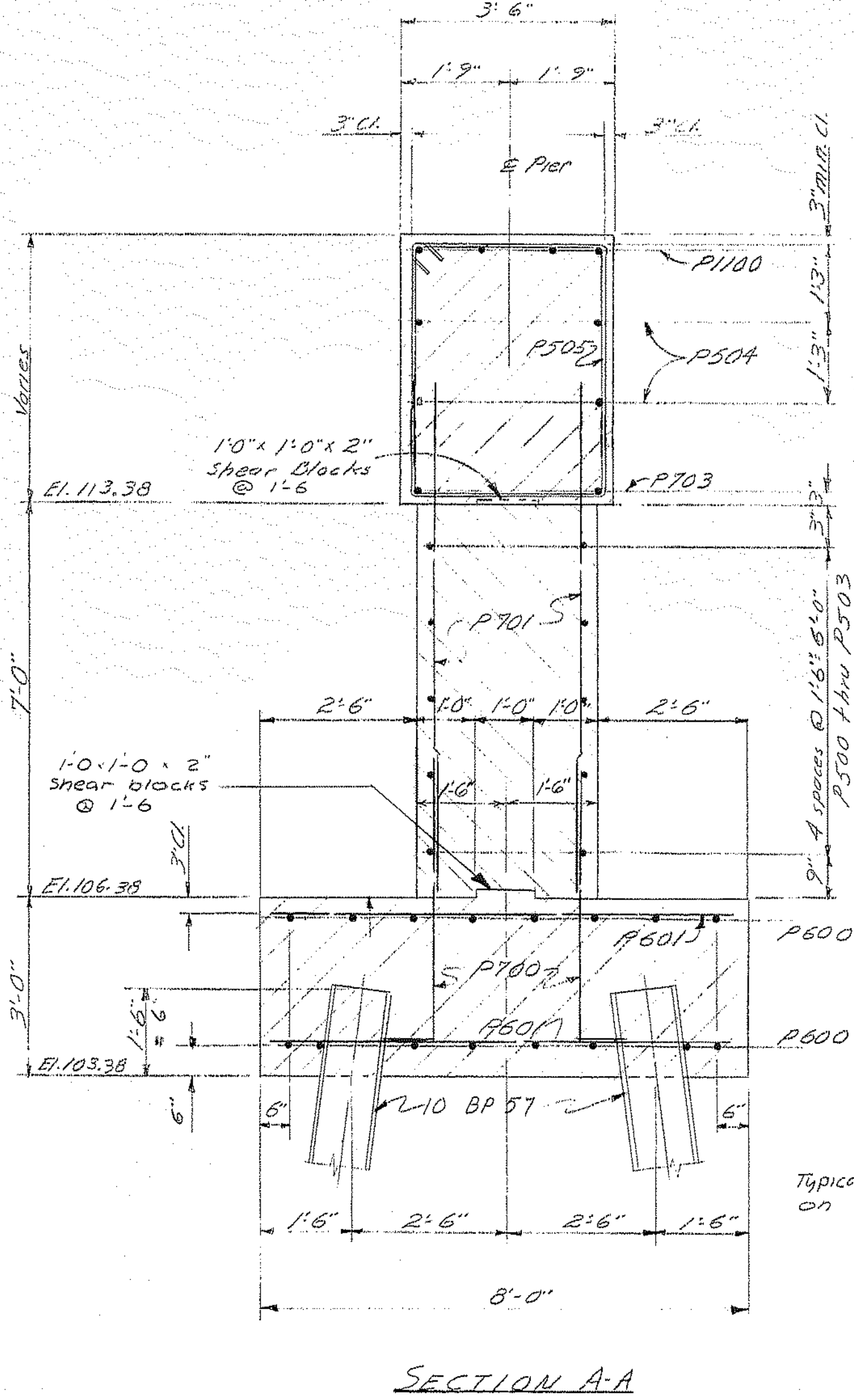
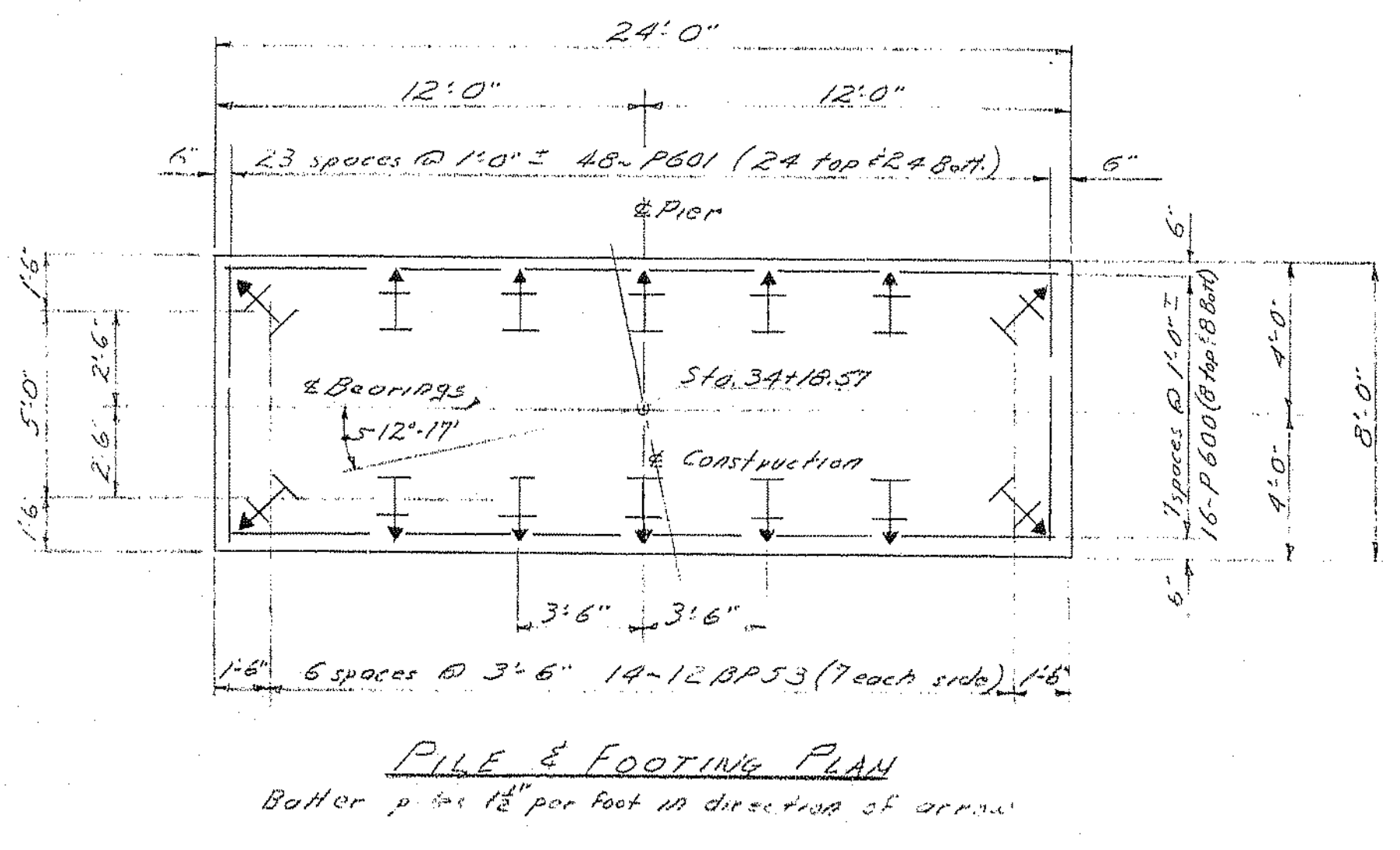
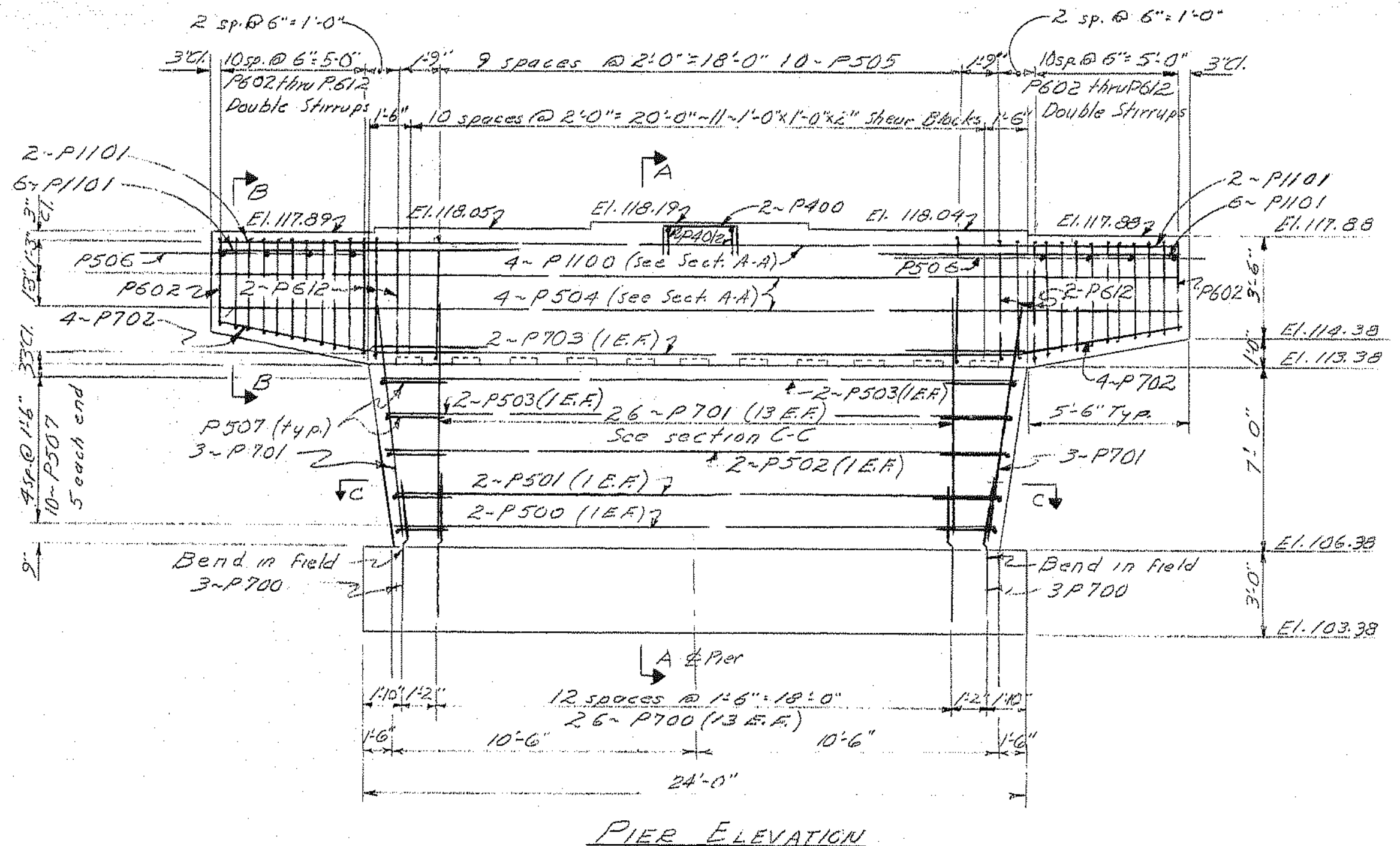
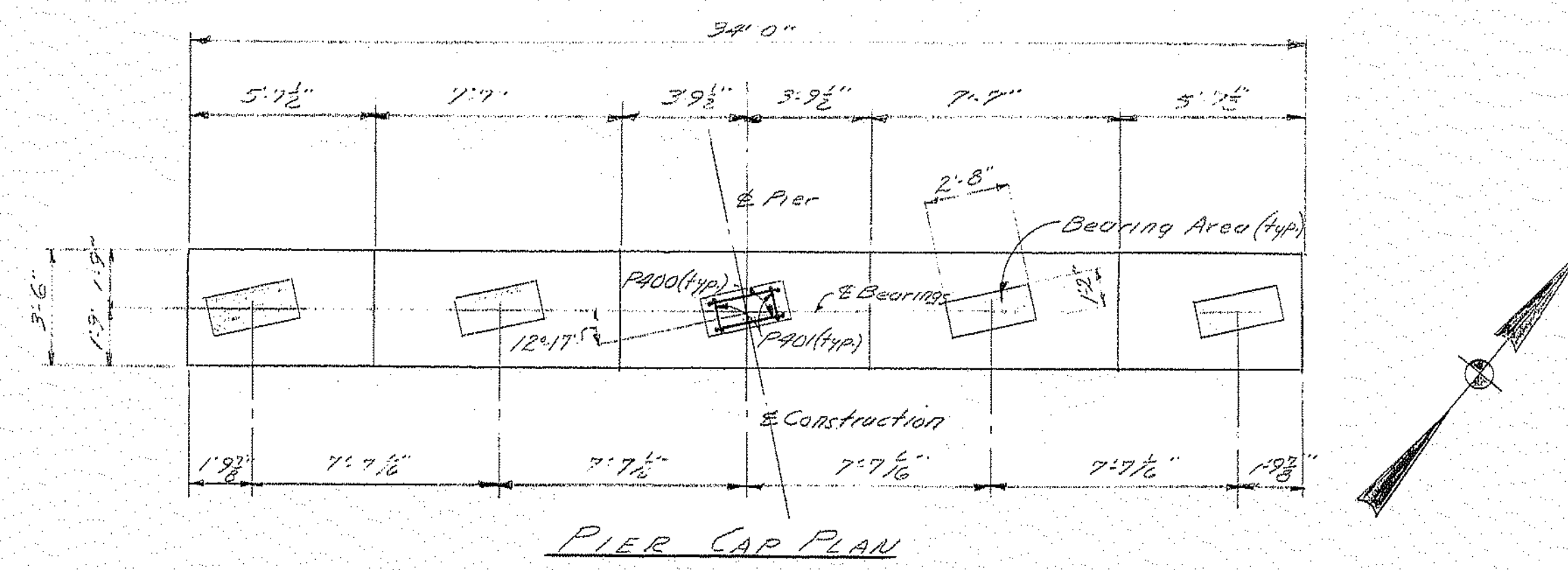
In order to insure a consistent surface texture for the architecturally treated areas, concrete aggregate shall be taken from the same source and Portland Cement shall be from the same manufacturer throughout the entire placement of the abutment wings and breastwalls.



110-425

STATE HIGHWAY COMMISSION
RIVER ROAD BRIDGE
 OVER
INTERSTATE ROUTE 95
 IN THE TOWN OF
BRUNSWICK
CUMBERLAND COUNTY
 ABUTMENT ARCHITECTURAL TREATMENT
 SHEET 9 OF 17 AUGUSTA, MAINE OCT. 1970

DATE	BY
11-79	EBF/JC/EB
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	



PILE NOTES

1. Piles shall be 12.80.53 in. reinforced tips and shall be driven to ledge or practical refusal.

2. Estimated length of pile piles 14 x 72" (1008"), with no allowance for pile cut offs and no allowance for uncertain pile penetration.

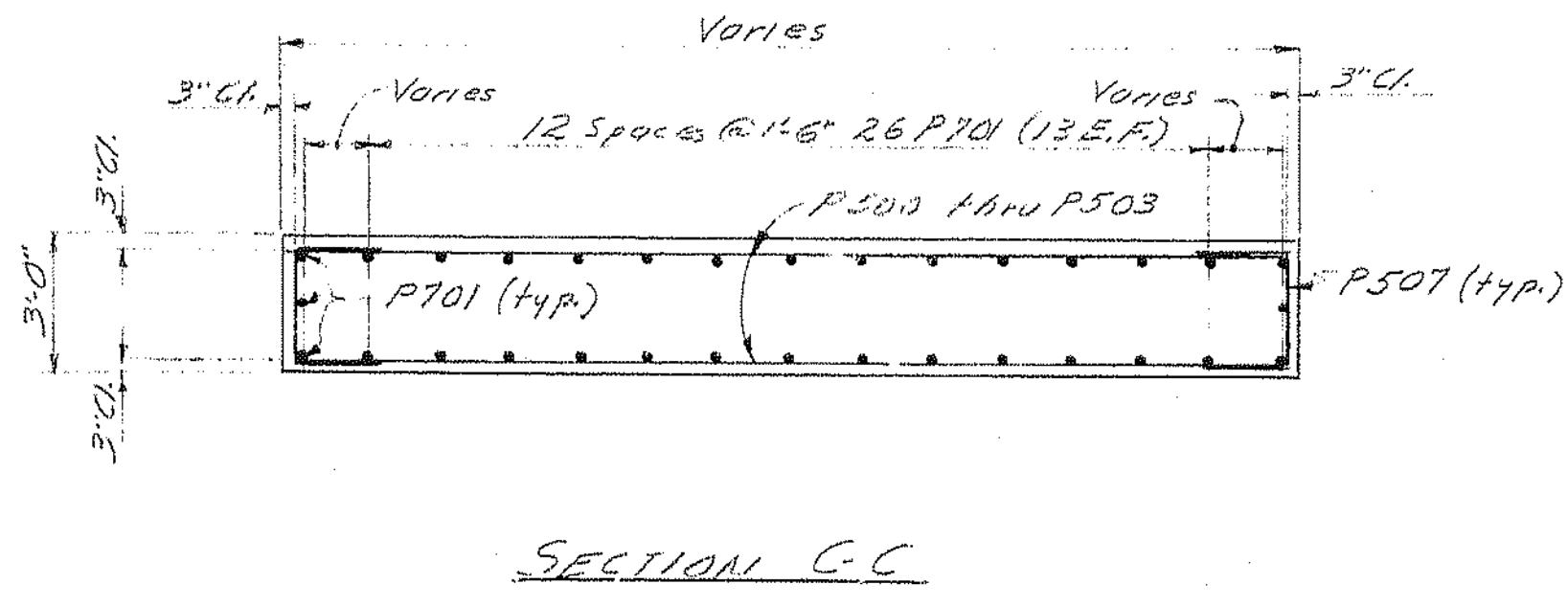
3. Maximum pile load = 700 tons.

GENERAL NOTES

1. Reinforcing steel splices and embedments shall be 36 bar diameters minimum, except as otherwise shown.

2. Place reinforcing steel in pier cap to clear anchor bolts.

3. Reinforcing steel to have a min. of 2" clear unless otherwise stated.



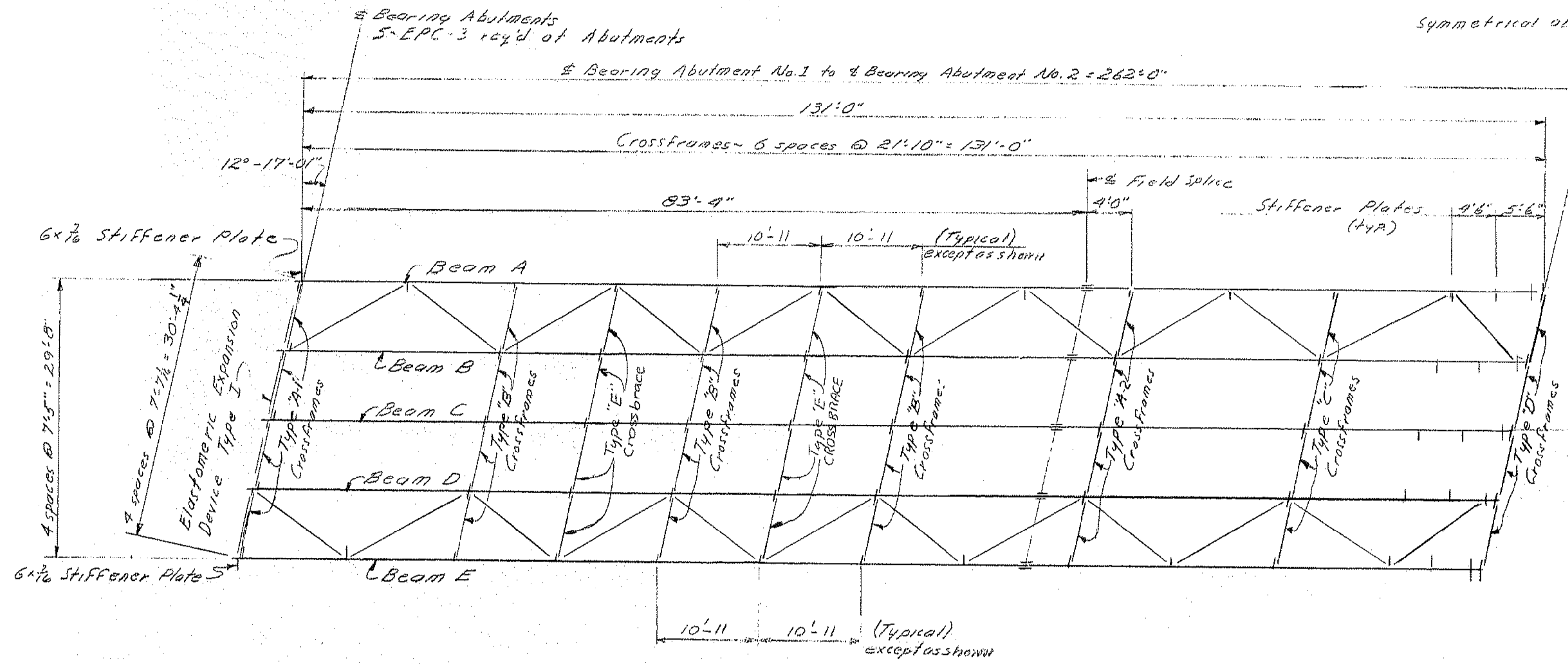
DATE	10-1-70
DESIGN - DETAILED	EBG/SJC, R/T/A
CHECKED	F/J/H
REVISIONS	
FIELD CHANGES	
PLANS	

110-427

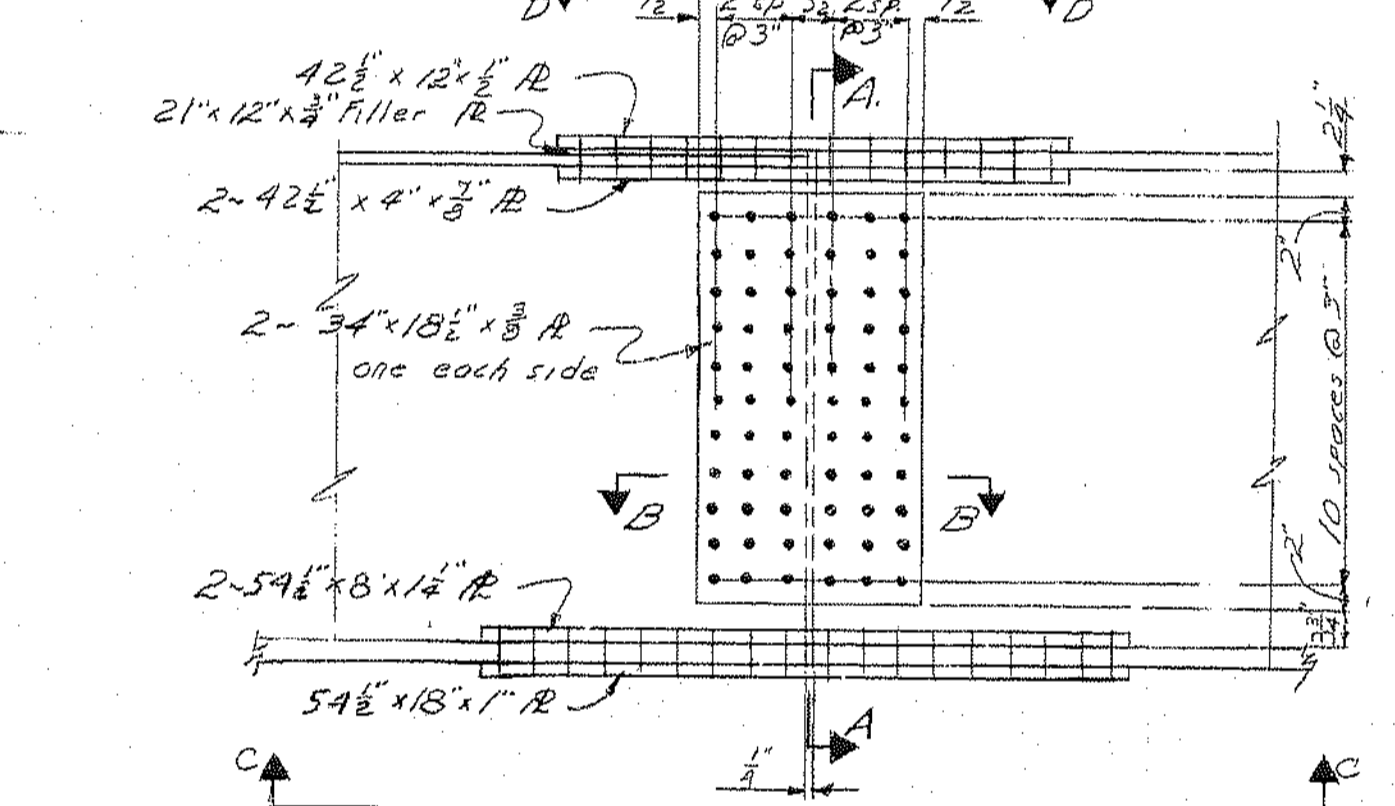
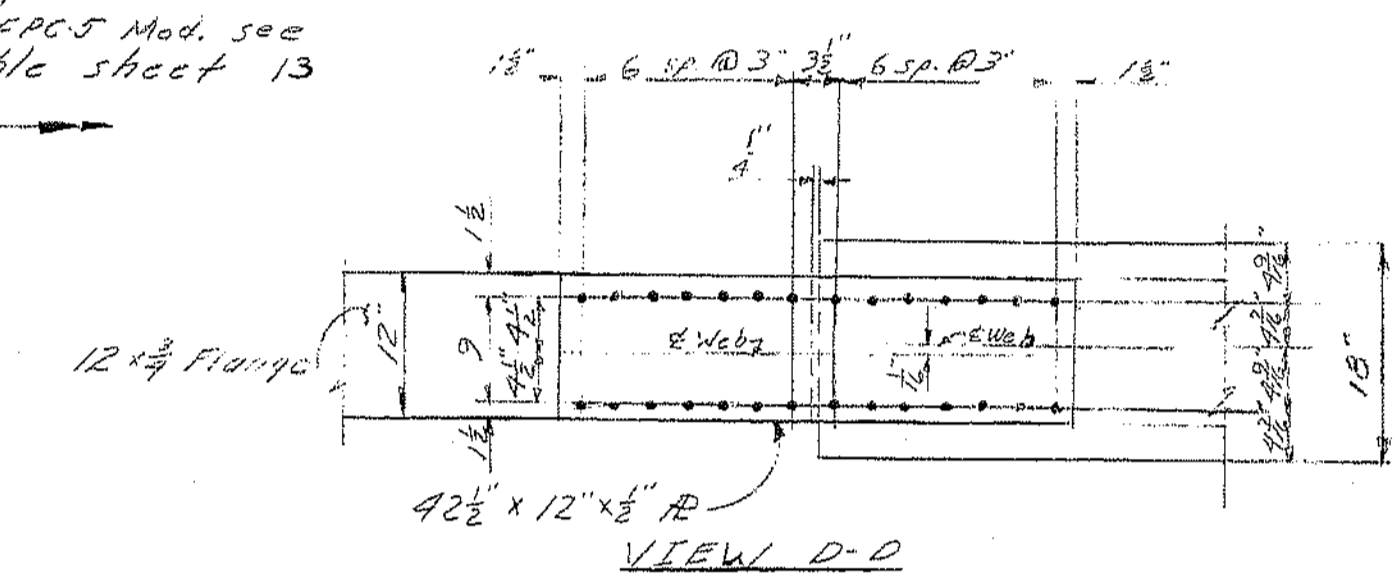
E.F. = Each Face
Sp. = Space
C. = Center

STATE HIGHWAY COMMISSION
RIVER ROAD BRIDGE
 OVER
INTERSTATE ROUTE 95
 IN THE TOWN OF
BRUNSWICK
CUMBERLAND COUNTY
 PIER

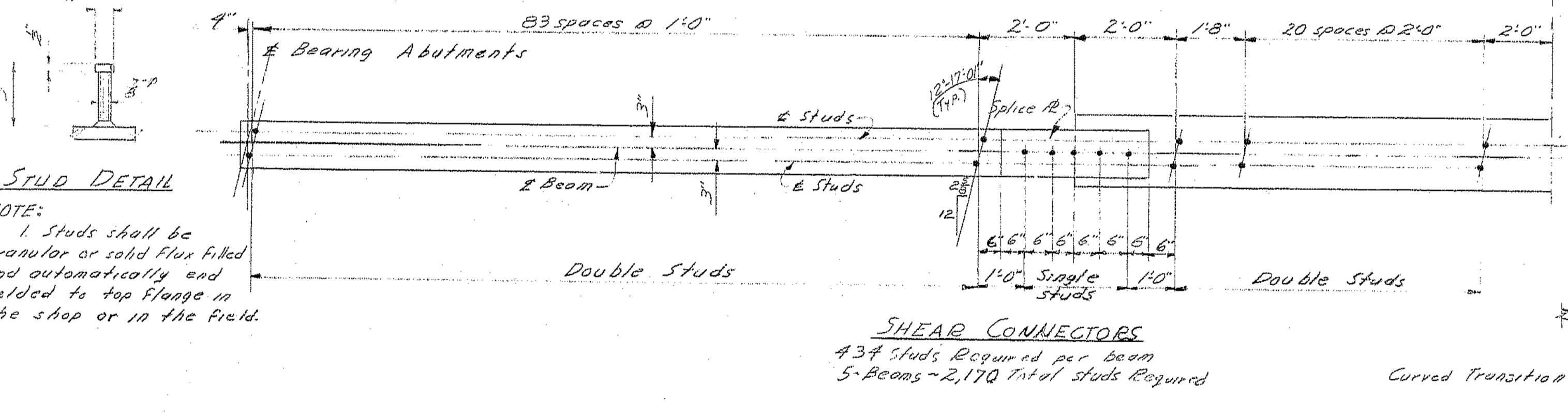
SHEET II OF 17 AUGUSTA, MAINE SEPT. 1970
 BRUNSWICK 1-95-4(25) 2034 2080



FRAMING PLAN
All dimensions are horizontal for slope of beams see bottom of S10 b Elevations sheet 14

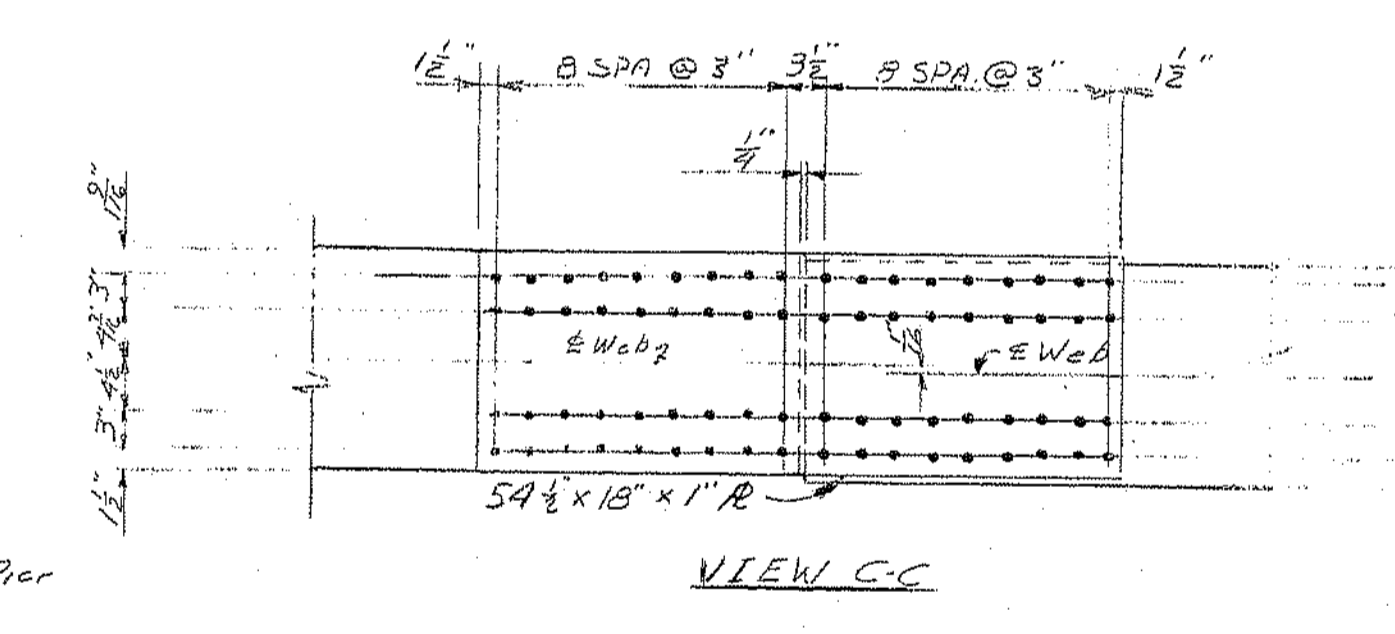


NOTES:
One longitudinal full width splice may be used in haunched areas of the web. If this splice is made, it shall be constructed in a manner to prevent feathering edges.
A maximum of two (2) transverse butt weld splices may be used to fabricate the web and flange plates. No transverse splices will be allowed within 10' of the maximum moment points. The maximum moment points are at the E of the pier and center from the E of the abutments.
Bearing stiffeners shall be set so as to be plumb after erection. Cross-frame connection plates and intermediate stiffeners may be set plumb or normal to the flange plate. Whichever method chosen shall be used throughout the entire structure.
The web plates, web splice plates, flange splice plates, stiffeners, connection plates, cross frames and lateral bracing shall conform to ASTM A 36 steel.
The beam flange plates shall conform to ASTM A 572 grade 50 steel.
All high strength bolts, nuts and washers shall conform to ASTM A 325 steel.

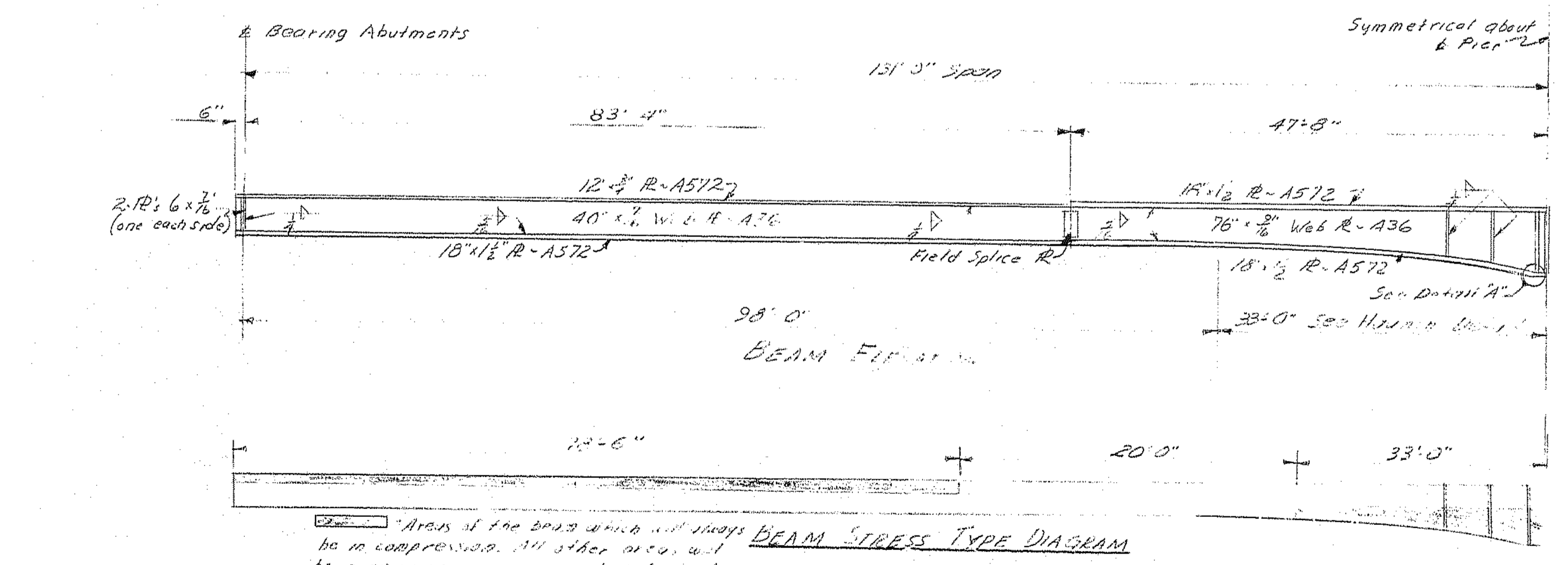


NOTE:
1. Studs shall be granular or solid flux filled and automatically and welded to top flange in the shop or in the field.

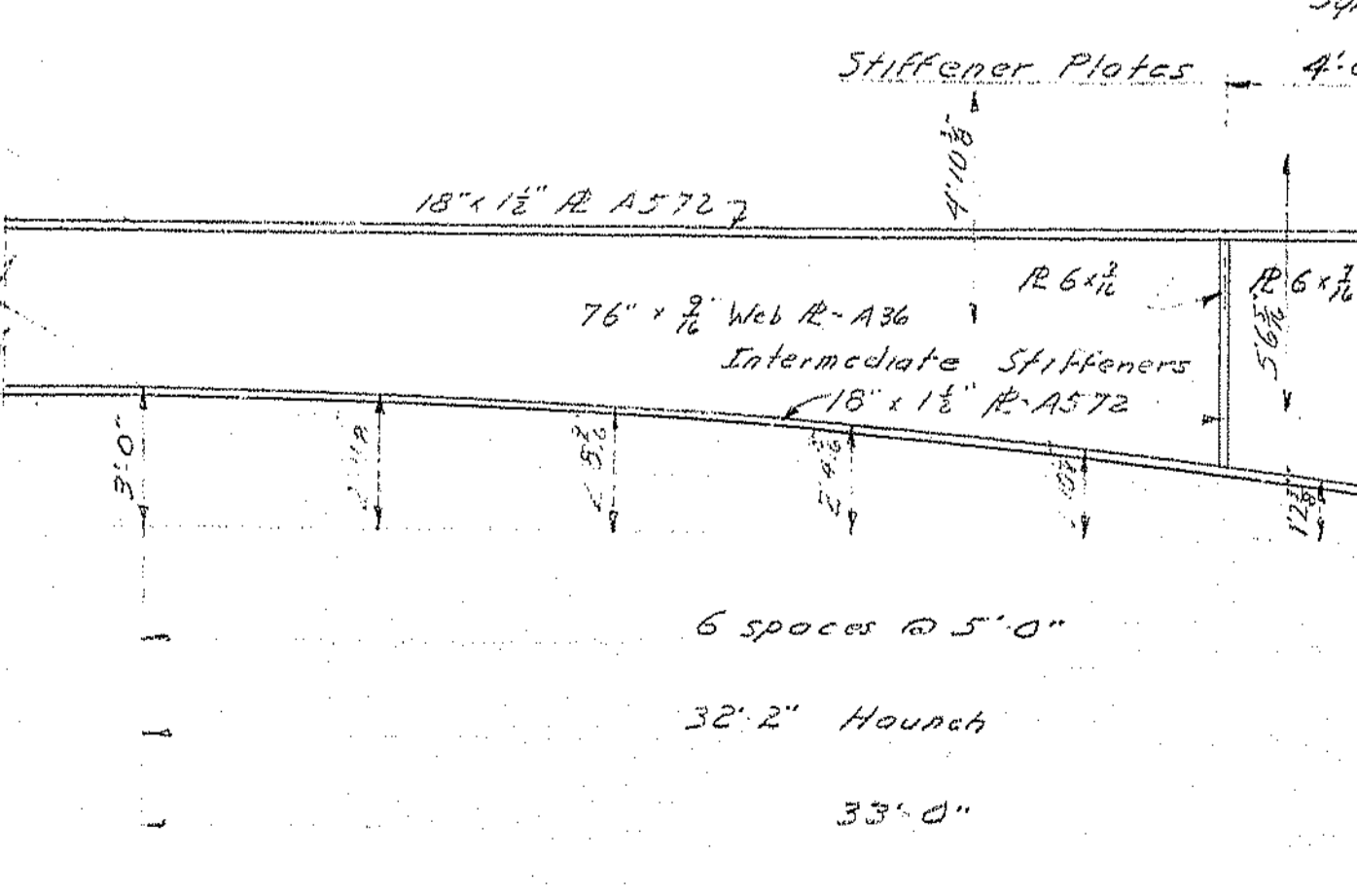
SHEAR CONNECTORS
437 Studs Required per beam
5 Beams - 2,170 Total Studs Required



FIELD SPICE DETAIL
NOTE: All fasteners are to be 5/8" high strength bolts placed in 1/8" holes



Areas of the beam which will carry BEAM STRESS TYPE DIAGRAM to be compression on side shown and to be tension on the areas which have stress reversal.



HAUNCH DETAIL

STIFFENER NOTES:
The intermediate stiffeners shall be welded to the web with a fillet weld as shown and shall be ground to line of the bottom flange, except as shown in Detail A. Bearing stiffeners shall have a paint tight fit at the top flanges.
Crossframe and Lateral Bracing connection plates shall be welded to the girders as shown in details on sheet 113

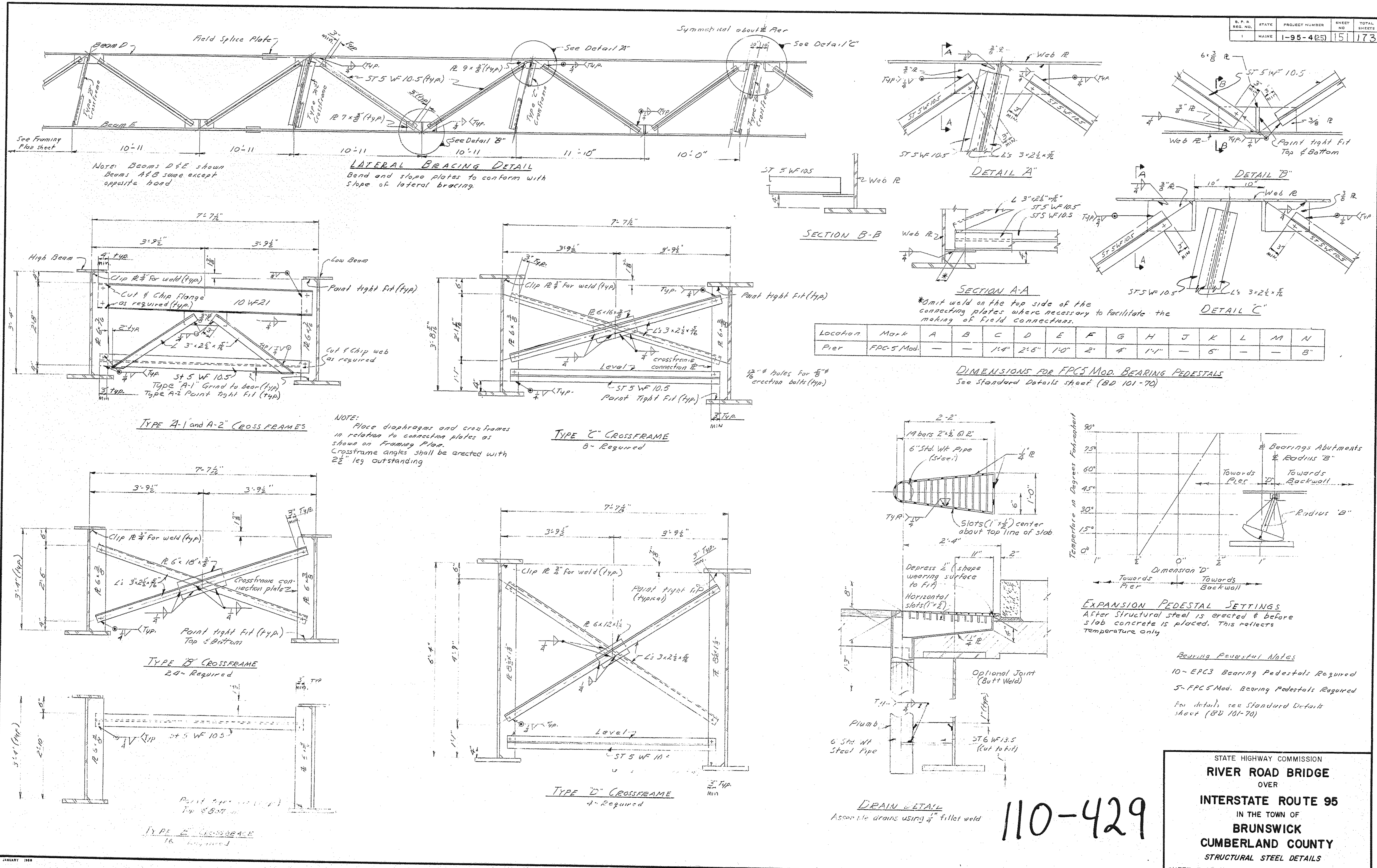
DATE	BY	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
		FACTIVE	LETA	GOVT	
PLANS					

STATE HIGHWAY COMMISSION
RIVER ROAD BRIDGE
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
BRUNSWICK
CUMBERLAND COUNTY
STRUCTURAL STEEL

110-428

SHEET 12 OF 17 AUGUSTA, MAINE SEPT. 1970
BRUNSWICK 1-95-4(25) 2091 2090

S.P. #	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(25)	15	173



Location	Mark	A	B	C	D	E	F	G	H	J	K	L	M	N
Pier	FPC-5 Mod.	-	-	1'-4"	2'-6"	1'-0"	2'-4"	1'-1"	-	6"	-	-	-	8"

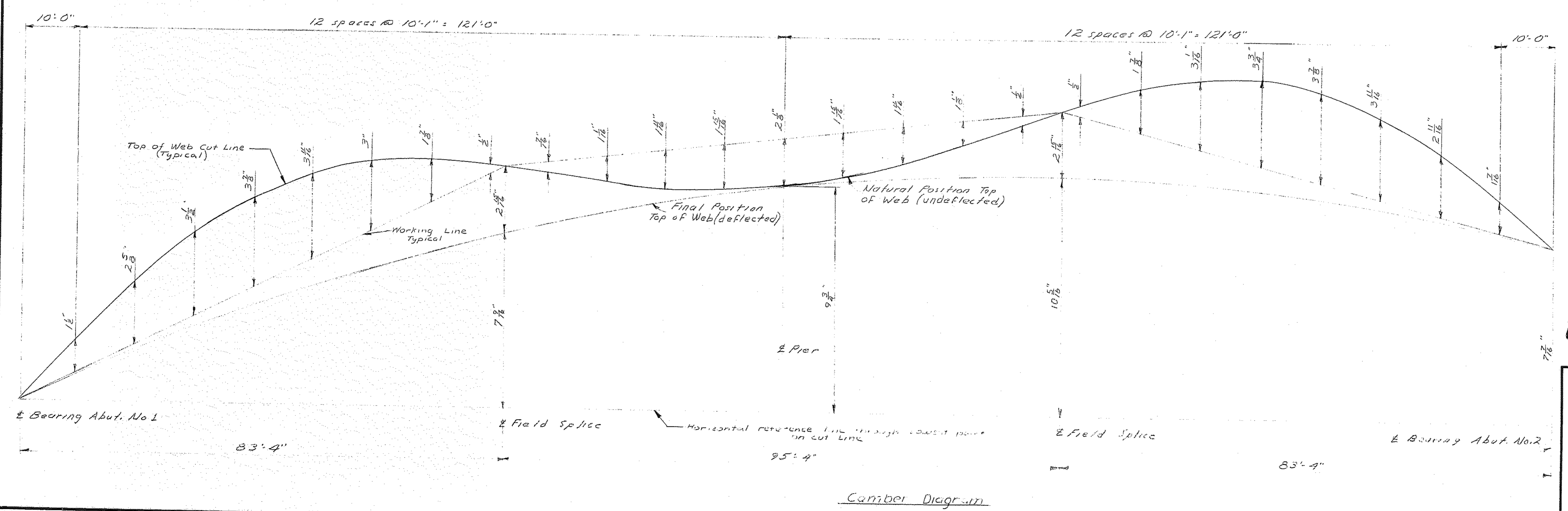
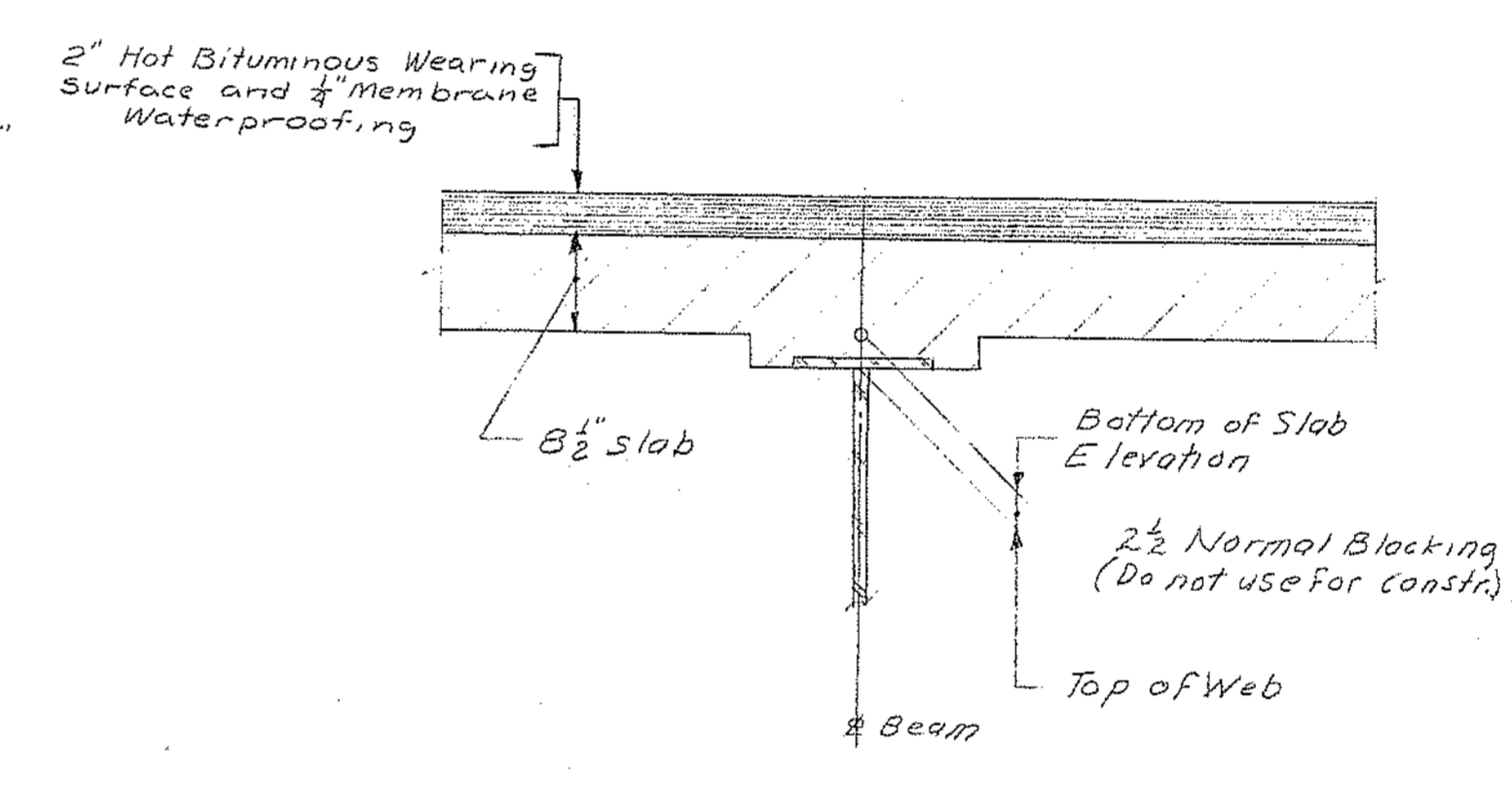
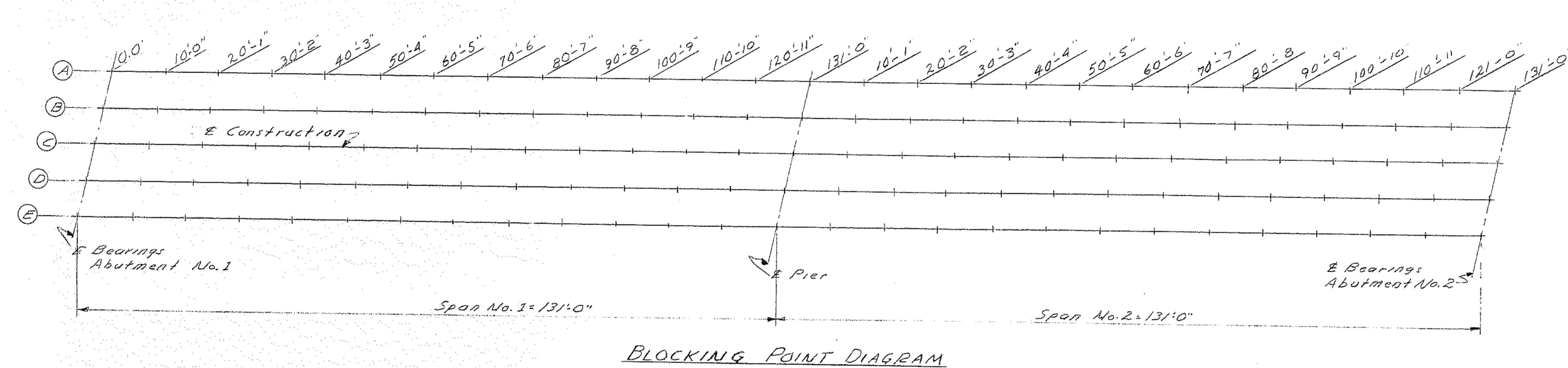
DIMENSIONS FOR FPC5 MOD. BEARING PEDESTALS
See Standard Details sheet (SD 101-70)

110-429

DESIGN - DETAILED	DATE
CHECKED	3/27/70
REVISIONS	
FIELD CHANGES	
PLANS	

STATE HIGHWAY COMMISSION
RIVER ROAD BRIDGE
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
BRUNSWICK
CUMBERLAND COUNTY
STRUCTURAL STEEL DETAILS
SHEET 13 OF 17 AUGUSTA, MAINE SEPT. 1970
BRUNSWICK 1-95-4(25)

Dead Load Deflection Point	SPAN No. 1													SPAN No. 2													
	0.00	0.1069	0.2014	0.2742	0.3193	0.3339	0.3188	0.2780	0.2187	0.1576	0.0877	0.0378	0.0087	0.0000	0.0087	0.0378	0.0877	0.1576	0.2187	0.2780	0.3188	0.3339	0.3193	0.2742	0.2014	0.1069	0.0000
Beam	124.61	124.80	125.00	125.15	125.27	125.36	125.41	125.43	125.42	125.39	125.38	125.38	125.39	125.42	125.46	125.52	125.59	125.65	125.70	125.72	125.72	125.67	125.60	125.49	125.34	125.18	
A	124.75	124.95	125.14	125.29	125.38	125.50	125.56	125.58	125.58	125.56	125.54	125.53	125.53	125.55	125.58	125.64	125.74	125.81	125.86	125.88	125.88	125.87	125.83	125.75	125.64	125.51	125.35
B	124.88	125.09	125.28	125.44	125.56	125.65	125.70	125.72	125.72	125.71	125.69	125.67	125.68	125.69	125.73	125.77	125.83	125.90	125.96	126.01	126.04	126.03	125.99	125.92	125.80	125.66	125.50
C	124.71	124.92	125.11	125.26	125.40	125.48	125.54	125.56	125.56	125.54	125.53	125.52	125.52	125.54	125.57	125.62	125.68	125.74	125.81	125.86	125.89	125.88	125.84	125.76	125.66	125.52	125.36
D	124.54	124.75	124.94	125.10	125.22	125.32	125.37	125.39	125.39	125.39	125.36	125.35	125.36	125.38	125.41	125.46	125.52	125.59	125.65	125.70	125.73	125.73	125.69	125.62	125.51	125.37	125.22
E																											

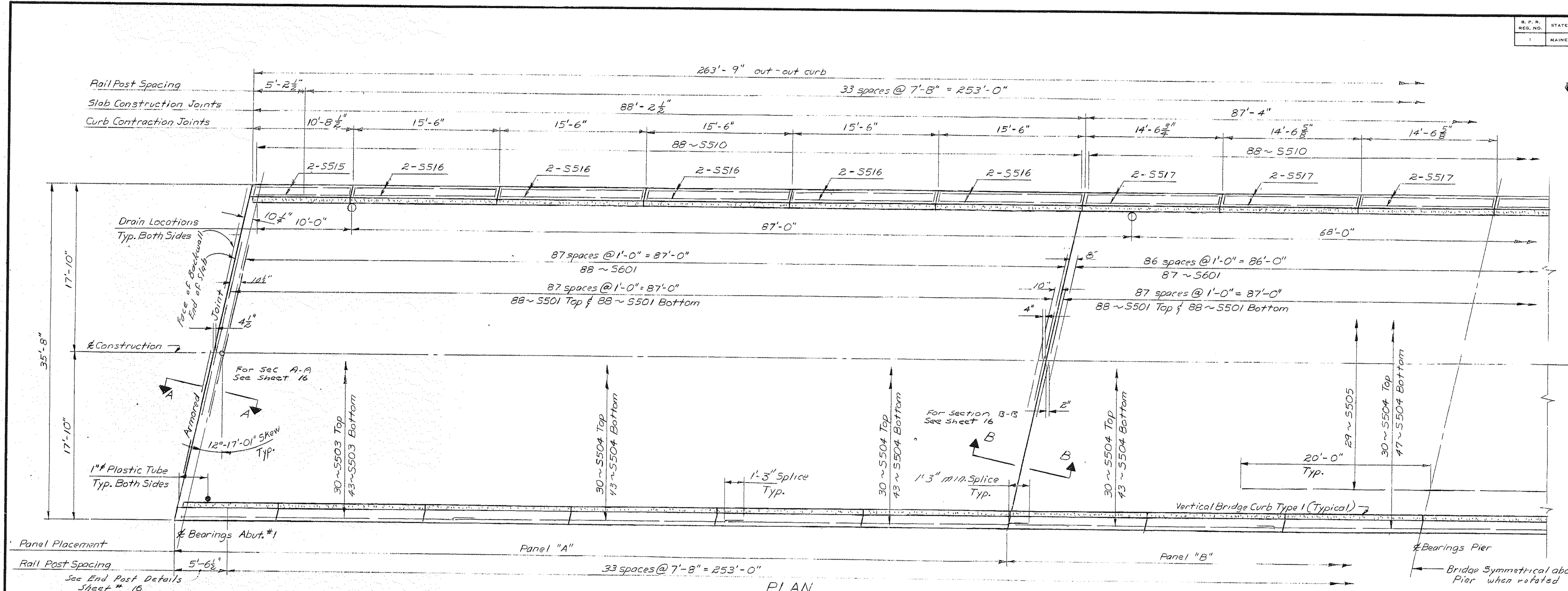


DESIGN: DETAILED	DATE
CHECKED	7-70
REVISIONS	
FIELD CHANGES	

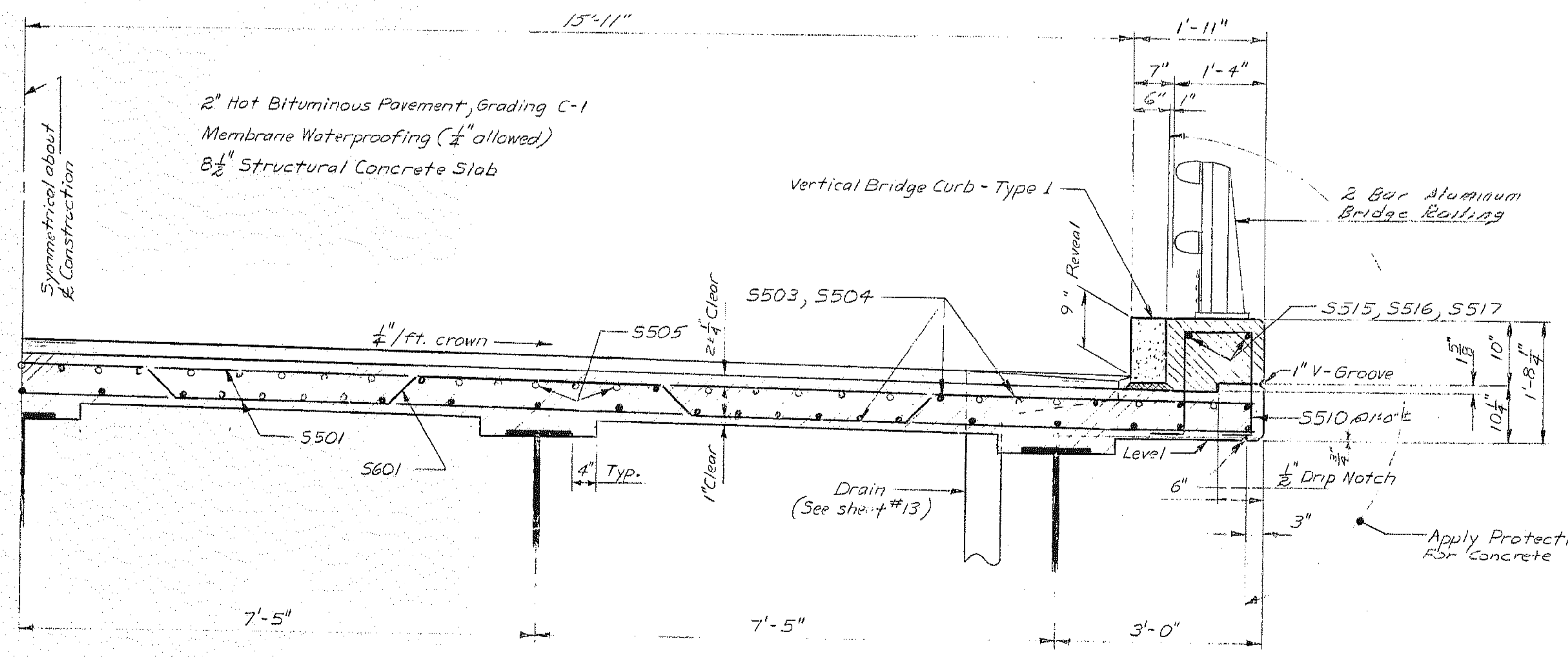
110-430

STATE HIGHWAY COMMISSION
 RIVER ROAD BRIDGE
 OVER
 INTERSTATE ROUTE 95
 IN THE TOWN OF
 BRUNSWICK
 CUMBERLAND COUNTY
 BOTTOM OF SLAB ELEVATIONS
 AND CAMBER DIAGRAM
 SHEET 14 OF 17 AUGUSTA, MAINE SEPT. 1970

R. P. N.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(25)	153	173

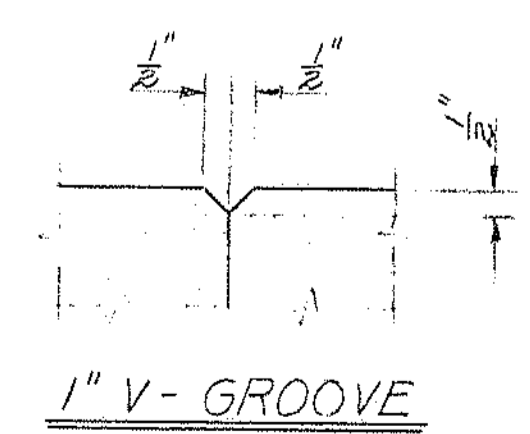


PLAN



TYPICAL TRANSVERSE SECTION

- ~ GENERAL NOTES ~
- At all contraction joints in concrete curbs, break the bond between the concrete surfaces by a method to be approved by the Engineer. Form a 1" V-Groove on the outside faces of curbs at each curb joint. Provide a joint in the Vertical Bridge Curb at each contraction joint in the concrete curbs. Chamfer exposed edges of concrete 1/2" unless noted.
 - Reinforcing steel splices shall have a minimum lapped length of 24 bar diameters unless otherwise shown.
 - For bridge rail details see standard details sheet BD-106-69 and also sheet # 16
 - Concrete for panel "A" to be placed before panel "B".
 - For Sections A-A & B-B see sheet #16
 - For spacing of bars S501, S502, S503, S504 see Typical Transverse Section.
 - Curb joint dimensions and vent. steel are same for both sides
 - Apply protective coating for concrete surfaces where shown.
 - For drain details see S11-7-13
 - Do not break the bond between the concrete surfaces of vertical construction joints in superstructure slabs. Form a 1" V-Groove on the outside faces of slabs at each construction joint.



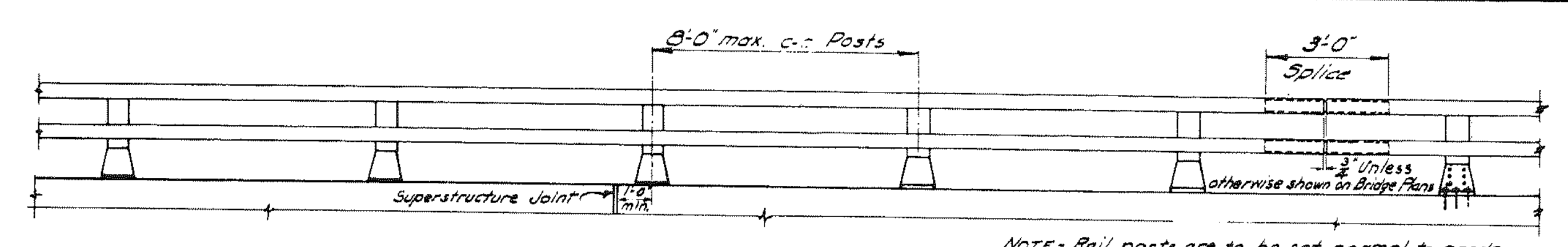
1" V-GROOVE

110-431

DESIGN - DETAILED	DATE
CHECKED	BY
REVISIONS	BY
FIELD CHANGES	DATE
PLANS	

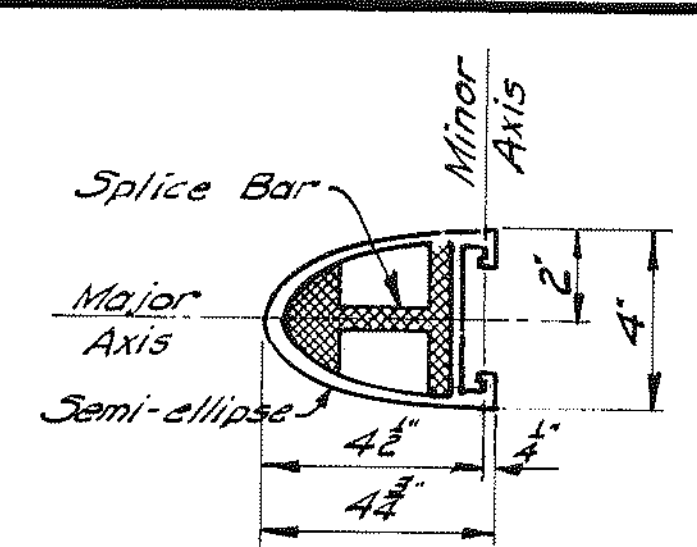
STATE HIGHWAY COMMISSION
RIVER ROAD BRIDGE
 OVER
INTERSTATE ROUTE 95
 IN THE TOWN OF
BRUNSWICK
CUMBERLAND COUNTY
 SUPERSTRUCTURE

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	T-95-4(RL)	173	173

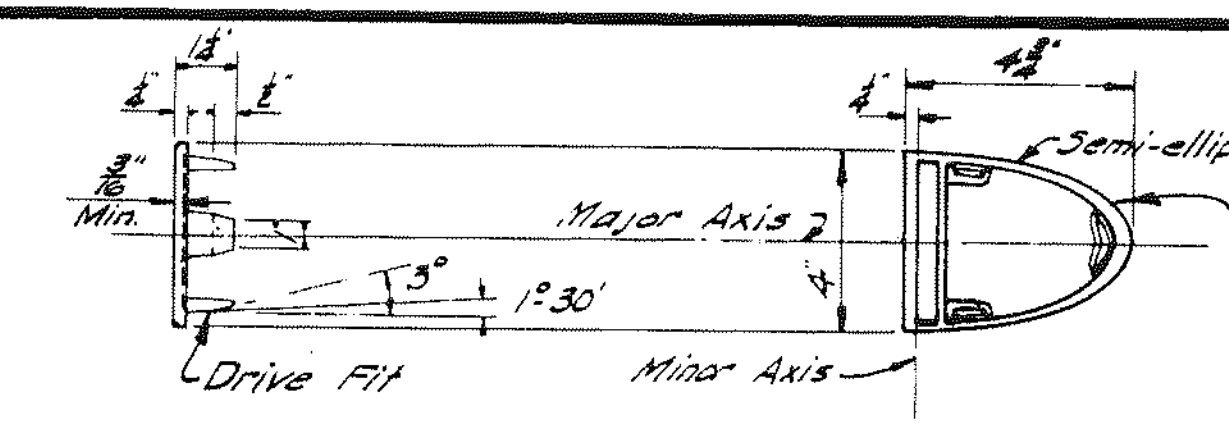


RAIL - ELEVATION
 Lengths of rail shall be attached to a minimum of (4) four rail posts, wherever possible, and in any case never less than (2) two.

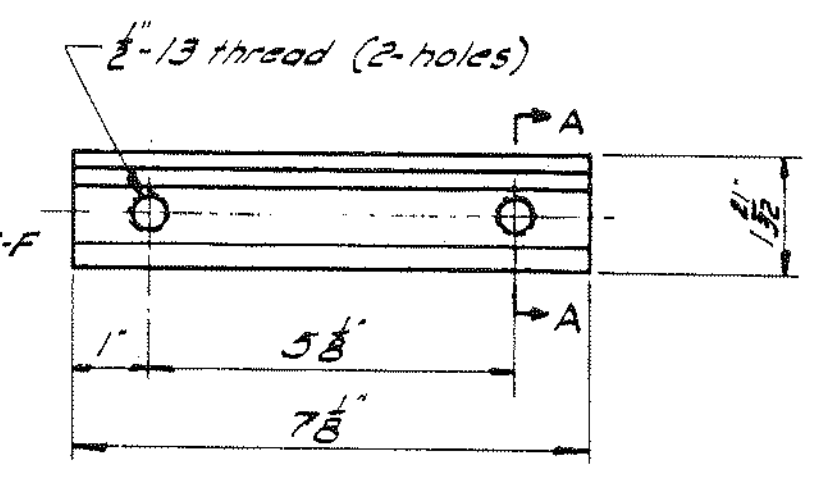
NOTE - Rail posts are to be set normal to grade unless otherwise shown on Bridge Plans.



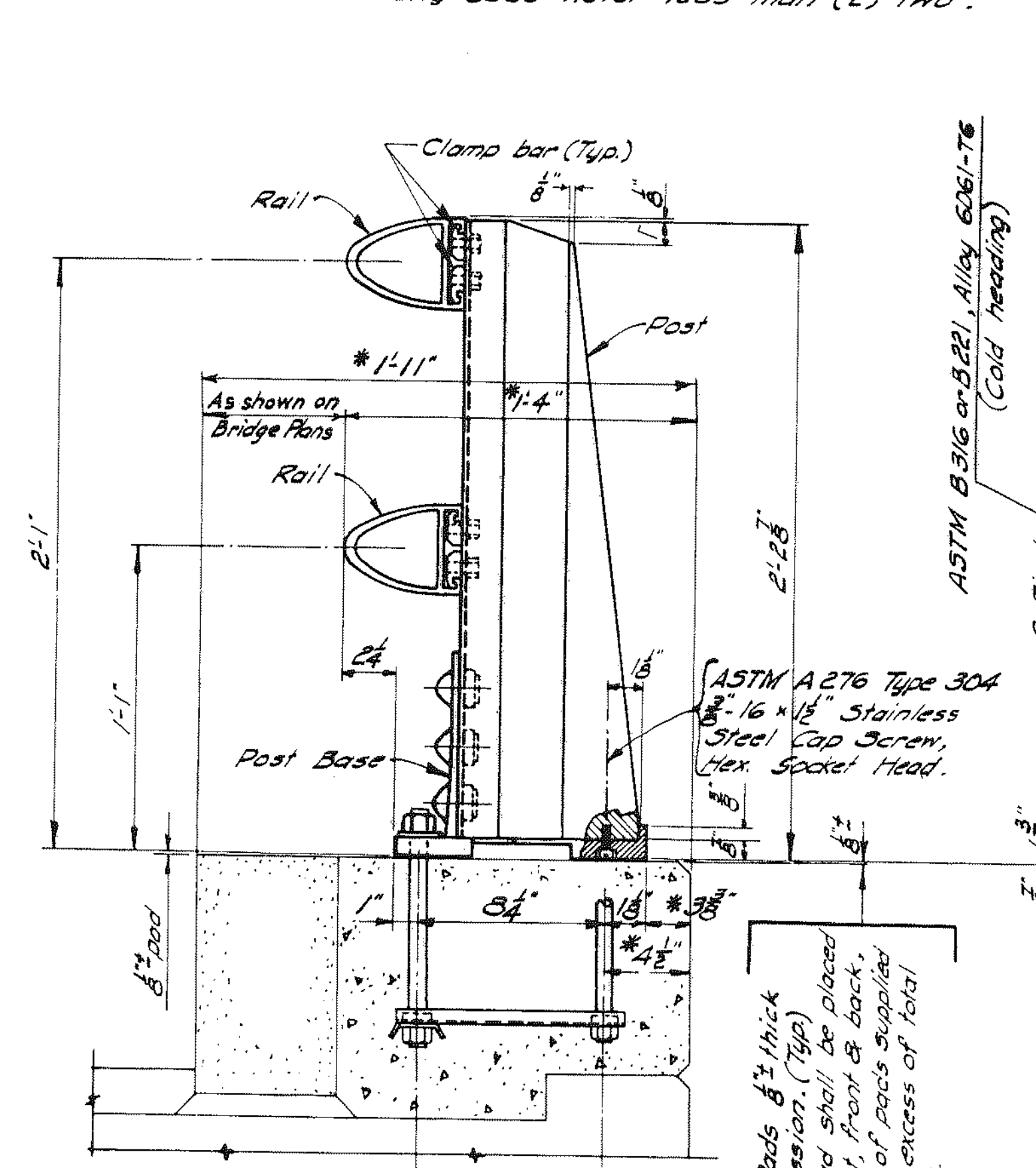
RAIL SECTION
See "Rail Detail"



RAIL CAP
ASTM B26 or B108, Aluminum Assoc. Alloy 43-F or 356-F



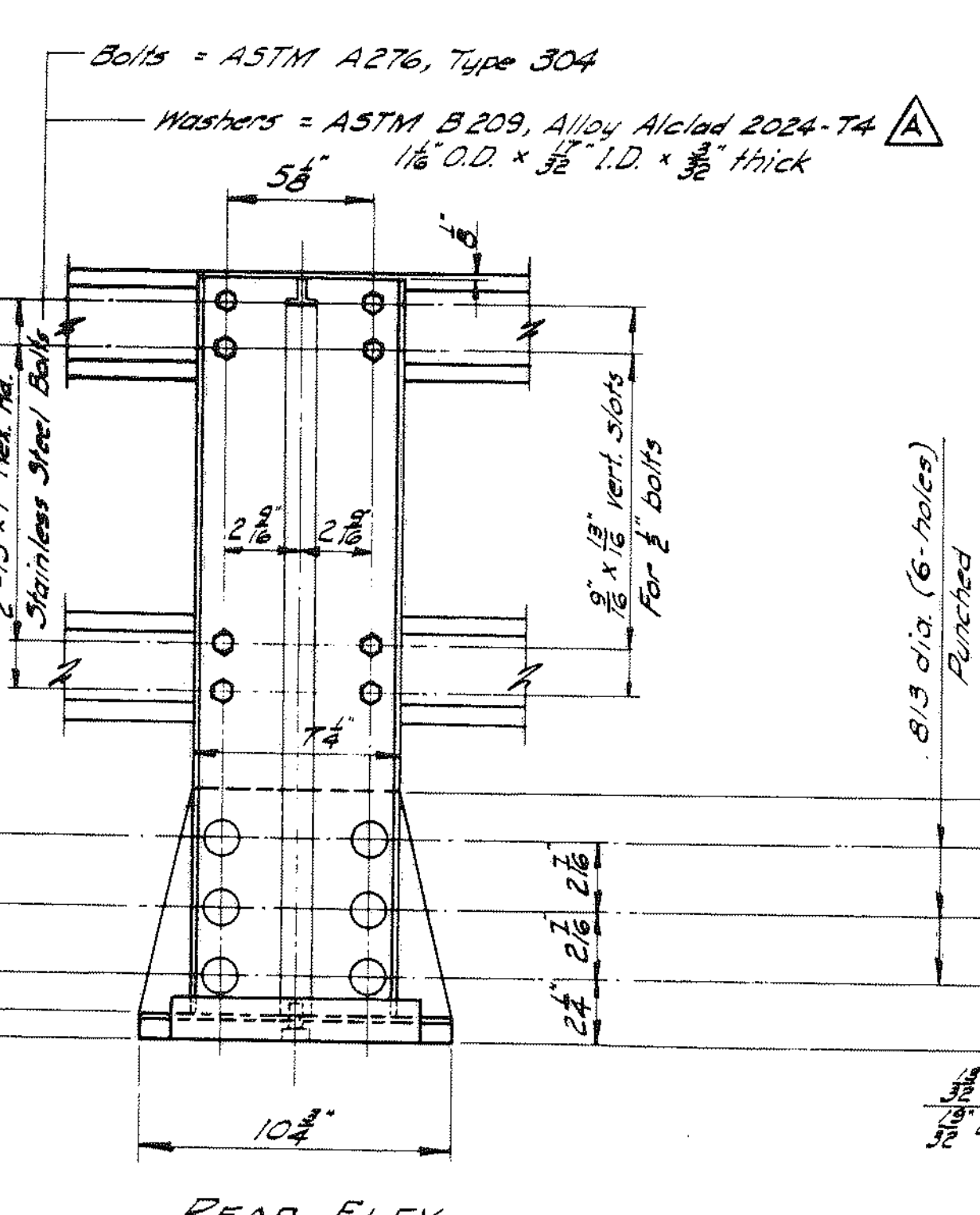
CLAMP BAR



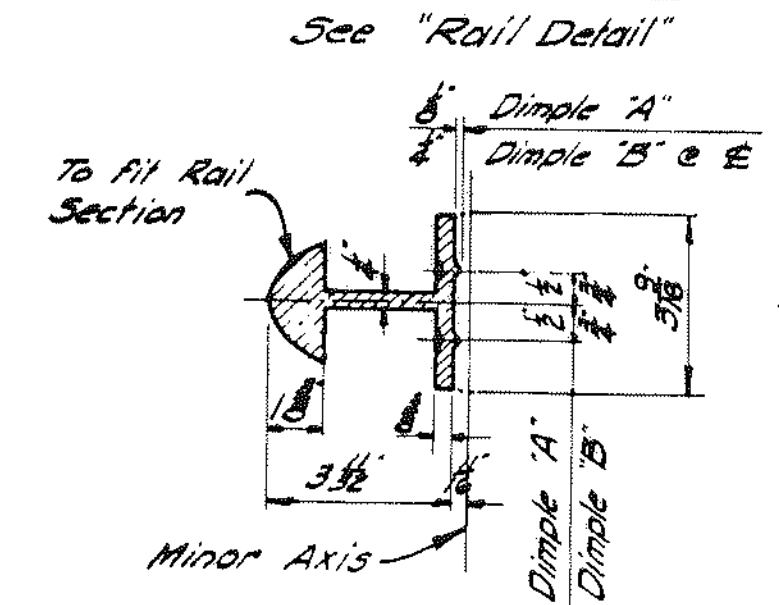
BRIDGE RAIL Assembly

* Preferable minimum dimensions.

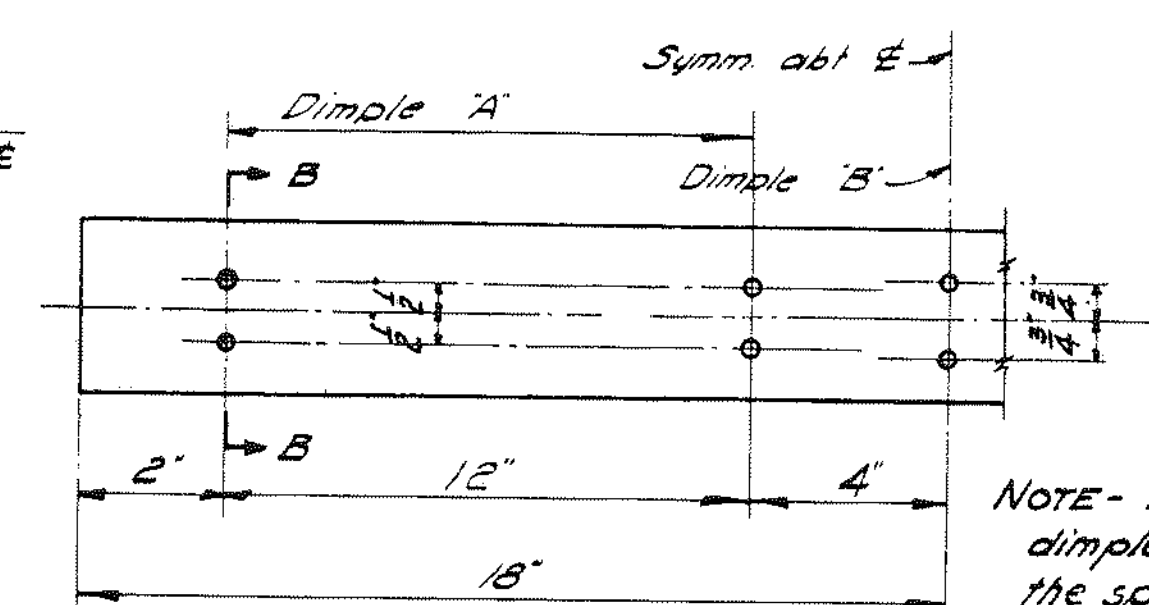
Performed Rods $\frac{3}{8}$ " thick after compression. (Type) All steel one post shall be placed along the number of posts and shall be 10% in excess of total number of posts.



REAR ELEV

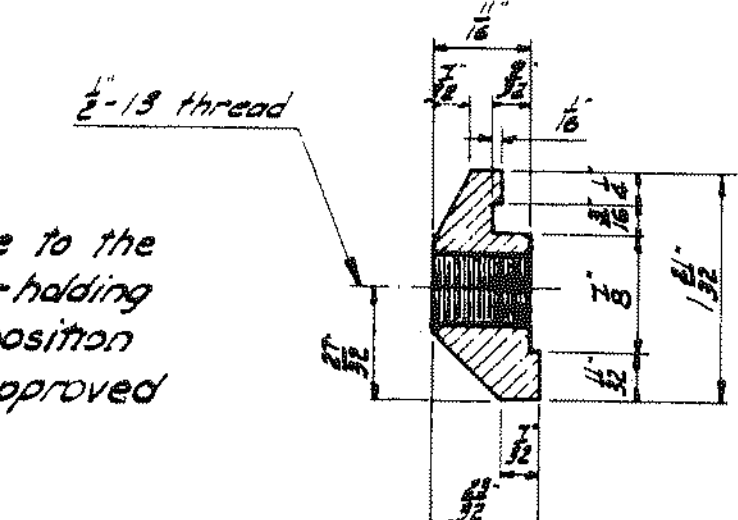


SECTION B-B

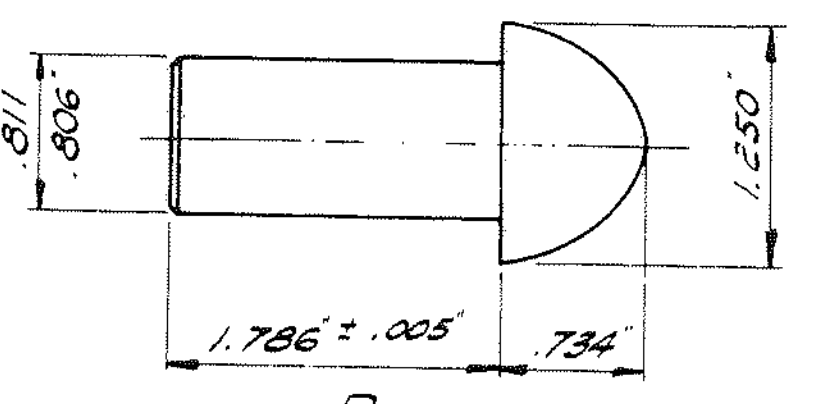


SPLICE BAR

NOTE - An alternate to the dimple system for holding the splice bar in position may be used if approved by the Engineer.

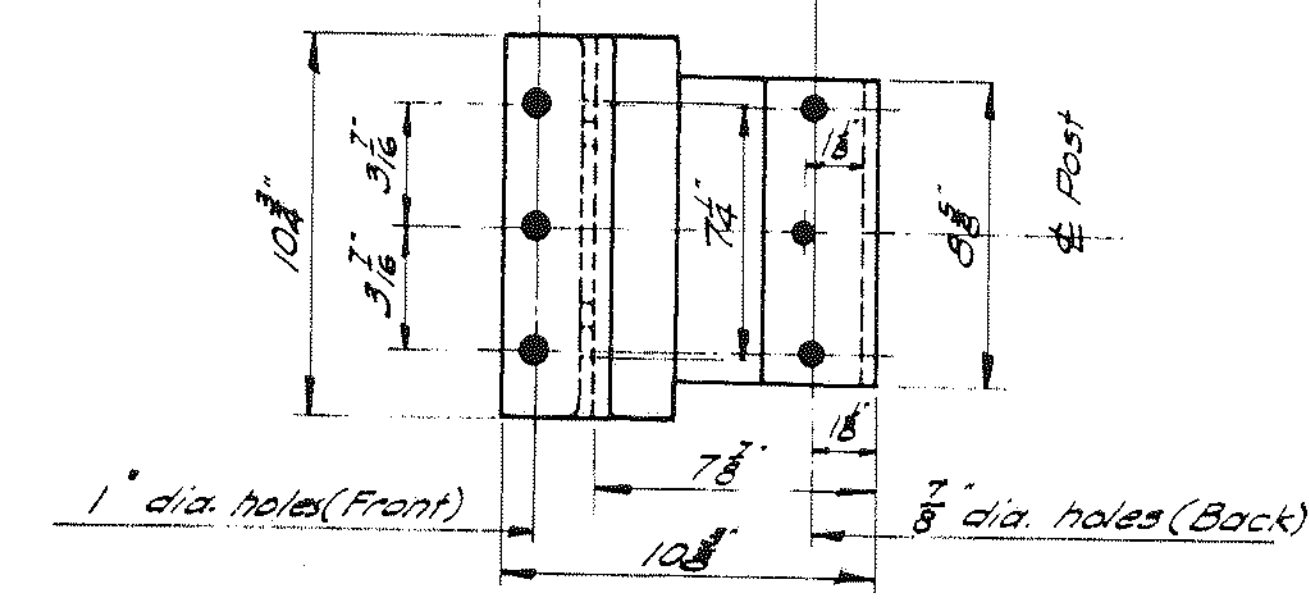


SECTION A-A

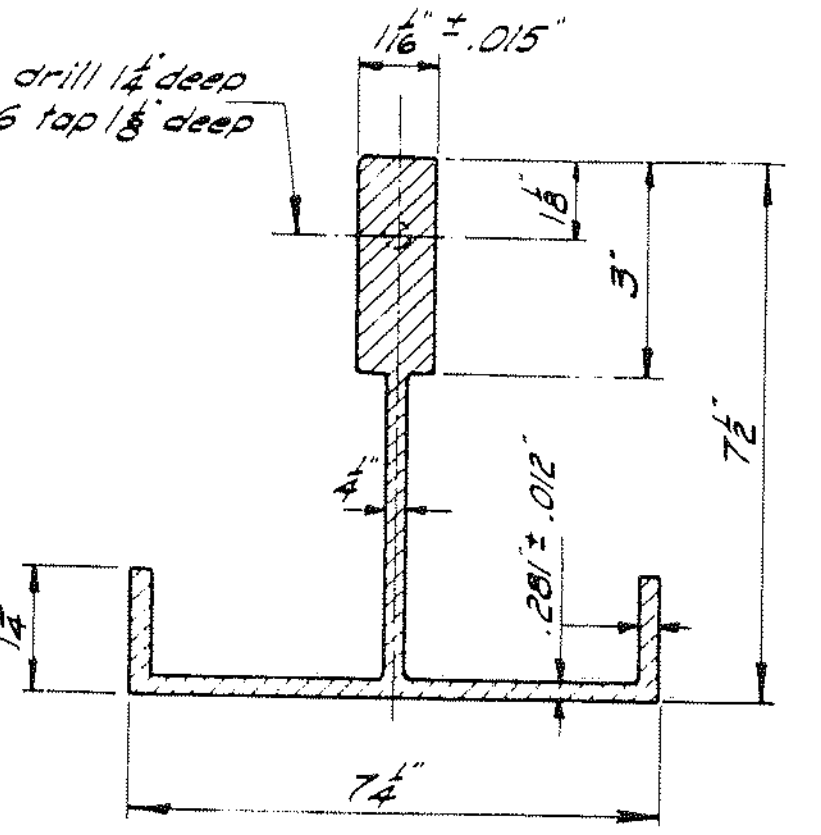


RIVET

Shop rivet rail post to base

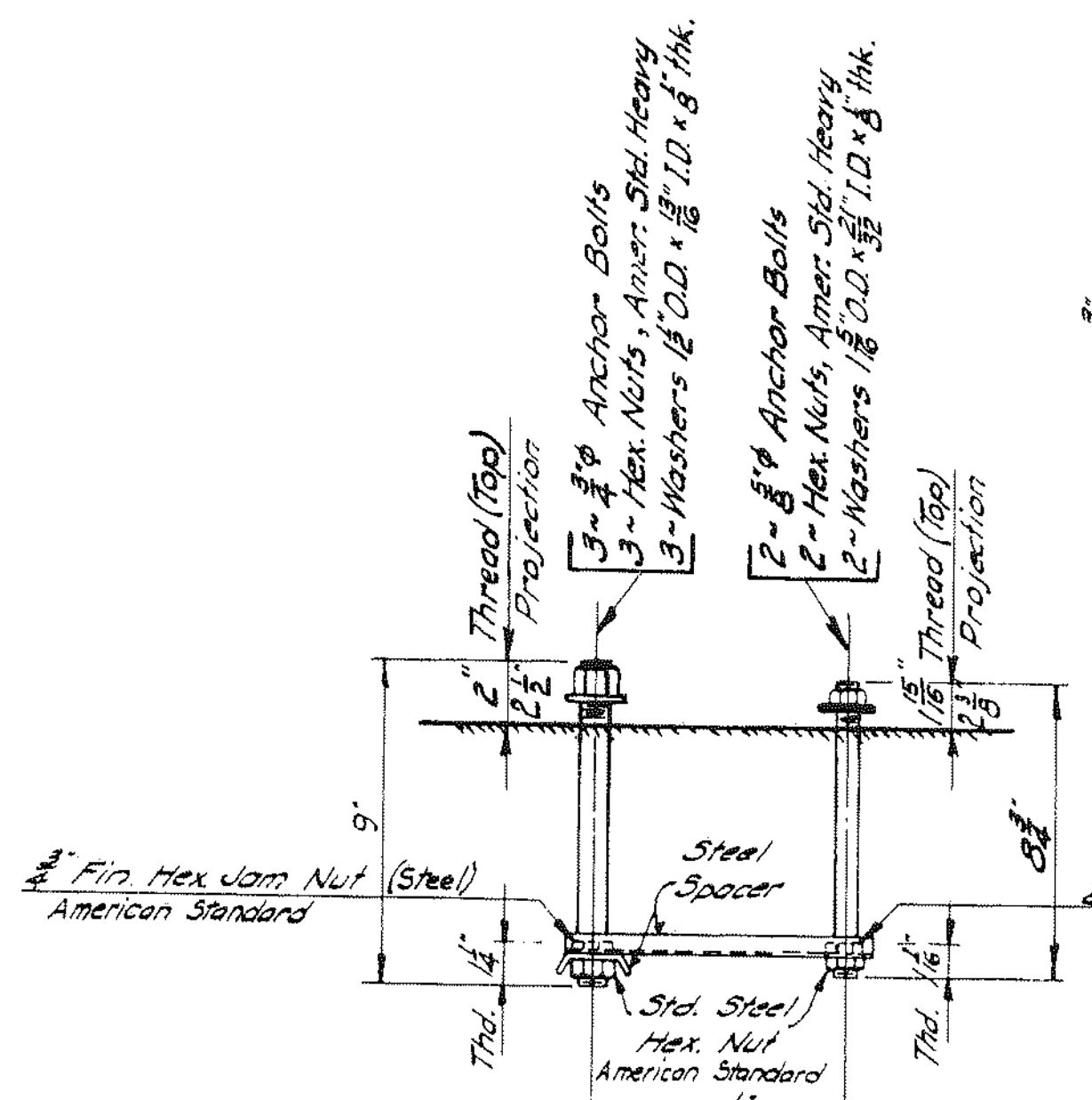


POST BASE (Bottom View)



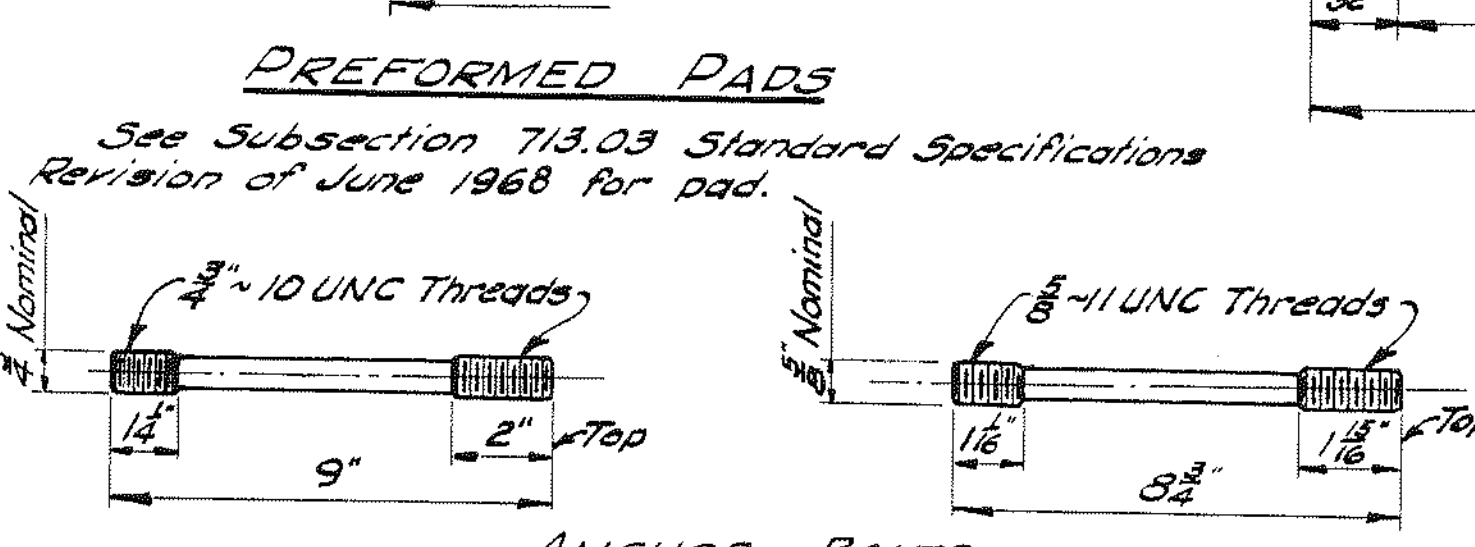
POST SECTION

Post & Post Base = ASTM B221, Alloy 6061-T6.



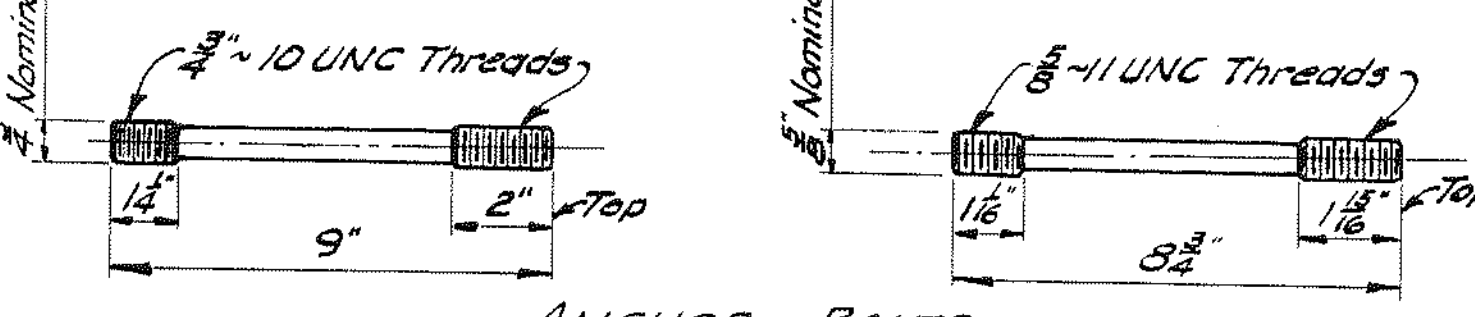
RAIL POST ANCHORAGE Assembly

NOTE: Anchor Bolts, exposed Hex Nuts (Amer. Std. Heavy) and washers shall conform to Designation "Stainless" ASTM A 276 Type 403, Ultimate Tensile Strength 100,000 psi minimum; Elongation 15% minimum. Hex. Nuts embedded in concrete shall conform to Steel Designation ASTM A 307.



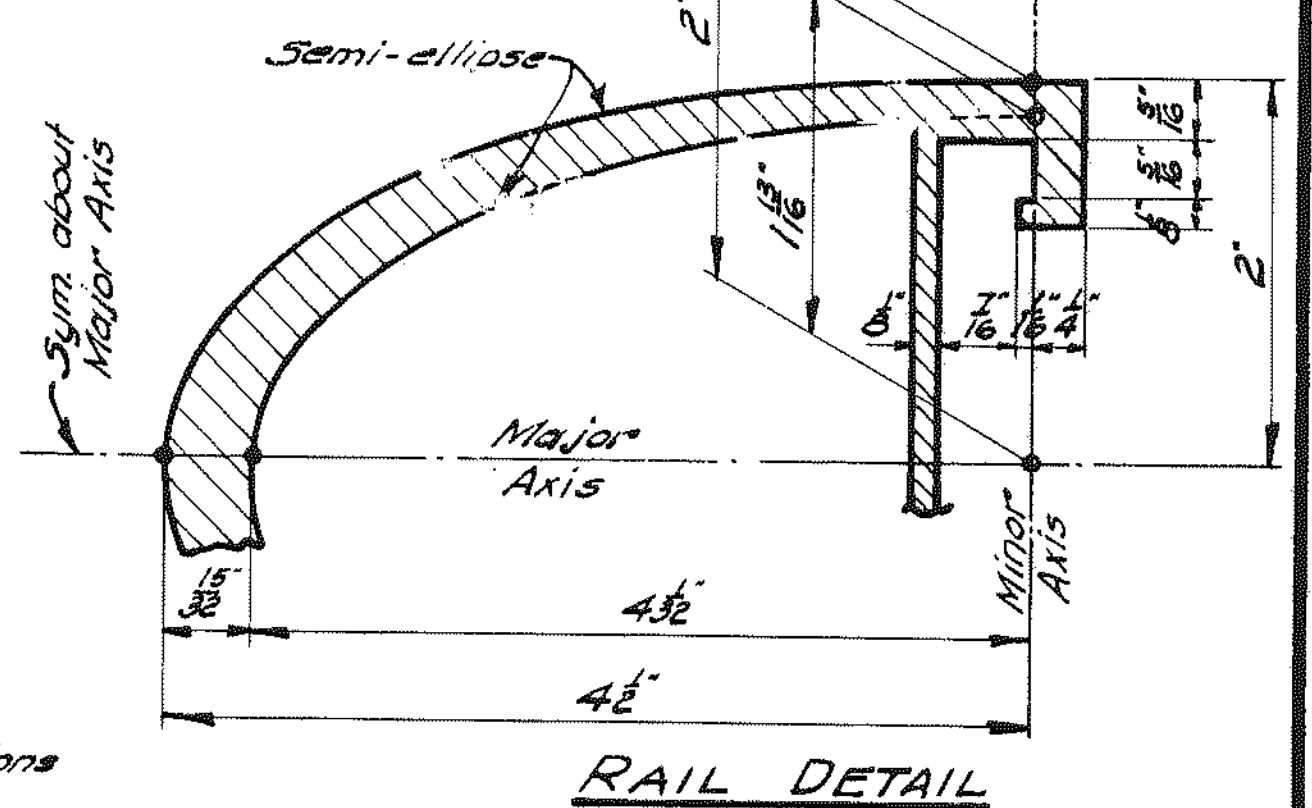
ANCHOR BOLTS

If cut threads are used bolt diameter shall be not less than nominal diameter. If rolled threads are used bolt diameter shall be not less than root diameter of nominal diameter.



PREFORMED PADS

See Subsection 713.03 Standard Specifications Revision of June 1968 for pad.



RAIL DETAIL

110-434

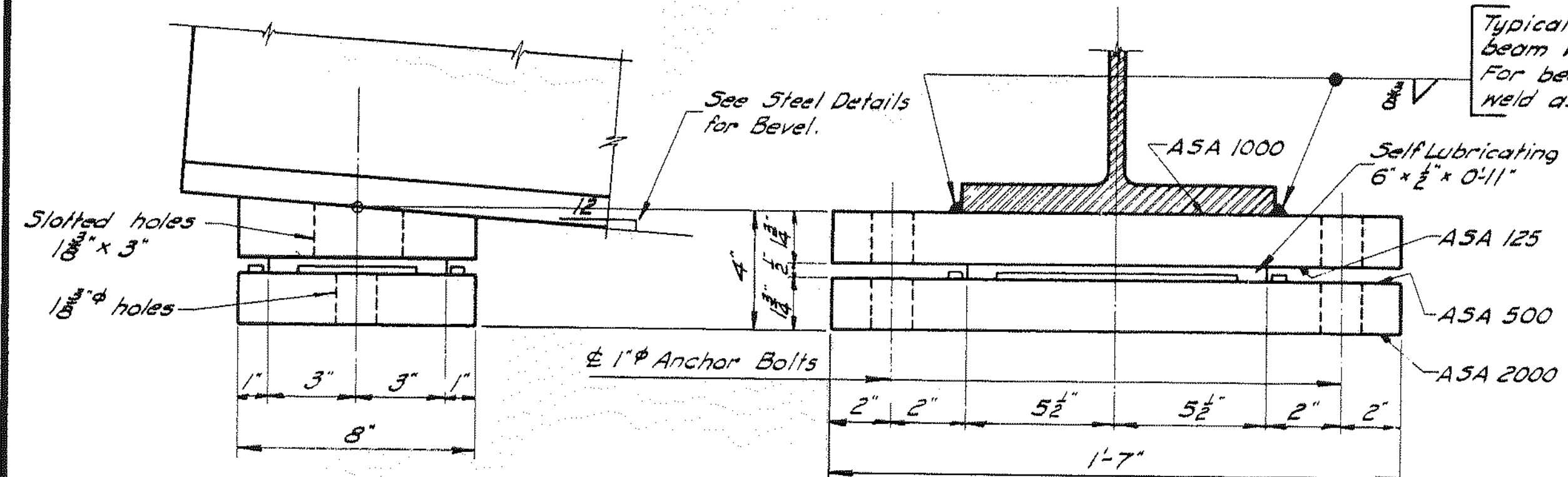
3-25-70	Changed ASTM B221, to include Alloy 6351-T5 for Rail, Splice & Clamp Bars.
	Changed ASTM Designations A 276 & B 209 A 276 - Type 430 to 403 (Post Anchorage)
	B 209 - T3 to T4 (Washers)
	Changed AASHTO Design Specifications from 1965 to 1969.
MARK	ALTERATIONS

MAINE STATE HIGHWAY COMMISSION
 AUGUSTA, MAINE

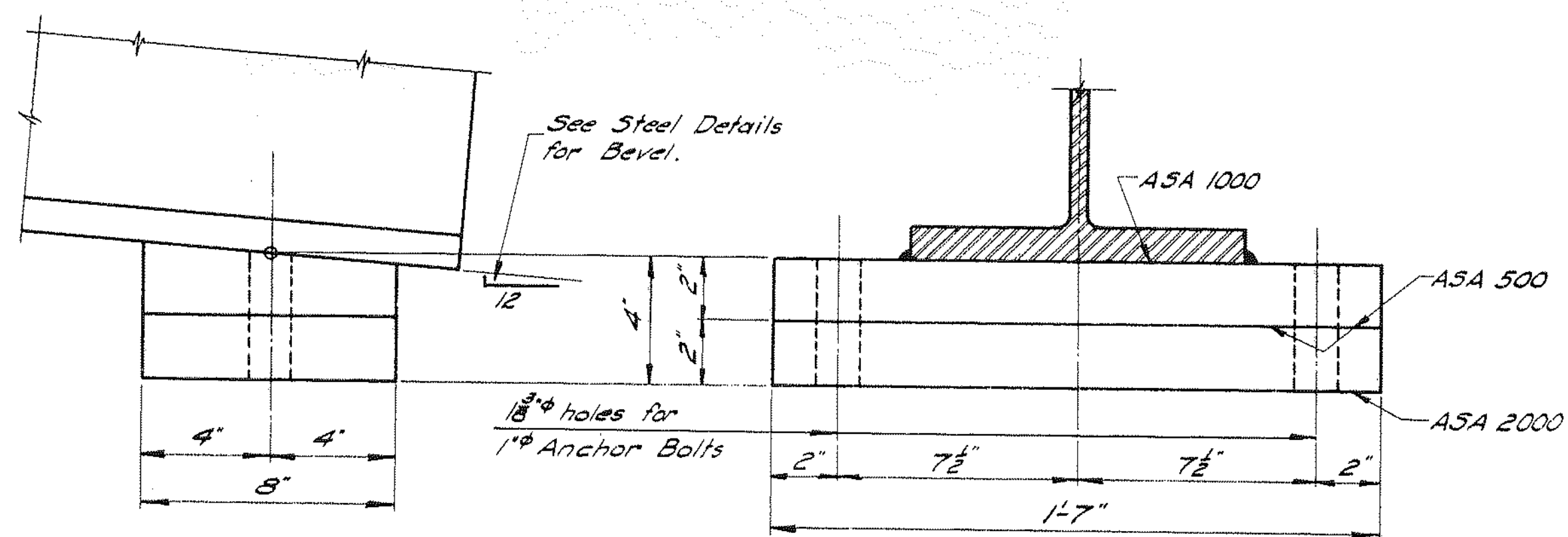
STANDARD DETAILS
 (BD 106 - 69)

ALUMINUM RAILING
 2 - BAR (SEMI-ELLIPSE)
 EXTRUDED POST

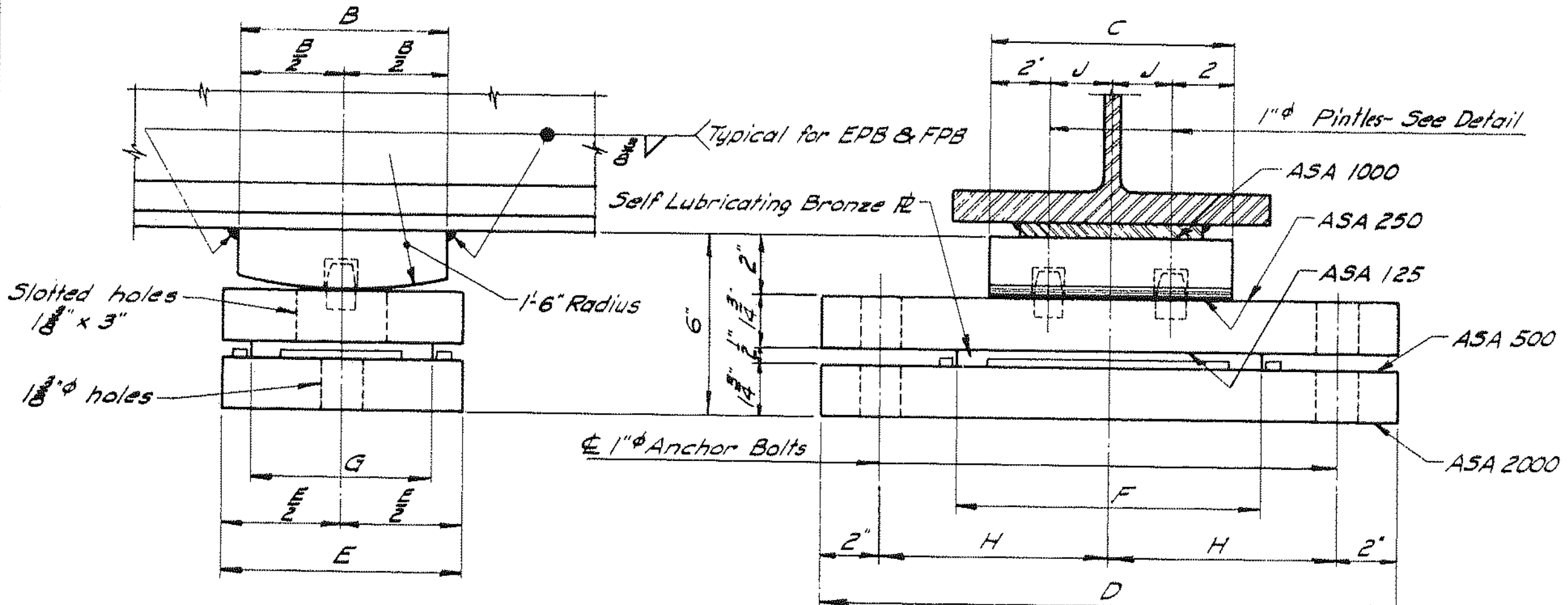
JANUARY 1969



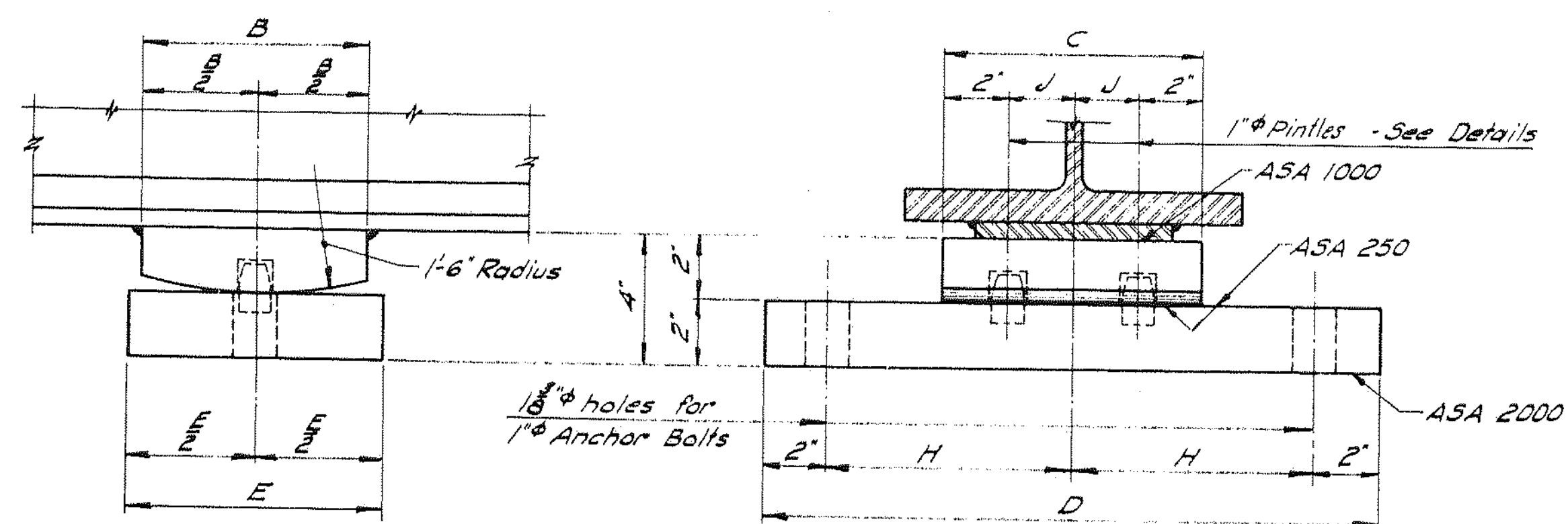
EXPANSION PEDESTAL - EPA



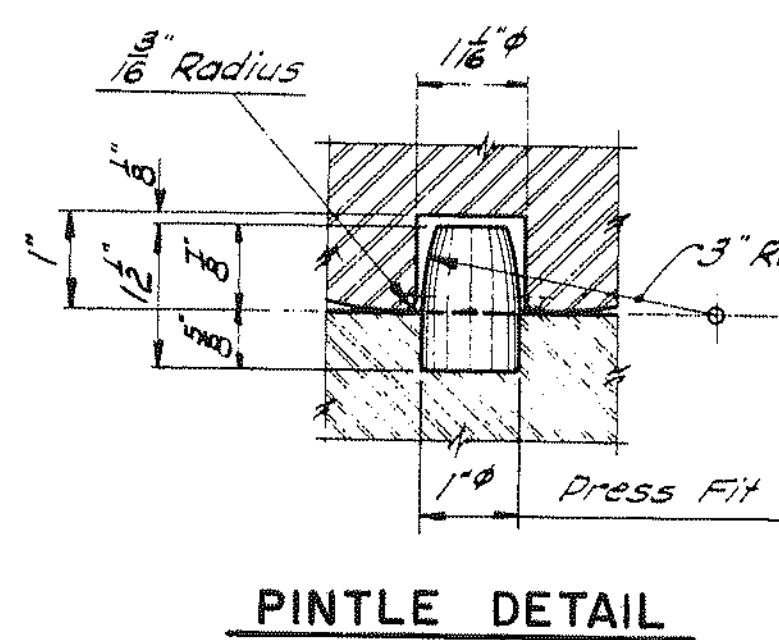
FIXED PEDESTAL - FPA



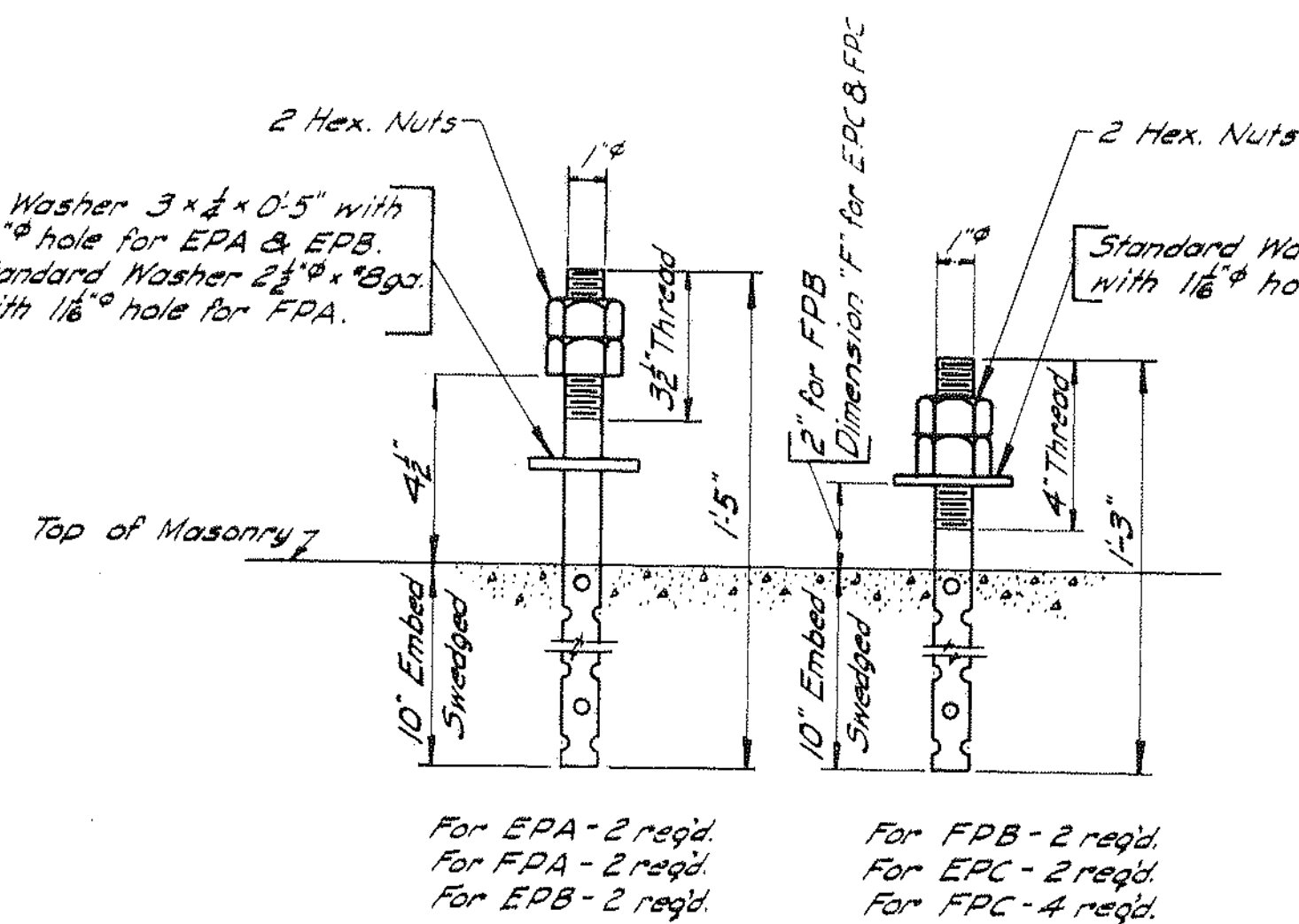
EXPANSION PEDESTAL - EPB



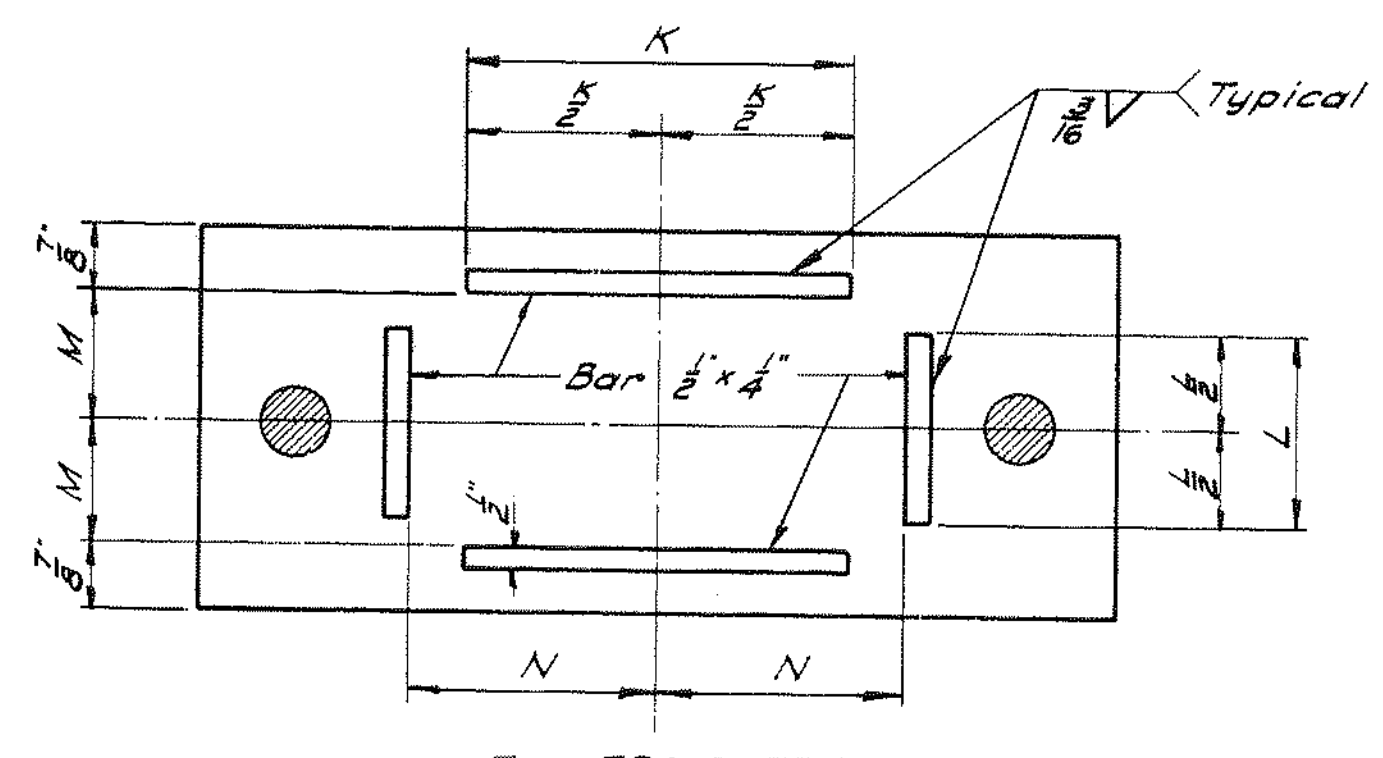
FIXED PEDESTAL - FPB



PINTLE DETAIL

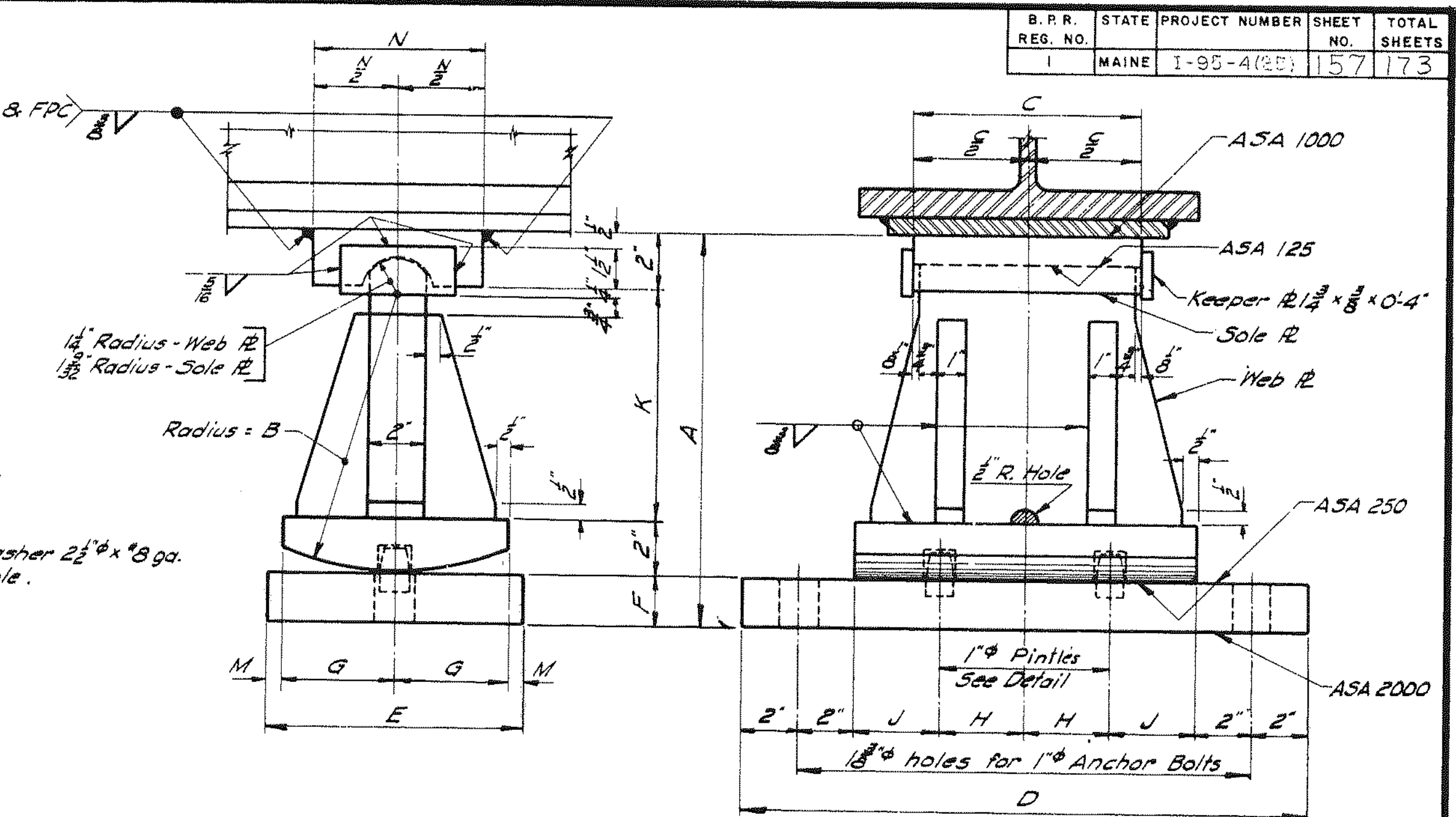


ANCHOR BOLT DETAIL

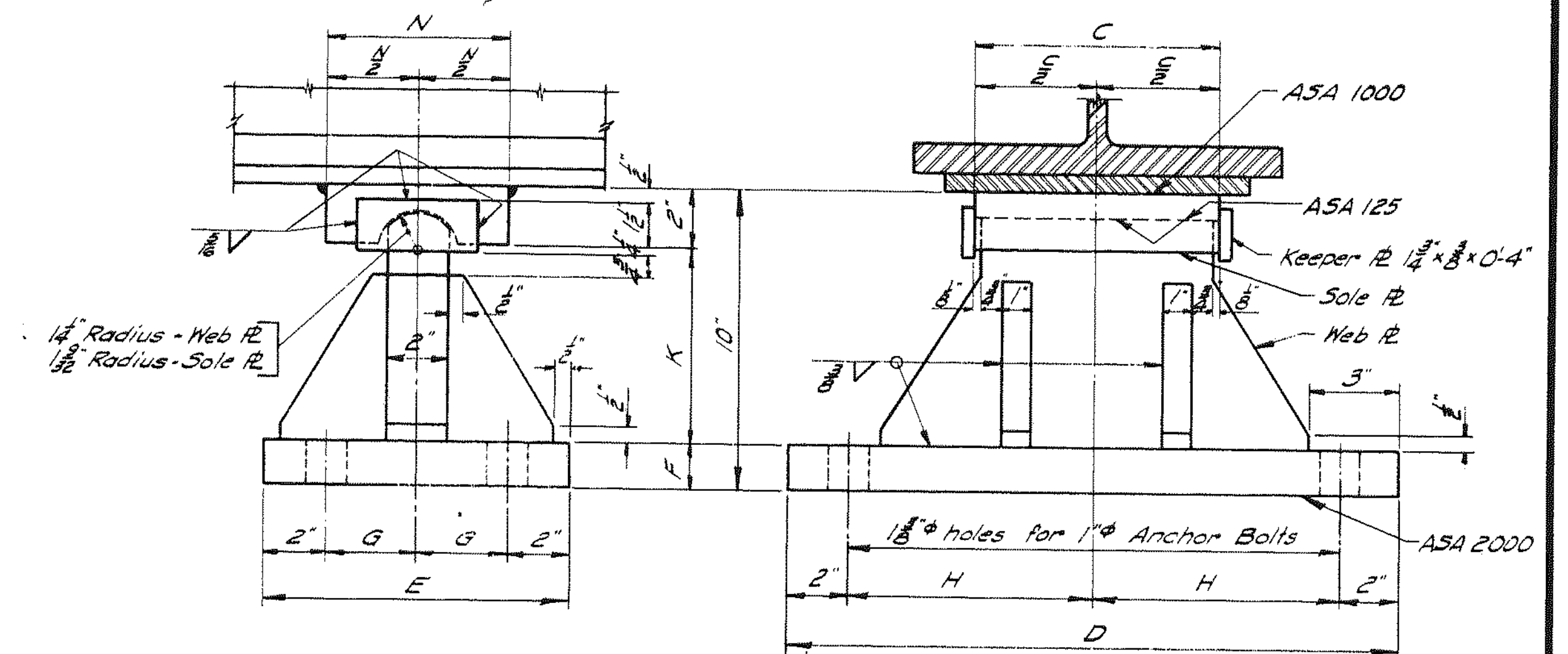


MASONRY PLATE

PEDESTALS - ALLOWABLE LOADS & DIMENSIONS														
Pedestal	Load	A	B	C	D	E	F	G	H	J	K	L	M	N
EPA	132k	-	-	-	-	-	-	-	-	-	8"	4"	3 1/2"	5 1/2"
FPA	150k	-	-	-	-	-	-	-	-	-	-	-	-	-
EPB-1	120k	-	6"	8"	1-7"	8"	10"	6"	7 1/2"	2"	8"	4"	3 1/2"	5 1/2"
EPB-2	165k	-	7"	10"	1-8"	9"	10"	7"	8"	3"	10"	5"	3 1/2"	6 1/2"
EPB-3	224k	-	8"	11"	2-0"	10"	14"	7"	10"	4 1/2"	11"	5"	3 1/2"	6 1/2"
FPB-1	120k	-	6"	8"	1-7"	8"	-	-	7 1/2"	2"	-	-	-	-
FPB-2	165k	-	7"	10"	1-8"	9"	-	-	8"	3"	-	-	-	-
FPB-3	224k	-	8"	11"	2-0"	10"	-	-	10"	5"	-	-	-	-
EPC-1	70k	9 1/2"	6"	8"	1-8"	8"	12"	3 1/2"	3"	3"	4 1/2"	-	1"	6"
EPC-2	100k	11 1/2"	8"	8"	1-8"	8"	12"	3 1/2"	3"	3"	6 1/2"	-	1"	6"
EPC-3	130k	14 1/2"	10"	8"	1-8"	9"	12"	4"	3"	3"	8 1/2"	-	1"	7"
EPC-4	160k	17 1/2"	10"	8"	1-10"	9"	14"	4"	3"	3"	11 1/2"	-	1"	7"
EPC-5	190k	20 1/2"	10"	9"	2-0"	10"	2"	4 1/2"	5"	5"	14 1/2"	-	1"	8"
EPC-6	220k	23 1/2"	10"	9"	2-0"	10"	2"	5"	5"	5"	17 1/2"	-	1"	8"
EPC-7	250k	26 1/2"	10"	10"	2-2"	10"	2"	5"	5"	5"	20 1/2"	-	1"	8"
FPC-1	100k	-	8"	11"	8"	11"	14"	2 1/2"	3"	3"	6 1/2"	-	1"	6"
FPC-2	160k	-	8"	11"	10"	12"	15"	3"	3"	3"	6 1/2"	-	1"	6"
FPC-3	190k	-	9"	12"	10"	12"	15"	3"	3"	3"	6 1/2"	-	1"	7"
FPC-4	220k	-	10"	12"	10"	12"	15"	3"	3"	3"	6 1/2"	-	1"	8"
FPC-5	250k	-	10"	12"	10"	12"	15"	3"	3"	3"	6 1/2"	-	1"	8"



EXPANSION PEDESTAL - EPC



FIXED PEDESTAL - FPC

NOTE: At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger all around than size of masonry plates and to exact elevations shown on the plans. If dressed areas are below the surface of the surrounding bridge seal a small channel shall be cut to the edge of the bridge seat for drainage where required by the Engineer. Channels shall have a min. width of 6" and min. slope of 1/8 inch per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.

DESIGN SPECIFICATIONS

A.A.S.H.O., Standard Specifications for Highway Bridges, 1969

A.S.T.M. STEEL CLASSIFICATION

Anchor Bolts - A36
 All other - A36

Revised: Design Specifications and A.S.T.M. Steel Classification 1969

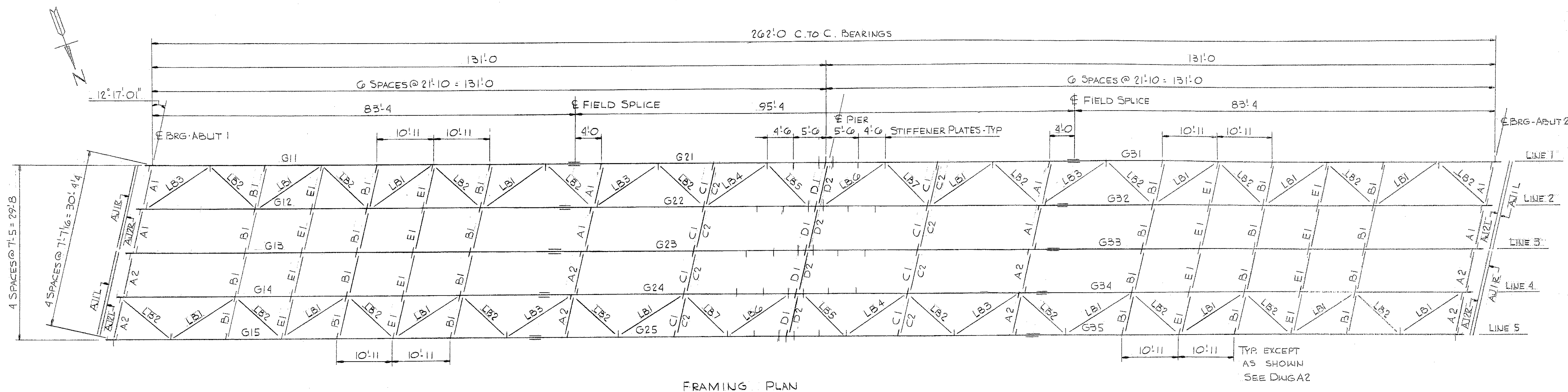
MAINE STATE HIGHWAY COMMISSION
 AUGUSTA, MAINE

STANDARD DETAILS

(BD 101 - 70)

BEARING PEDESTALS

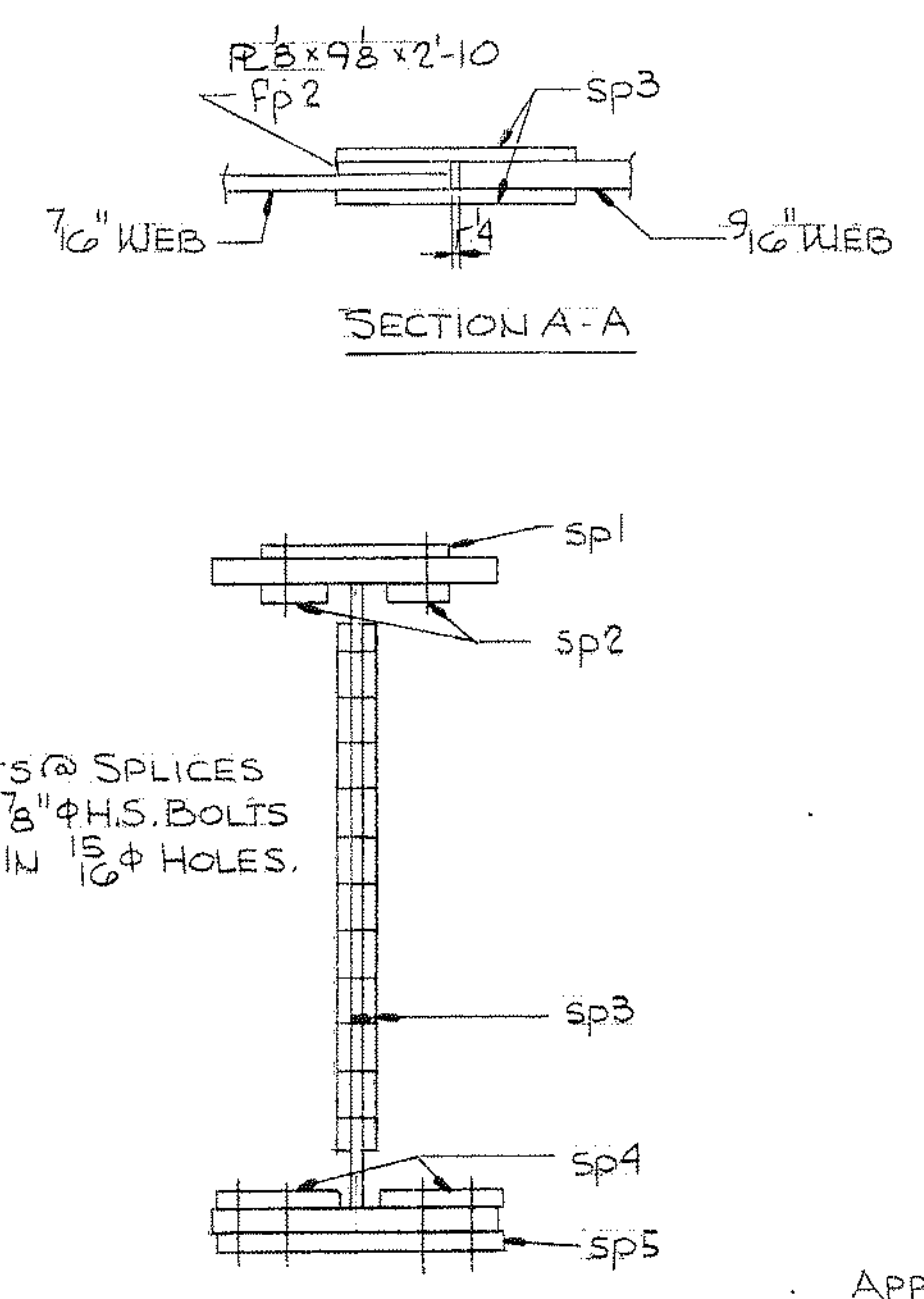
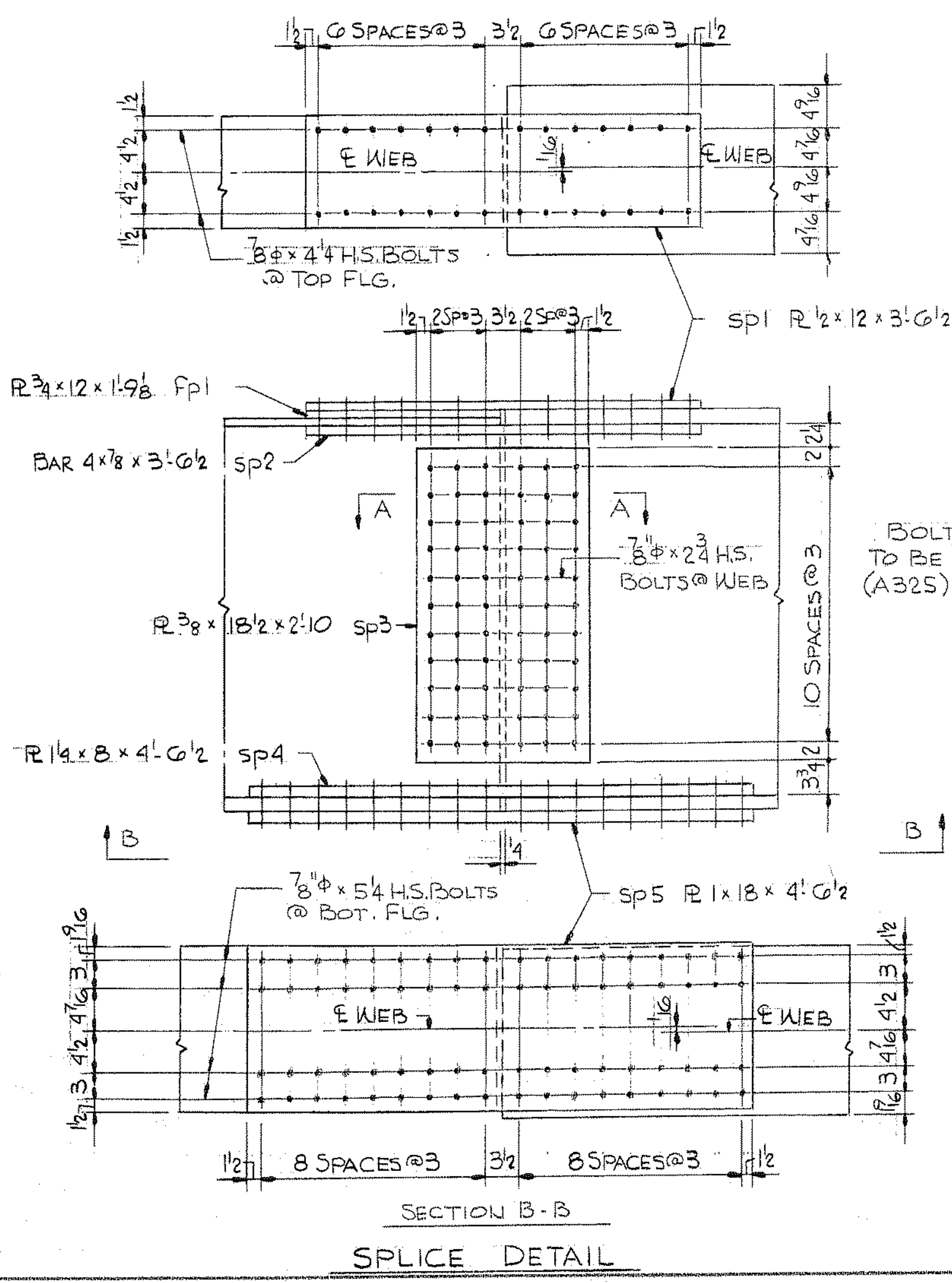
110-435



FRAMING PLAN

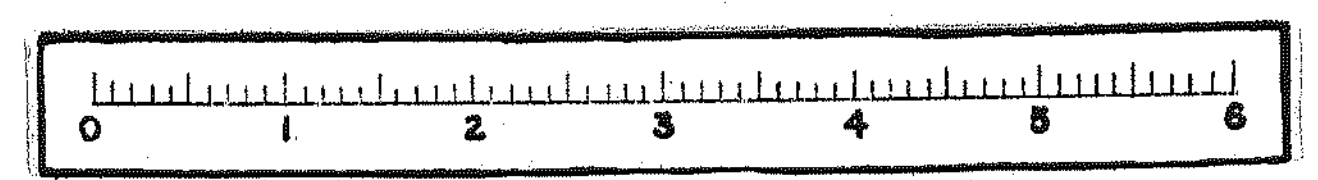
GENERAL NOTES
 FORM BRACKET HOLES ARE TO BE PLUGGED WITH $\frac{3}{8}$ " \times 1 1/2" CARRIAGE BOLTS, HEADS TO BE ON OUTSIDE. HOLES TO BE COMPLETELY COVERED. TACK WELD NUTS TO GIRDER WEB.

SPLICE NOTE:
 IN ORDER TO MAINTAIN THE 1/4" GAP SHOWN, THE WEBS & FLANGES ARE TO BE CUT (WITH THE USE OF A MECH GUIDE) AT THE TIME OF SHOP ASSEMBLY OF THE FIELD SPLICES.
 HOLES TO BE DRILLED FULL SIZE FROM THE SOLID, WITH ALL THE MATERIAL IN EXACT RELATIVE FIELD POSITION.

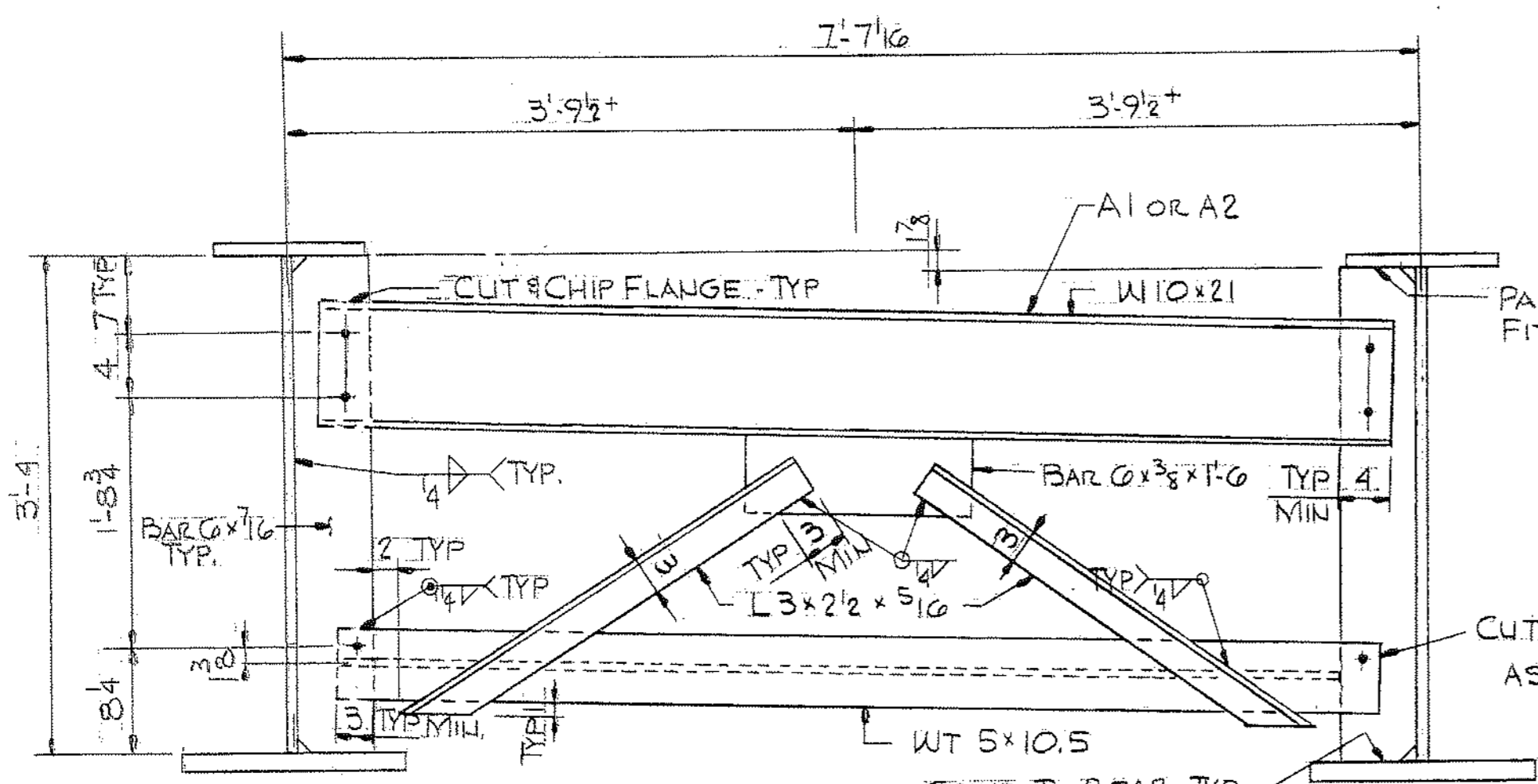


PROJ. NO. 1-95-4(25)
 ITEM NO. 504.70
 APPROVED EXCEPT AS NOTED: C-23-71

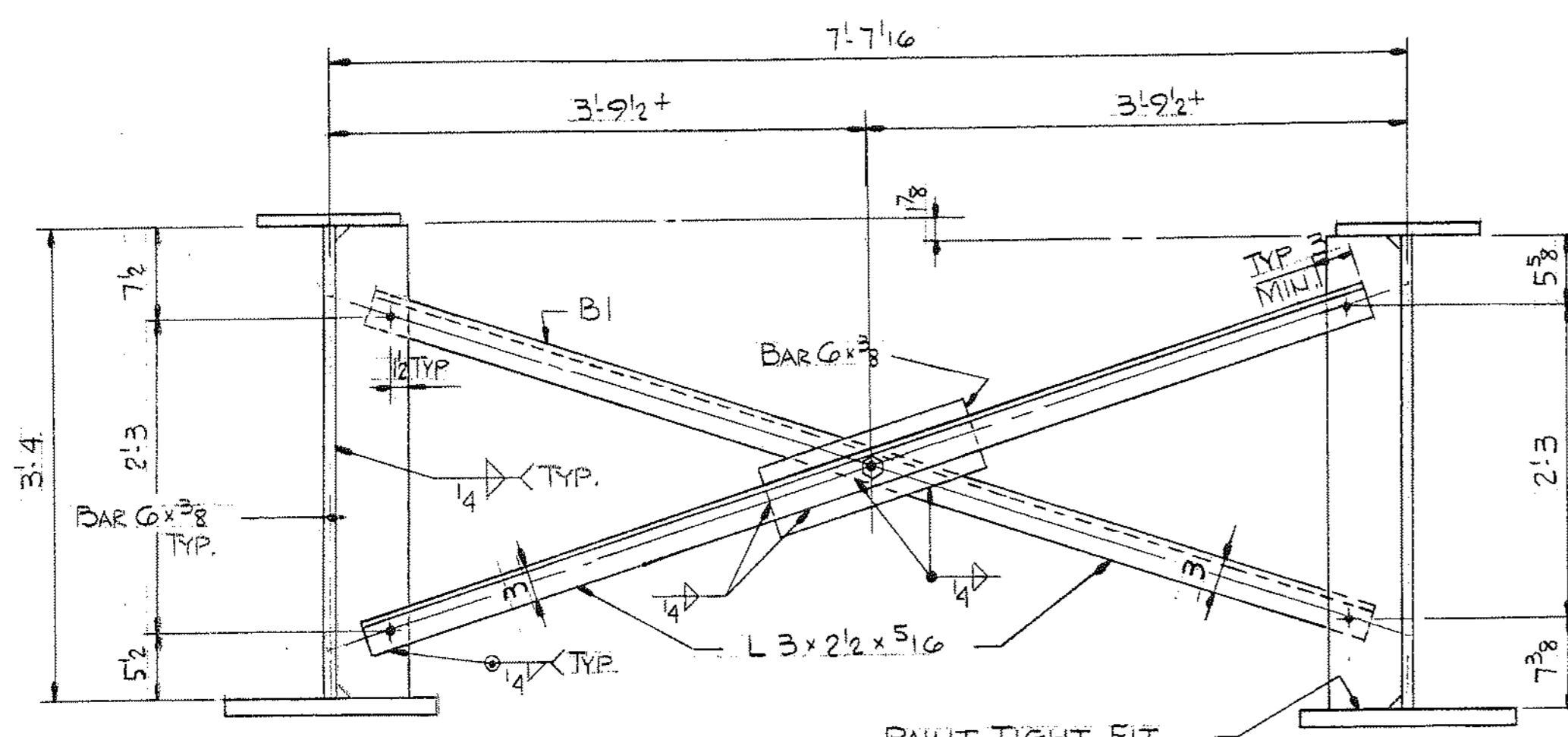
FRAMING PLAN & SPLICE DETAIL			
2	5-17-71	FA	<i>Bancroft & Martin Inc.</i> South Portland, Maine 04106 JOB: RIVER ROAD BRIDGE BRUNSWICK, MAINE CUSTOMER: REED & REED DESIGNER: MSHC BRIDGE DIV.
1	6-24-71	BREWER	
8	6-24-71	STATE	
2	7-14-71	CUST	
REV.	CHECKED	DATE	BY
	4-28-71	ESS	
	DRAWN	3-4-71	DWL
ORDER NO.	JOB NO.	DRAWING NO.	
	P71-4B	A1	



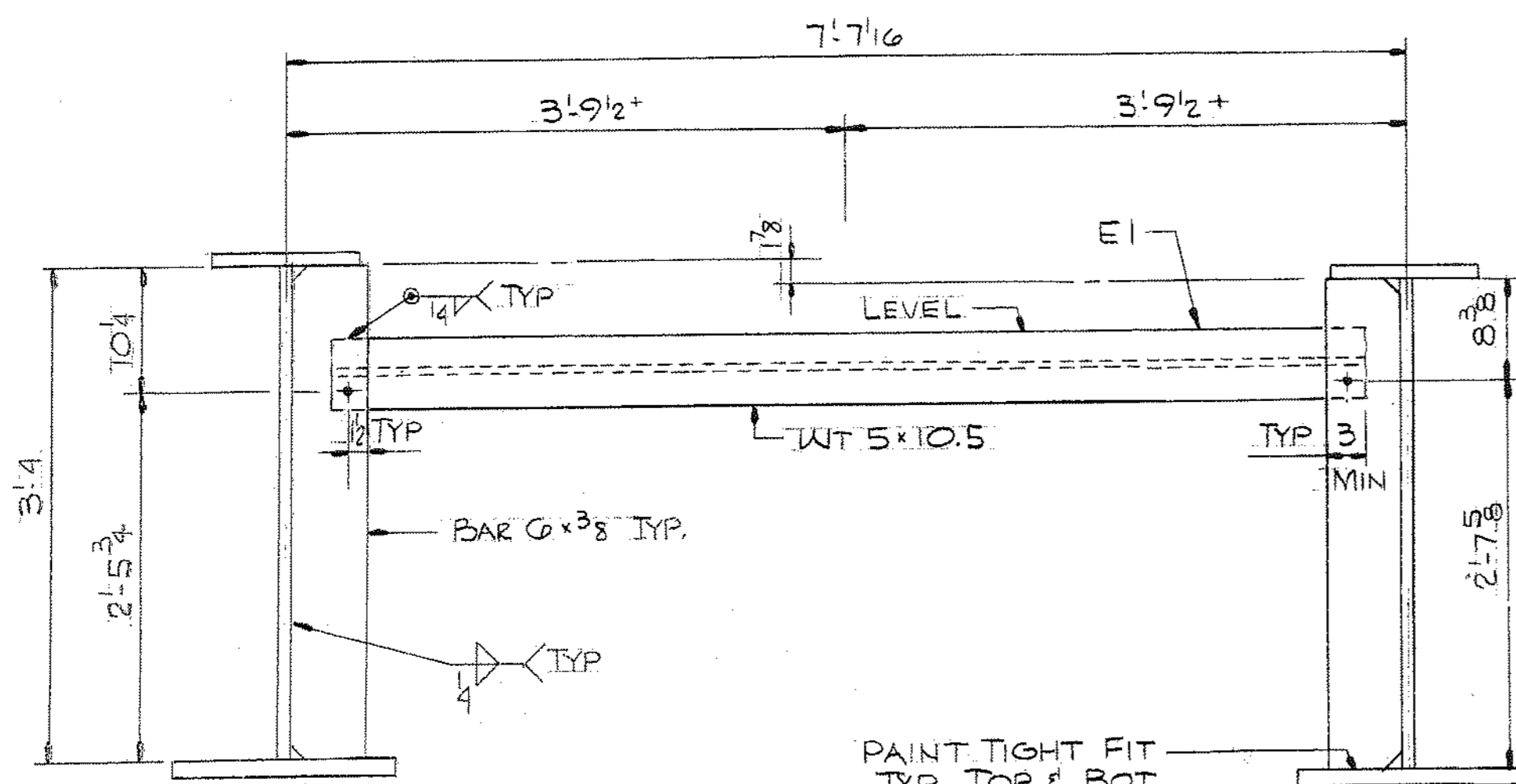
116-58



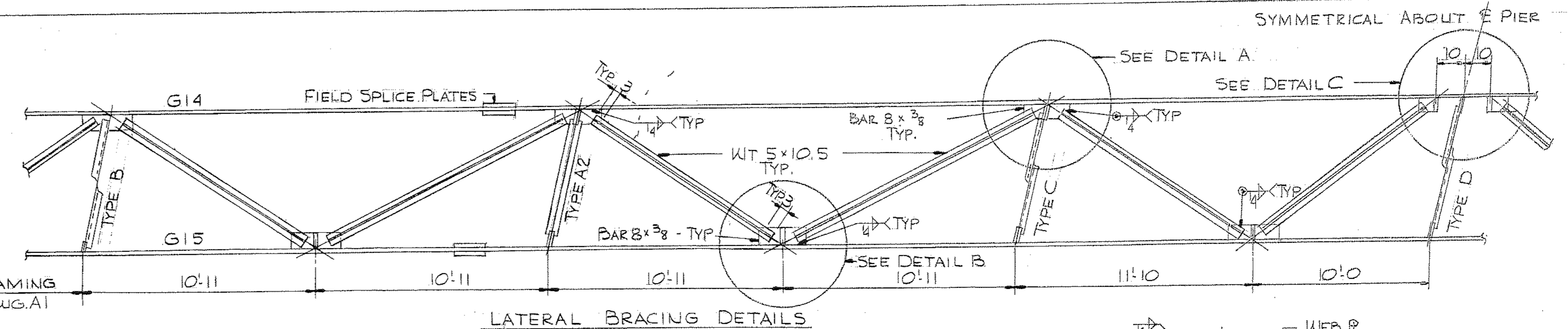
AT ABUTMENTS - GRIND TO BEAR TYP.
AT ALL OTHER LOCATIONS - PAINT TIGHT FIT TYP.
TYPE A1 & A2 CROSSFRAMES



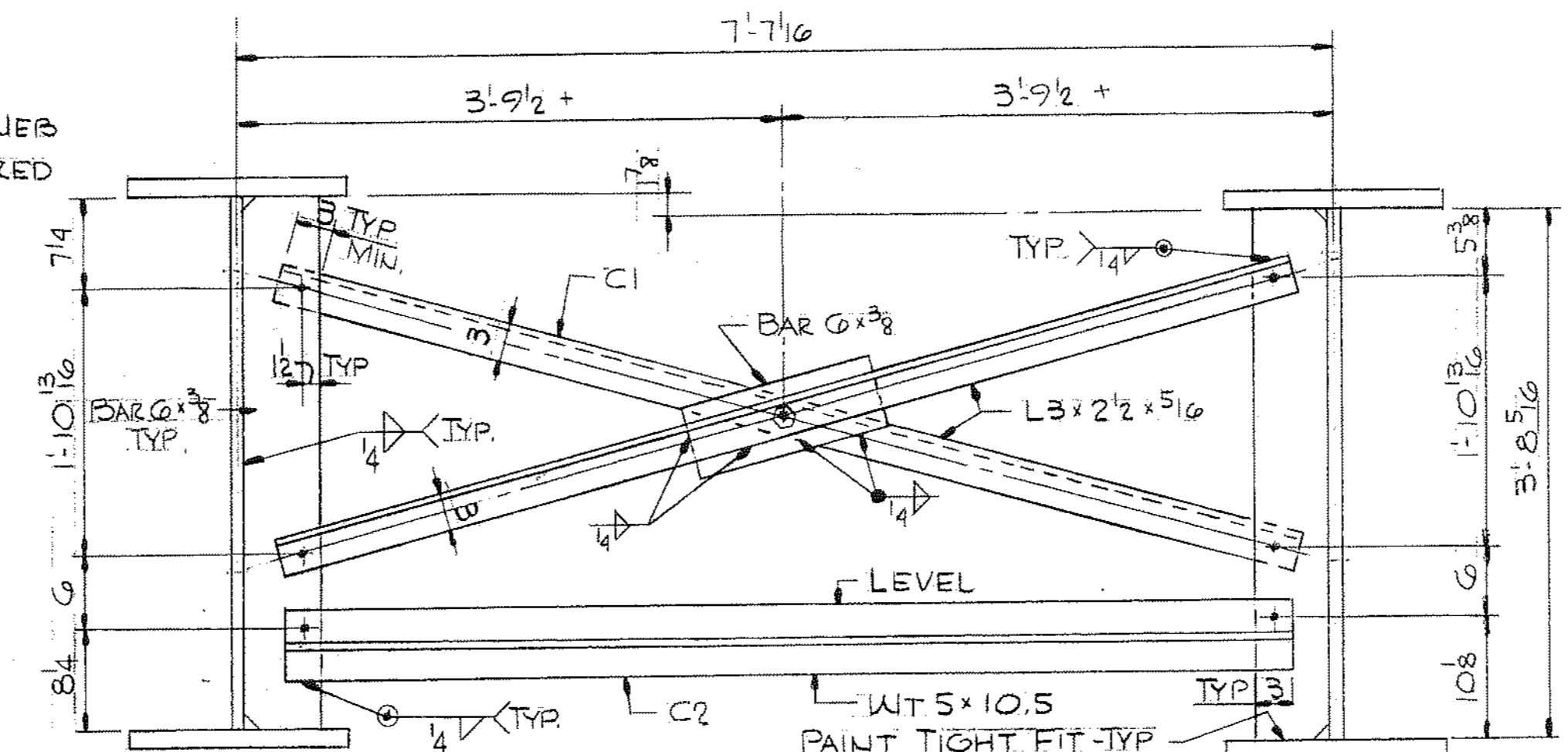
PAINT TIGHT FIT TYP. TOP & BOT.
TYPE B1 CROSSFRAMES



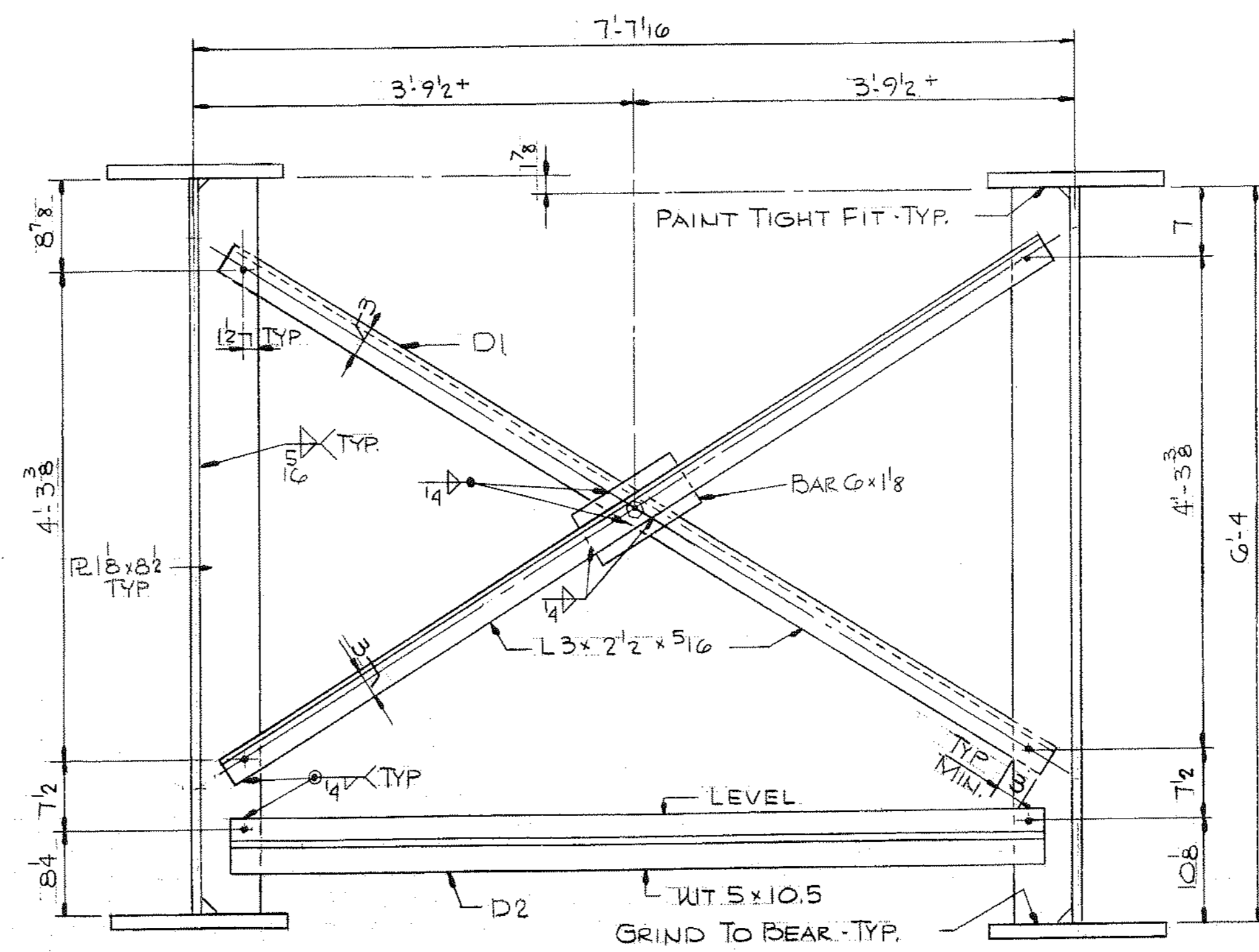
PAINT TIGHT FIT TYP. TOP & BOT.
TYPE E1 CROSSBRACES



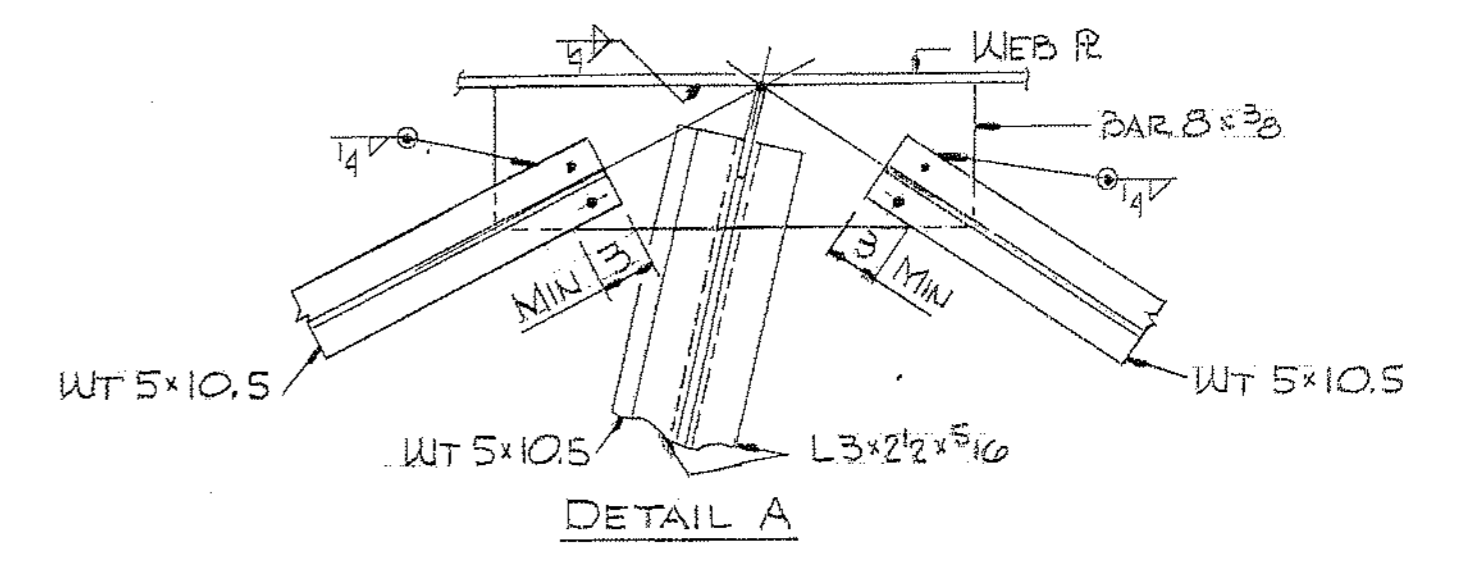
LATERAL BRACING DETAILS



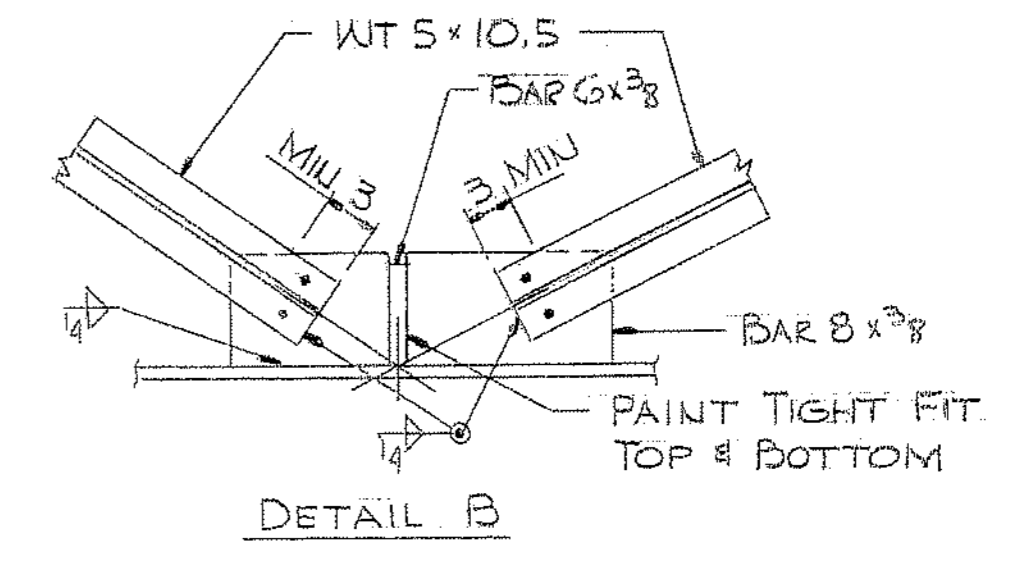
PAINT TIGHT FIT TYP. (TOP & BOT.)
TYPE C1-CROSSFRAMES



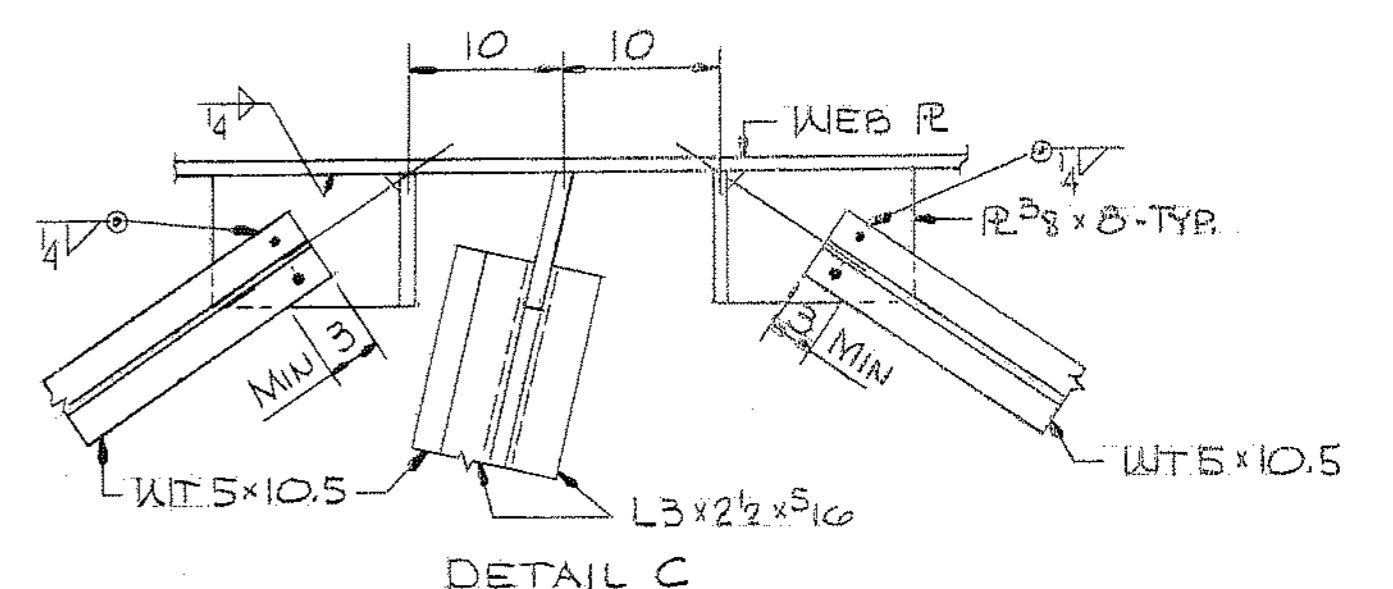
GRIND TO BEAR TYP.
TYPE D1-CROSSFRAMES



DETAIL A



DETAIL B

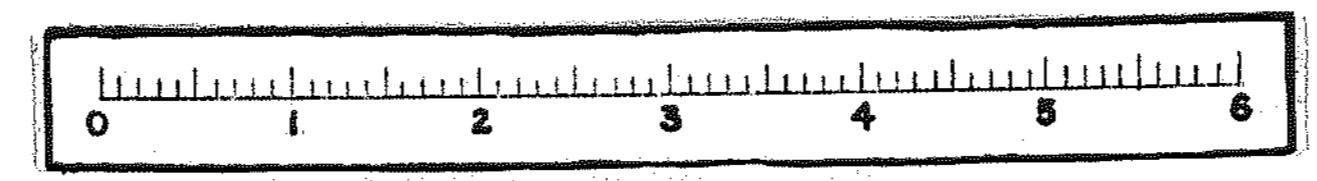


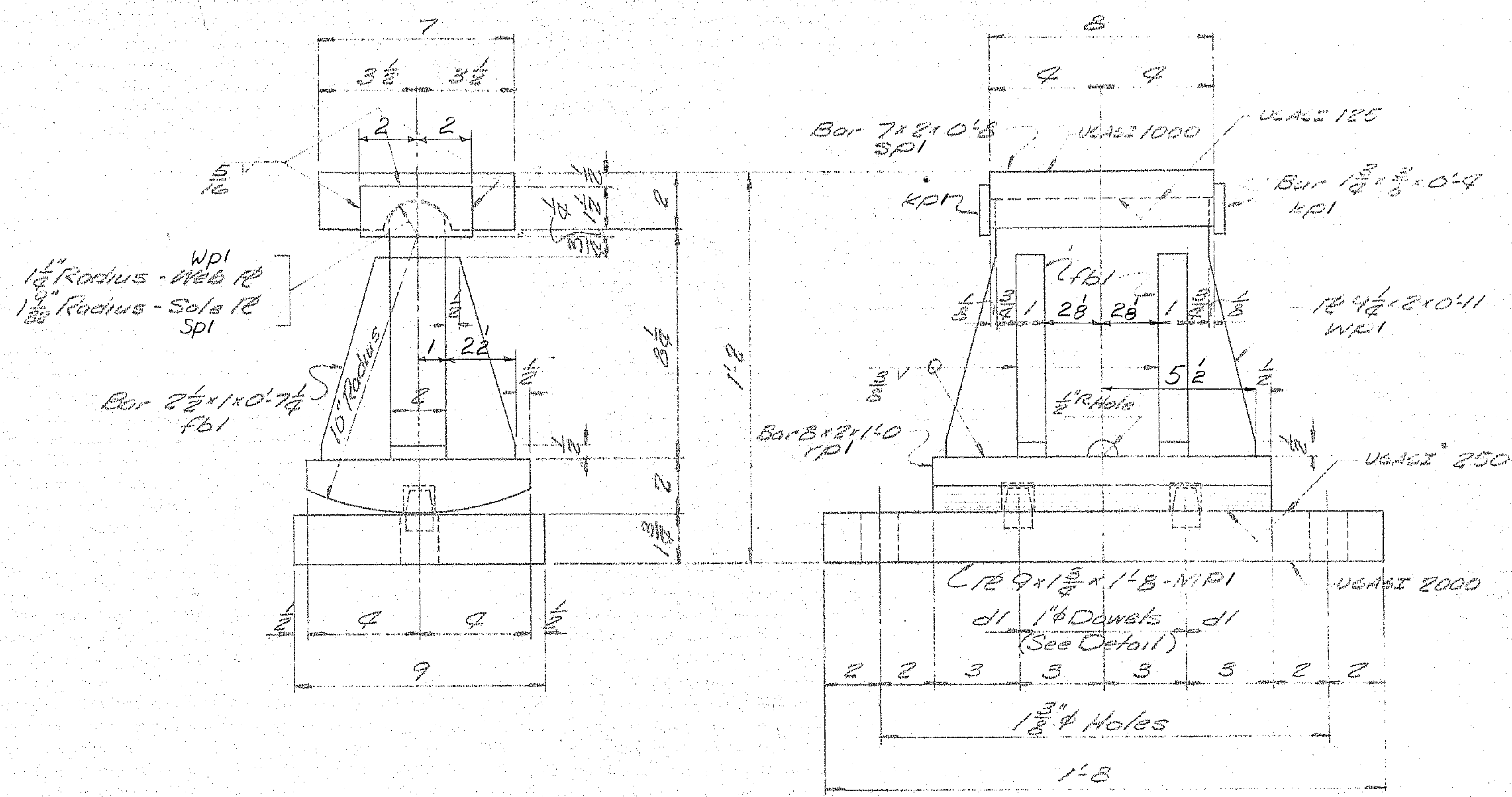
DETAIL C

APPROVED EXCEPT AS NOTED G-23-71
ITEM NO. 504.70
PROJ. NO. I-95-4(25)

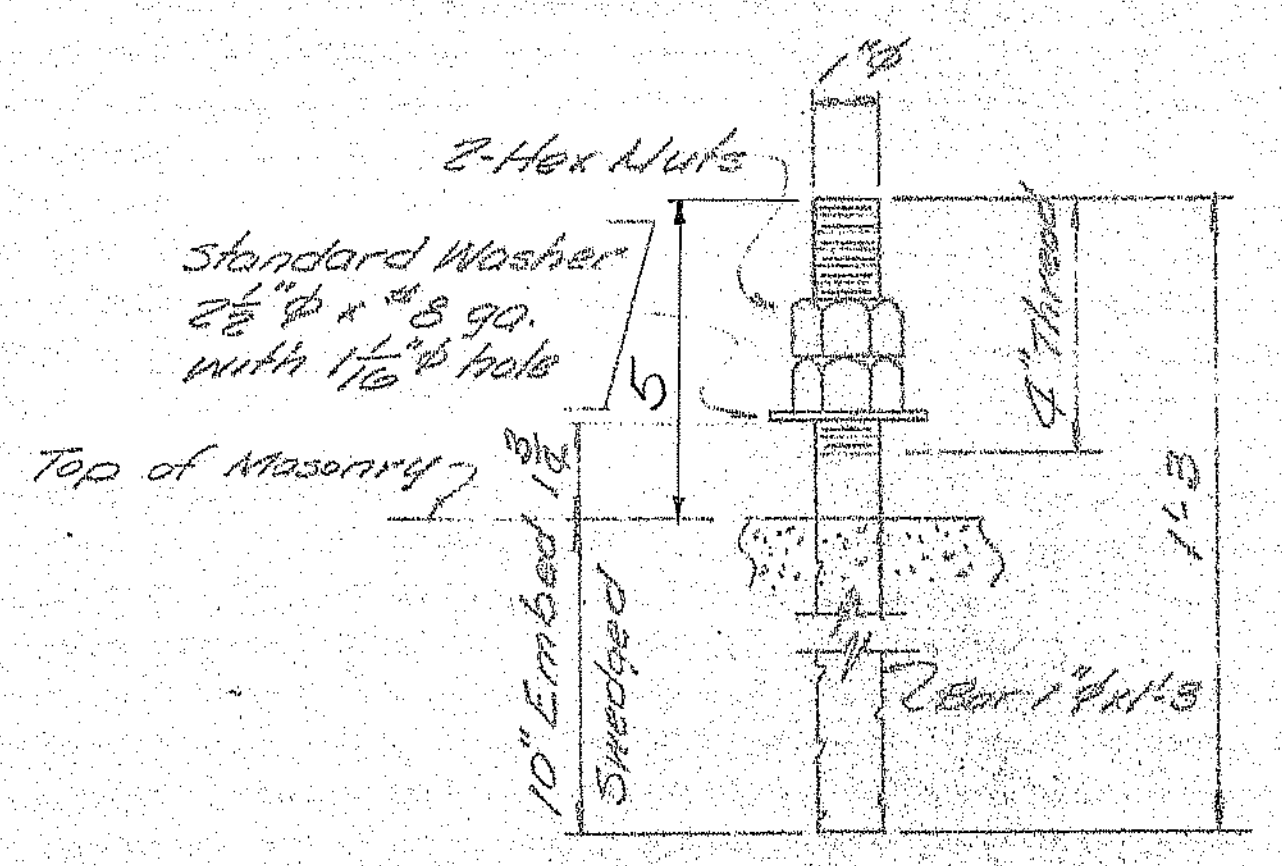
TYPICAL CROSSFRAMES & LATERAL BRACING				
REV.	CHECKED	DRAWN	DATE	BY
2	4-28-71	5-6-71	ESS	DJL
1	6-24-71	7-14-71	BREWER	CUST
2	5-17-71		FA	
Baneroff & Martin Inc. South Portland, Maine 04106 JOB: RIVER ROAD BRIDGE BRUNSWICK, MAINE CUSTOMER: REED & REED DESIGNER: M.S.H.C. BRIDGE DIV. ORDER NO. B71-48 JOB NO. A2 DRAWING NO.				

116-59

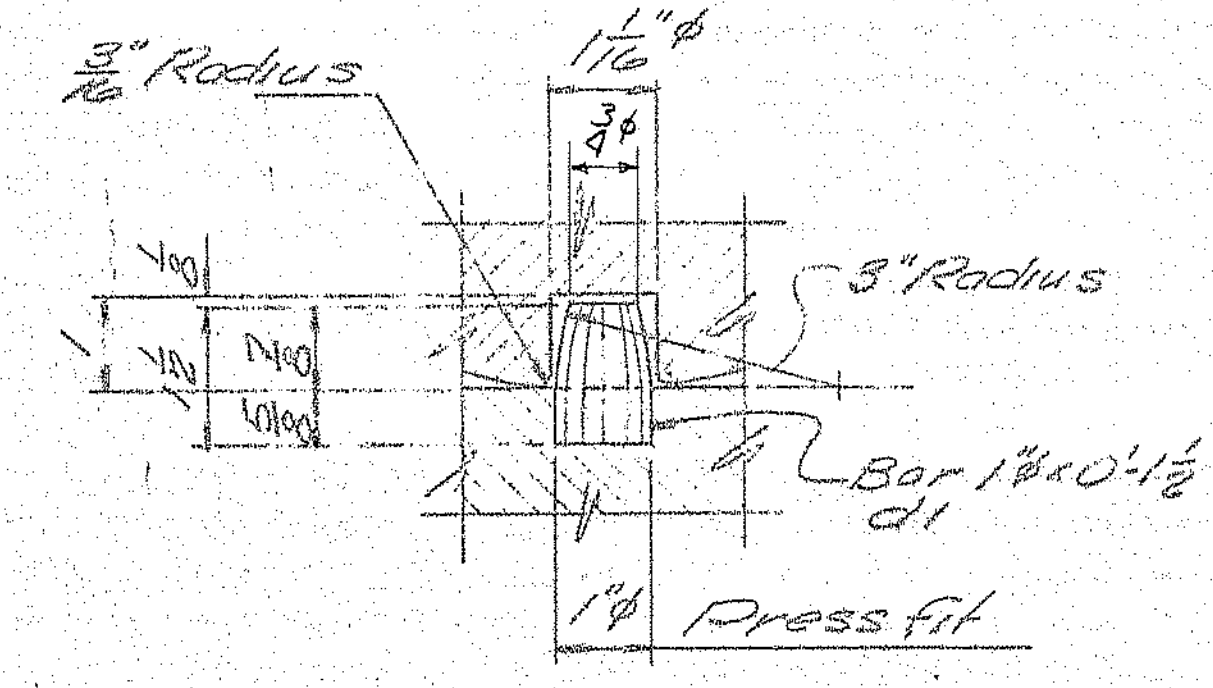




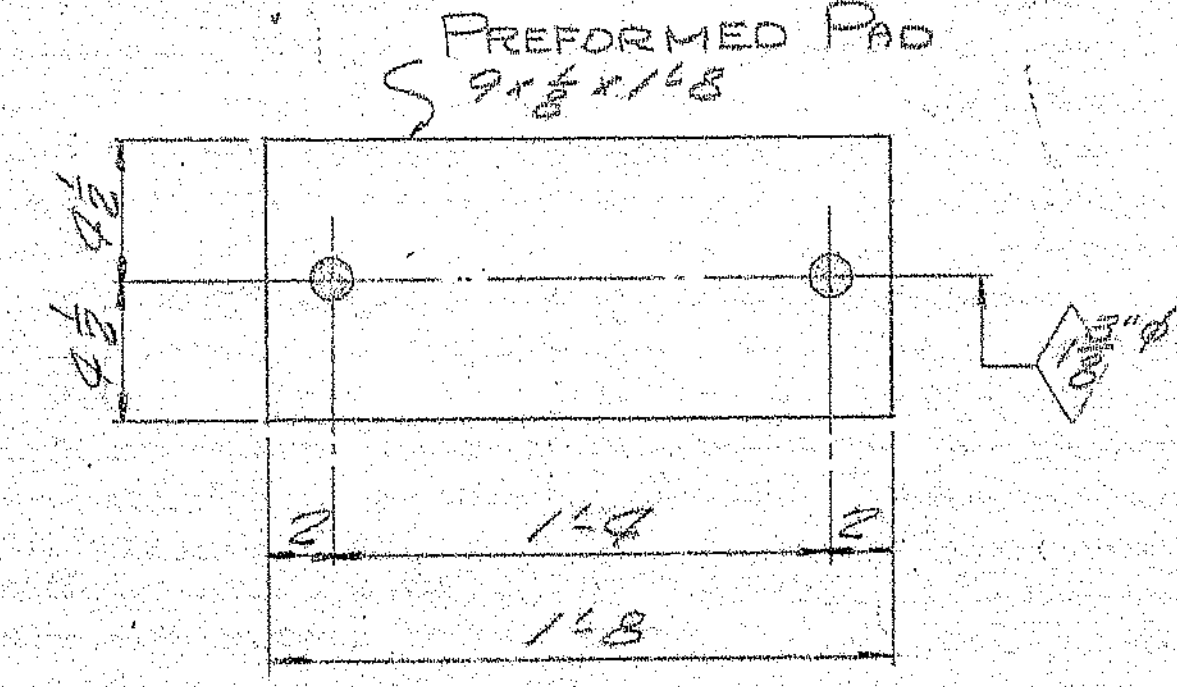
EXPANSION PEDESTAL EPC-3
10 - REQD.



ANCHOR BOLT ABI
20 - REQD.



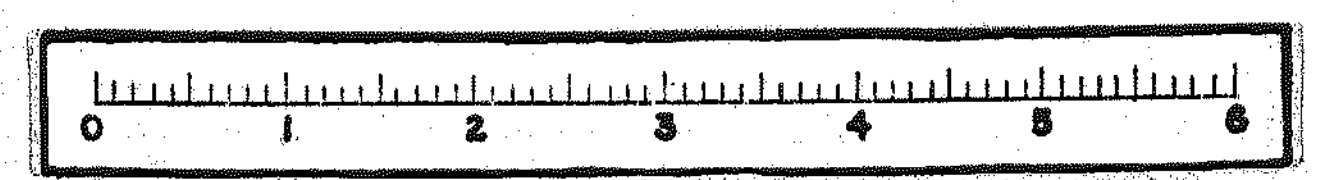
DOWEL DETAIL



PREFORMED PAD
FPI 10 - REQD.

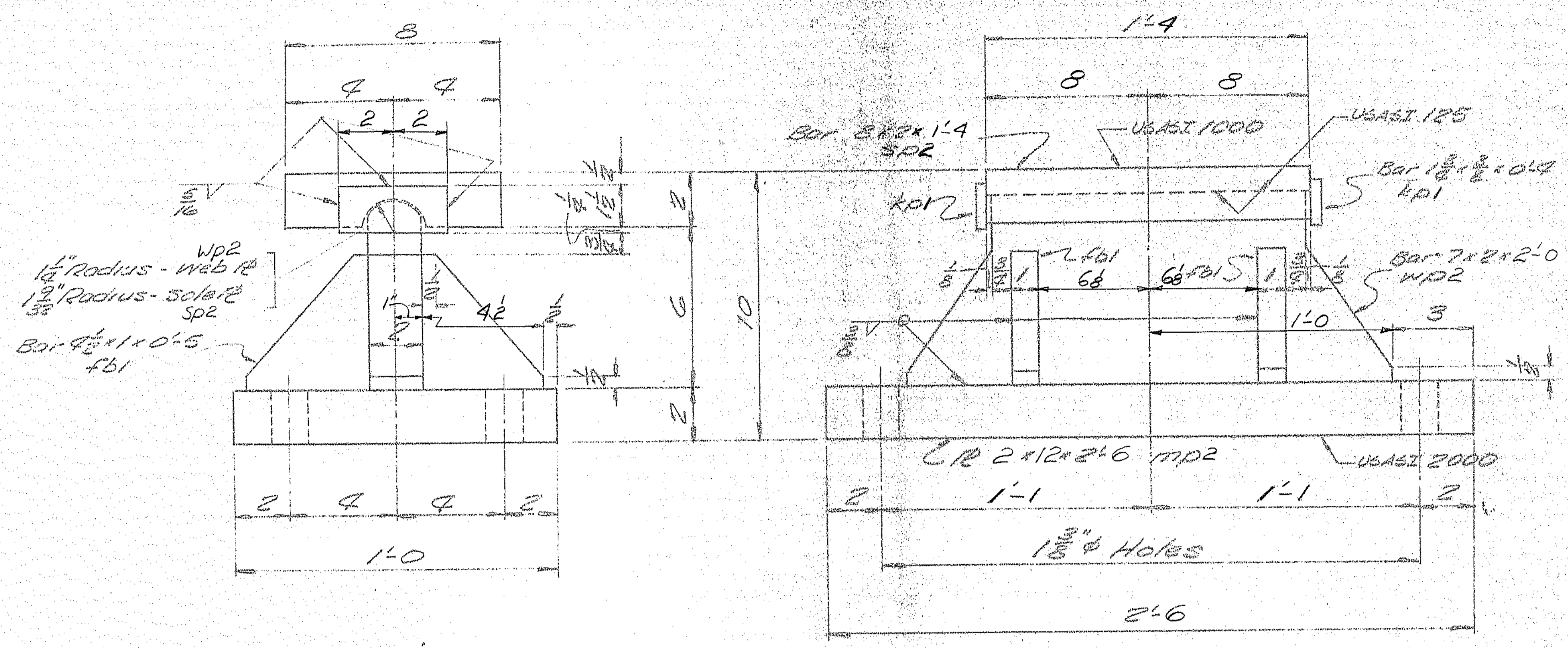
PAINT NOTE:
No paint on top of sole plates "sp" and 1" down from top on sides, coat with boiled linseed oil.
No paint on surface with USAZ 125 finish, coat with mixture of white lead and tallow.
No paint on anchor bolts - oil hide.
Masonry, ties & bearing surfaces of expansion bearing rollers shall receive 2 coats of shop paint.

SHIP		BILL OF MATERIAL				DWG. NO. B1	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM	REMARKS
EPC-3	10	EXP. PEDESTAL	ASS'Y				
MPI	10	R 1 1/2 x 9		1 8		46	
	10	RPI Bar 8 x 2		1 0		45	
	10	WDI R 2 x 9 1/2		0 11		41	
SPI	10	Bar 7 x 2		0 8		55	
	40	fbi Bar 2 1/2 x 1		0 7 1/2		48	
	20	d1 Bar 1 1/4		0 1 1/2		51	
	20	kpi Bar 1 1/2 x 3/4		0 9		50	
AEI	20	Bar 1 1/4		1 3		52	Swaged
	40	shop 1" Hex Nut				53	
Field	20	1" Washer				54	Std Washer 2 1/2" O.D. x 3/8" Holes
FPI	10	Pad 9 x 9		1 8			PREFORM PAD REG. No. 768
ITEM 504.70							
PROJECT No. I-95-4(25)							
Sole plates "sp" to be field welded to stringers.							
Bearing material to be ASTM A36, Anchor bolts to be A36, All welds to be made with E70LH Electrodes.							
16, 18 or 28							
SHOP CONNECTIONS: Welded							
FIELD CONNECTIONS: Welded							
HOLES: As noted							
PAINT: Red lead per Maine S.H.C. spec, and as noted.							
BEARING PEDESTAL DETAIL							
Bancroft & Martin Inc.							
South Portland 7, Maine							
RIVER ROAD BRIDGE							
BRUNSWICK, MAINE							
CUSTOMER REED & REED							
DESIGNER M.S.H.S. BRIDGE DIV.							
CUST 7-14-71-2							
STATE 3-25-71-6							
SHOP 3-25-71-4							
DRAWN 3-6-71 W.T.A.							
REVISION							
REVISION							
REVISION							
REVISION							
ORDER NO.							
JOB NO. B71-48							
DWS NO. B1							

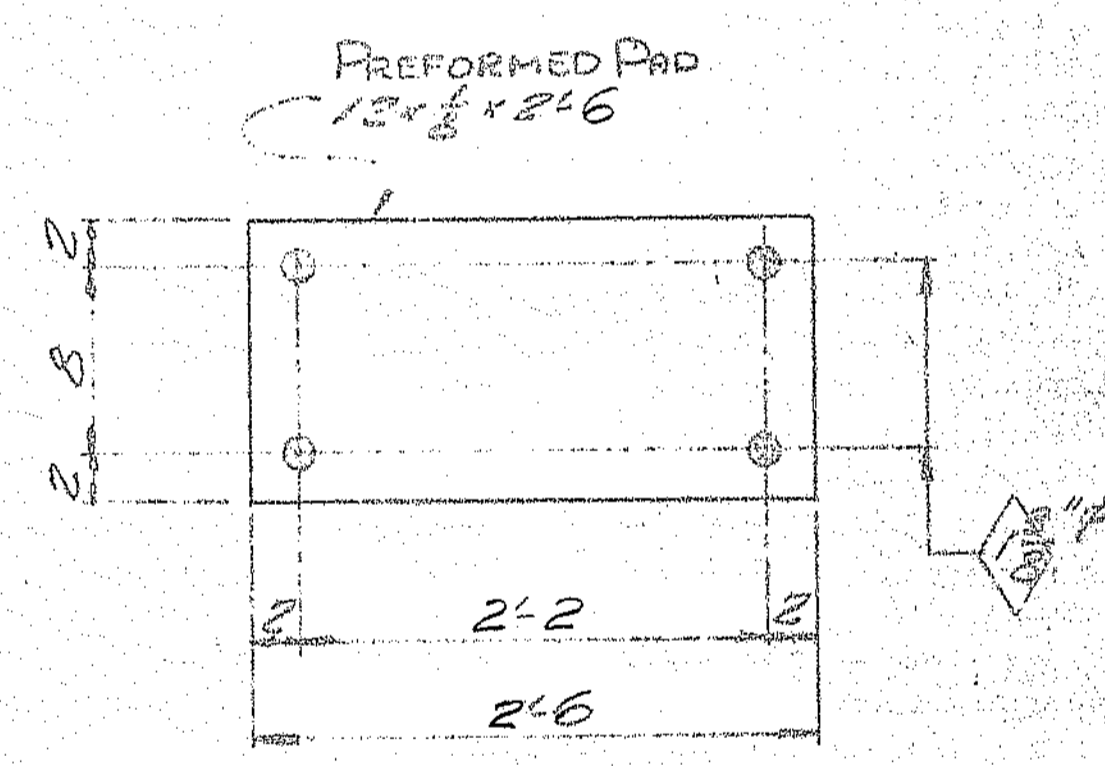


3-16-71 H.L.

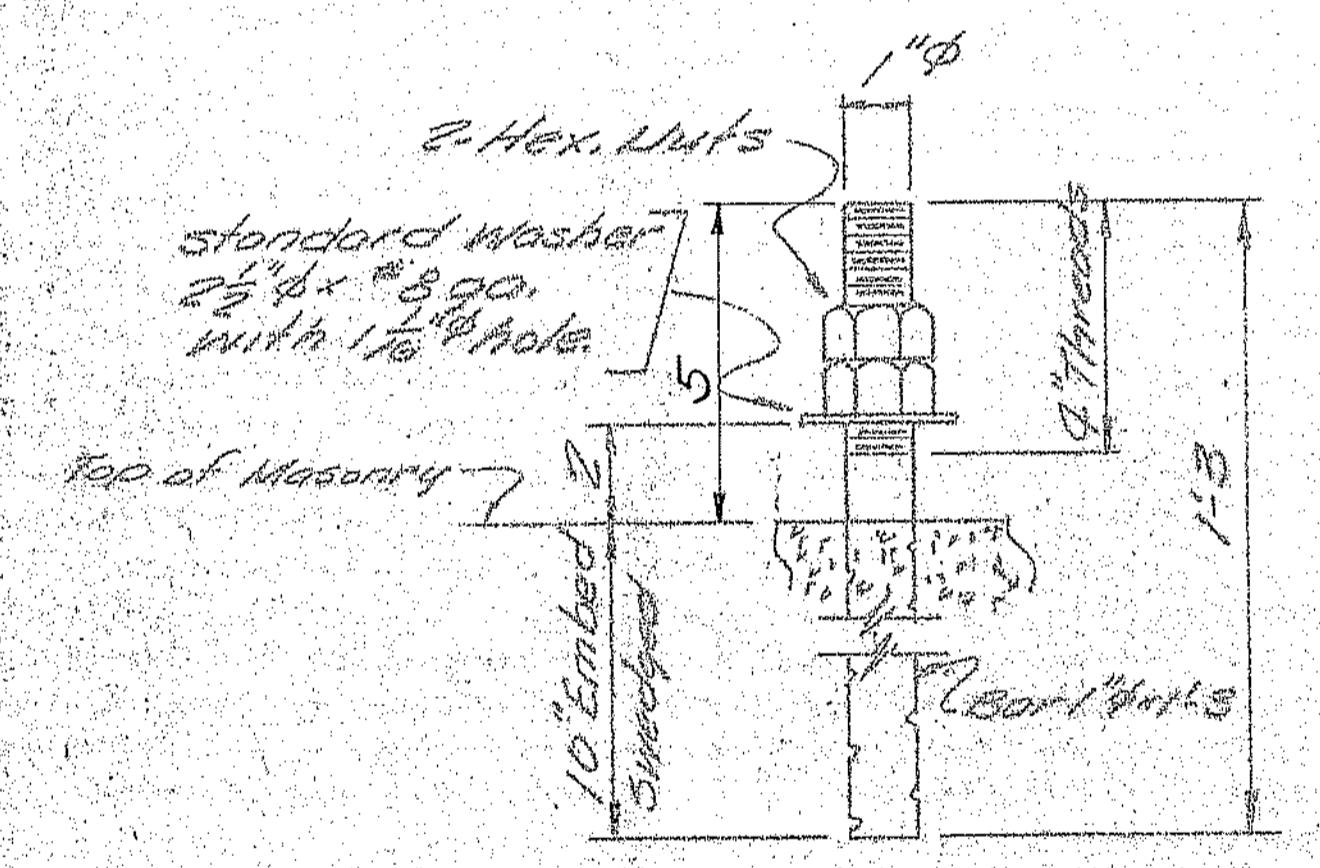
116-60



FIXED PEDESTAL FPC-5
5 - REQ'D.



PREFORMED PAD
FP2 5 - REQ'D.



ANCHOR BOLT ABI
20 - REQ'D.

PAINT NOTE:
No paint on top of sole plates "SP" and 1" down from top on sides, coat with boiled linseed oil.
No paint on surface with USASI 125 finish, coat with mixture of white lead and tallow.
No paint on Anchor bolts - Oil fide.

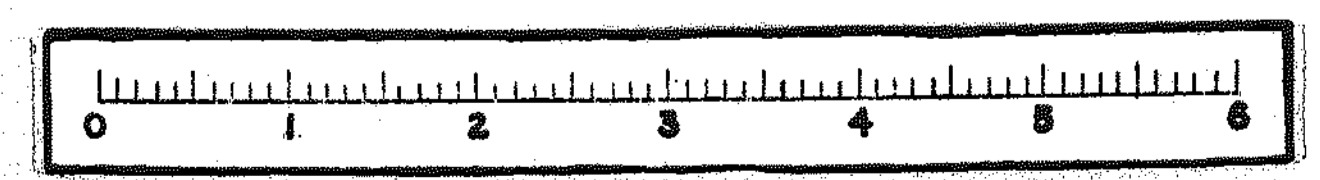
SHIP		BILL OF MATERIAL				DWG. NO. 32	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM	REMARKS
PAGE 5 FIXED PEDESTAL ASBY							
	5	WPD	2x2x2	2.6		47	
	5	WPD	Bar 7x2	2.0		42	
SP2	5		Bar 8x2	1.4		44	
	10	KPI	Bar 1 1/2 x 1 1/2	0.4		50	
	20	FBI	Bar 4x1	0.5		49	
ABI	20		Bar 1\"/>				

ITEM 504.70
PROJECT NO. I-95-4(25)

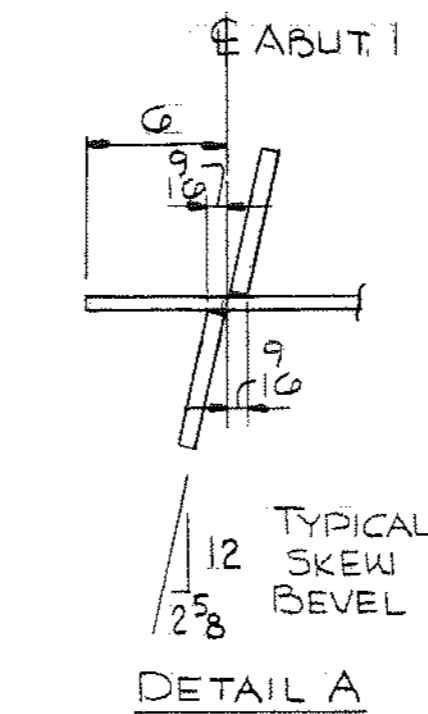
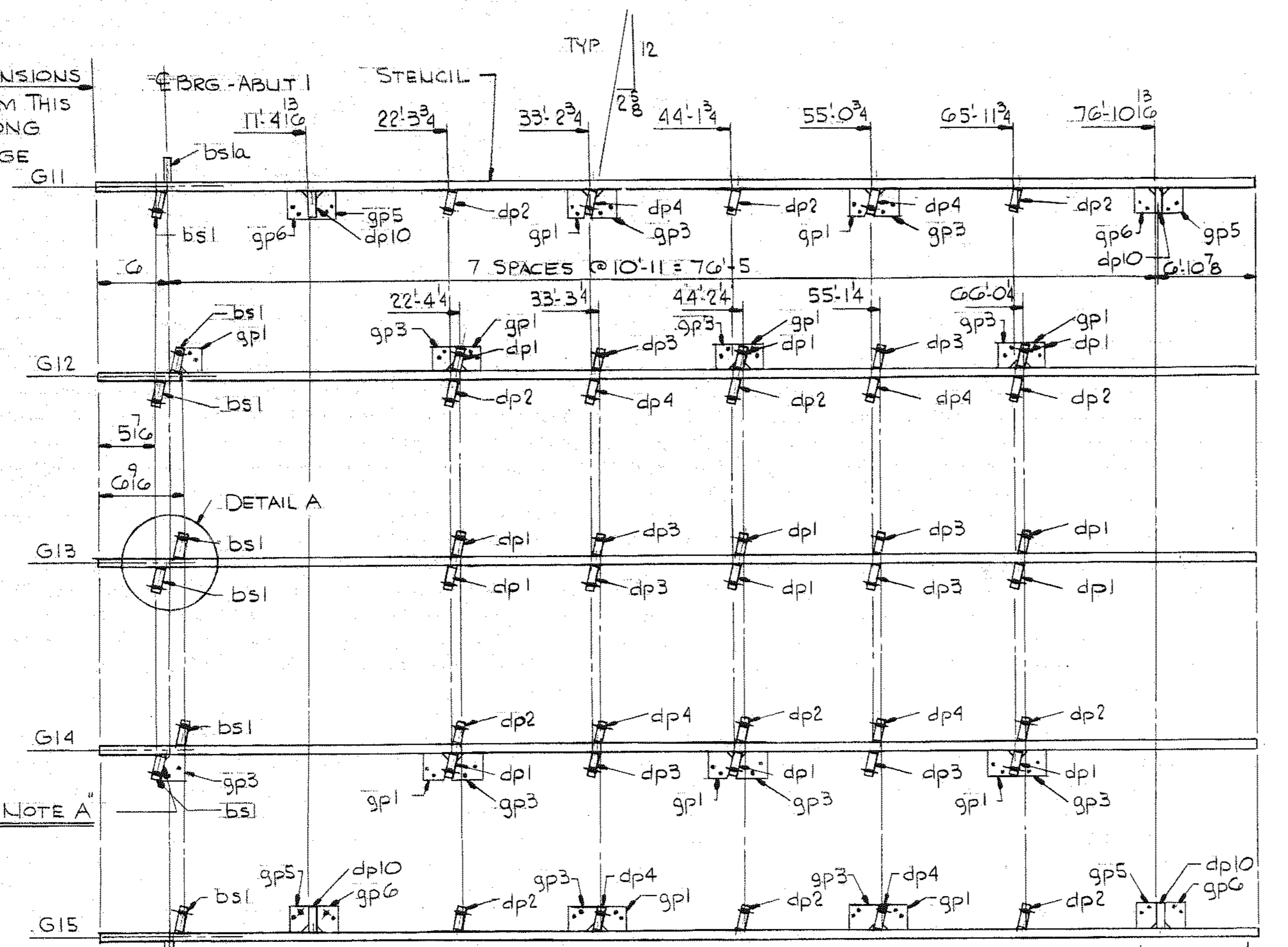
Sole plates "SP" to be field welded to stringers.
Bearing material to be ASTM A36. Anchor bolts to be A36.
All welds to be made with E7018 Electrodes.
SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Welded
HOLES: As noted
PAINT: Red lead per Maine S.H.C. spec; and as noted.

BEARING PEDESTAL DETAIL	
Barnough & Martin Inc. South Portland, Maine	
RIVER ROAD BRIDGE BRUNSWICK, MAINE	
CUSTOMER: REED & REED	DESIGNER: M.S.H.C. BRIDGE DIV.
ORDER NO.	JOB NO. 571-43
	DWG. NO. 32

3-16-71 H.L. 116-61

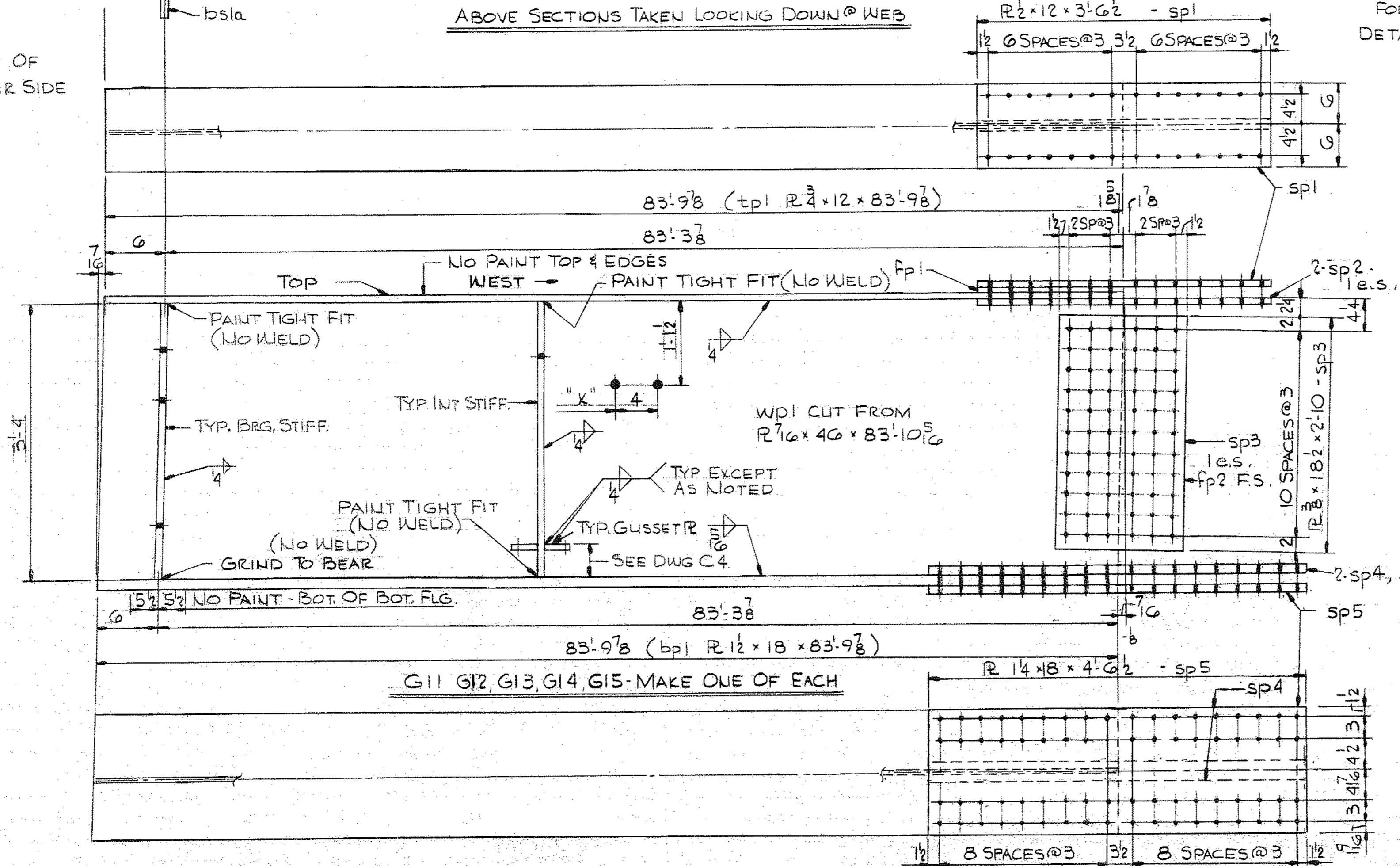


ALL EXTENSIONS TAKEN FROM THIS POINT ALONG TOP FLANGE



NOTES:
 LONGITUDINAL DIMENSIONS ARE GIVEN ALONG GIRDER BASE LINE.
 INTERMEDIATE STIFFENERS ARE NORMAL TO GIRDER BASE LINE.
 FOR STIFFENER & GUSSET PLATE DETAILS SEE DWG C 4.
 FOR CAMBER & SHOP ASS'Y DIAGRAM & HAUNCH DETAILS SEE DWG C 5.

"NOTE A"
 NO WELD @ TOP OF GUSSET @ STIFFENER SIDE

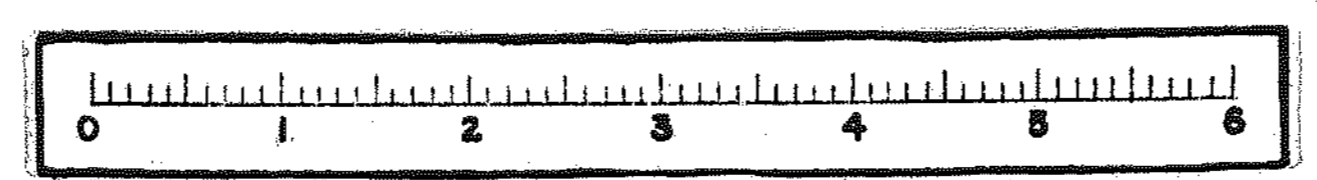


2'-3"
2'-9"
11'-3"
10'-8"
22'-2"
27'-7"
33'-1"
38'-6"
44'-0"
49'-5"
54'-11"
60'-4"
65'-10"
71'-3"
76'-9"
81'-9"

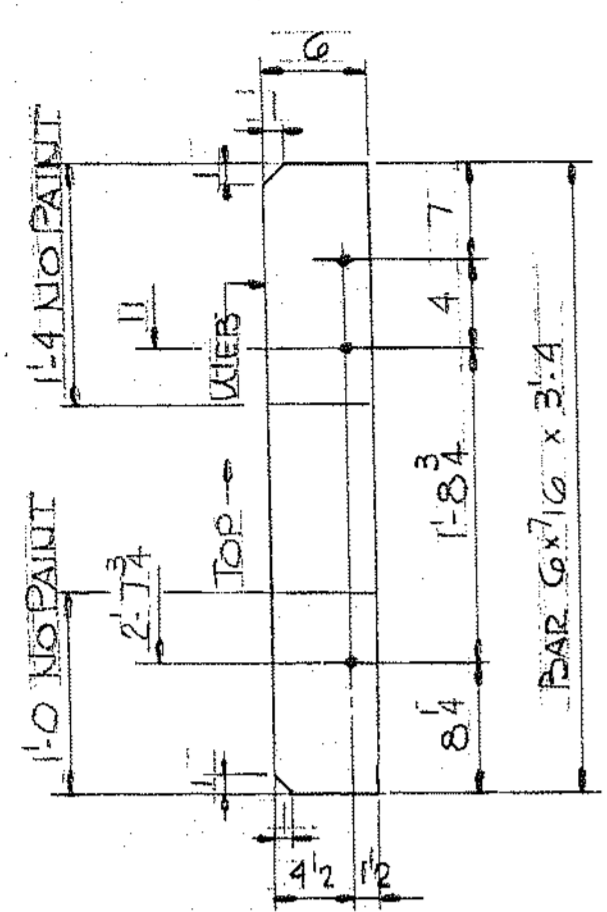
SHIP		BILL OF MATERIAL			JOB NO. B71-48		DWG. NO. C1	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	REMARKS	
G11	1		GIRDER	-	-			
G12	1		do	-	-			
G13	1		do	-	-			
G14	1		do	-	-			
G15	1		do	-	-			
5	tp1	R 3/4 x 12	83' 9 7/8		3		A572 GR 50	
5	bp1	R 1 1/2 x 18	83' 9 7/8		4		A572 GR 50	
5	wp1	R 7 1/2 x 4 1/2	83' 10 3/8		1			
8	bs1	BAR 6 x 1 1/2	3' 4"		6			
2	bs2	do	3' 4"		6			
12	dp1	BAR 6 x 3/8	3' 4"		7			
12	dp2	do	3' 4"		1			
8	dp3	do	3' 4"					
8	dp4	do	3' 4"					
4	dp10	do	3' 4"		7			
5	sp1	R 1/2 x 12	3' 6 1/2"		15			
10	sp2	BAR 4 x 7/8	3' 6 1/2"		18			
10	sp3	R 3/8 x 18 1/2	2' 10"		13			
10	sp4	R 1/4 x 8	4' 6 1/2"		19			
5	sp5	R 1 x 8	4' 6 1/2"		16			
5	fp1	R 3/4 x 12	1' 9 1/8"		17			
5	fp2	R 3/8 x 9 1/8	2' 10"		14			
11	gp1	BAR 8 x 3/8	1' 0"		12			
11	gp3	do	1' 0"		12			
4	gp5	do	1' 0"		12			
4	gp6	do	1' 0"		12			
PROJ. NO. 1-95-4(25) ITEM NO. 504.70								

STEEL: ASTM. A36 & AS NOTED
 WELDING ELECTRODE E70 1/8, 1/8 OR 2/8
 SHOP CONN: WELDED
 FIELD CONN: BOLTED
 HOLES: 1/8" dia
 PAINT: RED LEAD PER MAINE SPECS EXCEPT AS NOTED
 SPECIAL CLEANING: BLAST CLEAN
 APPROVED: AS NOTED: C-23-71

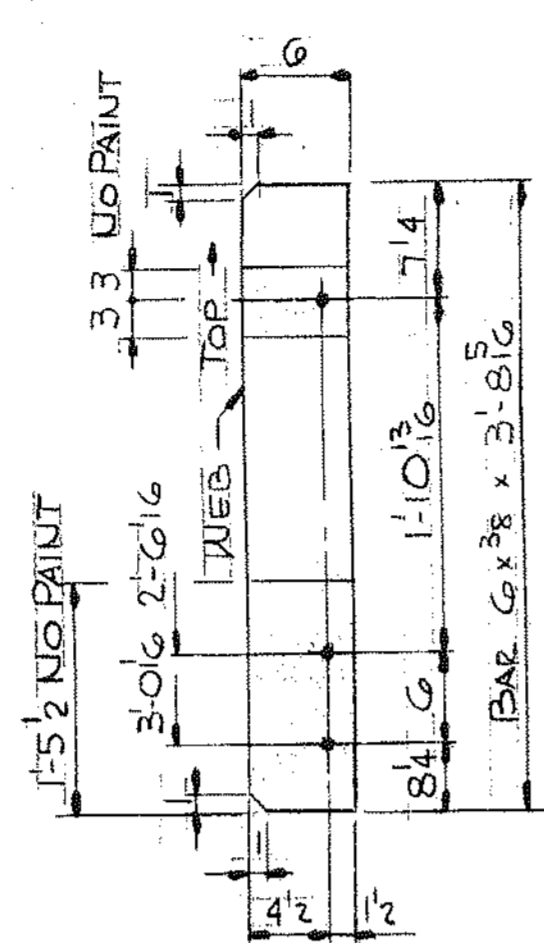
GIRDERS G11 THRU G15			
PRINT DIST.			
2	5-17-71	FA	
1	6-24-71	BREWER	
8	6-24-71	STATE	
2	7-14-71	CUST	
Bancroft & Martin Inc. South Portland, Maine 04106			
JOB: RIVER ROAD BRIDGE BRUNSWICK MAINE			
CUSTOMER: REED & REED			
DESIGNER: MSHC BRIDGE DIV.			
REV.	CHECKED	JOB NO.	DRAWING NO.
	5-10-71 ESS	B71-48	C1
DRAWN	3-10-71 DWL		



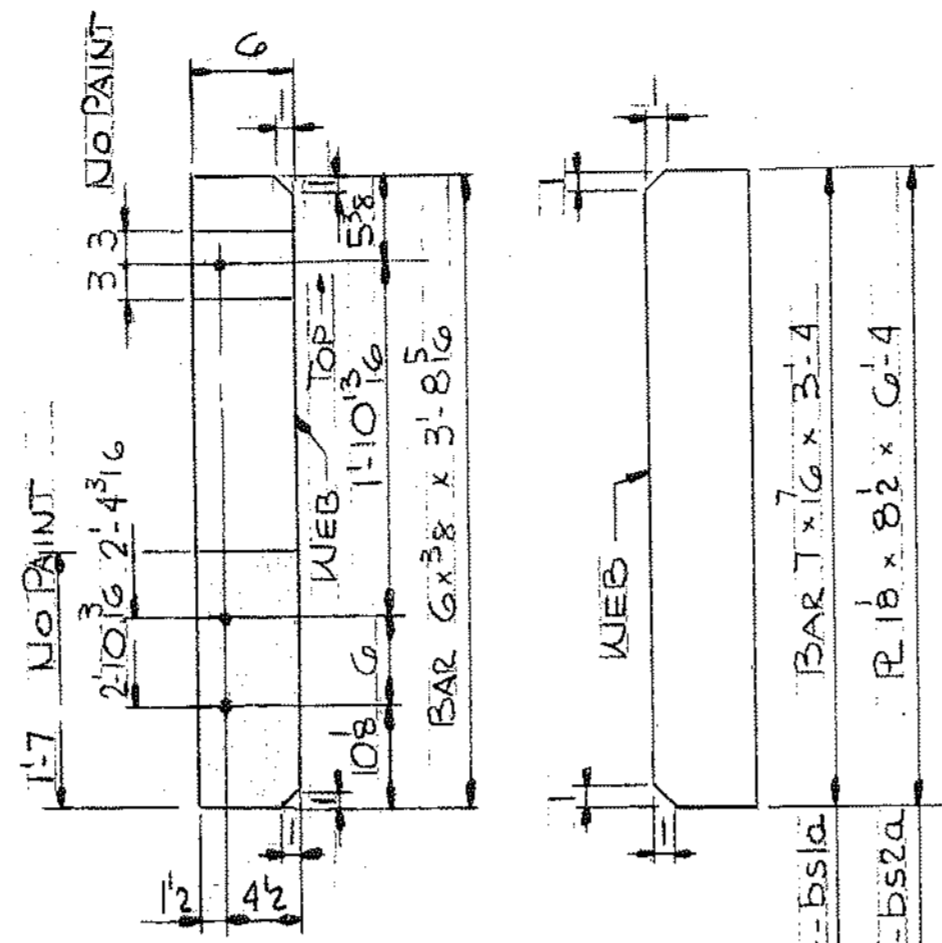
116-62



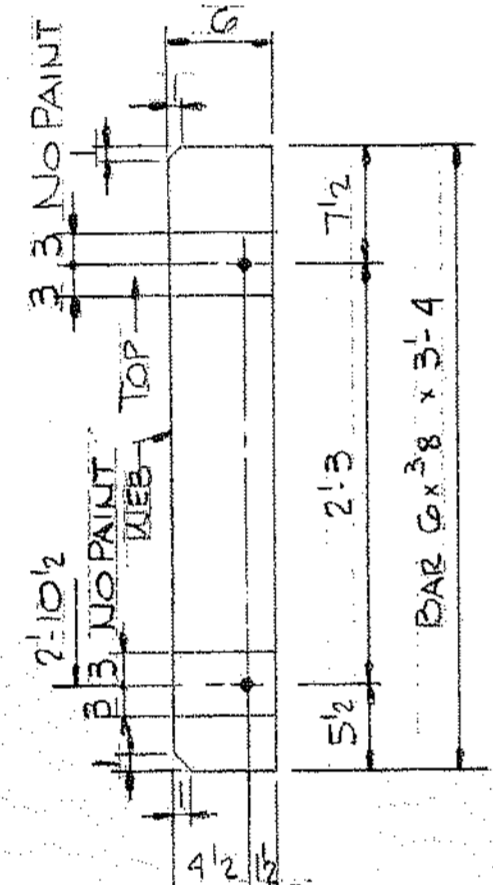
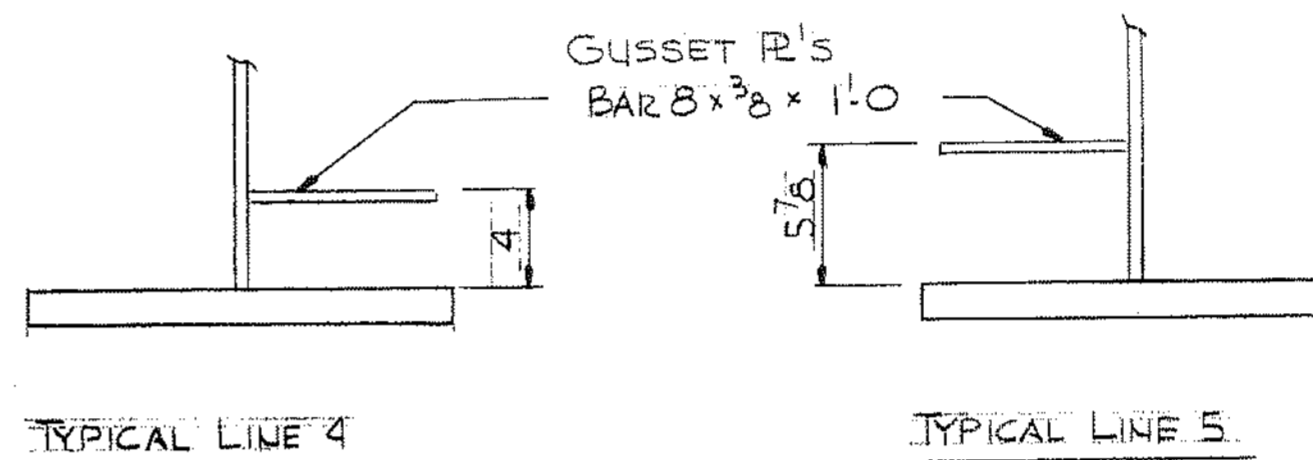
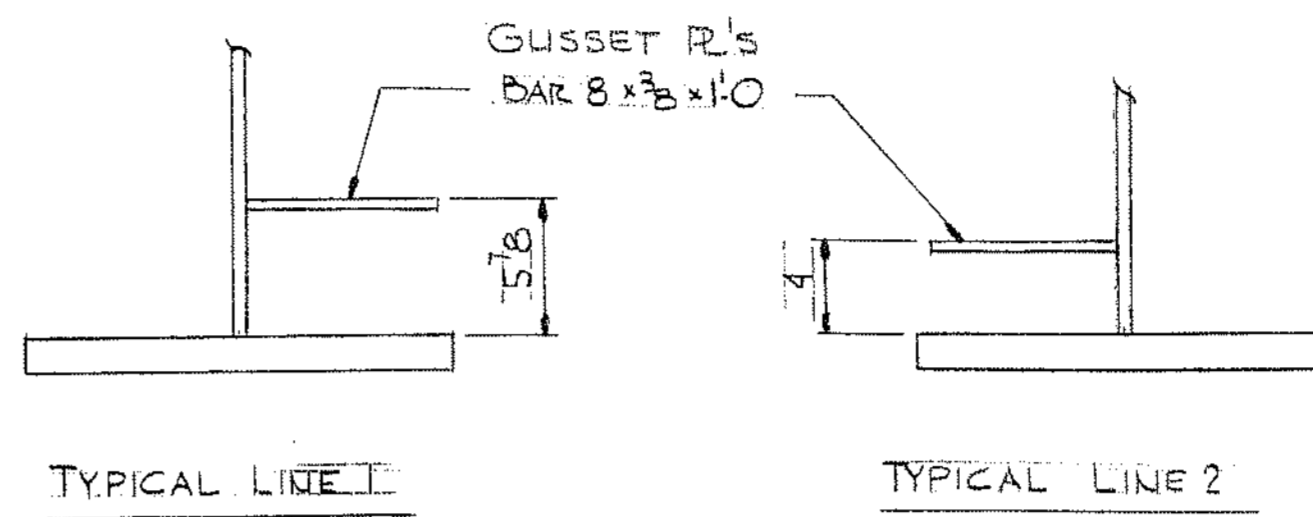
bs1 - 32 REQ'D



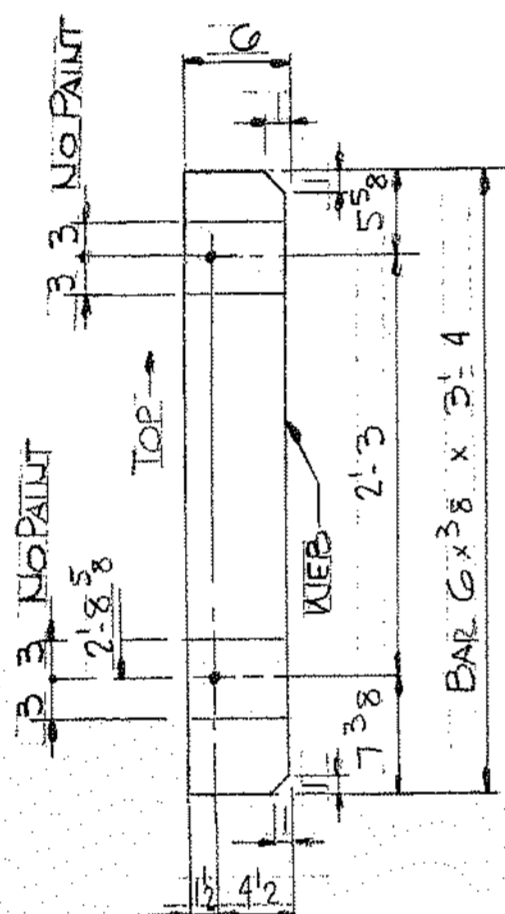
dp5 - 8 REQ'D



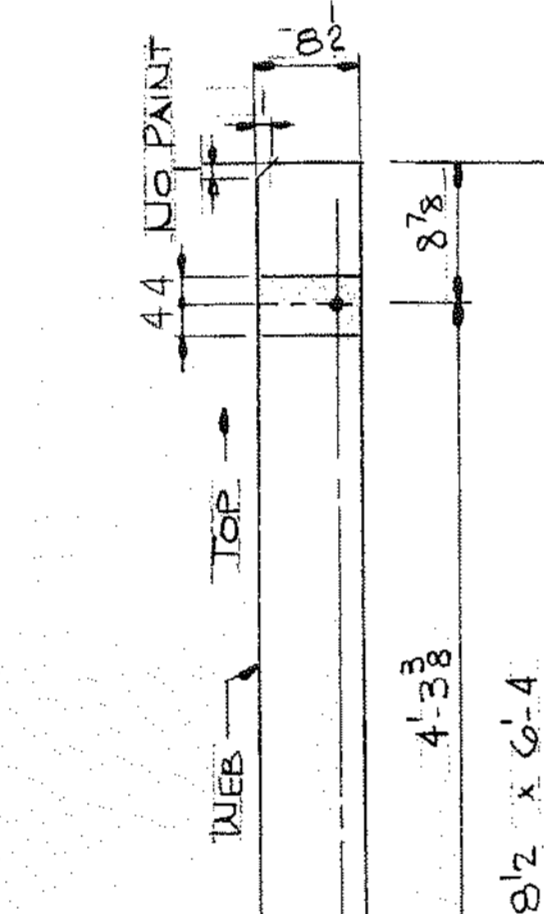
dp6 - 8 REQ'D



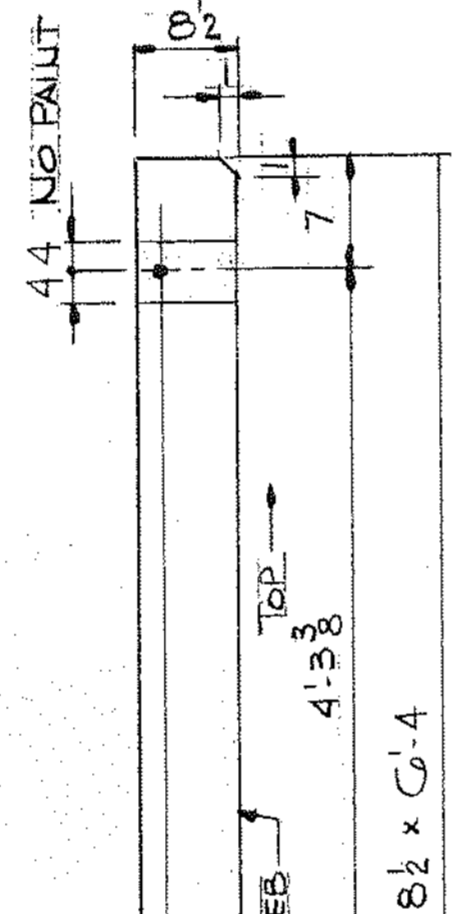
dp1 - 24 REQ'D



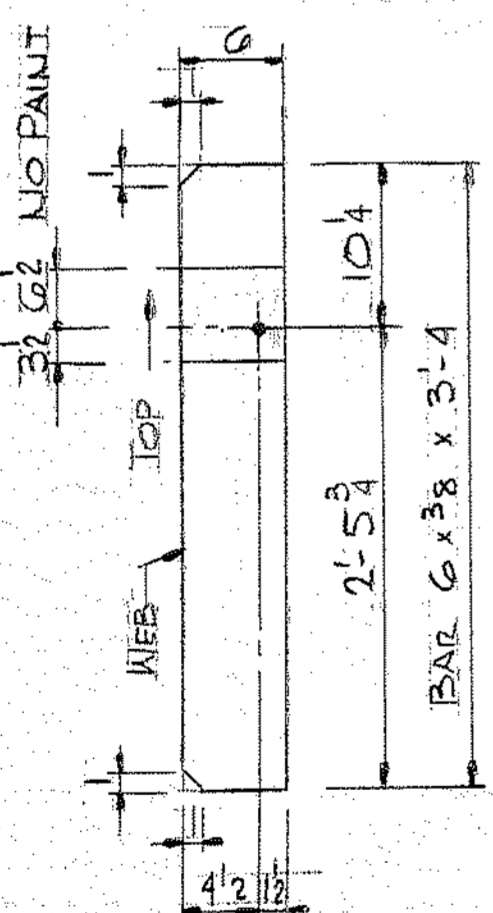
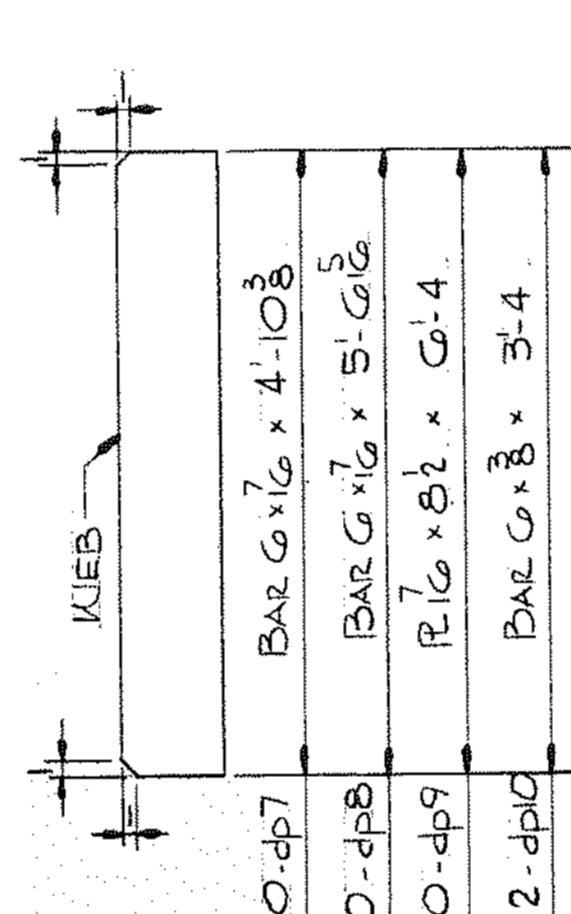
dp2 - 24 REQ'D



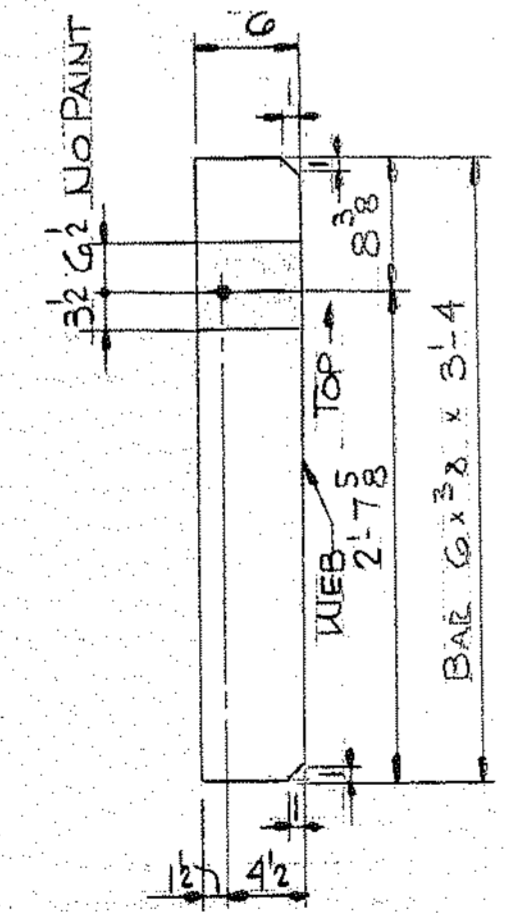
bs2 - 4 REQ'D



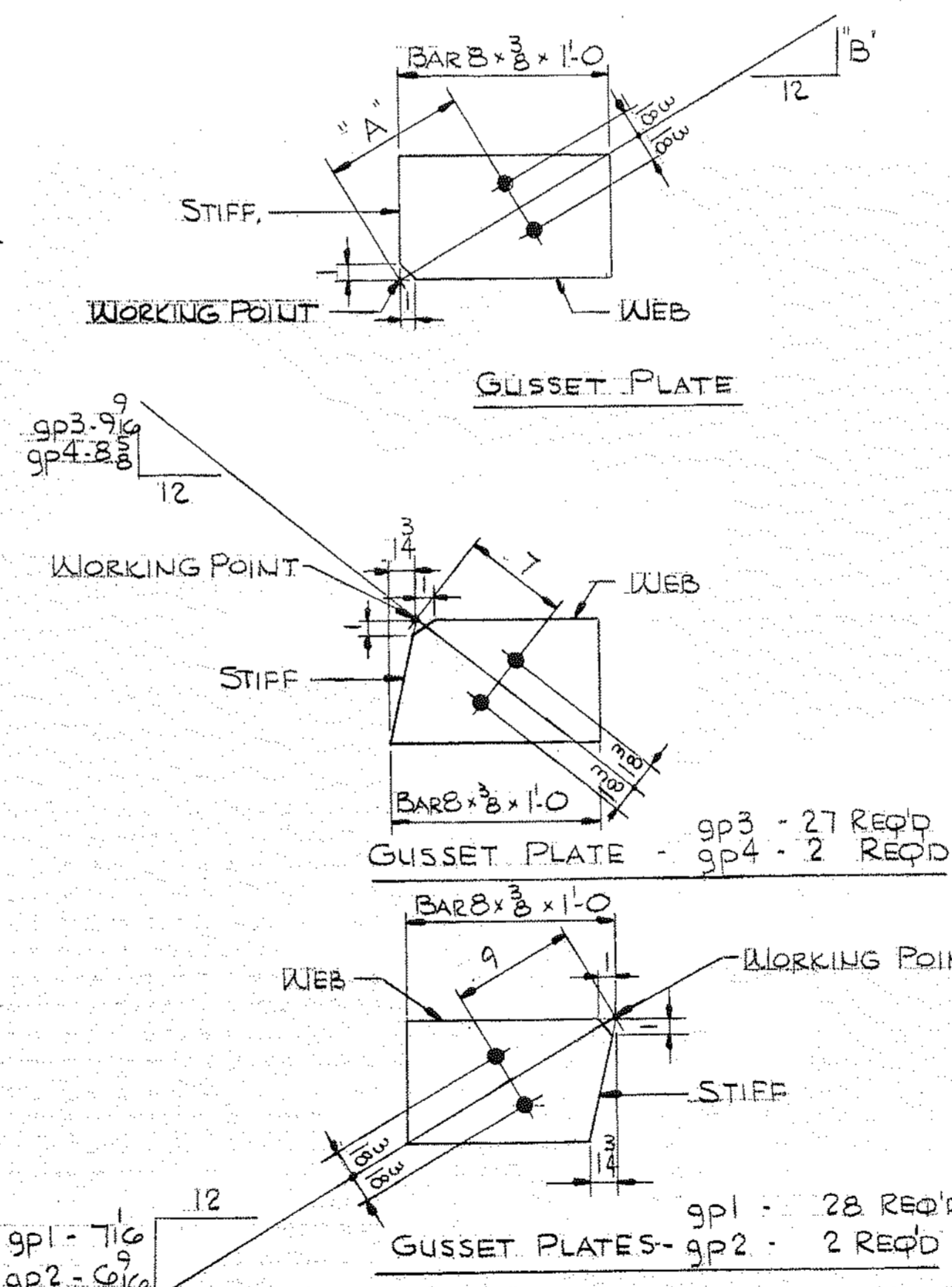
bs3 - 4 REQ'D



dp3 - 16 REQ'D



dp4 - 16 REQ'D



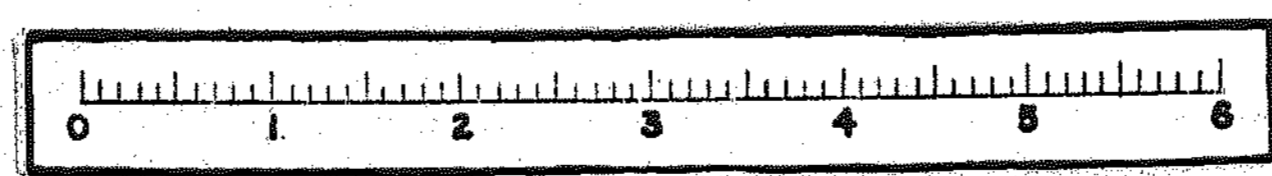
MARK	QUAN	"A"	"B"
gp5	13	7	9 1/16
gp6	12	9	7 1/16
gp7	2	9	6 9/16
gp8	4	6	11 1/16
gp9	4	7	8 6/16
gp10	2	7	8 8/16

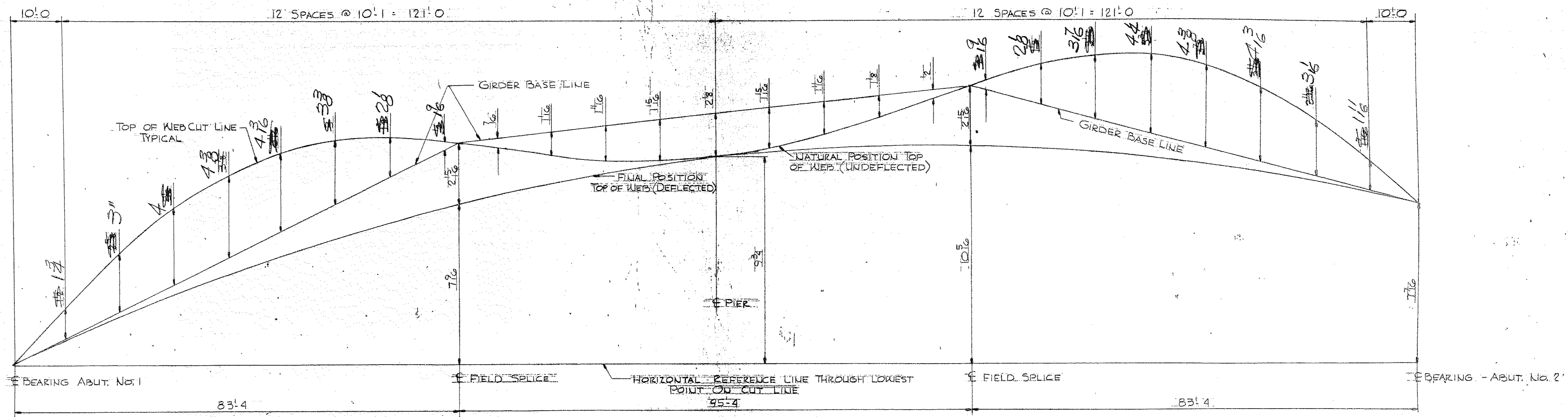
NOTE:
ALL HOLES IN dp's & bs's TO BE
1 3/16" φ FOR 5/8" φ ERECTION BOLTS.

NOTE:
ALL HOLES IN gp's TO BE 1 3/16" φ FOR
5/8" φ ERECTION BOLTS.
NO PAINT ON GUSSET R'S

APP. AS NOTED G-23-71
ITEM NO. 504.70
PROV. NO. 11-95-4 (25)

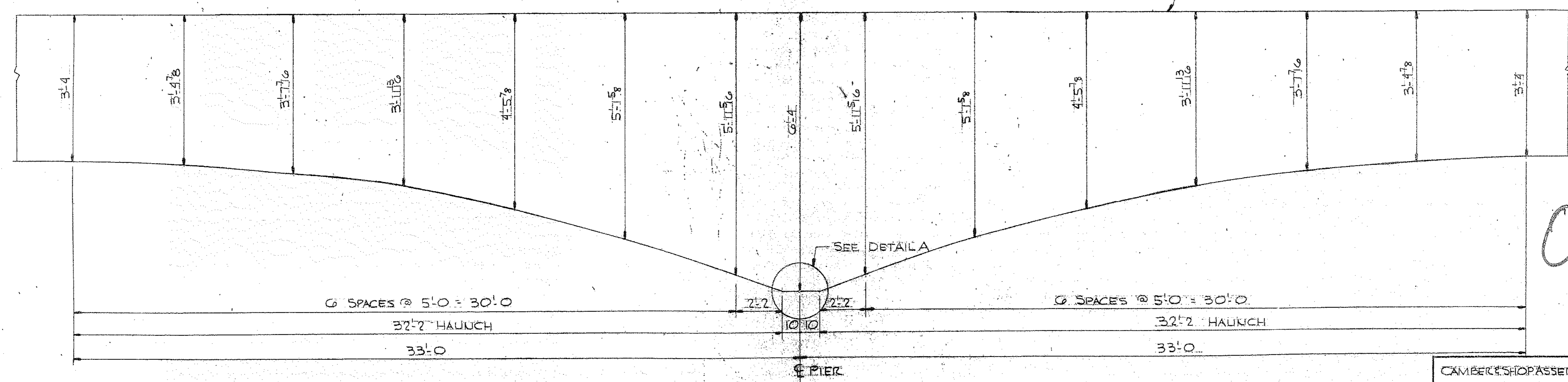
DIAPHRAGM R'S, BEARING STIFFS, & GUSSET R'S			PRINT DIST.		Banerhoff & Martin Inc. South Portland, Maine 04106
REV.	CHECKED	DRAWN	DATE	BY	
			5-17-71	FA	JOB: RIVER ROAD BRIDGE BRUNSWICK, MAINE
15	SEP	G-24-71	BREWER		
8	G-24-71	STATE			
2	7-14-71	GUST			CUSTOMER: REED & REED
					DESIGNER: M.S.H.C. BRIDGE DIV.
					ORDER NO. JOB NO. DRAWING NO.
	5-10-71	ESS			B71-48 C4
	3-17-71	DWL			



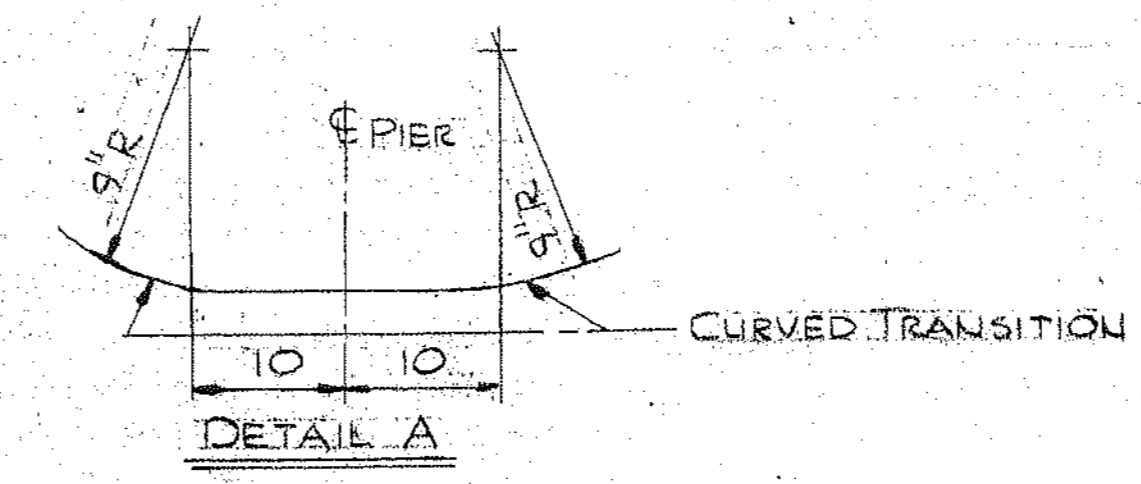


CAMBER & SHOP ASSEMBLY DIAGRAM

NOTE:
TOP OF WEB, SEE CAMBER DIAGRAM.



HAUNCH DETAIL

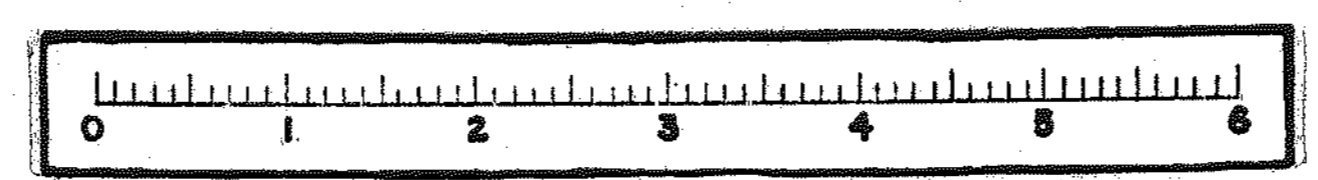


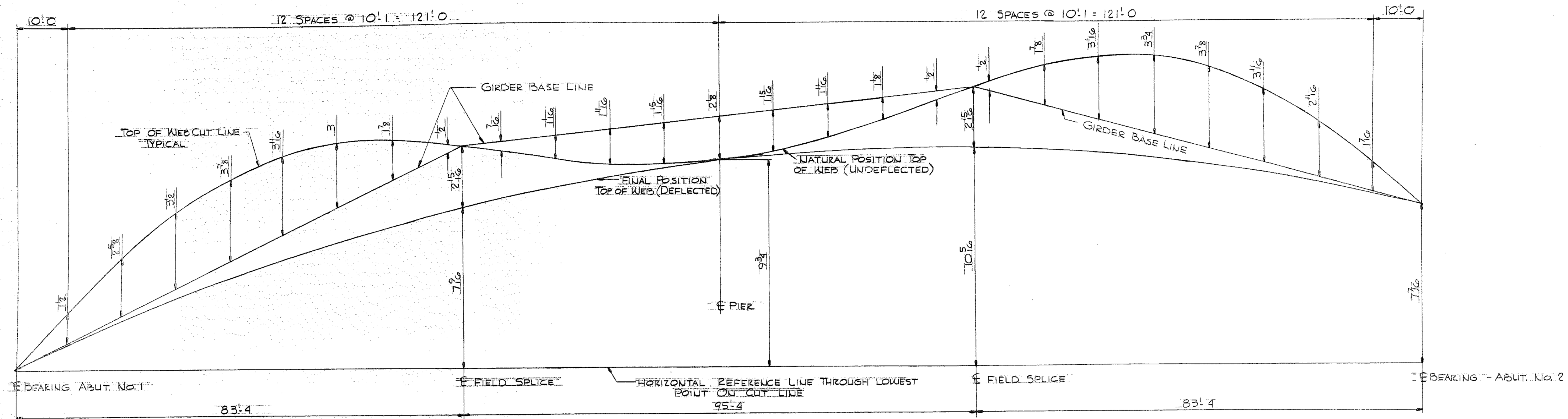
OVERCAMBER

APPROVED: G-23-71
ITEM No. 504.10
PROJ. No. 1-95-4(25)

CAMBER & SHOP ASSEMBLY DIAGRAM - "HAUNCH" DETAIL			
PRINT DIST.			
2	5-17-71	PA	
1	6-24-71	BREWER	
1	6-24-71	STATE	
<i>Bancroft & Martin, Inc.</i> South Portland, Maine 04106			
JOB: RIVER ROAD BRIDGE			
BRUNSWICK, MAINE			
CUSTOMER: REED & REED			
DESIGNER: M.S.H.C. BRIDGE DIV.			
REV.		ORDER NO.	JOB NO.
CHECKED	5-6-71	ESS	
DRAWN	5-18-71	DWL	
		BTI-48	G5

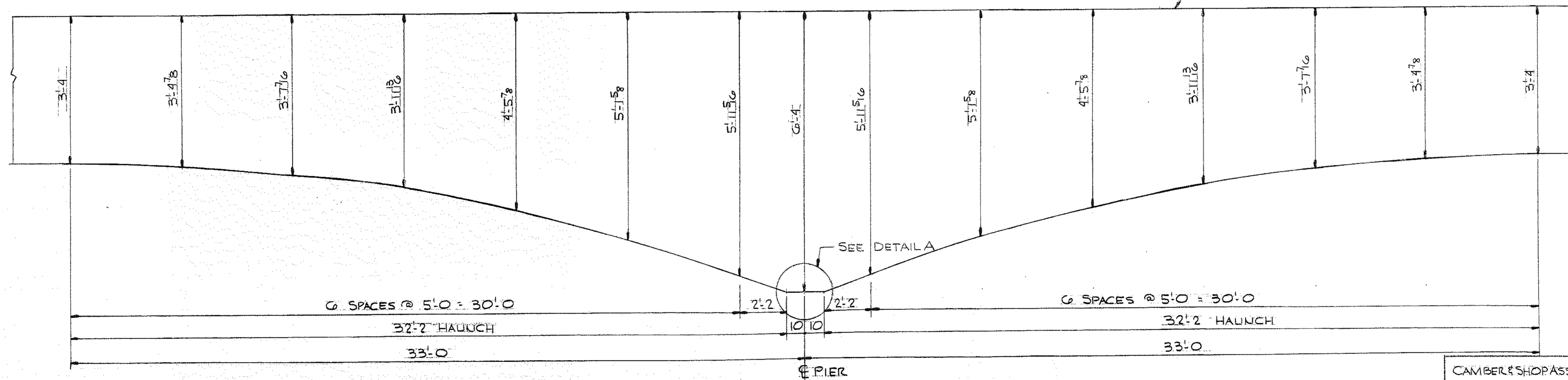
116-66



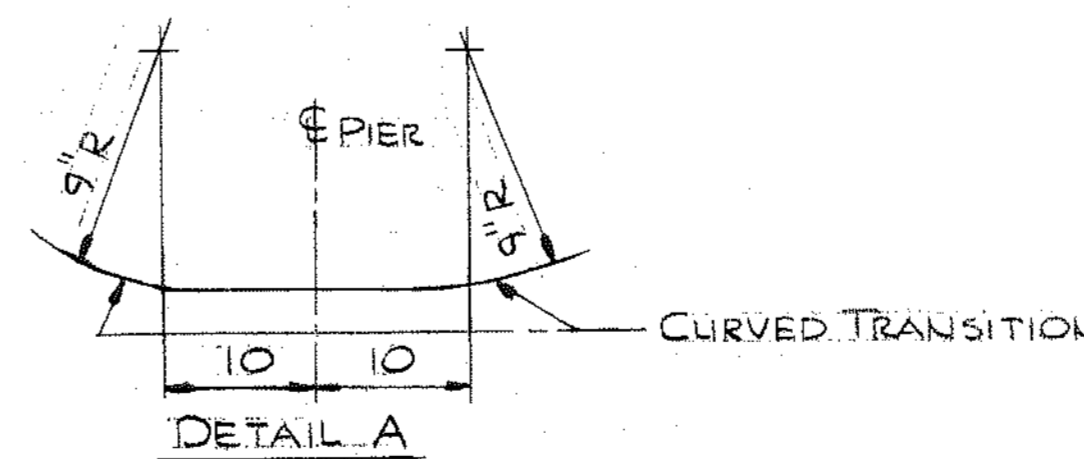


CAMBER & SHOP ASSEMBLY DIAGRAM

NOTE:
TOP OF WEB, SEE CAMBER DIAGRAM.



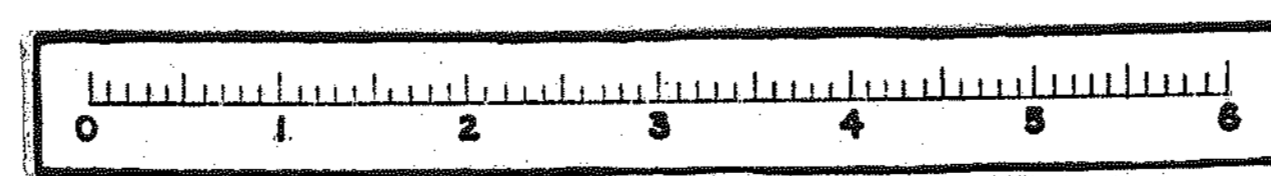
HAUNCH DETAIL

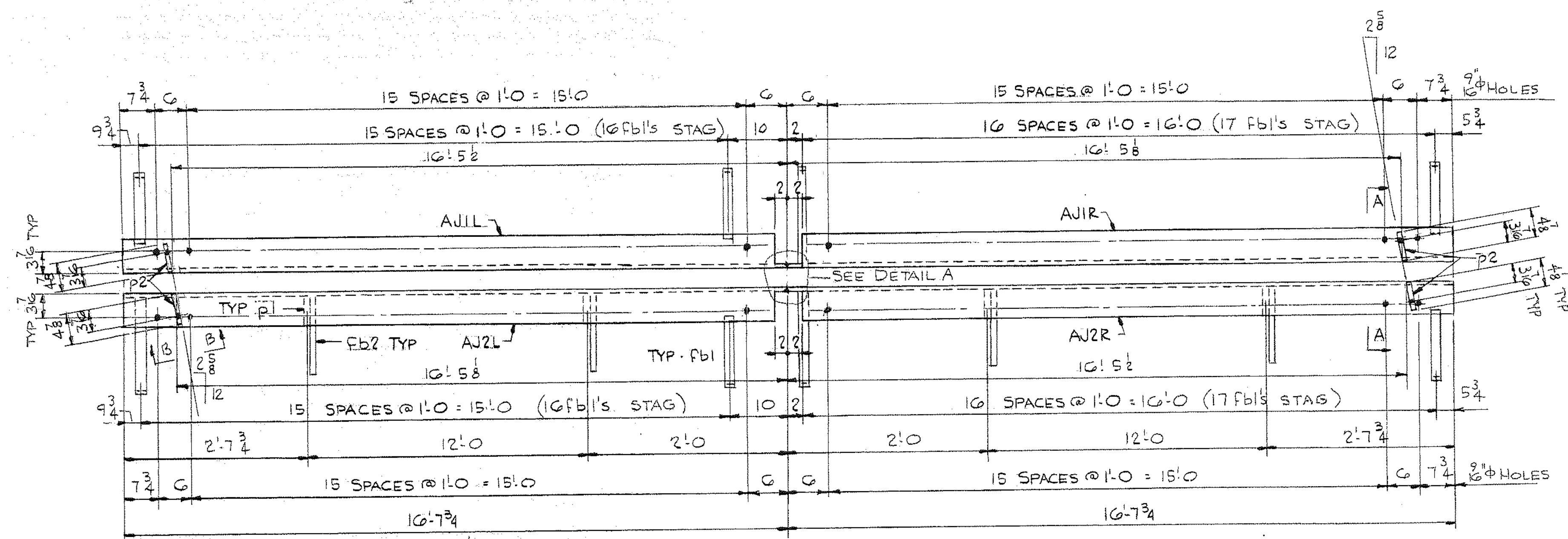


APPROVED: 3-23-71
ITEM NO. 502.70
PROJ. NO. 1-95-4 (25)

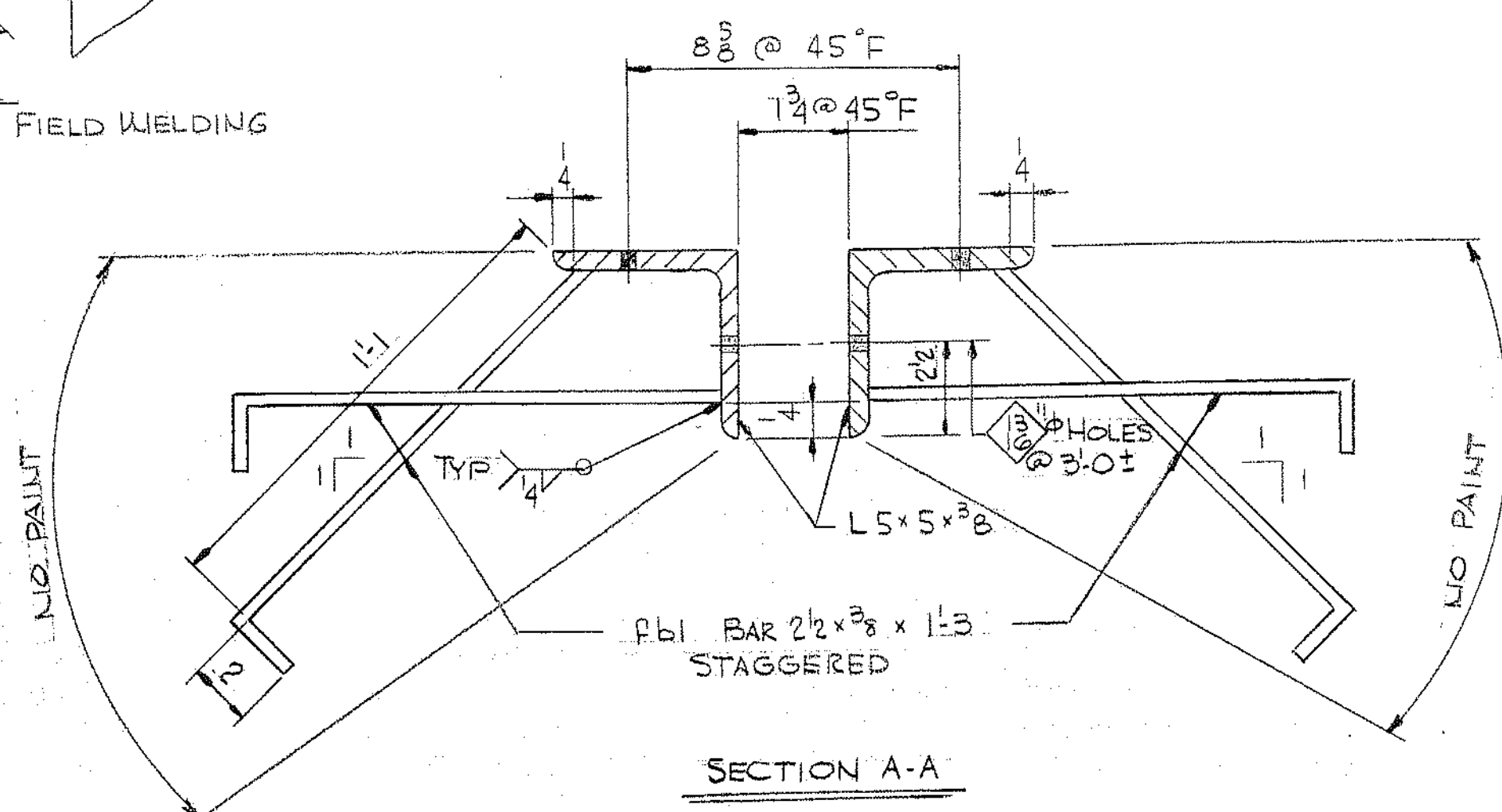
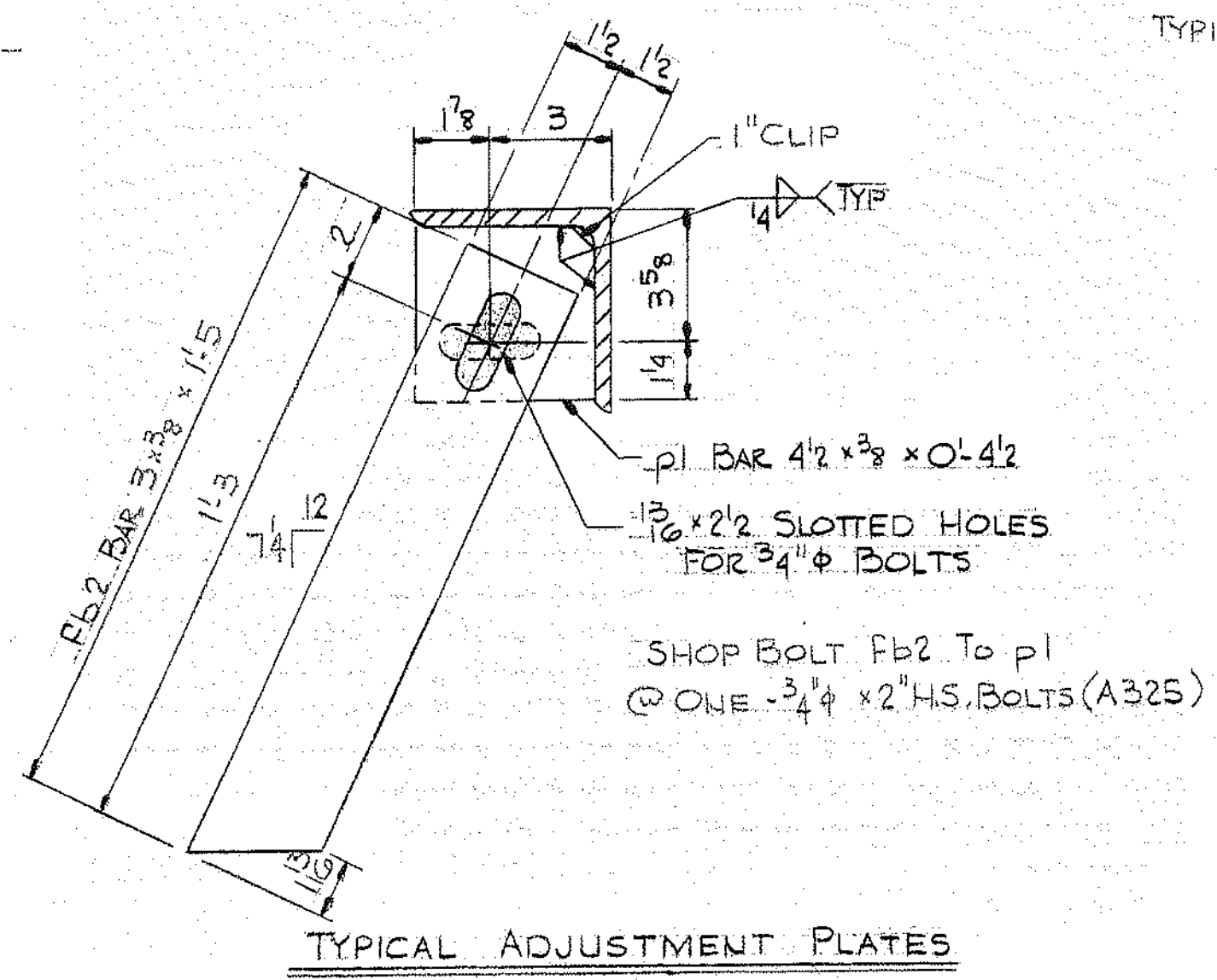
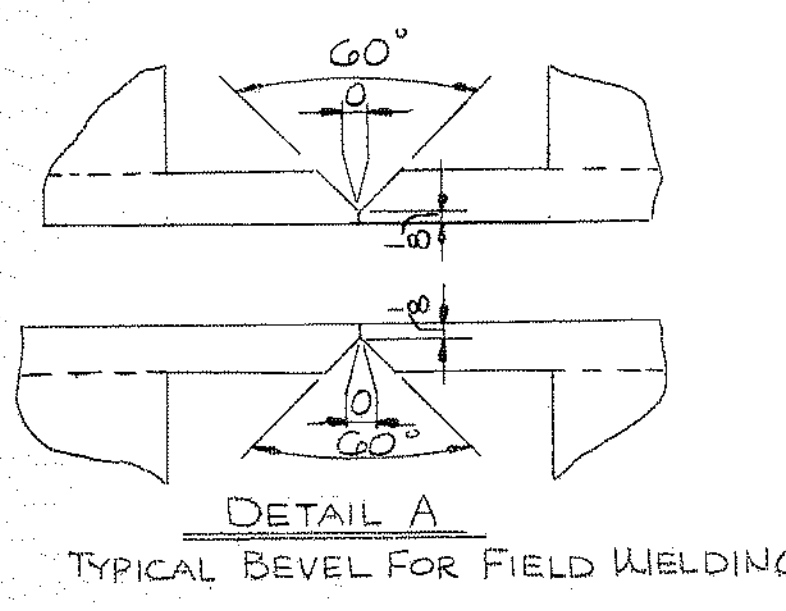
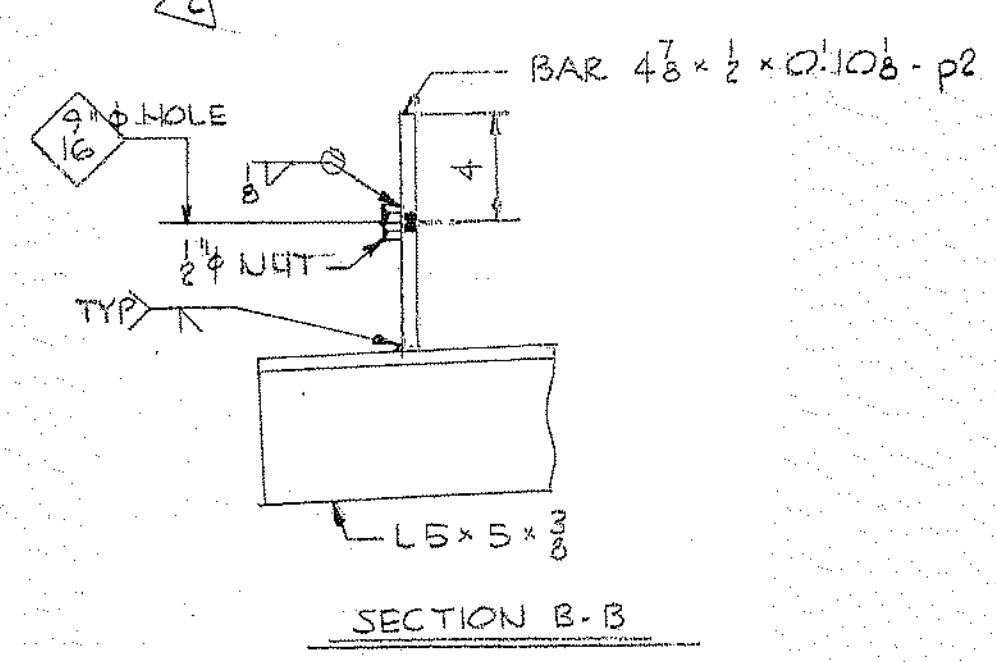
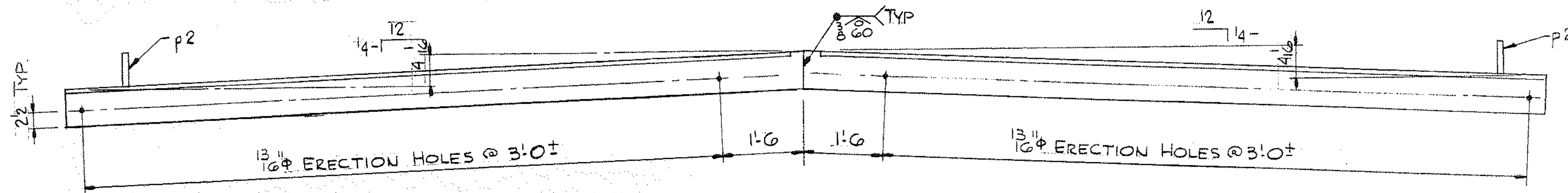
CAMBER & SHOP ASSEMBLY DIAGRAM - HAUNCH DETAIL			
PRINT DIST.			
2	5-17-71	FA	Bancroft & Martin Inc. South Portland, Maine 04106
1	6-24-71	BREMER	
0	6-24-71	STATE	
2	7-14-71	CUST	JOB: RIVER ROAD BRIDGE BRUNSWICK, MAINE
CUSTOMER: REED & REED			
DESIGNER: M.S.H.C. BRIDGE DIV.			
REV.		ORDER NO.	JOB NO.
CHECKED	5-6-71	BSS	BTI-48
DRAWN	3-18-71	DWL	C5

116-67





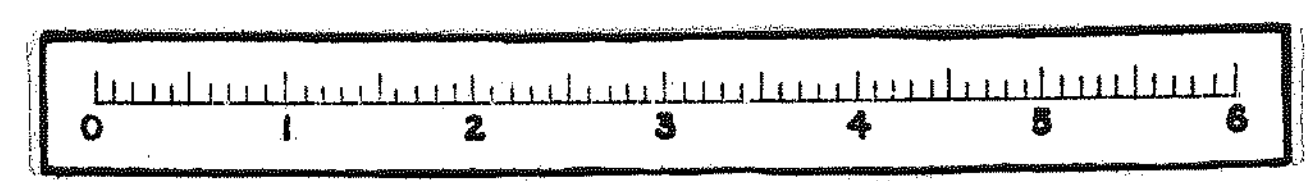
ALL DIMENSIONS TAKEN ON SLOPE
 2 - AJ1L 2 - AJ1R
 2 - AJ2L 2 - AJ2R



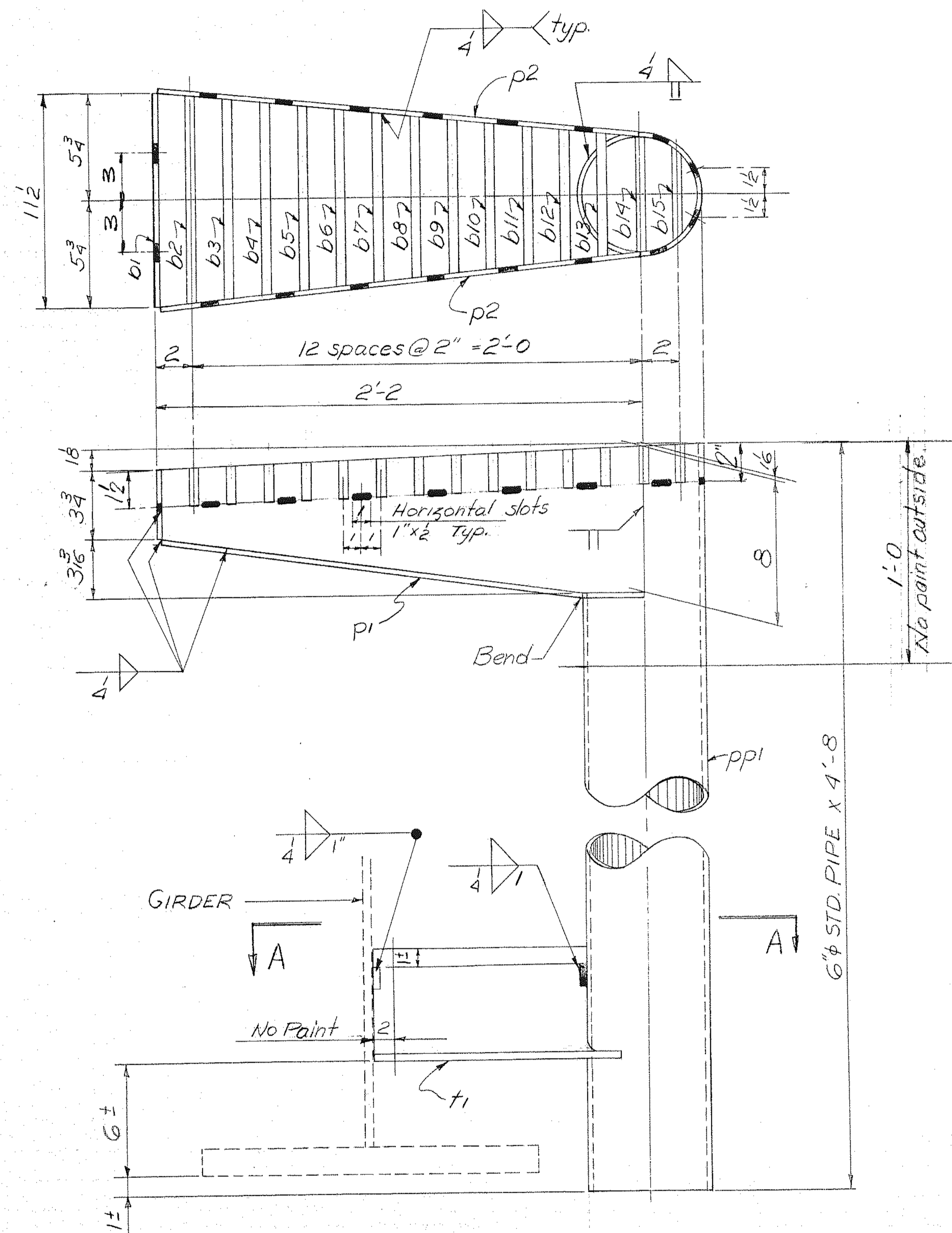
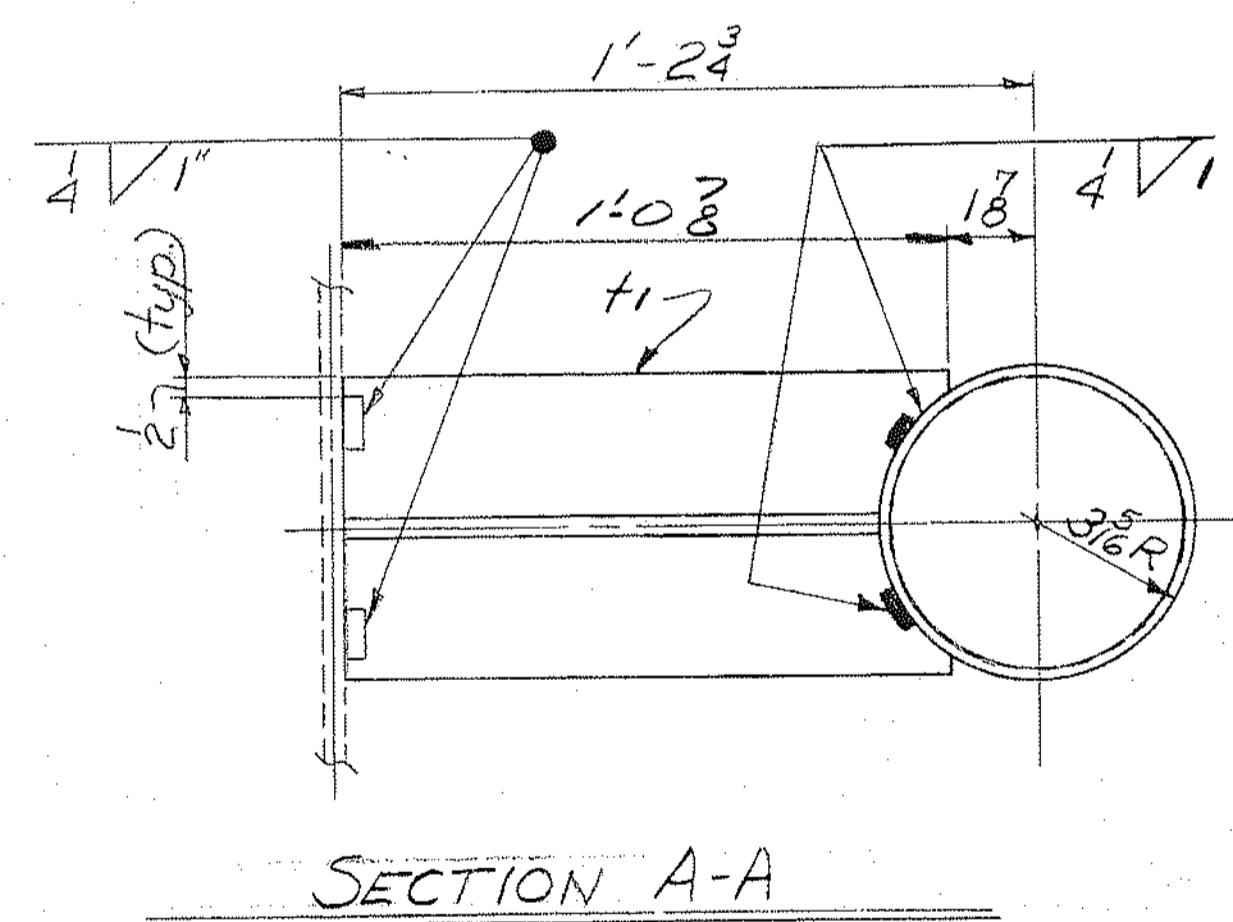
SHIP			BILL OF MATERIAL			JOB NO. B71-48	DWG. NO. J1
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	REMARKS
AJ1L	2		L5 x 5 x 3/8	16' 7 3/4"		35	
AJ1R	2		do	16' 7 3/4"			
AJ2R	2		do	16' 7 3/4"			
AJ2L	2		do	16' 7 3/4"		35	
	132	Fb1	BAR 2 1/2 x 3/8	1	3	38	BEND
	8	Fb2	BAR 3 x 3/8	1	5	37	
	8	p1	BAR 4 1/2 x 3/8	0	4 1/2	36	
	8	p2	BAR 4 1/2 x 1/2	0	10 1/2		(A325)
	8	SHOP	3/4\"/>				

STEEL: ASTM A36 EXCEPT AS NOTED
 WELDING ELECTRODE E7016, 18 OR 28
 SHOP CONN: WELDED & BOLTED
 FIELD CONN: —
 HOLES: AS NOTED
 PAINT: RED LEAD PER MAINE SPECS & AS NOTED
 SPECIAL CLEANING: BLAST CLEAN
 APPROVED: AS NOTED: G-23-71

PRINT DIST.			Bancroft & Martin Inc.		
2	5-17-71	FA	South Portland, Maine 04106		
1	9-16-71	BREWER	JOB: RIVER ROAD BRIDGE BRUNSWICK, MAINE		
8	9-16-71	STATE			
2	9-16-71	CUST			
1	9-21-71	BREWER			
8	9-21-71	STATE			
1	10-6-71	BREWER	CUSTOMER: REED & REED		
REV 2	10-5-71	DWL	DESIGNER: M.S.H.C. BRIDGE DIV.		
REV 1	9-21-71	DWL	ORDER NO.	JOB NO.	DRAWING NO.
CHECKED	4-28-71	ESS		B71-48	J1
DRAWN	3-22-71	DWL			



116-69



SHIP BILL OF MATERIAL JOB NO. B71-48 DWG. NO. K1

MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	REMARKS
DRI	8		SHOP ASSEMBLY				
	8	p1	BAR 4 x 1 1/2	2 1 3/4			
	16	p2	BAR 8 x 4	2 1 3/4			
	8	b1	BAR 3 3/4 x 4	0 11 1/2			
	8	b2	BAR 2 x 2	0 11 1/2			
	8	b3	DO	0 10 3/8			
	8	b4		0 10 1/2			
	8	b5		0 9 3/4			
	8	b6		0 9 3/8			
	8	b7		0 9			
	8	b8		0 8 1/2			
	8	b9		0 8 3/8			
	8	b10		0 7 3/4			
	8	b11		0 7 1/4			
	8	b12		0 6 3/4			
	8	b13		0 6 3/8			
	8	b14		0 6			
	8	b15		0 4 13/16			
	8	ppi	6 1/2 STD PIPE	4 8			
T1	8		WT 6 x 135	1 0 3/8			cut to fit

ITEM NO 504-70
 PROJ. NO I-95-4(25)

STEEL: ASTM A36
 WELDING ELECTRODE E70 16, 18 or 28
 SHOP CONN: WELDED
 FIELD CONN: WELDED
 HOLES: AS NOTED
 PAINT: RED LEAD PER MAINE SPEC.
 SPECIAL CLEANING: BLAST CLEAN
 APPROVED: AS NOTE - 3-23-71

DRAINS - DRI

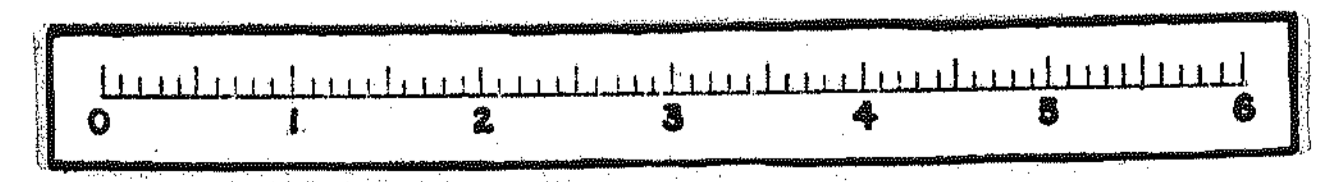
PRINT DIST.	
SHOP 3-25-71	4
STATE 3-25-71	8

Bancroft & Martin Inc.
 South Portland, Maine 04106

JOB: RIVER ROAD BRIDGE
 BRUNSWICK, MAINE

CUSTOMER: REED & REED
 DESIGNER: M.S.H.C. BRIDGE DIV.

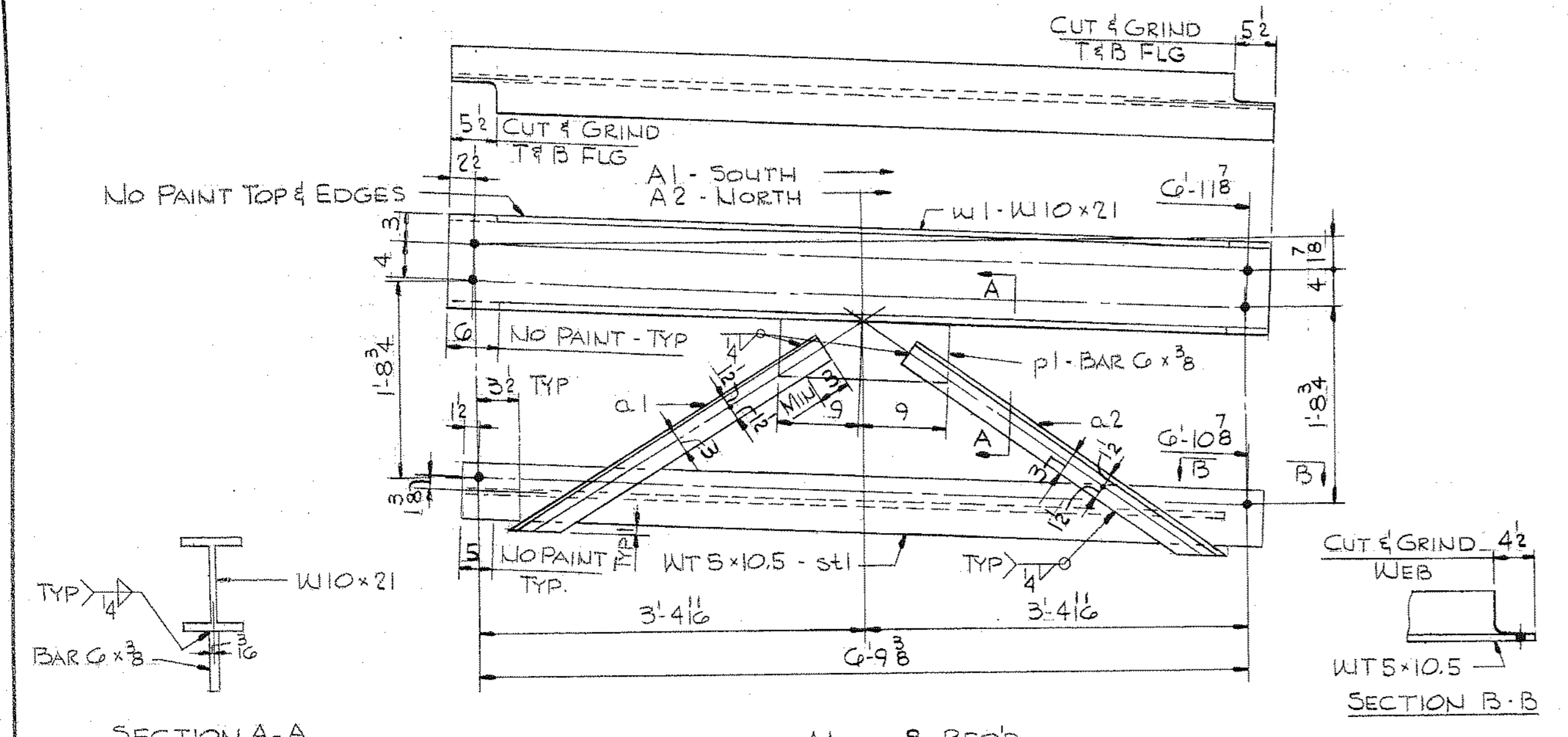
REV.	ORDER NO.	JOB NO.	DRAWING NO.
CHECKED 3-16-71 H.L.			
DRAWN 3-8-71 WTA		B71-48	K1



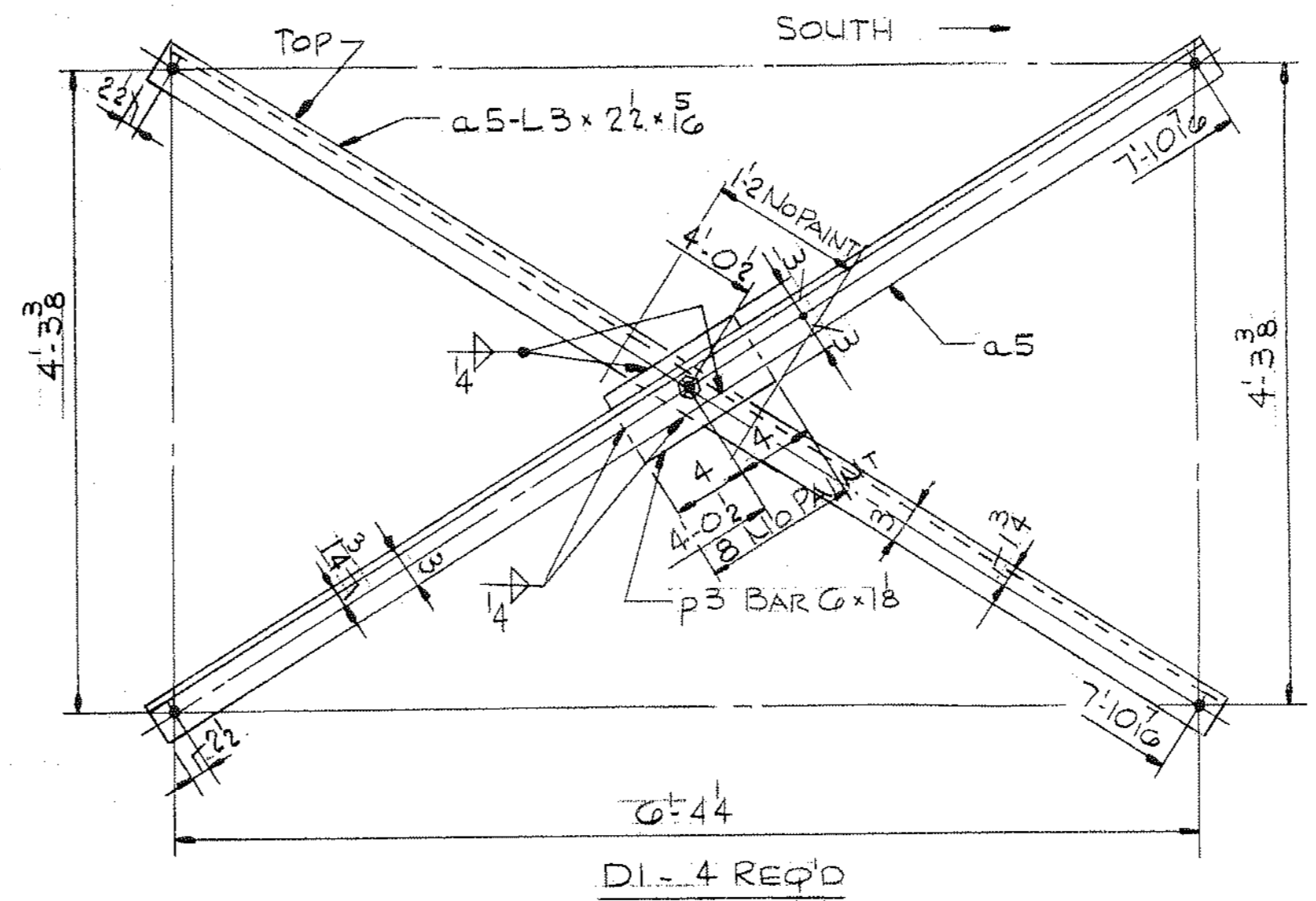
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	REMARKS
A1	8		CROSS FRAME		-	-	
A2	8		do		-	-	
B1	24		do		-	-	
C1	8		do		-	-	
D1	4		do		-	-	
	1G	w1	W10 x 21	7 2 3/8		26	
	1G	st1	WT 5 x 10.5	7 0 3/8		27	
	1G	p1	BAR G x 3/8	1 6		31	
	32	p2	do	1 4		32	
	4	p3	BAR G x 1/8	0 8		33	
	1G	a1	L 3 x 2 1/2 x 4	3 3		28	
	1G	a2	do	3 4		28	
	48	a3	do	7 5 1/8		29	
	1G	a4	do	7 4 1/2		29	
	8	a5	do	8 1		30	
C2	8		WT 5 x 10.5	7 0 3/8		27	
D2	4		do	6 7 1/4		27	
E1	1G		do	7 0 1/2		27	
	3G	SHOP	3/8" M. BOLTS	0 2 1/2		-	
FIELD	28G		3/8" H.S. BOLT	0 4 1/4		-	FLG. SPLICE (TOP)
do	G73		do	0 2 3/4		-	WEB SPLICE
do	G735		do	0 5 1/4		-	FLG. SPLICE (BOT)
do	G94		3/8" HARD WASHER	-		-	A325
do	G513		3/8" M. BOLT	0 2		-	ERECTION BOLT
FIELD	200		3/4" CARRIAGE BOLTS	0 1 1/2		-	FOR BRK. HOLES
			ITEM No. 504.70				
			PROJ. No. 1-95-4(25)				

STEEL: ASTM. A36 EXCEPT AS NOTED
 WELDING ELECTRODE E7018 OR 28
 SHOP CONN: WELDED & BOLTED
 FIELD CONN: BOLTED & WELDED
 HOLES: 1/8" φ
 PAINT: RED LEAD PER MAINE SPECS EXCEPT AS NOTED
 SPECIAL CLEANING: BLAST CLEAN
 APPROVED:

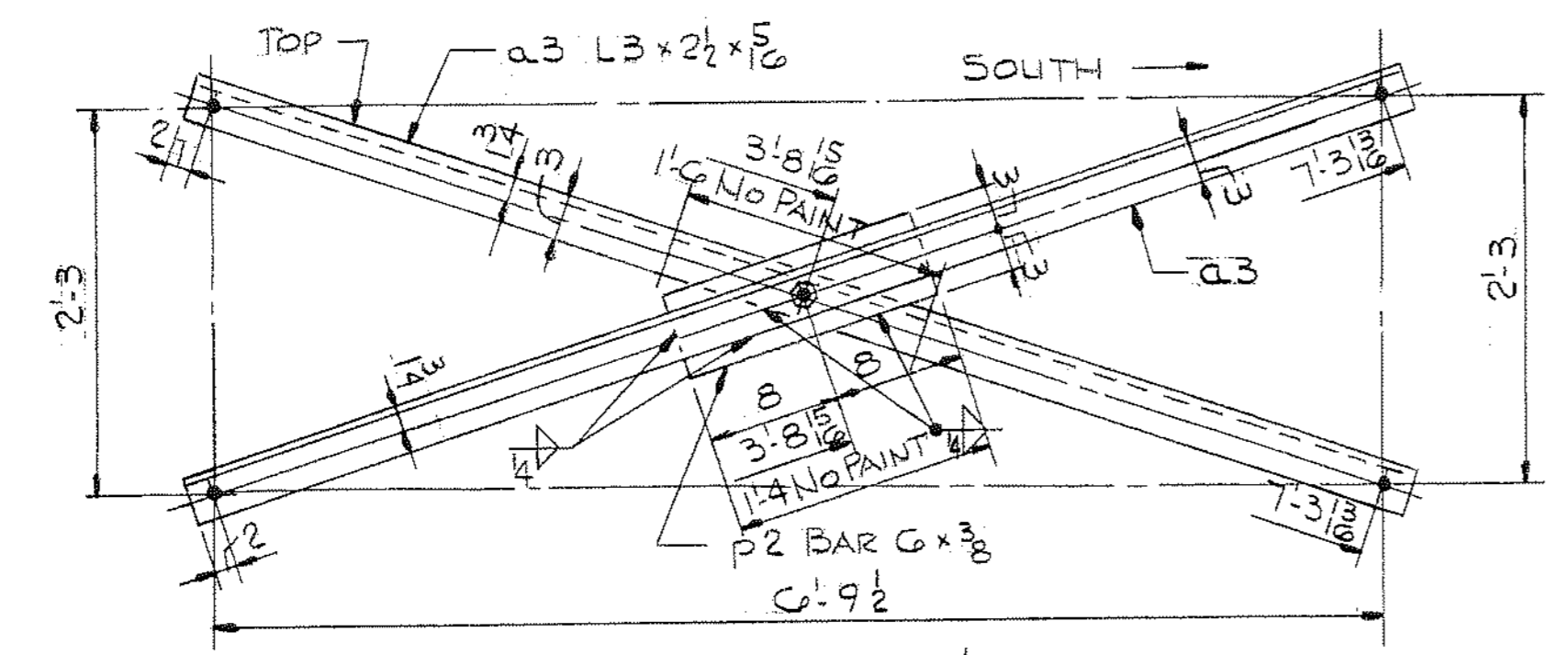
CROSS FRAMES			
PRINT DIST.	2	5-17-71	FA
SEPIA	8	6-24-71	BREWER
STATE	8	6-24-71	STATE
CUST	2	7-14-71	CUST
<i>Bancroft & Martin Inc.</i>			
South Portland, Maine 04106			
JOB:	RIVER ROAD BRIDGE BRUNSWICK, MAINE		
CUSTOMER:	REED & REED		
DESIGNER:	M.S.H.C. BRIDGE DIV.		
ORDER NO.	JOB NO.	DRAWING NO.	
CHECKED: 5-7-71	ESS	B71-48	P1
DRAWN: 4-30-71	DKJL		



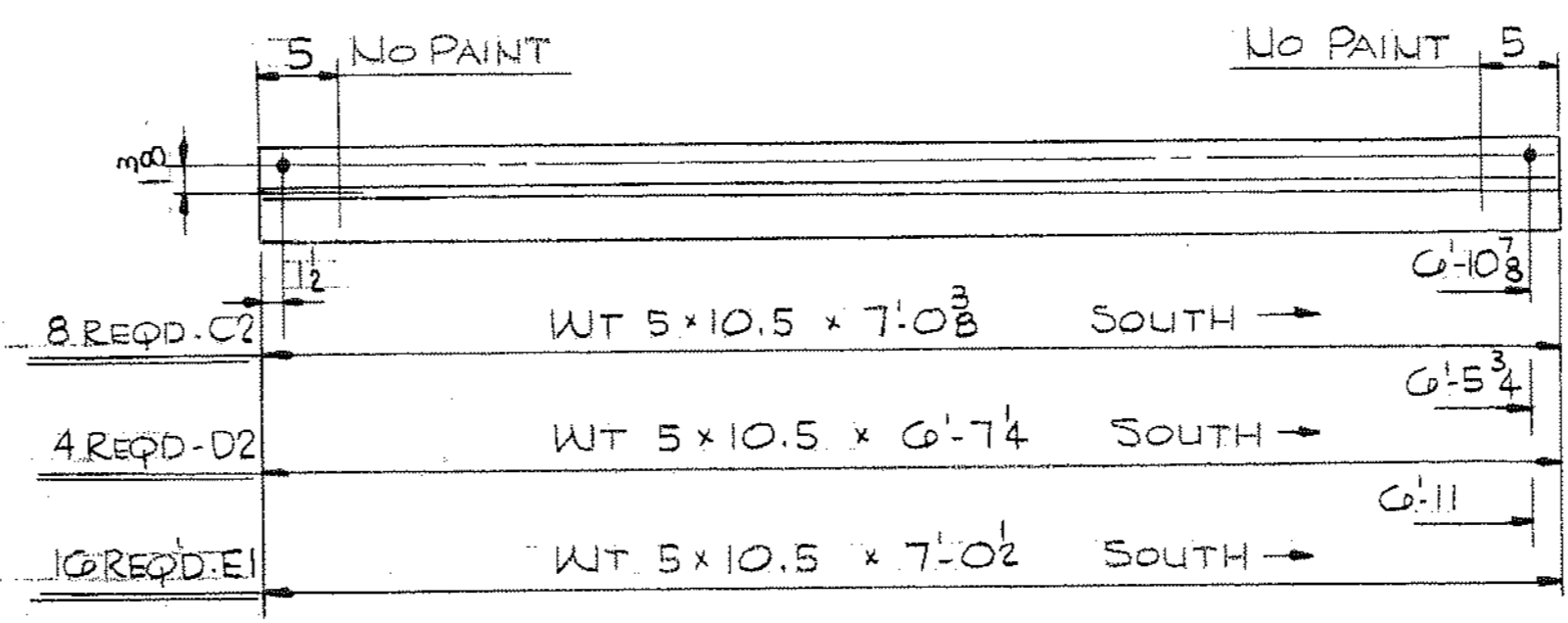
A1 - 8 REQ'D
 A2 - 8 REQ'D



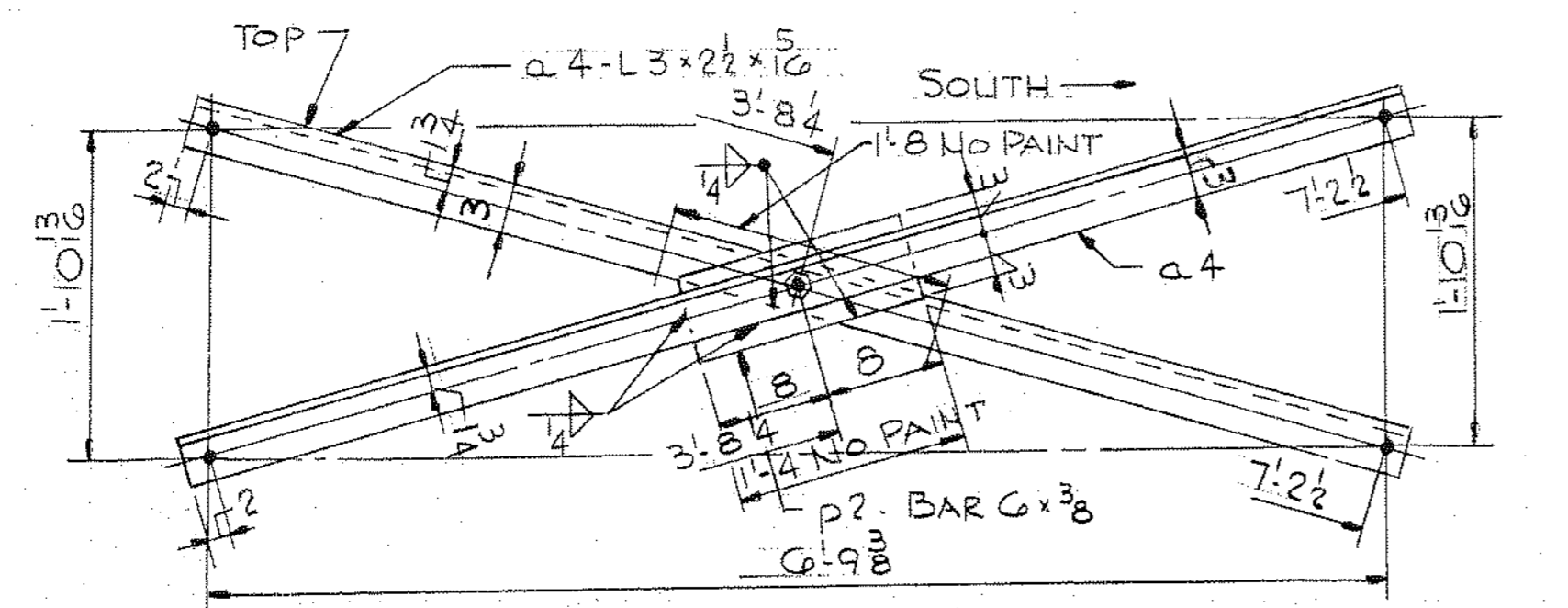
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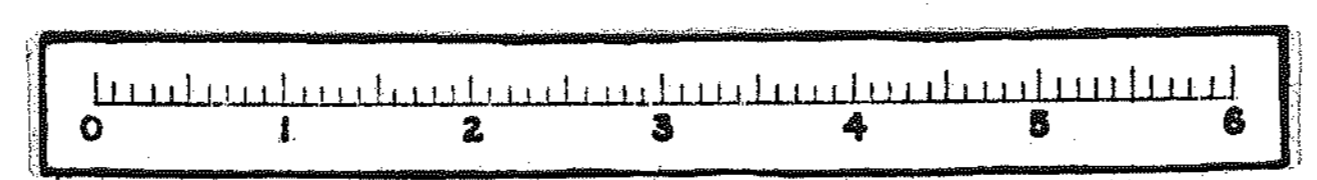
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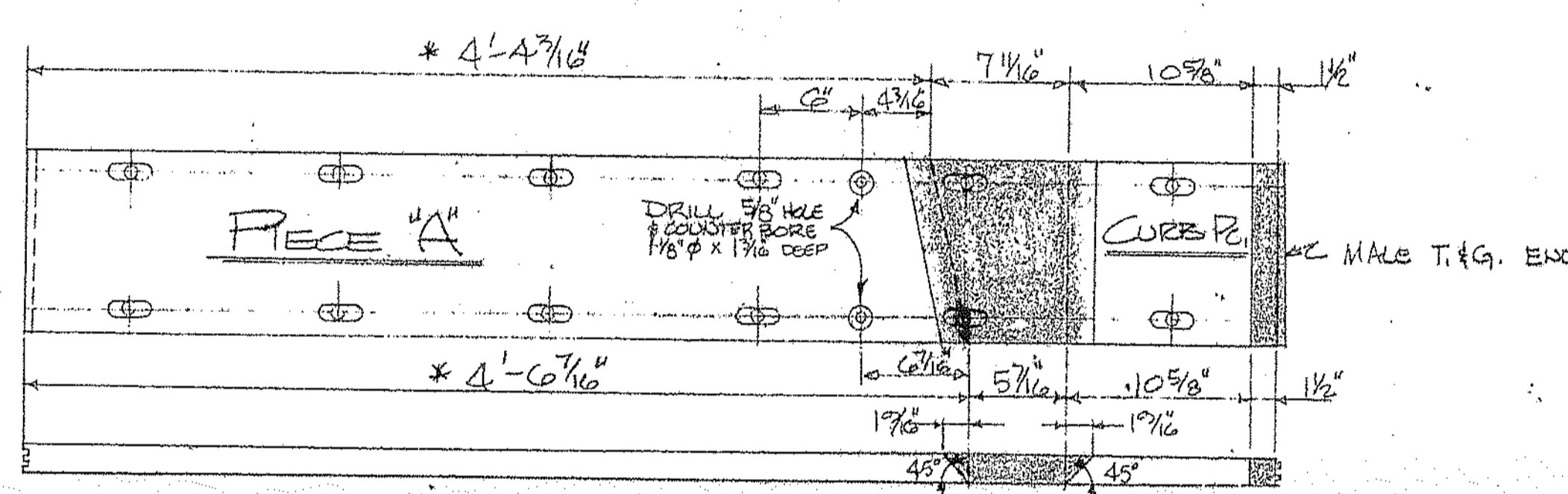
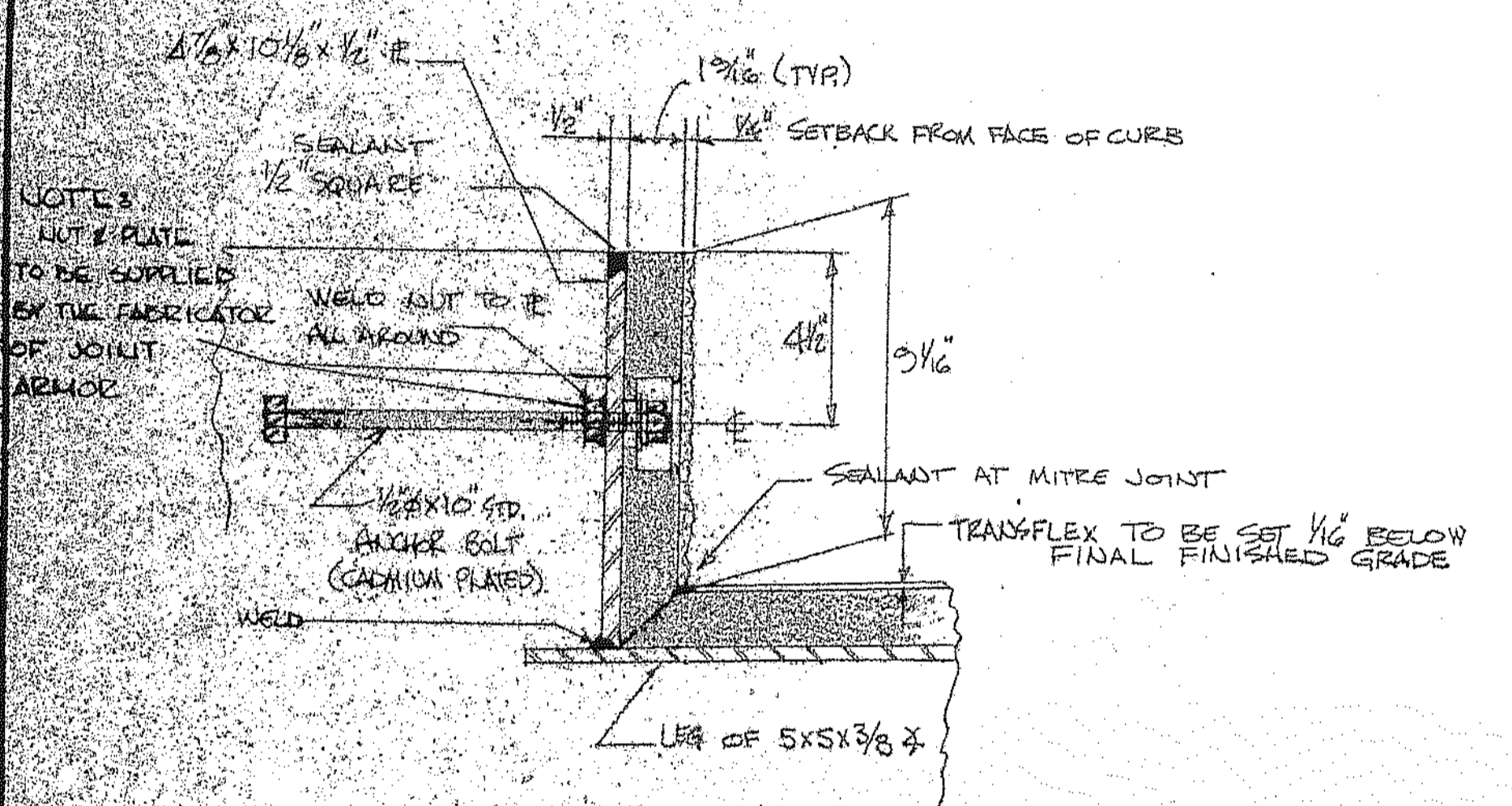
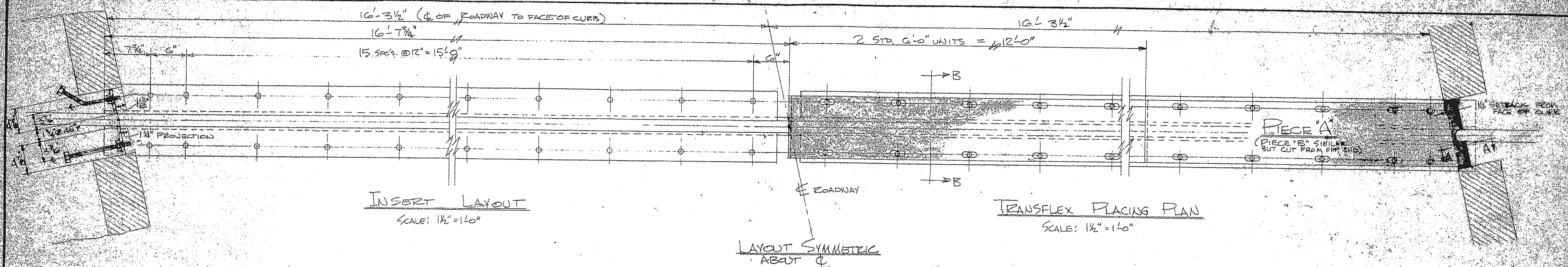


NOTE:
 NO PAINT WITHIN 5" OF ENDS OF L'S 3 x 2 1/2 x 5/16.

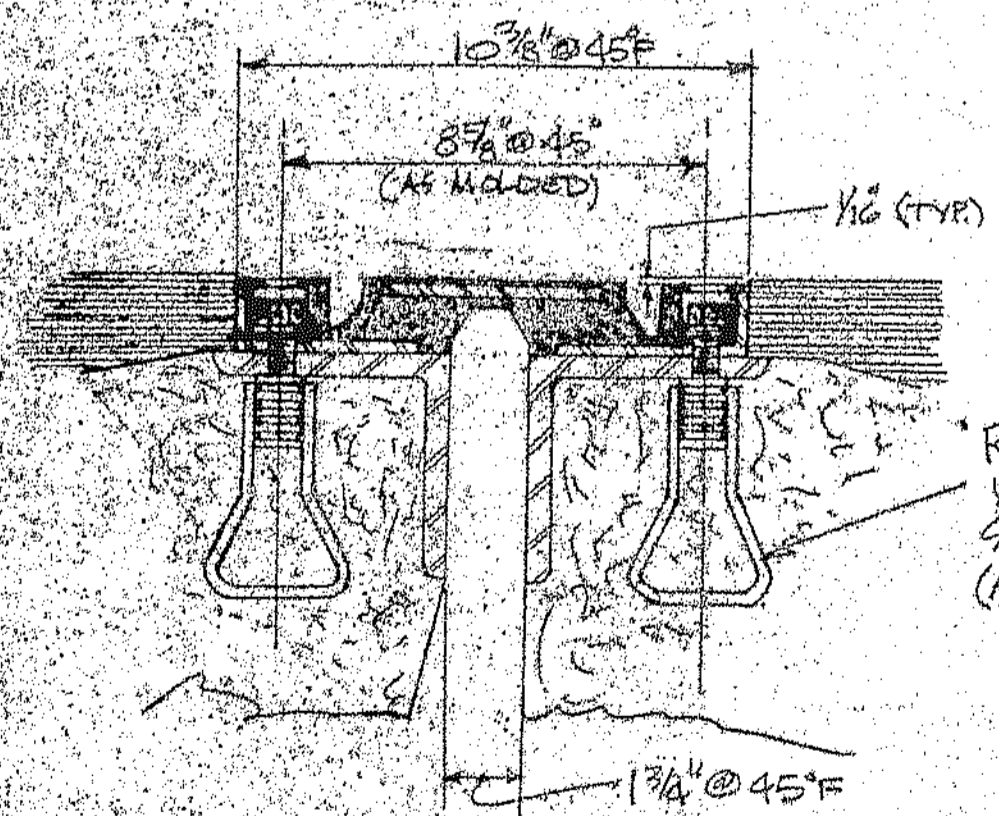
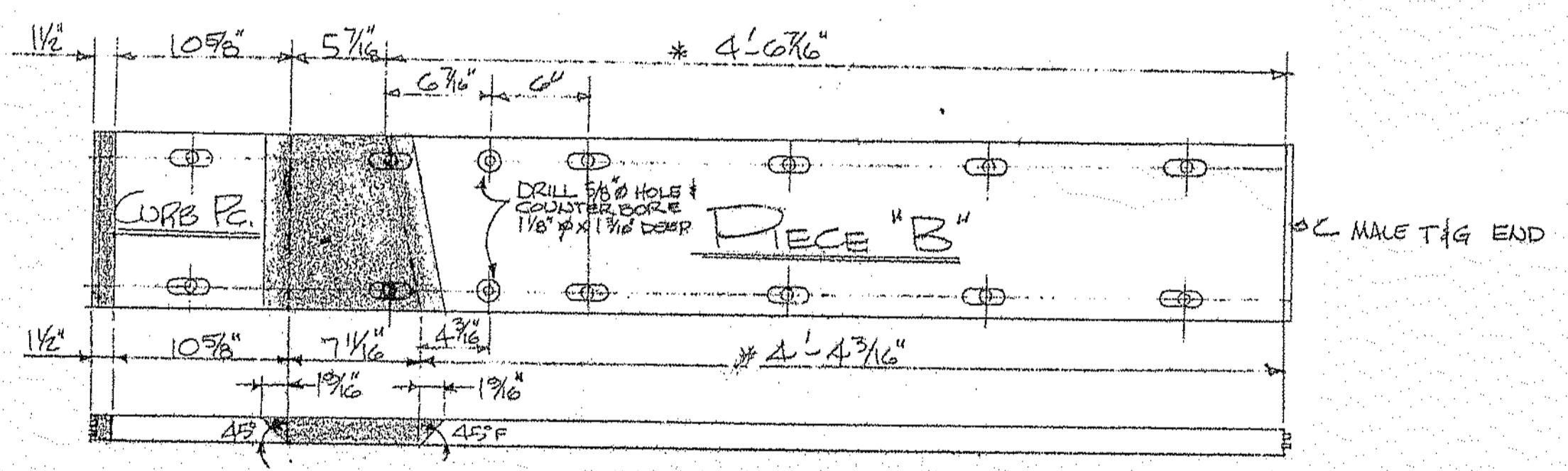


C1 - 8 REQ'D





BILL OF MATERIALS	
QUANTITY	DESCRIPTION
12 UNITS	6'-0\"/>
144 EA.	BOLT HOLE CAVITY PLUGS
144 EA.	OVAL FLAT WASHERS (CADMIUM PLATED)
136 EA.	"RICHMOND" TYPE LF 1/2\"/>
136 EA.	1/2\"/>
144 EA.	1/2\"/>
8 EA.	1/2\"/>
8 EA.	1/2\"/>
6 GAL.	POLYURETHANE SEALANT



RICHMOND TYPE LF 1/2\"/>

* VERIFY DIMENSION IN FIELD BEFORE CUTTING

** PARTS TO BE CADMIUM PLATED

CONCRETE PRESSURE PER SQ. FT. OF FORM
MAX. PERMISSIBLE PRESSURE (PSI) FOR FORMS
MIN. PERMISSIBLE PRESSURE (PSI) FOR FORMS
MAX. PERMISSIBLE PRESSURE (PSI) FOR FORMS
MIN. PERMISSIBLE PRESSURE (PSI) FOR FORMS

FACTORS AFFECTING CONCRETE PRESSURE

1. WEATHER - Wind, weather will delay setting up of concrete, increasing liquid head, thus adding to the pressure. 2. A FAST POUR - The higher rate of pour, the greater the pressure. 3. VIBRATION - In addition to keeping the concrete fluid (high hydraulic pressure), vibration adds a pounding or impact pressure. Accordingly, vibration should be handled with great care. 4. DUMPING OF CONCRETE BY BUCKET OR OTHERWISE - If concrete is dumped an additional impact pressure is added to the concrete pressure. 5. RETARDING ADDITIVES - Causes slower than normal fluid head for a given rate of pour.

A. H. HARRIS & SONS, INC.
Concrete Construction Specialties

221 Elm Street
New Britain, Conn.
06112-2571

Hartford, Conn.
06103-0225

85 Bicker Ave.
Yonkers, New York
10476-0226

100 Providence St.
Hialeah, Fla.
33157-2224

Kearney, New Jersey
07033-9700

GENERAL NOTES

- This drawing shows the application of our products and is only to be used as a supplement to the architect's or engineer's plans.
- In guard apron heavy pressure, it is important to strengthen form work with bracing at all intersections where ties do not occur.
- Drilling of holes through the plywood faces of the forms shall be regarded as damage beyond repair and the cost of repairing such holes or replacing the plywood faces will be charged to the lessee.
- All fillers smaller than 1/4\"/>

LEGEND	
BL	BRICK LEDGE BRACKET
BO	BRAKE
BP	BRACE PLATE
BT	BRACE TIE
FF	FILLER (ALL DIMENSIONS IN INCHES)
FA	FILLER ANGLE
FIP	FORK IN FIELD
FS	FOOTING STRIP
FT	FLOOR TIE
HT	HORIZONTAL
HC	HINGED CORNER (1/4\"/>
IC	INSIDE CORNER (1/4\"/>
OC	OUTSIDE CORNER (1/4\"/>
OG	OUTSIDE CORNER (1/4\"/>
OP	OUTSIDE CORNER (1/4\"/>
PF	PLASTER FORK
PT	PLASTER TIE
SB	STRONGBACK
ST	STEEL TIE (UNLESS NOTED)
VW	VERTICAL WALKER
W	WALKER (UNLESS NOTED)
WB	WALKER BRACE
WT	WALKER TIE
WC	WALKER CORNER (1/4\"/>
HC	HINGED CORNER

(PROJECT NO. I-95-4(25))
TRANSFLEX #200-A L/C

FOR **REED & REED**
JOB **RIVER ROAD BRIDGE OVER I-95**
LOCATION **BRUNSWICK, MAINE**

DRAWN BY **J. R. GILBERT** DATE **6/23/71** DRAWING NO. **1-95-4(25)** SHEET NO. **1-4**

CHECKED BY **A. P. SHIPLEY** DATE **6/23/71**

125-140

F.A.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-5303(00)	5	17

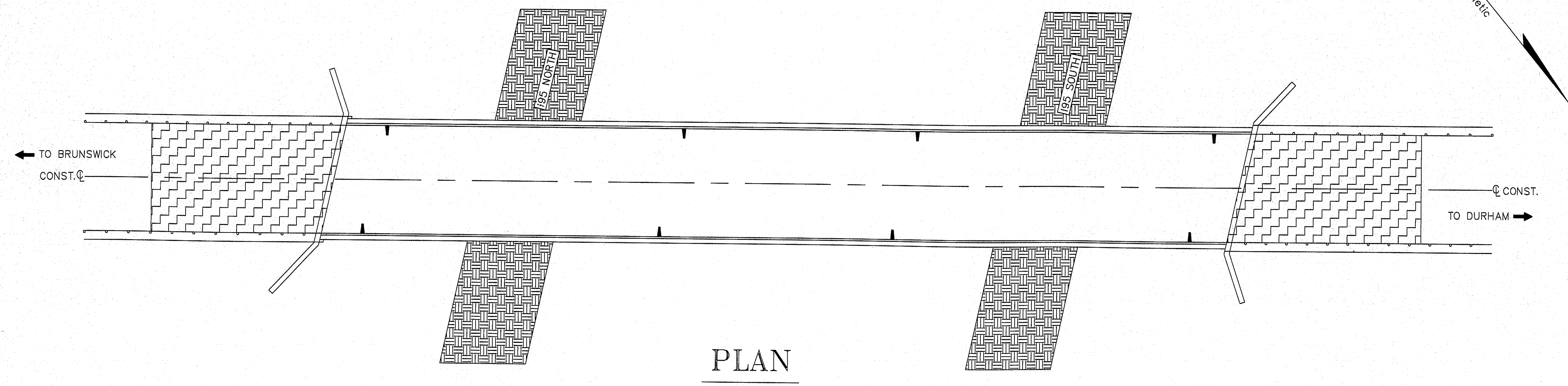
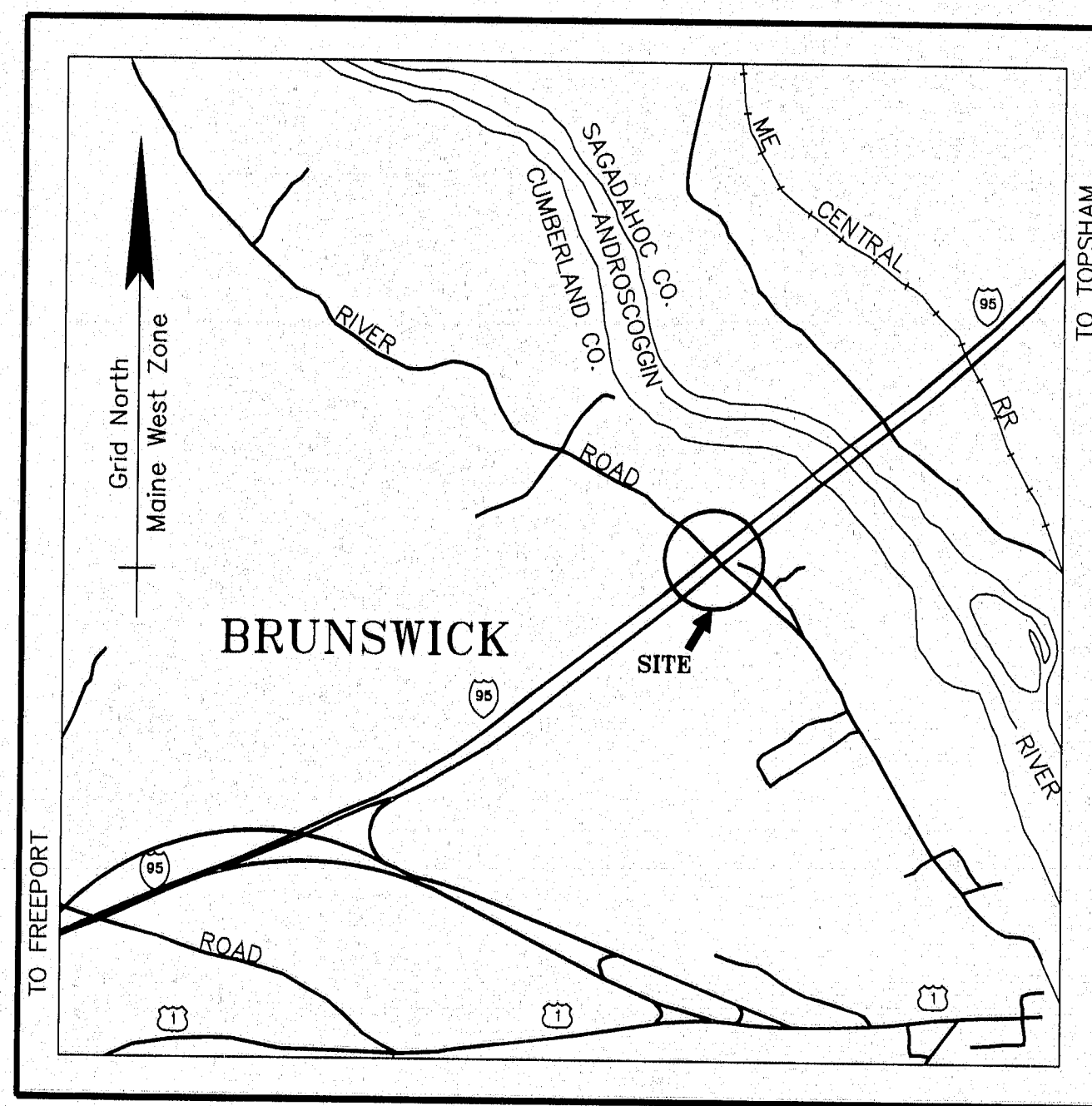
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BRIDGE WEARING SURFACE
REPLACEMENT
RIVER ROAD BRIDGE
OVER I-95
BRUNSWICK
CUMBERLAND COUNTY
PROJECT NO. IM-95-5303(00)
PROJECT LENGTH 0.0708 MILES

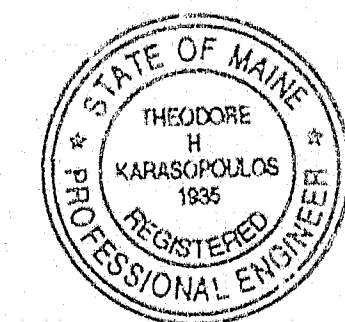
SHEET NO.	DESCRIPTION
<u>PLANS</u>	
1.....	TITLE SHEET
2.....	ESTIMATED QUANTITIES
3.....	GENERAL PLAN
4.....	JOINT DETAIL & NOTES
5.....	END POST CONNECTION
<u>STANDARD DETAILS</u>	
	BD 201-93 2 BAR CONCRETE END POST
	BD 302-93 GLAND SEAL
	BD 401-93 ALUM. BRIDGE RAIL
	HD-7 TEMP. CONG. BARR.
	HD-10,11,12 MAINTENANCE OF TRAFFIC

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	SEC.	4-17-95
REVISIONS	ESC.	
FIELD CHANGES		



TRAFFIC DATA	
AADT 1995	= 3020
AADT 2015	= 4230
DESIGN HOUR VOLUME	= 550
% TRUCKS (AADT)	= 3
% TRUCKS (DHV)	= 2
DIRECTIONAL DISTRIBUTION	= 71
DES. SPEED (mph)	= 50
18 kip eq. P 2.0	= 40
18 kip eq. P 2.5	= 39

NOTE
ALL WORK CONTEMPLATED UNDER THIS CONTRACT TO BE GOVERNED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (REVISION OF OCTOBER 1990) AND SUPPLEMENTALS THERETO AS MODIFIED ON THE PLANS AND IN THE SPECIAL PROVISIONS.



APPROVED:
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Theodore H. Karasopoulos
COMMISSIONER
CHIEF ENGINEER

DATE 2/21/96
DATE 2/21/96

119-52
UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1
APPROVED:
DIVISION ADMINISTRATOR DATE

As Built by gmm 3/26/95

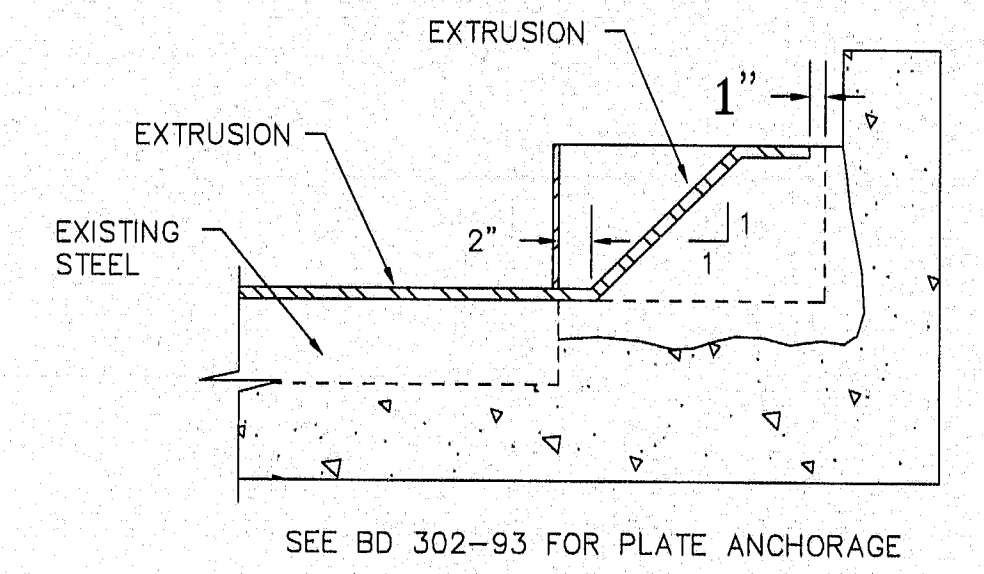
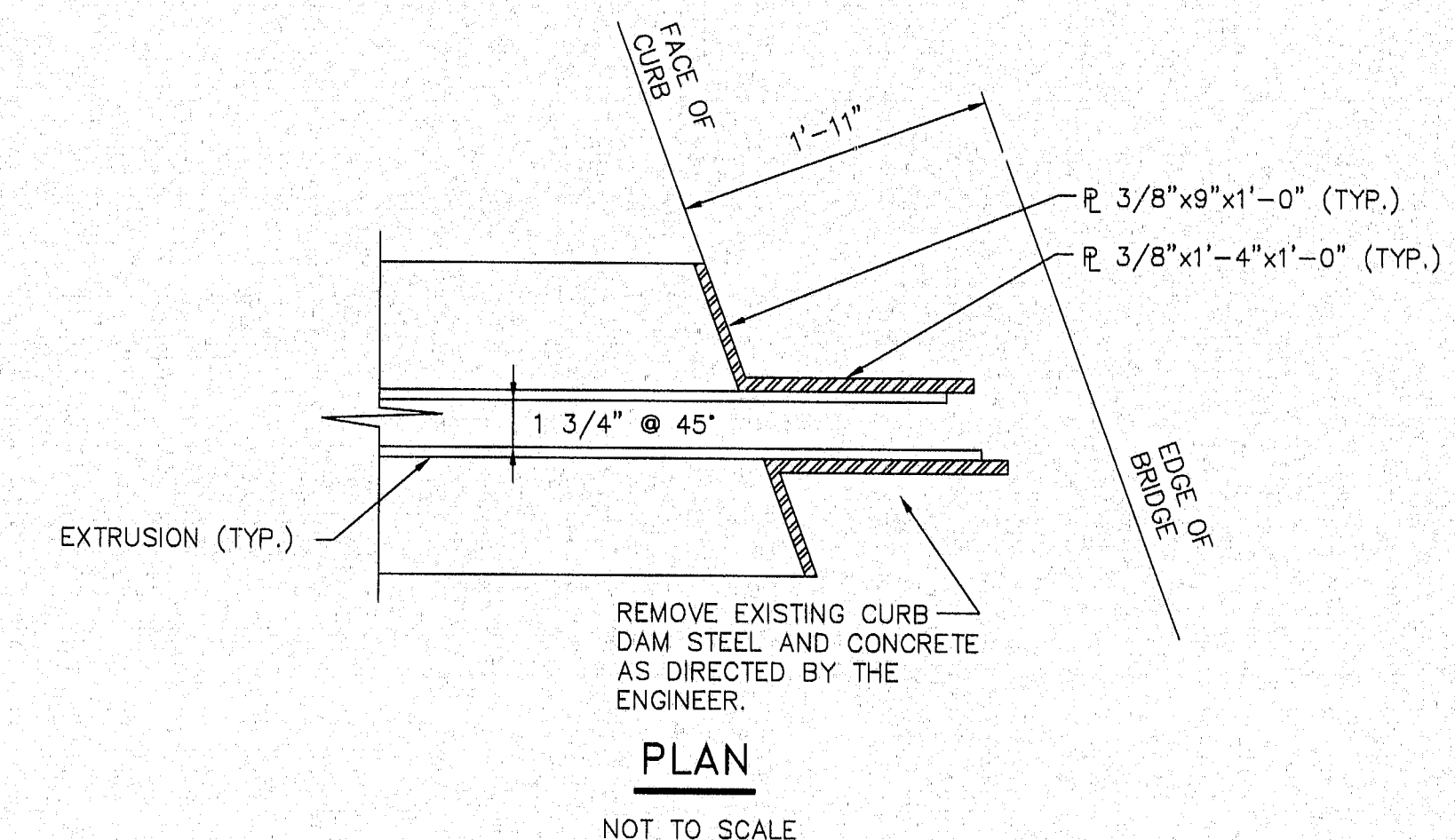
FVAWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DM-95-5003000	6	17

ESTIMATED QUANTITIES

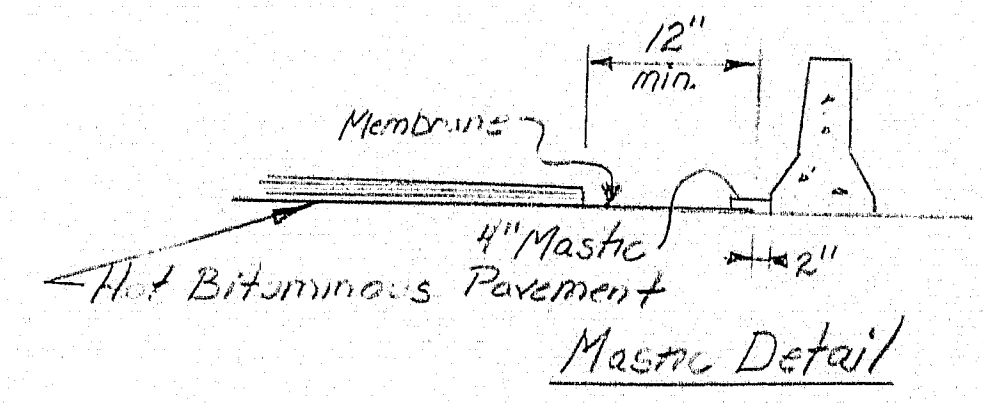
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.127	REM. EXISTING PAVEMENT	1	LS
202.203	PVT. BUTT JOINTS	380	SY
403.10	HOT BIT. PAVE. GRADING D	180	T
409.15	BIT. TACK COAT	170	G
507.30	ALUM RAIL SPLICE RETROFIT	14	EA
508.13	MEMBRANE WATERPROOFING	1	LS
518.30	REHAB. STR. CONCR. SLAB TO REIN. STEEL	250	SF
518.31	REHAB. STR. CONCR. SLAB BELOW REIN. STEEL	170	SF
518.32	REHAB. STR. CONCR. SLAB FULL DEPTH	10	SF
520.244	Bridge Joint Modification - type 4	2	EA
526.301	TEMPORARY CONCR. BARRIER TYPE 1	1	LS
527.32	PORTABLE CRASH BARRELS	12	EA
606.25	TERMINAL CONNECTOR	4	EA
606.357	GUARDRAIL, MODIFY, TYPE 3B	50	LF
627.63	4" SOLID YELLOW PVT. MARK LINE	380	LF
627.65	WHITE OR YELLOW PVT. & CURB MARK	50	SF
627.67	REMOVE PVT. MARKS	690	SF
627.68	TEMP. 4" PAINTED PAVE MARK LINE	1920	LF
639.10	FIELD OFFICE TYPE B	1	EA
652.311	TYPE II BARRICADE	9	EA
643.72	TEMPORARY TRAFFIC SIGNAL	1	LS
652.312	TYPE III BARRICADE	4	EA
652.33	DRUM	30	EA
652.34	CONE	12	EA
652.35	CONSTRUCTION SIGNS	143	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	CD	1
652.38	FLAGGERS	83	MH
659.10	MOBILIZATION	1	LS

PROJECT DESIGN ENGINEER
 DATE: 11-17-95
 BY: SEC
 DESIGN-DETAILED: SEC
 REVISIONS: ESC
 FIELD CHANGES:

17AP95-0100-30



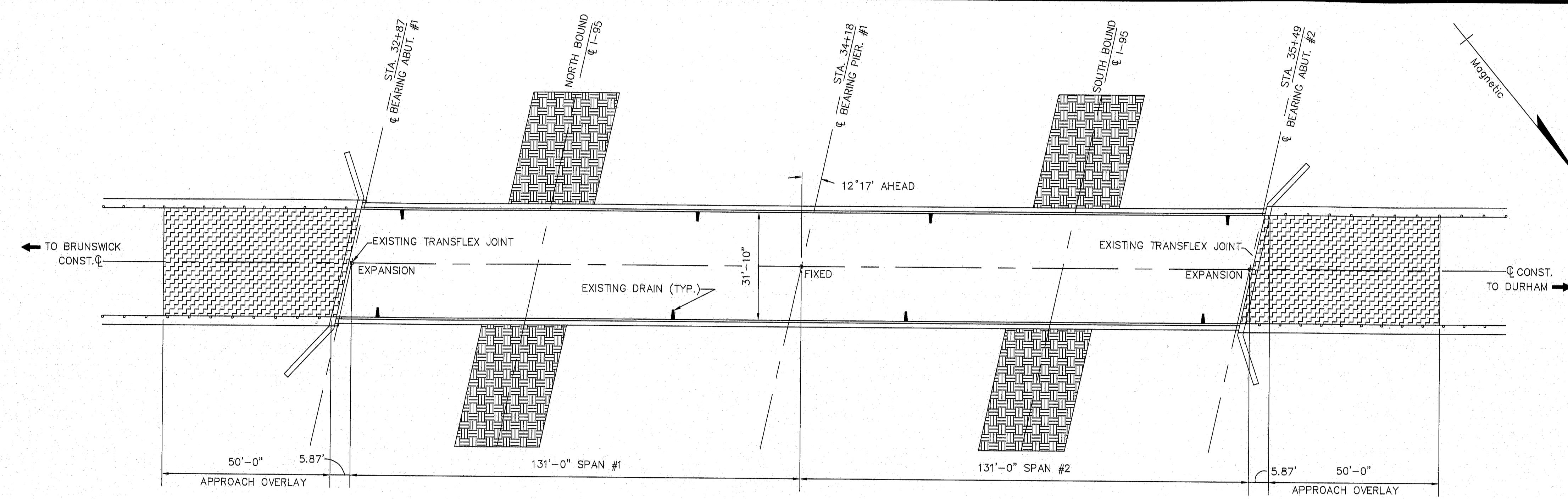
12" Section of Waterproof Membrane to be coated with 4" strip of mastic on edge. This work and materials shall be incidental to related contract items. See Mastic Detail. Mastic shall be approved by the Engineer.



BRIDGE NO. 6267
 STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 WEARING SURFACE REPLACEMENT
 AT
 RIVER ROAD BRIDGE
 OVER I-95
 IN THE TOWN OF
 BRUNSWICK
 CUMBERLAND COUNTY
 ESTIMATED QUANTITIES
 SHEET OF AUGUSTA, MAINE APR. 1994

PREPARED BY COFFIN ENGINEERING & SURVEYING
 RFD #2 BOX 887A AUGUSTA, MAINE 04330
 TELEPHONE: 207-623-9475

FWSA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	94-95-203020	17	17

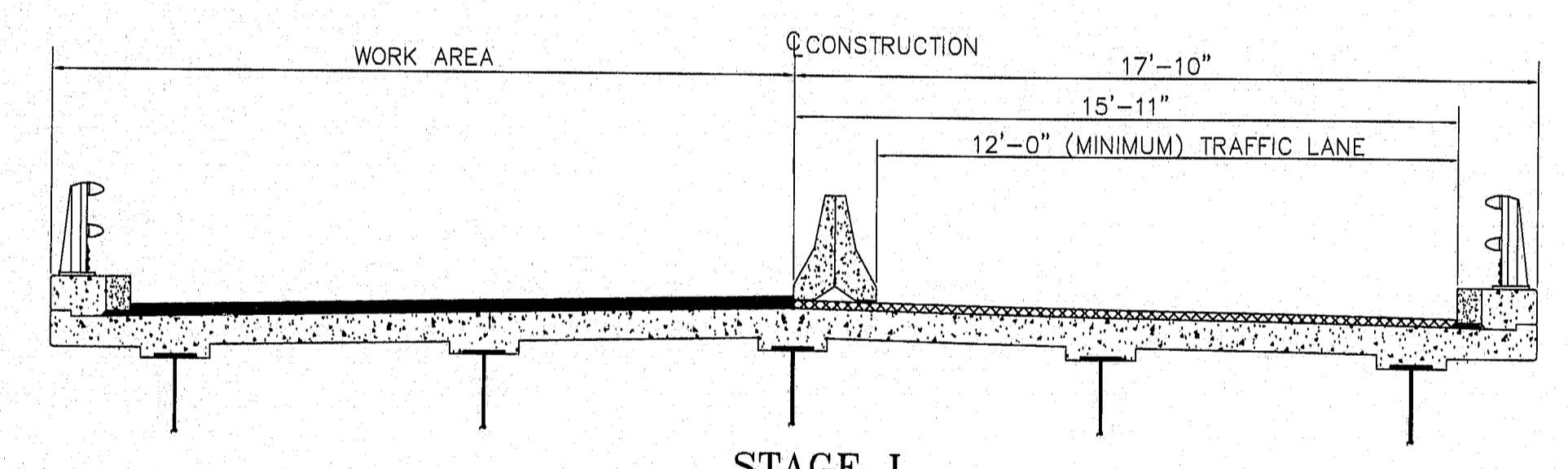


PLAN
SCALE: 1" = 20'

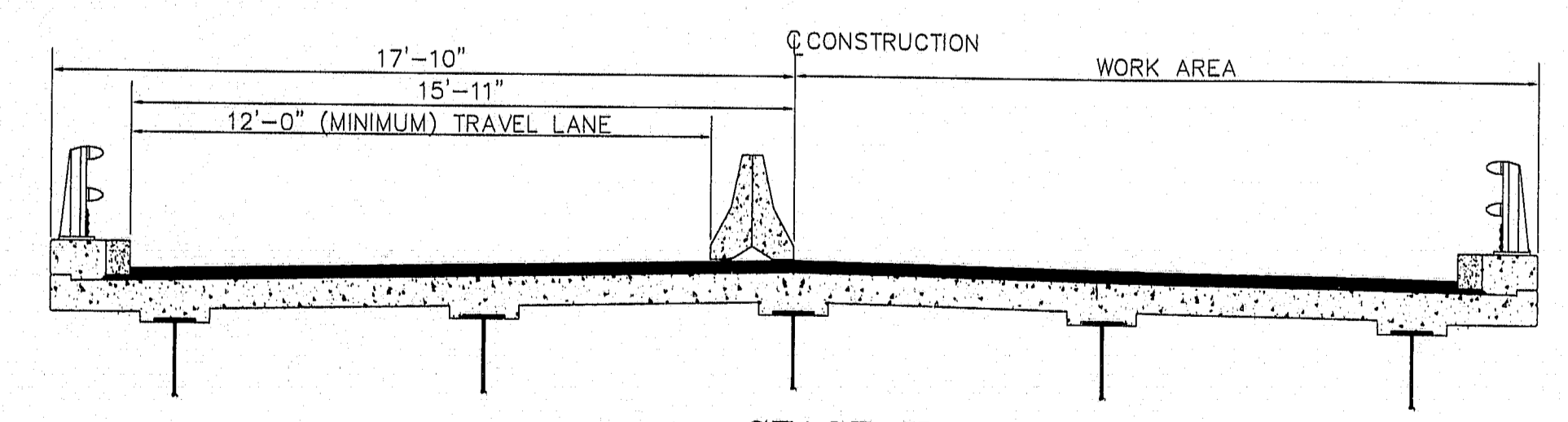
NOTES:
PLANS OF EXISTING BRIDGE ARE AVAILABLE FOR THE CONTRACTOR'S REFERENCE AT THE BRIDGE DESIGN OFFICE IN AUGUSTA. THESE ARE REPRODUCTIONS OF ORIGINAL DRAWINGS AS PREPARED FOR THE CONSTRUCTION OF THE BRIDGE AND IT IS VERY UNLIKELY THAT THE PLANS WILL SHOW ANY CONSTRUCTION FIELD CHANGES OR ANY ALTERATIONS WHICH MAY HAVE BEEN MADE TO THE BRIDGE DURING ITS LIFE SPAN.
A BRIDGE DECK EVALUATION REPORT OF THE EXISTING BRIDGE IS AVAILABLE FOR THE CONTRACTOR'S REFERENCE AT THE BRIDGE DESIGN OFFICE IN AUGUSTA. THE REPORT CONTAINS VISUAL INSPECTION INFORMATION AND DECK CORE DATA OF THE BRIDGE. THERE IS NO ASSURANCE THAT THIS INFORMATION IS A TRUE REPRESENTATION OF THE CONDITIONS OF THE DECK.

SPECIFICATIONS:
DESIGN: LOAD FACTOR DESIGN PER AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1992 AND INTERIM SPECIFICATION 1993. (FOR NEW WORK).
CONTRACT: STATE OF MAINE, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS HIGHWAYS AND BRIDGES, REVISION OF OCTOBER, 1990.
DESIGN LOADING:
LIVE LOAD: (EXISTING) H20-44
MATERIALS:
CONCRETE: BARRIER.....Class A
DECK REHAB.....Class AA
JOINTS.....Class AASF
REINFORCING STEEL:.....ASTM 615 Grade 60
STRUCTURAL STEEL:.....ASTM A36, ASTM A325

MAINTENANCE OF TRAFFIC

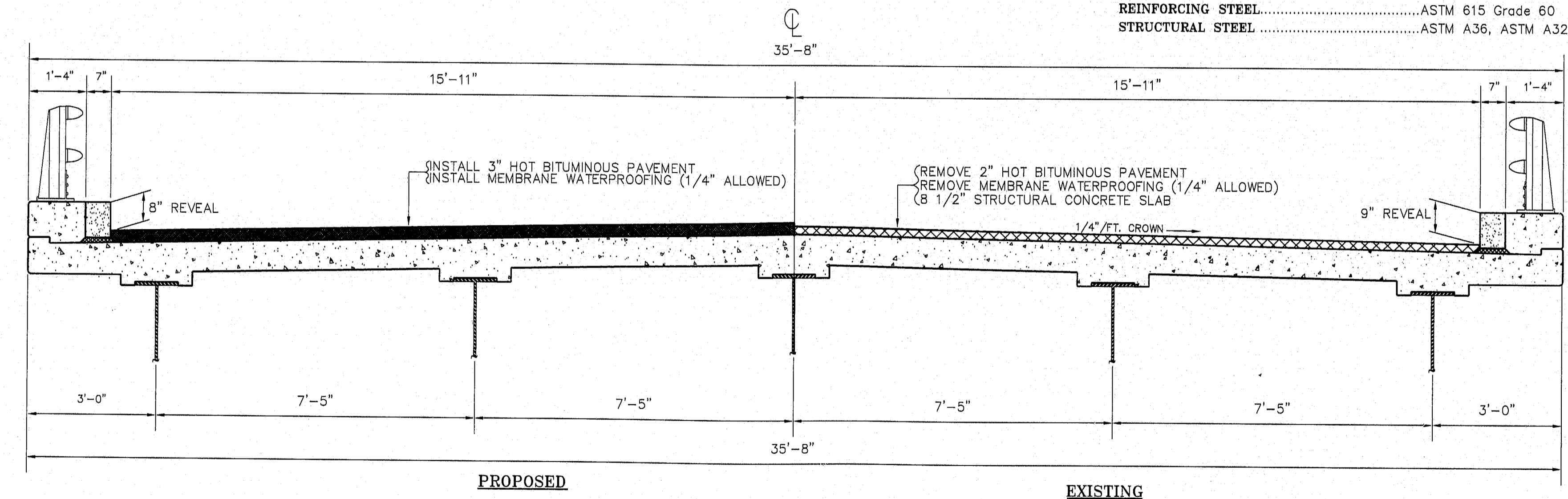


STAGE I
REMOVE EXISTING BITUMINOUS WEARING SURFACE, MEMBRANE WATERPROOFING AND TRANSFLEX JOINTS BEHIND TEMPORARY JERSEY BARRIER. REPAIR/MODIFY EXPANSION JOINTS FOR USE OF GLAND SEAL. INSTALL NEW MEMBRANE WATERPROOFING (1/4" ALLOWED) AND 3" HOT BITUMINOUS PAVEMENT. UPGRADE CONNECTIONS AT CONCRETE END POSTS AND RAIL SPLICES. PAVE APPROACH OVERLAY.



STAGE II
RESET JERSEY BARRIER. REMOVE EXISTING BITUMINOUS WEARING SURFACE, MEMBRANE WATERPROOFING AND TRANSFLEX JOINTS BEHIND JERSEY BARRIER. REPAIR/MODIFY EXPANSION JOINTS FOR USE OF GLAND SEAL. INSTALL NEW MEMBRANE WATERPROOFING (1/4" ALLOWED) AND 3" HOT BITUMINOUS PAVEMENT. UPGRADE CONNECTIONS AT CONCRETE END POSTS AND RAIL SPLICES. PAVE APPROACH OVERLAY.

STAGE III
REMOVE TEMPORARY JERSEY BARRIER.



TRANSVERSE SECTION
SCALE: 1/2" = 1'-0"

- SCOPE OF WORK**
- REMOVE EXISTING BITUMINOUS WEARING SURFACE AND REHABILITATE DECK AS DIRECTED.
 - REMOVE EXISTING WATERPROOFING MEMBRANE.
 - PLACE NEW MEMBRANE WATERPROOFING (1/4" ALLOWED), PLACE 3" HOT BITUMINOUS PAVEMENT.
 - REMOVE EXISTING TRANSFLEX JOINTS, AND MODIFY EXPANSION JOINTS FOR USE OF GLAND SEAL.
 - UPGRADE CONNECTIONS @ CONCRETE END POSTS.
 - REPLACE MISSING NUTS (16) ON RAILING.
 - OVERLAY APPROACHES TO MATCH BRIDGE. (SEE BUTT JOINT DETAIL)
 - UPGRADE RAIL SPLICES.

TRAFFIC DATA

AADT 1995	=	3020
AADT 2015	=	4230
DESIGN HOUR VOLUME	=	550
% TRUCKS (AADT)	=	3
% TRUCKS (DHV)	=	2
DIRECTIONAL DISTRIBUTION	=	71
DES. SPEED (mph)	=	50
18 kip eq. P 2.0	=	40
18 kip eq. P 2.5	=	39

PREPARED BY COFFIN ENGINEERING & SURVEYING
RFD #2 BOX 887A AUGUSTA, MAINE 04330
TELEPHONE: 207-623-9475

BRIDGE NO. 6267 **119-53**

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**WEARING SURFACE REPLACEMENT
AT
RIVER ROAD BRIDGE
OVER I-95
IN THE TOWN OF
BRUNSWICK
CUMBERLAND COUNTY
GENERAL PLAN**

SHEET OF AUGUSTA, MAINE APR. 1994

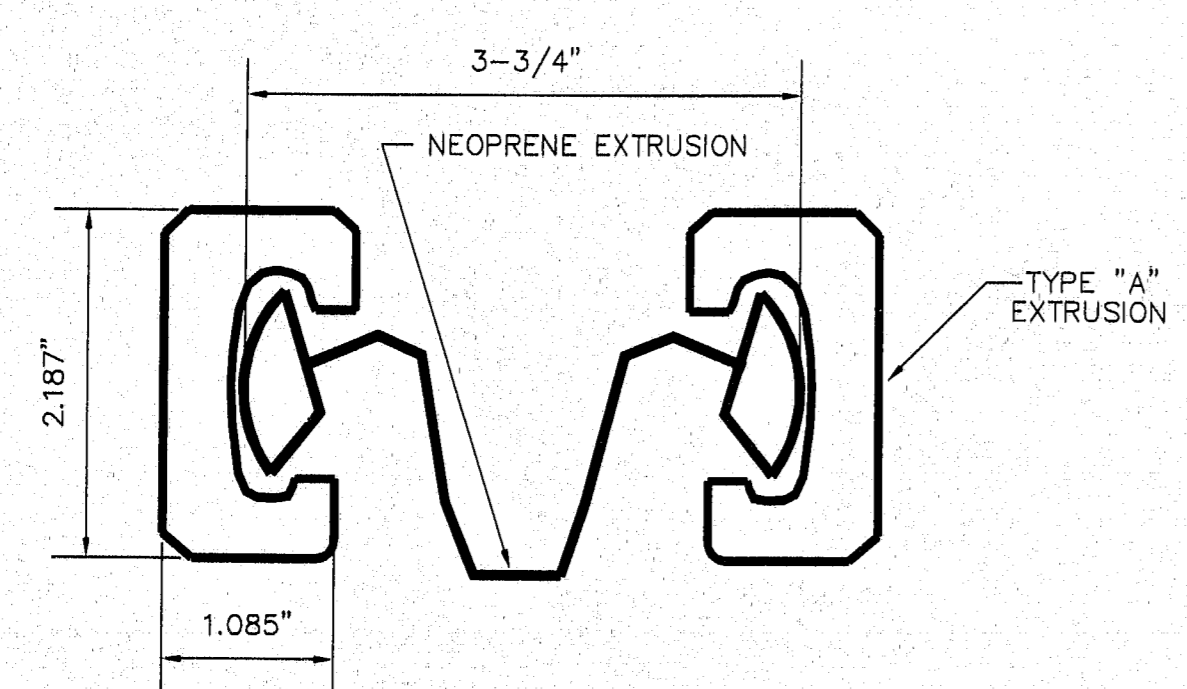
DATE	BY	EC	ESC
4-17-95	JEC	JEC	ESC
4-17-95			

PROJECT DESIGN NUMBER: 17APR95-01.00.30
SECTION: WEARING SURFACE
CHECKED: JEC
REVISED: JEC
FIELD CHANGES: ESC

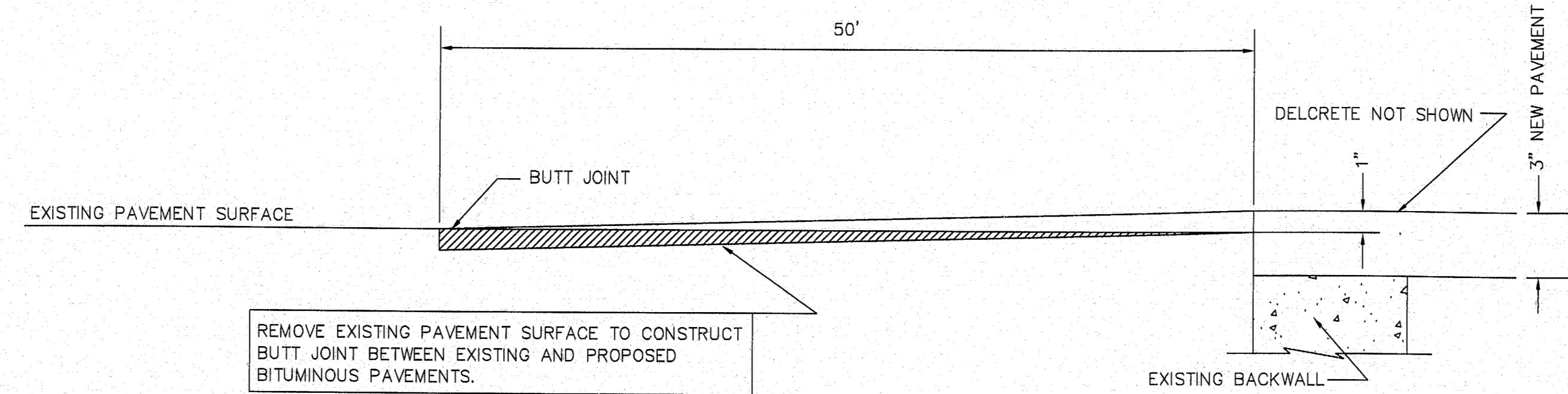
PLANS

See Master Detail Sheet 11-17

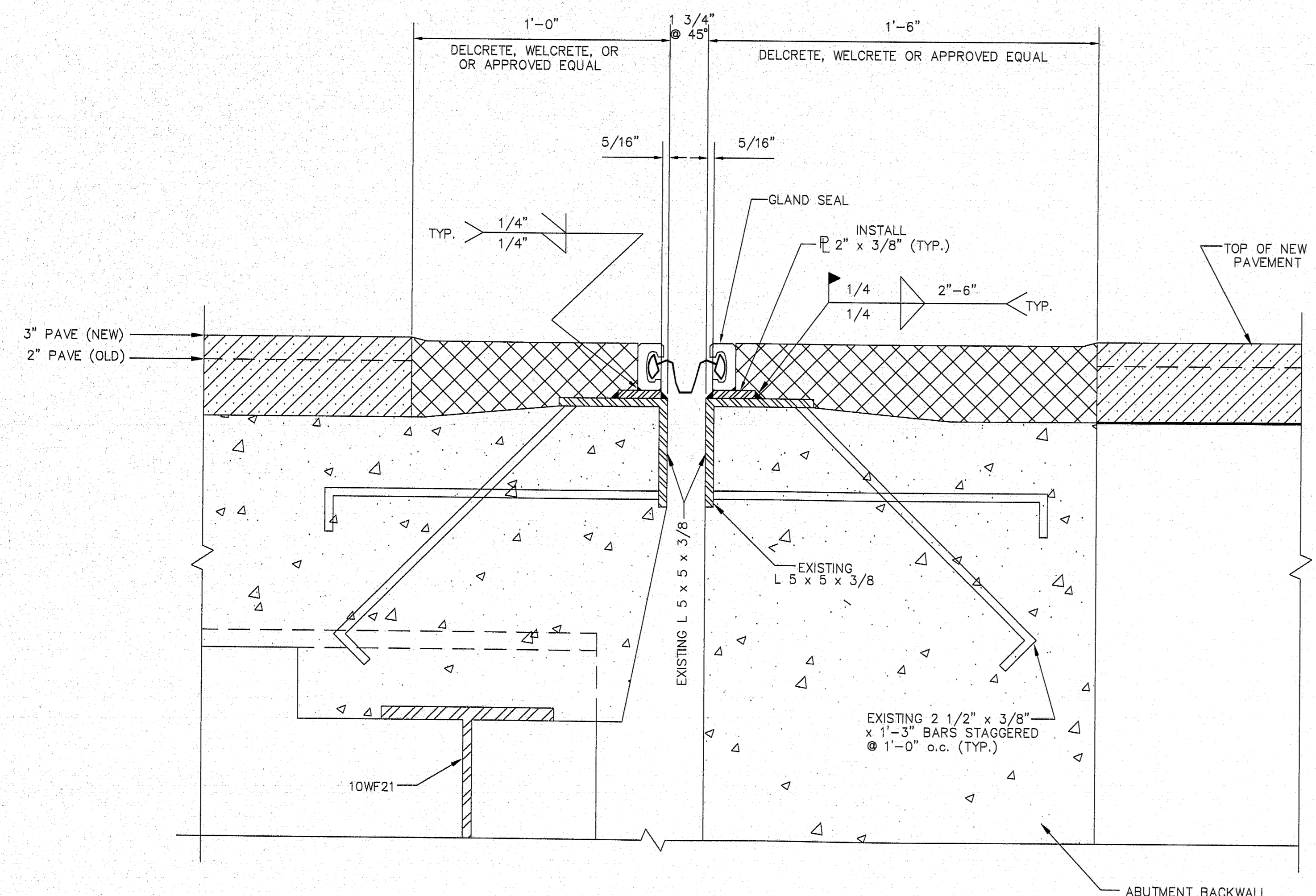
FVA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	99-589200	8	17



NEOPRENE SEAL
NO SCALE



BUTT JOINT DETAIL
NO SCALE



TRANSFLEX JOINT MODIFICATION
SCALE: 3" = 1'-0"

GLAND SEAL NOTES

1. THE CONTRACTOR MUST VERIFY ALL DIMENSIONS PRIOR TO ANY FABRICATION.
2. THE EXP. JOINT SHALL PROVIDE FOR A MOVEMENT RATING OF 1 5/8" (MIN.).
3. THE SEAL SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE FABRICATION OF THE JOINT ARMOR.

GENERAL NOTES

1. ALL WORK SHALL BE DONE BEHIND TEMPORARY CONCRETE BARRIERS. MAINTAIN ONE 12 FT. MINIMUM LANE OF TRAFFIC WITH TRAFFIC SIGNALS DURING CONSTRUCTION.
2. ANY DAMAGE TO THE EXISTING CONCRETE RESULTING FROM THE WORK PERFORMED, INCLUDING, BUT NOT LIMITED TO, THE CORING OF THE END POSTS, SHALL BE REPAIRED BY A METHOD APPROVED BY THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
3. ALL REINFORCING STEEL THAT IS TO BE EXPOSED AND REUSED SHALL BE CLEANED BY A METHOD APPROVED BY THE ENGINEER. PAYMENT SHALL BE INCIDENTAL TO RELATED CONTRACT ITEMS.
4. REINFORCING STEEL SHALL HAVE A 2" MINIMUM COVER UNLESS OTHERWISE NOTED.
5. DEPRESS BITUMINOUS WEARING SURFACE AROUND EXISTING BRIDGE DRAINS AS DIRECTED BY THE ENGINEER.
6. CARE SHOULD BE TAKEN PLACING MEMBRANE WATERPROOFING NOT TO COVER 1" DIA. HOLES IN DECK OR HOLES IN THE BRIDGE DRAINS.
7. JOINT ARMOR SHALL BE FABRICATED AND DELIVERED TO THE SITE IN TWO SECTIONS. INSTALLATION OF JOINT ARMOR SHALL BE PERFORMED TO ALLOW ONE LANE OF TRAFFIC OVER THE BRIDGE DURING CONSTRUCTION. THE TWO SECTIONS OF JOINT ARMOR ARE TO BE WELDED IN THE FIELD TO PRODUCE ONE CONTINUOUS SECTION. SHOP COAT ALL JOINT ARMOR IN ACCORDANCE WITH SPECIAL PROVISION SECTION 506, ZINC HYDROXY PHOSPHATE - CODE NUMBER ZHP-1. Shop coating shall be incidental to Joint Modification.
8. THE EXISTING CONCRETE SLABS SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE UNDER THE APPROPRIATE ITEMS.
9. FOR DETAILS OF GLAND SEAL IN CURB AREA, SEE BD 302-93 GLAND SEAL MODIFICATION.
10. THE CONTRACTOR SHALL USE CARE NOT TO DAMAGE THE EXISTING REINFORCING STEEL WHICH IS TO REMAIN. ANY DAMAGED REINFORCING STEEL SHALL BE REPLACED AS DIRECTED BY THE ENGINEER AT NO EXPENSE TO THE DEPARTMENT.
11. IF THE DEPTH OF ANY DETERIORATED CONCRETE EXTENDS TO THE REINFORCING BARS, THEN REMOVE CONCRETE TO A MINIMUM DEPTH OF 1" BEYOND THE REINFORCING STEEL.
12. REMOVE ALL DIRT AND DEBRIS FROM BRIDGE SEATS, AND BEARING AREAS. PAYMENT IS INCIDENTAL TO ITEM 520.24 BRIDGE JOINT MODIFICATION.
13. PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO ALL EXPOSED SURFACES OF CONCRETE PATCHING AND THE IMMEDIATE SURROUNDING AREA AS DIRECTED BY THE ENGINEER.
14. AFTER THE EXISTING BITUMINOUS WEARING SURFACE HAS BEEN REMOVED, THE CONTRACTOR MAY BE DIRECTED BY THE ENGINEER TO REHABILITATE AREAS OF THE DECK. PAYMENT WILL BE MADE UNDER ITEMS 518.30 OR 518.31 WHICHEVER IS APPLICABLE.

PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	4-17-95
CHECKED	4-17-95
REVISIONS	
FIELD CHANGES	
PLANS	

17APR95-01.00.30

119-54

BRIDGE NO. 6267

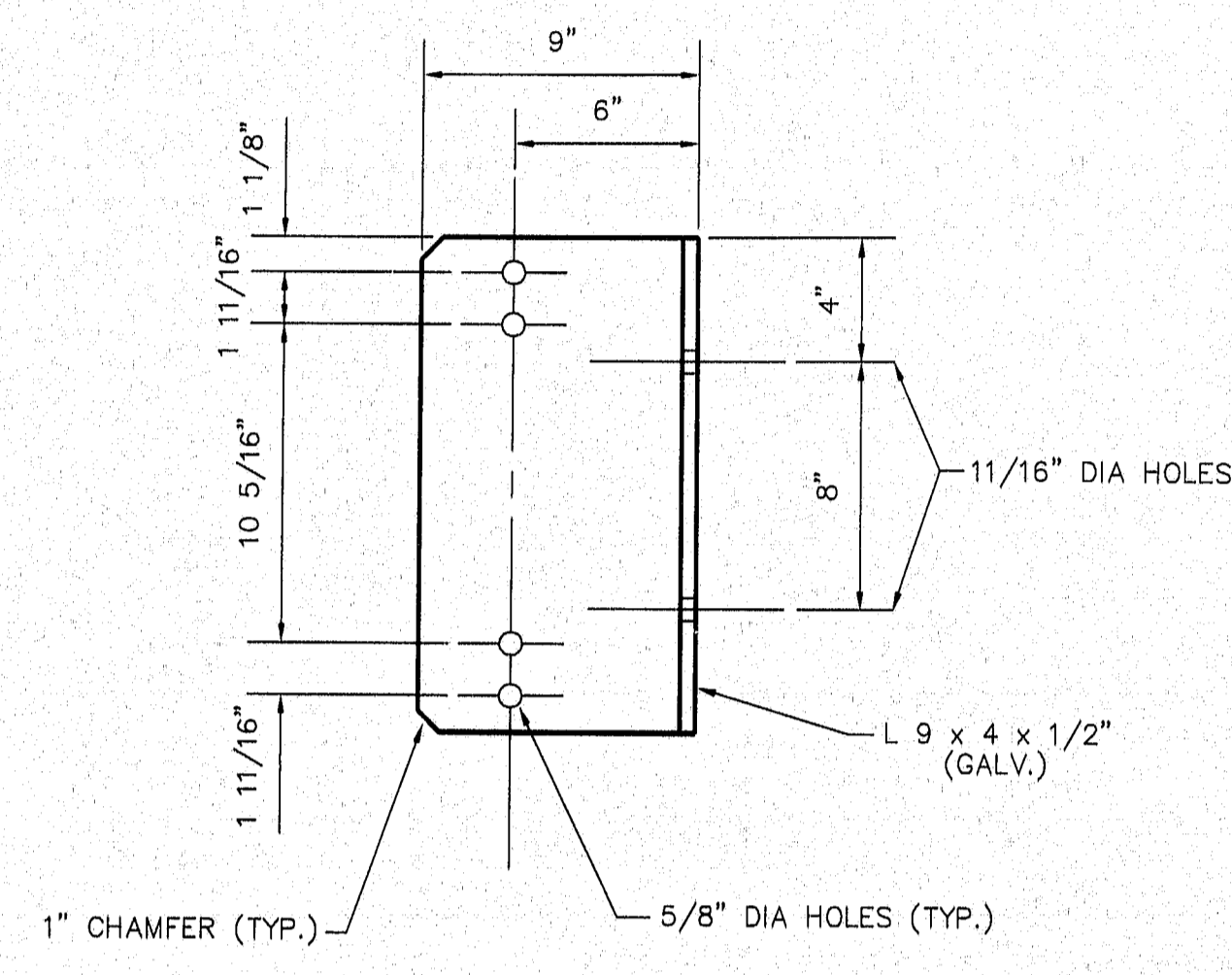
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**WEARING SURFACE REPLACEMENT
AT
RIVER ROAD BRIDGE
OVER I-95
IN THE TOWN OF
BRUNSWICK
CUMBERLAND COUNTY
JOINT DETAILS**

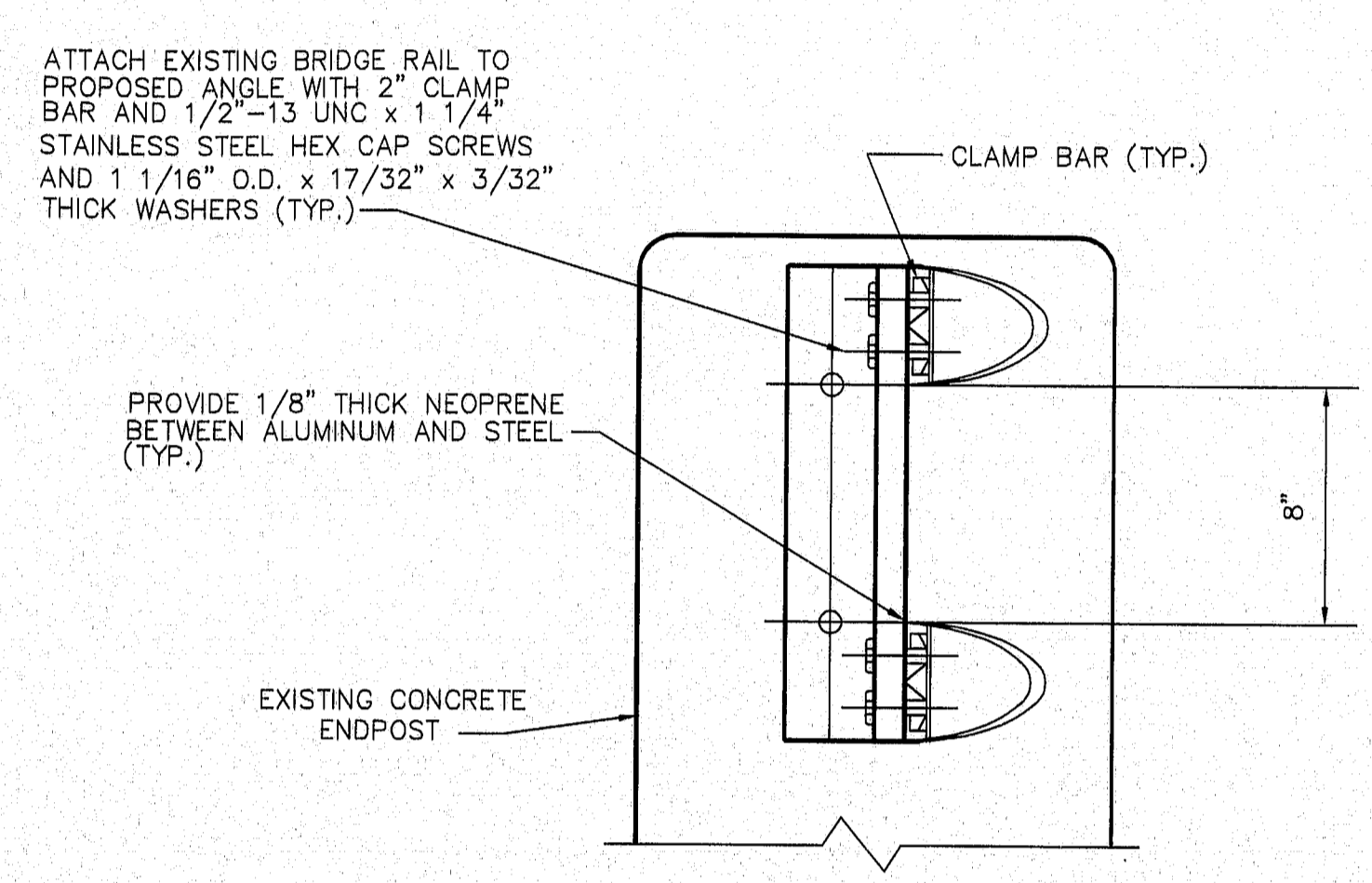
PREPARED BY COFFIN ENGINEERING & SURVEYING
RFD #2 BOX 887A AUGUSTA, MAINE 04330
TELEPHONE: 207-623-9475

SHEET OR AUGUSTA, MAINE APR. 1994

MAINE REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DM-95-030200	9	17



ANGLE DETAIL
NOT TO SCALE



RAIL DETAIL
NOT TO SCALE

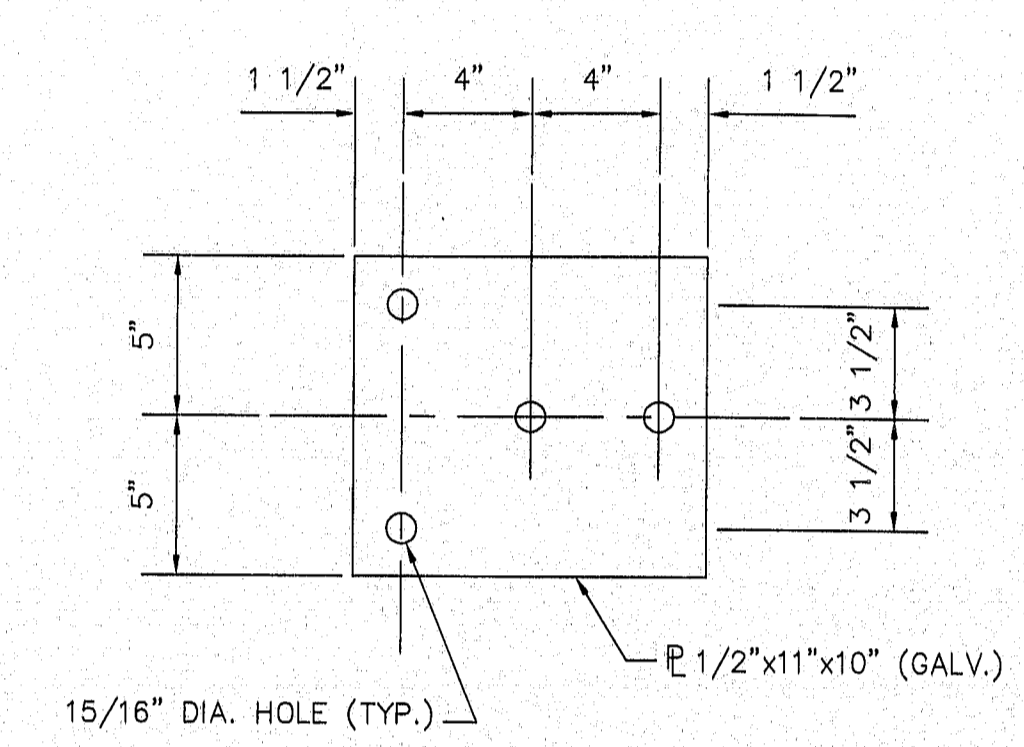
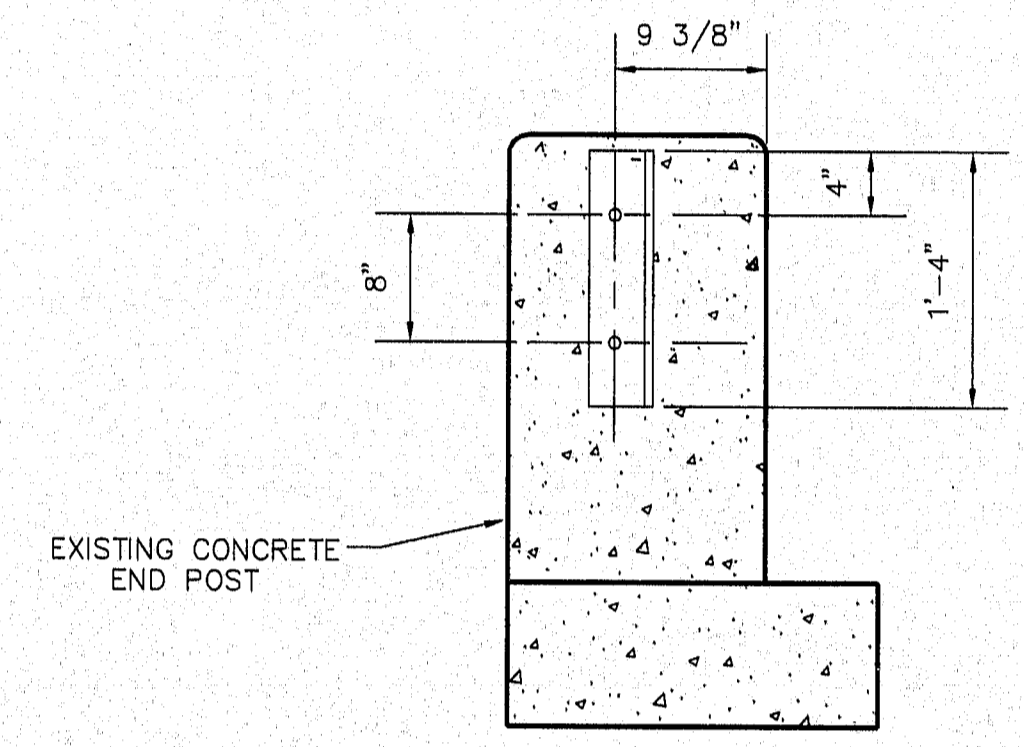
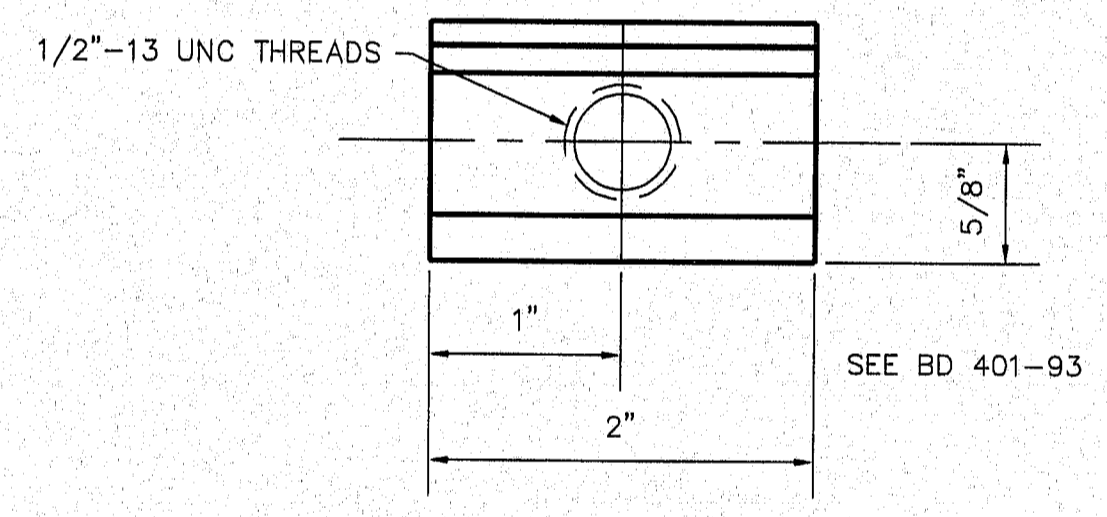


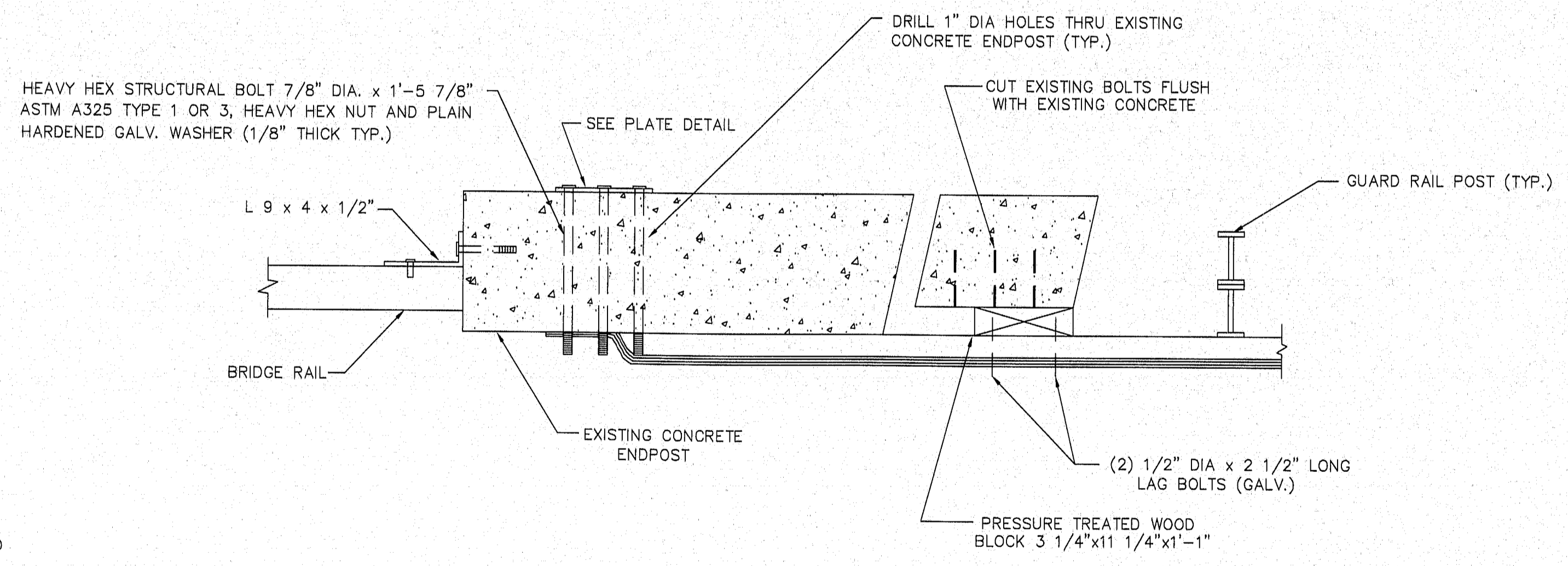
PLATE DETAIL
NOT TO SCALE



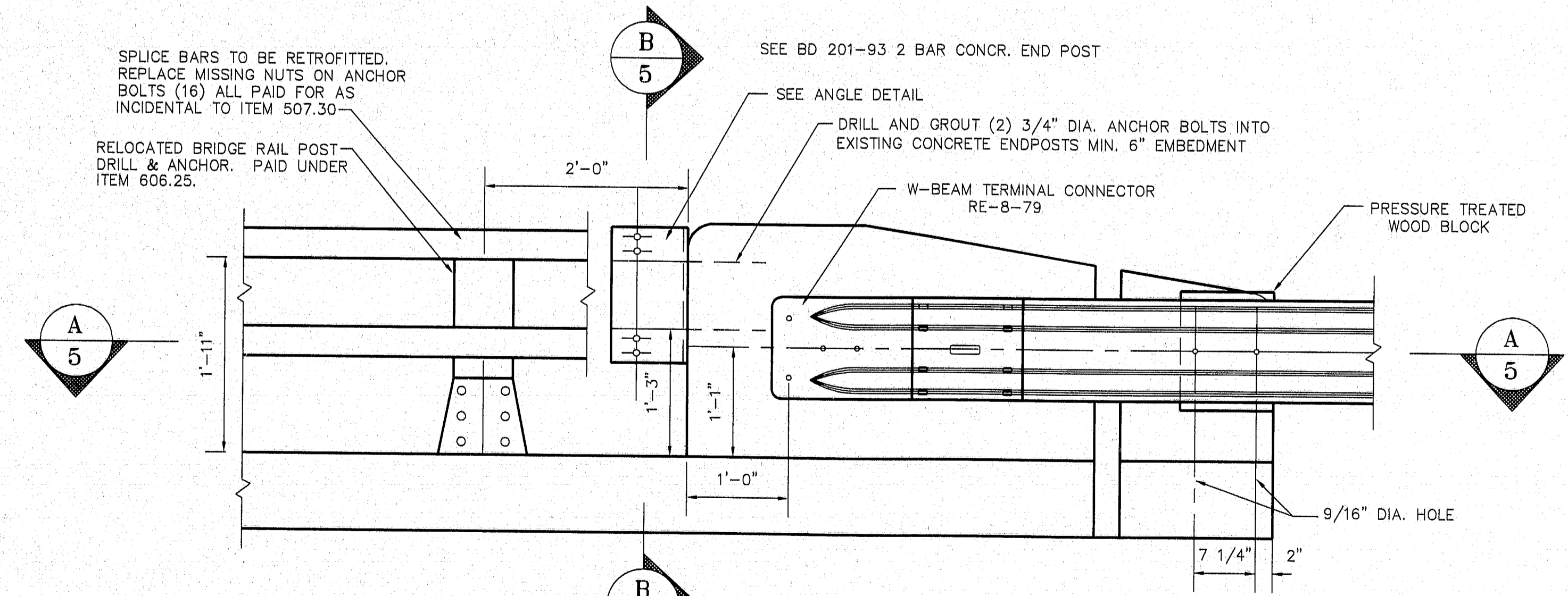
SECTION B-B
SCALE: 1" = 1'-0"



CLAMP BAR
NOT TO SCALE



SECTION A-A
SCALE: 1" = 1'-0"



BRIDGE RAIL CONNECTION
SCALE: 1" = 1'-0"

- NOTES:**
1. ANY DAMAGE TO THE EXISTING CONCRETE RESULTING FROM THE CONTRACTOR'S OPERATION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
 2. DIMENSIONS SHOWN ARE FROM EXISTING PLANS AND MAY DIFFER FROM ACTUAL FIELD DIMENSIONS. FIELD VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION.
 3. REPLACE ANY MISSING BRIDGE RAIL CAPS. PAYMENT SHALL BE INCIDENTAL TO ITEM 507.30
 4. ANCHORAGE FOR THE RELOCATED BRIDGE RAIL POSTS SHALL BE MADE IN ACCORDANCE WITH SPECIAL PROVISION SECTION 507.

PREPARED BY COFFIN ENGINEERING & SURVEYING
RFD #2 BOX 887A AUGUSTA, MAINE 04330
TELEPHONE: 207-623-9475

BRIDGE NO. 6267 **119-55**

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**WEARING SURFACE REPLACEMENT
AT
RIVER ROAD BRIDGE
OVER I-95
IN THE TOWN OF
BRUNSWICK
CUMBERLAND COUNTY
END POST CONNECTIONS**

SHEET OF AUGUSTA, MAINE APR. 1995

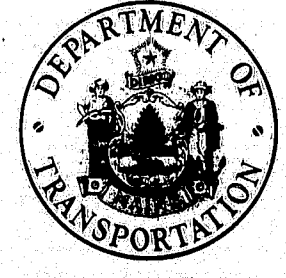
DATE	BY	FOR
4-17-95	ESC	REVISION
4-17-95	ESC	REVISION
4-17-95	ESC	REVISION

PLANS

17APR95-01.00.30

F.R.W.A. DIST. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(AB)64	1	41

**STATE OF MAINE
DEPARTMENT OF TRANSPORTATION**



CONVENTIONAL SIGNS

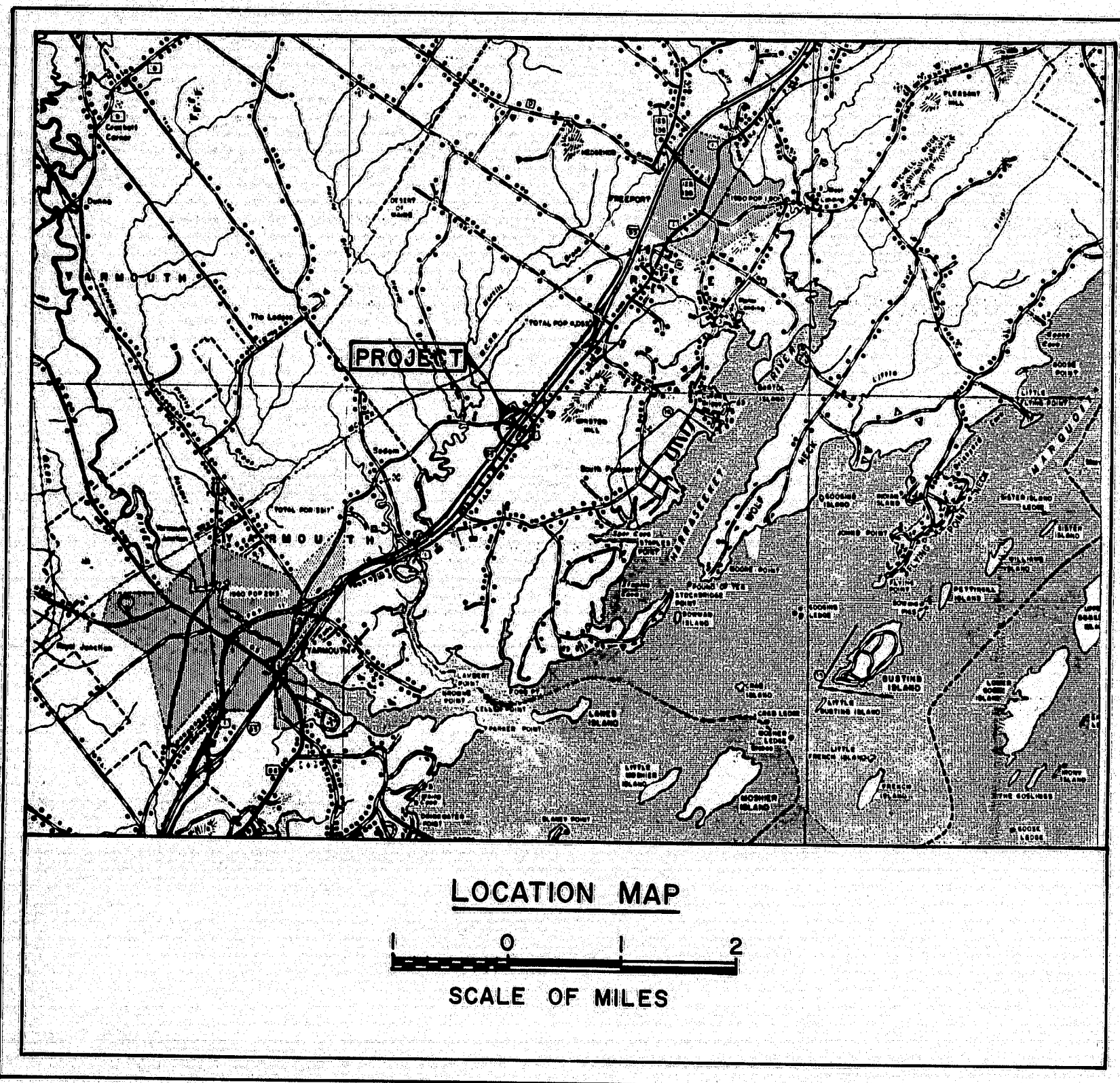
COUNTY LINES	-----	TRAVELLED WAY - PROPOSED	=====
TOWN LINES	-----	UNDERGROUND UTILITIES - EXISTING	-----
PROPERTY LINES	-----	UNDERGROUND UTILITIES - PROPOSED	-----
R/W LINES - EXISTING	=====	RAILROAD - SINGLE TRACK	=====
R/W LINES - NEW - ACCESS CONTROL	=====	RAILROAD - DOUBLE TRACK	=====
R/W LINES - NEW - NO ACCESS CONTROL	=====	UTILITY POLE - EXISTING	o
CULVERT - EXISTING	=====	UTILITY POLE - JOINT OCCUPANCY	o
CULVERT - PROPOSED	=====	PROPOSED UTILITY POLE - TEMPORARY	x
CURBING - EXISTING	=====	PROPOSED UTILITY POLE - PERMANENT	*
CURBING - PROPOSED	=====	TREES	o
TRAVELLED WAY - EXISTING	=====	WOODS	o

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Structural Steel Alternate.....	17 thru 27
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Alternate Not Built

**COUNTY ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
FREEPORT
CUMBERLAND COUNTY**



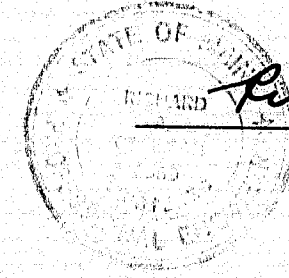
PROJECT NO.: I-95-4(48)64
PROJECT LENGTH: 0.00 MILES

TRAFFIC DATA

INTERSTATE 95		COUNTY ROAD	
A.A.D.T. 1983	21,612	A.A.D.T. 1983	670
A.A.D.T. 2003	30,265	A.A.D.T. 2003	938
D.H.V.	3934	D.H.V.	122
T. (%)	9	T. (%)	5
D. (%)	55	D. (%)	55
V.	55	V.	30
P.S.D. (%)		P.S.D. (%)	
18 KIPS P2.5	1015	18 KIPS P2.5	20

NOTE
All work contemplated under this contract to be governed by and in conformity with the STANDARD SPECIFICATIONS (revision of June 1981) and supplementals thereto, except as modified on the plans and in the special provisions.

APPROVED: STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
David Webster Jr. COMMISSIONER
Richard Coleman CHIEF ENGINEER
DATE: 1-30-84



As built June 1985 RJP

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1
APPROVED: _____
DIVISION ADMINISTRATOR DATE

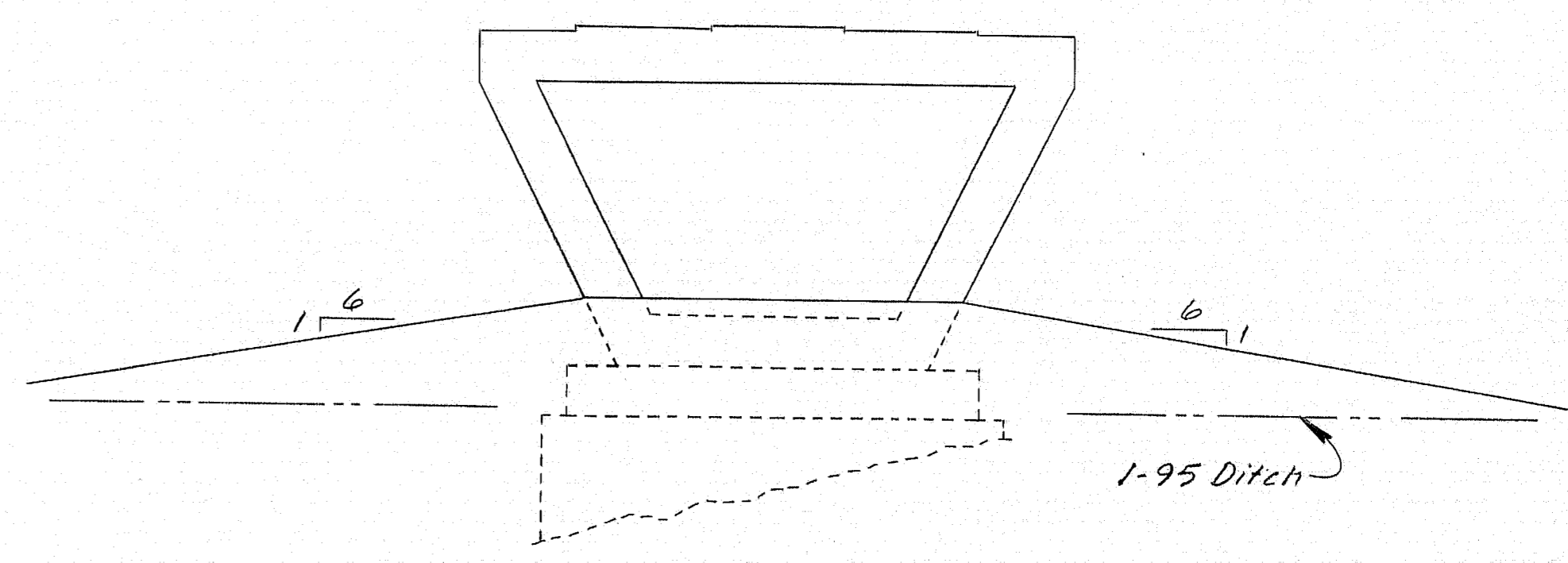
R94-151

BRUNING 44-132 (2/78) 1

ESTIMATED QUANTITIES				
ITEM NO.	DESCRIPTION	QUANTITY		UNIT
		CONCRETE	STEEL	
203.20	Common Excavation	520	460	C.Y.
203.24	Common Borrow	10,800	9100	C.Y.
203.25	Granular Borrow	2100	1750	C.Y.
206.081	Structural Earth Excavation, Abutments, Ret. Walls, Box Culverts, & Struc. Piers Units	1100	1010	C.Y.
206.091	Structural Rock Excavation, Abutments, Ret. Walls, Box Culverts, & Struc. Piers Units	5	—	C.Y.
206.10	Structural Earth Excavation, Piers	95	110	C.Y.
206.11	Structural Rock Excavation, Piers	5	—	C.Y.
403.08	Hot Bituminous Pavement, Grading "C"	120	120	Ton
502.21	Structural Concrete, Abuts. & Ret. Walls	430	360	C.Y.
502.23	Structural Concrete, Piers	98	88	C.Y.
502.26	Structural Concrete Roadway and Sidewalk Slabs on Steel Bridges	—	1	L.S.
502.310	Structural Concrete Approach Slabs	1	1	L.S.
502.37	Structural Concrete Superstructures, Box Girder Type	1	—	L.S.
502.56	Concrete Fill	780	800	C.Y.
503.12	Reinforcing Steel, Fabricated & Delivered	177,000	72,400	Lbs.
503.13	Reinforcing Steel, Placing	177,000	72,400	Lbs.
504.70	Structural Steel Fabricated & Delivered	—	1	L.S.
504.71	Structural Steel Erection	—	1	L.S.
505.08	Shear Connectors	—	1	L.S.
506.141	Field Painting New Structural Steel	—	1	L.S.
507.092	Aluminum Bridge Railing, 2-Bar	380	380	L.F.
508.10	Membrane Waterproofing	730	730	S.Y.
512.08	French Drains	160	150	L.F.
513.09	Slope Protection - Portland Cement Concrete	270	270	S.Y.
514.06	Curing Box for Concrete Cylinders	1	1	Each
515.21	Protective Coating for Concrete Surfaces	1	1	L.S.
520.22	Expansion Device, Compression Seal	2	2	Each
526.301	Temporary Concrete Barrier, Type 1	1	1	L.S.
523.07	Elastomeric Bridge Bearing - Plain	5	—	Each
523.08	Elastomeric Bridge Bearing - Laminated	10	—	Each
609.132	Vertical Bridge Curb Type 1B	376	376	L.F.
615.07	Loam	130	136	C.Y.
616.08	Sodding	20	20	S.Y.

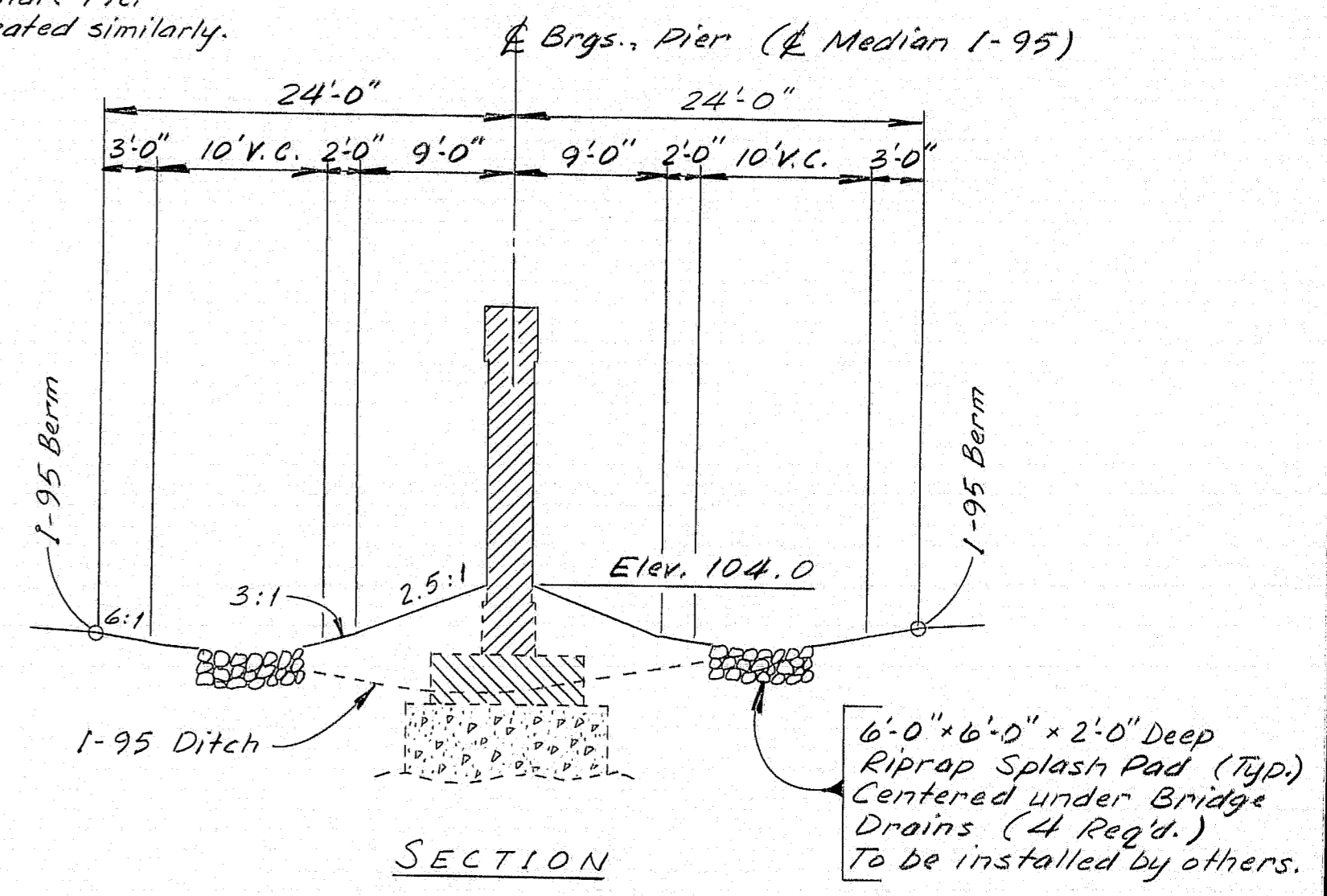
ESTIMATED QUANTITIES				
ITEM NO.	DESCRIPTION	QUANTITY		UNIT
		CONCRETE	STEEL	
618.14	Seeding, Method No. 2	25	26	Unit
618.15	Temporary Seeding	41	42	Lbs.
619.12	Mulch	25	26	Unit
	Traffic Controllers	30	30	M.H.
639.19	Field Office Type B	1	1	Each
652.30	Flashing Arrow Board	1	1	Each
652.31	Type 1 Barricades	30	30	Each
652.34	Cones	10	10	Each
652.35	Construction Signs	200	200	S.F.
652.361	Maintenance of Traffic Control Devices	1	1	L.S.
652.38	Flagger	300	200	M.H.
655.32	Conduit Hangers	14	15	Each
655.33	Fiberglass Conduit	280	300	L.F.
656.50	Baled Hay, in place	6	6	Each
656.51	Sandbags, in place	6	6	Each
657.24	Seeding Pits	42	36	Unit
659.10	Mobilization	1	1	L.S.
				M.H.

Estimate of Lump Sum Quantities				
502.26	Struc. Conc. Rdwy. & Sidw. Slabs on Steel Bldg.	—	216	C.Y.
502.310	Struc. Conc. Approach Slabs	25	25	C.Y.
502.37	Struc. Conc. Superstructure, Box Gdr. Type	490	—	C.Y.
504.70	Structural Steel Fabricated & Delivered	—	212,000	Lbs.
504.71	Structural Steel Erection	—	212,000	Lbs.
505.08	Shear Connectors	—	2130	Lbs.
506.141	Field Painting New Structural Steel	—	212,000	Lbs.



MOUNDED MEDIAN
(By others)

Note: The Structural Steel Alternate Pier is shown; the Concrete Alternate Pier shall be treated similarly.



SECTION

CONDUIT NOTES

- Fourteen conduit hangers (fifteen for Structural Steel Alternate, with one at the pier) shall be evenly spaced such that the conduit spans no more than thirteen feet between supports.
- Metal inserts to support the 3/4" steel rods shall have a min. working load of 2500 pounds and a min. ultimate strength of 9000 pounds.
- Expansion couplings shall be installed in each conduit as close to the faces of both abutment backwalls as practicable.
- Stop rings shall be installed on each side of the pier diaphragm (pier hanger).
- Conduit shall be installed to within two feet of poles as shown on General Plan. Conduit shall be encased in concrete 16" x 10" from the ends of approach slabs to within four feet of poles and encased in granular borrow beneath the approach slabs.
- The bottoms of the conduits shall be perforated for a distance of four feet behind the abutment backwalls.

R94-152

Steel Alternate built 1985 R94

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

COUNTY ROAD
OVER
INTERSTATE 95

FREEDPORT

ESTIMATED QUANTITIES
MOUNDED MEDIAN DETAILS

SHEET 2 OF 41 AUGUSTA, MAINE Jan. 1984

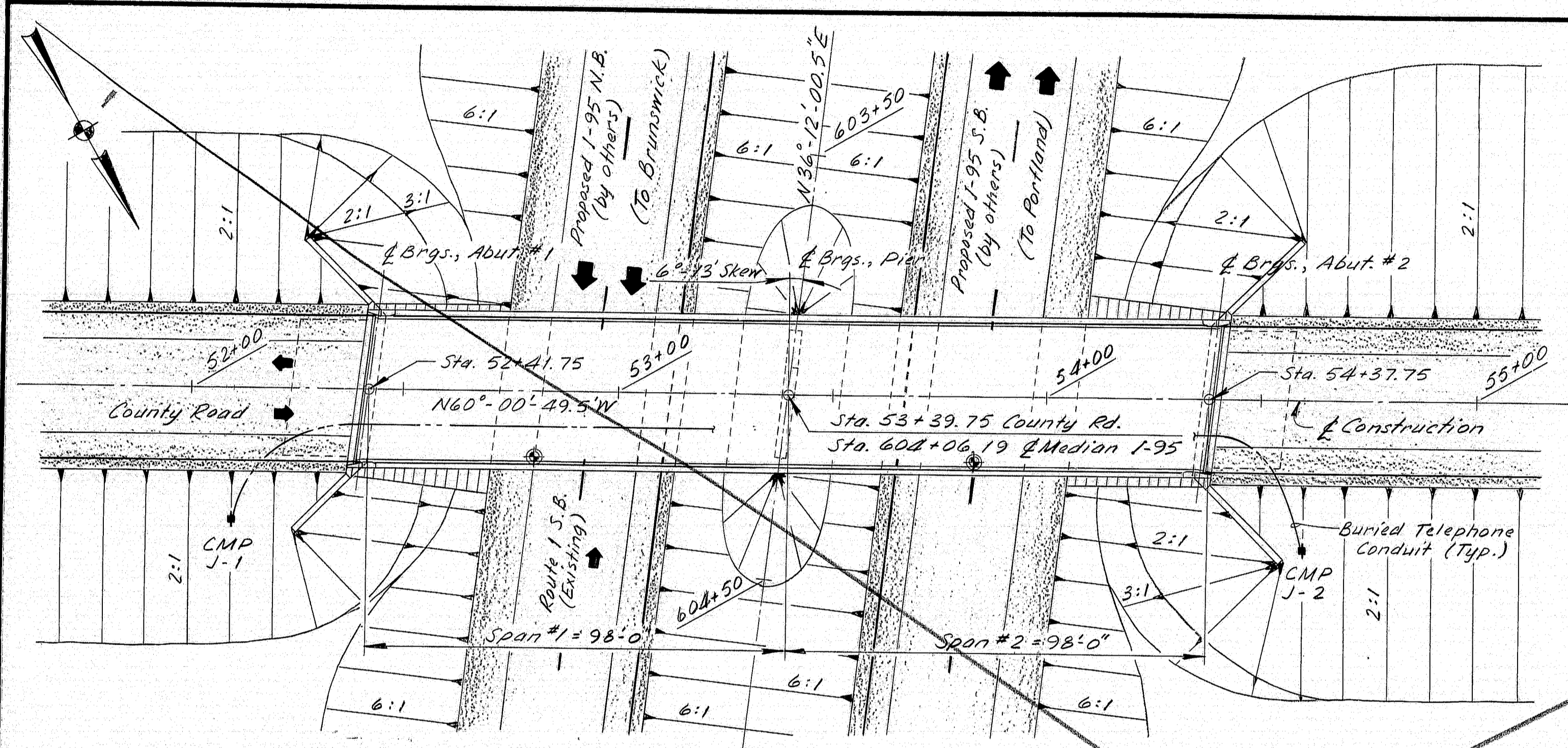
Both Alternates

PROJECT DESIGN ENGINEER
DESIGN - DETAILED
CHECKED
FIELD CHANGES

BY
DATE
12/28/83
12/28/83

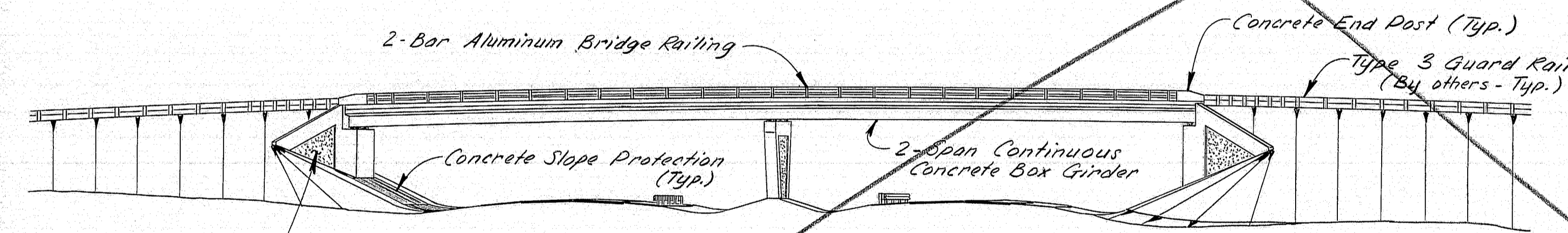
PLANS

F.R.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	3	47

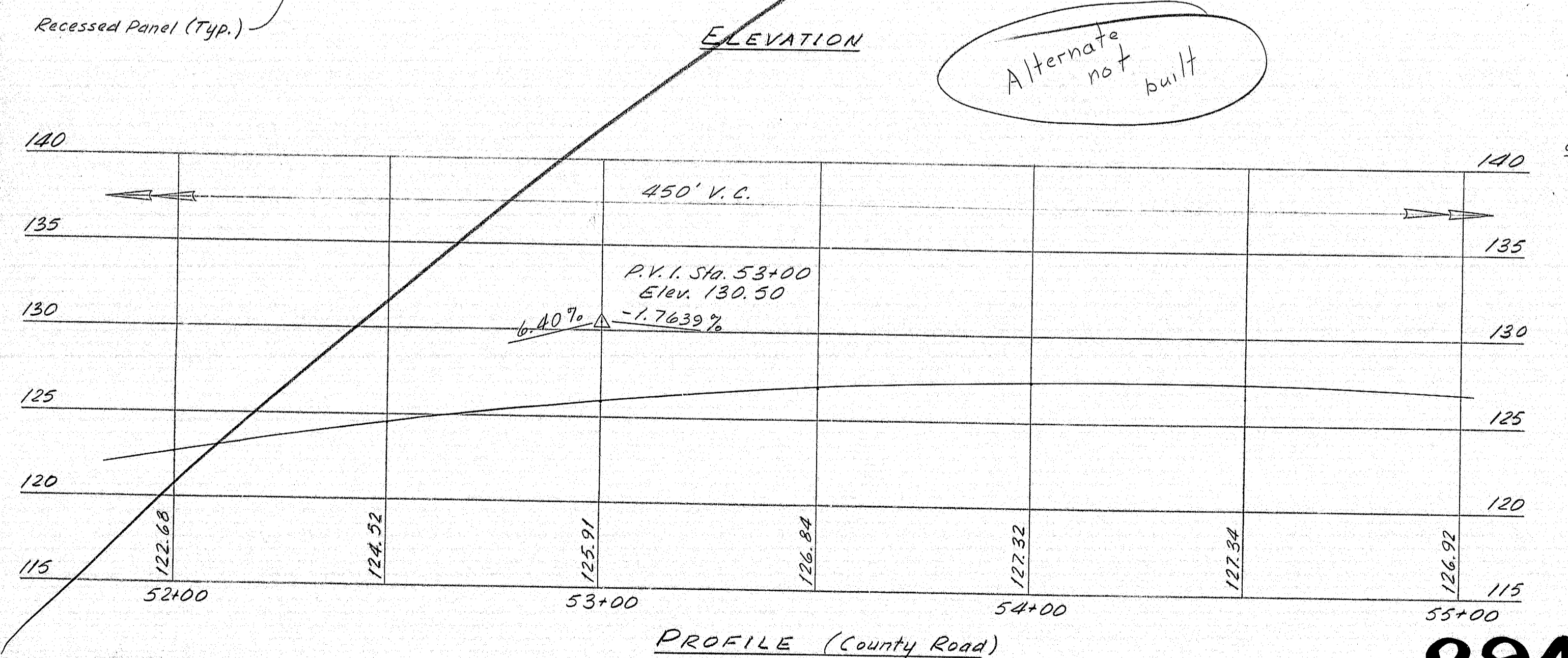


⊕ = Points of Minimum Underclearance
 1-95 N.B. = 17'-6" Proposed
 1-95 S.B. = 18'-0" Existing
 Existing Rte. 1 S.B. = 16'-8" (Before Dead Load Deflection)

GENERAL PLAN
 Scale of Feet
 0 20 40



Alternate not built



SPECIFICATIONS
 DESIGN: AASHTO Standard Specifications for Highway Bridges 1977 and Interim Specifications thru 1982. (Load Factor)
 CONTRACT: State of Maine, Department of Transportation, Standard Specifications, Highways and Bridges, Revision of June 1981.

DESIGN LOADING
 LIVE LOAD: HS25 Stress Cycles: 500,000

TRAFFIC DATA (County Road)

AADT (1983)	670
AADT (2003)	938
DHV	122
T (%)	5
D (%)	55
18 kip P2.5	20

TRAFFIC DATA (Interstate 95)

	(N.B.)	(S.B.)
AADT (1983)	10,679	10,933
AADT (2003)	14,955	15,310
DHV	2184	2164
T (%)	9	9
D (%)	100	100
18 kip P2.5	1015	1015

MATERIALS
 CONCRETE: Superstructure... Class A Mod.
 Fill... Class B
 All other... Class A
 REINFORCING STEEL... ASTM A615, Gr. 60
 STRUCTURAL STEEL... ASTM A36

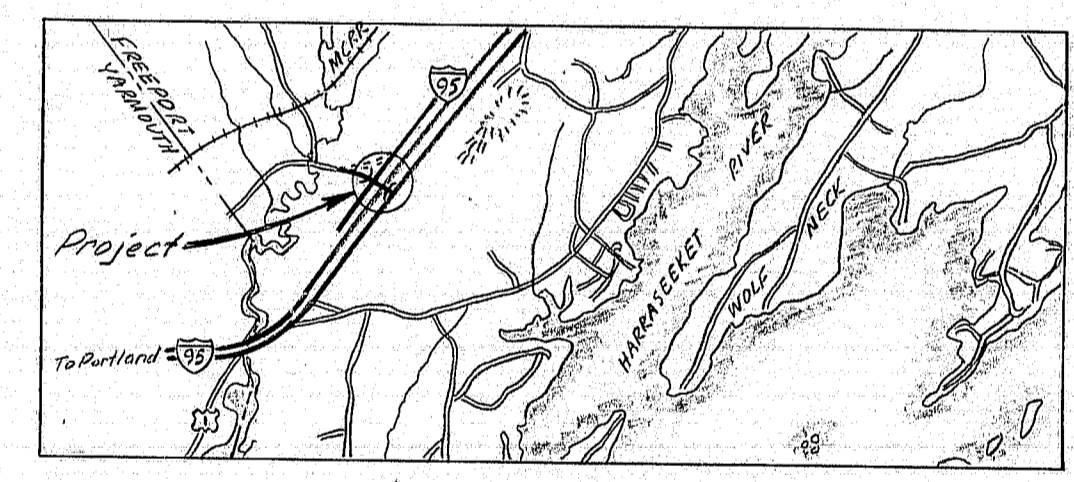
BASIC DESIGN STRESSES
 CONCRETE: Superstructure... $f'_c = 4000$ psi
 All other... $f'_c = 3000$ psi
 REINFORCING STEEL... $f_y = 60,000$ psi
 STRUCTURAL STEEL... $F_y = 36,000$ psi

INDEX OF SHEETS

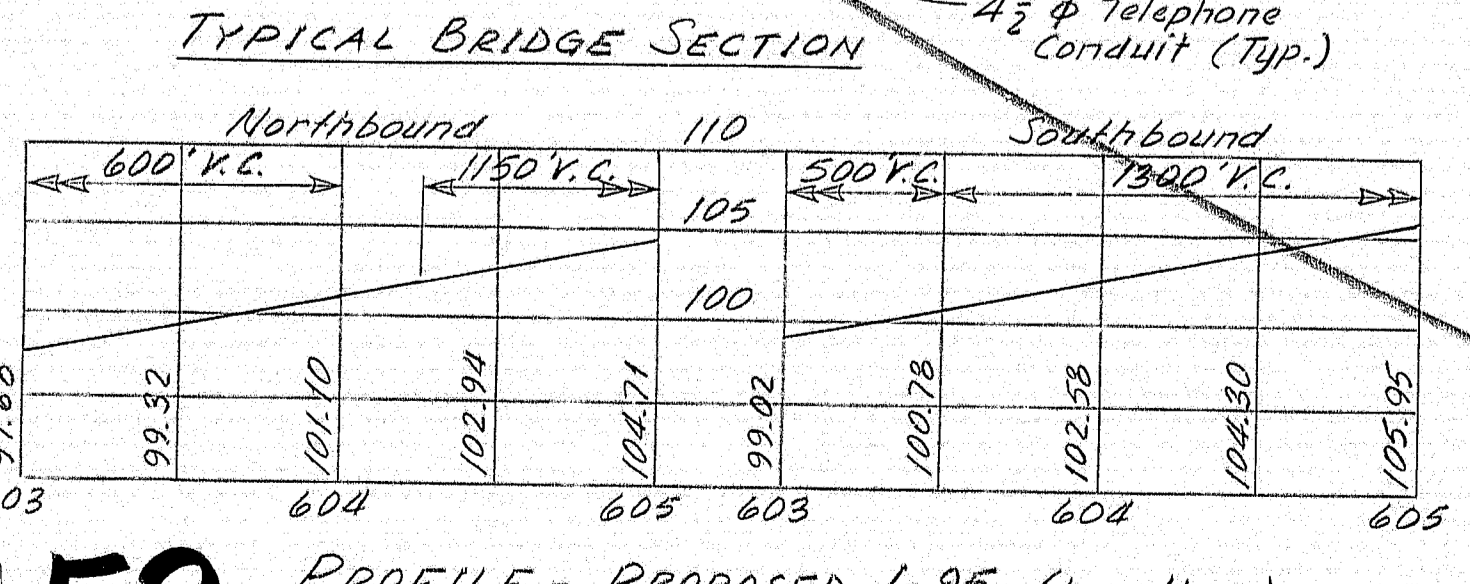
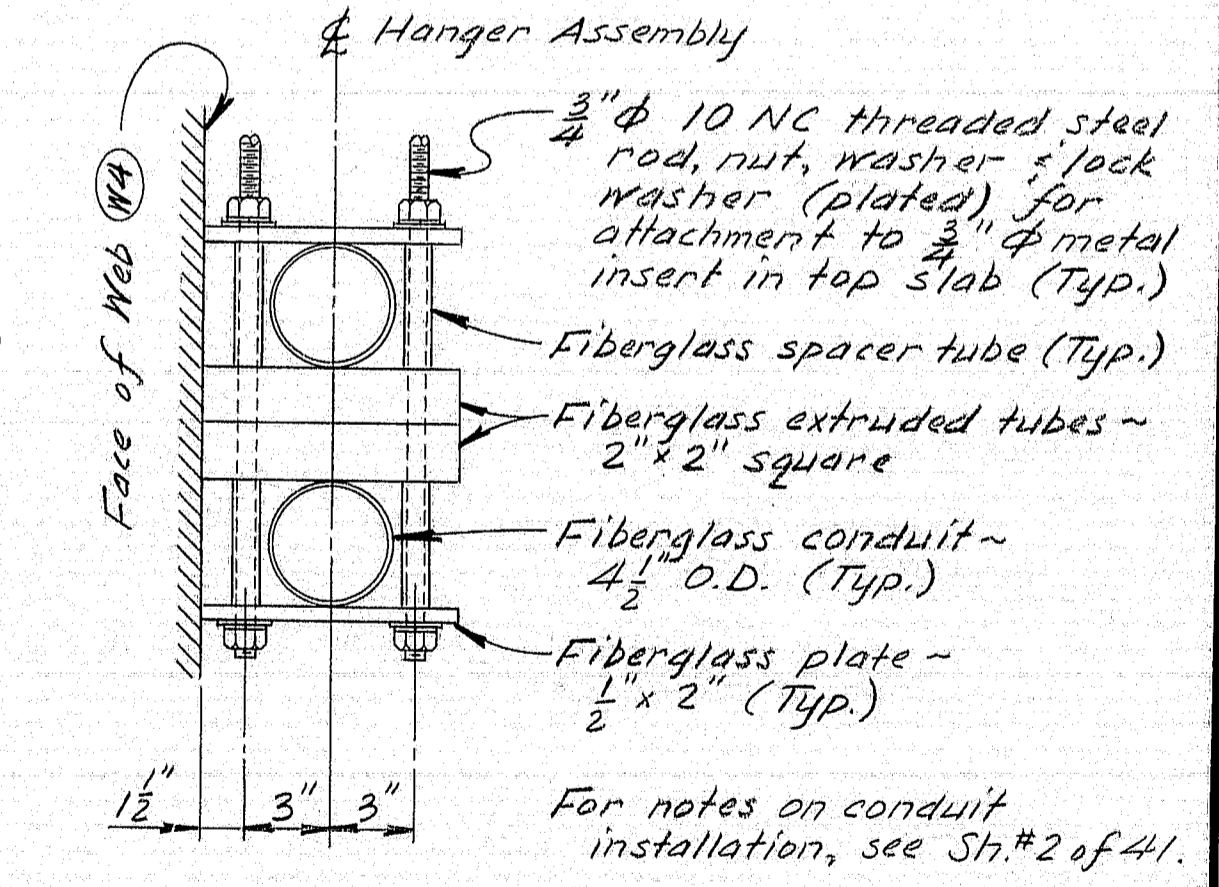
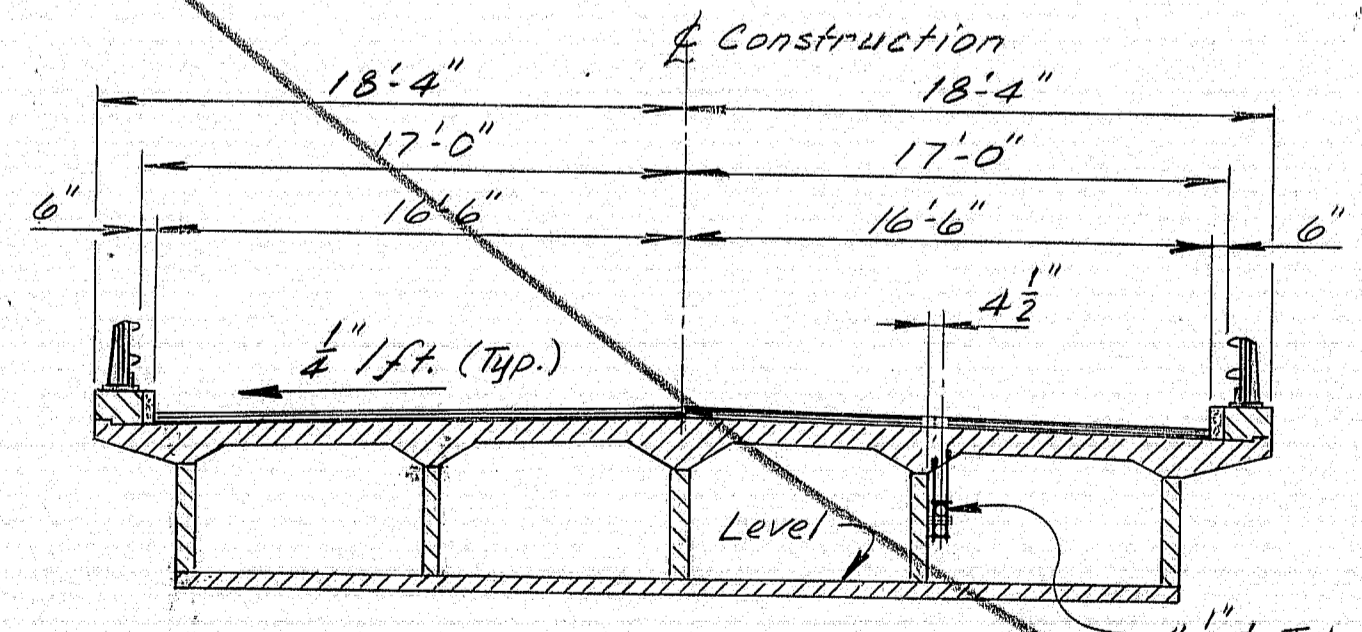
GENERAL PLAN	1
ABUTMENT FOOTINGS & NOTES	2
ABUTMENT NO. 1	3
ABUTMENT NO. 2	4
ABUTMENT SECTIONS & ELASTOMERIC BEARINGS	5
PIER & RECESSED PANEL DETAILS	6
SUPERSTRUCTURE	7
SLAB REINFORCEMENT	8
DIAPHRAGMS AND WEBS	9
BOTTOM OF SLAB ELEVATIONS	10
MISC. SUPERSTRUCTURE DETAILS	11
CONCRETE SLOPE PROTECTION	12
REINFORCING STEEL SCHEDULE	12-14

STANDARD DETAILS

BD 114-81	Aluminum Bridge Railing
BD 120-81	Concrete End Posts
BD 125-82	Expansion Device, Comp. Seal
BD 126-81	Misc. Details (Curb Section)
Type 1B	Approach Slab
BD 127-81	Misc. Details (Conc. Joints)



LOCATION MAP
 Scale of Miles
 0 1 2



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

COUNTY ROAD OVER INTERSTATE 95
 FREEPORT
 GENERAL PLAN

SHEET 1 OF 14 AUGUSTA, MAINE Jan. 1984

Preliminary Plan by: DMD 12-83

DATE	12-83
PROJECT ENGINEER	DMD
DESIGN - DETAILED	DMD
CHECKED	DMD
REVISIONS	
FIELD CHANGES	

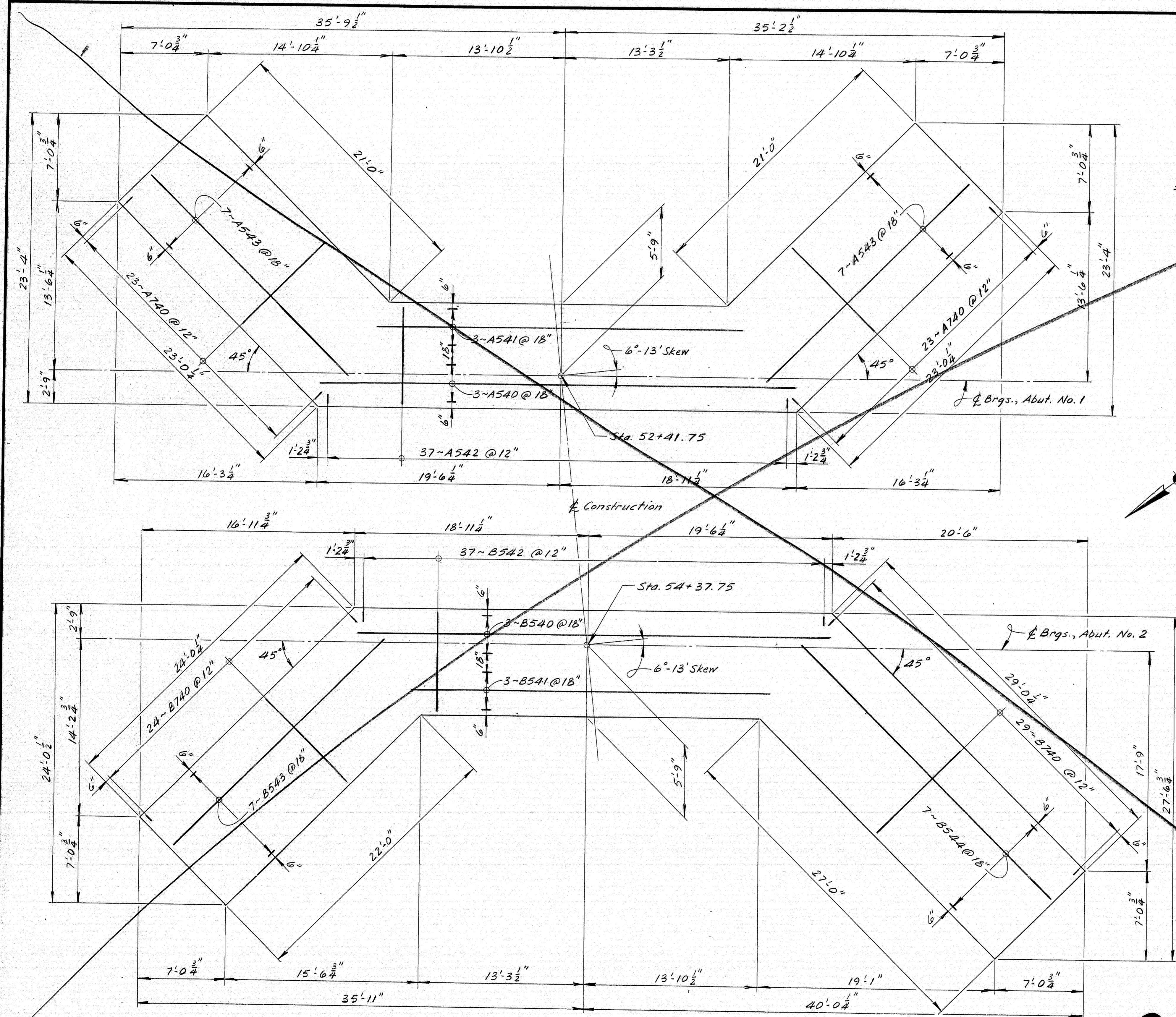
R94-153

Alternate not built 1985 pep Concrete Alternate

F.W.A. DIST. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	4	41

ABUTMENT NOTES

- Reinforcing steel shall have two inches cover in walls and three inches cover in footings unless otherwise indicated.
- Protective Coating for Concrete Surfaces shall be applied to top of concrete curbs, top of abutment backwalls, and one foot below top of backwalls on the back side.
- Place four-inch diameter drains in the breastwall and wings at twenty feet maximum spacing. Exact location to be determined by the Engineer in the field.



PLAN

R94-154

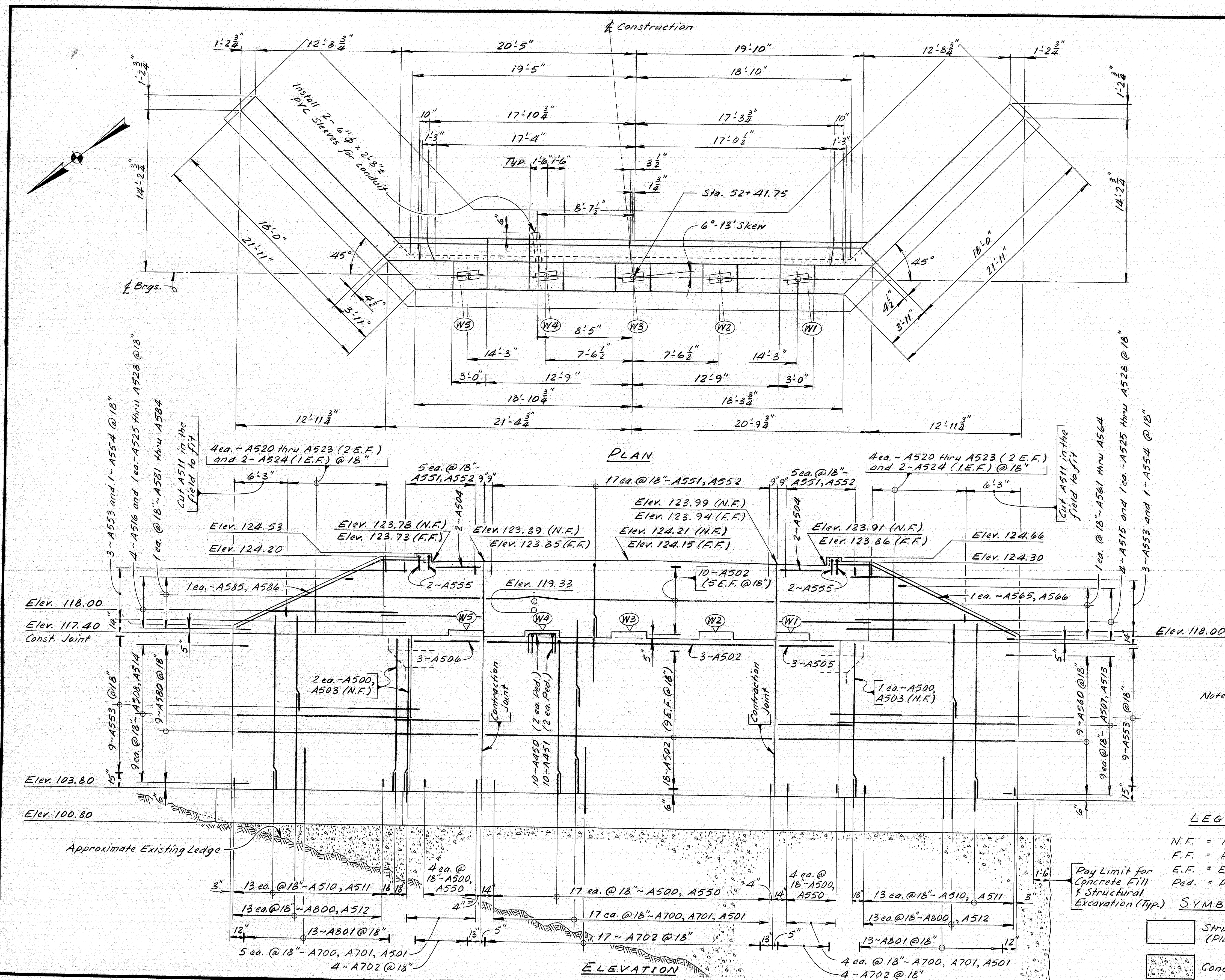
Alternate not built
June 1985
Ray

PROJECT	ENGINEER	DATE
PLANS	BY	DATE
	CHECKED	DATE
	REVISIONS	
	FIELD CHANGES	

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
COUNTY ROAD OVER INTERSTATE 95	
FREEPORT	
ABUTMENT FOOTINGS AND NOTES	
SHEET 2 OF 14	AUGUSTA, MAINE Jan. 1984
Concrete Alternate	

BRUNING 44-152-457104

F.H.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	5	41



Alternate not built
June 1985
R9

Ped.	Elevs.
W1	118.00
W2	117.96
W3	117.92
W4	117.91
W5	117.89

Note: Bend the top A513 at the turn of the wing and splice to the A507. Do also for A514 and A508.

R94-155

LEGEND

- N.F. = Near Face
- F.F. = Far Face
- E.F. = Each Face
- Ped. = Pedestal

SYMBOLS

- Struc. Concrete (Plan or Elev.)
- Concrete Fill

Pay Limit for Concrete Fill & Structural Excavation (Typ.)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

~~COUNTY ROAD OVER INTERSTATE 95~~

FREEPORT

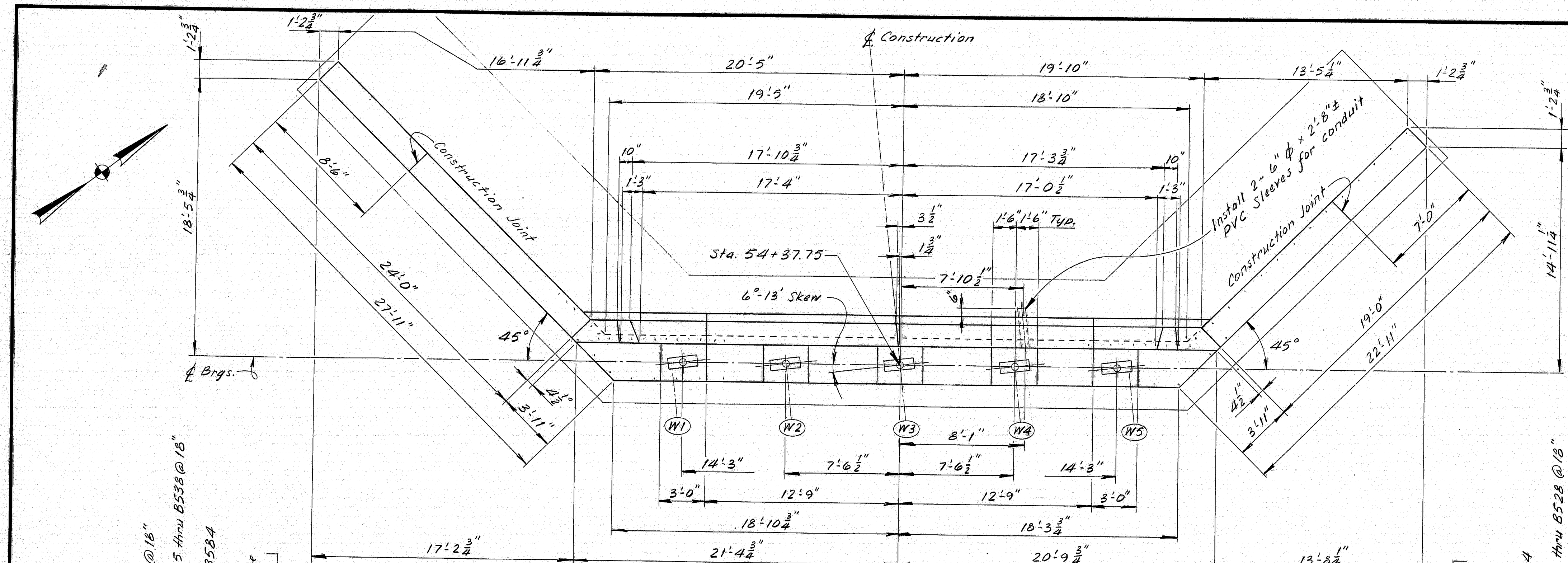
ABUTMENT No. 1

SHEET 3 OF 14 AUGUSTA, MAINE Jan. 1984
Concrete Alternate

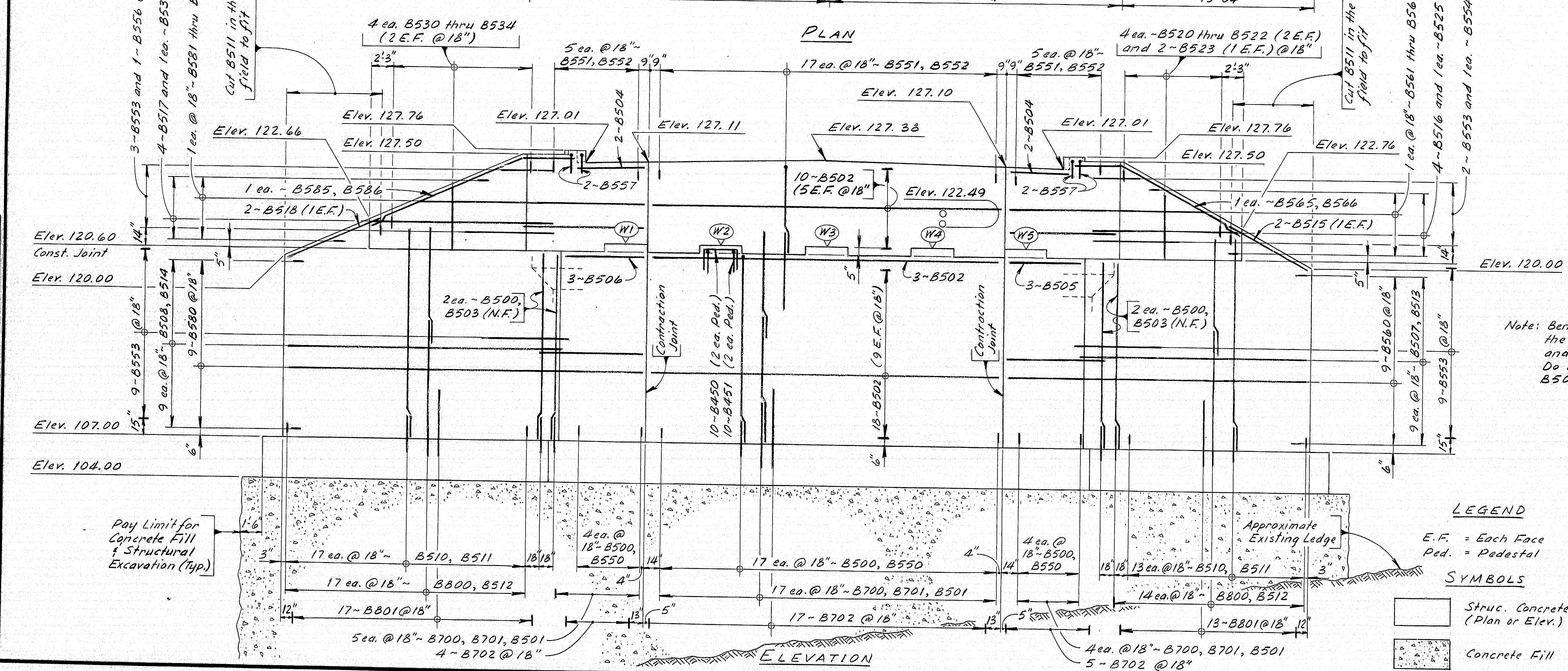
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	11/83
CHECKED	
REVISIONS	
FIELD CHANGES	

BRUNING 64-52-257(1)

F.H.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	MAINE	1-95-4(48)64	6	41



PLAN



ELEVATION

Alternate not built
June 1985
ep

Note: Bend the top B513 at the turn of the wing and splice to the B507. Do also for B514 and B508.

PEDESTAL ELEVATIONS	
Ped.	Elev.
(W1)	121.07
(W2)	121.06
(W3)	121.05
(W4)	121.07
(W5)	121.08

R94-156

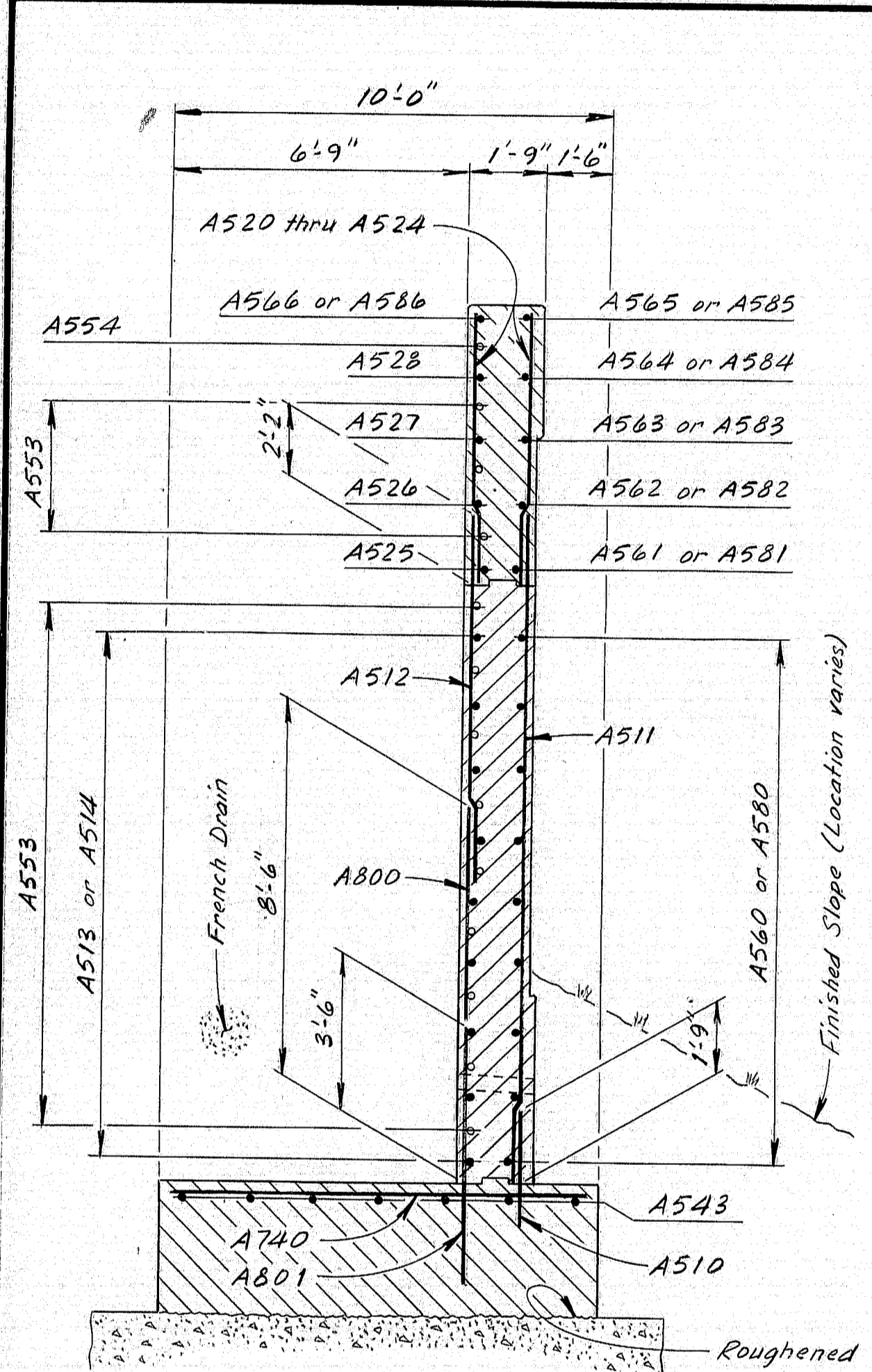
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

~~COUNTY ROAD OVER INTERSTATE 95~~
FREEDPORT
ABUTMENT No. 2

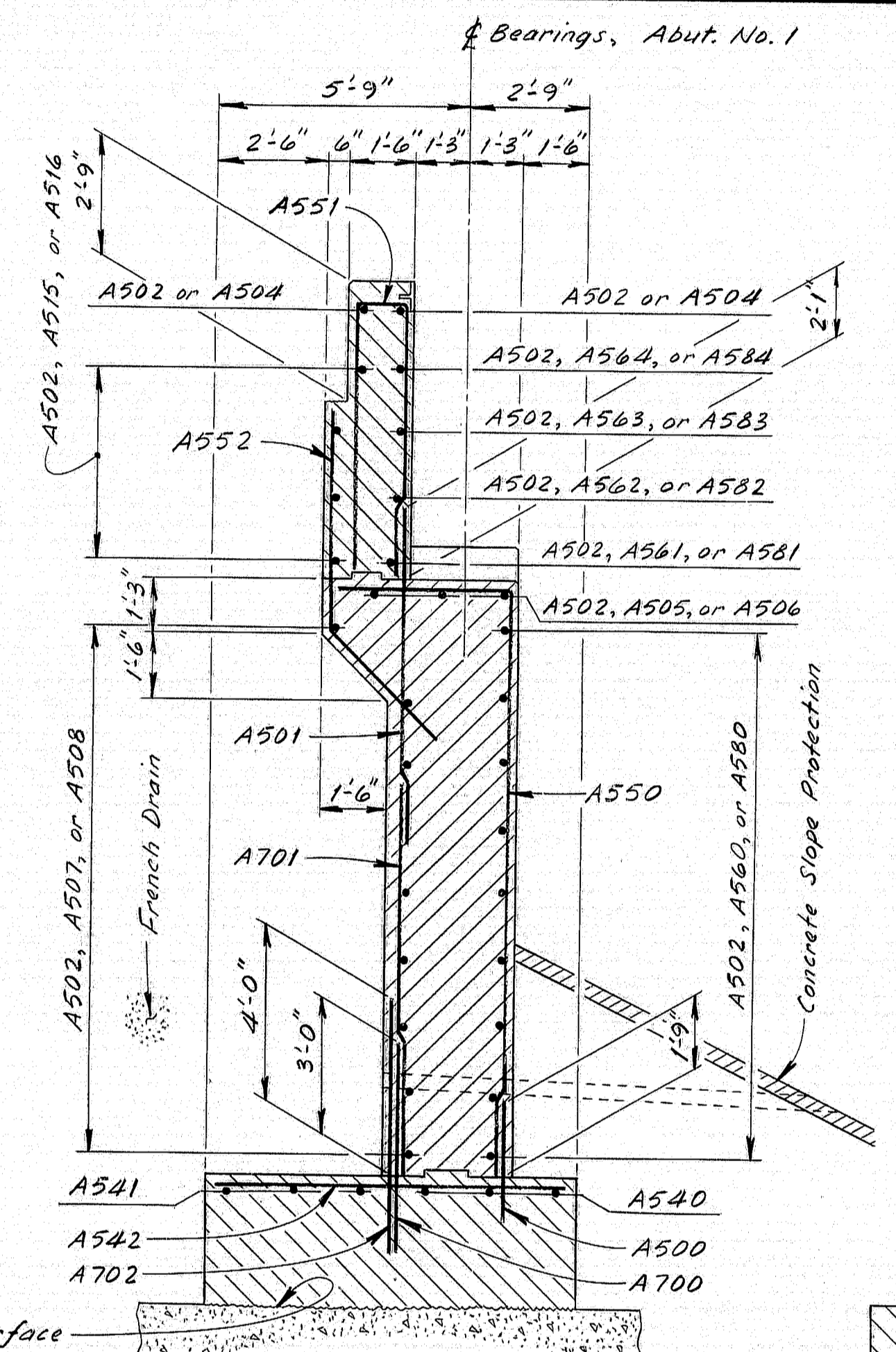
PROJECT DESIGN ENGINEER	DATE
DESIGN - CHECKED	11/83
REVISIONS	
FIELD SURVEY	

BRUNING 44-132-6710-1

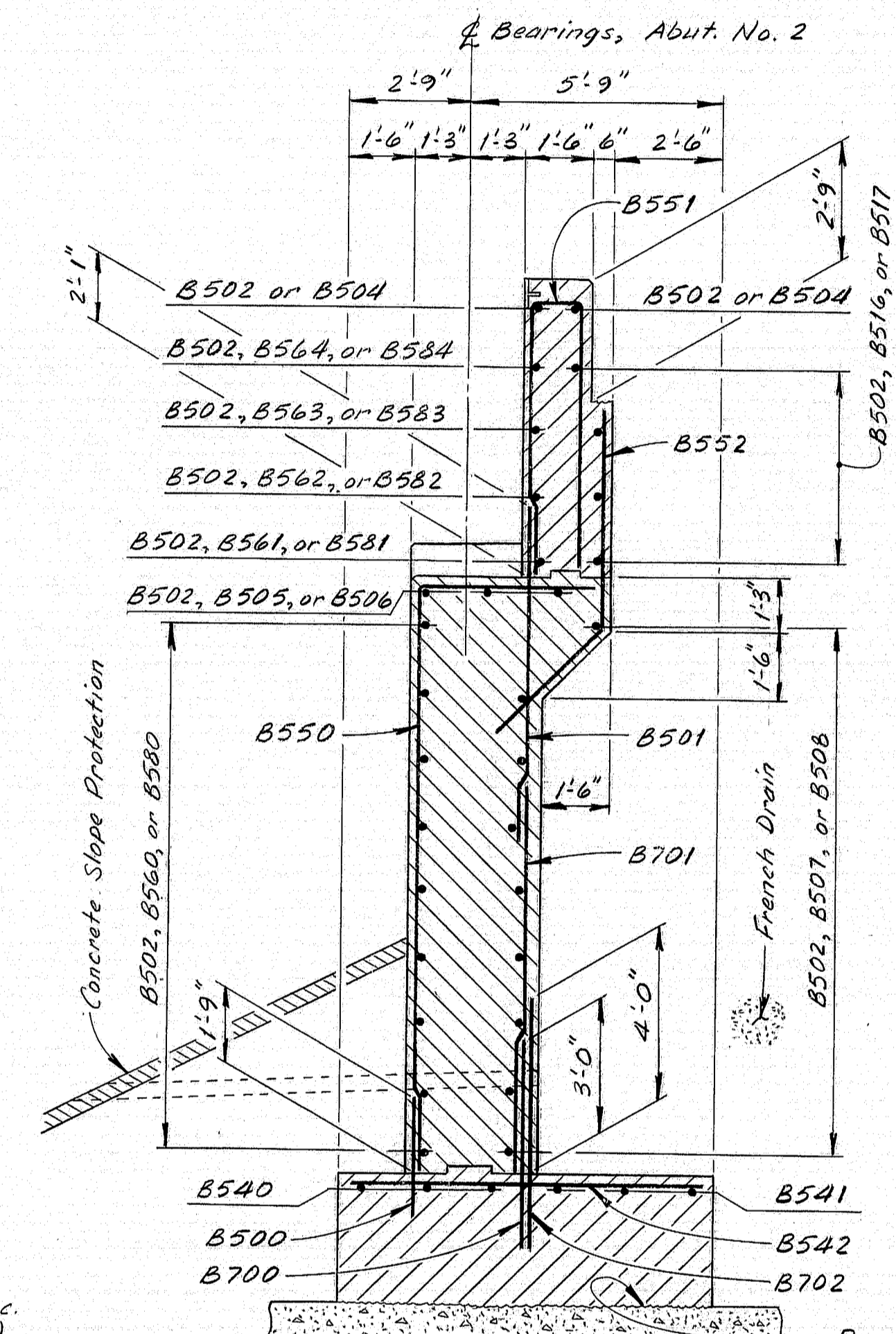
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	7	41



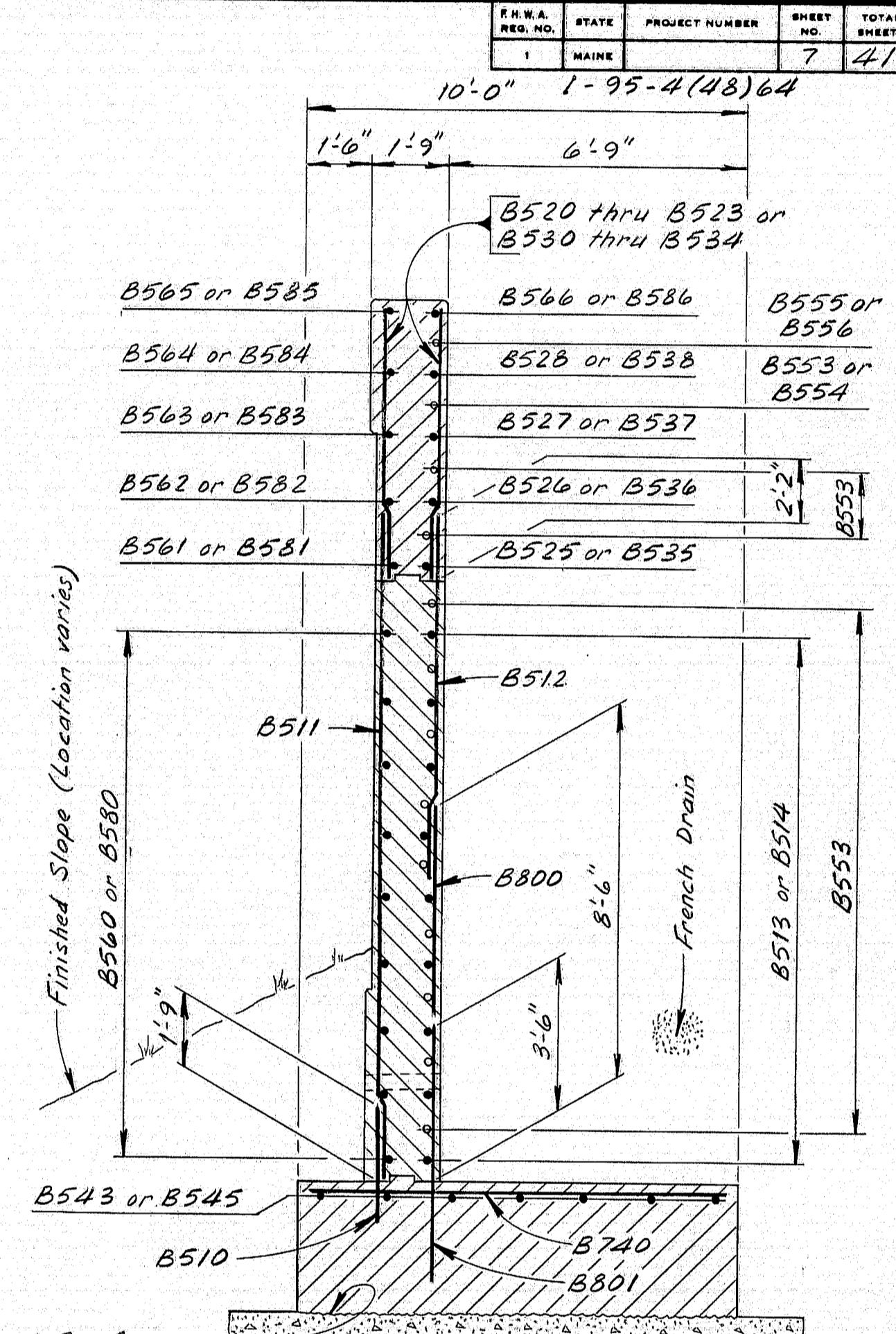
ABUT. No. 1 WING SECTION



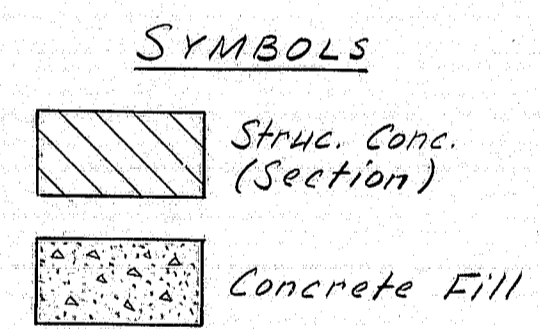
ABUTMENT No. 1 SECTION



ABUTMENT No. 2 SECTION

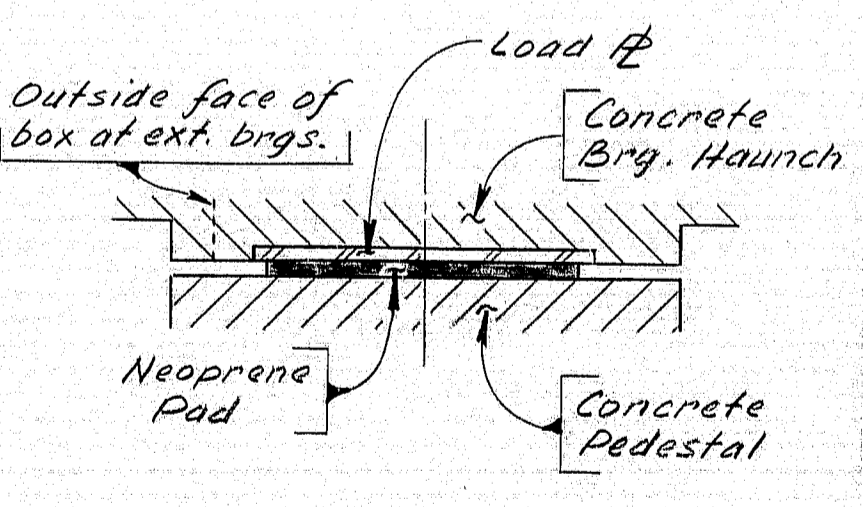


ABUT. No. 2 WING SECTION

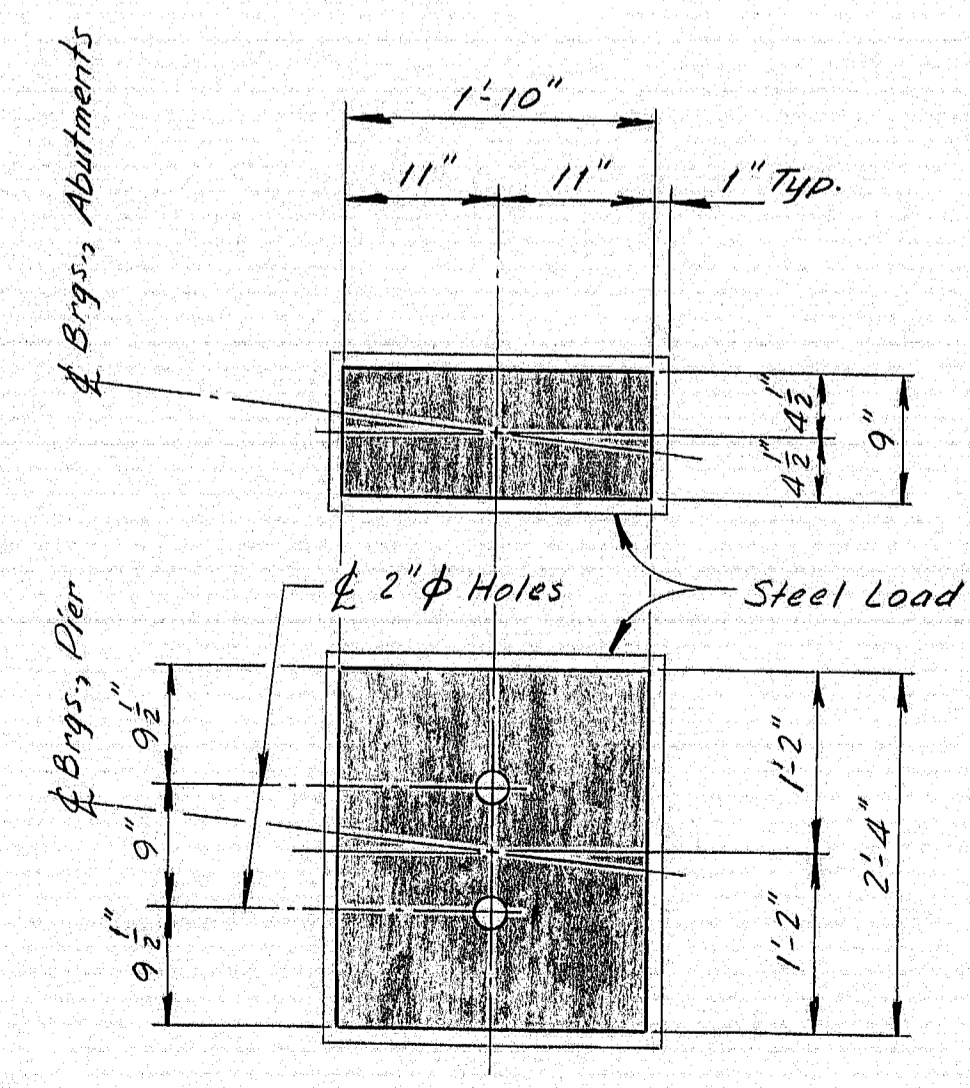


BEARING NOTES

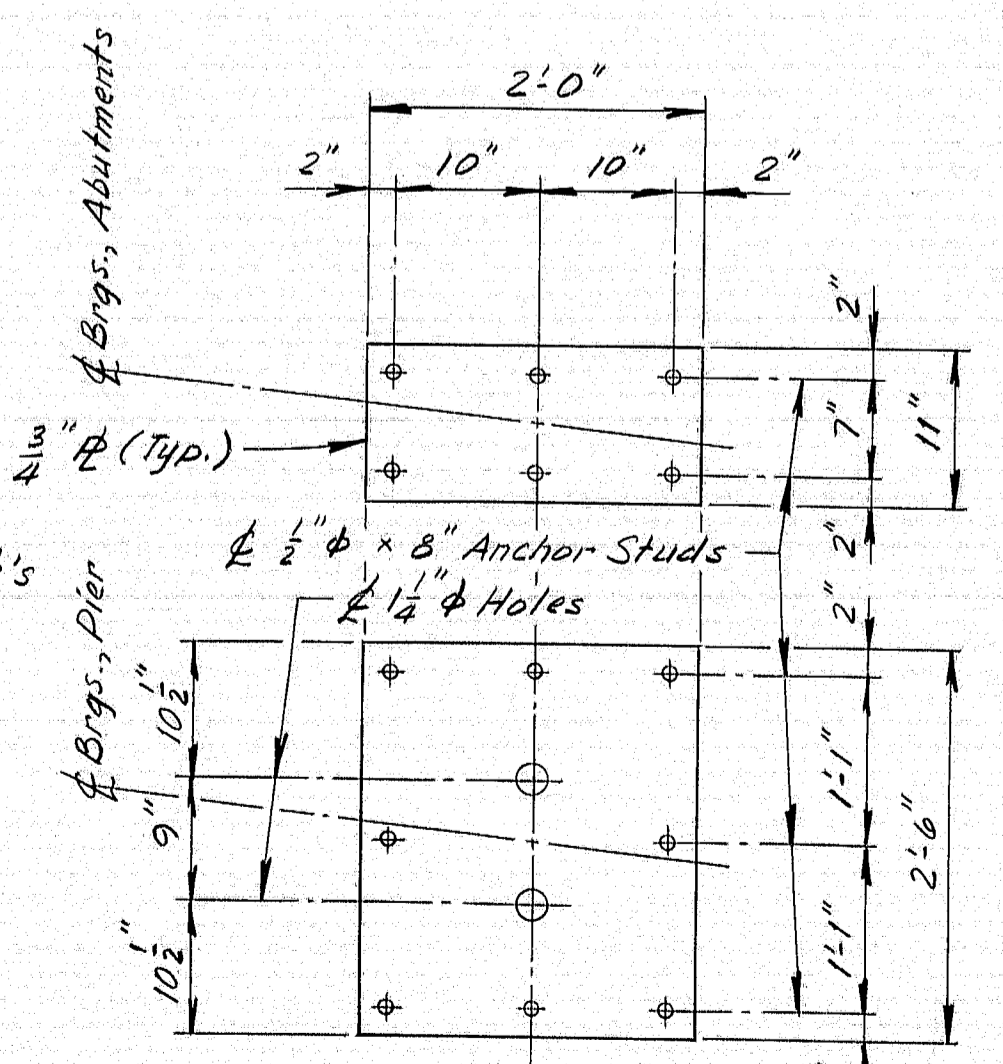
- Shop drawings of the bearings shall be submitted to the Engineer for approval prior to fabrication. (See Special Provisions Section 523.) Service Loads per bearing are as follows:
 Abutments - Dead Load = 92K, Dead and Live Load = 135K, Dynamic Rotation = 0° 5', Total Rotation = 1° 7', Max. Anticipated Distortion (one direction) = 3/8", Max. Anticipated Travel = 9/16"
 Pier - Dead Load = 300K, Dead and Live Load = 386K, Dynamic Rotation = 0° 3' 44", Horizontal Force = 13.7K, Total Rotation = 0° 9'
- At the locations of the bearings, the concrete pedestals shall be dressed one inch larger all around than the size of the bearings and to the exact elevations shown on the plans. If dressed areas are below the surface of the surrounding pedestal, a small channel with a maximum width of two inches and a minimum slope of one-half inch per foot shall be cut to the edge of the pedestal as required by the Engineer. No separate payment will be made for this work.
- The Contractor shall prevent bond between the superstructure concrete and the bearing dowels. The oversized holes in the neoprene pad must be kept free of concrete, grout, or water. (See 'Dowel Detail', Sheet #6.) Payment will be considered incidental to Item No. 523.07.
- The Contractor may secure the steel load plates by welding the studs to the reinforcing steel.



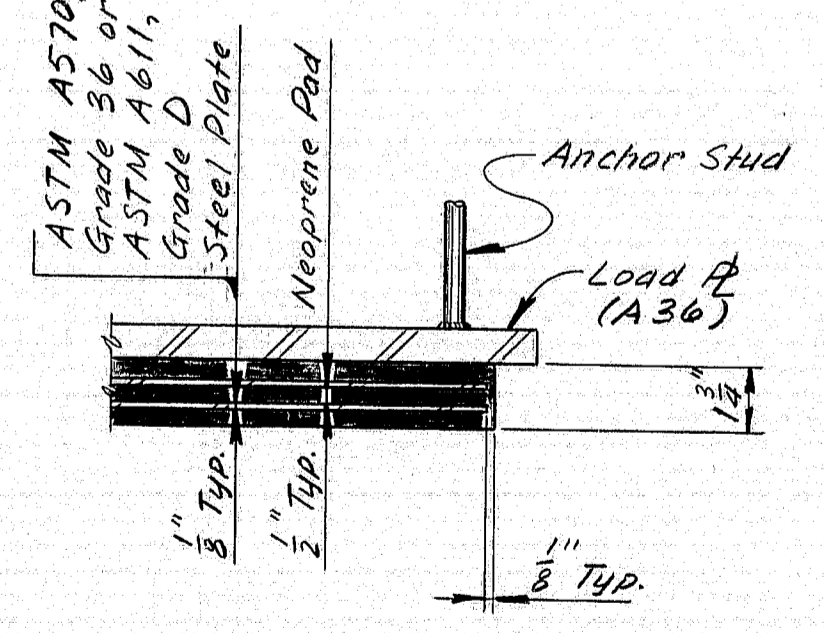
TYPICAL BEARING
 Alternate not built
 June 1985
 Rep



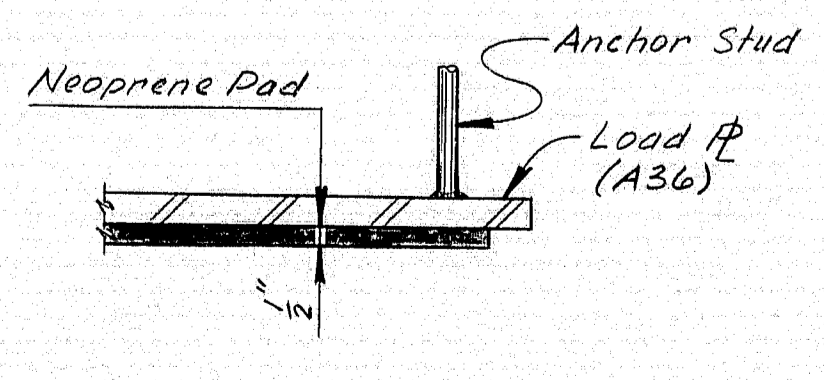
NEOPRENE BRG. PADS



STEEL LOAD PLATES



ABUTMENT BEARING



PIER BEARING

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	11/7/83
CHECKED	
REVISIONS	
FIELD CHANGES	

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

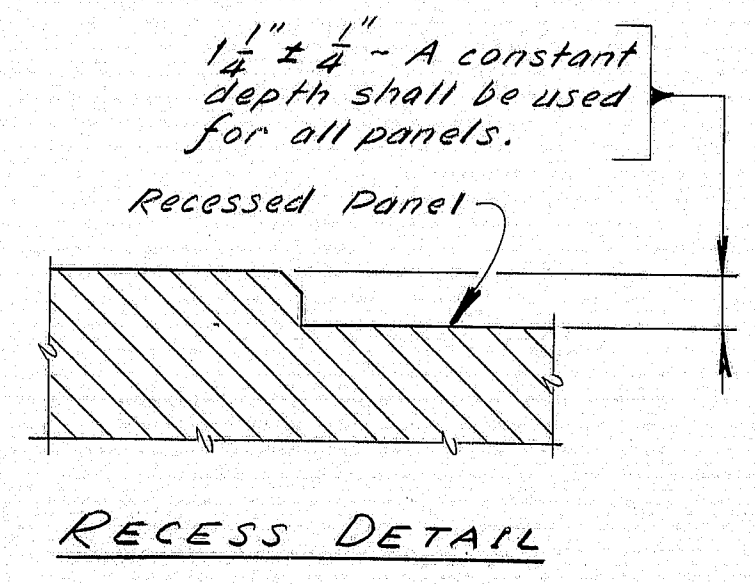
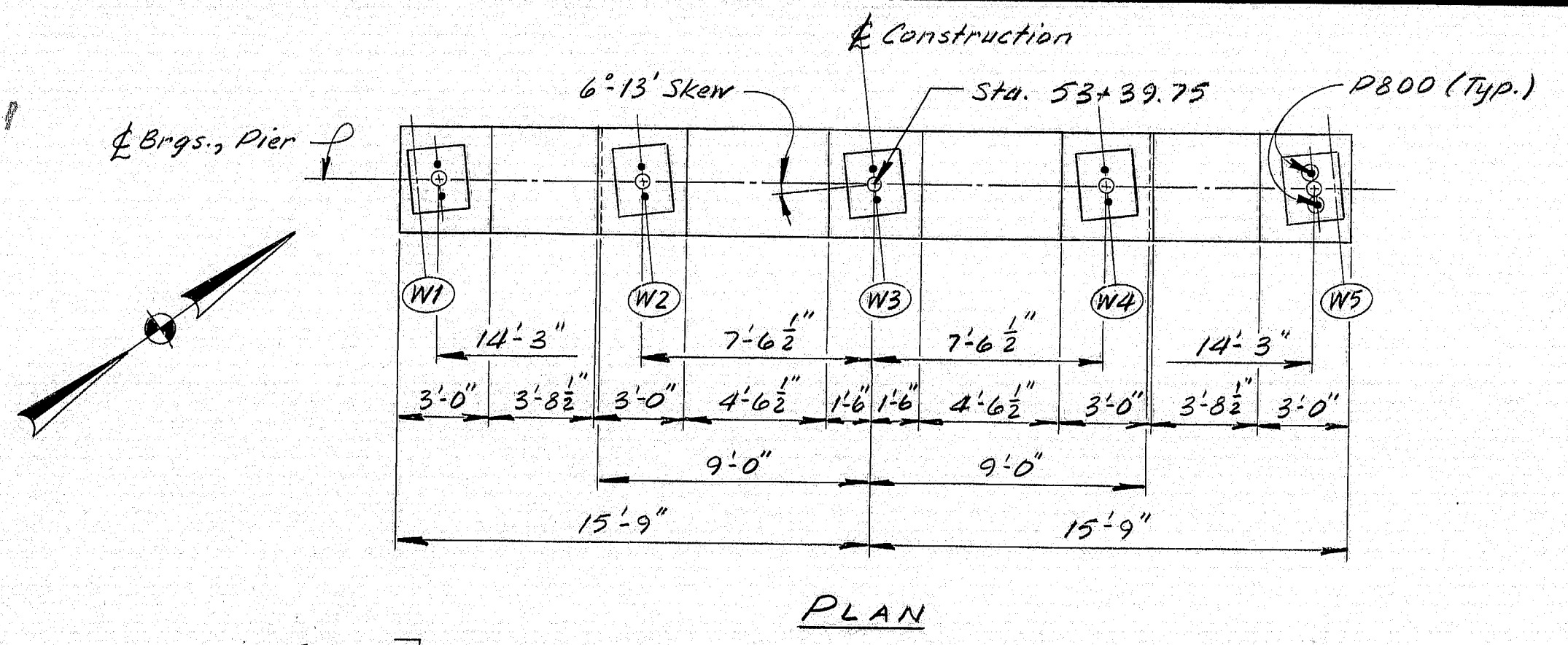
COUNTY ROAD
 OVER
 INTERSTATE 95
 FREEPORT

ABUTMENT SECTIONS
 ELASTOMERIC BEARINGS

SHEET 5 OF 14 AUGUSTA, MAINE Jan. 1984
 Concrete Alternate

R94-157

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	8	41

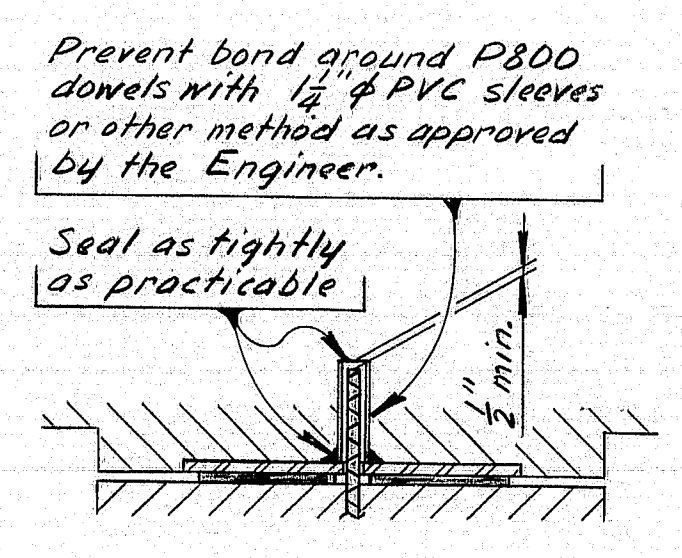
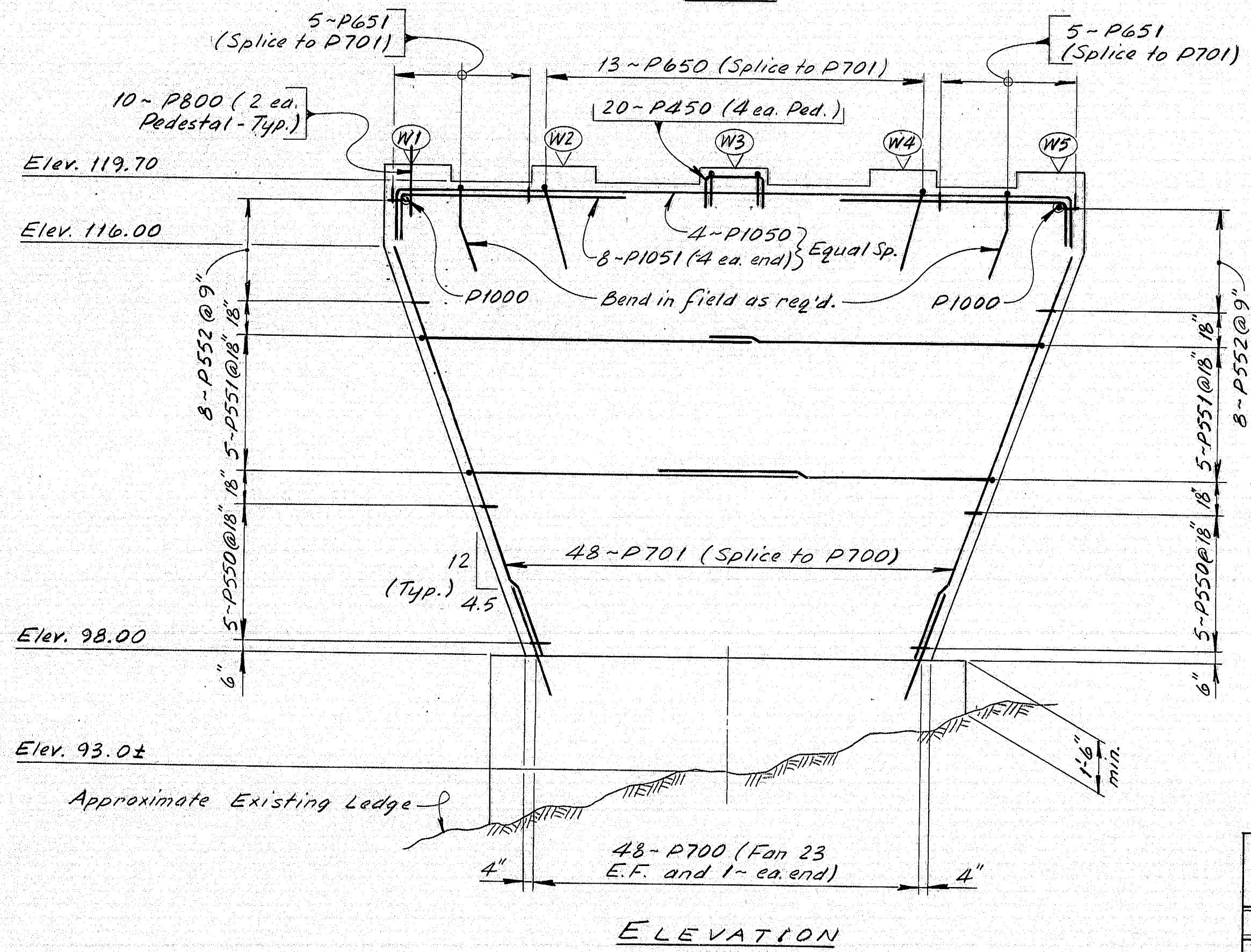


PIER NOTES

- Reinforcing steel shall have three inches minimum cover unless otherwise indicated.
- Design Criteria: Critical AASHTO Loading - Group III.
Wind - 100 m.p.h.

RECESSED PANEL NOTES

- Special care shall be exercised so that form joints at the exposed face of concrete shall be tight.
- To insure a consistent surface texture, concrete aggregate shall be from the same source and portland cement from the same manufacturer throughout placement of the exposed substructure.
- All fins and projections in the exposed face of concrete shall be removed and all holes patched to create a surface of uniform texture.
- No deductions in the concrete pay volumes shall be made for the recessed panels.

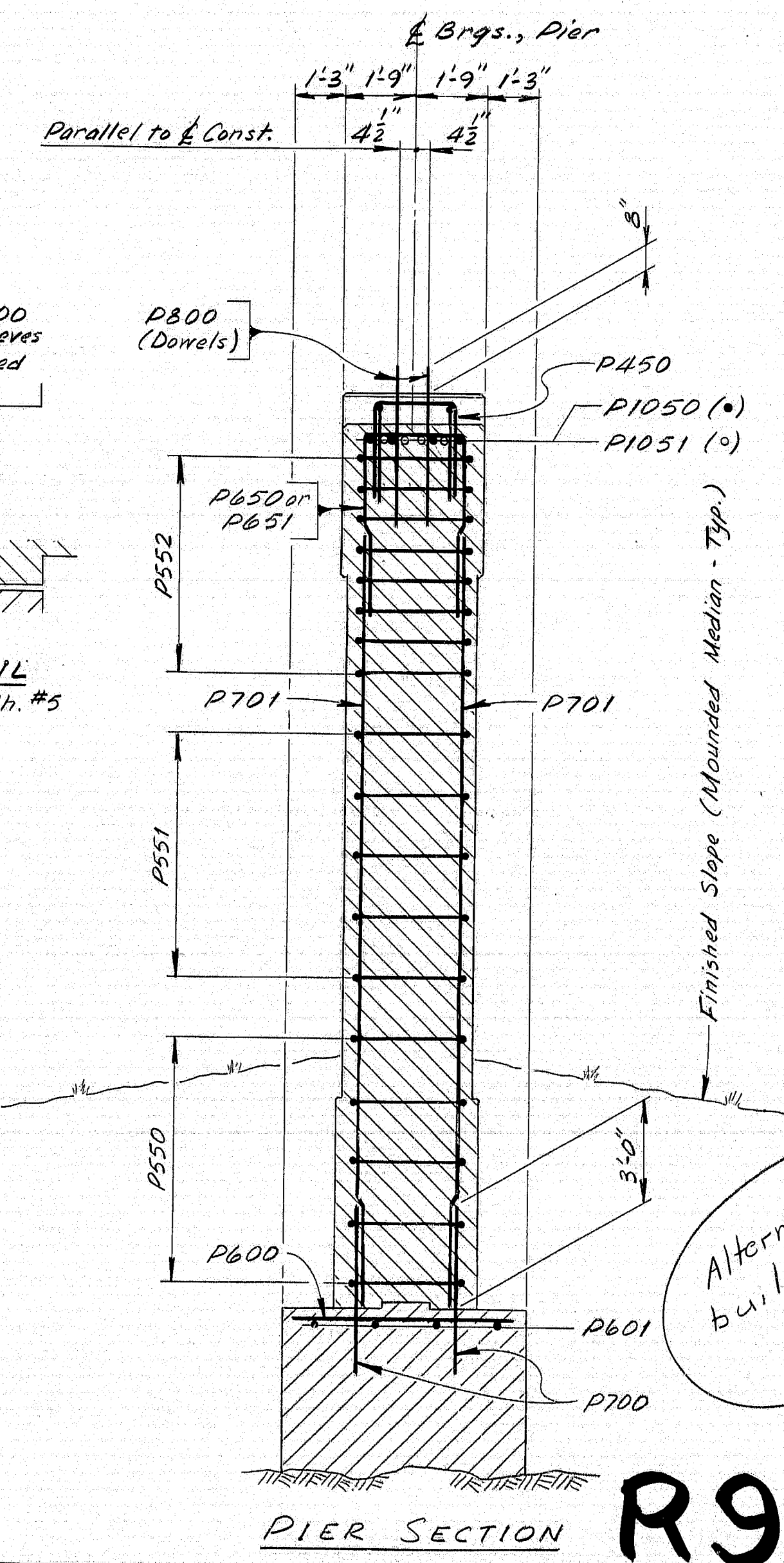
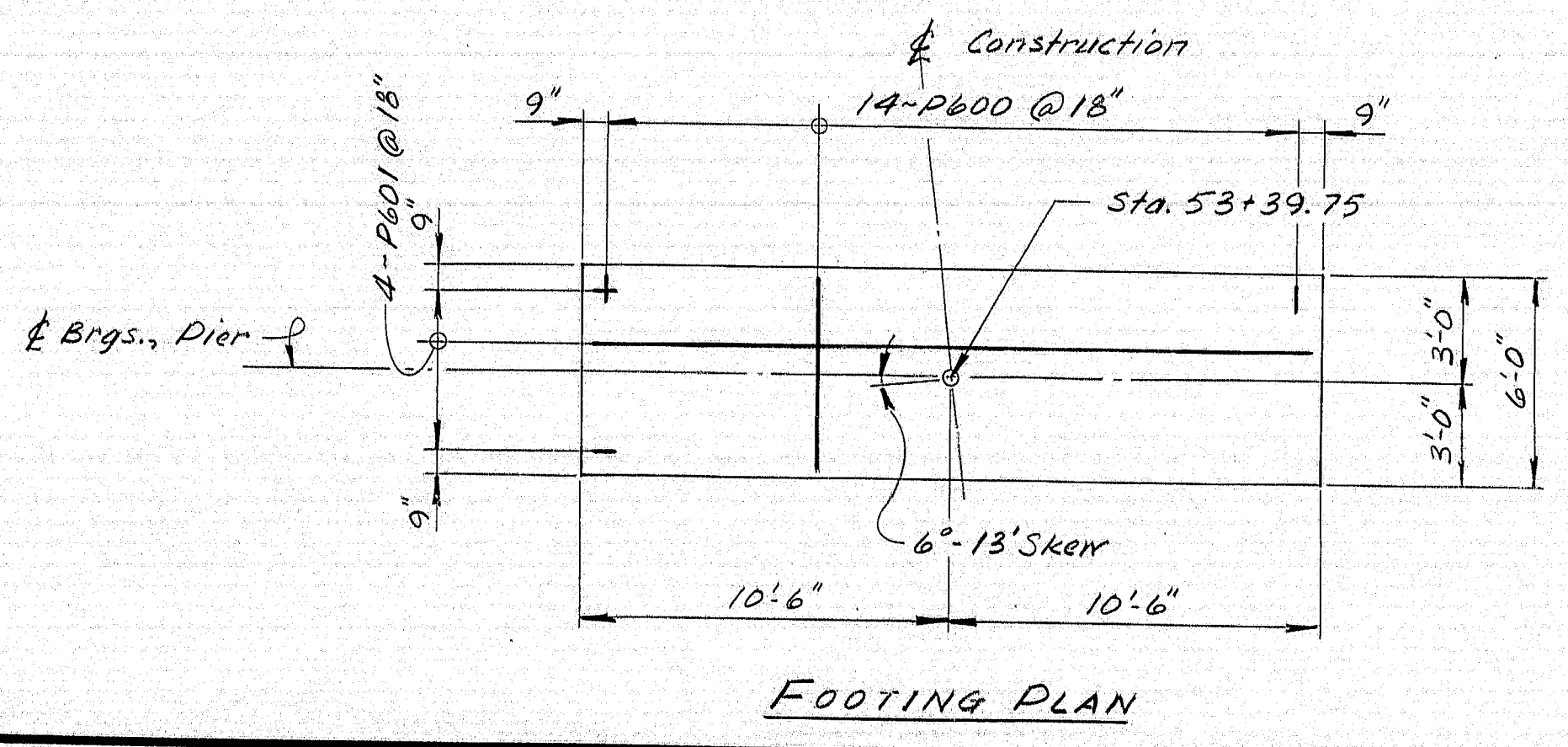


PEDESTAL ELEVATIONS

Ped.	Elev.
W1	120.51
W2	120.49
W3	120.47
W4	120.46
W5	120.46

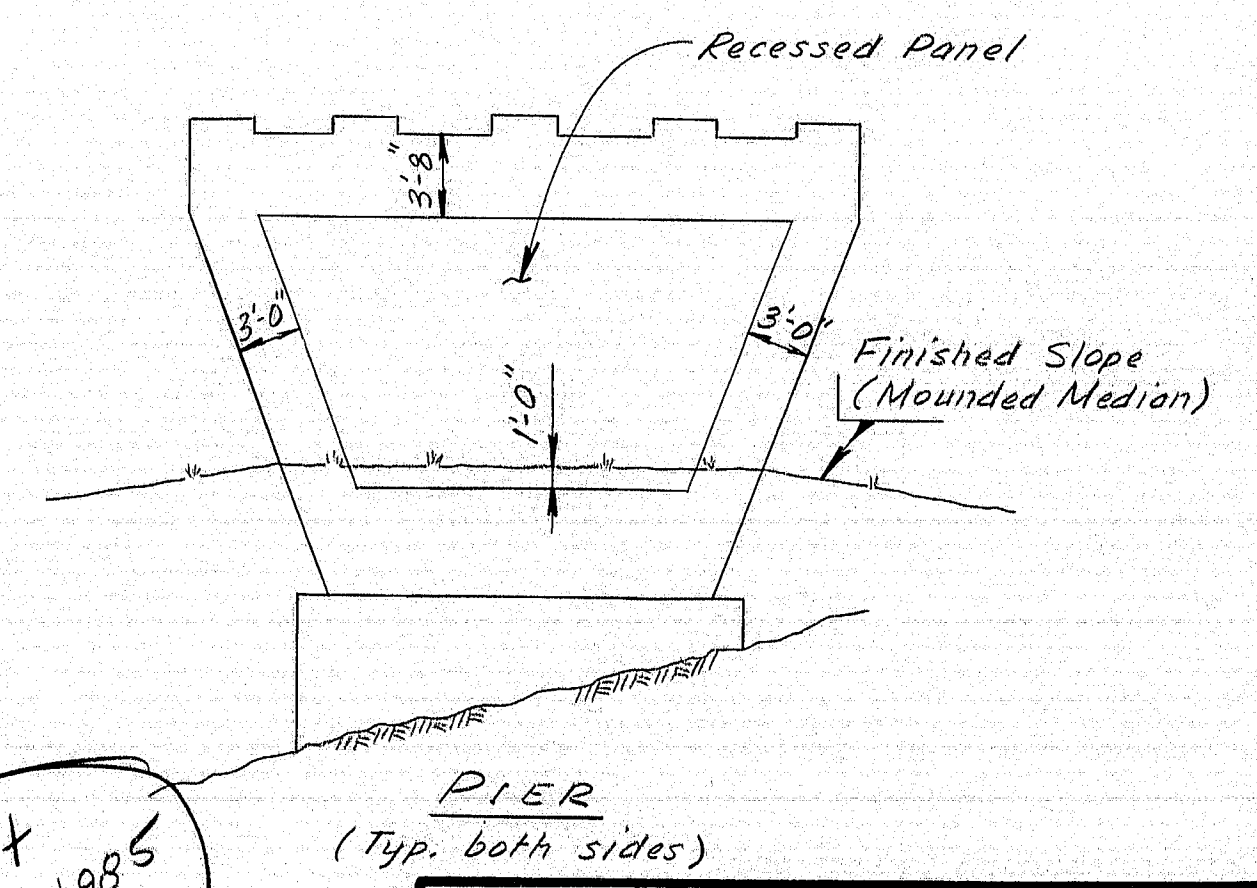
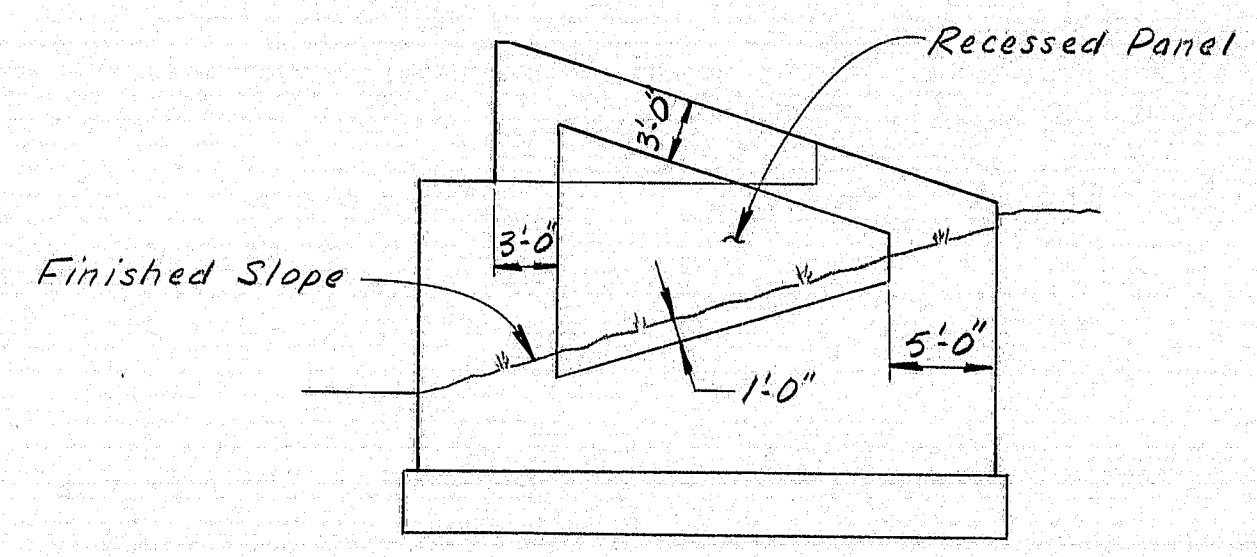
LEGEND
 E.F. = Each Face Lt. = Left
 Ped. = Pedestal Rt. = Right

SYMBOLS
 Struc. Concrete (Plan or Elev.)
 Struc. Concrete (Section)



Alternate not built June 1985
 Rep

R94-158



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

~~COUNTY ROAD OVER INTERSTATE 95~~

FREEPORT
 PIER 1
 RECESSED PANEL DETAILS

SHEET 6 OF 14 AUGUSTA, MAINE Jan. 1984
 Concrete Alternate

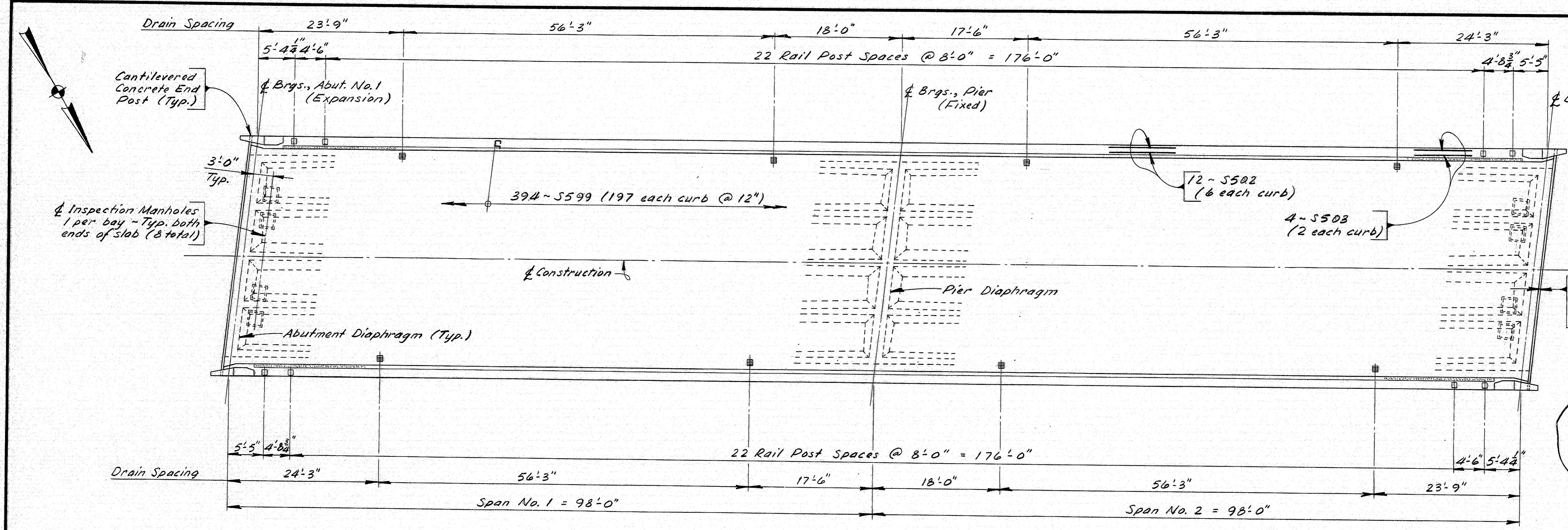
PROJECT DESIGN ENGINEER
 BY: [Signature]
 DATE: 1/23/84

CHECKED BY: [Signature]
 DATE: 1/23/84

REVISIONS
 FIELD CHANGES

BRUNING 44-132-45710-1

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	9	41

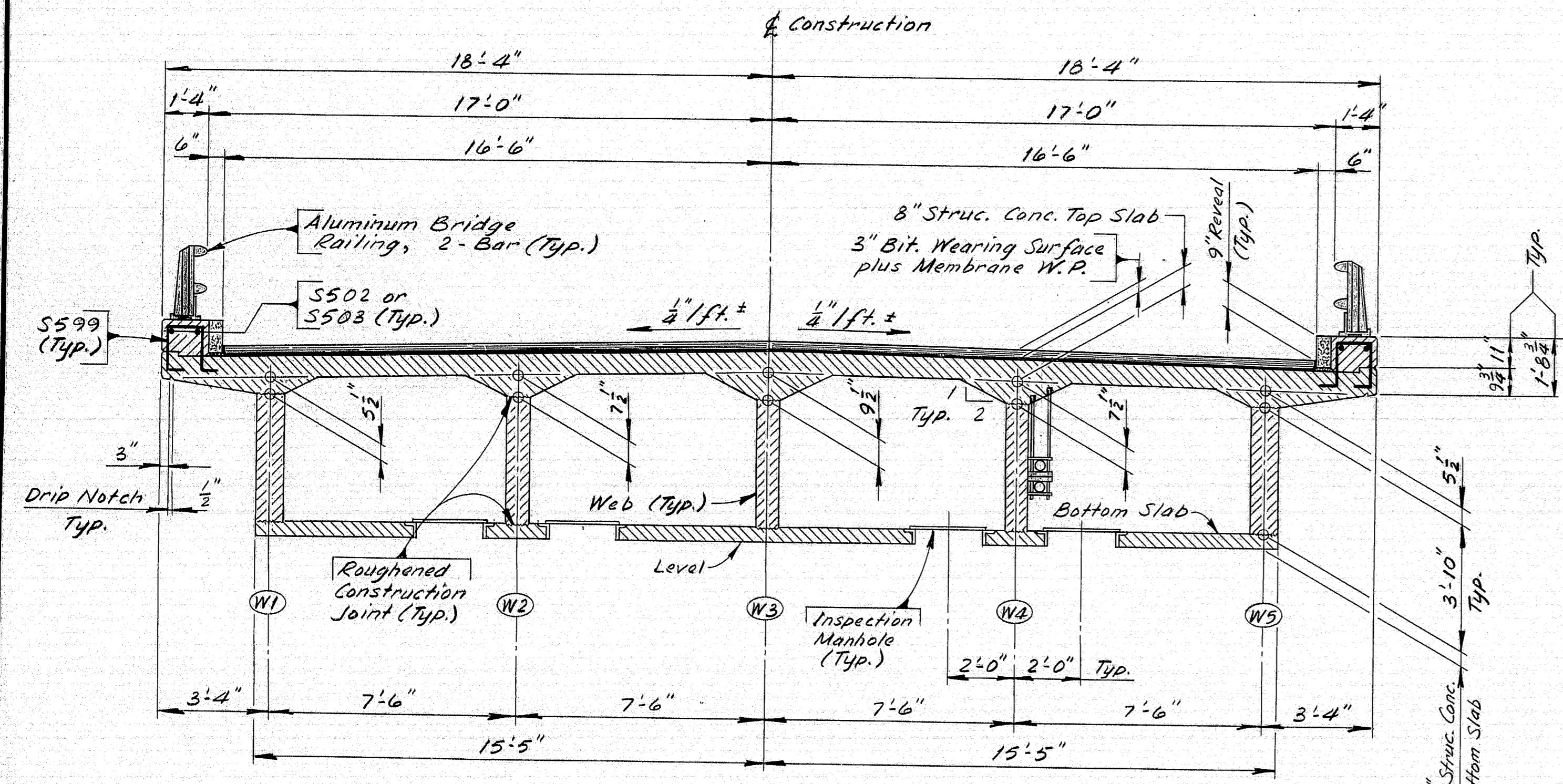


PLAN

SUPERSTRUCTURE NOTES

- Form a one-inch V-groove on the fascias at the horizontal joint between the curb and slab.
- Reinforcing Steel shall have a minimum cover of two inches unless otherwise indicated.
- Adjust reinforcing steel to fit around the drains and inspection manholes in a manner approved by the Engineer. Do not cut reinforcing bars.
- Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.
- Protective Coating for Concrete Surfaces shall be applied to tops of concrete curbs, fascia down to the drip notch, concrete wearing surface at ends of slab, and all exposed surfaces of concrete end posts.
- The superstructure concrete shall be constructed in placements as follows: the bottom slab, the webs and the pier diaphragm, the top slab and haunches, and the abutment diaphragms and curbs. Each placement shall be made in continuous operation, and the concrete shall be kept plastic until the entire placement has been completed. A minimum waiting period of seven days shall elapse between each placement.
- Roughened construction joints, where called for, shall have clean contact surfaces free of laitance and shall be intentionally roughened to a full magnitude of approximately one-quarter inch, in a manner approved by the Engineer.
- Welding to stirrups in the ends of the top slab at the abutments will be allowed as approved by the Engineer.
- Payment for superstructure concrete, including diaphragms, will be made to the bottom of the bottom slab under Item No. 502.37.
- The three-quarter inch steel bearing plates and stud anchors will be considered incidental to Item No. 502.37.
- Galvanized bridge drains and the inspection manholes, including hardware and painting, will be considered incidental to Item No. 502.37.
- The concrete superstructure shall be supported by falsework until the entire superstructure has been substantially completed and in accordance with Section 502.10. The Contractor shall submit plans of the supporting forms and falsework to the Engineer for approval prior to their construction.

Alternate not built June 1985
Rep

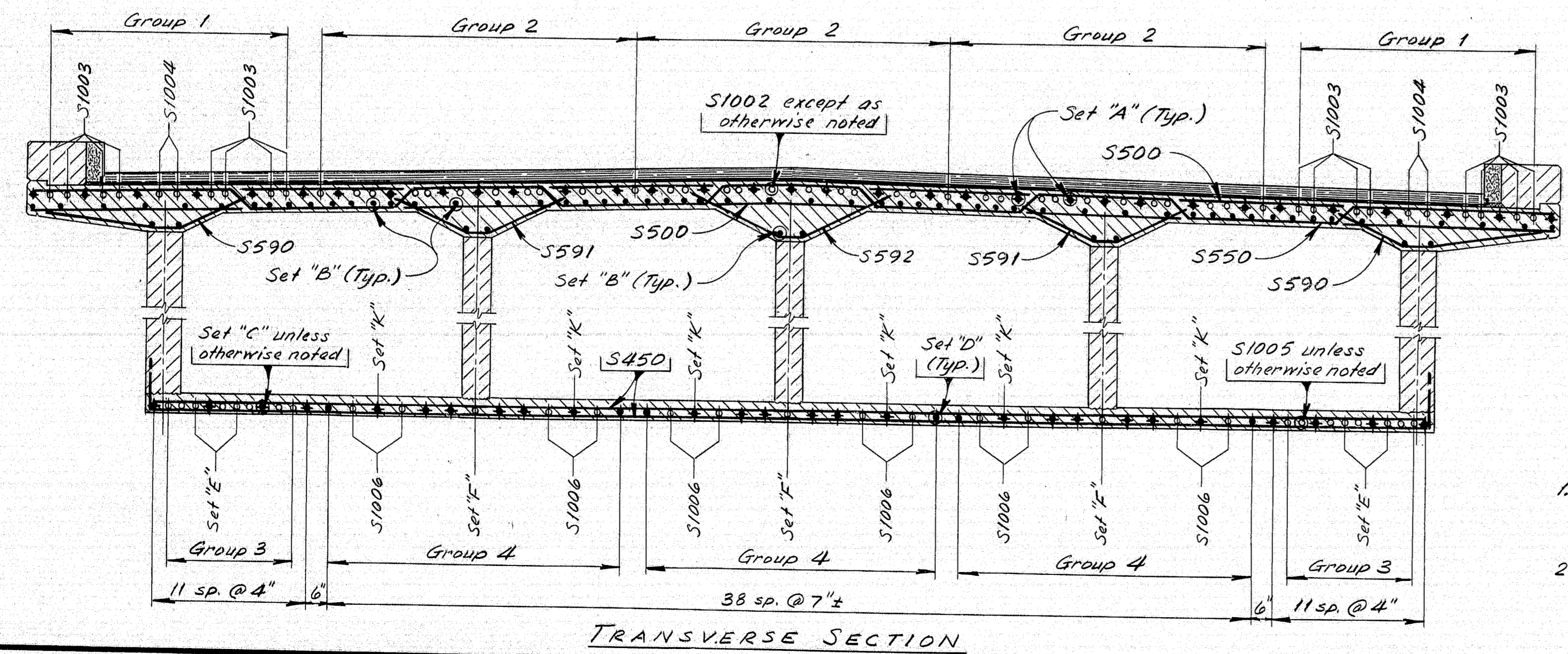
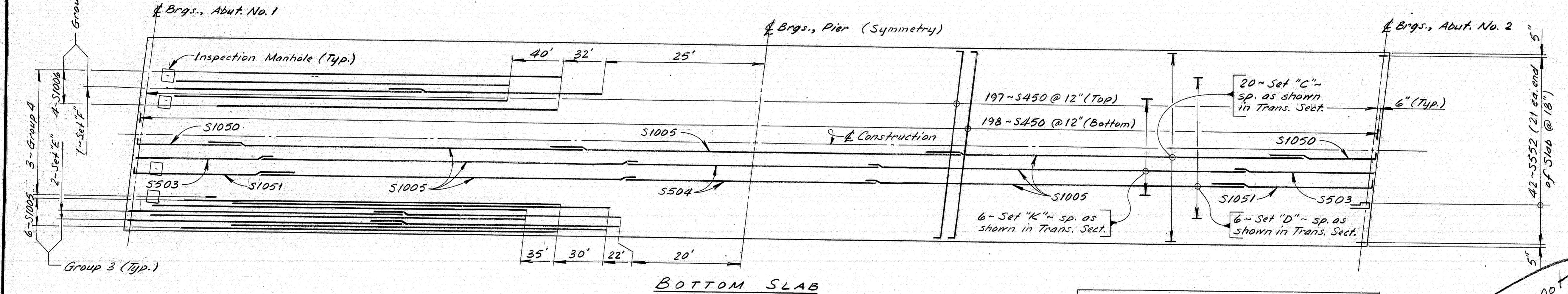
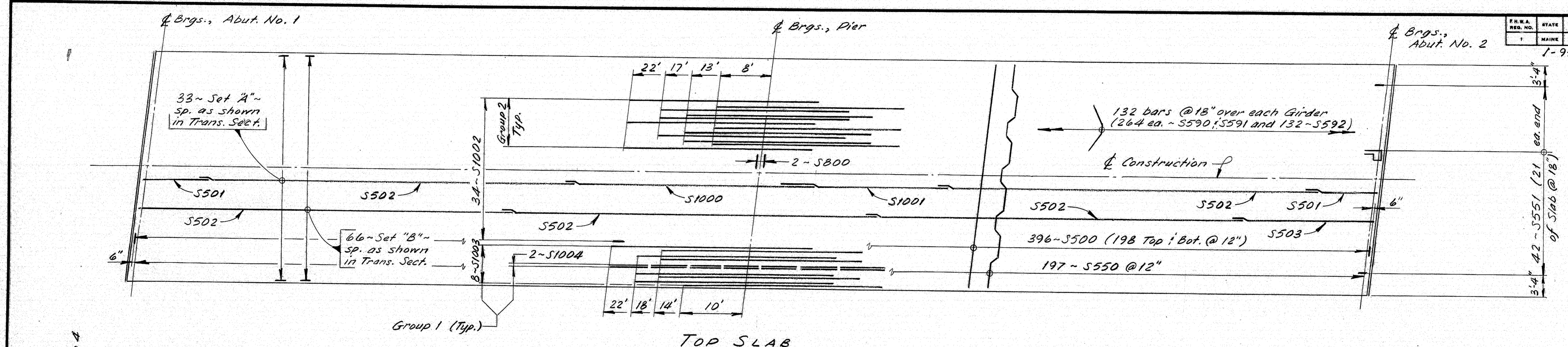


TRANSVERSE SECTION

PROJECT DESIGN ENGINEER	DATE
BY	11/23/83
DESIGN - DETAIL	11/23/83
CHECKED	11/23/83
REVISIONS	
FIELD CHANGES	

R94-159
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
COUNTY ROAD
OVER
INTERSTATE 95
FREEPORT
SUPERSTRUCTURE
SHEET 7 OF 14 AUGUSTA, MAINE Jan. 1984
Concrete Alternate

(Superstructure Notes continued Sheet No. 10 of 14)



SET SCHEDULE	
Set	Bars
A	2 ea. S501, S502 & 1 ea. S1000, S1001
B	3-S502 & 1-S503
C	3-S1005 & 2-S1050
D	1-S504 & 2 ea. S1005, S1051
E	2-S1007
F	2-S1008
K	1-S504 & 2 ea. S503, S1005

SPICES	
Size	Length
#5	1'9"
#10	5'6"

- SLAB NOTES**
- Where reinforcing bars of two different sizes are spliced together, use the splice length given for the smaller bar.
 - Web and Pier diaphragm stirrups must be installed with bottom slab reinforcement. For details, see Sheet No. 9 of 14.

Alternate not built June 1985 RP

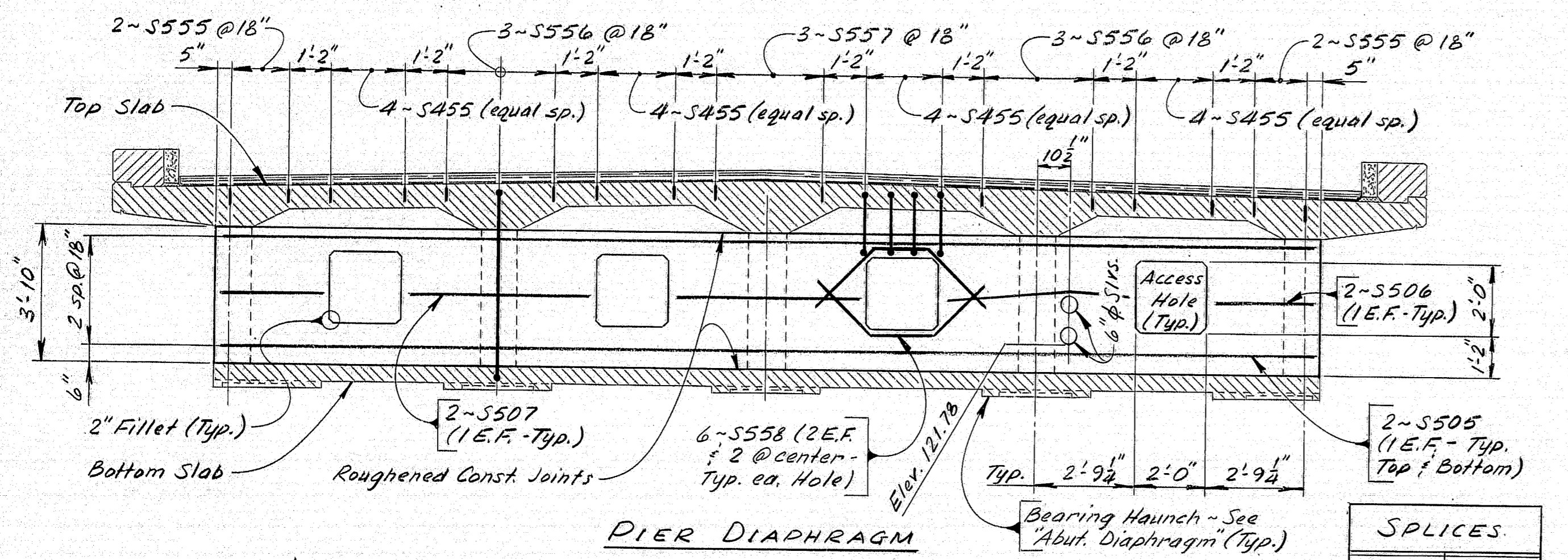
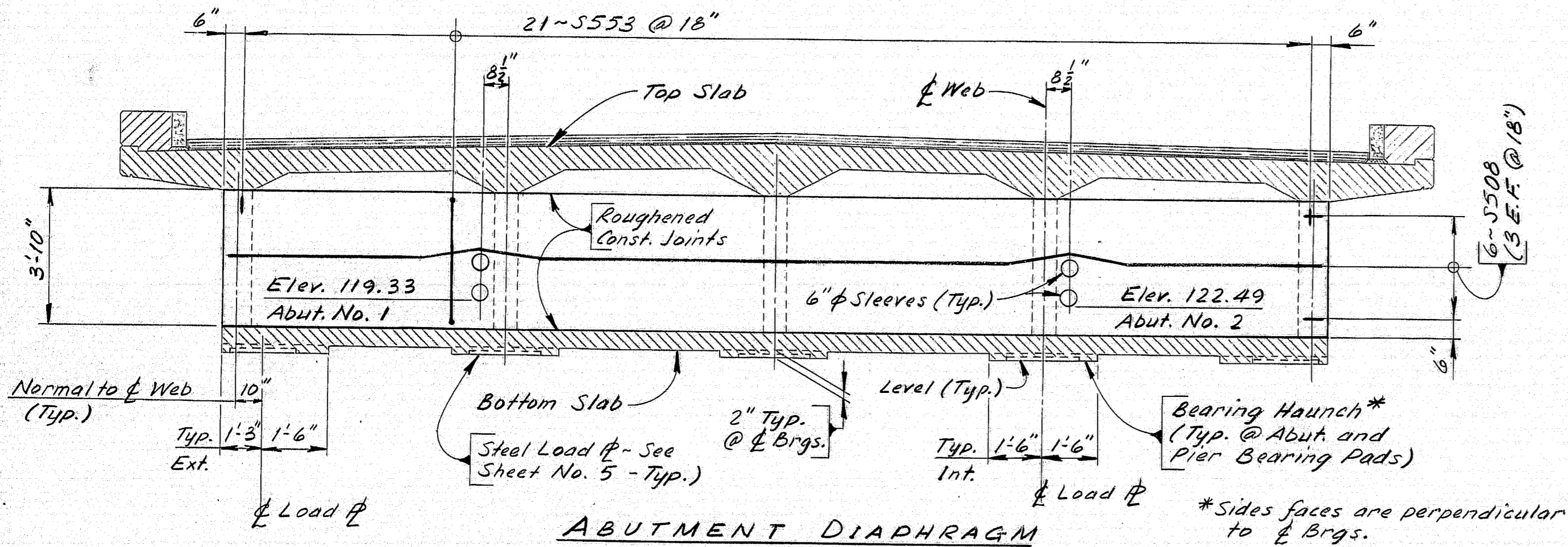
References:
For reinforcing steel clearances, see "Longitudinal Section", Sh. # 9.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
COUNTY ROAD OVER INTERSTATE 95
FREEPORT
SLAB REINFORCEMENT
SHEET 8 OF 14 AUGUSTA, MAINE Jan. 1984
Concrete Alternate

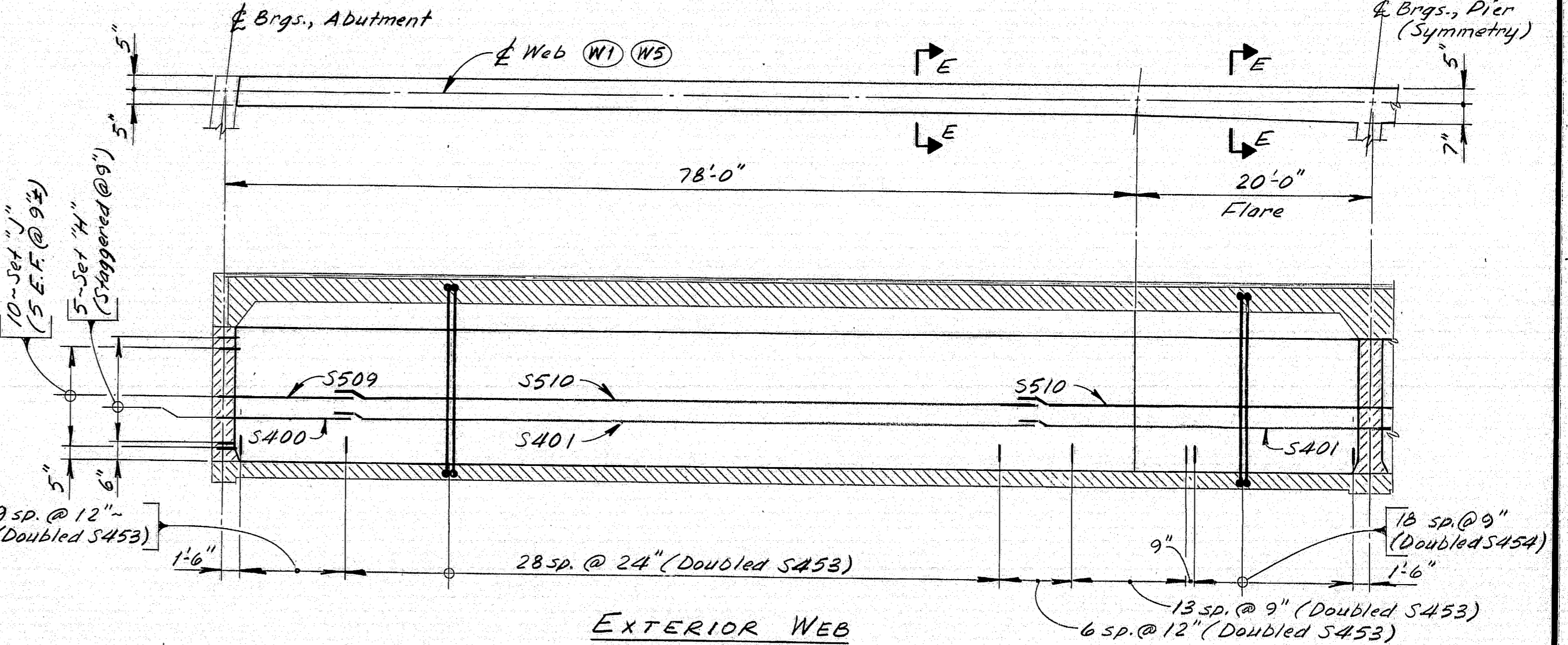
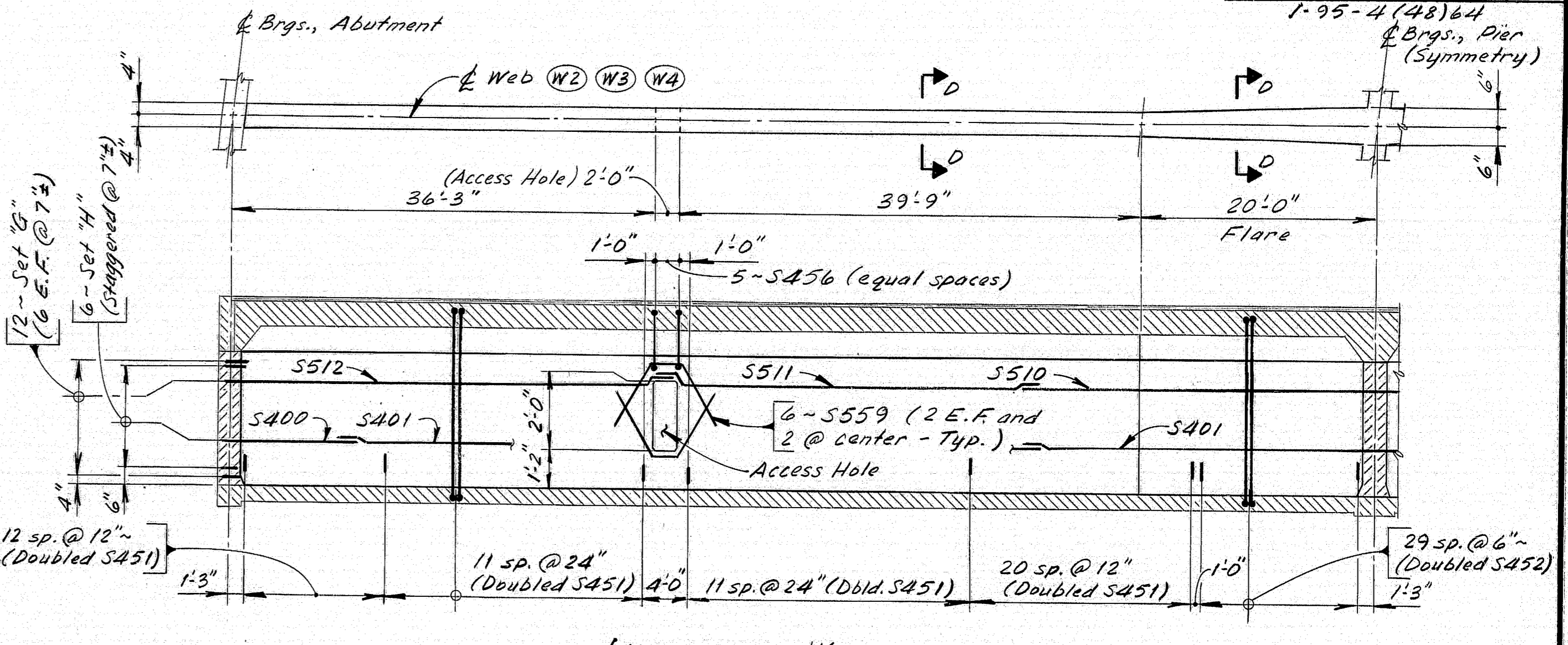
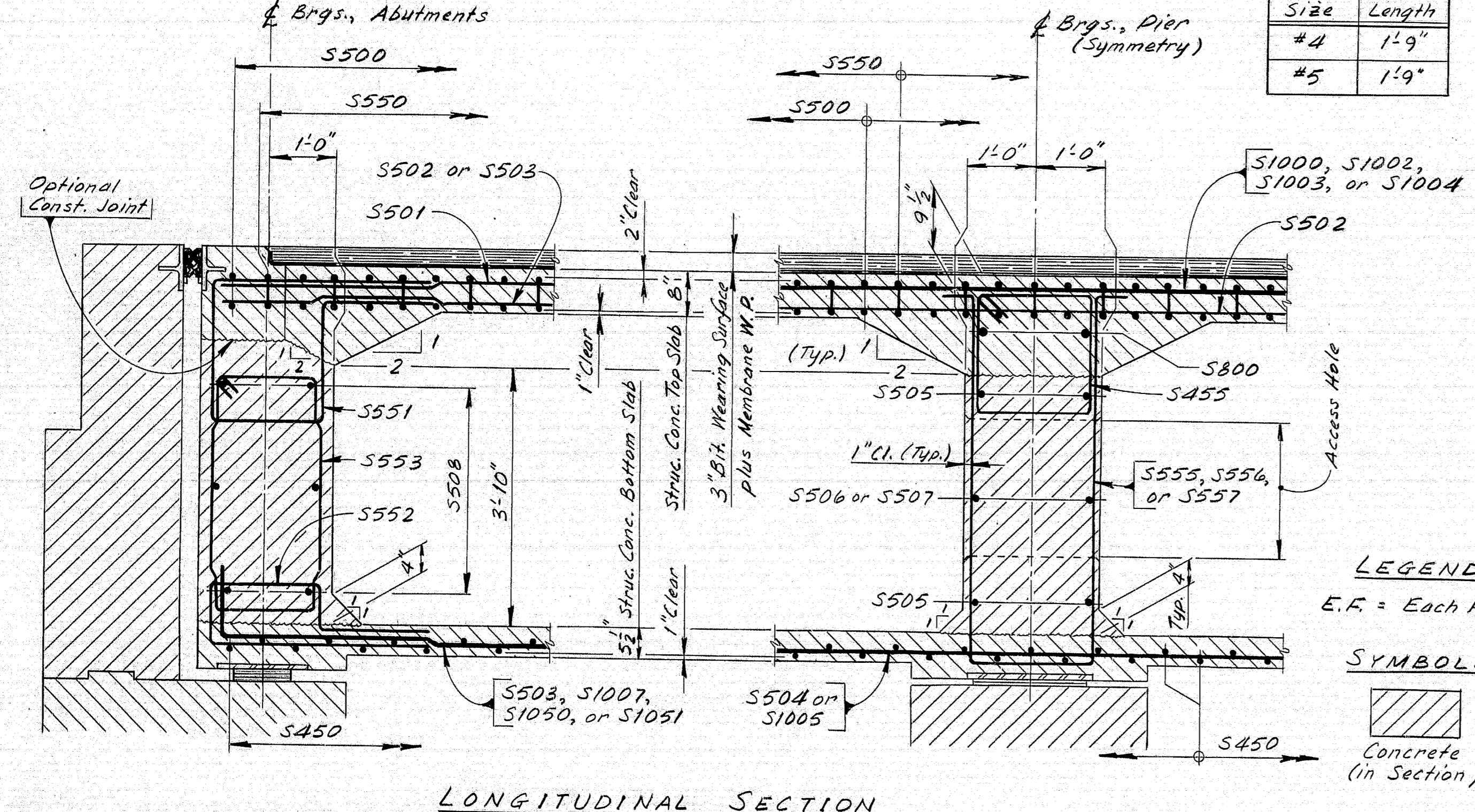
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BY: [Signature]	12/22/83
DESIGN - DETAILED	DATE
BY: [Signature]	12/22/83
PLANS	REVISIONS
FIELD CHANGES	

R94-160

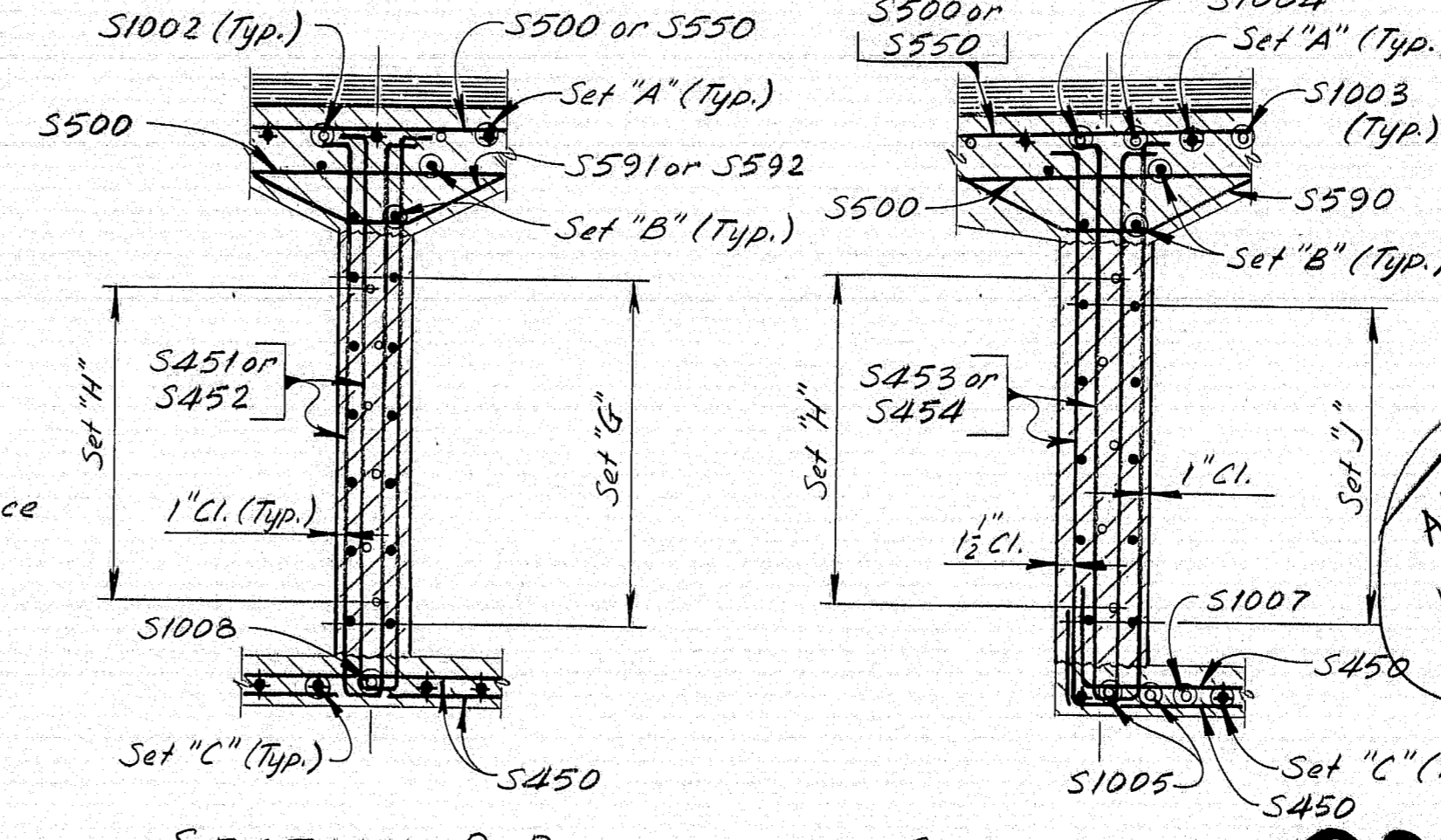
F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4 (48) & 4	11	41



Size	Length
#4	1'-9"
#5	1'-9"



Set	Bars
G	1-S510 and 2 ea. S511 & S512
H	2-S400 & 3-S401
J	2-S509 & 3-S510



LEGEND
E.F. = Each Face

SYMBOLS
Concrete (in Section)

Alternate not built June 1988

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

COUNTY ROAD
OVER
INTERSTATE 95
FREEPORT
DIAPHRAGMS AND WEBS

SHEET 9 OF 14 AUGUSTA, MAINE Jan. 1984
Concrete Alternate

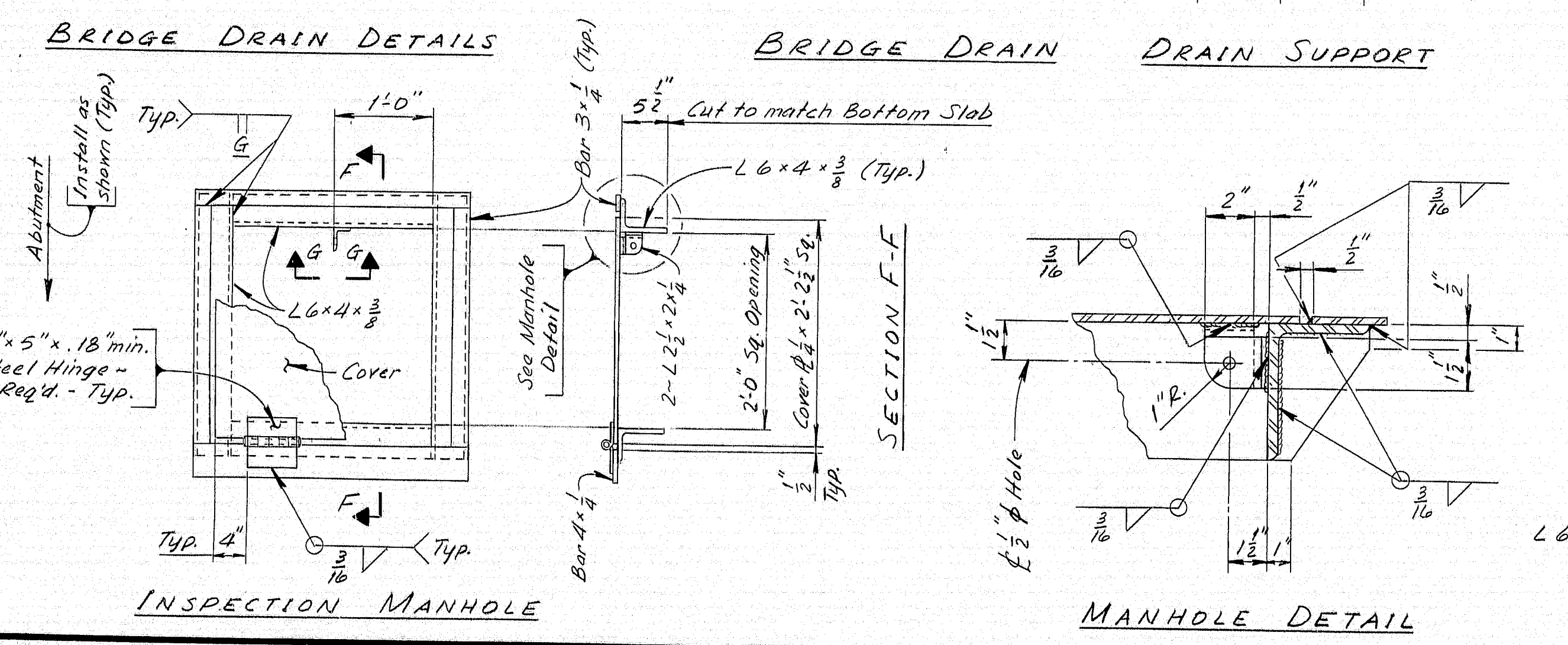
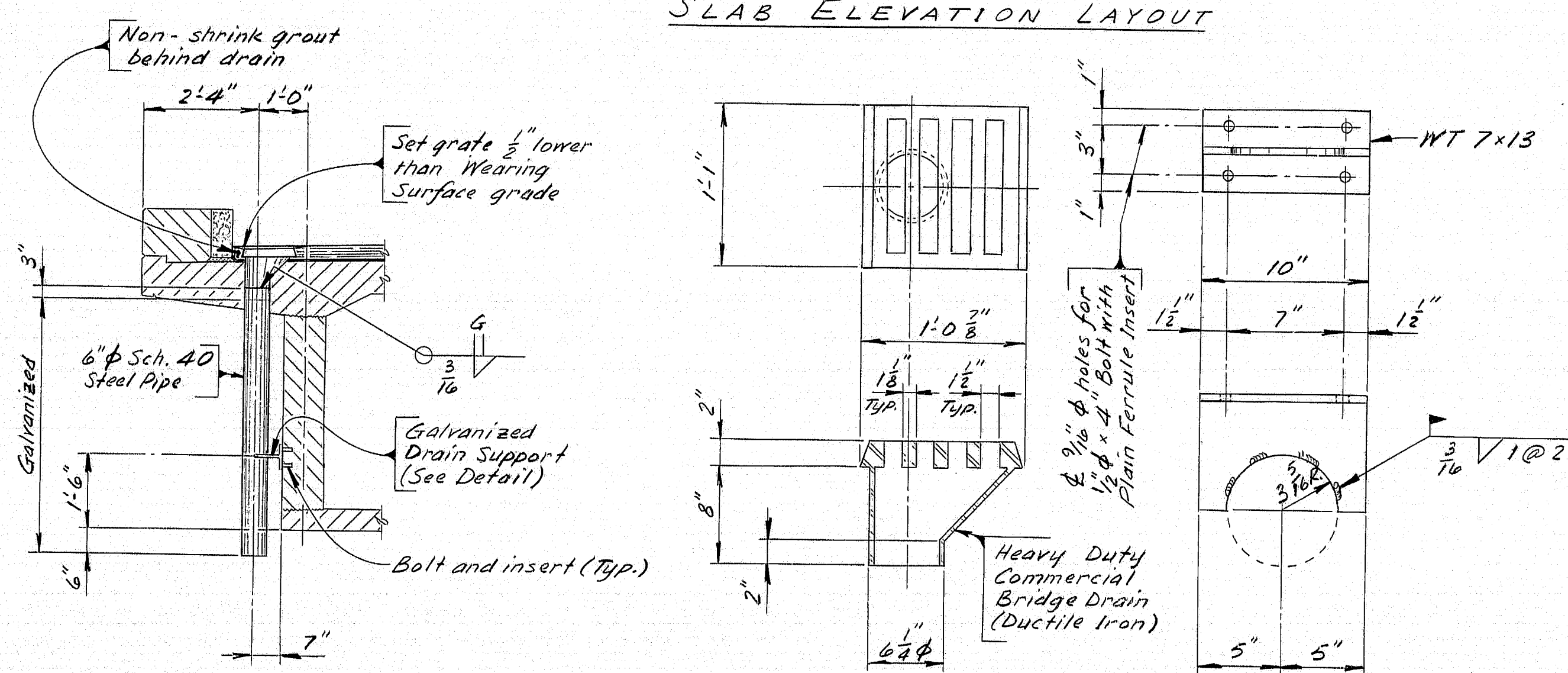
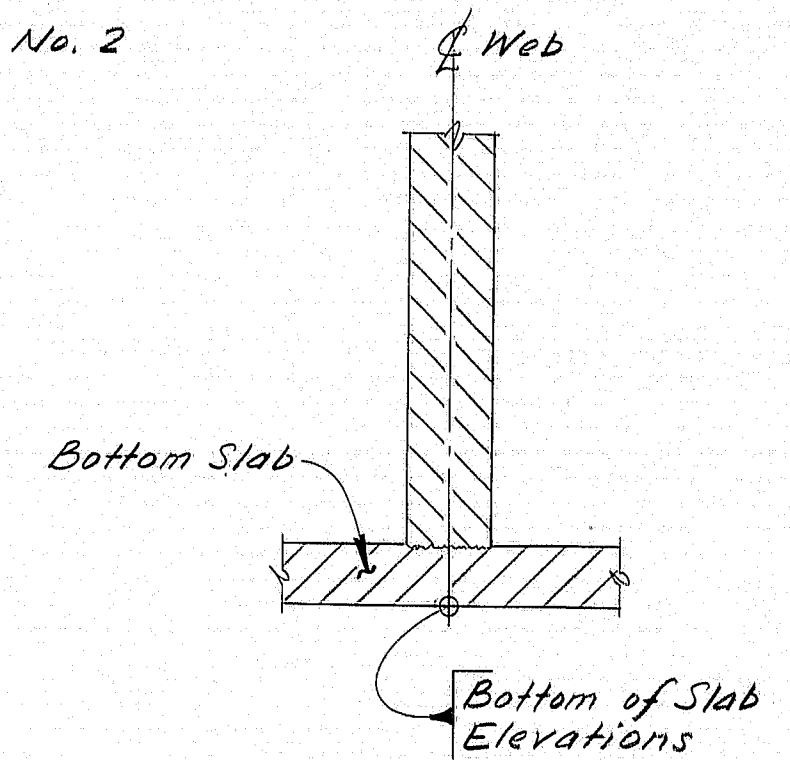
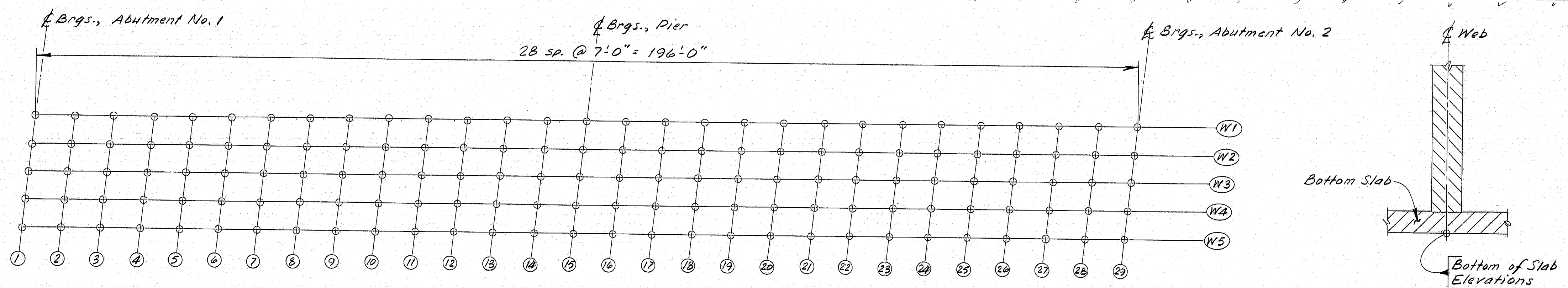
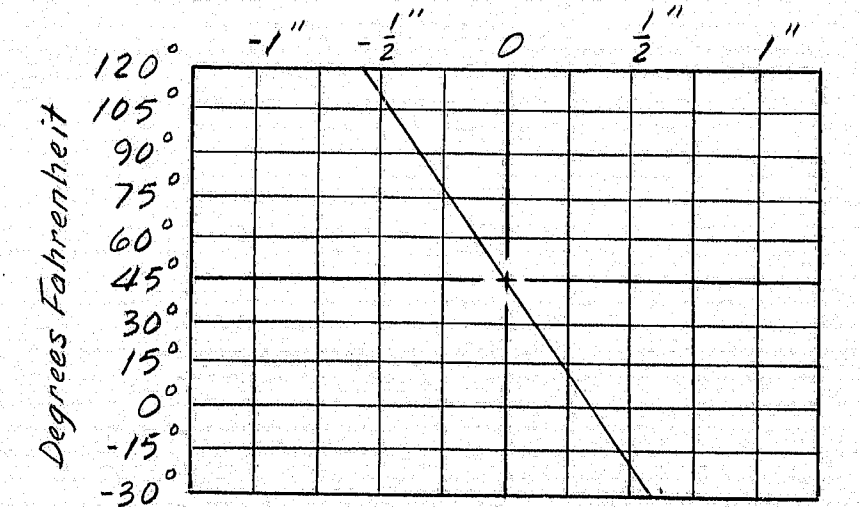
R94-161

PROJECT DESIGN ENGINEER	DATE
CHECKED	DESIGN - DETAILED
REVISIONS	1-1-83
FIELD CHANGES	

BRUNNEN 24 1/2 48710-1

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
(W1)	118.30	118.59	118.86	119.12	119.35	119.56	119.75	119.92	120.07	120.20	120.31	120.42	120.51	120.61	120.71	120.83	120.95	121.07	121.19	121.30	121.39	121.46	121.51	121.54	121.53	121.53	121.49	121.44	121.38
(W2)	118.27	118.55	118.83	119.08	119.32	119.53	119.72	119.89	120.04	120.17	120.29	120.39	120.49	120.58	120.69	120.80	120.93	121.05	121.17	121.28	121.37	121.44	121.49	121.52	121.53	121.52	121.48	121.43	121.37
(W3)	118.23	118.52	118.79	119.05	119.28	119.50	119.69	119.86	120.01	120.14	120.26	120.36	120.46	120.56	120.66	120.78	120.91	121.03	121.15	121.26	121.35	121.43	121.48	121.51	121.52	121.51	121.47	121.42	121.36
(W4)	118.21	118.50	118.77	119.03	119.27	119.49	119.68	119.85	120.00	120.13	120.25	120.36	120.46	120.56	120.66	120.78	120.91	121.03	121.15	121.26	121.36	121.43	121.48	121.52	121.53	121.51	121.48	121.43	121.37
(W5)	118.19	118.48	118.76	119.02	119.25	119.47	119.67	119.84	119.99	120.13	120.25	120.35	120.45	120.55	120.66	120.78	120.91	121.03	121.16	121.27	121.36	121.44	121.49	121.52	121.53	121.52	121.49	121.44	121.38

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	12	41



- SUPERSTRUCTURE NOTES (Continued)**
- The Bottom of Slab Elevations as shown have been adjusted to compensate for dead load deflections, shrinkage, and creep. (Long term deflections taken as twice the short term.)
 - Care shall be taken in removing the falsework such that the structure is made self-supporting gradually, as specified under Section 502.10 (c). The method of removal shall be subject to the approval of the Engineer.
 - After the manholes are completely shop assembled, the hinge pins shall be removed and all parts hot-dipped galvanized. The hinges shall be reamed to receive the galvanized pins.
 - Install sixteen one-inch P.V.C. drains in the bottom slab. Place two at the low spots in each cell of each span as directed by the Engineer.

- COMPRESSION SEAL NOTES**
- The seals to be furnished at both abutments shall have a minimum movement rating of $\frac{5}{8}$ inch.
 - The seal 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.
 - It is anticipated that the superstructure and backwall concrete will 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 Compression Seal Adjustment Chart shows the adjustment necessary to set the joint opening shown on the shop detail drawings for temperatures other than 45°F. Adjustment is to be measured parallel to the centerline of construction.

Alternate not built June 1985
Rq

PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	11/23/83
REVISIONS	
FIELD CHANGES	

R94-162

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

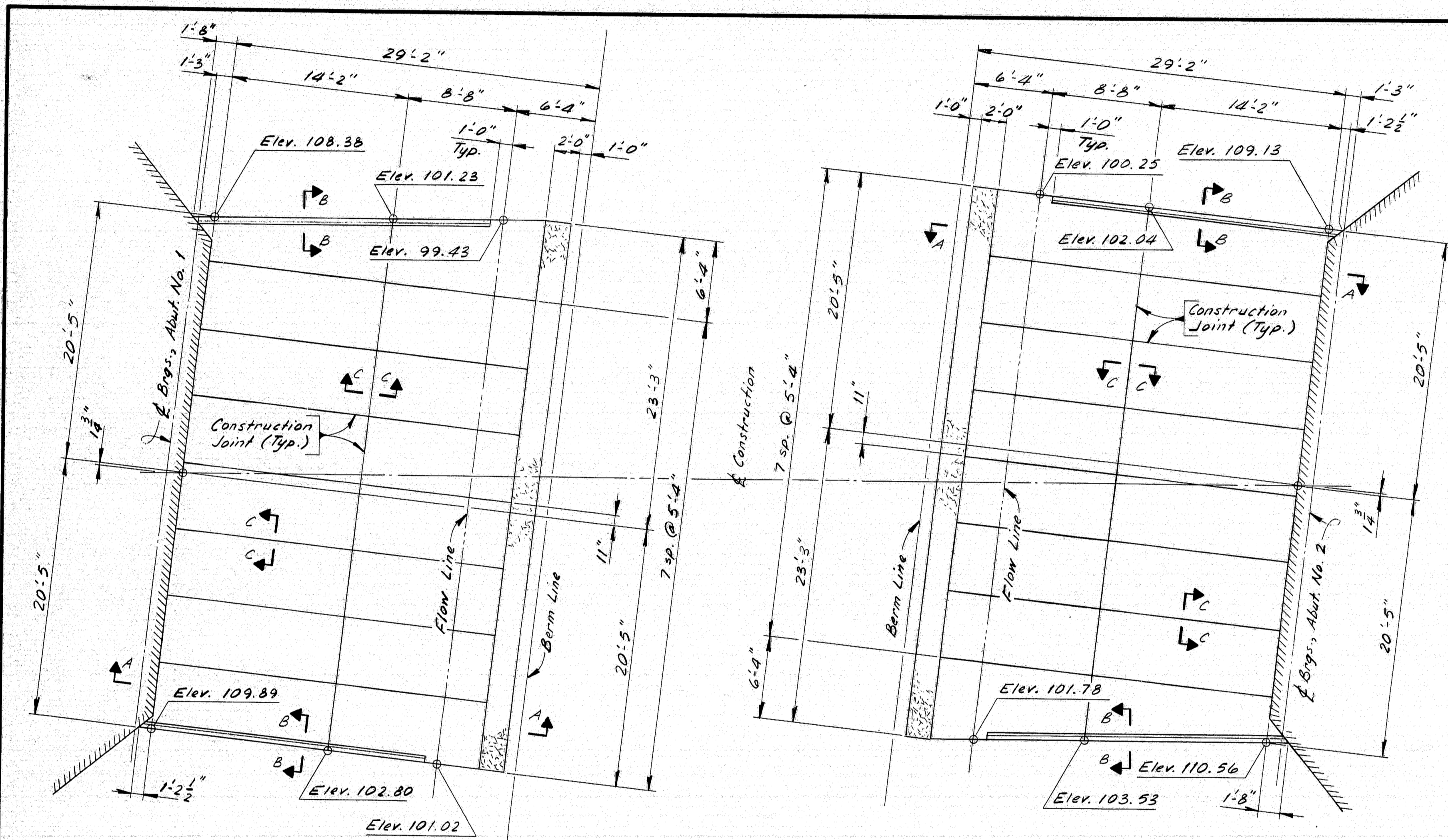
COUNTY ROAD
OVER
INTERSTATE 95

FREEPORT

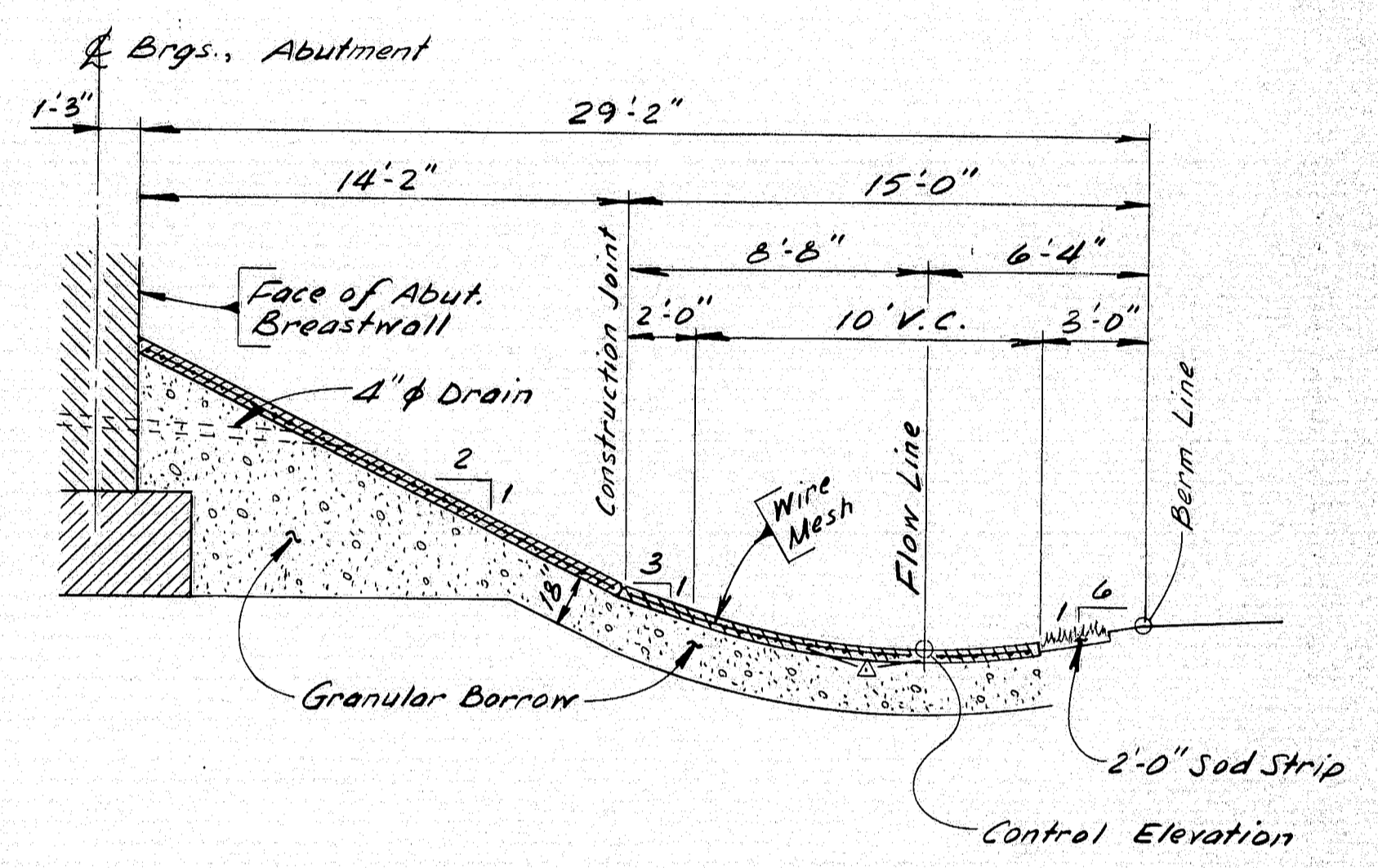
BOTTOM OF SLAB ELEVATIONS
Misc. SUPERSTRUCTURE DETAILS

SHEET 10 OF 14 AUGUSTA, MAINE Jan. 1984
Concrete Alternate

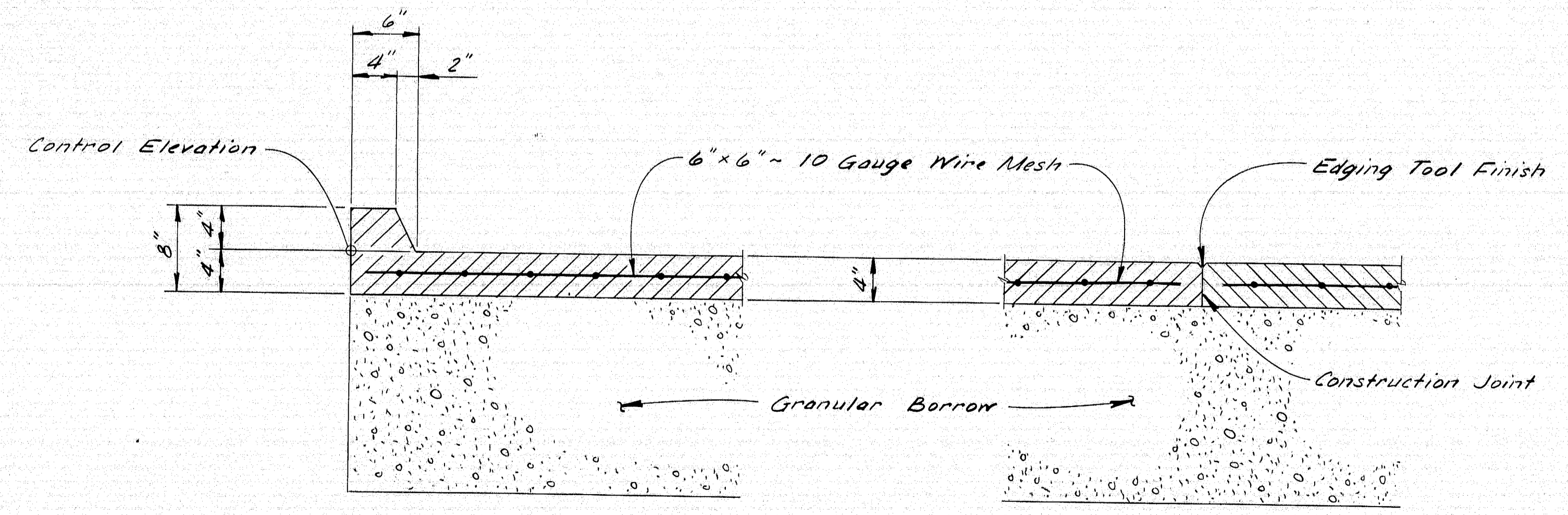
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	7-95-4(48)64	13	41



PLAN
All Elevations are Control Elevations



SECTION A-A



SECTION B-B

SECTION C-C

Alternate not built June 1985
Ref

PROJECT DESIGN ENGINEER	DATE
BY: [Signature]	11/83
CHECKED: [Signature]	
REVISIONS:	
FIELD CHANGES:	

R94-163

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

~~COUNTY ROAD
OVER
INTERSTATE 95
FREEPORT
CONCRETE SLOPE PROTECTION~~

SHEET 11 OF 14 AUGUSTA, MAINE Jan. 1984
Concrete Alternate

REINFORCING STEEL SCHEDULE

STRAIGHT BARS												BENT BARS														
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
<i>ABUTMENT No. 1</i>				<i>PIER</i>				<i>ABUTMENT No. 1</i>																		
A500	28	2'-9"	Dowels	P600	14	5'-6"	Footings	A450	10	5'-6"	S	0	1'-8"	2'-2"	1'-8"											Pedestals
A501	26	8'-2"	Vertical - Abutment	P601	4	20'-6"	Footings	A451	10	6'-0"	S	0	1'-8"	2'-8"	1'-8"											Pedestals
A502	31	25'-2"	Horiz. - Abutment					A550	25	17'-7"	L	4'-2"	13'-5"													Vert. - Abutment
A503	3	13'-5"	Vertical - Abutment	P700	48	4'-9"	Dowels	A551	27	12'-10"	S	0	5'-10"	1'-2"	5'-10"											Vert. - Abutment
A504	4	6'-0"	Horiz. - Abutment	P701	48	19'-0"	Vertical	A552	27	7'-10"	V			4'-5"	3'-5"							2'-5"				Vert. - Abutment
A505	3	5'-4"	Horiz. - Bridgeseat					A553	24	8'-0"	V				7'-0"	1'-0"							0'-8 1/2"			Turn of Wing
A506	3	6'-0"	Horiz. - Bridgeseat	P800	10	3'-0"	Bearing Dowels	A554	2	3'-6"	V				2'-6"	1'-0"							0'-8 1/2"			Turn of Wing
A507	9	7'-0"	Horiz. - Abutment					A555	4	4'-4"	S	0	1'-7"	1'-2"	1'-7"											Curbs
A508	9	7'-6"	Horiz. - Abutment	P1000	2	3'-0"	Horizontal	A560	9	27'-0"	V				21'-8"	5'-4"							3'-9"			Horiz. - Left Wing
A510	26	2'-9"	Wing Dowels					A561	1	26'-0"	V				18'-2"	7'-10"							5'-6 1/2"			
A511	26	15'-9"	Vertical - Wing					A562	1	21'-8"	V				13'-10"	7'-10"							5'-6 1/2"			
A512	26	9'-0"	Vertical - Wing					A563	1	17'-5"	V				9'-7"	7'-10"							5'-6 1/2"			
A513	9	20'-5"	Horiz. - Left Wing	<i>APPROACH SLABS</i>				A564	1	13'-1"	V				5'-3"	7'-10"					5'-6 1/2"					
A514	9	20'-5"	Horiz. - Right Wing	A5400	32	20'-0"	Transverse	A565	1	22'-10"	V				19'-4"	3'-6"							2'-6"			Top of Left Wing
A515	4	7'-11"	Horiz. - Abutment	A5401	32	13'-7"	Transverse	A566	1	21'-8"	V				18'-11"	2'-9"							1'-11 1/2"			Top of Left Wing
A516	4	8'-5"	Horiz. - Abutment	A5600	12B	15'-0"	Longitudinal																			
A520	8	6'-1"	Vertical - Wings					A580	9	27'-7"	V				21'-8"	5'-11"							4'-2"			Horiz. - Right Wing
A521	8	5'-1"						A581	1	26'-6"	V				18'-2"	8'-4"							5'-10 1/2"			
A522	8	4'-1"						A582	1	22'-2"	V				13'-10"	8'-4"							5'-10 1/2"			
A523	8	3'-1"						A583	1	17'-11"	V				9'-7"	8'-4"							5'-10 1/2"			
A524	4	2'-6"	Vertical - Wings					A584	1	13'-7"	V				5'-3"	8'-4"							5'-10 1/2"			Horiz. - Right Wing
A525	2	18'-0"	Horizontal - Wings					A585	1	23'-1"	V				19'-4"	3'-9"							2'-8"			Top of Right Wing
A526	2	14'-0"						A586	1	21'-11"	V				18'-11"	3'-0"							2'-1 1/2"			Top of Right Wing
A527	2	10'-4"																								
A528	2	5'-9"	Horizontal - Wings																							
A540	3	38'-0"	Footings					P450	20	5'-8"	S	0	1'-7"	2'-6"	1'-7"											Pedestals
A541	3	29'-0"						P550	10	26'-9"	S	0	12'-0"	2'-9"	12'-0"											Horizontal
A542	37	8'-0"						P551	10	32'-7"	S	0	14'-11"	2'-9"	14'-11"											Horizontal
A543	14	22'-8"	Footings					P552	16	35'-7"	S	0	16'-5"	2'-9"	16'-5"											Horizontal
A700	26	4'-9"	Dowels					P650	13	13'-1"	S	0	5'-2"	2'-9"	5'-2"											Vertical
A701	26	9'-2"	Vertical - Abutment					P651	10	14'-7"	S	0	5'-11"	2'-9"	5'-11"											Vertical
A702	25	5'-9"	Dowels					P1050	4	37'-10"	S	0	3'-5"	31'-0"	3'-5"											Horizontal
A740	46	9'-6"	Footings					P1051	8	13'-8"	L	3'-5"	10'-3"													Horizontal
A800	26	10'-10"	Vertical - Wings																							
A801	26	5'-10"	Vertical - Wings																							

TRWA SER. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(4B) 64	14	41

TYPE-BENDING DIAGRAMS

All dimensions are out to out of reinf. bar.
Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Δ
Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

- First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A502) bar size - #5
Mark (P1001) bar size - #10
Mark (S603) bar size - #6
- Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

Δ Revised ACI Standard	5-12-83
REVISIONS	DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

COUNTY ROAD
OVER
INTERSTATE 95
FREETPORT
REINFORCING STEEL SCHEDULE

SHEET 12 OF 14 AUGUSTA, MAINE Jan. 1984
Concrete Alternate

DATE: 12/83
BY: [Signature]
DESIGN - DETAIL
CHECKED: [Signature]
REVISIONS: [Signature]
FIELD CHANGES: [Signature]

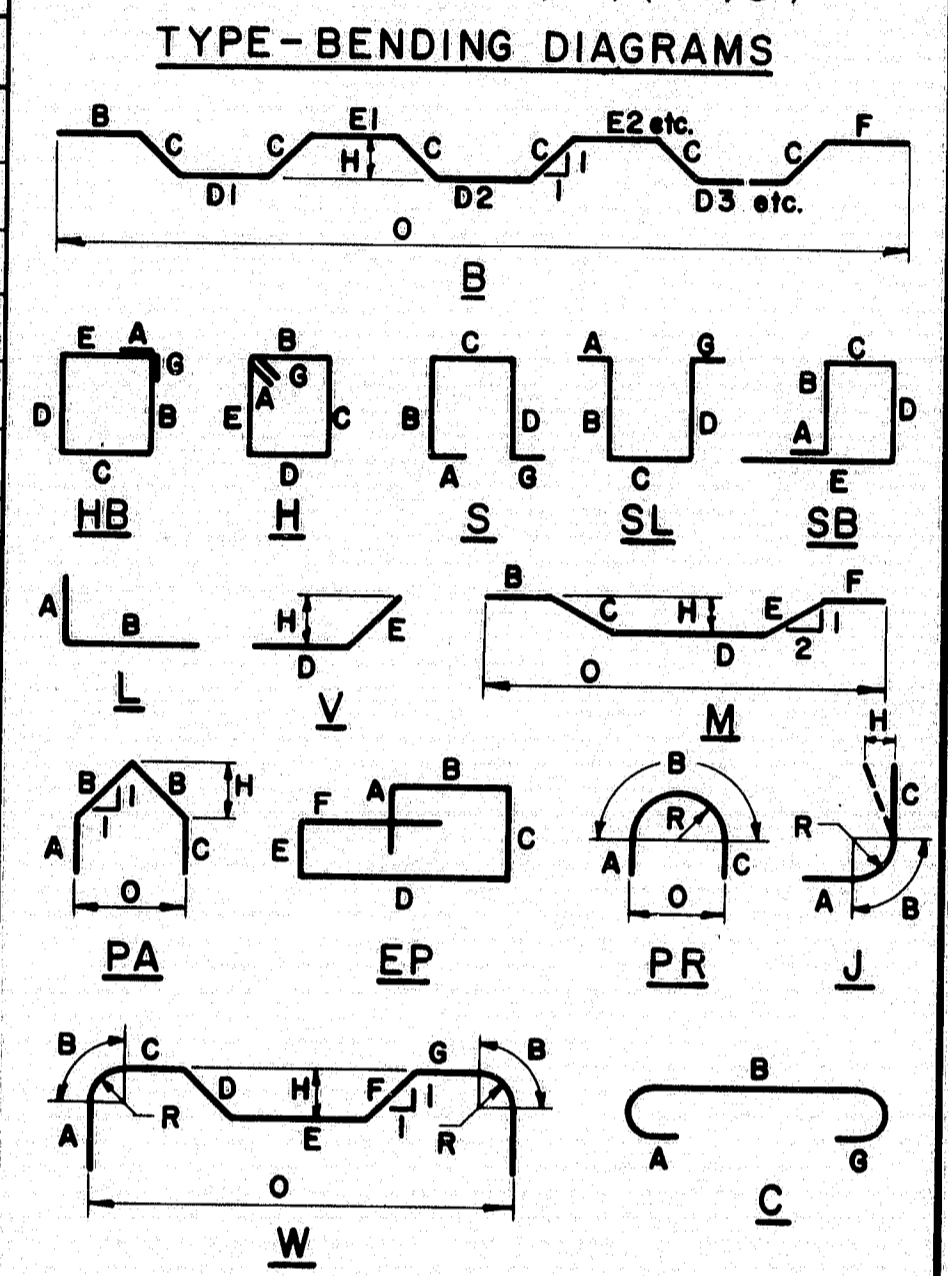
Alternate not built June 1985
R94-164

REINFORCING STEEL SCHEDULE

STRAIGHT BARS												BENT BARS															
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
ABUTMENT No. 2						ABUTMENT No. 2						ABUTMENT No. 2															
B500	29	2'9"	Dowels	B700	26	4'9"	Dowels	B450	10	5'6"	S 0 1'8"	2'2"	1'8"														Pedestals
B501	26	8'2"	Vertical-Abutment	B701	26	9'2"	Vertical-Abutment	B451	10	6'0"	S 0 1'8"	2'8"	1'8"														Pedestals
B502	31	25'2"	Horiz.-Abutment	B702	26	5'9"	Dowels	B550	25	17'7"	L 4'2"	13'5"															Vert.-Abutment
B503	4	13'5"	Vertical-Abutment					B551	27	13'0"	S 0 5'11"	1'2"	5'11"														Vert.-Abutment
B504	4	6'0"	Horiz.-Abutment	B740	53	9'6"	Footing	B552	27	8'1"	V			4'8"	3'5"						2'5"						Vert.-Abutment
B505	3	5'0"	Horiz.-Bridgeseat					B553	23	8'0"	V					7'0"	1'0"					0'8 1/2"					Turn of Wing
B506	3	5'7"	Horiz.-Bridgeseat	B800	31	10'10"	Vertical-Wings	B554	1	7'4"	V					6'4"	1'0"					0'8 1/2"					Turn of RH Wing
B507	9	7'0"	Horiz.-Abutment	B801	30	5'10"	Vertical-Wings	B555	1	3'6"	V					2'6"	1'0"					0'8 1/2"					Turn of RH Wing
B508	9	7'6"	Horiz.-Abutment					B556	1	4'6"	V					3'6"	1'0"					0'8 1/2"					Turn of Lt. Wing
B510	30	2'9"	Wing Dowels					B557	4	4'4"	S 0 1'7"	1'2"	1'7"														Curbs
B511	30	15'9"	Vertical-Wings					B560	9	28'0"	V					22'8"	5'4"							3'9"			Horiz.-Right Wing
B512	31	12'5"	Vertical-Wings					B561	1	20'0"	V					12'2"	7'10"							5'6 1/2"			
B513	9	21'4"	Horiz.-Right Wing					B562	1	20'0"	V					12'2"	7'10"							5'6 1/2"			
B514	9	26'3"	Horiz.-Left Wing					B563	1	16'7"	V					8'9"	7'10"							5'6 1/2"			
B515	2	9'0"	Top of Right Wing					B564	1	12'8"	V					4'10"	7'10"							5'6 1/2"			Horiz.-Right Wing
B516	4	7'11"	Horiz.-Abutment					B565	1	16'8"	V					13'2"	3'6"							2'5 1/2"			Top of Right Wing
B517	4	8'5"	Horiz.-Abutment					B566	1	15'1"	V					12'8"	2'5"							1'8 1/2"			Top of Right Wing
B518	2	10'6"	Top of Left Wing					B580	9	33'7"	V					27'8"	5'11"							4'2"			Horiz.-Left Wing
B520	4	5'10"	Vertical-Right Wing					B581	1	24'0"	V					15'8"	8'4"							5'10 1/2"			
B521	4	4'7"						B582	1	24'0"	V					15'8"	8'4"							5'10 1/2"			
B522	4	3'5"						B583	1	19'0"	V					10'8"	8'4"							5'10 1/2"			
B523	2	2'10"	Vertical-Right Wing					B584	1	14'0"	V					5'8"	8'4"							5'10 1/2"			Horiz.-Left Wing
B525	1	12'2"	Horiz.-Right Wing					B585	1	20'3"	V					16'6"	3'9"							2'8"			Top of Left Wing
B526	1	12'2"						B586	1	18'10"	V					16'2"	2'8"							1'10 1/2"			Top of Left Wing
B527	1	8'10"																									
B528	1	5'8"	Horiz.-Right Wing																								
B530	4	6'4"	Vertical-Left Wing																								
B531	4	5'4"																									
B532	4	4'5"																									
B533	4	3'6"																									
B534	4	2'7"	Vertical-Left Wing																								
B535	1	15'8"	Horiz.-Left Wing																								
B536	1	15'8"																									
B537	1	10'10"																									
B538	1	6'10"	Horiz.-Left Wing																								
B540	3	38'0"	Footing																								
B541	3	29'0"																									
B542	37	8'0"																									
B543	7	23'8"																									
B544	7	28'8"	Footing																								

PLANS	DESIGN	DATE
	CHECKED	BY
	REVISIONS	DATE
FIELD CHANGES		

FWMA	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	15	41



All dimensions are out to out of reinf. bar
 Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.
 Reinforcing Bar: ASTM A615 Grade 60

- GENERAL NOTES**
- First digit(s) following the letter of the Mark indicates size of reinf. bar.
 Mark (A 502) bar size - #5
 Mark (P 1001) bar size - #10
 Mark (S 603) bar size - #6
 - Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

Revised ACI Standard 5-12-83
 REVISIONS DATE

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

COUNTY ROAD
 OVER
 INTERSTATE 95
 FREEPORT

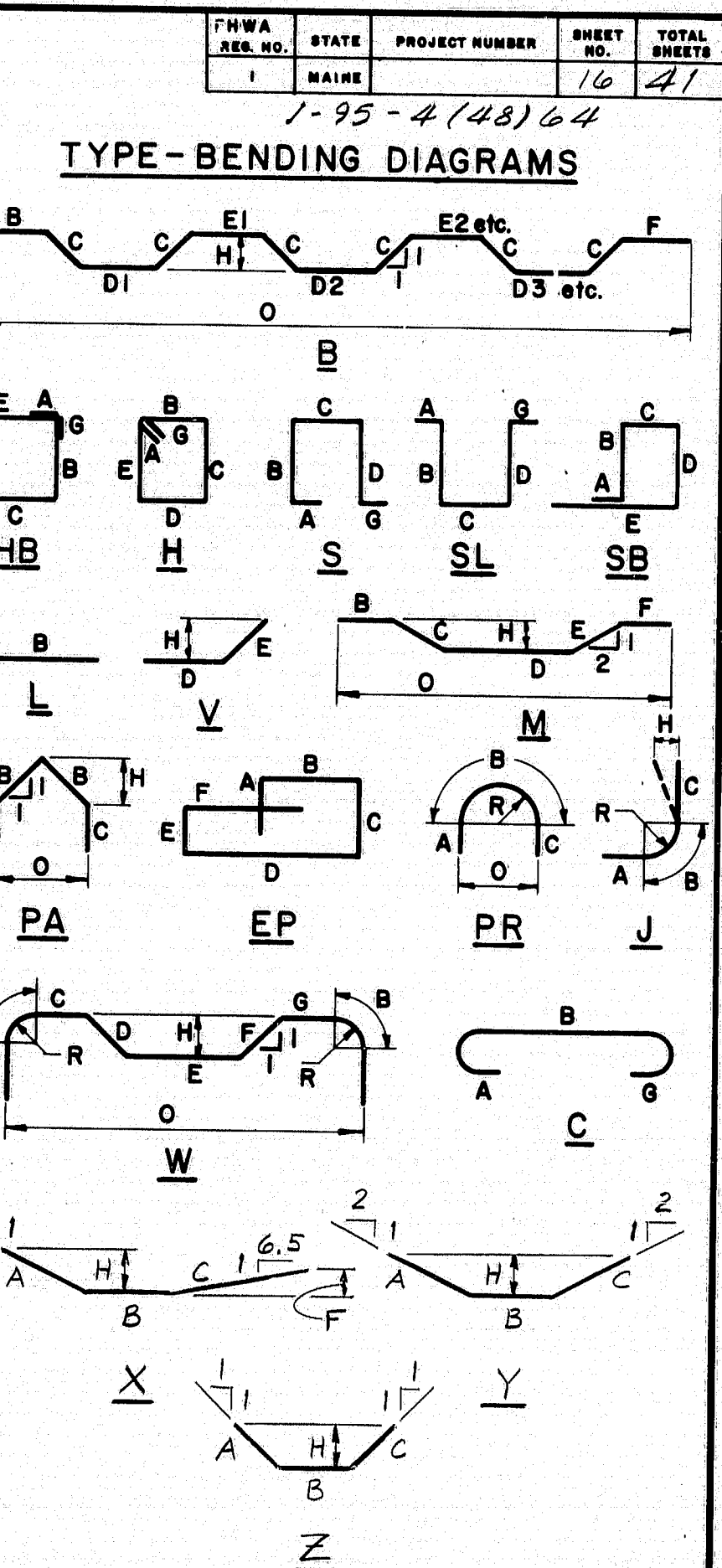
REINFORCING STEEL SCHEDULE
 SHEET 13 OF 14 AUGUSTA, MAINE Jan. 1984
 Concrete Alternate

R94-165

Alternate not built
 June 1987

REINFORCING STEEL SCHEDULE

STRAIGHT BARS										BENT BARS																	
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
SUPERSTRUCTURE										SUPERSTRUCTURE																	
S400	52	12'-2"	Girder - Long.	EP401	16	1'-10"	Dowels	S450	395	32'-4"	S 0	0'-10"	30'-8"	0'-10"												Bottom Slab - Trans.	
S401	78	60'-0"	Girder - Long.	EP405	16	1'-5"	Vertical	S451	672	12'-0"	SL	0'-6"	5'-4"	0'-4"	5'-4"				0'-6"							Interior Girder	
S500	396	36'-6"	Top Slab - Trans.	EP508	16	4'-0"	Horizontal	S452	360	12'-2"	SL	0'-6"	5'-4"	0'-6"	5'-4"				0'-6"							Interior Girder	
S501	66	11'-6"	Top Slab - Long.					S453	456	11'-9"	SL	0'-6"	5'-2"	0'-5"	5'-2"				0'-6"							Exterior Girder	
S502	276	60'-0"	Top Slab, Curbs					S454	152	11'-10"	SL	0'-6"	5'-2"	0'-6"	5'-2"				0'-6"							Exterior Girder	
S503	82	23'-0"	Top & Bot. Slab, Curbs					S455	16	7'-8"	H	0'-6"	1'-10"	1'-6"	1'-10"	1'-6"			0'-6"							Pier Diaphragm	
S504	12	40'-0"	Bottom Slab - Long.					S456	15	5'-4"	H	0'-6"	0'-6"	1'-8"	0'-6"	1'-8"			0'-6"							Interior Girder	
S505	4	30'-8"	Pier Diaphragm					S550	197	37'-11"	B		4'-10"	0'-7"	3'-5"	3'-3 1/2"	4'-10"			0'-5"				36'-6"		Top Slab - Trans.	
S506	4	2'-10"	Pier Diaphragm					S551	42	10'-0"	SB	1'-9"	1'-5"	1'-8"	1'-9"	3'-5"										End of Top Slab	
S507	6	5'-2"	Pier Diaphragm					S552	42	8'-5"	SB	1'-9"	0'-8"	1'-8"	0'-11"	3'-5"										End of Bottom Slab	
S508	6	30'-8"	Abut. Diaphragm					S553	42	11'-4"	H	0'-6"	1'-8"	3'-6"	1'-8"	3'-6"			0'-6"							Abut. Diaphragm	
S509	40	12'-2"	Exterior Girder					S555	4	13'-0"	SL	0'-6"	5'-1"	1'-10"	5'-1"				0'-6"							Pier Diaphragm	
S510	96	60'-0"	Girders					S556	6	13'-2"	SL	0'-6"	5'-2"	1'-10"	5'-2"				0'-6"							Pier Diaphragm	
S511	72	33'-0"	Interior Girder					S557	3	13'-6"	SL	0'-6"	5'-4"	1'-10"	5'-4"				0'-6"							Pier Diaphragm	
S512	72	40'-0"	Interior Girder					S558	24	7'-0"	Z	2'-6"	2'-0"	2'-6"						1'-9"						Interior Girder	
S800	2	30'-8"	Top Slab over Pier					S559	36	7'-0"	Z	2'-6"	2'-0"	2'-6"						1'-9"						Interior Girder	
S1000	33	40'-0"	Top Slab - Long.					S590	264	5'-9"	X	1'-11"	0'-10"	3'-0"					0'-5 1/2"							Top Slab - Haunch	
S1001	33	26'-9"						S591	264	4'-8"	Y	2'-0"	0'-8"	2'-0"						1'-0"						Top Slab - Haunch	
S1002	34	30'-0"						S592	132	5'-4"	Y	2'-4"	0'-8"	2'-4"						1'-2"						Top Slab - Haunch	
S1003	16	32'-0"						S599	394	4'-11"	S	0'-6"	1'-5"	1'-1"	1'-5"				0'-6"							Curbs	
S1004	4	44'-0"	Top Slab - Long.					S1050	40	21'-0"	L	1'-0"	20'-0"													Bottom Slab - Long.	
S1005	108	60'-0"	Bottom Slab - Long.					S1051	12	27'-2"	L	1'-0"	26'-2"													Bottom Slab - Long.	
S1006	24	55'-0"																									
S1007	16	42'-0"																									
S1008	12	37'-3"	Bottom Slab - Long.																								
										END POSTS																	
				EP402	16	4'-9"	S 0	2'-1"	0'-7"	2'-1"																Horizontal	
				EP403	16	4'-8"	H 0'-4"	1'-0"	1'-0"	1'-0"	1'-0"															Horizontal	
				EP404	16	3'-1"	S 0	1'-3"	0'-7"	1'-3"																Vertical	
				EP408	12	4'-3"	S 0	1'-10"	0'-7"	1'-10"																Vertical	
				EP409	8	4'-2"	S 0	1'-10"	0'-6"	1'-10"																Vertical	
				EP410	4	4'-6"	S 0	1'-10"	0'-10"	1'-10"																Vertical	
				EP501	16	5'-3"	V			3'-0"	2'-3"									0'-4"						Horizontal	
				EP502	12	4'-11"	S 0	1'-11"	0'-7"	1'-11"										0'-6"						Vertical	
				EP503	8	4'-10"	S 0	1'-11"	0'-6"	1'-11"										0'-6"						Vertical	
				EP504	4	6'-5"	H 0'-5"	1'-11"	0'-10"	1'-11"	0'-10"									0'-5"						Vertical	



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Revised ACI Standard 5-12-83

REVISIONS DATE

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

COUNTY ROAD
 OVER
 INTERSTATE 95
 FREEPORT

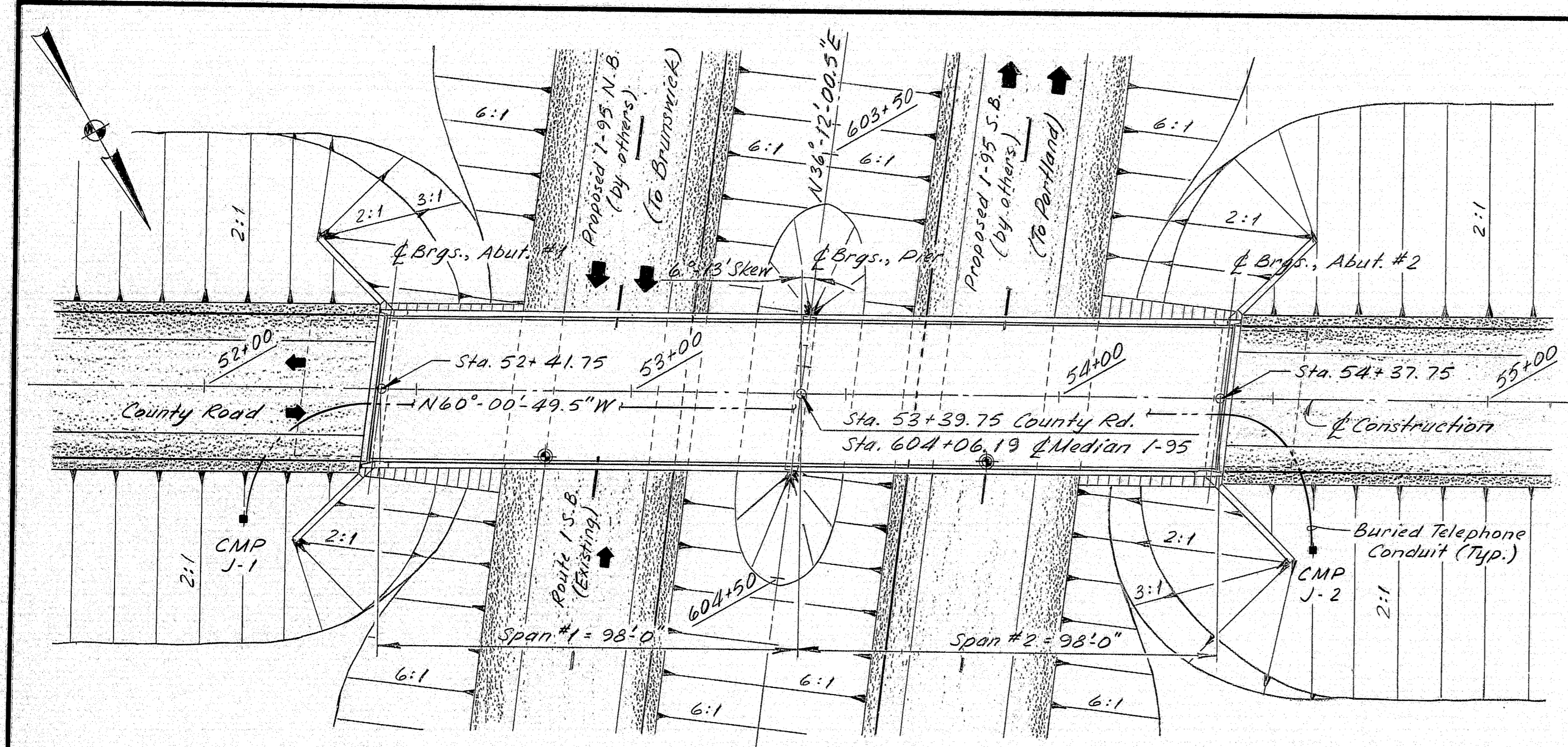
REINFORCING STEEL SCHEDULE
 SHEET 14 OF 14 AUGUSTA, MAINE Jan. 1984
 Concrete Alternate

DATE	BY
12/83	...
DESIGN - DETAIL	...
CHECKED	...
REVISIONS	...
FIELD CHANGES	...
PLANS	...

Alter to note
 built June 1985

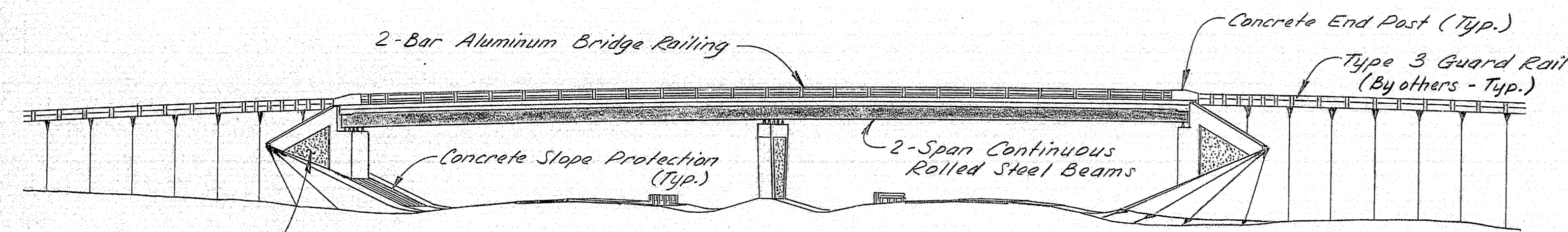
R94-166

F.R.N. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	17	41

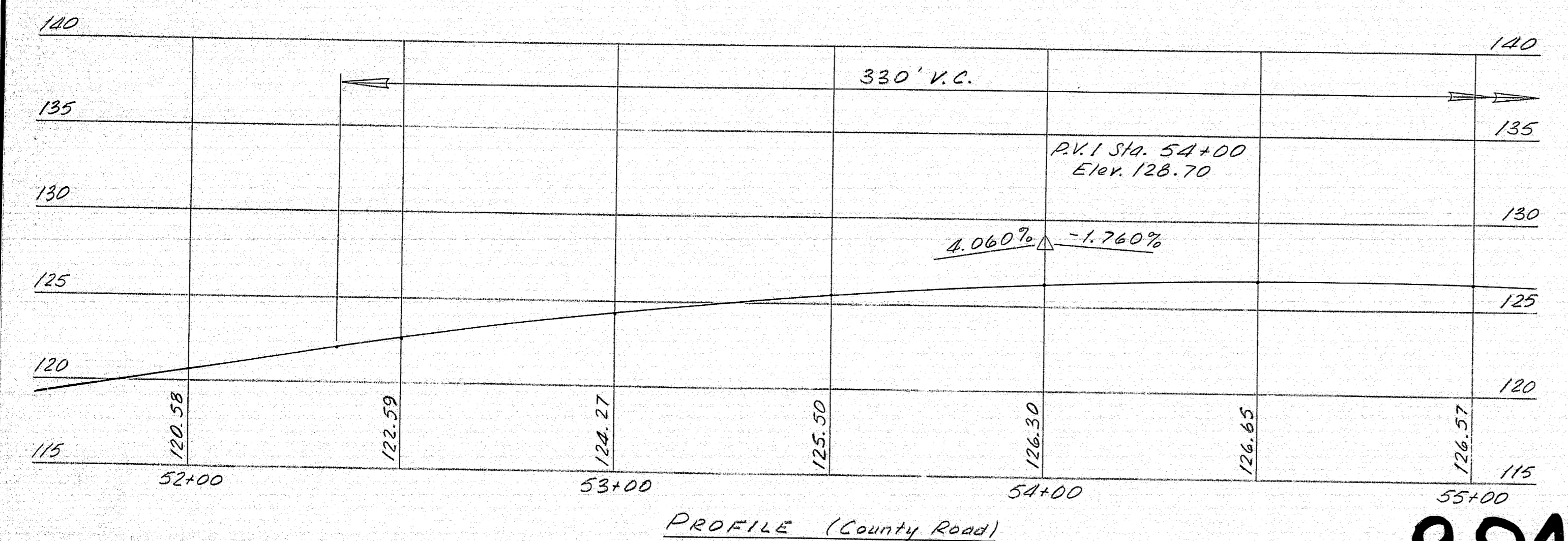


⊙ = Points of Minimum Underclearance
 1-95 N.B. = 17'-4"
 1-95 S.B. = 18'-6"
 Existing Rte. 1 S.B. = 16'-3"

GENERAL PLAN
 Scale of Feet



ELEVATION



PROFILE (County Road)

SPECIFICATIONS
 DESIGN: AASHTO Standard Specifications for Highway Bridges 1977 and interim specifications thru 1982. (Load Factor)
 CONTRACT: State of Maine, Department of Transportation, Standard Specifications, Highways and Bridges, Revision of June 1981.

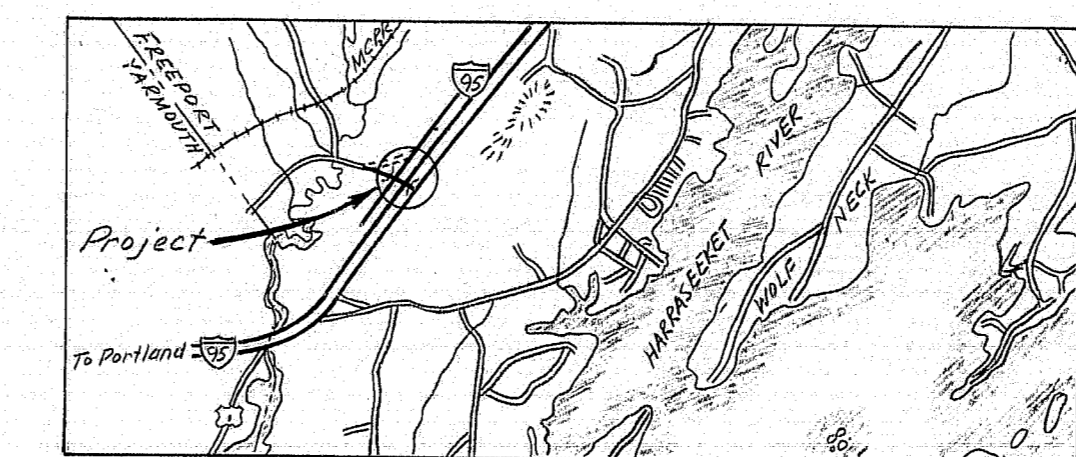
DESIGN LOADING
 LIVE LOAD: HS 25 Stress Cycles: 500,000

TRAFFIC DATA (County Rd.)

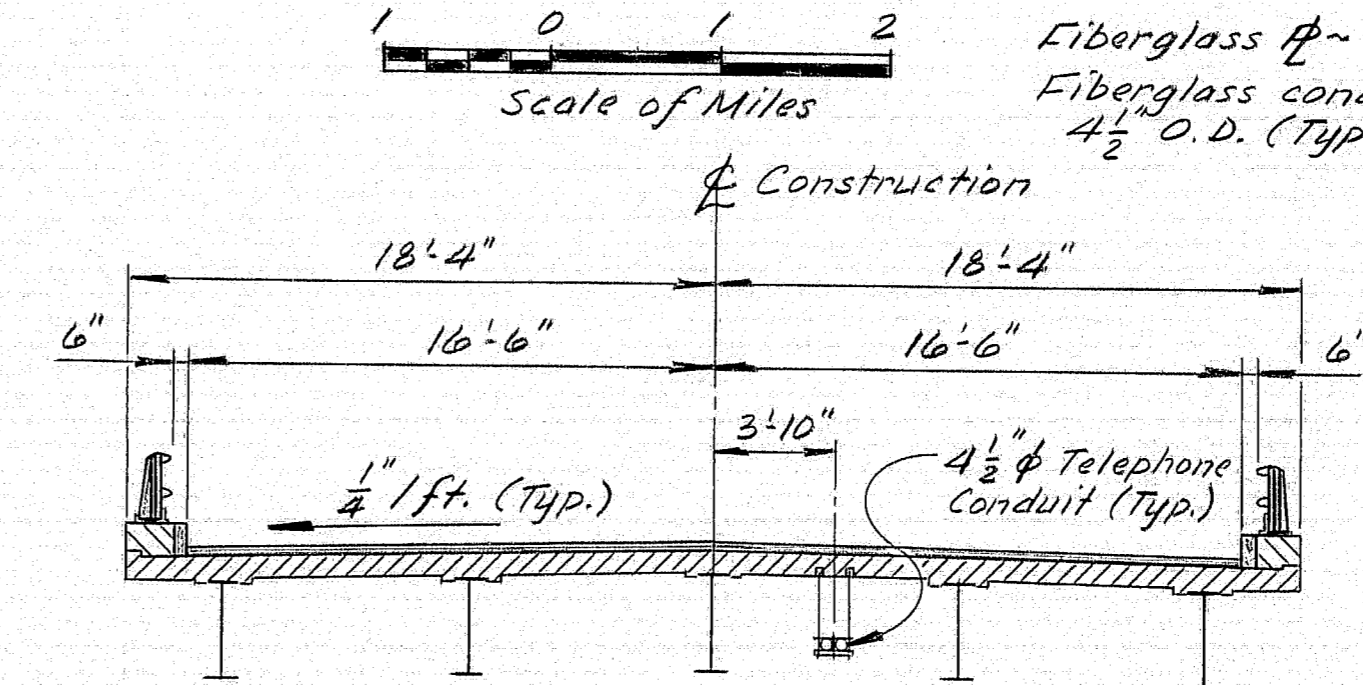
AADT (1983)	670
AADT (2003)	938
DHV	122
T (%)	5
D (%)	55
18 kip P2.5	20

TRAFFIC DATA (Interstate 95)

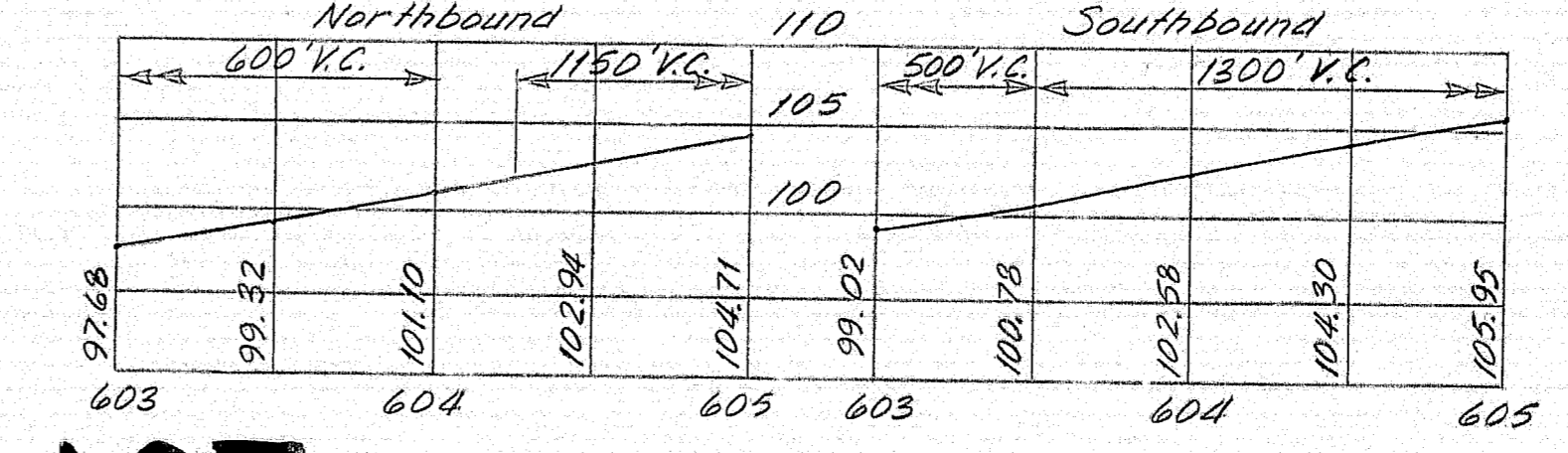
	(N.B.)	(S.B.)
AADT (1983)	10,679	10,933
AADT (2003)	14,955	15,310
DHV	2164	2164
T (%)	9	9
D (%)	100	100
18 kip P2.5	1015	1015



LOCATION MAP



TYPICAL BRIDGE SECTION



PROFILE - PROPOSED I-95 (by others)

MATERIALS
 CONCRETE: (except as noted) .. Class "A"
 F11 .. Class "B"
 REINF. STEEL .. ASTM A615, Grade 60
 STRUCTURAL STEEL:
 All Material (except as noted) ..
 ASTM A572
 High Strength Bolts: .. ASTM A325,
 Type 1

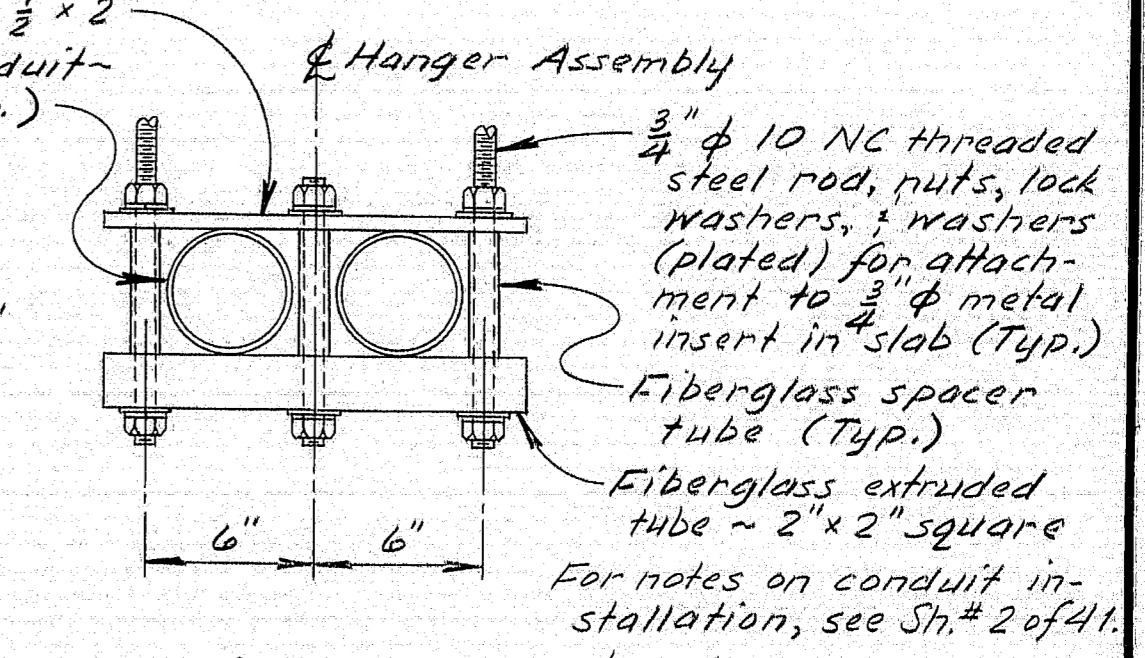
BASIC DESIGN STRESSES
 CONCRETE: .. $f_c = 3000$ psi
 REINFORCING STEEL: .. $F_y = 60,000$ psi
 STRUCTURAL STEEL:
 ASTM A572 .. $F_y = 50,000$ psi
 ASTM A36 .. $F_y = 36,000$ psi
 ASTM A325 .. $F_v = 25,000$ psi

INDEX OF SHEETS

GENERAL PLAN	1
ABUTMENT FOOTINGS & NOTES	2
ABUTMENT NO. 1	3
ABUTMENT NO. 2	4
ABUTMENT SECTIONS	5
PIER & RECESSED PANEL DETAILS	6
STRUCTURAL STEEL	7
SUPERSTRUCTURE	8
CONCRETE SLOPE PROTECTION	9
REINFORCING STEEL SCHEDULE	10-11

STANDARD DETAILS

BD 101-81	Bearing Pedestals
BD 103-81	Beam Solices (Rolled Beams)
BD 113-81	Diaphragms and Crossframes
BD 114-81	Aluminum Bridge Railing
BD 120-81	Concrete End Posts
BD 125-82	Expansion Device, Comp. Seal
BD 126-81	Misc. Details (Bridge Drain; Shear Connectors; Haunch Details; Curb Section Type 1B; Approach Slab)
BD 127-81	Misc. Details (Conc. Joints)



CONDUIT & HANGER

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 As built June 1985 rep
 COUNTY ROAD
 OVER
 INTERSTATE 95
 FREEPORT
 GENERAL PLAN
 SHEET 1 OF 11 AUGUSTA, MAINE Jan. 1984
 Structural Steel Alternate

Preliminary Plan by: DMD 12-82

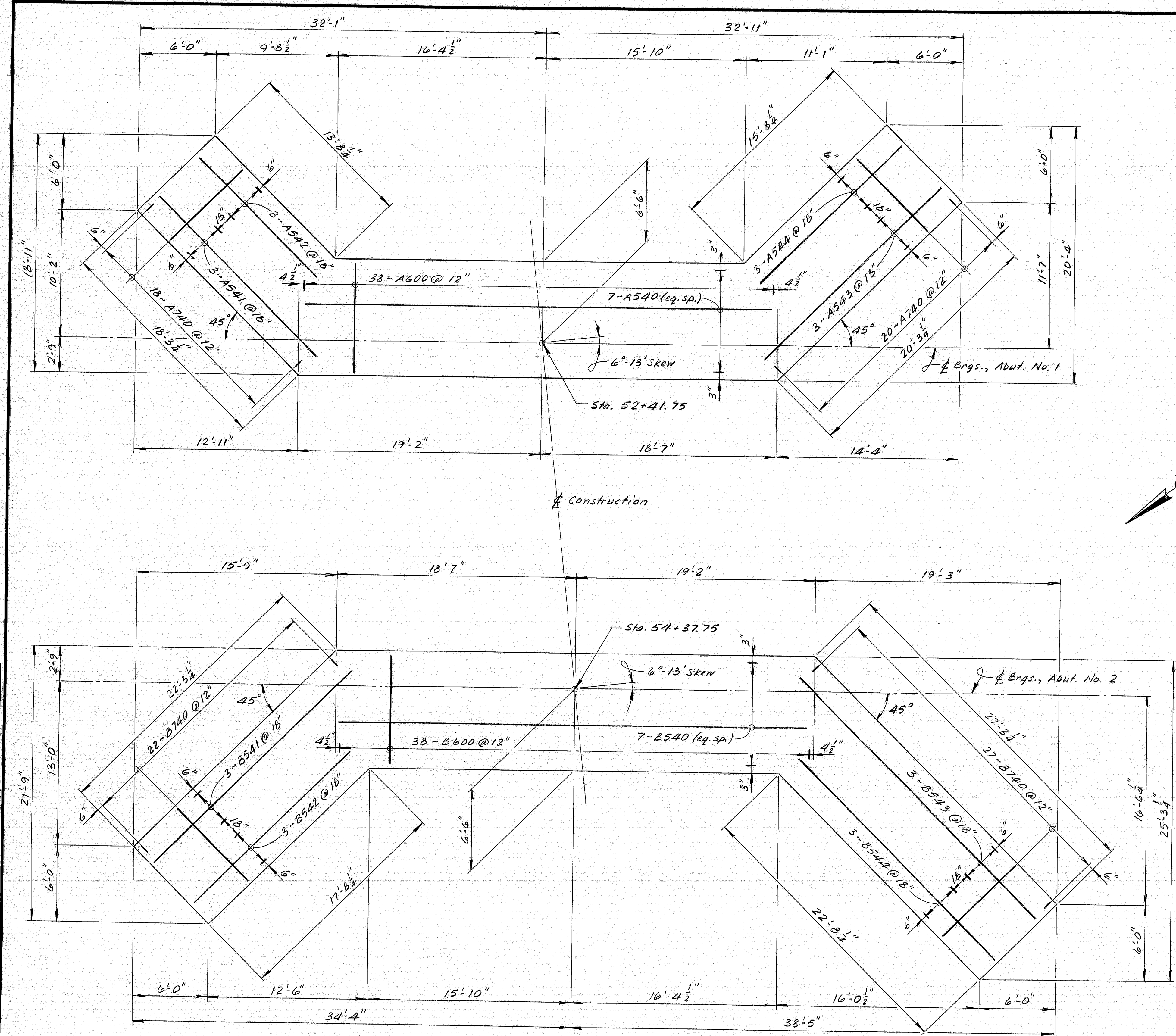
PROJECT ENGINEER	DATE
CHECKED BY	DATE
DESIGNED BY	DATE
REVISIONS	
FIELD CHANGES	

R94-167

F.R.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	18	41

ABUTMENT NOTES

1. Reinforcing steel shall have two inches cover in walls and three inches cover in footings unless otherwise indicated.
2. Protective Coating for Concrete Surfaces shall be applied to top of concrete curbs, and top of abutment backwalls and one foot below top of backwalls on the back side.
3. Place four-inch diameter drains in breastwall and wings at twenty feet maximum spacing. Exact location to be determined by the Engineer in the field.



PLAN

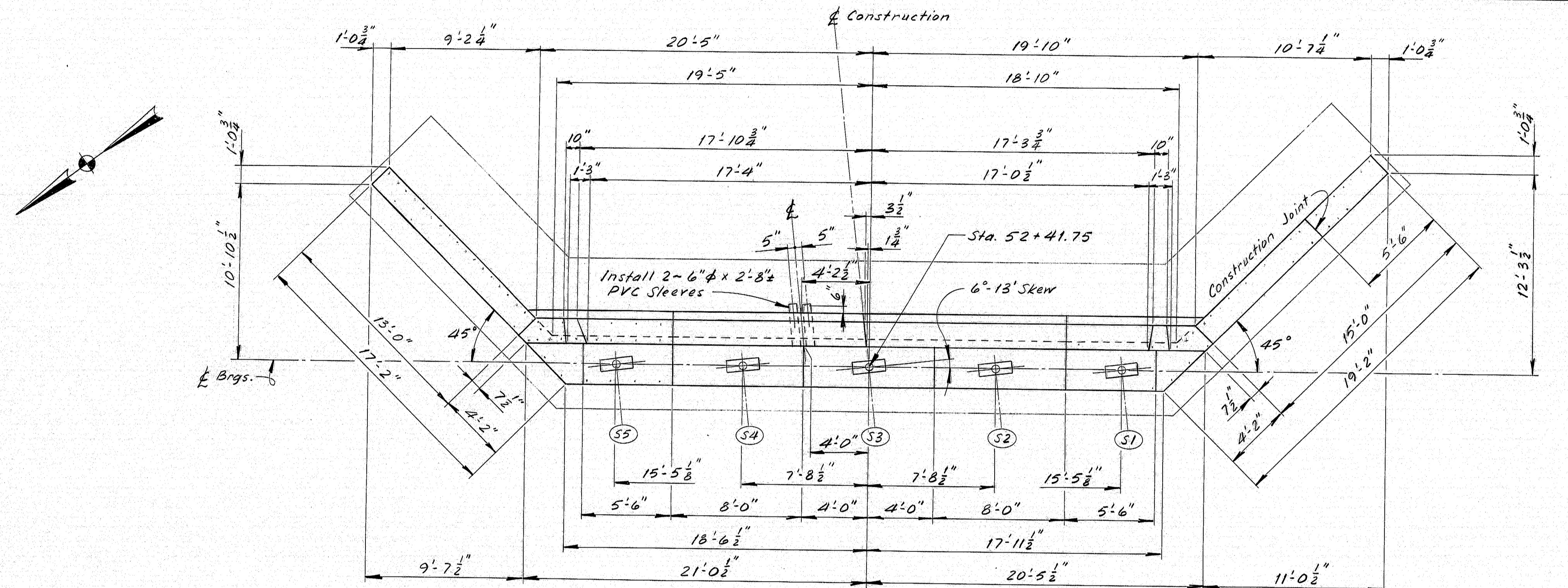
PROJECT	DESIGN ENGINEER	DATE
PLANS	D. Dorman	Sept 23
CHECKED	J.E. Blakemore	Nov 83
FIELD CHANGES		

As built June 1985 RRP

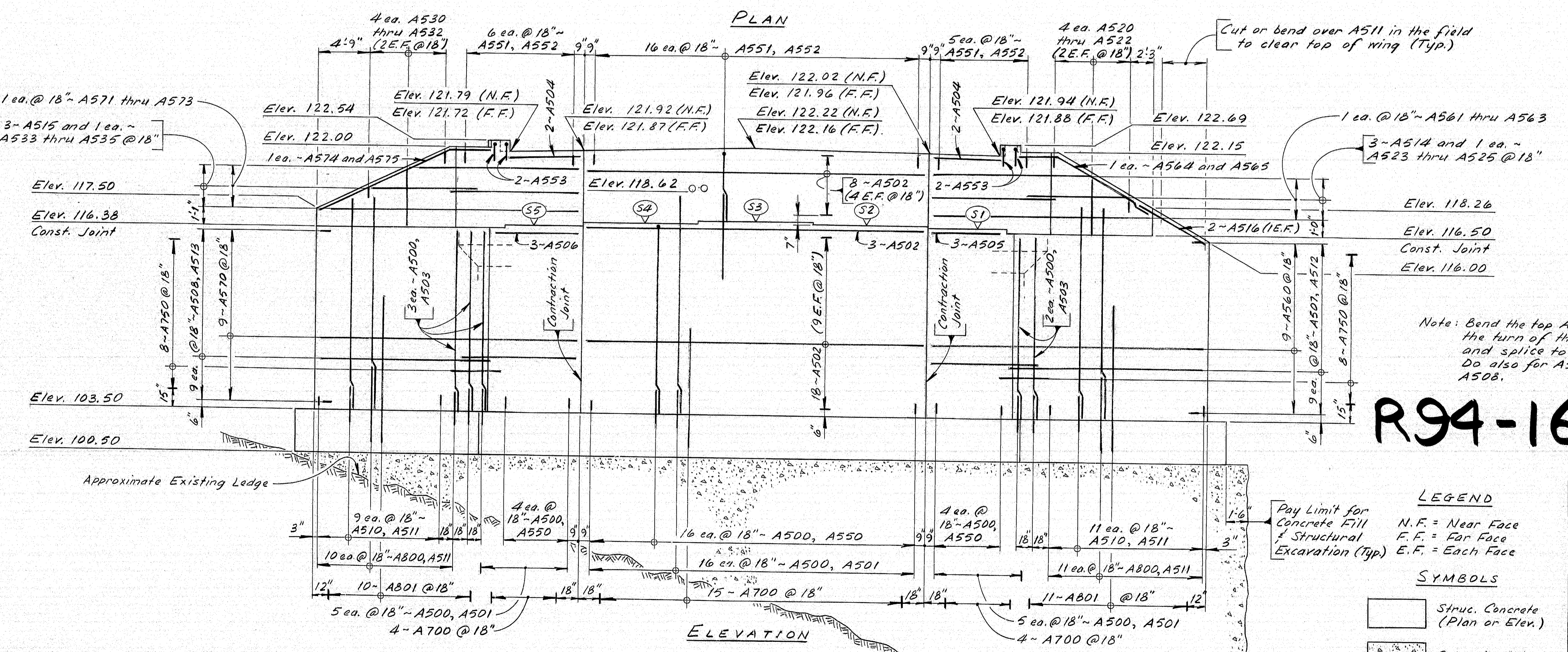
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
COUNTY ROAD OVER INTERSTATE 95
FREEMPORT
ABUTMENT FOOTINGS AND NOTES
SHEET 2 OF 11 AUGUSTA, MAINE Jan. 1984
Structural Steel Alternate

R94-168

F.W.B. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	19	41



PLAN



ELEVATION

BRIDGESEAT ELEVATIONS	
Bn Seat	Elev.
S1	116.76
S2	116.89
S3	117.02
S4	116.82
S5	116.63

Note: Bend the top A512 at the turn of the wing and splice to the A507. Do also for A513 and A508.

R94-169

As built June 1985 Bp

LEGEND

N.F. = Near Face
F.F. = Far Face
E.F. = Each Face

SYMBOLS

Struct. Concrete (Plan or Elev.)
Concrete Fill

Pay Limit for Concrete Fill & Structural Excavation (Typ)

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	5/10/85
CHECKED	J.E. Buxton
REVISIONS	
FIELD CHANGES	

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

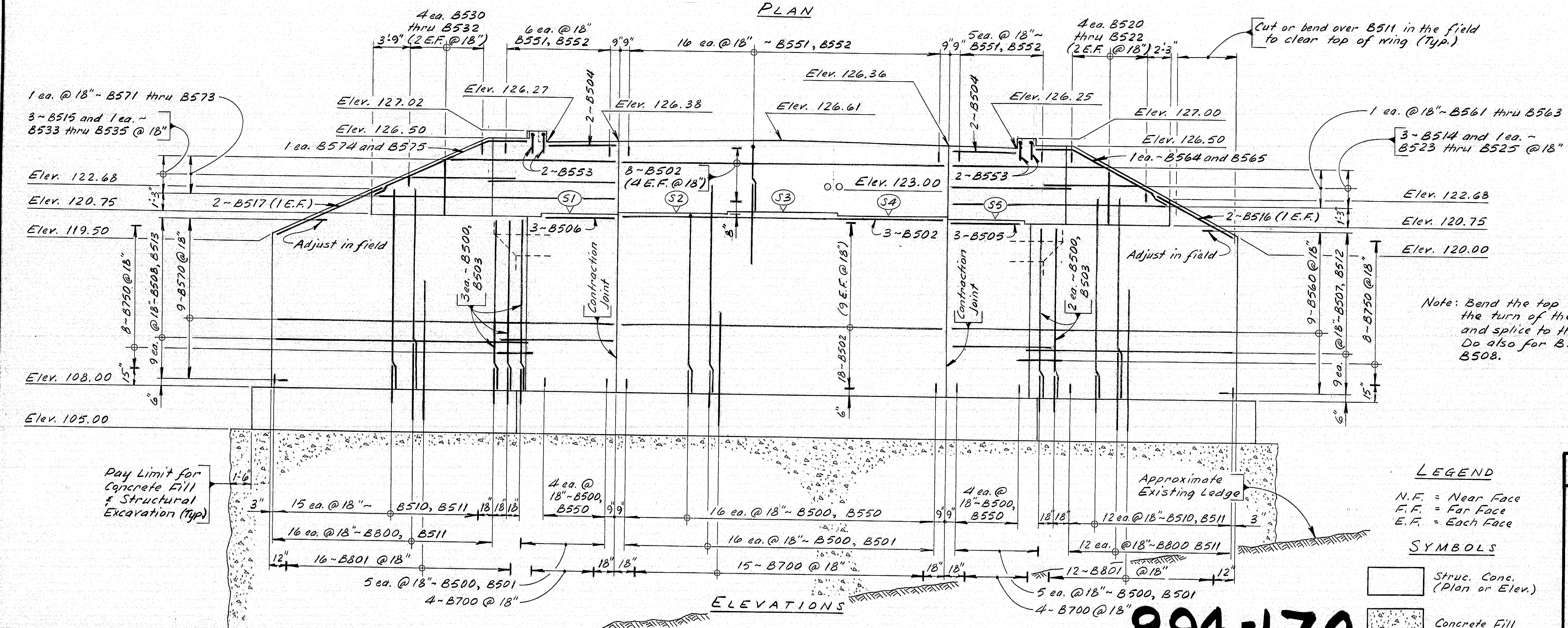
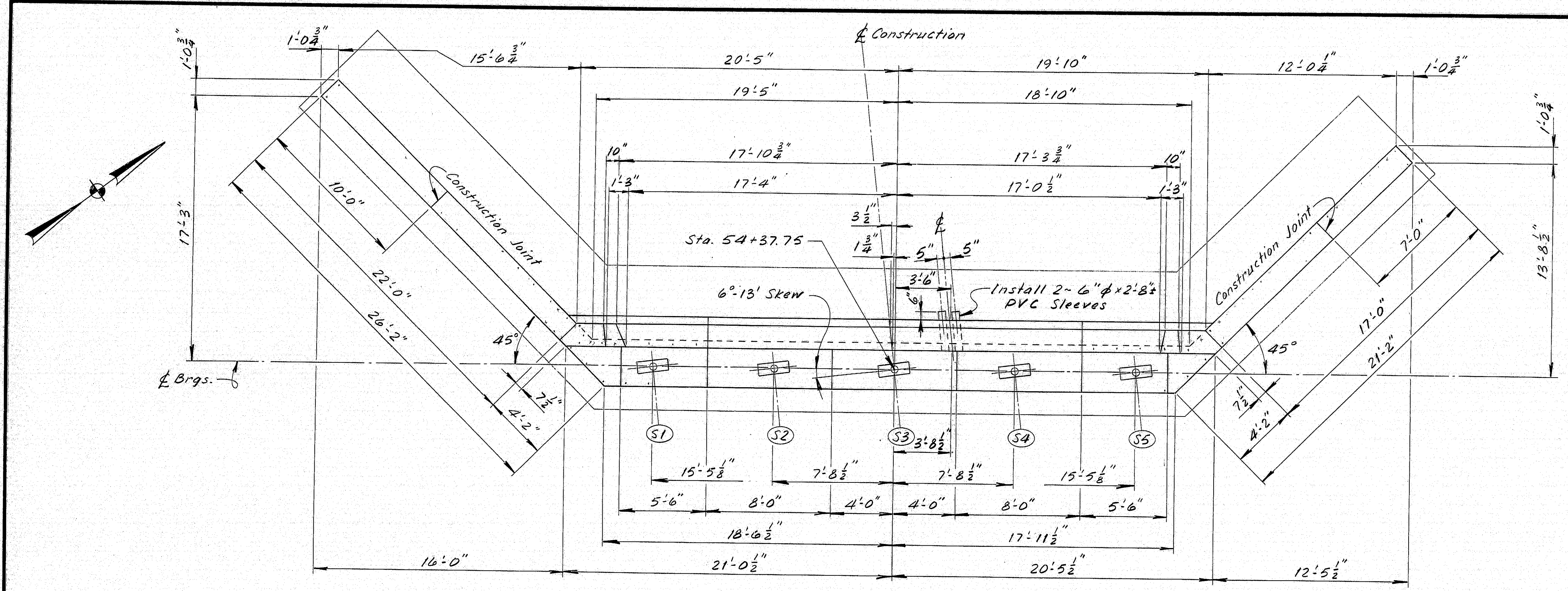
COUNTY ROAD
OVER
INTERSTATE 95

FREEMONT

ABUTMENT No. 1

SHEET 3 OF 11 AUGUSTA, MAINE Jan. 1984
Structural Steel Alternate

F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	MAINE	1-95-4(48)64	20	41



Br. Seat	Elev.
(S1)	121.04
(S2)	121.20
(S3)	121.35
(S4)	121.19
(S5)	121.02

Note: Bend the top B512 at the turn of the wing and splice to the B507. Do also for B513 and B508.

LEGEND

- N.F. = Near Face
 - F.F. = Far Face
 - E.F. = Each Face
- SYMBOLS**
- Struct. Conc. (Plan or Elev.)
 - Concrete Fill

As built June 1985 Rep

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

COUNTY ROAD
OVER
INTERSTATE 95
FREEPORT
ABUTMENT No. 2

SHEET 4 OF 11 AUGUSTA, MAINE Jan. 1984
Structural Steel Alternate

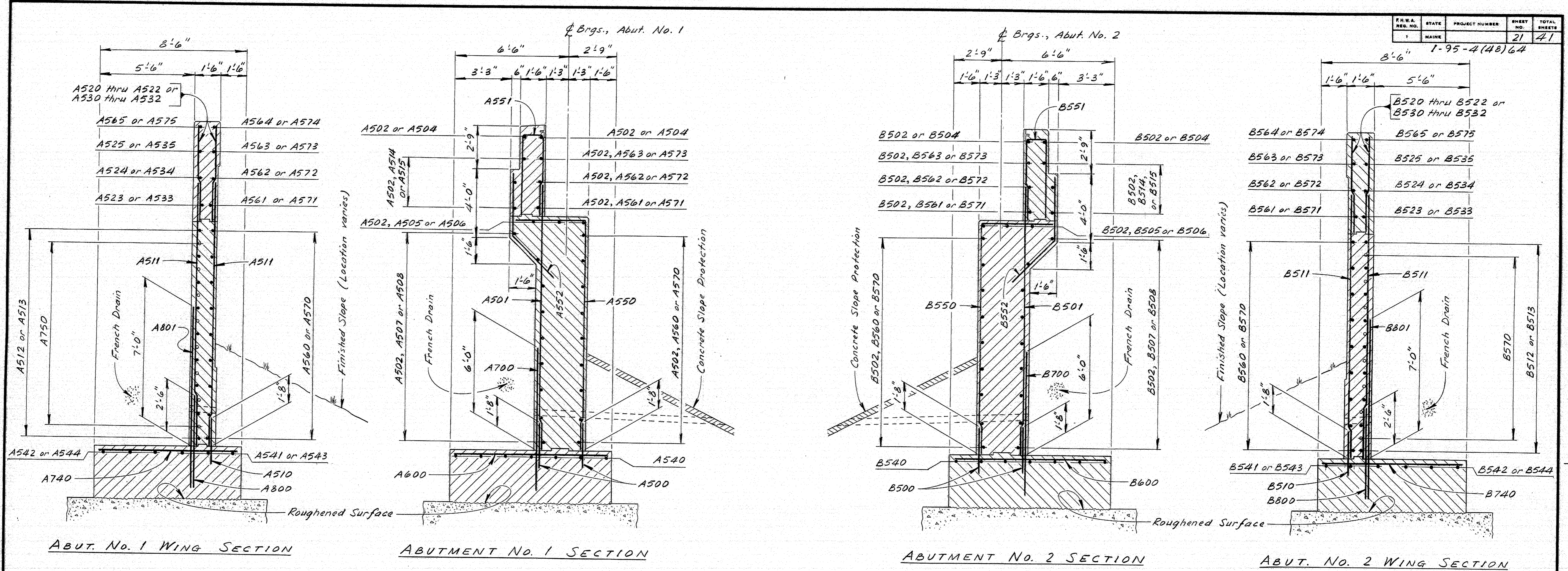
R94-170

PROJECT DESIGN ENGINEER	DATE
DESIGN-CHECKED	BY
REVISIONS	BY
FIELD CHANGES	BY

PLANS

DRAWING 94-170-01

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	21	41



PROJECT DESIGN ENGINEER	DATE
BY: [Signature]	DATE: [Date]
DESIGNER: [Signature]	CHECKED: [Signature]
REVISIONS:	FIELD CHANGES:

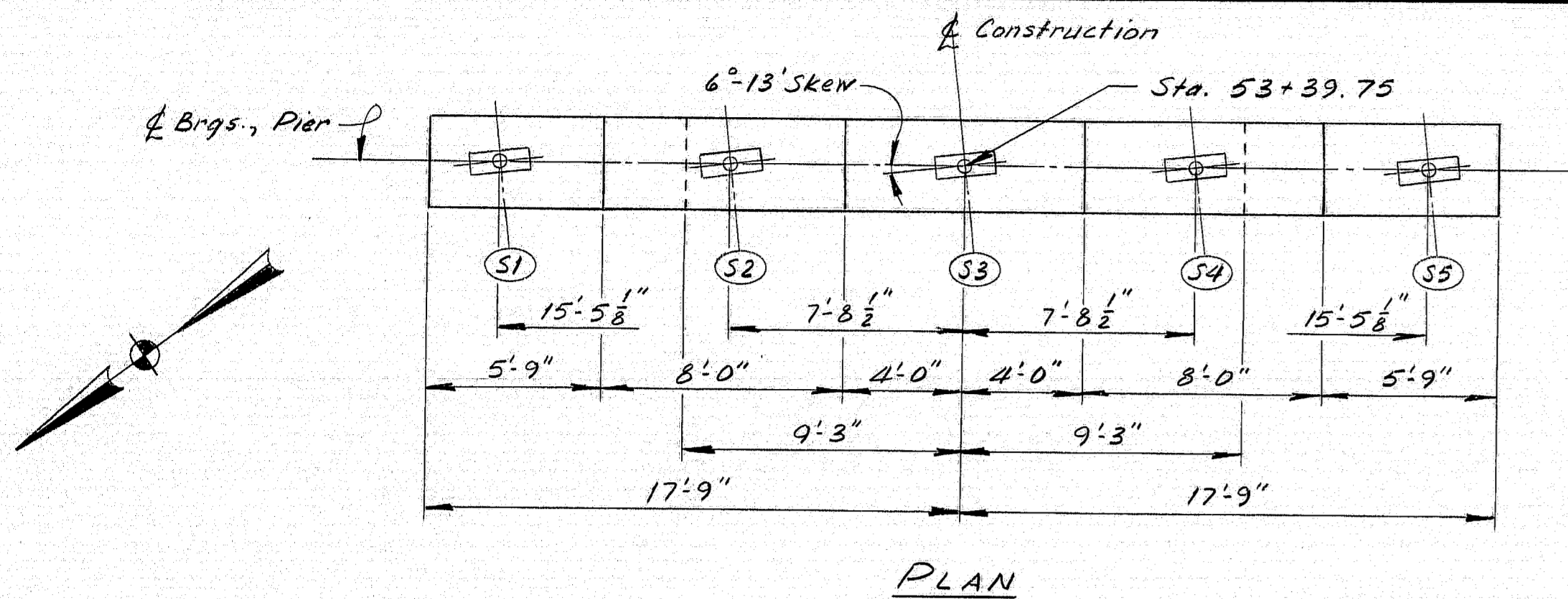
As built June 1985 RPP

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 COUNTY ROAD
 OVER
 INTERSTATE 95
 FREEPORT
 ABUTMENT SECTIONS
 SHEET 5 OF 11 AUGUSTA, MAINE Jan. 1984
 Structural Steel Alternate

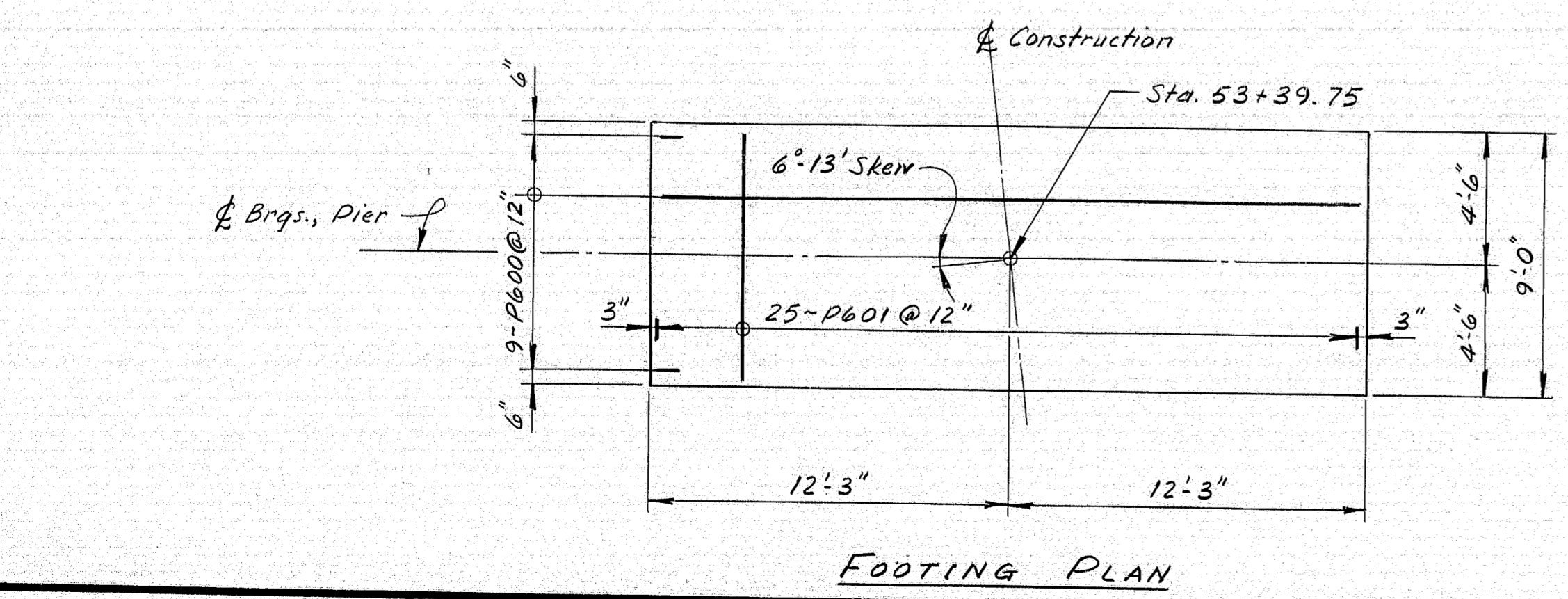
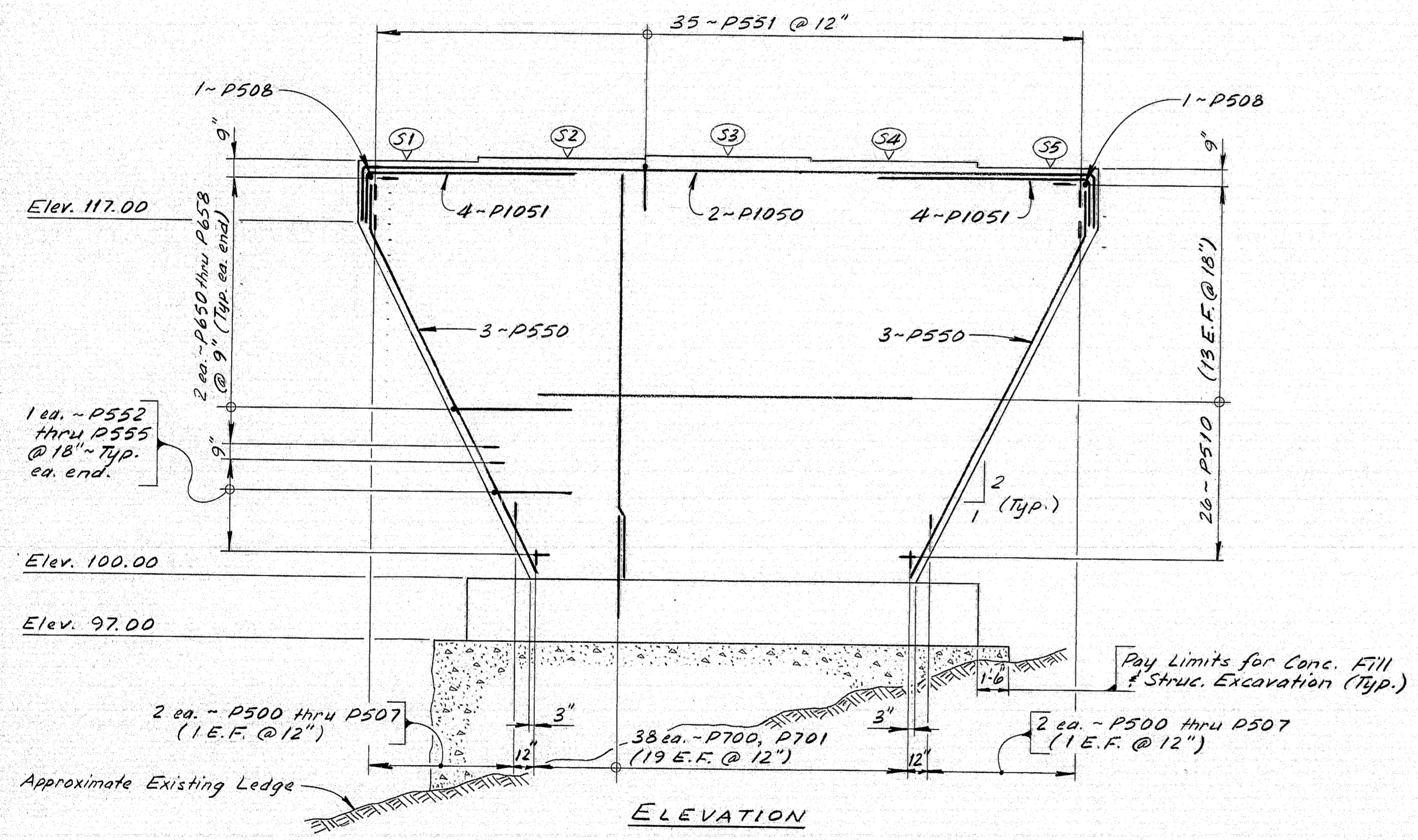
SYMBOLS
 Struc. Concrete (Section)
 Concrete Fill

R94-171

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4 (48) 64	22	41



Seat	Elev.
(S1)	119.87
(S2)	120.01
(S3)	120.15
(S4)	119.97
(S5)	119.79



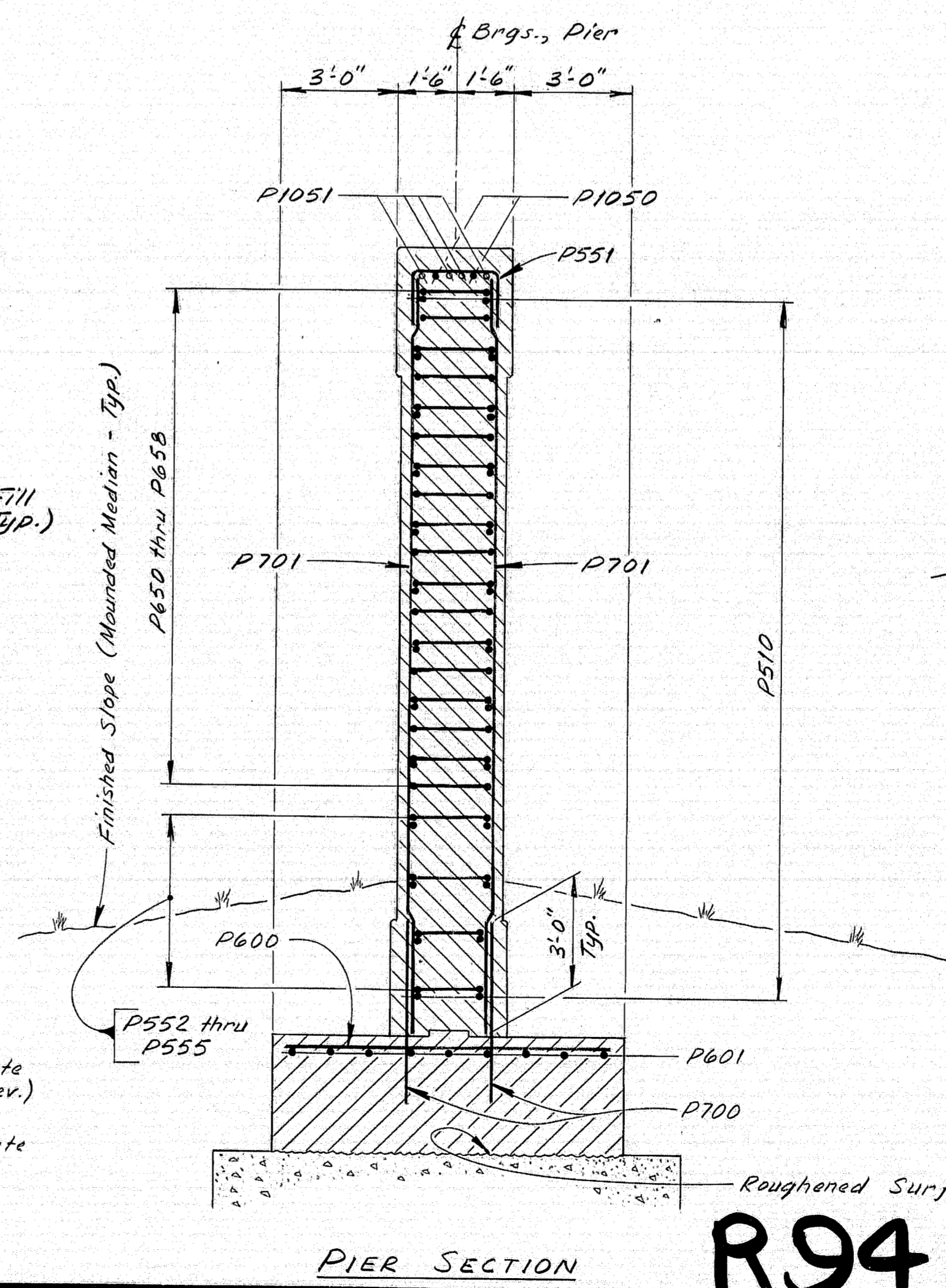
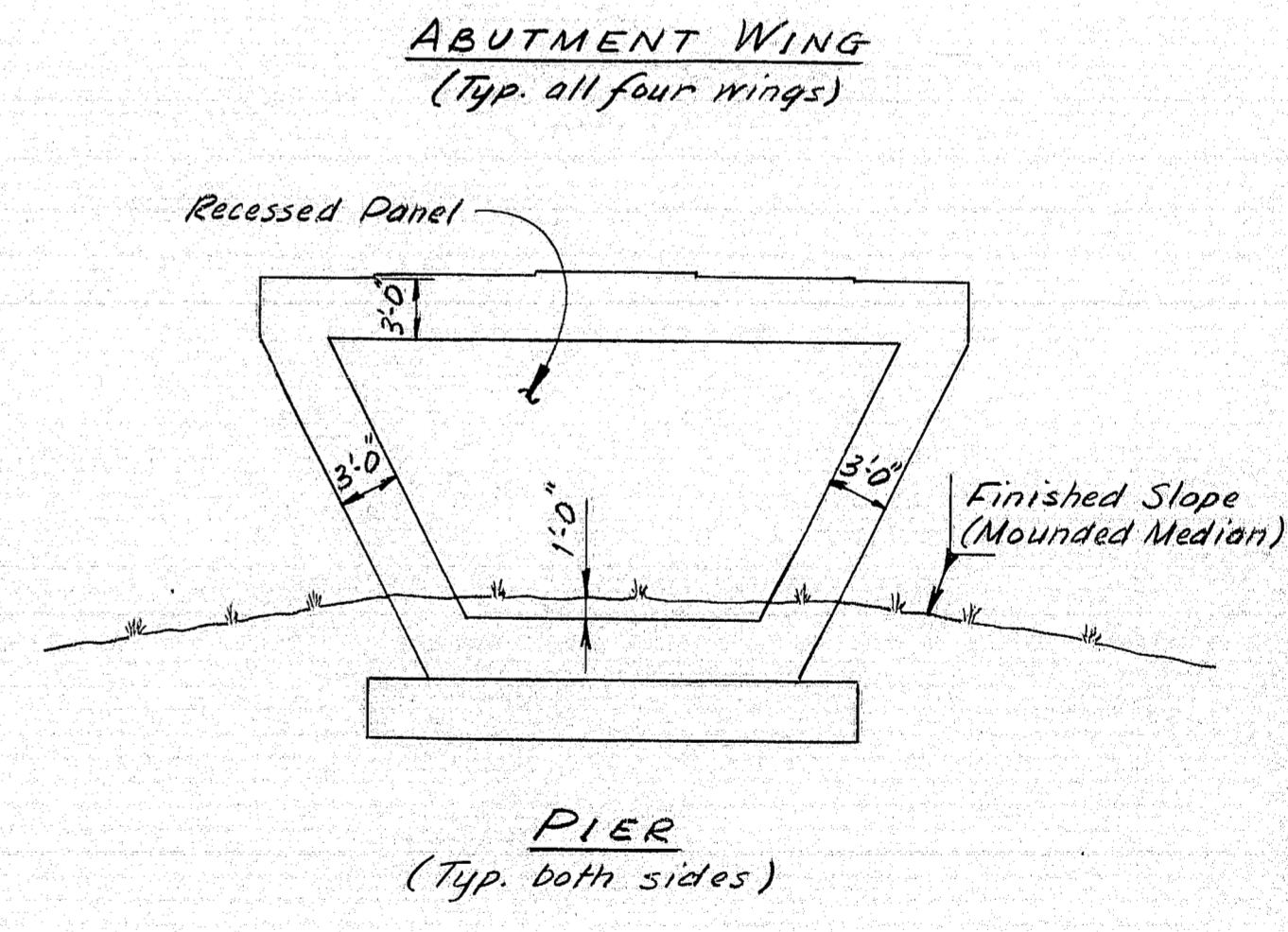
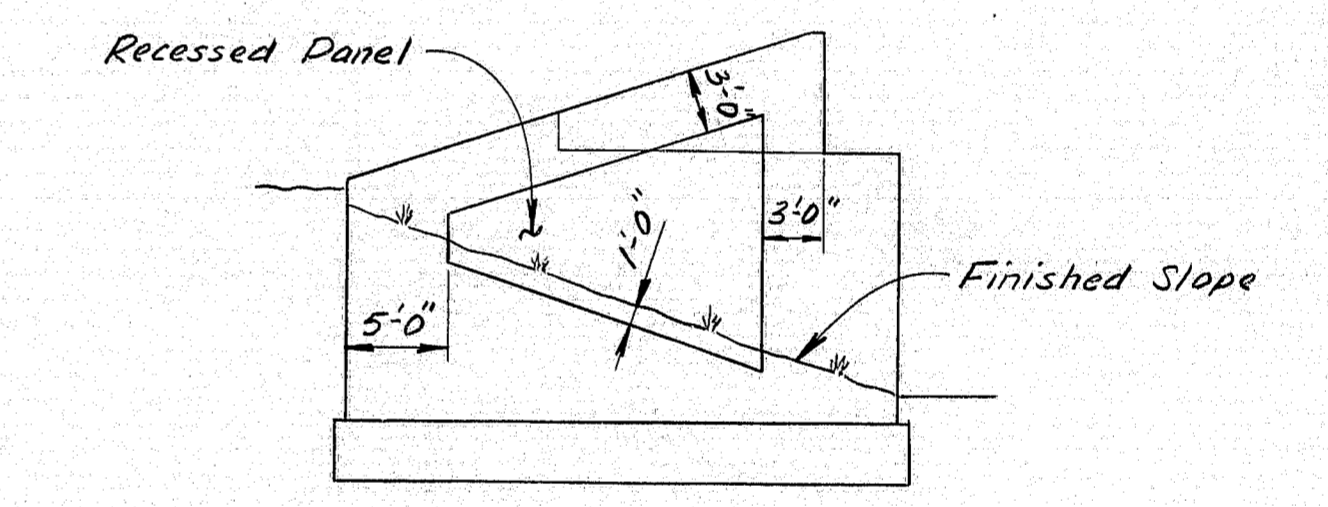
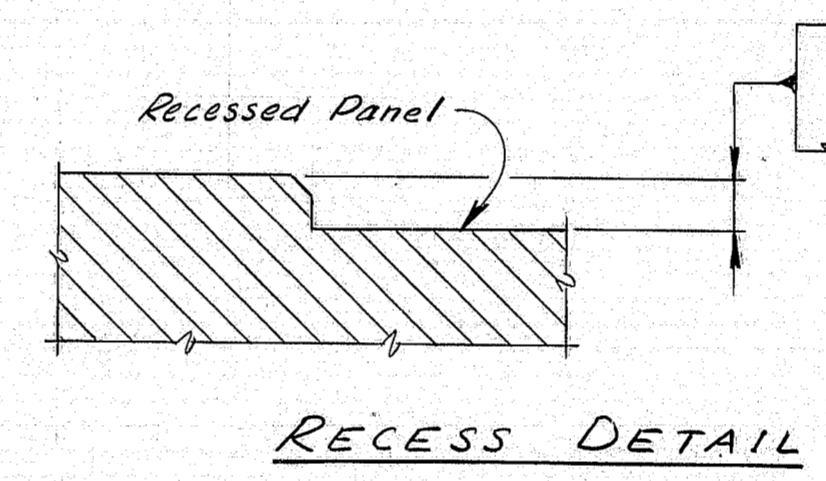
LEGEND
E.F. = Each Face

SYMBOLS

- Struc. Concrete (Plan or Elev.)
- Struc. Concrete (Section)
- Concrete Fill

- PIER NOTES**
- Reinforcing steel shall have three inches minimum cover unless otherwise indicated.
 - Design Criteria: Critical AASHTO Loading - Group III. Wind - 100 m.p.h.

- RECESSED PANEL NOTES**
- Special care shall be exercised so that form joints at the exposed face of concrete shall be tight.
 - To insure a consistent surface texture, concrete aggregate shall be from the same source and portland cement from the same manufacturer throughout the placement of the exposed substructure.
 - All fins and projections in the exposed face of concrete shall be removed and all holes patched to create a surface of uniform texture.
 - No deductions in the concrete pay volumes shall be made for the recessed panels.



As built June 1985 Rep

R94-172

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

COUNTY ROAD
OVER
INTERSTATE 95

FREEDPORT
PIER #
RECESSED PANEL DETAILS

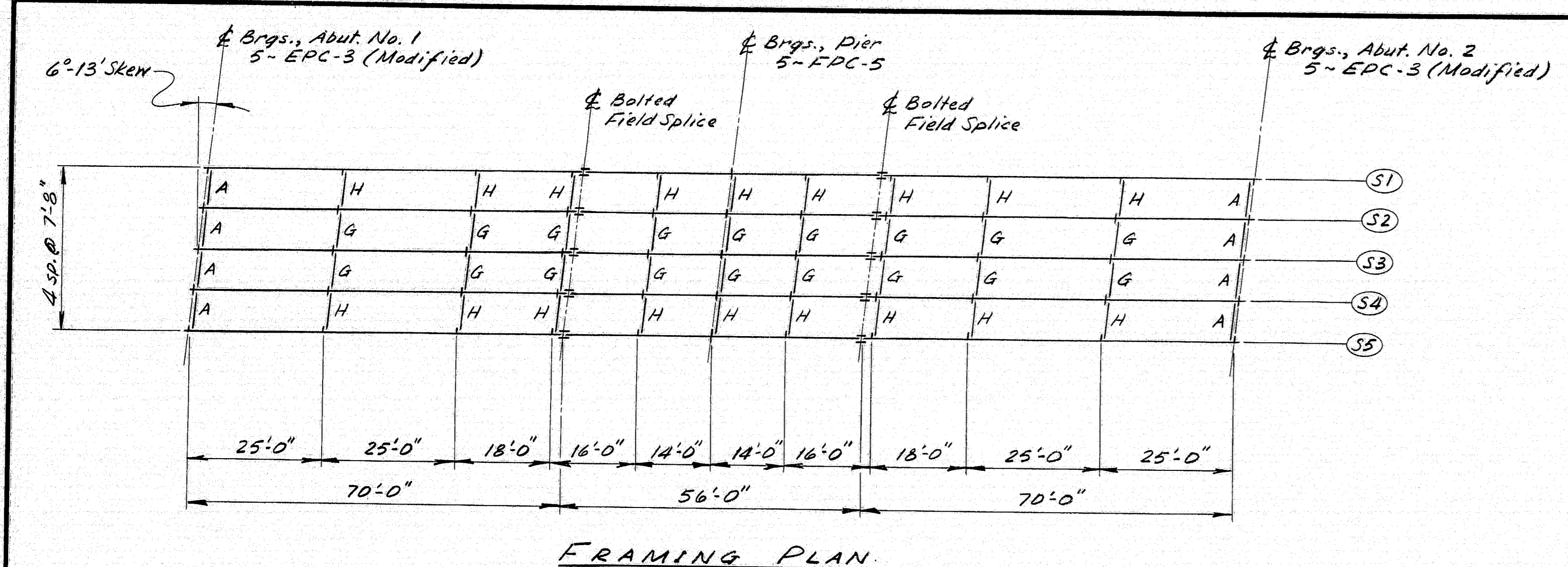
SHEET 6 OF 11 AUGUSTA, MAINE Jan. 1984
Structural Steel Alternate

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	12/20/83
CHECKED	J.E. BARTLETT
REVISIONS	
FIELD CHANGES	

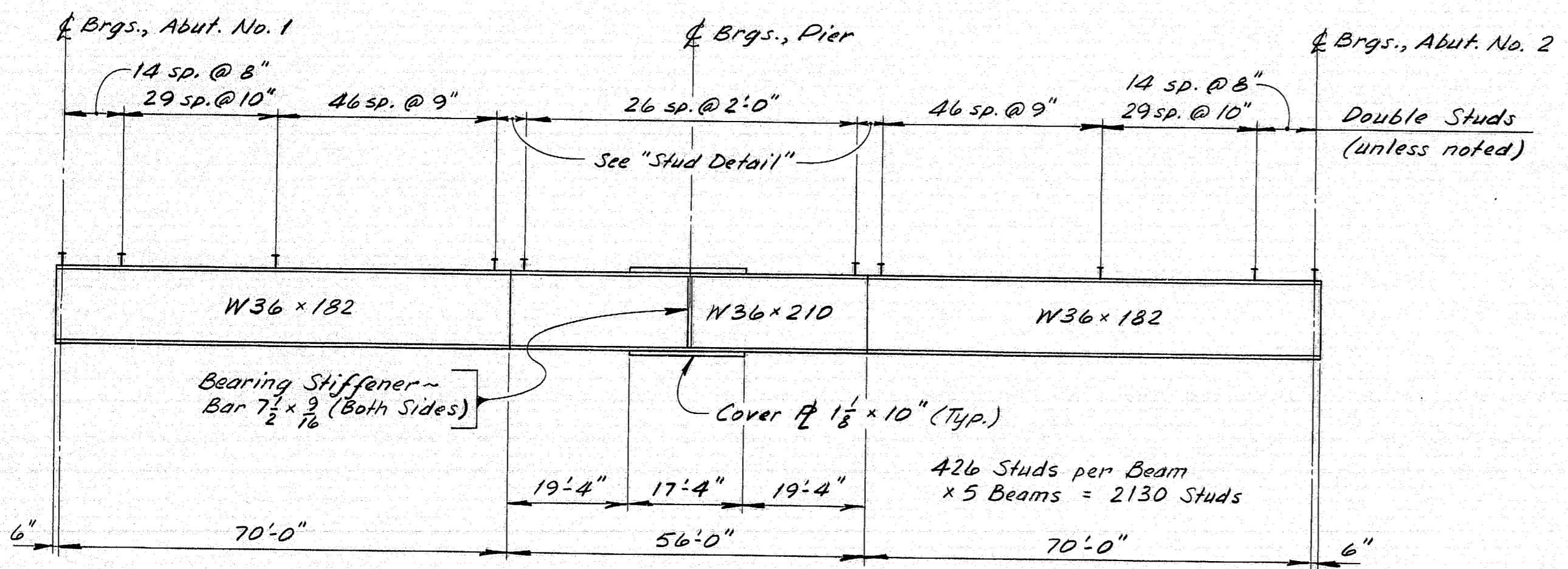
BRUNING 44-132-89710-1

F.R.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		23	41

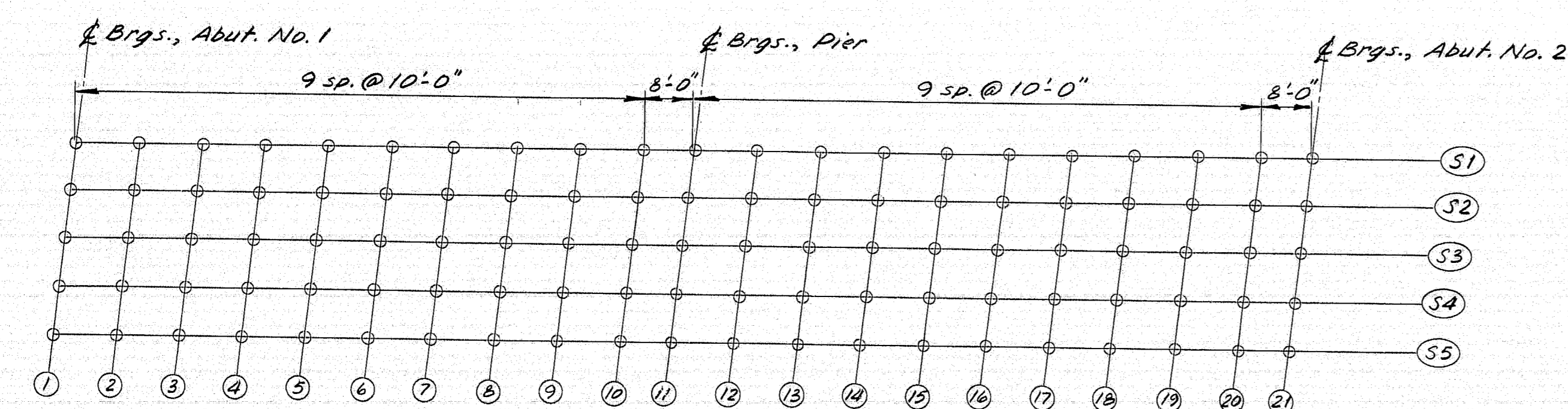
1-95-4 (48) 64



FRAMING PLAN



ELEVATION



BLOCKING LAYOUT

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
S1	121.08	121.55	121.98	122.37	122.71	123.01	123.27	123.49	123.70	123.90	124.07	124.29	124.53	124.76	124.97	125.14	125.27	125.35	125.39	125.38	125.36
S2	121.21	121.67	122.11	122.50	122.85	123.15	123.41	123.63	123.84	124.04	124.21	124.44	124.67	124.91	125.11	125.29	125.42	125.50	125.54	125.54	125.52
S3	121.34	121.80	122.24	122.63	122.98	123.28	123.54	123.77	123.97	124.18	124.35	124.58	124.82	125.05	125.26	125.44	125.57	125.65	125.69	125.69	125.67
S4	121.14	121.61	122.05	122.44	122.79	123.10	123.36	123.59	123.79	124.00	124.17	124.40	124.64	124.88	125.09	125.26	125.40	125.48	125.53	125.53	125.51
S5	120.95	121.42	121.86	122.25	122.61	122.91	123.17	123.40	123.61	123.82	123.99	124.22	124.47	124.70	124.92	125.09	125.23	125.32	125.36	125.36	125.34

STRUCTURAL STEEL NOTES

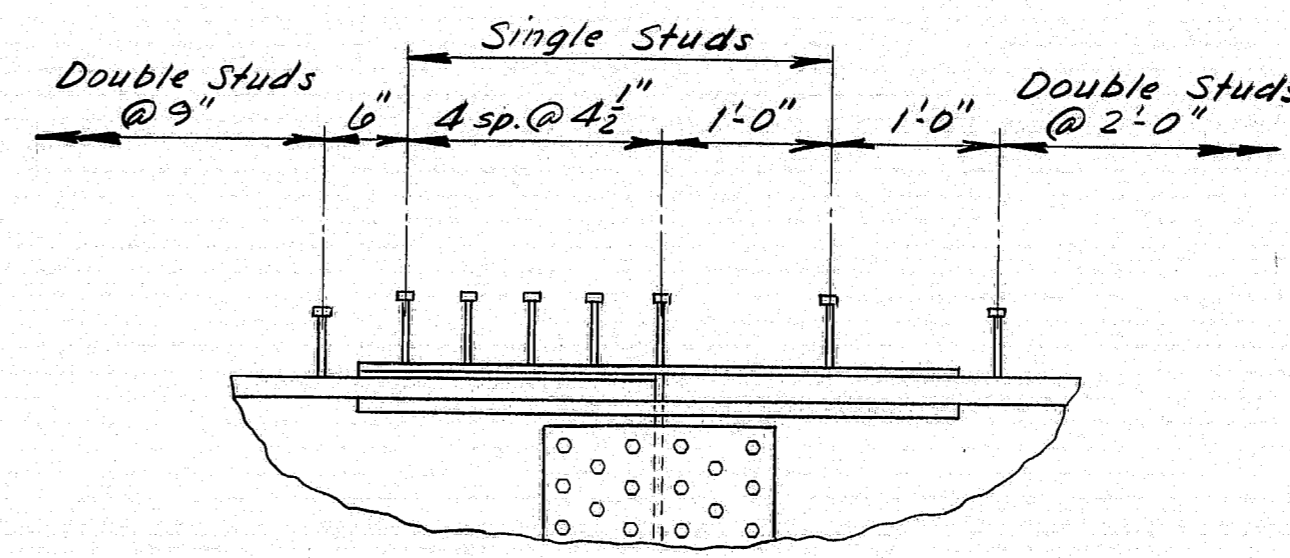
- Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.
- Bearing stiffeners shall be plumb after erection and dead loading of the structure.
- Cross-frame or diaphragm connection plates may be either plumb or normal to the top flange.
- Filler plates may be ASTM A36 steel and mill tests for filler plate material will not be required.
- The Bearing Setting Chart indicates the required final position of the bearings. It is anticipated that the bearings at the abutments will move $\frac{1}{2}$ " away from the fixed bearings due to the placement of the superstructure concrete. No separate payment will be made for resetting bearings to the final position if an adjustment is required.
- Theoretical Blocking shall be $1\frac{1}{2}$ ".

MATERIALS

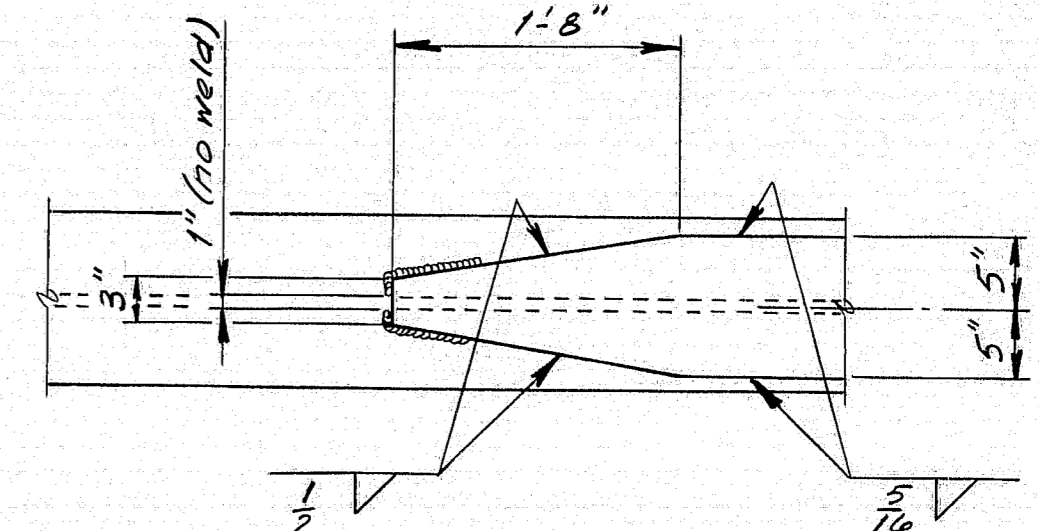
All material (except as otherwise noted).....ASTM A572
High Strength Bolts.....ASTM A325

BASIC DESIGN STRESSES

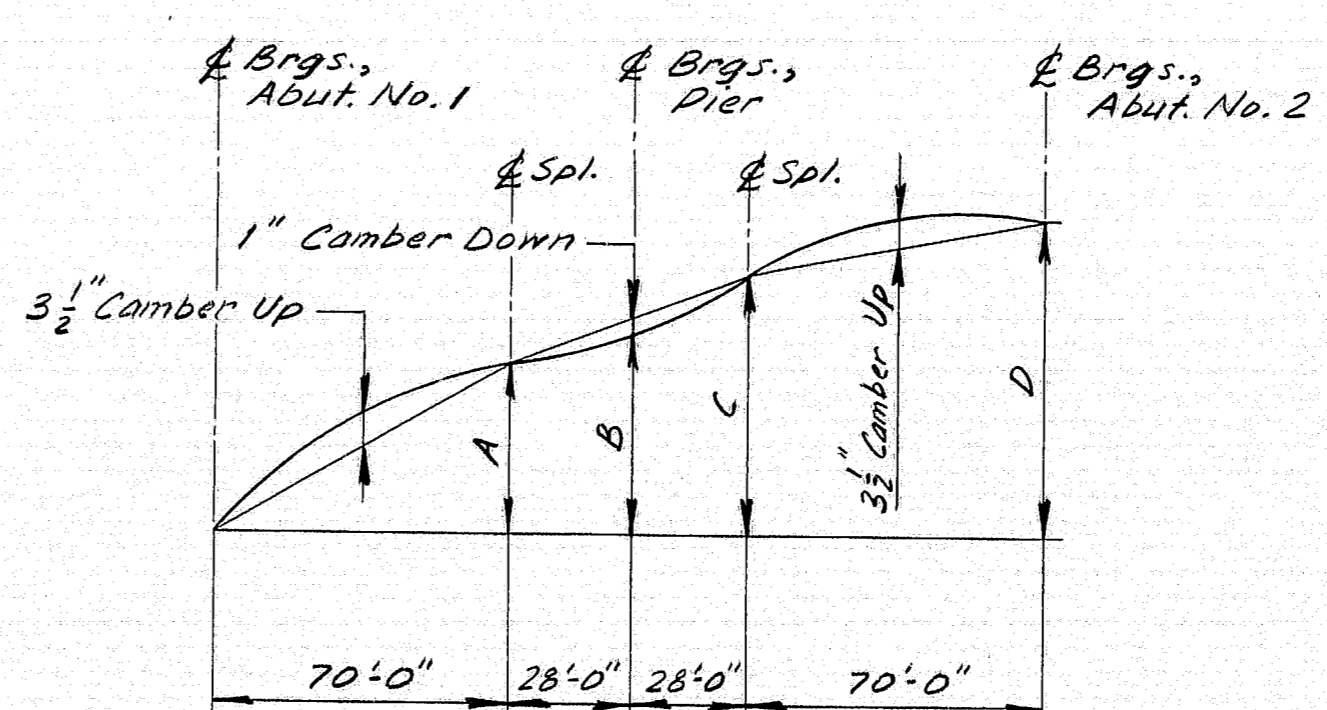
ASTM A572.....F_y = 50,000 psi
ASTM A36.....F_y = 36,000 psi
ASTM A325.....F_v = 25,000 psi



STUD DETAIL



COVER PLATE DETAIL



CAMBER DIAGRAM

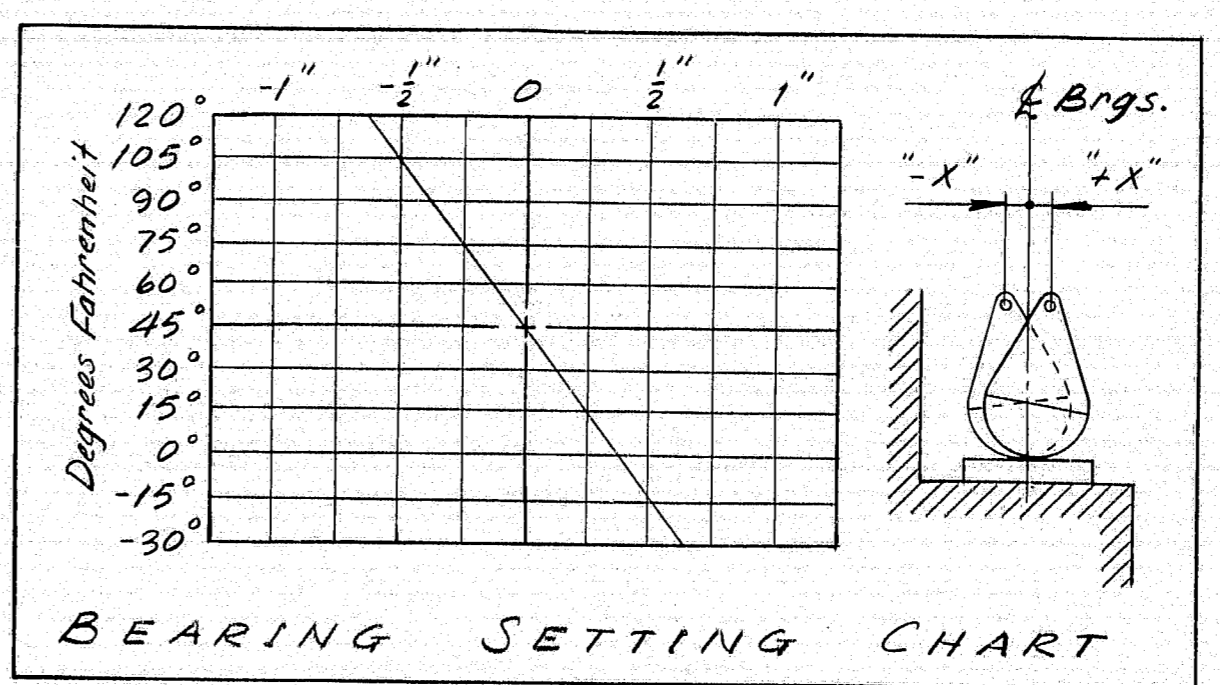
CAMBER TABLE

	A	B	C	D
S1	2'-5 3/8"	2'-11 1/8"	3'-7 1/8"	4'-3 3/8"
S2	2'-5 3/8"	3'-0"	3'-8 3/8"	4'-3 3/8"
S3	2'-5 3/8"	3'-0 3/8"	3'-8 3/8"	4'-4"
S4	2'-5 3/8"	3'-0 3/8"	3'-8 3/8"	4'-4 1/8"
S5	2'-5 3/8"	3'-0 1/2"	3'-8 3/8"	4'-4 1/8"

BEARING PEDESTAL MODIFICATIONS

	C	D	H	J
EPC-3	10"	1'-10"	4"	3"

EPC-3 Anchor Bolts:
2-1 1/2" φ x 1'-5" (Embed 1'-0")



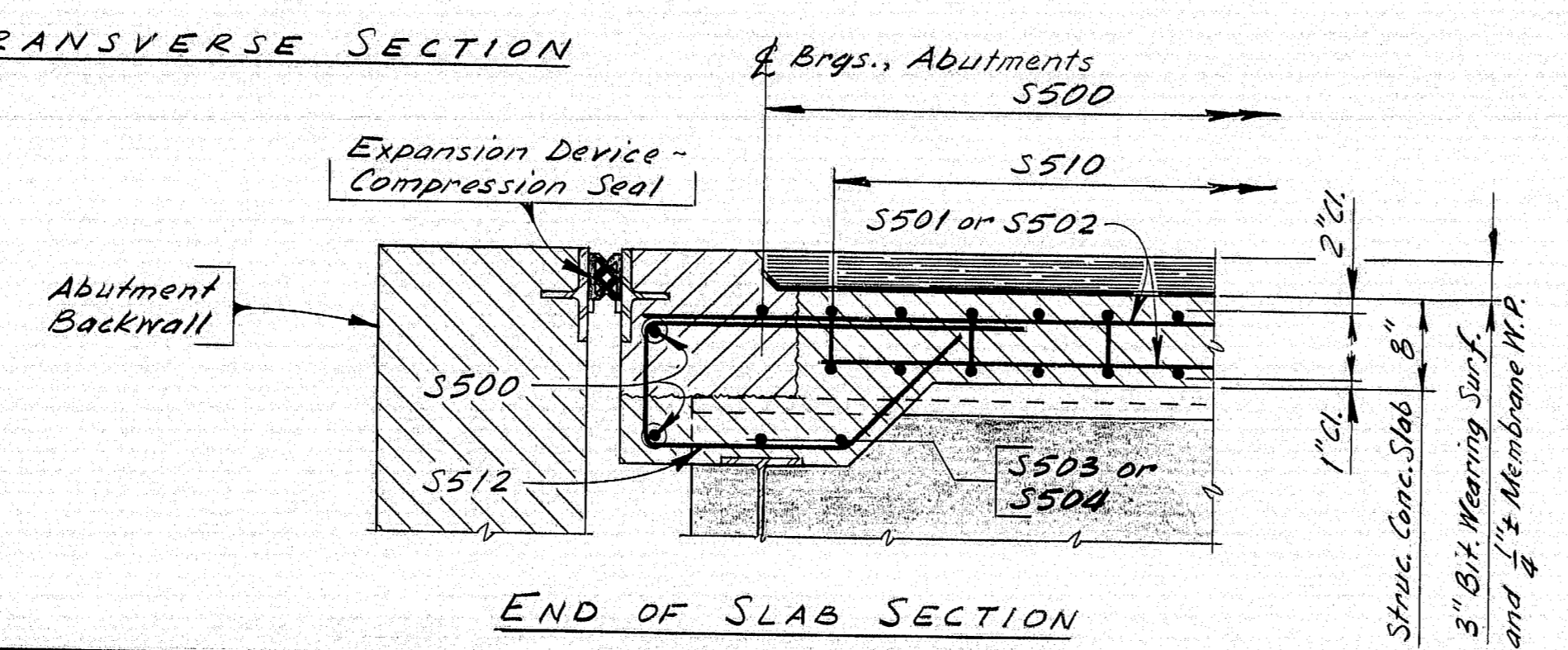
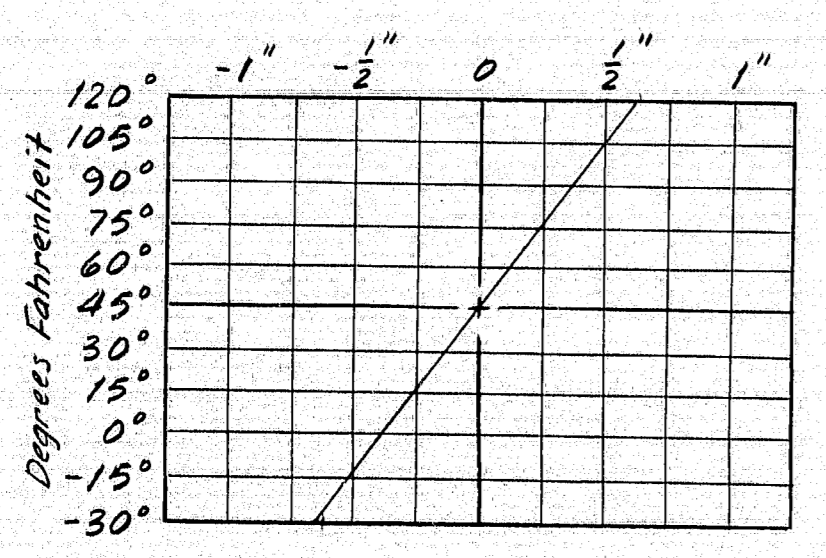
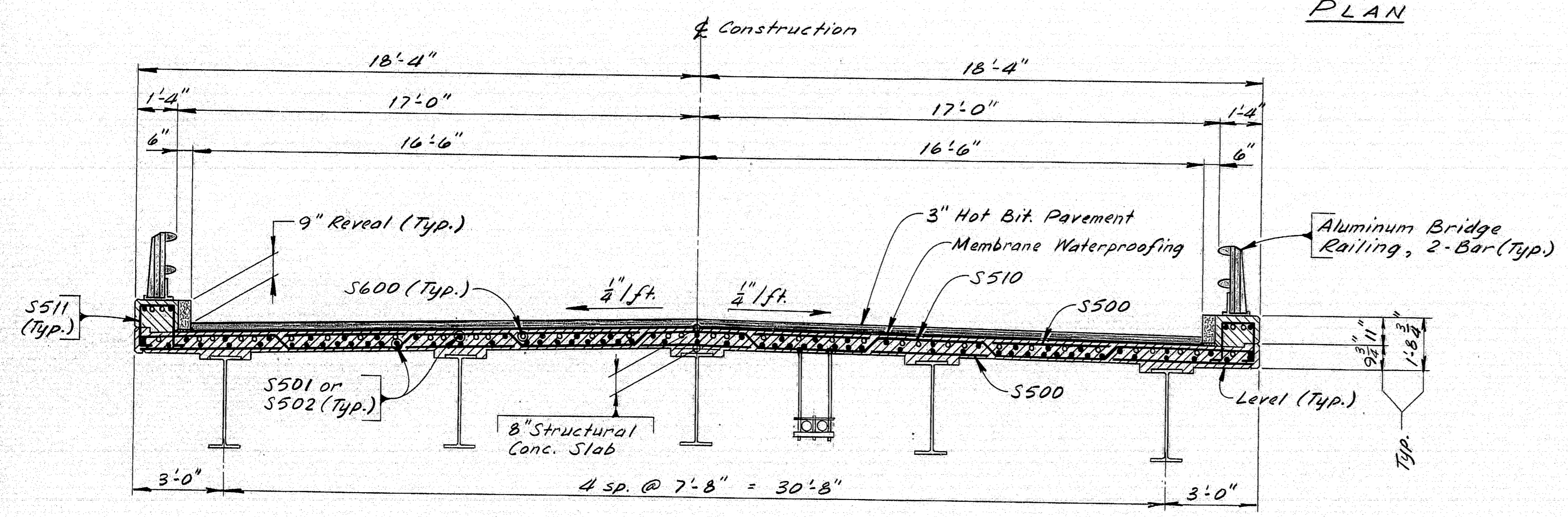
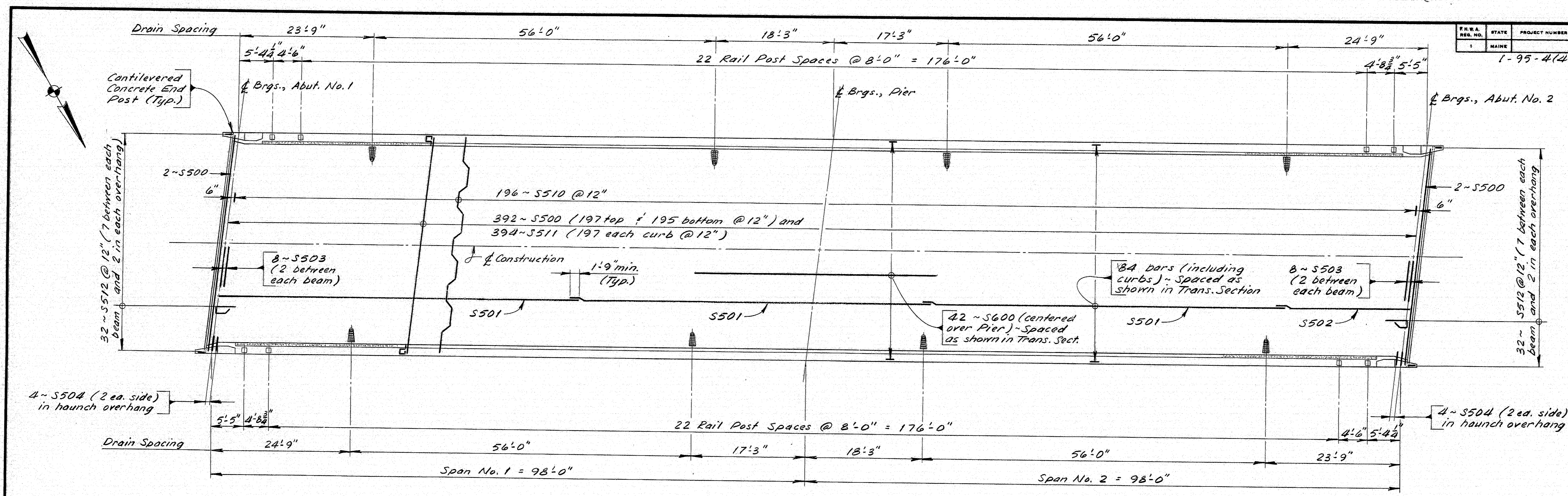
BEARING SETTING CHART

R94-173

PROJECT DESIGN ENGINEER: BY DATE
DESIGN - RETAINED: C/D D. Dawson 10/2/83
CHECKED: J.E. Blazynski
REVISIONS:
FIELD CHANGES:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
As built June 1985 Rf
COUNTY ROAD
OVER
INTERSTATE 95
FREEPORT
STRUCTURAL STEEL
SHEET 7 OF 11 AUGUSTA, MAINE Jan. 1984
Structural Steel Alternate

FED. A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	24	41



SUPERSTRUCTURE NOTES

- Form a one-inch V-groove on the fascias at the horizontal joint between curb and slab.
- Reinforcing steel shall have a minimum cover of two inches unless otherwise indicated.
- Adjust reinforcing steel to fit around the drains in a manner approved by the Engineer. Do not cut transverse reinforcing bars.
- The superstructure slab concrete shall be placed in one continuous operation and the concrete shall be kept plastic until the entire slab has been placed.
- Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.
- Protective Coating for Concrete Surfaces shall be applied to tops of concrete curbs, fascia down to the drip notch, concrete wearing surface at ends of slab, and all exposed surfaces of concrete end posts.

COMPRESSION SEAL NOTES

- The seals to be furnished shall have a minimum Movement Rating of 1 1/2".
- The seal 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.
- It is anticipated that the slab and backwall concrete will 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 Compression Seal Adjustment Chart shows the adjustment necessary to set the joint opening shown on the shop detail drawings for temperatures other than 45°F. Adjustment is to be measured parallel to the centerline of construction.

As built June 1985
Rip

R94-174

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

COUNTY ROAD
OVER
INTERSTATE 95

FREEMPORT

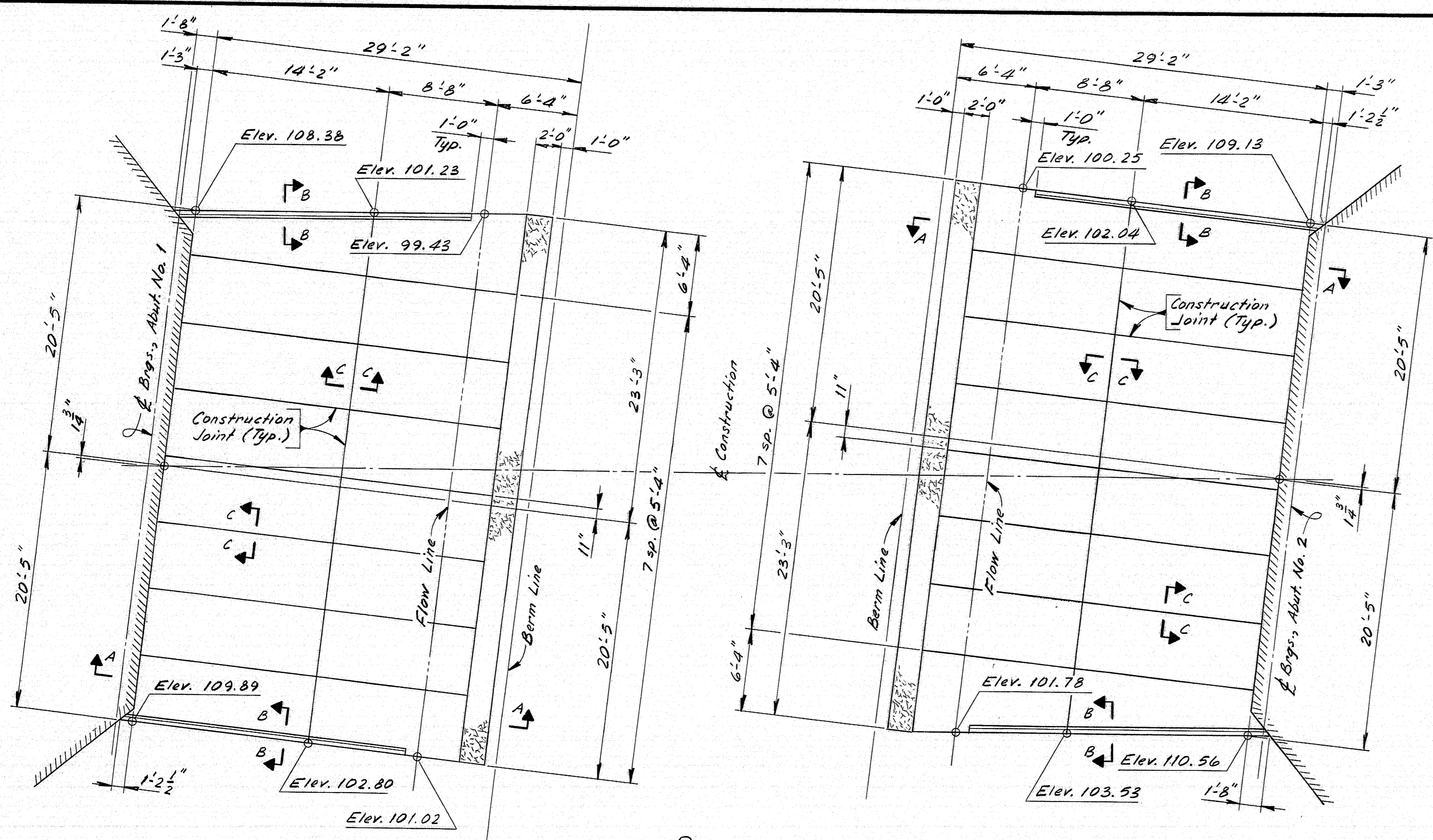
SUPERSTRUCTURE

SHEET 8 OF 11 AUGUSTA, MAINE Jan. 1984
Structural Steel Alternate

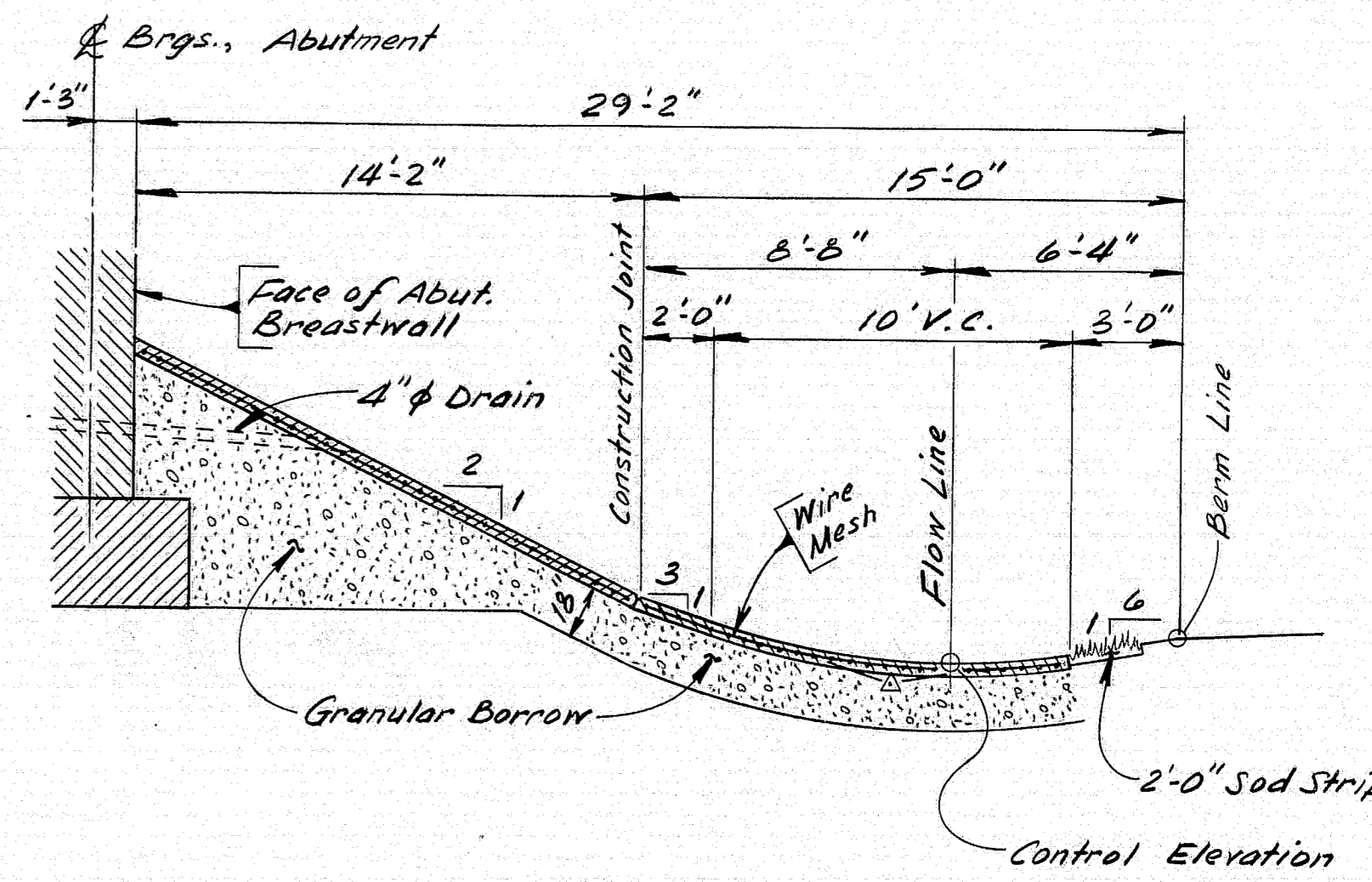
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	12/20/82
REVISED	1/10/83
FIELD CHANGES	

BRUNING 44132 257161

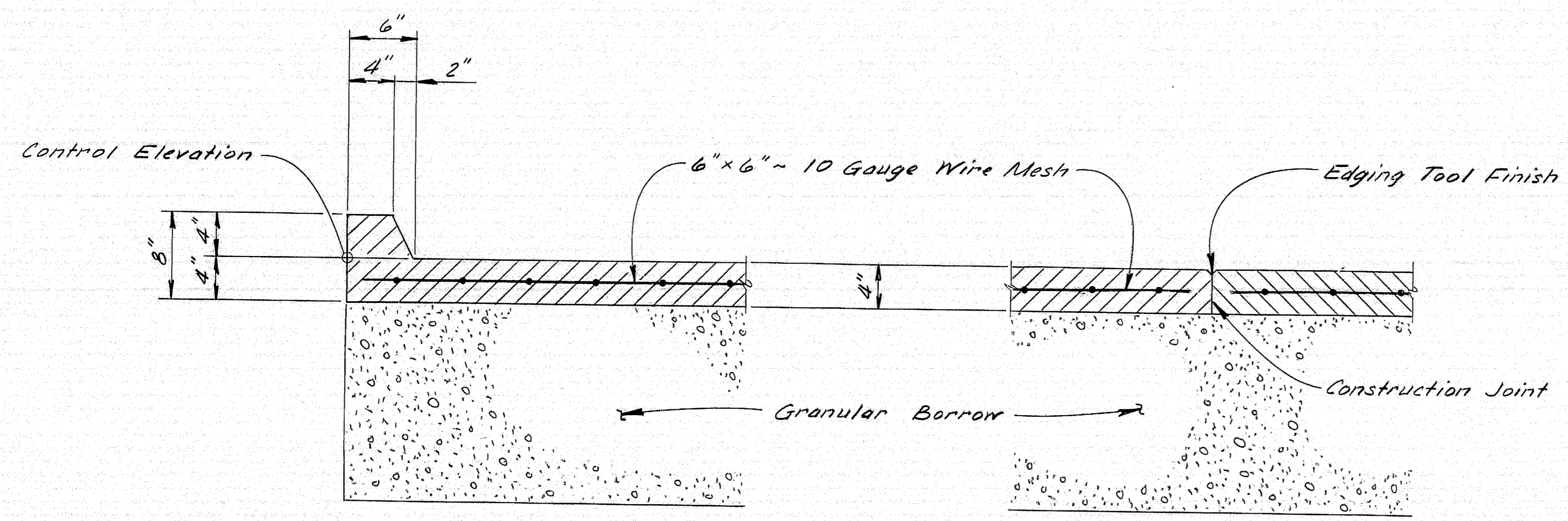
F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4 (48) 64	25	41



PLAN
All Elevations are Control Elevations



SECTION A-A



SECTION B-B

SECTION C-C

As built June 1985
RJP

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

COUNTY ROAD
OVER
INTERSTATE 95

FREEPORT

CONCRETE SLOPE PROTECTION
SHEET 9 OF 11 AUGUSTA, MAINE Jan. 1984
Structural Steel Alternate

R94-175

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	G.D.	June 93
CHECKED	J.L.E. BUKATY	July 83
REVISIONS		
FIELD CHANGES		
PLANS		

BRUNING 44132 457051

REINFORCING STEEL SCHEDULE

STRAIGHT BARS															BENT BARS														
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION			
ABUTMENT No. 1															ABUTMENT No. 1														
A500	55	2'-8"	Dowels	S500	396	36'-7"	Transverse					A550	24	17'-2"	L	4'-2"	13'-0"	-	-	-	-	-	-	-	-	-	-	Vert. - Breastwall	
A501	26	15'-3"	Vertical - Abutment	S501	252	60'-0"	Longitudinal					A551	27	10'-4"	S	0	4'-7"	1'-2"	4'-7"	-	-	0	-	-	-	-	-	Vert. - Backwall	
A502	29	23'-8"	Horiz. - Abutment	S502	84	23'-0"	Longitudinal					A552	27	7'-6"	V	-	-	-	3'-9"	3'-9"	-	-	-	-	2'-8"	-	Vert. - Backwall		
A503	5	12'-8"	Vertical - Abutment	S503	16	7'-2"	Haunch					A553	4	4'-8"	S	0	1'-9"	1'-2"	1'-9"	-	-	0	-	-	-	-	-	Curb	
A504	4	6'-9"	Horiz. - Abutment	S504	8	2'-7"	Haunch																						
A505	3	7'-4"																											
A506	3	8'-0"		S600	42	60'-0"	Longitudinal					A560	9	24'-7"	V	-	-	-	18'-11"	5'-8"	-	-	-	-	4'-0"	-	Horiz. - Left Wing		
A507	9	7'-8"										A561	1	18'-0"	V	-	-	-	9'-10"	8'-2"	-	-	-	-	5'-9"	-			
A508	9	8'-3"	Horiz. - Abutment									A562	1	16'-0"	V	-	-	-	7'-10"	8'-2"	-	-	-	-	5'-9"	-			
A510	20	2'-8"	Dowels									A563	1	12'-4"	V	-	-	-	4'-2"	8'-2"	-	-	-	-	5'-9"	-	Horiz. - Left Wing		
A511	41	15'-3"	Vertical - Wing									A564	1	19'-0"	V	-	-	-	10'-10"	8'-2"	-	-	-	-	4'-6"	-	Top of Left Wing		
A512	9	17'-3"	Horizontal - Wing	EP401	16	1'-10"	Dowels					A565	1	18'-1"	V	-	-	-	10'-4"	7'-9"	-	-	-	-	4'-3"	-	Top of Left Wing		
A513	9	15'-3"	Horizontal - Wing	EP405	16	1'-5"	Vertical					A570	9	23'-2"	V	-	-	-	16'-11"	6'-3"	-	-	-	-	4'-5"	-	Horiz. - Right Wing		
A514	3	9'-2"	Horiz. - Abutment									A571	1	22'-1"	V	-	-	-	13'-4"	8'-9"	-	-	-	-	6'-2"	-			
A515	3	9'-9"	Horiz. - Abutment	EP508	16	4'-0"	Horizontal					A572	1	17'-11"	V	-	-	-	9'-2"	8'-9"	-	-	-	-	6'-2"	-			
A516	2	7'-4"	Horizontal - Wing									A573	1	13'-5"	V	-	-	-	4'-8"	8'-9"	-	-	-	-	6'-2"	-	Horiz. - Right Wing		
A520	4	4'-11"	Vert. - Left Wing									A574	1	23'-0"	V	-	-	-	14'-3"	8'-9"	-	-	-	-	4'-7"	-	Top of Right Wing		
A521	4	3'-9"	Vert. - Left Wing									A575	1	21'-11"	V	-	-	-	13'-7"	8'-4"	-	-	-	-	4'-5"	-	Top of Right Wing		
A522	4	2'-7"	Vert. - Left Wing									A750	16	3'-6"	V	-	-	-	1'-9"	1'-9"	-	-	-	-	1'-3"	-	Turn of Wing		
A523	1	9'-8"	Horiz. - Left Wing	AS400	32	20'-0"	Transverse																						
A524	1	7'-8"	Horiz. - Left Wing	AS401	32	13'-7"	Transverse																						
A525	1	4'-8"	Horiz. - Left Wing																										
A530	4	2'-8"	Vert. - Right Wing	AS600	128	15'-0"	Longitudinal																						
A531	4	3'-7"	Vert. - Right Wing																										
A532	4	4'-8"	Vert. - Right Wing																										
A533	1	13'-2"	Horiz. - Right Wing																										
A534	1	9'-0"	Horiz. - Right Wing																										
A535	1	5'-1"	Horiz. - Right Wing																										
A540	7	37'-6"	Footing																										
A541	3	18'-0"																											
A542	3	14'-8"																											
A543	3	20'-0"																											
A544	3	16'-8"	Footing																										
A600	38	8'-9"	Footing																										
A700	23	7'-9"	Vertical - Abutment																										
A740	38	8'-0"	Footing																										
A800	21	4'-10"	Vertical - Wing																										
A801	21	9'-4"	Vertical - Wing																										

DESIGN - DETAIL BY: D. D. [Signature]
 CHECKED BY: J. E. [Signature]
 REVISIONS BY: [Signature]
 FIELD CHANGES BY: [Signature]
 P L A N S

FHWA SER. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48) 64	26	41

TYPE-BENDING DIAGRAMS

All dimensions are out to out of reinf. bar
 Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Δ
 Reinforcing Bar: ASTM A615 Grade 60

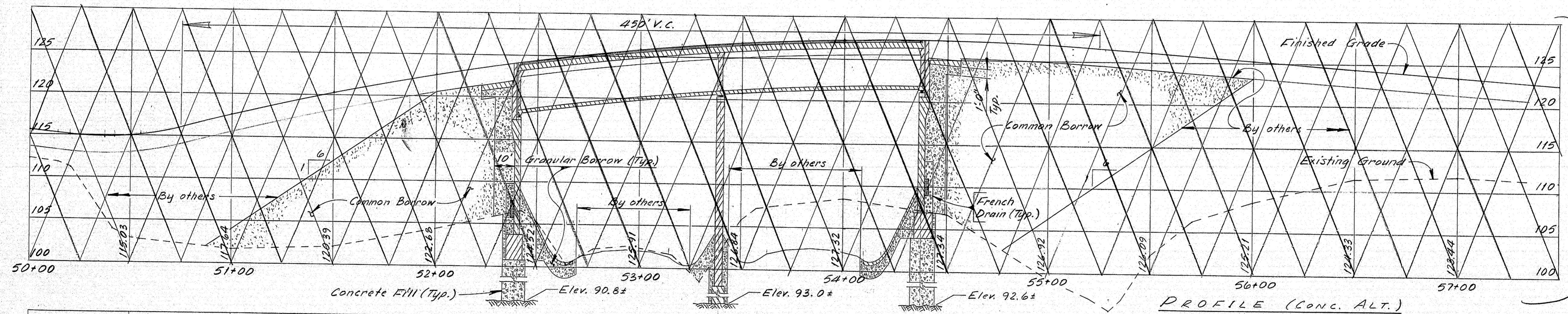
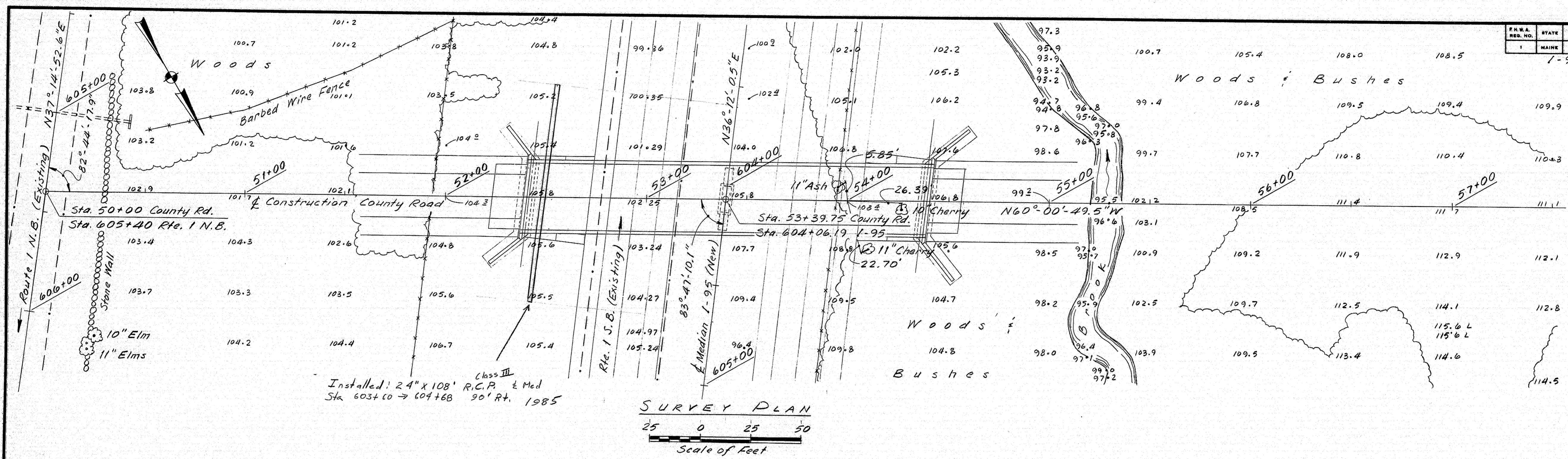
GENERAL NOTES

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.
 Mark (A502) bar size - #5
 Mark (P1001) bar size - #10
 Mark (S603) bar size - #6
2. Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.
 As built June 1985
 Rp

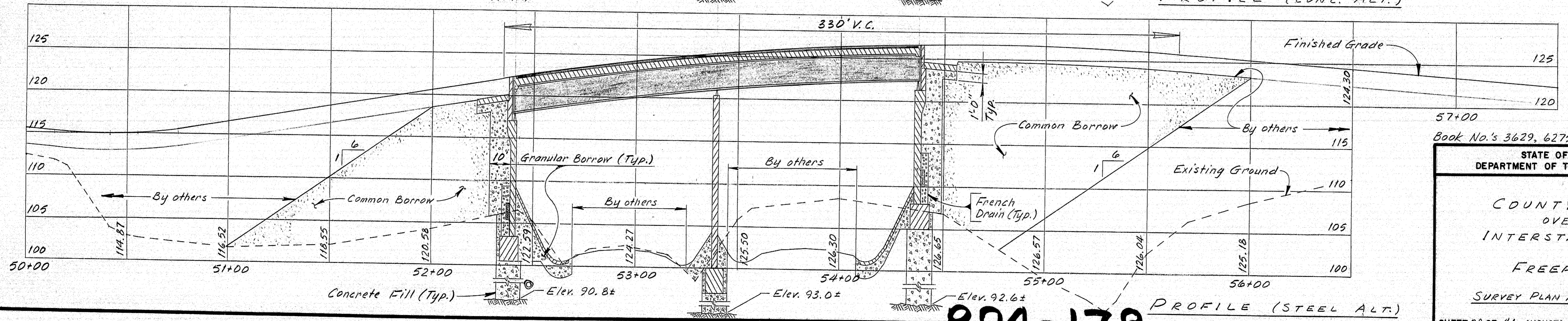
Revised ACI Standard	5-12-83
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	DATE
COUNTY ROAD OVER INTERSTATE 95 FREEPORT	
REINFORCING STEEL SCHEDULE	
SHEET 10 OF 11 AUGUSTA, MAINE Jan. 1984	

R94-176

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(46)64	28	41



Alternate not built
 June 1985 R.P.



As built June 1985 R.P.

PROJECT DESIGN ENGINEER	DATE
DESIGN DETAILER	BY
CHECKED	DATE
REVISIONS	
FIELD CHANGES	

PLANS

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

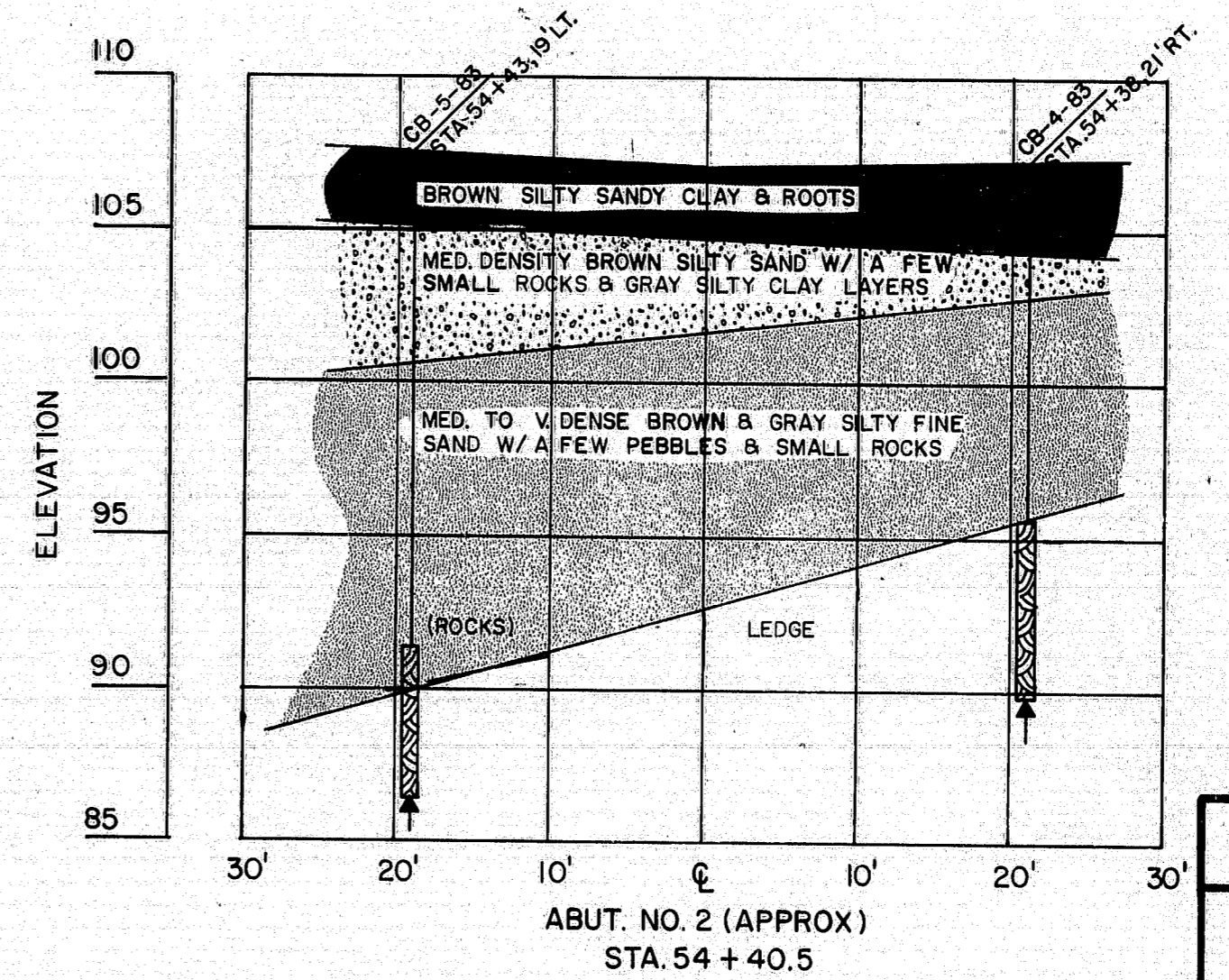
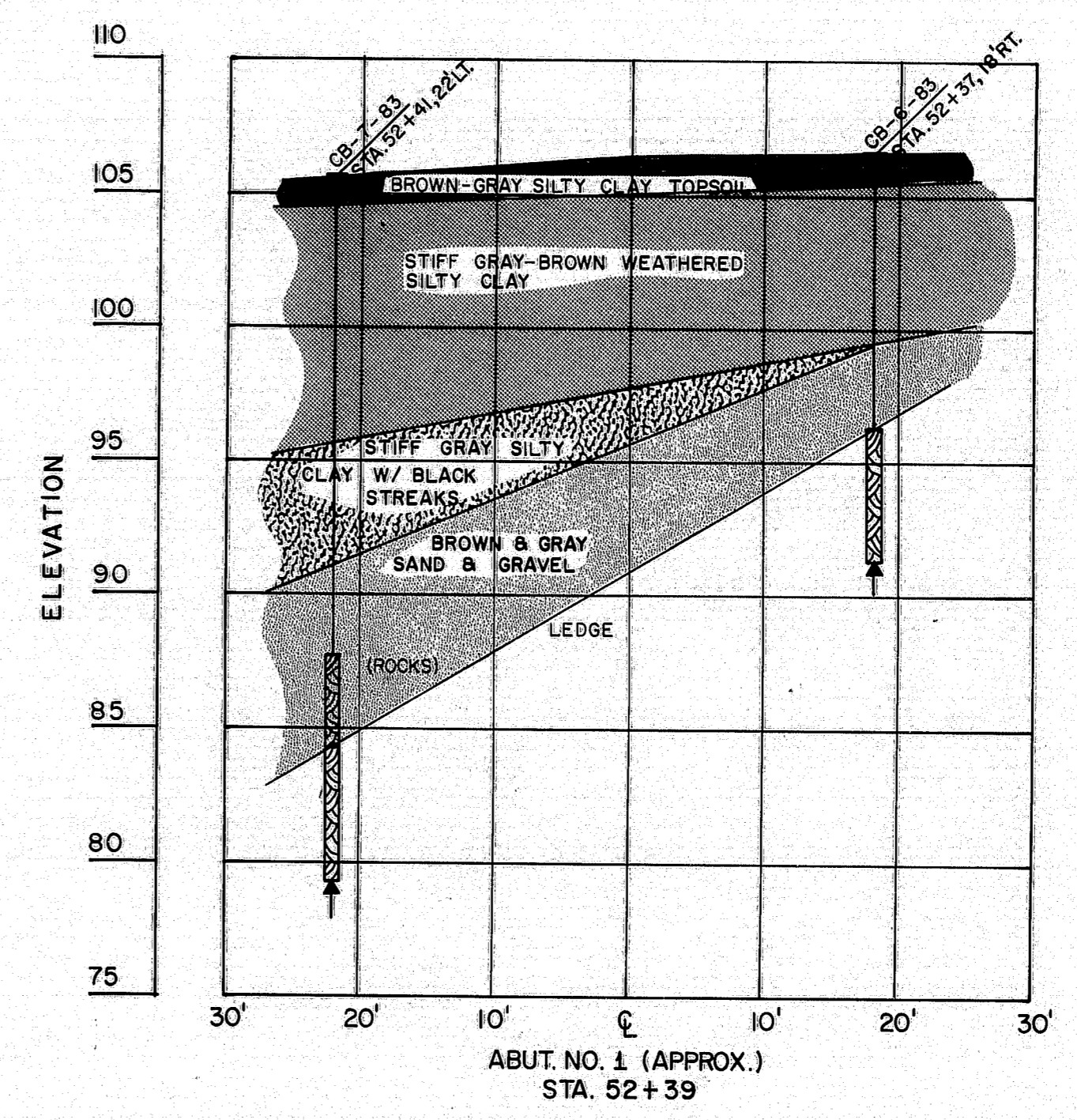
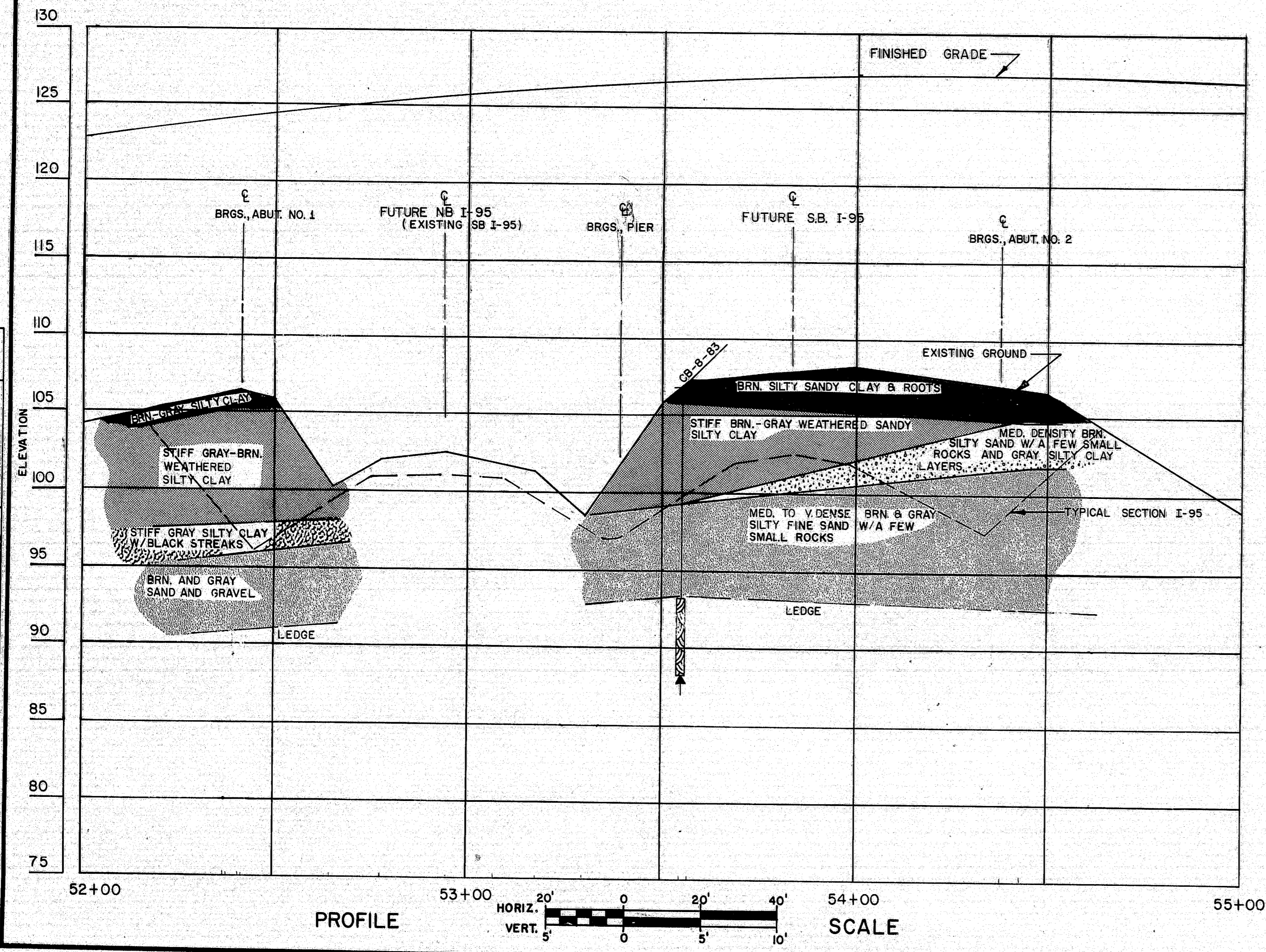
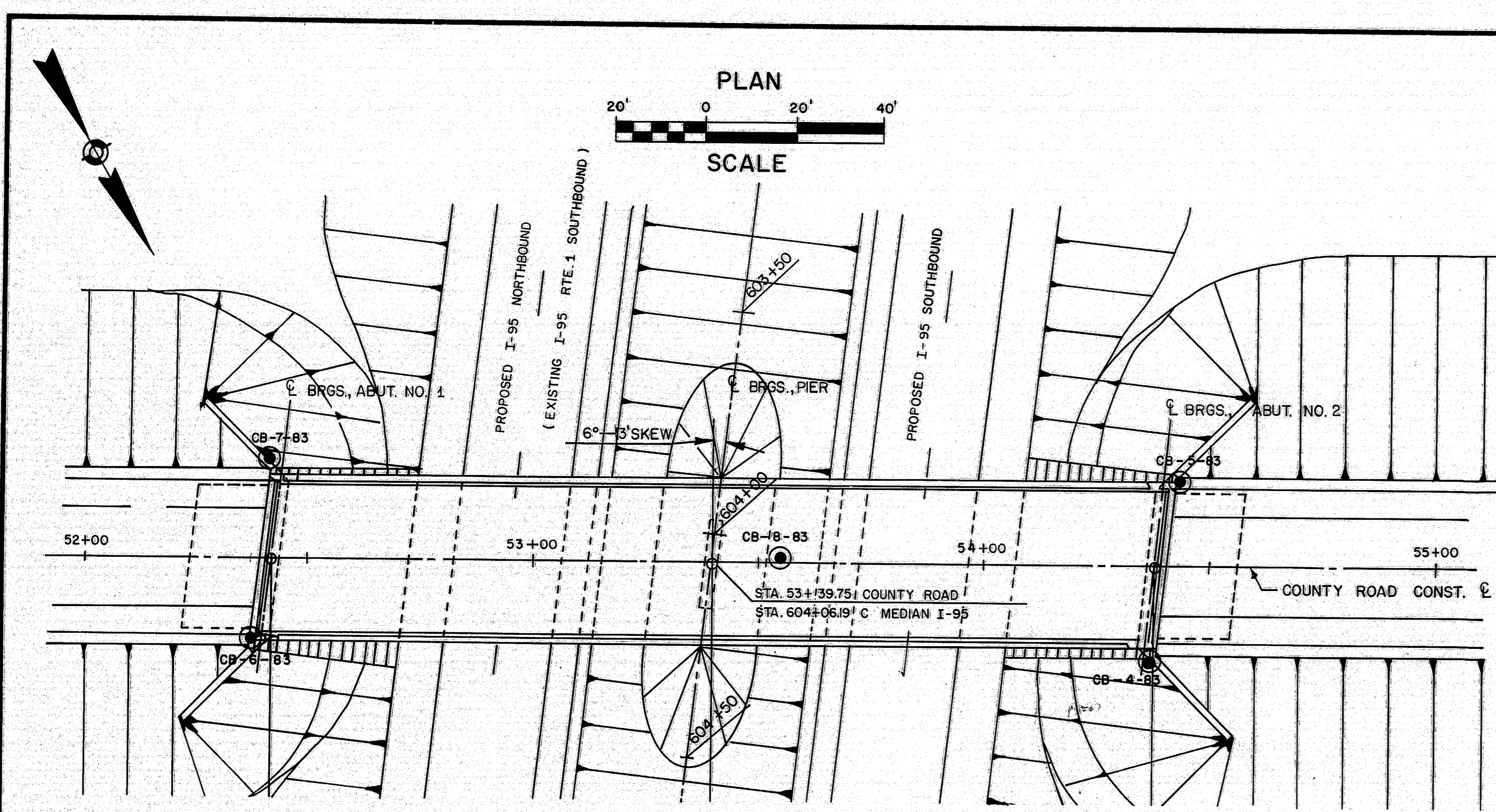
COUNTY ROAD
 OVER
 INTERSTATE 95
 FREEPORT

SURVEY PLAN AND PROFILES

SHEET 28 OF 41 AUGUSTA, MAINE Jan. 1984
 Both Alternates

R94-178

F.R. & E. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	29	47



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

R94-179

As built June 1985 R.P.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

COUNTY ROAD
OVER
I-95
IN THE TOWN OF
FREEPORT

MAY 1983 FOUNDATION SURVEY

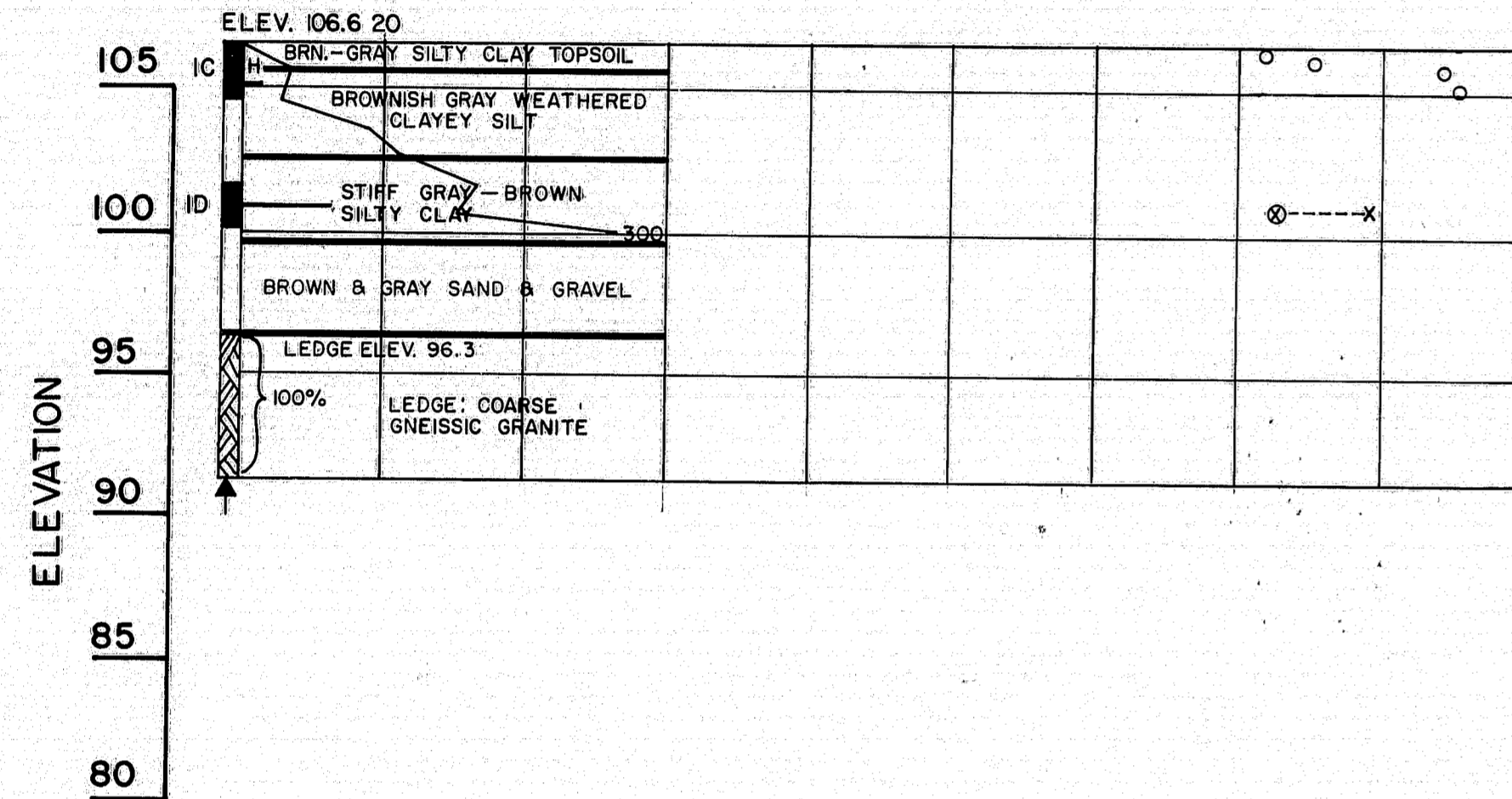
SHEET 29 OF 41 AUGUSTA, MAINE Jan. 1984
Both Alternates

BORING DETAILS

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	30	41

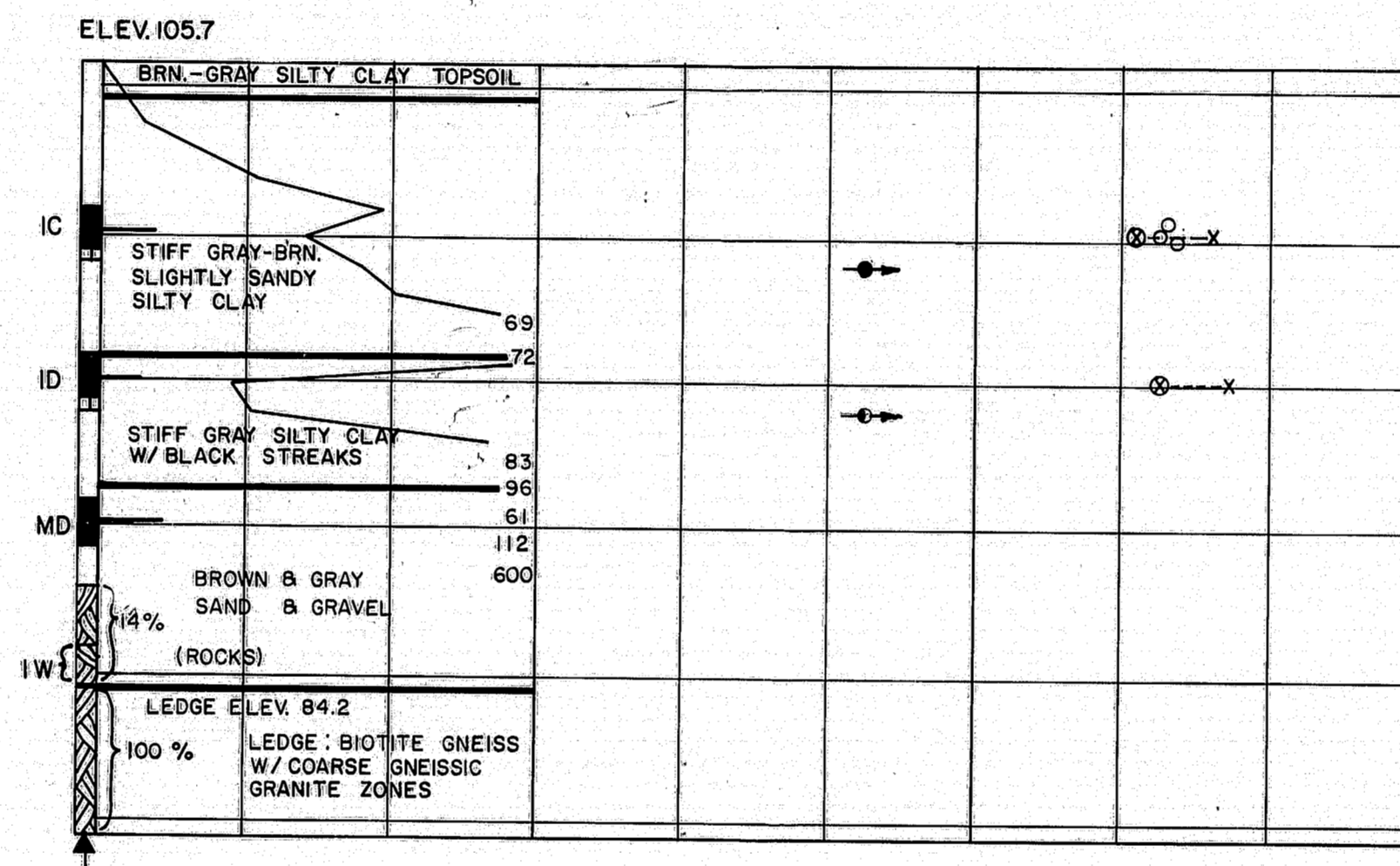
BORING CB-6-83 STATION 52+37, 18' RT.

DRIVING RESISTANCE	VANE SHEAR STRENGTH		WATER CONTENT	
Blows / Ft.	Tons / Sq.Ft.	0.4	0.8	Percent
20	40	0.4	0.8	20
40				40



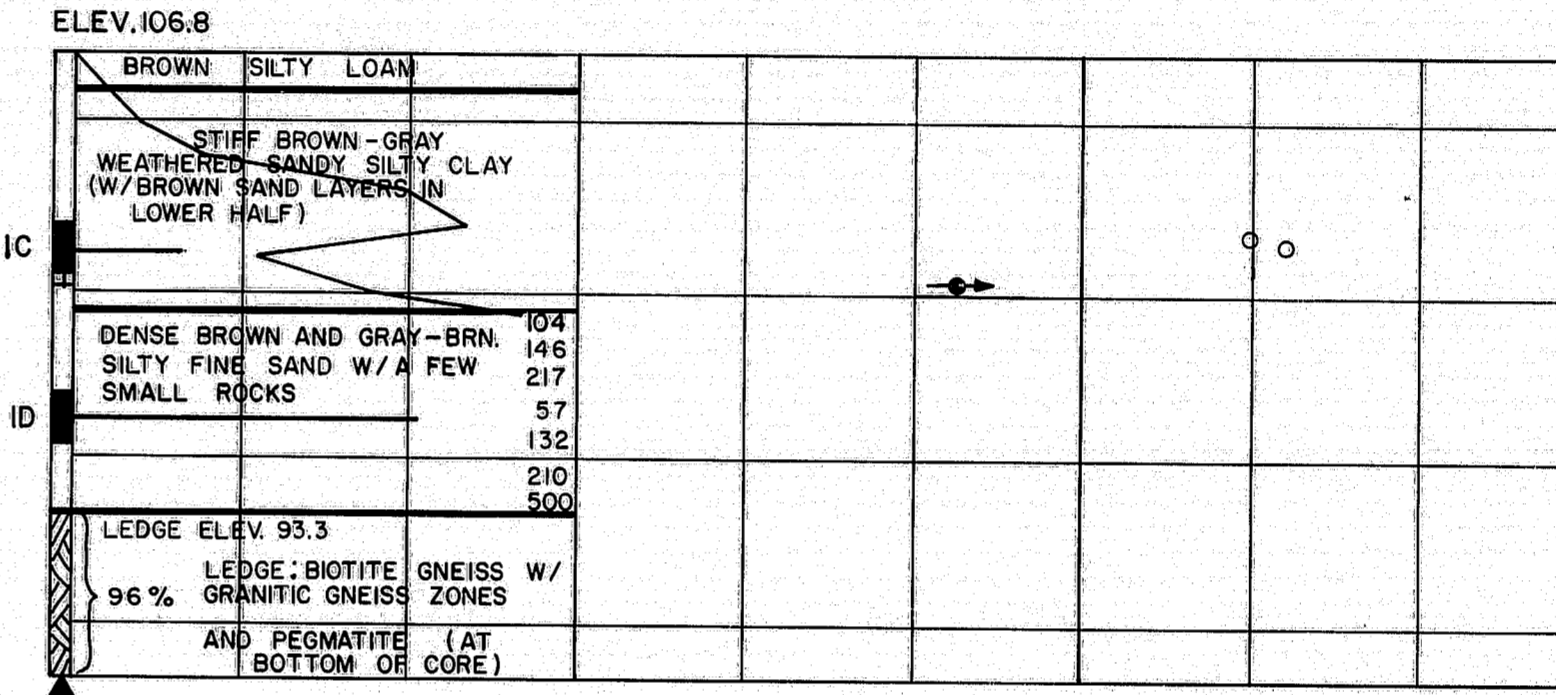
BORING CB-7-83 STATION 52+41, 22' LT.

DRIVING RESISTANCE	VANE SHEAR STRENGTH		WATER CONTENT	
Blows / Ft.	Tons / Sq.Ft.	0.4	0.8	Percent
20	40	0.4	0.8	20
40				40



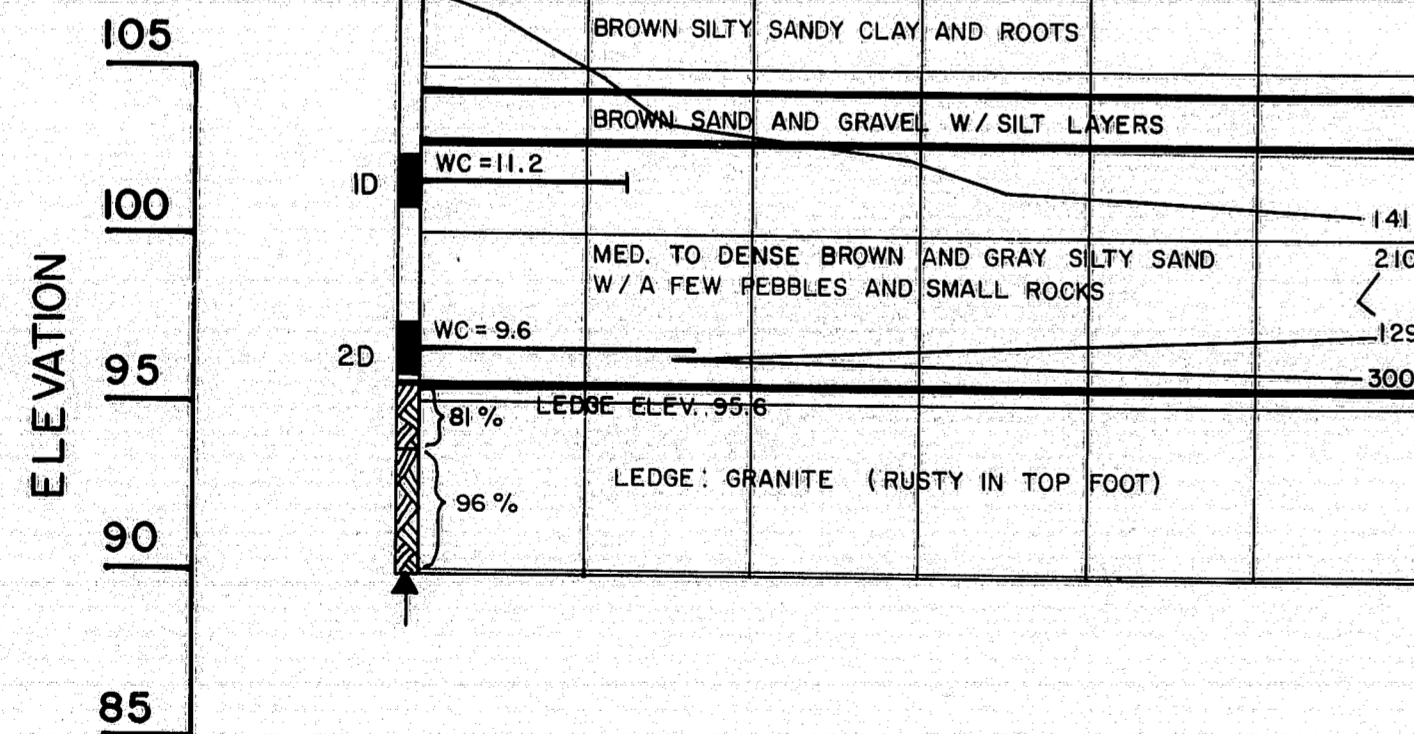
BORING CB-8-83 STATION 53+55, 1' LT.

DRIVING RESISTANCE	VANE SHEAR STRENGTH		WATER CONTENT	
Blows / Ft.	Tons / Sq.Ft.	0.4	0.8	Percent
20	40	0.4	0.8	20
40				40



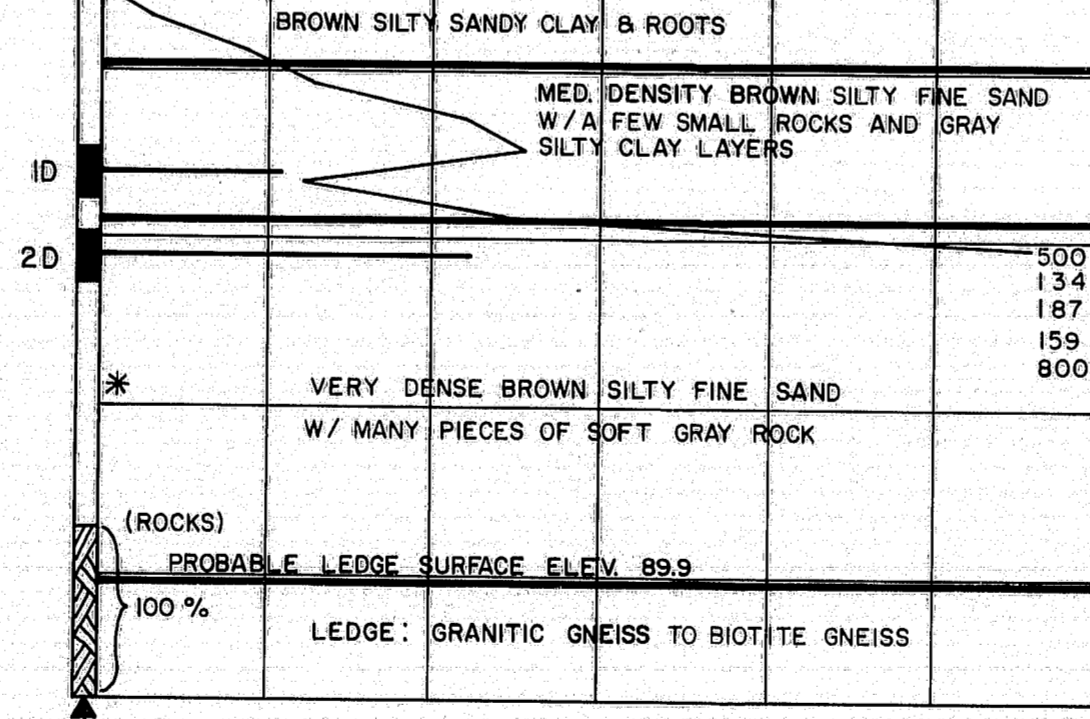
BORING CB-4-83 STATION 54+38, 21' RT.

ELEV.	20	40	60	80	100
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BORING CB-5-83 STATION 54+43, 19' LT.

ELEV.	20	40	60	80	100
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BORING NOTES

- All samples and vanes are made ahead of casing
- Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow
- Location of sample or sample attempt
- Number and type of dry sample
 - S & H Sampler # 1290's
- 2" O.D. 16 ga. seamless tubing
- Wash sample and number
- Unsuccessful sample attempt and type of sampler
- Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow
- Sampling spoon or seamless tubing driven by static weight of drill rods and hammer
- Field vane test
- Bottom of boring (may not be bottom of soil strata)
- Location cored by diamond bit and percent recovery of rock

SHEAR NOTES

- Field vane shear strengths
- Laboratory vane shear strengths
- One half unconfined compressive strengths
- Shear strengths in excess of capacity of equipment

WATER CONTENT NOTES

- Natural water contents given as percent of dry weight
- Plastic and liquid limits
- Ignition losses are given as percent of dry weight

As built June 1985 RJP

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

COUNTY ROAD
OVER
I-95
IN THE TOWN OF
FREEPORT

MAY 1983 BORING DETAILS

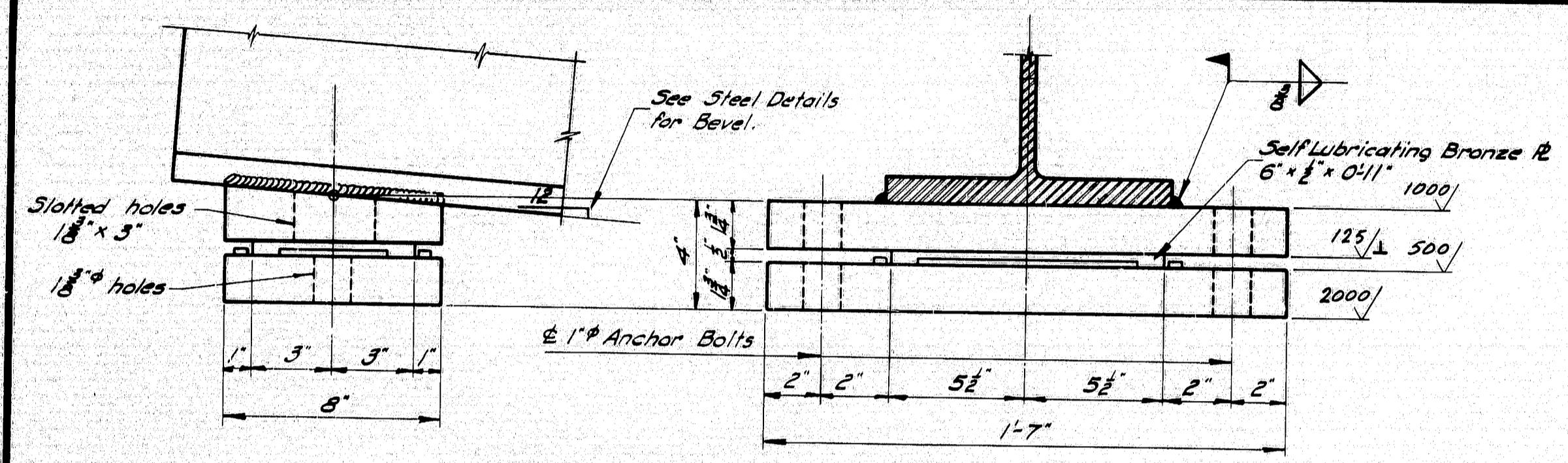
SHEET 30 OF 41 AUGUSTA, MAINE Jan. 1984

Both Alternates

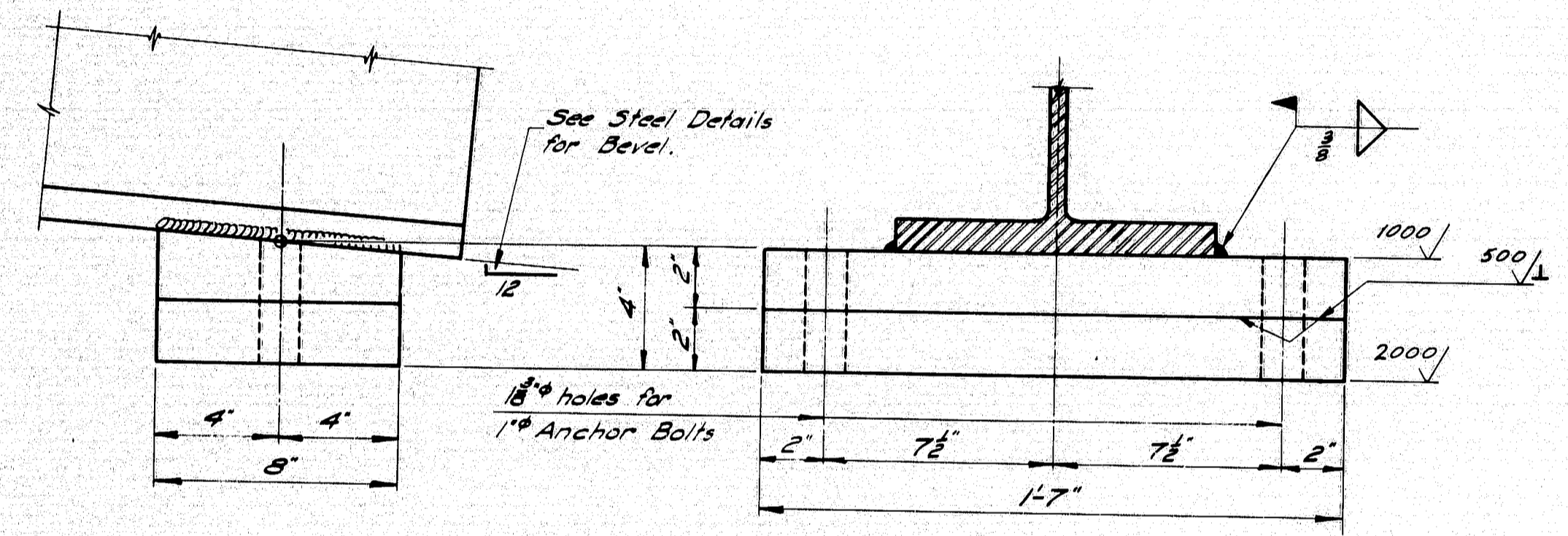
R94-180

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

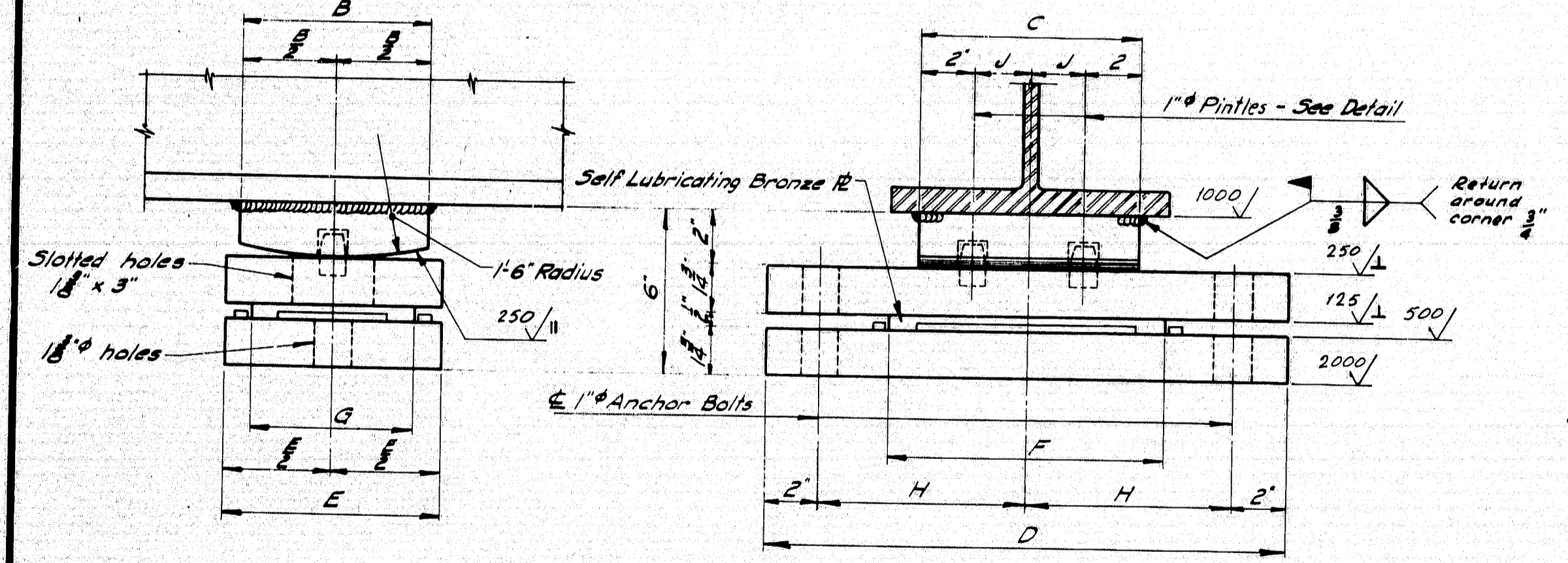
BORING 44-123-65710



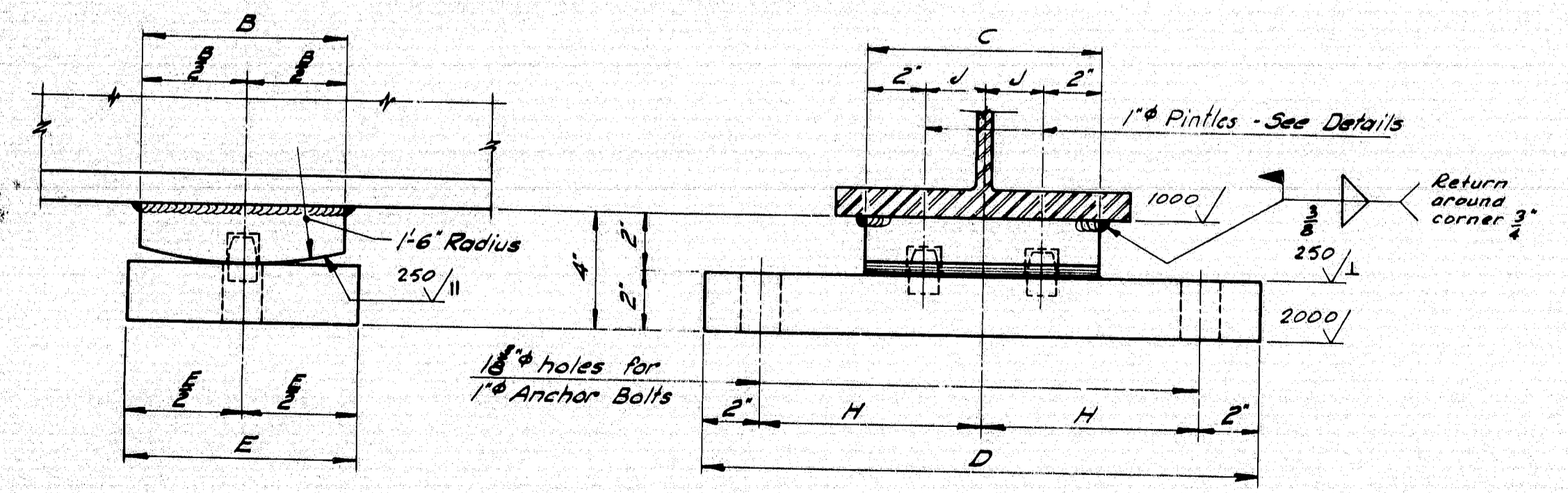
EXPANSION PEDESTAL - EPA



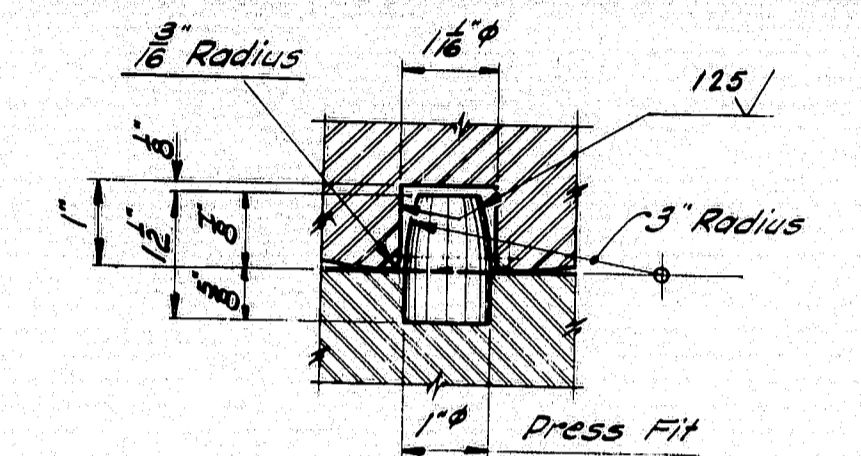
FIXED PEDESTAL - FPA



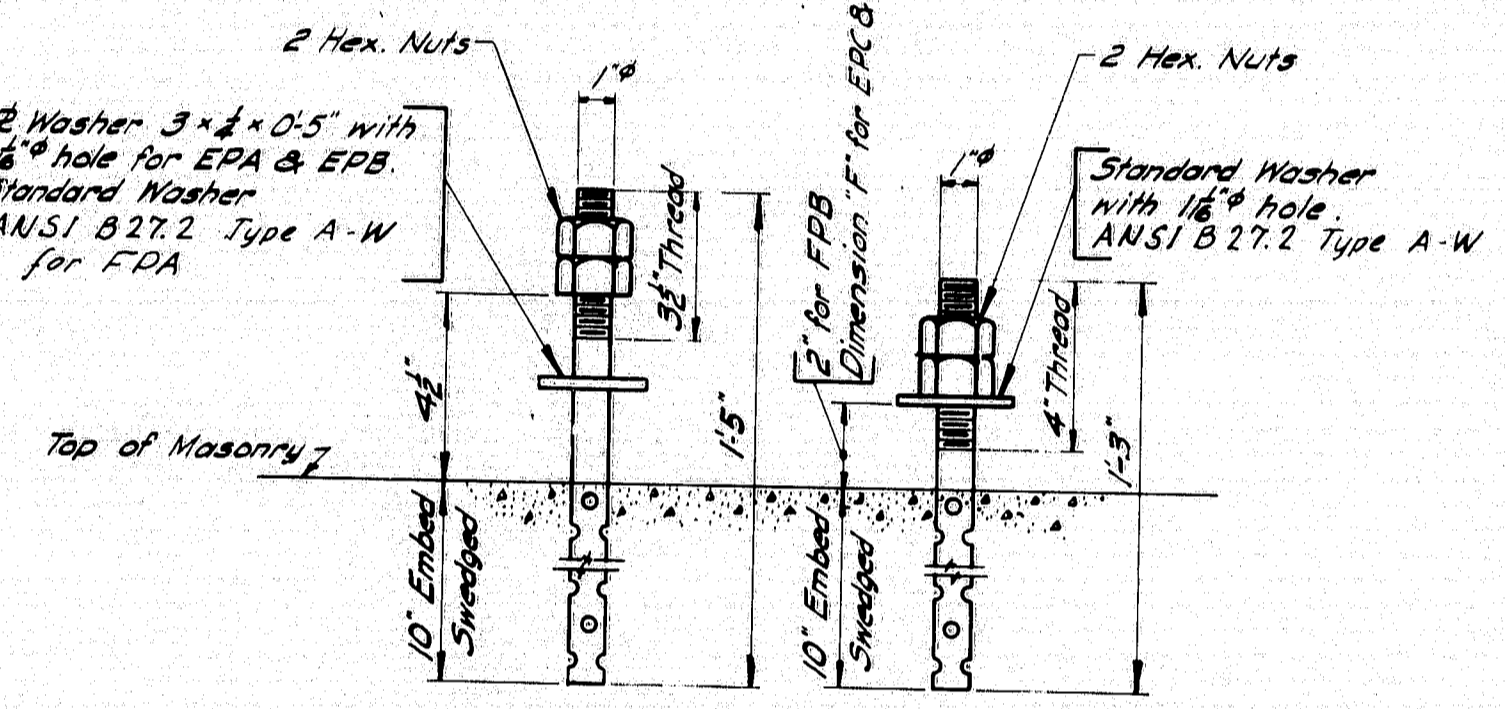
EXPANSION PEDESTAL - EPB



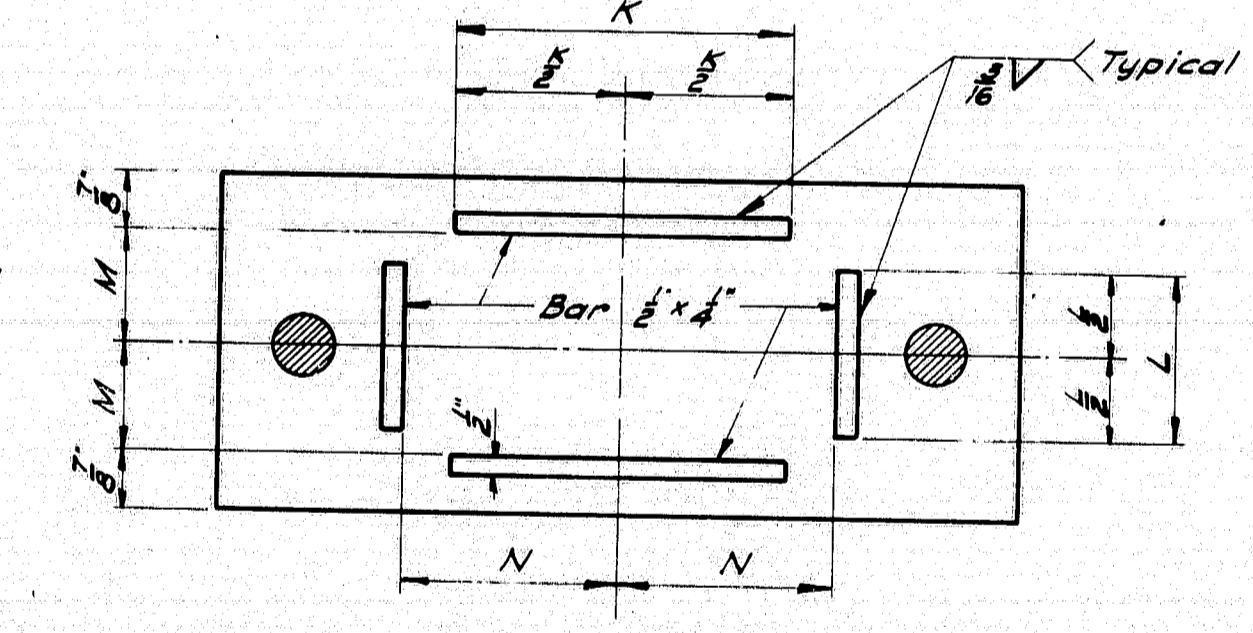
FIXED PEDESTAL - FPB



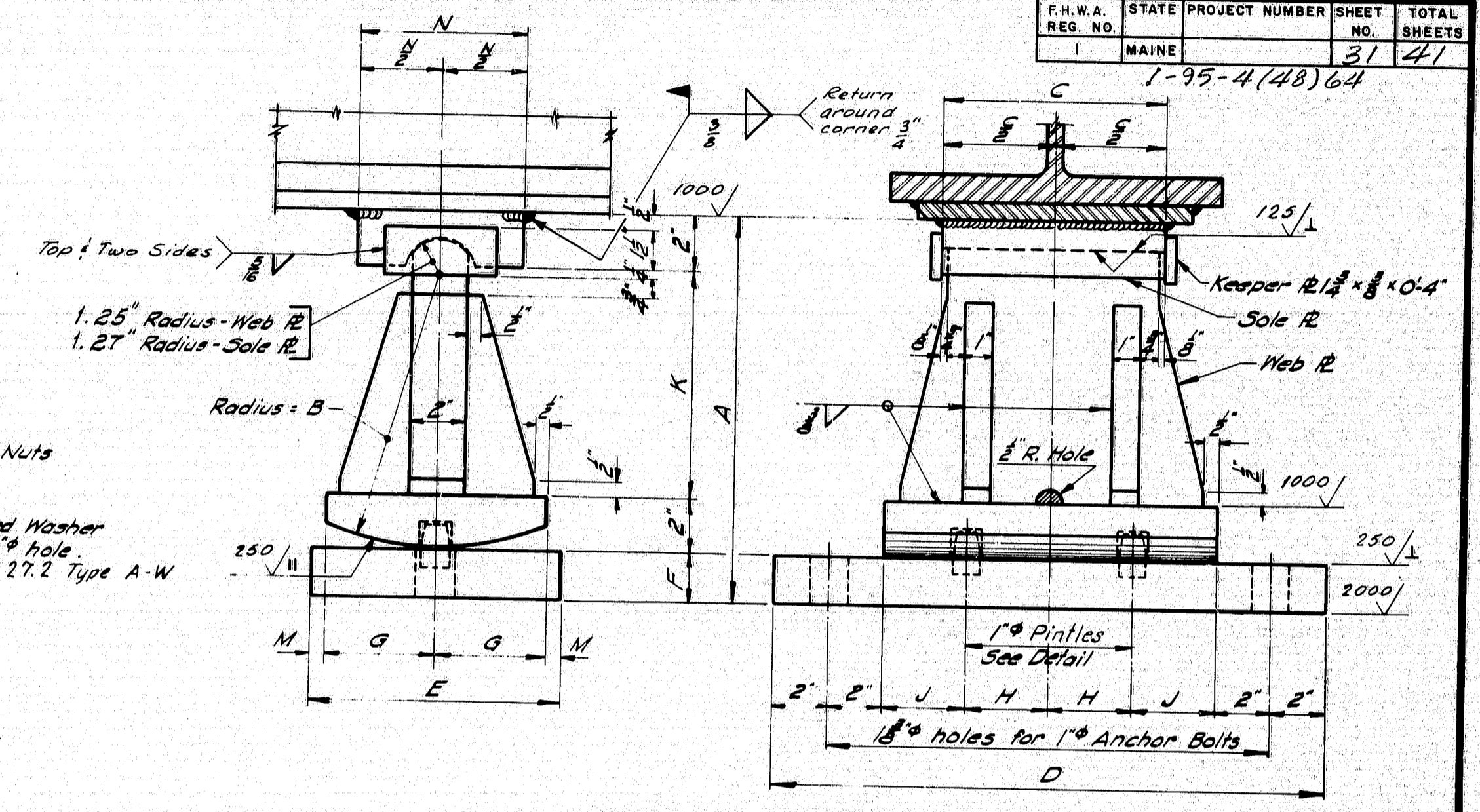
PINTE DETAIL



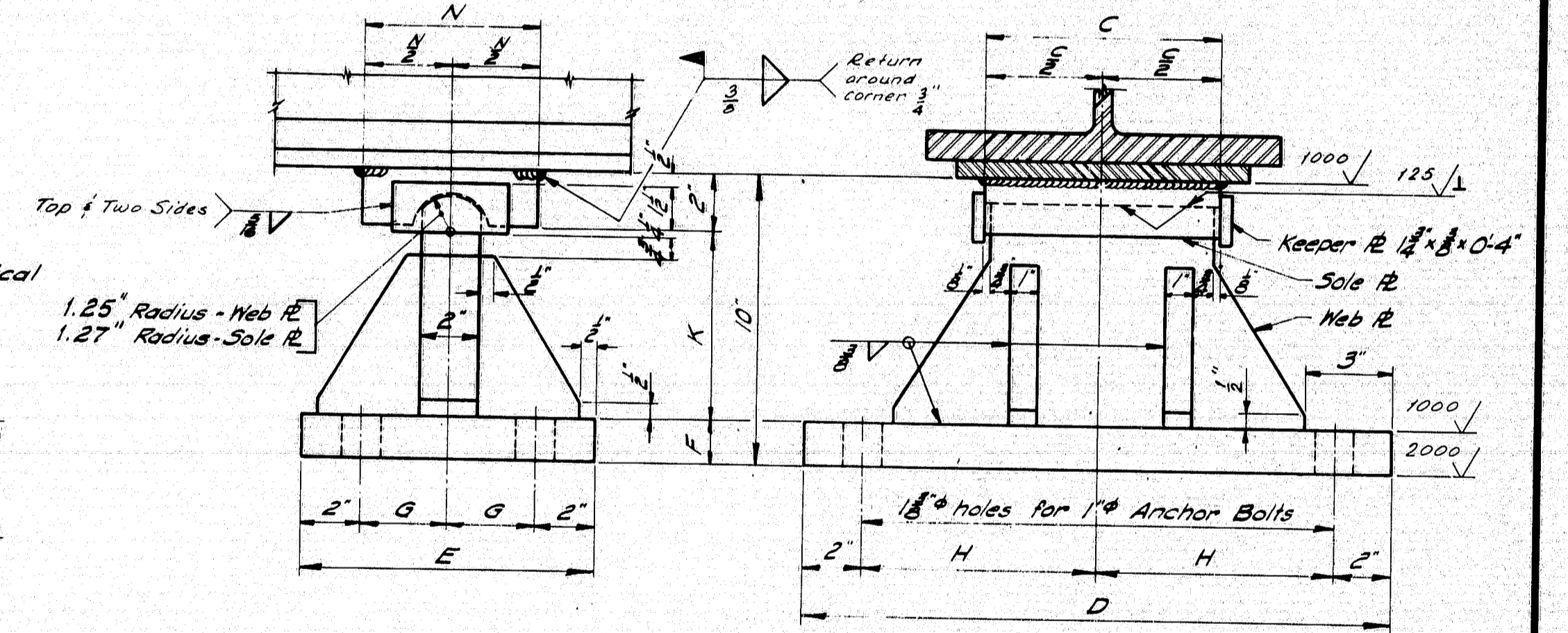
ANCHOR BOLT DETAIL



MASONRY PLATE



EXPANSION PEDESTAL - EPC



FIXED PEDESTAL - FPC

PEDESTALS - ALLOWABLE LOADS & DIMENSIONS.

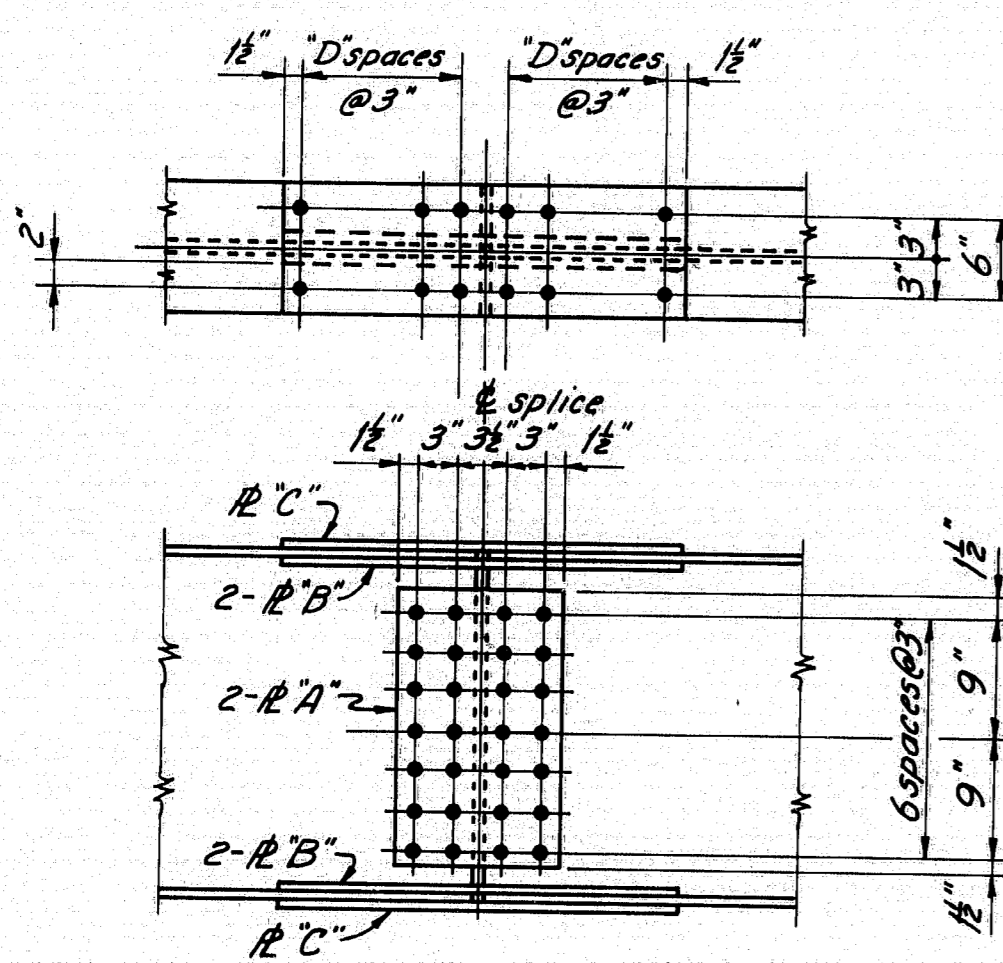
Pedestal	Load	A	B	C	D	E	F	G	H	J	K	L	M	N
EPA	132K	-	-	-	-	-	-	-	-	-	8"	4"	3 1/2"	5 1/2"
FPA	130K	-	-	-	-	-	-	-	-	-	-	-	-	-
EPB-1	120K	-	6"	8"	1-7"	8"	10"	6"	7 1/2"	2"	8"	4"	3 1/2"	5 1/2"
EPB-2	165K	-	7"	10"	1-8"	9"	1-0"	7"	8"	3"	10"	5"	3 1/2"	6 1/2"
EPB-3	224K	-	8"	1-1"	2-0"	10"	1-4"	8"	10"	4 1/2"	1-2"	5"	4 1/2"	6 1/2"
FPB-1	120K	-	6"	8"	1-7"	8"	-	-	7 1/2"	2"	-	-	-	-
FPB-2	165K	-	7"	10"	1-8"	9"	-	-	7 1/2"	2"	-	-	-	-
FPB-3	224K	-	8"	1-2"	2-0"	10"	-	-	8"	3"	-	-	-	-
EPC-1	70K	9 1/2"	6"	8"	1-8"	8"	1-2"	3 1/2"	3"	3"	4 1/2"	-	1 1/2"	6"
EPC-2	100K	11 1/2"	8"	8"	1-8"	8"	1-2"	3 1/2"	3"	3"	6 1/2"	-	2 1/2"	6"
EPC-3	130K	1-2"	10"	8"	1-8"	9"	1-2"	4"	3"	3"	8 1/2"	-	3"	7"
EPC-4	160K	1-2"	10"	8"	1-10"	9"	1-2"	4"	4"	3"	8 1/2"	-	3"	7"
EPC-5	190K	1-2"	10"	9"	2-0"	10"	2"	4 1/2"	5"	5"	8 1/2"	-	3"	8"
EPC-6	220K	1-4"	1-0"	10"	2-0"	1-0"	2 1/2"	5"	5"	5"	10 1/2"	-	7"	8"
EPC-7	250K	1-4"	1-0"	1-0"	2-2"	1-0"	2 1/2"	5"	5"	4"	10 1/2"	-	7"	8"
FPC-1	100K	-	8"	1-8"	9"	1-2"	8"	-	-	-	-	-	-	6"
FPC-2	160K	-	8"	1-8"	10"	1-2"	8"	-	-	-	-	-	-	7"
FPC-3	190K	-	9"	2-0"	1-0"	1-2"	8"	-	-	-	-	-	-	6 1/2"
FPC-4	220K	-	10"	2-0"	1-0"	1-2"	8"	-	-	-	-	-	-	6 1/2"
FPC-5	250K	-	1-0"	2-0"	1-0"	2"	4"	10"	-	-	-	-	-	8"

NOTE: At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger all around than size of masonry plates and to exact elevations shown on the plans. If dressed areas are below the surface of the surrounding bridge seat a small channel shall be cut to the edge of the bridge seat for drainage where required by the Engineer. Channels shall have a min. width of 2", and min. slope of 1/8" per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.

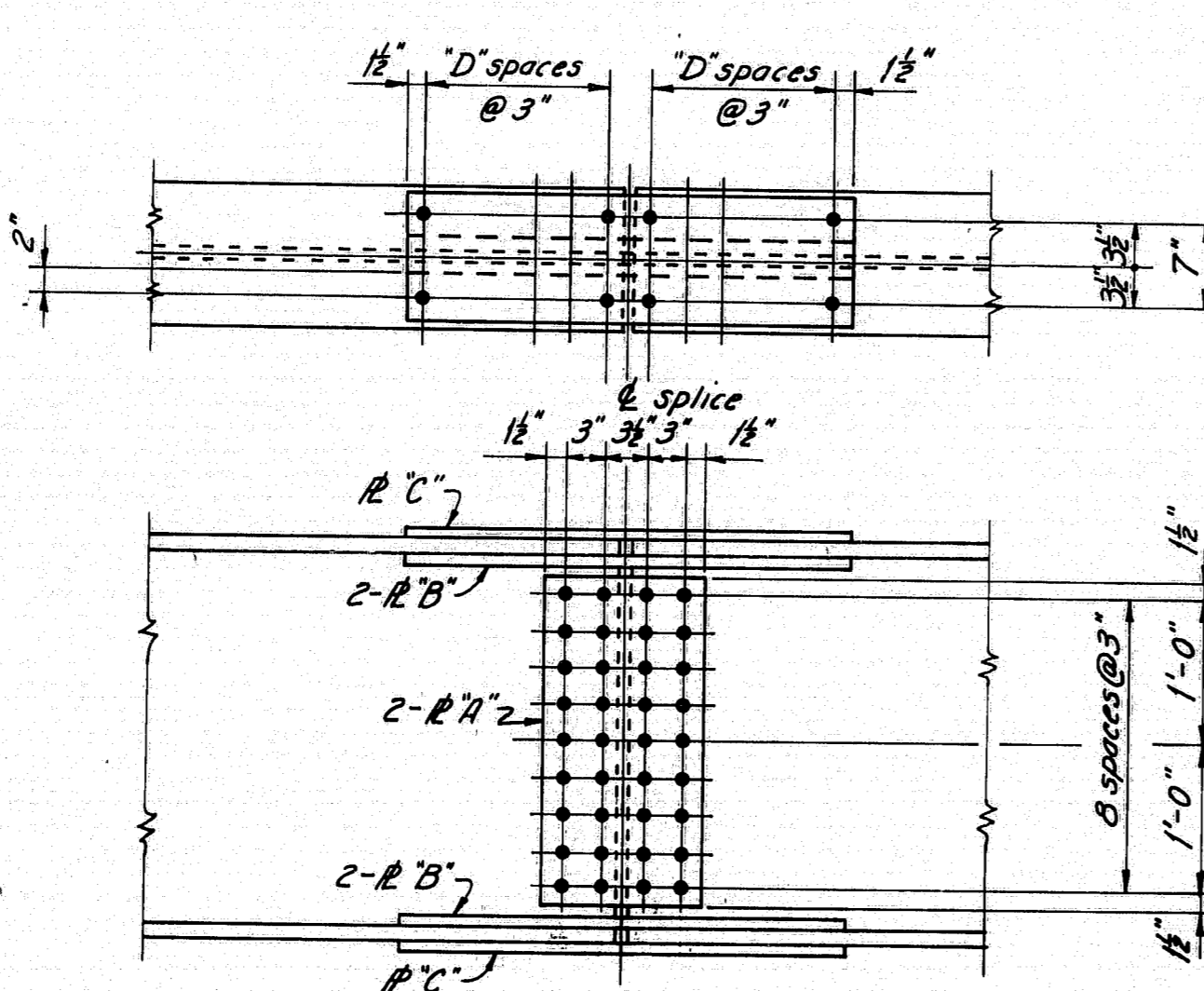
A.S.T.M. STEEL CLASSIFICATION
 1. Charpy V-Notch tests are not required for steel used in bearing pedestals.
 2. When structural steel is specified to be unpainted, all steel including anchor bolts shall be A588 unpainted.
 3. When structural steel is specified to be painted, all steel including anchor bolts shall be A36.

R94-181

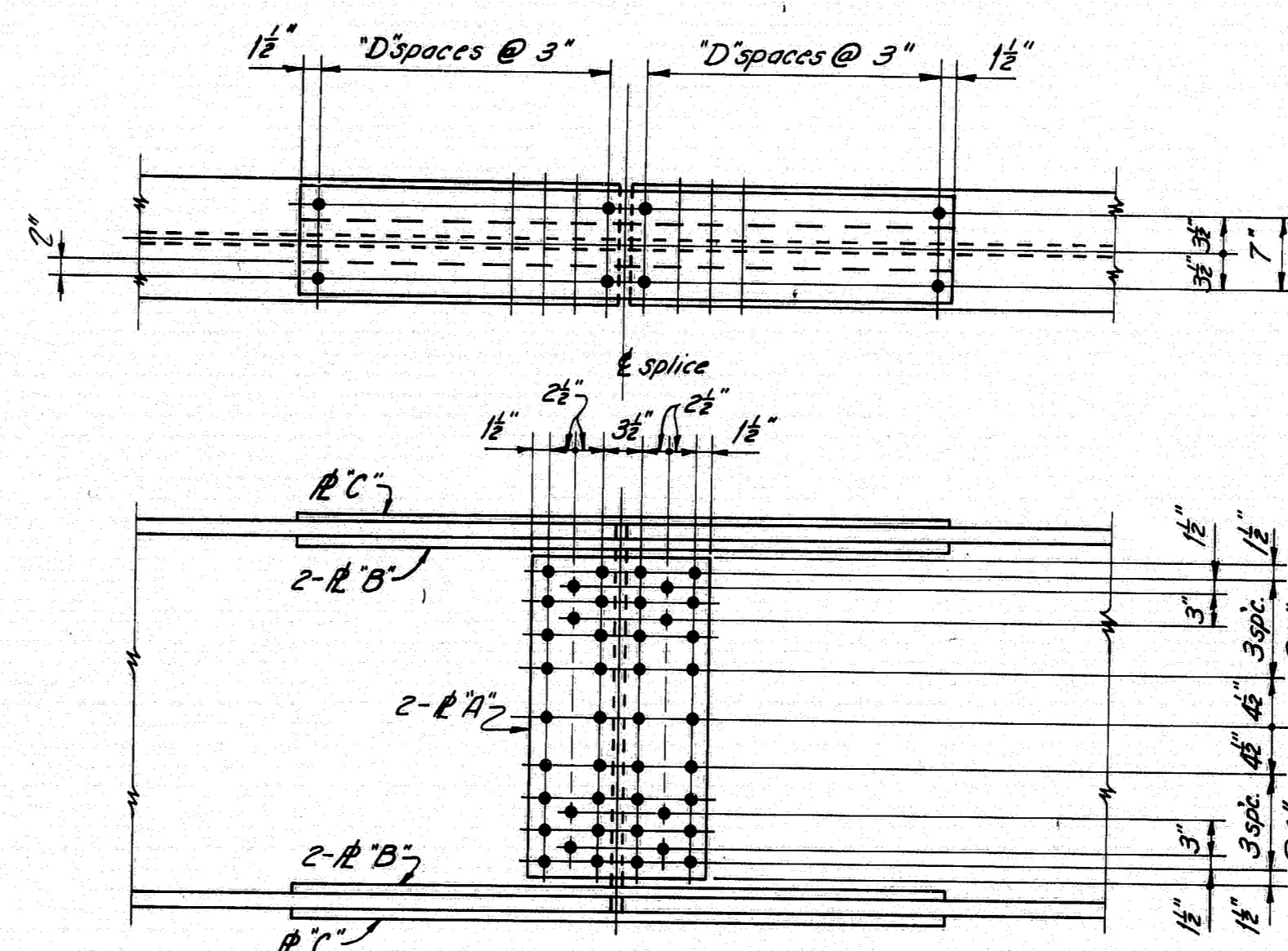
As built June 1987 rps
 STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
STANDARD DETAILS
 (BD 101 - 81)
BEARING PEDESTALS



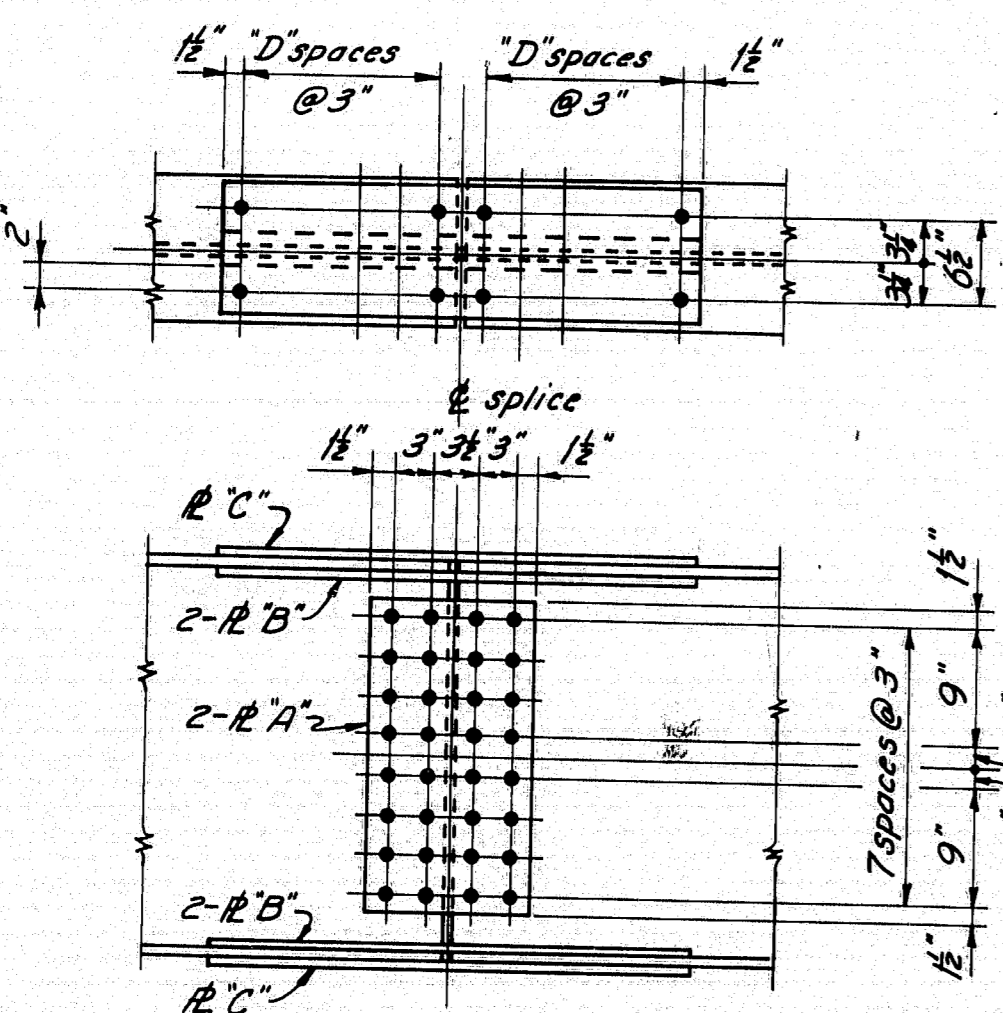
W27 x 84, 94, 102, 114



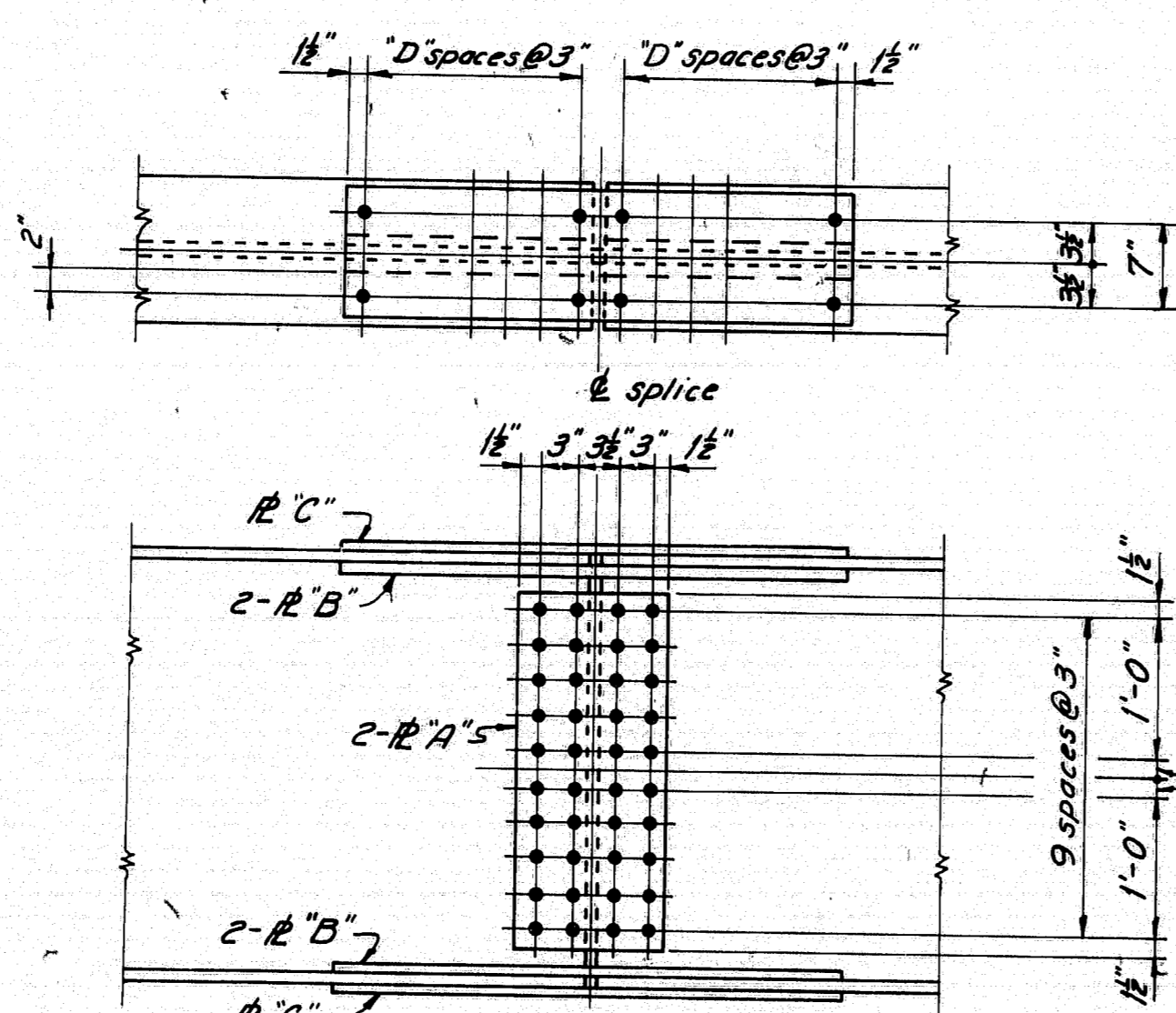
W33 x 118, 130, 141, 152



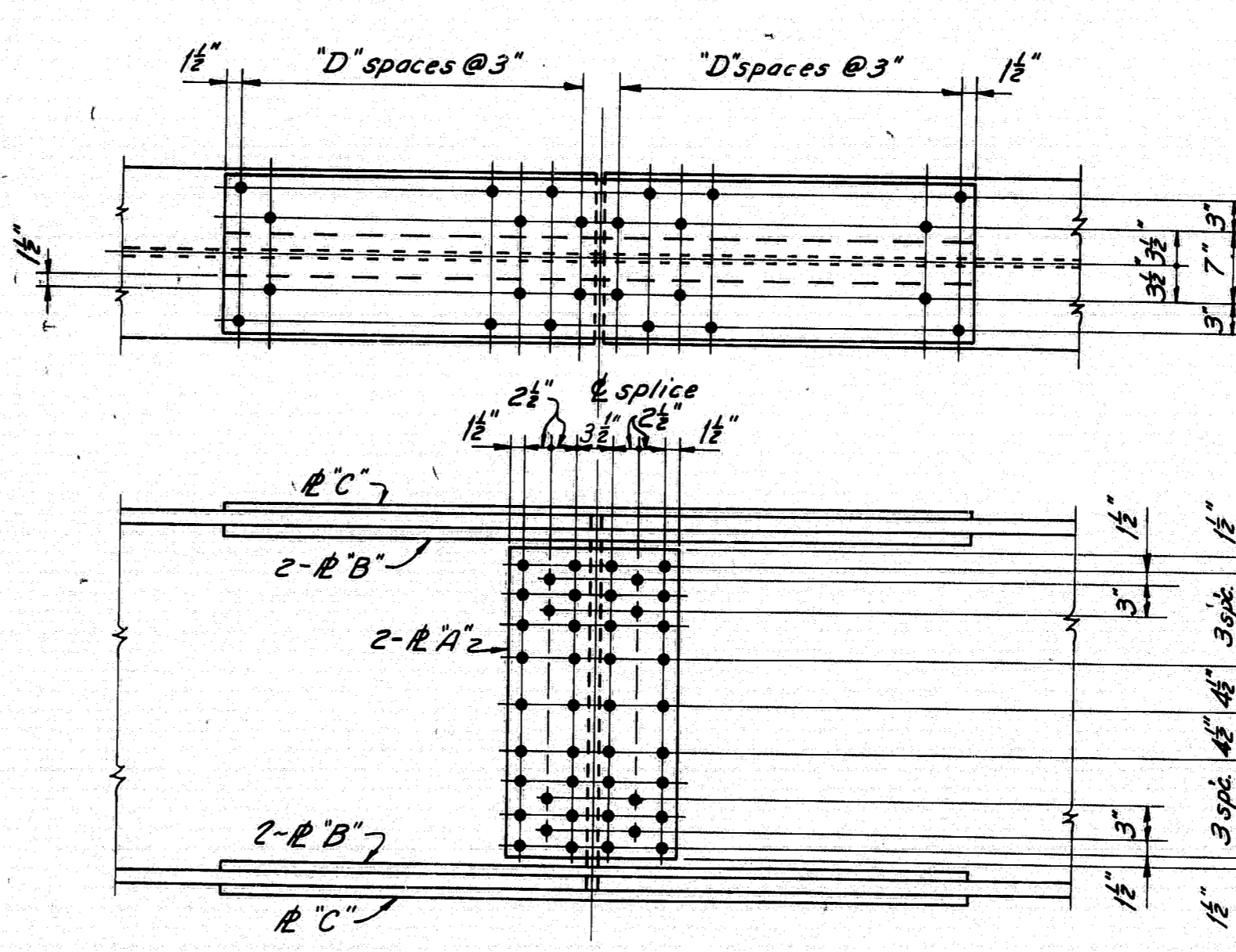
W36 x 182, 194, 210



W30 x 99, 108, 116, 124, 132



W36 x 135, 150, 160, 170



W36 x 230, 245, 260, 280, 300

SPLICE PLATES AND FLANGE HOLES				
BEAM	PLATE 'A'	PLATE 'B'	PLATE 'C'	'D'
W27 x 84	12 1/2 x 1/2	4 x 1/2	10 x 1/2	3
x 94	12 1/2 x 1/2	4 x 1/2	10 x 1/2	3
x 102	12 1/2 x 1/2	4 x 1/2	10 x 1/2	3
x 114	12 1/2 x 1/2	4 x 1/2	10 x 1/2	4
W30 x 99	12 1/2 x 1/2	4 x 1/2	10 x 1/2	3
x 108	12 1/2 x 1/2	4 x 1/2	10 x 1/2	3
x 116	12 1/2 x 1/2	4 x 1/2	10 x 1/2	3
x 124	12 1/2 x 1/2	4 x 1/2	10 x 1/2	4
x 132	12 1/2 x 1/2	4 x 1/2	10 x 1/2	4
W33 x 118	12 1/2 x 1/2	4 x 1/2	11 x 1/2	3
x 130	12 1/2 x 1/2	4 x 1/2	11 x 1/2	4
x 141	12 1/2 x 1/2	4 x 1/2	11 x 1/2	4
x 152	12 1/2 x 1/2	4 x 1/2	11 x 1/2	5
W36 x 135	12 1/2 x 1/2	4 x 1/2	11 x 1/2	4
x 150	12 1/2 x 1/2	4 x 1/2	11 x 1/2	5
x 160	12 1/2 x 1/2	4 x 1/2	11 x 1/2	5
x 170	12 1/2 x 1/2	4 x 1/2	11 x 1/2	6
x 182	16 1/2 x 1/2	4 x 1/2	11 x 1/2	6
x 194	16 1/2 x 1/2	4 x 1/2	11 x 1/2	6
x 210	16 1/2 x 1/2	4 x 1/2	11 x 1/2	7
x 230	16 1/2 x 1/2	6 x 1/2	16 x 1/2	9
x 245	16 1/2 x 1/2	6 x 1/2	16 x 1/2	9
x 260	16 1/2 x 1/2	6 x 1/2	16 x 1/2	11
x 280	16 1/2 x 1/2	6 x 1/2	16 x 1/2	11
x 300	16 1/2 x 1/2	6 x 1/2	16 x 1/2	13

GENERAL NOTES

- 1) Splice connections shall be made with 3/8" diameter ASTM A325 high tensile strength bolts. Holes shall be 1/16" clearance.
- 2) Web and flange filler plates shall be used as required when splicing beams of different sizes. Filler plates of 1/16" or less in thickness are not required.
- 3) If beams of different sizes are to be spliced, use splice details shown for the smaller of the beams being spliced unless otherwise directed by design drawings.
- 4) For material specifications and details not shown, refer to design drawings.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

R94-182

General Notes 3 & 4	1-83
REVISIONS	DATE

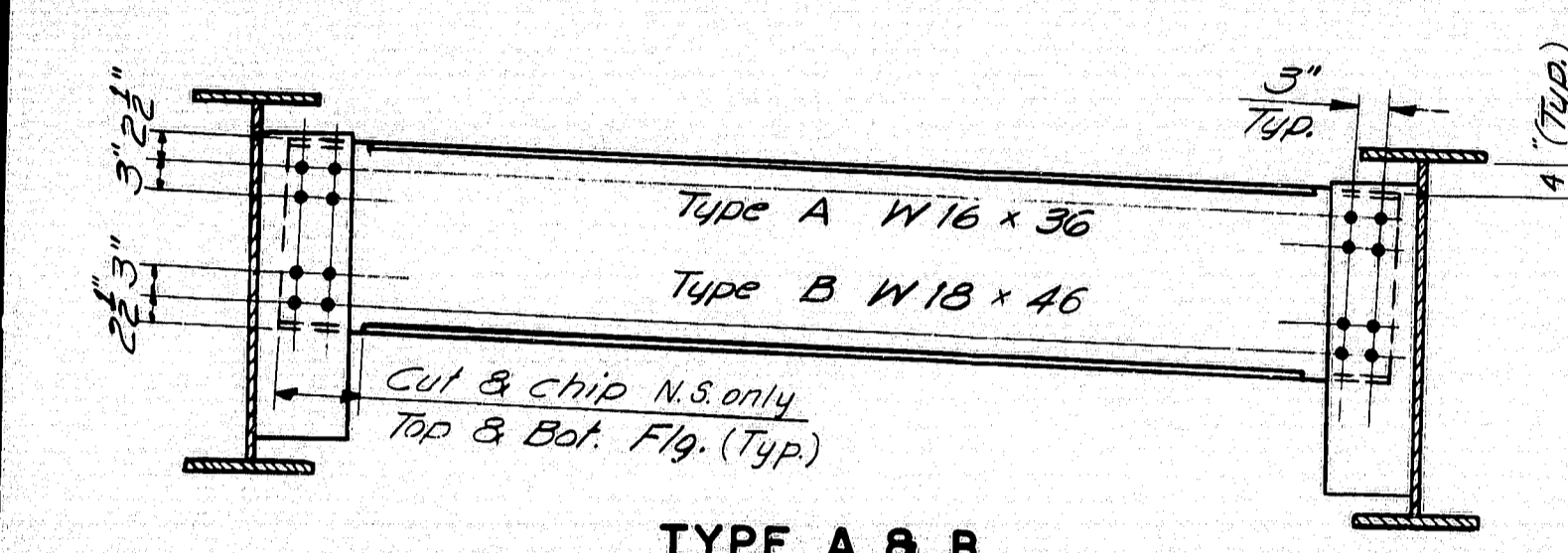
As built June 1985 *ep*

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

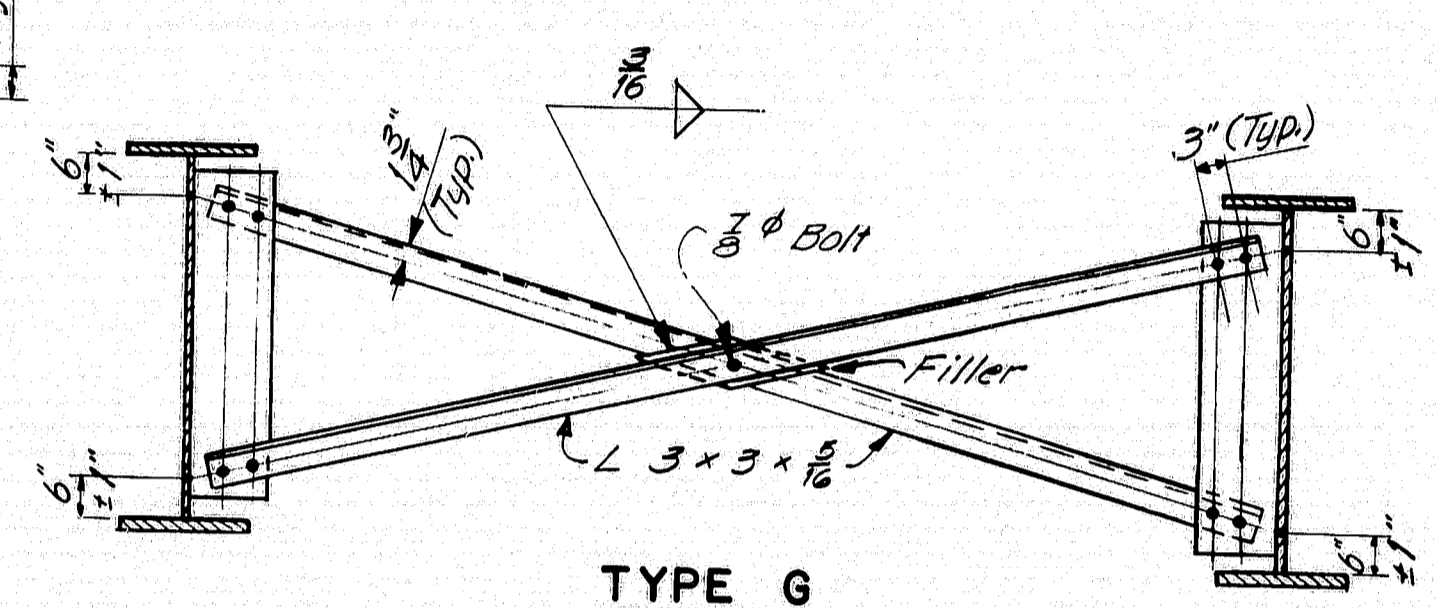
STANDARD DETAILS
(BD 103 - 81)

BEAM SPLICES
ROLLED BEAMS

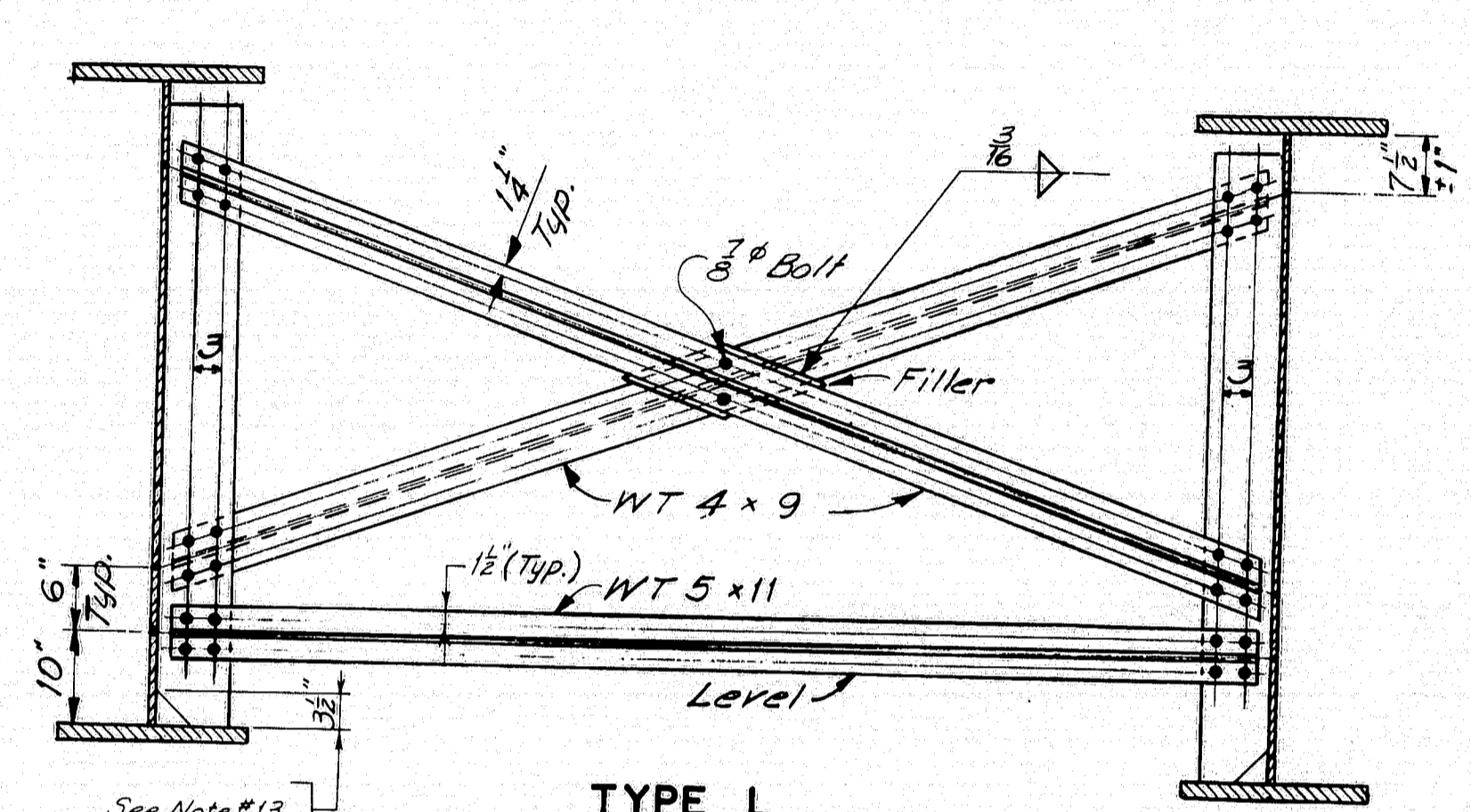
SHEET 32 OF 41 AUGUSTA, MAINE JUNE 1981



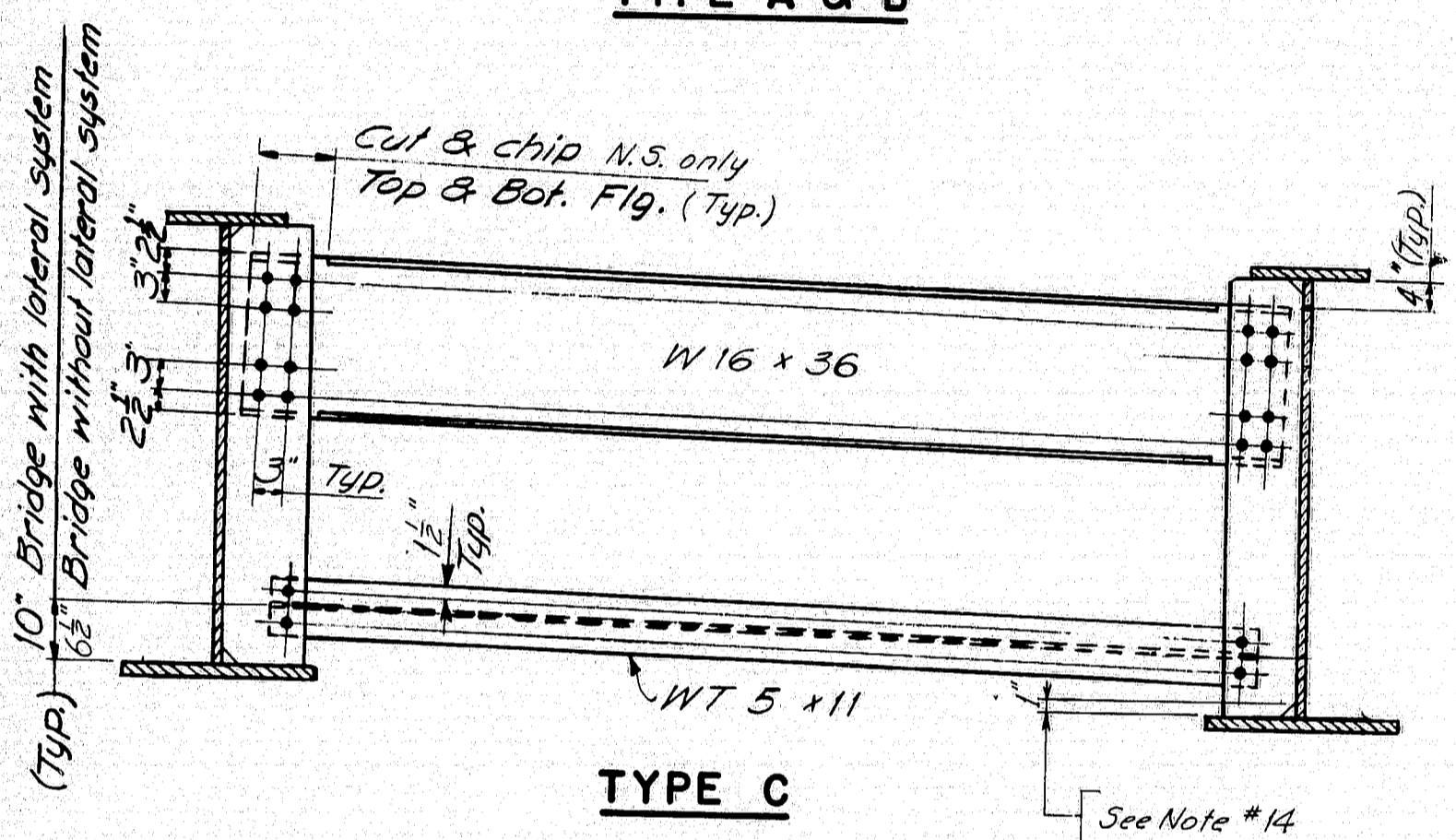
TYPE A & B



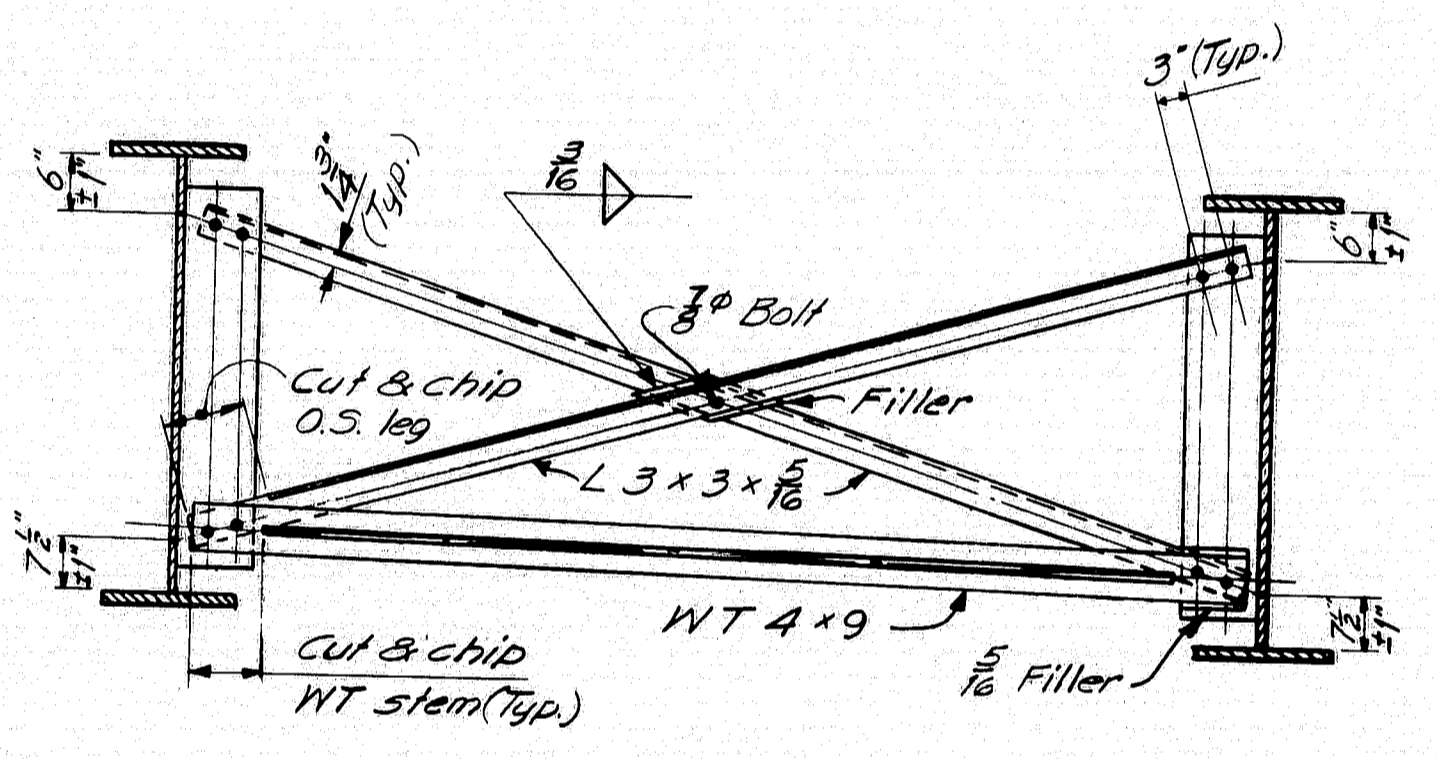
TYPE G



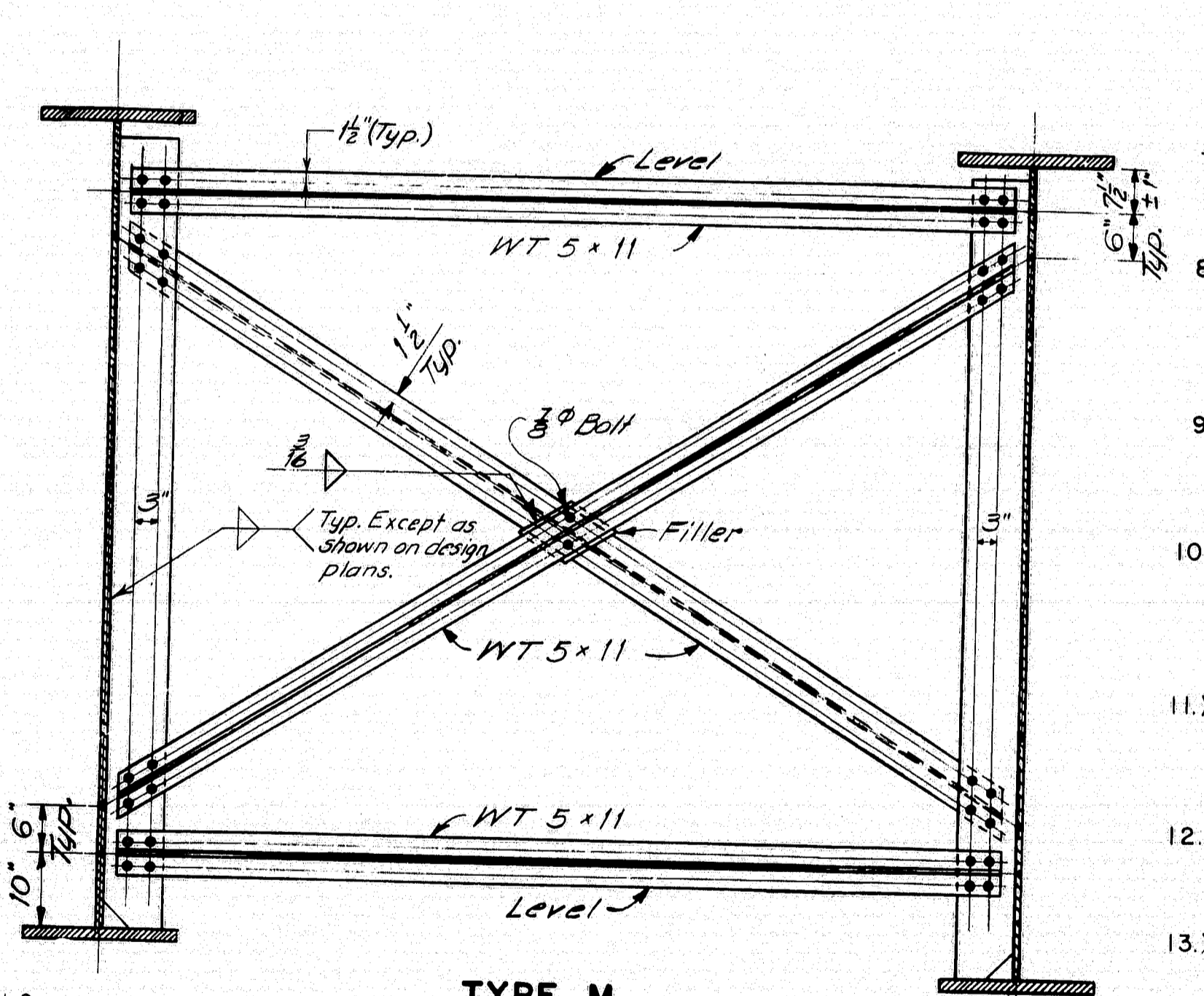
TYPE L



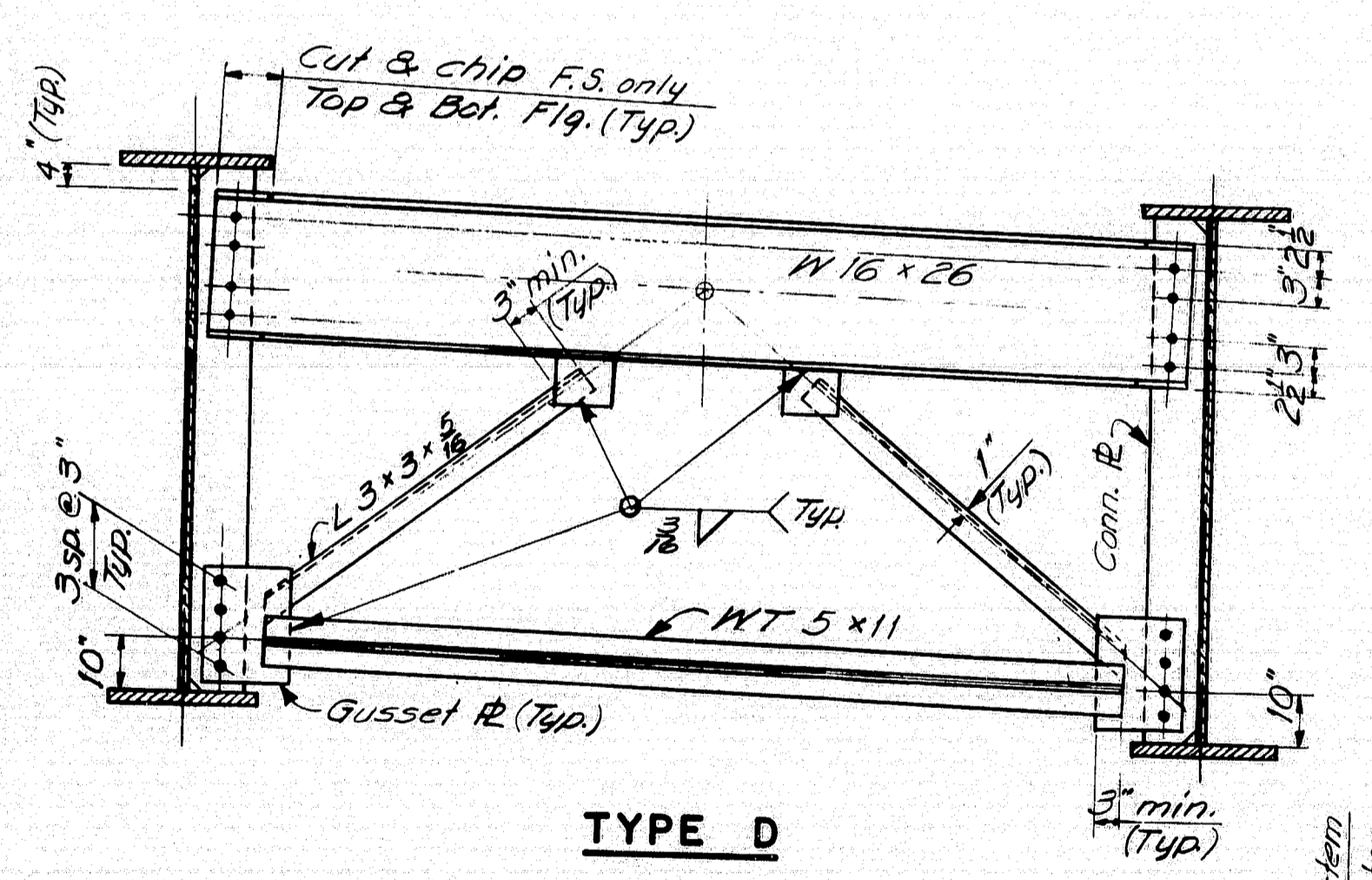
TYPE C



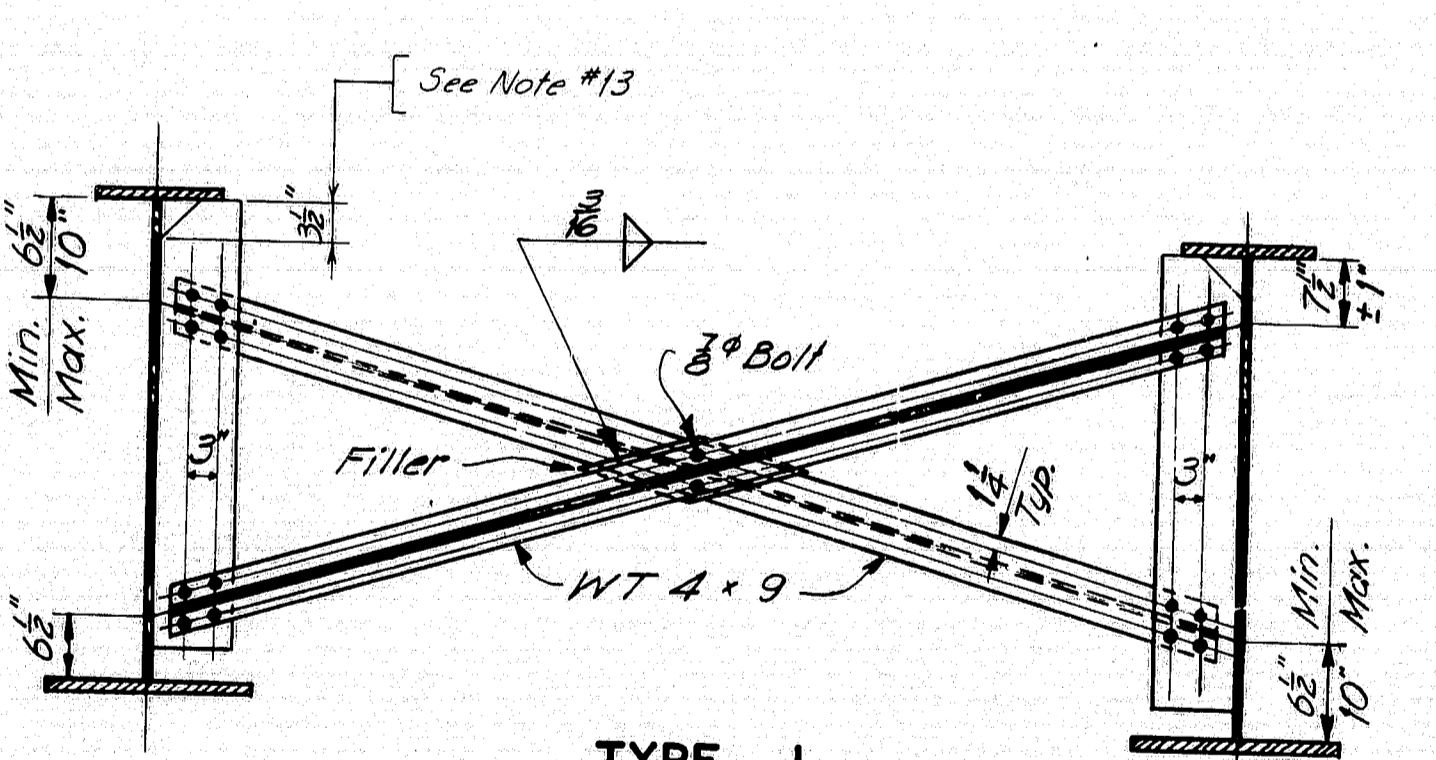
TYPE H



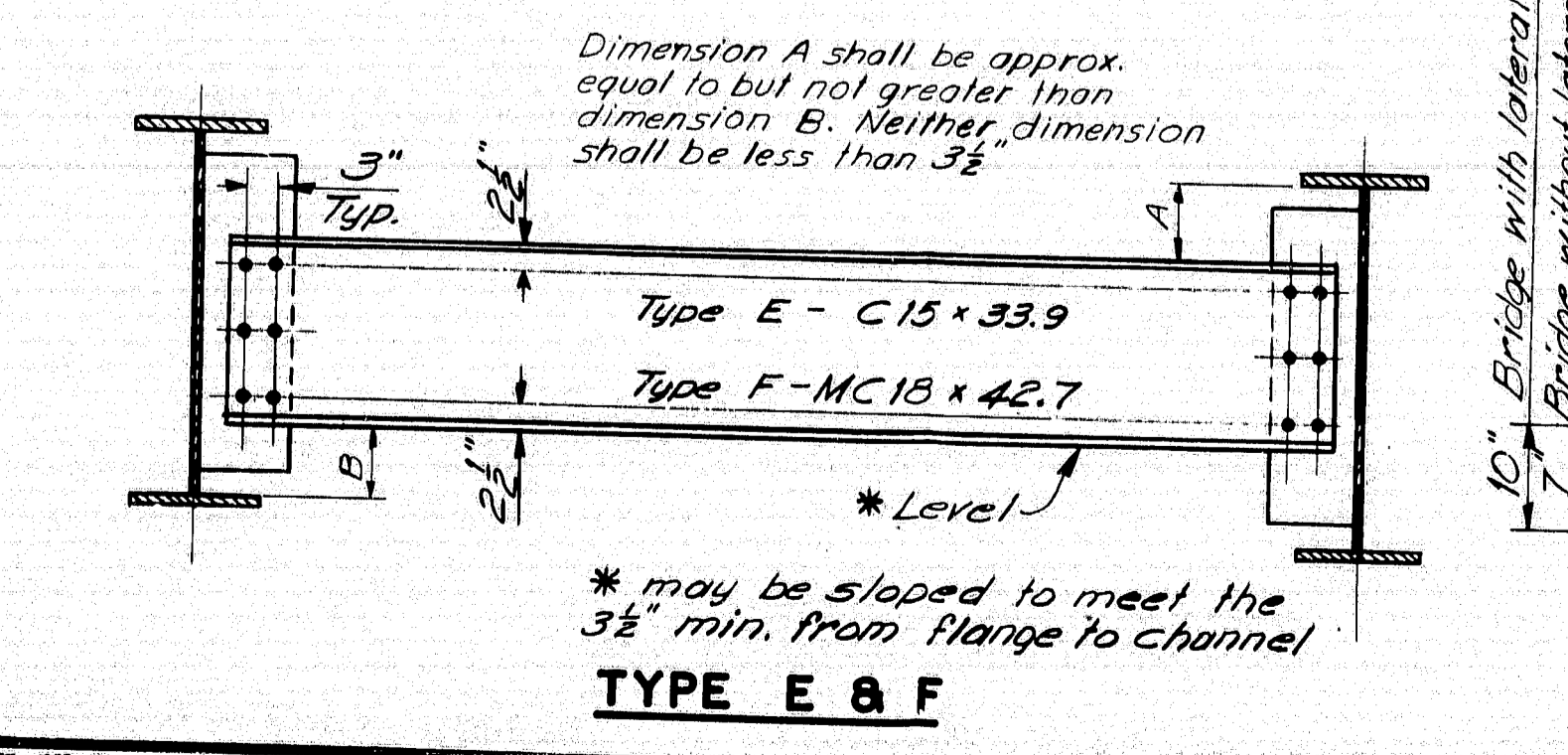
TYPE M



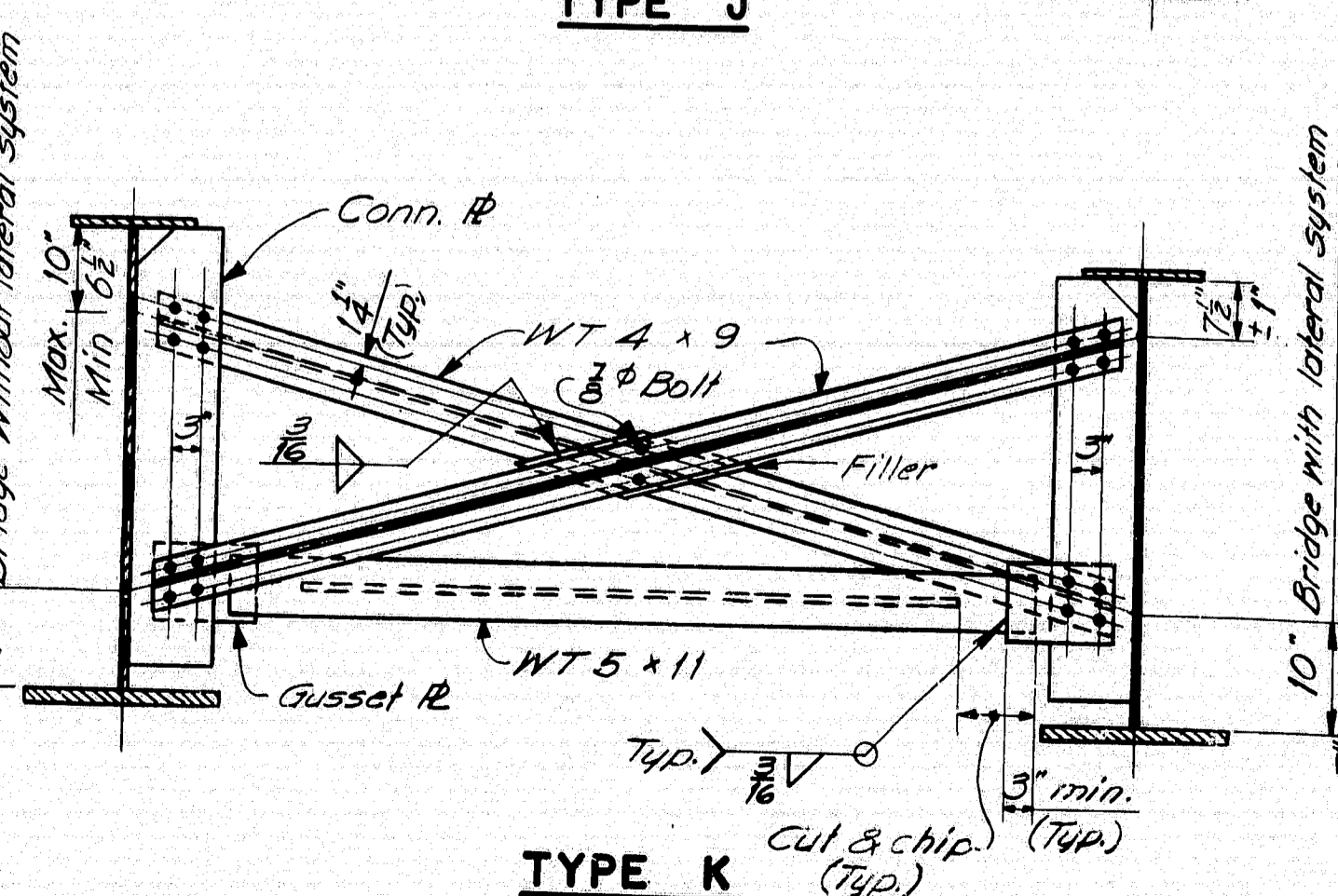
TYPE D



TYPE J



TYPE E & F



TYPE K

- FABRICATION NOTES**
- 1.) All bolts shall be 7/8" H.S. Bolts. Hole sizes for bolts shall conform to Section 504.23 of the Standard Specifications, and edge-distances shall be 1 1/2" min. unless otherwise shown.
 - 2.) Connection Plates and gusset plates shall have a minimum thickness of 3/8" and shall have sufficient width to provide erection clearances. For bearing stiffeners or intermediate stiffeners and for bent connection plates the plate size will be given on the design drawings.
 - 3.) Connection Plates shall be fastened to web plates by fillet welds as shown. All fillet welds shall be the minimum size as specified in A.A.S.H.T.O. Standard Specifications for Highway Bridges, Art. I. 7.21, unless otherwise shown on design drawings.
 - 4.) Connection Plates shall be 3/8" clear from flanges, except as indicated by notes 5 & 6.
 - 5.) Connection Plates on welded beams and girders shall extend to the top flange in areas where the top flange is always in compression.
 - 6.) Connection Plates shall extend to the bottom flange at points where lateral bracing is attached and on welded beams and girders in areas where the bottom flange is always in compression.
 - 7.) When a connection plate is extended to a flange it shall fit within 1/16" except if the design drawings show it is to be welded.
 - 8.) Bearing Stiffeners at end bearings shall extend to both top and bottom flanges and shall be welded to both flanges. Weld at bottom flange shall be a full penetration weld. Weld at top flange shall be a fillet weld both sides (see Note 3).
 - 9.) Bearing Stiffeners at other than end bearings shall extend to both top and bottom flanges, shall be welded to the bottom flange with a full penetration weld and shall fit within 1/16" at top flange.
 - 10.) Intermediate Stiffeners shall extend to both top and bottom flanges, shall be welded to the compression flange with a fillet weld on both sides (see Note 3) and shall fit within 1/16" at the tension flange.
 - 11.) Use only those items called for on the design drawings. In case of conflict between these standard details and design drawings, the design drawings shall be followed.
 - 12.) All dimensions shown as " ± 1" are variable in order to allow a series of crossframes to have the same slopes and/or dimensions.
 - 13.) All connection plates and stiffeners that are extended to a flange shall be clipped 3/8", except as indicated by note 14.
 - 14.) Bearing stiffeners at end bearings shall be clipped 1/4" at top and bottom. Bearing stiffeners at all other bearings shall be clipped 1/2" at the compression flange.
 - 15.) For unpainted applications all steel for diaphragms and crossframes shall be A.S.T.M. - A588. For bridges specified to be painted the steel for diaphragms and connection plates shall be A.S.T.M. - A36, except other steel classifications may be used subject to the approval of the Engineer.

BY	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD DIMENSIONS	

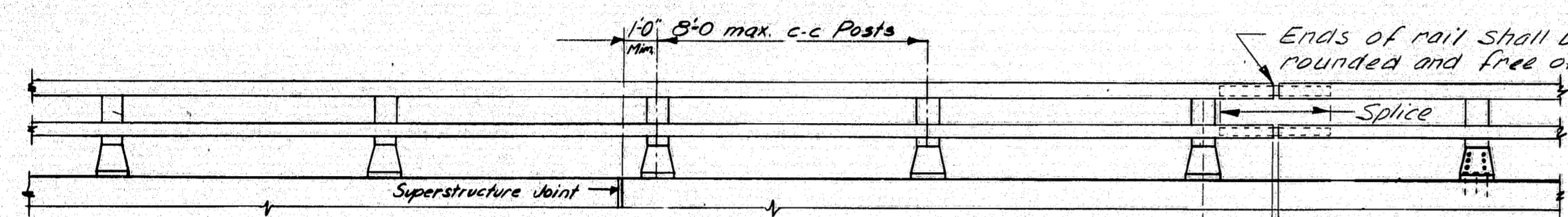
As built June 1985
R94-183

Revised notes 2, 3, 7, & 11	1-89
REVISIONS	DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STANDARD DETAILS
(BD 113 - 81)
DIAPHRAGMS & CROSSFRAMES

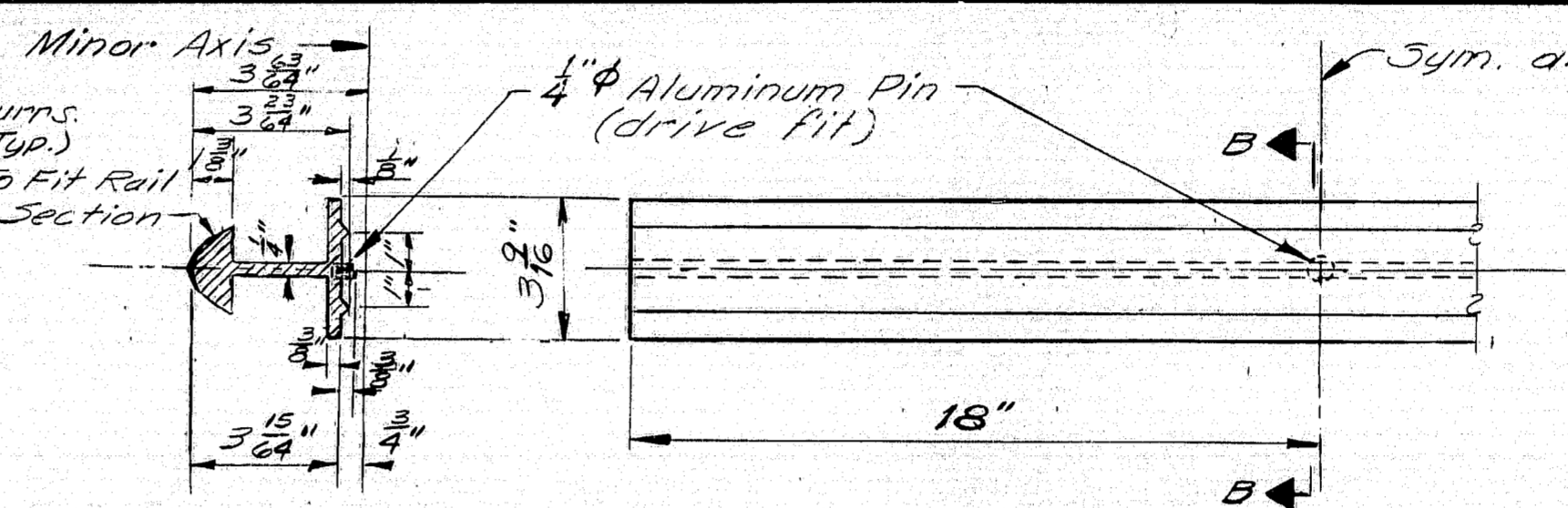
SHEET 33 OF 41 AUGUSTA, MAINE JUNE 1981

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	34	41



RAILING - ELEVATION

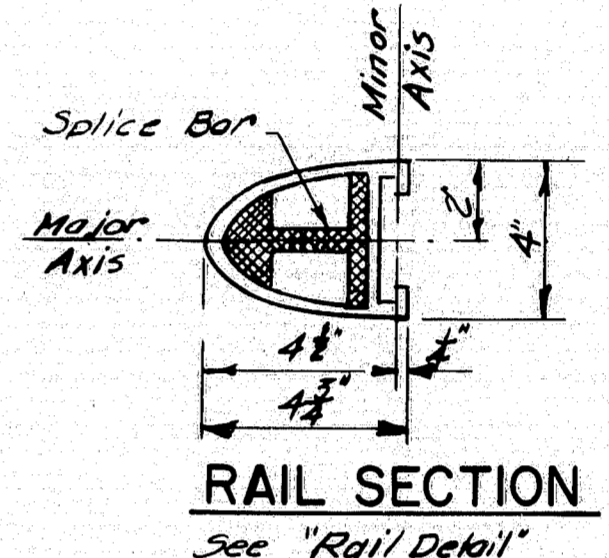
Lengths of rail shall be attached to a minimum of four (4) rail posts wherever possible, and in any case never less than two (2). Rail posts are to be Top Joints set normal to grade unless otherwise shown on the Bridge Plans.



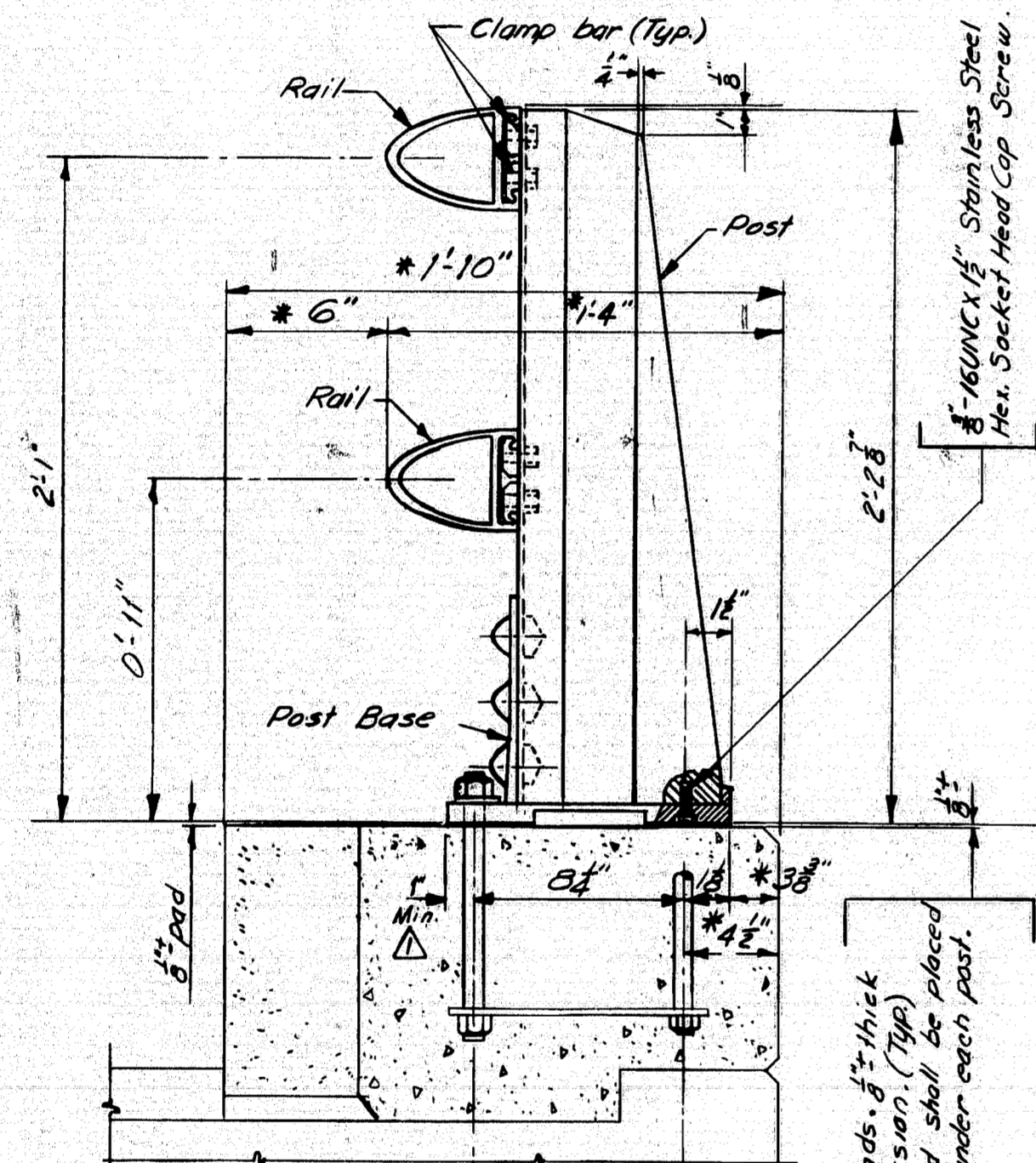
SECTION B-B

SPLICE BAR

Alternate splice bars may be substituted if approved by the Engineer.

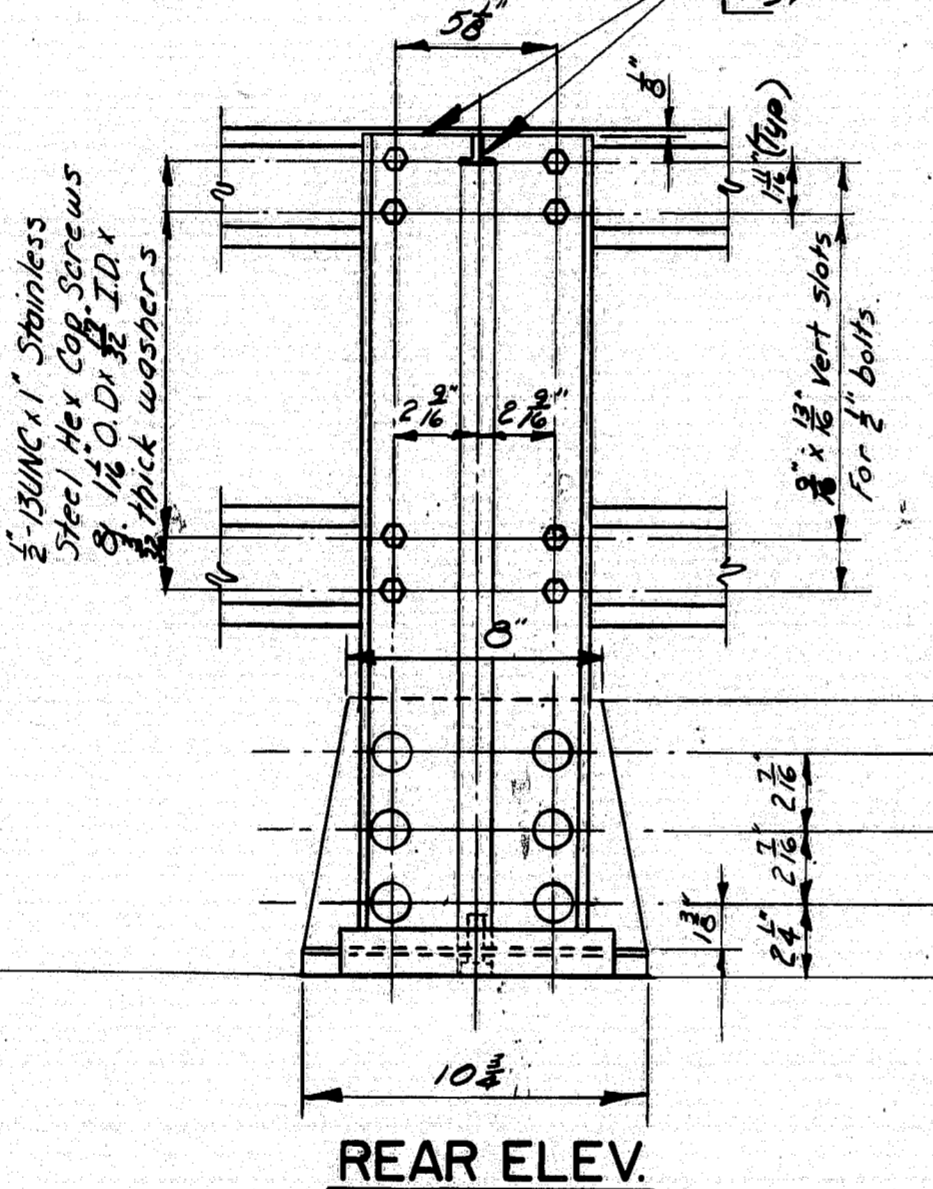


RAIL SECTION

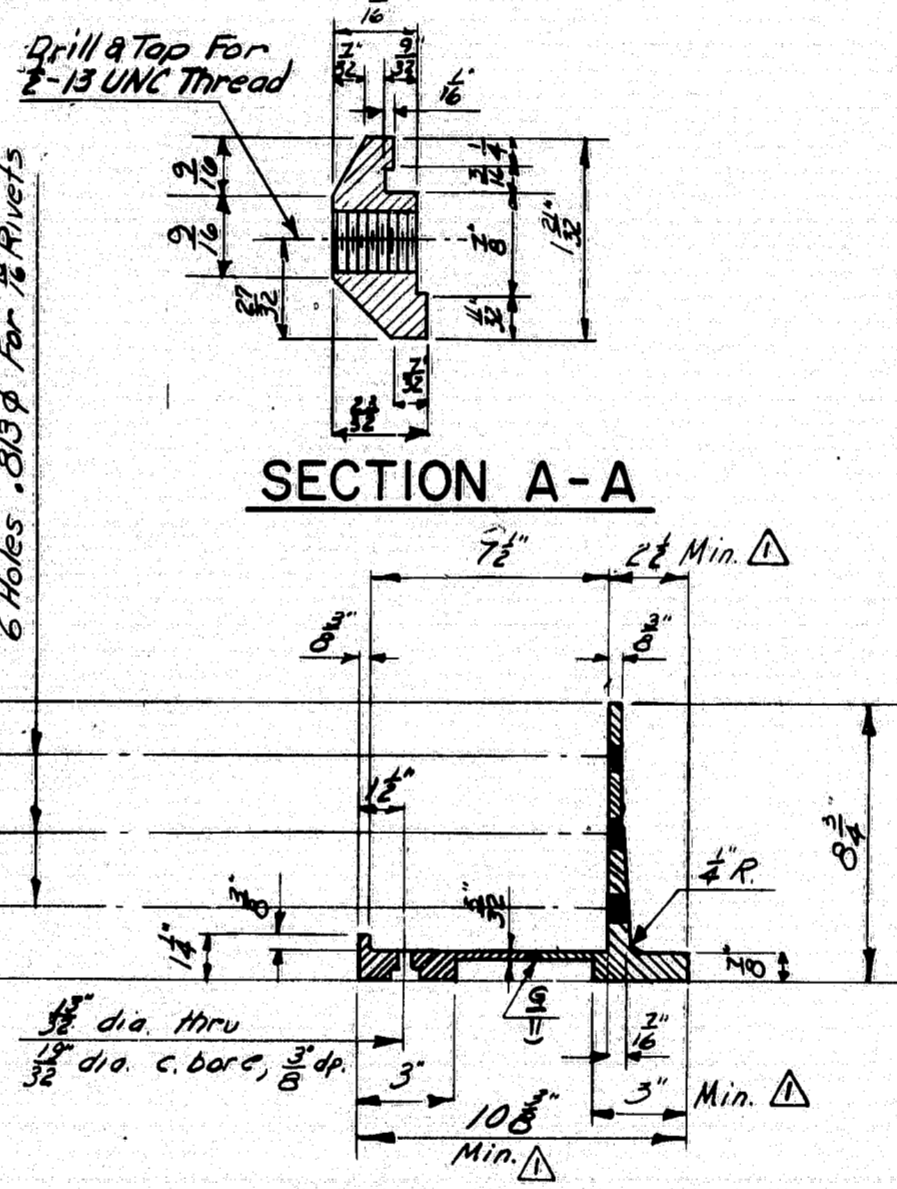


BRIDGE RAILING (Assembly)

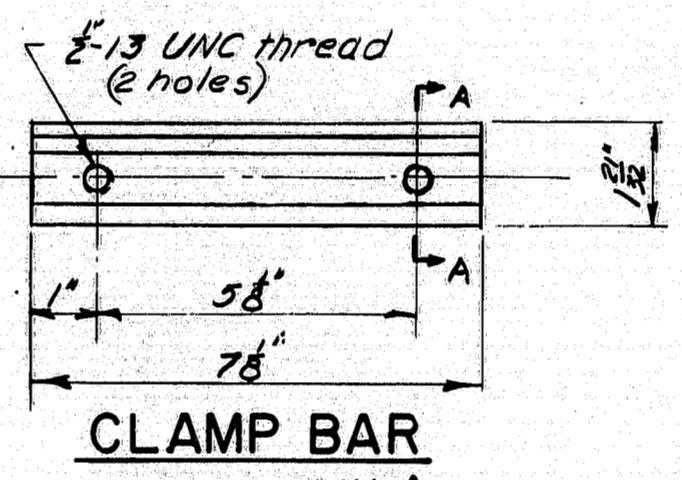
* Preferable minimum dimensions. For actual dimensions see Bridge Plan.



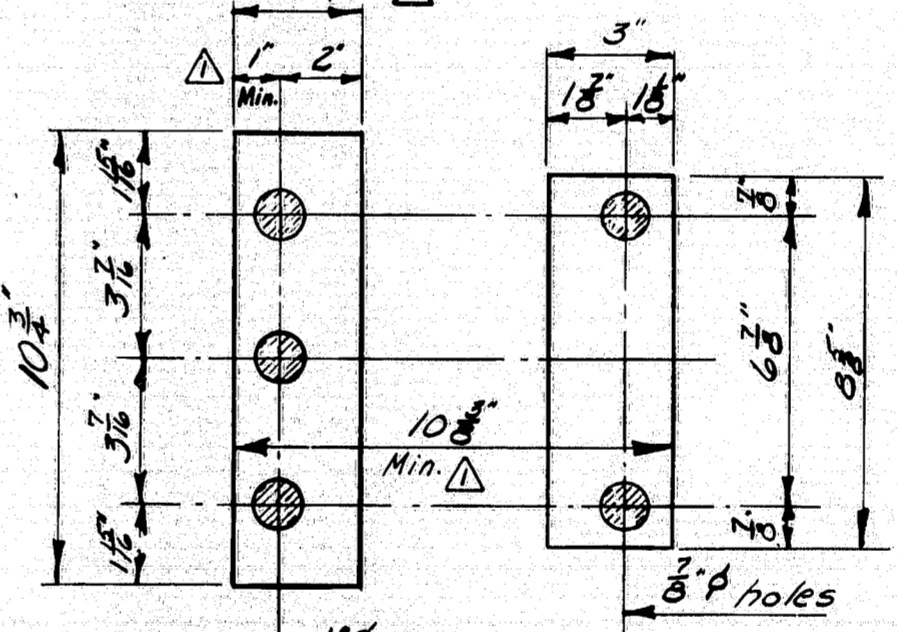
REAR ELEV.



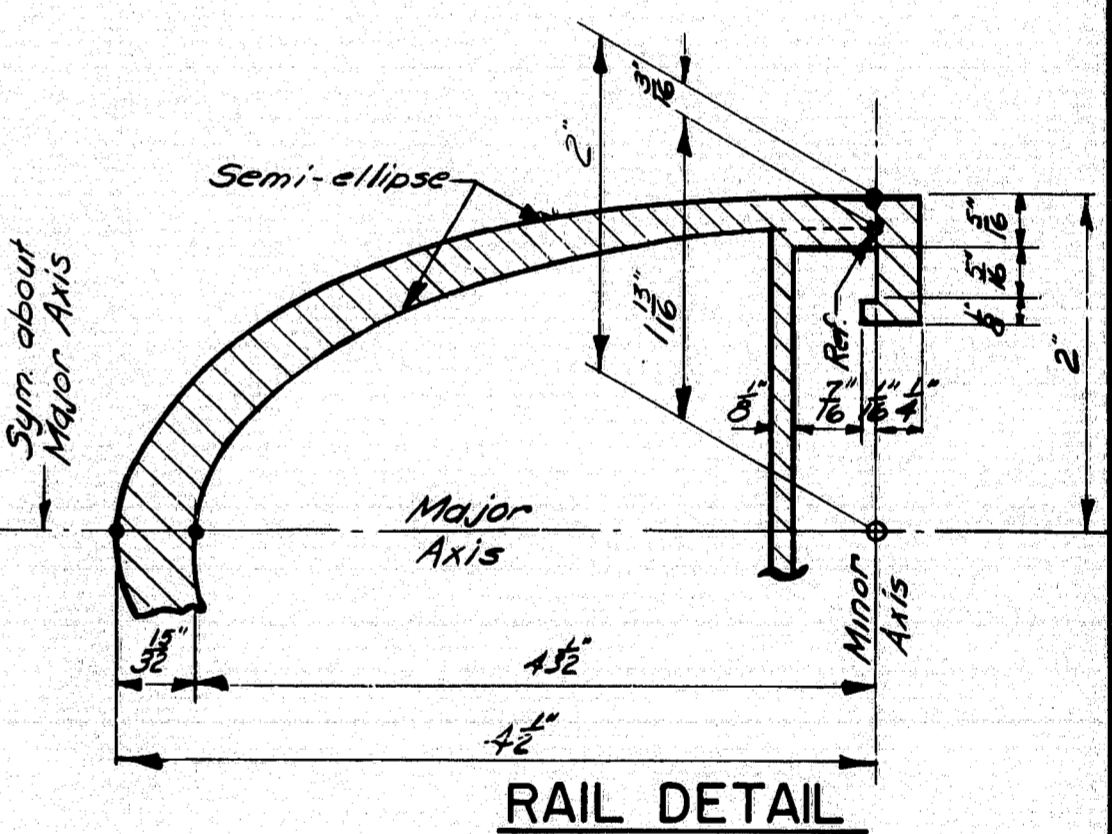
POST BASE SECTION



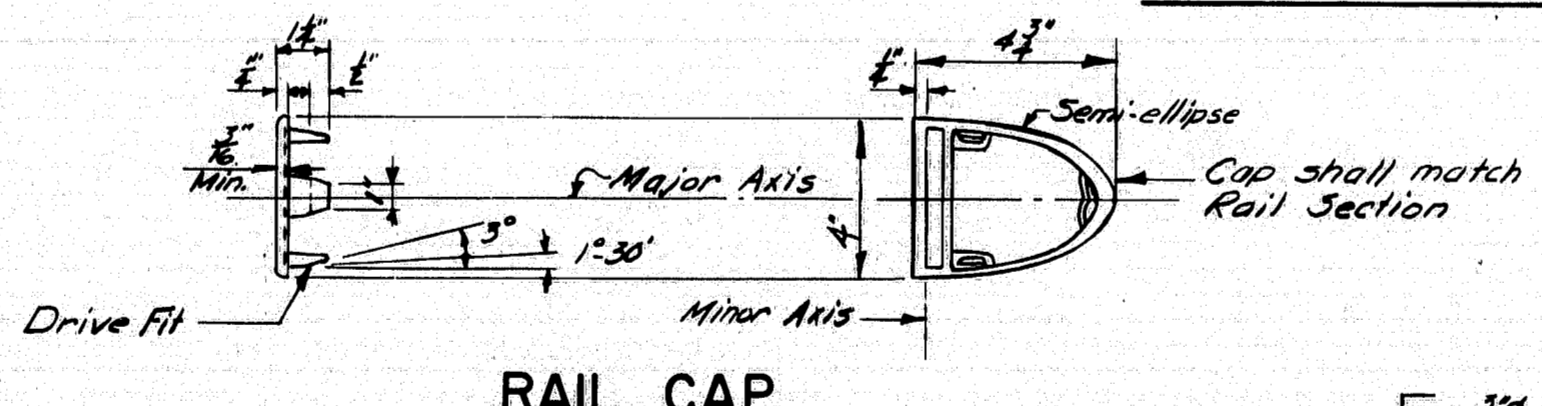
CLAMP BAR



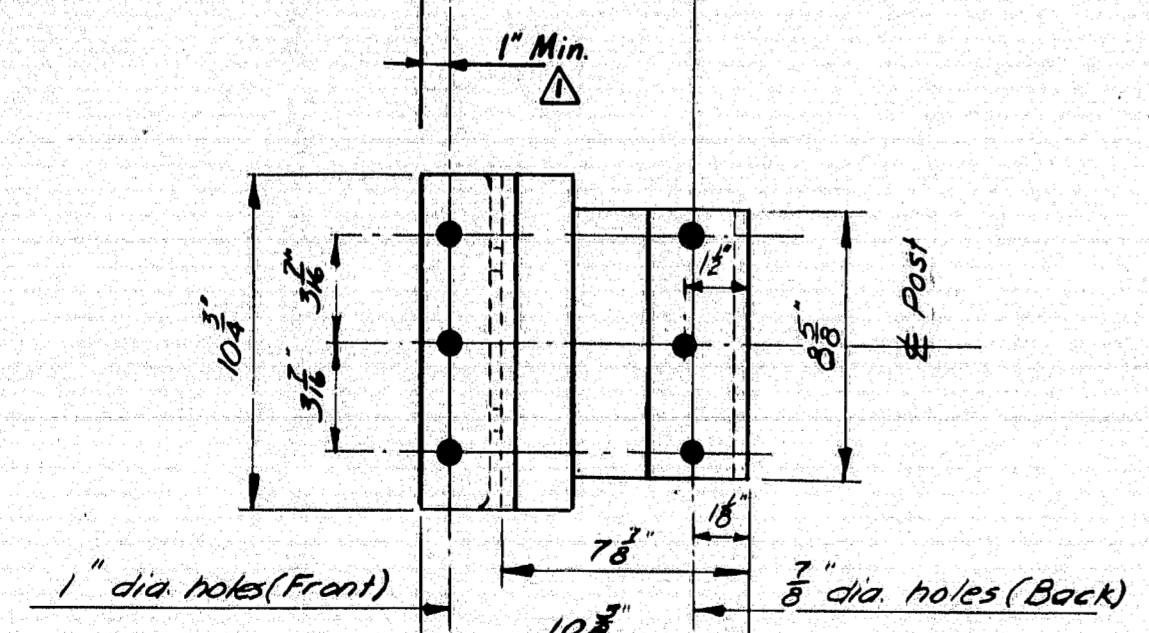
PREFORMED PADS



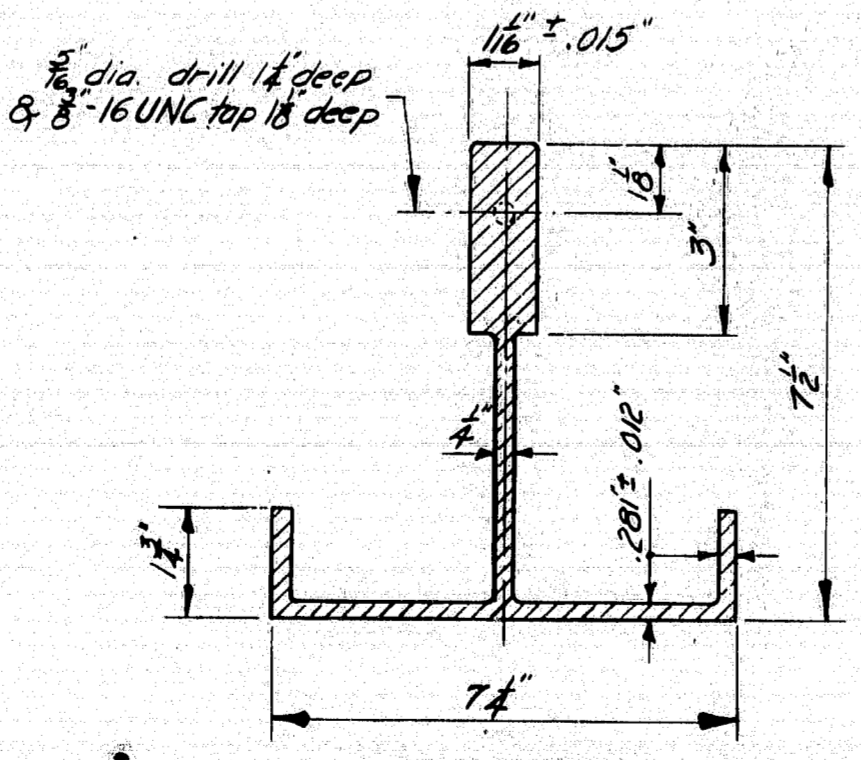
RAIL DETAIL



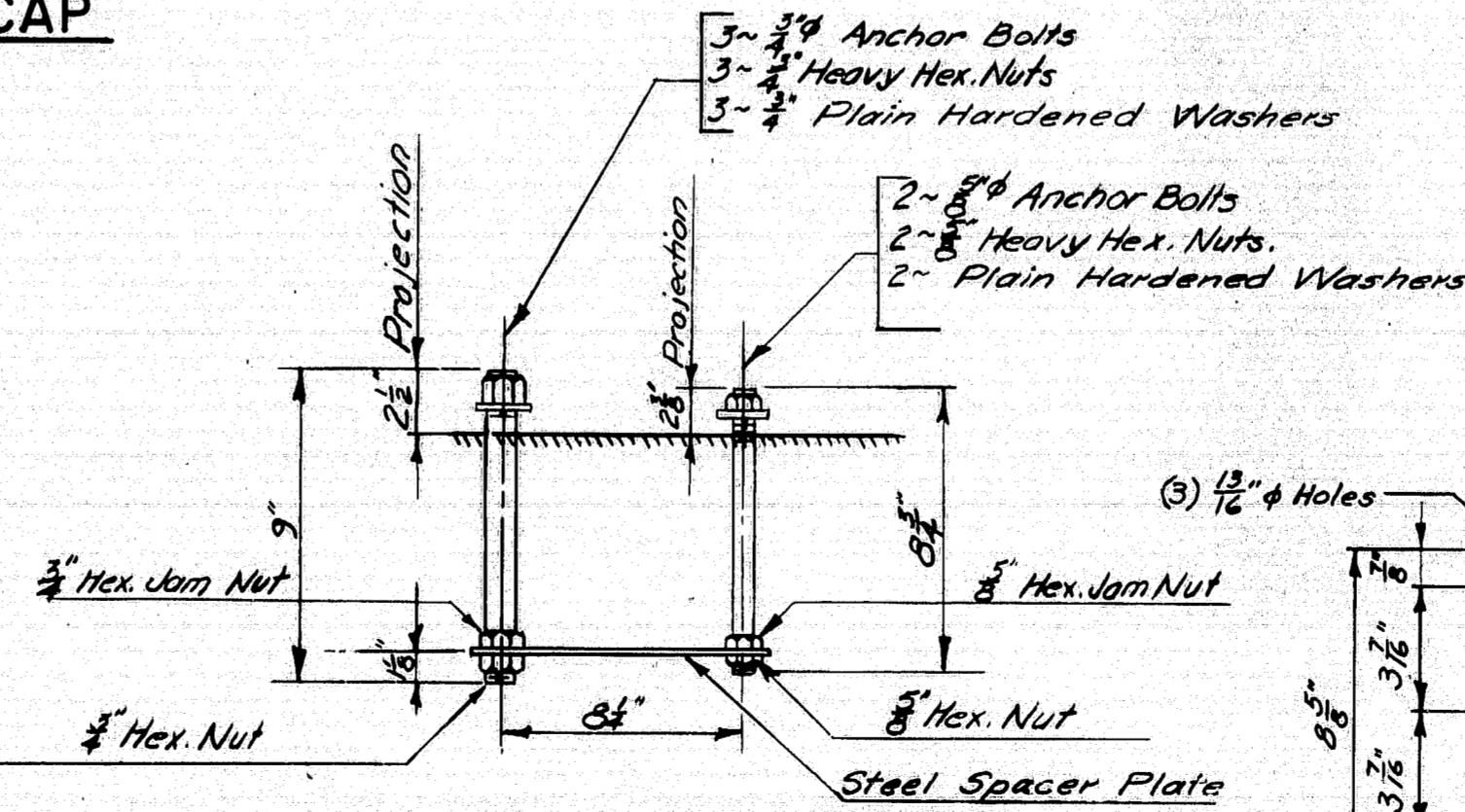
RAIL CAP



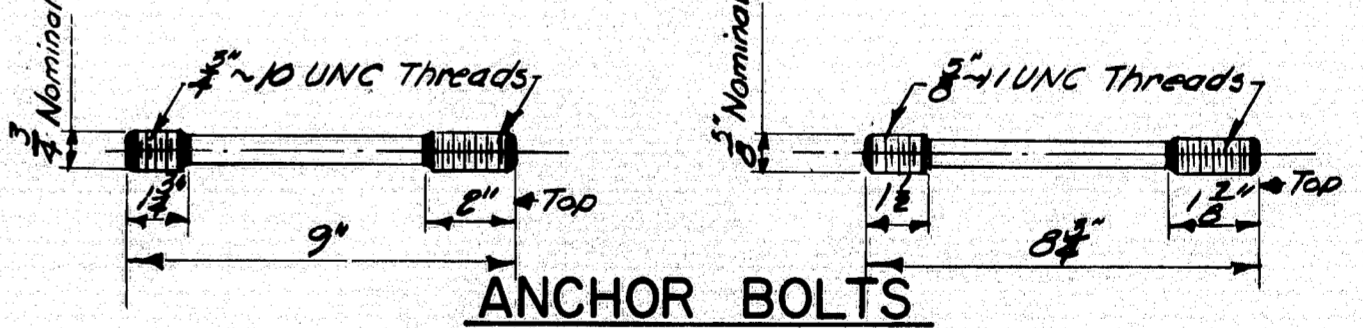
POST BASE (Bottom View)



POST SECTION

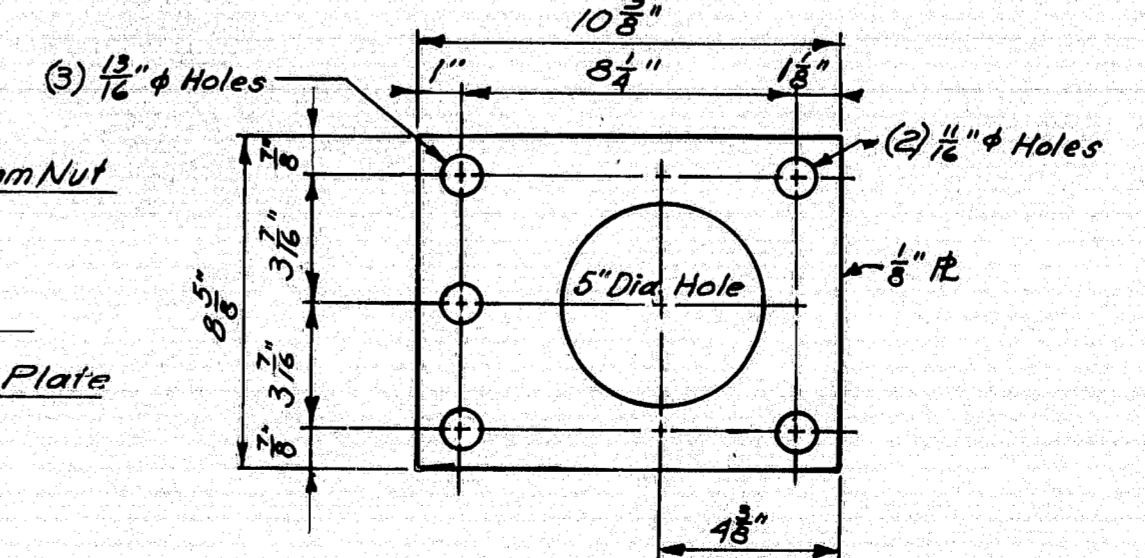


RAIL POST ANCHORAGE (Assembly)



ANCHOR BOLTS

If cut threads are used, body diameter shall be not less than nominal diameter. If rolled threads are used, body diameter shall be not less than pitch diameter of the threads.



STEEL SPACER PLATE (For Anchorage)

DATE	BY	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES

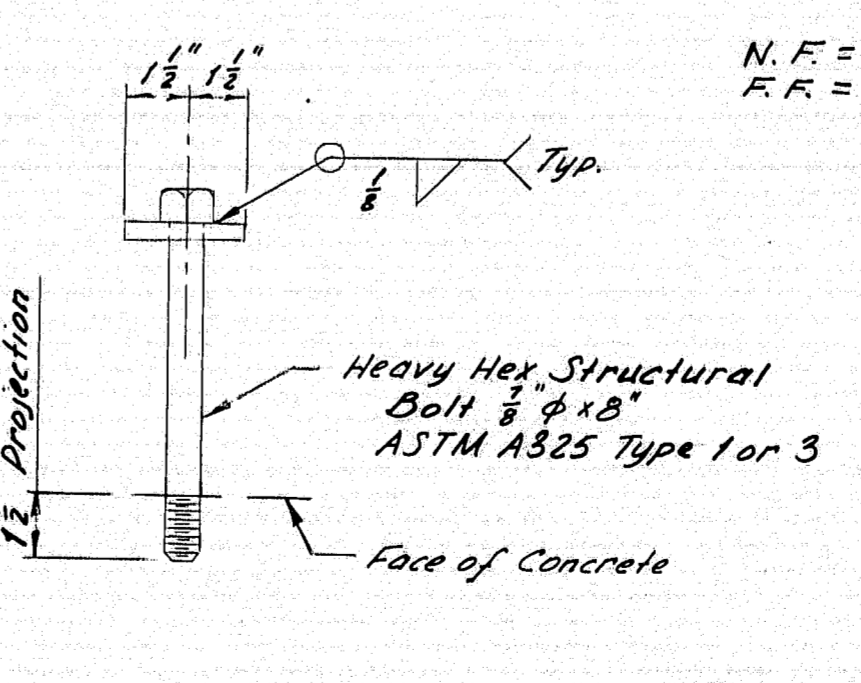
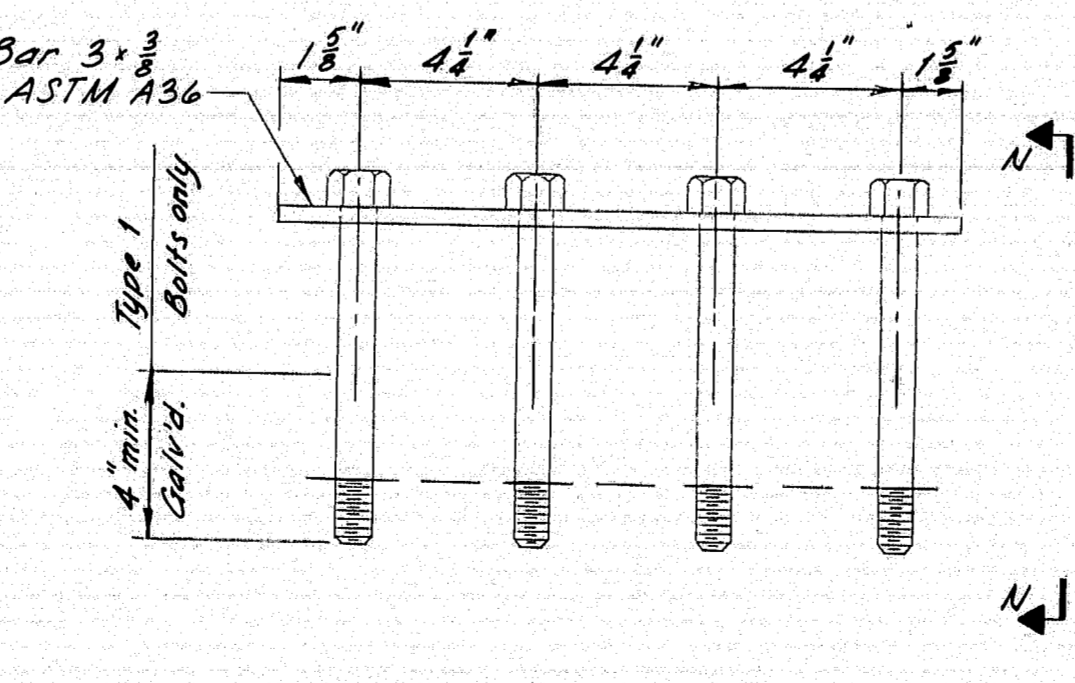
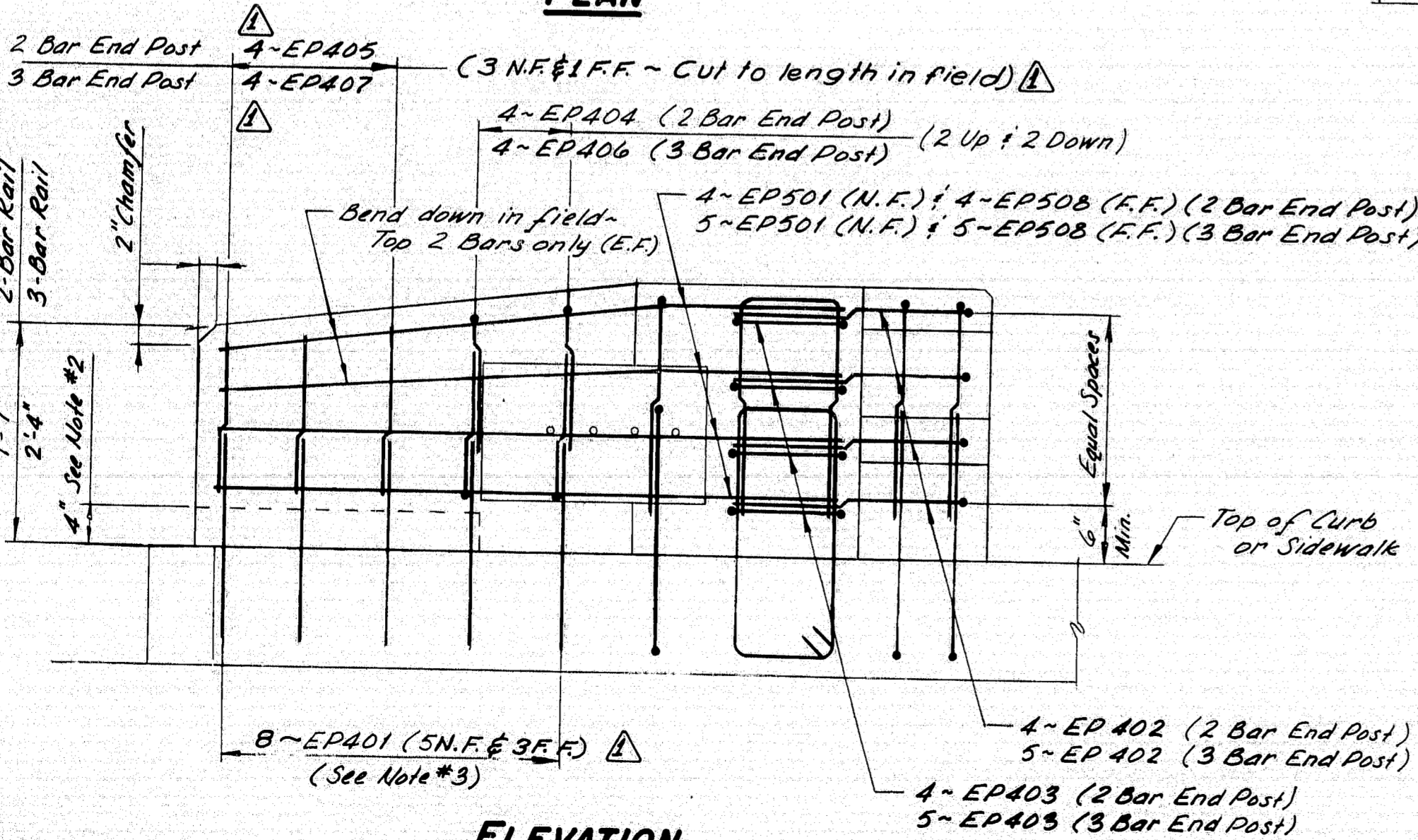
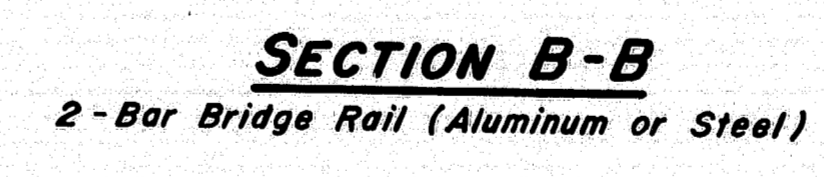
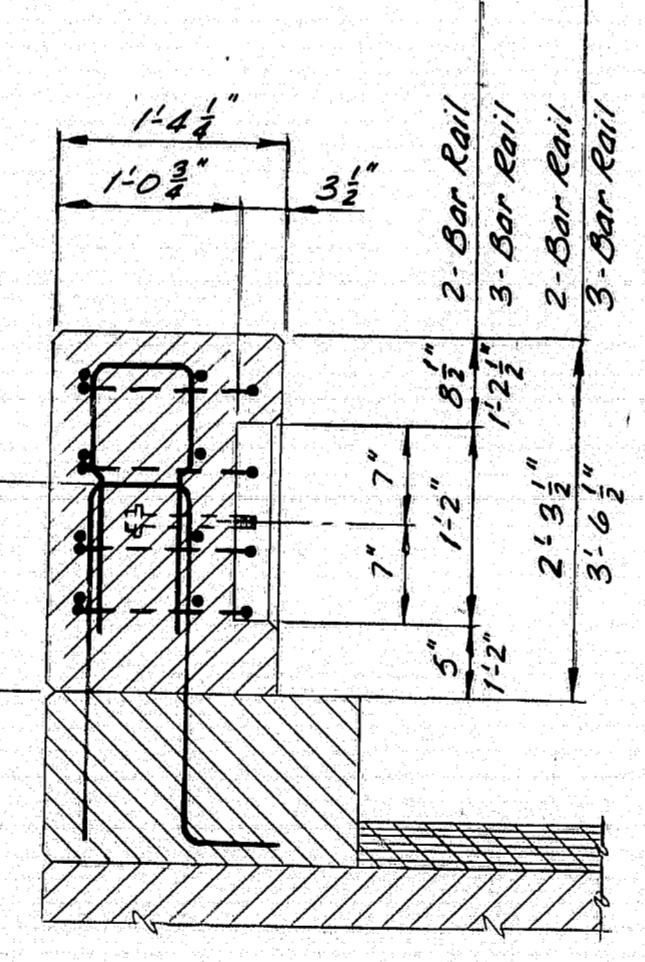
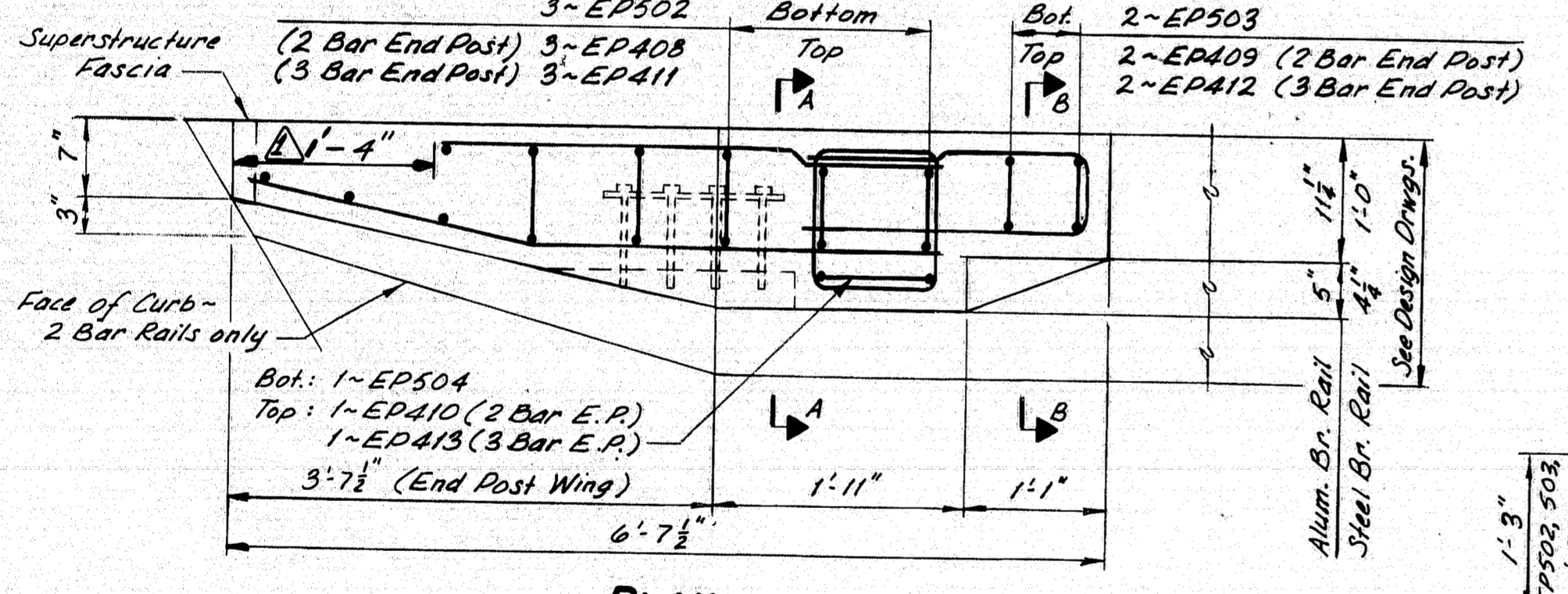
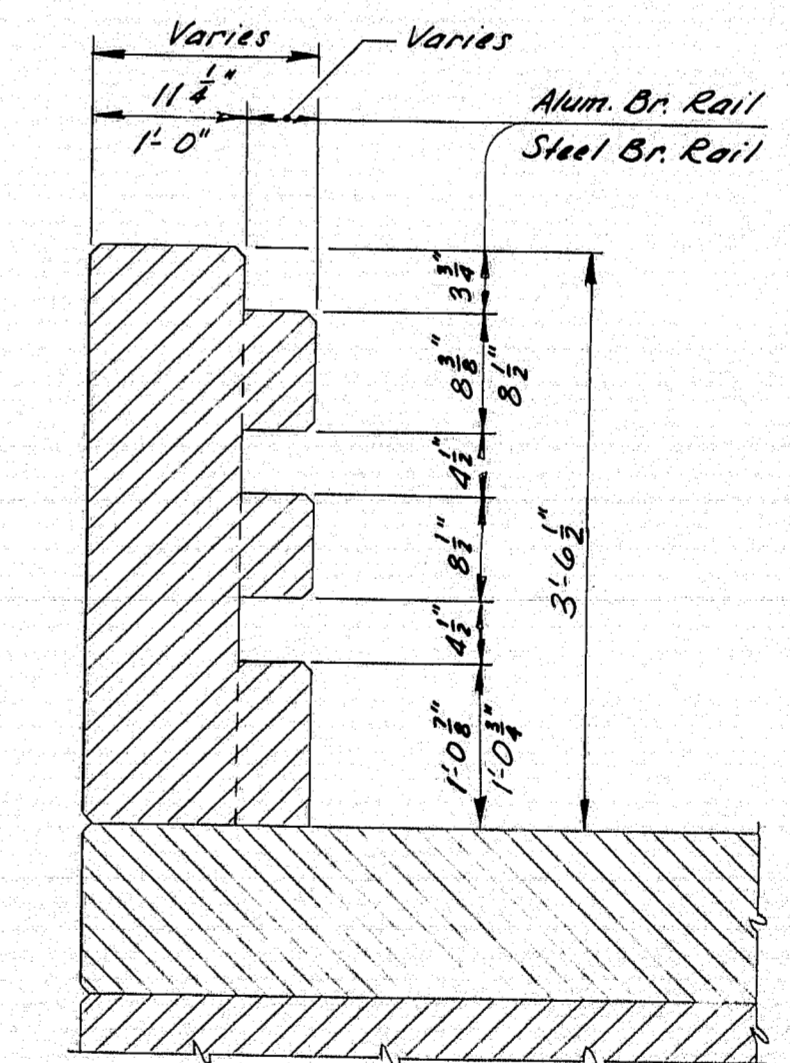
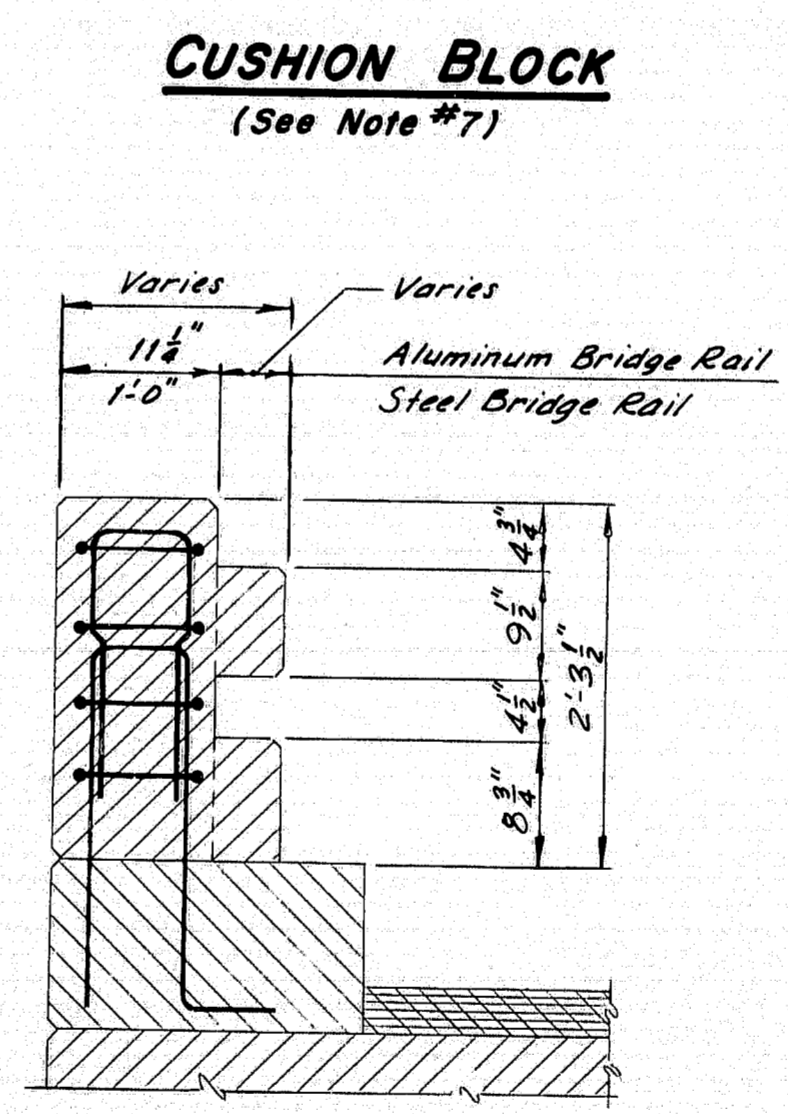
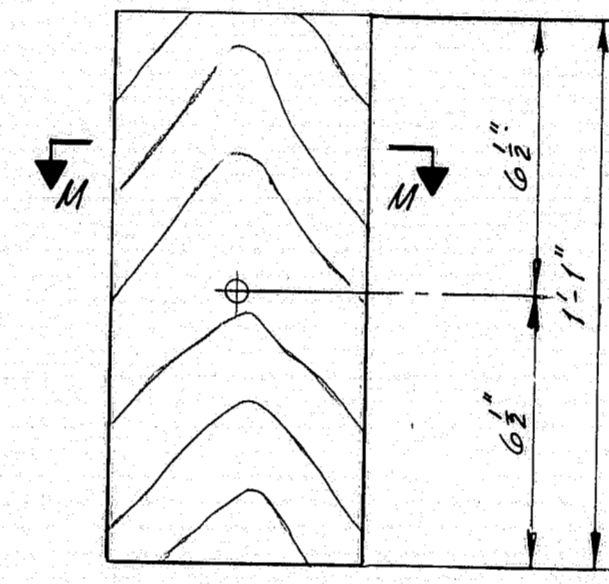
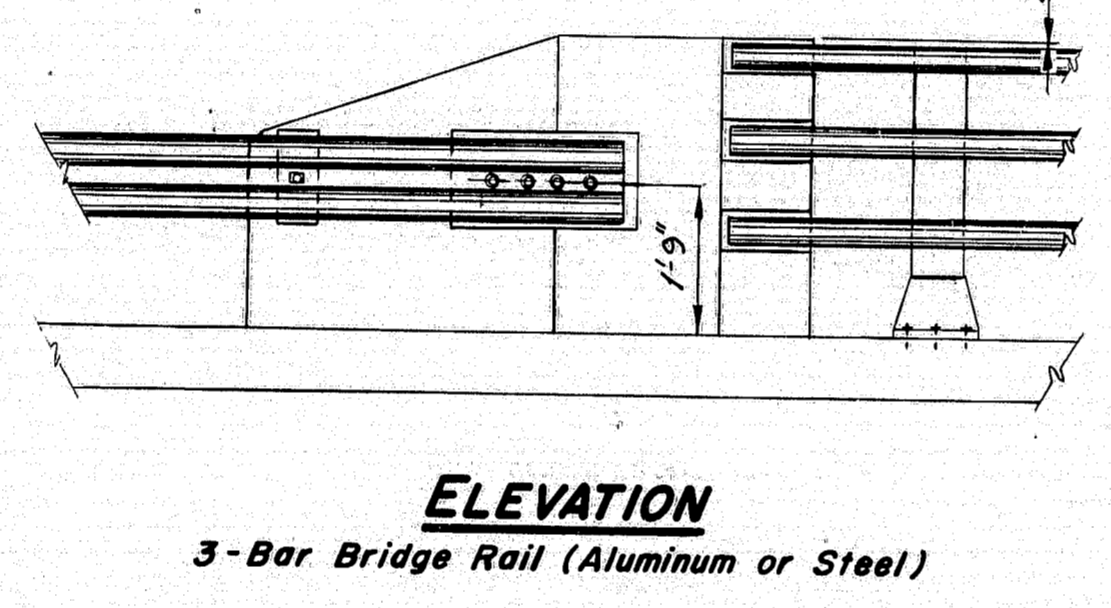
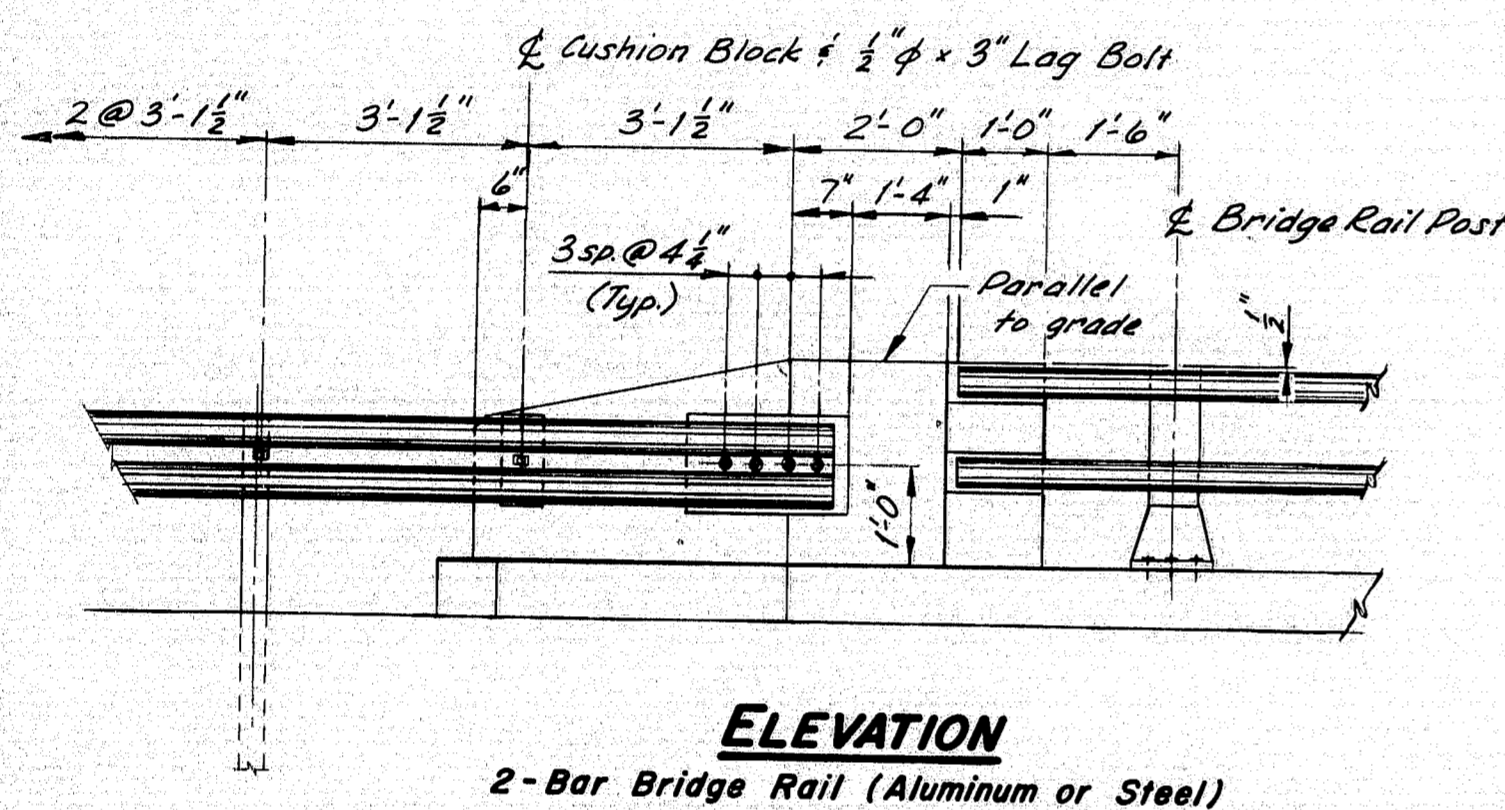
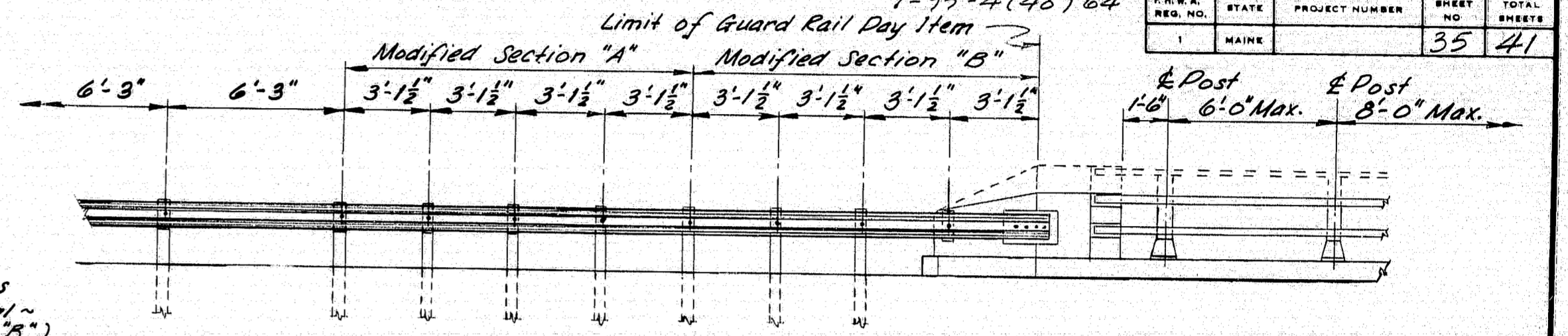
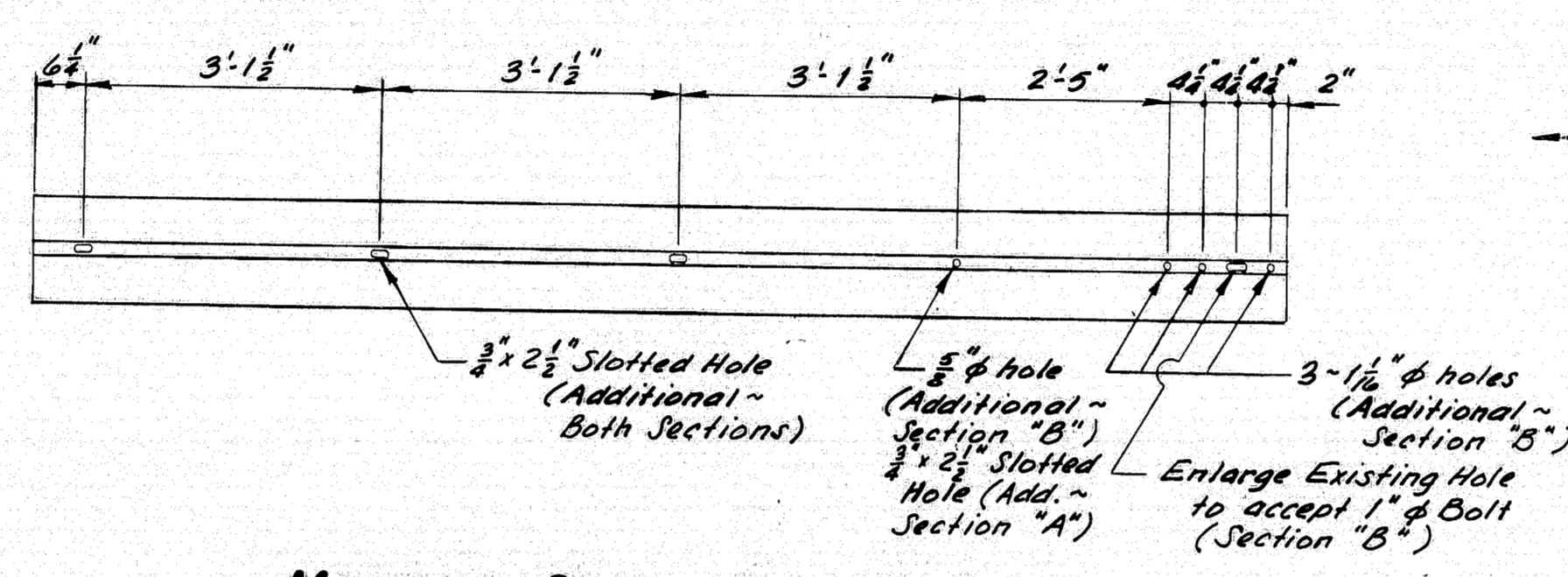
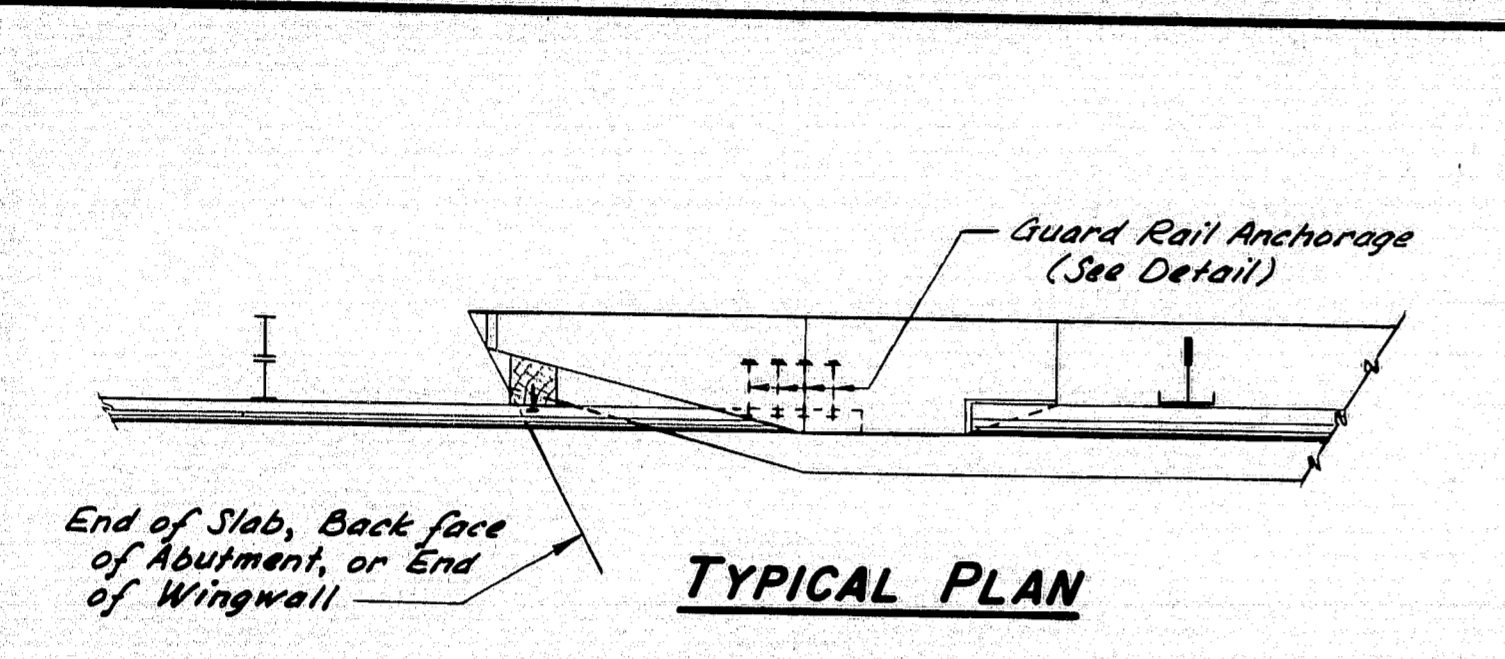
PLANS

As built June 1985 Page

Altered base dimensions	7-83
REVISIONS	DATE
STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
STANDARD DETAILS	
(BD 114 - 81)	
ALUMINUM BRIDGE RAILING	
2 - BAR (SEMI-ELLIPSE)	
SHEET 34 OF 41 AUGUSTA, MAINE JUNE 1981	

R94-184

PROJECT NUMBER	35	TOTAL SHEETS	41
STATE	MAINE		
DATE	1-95-4(48) 64		



LEGEND
N.F. = Near Face E.F. = Each Face
R.F. = For Face

- NOTES**
- For locations of End Posts on the structure, see Design Drawings.
 - At times, an End Post Wing may be cantilevered for all or part of its length. For details, see Design Drawings.
 - If an End Post Wing is cantilevered, bars EP401 to be omitted as needed.
 - When End Post Wing is cantilevered more than 2'-0", all #5 bars shall be replaced by #7 bars.
 - Nuts for 3/8" anchor bolts shall be incidental to Guard Rail Pay Items. Nuts shall conform to ASTM A363, Grade DH, galvanized in accordance with ASTM A153, or Grade C3, plain.
 - Additional holes in the Modified Guard Rail Sections may be made by drilling, punching, or any other method that produces a neat, clean hole of the required size. Burning of holes will not be allowed.
 - Cushion Block material shall be as specified for Wood Posts in Subsection 710.07 (a). Payment for Cushion Blocks and Lag Bolts shall be incidental to the Guard Rail Pay Items.
 - Reinforcing Steel shall have 2" min. concrete cover.
 - After installation of Guard Rail is complete, upset the thread on the anchor bolts in three places around each bolt, at the junction of the nut and the exposed thread, with a center punch or similar tool.
 - Guard Rail Anchorage shall be incidental to the applicable concrete pay item.
 - End Posts shall be constructed normal to grade unless otherwise shown on Design Drawings.

As built June 1985
RP

REVISIONS	DATE
General Revisions 1-83	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 120-81)

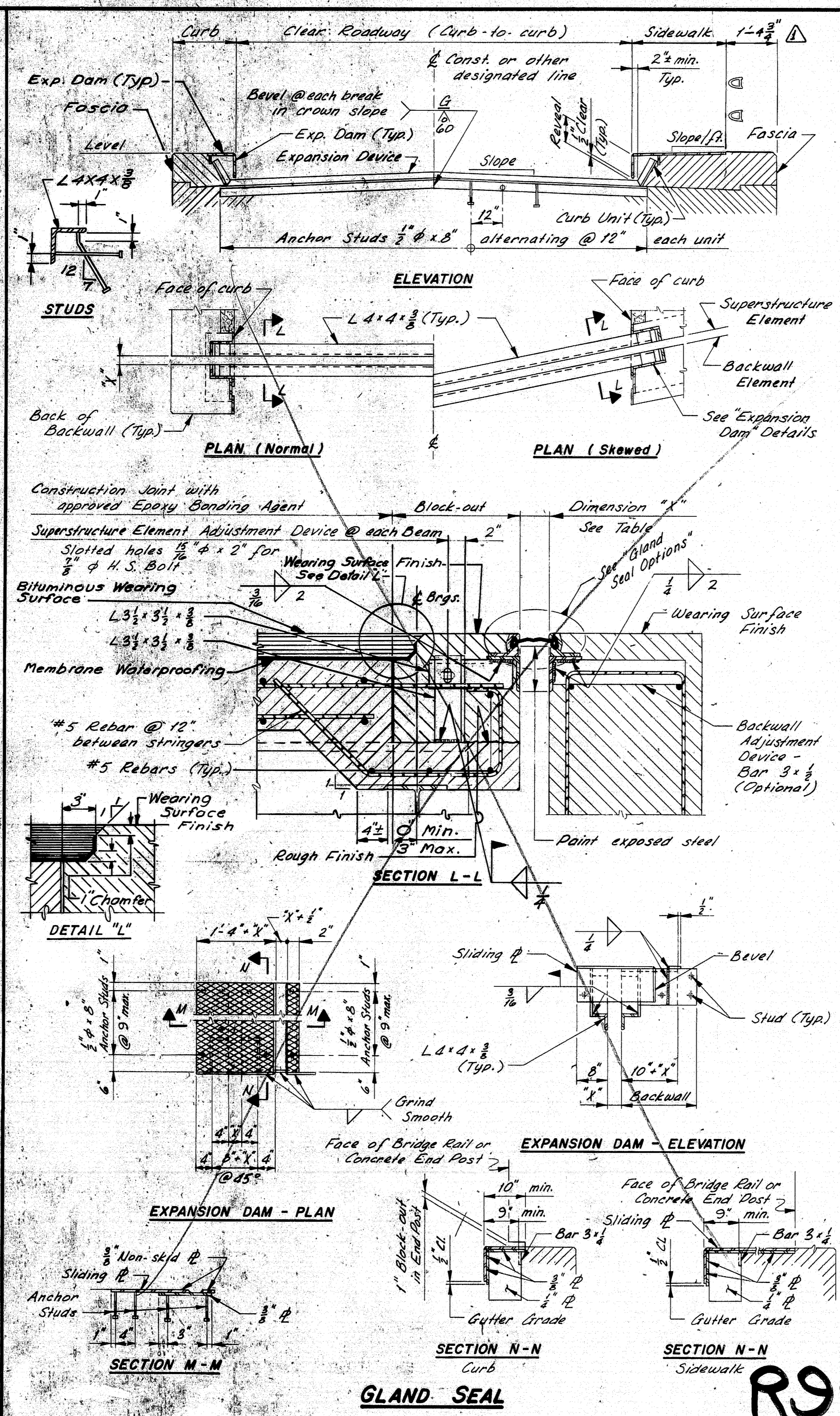
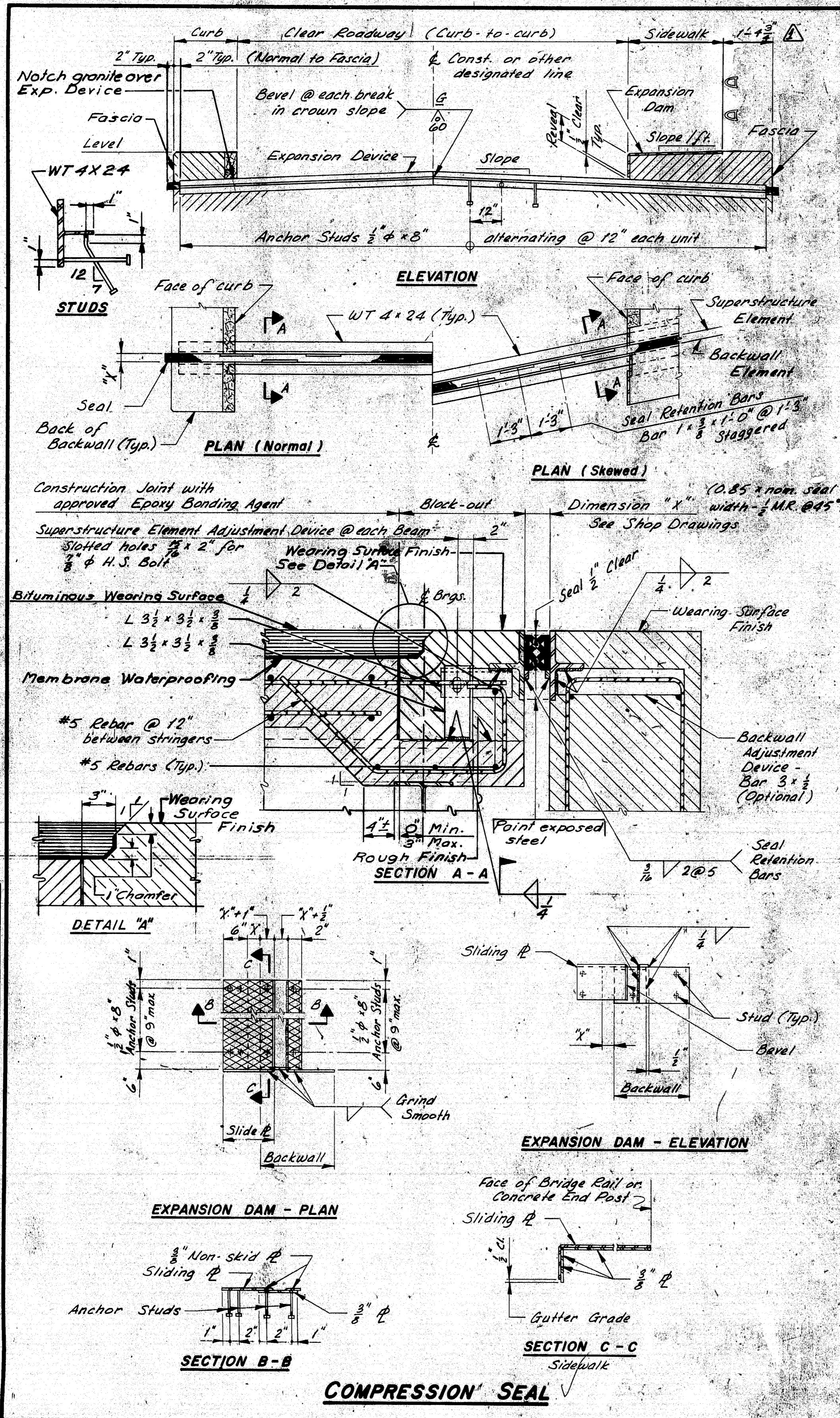
CONCRETE END POSTS

SHEET 35 OF 41 AUGUSTA, MAINE JUNE 1981

R94-185

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	12/1/80
CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	

BRUNING 44-132 48710



NOTES: 1-95-4(48)64

P.R.W. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		36	41

- Each Expansion Device Unit consists of one pair of matching Elements and Expansion Dams as required. At joints over Piers, two Superstructure Elements shall be used.
- Welding to reinforcing steel will be allowed in the top 1'-6" of the Abutment backwall.
- See Design Drawings for dimensions, slopes, skew, and all other information necessary to fabricate and install the units. Expansion Devices shall be installed normal to grade.
- The concrete in the Superstructure Adjustment Device Block-out may be placed with the Sidewalk, and Curb Concrete.

GLAND SEAL OPTIONS

WITH STEEL EXTRUSION
 Acme AS400 Neoprene Gland or Wabco-Maurer S400 Neoprene Gland
 WITH STEEL ANGLE
 Onflex 45 Neoprene Gland or Bendoflex 450 Neoprene Gland

GLAND SEAL SETTING TABLE

Total Movement Required *	Dim. "X" (Measured parallel to 1/2 of Roadway)										
	TEMPERATURE (°F)										
	120°	105°	90°	75°	60°	45°	30°	15°	0°	-15°	-30°
1 1/2"	1"	1 1/8"	1 1/4"	1 1/2"	1 3/4"	1 7/8"	2"	2 1/8"	2 1/4"	2 3/8"	2 1/2"
2"	1 1/4"	1 1/2"	1 3/4"	1 7/8"	2"	2 1/8"	2 1/4"	2 3/8"	2 1/2"	2 7/8"	3"
3"	1 3/4"	1 7/8"	2"	2 1/8"	2 1/4"	2 3/8"	2 1/2"	2 7/8"	3"	3 1/8"	3 1/4"

* Multiply expanding length of Superstructure, in feet, by .0125 in./ft. Max. Dimension "X" allowed = 3 1/2" @ -30°F

REVISIONS

REVISIONS	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
General Revisions	1-83	

STANDARD DETAILS
 (BD 125 - 82)
 (FOR USE WITH BITUMINOUS WEARING SURFACE)
EXPANSION DEVICE
 COMPRESSION SEAL
 GLAND SEAL

Handwritten: A. bu 1/11 June 1985 RP

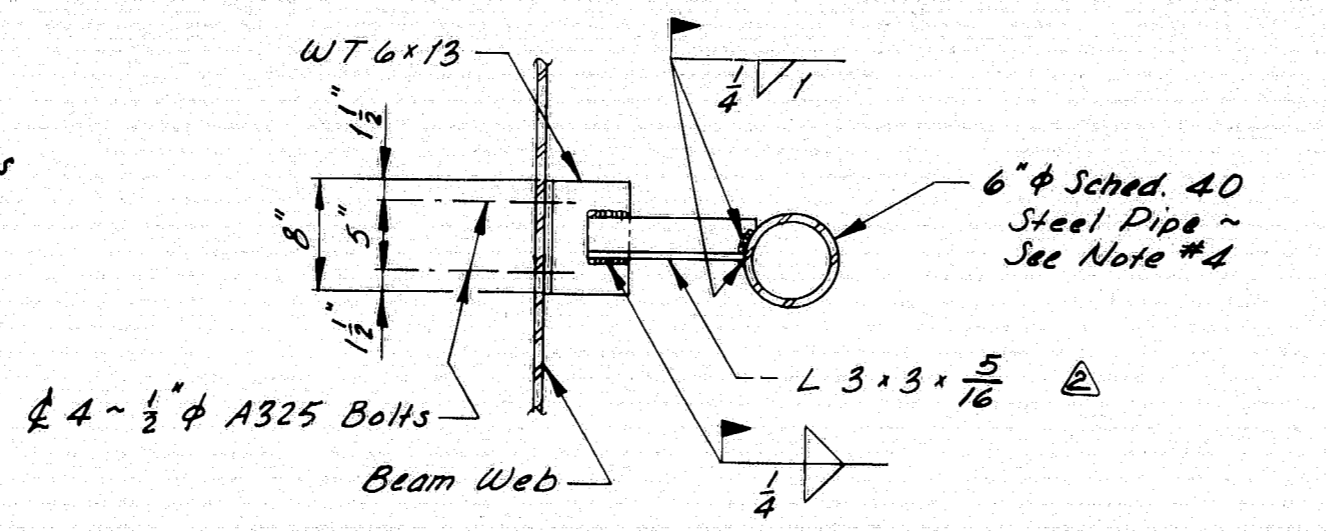
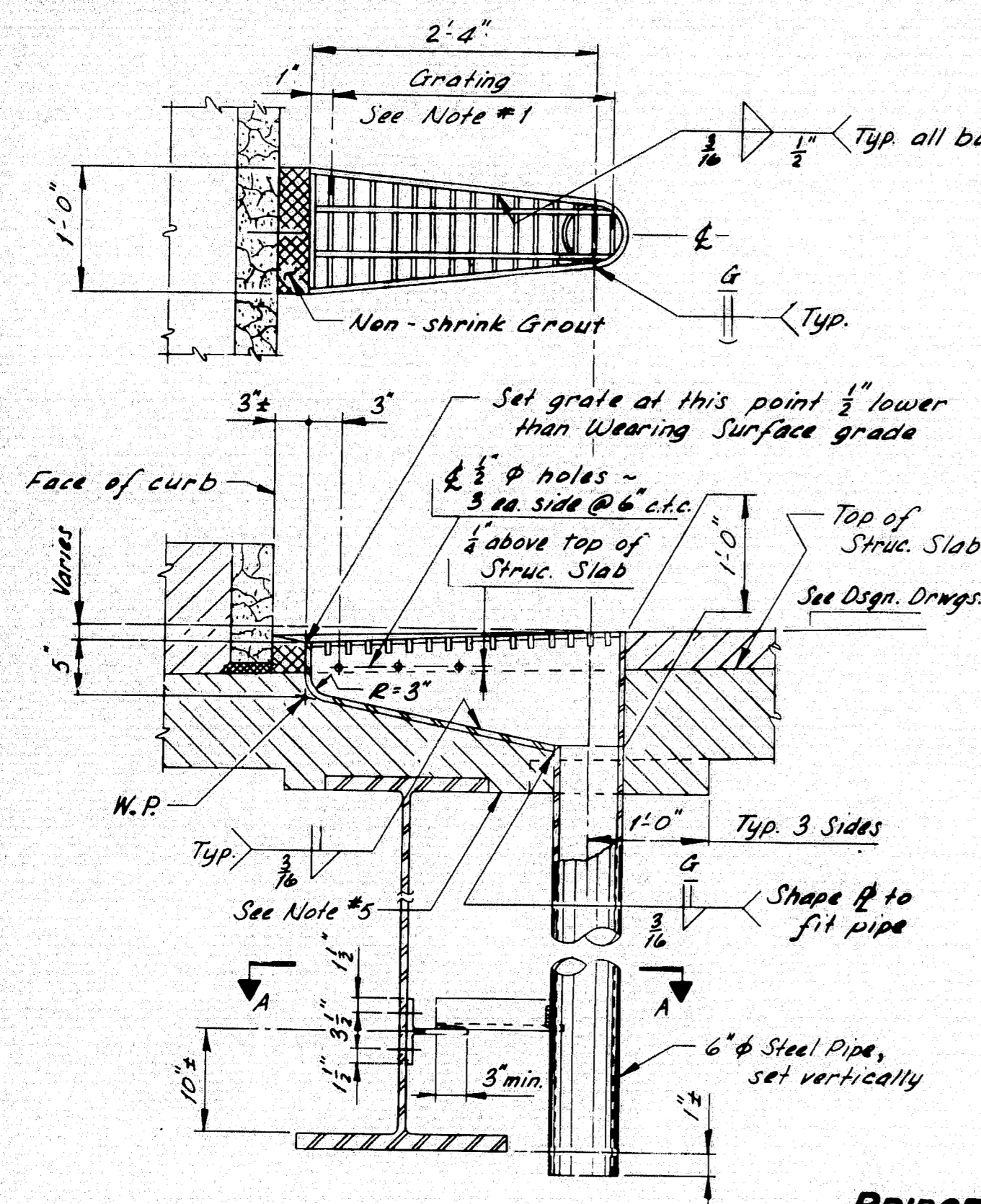
R94-186

SHEET 36 of 41 AUGUSTA, MAINE AUGUST 1982

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	12/21/82
CHECKED	
REVISIONS	
FIELD CHANGES	

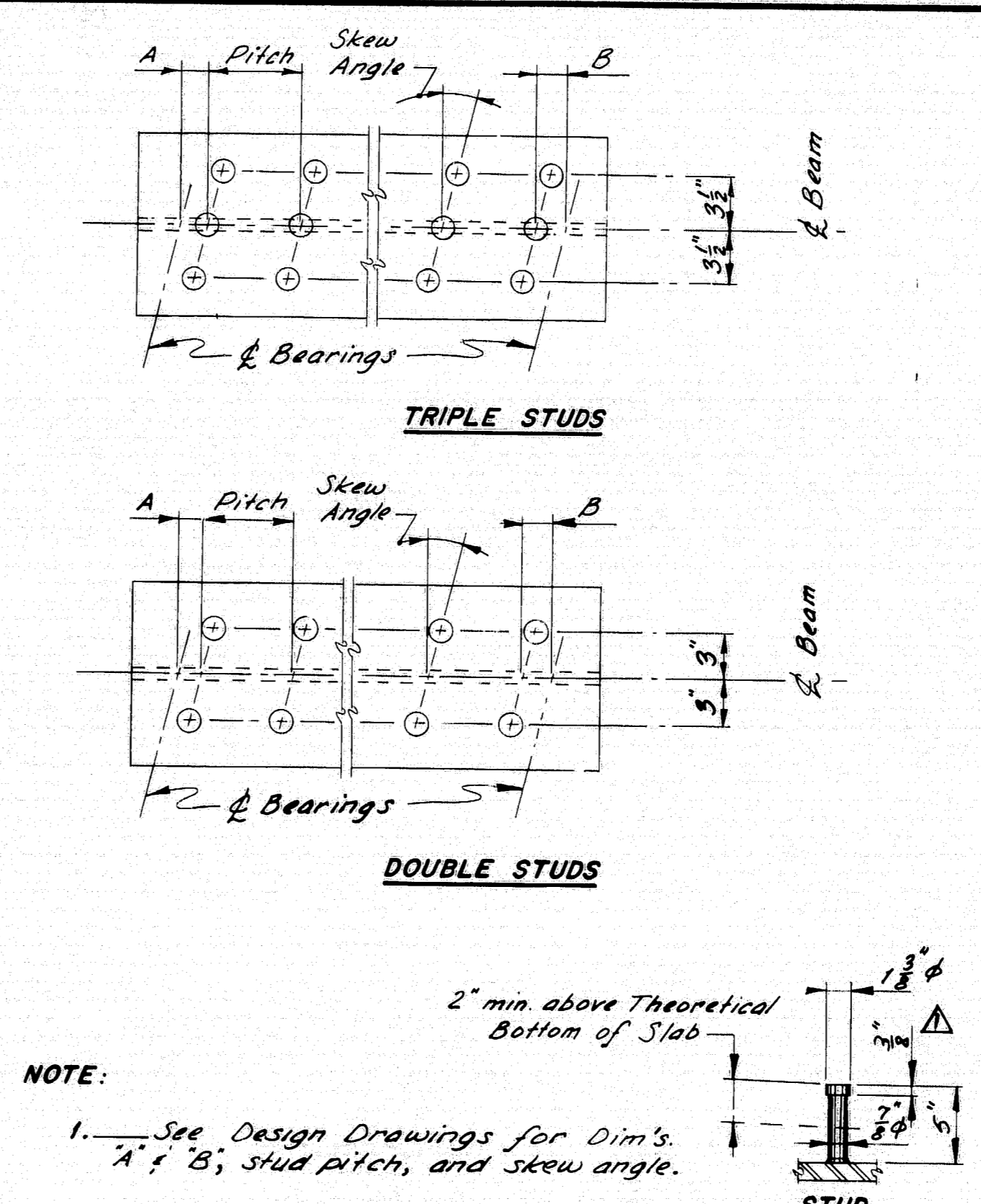
BRUNING 44132 (8/78)

F. & A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	37	41

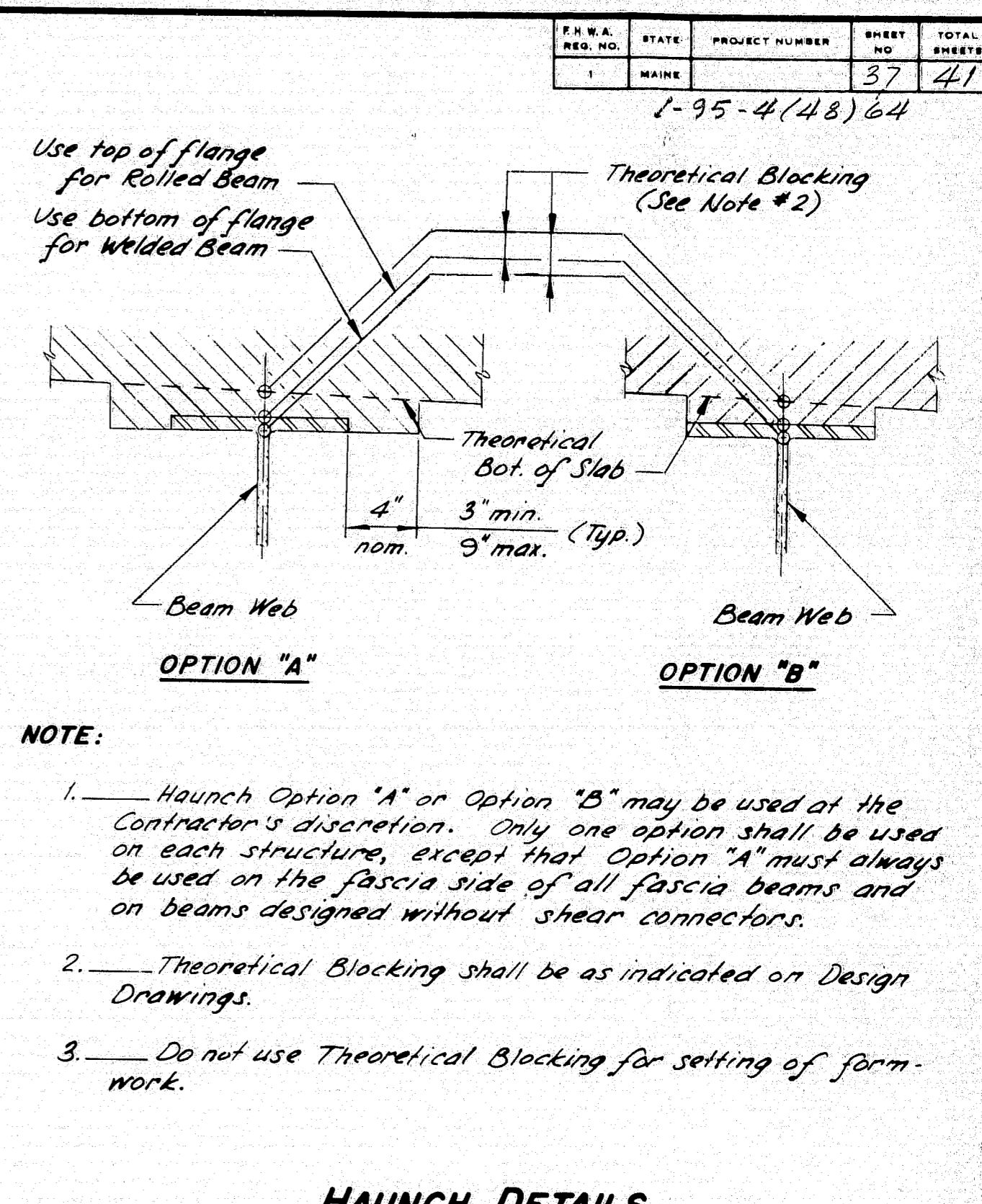


- NOTES:**
- Grating shall be a commercial heavy-duty grating with $1\frac{1}{2}$ " bearing bars spaced at $2\frac{3}{8}$ " c.t.c., and $\frac{3}{8}$ " cross bars spaced at 4" c.t.c.
 - Plates shall be A.S.T.M. A36, $\frac{1}{4}$ " thick.
 - WT6x13 shall be of the same material as the beam web.
 - At the option of the Contractor, the Bridge Drain may be modified to allow the use of T5 6x6x $\frac{1}{2}$ conforming to A.S.T.M. A501 or A.S.T.M. A500, Gr. "A", in place of the 6" steel pipe.
 - If the minimum thickness of concrete below the Drain is 2" or less, the haunch shall be extended as shown.
 - Painting will not be required when the structural steel is specified to be unpainted.
 - Payment for Bridge Drain shall be as specified under subsection 502.19 of the Standard Specifications.

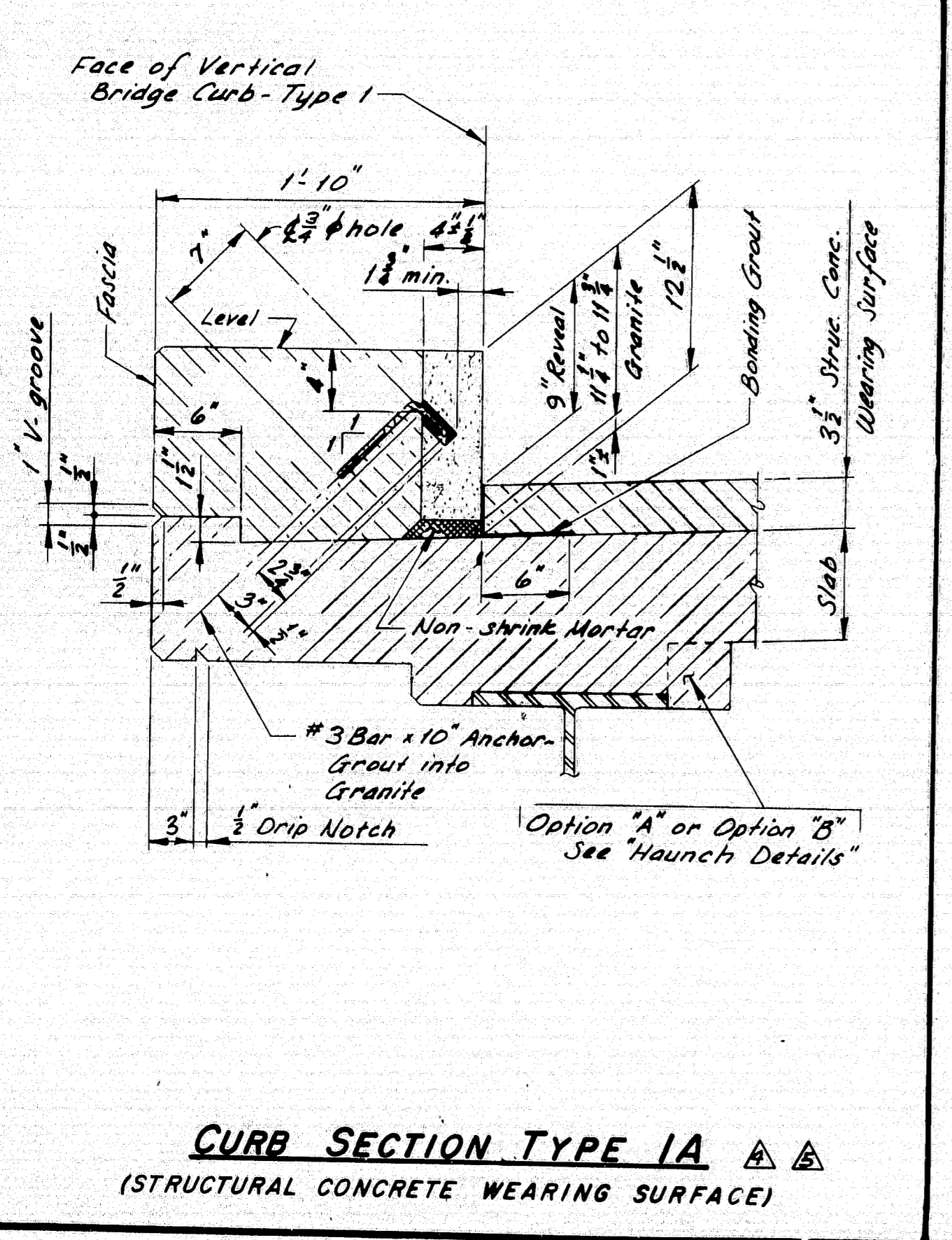
BRIDGE DRAIN



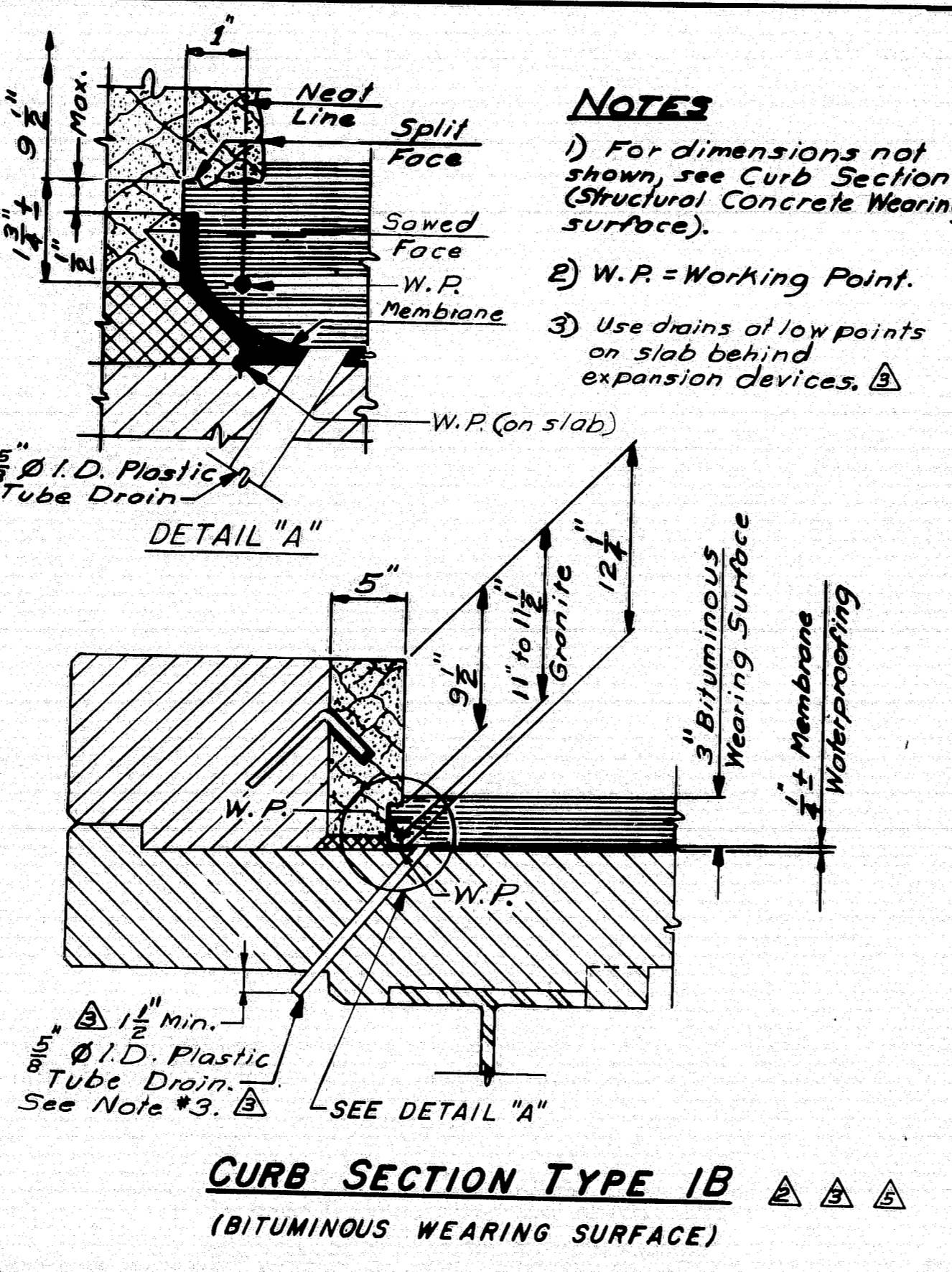
SHEAR CONNECTORS



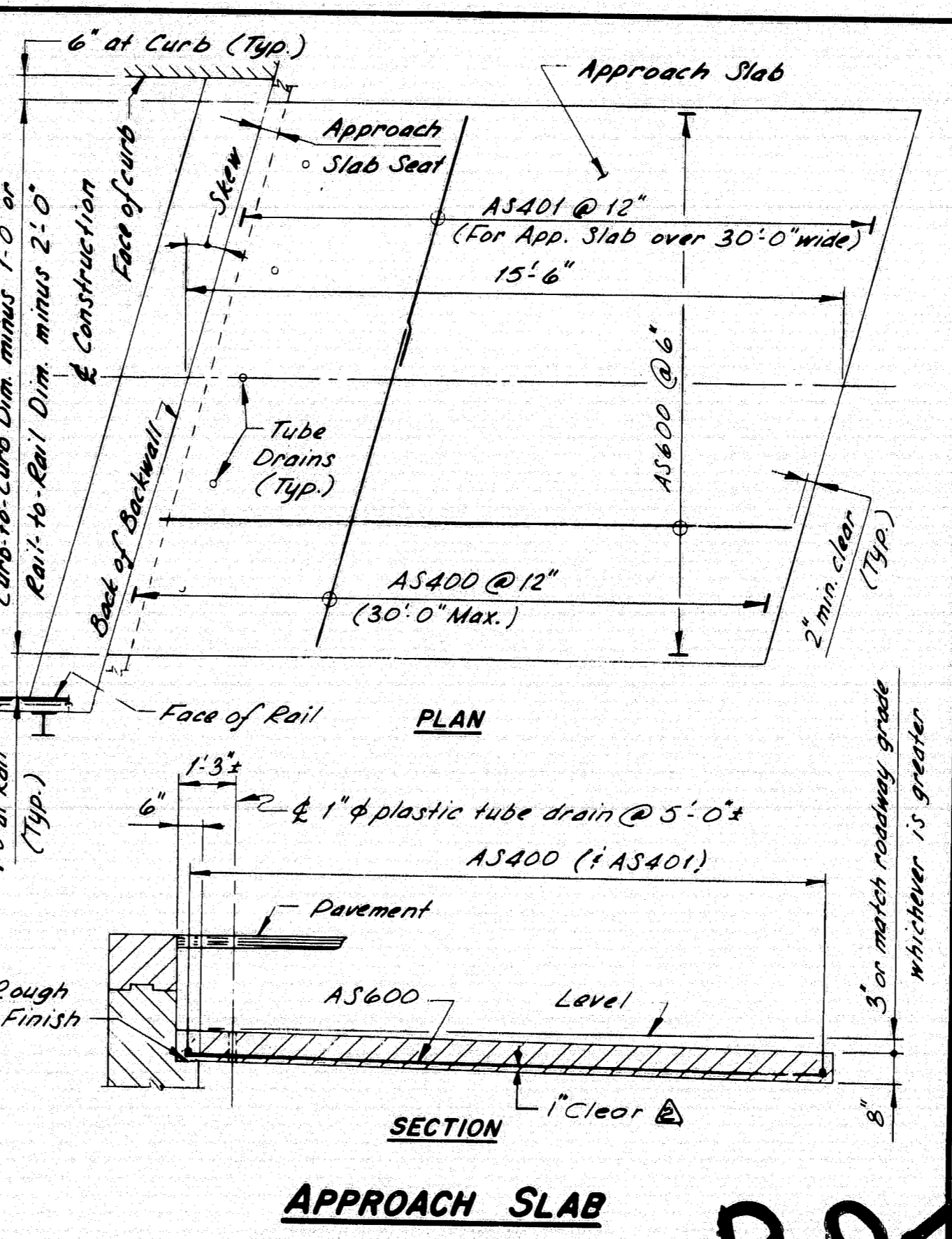
HAUNCH DETAILS



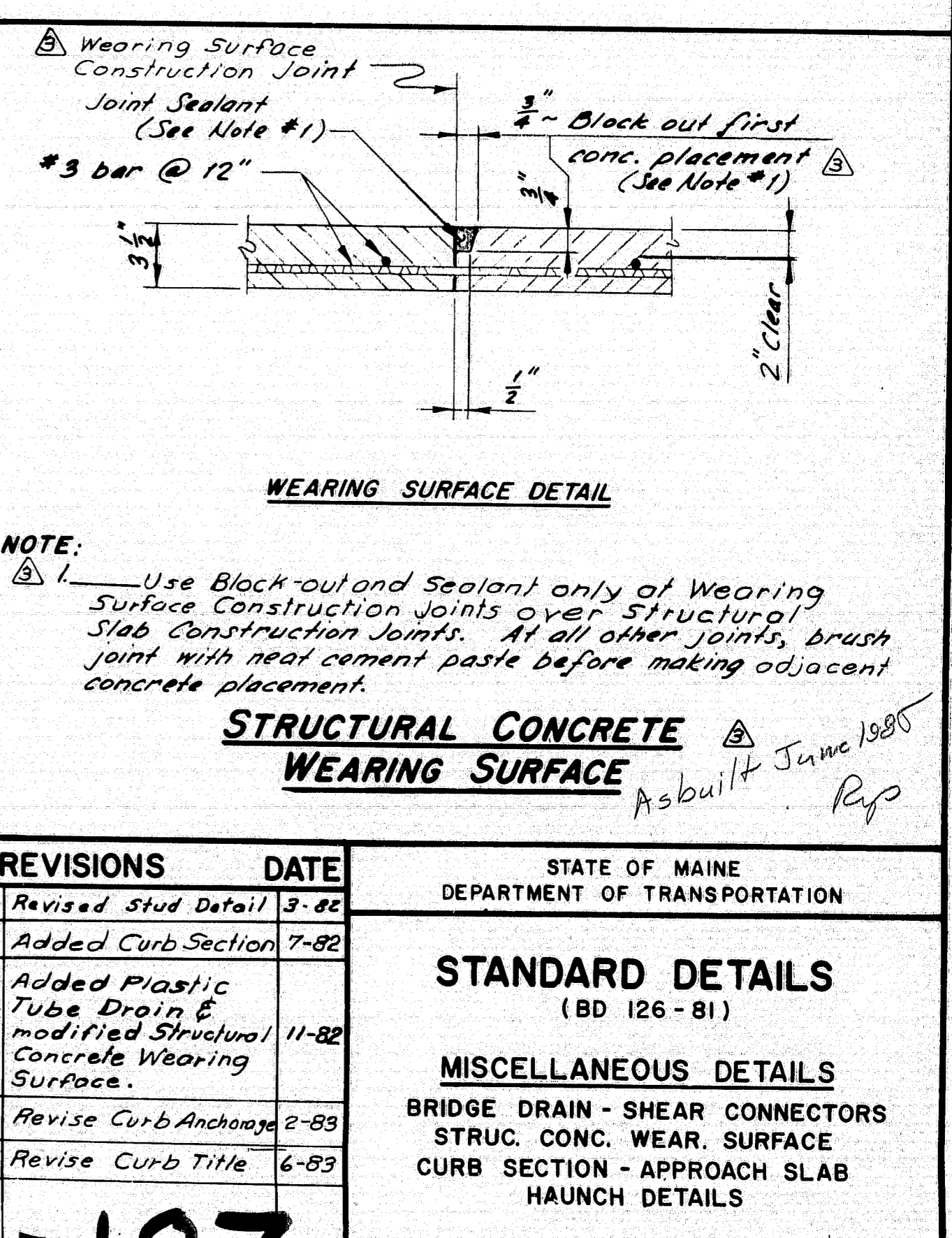
CURB SECTION TYPE IA
(STRUCTURAL CONCRETE WEARING SURFACE)



CURB SECTION TYPE IB
(BITUMINOUS WEARING SURFACE)



APPROACH SLAB



WEARING SURFACE DETAIL

REVISIONS	DATE
Revised Stud Detail	3-82
Added Curb Section	7-82
Added Plastic Tube Drain & modified Structural Concrete Wearing Surface	11-82
Revise Curb Anchorage	2-83
Revise Curb Title	6-83

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 126-81)

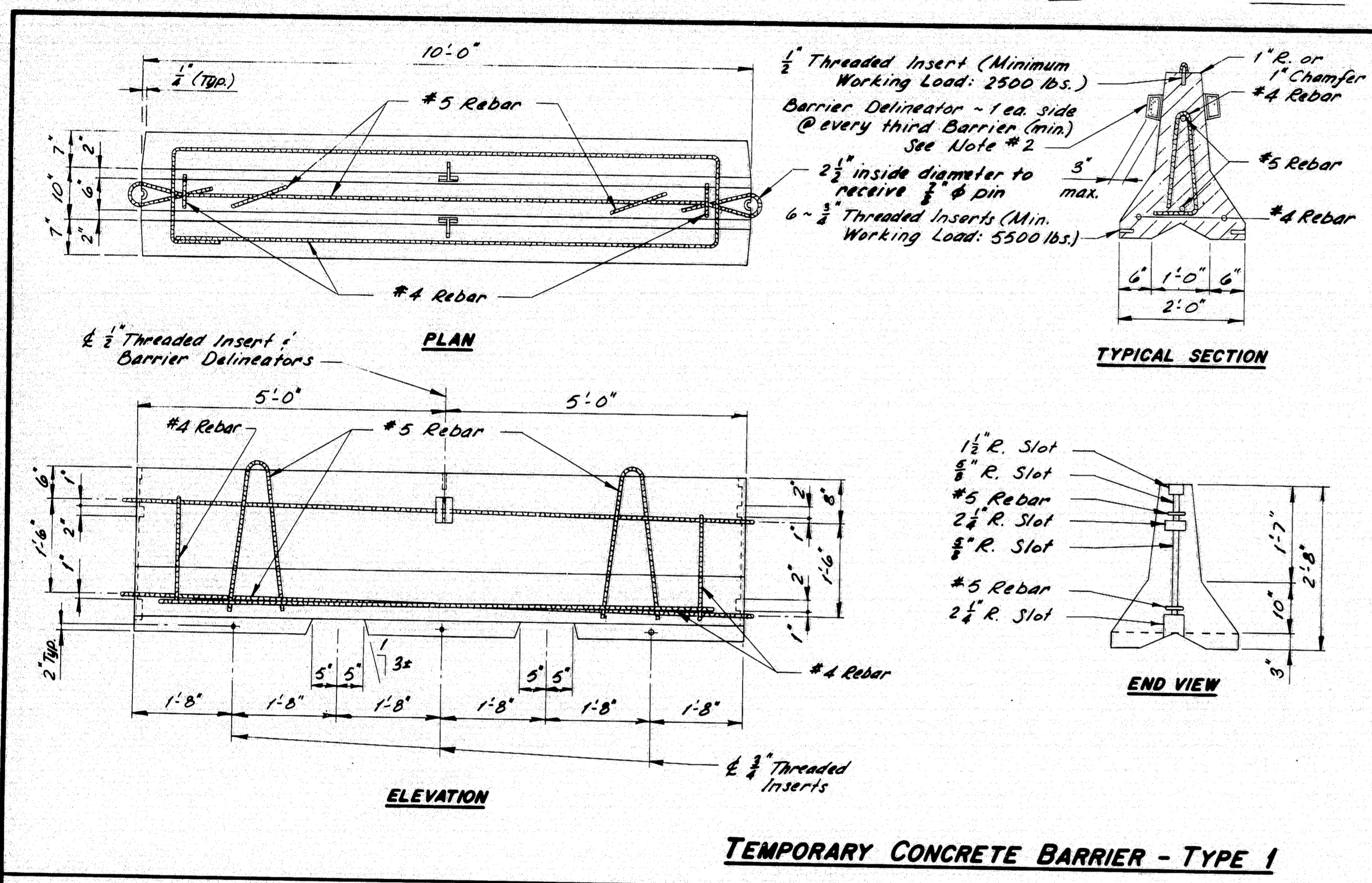
MISCELLANEOUS DETAILS
BRIDGE DRAIN - SHEAR CONNECTORS
STRUC. CONC. WEAR. SURFACE
CURB SECTION - APPROACH SLAB
HAUNCH DETAILS

R94-187

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	12/20/80 (267/37)
CHECKED	
FIELD CHANGES	
PLANS	

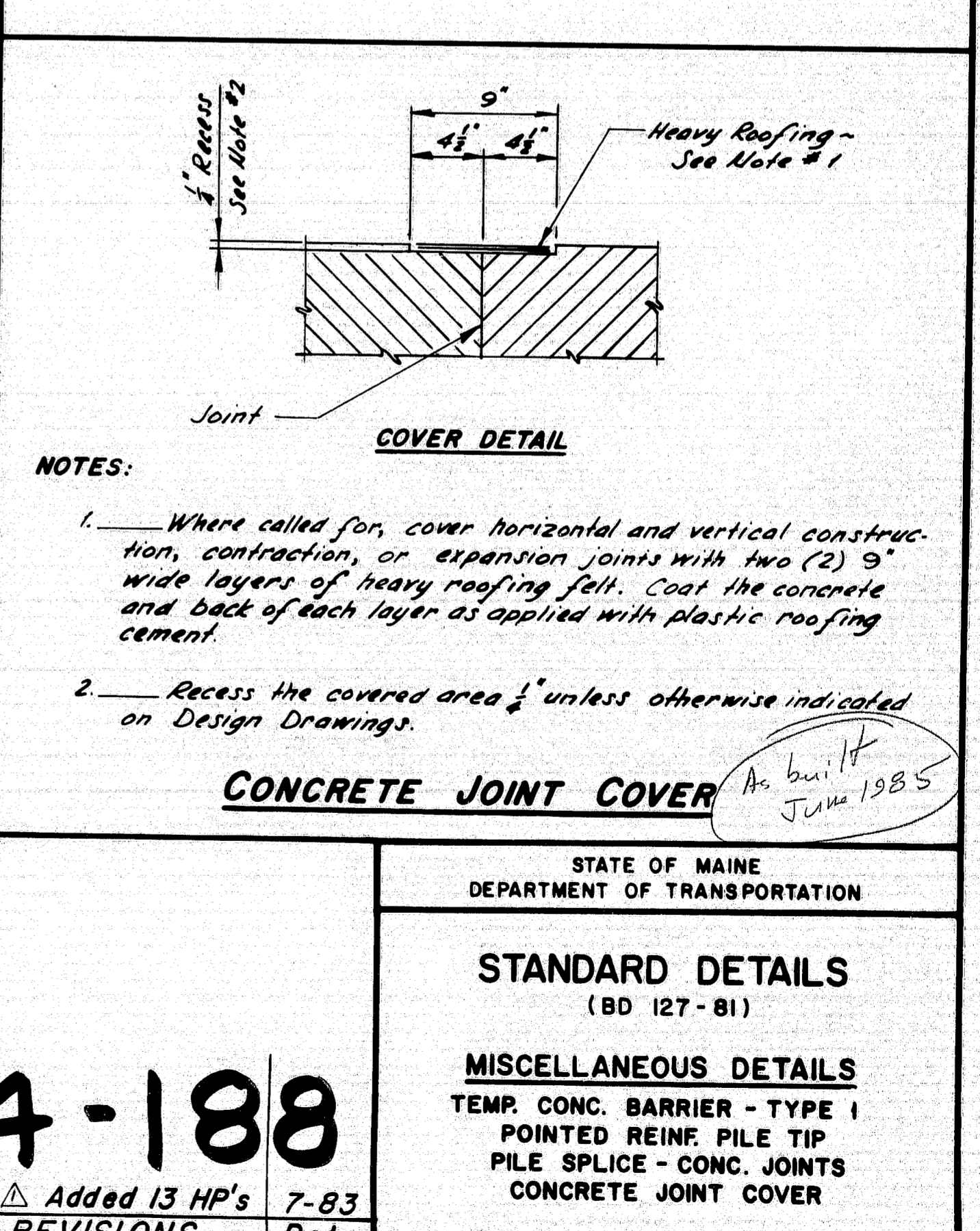
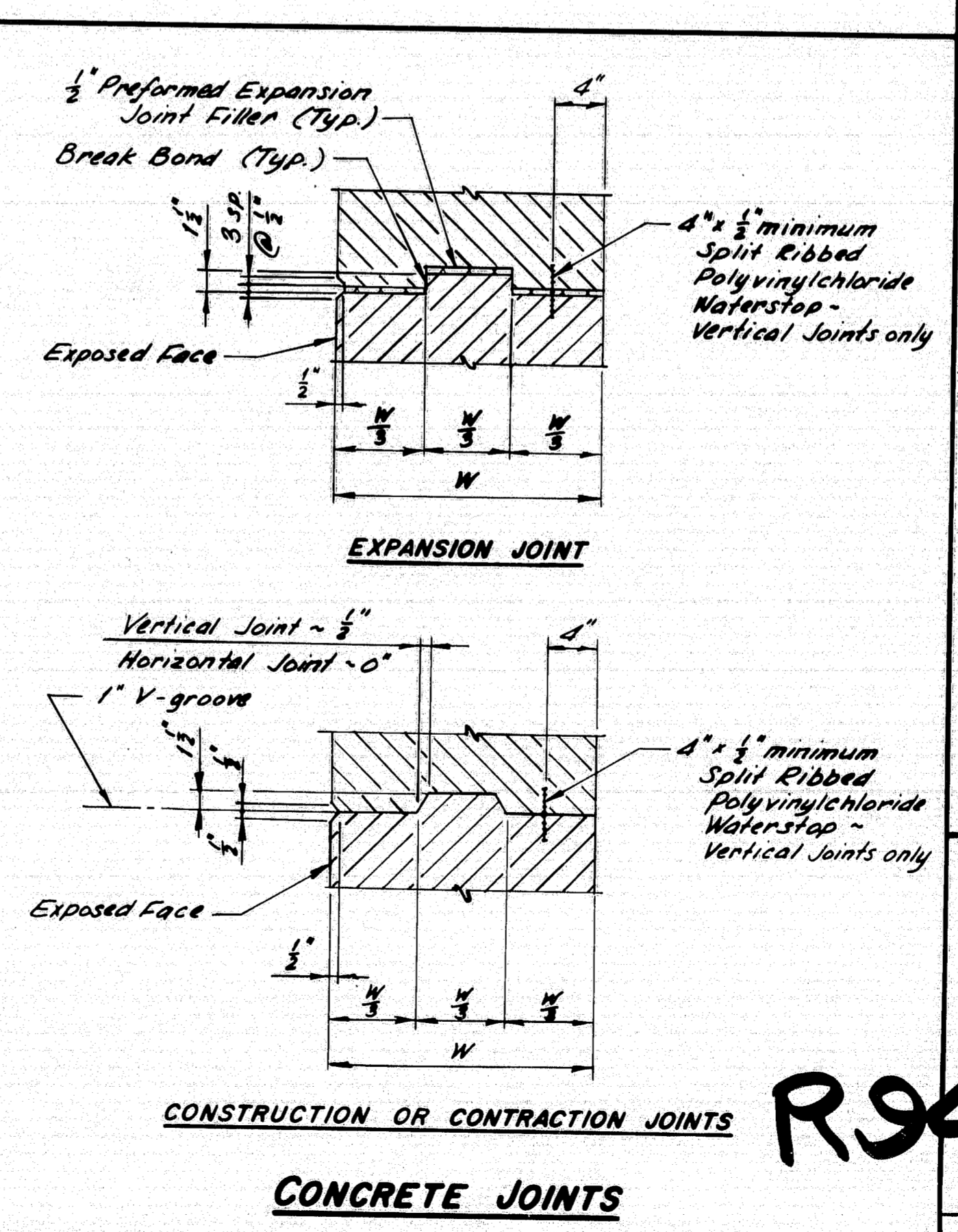
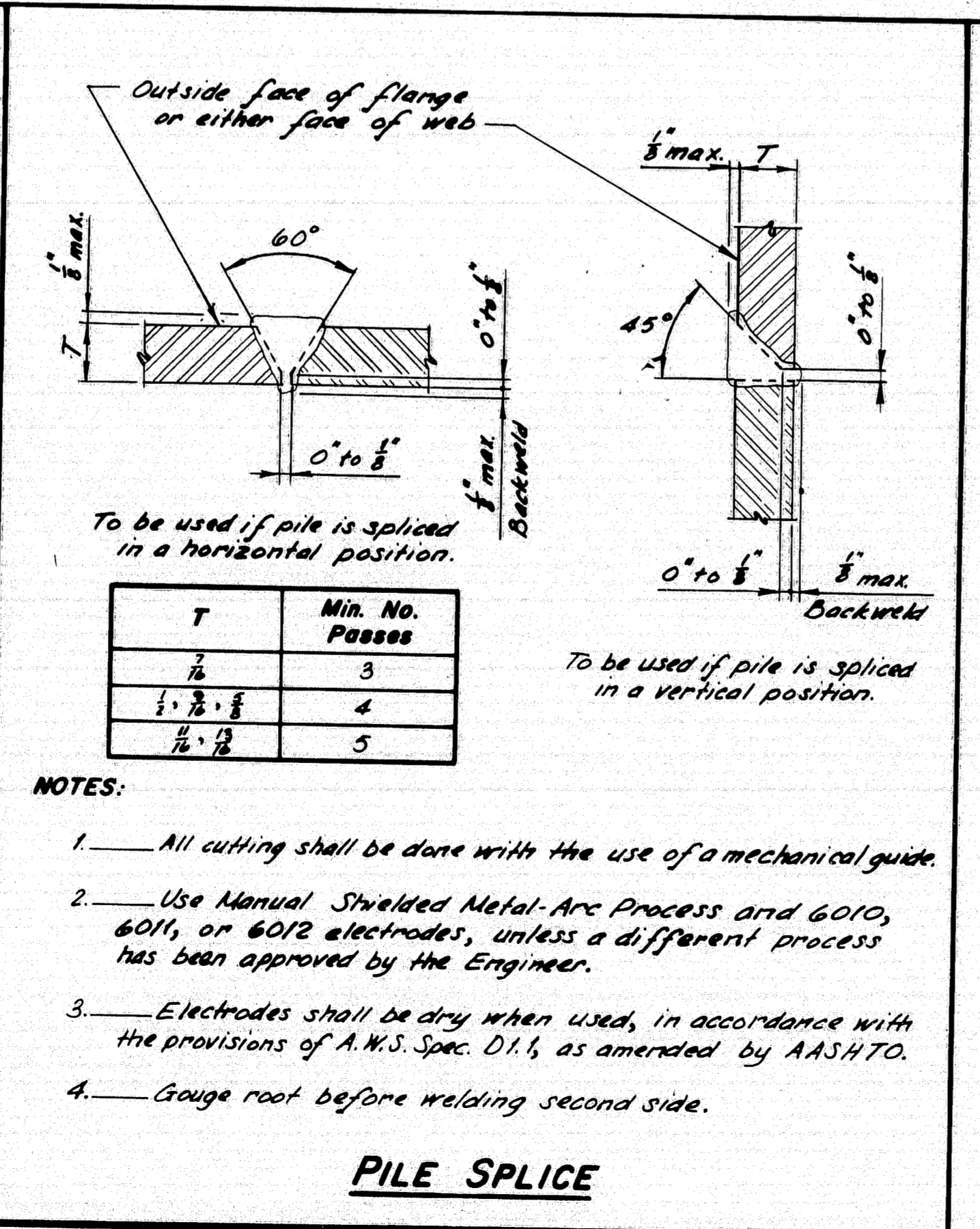
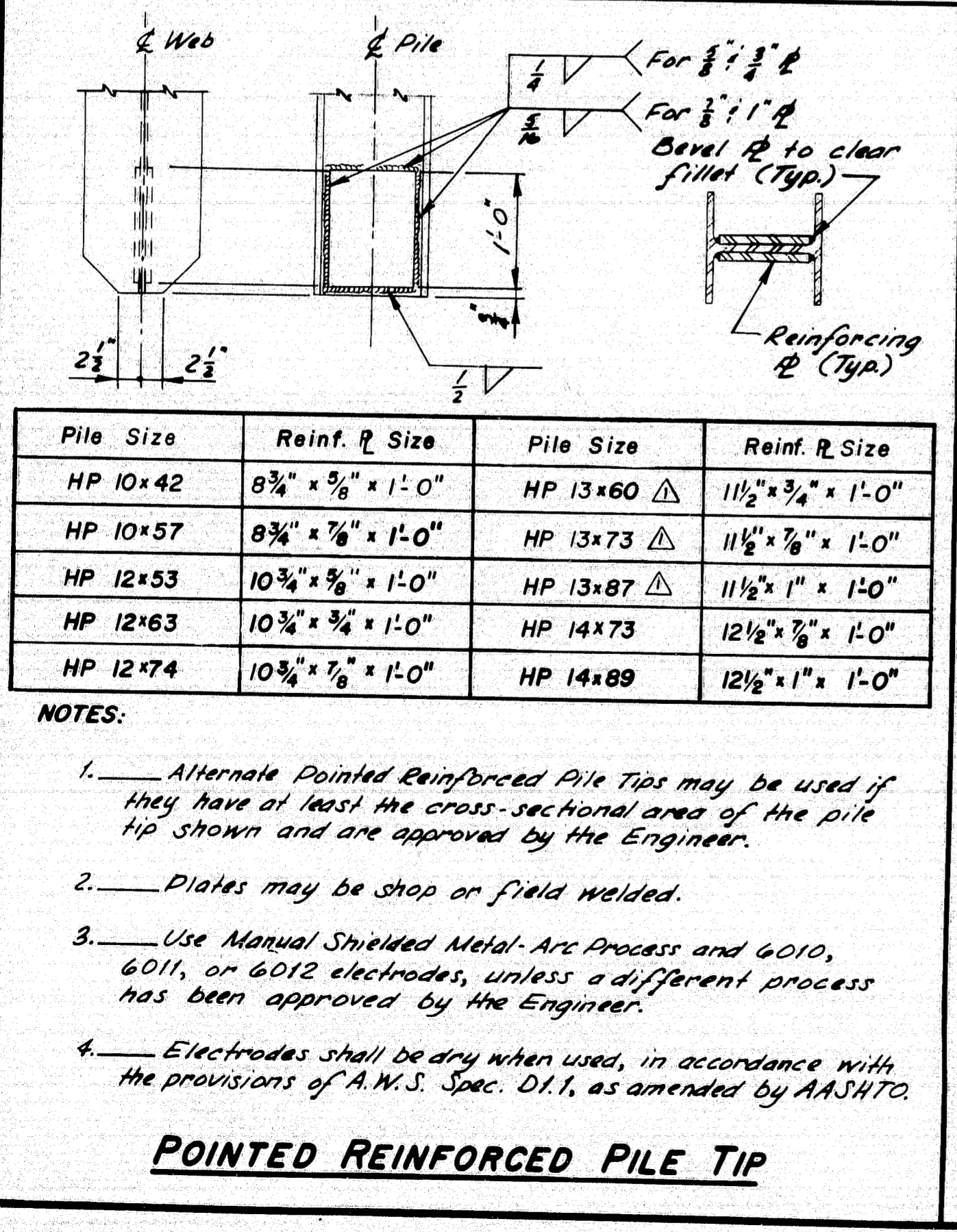
BRUNING 44-132-65710

F.R.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(48)64	38	41



NOTES:

- The reinforcing steel, end connections, lifting arrangement, and sizes and locations of hold-down inserts are advisory only. It shall be the Contractor's responsibility to provide adequate reinforcing, and connections, lifting points, and hold-down arrangements.
- Barrier Delineators shall be bi-directional with a minimum effective reflex area of 8.0 square inches as approved by the Engineer. The Reflector shall preferably be of Methyl Methacrylate, and the Housing of Acrylonitrile Butadiene Styrene.



PROJECT ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
 (BD 127-81)

MISCELLANEOUS DETAILS
 TEMP. CONC. BARRIER - TYPE 1
 POINTED REINF. PILE TIP
 PILE SPLICE - CONC. JOINTS
 CONCRETE JOINT COVER

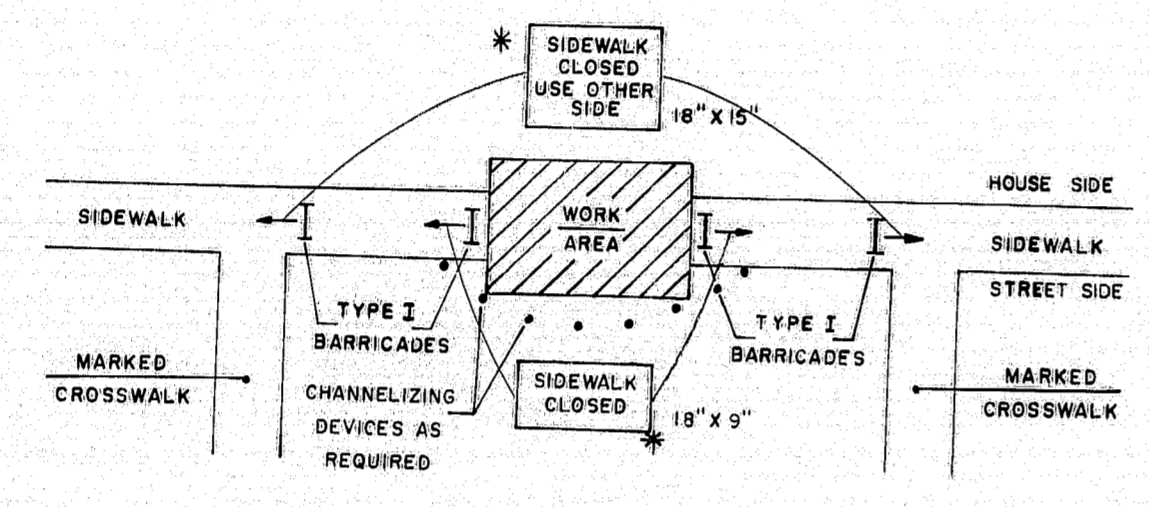
R94-188

Added 13 HP's 7-83
 REVISIONS Date

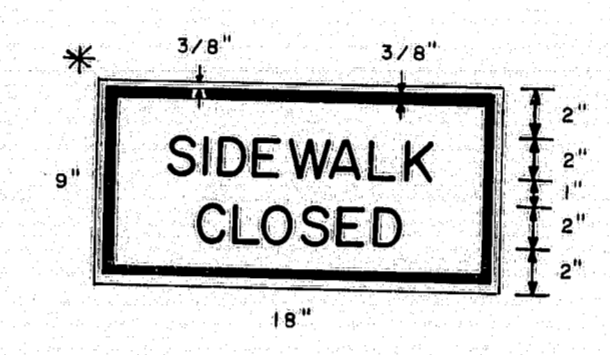
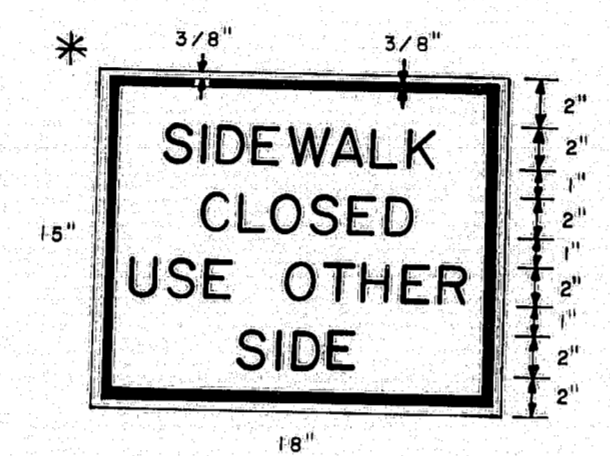
SHEET 38 OF 41 AUGUSTA, MAINE JUNE 1981

F.R.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-4(48)	39	47

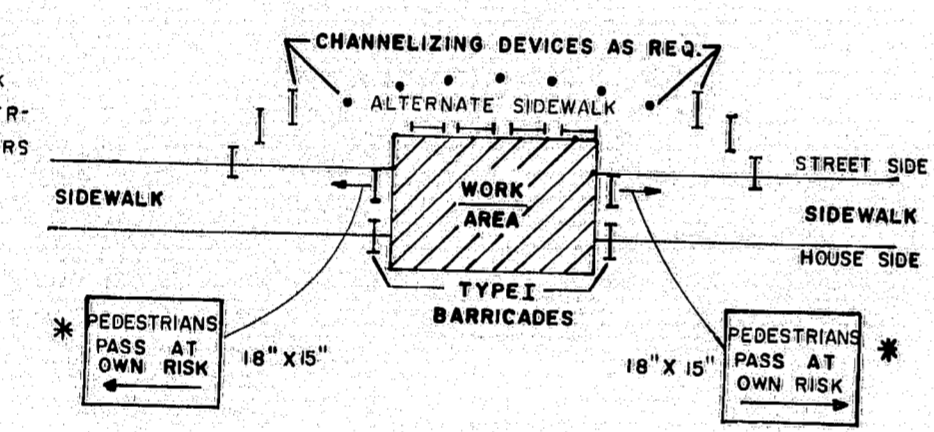
* NON-REFLECTORIZED WHITE BACKGROUND, BLACK TEXT AND BORDER-2" SERIES C UPPER CASE LETTERS



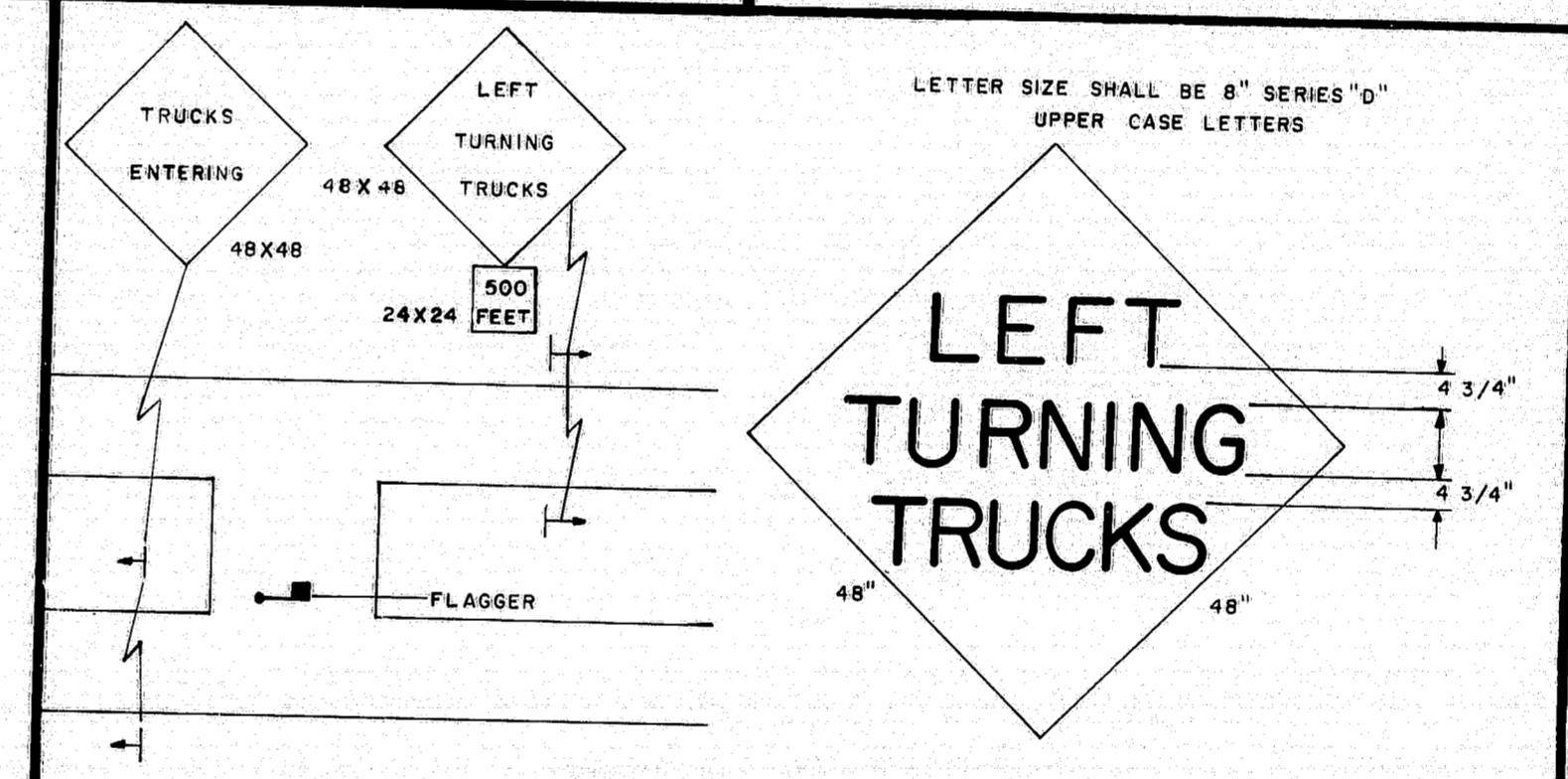
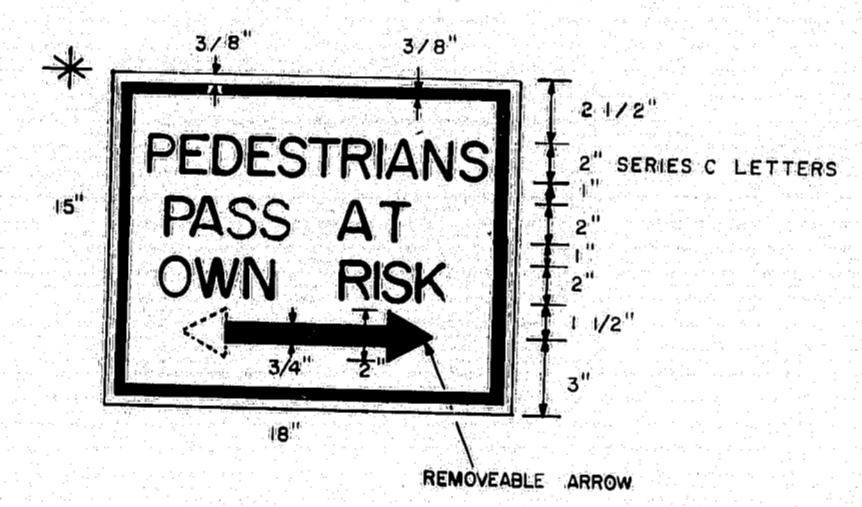
SIDEWALK CLOSURE WITHOUT ALTERNATE SIDEWALK



* NON-REFLECTORIZED WHITE BACKGROUND, BLACK TEXT AND BORDER-2" SERIES C UPPER CASE LETTERS



SIDEWALK CLOSURE WITH ALTERNATE SIDEWALK



MEDIAN CROSSOVER

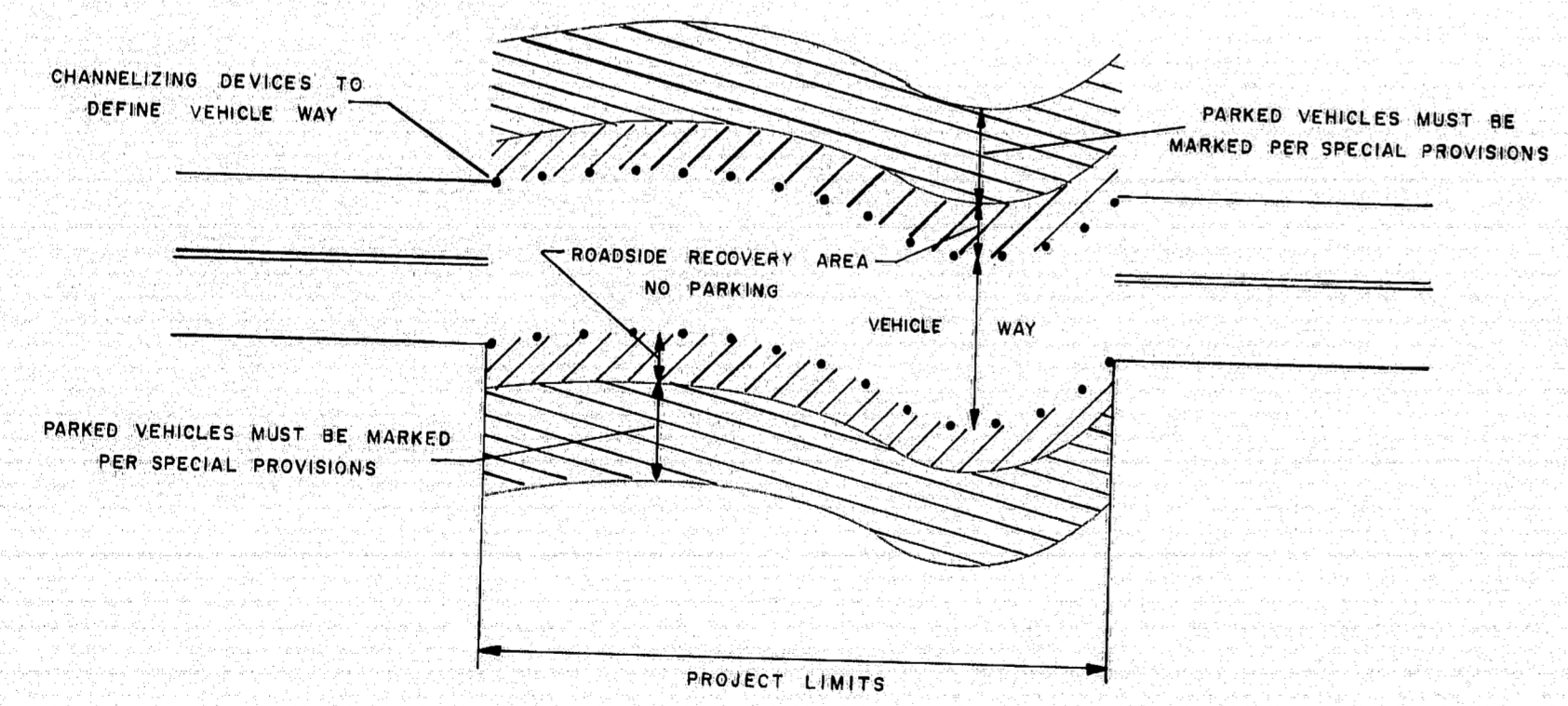
GENERAL NOTES

- Distances shown for sign placement are nominal, exact locations shall be determined by the Engineer.
- Grades on temporary roadways through the construction zone used by the public shall not exceed 10 percent.
- Advisory speed consistent with prevailing conditions shall be as determined by the Engineer.
- Use shaded signs when specified in the Special Provisions.
- The length of tapers shall be determined from the following formulae:
 If S is equal to or less than 40 MPH:
 $L = (W \times S \times S) / 60$
 If S is equal to or greater than 45 MPH:
 $L = WS$
 Where:
 L = taper length in feet
 S = operating speed in MPH
 W = width of roadway to be closed in feet
 Taper lengths shall be rounded to the nearest five feet.
 It may be required to extend lane closure tapers to provide a smooth transition where geometric alignment reduces sight distance.
- The maximum longitudinal spacing of channelizing devices shall conform to the following:
 (a) 50 feet through work areas
 (b) A distance in tapers equal to the numerical value of the operating speed, i.e., 45 MPH = 45 feet
 (c) In all areas not covered above maximum spacing shall be as follows:

Radius of curve	Spacing
50' to 300'	25'
300' to 700'	30'
700' to 1000'	35'
over 1000'	50'

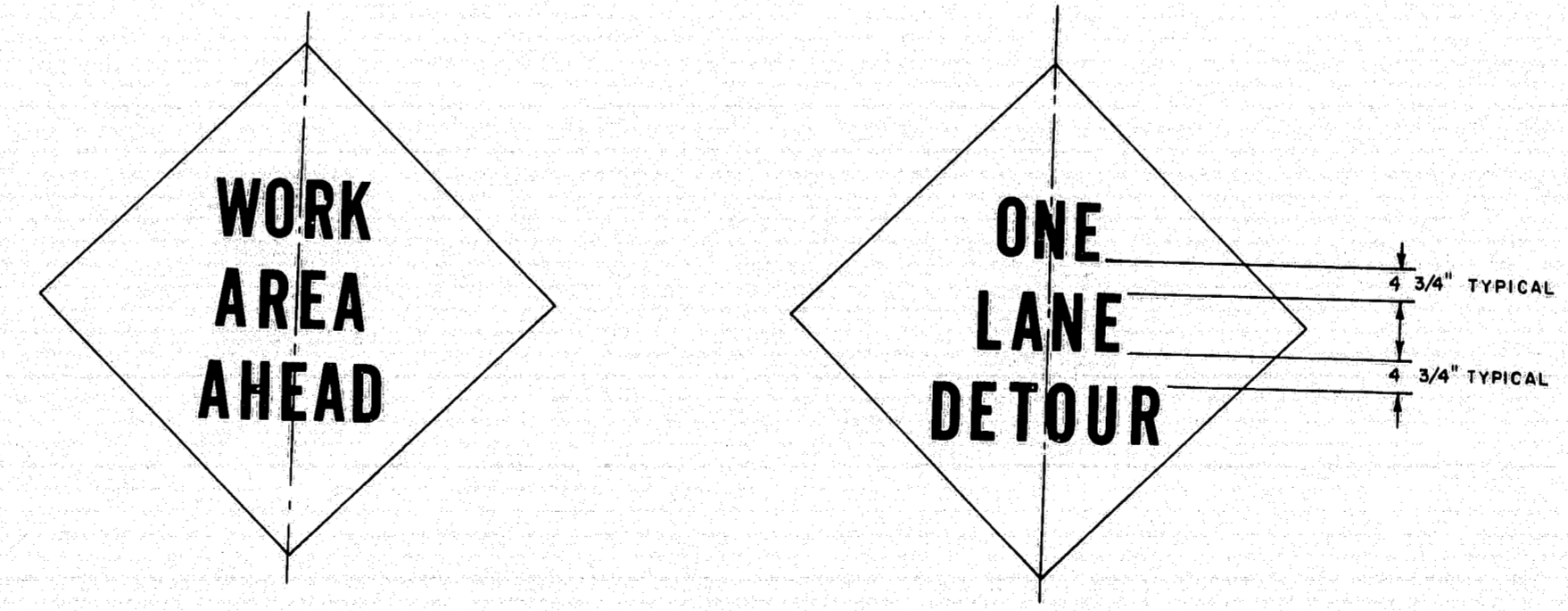
 The maximum transverse spacing in tapers shall be determined from the following formula:
 $D = (W \times S) / L$
 Where:
 D = transverse spacing in feet
 W = width of roadway to be closed in feet
 L = taper length in feet
 S = operating speed in MPH
- BORDER DIMENSIONS AND LEGEND DESIGN SHALL CONFORM TO THE STANDARD HIGHWAY SIGNS BOOKLET.

ALL DIMENSIONS AND OTHER REQUIREMENTS AS SPECIFIED IN THE SPECIAL PROVISIONS



ROADSIDE RECOVERY AREA

CONSTRUCTION WARNING SIGN DETAIL



- Letter size shall be 8" Series 'D'.
- Border dimensions and legend design shall conform to "Standard Highway Signs".

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

NO.	DATE	REVISIONS
3-4-80		GENERAL NOTES
4/3/80	PF	A,B,C,G,N

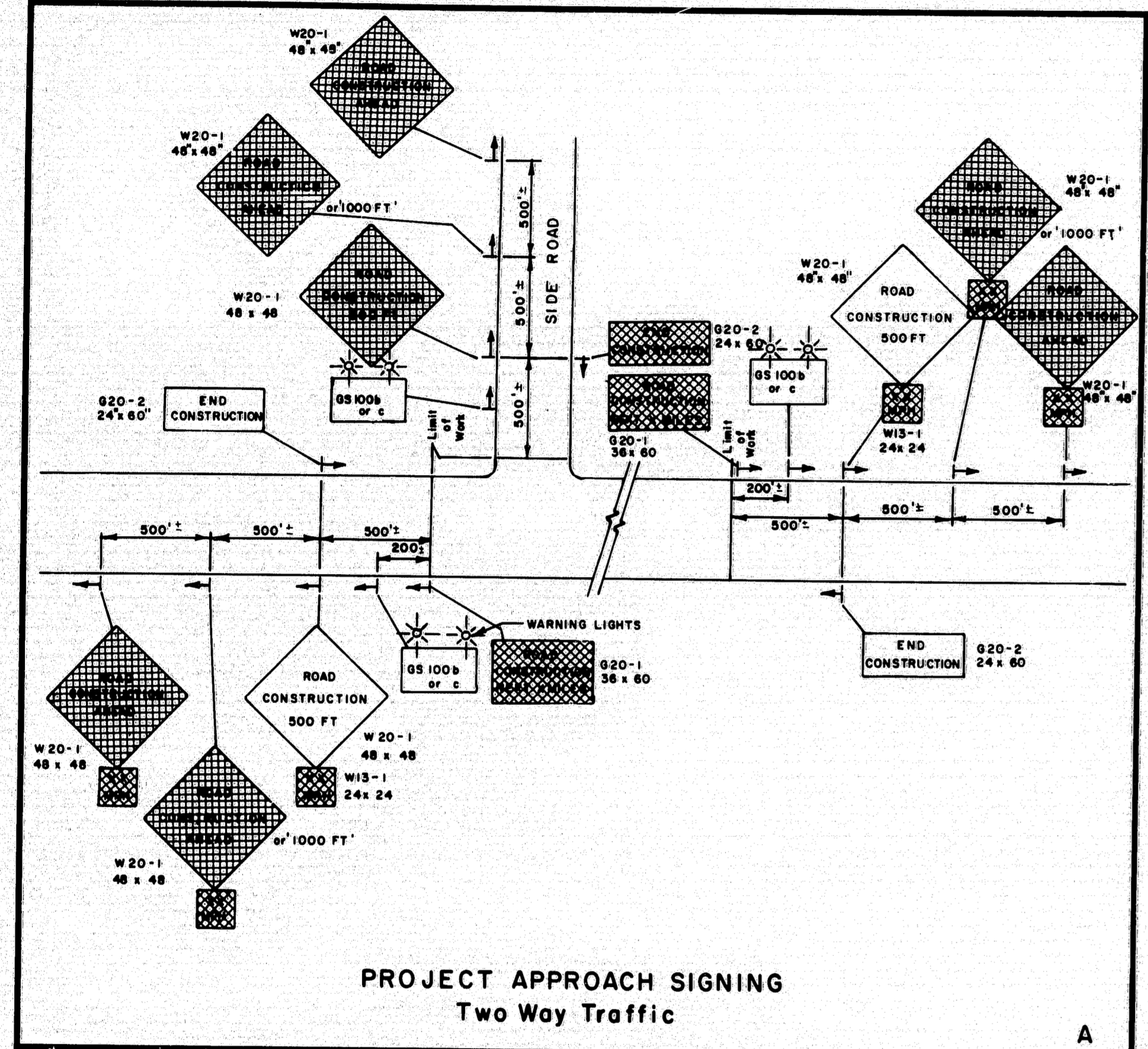
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC IN CONSTRUCTION ZONES

SHEET 1 OF 3 AUGUSTA, MAINE

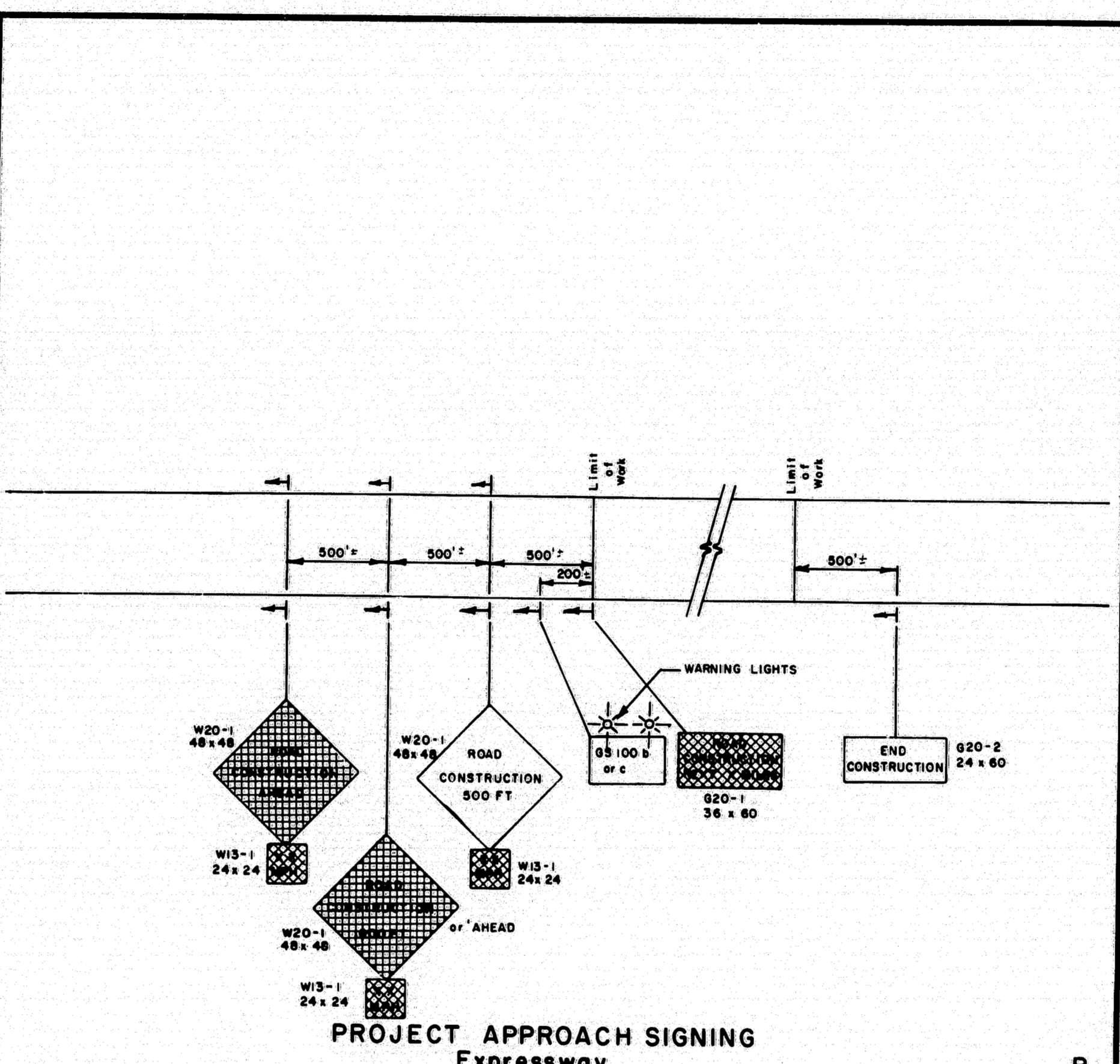
R94-189

F.R.E.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-4(48)	40	41



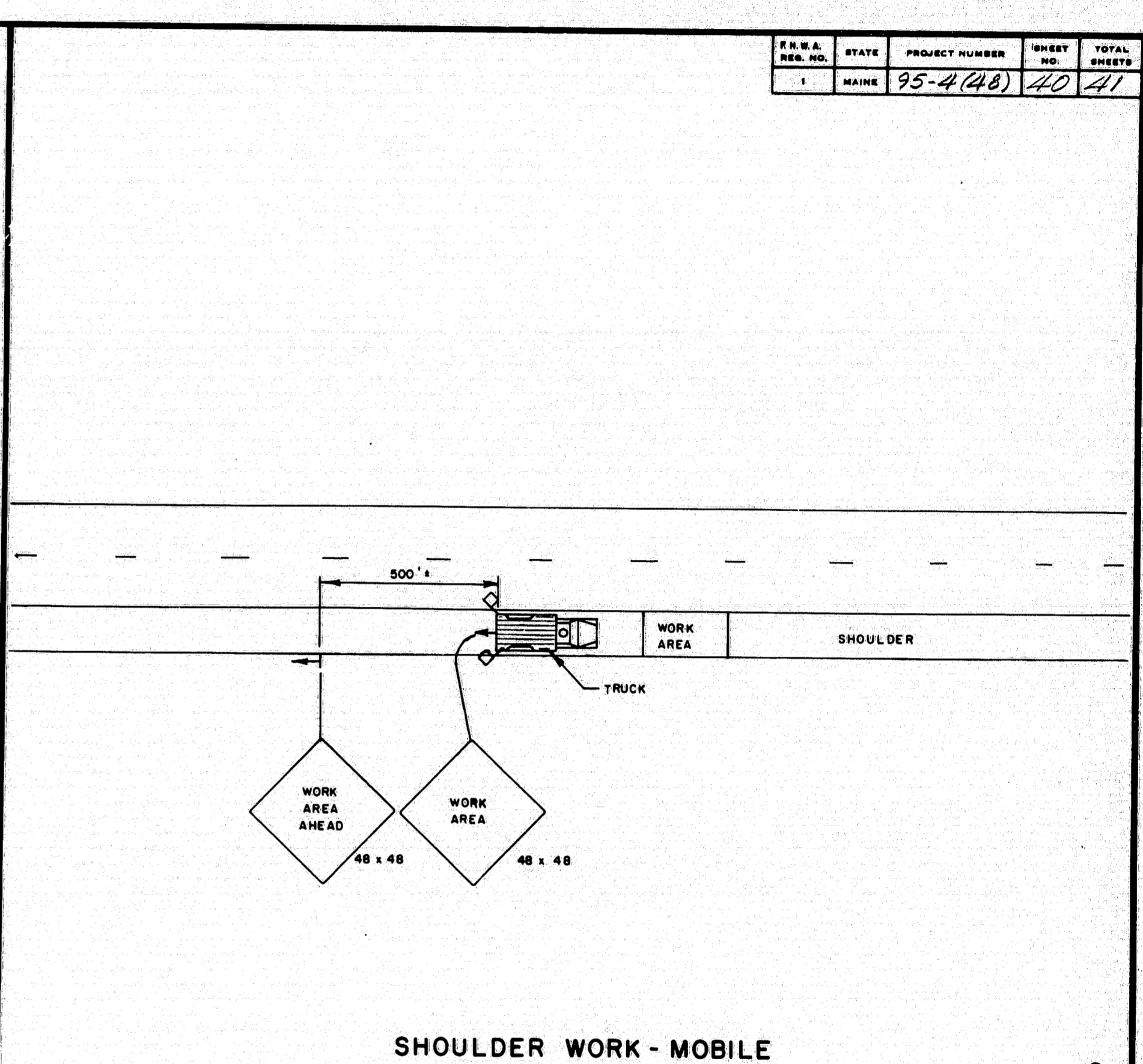
PROJECT APPROACH SIGNING
Two Way Traffic

A



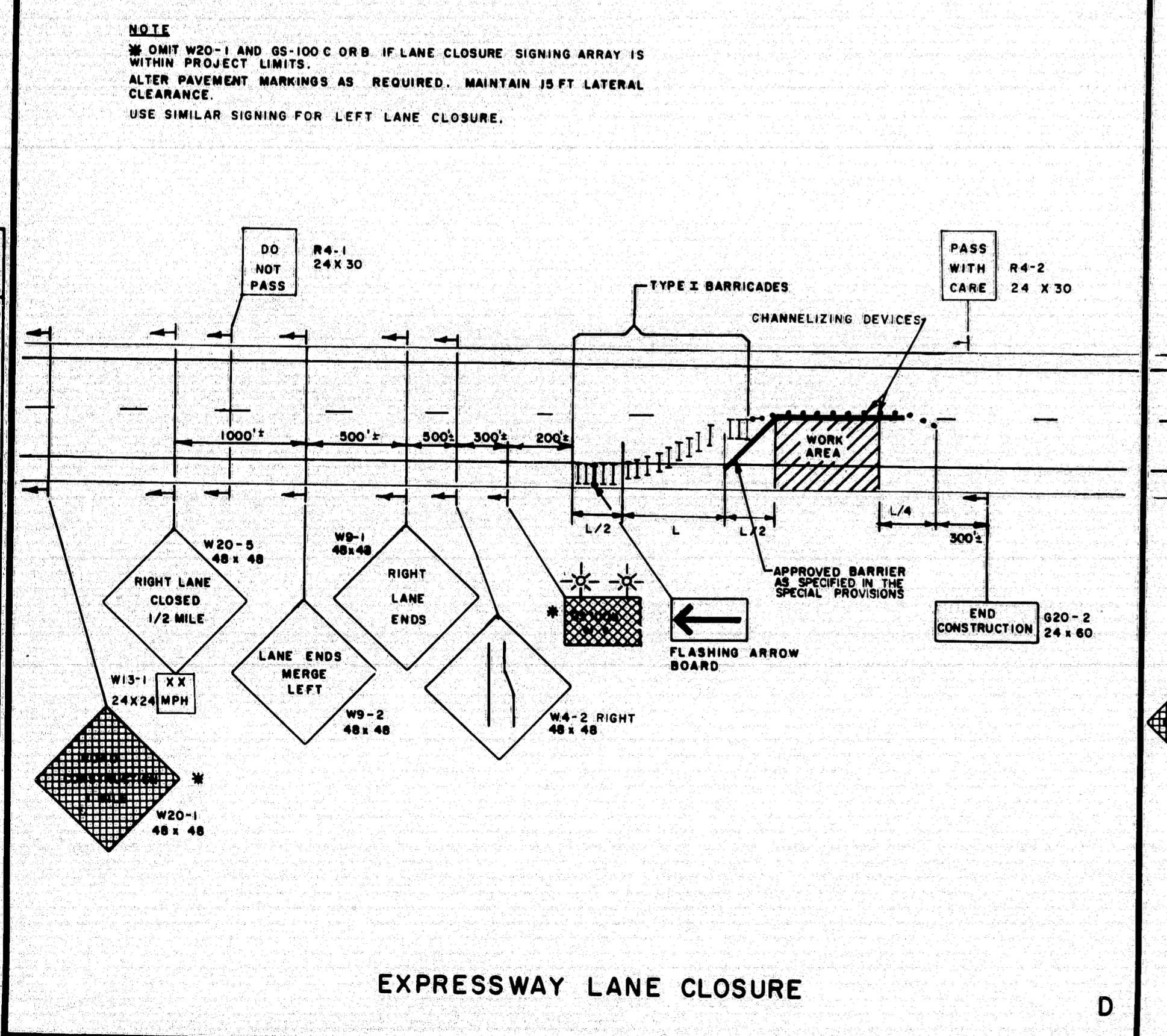
PROJECT APPROACH SIGNING
Expressway

B



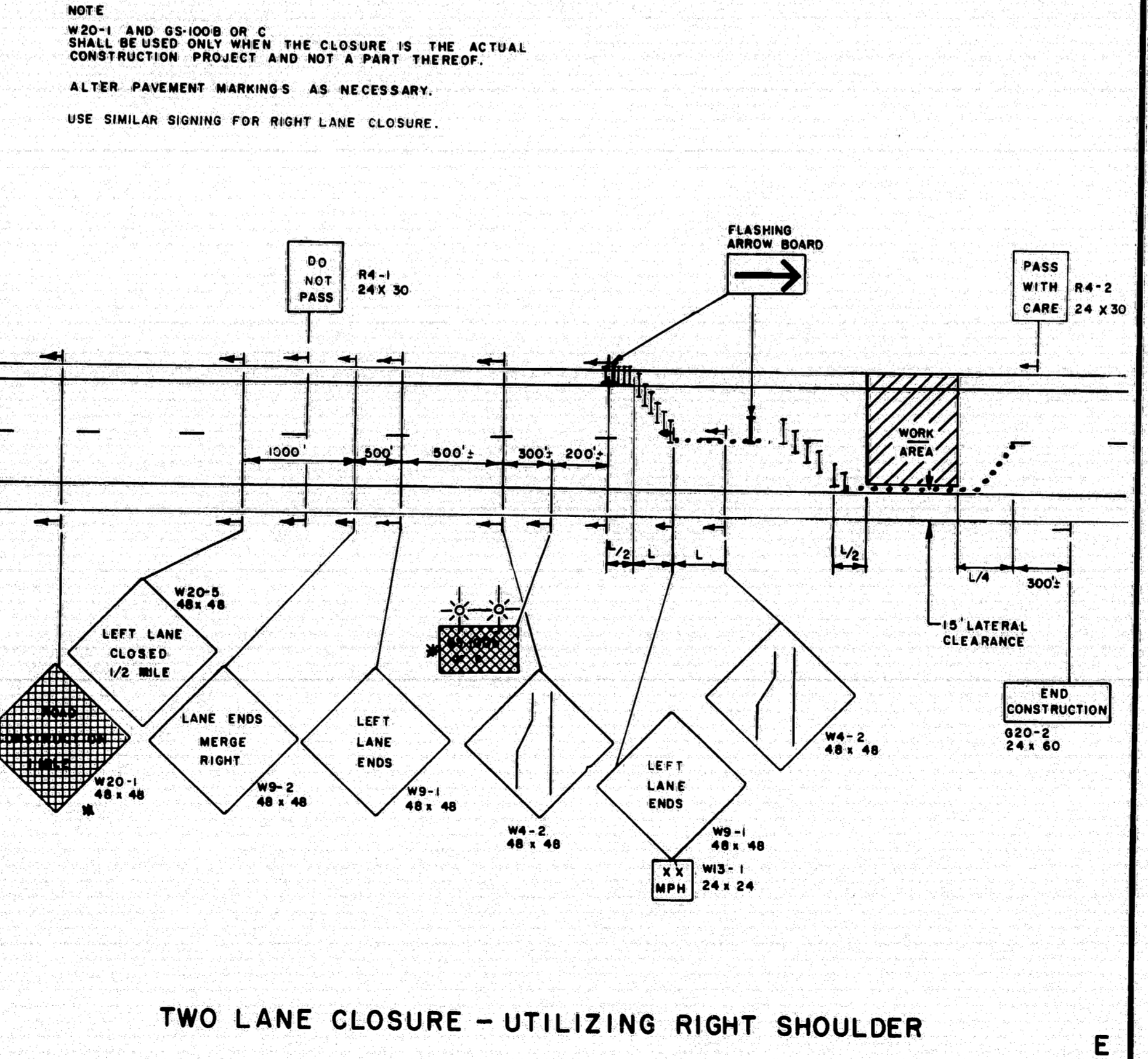
SHOULDER WORK - MOBILE

C



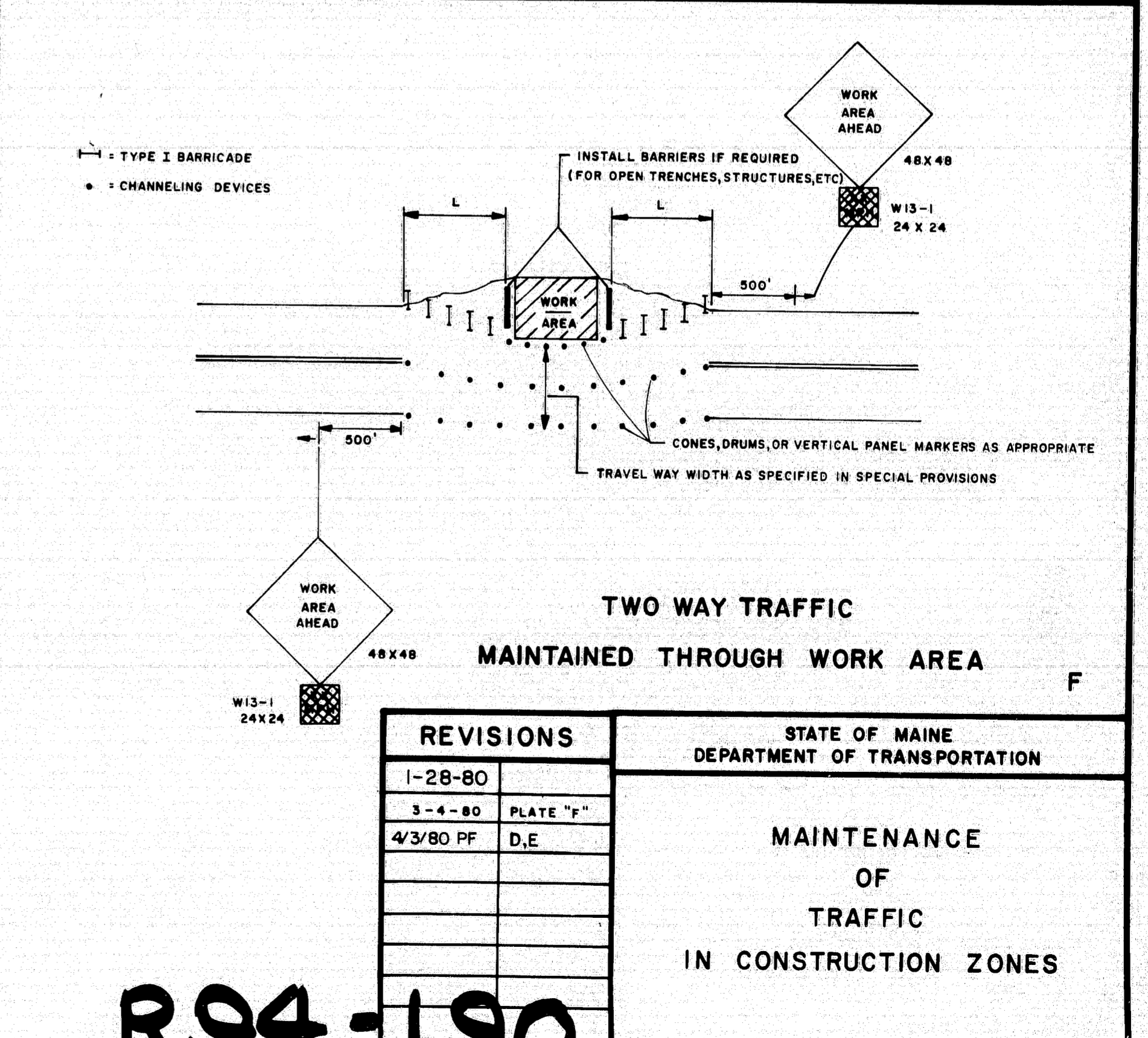
EXPRESSWAY LANE CLOSURE

D



TWO LANE CLOSURE - UTILIZING RIGHT SHOULDER

E



TWO WAY TRAFFIC
MAINTAINED THROUGH WORK AREA

F

NOTE
OMIT W20-1 AND GS-100C OR B IF LANE CLOSURE SIGNING ARRAY IS WITHIN PROJECT LIMITS.
ALTER PAVEMENT MARKINGS AS REQUIRED. MAINTAIN 15 FT LATERAL CLEARANCE.
USE SIMILAR SIGNING FOR LEFT LANE CLOSURE.

NOTE
W20-1 AND GS-100B OR C SHALL BE USED ONLY WHEN THE CLOSURE IS THE ACTUAL CONSTRUCTION PROJECT AND NOT A PART THEREOF.
ALTER PAVEMENT MARKINGS AS NECESSARY.
USE SIMILAR SIGNING FOR RIGHT LANE CLOSURE.

TYPE I BARRICADE
CHANNELIZING DEVICES
INSTALL BARRIERS IF REQUIRED (FOR OPEN TRENCHES, STRUCTURES, ETC.)
CONES, DRUMS, OR VERTICAL PANEL MARKERS AS APPROPRIATE
TRAVEL WAY WIDTH AS SPECIFIED IN SPECIAL PROVISIONS

DESIGNED	DATE
CHECKED	
REVISIONS	
FIELD CHANGES	

REVISIONS

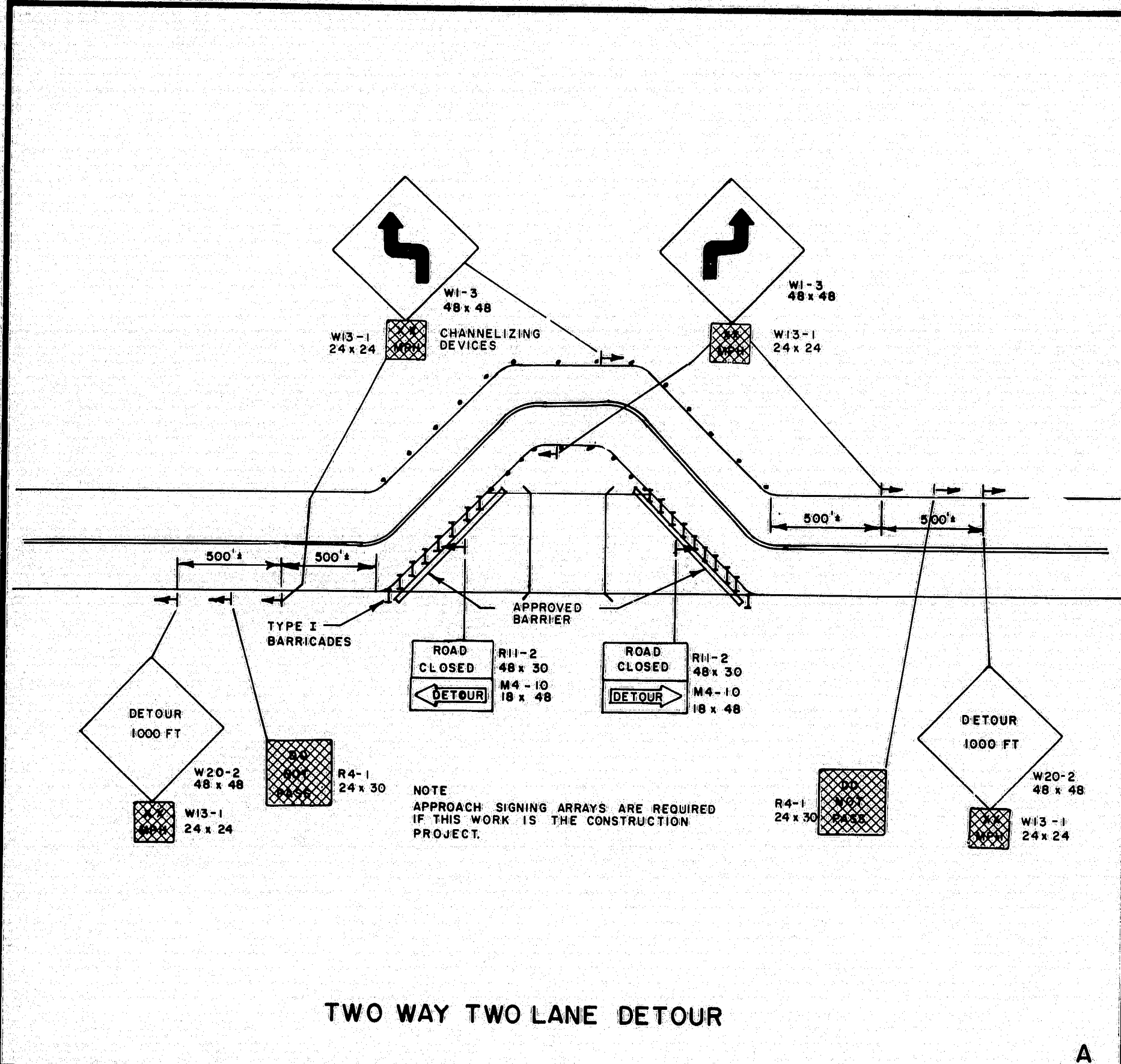
1-28-80	
3-4-80	PLATE "F"
4/3/80	PF, D, E

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAINTENANCE
OF
TRAFFIC
IN CONSTRUCTION ZONES

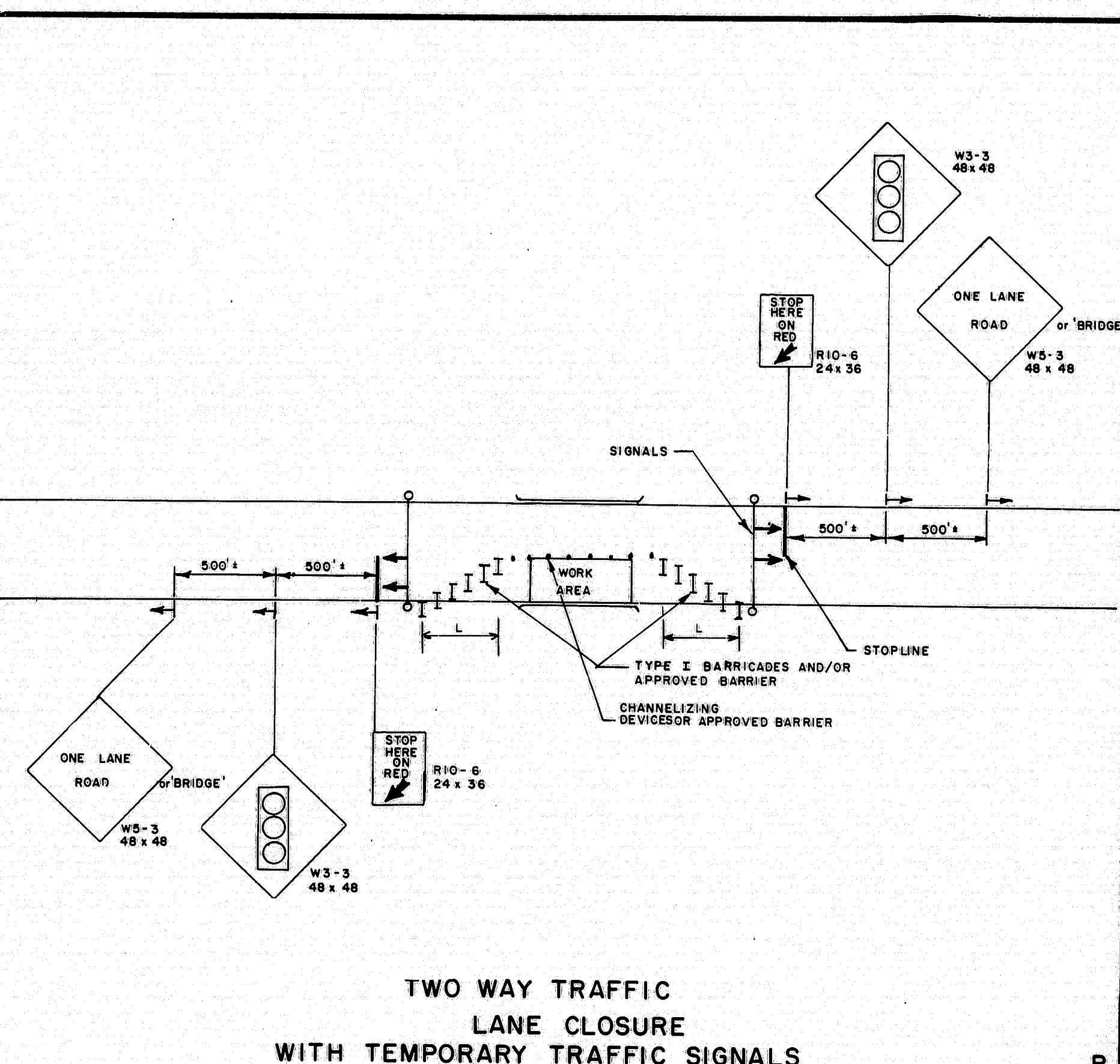
R94-190

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-4(48)	27	47



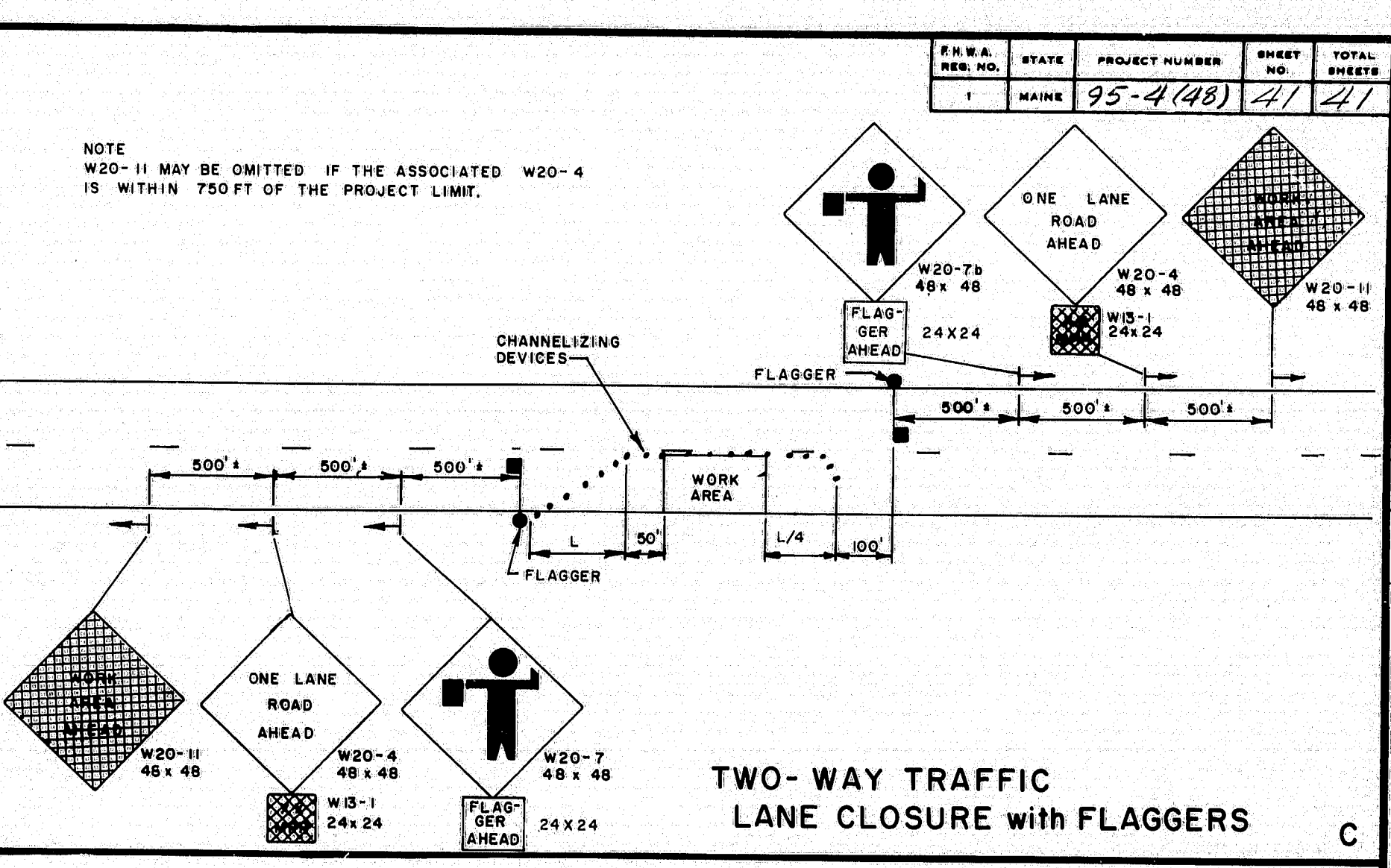
TWO WAY TWO LANE DETOUR

A



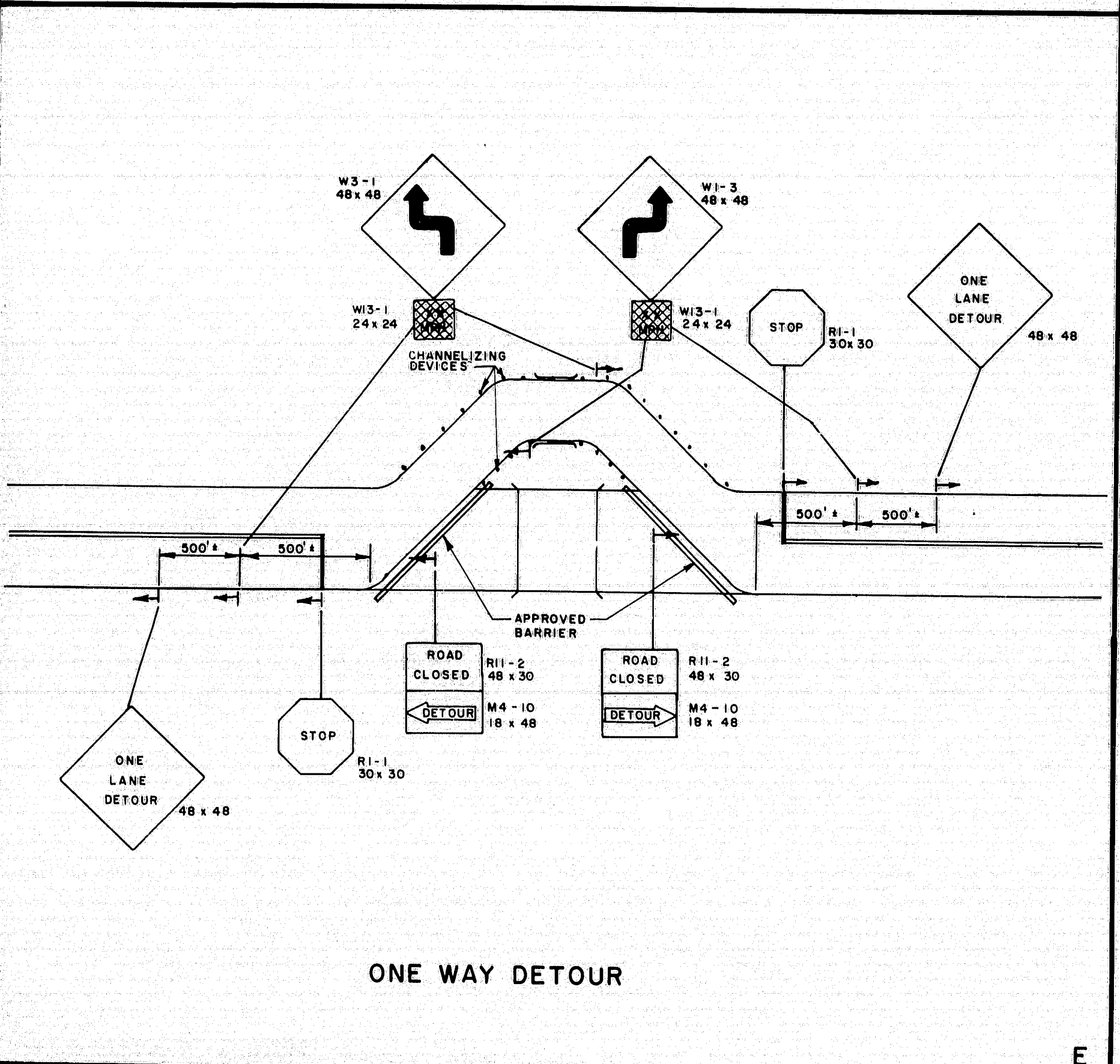
TWO WAY TRAFFIC LANE CLOSURE WITH TEMPORARY TRAFFIC SIGNALS

B



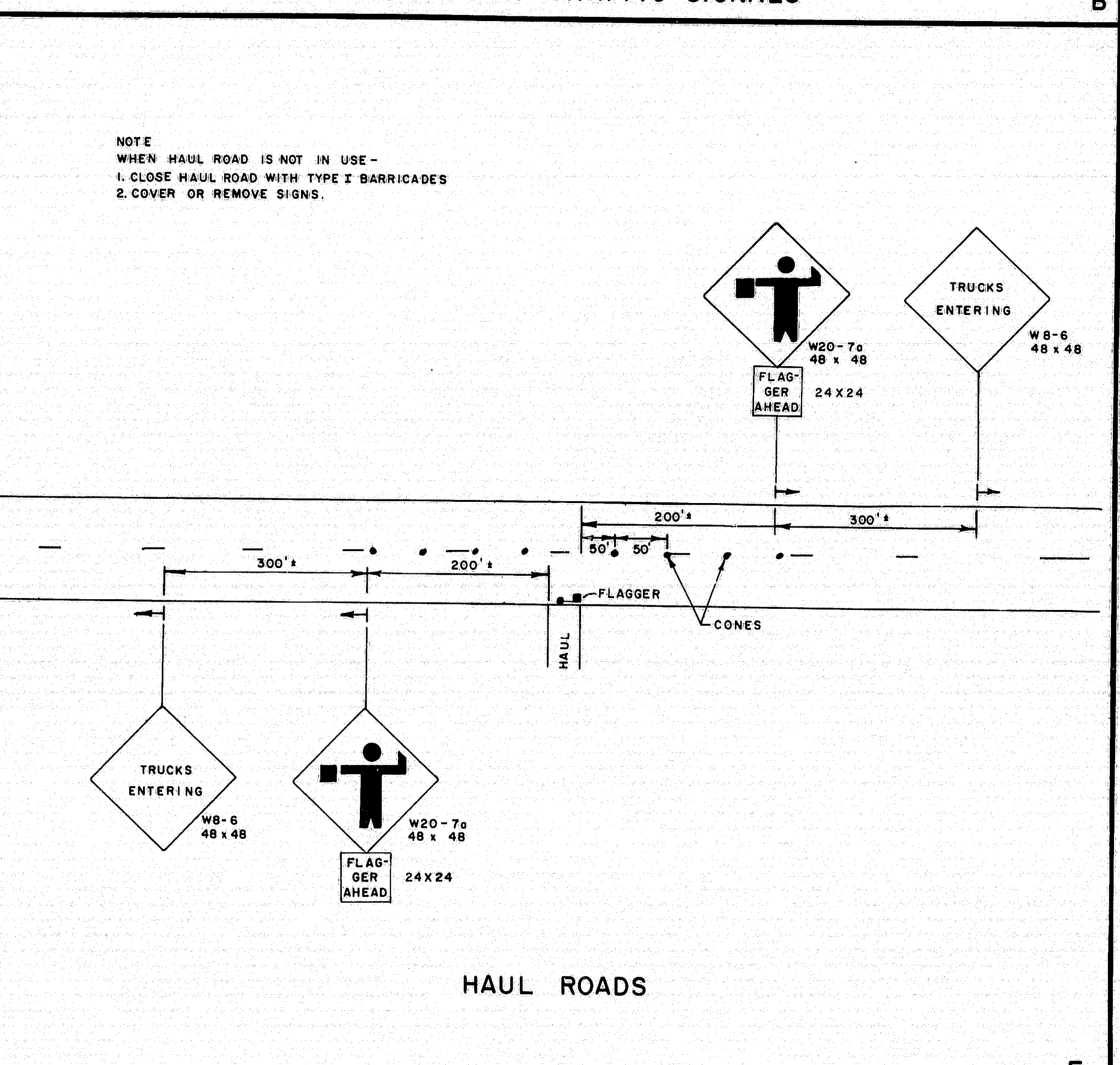
TWO-WAY TRAFFIC LANE CLOSURE with FLAGGERS

C



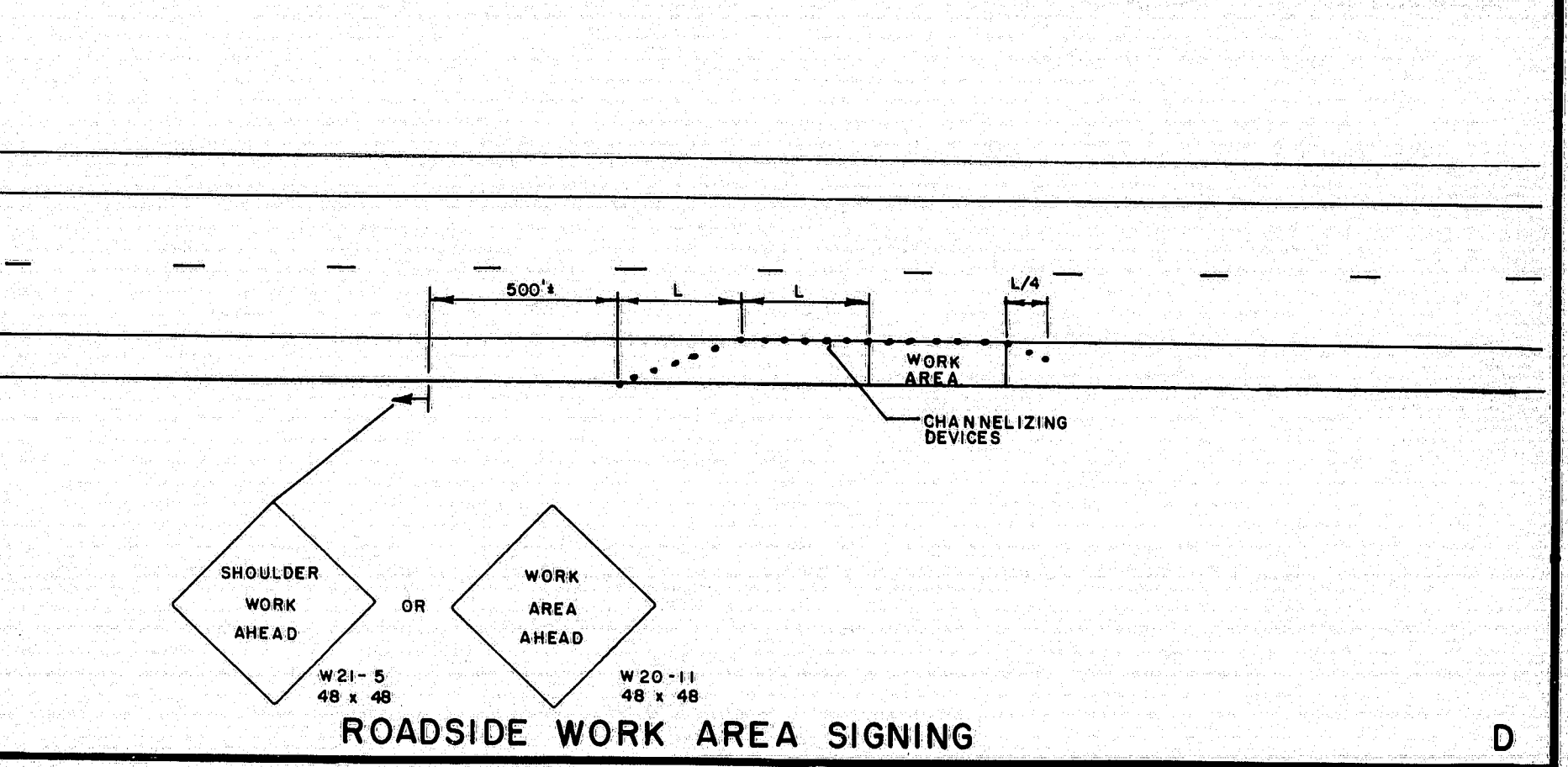
ONE WAY DETOUR

E



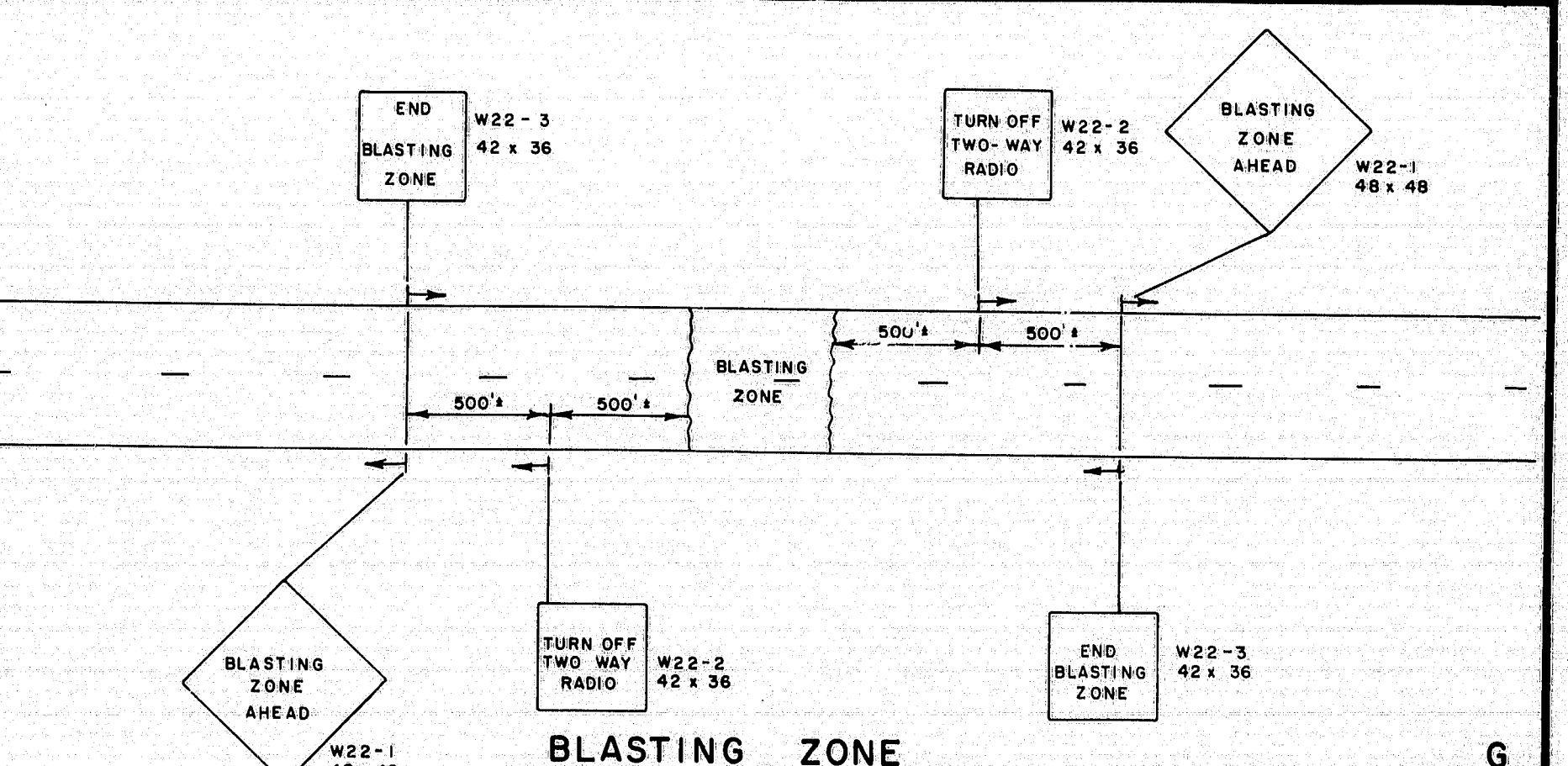
HAUL ROADS

F



ROADSIDE WORK AREA SIGNING

D



BLASTING ZONE

G

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

PLANS

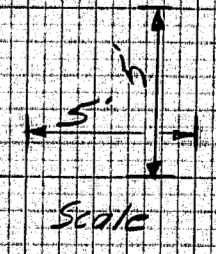
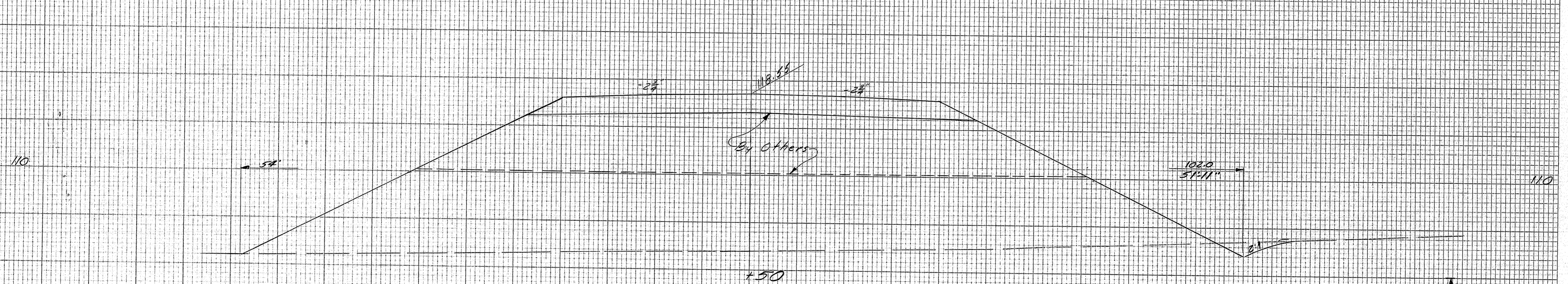
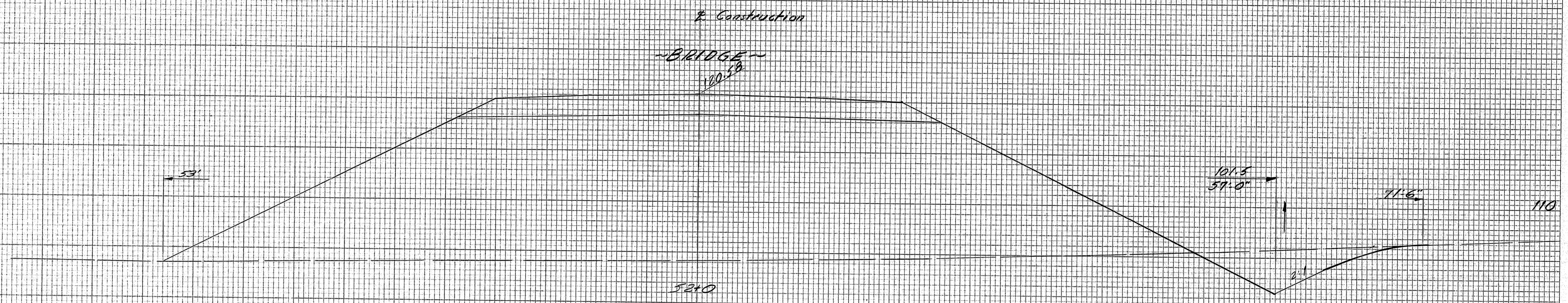
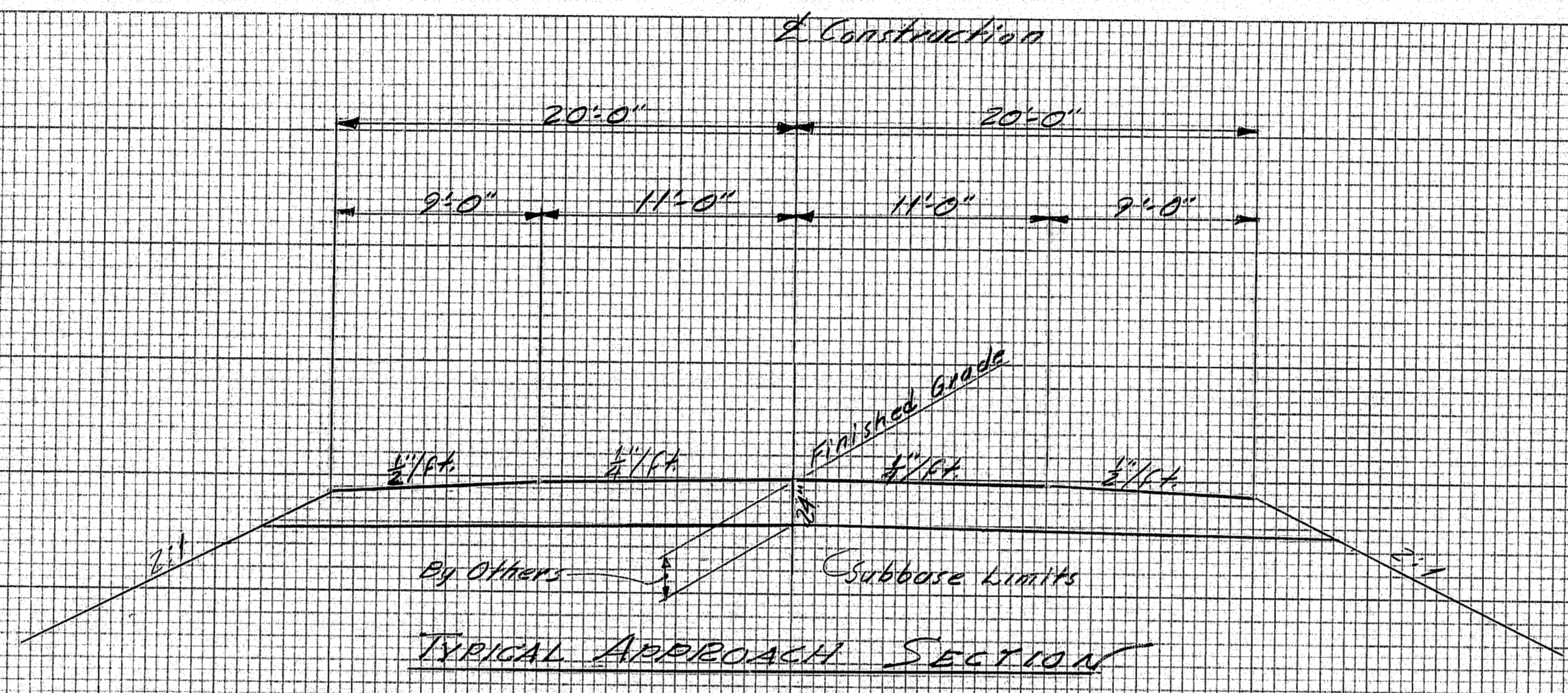
REVISIONS	
4/3/80 PF	B, C, D

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAINTENANCE
OF
TRAFFIC
IN CONSTRUCTION ZONES

R94-191

F.R.S.A. DIST. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		I-95-49064	1 of 3	



51+0 Zero Section
Construction

R94-192
As Built June 1985 JRS

COUNTY ROAD
FREEPORT
TYPICAL SECTION
STA 51+0 PAV 52+0
Sheet 1 of 3

FINAL SURVEY	DATE
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

Compliment of R.T.R. 6-25-84

ORIGINAL SURVEY	DATE
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

GR

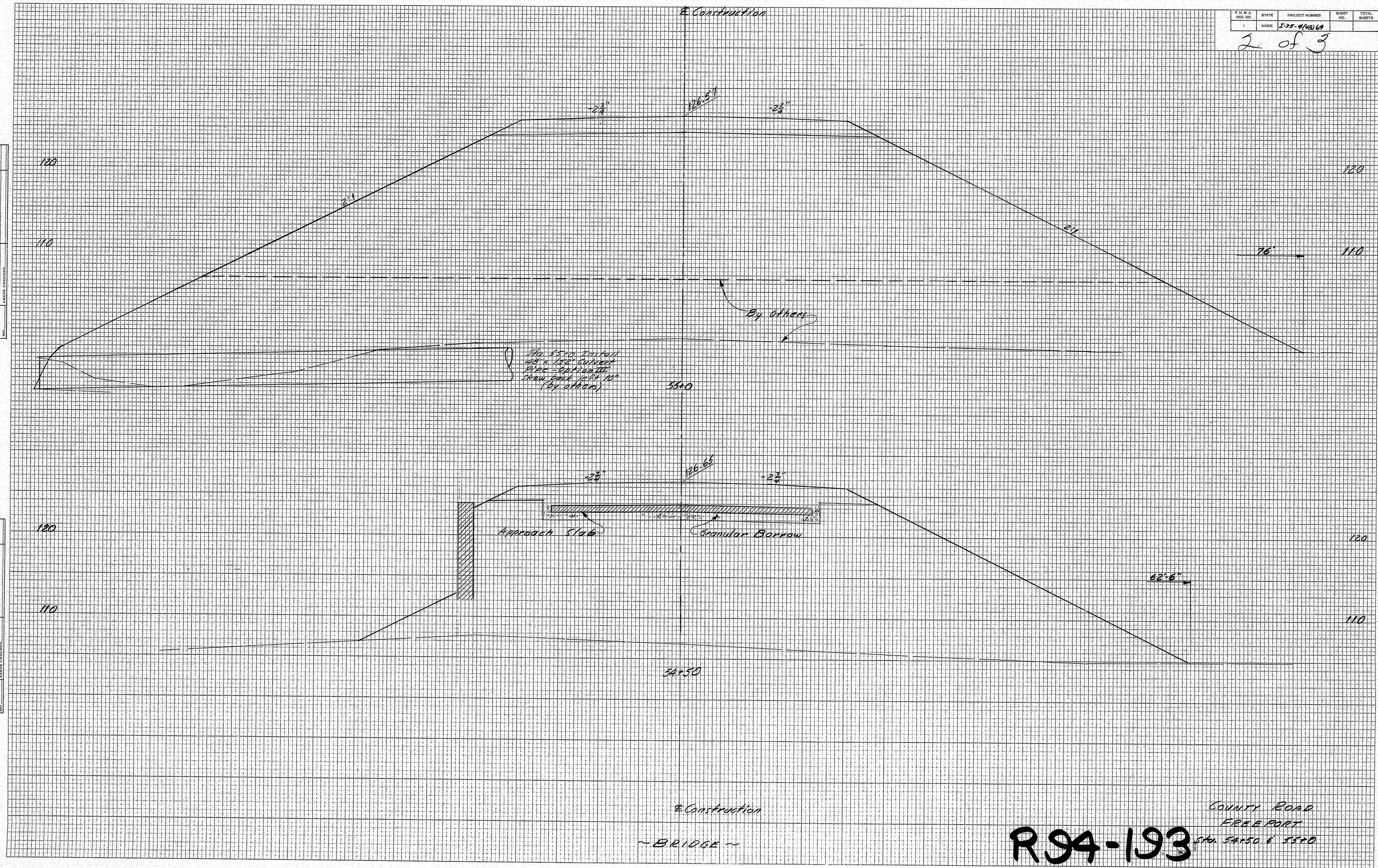
F.R.W.A. DIST. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-25-4(40)69		

2 of 3

DATE	BY

DATE	BY

Compliment of R.T.A. 6-25-84



Construction
~ BRIDGE ~

County Road
FREEPORT
Sta. 54+50 & 55+0
R94-193
As built June 1985 Sheet 2 of 3

F.H.W.A. DIST. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		E-95-4(98)04	3	3

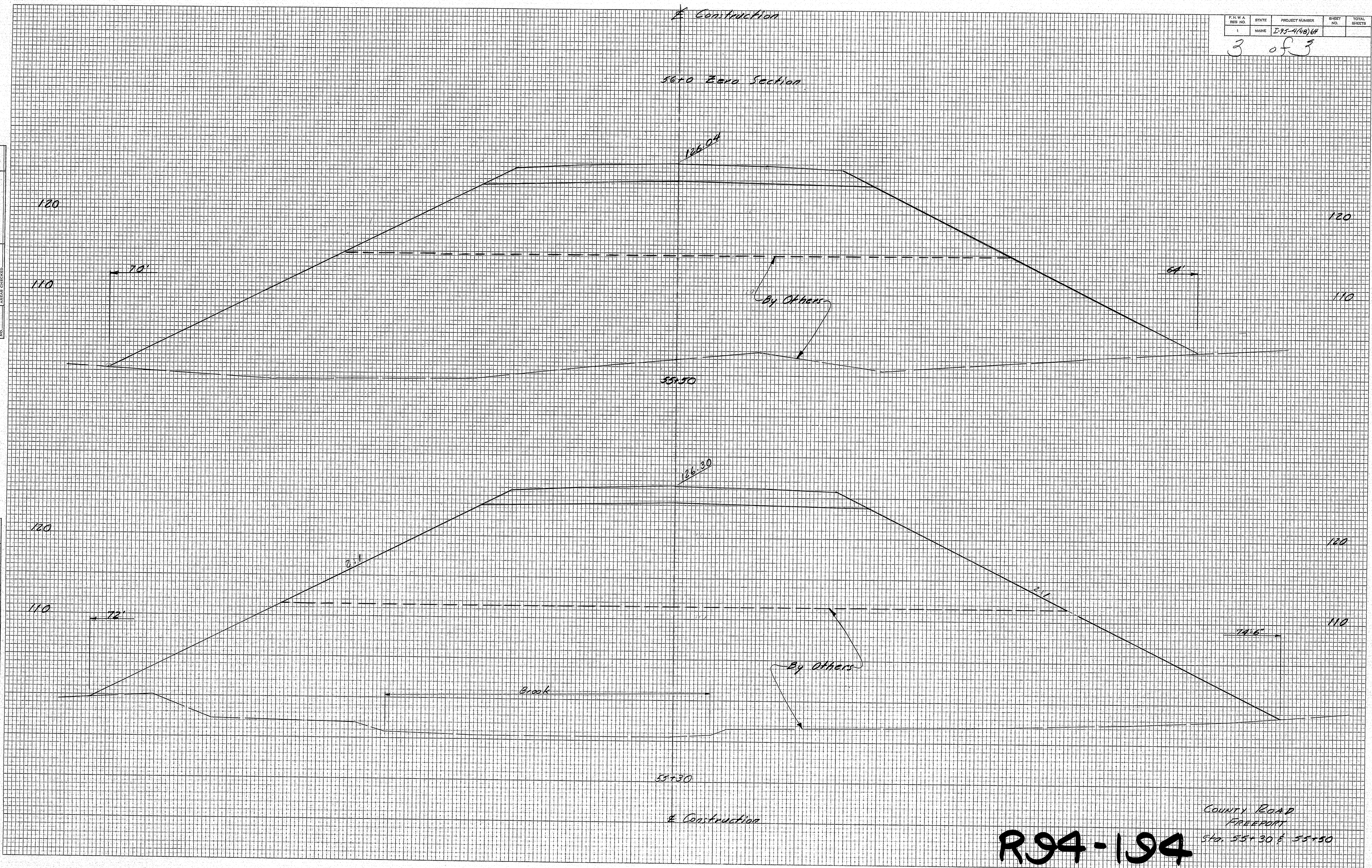
DATE	BY

FINAL SURVEY
 SURVEYED BY: _____
 CHECKED BY: _____
 DATE: _____

Compliments of R.T.A. 6-25-84

DATE	BY

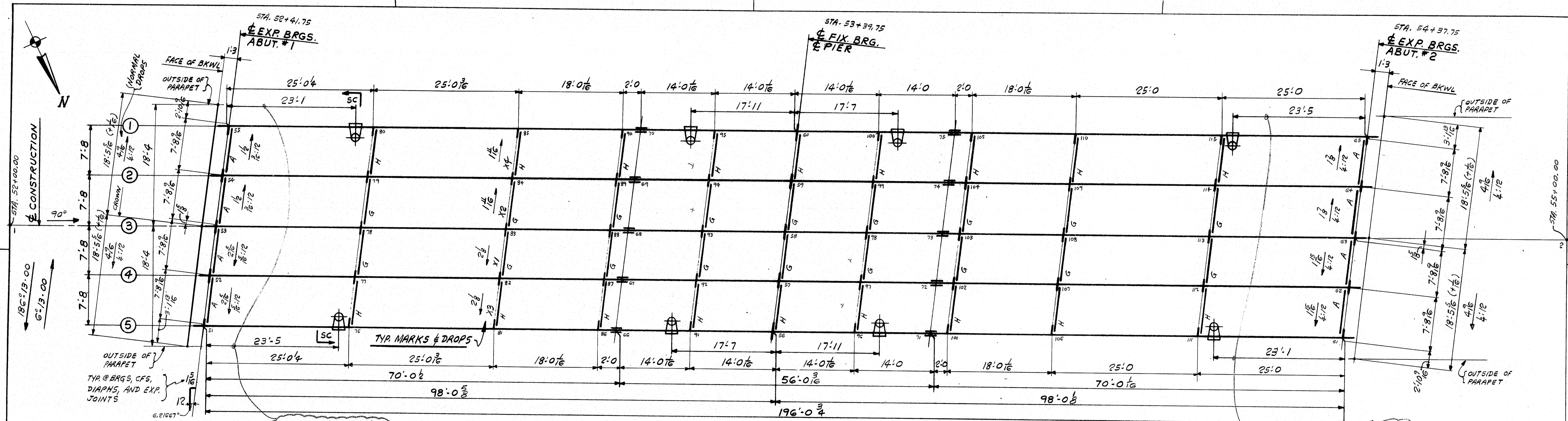
ORIGINAL SURVEY
 SURVEYED BY: _____
 CHECKED BY: _____
 DATE: _____



R94-194

As built June 1985 RFP Sheet 3 of 3 99

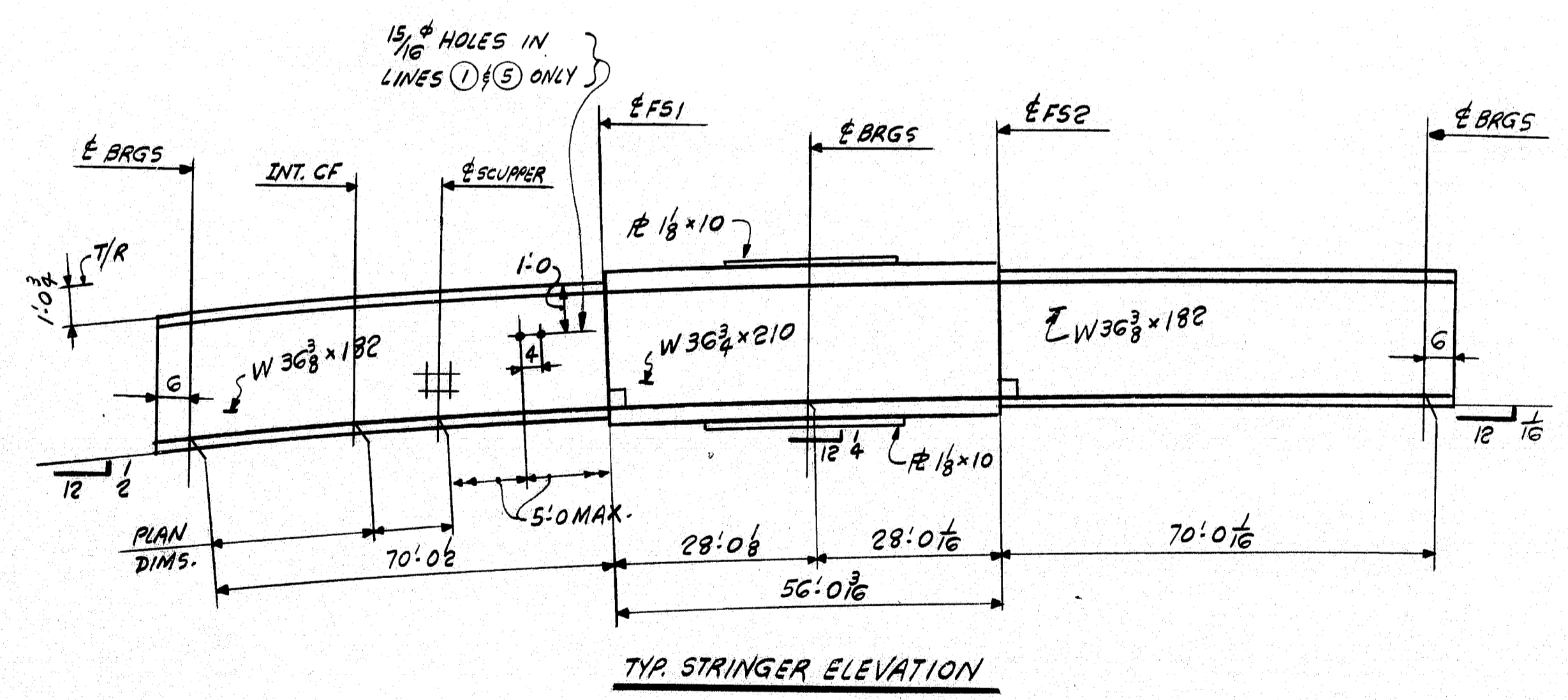
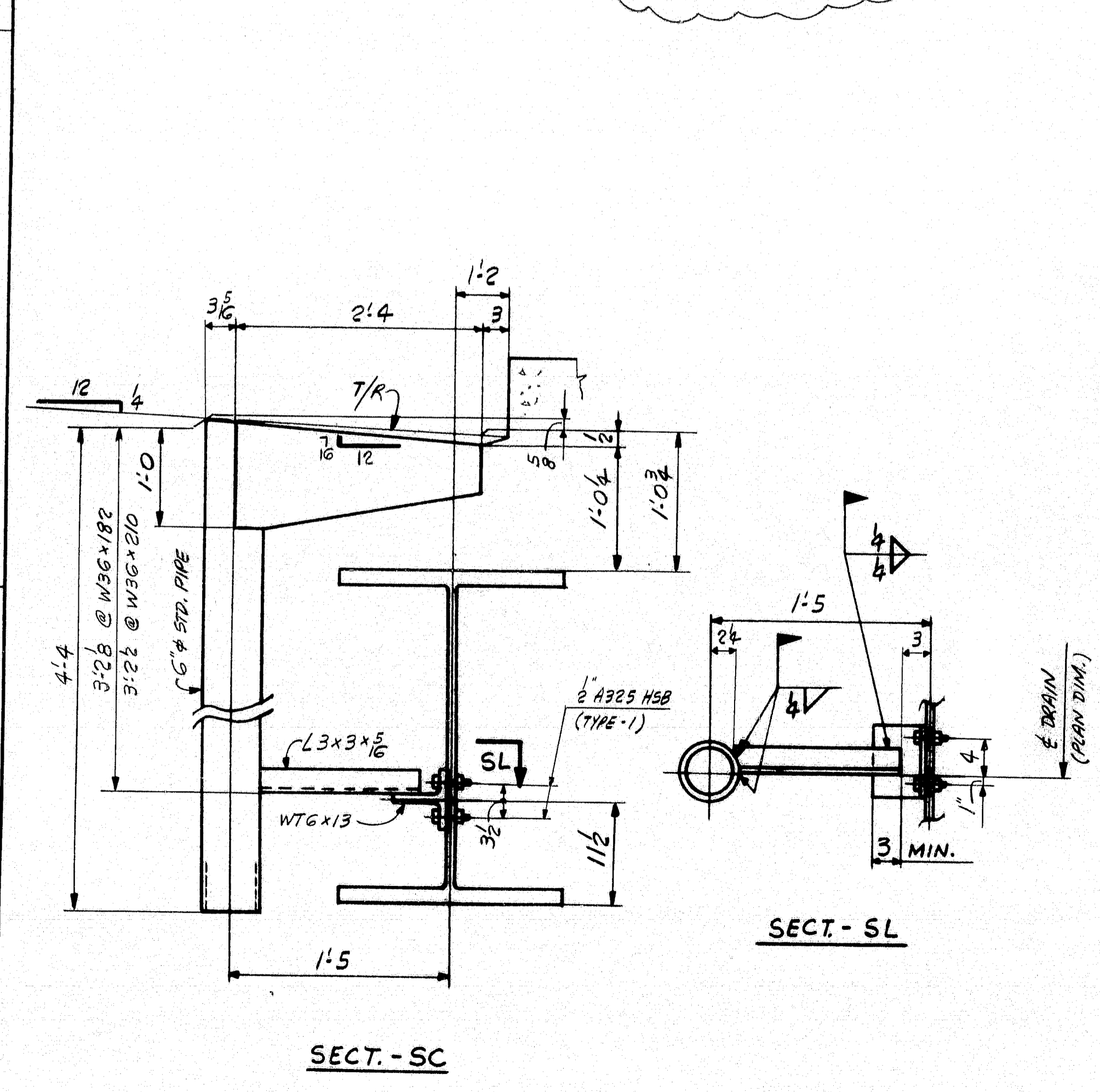
COUNTY ROAD
 FREEPORT
 Sta. 55+30 & 55+50



ENGR NOTE: MOVED DRAINS 1'-0 SOUTH TO PROVIDE ERECTION CLEAR. AT CROSS FRAME

ENGR NOTE: MOVED DRAINS 1'-0 NORTH TO PROVIDE ERECTION CLEARANCE AT CROSSFRAME

FRAMING PLAN

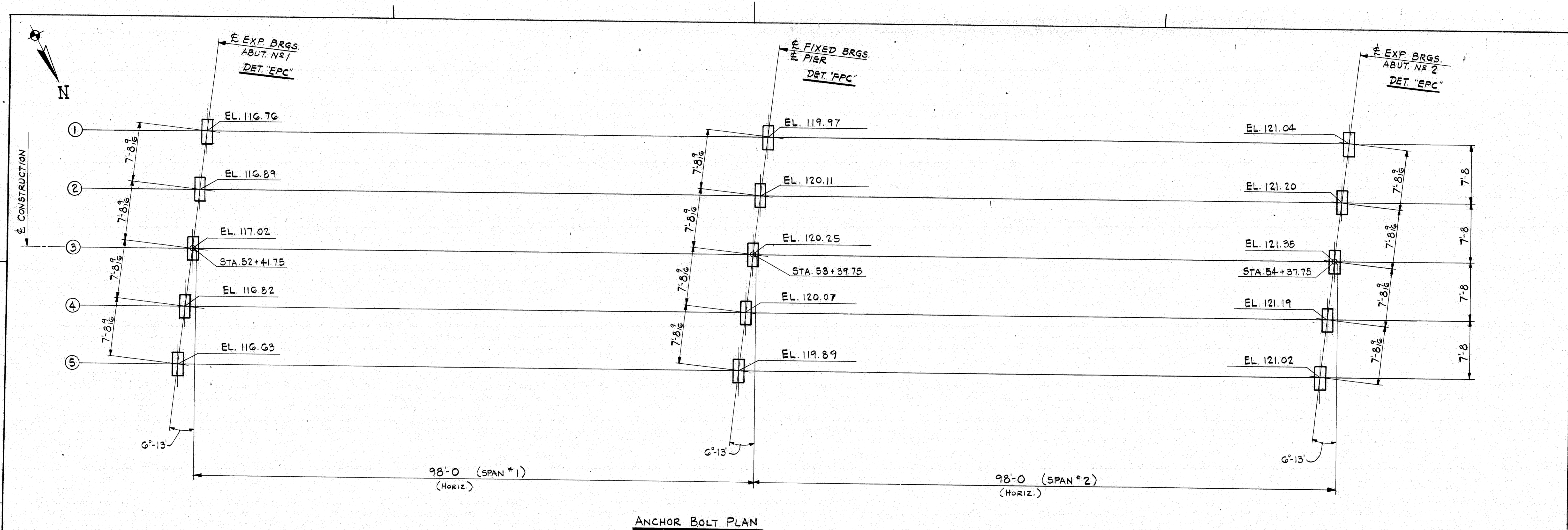


- NOTES
1. ALL LONGITUDINAL DIMS. ARE SLAPING ALONG BOT. OF WF.
 2. ALL TRANSVERSE DIMS. ARE HORIZ.
 3. ENDS, BRG STIFFS, AND CF CONN. R² ARE VERTICAL.
 4. ALL FS. ARE NORMAL TO RIGHT FS. CHORD.
 5. → DENOTES DROP OR SLOPE. ARROW POINTS TO LOW END.
 6. FOR LAYOUTS SEE SHT. E3.

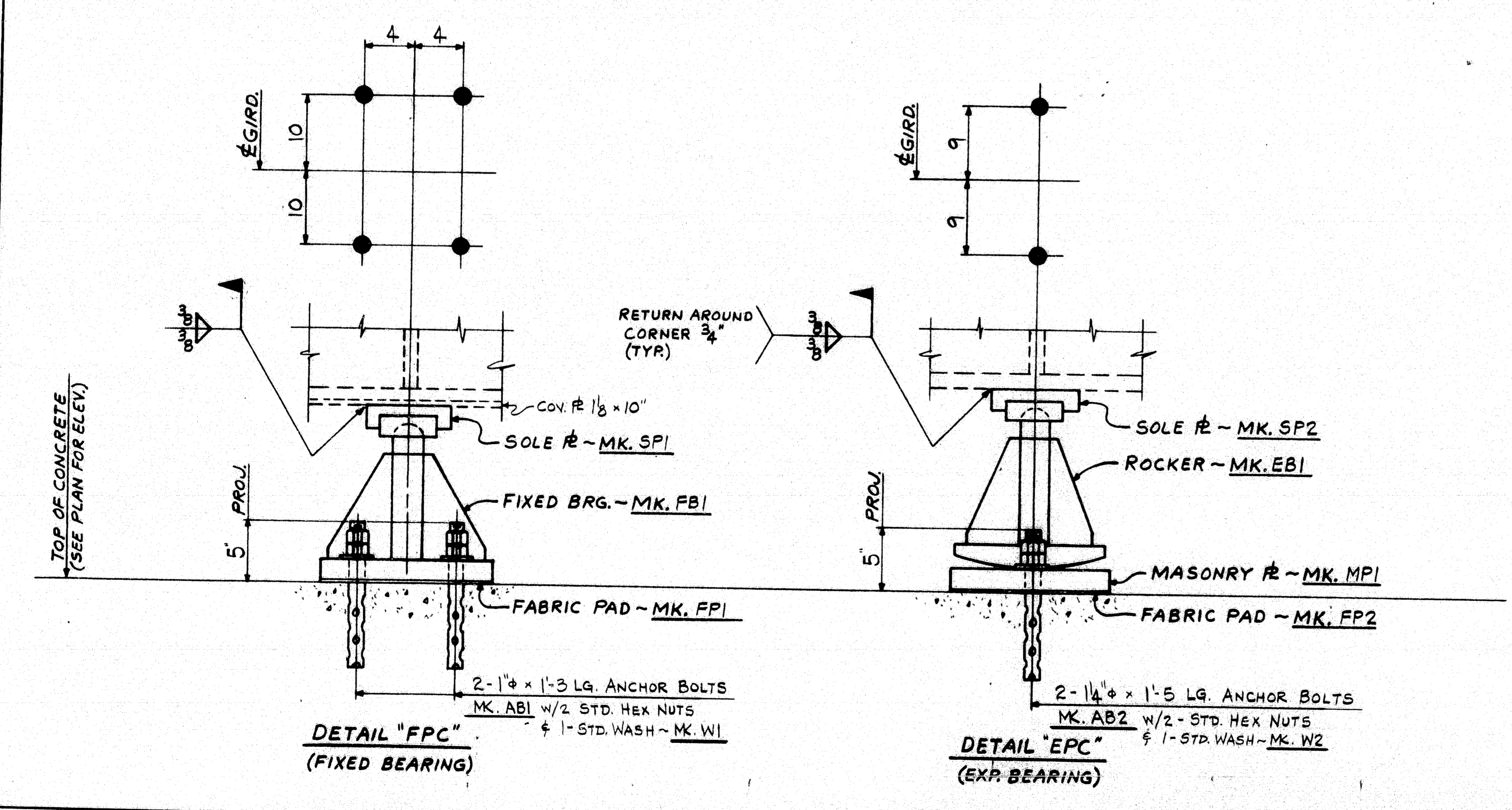
Br.# 0585

R90-289

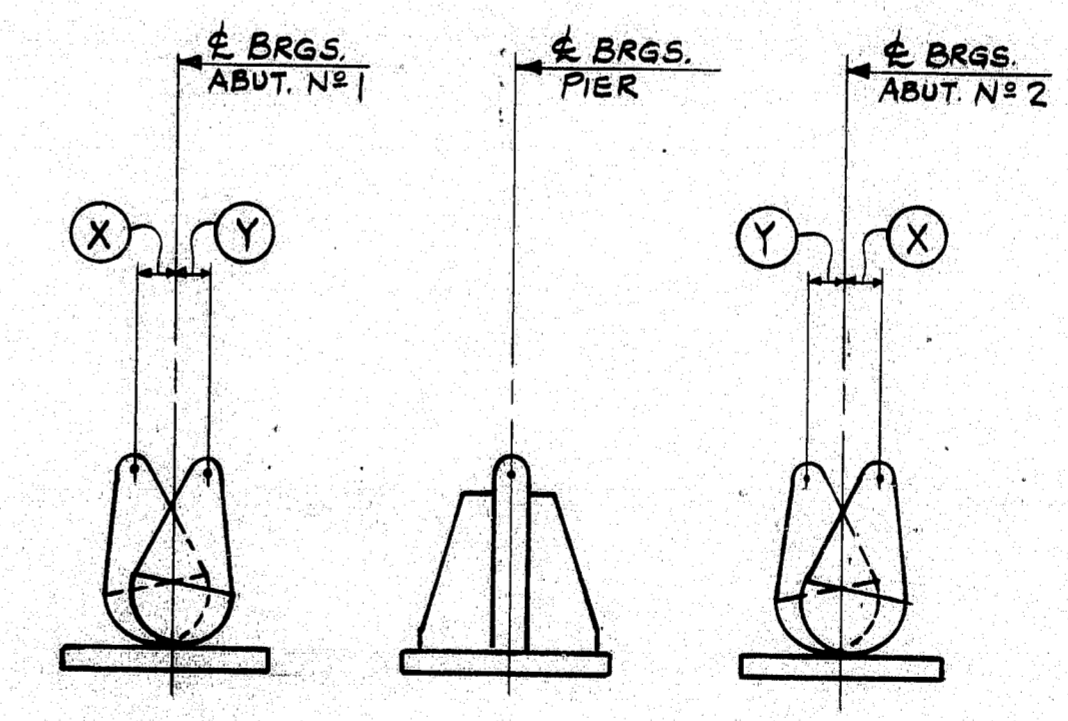
IT. NO. 504.70	BR. NO. -	PROJ. NO. I-95-4(48) 6F
FOR APPROVAL		FOR FILES & FIELD
CALC. PLAN		
APPROVED: 6-5-84	PRINT DIST.	
3 5-10-84 APP.	Bancroft & Martin Inc.	
8 7-5-84 FAB.	South Portland, Maine 04106	
25/1P 6-8-84 F&F.	JOB: COUNTY ROAD OVER I-95	
	TOWN OF FREEPORT	
	CUMBERLAND COUNTY, MAINE	
	CUSTOMER: REED & REED	
	DESIGNER: STATE OF MAINE DEPT. OF TRANS.	
REV. Δ	ORDER NO.	JOB NO.
CHECKED 4-3-84 ELC		DRAWING NO. REV.
DRAWN 3-29-84 FK	4-24/4-25	W-1



ANCHOR BOLT PLAN



TEMP °F	X	Y
+120	5/8	-
+105	1/2	-
+90	3/8	-
+75	1/4	-
+60	1/8	-
+45	0	0
+30	-	1/8
+15	-	1/4
0	-	3/8
-15	-	1/2
-30	-	5/8

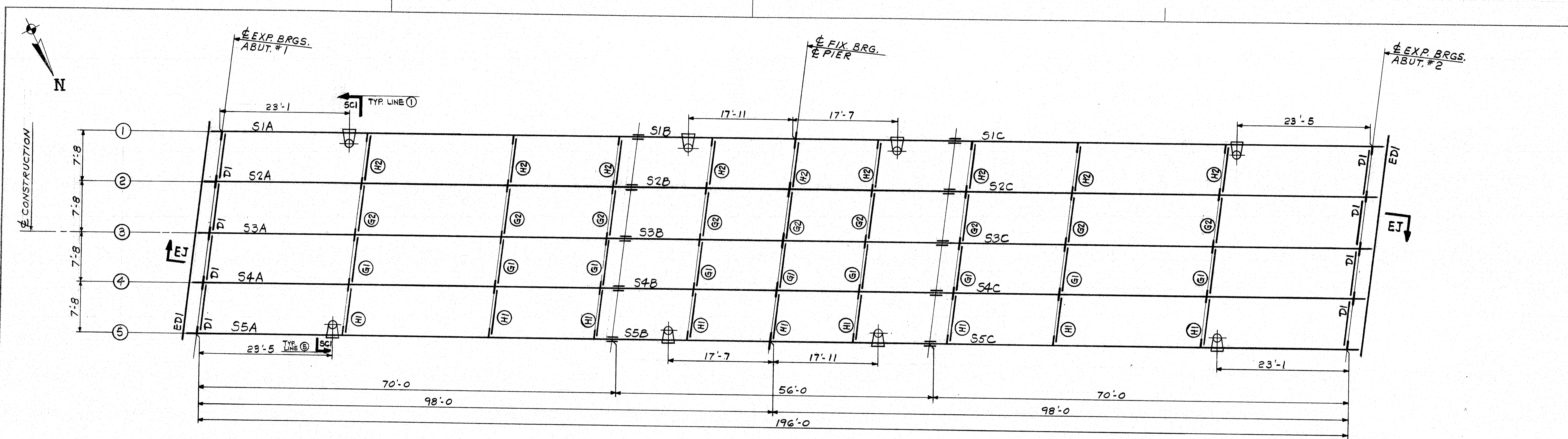


BEARING SETTING DETAIL

* THE BEARING SETTING TABLE INDICATES THE REQUIRED FINAL POSITION OF THE BEARINGS. IT IS ANTICIPATED THAT THE ABUT. BRGS. WILL MOVE 1/4" AWAY FROM THE FIXED BRGS. DUE TO THE PLACEMENT OF THE SUPERSTRUCTURE CONCRETE. THIS 1/4" ADJUSTMENT TOWARDS THE FIXED BRGS. MUST BE MADE PRIOR TO ERECTION.

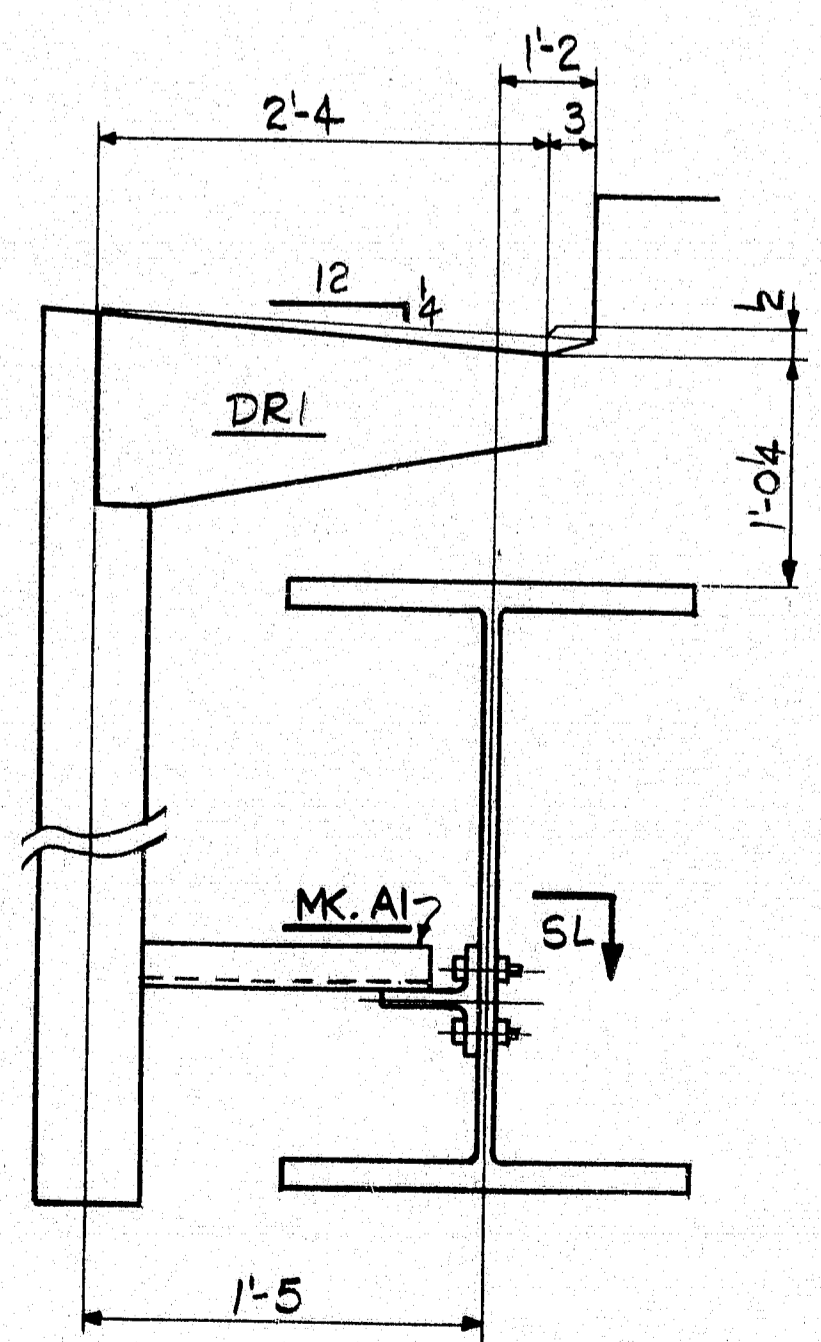
IT. NO. 504.70	BR. NO. -	PROJ. NO. I-95-4(46)64
FOR APPROVAL		FOR FILES & FIELD
ANCHOR BOLT PLAN		
APPROVED: 6-5-84	<i>Bancroft & Martin Inc.</i> South Portland, Maine 04106 JOB: COUNTY ROAD OVER I-95 TOWN OF FREEPORT CUMBERLAND COUNTY, MAINE CUSTOMER: REED & REED DESIGNER: STATE OF MAINE DEPT. OF TRANS.	
PRINT DIST.		
3 5-10-84 APP.		
5 7-6-84 FAB.		
25/JP 6-8-84 F&F.	DRAWING NO. REV.	
CHECKED 4-25-84 HM	ORDER NO.	JOB NO.
DRAWN 4-11-84 FM	4-24	E-1

R90-290

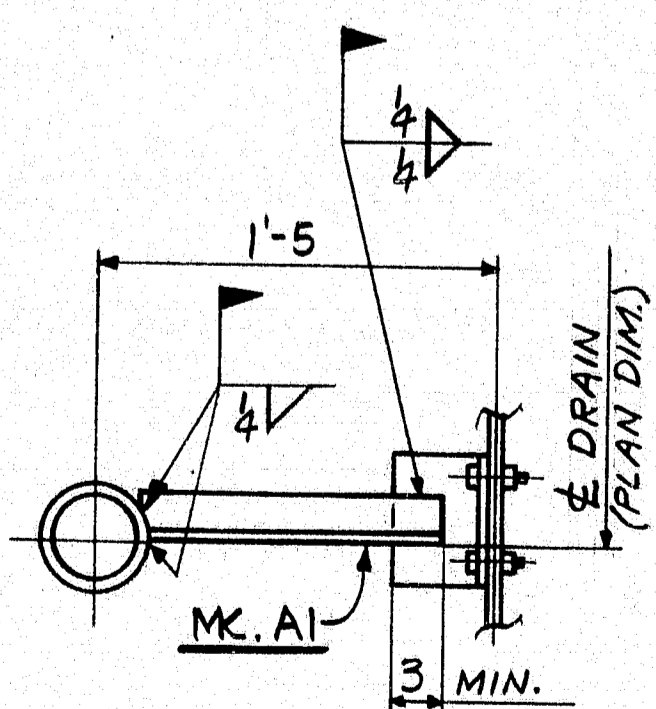


FRAMING PLAN

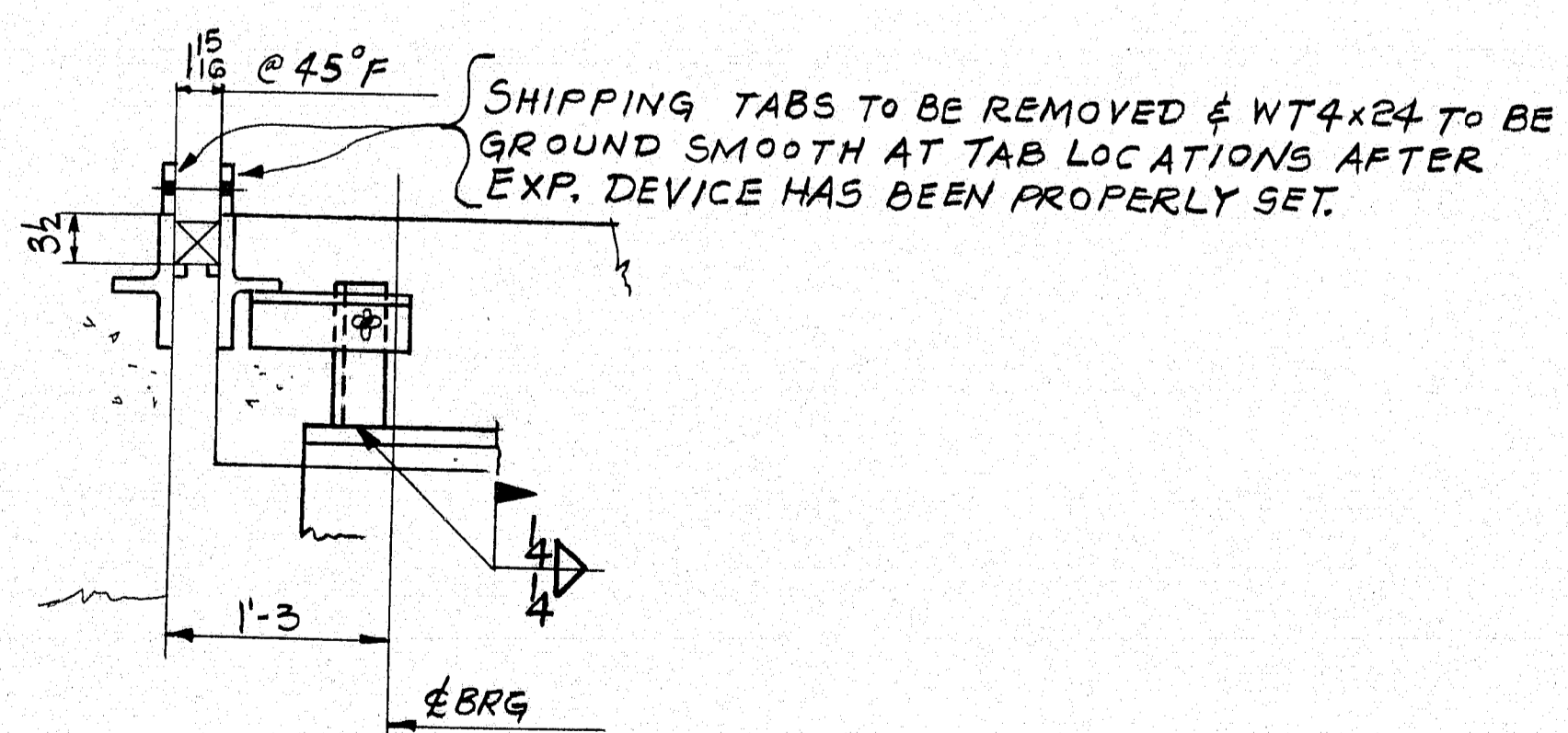
FLEMING BRACKET HOLES
 FLEMING BRACKET HOLES ARE TO BE PLUGGED WITH 3/8" x 1 1/2" CARRIAGE BOLTS. HEADS ARE TO BE ON OUTSIDE. HOLES TO BE COMPLETELY COVERED.



SECT. SCI



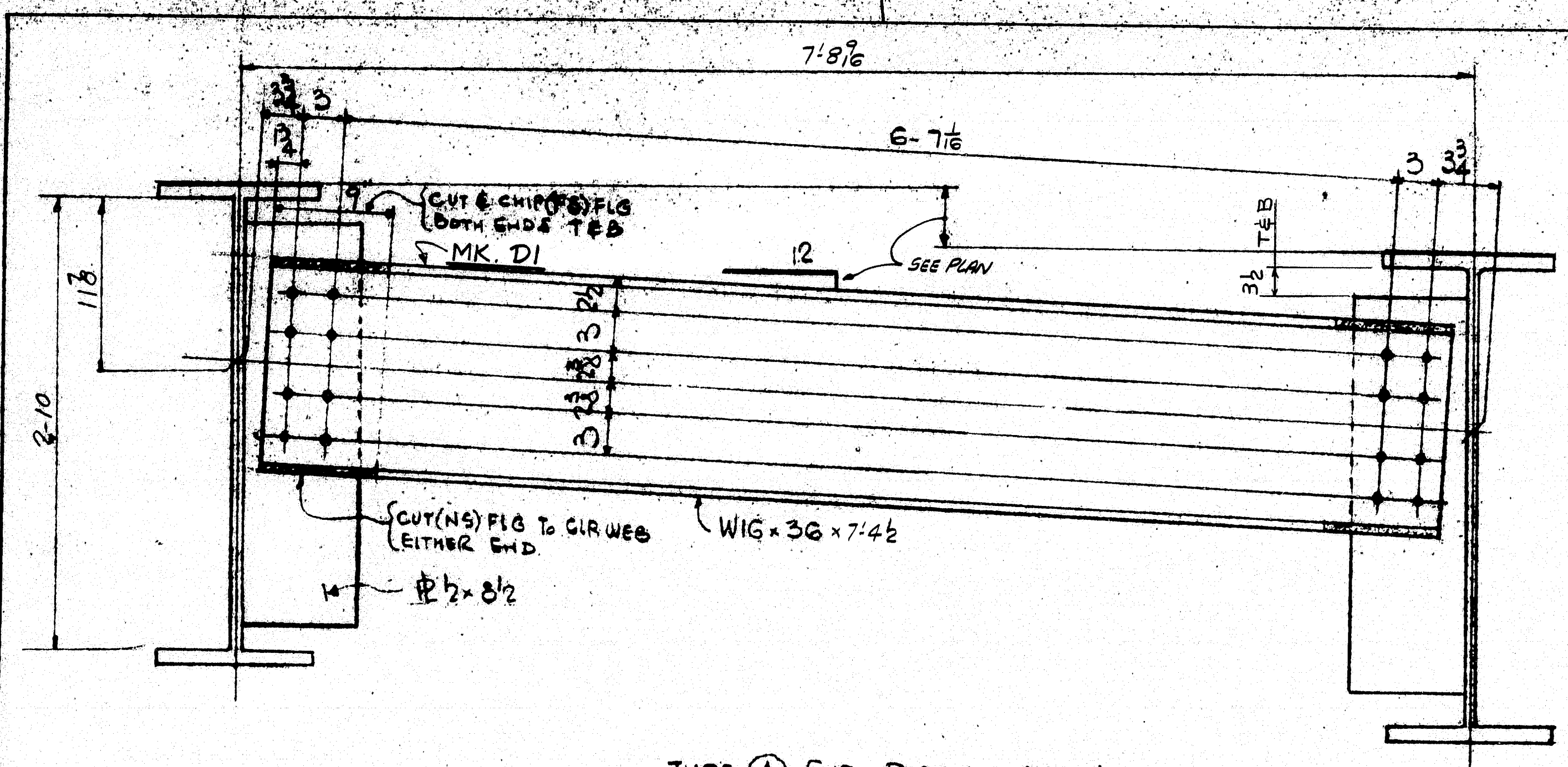
SECT. SL



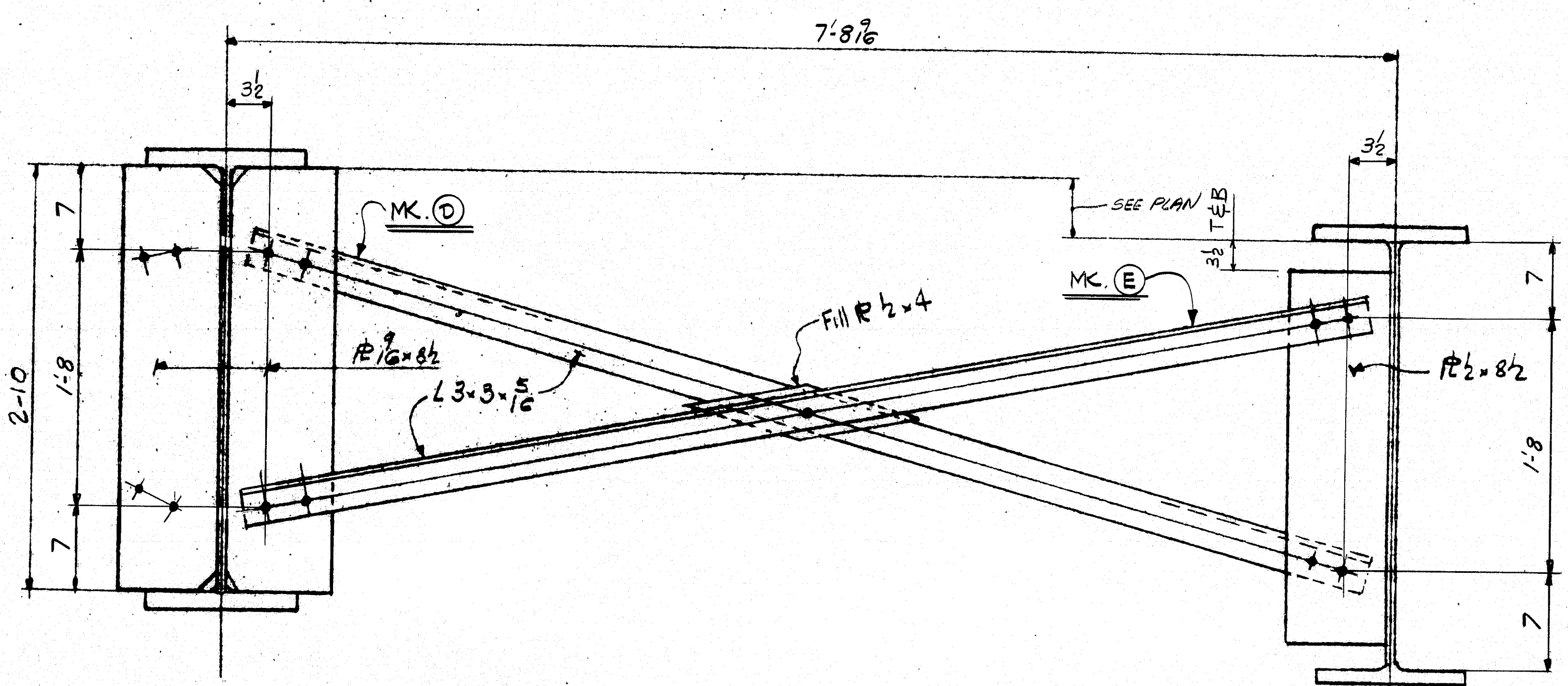
SECT. EJ

IT. NO. 504.70	BR. NO. -	PROJ. NO. I-95-4(48) 64
FOR APPROVAL		FOR FILES & FIELD
<u>FRAMING PLAN</u>		
APPROVED: 6-5-84 PRINT DIST.	<i>Bancroft & Martin Inc.</i> South Portland, Maine 04106 JOB: COUNTY ROAD OVER I-95 TOWN OF FREEPORT CUMBERLAND COUNTY, MAINE CUSTOMER: REED & REED DESIGNER: STATE OF MAINE DEPT. OF TRANS.	
3 5-10-84 APP.		
8 7-5-84 FAB.		
25/1P 6-8-84 F&F.		
REV. Δ	ORDER NO.	JOB NO.
CHECKED 4-25-84 HM	4-24/4-25	E-2
DRAWN 3-26-84 RLA		

R90-291



TYPE (A) END DIAPH - ABUT. 1 SHOWN



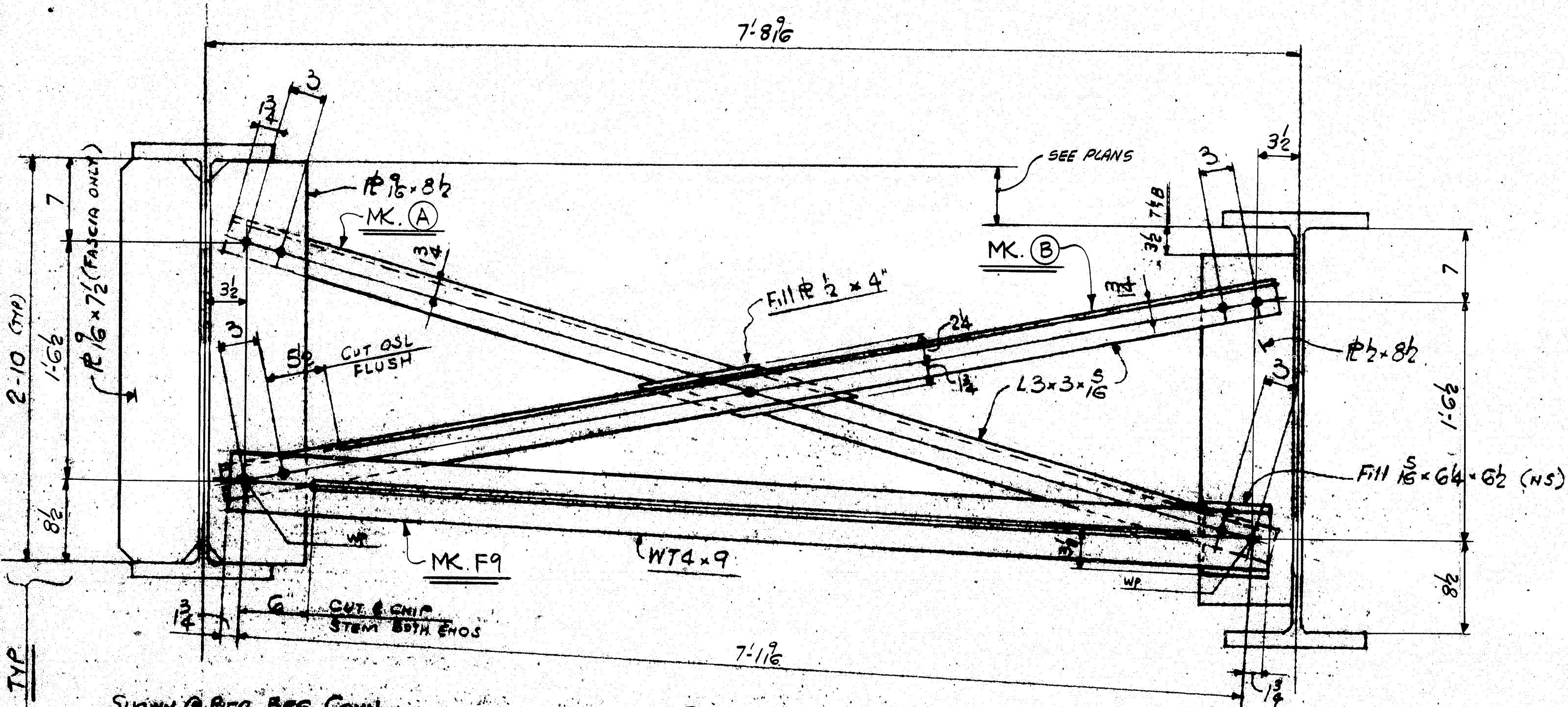
SHOWN @ PIER BRG CONN

SHOWN @ INT CONN R

TYPE (G) CROSS FRAME
DIMENSIONS NOT SHOWN SAME AS TYPE (H)
LOOKING SOUTH (X1, X2)

SEE DWG. E-2 FOR LOCATION OF TYPES G1 & G2

TYPE	(D)	(E)
X1	G1	F3
X2	G2	F4



SHOWN @ PIER BRG CONN

TYPE (H) CROSS FRAME
LOOKING SOUTH (X3, X4)

SHOWN @ INT CONN R

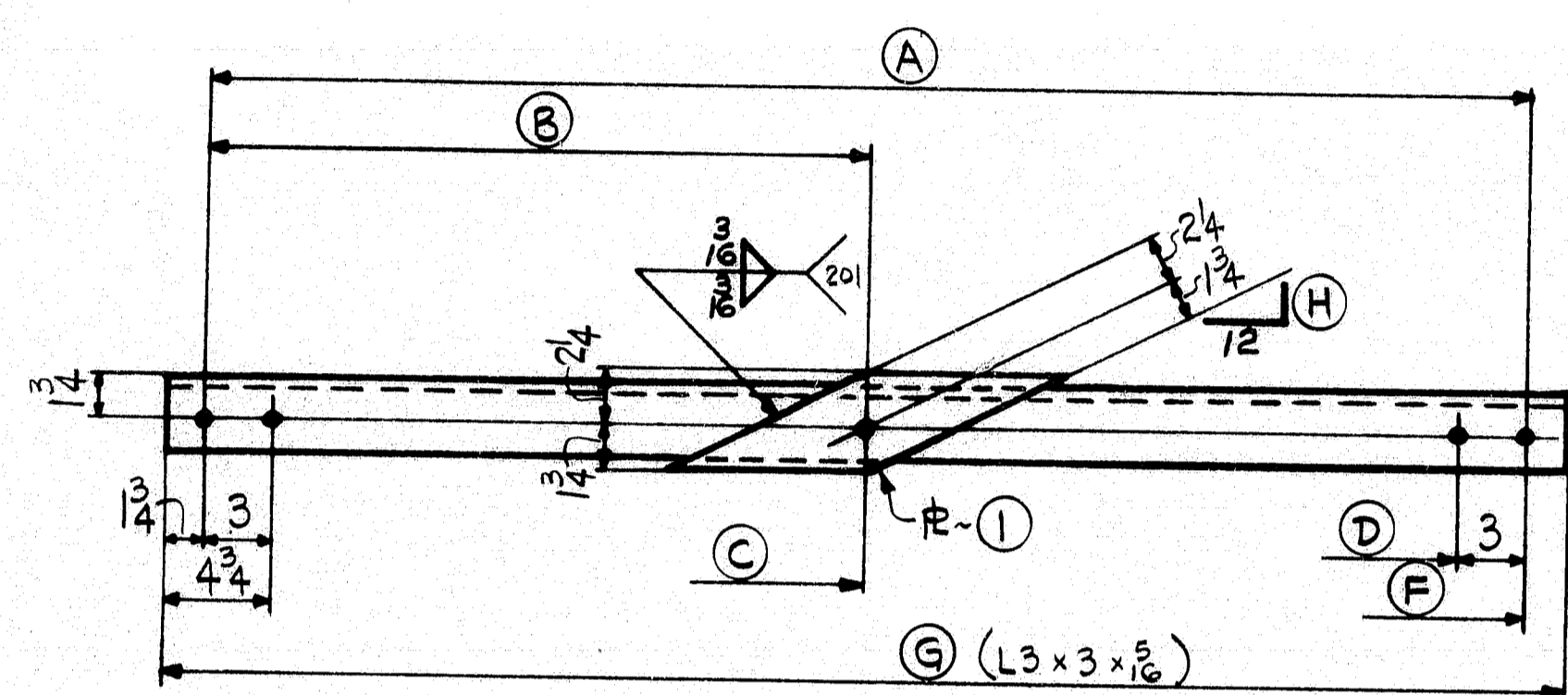
SEE DWG. E-2 FOR LOCATION OF TYPES H1 & H2

TYPE	(A)	(B)
X3	H1	F1
X4	H2	F2

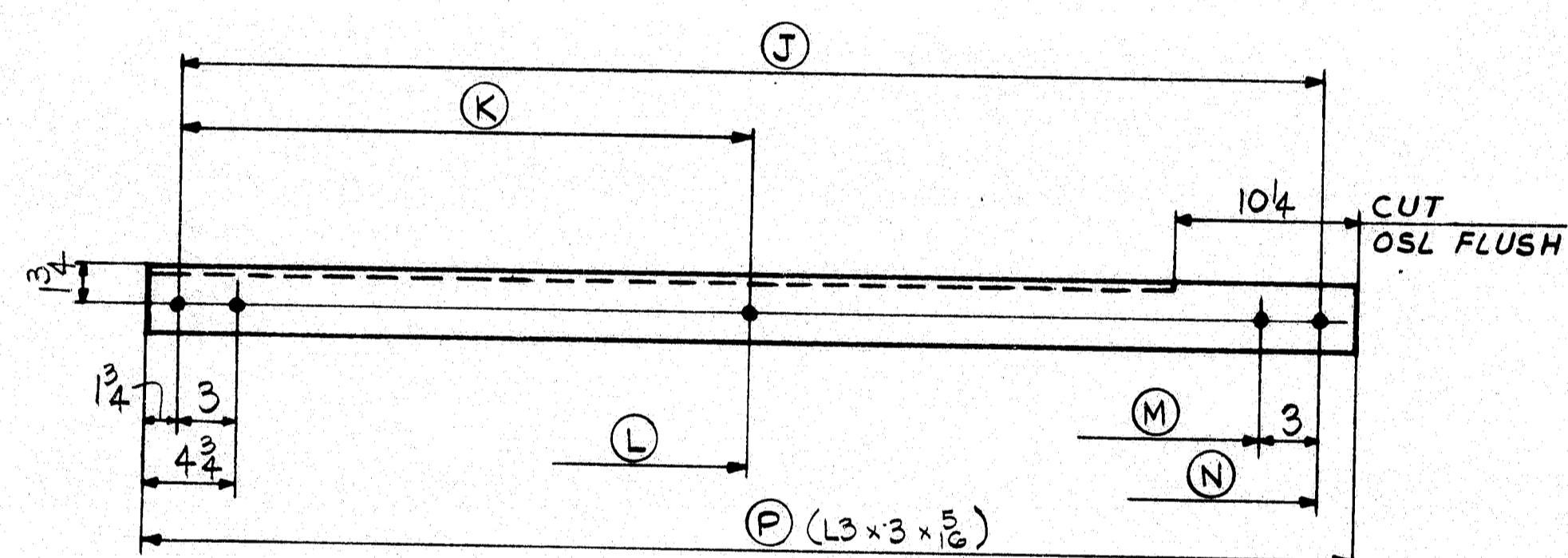
R90-292

Notes
NAT'L ASTM A36
CONN: 3/8\"/>

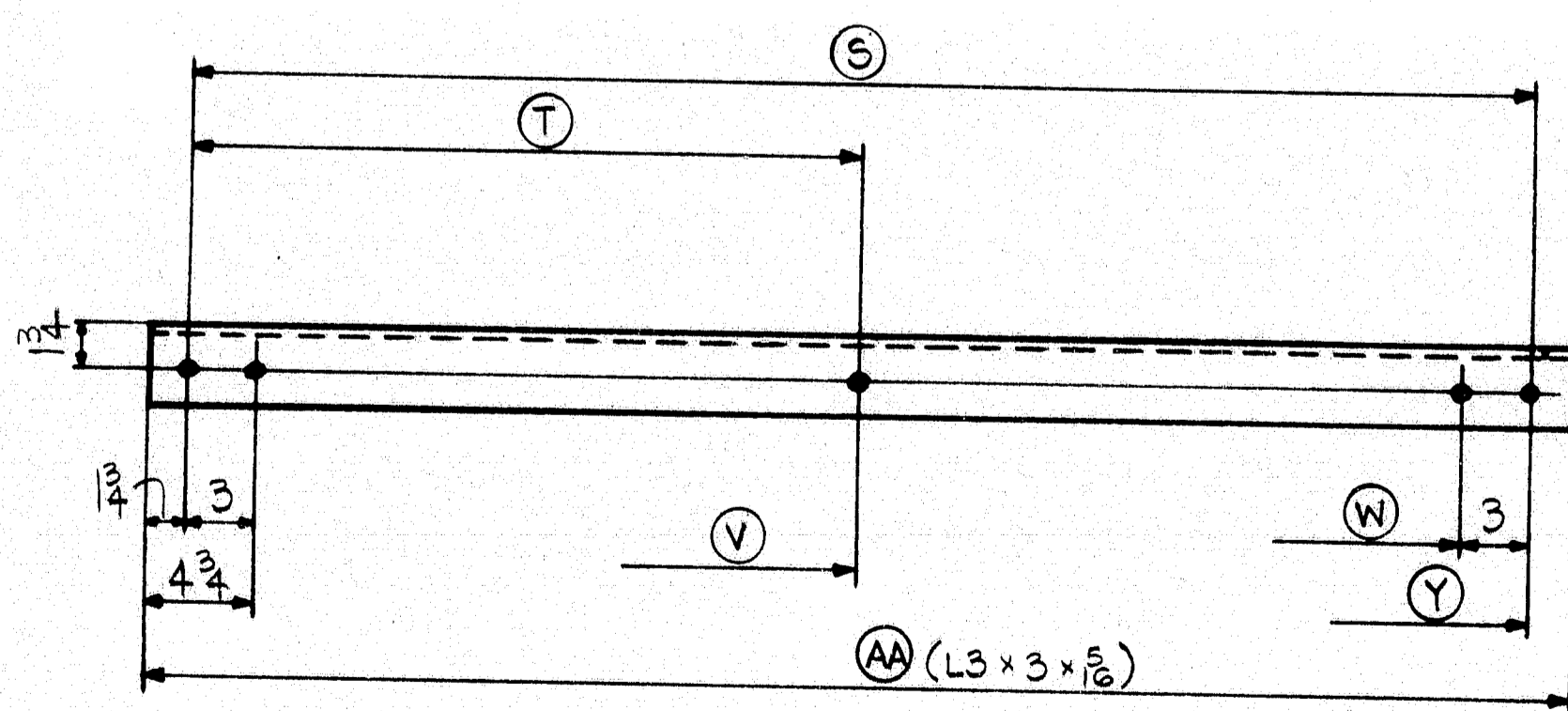
IT. NO. 504.70	BR. NO. -	PROJ. NO. I-95-4(48) 64
FOR APPROVAL		FOR FILES & FIELD
CROSS FRAME & DIAPHRAGM LAYOUTS.		
APPROVED: 6-5-84	Bancroft & Martin Inc.	
PRINT DIST.	South Portland, Maine 04108	
3 5-10-84 APP.	JOB: COUNTY ROAD OVER I-95	
8 7-6-84 FAB.	TOWN OF FREEPORT	
25/1P 6-8-84 P&F.	CUMBERLAND COUNTY, MAINE	
	CUSTOMER: REED & REED	
	DESIGNER: STATE OF MAINE, DEPT. OF TRANSP.	
REV. Δ	ORDER NO.	JOB NO.
CHECKED 4-3-84 ELC		4-24
DRAWN 3-29-84 FK		E-3



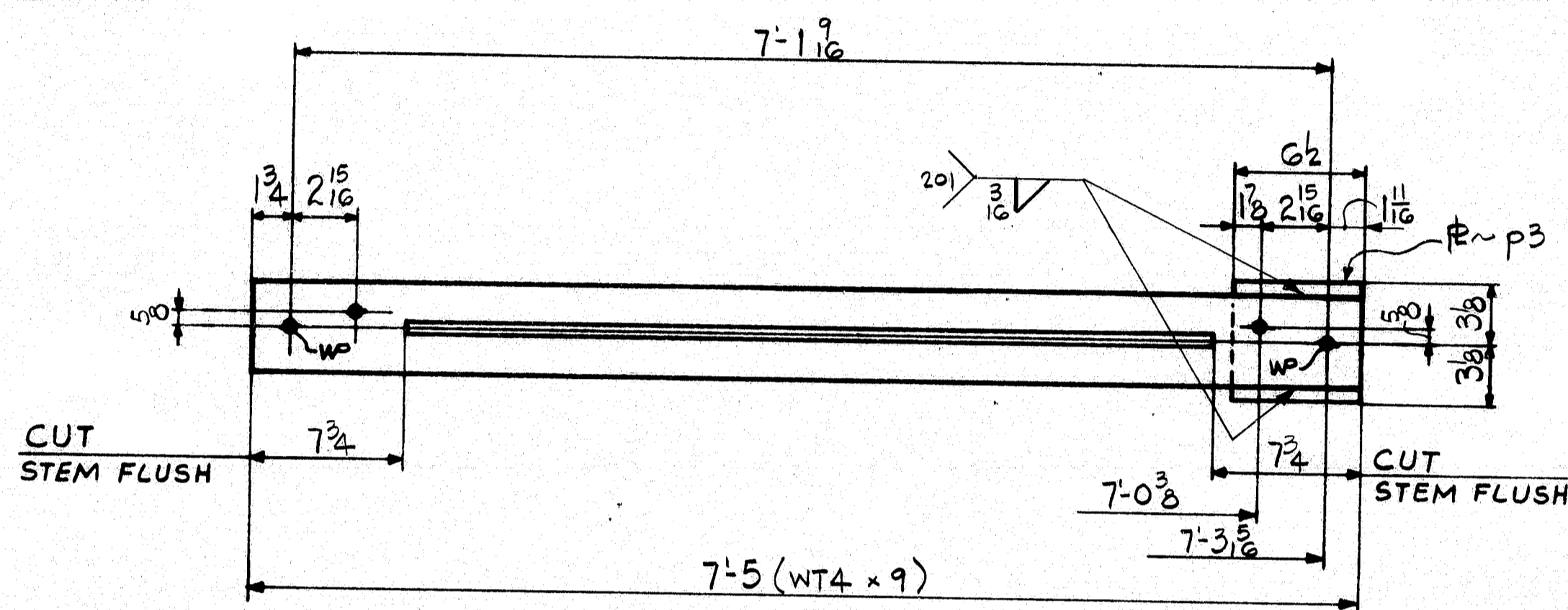
MARK	N ^o REQ'D	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
x3 F1	9	7'-3 3/8	3'-7 9/16	3'-9 5/16	7'-1 1/8	7'-4 3/8	7'-6 5/8	5/16	p1	
x4 F2	9	7'-3 3/8	3'-7 15/16	3'-9 11/16	7'-2 3/8	7'-5 5/8	7'-7 3/8	5/16	p1	
x1 F3	9	7'-3 3/8	3'-7 11/16	3'-9 7/16	7'-2 1/8	7'-5 1/8	7'-6 7/8	5/16	p2	
x2 F4	9	7'-4 1/4	3'-8 1/8	3'-9 3/8	7'-3	7'-6	7'-7 3/4	5/16	p2	



MARK	N ^o REQ'D	(J)	(K)	(L)	(M)	(N)	(P)
x3 F5	9	7'-4	3'-8	3'-9 3/4	7'-2 3/4	7'-5 3/4	7'-7 1/2
x4 F6	9	7'-3 3/16	3'-7 5/8	3'-9 3/8	7'-1 1/16	7'-4 1/16	7'-6 3/4



MARK	N ^o REQ'D	(S)	(T)	(V)	(W)	(Y)	(AA)
x1 F7	9	7'-4 3/8	3'-8 3/16	3'-9 1/16	7'-3 1/8	7'-6 1/8	7'-7 3/8
x2 F8	9	7'-3 1/2	3'-7 3/4	3'-9 1/2	7'-2 1/4	7'-5 1/4	7'-7



10 - CROSSFRAME PARTS - MK. F9

NOTE: No PAINT WITHIN 2" OF OPEN HOLES.

SHIP BILL OF MATERIAL JOB NO. 4-24 DRAWING NO. 53-1 REV. 1

MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	LAST	REMARKS
CROSSFRAME PARTS								
F1	9		L3 x 3 x 5/16	7	6 3/8	11/16	3	4.15
F2	9		L3 x 3 x 5/16	7	7 3/8	11/16	3	4.18
F3	9		L3 x 3 x 5/16	7	6 3/8	11/16	3	4.16
F4	9		L3 x 3 x 5/16	7	7 3/8	11/16	3	4.20
	18	p1	PL 1/2 x 4	1	6 1/2	11/16	3	18.9 FOR F1 & F2
	18	p2	PL 1/2 x 4	1	5 1/2	11/16	3	17.5 FOR F3 & F4
F5	9		L3 x 3 x 5/16	7	7 1/2	11/16	3	4.19
F6	9		L3 x 3 x 5/16	7	6 3/4	11/16	3	4.15
F7	9		L3 x 3 x 5/16	7	7 1/2	11/16	3	4.20
F8	9		L3 x 3 x 5/16	7	7	11/16	3	4.16
F9	18		WT4 x 9	7	5	11/16	3	12.01
	18	p3	PL 1/2 x 6 1/4	0	6 1/2	11/16	3	6.5
4.969								

IT. NO. 504.70 BR. NO. - PROJ. NO. I-95-4(48)G4

FOR APPROVAL FOR FILES & FIELD

STEEL: ASTM. A36 A572 GR50 A588 GR Unless Noted

WELDING ELECTRODE: E70 See Welding Proc. None

SHOP CONN: Bolted Welded None

FIELD CONN: Bolted Welded None

HOLES: 13/16 15/16 Unless Noted None

PAINT: None Shopcoat Galv. After Fab. As Noted

SPECIAL PAINT: -

SPECIAL CLEANING: Blast Clean None SSPC-SP6

CROSSFRAMES

APPROVED: 6-5-84
PRINT DIST.
3 5-10-84 APP.
8 7-5-84 FAB.
25/1P 6-8-84 F&F.

Bancroft & Martin Inc
South Portland, Maine 04106

JOB: COUNTY ROAD OVER I-95
TOWN OF FREEPORT
CUMBERLAND COUNTY, MAINE

CUSTOMER: REED & REED

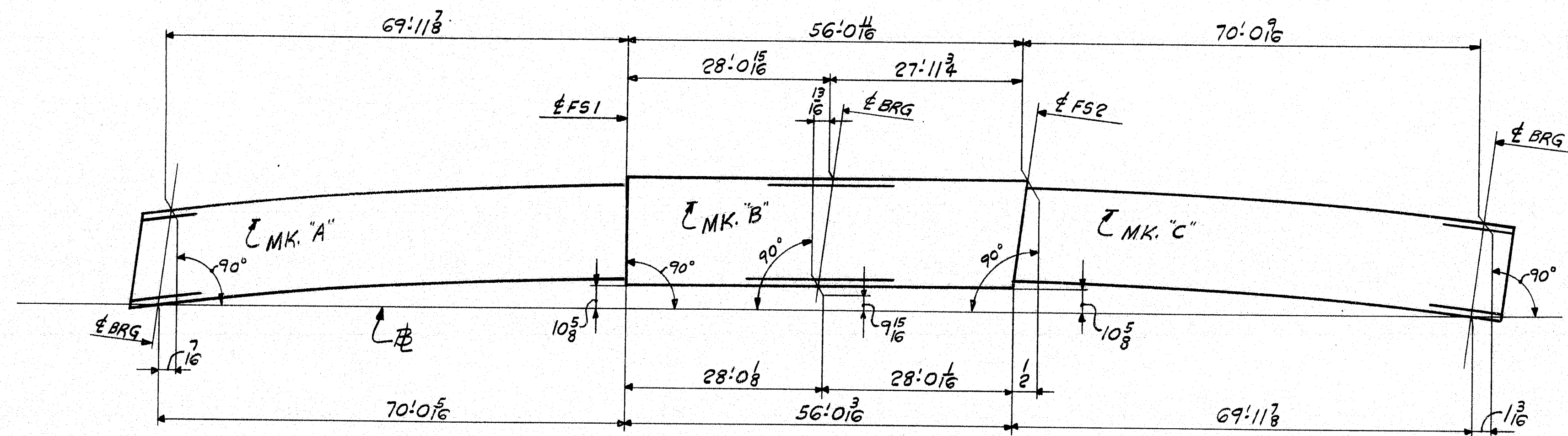
DESIGNER: STATE OF MAINE DEPT. OF TRANS.

ORDER NO. JOB NO. DRAWING NO. REV.

4-25-84 FM
4-12-84 FM

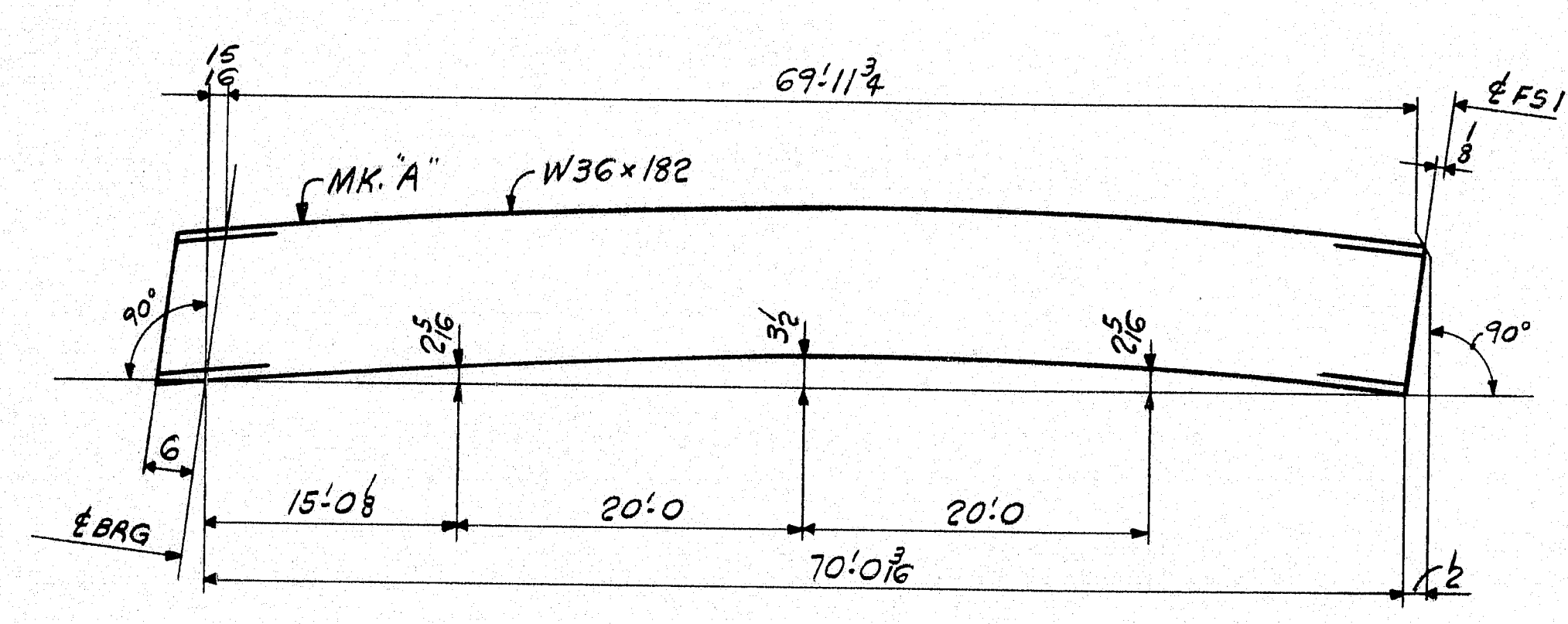
4-24 53-1

R90-2

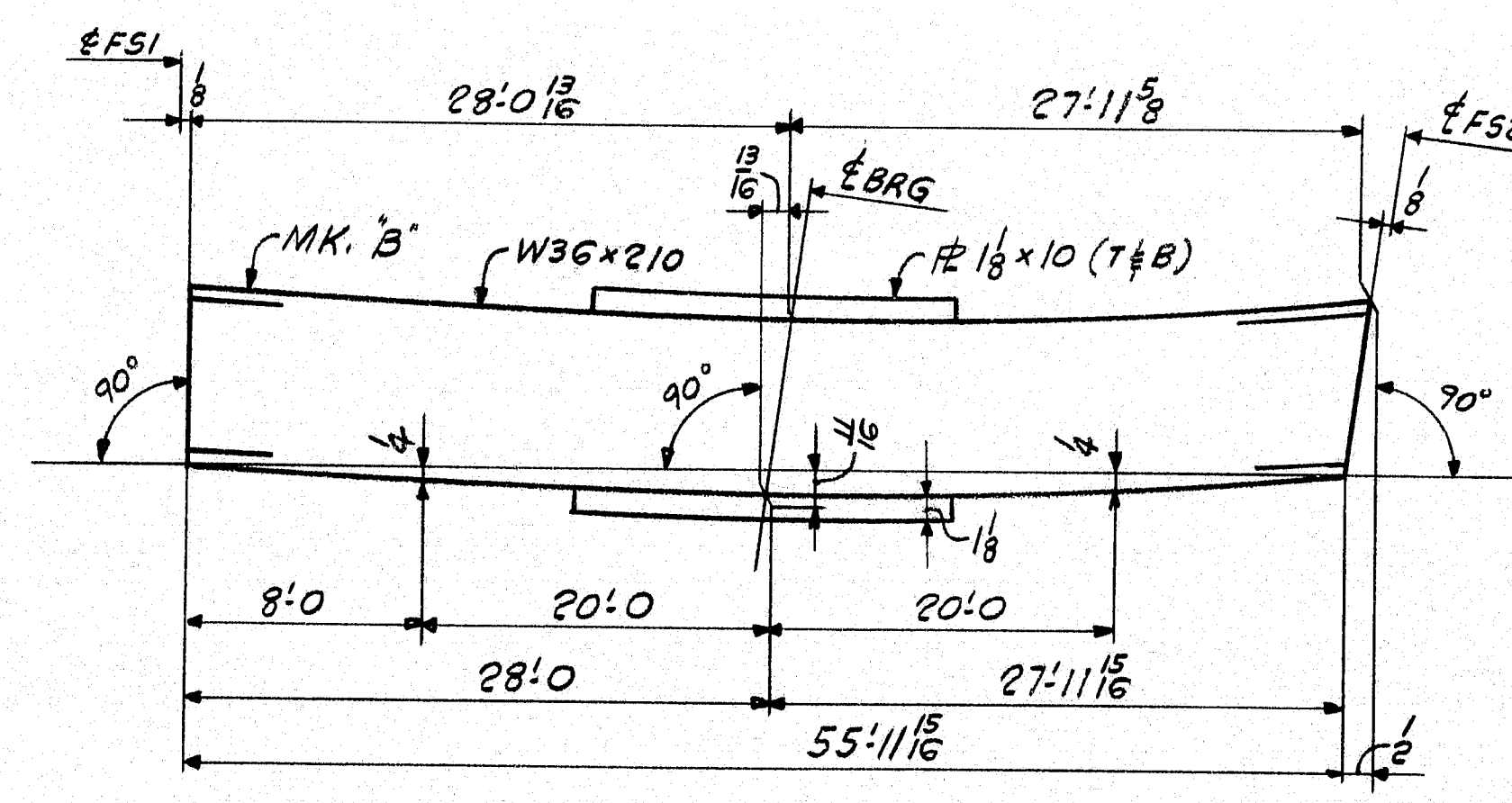


TYPICAL STRINGER ASSEMBLY DIAGRAM ~ LINES 1 THRU 5

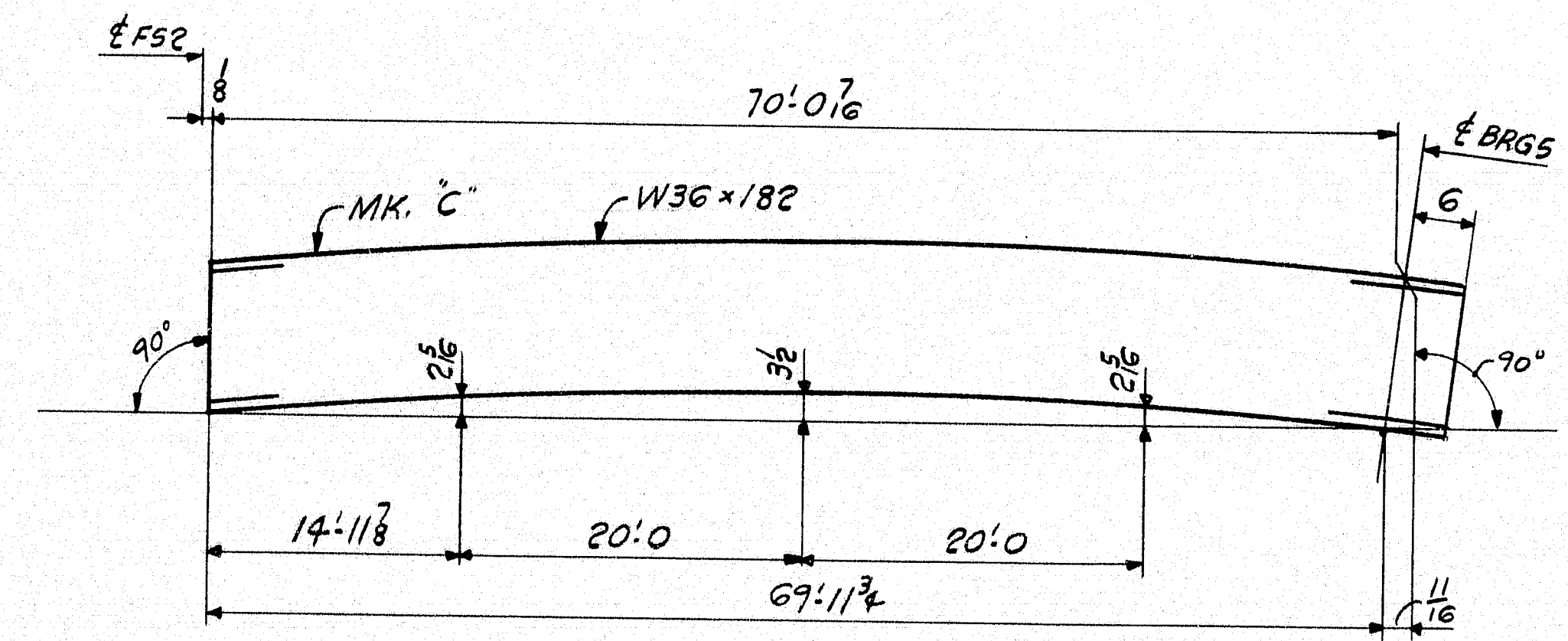
LINE	MK. A	MK. B	MK. C
1	S1A	S1B	S1C
2	S2A	S2B	S2C
3	S3A	S3B	S3C
4	S4A	S4B	S4C
5	S5A	S5B	S5C



CAMBER DIAGRAM FOR S1A, S2A, S3A, S4A, S5A



CAMBER DIAGRAM FOR S1B, S2B, S3B, S4B, S5B

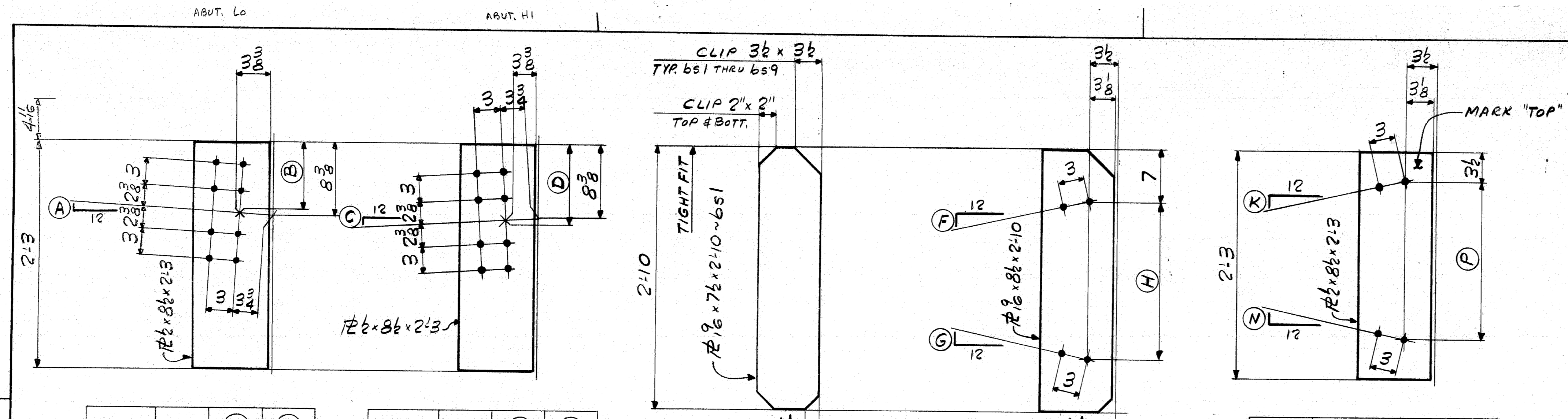


CAMBER DIAGRAM FOR S1C, S2C, S3C, S4C, S5C

NOTES
MAT'L - A572 (CWN)

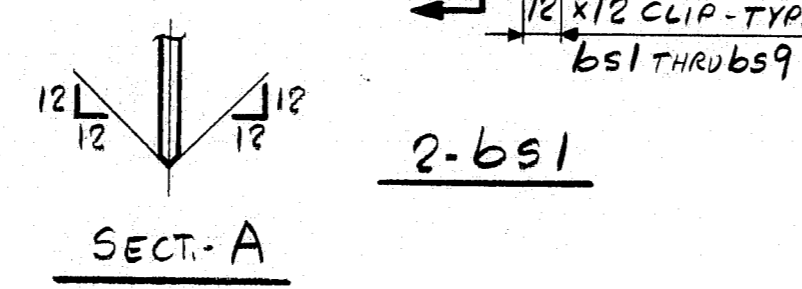
IT. NO. 504.70	BR. NO. -	PROJ. NO. I-95-4(48)64
FOR APPROVAL		FOR FILES & FIELD
SHOP ASSEMBLY & CAMBER DIAGRAMS		
APPROVED: 6-5-84	Bancroft & Martin Inc.	
PRINT DIST.	South Portland, Maine 04106	
3 5-10-84 APP.	JOB: COUNTY ROAD OVER I-95	
B 7-25-84 FAB.	TOWN OF FREEPORT	
ES/JP 6-8-84 F&F.	CUMBERLAND COUNTY, MAINE	
	CUSTOMER: REED & REED	
	DESIGNER: STATE OF MAINE, DEPT. OF TRANS.	
ORDER NO.	JOB NO.	DRAWING NO.
4-3-84 ELC	4-24	55-1
4-3-84 FK		

R90-295

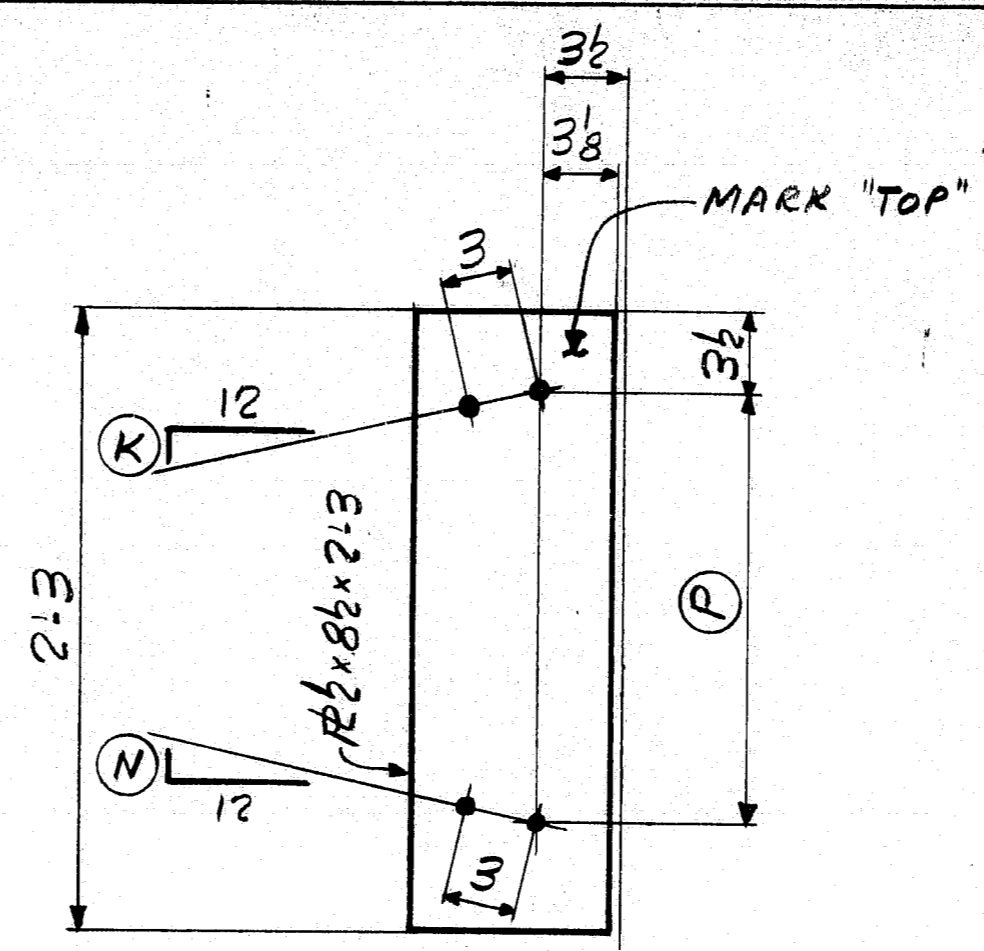


MARK	REQ'D	(A)	(E)
dp1	2	1 5/8	8 5/8
dp2	4	4	8 5/8
dp3	2	1 5/8	8 1/2

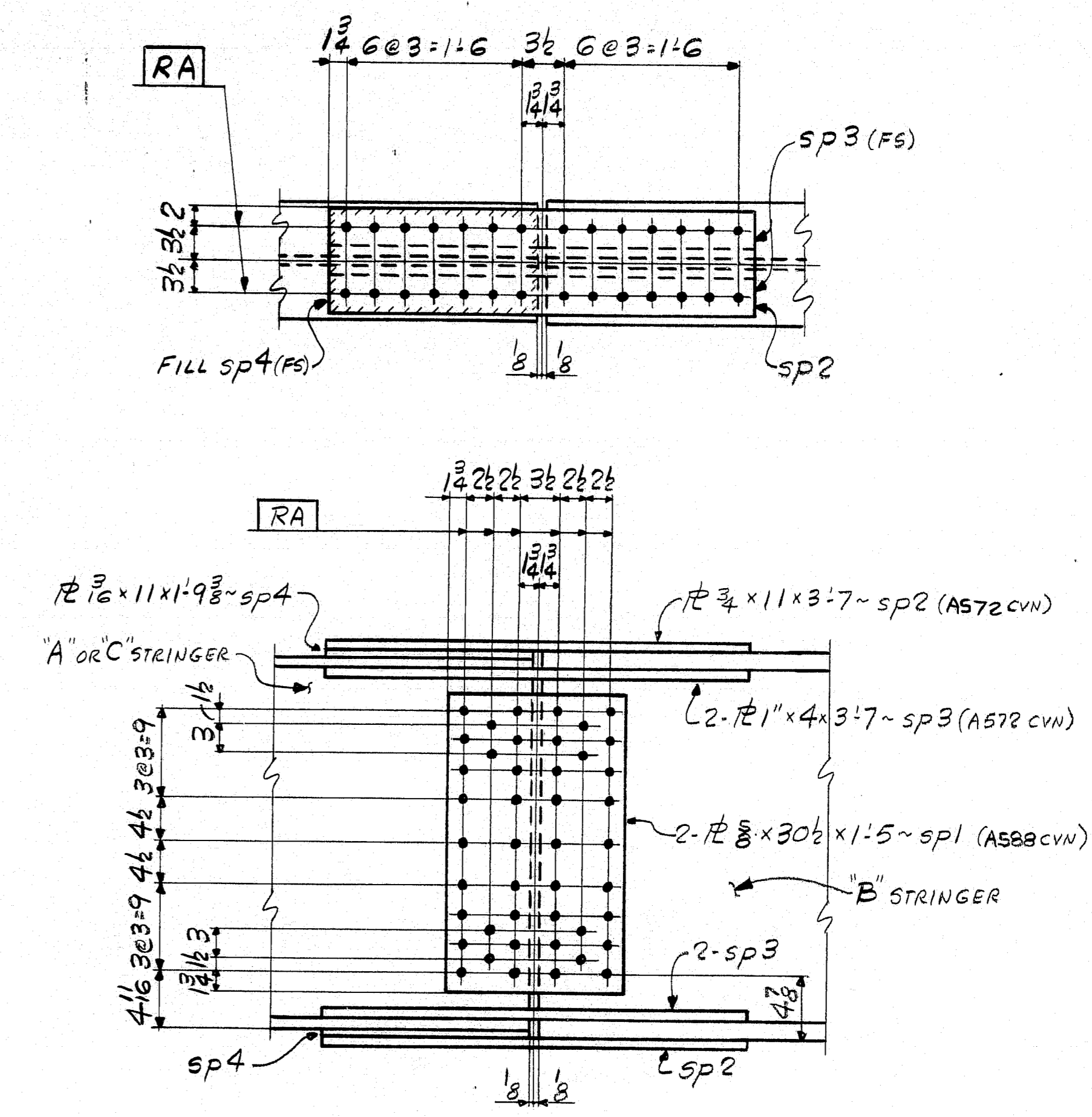
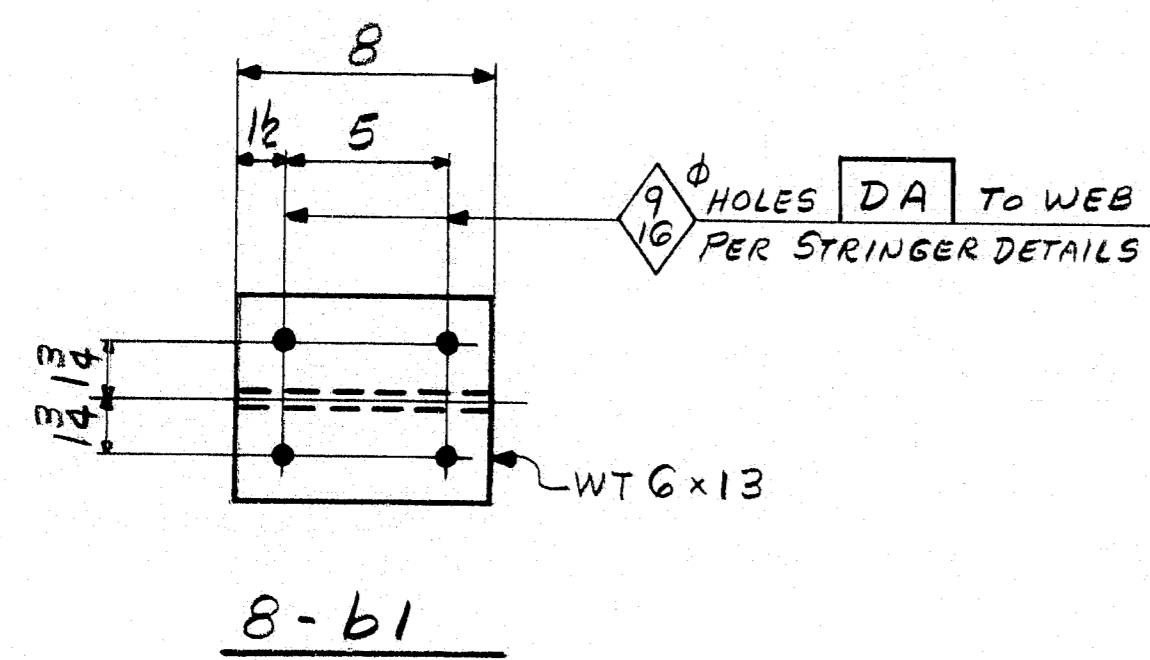
MARK	REQ'D	(C)	(D)
dp4	2	1 5/8	8 7/8
dp5	4	4	8 7/8
dp6	2	1 5/8	8 1/2



MARK	REQ'D	(F)	(G)	(H)
b52	1	2 3/8	2 1/8	1 5/8
b53	1	2 1/8	2 3/8	1 5/8
b54	1	2 9/16	3 1/16	1 5/8
b55	1	3 1/16	2 9/16	1 5/8
b56	1	3 1/8	2 1/2	1 5/8
b57	1	2 1/2	3 1/8	1 5/8
b58	1	2 3/8	2 7/8	1 5/8
b59	1	2 1/8	2 3/8	1 5/8



MARK	REQ'D	(K)	(N)	(P)
sf1	8	2 3/8	2 1/8	1 5/8
sf2	8	2 1/8	2 3/8	1 5/8
sf3	8	2 9/16	3 1/16	1 5/8
sf4	8	3 1/16	2 9/16	1 5/8
sf5	8	3 1/8	2 1/2	1 5/8
sf6	8	2 1/2	3 1/8	1 5/8
sf7	8	2 3/8	2 7/8	1 5/8
sf8	8	2 1/8	2 3/8	1 5/8



SHOP NOTE:

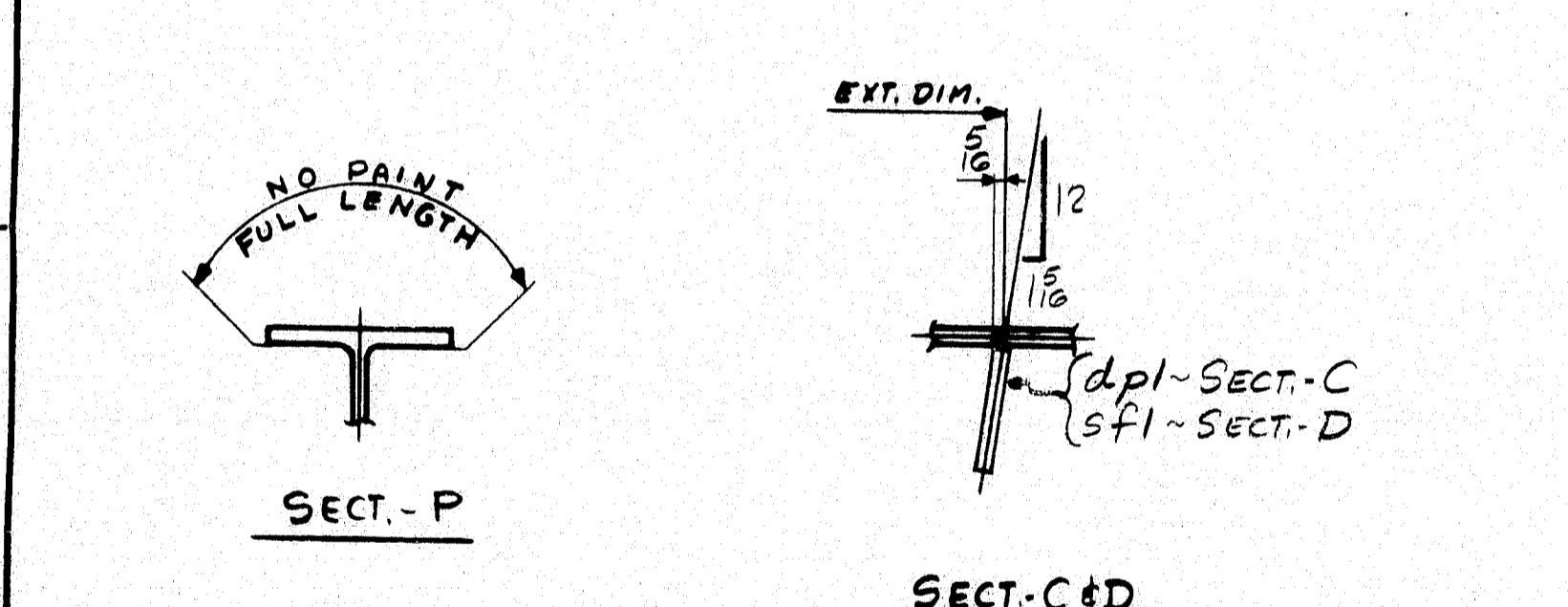
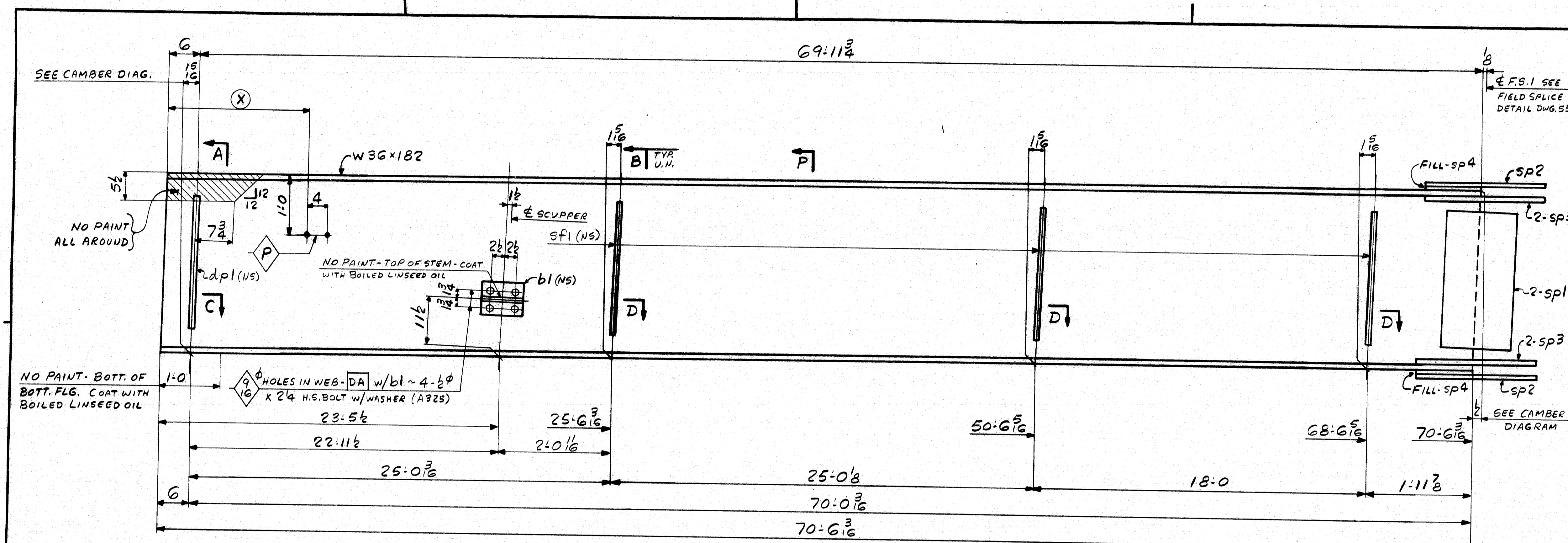
HOLES NOTED [RA] TO BE SUB-PUNCHED OR SUB-DRILLED 1/16" AND REAMED TO 15/16" WITH ALL PARTS ASSEMBLED OR DRILLED FULL SIZE (15/16") FROM THE SOLID WITH ALL PARTS ASSEMBLED. ALL STRINGERS MUST BE ASSEMBLED PER SHOP ASSEMBLY DIAGRAM (DWG. 55-1) PRIOR TO REAMING OR DRILLING.

NOTE:

MAT'L - ASTM A36 (U.N.)
HOLES - 15/16" FOR 7/8" H.S. BOLTS (U.N.)

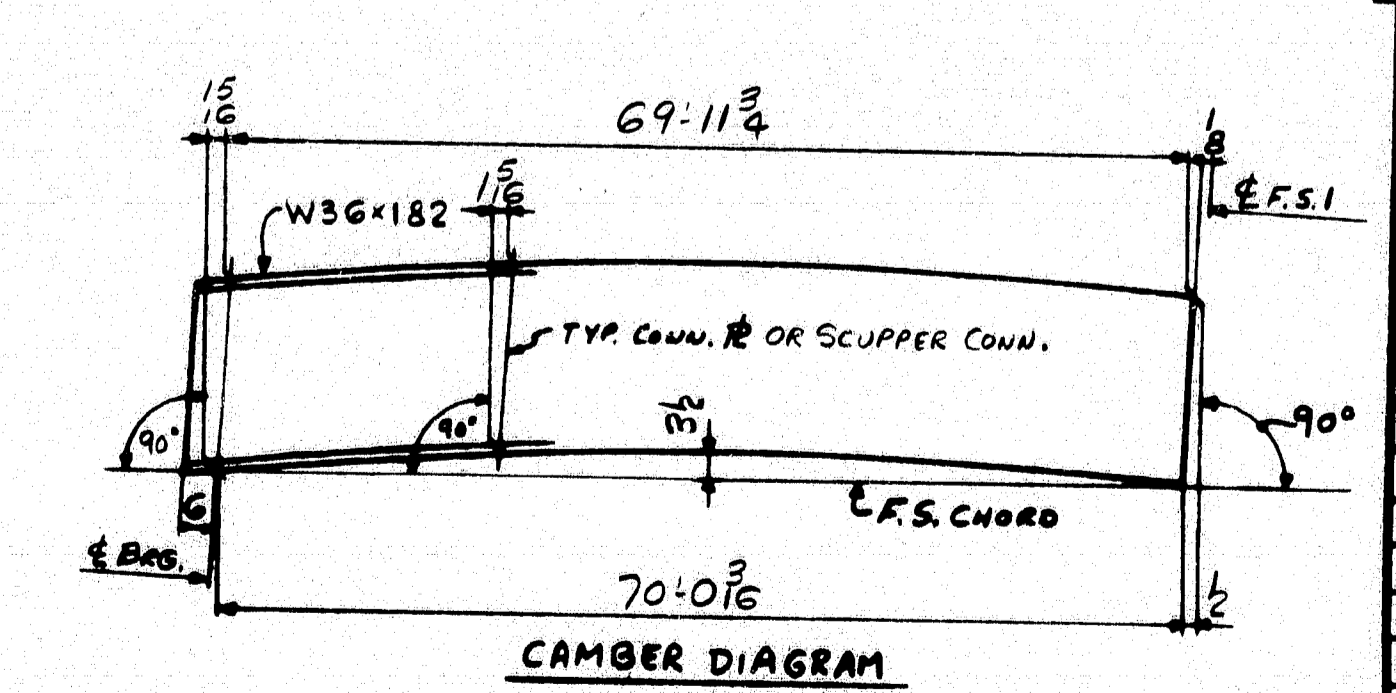
IT. NO. 504.70		BR. NO.	PROJ. NO. I-95-4(48)64
FOR APPROVAL		FOR FILES & FIELD	
STRINGER COMPONENTS			
APPROVED: 6-5-84	Bancroft & Martin Inc.		
PRINT DIST.	South Portland, Maine 04106		
3 5-10-84 APP.	JOB: COUNTY ROAD OVER I-95		
5 7-5-84 FAB.	TOWN OF FREEPORT		
25/1P 6-8-84 F&F.	CUMBERLAND COUNTY, MAINE		
	CUSTOMER: REED & REED		
	DESIGNER: STATE OF MAINE, DEPT. OF TRANS.		
REV. Δ	ORDER NO.	JOB NO.	DRAWING NO. REV.
CHECKED 4-25-84 IM			
DRAWN 4-4-84 ELC		4-24	55-2 Δ

R90-296



ONE - STRINGER - S1A
 FOR STRINGER STANDARD DETAILS SEE DWG. 55-2
 FOR SHOP ASSY & CAMBER DIAGRAMS SEE DWG. 55-1
 NO PAINT WITHIN 2" OF OPEN HOLES UNLESS NOTED

- (X)
- 4'-0"
- 9'-0"
- 14'-0"
- 19'-0"
- 24'-0"
- 29'-0"
- 34'-0"
- 39'-0"
- 44'-0"
- 49'-0"
- 54'-0"
- 59'-0"
- 64'-0"
- 67'-0"



SHIP		BILL OF MATERIAL		JOB NO.		DRAWING NO.		REV.
				4-24		55-3		△
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	QTY.	REMARKS
STRINGER								
S1A	1		W36x182	70	616		2/A	A572(50) CVN
	2	sp1	A ₅ x 30 1/2	15			2/H	A588 CVN
	2	sp2	A ₄ x 11	37			2/I	A572(50) CVN
	4	sp3	A ₁ x 4	37			2/J	A572(50) CVN
	2	sp4	A ₂ x 11	19 3/8			3/B	
	1	dpl	A ₂ x 8 1/2	23			3/D	
	3	sf1	A ₂ x 8 1/2	23			3/D	
	1	b1	WT 6 x 13	08			3/A	
	4	SHOP	1/2" H.S. BOLT	024			3/V	W/H.N.H.UT A325 TYPE 1
	4	SHOP	1/2" HD. FLAT WASHER				3/W	
							13	587

IT. NO. 504.70 BR. NO. PROJ. NO. I-95-4(48)G4

FOR APPROVAL **FOR FILES & FIELD**

STEEL: ASTM. A36 A572 GR1 A588 GR1 Unless Noted

WELDING ELECTRODE: E70 See Welding Proc. None

SHOP CONN: Bolted Welded None

FIELD CONN: Bolted Welded None

HOLES: 13/16 15/16 Unless Noted None

PAINT: None Shopcoat Gain. After Fab. As Noted

SPECIAL PAINT: None As Noted

SPECIAL CLEANING: Blast Clean None SSPC-SP6

STRINGER - S1A

APPROVED: G-E-BL
 PRINT DIST. 3 5-10-84 APP. 8 7-5-84 FAB. 25/1/P 6-8-84

Barcraft & Martin Inc.
 South Portland, Maine 04106

JOB: COUNTY ROAD OVER I-95
 TOWN OF FREEPORT
 CUMBERLAND COUNTY, MAINE

CUSTOMER: REED & REED
 DESIGNER: STATE OF MAINE DEPT. OF TRANS.

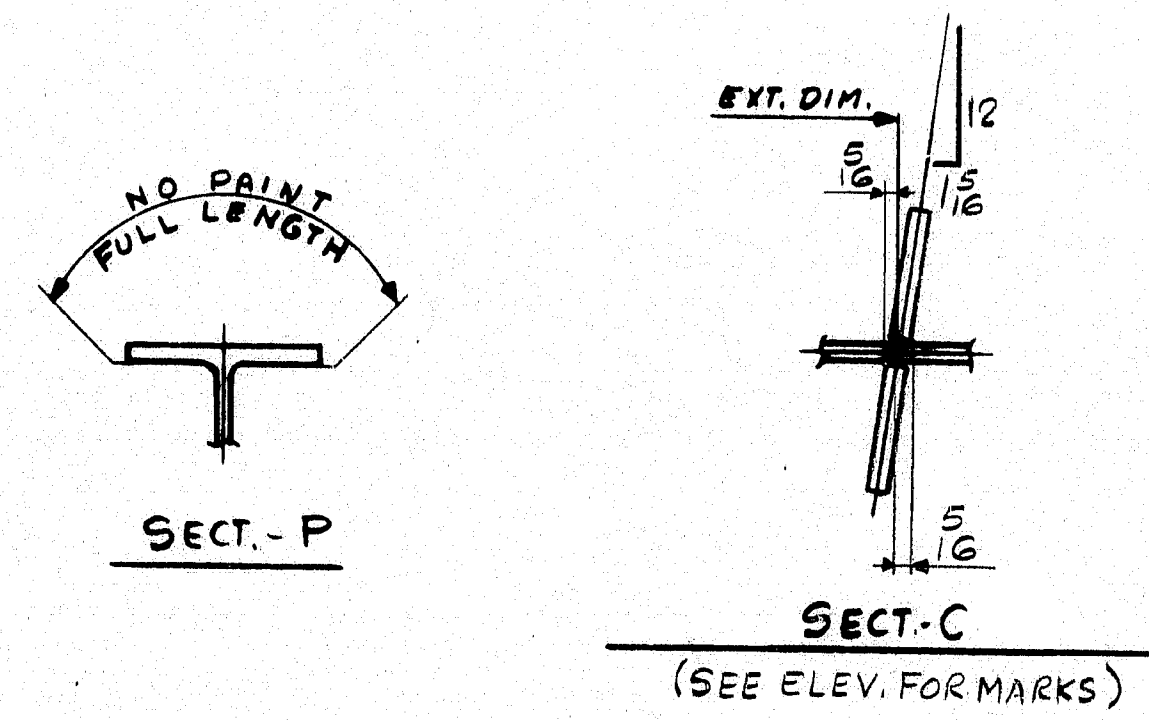
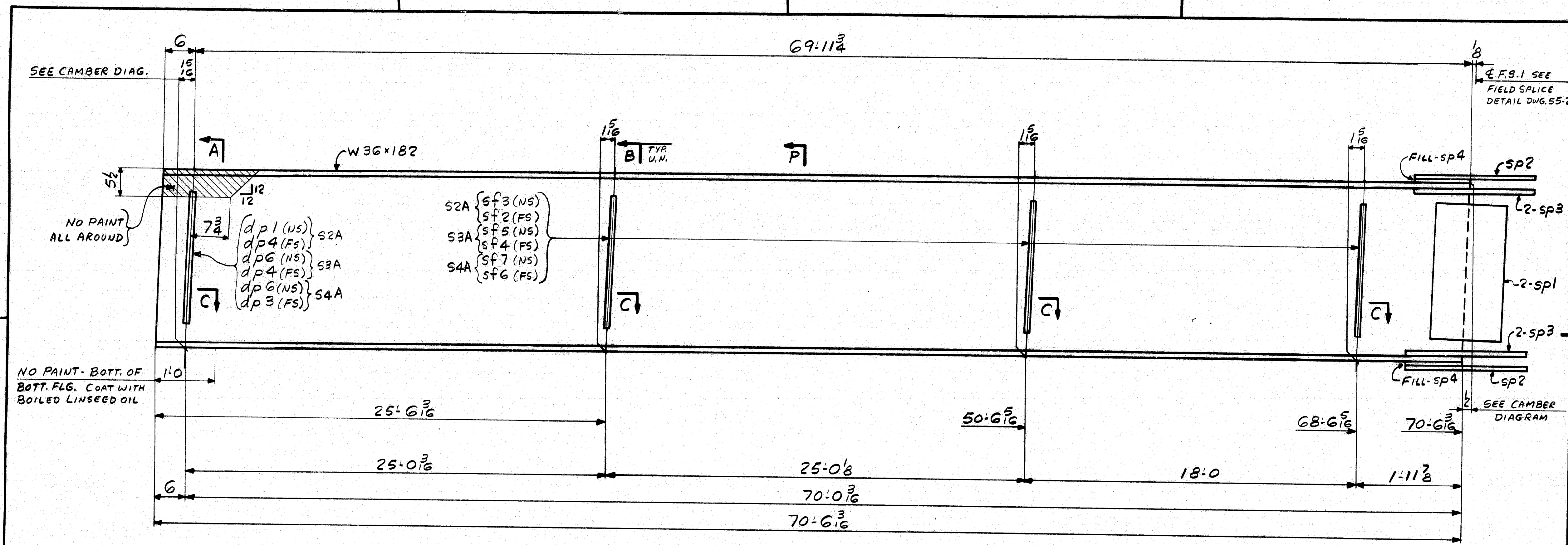
ORDER NO. 4-24 JOB NO. 4-24 DRAWING NO. 55-3 REV. △

REV. △ 4-25-84 HM
 CHECKED 4-25-84 HM
 DRAWN 4-6-84 ELC

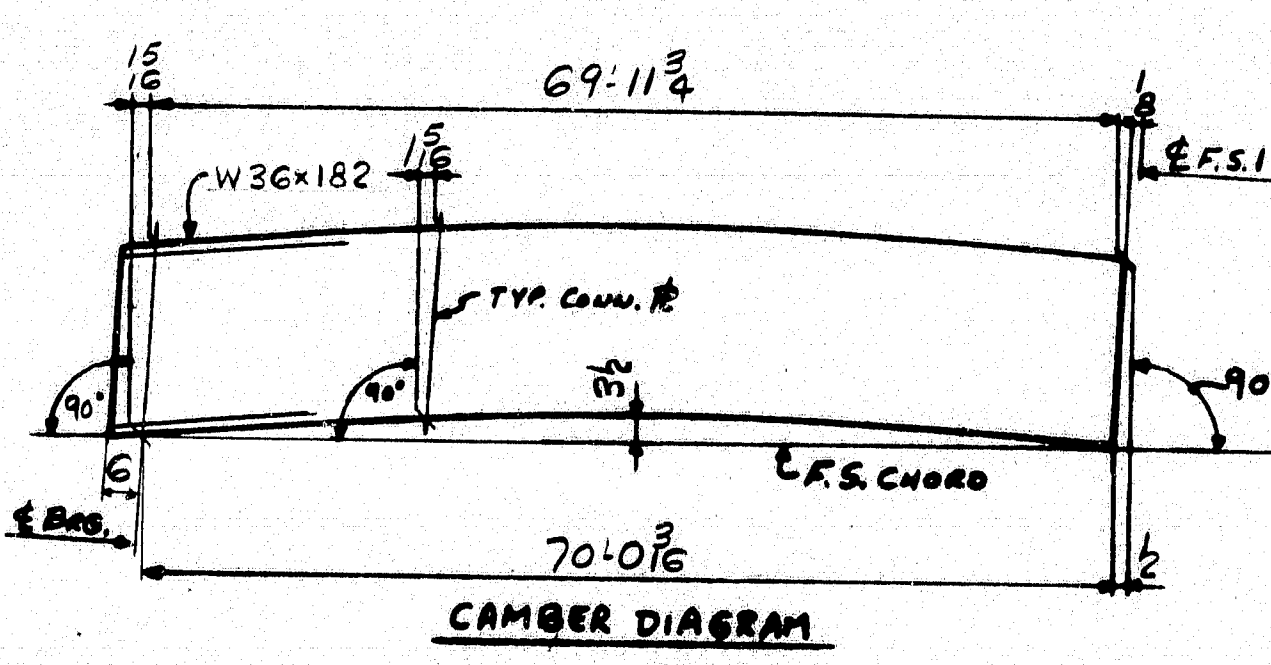
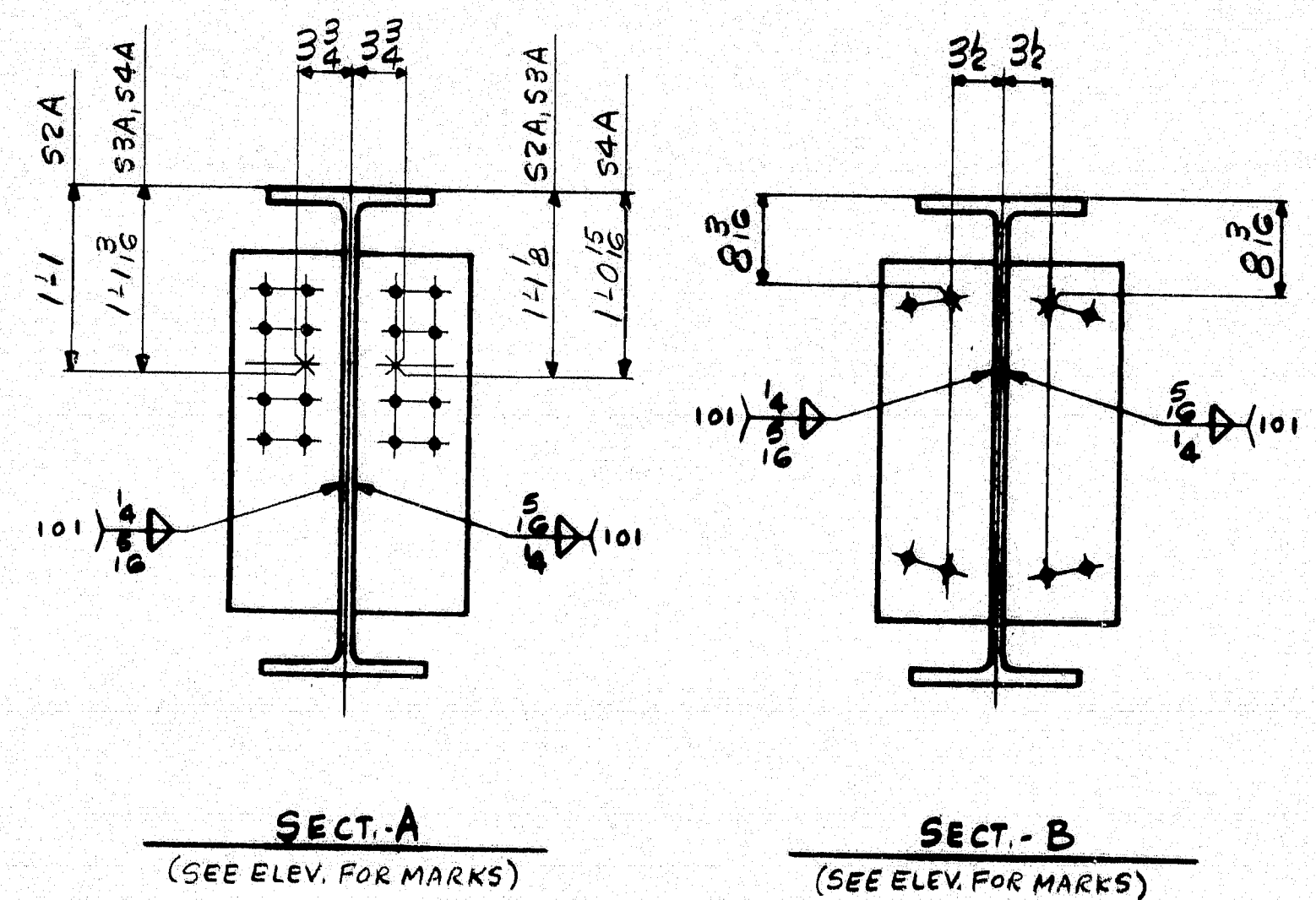
929-10

R90-297

ALL CONNECTIONS DETAILED ON THIS DRAWING REPRESENT THE PORT & MAINE FABRICATOR'S RESPONSIBILITY. THE ARCHITECT ASSUMES NO RESPONSIBILITY FOR THE CORRECTNESS OF ALL CONNECTIONS SHOWN.



ONE - STRINGER - S2A
 ONE - STRINGER - S3A
 ONE - STRINGER - S4A
 FOR STRINGER STANDARD DETAILS SEE DWG. 55-2
 FOR SHOP ASSY & CAMBER DIAGRAMS SEE DWG. 55-1
 NO PAINT WITHIN 2" OF OPEN HOLES.



SHIP		BILL OF MATERIAL		JOB NO.	DRAWING NO.	REV.
				4-24	55-4	△
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
STRINGERS						
S2A	1		W36x182	70	616	A572(50) CVN
S3A	1		W36x182	70	616	A572(50) CVN
S4A	1		W36x182	70	616	A572(50) CVN
G	sp1		R 5/8 x 30 1/2	15	1.18	A588 CVN
G	sp2		R 3/4 x 11	37	1.18	A572(50) CVN
12	sp3		R 1" x 4	37	1.18	A572(50) CVN
G	sp4		R 3/8 x 11	19 3/8	1.18	A572(50) CVN
1	dp1		R 1/2 x 8 1/2	23	1.18	S2A
1	dp3		R 1/2	23	1.18	S4A
2	dp4		R 1/2	23	1.18	S2A, S3A
2	dp6		R 1/2	23	1.18	S3A, S4A
3	sf2		R 1/2	23	1.18	S2A
3	sf3		R 1/2	23	1.18	S2A
3	sf4		R 1/2	23	1.18	S3A
3	sf5		R 1/2	23	1.18	S3A
3	sf6		R 1/2	23	1.18	S4A
3	sf7		R 1/2 x 8 1/2	23	1.18	S4A
						41122

IT. NO. 504.70 BR. NO. PRG. NO. I-95-4(40)G4

FOR APPROVAL **FOR FILES & FIELD**

STEEL: ASTM A36 A572 GR1 A588 GRN Unless Noted

WELDING ELECTRODE: E70 See Welding Proc. None

SHOP CONN: Bolted None

FIELD CONN: Bolted Welded None

HOLES: 13/16 15/16 Unless Noted None

PAINT: None Shopcoat Galv. After Fab. As Noted

SPECIAL PAINT: None SSSC-SP6

SPECIAL CLEANING: Blast Clean None SSSC-SP6

STRINGERS - S2A, S3A, S4A

APPROVED: 6-5-84
 PRINT DIST. *Panoroff & Martin Inc*
 3 5-10-84 APP
 8 7-3-84 FAB
 25/P 6-8-84 T&E

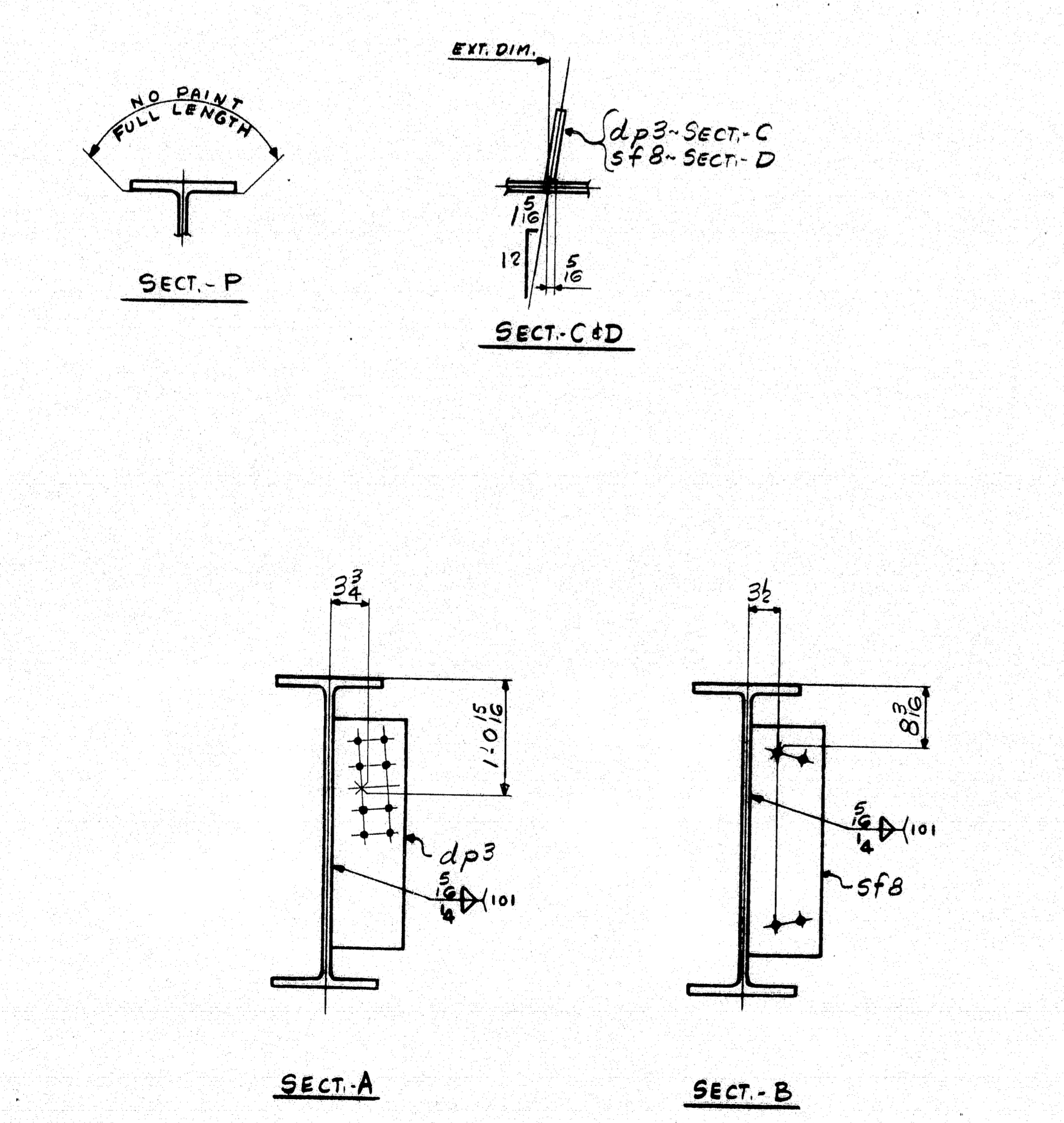
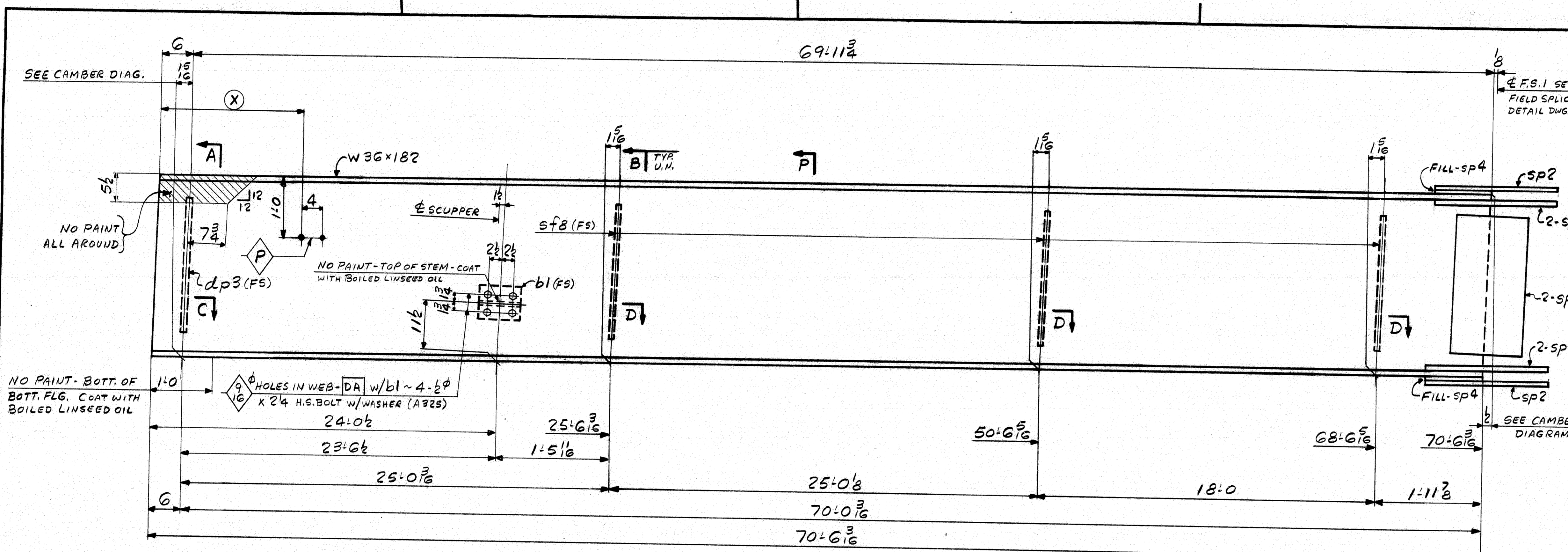
JOB: COUNTY ROAD OVER I-95
 TOWN OF FREEPORT
 CUMBERLAND COUNTY, MAINE

CUSTOMER: REED & REED
 DESIGNER: STATE OF MAINE DEPT. OF TRANS.

ORDER NO. 4-24 DRAWING NO. 55-4 REV. △

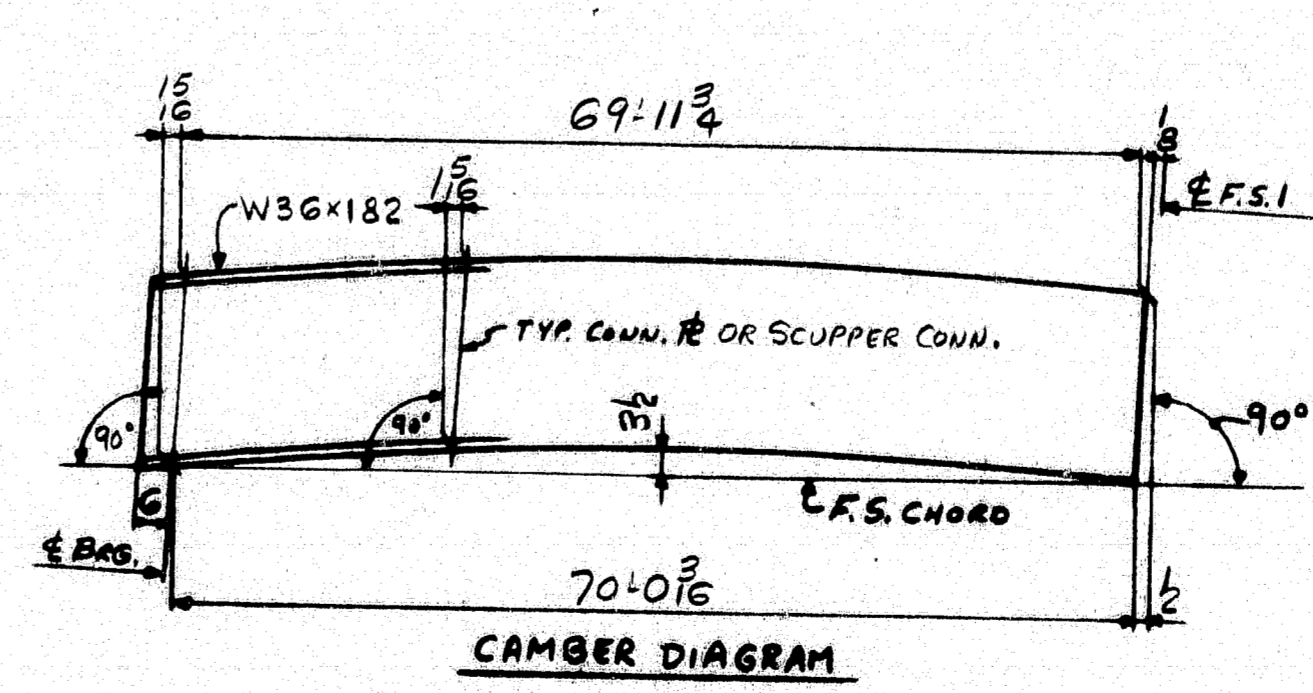
929-10

R90-298



ONE - STRINGER - S5A
 FOR STRINGER STANDARD DETAILS SEE DWG. 55-2
 FOR SHOP ASSY & CAMBER DIAGRAMS SEE DWG. 55-1
 NO PAINT WITHIN 2" OF OPEN HOLES UNLESS NOTED

(X)
4-0
9-0
14-0
19-0
24-0
29-0
34-0
39-0
44-0
49-0
54-0
59-0
64-0
67-0



SHIP		BILL OF MATERIAL		JOB NO.	DRAWING NO.	REV.
				4-24	55-5	△
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
STRINGER						
S5A	1		W 36 x 182	70	616	A572 (50) CVN
	2	SP1	R 5/8 x 30 1/2	15	184	A588 CVN
	2	SP2	R 3/4 x 11	37	210	A572 (50) CVN
	4	SP3	R 1" x 4	37	190	A572 (50) CVN
	2	SP4	R 5/8 x 11	19 3/8	25	
	1	DP3	R 1/2 x 8 1/2	23	33	
	3	SFB	R 1/2 x 8 1/2	23	38	
	1	bl	WT 6 x 13	08	9	
	4	SHOP	1/2" H.S. BOLT	024	1	W/HANUT TYPE 1
	4	SHOP	1/2" HD. FLAT WASHER		0	
#						

IT. NO. 504.70 BR. NO. PROJ. NO. I-95-4(48)G4

FOR APPROVAL **FOR FILES & FIELD**

STEEL: ASTM. A36 A572 GR1 A588 GR1 Unless Noted

WELDING ELECTRODE: E70 See Welding Proc. None

SHOP CONN: Bolted Welded None

FIELD CONN: Bolted Welded None

HOLES: 13/16 15/16 Unless Noted None

PAINT: None Shopcoat Galv. After Fab. As Noted

SPECIAL PAINT: None As Noted

SPECIAL CLEANING: Blast Clean None SSPC-SP6

STRINGER - S5A

APPROVED: 6-5-84
 PRINT DIST.

3 5-12-84 APP.
 8 7-5-84 FAB.
 25/JP 6-8-84 F&F

Barcroft & Martin Inc.
 South Portland, Maine 04106

JOB: COUNTY ROAD OVER I-95
 TOWN OF FREEPORT
 CUMBERLAND COUNTY, MAINE

CUSTOMER: REED & REED

DESIGNER: STATE OF MAINE DEPT. OF TRANS.

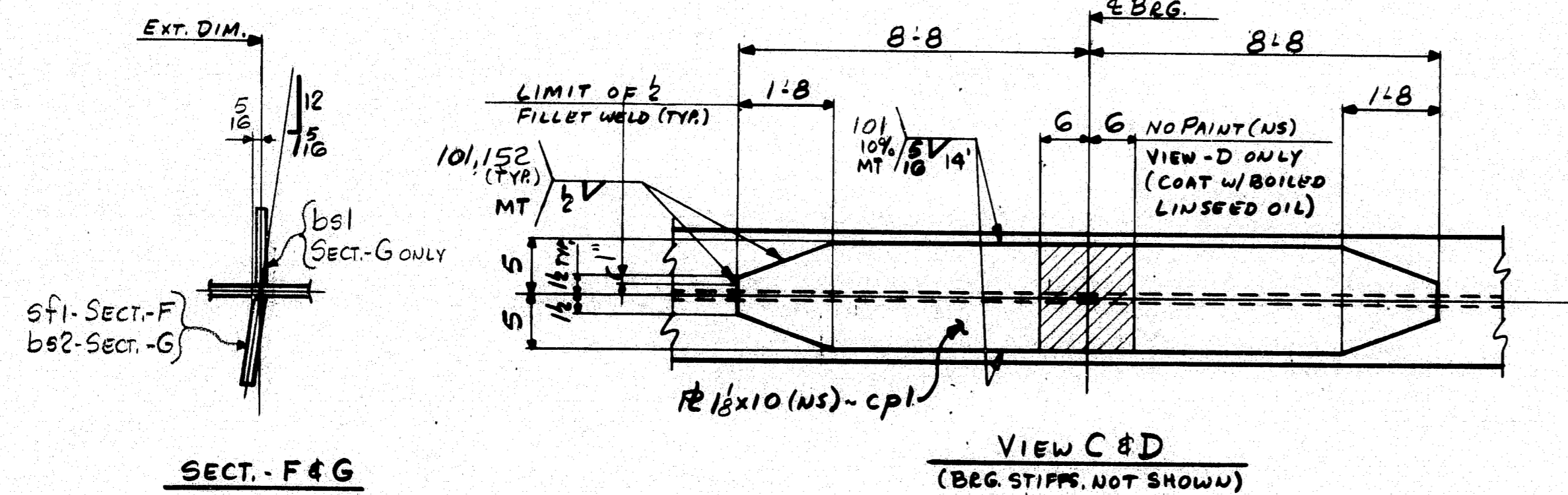
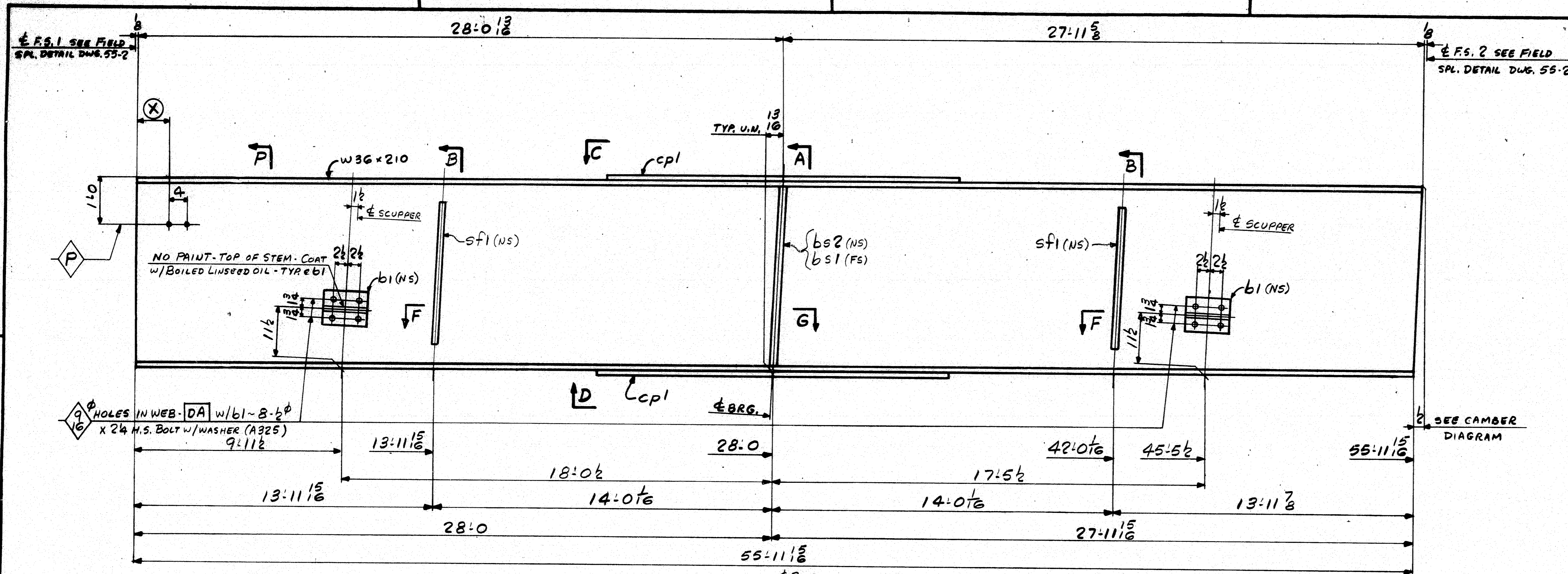
ORDER NO. JOB NO. DRAWING NO. REV.
 4-25-84 4-24 55-5 △

CHECKED: 4-25-84 LM
 DRAWN: 4-6-84 ELC

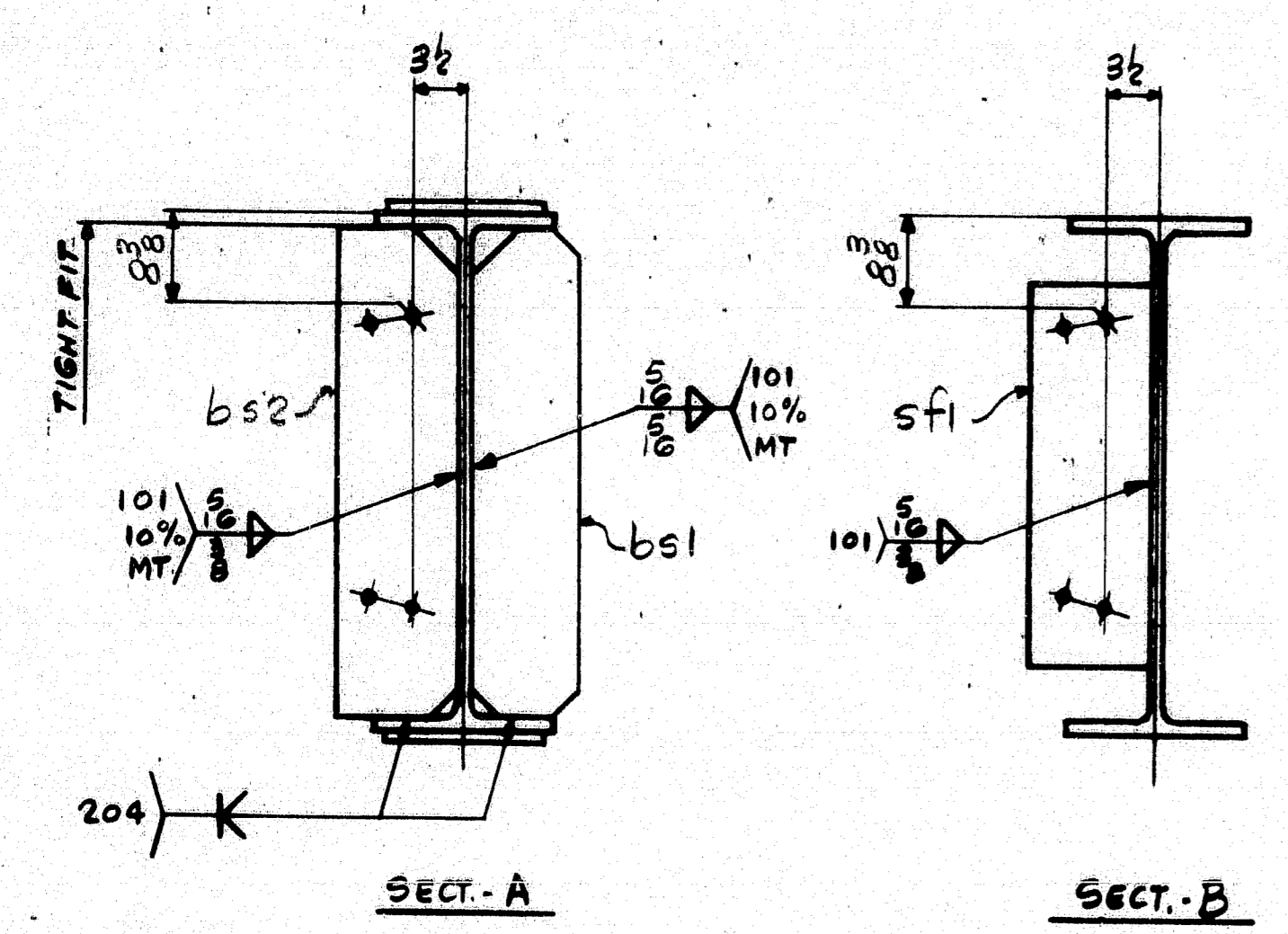
929-10

R90

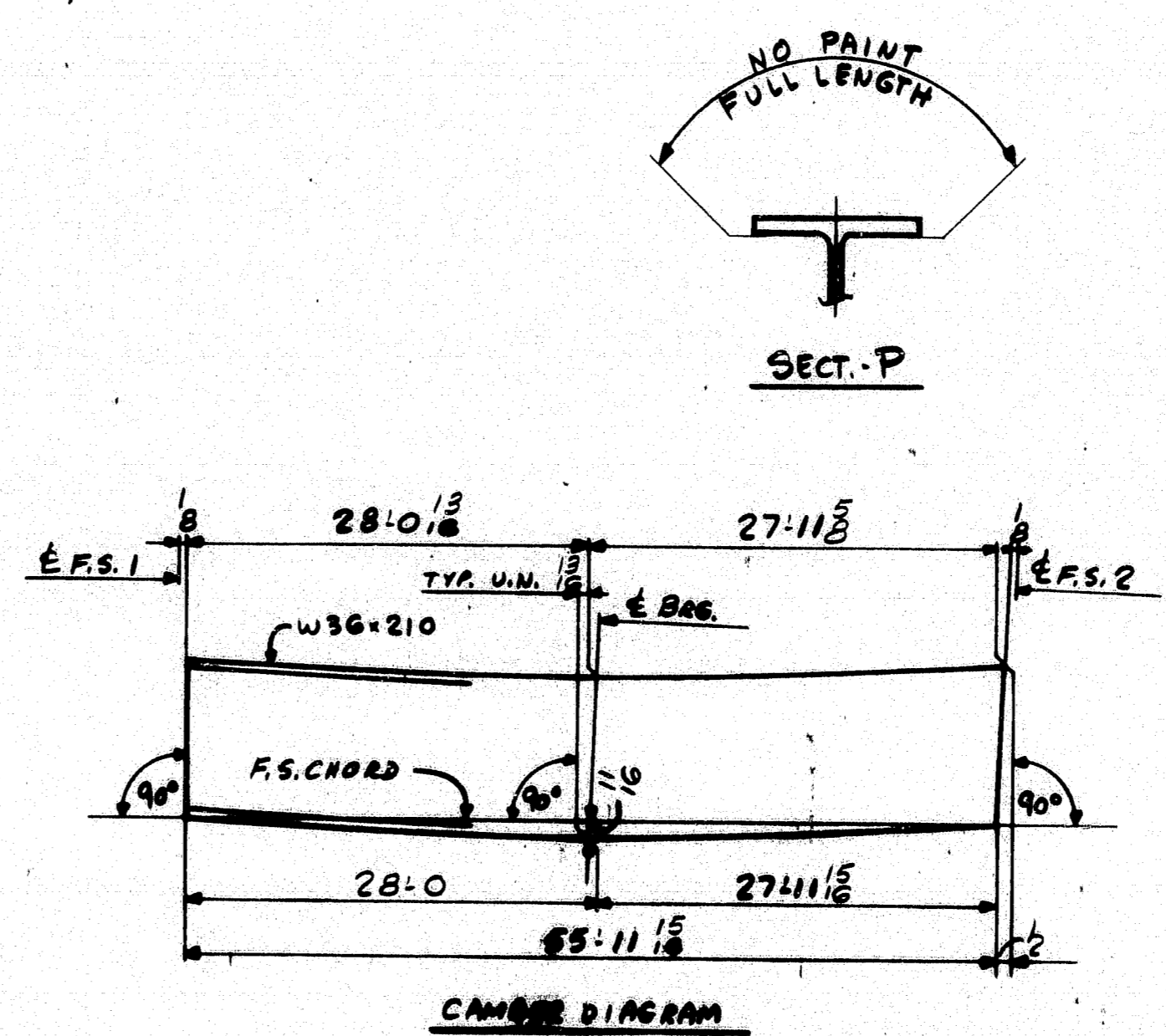
ALL CONNECTIONS DETAILED ON THIS DRAWING REPRESENT THE ARCHITECT'S INTENT. THE ARCHITECT AND ENGINEER SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL CONNECTIONS SHOWN.



ONE - STRINGER - SIB
 FOR STRINGER STANDARD DETAILS SEE DWG. 55-2
 FOR SHOP ASSY & CAMBER DIAGRAMS SEE DWG. 55-1
 NO PAINT WITHIN 2" OF OPEN HOLES UNLESS NOTED



(X)
1'-0
6'-0
11'-0
16'-0
21'-0
26'-0
31'-0
36'-0
41'-0
46'-0
51'-0
54'-0



SHP		BILL OF MATERIAL				JOB NO.	DRAWING NO.	REV.
						4-24	55-G	△
MARK	NO.	MARK	SHAPE	LENGTH	WT.	UNIT	REMARKS	
STRINGER								
SIB	1		W36x210	56	0.7	1170	A572(50) CVN	
	2	cpl	R 1/2 x 10	17	4	28.7	A572(50) CVN	
	1	bs2	R 5/8 x 8 1/2	2	10	3.1	FILE A588	
	1	bs1	R 5/8 x 7 1/2	2	10	3.1	FILE A588	
	2	sf1	R 1/2 x 8 1/2	2	3	1.5		
	2	b1	WTG x 13	0	8	3/4	17	
	8	SHOP	1/2" H.S. BOLT	0	24	3/4	2	W/H.H. JUT A375
	8	SHOP	3/4" HD. FLAT WASHER	0	24	3/4	0	
						13	275	

IT. NO. 504.70 BR. NO. PROJ. NO. I-95-4(48)24

FOR APPROVAL **FOR FILES & FIELD**

STEEL: ASTM: A36 A572 GR1 A588 GR1 Unless Noted

WELDING ELECTRODE: E70 See Welding Proc. None

SHOP CONN: Bolted Welded None

FIELD CONN: Bolted Welded None

HOLES: 13/16 15/16 Unless Noted None

PAINT: None Shopcoat Galv. After Fab. As Noted

SPECIAL PAINT: _____

SPECIAL CLEANING: Blast Clean None SSPC-SP6

STRINGER - SIB

APPROVED: 6-5-84
 PRINT DIST.
 3 5-10-84 APP.
 6 7-1-84 FAB.
 25/1P 6-8-84 F&F.

Bancroft & Martin Inc.
 South Portland, Maine 04106

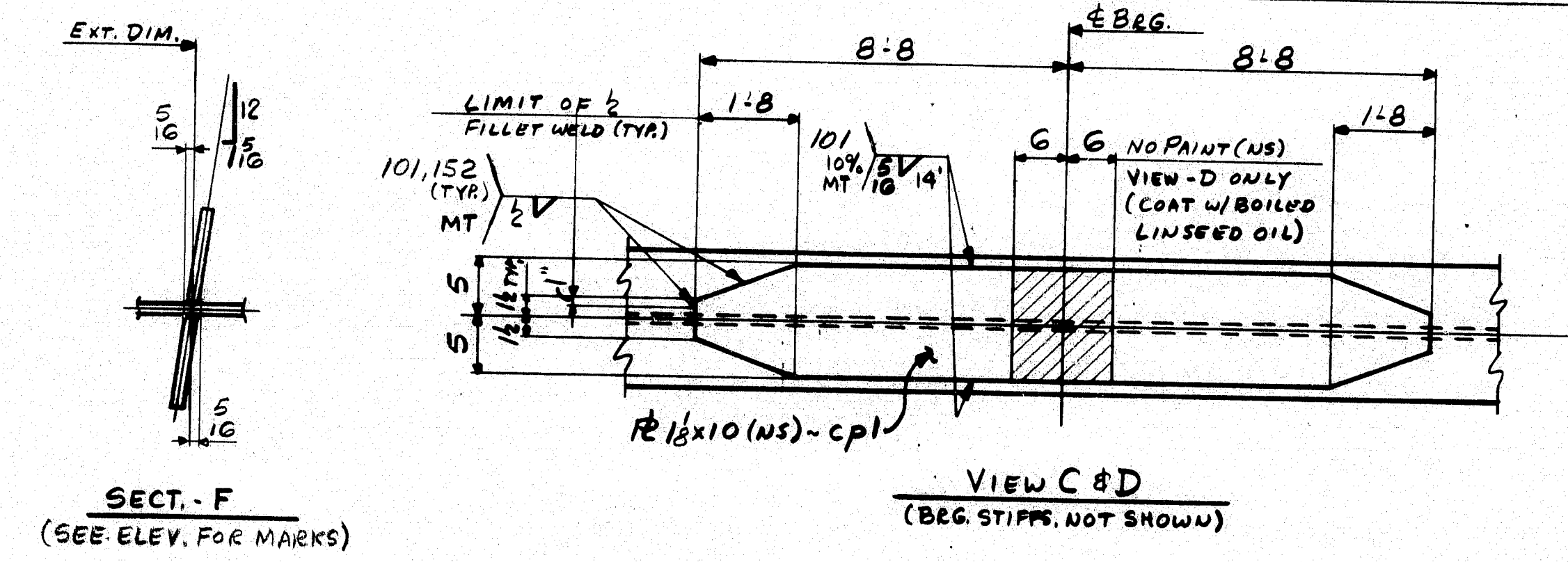
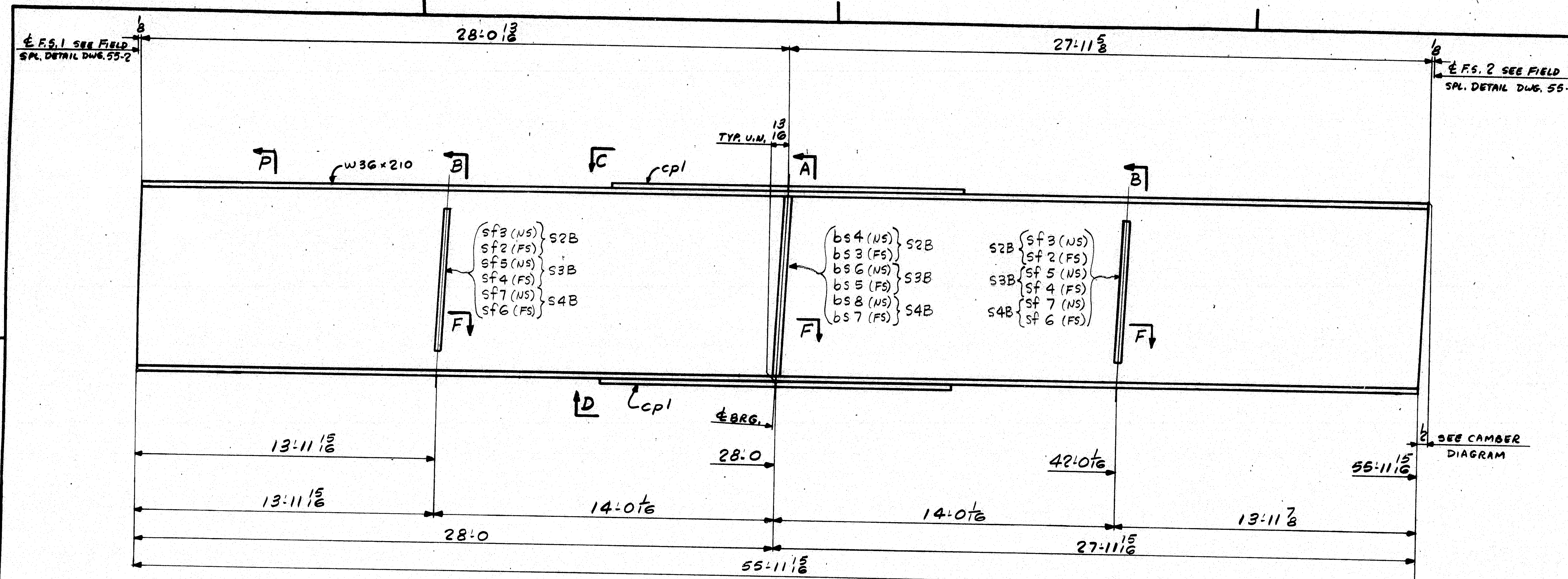
JOB: COUNTY ROAD OVER I-95
 TOWN OF FREEPORT
 CUMBERLAND COUNTY, MAINE

CUSTOMER: REED & REED
 DESIGNER: STATE OF MAINE DEPT. OF TRANS.

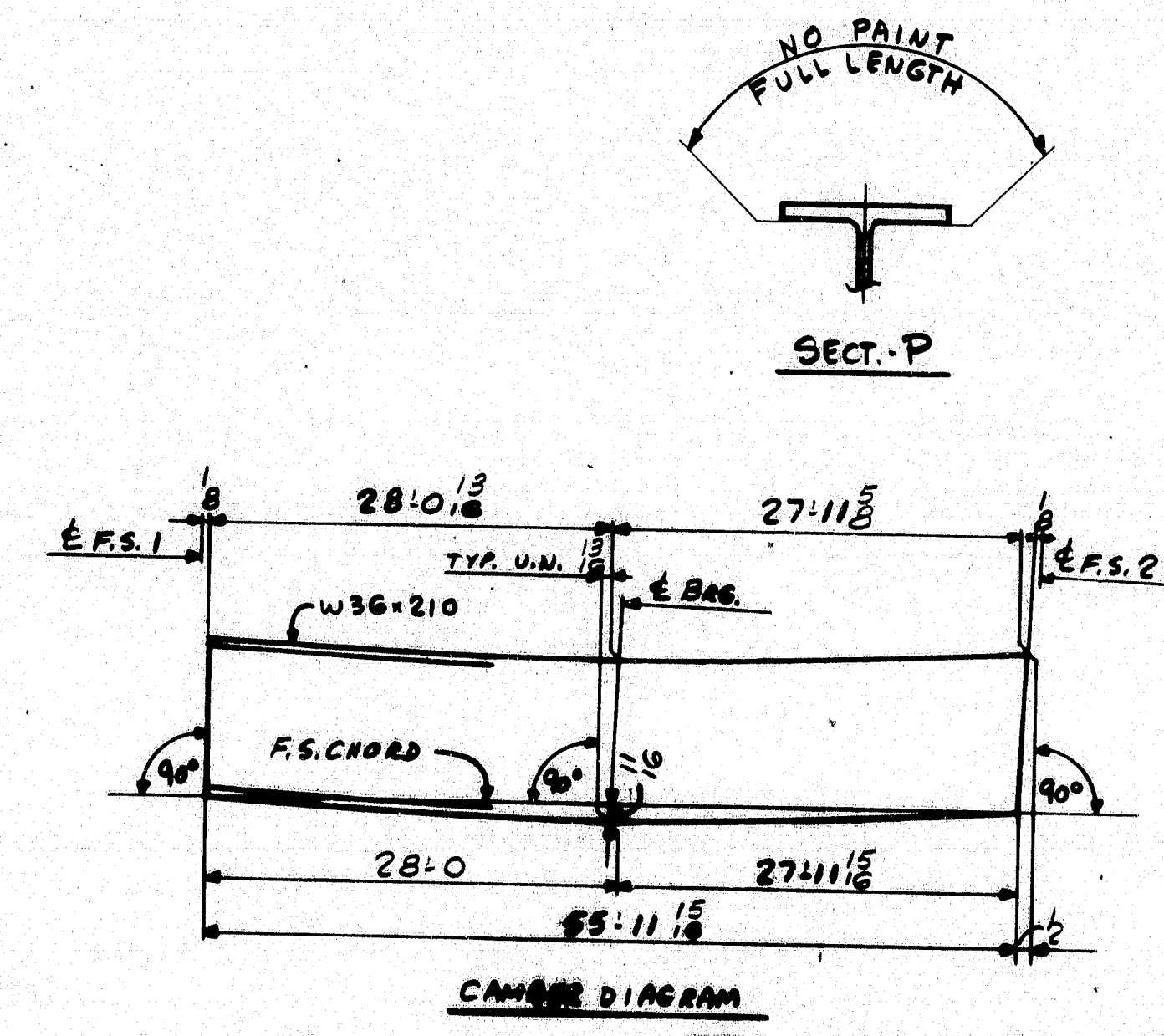
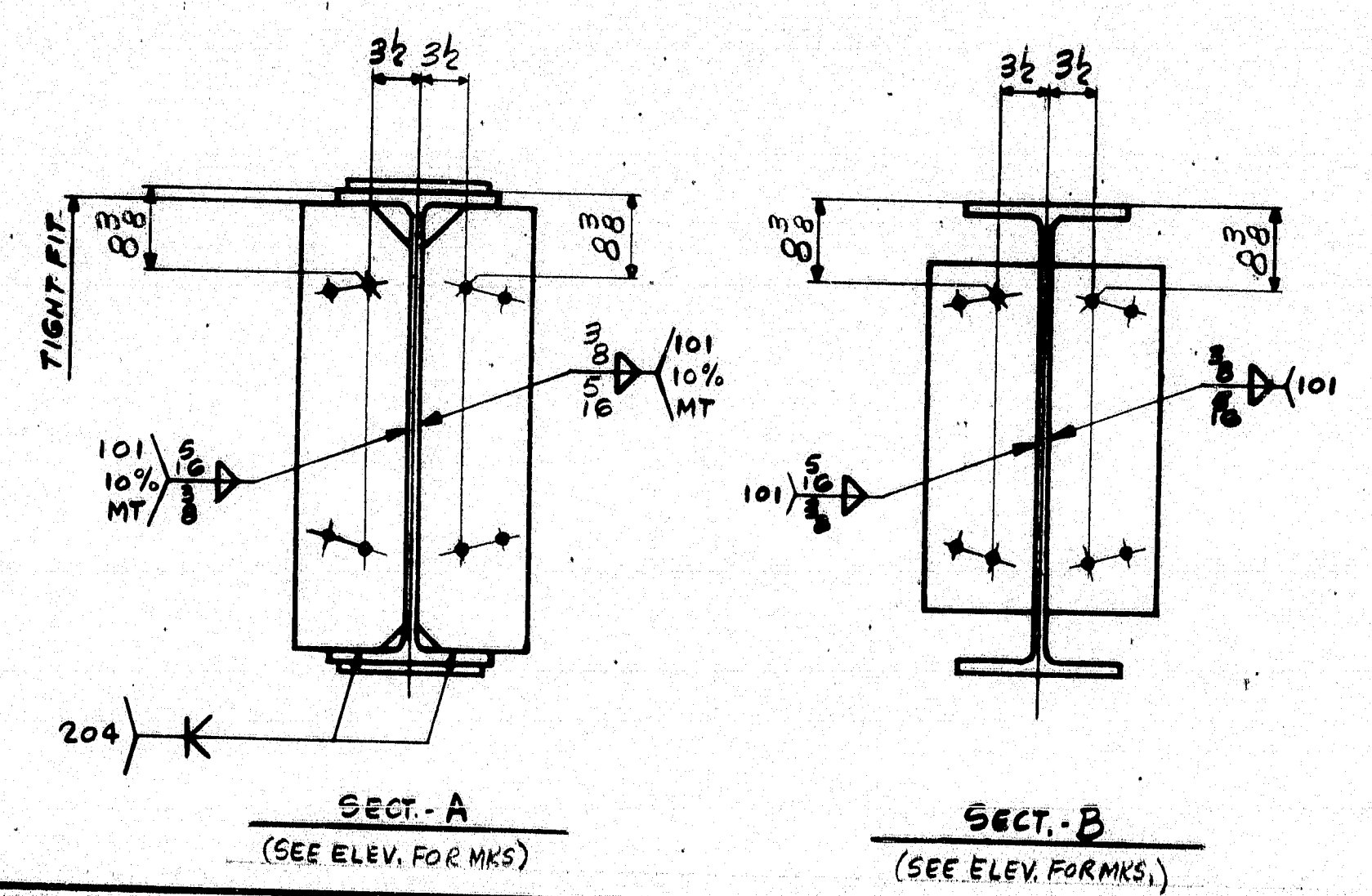
ORDER NO. JOB NO. DRAWING NO. REV.
 4-24 55-G △

929-10

R90 300



ONE - STRINGER - S2B
 ONE - STRINGER - S3B
 ONE - STRINGER - S4B
 FOR STRINGER STANDARD DETAILS SEE DWG. 55-2
 FOR SHOP ASSY & CAMBER DIAGRAMS SEE DWG. 55-1
 NO PAINT WITHIN 2" OF OPEN HOLES.



SHP		BILL OF MATERIAL		JOB NO.		DRAWING NO.		REV.
				4-24		55-7		△
MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT.	WT.	REMARKS
STRINGERS								
S2B	1		W36 x 210	56 0 1/2	30	3/8	11/8	AS72 (SO) CVN
S3B	1		W36 x 210	56 0 1/2	30	3/8	11/8	AS72 (SO) CVN
S4B	1		W36 x 210	56 0 1/2	30	3/8	11/8	AS72 (SO) CVN
G	Cpl		1/2" x 10	17 4	1.6	3/8	11/8	AS72 (SO) CVN
1	bs3		1/2" x 8 1/2	2 10	1.5	3/8	11/8	FILE AS88 S2B
1	bs4		1/2" x 8 1/2	2 10	1.5	3/8	11/8	S2B
1	bs5		1/2" x 8 1/2	2 10	1.5	3/8	11/8	S3B
1	bs6		1/2" x 8 1/2	2 10	1.5	3/8	11/8	S3B
1	bs7		1/2" x 8 1/2	2 10	1.5	3/8	11/8	S4B
1	bs8		1/2" x 8 1/2	2 10	1.5	3/8	11/8	FILE AS88 S4B
2	sf2		1/2" x 8 1/2	2 3	1.5	3/8	11/8	S2B
2	sf3		1/2" x 8 1/2	2 3	1.5	3/8	11/8	S2B
2	sf4		1/2" x 8 1/2	2 3	1.5	3/8	11/8	S3B
2	sf5		1/2" x 8 1/2	2 3	1.5	3/8	11/8	S3B
2	sf6		1/2" x 8 1/2	2 3	1.5	3/8	11/8	S4B
2	sf7		1/2" x 8 1/2	2 3	1.5	3/8	11/8	S4B
39 981								

IT. NO. 504.70 BR. NO. PROJ. NO. I-95-4(48) 64

FOR APPROVAL **FOR FILES & FIELD**

STEEL: ASTM A36 A572 GR1 A588 GR1 Unless Noted

WELDING ELECTRODE: E70 See Welding Proc. None

SHOP CONN: Bolted Welded None

FIELD CONN: Bolted Welded None

HOLES: 13/16" 15/16" Unless Noted None

PAINT: None Shopcoat Galv. After Fab. As Noted

SPECIAL PAINT: None As Noted

SPECIAL CLEANING: Blast Clean None SSPC-SP6

STRINGERS - S2B, S3B & S4B

APPROVED: 6-5-84
 PRINT DIST.
 3 5-10-84 APP.
 8 7-5-84 FAB.
 25/1P 6-2-84 F&F.

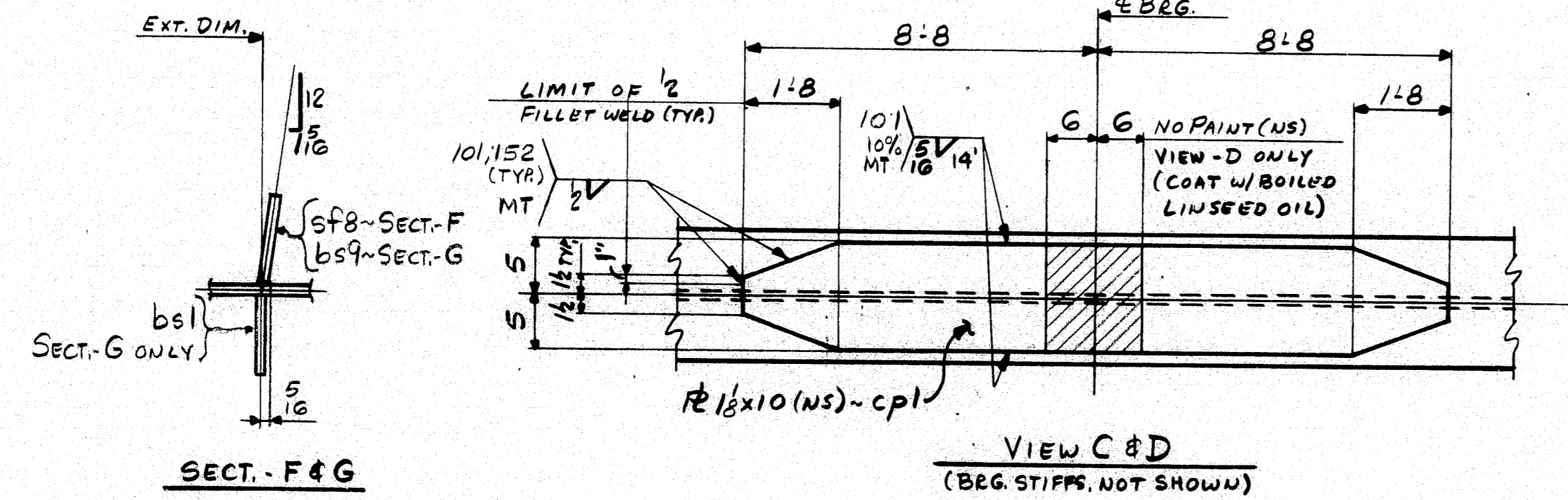
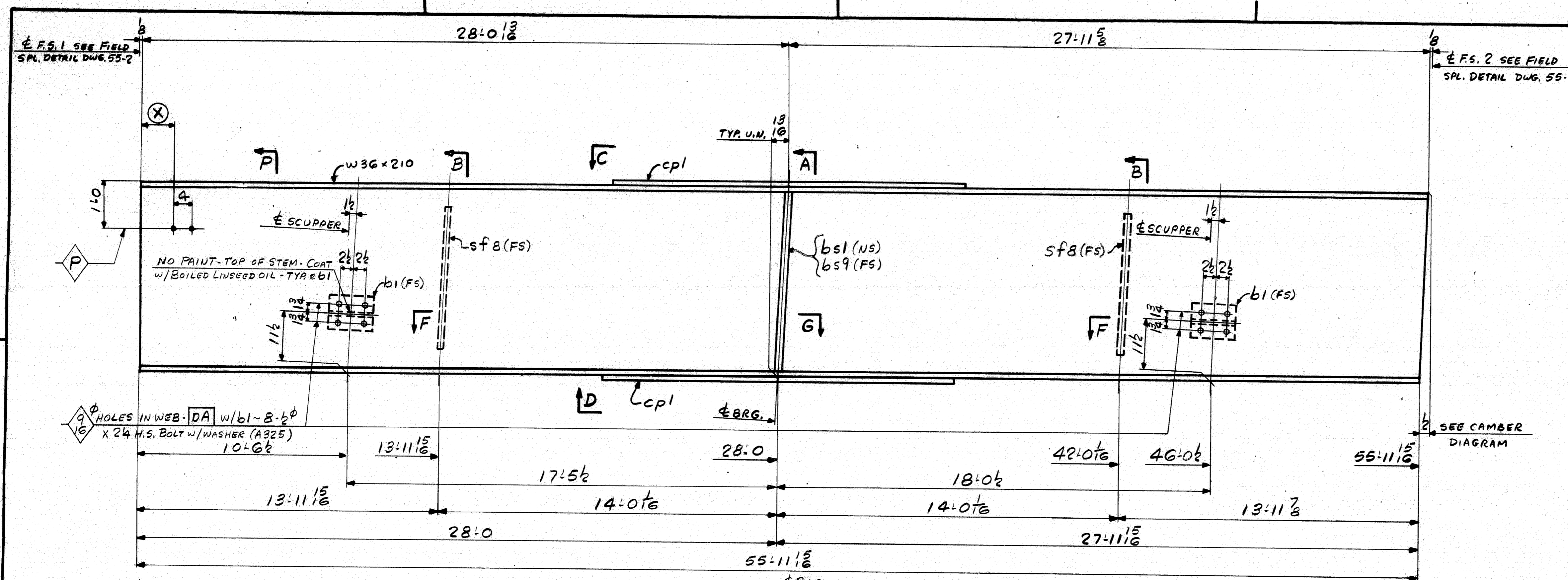
Ranocoff & Martin Inc.
 South Portland, Maine 04106
 JOB: COUNTY ROAD OVER I-95
 TOWN OF FREEPORT
 CUMBERLAND COUNTY, MAINE

CUSTOMER: REED & REED
 DESIGNER: STATE OF MAINE DEPT. OF TRAV.

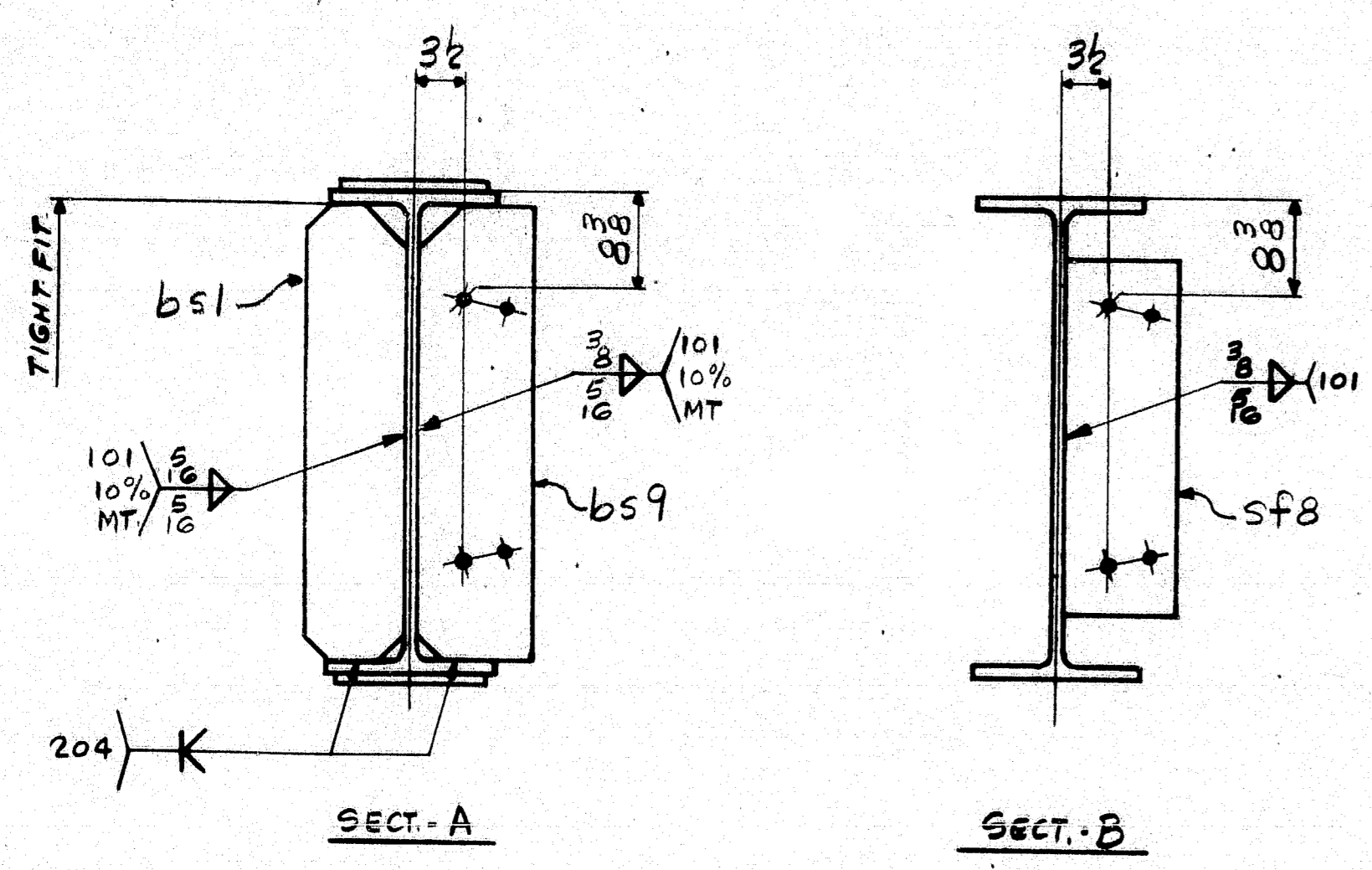
REV. △ ORDER NO. JOB NO. DRAWING NO. REV.
 CHECKED 4-25-84 JM 4-24 55-7
 DRAWN 4-4-84 ELC

ALL DIMENSIONS DETAILED ON THIS DRAWING
 REQUIRE PROF. ENGINEER'S SIGNATURE AND
 SEAL FOR CONSTRUCTION. THE ARCHITECT
 ASSUMES THE RESPONSIBILITY FOR THE
 INTEGRITY OF ALL DIMENSIONS SHOWN.

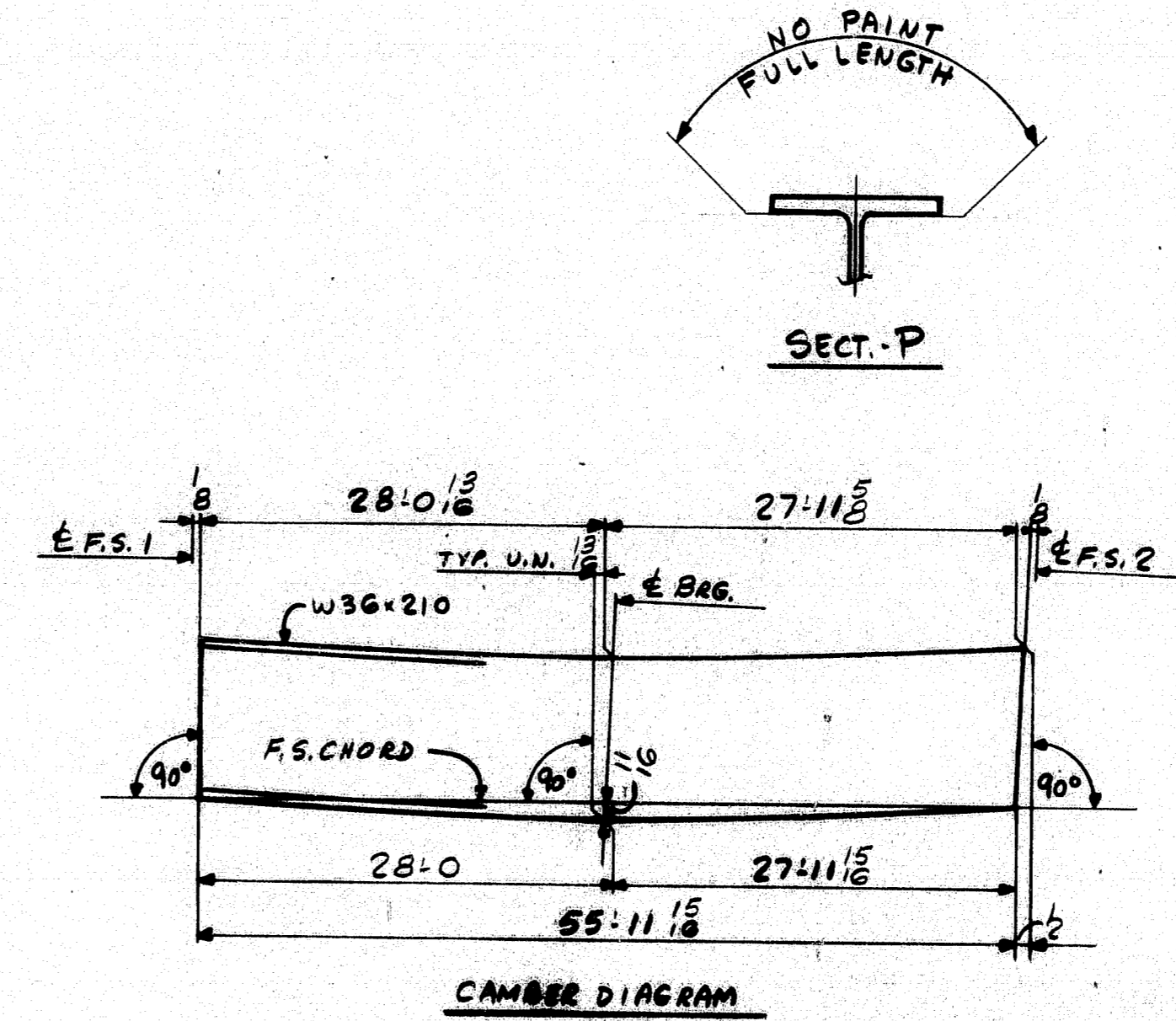
R90-301



ONE - STRINGER - 55B
 FOR STRINGER STANDARD DETAILS SEE DWG. 55-2
 FOR SHOP ASSY & CAMBER DIAGRAMS SEE DWG. 55-1
 NO PAINT WITHIN 2" OF OPEN HOLES UNLESS NOTED



(X)
1'-0
6'-0
11'-0
16'-0
21'-0
26'-0
31'-0
36'-0
41'-0
46'-0
51'-0
54'-0



SHIP		BILL OF MATERIAL		JOB NO.		DRAWING NO.		REV.	
		STRINGER		4-24		55-8		△	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT.	WT.	REMARKS	
55B	1		W36x210	56	0.16	18.88	2/6	AS72(SO) CVN	
	2	cpl	PL 1/2 x 10	17	4	2.0	2/E	AS72(SO) CVN	
	1	bs9	PL 5/8 x 8 1/2	2	10	3.0	3/E	FIE AS88	
	1	bs1	PL 5/8 x 7 1/2	2	10	3.0	3/F	FIE AS88	
	2	sf8	PL 1/2 x 8 1/2	2	3	2.0	3/D	FIE AS88	
	2	b1	WT 6 x 13	0	8	1.0	3/H	17	
	8	SHOP	1/2" H.S. BOLT	0	24	1.0	3/W	2	W/HEADOUT 833E1
	8	SHOP	1/2" HD. FLAT WASHER	0	24	1.0	3/W	0	
							13	275	#

IT. NO. 504.70 BR. NO. PROJ. NO. I-95-4(48)64

FOR APPROVAL **FOR FILES & FIELD**

STEEL: ASTM. A36 A572 GR1 A588 GR1 Unless Noted

WELDING ELECTRODE: E70 See Welding Proc. None

SHOP CONN: Bolted Welded None

FIELD CONN: Bolted Welded None

HOLES: 13/16 15/16 Unless Noted None

PAINT: None Shopcoat Galv. After Fab. As Noted

SPECIAL PAINT: None Blast Clean None SSPC-SP6

SPECIAL CLEANING: Blast Clean None SSPC-SP6

STRINGER - 55B

APPROVED: 6-5-84
 PRINT DIST.
 3 5-10-84 APP.
 8 7-5-84 FAB.
 25/1P 6-8-84 F&F.

Brancroft & Martin Inc
 South Portland, Maine 04106

JOB: COUNTY ROAD OVER I-95
 TOWN OF FREEPORT
 CUMBERLAND COUNTY, MAINE

CUSTOMER: REED & REED

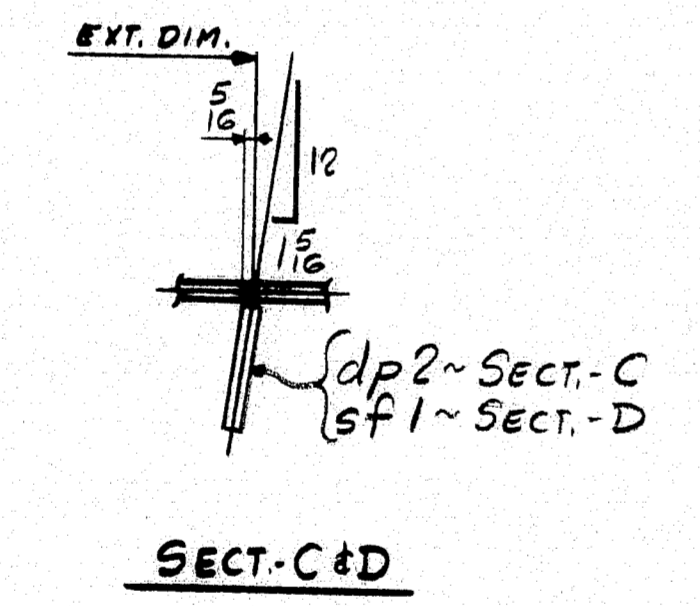
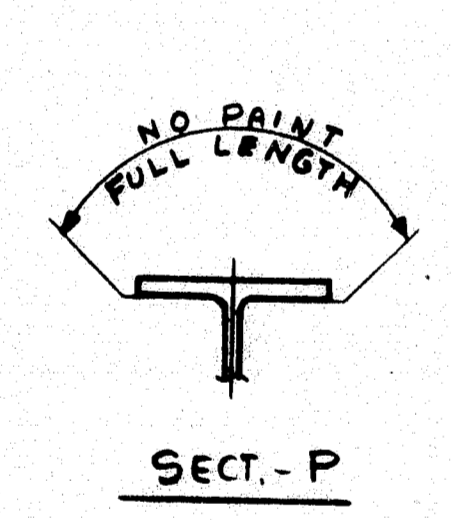
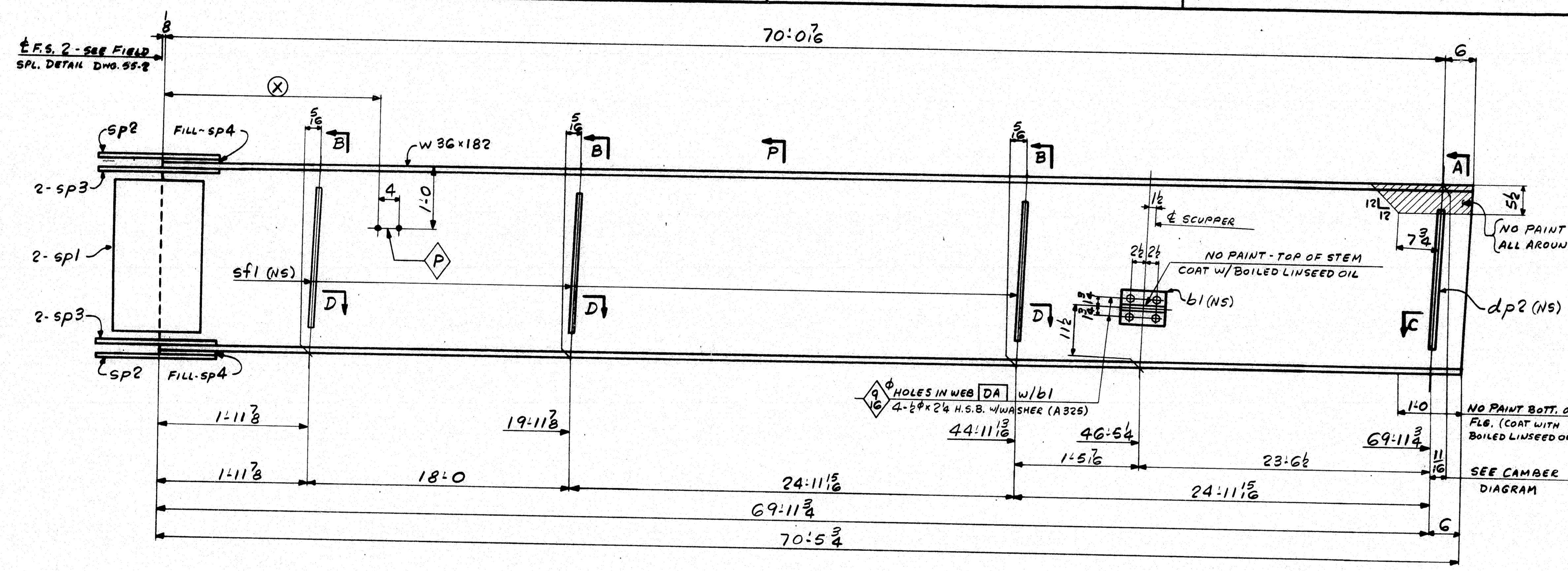
DESIGNER: STATE OF MAINE DEPT. OF TRANS.

ORDER NO. JOB NO. DRAWING NO. REV.
 4-25-84 4-24 55-8 △

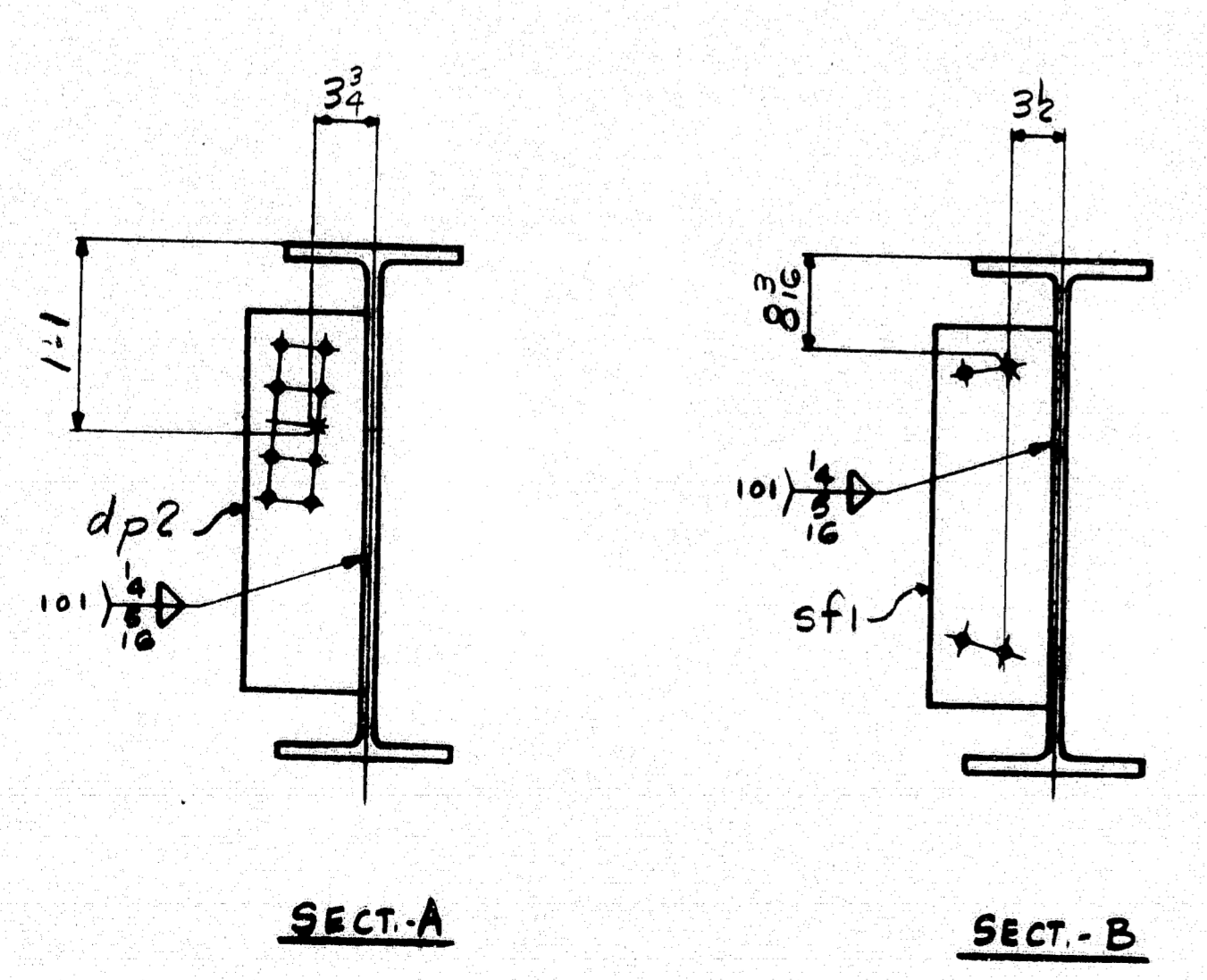
REV. △
 CHECKED 4-25-84 HM
 DRAWN 4-4-84 ELC

929-10

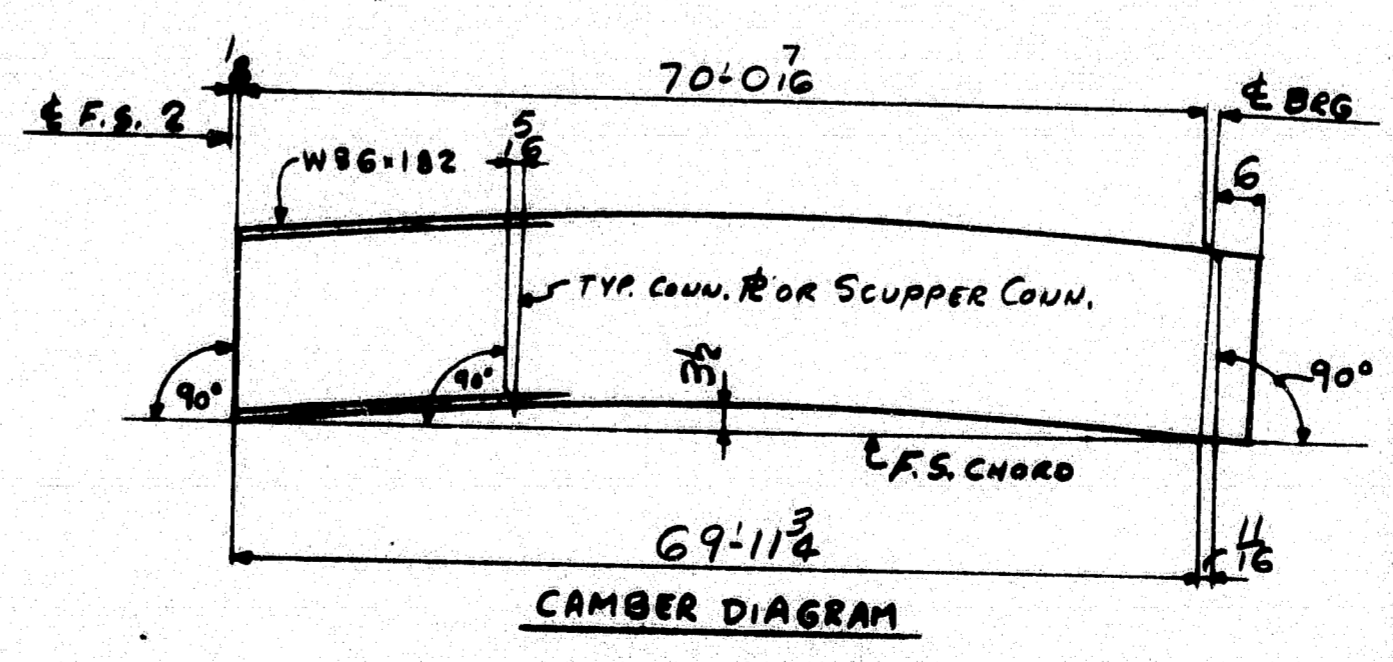
R90-302



ONE - STRINGER - SIC
 FOR STRINGER STANDARD DETAILS SEE DWG. 55-2
 FOR SHOP ASSY & CAMBER DIAGRAMS SEE DWG. 55-1
 NO PAINT WITHIN 2" OF OPEN HOLES UNLESS NOTED (P)



(X)
3'-0"
8'-0"
13'-0"
18'-0"
23'-0"
28'-0"
33'-0"
38'-0"
43'-0"
48'-0"
53'-0"
58'-0"
63'-0"
68'-0"



SHIP		BILL OF MATERIAL		JOB NO.	DRAWING NO.	REV.
				4-24	55-9	△
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
STRINGER						
SIC	1		W36x182	70	676	100% A572 (60) CVN
	2	sp1	R 5/8 x 30x2	15	10.1	A588 CVN
	2	sp2	R 3/4 x 11	37	2.7	A572 (60) CVN
	4	sp3	R 1" x 4	37	2.7	A572 (60) CVN
	2	sp4	R 5/8 x 11	19 3/4	1.4	A572 (60) CVN
	1	dp2	R 1/2 x 8 1/2	23	1.0	A572 (60) CVN
	3	sf1	R 1/2 x 8 1/2	23	1.0	A572 (60) CVN
	1	b1	WT 6 x 13	0.8	0.1	A572 (60) CVN
	4	SHOP	1/2" H.S. BOLT	0.24	0.01	A325 TYPE 1
	4	SHOP	1/2" HD FLAT WASHER	0.24	0.01	A325 TYPE 1
					13.584	

IT. NO. 504.70 BR. NO. PROJ. NO. I-95-4(48)64

FOR APPROVAL **FOR FILES & FIELD**

STEEL: ASTM. A36 A572 GR1 A588 GR1 Unless Noted

WELDING ELECTRODE: E70 See Welding Proc. None

SHOP CONN: Bolted Welded None

FIELD CONN: Bolted Welded None

HOLES: 13/16 15/16 Unless Noted None

PAINT: None Shopcoat Galv. After Fab. As Noted

SPECIAL PAINT: None SS PC - SP6

SPECIAL CLEANING: Blast Clean None SS PC - SP6

STRINGER - SIC

APPROVED: 6-5-84
 PRINT DIST. 3 5-10-84 APP. 2 7-5-84 FAB. 25/1P 6-8-84 F.B.F.

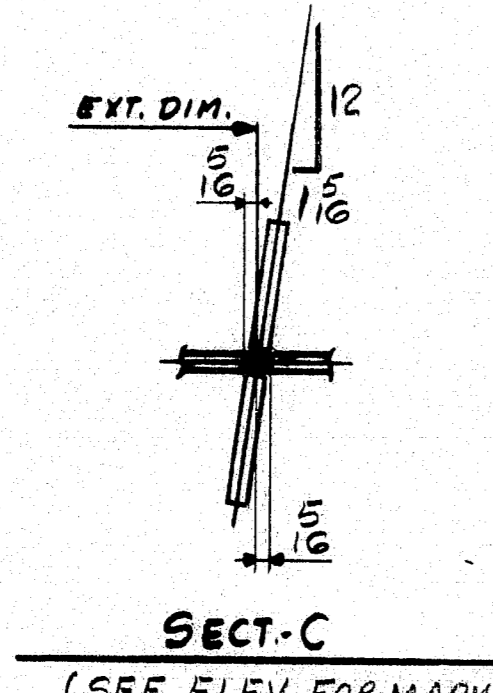
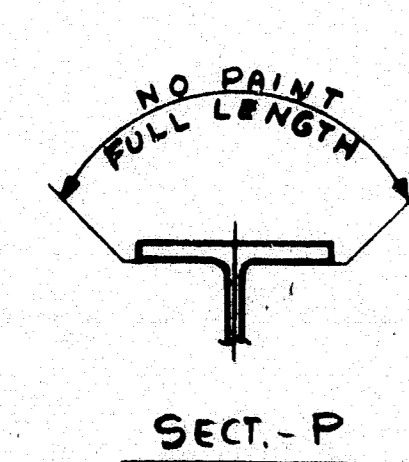
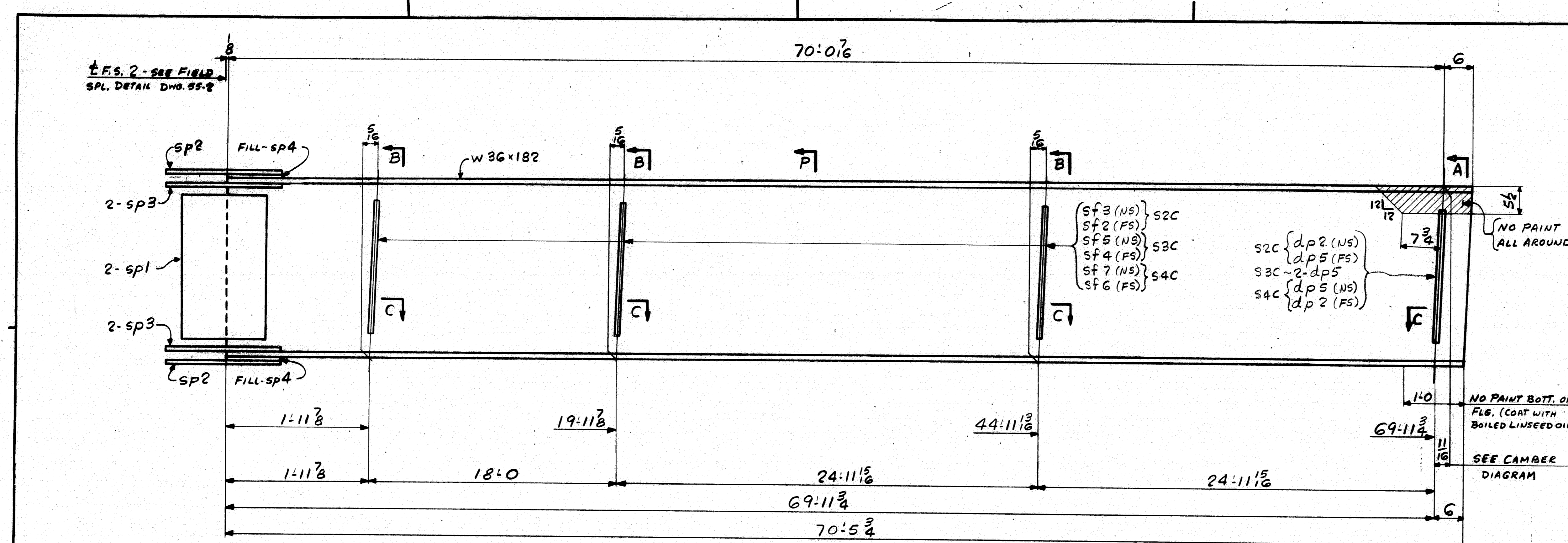
Bancroft & Martin Inc.
 South Portland, Maine 04106

JOB: COUNTY ROAD OVER I-95
 TOWN OF FREEPORT
 CUMBERLAND COUNTY, MAINE

CUSTOMER: REED & REED
 DESIGNER: STATE OF MAINE DEPT. OF TRANS.

ORDER NO. JOB NO. DRAWING NO. REV.
 4-25-84 HM 4-24 55-9 △
 DRAWN 4-5-84 ELC

R90 303



ONE - STRINGER - S2C

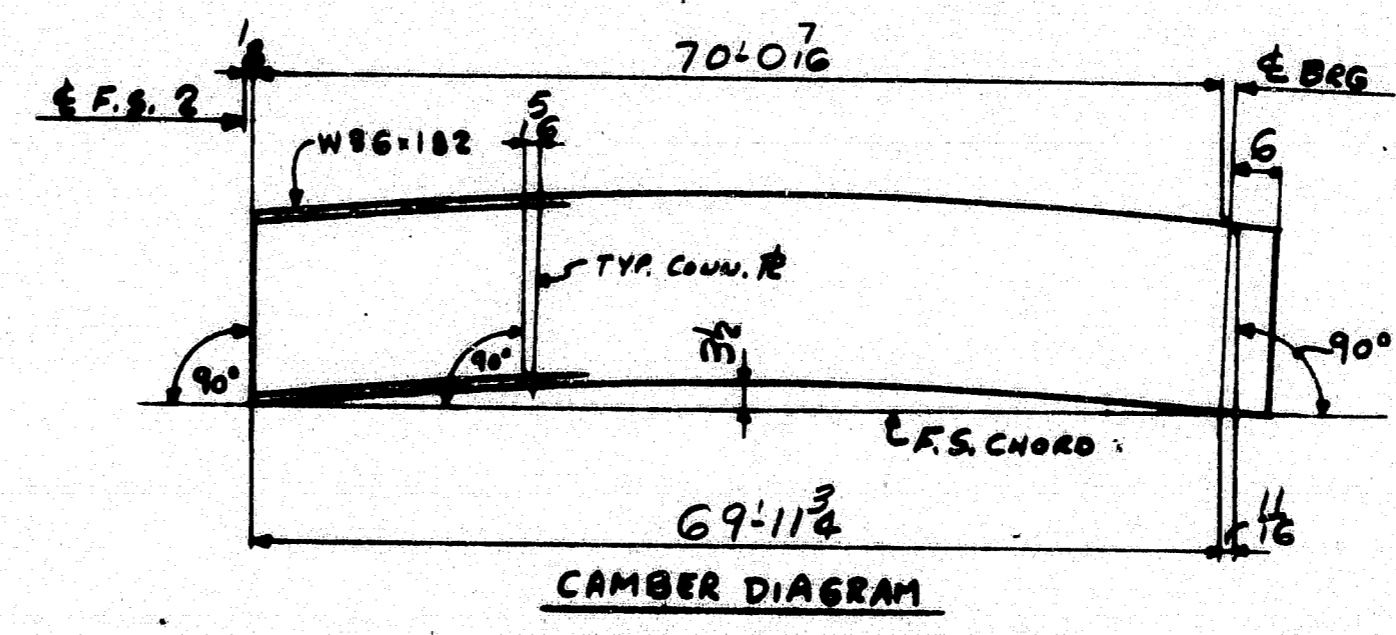
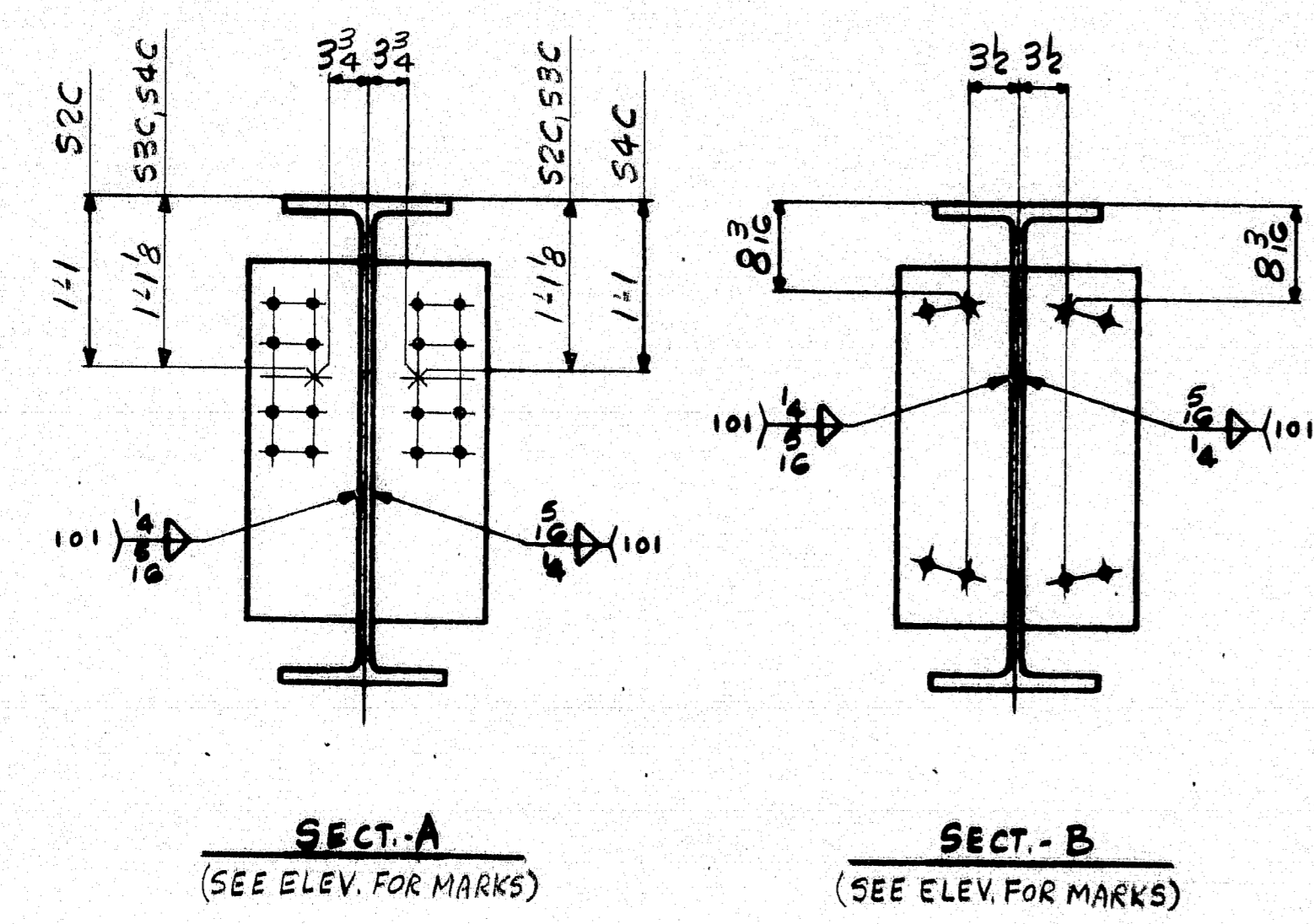
ONE - STRINGER - S3C

ONE - STRINGER - S4C

FOR STRINGER STANDARD DETAILS SEE DWG. 55-2

FOR SHOP ASSY & CAMBER DIAGRAMS SEE DWG. 55-1

NO PAINT WITHIN 2" OF OPEN HOLES



SHIP		BILL OF MATERIAL		JOB NO.	DRAWING NO.	REV.
		STRINGERS		4-24	55-10	△
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
S2C	1		W 36 x 182	70	676	A572 (50) CVN
S3C	1		W 36 x 182	70	676	A572 (50) CVN
S4C	1		W 36 x 182	70	676	A572 (50) CVN
G	sp1		R 5/8 x 30 1/2	15	12.5	A588 CVN
G	sp2		R 3/4 x 11	37	28.1	A572 (50) CVN
G	sp3		R 1" x 4	37	28.1	A572 (50) CVN
G	sp4		R 3/8 x 11	19 3/8	15.1	A572 (50) CVN
2	dp2		R 1/2 x 8 1/2	23	18.5	S2C, S4C
4	dp5		R 1/2 x 8 1/2	23	18.5	S2C, S4C
3	sf2		R 1/2 x 8 1/2	23	18.5	S2C
3	sf3		R 1/2 x 8 1/2	23	18.5	S2C
3	sf4		R 1/2 x 8 1/2	23	18.5	S3C
3	sf5		R 1/2 x 8 1/2	23	18.5	S3C
3	sf6		R 1/2 x 8 1/2	23	18.5	S4C
3	sf7		R 1/2 x 8 1/2	23	18.5	S4C

IT. NO. 504.70 BR. NO. PROJ. NO. I-95-4(48)G4

FOR APPROVAL **FOR FILES & FIELD**

STEEL: ASTM. A36 A572 GRI A588 GRI Unless Noted

WELDING ELECTRODE: E70 See Welding Proc. None

SHOP CONN: Bolted Welded None

FIELD CONN: Bolted Welded None

HOLES: 13/16 15/16 Unless Noted None

PAINT: None Shopcoat Galv. After Fab. As Noted

SPECIAL PAINT: None As Noted

SPECIAL CLEANING: Blast Clean None SSPC - SP6

STRINGERS - S2C, S3C, S4C

APPROVED: 6-5-84

PRINT DIST.

3 5-10-84 APP.

8 7-5-84 FAB.

25/1P 6-8-84 F&F.

Bancroft & Martin Inc.
South Portland, Maine 04106

JOB: COUNTY ROAD OVER I-95
TOWN OF FREEPORT
CUMBERLAND COUNTY, MAINE

CUSTOMER: REED & REED
DESIGNER: STATE OF MAINE DEPT. OF TRAVS.

ORDER NO. JOB NO. DRAWING NO. REV.

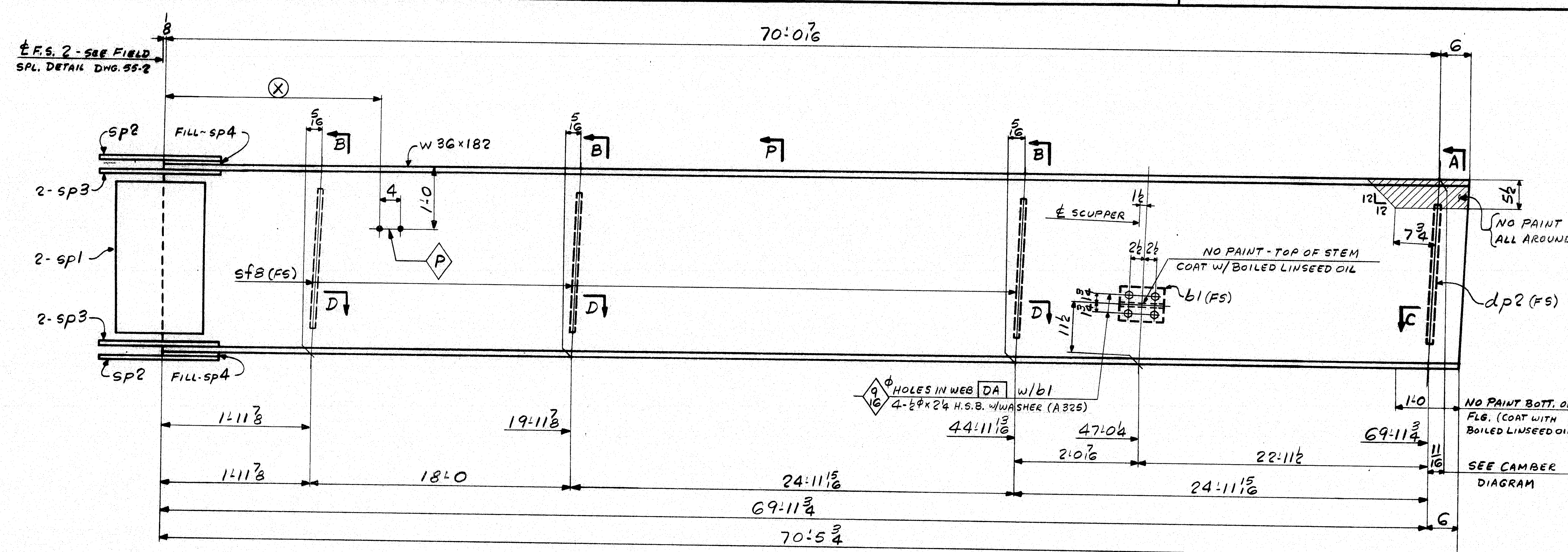
4-25-84 HM 4-24 55-10 △

4-5-84 FLC

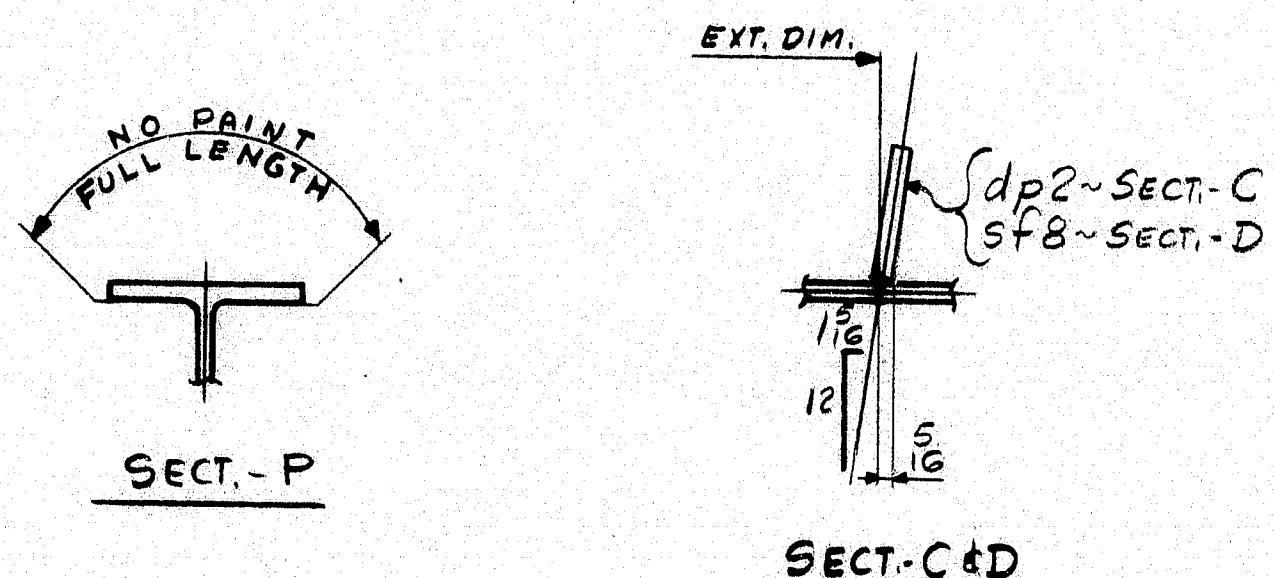
929-10

R90-304

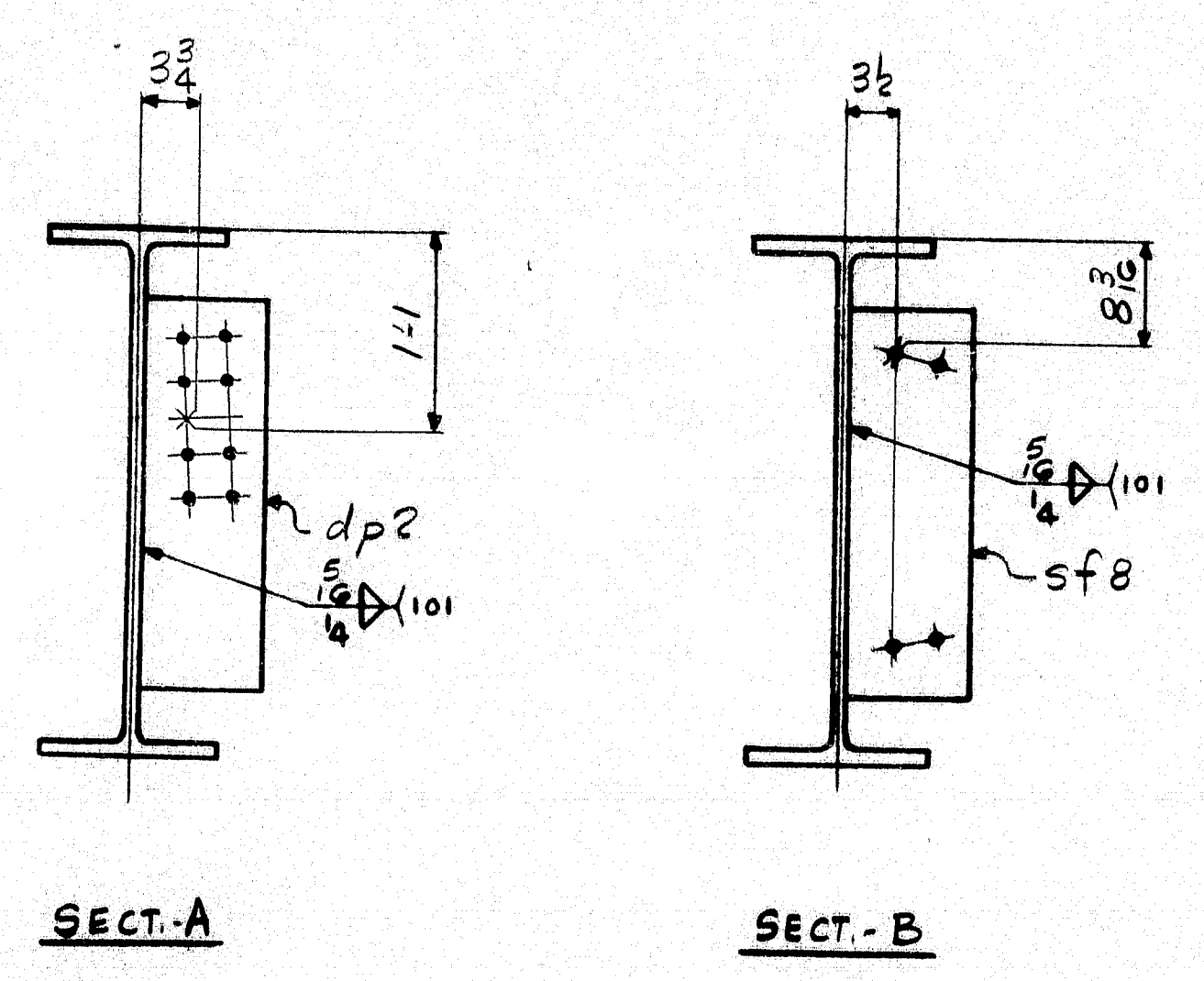
ALL CONNECTIONS DETAILED ON THIS DRAWING
REPERE... PROFIT AND LOSS...
THE ARCHITECT AND ENGINEER SHALL BE RESPONSIBLE
FOR THE DESIGN AND CONSTRUCTION OF ALL CONNECTIONS.



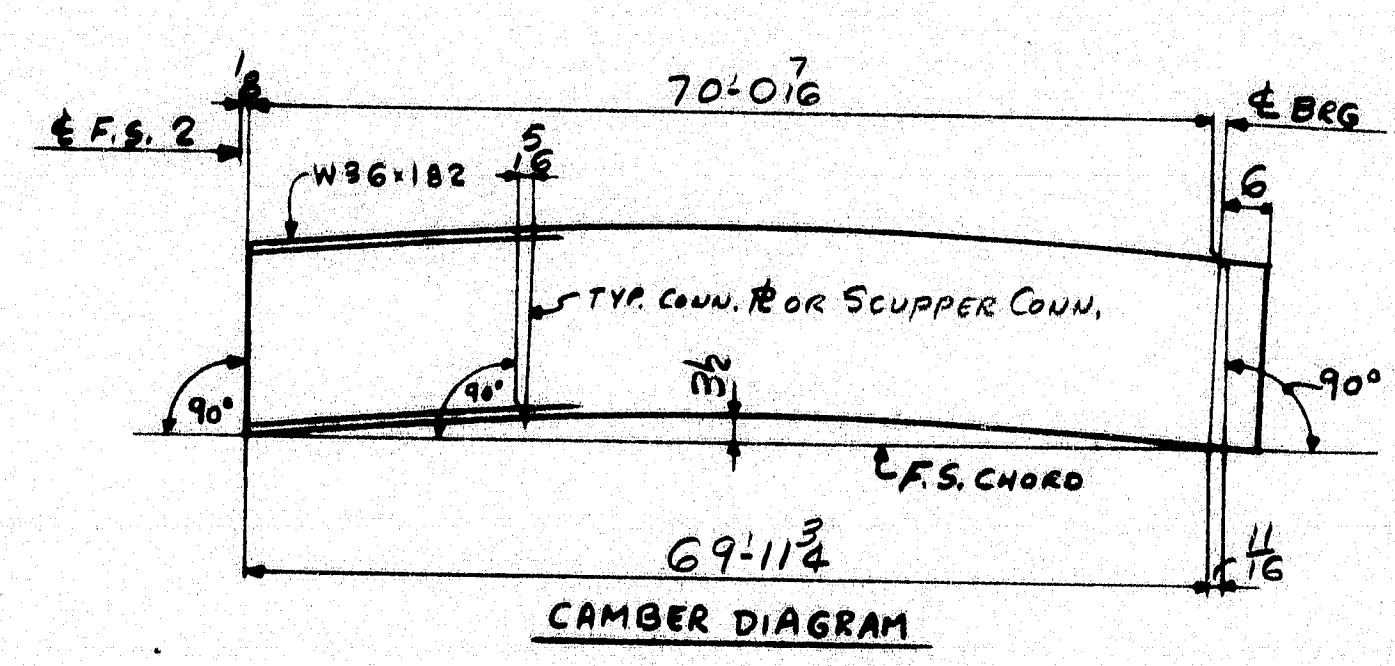
SHIP		BILL OF MATERIAL		JOB NO.	DRAWING NO.	REV.
				4-24	55-11	△
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
STRINGER						
S5C	1		W 36 x 182	70	616	A572 (50) CVN
	2	sp1	R 5/8 x 30 1/2	15	108	A588 CVN
	2	sp2	R 3/4 x 11	37	201	A572 (50) CVN
	4	sp3	R 1" x 4	37	195	A572 (50) CVN
	2	sp4	R 7/8 x 11	19 3/8	72	
	1	dp2	R 1/2 x 8 1/2	23	33	
	3	sf8	R 1/2 x 8 1/2	23	98	
	1	b1	WT 6 x 13	0.8	9	
	4	SHOP	1/2" H.S. BOLT	24	1	w/HR NOT TYPE 1
	4	SHOP	1/2" HD FLAT WASHER	24	0	
				13	584	



ONE - STRINGER - S5C
 FOR STRINGER STANDARD DETAILS SEE DWG. 55-2
 FOR SHOP ASSY & CAMBER DIAGRAMS SEE DWG. 55-1
 NO PAINT WITHIN 2" OF OPEN HOLES UNLESS NOTED P



(X)
3'-0"
8'-0"
13'-0"
18'-0"
23'-0"
28'-0"
33'-0"
38'-0"
43'-0"
48'-0"
53'-0"
58'-0"
63'-0"
68'-0"



IT. NO. 504.70 BR. NO. PROJ. NO. I-95-4(48)G4

FOR APPROVAL **FOR FILES & FIELD**

STEEL: ASTM A36 A572 (50) A588 (50) Unless Noted

WELDING ELECTRODE: E70 See Welding Proc. None

SHOP CONN: Bolted Welded None

FIELD CONN: Bolted Welded None

HOLES: 13/16 15/16 Unless Noted None

PAINT: None Shopcoat Galv. After Fab. As Noted

SPECIAL PAINT: None SSSPC-SP6

SPECIAL CLEANING: Blast Clean None

STRINGER - S5C

APPROVED: 6-5-84
 PRINT DIST.
 3 5-10-84 APP.
 5 7-5-84 FAB.
 25/1P 6-8-84 F&F.

Benacraft & Martin Inc
 South Portland, Maine 04108

JOB: COUNTY ROAD OVER I-95
 TOWN OF FREEPORT
 CUMBERLAND COUNTY, MAINE

CUSTOMER: REED & REED
 DESIGNER: STATE OF MAINE DEPT. OF TRANS.

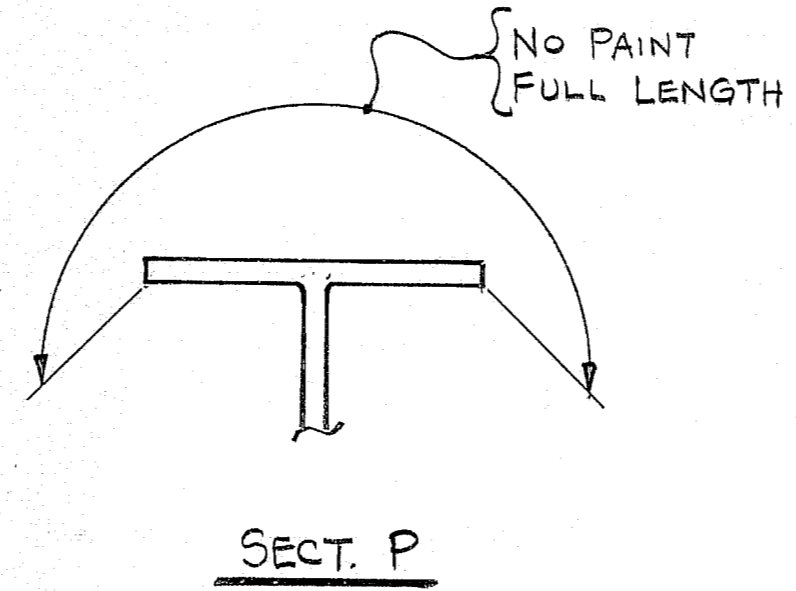
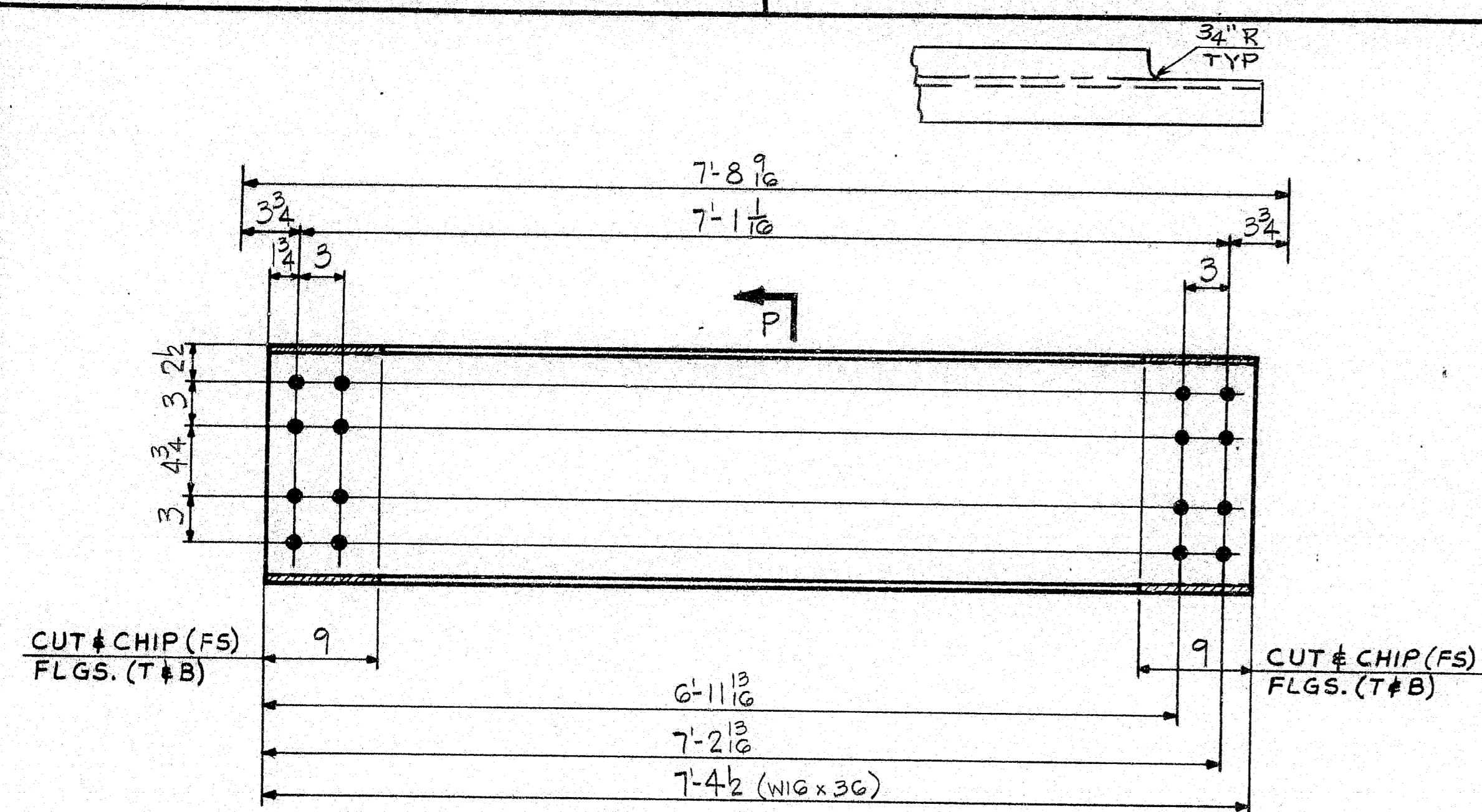
ORDER NO. JOB NO. DRAWING NO. REV.
 CHECKED 4-25-84 HM
 DRAWN 4-5-84 ELC

4-24 55-11 △

929-10

R90-303

ALL CONNECTIONS DETAILED ON THIS DRAWING REPRESENT THE DESIGN OF BENACRAFT & MARTIN INC. THE ARCHITECT AND ENGINEER ASSUMES THE RESPONSIBILITY FOR THE DESIGN AND THE VERIFICATION OF ALL CONNECTIONS SHOWN.



8 ~ DIAPHRAGMS ~ MK. DI

NOTE: NO PAINT WITHIN 2" OF OPEN HOLES.

SHIP		BILL OF MATERIAL		JOB NO.	DRAWING NO.	REV.		
		DIAPHRAGMS		4-24	56-1	△		
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	QTY	REMARKS
DI	8		WIG x 3G	7 4 1/2	10600 72-31553	3	2 1/2	2 1/2
								2 1/2

IT. NO. 504.70 BR. NO. — PROJ. NO. I-95-4(4B) G4

FOR APPROVAL | **FOR FILES & FIELD**

STEEL: ASTM. A36 A572 GR1 A588 GR1 Unless Noted

WELDING ELECTRODE: E70 See Welding Proc. None

SHOP CONN: Bolted Welded None

FIELD CONN: Bolted Welded None

HOLES: 13/16 15/16 Unless Noted None

PAINT: None Shopcoat Galv. After Fab. As Noted

SPECIAL PAINT: —

SPECIAL CLEANING: Blast Clean None SSPC-SP6

DIAPHRAGMS

APPROVED: 6-5-84
PRINT DIST.
3 5-10-84 APP.
8 7-5-84 FAB.
25/1P 6-8-84 E&F.

Ranocraft & Martin Inc.
South Portland, Maine 04106

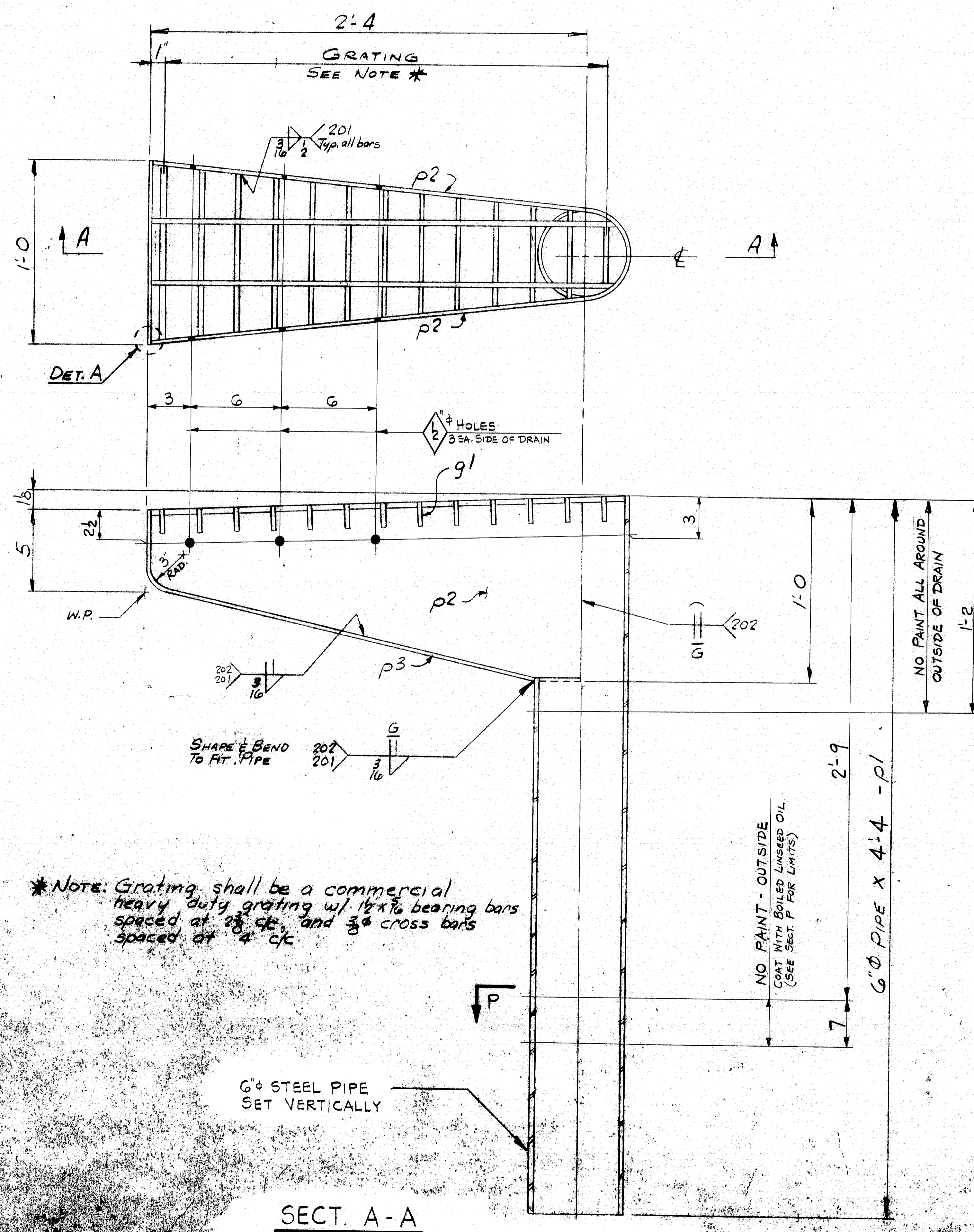
JOB: COUNTY ROAD OVER I-95
TOWN OF FREEPORT
CUMBERLAND COUNTY, MAINE

CUSTOMER: REED & REED
DESIGNER: STATE OF MAINE DEPT. OF TRANS.

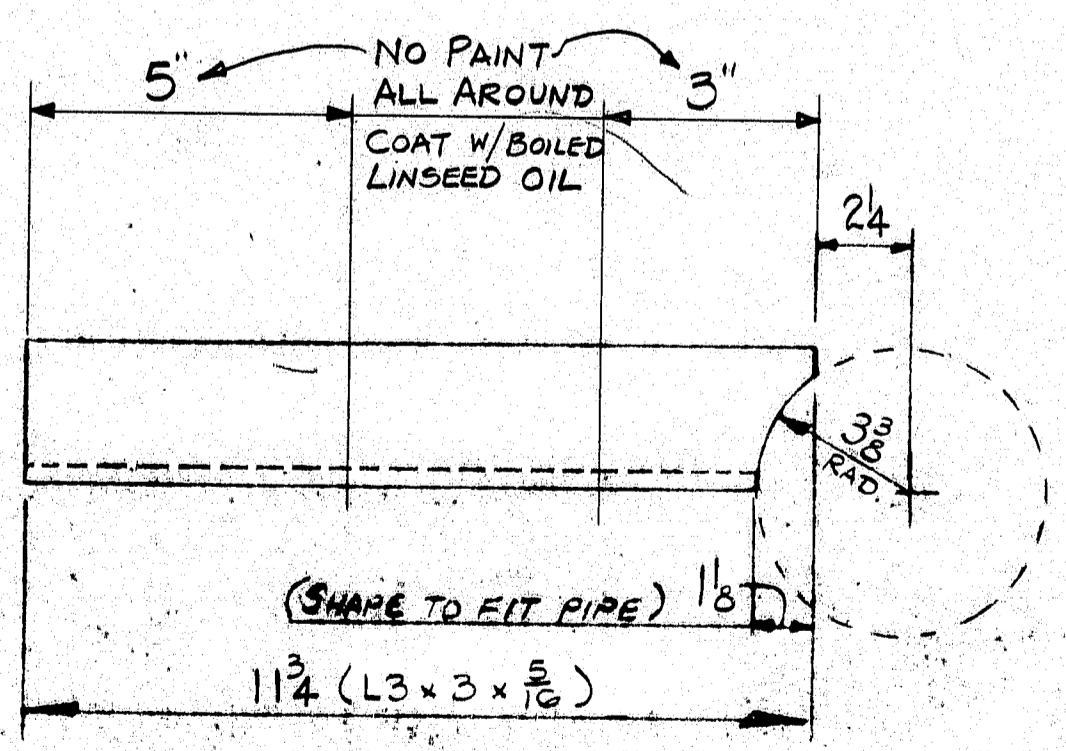
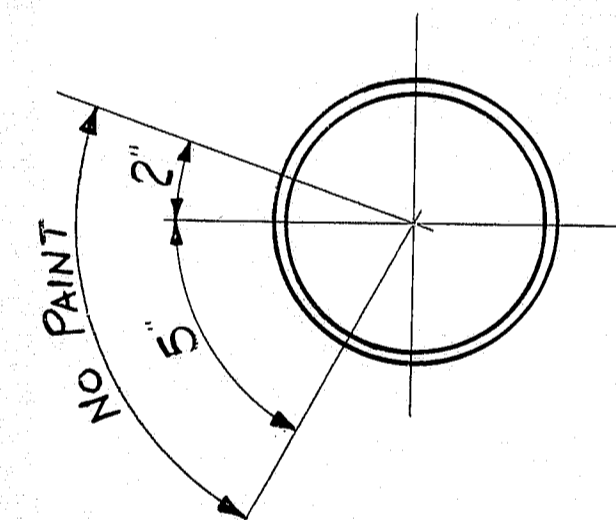
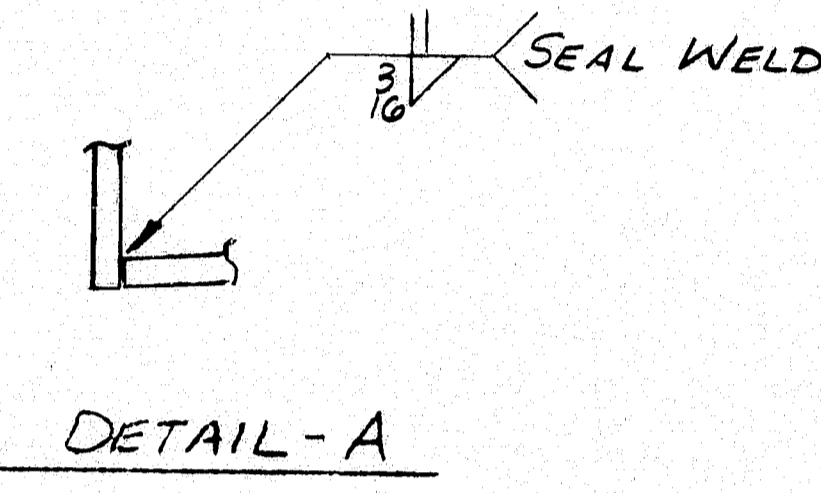
REV. △
CHECKED 4-25-84 HM
DRAWN 4-12-84 FM

ORDER NO. JOB NO. DRAWING NO. REV.
4-24 56-1 △

R90-306



*Note: Grating shall be a commercial heavy duty grating w/ 1 1/2" x 1 1/2" bearing bars spaced at 2 1/2" c/c, and 3/8" cross bars spaced at 4" c/c



SHIP		BILL OF MATERIAL		JOB NO.	DRAWING NO.	REV.
DRI		ASS'Y		4-24	59-1	△
MARK NO.	MARK	SHAPE	LENGTH	WT.	LT.	REMARKS
8	p1	6" STD PIPE	4	4	3/8	SCHED. 40 ASS. Q.A. B.
10	p2	1 1/2" x 12	2	3 3/8	3/8	L.O. E CUT
8	p3	1 1/2" x 12	2	9 1/2	3/8	BEND L.O. E CUT
8	g1	GRATING 1 1/2" x 1 1/2"	2	7	3/4	1/4" x 1/2" SCARING BAR SEE SECT. P FOR Q.A. B. REQ. NO.
A1	8	L3 x 3 x 1/8	0	11 1/2	3/8	48 #

IT. NO. 504.70 BR. NO. - PROJ. NO. I-95-4 (48) G4

FOR APPROVAL FOR FILES & FIELD

STEEL: ASTM A36 A572 GR A588 GR Unlist. Noted

WELDING ELECTRODE: E70 See Welding Proc. None

SHOP CONN: Bolted Welded None

FIELD CONN: Bolted Welded None

HOLES: 13/16 1 1/16 Unlist. Noted None AS NOTED

PAINT: None Shopcoat Galv. Alter. Fab. As Noted

SPECIAL PAINT: -

SPECIAL CLEANING: Blast Clean None S5PC-SP6

DRAIN - DRI

APPROVED: 6-5-84
PRINT DIST.
3 5-10-84 APP.
6 7-5-84 FAB.
25-1P 6-8-84 P.F.F.

Reed & Martin Inc.
South Portland, Maine 04106

JOB: COUNTY ROAD OVER I-95
TOWN OF FREEPORT
CUMBERLAND COUNTY, MAINE

CUSTOMER: REED & REED
STATE OF MAINE DEPT. OF TRANS.

4-25-84 HM
4-13-84 FM

4-24 59-1 △

R90

