F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	27	83
		S-0230(11)		

ESTIMATED BRIDGE QUANTITIES

MADISON BRIDGE

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
202.1001	REMOVAL OF EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR)	L.S.	1
203.25	GRANULAR BORROW	C.Y.	2,230
206.08	STRUCTURAL EARTH EXCAVATION - ABUTMENTS AND RETAINING WALLS	C.Y.	768
206.09	STRUCTURAL ROCK EXCAVATION - ABUTMENTS AND RETAINING WALLS	C.Y.	10
206.10	STRUCTURAL EARTH EXCAVATION - PIERS	C.Y.	566
206.11	STRUCTURAL ROCK EXCAVATION - PIERS	C.Y.	10
403.08	HOT BITUMINOUS PAVEMENT, GRADING C	TON	230
501.212	STEEL H-BEAM PILES 42 LBS/FT.	L.F.	1,730
502.21	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	C.Y.	475
502.23	STRUCTURAL CONCRETE, PIERS	C.Y.	517
502.24	STRUCTURAL CONCRETE, PIERS (PLACED UNDERWATER)	C.Y.	742
502.26	STRUCTURAL CONCRETE, ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES	L.S.	1
502.31	STRUCTURAL CONCRETE, APPROACH SLABS	L.S.	1
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	LB.	263,000
503.13	REINFORCING STEEL, PLACING	LB.	263,000
504.70	STRUCTURAL STEEL, FABRICATED AND DELIVERED	L.S.	1
504.71	STRUCTURAL STEEL, ERECTION	L.S.	1
505.08	SHEAR CONNECTORS	L.S.	1
506.14	FIELD PAINTING, STRUCTURAL STEEL	L.S.	1
507.142	ALUMINUM BRIDGE RAILING, TYPE B	L.F.	518
507.143	ALUMINUM BRIDGE RAILING, TYPE C	L.F.	497
508.10	MEMBRANE WATERPROOFING	S.Y.	2,040
511.0701	COFFERDAM, PIER 1	L.S.	1
511.0702	COFFERDAM, PIER 2	L.S.	1
512.07	FRENCH DRAINS (STONES ONLY)	C.Y.	70
514.06	CURING BOX FOR CONCRETE CYLINDERS	EACH	1
515.20	PROTECTIVE COATING FOR CONCRETE SURFACES	S.Y.	655
609.13	VERTICAL BRIDGE CURB - TYPE 1	L.F.	844
609.14	VERTICAL BRIDGE CURB - CIRCULAR - TYPE 1	L.F.	158
610.08	PLAIN RIPRAP	C.Y.	890
634.213	LIGHT STANDARD, 4' TO 9' BRACKET, WITH TRANSFORMER BASE	EACH	5
638.01	EMBEDDED WORK IN STRUCTURES	L.S.	1

METCALF BRIDGE

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
202.1002	REMOVAL OF EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR)	L.S.	1
203.25	GRANULAR BORROW	C.Y.	785
206.06	STRUCTURAL EARTH EXCAVATION-DRAINAGE & MINOR — STRUCTURES	C.Y.	730
206.09	STRUCTURAL ROCK EXCAVATION-DRAINAGE & MINOR— STRUCTURES	C.Y.	10
502.21			
502.28	STRUCTURAL CONCRETE, RIGID FRAME STRUCTURES	C.Y.	312
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	LB.	25,600
503.13	REINFORCING STEEL, PLACING	LB.	25,600
507.142	ALUMINUM BRIDGE RAILING, TYPE B	L.F.	43
507.143	ALUMINUM BRIDGE RAILING, TYPE C	L.F.	13
511.0703	COFFERDAMS	L.S.	1
515.20	PROTECTIVE COATING FOR CONCRETE SURFACES	S.Y.	40
603.168	15 INCH CULVERT PIPE, OPTION 2	L.F.	3
609.13	VERTICAL BRIDGE CURB - TYPE 1	L.F.	46
610.08	PLAIN RIPRAP	C.Y.	165

ESTIMATED QUANTITIES - LUMP SUM ITEMS

STRUCTURAL CONCRETE, ROADWAY AND SIDEWALK SLAB: 800 C.Y.

STRUCTURAL CONCRETE, APPROACH SLABS: 78 C.Y.

STRUCTURAL STEEL: 1,063,300 LB.

SHEAR CONNECTORS: 3,678 EACH (3,594 LBS.)

INDEX OF SHEETS

1. GENERAL PLAN AND ELEVATION - MADISON BRIDGE
2. ESTIMATE OF QUANTITIES AND INDEX OF SHEETS
3. SURVEY - PART I
4. SURVEY - PART II
5. PROFILES - PART I
6. PROFILES - PART II
7. FOUNDATION SURVEY
8. FOUNDATION SURVEY
9. FOUNDATION SURVEY
10. BORING DETAILS
11. BORING DETAILS
12. ABUTMENT NO. 2 - FOOTING PART I
13. ABUTMENT NO. 2 - FOOTING PART II
14. APPROACH SLABS
15. ABUTMENT NO. 1
16. ABUTMENT NO. 2 - PART I
17. ABUTMENT NO. 2 - PART II
18. ABUTMENT NO. 2 - WINGWALLS
19. PIER NO. 1
20. PIER NO. 2
21. FRAMING PLAN - PART I
22. FRAMING PLAN - PART II
23. GIRDER DETAILS
24. BOTTOM OF SLAB ELEVATIONS AND CAMBER
25. CROSS FRAMES AND UTILITY SUPPORTS
26. CONNECTION DETAILS
27. DECK PLAN - PART I
28. DECK PLAN - PART II
29. TYPICAL DECK SECTIONS
30. ARMORED JOINT DETAILS
31. MISCELLANEOUS DETAILS
32. DECK REINFORCING - PART I
33. DECK REINFORCING - PART II
34. REINFORCING SCHEDULE - PART I
35. REINFORCING SCHEDULE - PART II
36. REINFORCING SCHEDULE - PART III
37. REINFORCING SCHEDULE - PART IV
38. GENERAL PLAN AND SECTIONS - METCALF BRIDGE
39. DETAILS PART I
40. DETAILS PART II
41. REINFORCING SCHEDULE

STANDARD DETAILS

BD 100-71	BEARING PEDESTALS
BD 104-71	DIAPHRAGMS, ARMORED JOINT, SHEAR CONN. DRAIN
BD 105-64	EXPANSION DAMS
BD 115-73	ALUMINUM RAILING
BD 116-73	ALUMINUM RAILING
BD 113-72	DIAPHRAGMS AND CROSS FRAMES

PLANS	BY	DATE
DESIGN DETAILED	C.K.L.	5/73
CHECKED	R.T.L.	5/73
REVISIONS	M.H.	
FIELD CHANGES		

FILE NO.			PLAN NO.
VL-59			2
DES	—	CHK	—
DR	B.K.M.	CHK	
EST	C.K.L.	CHK	R.T.L.

R. Albrecht
ENGINEER IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

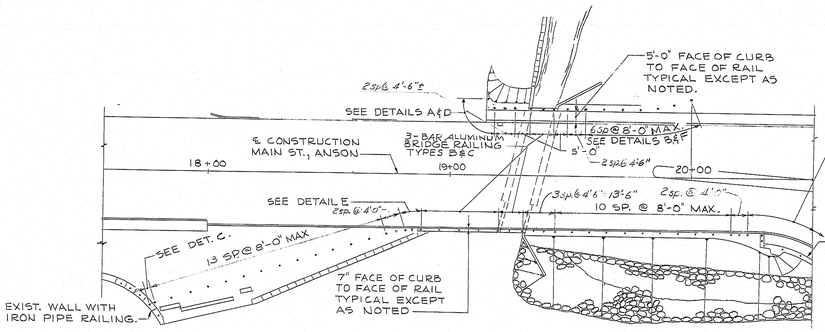
ESTIMATE OF QUANTITIES AND INDEX OF SHEETS

SHEET 2 OF 41 AUGUSTA, MAINE JUNE, 1973

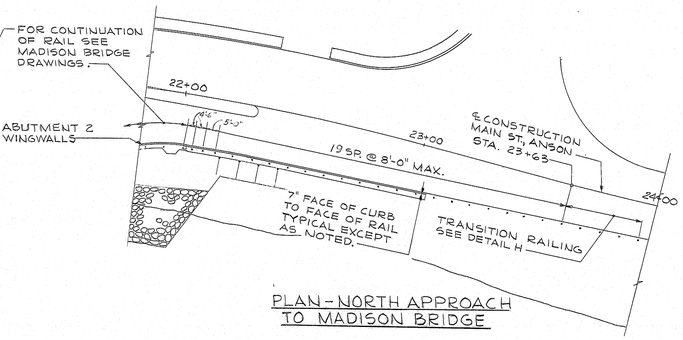
144-133

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	23	83
		S-0230(11)		

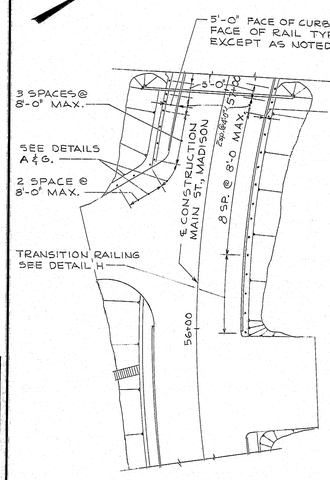


PLAN – SOUTH APPROACH TO MADISON BRIDGE

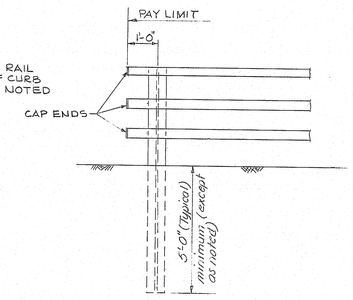


PLAN – NORTH APPROACH TO MADISON BRIDGE

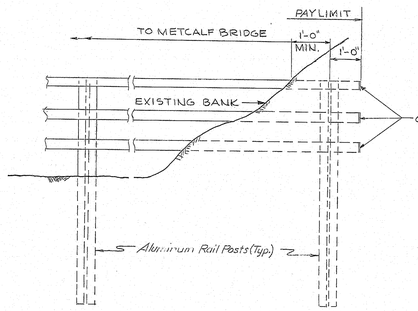
NOTES:
1. FOR DETAIL H AND ADDITIONAL RAILING DETAILS SEE SHEET 2 OF 2.
2. FOR BRIDGE RAILING DETAILS SEE STANDARD DETAILS (BD115-73) AND (BD116-73), AND BRIDGE SHEETS 16 OF 41, 17 OF 41, & 31 OF 41.
3. OMIT PALES ON APPROACH RAILING.
4. ALL APPROACH RAILING SHOWN TO BE PAID FOR UNDER ITEM 507.147 (ALUMINUM BRIDGE RAILING – MODIFIED).



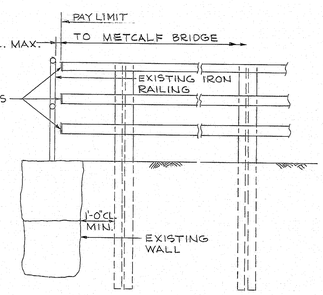
PLAN – EAST APPROACH TO MADISON BRIDGE



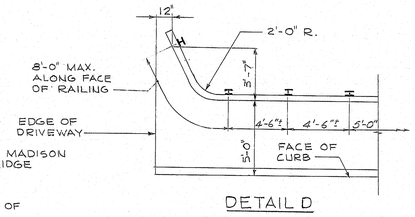
DETAIL A



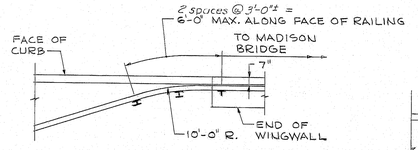
DETAIL B



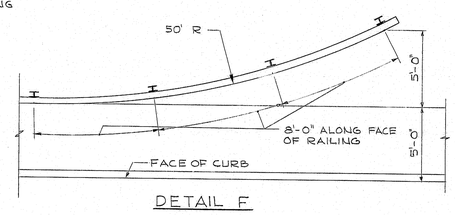
DETAIL C



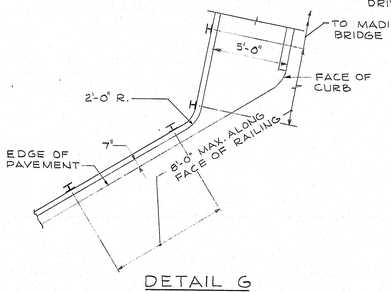
DETAIL D



DETAIL E



DETAIL F



DETAIL G

DESIGN – DETAILED	BY	DATE
CHECKED	R.T.L.	6/75
REVISIONS	A.W.Z.	6/75
FIELD CHANGES	G.L.M.	

PLANS

FILE NO.		PLAN NO.	
8L-59		42	
DES	R.T.L.	CHK	R.E.B.
DR	A.W.Z.	CHK	G.L.M.
EST	C.K.L.	CHK	M.H.

R. Wendt
ENGINEER IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

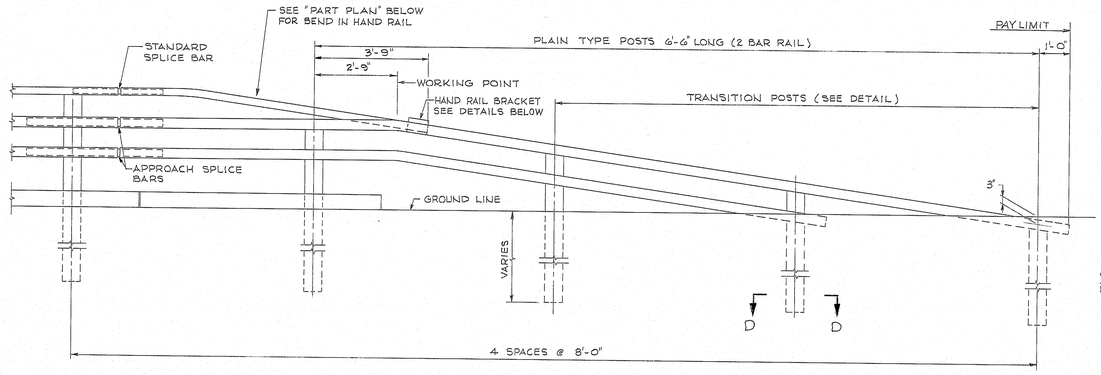
APPROACH RAILING DETAILS – PART I

SHEET 1 OF 2 AUGUSTA, MAINE JUNE, 1973

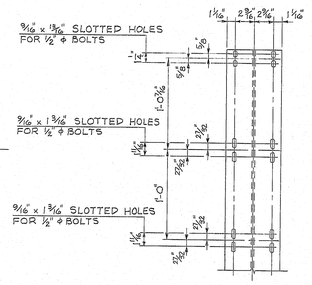
144-130

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

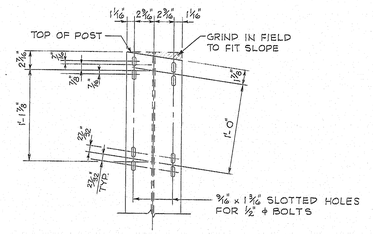
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	24	83
		S-0230(11)		



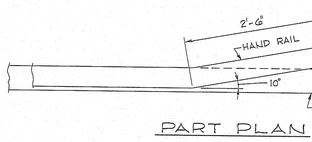
DETAIL H



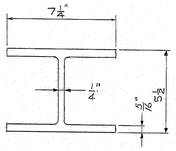
APPROACH RAIL POST DETAIL



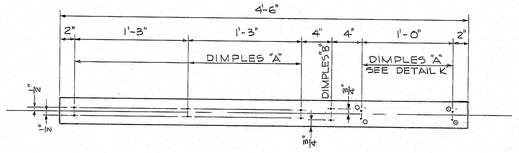
TRANSITION RAIL POST DETAIL



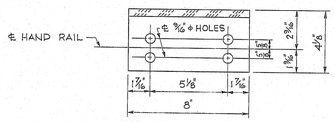
PART PLAN



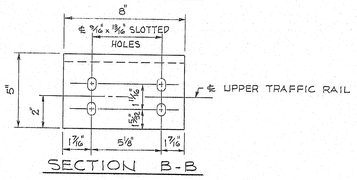
SECTION D-D
(TYPICAL ALL POSTS)



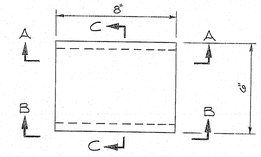
APPROACH SPLICE BAR



SECTION A-A

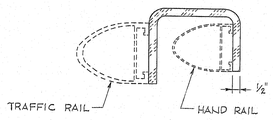


SECTION B-B

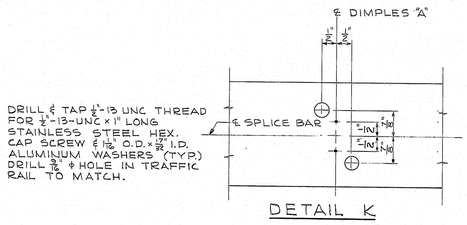


PLAN - HAND RAIL BRACKET

NOTES:
1. CLAMP BRACKET TO UPPER TRAFFIC RAIL AND HAND RAIL BRACKET USING STANDARD CLAMP BARS, S.S. HEX. HEAD CAP SCREWS AND ALUMINUM WASHERS.
2. WORK THIS SHEET WITH STANDARD SHEET (BD115-73).



SECTION C-C



DETAIL K

BY	DATE
R.T.L. G.T.S	6/73
G.L.M.	6/73

PLANS
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES

FILE NO.			PLAN NO.
VL-59			43
DES	R.T.L.	CHK	R.E.B.
DR	G.T.S.	CHK	G.L.M.
EST.	C.K.L.	CHK	M.H.

R. Albrecht
HEAD IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY
APPROACH RAILING DETAILS - PART II
SHEET 2 OF 2 AUGUSTA, MAINE JUNE, 1973

144-131

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.A.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	26	83

SPECIFICATIONS

DESIGN : AASHO SPECIFICATIONS FOR HIGHWAY BRIDGES 1969 AND INTERIM SPECIFICATIONS 1970, 1971 AND 1972

CONTRACT: STATE OF MAINE, STATE HIGHWAY COMMISSION, STANDARD SPECIFICATIONS, HIGHWAYS AND BRIDGES, REVISION OF JUNE 1968

DESIGN LOADING

LIVE LOAD : HS 20 - 44

MATERIALS

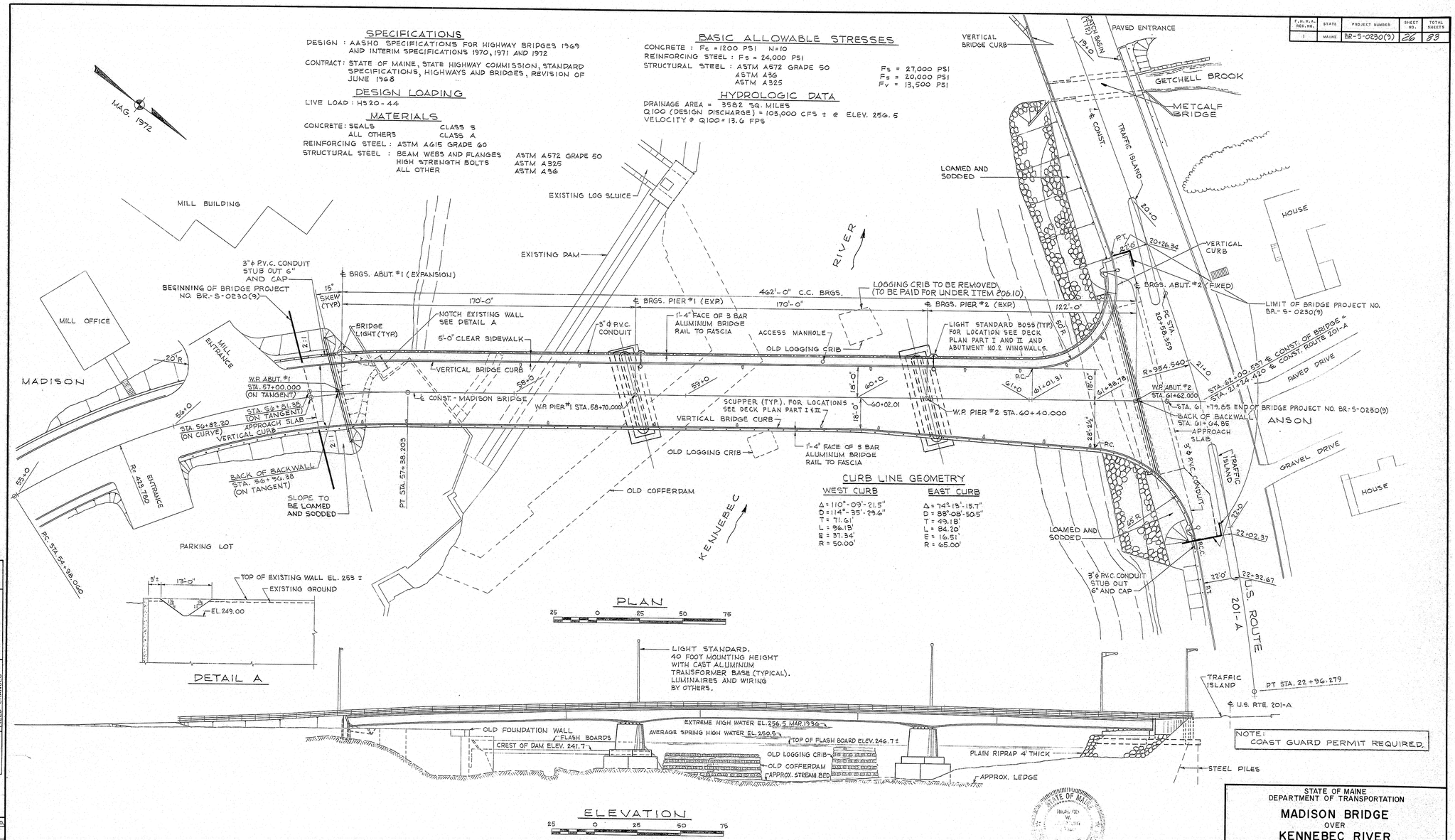
CONCRETE: SEALS — CLASS S
ALL OTHERS — CLASS A
REINFORCING STEEL : ASTM A615 GRADE 60
STRUCTURAL STEEL : BEAM WEBS AND FLANGES — ASTM A572 GRADE 50
HIGH STRENGTH BOLTS — ASTM A325
ALL OTHER — ASTM A36

BASIC ALLOWABLE STRESSES

CONCRETE : F_c = 1200 PSI n=10
REINFORCING STEEL : F_s = 24,000 PSI
STRUCTURAL STEEL : ASTM A572 GRADE 50 — F_b = 27,000 PSI
ASTM A36 — F_s = 20,000 PSI
ASTM A325 — F_v = 13,500 PSI

HYDROLOGIC DATA

DRAINAGE AREA = 3582 SQ. MILES
Q100 (DESIGN DISCHARGE) = 103,000 CFS ± @ ELEV. 256.5
VELOCITY @ Q100 = 13.6 FPS



CURB LINE GEOMETRY

WEST CURB	EAST CURB
Δ = 110°-09'-21.5"	Δ = 74°-13'-15.7"
D = 114°-35'-29.6"	D = 88°-08'-50.5"
T = 71.61'	T = 49.18'
L = 96.13'	L = 84.20'
E = 37.34'	E = 16.51'
R = 50.00'	R = 65.00'

DETAIL A

PLAN
25 0 25 50 75

ELEVATION
25 0 25 50 75

NOTE: COAST GUARD PERMIT REQUIRED.

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY	R.T.L.	G.T.S.	R.E.B.	
DATE	4/73		5/73	

FILE NO.		PLAN NO.
VL-59		1
DES	R.T.L.	CHK R.E.B.
DR	G.T.S.	CHK R.E.B.
EST	M.H.	CHK C.K.L.

R. Albrecht
ENGINEER IN CHARGE

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON, MASS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

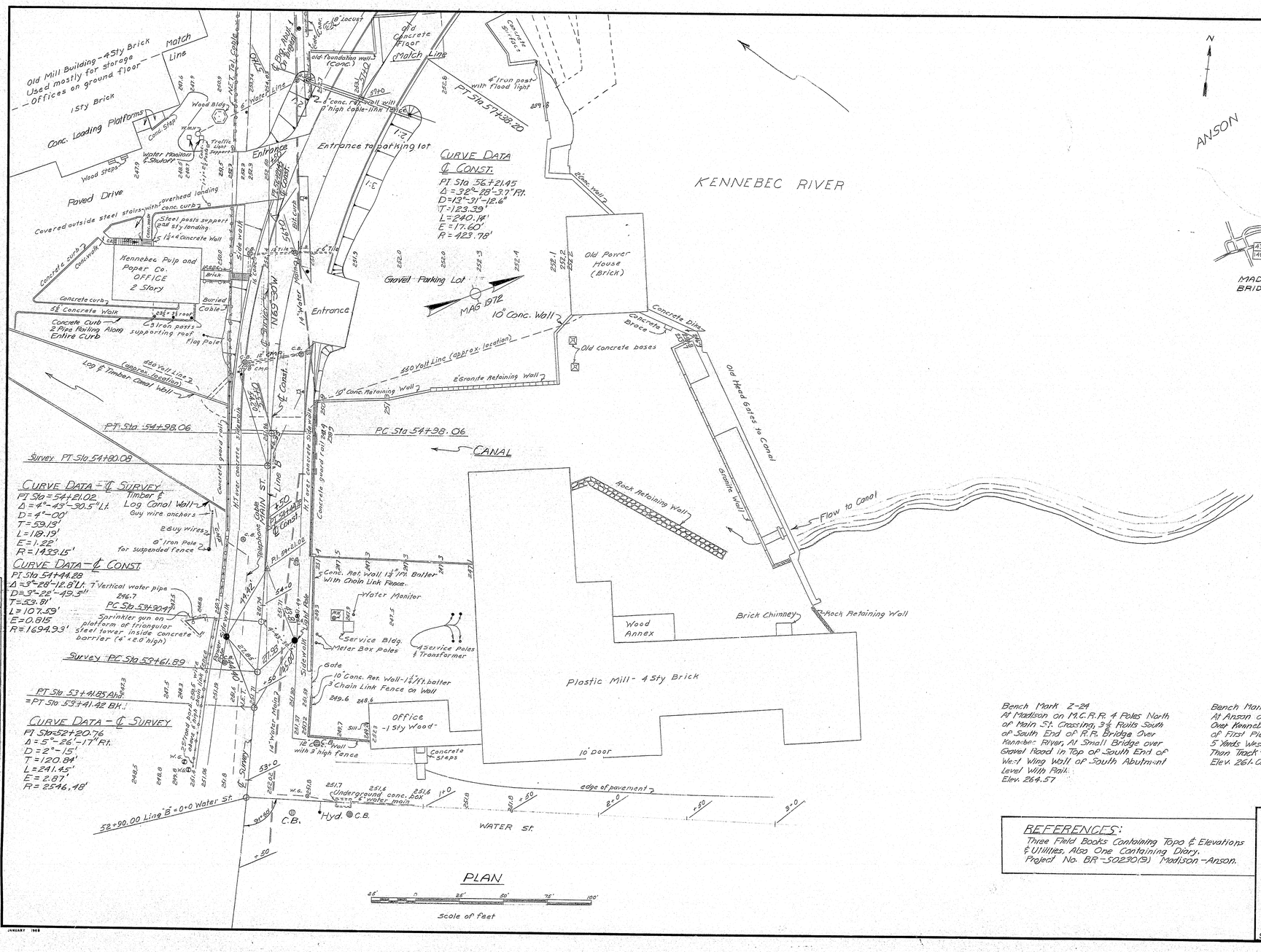
GENERAL PLAN AND ELEVATION - MADISON BRIDGE

SHEET 1 OF 41 AUGUSTA, MAINE JUNE, 1973

144-132

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.H.W.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	28	83



CURVE DATA ℄ CONST:

PI Sta 36+21.45
Δ = 32°-28'-37" Rt.
D = 13°-31'-18.6"
T = 123.39'
L = 240.14'
E = 17.60'
R = 423.78'

CURVE DATA - ℄ SURVEY

PI Sta = 54+21.02
Δ = 4°-43'-30.5" Lt.
D = 4°-00'
T = 59.13'
L = 118.19'
E = 1.22'
R = 1433.15'

CURVE DATA - ℄ CONST

PI Sta 54+44.28
Δ = 3°-28'-12.8" Lt.
D = 3°-22'-49.5"
T = 53.81'
L = 107.59'
E = 0.815
R = 1694.93'

PC Sta 53+90.47

Survey PC Sta 53+61.89

PT Sta 53+41.85 Ahd.
= PT Sta 53+41.42 Bk.

CURVE DATA - ℄ SURVEY

PI Sta 52+20.76
Δ = 5°-26'-17" Rt.
D = 2°-15'
T = 120.84'
L = 241.45'
E = 2.87'
R = 2546.48'

PLANS

DATE	BY	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
11-28-72	J.T.F.				
4-25-72	C.E.H.				
3-27-72	J.T.				

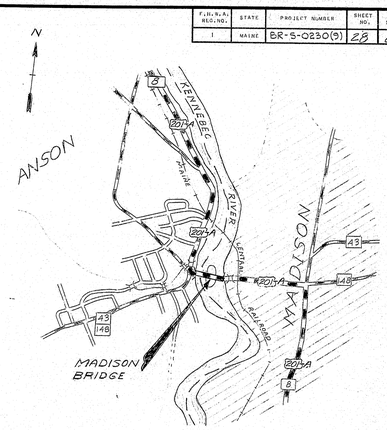
Recommended Filed J.T.
Survey Checked J.T.F.
Plotted by C.E.H.

VI-53
3

JANUARY 1968

PLAN

Scale of Feet



LOCATION MAP

Scale of Feet

Bench Mark Z-24
At Madison on M.C.R.R. 4 Poles North of Main St. Crossing, 3/4 Rails South of South End of R.R. Bridge Over Kennebec River, At Small Bridge over Gravel Road in Top of South End of West Wing Wall of South Abutment Level With Rail.
Elev. 264.57

Bench Mark Y-24
At Anson on M.C.R.R. At R.R. Bridge Over Kennebec River, in Top of West End of First Pier From North End of Bridge, 5 Yards West of ℄ of Track & 4' Lower Than Track - Standard Disk.
Elev. 261.053

REFERENCES:
Three Field Books Containing Topo & Elevations & Utilities, Also One Containing Diary.
Project No. BR-S0230(9) Madison-Anson.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY
SURVEY - PART 1
SHEET 3 OF 41 AUGUSTA, MAINE JUNE, 1973

144-134

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.H.W.A. REGION NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	27	83

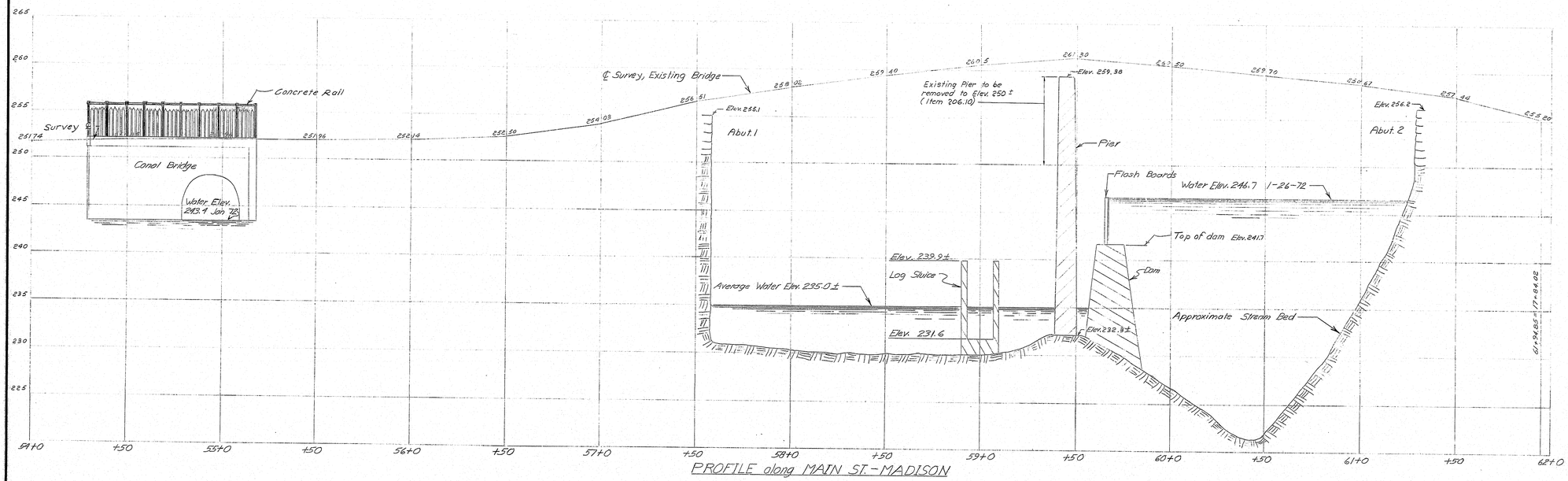
Recommendation Plotted J 11-27-72
Plotted by ITC 4-6-72
Joint by CHW 4-6-72

PLANS	DESIGN-DETAILED	BY	DATE
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

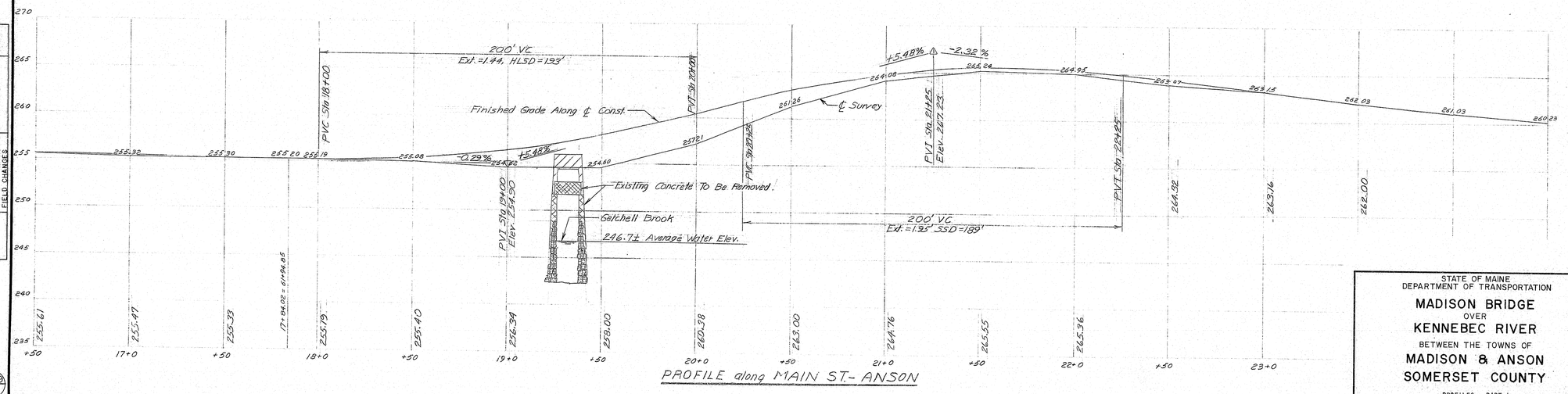
VL-50
4

Power House
210' downstream
Crest Elev. 241.70
Concrete Dam 1924
Masonry Dam-1895 Rebuilt 1929
Old Mill Building-4 Sty Brick
Used mostly for storage
Offices on ground floor
Match Line
Iron Railing
Wood Curb
Wood Sidewalk
Granite Pier
Gate house 233.2
Concrete Log Sluice 1923
Concrete Retaining Wall
Steel Conduit
Main St. Line over Water Main
Wood Plank Cover over Water Main
Diversion Weir (Lettered)
Old Logging Crib
Old Wood Pier #1
Old Wood Pier #2
Big Pier #2
Flashboard Pins 2"dia. 5'High. @ 4' Crest
Granite Retaining Wall
Concrete Guard Rail
Concrete Retaining Wall
Iron Pipe Railing on Granite
3' Concr. & Retaining Wall
Flood Lights
Shore Line
Conc. Curb
Line "A"
Bench Mark
Spot Elevations
Curb Elevations
Hole #2
Hole #1
Concrete Floor
Sta. 18+10
Sta. 19+10
Sta. 20+10
Sta. 21+10
Sta. 21+62
Sta. 21+40
Sta. 22+40
Sta. 22+17
Sta. 23+00
Sta. 23+23
Sta. 23+50
Sta. 24+00
Sta. 24+25
Sta. 24+50
Sta. 24+75
Sta. 25+00
Sta. 25+25
Sta. 25+50
Sta. 25+75
Sta. 26+00
Sta. 26+25
Sta. 26+50
Sta. 26+75
Sta. 27+00
Sta. 27+25
Sta. 27+50
Sta. 27+75
Sta. 28+00
Sta. 28+25
Sta. 28+50
Sta. 28+75
Sta.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BA-5-0230(9)	30	83



PROFILE along MAIN ST.-MADISON



PROFILE along MAIN ST.- ANSON

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
DATE	4-6-72	9-27-72		
BY	J.T.F.	C.F.H.		

Surveyed by
Checked
Plotted by

VL-59
5

JANUARY 1968

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

PROFILES - PART I

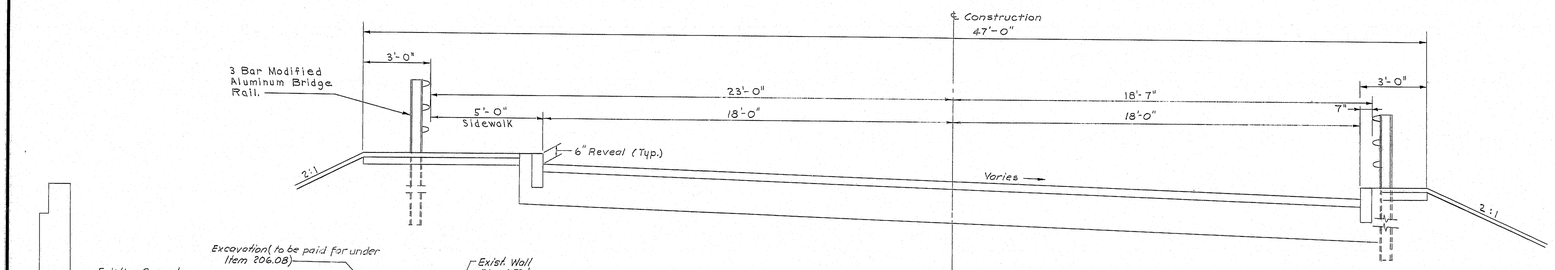
SHEET 5 OF 41 AUGUSTA, MAINE JUNE, 1973

203-1 2080

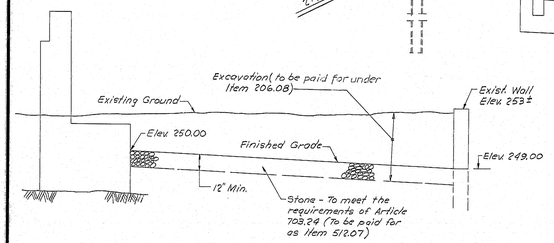
144-136

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

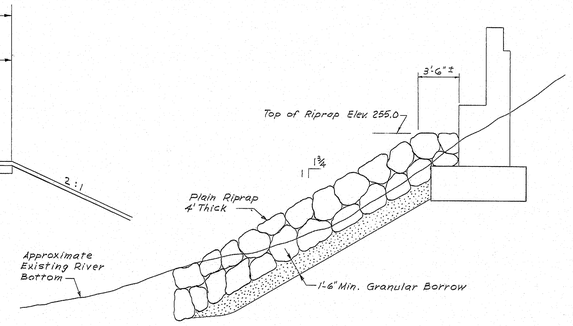
F.H.W.A. ROU. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	31	83



TYPICAL APPROACH TO BRIDGE

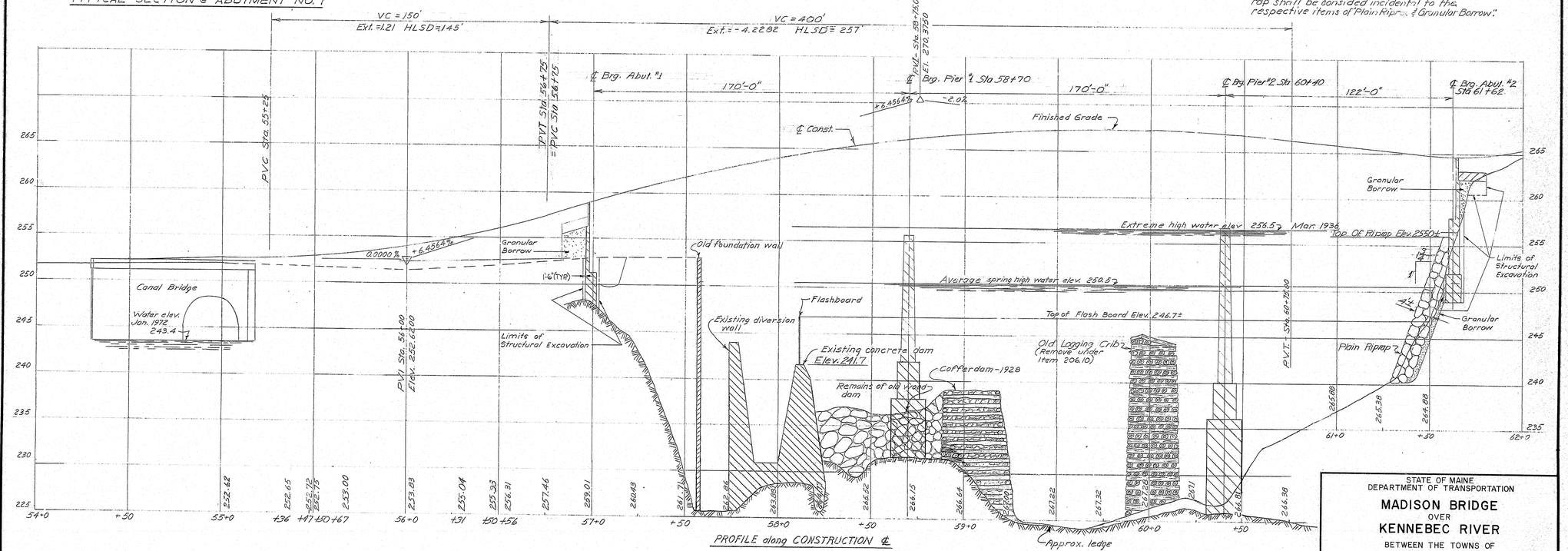


TYPICAL SECTION @ ABUTMENT NO. 1



TYPICAL SECTION @ ABUTMENT NO. 2

NOTE: All excavation required for the placing of plain riprap and granular borrow under the riprap shall be considered incidental to the respective items of Plain Riprap & Granular Borrow.



PROFILE along CONSTRUCTION ℄

Plotted by CFH — 10-24-72

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

VL-59
6
JANUARY 1968

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

PROFILES - PART II

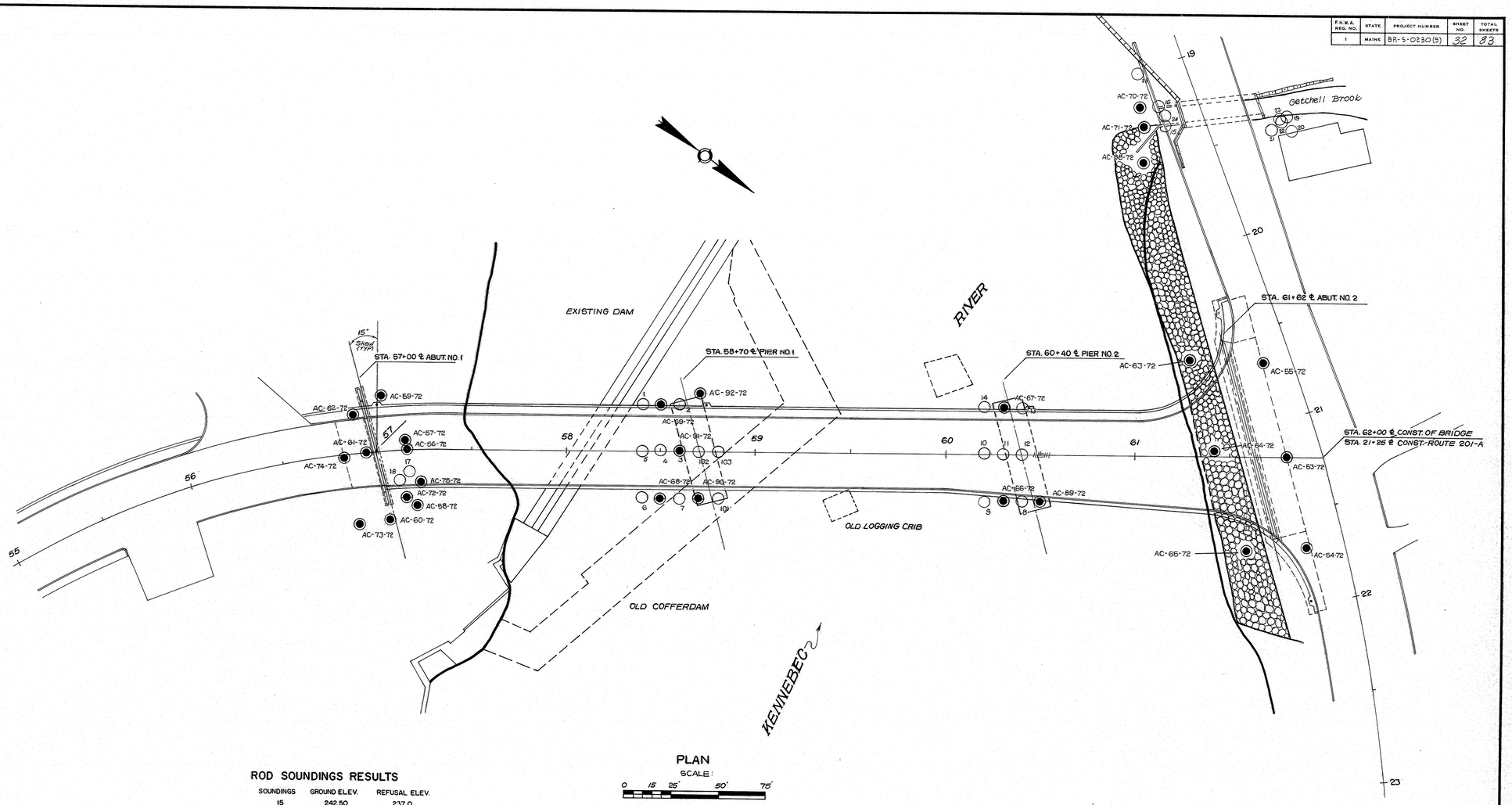
SHEET 6 OF 41 AUGUSTA, MAINE JUNE, 1973

203-1 2080

144-137

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	32	83



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

ROD SOUNDINGS RESULTS

SOUNDINGS	GROUND ELEV.	REFUSAL ELEV.
15	242.50	237.0
16	242.20	232.87
17	252.51	241.09
18	252.41	245.31
19	247.5	235.50
20	254.0	247.0
21	254.3	248.30
22	250.0	245.20
23	252.9	246.90
24	241.7	234.60
25	241.5	233.10

NOTE: SOUNDINGS AT PIER LOCATIONS ARE SHOWN ON SHEET 9

PLAN
SCALE:
0 15 25' 50' 75'

LEGEND
- WASHBORING
- ROD SOUNDING

VL-59 / 7

JANUARY 1968

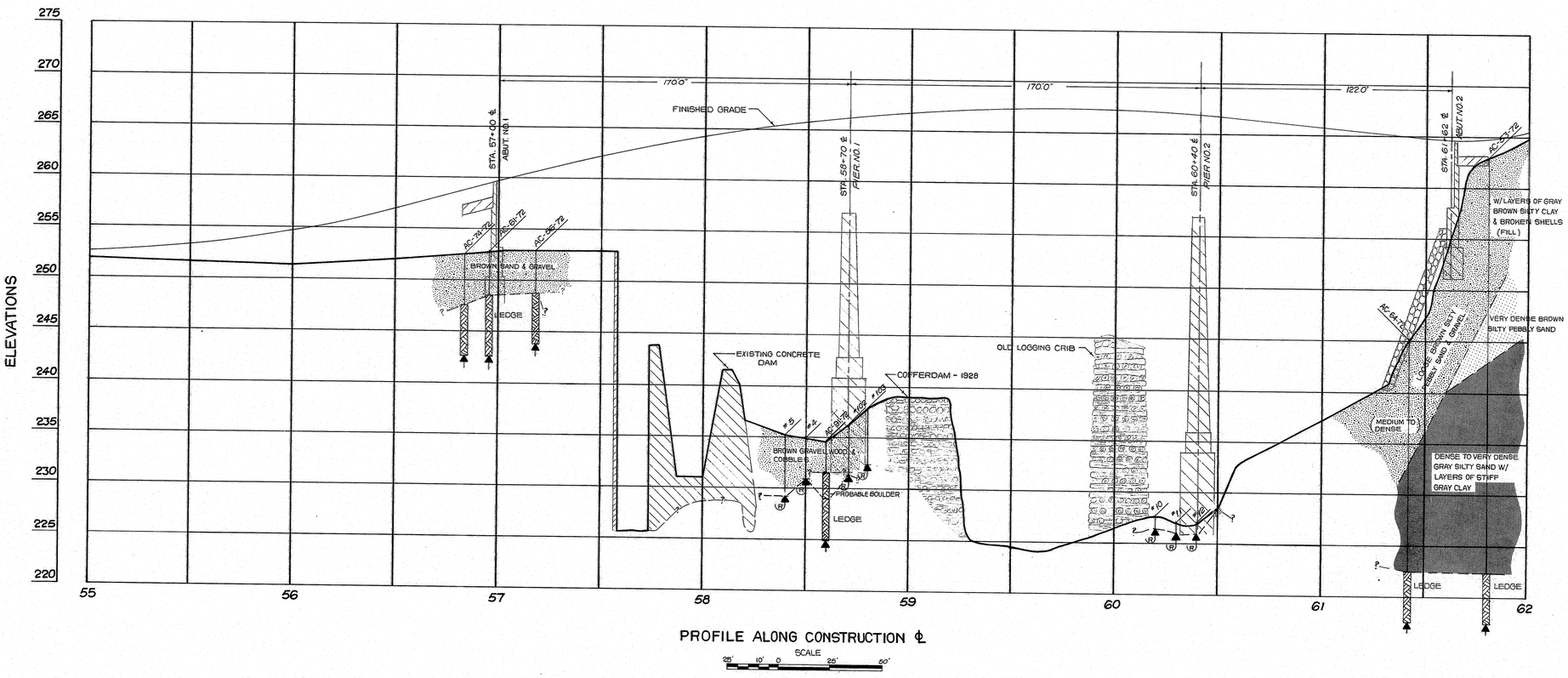
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY
FOUNDATION SURVEY
SHEET 7 OF 41 AUGUSTA, MAINE JUNE, 1973

203-1 2080

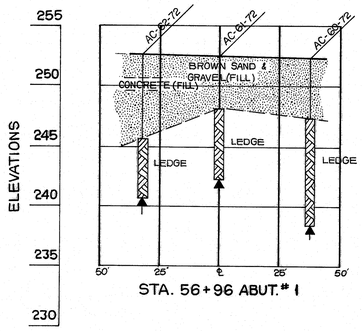
144-138

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

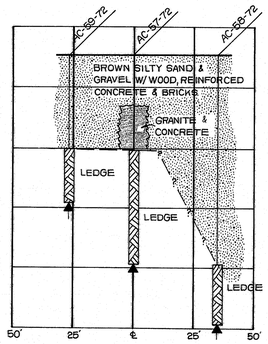
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1	MAINE	BR-S-0230(9)	33	82



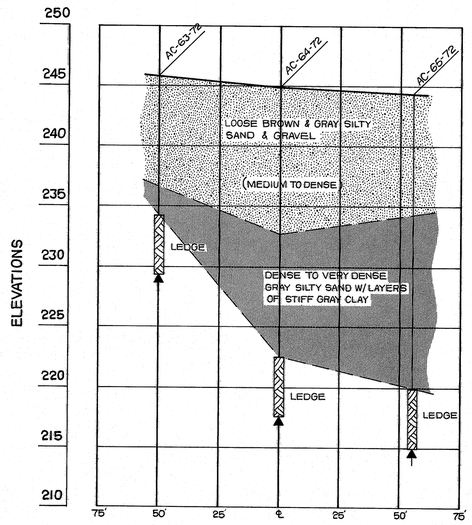
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	34	83



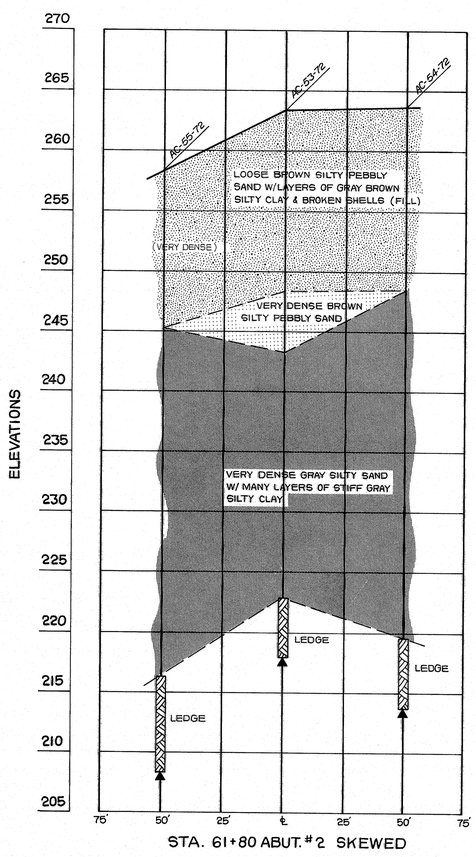
STA. 56+96 ABUT. # 1



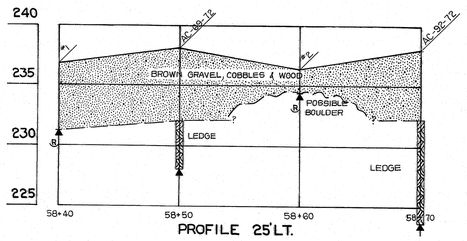
STA. 57+18 ABUT. # 1



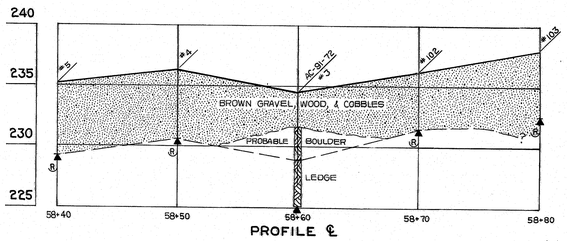
STA. 61+42 ABUT. # 2 SKEWED



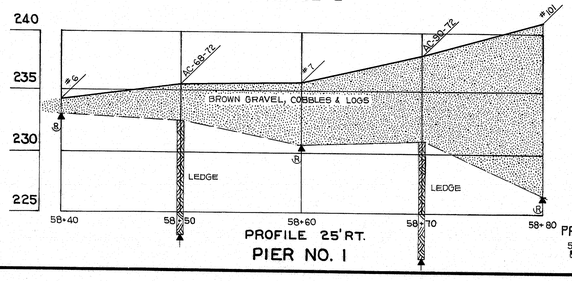
STA. 61+80 ABUT. # 2 SKEWED



PROFILE 25'LT.



PROFILE ℄



PROFILE 25'RT.

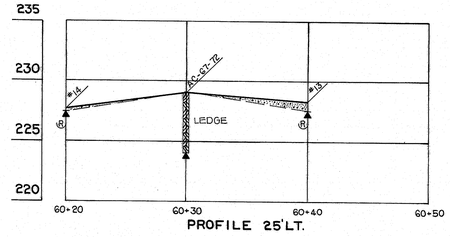
PIER NO. 1

PROFILES AT PIER LOCATIONS

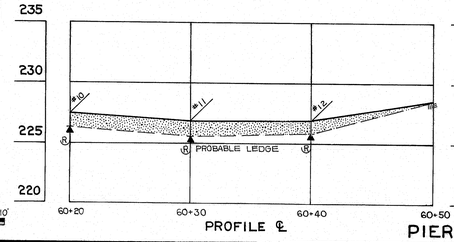
SCALE: 5' 0 5' 10'

TRANSVERSE SECTIONS

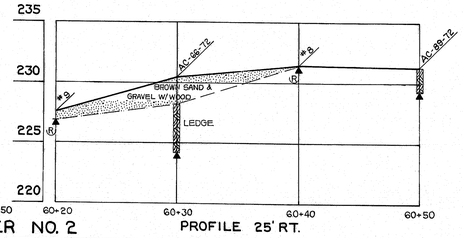
SCALE: 25 10 0 25' 50'



PROFILE 25'LT.



PROFILE ℄



PROFILE 25'RT.

PIER NO. 2

PLANS

BY	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS FIELD CHANGES	

VT-59 9

JANUARY 1968

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY
FOUNDATION SURVEY
SHEET 9 OF 41 AUGUSTA, MAINE JUNE, 1973

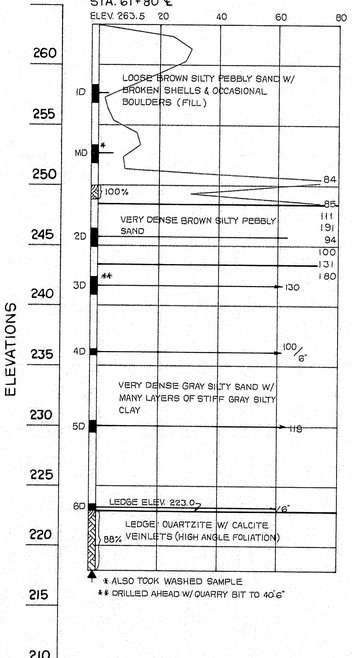
203-1 2060

144-140

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

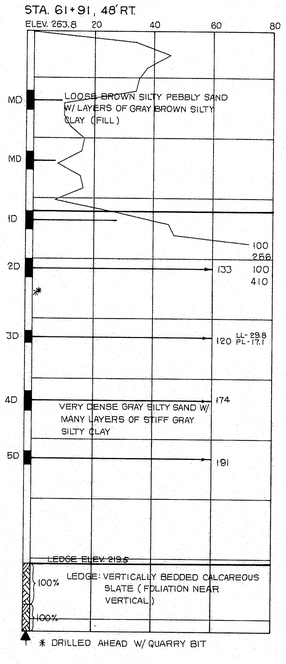
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(5)	35	83

BORING AC-53-72
STA. 61+80 ℄
ELEV. 263.5



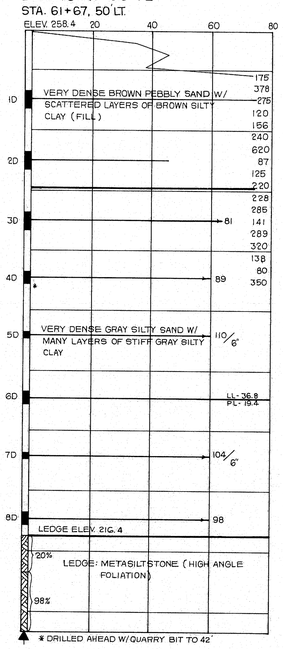
* ALSO TOOK WASHED SAMPLE
** DRILLED AHEAD W/QUARRY BIT TO 40'6"

BORING AC-54-72
STA. 61+91, 48' RT.
ELEV. 263.8



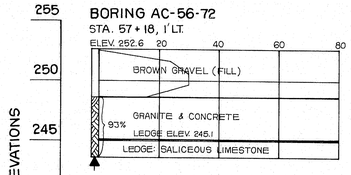
* DRILLED AHEAD W/ QUARRY BIT

BORING AC-55-72
STA. 61+67, 50' LT.
ELEV. 258.4

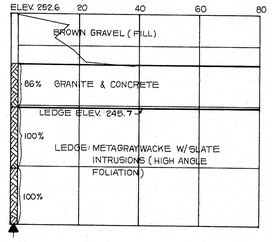


* DRILLED AHEAD W/QUARRY BIT TO 42'

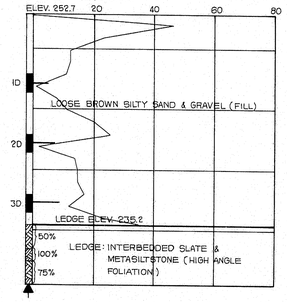
BORING AC-56-72
STA. 57+18, 1' LT.
ELEV. 252.6



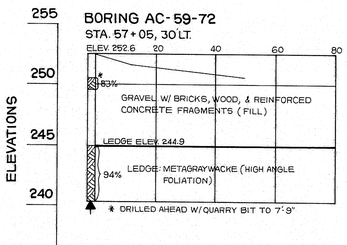
BORING AC-57-72
STA. 57+16, 5' LT.
ELEV. 252.6



BORING AC-58-72
STA. 57+20, 29' RT.
ELEV. 252.7

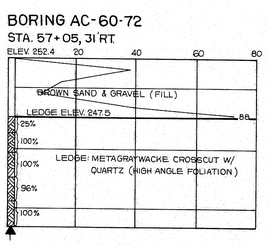


BORING AC-59-72
STA. 57+05, 30' LT.
ELEV. 252.6

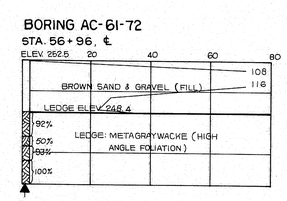


* DRILLED AHEAD W/QUARRY BIT TO 7'-9"

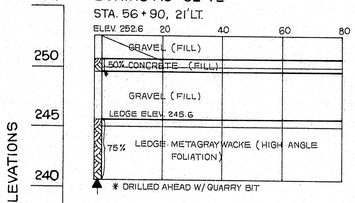
BORING AC-60-72
STA. 57+05, 31' RT.
ELEV. 252.4



BORING AC-61-72
STA. 56+96, ℄
ELEV. 252.5

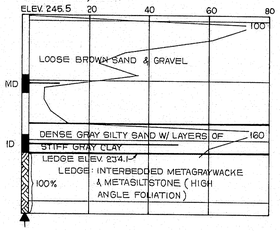


BORING AC-62-72
STA. 56+90, 21' LT.
ELEV. 252.6

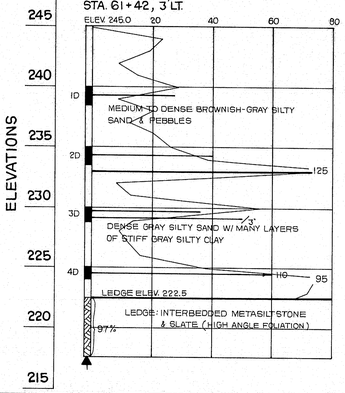


* DRILLED AHEAD W/ QUARRY BIT

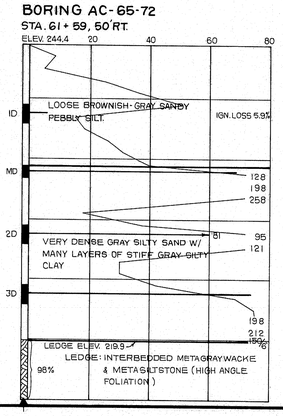
BORING AC-63-72
STA. 61+29, 51' LT.
ELEV. 245.5



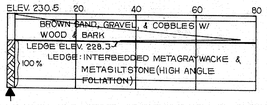
BORING AC-64-72
STA. 61+42, 3' LT.
ELEV. 245.0



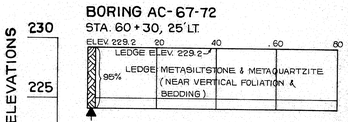
BORING AC-65-72
STA. 61+59, 50' RT.
ELEV. 244.4



BORING AC-66-72
STA. 60+30, 25' RT.
ELEV. 230.5



BORING AC-67-72
STA. 60+30, 25' LT.
ELEV. 229.2



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

VL-59
10

JANUARY 1968

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY
BORING DETAILS
SHEET 10 OF 41 AUGUSTA, MAINE JUNE, 1973

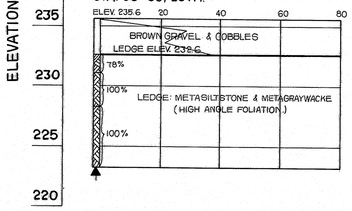
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144-141

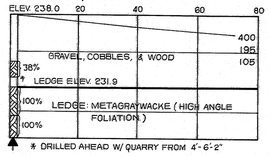
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	36	83

BORING AC-68-72
STA. 58+50, 25'RT.

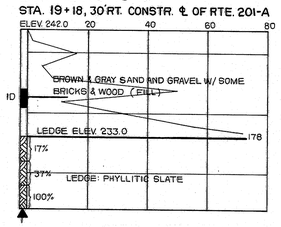


BORING AC-69-72
STA. 58+50, 25'LT.

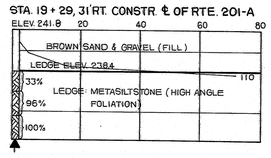


* DRILLED AHEAD W/ QUARRY FROM 4'-6"-2"

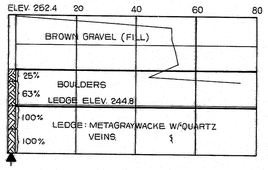
BORING AC-70-72
STA. 19+18, 30'RT. CONSTR. ℄ OF RTE. 201-A



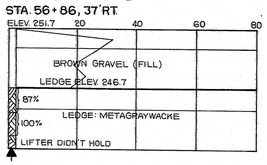
BORING AC-71-72
STA. 19+29, 31'RT. CONSTR. ℄ OF RTE. 201-A



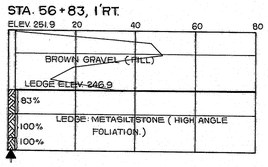
BORING AC-72-72
STA. 57+15, 25'RT.



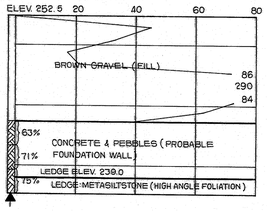
BORING AC-73-72
STA. 56+86, 37'RT.



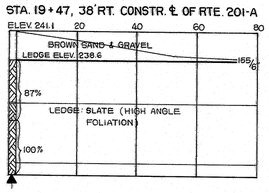
BORING AC-74-72
STA. 56+83, 1'RT.



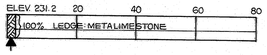
BORING AC-75-72
STA. 57+24, 17'RT.



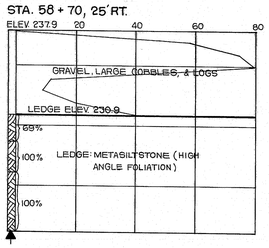
BORING AC-88-72
STA. 19+47, 38'RT. CONSTR. ℄ OF RTE. 201-A



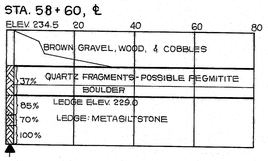
BORING AC-89-72
STA. 60+50, 25'RT.



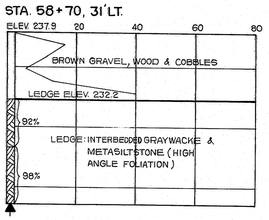
BORING AC-90-72
STA. 58+70, 25'RT.



BORING AC-91-72
STA. 58+60, ℄



BORING AC-92-72
STA. 58+70, 31'LT.



BORING NOTES

- All samples and vanes are made ahead of casing
- Water elevation
- N — Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow
- Location of sample or sample attempt
- Number and type of dry sample
  - ID — 6 & H Sampler # 1290's
  - IW — Wash sample and number
  - MD — Unsuccessful sample attempt and type of sampler
- Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow
- Bottom of boring (may not be bottom of soil strata.)
- R — Refusal of drill rods or casing (may not be ledge)
- 71% — Locations cored by diamond bit and per cent recovery of rock

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

VI-59
11
JANUARY 1968

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY
BORING DETAILS

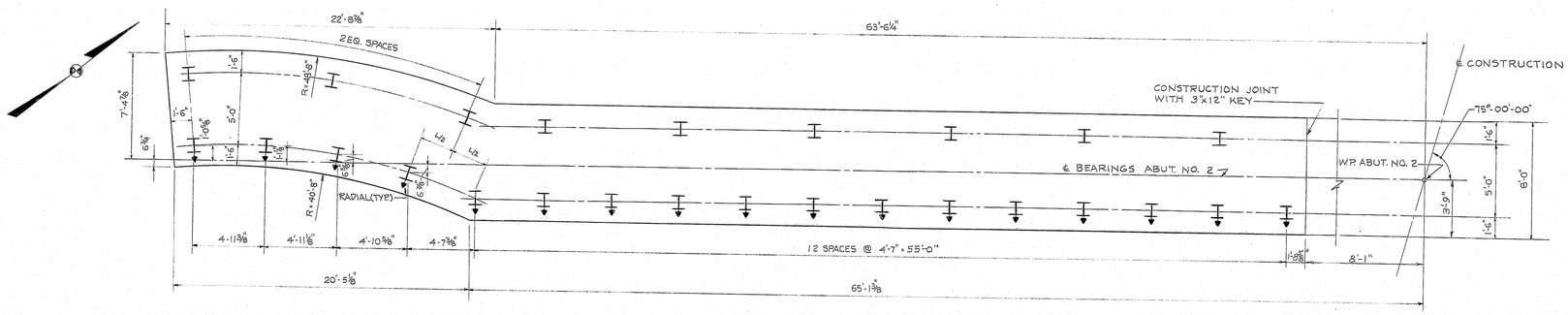
SHEET 11 OF 41 AUGUSTA, MAINE JUNE, 1973

203-1 2080

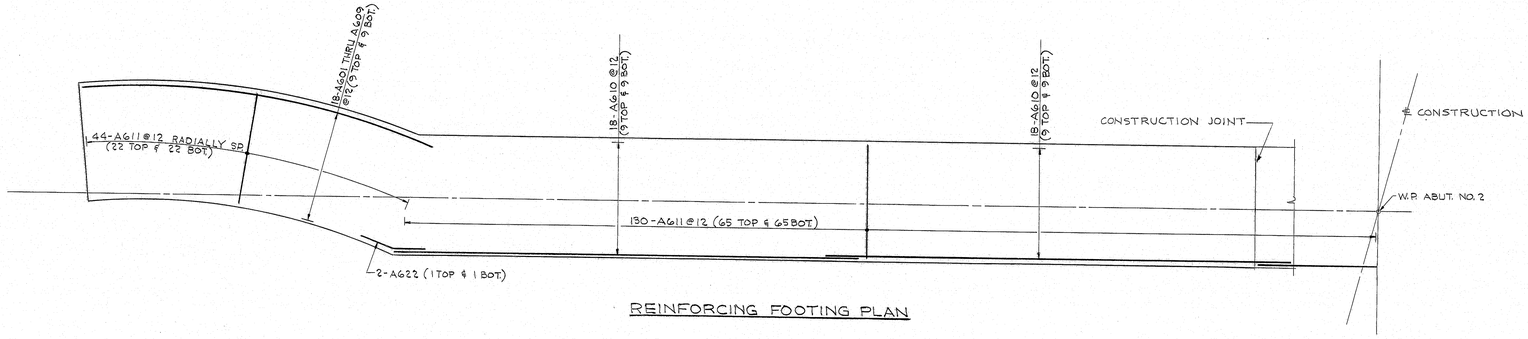
144-142

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

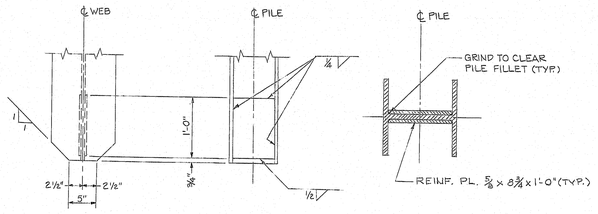
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	37	82



FOOTING AND PILE PLAN



REINFORCING FOOTING PLAN



POINTED REINFORCED PILE TIP

ABUTMENT FOOTING NOTES

1. PILES SHALL BE DRIVEN TO LEDGE OR PRACTICAL REFUSAL.
2. ALL PILES SHALL HAVE POINTED REINFORCED TIPS.
3. ALTERNATE TYPES OF POINTED REINFORCED PILE TIPS MAY BE USED IF THEY HAVE AT LEAST THE CROSS-SECTIONAL AREA OF THE POINTED REINFORCED PILE TIP SHOWN ON THE PLANS AND ARE APPROVED BY THE ENGINEER.
4. ESTIMATED DRIVEN LENGTHS OF PILES ARE DETERMINED FROM AVAILABLE SOILS INFORMATION WITH NO ALLOWANCE FOR PILE CUT-OFFS AND NO ALLOWANCE FOR UNCERTAIN PILE PENETRATION.
5. PILES MARKED, THUS H▼, SHALL BE BATTERED 4 INCHES PER FOOT IN THE DIRECTION OF THE ARROW.
6. MAXIMUM PILE LOAD EQUALS 55.5 TONS (INCLUDING 0 TONS ALLOWED FOR NEGATIVE SKIN FRICTION.)
7. FOLLOWING ARE PILE LOCATIONS, NUMBER OF PILES REQUIRED, SIZE OF PILES, AND ESTIMATED DRIVEN LENGTHS: ABUTMENT NO.2 58-HP10X42 LENGTH VARIES FROM 26 FT.± AT SOUTH END TO 32 FT.± AT NORTH END.
8. THE CONTRACTOR MAY USE A SERIES OF CHORDS TO FORM THE CURVED SECTIONS OF THE FOOTING. NO PAYMENT WILL BE MADE FOR ANY QUANTITIES IN EXCESS OF THOSE REQUIRED TO CONSTRUCT THE FOOTING TO THE NEAT LINES AS SHOWN.

PLANS	BY	DATE
DESIGN-DETAILED	R.E.B.	4/73
CHECKED	P.R.S.	
RED LINES	R.E.B.	5/73
FIELD CHANGES		

FILE NO.		PLAN NO.
VL-59		12
DES R.E.B.	CHK	C.K.L.
DR P.R.S.	CHK	R.E.B.
EST M.H.	CHK	C.K.L.

R. Albright
ENGR IN CHARGE

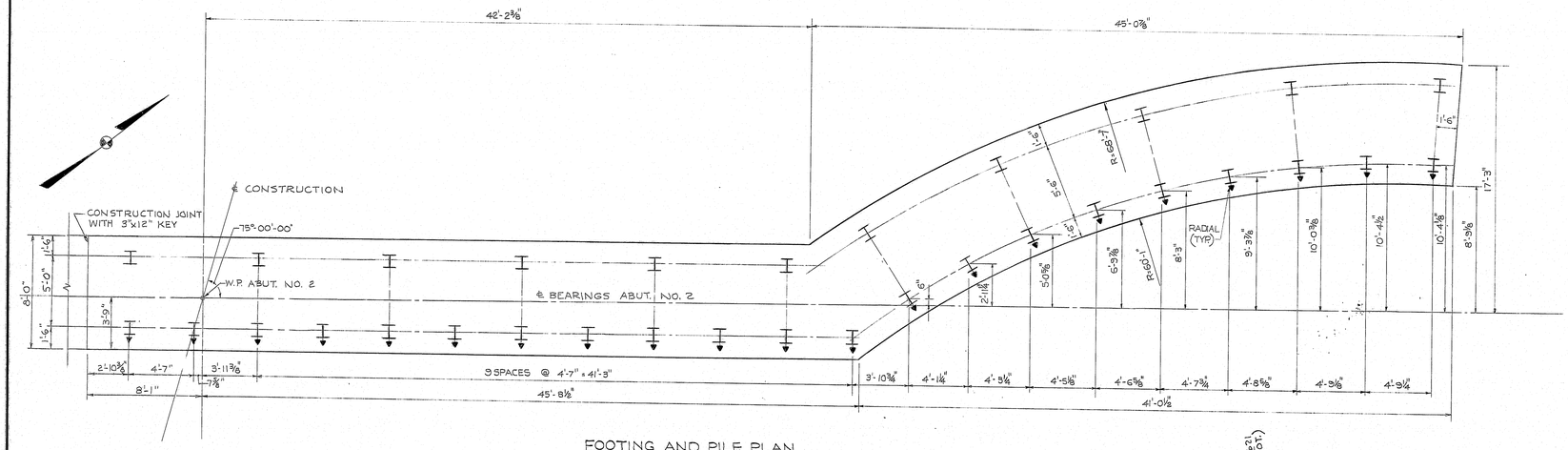
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY
ABUTMENT NO. 2 - FOOTING PART 1

SHEET 12 OF 41 AUGUSTA, MAINE JUNE, 1973

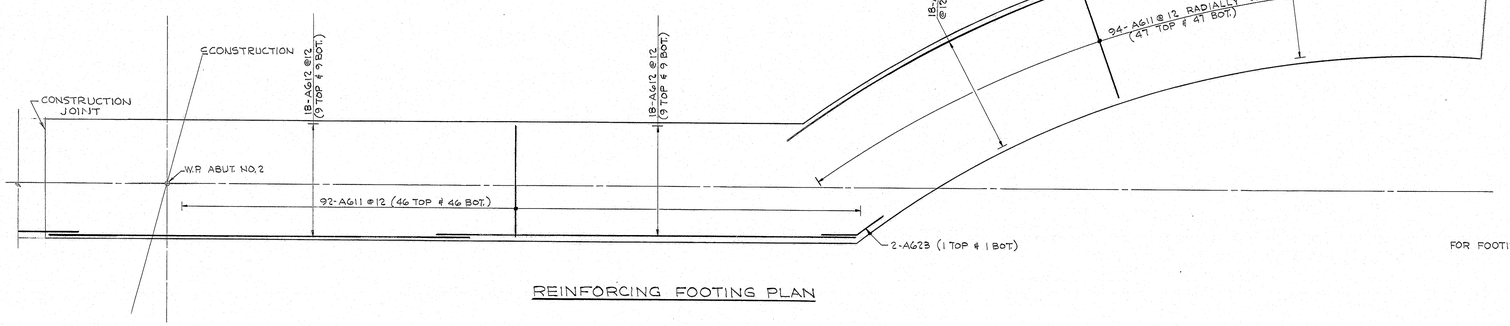
144-143

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	33	83



FOOTING AND PILE PLAN



REINFORCING FOOTING PLAN

FOR FOOTING NOTES, SEE SHEET 12.

FOR FOOTING NOTE SEE "ABUTMENT NO. 2 - FOOTING PART I"

PLANS	BY	DATE
DESIGN - DETAILED	R.E.B.	4/73
CHECKED	P.R.S.	5/73
REVISIONS	R.E.B.	
FIELD CHANGES		

FILE NO.			PLAN NO.
VL-59			13
DES	R.E.B.	CHK	C.K.L.
DR	P.R.S.	CHK	R.E.B.
EST	M.H.	CHK	C.K.L.

R. Whitcomb
ENGR IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

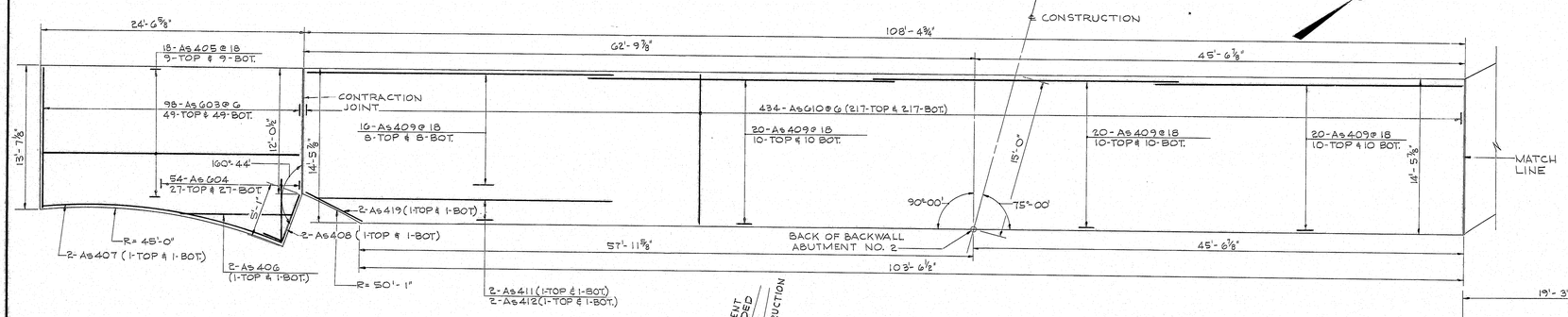
ABUTMENT NO. 2 - FOOTING PART II

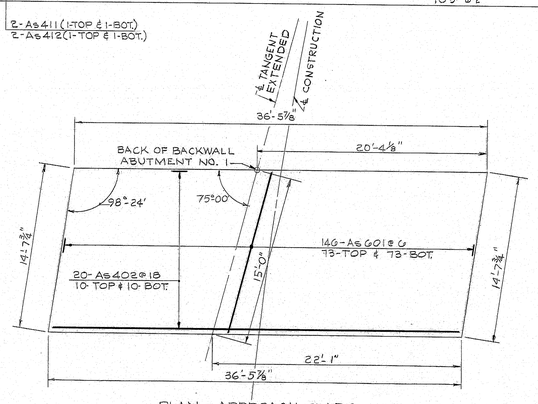
SHEET 13 OF 41 AUGUSTA, MAINE JUNE, 1973

144-144

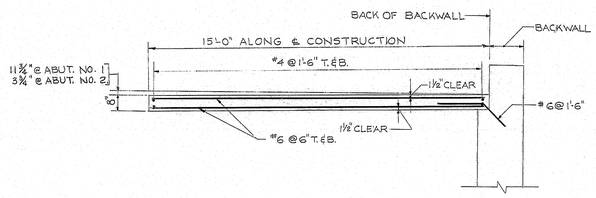
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(3)	37	83

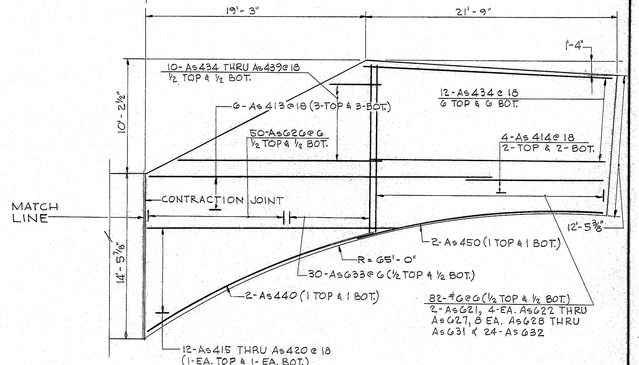




PLAN - APPROACH SLABS



TYPICAL SECTION



BY	DATE
C.K.L.	4/73
D.R.S.	4/73
R.E.B.	

PLANS
DESIGN-DETAILED
CHECKED
REVISIONS
FIELD CHANGES

FILE NO.		PLAN NO.
VL-59		14
DES C.K.L.	CHK R.E.B.	
DR D.R.S.	CHK R.E.B.	
EST C.K.L.	CHK M.H.	

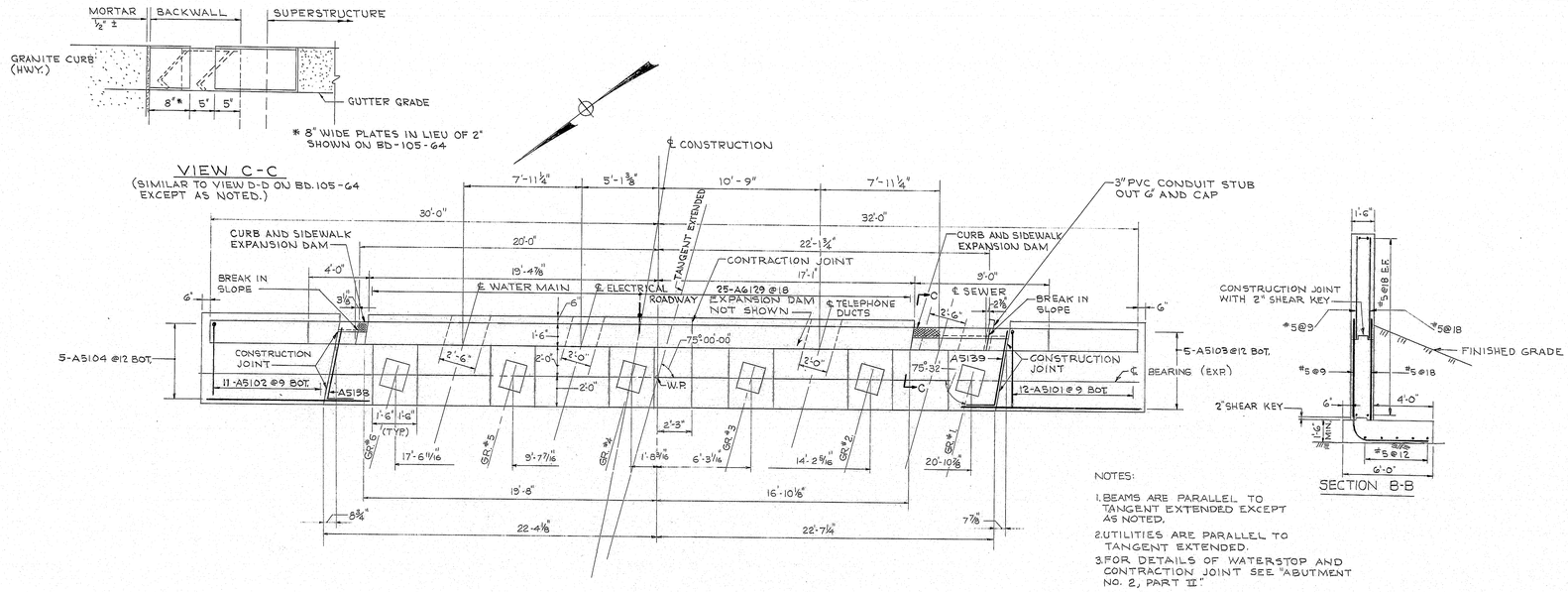
R. Albrecht
ENGINEER IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY
APPROACH SLABS
SHEET 14 OF 41 AUGUSTA, MAINE JUNE, 1973

144 - 145

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	40	83



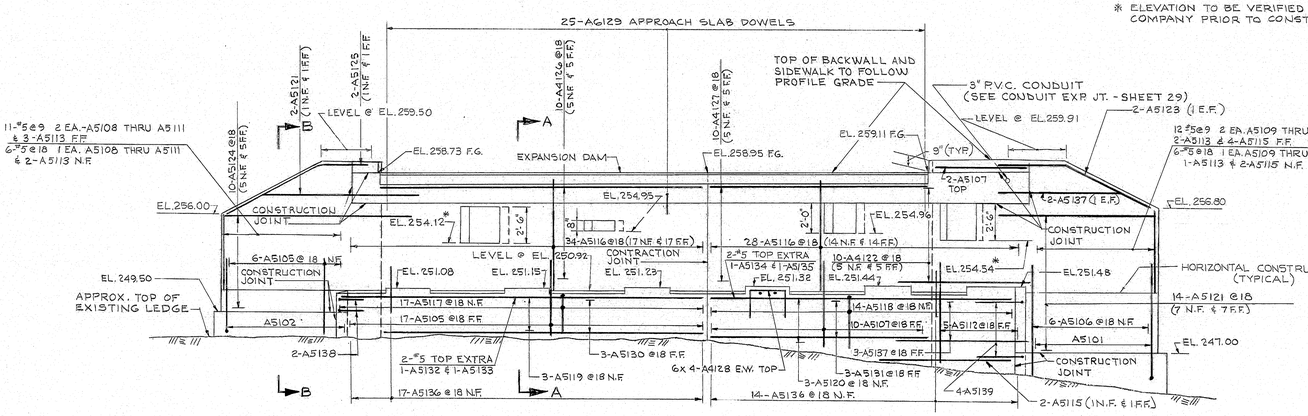
NOTES:

1. BEAMS ARE PARALLEL TO TANGENT EXTENDED EXCEPT AS NOTED.
2. UTILITIES ARE PARALLEL TO TANGENT EXTENDED.
3. FOR DETAILS OF WATERSTOP AND CONTRACTION JOINT SEE "ABUTMENT NO. 2, PART II"
4. FOR DETAILS OF EXPANSION DAM ON ABUTMENT BACKWALL SEE STANDARD DETAIL BD(105-64).

* ELEVATION TO BE VERIFIED WITH UTILITY COMPANY PRIOR TO CONSTRUCTION.

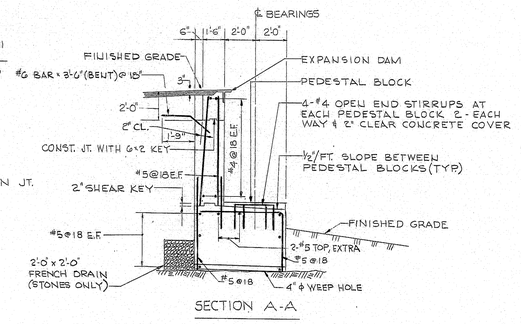
GENERAL ABUTMENT NOTES

1. CHAMFER ALL EXPOSED EDGES OF CONCRETE ½ INCH UNLESS OTHERWISE INDICATED.
2. ALL REINFORCING STEEL SPLICES AND EMBEDMENTS SHALL BE A MINIMUM OF 36 BAR DIAMETERS UNLESS OTHERWISE INDICATED.
3. REINFORCING STEEL SHALL HAVE 2 INCHES COVER UNLESS OTHERWISE INDICATED.
4. PLACE REINFORCING STEEL IN BRIDGE SEATS TO CLEAR ANCHOR BOLTS.
5. BREAK BOND AT VERTICAL CONTRACTION JOINTS BY A METHOD APPROVED BY THE ENGINEER.
6. PLACE CONCRETE IN TOP OF ABUTMENT BACKWALLS AFTER THE SUPERSTRUCTURE SLAB HAS BEEN PLACED.
7. POLYVINYLCHLORIDE WATERSTOPS SHALL BE PLACED IN ALL VERTICAL CONTRACTION AND EXPANSION JOINTS
8. WATERSTOPS ARE NOT REQUIRED IN HORIZONTAL CONSTRUCTION JOINTS.
9. PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO THE FOLLOWING AREAS: TOP OF ABUTMENT CURBS AND TO THE TOP OF BACKWALL.
10. MAXIMUM FOOTING TOE PRESSURE IS 4.7 TONS/SQ. FT. AT ABUTMENT NO. 1.
11. STRUCTURAL EARTH EXCAVATION, ABUTMENTS AND RETAINING WALLS REQUIRED BELOW ELEVATION 249.00 WILL BE PAID FOR AT 1½ TIMES THE CONTRACT UNIT PRICE FOR ITEM 206.08, ABUTMENT NO. 2 ONLY.
12. PLACE 4 INCH DIAMETER DRAINS IN BREASTWALL AND WINGS AT 10 FT. MAXIMUM SPACING AND AT ALL LOW POINTS IN LEDGE. EXACT LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.



PLAN

ELEVATION



SECTION A-A

LEGEND

F.G. – FINISHED GRADE AT FACE OF BACKWALL.
N.F. – NEAR FACE
F.F. – FAR FACE
E.F. – EACH FACE

DATE	BY	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
4/73	P.R.S.	R.E.B.			
5/73	R.E.B.				

PLANS

FILE NO.			PLAN NO.
VL 59			15
DES	R.E.B.	CHK	C.K.L.
DR	P.R.S.	CHK	R.E.B.
EST	M.H.	CHK	C.K.L.

ENGINEER IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

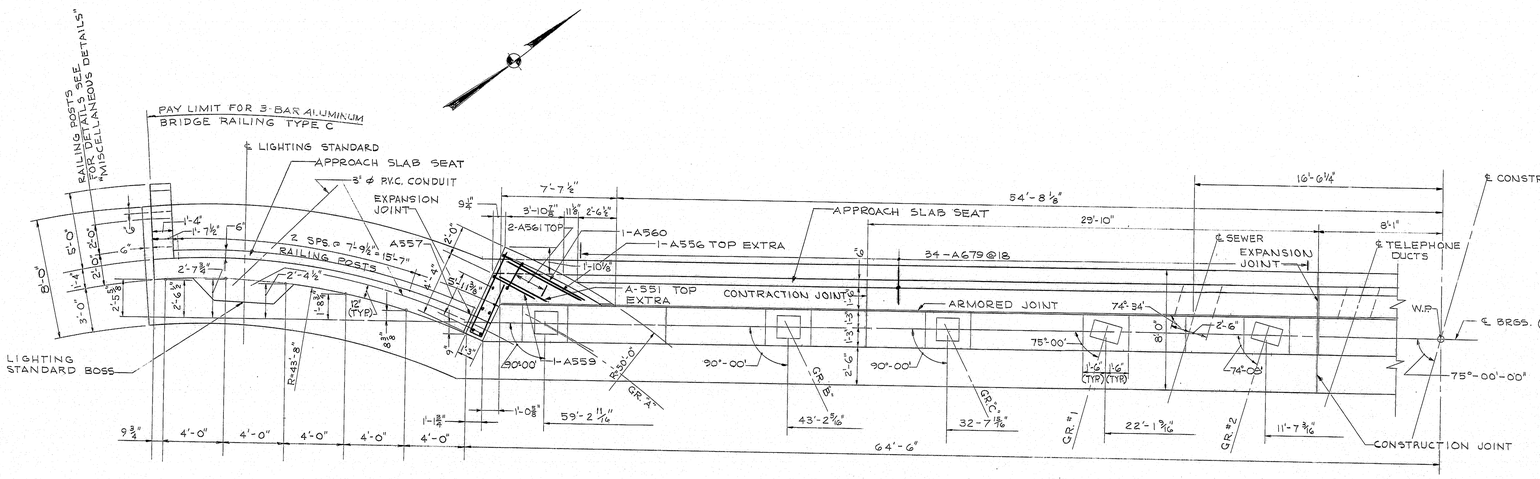
ABUTMENT NO. 1

SHEET 15 OF 41 AUGUSTA, MAINE JUNE, 1973

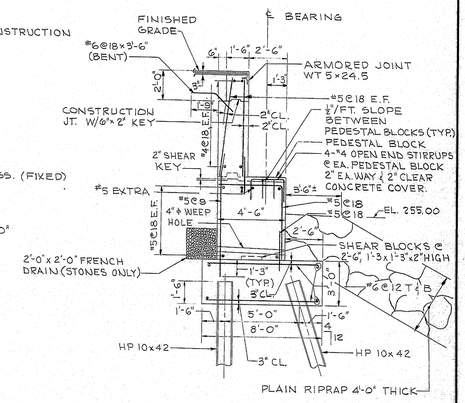
144-146

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

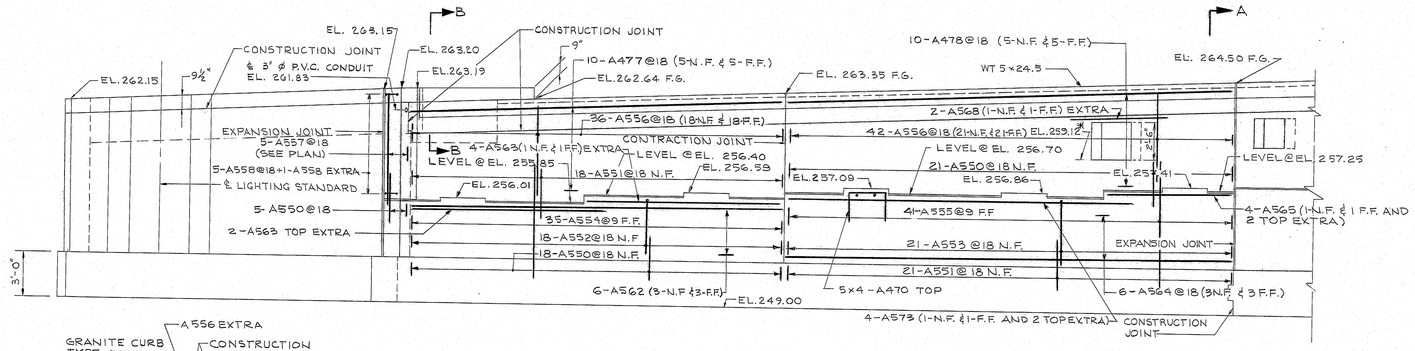
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	41	83



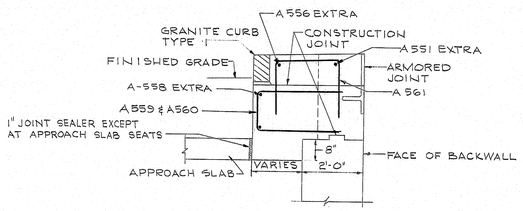
PLAN



SECTION A-A



ELEVATION



SECTION B-B

NOTES:

1. FOR GENERAL ABUTMENT NOTES SEE "ABUTMENT NO. 1."
2. FOR LEGEND SEE "ABUTMENT NO. 1."
3. FOR DETAILS OF ARMORED JOINT AND CURBS ON ABUTMENT BACKWALL SEE "ARMORED JOINT."
4. BEARING SEAT STEPS ARE MIDWAY BETWEEN PEDESTAL BLOCKS, EXCEPT AS INDICATED.
5. FOR DETAILS OF WATERSTOP CONTRACTION JOINT AND EXPANSION JOINT SEE "ABUTMENT NO. 2, PART II."
6. FOR DETAILS OF FOOTING SEE "FOOTING PLAN AND PILE LAYOUT, ABUTMENT NO. 2."
7. FOR LOCATION AND DETAILS OF LIGHTING STANDARD BOSS, SEE "ABUTMENT NO. 2 WINGWALLS."
8. RAILING POSTS ARE SPACED ALONG FACE OF RAILING.

* ELEVATION TO BE VERIFIED WITH UTILITY COMPANY BEFORE CONSTRUCTION.

PLANS	BY	DATE
DESIGN - DETAILED	C.K.L.	4/75
CHECKED	W.J.A.	5/75
REVISIONS	R.E.B.	
FIELD CHANGES		

FILE NO.		PLAN NO.
VL-59		16
DES	C.K.L.	CHK R.E.B.
DR	W.J.A.	CHK R.E.B.
EST	M.H.	CHK C.K.L.

R. Albrecht
ENGR IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

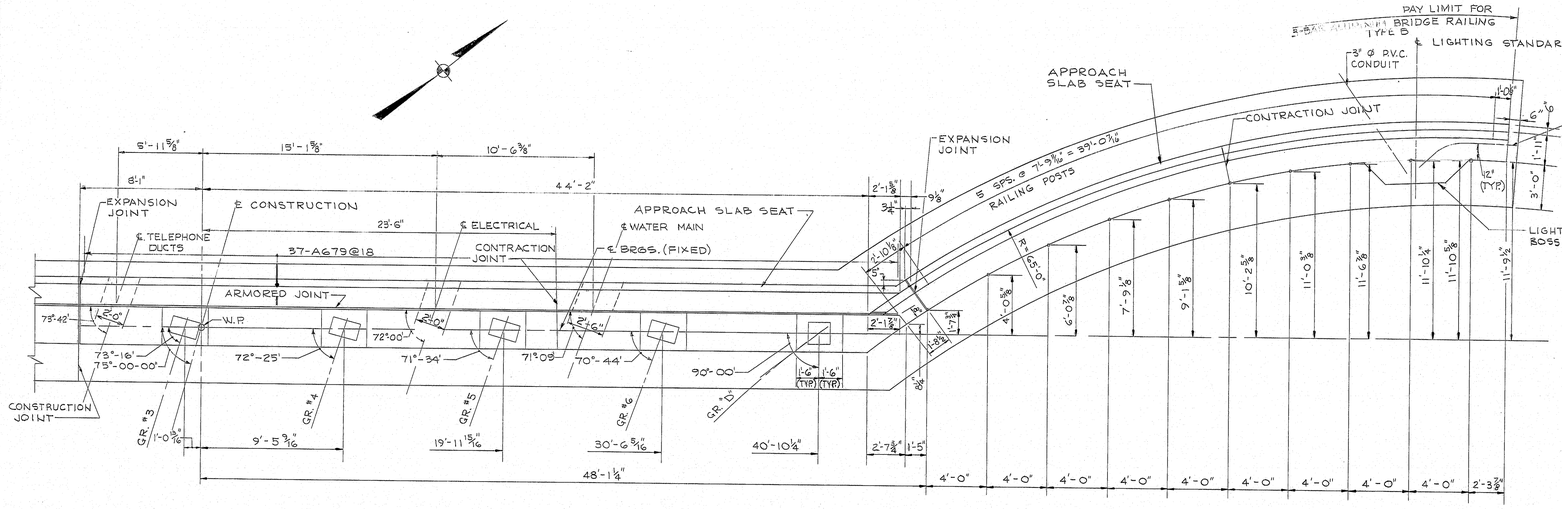
ABUTMENT NO. 2 - PART I

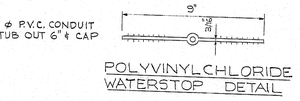
SHEET 16 OF 41 AUGUSTA, MAINE JUNE, 1973

144-147

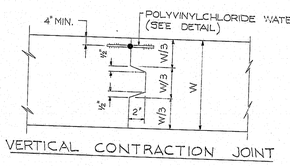
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.A.I.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	42	82

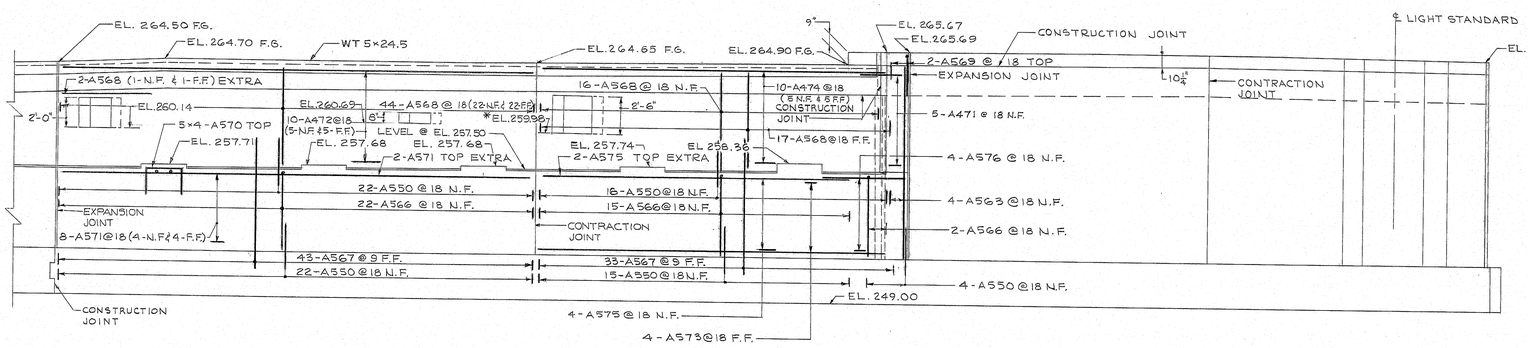




POLYVINYLCHLORIDE WATERSTOP DETAIL

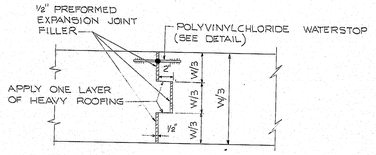


VERTICAL CONTRACTION JOINT



ELEVATION

½" PREFORMED EXPANSION JOINT FILLER



EXPANSION JOINT DETAIL

* ELEVATION TO BE VERIFIED WITH UTILITY COMPANY BEFORE CONSTRUCTION.

BY	DATE
C.K.L.	
W.J.A.	
R.E.B.	

PLANS — DESIGN - DETAILED - CHECKED - REVISIONS - FIELD CHANGES

FILE NO.		PLAN NO.
VL-59		17
DES	C.K.L.	CHK R.E.B.
DR	W.J.A.	CHK R.E.B.
EST	M.H.	CHK C.K.L.

P. Albrecht
ENGINEER IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

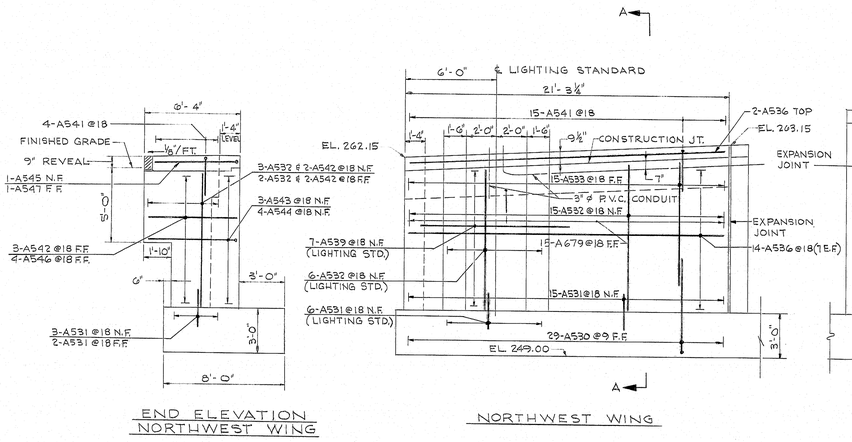
ABUTMENT NO. 2 - PART II

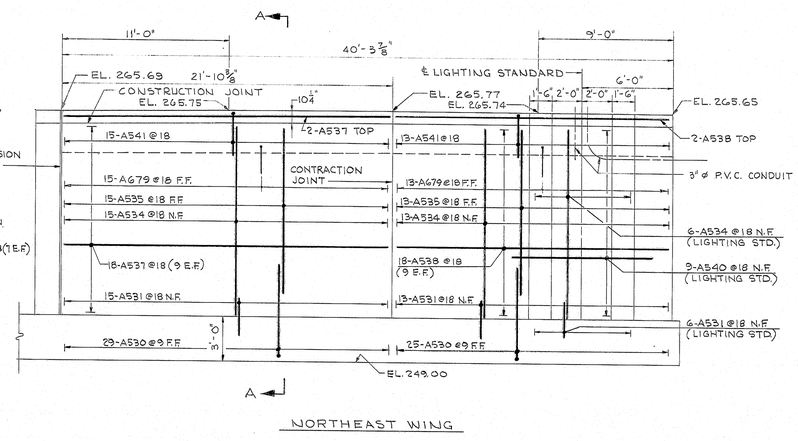
SHEET 17 OF 41 AUGUSTA, MAINE JUNE, 1973

144-148

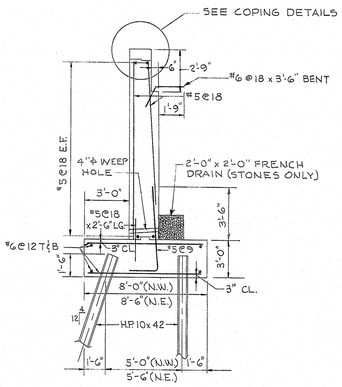
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.A.H.S.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	43	53

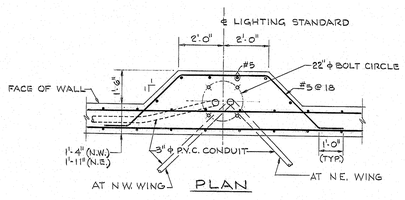




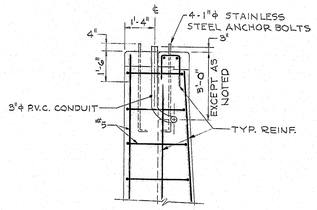
DEVELOPED ELEVATIONS - ABUTMENT NO. 2 WINGS



SECTION A-A

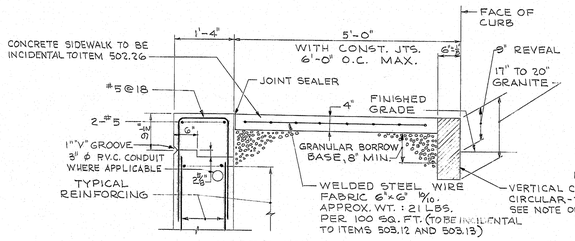


PLAN

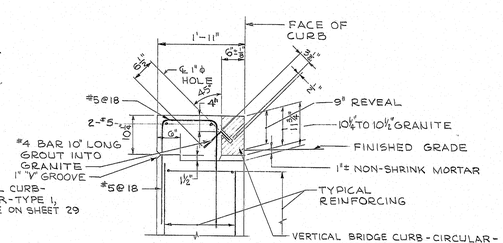


SECTION

DETAILS AT LIGHTING STANDARD BOSS



NORTHWEST WING



NORTHEAST WING

COPING DETAILS

PLANS	BY	DATE
DESIGN - DETAILED	C.K.L.	W.J.A. 4/73
CHECKED		R.E.B. 5/73
REVISIONS		
FIELD CHANGES		

FILE NO.		PLAN NO.
VL-59		18
DES C.K.L.	CHK	M.H.
DR W.J.A.	CHK	R.E.B.
EST M.H.	CHK	C.K.L.

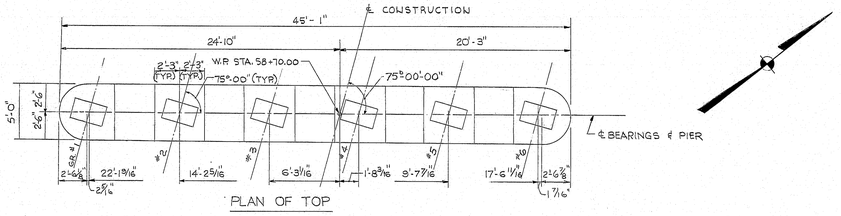
K. Wheelock
ENGR IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY
ABUTMENT NO. 2 - WINGWALLS
SHEET 18 OF 41 AUGUSTA, MAINE JUNE, 1973

144-149

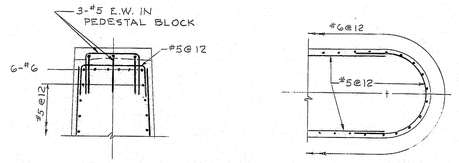
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.H.W.A. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0280(9)	44	83



PLAN OF TOP

NOTE:
BEAMS ARE PARALLEL TO ℄ CONSTRUCTION.



SECTION A-A

DESIGN CRITERIA

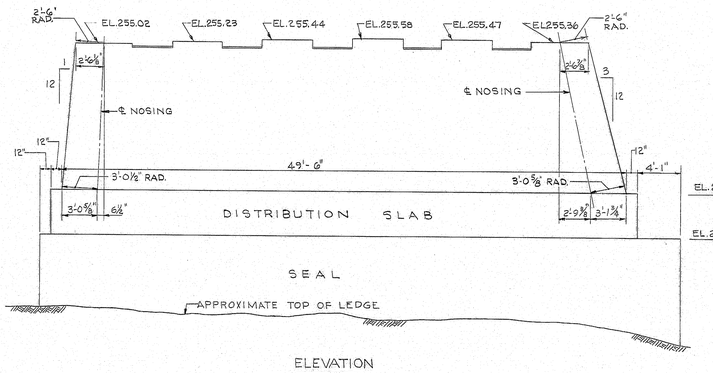
CRITICAL AASHO LOADING - GROUPS VIII & IX.

BUOYANCY - WATER LEVEL ASSUMED AT ELEV. 256.50 .

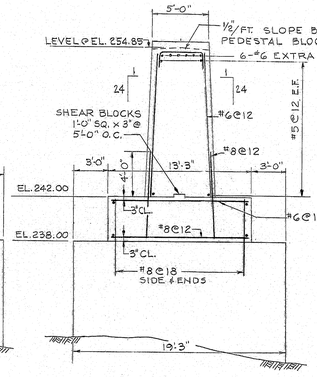
STREAM FLOW - VELOCITY OF 13.6 FEET PER SECOND SKEWED AT 15° TO LONGITUDINAL CENTERLINE OF PIER.

WIND - 100 MPH. OR 40 PSF.

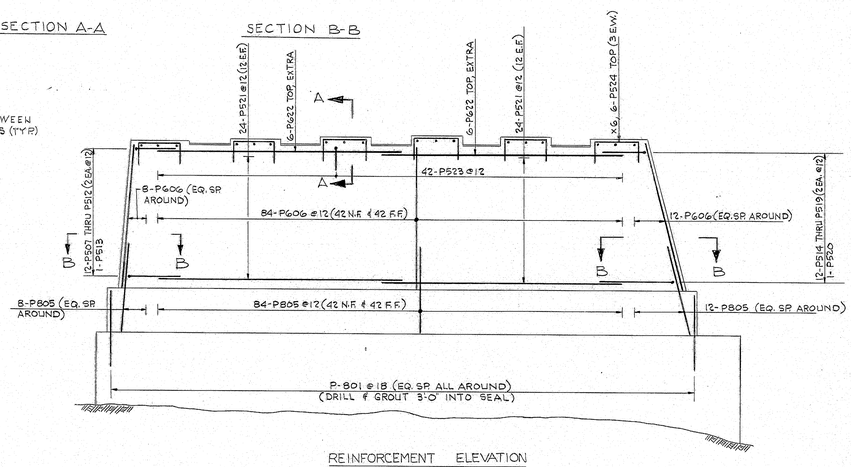
ICE - 6" THICK, PRODUCING 400 PSI. ICE PRESSURE SKEWED AT 15° TO LONGITUDINAL CENTERLINE OF PIER, WITH WATER LEVEL AT ELEV. 256.50.



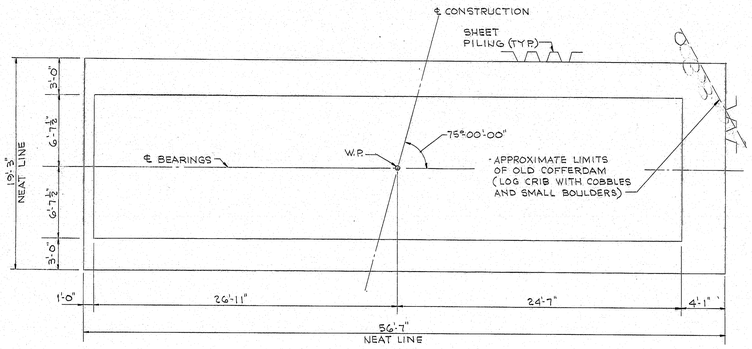
ELEVATION



END ELEVATION



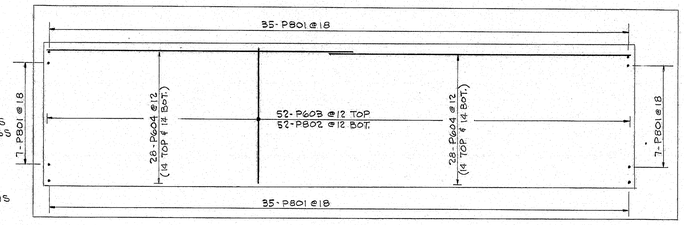
REINFORCEMENT ELEVATION



PLAN OF BASE

GENERAL PIER NOTES

1. CHAMFER ALL EXPOSED EDGES OF CONCRETE ½ INCH UNLESS OTHERWISE INDICATED.
2. REINFORCING STEEL SHALL HAVE 2" INCHES MINIMUM COVER UNLESS OTHERWISE INDICATED.
3. PLACE REINFORCING STEEL ON BRIDGE SEATS TO CLEAR ANCHOR BOLTS.
4. ALL REINFORCING STEEL SPLICES AND EMBEDMENTS SHALL BE A MINIMUM OF 36 BAR DIAMETERS UNLESS OTHERWISE INDICATED.
5. THE METHOD OF PLACING DOWELS IN THE CONCRETE SEAL SHALL BE APPROVED BY THE ENGINEER.
6. MAXIMUM CALCULATED FOOTING PRESSURE = 4.2 TONS PER SQUARE FOOT.
7. SEAL CONCRETE DIMENSIONS ARE PREDICATED ON USE OF WP-14, DP-2, I-27 OR EQUIVALENT STEEL SHEET PILING WITH APPROPRIATE STANDARD ROLLED CORNERS. PAY DIMENSIONS FOR SEAL CONCRETE SHALL BE TO THE NEAT LINES SHOWN PLUS FIVE INCHES ALL AROUND.
8. THE DEPTH OF THE SEAL IS SET FOR A WATER ELEVATION OF 248.00. IF THE WATER ELEVATION AT THE TIME OF CONSTRUCTION IS HIGHER, THE DEPTH OF THE SEAL SHOULD BE ADJUSTED. COFFERDAM SHALL BE VENTED AT EL. 248.00.



REINFORCEMENT BASE

BY	DATE
C.K.L.	4/73
P.R.S.	5/73
R.E.B.	

PLANS
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES

FILE NO.		PLAN NO.
VL-59		19
DES C.K.L.	CHK M.H.	
DR P.R.S.	CHK R.E.B.	
EST C.K.L.	CHK M.H.	

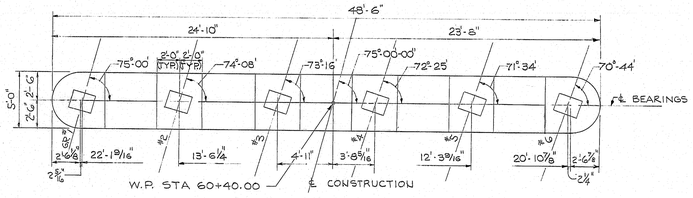
R. Albright
ENGR IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY
PIER NO. 1
SHEET 19 OF 41 AUGUSTA, MAINE JUNE, 1973

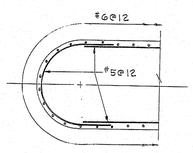
144-150

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

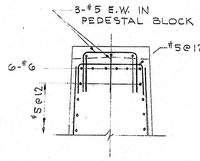
F.H.W.A. REF. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	45	83



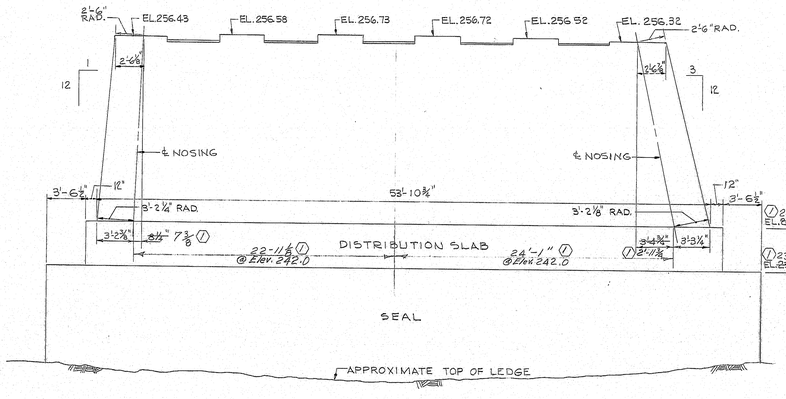
PLAN OF TOP



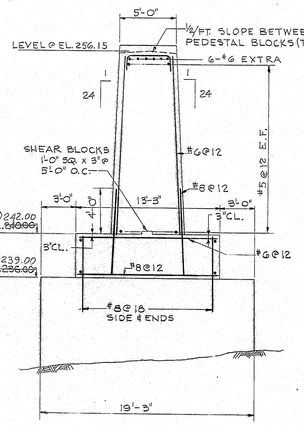
SECTION A-A



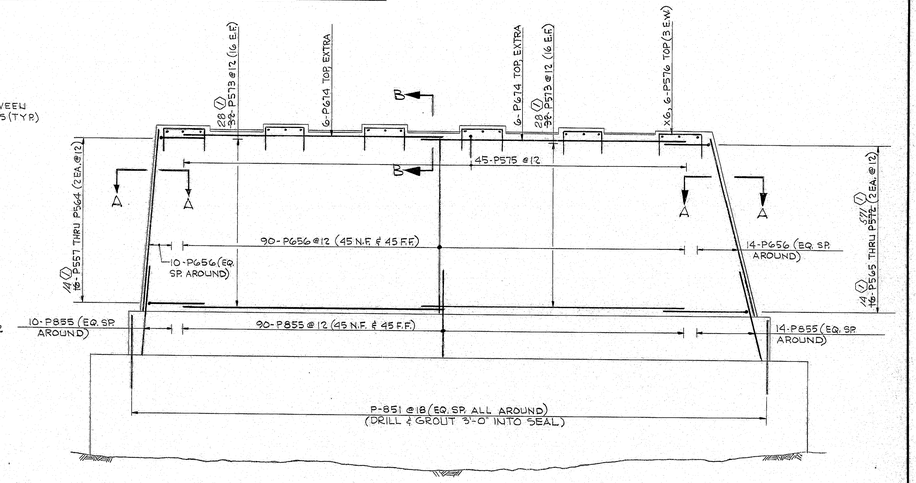
SECTION B-B



ELEVATION

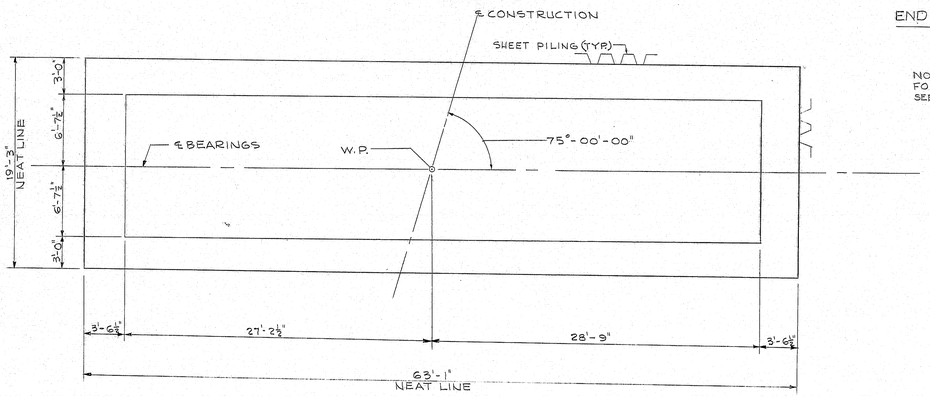


END ELEVATION

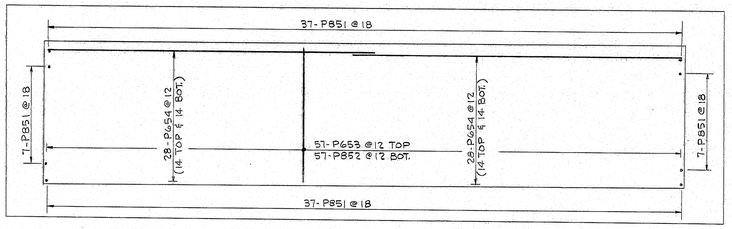


REINFORCEMENT ELEVATION

NOTE:
FOR GENERAL PIER NOTES SEE "PIER NO. 1."



PLAN OF BASE



REINFORCEMENT BASE.

BY	DATE
C.K.L.	4/73
P.R.S.	5/73
R.E.B.	

DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES

PLANS

FILE NO.		PLAN NO.	
VL-59		20	
DES	C.K.L.	CHK	M.H.
DR	P.R.S.	CHK	R.E.B.
EST	C.K.L.	CHK	M.H.

R. Albrecht
ENGINEER IN CHARGE

① Note: Revisions shown on revised print Sept 12, 73 included in C.O. #12

① As built DAC. 10-6-76

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

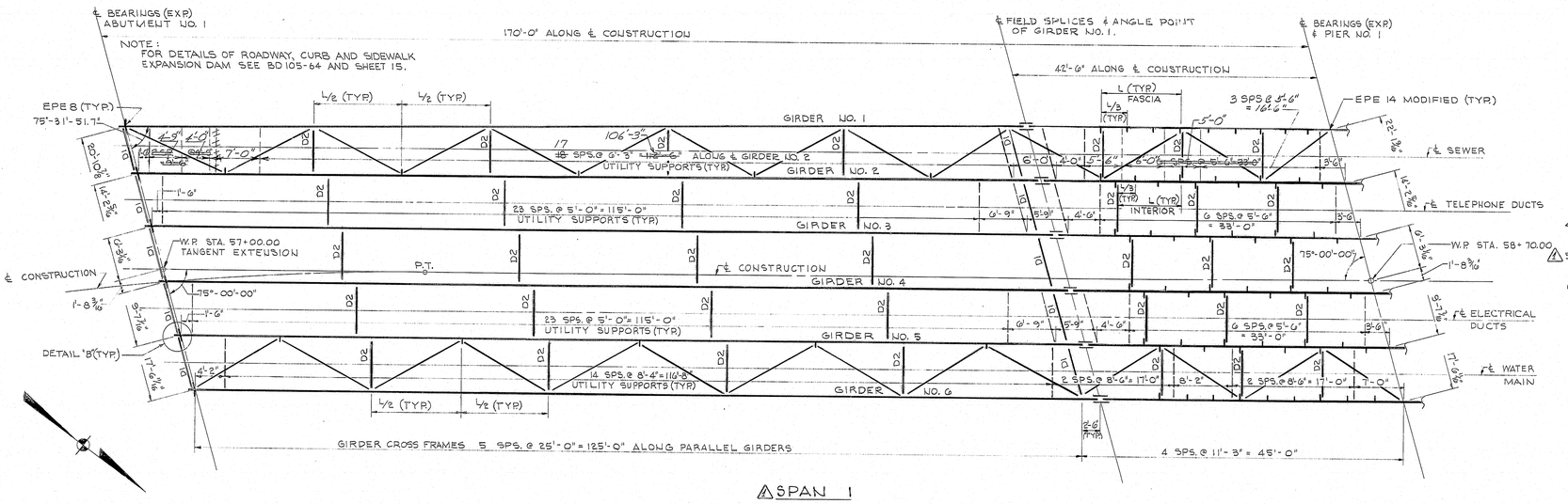
PIER NO. 2

SHEET 20 OF 41 AUGUSTA, MAINE JUNE, 1973

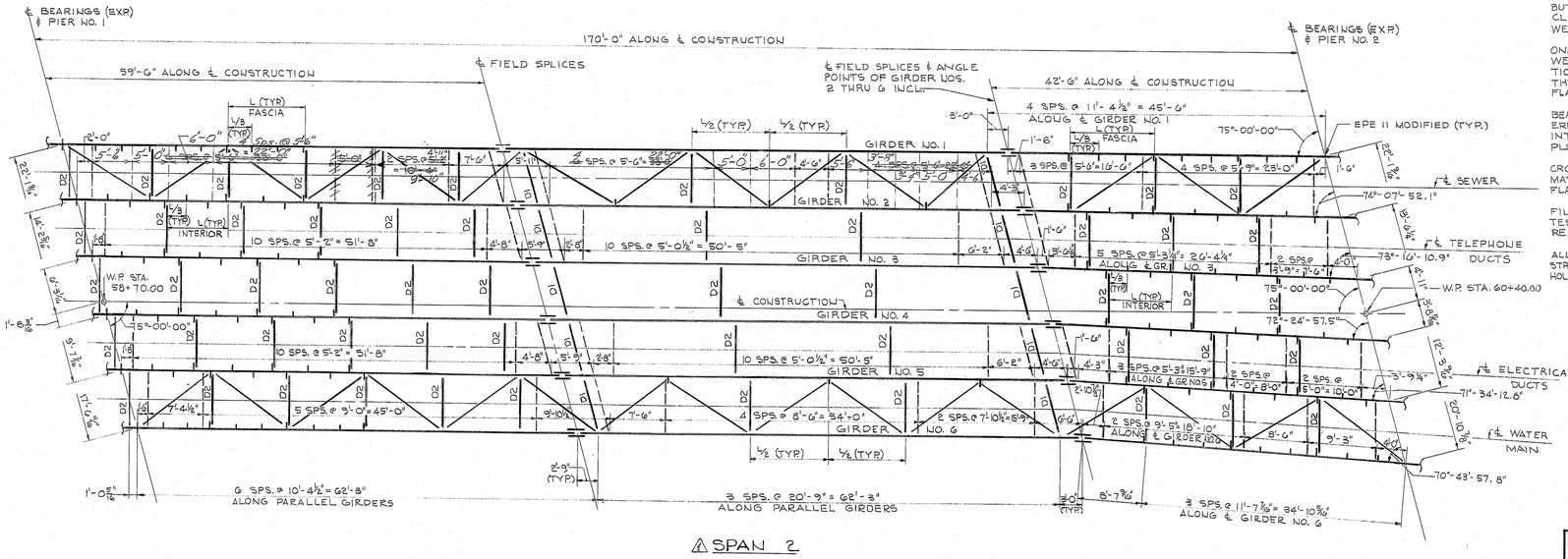
144-151

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.A.H.S.(A.I.) NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	46	82



⚠ SPAN 1



⚠ SPAN 2

NOTES:

1. ALL PIERS AND ABUTMENTS ARE PARALLEL.
2. ALL CROSS FRAMES AND UTILITY SUPPORTS ARE PERPENDICULAR TO ℄ CONSTRUCTION EXCEPT AS SHOWN.
3. FOR DETAILS OF EXPANSION BEARING SEE STANDARD DETAILS (BD100-71). MODIFY AS FOLLOWS:
   EPE 14 – WIDTH OF SOLE PLATE TO BE 9"
   EPE 11 – WIDTH OF SOLE PLATE TO BE 9"
   DIMENSION "C" TO BE 1'-4"
   DIMENSION "H" TO BE 0'-9 1/8"
   DIMENSION "D" TO BE 2'-1"
4. FOR ROCKER SETTING DATA AT ABUT. 1, PIER 1, AND PIER 2, SEE FRAMING PLAN PART II.
5. ⚠ FOR DETAILS OF THE LADDER AT THE MANHOLE AT STA. 59+~~80.0~~ 83.0 SEE FRAMING PLAN PART II.
6. SEE STANDARD DETAILS (BD 113-72), FOR DETAIL "B".
7. FOR CROSS FRAME DETAILS SEE "FRAMING DETAILS."

GENERAL STRUCTURAL STEEL NOTES

NO TRANSVERSE BUTT WELD SPLICES IN THE FLANGE PLATES OR WEB PLATES WITHIN 10 FEET FROM THE POINTS OF MAXIMUM NEGATIVE MOMENT OR MAXIMUM POSITIVE MOMENT WILL BE ALLOWED EXCEPT AS SHOWN. SEE SHEET 25.

SECTIONS OF FLANGE PLATES OR WEB PLATES BETWEEN TRANSVERSE BUTT WELD SPLICES OR FROM FIELD SPLICES SHALL BE NOT LESS THAN 22'-6" IN LENGTH UNLESS OTHERWISE SHOWN ON THE PLANS.

BUTT WELD SPLICES IN FLANGES SHALL NOT BE CLOSER THAN ONE FOOT FROM TRANSVERSE WELDS IN THE WEB PLATES.

ONE LONGITUDINAL BUTT WELD SPLICE IN THE WEB WILL BE ALLOWED IN THE HAUNCHED SECTIONS OF THE GIRDERS. FEATHER EDGES BETWEEN THE LONGITUDINAL WELDS AND THE BOTTOM FLANGES WILL NOT BE ALLOWED.

BEARING STIFFENERS SHALL BE PLUMB AFTER ERECTION AND DEAD LOADING OF THE STRUCTURE, INTERMEDIATE WEB STIFFENERS MAY BE EITHER PLUMB OR NORMAL TO THE TOP FLANGE.

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.

ALL CONNECTIONS TO BE MADE WITH 7/8 ϕ HIGH STRENGTH BOLTS, ASTM A325, EXCEPT AS NOTED. HOLES TO BE 15/16 ϕ.

PLANS	DESIGN – DETAILED	BY	DATE
	CHECKED	C.K.L.	4/73
	REVISIONS	W.R.R.	5/73
	FIELD CHANGES	R.E.B.	

FILE NO.		PLAN NO.	
VL-59		21	
DES	C.K.L.	CHK	M.H.
DR	W.R.R.	CHK	R.E.B.
EST	M.H.	CHK	C.K.L.

R. Albrecht
ENGR. IN CHARGE

⚠ Changed dimensions on sewer supports & filler details 9-21-73 J.T.F

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

FRAMING PLAN – PART I

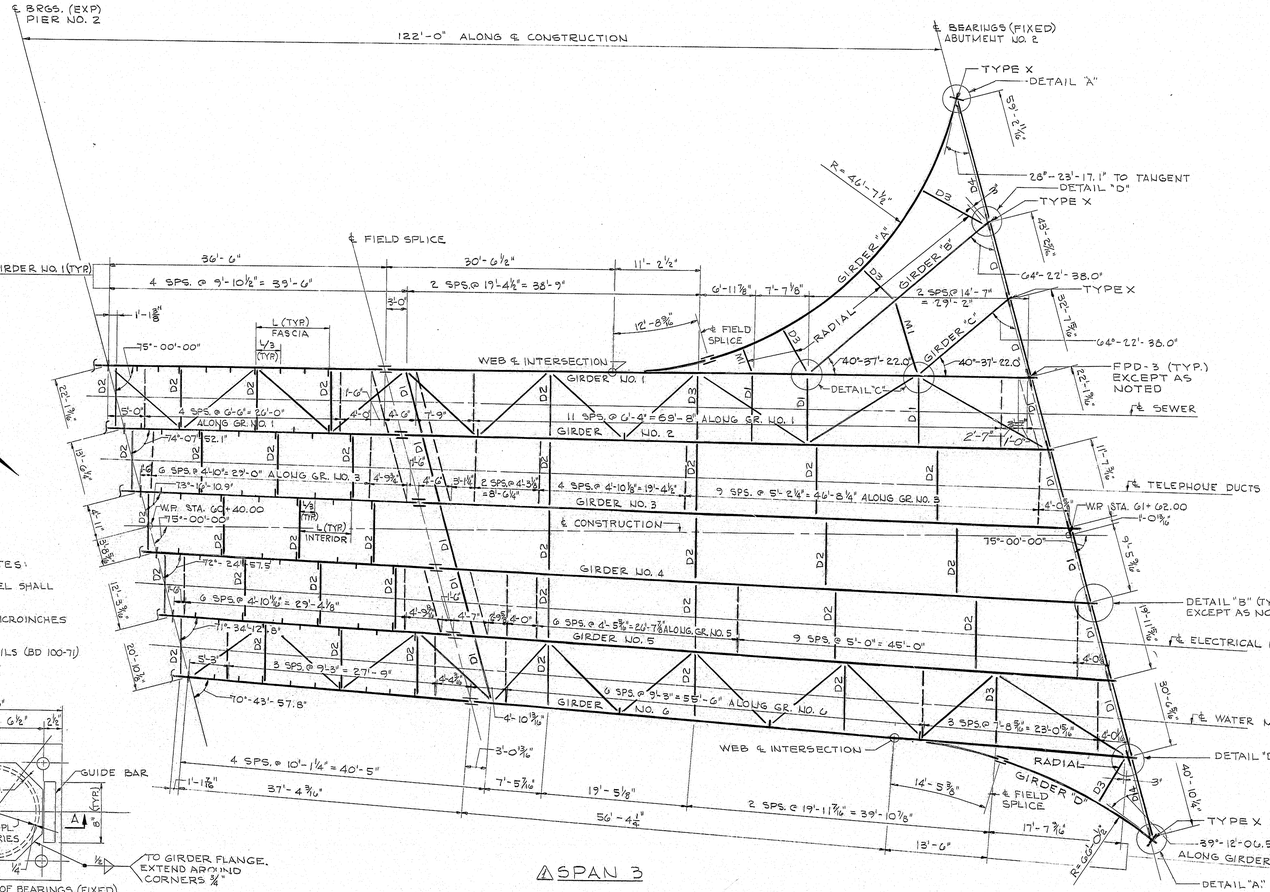
SHEET 21 OF 41 AUGUSTA, MAINE JUNE, 1973

14-4-152

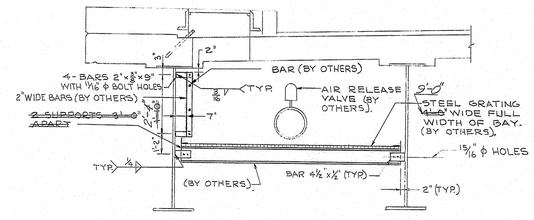
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	47	52

NOTE:
FOR ARMORED JOINT DETAILS
SEE SHEET 30.



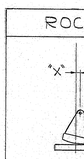
⚠ SPAN 3



⚠ LADDER DETAILS

MANHOLE AT STATION 59 ~~+80.0~~ 89.0

ROCKER SETTING DATA



(-) "X" DIMENSION INDICATES BRGS. TILT TOWARD ABUT. 2

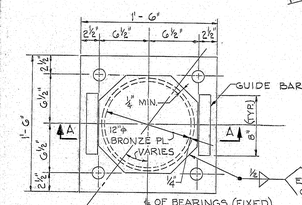
(+) "X" DIMENSION INDICATES BRGS. TILT AWAY FROM ABUT. 2

TEMP DEGREES F @ SETTING BEFORE SLAB IS POURED	TEMP	ABUT 1 "X"	PIER 1 "X"	PIER 2 "X"
	-15°	-2 7/16"	-1 3/8"	- 5/16"
	0°	-1 7/8"	-1"	- 7/16"
	15°	-1 3/8"	- 11/16"	- 5/16"
	30°	- 15/16"	- 5/16"	- 1/8"
	45°	- 1/4"	0"	0"
	60°	+ 1/4"	+ 5/16"	+ 1/8"
	75°	+ 15/16"	+ 11/16"	+ 5/16"
	90°	+1 3/8"	+1"	+ 7/16"
	105°	+1 7/8"	+1 3/8"	+ 9/16"

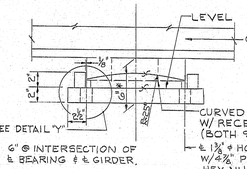
ROCKER SETTING DATA TO BE USED AS A GUIDE ONLY. ROCKERS ARE TO BE PLUMB UNDER FULL DEAD LOAD AT 45° F.

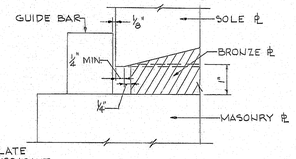
TYPE X BEARING NOTES:

1. ALL STRUCTURAL STEEL SHALL BE A36.
2. ✓ = A.S.A. FINISH 125 MICROINCHES OR FINER.
3. SEE STANDARD DETAILS (BD 100-71) FOR GENERAL NOTES.



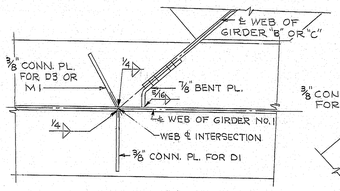
SECTION A-A



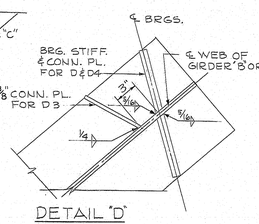


DETAIL "Y"

FIXED BEARING - TYPE X
FOR GIRDERS A, B, C & D ONLY



DETAIL "C"



DETAIL "D"

NOTES:

1. FOR LENGTHS OF GIRDERS NO. 1 THRU 6 AND "A", "B", "C" AND "D" SEE GIRDER DETAILS.
2. ALL PIERS AND ABUTMENTS ARE PARALLEL.
3. ALL CROSSFRAMES AND UTILITY SUPPORTS ARE PERPENDICULAR TO ℄ CONSTRUCTION EXCEPT AS SHOWN.
4. FOR DETAILS OF FIXED BEARING (FPD-3), SEE STANDARD DETAILS (BD 100-71)
5. HEAT CURVING OF GIRDERS A AND D WILL NOT BE PERMITTED.
6. SEE STANDARD DETAILS (BD 113-72) FOR DETAILS "A", "B" AND CROSSFRAME TYPE "D".
7. FOR CROSS FRAME DETAILS SEE SHEET 25.

⚠ Changed dimensions on sewer supports & ladder details, 9-21-73. J.T.F.

PLANS	BY	DATE
DESIGN - DETAILED	C.K.L.	W.R.R.	4/73
CHECKED	R.E.B.		5/73
REVISIONS			
FIELD CHANGES			

FILE NO.	PLAN NO.
VL-S9	22

DES	C.K.L.	CHK	M.H.
DR	W.R.R.	CHK	R.E.B.
EST.	M.H.	CHK	C.K.L.

R. Albrecht
ENGR IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

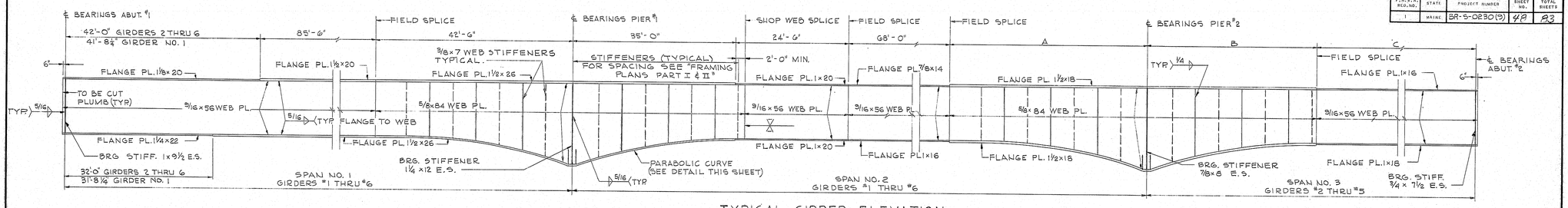
FRAMING PLAN - PART II

SHEET 22 OF 41 AUGUSTA, MAINE JUNE, 1973

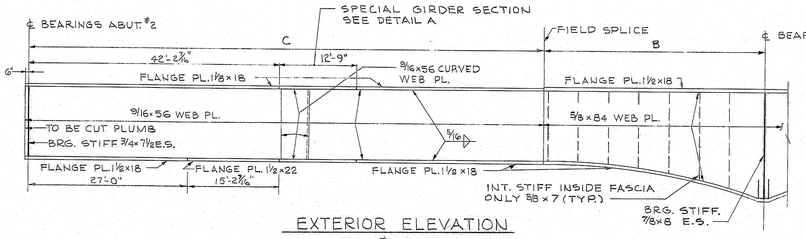
144-153

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.A.N.H.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(5)	48	83

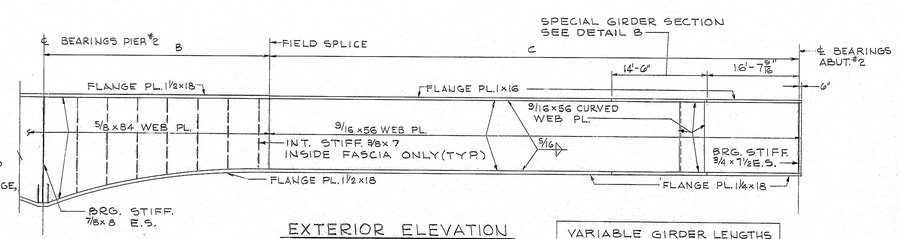


TYPICAL GIRDER ELEVATION



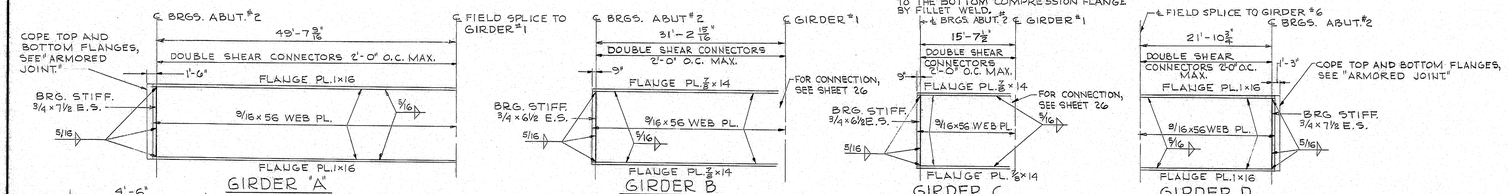
EXTERIOR ELEVATION GIRDER #1 SPAN NO. 3

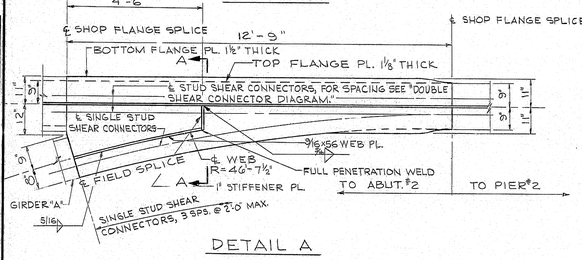
NOTES:
1. INTERMEDIATE (WEB) STIFFENERS TO BE ON ALTERNATE SIDES OF THE GIRDER, EXCEPT ON GIRDERS #1 & #6 WHERE THEY ARE TO BE ON THE INSIDE FACE.
2. BEARING STIFFENERS TO HAVE PAINT TIGHT FIT, TENSION FLANGE GRIND TO BEAR OR FULL PENETRATION GROOVE WELD, COMPRESSION FLANGE, EXCEPT AS NOTED.
3. INTERMEDIATE STIFFENERS TO HAVE PAINT TIGHT FIT, TOP AND BOTTOM FLANGES EXCEPT THAT INTERMEDIATE (WEB) STIFFENERS AT GIRDERS #1 & 6 SHALL BE WELDED TO THE BOTTOM COMPRESSION FLANGE BY FILLET WELD.



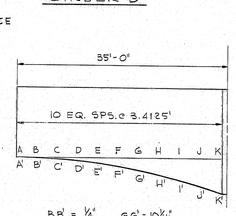
EXTERIOR ELEVATION GIRDER #6 SPAN NO. 3

VARIABLE GIRDER LENGTHS			
GIRDER NO.	A	B	C
1	42'-6"	36'-6"	85'-6"
2	42'-8"	36'-7 9/16"	85'-10 9/16"
3	42'-10⅜"	36'-9⅜"	86'-2⅜"
4	43'-0¾"	36'-11⅜"	86'-7⅜"
5	43'-3¼"	37'-1 5/16"	87'-0⅝"
6	43'-5⅞"	37'-4⅜"	87'-5 5/16"



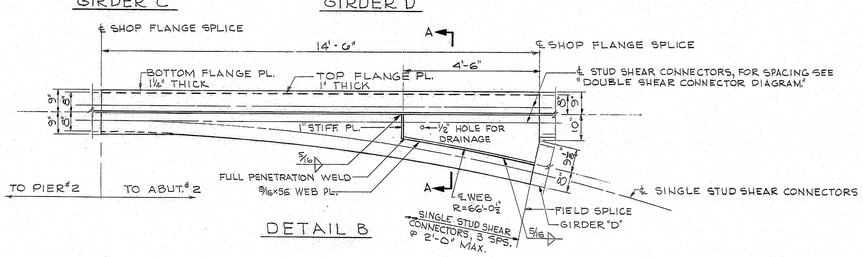


DETAIL A

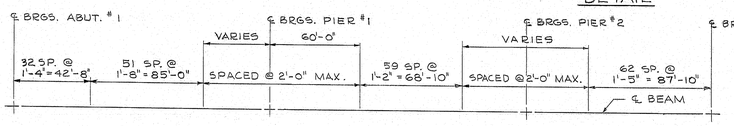


BB' = ¼" GG' = 10⅛"
CC' = 1⅞" HH' = 1'-1⅝"
DD' = 2½" II' = 1'-5 15/16"
EE' = 4½" JJ' = 1'-10⅜"
FF' = 7" KK' = 2'-4"

PARABOLIC CURVE DETAIL



DETAIL B

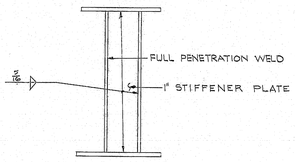


DOUBLE SHEAR CONNECTOR DIAGRAM (TYPICAL)

GIRDERS #1 THRU #6 SHOWN. FOR GIRDERS A, B, C & D SEE ELEVATIONS
3078 STUD SHEAR CONNECTORS REQUIRED

NOTES:
STUD DETAILS AND NOTES ARE SHOWN ON STANDARD DETAILS BD104-71.

STUDS TO BE SKEWED 15°.



SECTION A-A

PLANS	DATE	BY
DESIGN - DETAILED		C.K.L.
CHECKED		W.R.R.
REVISIONS		
FIELD CHANGES		

FILE NO.		PLAN NO.
VL-59		23
DES C.K.L.	CHK	M.H.
DR W.R.R.	CHK	R.E.B.
EST M.H.	CHK	C.K.L.

R. Albrecht
ENGINEER IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY
GIRDER DETAILS
SHEET 23 OF 41 AUGUSTA, MAINE JUNE, 1973

144-154

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.H.W.A. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	49	83

BOTTOM OF SLAB ELEVATIONS

	GIRDER POINT	℄ BRGS. ABUT. NO.1	1/20	2/20	3/20	4/20	5/20	6/20	7/20	8/20	9/20	10/20	11/20	12/20	13/20	14/20	15/20	16/20	17/20	18/20	19/20	℄ PIER NO.1
SPAN 1	1	258.38	258.91	259.39	259.86	260.31	260.75	261.17	261.56	261.93	262.26	262.56	262.84	263.09	263.32	263.53	263.72	263.89	264.04	264.19	264.37	264.56
	2	258.31	258.85	259.37	259.86	260.33	260.79	261.23	261.64	262.01	262.36	262.67	262.96	263.23	263.47	263.69	263.88	264.07	264.23	264.40	264.58	264.76
	3	258.22	258.78	259.32	259.84	260.34	260.81	261.26	261.69	262.08	262.44	262.77	263.08	263.35	263.61	263.84	264.05	264.25	264.43	264.61	264.79	264.97
	4	258.14	258.72	259.28	259.82	260.34	260.83	261.29	261.72	262.12	262.49	262.84	263.15	263.44	263.71	263.95	264.17	264.38	264.57	264.76	264.94	265.11
	5	258.06	258.65	259.22	259.76	260.28	260.77	261.23	261.65	262.05	262.42	262.76	263.07	263.36	263.62	263.86	264.08	264.28	264.47	264.65	264.83	265.00
	6	257.98	258.56	259.12	259.67	260.18	260.67	261.12	261.54	261.93	262.30	262.64	262.95	263.23	263.49	263.73	263.96	264.16	264.35	264.54	264.72	264.89

BOTTOM OF SLAB ELEVATIONS

	GIRDER POINT	℄ PIER NO.1	1/20	2/20	3/20	4/20	5/20	6/20	7/20	8/20	9/20	10/20	11/20	12/20	13/20	14/20	15/20	16/20	17/20	18/20	19/20	℄ PIER NO.2
SPAN 2	1	264.56	264.73	264.90	265.07	265.23	265.38	265.52	265.65	265.76	265.85	265.92	265.97	266.00	266.01	266.00	265.97	265.93	265.88	265.81	265.75	265.67
	2	264.76	264.94	265.12	265.28	265.45	265.60	265.74	265.88	265.99	266.09	266.16	266.21	266.23	266.24	266.22	266.18	266.13	266.07	265.98	265.91	265.82
	3	264.97	265.15	265.32	265.48	265.64	265.79	265.93	266.06	266.17	266.26	266.33	266.38	266.40	266.40	266.37	266.33	266.28	266.21	266.14	266.06	265.97
	4	265.11	265.28	265.45	265.61	265.76	265.91	266.05	266.17	266.28	266.37	266.43	266.47	266.49	266.49	266.46	266.42	266.35	266.26	266.17	266.07	265.96
	5	265.00	265.17	265.33	265.49	265.64	265.78	265.91	266.03	266.14	266.22	266.28	266.32	266.34	266.33	266.30	266.25	266.17	266.08	265.98	265.88	265.76
	6	264.89	265.05	265.22	265.37	265.52	265.66	265.79	265.91	266.00	266.08	266.14	266.18	266.19	266.18	266.14	266.09	266.01	265.91	265.80	265.68	265.56

BOTTOM OF SLAB ELEVATIONS

(1)-36

	GIRDER POINT	℄ PIER NO.2	1/20	2/20	3/20	4/20	5/20	6/20	7/20	8/20	9/20	10/20	11/20	12/20	13/20	14/20	15/20	16/20	17/20	18/20	19/20	℄ BRGS. ABUT. NO.2
SPAN 3	1	265.67	265.43	265.57	265.50	265.42	265.35	265.26	265.18	265.11	265.00	264.87	264.72	264.55	264.49	264.21	264.01	263.84	263.64	263.43	263.22	263.00
	2	265.82	265.75	265.67	265.59	265.50	265.42	265.35	265.24	265.15	265.05	264.94	264.81	264.68	264.54	264.39	264.25	264.10	263.93	263.76	263.59	263.42
	3	265.97	265.90	265.82	265.74	265.67	265.57	265.49	265.38	265.29	265.18	265.08	264.96	264.84	264.72	264.58	264.45	264.31	264.15	264.01	263.86	263.72
	4	265.96	265.88	265.80	265.70	265.60	265.50	265.40	265.29	265.18	265.05	264.93	264.80	264.66	264.50	264.33	264.16	264.01	263.88	263.79	263.72	263.69
	5	265.76	265.66	265.57	265.46	265.36	265.27	265.17	265.04	264.91	264.76	264.61	264.45	264.28	264.07	263.90	263.77	263.65	263.57	263.57	263.60	263.70
	6	265.56	265.49	265.38	265.27	265.14	265.01	264.87	264.69	264.52	264.36	264.18	264.02	263.83	263.64	263.51	263.47	263.48	263.50	263.54	263.63	263.77

NOTE: BOTTOM OF SLAB ELEVATIONS ARE ADJUSTED TO COMPENSATE FOR DEAD LOAD DEFLECTIONS.

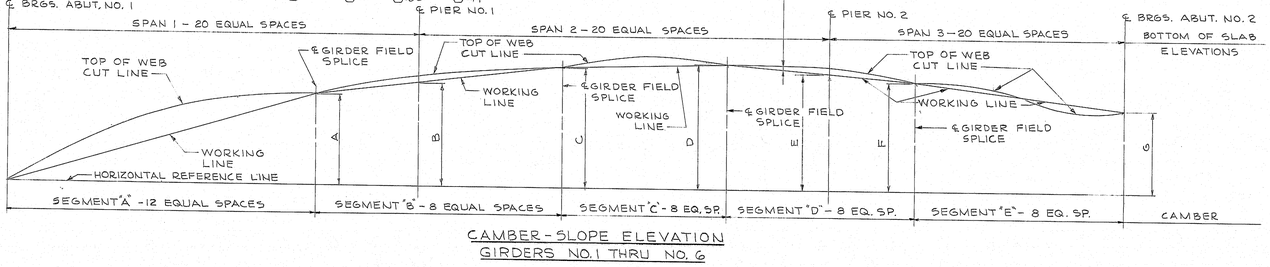
BOTTOM OF SLAB ELEVATIONS

(1)-53

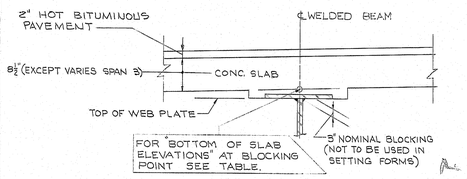
GIRDER	POINT	℄ WEB INTERSECTION	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ BRGS. ABUT. NO.2
	A	264.72	264.60	264.23	263.92	263.59	263.23	262.83	262.41	262.06	261.76	261.52
	B	263.98	—	263.57	—	263.19	—	262.80	—	262.44	—	262.17
	C	263.51	—	—	—	—	263.00	—	—	—	—	262.60
	D	263.47	—	263.47	—	263.52	—	263.59	—	263.75	—	263.87

(1)-30 (1)-97 (1)-43 (1)-27 (1)-86 (1)-44

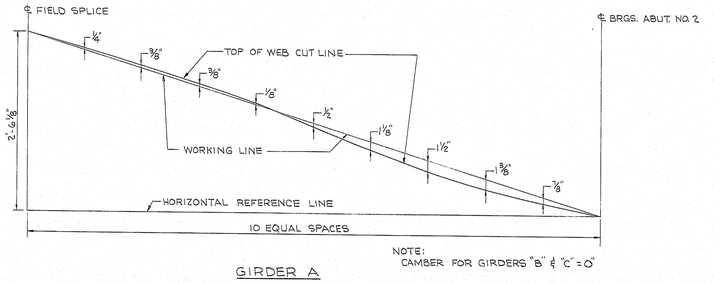
CAMBER ORDINATES, AS SHOWN, ARE COMPUTED TO COMPENSATE FOR ALL DEAD LOAD DEFLECTIONS AND FOR THE CURVATURE OF THE FINISH GRADE PROFILE.



CAMBER - SLOPE ELEVATION
GIRDERS NO.1 THRU NO. 6

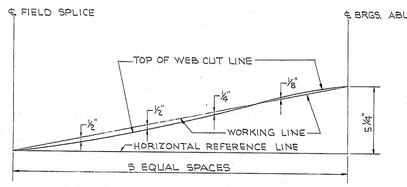


BLOCKING POINT DETAIL



NOTE:
CAMBER FOR GIRDERS "B" & "C" = 0"

GIRDER A



GIRDER D

CAMBER - SLOPE ELEVATIONS

SPAN NO. 3 SLAB THICKNESS AT BLOCKING POINTS IN INCHES

POINT \ BEAM	1-6	A	B	C	D
0/20	8½	9	9⅛	9⅜	9¼
1/20	8½	–	–	–	–
2/20	8⅝	9⅛	–	–	–
3/20	8¾	–	–	–	–
4/20	8¾	9⅛	9⅜	–	9¼
5/20	8¾	–	–	–	–
6/20	8¾	9¼	–	–	–
7/20	8¾	–	–	–	–
8/20	8⅞	9¼	9⅜	–	9⅜
9/20	9	–	–	–	–
10/20	9	9¼	–	9½	–
11/20	9	–	–	–	–
12/20	9⅛	9⅜	9½	–	9⅝
13/20	9⅛	–	–	–	–
14/20	9¼	9⅜	–	–	–
15/20	9¼	–	–	–	–
16/20	9¼	9½	9½	–	9½
17/20	9⅜	–	–	–	–
18/20	9⅜	9½	–	–	–
19/20	9½	–	–	–	–
℄ BRGS-ABUT.2	9⅝	9½	9½	9½	9½

CAMBERS IN INCHES

SEGMENT	SPLICE \ GIRDER	1	2	3	4	5	6
"A"	℄	0	0	0	0	0	0
	1/12	2⅞	2 15/16	2 15/16	3 1/16	3 3/16	3⅛
	2/12	5⅛	5 3/16	5½	5¾	5 15/16	5 7/16
	3/12	6 15/16	7¼	7½	7 7/8	8 1/16	8 3/16
	4/12	8 7/16	8 5/8	8 11/16	8 7/8	9 1/16	9 1/16
	5/12	9½	9 13/16	10 1/16	10 3/8	10 5/8	10 5/8
	6/12	9 15/16	10 3/16	10 5/16	10 11/16	10 15/16	10 15/16
	7/12	9 3/4	9 15/16	10⅛	10 5/16	10 9/16	10 9/16
	8/12	8 13/16	8 15/16	9 1/16	9 3/8	9 9/16	9 9/16
	9/12	7 5/16	7½	7 5/8	7 13/16	7 15/16	7 15/16
	10/12	5 9/16	5 11/16	5 13/16	5 15/16	5 3/4	5 11/16
	11/12	2 13/16	2 7/8	3	3	3 1/16	3 1/16
	SPLICE	0	0	0	0	0	0
"B"	1/8	-0 3/16	-0 1/16	0 1/16	0 1/16	0 1/16	0 1/16
	2/8	-0 5/16	-0 3/16	0 1/16	0 3/16	0 3/16	0 3/16
	3/8	-0 7/16	-0 1/16	0 3/16	0 1/16	0 1/16	0 3/16
	4/8	-0 1/16	0 1/8	0 1/8	0 3/16	0 3/16	0 1/16
	5/8	0 1/8	0 1/16	0 3/16	0 3/16	0 3/16	0 1/16
	6/8	0 5/16	0 3/16	0 3/16	0 1/16	0 1/16	0 3/16
	7/8	0 3/16	0 3/16	0 1/16	0 1/16	0 1/16	0 1/16
	SPLICE	0	0	0	0	0	0
"C"	1/8	0 1/8	1	1	1	1	1
	2/8	1 5/16	1 3/16	1 3/16	1 3/16	1 3/16	1 3/16
	3/8	2	2 3/16	2 1/16	2 1/16	2 1/16	2 1/16
	4/8	2 1/8	2 3/16	2 3/16	2 3/16	2 3/16	2 3/16
	5/8	2	2 3/16	2 3/16	2 3/16	2 1/16	2 1/16
	6/8	1 9/16	1 3/16	1 3/16	1 3/16	1 3/16	1 3/16
	7/8	0 7/8	1	1	1	1	1
	SPLICE	0	0	0	0	0	0
"D"	1/8	0 5/16	0 3/16	0 3/16	0 1/16	0 1/16	0 1/2
	2/8	0 1/2	0 5/16	0 5/16	0 5/16	0 5/16	0 3/4
	3/8	0 5/8	0 3/4	0 3/4	0 3/4	0 3/4	0 15/16
	4/8	0 5/8	0 13/16	0 3/4	0 13/16	0 3/16	1
	5/8	0 13/16	0 15/16	0 15/16	0 15/16	0 5/8	1 5/16
	6/8	0 3/4	0 1/2	0 9/16	0 11/16	0 7/16	1 7/16
	7/8	0 3/8	0 1/8	0 3/8	0 5/16	0 1/16	0 5/8
	SPLICE	0	0	0	0	0	0
"E"	1/8	2	1	0 3/4	0 1/2	-0 3/16	-1 3/4
	2/8	2 13/16	1 5/16	1 3/8	0 9/16	-0 13/16	-3 7/16
	3/8	3 5/16	2 3/8	1 3/4	0 5/8	-1 7/8	-5 5/16
	4/8	3 7/16	2 3/8	1 7/8	0	-3 11/16	-7 5/16
	5/8	3 1/16	2 5/16	1 5/8	-1 1/16	-4 7/8	-8 5/16
	6/8	2 5/16	1 11/16	1 1/8	-1 7/8	-5 1/4	-6 5/16
	7/8	1 1/4	0 7/8	0 9/16	-1 7/16	-3 1/2	-4 1/8
	℄	0	0	0	0	0	0

GIRDER	A	B	C	D	E	F	G
1	5'-5⅛"	6'-2 11/16"	7'-3 31/16"	7'-7⅛"	7'-3½"	6'-11 5/16"	4'-6 3/8"
2	5'-1 7/16"	6'-5 1/2"	7'-6 7/8"	7'-10 9/16"	7'-6½"	7'-1"	5'-1 3/8"
3	5'-10 9/16"	6'-9"	7'-10 1/8"	8'-1 7/16"	7'-8 5/16"	7'-3 9/16"	5'-6"
4	6'-1 5/16"	6'-11 11/16"	8'-0 7/16"	8'-3 7/16"	7'-9 7/8"	7'-3 13/16"	5'-6 5/8"
5	6'-1 5/16"	6'-11 5/16"	7'-11 3/4"	8'-2 3/8"	7'-8 7/16"	7'-2 1/16"	5'-7 5/8"
6	6'-0 3/4"	6'-10 7/8"	7'-11 1/8"	8'-1 1/2"	7'-6 15/16"	6'-11 5/8"	5'-9 1/2"

BY	DATE	DESIGN-DETAILED C.K.L.
		CHECKED R.E.B.
		REVISIONS
		FIELD CHANGES

PLANS

FILE NO.		PLAN NO.
VL-59		24
DES C.K.L.	CHK	R.E.B.
DR P.R.S.	CHK	R.E.B.
EST —	CHK	—

K. Albrecht
ENGR IN CHARGE

(1) Adjusted DAC 10-6-71 Rev. 7-21-73

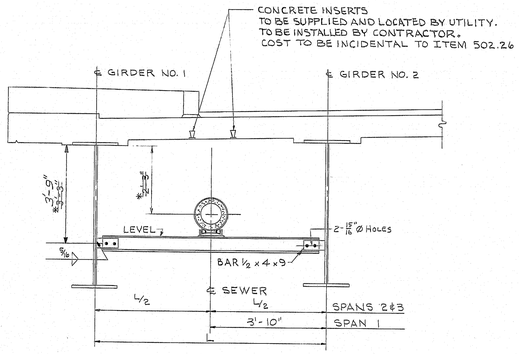
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY
BOTTOM OF SLAB ELEVATIONS AND CAMBER

SHEET 24 OF 41 AUGUSTA, MAINE JUNE, 1973

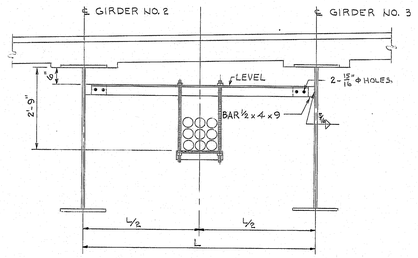
144-155

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

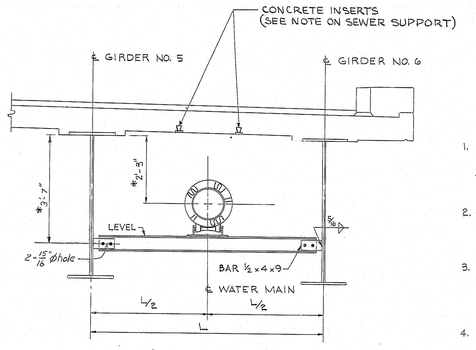
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(2)	50	93



⚠ SEWER SUPPORT



TELEPHONE DUCT SUPPORT

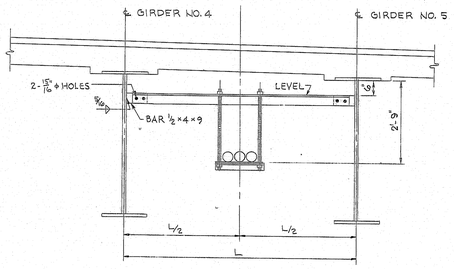


WATER MAIN SUPPORT

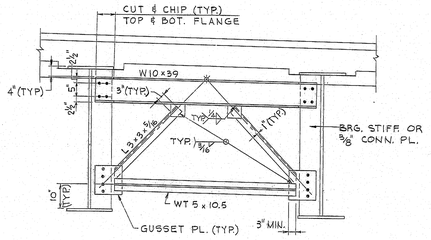
UTILITY SUPPORT NOTES

1. FURNISHING, FABRICATING, DELIVERING, ERECTING AND PAINTING THE ½ - INCH CONNECTION PLATES FOR THE UTILITY SUPPORTS SHALL BE INCLUDED IN THE ITEMS OF THE PROPOSAL.
2. WATER MAIN, SEWER PIPE, TELEPHONE AND ELECTRICAL DUCTS, SUPPORTS, PIPE ROLLERS AND APPURTENANCES SHALL BE FURNISHED AND INSTALLED BY OTHERS.
3. PIPE AND DUCT EXPANSION DEVICES (FURNISHED AND INSTALLED BY OTHERS) AT ABUTMENT NO. 1 SHALL PROVIDE FOR 2¾" MOVEMENT EACH WAY FROM AN INSTALLATION TEMPERATURE OF 45° F.
4. CARE SHALL BE TAKEN THAT ITEMS NOT TO BE PAINTED, SUCH AS UTILITIES AND SUPPORTS, SHALL BE PROTECTED FROM SPRAYED OR DRIPPING PAINT.

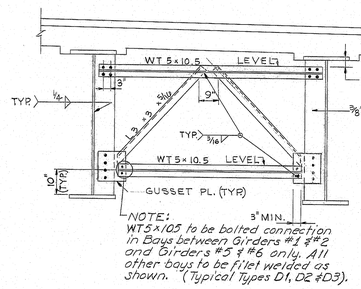
* DIMENSION TO BE VERIFIED WITH UTILITY COMPANY BEFORE FABRICATION.



ELECTRICAL DUCT SUPPORT

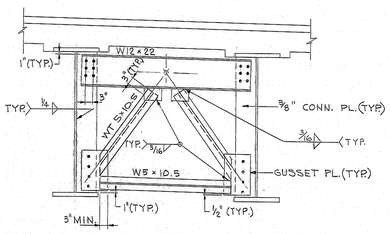


TYPE D1



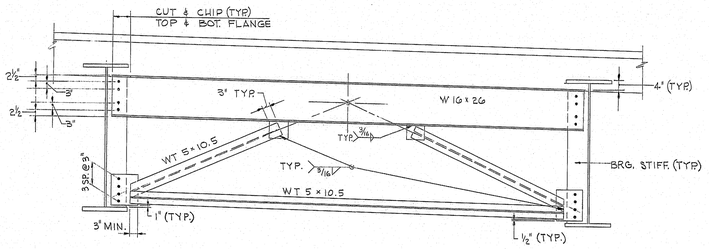
NOTE:
WT5x10.5 to be bolted connection in Bays between Girders #1 & #2 and Girders #5 & #6 only. All other bays to be fillet welded as shown. (Typical Types D1, D2 & D3).

TYPE D2

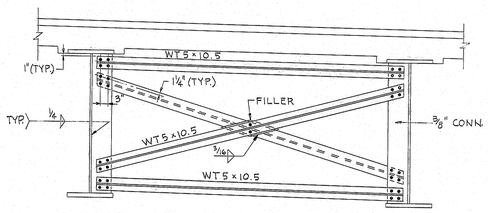


TYPE D3

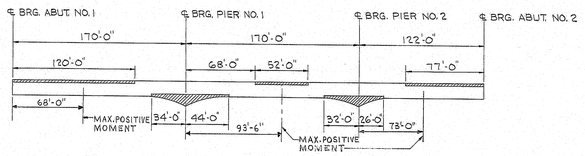
NOTE:
FOR CROSSFRAME TYPE "D" AND GENERAL NOTES, SEE STANDARD DETAIL (SD 113-72)



TYPE D4



TYPE M1



BEAM STRESS TYPE DIAGRAM

▨ = AREAS OF BEAM WHICH WILL ALWAYS BE IN COMPRESSION. ALL OTHER AREAS WILL BE IN TENSION OR ARE AREAS WHICH HAVE STRESS REVERSALS.

PLANS	BY	DATE
DESIGN - DETAILED	R.T.L.	4/73
CHECKED	W.J.A.	5/73
REVISIONS	R.E.B.	
FIELD CHANGES		

FILE NO.		PLAN NO.
VL-59		25
DES R.T.L.	CHK M.H.	
DR W.J.A.	CHK R.E.B.	
EST M.H.	CHK C.K.L.	

R. Albrecht
ENGR. IN CHARGE

⚠ Changed dimensions on sewer supports & ladder details 9-21-73 J.T.F.

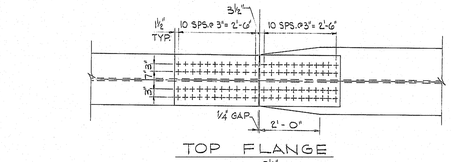
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY
CROSS FRAMES AND UTILITY SUPPORTS

SHEET 25 OF 41 AUGUSTA, MAINE JUNE, 1973

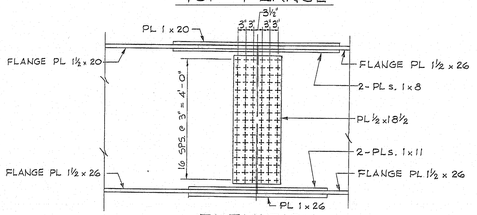
144-156

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

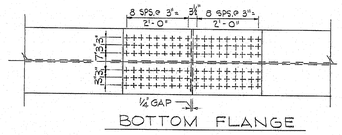
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	51	83



TOP FLANGE

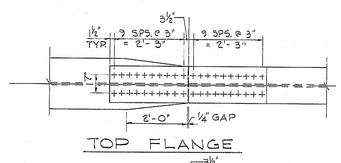


ELEVATION

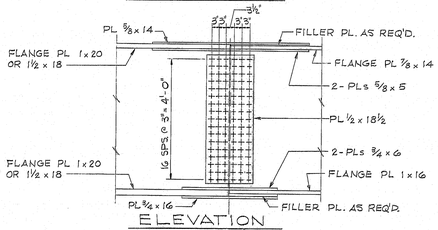


BOTTOM FLANGE

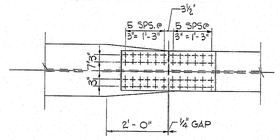
SPAN 1



TOP FLANGE

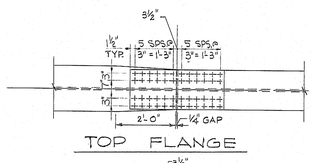


ELEVATION

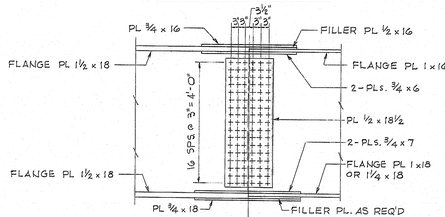


BOTTOM FLANGE

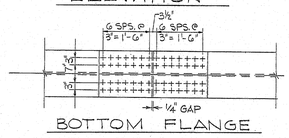
SPAN 2



TOP FLANGE

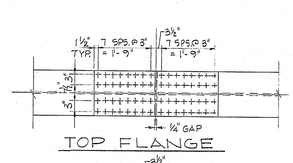


ELEVATION

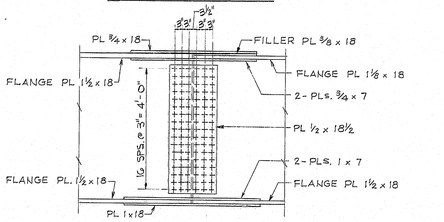


BOTTOM FLANGE

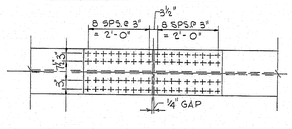
SPAN 3 - INTERIOR AND BEAM 6



TOP FLANGE



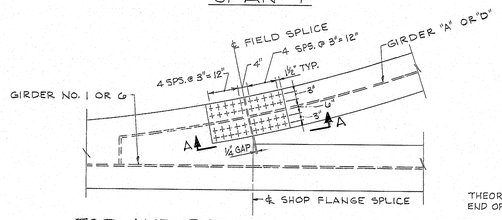
ELEVATION



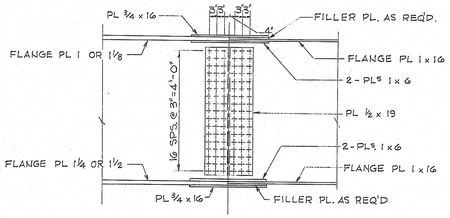
BOTTOM FLANGE

SPAN 3 - BEAM 1

GIRDER FIELD SPLICES

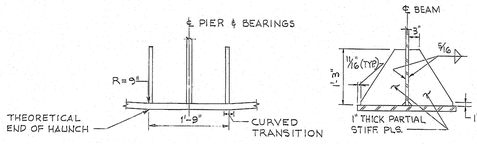


TOP AND BOTTOM FLANGE

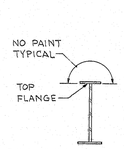


ELEVATION A-A

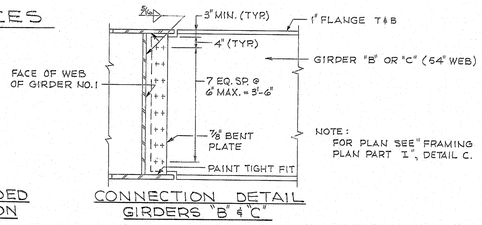
CURVED GIRDER FIELD SPLICE



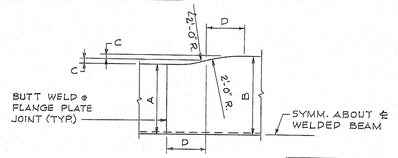
WEB HAUNCH DETAILS AT PIER



TYPICAL WELDED BEAM SECTION

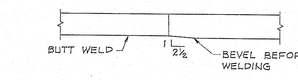


CONNECTION DETAIL GIRDERS "B" & "C"

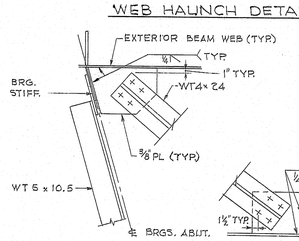


A	B	C	D
10"	13"	1½"	8⅜"
11"	13"	1"	6⅜"
9"	11"	1"	6⅜"

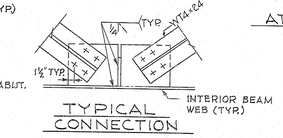
FLANGE PLATE TRANSITION HALF PLAN



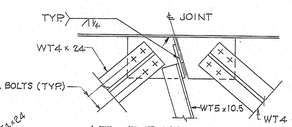
FLANGE PLATE TRANSITION



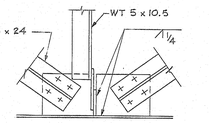
AT ABUTMENT



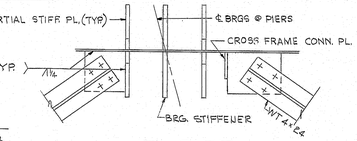
TYPICAL CONNECTION



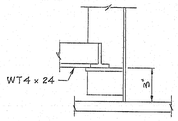
AT DECK JOINT



AT DEEP SECTION



AT PIER



ELEVATION

LATERAL BRACING DETAILS

DATE	BY	REVISIONS
4-73	C.K.L. & W.R.R.	DESIGN - DETAILED
6-73	R.E.B.	CHECKED
		REVISIONS
		FIELD CHANGES

PLANS

FILE NO.		PLAN NO.
VL-59		26
DES	C.K.L.	CHK M.H.
DR	W.R.R.	CHK R.E.B.
EST	C.K.L.	CHK M.H.

R. Wheelock
ENGINEER IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

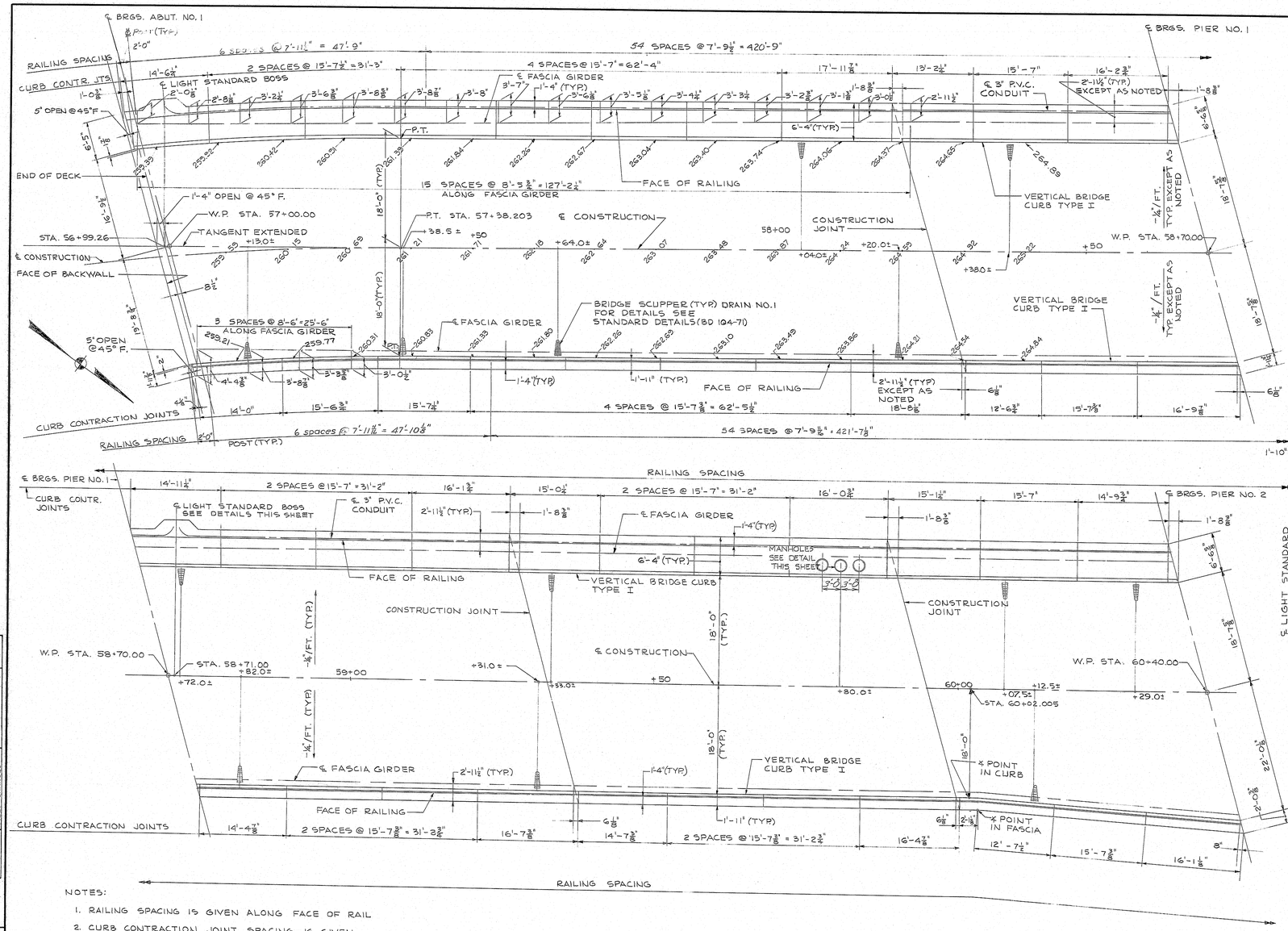
CONNECTION DETAILS

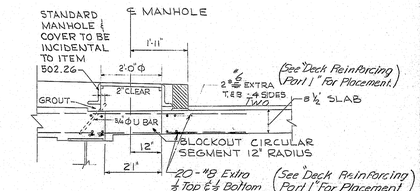
SHEET 26 OF 41 AUGUSTA, MAINE JUNE, 1973

14-4-157

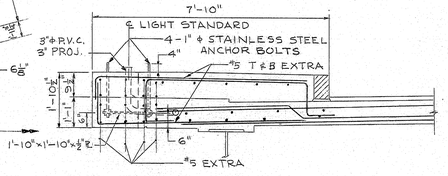
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

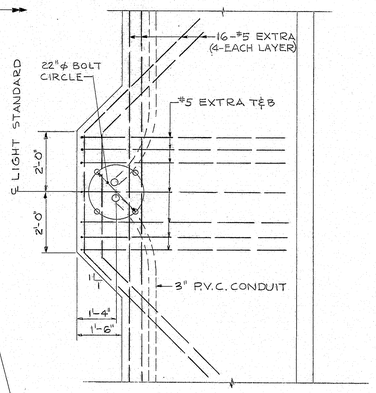
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	32	83





⚠ MANHOLE DETAIL





LIGHT STANDARD BOSS DETAILS

NOTES:

1. RAILING SPACING IS GIVEN ALONG FACE OF RAIL
2. CURB CONTRACTION JOINT SPACING IS GIVEN ALONG EDGE OF DECK.
3. FOR DETAILS OF RAIL EXPANSION JOINTS @ ABUTMENTS NO. 1 & 2 SEE "MISCELLANEOUS DETAILS."

⚠ Manholes revised per Sta 59+77 & Sta 59+83 9-21-73 J.T.F.

PLANS	DESIGN - DETAILED	R.E.B.	5/73
	CHECKED	R.E.B.	5/73
	REVISIONS		
	FIELD CHANGES		

FILE NO.			PLAN NO.
VL-59			27
DES	R.E.B.	CHK	C.K.L.
DR	P.R.S.	CHK	R.E.B.
EST	C.K.L.	CHK	M.H.

R. Ullrich
P. ENGR IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

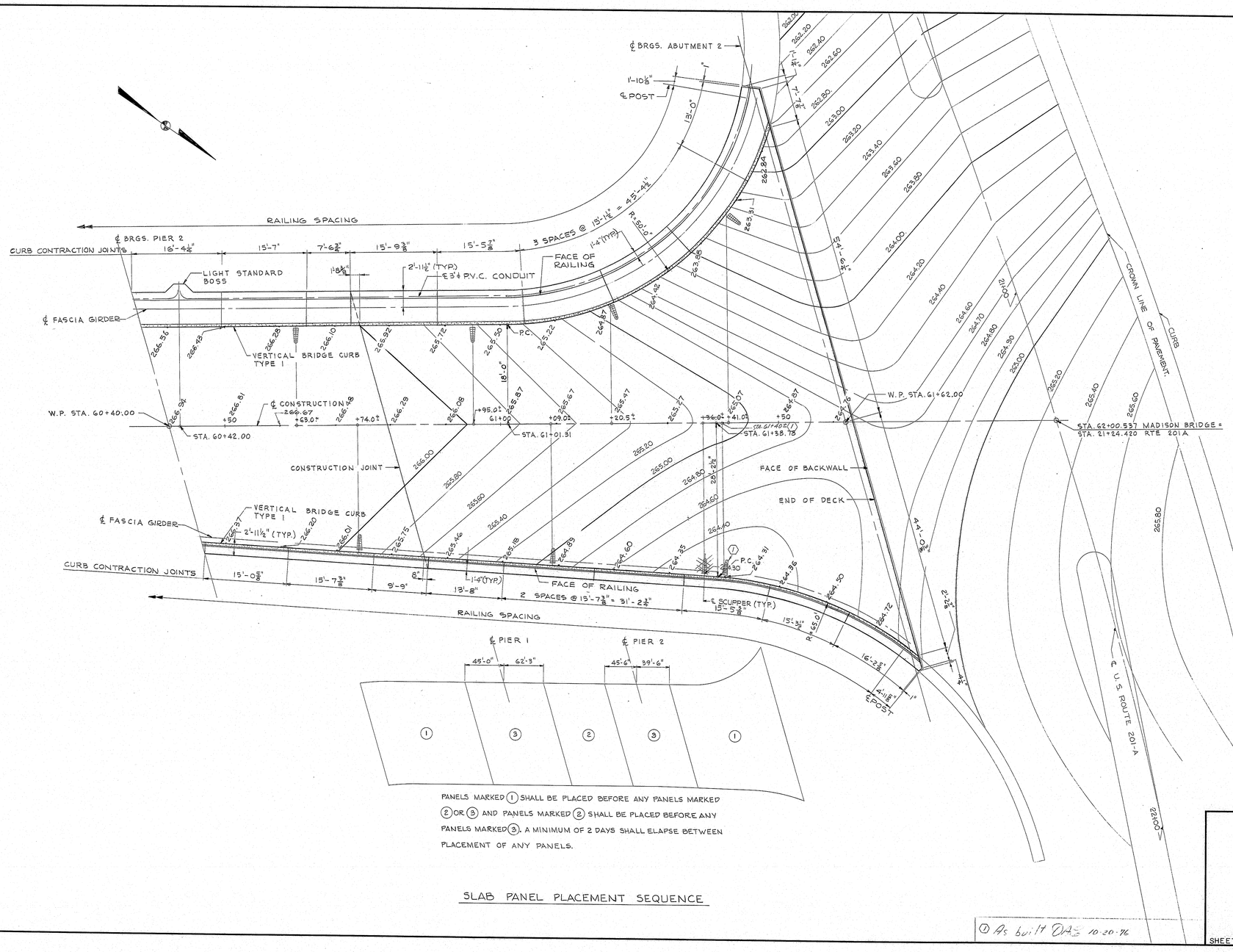
DECK PLAN - PART I

SHEET 27 OF 41 AUGUSTA, MAINE JUNE, 1973

144-158

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.H.W.A. R.O.W. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	53	83



PANELS MARKED (1) SHALL BE PLACED BEFORE ANY PANELS MARKED (2) OR (3) AND PANELS MARKED (2) SHALL BE PLACED BEFORE ANY PANELS MARKED (3). A MINIMUM OF 2 DAYS SHALL ELAPSE BETWEEN PLACEMENT OF ANY PANELS.

SLAB PANEL PLACEMENT SEQUENCE

PLANS	BY	DATE
DESIGN - DETAILED	R.E.B.	P.S. 5/73
CHECKED		R.E.B. 5/73
REVISIONS		
FIELD CHANGES		

FILE NO.			PLAN NO.
VL-59			28
DES.	R.E.B.	CHK.	C.K.L.
DR.	P.S.	CHK.	R.E.B.
EST.	C.K.L.	CHK.	M.H.

R. Merrill
ENGINEER IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

DECK PLAN - PART II

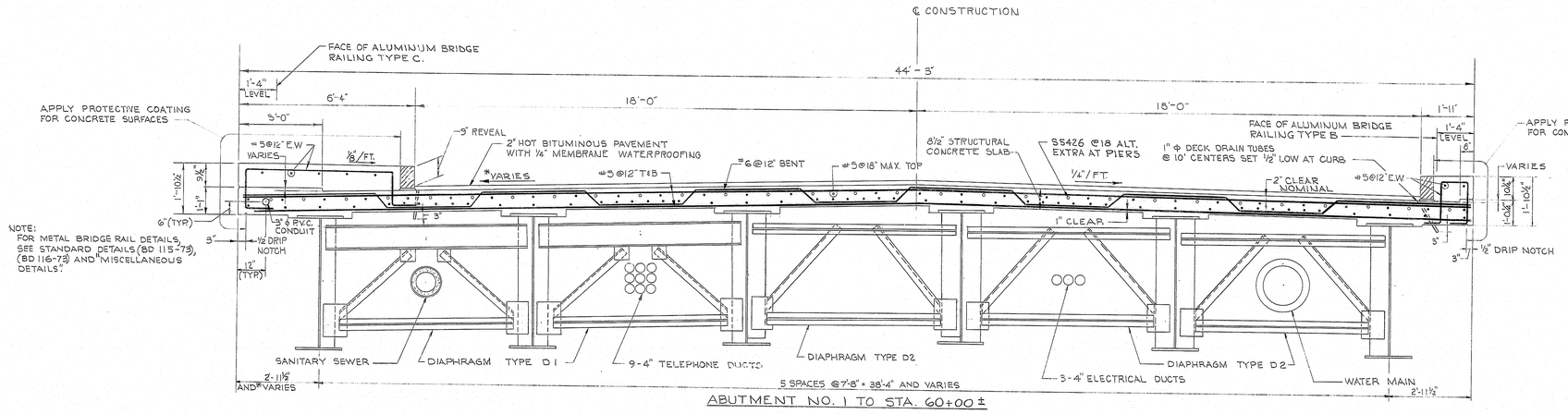
SHEET 28 OF 41 AUGUSTA, MAINE JUNE, 1973

① As built DATE 10-20-76

144-159

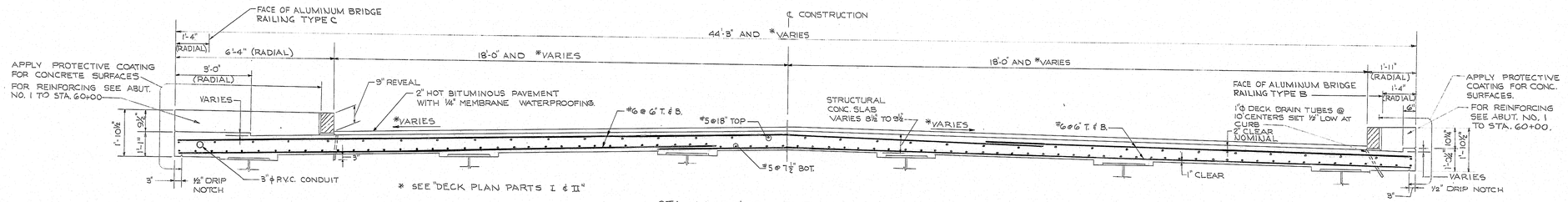
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.A., S.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-023(9)	54	83



NOTE:
FOR METAL BRIDGE RAIL DETAILS, SEE STANDARD DETAILS (BD 115-73), (BD 116-73) AND "MISCELLANEOUS DETAILS".

ABUTMENT NO. 1 TO STA. 60+00 ±



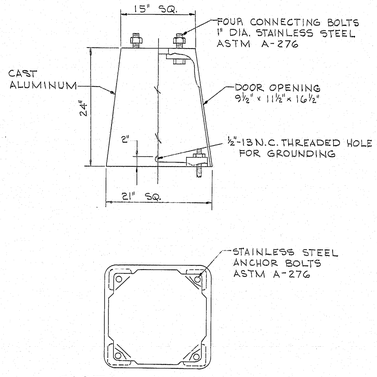
* SEE "DECK PLAN PARTS I & II"

STA. 60+00 ± TO ABUTMENT NO. 2

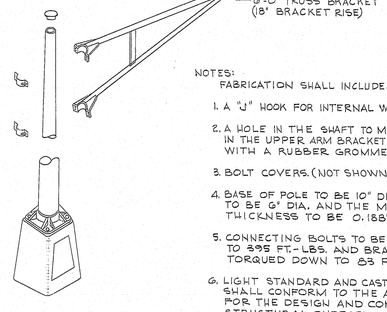
DECK CROSS SECTIONS

NOTES

1. CHAMFER ALL EXPOSED EDGES OF CONCRETE ½ INCH UNLESS OTHERWISE INDICATED
2. FORM A 1 INCH V-GROOVE ON THE OUTSIDE FACES OF EACH CONTRACTION JOINT IN THE CURBS, AT EACH CONSTRUCTION JOINT IN SLAB AND AT THE JOINT BETWEEN THE CURB AND SLAB.
3. BREAK THE BOND IN CONTRACTION JOINTS IN THE CONCRETE CURBS BY A METHOD APPRVED BY THE ENGINEER. DO NOT BREAK THE BOND IN CONSTRUCTION JOINTS IN THE SUPERSTRUCTURE SLAB.
4. PROVIDE JOINTS IN THE VERTICAL BRIDGE CURB, TYPE 1 AT CONTRACTION JOINTS IN THE CONCRETE CURB.
5. REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 2" UNLESS OTHERWISE INDICATED.
6. REINFORCING STEEL SPLICE SHALL BE A MINIMUM OF 36 BAR DIAMETERS UNLESS OTHERWISE INDICATED.
7. PLACE 1 INCH DIAMETER PLASTIC TUBE DRAINS AT 10 FOOT INTERVALS ALONG THE CURB AT THE LOW SIDES OF SUPERSTRUCTURE AS DESCRIBED IN SUBSECTION 502.17
8. ALL CURB TYPE I PLACED ON 50' OR 65' RADIUS SHALL BE CUT TO CURVE REQUIRED AND WILL BE PAID FOR AS CIRCULAR CURB.
9. SUPERSTRUCTURE SLAB SHALL BE LIGHT BROOM FINISHED.



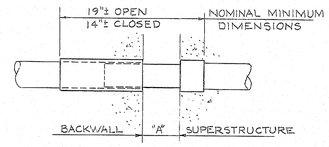
CAST ALUMINUM TRANSFORMER BASE



LIGHT STANDARD
40 FOOT MOUNTING HEIGHT

NOTES:
FABRICATION SHALL INCLUDE:

1. A "J" HOOK FOR INTERNAL WIRING.
2. A HOLE IN THE SHAFT TO MATCH THE HOLE IN THE UPPER ARM BRACKET AND PROTECTED WITH A RUBBER GROMMET.
3. BOLT COVERS. (NOT SHOWN)
4. BASE OF POLE TO BE 10" DIA., TOP OF POLE TO BE 6" DIA. AND THE MINIMUM WALL THICKNESS TO BE 0.188".
5. CONNECTING BOLTS TO BE TORQUED DOWN TO 395 FT.-LBS. AND BRACKET BOLTS TORQUED DOWN TO 83 FT.-LBS. FOR 5/8" BOLT, 45 FT.-LBS. FOR ½" BOLT.
6. LIGHT STANDARD AND CAST ALUMINUM BASE SHALL CONFORM TO THE AASHO SPECIFICATIONS FOR THE DESIGN AND CONSTRUCTION OF STRUCTURAL SUPPORTS FOR HIGHWAY LUMINAIRES, 1971.
7. MAX. FRACTURE ENERGY TO BE 9000 FT.-LBS. FOR TRANSFORMER BASE.



AT ABUT. NO. 1 "A" = 5" @ 45° F.
AT ABUT. NO. 2 "A" = 1" @ 45° F.

STANDARD 3" ⌀ P.V.C. CONDUIT EXPANSION JOINT

DATE	BY	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
4/73	R.E.B.	R.E.B.			
5/73	C.W.S.	C.W.S.			

PLANS

FILE NO.			PLAN NO.
VL-59			29
DES	R.E.B.	CHK	C.K.L.
DR	C.W.S.	CHK	R.E.B.
EST	C.K.L.	CHK	M.H.

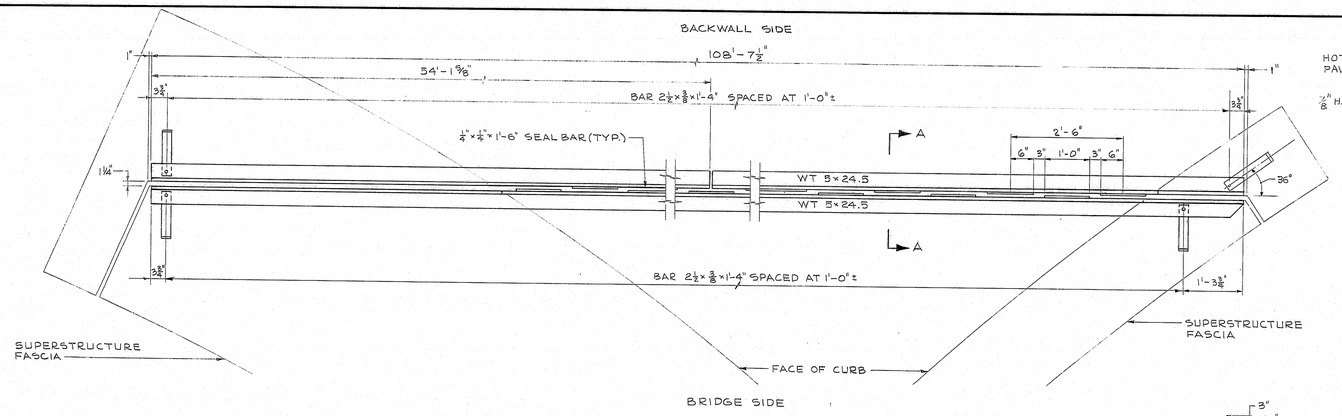
R. Albrecht
ENGR IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY
TYPICAL DECK SECTIONS
SHEET 29 OF 41 AUGUSTA, MAINE JUNE, 1973

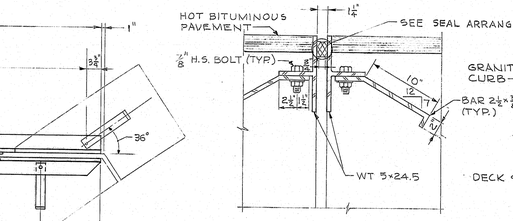
144-160

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

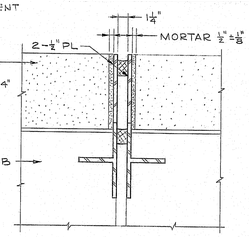
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0280(9)	55	83



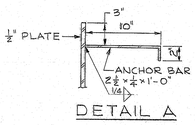
ARMORED JOINT DETAIL



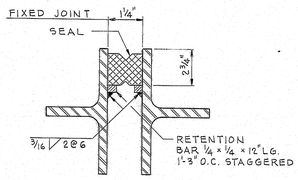
SECTION A-A



SECTION C-C

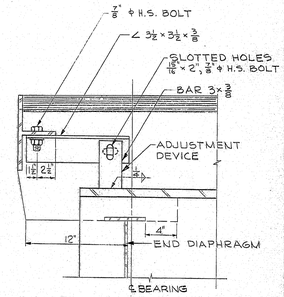


DETAIL A



SEAL ARRANGEMENT
(IN ARMORED JOINT)

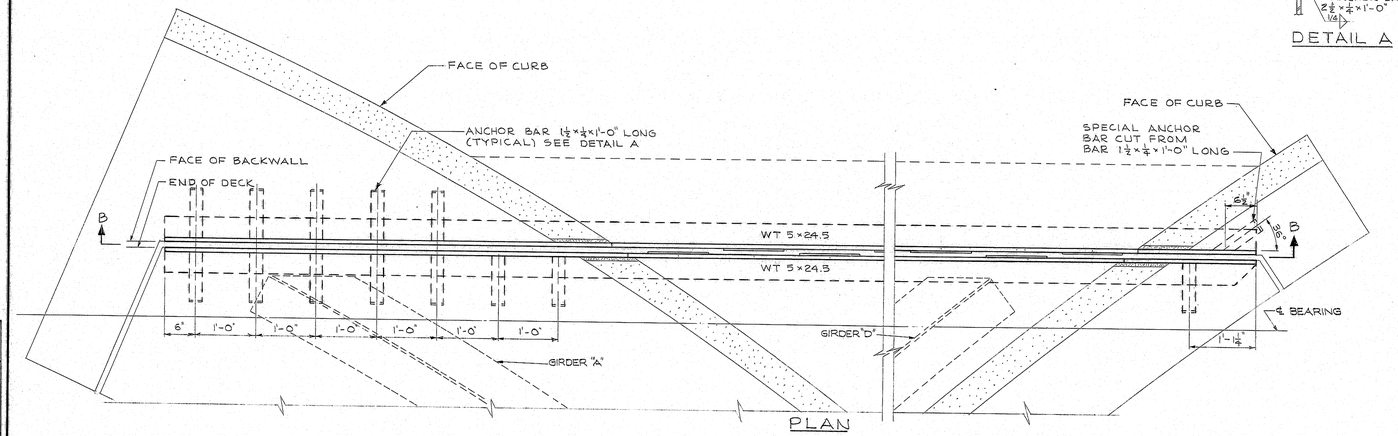
NOTES:
1. THE SEAL FURNISHED SHALL BE AS FOLLOWS:
   TYPE A - MOVEMENT RATING = ⅝"
2. THE JOINT OPENING, 1½", SHOWN, IS FOR DESIGN ONLY AND IS SUBJECT TO CHANGE DUE TO DIFFERENCES IN SEALS AS SUPPLIED BY VARIOUS MANUFACTURERS. DO NOT USE FOR SETTING OF JOINT OPENING DURING CONSTRUCTION.
3. THE SEAL CHARACTERISTICS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL, PRIOR TO THE FABRICATION OF THE ARMORED JOINT.
4. THE FOLLOWING MOVEMENTS, DUE TO DEAD LOADS (SLAB, CURB, AND WEARING SURFACE), SHALL BE TAKEN INTO ACCOUNT WHEN SETTING THE ARMORED JOINT:
   JOINT WILL OPEN ½"



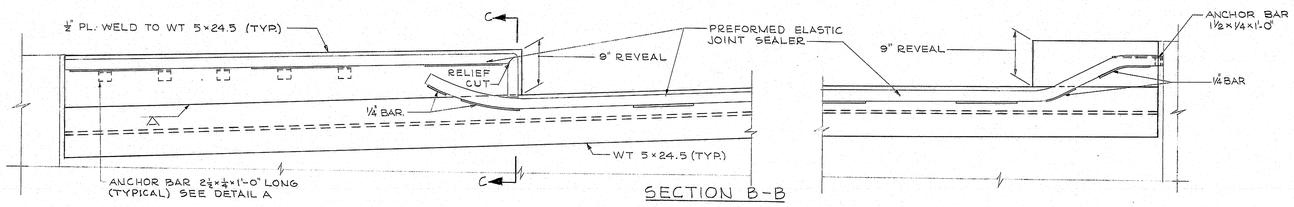
ADJUSTMENT DEVICE DETAIL

10 REQUIRED - 1 EACH BEAM SUPERSTRUCTURE SIDE ONLY

NOTE:
AFTER ARMORED JOINT IS SET IN FINAL POSITION, ADJUSTMENT PLATES SHALL BE WELDED TOGETHER WITH A ¼" FILLET WELD. OTHER ADJUSTMENT DEVICES MAY BE USED IF APPROVED BY THE ENGINEER.



PLAN



SECTION B-B

NOTES

1. FOR CURB SECTIONS AND CROSS SLOPE ON SUPERSTRUCTURE SEE "ABUTMENT NO. 2 PARTS I & II", "DECK PLAN II", AND "MISCELLANEOUS DETAILS"
2. THE ENTIRE ARMORED JOINT SHALL BE SET TO THE GRADIENT AND CROSS SLOPE OF THE FINISHED ROADWAY.

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	R.E.B.	5-73
	REVISIONS	A.W.Z.	
	FIELD CHANGES	R.E.B.	

FILE NO.		PLAN NO.
VL-59		30
DES R.E.B.	CHK	R.T.L.
DR A.W.Z.	CHK	R.E.B.
EST C.K.L.	CHK	M.H.

R. A. Hewlett
ENGR IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

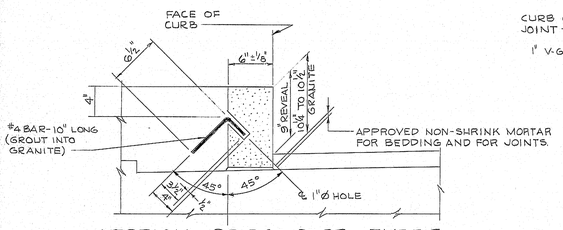
ARMORED JOINT DETAILS

SHEET 30 OF 41 AUGUSTA, MAINE JUNE, 1973

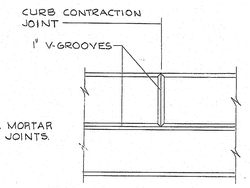
144-161

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

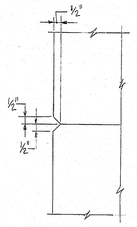
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	56	83



VERTICAL BRIDGE CURB - TYPE I

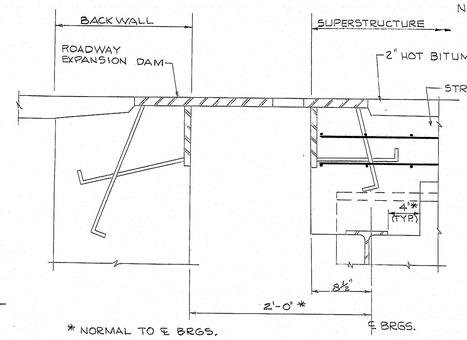


ELEVATION VIEW @ FASCIA



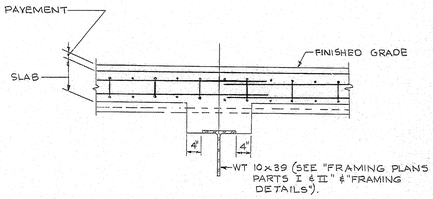
1" V-GROOVE DETAIL

NOTE: FOR EXPANSION DAM DETAILS, SEE STANDARD DETAIL BD(105-64)



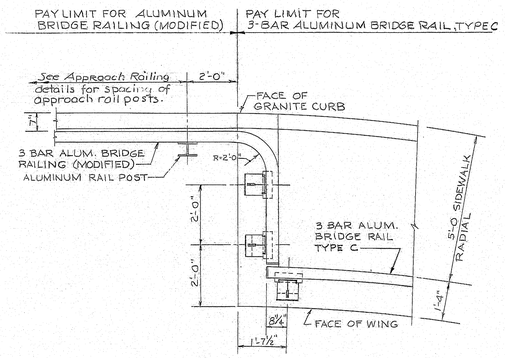
* NORMAL TO ℄ BRGS.

TYPICAL SECTION AT ABUTMENT NO. 1

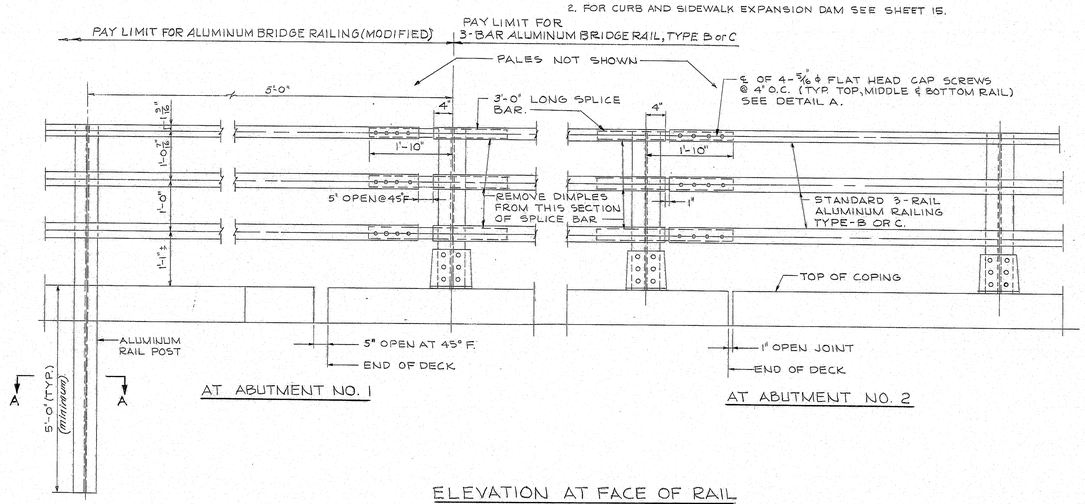


TYPICAL SECTION AT DECK CONSTRUCTION JOINT

NOTES: 1. FOR DETAIL AT ABUTMENT NO. 2 SEE "ARMORED JOINT."
2. FOR CURB AND SIDEWALK EXPANSION DAM SEE SHEET 15.



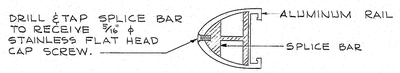
DETAIL OF RAILING AT NORTHWEST WINGWALL ABUTMENT NO. 2



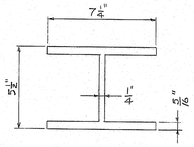
AT ABUTMENT NO. 1

AT ABUTMENT NO. 2

ELEVATION AT FACE OF RAIL



DETAIL A



SECTION A-A

NOTES:

1. FOR DETAILS OF BRIDGE RAILING NOT SHOWN SEE STANDARD DETAILS (BD 115-73) AND (BD 116-73).
2. OMIT PALES AT MODIFIED 3-BAR ALUMINUM BRIDGE RAILS.
3. RAIL CAPS TO BE USED AT TERMINATION OF RAILS.

DATE	BY	DESIGN-DETAILED	CHECKED	REVISIONS	FIELD CHANGES
5/73	REB	REB			
5/73	REB				

PLANS

FILE NO.			PLAN NO.
VL-59			31
DES.	R.E.B.	CHK	R.T.L.
DR	G.L.M.	CHK	R.E.B.
EST	—	CHK	—

R. Albrecht
ENGINEER IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

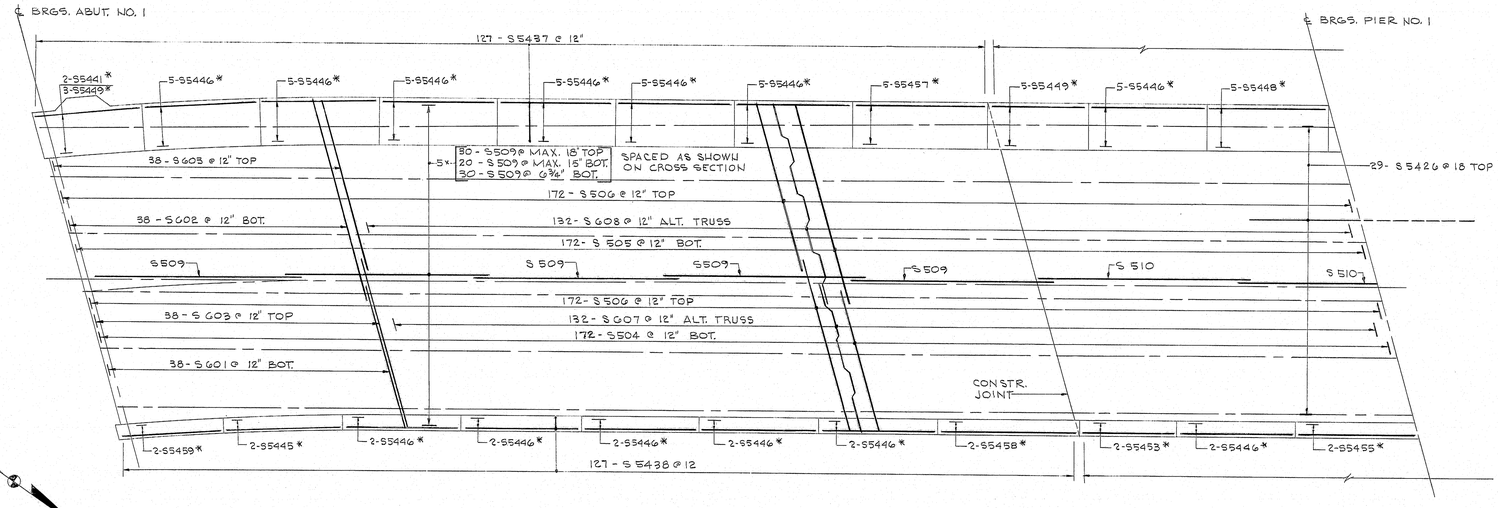
MISCELLANEOUS DETAILS

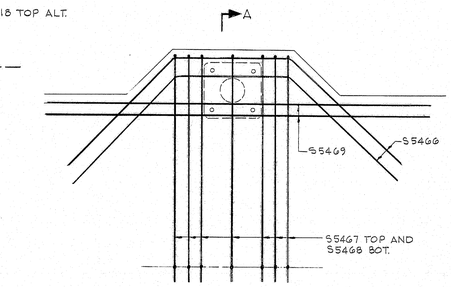
SHEET 31 OF 41 AUGUSTA, MAINE JUNE, 1973

144-162

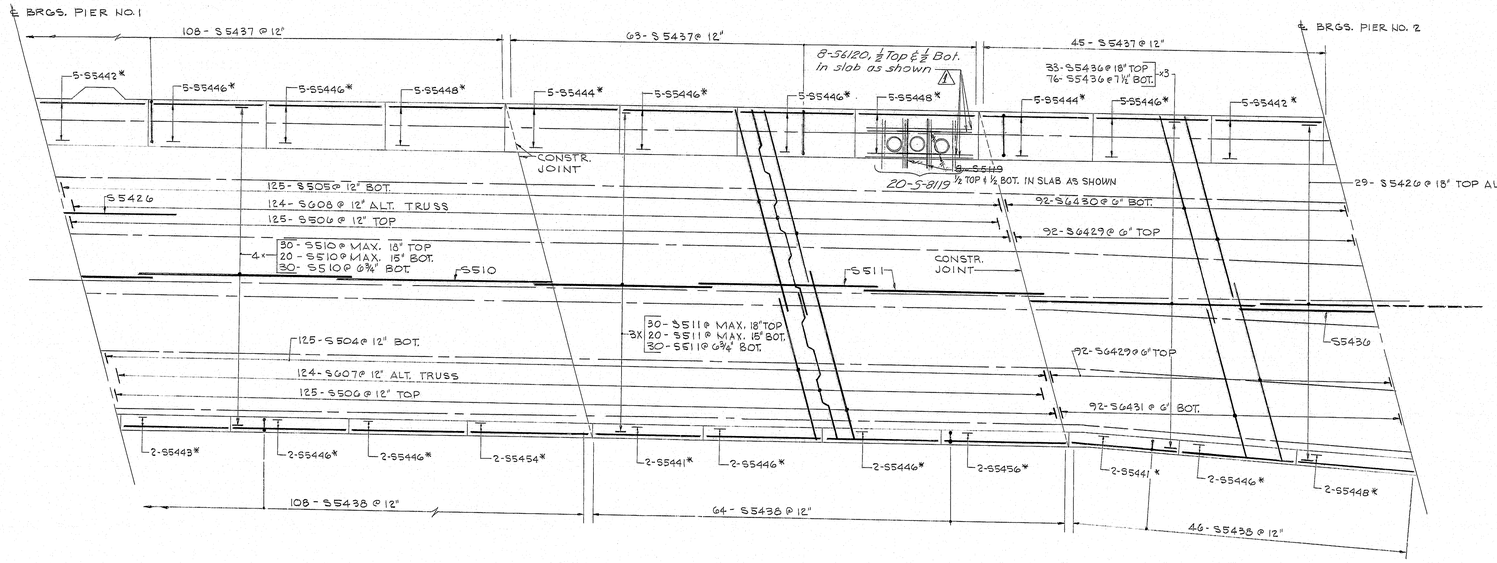
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

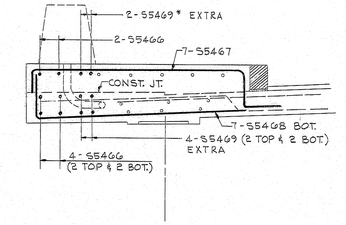
F.H.W.A. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	57	83





PLAN





SECTION A-A

REINFORCING AT LIGHTING BOSS

3 REQ'D

* LONGITUDINAL REINFORCING, TOP OF SIDEWALK OR TOP OF CURB.

PLANS	BY	DATE
DESIGN - DETAILED	J.S.	S/73
CHECKED	W.R.R.	S/73
REVISIONS	R.E.B.	
FIELD CHANGES		

FILE NO.		PLAN NO.
VL-59		32
DES	J.S.	CHK R.E.B.
DR	W.R.R.	CHK R.E.B.
EST	M.H.	CHK C.K.L.

R. Albrecht
CEE IN CHARGE

⚠ Manholes on Lt. left at Sta 59+77 & Sta 59+83 9-21-29 J.T.F.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

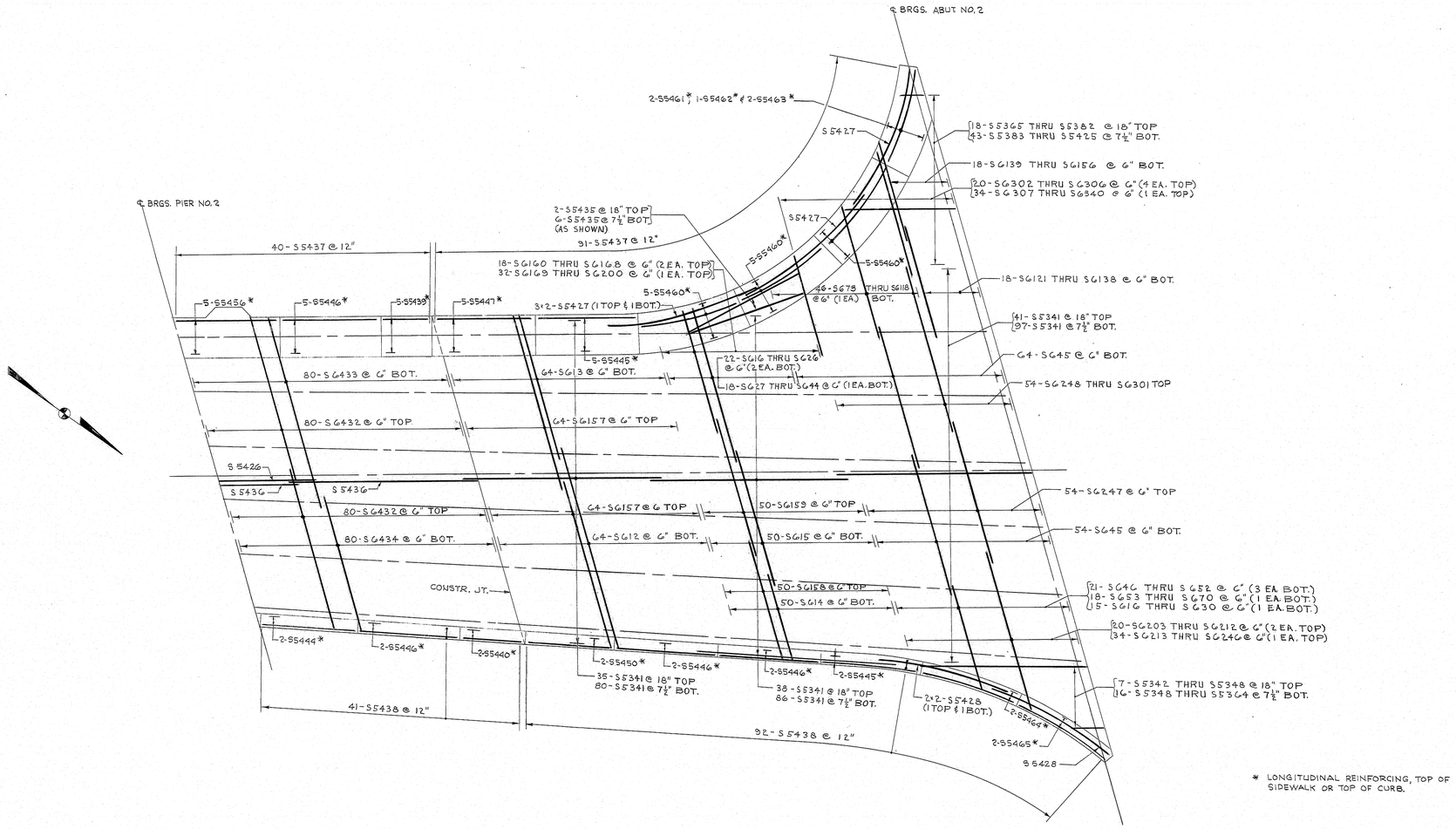
DECK REINFORCING - PART I

SHEET 32 OF 41 AUGUSTA, MAINE JUNE, 1973

144-163

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	58	83



* LONGITUDINAL REINFORCING, TOP OF SIDEWALK OR TOP OF CURB.

PLANS

	BY	DATE
DESIGN-DETAILED	J.S. F.R.	5/73
CHECKED	R.E.B.	5/73
REVISIONS		
FIELD CHANGES		

FILE NO.		PLAN NO.
VL-59		33
DES J.S.	CHK R.E.B.	
DR F.R.	CHK R.E.B.	
EST. M.H.	CHK C.K.L.	

R. Albrecht
ENGINEER IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

DECK REINFORCING - PART II

SHEET 33 OF 41 AUGUSTA, MAINE JUNE, 1973

144-164

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

FED. AID PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-5-0230(9)	59	83

DECK

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
S601	6	38	21'-0"	STR												
S602	6	38	27'-0"	–												
S603	6	76	24'-0"	–												
S604	5	297	19'-10"	–												
S605	5	297	27'-8"	–												
S606	5	594	23'-10"	–	21'-5"	1'-9⅛"		3'-1⅞"	3'-10⅝"	3'-10⅝"					20'-8"	(2)
S607	6	256	21'-9"	Y		2'-10"	0'-7⅜"	3'-2"	3'-11"	3'-11"		0'-5½"			20'-6"	
S608	6	256	24'-3"	Y		2'-10⅝"	0'-7⅜"	3'-2"	3'-11"	3'-11"		0'-5½"			23'-10½"	
S609	5	400	27'-2"	STR	29'-9"	1'-9⅛"		3'-1⅞"	3'-10⅝"	3'-10⅝"					28'-7½"	(2)
S610	5	320	28'-9"	–												
S611	5	240	23'-9"	–												
S612	6	64	32'-6"	–												
S613	6	64	23'-6"	–												
S614	6	50	18'-0"	–												
S615	6	50	22'-6"	–												
S616	6	3	23'-6"	–												
S617	6	3	23'-9"	–												
S618	6	3	24'-0"	–												
S619	6	3	24'-3"	–												
S620	6	3	24'-6"	–												
S621	6	3	24'-9"	–												
S622	6	3	25'-0"	–												
S623	6	3	25'-3"	–												
S624	6	3	25'-6"	–												
S625	6	3	25'-8"	–												
S626	6	3	26'-0"	–												
S627	6	2	26'-3"	–												
S628	6	2	26'-6"	–												
S629	6	2	26'-9"	–												
S630	6	2	27'-0"	–												
S631	6	1	27'-3"	–												
S632	6	1	27'-6"	–												
S633	6	1	27'-9"	–												
S634	6	1	28'-0"	–												
S635	6	1	28'-3"	–												
S636	6	1	28'-6"	–												
S637	6	1	28'-9"	–												
S638	6	1	29'-0"	–												
S639	6	1	29'-3"	–												
S640	6	1	29'-6"	–												
S641	6	1	29'-9"	–												

DECK (CONT.)

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
S683	6	1	14'-0"	STR												
S684	6	1	14'-3"	–												
S685	6	1	14'-9"	–												
S686	6	1	15'-0"	–												
S687	6	1	15'-6"	–												
S688	6	1	15'-9"	–												
S689	6	1	16'-3"	–												
S690	6	1	16'-6"	–												
S691	6	1	17'-0"	–												
S692	6	1	17'-3"	–												
S693	6	1	17'-9"	–												
S694	6	1	18'-0"	–												
S695	6	1	18'-3"	–												
S696	6	1	18'-9"	–												
S697	6	1	19'-3"	–												
S698	6	1	19'-6"	–												
S699	6	1	20'-0"	–												
S6100	6	1	20'-3"	–												
S6101	6	1	20'-9"	–												
S6102	6	1	21'-0"	–												
S6103	6	1	21'-6"	–												
S6104	6	1	22'-3"	–												
S6105	6	1	22'-9"	–												
S6106	6	1	23'-6"	–												
S6107	6	1	24'-0"	–												
S6108	6	1	24'-6"	–												
S6109	6	1	25'-3"	–												
S6110	6	1	25'-9"	–												
S6111	6	1	26'-3"	–												
S6112	6	1	26'-9"	–												
S6113	6	1	27'-3"	–												
S6114	6	1	27'-9"	–												
S6115	6	1	28'-6"	–												
S6116	6	1	28'-9"	–												
S6117	6	1	29'-3"	–												
S6118	6	1	29'-9"	–												
~~S6119~~	~~6~~	~~8~~	~~6'-0"~~	~~–~~												
S6120	6	8	7'-10"	–												
S6121	6	1	18'-0"	–												
S6122	6	1	18'-6"	–												
S6123	6	1	18'-9"	–												

DECK (CONT.)

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
S6165	6	2	20'-3"	STR												
S6166	6	2	20'-6"	–												
S6167	6	2	20'-9"	–												
S6168	6	2	21'-0"	–												
S6169	6	1	21'-3"	–												
S6170	6	1	21'-6"	–												
S6171	6	1	21'-9"	–												
S6172	6	1	22'-0"	–												
S6173	6	1	22'-3"	–												
S6174	6	1	22'-6"	–												
S6175	6	1	22'-9"	–												
S6176	6	1	22'-9"	–												
S6177	6	1	23'-0"	–												
S6178	6	1	23'-3"	–												
S6179	6	1	23'-6"	–												
S6180	6	1	23'-9"	–												
S6181	6	1	24'-0"	–												
S6182	6	1	24'-0"	–												
S6183	6	1	24'-3"	–												
S6184	6	1	24'-6"	–												
S6185	6	1	24'-9"	–												
S6186	6	1	25'-0"	–												
S6187	6	1	25'-3"	–												
S6188	6	1	25'-6"	–												
S6189	6	1	25'-9"	–												
S6190	6	1	26'-0"	–												
S6191	6	1	26'-0"	–												
S6192	6	1	26'-3"	–												
S6193	6	1	26'-6"	–												
S6194	6	1	26'-9"	–												
S6195	6	1	27'-0"	–												
S6196	6	1	27'-0"	–												
S6197	6	1	27'-3"	–												
S6198	6	1	27'-6"	–												
S6199	6	1	27'-9"	–												
S6200	6	1	28'-0"	–												
S6203	6	2	19'-9"	–												
S6204	6	2	20'-0"	–												
S6205	6	2	20'-3"	–												

DECK (CONT.)

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
S642	6	1	30'-0"	STR												
S643	6	1	30'-3"	–												
S644	6	1	30'-6"	–												
S645	6	118	28'-0"	–												
S646	6	3	14'-6"	–												
S647	6	3	14'-9"	–												
S648	6	3	15'-0"	–												
S649	6	3	15'-3"	–												
S650	6	3	15'-6"	–												
S651	6	3	16'-6"	–												
S652	6	3	16'-9"	–												
S653	6	1	17'-0"	–												
S654	6	1	17'-3"	–												
S655	6	1	17'-9"	–												
S656	6	1	18'-0"	–												
S657	6	1	18'-3"	–												
S658	6	1	18'-9"	–												
S659	6	1	19'-0"	–												
S660	6	1	19'-3"	–												
S661	6	1	19'-9"	–												
S662	6	1	20'-0"	–												
S663	6	1	20'-3"	–												
S664	6	1	20'-9"	–												
S665	6	1	21'-0"	–												
S666	6	1	21'-3"	–												
S667	6	1	21'-9"	–												
S668	6	1	22'-0"	–												
S669	6	1	22'-3"	–												
S670	6	1	22'-9"	–												
S673	6	1	10'-3"	–												
S674	6	1	10'-9"	–												
S675	6	1	11'-0"	–												
S676	6	1	11'-3"	–												
S677	6	1	11'-9"	–												
S678	6	1	12'-3"	–												
S679	6	1	12'-6"	–												
S680	6	1	12'-9"	–												
S681	6	1	13'-3"	–												
S682	6	1	13'-9"	–												

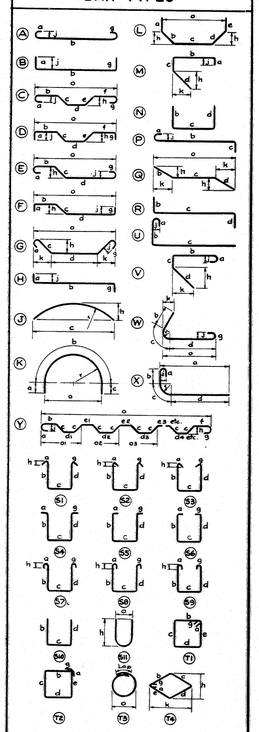
DECK (CONT.)

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
S6124	6	1	19'-0"	STR												
S6125	6	1	19'-6"	–												
S6126	6	1	19'-9"	–												
S6127	6	1	20'-0"	–												
S6128	6	1	20'-6"	–												
S6129	6	1	20'-9"	–												
S6130	6	1	21'-3"	–												
S6131	6	1	21'-6"	–												
S6132	6	1	21'-9"	–												
S6133	6	1	22'-3"	–												
S6134	6	1	22'-9"	–												
S6135	6	1	23'-0"	–												
S6136	6	1	23'-3"	–												
S6137	6	1	23'-9"	–												
S6138	6	1	24'-0"	–												
S6139	6	1	15'-9"	–												
S6140	6	1	16'-0"	–												
S6141	6	1	16'-6"	–												
S6142	6	1	16'-9"	–												
S6143	6	1	17'-0"	–												
S6144	6	1	17'-3"	–												
S6145	6	1	17'-9"	–												
S6146	6	1	18'-0"	–												
S6147	6	1	18'-3"	–												
S6148	6	1	18'-6"	–												
S6149	6	1	19'-0"	–												
S6150	6	1	19'-3"	–												
S6151	6	1	19'-6"	–												
S6152	6	1	20'-0"	–												
S6153	6	1	20'-3"	–												
S6154	6	1	20'-6"	–												
S6155	6	1	20'-9"	–												
S6156	6	1	21'-0"	–												
S6157	6	128	28'-3"	–												
S6158	6	50	19'-6"	–												
S6159	6	50	22'-0"	–												
S6160	6	2	19'-0"	–												
S6161	6	2	19'-3"	–												
S6162	6	2	19'-6"	–												
S6163	6	2	19'-9"	–												
S6164	6	2	20'-0"	–												

DECK (CONT.)

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
S6206	6	2	20'-6"	STR												
S6207	6	2	20'-9"	–												
S6208	6	2	21'-0"	–												
S6209	6	2	21'-3"	–												
S6210	6	2	21'-6"	–												
S6211	6	2	21'-9"	–												
S6212	6	2	22'-0"	–												
S6213	6	1	22'-3"	–												
S6214	6	1	22'-6"	–												
S6215	6	1	22'-9"	–												
S6216	6	1	23'-3"	–												
S6217	6	1	23'-6"	–												
S6218	6	1	23'-9"	–												
S6219	6	1	24'-0"	–												
S6220	6	1	24'-3"	–												
S6221	6	1	24'-6"	–												
S6222	6	1	24'-9"	–												
S6223	6	1	25'-0"	–												
S6224	6	1	25'-3"	–												
S6225	6	1	25'-6"	–												
S6226	6	1	25'-9"	–												
S6227	6	1	26'-0"	–												
S6228	6	1	26'-3"	–												
S6229	6	1	26'-9"	–												
S6230	6	1	27'-0"	–												
S6231	6	1	27'-5"	–												

BAR TYPES



PLANS

BY	DATE
J.S. P.S.	2/73
R. E. B.	5/73

DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES

VL-59
34

NOTES:
1. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
2. REINFORCING STEEL SHALL BE A.S.T.M. A615 GRADE 60.
3. ALL HOOKS SHALL MEET A.C.I. 315-65 REQUIREMENTS.
4. EACH TRUSS BAR (S607, S608) MAY BE REPLACED BY TWO STRAIGHT BARS (ONE TOP AND ONE BOTTOM) OF THE SAME BAR SIZE AS THE TRUSS BAR. PAYMENT, IN EITHER CASE, SHALL BE BASED ON TRUSS BARS AS SCHEDULED ON THE PLANS.

(2) As bu.lt D-75 10-20-76

⚠ Manholes added left of Sta 539+77 & Sta 539+83 9-21-73 J.T.F.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

REINFORCING SCHEDULE - PART I

SHEET 34 OF 41 AUGUSTA, MAINE JUNE, 1973

144-165

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.(R.,S.A.) REL.,NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	60	83

DECK (CONT.)

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
S6232	6	1	27'-6"	STR												
S6233	6	1	28'-0"	—												
S6234	6	1	28'-3"	—												
S6235	6	1	28'-6	—												
S6236	6	1	28'-9"	—												
S6237	6	1	29'-3"	—												
S6238	6	1	29'-6	—												
S6239	6	1	29'-9"	—												
S6240	6	1	30'-0"	—												
S6241	6	1	30'-6"	—												
S6242	6	1	30'-9"	—												
S6243	6	1	31'-0"	—												
S6244	6	1	31'-6"	—												
S6245	6	1	31'-9"	—												
S6246	6	1	32'-0"	—												
S6247	6	54	23'-0"	—												
S6248	6	1	14'-0"	—												
S6249	6	1	14'-6"	—												
S6250	6	1	14'-9"	—												
S6251	6	1	15'-3"	—												
S6252	6	1	15'-6"	—												
S6253	6	1	16'-0"	—												
S6254	6	1	16'-3"	—												
S6255	6	1	16'-6"	—												
S6256	6	1	17'-0"	—												
S6257	6	1	17'-6"	—												
S6258	6	1	17'-9"	—												
S6259	6	1	18'-3"	—												
S6260	6	1	18'-6"	—												
S6261	6	1	19'-0"	—												
S6262	6	1	19'-6"	—												
S6263	6	1	19'-9"	—												
S6264	6	1	20'-0"	—												
S6265	6	1	20'-6"	—												
S6266	6	1	20'-9"	—												
S6267	6	1	21'-3"	—												
S6268	6	1	21'-6"	—												
S6269	6	1	22'-0"	—												
S6270	6	1	22'-6"	—												
S6271	6	1	22'-9"	—												
S6272	6	1	23'-3"	—												

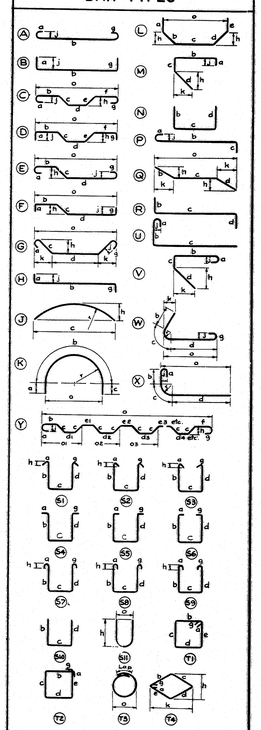
DECK (CONT.)

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
S6314	6	1	19'-0"	STR												
S6315	6	1	19'-3"	—												
S6316	6	1	19'-6"	—												
S6317	6	1	19'-9"	—												
S6318	6	1	20'-0"	—												
S6319	6	1	20'-3"	—												
S6320	6	1	20'-6"	—												
S6321	6	1	20'-9"	—												
S6322	6	1	21'-0"	—												
S6323	6	1	21'-3"	—												
S6324	6	1	21'-6"	—												
S6325	6	1	21'-9"	—												
S6326	6	1	22'-0"	—												
S6327	6	1	22'-3"	—												
S6328	6	1	22'-6"	—												
S6329	6	1	22'-9"	—												
S6330	6	1	23'-0"	—												
S6331	6	1	23'-3"	—												
S6332	6	1	23'-6"	—												
S6333	6	1	23'-9"	—												
S6334	6	1	24'-0"	—												
S6335	6	1	24'-6"	—												
S6336	6	1	24'-9"	—												
S6337	6	1	25'-3"	—												
S6338	6	1	25'-6"	—												
S6339	6	1	25'-9"	—												
S6340	6	1	26'-0"	—												
S5341	5	377	29'-6"	STR												
S5342	5	1	25'-0"	—												
S5343	5	1	20'-0"	—												
S5344	5	1	15'-6"	—												
S5345	5	1	12'-0"	—												
S5346	5	1	9'-0"	—												
S5347	5	1	7'-0"	—												
S5348	5	1	5'-0"	—												
S5349	5	1	25'-0"	—												
S5350	5	1	22'-6"	—												
S5351	5	1	20'-0"	—												
S5352	5	1	18'-0"	—												
S5353	5	1	16'-6"	—												

DECK (CONT.)

MARK	SIZE	NO REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
S5395	5	1	18'-0"	STR												
S5396	5	1	17'-6"	—												
S5397	5	1	17'-0"	—												
S5398	5	1	16'-6"	—												
S5399	5	1	15'-6"	—												
S5400	5	1	15'-0"	—												
S5401	5	1	14'-0"	—												
S5402	5	1	13'-6"	—												
S5403	5	1	13'-0"	—												
S5404	5	1	12'-6"	—												
S5405	5	1	12'-0"	—												
S5406	5	1	11'-6"	—												
S5407	5	1	11'-0"	—												
S5408	5	1	10'-6"	—												
S5409	5	1	10'-0"	—												
S5410	5	1	9'-6"	—												
S5411	5	1	9'-0"	—												
S5412	5	1	8'-6"	—												
S5413	5	1	8'-0"	—												
S5414	5	1	7'-6"	—												
S5415	5	1	7'-3"	—												
S5416	5	1	7'-0"	—												
S5417	5	1	6'-6"	—												
S5418	5	1	6'-0"	—												
S5419	5	1	5'-6"	—												
S5420	5	1	5'-0"	—												
S5421	5	1	4'-9"	—												
S5422	5	1	4'-6"	—												
S5423	5	1	4'-3"	—												
S5424	5	1	3'-9"	—												
S5425	5	1	3'-6"	—												
S5426	5	58	40'-0"	—												
S5427	5	6	24'-0"	J		23'-8½						1'-5"				43'-10"
S5428	5	4	21'-0"	J		20'-11"						0'-9½				63'-5"

BAR TYPES



DECK (CONT.)

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
S6273	6	1	23'-6"	STR												
S6274	6	1	24'-0"	—												
S6275	6	1	24'-3"	—												
S6276	6	1	24'-9"	—												
S6277	6	1	25'-0"	—												
S6278	6	1	25'-6"	—												
S6279	6	1	25'-9"	—												
S6280	6	1	26'-3"	—												
S6281	6	1	26'-6"	—												
S6282	6	1	27'-0"	—												
S6283	6	1	27'-6"	—												
S6284	6	1	27'-9"	—												
S6285	6	1	28'-0"	—												
S6286	6	1	28'-6"	—												
S6287	6	1	29'-0"	—												
S6288	6	1	29'-3"	—												
S6289	6	1	29'-6"	—												
S6290	6	1	30'-0"	—												
S6291	6	1	30'-6"	—												
S6292	6	1	30'-9"	—												
S6293	6	1	31'-3"	—												
S6294	6	1	31'-6"	—												
S6295	6	1	32'-0"	—												
S6296	6	1	32'-3"	—												
S6297	6	1	32'-9"	—												
S6298	6	1	33'-0"	—												
S6299	6	1	33'-3"	—												
S6300	6	1	33'-9"	—												
S6301	6	1	34'-0"	—												
S6302	6	4	16'-0"	—												
S6303	6	4	16'-3"	—												
S6304	6	4	16'-6"	—												
S6305	6	4	16'-9"	—												
S6306	6	4	17'-0"	—												
S6307	6	1	17'-3"	—												
S6308	6	1	17'-6"	—												
S6309	6	1	17'-9"	—												
S6310	6	1	18'-0"	—												
S6311	6	1	18'-3"	—												
S6312	6	1	18'-6"	—												
S6313	6	1	18'-9"	—												

DECK (CONT.)

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
S5354	5	1	15'-6"	STR												
S5355	5	1	13'-6"	—												
S5356	5	1	12'-6"	—												
S5357	5	1	11'-6"	—												
S5358	5	1	10'-0"	—												
S5359	5	1	9'-0"	—												
S5360	5	1	8'-0"	—												
S5361	5	1	7'-6"	—												
S5362	5	1	6'-6"	—												
S5363	5	1	6'-0"	—												
S5364	5	1	5'-0"	—												
S5365	5	1	28'-0"	—												
S5366	5	1	25'-6"	—												
S5367	5	1	23'-6"	—												
S5368	5	1	21'-6	—												
S5369	5	1	19'-6"	—												
S5370	5	1	18'-0"	—												
S5371	5	1	16'-0"	—												
S5372	5	1	14'-6"	—												
S5373	5	1	13'-0"	—												
S5374	5	1	12'-0"	—												
S5375	5	1	10'-6"	—												
S5376	5	1	9'-6	—												
S5377	5	1	8'-0"	—												
S5378	5	1	7'-0"	—												
S5379	5	1	6'-0"	—												
S5380	5	1	5'-0"	—												
S5381	5	1	4'-6"	—												
S5382	5	1	3'-6"	—												
S5383	5	1	28'-0"	—												
S5384	5	1	27'-6"	—												
S5385	5	1	26'-0"	—												
S5386	5	1	25'-0"	—												
S5387	5	1	24'-0"	—												
S5388	5	1	23'-0"	—												
S5389	5	1	22'-6"	—												
S5390	5	1	21'-6"	—												
S5391	5	1	20'-6"	—												
S5392	5	1	20'-0"	—												
S5393	5	1	19'-6"	—												
S5394	5	1	18'-6	—												

DECK (CONT.)

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
S6429	6	184	25'-6"	STR												
S6430	6	92	29'-9"	—												
S6431	6	92	21'-6"	—												
S6432	6	160	27'-0"	—												
S6433	6	60	32'-6"	—												
S6434	6	80	22'-6"	—												
S5435	5	8	18'-0"	STR												
S5436	5	327	34'-0"	—												
S5437	5	474	11'-2"	55	1'-10"	1'-6"	5'-6"	1'-4"				1'-0"				
S5438	5	478	5'-10"	55	1'-0"	1'-5"	1'-0"	1'-5"				1'-0"				
S5439	5	5	7'-2"	STR												
S5440	5	2	5'-5"	—												
S5441	5	6	14'-9"	—												
S5442	5	10	14'-6"	—												
S5443	5	2	14'-0"	—												
S5444	5	12	14'-8"	—												
S5445	5	9	15'-0"	—												
S5446	5	93	15'-3"	—												
S5447	5	5	15'-5"	—												
S5448	5	17	15'-9"	—												
S5449	5	8	12'-10"	—												
S5450	5	2	13'-4"	—												

NOTE:
FOR REINFORCING STEEL NOTES SEE SHEET NO. 34

PLANS	DESIGN-DETAILED	BY	DATE
	AS BUILT REVISIONS	J.S.	6/73
	FIELD CHANGES	R.E.B.	5/75

VI-55
35

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

REINFORCING SCHEDULE - PART II

SHEET 35 OF 41 AUGUSTA, MAINE JUNE, 1973

144-166

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

P.,H.,R.,& RT. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	61	83

DECK (CONT.)

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
S5453	5	4	12'-3"	STR												
S5454	5	2	16'-3"	–												
S5455	5	2	16'-6"	–												
S5456	5	7	16'-0"	–												
S5457	5	5	17'-8"	–												
S5458	5	2	18'-4"	–												
S5459	5	2	19'-9"	–												
S5460	5	15	14'-8"	J			14'-8"					0'-7"				47'-0"
S5461	5	2	12'-8	J			12'-7⅞					0'-5"				47'-0"
S5462	5	1	10'-6"	J			10'-5⅞					0'-3½				47'-0"
S5463	5	2	8'-2"	J			8'-2"					0'-2"				47'-0"
S5464	5	2	14'-0"	J			14'-11⅛					0'-5"				64'-0"
S5465	5	2	15'-10"	J			15'-9⅞					0'-5⅝				64'-0"
S5466	5	18	13'-10"	L	5'-0"	3'-10"	5'-0"					3'-6½			10'-11"	
S5467	5	21	8'-11"	SS	0'-7"	7'-0"	1'-4"				1'-0"					
S5468	5	21	8'-6"	N	1'-6"	7'-0"										
S5469	5	18	13'-0"	STR												

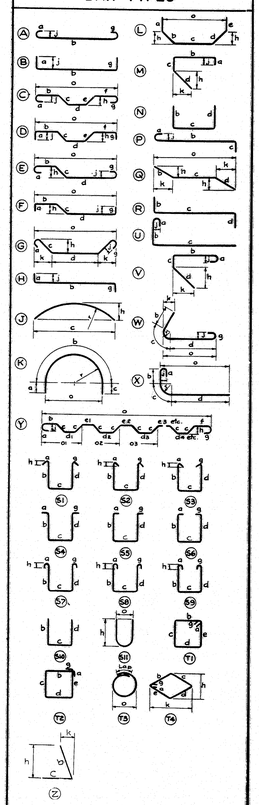
PIER NO.2

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
P851	8	88	7'-0"	STR												
P852	8	57	12'-11"	–												
P853	6	57	12'-11"	–												
P854	6	56	28'-10"	–												
P855	8	114	8'-0"	–												
P856	6	114	15'-9"	–												
P557	5	2	11'-6"	K	2'-1"	7'-4"	2'-1"								4'-8"	2'-4"
P558	5	2	12'-2"	K	2'-3"	7'-8"	2'-3"								4'-10"	2'-5"
P559	5	2	12'-8"	K	2'-5"	7'-10"	2'-5"								5'-0"	2'-6"
P560	5	2	13'-4"	K	2'-7"	8'-0"	2'-7"								5'-2"	2'-7"
P561	5	2	13'-10"	K	2'-9"	8'-4"	2'-9"								5'-4"	2'-8"
P562	5	2	14'-6"	K	2'-11"	8'-8"	2'-11"								5'-6"	2'-9"
P563	5	2	15'-1"	K	3'-1"	8'-11"	3'-1"								5'-8"	2'-10"
P564	5	2	15'-8"	K	3'-3"	9'-2"	3'-3"								5'-10"	2'-11"
P565	5	2	12'-2"	K	2'-5"	7'-4"	2'-5"								4'-8"	2'-4"
P566	5	2	12'-8"	K	2'-11"	7'-8"	2'-11"								4'-10"	2'-5"
P567	5	2	14'-8"	K	3'-5"	7'-10"	3'-5"								5'-0"	2'-6"
P568	5	2	16'-1"	K	3'-11"	8'-2"	3'-11"								5'-2"	2'-7"
P569	5	2	17'-2"	K	4'-5"	8'-4"	4'-5"								5'-4"	2'-8"
P570	5	2	18'-6"	K	4'-11"	8'-8"	4'-11"								5'-6"	2'-9"
P571	5	2	19'-8"	K	5'-5"	8'-11"	5'-5"								5'-8"	2'-10"
P572	5	2	21'-0"	K	5'-11"	9'-2"	5'-11"								5'-10"	2'-11"
P573	5	64	22'-8"	STR												
P574	6	12	22'-8"	–												
P575	5	45	8'-6"	S10		1'-11"	4'-8"	1'-11"								
P576	5	36	8'-0"	S10		1'-11"	4'-2"	1'-11"								

ABUTMENT NO.2

MARK	SIZE	NO REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
A550	5	128	3'-5"	STR												
A551	5	40	3'-6"	–												
A552	5	18	7'-10"	N		3'-8"	4'-2"									
A553	5	21	8'-8"	N		4'-6"	4'-2"									
A554	5	35	7'-9"	STR												
A555	5	41	8'-0"	–												
A556	5	79	6'-0"	–												
A557	5	5	7'-5"	–												
A558	5	6	10'-5"	N		5'-6"	0'-11"	4'-0"								
A559	5	1	8'-4	N		3'-6"	1'-4"	3'-6"								
A560	5	1	13'-10"	N		6'-3"	1'-4"	6'-3"								
A561	5	2	6'-0"	N		2'-0"	2'-0"	2'-0"								
A562	5	6	2'-9"	STR												
A563	5	8	13'-0"	–												
A564	5	6	29'-6"	–												
A565	5	4	8'-8"	–												
A566	5	33	9'-6"	N		5'-4"	4'-2"									
A567	5	76	8'-9"	STR												
A568	5	81	6'-6"	–												
A569	5	2	6'-9"	N		2'-9"	1'-9"	2'-9"								
A470	4	40	6'-5"	N		1'-11"	2'-6"	1'-11"								
A571	5	10	31'-8"	STR												
A472	4	10	31'-9"	–												
A573	5	8	28'-8"	–												
A474	4	10	23'-8"	–												
A575	5	6	20'-2"	–												
A576	5	4	6'-6"	M			2'-0"	4'-6"				1'-9"		1'-2"		
A477	4	10	24'-8"	–												
A478	4	10	29'-6"	–												
A679	6	71	3'-6"	M			1'-9"	1'-9"				1'-0⅝		1'-0⅝		
A474	4	5	4'-0"	M			2'-0"	2'-0"				1'-3"		1'-6		

BAR TYPES



PIER NO.1

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
P801	8	84	7'-0"	STR												
P802	8	52	12'-11"	–												
P603	6	56	12'-11"	–												
P604	6	48	28'-8"	–												
P825	8	104	8'-0"	–												
P606	6	104	12'-6"	–												
P507	5	2	11'-6"	K	2'-1"	7'-4"	2'-1"								4'-8"	2'-4"
P508	5	2	12'-2"	K	2'-3"	7'-8"	2'-3"								4'-10"	2'-5"
P509	5	2	12'-8"	K	2'-5"	7'-10"	2'-5"								5'-0"	2'-6"
P510	5	2	13'-4"	K	2'-7"	8'-2"	2'-7"								5'-2"	2'-7"
P511	5	2	13'-10"	K	2'-9"	8'-4"	2'-9"								5'-4"	2'-8"
P512	5	2	14'-6"	K	2'-11"	8'-8"	2'-11"								5'-6"	2'-9"
P513	5	1	15'-1"	K	3'-1"	8'-11"	3'-1"								5'-8"	2'-10"
P514	5	2	12'-0"	K	2'-5"	7'-4"	2'-5"								4'-8"	2'-4"
P515	5	2	13'-1"	K	2'-11"	7'-8"	2'-11"								4'-10"	2'-5"
P516	5	2	14'-2"	K	3'-5"	7'-10"	3'-5"								5'-0"	2'-6"
P517	5	2	15'-3"	K	3'-11"	8'-2"	3'-11"								5'-2"	2'-7"
P518	5	2	16'-5"	K	4'-5"	8'-4"	4'-5"								5'-4"	2'-8"
P519	5	2	17'-5"	K	4'-11"	8'-8"	4'-11"								5'-6"	2'-9"
P520	5	1	18'-1"	K	5'-5"	8'-11"	5'-5"								5'-8"	2'-10"
P521	5	48	21'-0"	STR												
P622	6	12	21'-0"	–												
P523	5	42	8'-6"	S10		1'-11"	4'-8"	1'-11"								
P524	5	36	8'-0"	S10		1'-11"	4'-2"	1'-11"								

ABUTMENT NO.2 FOOTING

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
A601	6	2	20'-6"	J			20'-3"					1'-5⅜				40'-11"
A602	6	2	20'-11"	J			20'-8"					1'-3⅜				41'-10"
A603	6	2	21'-4"	J			21'-1"					1'-3⅜				42'-9"
A604	6	2	21'-10"	J			21'-7"					1'-4⅛				43'-9"
A605	6	2	22'-3"	J			22'-0"					1'-4⅛				44'-5"
A606	6	2	22'-9"	J			22'-6"					1'-4⅜				45'-7"
A607	6	2	23'-2"	J			22'-3"					1'-4⅜				46'-6"
A608	6	2	23'-7"	J			23'-4"					1'-5⅛				47'-6"
A609	6	2	24'-0"	J			23'-9"					1'-5⅛				48'-5"
A610	6	36	31'-0"	STR												
A611	6	360	7'-6"	–												
A612	6	86	26'-0"	–												
A613	6	4	26'-0"	J			25'-10"					1'-5⅛				68'-4"
A614	6	4	25'-8"	J			25'-6"					1'-2⅞				67'-4"
A615	6	4	25'-4"	J			25'-2"					1'-2⅝				66'-4"
A616	6	4	25'-0"	J			24'-10"					1'-2⅜				65'-4"
A617	6	4	24'-8"	J			24'-6"					1'-2⅛				64'-4"
A618	6	4	24'-5"	J			24'-7"					1'-1"				63'-4"
A619	6	4	24'-0"	J			23'-10"					1'-1⅝				62'-4"
A620	6	4	23'-8"	J			23'-6"					1'-1⅝				61'-4"
A621	6	4	23'-3"	J			23'-1"					1'-1⅝				60'-4"
A622	6	2	4'-6"	Q		2'-3"	2'-3"					0'-9"				
A623	6	2	4'-6"	Q		2'-3"	2'-3"					1'-3"		1'-9"	4'-3"	

ABUTMENT NO.2 WINGWALLS

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
A530	5	83	8'-2"	N		6'-3"	1'-11"					6'-3		0'-4⅜		
A531	5	60	2'-6"	STR												
A532	5	26	9'-0"	–												
A533	5	15	8'-4"	–												
A534	5	54	12'-5"	–												
A535	5	28	11'-1"	–												
A536	5	22	20'-11	J			20'-9"					0'-2⅛				44'-4"
A537	5	20	21'-6"	J			21'-4⅜					0'-1⅛				64'-0"
A538	5	20	18'-1"	J			18'-0"					0'-7⅜				64'-0"
A539	5	7	12'-10"	D		1'-0"	3'-6"	3'-10"	3'-6"	1'-0"		2'-6"		10'-10"		
A540	5	9	14'-6"	D		1'-0"	4'-4"	3'-10"	4'-4"	1'-0"		3'-1"		12'-0"		
A541	5	47	7'-7"	S10		3'-5"	1'-1"	3'-5"								
A542	5	7	2'-2"	STR												
A543	5	3	9'-1"	N		4'-2"	1'-11"									
A544	5	4	7'-11"	N		6'-0"	1'-11"									
A545	5	1	7'-5"	N		5'-6"	1'-11"									
A546	5	4	6'-0"	STR												
A547	5	1	5'6"	–												
A679	6	43	3'-6"	M			1'-9"	1'-9"				1'-0⅝		1'-0⅝		

NOTE:
FOR REINFORCING STEEL NOTES SEE SHEET NO. 34

PLANS	BY	DATE
DESIGN - DETAILED	J.S.	P.S. 5/75
DESIGNED		R.B. 5/75
REVISED		
FIELD CHANGES		

VL-59
36

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

REINFORCING SCHEDULE - PART III

SHEET 36 OF 41 AUGUSTA, MAINE JUNE, 1973

144-167

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

F.A.H.S.R. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	62	83

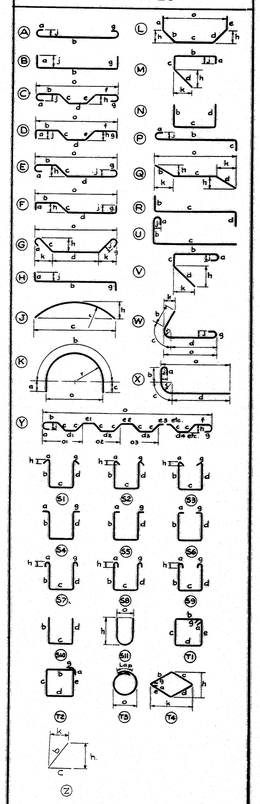
ABUTMENT NO.1

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
A5101	5	12	12'-8"	X		4'-2"	1'-7"	6'-6"							7'-6"	2'-0"
A5102	5	11	9'-9"	X		4'-2"	1'-7"	4'-0"							5'-0"	2'-0"
A5103	5	5	12'-0"	STR.												
A5104	5	5	11'-0"	–												
A5105	5	23	5'-0"	–												
A5106	5	6	7'-3"	–												
A5107	5	12	5'-9"	–												
A5108	5	3	4'-9"	–												
A5109	5	6	5'-7"	–												
A5110	5	6	6'-5"	–												
A5111	5	6	7'-3"	–												
A5112	5	5	6'-6"	–												
A5113	5	8	8'-2"	–												
A5114	5	2	8'-0"	–												
A5115	5	6	8'-8"	–												
A5116	5	62	7'-4"	–												
A5117	5	17	8'-2"	N		2'-6"	5'-2"									
A5118	5	14	9'-2"	N		3'-6"	5'-2"									
A5119	5	3	24'-8"	STR.												
A5120	5	3	20'-0"	–												
A5121	5	16	10'-6"	–												
A4122	4	10	8'-6"	–												
A5123	5	2	11'-0"	M			6'-6"	4'-6"							4'-0"	2'-0"
A5124	5	10	12'-6"	STR.												
A5125	5	2	11'-3"	M			7'-3"	3'-6"							3'-0"	1'-6"
A4126	4	10	21'-5"	STR.												
A4127	4	10	14'-9"	–												
A4128	4	24	6'-6"	N		1'-11"	2'-8"	1'-11"								
A6129	6	25	3'-6"	M		1'-9"	1'-9"								1'-0¾"	1'-0¾"
A5130	5	3	21'-3"	STR.												
A5131	5	3	14'-8"	–												
A5132	5	1	24'-0"	–												
A5133	5	1	23'-8"	–												
A5134	5	1	20'-3"	–												
A5135	5	1	20'-0"	–												
A5136	5	31	9'-0"	–												
A5137	5	5	8'-6"	–												
A5138	5	2	6'-8"	Z		5'-2"	1'-6"								4'-9"	1'-5⅛"
A5139	5	4	6'-8"	M			1'-6"	5'-2"							0'-5"	1'-5⅛"

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r

BAR TYPES



APPROACH SLABS

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
As601	6	146	14'-2"	STR.												
As602	4	20	30'-0"	–												
As603	6	98	13'-0"	–												
As604	6	54	6'-0"	–												
As605	4	18	24'-0"	–												
As606	4	2	10'-0"	–												
As607	4	2	23'-0"	J			22'-9"					1'-5⅛"				45'-3"
As608	4	2	0'-10"	N		4'-10"	2'-0"									
As609	4	70	28'-0"	STR.												
As610	6	434	14'-0"	–												
As611	4	2	28'-0"	–												
As612	4	2	33'-6"	–												
As613	4	6	30'-0"	–												
As614	4	4	12'-0"	–												
As615	4	2	21'-6"	–												
As616	4	2	14'-6"	–												
As617	4	2	12'-3"	–												
As618	4	2	9'-0"	–												
As619	4	4	6'-0"	–												
As620	4	2	3'-0"	–												
As621	6	2	15'-0"	–												
As622	6	4	14'-9"	–												
As623	6	4	14'-6"	–												
As624	6	4	14'-0"	–												
As625	6	4	13'-9"	–												
As626	6	54	13'-6"	–												
As627	6	4	13'-3"	–												
As628	6	8	13'-0"	–												
As629	6	8	12'-9"	–												
As630	6	8	12'-6"	–												
As631	6	8	12'3"	–												
As632	6	24	12'-0"	–												
As633	6	30	14'-3"	–												
As434	4	12	21'-6"	–												
As435	4	2	18'-0"	–												
As436	4	2	15'-6"	–												
As437	4	2	2'-6"	–												
As438	4	2	9'-6"	–												
As439	4	2	6'-6"	–												
As440	4	4	22'-6"	J			22'-4⅜"					0'-11⅞"				65'-3"

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r

NOTE:
FOR REINFORCING STEEL NOTES SEE SHEET NO. 84

PLANS	BY	DATE
DESIGN - DETAILED	J.S.	5/73
CHECKED	P.S.	5/73
REVISIONS	R.E.B.	
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MADISON BRIDGE
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
MADISON & ANSON
SOMERSET COUNTY

REINFORCING SCHEDULE - PART IV

SHEET 37 OF 41 AUGUSTA, MAINE JUNE, 1973

VL-59
37

144-168

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX