

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

SPECIFICATIONS

DESIGN: A.A.S.H.O. Standard Specifications
for Highway Bridges, 1964

CONTRACT: State of Maine State Highway Commission
Standard Specifications
Highways & Bridges, Rev. of 1968

LIVE LOADING: H-20-44

NOTE: All utility plant to be adjusted by the responsible
utilities unless otherwise noted.

MATERIALS

STRUCTURAL STEEL

Classification -- A572
Allowable stresses -- A572 27,000 p.s.i.
High strength A325 Bolts, Corrosion resistant.

CONCRETE CLASSIFICATION

Seal, -- class "S"
Pier, -- class "B"
Abutments, -- class "A"
All other -- class "A"

Allowable stress -- f.c. = 1200 p.s.i.; n = 10

REINFORCING STEEL

Classification Int. Grade or A615 Gr. 60
Allowable stress -- f.s. = 20,000 p.s.i.

ESTIMATED QUANTITIES FOR LUMP SUM ITEMS

Str. Conc. Roadway & Sidewalk Slabs on Steel Bridges = 200 cu.
Structural Steel = 132,000 lbs.
Shear Connectors = 1,688 studs

ESTIMATED QUANTITIES

Item	Description	Unit	Quantity
618.15	Temporary Seeding	lbs	15
657.20	Seed and Application Method A	Acres	1
657.21	Reforestation, Method B	Acres	1
201.11	Clearing	Acres	25
203.20	Common Excavation	c.y.	1200
203.24	Common Backfill	c.y.	4500
205.04	Overhaul (place measure)	yd.mi	3000
208.08	Structural En. Ex. Abut. & Ret. Walls	c.y.	260
208.21	Structural En. Ex. Piers	c.y.	30
304.10	Agg. Subbase Course - 8" max	c.y.	1300
410.20	Bituminous Surface Treatment	s.y.	2050
411.09	Untreated Agg. Surface Course	c.y.	160
501.21	Steel H-Beam Piles 89' max	L.F.	210
502.21	Structural Concrete Abut. & Ret. Walls	c.y.	705
502.23	Structural Concrete Piers	c.y.	73
502.24	Structural Concrete Piers, Placed under water	c.y.	100
502.26	Str. Conc. Rdwy. & Sidewalk Slabs on Steel Bridges	L.S.	1
502.29	Structural Concrete Wearing Surface on Bridges	L.S.	1
503.12	Reinforcing Steel, Fab. & Del.	lbs	64,100
503.13	Reinforcing Steel, Placing	lbs	64,100
504.70	Structural Steel, Fab. & Del.	L.S.	1
504.71	Structural Steel, Erection	L.S.	1
505.08	Shear Connectors	L.S.	1
507.08	Bridge Railing	L.F.	378
511.071	Cofferdams Bridge #1 Abut. #1	L.S.	1
511.072	Cofferdams Bridge #1 Pier	L.S.	1
511.073	Cofferdams Bridge #1 Abut. #2	L.S.	1
511.074	Cofferdams Bridge #2 Abut. #1	L.S.	1
511.075	Cofferdams Bridge #2 Abut. #2	L.S.	1
512.06	French Drains	c.y.	220
515.20	Protective Coating for Concrete Surface	s.y.	900
606.17	Guard Rail Type 3a - Single Rail	L.F.	410
606.22	Guard Rail Type 3b - Circular Steel with 15" Rail	L.F.	37.5
606.26	Terminal Ends - Single Rail	ea.	4
606.28	Single Post - Type 1a	ea.	2
610.08	Plain Riprap	c.y.	500
616.07	Leam	c.y.	125
616.08	Sodding	s.y.	75
618.14	Seeding - Method No 2	units	13.5
619.08	Hay Mulch	TON	1
632.08	Warning Lights	groups	2
633.09	Portable Barricades	ea.	2
634.16	Highway Lighting	L.S.	1
639.09	Field Office, Type "B"	ea.	1

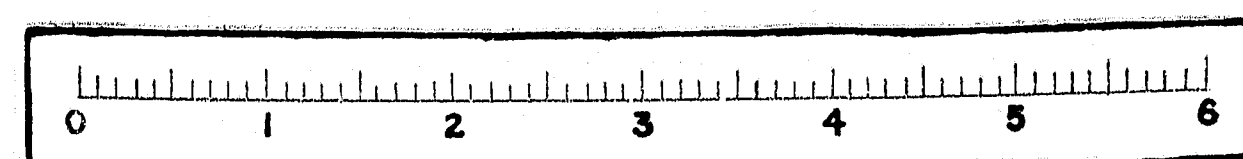
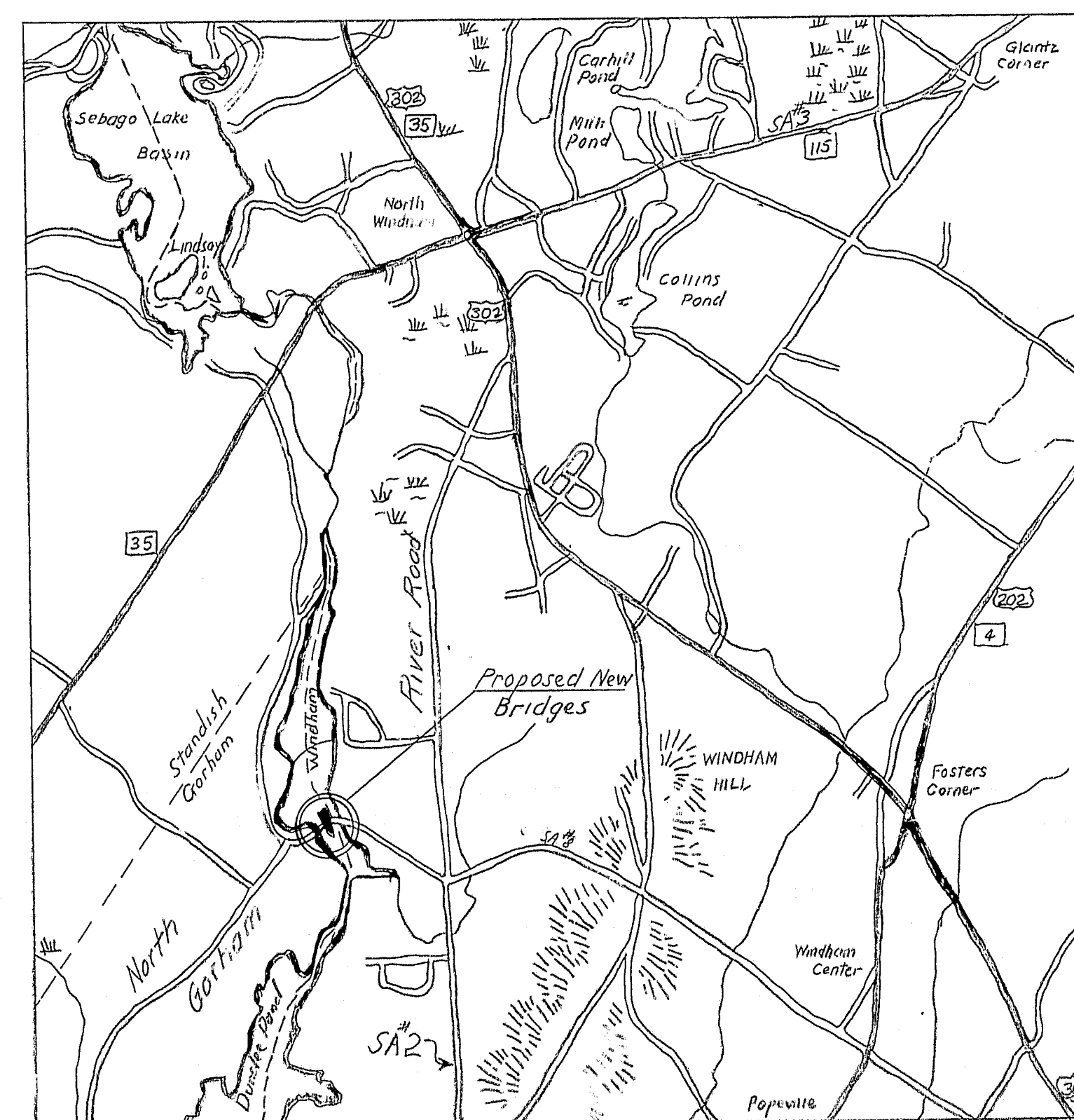
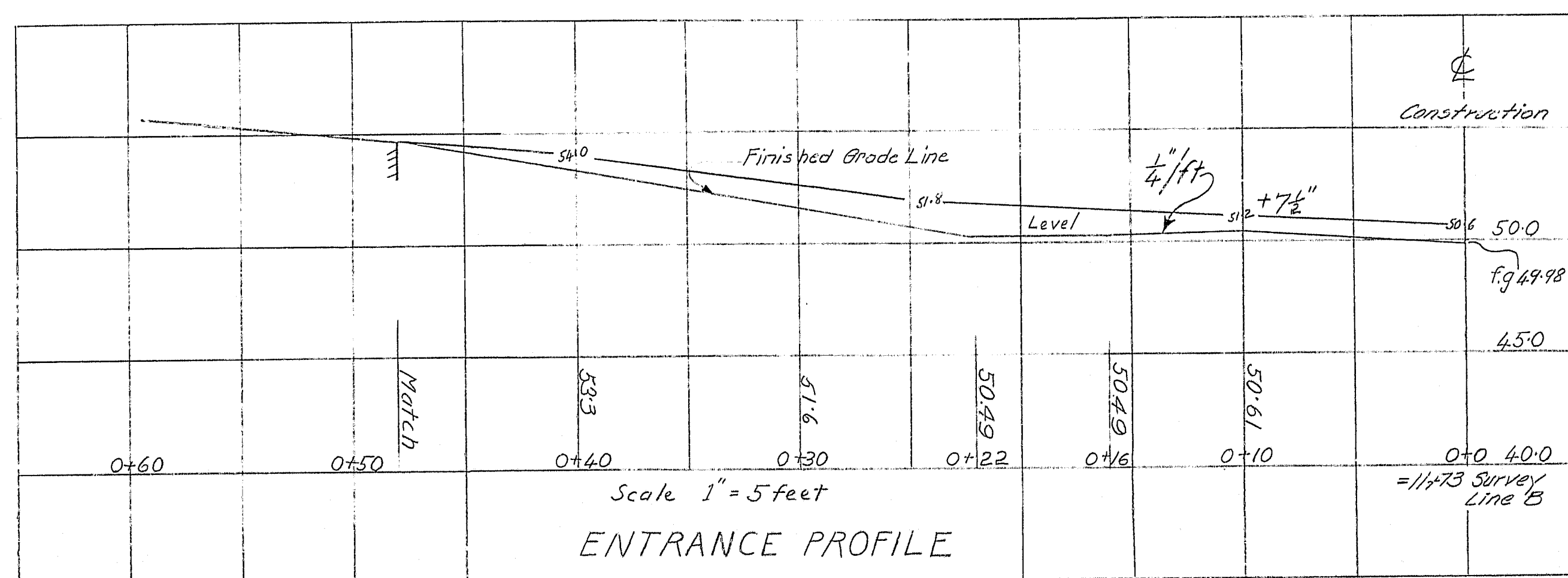
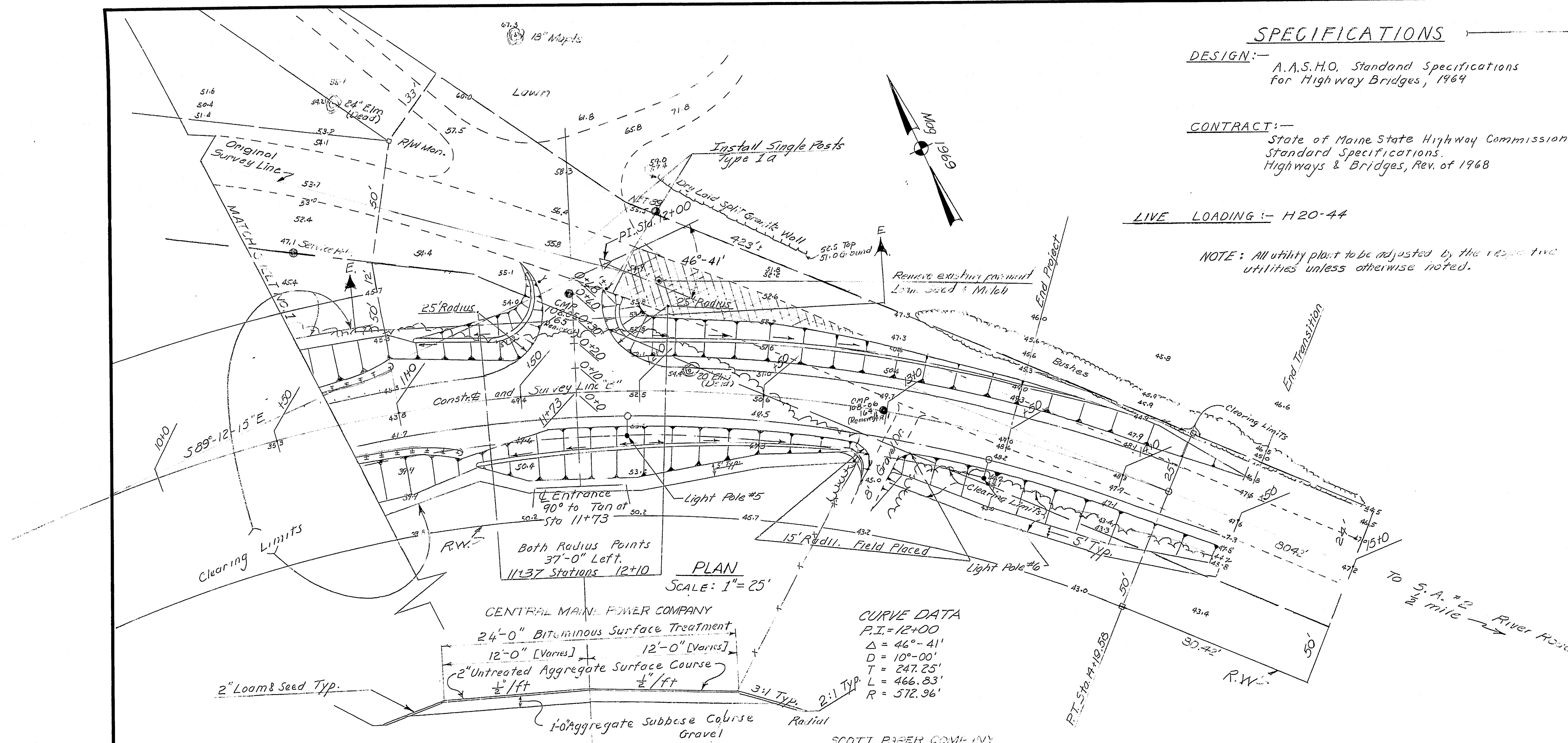
DESIGN - CHANDLER
TRACE/DETAIL - A. WILLIAMS
CHECK - C.F.W.

BRIDGE NO. 6210
SURVEY - F. BARNES
PLOT - G. WHITEHOUSE

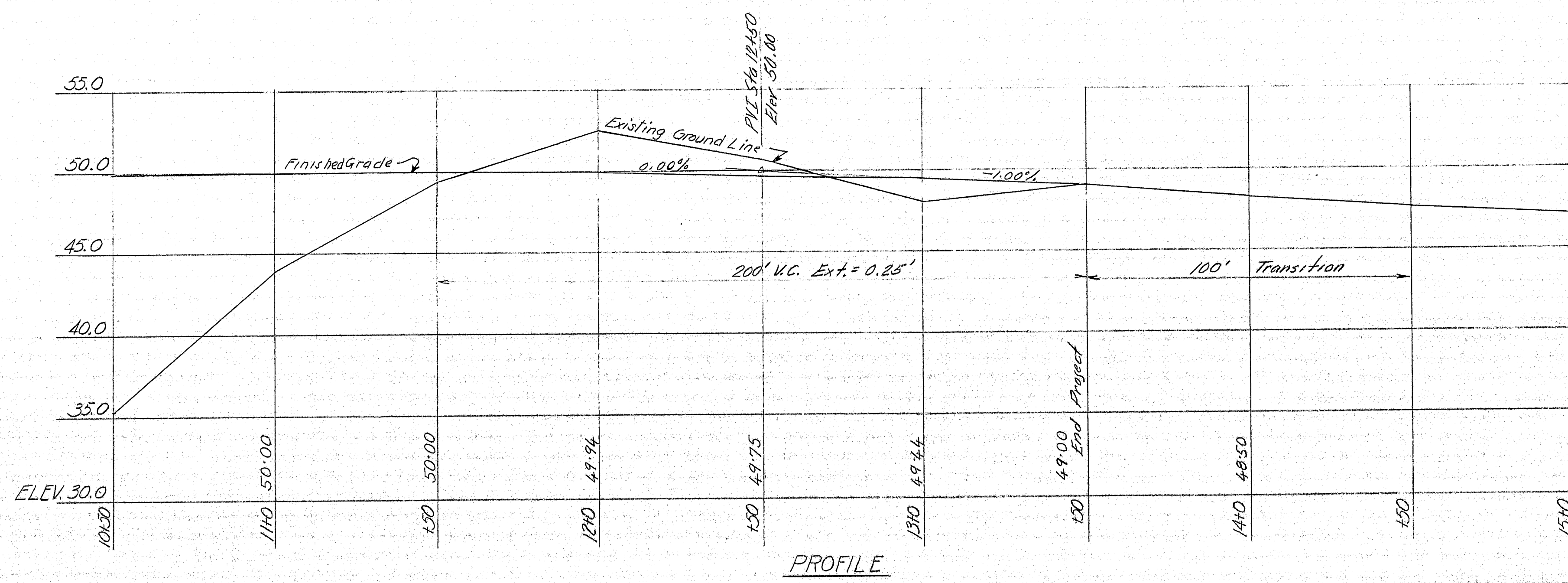
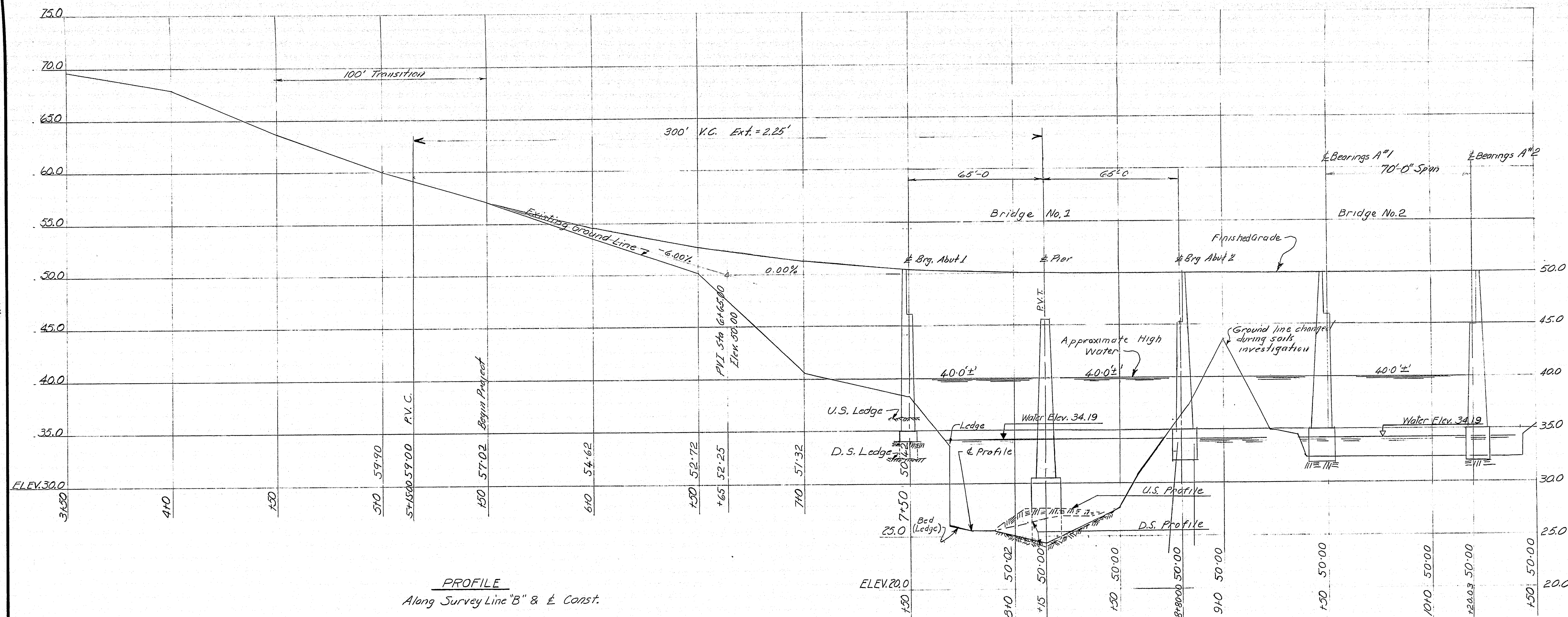
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
GREAT FALLS BRIDGES
OVER
PRESUMPCOT RIVER
IN THE TOWNS OF
GORHAM & WINDHAM
CUMBERLAND COUNTY
SURVEY

SHEET 2 OF 21 AUGUSTA, MAINE OCTOBER 1969

122-92



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

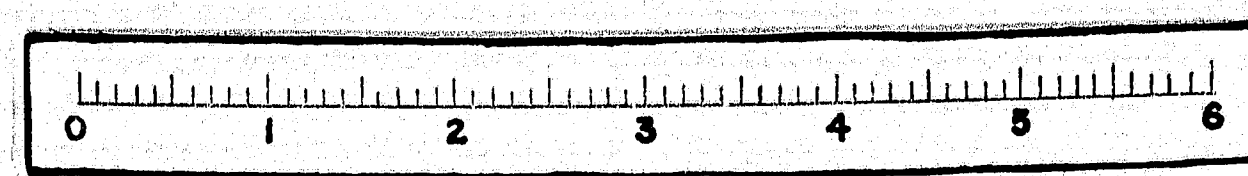


DESIGN - CHANDLER
TRACE/DETAIL - WILLIAMS
CHECK - C.P.V.

BRIDGE NO. 6210
SURVEY - F. BARNES
PLOT - G. WHITEHOUSE

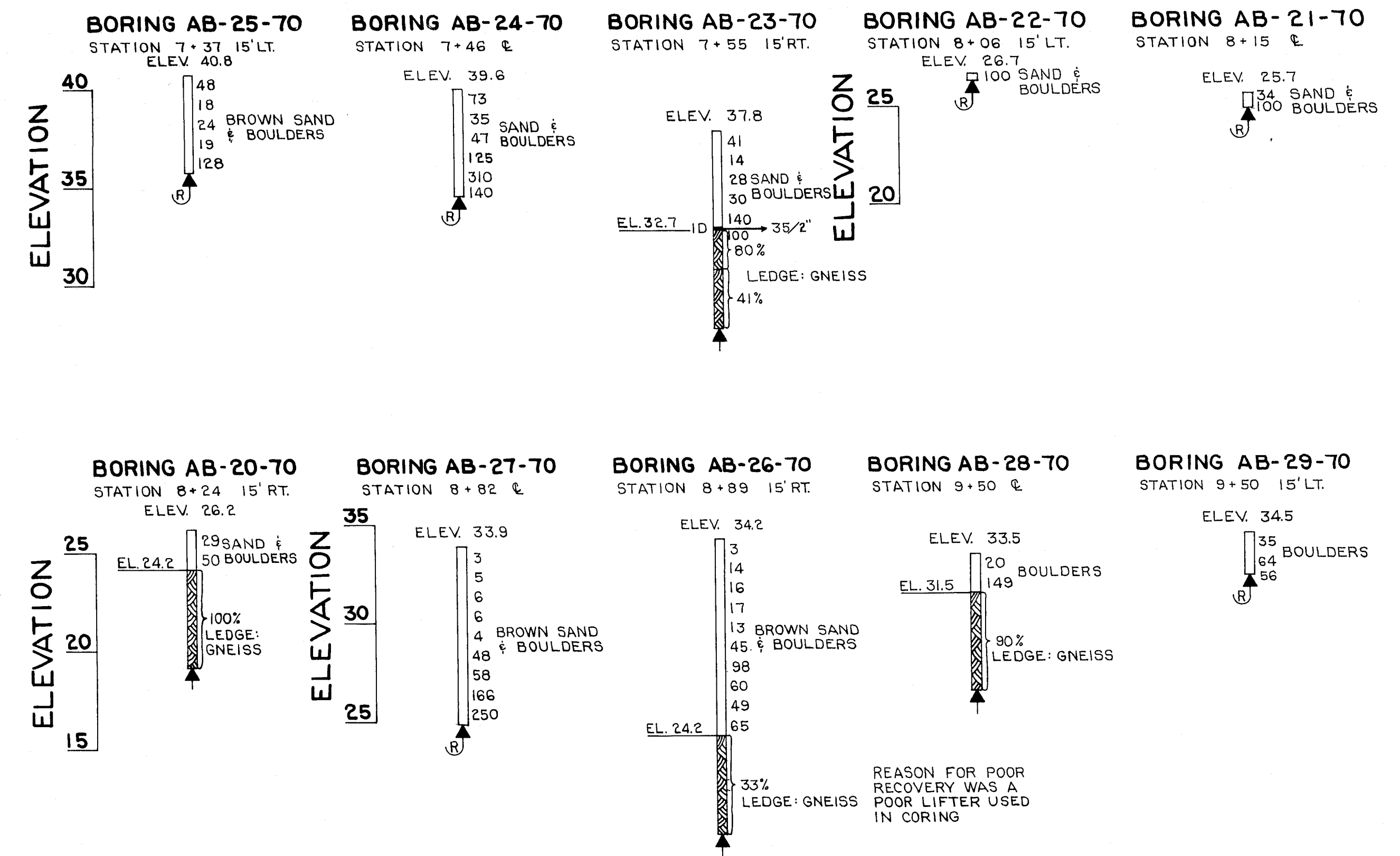
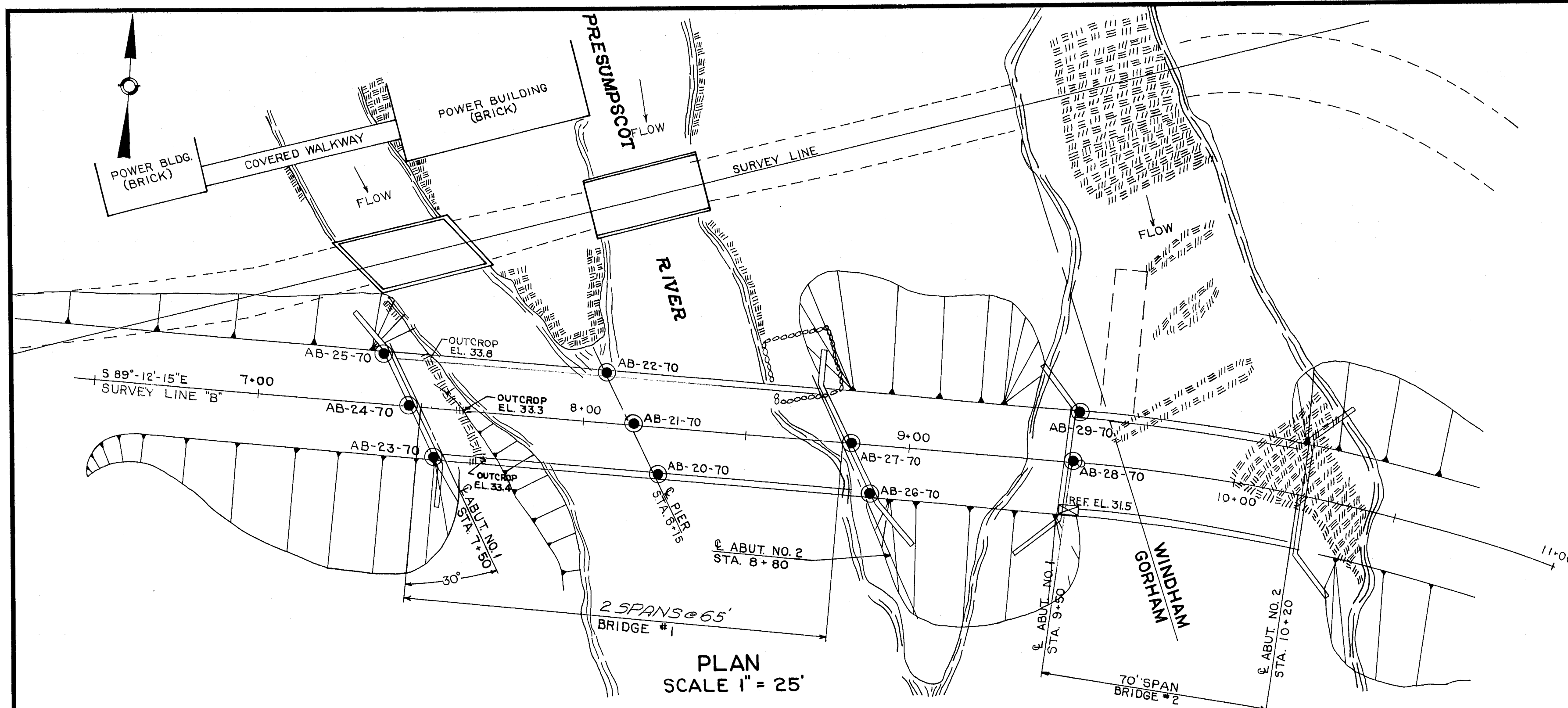
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
GREAT FALLS BRIDGES
OVER
PRESUMPCOT RIVER
IN THE TOWNS OF
GORHAM & WINDHAM
CUMBERLAND COUNTY
PROFILE

SHEET 3 OF 21 AUGUSTA, MAINE OCTOBER 1969



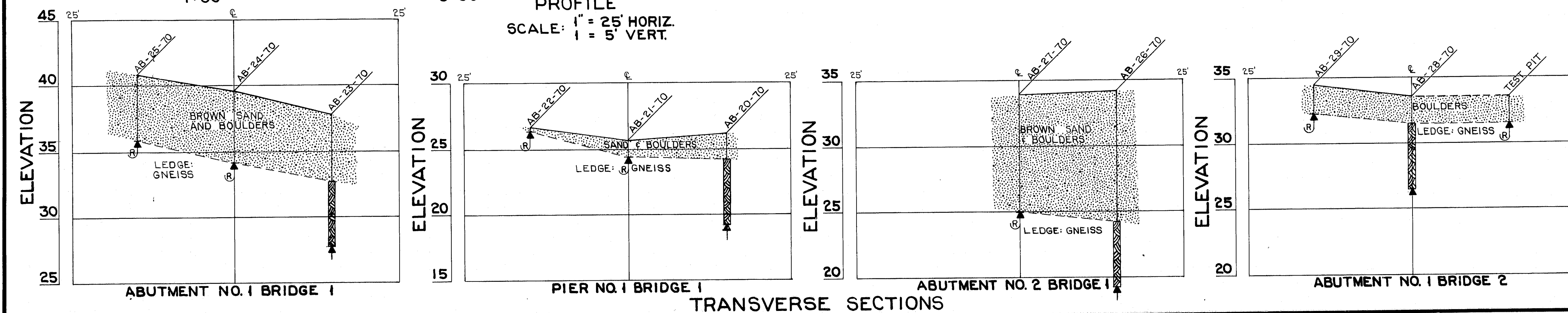
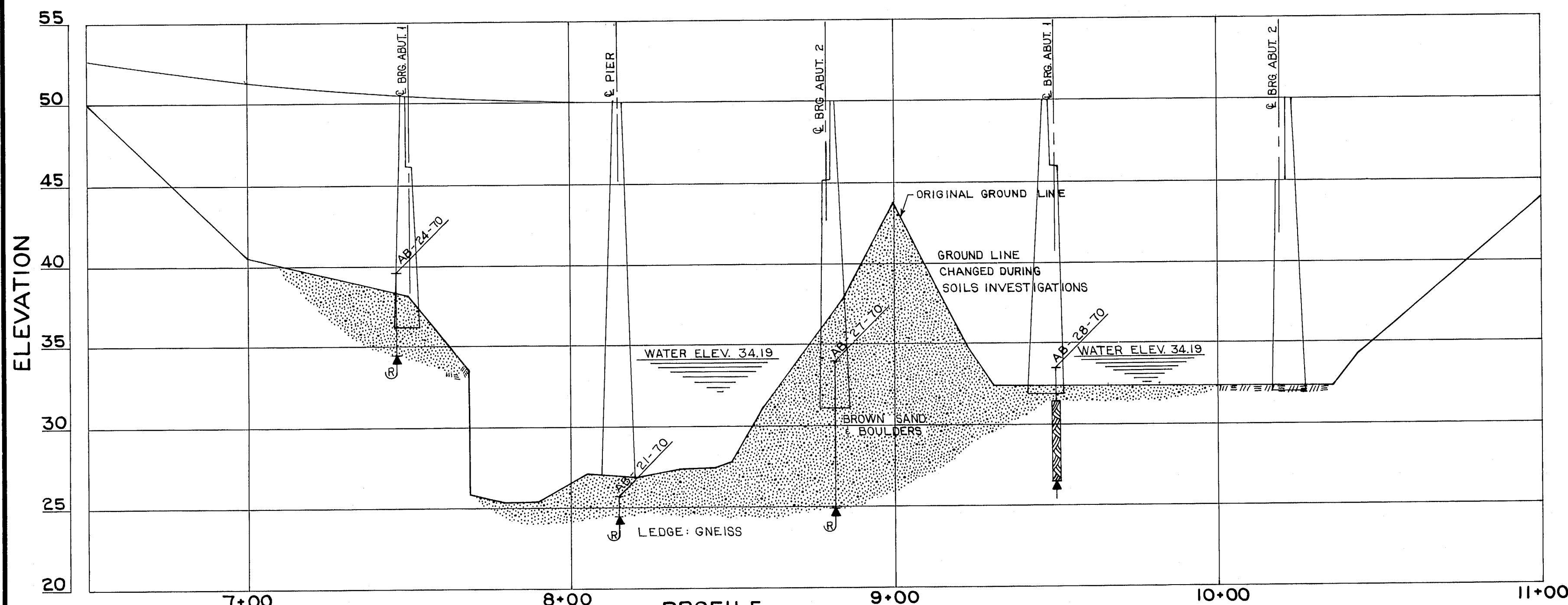
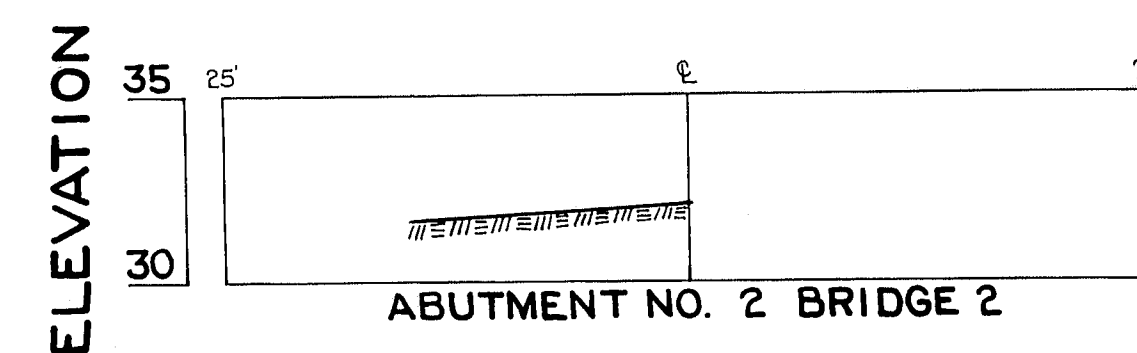
122-93

S. F. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
REG. NO.	MAINE		1	



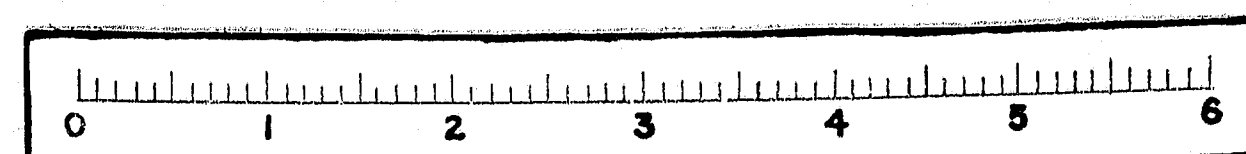
BORING NOTES

- Wash boring casing size 2 1/2"
- All samples and vanes are made ahead of casing
- Water elevation
- 40 Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow
- 30 Location of sample or sample attempt
- Number and type of dry sample
- 10 S & H Sampler #1290's
- 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)
- Refusal of drill rods or casing (may not be ledge)
- 11% Locations cored by diamond bit and percent recovery of rock



STATE HIGHWAY COMMISSION
GREAT FALLS BRIDGES
OVER
PRESUMPCOT RIVER
IN THE TOWNS OF
GORHAM & WINDHAM
CUMBERLAND COUNTY
FOUNDATION SURVEY
SHEET 4 OF 21 AUGUSTA, MAINE MAY 1970

122-94



PLANS CHECKED	C F VISWELL	May 70
	Frank Fortner	Jul 69
	Brian Harris	Jan 70

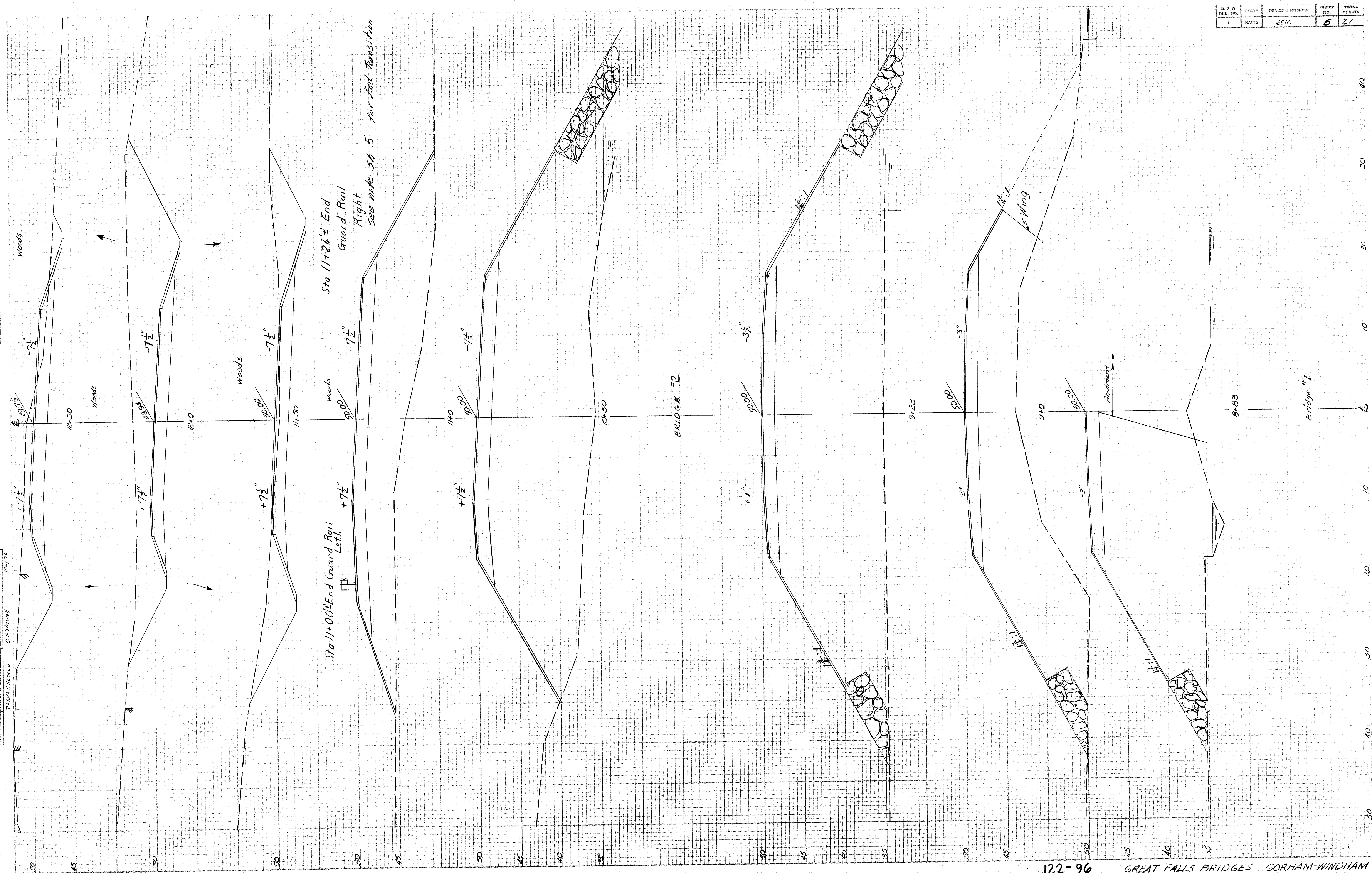


D. P. R. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	6210	5	21

122-95 GREAT FALLS BRIDGES GORHAM-WINDHAM

ORIGINAL SURVEY	SURVEYED	BY	DATE
NO. 100	DATE 10/1/70	BY 10/1/70	DATE 10/1/70
NO. 100	DATE 10/1/70	BY 10/1/70	DATE 10/1/70

FINAL SURVEY	SURVEYED	BY	DATE
NO. 100	DATE 10/1/70	BY 10/1/70	DATE 10/1/70
NO. 100	DATE 10/1/70	BY 10/1/70	DATE 10/1/70



D. D. P. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	6210	6	21

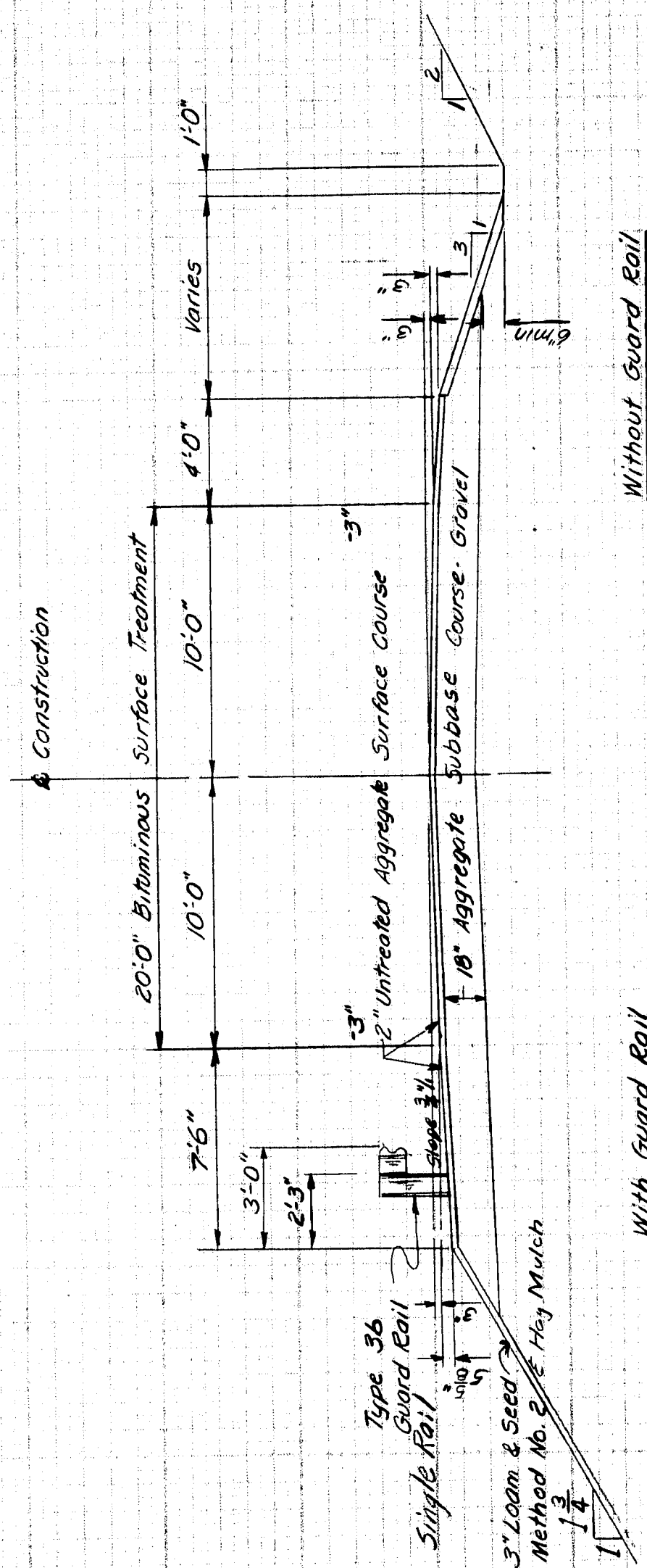
FINAL SURVEY	DATE
NO. 1	BY
NO. 2	DATE
NO. 3	DATE
NO. 4	DATE
NO. 5	DATE
NO. 6	DATE
NO. 7	DATE
NO. 8	DATE
NO. 9	DATE
NO. 10	DATE

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

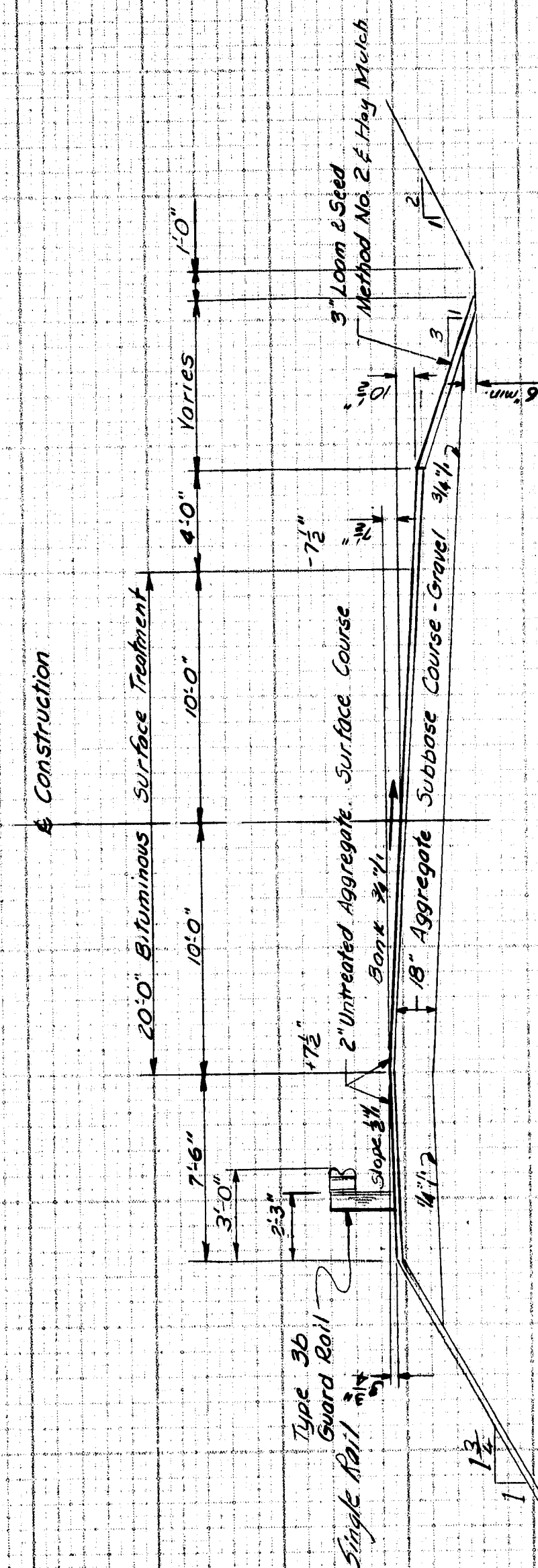
Plans Checked C. F. Wessel May 70

NOTES

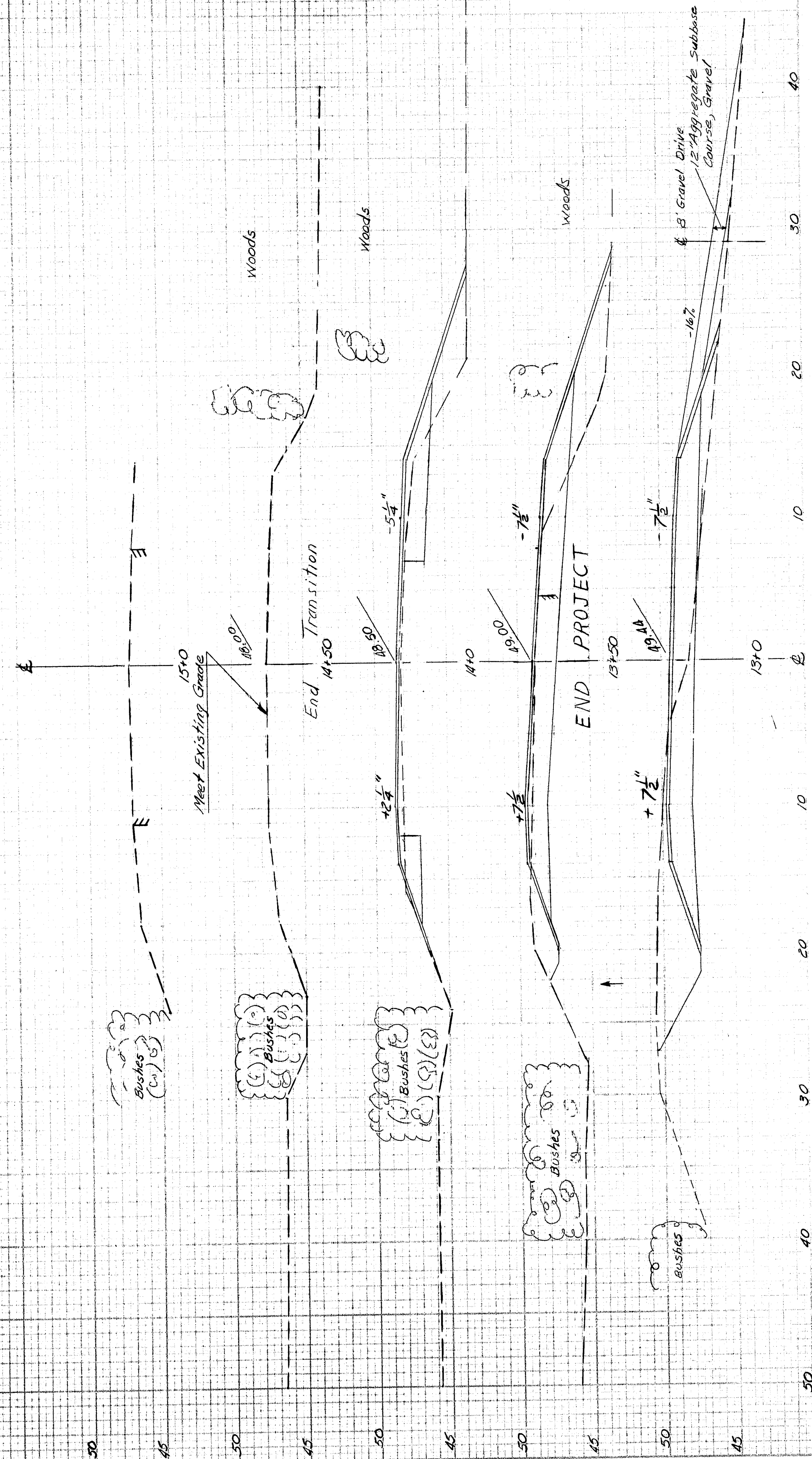
- Item 304.10 Aggregate Subbase Course - Gravel. Do not excavate where existing material is suitable.
- Item 410.20 Bituminous Surface Treatment shall be in accordance with Section 410 and shall consist of the following:
 - The prime coat shall be Road for R.T.5 applied at the rate of 0.5 gal. per sq. yd.
 - The blatter material shall be sand applied to a depth of 1/4 inch.
 - The seal coat shall be Road for R.T.5 applied at the rate of 0.2 gal. per sq. yd.
 - The cover coat material shall be sand applied to depth of 1/4 inch.
 - The quantity of blatter material may be varied or omitted in accordance with the first paragraph of Subsection 410.08 of the Standard Specifications.



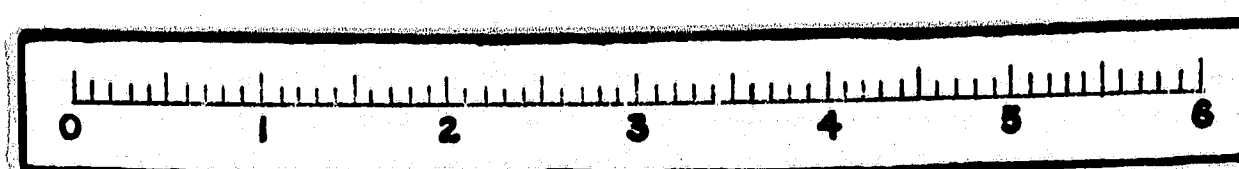
TYPICAL NORMAL SECTION



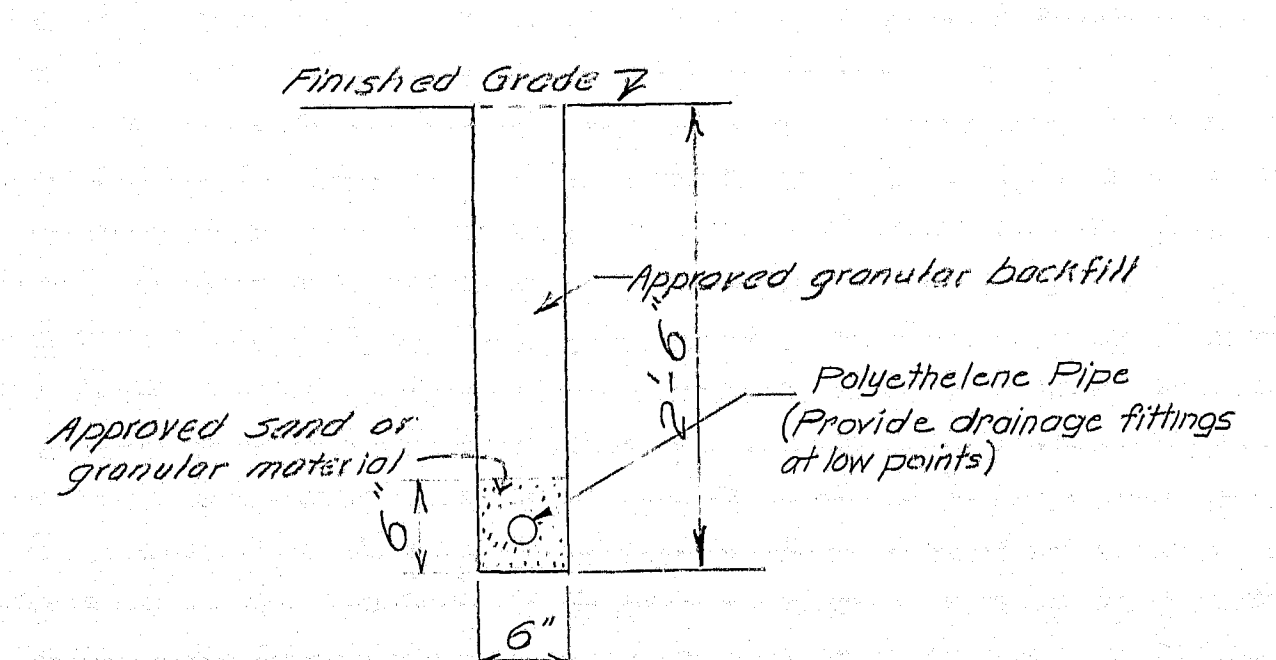
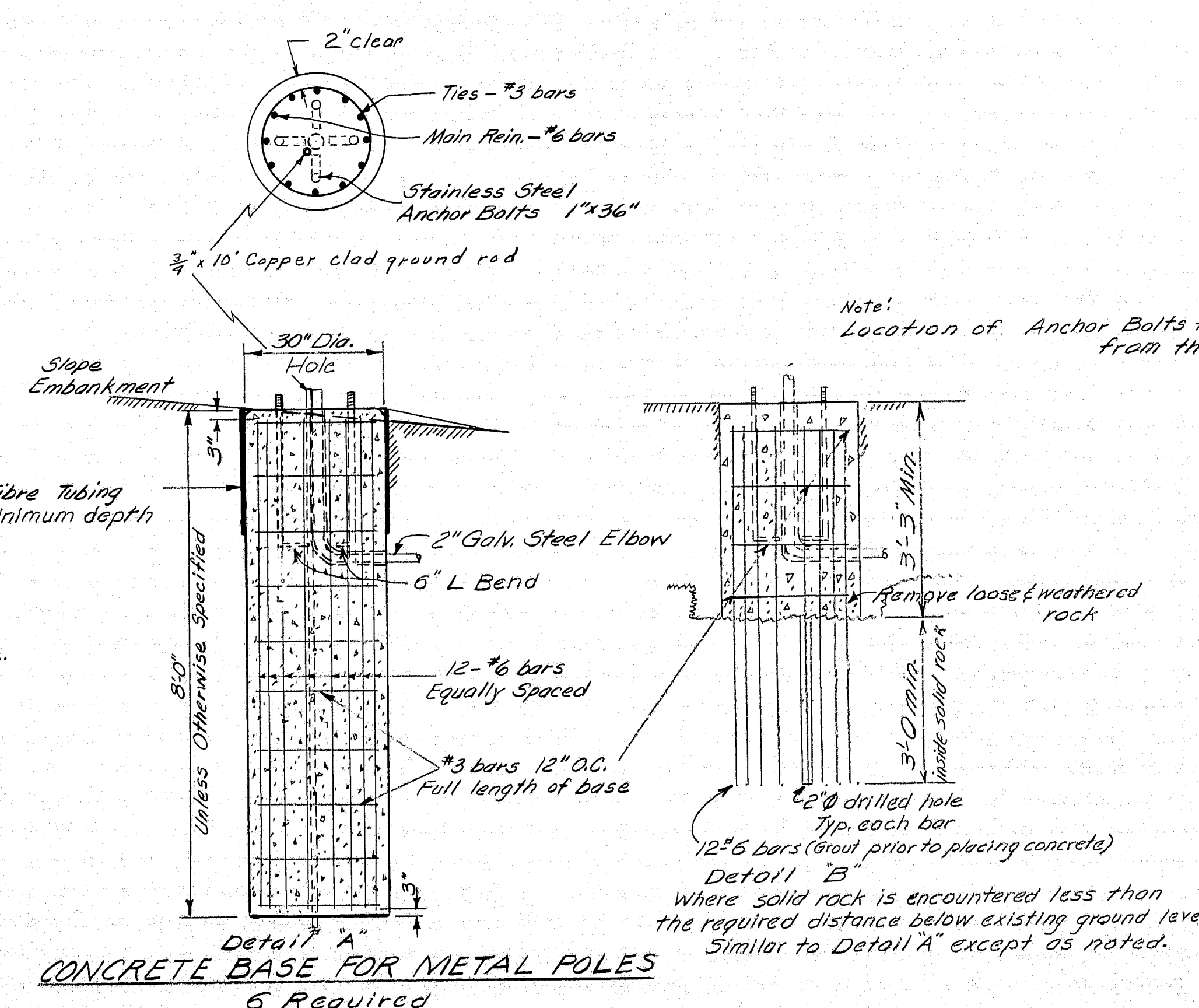
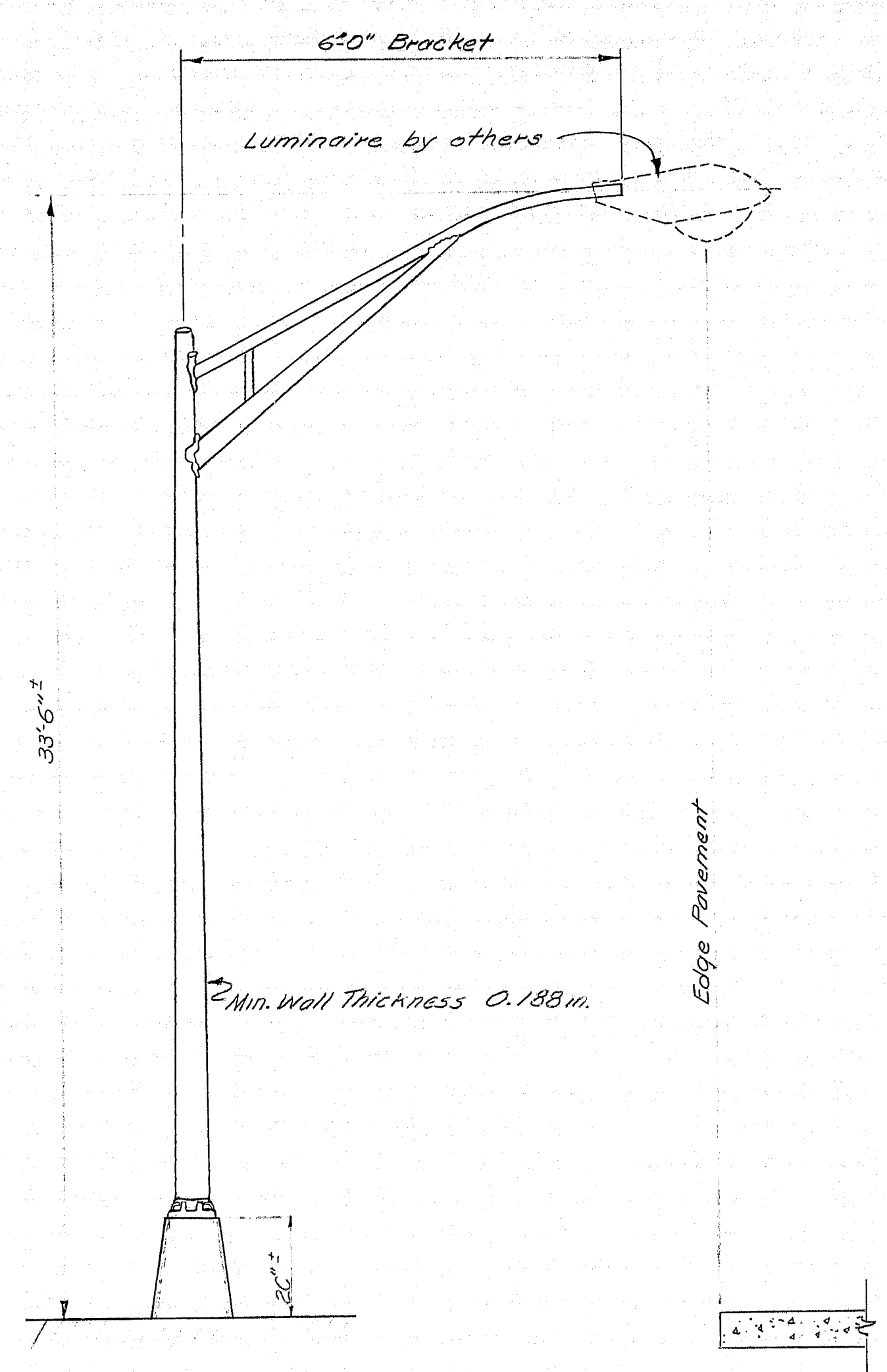
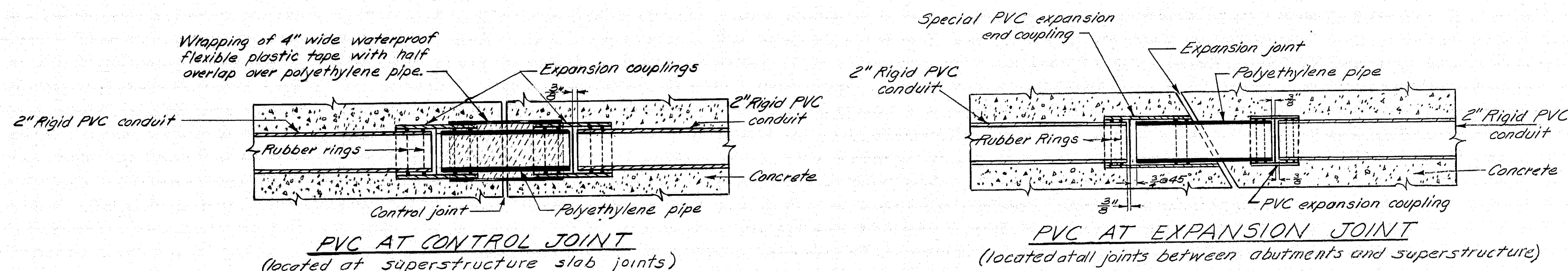
TYPICAL BUNKED SECTION



D. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	6210	7	21



S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



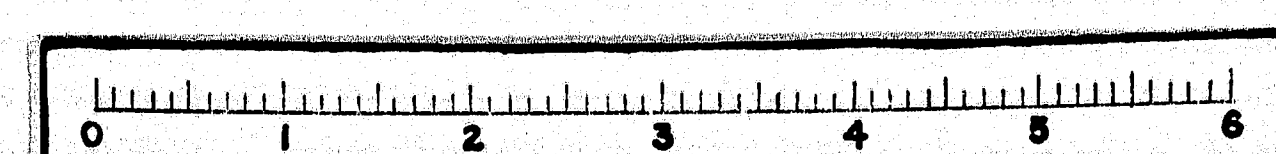
NOTE:
Hole may be augered and filled with concrete. If concrete base is formed full depth, backfill shall be thoroughly compacted.

Note:
Location of Anchor Bolts for Base to be determined from the manufacturer's template.

Where solid rock is encountered less than the required distance below existing ground level. Similar to Detail "A" except as noted.

PLANS	DESIGN-DETAILED	CHECKED	REVISIONS	FIELD CHANGES
	BY: [Signature]	DATE: [Blank]		

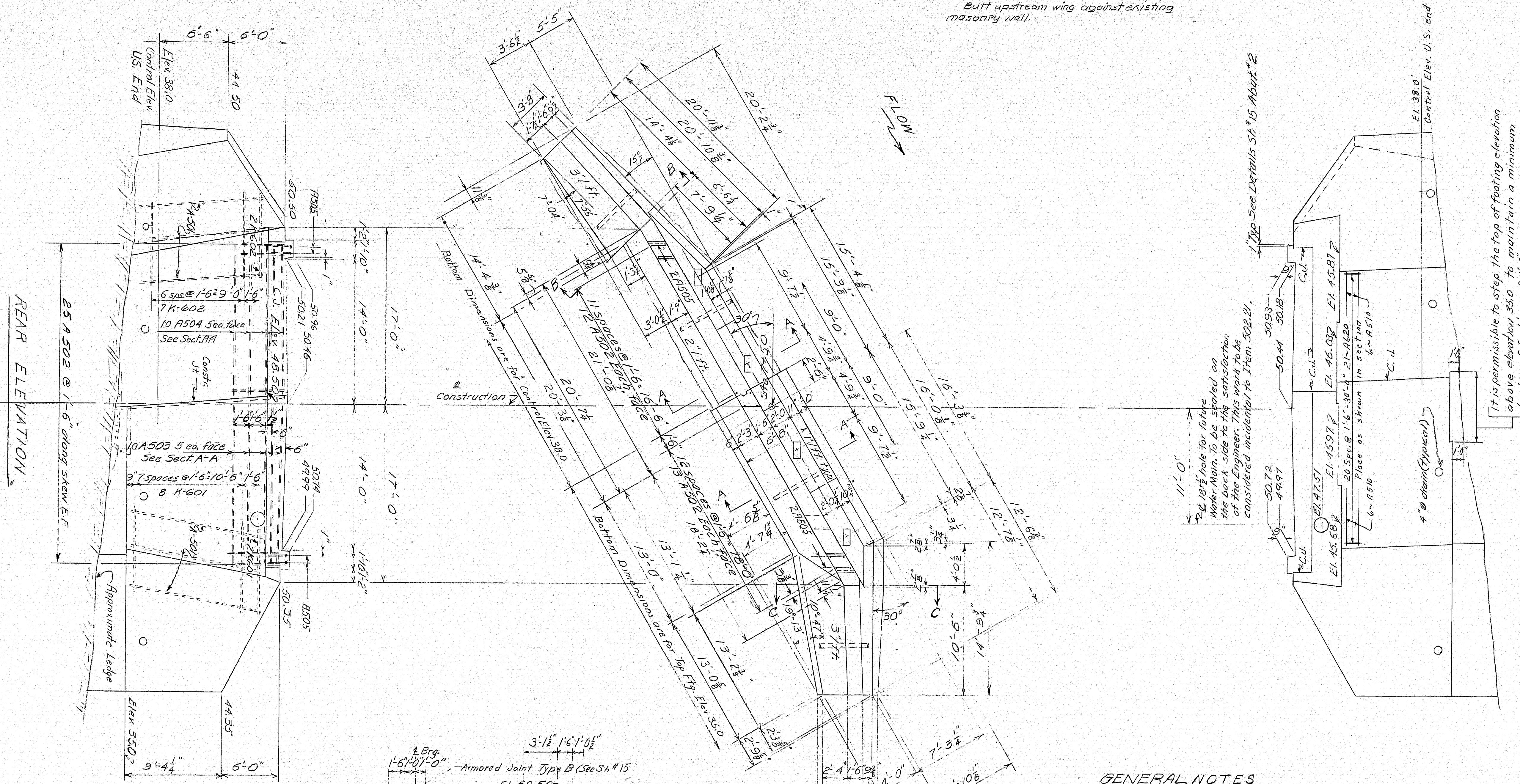
STATE HIGHWAY COMMISSION
GREAT FALLS BRIDGES
OVER
PRESUMPSCOT RIVER
IN THE TOWNS OF
GORHAM & WINDHAM
CUMBERLAND COUNTY
LIGHTING
SHEET 8 OF 21 AUGUSTA, MAINE MAY 1970



12.2-98

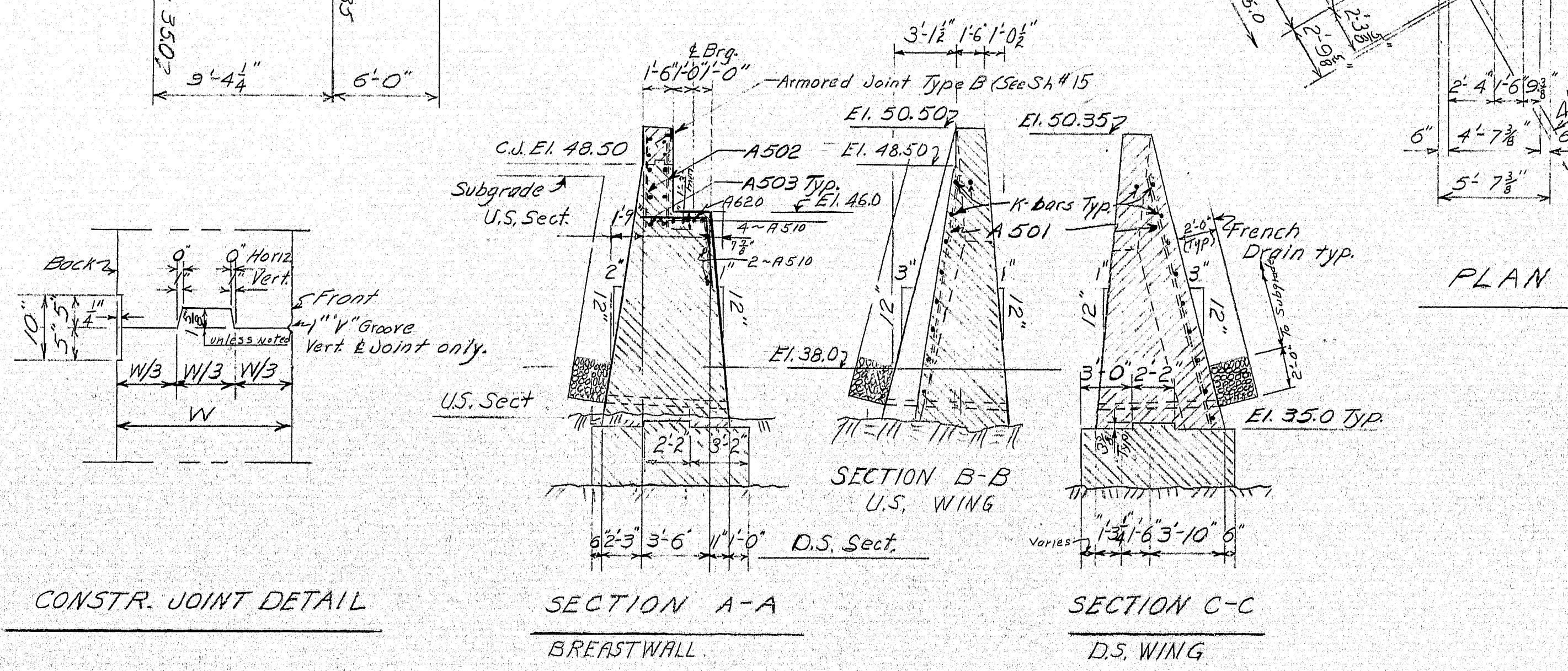
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

NOTE:
Butt upstream wing against existing
masonry wall.



GENERAL NOTES

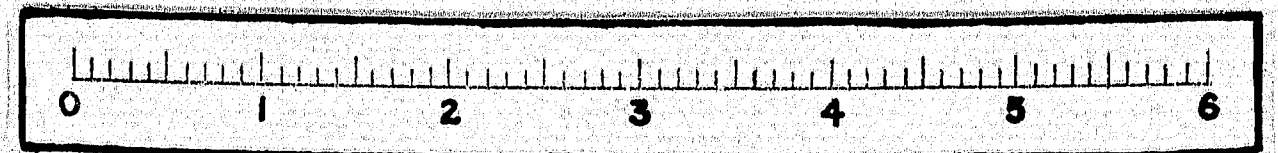
K-bars to be located as shown. Locate at 6 inches from back form and 1'-6" vertically.
Place A-501 bars as shown.
The exact location and elevation of the 4"Ø drains to be determined by the Engineer in the field.
Cover the construction joints on the back side with two layers of heavy roofing 10" wide. Coat the concrete and the back side of each layer as applied with plastic roofing cement.
Dress bearing areas of bridge seats 1" larger all around than size of plates. See note sheet BD 101-70
Chamfer all exposed edges of concrete 1/2 inch unless otherwise noted.
All reinforcing steel to have 2" of cover unless otherwise noted.
Any necessary excavation below Elev 33.0 in order to reach the ledge foundation is to be paid for at the contract unit price for Item No. 206.08 Structural Earth Excavation, Abutments and Retaining Walls.
Reinforcing steel not to extend through vertical contraction joint near center of backwall. Bars may be cut to fit where necessary.



FRONT ELEVATION

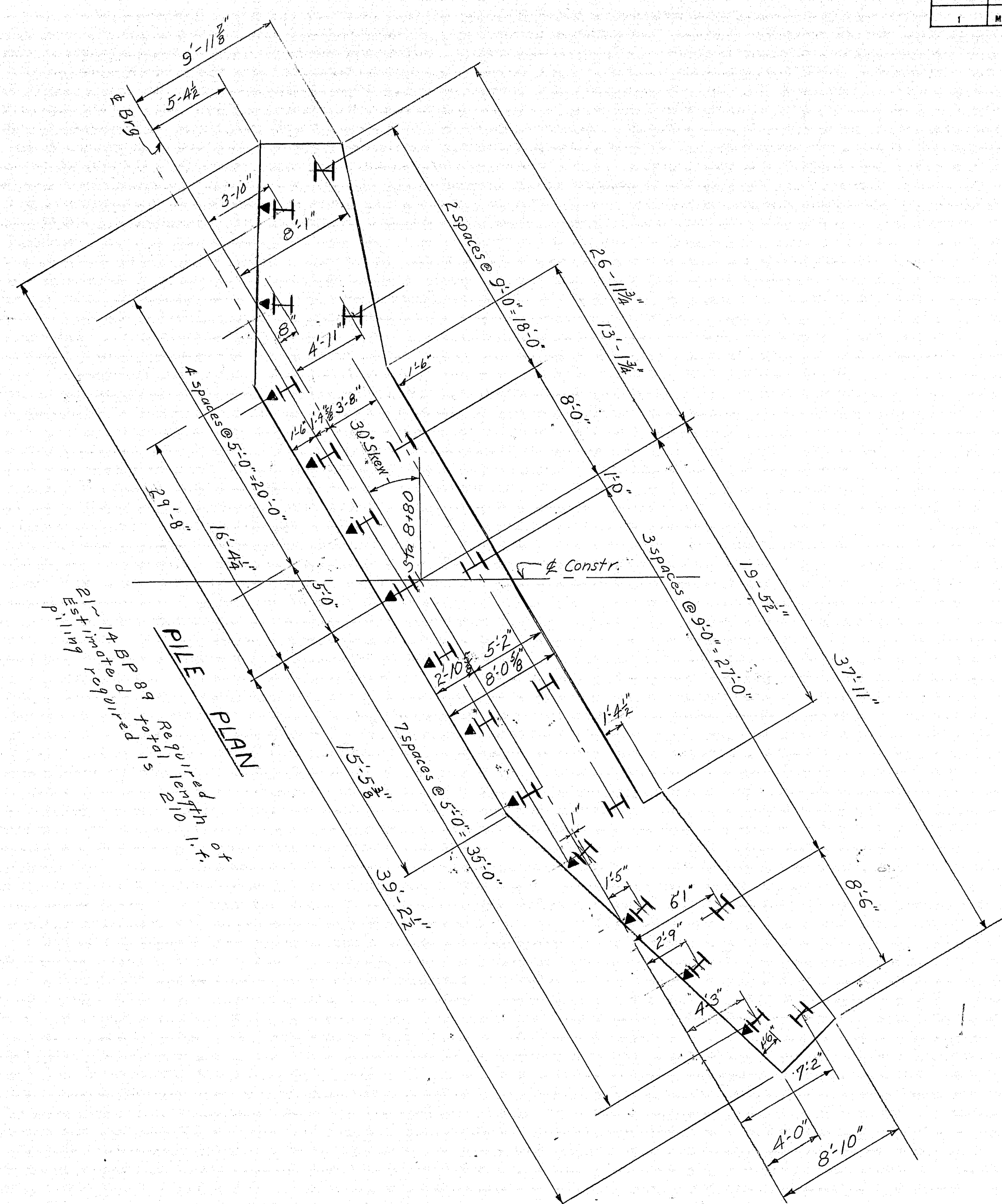
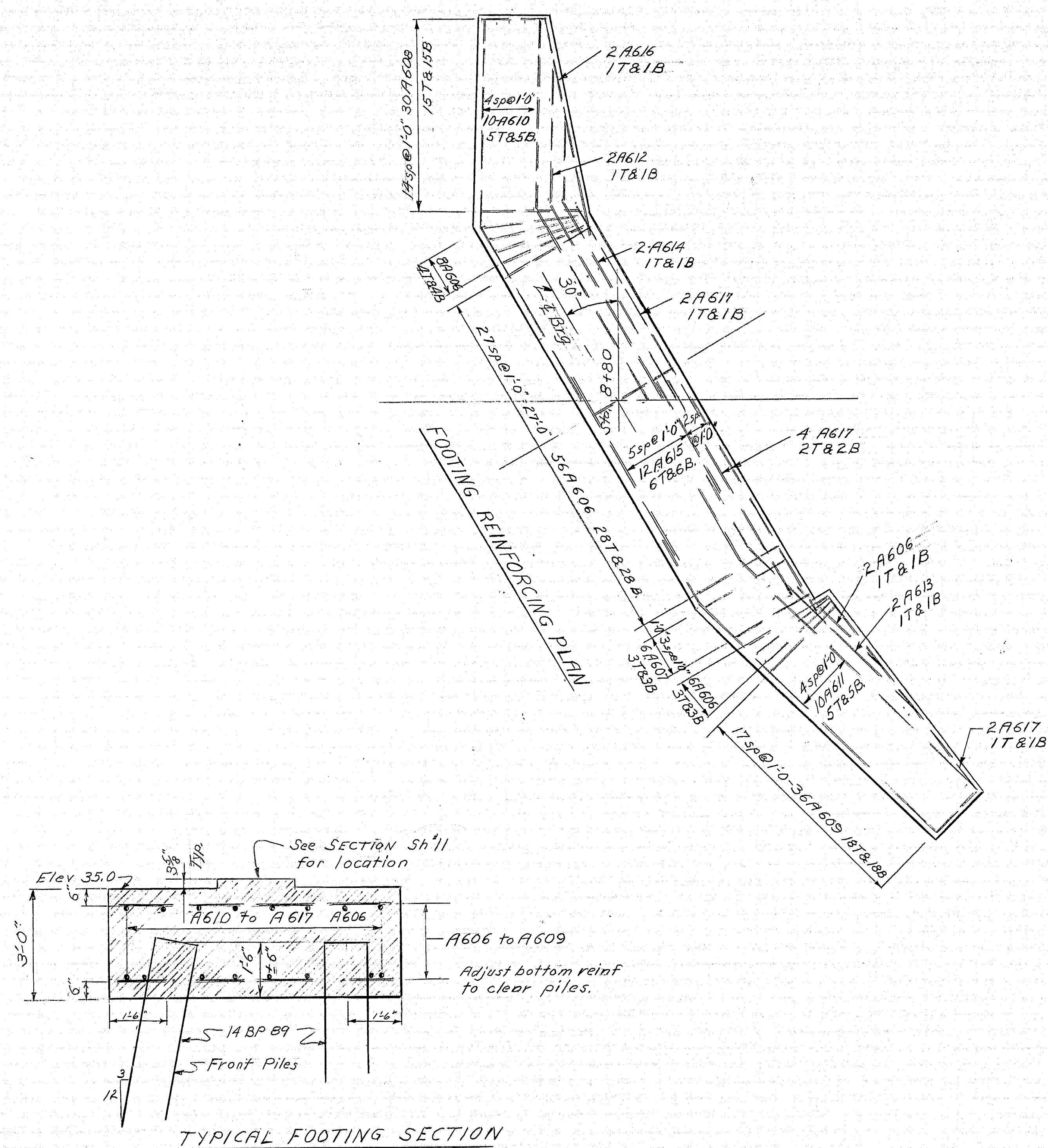
STATE HIGHWAY COMMISSION
GREAT FALLS BRIDGES
OVER
PRESUMSCOT RIVER
IN THE TOWNS OF
GORHAM & WINDHAM
CUMBERLAND COUNTY
BRIDGE NO. 1, ABUTMENT NO. 1
SHEET 9 OF 21 AUGUSTA, MAINE MAY 1970

122-99



PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY	J.C.	AMK		
DATE	3/27/70			

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



DESIGN - CHANDLER
TRACE - LIBBY
CHECK - *H.L.D. & M.M.G.*

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

GREAT FALLS BRIDGES
OVER
PRESUMPSCOT RIVER
IN THE TOWNS OF
GORHAM & WINDHAM
CUMBERLAND COUNTY

BRIDGE NO. 1, ABUTMENT NO. 2 FOOTING

SHEET 10 OF 21 AUGUSTA, MAINE MAY 1970

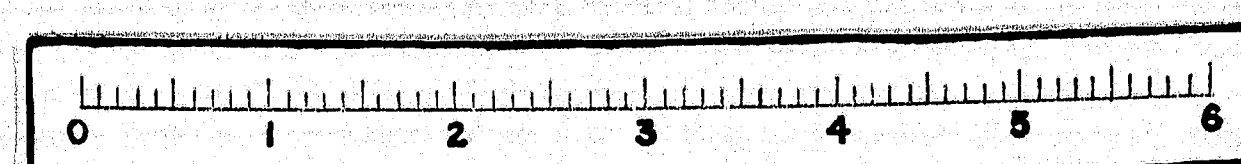
CHECK ~~11/10/11~~ ~~11/10/11~~ ~~11/10/11~~

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

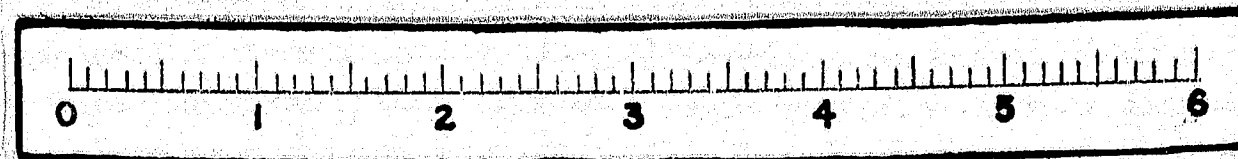
GREAT FALLS BRIDGES
OVER
PRESUMPCOT RIVER
IN THE TOWNS OF
GORHAM & WINDHAM
CUMBERLAND COUNTY

BRIDGE NO.1, ABUTMENT NO.2 FOOTING
SHEET 10 OF 21 AUGUSTA, MAINE MAY 1970

Gorham-Windham 6210 122-100



PLANS	DESIGN - DETAILED		BY	DATE
	CHECKED		J.C.	APR 2
	REVISED		C.F.	5-27-70
	FIELD CHANGES			



STATE HIGHWAY COMMISSION

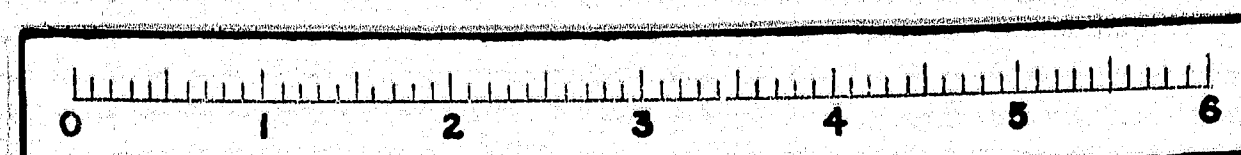
GREAT FALLS BRIDGES
OVER
PRESUMPSCOT RIVER
IN THE TOWNS OF
GORHAM & WINDHAM
CUMBERLAND COUNTY

BRIDGE NO. 1, ABUTMENT NO.2

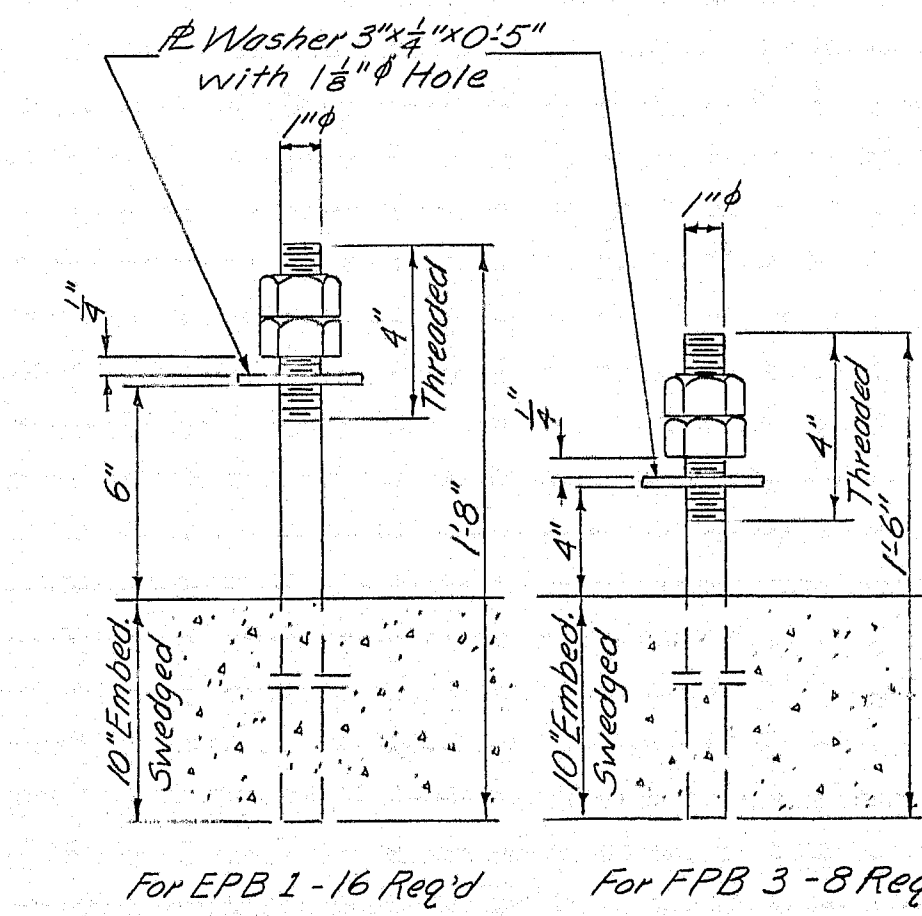
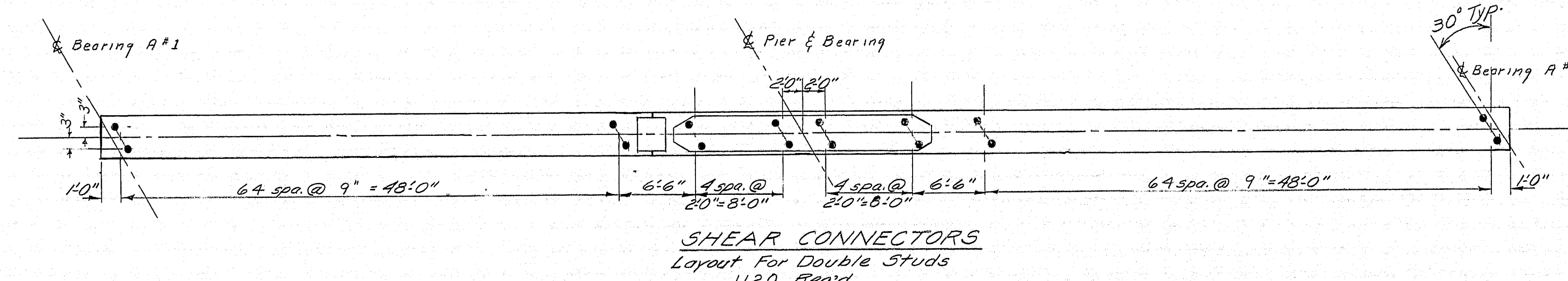
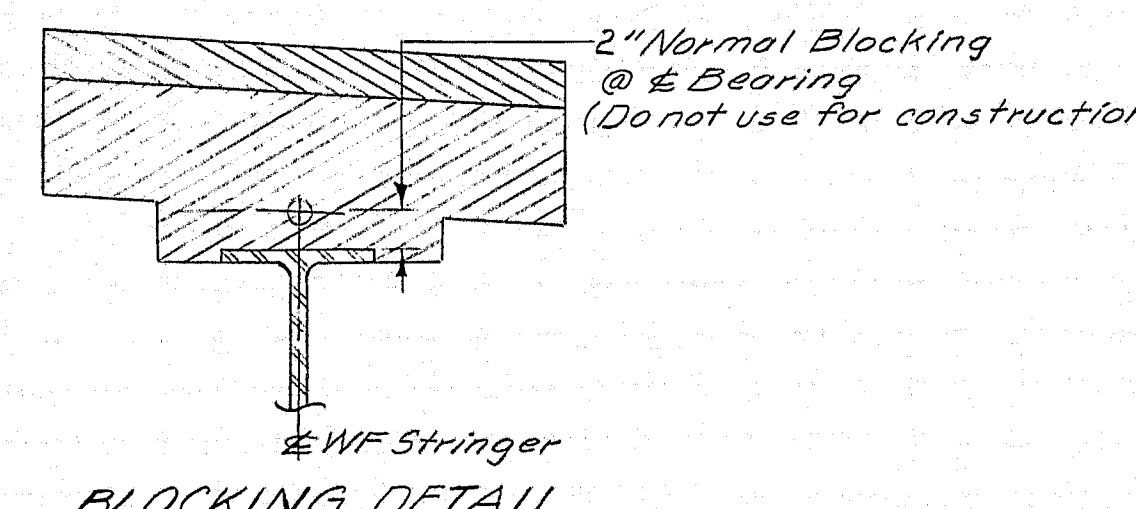
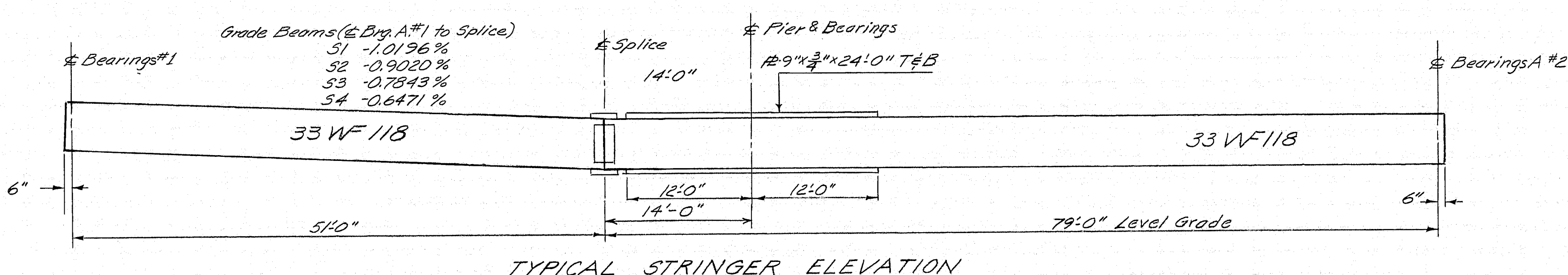
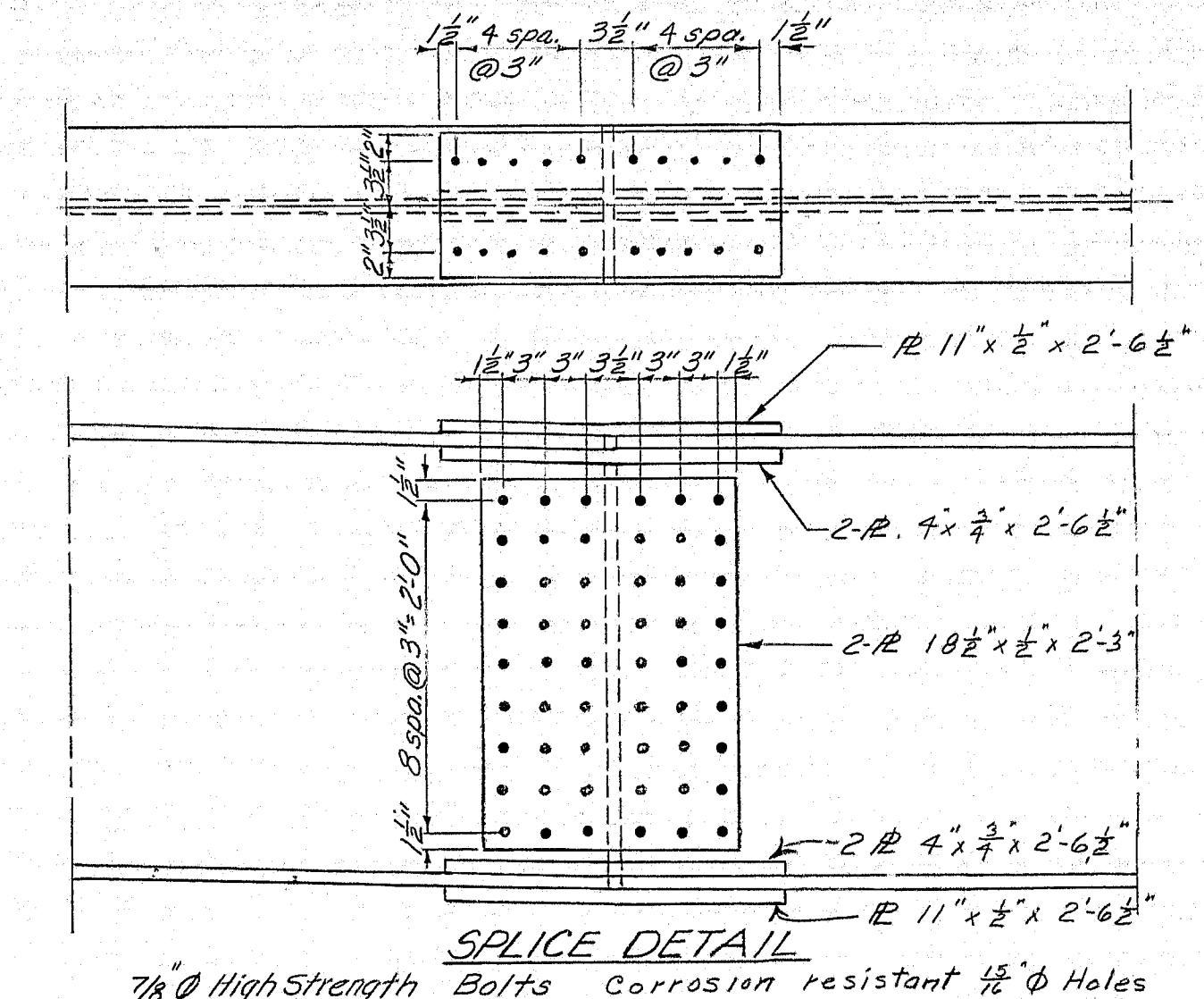
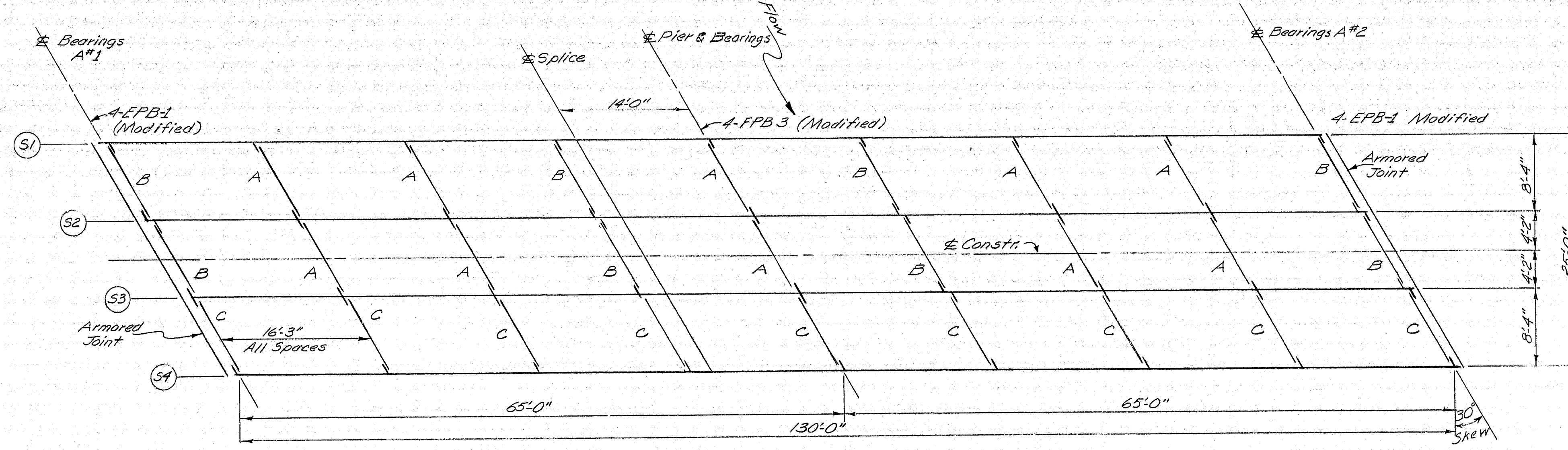
SHEET 11 OF 21 AUGUSTA, MAINE MAY 1970

SHEET 11 OF 21 AUGUSTA, MAINE MAY 1970

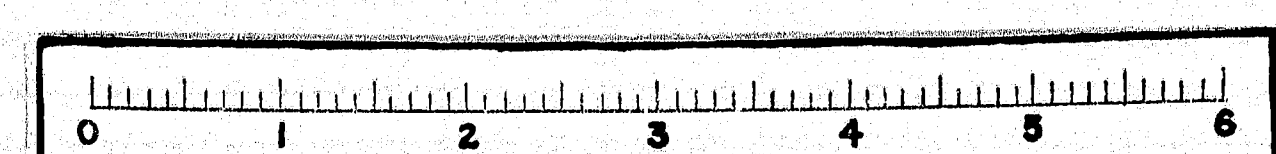
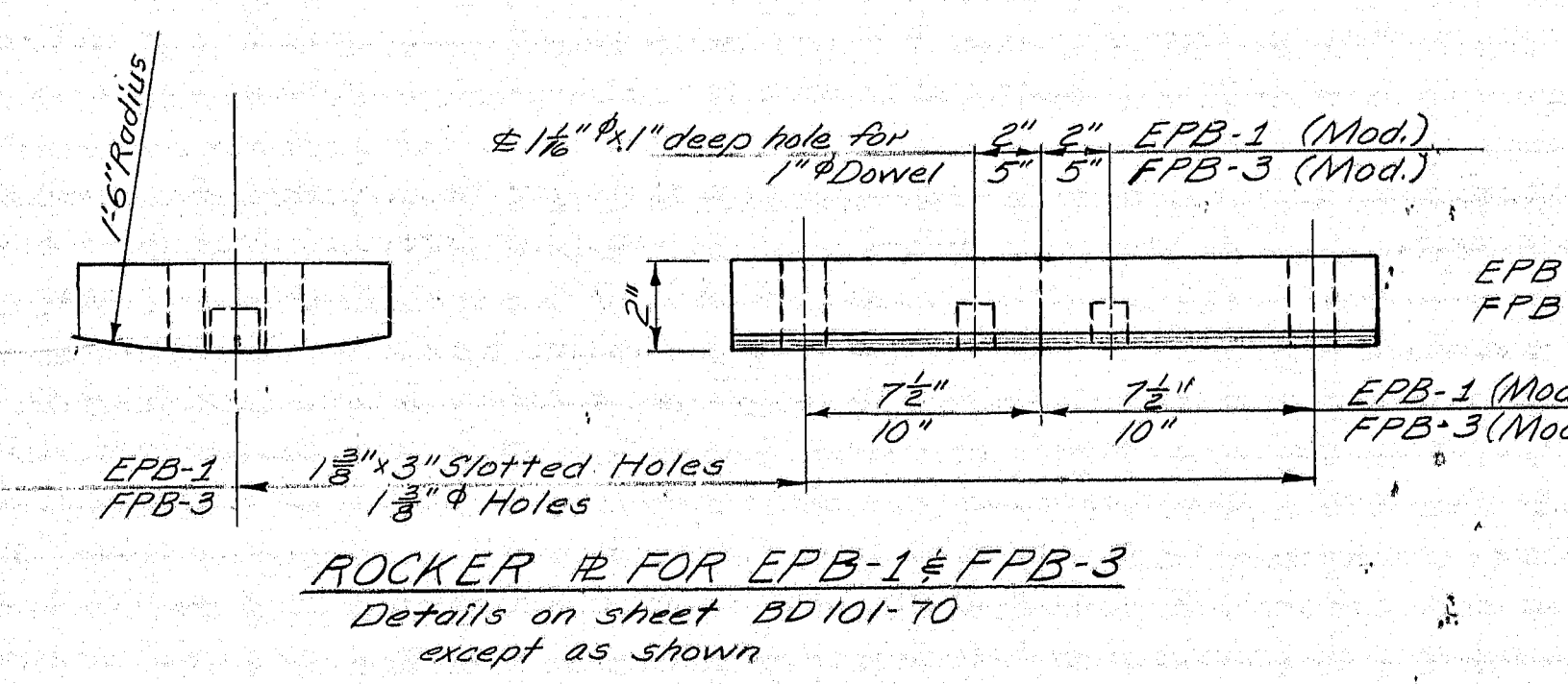
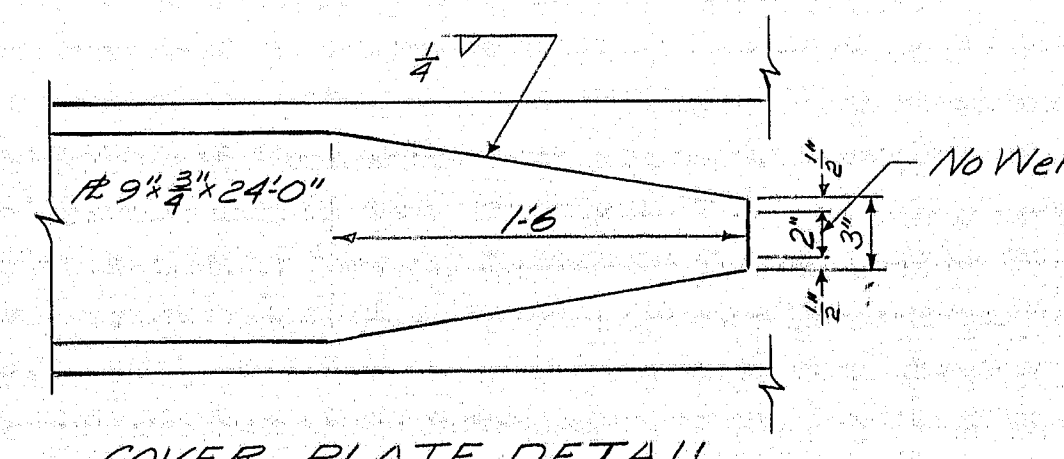
122-101



S. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



- NOTES:
1. All structural steel shall conform to ASTM A588 except as provided in the Special Provisions.
 2. No painting required.
 3. No camber is required.
 4. All dimensions are horizontal.
 5. For Diaphragms, and Shear Connectors refer to Standard Details Sheet BD 104-66.
 6. For Bearing Pedestals refer to Standard Details Sheet BD 101-70 except as shown on this sheet.
 7. For Armored Joints see sheet 15 and Standard Details Sheet BD 104-66.
 8. For Diaphragm "C" Detail see sheet 15.



PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
	BY DATE			
	AMW/PC, N.E.P.			
	H.L.J.			

STATE HIGHWAY COMMISSION

GREAT FALLS BRIDGES

OVER

PRESUMPSCOT RIVER

IN THE TOWNS OF

GORHAM & WINDHAM

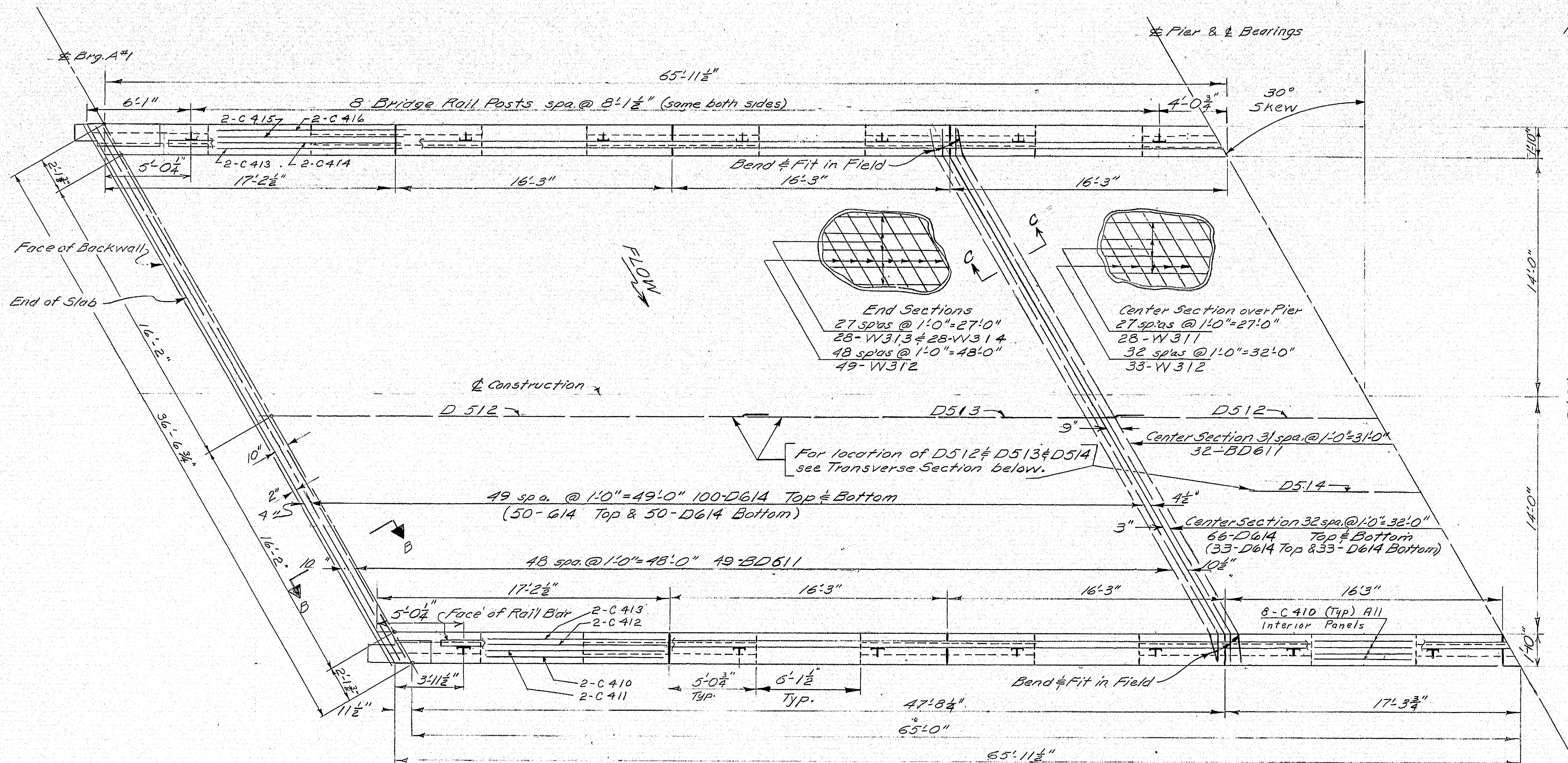
CUMBERLAND COUNTY

BRIDGE NO. 1 STRUCTURAL STEEL

SHEET 13 OF 21 AUGUSTA, MAINE MAY 1970

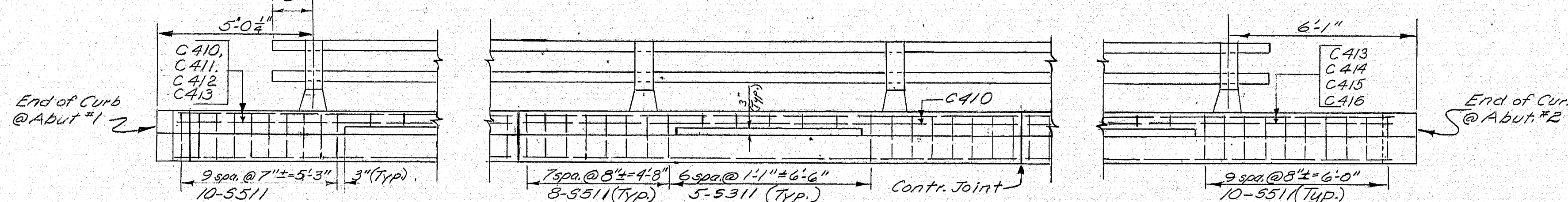
122-103

DATE	
BY	PAWEL N.E.R.
DESIGN - DETAIL	H.L.D.
CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	

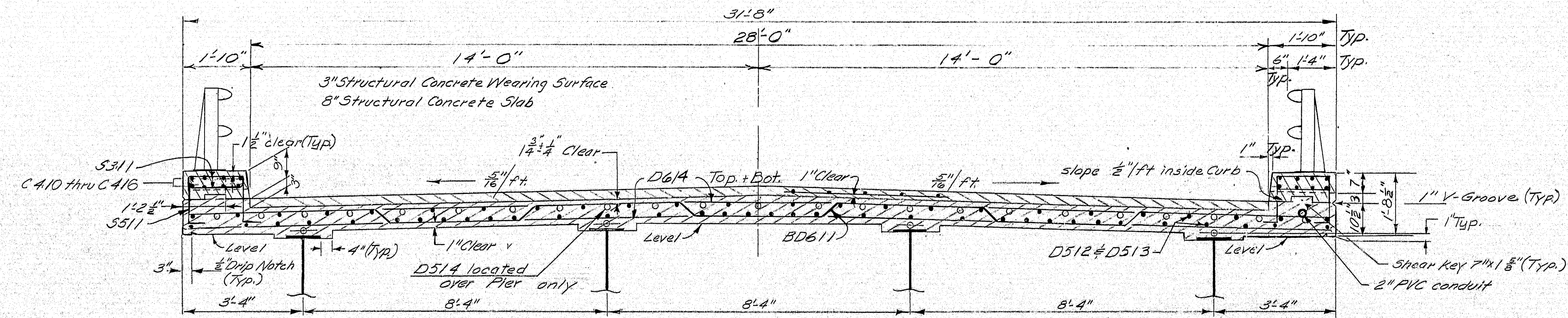


PLAN SPAN 1
Rotate 180° for span 2

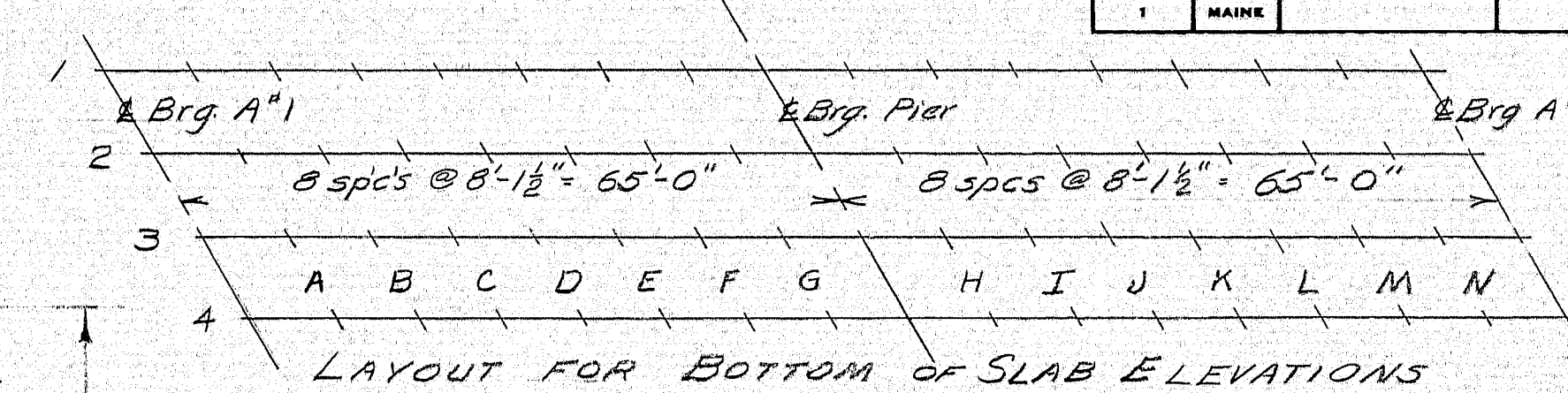
Note: Curb reinforcing steel shown below.



DOWNSTREAM ELEVATION
(stringer and end posts not shown)



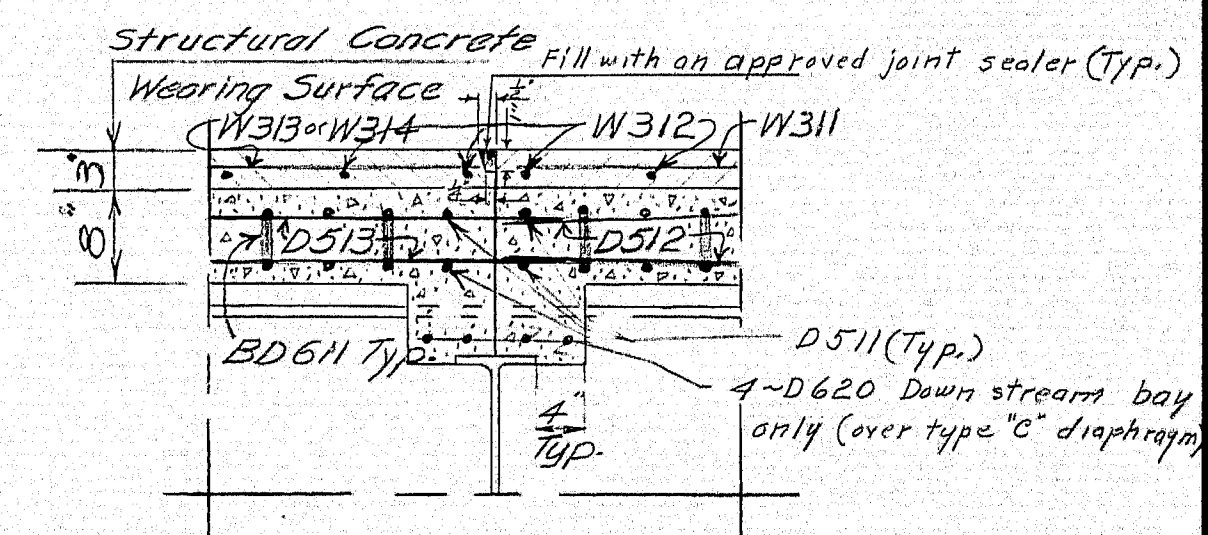
TRANSVERSE SECTION



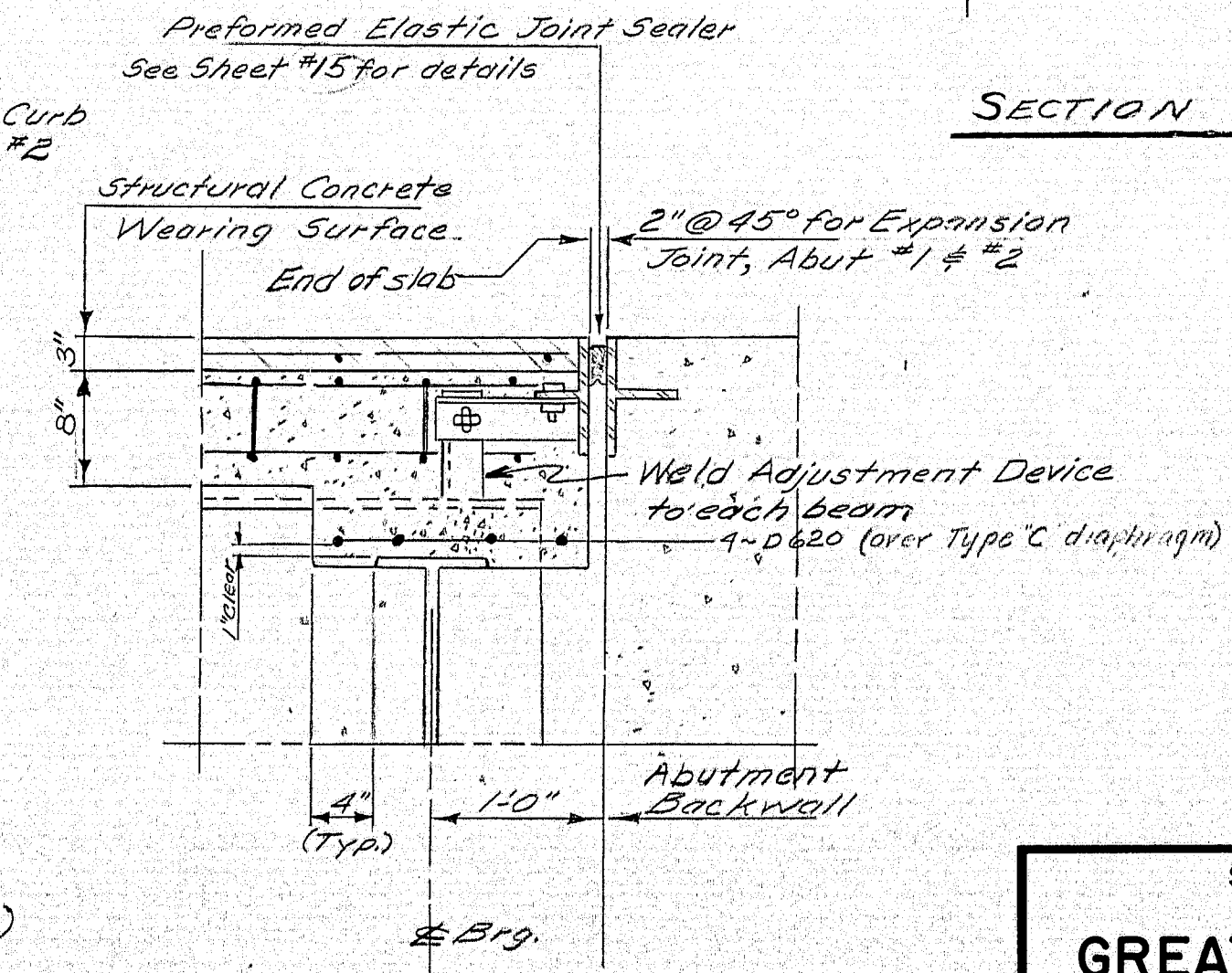
Point	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	49.26	49.20	49.13	49.06	48.99	48.91	48.84	48.79	48.81	48.83	48.83	48.82	48.79	48.76
2	49.43	49.36	49.30	49.23	49.17	49.10	49.04	48.99	48.98	49.01	49.03	49.05	49.04	49.01
3	49.37	49.31	49.25	49.20	49.14	49.08	49.03	48.99	48.97	48.98	49.01	49.03	49.04	49.01
4	49.09	49.04	48.99	48.94	48.89	48.84	48.80	48.77	48.76	48.77	48.79	48.81	48.83	48.82

GENERAL SUPERSTRUCTURE NOTES

1. Form 1" V-Grooves on the outside face of the curb and slab at each vertical joint in curb.
2. At all curb contraction joints, break the bond between concrete surfaces with a suitable grade of asphalt paint.
3. Coat the top of the Concrete Wearing Surface, the top, inside, and outside face of curbs down to the drip notch under the edge of slab and all concrete faces inside of scuppers with "Protective Coating For Concrete Surfaces" Item 515.20.
4. Place concrete in slab panel over pier last.
5. All reinforcing steel to be placed 2" clear unless otherwise noted.



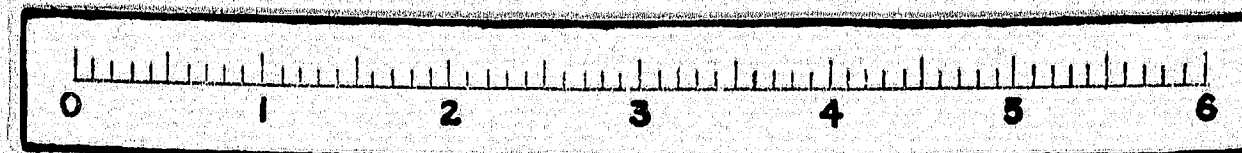
SECTION C-C

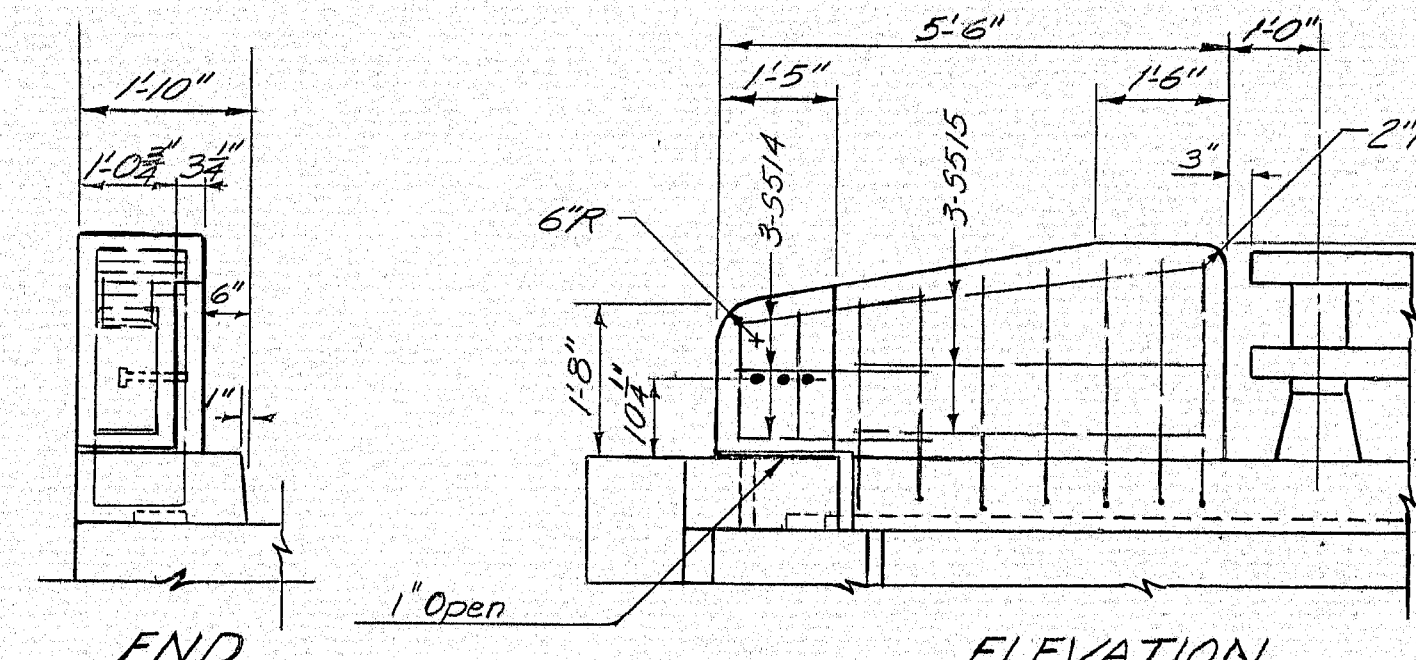
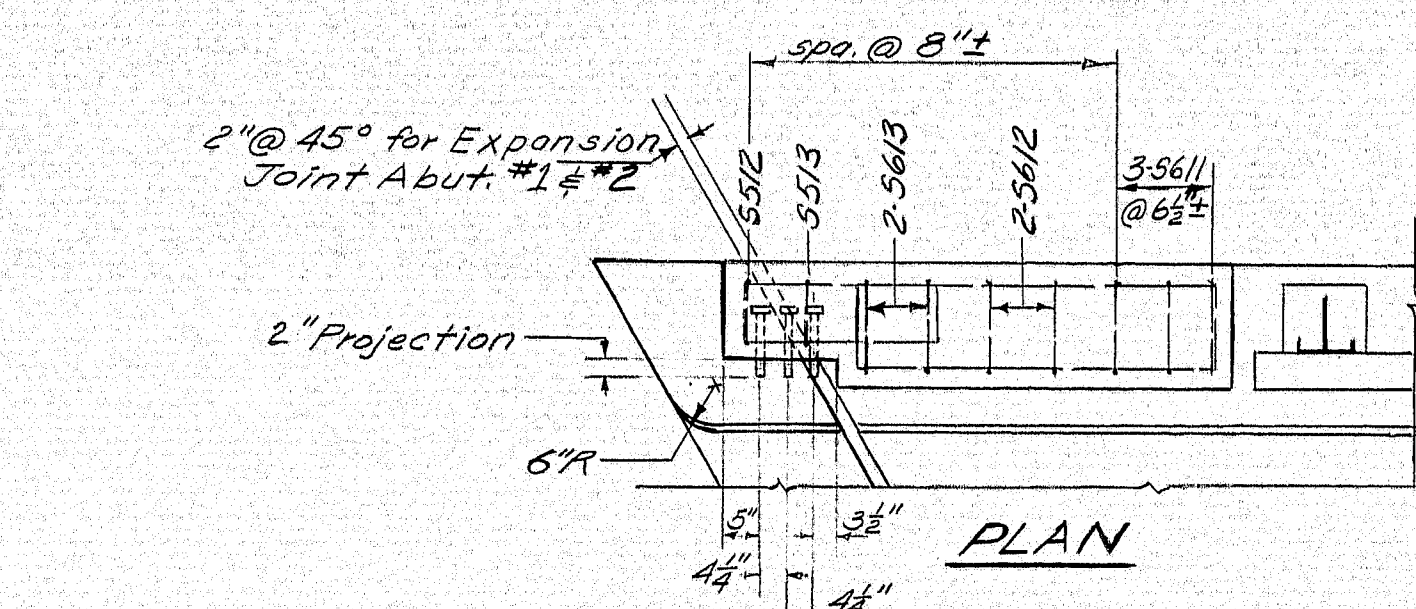


SECTION B-B

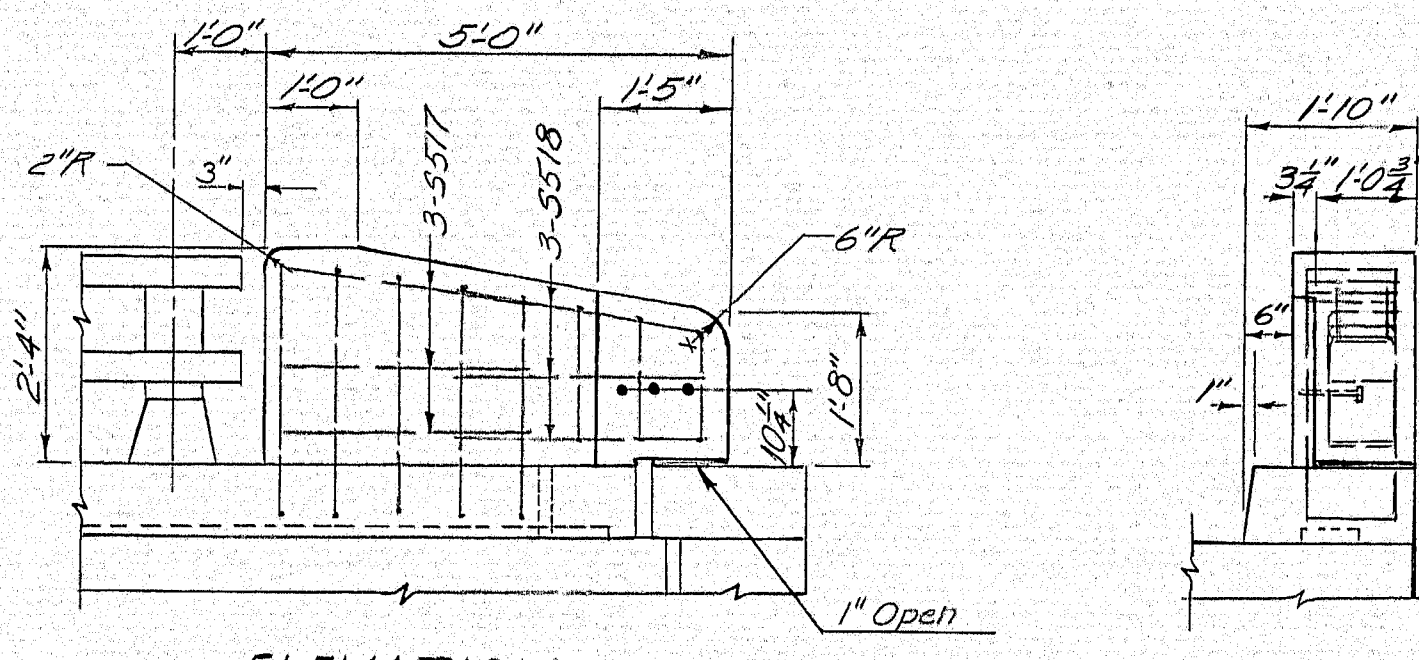
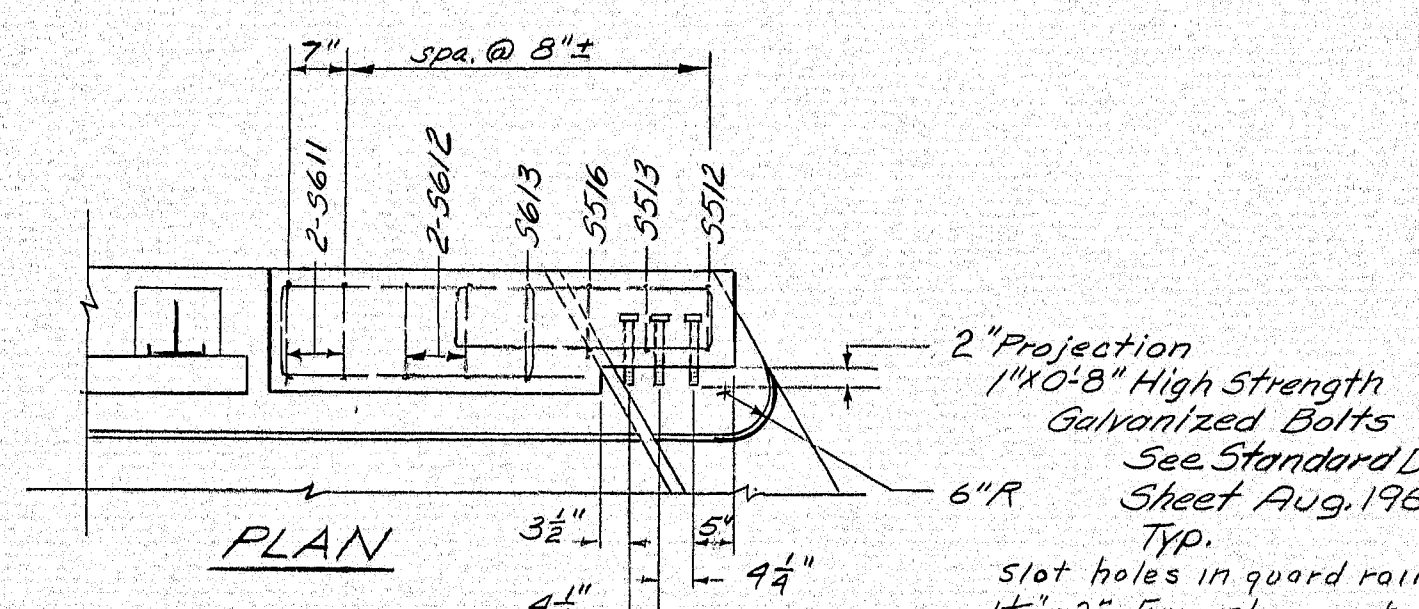
STATE HIGHWAY COMMISSION
GREAT FALLS BRIDGES
OVER
PRESUMPSOT RIVER
IN THE TOWNS OF
GORHAM & WINDHAM
CUMBERLAND COUNTY
BRIDGE NO. 1, SUPERSTRUCTURE
SHEET 14 OF 21 AUGUSTA, MAINE MAY 1970

122-104

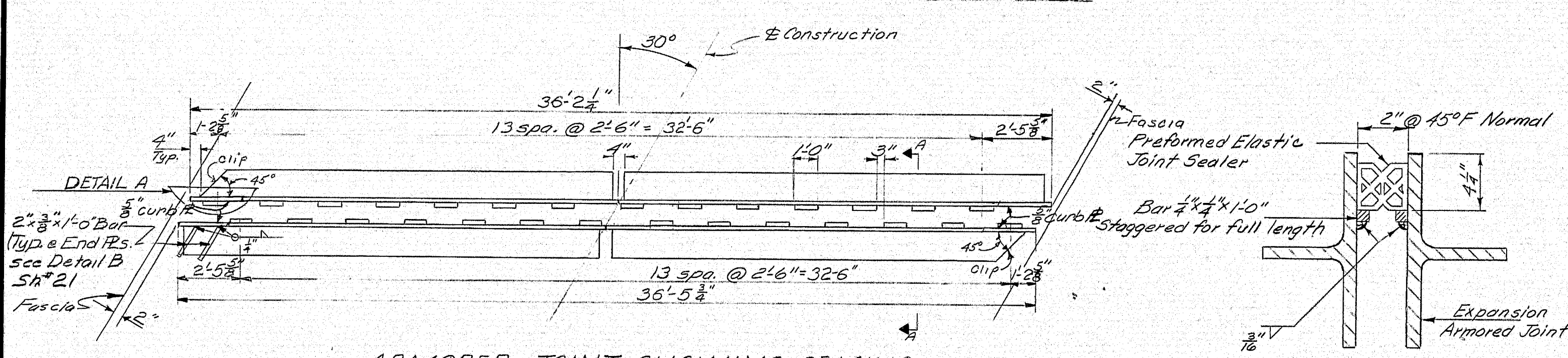




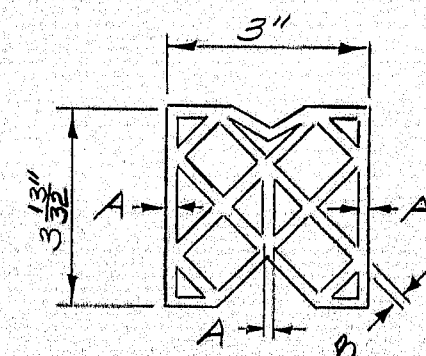
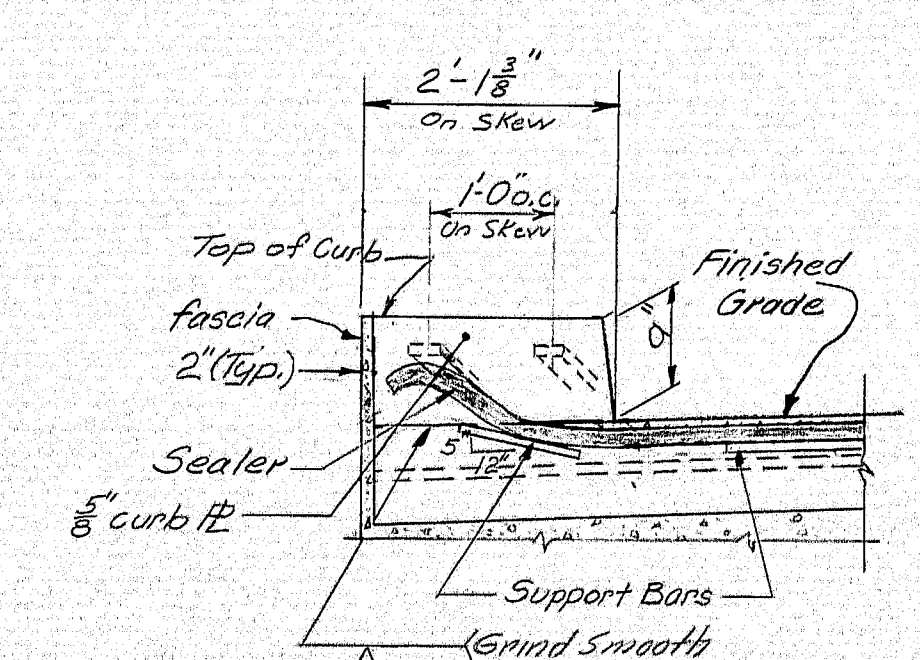
Note: Use for Lt. side @ Abut. #1 $\neq$ Rt. side @ Abut. #2
 $1\frac{1}{8} \times 2\frac{1}{2}$ " slotted holes in guard rail beams at endposts



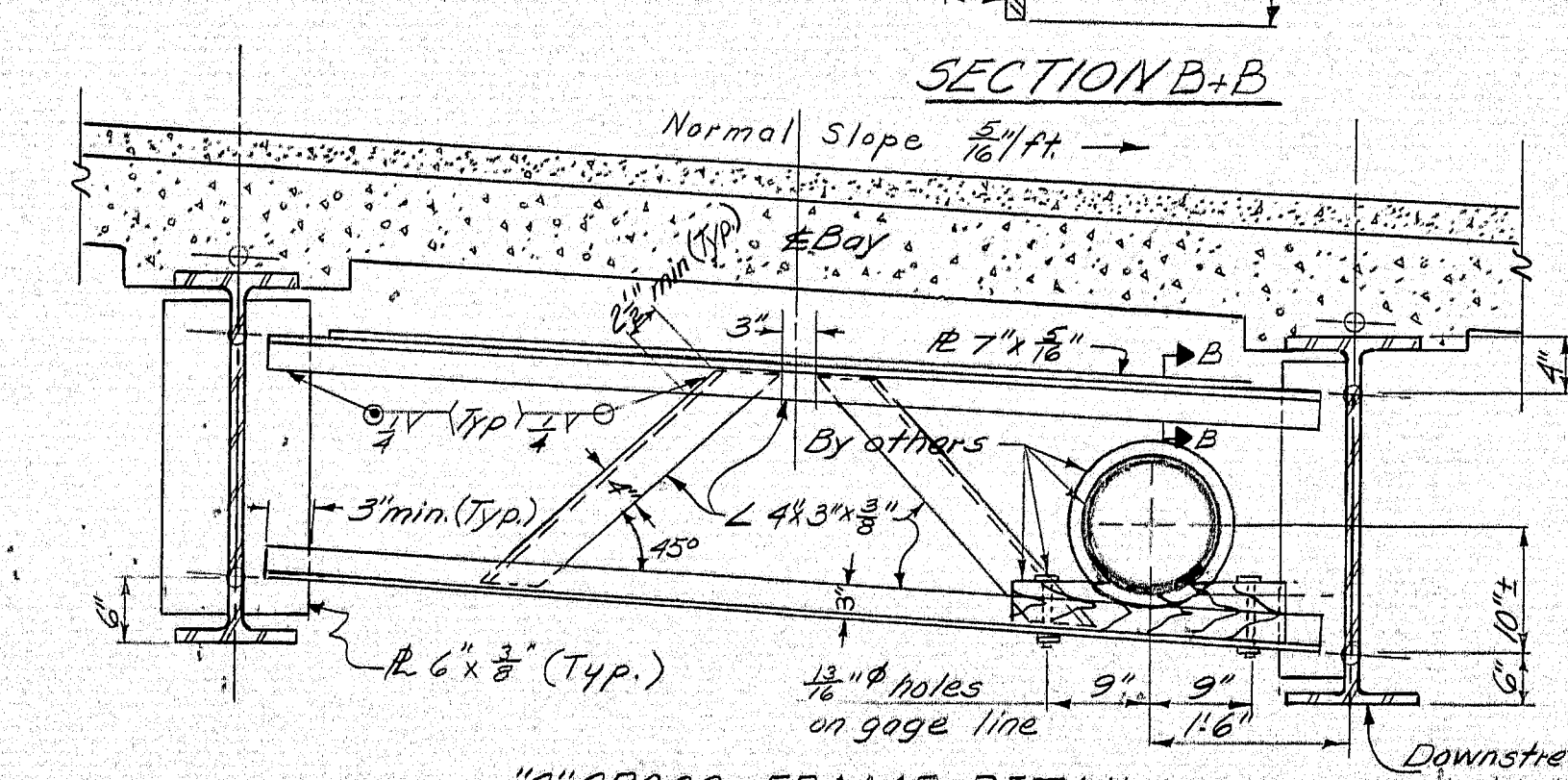
ELEVATION L
Note: Use for Lt. side @ Abut. #2 & Rt. side @ Abut. #1



OF 4 BARS
Note: For Armored Joint Detail See Standard Detail
Sheet BD 104-66 2-Type A & 2-Type B Units Required



NOTE: The configuration of the preformed elastic joint sealer may be changed from that shown in order to conform with shapes as produced by various manufacturers. However, the cross sectional dimensions, including those of the internal elements & the shell (A-B) shall be approved by the Engineer before installing the preformed elastic joint sealer.



NOTES:

"C" CROSS FRAME DETAIL

Two $\frac{1}{2}$ " holes shall be made in each cross frame (as shown) to facilitate water main installation. All connections shall be made with $\frac{1}{4}$ " all around fillet welds (except as otherwise shown). All connections shall be shop welded except connections to beam stiffener I's. Water main & water main support materials to be supplied & installed by the water company.

REINFORCING					STEEL	SCHEDULE	R. F. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
PIER					SLAB, CURB & END POSTS						
MARK	SIZE	NO.	LENGTH	LOCATION							
P511	#5	18	20'-0"	Shaft Horiz.							
P512	#5	18	17'-0"	" "							
P611	#6	50	5'-0"	Footing Dowels							
P612	#6	50	14'-9"	Shaft Vert.							
P513	#5	16	2'-6"	Bridge Seat							

[illegible]

BENT BARS				
MARK	SIZE	NO.	LENGTH	LOCATION
K601	#6	20	8'-0"	Backwall
K602	#6	20	8'-0"	Backwall
A610		10	30'-0"	Bend In on 3 1/2" S sets of 2, Ftg Ab 6"
A611		10	30'-0"	do do 2", do do
A612		2	27'-0"	1 Set of 2, Ftg Ab #2
A613		2	22'-6"	do do
A614	#6	2	25'-0"	do do
A505	#5	8	5'-0"	Curbs, Both Abuts.
A620	#6	22	2'-0"	2 1/2" S +

Model	Size	Length	Bridge Seats
STRAIGHT BARS			
A501	#5	12	12'-6" Vert. Backwall with K Bars
A502	↑	100	5'-6" Vert. Backwall
A503	↑	20	22'-9" Horiz. Backwall
A504	#5	20	14'-0" Horiz. Backwall
A510	#5	24	16'-8" Bridge Seats
A606	#6	72	7'-6" Ftg. Ab ²
A607	↑	6	6'-9" to 7'-4" Length 1 Incr 3" 3 Sets of 2, Ftg Ab ²
A608		30	4'-10" to 7'-9" do do 2 1/2" 15 do, do
A609		36	4'-6" to 7'-0" do do 1 3/4" 18 do, do
A615		12	10'-0" to 14'-0" do do 8" 6 do, do
A616	↑	2	16'-0" Ftg Ab ²
A617	#6	8	18'-0" do

B. P. N. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

SCHEDULE

SLAB , CURB & END POSTS

Not more than 36'.2"

BD611

S511

S311

Dimensions are to $\pm$ of bars

BENT BARS

MARK	SIZE	NO.	LENGTH	LOCATION
5311	#3	80	3'-6"	Curb
5511	#5	264	5'-0"	Curb
5512	†	4	4'-6"	End Post
5513		4	4'-9"	" "
5514		6	6'-3"	" "
5515		6	9'-0"	" "
5516		2	5'-0"	" "
5517	†	6	7'-10"	" "
5518	#5	6	7'-3"	" "
5611	#6	10	7'-11"	End Post
5612	#6	8	7'-9"	" "
5613	#6	6	7'-2"	" "

B6 011	#6	130	37'-2"	Super Slob - transverse
STRAIGHT BARS				
W311	#3	28	32'-0"	Wrg. Surf.-long.
W312	#3	131	32'-0"	" " - transverse
W313	#3	56	30'-0"	" " - long.
W314	#3	56	20'-6"	" " - long.
C410	#4	100	15'-10"	Curb longitudinal
C411	#4	4	16'-2"	Curb - longitudinal
C412	#4	4	16'-6"	" "
C413	#4	8	16'-10"	" "
C414	#4	4	17'-2"	" "
D614	#6	266	36'-2"	Deck - transverse
D512	#5	174	30'-0"	Deck - longitudinal
D513	#5	116	23'-6"	" "
D514	#5	23	20'-4"	" " over Pier
C415	#4	4	17'-6"	Curb longitudinal
C416	#4	4	17'-10"	" "
D620	#6	16	9'-4"	Slob ends of Type "C" Dioph.

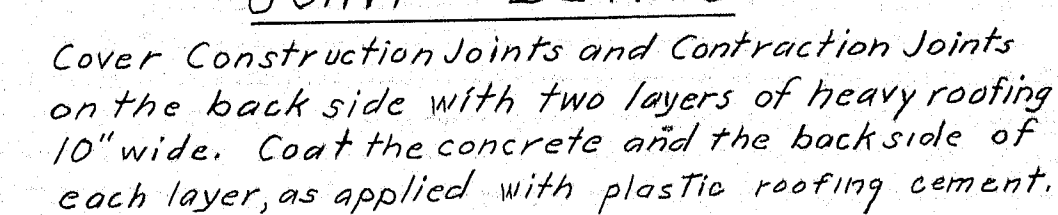
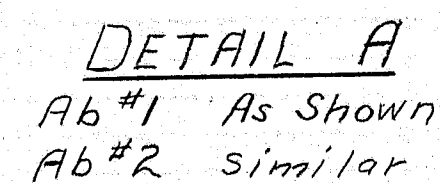
STATE HIGHWAY COMMISSION

GREAT FALLS BRIDGES
OVER
PRESUMPSCOT RIVER
IN THE TOWNS OF
GORHAM & WINDHAM
CUMBERLAND COUNTY

BRIDGE NO. 1, DETAILS & REINFORCING STEEL

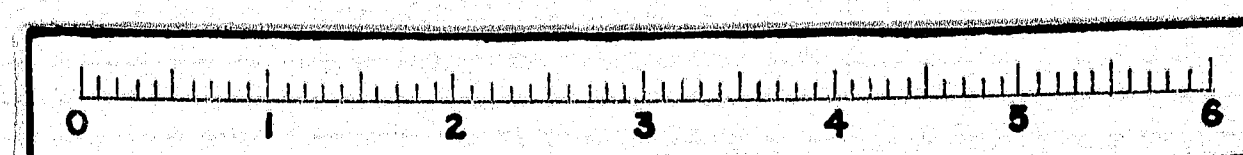
SHEET 5 OF 21 AUGUSTA, MAINE MAY 1970

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	J.C. P.J.L.	
	REVISIONS	H.L.M.	
	FIELD CHANGES		

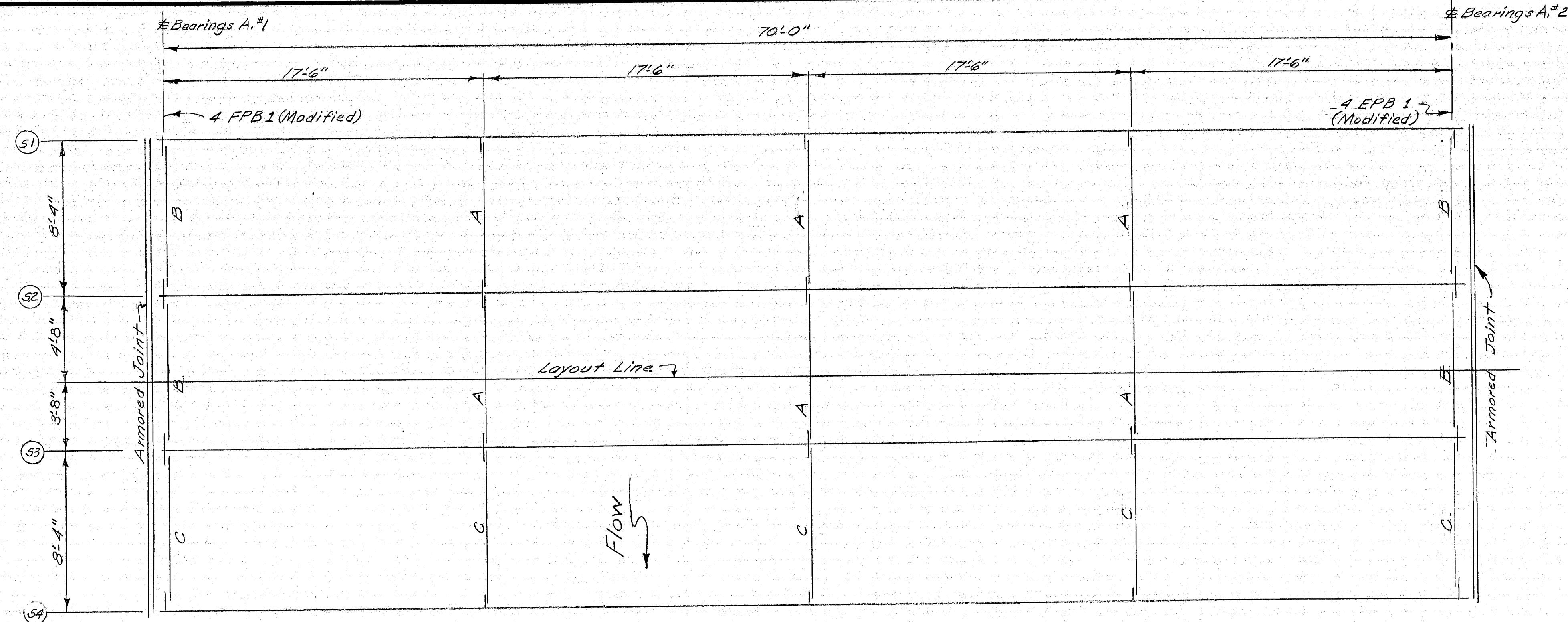


SHEET 18 OF 21 AUGUSTA, MAINE MAY 1970

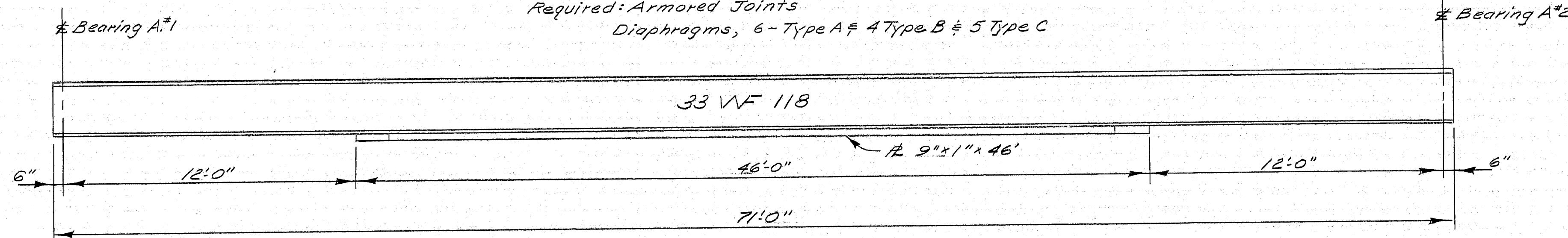
122-108



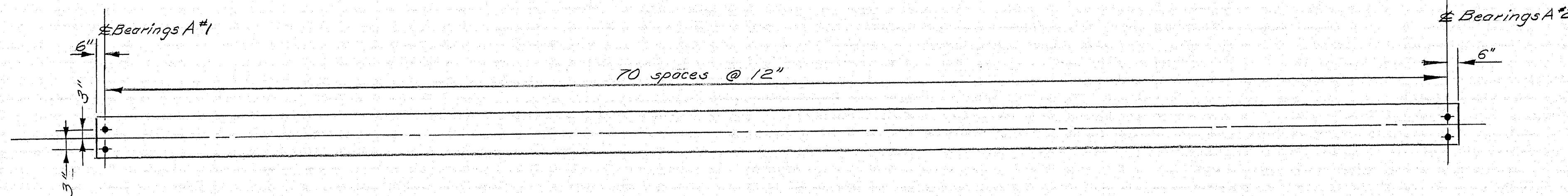
				BY	DATE
		DESIGN - DETAILED	J.C.	N.E.P.	
		CHECKED		H.L.D.	
		REVISIONS			
		FIELD CHANGES			
PLANS					



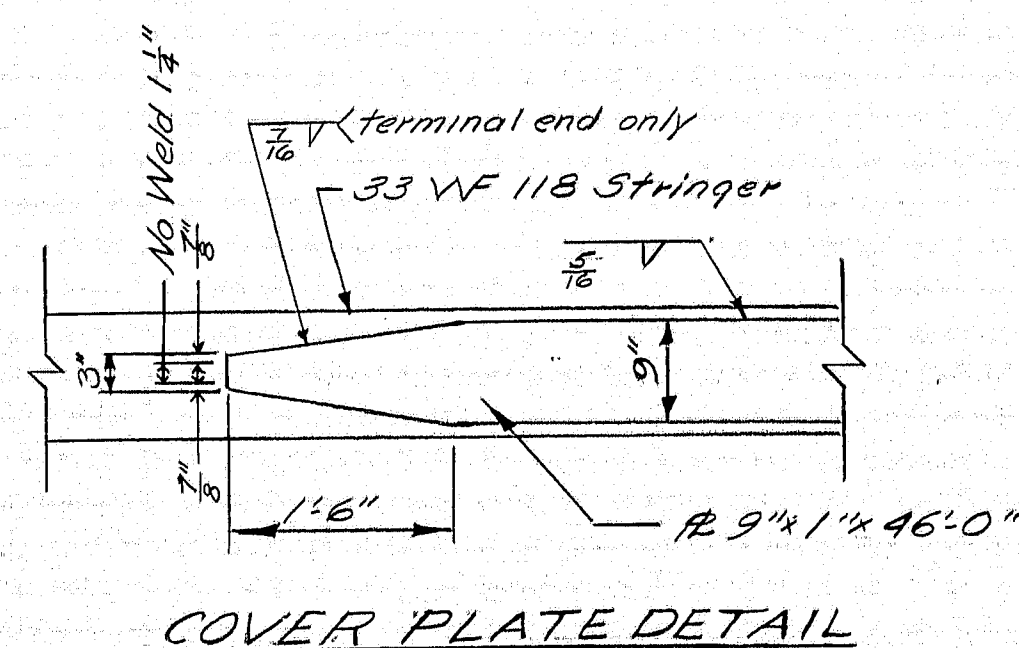
FRAMING PLAN
Required: Armored Joints
Diaphragms, 6 - Type A & 4 Type B & 5 Type C



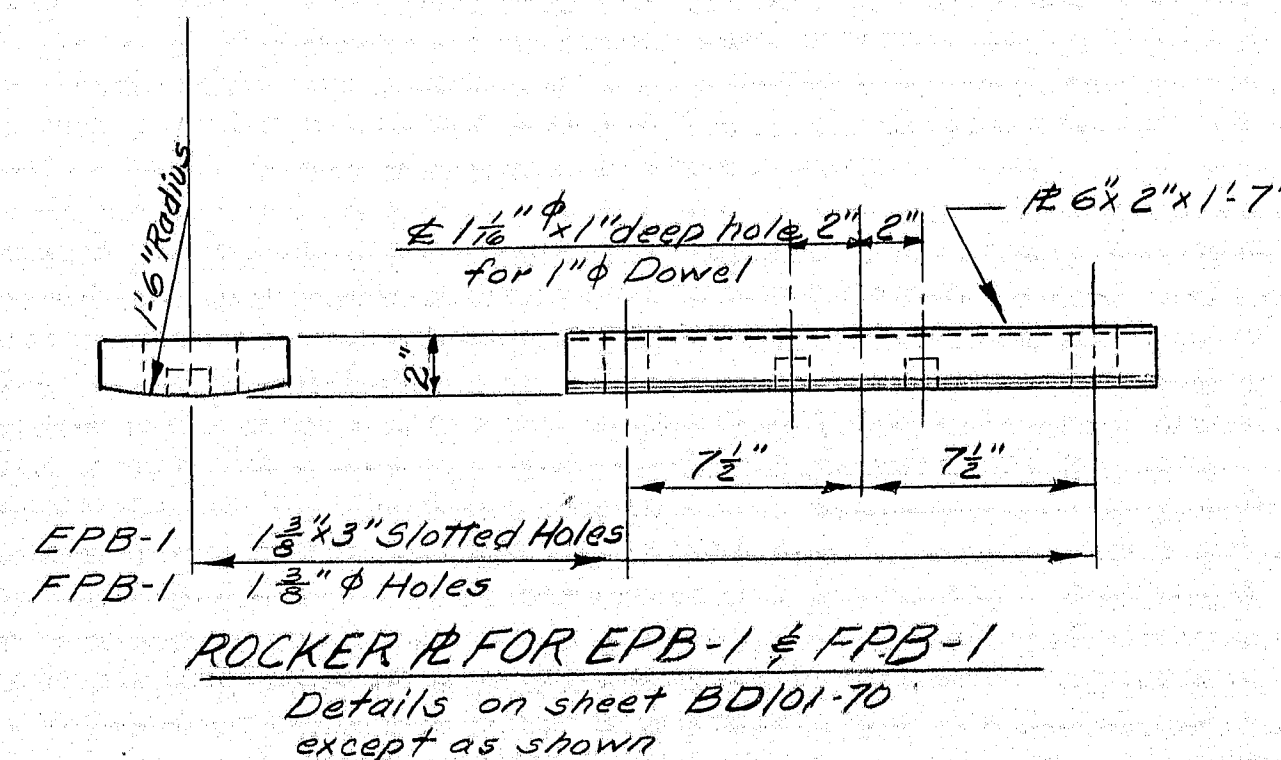
TYPICAL STRINGER ELEVATION



SHEAR CONNECTORS
Layout For Double Studs
568 Req'd



COVER PLATE DETAIL



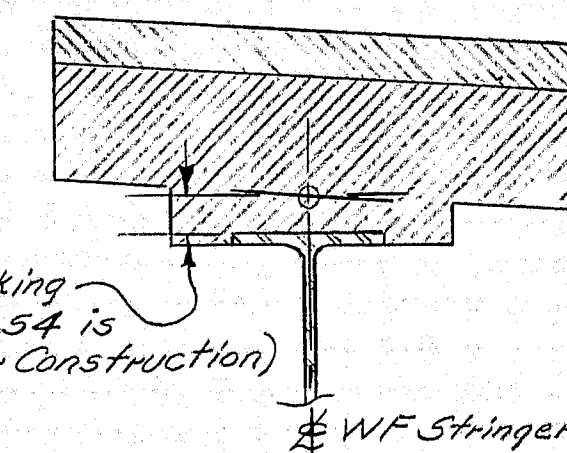
ROCKER FOR EPB-1 & FPB-1
Details on sheet BD101-70 except as shown

Point #1	Point #2	Point #3	Point #4	Point #5	Point #6	Point #7	Point #8	Point #9	Point #10
8'-4"	8'-4"	8'-4"	8'-4"	8'-4"	8'-4"	8'-4"	8'-4"	8'-4"	8'-4"

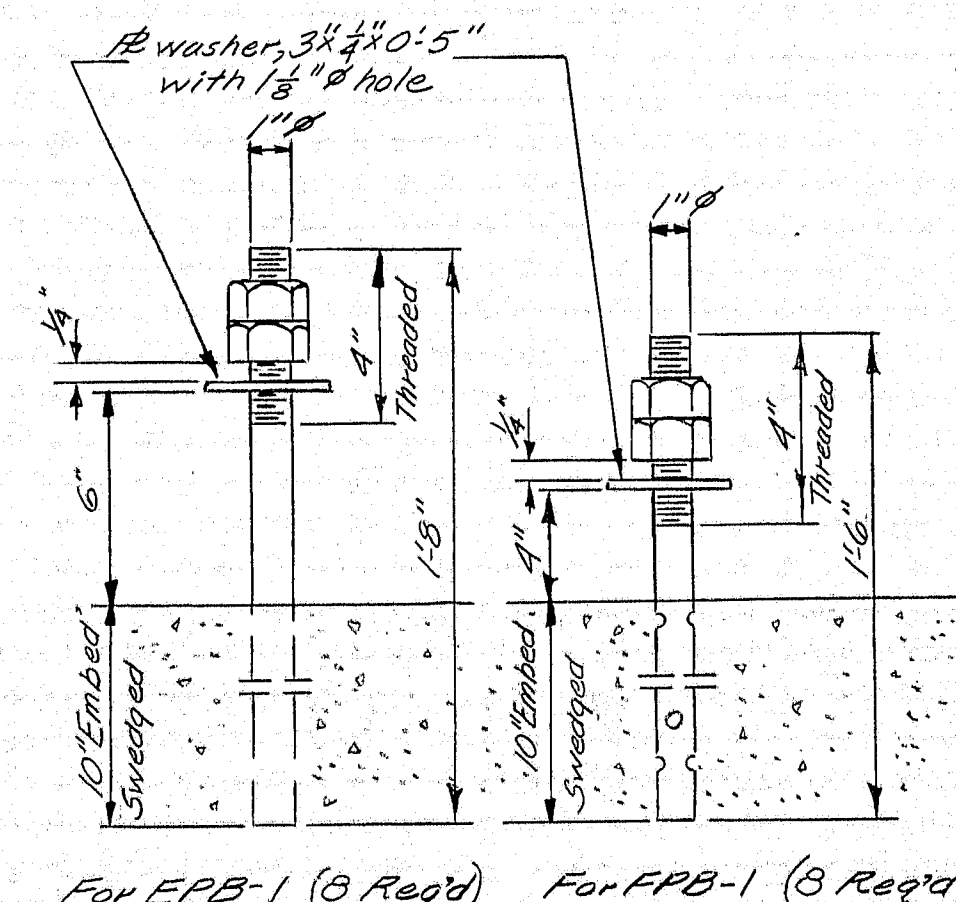
LAYOUT FOR BOTTOM OF SLAB ELEVATIONS

Point	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
51	49.30	49.60	49.68	49.75	49.80	49.85	49.88	49.90	49.91	49.90
52	49.24	49.31	49.36	49.40	49.43	49.45	49.46	49.45	49.44	49.37
53	49.18	49.02	49.05	49.06	49.07	49.06	49.04	49.01	48.97	48.92
54	48.73	48.74	48.74	48.73	48.70	48.67	48.63	48.57	48.50	48.42
Dim A	1'-6"	7'-6"	7'-6"	7'-6"	7'-6"	7'-6"	7'-6"	7'-6"	7'-6"	7'-6"
Dim B	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"

Note: Bottom of slab elevations are adjusted to compensate for concrete (fluid & superimposed) dead load deflections; use in conformance with Sub-section 502.10(a).



BLOCKING DETAIL

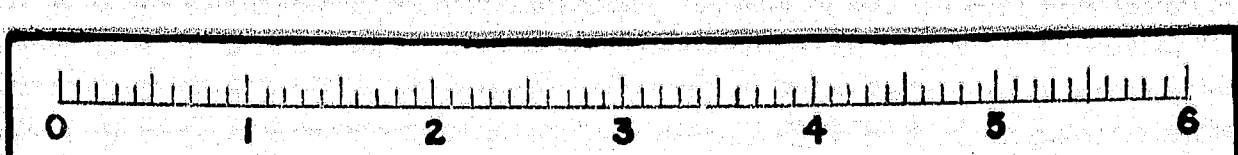


ANCHOR BOLT DETAIL

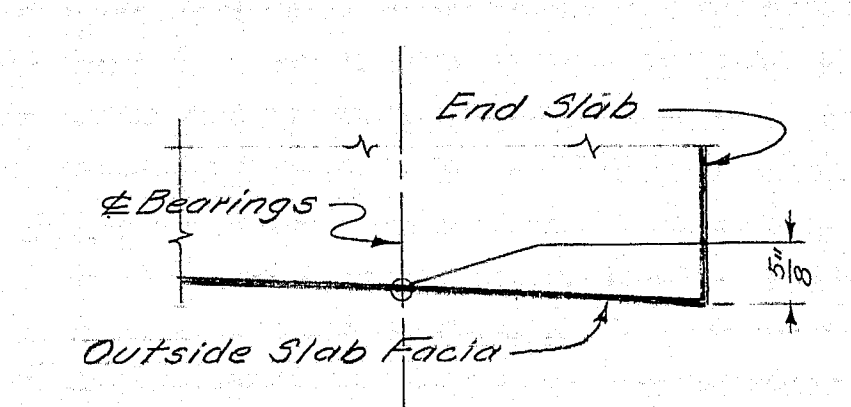
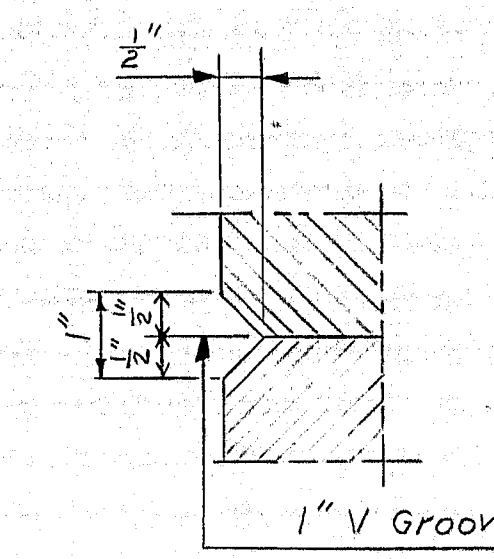
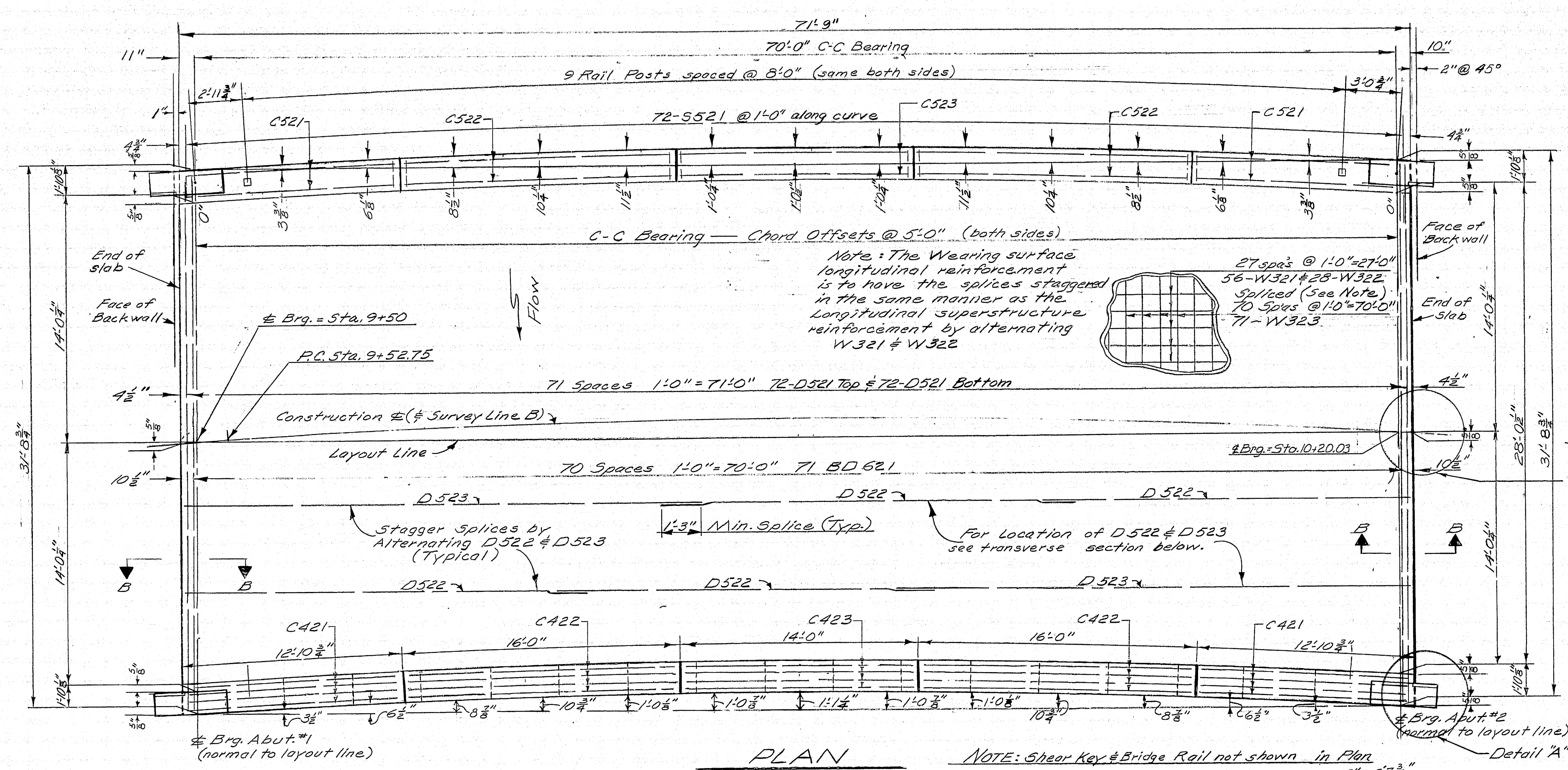
- NOTES:**
1. All Structural Steel shall conform to ASTM A588.
 2. No Painting Required.
 3. No camber is required.
 4. All dimensions are horizontal.
 5. For Diaphragms, and Shear Connectors refer to Standard Details Sheet BD 104-66.
 6. For Bearing Pedestals refer to Standard Details Sheet BD 101-70 except as shown on this sheet.
 7. For Armored Joints see sheet #21 and Standard Details Sheet BD 104-66.
 8. For Diaphragm 'C' Detail see Sheet #21.
 9. No rolled camber required. Place any natural camber up before welding coverplates.

STATE HIGHWAY COMMISSION
GREAT FALLS BRIDGES
OVER
PRESUMPCOT RIVER
IN THE TOWNS OF
GORHAM & WINDHAM
CUMBERLAND COUNTY
BRIDGE NO. 2 STRUCTURAL STEEL
SHEET 19 OF 21 AUGUSTA, MAINE MAY 1970

12-122-109

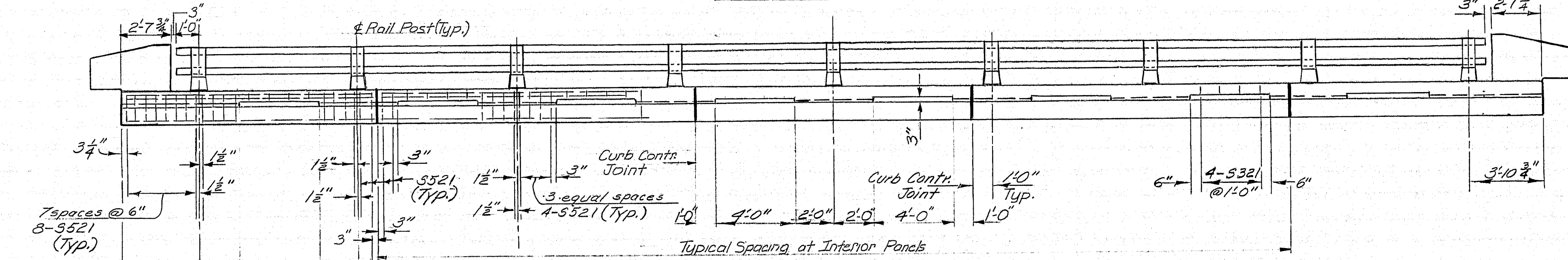


B. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

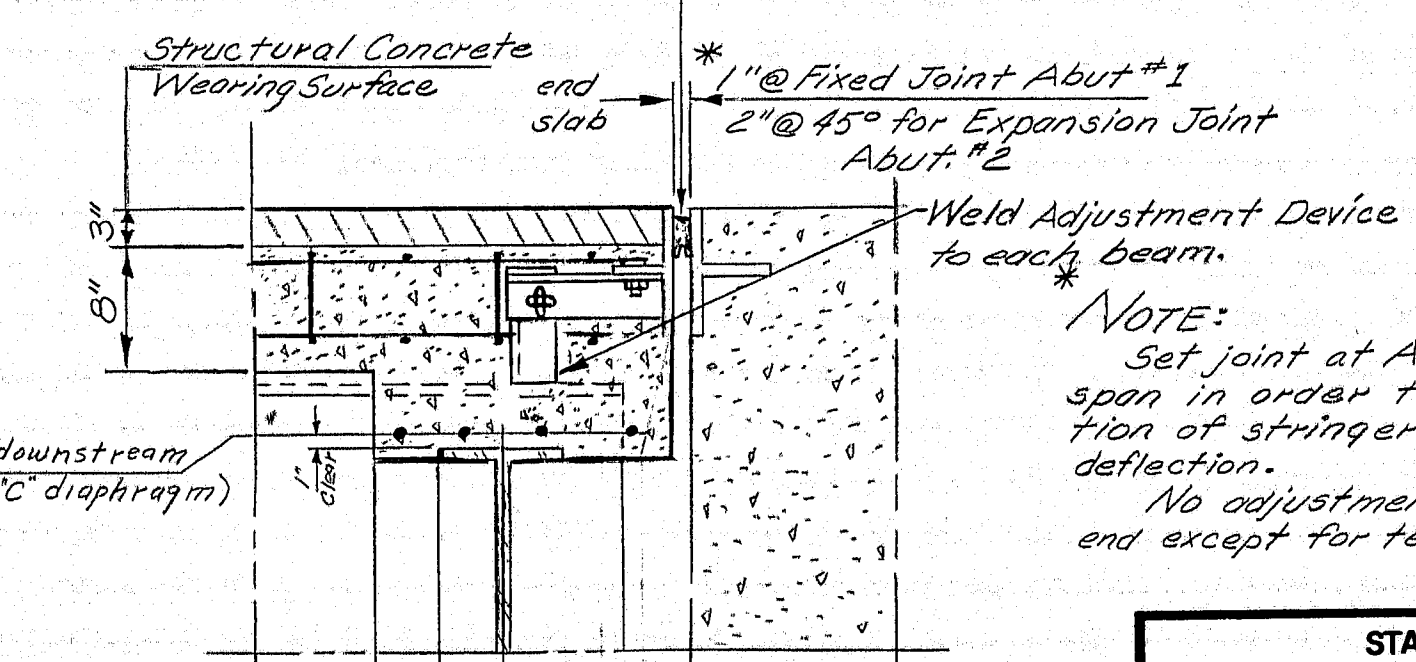


GENERAL SUPERSTRUCTURE NOTES

1. Form 1" V-Groove on the outside face of the curb and slab at each vertical joint in curb.
At all curb contraction joints, break the bond between concrete surfaces with a suitable grade of asphalt paint.
2. Coat the top of the Concrete Wearing Surface, the top inside and outside face of curbs down to the drip notch under the edge of slab and all faces of concrete inside of scuppers, with "Protective Coating for Concrete Surface," ITEm 515.20.
3. Reinforcing steel shall have 2" clearance except as otherwise shown.

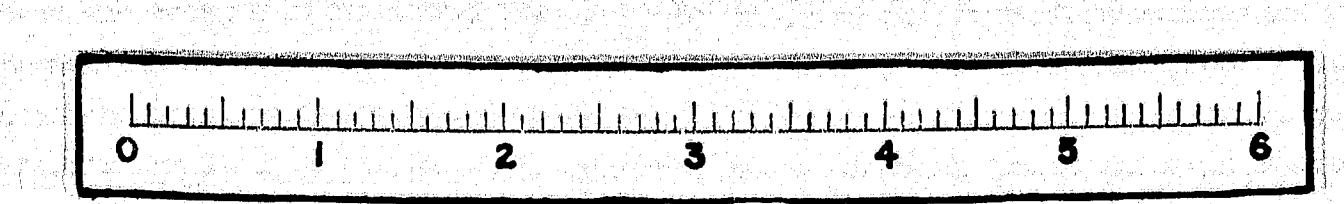


Preformed Elastic Joint Sealer
see sheet #21 for details

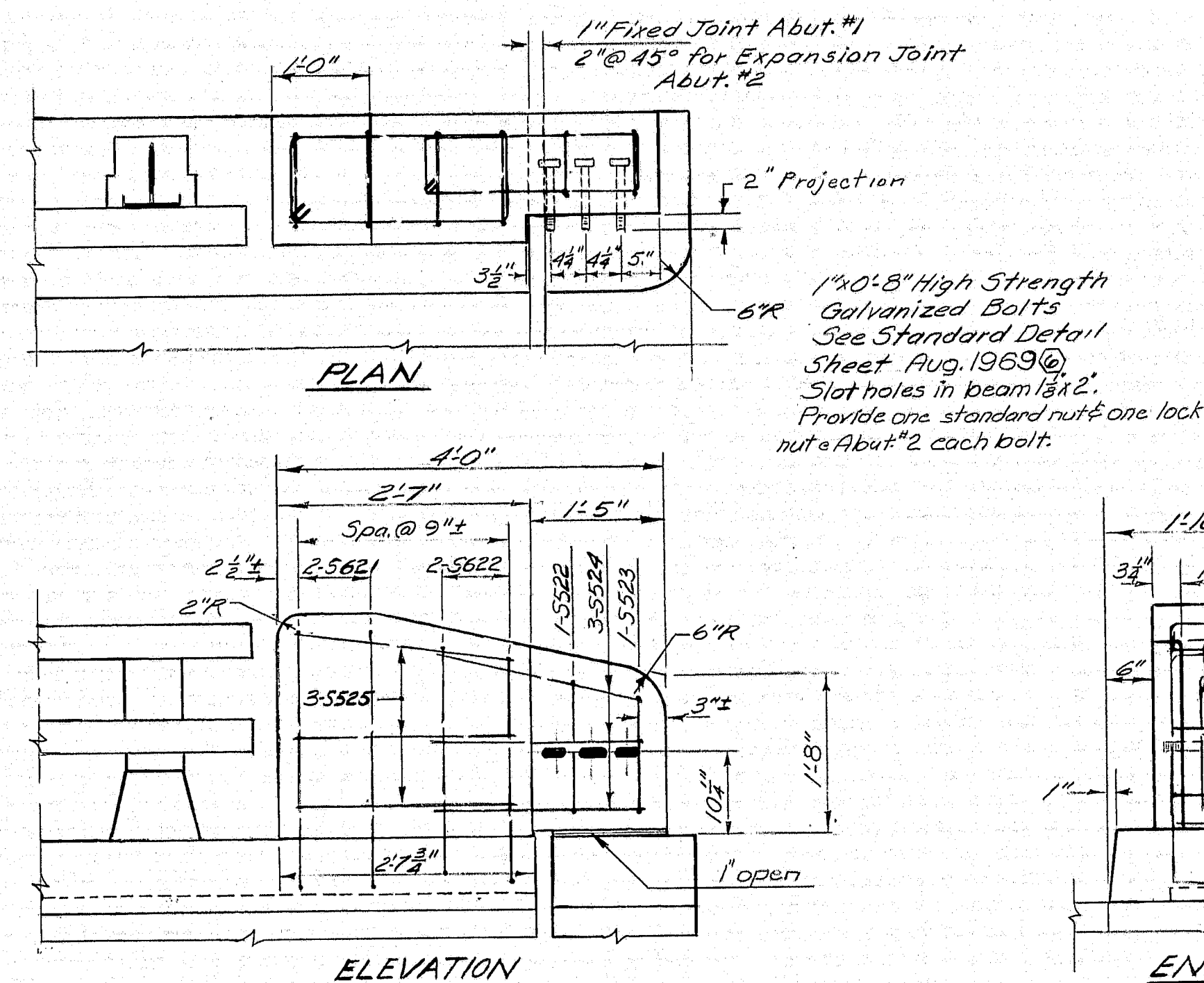


STATE HIGHWAY COMMISSION
GREAT FALLS BRIDGES
OVER
PRESUMPCOT RIVER
IN THE TOWNS OF
GORHAM & WINDHAM
CUMBERLAND COUNTY
BRIDGE NO. 2, SUPERSTRUCTURE
SHEET 20 OF 21 AUGUSTA, MAINE MAY 1970

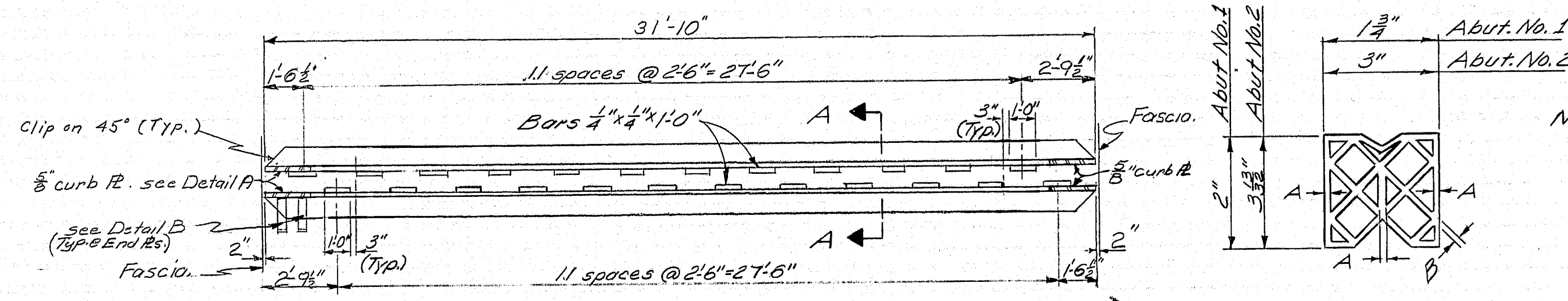
PLANS	DESIGN - DETAILED	DATE
	CHECKED	BY
	REVISIONS	DATE
	FIELD CHANGES	DATE



PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	J.C. N.E.P.	6-70
	REVISIONS	H.L.D.	
	FIELD CHANGES		

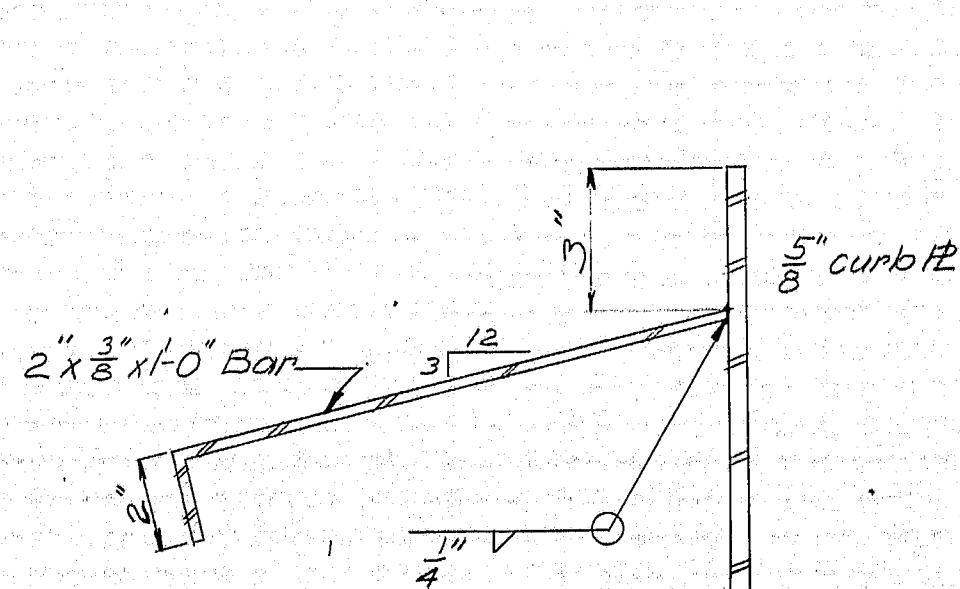


END POST DETAIL

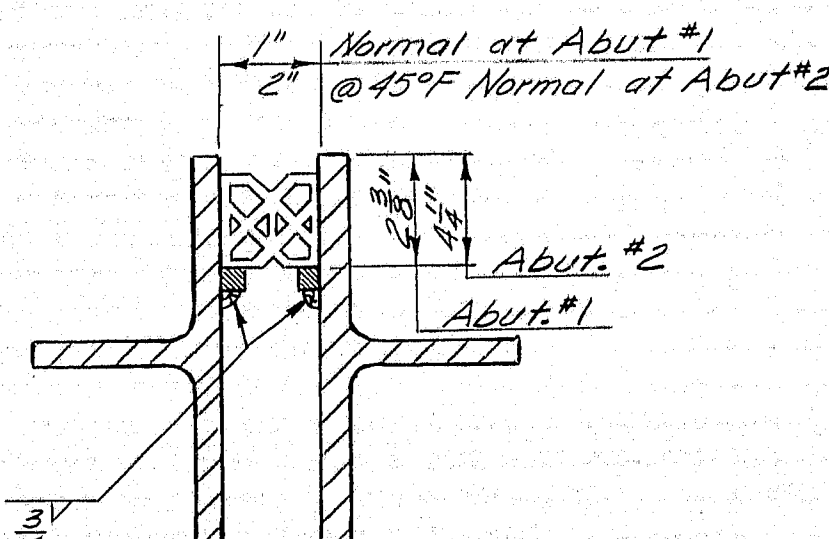


ARMORED JOINT SHOWING
SPACING OF $\frac{1}{4}$ " BARS

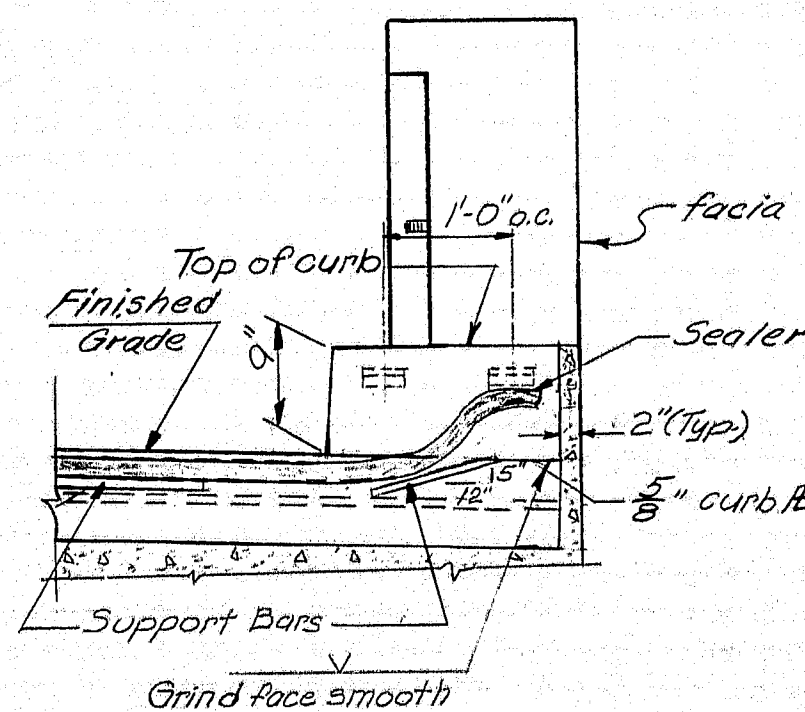
Note: For Armored Joint Details, (except as shown on this sheet,
See Standard Detail Sheet BD 104-66 2-Type A &
2-Type B Units Required.



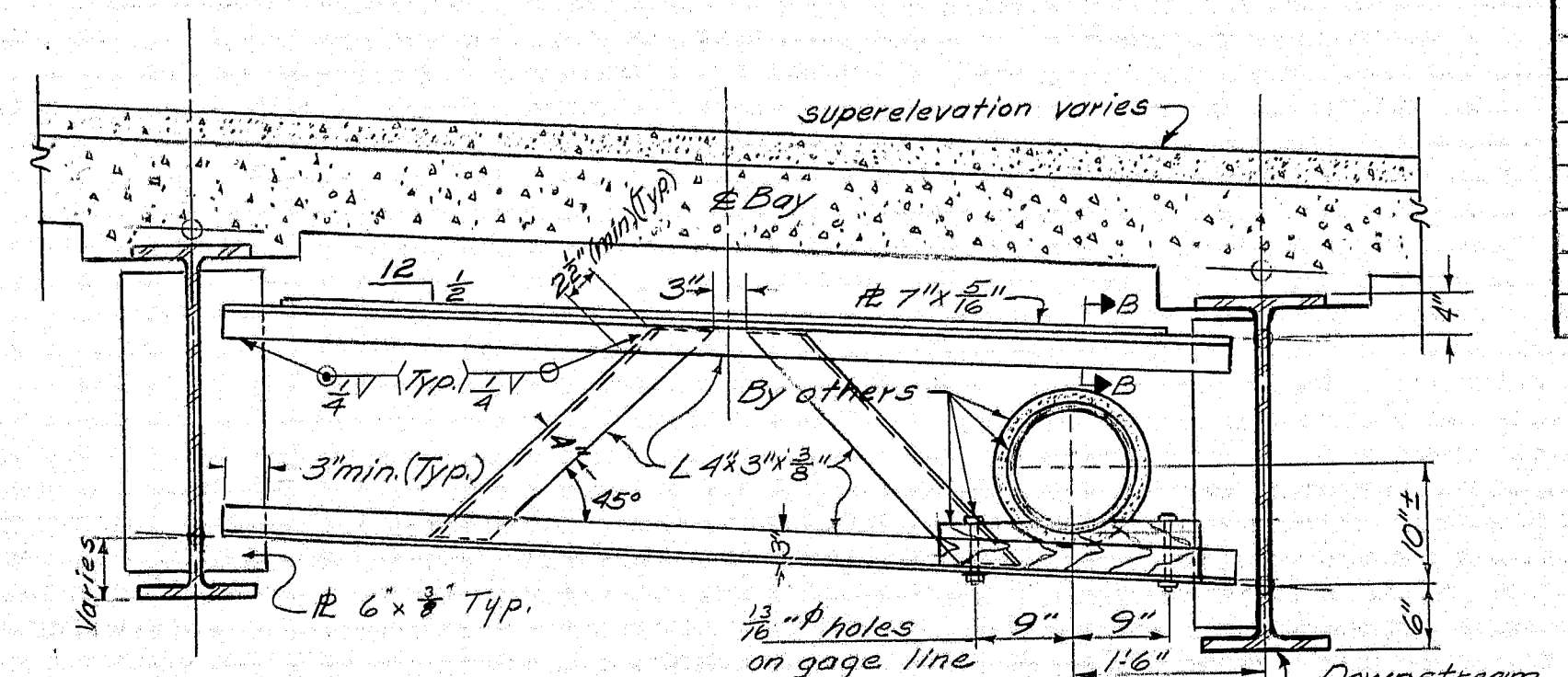
DETAIL B



SECTION A-A



DETAIL-F
(Typical)



"C" CROSS FRAME DETAIL

C" CROSS FRAME DETAIL

NOTES:

Two $\frac{1}{8}$ " ϕ holes shall be made in each crossframe (as shown) to facilitate water main installation.

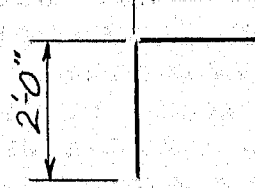
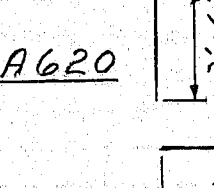
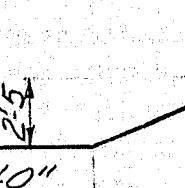
All connections shall be made with $\frac{1}{4}$ " all around fillet welds (except as otherwise shown).

All connections shall be shop welded except connections to beam stiffener R's.

Water main & water main support materials to be supplied & installed by the water company.

REINFORCING STEEL SCHEDULE

ABUTMENTS

A551
A620
K605

Note: Dimensions to $\frac{1}{2}$ bar

BENT BARS				
MARK	SIZE	NO.	LENGTH	LOCATION
A551	#5	8	5'- $\frac{1}{2}$ "	Curb
K605	#6	40	8'-0"	Back Turns
A620	#6	42	7'-0"	Bridge Seats

STRAIGHT BARS				
A550	#5	16	13'-0"	Use with K Bars
A552	#5	88	6'-0"	Vertical Backwall
A553	#5	40	15'-6"	Horizontal Backwall
A510	#5	24	16'-8"	Bridge Seats

SLAB, CURB&END POSTS

Not more than 31'4"

BD 621

5521

5321

Dimensions to $\pm$ of bars

MARK	SIZE	NO.	LENGTH	LOCATION
5321	#3	32	31'7"	Curb
5521	#5	152	5'-2"	Curb
5522	#5	4	5'-0"	End Post
5323	"	4	4'-8"	" "
5324	"	12	6'-9"	" "
5525	"	12	6'-9"	" "
5621	#6	8	8'-1"	" "
5622	#6	8	7'-4"	" "
BD621	#6	71	32'-4"	Slab Transverse

STRAIGHT BARS

MARK	SIZE	NO.	LENGTH	LOCATION
W321	#3	56	20'-0"	Wrg. Surf. (long.)
W322	"	28	33'-6"	Wrg. Surf. (long.)
W323	"	71	27'-6"	Wrg. Surf. (trans.)
C421	#4	16	12'-6"	Curb
C422	"	16	15'-8"	Curb
C423	"	8	13'-8"	Curb
C521	#5	4	12'-6"	Curb
C522	"	4	15'-8"	Curb
C523	"	2	13'-8"	Curb
D521	#5	144	31'-4"	Deck (transverse)
D522	"	116	20'-0"	Deck (long.)
D523	"	58	34'-0"	Deck (long.)
D625	#6	8	7'-10"	Slab ends & typic "D"

STATE HIGHWAY COMMISSION

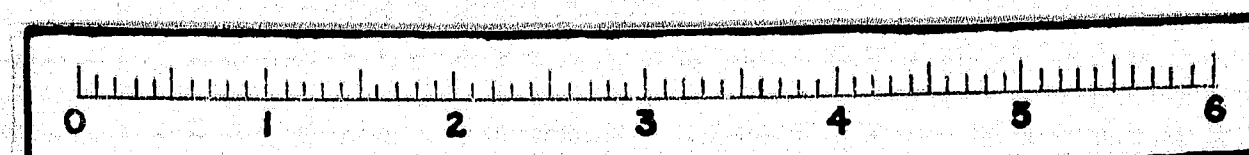
GREAT FALLS BRIDGES
OVER
PRESUMPSCOT RIVER
IN THE TOWNS OF
GORHAM & WINDHAM
CUMBERLAND COUNTY

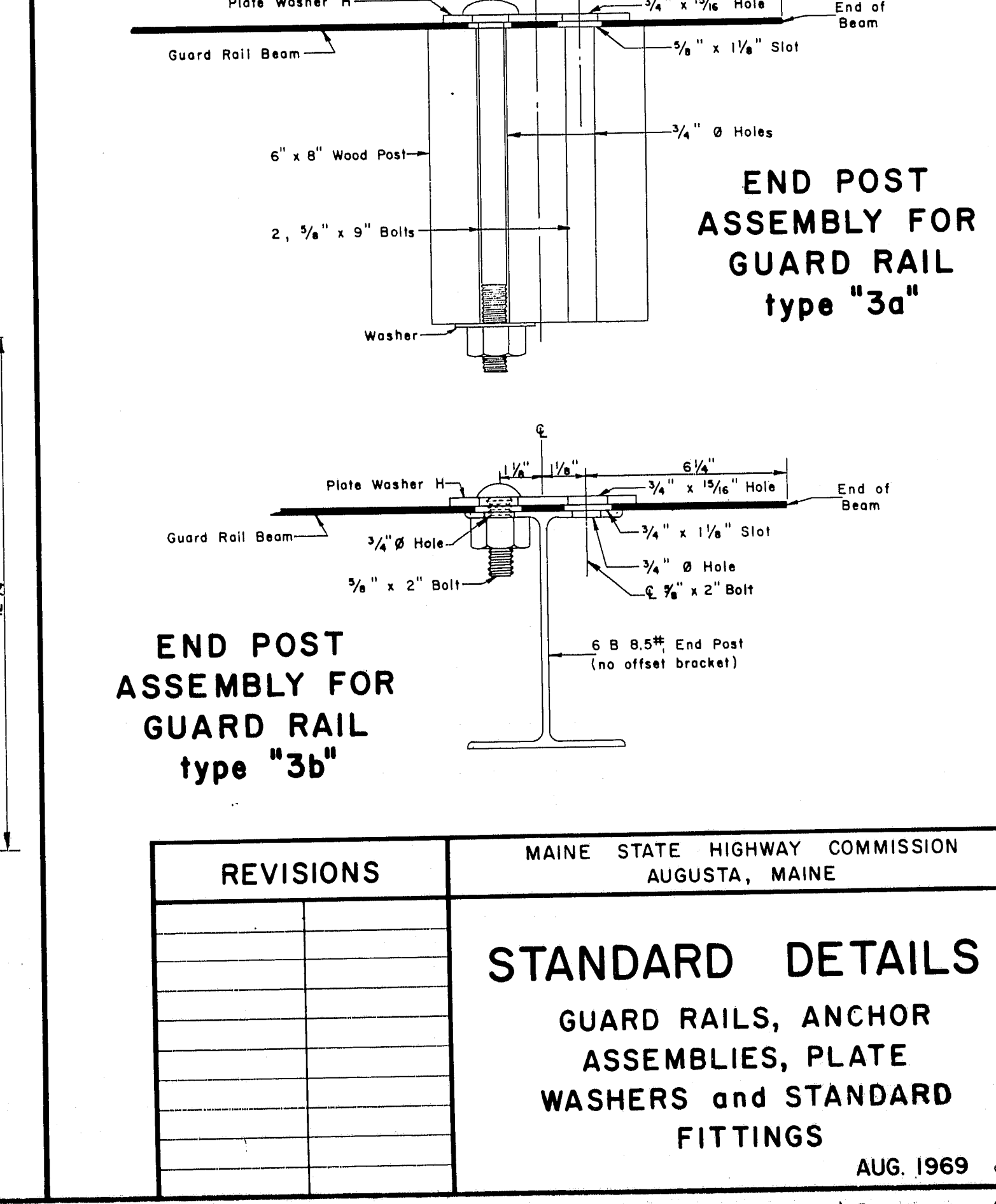
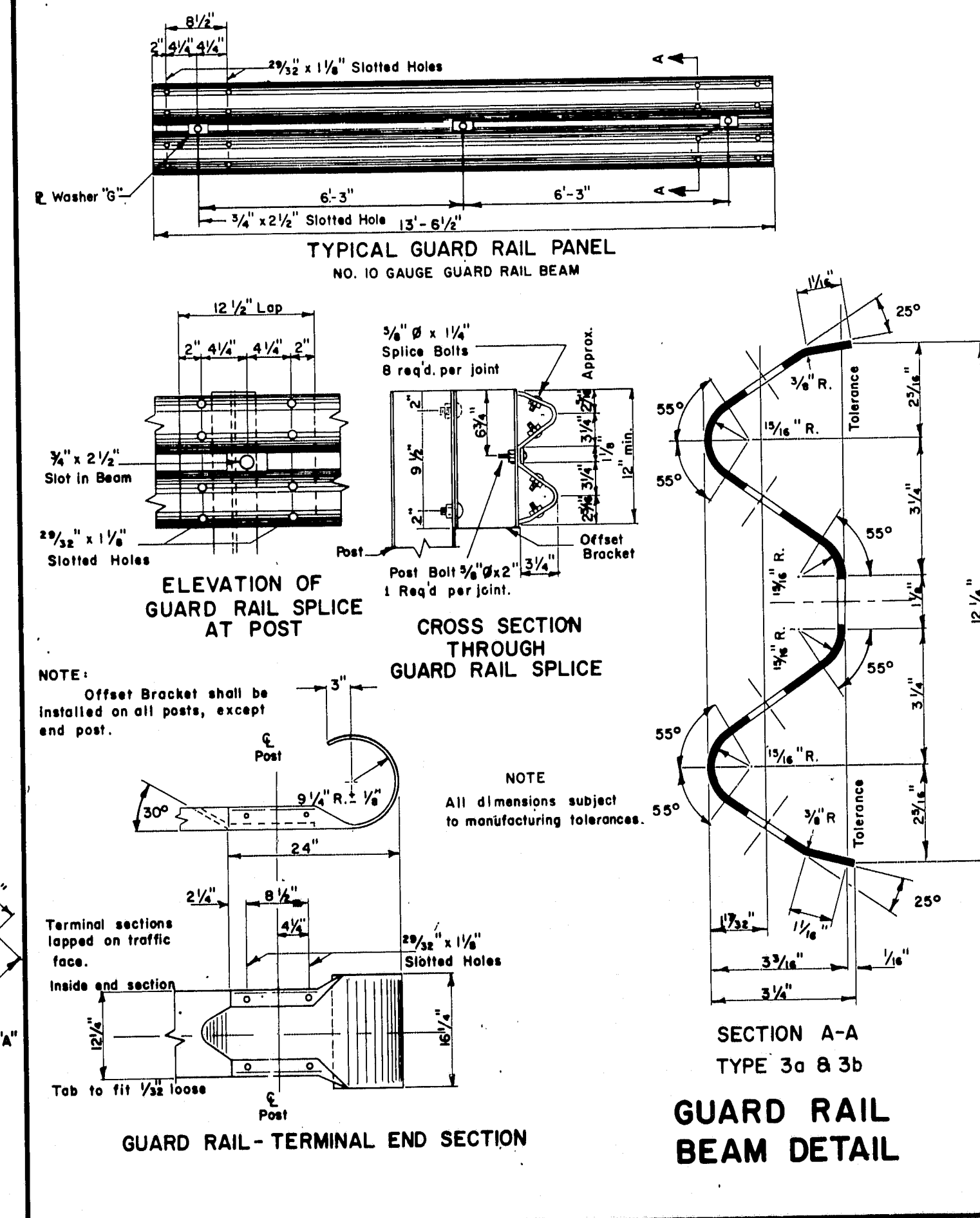
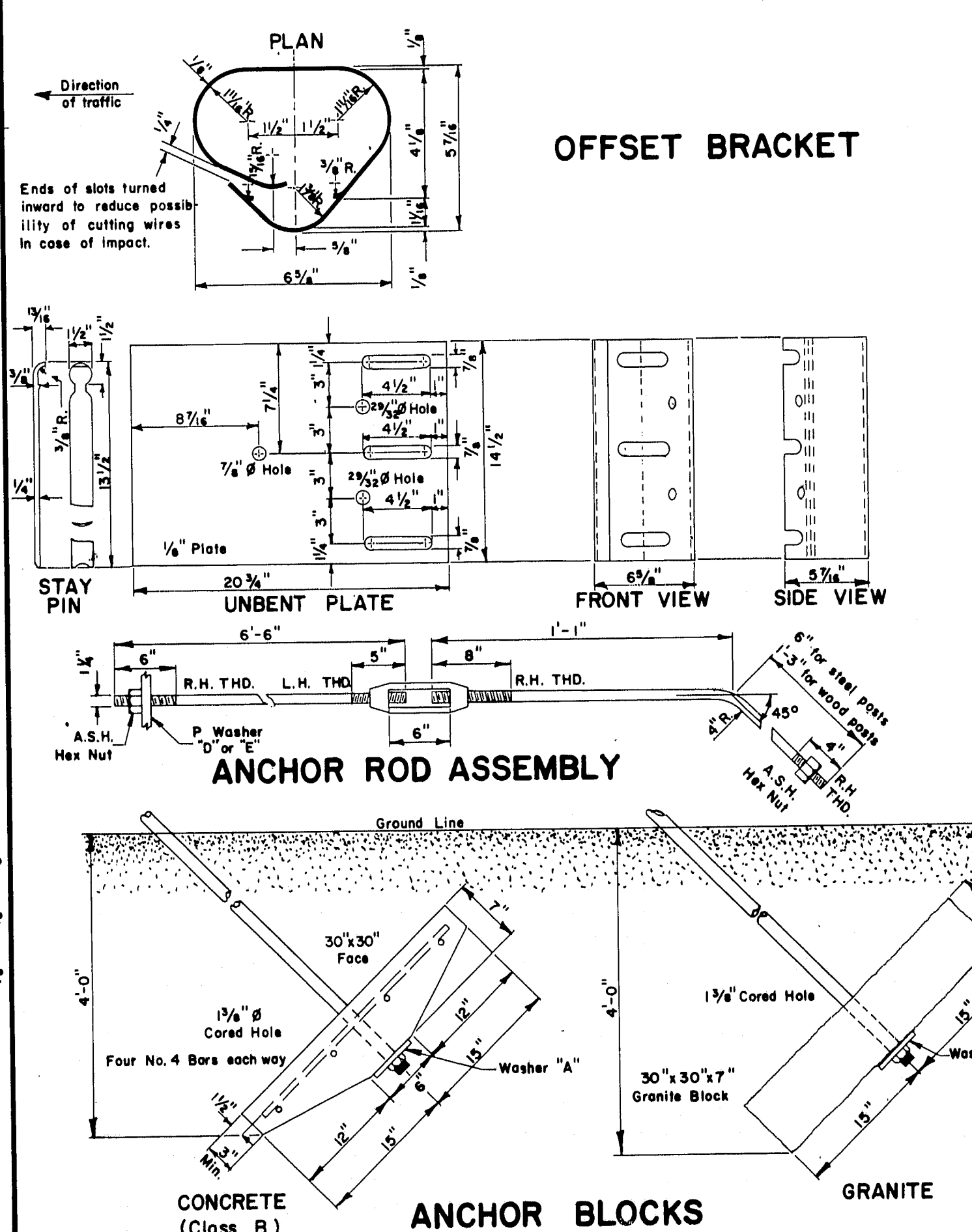
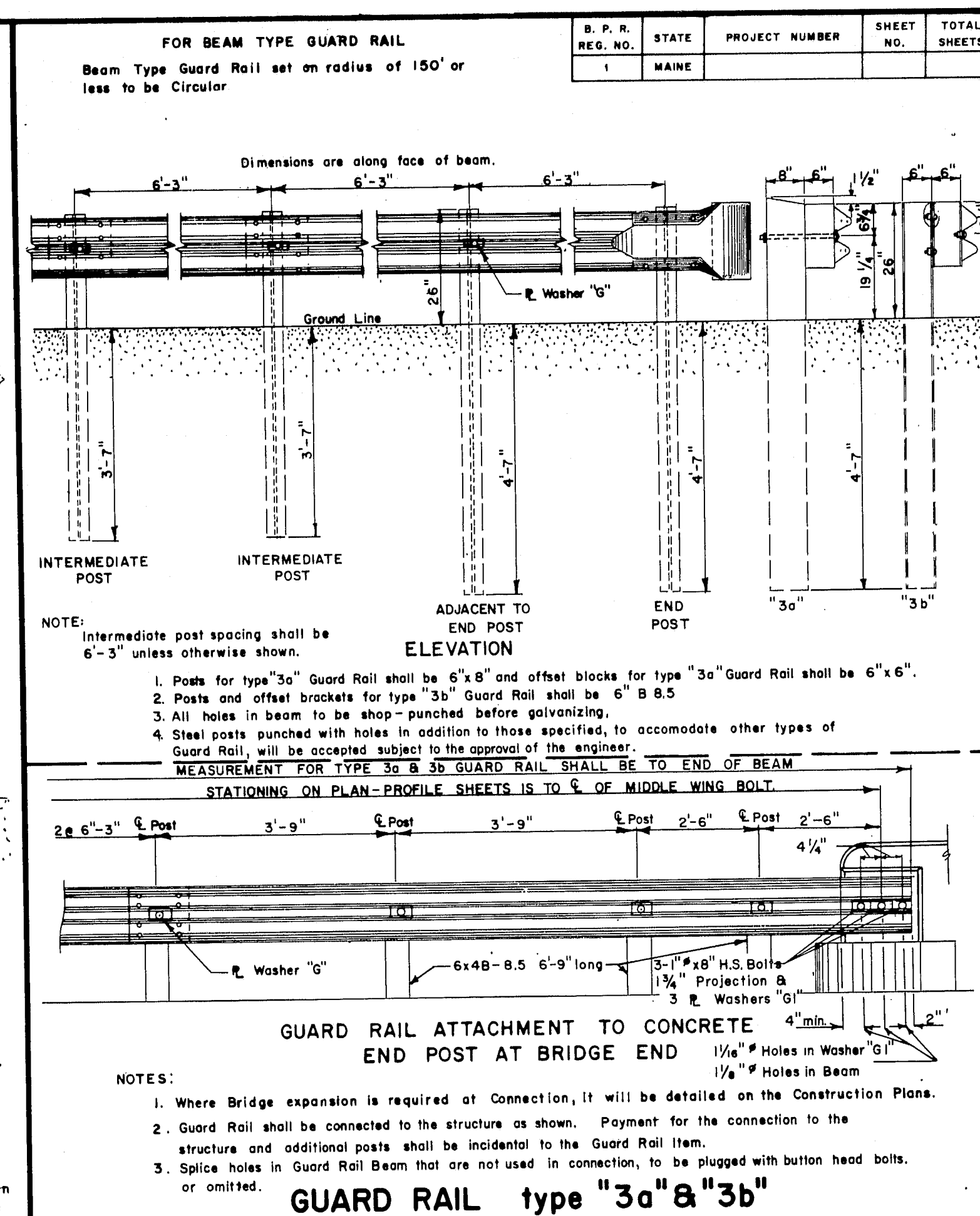
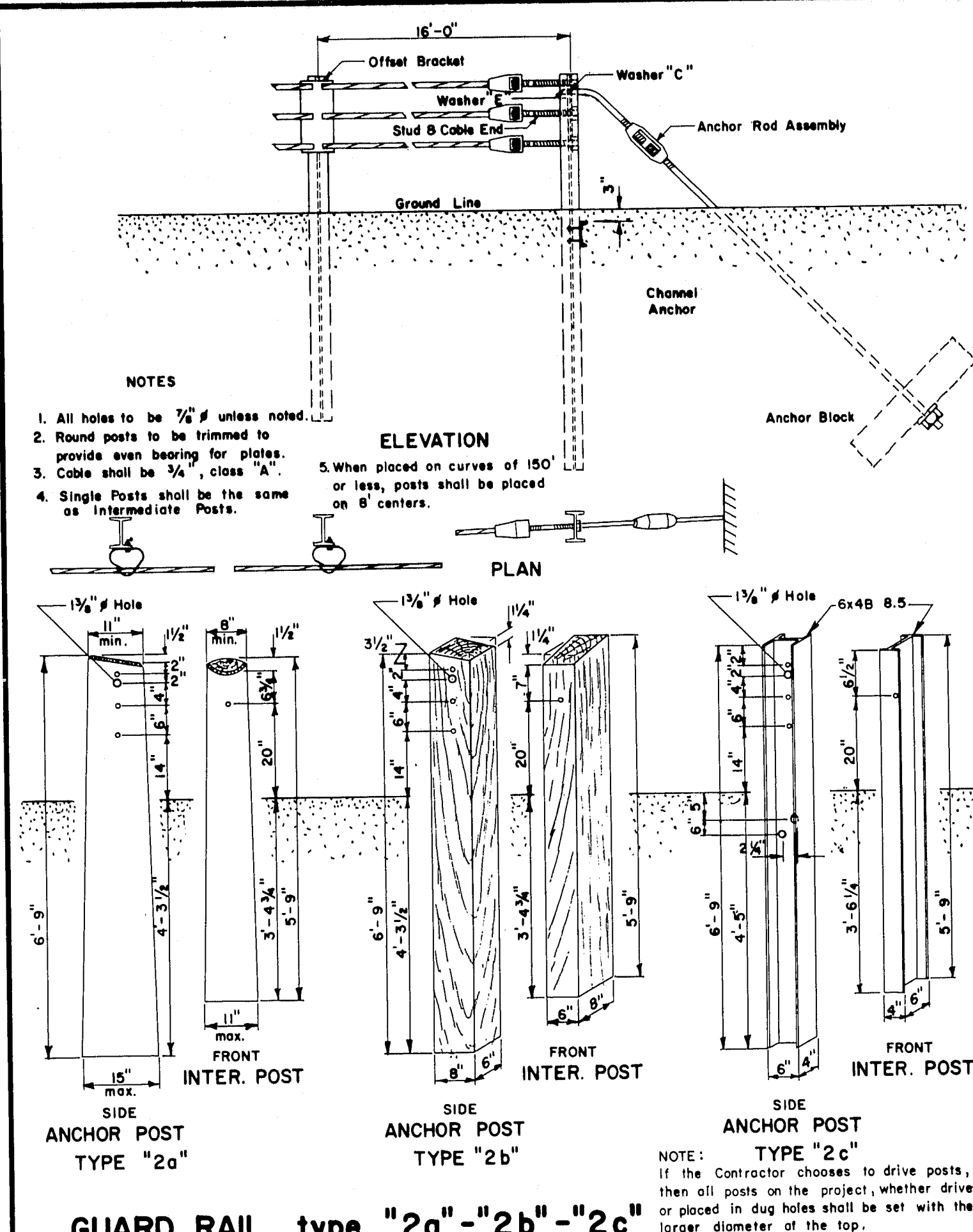
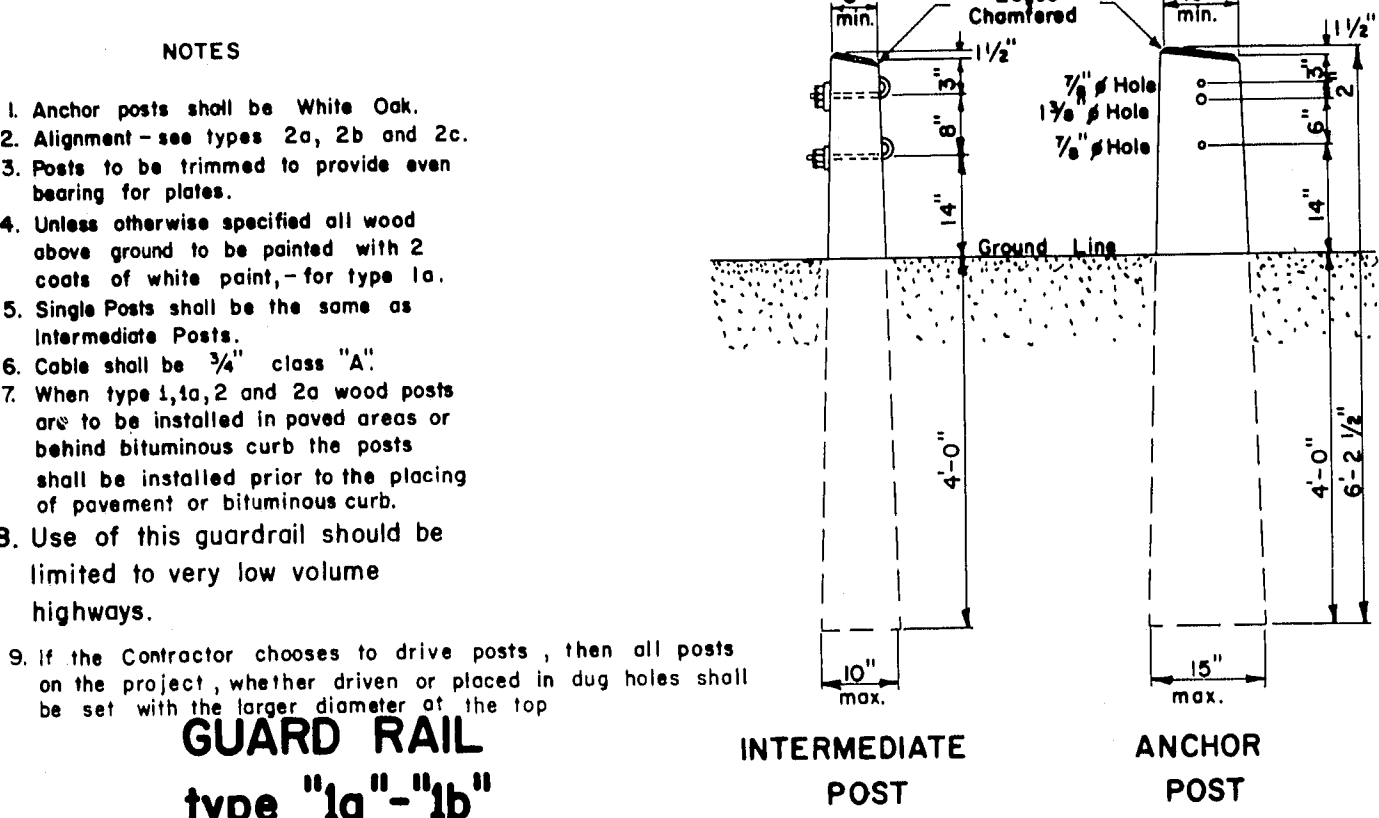
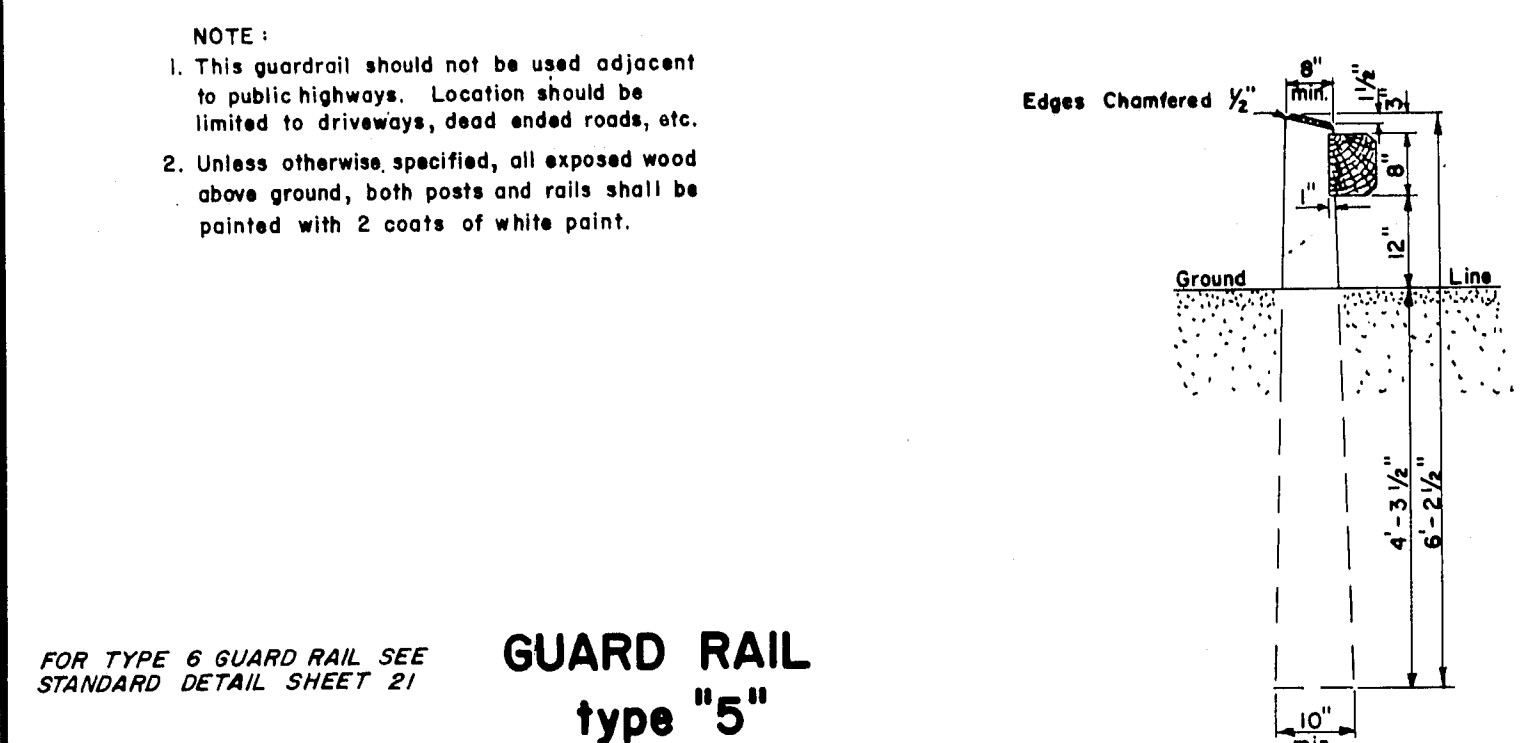
BRIDGE NO.2, DETAILS & REINFORCING STEEL

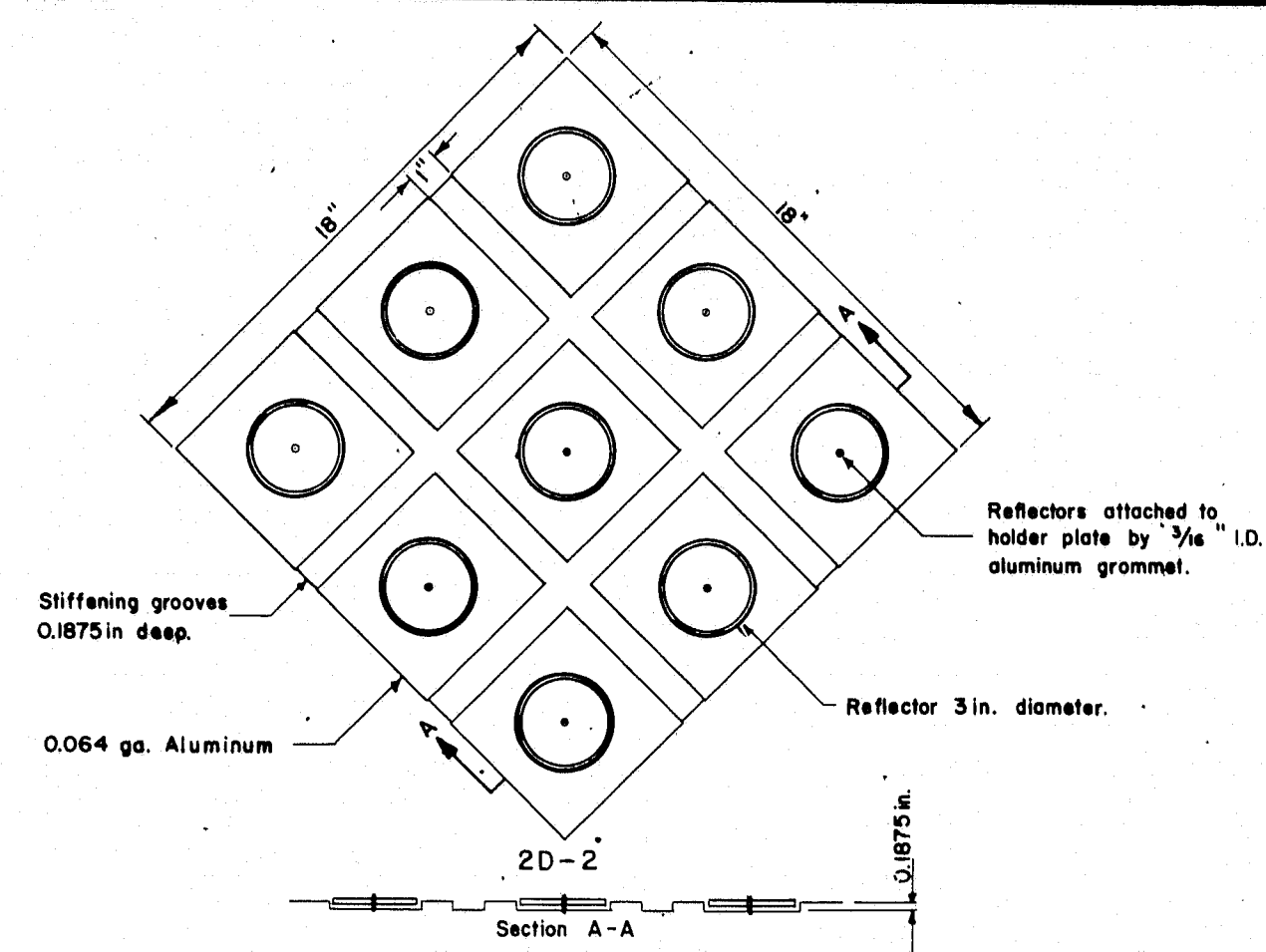
SHEET 21 OF 21 AUGUSTA, MAINE MAY 1970

SHEET 21 OF 21 AUGUSTA, MAINE MAY 1970

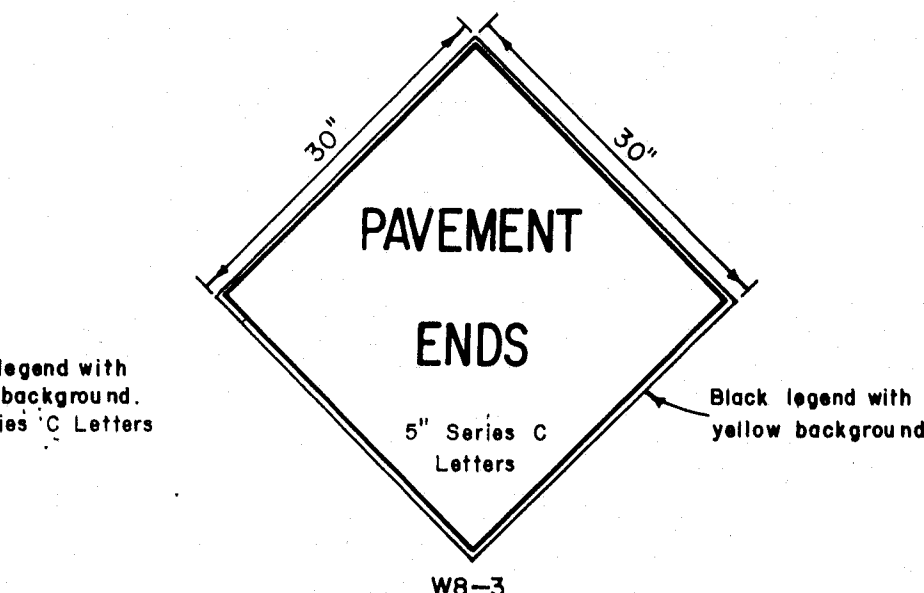
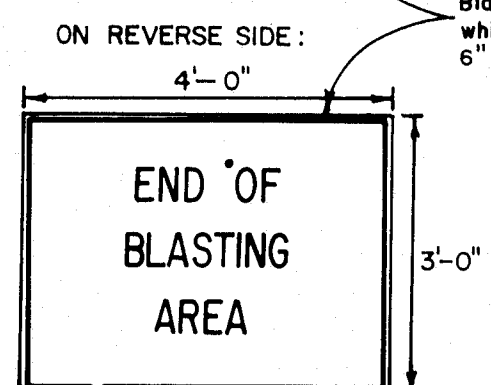
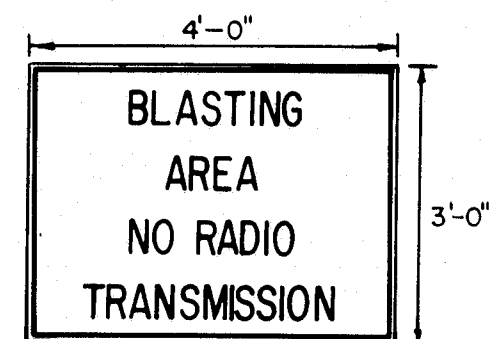
122-111



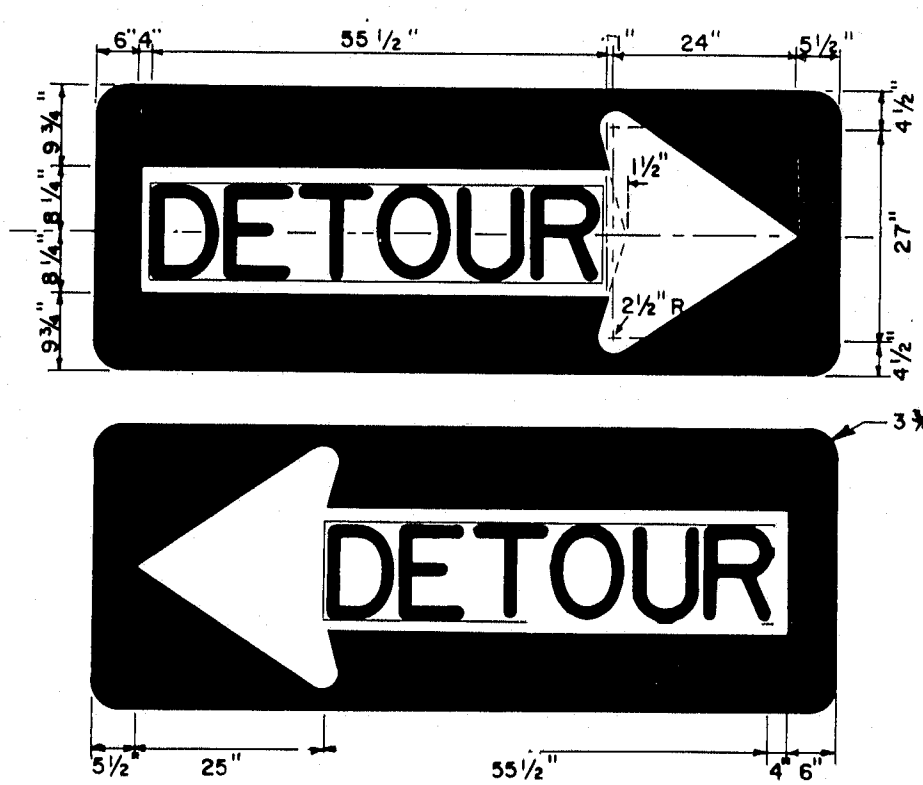




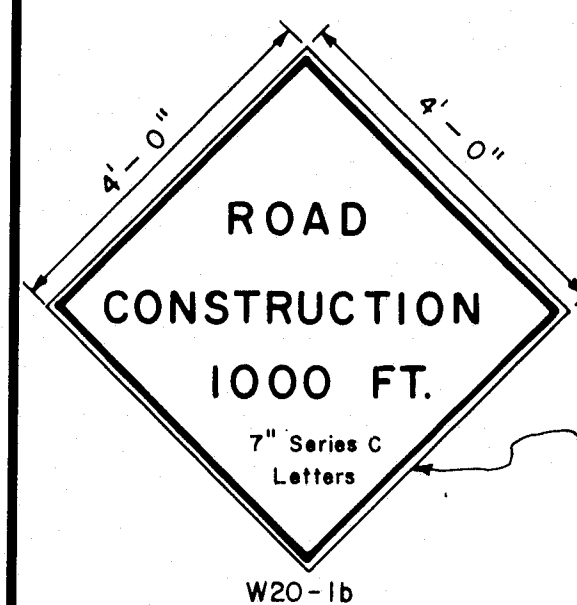
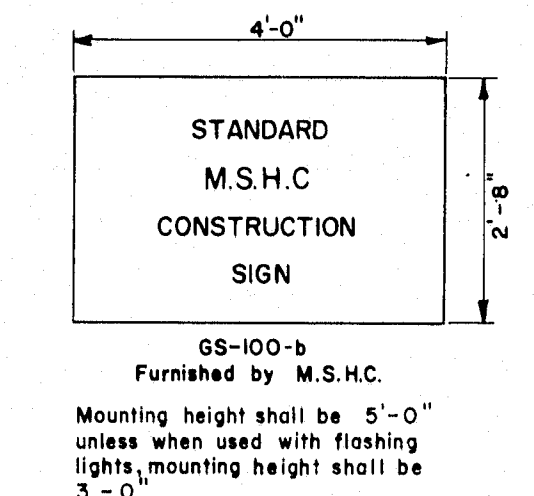
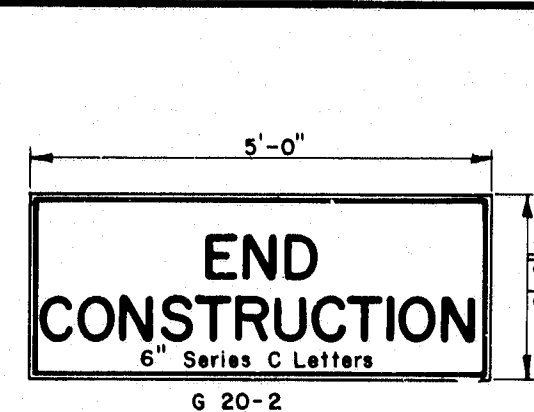
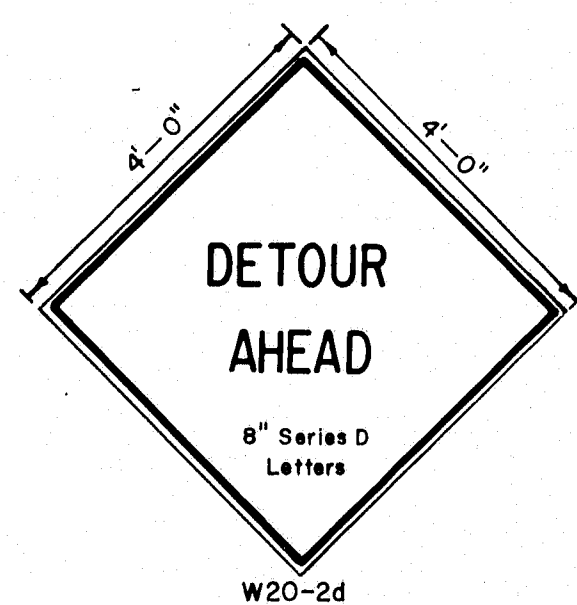
HAZARD MARKER



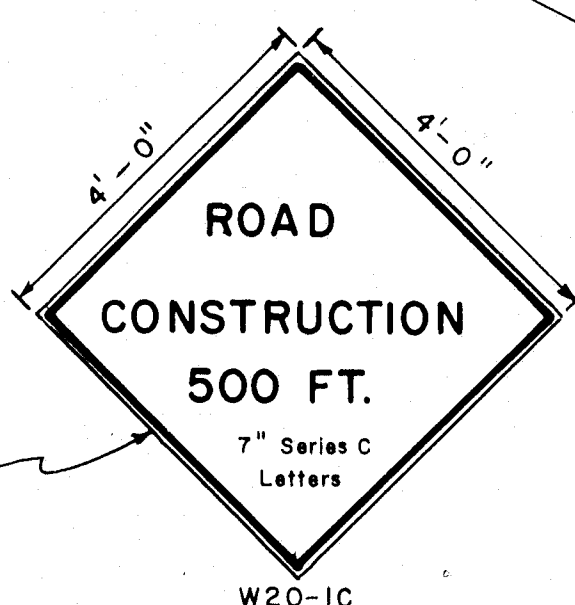
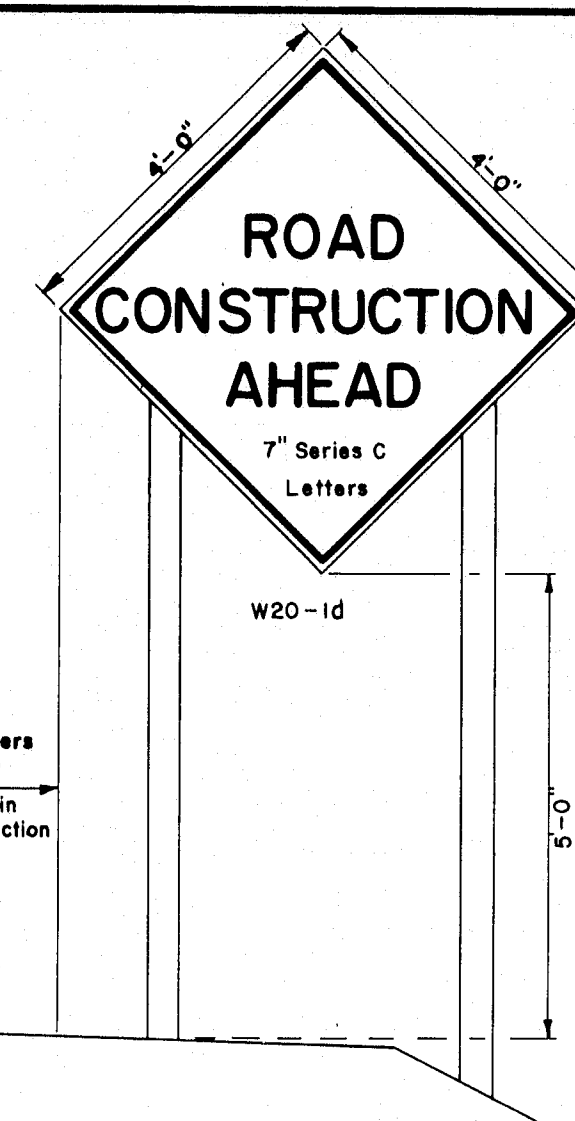
GENERAL NOTE: Construction Signs
I. Sign Borders: All signs shall have borders conforming to the sizes and spacing as shown below:
a. 30" x 30" Sign - 3/4" Border, 1/2" Space from sign edge.
b. 2' x 3' Sign - 3/4" Border, 3/4" Space from sign edge.
c. 3' x 4' Sign - 3/4" Border, 1/2" Space from sign edge.
d. 4' x 4' Sign - 1/4" Border, 3/4" Space from sign edge.



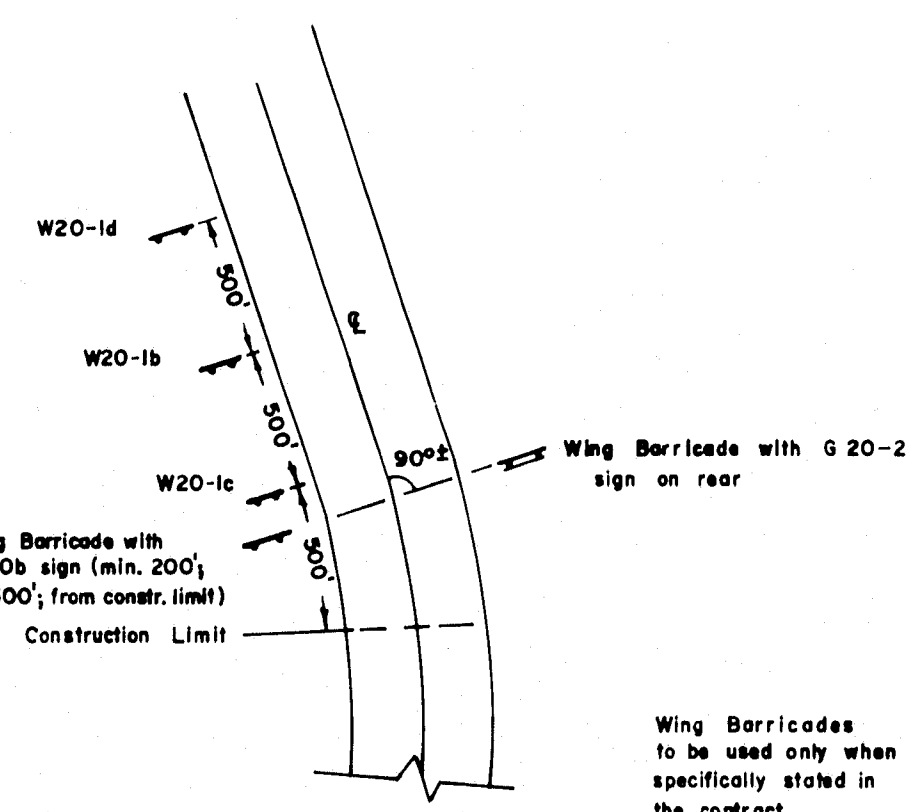
DETOUR SIGN
MS-7(L)



CONSTRUCTION SIGNS



STANDARD SIGN LOCATIONS

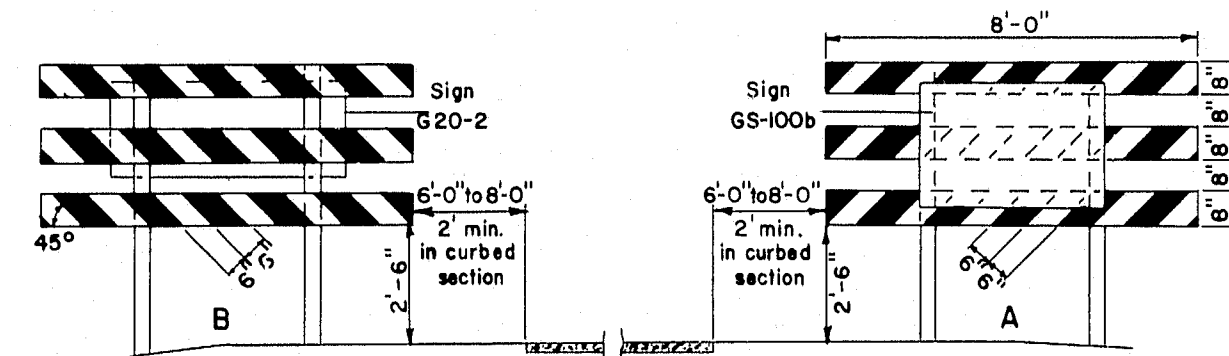


NOTE:
Standard locations and number of signs required are subject to variation on particular projects if specifically noted due to surrounding terrain and land use.

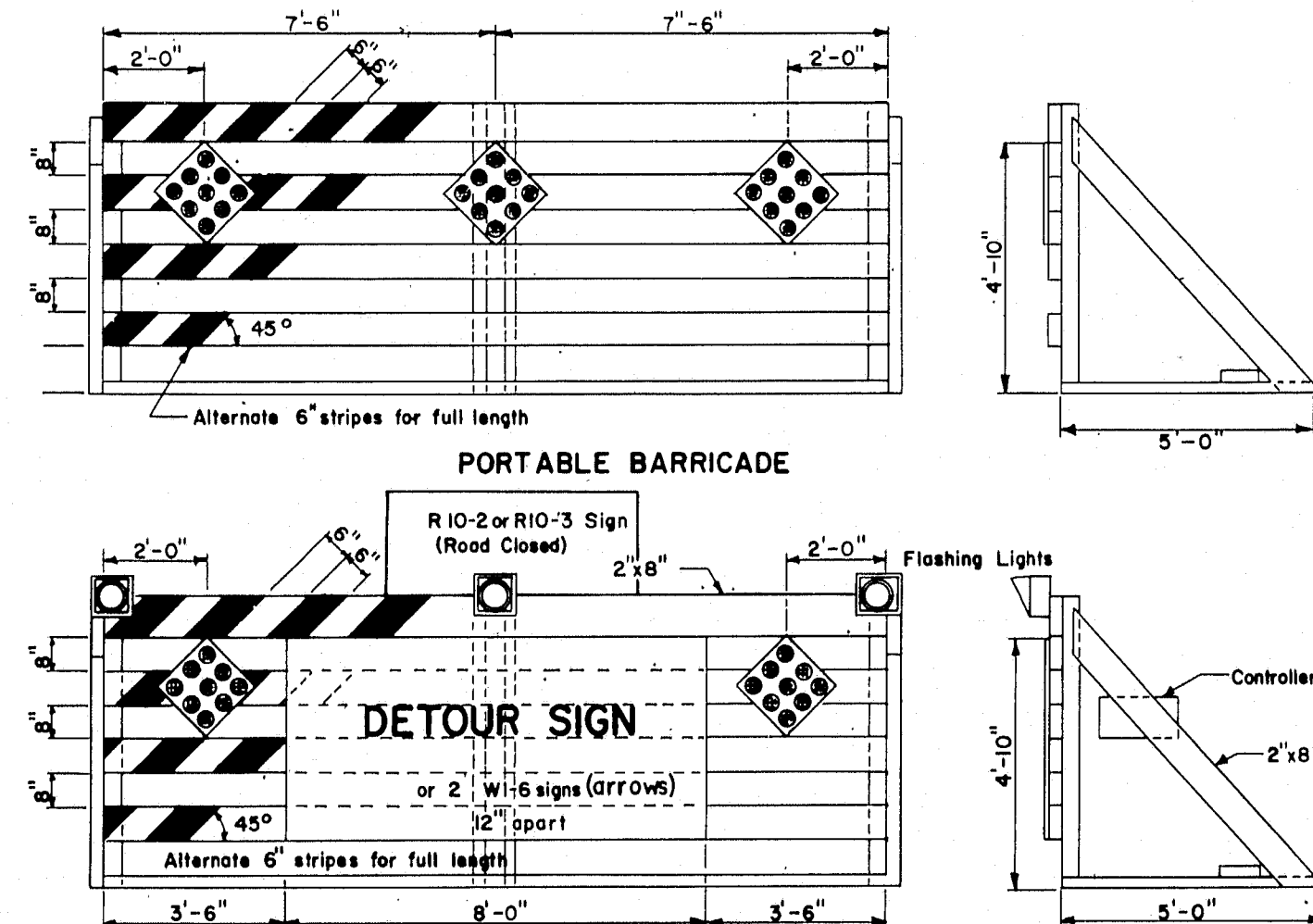
GENERAL NOTES - BARRICADES
1. Unless otherwise designated, sign designation letters shall refer to the "Manual of Uniform Traffic Control Devices for Streets and Highways", published by the Department of Commerce, Bureau of Public Roads.
2. White stripes shall be of silver reflective sheeting bonded to 0.019 minimum gauge aluminum, 16 minimum gauge galvanized steel, or 1/4" plywood. Individual white sheets may be attached to a black painted background to form the black and white stripes. At the Contractor's option the reflective sheeting and backing may extend the full width of the barricade with an opaque film or paint applied to form the stripes.
3. All signs shall be of reflective sheeting on 3/4" thick plywood. The plywood shall conform to subsection 712.25, Maine State Highway Commission, Standard Specifications, June 1965.
4. Pressure sensitive reflective sheeting will be an acceptable alternate to the reflective sheeting required by Maine State Highway Commission, Standard Specifications.

NOTES - PORTABLE BARRICADES
1. Lumber sizes for portable barricades shall be 2" x 8" except posts which shall be 4" x 4" (nominal sizes).
2. The detour sign shall be on oversized MS-7 sign with a detachable "DETOUR" message which shall be made of screened reflective sheeting on 1/4" plywood, masonite, sheet steel or sheet aluminum.
3. Hazard markers shall be attached to the barricade with a bolt assembly of steel cadmium plated 3/4" bolt, lock washer and vandal resistant nuts.
4. When two W1-6 signs are required, R10-2 or R10-3 signs shall be omitted.
5. Flashing lights housings shall be mounted to permit rotating in a vertical axis to allow for adjustment to face oncoming traffic.
6. Location of electric service and meter to be determined after the power source has been located.

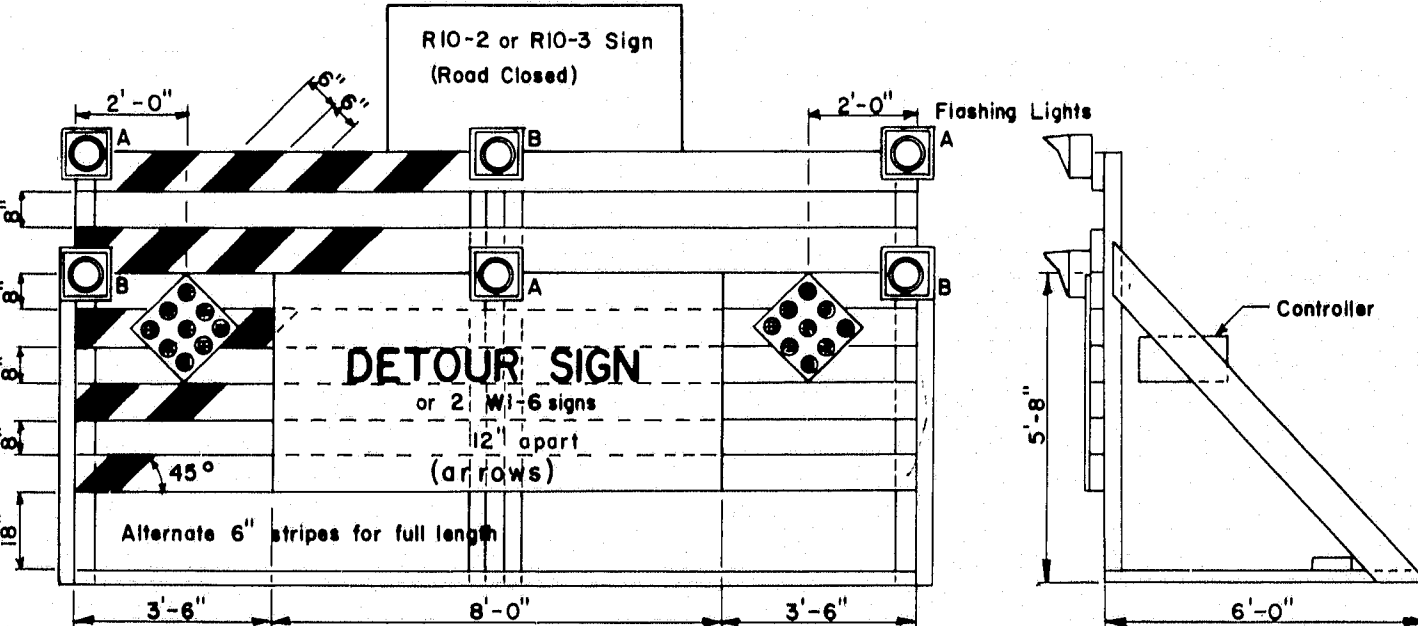
NOTES - WING BARRICADES
1. Lumber sizes for wing barricades shall be 1" x 8" except posts which shall be 4" x 4" (nominal sizes).
2. Wing barricades will not be required unless specifically called for in the special provisions.
3. Location of signs and barricades will be determined by the Engineer.



WING BARRICADES

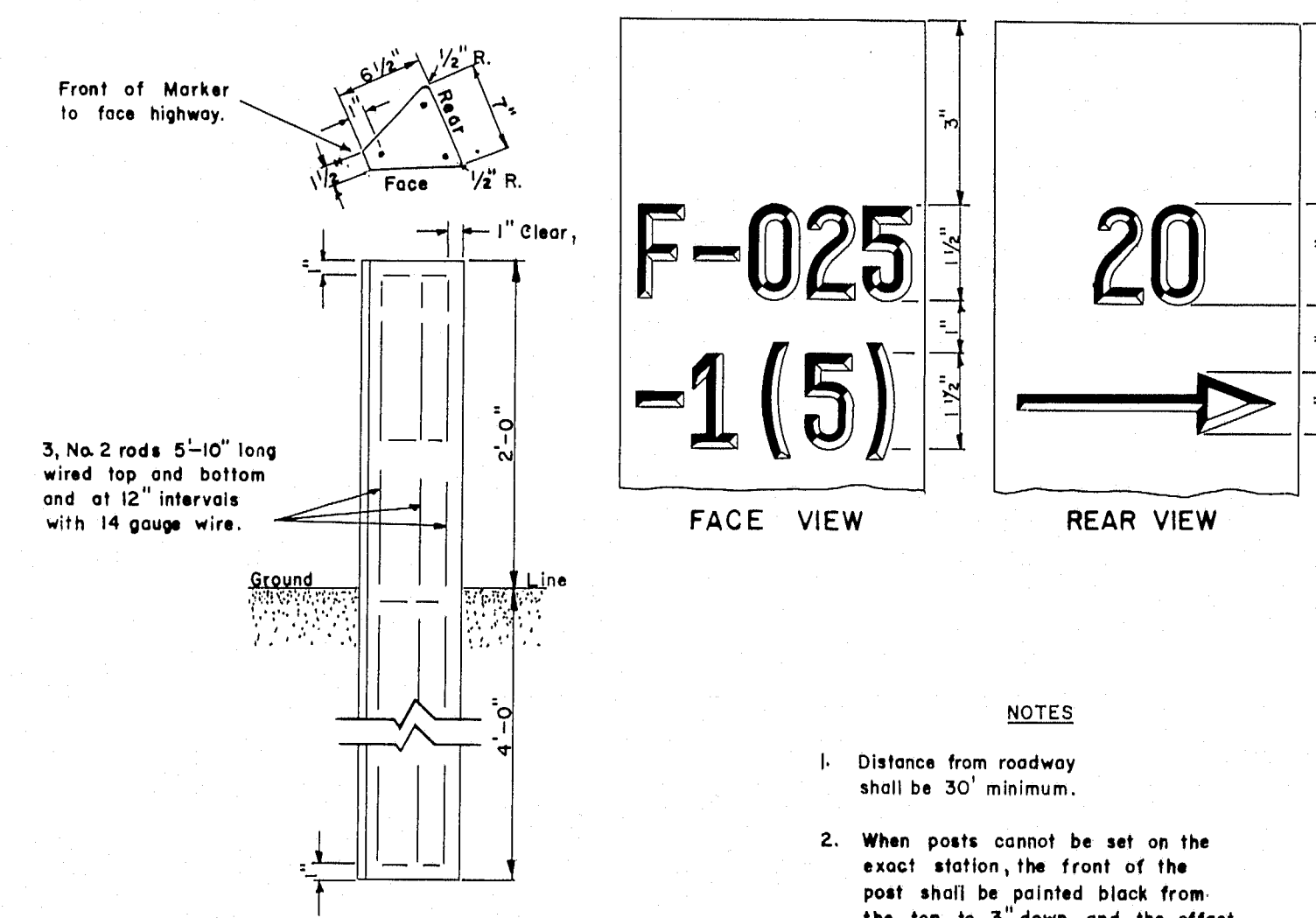
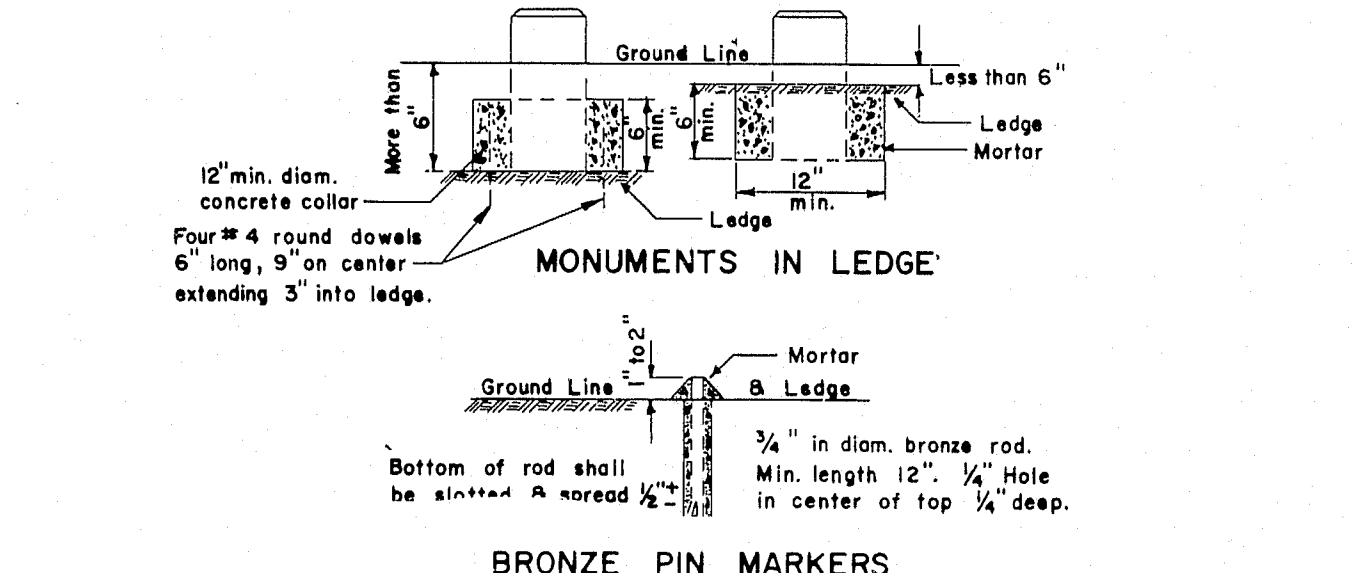
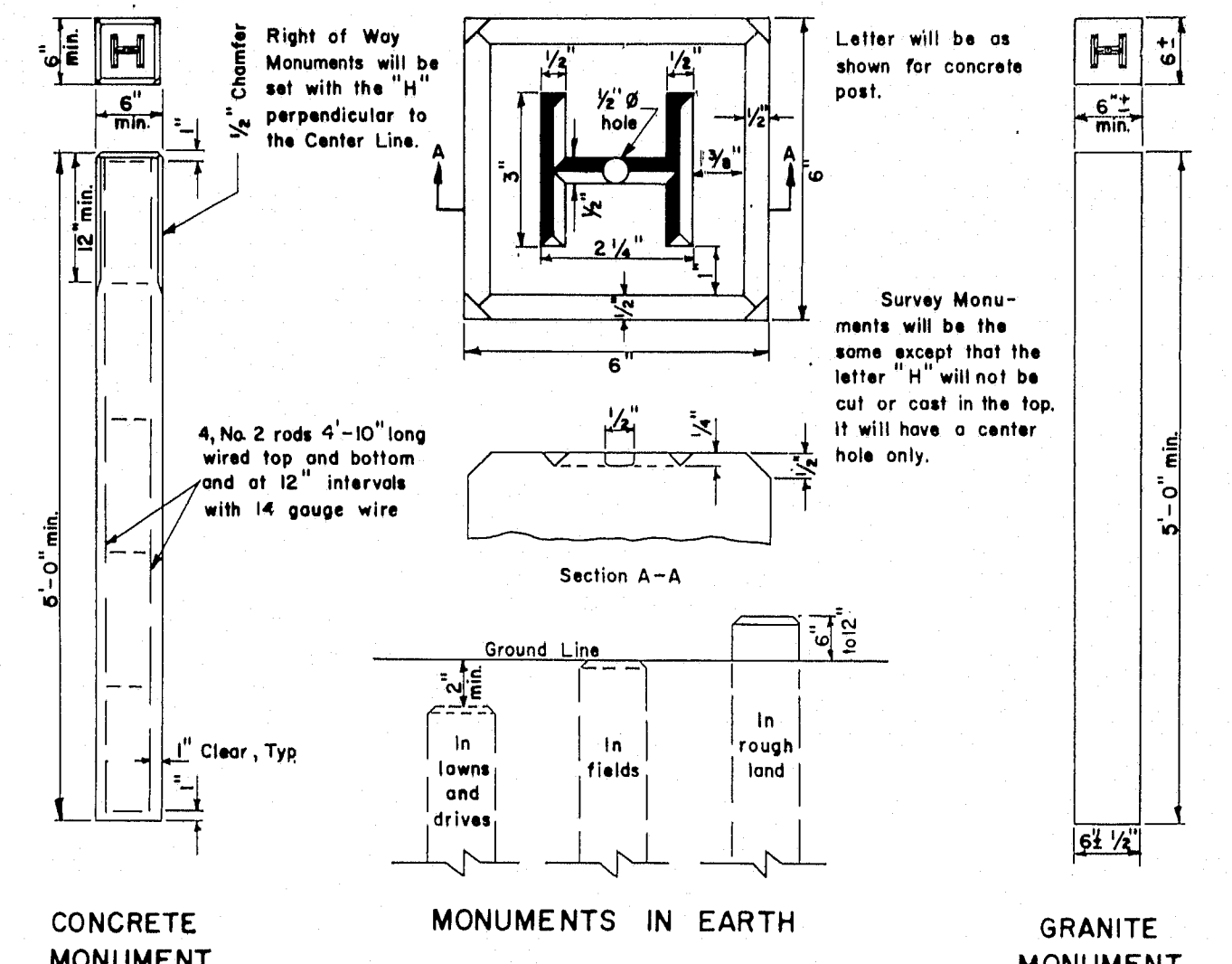


PORTABLE BARRICADE WITH FLASHING LIGHTS (NORMAL SIZE)



OVERSIZED PORTABLE BARRICADE WITH FLASHING LIGHTS
BARRICADES

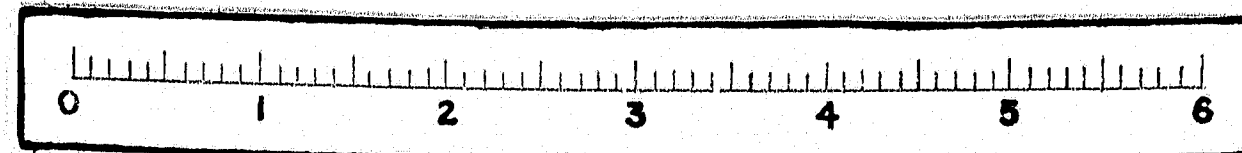
RIGHT OF WAY & SURVEY MONUMENTS

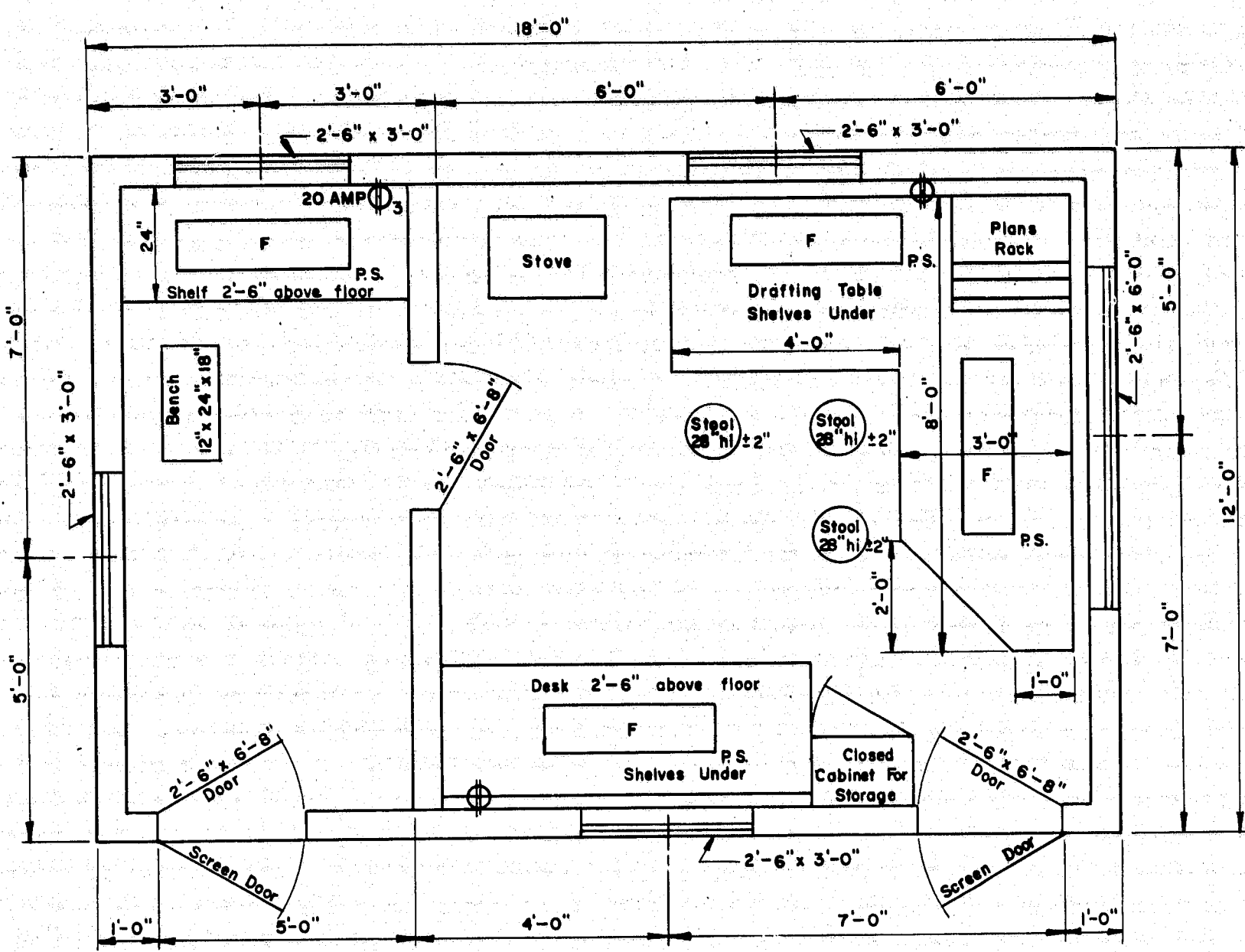


NOTES
1. Distance from roadway shall be 30' minimum.
2. When posts cannot be set on the exact station, the front of the post shall be painted black from the top to 3' down, and the offset distance marked on rear with an arrow pointing in direction of beginning or end of project.
3. All markings to be 1/4" deep and 3/8" wide.

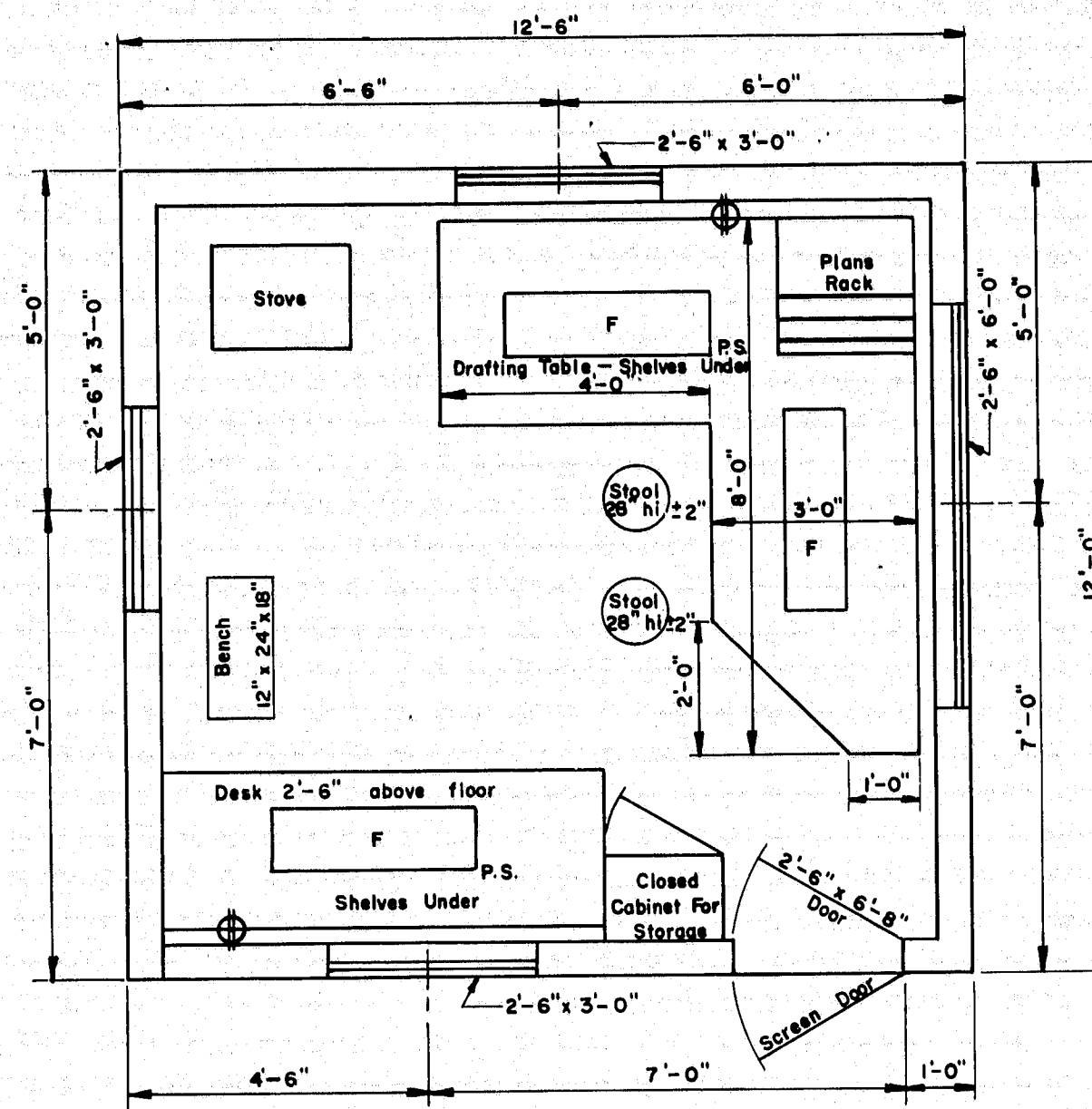
PROJECT MARKERS

REVISION	MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE
	BARRICADES WARNING SIGNS MONUMENTS PROJECT MARKERS
	AUG. 1969

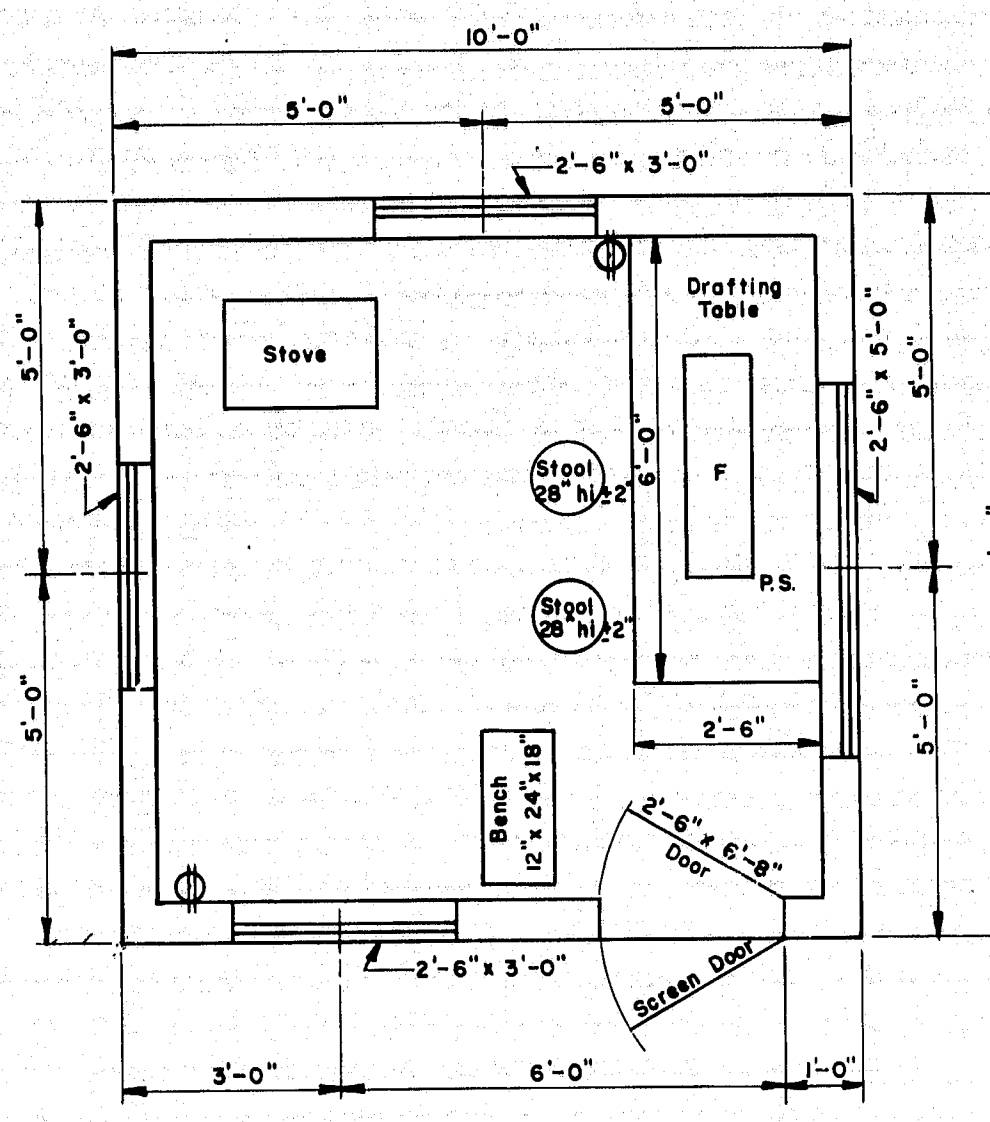




FLOOR PLAN
TYPE "A"



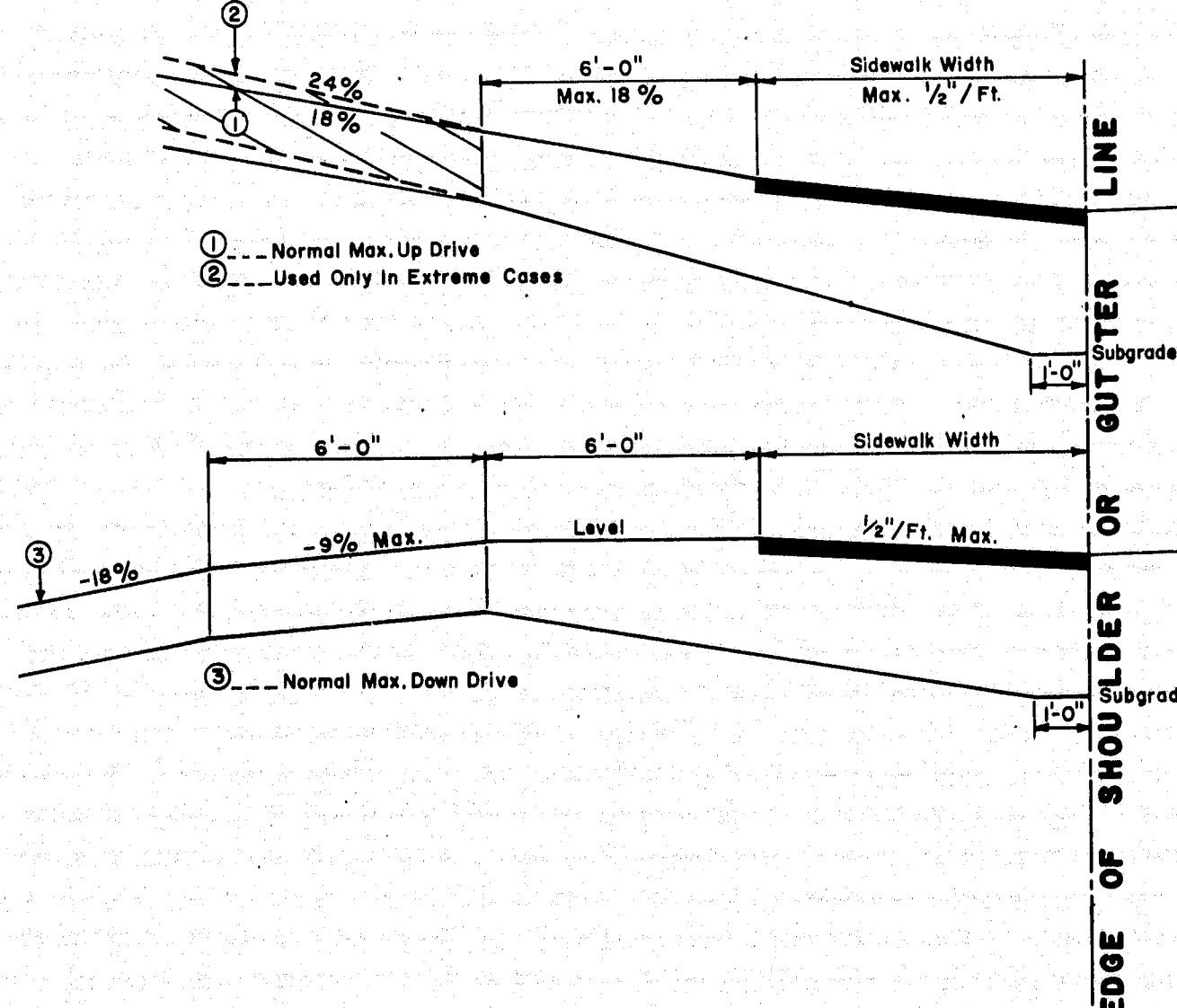
FLOOR PLAN
TYPE "B"



FLOOR PLAN
TYPE "C"

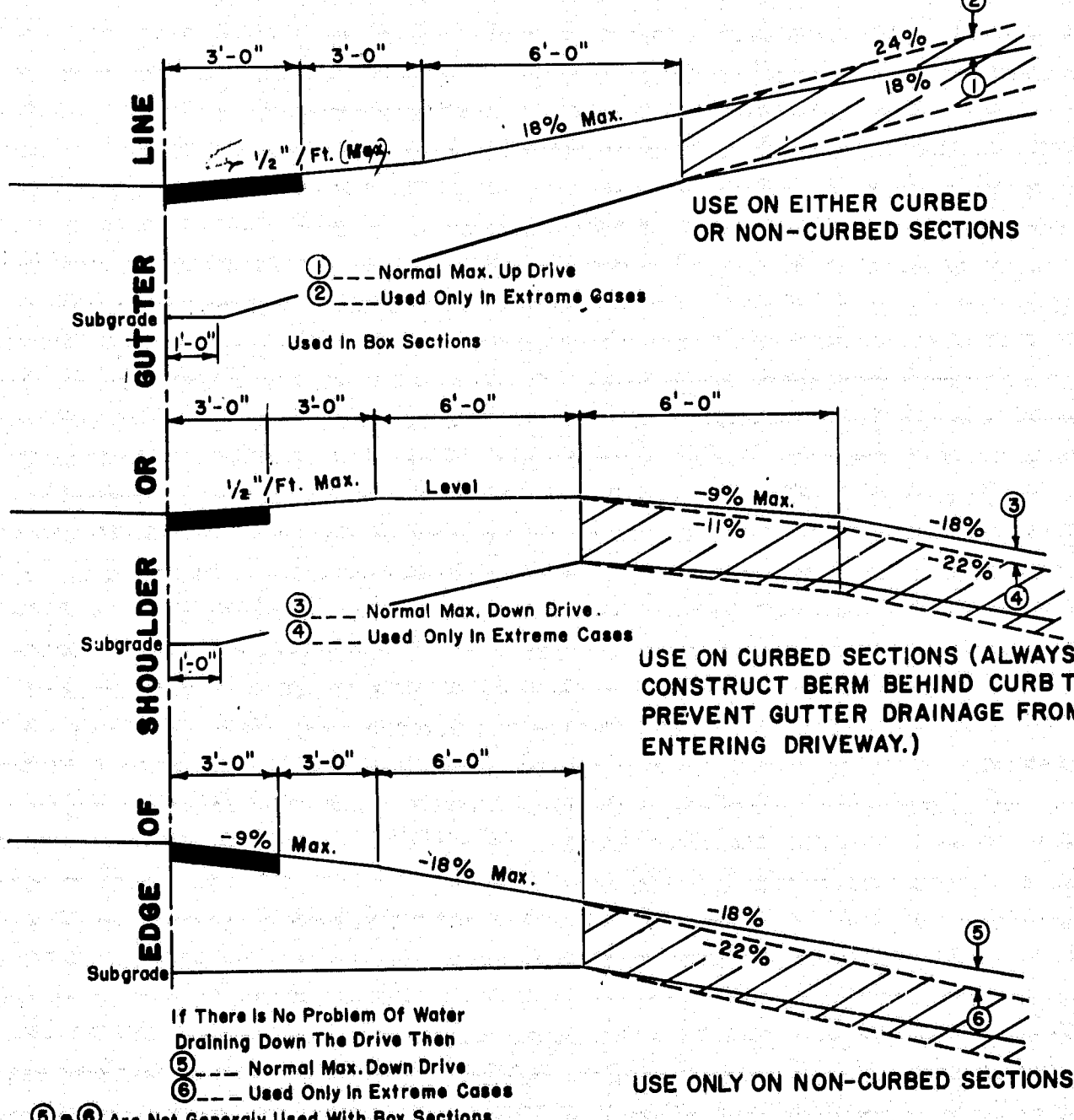
- GENERAL NOTES**
- Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
 - Shelves under desk shall be constructed to receive 1 1/2" x 14" x 25" transfiles.
 - Windows shall be double hung.
 - Stovepipe shall not be in direct contact with combustible material; the pipe shall be surrounded with at least 6" of fireproof material.
 - Continuous 110 volt 60 cycle electric service shall be supplied.
 - The engineer may rearrange the items shown on the plan views during construction of the field office.
 - FURNISHINGS TO BE SUPPLIED:
 - 2 Straight back chairs for types A and B
 - 1 Bench for types A, B & C
 - 3 Stool for type A
 - 2 Stools for types B & C
 - SYMBOLS:
 - F Fluorescent lights (2 light, rapid start 48" strips and 40 watt bulbs.)
 - P.S. Pull switch
 - ⊕ Duplex wall outlet—15 amp unless otherwise noted.
 - ⊕₃ Triplex Wall Outlet
 - For the Type "A" Field Office one clean 55 gal. drum shall be supplied, installed on a suitable rack and equipped with a spigot suitable for drawing off water. The drum shall be furnished with water at all times.

DRIVES ON SIDEWALK SECTIONS

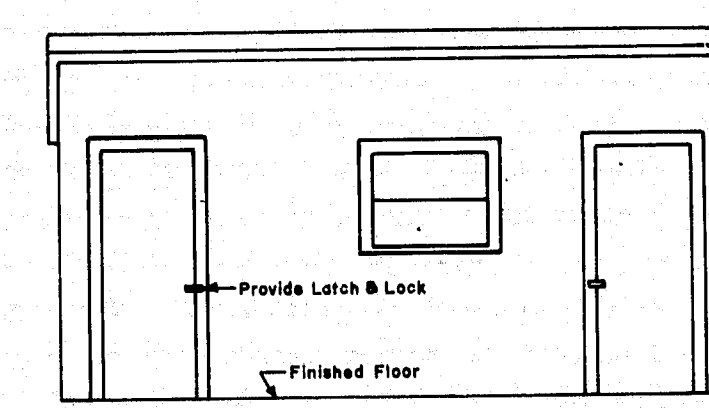


- GENERAL NOTES**
- The sidewalk width shall be paved in all cases.
 - All residential or commercial drives over 10% to be paved.
- NOTES ON MAXIMUM DRIVEWAY PROFILES**
- These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
 - Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
 - When grading drives which are flatter than the maximum profiles the following rule of thumb should be used, do not exceed a grade % change of more than 9% in a 6 foot increment of driveway length. This applies to both up and down profiles.

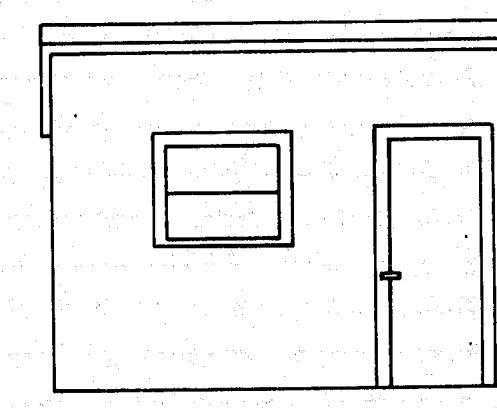
DRIVES ON NON-SIDEWALK SECTIONS



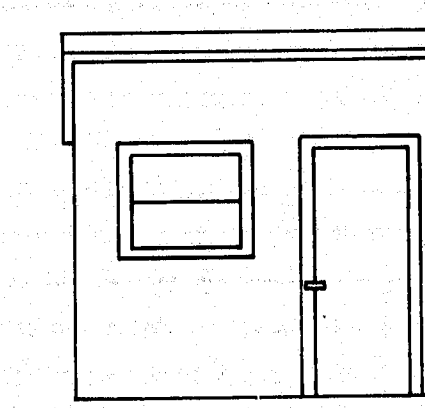
- GENERAL NOTES**
- The first 3' shown as pavement shall be paved only when abutting a paved area.
 - All residential or commercial drives over 10% to be paved.
- NOTES ON MAXIMUM DRIVEWAY PROFILES**
- These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
 - Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
 - When grading drives which are flatter than the maximum profiles the following rule of thumb should be used, do not exceed a grade % change of more than 9% in a 6 foot increment of driveway length. This applies to both up and down profiles.



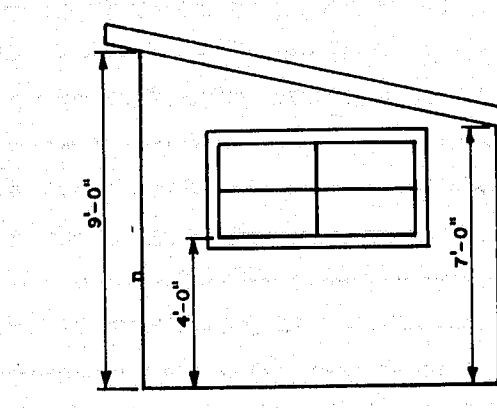
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"



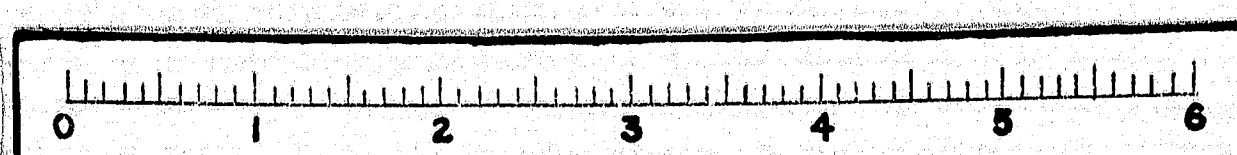
FRONT ELEVATION
TYPE "C"

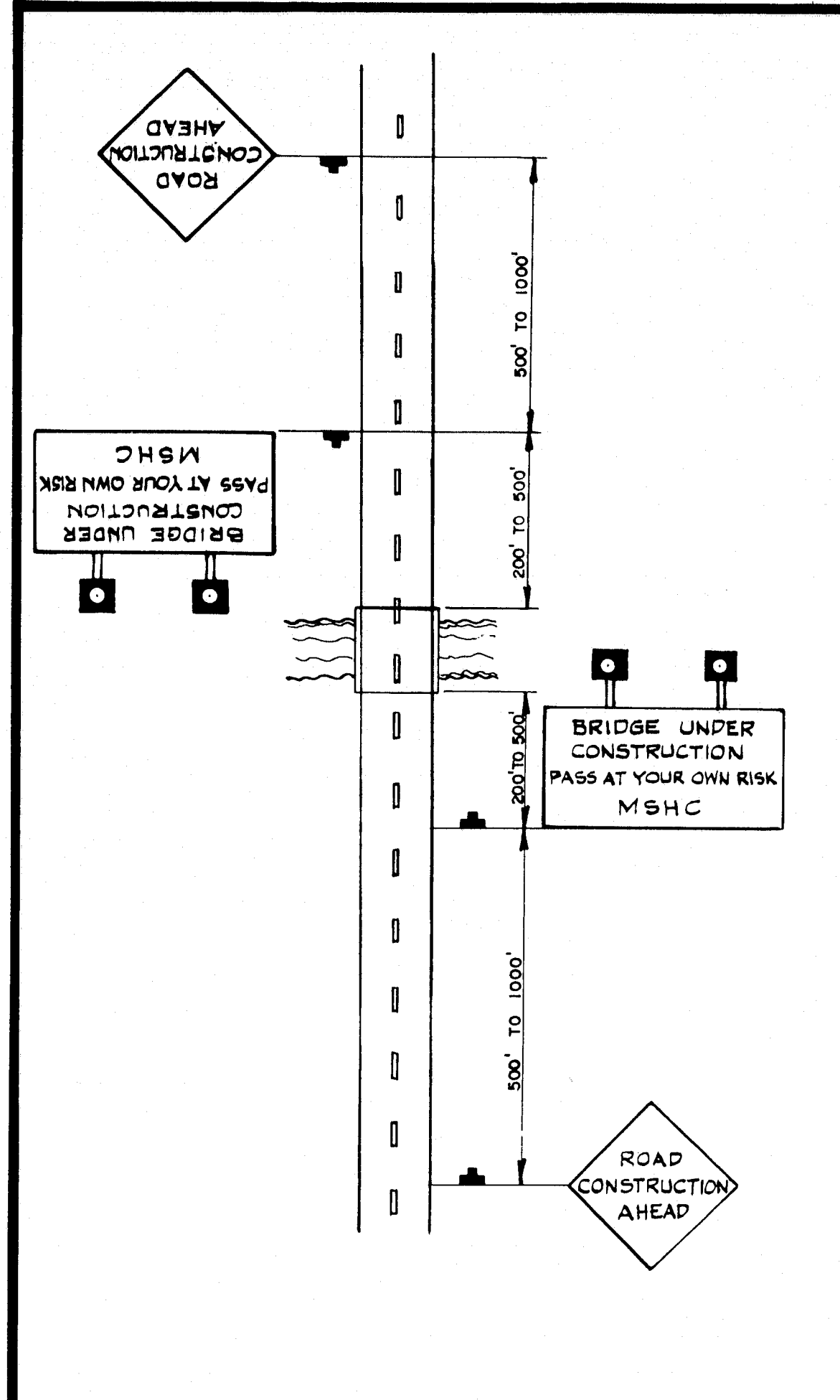


SIDE ELEVATION
TYPES "A" "B" & "C"

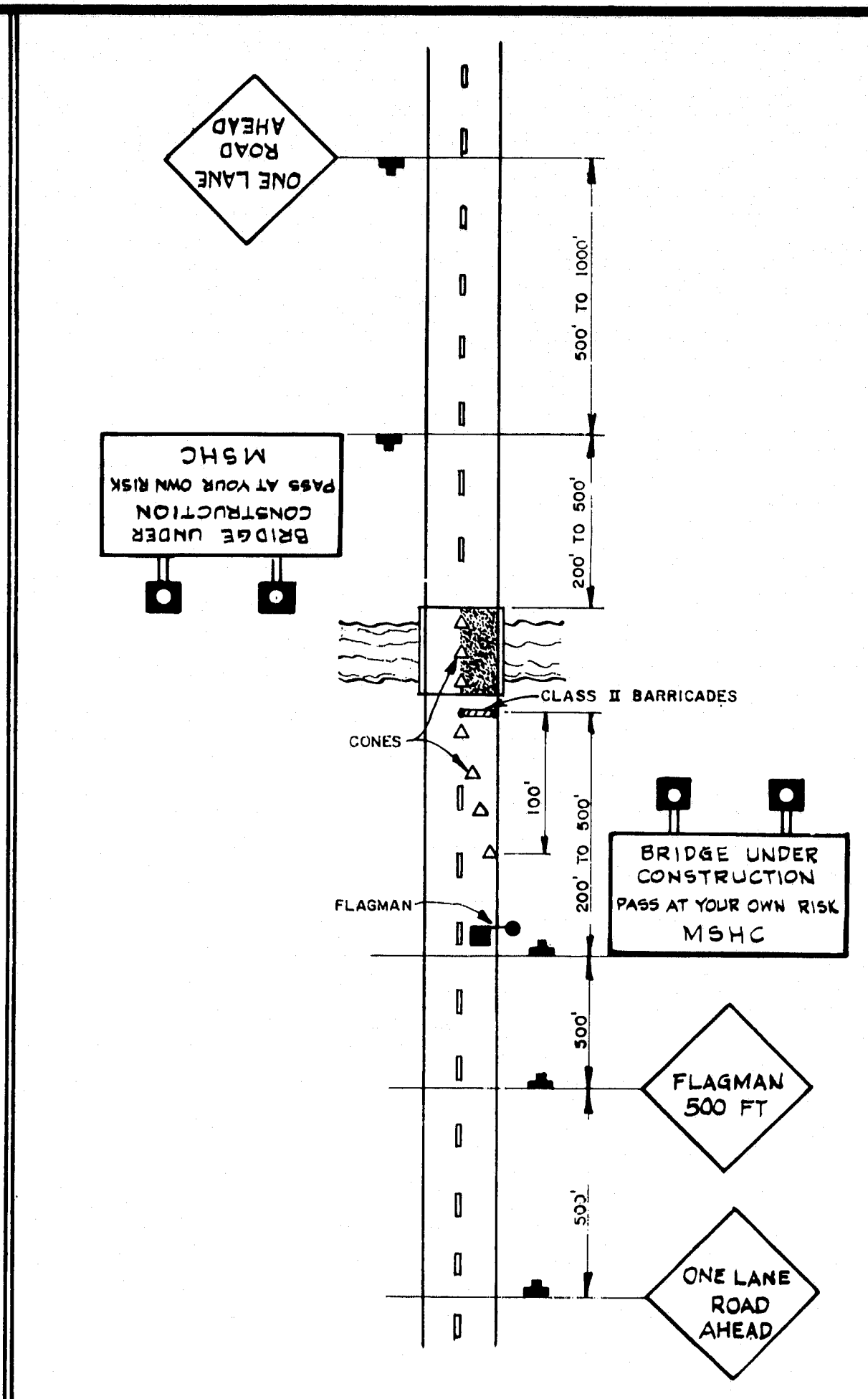
REVISIONS		MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
		STANDARD DETAILS	
		DRIVEWAY DETAILS	
		FIELD OFFICES	
		TESTING LABORATORY	
		AUG. 1969	

122-114 GORHAM WINDHAM



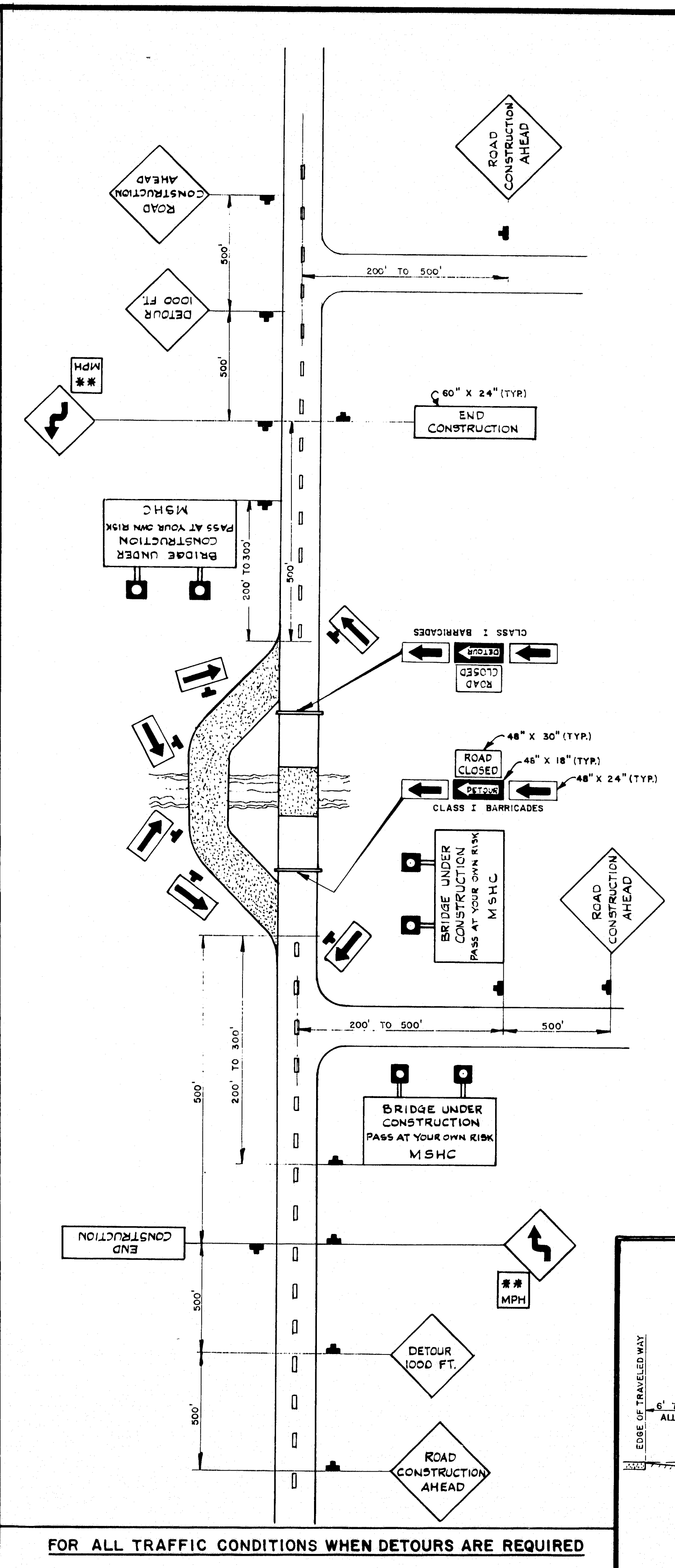


WHEN DETOURS OR LANE CLOSURES ARE NOT REQUIRED.

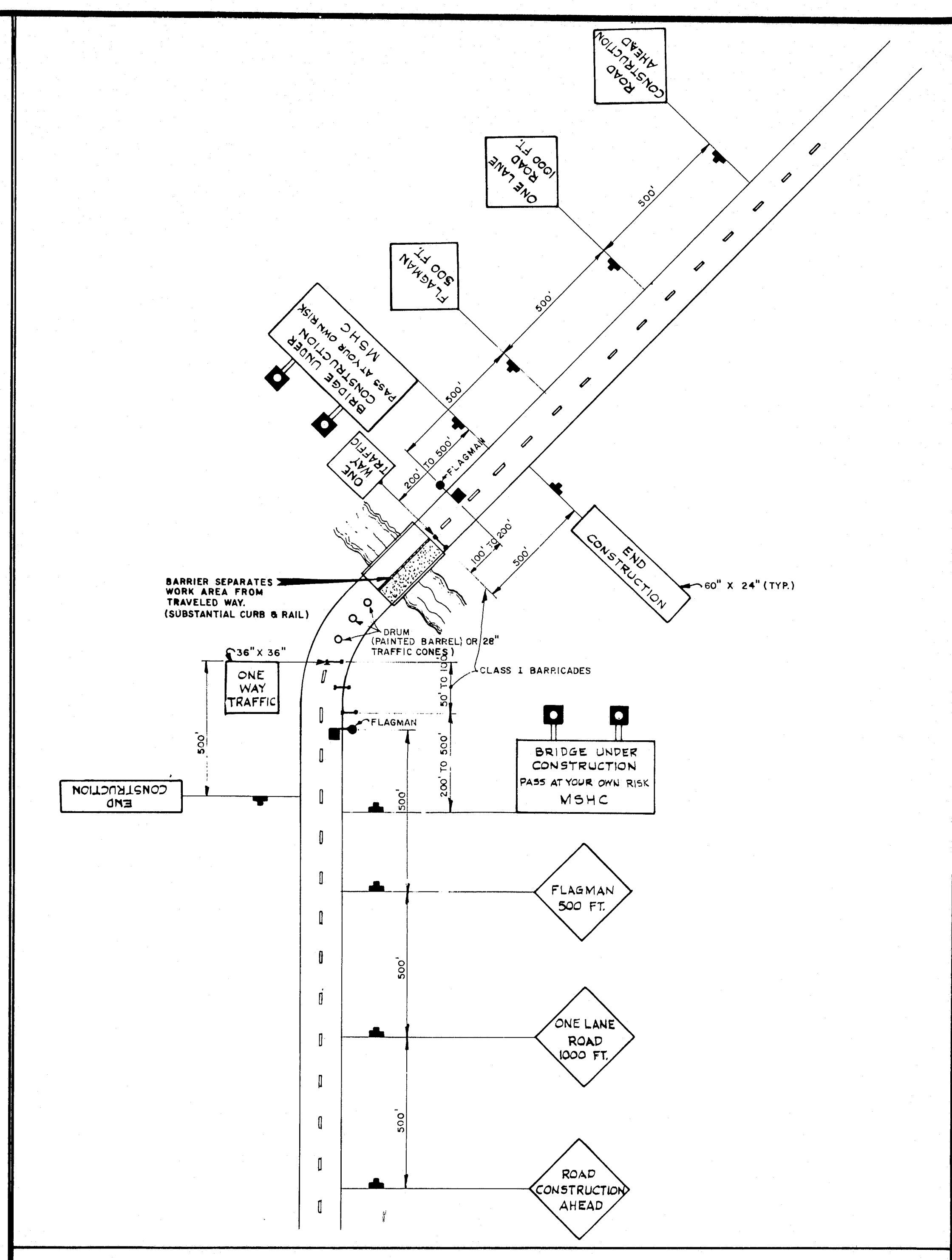


MINOR OPERATIONS OF SHORT DURATION REQUIRING LANE CLOSURE

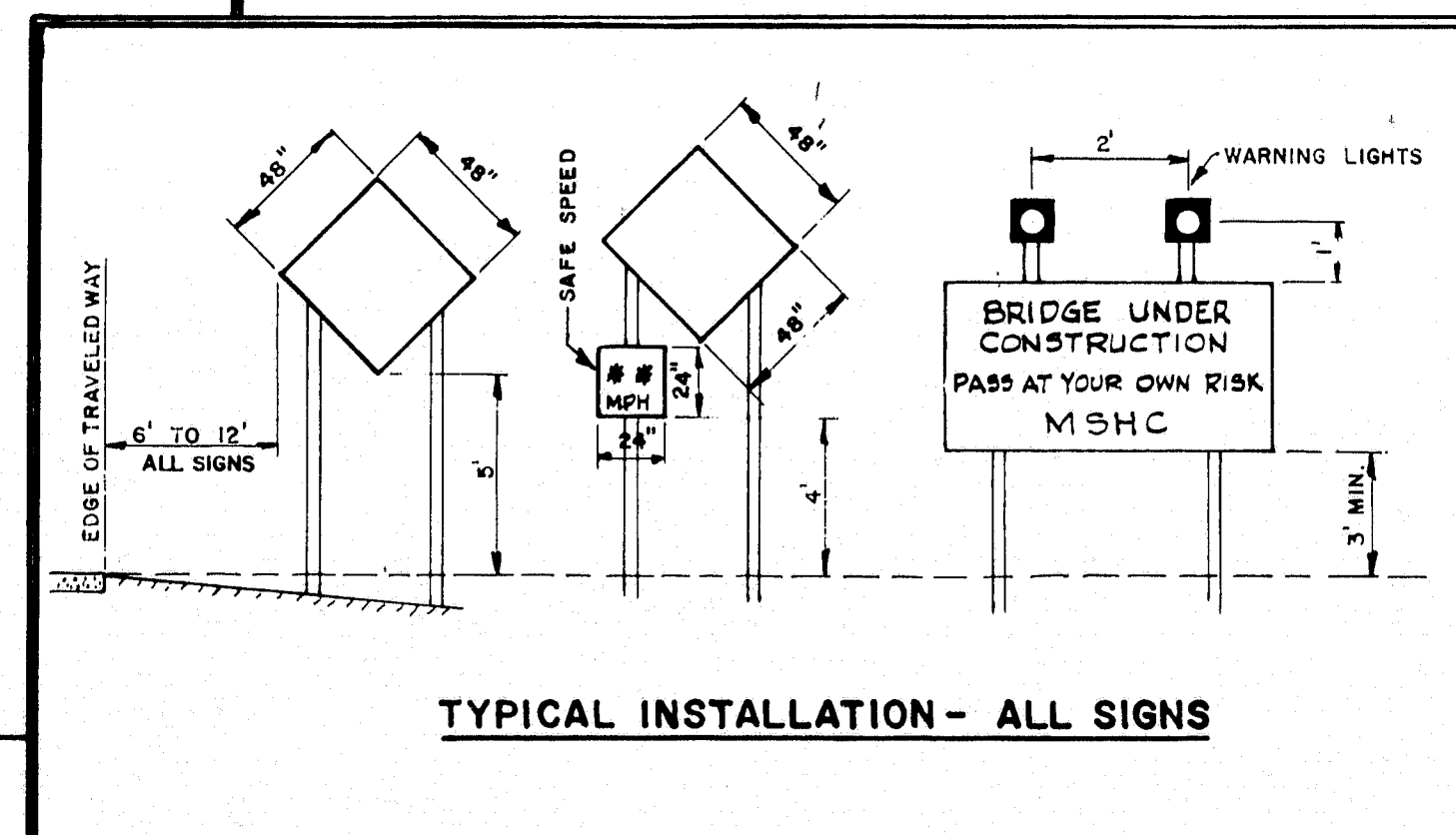
- ### GENERAL NOTES
- DISTANCES SHOWN ON PLANS ARE APPROXIMATE
 - USE FLAGMAN AND FLAGMAN SIGNS WHEN REQUIRED BY THE ENGINEER.
 - MINIMUM SIGNING REQUIREMENTS ARE SHOWN FOR THE MOST FREQUENT SITUATIONS ONLY. FOR SIGNING PROJECTS NOT DESCRIBED OR REQUIRING MODIFICATIONS TO THOSE SHOWN THE TRAFFIC CONTROL DEVICES SHALL BE INSTALLED AS THE ENGINEER DIRECTS.
 - ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE APPLICABLE SPECIFICATIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND STATE OF MAINE SHC "STANDARD SPECIFICATIONS HIGHWAYS AND BRIDGES REVISIONS OF JUNE 1968"
 - ALL SIGNS THAT ARE TO CONVEY MESSAGES DURING HOURS OF DARKNESS SHALL BE REFLECTORIZED WITH REFLECTIVE SHEETING COMPLYING WITH FEDERAL SPECIFICATIONS LS-300. ILLUMINATION MAY BE REQUIRED IN ACCORDANCE WITH SECTION 5B-2 OF THE MANUAL ON TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
 - ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED BY THE CONTRACTOR UNLESS OTHERWISE SPECIFIED.
 - TRAFFIC CONTROL DEVICES SHALL BE ERECTED PRIOR TO THE START OF CONSTRUCTION OR MAINTENANCE OPERATION AND SHALL BE MAINTAINED DURING THE TIME SUCH SPECIAL CONDITIONS EXIST. THE CONTROL DEVICES SHALL REMAIN IN PLACE FOR AS LONG AS CONTROLS ARE NECESSARY BUT SHALL BE REMOVED IMMEDIATELY THEREAFTER.
 - EXISTING TRAFFIC CONTROL DEVICES WHICH TEND TO CONFUSE TRAFFIC SHALL BE REMOVED OR COVERED BY THE CONTRACTOR. EXISTING CENTER LINE STRIPES WHICH TEND TO DIRECT TRAFFIC INTO THE AREA BEING DETOURED SHALL OBLITERATED BY THE CONTRACTOR TO THE APPROVAL OF THE ENGINEER.
 - WARNING LIGHTS SHALL BE INSTALLED ABOVE EACH "BRIDGE UNDER CONSTRUCTION" SIGN AND IN OTHER LOCATIONS WHEN REQUIRED BY THE ENGINEER. WHEN POWER IS NOT AVAILABLE HIGH INTENSITY BATTERY POWERED FLASHERS SHALL BE USED.
 - THE SIZE OF THE LETTERING ON SIGNS BEARING MESSAGES AND THEIR BORDERS SHALL BE IN THE SAME PROPORTION AS THE EXAMPLES SHOWN IN THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES". IN GENERAL THE LETTERING SHALL NOT BE LESS THAN 7" IN HEIGHT EXCEPT AS NOTED UNDER PARAGRAPH 5B-16 OF THE MANUAL.
 - FOR SIGN SIZES NOT SHOWN ON PLANS SEE "TYPICAL INSTALLATION - ALL SIGNS"



FOR ALL TRAFFIC CONDITIONS WHEN DETOURS ARE REQUIRED



MAJOR OPERATIONS OF LONG DURATION REQUIRING LANE CLOSURE



TYPICAL INSTALLATION - ALL SIGNS

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

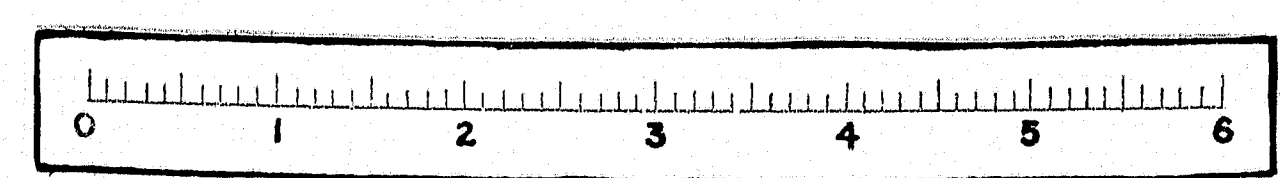
STANDARD DETAILS

(BD III - 69)

TRAFFIC CONTROL DEVICES

FOR BRIDGE PROJECTS ON 2-LANE HIGHWAYS

JUNE 1969



122-115