F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	1	48

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

CONVENTIONAL SIGNS

COUNTY LINES		TRAVELLED WAY - PROPOSED	
TOWN LINES		UNDERGROUND UTILITIES - EXISTING	
PROPERTY LINES		UNDERGROUND UTILITIES - PROPOSED	
R/W LINES - EXISTING		RAILROAD - SINGLE TRACK	
R/W LINES - NEW - ACCESS CONTROL		RAILROAD - DOUBLE TRACK	
R/W LINES - NEW - NO ACCESS CONTROL		UTILITY POLE - EXISTING	
CULVERT - EXISTING		UTILITY POLE - JOINT OCCUPANCY	J
CULVERT - PROPOSED		PROPOSED UTILITY POLE - TEMPORARY	X
CURBING - EXISTING		PROPOSED UTILITY POLE - PERMANENT	
CURBING - PROPOSED		TREES	hardwood, softwood
TRAVELLED WAY - EXISTING		WOODS	

TRAFFIC FLOW DATA

	ROUTE I-95	RELOCATED ROUTE 201
A.D.T. 1971	9,540	1,360
A.D.T. 1991	19,190	2,150
D.H.V.	2,495	215
T.	11%	6%
D.	60%	60%
V.	70 M.P.H.	50 M.P.H.

NOTE:

ALL WORK CONTEMPLATED UNDER THIS CONTRACT SHALL BE GOVERNED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (REVISION OF JUNE 1968) AND SUPPLEMENTS THERETO, EXCEPT AS MODIFIED ON THE PLANS AND IN THE SPECIAL PROVISIONS.

RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
AND
RELOCATED ROUTE 201
OVER
CATHANCE RIVER
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

MAINE FEDERAL AID INTERSTATE

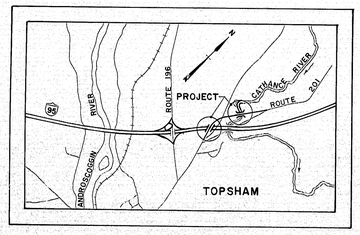
PROJECT NO. I-95-5(18)76

PROJECT LENGTH = 0.00 MILES

INDEX OF SHEETS

1	TITLE SHEET
2	ESTIMATE OF QUANTITIES
3	GENERAL PLAN (RELOCATED ROUTE 201 OVER ROUTE I-95)
4	PROFILE
5 & 6	FOUNDATION SURVEY - PART I AND FOUNDATION SURVEY - PART II
7	FOOTING PLAN - ABUTMENT NO. 1
8	FOOTING PLAN - ABUTMENT NO. 2
9	APPROACH SLABS
10	ABUTMENT NO. 1
11	ABUTMENT NO. 2
12	WINGWALLS
13	ABUTMENT ARCHITECTURAL TREATMENT
14	PIER
15	FRAMING PLAN AND DRAINS
16	CROSS FRAMES AND DETAILS
17	BOTTOM OF SLAB ELEVATIONS AND CAMBER DIAGRAM
18	SUPERSTRUCTURE PLAN
19	SUPERSTRUCTURE DETAILS
20	SLOPE PROTECTION
21 & 22	BAR SCHEDULE - PART I AND BAR SCHEDULE - PART II
23	SLOPE PROTECTION - ROUTE 196 OVER ROUTE I-95
24	GENERAL PLAN (RELOCATED ROUTE 201 OVER CATHANCE RIVER)
25	PROFILE
26	HYDRAULIC SURVEY
27	SURVEY
28-30	BORING DETAILS & FOUNDATION SURVEY
31	FOOTING PLANS - ABUTMENTS NO. 1 AND 2
32	APPROACH SLABS
33	ABUTMENTS NO. 1 AND 2
34	PIERS
35	FRAMING PLAN AND DETAILS
36	CROSS FRAMES AND DETAILS
37	ARMORED JOINT
38	SUPERSTRUCTURE PLAN
39	SUPERSTRUCTURE DETAILS
	STANDARD DETAILS
40	BAR SCHEDULE
41	BD 100-71 BEARING PEDESTALS
42	BD 101-70 BEARING PEDESTALS
43	BD 104-71 DIAPHRAGMS, ARMORED JOINT, ECT.
44	BD 104-64 EXPANSION DAMS
45	BD 106-69 ALUMINUM RAILINGS
46	(2) UNDERDRAINS
47	(6) GUARD RAILS, ANCHOR ASSEMBLIES, ECT.
48	(12) DRIVEWAY DETAILS, FIELD OFFICE, TESTING LABORATORY

REVISED "AS BUILTS" by Michael R. Stokes 11-15-76 - BRIDGE



LOCATION MAP
SCALE OF MILES
0.5 0

STATE OF MAINE
RICHARD W. ALBRECHT #1188
REGISTERED PROFESSIONAL ENGINEER
Richard W. Albrecht

STATE OF MAINE
SYLVESTER L. LINTON 1107
REGISTERED ENGINEER

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

APPROVED:

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		DATE
David H. Stevens	COMMISSIONER	JUNE 7, 1972
Richard A. Barnicle	BUREAU DIRECTOR	JUNE 7, 1972
Sylvester Linton	CHIEF ENGINEER	JUNE 7, 1972

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REGION 1

APPROVED:

DIVISION ENGINEER DATE

147-9

VL-55
35

JANUARY 1968

2034 2080

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	2	45

ESTIMATED BRIDGE QUANTITIES

RELOC. RTE. 201 OVER RTE. I-95

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
203.25	GRANULAR BORROW	C.Y.	5,900
206.08	STRUCTURAL EARTH EXCAVATION - ABUTMENTS	C.Y.	260
206.10	STRUCTURAL EARTH EXCAVATION - PIER	C.Y.	87
*403.08	HOT BITUMINOUS PAVEMENT, GRADING C	TON	136
501.215	STEEL H-BEAM PILES 74 LBS./FT.	L.F.	1478
502.21	STRUCTURAL CONCRETE, ABUTMENTS & RET. WALLS	C.Y.	455
502.23	STRUCTURAL CONCRETE, PIERS	C.Y.	87
502.2601	STRUCTURAL CONCRETE, ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES	L.S.	1
502.3101	STRUCTURAL CONCRETE, APPROACH SLABS	L.S.	1
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	LBS.	129,927
503.13	REINFORCING STEEL, PLACING	LBS.	129,927
504.7001	STRUCTURAL STEEL, FABRICATED AND DELIVERED	L.S.	1
504.7101	STRUCTURAL STEEL, ERECTION	L.S.	1
505.0801	SHEAR CONNECTORS	L.S.	1
506.1401	FIELD PAINTING, STRUCTURAL STEEL	L.S.	1
507.08	BRIDGE RAILING	L.F.	597
*508.10	MEMBRANE WATERPROOFING	S.Y.	1186
512.07	FRENCH DRAINS (STONES ONLY)	C.Y.	21
513.09	SLOPE PROTECTION-PORTLAND CEMENT CONCRETE	S.Y.	360
515.20	PROTECTIVE COATING FOR CONCRETE SURFACES	S.Y.	435
609.13	VERTICAL BRIDGE CURB - TYPE 1	L.F.	550

RELOC. RTE. 201 OVER CATHANCE RIVER

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
203.25	GRANULAR BORROW	C.Y.	1,450
206.08	STRUCTURAL EARTH EXCAVATION - ABUTMENTS	C.Y.	260
*403.08	HOT BITUMINOUS PAVEMENT, GRADING C	TON	86
501.213	STEEL H-BEAM PILES 57 LBS./FT.	L.F.	3,756
502.21	STRUCTURAL CONCRETE, ABUTMENTS AND RET. WALLS	C.Y.	212
502.23	STRUCTURAL CONCRETE, PIERS	C.Y.	36
502.2602	STRUCTURAL CONCRETE, ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES	L.S.	1
502.3102	STRUCTURAL CONCRETE, APPROACH SLABS	L.S.	1
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	LBS.	67,375
503.13	REINFORCING STEEL, PLACING	LBS.	67,375
504.7002	STRUCTURAL STEEL, FABRICATED AND DELIVERED	L.S.	1
504.7102	STRUCTURAL STEEL, ERECTION	L.S.	1
505.0802	SHEAR CONNECTORS	L.S.	1
506.1402	FIELD PAINTING, STRUCTURAL STEEL	L.S.	1
507.08	BRIDGE RAILING	L.F.	403
*508.10	MEMBRANE WATERPROOFING	S.Y.	743
512.07	FRENCH DRAINS (STONES ONLY)	C.Y.	20
515.20	PROTECTIVE COATING FOR CONCRETE SURFACES	S.Y.	252
609.13	VERTICAL BRIDGE CURB - TYPE 1	L.F.	354

INCIDENTAL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
206.06	STRUCTURAL EARTH EXCAVATION - DRAINAGE AND MINOR STRUCTURES	C.Y.	182
513.09	SLOPE PROTECTION - PORTLAND CEMENT CONCRETE	S.Y.	876 ①
514.06	CURING BOX FOR CONCRETE CYLINDERS	EACH	1
618.15	TEMPORARY SEEDING	LBS.	20
629.05	LABOR, STRAIGHT TIME	M.HRS.	20
631.13	BULLDOZER (INCLUDING OPERATOR)	HRS.	10
631.171	TRUCK - SMALL (INCLUDING OPERATOR)	HRS.	10
631.22	FRONT END LOADER (INCLUDING OPERATOR)	HRS.	10
689.08	FIELD OFFICE - TYPE A	EACH	1
657.201	SEED AND APPLICATION, METHOD A	UNITS	40
657.21	REFORESTING, METHOD B	ACRE	1
660.21	ON-THE-JOB TRAINING (BID)	M.HRS.	1,000

ESTIMATED QUANTITIES - LUMP SUM ITEMS

SUPERSTRUCTURE CONCRETE	358 C.Y.
STRUCTURAL CONCRETE, APPROACH SLABS	28 C.Y.
STRUCTURAL STEEL	471,931 LBS.
SHEAR CONNECTORS (2251 LBS.)	2,304 STUDS

ESTIMATED QUANTITIES - LUMP SUM ITEMS

SUPERSTRUCTURE CONCRETE	218 C.Y.
STRUCTURAL CONCRETE, APPROACH SLABS	28 C.Y.
STRUCTURAL STEEL	173,105 LBS.
SHEAR CONNECTORS (2,017 LBS.)	2,064 STUDS

① ROUTE 196 OVER ROUTE I-95 STRUCTURE

* ITEMS NOT IN CONTRACT

PLANS	BY	DATE
DESIGN - DETAILED	R.T.L.	4/72
CHECKED	G.T.S.	5/72
REVISIONS	R.E.B.	
FIELD CHANGES		

	FILE NO.		PLAN NO.
	VL-55		36
DES.	R.T.L.	CHK.	N.K.D.
DR.	G.T.S.	CHK.	R.E.B.
EST.	R.E.B.	CHK.	C.K.L.

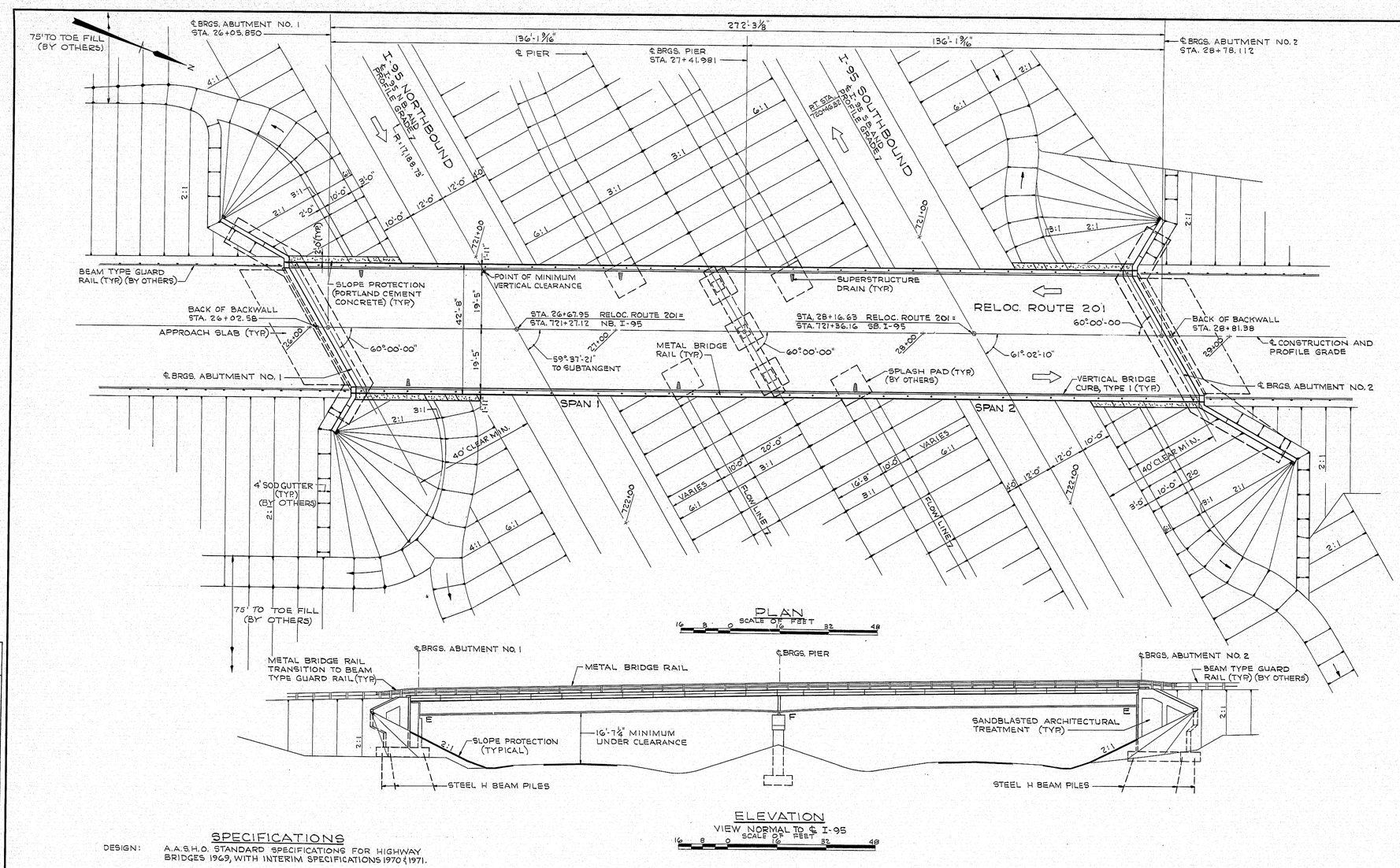
R. A. Bartlett
ENGINEER IN CHARGE

MBPC - 2000 - 4 - 6-9 3700

147-10

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
AND
RELOCATED ROUTE 201
OVER
CATHANCE RIVER
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
ESTIMATE OF QUANTITIES
AUGUSTA, MAINE — JUNE, 1972

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	3	48



PLAN
SCALE OF FEET 16 8 0 16 32 48

ELEVATION
VIEW NORMAL TO ℄ I-95
SCALE OF FEET 16 8 0 16 32 48

SPECIFICATIONS

DESIGN: A.A.S.H.O. STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1969, WITH INTERIM SPECIFICATIONS 1970 & 1971.

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

LIVE LOADING

HS 20-44

MATERIALS

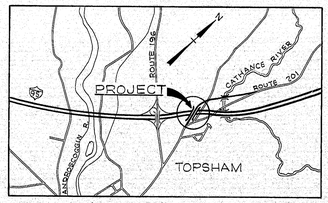
CONCRETE: CLASS A

REINFORCING STEEL: ASTM A615 GRADE 60

STRUCTURAL STEEL: SEE "FRAMING PLAN AND DRAINS."

BASIC ALLOWABLE STRESSES

CONCRETE:	f_c = 1200 P.S.I. n = 10
REINFORCING STEEL:	f_s = 24,000 P.S.I.
STRUCTURAL STEEL:	
A572 GRADE 50	f_s = 27,000 P.S.I.
A36	f_s = 20,000 P.S.I.



LOCATION MAP

147-11

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
GENERAL PLAN
SHEET 1 OF 20 AUGUSTA, MAINE JUNE, 1972

PLANS

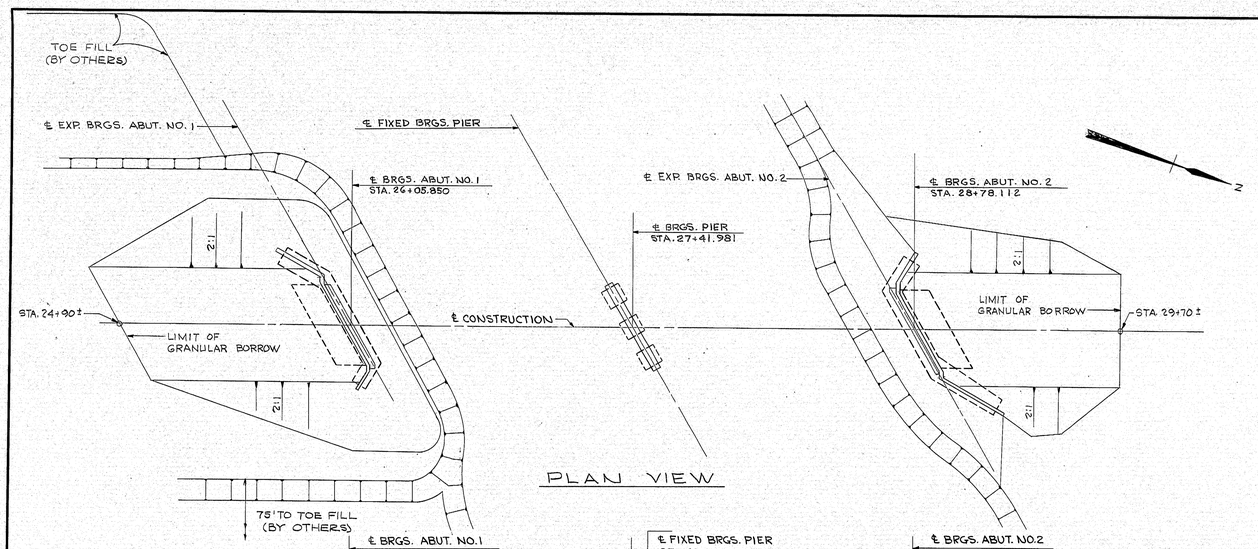
	BY	DATE
DESIGN-DETAILED	R.T.L.	8/71
CHECKED	D.A.M.	8/71
REVISIONS	R.E.B.	4/72
FIELD CHANGES		

FILE NO.		PLAN NO.
VL-55		37
DES R.T.L.	CHK C.K.L.	
DR D.A.M.	CHK R.E.B.	
EST I.P.	CHK N.K.D.	

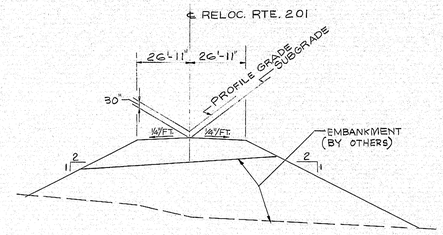
K. Albrecht
ENGINEER IN CHARGE

MBPC-2000-4-69 3700

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	4	48



NOTE:
THE GRANULAR BORROW BEHIND ABUTMENTS SHALL BE COMPACTED TO A MINIMUM DRY DENSITY OF 90% MAXIMUM LAB. DENSITY.



TYPICAL EARTH SECTION
SECTION TAKEN AT STA. 25+50±

PLANS	BY	DATE
DESIGN - DETAILED	R.T.L.	W.J.A. 8/71
CHECKED		R.E.B. 4/72
REVISIONS		
FIELD CHANGES		

FILE NO.		PLAN NO.
VL-55		38
DES R.T.L.	CHK	R.E.B.
DR W.J.A.	CHK	R.E.B.
EST I.P.	CHK	N.K.D.

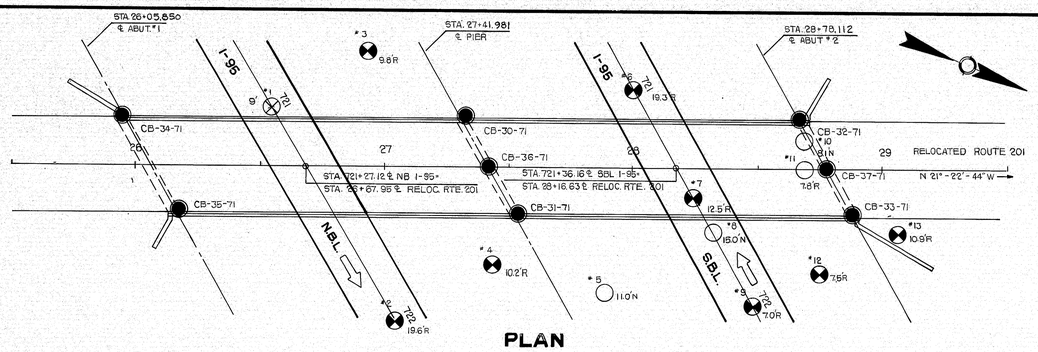
ENGINEER IN CHARGE

MBPC-2000-4-69 3700

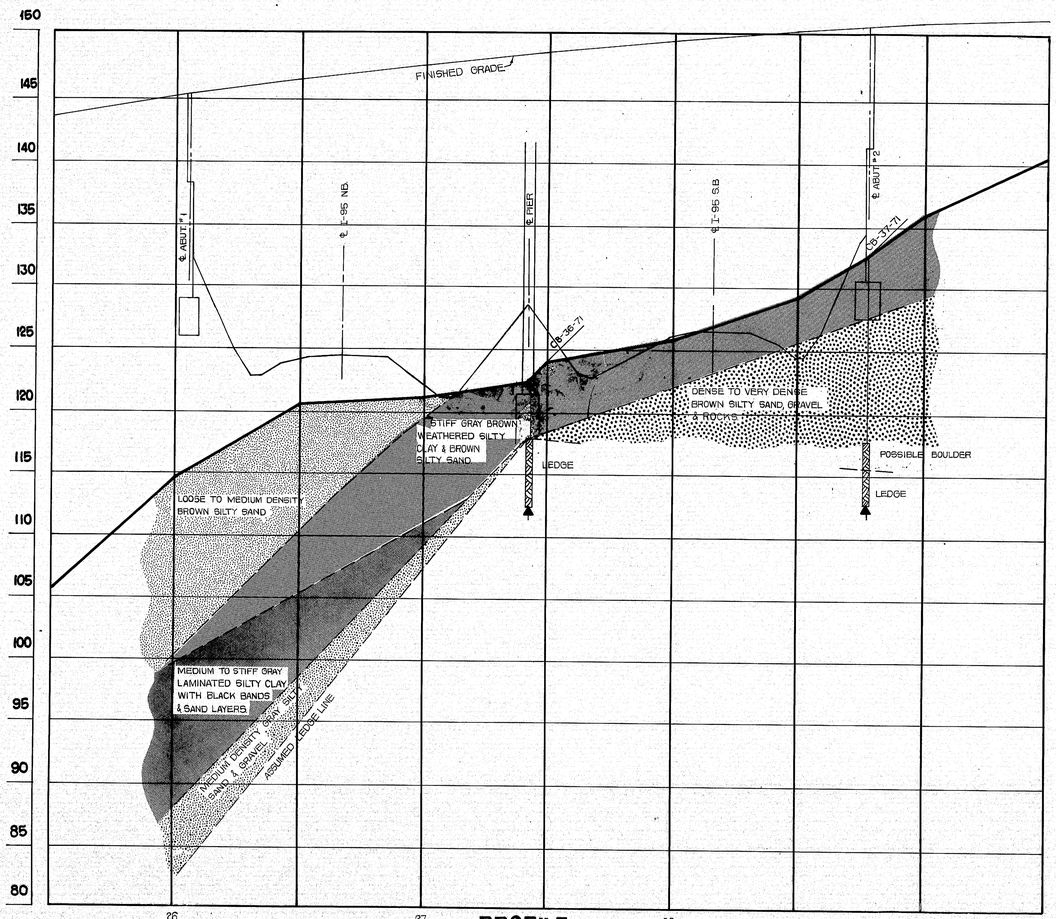
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
PROFILE
SHEET 2 OF 20 AUGUSTA, MAINE JUNE, 1972

147-12

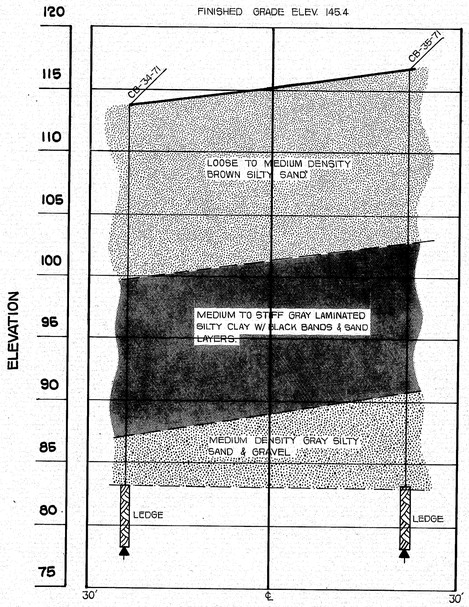
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	5	33



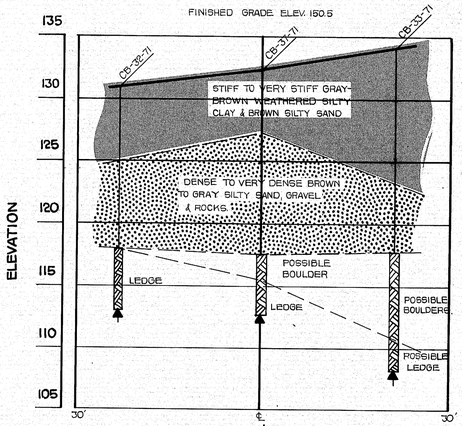
PLAN



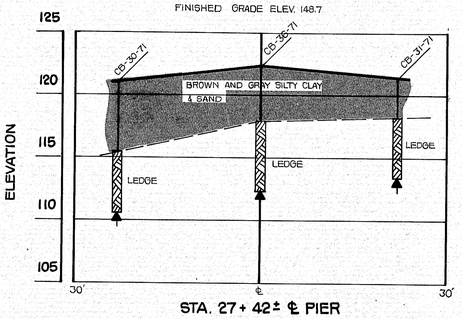
PROFILE



STA. 26+06± ℄ ABUT. NO. 1



STA. 28+78± ℄ ABUT. NO. 2



STA. 27+42± ℄ PIER

TRANSVERSE SECTIONS

PLANS

BY	DATE
	DESIGN - DETAILED
	CHECKED
	REVISIONS
	FIELD CHANGES

VL-55
99

JANUARY 1968

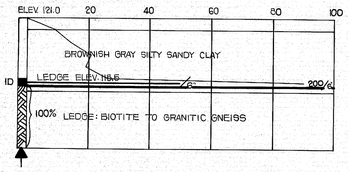
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
FOUNDATION SURVEY - PART I.
SHEET 3 OF 20 AUGUSTA, MAINE JUNE, 1972

147-13

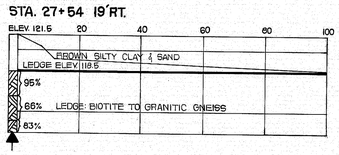
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	6	43

ELEVATION

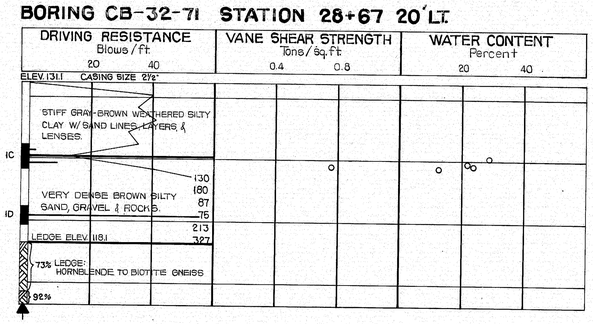
BORING CB-30-71
STA. 27+33 20'LT.



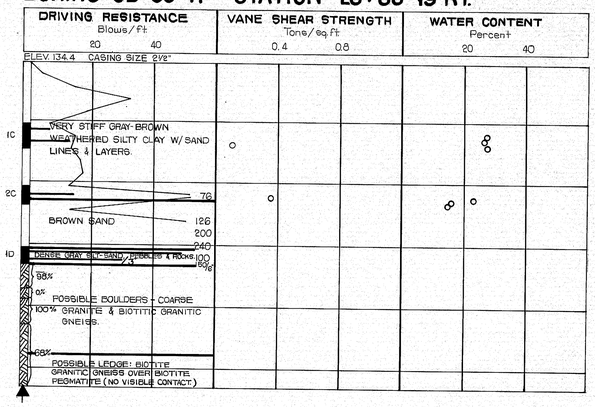
BORING CB-31-71
STA. 27+54 19'RT.



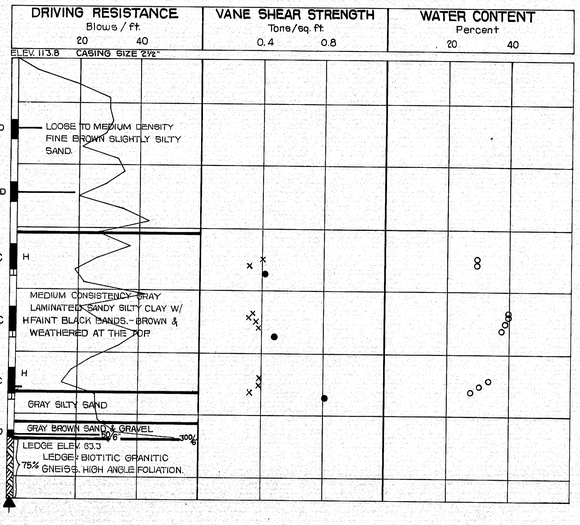
BORING CB-32-71 STATION 28+67 20'LT.



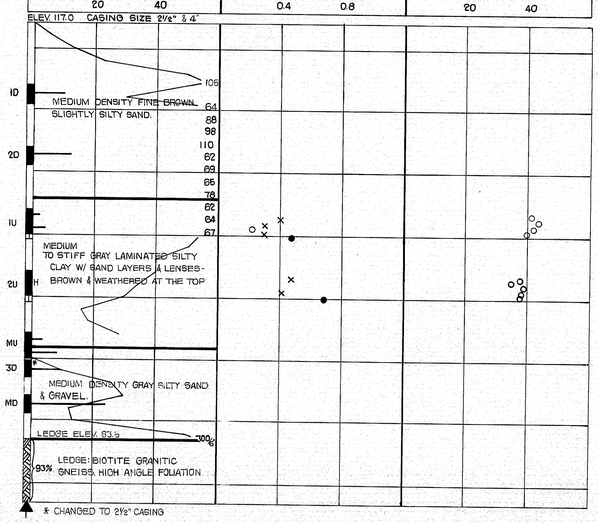
BORING CB-33-71 STATION 28+88 19'RT.



BORING CB-34-71 STATION 25+94 20'LT.

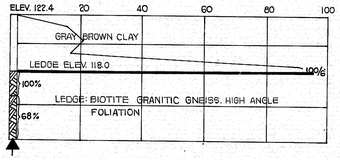


BORING CB-35-71 STATION 26+16 19'RT.

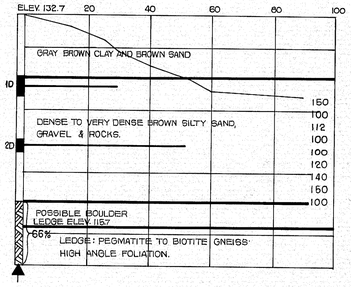


* CHANGED TO 2½" CASING

BORING CB-36-71
STA. 27+42 ℄



BORING CB-37-71
STA. 28+78 ℄



BORING NOTES

All samples and vanes are made ahead of casing

Water elevation

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 S & H Sampler # 1290'S
- IC 2" O.D. 16 ga. Seamless tubing
- IU 3½" O.D. 16 ga. Seamless tubing
- 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

Sampling spoon or Seamless tubing driven by static weight of drill rods and hammer

Field vane test

Bottom of boring (may not be bottom of soil strata)

Locations cored by diamond bit and per cent recovery of rock

SHEAR NOTES

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

WATER CONTENT NOTES

- ○ Natural water contents given as per cent of dry weight
- ⊗-× Plastic and liquid limits
  Ignition losses are given as per cent of dry weight

PLANS

BY	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

VL-55
40

JANUARY 1969

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

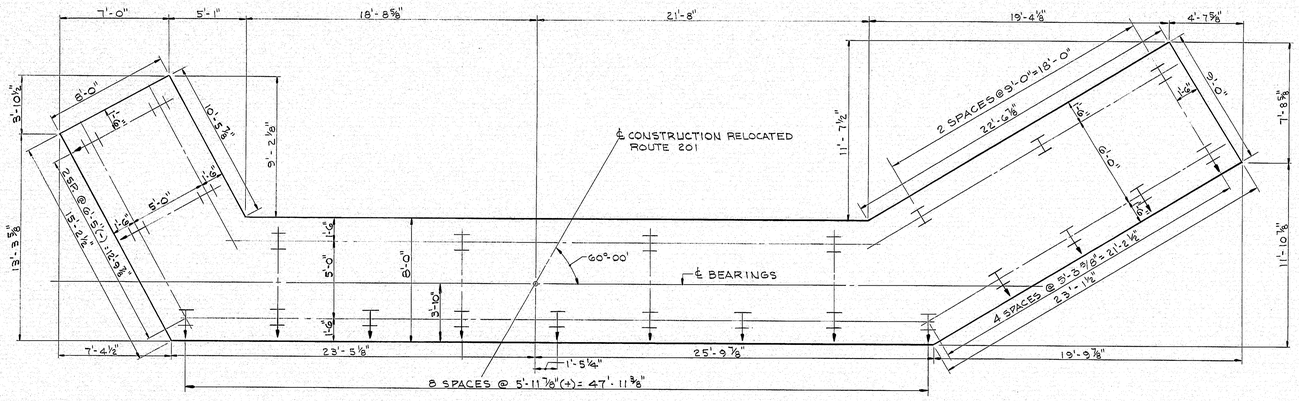
FOUNDATION SURVEY - PART II

SHEET 4 OF 20 AUGUSTA, MAINE JUNE, 1972

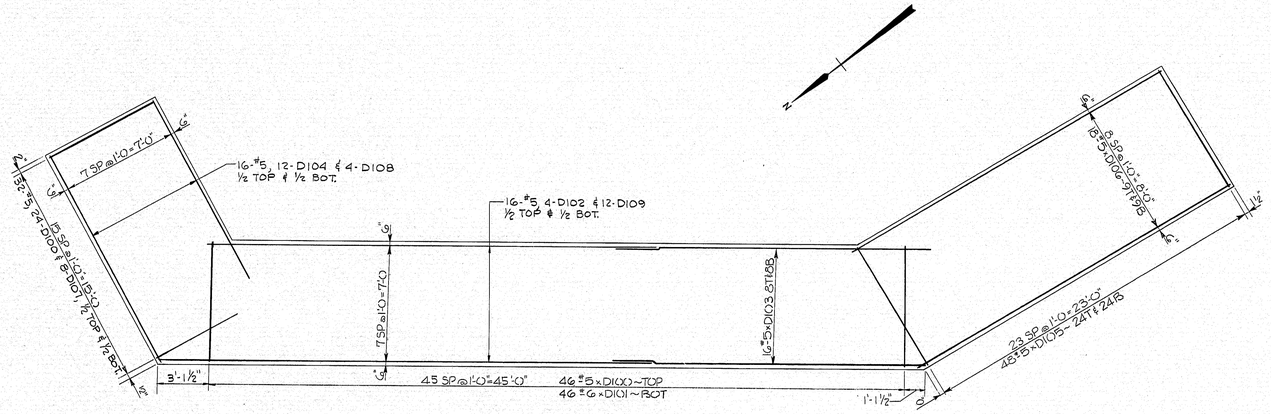
203-1 0200

147-14

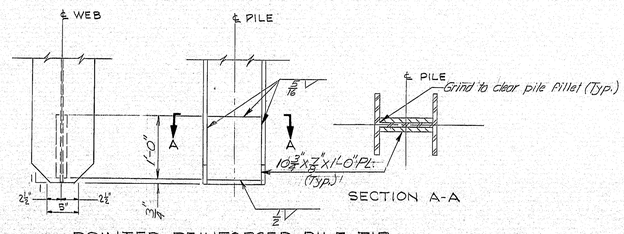
F.H.W.A. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	7	48



FOOTING AND PILE PLAN



REINFORCING - FOOTING PLAN



POINTED REINFORCED PILE TIP

ABUTMENT PILE NOTES

1. ALL ABUTMENT PILES SHALL BE H.P 12 x 74.
2. MAXIMUM ALLOWABLE PILE LOAD = 98 TONS.
3. PILES MARKED THUS H► SHALL BE BATTERED 3" PER FOOT IN DIRECTION OF ARROW.
4. PILES SHALL BE DRIVEN TO LEDGE OR PRACTICAL REFUSAL.
5. PILES REQUIRED, 24 ABUTMENT NO. 1, 29 ABUTMENT NO. 2.
6. ALL PILES SHALL HAVE REINFORCED TIP SEE DETAIL THIS SHEET.
7. ESTIMATED LENGTH OF PILES: 44' ABUTMENT NO. 1, 13' ABUTMENT NO. 2.
8. PILES SHALL BE CUT-OFF 1'-6" ABOVE THE ELEVATION OF THE BOTTOM OF THE FOOTING.
9. POINTED REINFORCED TIPS MAY BE SHOP OR FIELD WELDED.
10. ALTERNATE TYPES OF POINTED PILE TIPS MAY BE USED IF THEY ARE EQUAL OR BETTER THAN THE POINTED REINFORCED PILE TIP SHOWN, IF APPROVED BY THE ENGINEER.
11. 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.

PLANS	DESIGN - DETAILED	BY	DATE
		C.K.L.	8/71
	CHECKED	R.S.	4/72
	REVISIONS	R.E.B.	
	FIELD CHANGES		

FILE NO.		PLAN NO.
VL-55		41
DES. C.K.L.	CHK.	H.P.
DR. R.S.	CHK.	R.E.B.
EST. I.P.	CHK.	N.K.D.

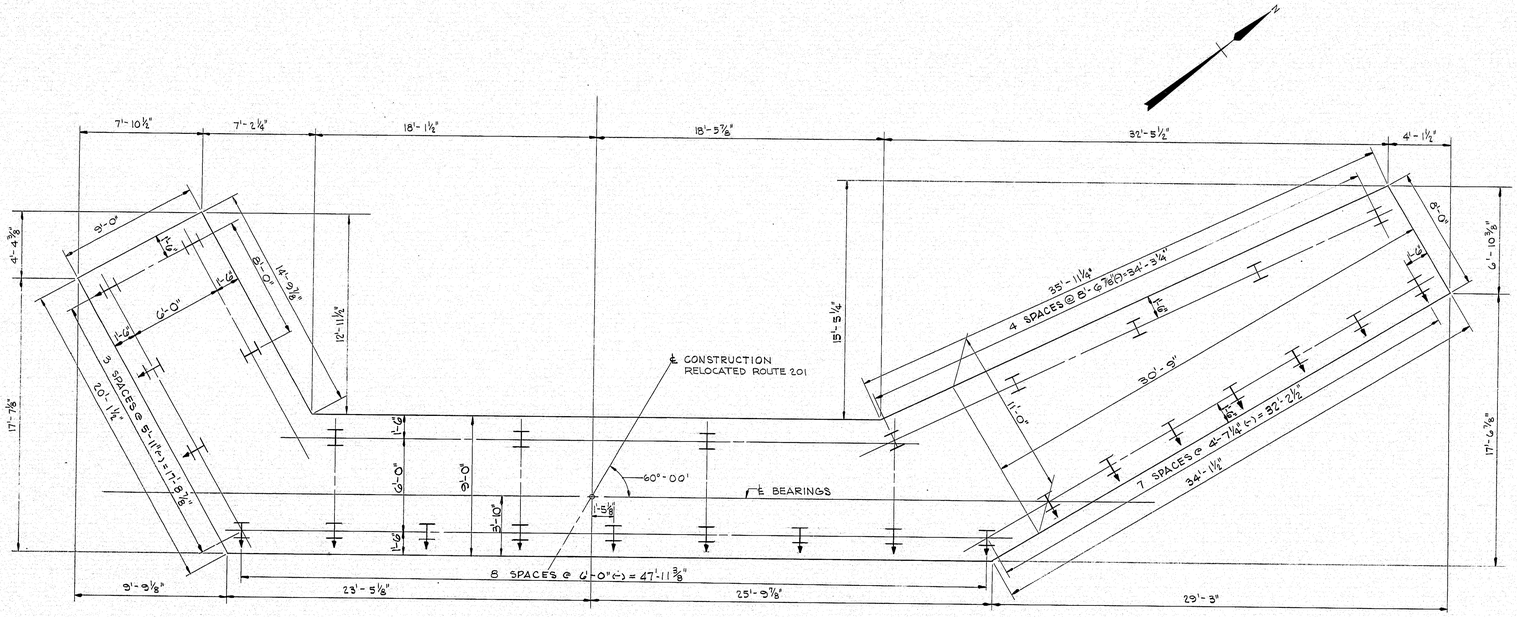
R. M. Hoult
L. S. IN CHARGE

MBPC - 2000 - 4 - 69 3700

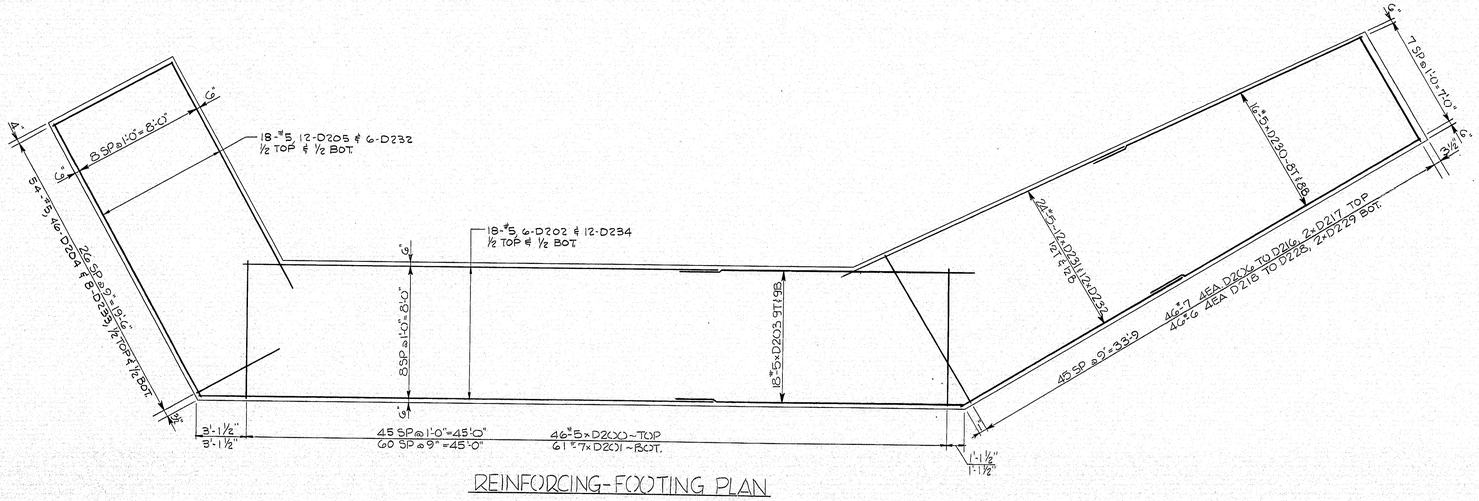
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
FOOTING PLAN - ABUTMENT NO. 1
SHEET 5 OF 20 AUGUSTA, MAINE JUNE, 1972

147-15

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	8	43



FOOTING AND PILE PLAN



REINFORCING-FOOTING PLAN

FOR GENERAL PILE NOTES AND DETAILS SEE "FOOTING PLAN-ABUTMENT NO. 1."

PLANS	BY	DATE
DESIGN - DETAILED	C.K.L.	8/71
CHECKED	W.R.R.	4/72
REVISIONS	R.E.B.	
FIELD CHANGES		

	FILE NO.		PLAN NO.
	VL-55		42
DES	C.K.L.	CHK	I.P.
DR	W.R.R.	CHK	R.E.B.
EST	I.P.	CHK	N.K.D.

P. Ulrich
ER IN CHARGE

MBPD - 2000 - 4 - 6-9 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

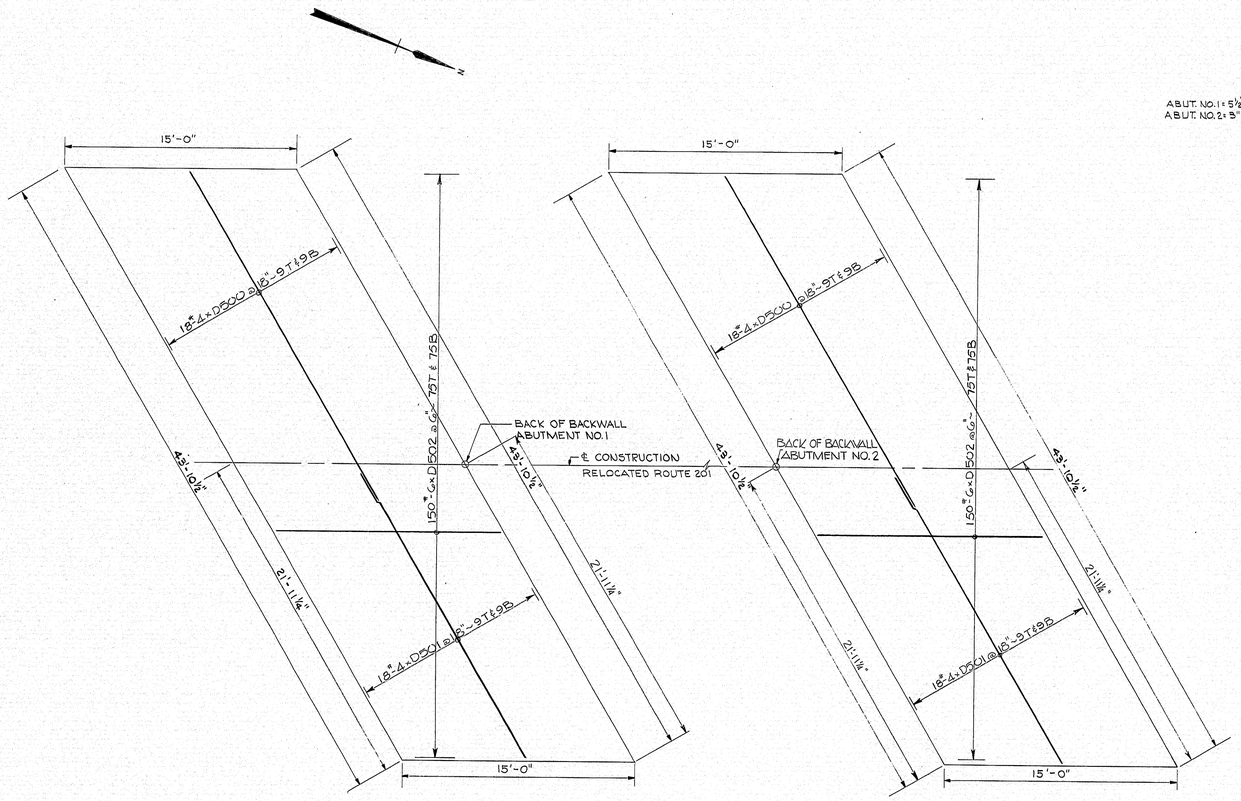
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

FOOTING PLAN - ABUTMENT NO. 2

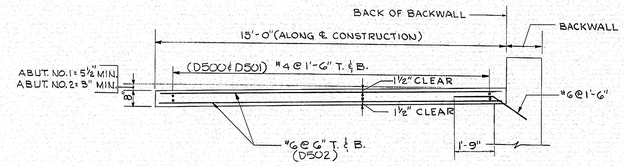
SHEET 6 OF 20 AUGUSTA, MAINE JUNE, 1972

147-16

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	9	48



PLAN - APPROACH SLABS



TYPICAL SECTION

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	C.K.L.	6/71
	REVISIONS	W.J.A.	4/72
	FIELD CHANGES	R.E.B.	

FILE NO.			PLAN NO.
	VL-55		43
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DR	W.J.A.	CHK	R.E.B.
EST	N.K.D.	CHK	I.P.

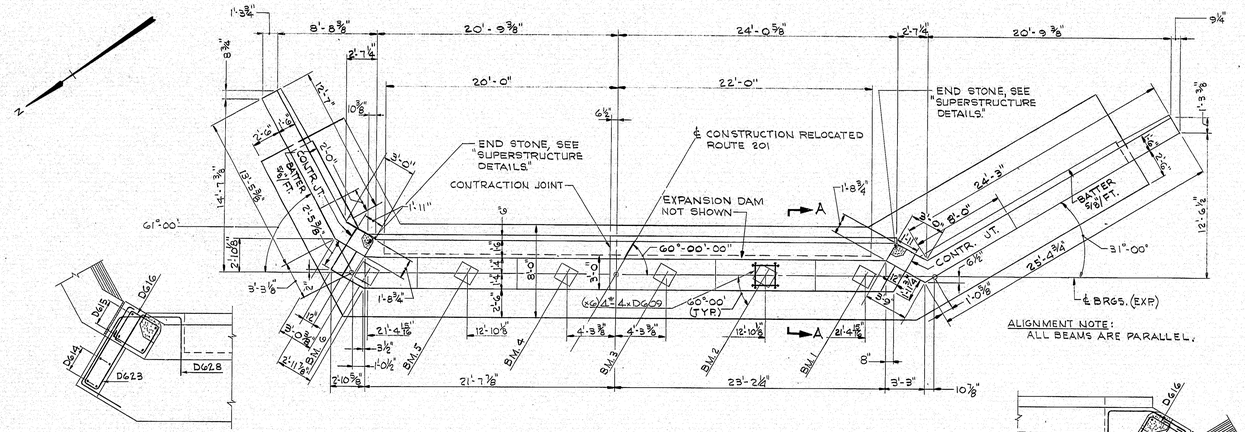
P. Albrecht
ENGR IN CHARGE

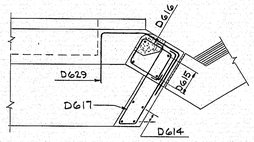
MBPC-2000-4-6-9 3700

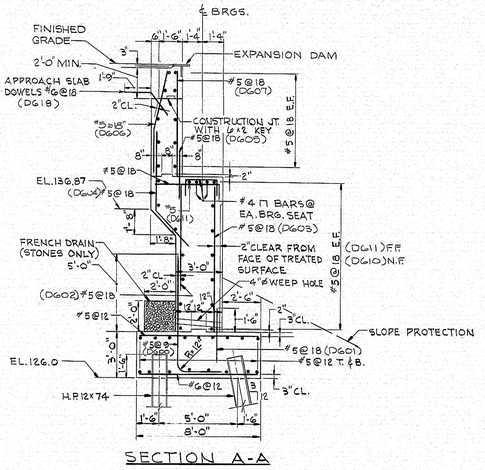
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
APPROACH SLABS
SHEET 7 OF 20 AUGUSTA, MAINE JUNE, 1972

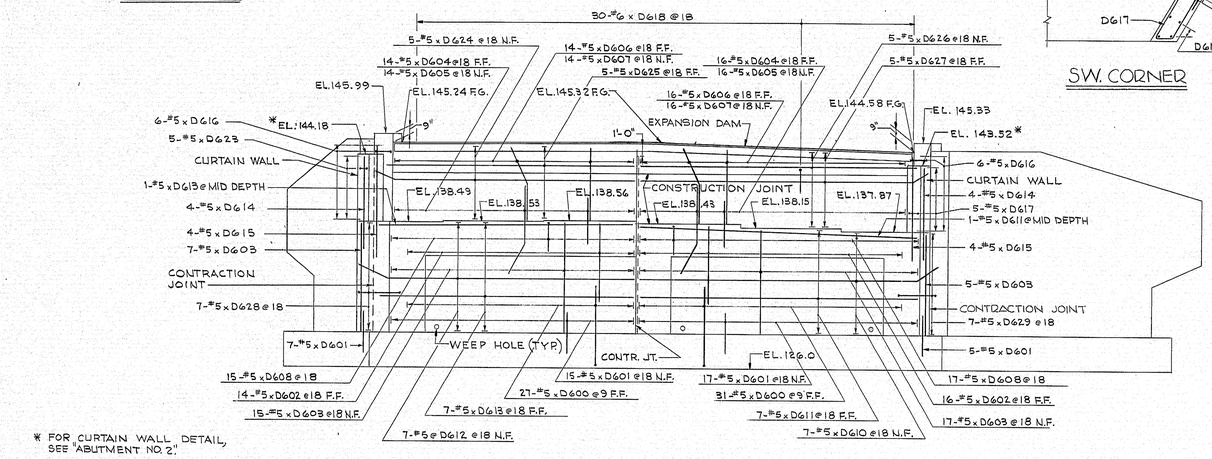
147-17

F.H.W.A. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	10	48

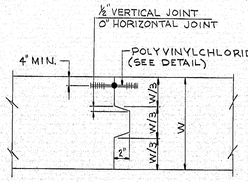




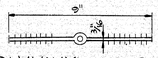




* FOR CURTAIN WALL DETAIL, SEE "ABUTMENT NO. 2."



CONSTRUCTION AND CONTRACTION JOINT



POLYVINYLCHLORIDE WATERSTOP DETAIL

LEGEND

F.G. - FINISHED GRADE
N.F. - NEAR FACE
F.F. - FAR FACE
E.F. - EACH FACE

GENERAL ABUTMENT NOTES

1. REINFORCING STEEL SHALL HAVE 2" CLEAR COVER EXCEPT AS SHOWN.
2. POSITION REINFORCING STEEL TO CLEAR SWEDGED ANCHOR BOLTS.
3. CHAMFER ALL EXPOSED EDGES OF CONCRETE ½" UNLESS OTHERWISE INDICATED.
4. REINFORCING STEEL SPLICES AND EXTENSIONS SHALL HAVE A MINIMUM LENGTH OF 36 DIAMETERS UNLESS OTHERWISE SHOWN.
5. FOR DETAILS OF WINGS AND FOOTING, (ABUTMENTS), SEE FOOTING PLANS, AND "WINGWALLS."
6. FOR ARCHITECTURAL TREATMENT, (ABUTMENT WALLS), SEE "ABUTMENT ARCHITECTURAL TREATMENT."
7. THE BACKWALLS SHALL NOT BE PLACED UNTIL THE STRUCTURAL CONCRETE SLAB HAS BEEN PLACED, UNLESS APPROVED BY THE ENGINEER.
8. PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO THE TOPS OF CURBS AND TO THE TOP AND FACE OF BACKWALL, BRIDGE SEAT AND FACE OF BREASTWALL TO 1'-0" BELOW FINISHED GROUND LINE.
9. BREAK BOND IN THE CONTRACTION JOINT IN A MANNER APPROVED BY THE ENGINEER.
10. BEARING SEAT STEPS ARE MIDWAY BETWEEN BEARINGS.
11. FOR EXPANSION DAM DETAILS, SEE STANDARD DETAIL BD(105-64).
12. WATERSTOPS ARE NOT REQUIRED IN HORIZONTAL CONSTRUCTION JOINTS.

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	C.K.L.	8/71
	REVISIONS	R.S.	4/72
	FIELD CHANGES	R.E.B.	

	FILE NO.		PLAN NO.
	VL-55		44
DES	C.K.L.	CHK	I.P.
DR	R.S.	CHK	R.E.B.
EST	I.P.	CHK	N.K.D.

R. Albrecht
ENGR IN CHARGE

MBPC - 2000-4-69 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

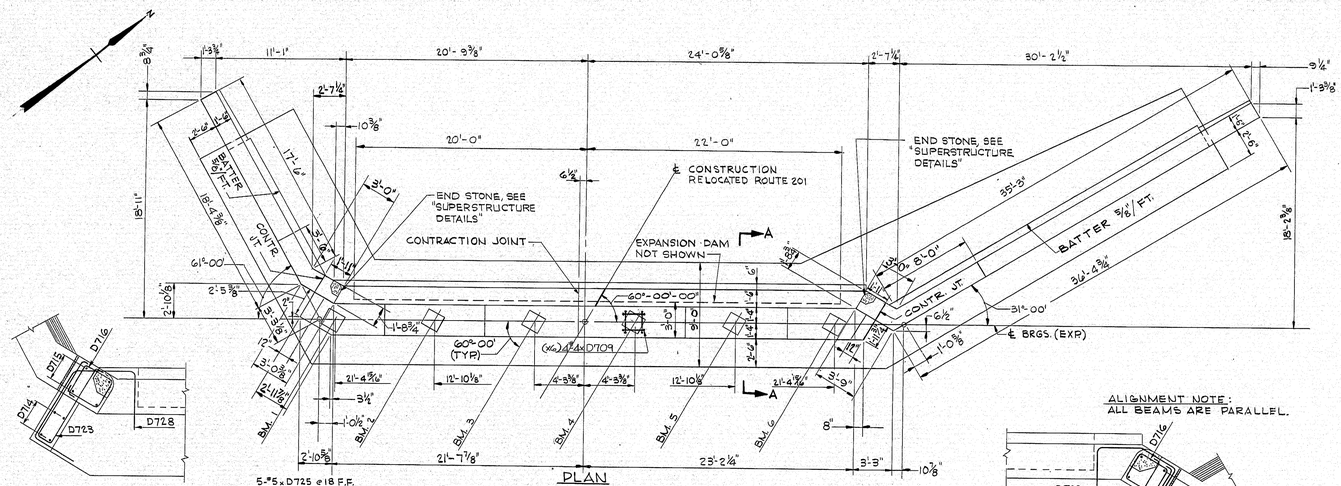
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

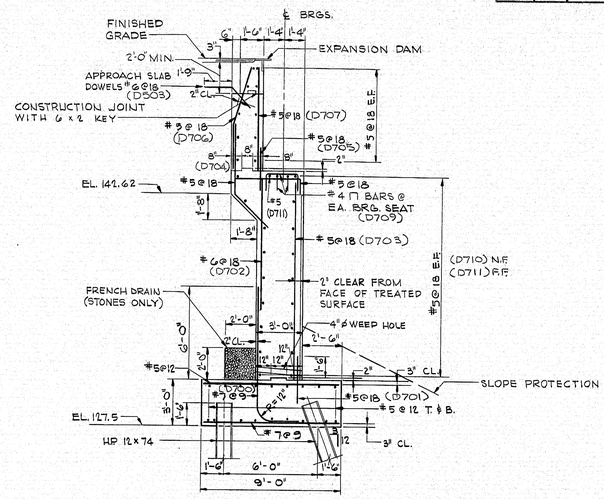
ABUTMENT NO. 1

SHEET 8 OF 20 AUGUSTA, MAINE JUNE, 1972

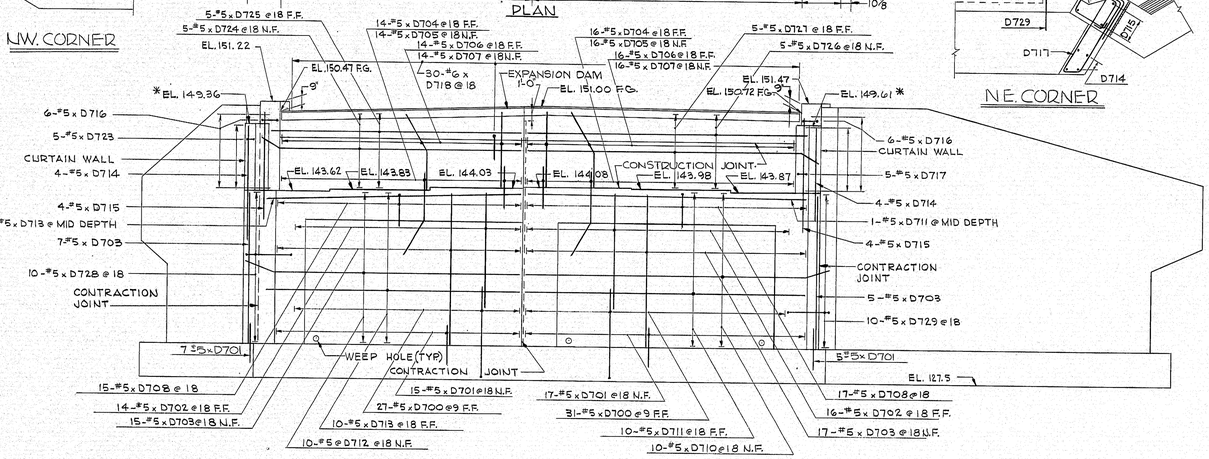
147-18

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	11	48

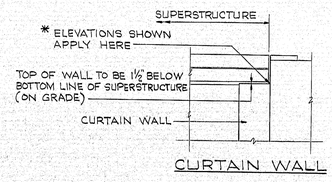




SECTION A-A



ELEVATION



CURTAIN WALL

FOR GENERAL ABUTMENT NOTES SEE "ABUTMENT NO. 1"

PLANS	BY	DATE
DESIGN - DETAILED	C.K.L. / W.R.R.	8/71
CHECKED	R.E.B.	4/72
REVISIONS		
FIELD CHANGES		

FILE NO.			PLAN NO.
	VL-55		45
DES	C.K.L.	CHK	I. P.
DR	W.R.R.	CHK	R.E.B.
EST	I. P.	CHK	N.K.D.

R. Allbrecht
ENGR IN CHARGE

MBPC - 2000 - 4 - 69 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

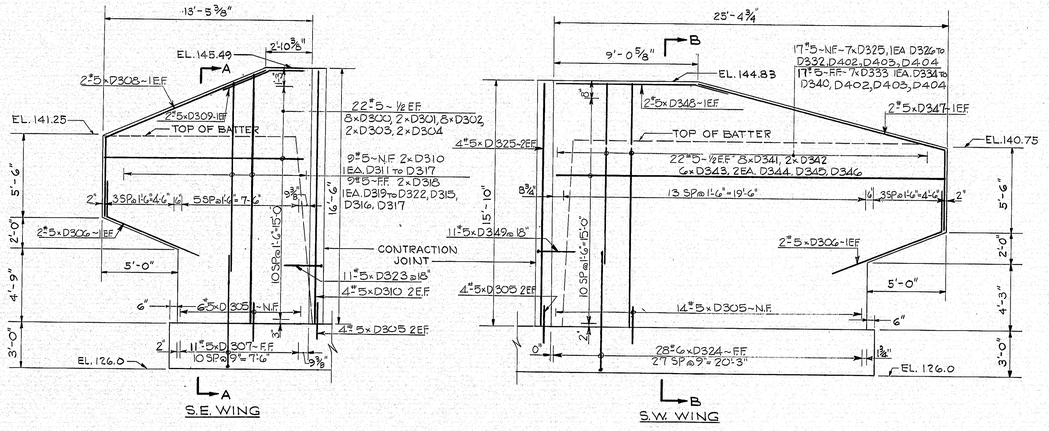
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

ABUTMENT NO. 2

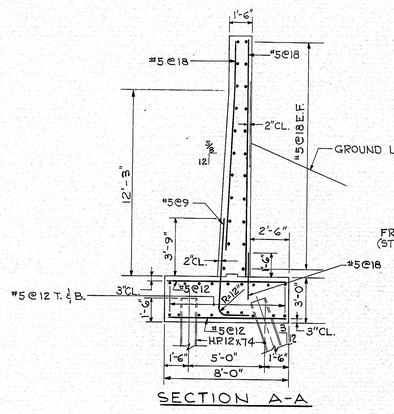
SHEET 9 OF 20 AUGUSTA, MAINE JUNE, 1972

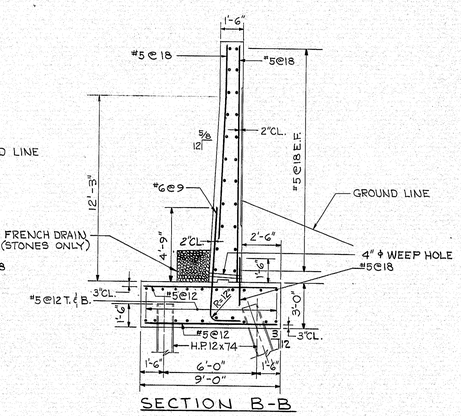
147-19

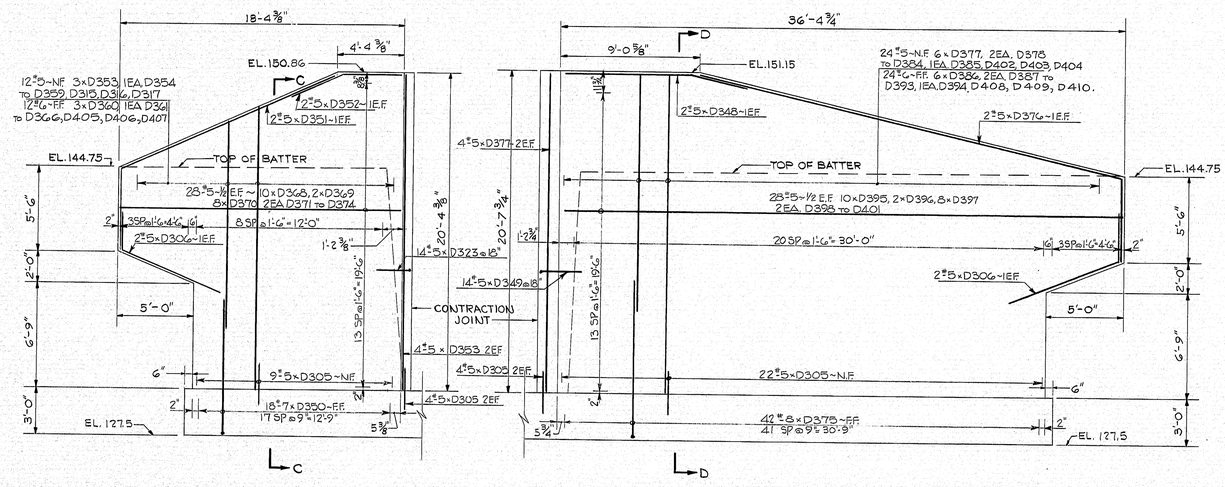
F.H.WA. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	12	48



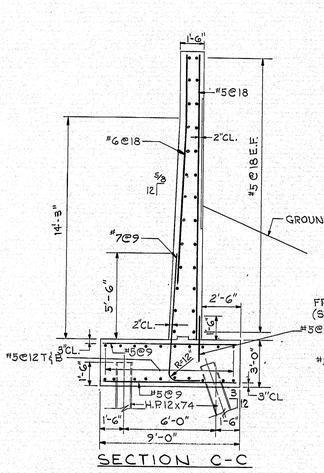
ELEVATION - ABUTMENT NO.1 WINGS

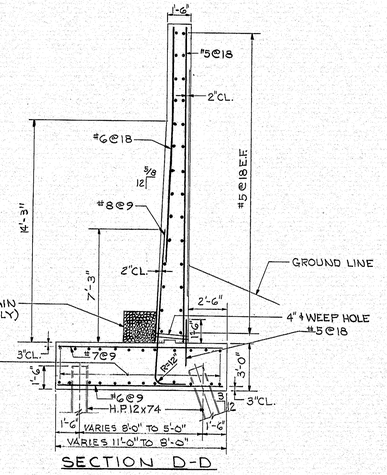






ELEVATION - ABUTMENT NO.2 WINGS





PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	C.K.L.	8/71
	REVISIONS	W.J.A.	4/72
	FIELD CHANGES	R.E.B.	

	FILE NO.		PLAN NO.
	VL-55		46
DES	C.K.L.	CHK	H.P.
DR	W.J.A.	CHK	R.E.B.
EST	I.P.	CHK	N.K.D.

R. A. Bissett
ENGR. IN CHARGE

MBPO - 2000 - 4 - 6-9 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

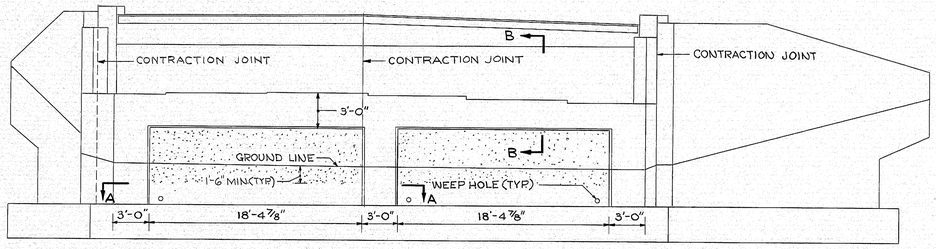
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

WINGWALLS

SHEET 10 OF 20 AUGUSTA, MAINE JUNE, 1972

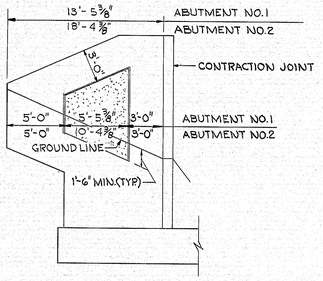
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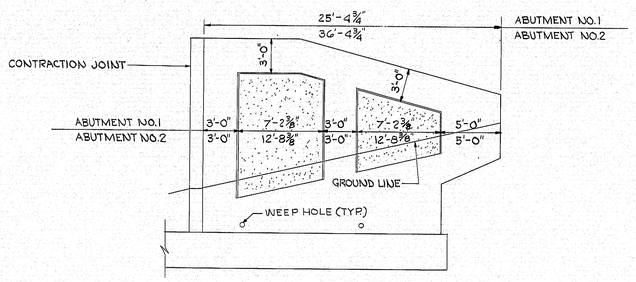
F.H.W.A. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	13	48



ELEVATION-ABUTMENT NO.1 AS SHOWN

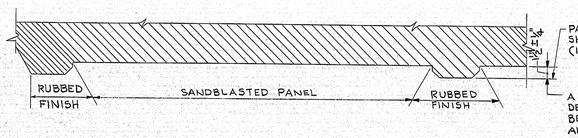
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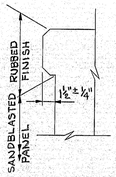
ELEVATION - ABUTMENT NO.1 WINGS AS SHOWN

ABUTMENT NO.2 AS NOTED



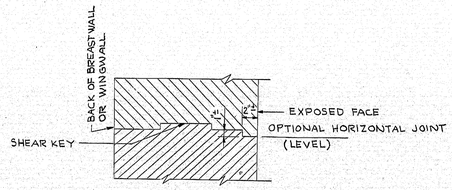
SECTION A-A

(TYPICAL)



SECTION B-B

(TYPICAL)



DETAIL A

SEE NOTE 1

NOTES

1. IF HORIZONTAL CONSTRUCTION JOINTS ARE USED IN PLACING CONCRETE IN THE BREASTWALLS OR WINGWALLS, EXPOSED FACES SHALL BE FORMED AS SHOWN IN DETAIL A OR IN A SIMILAR MANNER APPROVED BY THE ENGINEER.
2. SPECIAL CARE SHALL BE EXERCISED SO THAT FORM JOINTS AT EXPOSED FACE OF CONCRETE SHALL BE TIGHT.
3. ALL SURFACES SO DESIGNATED ON THE PLANS SHALL BE SANDBLASTED.
4. ARCHITECTURAL TREATMENT SHALL BE CARRIED TO A MINIMUM DEPTH OF 18" BELOW FINISHED GROUND.
5. BEFORE SANDBLASTING, ALL FINS AND PROJECTIONS IN THE CONCRETE SHALL BE REMOVED AND ALL HOLES PATCHED TO CREATE A SURFACE OF UNIFORM TEXTURE.
6. AT THE TIME CONCRETE IS PLACED, THE CONTRACTOR SHALL CAST 3 SAMPLE SLABS (2'x2'x4"). PRIOR TO SANDBLASTING, THE SAMPLES SHALL BE SANDBLASTED, EACH TO A DIFFERENT DEGREE OF PENETRATION, WITH A MAXIMUM DEPTH OF 3/4 APPROXIMATELY, AND UNDER THE DIRECTION OF THE ENGINEER. THE MOST DESIRABLE SAMPLE WILL BE CHOSEN BY THE ENGINEER, AND THE DESIGNATED AREAS SHALL BE SANDBLASTED TO MATCH THIS SAMPLE.
7. CONCRETE SHALL NOT BE SANDBLASTED FOR AT LEAST 28 DAYS AFTER PLACEMENT.
8. THE CONTRACTOR SHALL TAKE ALL NECESSARY STEPS TO PROTECT MATERIALS AND EQUIPMENT FROM DAMAGE BY THE SANDBLASTING OPERATION. PERSONNEL SHALL BE PROPERLY EQUIPPED: SANDBLAST HOOD FOR OPERATOR AND RESPIRATORS AND GOGGLES FOR ALL OTHER PERSONNEL EXPOSED TO DUST.
9. PAYMENT FOR SANDBLASTING SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR ITEM 502.21, STRUCTURAL CONCRETE ABUTMENTS AND RETAINING WALLS.
10. IN ORDER TO INSURE A CONSISTENT SURFACE TEXTURE FOR THE AREAS TO BE ARCHITECTURALLY TREATED, CONCRETE AGGREGATE SHALL BE TAKEN FROM THE SAME SOURCE, AND PORTLAND CEMENT SHALL BE FROM THE SAME MANUFACTURER THROUGHOUT THE ENTIRE PLACEMENT OF THE ABUTMENT WINGS AND BREASTWALLS.

PLANS	BY	DATE
DESIGN-DETAILED	C.K.L.	9/71
CHECKED	W.J.A.	4/72
REVISIONS	R.E.B.	
FIELD CHANGES		

FILE NO.		PLAN NO.
	VL-55	47
DES	C.K.L.	CHK R.E.B.
DR	W.J.A.	CHK R.E.B.
EST	I.P.	CHK N.K.D.

ICER IN CHARGE

MBPC - 2000 - 4 - 6-9 3706

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

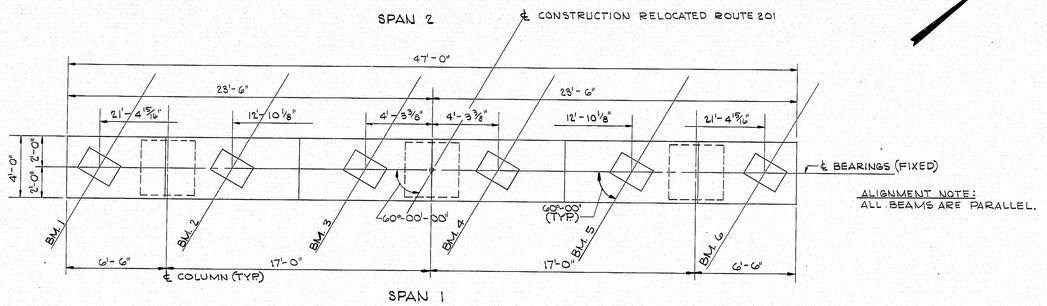
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

ABUTMENT ARCHITECTURAL TREATMENT

SHEET 11 OF 20 AUGUSTA, MAINE JUNE, 1972

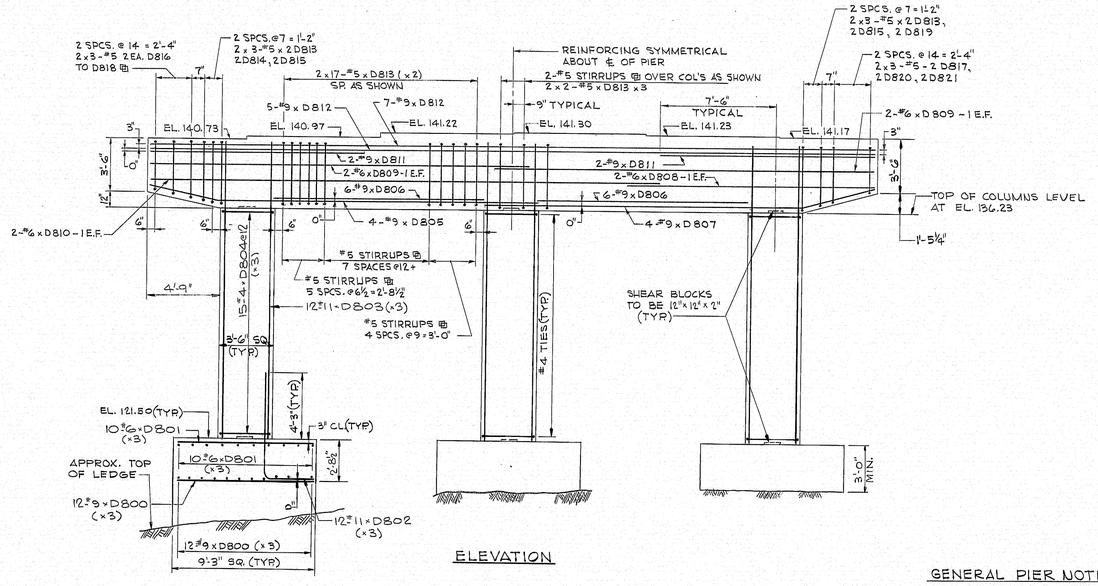
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F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	14	48

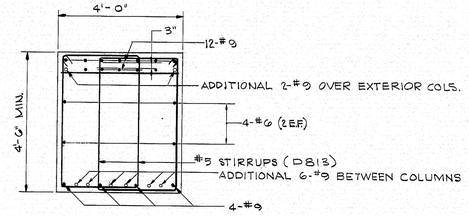


ALIGNMENT NOTE:
ALL BEAMS ARE PARALLEL.

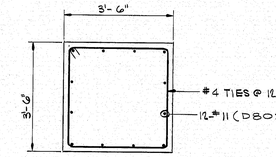
PLAN



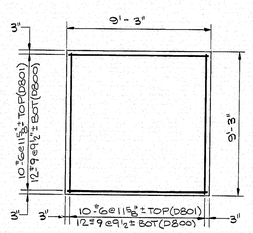
ELEVATION



TYPICAL PIER CAP SECTION



TYPICAL COLUMN SECTION



TYPICAL FOOTING PLAN

GENERAL PIER NOTES

1. DRESS BEARING PAD AREA 1" LARGER ALL AROUND THAN SIZE OF MASONRY PLATES TO EXACT ELEVATION SHOWN.
2. REINFORCING STEEL TO HAVE 2" MINIMUM COVER UNLESS OTHERWISE SHOWN.
3. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
4. REINFORCING STEEL SPLICES TO BE 36 BAR DIAMETERS UNLESS OTHERWISE SHOWN.
5. ANY UNWATERING AT PIER FORMS SHALL BE INCIDENTAL TO STRUCTURAL EARTH EXCAVATION PIERS.
6. PLACE REINFORCING STEEL IN TOP OF PIER CAP TO CLEAR SWEDGED ANCHOR BOLTS.
7. STEPS IN SEAT ARE MIDWAY BETWEEN BEARINGS (TYP.).
8. MAXIMUM CALCULATED FOOTING PRESSURE = 5.6 TONS/SQ. FT.

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	R.E.B.	1/72
	REVISIONS	L. W.R.R.	4/72
	FIELD CHANGES	R.E.B.	

FILE NO.			PLAN NO.
	VL-55		48
DES	R.E.B.	CHK	I.P.
DR.	W.R.R.	CHK	R.E.B.
EST	I.P.	CHK	N.K.D.

R. Albrecht
IN CHARGE

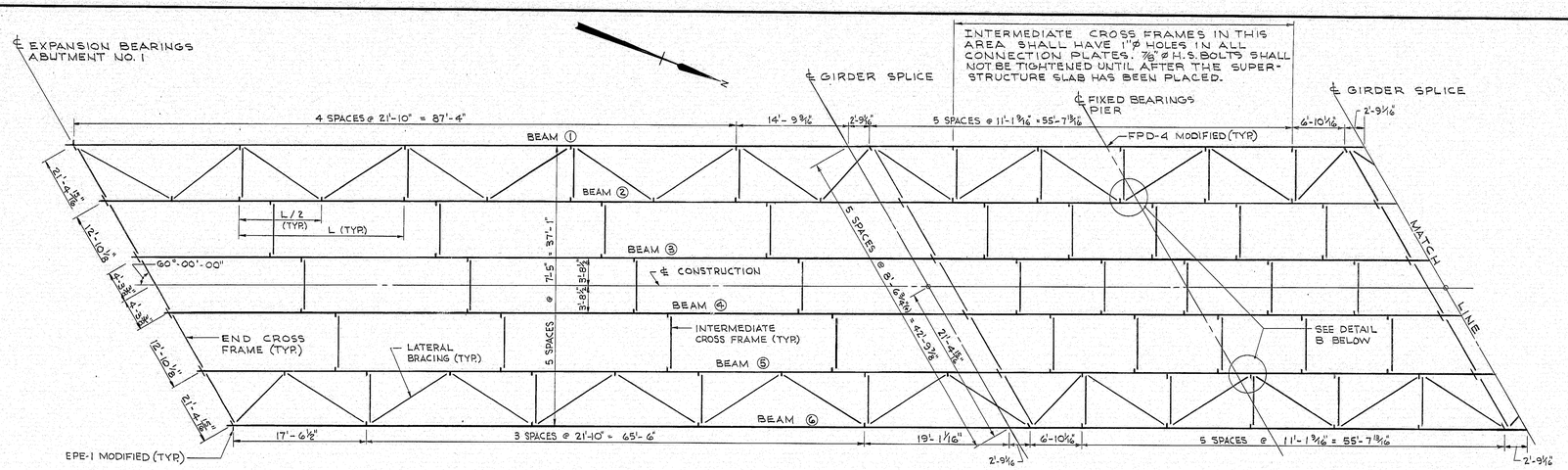
MBPC - 2000 - 4 - 69 3700

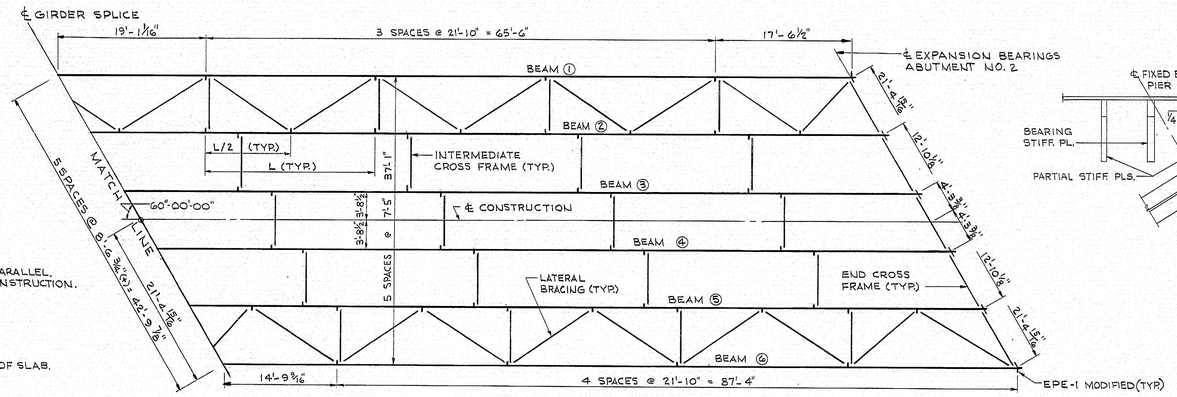
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
PIER
SHEET 12 OF 20 AUGUSTA, MAINE JUNE, 1972

147-22

F.H.W.A. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	15	49

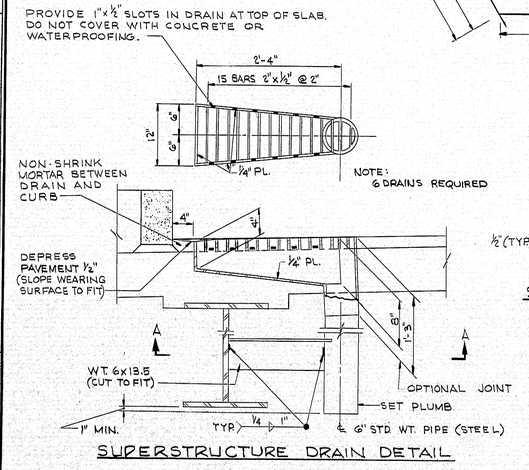
INTERMEDIATE CROSS FRAMES IN THIS AREA SHALL HAVE 1" ø HOLES IN ALL CONNECTION PLATES. 7/8" ø H.S. BOLTS SHALL NOT BE TIGHTENED UNTIL AFTER THE SUPERSTRUCTURE SLAB HAS BEEN PLACED.



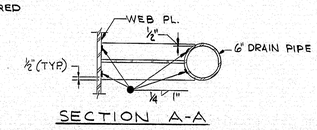


FRAMING PLAN

ALIGNMENT NOTES:
1. ABUTMENTS, PIER AND ℄ SPLICES ARE PARALLEL.
2. ALL BEAMS ARE PARALLEL TO ℄ OF CONSTRUCTION.



SUPERSTRUCTURE DRAIN DETAIL



SECTION A-A

NOTE: DRAINS TO BE INCIDENTAL TO ITEM 502-86, STRUCT. CONC. ROADWAY & SIDEWALK SLABS.

BEARING PEDESTAL MODIFICATIONS

BEARING PEDESTALS SHALL BE AS SHOWN ON STANDARD DETAIL SHEET BD 100-71 WITH THE FOLLOWING MODIFICATIONS:

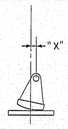
EPE-1

CAP SCREWS, SLOTTED HOLE Z, TAPPED HOLES AND PLATE WASHERS NOT REQUIRED

FPD-4

DIMENSION "C" SHALL BE 2'-0"
DIMENSION "D" SHALL BE 2'-10"
DIMENSION "H" SHALL BE 1'-2 3/4"

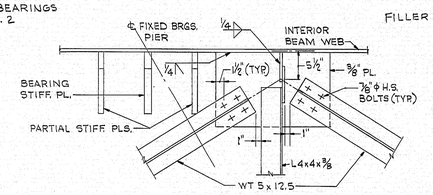
ROCKER SETTING DATA



(-)"X" DIMENSION INDICATES BEARINGS TILT TOWARD PIER

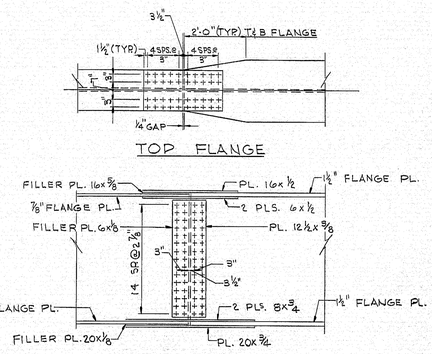
(+)"X" DIMENSION INDICATES BEARINGS TILT AWAY FROM PIER

TEMP. DEGREES F. @ SETTING	TEMP.	PIER "X"
	-15°	-7/8"
	0	-1 1/16"
	15	-1 1/2"
	30	-1 5/16"
	45	-1/8"
	60	+1/16"
	75	+1/4"
	90	+7/16"
	105	+5/8"



DETAIL B

NOTE: FOR OTHER LATERAL BRACING DETAILS, SEE "CROSS FRAMES AND DETAILS."



SPLICE DETAILS

NOTES:

1. BEARING STIFFENER PLATES SHALL BE: ASTM-A36.
2. CROSS FRAMES AND CROSS FRAME CONNECTION PLATES SHALL BE: ASTM-A36 STEEL.
3. FLANGE PLATES SHALL BE: A-572, GRADE 50.
4. WEB PLATE MAY BE EITHER: ASTM-A572 (50) OR A441 STEELS.
5. ALL OTHER MATERIAL, UNLESS OTHERWISE NOTED, SHALL BE A36.
6. ALL BEAMS ARE TO BE FITTED WITH SHEAR CONNECTORS.
7. ALL BEARING STIFFENERS SHALL BE SET PLUMB.
8. ALL BOLTS SHALL BE ⅞" ø A-325, ALL BOLT HOLES SHALL BE 1" ø EXCEPT AS NOTED.
9. ALL SPLICE PLATES SHALL BE A-572, GRADE 50, EXCEPT FILLER PLATES MAY BE ASTM A36 STEEL AND MILL TESTS FOR FILLER PLATE MATERIAL WILL NOT BE REQUIRED.
10. BEAM BEARING PEDESTALS SHALL BE NORMAL TO RESPECTIVE BEAMS.
11. BEARING STIFFENERS SHALL BE PLUMB AFTER ERECTION AND DEAD LOADING OF THE STRUCTURE.
12. CROSS FRAME OR DIAPHRAGM CONNECTION PLATES MAY BE EITHER PLUMB OR NORMAL TO THE TOP FLANGE.

REFERENCES

PEDESTALS - SEE STANDARD DETAIL BD(100-71).
SHEAR CONNECTORS - SEE STANDARD DETAIL BD(104-71) AND "BOTTOM OF SLAB ELEVATIONS AND CAMBER DIAGRAM."
BLOCKING DETAIL - SEE "BOTTOM OF SLAB ELEVATIONS AND CAMBER DIAGRAM."
DIAPHRAGMS - SEE "CROSS FRAMES AND DETAILS."
EXPANSION DAMS - SEE STANDARD DETAIL (BD.105-64).

PLANS	DATE	BY
DESIGN DETAILED	7/71	C.K.L.
DRAWN	4/72	R.S.
CHECKED		R.E.B.
REVISIONS		
FIELD CHANGES		

FILE NO.		PLAN NO.
VL 55		49
DES C.K.L.	CHK I.P.	
DR R.S.	CHK R.E.B.	
EST N.K.D.	CHK I.P.	

R. Albrecht
IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

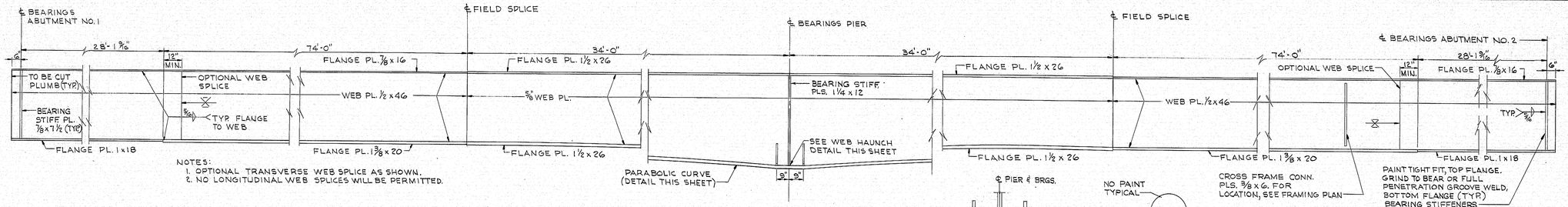
FRAMING PLAN AND DRAINS

SHEET 13 OF 20 AUGUSTA, MAINE JUNE, 1972

147-23

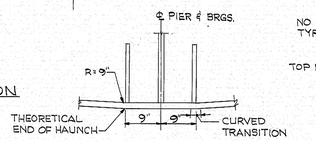
MBPC-2000-4-6-9 3700

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	16	48

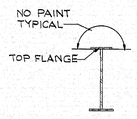


NOTES:
1. OPTIONAL TRANSVERSE WEB SPLICE AS SHOWN.
2. NO LONGITUDINAL WEB SPLICES WILL BE PERMITTED.

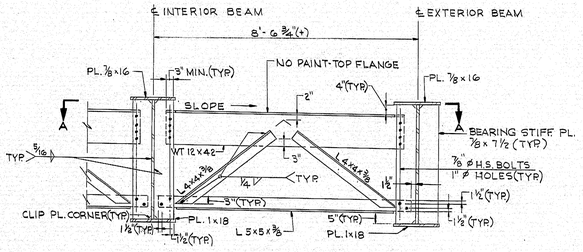
TYPICAL WELDED BEAM ELEVATION



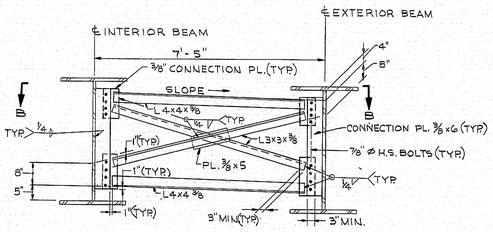
WEB HAUNCH AT PIER



TYPICAL WELDED BEAM SECTION

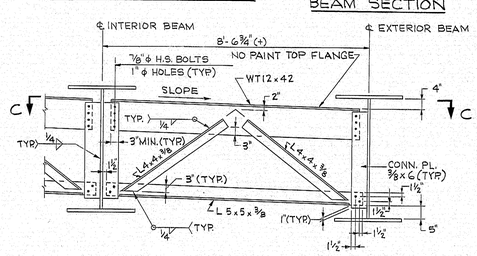


END CROSS FRAME

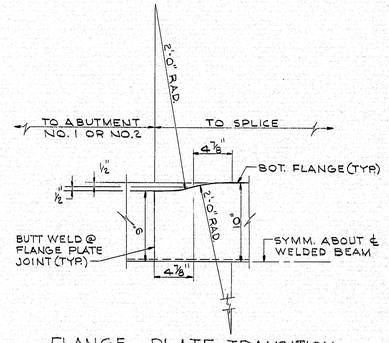


INTERMEDIATE CROSS FRAME

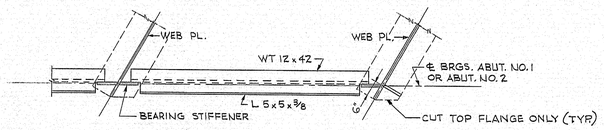
ALL BOLT HOLES SHALL BE 13/16" ø EXCEPT AS NOTED ON SHEET 13 OF 20 "FRAMING PLAN".



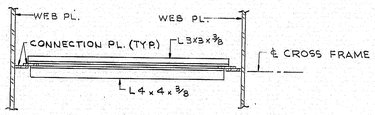
CROSS-FRAME AT DECK CONSTRUCTION JOINT



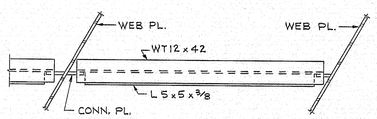
FLANGE PLATE TRANSITION HALF PLAN



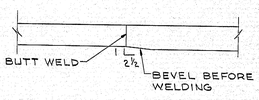
SECTION A-A



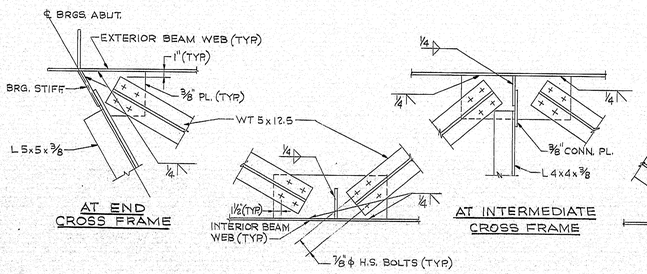
SECTION B-B



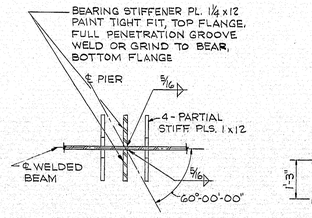
SECTION C-C



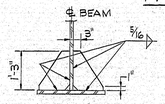
FLANGE PLATE TRANSITION



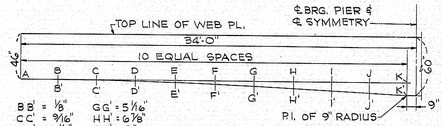
LATERAL BRACING



CUT-AWAY PLAN VIEW TYPICAL BEAM OVER ℄ PIER



PARTIAL STIFFENER DETAIL



PARABOLIC CURVE

DESIGN - DETAILED	BY	C.K.L.	DATE	7/71
CHECKED		R.S.		4/72
REVISIONS		R.E.B.		
FIELD CHANGES				

PLANS

FILE NO.		PLAN NO.
VL-55		50
DES C.K.L.	CHK	I.P.
DR R.S.	CHK	R.E.B.
EST N.K.D.	CHK	H.P.

R. Albrecht
IN CHARGE

MBPC-2000-4-6-9 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

CROSS FRAMES AND DETAILS

SHEET 14 OF 20 AUGUSTA, MAINE JUNE, 1972

147-24

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	17	48

BOTTOM OF SLAB ELEVATIONS

SPAN 1

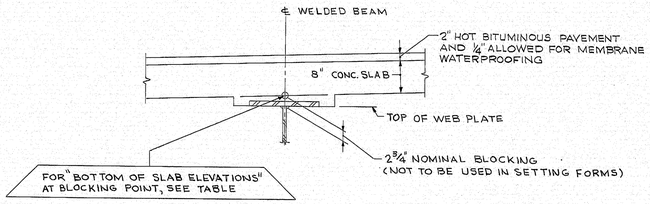
BEAM	POINT	℄ BRGS. ABUT. NO.1	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ PIER
①		143.86	144.37	144.85	145.29	145.67	146.00	146.29	146.55	146.81	147.07	147.34
②		144.14	144.65	145.12	145.56	145.93	146.26	146.55	146.81	147.06	147.32	147.59
③		144.42	144.92	145.40	145.83	146.20	146.53	146.81	147.06	147.31	147.56	147.83
④		144.54	145.05	145.52	145.94	146.31	146.63	146.91	147.16	147.41	147.65	147.92
⑤		144.52	145.01	145.48	145.90	146.26	146.58	146.86	147.11	147.35	147.59	147.85
⑥		144.48	144.98	145.44	145.86	146.22	146.52	146.81	147.05	147.29	147.52	147.78

BOTTOM OF SLAB ELEVATIONS

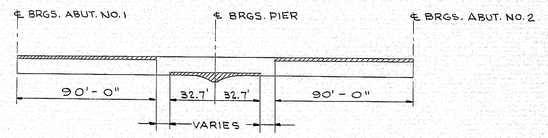
SPAN 2

BEAM	POINT	℄ PIER	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ BRGS. ABUT. NO.2
①		147.34	147.64	147.96	148.28	148.60	148.88	149.12	149.32	149.46	149.55	149.61
②		147.59	147.88	148.20	148.51	148.83	149.10	149.34	149.54	149.67	149.76	149.82
③		147.83	148.12	148.44	148.75	149.05	149.33	149.56	149.75	149.88	149.97	150.02
④		147.92	148.21	148.52	148.82	149.13	149.40	149.63	149.81	149.94	150.02	150.07
⑤		147.85	148.14	148.44	148.74	149.04	149.31	149.54	149.72	149.84	149.92	149.97
⑥		147.78	148.06	148.36	148.66	148.96	149.22	149.44	149.62	149.74	149.82	149.86

NOTES:
1. THE "BOTTOM OF SLAB ELEVATIONS" IN THE TABLE INCLUDE DEAD LOAD DEFLECTIONS.
2. BEFORE THESE ELEVATIONS ARE USED IN SETTING FORMS, THE WELDING OF SHEAR CONNECTORS TO THE TOP FLANGE PLATES AND THE CROSS FRAME CONNECTIONS MUST BE COMPLETED.

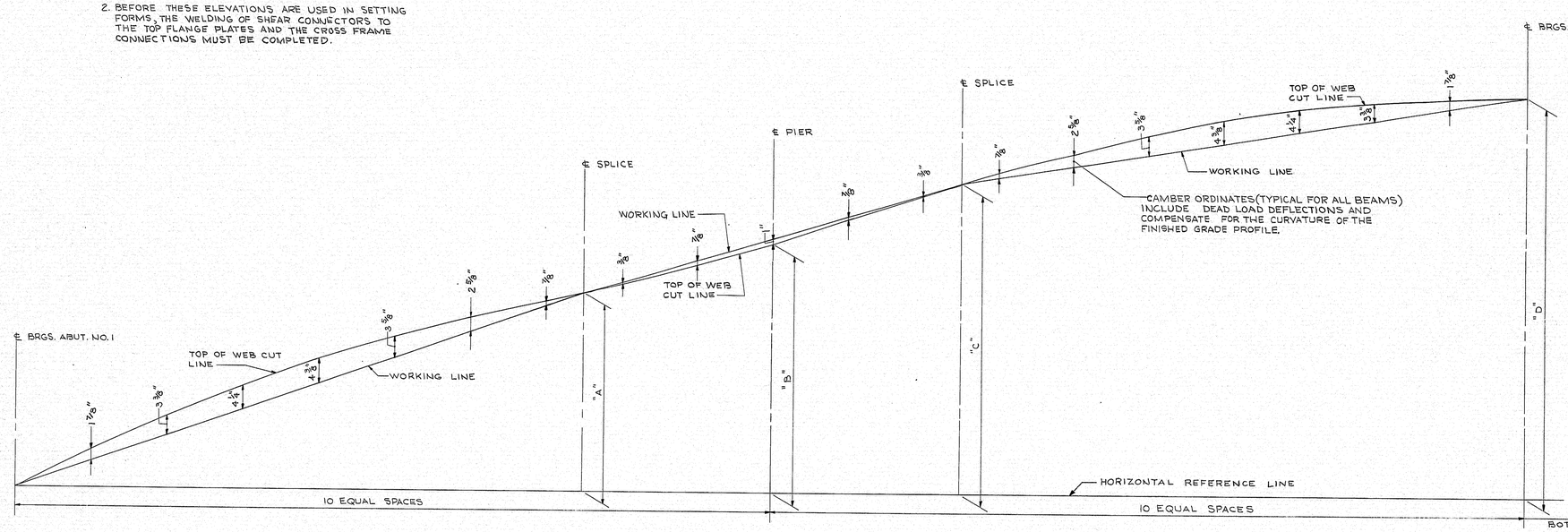


BLOCKING POINT DETAIL



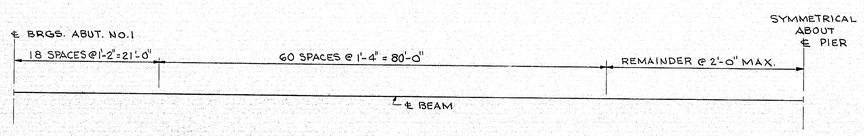
▨ = AREAS OF BEAM WHICH WILL ALWAYS BE IN COMPRESSION. ALL OTHER AREAS WILL BE IN TENSION OR ARE AREAS WHICH HAVE STRESS REVERSALS.

BEAM STRESS TYPE DIAGRAM

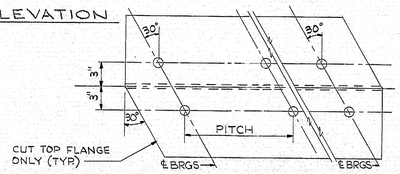


BEAM	"A"	"B"	"C"	"D"
①	2'-10⅛"	3'-5⅝"	4'-3⅜"	5'-9"
②	2'-9⅞"	3'-5½"	4'-2⅞"	5'-8⅛"
③	2'-9½"	3'-5"	4'-2¼"	5'-7¼"
④	2'-9⅛"	3'-4⅝"	4'-1⅞"	5'-6⅜"
⑤	2'-8¾"	3'-4⅛"	4'-1⅛"	5'-5⅝"
⑥	2'-8⅜"	3'-3⅝"	4'-0⅝"	5'-4½"

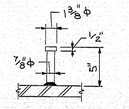
CAMBER - SLOPE ELEVATION



DOUBLE SHEAR CONNECTOR DIAGRAM - (TYPICAL)
2292 STUD SHEAR CONNECTORS REQUIRED



DOUBLE STUDS
SHEAR CONNECTOR



STUD DETAIL

NOTE:
STUDS SHALL BE GRANULAR OR SOLID FLUX FILLED AND AUTOMATICALLY END WELDED TO TOP FLANGE IN THE SHOP OR FIELD.

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	C.K.L.	W.J.A. 8/71
	REVISIONS		R.E.B. 4/72
	FIELD CHANGES		

FILE NO.		PLAN NO.
VL-55		51
DES. C.K.L.	CHK	I.P.
DR. W.J.A.	CHK	R.E.B.
EST. I.P.	CHK	N.K.D.

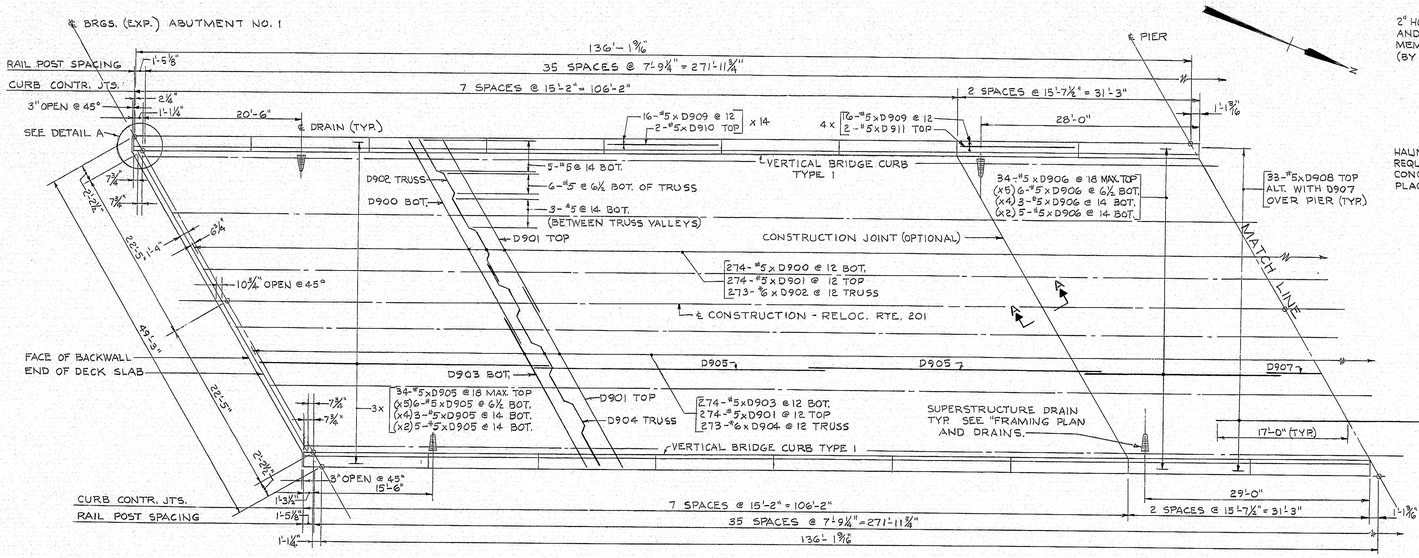
R. Abbott
BY IN CHARGE

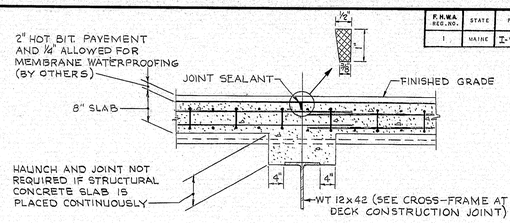
MBPC-2000-4-69 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
BOTTOM OF SLAB ELEVATIONS AND CAMBER DIAGRAM
SHEET 15 OF 20 AUGUSTA, MAINE JUNE, 1972

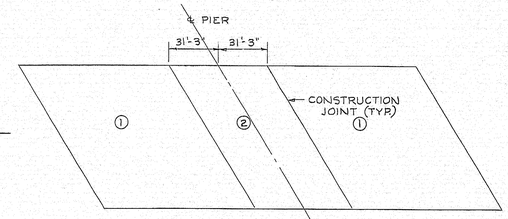
147-25

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	18	48





SECTION A-A



CONCRETE PLACEMENT MAY BE EITHER CONTINUOUS OR PLACED BY PANELS. IF PLACED BY PANELS, PLACE PANELS MARKED ① BEFORE PANEL MARKED ②. TWO DAYS SHALL ELAPSE BETWEEN PLACEMENT OF PANELS MARKED ①. IF SLAB PLACED CONTINUOUSLY THE CONTRACTORS METHOD OF PLACEMENT SHALL BE APPROVED BY THE ENGINEER. THE CONCRETE SHALL BE KEPT PLASTIC ONE COMPLETE SPAN BACK OF THE SPAN BEING PLACED.

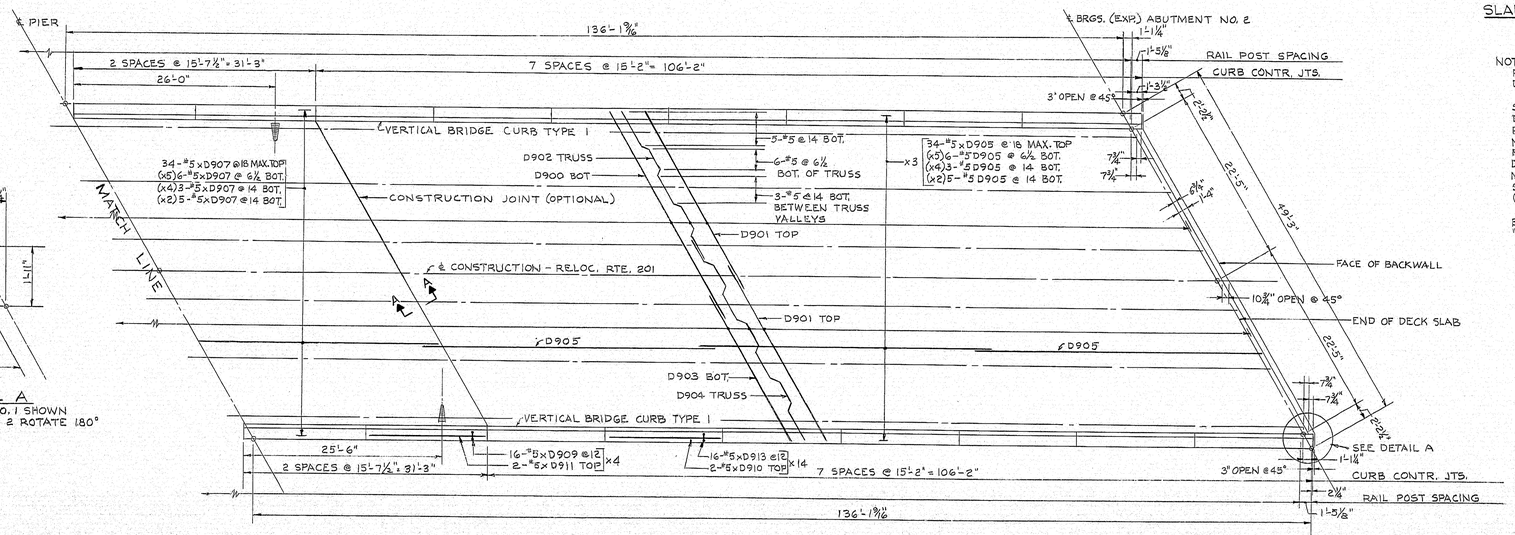
SLAB PANEL PLACEMENT SEQUENCE (OPTIONAL)

NOTES:

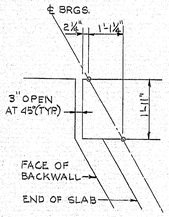
FOR DETAILS OF CURB EXPANSION DAM, SEE STANDARD DETAIL BD(105-69).

SET-RETARDING ADMIXTURE MAY BE USED AS AUTHORIZED BY THE ENGINEER AND MEASURED FOR PAYMENT AS PROVIDED IN THE STANDARD SPECIFICATIONS. MEASUREMENT OF THE NUMBER OF CUBIC YARDS OF CONCRETE FOR PAYMENT OF SET-RETARDING ADMIXTURE SHALL BE DETERMINED FROM THE THEORETICAL YIELD OF THE DESIGN MIX, OR IN THE CASE OF READY-MIX CONCRETE, BY DELIVERY SLIPS IN ACCORDANCE WITH THE APPLICABLE PARAGRAPH (E) OF SUBSECTION 502.19 OF THE STANDARD SPECIFICATIONS.

BRIDGE RAILING-SEE STANDARD DETAIL BD(106-69) AND "SUPERSTRUCTURE DETAILS."



PLAN



DETAIL A
ABUTMENT NO. 1 SHOWN
ABUTMENT NO. 2 ROTATE 180°

PLANS	BY	DATE
DESIGN - DETAILED	R.E.B.	9/71
CHECKED	G.L.M.	4/72
REVISIONS	R.E.B.	
FIELD CHANGES		

	FILE NO.		PLAN NO.
	VL-55		52
DES	R.E.B.	CHK	C.K.L.
DR	G.L.M.	CHK	R.E.B.
EST	I.P.	CHK	N.K.D.

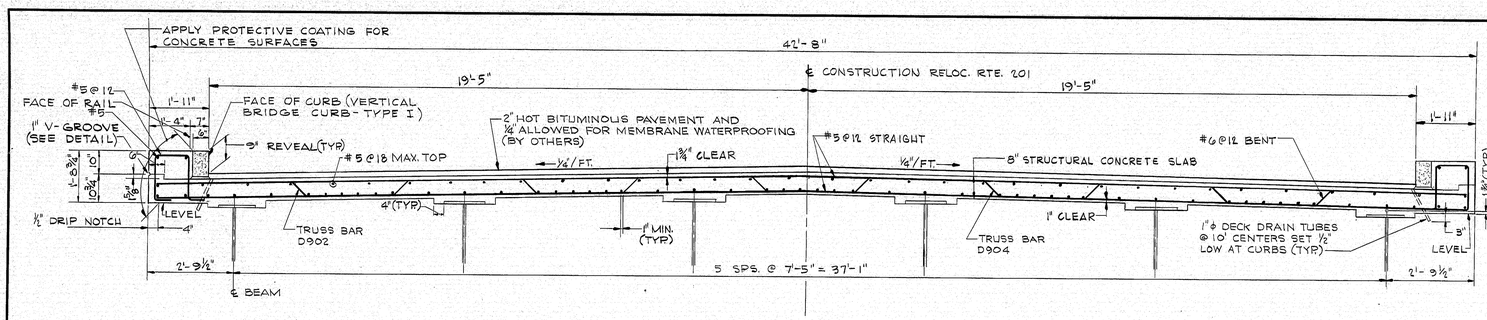
R. Albrecht
ER IN CHARGE

MSPC-2000-4-69 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
SUPERSTRUCTURE PLAN
SHEET 16 OF 20 AUGUSTA, MAINE JUNE, 1972

147-26

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	19	49

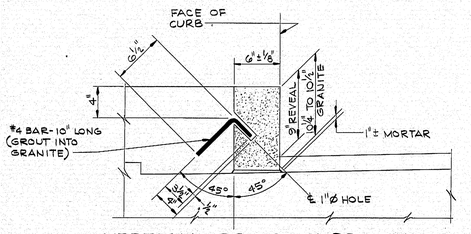


TYPICAL TRANSVERSE SECTION

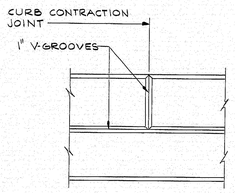
FOR 2-BAR METAL BRIDGE RAIL SEE STANDARD DETAIL BD(106-69)

NOTES:

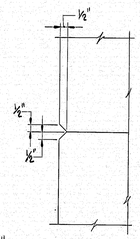
1. AT ALL CONTRACTION JOINTS IN CONCRETE CURBS, BREAK THE BOND BETWEEN THE CONCRETE SURFACES BY A METHOD TO BE APPROVED BY THE ENGINEER. DO NOT BREAK THE BOND IN CONSTRUCTION JOINTS IN THE SUPERSTRUCTURE SLAB. FORM A 1" V-GROOVE ON THE OUTSIDE FACES OF CURBS AT EACH CURB JOINT. PROVIDE A JOINT IN THE VERTICAL BRIDGE CURB AT EACH CONTRACTION JOINT IN THE CONCRETE CURBS. CHAMFER EXPOSED EDGES OF CONCRETE ½" UNLESS NOTED.
2. REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 2 INCHES UNLESS OTHERWISE INDICATED.
3. REINFORCING STEEL SPLICES SHALL BE A MINIMUM OF 36 BAR DIAMETERS UNLESS OTHERWISE INDICATED.
4. THE MORTAR FOR BEDDING AND FOR JOINTS IN THE GRANITE CURB SHALL CONTAIN AN APPROVED NON-SHRINK ADDITIVE.



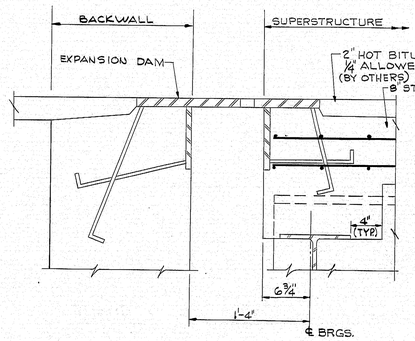
VERTICAL BRIDGE CURB - TYPE I



ELEVATION VIEW @ FASCIA



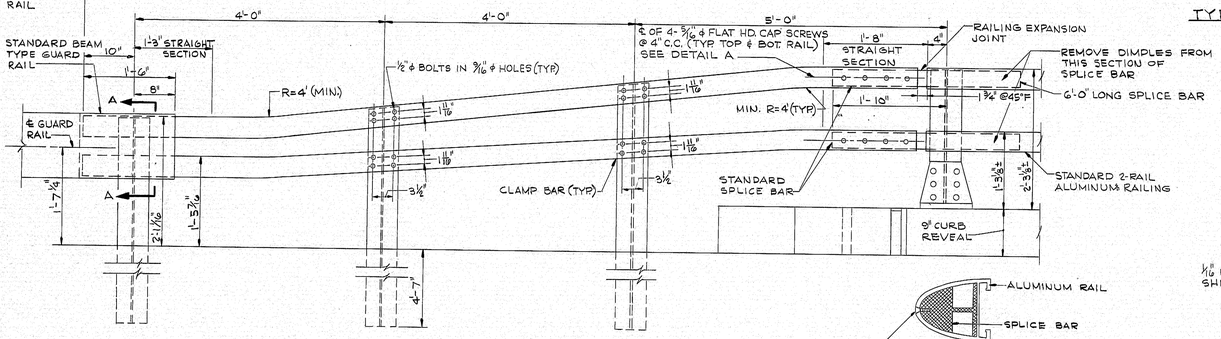
1" V-GROOVE DETAIL



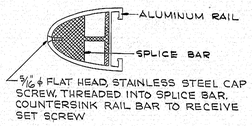
NOTE:
FOR EXPANSION DAM DETAILS, SEE STANDARD DETAIL BD(105-64)

TYPICAL SECTION AT ABUTMENTS

BRIDGE RAILING TRANSITION MATERIALS TO BE SUPPLIED UNDER THIS CONTRACT, ERECTION TO BE BY OTHERS.

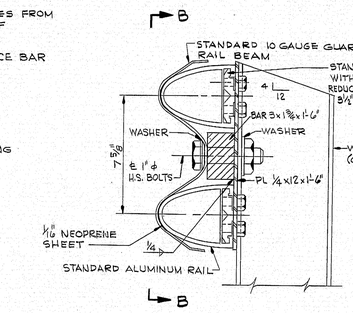


TRANSITION OF BRIDGE RAIL

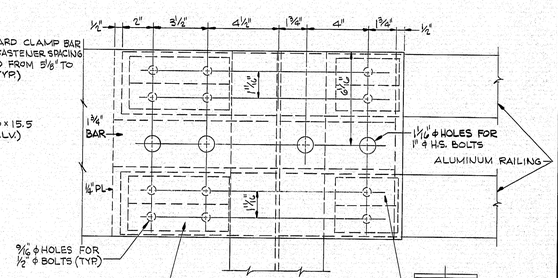


⅜"ø FLAT HEAD, STAINLESS STEEL CAP SCREW, THREADED INTO SPLICE BAR. COUNTERSINK RAIL BAR TO RECEIVE SET SCREW

DETAIL A

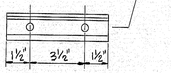


SECTION A-A



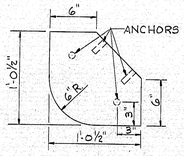
SECTION B-B

CLAMP BAR (4 REQ'D EACH ASSEMBLY)



CLAMP BAR
(4 REQ'D EACH ASSEMBLY)
(8 REQ'D EACH ASSEMBLY FOR TRANSITION POSTS)

ALL STEEL MATERIALS AS SHOWN SHALL BE GALVANIZED TO MEET THE REQUIREMENTS OF A.A.S.H.O. M111. GALVANIZING SHALL BE DONE AFTER STEEL ASSEMBLY IS FABRICATED AND WELDED. BAR 3x1⅜x1'-6" AND PL ¼x12x1'-6" SHALL BE A.S.T.M. A-36.



END STONE DETAIL

PLANS	BY	DATE
DESIGN - DETAILED	R.E.B.	9/71
CHECKED	W.R.R.	4/72
REVISIONS	R.E.B.	
FIELD CHANGES		

	FILE NO.		PLAN NO.
	VI-55		53
DES	R.E.B.	CHK	C.K.L.
DR	W.R.R.	CHK	R.E.B.
EST	T.P.	CHK	N.K.D.

R. Albert
IN CHARGE

MSPC-2000-4-69 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

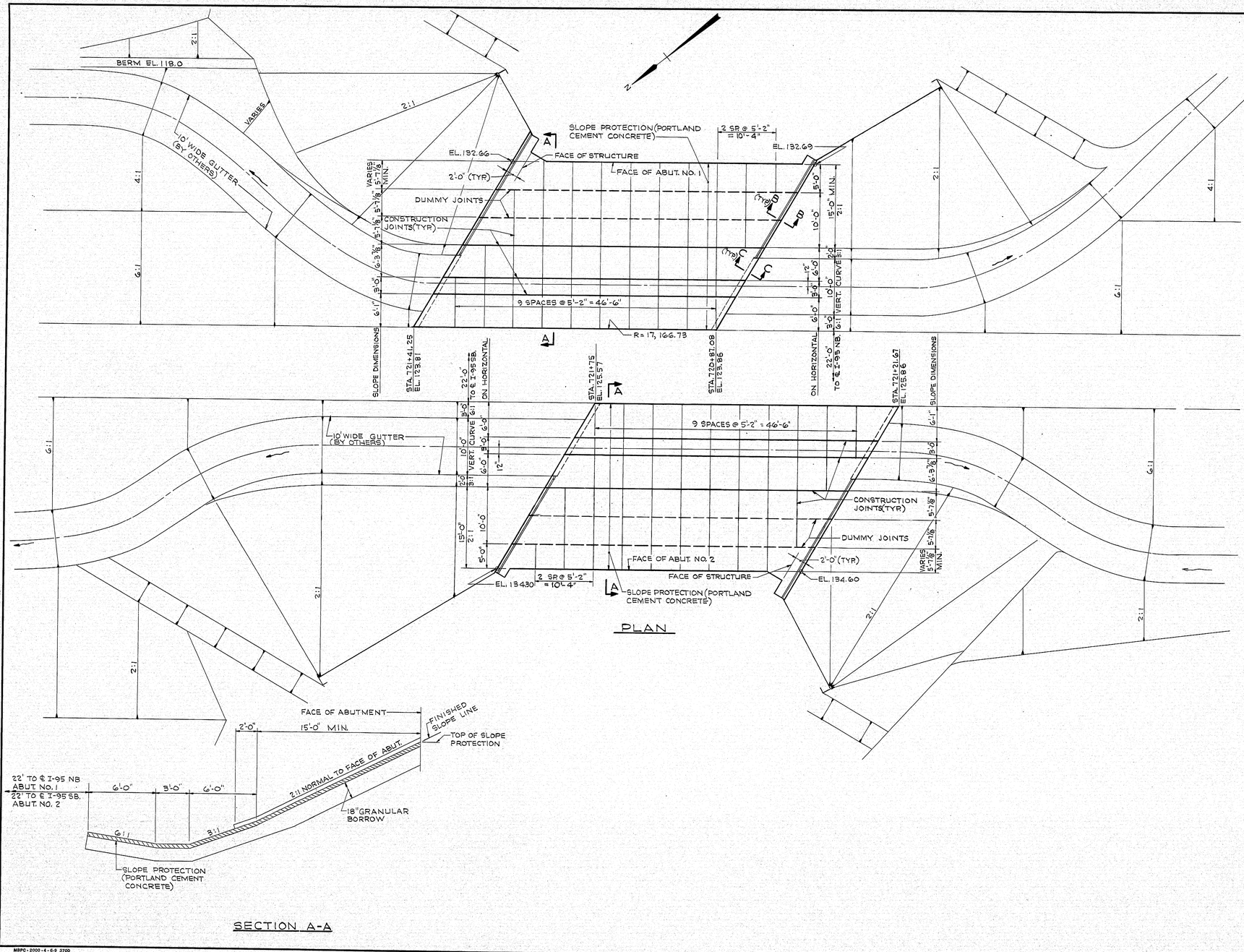
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

SUPERSTRUCTURE DETAILS

SHEET 17 OF 20 AUGUSTA, MAINE JUNE, 1972

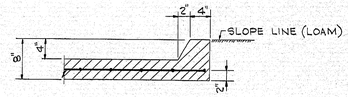
147-27

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	20	49

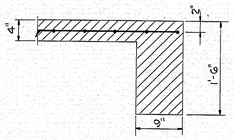


PLAN

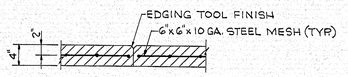
SECTION A-A



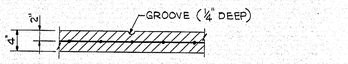
SECTION B-B



SECTION C-C



CONSTRUCTION JOINT



DUMMY JOINT

NOTES:
1. DIMENSIONS SHOWN IN PLAN ARE HORIZONTAL, EXCEPT AS NOTED.
2. CUT ENDS OF UNDERDRAIN PIPE ARE AT A 3:1 BEVEL.
3. ALL CONSTRUCTION JOINTS TO BE COATED WITH ASPHALT PAINT TO PREVENT BOND.
4. STEEL MESH SHALL NOT PASS THRU ANY CONSTRUCTION JOINTS.

PLANS	BY	DATE
DESIGN-DETAILED	C.K.L.	10/71
CHECKED	D.A.M.	10/71
REVISIONS	R.E.B.	4/72
FIELD CHANGES		

FILE NO.		PLAN NO.
VL-55		54
DES C.K.L.	CHK	N.K.D.
DR D.A.M.	CHK	R.E.B.
EST N.K.D.	CHK	I.P.

R. Abbott
ER IN CHARGE

MBPO-2000-4-6-9 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
SLOPE PROTECTION
SHEET 18 OF 20 AUGUSTA, MAINE JUNE, 1972

147-28

P.H.W.A. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	21	48

ABUTMENT Nº 1 - FOOTING

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
D100	5	70	7-6	—												
D101	6	46	7-6	—												
D102	5	4	30-0	—												
D103	5	16	21-3	—												
D104	5	12	15-0	—												
D105	5	48	8-6	—												
D106	5	18	22-10	—												
D107	5	8	6-0	—												
D108	5	4	13-0	—												
D109	5	12	27-0	—												

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
D200	5	46	8-6	—												
D201	7	61	8-6	—												
D202	5	6	30-0	—												
D203	5	18	21-3	—												
D204	5	46	8-6	—												
D205	5	12	19-10	—												
D206	7	4	7-6	—												
D207	7	4	7-10	—												
D208	7	4	8-2	—												
D209	7	4	8-6	—												
D210	7	4	8-10	—												
D211	7	4	9-2	—												
D212	7	4	9-6	—												
D213	7	4	9-10	—												
D214	7	4	10-2	—												
D215	7	4	10-6	—												
D216	7	4	10-10	—												
D217	7	2	11-2	—												
D218	6	4	7-6	—												
D219	6	4	7-10	—												
D220	6	4	8-2	—												
D221	6	4	8-6	—												
D222	6	4	8-10	—												
D223	6	4	9-2	—												
D224	6	4	9-6	—												
D225	6	4	9-10	—												
D226	6	4	10-2	—												
D227	6	4	10-6	—												
D228	6	4	10-10	—												
D229	6	2	11-2	—												
D230	5	10	20-0	—												
D231	5	12	18-0	—												
D232	5	18	16-3	—												
D233	5	8	6-0	—												
D234	5	12	27-0	—												

ABUTMENT Nº 1 & Nº 2 - WING WALLS

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
D300	5	8	7-9	—												
D301	↑	2	11-9	—												
D302		8	13-0	—												
D303		2	8-6	—												
D304		2	4-9	—												
D305		67	3-0	—												
D306		3	9-3	M			7-8	2-0				0-9½		1-10		
D307		11	9-6	W		5-6	1-6	2-6						0-4	3-5½	1-0
D308		2	16-5	M			11-3	5-2				2-1		4-8½		
D309	↓	2	4-6	M			2-6	2-0				1-10		0-9½		
D310	5	6	16-3	—												
D311	↑	1	16-0	—												
D312		1	15-3	—												
D313		1	14-7	—												
D314		1	13-10	—												
D315		3	8-9	—												
D316		3	7-6	—												
D317		3	6-4	—												
D318		2	14-6	—												
D319		1	14-3	—												
D320		1	13-6	—												
D321	↓	1	12-10	—												
D322	5		12-1	—												
D323	5	25	7-2	AA	2-0	1-0	1-4	0-10	2-0			1-0½		1-8½		
D324	6	28	10-6	W		6-6	1-6	2-6						0-4½	3-5½	1-0
D325	5	11	15-8	—												
D326	↑	1	15-2	—												
D327			14-9	—												
D328			14-3	—												
D329		1	14-0	—												
D330		1	13-6	—												
D331	↓	1	13-3	—												
D332	5	1	12-9	—												
D333	↑	7	12-11	—												
D334		1	12-5	—												
D335		1	12-0	—												
D336		1	11-6	—												
D337		1	11-3	—												
D338		1	10-9	—												
D339	↓	1	10-6	—												
D340	5	1	10-0	—												

ABUTMENT Nº 1 & Nº 2 - WING WALLS CONT.

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
D341	5	8	20-2	—												
D342	↑	2	24-9	—												
D343		6	25-2	—												
D344		2	22-9	—												
D345		2	18-0	—												
D346		2	11-0	—												
D347		2	21-8	M			16-6	5-2				1-4		4-11		
D348	↓	4	10-6	M			8-6	2-0				1-11		0-4½		
D349	5	25	7-9	BB	2-0	1-0	1-4	1-5	2-0			1-9		1-0		
D350	7	18	11-3	W		7-3	1-6	2-6						0-5	3-5½	1-0
D351	5	2	20-2	M			15-0	5-2				2-1		4-8½		
D352	5	2	5-8	M			3-8	2-0				1-10		0-9½		
D353	↑	7	20-0	—												
D354		1	19-6	—												
D355		1	18-9	—												
D356		1	18-3	—												
D357		1	17-6	—												
D358	↓	1	16-10	—												
D359	5	1	16-3	—												
D360	6	3	16-6	—												
D361	↑	1	16-3	—												
D362		1	15-6	—												
D363		1	14-9	—												
D364		1	14-0	—												
D365	↓	1	13-4	—												
D366	6	1	12-9	—												
D368	5	10	12-5	—												
D369	↑	2	15-0	—												
D370		8	17-8	—												
D371		2	15-0	—												
D372		2	11-9	—												
D373	↓	2	8-6	—												
D374	5	2	4-9	—												
D375	8	42	13-0	W		9-0	1-6	2-6						0-6¼	3-5½	1-0
D376	5	2	33-2	M			28-0	5-2				1-4		4-11		
D377	↑	10	20-4	—												
D378		2	19-10	—												
D379		2	19-0	—												
D380	↓	2	18-6	—												
D381	5	2	17-8	—												

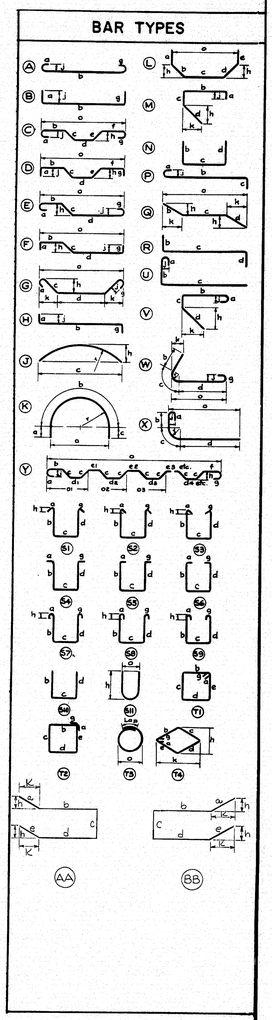
ABUTMENT Nº 1 & Nº 2 - WING WALLS CONT.

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
D382	5	2	17-0	—												
D383	5	2	16-3	—												
D384	5	2	15-6	—												
D385	5	1	15-3	—												
D386	6	6	15-4	—												
D387	↑	2	14-10	—												
D388		2	14-0	—												
D389		2	13-6	—												
D390		2	12-8	—												
D391		2	12-0	—												
D392		2	11-3	—												
D393	↓	2	10-6	—												
D394	6	1	10-3	—												
D395	5	10	31-0	—												
D396	↑	2	33-0	—												
D397		8	36-2	—												
D398		2	31-8	—												
D399		2	25-6	—												
D400	↓	2	19-6	—												
D401	5	2	13-0	—												
D402	5	8	8-2	—												
D403	5	1	7-2	—												
D404	5	1	6-2	—												
D405	6	1	8-9	—												
D406	↑	1	7-6	—												
D407		1	6-4	—												
D408		1	8-2	—												
D409	↓	1	7-2	—												
D410	6	1	6-2	—												

APPROACH SLABS

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
D500	4	36	30-0	—												
D501	4	36	18-9	—												
D502	6	300	14-7	—												

BAR TYPES



PLANS

DESIGN - DETAILED	BY	DATE
CHECKED	C.K.L.	DET. 12/71
REVISIONS	R.E.B.	4/72
FIELD CHANGES		

VL-55
55

NOTES:
1. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
2. REINFORCING STEEL SHALL BE ASTM A615 GRADE 60.
3. ALL HOOKS SHALL MEET ACI 315-65 REQUIREMENTS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
BAR SCHEDULE - PART I
SHEET 19 OF 20 AUGUSTA, MAINE JUNE, 1972

147-29

F.H.W.A. REQ.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	22	48

ABUTMENT Nº 1

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
D600	5	58	10-3	X		2-0	1-6	6-9							7-9	1-0
D601	↑	44	3-6	-												
D602		30	6-9	-												
D603		44	8-9	-												
D604		30	7-5	M			4-0	3-5				2-5		2-5		
D605		30	3-8	-												
D606		30	6-5	M			3-0	3-5				3-4		1-2		
D607	↑	30	6-4	-												
D608	5	32	7-0	N		2-9	4-3									
D609	4	24	5-6	N		1-6	2-6	1-6								
D610	5	7	27-5	Q		3-3	24-2					2-10		1-7		
D611	↑	8	24-3	-												
D612		7	23-11	Q		2-9	21-2					1-5		2-5		
D613		8	22-1	-												
D614		8	9-3	-												
D615		8	9-0	-												
D616	↑	12	7-0	T2	0-6	1-5	1-7	1-5	1-7		0-6					
D617	5	5	9-2	CC	0-6	3-10	0-10½	3-5			0-6½	0-9		0-6		
D618	6	30	3-6	M			1-9	1-9				1-3		1-3		
D623	5	5	9-3	SS	0-6	3-9	0-9	3-9			0-6					
D624	↑	5	22-8	Q		1-9	20-11					0-10		1-7		
D625		5	21-4	-												
D626		5	24-5	-												
D627		5	25-4	Q			23-7	1-9				0-10		1-7		
D628	↑	7	10-4	FF	2-6	2-6	3-4	2-0				1-3		2-2		
D629	5	7	8-2	FF	2-0	1-10	1-10	2-6				1-6		0-10		

ABUTMENT Nº 2

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
D700	5	58	11-3	X		2-0	1-6	7-9							8-9	1-0
D701	↑	44	3-6	-												
D702		30	9-9	-												
D703		44	13-0	-												
D704		30	7-5	M			4-0	3-5				2-5		2-5		
D705		30	3-8	-												
D706		30	6-5	M			3-0	3-5				3-4		1-2		
D707	↑	30	6-4	-												
D708	5	32	7-0	N		2-9	4-3									
D709	4	24	5-6	N		1-6	2-6	1-6								
D710	5	10	27-5	Q		3-3	24-2					2-10		1-7		
D711	↑	11	24-3	-												
D712		10	23-11	Q		2-9	21-2					1-5		2-5		
D713		11	22-1	-												
D714		8	9-0	-												
D715		8	9-0	-												
D716	↑	12	7-0	T2	0-6	1-5	1-7	1-5	1-7		0-6					
D717	5	5	9-2	CC	0-6	3-10	0-10½	3-5			0-6½	0-9		0-6		
D718	6	30	3-6	M			1-9	1-9				1-3		1-3		
D723	5	5	9-3	SS	0-6	3-9	0-9	3-9			0-6					
D724	↑	5	22-8	Q		1-9	20-11					0-10		1-7		
D725		5	21-4	-												
D726		5	24-5	-												
D727		5	25-4	Q			23-7	1-9				0-10		1-7		
D728	↑	10	10-4	FF	2-6	2-6	3-4	2-0				1-3		2-2		
D729	5	10	8-2	FF	2-0	1-10	1-10	2-6				1-6		0-10		

PIER

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
D800	9	72	8-11	-												
D801	6	60	8-11	-												
D802	11	36	9-0	X		6-0	1-6	1-6							2-6	1-0
D803	11	36	18-11	-												
D804	4	45	13-5	T2	0-4½	3-2	3-2	3-2	3-2		0-4½					
D805	9	4	25-2	Q		4-8	20-6					1-0		4-7		
D806	9	12	13-6	-												
D807	9	4	25-4	Q		4-10	20-6					1-5		4-7		
D808	6	2	16-0	-												
D809	6	4	24-5	-												
D810	6	2	32-10	-												
D811	9	4	13-10	-												
D812	9	12	46-8	-												
D813	5	84	14-4	T2	0-6	4-2	2-6	4-2	2-6		0-6					
D814	↑	2	14-2	↑	↑	4-1	↑	4-1	↑		↑					
D815		4	14-0			4-0		4-0								
D816		2	13-10			3-11		3-11								
D817		4	13-4			3-8		3-8								
D818		2	13-0			3-6		3-6								
D819		2	13-8			3-10		3-10								
D820	↓	2	12-6	↓	↓	3-3	↓	3-3	↓		↓					
D821	5	2	12-2	T2	0-6	3-1	2-6	3-1	2-6		0-6					

DECK

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
D900	5	274	29-11	—												
D901	5	548	25-6	—												
D902	6	273	23-2	DD		4-4¼	0-7½	3-4½	4-3¾	5-3		0-5¼				
D903	5	274	21-3	—												
D904	6	273	32-1	EE		5-3	0-7½	3-4½	4-4¾	4-4		0-5¼				
D905	5	516	37-3	—												
D906	↑	86	25-0	—												
D907		86	39-6	—												
D908		33	34-0	—												
D909		576	4-10	S5	0-6	1-4½	1-1	1-4½			0-6					
D910	↓	56	14-10	—												
D911	5	16	15-4	—												

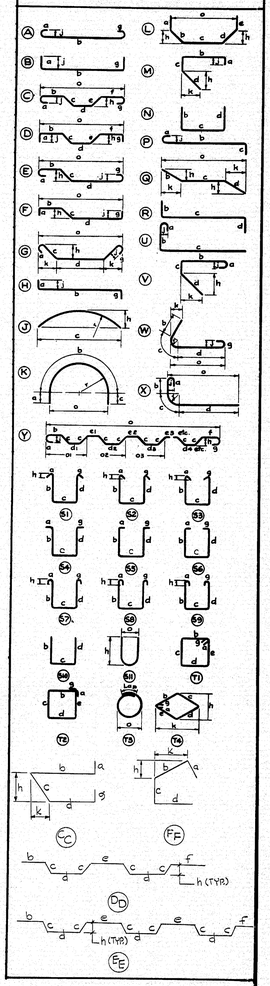
NOTE:
EACH TRUSS BAR (D902 AND D904) MAY BE REPLACED BY TWO STRAIGHT BARS (ONE TOP AND ONE BOTTOM) OF THE SAME BAR SIZE AS THE TRUSS BAR. PAYMENT IN EITHER CASE SHALL BE BASED ON TRUSS BARS AS SCHEDULED ON THE PLANS.

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

FOR NOTES, SEE "BAR SCHEDULE - PART I."

BAR TYPES



DESIGN - DETAILED BY C.K.L. DET. R.E.B. CHECKED REVISIONS FIELD CHANGES DATE 12/71 4/72

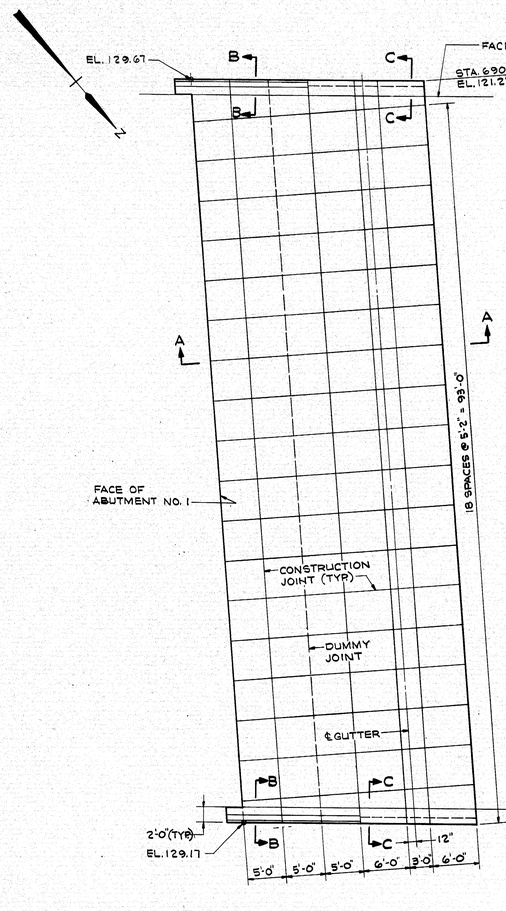
PLANS

VL-55
56

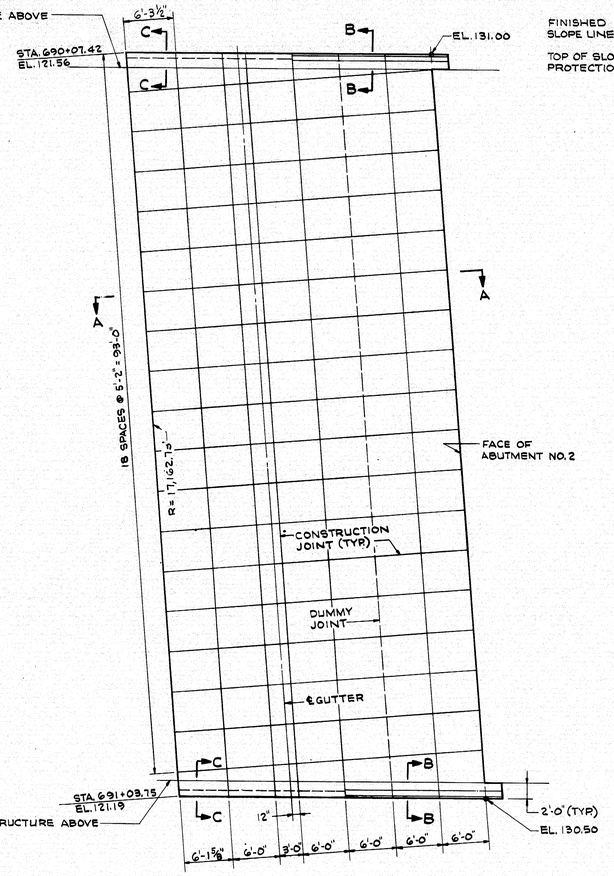
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
BAR SCHEDULE - PART II
SHEET 20OF 20 AUGUSTA, MAINE JUNE, 1972

147-30

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)7G	28	48

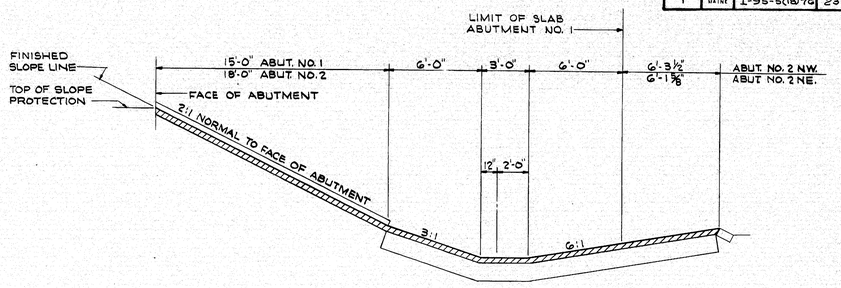


ABUTMENT NO. 1

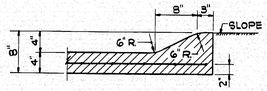


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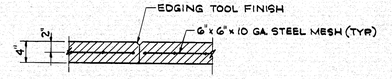
PLAN
SCALE: ⅛" = 1'-0"



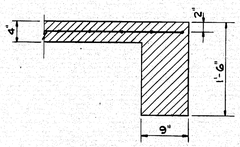
SECTION A-A
SCALE: ¼" = 1'-0"



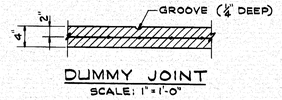
SECTION B-B
SCALE: 1" = 1'-0"



CONSTRUCTION JOINT
SCALE: 1" = 1'-0"



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



DUMMY JOINT
SCALE: 1" = 1'-0"

NOTES:
1. DIMENSIONS SHOWN IN PLAN ARE HORIZONTAL.
2. ALL CONSTRUCTION JOINTS TO BE COATED WITH ASPHALT PAINT TO PREVENT BOND.
3. STEEL MESH SHALL NOT PASS THRU ANY CONSTRUCTION JOINTS.

PLANS	BY	DATE
DESIGN - DETAILED	C.K.L.	10/71
CHECKED	I.P.	11/71
REVISIONS		
FIELD CHANGES		

FILE NO.			PLAN NO.
	VL-55		29
DES	C.K.L.	CHK	I.P.
DR	D.A.M.	CHK	I.P.
EST	C.K.L.	CHK	I.P.

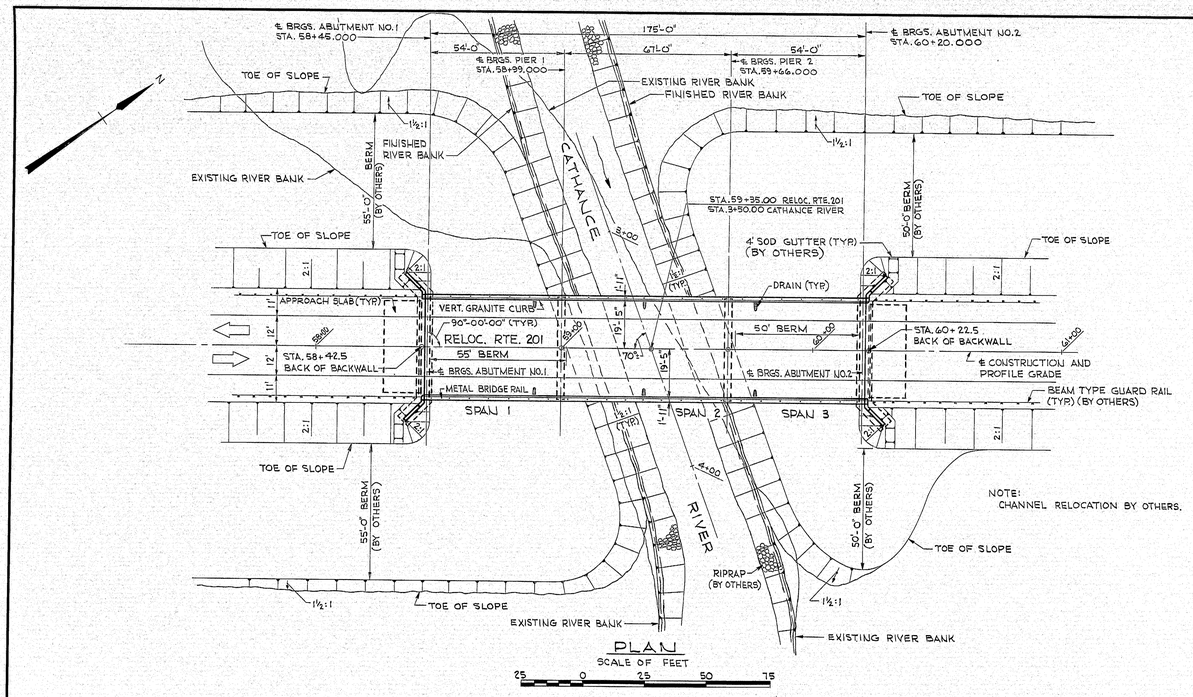
ENGINEER-IN-CHARGE

MBPD-2000-4-6-9 2700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
SLOPE PROTECTION
SHEET 1 OF 1 AUGUSTA, MAINE DEC. 1971

147-31

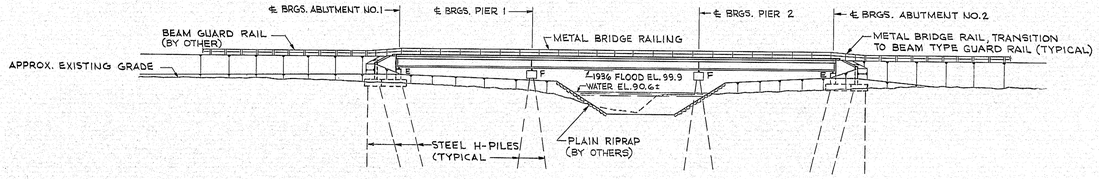
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	24	48



PLAN

SCALE OF FEET

25 0 25 50 75



ELEVATION

SCALE OF FEET

25 0 25 50 75

SPECIFICATIONS

DESIGN : A.A.S.H.O. STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1969 AND INTERIM SPECIFICATIONS 1970 AND 1971.

CONTRACT: STATE OF MAINE, STATE HIGHWAY COMMISSION, STANDARD SPECIFICATIONS, HIGHWAYS AND BRIDGES, REVISIONS OF JUNE 1968 AND SUPPLEMENTS.

LIVE LOADING

HS 20 - 44

MATERIALS

CONCRETE: CLASS A

REINFORCING STEEL: ASTM A615 GRADE 60

STRUCTURAL STEEL: SEE "FRAMING PLAN AND DETAILS."

BASIC ALLOWABLE STRESSES

CONCRETE : f_c = 1200 P.S.I. n = 10

REINFORCING STEEL : f_s = 24,000 P.S.I.

STRUCTURAL STEEL : A36 f_s = 20,000 P.S.I.

HYDRAULIC DATA

DRAINAGE AREA = 35 SQ. MILES

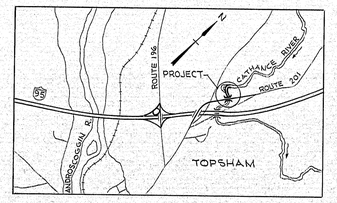
DESIGN FLOW (50 YR. STORM) Q = 3,400 CFS, V = 2.62 FPS

PLANS	BY	DATE
DESIGN - DETAILED	R.T.L.	3/72
CHECKED	G.T.S.	5/72
REVISIONS	R.E.B.	
FIELD CHANGES		

FILE NO.		PLAN NO.
VL-55		57
DES R.T.L.	CHK R.E.B.	
DR G.T.S.	CHK R.T.L.	
TEST R.T.L.	CHK R.E.B.	

ENGINEER IN CHARGE

MBPC - 2000 - 4 - 6-9 3700



LOCATION MAP

SCALE OF MILES

0.5 0 1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

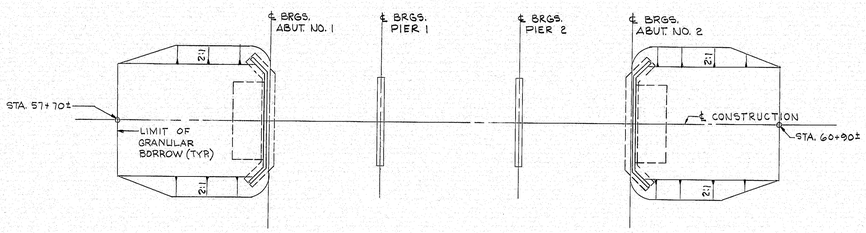
RELOCATED ROUTE 201
OVER
CATHANCE RIVER
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

GENERAL PLAN

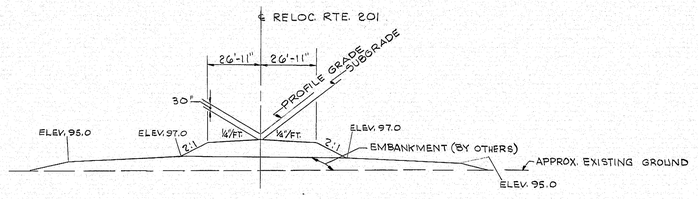
SHEET 1 OF 17 AUGUSTA, MAINE JUNE, 1972

147-32

F.H.W.A. REQ.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	25	48



PLAN



TYPICAL EARTH SECTION

PLANS	BY	DATE
DESIGN - DETAILED	R.E.B.	4-72
CHECKED	W.R.R.	5-72
REVISIONS	R.E.B.	
FIELD CHANGES		

FILE NO.		PLAN NO.
VL-55		58
DES R.E.B	CHK	C.K.L.
DR W.R.R.	CHK	R.E.B.
EST R.E.B.	CHK	C.K.L.

K. Whitcomb
ENGR IN CHARGE

MBPC-2000-4-69 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

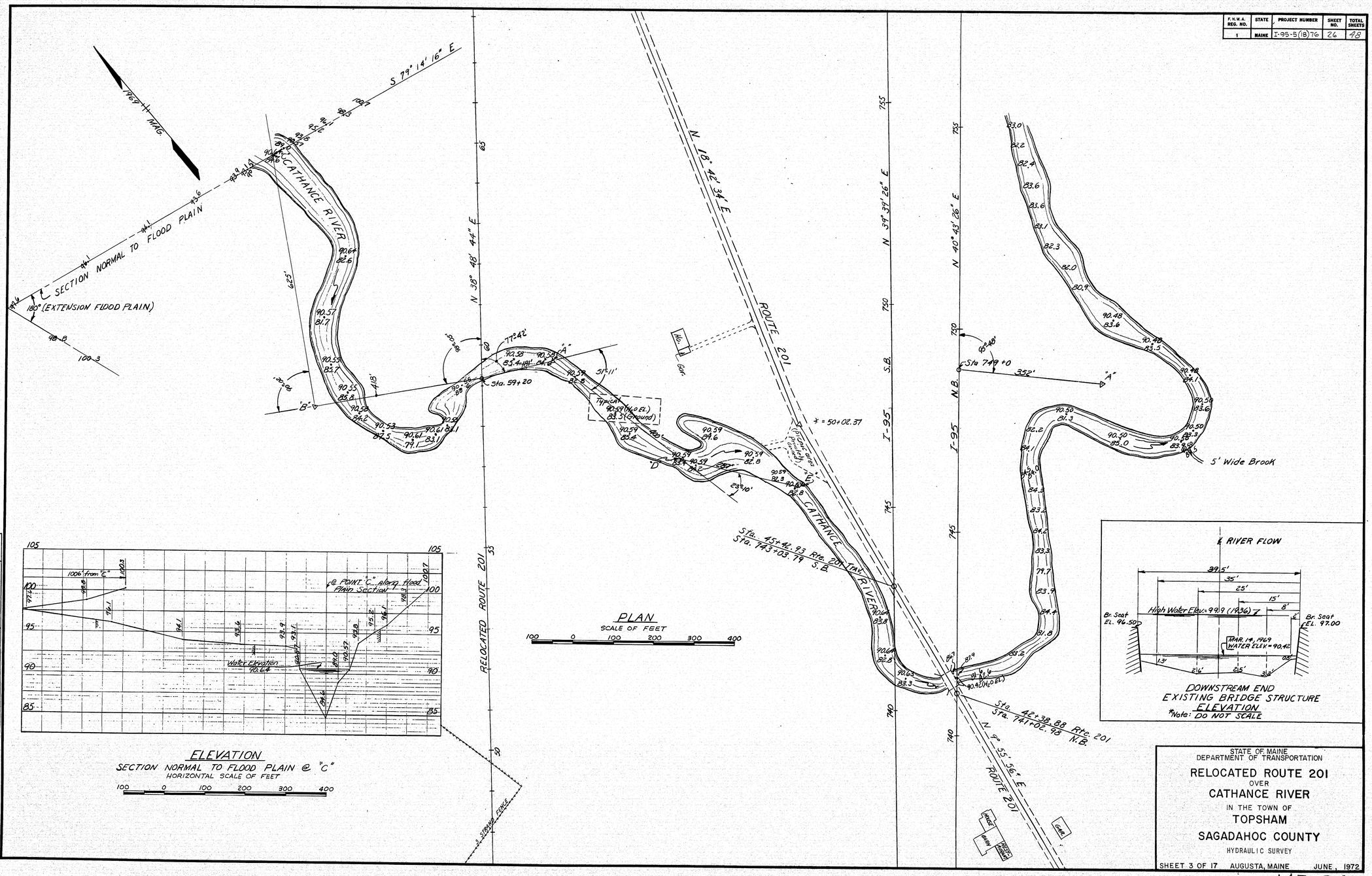
RELOCATED ROUTE 201
OVER
CATHANCE RIVER
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

PROFILE

SHEET 2 OF 17 AUGUSTA, MAINE JUNE, 1972

147-33

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	26	48



DATE	BY	
		DESIGN-DETAILED
		CHECKED
		REVISIONS
		FIELD CHANGES

PLANS

VL-55
59

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

RELOCATED ROUTE 201
OVER
CATHANCE RIVER
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

HYDRAULIC SURVEY

SHEET 3 OF 17 AUGUSTA, MAINE JUNE, 1972

147-34

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	27	48

MATCH LINE

MAG. 1968

FIELD

Alders

FENCE

PINE

7" APPLE

RELOCATED ROUTE 201

STA 56+57.40 BK

H.S. 20" PINE

Nearly Alders

175'

Scattered Pines & Elms 16"-20"

BENCH MARK #11 – Sta 56+25, 175' Right & Const on Vert. Spike in 26" PINE.

MATCH LINE

RIVER

CATHANCE

Flow

TACK & HUB (5' EACH)

SHORT SPIKE & 2" ALDER

VERT. SPIKE & BASE ALDER CLUMP

Old Field Junipers & Scattered Pines 2'-4"

PLAN
SCALE OF FEET
25 0 25 50 75

MATCH LINE

PLANS	BY	DATE
DESIGN – DETAILED		
CHECKED		
REVISED		
FIELD CHANGES		

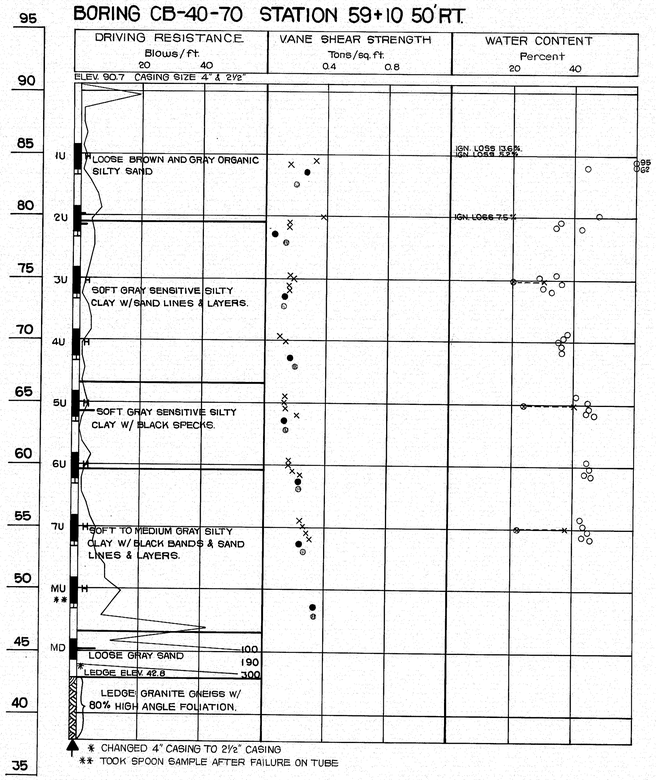
VL-55
60

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
CATHANCE RIVER
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
SURVEY
SHEET 4 OF 17 AUGUSTA, MAINE JUNE, 1972

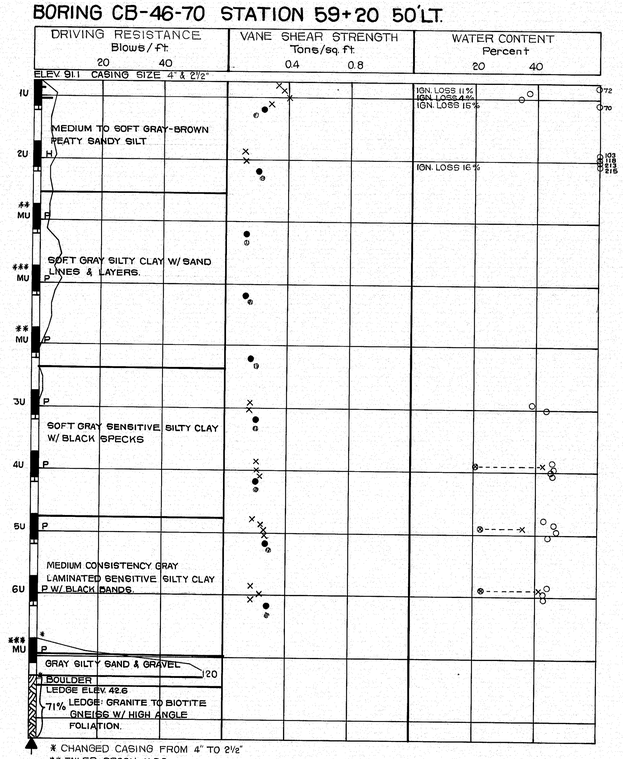
147-35

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(19)76	28	48

BORING CB-40-70 STATION 59+10 50'RT.



BORING CB-46-70 STATION 59+20 50'LT.



BORING NOTES

- All samples and vanes are made ahead of casing
- Water elevation
- 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
  - 1U: 3½" O.D. 16 ga. seamless tubing
  - 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
- H: Sampling spoon or seamless tubing driven by static weight of drill rods and hammer
- P: Piston sampler
- Field vane test
- Bottom of boring (may not be bottom of soil strata)
- 71%: Locations cored by diamond bit and per cent recovery of rock

SHEAR NOTES

- o: One half unconfined compressive strengths
- ●: Field vane shear strengths
- X: Laboratory vane shear strengths

WATER CONTENT NOTES

- o: Natural water content, given as per cent of dry weight
- ⊗···X: Plastic and liquid limits

Ignition losses are given as per cent of dry weight

PLANS

	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

JANUARY 1969

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

RELOCATED ROUTE 201

OVER

CATHANCE RIVER

IN THE TOWN OF

TOPSHAM

SAGADAHOC COUNTY

BORING DETAILS

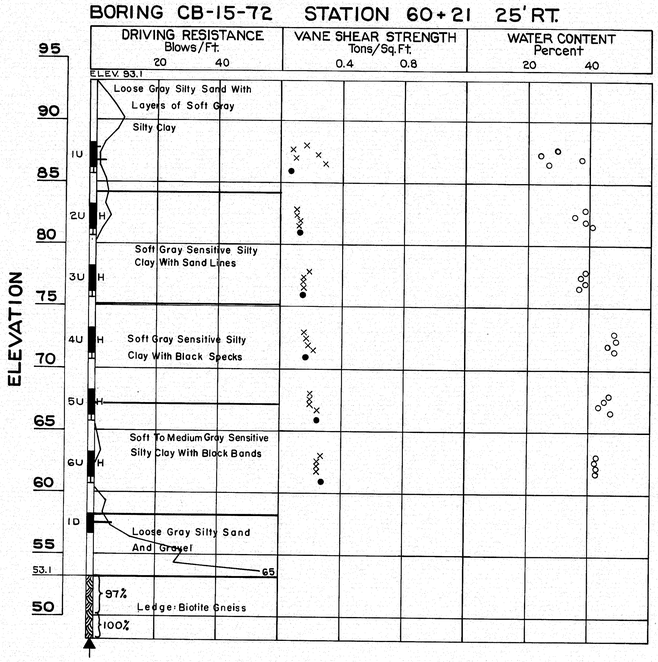
SHEET 5 OF 17 AUGUSTA, MAINE

203-1 2060

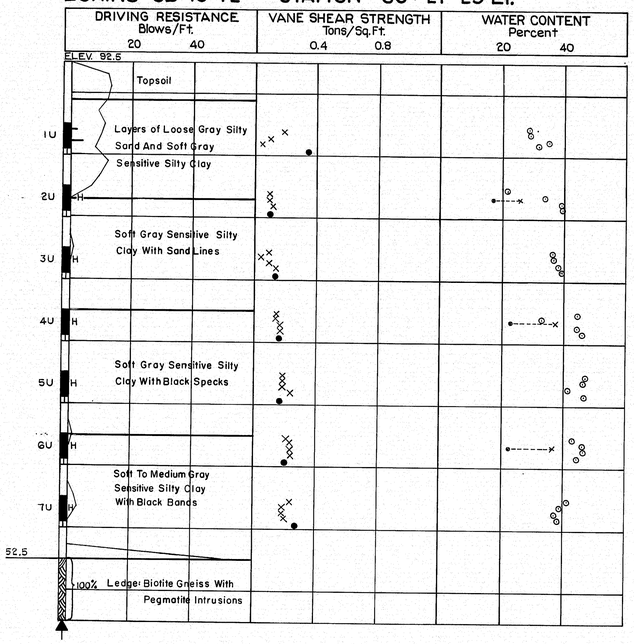
147-36

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-3(11)76	23	48

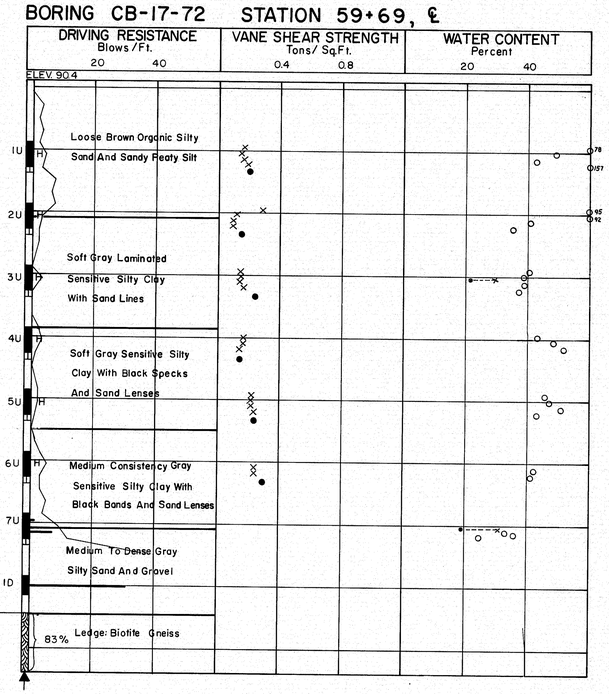
BORING CB-15-72 STATION 60+21 25'RT.



BORING CB-16-72 STATION 60+21 25'LT.



BORING CB-17-72 STATION 59+69, ℄



PLANS

	BY	DATE
DESIGN- DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

JANUARY 1969

STATE HIGHWAY COMMISSION

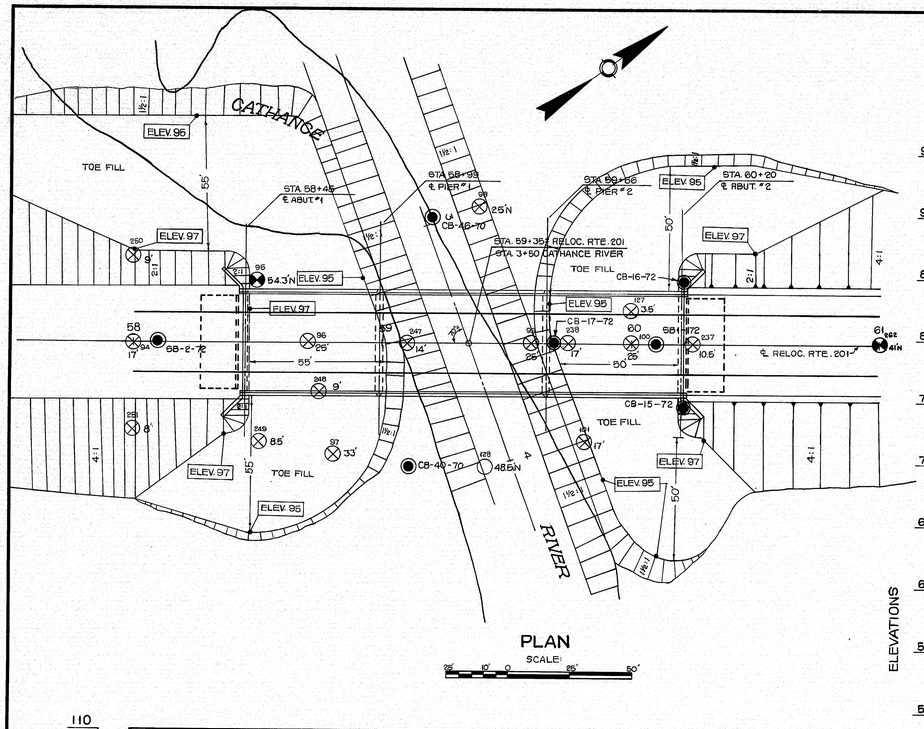
RELOC. ROUTE 201 BRIDGE
OVER
CATHANCE RIVER
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
BORING DETAILS

SHEET 6 OF 17 AUGUSTA, MAINE

203-1 2000

147-37

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(11)76	30	95



PLAN

SCALE: 25' 10' 0 25' 50'

PROFILE

SCALE: 50' 10' 0 25' 50'

BORING SB-2-72 STATION 58+10 ℄

DRIVING RESISTANCE Blows/Ft. 20 40	VANE SHEAR STRENGTH Tons/sq.ft. 0.4 0.8	WATER CONTENT Percent 20 40
ELEV. 94.5		
BROWN SILTY SAND		
MEDIUM CONSISTENCY GRAY CLAYEY SANDY SILT W/ SOME WOOD.		IGN. LOSS 2%
SOFT GRAY SENSITIVE SILTY CLAY W/ BLACK SPECKS & BANDS AND MANY SAND LINES.		
GRAY SAND W/ SILTY CLAY LAYERS.		
SOFT GRAY LAMINATED SILTY CLAY W/ BLACK BANDS & SAND LAYERS		
MEDIUM CONSISTENCY GRAY SENSITIVE SILTY CLAY W/ BLACK SPECKS & SAND LINES.		
MEDIUM CONSISTENCY GRAY LAMINATED SILTY CLAY W/ BLACK BANDS		
GRAY SAND 56		
BOULDER 156		
LEDGE: BIOTITE GNEISS W/ GRANITIC INCLUSIONS.		

BORING SB-1-72 STATION 60+10 ℄

DRIVING RESISTANCE Blows/Ft. 20 40	VANE SHEAR STRENGTH Tons/sq.ft. 0.4 0.8	WATER CONTENT Percent 20 40
ELEV. 91.8		
MEDIUM CONSISTENCY BROWN SANDY PEAT & SILT		IGN. LOSS 20%
SOFT GRAY SENSITIVE SILTY CLAY W/ SAND LINES & LAYERS		
SOFT TO MEDIUM GRAY SENSITIVE SILTY CLAY W/ BLACK SPECKS & SAND LINES & LAYERS.		
MEDIUM CONSISTENCY GRAY LAMINATED SILTY CLAY W/ BLACK BAND & SAND LAYERS.		
GRAY SILTY SAND 100		

LEGEND

- AUGER BORING
- AUGER BORING & SOUNDING
- SOUNDING
- WASHBORINGS

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

JANUARY 1988

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

RELOCATED ROUTE 201

OVER

CATHANCE RIVER

IN THE TOWN OF

TOPSHAM

SAGADAHOC COUNTY

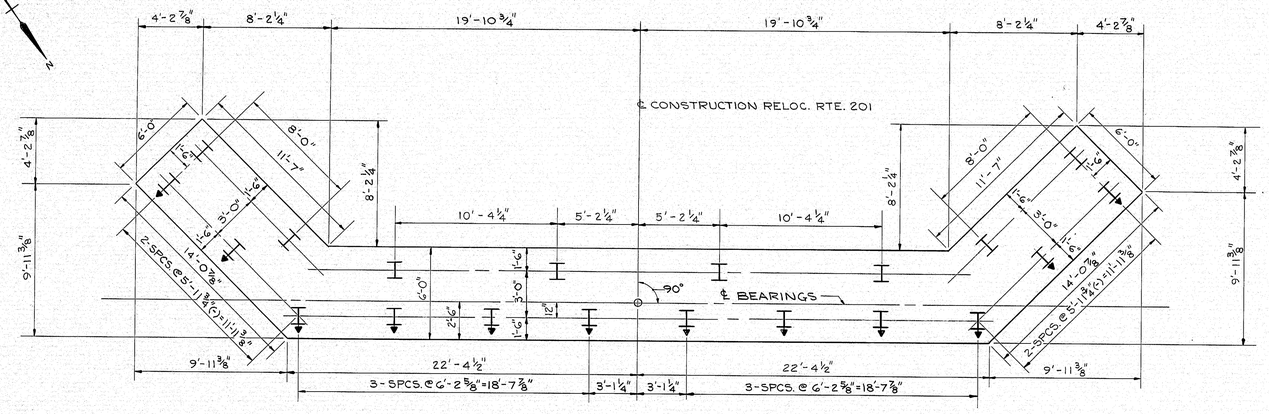
FOUNDATION SURVEY

SHEET 7 OF 17 AUGUSTA, MAINE

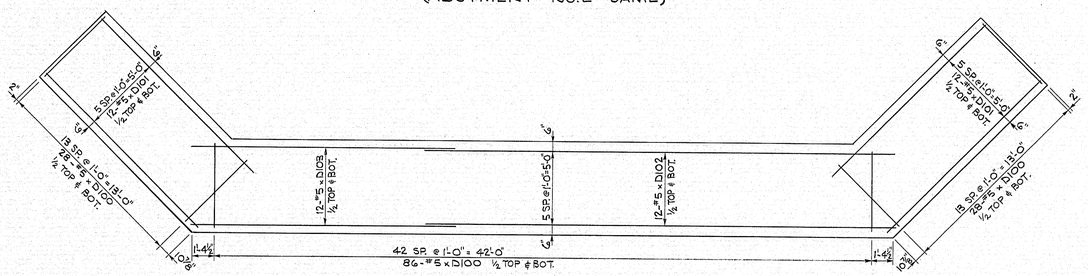
2031 2080

147-38

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	31	413

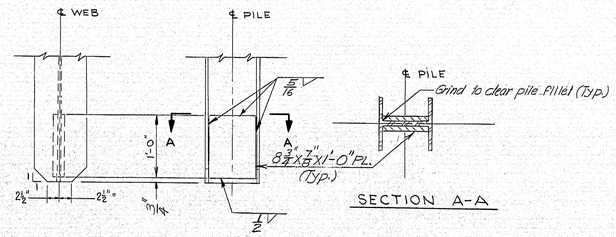


FOOTING AND PILE PLAN
ABUTMENT NO.1 AS SHOWN
(ABUTMENT NO.2 SAME)



REINFORCING FOOTING PLAN
ABUTMENT NO.1 AS SHOWN
(ABUTMENT NO.2 SAME)

NOTE: FOR FOOTING DOWELS SEE "ABUTMENTS NO.1 AND 2"



POINTED REINFORCED PILE TIP

ABUTMENT PILE NOTES

1. ALL ABUTMENT PILES SHALL BE HP10x57.
2. MAXIMUM PILE LOAD=155 TONS (INCLUDES 31T PER PILE FOR NEGATIVE SKIN FRICTION).
3. PILES MARKED THUS ⟝⟞ SHALL BE BATTERED 3" PER FOOT IN DIRECTION OF ARROW.
4. PILES SHALL BE DRIVEN TO LEDGE OR PRACTICAL REFUSAL.
5. PILES REQUIRED { 20 ABUT. NO.1 ; 20 ABUT. NO.2 }
6. ALL PILES SHALL HAVE REINFORCED TIP, SEE DETAIL THIS SHEET.
7. ESTIMATED LENGTH OF PILES: { ABUT. NO.1 = 58' ; ABUT. NO.2 = 41' }
8. PILES SHALL BE CUT OFF 1'-6" ABOVE THE ELEVATION OF THE BOTTOM OF THE FOOTING.
9. POINTED REINFORCED TIPS MAY BE SHOP OR FIELD WELDED.
10. ALTERNATE TYPES OF POINTED PILE TIPS MAY BE USED IF THEY ARE EQUAL OR BETTER THAN THE POINTED REINFORCED PILE TIP SHOWN, IF APPROVED BY THE ENGINEER.
11. 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.

PLANS	BY	DATE
DESIGN - DETAILED	R.E.B.	4/72
CHECKED	W.J.A.	5/72
REVISIONS	R.E.B.	
FIELD CHANGES		

	FILE NO.		PLAN NO.
	VL-55		61
DES	R.E.B.	CHK	I.P.
DR	W.J.A.	CHK	R.E.B.
EST	R.E.B.	CHK	C.K.L.

R. Albert
ENGR IN CHARGE

MBPC-2000-4-69 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

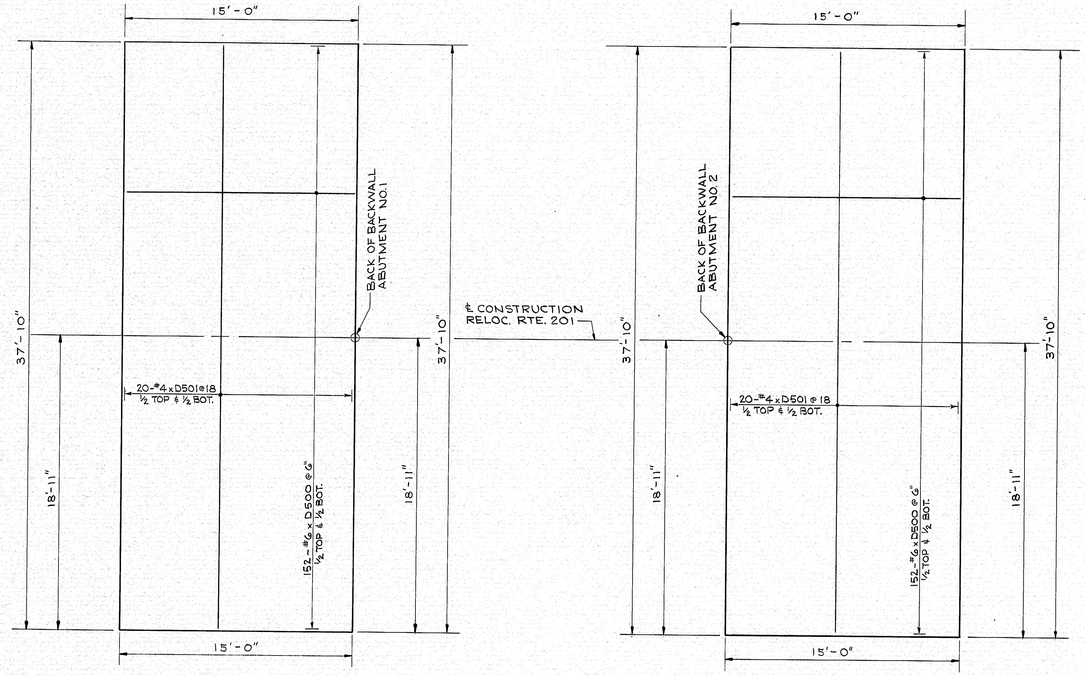
RELOCATED ROUTE 201
OVER
CATHANCE RIVER
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

FOOTING PLANS - ABUTMENTS NO. 1 AND 2

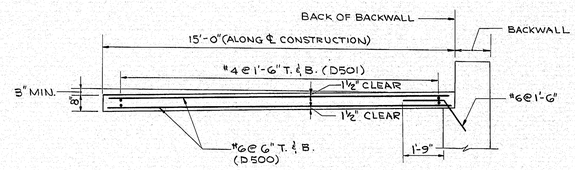
SHEET 8 OF 17 AUGUSTA, MAINE JUNE, 1972

147-39

F.H.WA. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	32	98



PLAN - APPROACH SLABS



TYPICAL SECTION

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	R.E.B.	4/72
	REVISIONS	W.J.A.	5/72
		R.E.B.	
	FIELD CHANGES		

FILE NO.			PLAN NO.
	VL-55		62
DES	R.E.B.	CHK	I.P.
DR	W.J.A.	CHK	R.E.B.
EST	R.E.B.	CHK	C.K.L.

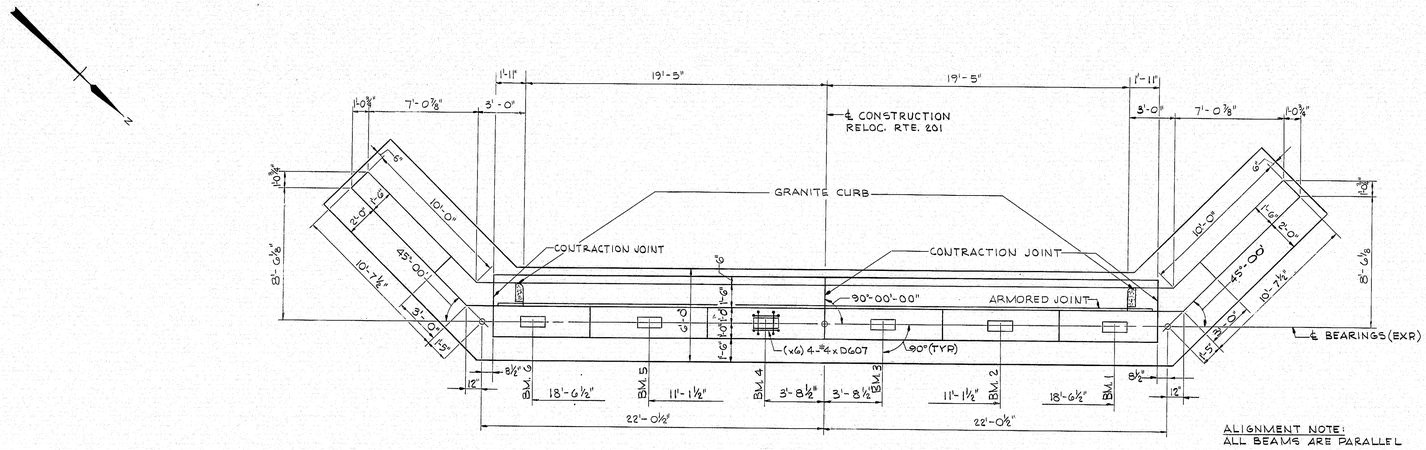
R. E. Bennett
ENGINEER IN CHARGE

MBPO - 2000 - 4 - 6-9 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
CATHANCE RIVER
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
APPROACH SLABS
SHEET 9 OF 17 AUGUSTA, MAINE JUNE, 1972

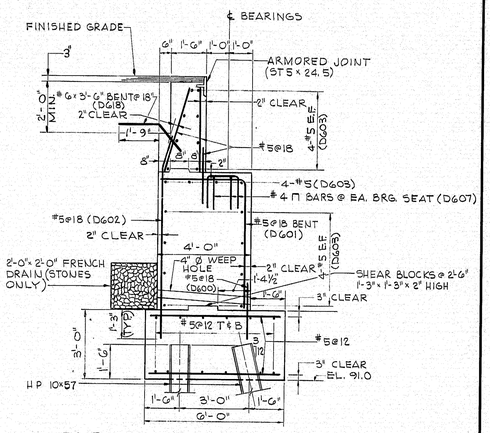
147-40

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	33	48

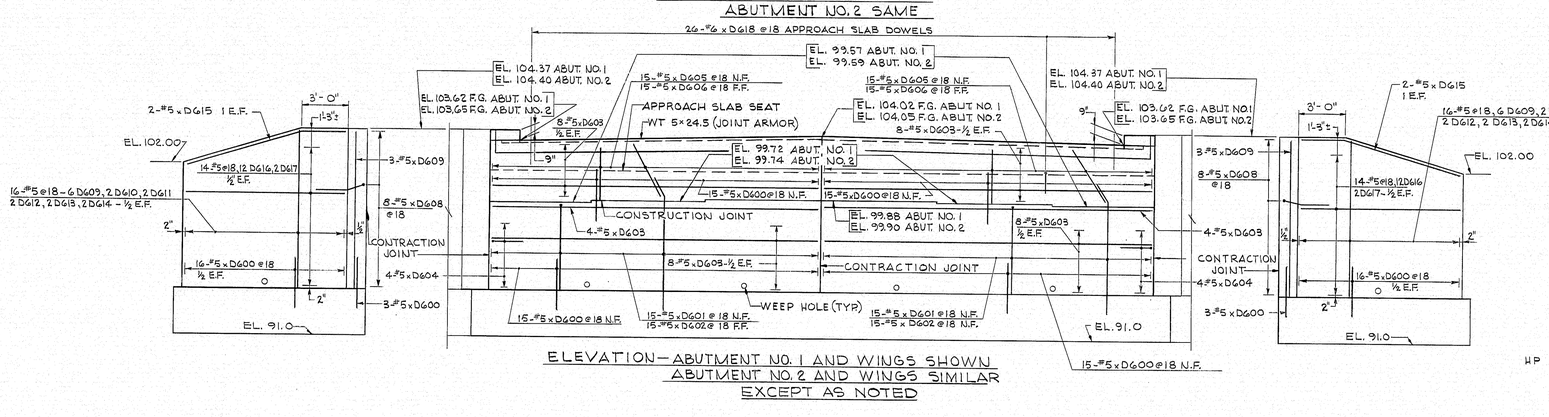


PLAN—ABUTMENT NO. 1 SHOWN
ABUTMENT NO. 2 SAME

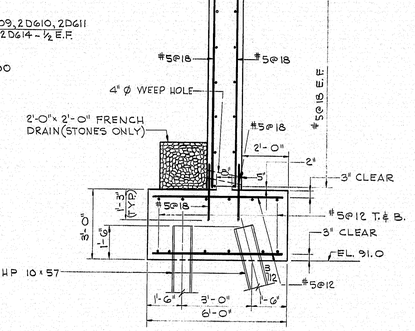
ALIGNMENT NOTE:
ALL BEAMS ARE PARALLEL



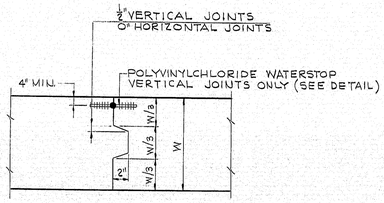
TYPICAL ABUTMENT SECTION



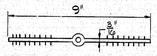
ELEVATION—ABUTMENT NO. 1 AND WINGS SHOWN
ABUTMENT NO. 2 AND WINGS SIMILAR
EXCEPT AS NOTED



TYPICAL WING SECTION



CONSTRUCTION AND CONTRACTION JOINTS



POLYVINYLCHLORIDE WATERSTOP DETAIL

GENERAL ABUTMENT NOTES

1. REINFORCING STEEL SHALL HAVE 2" CLEAR COVER EXCEPT AS SHOWN.
2. POSITION REINFORCING STEEL TO CLEAR SWEDGED ANCHOR BOLTS.
3. CHAMFER ALL EXPOSED EDGES OF CONCRETE ½" UNLESS OTHERWISE NOTED.
4. FOR ARMORED JOINT DETAILS, SEE "ARMORED JOINT."
5. REINFORCING STEEL SPLICES AND EXTENSIONS SHALL HAVE A MINIMUM LENGTH OF 36 DIAMETERS UNLESS OTHERWISE SHOWN.
6. FOR DETAILS OF CURB ON ABUTMENT BACKWALLS, SEE "ARMORED JOINT."
7. FOR DETAILS OF FOOTINGS, SEE "FOOTING PLANS - ABUTMENTS NO. 1 AND 2."
8. THE TOP OF BACKWALLS SHALL NOT BE PLACED UNTIL THE STRUCTURAL CONCRETE SLAB HAS BEEN PLACED, UNLESS APPROVED BY THE ENGINEER.
9. PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO TOP OF ABUTMENT CURBS AND TO THE TOP OF BACKWALL.
10. BREAK BOND IN THE CONTRACTION JOINTS IN A MANNER APPROVED BY THE ENGINEER.
11. BEARING SEAT STEPS ARE MIDWAY BETWEEN BEARINGS.
12. WATERSTOPS ARE NOT REQUIRED IN HORIZONTAL CONSTRUCTION JOINTS.

LEGEND

F.G. - FINISHED GRADE
N.F. - NEAR FACE
F.F. - FAR FACE
E.F. - EACH FACE

PLANS

	BY	DATE
DESIGN - DETAILED	R.E.B.	W.R.R. 4/72
CHECKED	W.R.R.	R.E.B. 5/72
REVISIONS		
FIELD CHANGES		

FILE NO.		PLAN NO.
VL-55		63
DES R.E.B.	CHK	I.P.
DR W.R.R.	CHK	R.E.B.
EST R.E.B.	CHK	C.K.L.

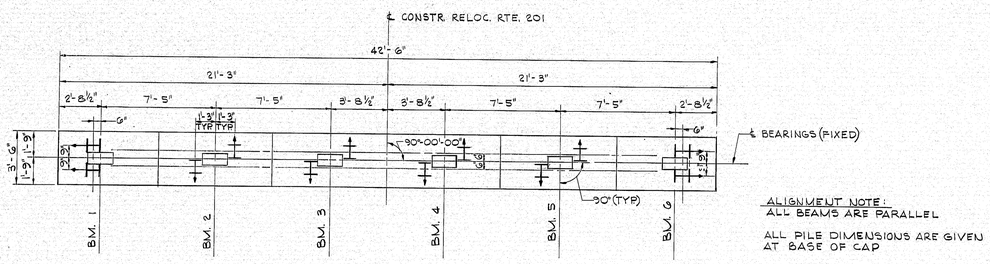
R. O'Neil
℄ IN CHARGE

MSPC - 2000 - 4 - 69 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
CATHANCE RIVER
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
ABUTMENTS NO. 1 AND 2
SHEET 10 OF 17 AUGUSTA, MAINE JUNE, 1972

147-41

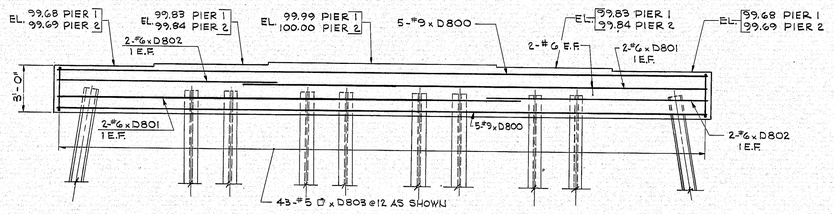
F.H.W.A. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	34	48



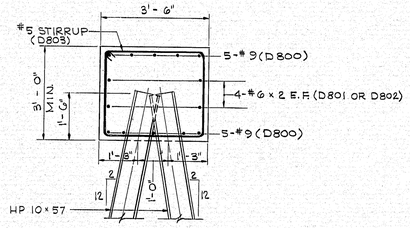
ALIGNMENT NOTE:
ALL BEAMS ARE PARALLEL

ALL PILE DIMENSIONS ARE GIVEN AT BASE OF CAP

PLAN-PIERS 1 AND 2



ELEVATION-PIERS 1 AND 2



TYPICAL CAP SECTION

PILE NOTES

1. ALL PILES - HP 10 x 57 (24 REQUIRED).
2. PILES MARKED THUS ⊢→ SHALL BE BATTERED 2"/FT. IN DIRECTION OF ARROW.
3. PILES SHALL BE DRIVEN TO LEDGE OR PRACTICAL REFUSAL.
4. MAXIMUM PILE LOAD = 75 TONS (INCLUDES 31T PER PILE FOR NEGATIVE SKIN FRICTION)
5. ESTIMATED LENGTH OF PILES → {PIER 1 58' / PIER 2 52'}
6. ALL PILES TO HAVE POINTED REINFORCED TIP SEE "FOOTING PLANS - ABUTMENTS NO. 1 AND 2.
7. ALTERNATE TYPES OF POINTED PILE TIPS MAY BE USED IF THEY ARE EQUAL OR BETTER THAN THE POINTED REINFORCED PILE TIP SHOWN, IF APPROVED BY THE ENGINEER.
8. 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.
9. NO SPLICES SHALL BE ALLOWED ABOVE FINAL GROUND LINE.
10. A COAL TAR EPOXY MATERIAL SUCH AS "TARSET," MADE BY PITTSBURGH COKE AND CHEMICAL CO., "BITUMASTIC #300", MADE BY KOPPERS CO., "CARBOMASTIC #14", MADE BY CARBOLINE CO. OR APPROVED EQUAL SHALL BE APPLIED TO THE PILES FROM THE BOTTOM OF CONCRETE PILE CAP TO FOUR FEET BELOW FINAL GROUND LINE. COST SHALL BE INCIDENTAL TO ITEM 501.213.

GENERAL PIER NOTES

1. DRESS BEARING PAD AREA 1" LARGER ALL AROUND THAN SIZE OF MASONRY PLATES TO EXACT ELEVATION SHOWN.
2. REINFORCING STEEL TO HAVE 2" MINIMUM COVER UNLESS OTHERWISE SHOWN.
3. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
4. PLACE REINFORCING STEEL IN TOP OF PIER CAP TO CLEAR SWEDGED ANCHOR BOLTS.
5. STEPS IN SEAT ARE MIDWAY BETWEEN BEARINGS. (TYP.)
6. ALL REINFORCING STEEL SPLICES SHALL BE A MINIMUM OF 36 BAR DIAMETERS UNLESS OTHERWISE INDICATED.

PLANS	BY	DATE
DESIGN-DETAILED	R.E.B.	4/72
CHECKED	W.R.R.	5/72
REVISIONS	R.E.B.	
FIELD CHANGES		

FILE NO.		PLAN NO.
	VL-55	64
DES	C.K.L.	CHK R.E.B.
DR	W.R.R.	CHK R.E.B.
TST	R.E.B.	CHK C.K.L.

R. Albrecht
C. E. IN CHARGE

MBPC - 2000 - 4 - 6-9 3700

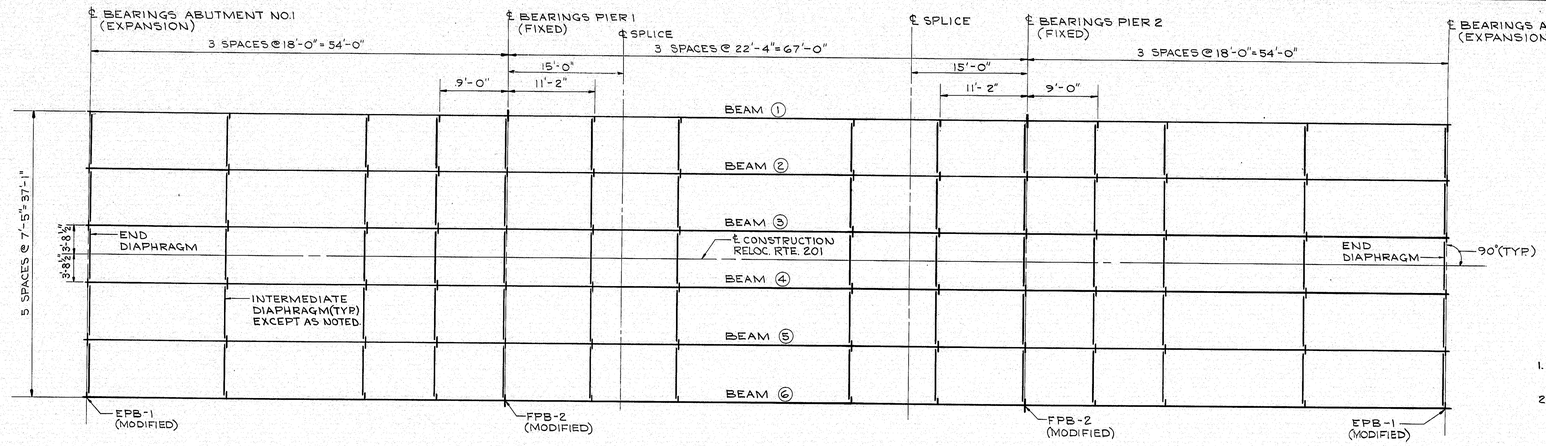
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

RELOCATED ROUTE 201
OVER
CATHANCE RIVER
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
PIERS

SHEET 11 OF 17 AUGUSTA, MAINE JUNE, 1972

147-42

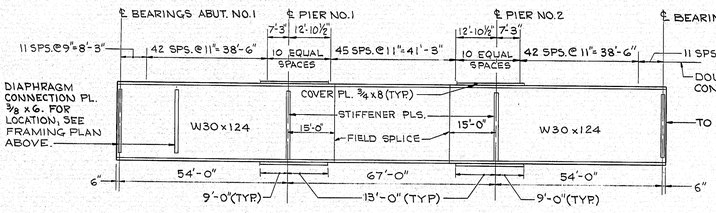
F.H.W.A. REQ.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	35	48



FRAMING PLAN

ALIGNMENT NOTES:

1. ABUTMENTS, PIERS AND ℄ SPLICE ARE PARALLEL.
2. ALL BEAMS ARE PARALLEL TO ℄ CONSTRUCTION.



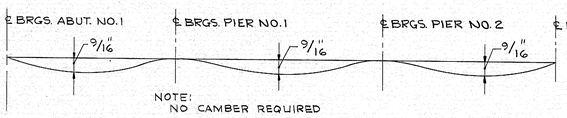
TYPICAL BEAM ELEVATION

BOTTOM OF SLAB ELEVATIONS

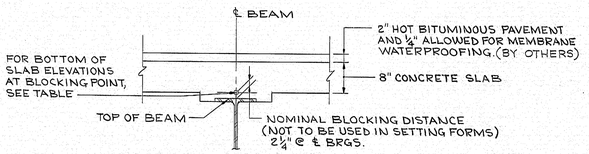
POINT BEAM	℄ BRGS. ABUT. NO.1	1/5	2/5	3/5	4/5	℄ BRGS. PIER NO.1	1/5	2/5	3/5	4/5	℄ BRGS. PIER NO.2	1/5	2/5	3/5	4/5	℄ BRGS. ABUT. NO.2	POINT BEAM
①	102.78	102.80	102.81	102.80	102.79	102.78	102.79	102.82	102.82	102.80	102.79	102.80	102.81	102.83	102.82	102.80	①
②	102.94	102.96	102.97	102.96	102.95	102.94	102.95	102.98	102.98	102.96	102.95	102.96	102.97	102.99	102.98	102.96	②
③	103.09	103.11	103.12	103.11	103.10	103.09	103.10	103.13	103.13	103.11	103.10	103.11	103.12	103.14	103.13	103.11	③
④	103.09	103.11	103.12	103.11	103.10	103.09	103.10	103.13	103.13	103.11	103.10	103.11	103.12	103.14	103.13	103.11	④
⑤	102.94	102.96	102.97	102.96	102.95	102.94	102.95	102.98	102.98	102.96	102.95	102.96	102.97	102.99	102.98	102.96	⑤
⑥	102.78	102.80	102.81	102.80	102.79	102.78	102.79	102.82	102.82	102.80	102.79	102.80	102.81	102.83	102.82	102.80	⑥

NOTES

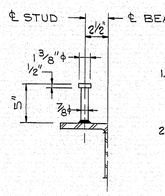
1. THE "BOTTOM OF SLAB ELEVATIONS" IN THE TABLE INCLUDE DEAD LOAD DEFLECTIONS.
2. BEFORE THESE ELEVATIONS ARE USED IN SETTING FORMS, THE WELDING OF SHEAR CONNECTORS TO THE TOP FLANGE, AND THE DIAPHRAGM CONNECTIONS MUST BE COMPLETE.



DEAD LOAD DEFLECTION DIAGRAM



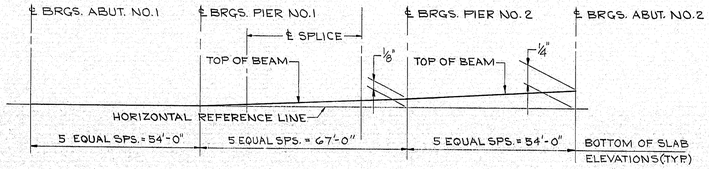
BLOCKING POINT DETAIL



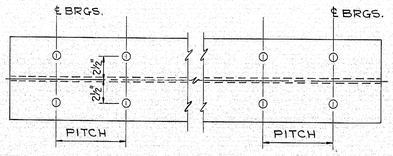
STUD DETAIL

NOTES

1. STUDS SHALL BE GRANULAR OR SOLID FLUX FILLED AND AUTOMATICALLY END WELDED TO TOP FLANGE IN THE SHOP OR FIELD.
2. NUMBER OF STUDS REQUIRED = 2064 TOTAL (2017 LBS.)



BEAM PROFILE



DOUBLE STUDS SHEAR CONNECTORS

NOTES:

1. ALL MATERIAL, UNLESS OTHERWISE NOTED, SHALL BE A-36.
2. ALL BEAMS ARE TO BE FITTED WITH SHEAR CONNECTORS.
3. ALL BOLTS SHALL BE ⅞" ϕ A-325. ALL BOLT HOLES SHALL BE 15/16" ϕ
4. BEAM BEARING PEDESTALS SHALL BE NORMAL TO RESPECTIVE BEAMS.

REFERENCES
PEDESTALS - SEE "CROSS FRAMES AND DETAILS" AND STANDARD DETAIL BD(101-70).
SHEAR CONNECTORS - SEE STANDARD DETAIL BD(104-71).
DIAPHRAGMS - SEE "CROSS FRAMES AND DETAILS"
ARMORED JOINTS - SEE "ARMORED JOINT"

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	R.E.B.	4/72
	REVISIONS	W.J.A.	5/72
	FIELD CHANGES	R.E.B.	

FILE NO.		PLAN NO.
VL-55		65
DES R.E.B.	CHK	I.P.
DR W.J.A.	CHK	R.E.B.
EST R.E.B.	CHK	C.R.L.

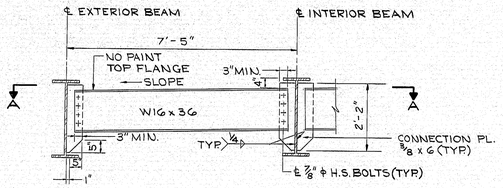
R. Albert
IN CHARGE

MSPC-2000-4-69 3700

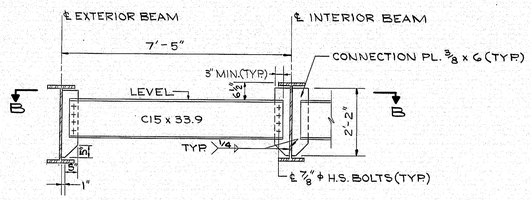
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
CATHANCE RIVER
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
FRAMING PLAN AND DETAILS
SHEET 12 OF 17 AUGUSTA, MAINE JUNE, 1972

147-43

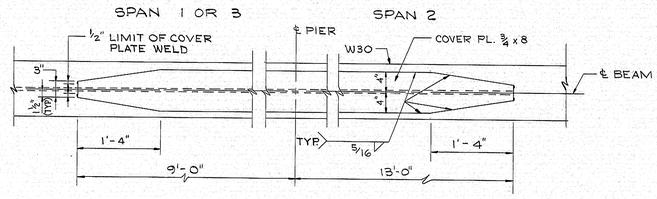
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	36	48



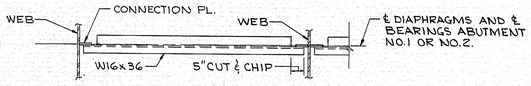
END DIAPHRAGM



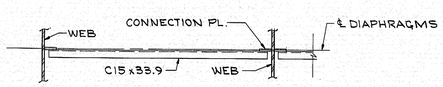
INTERMEDIATE DIAPHRAGM



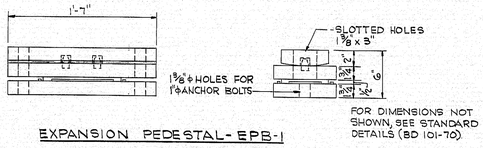
COVER PLATE DETAIL



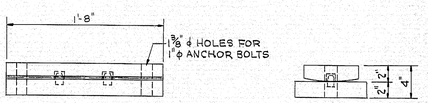
SECTION A-A



SECTION B-B

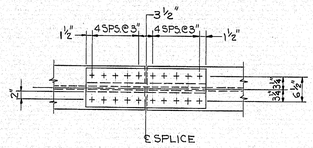


EXPANSION PEDESTAL - EPB-1

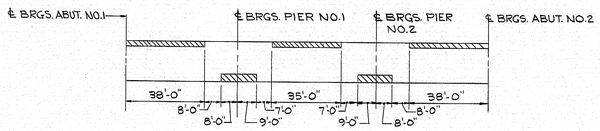


FIXED PEDESTAL - FPB-2

MODIFICATION TO ROCKER PLATE



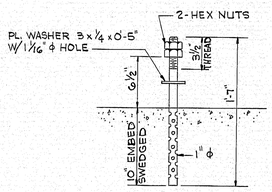
TOP AND BOTTOM FLANGE



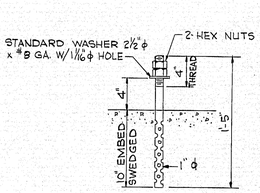
BEAM STRESS TYPE DIAGRAM

NOTE:

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

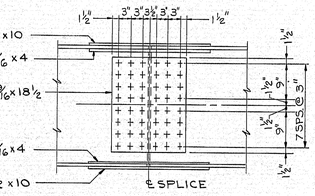


EXPANSION PEDESTAL - EPB

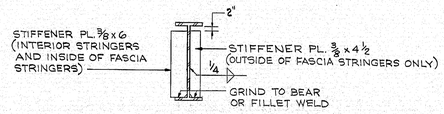


FIXED PEDESTAL - FPB

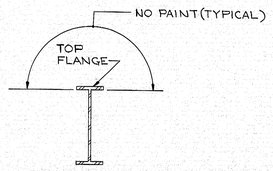
REVISED ANCHOR BOLT DETAIL



ELEVATION



BEARING STIFFENERS AT PIERS



TYPICAL BEAM SECTION

SPLICE DETAILS

BY	DATE
R.E.B. W.J.A.	4/72
R.E.B.	5/72

PLANS
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES

FILE NO.		PLAN NO.
VL-55		66
DES R.E.B.	CHK	I.P.
DR W.J.A.	CHK	R.E.B.
EST R.E.B.	CHK	C.K.L.

℄ IN CHARGE

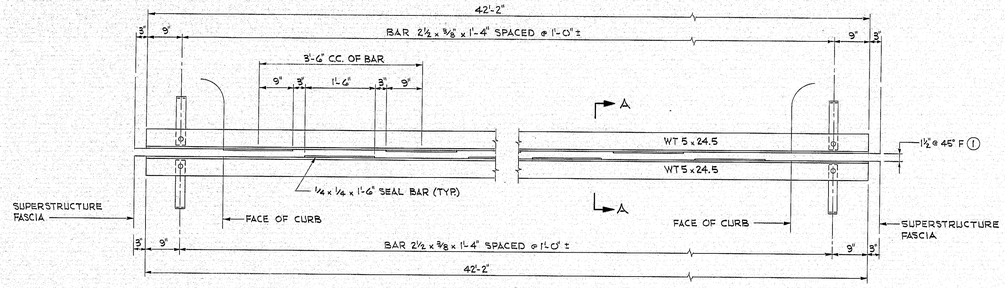
MBPC-2000-4-6-9 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
CATHANCE RIVER
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
CROSS FRAMES AND DETAILS
SHEET 13 OF 17 AUGUSTA, MAINE JUNE, 1972

147-44

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	37	48

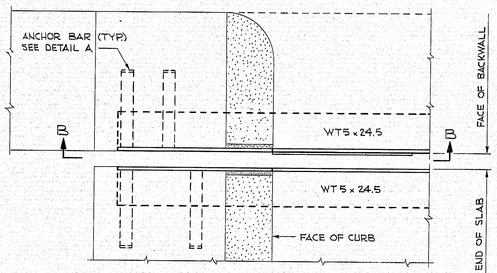
BACKWALL SIDE



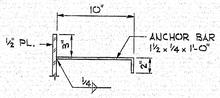
BRIDGE SIDE

ARMORED JOINT DETAIL

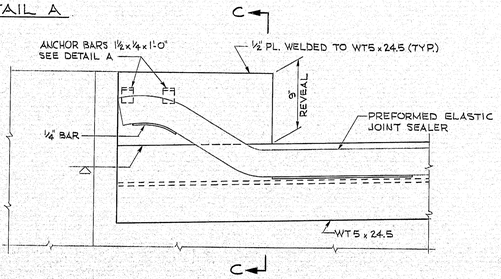
ABUTMENT NO. 2 SHOWN
ABUTMENT NO. 1 SIMILAR EXCEPT AS NOTED



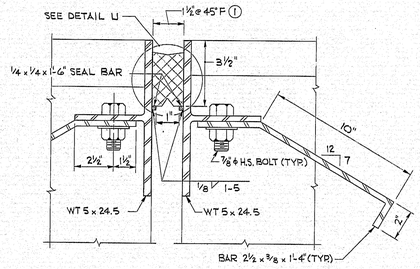
PART PLAN



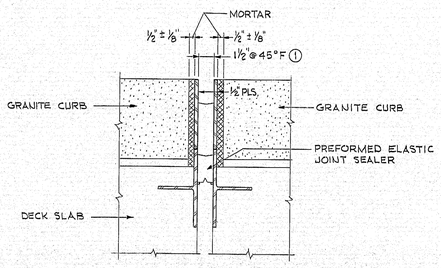
DETAIL A



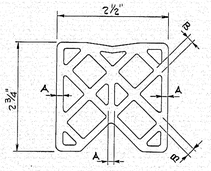
SECTION B-B



SECTION A-A



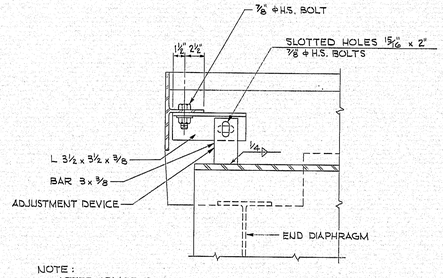
SECTION C-C



DETAIL U
PREFORMED ELASTIC JOINT SEALER

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 IN THE INTERNAL ELEMENTS & THE SHELL (A & B) SHALL BE APPROVED BY THE ENGINEER BEFORE ORDERING THE PREFORMED ELASTIC JOINT SEALER.

PREFORMED ELASTIC JOINT SEALER SHALL BE FABRICATED, DELIVERED AND INSTALLED ACCORDING TO THE SUPPLEMENTAL SPECIFICATIONS AND AS SHOWN ON PLANS.



NOTE:
AFTER ARMORED JOINT IS SET IN FINAL POSITION, ADJUSTMENT PLATES SHALL BE WELDED TOGETHER WITH ⅛" FILLET WELD. OTHER ADJUSTMENT DEVICES MAY BE USED IF APPROVED BY THE ENGINEER.

ADJUSTMENT DEVICE DETAIL

6 - ADJUSTMENT DEVICES
SUPERSTRUCTURE SIDE ONLY
1 EACH BEAM

NOTES

1. FOR CURB SECTIONS AND CROSS SLOPE ON SUPERSTRUCTURE, SEE "SUPERSTRUCTURE PLAN" AND "SUPERSTRUCTURE DETAILS".
2. THE ENTIRE ARMORED JOINT SHALL BE SET TO THE GRADIENT AND CROSS SLOPE OF THE FINISHED ROADWAY.
3. THE TYPE OF PREFORMED ELASTIC JOINT SEALER FURNISHED SHOULD ACCOMMODATE A TOTAL MOVEMENT OF ¾ INCH
4. DIMENSIONS OF THE SEALERS, OPENINGS, AND POSITION OF THE SUPPORTING BARS SHALL BE ADJUSTED TO CONFORM WITH THE TYPE OF SEALER FURNISHED.

① OPENING IN THE FINISHED STRUCTURE AT 45° F.
AT ABUTMENT NO. 1 1½"
AT ABUTMENT NO. 2 1⅛"
AFTER ERECTION OF STRUCTURAL STEEL AND PRIOR TO THE PLACEMENT OF THE SUPERSTRUCTURE SLAB, THE JOINT OPENING SHALL BE { AT ABUTMENT NO. 1: 1⅜ / AT ABUTMENT NO. 2: 1⅛ } AT 45° F.
FOR EACH 10° INCREASE IN TEMP FROM 45° SUBTRACT 1/16" FROM THESE DIMENSIONS. ADD 1/16 FOR EACH 10° DECREASE.

BY	DATE
R.E.B.	4-72
G.T.S.	5-72
R.E.B.	

DESIGN - DETAILED
DESIGN REVISIONS
FIELD CHANGES

PLANS

	FILE NO.		PLAN NO.
	VL-55		67
DES	R.E.B.	CHK	I.P.
DR	G.T.S.	CHK	R.E.B.
EST	R.E.B.	CHK	C.K.L.

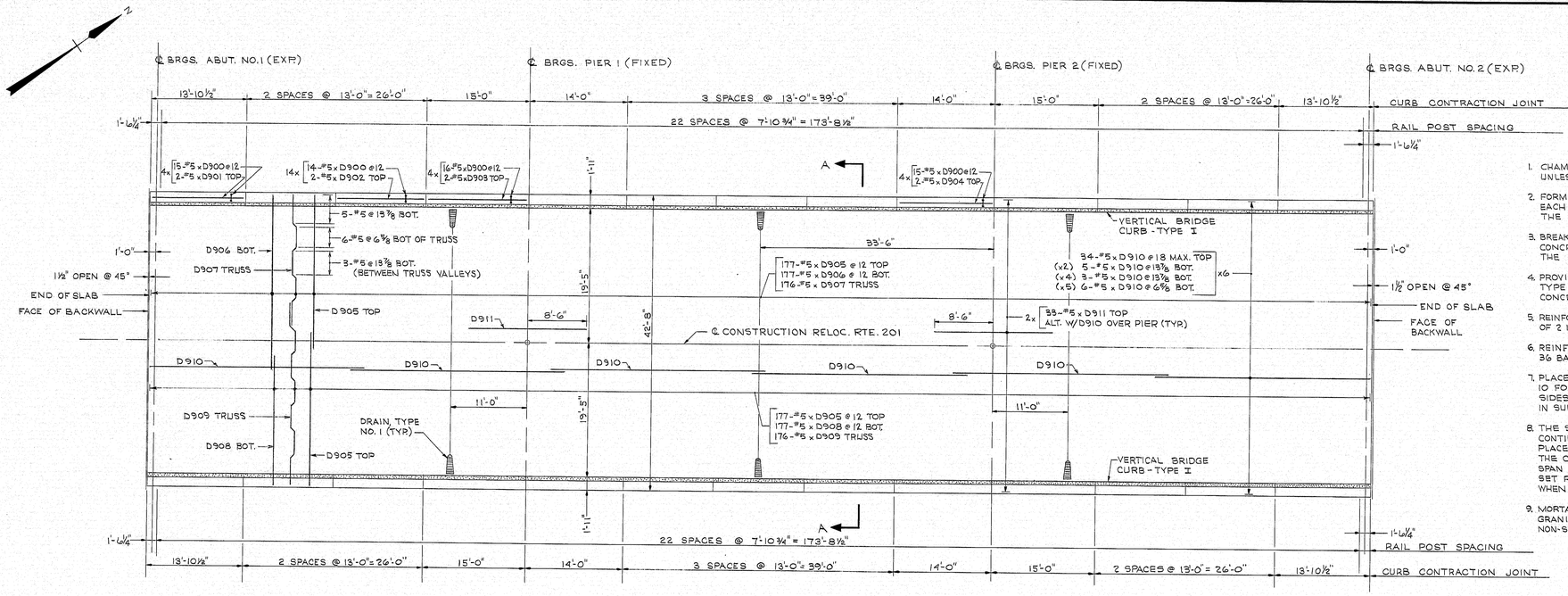
R. Albrecht
ENGINEER IN CHARGE

MBPD - 2000 - 4 - 6 - 9 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
CATHANCE RIVER
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
ARMORED JOINT
SHEET 14 OF 17 AUGUSTA, MAINE JUNE, 1972

147-45

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	38	45



NOTE:
BRIDGE RAILING - SEE STANDARD DETAIL BD (106-69) AND "SUPERSTRUCTURE DETAILS"

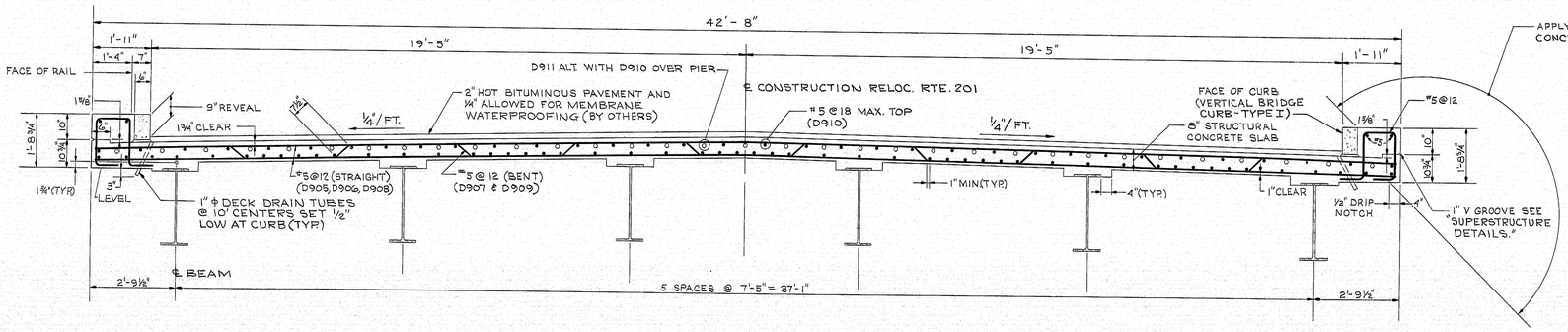
FOR DETAILS AT CORNERS, SEE "ARMORED JOINT."

FOR DRAINS, SEE STANDARD DETAIL BD (104-71).

PLAN

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 AND AT THE JOINT BETWEEN THE CURB AND SLAB.
3. BREAK THE BOND IN CONTRACTION JOINTS IN THE CONCRETE CURBS BY A METHOD APPROVED BY THE ENGINEER.
4. PROVIDE JOINTS IN THE VERTICAL BRIDGE CURB, TYPE I AT EACH CONTRACTION JOINT IN THE CONCRETE CURB.
5. REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 2 INCHES UNLESS OTHERWISE INDICATED.
6. REINFORCING STEEL SPLICES 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 THE SUPERSTRUCTURE AS DESCRIBED IN SUBSECTION 502.17.
8. THE SUPERSTRUCTURE SLAB SHALL BE PLACED CONTINUOUSLY. THE CONTRACTOR'S METHOD OF PLACEMENT SHALL BE APPROVED BY THE ENGINEER. THE CONCRETE SHALL BE KEPT PLASTIC ONE COMPLETE SPAN BACK OF THE SPAN BEING PLACED. APPROVED SET RETARDING ADMIXTURES SHALL BE USED WHEN AUTHORIZED BY THE ENGINEER.
9. MORTAR FOR BEDDING AND FOR JOINTS IN THE GRANITE CURB SHALL CONTAIN AN APPROVED NON-SHRINK ADDITIVE.



SECTION A-A
TYPICAL TRANSVERSE SECTION

PLANS	BY	DATE
DESIGN - DETAILED	R.E.B.	4/72
CHECKED	R.A.A.	5/72
REVISIONS	R.E.B.	
FIELD CHANGES		

	FILE NO.		PLAN NO.
	VL-55		68
DES	R.E.B.	CHK	J.P.
DR	R.A.A.	CHK	R.E.B.
EST	R.E.B.	CHK	C.K.L.

R. Albert
℄ IN CHARGE

MBPO - 2000 - 4 - 6-9 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

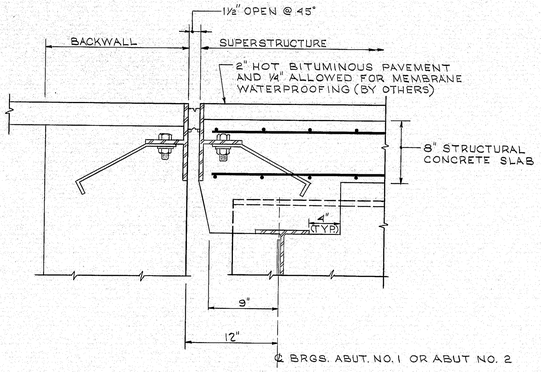
RELOCATED ROUTE 201
OVER
CATHANCE RIVER
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

SUPERSTRUCTURE PLAN

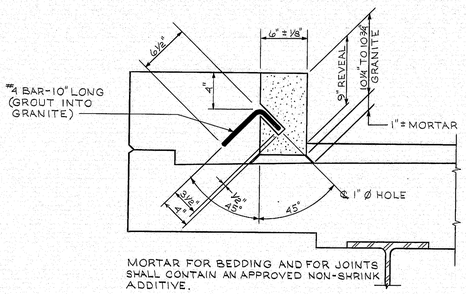
SHEET 15 OF 17 AUGUSTA, MAINE JUNE, 1972

147-46

F.H.W.A. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	39	48

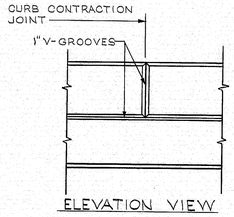


TYPICAL SECTION AT ABUTMENTS

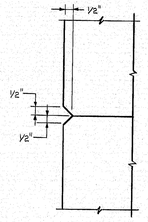


MORTAR FOR BEDDING AND FOR JOINTS SHALL CONTAIN AN APPROVED NON-SHRINK ADDITIVE.

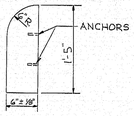
VERTICAL BRIDGE CURB-TYPE I



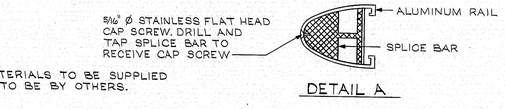
ELEVATION VIEW @ FASCIA



1" V-GROOVE DETAIL

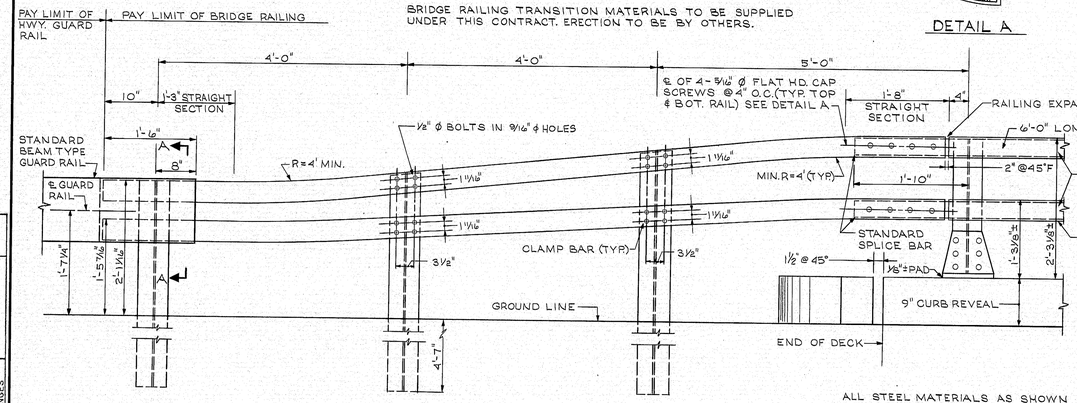


END STONE DETAIL

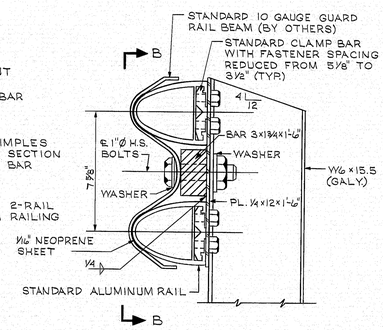


DETAIL A

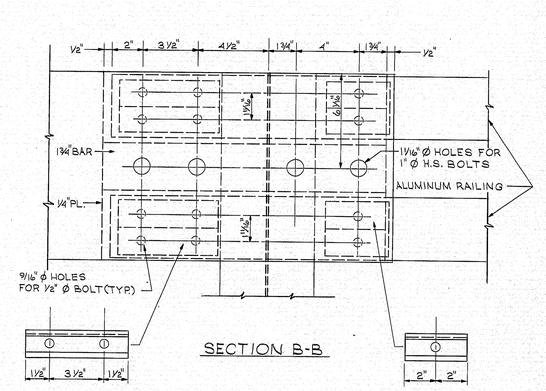
BRIDGE RAILING TRANSITION MATERIALS TO BE SUPPLIED UNDER THIS CONTRACT. ERECTION TO BE BY OTHERS.



TRANSITION OF BRIDGE RAIL



SECTION A-A


½"
2"
3½"
4½"
1¾"
4"
1¾"
½"
1 7/16"
6 1/16"
13¾" BAR
¼" PL.
1 7/16"
1⅛"
1⅛"
1⅛

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	40	48

FOOTING ABUTMENT NO. 1

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
D100	5	142	5-9	—												
D101	5	24	14-0	—												
D102	5	12	30-0	—												
D103	5	12	17-0	—												

FOOTING ABUTMENT NO. 2

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE
D100	5	142	5-9	—
D101	5	24	14-0	—
D102	5	12	30-0	—
D103	5	12	17-0	—

ABUTMENT NO. 1 AND WINGWALLS

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
D600	5	98	3-3	—												
D601	↑	30	9-3	N		3-9	5-6									
D602		30	8-9	M			7-3	1-6				1-5		0-5		
D603		40	21-0	—												
D604		8	7-8	N		2-0	3-8	2-0								
D605	↓	30	3-6	—												
D606	5	30	3-9	—												
D607	4	24	4-10	N		1-6	1-10	1-6								
D608	5	16	7-8	AA	2-0	1-0	1-2	1-6	2-0			1-5		1-5		
D609	↑	9	10-3	—												
D610		2	9-9	—												
D611		2	9-3	—												
D612		2	8-9	—												
D613		2	8-3	—												
D614		2	7-9	—												
D615		2	10-8	M			2-10	7-10				7-5		2-4		
D616	↓	12	10-5	—												
D617	5	2	6-0	—												
D618	6	26	3-6	M			1-9	1-9				1-3		1-3		

ABUTMENT NO. 2 AND WINGWALLS

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
D600	5	98	3-3	—												
D601	↑	30	9-3	N		3-9	5-6									
D602		30	8-9	M			7-3	1-6				1-5		0-5		
D603		40	21-0	—												
D604		8	7-8	N		2-0	3-8	2-0								
D605	↓	30	3-6	—												
D606	5	30	3-9	—												
D607	4	24	4-10	N		1-6	1-10	1-6								
D608	5	16	7-8	AA	2-0	1-0	1-2	1-6	2-0			1-5		1-5		
D609	↑	9	10-3	—												
D610		2	9-9	—												
D611		2	9-3	—												
D612		2	8-9	—												
D613		2	8-3	—												
D614		2	7-9	—												
D615		2	10-8	M			2-10	7-10				7-5		2-4		
D616	↓	12	10-5	—												
D617	5	2	6-0	—												
D618	6	26	3-6	M			1-9	1-9				1-3		1-3		

PIER NO. 1

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
D800	9	10	42-0	—												
D801	6	4	30-0	—												
D802	6	4	14-3	—												
D803	5	43	12-8	T2	0-6	3-2	2-8	3-2	2-8		0-6					

PIER NO. 2

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	a	b	c	d	e	f	g	h	j	k	o	r
D800	9	10	42-0	—												
D801	6	4	30-0	—												
D802	6	4	14-3	—												
D803	5	43	12-8	T2	0-6	3-2	2-8	3-2	2-8		0-6					

DECK SLAB

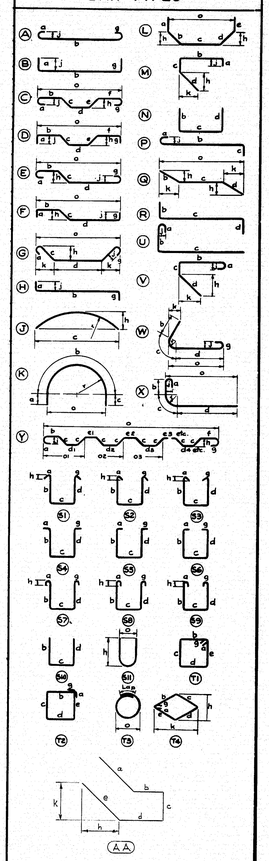
MARK	SIZE	NO REQ'D	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
D900	5	380	4-10	S5	0-6	1-4½	1-1	1-4½			0-6					
D901	↑	8	13-8	—												
D902		28	12-9	—												
D903		8	14-9	—												
D904		8	13-9	—												
D905		354	22-3	—												
D906	↓	177	26-0	—												
D907	5	176	20-0	Y		4-5	7½ (x4)	2-11½ (x2)	3-7 (x1)	3-7		5¼				
D908	5	177	18-7	—												
D909	5	176	27-9	Y		3-7	7½ (x6)	2-11½ (x3)	3-7 (x2)	4-4½		5¼				
D910	5	516	31-0	—												
D911	5	66	17-0	—												

NOTE:
EACH TRUSS BAR (D907 & D909) 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.

APPROACH SLABS

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
D500	6	304	14-8	—												
D501	4	40	37-6	—												

BAR TYPES



PLANS

DESIGN - DETAILED	BY: D.E.B.	DATE 5/72
CHECKED	G.T.S.	5/72
REVISIONS	R.E.B.	5/72
FIELD CHANGES		

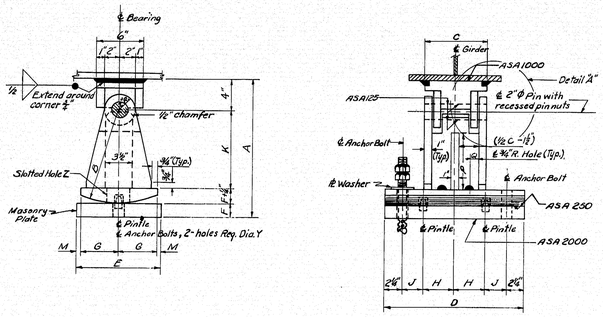
NOTES:
1. REINFORCING STEEL TO BE A.S.T.M. A615, GRADE 60.
2. ALL DIMENSIONS OUT TO OUT OF BAR.
3. ALL HOOKS SHALL MEET "AC I 315-65" REQUIREMENTS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RELOCATED ROUTE 201
OVER
CATHANCE RIVER
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
BAR SCHEDULE
SHEET 17 OF 17 AUGUSTA, MAINE JUNE, 1972

VL-55
70

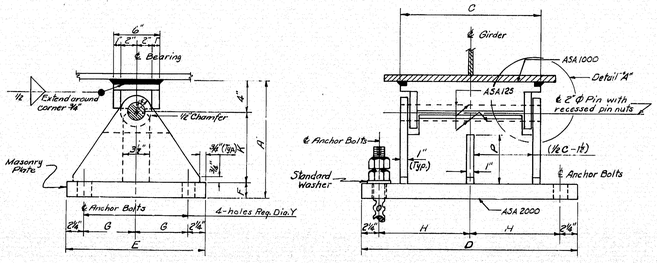
147-48

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)74	41	48



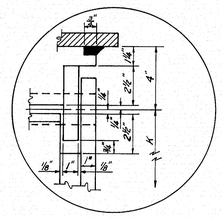
EXPANSION PEDESTAL — EPD

MARK	LOAD	A	B	C	D	E	F	G	H	J	K	M	P	Q	R	S	T		V	X-Anchor Bolt Diameter	Y-Masonry Plate Hole Size	Number Anchor Bolts Required	Z-Slotted Hole for Anchor Bolts or Cap Screws	℄ Washer Size for Anchor Bolts or Cap Screws	A1 Embedment Depth	MARK
EPD-1	100ᴷ	1'-2⅜"	9"	8"	1'-6"	8"	1⅜"	3½"	4"	2⅜"	7"	½"	–	3"	1'-4½"	3"	4½"		–	1"	1⅛"	2	3"×1⅛"	3"×5"×⅜"	10"	EPD-1
EPD-2	100ᴷ	1'-2⅜"	9"	8"	1'-6"	9"	1⅜"	4"	4"	2⅜"	7"	½"	–	3"	1'-4½"	3"	4½"		–	1"	1⅛"	2	3"×1⅛"	3"×5"×⅜"	10"	EPD-2
EPD-3	100ᴷ	1'-2⅜"	9"	8"	1'-6"	10"	1⅜"	4½"	4"	2⅜"	7"	½"	–	3"	1'-4⅜"	3"	4½"		–	1"	1⅛"	2	3"×1⅛"	3"×5"×⅜"	10"	EPD-3
EPD-4	100ᴷ	1'-5⅜"	1'-0"	8"	1'-6"	11"	1⅜"	5"	4"	2⅜"	10"	½"	–	3"	1'-5"	3"	4½"		–	1"	1⅛"	2	3"×1⅛"	3"×5"×⅜"	10"	EPD-4
EPD-5	200ᴷ	1'-9½"	1'-3"	10"	1'-8"	1'-0"	2½"	5½"	4"	3⅜"	1'-0⅝"	½"	–	4"	2'-10⅞"	4"	6⅛"		–	1½"	1⅜"	2	4"×1⅜"	4"×7"×½"	1'-3"	EPD-5
EPD-6	200ᴷ	1'-9½"	1'-3"	10"	1'-8"	1'-1"	2½"	6"	4"	3⅜"	1'-0⅝"	½"	–	4"	2'-1"	4"	6½"		–	1½"	1⅜"	2	4"×1⅜"	4"×7"×½"	1'-3"	EPD-6
EPD-7	200ᴷ	1'-9½"	1'-3"	10"	1'-8"	1'-2"	2½"	6½"	4"	3⅜"	1'-0⅝"	½"	–	4"	2'-1"	4"	6½"		–	1½"	1⅜"	2	4"×1⅜"	4"×7"×½"	1'-3"	EPD-7
EPD-8	200ᴷ	1'-9½"	1'-3"	10"	1'-8"	1'-3"	2½"	7"	4"	3⅜"	1'-0⅝"	½"	–	4"	2'-1"	4"	6⅝"		–	1½"	1⅜"	2	4"×1⅜"	4"×7"×½"	1'-3"	EPD-8
EPD-9	300ᴷ	1'-10"	1'-3"	1'-2"	2'-0"	1'-4"	3"	7½"	5"	4½"	1'1½"	½"	–	6"	2'-2½"	4"	8"		–	1½"	1⅜"	2	5"×1⅜"	4"×8"×½"	1'-3"	EPD-9
EPD-10	400ᴷ	1'-10½"	1'-3"	1'-6"	2'-4"	1'-6"	3½"	8½"	6"	5⅜"	1'1½"	½"	8¾"	3½"	2'-3"	4"	8⅝"		–	1½"	1⅜"	2	5"×1⅜"	4"×8"×½"	1'-3"	EPD-10
EPE-1	200ᴷ	1'-10"	1'-3"	10"	1'-7"	1'-6"	3"	4"	4"	3½"	1'-0"	2⅜"	–	4"	1'-10"	3½"	–			1½"	1⅜"	4	3⅛"×1⅜"	3½"×4½"×¼"	1'-3"	EPE-1
EPE-2	200ᴷ	1'-10"	1'-3"	11"	1'-8"	1'-9"	3"	5½"	4½"	3½"	1'-0"	2⅜"	–	4½"	1'-10"	4½"	–			1½"	1⅜"	4	4"×1⅜"	3½"×5"×¼"	1'-3"	EPE-2
EPE-3	200ᴷ	1'-10"	1'-3"	11"	1'-8"	1'-10"	3"	6"	4½"	3½"	1'-0"	2⅜"	–	4½"	1'-10"	4½"	–			1½"	1⅜"	4	4"×1⅜"	3½"×5½"×¼"	1'-3"	EPE-3
EPE-4	200ᴷ	1'-10"	1'-3"	11"	1'-8"	1'-10"	3"	6½"	4½"	3½"	1'-0"	2⅜"	–	4½"	1'-10"	4½"	–			1½"	1⅜"	4	4½"×1⅜"	3½"×6"×¼"	1'-3"	EPE-4
EPE-5	200ᴷ	1'-10"	1'-3"	11"	1'-8"	2'-0"	3"	7"	4½"	3½"	1'-0"	2⅜"	–	4½"	1'-10"	4½"	–			1½"	1⅜"	4	4½"×1⅜"	3½"×6"×¼"	1'-3"	EPE-5
EPE-6	300ᴷ	1'-10"	1'-3"	1'-2"	1'-11"	1'-6"	3"	4"	5"	4½"	1'-0"	2⅜"	–	6"	1'-10"	4½"	–			1½"	1⅜"	4	2⅜"×1⅜"	3½"×4½"×¼"	1'-3"	EPE-6
EPE-7	300ᴷ	1'-10½"	1'-3"	1'-2"	1'-11"	1'-8"	3½"	5"	5"	4½"	1'1½"	2⅜"	–	6"	1'-10"	4½"	–			1½"	1⅜"	4	3"×1⅜"	3½"×5"×¼"	1'-3"	EPE-7
EPE-8	300ᴷ	1'-10½"	1'-3"	1'-2"	1'-11"	1'-10"	3½"	6"	5"	4½"	1'1½"	2⅜"	–	6"	1'-10½"	4½"	–			1½"	1⅜"	4	4½"×1⅜"	3½"×6"×¼"	1'-3"	EPE-8
EPE-9	300ᴷ	1'-10½"	1'-3"	1'-2"	1'-11"	2'-0"	3½"	7"	5"	4½"	1'1½"	2⅜"	–	6"	1'-10½"	4½"	–			1½"	1⅜"	4	5"×1⅜"	3½"×6½"×¼"	1'-3"	EPE-9
EPE-10	300ᴷ	1'-10½"	1'-3"	1'-2"	1'-11"	2'-3"	3½"	8"	5"	4½"	1'1"	3½"	–	6"	1'-10½"	4½"	–			1½"	1⅜"	4	5"×1⅜"	3½"×7"×¼"	1'-3"	EPE-10
EPE-11	400ᴷ	1'-10½"	1'-3"	1'-7"	2'-4"	1'-7"	3½"	4½"	5"	6⅜"	1'1⅝"	2⅜"	9"	4"	1'-10"	4½"	–			1½"	1⅜"	4	4"×1⅜"	3½"×5"×¼"	1'-3"	EPE-11
EPE-12	400ᴷ	1'-10⅜"	1'-3"	1'-7"	2'-4"	1'-11"	3⅜"	6½"	5"	6⅜"	1'1½"	2⅜"	8½"	4"	1'-10½"	4½"	–			1½"	1⅜"	4	5"×1⅜"	3½"×6"×¼"	1'-3"	EPE-12
EPE-13	400ᴷ	1'-11"	1'-3"	1'-7"	2'-4"	2'-4"	4"	8½"	5"	6⅜"	11"	3½"	8¼"	4"	1'-11"	4½"	–			1½"	1⅜"	4	6½"×1⅜"	3½"×8"×¼"	1'-3"	EPE-13
EPE-14	600ᴷ	2'-1⅜"	1'-6"	1'-11"	3'-0"	1'-10"	3⅜"	6"	7"	8⅜"	1'-2⅛"	2⅜"	11½"	5"	1'-10½"	4½"	–			1½"	1⅜"	4	4½"×1⅜"	4"×5½"×¼"	1'-3"	EPE-14
EPE-15	600ᴷ	2'-2⅛"	1'-6"	1'-11"	3'-0"	2'-3"	4½"	9"	7"	8⅜"	1'-1⅜"	3½"	11"	5"	1'-11"	4½"	–			1½"	1⅜"	4	6½"×1⅜"	4"×8"×¼"	1'-3"	EPE-15
EPE-16	800ᴷ	2'-2"	1'-6"	2'-6"	3'-10"	1'-11"	4"	6½"	10"	10⅜"	1'-2"	2⅜"	11½"	6⅜"	1'-11"	4½"	–			1½"	1⅜"	4	4½"×1⅜"	4"×6"×¼"	1'-3"	EPE-16
EPE-17	800ᴷ	2'-2½"	1'-6"	2'-6"	3'-10"	2'-5"	4½"	9"	10"	10⅜"	1'-1½"	3½"	10⅜"	6½"	1'-11½"	4½"	–			1½"	1⅜"	4	6½"×1⅜"	4"×8½"×¼"	1'-3"	EPE-17
FPD-1	100ᴷ	1'-0"	–	8"	1'-6"	9"	2"	2½"	6¾"	–	6"	–	–	–	1'-3"	3½"	–		–	1"	1⅛"	4	–	Standard	10"	FPD-1
FPD-2	200ᴷ	1'-0"	–	10"	1'-8"	1'-2"	2"	4½"	7⅜"	–	6"	–	–	–	1'-8"	4"	–		–	1½"	1⅜"	4	–	Standard	1'-3"	FPD-2
FPD-3	300ᴷ	1'-0"	–	1'-2"	2'-0"	1'-4"	2"	5⅜"	9⅜"	–	6"	–	–	–	1'-8"	4"	–		–	1½"	1⅜"	4	–	Standard	1'-3"	FPD-3
FPD-4	400ᴷ	1'-3"	–	1'-6"	2'-4"	1'-6"	2"	6⅜"	11⅜"	–	9"	–	6¼"	–	1'-8"	4"	–		–	1½"	1⅜"	4	–	Standard	1'-3"	FPD-4
FPD-5	600ᴷ	1'-3"	–	1'-11"	3'-0"	1'-10"	3"	8⅜"	1'-3⅜"	–	8"	–	5¼"	–	1'-9"	4"	–		–	1½"	1⅜"	4	–	Standard	1'-3"	FPD-5
FPD-6	800ᴷ	1'-3"	–	2'-6"	3'-10"	1'-11"	3"	9⅜"	1'-8⅜"	–	8"	–	5¼"	–	1'-9"	4"	–		–	1½"	1⅜"	4	–	Standard	1'-3"	FPD-6

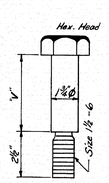


EXPANSION PEDESTAL — EPE

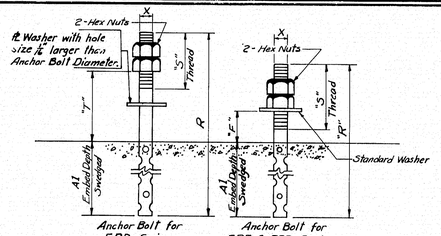
FIXED PEDESTAL — FPD



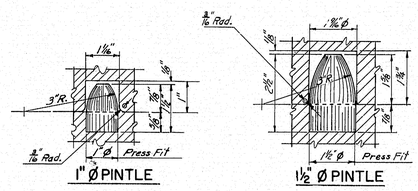
DETAIL "A"



CAP SCREW DETAIL



ANCHOR BOLT DETAILS



PINTLE DETAILS

NOTE:
Use 1"Ø Pintles with 1"Ø Anchor Bolts & 1½"Ø Pintles with 1½"Ø Anchor Bolts.

GENERAL NOTES:

At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger all around than size of masonry plates and to exact elevations shown on the plans. If dressed areas are below the surface of the surrounding bridge seat a small channel shall be cut to the edge of the bridge seat for drainage where required by the Engineer. Channels shall have a min. width of 2", and a min. slope of ¼ inch per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.

Fabricate pedestals with ¼" fillet welds. The diameter of the pin hole shall not exceed that of the pin by more than $\frac{1}{32}$ inch.

Pedestals EPD-1 thru EPD-9 and EPE-1 thru EPE-10 have no center stiffeners and have only one drainage hole.

Pedestals EPD-10 and EPE-11 thru EPE-17 have a center stiffener and have two drainage holes.

Pedestals FPD-1 thru FPD-3 have no center stiffeners and have no drainage holes.

Pedestals FPD-4 thru FPD-6 have a center stiffener and no drainage holes.

DESIGN SPECIFICATIONS

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

A.S.T.M. STEEL CLASSIFICATION

All structural steel shall be -A36 except the following:

2"Ø Pin - A36; A235, Class E or A108, Grade 1016 - 1030 inclusive.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

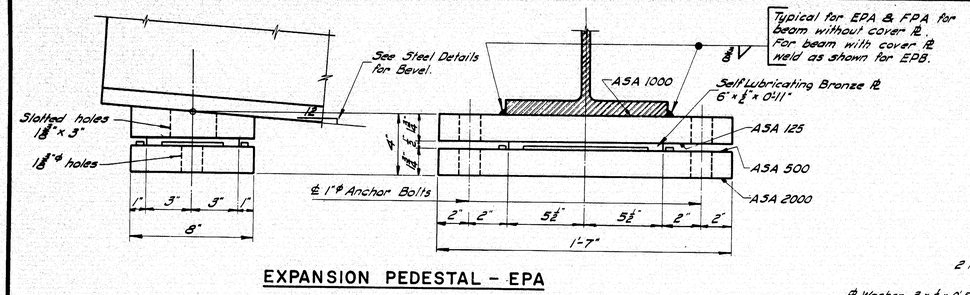
STANDARD DETAILS
(BD 100-71)

BEARING PEDESTALS

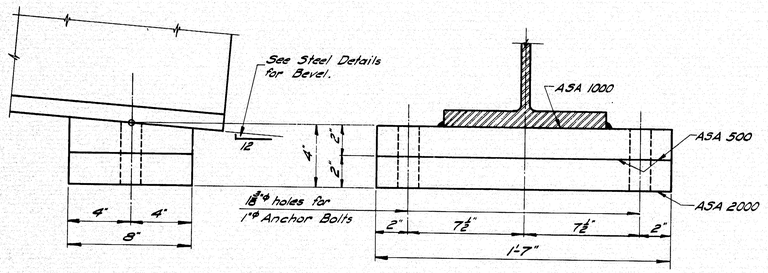
AUGUSTA, MAINE JANUARY 1970

147-49

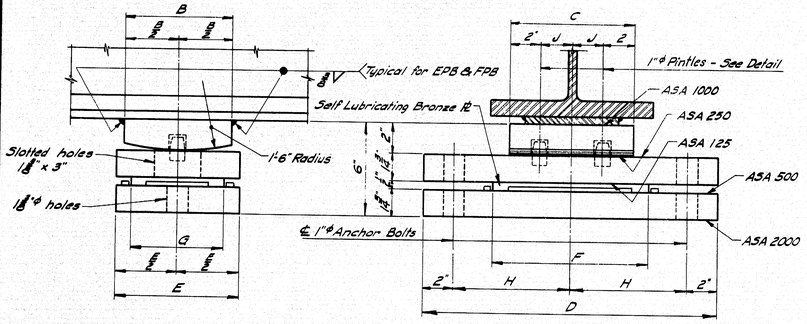
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	42	49



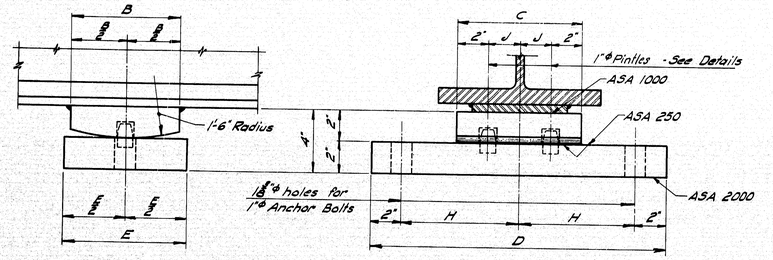
EXPANSION PEDESTAL - EPA



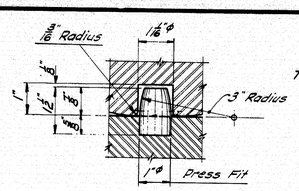
FIXED PEDESTAL - FPA



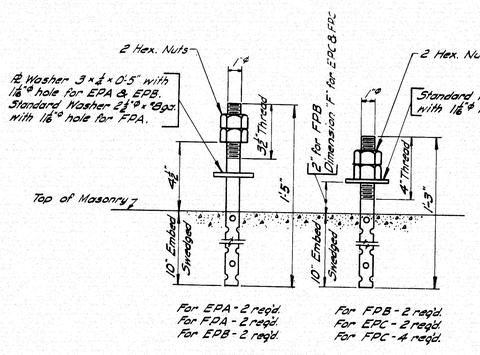
EXPANSION PEDESTAL - EPB



FIXED PEDESTAL - FPB



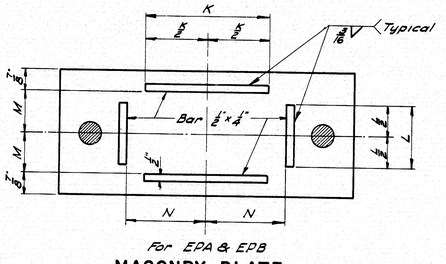
PINTLE DETAIL



For EPA - 2 reqd.
For FPA - 2 reqd.
For EPB - 2 reqd.

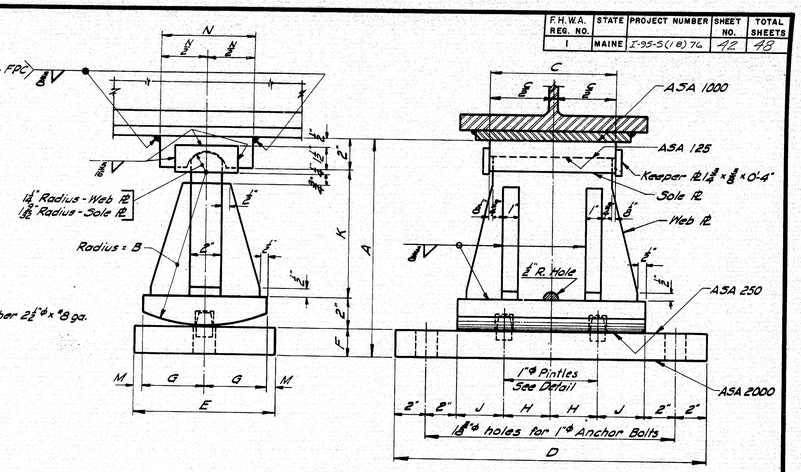
For FPB - 2 reqd.
For EPC - 2 reqd.
For FPC - 4 reqd.

ANCHOR BOLT DETAIL

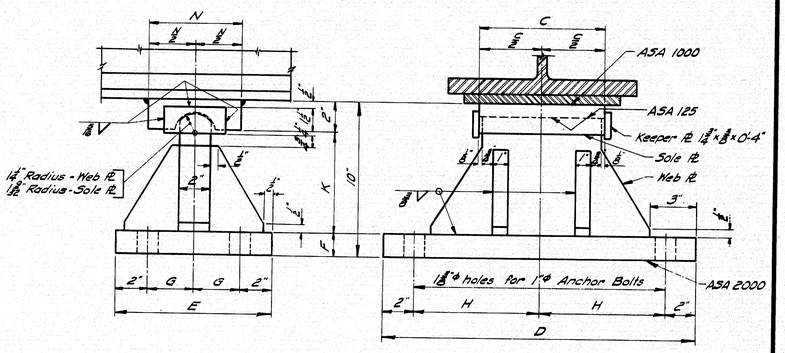


For EPA & EPB

MASONRY PLATE



EXPANSION PEDESTAL - EPC



FIXED PEDESTAL - FPC

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

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

DESIGN SPECIFICATIONS

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

A.S.T.M. STEEL CLASSIFICATION

Anchor Bolts - A36
All other - A36

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS

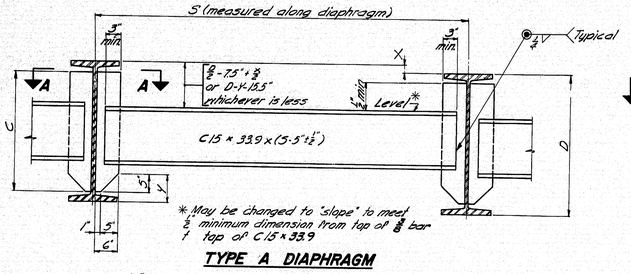
(BD 101 - 70)

BEARING PEDESTALS

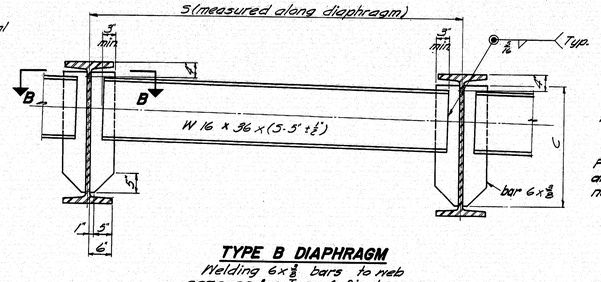
JANUARY 1970

147-50

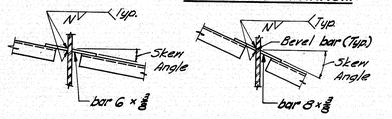
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	43	48



TYPE A DIAPHRAGM



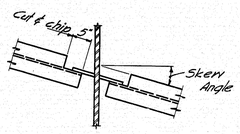
TYPE B DIAPHRAGM
Welding 6 x ⅞ bars to web same as for Type A Diaphragm.



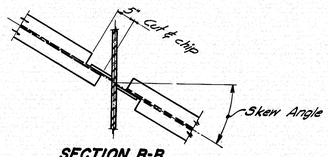
SECTION A-A
Skew Angle 0° to 10°-00'

SECTION A-A
Skew Angle over 10°-00' to 20°-00'

FILLET WELD SIZE "N" & DIMENSION "C" FOR DIAPHRAGM BARS		
BEAM	C	N
W 27 x 84 to 114 incl.	1'-11"	¼"
W 30 x 99 to 132 incl.	2'-2"	¼"
W 33 x 118 to 152 incl.	2'-5"	¼"
W 36 x 135 to 194 incl.	2'-7"	⅜"
W 36 x 230 to 300 incl.	2'-6"	⅜"

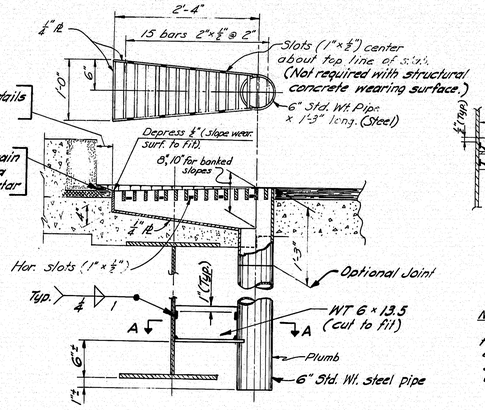


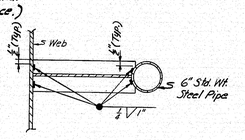
SECTION B-B
Skew Angle 0° to 10°-00'



SECTION B-B
Skew Angle over 10°-00'

NOTE
See design details for diaphragm type, location and skew.



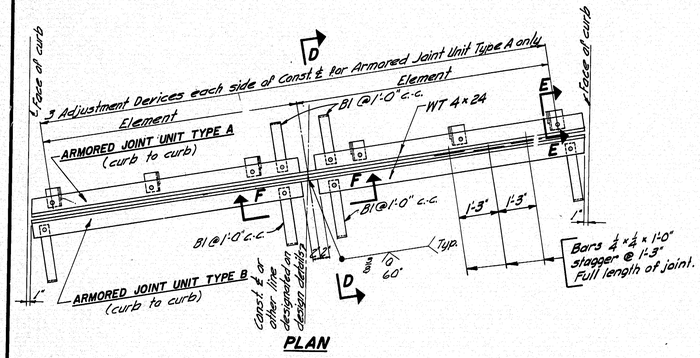


SECTION A-A

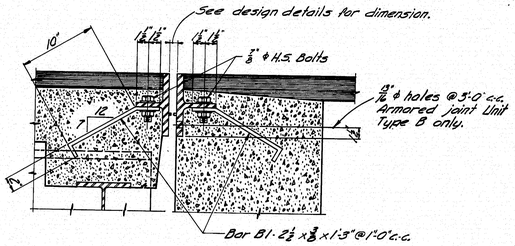
NOTE:
See design details for location and number of drains and beam size to which it is connected.

DRAIN NO. 1

DIAPHRAGMS



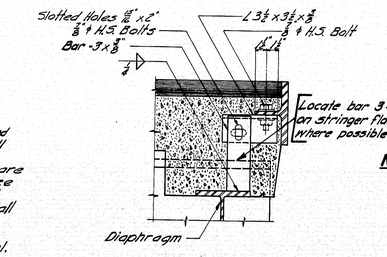
PLAN



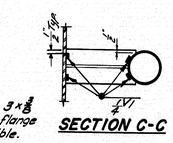
ARMORED JOINT UNIT TYPE A

ARMORED JOINT UNIT TYPE B

SECTION D-D

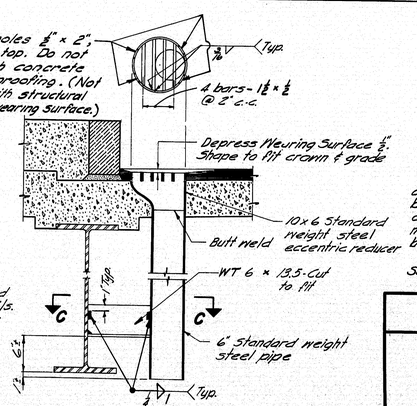


SECTION E-E
Shoring Adjustment Device Armored Joint Unit Type A only - After Unit is in final position weld ⅜ bar to angle with ¼" fillet

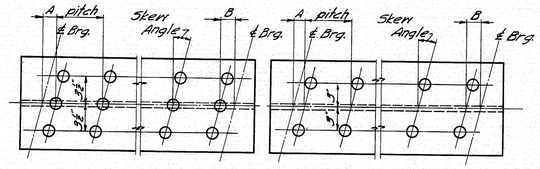


SECTION C-C

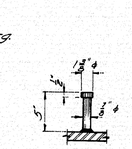
NOTE
1. Drain may be rotated 180°. See design details.
2. See design details for location and number of drains and beam size to which it is connected.



DRAIN NO. 2



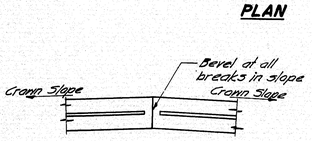
TRIPLE STUDS **DOUBLE STUDS**



STUD DETAIL

NOTE
1. Studs shall be granular or solid flux filled and automatically end welded to top flange in the shop or field.
2. See the design details for Dimensions "A" & "B", stud pitch and skew angle for studs.

SHEAR CONNECTORS



SECTION F-F
Note: See design details for Const. ℄ to curb dimensions, skew, crown slope, slab thickness, other dimensions necessary to complete the fabrication details, and location.

NOTE
1. Type A Armored Joint Units are intended to be used for attachment to superstructures. Type B Armored Joint Units are intended to be used for attachment to abutments. At armored joints over piers, two (2) Type A Armored Joint Units shall be used.
2. If more elements than the two shown in the "Plan" are required by the design details, there shall be three adjustment devices for each element for Armored Joint Unit Type A and the elements of both units shall be field welded together in the same manner as shown in the "Plan".
3. Armored Joints to be paid for as Structural Steel.

ARMORED JOINT
An armored joint consists of two armored joint units. See note 1.

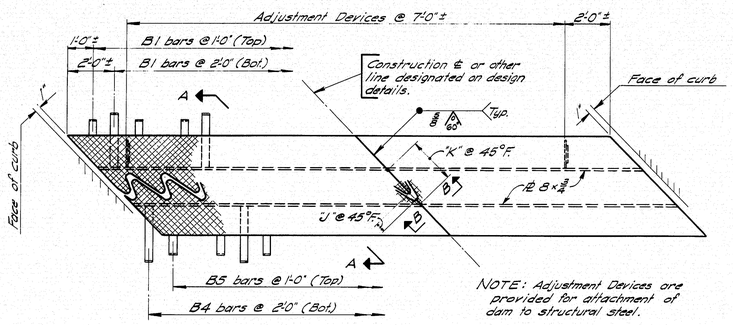
GENERAL NOTE
Use only those items called for on design details. In case of conflict between these Standard Details and the design details, the requirements of the design details shall be followed.
Drains to be incidental, see Section 502.20

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 104-71)
DIAPHRAGMS, ARMORED JOINT, SHEAR CONNECTORS, DRAIN
DECEMBER 1971

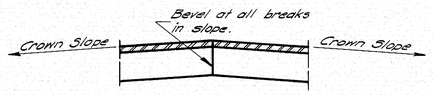
147-51

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	15	15



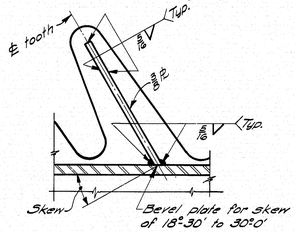
PLAN

Right skew indicated



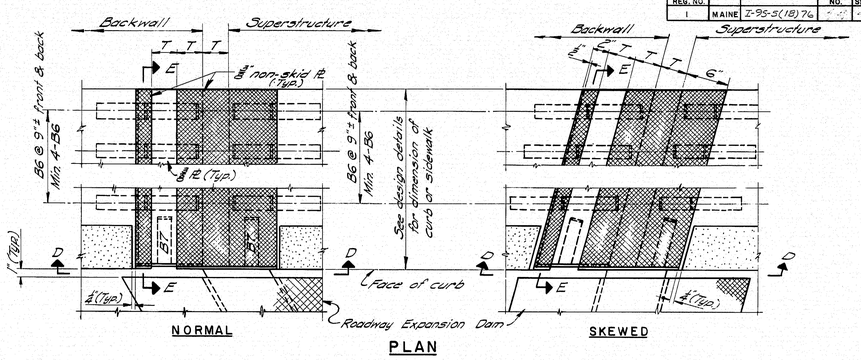
SECTION B-B

See design details for construction ℄ to curb dimensions, skew, crown slope, slab thickness, other dimensions & angles that are necessary to complete fabrication details and location of Roadway Expansion Dam.

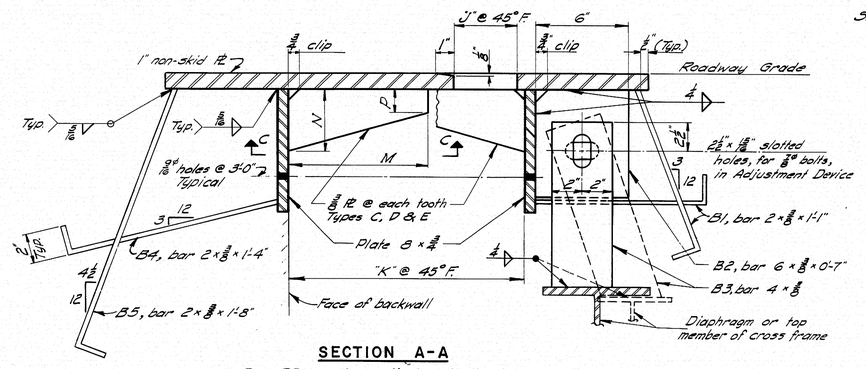


SECTION C-C

Skew ~0° to 30°0'

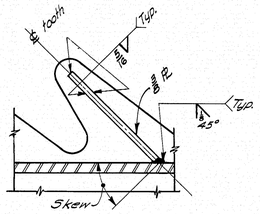


PLAN



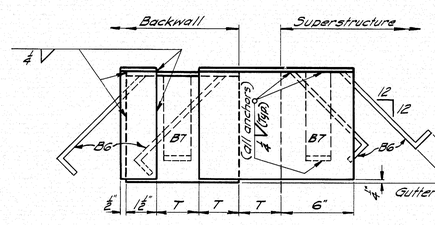
SECTION A-A

Bar B3 may be vertical or inclined as indicated, depending on design conditions. After Adjustment Device is in final position weld bars B2 to B3 with ¼" fillet weld.



SECTION C-C

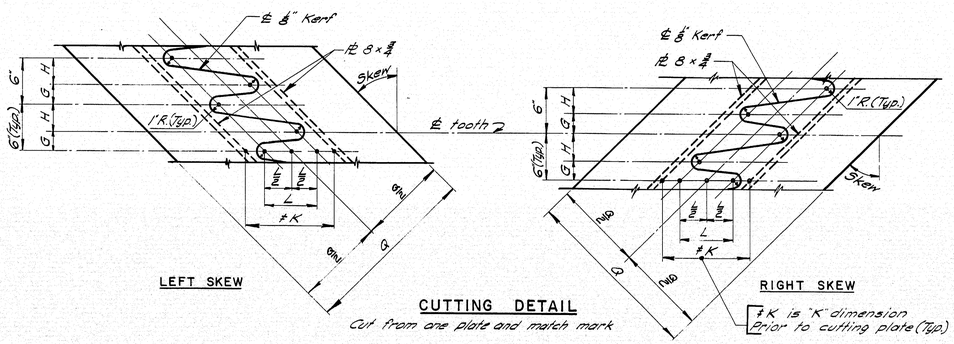
Skew over 30°



VIEW D-D **SECTION E-E**

TYPE	V	W	X	Y	Z
Exp. Length	100'-280'	280'-440'	440'-600'	600'-760'	760'-920'
T	3"	4"	5"	6"	7"

CURB AND SIDEWALK EXPANSION DAM - DETAILS



ROADWAY EXPANSION DAM - DETAILS

TABLE OF DIMENSIONS

Type	Exp. Length	Skew	≠K	L	G	H	K@45°	J@45°	M	N	P	Q
A	100'-280'	0°-5° incl.	7"	4"	3"	3"	9"	2⅝"	—	—	—	21"
		5°-10°	7⅛"	4⅛"	2⅝"	3⅛"	9⅛"	2⅝"	—	—	—	22"
		10°-20°	8"	4⅝"	2⅝"	3⅝"	10"	2⅝"	—	—	—	22"
		20°-30°	8⅝"	5⅛"	2⅝"	3⅝"	10⅛"	2⅝"	—	—	—	23"
		30°-40°	9⅛"	5⅝"	2⅝"	3⅝"	11⅛"	2⅝"	—	—	—	23"
		40°-50° incl.	11⅛"	6⅝"	2½"	3⅝"	13⅛"	2⅝"	—	—	—	23"
B	280'-440'	0°-5° incl.	9"	6"	3"	3"	12"	3⅝"	—	—	—	23"
		5°-10°	9⅛"	6⅛"	2⅝"	3⅝"	12⅛"	3⅝"	—	—	—	24"
		10°-20°	10"	6⅝"	2⅝"	3⅝"	13"	3⅝"	—	—	—	24"
		20°-30°	10⅝"	7⅛"	2⅝"	3⅝"	13⅝"	3⅝"	—	—	—	25"
		30°-40°	12"	8"	2⅝"	3½"	15"	3⅝"	—	—	—	25"
		40°-50° incl.	13⅛"	8⅝"	2⅝"	3⅝"	16⅛"	3⅝"	—	—	—	25"
C	440'-600'	0°-10° incl.	11⅛"	8⅛"	3"	3"	15⅛"	4⅛"	9"	4"	1⅛"	26"
		10°-20°	12"	8⅝"	2⅝"	3⅝"	16"	4⅛"	10"	4"	1⅛"	26"
		20°-30°	12⅝"	9⅛"	2⅝"	3⅝"	16⅝"	4⅛"	11"	4"	1⅛"	26"
		30°-40°	14"	10"	2⅝"	3½"	18"	4⅛"	11"	4"	1⅛"	26"
		40°-50° incl.	15⅛"	10⅝"	2⅝"	3⅝"	19⅛"	4⅛"	12"	4"	1⅛"	26"
D	600'-760'	0°-10° incl.	13⅛"	10⅛"	3"	3"	18⅛"	5⅛"	11"	5"	2"	30"
		10°-20°	14"	10⅝"	2⅝"	3⅝"	19"	5⅛"	12"	5"	2"	30"
		20°-30°	14⅝"	11⅛"	2⅝"	3⅝"	19⅝"	5⅛"	13"	5"	2"	30"
		30°-40°	16"	12"	2⅝"	3⅝"	21"	5⅛"	13"	5"	2"	30"
		40°-50° incl.	17⅛"	13"	2⅝"	3½"	22⅛"	5⅛"	15"	5"	2"	30"
E	760'-920'	0°-10° incl.	15⅛"	12⅛"	3"	3"	21⅛"	6⅛"	13"	6"	2⅝"	36"
		10°-20°	16"	12⅝"	2⅝"	3⅝"	22"	6⅛"	14"	6"	2⅝"	36"
		20°-30°	16⅝"	13⅛"	2⅝"	3⅝"	22⅝"	6⅛"	15"	6"	2⅝"	36"
		30°-40°	18"	14"	2⅝"	3½"	24"	6⅛"	15"	6"	2⅝"	36"
		40°-50° incl.	19⅛"	15"	2⅝"	3½"	25⅛"	6⅛"	17"	6"	2⅝"	36"

GENERAL NOTES

Expansion Dams to be paid for as Structural Steel.

If there is conflict between this Standard Detail and the design details, the requirements of the design details shall be followed.

Steel Classification: A.S.T.M. A36

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 105 - 64)

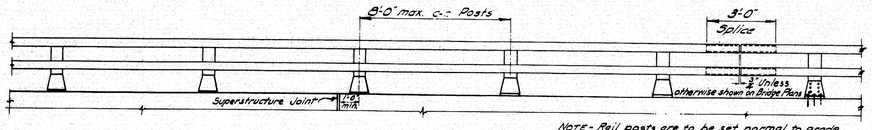
EXPANSION DAMS

APRIL 1964

147-52

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

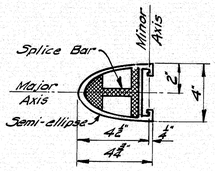
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)74	45	48



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

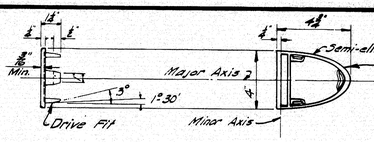
RAIL - ELEVATION

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



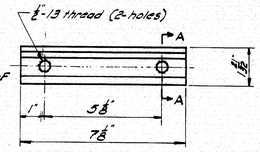
RAIL SECTION

See "Rail Detail"

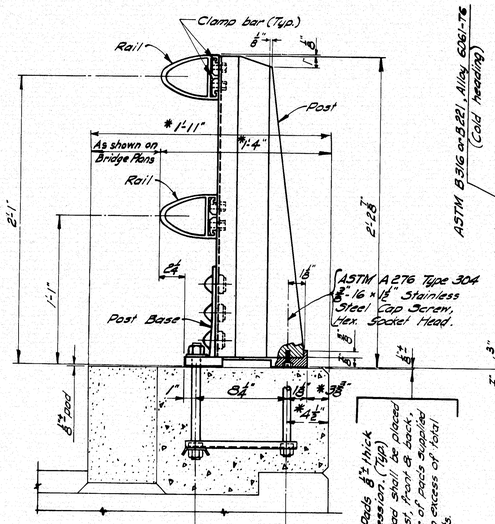


RAIL CAP

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



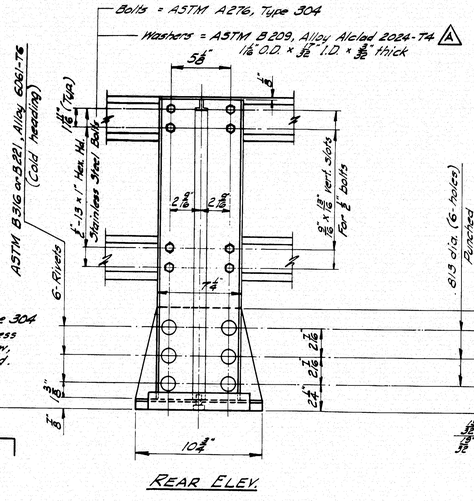
CLAMP BAR



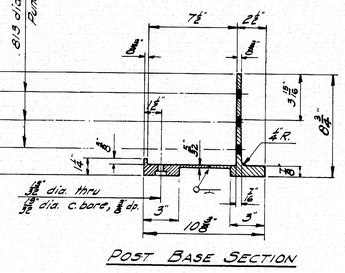
BRIDGE RAIL

Assembly

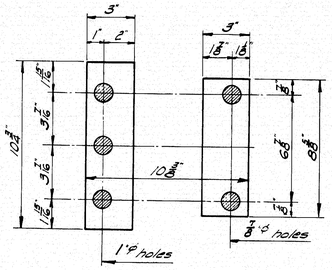
* Preferable minimum dimensions.



REAR ELEV.

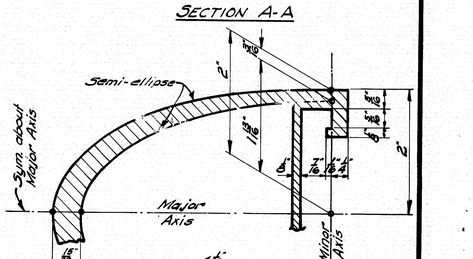


POST BASE SECTION

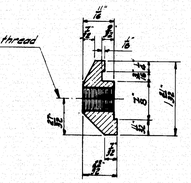


PREFORMED PADS

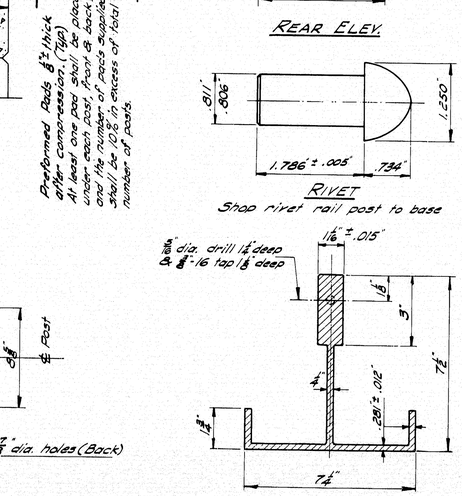
See Subsection 713.03 Standard Specifications Revision of June 1968 for pad.



RAIL DETAIL



SECTION A-A



POST BASE

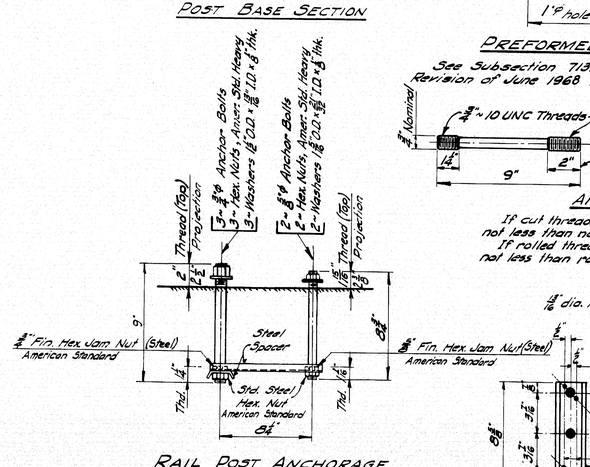
(Bottom View)

RIVET

Shop rivet rail post to base

POST SECTION

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



RAIL POST ANCHORAGE

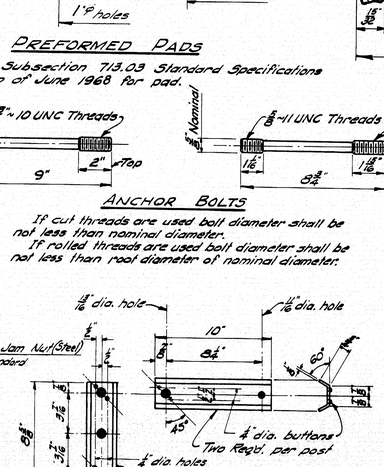
Assembly

NOTE: Anchor Bolts, exposed Hex. Nuts (Amer. Std. Heavy) and washers shall conform to Designation "Stainless

A ~~ASTM A276 Type 403, Ultimate Tensile Strength 100,000 psi Minimum, Elongation 18% minimum.~~

Hex. Nuts embedded in concrete shall conform to Steel Designation ASTM A 307.

* See Supplemental Specification.

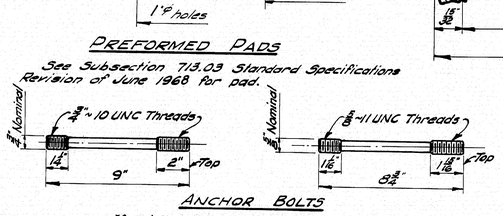


STEEL SPACERS

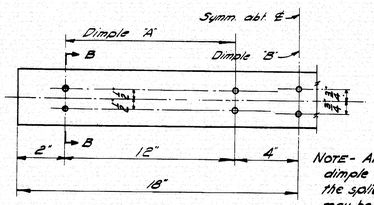
For Anchorage ASTM A36

ANCHOR BOLTS

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

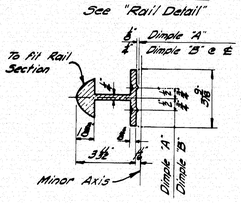


Note- An alternate to the dimple system for holding the splice bar in position may be used if approved by the Engineer.



SPLICE BAR

A Rail, Splice Bar, & Clamp Bar = ASTM B221, Alloy 6351-T5 or 6061-T6.



SECTION B-B

DESIGN SPECIFICATIONS

A.A.S.H.O. 1969 and Interim Specifications.

MARK	ALTERATIONS
A 3-25-70	Changed ASTM B221, to include Alloy 6351-T5 for Rail, Splice & Clamp Bars.
	Changed ASTM Designations A276 & B209 A276 ~~Type 403 to 403~~ (Post Anchorage) B209 - T3 to T4 (Washers)
	Changed AASHO Design Specifications from 1965 to 1969.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS

(BD 106 - 69)

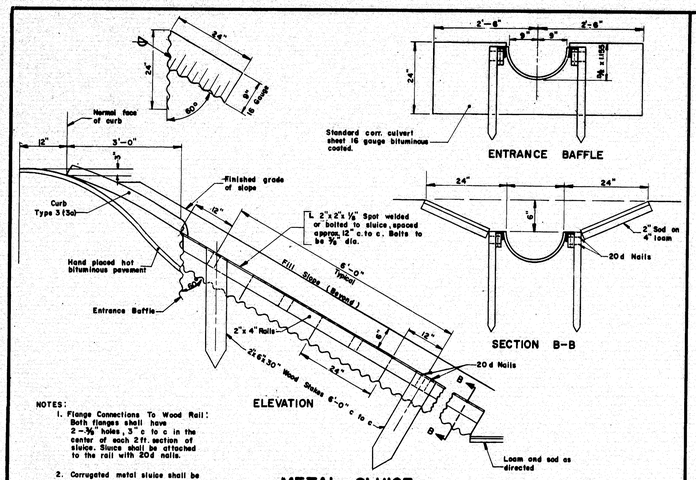
ALUMINUM RAILING

2 - BAR (SEMI-ELLIPSE) EXTRUDED POST

JANUARY 1969

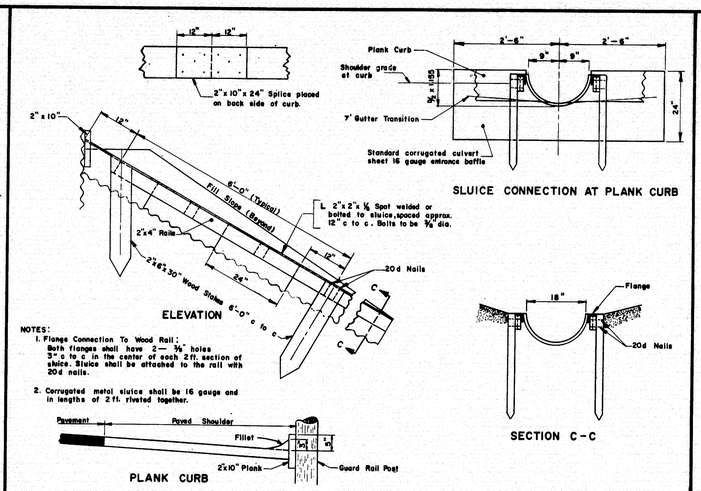
147-53

F.H.WA. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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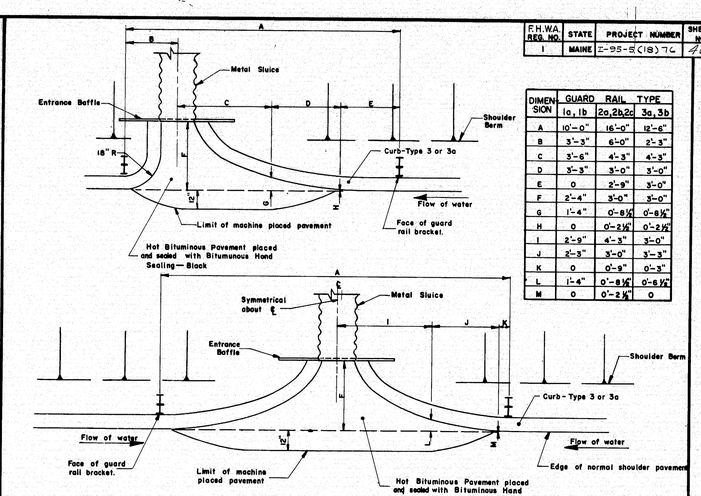
METAL SLUICE WITH CURB TYPE 3 or 3a

A



METAL SLUICE WITH PLANK CURB

B



DIMENSION	GUARD RAIL TYPE		
	1a, 1b	2a,2b,2c	3a, 3b
A	10'-0"	16'-0"	12'-6"
B	3'-3"	6'-0"	2'-3"
C	3'-6"	4'-3"	4'-3"
D	3'-3"	3'-0"	3'-0"
E	0	2'-9"	3'-0"
F	2'-4"	3'-0"	3'-0"
G	1'-4"	0'-8½"	0'-8½"
H	0	0'-2½"	0'-2½"
I	2'-9"	4'-3"	3'-0"
J	2'-3"	3'-0"	3'-3"
K	0	0'-9"	0'-3"
L	1'-4"	0'-8½"	0'-8½"
M	0	0'-2½"	0

SLUICE ENTRANCE DETAIL

C

CIRCULAR

NOMINAL INSIDE DIAMETER	THICKNESS in INCHES CMP or BCCMP	THICKNESS in INCHES CAP	CLASS and WALL RCP	CLASS ASBESTOS CEMENT PIPE
8 inch	.064	.060		
10 "	.064	.060		
12 "	.064	.060		
15 "	.064	.060		
18 "	.064	.060	Wall A or B	
21 "	.064	.060		
24 "	.064	.060		
30 "	.079	.075		
36 "	.079	.075	Wall III	
42 "	.109	.105		Class III
48 "	.109	.105		
54 "	.109	.105	Class III	
60	.138	.135		
66	.138	.135		
72	.168	.164		
84	.168	.164		

PIPE ARCH

NOMINAL SIZES	GAUGE BCCMPA-CMPA	THICKNESS (inches) CAPA
18" span x 11" rise	16	.060
22" " x 13" "	16	.060
25" " x 16" "	16	.060
29" " x 18" "	14	.075
36" " x 22" "	14	.075
43" " x 27" "	12	.105
50" " x 31" "	12	.105
58" " x 36" "	10	.135
65" " x 40" "	10	.135
72" " x 44" "	8	.164

CMP = Corrugated Metal Pipe
BCCMP = Bituminous Coated Corrugated Metal Pipe
CAP = Corrugated Aluminum Pipe

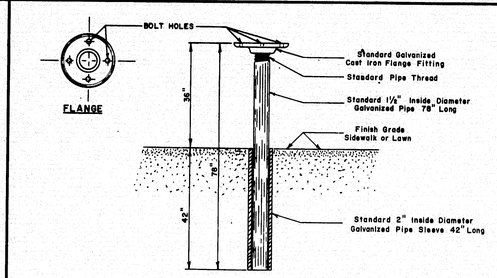
RCP = Reinforced Concrete Pipe

Above abbreviations followed by "A" indicate "Arch"
All RCPA shall be class III

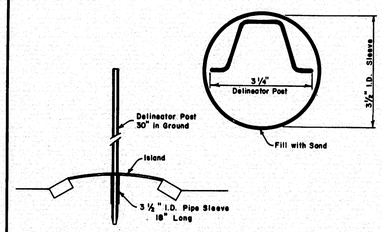
Minimum thickness, class, and wall types for culvert pipe, unless otherwise designated.

CULVERT PIPE DATA

D

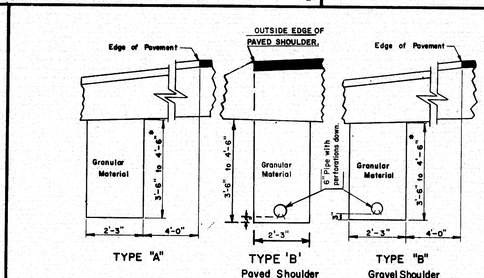


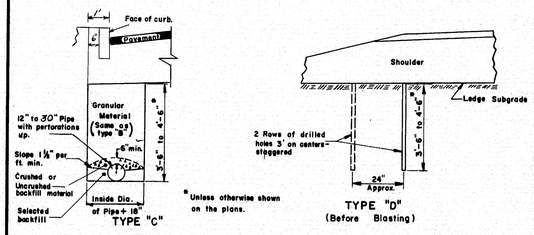
SINGLE POST TYPE 1C



PIPE SLEEVE FOR DELINEATOR POST

E

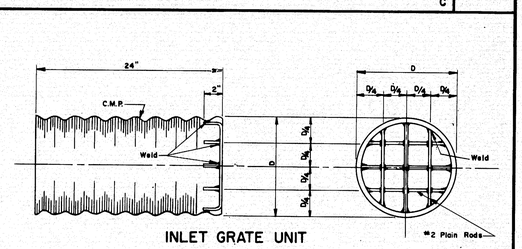




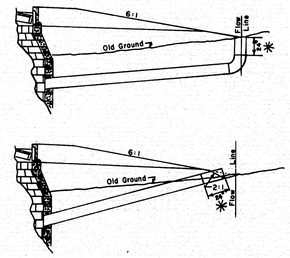
NOTES
1. The maximum vertical measurement of depth for payment of Structural Rock Excavation will be to a horizontal plane located 1 foot below the bottom of the trench for Underdrain Type "B" and Underdrain Type "C".
2. The material for Ells, Tees and Wyes for underdrain types "B" and "C" shall be at least as thick as the largest size pipe being connected.
3. Width of the trench for underdrain outlet will be the same as the underdrain trench.
4. No allowance for payment will be made for excavating or material excavated beyond the horizontal dimensions shown for Types A, B or C Underdrain.
5. In "Box Sections" the edge of trench shall be in line with edge of box section.

UNDERDRAIN

F



INLET GRATE UNIT



INLET UNITS IN FILL AREAS

NOTES:
1. All units to be complete shop assembly.
2. All units to have one shop coat of approved Aluminum paint.
3. An Elbow shall be installed if directed by the Engineer to provide a horizontal grate, and shall be paid for as 3 additional feet of the type and size of pipe involved.
4. Rods shall conform to the requirements of section 709.01 of the Standard Specifications.

*24" INLET GRATE UNIT

G

REVISIONS	
PLATE 'F'	9-17-70
PLATE 'G'	8-15-71
PLATE 'D'	12-20-71

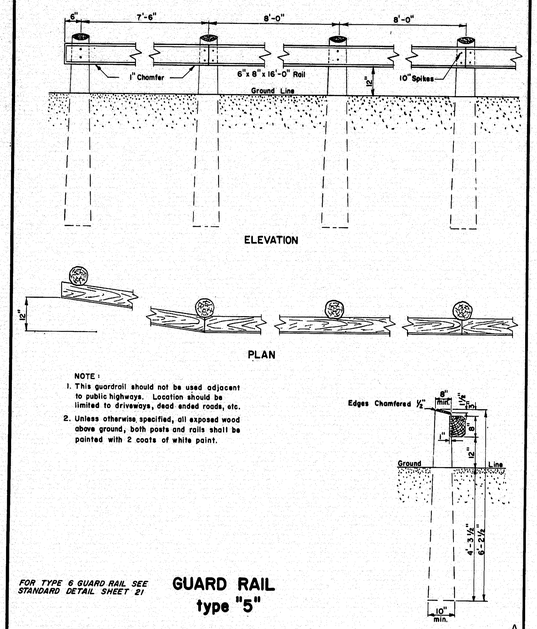
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

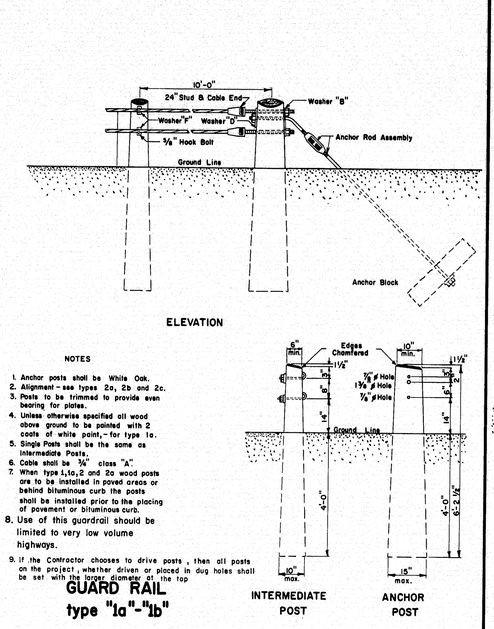
STANDARD DETAILS

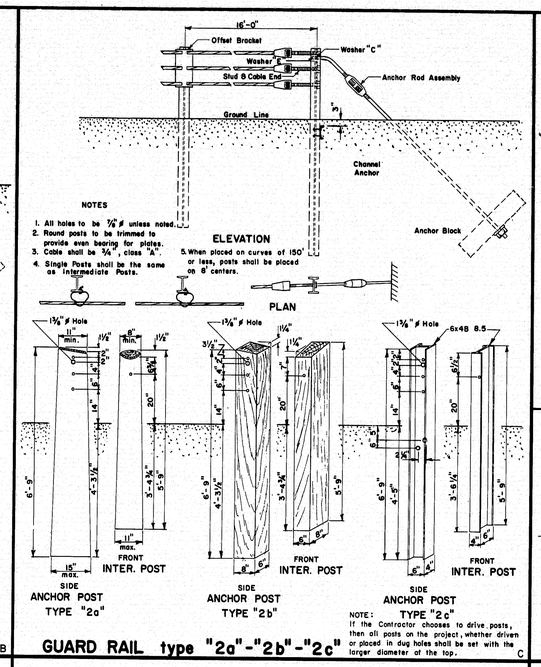
METAL SLUICE — UNDERDRAIN — CULVERT PIPE DATA
CULVERT INLET GRATE

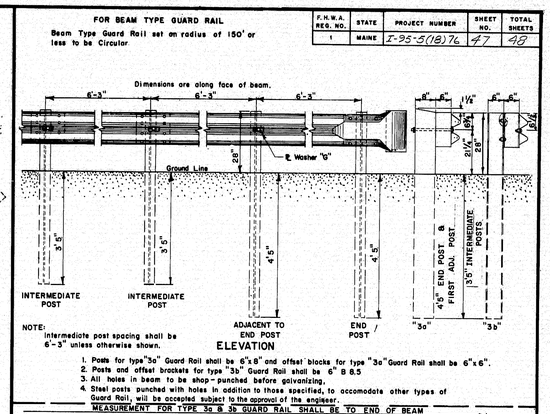
AUGUSTA, MAINE AUG. 1969 (2)

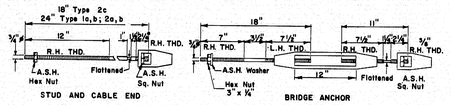
147-54





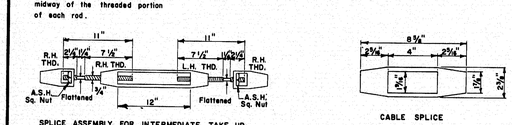


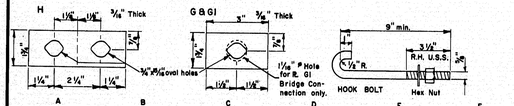




NOTES
1. Other designs may be used subject to the engineers approval.
2. All turnbuckles shall be installed midway of the threaded portion of each rod.

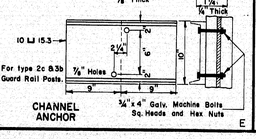
STANDARD FITTINGS





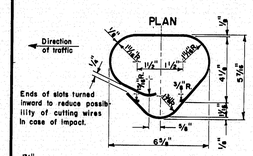
NOTES
1. All holes to be ⅞" ø unless otherwise noted.
2. Holes shall be drilled or punched before galvanizing.

PLATE WASHERS

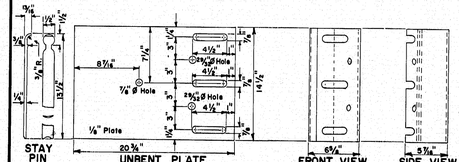


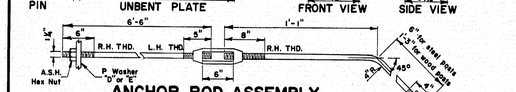
CHANNEL ANCHOR

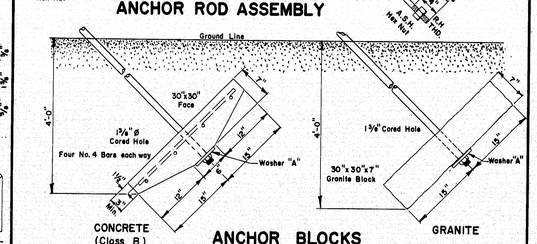
E

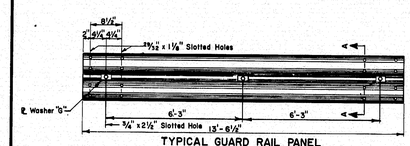


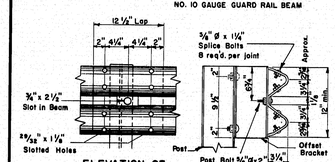
OFFSET BRACKET

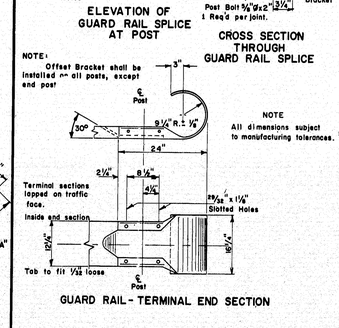


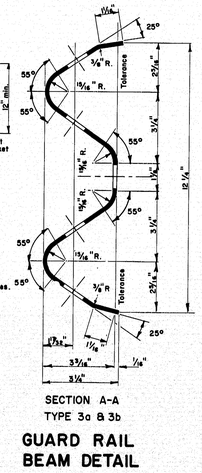


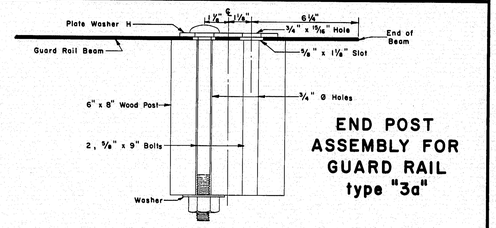












REVISIONS	
PLATE 'D'	11-22-71
PLATE D	2-17-72

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

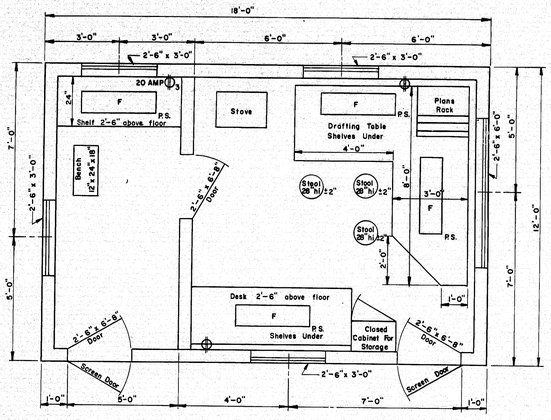
STANDARD DETAILS

GUARD RAILS, ANCHOR ASSEMBLIES, PLATE WASHERS and STANDARD FITTINGS

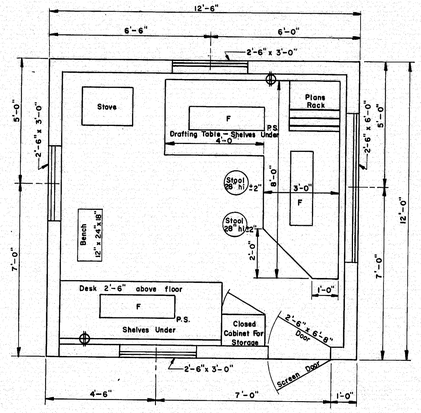
AUG. 1969 (6)

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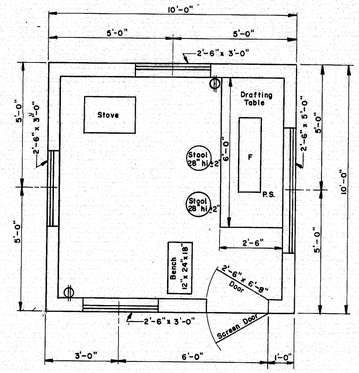
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(18)76	48	48



FLOOR PLAN
TYPE "A"



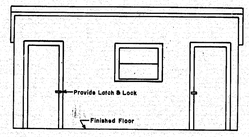
FLOOR PLAN
TYPE "B"



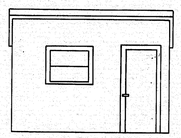
FLOOR PLAN
TYPE "C"

GENERAL NOTES

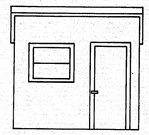
1. Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
2. Shelves under desk shall be constructed to received 11½" x 14" x 25" transfiles.
3. Windows shall be double hung.
4. Stovepipe shall not be in direct contact with combustible material ; the pipe shall be surrounded with at least 6" of fireproof material.
5. Continuous 110 volt 60 cycle electric service shall be supplied.
6. The engineer may rearrange the items shown on the plan views during construction of the field office.
7. 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
8. SYMBOLS :
   - F — Florescent 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
9. 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 furished with water at all times.



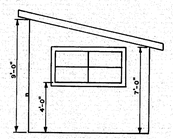
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"

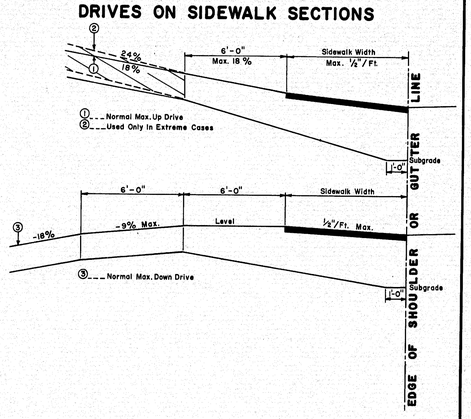


FRONT ELEVATION
TYPE "C"



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

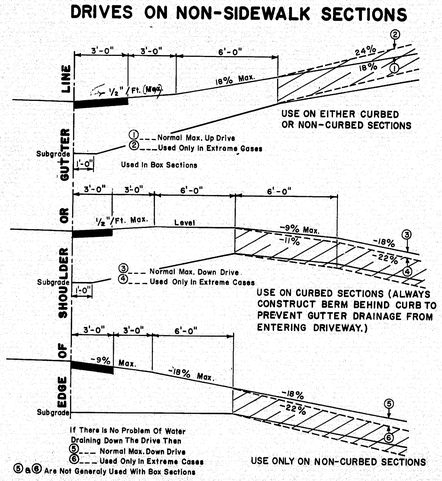
DRIVES ON SIDEWALK SECTIONS



GENERAL NOTES
1. The sidewalk width shall be paved in all cases.
2. All residential or commercial drives over 10% to be paved.

NOTES ON MAXIMUM DRIVEWAY PROFILES
1. 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.
2. Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
3. 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
1. The first 3' shown as pavement shall be paved only when abuting a paved area.
2. All residential or commercial drives over 10% to be paved.

NOTES ON MAXIMUM DRIVEWAY PROFILES
1. 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.
2. Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
3. 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.

REVISIONS	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS

DRIVEWAY DETAILS
FIELD OFFICES
TESTING LABORATORY

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