R. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	1	32

STATE OF MAINE
STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

MAINE FEDERAL AID INTERSTATE
PROJECT NO. EMP I-95-5(7)75

Project Complete 1973

CONVENTIONAL SIGNS

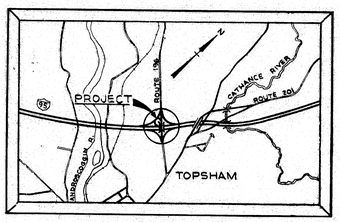
COUNTY LINES
TOWN LINES
PROPERTY LINES
R/W LINES - EXISTING
R/W LINES - NEW - ACCESS CONTROL
R/W LINES - NEW - NO ACCESS CONTROL
CULVERT - EXISTING
CULVERT - PROPOSED
CURBING - EXISTING
CURBING - PROPOSED
TRAVELLED WAY - EXISTING
TRAVELLED WAY - PROPOSED
UNDERGROUND UTILITIES - EXISTING
UNDERGROUND UTILITIES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

TRAFFIC FLOW DATA

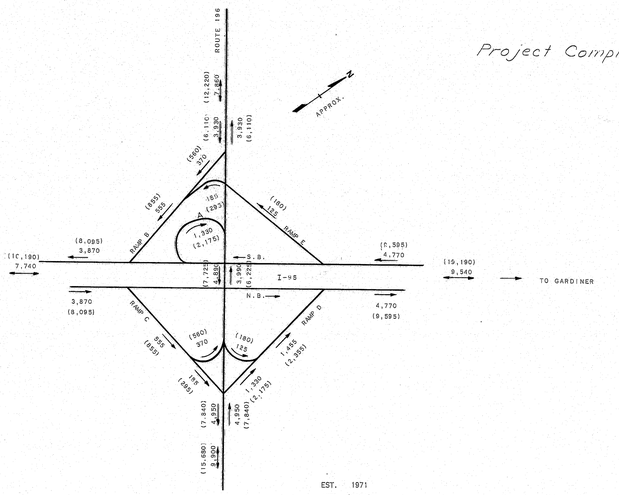
	ROUTE 196	I-95 (NORTH OF RT. 196)	I-95 (SOUTH OF RT. 196)
A.D.T. 1971	8,880	9,540	7,740
A.D.T. 1991	13,950	19,190	16,190
D.H.V.	1,814	2,495	2,105
T	11%	11%	11%
D	65%	60%	60%
V	50 M.P.H.	70 M.P.H.	70 M.P.H.

NOTE:

All Work Contemplated Under This Contract Shall Be Governed By, And in Conformity With The Standard Specifications (Revision Of June, 1968) And Supplementals Thereto, Except As Modified On The Plans And In The Special Provisions.



LOCATION MAP
SCALE: 1" = 1 MILE



TRAFFIC FLOW MAP
(NOT TO SCALE)

INDEX OF SHEETS

1 TITLE SHEET
2 GENERAL PLAN AND QUANTITIES
3 PROFILE
4 ROUTE 196 DETOUR
5 FOUNDATION SURVEY - PART I
6 FOUNDATION SURVEY - PART II
7 FOUNDATION SURVEY - PART III
8 FOUNDATION SURVEY - PART IV
9 FOUNDATION SURVEY - PART V
10 FOOTING PLAN - ABUTMENT NO. 1
11 FOOTING PLAN - ABUTMENT NO. 2
12 APPROACH SLABS
13 ABUTMENT NO. 1
14 ABUTMENT NO. 2
15 WINGWALLS
16 ABUTMENT ARCHITECTURAL TREATMENT
17 PIER
18 FRAMING PLAN AND DRAINS
19 CROSS FRAMES AND DETAILS
20 BOTTOM OF SLAB ELEVATIONS AND CAMBER DIAGRAM
21 ARMORED JOINT AND EXPANSION DEVICE
22 SUPERSTRUCTURE PLAN
23 SUPERSTRUCTURE DETAILS
24 SLOPE PROTECTION
25 BAR SCHEDULE - PART I
26 BAR SCHEDULE - PART II

STANDARD DETAILS

27 AUG. 69 (11) STANDARD DETAILS - CULVERT INLETS AND OUTLETS
28 AUG. 69 (11) BARRICADES, WARNING SIGNS, MONUMENTS, PROJECT MARKERS
29 AUG. 69 (12) STANDARD DETAILS - DRIVEWAY DETAILS, FIELD OFFICES, TESTING LABORATORY

(BRIDGE STANDARDS)

30 BD 100-70 BEARING PEDESTALS.
31 BD 104-66 SHEAR CONNECTORS, ETC.
32 BD 106-69 ALUMINUM RAILING

As built for history only returned 4-7-75

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON, MASS.
Richard W. Albrecht

STATE OF MAINE — RICHARD W. ALBRECHT 1158 REGISTERED PROFESSIONAL ENGINEER

STATE OF MAINE — SYLVESTER L. POOR 187 REGISTERED PROFESSIONAL ENGINEER

APPROVED:
MAINE STATE HIGHWAY COMMISSION

	DATE
David H. Stevens, CHAIRMAN	12-22-71
Steven D. Shaw	12-22-71
Sylvester L. Poor, CHIEF ENGINEER	12-22-71

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
REGION 1

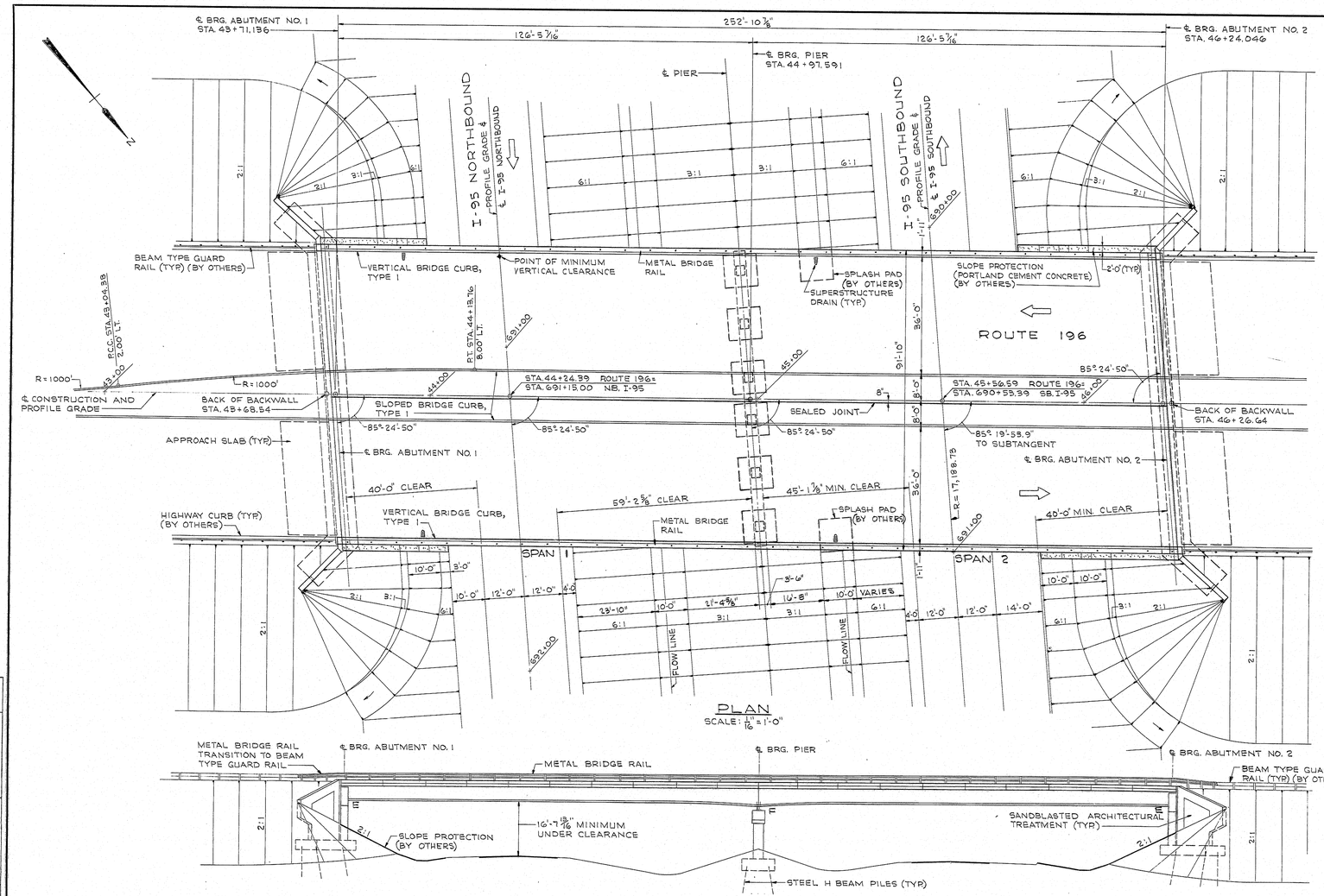
APPROVED:

DIVISION ENGINEER — DATE

Note: No change: "Revised As Built" by H Cole 11-12-76
145-142 "REVISED AS Built" by [illegible] 12-22-75

VL-55
8
JANUARY 1968

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX



B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	2	32

ESTIMATED BRIDGE QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	203.25	GRANULAR BORROW	C.Y.	26,500
	206.10	STRUCTURAL EARTH EXCAVATION- PIERS	C.Y.	122
*	304.10	AGGREGATE SUBBASE COURSE - GRAVEL	C.Y.	79
*	403.08	HOT BITUMINOUS PAVEMENT, GRADING C	TON	230
	501.215	STEEL H-BEAM PILES 74 LBS/FT	L.F.	6185
	502.21	STRUCTURAL CONCRETE, ABUTS & RET. WALLS	C.Y.	667
	502.23	STRUCTURAL CONCRETE, PIERS	C.Y.	164
	502.26	STRUCTURAL CONCRETE, ROADWAY & SIDEWALK SLABS ON STEEL BRIDGES	L.S.	1
*	502.31	STRUCTURAL CONCRETE, APPROACH SLABS	L.S.	1
	503.12	REINFORCING STEEL, FABRICATED & DELIVERED	LB.	197,060
	503.13	REINFORCING STEEL, PLACING	LB.	197,060
	504.70	STRUCTURAL STEEL, FABRICATED & DELIVERED	L.S.	1
	504.71	STRUCTURAL STEEL, ERECTION	L.S.	1
	505.08	SHEAR CONNECTORS	L.S.	1
	506.14	FIELD PAINTING, STRUCTURAL STEEL	L.S.	1
	507.08	BRIDGE RAILING	L.F.	553
*	508.10	MEMBRANE WATERPROOFING	S.Y.	2043
	512.07	FRENCH DRAINS (STONES ONLY)	C.Y.	28
*	513.09	SLOPE PROTECTION-PORTLAND CEMENT CONCRETE	S.Y.	876
	514.06	CURING BOX FOR CONCRETE CYLINDERS	EACH	1
	515.20	PROTECTIVE COATING FOR CONCRETE SURFACES	S.Y.	092
	520.07	ELASTOMERIC EXPANSION DEVICE (TYPE I)	L.F.	178
	609.13	VERTICAL BRIDGE CURB - TYPE I	L.F.	517
	609.17	SLOPED BRIDGE CURB - TYPE I	L.F.	517
	639.09	FIELD OFFICE TYPE B	EACH	1
	660.20	ON-THE-JOB-TRAINING	MAN.	3000

ESTIMATED QUANTITIES - LUMP SUM ITEMS

SUPERSTRUCTURE CONCRETE : 801 C.Y.
STRUCTURAL CONCRETE APPROACH SLABS: 52 C.Y.
STRUCTURAL STEEL: 990,836 LB.
SHEAR CONNECTORS: (4221 lbs) 4320 STUDS

* ITEMS NOT IN THIS CONTRACT

See Sheet #4 for Estimated Quantities for Route 196 Approaches and Detour Roadway.

PLANS	BY	DATE
DESIGN - DETAILED	R.T.L.	10-71
CHECKED	D.A.M.	11-71
REVISIONS	C.K.L.	
FIELD CHANGES		

SPECIFICATIONS

DESIGN: AASHO STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES 1969 AND LATEST INTERIM SPECIFICATIONS

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. $n = 10$

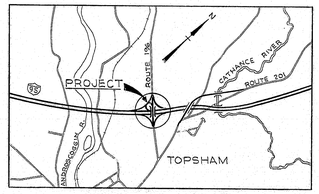
REINFORCING STEEL: $f_s = 24{,}000$ P.S.I.

STRUCTURAL STEEL:
A572 GRADE 50 $f_s = 27{,}000$ P.S.I.
A36 $f_s = 20{,}000$ P.S.I.

FILE NO.		PLAN NO.
VL-55		9
DES R.T.L.	CHK C.K.L.	
DR D.A.M.	CHK I.P.	
EST I.P.	CHK C.K.L.	

K. Albrecht
E' 'R IN CHARGE

MBPO-2000-4-6-9 3700



LOCATION MAP
SCALE: 1" = 1 MILE

STATE HIGHWAY COMMISSION

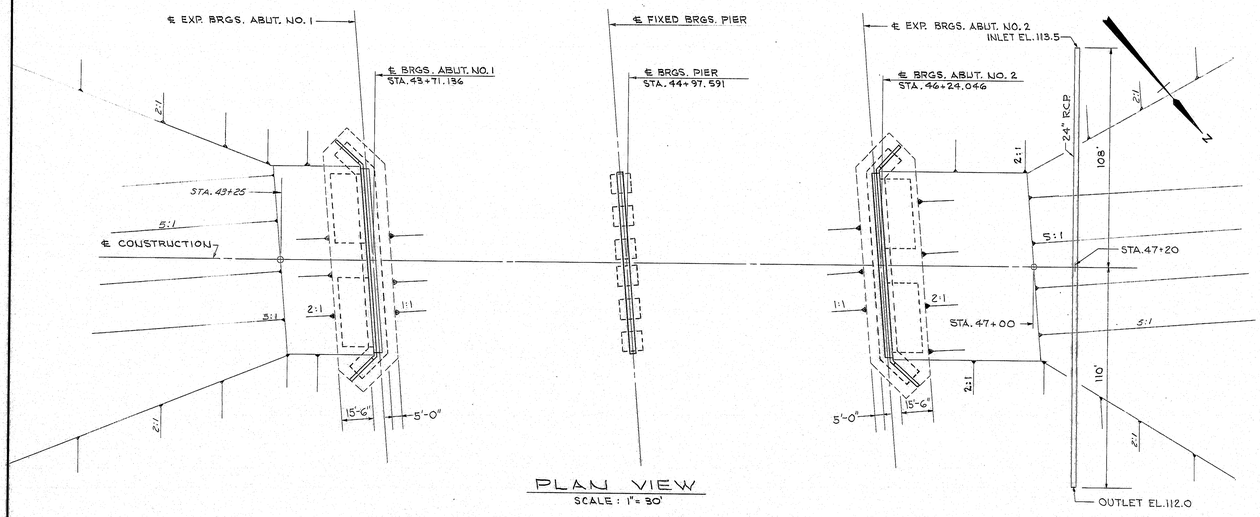
ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
GENERAL PLAN AND QUANTITIES

SHEET 1 OF 25 AUGUSTA, MAINE DEC. 1971

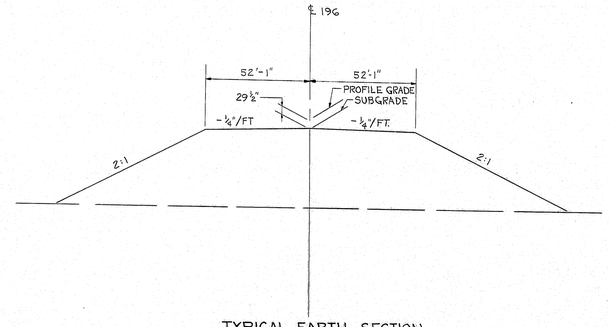
145-143

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

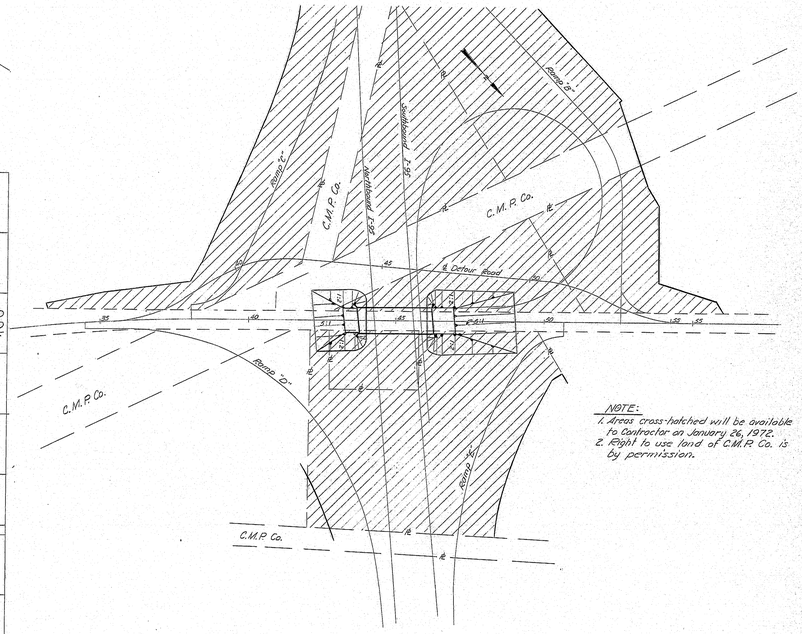
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	3	32



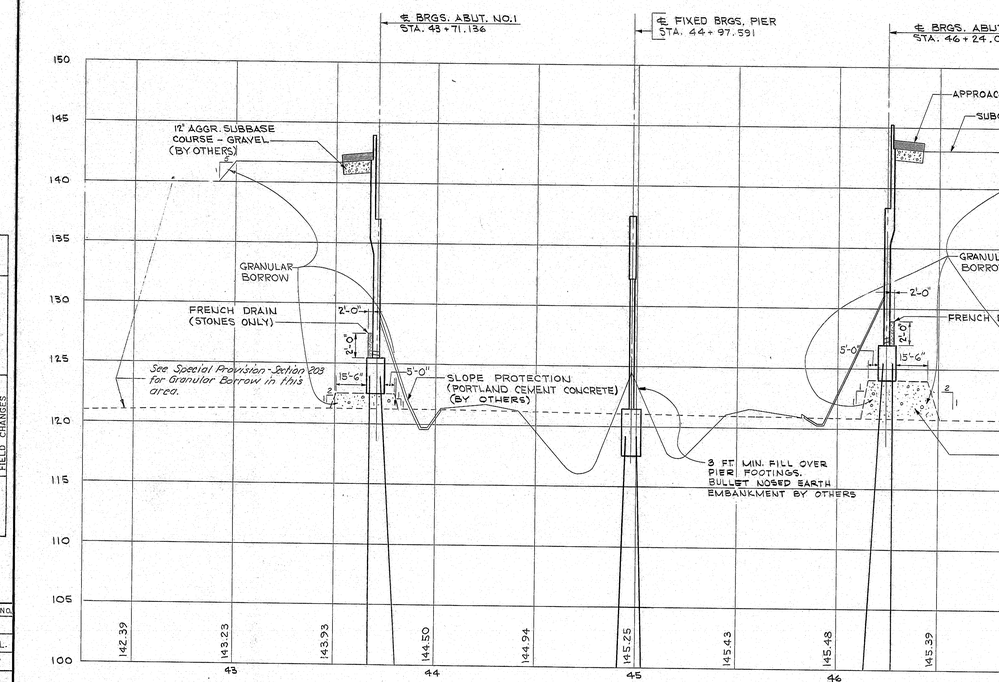
PLAN VIEW
SCALE : 1" = 30'



TYPICAL EARTH SECTION
SCALE 1" = 30'



AVAILABLE RIGHT of WAY



SCALE : HORIZ. 1" = 30'
VERT. 1" = 5'

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	R.T.L.	10-71
	REVISIONS	G.T.S.	11-71
	FIELD CHANGES	C.K.L.	

	FILE NO.		PLAN NO.
	VL-55		10
DES	R.T.L.	CHK	C.K.L.
DR	G.T.S.	CHK	I.P.
EST	I.P.	CHK	C.K.L.

Robert L. Allen Jr.
ENGINEER IN CHARGE

MBPC-2000-4-6-9-3700

STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
PROFILE

SHEET 2 OF 25 AUGUSTA, MAINE DEC. 1971

145-144 Revised As Built by [illegible] 2-28-75

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

Route 196 Curve Data.

Const ℄

P.I. STA. 33+18.07
Δ = 3°-32'-38" RT.
D = 1°-20'-42"
T = 131.78'
L = 263.47'
R = 4259.58'

Survey ℄

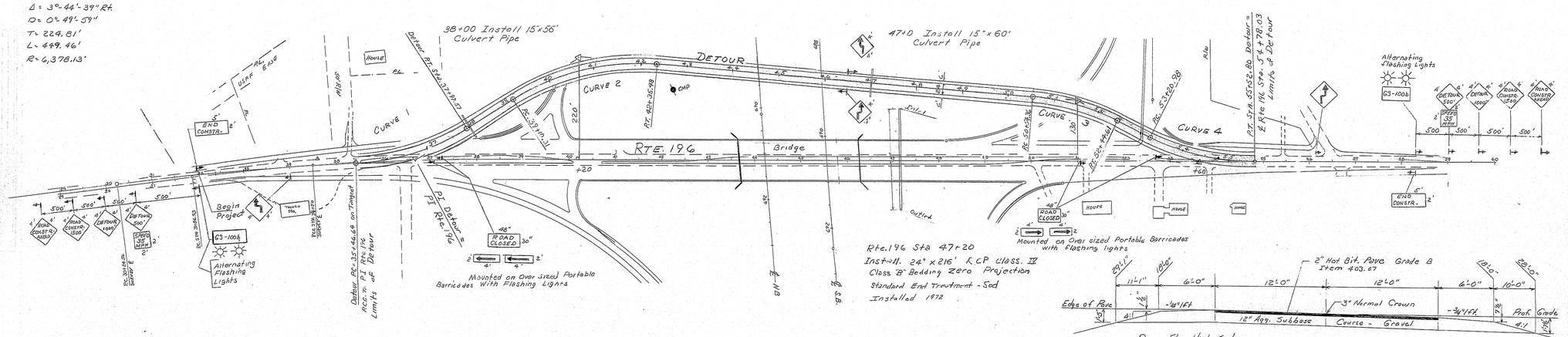
PI 34+62.60
Δ = 7°-17'-17" RT.
D = 0°-49'-59"
T = 438.04'
L = 874.90'
R = 6878.13

Const ℄

PI = STA. 36+79.61
Δ = 3°-44'-39" RT.
D = 0°-49'-59"
T = 224.81'
L = 449.46'
R = 6,378.13'

Detour Curve Data

Curve-1	Curve-2	Curve-3	Curve-4
Δ = 28°-45'-15.6"	Δ = 37°15'-43.6"	Δ = 21°-48'-31"	Δ = 26°-38'-34.2"
D = 11°-27'-38"	D = 11°-27'-33"	D = 11°-27'-33"	D = 11°-27'-22"
T = 128.17'	T = 168.57'	T = 96.29'	T = 118.02'
L = 250.93'	L = 325.17'	L = 190.25'	L = 231.82'
R = 500.01'	R = 500.00'	R = 500.00'	R = 500.00'



Estimated Detour Quantities

Item	Description	Amount
201.11	Clearing	1.5 Acres
203.20	Common Excavation	670 C.Y.
203.24	Common Borrow	11,700 C.Y.
304.10	Aggregate Subbase Course - Gravel	2300 C.Y.
403.07	Hot Bituminous Pavement - Grade B	587 Tons
603.16	15" Culvert Pipe Option 1	116 L.F.
618.15	Temporary Seeding	130 lb.
619.09	Hay Mulch	43 Units
629.05	Labor, Straight Time	10 M.Hr.
630.06	Traffic Officers	30 M.Hr.
631.13	Bulldozer (Inc. operator)	10 Hr.
631.171	Truck - small (Inc. operator)	10 Hr.
631.22	Front End Loader (Inc. operator)	10 Hr.
632.08	Warning Lights	2 Group
633.11	Oversized Portable Barricade with Flashing Lights	4 Each
637.07	Sprinkling	50 M.G.
637.08	Calcium Chloride	5 Tons
657.20	Seed and Application, Method A	1.0 Acre
657.21	Reforesting, Method B	1.0 Acre

Estimated Route 196 Quantities

206.06	Str. Earth Excav. Drain. & Minor Str.	125 C.Y.
603.39	24" Reinf. Concrete Pipe, Class III	216 L.F.
639.11	Testing Facilities, Sills	L.S.

NOTE: Detour Road Quantities are computed from limited information. Exact information will be obtained prior to Construction.

Grubbing & Clearing Limits are to be determined by the Engineer in the field.

15" Culvert Pipe for Undetermined locations

Detour Alignment or Grades maybe altered, by the Engineer in the field, to fit Local Conditions

Rte.196 Sta 47+20
Install. 24" x 216' R.C.P. Class. III
Class "B" Bedding Zero Projection
Standard End Treatment - Sod
Installed 1972

Agg. Subbase Course Gravel = 37.12 CY/100L.F. Agg. Subbase Course - Gravel = 29.94 CY/100L.F.

24 F.T. Pavement
Agg. Subbase Course Gravel = 88.89 CY/100 L.F.

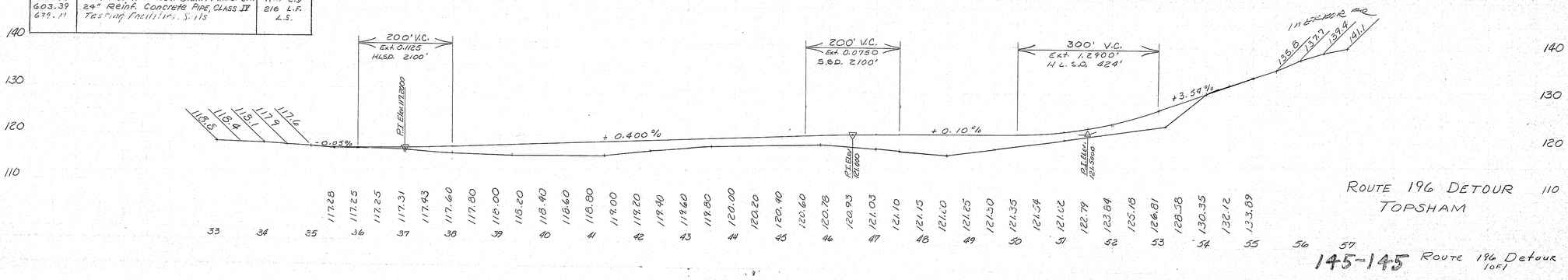
Typical Section Route #196 Detour
Maximun Superelevation = .06' / Ft

Bituminous Materials

Description of Course	Gradation Designation	Item No.	Bitumen Content Percent Mix	Total Thickness Inches	Number of Layers	Complemetary Notes
			Travel Way			
Wearing & Binder	B	403.07	6.0 - 7.5	2	1	1,2

Complementary Notes.

1. The bituminous binder material for the mixtures shall be viscosity grade AC-20 asphalt cement.
2. The bitumen contents shown are to serve as a guide only and are not specification.

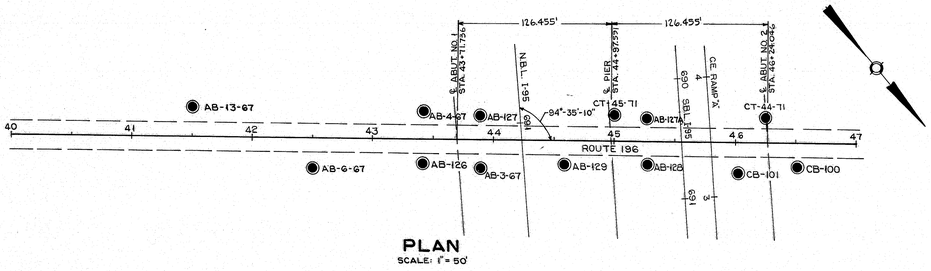


Route 196 Detour
Topsham

145-145 Route 196 Detour 1 of 1

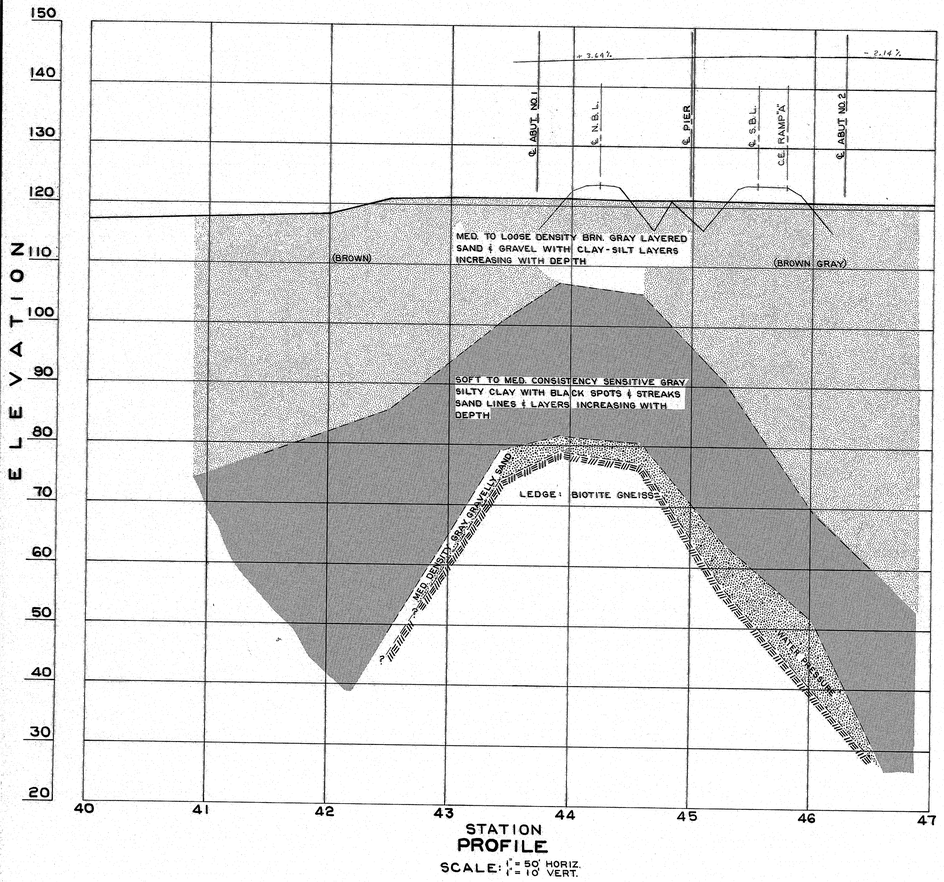
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	5	32



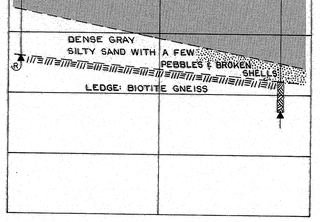
PLAN
SCALE: 1" = 50'

TRANSVERSE SECTIONS
SCALE: 1" = 10'

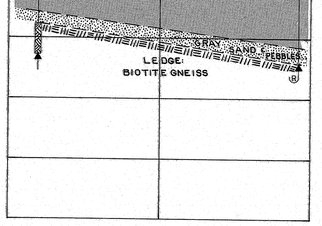


PROFILE
SCALE: 1" = 50' HORIZ.
1" = 10' VERT.

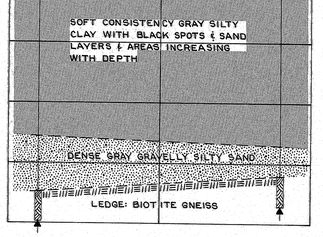
STATION 43+42



STATION 43+90



STATION 45+28



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

VL-55
11

STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
FOUNDATION SURVEY - PART I

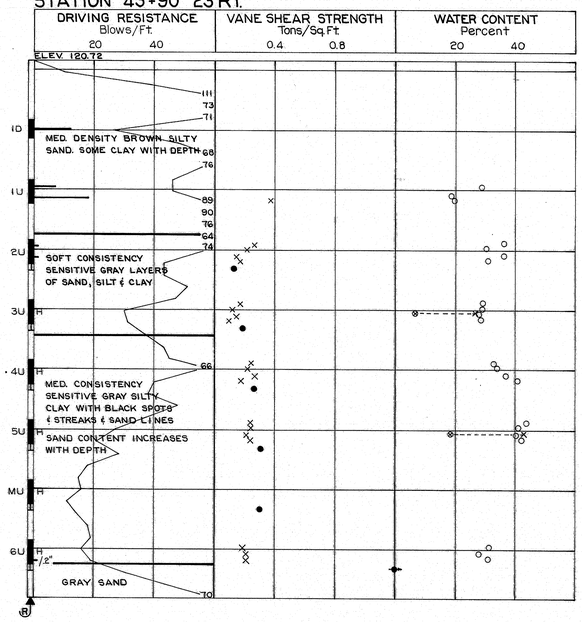
SHEET 4 OF 25 AUGUSTA, MAINE DEC, 1971

145-146

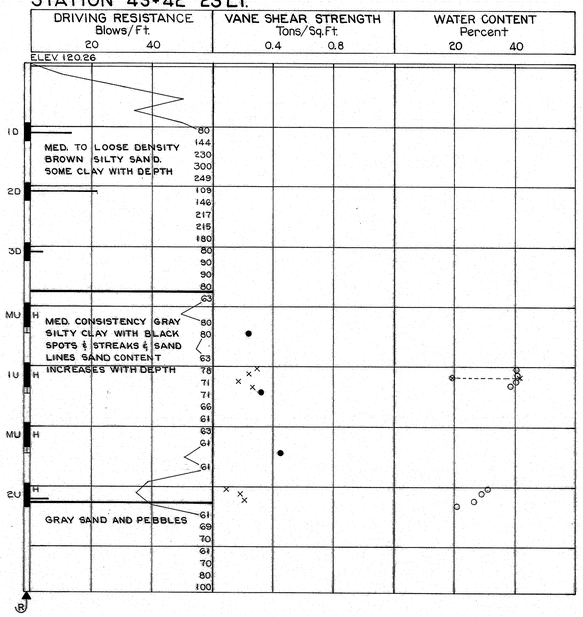
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	6	32

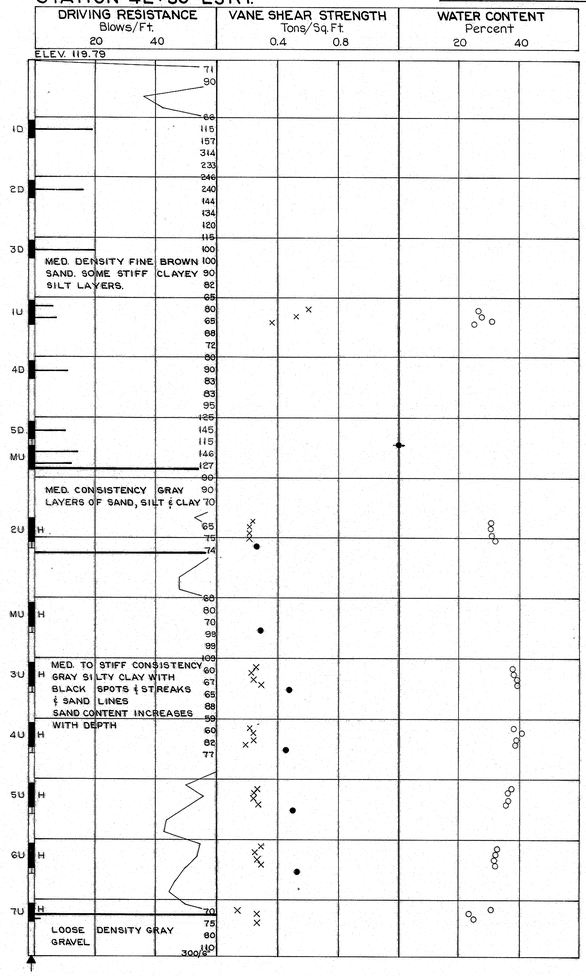
BORING AB-3 (67)
STATION 43+90 23' RT.



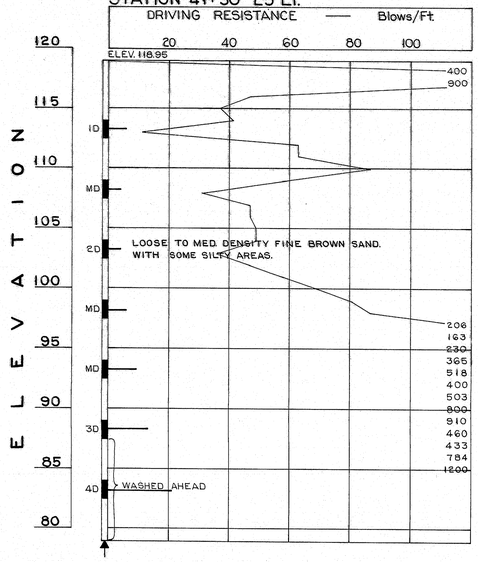
BORING AB-4 (67)
STATION 43+42 23' LT.



BORING AB-6 (67)
STATION 42+50 25' RT.



BORING AB-13 (67)
STATION 41+50 25' LT.



ELEVATION

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

VL-55
12

STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
FOUNDATION SURVEY - PART II

SHEET 5 OF 25 AUGUSTA, MAINE DEC., 1971

145-147

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

BORING CB-100 STATION 46+51 20'RT.

ELEV. 119.0

		DRIVING RESISTANCE Blows/Ft. 20	VANE SHEAR STRENGTH Tons/Sq.Ft. 0.4	WATER CONTENT Percent 20
1U	H	80		IGN. LOSS 12.1% ○ WC. 57.5
		MED. TO LOOSE DENSITY ALTERNATE LAYERS OF GRAY AND BROWN SAND AND GRAVEL		
MU	H			
1D	H	50		
2D		45		
		48		
		60		
		80		
		129		
MD		140		
		155		
		120		
		140		
		140		
		144		
3D		155		
		LOOSE DENSITY BROWN SAND BECOMING LAYERED WITH GRAY SILTY CLAY IN LOWER PORTION 175		
		200		
		250		
		250		
** 4D		300		
		123		
		100		
		96		
		100		
5D		140		
		140		
		135		
		120		
		125		
MD		120		
		100		
		165		
		120		
		120		
MD	H	120		
		100		
		100		
		120		
		110		
MU	H	100		
		100		
		100		
		98		
		89		
1C	H	90		
		100		
		120		
		100		
		104		
2C	H	MED. CONSISTENCY GRAY SILTY CLAY WITH SAND LAYERS AND BLACK BANDS SAND CONTENT INCREASES WITH DEPTH 98		
		110		
		90		
		94		
		90		
3C	H	87		
		90		
		85		
		75		
		78		
4C	H	76		
		85		
		60		
		60		
		51		
5C	H	50		
		55		
		71		
		61		
		57		
6C	H	60		
		56		
		60		
		59		
		60		
		MED. DENSITY BRN. GRAY FINE SAND 600		
28.0 6D		WATER PRESSURE 1250		
		85% LEDGE: BIOTITE GNEISS 85%		

✳ Took spoon sample ✳✳ 4"Casing changed to 2½" casing

BORING CB-101 STATION 46+04 25'RT.

ELEV. 119.2

		DRIVING RESISTANCE Blows/Ft. 20	VANE SHEAR STRENGTH Tons/Sq.Ft. 0.4	WATER CONTENT Percent 20
		BROWN SAND AND GRAVEL		
1D		42		
MD				
MD				
2D		42		
		MED. TO VERY LOOSE DENSITY LAYERED BRN. AND GRAY SAND WITH GRAY CLAY-SILT LAYERS INCREASING WITH DEPTH 41		
3D		51		
		64		
		76		
		100		
4D		115		
		100		
		128		
		140		
		144		
5D		138		
		120		
		120		
		130		
		180		
6D		140		
		160		
		171		
		138		
		140		
1C	H	143		
		120		
		150		
		185		
		140		
2C	H	130		
		120		
		130		
		185		
		150		
3C	H	140		
		175		
		175		
		150		
		MED. CONSISTENCY GRAY SILTY CLAY WITH SANDY AREAS AND BLACK SPOTS 140		
4C	H	SAND CONTENT INCREASES WITH DEPTH 150		
		180		
		180		
		185		
		160		
5C	H	165		
		130		
		130		FIELD VANE .906
		130		
		140		
7D		130		
		165		
		165		
		MED. DENSITY GRAY SILTY SAND AND GRAVEL 180		
		210		
8D		WATER PRESSURE 200		
		200		
		200		
		210		
		200		
		138.2 200		
		LEDGE: BIOTITE GNEISS 63%		

Casing size 2½"

BORING AB-127A STATION 45+28 20'LT.

ELEV. 119.6

		DRIVING RESISTANCE Blows/Ft. 20	VANE SHEAR STRENGTH Tons/Sq.Ft. 0.4	WATER CONTENT Percent 20
		MED. DENSITY BRN. AND GRAY SAND		
1D		44		
		52		
		GRAY SILTY CLAY		
1C	H		LAB. VANE .816	
2D		VERY LOOSE TO LOOSE ALTERNATE LAYERS OF BROWN AND GRAY SAND SOME SILT LAYERS 42		
3D		55		
		59		
		62		
		56		
4D		49		
		66		
		63		
		60		
		60		
2C	H	74		
		64		
		51		
		60		
		54		
MC	H	SOFT TO VERY SOFT CONSISTENCY GRAY SILTY CLAY WITH SANDY AREAS AND BLACK SPOTS 62		
		66		
		55		
		52		
		65		
MC	H	44		
		55		
		55		
		47		
		48		
3C	H	46		41.3○ 40.2○
		49		
		46		
		46		
MC	H			
		55		
		VERY DENSE GRAY SILTY GRAVELLY SAND 57		
		64		
		57		
		45		
5D		46		
		50	100	
			300	
			327	
		55.6	500	
		LEDGE: BIOTITE GNEISS 82%		

Casing size 2½"

BORING AB-128 STATION 45+28 20'RT.

ELEV. 120.0

		DRIVING RESISTANCE Blows/Ft 20	VANE SHEAR STRENGTH Tons/Sq.Ft. 0.4	WATER CONTENT Percent 20
		FILL		
		BLACK PEATY SAND		
1D		MED. DENSITY BRN. AND GRAY SAND 41		
		GRAY SILTY CLAY		
2D		47		
MD		LOOSE DENSITY ALTERNATE LAYERS OF BRN. & GRAY FINE SAND 46		
3D		46		
		40		
		64		
		59		
		59		
		57		
4D		70		
		58		
		67		
		71		
		66		
* 1U	P	132		
		138		
		81		
		81		
		80		
2U	P	SOFT TO MED. CONSISTENCY GRAY SILTY CLAY WITH SAND LAYERS AND BLACK SPOTS. SAND CONTENT INCREASES IN LOWER PORTION 108		
		105		
		103		
		100		
		100		
3U	P	110		
		115		
		95		
		110		
		117		
4U	P	112		
		114		
		108		
		100		
		90		
5U	P	111		
		110		
		118		
		132		
		109		
** 6U	P	57		
		DENSE GRAY GRAVELLY SAND 48		
		84		
5D		63		
		60		
		58.0	499	
		33% LEDGE: BIOTITE GNEISS 66%		

✳ 2½" Casing changed to 4" casing
✳✳ 4" Casing changed to 2½" casing

BORING AB-129 STATION 44+59 20'RT.

ELEV. 120.4

		DRIVING RESISTANCE Blow/Ft. 20	VANE SHEAR STRENGTH Tons/Sq.Ft. 0.4	WATER CONTENT Percent 20
		FINE BRN. SAND		
1D		43		
		46		
		73		
		MED. DENSITY FINE GRAY SAND 86		
2D		112		
		100		
		73		
		111		
		84		
		64		
3D		72		
✳		80		
		80		
		75		
		80		
		61		
1U	P	84		
		SOFT TO MED. CONSISTENCY GRAY SILTY CLAY WITH SAND LAYERS AND 84		
		87		
		82		
		45		
2U	P	BLACK SPOTS 76		45.8○ 45.2○ 45.1○ 45.1○
		71		
		62		
		60		
		68		
3U	P	72		41.8
		61		40.7
		68		41.2
		60		
		55		
4U	P	60		
		63		
		63		
		63		
		46		
** 4D		MED. DENSITY GRAY GRAVELLY SAND 41		
		77.4 200		40.5
		80% LEDGE: BIOTITE GNEISS		
		70%		41.8

✳ Casing size 2½" changed to 4" casing
✳✳ 4"Casing changed to 2½" casing

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

VL-55
13

STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

FOUNDATION SURVEY - PART III

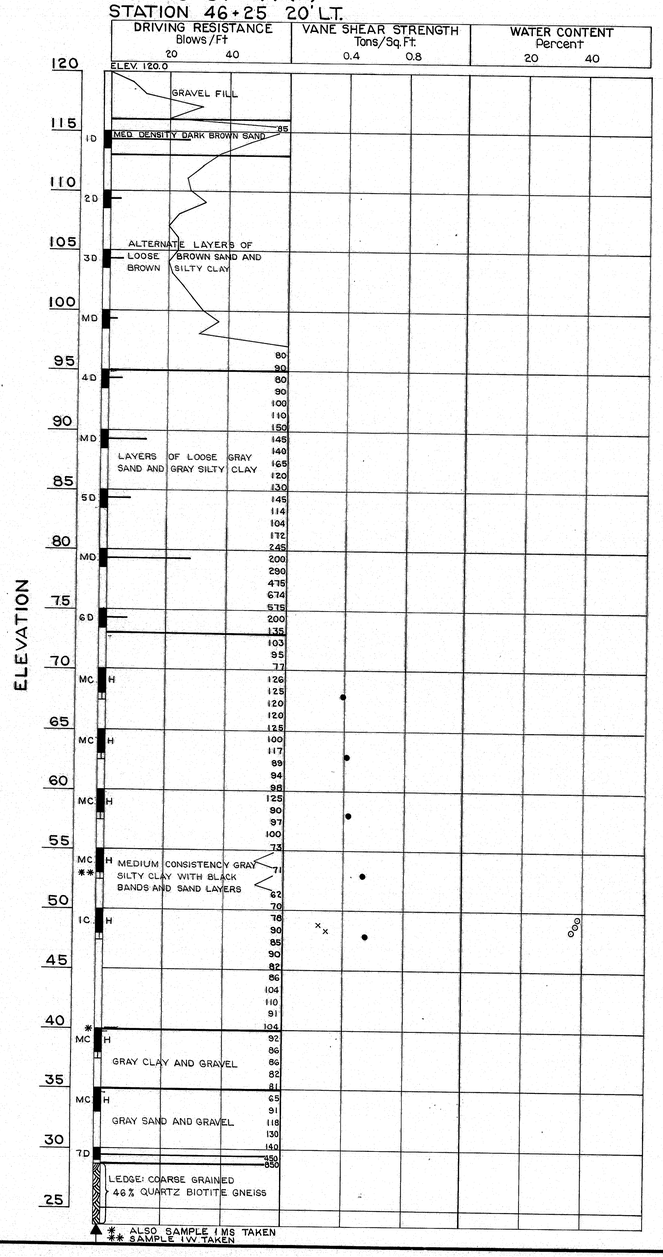
SHEET 6 OF 25 AUGUSTA, MAINE DEC., 1971

14.5 14.8

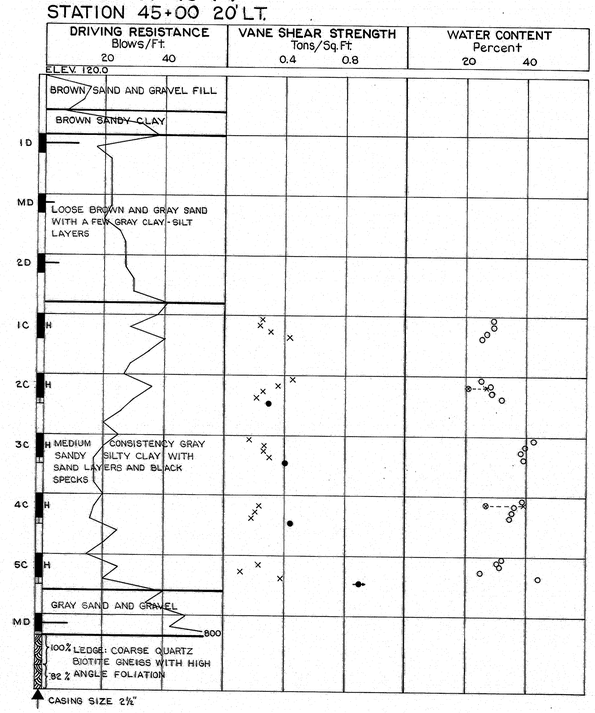
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	8	32

BORING CT-44 (71)
STATION 46+25 20' LT.



BORING CT-45 (71)
STATION 45+00 20' LT.



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

VL-55
14
JANUARY 1968

STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
FOUNDATION SURVEY - PART IV

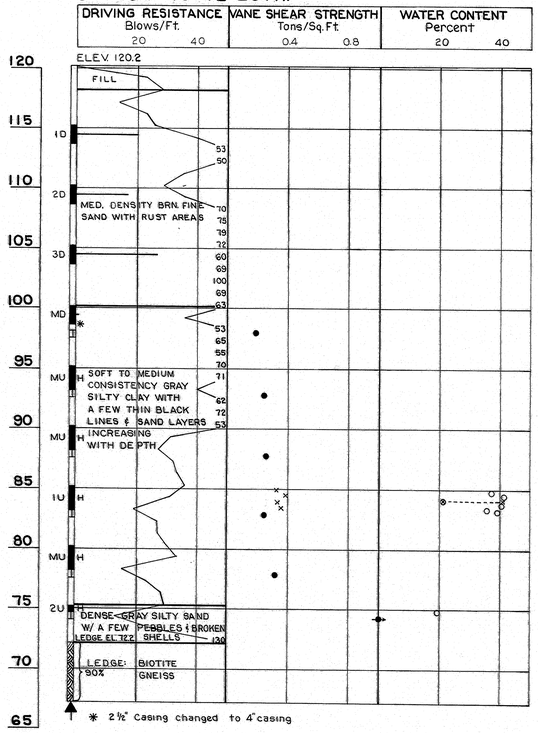
SHEET 7 OF 25 AUGUSTA, MAINE DEC. 1971

145-149

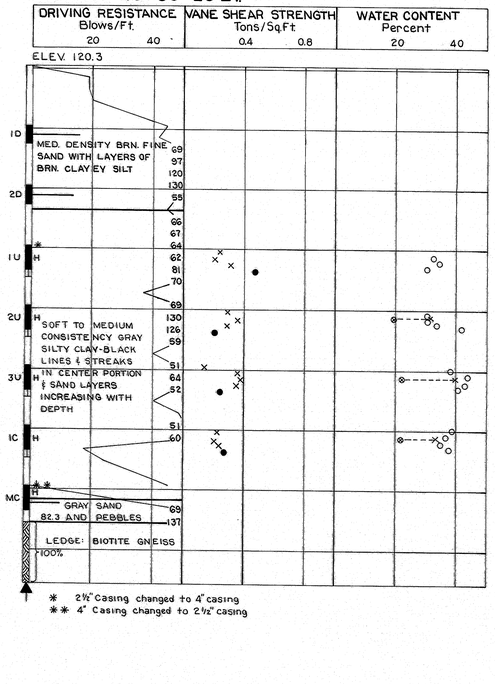
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	9	32

BORING AB-126
STATION 43+42 20'RT.



BORING AB-127
STATION 43+90 20'LT.



BORING NOTES

- All samples and vanes are made ahead of casing
- N — Number of blows required to drive extra heavy casing one foot with 400 ft lbs. of energy per blow
- Location of sample or sample attempt
- Number and type of dry sample
  - 1D — S & H Sampler # 12.90'S
  - 1C — 2" O.D. 16ga. seamless tubing
  - 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
- H — Field vane test
- Bottom of boring (may not be bottom of soil strata)
- Refusal of drill rods or casing (may not be ledge)
- R) 70% — 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
- o One half unconfined compressive strengths

WATER CONTENT NOTES

- o 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
32

JANUARY 1968

STATE HIGHWAY COMMISSION

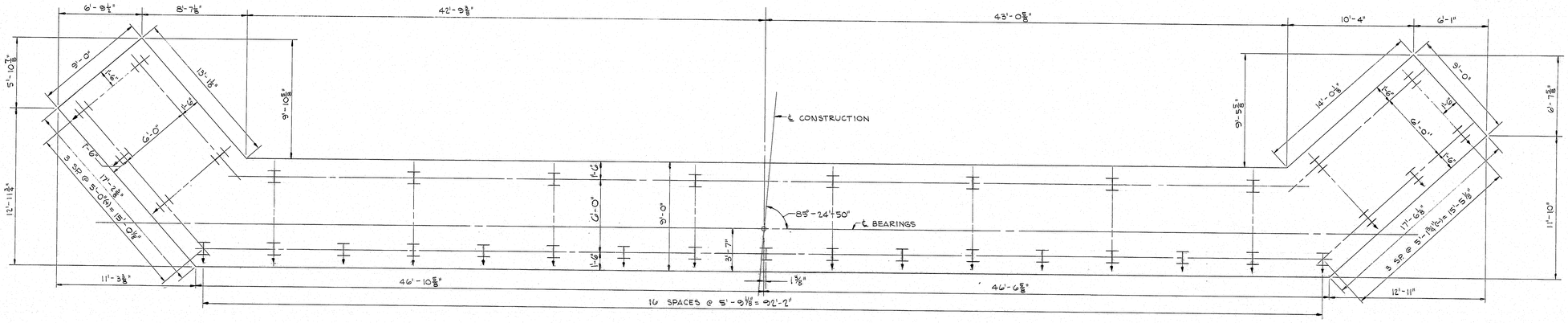
ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
FOUNDATION SURVEY - PART V

SHEET 8 OF 25 AUGUSTA, MAINE DEC., 1971

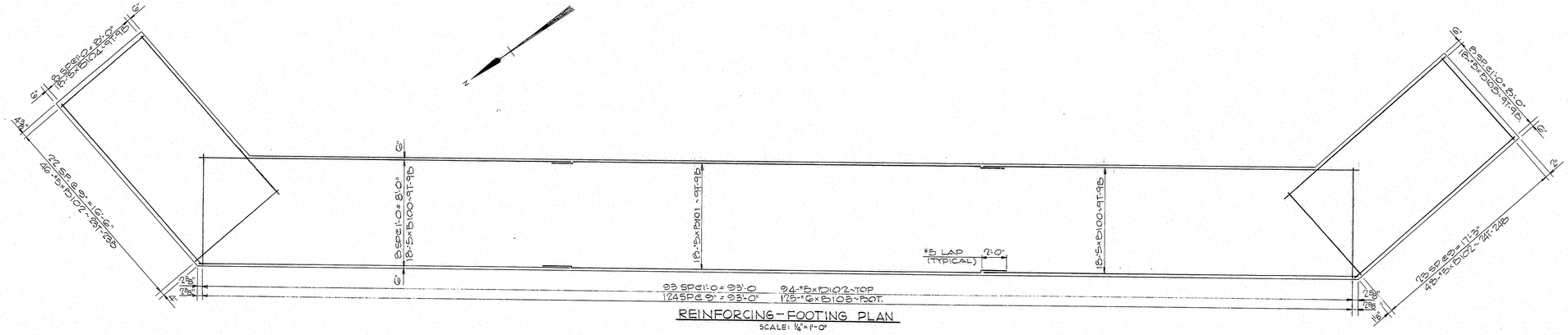
145-150

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

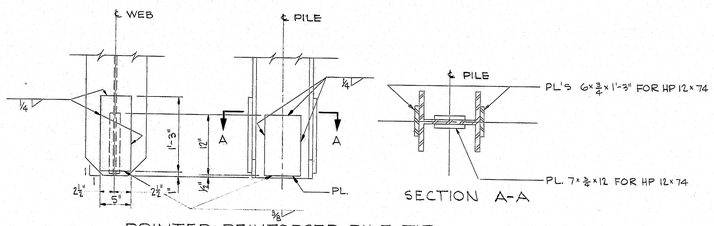
B.P.R. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-3(7)75	10	32



FOOTING AND PILE PLAN
SCALE: 1/8" = 1'-0"



REINFORCING-FOOTING PLAN
SCALE: 1/8"=1'-0"



POINTED REINFORCED PILE TIP
NO SCALE

SECTION A-A

ABUTMENT PILE NOTES

1. ALL ABUTMENT PILES SHALL BE HP 12x74.
2. MAXIMUM PILE LOAD = 98 TONS. (INCLUDES 16 T. PER PILE FOR NEGATIVE SKIN FRICTION)
3. PILES MARKED THUS ⊢⊣ SHALL BE BATTERED 4" PER FOOT IN DIRECTION OF ARROW.
4. PILES SHALL BE DRIVEN TO LEDGE OR PRACTICAL REFUSAL.
5. PILES REQUIRED, 35. EACH ABUTMENT
6. ALL PILES SHALL HAVE REINFORCED TIP SEE DETAIL THIS SHEET
7. ESTIMATED LENGTH OF PILES: 48'-ABUT. NO.1; 91'-ABUT. NO.2
8. PILES SHALL BE CUT OFF 1'-6"± 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 ESTIMATED FROM AVAILABLE SOILS INFORMATION WITH NO ALLOWANCE FOR PILE CUT-OFFS AND NO ALLOWANCE FOR UNCERTAIN PILE PENETRATION.

PLANS	BY	DATE
DESIGN - DETAILED	C.K.L.	12-71
CHECKED	W.R.R.	1-72
REVISIONS	R.T.L.	
FIELD CHANGES		

FILE NO.		PLAN NO.
VL-55		15
DES C.K.L.	CHK R.T.L.	
DR. W.R.R.	CHK I.P.	
EST C.K.L.	CHK I.P.	

P. Albright
SEE IN CHARGE

MBPO-2000-4-69 3700

STATE HIGHWAY COMMISSION

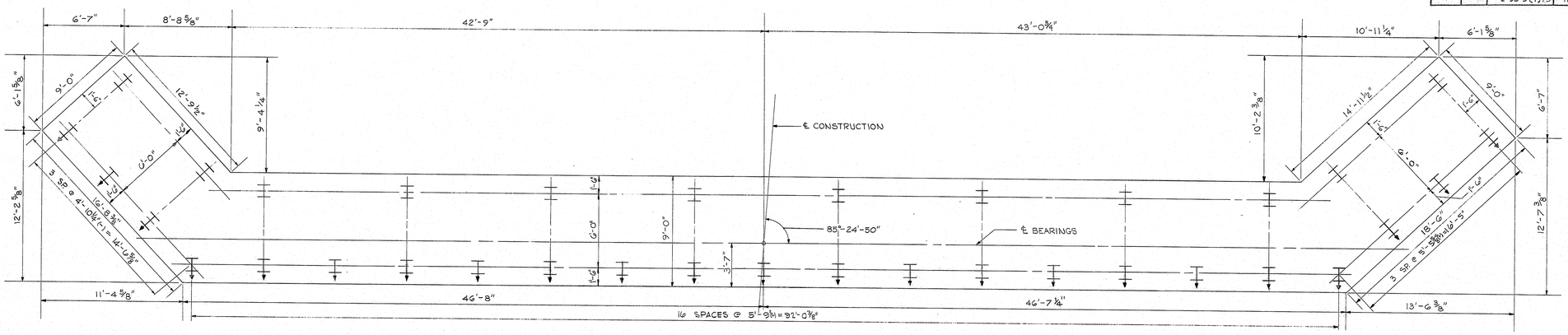
ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
FOOTING PLAN-ABUTMENT NO. 1

SHEET 9 OF 25 AUGUSTA, MAINE DEC. 1971

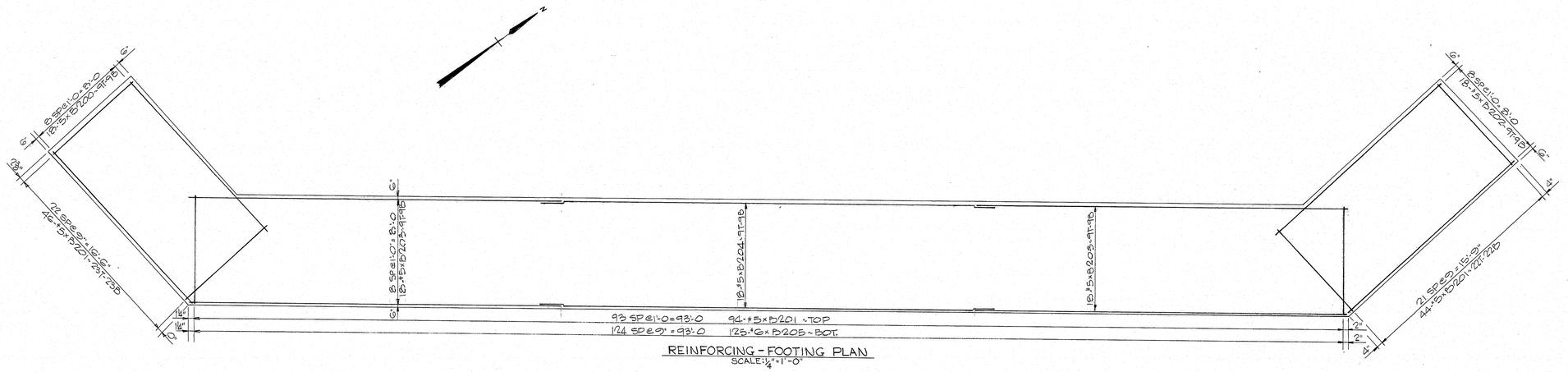
145-151

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	11	32



FOOTING AND PILE PLAN
SCALE: 1/4"=1'-0"



REINFORCING - FOOTING PLAN
SCALE: 1/4"=1'-0"

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

PLANS	BY	DATE
DESIGN-DETAILED	C.K.L.	10-71
CHECKED	W.J.A.	11-71
REVISIONS	R.T.L.	
FIELD CHANGES		

FILE NO.		PLAN NO.
VL-55		16
DES C.K.L.	CHK R.T.L.	
DR W.J.A.	CHK I.P.	
EST C.K.L.	CHK I.P.	

R. Marchant
CER IN CHARGE

MBPC-2000-4-6-9 3700

STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

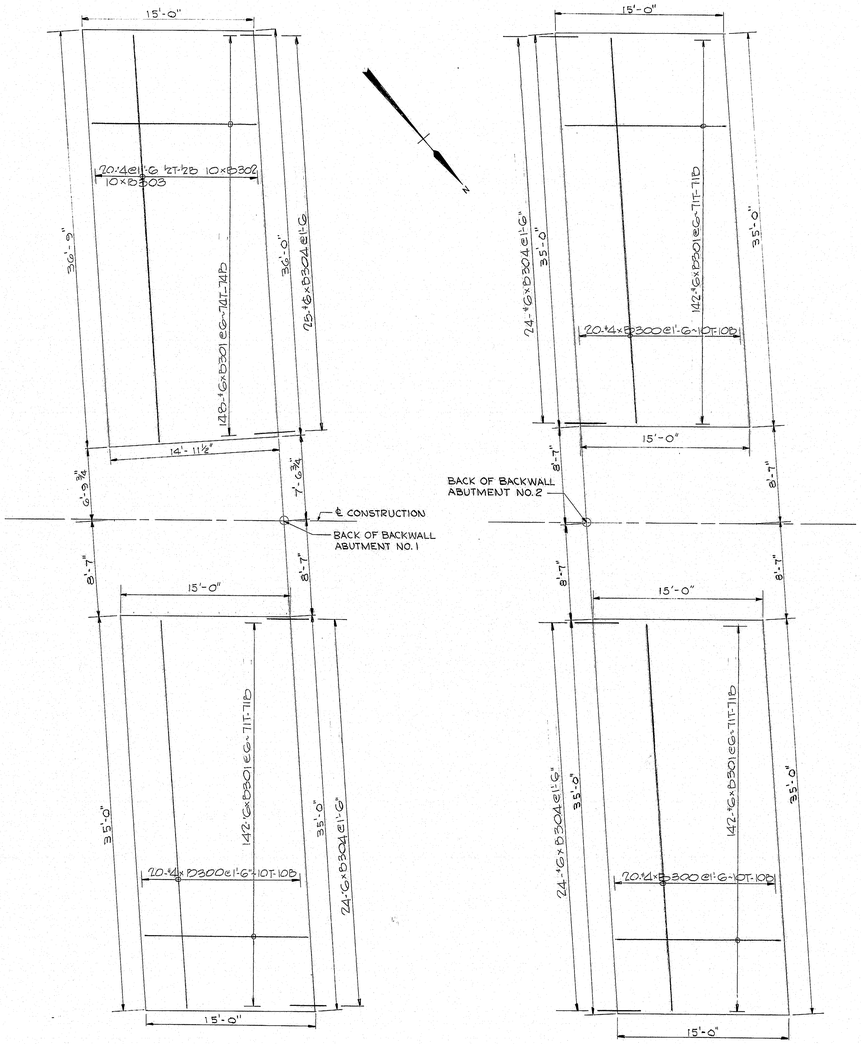
FOOTING PLAN-ABUTMENT NO. 2

SHEET 10 OF 25 AUGUSTA, MAINE DEC., 1971

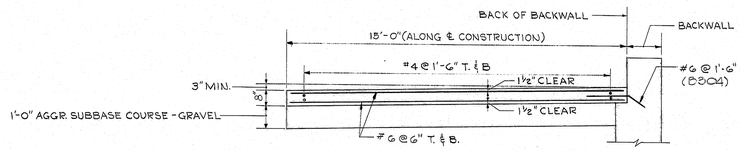
145-152

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B.P.R. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	12	32



PLAN - APPROACH SLABS
SCALE: 3/16"=1'-0"



TYPICAL SECTION
SCALE: 3/8"=1'-0"

TO BE CONSTRUCTED BY OTHERS

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	R.T.L.	10/71
	REVISIONS	W.J.A.	11/71
	FIELD CHANGES	C.K.L.	

	FILE NO.		PLAN NO.
	VL-55		17
DES	R.T.L.	CHK	C.K.L.
DR	W.J.A.	CHK	I.P.
EST.	I.P.	CHK	C.K.L.

R. Albrecht
SEE IN CHARGE

MBPC-2000-4-69 3700

STATE HIGHWAY COMMISSION

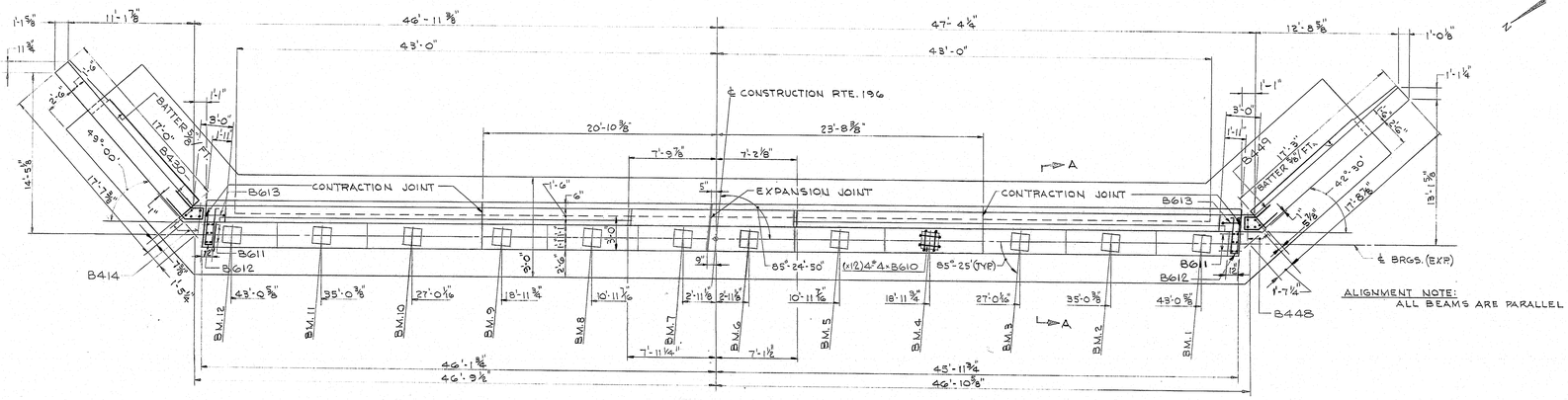
ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
APPROACH SLABS

SHEET 11 OF 25 AUGUSTA, MAINE DEC. 1971

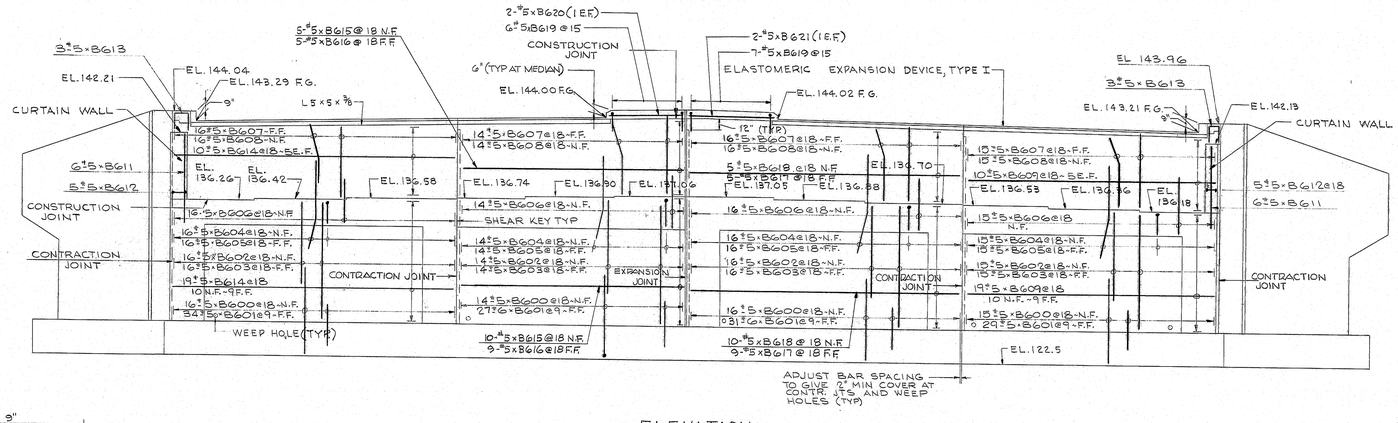
145-153

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

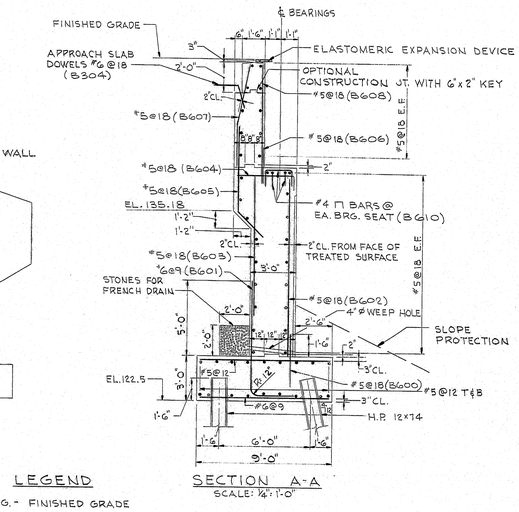
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	13	32



PLAN
SCALE: 3/16" = 1'-0"

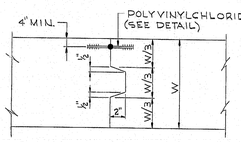


ELEVATION
SCALE: 3/16" = 1'-0"

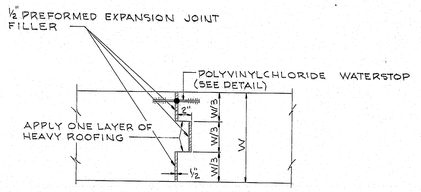


SECTION A-A
SCALE: 1/4" = 1'-0"

POLYVINYLCHLORIDE WATERSTOP DETAIL
SCALE: 3" = 1'-0"



VERTICAL CONTRACTION JOINT
NO SCALE



EXPANSION JOINT DETAIL
NO SCALE

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 ¾" UNLESS OTHERWISE INDICATED.
4. FOR ELASTOMERIC EXPANSION DEVICE, SEE "ARMORED JOINT AND EXPANSION DEVICE."
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 AND EXPANSION DEVICE."
7. FOR DETAILS OF WINGS AND FOOTING, (ABUTMENTS), SEE "FOOTING PLAN-ABUTMENT NO. I" AND "WINGWALLS"
8. FOR ARCHITECTURAL TREATMENT, (ABUTMENT WALLS), SEE "ABUTMENT ARCHITECTURAL TREATMENT"
9. THE TOP OF BACKWALLS SHALL NOT BE PLACED UNTIL THE STRUCTURAL CONCRETE SLAB HAS BEEN PLACED, UNLESS APPROVED BY THE ENGINEER.
10. PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO THE EXPOSED AREAS OF THE SAFETY WALKS AND MEDIAN.
11. BREAK BOND IN THE CONTRACTION JOINTS IN A MANNER APPROVED BY THE ENGINEER.

LEGEND

F.G. - FINISHED GRADE
N.F. - NEAR FACE
F.F. - FAR FACE
E.F. - EACH FACE
L-R LEFT TO RIGHT
R-L RIGHT TO LEFT
T-B TOP TO BOTTOM
B-T BOTTOM TO TOP

BY	DATE
C.K.L.	10/71
R.S.	11/71
R.T.L.	

DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES

PLANS

FILE NO.		PLAN NO.
VL-55		18
DES C.K.L.	CHK	R.T.L.
DR R.S.	CHK	I.P.
EST C.K.L.	CHK	I.P.

K. Gilbreath
IN CHARGE

MBPC-2000-4-6/9 3700

STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

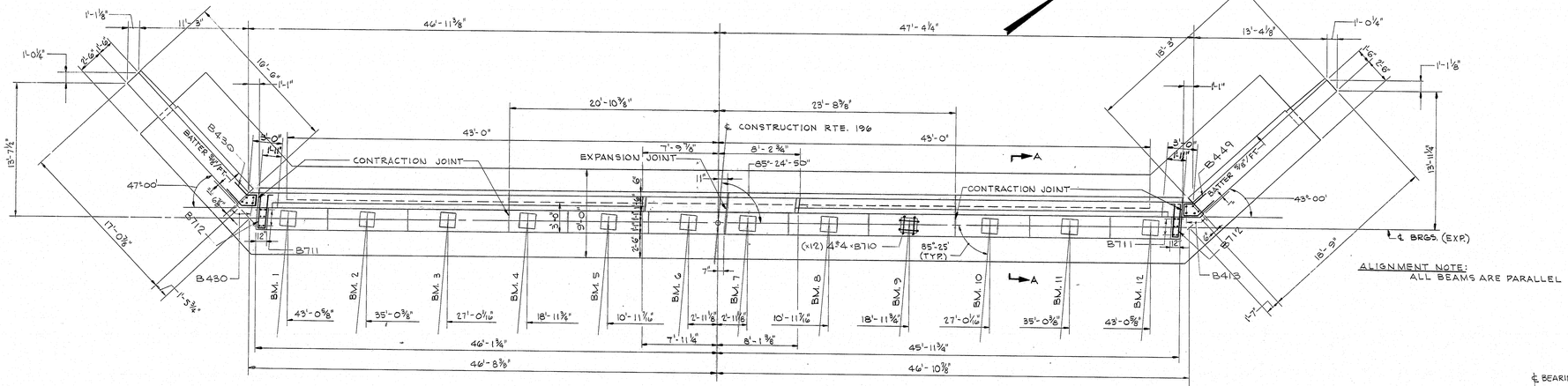
ABUTMENT NO. 1

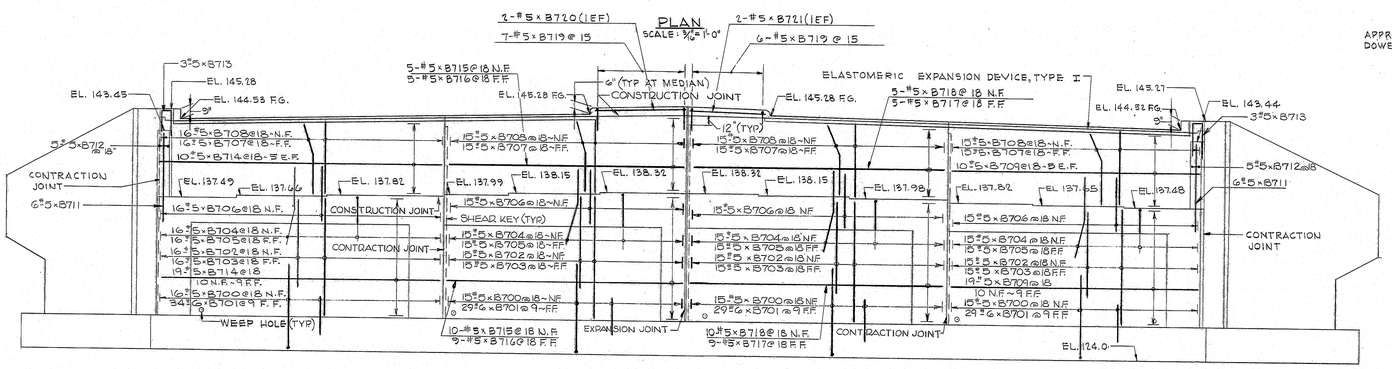
SHEET 12 OF 25 AUGUSTA, MAINE DEC. 1971

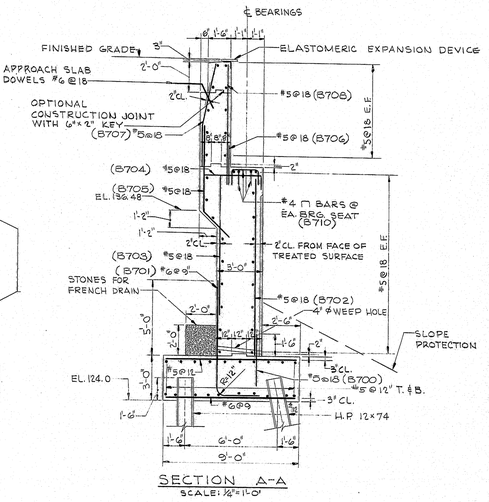
145-154

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B.F.P. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)715	14	32







FOR GENERAL ABUTMENT NOTES SEE "ABUTMENT NO. 1."

PLANS	BY	DATE
DESIGN - DETAILED	C.K.L.	10-71
CHECKED	W.R.R.	10-71
REVISIONS	R.T.L.	11-71
FIELD CHANGES		

FILE NO.			PLAN NO.
	VL-55		19
DES	C.K.L.	CHK	R.T.L.
DR	W.R.R.	CHK	I.P
EST	C.K.L.	CHK	I.P

R. Ubrelit
DR IN CHARGE

MBPC-2000-4-69 3700

STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

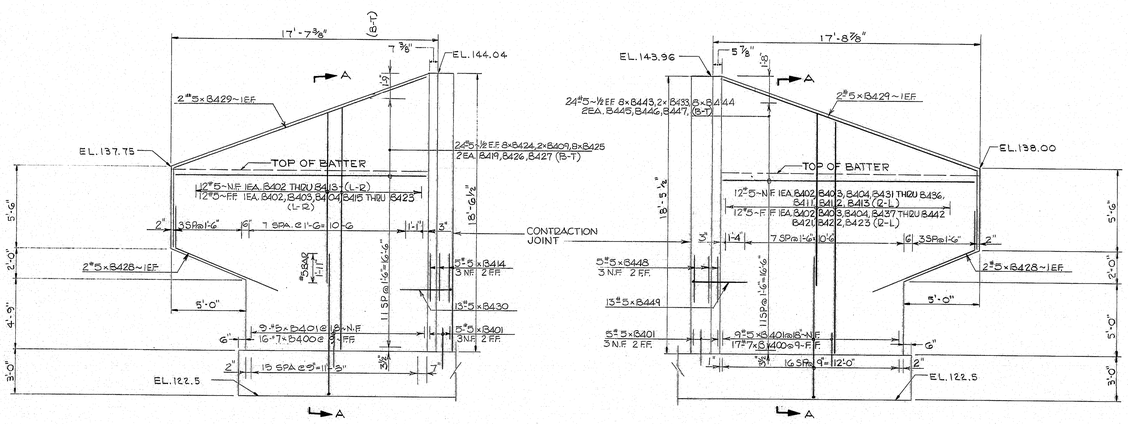
ABUTMENT NO. 2

SHEET 13 OF 25 AUGUSTA, MAINE DEC. 1971

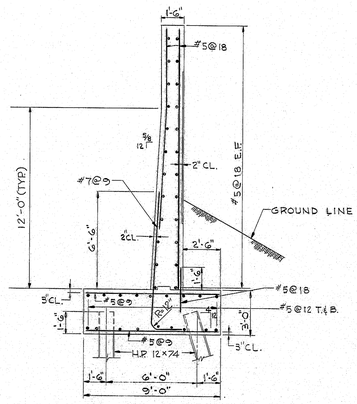
145-155

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

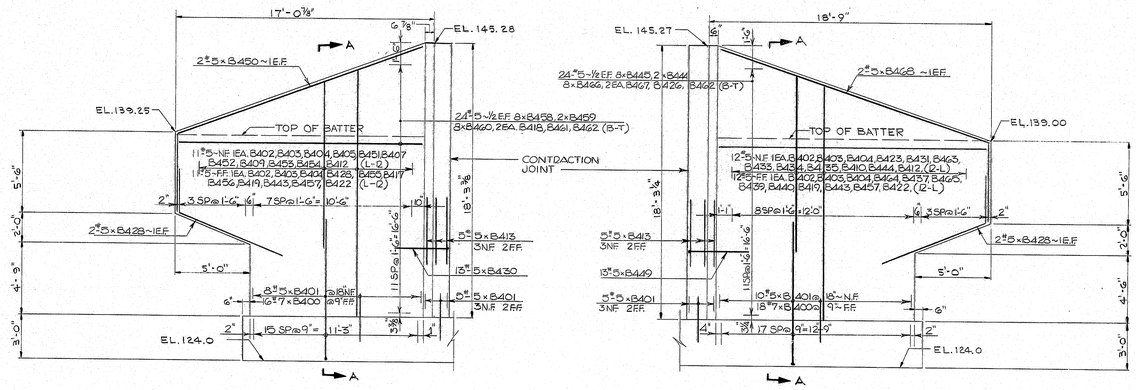
B.P.R. REQ.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	15	32



ELEVATION - ABUTMENT NO. 1 WINGS
SCALE: 1/4" = 1'-0"



SECTION A-A
SCALE: 1/4" = 1'-0"



ELEVATION - ABUTMENT NO. 2 WINGS
SCALE: 1/4" = 1'-0"

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

	FILE NO.		PLAN NO.
	VL-55		20
DES	C.K.L.	CHK	R.T.L.
DR	R.S.	CHK	I.P.
EST.	C.K.L.	CHK	I.P.

ENGR IN CHARGE

MBPO-2000-4-6-9 3700

STATE HIGHWAY COMMISSION

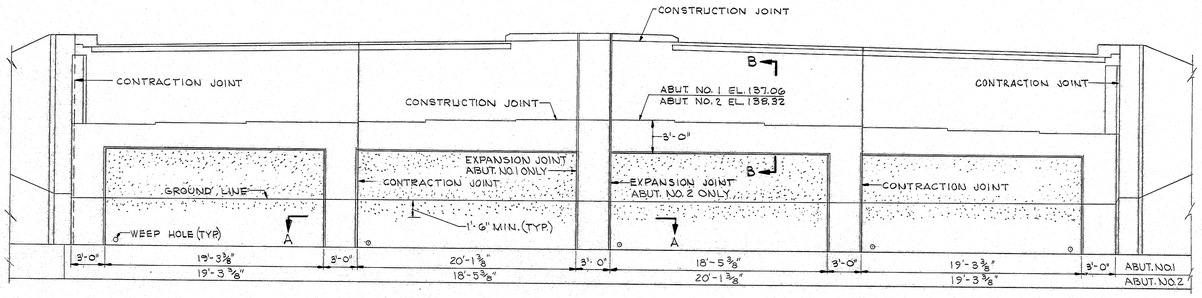
ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
WINGWALLS

SHEET 14 OF 25 AUGUSTA, MAINE DEC. 1971

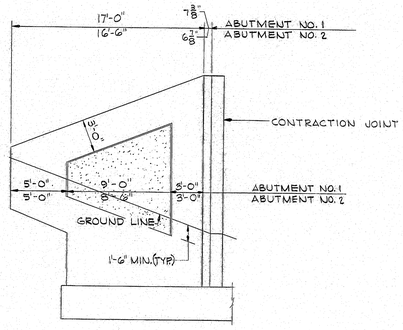
145-156

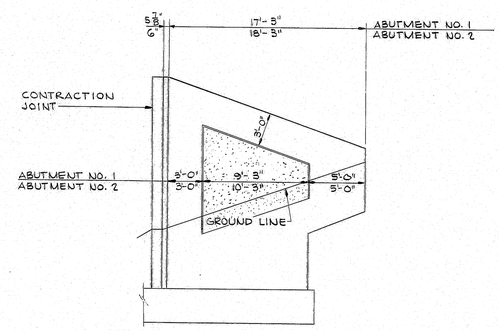
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B.P.R. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	16	32

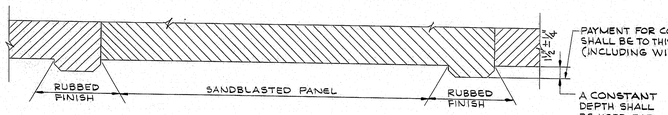


ELEVATION ABUTMENT NO. 1
ABUT NO. 2 AS NOTED
SCALE 3/16"=1'-0"

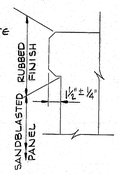




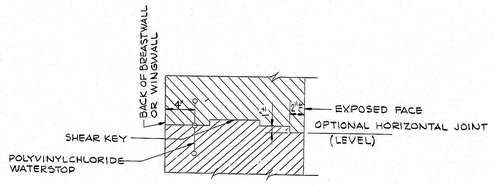
ELEVATION - ABUTMENT NO. 1 WINGS AS SHOWN
ABUTMENT NO. 2 AS NOTED
SCALE: 3/16"=1'-0"



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 3/8 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.	10/71
CHECKED	W.R.R.	11/71
REVISIONS	R.T.L.	
FIELD CHANGES		

FILE NO.		PLAN NO.
VL-55		21
DES C.K.L.	CHK	R.T.L.
DR W.R.R.	CHK	I.P.
EST —	CHK	—

R. Albright
ENGINEER IN CHARGE

MBPC-2000-4-69 3700

STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

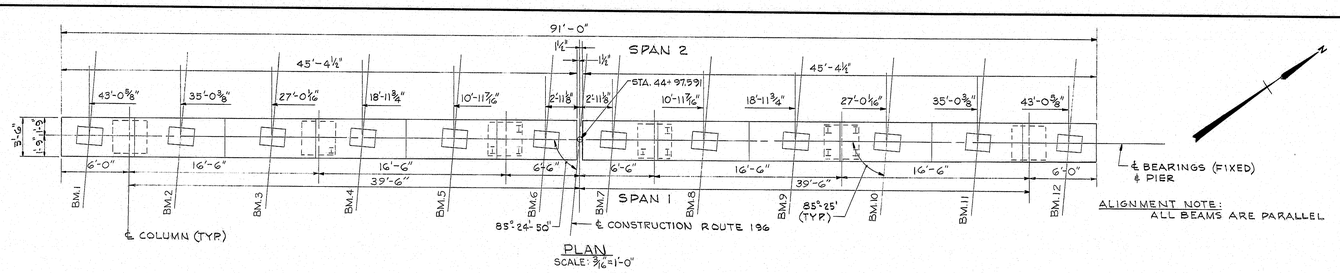
ABUTMENT ARCHITECTURAL TREATMENT

SHEET 15 OF 25 AUGUSTA, MAINE DEC. 1971

145-157

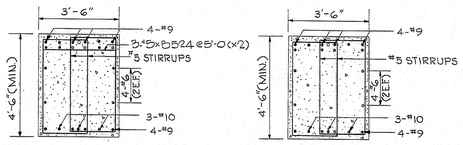
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	17	22



PLAN
SCALE: 3/16"=1'-0"

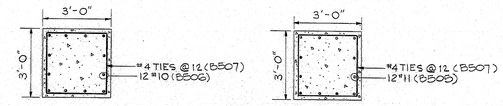
ALIGNMENT NOTE:
ALL BEAMS ARE PARALLEL



SECTION A-A

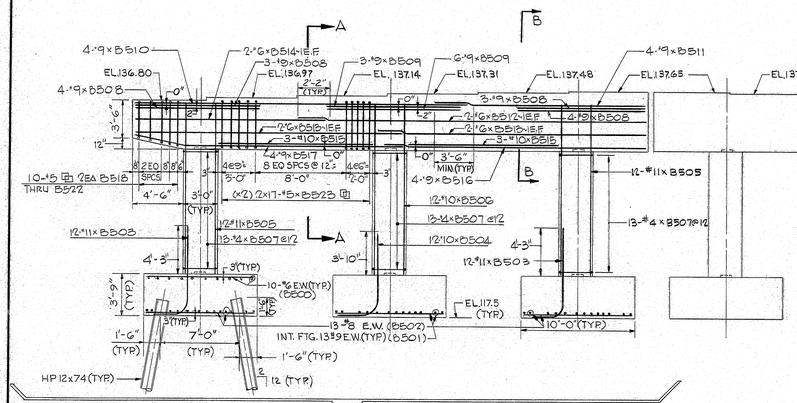
SECTION B-B

PIER CAP
SCALE: 3/8"=1'-0"



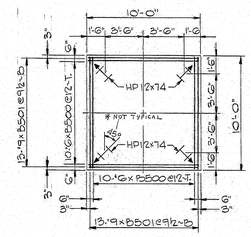
INTERIOR COLUMN
SCALE: 3/8"=1'-0"

EXTERIOR COLUMN
SCALE: 3/8"=1'-0"

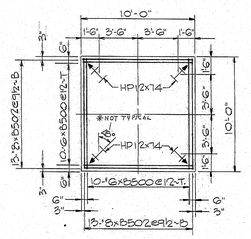


REINF. REQ'D×2

ELEVATION
SCALE: 3/16"=1'-0"



INTERIOR FOOTING PLAN
SCALE 3/16"=1'-0"
REQ'D x 2



EXTERIOR FOOTING PLAN
SCALE 3/16"=1'-0"
REQ'D x 4

PILE NOTES

1. ALL PILES - HP12x74 (24 REQUIRED).
2. PILES MARKED THUS ⊢⊣ SHALL BE BATTERED 2"/FT., IN THE DIRECTION OF ARROW.
3. PILES SHALL BE DRIVEN TO LEDGE OR PRACTICAL REFUSAL.
4. MAXIMUM PILE LOAD = 98 TONS FOR INTERIOR FOOTINGS, 93 TONS FOR EXTERIOR FOOTINGS.
5. ESTIMATED LENGTH OF PILES: 63'
6. ALL PILES TO HAVE REINFORCED TIP, SEE "FOOTING PLAN-ABUTMENT NO.1"
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 ESTIMATED FROM AVAILABLE SOILS INFORMATION WITH NO ALLOWANCE FOR PILE CUT-OFFS AND NO ALLOWANCE FOR UNCERTAIN PILE PENETRATION.

* ALL PILES NOT DRIVEN 45° TO ℄ COLUMN SEE "PLAN" VIEW ABOVE FOR PILES DRIVEN PARALLEL TO ℄ COLUMN

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)

PLANS	BY	DATE
DESIGN - DETAILED	C.K.L.	10-71
CHECKED	W.J.A.	11-71
REVISIONS	R.T.L.	
FIELD CHANGES		

FILE NO.		PLAN NO.
	VL-55	22
DES	C.K.L.	CHK R.T.L.
DR	W.J.A.	CHK I.P.
EST	C.K.L.	CHK I.P.

R. Albrecht
ENGINEER IN CHARGE

MBPC-2000-4-69 3700

"AS BUILTS" BY Michael Hegarty 11-15-76

STATE HIGHWAY COMMISSION

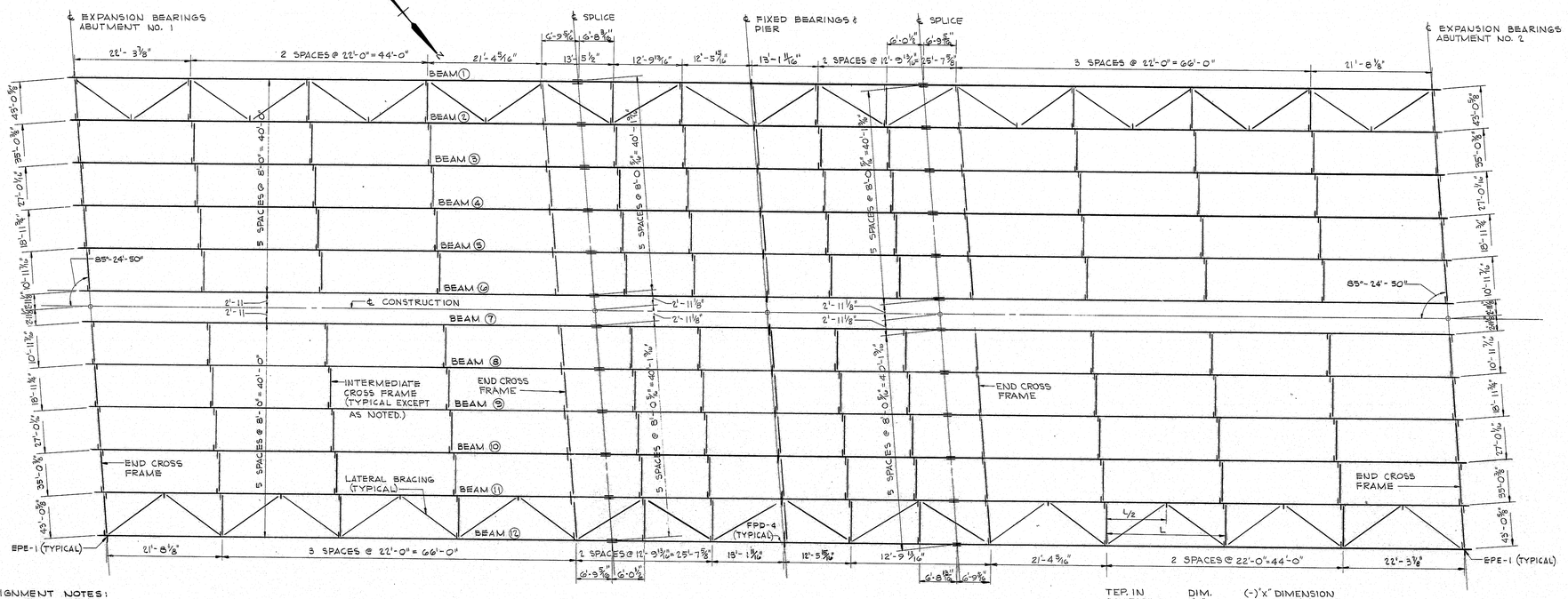
ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
PIER

SHEET 16 OF 25 AUGUSTA, MAINE DEC. 1971

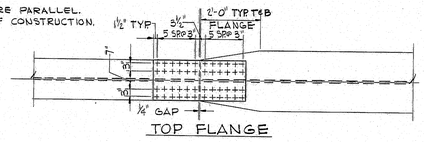
145-158

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

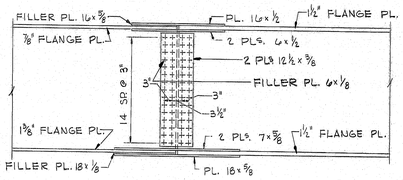
R.P.B. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	18	32



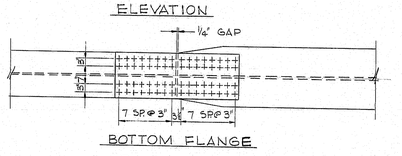
ALIGNMENT NOTES:
1. ABUTMENTS, PIER AND ℄ SPLICES ARE PARALLEL.
2. ALL BEAMS ARE PARALLEL TO ℄ OF CONSTRUCTION.



TOP FLANGE



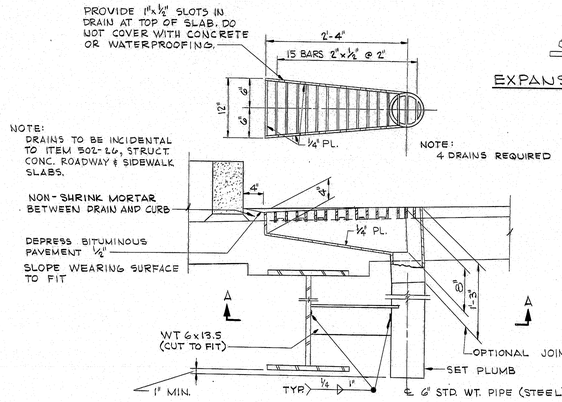
ELEVATION



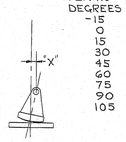
BOTTOM FLANGE

SPLICE DETAILS
SCALE: ½" = 1'-0"

FRAMING PLAN
SCALE: 1" = 10'



SUPERSTRUCTURE DRAIN DETAIL
SCALE: 1" = 1'-0"

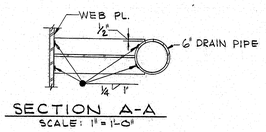


TEMP. IN DEGREES F.	DIM.
-15	+⅞"
0	+1 1/16"
15	+1 1/2"
30	+1 15/16"
45	+2⅜"
60	+2 13/16"
75	+3¼"
90	+3 11/16"
105	+4⅛"

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

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

EXPANSION PEDESTAL SETTING DIAGRAM
NOT TO SCALE



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

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" ϕ A-325.
9. ALL SPLICE PLATES SHALL BE A-572, GRADE 50.
10. BEAM BEARING PEDESTALS SHALL BE NORMAL TO RESPECTIVE BEAMS.

REFERENCES

PEDESTALS - SEE STANDARD DETAIL BD(100-70).
SHEAR CONNECTORS - SEE STANDARD DETAIL BD(104-66) AND "BOTTOM OF SLAB ELEVATIONS AND CAMBER DIAGRAM."
BLOCKING DETAIL - SEE "BOTTOM OF SLAB ELEVATIONS AND CAMBER DIAGRAM."
DIAPHRAGMS - SEE "CROSS FRAMES AND DETAILS."
ARMORED JOINTS - SEE "ARMORED JOINT AND EXPANSION DEVICE."

BY	DATE
C.K.L.	10-71
W.R.R.	11-71
I.P.	

PLANS
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES

FILE NO.		PLAN NO.
VL-55		23
DES C.K.L.	CHK I.P.	
DR W.R.R.	CHK I.P.	
EST C.K.L.	CHK I.P.	

ENGINEER IN CHARGE

STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

FRAMING PLAN AND DRAINS

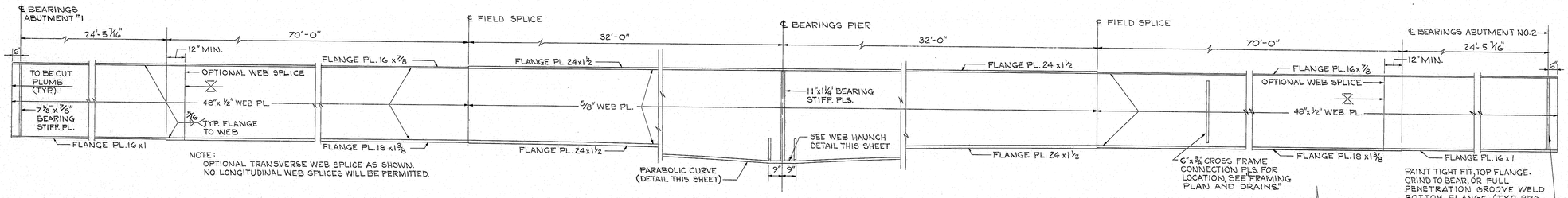
SHEET 17 OF 25 AUGUSTA, MAINE DEC. 1971

145-159

MBPC-2000-4-69 3700

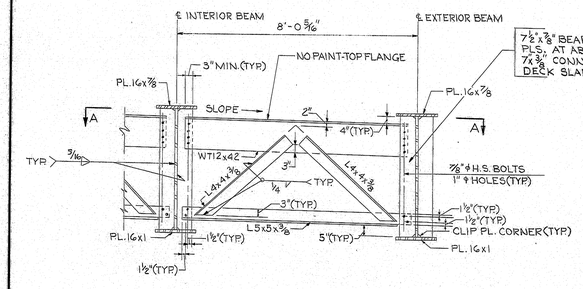
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	19	32



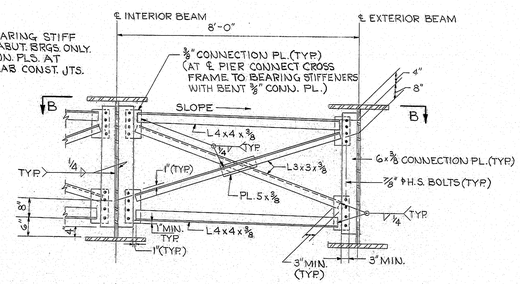
TYPICAL WELDED BEAM ELEVATION

SCALE: 5/16"=1'-0"



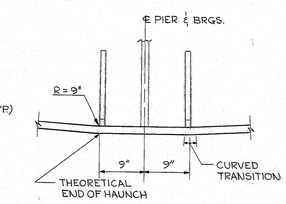
END CROSS FRAME

SCALE: ½"=1'-0"



INTERMEDIATE CROSS FRAME

SCALE: ½"=1'-0"

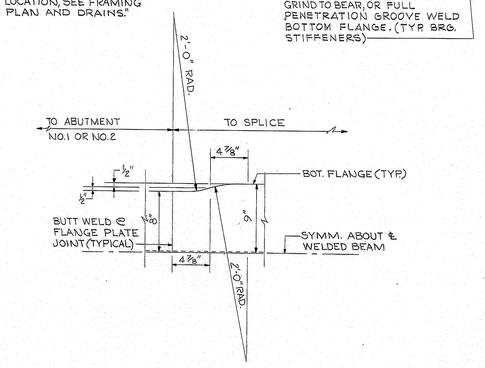


WEB HAUNCH AT PIER

SCALE: 1"=1'-0"

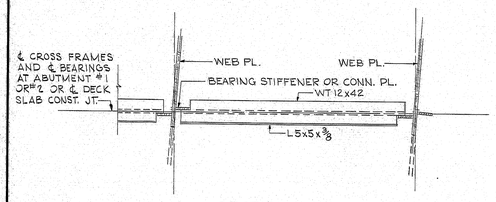
TYPICAL WELDED BEAM SECTION

SCALE: 3/8"=1'-0"



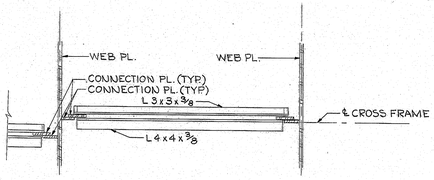
FLANGE PLATE TRANSITION HALF PLAN

SCALE: 1½"=1'-0"



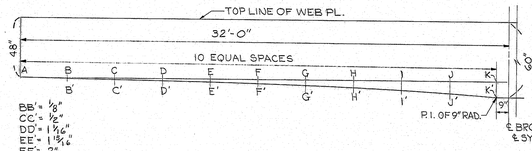
SECTION A-A

SCALE: ½"=1'-0"



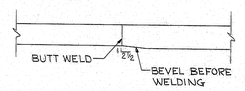
SECTION B-B

SCALE: ½"=1'-0"



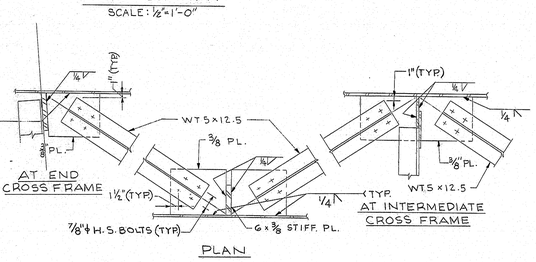
PARABOLIC CURVE

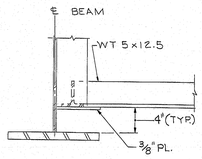
SCALE: ¼"=1'-0"



FLANGE PLATE TRANSITION

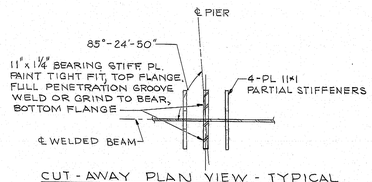
SCALE: 3"=1'-0"





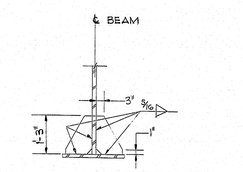
LATERAL BRACING

SCALE: 1"=1'-0"



CUT-AWAY PLAN VIEW - TYPICAL BEAM OVER ℄ PIER

SCALE: ½"=1'-0"



PARTIAL STIFFENER DETAIL

SCALE: ½"=1'-0"

DESIGN-DETAILED	BY	DATE
CHECKED	C.K.L.	10-71
REVISIONS	W.J.A.	11-71
FIELD CHANGES	I.P.	

PLANS

FILE NO.		PLAN NO.	
	VL-55		24
DES	C.K.L.	CHK	I.P
DR	W.J.A.	CHK	I.P
TST	I.P.	CHK	C.K.L.

K. Albrecht
IN CHARGE

MBPC-2000-4-69 3700

STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

CROSS FRAMES AND DETAILS

SHEET 18 OF 25 AUGUSTA, MAINE DEC, 1971

145-160

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	20	32

BOTTOM OF SLAB ELEVATIONS

SPAN 1

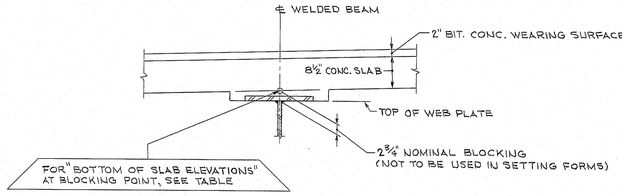
BEAM POINT	℄ BRGS. ABUT. NO.1	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ PIER
①	142.86	142.59	142.81	142.98	143.12	143.21	143.27	143.31	143.35	143.38	143.43
②	142.53	142.77	142.98	143.15	143.29	143.38	143.45	143.48	143.52	143.55	143.60
③	142.71	142.94	143.16	143.32	143.46	143.56	143.62	143.65	143.69	143.72	143.77
④	142.88	143.11	143.33	143.50	143.64	143.73	143.79	143.82	143.86	143.89	143.94
⑤	143.05	143.29	143.50	143.67	143.81	143.90	143.96	143.99	144.03	144.06	144.11
⑥	143.23	143.46	143.68	143.84	143.98	144.07	144.13	144.16	144.20	144.23	144.28
⑦	143.23	143.47	143.68	143.85	143.98	144.07	144.14	144.17	144.20	144.24	144.28
⑧	143.07	143.31	143.52	143.69	143.82	143.91	143.97	144.01	144.04	144.07	144.12
⑨	142.92	143.15	143.36	143.53	143.66	143.75	143.81	143.84	143.88	143.91	143.96
⑩	142.76	142.99	143.20	143.37	143.50	143.59	143.65	143.68	143.71	143.75	143.79
⑪	142.60	142.83	143.04	143.21	143.34	143.43	143.49	143.52	143.55	143.59	143.63
⑫	142.44	142.67	142.88	143.05	143.18	143.27	143.33	143.36	143.39	143.42	143.47

BOTTOM OF SLAB ELEVATIONS

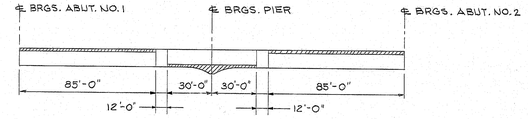
SPAN 2

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	143.43	143.52	143.61	143.70	143.80	143.87	143.91	143.90	143.86	143.77	143.67
②	143.60	143.68	143.78	143.87	143.97	144.03	144.07	144.06	144.03	143.94	143.83
③	143.77	143.85	143.95	144.04	144.13	144.20	144.24	144.23	144.19	144.10	144.00
④	143.94	144.02	144.11	144.21	144.30	144.37	144.41	144.40	144.36	144.27	144.17
⑤	144.11	144.19	144.28	144.38	144.47	144.54	144.57	144.56	144.52	144.44	144.33
⑥	144.28	144.36	144.45	144.55	144.64	144.70	144.74	144.73	144.69	144.60	144.50
⑦	144.28	144.36	144.45	144.55	144.64	144.70	144.74	144.73	144.69	144.60	144.50
⑧	144.12	144.20	144.29	144.38	144.47	144.54	144.58	144.56	144.52	144.43	144.33
⑨	143.96	144.04	144.13	144.22	144.31	144.37	144.41	144.40	144.36	144.27	144.16
⑩	143.79	143.87	143.96	144.05	144.14	144.21	144.24	144.23	144.19	144.10	143.99
⑪	143.63	143.71	143.80	143.89	143.98	144.04	144.08	144.07	144.02	143.93	143.83
⑫	143.47	143.55	143.63	143.72	143.81	143.88	143.91	143.90	143.86	143.77	143.66

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.

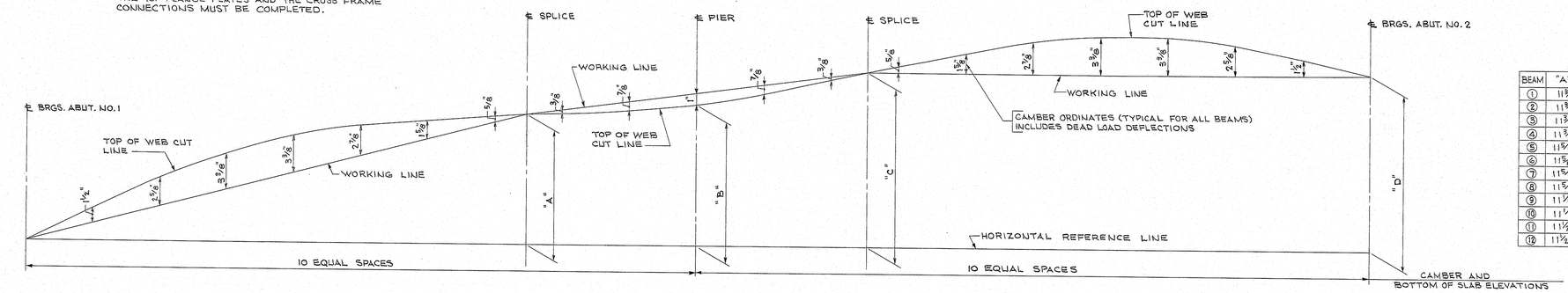


BLOCKING POINT DETAIL
SCALE: 3/4"=1'-0"



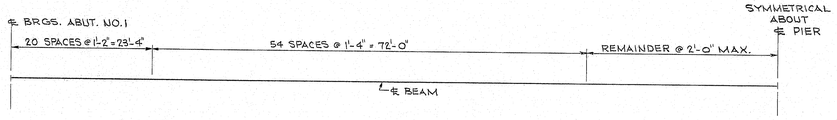
▨ = AREAS OF BEAM WHICH WILL ALWAYS BE IN COMPRESSION. ALL OTHER AREAS WILL BE IN TENSION OR ARE AREAS WHICH HAVE STRESS REVERSALS.

BEAM STRESS TYPE DIAGRAM
NO SCALE



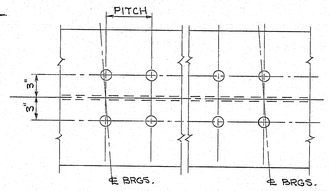
BEAM	"A"	"B"	"C"	"D"
①	11¾"	1'-0¾"	1'-3⅞"	1'-3¾"
②	11¾"	1'-0¾"	1'-3¾"	1'-3⅝"
③	11¾"	1'-0¾"	1'-3¾"	1'-3½"
④	11¾"	1'-0⅞"	1'-3⅝"	1'-3⅜"
⑤	11⅝"	1'-0⅝"	1'-3⅝"	1'-3¼"
⑥	11⅝"	1'-0⅝"	1'-3½"	1'-3⅛"
⑦	11⅝"	1'-0⅝"	1'-3½"	1'-3⅛"
⑧	11⅝"	1'-0⅝"	1'-3⅝"	1'-3"
⑨	11½"	1'-0⅛"	1'-3¼"	1'-2⅞"
⑩	11½"	1'-0⅜"	1'-3¼"	1'-2⅞"
⑪	11½"	1'-0⅜"	1'-3⅛"	1'-2¾"
⑫	11½"	1'-0⅜"	1'-3"	1'-2⅝"

CAMBER - SLOPE ELEVATION

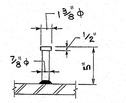


DOUBLE SHEAR CONNECTOR DIAGRAM - (TYPICAL)
4320 STUD SHEAR CONNECTORS REQUIRED

NOTE:
SKEW ANGLE OF CONNECTORS = 0°-0'



DOUBLE STUDS



STUD DETAIL

SHEAR CONNECTOR

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

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

PLANS

	FILE NO.		PLAN NO.
	VL-55		25
DES	C.K.L.	CHK	I.P.
DR	G.T.S.	CHK	I.P.
EST	I.P.	CHK	C.K.L.

R. Dibrecht
ENGINEER IN CHARGE

MSPC - 2000 - 4 - 6-9 3700

STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

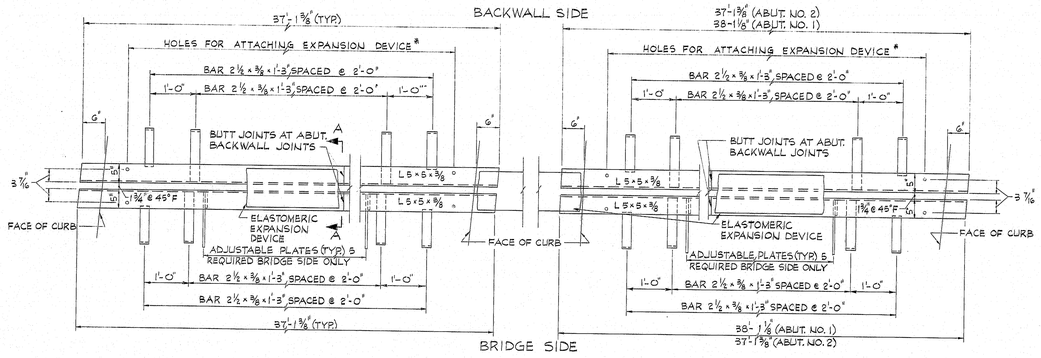
BOTTOM OF SLAB ELEVATIONS AND CAMBER DIAGRAM

SHEET 19 OF 25 AUGUSTA, MAINE DEC. 1971

145-161

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

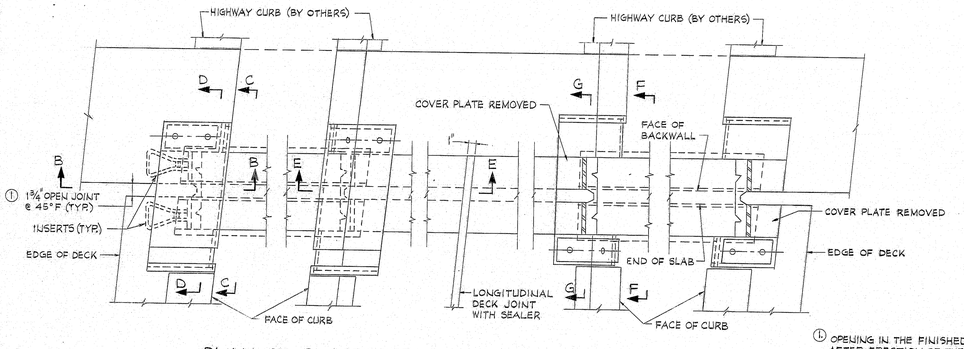
D.P.B. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-195-9(7)75	21	37



ARMORED JOINT DETAIL

ABUTMENT NO. 1 SHOWN
ABUTMENT NO. 2 SIMILAR EXCEPT AS NOTED
SCALE: 3/4"=1'-0"

* THE SUPPORTS AND CURB PROTECTION CAN BE ALTERED TO FIT THE PARTICULAR CONFIGURATION OF ELASTOMERIC EXPANSION DEVICE WHICH IS APPROVED BY THE ENGINEER.



PLAN OF ELASTOMERIC EXPANSION DEVICE

ABUTMENT NO 1 SHOWN
ABUTMENT NO 2 SIMILAR
SCALE: 1 1/2"=1'-0"

① OPENING IN THE FINISHED STRUCTURE AT 45° F, AFTER ERECTION OF THE STRUCTURAL STEEL AND PRIOR TO THE PLACEMENT OF THE SUPERSTRUCTURE SLAB, THE JOINT OPENING SHALL BE:

AT ABUT. NO.1 1 7/16"
AT ABUT. NO.2 1 7/16" } @ 45° F

FOR EACH 10° INCREASE IN TEMP. FROM 45° SUBTRACT 1/16" FROM THESE DIMENSIONS. ADD 1/16" FOR EACH 10° DECREASE.

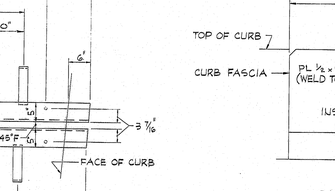
SECTION A-A

SCALE: 3"=1'-0"

TYPICAL ADJUSTMENT PLATES

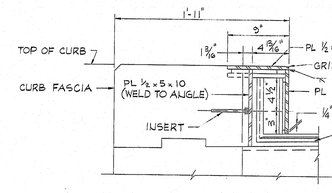
SCALE: 1"=1'-0"

NOTE:
AFTER ARMORED JOINT IS SET IN FINAL POSITION ADJUSTMENT PLATES SHALL BE WELDED TOGETHER WITH 1/4" FILLET WELD. OTHER ADJUSTMENT DEVICES MAY BE USED IF APPROVED BY THE ENGINEER.



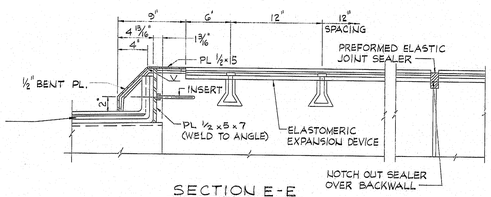
DETAIL H

SCALE: 3"=1'-0"



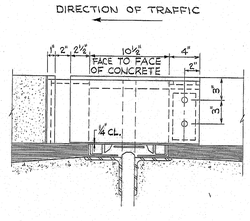
SECTION B-B

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



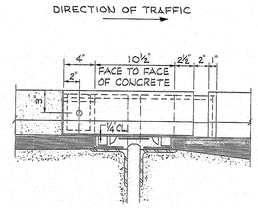
SECTION E-E

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



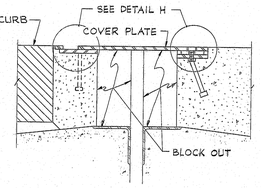
SECTION C-C

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



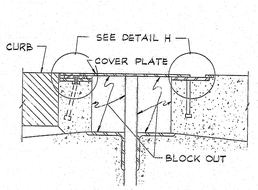
SECTION F-F

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



SECTION D-D

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



SECTION G-G

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

NOTES

1. THE CONFIGURATION SHOWN FOR THE ELASTOMERIC EXPANSION DEVICE IS FOR ILLUSTRATION. OTHER CONFIGURATIONS OF ELASTOMERIC EXPANSION DEVICE AND FOR SUPPORTING ARMORED JOINT MAY BE USED IF APPROVED BY THE ENGINEER.
2. FOR CURB SECTIONS ON SUPERSTRUCTURE, SEE "SUPERSTRUCTURE DETAILS."
3. FOR CROSS SLOPE ON SUPERSTRUCTURE, SEE "SUPERSTRUCTURE DETAILS."
4. SPECIAL ANGLE AND CURB SECTIONS TO BE SHOP-ASSEMBLED AND SEALED. AREAS BETWEEN EXPANSION DEVICE AND CONCRETE UNDER REMOVABLE CURB COVER PLATE TO BE FILL-SEALED PER MANUFACTURER'S RECOMMENDATIONS.
5. THE ENTIRE EXPANSION DEVICE, ITS SUPPORTING JOINT ARMOR AND CURB PROJECTION WILL BE SET TO THE GRADIENT AND CROSS SLOPE OF THE FINISHED ROADWAY.
6. ALL DIMENSIONS FOR THE EXPANSION DEVICE, INCLUDING, BUT NOT LIMITED TO, RECESSES, ANCHOR BOLTS, AND ANCHOR BOLT SPACING SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S DETAIL DRAWINGS AS APPROVED BY THE ENGINEER.

BY	DATE
C.K.L. S.M.G.	10/71
I.P.	11/71

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

FILE NO.			PLAN NO.
	VL-55		26
DES	C.K.L.	CHK	I.P.
DR	S.M.G.	CHK	I.P.
EST.	C.K.L.	CHK	I.P.

K. Albrecht
IN CHARGE

MBPO-2000-4-69 3700

STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

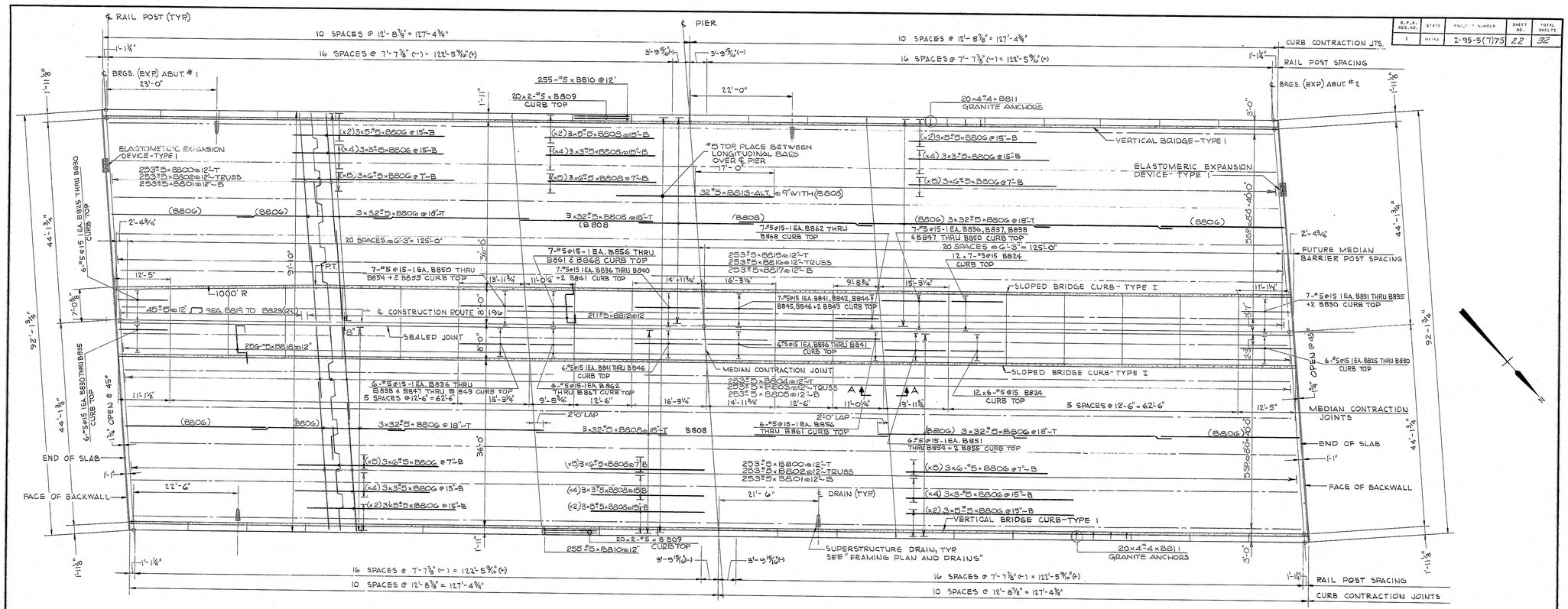
ARMORED JOINT AND EXPANSION DEVICE

SHEET 20 OF 25 AUGUSTA, MAINE DEC., 1971

145-162

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	22	32

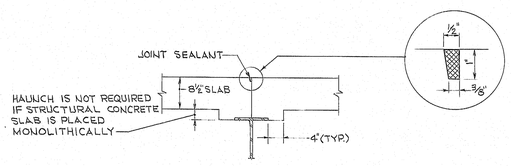


NOTE:
FOR DETAILS AT CORNERS AND MEDIAN, SEE "ARMORED JOINT AND EXPANSION DEVICE."

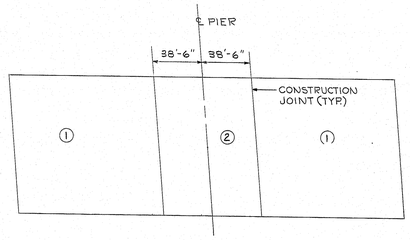
SET-RETARDING ADMIXTURE MAY BE USED AS AUTHORIZED BY THE ENGINEER AND MEASURED FOR PAYMENT AS PROVIDED IN THE STANDARD SPECIFICATIONS.
MEASUREMENT OF THE NUMBER OF CUBIC YARDS OF CONCRETE FOR PAYMENT OF SET-RETARDING ADMIXTURE SHALL BE DETERMINED FROM THE THEORETICAL YIELD OF THE DESIGN MIX, OR IN THE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

PLAN
SCALE: 1" = 10'

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

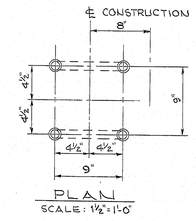


SECTION A-A
SCALE: 3/4" = 1'-0"

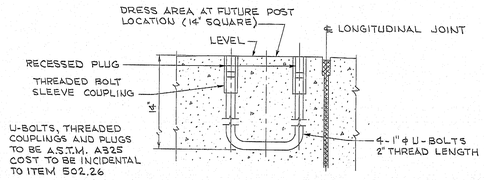


SLAB PANEL PLACEMENT SEQUENCE
NO SCALE

CONCRETE PLACEMENT MAY BE EITHER CONTINUOUS OR PLACED BY PANELS. IF PLACED BY PANELS, PLACE PANELS MARKED ① BEFORE PANEL ②. TWO DAYS SHALL ELAPSE BETWEEN PLACEMENT OF PANELS MARKED ①.



PLAN
SCALE: 1½" = 1'-0"



DETAIL AT FUTURE BARRIER POST
SCALE: 1½" = 1'-0"

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

PLANS

FILE NO.			PLAN NO.
YL-55			27
DES	C.K.L.	CHK	I.P.
DR	W.R.R.	CHK	I.P.
EST	I.P.	CHK	C.K.L.

Albert Ct
EE IN CHARGE

MBPO - 2000 - 4 - 6-9 3700

STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

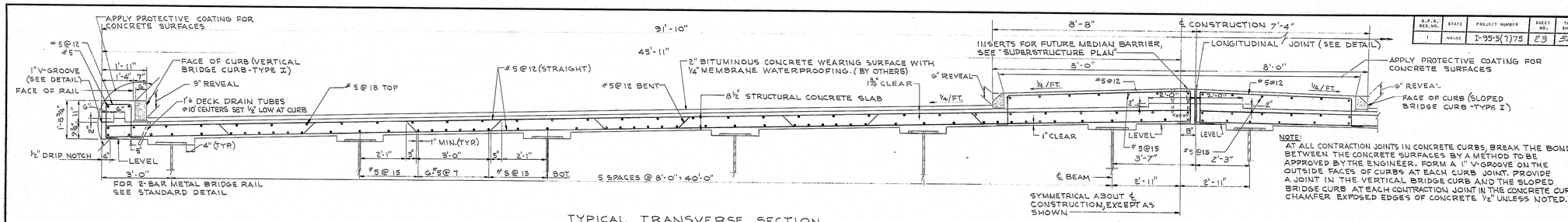
SUPERSTRUCTURE PLAN

SHEET 21 OF 25 AUGUSTA, MAINE DEC. 1971

145-163

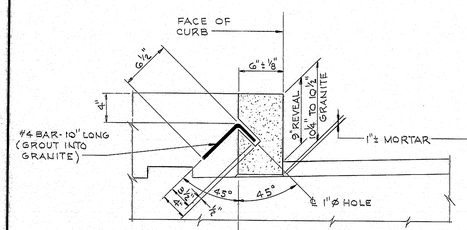
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

R.F.B. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	23	32

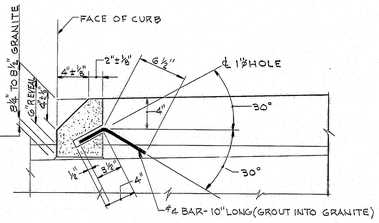


TYPICAL TRANSVERSE SECTION
SCALE: 1/2" = 1'-0"

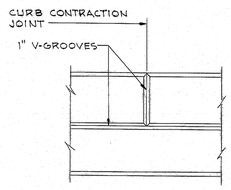
NOTE:
AT ALL CONTRACTION JOINTS IN CONCRETE CURBS, BREAK THE BOND BETWEEN THE CONCRETE SURFACES BY A METHOD TO BE APPROVED BY THE ENGINEER. FORM A 1" V-GROOVE ON THE OUTSIDE FACES OF CURBS AT EACH CURB JOINT. PROVIDE A JOINT IN THE VERTICAL BRIDGE CURB AND THE SLOPED BRIDGE CURB AT EACH CONTRACTION JOINT IN THE CONCRETE CURBS. CHAMFER EXPOSED EDGES OF CONCRETE 1/2" UNLESS NOTED.



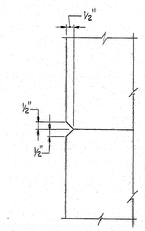
VERTICAL BRIDGE CURB - TYPE I
SCALE: 1 1/2" = 1'-0"



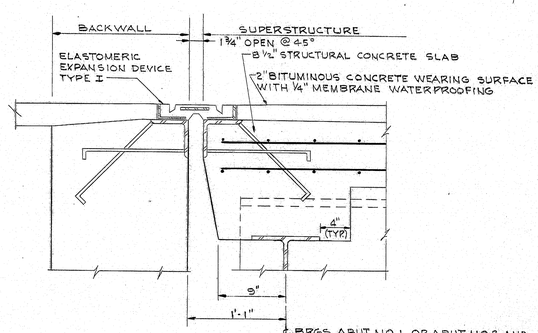
SLOPED BRIDGE CURB - TYPE I
SCALE: 1 1/2" = 1'-0"



ELEVATION VIEW @ FASCIA
SCALE: 1" = 1'-0"



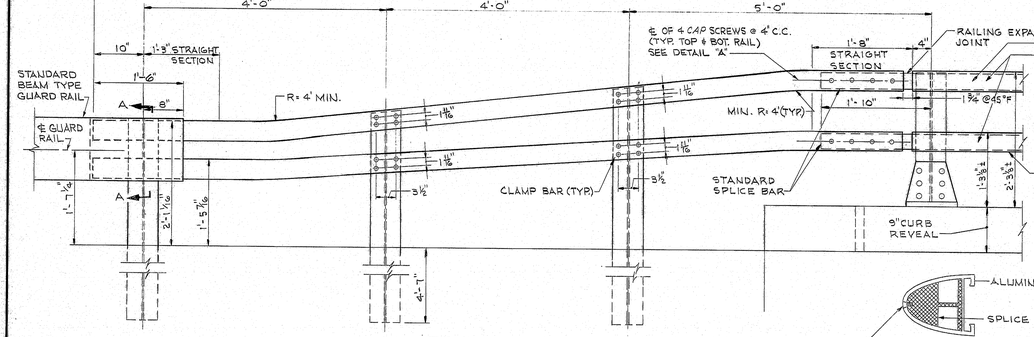
1" V-GROOVE DETAIL
SCALE: 3" = 1'-0"



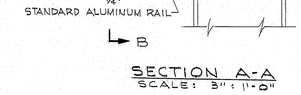
℄ BRGS. ABUT. NO. 1, OR ABUT. NO. 2 AND ℄ CROSS FRAMES

PAY LIMIT OF HWY. GUARD RAIL | PAY LIMIT OF BRIDGE RAILING

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

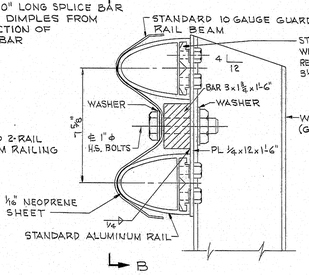


TRANSITION OF BRIDGE RAIL
SCALE: 1" = 1'-0"



5/8 DIAMETER SLOTTED FLAT HEAD STAINLESS STEEL CAP SCREW, THREADED INTO SPLICE BAR. COUNTERSINK RAIL BAR TO RECEIVE CAP SCREW.

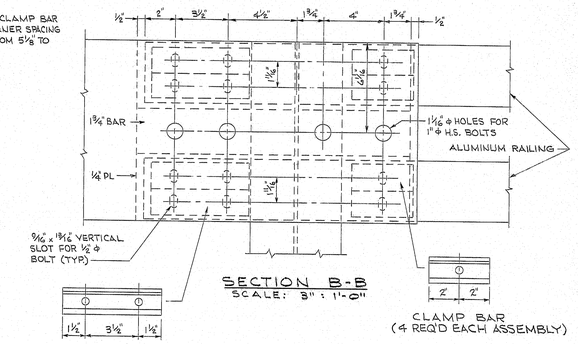
DETAIL A
NO SCALE



SECTION A-A
SCALE: 3" = 1'-0"

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 3 x 1 3/8 x 1'-6" AND PL 1/4 x 12 x 1'-6" SHALL BE A.S.T.M. A-36.

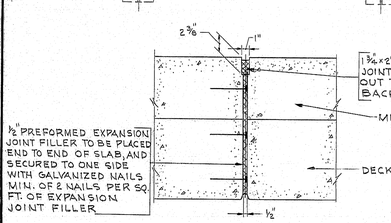
TYPICAL SECTION AT ABUTMENTS
SCALE: 1 1/2" = 1'-0"



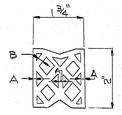
SECTION B-B
SCALE: 3" = 1'-0"

CLAMP BAR (4 REQ'D EACH ASSEMBLY)

CLAMP BAR (4 REQ'D EACH ASSEMBLY)



LONGITUDINAL JOINT DETAIL
SCALE: 1 1/2" = 1'-0"



PREFORMED ELASTIC JOINT SEALER
HALF SIZE

NOTE:
THE CONFIGURATION OF THE PREFORMED ELASTIC JOINT SEALER MAY BE CHANGED FROM THAT SHOWN IN ORDER TO CONFORM WITH SHAPES AS PRODUCED BY VARIOUS MANUFACTURERS. HOWEVER, THE CROSS-SECTIONAL DIMENSIONS, INCLUDING THOSE OF THE INTERNAL ELEMENTS AND 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.

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

FILE NO.		PLAN NO.
	VL-55	28
DES	C.K.L.	CHK I.P.
DR	R.S.	CHK I.P.
EST	I.P.	CHK C.K.L.

R. Allbrecht
IN CHARGE

MBPC-2000-4-6-9-3700

STATE HIGHWAY COMMISSION

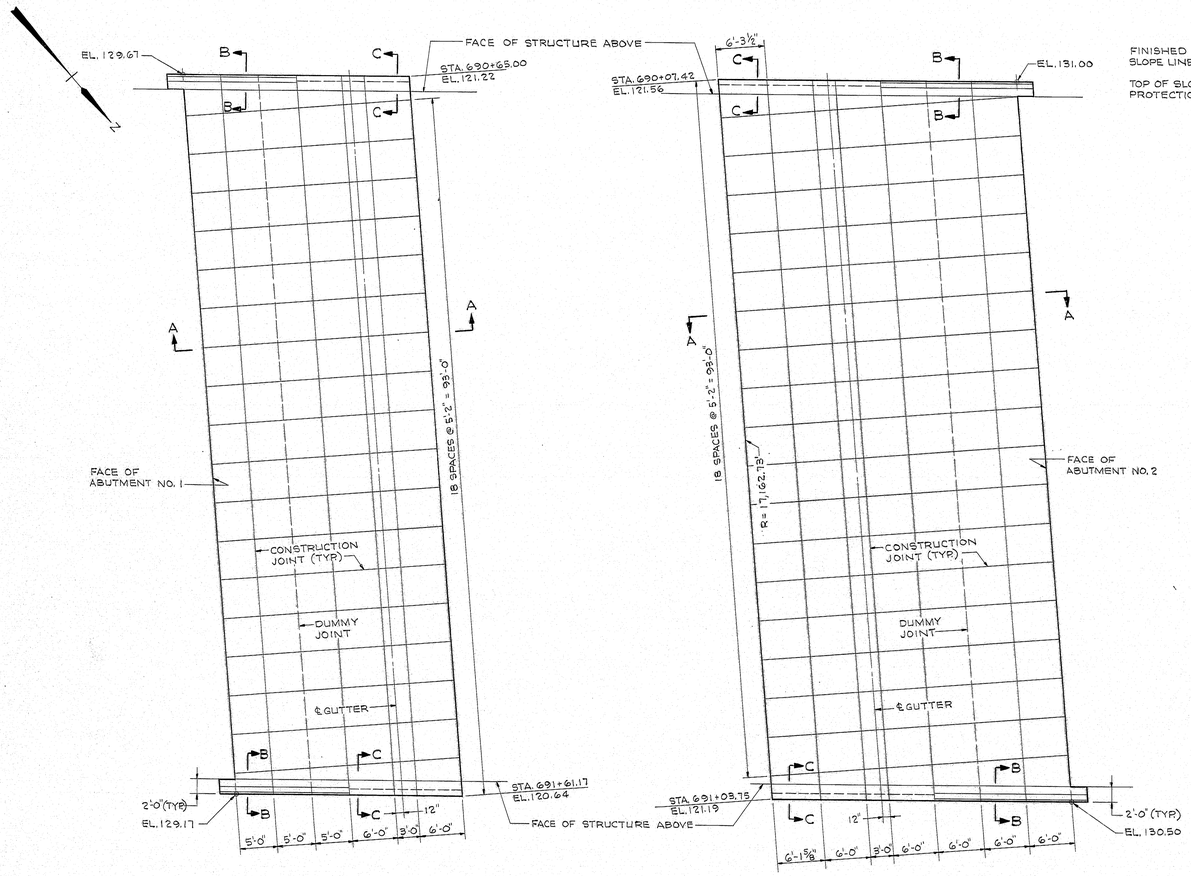
ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY
SUPERSTRUCTURE DETAILS

SHEET 22 OF 25 AUGUSTA, MAINE DEC. 1971

145-164

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

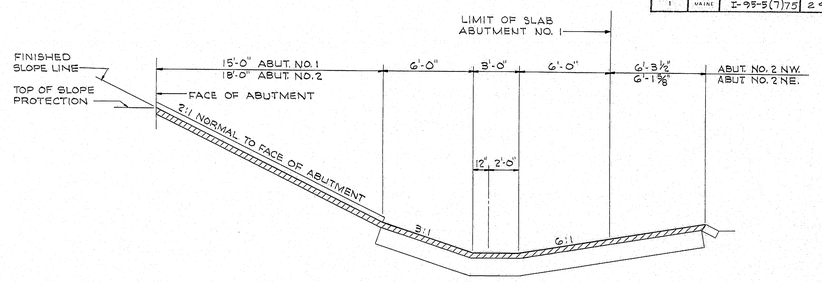
R.F.B. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	24	32



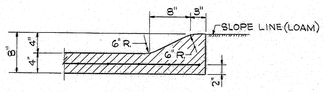
ABUTMENT NO. 1

ABUTMENT NO. 2

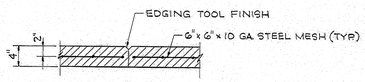
PLAN
SCALE: $\frac{1}{8}$" = 1'-0"



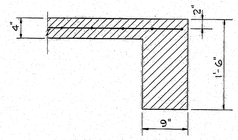
SECTION A-A
SCALE: $\frac{1}{4}$" = 1'-0"



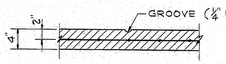
SECTION B-B
SCALE: 1" = 1'-0"



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



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



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

TO BE CONSTRUCTED BY OTHERS

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.

BY	DATE
C.K.L.	10/71
D.A.M.	11/71
I.P.	

DESIGN – DETAILED
CHECKED
REVISIONS
FIELD CHANGES

PLANS

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.	

R. Wilbur Cobb
ENGR IN CHARGE

MBPC - 2000 - 4 - 69 3700

STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

SLOPE PROTECTION

SHEET 23 OF 25 AUGUSTA, MAINE DEC. 1971

145-165

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

D.P.W. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)73	25	32

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
B100	5	36	30-0	–												
B101	5	18	37-6	–												
B102	5	188	8-6	–												
B103	6	125	85-6	–												
B104	5	18	16-9	–												
B105	5	18	17-2	–												

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
B200	5	18	16-5	–												
B201	5	184	8-6	–												
B202	5	18	16-2	–												
B203	5	36	30-0	–												
B204	5	18	37-3	–												
B205	6	125	8-6	–												

WING WALLS – ABUTMENTS Nº 1 & Nº 2

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
B400	7	67	12-2	W		8-2	1-6	2-6						0-7½	3-8½	1-0
B401	5	36	3-0	–												
B402		8	6-6	–												
B403		8	7-8	–												
B404		8	8-9	–												
B405		1	13-9	–												
B406	5	1	14-4	–												
B407		2	14-11	–												
B408		1	15-6	–												
B409		4	16-0	–												
B410		2	16-7	–												
B411	5	2	17-2	–												
B412		4	17-8	–												
B413		12	18-1	–												
B414		5	18-4	–												
B415		1	9-5	–												
B416	5	1	9-10	–												
B417		2	10-5	–												
B418		3	11-0	–												
B419		5	11-6	–												
B420		1	12-1	–												
B421	5	2	12-8	–												
B422		4	13-2	–												
B423		3	13-7	–												
B424		8	11-3	–												
B425		8	16-8	–												
B426	5	4	8-0	–												
B427		2	4-0	–												
B428		9	9-3	C		7-3	2-0					1-10		0-9½		
B429		4	22-11	C		17-9	5-2					4-10		1-10		
B430		26	8-11	AA	2-6	1-1	1-3	1-7	2-6			1-10¼	0-2	1-8	1-3	
B431	5	2	13-11	–												
B432		1	14-5	–												
B433		4	15-0	–												
B434		2	15-7	–												
B435		2	16-1	–												
B436	5	1	16-8	–												
B437		2	9-5	–												
B438		1	9-11	–												
B439		2	10-6	–												
B440	5	2	11-1	–												

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
B441	5	1	11-7	–												
B442		1	12-2	–												
B443		10	12-0	–												
B444		11	17-0	–												
B445		4	13-0	–												
B446	5	2	8-6	–												
B447		2	3-9	–												
B448		5	18-2	–												
B449		26	8-9	BB	2-6	1-0	1-3	1-6	2-6			1-10½	0-2	1-8½	1-3	
B450		2	22-5	C		17-3	5-2					4-10		1-10		
B451	5	1	14-3	–												
B452		1	15-5	–												
B453		1	16-6	–												
B454		1	17-1	–												
B455		1	9-9	–												
B456	5	1	10-11	–												
B457		2	12-7	–												
B458		2	11-3	–												
B459		2	14-8	–												
B460		8	16-3	–												
B461	5	2	7-3	–												
B462		4	3-6	–												
B463		1	14-6	–												
B464		1	9-1	–												
B465		1	10-0	–												
B466		8	18-0	–												
B467	5	2	12-9	–												
B468	5	2	23-11	C		18-9	5-2					4-10		1-10		

PIERS

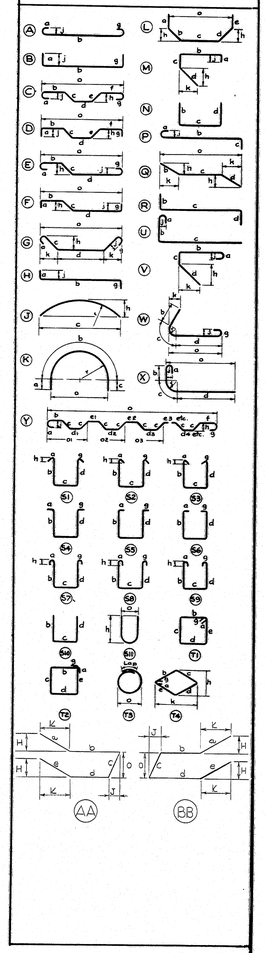
MARK	SIZE	NO REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
B500	6	120	9-6	–												
B501	9	52	9-6	–												
B502	8	104	9-6	–												
B503	11	48	11-6	X		3-3	1-6	6-9							7-9	1-0
B504	10	24	11-1	X		3-3	1-6	6-4							7-4	1-0
B505	11	48	15-0	–												
B506	10	24	15-0	–												
B507	4	78	11-5	T2	0-4½	2-8	2-8	2-8	2-8		0-4½					
B508	9	28	11-0	–												
B509	9	18	12-0	–												
B510	9	8	30-0	–												
B511	9	8	18-7	–												
B512	6	4	30-0	–												
B513	6	8	20-6	–												
B514	6	4	17-3	–												
B515	10	12	14-6	–												
B516	9	8	24-2	–												
B517	9	8	24-5	C		20-0	4-5							11½	4-3¼	
B518	5	4	12-6	T2	0-5	3-3½	2-6½	3-3½	2-6½		0-5					
B519	5	4	12-11	T2	0-5	3-6	2-6½	3-6	2-6½		0-5					
B520	5	4	13-4	T2	0-5	3-8½	2-6½	3-8½	2-6½		0-5					
B521	5	4	13-8	T2	0-5	3-10½	2-6½	3-10½	2-6½		0-5					
B522	5	4	14-0	T2	0-5	4-0½	2-6½	4-0½	2-6½		0-5					
B523	5	136	14-3	T2	0-5	4-2	2-6½	4-2	2-6½		0-5					
B524	6	6	3-2	–												

APPROACH SLABS

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
B300	4	60	34-8	–	NOT PART OF THIS CONTRACT											
B301	6	574	14-8	–												
B302	4	10	35-8	–												
B303	4	10	36-0	–												
B304	6	97	3-8	C		2-3	1-5							1-0	1-0	

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

BAR TYPES



PLANS

DESIGN - DETAILED	BY	DATE
CHECKED	C.H.L.	11/71
REVISIONS	DET.	11/71
FIELD CHANGES	R.T.L.	

STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

BAR SCHEDULE - PART I

SHEET 24 OF 25 AUGUSTA, MAINE DEC., 1971

VL-55
30

145-166

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

D.P.R. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	26	32

ABUTMENT NO 1

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
B600	5	61	3-0	–												
B601	6	121	11-3	X		3-0	1-6	6-9							7-9	1-0
B602	5	61	10-6	–												
B603	5	61	7-8	–												
B604	5	61	5-9	B		2-0	3-9									
B605	5	61	7-0	C		4-0	3-0					2-1½		2-1½		
B606	5	61	4-0	–												
B607	5	61	6-9	C		4-0	2-9					0-6		2-8		
B608	5	61	6-6	–												
B609	5	29	21-11	–												
B610	4	48	5-0	N		1-6	2-0	1-6								
B611	5	12	8-0	–												
B612	5	10	8-3	SS	0-5	3-4	9	3-4			0-5					
B613	5	6	7-6	SS	–	3-0	1-6	3-0			–					
B614	5	29	24-11	–												
B615	5	15	19-9	–												
B616	5	14	20-1	–												
B617	5	14	23-9	–												
B618	5	15	24-1	–												
B619	5	13	5-2	N	–	2-0	1-2	2-0								
B620	5	2	6-6	–												
B621	5	2	6-9	–												

ABUTMENT NO 2

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
B700	5	61	3-0	–												
B701	6	121	11-3	X		3-0	1-6	6-9							7-9	1-0
B702	5	61	10-4	–												
B703	5	61	7-6	–												
B704	5	61	5-9	B		2-0	3-9									
B705	5	61	7-0	C		4-0	3-0					2-1½		2-1½		
B706	5	61	4-0	–												
B707	5	61	6-9	C		4-0	2-9					0-6		2-8		
B708	5	61	6-6	–												
B709	5	29	21-11	–												
B710	4	48	5-0	N		1-6	2-0	1-6								
B711	5	12	8-0	–												
B712	5	10	8-3	SS	0-5	3-4	9	3-4			0-5					
B713	5	6	7-6	SS	–	3-0	1-6	3-0			–					
B714	5	29	24-11	–												
B715	5	15	21-1	–												
B716	5	14	21-5	–												
B717	5	14	22-3	–												
B718	5	15	22-9	–												
B719	5	13	5-2	N	–	2-0	1-2	2-0								
B720	5	2	7-8	–												
B721	5	2	6-6	–												

DECK

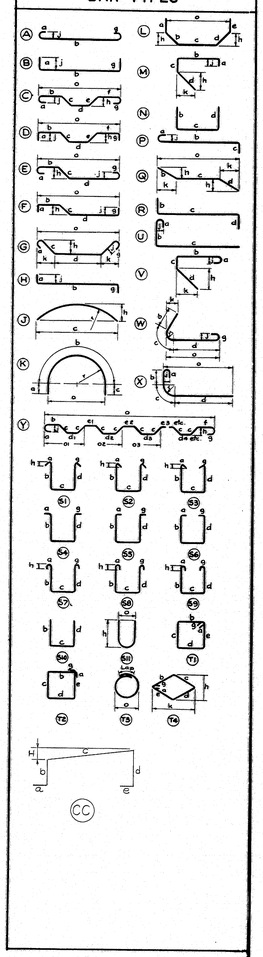
MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
B800	5	506	31-11	–												
B801	5	506	27-11	–												
B802	5	506	22-1	Y		5-0	7	3-0	4-2	4-7		0-5		0-5		
					b	c d s	e	c d s	f							
B803	5	253	29-6	Y		4-7	7	3-0	4-2	7-8		0-5		0-5		
					b	c d s	e	c d s	e	c f						
B804	5	253	15-2	–												
B805	5	253	19-2	–												
B806	5	1008	31-0	–												
B808	5	504	26-11	–												
B809	5	80	12-5	–												
B810	5	510	5-4	SS	0-9	1-4½	1-1	1-4½			0-9					
B811	4	160	0-10	N		0-3½	0-6½									
B812	5	211	11-9	CC	0-9	1-2½	7-9	1-3	9½			0-0½				
B813	5	32	34-0	–												
B814	4	144	0-10	C		0-6½	0-3½					0-3		0-2		
B815	5	253	16-6	–												
B816	5	253	30-10	Y		4-7	7	3-0	4-2	9-0		0-5		0-5		
					b	c d s	e	c d s	e	c f						
B817	5	253	20-6	–												
B818	5	256	10-2	CC	0-9	1-1	6-5	1-2	0-9			0-1				
B819	5	9	11-3	CC	0-9	1-1	7-6	1-2	0-9			0-1				
B820	5	9	11-0	CC	0-9	1-1	7-3	1-2	0-9			0-1				
B821	5	9	10-9	CC	0-9	1-1	7-0	1-2	0-9			0-1				
B822	5	9	10-6	CC	0-9	1-1	6-9	1-2	0-9			0-1				
B823	5	9	10-3	CC	0-9	1-1	6-6	1-2	0-9			0-1				
B824	5	156	12-2	–												
B825	5	2	12-1	—												
B826	5	2	11-11	—												
B827	5	2	11-9	—												
B828	5	2	11-7	—												
B829	5	2	11-5	—												
B830	5	5	11-4	—												
B831	5	2	11-2	—												
B832	5	2	11-1	—												
B833	5	2	11-0	—												
B834	5	2	10-11	—												

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
B835	5	2	10-9	—												
B836	5	4	14-8	—												
B837	5	4	14-10	—												
B838	5	4	14-11	—												
B839	5	2	15-0	—												
B840	5	2	15-2	—												
B841	5	5	15-4	—												
B842	5	2	15-6	—												
B843	5	3	15-8	—												
B844	5	2	15-9	—												
B845	5	2	15-10	—												
B846	5	2	15-11	—												
B847	5	2	14-7	—												
B848	5	2	14-6	—												
B849	5	2	14-4	—												
B850	5	2	14-8	—												
B851	5	2	14-2	—												
B852	5	2	14-1	—												
B853	5	2	13-11	—												
B854	5	2	13-10	—												
B855	5	4	13-8	—												
B856	5	2	10-7	—												
B857	5	2	10-6	—												
B858	5	2	10-4	—												
B859	5	2	10-3	—												
B860	5	2	10-2	—												
B861	5	2	10-1	—												
B862	5	2	9-5	—												
B863	5	2	9-6	—												
B864	5	2	9-7	—												
B865	5	2	9-8	—												
B866	5	2	9-10	—												
B867	5	2	9-11	—												
B868	5	2	10-0	—												

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

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

BAR TYPES



PLANS — DESIGN-DETAILED BY: C.K.L. DET: R.T.L. DATE 11/71; CHECKED 11/71; REVISIONS; FIELD CHANGES

STATE HIGHWAY COMMISSION

ROUTE 196
OVER
INTERSTATE ROUTE 95
IN THE TOWN OF
TOPSHAM
SAGADAHOC COUNTY

BAR SCHEDULE - PART II

SHEET 25 OF 25 AUGUSTA, MAINE DEC., 1971

VL-55
31

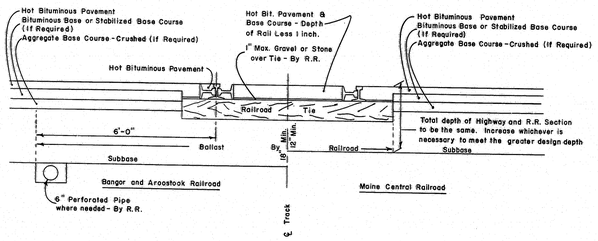
14-5-167

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-93-5(7)15	27	32

NOTES:

1. Creosote ties through crossing.
2. Rail joints in crossing to be welded
3. Stone Ballast to extend along track beyond each side of the crossing approximately 40'-0". By Railroad.
4. Work to be done by Railroad
   A. Placement of Ballast.
   B. Placement of Ties and Rails.
   C. Placement of 1" max. Gravel over Ties.



4-A

TABLE A

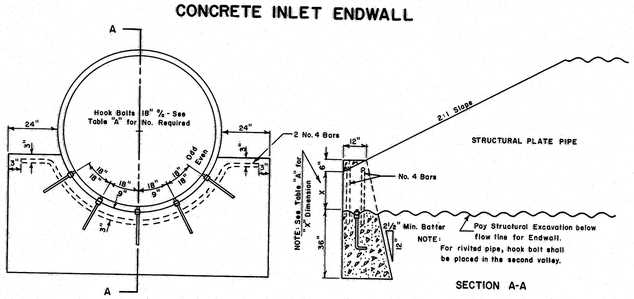
RIVETED PIPES		
SIZE	NO. HOOK BOLTS REQUIRED	"X" DIMENSION
60"	4	1.5
66"	4	1.5
72"	4	1.5
78"	5	1.5
84"	5	1.5
STRUCTURAL PLATE PIPE		
SIZE	NO. HOOK BOLTS REQUIRED	"X" DIMENSION
72"	4	1.5"
78"	5	1.625"
84"	5	1.75"
90"	5	1.875"
96"	6	2.0
102"	6	2.125"
108"	6	2.25"
114"	7	2.375"
120"	7	2.5"
126"	7	2.625"
132"	8	2.75"
138"	8	2.875"
144"	9	3.0"
150"	9	3.125"
156"	9	3.25"
162"	10	3.375
168"	10	3.5"
174"	10	3.625"
180"	11	3.75"

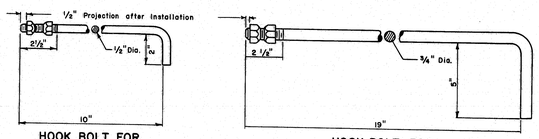
NOTES

1. Culverts installed under 2:1 slopes shall have riprap laid on 2:1 slope and no ditch transitions.
2. Excavation required to grade culvert inlets and outlets as shown will not be paid separately, but will be incidental to the culvert.
3. Hook bolts are required in metal pipes only and will be incidental to concrete item.
4. Concrete endwall shall be structural concrete class "A" and shall be paid for as item 502.32 structural concrete culvert endwalls.
5. All riprap as shown shall be hand laid.

4-B

CONCRETE INLET ENDWALL



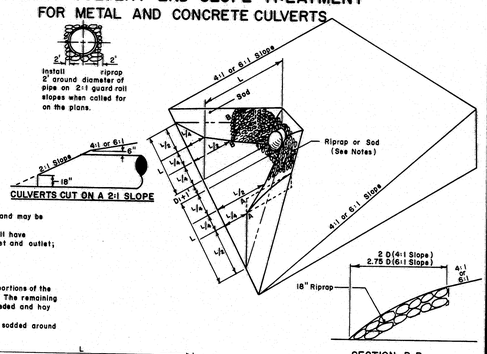


4-C

ROADWAY CULVERT END SLOPE TREATMENT FOR METAL AND CONCRETE CULVERTS

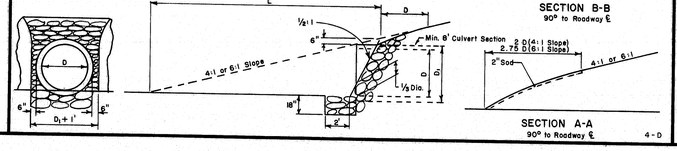
TABLE B

Culvert Diameter	L 4:1 Slope	L 6:1 Slope
18"	9'-0"	13'-0"
21"	10'-0"	15'-0"
24"	11'-0"	16'-6"
30"	13'-0"	20'-0"
36"	15'-6"	23'-0"
42"	17'-6"	26'-0"
48"	19'-6"	29'-6"
54"	22'-0"	32'-6"
60"	24'-0"	36'-0"
66"	26'-0"	39'-6"
72"	28'-6"	42'-6"
84"	32'-6"	49'-0"



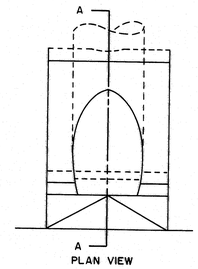
NOTES:

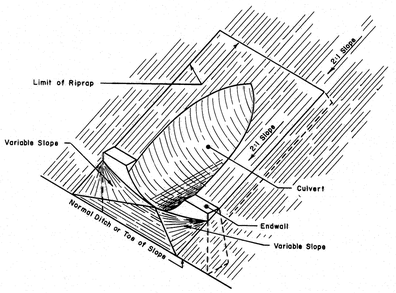
1. The dimensions shown are approximate and may be modified by the resident engineer.
2. Culverts installed under 2:1 slopes shall have riprap laid on 2:1 slope around the inlet and outlet; and no ditch transitions.
3. Riprap will be required on the portions of the culvert end treatment 1:1 and steeper. The remaining portion shall be sodded or loamed, seeded and hay mulched as directed by the engineer.
4. 24" diameter culverts and under may be sodded around ends of culvert.

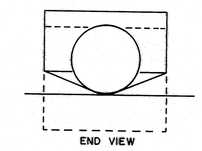


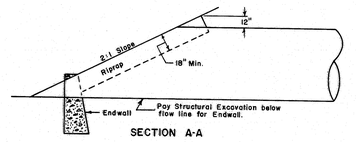
4-D

CONCRETE INLET ENDWALLS FOR RIVETED AND STRUCTURAL PLATE PIPES 60" TO 180" IN 2:1 SLOPES



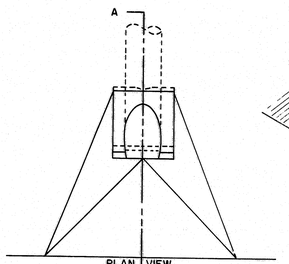


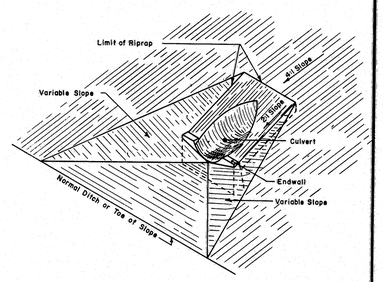


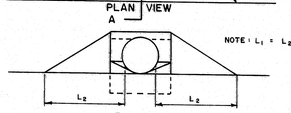


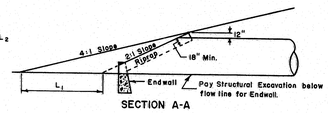
4-E

CONCRETE INLET ENDWALLS FOR RIVETED AND STRUCTURAL PLATE PIPES 60" TO 180" IN 4:1 SLOPES









4-F

REVISIONS	
Plate 4-D	12-23-69

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

CULVERT INLETS & OUTLETS

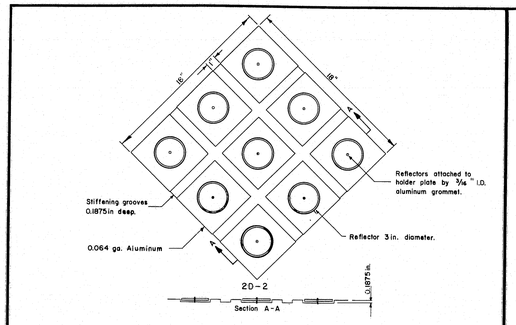
AUG. 1969

4

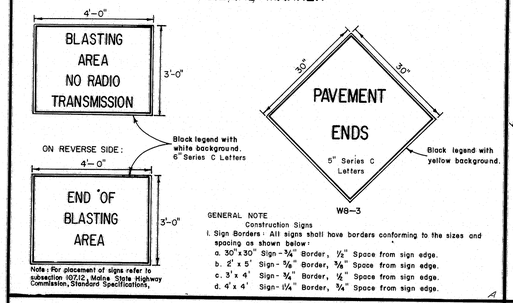
ROUTE #196 TOPSHAM (7) 145-168

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)	29	32



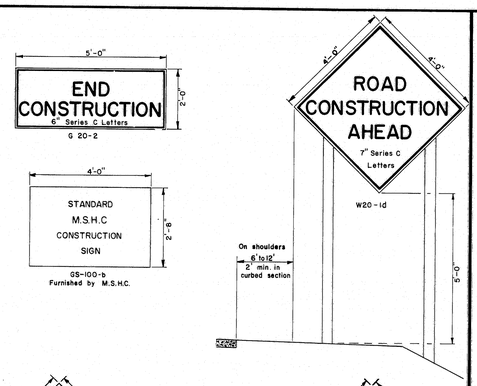
HAZARD MARKER



GENERAL NOTE
Construction Signs

1. Sign Borders - All signs shall have borders conforming to the sizes and spacing as shown below:
   a. 30" x 30" Sign - 3/4" Border, 1/2" Space from sign edge.
   b. 2' x 5' Sign - 5/8" Border, 3/8" Space from sign edge.
   c. 3' x 4' Sign - 3/4" Border, 1/2" Space from sign edge.
   d. 4' x 4' Sign - 1 1/4" Border, 3/4" Space from sign edge.

A



CONSTRUCTION SIGNS

B

GENERAL NOTES - BARRICADES

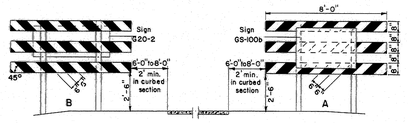
1. Unless otherwise designated, sign designation letters shall refer to the "Manual of Uniform Traffic Control Devices for Streets and Highways", published by the Department of Commerce, Bureau of Public Roads.
2. White stripes shall be of silver reflective sheeting bonded to 0.019 minimum gauge aluminum, 16 minimum gauge galvanized steel, or 1/4" plywood. Individual white sheets may be attached to a black painted background to form the black and white stripes. At the Contractor's option the reflective sheeting and backing may extend the full width of the barricade with an opaque film or paint applied to form the stripes.
3. All signs shall be of reflective sheeting on 5/8" thick plywood. The plywood shall conform to subsection 712.25, Maine State Highway Commission, Standard Specifications, June 1965.
4. Pressure sensitive reflective sheeting will be an acceptable alternate to the reflective sheeting required by Maine State Highway Commission, Standard Specifications.

NOTES - PORTABLE BARRICADES

1. Lumber sizes for portable barricades shall be 2" x 8" except posts which shall be 4" x 4" (nominal sizes).
2. The detour sign shall be an oversized M5-7 sign with a demountable "DETOUR" message which shall be made of screened reflective sheeting on 1/4" plywood, masonite, sheet steel or sheet aluminum.
3. Hazard markers shall be attached to the barricade with a bolt assembly of steel cadmium plated 5/16" bolt, lock washer and vandal resistant nuts.
4. When two W1-6 signs are required, R10-2 or R10-3 signs shall be omitted.
5. Flashing lights housings shall be mounted to permit rotating in a vertical axis to allow for adjustment to face oncoming traffic.
6. Location of electric service and meter to be determined after the power source has been located.

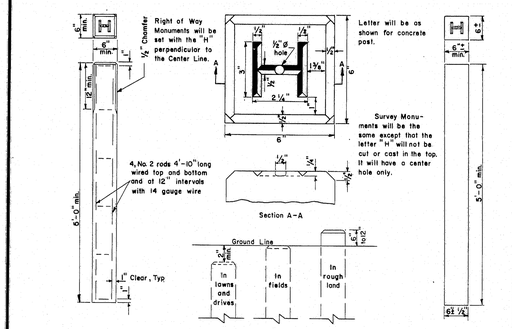
NOTES - WING BARRICADES

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

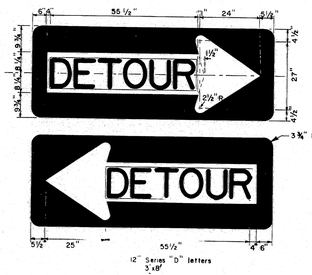


WING BARRICADES

C

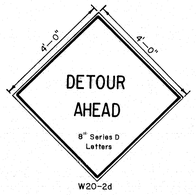


D



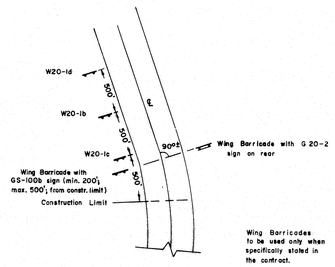
Detachable DETOUR message shall have 1" clearance from letters to edge on all sides.

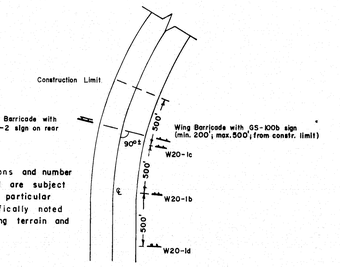
DETOUR SIGN
M5-7(L)



E

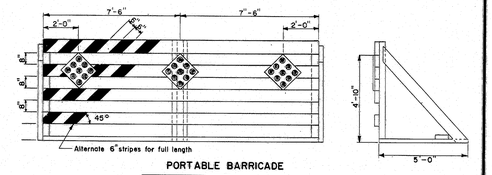
STANDARD SIGN LOCATIONS



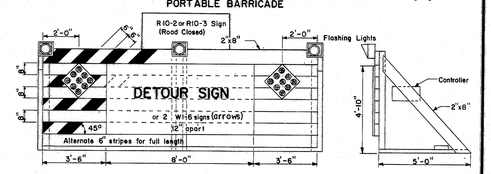


NOTE:
Standard locations and number of signs required are subject to variation on particular projects if specifically noted due to surrounding terrain and land use.

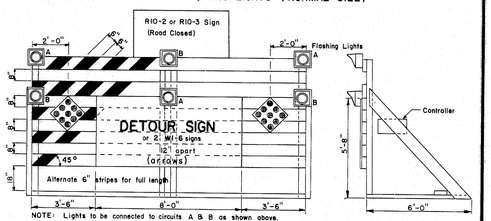
F



PORTABLE BARRICADE



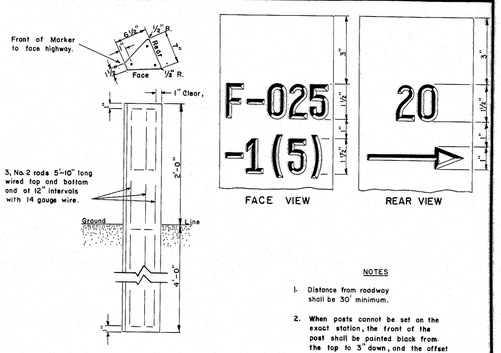
PORTABLE BARRICADE WITH FLASHING LIGHTS (NORMAL SIZE)



OVERSIZED PORTABLE BARRICADE WITH FLASHING LIGHTS

BARRICADES

G



NOTES

1. Distance from roadway shall be 30' minimum.
2. When posts cannot be set on the exact station, the front of the post shall be painted black from the top to 3' down, and the offset distance marked on rear with an arrow pointing in direction of beginning or end of project.
3. All markings to be 1/4" deep and 5/16" wide.

PROJECT MARKERS

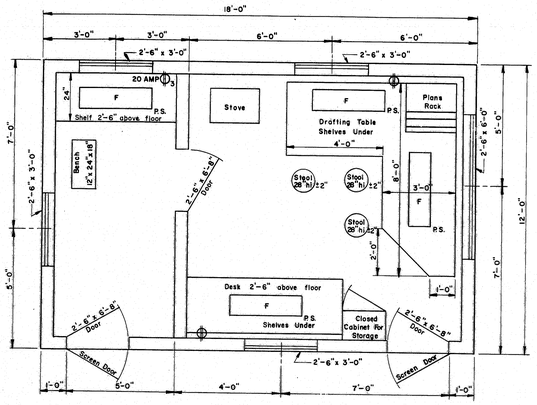
H

REVISION		MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE
PAVE "B"	12-20-71	BARRICADES WARNING SIGNS MONUMENTS PROJECT MARKERS
		AUG. 1969 (11)

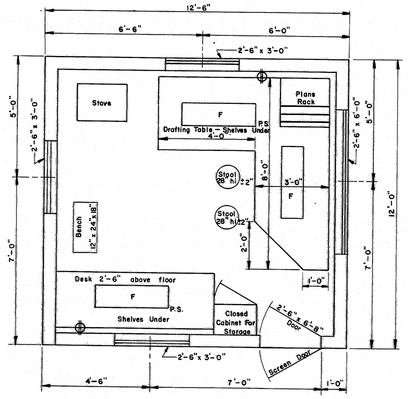
145-169 ROUTE #196 TOPSHAM (1)

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

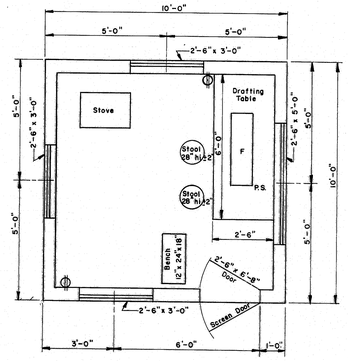
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-95-5(1)75	29	32



FLOOR PLAN
TYPE "A"



FLOOR PLAN
TYPE "B"

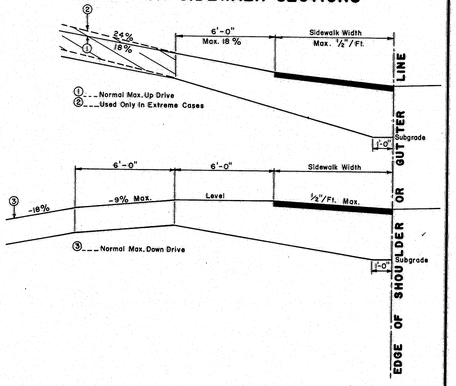


FLOOR PLAN
TYPE "C"

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.

DRIVES ON SIDEWALK SECTIONS

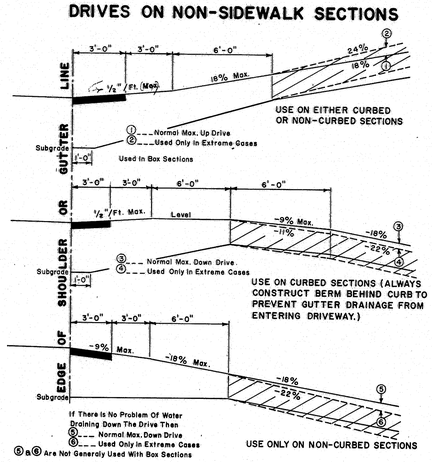


① ___ Normal Max. Up Drive
② ___ Used Only In Extreme Cases
③ ___ Normal Max. Down Drive

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



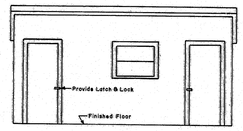
If There Is No Problem Of Water Draining Down The Drive Then
② ___ Normal Max. Down Drive
③ ___ Used Only In Extreme Cases

⑤ a ⑥ Are Not Generaly Used With Box Sections

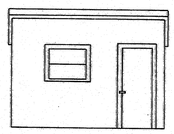
USE ONLY ON NON-CURBED SECTIONS

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.



FRONT ELEVATION
TYPE "A"



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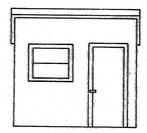
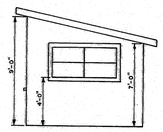
TYPE "B"



FRONT ELEVATION
TYPE "C"



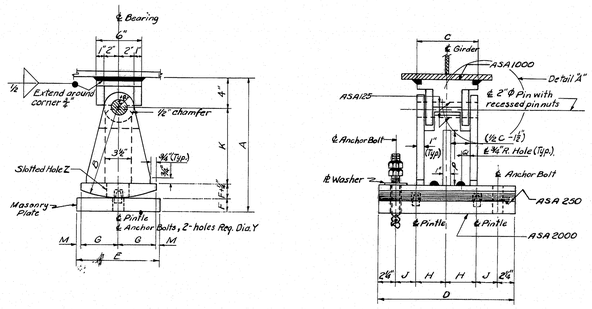
SIDE ELEVATION
TYPES "A" "B" & "C"

REVISIONS		MAINE STATE HIGHWAY COMMISSION AUGUSTA , MAINE
		STANDARD DETAILS
		DRIVEWAY DETAILS FIELD OFFICES TESTING LABORATORY
		AUG. 1969 (12)

ROUTE #196 TORSHAM (7) 145-170

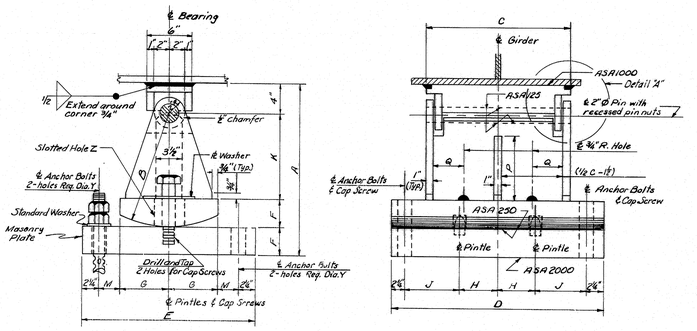
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-95-3(1)75	30	32

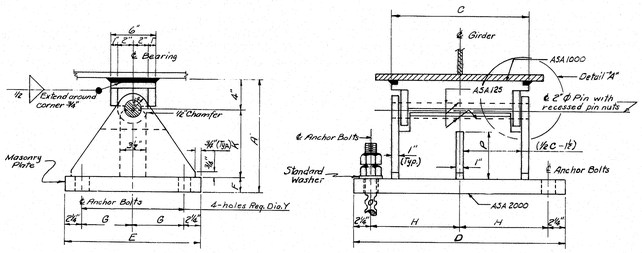


EXPANSION PEDESTAL — EPD

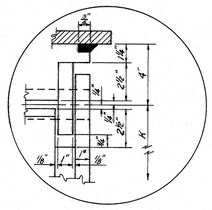
MARK	LOAD	A	B	C	D	E	F	G	H	J	K	M	P	Q	R	S	T	U	V	X-Anchor Bolt Diameter	Y-Masonry Plate Hole Size	Number Anchor Bolts Required	Z-Slotted Hole for Anchor Bolts or Cap Screws	℄ Washer-Size for Anchor Bolts or Cap Screws	A1 Embedment Depth	MARK
EPD-1	100ᴷ	1'-2¾"	9"	8"	1'-6"	8"	1⅞"	3½"	4"	2¾"	7"	½"	–	3"	1'-6"	4"	5"	–	–	1"	1⅜"	2	3" × 1⅜"	3" × 5" × ¼"	10"	EPD-1
EPD-2	100ᴷ	1'-2¾"	9"	8"	1'-6"	9"	1⅞"	4"	4"	2¾"	7"	½"	–	3"	1'-6"	4"	5"	–	–	1"	1⅜"	2	3" × 1⅜"	3" × 5" × ½"	10"	EPD-2
EPD-3	100ᴷ	1'-2¾"	9"	8"	1'-6"	10"	1⅞"	4½"	4"	2½"	7"	½"	–	3"	1'-6	4"	5"	–	–	1"	1⅜"	2	3" × 1⅜"	3" × 5" × ½"	10"	EPD-3
EPD-4	100ᴷ	1'-3½"	1'-0"	8"	1'-6"	11"	1⅞"	5"	4"	2¾"	10"	½"	–	3"	1'-6	4"	5"	–	–	1"	1⅜"	2	3" × 1⅜"	3" × 5" × ½"	10"	EPD-4
EPD-5	200ᴷ	1'-9⅜"	1'-3"	10"	1'-8"	1'-0"	2½"	5½"	4"	3⅜"	1'-0⅝"	½"	–	4"	2'-2"	5"	7"	–	–	1⅛"	1½"	2	4" × 1⅜"	4" × 7" × ½"	1'-3"	EPD-5
EPD-6	200ᴷ	1'-9⅜"	1'-3"	10"	1'-8"	1'-1"	2½"	6"	4"	3⅜"	1'-0⅝"	½"	–	4"	2'-2"	5"	7"	–	–	1⅛"	1⅜"	2	4" × 1⅜"	4" × 7" × ½"	1'-3"	EPD-6
EPD-7	200ᴷ	1'-9⅜"	1'-3"	10"	1'-8"	1'-2"	2½"	6½"	4"	3⅜"	1'-0⅝"	½"	–	4"	2'-2"	5"	7"	–	–	1⅛"	1⅜"	2	4" × 1⅜"	4" × 7" × ½"	1'-3"	EPD-7
EPD-8	200ᴷ	1'-9⅜"	1'-3"	10"	1'-8"	1'-3"	2½"	7"	4"	3⅜"	1'-0⅝"	½"	–	4"	2'-2"	5"	7"	–	–	1⅛"	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"	11⅞"	½"	–	6"	2'-4"	5"	9"	–	–	1⅛"	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"	11⅞"	½"	8¼"	3½"	2'-4"	5"	9"	–	–	1⅛"	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"	3¼"	1'-0"	2⅜"	–	4"	1'-10"	4½"	–	–	3⅞"	1⅛"	1⅛"	4	3⅛" × 1⅜"	3⅛" × 4½" × ½"	1'-3"	EPE-1
EPE-2	200ᴷ	1'-10"	1'-3"	11"	1'-8"	1'-9"	3"	5½"	4½"	3¼"	1'-0"	2⅜"	–	4½"	1'-10⅝"	4½"	–	3"	4¼"	1⅛"	1⅜"	4	4" × 1⅜"	4" × 3½" × ½"	1'-3"	EPE-2
EPE-3	200ᴷ	1'-10"	1'-3"	11"	1'-8"	1'-10"	3"	6"	4½"	3⅜"	1'-0"	2⅜"	–	4½"	1'-10⅝"	4½"	–	3"	4½"	1⅛"	1⅜"	4	4" × 1⅜"	4" × 3½" × ½"	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'-10⅝"	4½"	–	3"	4⅞"	1⅛"	1⅜"	4	4½" × 1⅜"	4" × 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'-10⅝"	4½"	–	3"	5"	1⅛"	1⅜"	4	4½" × 1⅜"	4" × 6" × ½"	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'-10⅝"	4½"	–	3"	4"	1⅛"	1⅜"	4	2⅜" × 1⅜"	4" × 4½" × ¼"	1'-3"	EPE-6
EPE-7	300ᴷ	1'-10⅛"	1'-3"	1'-2"	1'-11"	1'-8"	3¼"	5"	5"	4¼"	11⅞"	2⅜"	–	6"	1'-10⅞"	4½"	–	3½"	4½"	1⅛"	1⅜"	4	3" × 1⅜"	4" × 5" × ¼"	1'-3"	EPE-7
EPE-8	300ᴷ	1'-10⅛"	1'-3"	1'-2"	1'-11"	1'-10"	3½"	6"	5"	4¼"	11⅞"	2⅜"	–	6"	1'-11"	4½"	–	3½"	5"	1⅛"	1⅜"	4	4½" × 1⅜"	4" × 6" × ¼"	1'-3"	EPE-8
EPE-9	300ᴷ	1'-10⅛"	1'-3"	1'-2"	1'-11"	2'-0"	3½"	7"	5"	4½"	11⅞"	2⅜"	–	6"	1'-11"	4½"	–	3½"	5½"	1⅛"	1⅜"	4	5" × 1⅜"	4" × 6½" × ½"	1'-3"	EPE-9
EPE-10	300ᴷ	1'-10⅛"	1'-3"	1'-2"	1'-11"	2'-3"	3¾"	8"	5"	4¼"	11"	3¼"	–	6"	1'-11"	4½"	–	3½"	6"	1⅛"	1⅜"	4	5" × 1⅜"	4" × 7" × ¼"	1'-3"	EPE-10
EPE-11	400ᴷ	1'-10⅞"	1'-3"	1'-7"	2'-4"	1'-7"	3½"	4½"	5"	6⅜"	11⅞"	2⅜"	9"	4"	1'-10⅝"	4½"	–	3½"	4½"	1½"	1⅜"	4	4" × 1⅜"	4" × 5" × ¼"	1'-3"	EPE-11
EPE-12	400ᴷ	1'-10⅞"	1'-3"	1'-7"	2'-4"	1'-11"	3⅜"	6½"	5"	6⅜"	11⅞"	2⅜"	8½"	4"	1'-11"	4½"	–	3½"	5½"	1½"	1⅜"	4	5" × 1⅜"	4" × 6" × ¼"	1'-3"	EPE-12
EPE-13	400ᴷ	1'-11"	1'-3"	1'-7"	2'-4"	2'-4"	4"	6½"	5"	6⅜"	11"	3½"	8¼"	4"	2'-0"	5½"	–	4"	7"	1½"	1⅜"	4	6½" × 1⅜"	4" × 8" × ¼"	1'-3"	EPE-13
EPE-14	600ᴷ	2'-1⅜"	1'-6"	1'-11"	3'-0"	1'-10"	3⅜"	6"	7"	8¾"	1'-2¼"	2⅜"	11⅝"	5"	1'-11"	4½"	–	3⅜"	6"	1½"	1⅜"	4	4½" × 1⅜"	4" × 3½" × ½"	1'-3"	EPE-14
EPE-15	600ᴷ	2'-2½"	1'-6"	1'-11"	3'-0"	2'-3"	4½"	9"	7"	8¾"	1'-1⅜"	3¼"	11"	5"	2'-0"	5½"	–	4⅜"	6¾"	1½"	1⅜"	4	6½" × 1⅜"	4" × 8" × ½"	1'-3"	EPE-15
EPE-16	800ᴷ	2'-2"	1'-6"	2'-6"	3'-10"	1'-11"	4"	6½"	10"	10⅜"	1'-2"	2⅜"	11¼"	6⅜"	2'-0"	5½"	–	4"	5⅜"	1½"	1⅜"	4	4½" × 1⅜"	4" × 6" × ½"	1'-3"	EPE-16
EPE-17	800ᴷ	2'-2½"	1'-6"	2'-6"	3'-10"	2'-3"	4½"	9"	10"	10¾"	1'-1⅜"	3¼"	10¾"	6⅜"	2'-0"	5½"	–	4⅜"	7½"	1½"	1⅜"	4	6½" × 1⅜"	4" × 8½" × ½"	1'-3"	EPE-17
FPD-1	100ᴷ	1'-0"	–	8"	1'-6"	9"	2"	2½"	6½"	–	6"	–	–	–	1'-4"	4"	–	2"	–	1"	1⅛"	4	–	Standard	10"	FPD-1
FPD-2	200ᴷ	1'-0"	–	10"	1'-8"	1'-2"	2"	4½"	7½"	–	6"	–	–	–	1'-9½"	4"	–	2"	–	1⅛"	1⅜"	4	–	Standard	1'-3"	FPD-2
FPD-3	300ᴷ	1'-0"	–	1'-2"	2'-0"	1'-4"	2"	5⅜"	9½"	–	6"	–	–	–	1'-9½"	4"	–	2"	–	1⅛"	1⅜"	4	–	Standard	1'-3"	FPD-3
FPD-4	400ᴷ	1'-3"	–	1'-6"	2'-4"	1'-6"	2"	6⅜"	11⅞"	–	9"	–	6¼"	–	1'-8"	4"	–	–	–	1⅛"	1⅜"	4	–	Standard	1'-3"	FPD-4
FPD-5	600ᴷ	1'-3"	–	1'-11"	3'-0"	1'-10"	3"	8¾"	1'-3½"	–	8"	–	5⅜"	–	1'-10⅛"	4½"	–	3"	–	1⅛"	1⅜"	4	–	Standard	1'-3"	FPD-5
FPD-6	800ᴷ	1'-3"	–	2'-6"	3'-10"	1'-11"	3"	9½"	1'-8⅜"	–	8"	–	5⅜"	–	1'-10⅛"	4½"	–	3"	–	1½"	1⅜"	4	–	Standard	1'-3"	FPD-6



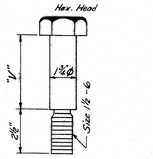
EXPANSION PEDESTAL — EPE



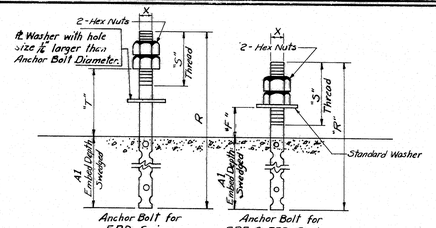
FIXED PEDESTAL — FPD



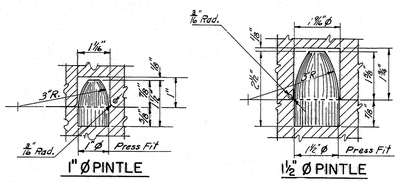
DETAIL "A"



CAP SCREW DETAIL



ANCHOR BOLT DETAILS



PINTLE DETAILS

NOTE:
Use 1" Ø Pintles with 1" Ø Anchor Bolts & 1⅛" Ø Pintles with 1⅛" 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 ⅛ 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.

Revised EPE-1, FPD-4, Anchor Bolt Details & Cap Screw Detail - Dec. 28, 1971

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 100-70)

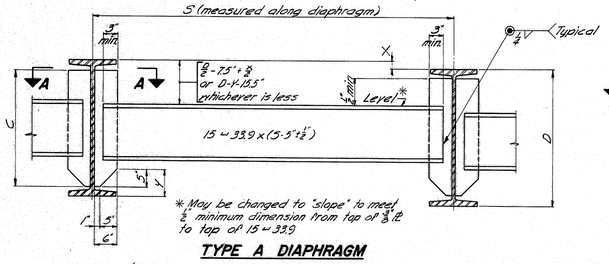
BEARING PEDESTALS

JANUARY 1970

ROUTE #196 TOPSHAM (7) 145-171

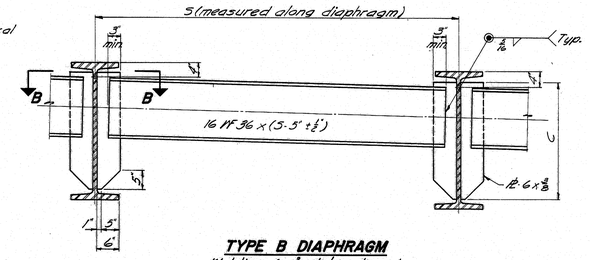
touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

B.R.R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(7)75	31	32

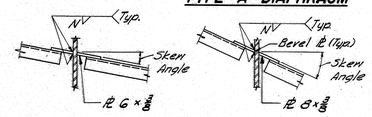


* May be changed to 'slope' to meet ⅜" minimum dimension from top of ⅜"ℓ.ℓ. to top of 15 @ 33.9

TYPE A DIAPHRAGM



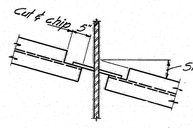
TYPE B DIAPHRAGM
Welding 6 x ⅜ plates to web same as for Type A Diaphragm.



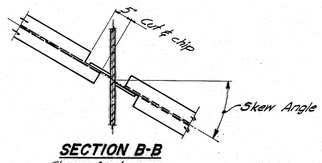
SECTION A-A
Skew Angle 0° to 10°-00'

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

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



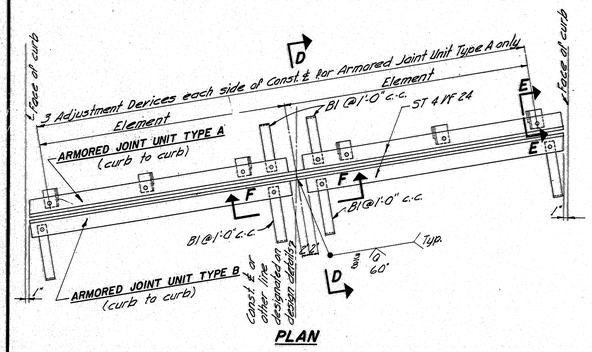
SECTION B-B
Skew Angle 0° to 10°-00'



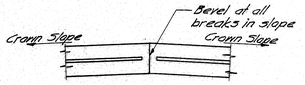
SECTION B-B
Skew Angle over 10°-00'

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

DIAPHRAGMS



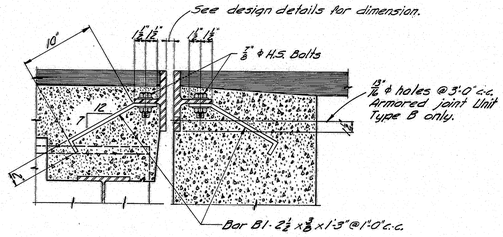
PLAN



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

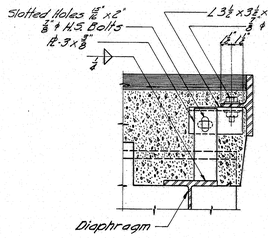
NOTE
1. Type A Armored Joint Units are intended to be used for attachment to superstructures. Type B Armored Joint Units are intended to be used for attachment to abutments. At armored joints over piers, two (2) Type A Armored Joint Units shall be used.
2. If more elements than the two shown in the "Plan" 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.

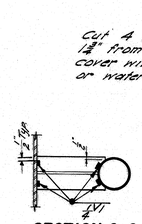


ARMORED JOINT UNIT TYPE A — ARMORED JOINT UNIT TYPE B

SECTION D-D

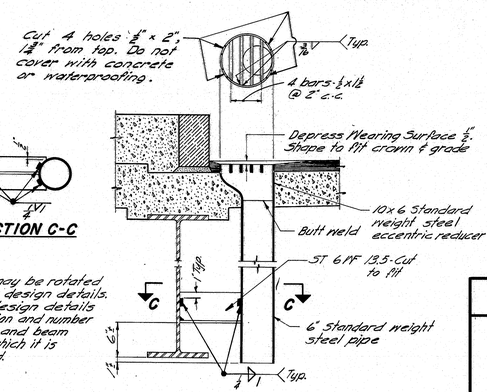


SECTION E-E
Showing Adjustment Device Armored Joint Unit Type A only - After Unit is in final position weld ⅜ℓ.ℓ. to angle with ¼ Fillet



SECTION C-C

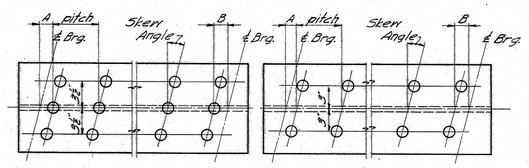
NOTE
1. Drain may be rotated 180°. See design details.
2. See design details for location and number of drains and beam size to which it is connected.



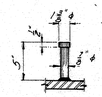
DRAIN

SHEAR CONNECTOR NOTE

The connectors may be either steel studs or spirally formed bars. At the request of the contractor a plan for using spirally formed bars will be provided.



TRIPLE STUDS **DOUBLE STUDS**



STUD DETAIL

NOTE
1. Studs shall be granular or solid flux filled and automatically and 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

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.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 104-66)
DIAPHRAGMS, ARMORED JOINT, SHEAR CONNECTORS, DRAIN

SEPTEMBER 1966

ROUTE #196 TOPSHAM (7) 145-172

touraine paints TRUFLEX ☆ SILKY ☆ TRIPLE WHITE ☆ RYPLEX

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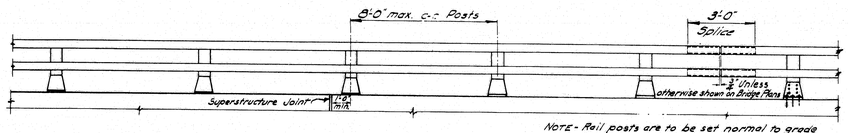
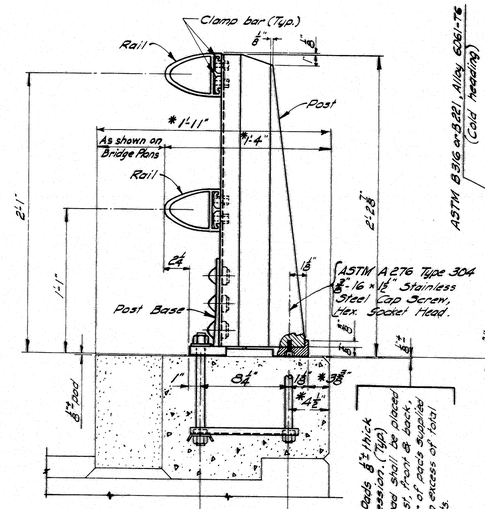


NOTE - Rail posts are to be set normal to grade unless otherwise shown on Bridge Plans.

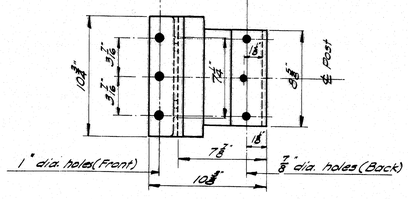
RAIL - ELEVATION

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.

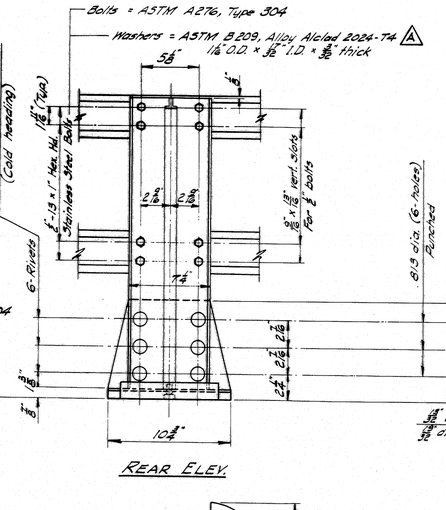


BRIDGE RAIL
Assembly

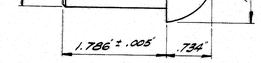
* Preferable minimum dimensions.



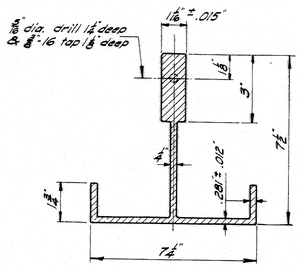
POST BASE
(Bottom View)



REAR ELEV.

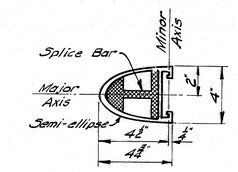


RIVET
Shop rivet rail post to base

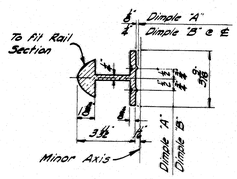


POST SECTION

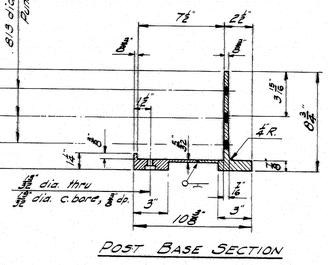
Post & Post Base = ASTM B221, Alloy 6061-T6.



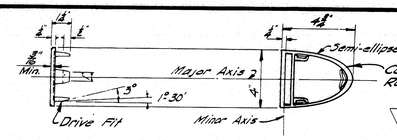
RAIL SECTION
See "Rail Detail"



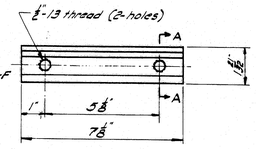
SECTION B-B



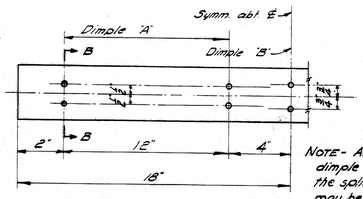
POST BASE SECTION



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



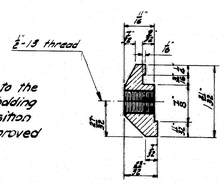
CLAMP BAR



SPLICE BAR

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

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


5/8"-13 thread
1 1/16"
1 1/16"
1 1/16"