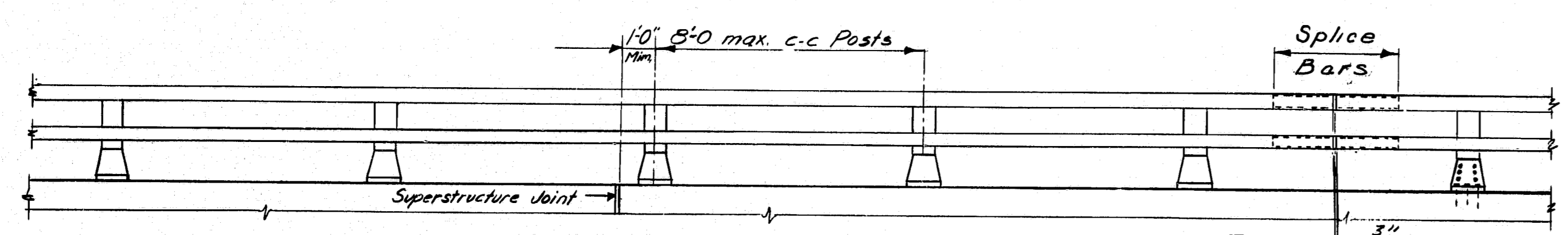


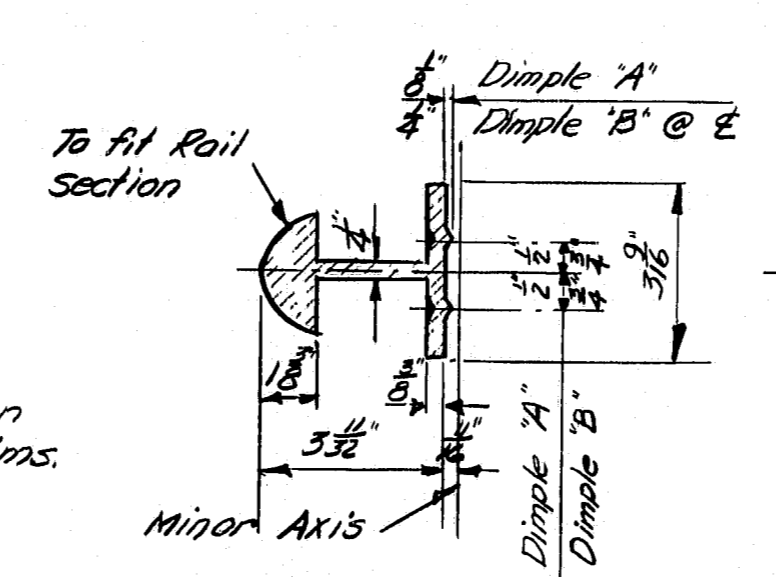
F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	MAINE	I-95-5(44)76	15	39

DESIGN SPECIFICATIONS  
 A.A.S.H.O. Standard Specifications for  
 Highway Bridges 1969 and  
 Interim Specifications.

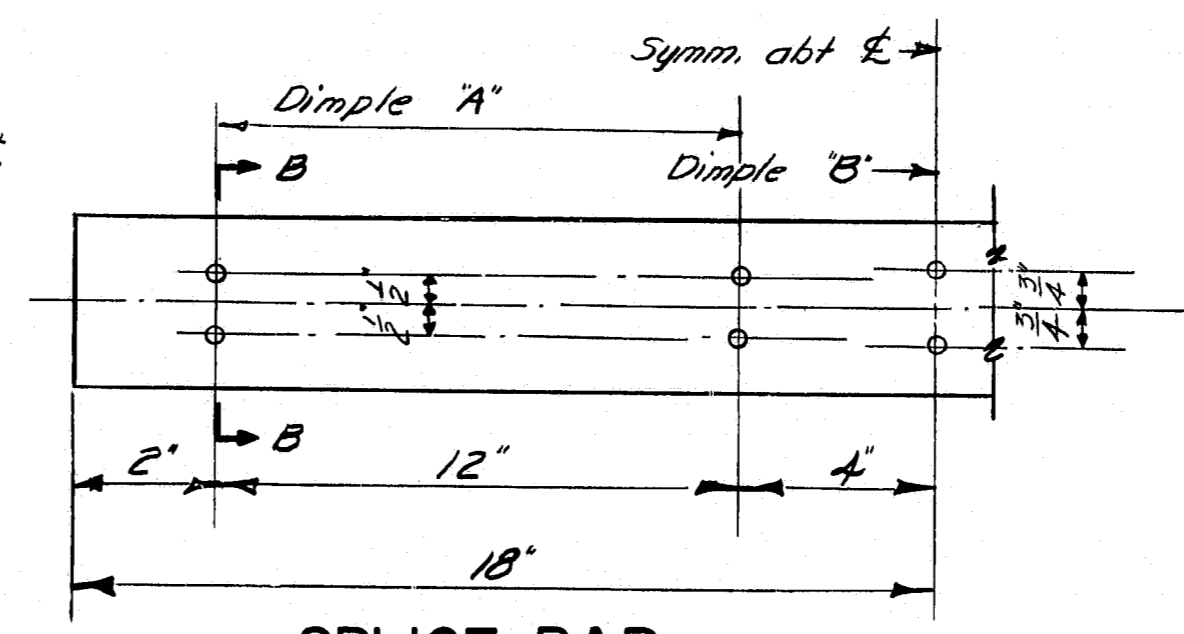


**RAIL - ELEVATION**

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

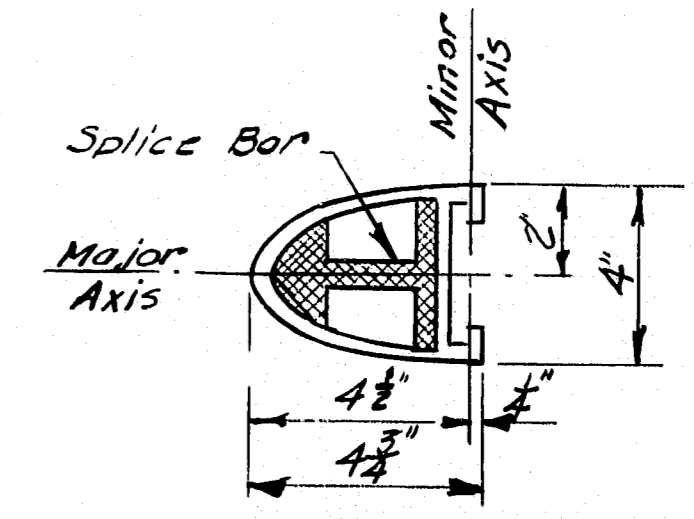


**SECTION B-B**



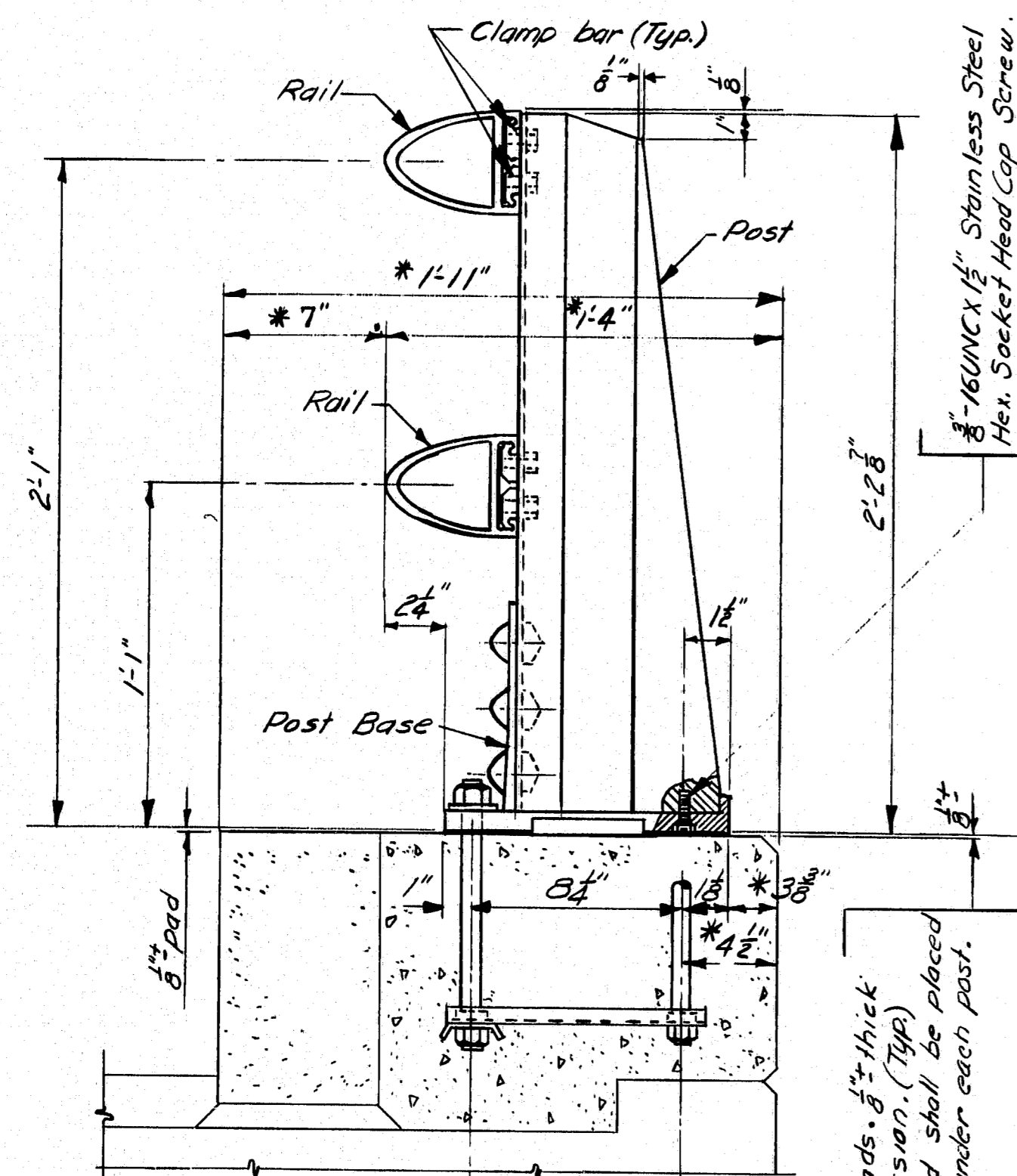
**SPLICE BAR**

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



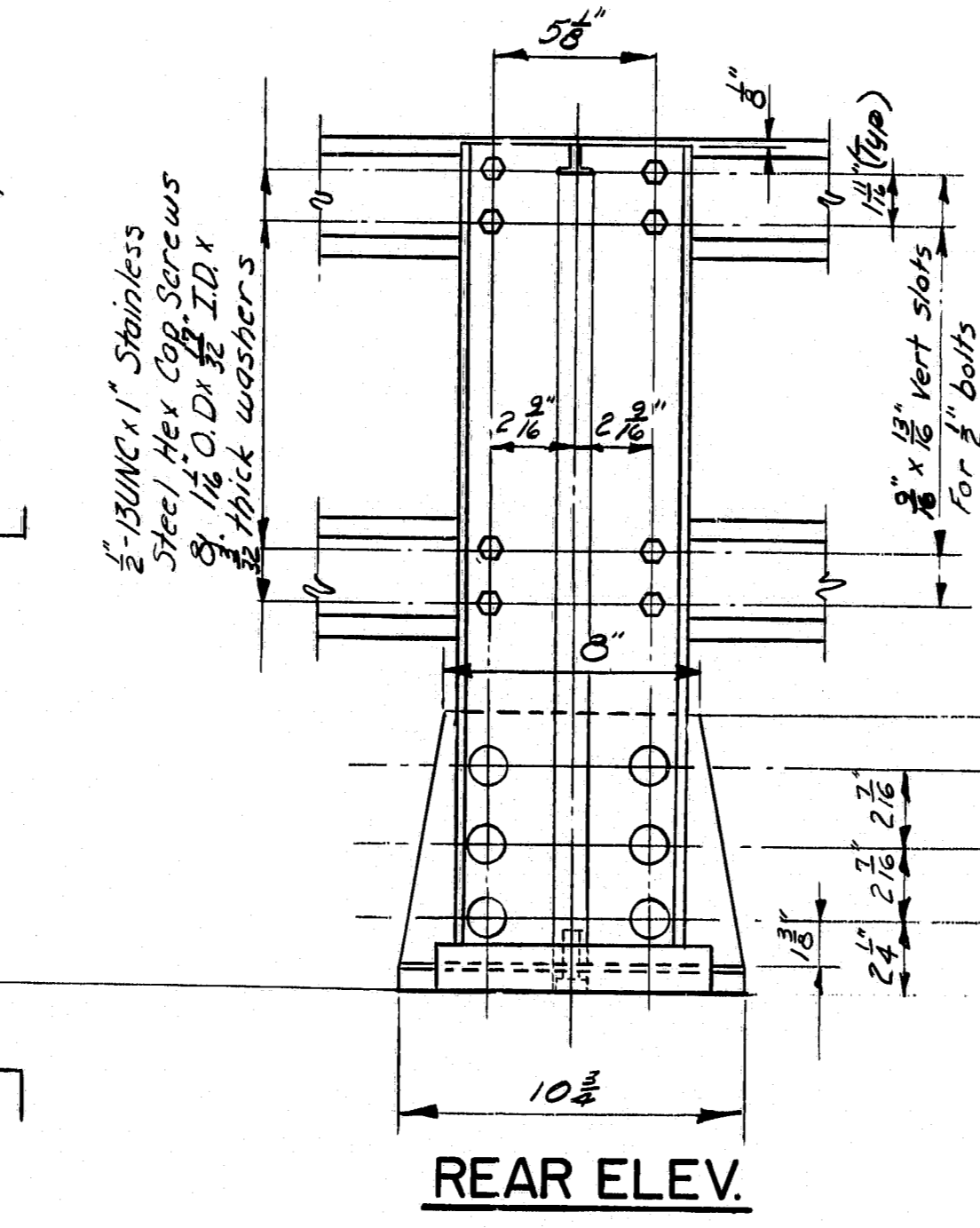
**RAIL SECTION**

See "Rail Detail"

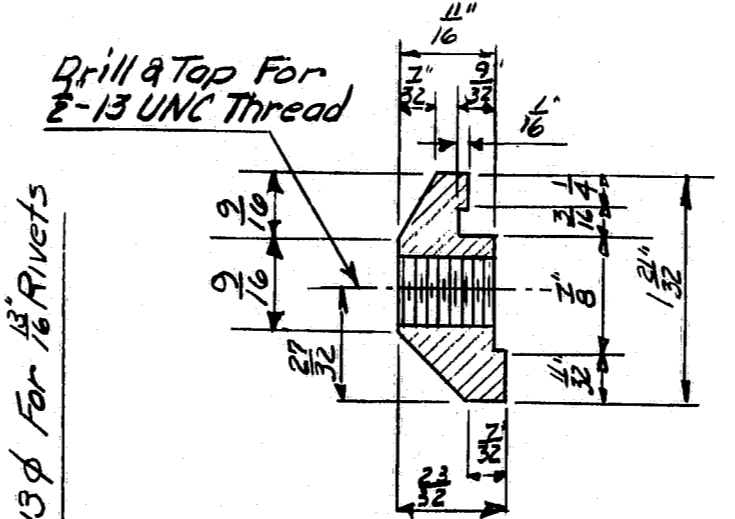


**BRIDGE RAIL (Assembly)**

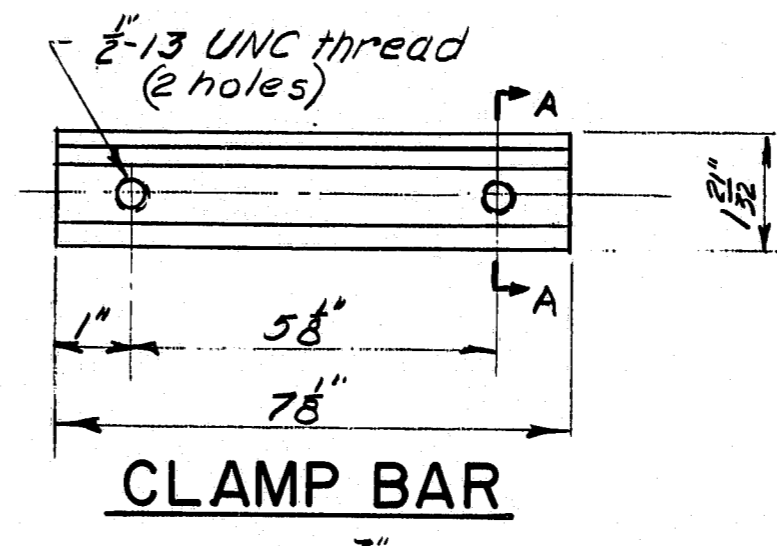
\* Preferable minimum dimensions. For actual dimensions see Bridge Plan.



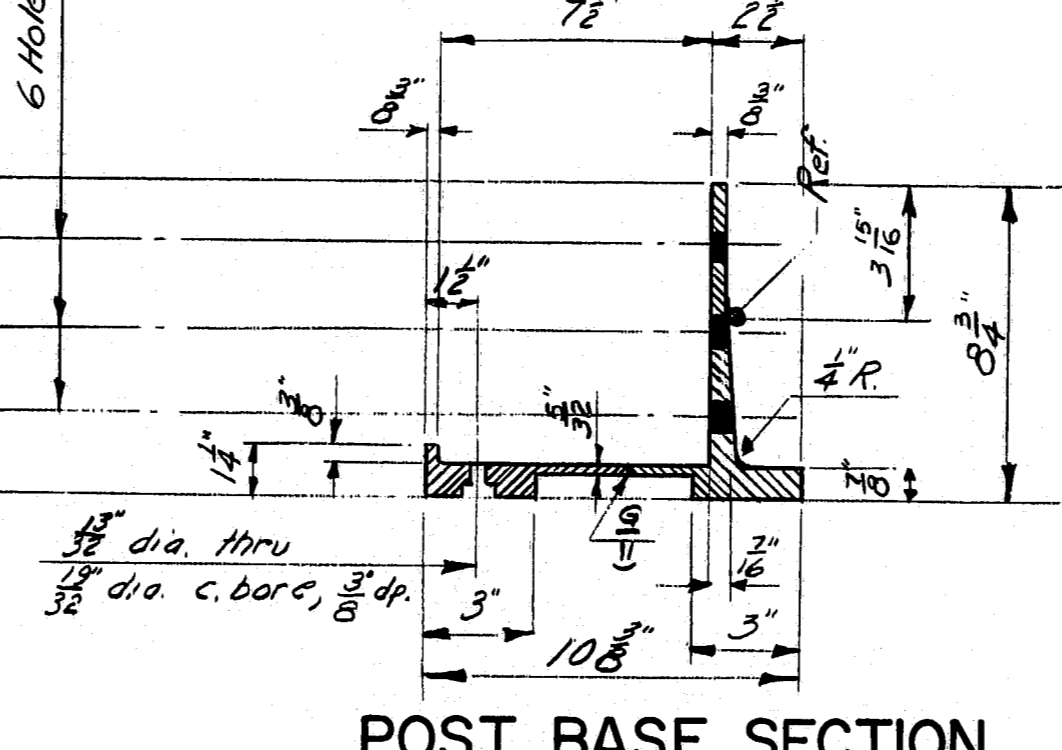
**REAR ELEV.**



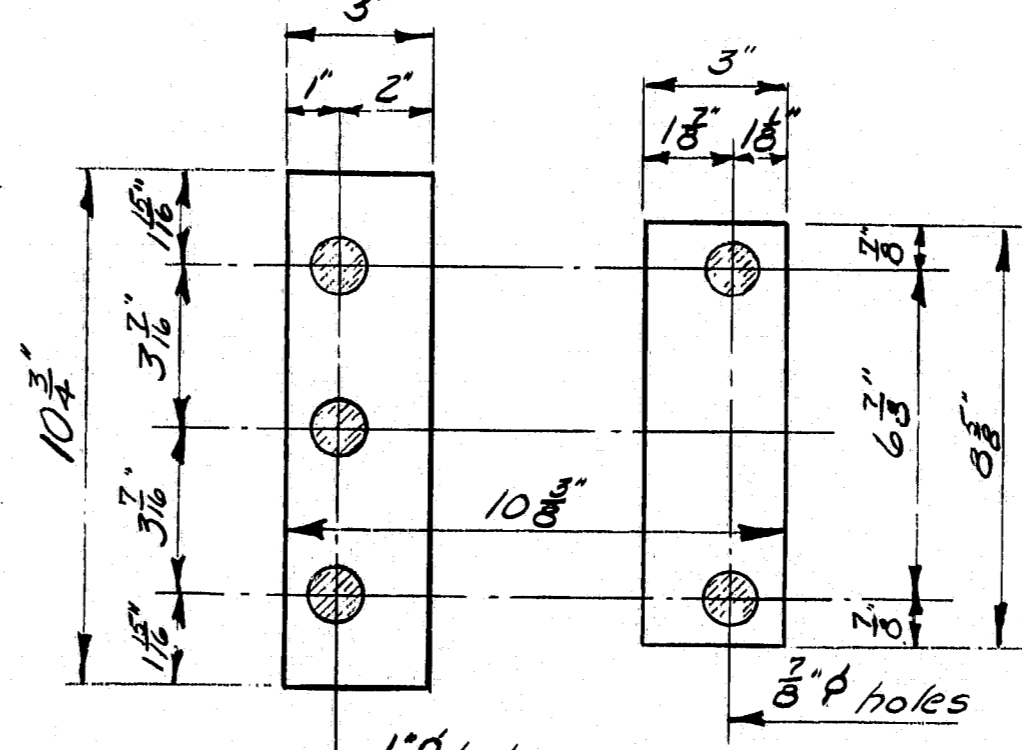
**SECTION A-A**



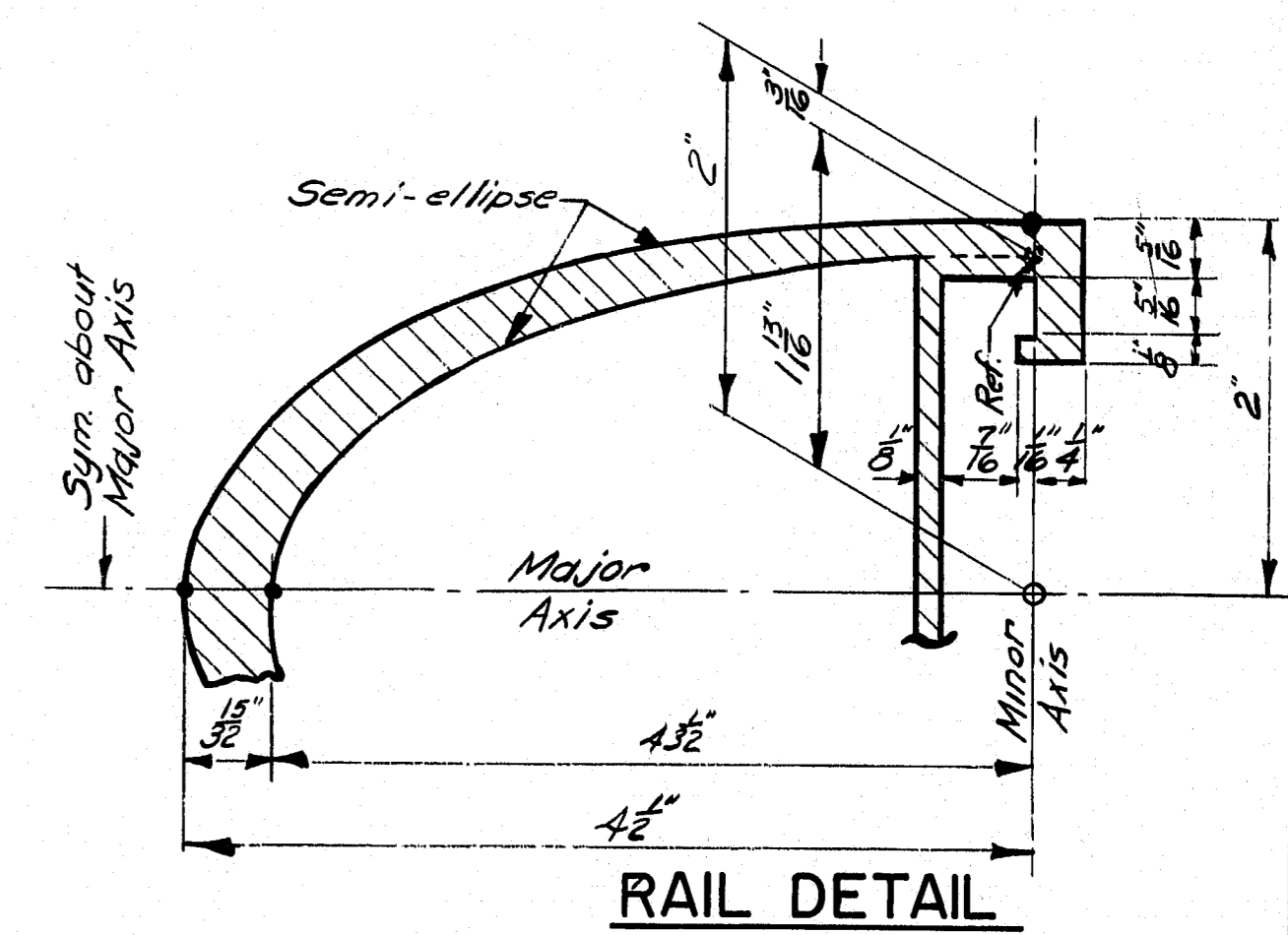
**CLAMP BAR**



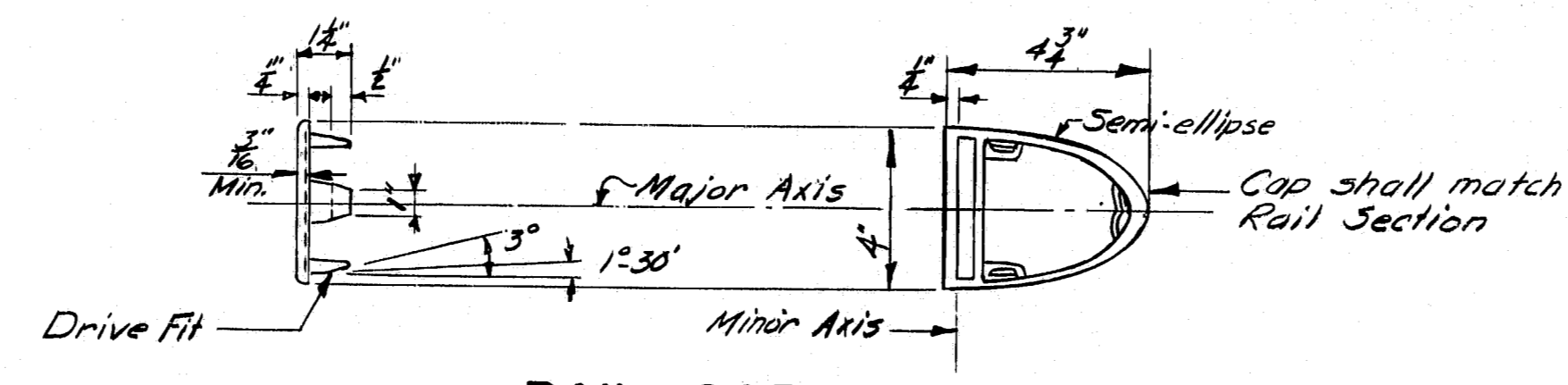
**POST BASE SECTION**



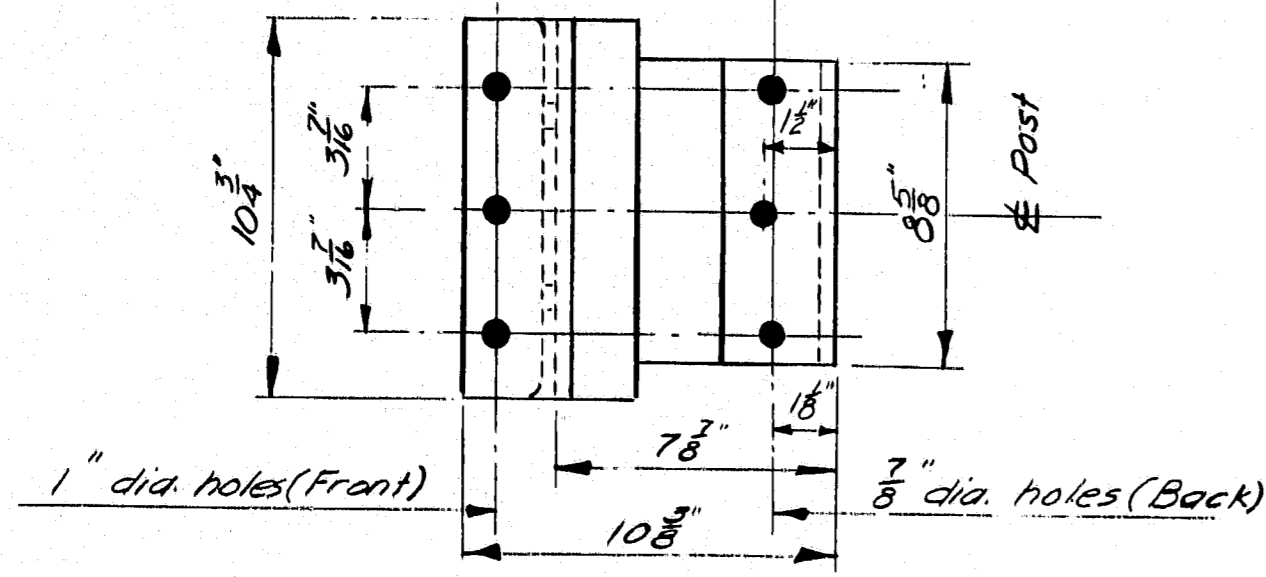
**PREFORMED PADS**



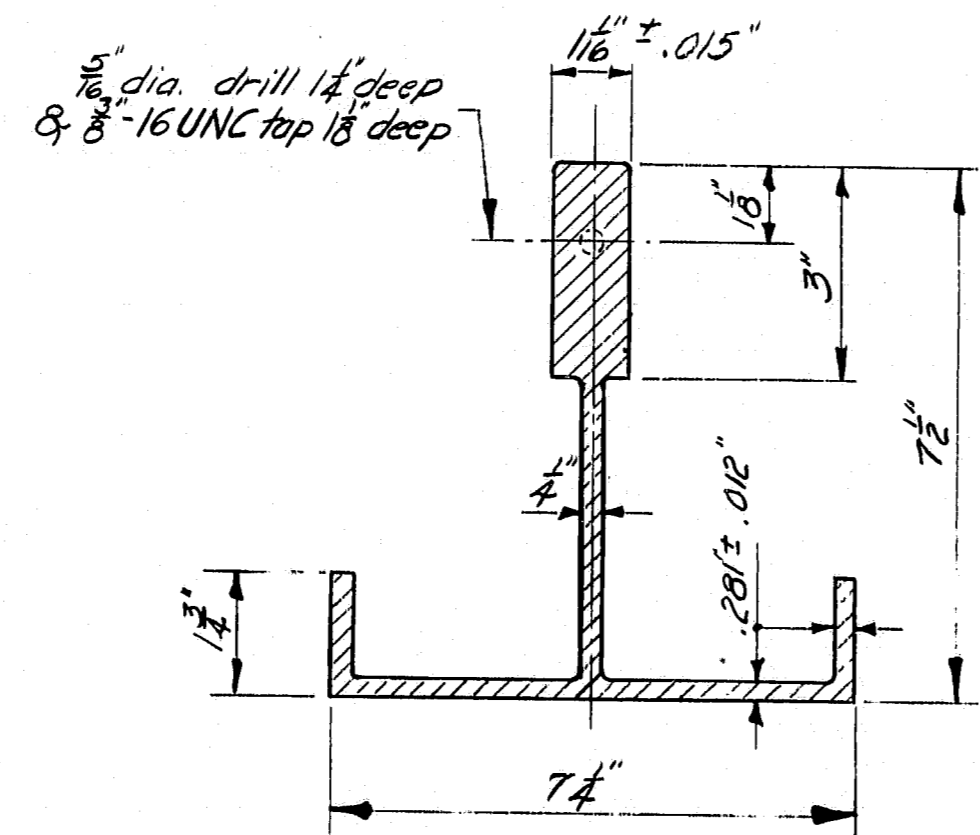
**RAIL DETAIL**



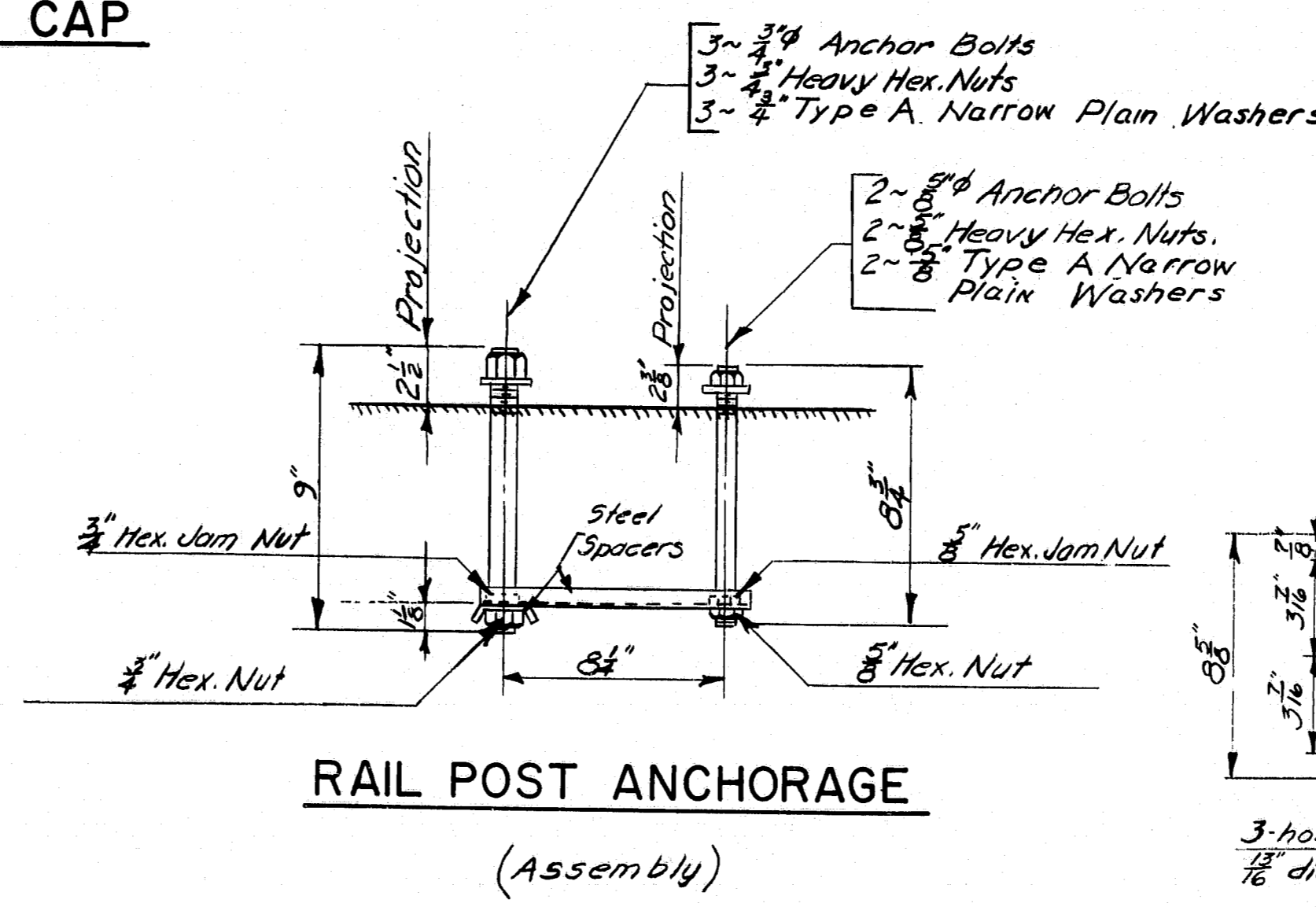
**RAIL CAP**



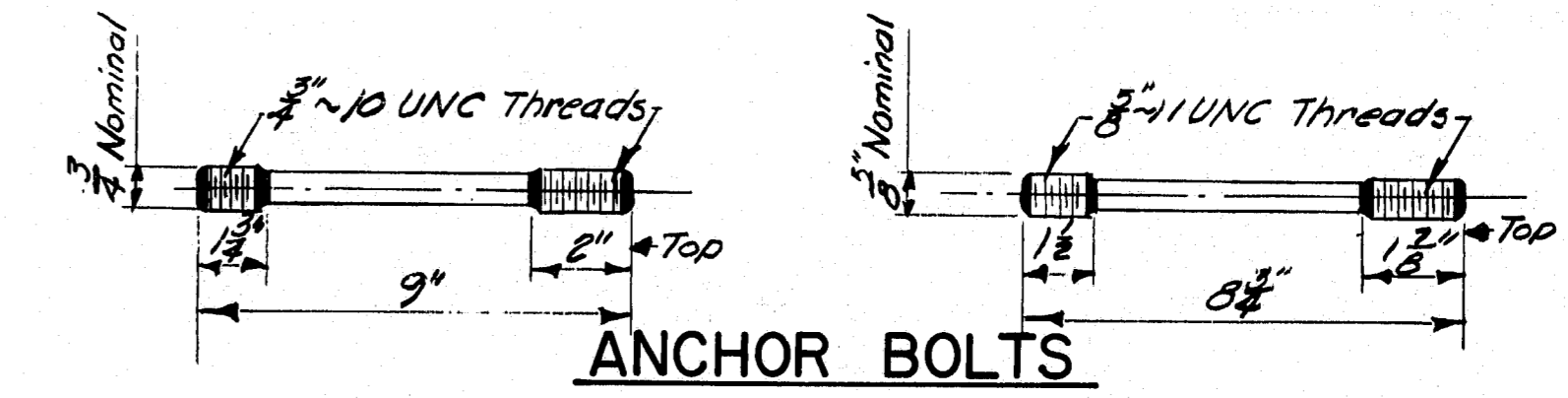
**POST BASE (Bottom View)**



**POST SECTION**

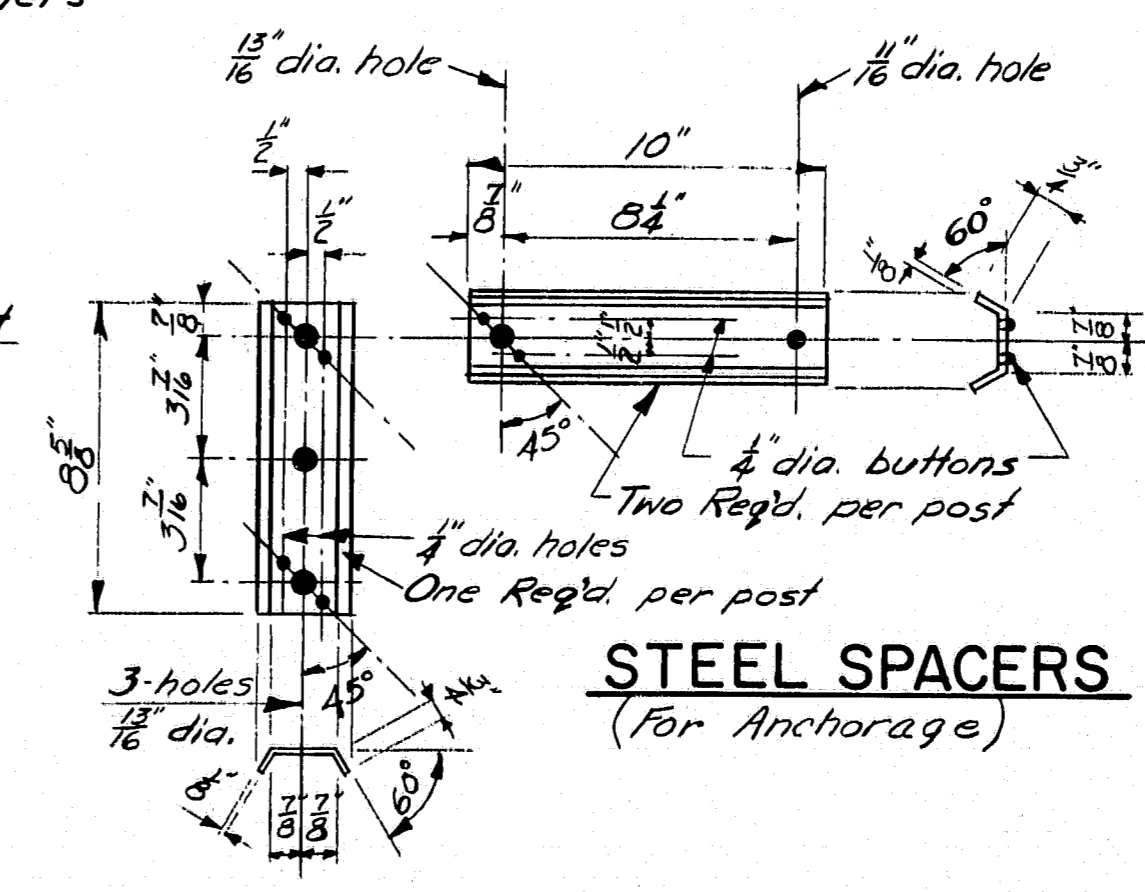


**RAIL POST ANCHORAGE (Assembly)**



**ANCHOR BOLTS**

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



**STEEL SPACERS (For Anchorage)**

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
**STANDARD DETAILS**  
 (BD 114-73)  
**ALUMINUM RAILING**  
 2-BAR (SEMI-ELLIPSE)  
 EXTRUDED POST

SHEET OF AUGUSTA, MAINE FEBRUARY 1973

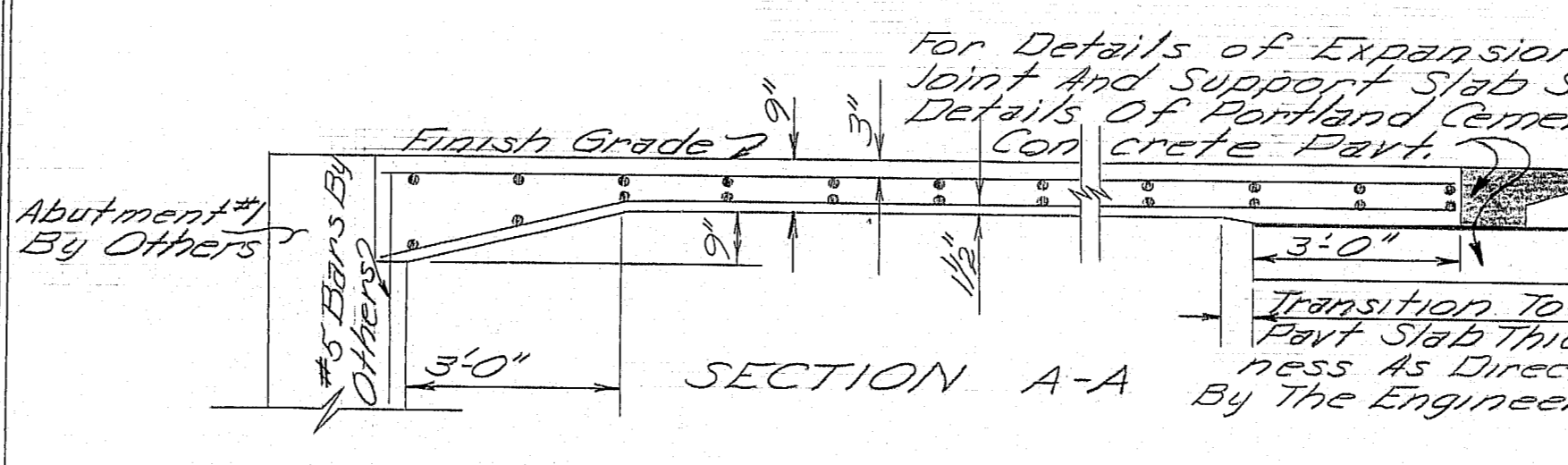
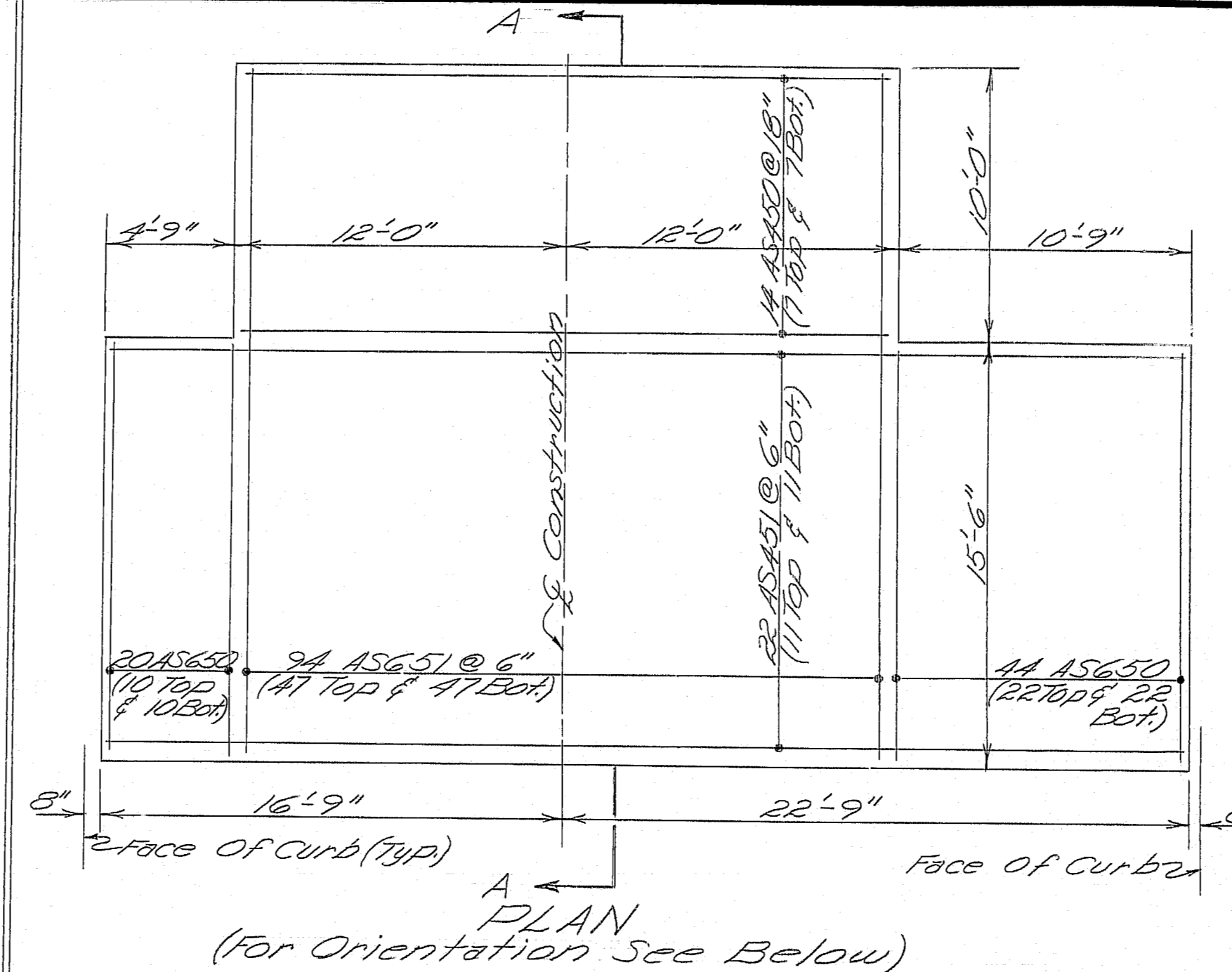
TOPSHAM - BOWDOIN - BOWDOONHAM  
 I-95-5(44)76 Cont. 181-126

DATE	BY
1/27/73	K. M. L.
DESIGN - DETAILED	
REVISIONS	
FIELD CHANGES	
<b>PLANS</b>	



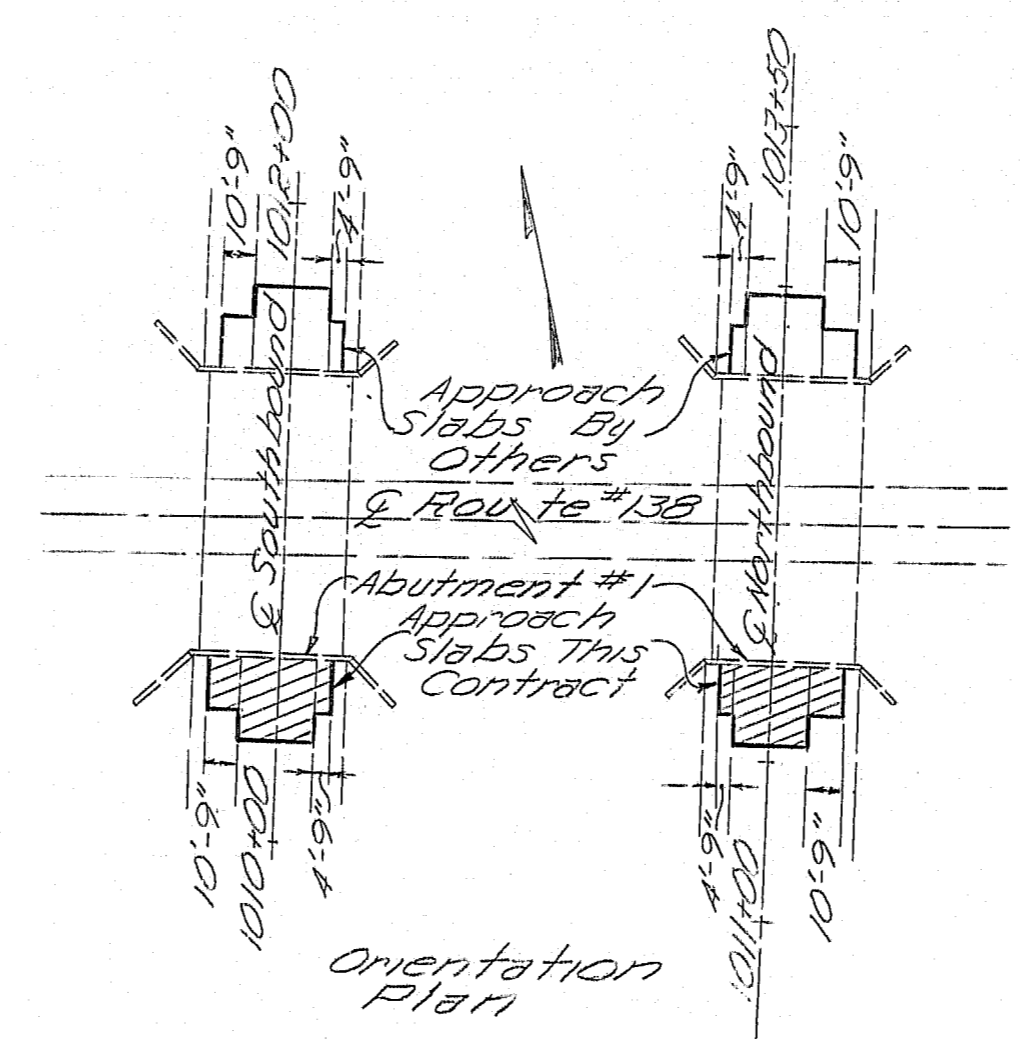
**GENERAL NOTES**

- No utility involvement is anticipated on this project.
- All ditch elevations shown on the cross sections are to the finish ditch flow line.
- The Engineer will designate unsafe recovery areas at the toes of 4:1 and 6:1 fill slopes to be graded by bulldozer and/or other hourly rental items. Boulders, large stumps and other objects shall be buried or removed. The use of borrow or waste material may be authorized for some areas. Upon completion of the grading, the areas shall be seeded with method number 2 and mulched.
- One guardrail delineator post shall be installed at each guardrail end.
- Loam shall be placed from the edge of shoulders to the top of selected granular material as shown on the typical sections and where directed by the Engineer for the removal of rumples and construction of maintenance crossovers and undetermined locations. The depths are 2" and intended to be nominal.
- All slopes to be loamed shall be seeded with method number 2 and mulched.
- All normal shoulder cross slopes shall be transitioned to meet approach slabs at structures as directed by the Engineer.
- The top of the gravel subbase placed by others shall be shimmed in low areas with item 304.09 agg. subb. course - gravel or item 304.09 agg. base course - crushed. Payment for either will be made under item 304.10 agg. subb. course - gravel. High areas shall be regraded with hourly rental items.
- All median crossovers, except those shown on the plans, shall be removed, graded to drain, loamed if necessary, seeded and mulched as directed by the Engineer.
- At Station 722+08, both roadways, the concrete pavement slab by others ends with coated dowels. Any nicks, abrasions, etc. on the existing coated dowels shall be repaired as directed by the Engineer without direct payment. When the pavement slab (this contract) has been installed, joints as shown on Detail A of the Details of Portland Cement Concrete Pavement shall be sawcut and sealed. The initial 1/8" sawcut will not be required at this station.
- The excavation of ramp "G" over southbound roadway and shoulders will be done in such a manner as not to disturb the existing portland cement concrete or bituminous paved shoulders. Any damage to said roadway or shoulders shall be repaired by the contractor to the satisfaction of the Engineer and payment shall be incidental to the other contract items.
- Existing grassed slopes constructed by previous grading contracts shall be re-fertilized where directed by the Engineer.



Mark	Size	No.	Length
AS650	#4	22	23'-6"
AS651	#4	14	39'-0"
AS650	#6	122	15'-0"
AS651	#6	122	25'-0"

Note: Payment for reinforcing steel shall be incidental to item no. 502.31 Structural Concrete, Approach Slabs.



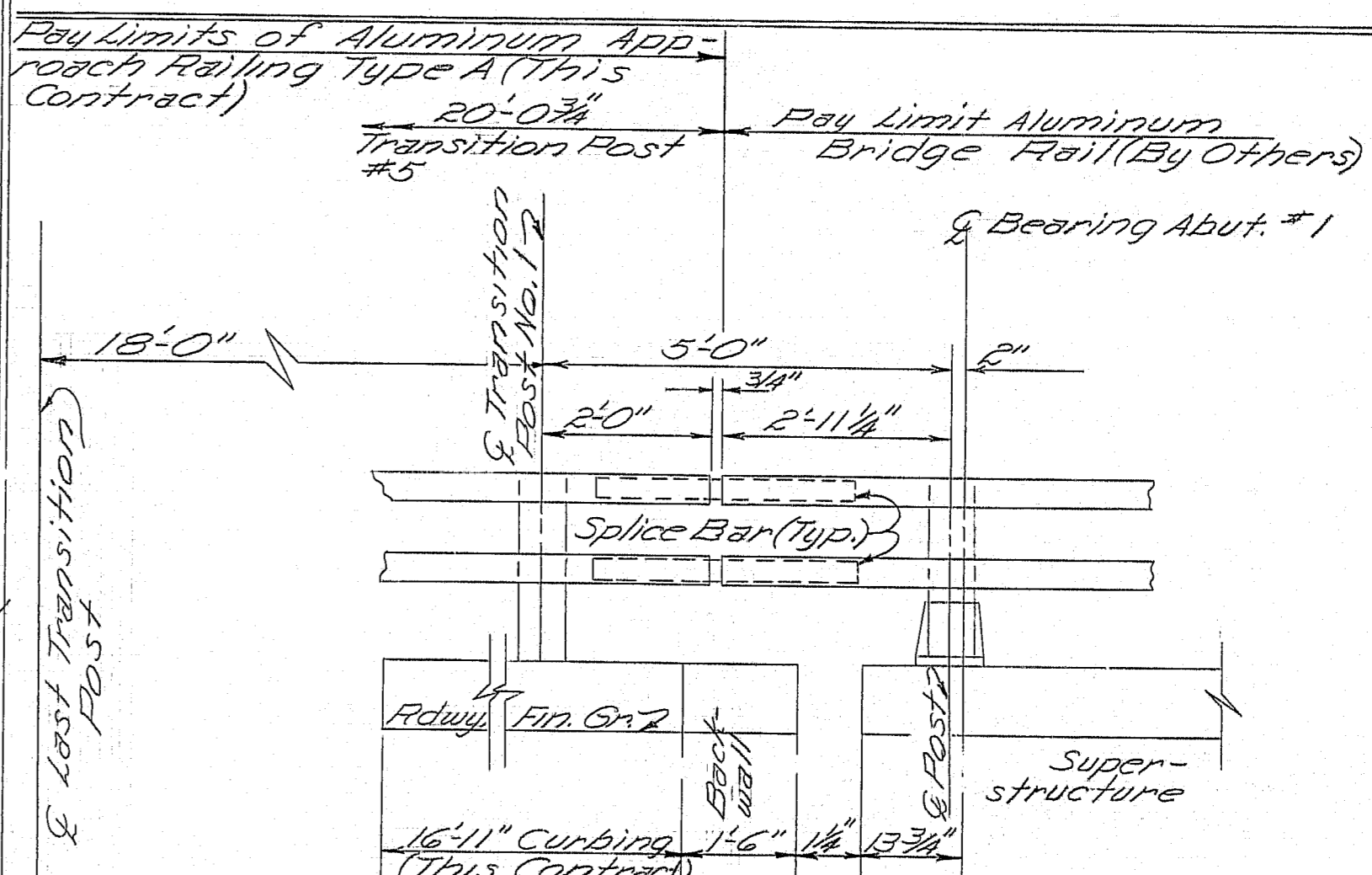
**APPROACH SLABS**  
I-95 Over Route 138 South Crossing

NOTE:  
Materials  
Concrete - Class A  
Reinforcing Steel - ASTM A615 Grade 60  
Basic Allowable Stresses  
Concrete -  $f_c = 1800 \text{ psi}$ ,  $n = 10$   
Reinforcing Steel -  $f_s = 24,000 \text{ psi}$

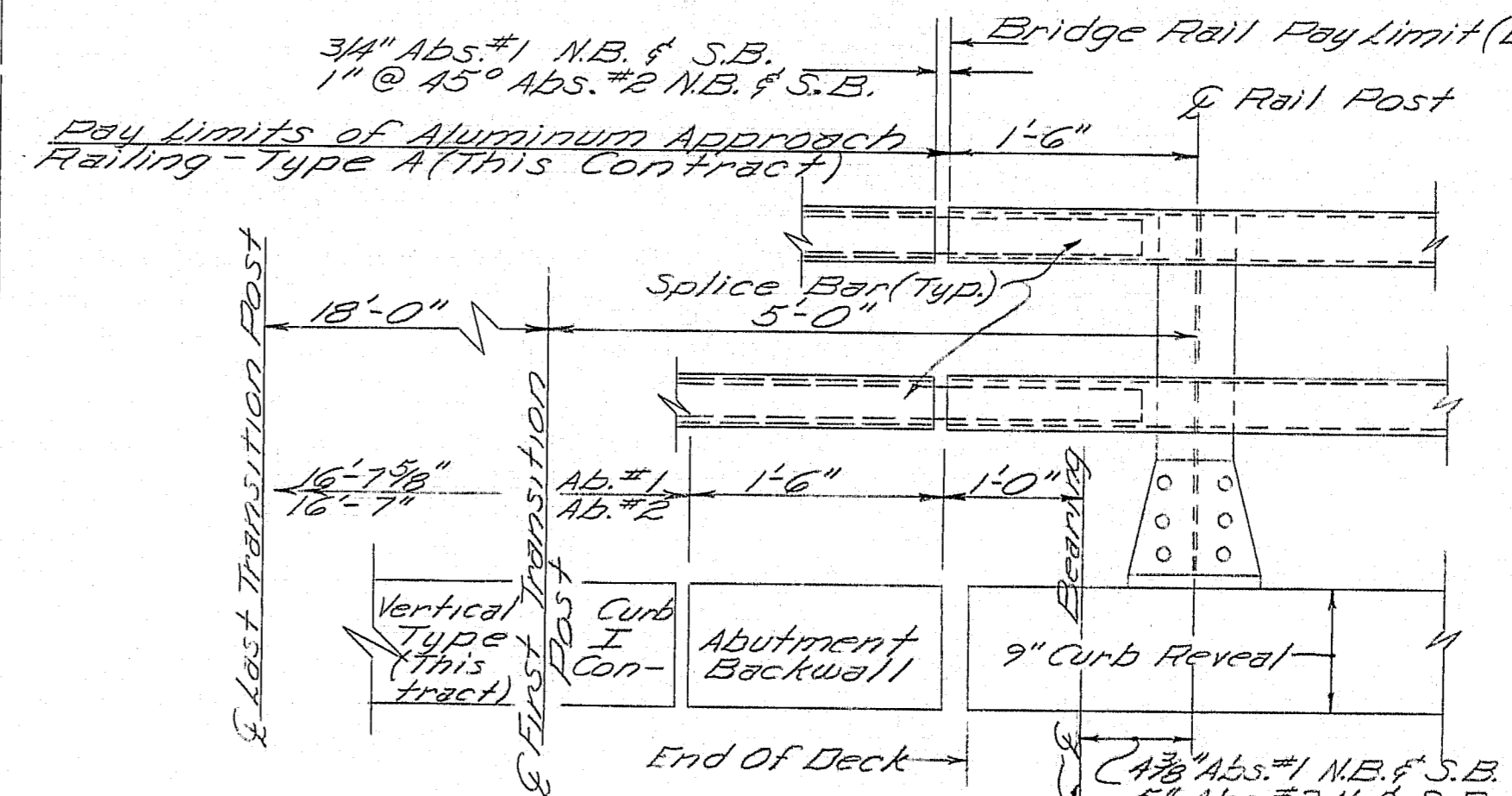
**Tabulation of Bridge Quantities** CONTRACT 1

Item No.	Description	Quantity	Unit
502.31	Structural Concrete, Approach Slabs I-95 Over Rte. 138	1.5	L.S.
507.151	Aluminum Approach Railing Type A	12	Each
609.11	Vertical Curb - Type 1	104	L.F.
609.25	Curb Transition Section A - Type 1	12	Each

Quantities for Lump Sum And Incidental Items  
Structural Concrete Approach Slabs 52 cu.  
Reinforcing Steel 11,530 Lbs.



NOTE: Detail typical of both sides of roadway and both structures. For additional details see BD-114-73, 117-73.



NOTE: Rail detail typical for 3:1 corners of abutments except as shown. For additional details see BD-114-73 and E-7-17-73.

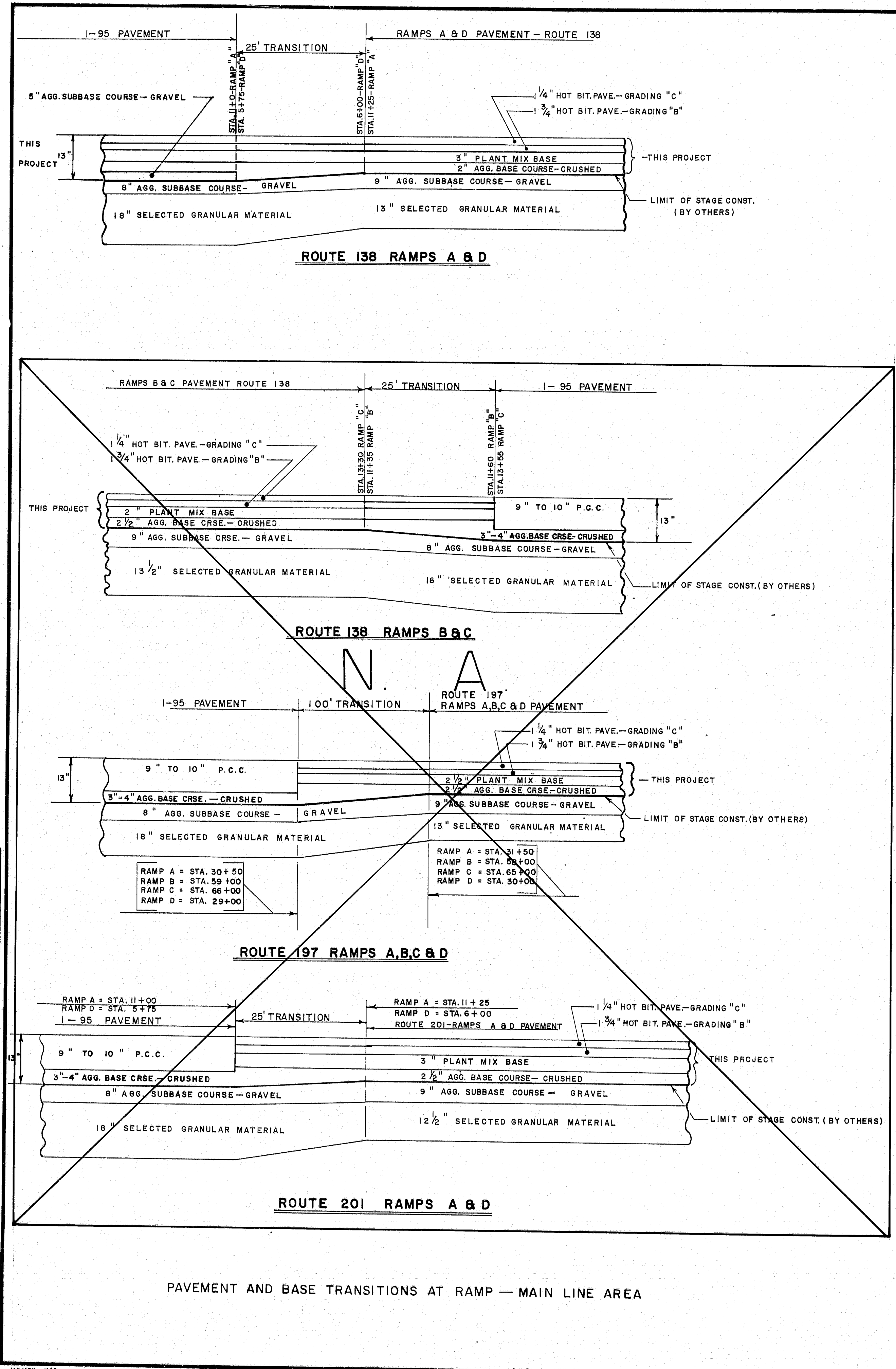
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

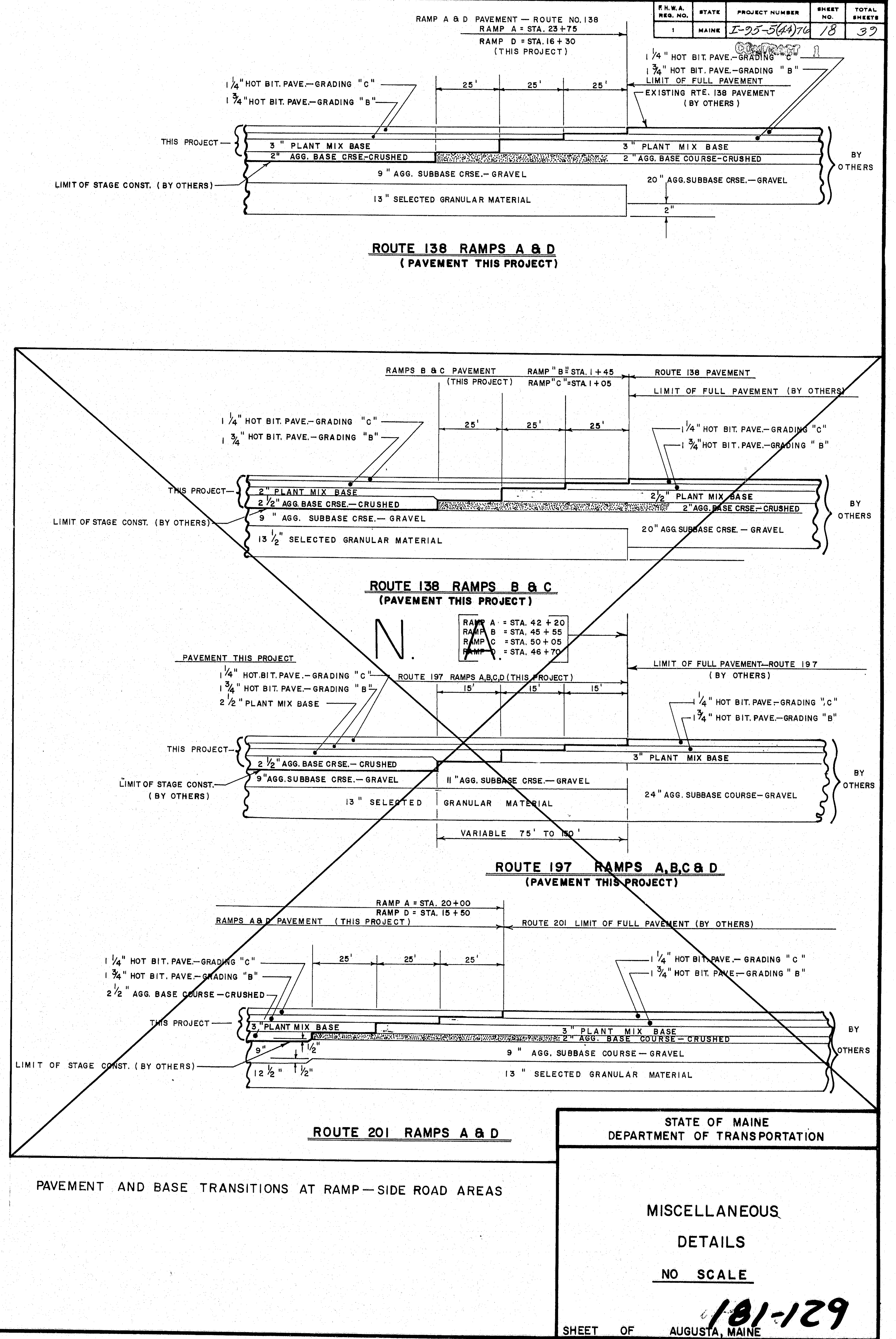
GENERAL NOTES  
&  
BRIDGE DETAILS

**181-128**

SHEET OF AUGUSTA, MAINE



PROJECT ENGINEER	BY	DATE
DESIGN - DETAILED	CS	1/17/76
CHECKED		
REVISIONS		
FIELD CHANGES		
<b>PLANS</b>		



F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-25-5(41)76	18	37

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

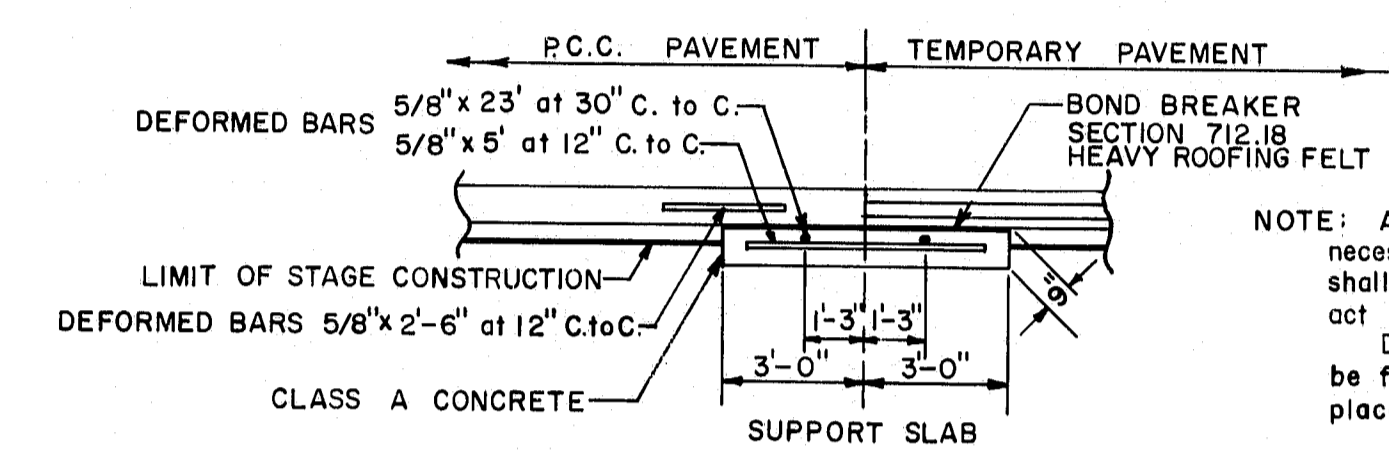
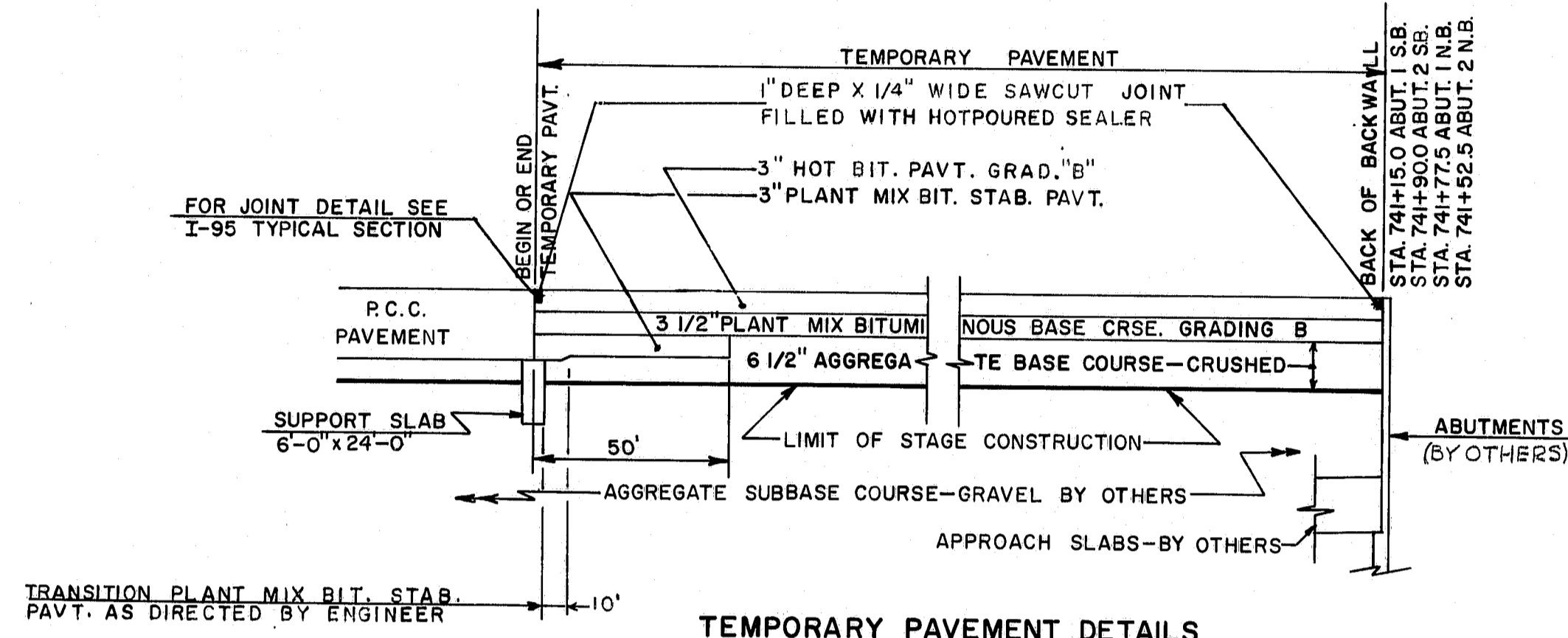
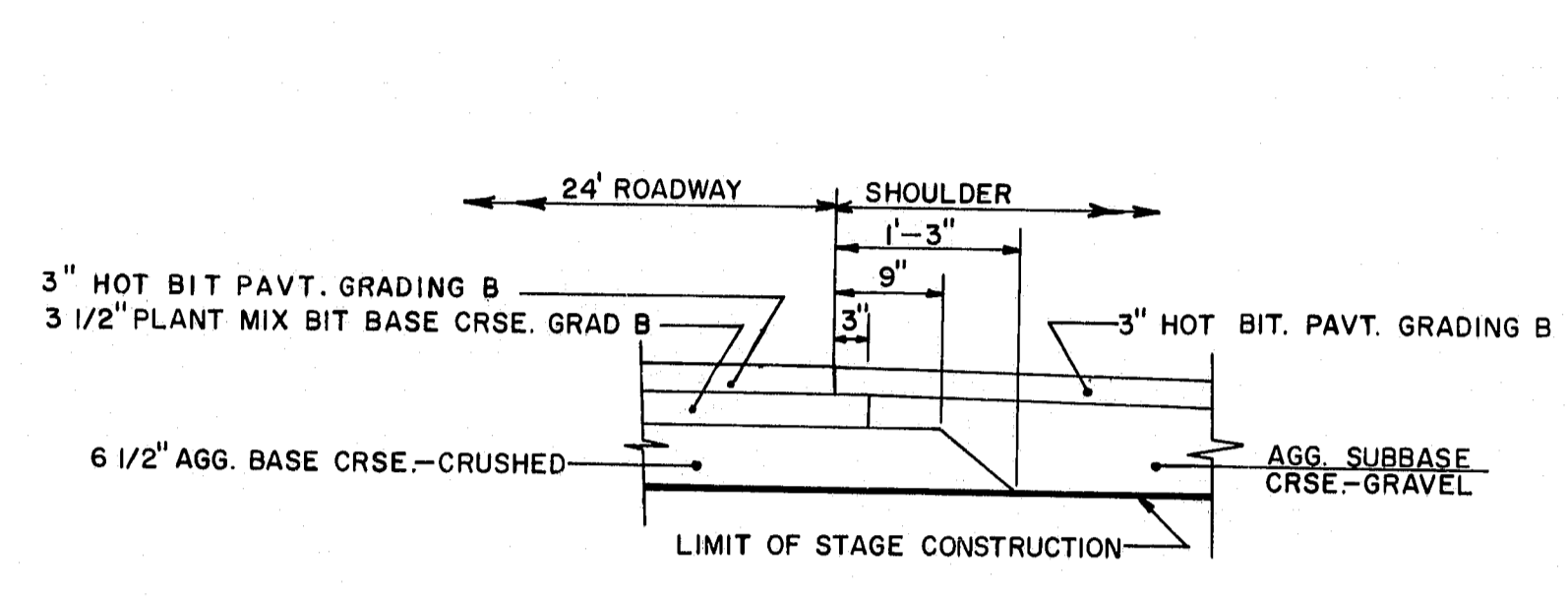
MISCELLANEOUS  
DETAILS  
NO SCALE

181-129

SHEET OF AUGUSTA, MAINE

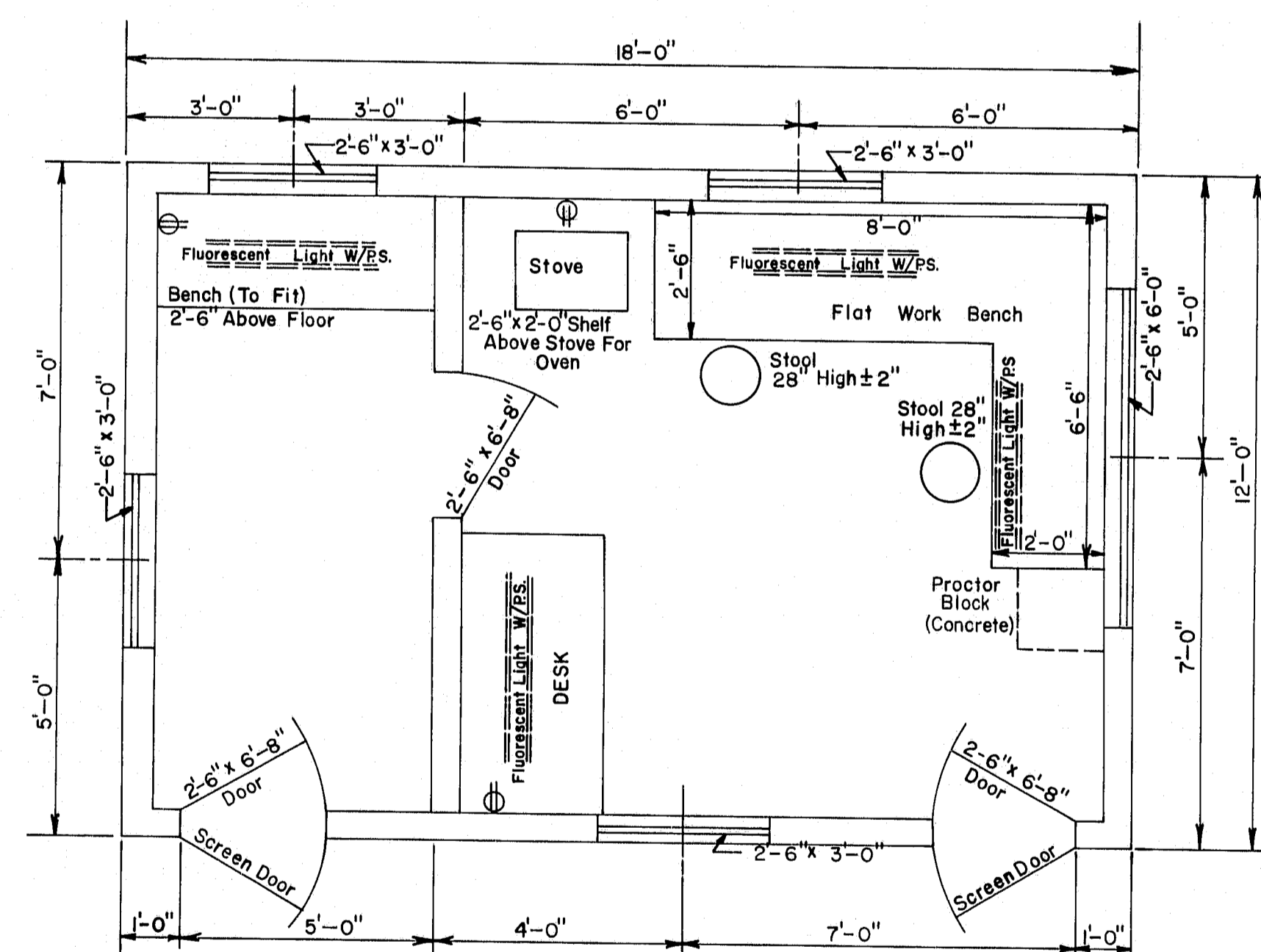
TOPSHAM - BOWDOIN - BOWDOIN HAM  
I-25-5(41)76 CONT. 1

F.R.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(44)76	19	39



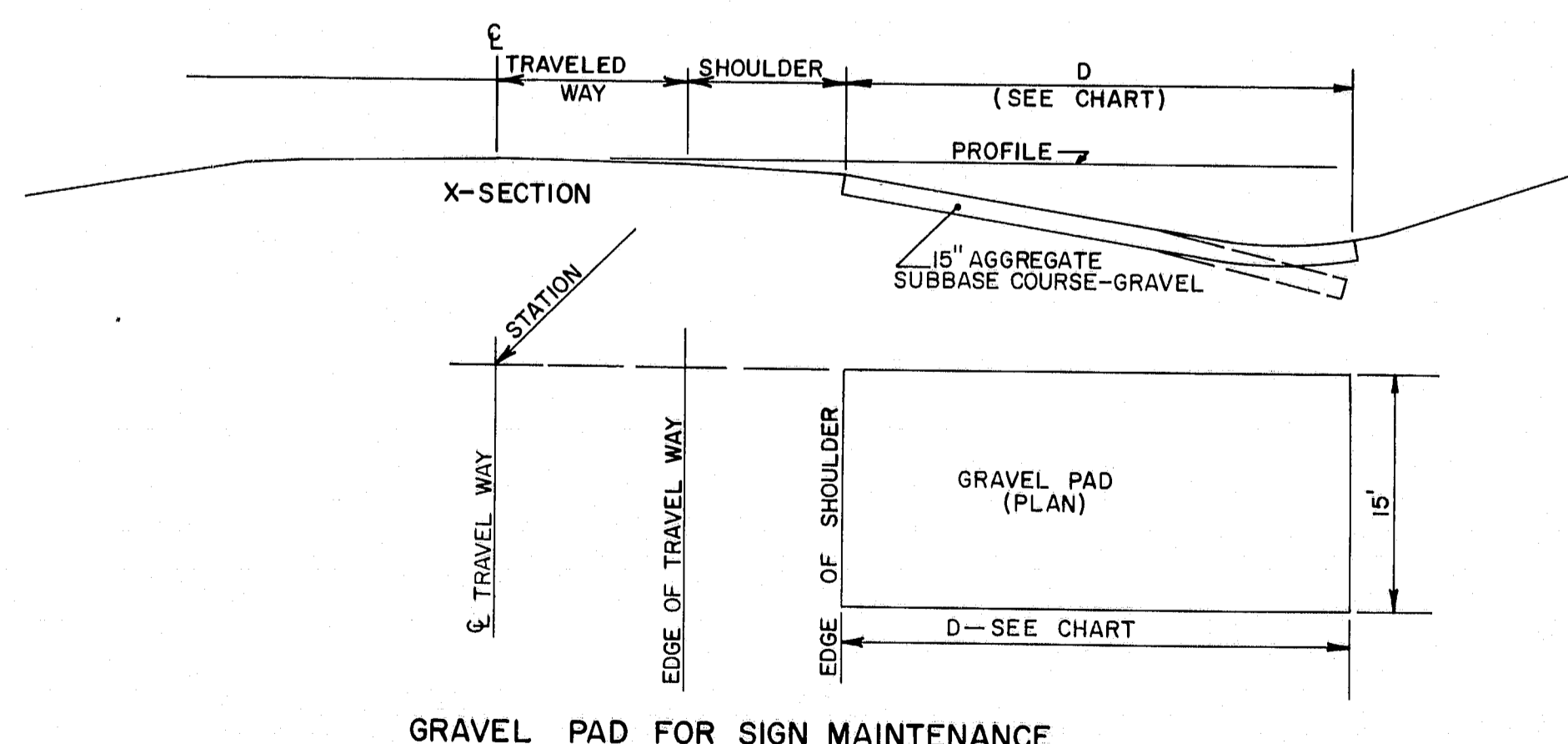
NOTE: All materials labor and equipment necessary to construct the support slab shall be incidental to the various contract items. Deformed bars in support slab shall be firmly supported and tied prior to placement of concrete.

**TEMPORARY PAVEMENT DETAILS**  
 STA. 739+50 TO 743+50 S.B. ROADWAY  
 STA. 740+25 TO 744+00 N.B. ROADWAY



**ITEM 639.113 TESTING FACILITIES, CEMENT CONCRETE PAVEMENT**  
 NOTE: This building shall also incorporate items 3 and 4 of testing laboratory-soils of the Standard Specifications.

**FLOOR PLAN**



**GRAVEL PAD FOR SIGN MAINTENANCE**

STATION	EDGE OF SHOULDER TO RAMP END-D
755+50 LT. S.B.	36'-6"
782+00 LT. S.B.	51'-0"
808+00 LT. S.B.	36'-6"

NOTE: Stations shown are tentative and the pads shall not be constructed without prior approval of the Engineer.

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION

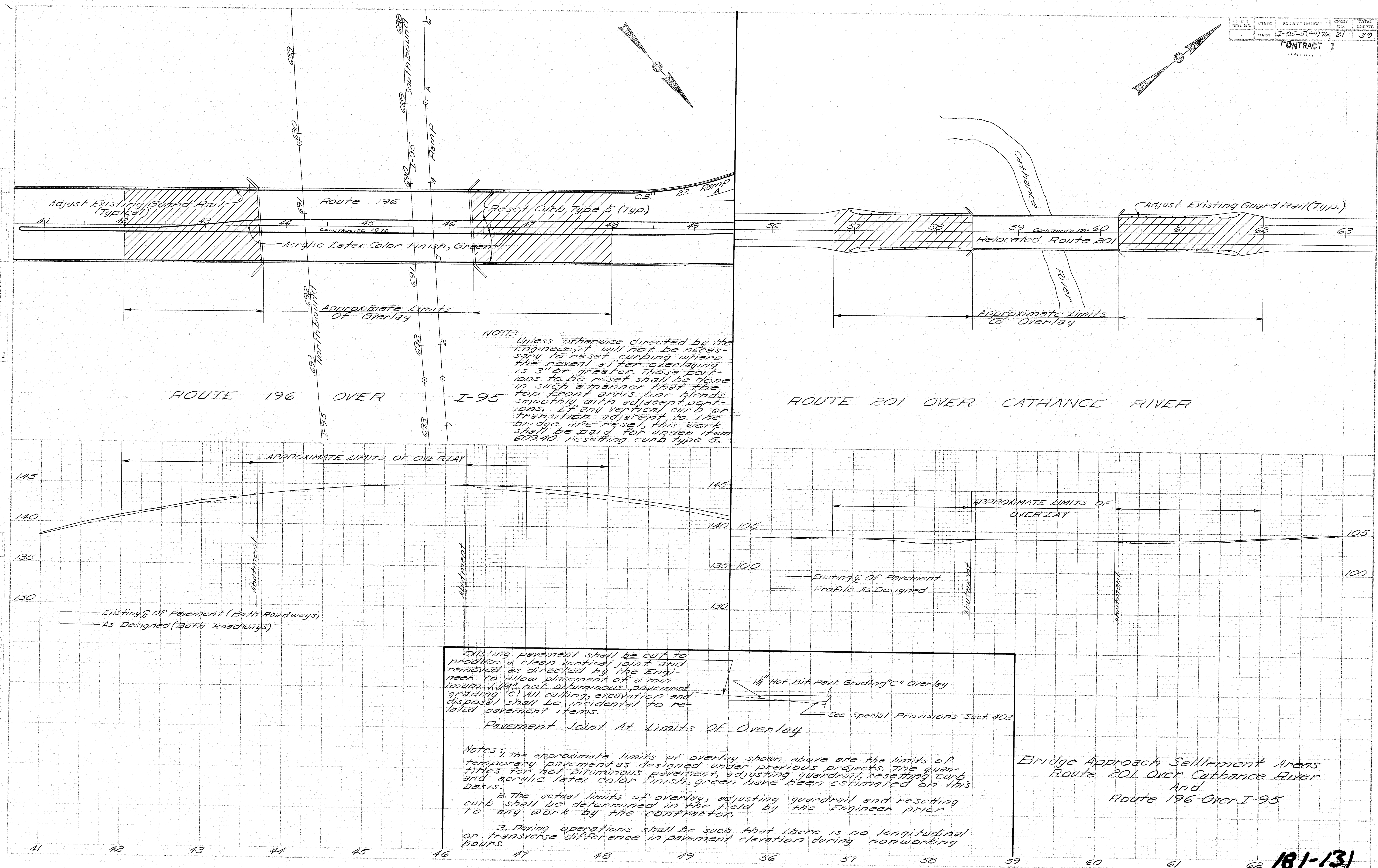
MISCELLANEOUS  
 DETAILS

NOT TO SCALE

181-130

SHEET OF AUGUSTA, MAINE

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



NOTE: Unless otherwise directed by the Engineer, it will not be necessary to reset curbing where the reveal after overlaying is 3" or greater. Those portions to be reset shall be done in such a manner that the top frontarris line blends smoothly with adjacent portions. If any vertical curb or transition adjacent to the bridge are reset, this work shall be paid for under item 60940 resetting curb type 5.

Existing pavement shall be cut to produce a clean vertical joint and removed as directed by the Engineer to allow placement of a minimum 1 1/2" hot bituminous pavement grading (C). All cutting, excavation and disposal shall be incidental to related pavement items.

Pavement Joint At Limits of Overlay

See Special Provisions Sect. 403

Notes:

1. The approximate limits of overlay shown above are the limits of temporary pavement as designed under previous projects. The quantities for hot bituminous pavement, adjusting guardrail, resetting curb and acrylic latex color finish, green have been estimated on this basis.
2. The actual limits of overlay, adjusting guardrail and resetting curb shall be determined in the field by the Engineer prior to any work by the contractor.
3. Paving operations shall be such that there is no longitudinal or transverse difference in pavement elevation during nonworking hours.

Bridge Approach Settlement Areas  
Route 201 Over Cathance River  
And  
Route 196 Over I-95

181-131