

**SPECIFICATIONS**

**DESIGN**  
 AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1992 AND INTERIM SPECIFICATIONS 1994.

**CONTRACT**  
 STATE OF MAINE, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS, HIGHWAY AND BRIDGES, REVISION OF OCTOBER 1990.

**DESIGN LOADING**

**LIVE LOAD**  
 W20, 500,000 CYCLES

**DESIGN METHOD**  
 LOAD FACTOR (SUPERSTRUCTURE ONLY)

**MATERIALS**

**CONCRETE**  
 SUPERSTRUCTURE SLAB CONCRETE SHALL BE CLASS AAA,  $f'_c = 4,500$  P.S.I.  
 ALL OTHER CONCRETE SHALL BE CLASS A,  $f'_c = 4,000$  P.S.I.

**REINFORCING STEEL**  
 ASTM 615 GRADE 60, (ALL BARS EPOXY-COATED)

**STRUCTURAL STEEL**  
 EXISTING STRUCTURAL STEEL IS ASTM A7, GRADE 33  
 PROPOSED STRUCTURAL STEEL SHALL BE ASTM A709, GRADE 36

**GENERAL NOTES**

- PLANS OF EXISTING BRIDGES ARE AVAILABLE AT THE AUTHORITY'S OFFICE AT 430 RIVERSIDE ST., PORTLAND, MAINE.
- SHIELDING REQUIRED DURING CONCRETE REMOVAL SHALL NOT PROJECT BELOW THE BOTTOM FLANGES OF STRINGERS. THE ESTIMATED QUANTITY OF SHIELDING IS THE MINIMUM REQUIRED AND IS BASED ON THE FOLLOWING LIMITS:
  - NORMAL TO C BRIDGE: AS SHOWN ON THE PLANS
  - PARALLEL TO C BRIDGE: ABUTMENT TO ABUTMENT
- THE AUTHORITY'S PERSONNEL WILL PROFILE THE TOPS OF ALL STRINGERS BEFORE THE FORM WORK IS STARTED AND SUPPLY THE CONTRACTOR WITH FINAL BOTTOM OF SLAB ELEVATIONS.
- REINFORCING STEEL SHALL HAVE A CLEAR COVER OF 2" UNLESS OTHERWISE NOTED.
- ALL STEEL REINFORCING SHALL BE EPOXY COATED. FOR STEEL REINFORCING SCHEDULE, SEE SHEETS AR-30 AND AR-31.
- THE CONCRETE DECK SURFACE SHALL BE GIVEN A SMOOTH BULL FLOAT OR WOOD FLOAT FINISH.
- CHAMFER ALL EXPOSED CONCRETE EDGES 1/2" UNLESS OTHERWISE NOTED.

ITEM	DESCRIPTION	UNIT	QUANTITIES
202.12	REMOVING EXISTING STRUCTURAL CONCRETE	C.Y.	90
202.122	REMOVING EXISTING SUPERSTRUCTURE CONCRETE	S.Y.	6,449
203.25	GRANULAR BORROW	C.Y.	100
203.29	SELECTED GRANULAR MATERIAL	C.Y.	104
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES	C.Y.	950
403.13	DENSE GRADED BITUMINOUS PAVEMENT FOR BRIDGES	TGN	610
502.21	STRUCTURAL CONCRETE ABUTMENTS AND RETAINING WALLS	C.Y.	186
502.23	STRUCTURAL CONCRETE PIERS - ANDROSCOGGIN RIVER	C.Y.	96
502.261	STRUCTURAL CONCRETE ROADWAY AND PARAPETS ON STEEL BRIDGES - ANDROSCOGGIN RIVER	L.S.	1
502.311	STRUCTURAL CONCRETE APPROACH SLAB - ANDROSCOGGIN RIVER	L.S.	1
503.14	EPOXY-COATED REINFORCING STEEL, FABRICATED AND DELIVERED	LB.	615,000
503.15	EPOXY-COATED REINFORCING STEEL, PLACING	LB.	615,000
504.70	STRUCTURAL STEEL, FABRICATED AND DELIVERED	L.S.	1
504.71	STRUCTURAL STEEL, ERECTION	L.S.	1
505.091	STUD WELDED SHEAR CONNECTORS	L.S.	1
506.301	SHOP PAINTING STRUCTURAL STEEL	L.S.	1
506.311	FIELD REPAIR OF DAMAGED COATING	L.S.	1
507.081	ALUMINUM BRIDGE RAILING, 1 BAR	LF.	3,410
508.131	MEMBRANE WATERPROOFING - ANDROSCOGGIN RIVER	L.S.	1
514.06	CURING BOX FOR CONCRETE CYLINDERS	EA.	1
515.20	PROTECTIVE COATING FOR CONCRETE SURFACE	S.Y.	2,560
524.40	PROTECTIVE SHIELD	S.Y.	7,570
520.23	MODULAR JOINT SYSTEM	EA.	4
609.15	SLOPED CURB TYPE I	LF.	3,780
860.01	1" FIBERGLASS GRATING	S.F.	3,160

\* QUANTITIES FOR ESTIMATING PURPOSES ONLY

**INDEX OF DRAWINGS**

SHEET NO.	TITLE
AR-1	SPECIFICATIONS, INDEX, GENERAL NOTES & QUANTITIES
AR-2	GENERAL PLAN
AR-3	SEQUENCE OF CONSTRUCTION
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AR-5	ABUTMENT NO. 2 - EXISTING
AR-6	ABUTMENT 1 MODIFICATIONS
AR-7	ABUTMENT 2 MODIFICATIONS
AR-8	ABUTMENT DETAILS
AR-9	WINGWALL MODIFICATIONS I
AR-10	WINGWALL MODIFICATIONS II
AR-11	WINGWALL MODIFICATIONS III
AR-12	END POST DETAILS
AR-13	PIER MODIFICATIONS
AR-14	FRAMING PLAN I
AR-15	FRAMING PLAN II
AR-16	FRAMING PLAN III
AR-17	STEEL DETAILS
AR-18	FIELD SPlice DETAILS
AR-19	CROSS FRAME CONNECTION DETAILS
AR-20	END FLOOR BEAM AND DIAPHRAGM DETAILS
AR-21	CATWALK DETAILS
AR-22	DECK PLAN
AR-23	TYPICAL SECTION
AR-24	SLAB DETAILS I
AR-25	SLAB DETAILS II
AR-26	EXPANSION JOINT DETAILS I
AR-27	EXPANSION JOINT II
AR-28	EXPANSION JOINT III
AR-29	ALUMINUM BRIDGE RAILING RAILING DETAILS
AR-30	REINFORCING SCHEDULE I
AR-31	REINFORCING SCHEDULE II

**STANDARD DETAIL SHEETS**

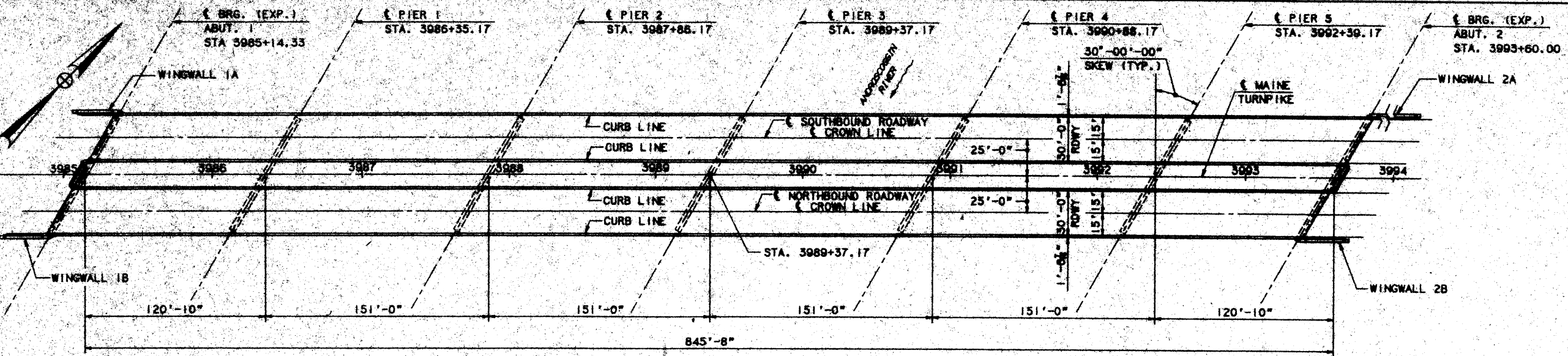
SHEET NO.	TITLE
BD 102-93	BEARING PEDESTALS
BD 201-89	CONCRETE END POSTS
BD 501-89	SUBSTRUCTURE DETAILS

Maine Turnpike Authority  
**Maine Turnpike**

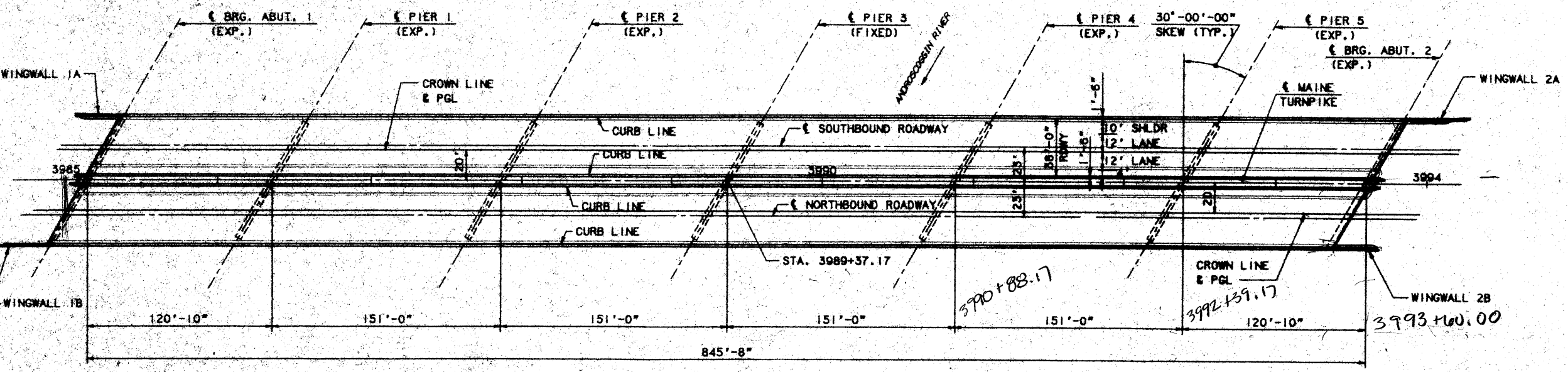


ANDROSCOGGIN RIVER  
 OVERPASS  
**SPECIFICATIONS, INDEX,  
 QUANTITIES & NOTES**

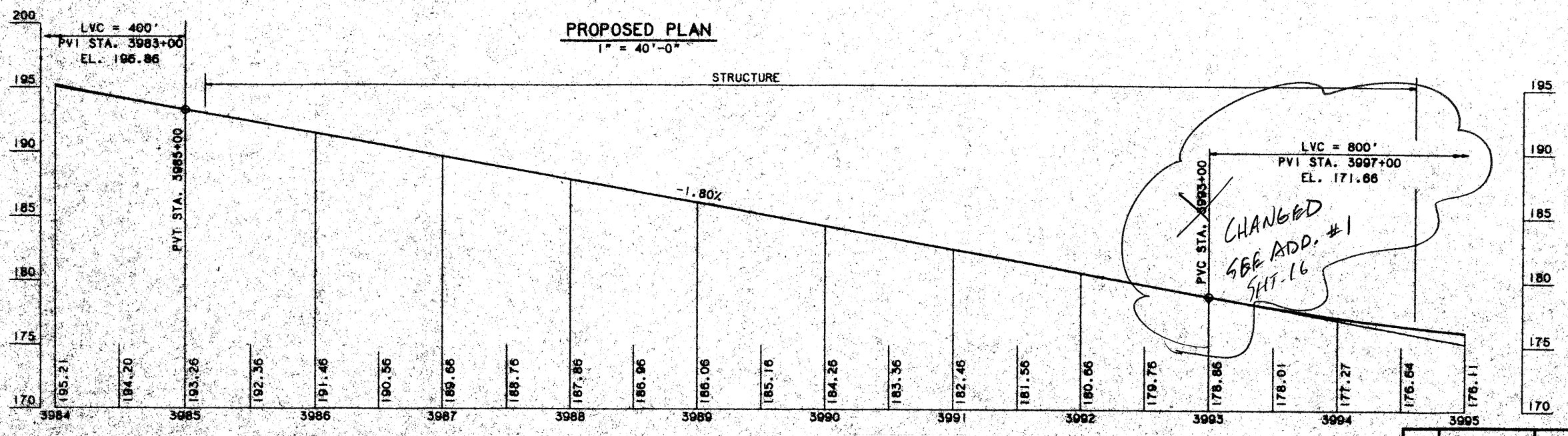
Designed: GPM/2/95	By: Date	Contract: 95.10	Sheet No. AR-1 36 of 66
Drawn: RSL/2/95	Checked: HNL/2/95		
ADDENDUM #1: GPM 4/7/95		In Charge Of: RAL	



**EXISTING PLAN**  
1" = 40'-0"



**PROPOSED PLAN**  
1" = 40'-0"

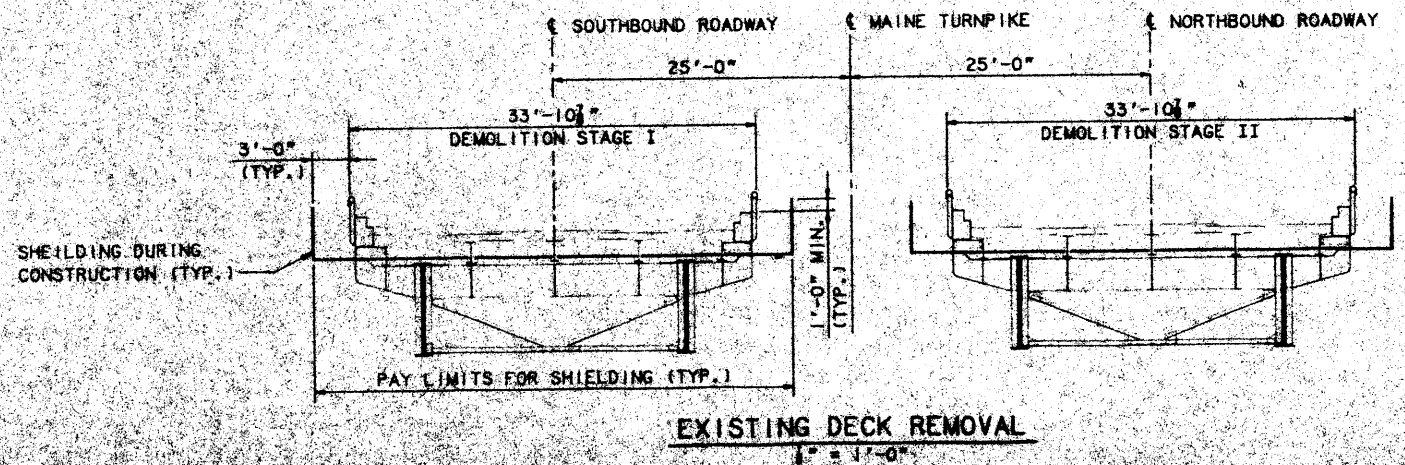
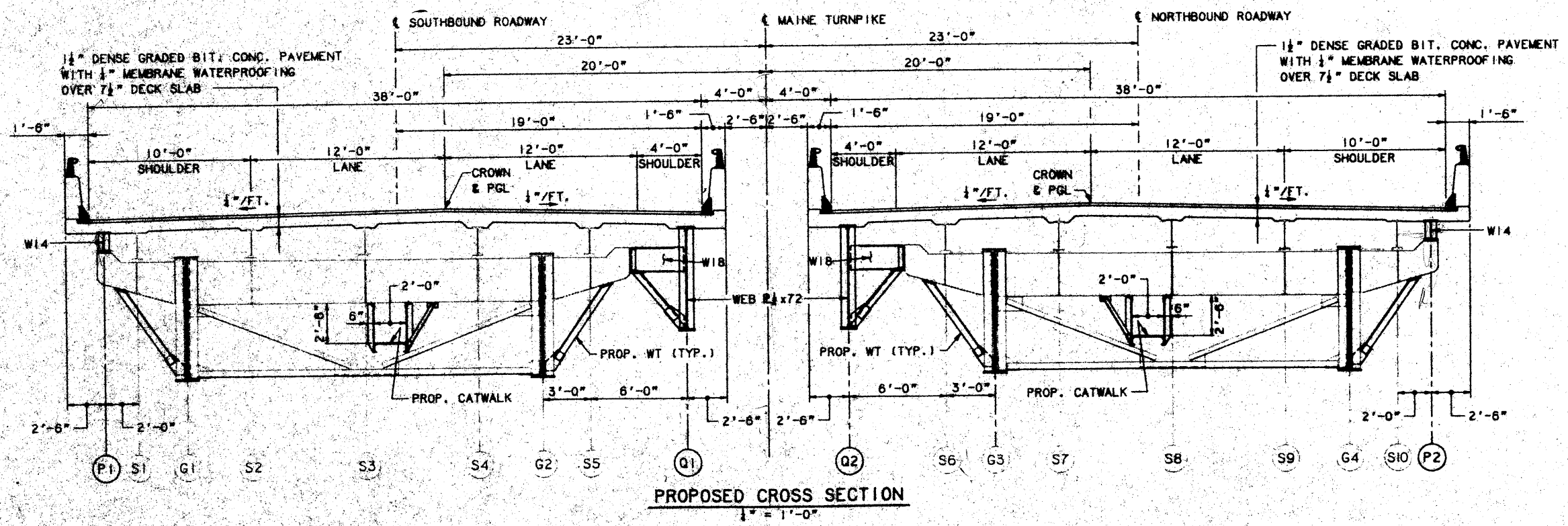
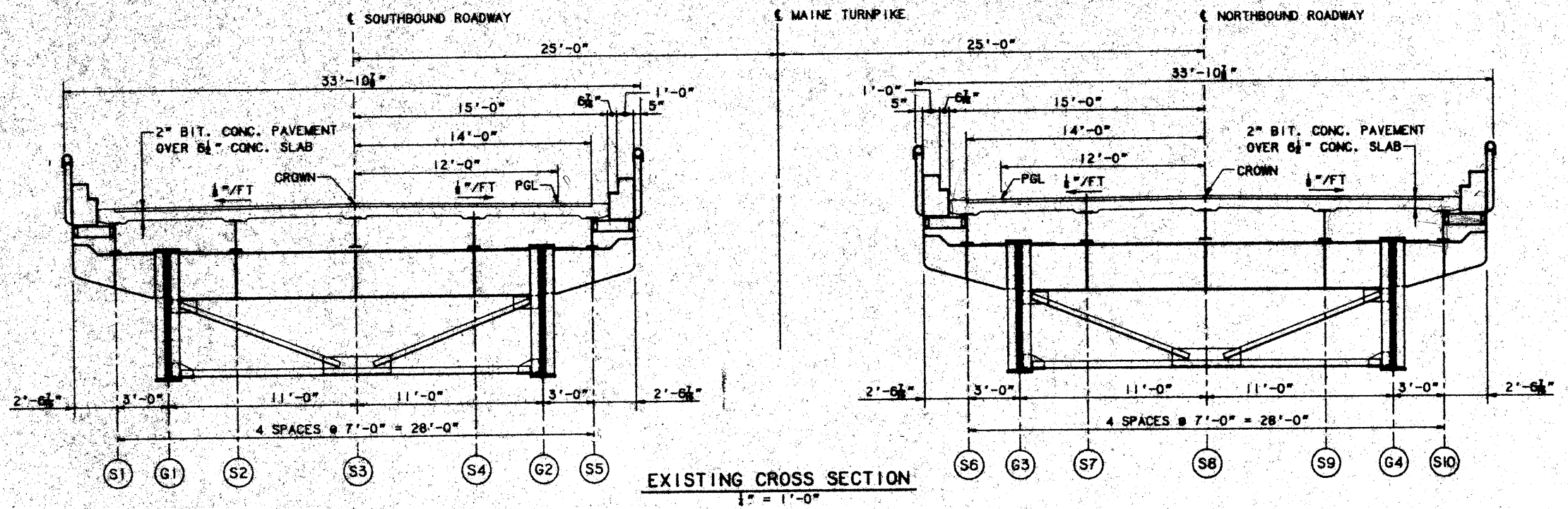


**PROPOSED PROFILE**  
HORIZ. 1" = 50'  
VERT. 1" = 5'

$\tan 30 = \frac{y}{x}$   
 $x = 2.89$   
 3993+60.00

Maine Turnpike Authority  
**Maine Turnpike**  
 ANDROSCOGG RIVER  
 OVERPASS  
**GENERAL PLAN**  
 HOWARD NEEDLES TAMMEN & BERENSON, INC.  
 ARCHITECTS ENGINEERS PLANNERS  
 Contract 95.10 Sheet No. AR-2  
 37 of 60

By:	Detail
Designed	CJS 2/86
Drawn	RJT 2/86
Checked	PNL 2/86



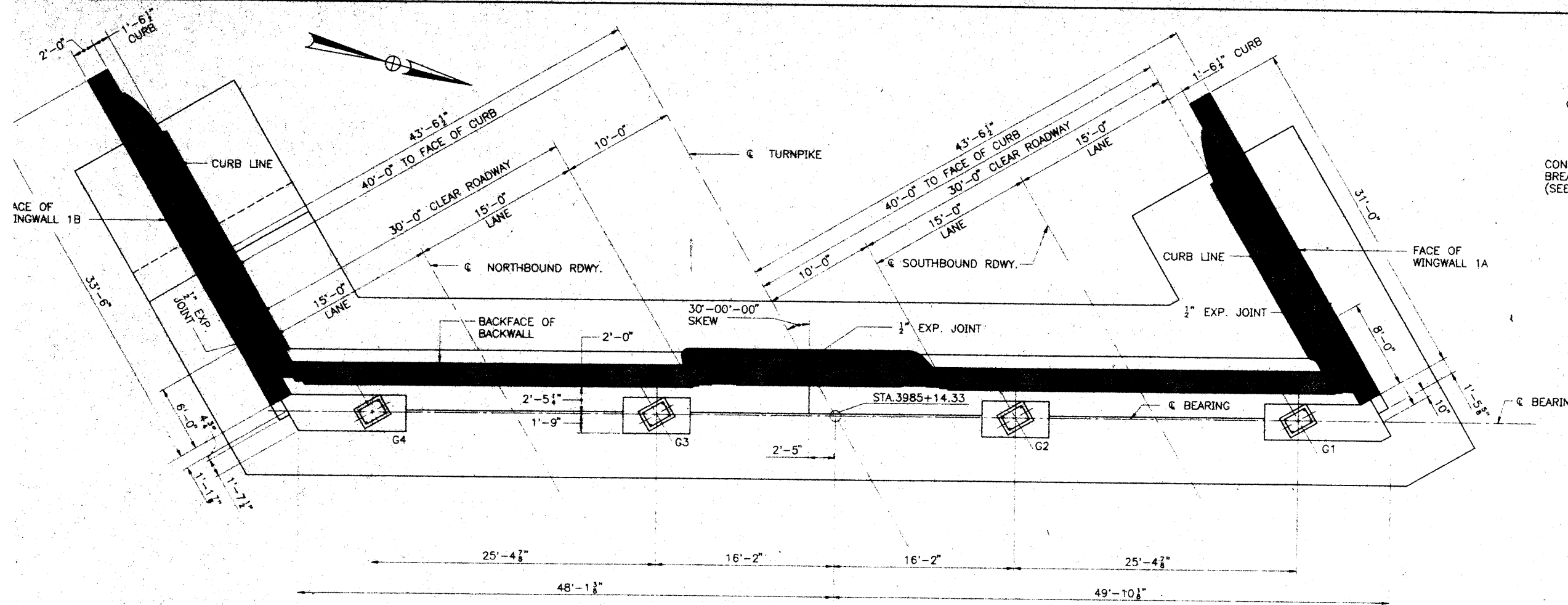
Maine Turnpike Authority  
**Maine Turnpike**

**ANDROSCOGGIN RIVER OVERPASS SEQUENCE OF CONSTRUCTION**

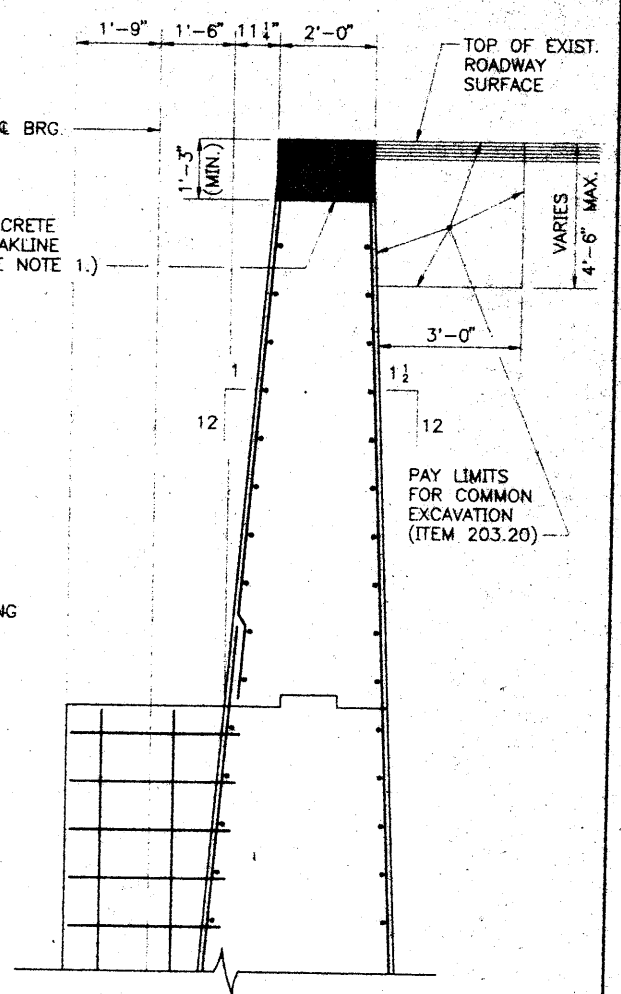
**HNTB** HOWARD NEEDLES TAMM & BERGEN, INC. ARCHITECTS ENGINEERS PLANNERS

By:	Delos
Designed:	CJS 2/88
Drawn:	EJT 2/88
Checked:	HNE 2/88
By:	Delos
In charge of:	RAL

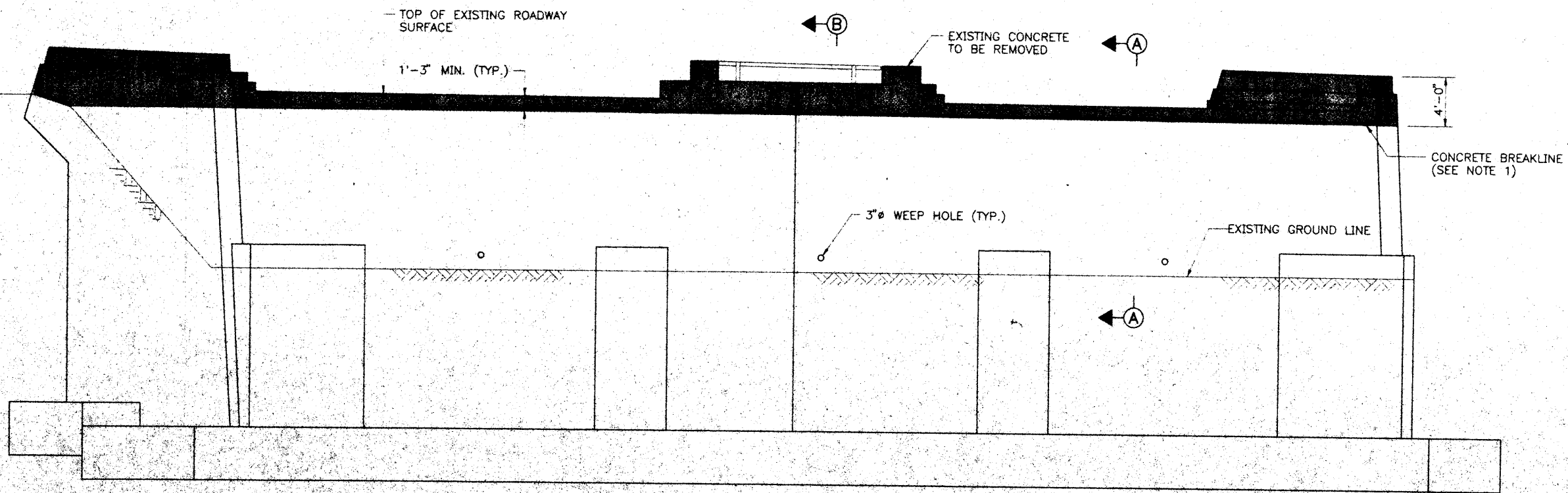
Contract 95.10 Sheet No. AR-3  
 38 of 69



**EXISTING PLAN**  
3/16" = 1'-0"




**SECTION A-A**  
1/2" = 1'-0"



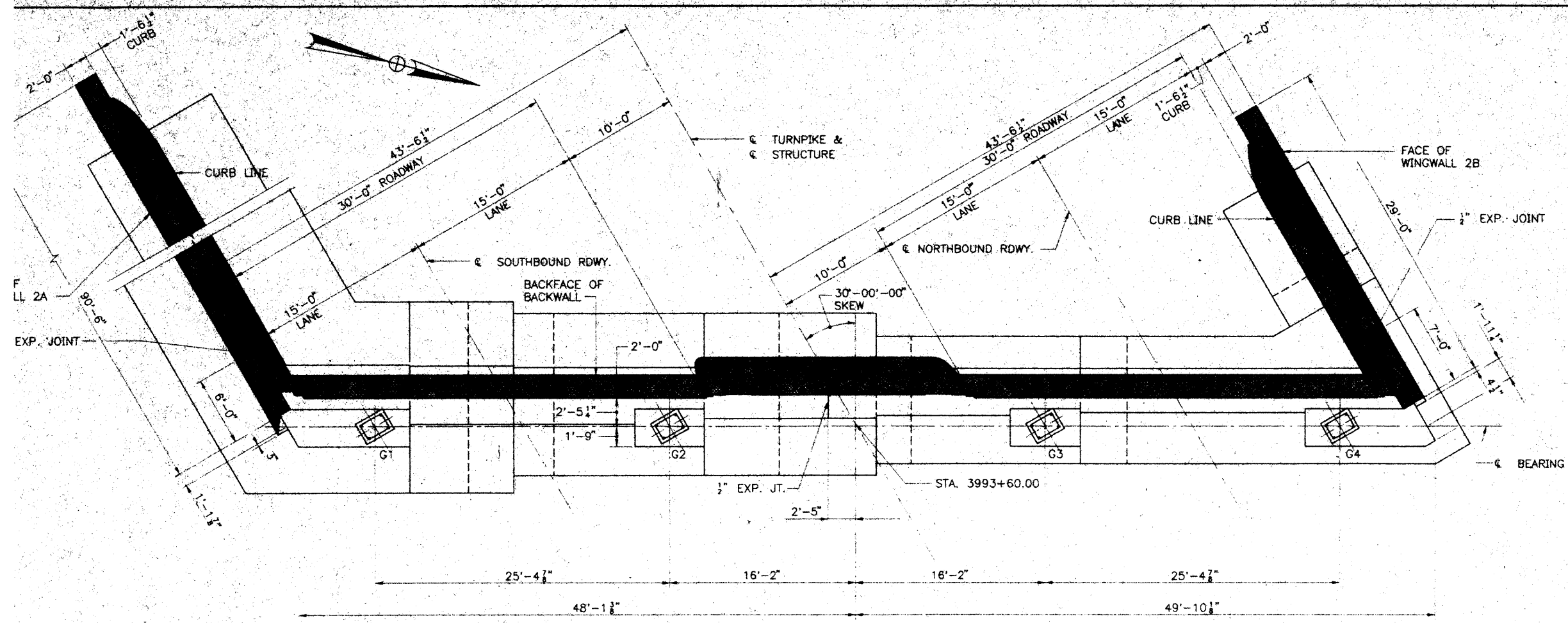
**EXISTING ELEVATION**  
3/16" = 1'-0"

- NOTES:**
1. SAW CUT 1" MIN. DEEP BEFORE REMOVING EXISTING CONCRETE.
  2. SEE SHEET AR-8 FOR SECTION B-B.
  3. EXCAVATIONS FOR BACKWALL MODIFICATIONS SHALL BE PAID FOR UNDER ITEM 203.20 TO THE LIMITS SHOWN.
  4. REMOVAL OF THE EXISTING ROADWAY JOINT SHALL BE INCIDENTAL TO ITEM 202.122.
  5. FOR EXISTING ROADWAY EXPANSION JOINT DETAILS, SEE SHEETS AR-26 TO AR-28.

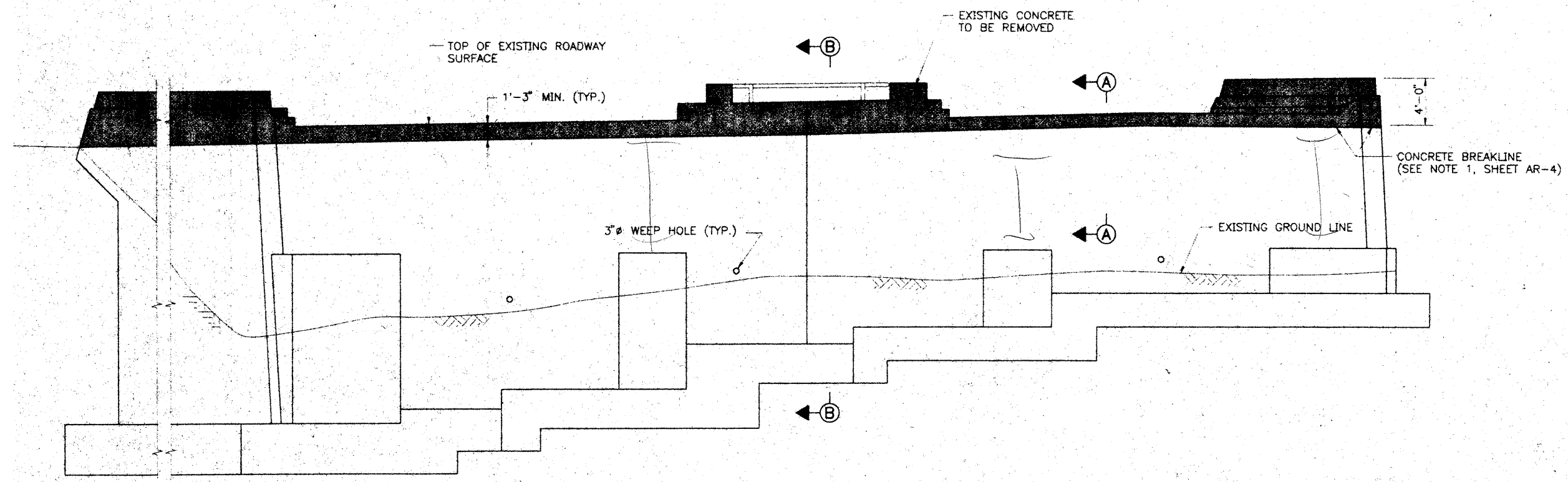
EXISTING CONCRETE TO BE REMOVED

Maine Turnpike Authority <b>Maine Turnpike</b>													
ANDROSCOGGIN RIVER OVERPASS ABUTMENT NO. 1 (EXISTING)													
													
<table border="1"> <tr> <td>By - Date</td> <td></td> </tr> <tr> <td>Designed</td> <td>GPM/2/95</td> </tr> <tr> <td>Drawn</td> <td>RJT/2/95</td> </tr> <tr> <td>Checked</td> <td>HNL/2/95</td> </tr> </table>	By - Date		Designed	GPM/2/95	Drawn	RJT/2/95	Checked	HNL/2/95	<table border="1"> <tr> <td>Contract</td> <td>95.10</td> </tr> <tr> <td>Sheet No.</td> <td>AR-4</td> </tr> </table>	Contract	95.10	Sheet No.	AR-4
By - Date													
Designed	GPM/2/95												
Drawn	RJT/2/95												
Checked	HNL/2/95												
Contract	95.10												
Sheet No.	AR-4												

By - Date	
Designed	GPM/2/95
Drawn	RJT/2/95
Checked	HNL/2/95




**EXISTING PLAN**  
3/16" = 1'-0"



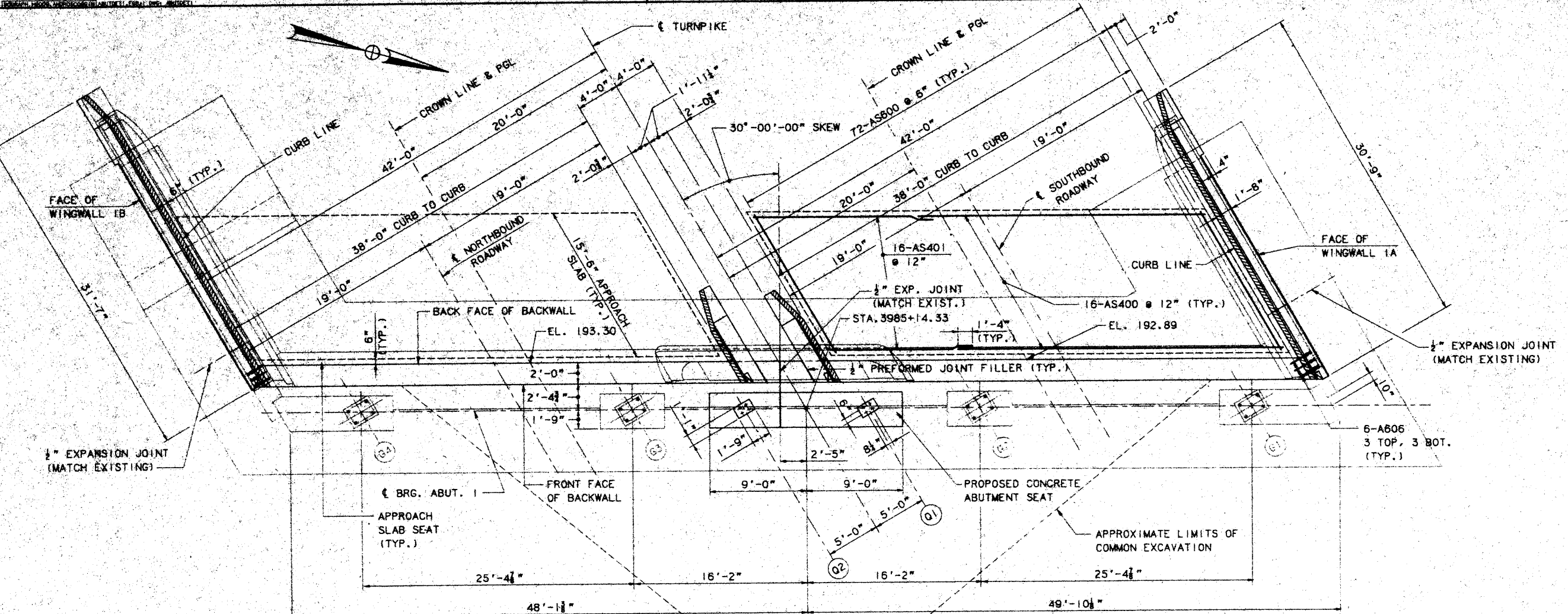
**EXISTING ELEVATION**  
3/16" = 1'-0"

- NOTES:**
1. FOR GENERAL NOTES, SEE SHEET AR-4
  2. SEE SHEET AR-4 FOR SECTION A-A.
  3. SEE SHEET AR-8 FOR SECTION B-B.

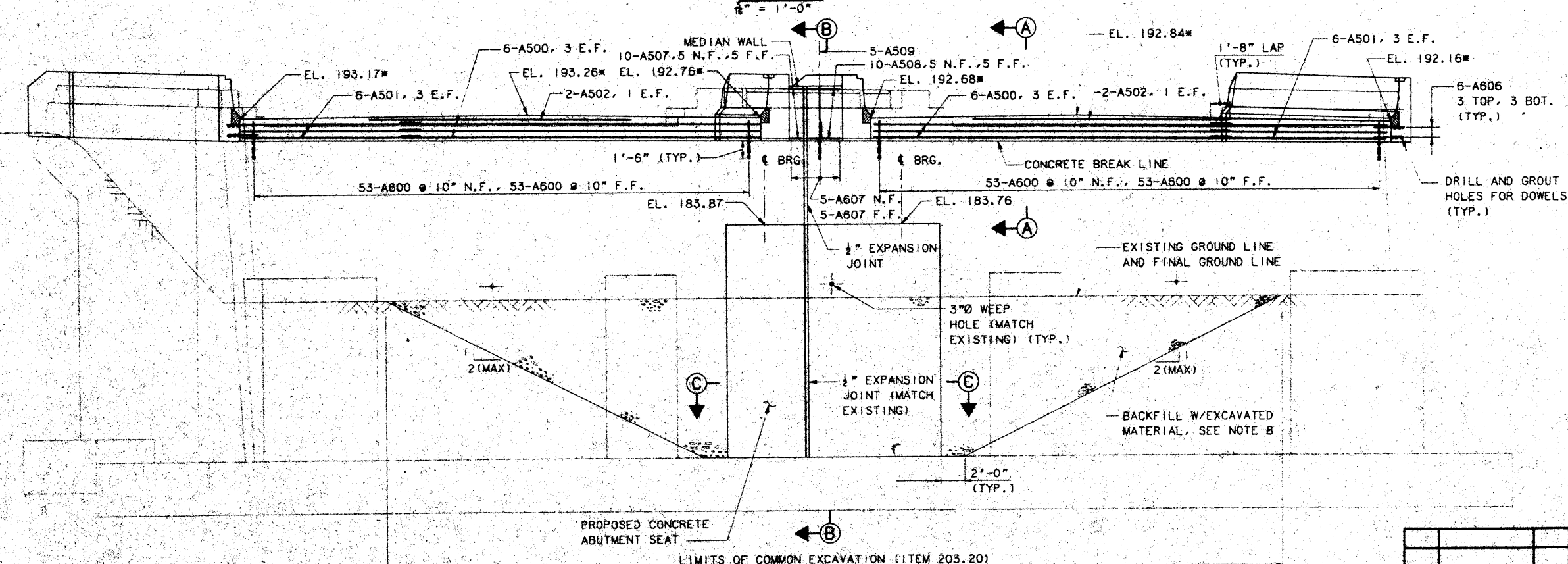
EXISTING CONCRETE TO BE REMOVED

Maine Turnpike Authority <b>Maine Turnpike</b>	
ANDROSCOGGIN RIVER OVERPASS ABUTMENT NO.2 (EXISTING)	
	HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS
Contract	95,10
Sheet No.	AR-5
	40 of 69

Designed	GPM 2/95
Drawn	RJT 2/95
Checked	HNL 2/95
In Charge Of	RAI



**PLAN**  
1/8" = 1'-0"



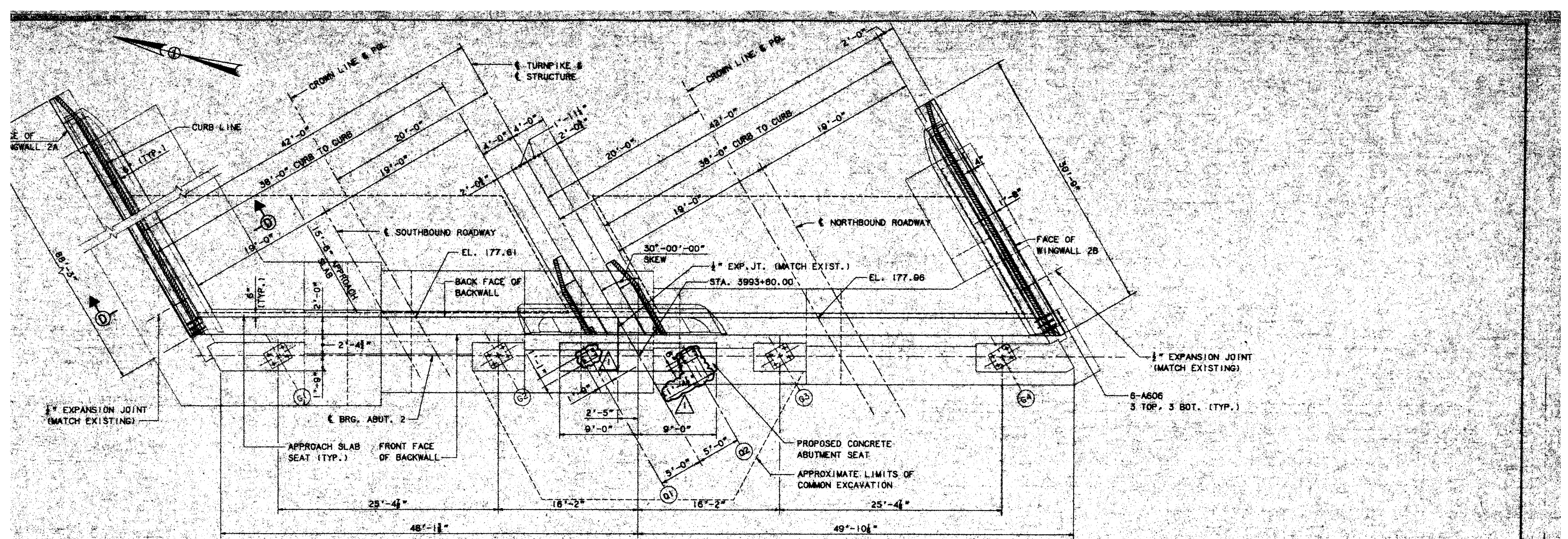
**ELEVATION**  
1/8" = 1'-0"

**NOTES**

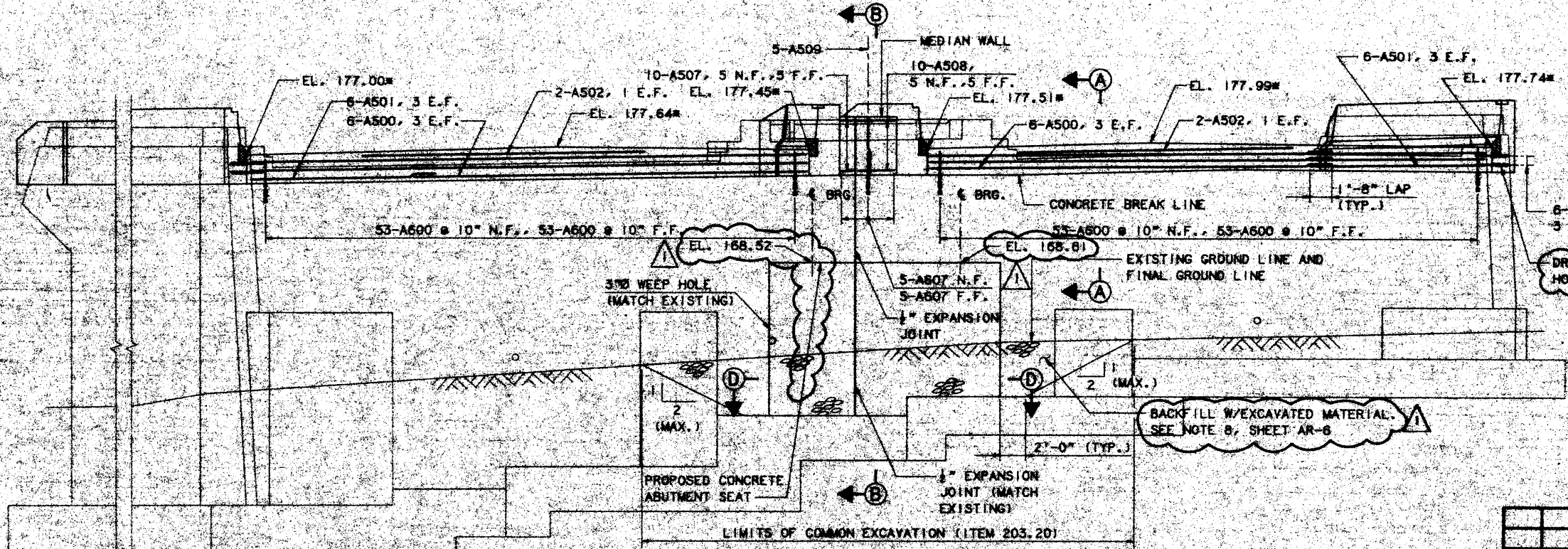
1. FOR WINGWALL ELEVATIONS AND SECTIONS. SEE SHEETS AR-9, AR-10 AND AR-11.
2. SEE SHEET AR-8 FOR SECTION A-A, B-B AND C-C.
3. FOR PROPOSED ROADWAY EXPANSION JOINT DETAILS. SEE SHEETS AR-26, AR-27 AND AR-28.
4. \* ELEVATIONS SHOWN ARE AT THE FRONT FACE OF BACKWALL
5. FOR END POST DETAILS, SEE SHEET AR-12.
6. FOR APPROACH SLAB DETAILS, SEE SHEET BD-501-89.
7. REINFORCING SHOWN IS TYPICAL FOR ALL APPROACH SLABS.
8. ANY EXCAVATED MATERIAL WHICH IS UNSUITABLE FOR FILL AS DETERMINED BY THE ENGINEER SHALL BE LEGALLY DISPOSED OF AND REPLACED W/ GRANULAR BORROW (ITEM 203.25).

Maine Turnpike Authority <b>Maine Turnpike</b>	
	ANDROSCOGGIN RIVER OVERPASS ABUTMENT NO. 1 MODIFICATIONS
	HOWARD NEEDLES TAMMEN & BERGENOFF, INC. ARCHITECTS ENGINEERS PLANNERS
Contract: 95.10	Sheet No. AR-6 41 of 69

No.	Revision	By	Date



PLAN  
1/8" = 1'-0"



ELEVATION  
1/8" = 1'-0"

**NOTE**  
1. SEE SHEET AR-6 FOR GENERAL NOTES.

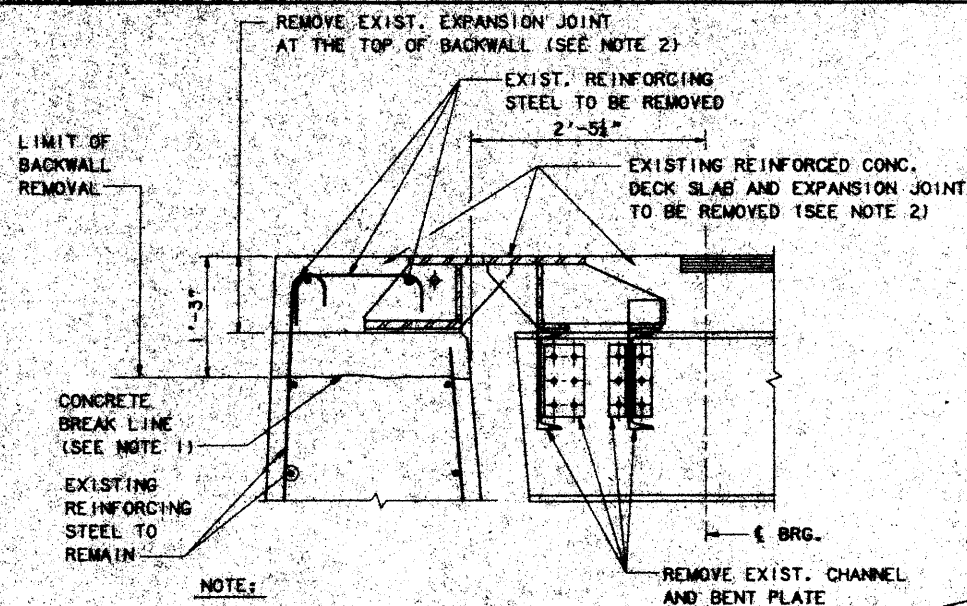
Designed	GPM	3/95
Drawn	RJT	3/95
Checked	HNE	3/95
By	Date	In charge of

Maine Turnpike Authority  
**Maine Turnpike**

ANDROSCOGGIN RIVER  
OVERPASS  
**ABUTMENT NO. 2  
MODIFICATIONS**

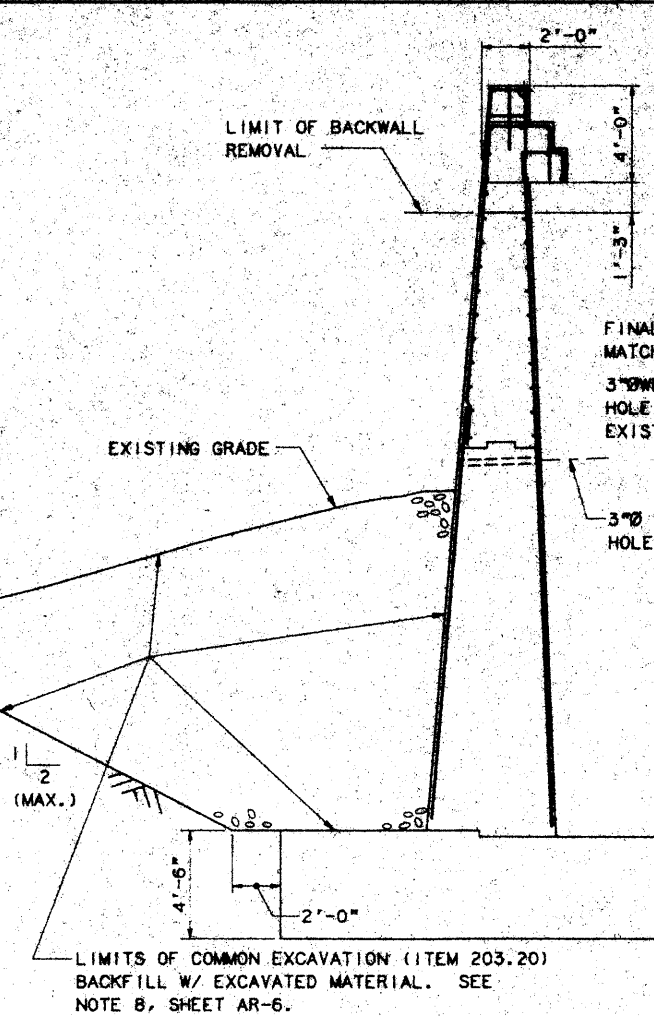
**HNTB** HOWARD NEEDLES TAMMEN & BERENSON, INC.  
ARCHITECTS ENGINEERS PLANNERS

Contract 95.10 Sheet No. **AR-7**  
42 of 60

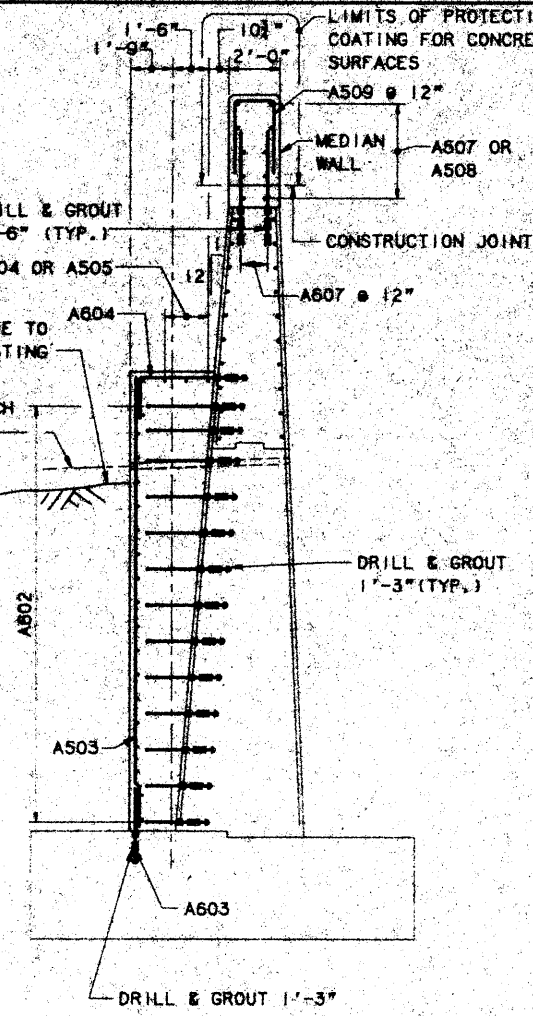


- NOTE:**
1. SAW CUT 1" MIN. BEFORE REMOVING EXISTING CONCRETE BACKWALL AND REINFORCING STEEL TO THE INDICATED LIMIT. RECONSTRUCT ABUTMENT BACKWALL TO ELEVATIONS INDICATED ON SHEETS AR-6 AND AR-7 RESPECTIVELY.
  2. REMOVING THE EXISTING ARMOR JOINT SHALL BE INCIDENTAL TO ITEM 202.12.

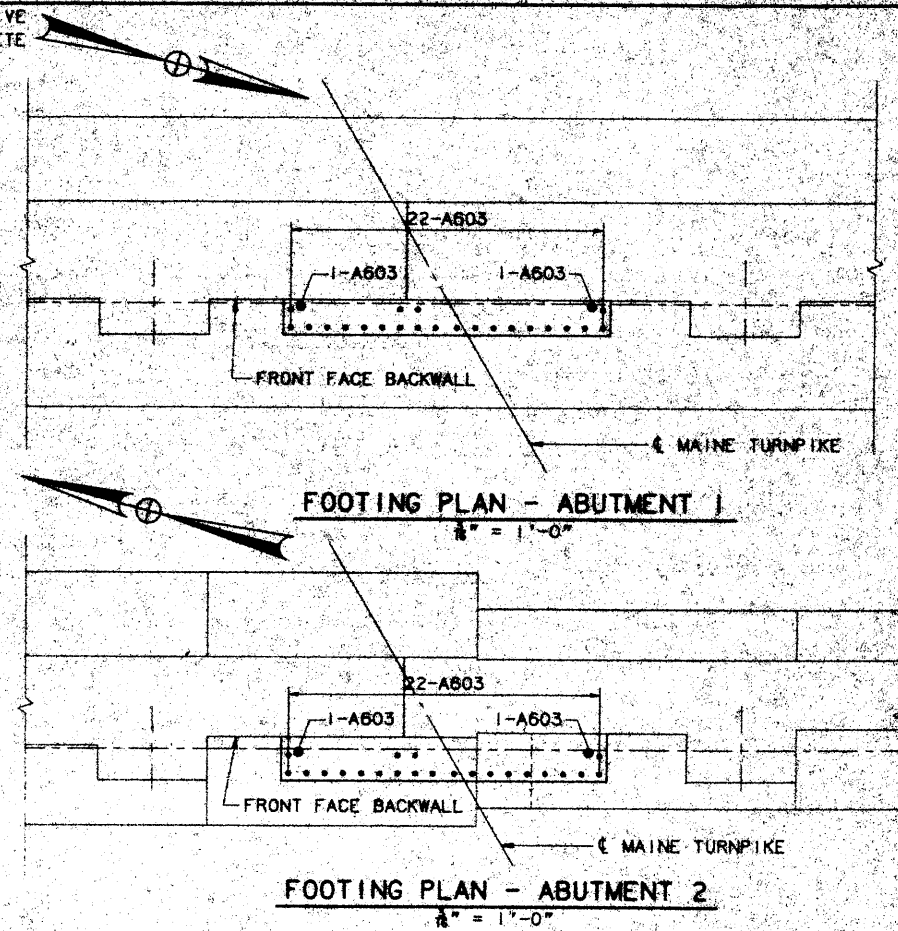
**EXISTING SECTION A-A**  
1" = 1'-0"



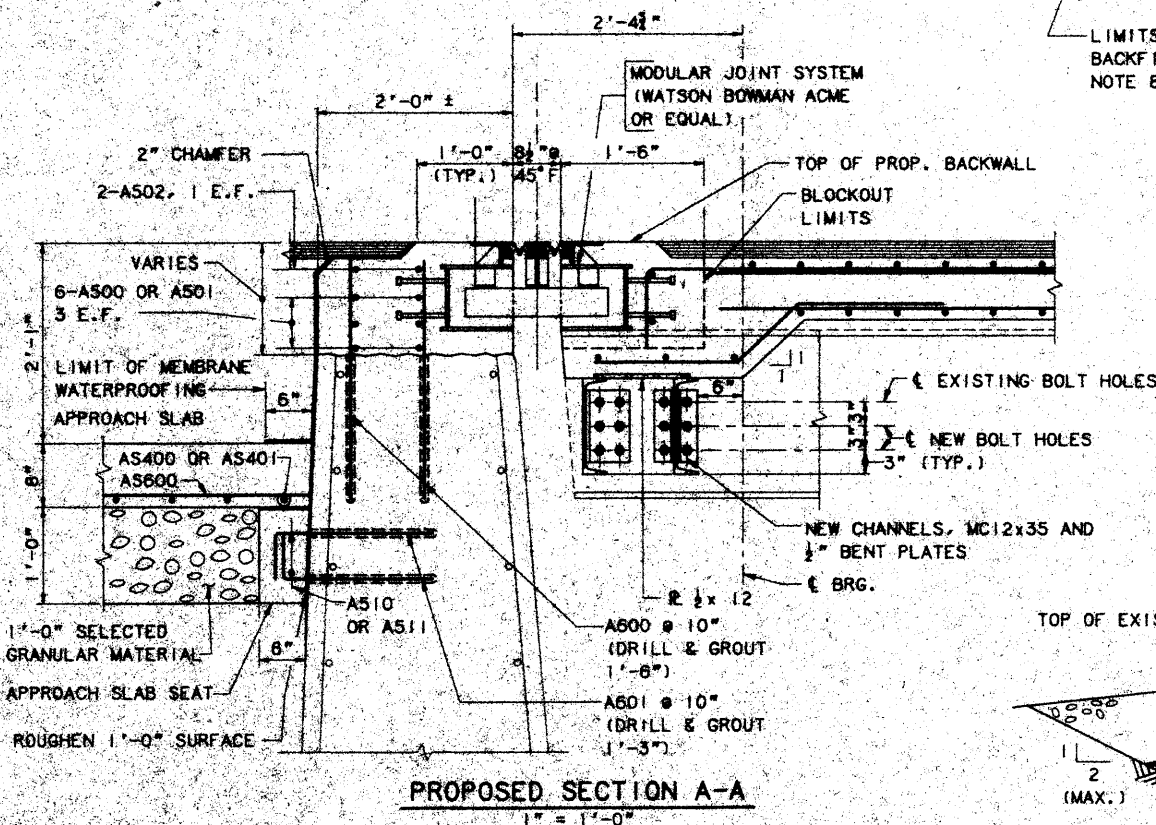
**EXISTING SECTION B-B**  
1/2" = 1'-0"  
(ABUTMENT NO. 1)



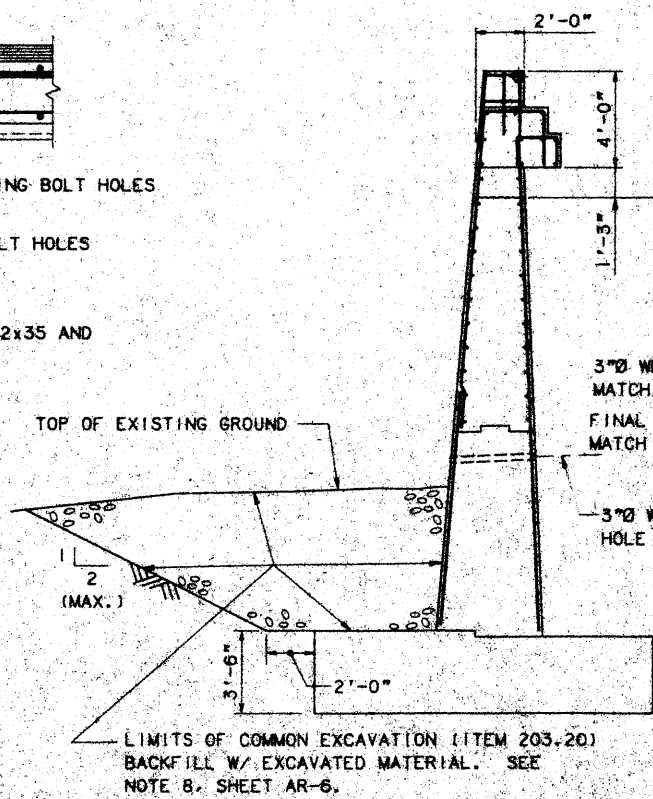
**PROPOSED SECTION B-B**  
1/2" = 1'-0"  
(ABUTMENT NO. 1)



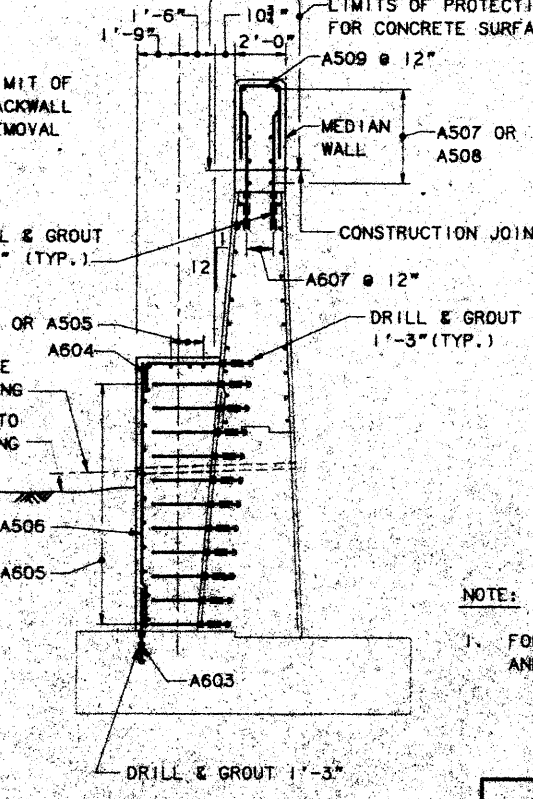
**FOOTING PLAN - ABUTMENT 2**  
1/8" = 1'-0"



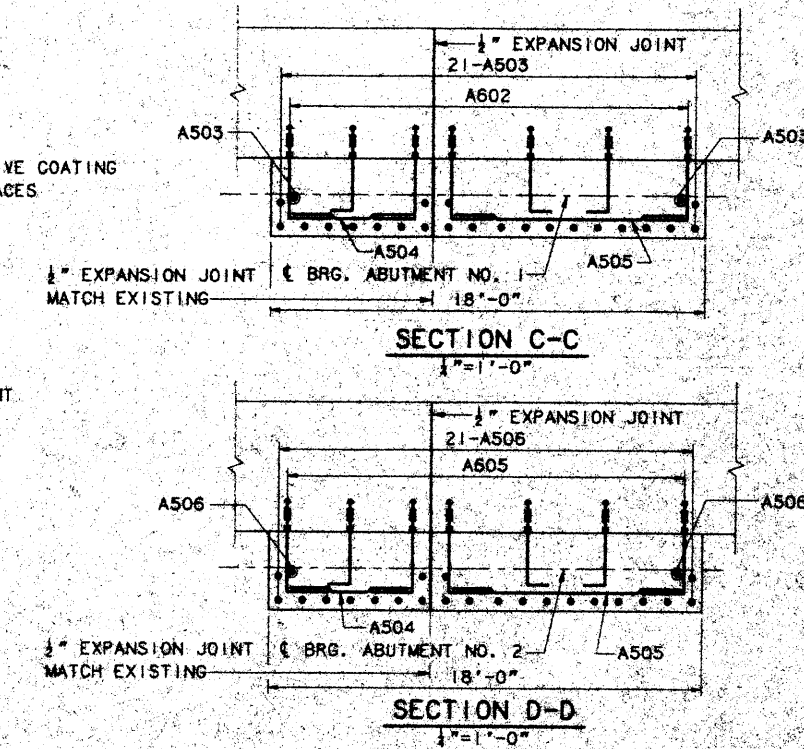
**PROPOSED SECTION A-A**  
1" = 1'-0"



**EXISTING SECTION B-B**  
1/2" = 1'-0"  
(ABUTMENT NO. 2)



**PROPOSED SECTION B-B**  
1/2" = 1'-0"  
(ABUTMENT NO. 2)



**SECTION C-C**  
1/8" = 1'-0"

**SECTION D-D**  
1/8" = 1'-0"

- NOTE:**
1. FOR LOCATION OF SECTION A-A, B-B, C-C AND D-D, SEE SHEET AR-6 AND AR-7.

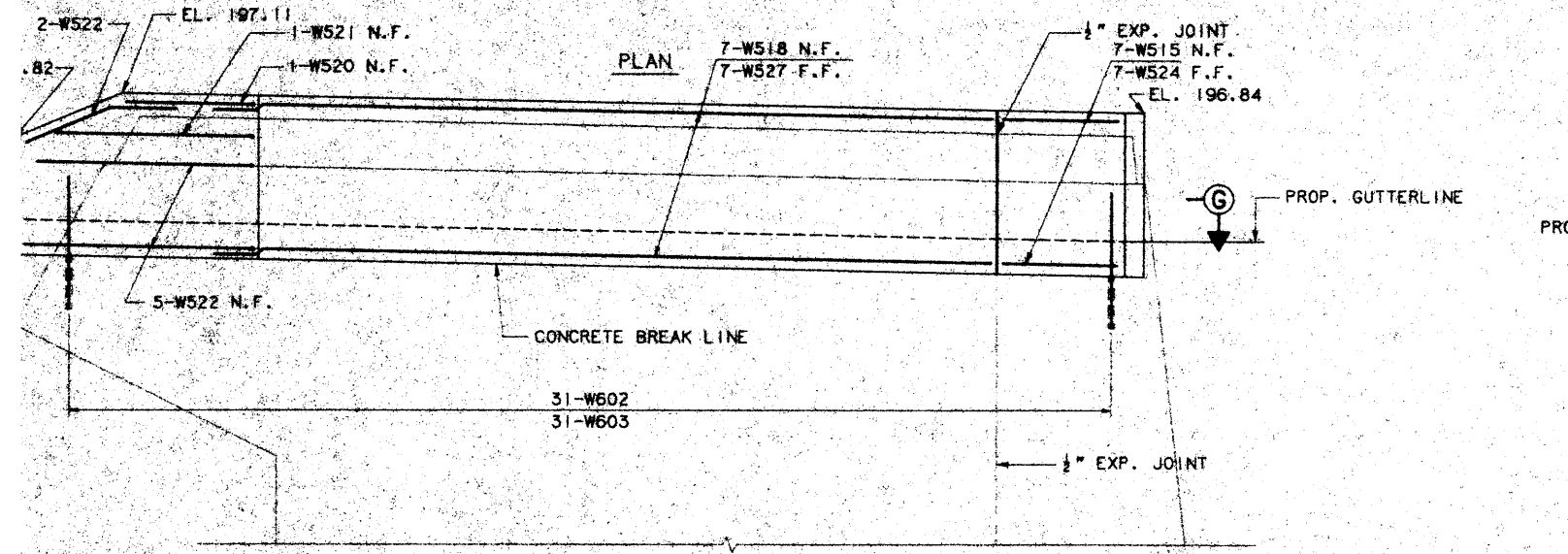
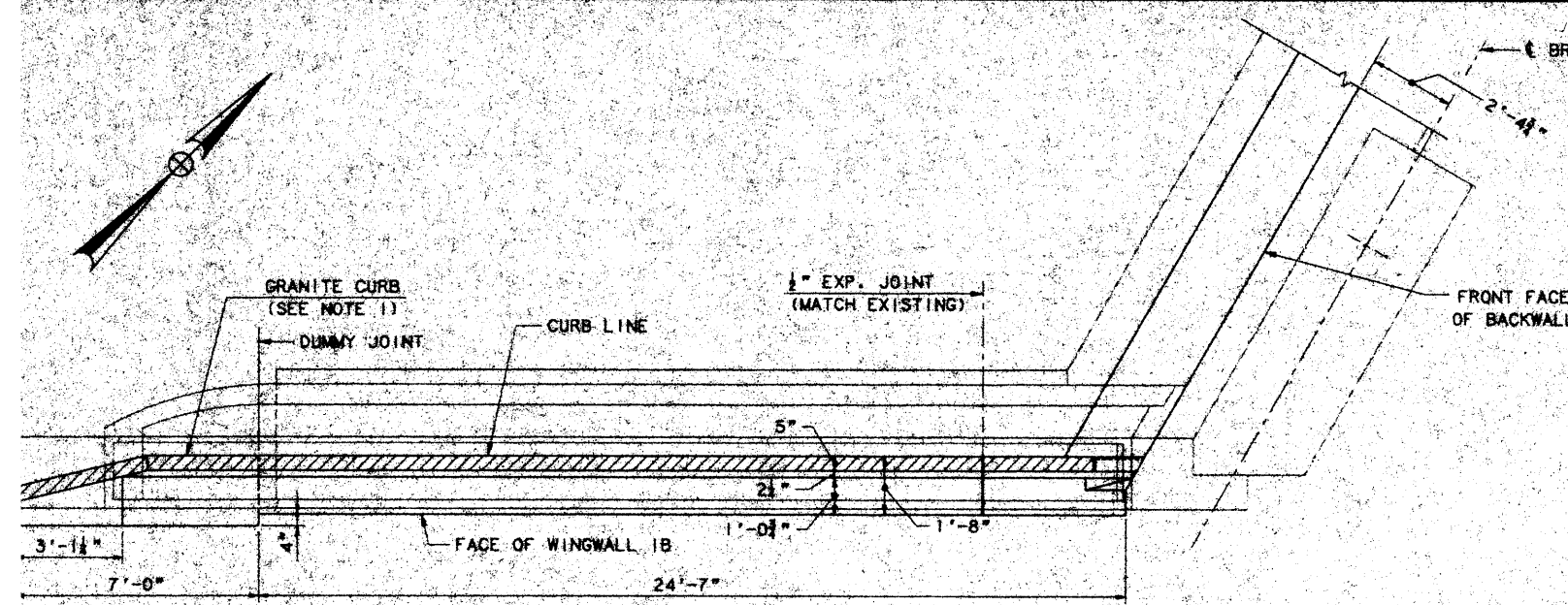
Maine Turnpike Authority  
**Maine Turnpike**

ANDROSCOGGIN RIVER OVERPASS  
**ABUTMENT DETAILS**

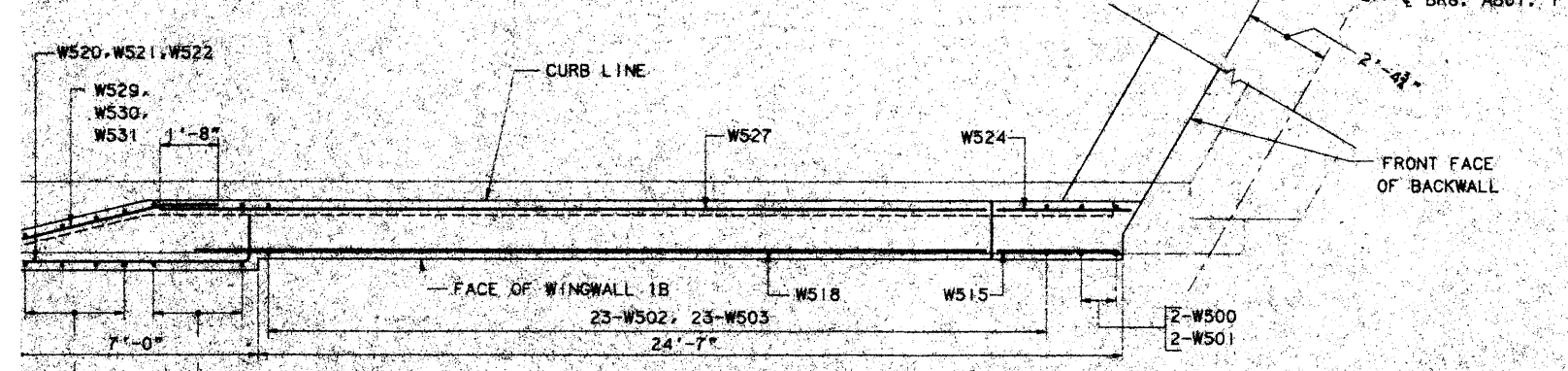
Designed	AD	2/95
Drawn	RJT	2/95
Checked	PK	2/95

Contract 95, 10 Sheet No. AR-8  
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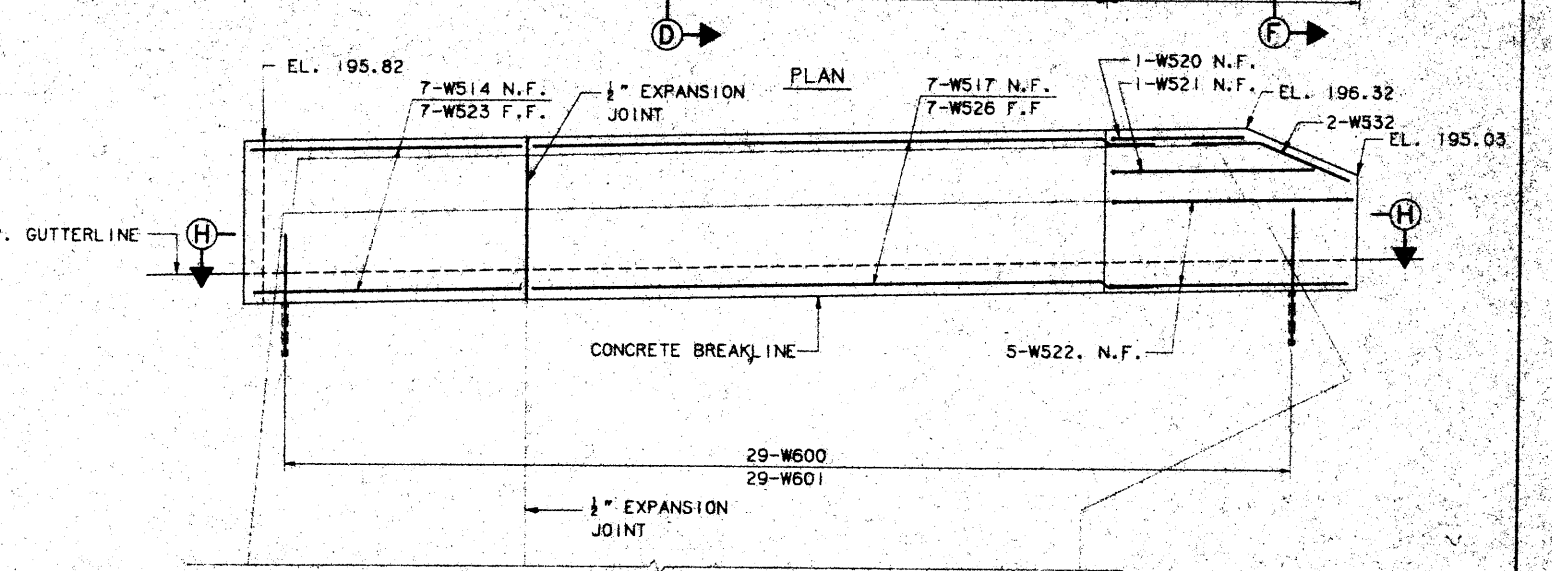
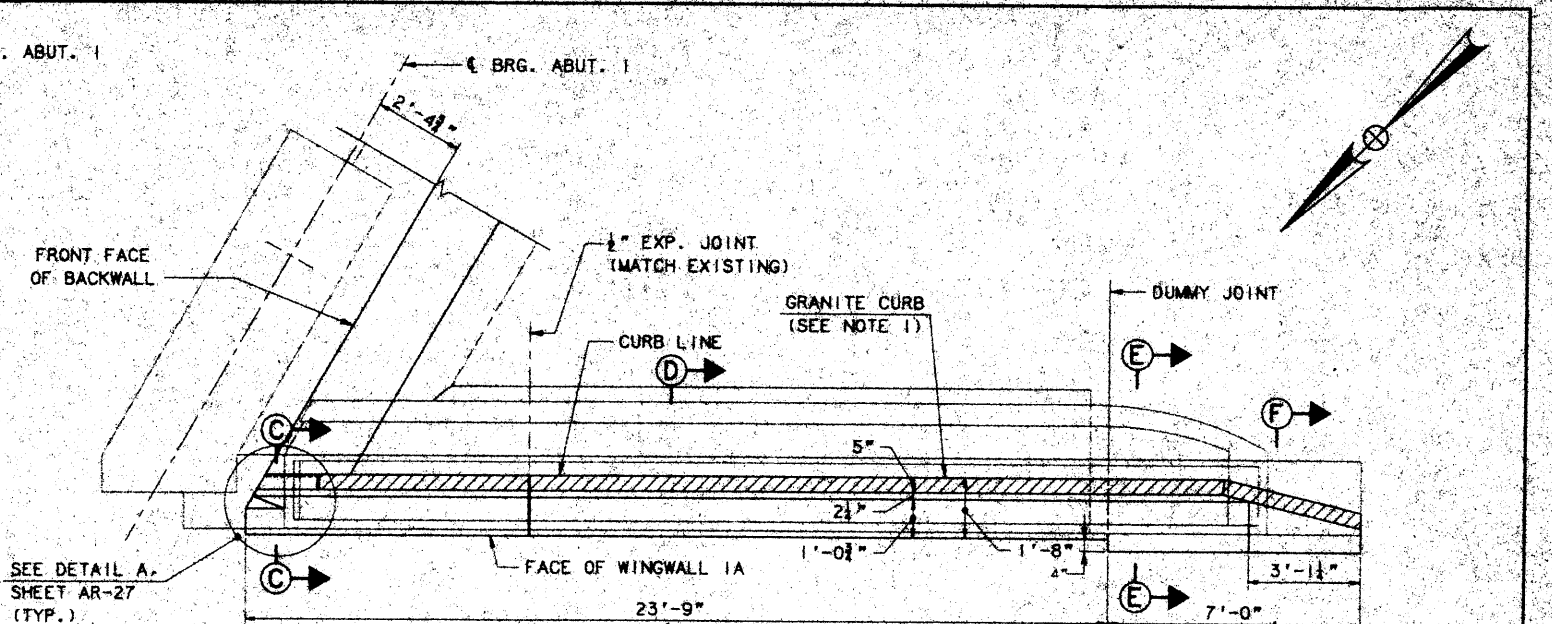




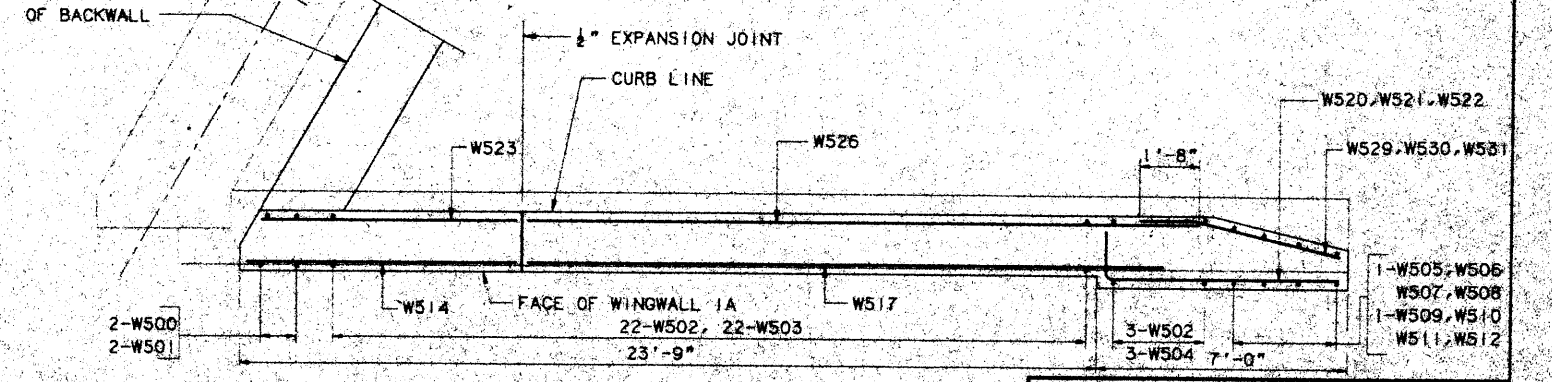
ELEVATION  
**WINGWALL 1B**  
1" = 1'-0"



NOTE  
ALL REINFORCING STEEL IS NOT SHOWN FOR CLARITY.



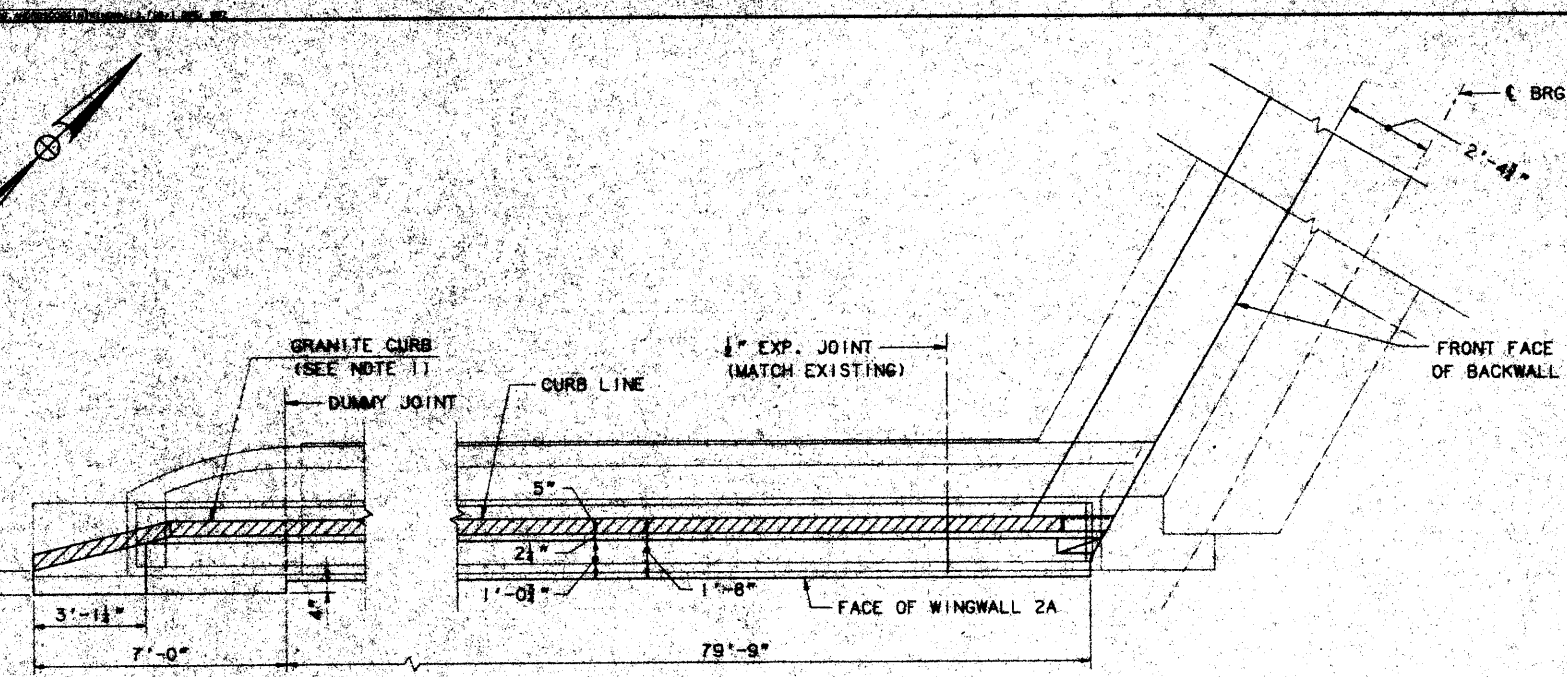
ELEVATION  
**WINGWALL 1A**  
1" = 1'-0"



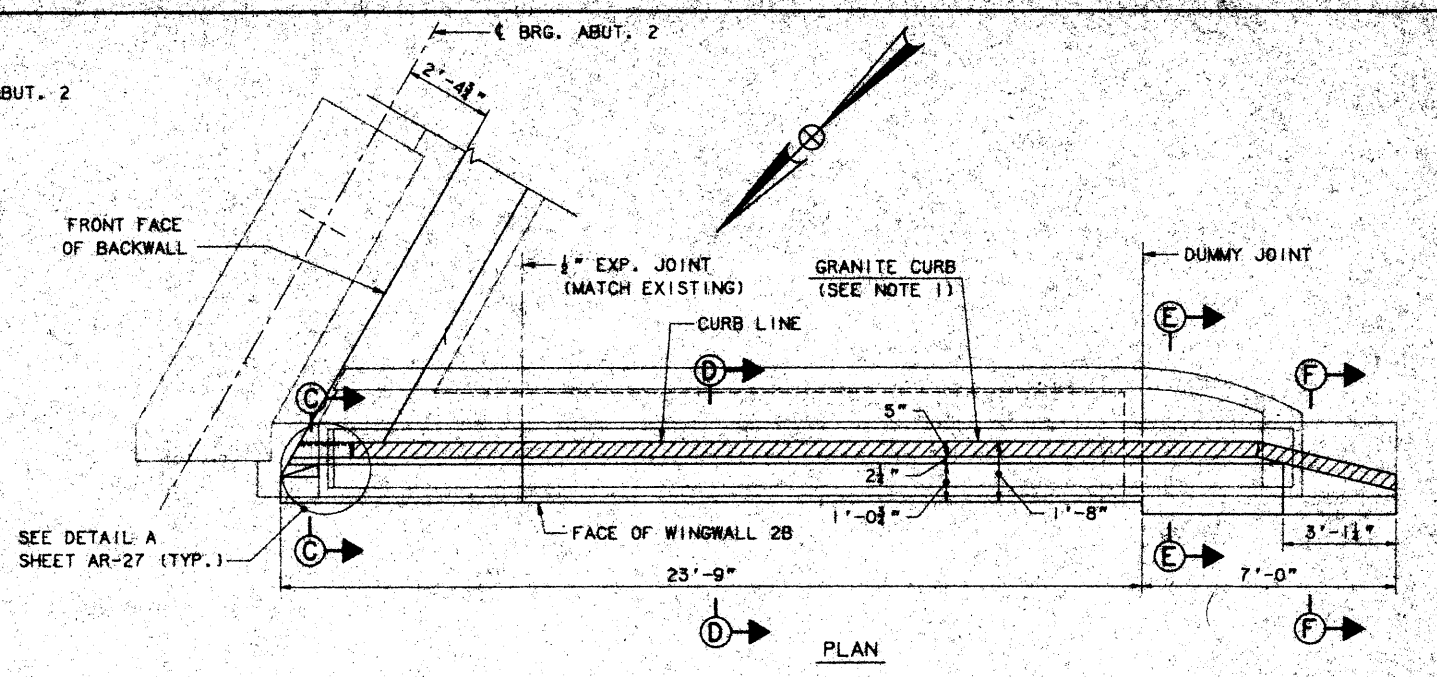
Maine Turnpike Authority  
**Maine Turnpike**  
ANDROSCOGGIN RIVER OVERPASS  
WINGWALL MODIFICATIONS I  
HOWARD ACEDOS TAMMEN & BERENDOFF, INC.  
ARCHITECTS ENGINEERS PLANNERS

By	Date	By	Date
Designed	GPM 2/95	Checked	X
Drawn	RUT 2/95	Checked	X
Checked	X	Checked	X

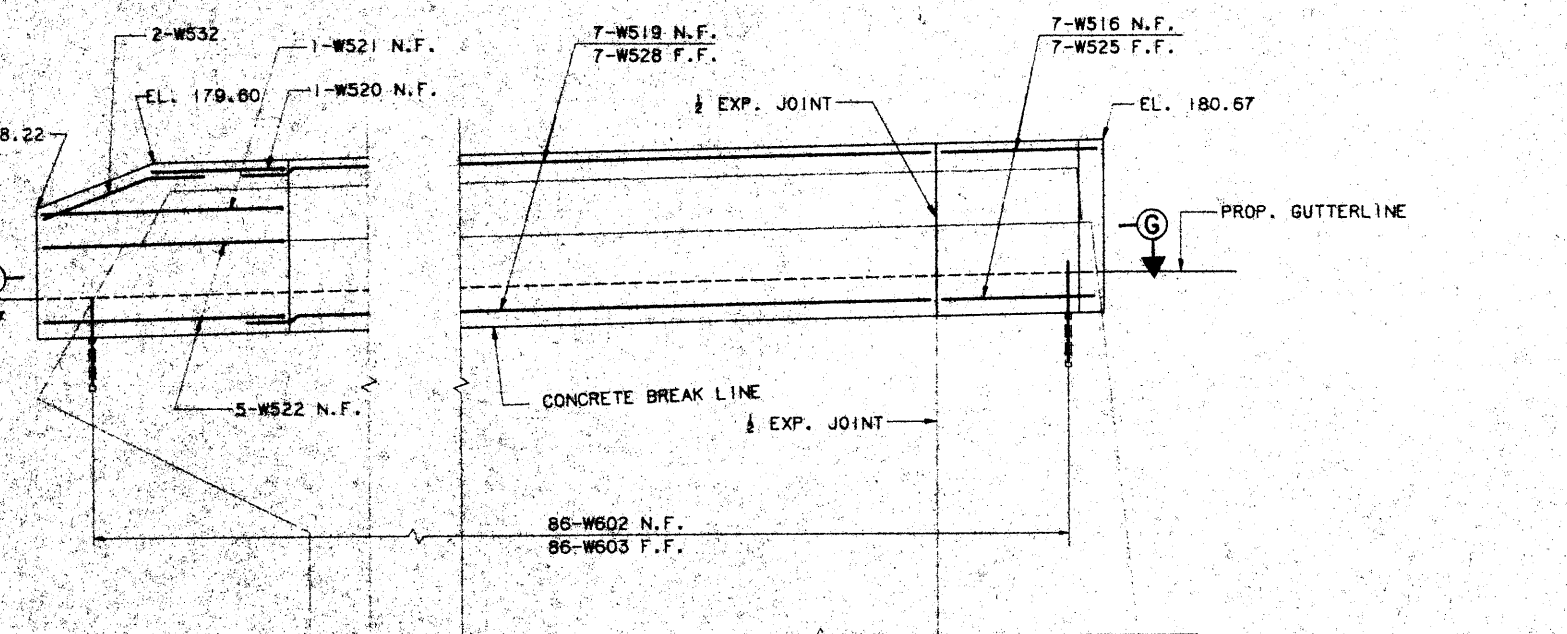
Contract: 95-10  
Sheet No. AR-9  
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PLAN



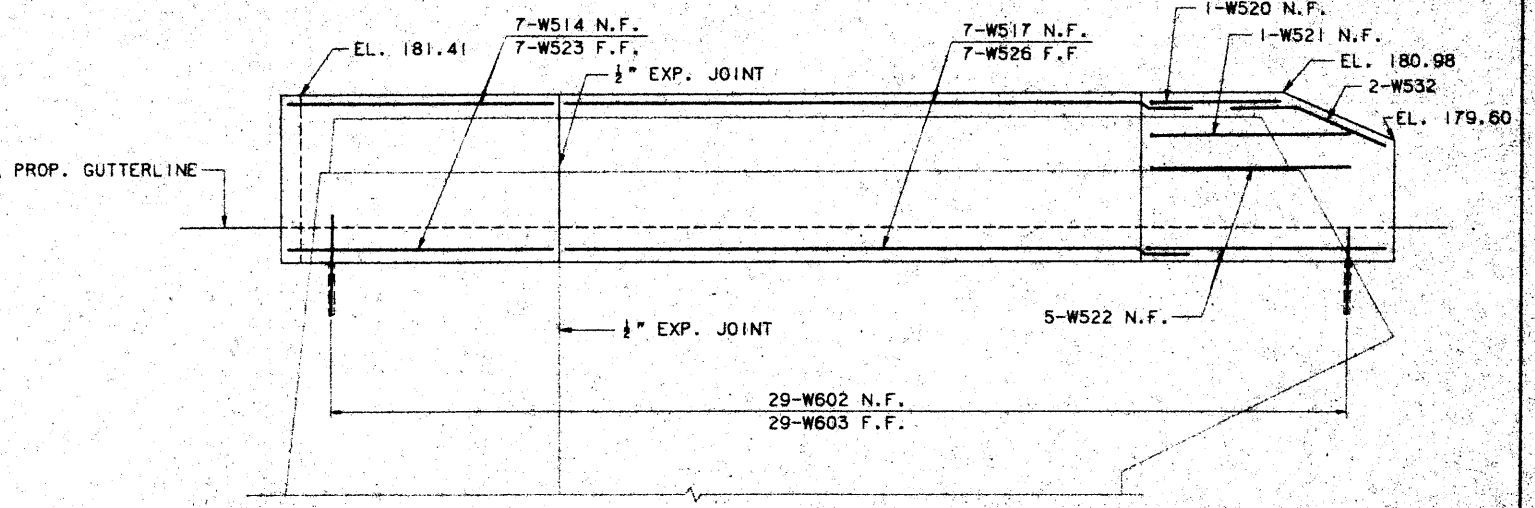
PLAN



ELEVATION

WINGWALL 2A

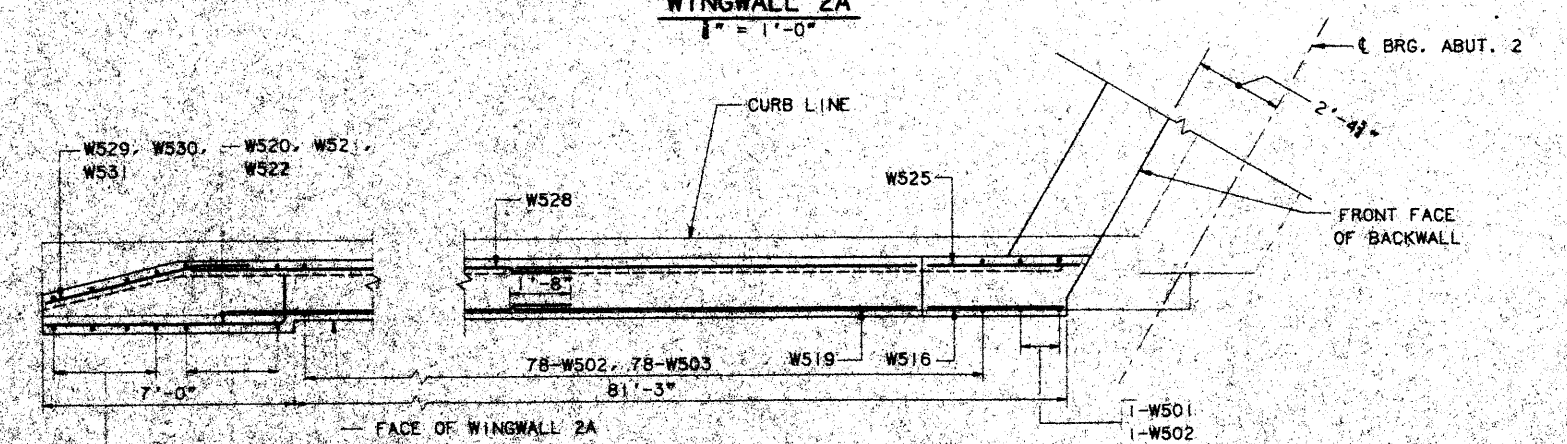
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ELEVATION

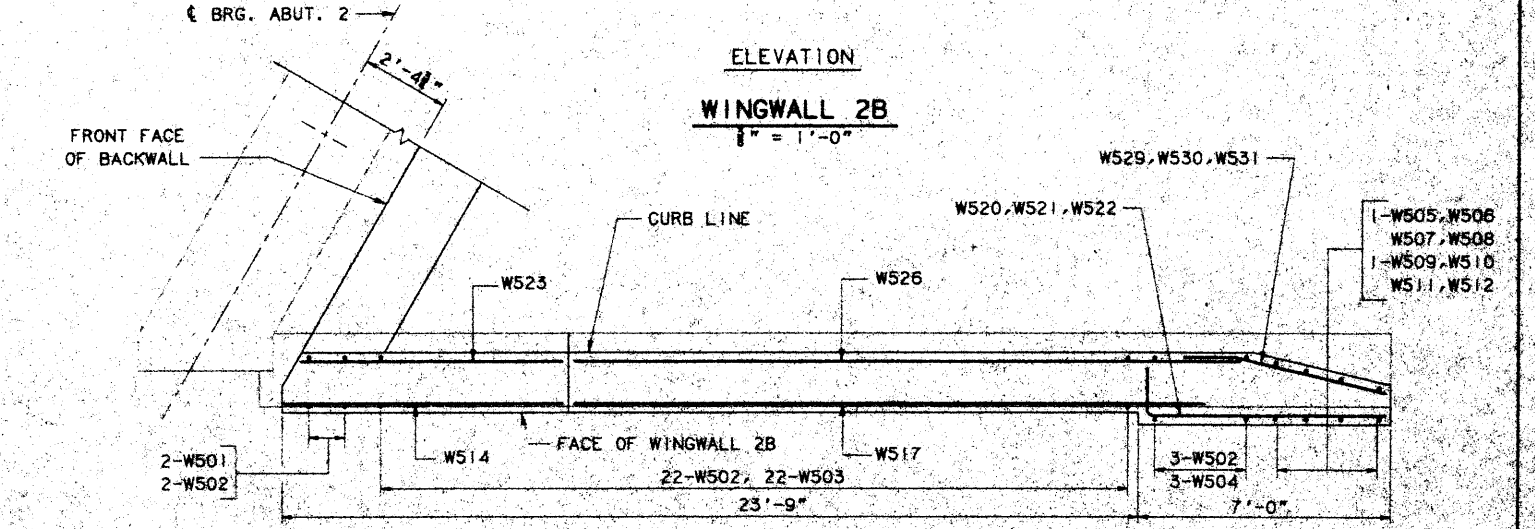
WINGWALL 2B

1" = 1'-0"



SECTION G-G

1" = 1'-0"



SECTION H-H

1" = 1'-0"

NOTE  
ALL REINFORCING STEEL IS NOT SHOWN FOR CLARITY.

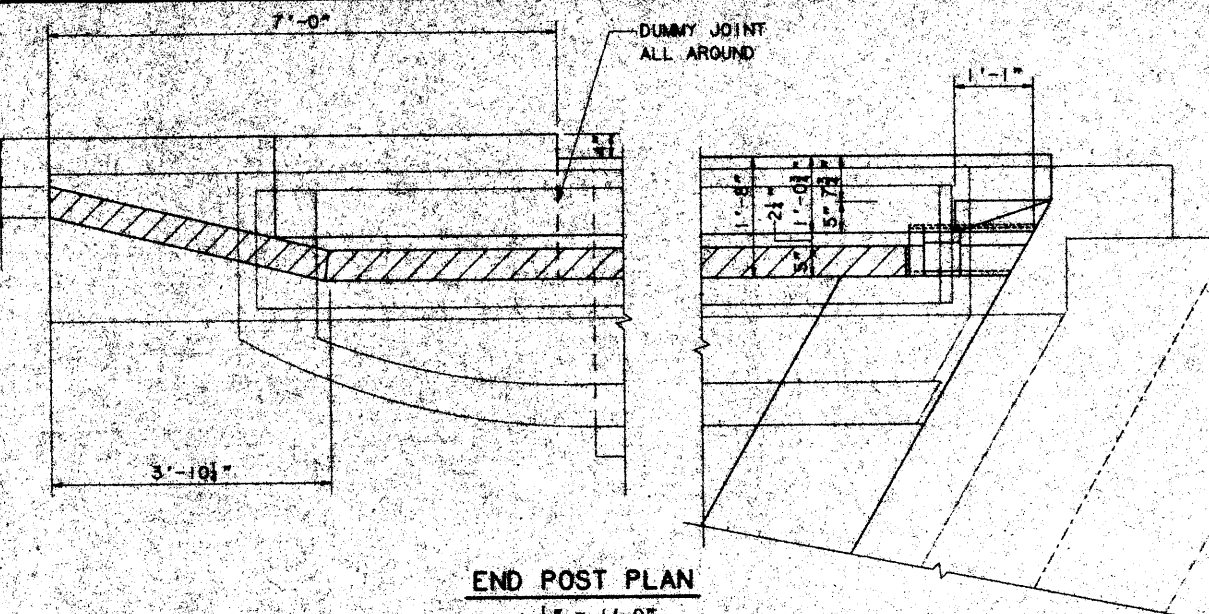
Maine Turnpike Authority  
Maine Turnpike

ANDROSCOGGIN RIVER OVERPASS  
WINGWALL MODIFICATIONS II

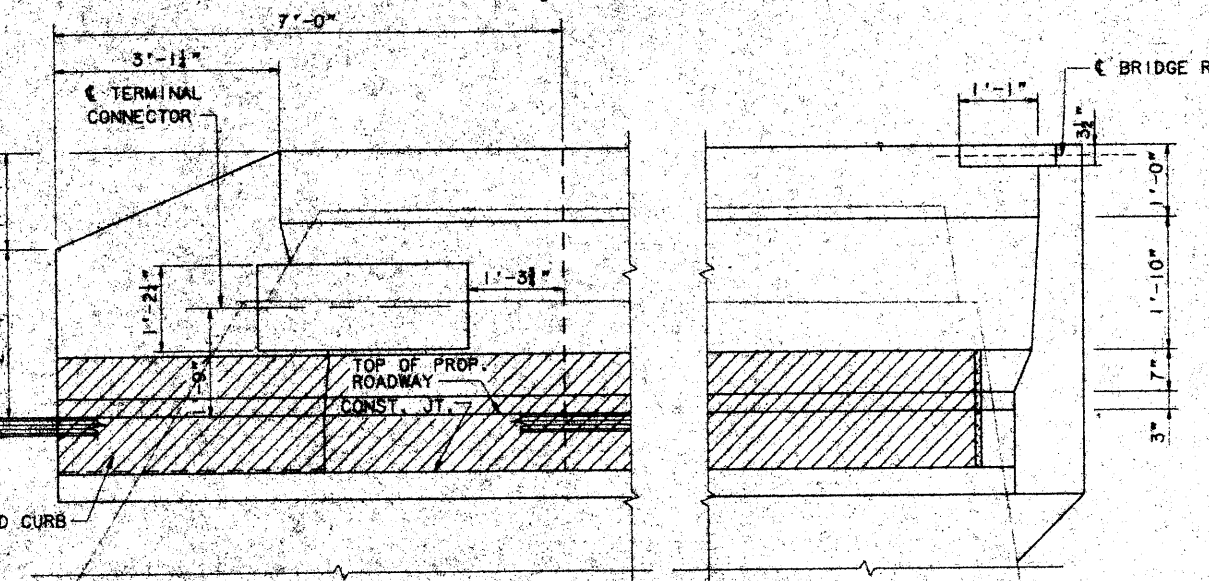
HOWARD NEEDLES TAMMEN & BERGENCOFF, INC.  
ARCHITECTS, ENGINEERS, PLANNERS

Contract	95.10	Sheet No.	AR-10
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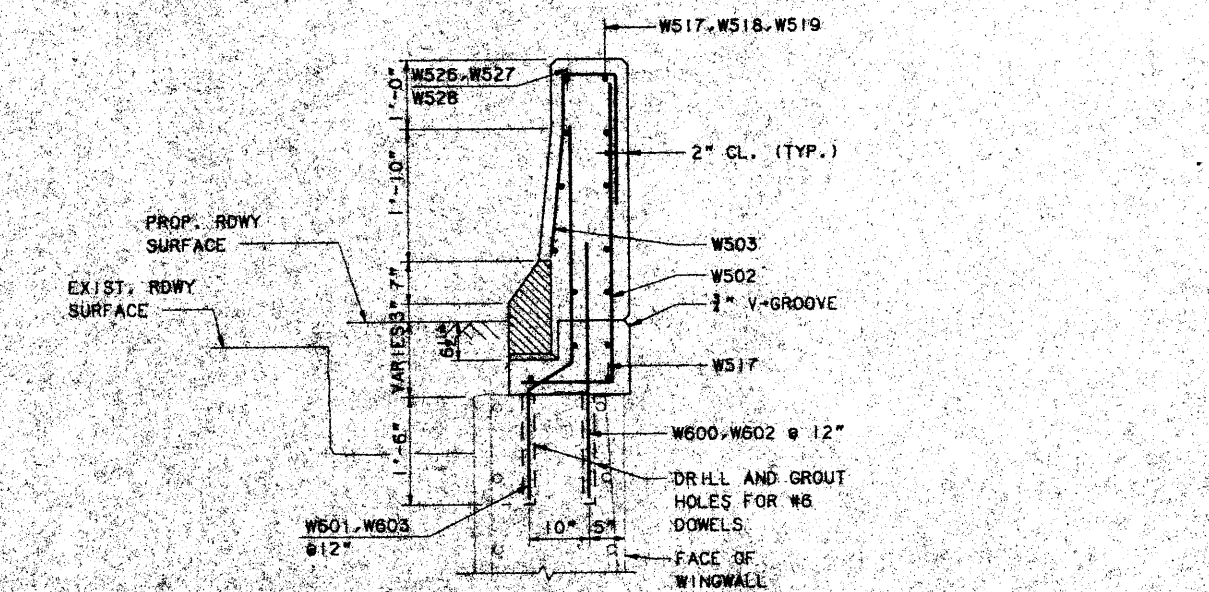
No.	Revised	By	Date	For Change	Initials
		Designed	GPM	2/95	
		Drawn	RJT	2/95	
		Checked	HNL	2/95	
		Approved			



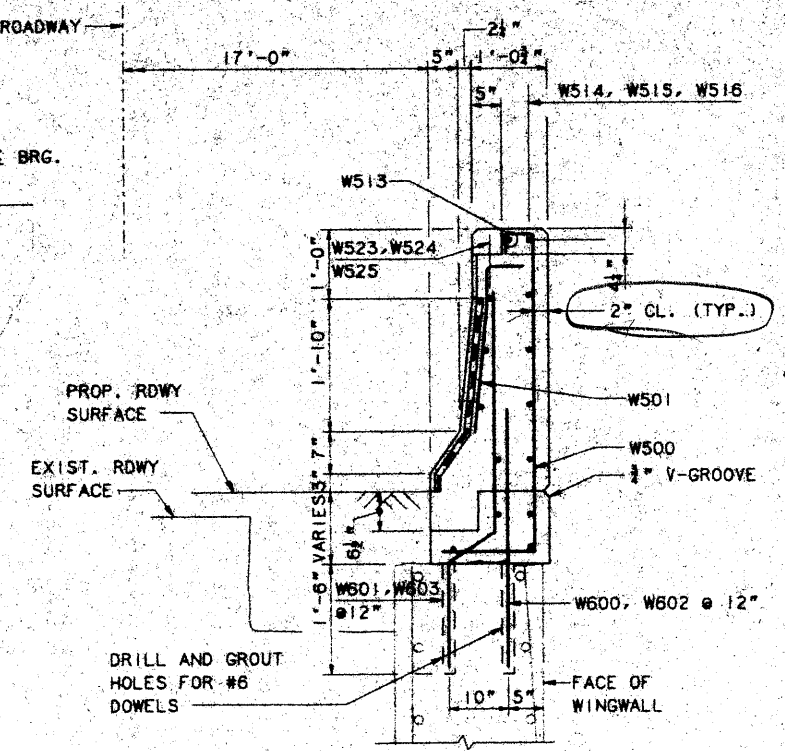
**END POST PLAN**  
1/4" = 1'-0"



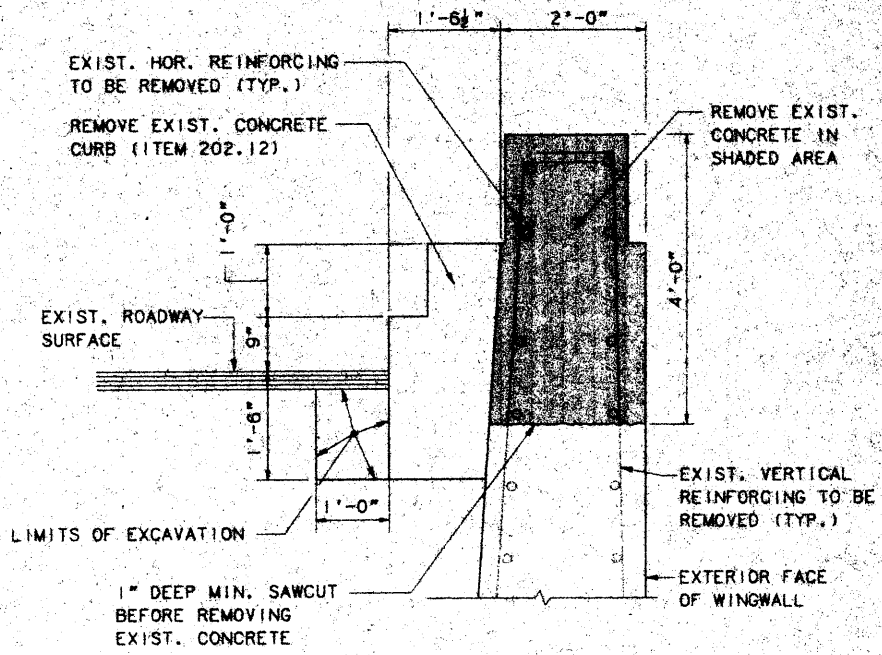
**END POST ELEVATION**  
1/4" = 1'-0"



**PROPOSED SECTION D-D**  
3/8" = 1'-0"

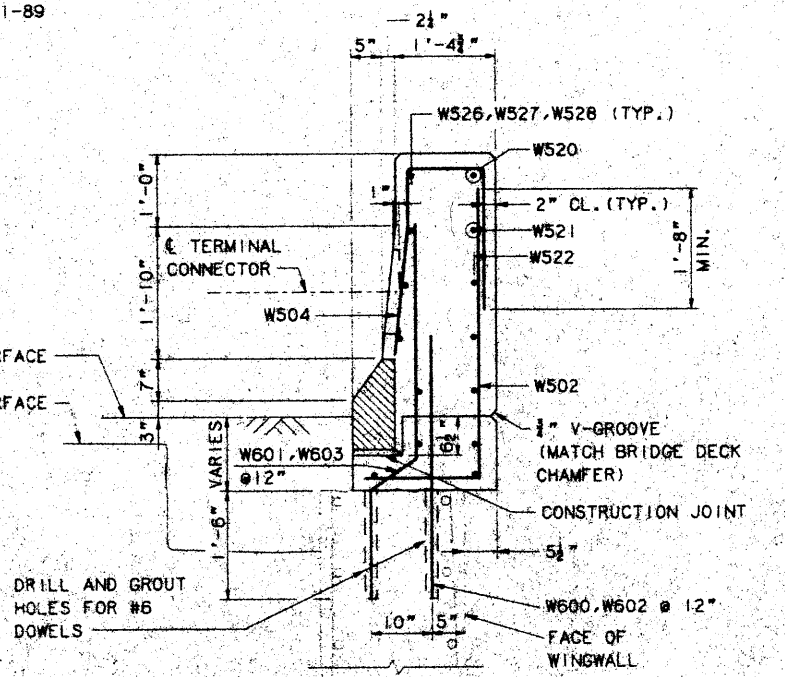


**SECTION C-C**  
3/8" = 1'-0"

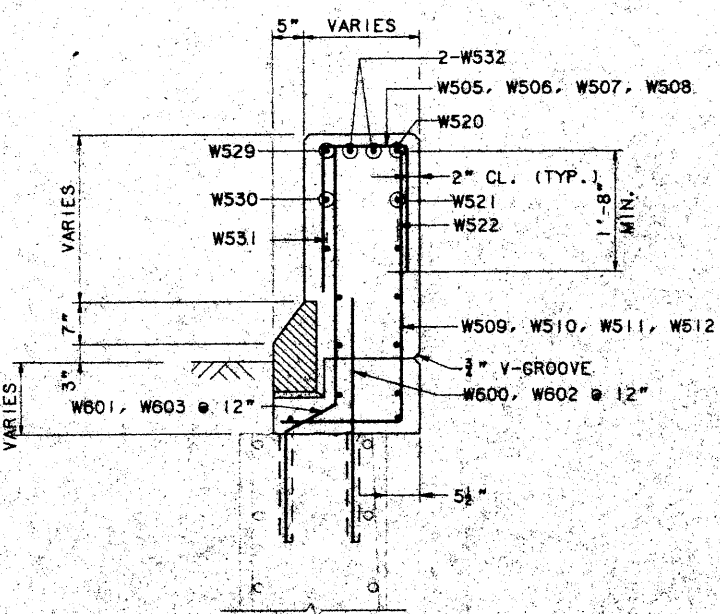


**EXISTING SECTION D-D**  
3/8" = 1'-0"

**NOTE**  
FOR TERMINAL CONNECTOR ANCHORAGE  
DETAIL SEE STANDARD DETAIL SHEET  
BD-201-89



**SECTION E-E**  
3/8" = 1'-0"



**SECTION F-F**  
3/8" = 1'-0"

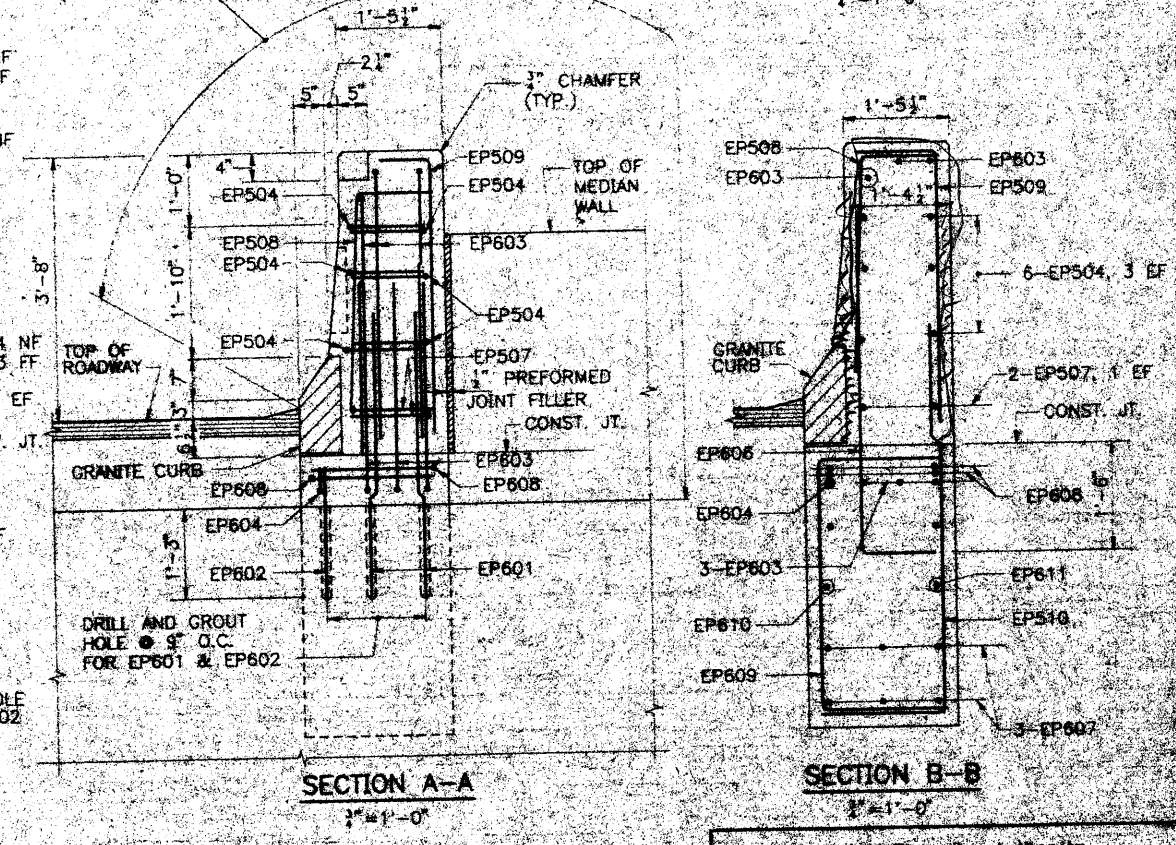
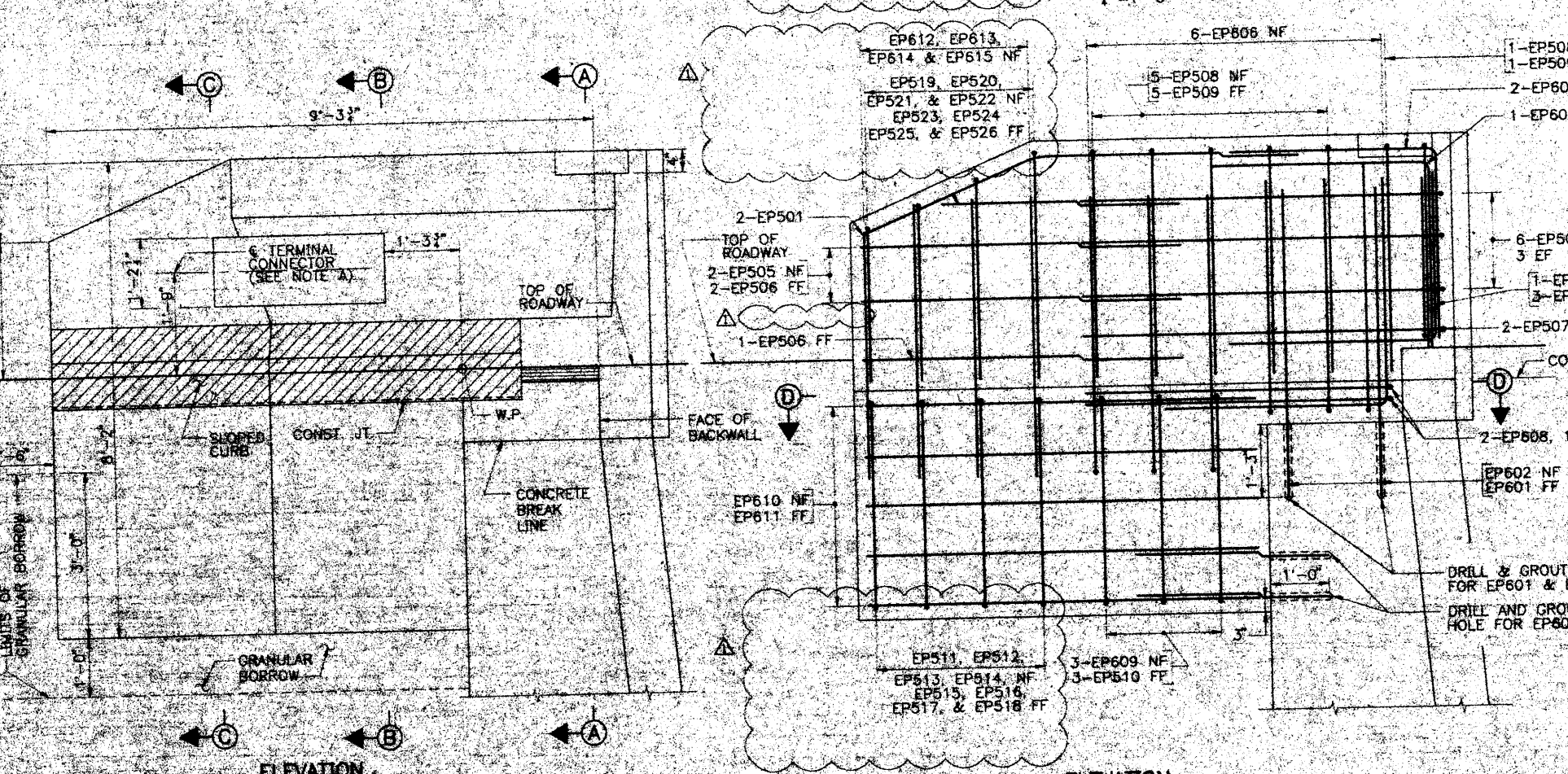
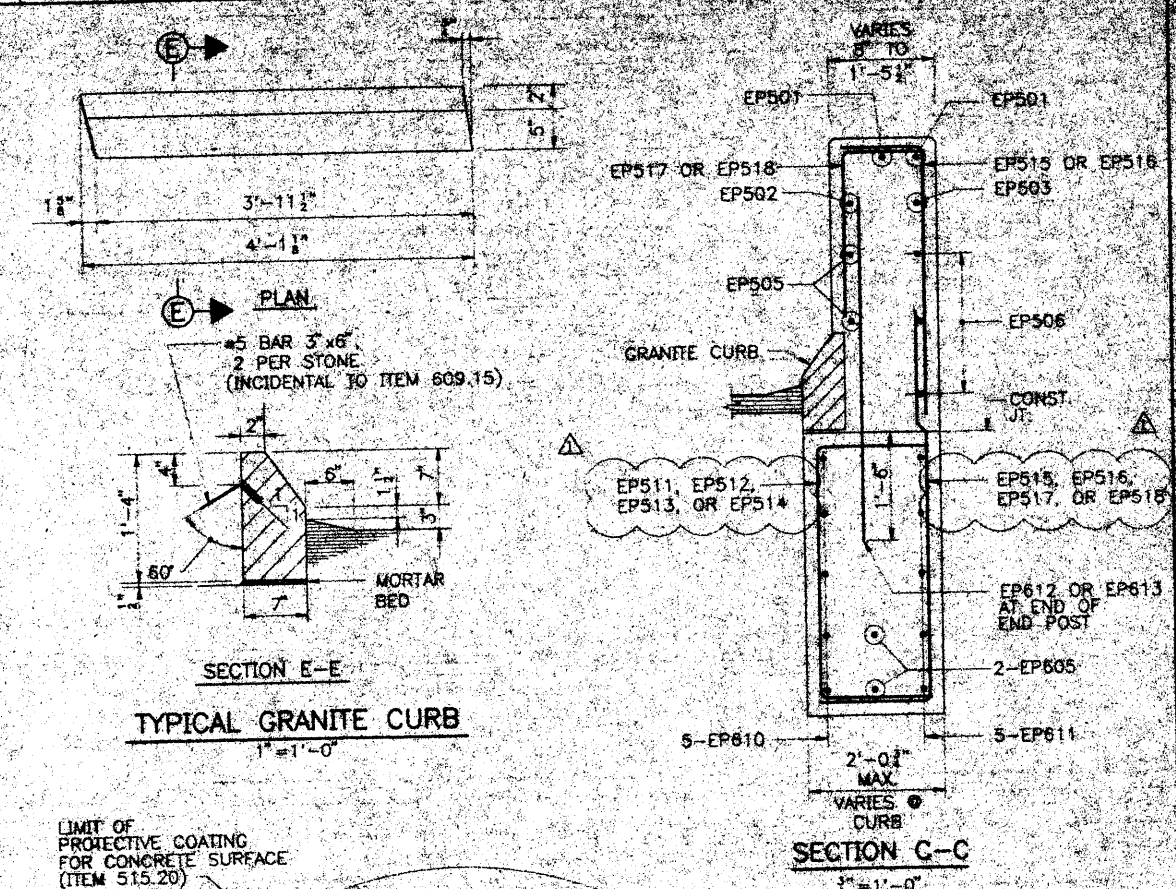
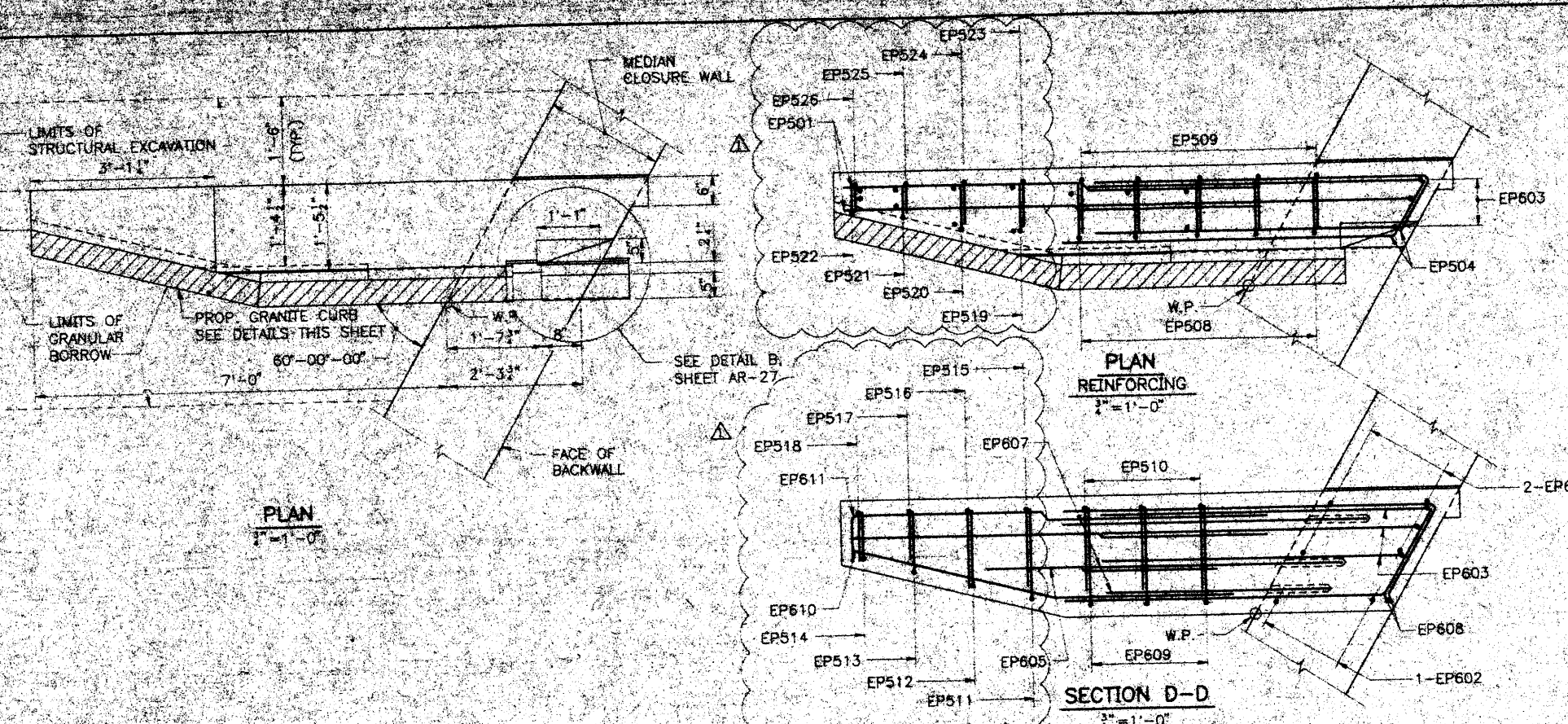
Maine Turnpike Authority  
**Maine Turnpike**

**ANDROSCOGGIN RIVER  
OVERPASS  
WINGWALL  
MODIFICATIONS III**

**HNTB** HOWARD-NEEDLES-TAMM & BERGENDOFF, INC.  
ARCHITECTS-ENGINEERS-PLANNERS

Designed	GPM	2/95
Drawn	RJT	2/95
Checked	HNE	2/95
In Charge	RAE	

Contract 95.10 Sheet No. AR-11  
46 of 69



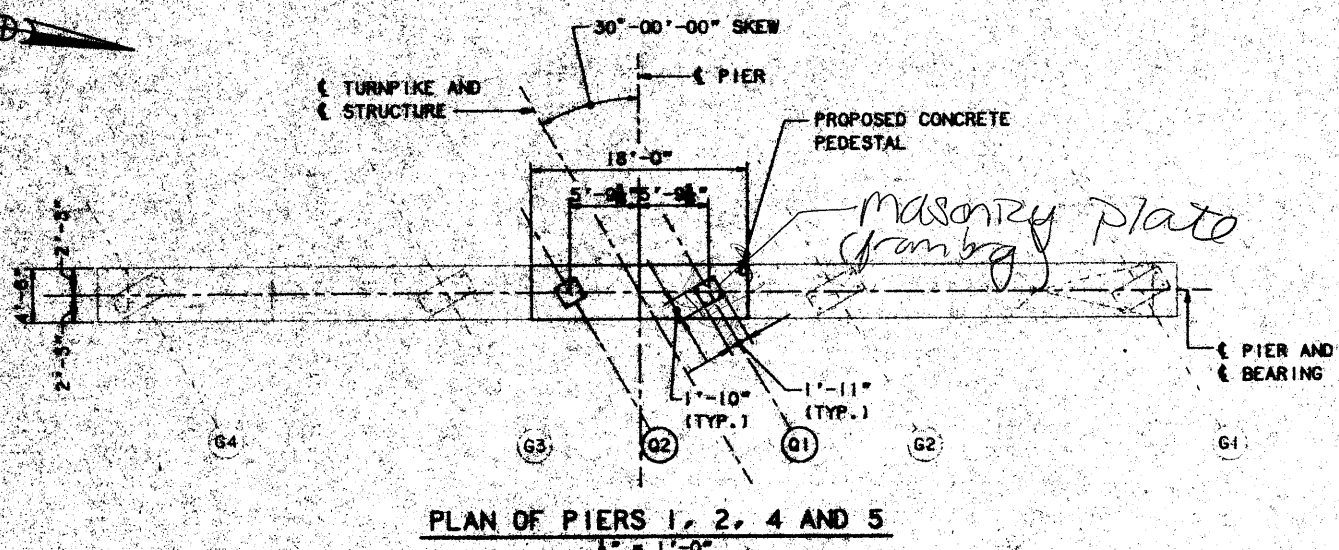
**NOTE A**  
FOR TERMINAL CONNECTOR ANCHORAGE DETAIL  
SEE STANDARD DETAIL SHEET NO. BD 204-89

Maine Turnpike Authority  
**Maine Turnpike**  
ANDROSCOGGIN RIVER  
OVERPASS  
**END POST DETAILS**

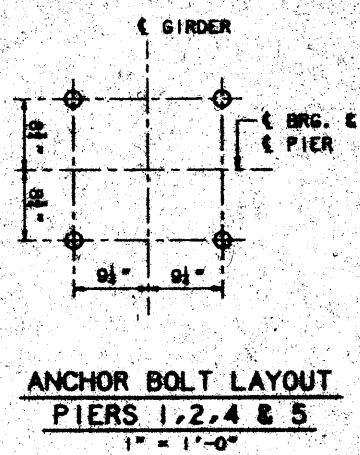
DESIGNED BY: AD 3/95  
DRAWN BY: RSJ 3/95  
CHECKED BY: HNL 3/95  
DATE: 3/95

CONTINUED 95.10  
SHEET NO. AR-12  
47 OF 69

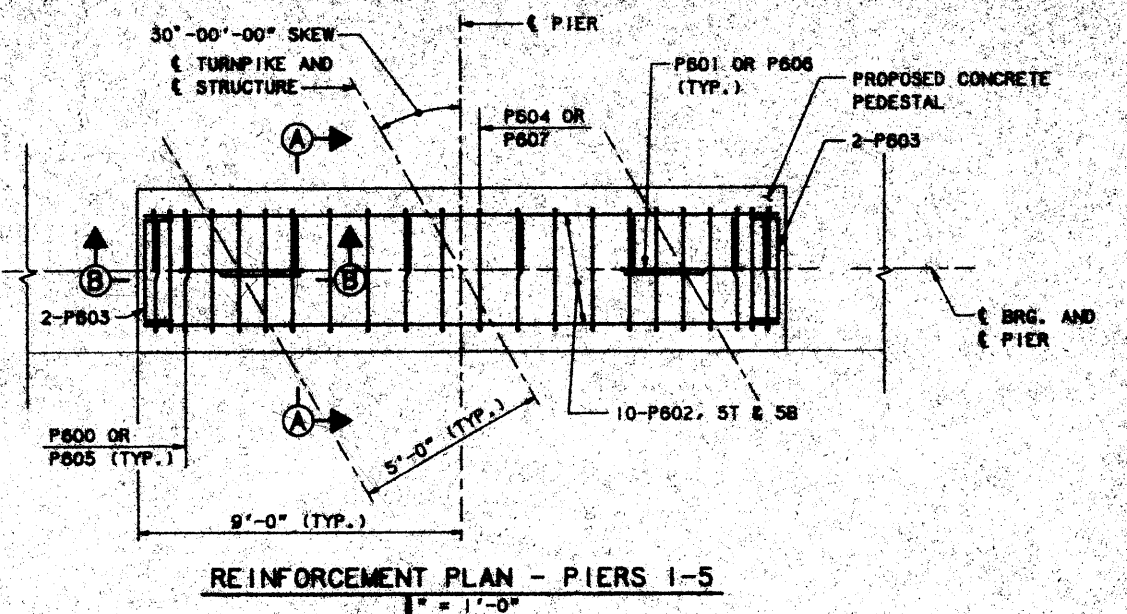
ADDENDUM #1	GPM #7/95	Checked	HNL 3/95
By	Date	In Charge	RAL



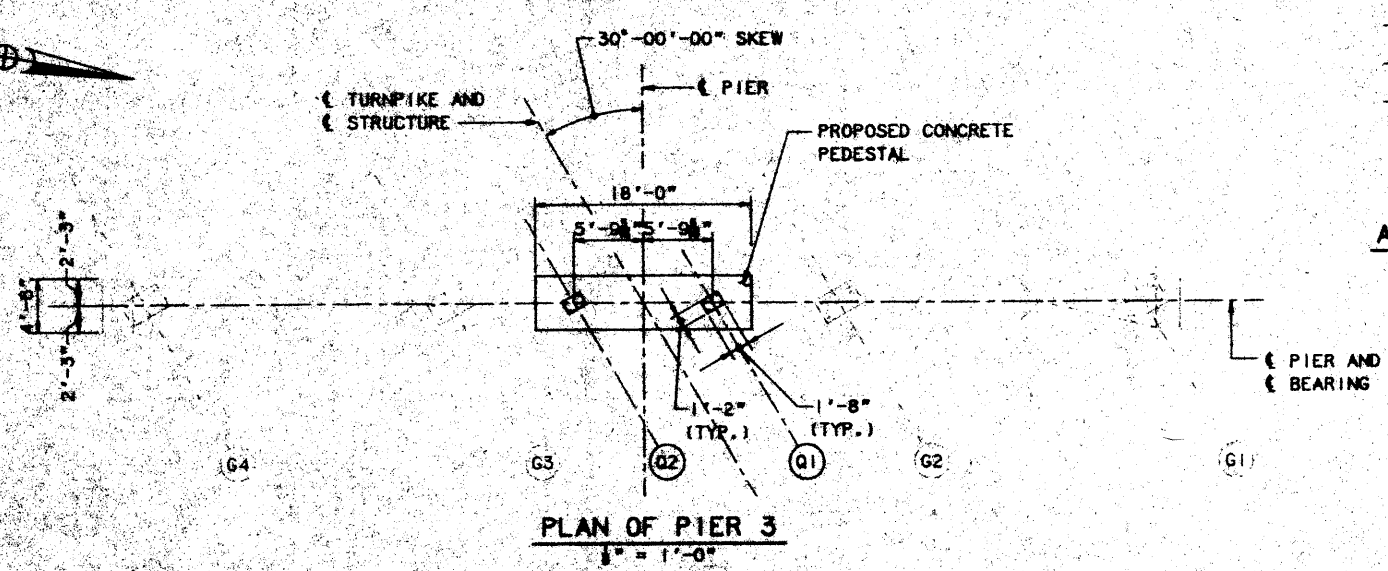
PLAN OF PIERS 1, 2, 4 AND 5  
1" = 1'-0"



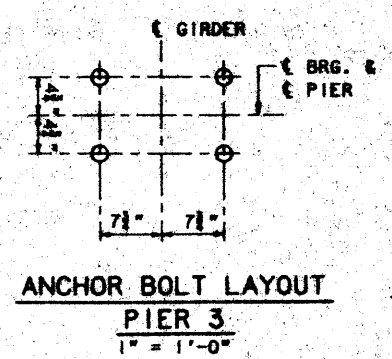
ANCHOR BOLT LAYOUT  
PIERS 1, 2, 4 & 5  
1" = 1'-0"



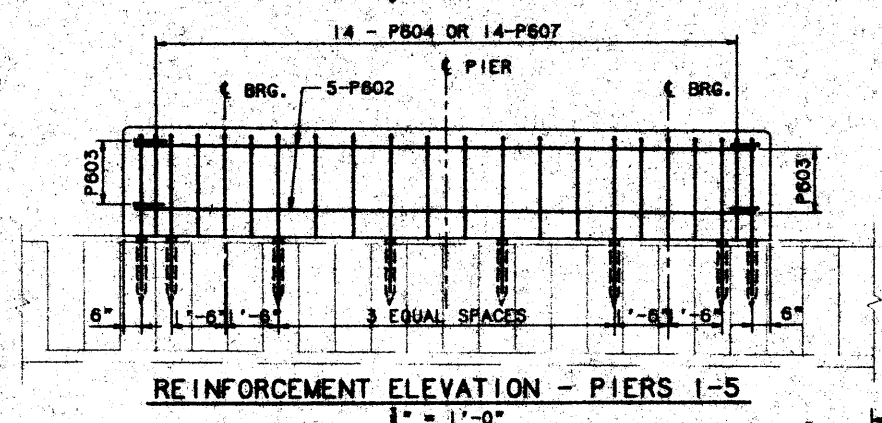
REINFORCEMENT PLAN - PIERS 1-5  
1" = 1'-0"



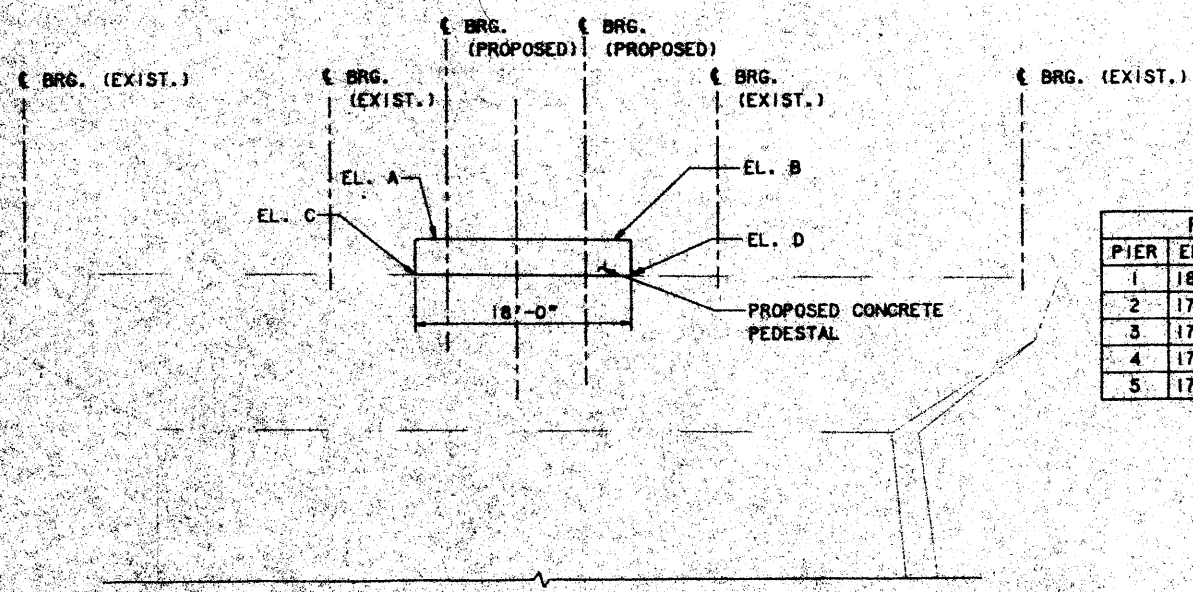
PLAN OF PIER 3  
1" = 1'-0"



ANCHOR BOLT LAYOUT  
PIER 3  
1" = 1'-0"

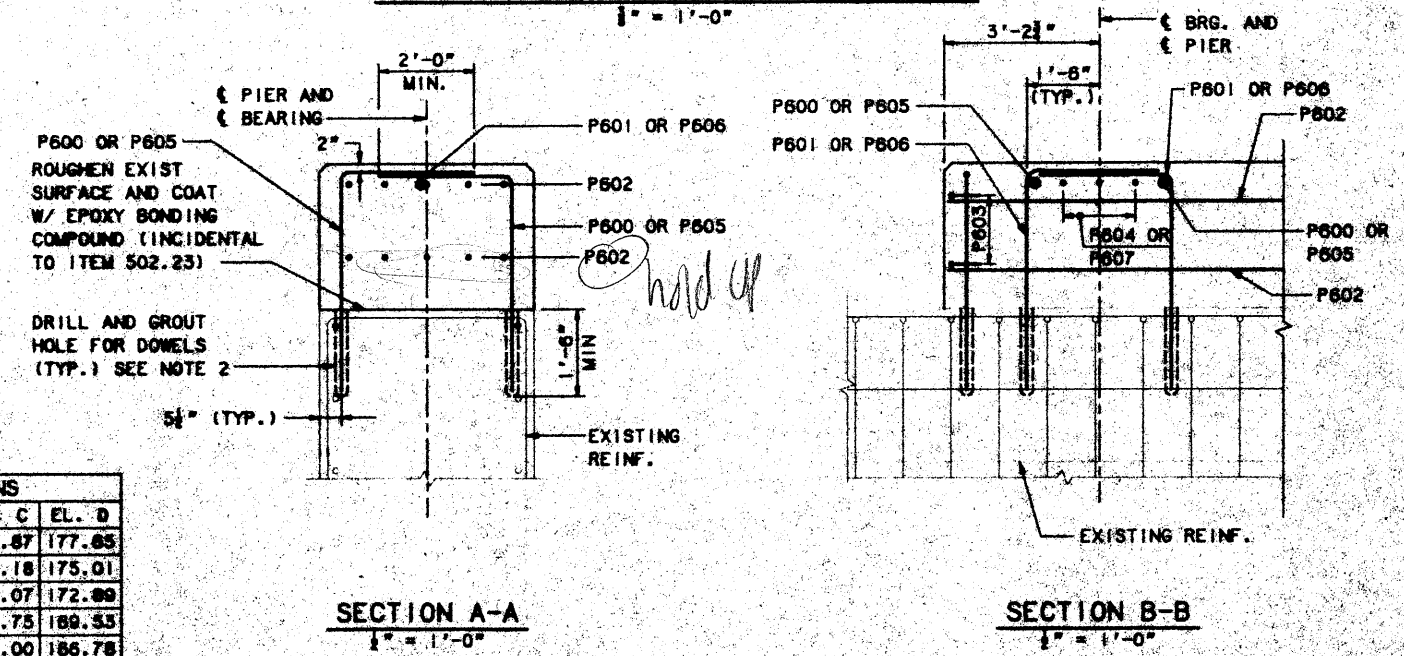


REINFORCEMENT ELEVATION - PIERS 1-5  
1" = 1'-0"



ELEVATION - PIER CAP  
1" = 1'-0"

PIER ELEVATIONS				
PIER	EL. A	EL. B	EL. C	EL. D
1	181.38	181.28	177.87	177.85
2	178.66	178.56	175.18	175.01
3	176.62	176.72	173.07	172.89
4	173.22	173.11	169.75	169.53
5	170.51	170.40	167.00	166.78



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

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

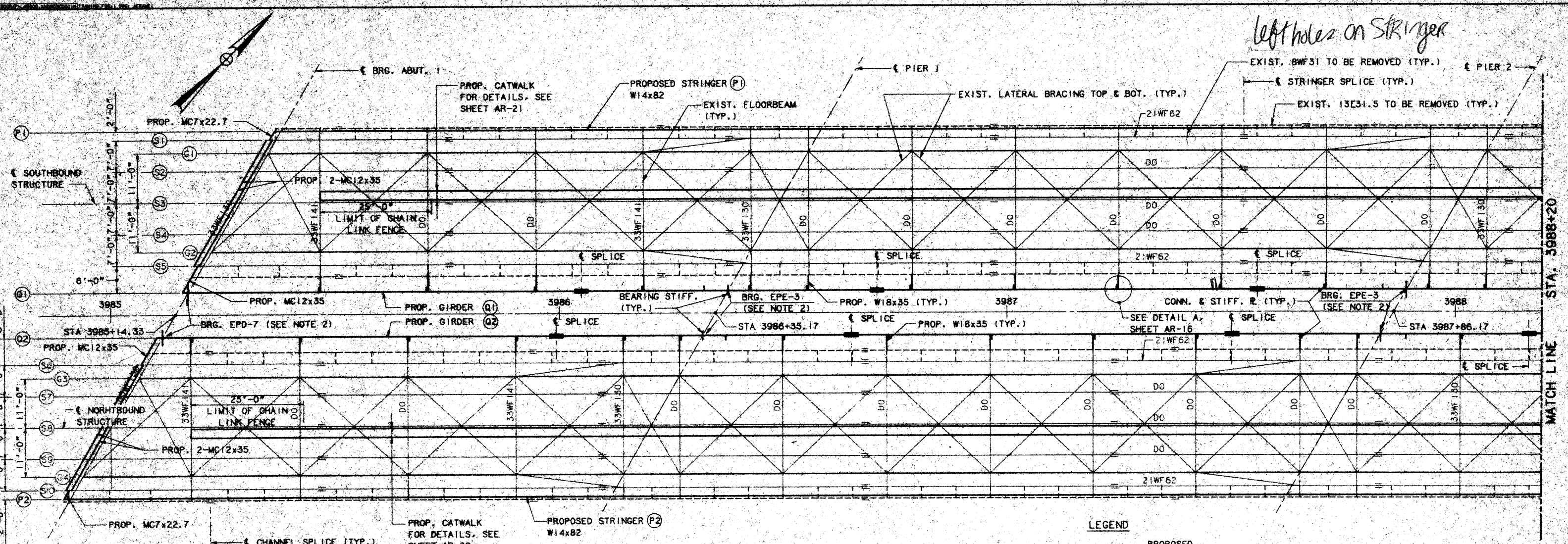
- NOTES:
- REINFORCING IS TYPICAL FOR ALL PIERS, UNLESS OTHERWISE NOTED.
  - THE CONTRACTOR SHALL EXPOSE THE TOP LAYER OF REINFORCING STEEL PRIOR TO ANY DRILLING. (INCIDENTAL TO ITEM 502.23)
  - SEE SHEET BD101-95 FOR PROPOSED BEARING PEDESTAL DETAILS

Maine Turnpike Authority  
Maine Turnpike  
ANDROSCOGGIN RIVER  
OVERPASS  
PIER MODIFICATIONS

Contract 95.10 Sheet No. AR-15  
48 of 88

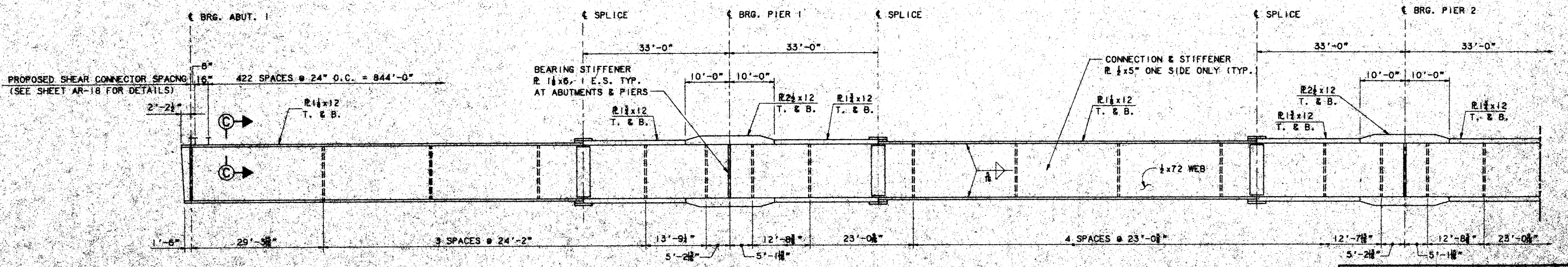
By	Date
Designed	QPM 3/95
Drawn	RJT 3/95
Checked	HNL 3/95
In charge	RAL

left holes on stringer



**FRAMING PLAN**  
1/4" = 1'-0"

**LEGEND**  
 ——— PROPOSED  
 - - - - - EXISTING TO BE REMOVED  
 ——— EXISTING TO REMAIN



**PROPOSED GIRDERS Q1 AND Q2 ELEVATION**  
NO SCALE

PROP. GIRDER Q1 ELEVATION SHOWN.  
PROP. GIRDER Q2 ELEVATION SIMILAR.

- NOTES**
- SEE SHEET AR-18 FOR SECTION C-C.
  - SEE SHEET BD 101-93 FOR BEARING PEDESTAL DETAILS.

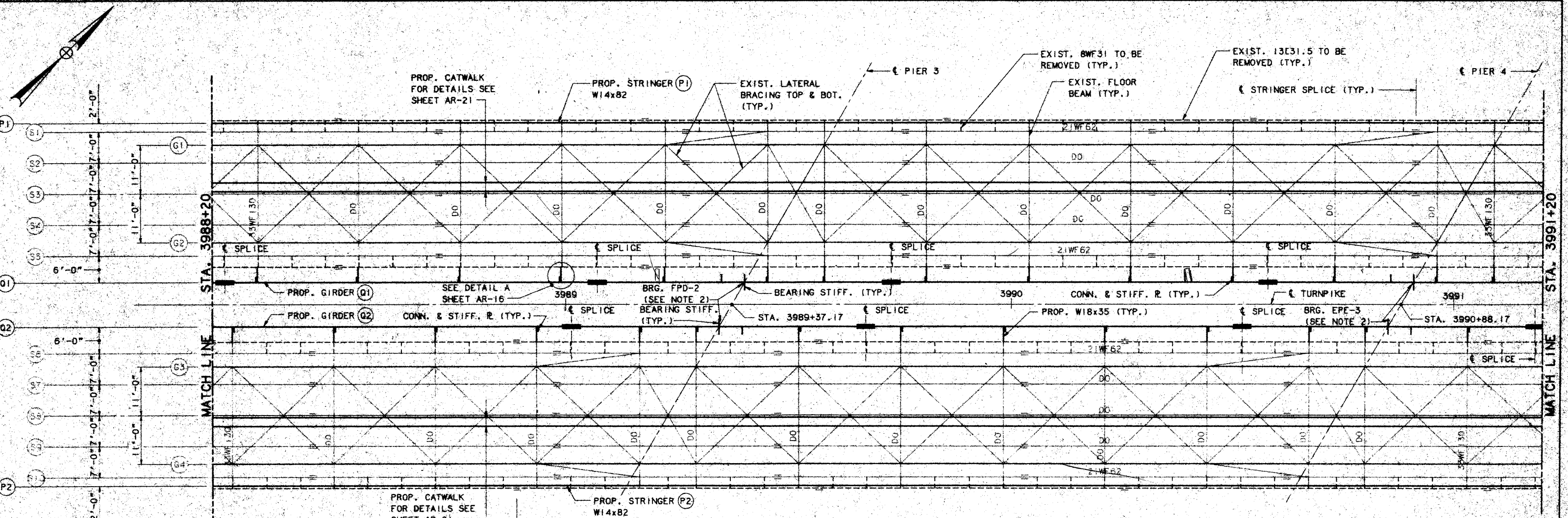
No.	Revision	By	Date	In Charge of	SAI
		Designed	CJS	3/99	
		Drawn	RJT	3/99	
		Checked	HNL	3/99	

Maine Turnpike Authority  
**Maine Turnpike**

ANDROSCOGGIN RIVER  
OVERPASS  
**FRAMING PLAN I**

Contract 95.10 Sheet No. AR-14  
49 of 69

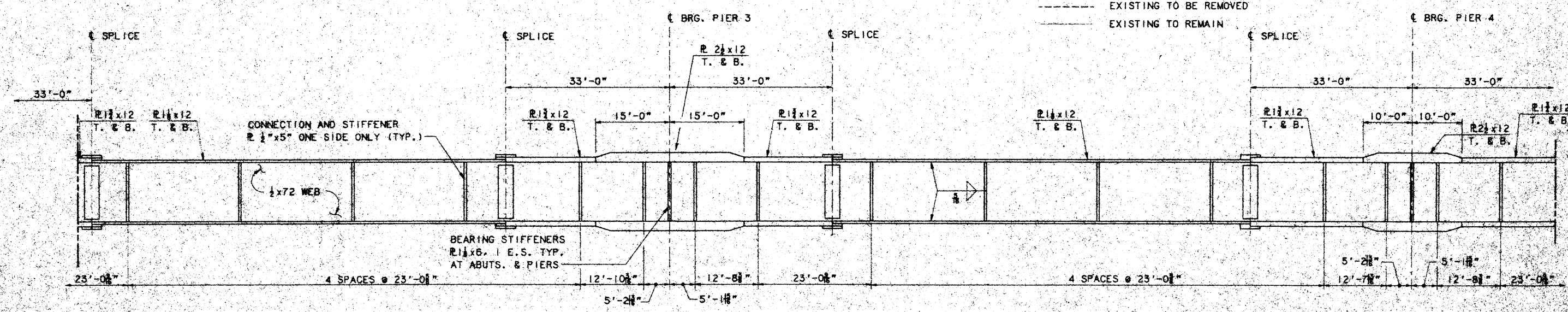
HOWARD NEEDLES TAMMEN & BERENSON INC.  
ARCHITECTS ENGINEERS PLANNERS



**FRAMING PLAN**  
1/8" = 1'-0"

**LEGEND**

- PROPOSED
- - - EXISTING TO BE REMOVED
- EXISTING TO REMAIN



**PROPOSED GIRDERS Q1 AND Q2 ELEVATION**  
NO SCALE

PROP. GIRDER Q1 ELEVATION SHOWN,  
PROP. GIRDER Q2 ELEVATION SIMILAR.

**NOTES:**

1. FOR PROPOSED SHEAR CONNECTOR SPACING SEE SHEET AR-14 OR AR-15.
2. SEE SHEET BD 101-93 FOR BEARING PEDESTAL DETAILS.

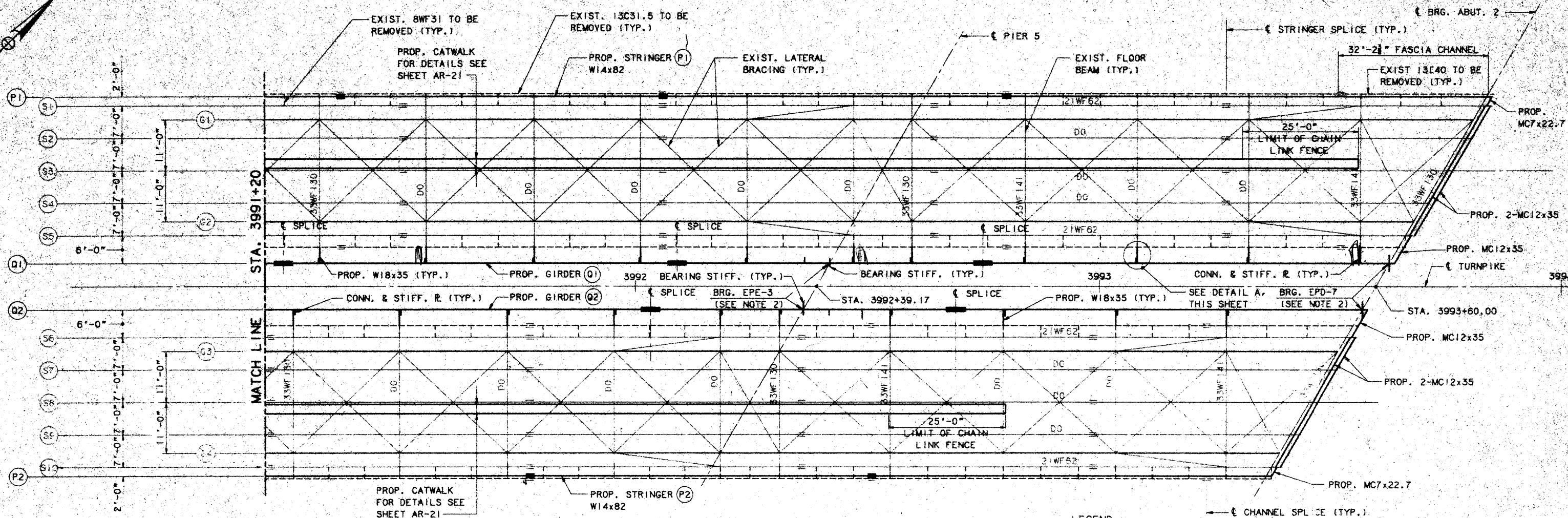
No.	Revision	By	Date
	Designed	CJS	3/95
	Drawn	RAT	3/95
	Checked	HNL	3/95
	Reviewed		

Maine Turnpike Authority  
**Maine Turnpike**

ANDROSCOGGIN RIVER  
OVERPASS  
**FRAMING PLAN II**

**HNTB**  
HOWARD NEEDLES TAMM & BERGENCOFF, INC.  
ARCHITECTS ENGINEERS PLANNERS

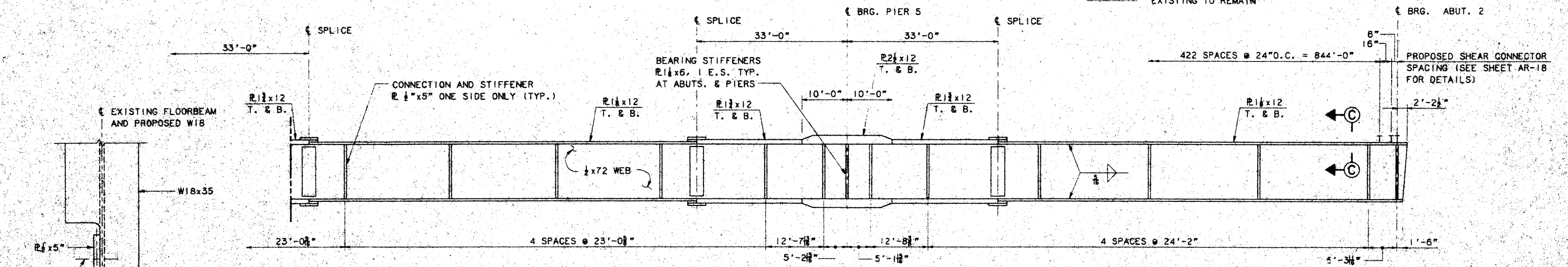
Contract 95.10      Sheet No. AR-15  
50 of 69



**FRAMING PLAN**  
 1/2" = 1'-0"

**LEGEND**

- PROPOSED
- - - EXISTING TO BE REMOVED
- EXISTING TO REMAIN

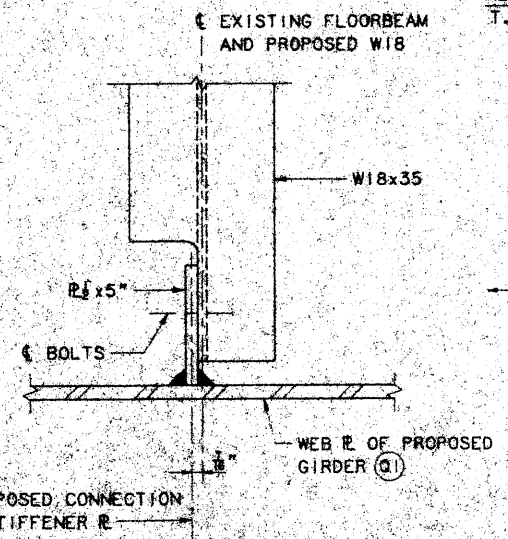


**PROPOSED GIRDERS Q1 AND Q2 ELEVATION**  
 NO SCALE

PROP. GIRDER Q1 ELEVATION SHOWN,  
 PROP. GIRDER Q2 ELEVATION SIMILAR.

**NOTES**

1. SEE SHEET AR-18 FOR SECTION C-C.
2. SEE SHEET BD 101-93 FOR BEARING PEDESTAL DETAILS.



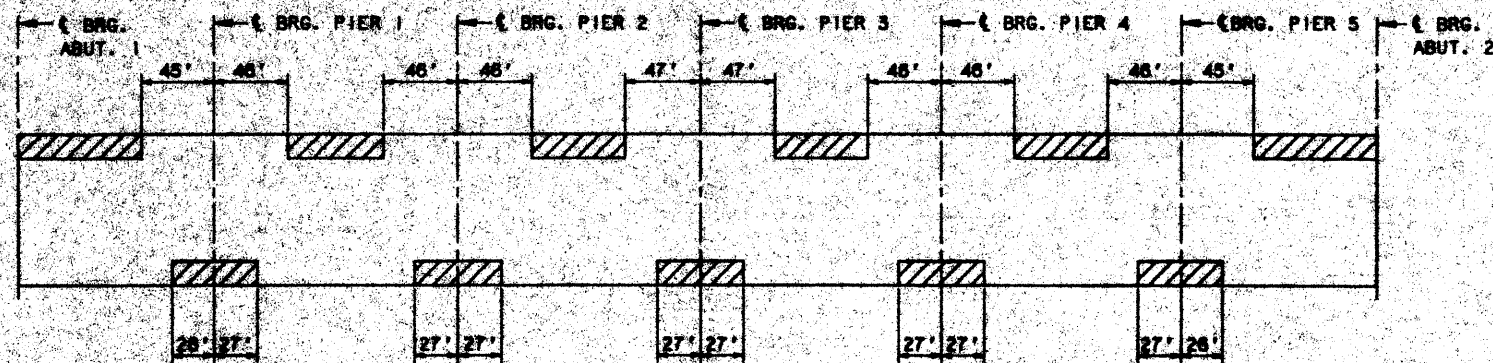
**DETAIL A**  
 3/8" = 1'-0"

Maine Turnpike Authority  
**Maine Turnpike**  
 ANDROSCOGGIN RIVER OVERPASS  
**FRAMING PLAN III**

Designed	CJS	3-55
Drawn	RJT	3-55
Checked	HNL	3-55

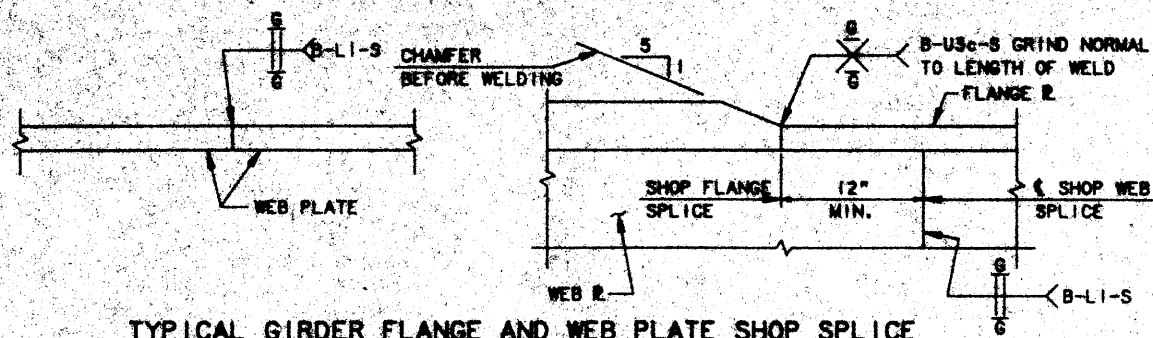
Contract 95-10 Sheet No. AR-16  
 51 of 69



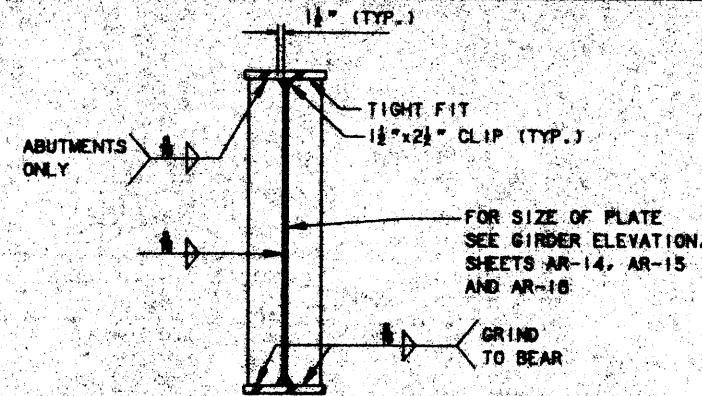


**GIRDER STRESS DIAGRAM**  
NO SCALE

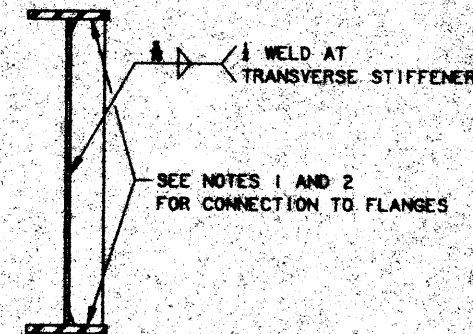
▨ - AREAS OF GIRDER WHICH WILL ALWAYS BE IN COMPRESSION  
ALL OTHER AREAS WILL BE IN TENSION OR HAVE STRESS REVERSALS



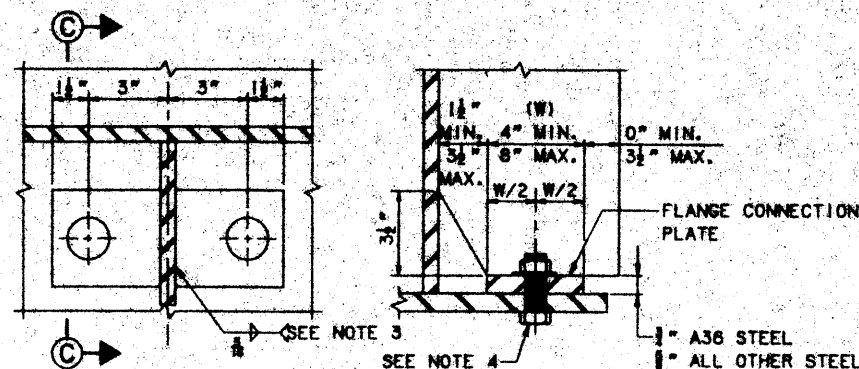
**TYPICAL GIRDER FLANGE AND WEB PLATE SHOP SPLICE**  
1/8" = 1'-0"



**BEARING STIFFENER DETAIL**  
NO SCALE



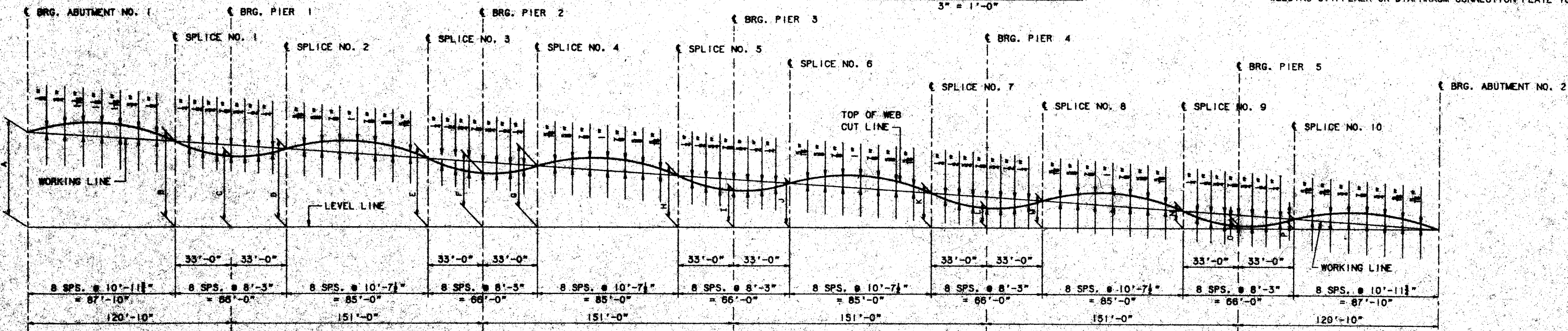
**STIFFENER/CONNECTION PLATE DETAIL**  
NO SCALE



**TENSION-FLANGE CONNECTION**  
3" = 1'-0"

**NOTES:**

1. ALL STIFFENERS AND CONNECTION PLATES SHALL EXTEND TO BOTH THE TOP AND BOTTOM FLANGES AND SHALL BE WELDED TO THE FLANGES WITH A FILLET WELD ON BOTH SIDES OF THE PLATE, EXCEPT AS INDICATED BY NOTE 2. FILLET WELD SIZE SHALL BE 3/8".
2. CONNECTION PLATES AND STIFFENERS USED AS CONNECTION PLATES SHALL BE CONNECTED TO FLANGES IN TENSION AND STRESS REVERSAL AREAS WITH THE "TENSION-FLANGE CONNECTION" DETAILS. ALL OTHER STIFFENERS SHALL FIT WITHIN 1/8" (TIGHT FIT) AT FLANGES IN TENSION AND STRESS REVERSAL AREAS AND SHALL NOT BE WELDED.
3. ALL FILLET WELDS WHICH CONNECT STIFFENERS OR CONNECTION PLATES TO EITHER A FLANGE OR WEB PLATE, SHALL BE STARTED AND STOPPED APPROXIMATELY 1/2" FROM THE ENDS OR EDGES OF THE PLATE.
4. BOLT TENSION FLANGE CONNECTION PLATE TO FLANGE BEFORE WELDING STIFFENER OR DIAPHRAGM CONNECTION PLATE TO IT.



**CAMBER DIAGRAM FOR Q1 & Q2**  
NO SCALE

GIRDER	VERTICAL DISTANCES FROM LEVEL LINE TO TOP OF WEB CUT LINE (FT.)															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Q1	15.14	13.83	12.97	12.44	10.91	10.25	9.72	8.19	7.53	7.01	5.48	4.81	4.29	2.76	2.09	1.57
Q2	15.15	13.84	12.98	12.46	10.93	10.28	9.74	8.21	7.54	7.02	5.50	4.83	4.31	2.78	2.11	1.59

NOTE:  
LEVEL LINE IS HORIZONTAL REFERENCE LINE THROUGH LOWEST POINT ON CUT LINE.

Maine Turnpike Authority  
**Maine Turnpike**

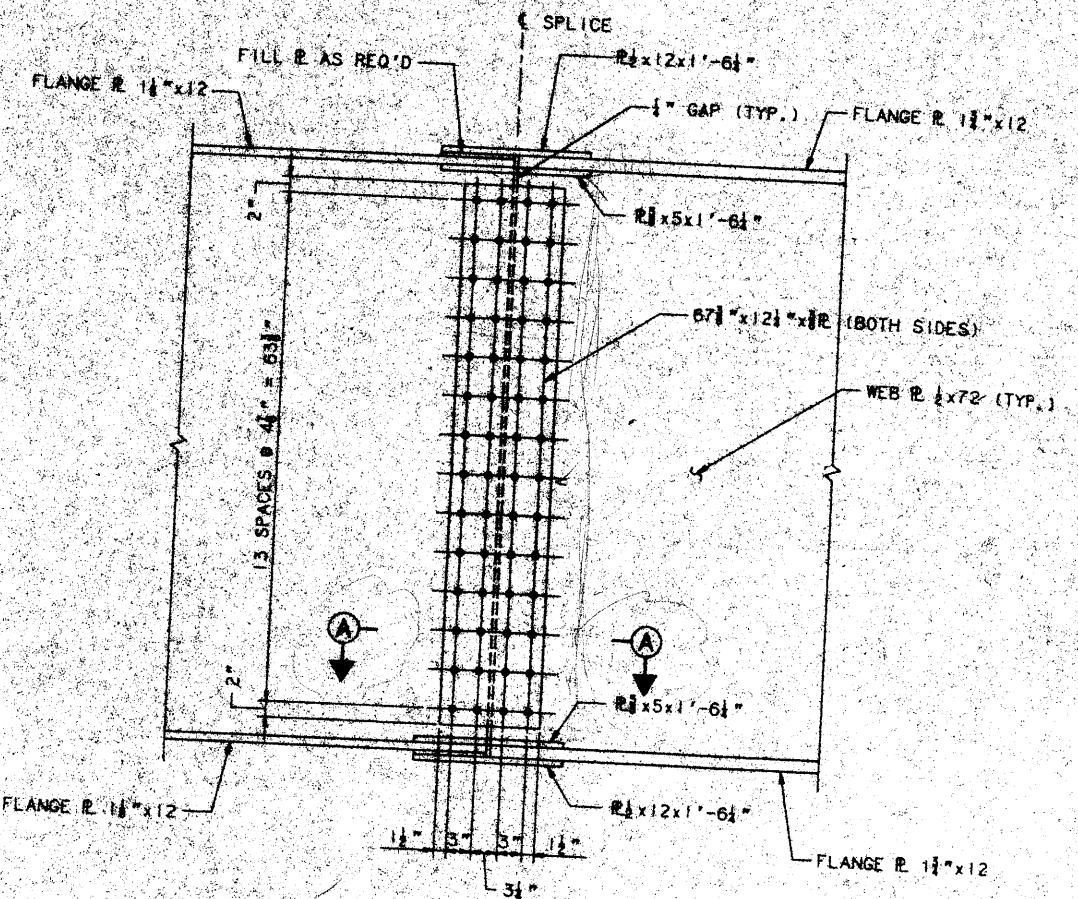
ANDROSCOGGIN RIVER  
OVERPASS  
**STEEL DETAILS**

HOWARD NEEDLES TAMMEN & BERGENOFF, INC.  
ARCHITECTS ENGINEERS PLANNERS

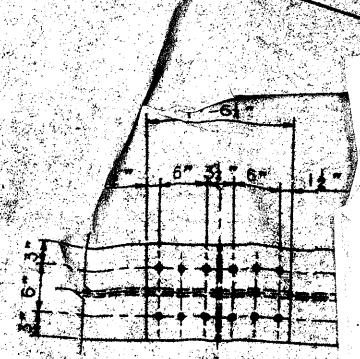
Contract 95.10 Sheet No. AR-17  
52 of 89

By	Date
Designed	RJR 3/98
Drawn	RJT 3/98
Checked	SPH 3/98
By	Date

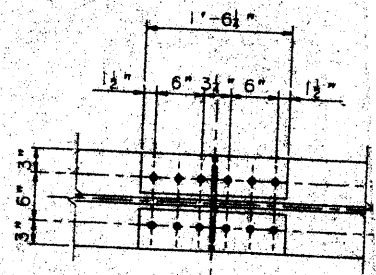
<b>HNTB</b> The HNTB Companies Calculations For <u>ANDROSOGON RIVER</u>	Made by <u>C. [Signature]</u>	Date <u>8.4.95</u>	Job Number
	Checked by	Date	Sheet Number
	Backchecked by	Date	



ELEVATION

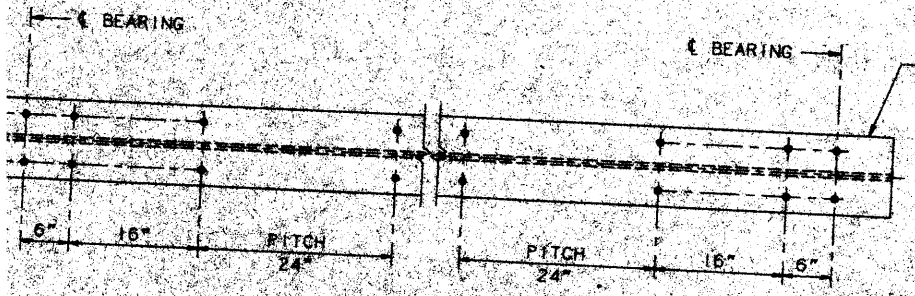


PLAN - TOP & BOTTOM FL



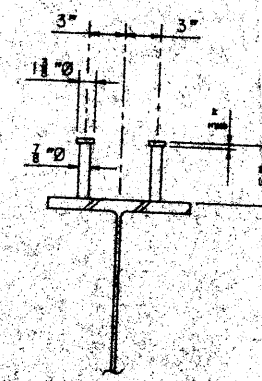
SECTION A-A

TYPICAL GIRDER SPLICE  
1" = 1'-0"

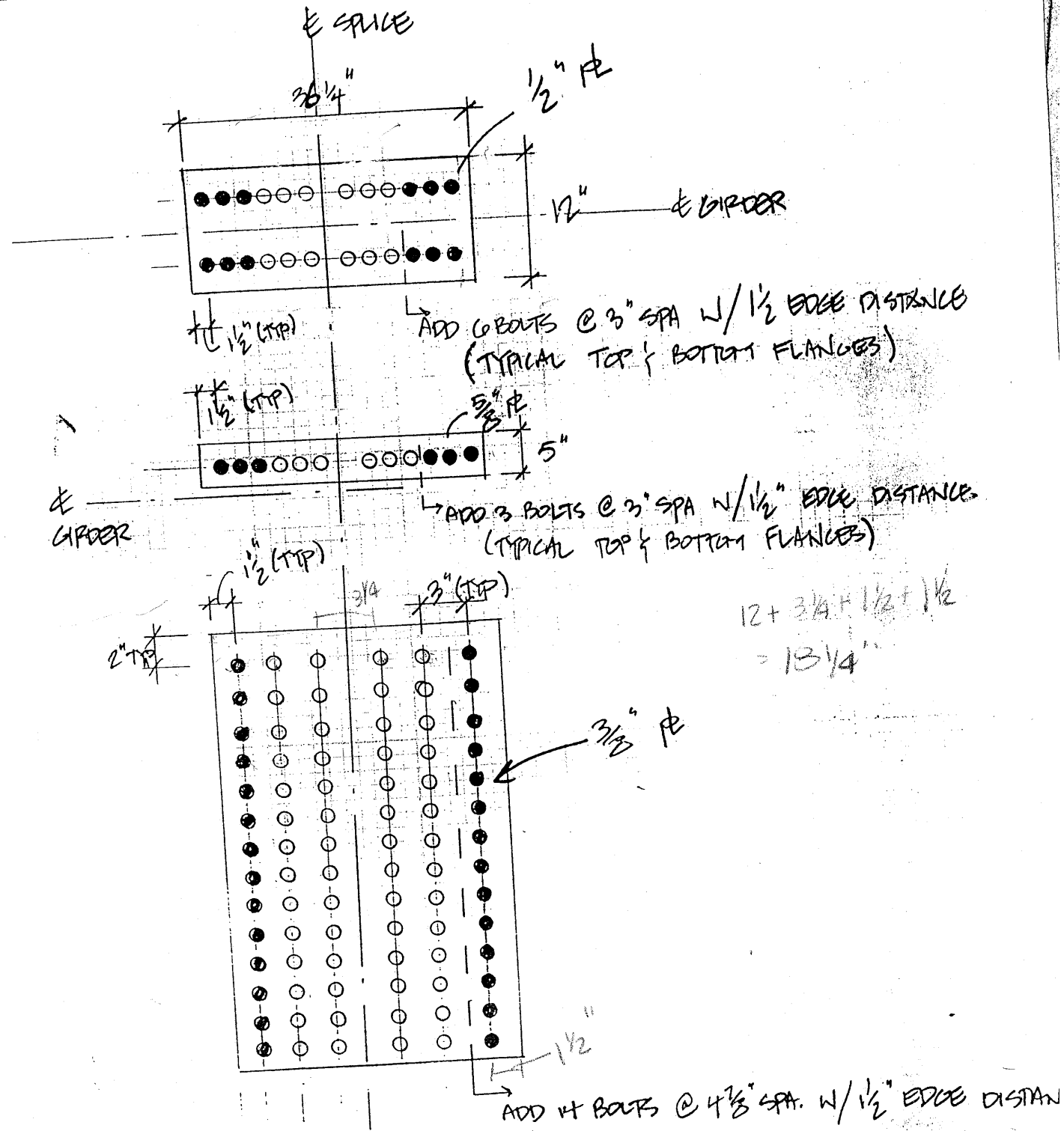


PROPOSED SHEAR CONNECTOR LAYOUT  
NO SCALE

PROPOSED GIRDER 72" WEB R.  
PROPOSED STRINGER W14x82 OR  
EXISTING STRINGER W21x62

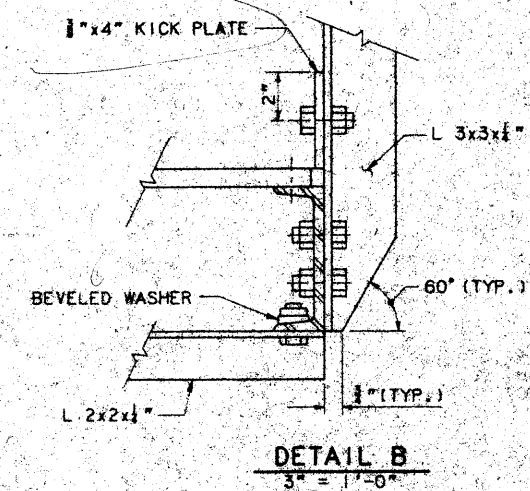
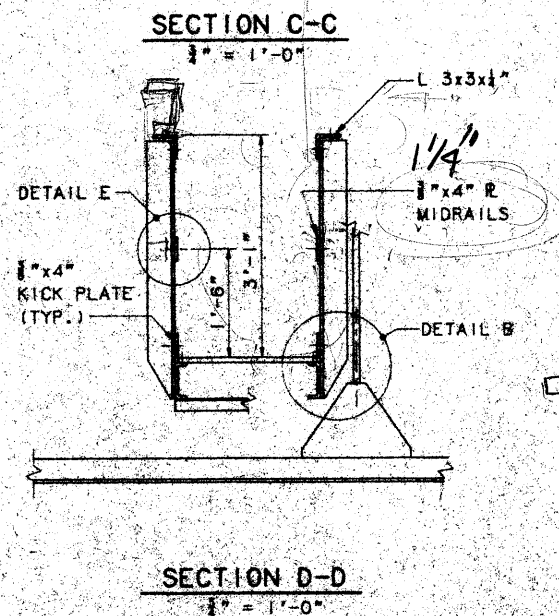
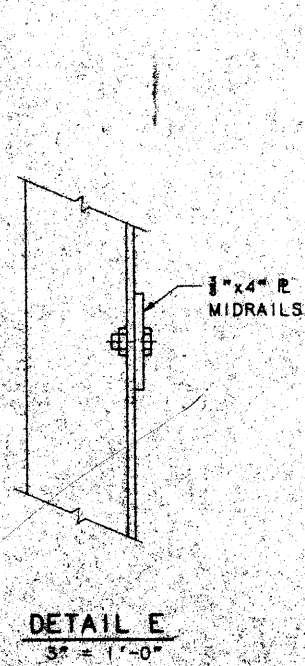
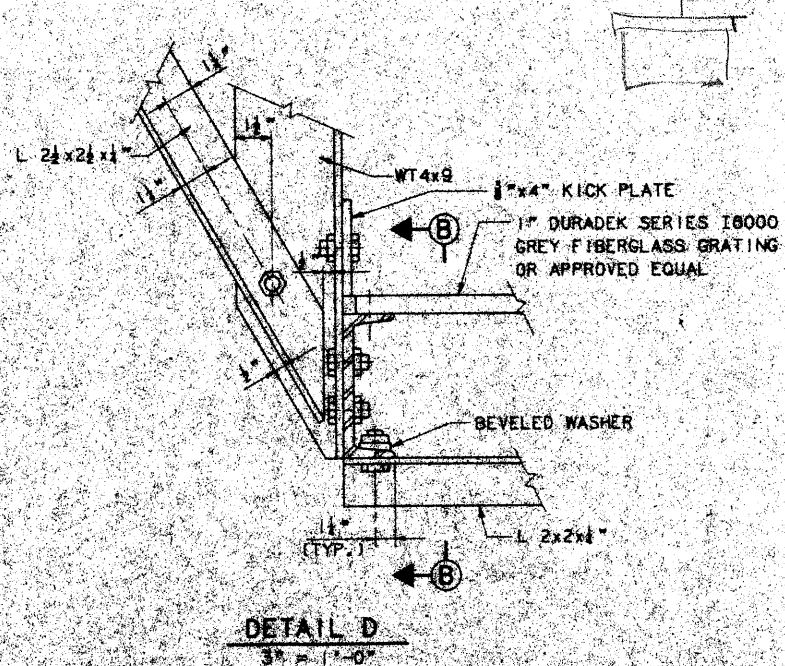
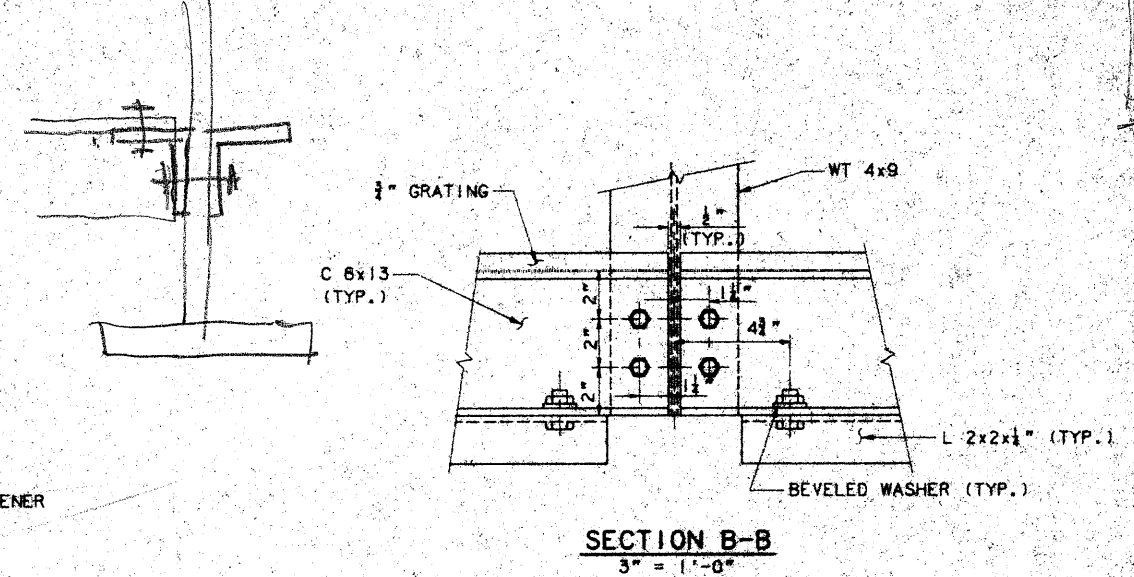
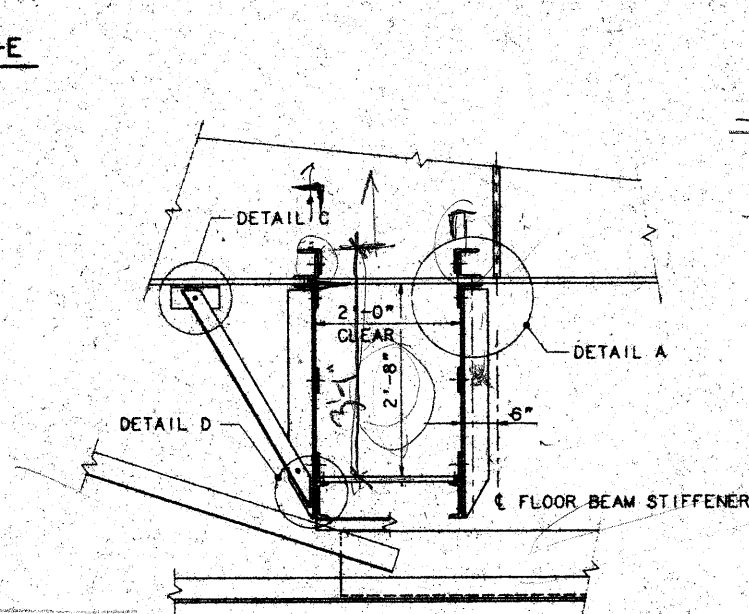
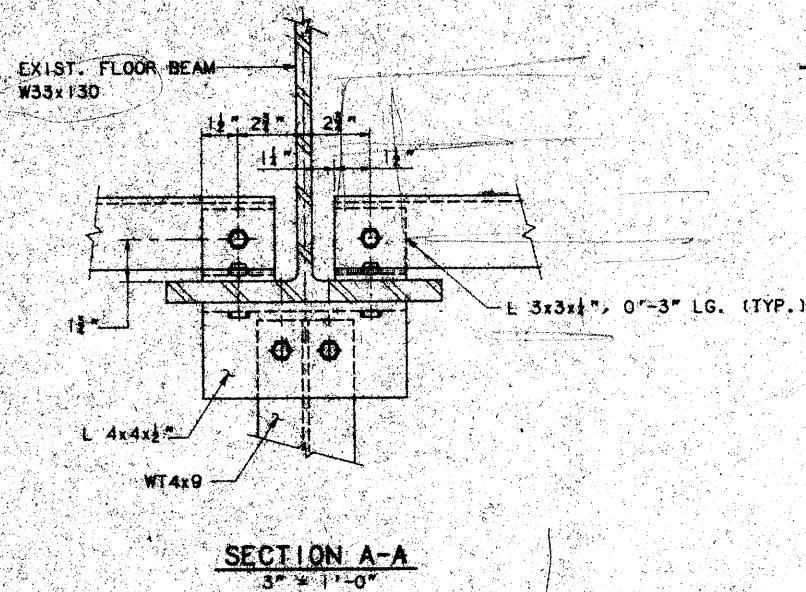
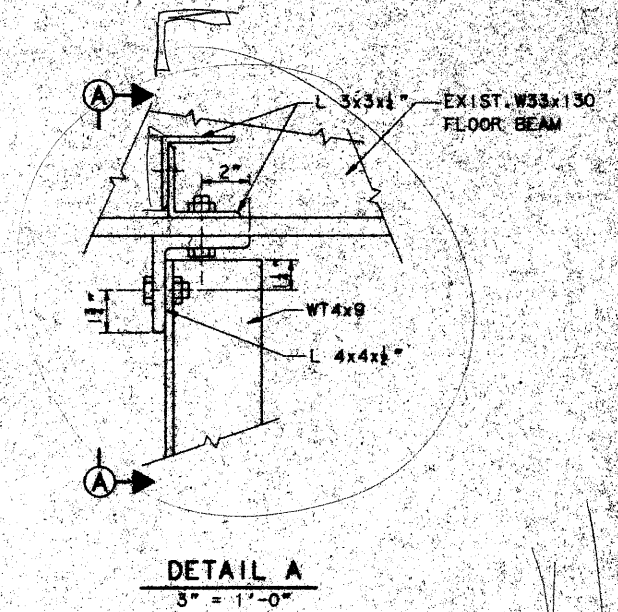
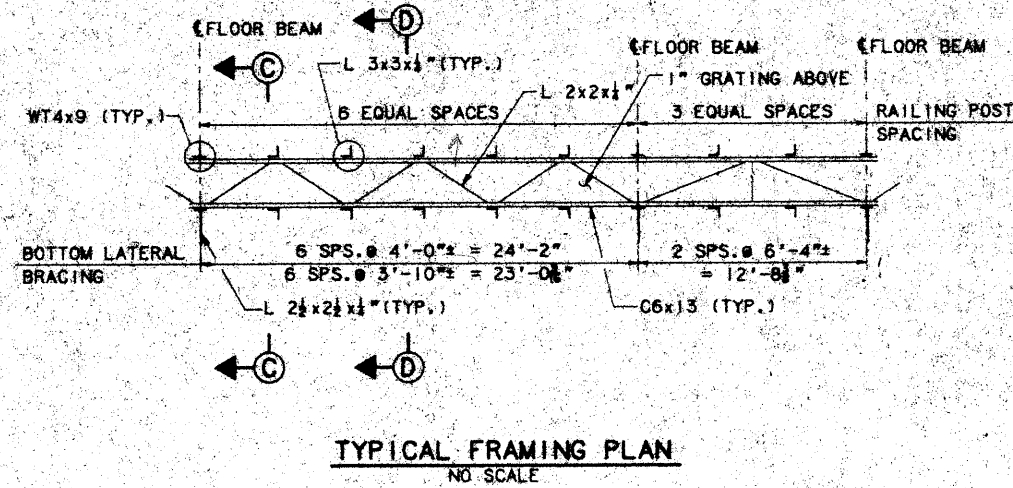
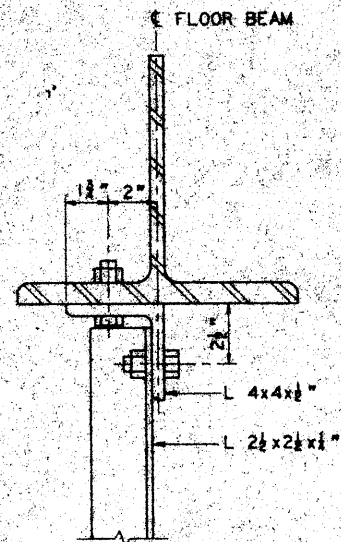
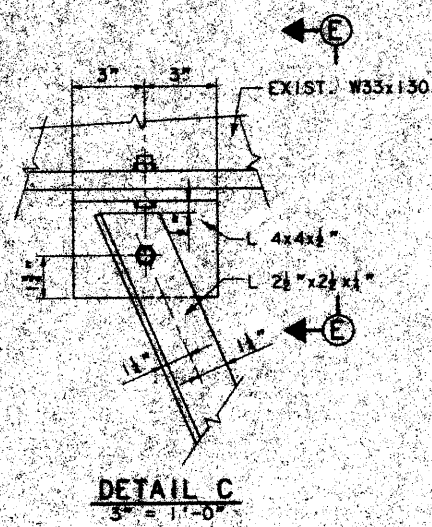


SECTION C-C  
1 1/2" = 1'-0"







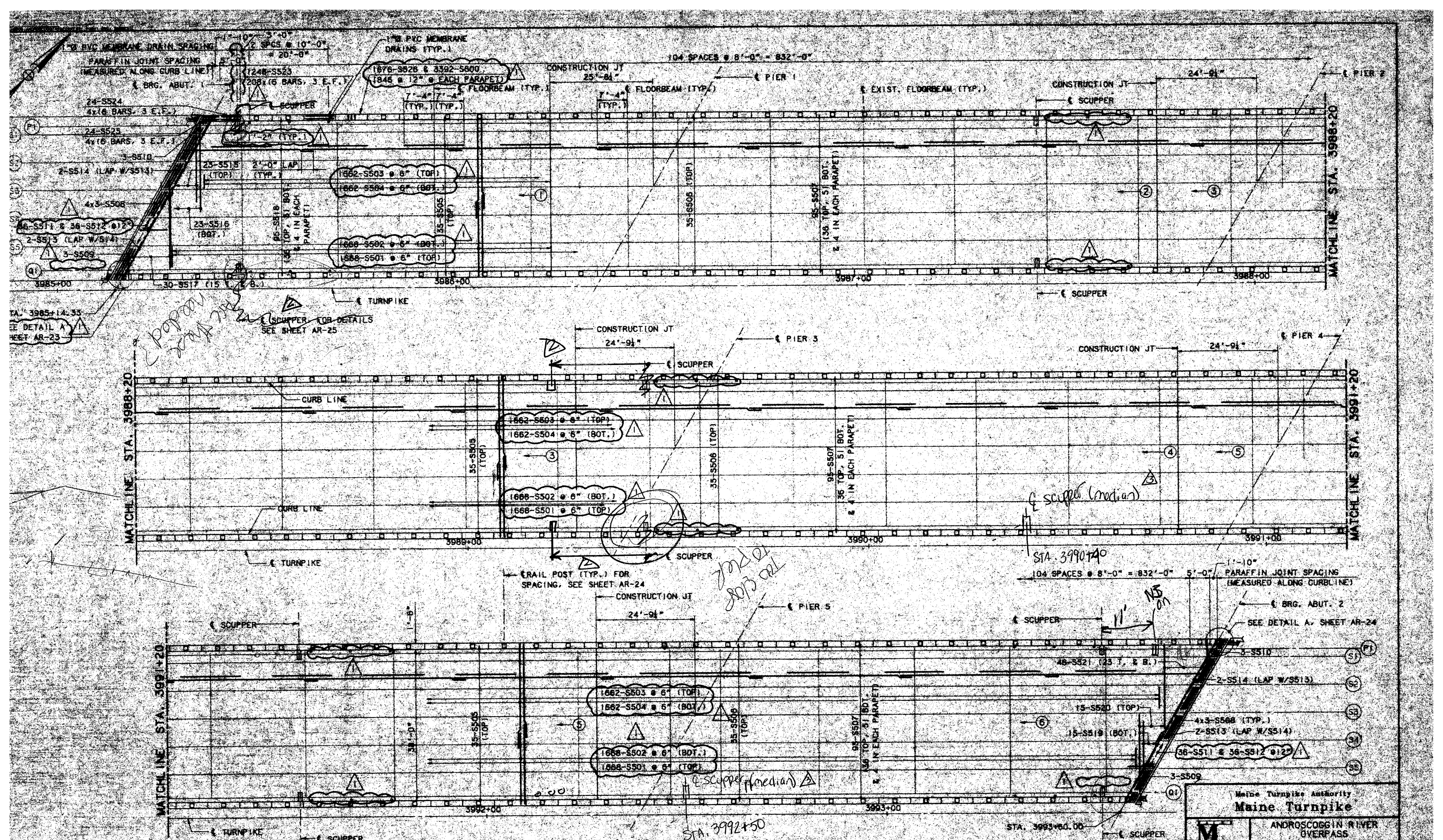


NOTE:  
ALL BOLTS 1/2" A325.

Maine Turnpike Authority  
**Maine Turnpike**  
 ANDROSCOGGIN RIVER  
 OVERPASS  
 CATWALK DETAILS

Designed	CJS	3/95
Drawn	RJT	3/95
Checked	HML	3/95
By	Dofaz	In. change
By	HAL	

Contract 95.10 Sheet No. AR-21  
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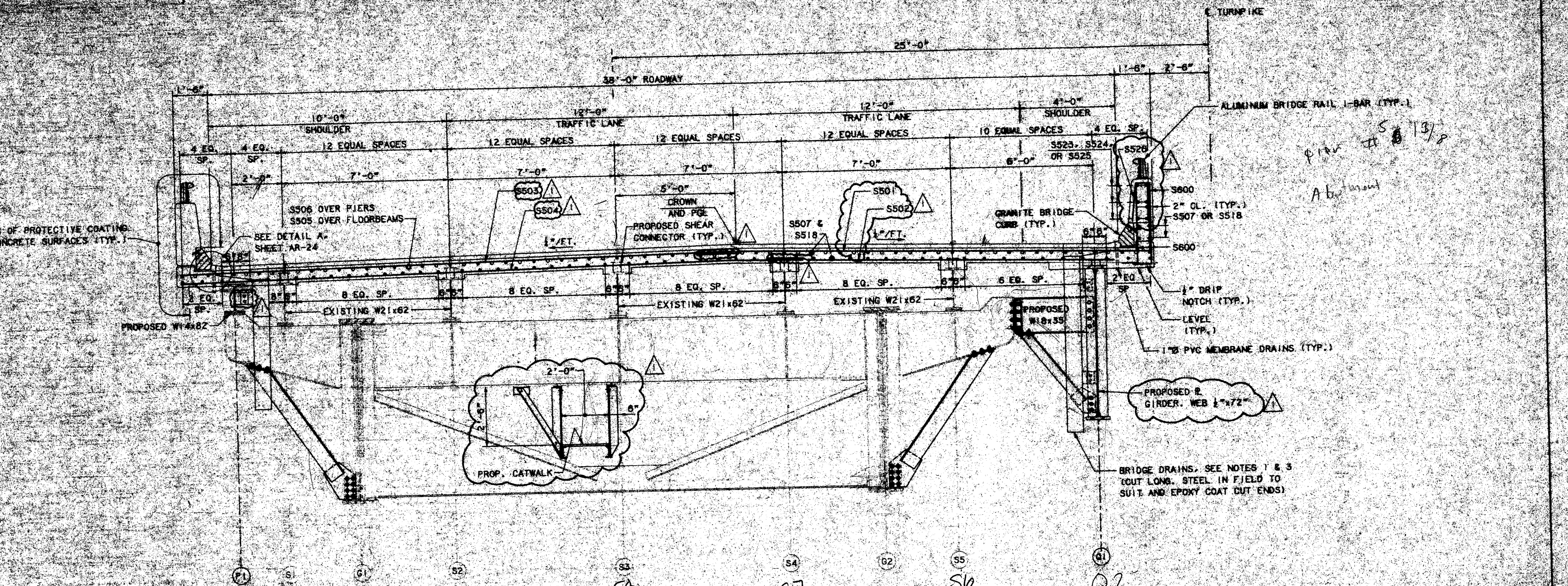
**PROPOSED PLAN**

- NOTES:**
1. CONCRETE PLACING SEQUENCE AND DIRECTION NOTED. (N) →
  2. REINFORCING SHOWN IS FOR THE SOUTHBOUND STRUCTURE ONLY. NORTHBOUND STRUCTURE IS SIMILAR.

NO.	REVISION	DATE	BY	CHKD.	DATE
1	REVISION	12/7/72	W. J. [unclear]	DUS	3/78
2	REVISION	12/1/74	[unclear]	RET	3/78
3	ADDENDUM #1	6/7/85	[unclear]	JNK	3/93

Maine Turnpike Authority  
**Maine Turnpike**  
 ANDROSCOGGIN RIVER  
 OVERPASS  
**DECK PLAN**

CONTRACT 95-10  
 SHEET NO. AR-22  
 57 of 60



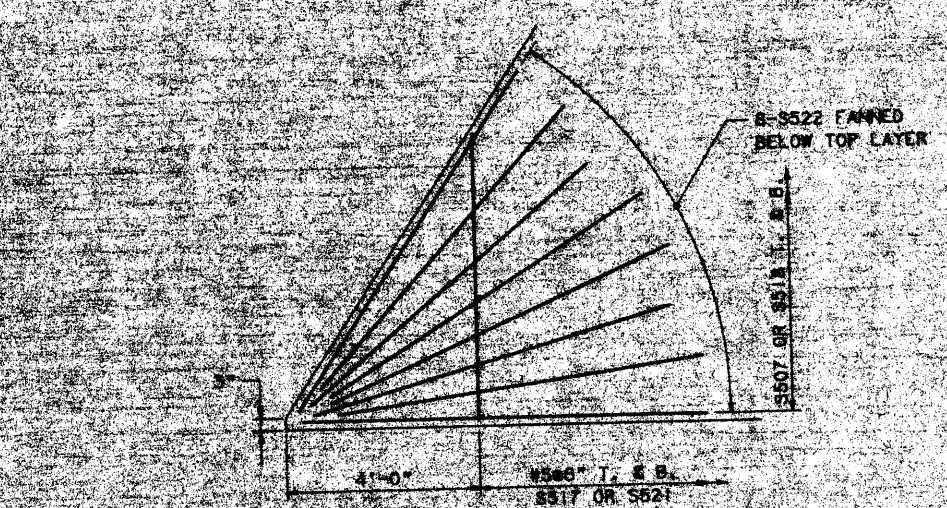
*Handwritten notes:*  
 13/8  
 Abutment

**PROPOSED TYPICAL SECTION**  
 1" = 1'-0"

**SUPERSTRUCTURE NOTES**

1. ADJUST REINFORCING STEEL TO FIT AROUND THE DRAINS IN A MANNER APPROVED BY THE ENGINEER. DO NOT CUT TRANSVERSE REINFORCING BARS.
2. FOR STEEL REINFORCING SCHEDULE, SEE SHEET AR-30 AND AR-31.
3. FOR SCUPPER AND DRAIN DETAILS, SEE SHEET AR-25.
4. FOR 1-BAR ALUMINUM BRIDGE RAILING DETAILS, SEE SHEET AR-26.
5. FOR SLAB DETAILS, SEE SHEET AR-24 AND AR-25.
6. FOR ROADWAY EXPANSION JOINT DETAILS, SEE SHEET AR-26, AR-27 AND AR-28.
7. FOR SHEAR CONNECTOR DETAILS, SEE SHEET AR-18.

*Handwritten notes:*  
 8 1/2" EXPOSED  
 9 1/4" PROP.  
 (Signature)



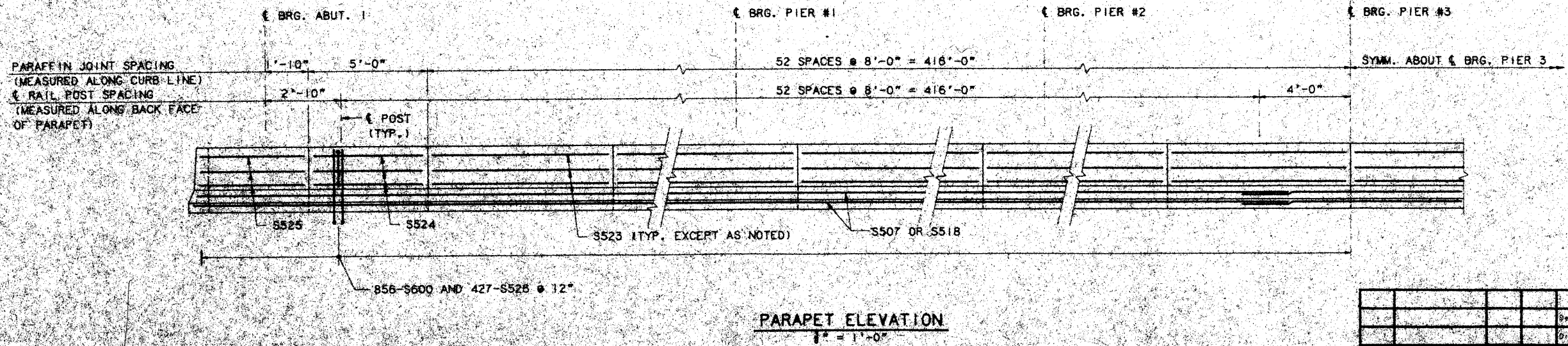
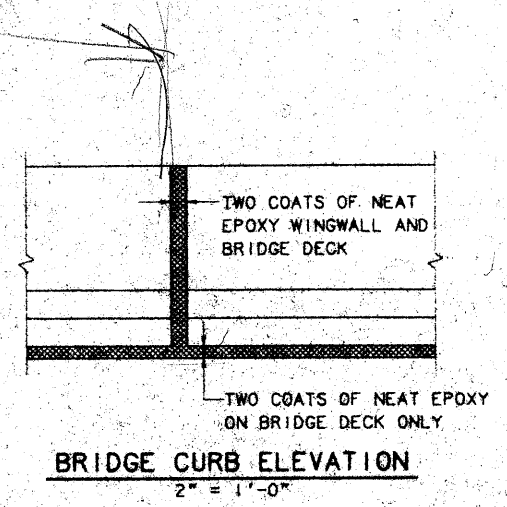
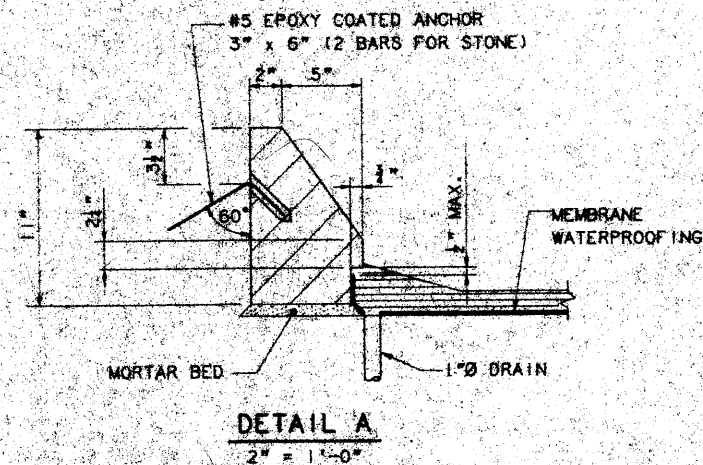
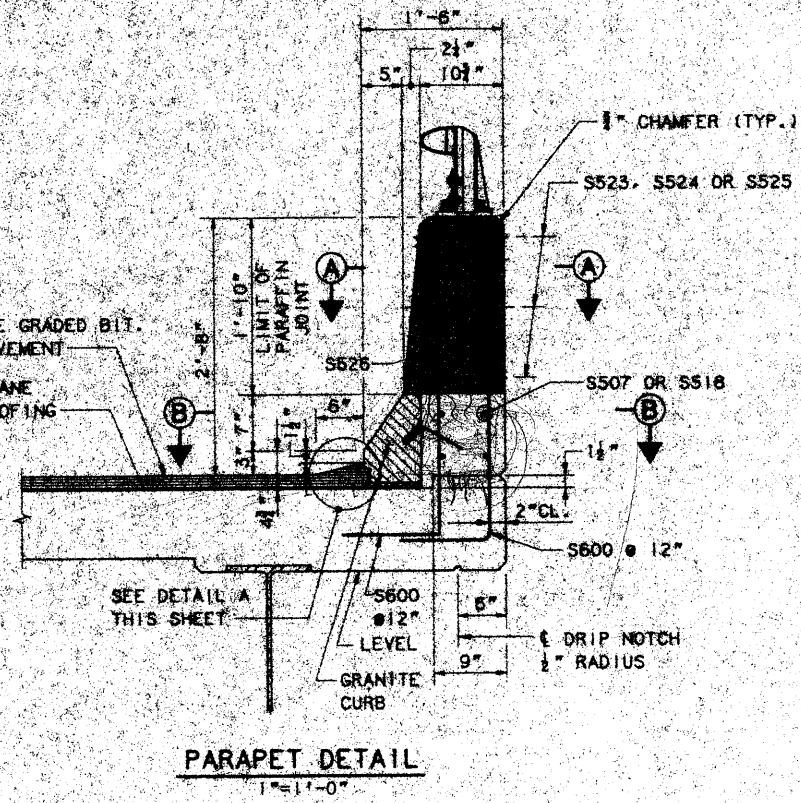
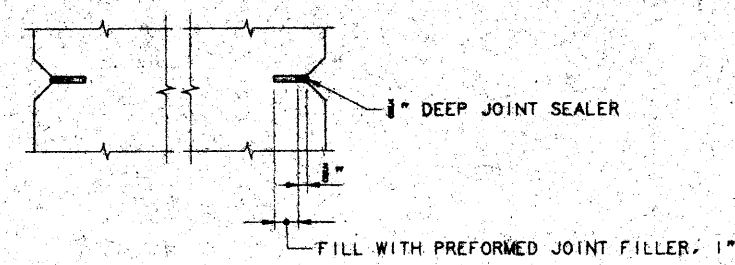
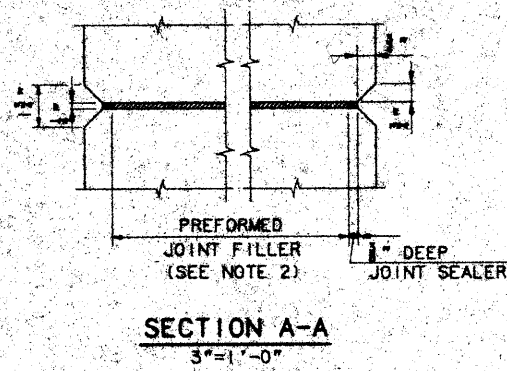
**DETAIL A**  
 1" = 1'-0"

Maine Turnpike Authority <b>Maine Turnpike</b>	
ANDROSCOGGIN RIVER OVERPASS	
<b>TYPICAL SECTION</b>	
<small>LEONARD WHEELER TAYLOR &amp; BENDIS, INC. ARCHITECTS ENGINEERS PLANNERS</small>	
Contract: 85-10	Sheet No. AR-23
	68 of 69

No.	Revision	By	Date	In Charge of	Scale
		Designed	FRK	3/75	
		Drawn	RAT	3/75	
		Checked	OPM	3/75	
		CATWALK & REINFORCING	OPM	4/7/75	

**PARAFFIN JOINT NOTES**

1. CONCRETE SHALL BE PLACED SIMULTANEOUSLY ON BOTH SIDES OF JOINT.
2. PREFORMED JOINT FILLER SHALL CONFORM TO ASTM DESIGNATION D1751 AND MAY BE SUPPORTED WITH A THIN STEEL PLATE. REMOVE PLATE CAREFULLY WHILE THE CONCRETE IS PLASTIC.
3. JOINT SEALER SHALL BE SIKAFLEX 1A.
4. PREFORMED JOINT FILLER AND JOINT SEALER SHALL BE INCIDENTAL TO ITEM 502.261, STRUCTURAL CONCRETE ROADWAY AND PARAPET ON STEEL BRIDGES.



Maine Turnpike Authority  
**Maine Turnpike**

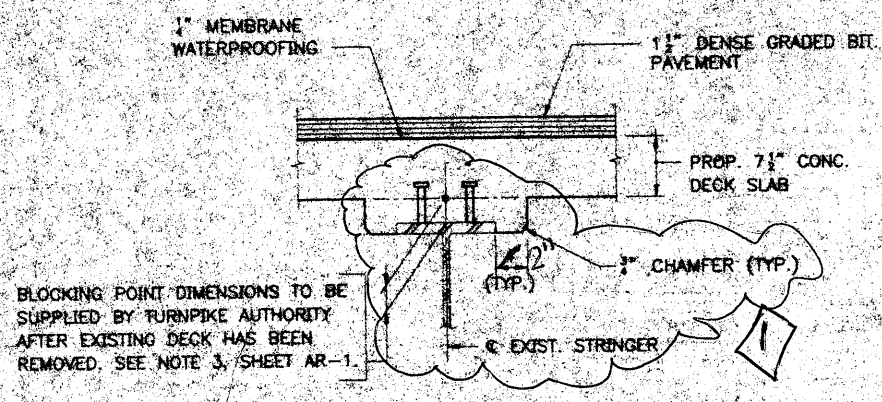
ANDROSCOGGIN RIVER  
OVERPASS  
**SLAB DETAILS I**

**HNTB** HOWARD NEEDLES TAMMEN & BERGENCOFF, INC.  
ARCHITECTS ENGINEERS PLANNERS

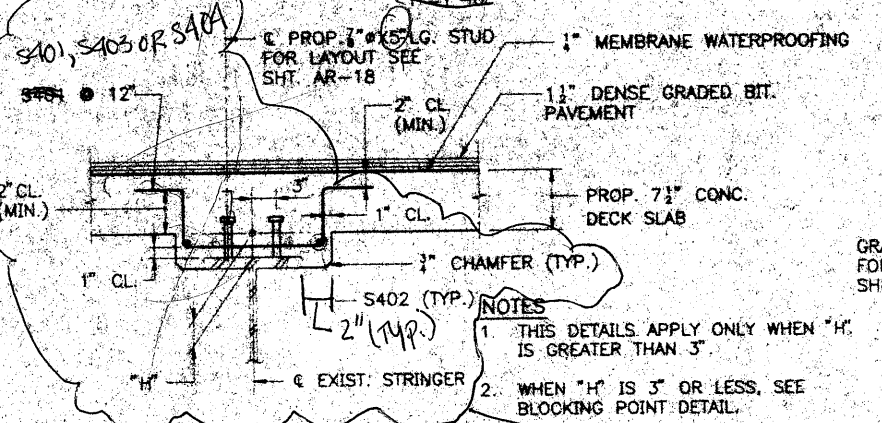
Contract 95.10 Sheet No. AR-24  
59 of 69

Bar	Date			
Designed	DMD	2/95		
Drawn	RJT	2/95		
Checked	HNE	2/95		
No.	Revised	By	Date	In Charge





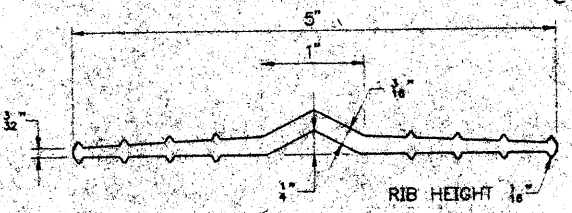
**BLOCKING POINT DETAIL**  
1 1/2" = 1'-0"



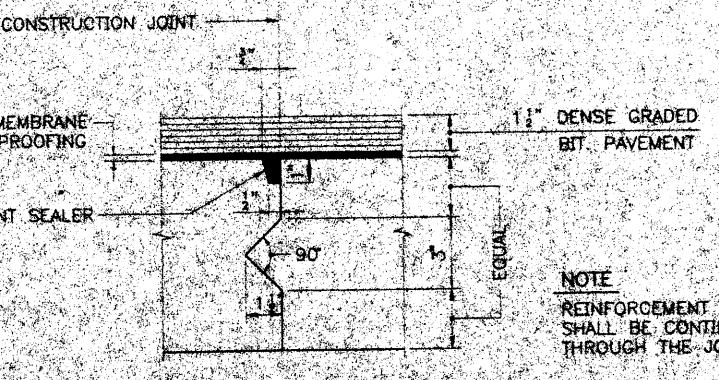
**EXTRA DEPTH HAUNCH DETAILS**  
1" = 1'-0"

**NOTES**  
1. THIS DETAILS APPLY ONLY WHEN "H" IS GREATER THAN 3"  
2. WHEN "H" IS 3" OR LESS, SEE BLOCKING POINT DETAIL.

*For location of Bars S401, S403 and S404 along Southbound Roadway see full size plans*

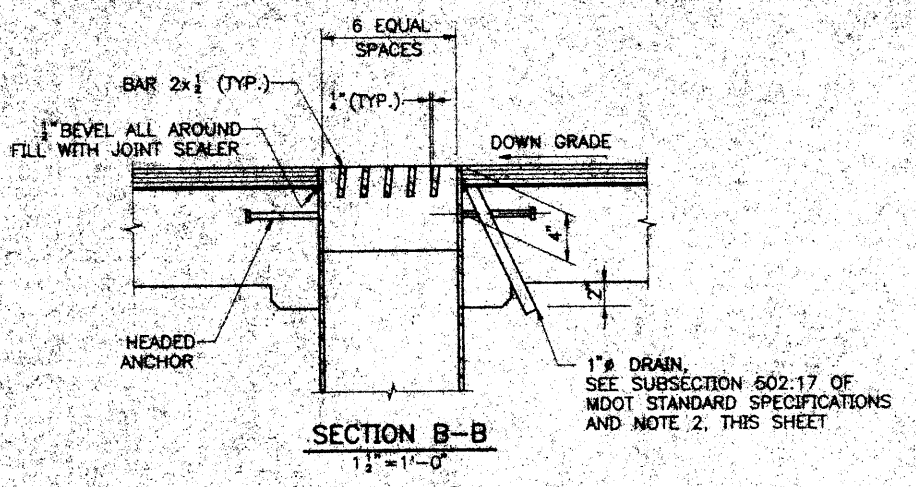


**5" WATERSTOP FULL SIZE**

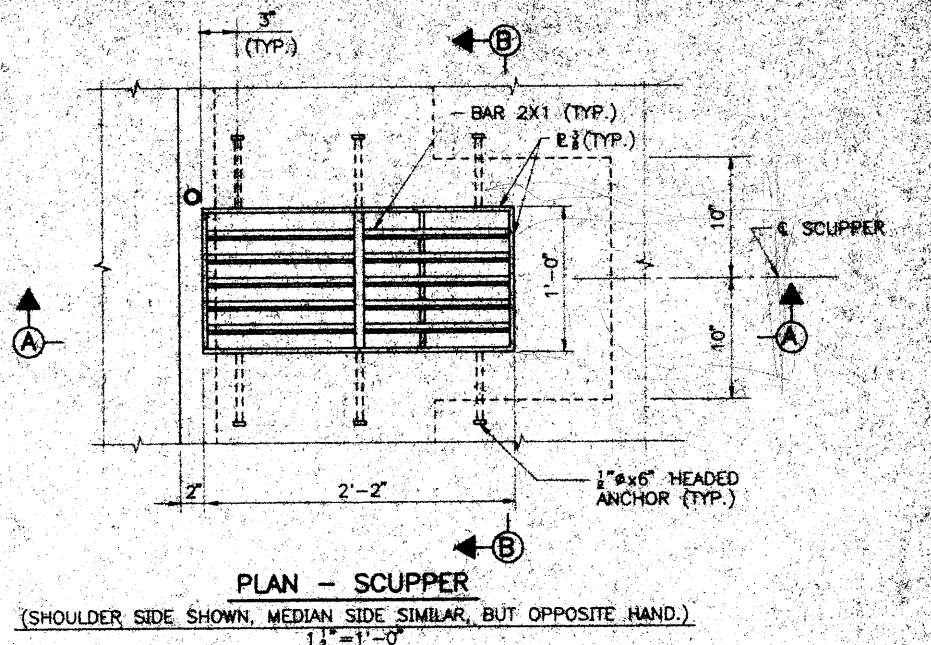
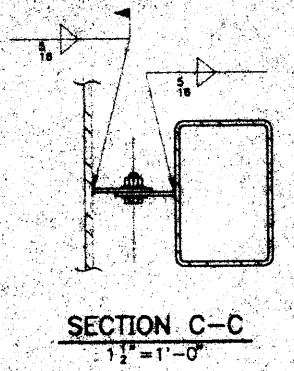


**TRANSVERSE CONSTRUCTION JOINT DETAIL**  
3" = 1'-0"

**NOTE**  
REINFORCEMENT SHALL BE CONTINUOUS THROUGH THE JOINT

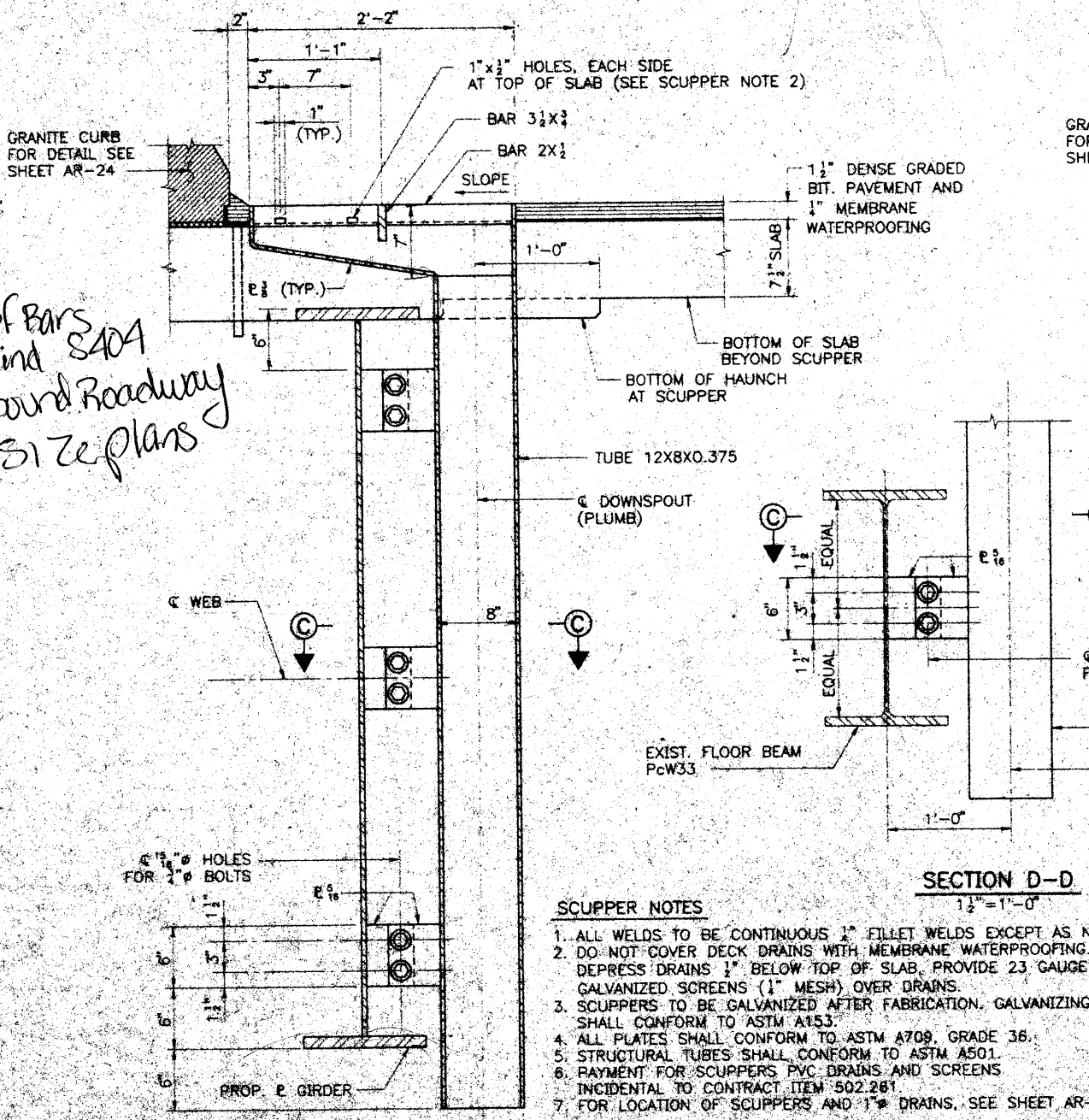


**SECTION B-B**  
1 1/2" = 1'-0"

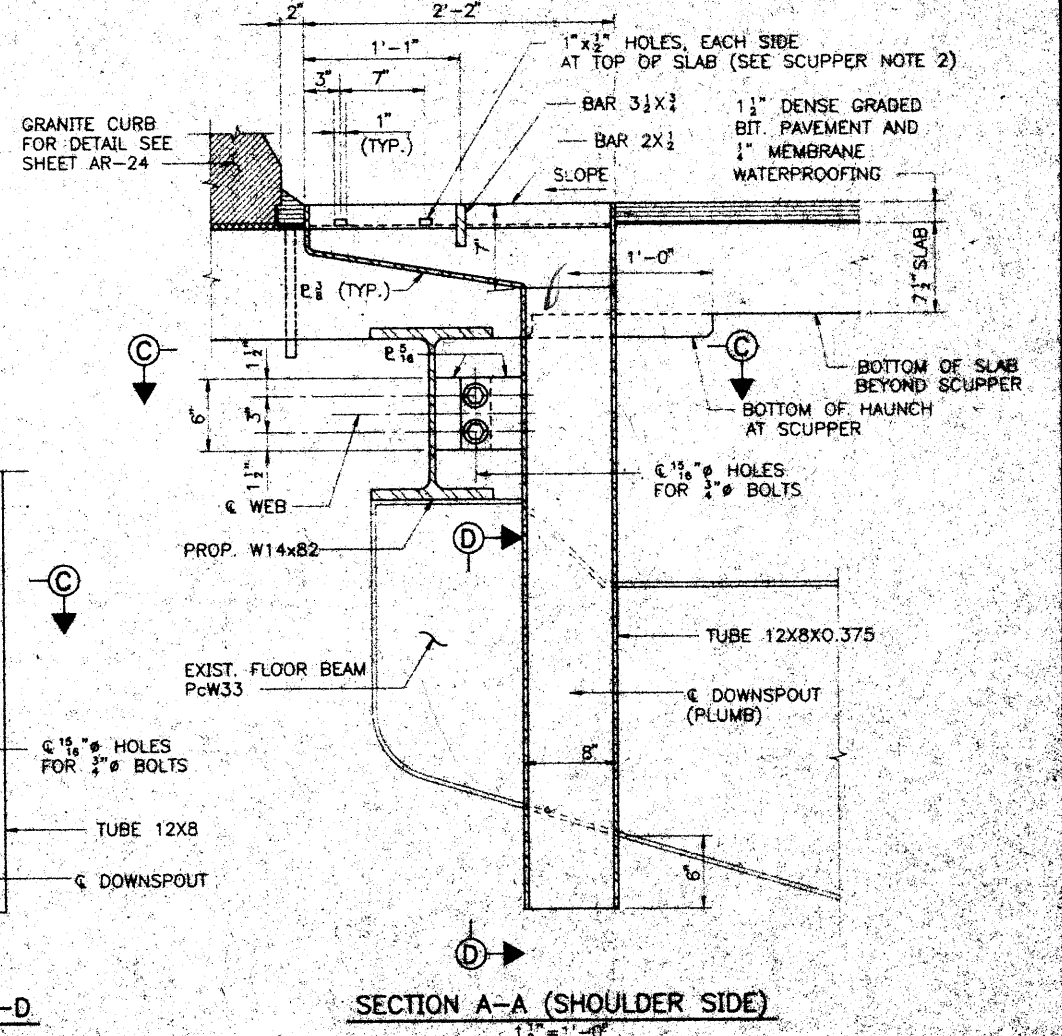


**PLAN - SCUPPER**  
1 1/2" = 1'-0"

(SHOULDER SIDE SHOWN, MEDIAN SIDE SIMILAR, BUT OPPOSITE HAND.)



**SECTION A-A (MEDIAN SIDE)**  
1 1/2" = 1'-0"



**SECTION A-A (SHOULDER SIDE)**  
1 1/2" = 1'-0"

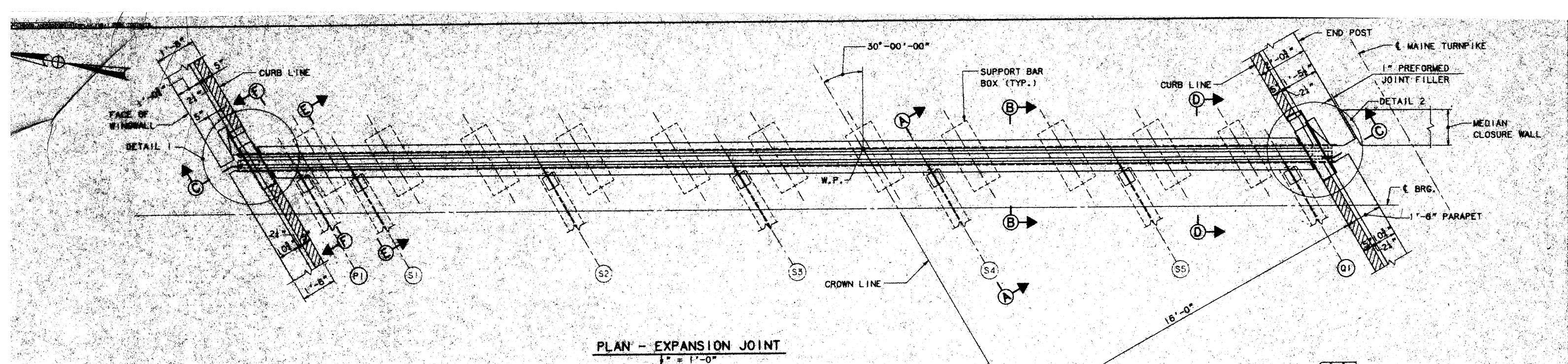
**SCUPPER NOTES**

1. ALL WELDS TO BE CONTINUOUS 1/4" FILLET WELDS EXCEPT AS NOTED.
2. DO NOT COVER DECK DRAINS WITH MEMBRANE WATERPROOFING. DEPRESS DRAINS 1/8" BELOW TOP OF SLAB. PROVIDE 23 GAUGE GALVANIZED SCREENS (1" MESH) OVER DRAINS.
3. SCUPPERS TO BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO ASTM A153.
4. ALL PLATES SHALL CONFORM TO ASTM A709, GRADE 36.
5. STRUCTURAL TUBES SHALL CONFORM TO ASTM A501.
6. PAYMENT FOR SCUPPERS, PVC DRAINS AND SCREENS INCIDENTAL TO CONTRACT ITEM 502.261.
7. FOR LOCATION OF SCUPPERS AND 1" DRAINS, SEE SHEET AR-22.

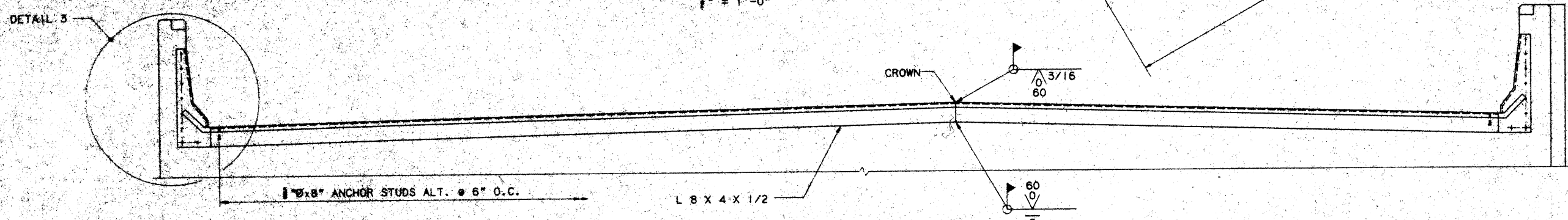
Maine Turnpike Authority  
**Maine Turnpike**  
ANDROSCOGGIN RIVER OVERPASS  
**SLAB DETAILS II**

DESIGNED BY SHR 2/95  
DRAWN BY RSJ 2/95  
CHECKED BY JWH 2/95

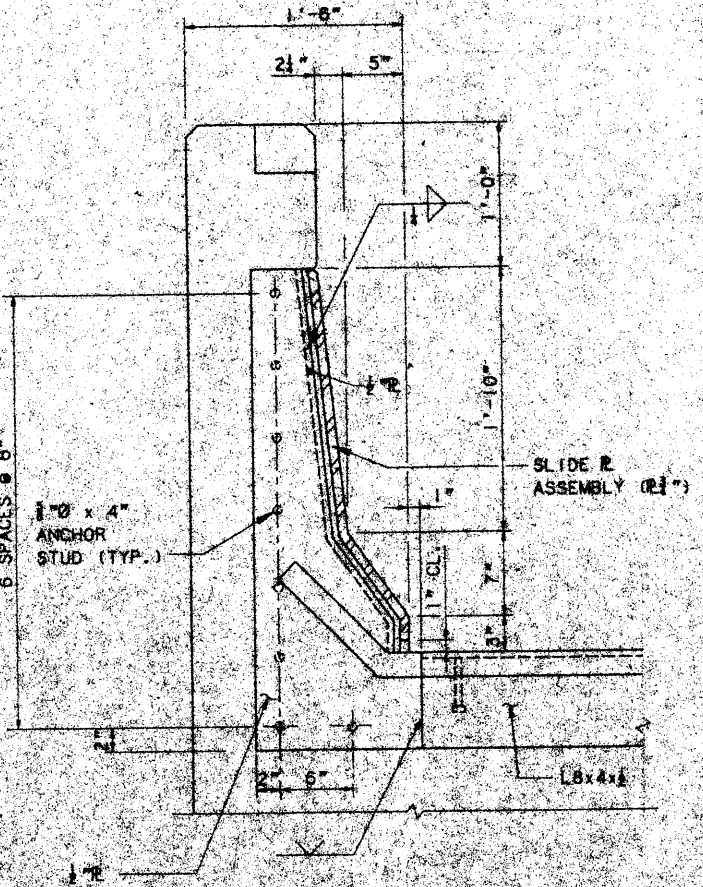
Contract 95.10  
Sheet No. AR-25  
60 of 69



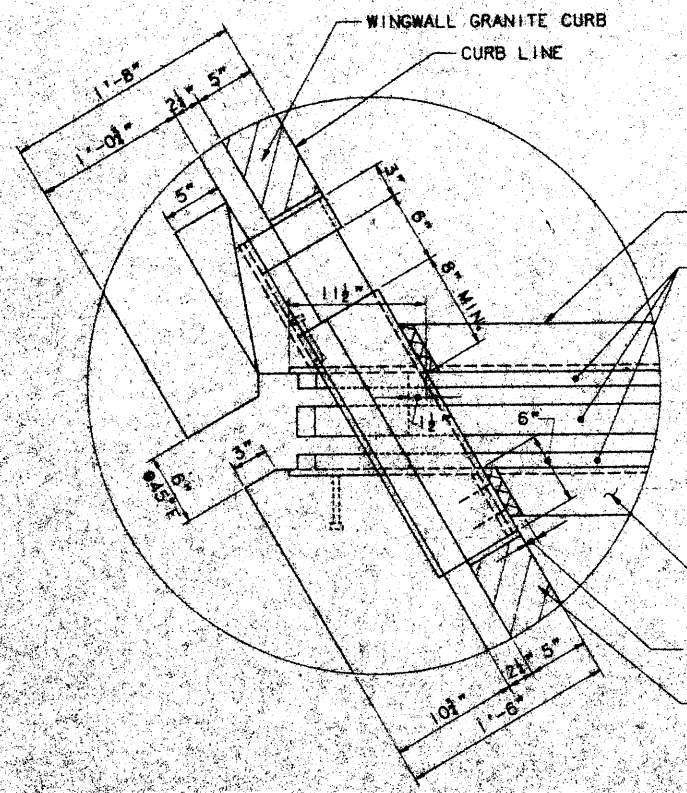
**PLAN - EXPANSION JOINT**  
1/4" = 1'-0"



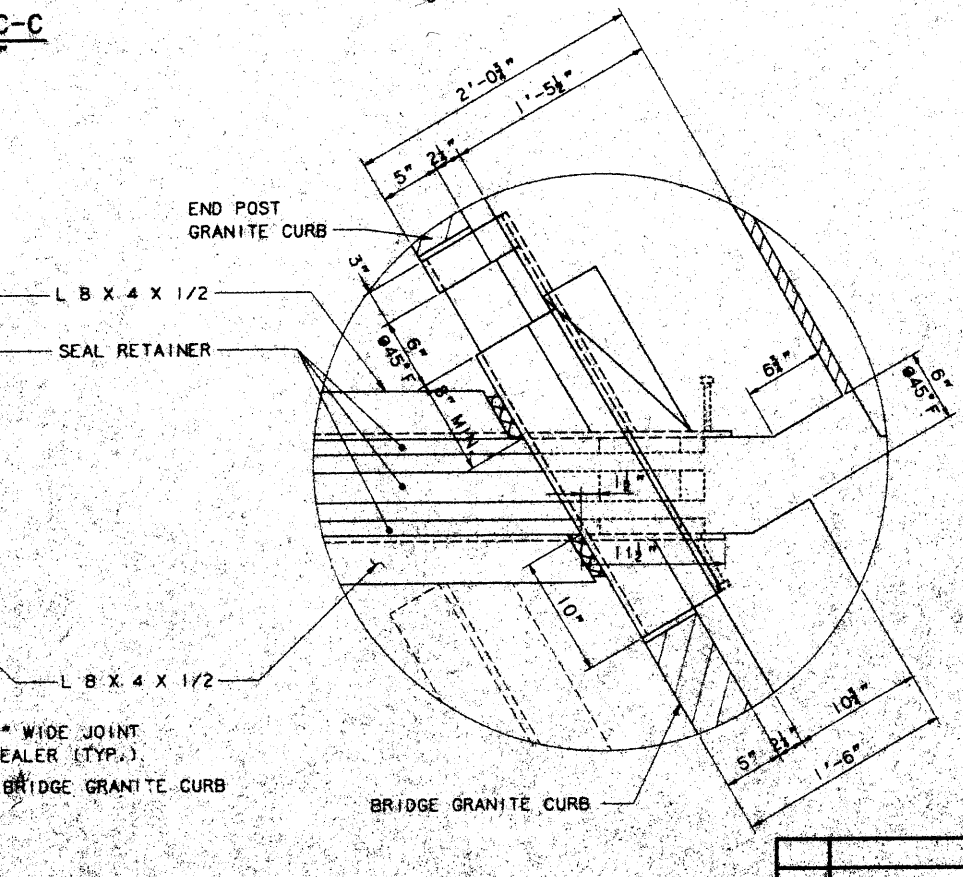
**SECTION C-C**  
1/4" = 1'-0"



**DETAIL 3**  
1/4" = 1'-0"



**DETAIL 1**  
1/4" = 1'-0"



**DETAIL 2**  
1/4" = 1'-0"

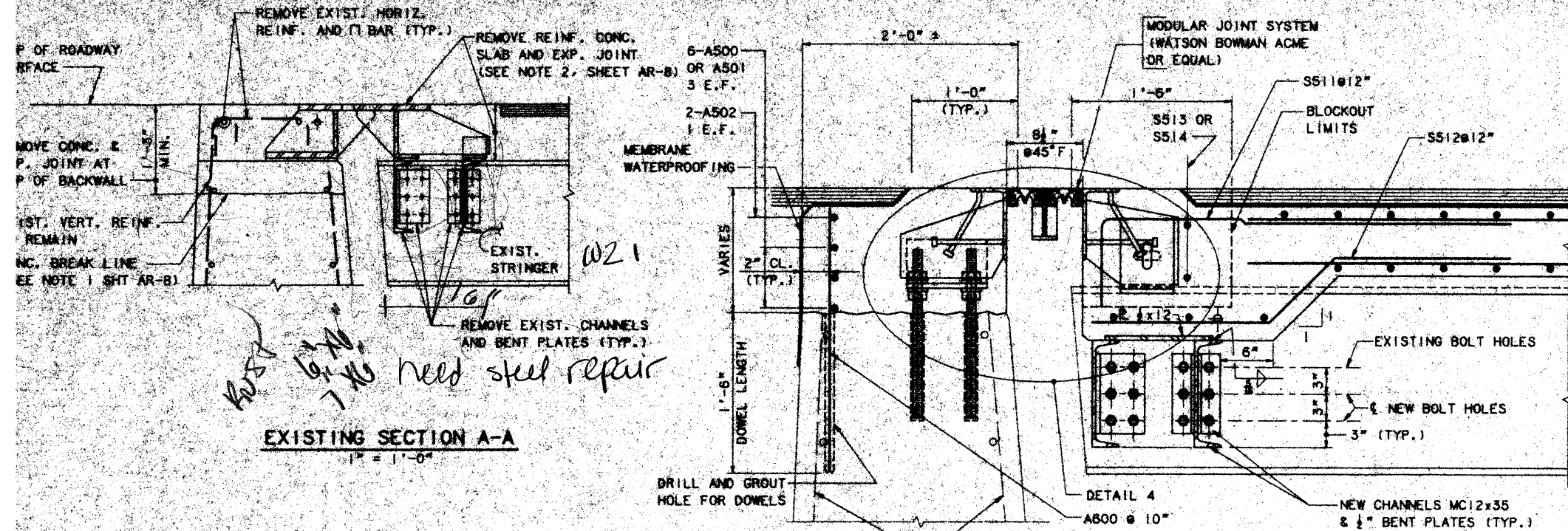
**NOTES**

1. FOR SECTIONS A-A AND B-B, SEE SHEET AR-27.
2. FOR SECTIONS D-D, E-E AND F-F, SEE SHEET AR-28.
3. EXP. JOINT FOR SOUTHBOUND ROADWAY AT ABUTMENT 2 SHOWN, EXP. JOINT FOR SOUTHBOUND ROADWAY AT ABUTMENT 1 AND EXP. JOINT FOR NORTHBOUND ROADWAY AT ABUTMENTS 1 AND 2 SIMILAR.

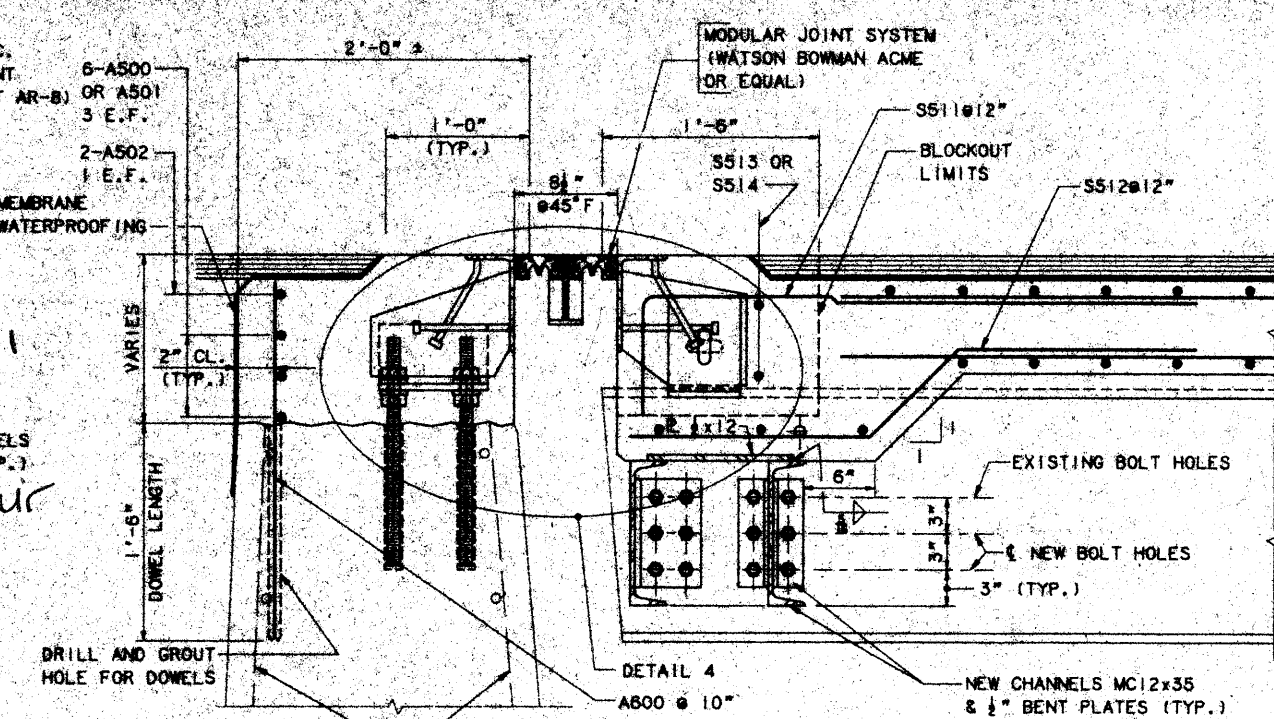
Designed	SHL	3/95
Drawn	RJT	3/95
Checked	HNC	3/95
By:	DLB	
Date:		

Maine Turnpike Authority  
**Maine Turnpike**  
 ANDROSCOGGIN RIVER OVERPASS  
**EXPANSION JOINT DETAILS I**

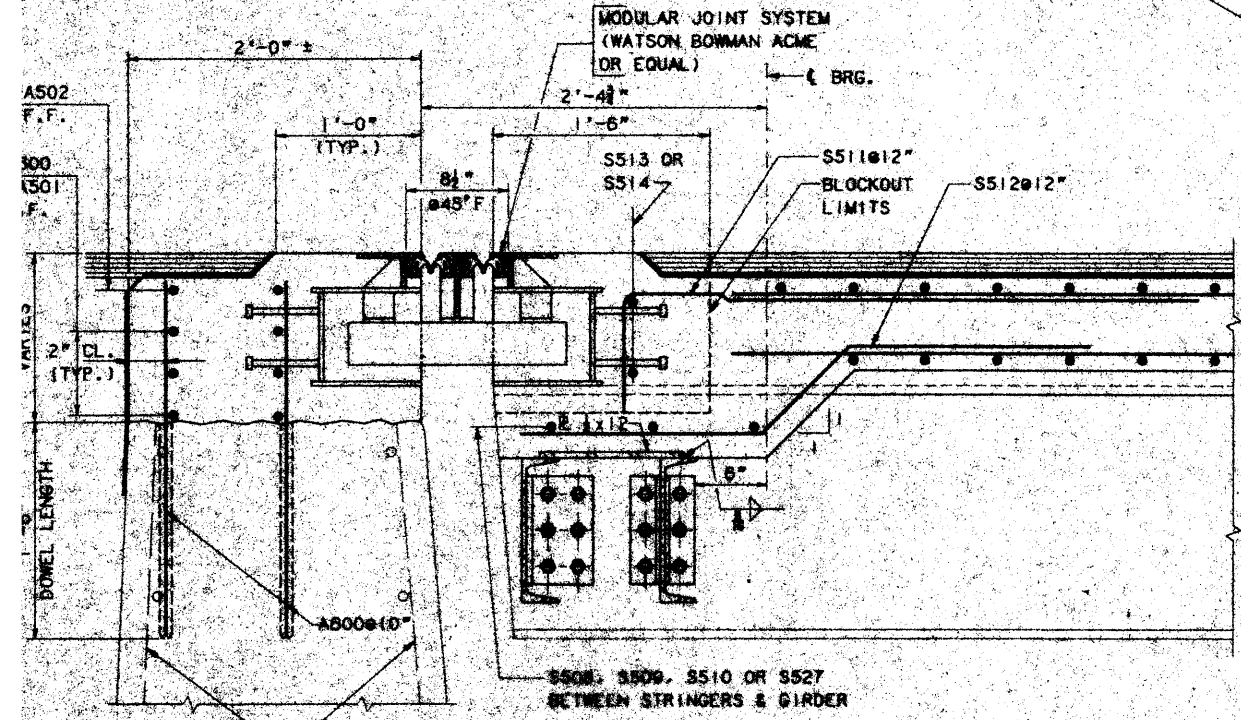
Contract 95.10 Sheet No. AR-26  
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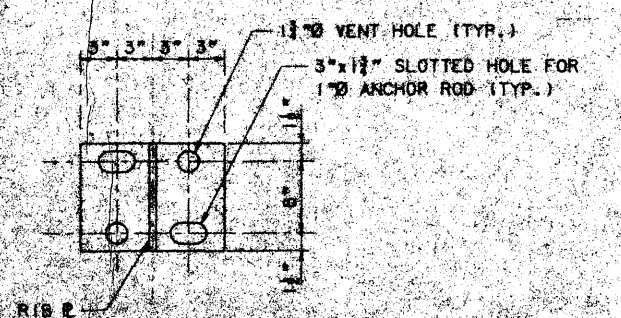
**EXISTING SECTION A-A**  
1/2" = 1'-0"



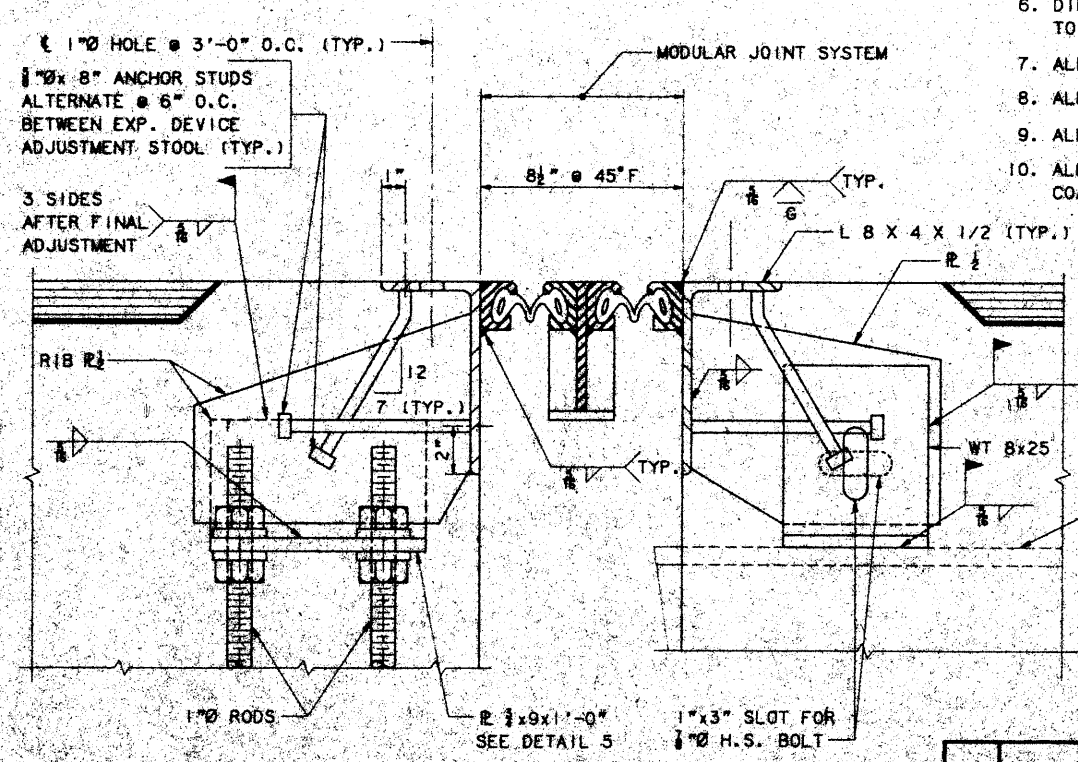
**PROPOSED SECTION A-A**  
1/2" = 1'-0"



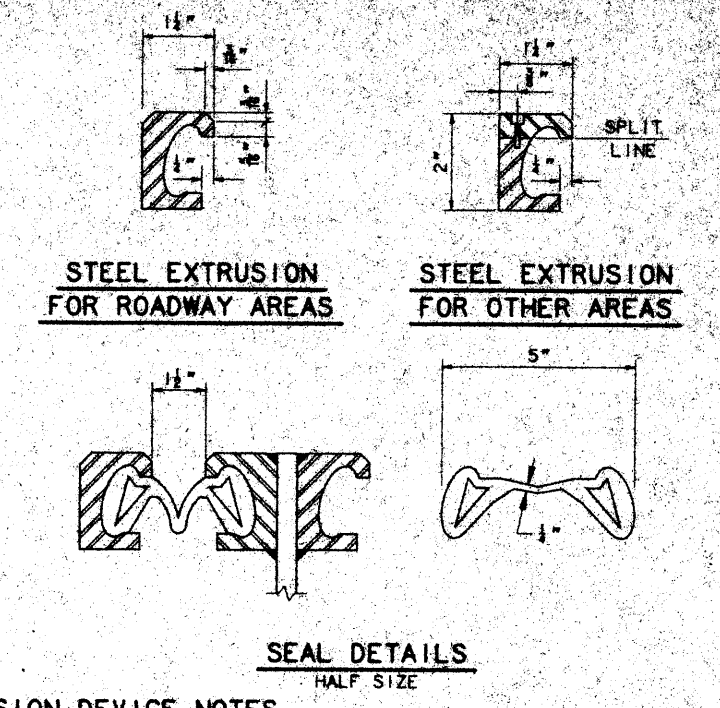
**PROPOSED SECTION B-B**  
1/2" = 1'-0"



**DETAIL 5**  
1/2" = 1'-0"



**DETAIL 4**  
3" = 1'-0"

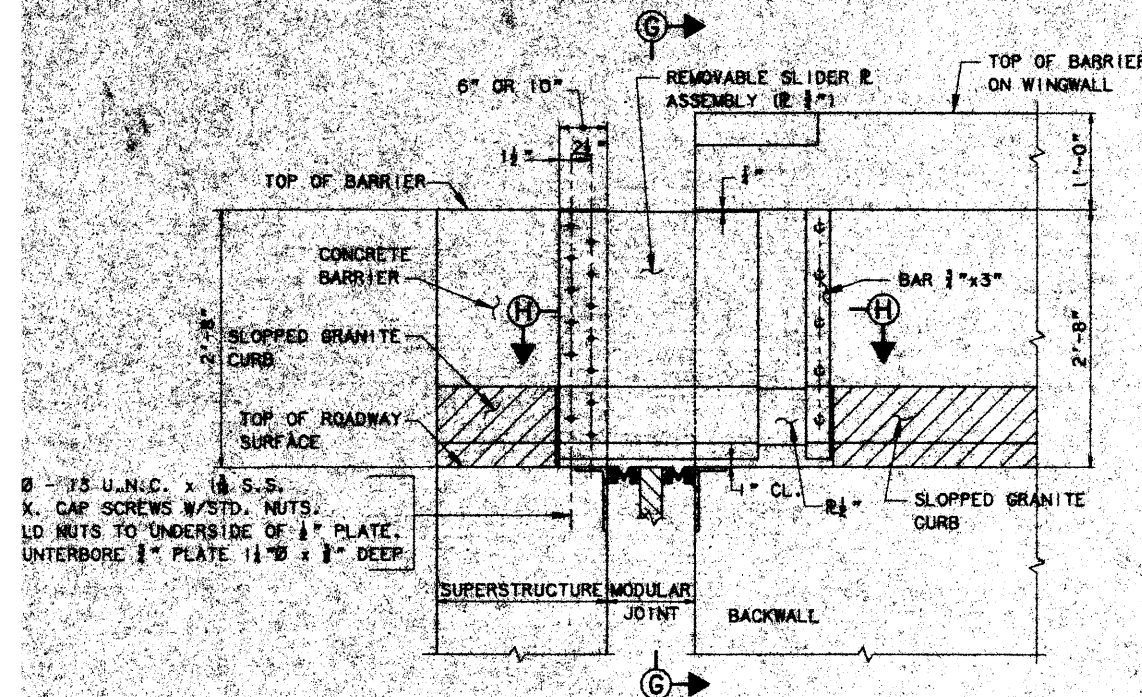


**SEAL DETAILS**  
HALF SIZE

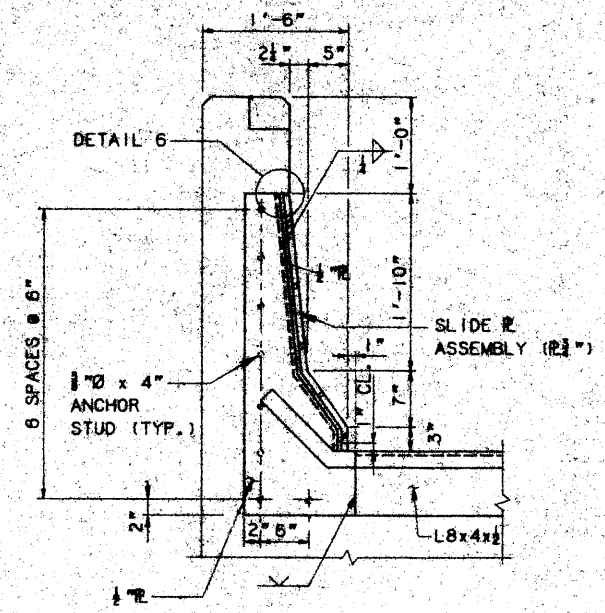
**EXPANSION DEVICE NOTES**

1. SHOP DRAWINGS OF THE EXPANSION DEVICE SHALL BE SUBMITTED FOR APPROVAL OF THE ENGINEER.
2. EXPANSION DEVICES SHALL BE INSTALLED NORMAL TO GRADE.
3. THE EXPANSION DEVICE SHALL BE SET TO AN OPENING OF TWO (2) INCHES IN THE FABRICATION SHOP AND SHALL BE SECURE TO THE STRINGER AND/OR ANCHOR BOLTS WHEN THE AMBIENT TEMPERATURE IS BETWEEN 40°F AND 80°F. THE OPENING SHALL BE ADJUSTED TO REFLECT THE TEMPERATURE OF THE STRUCTURE AT THE TIME OF INSTALLATION; SETTING SCHEDULE FOR THE OPENING SHALL BE SUPPLIED BY THE MANUFACTURER OF THE SEAL.
4. THE SLAB AND BACKWALL CONCRETE SHALL BE IN PLACE BEFORE THE EXPANSION DEVICE IS FIXED IN POSITION. NO ALLOWANCE FOR MOVEMENT DUE TO DEAD LOAD DEFLECTION IS NECESSARY.
5. THE FABRICATORS ATTENTION IS DIRECTED TO THE NECESSITY OF FABRICATING AND INSTALLING THE DEVICE IN TWO SECTIONS.
6. DIRECTION AND LOCATION OF FIELD SPLICES MAY BE ADJUSTED IF REQUIRED TO FACILITATE CONSTRUCTION.
7. ALL EXPOSED SURFACES OF ANGLES TO BE FIELD PAINTED.
8. ALL STEEL COMPONENTS SHALL BE ASTM A709 GRADE 36 UNLESS OTHERWISE NOTED.
9. ALL WELDS ARE 3/8" CONTINUOUS FILLETS, EXCEPT AS NOTED.
10. ALL STEEL SURFACES THAT WILL BE IMBEDDED IN CONCRETE SHALL BE COATED WITH EPOXY BONDING COMPOUND.

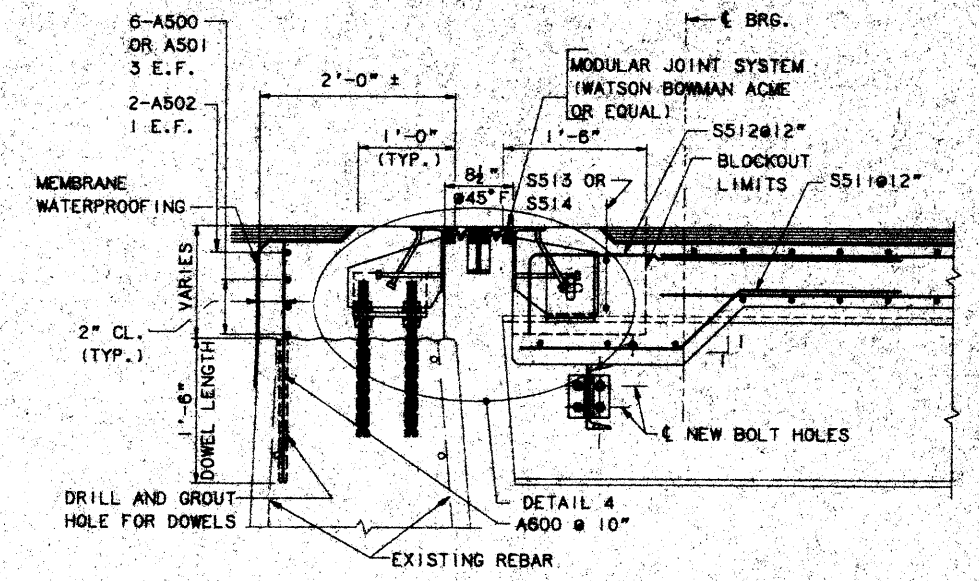
Maine Turnpike Authority <b>Maine Turnpike</b>		ANDROSCOGGIN RIVER OVERPASS <b>EXPANSION JOINT DETAILS II</b>	
 		HOWARD NEEDLES TAMM & BERENSON ARCHITECTS ENGINEERS PLANNERS	
Designed	DMD 5/93	Contract	95-10
Drawn	RJT 3/95	Sheet No.	AR-27
Checked	HNL 5/95		62 of 69
No. Revisions:      By:      Date:      In charge etc. RAL			



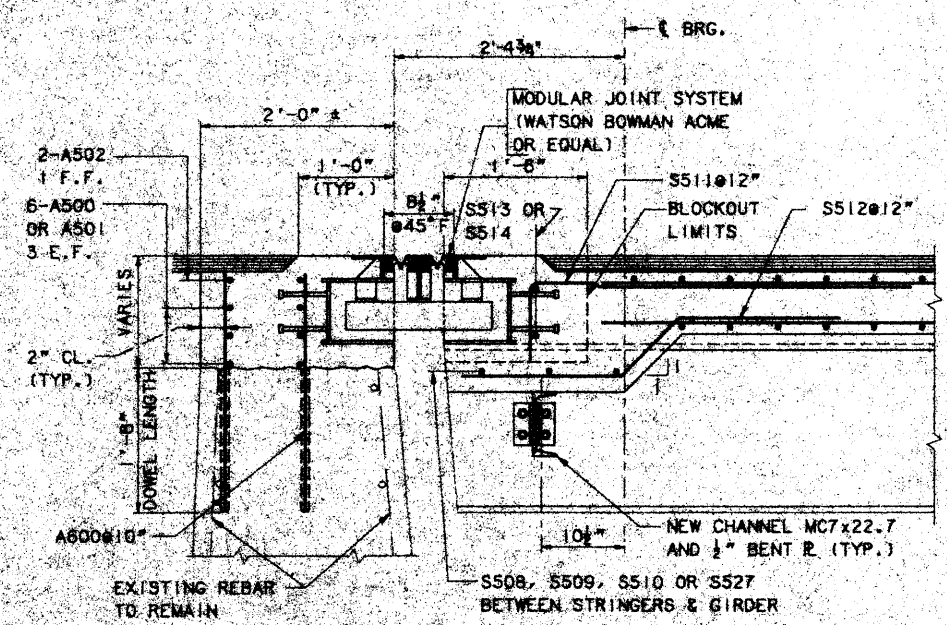
**SECTION F-F**  
1/2" = 1'-0"



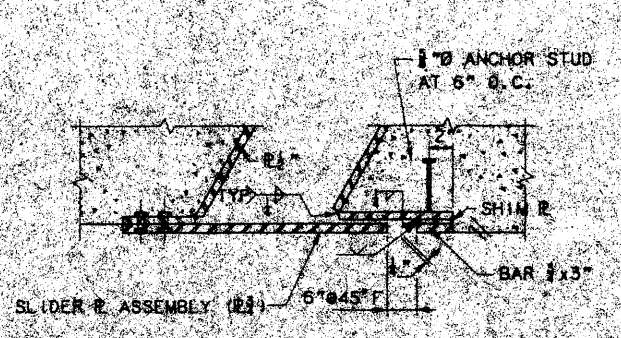
**SECTION G-G**  
1/2" = 1'-0"



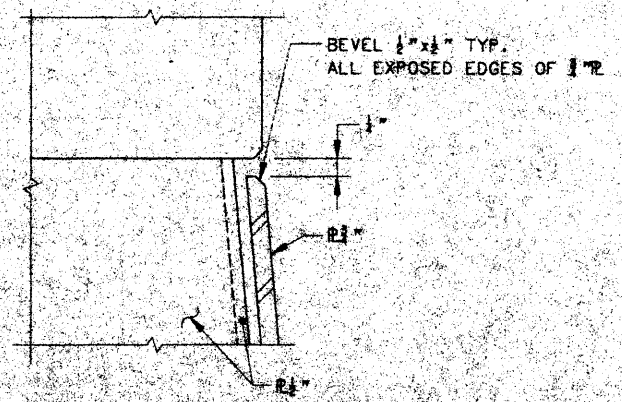
**SECTION D-D**  
1" = 1'-0"



**SECTION E-E**  
1" = 1'-0"



**SECTION H-H**  
3/4" = 1'-0"

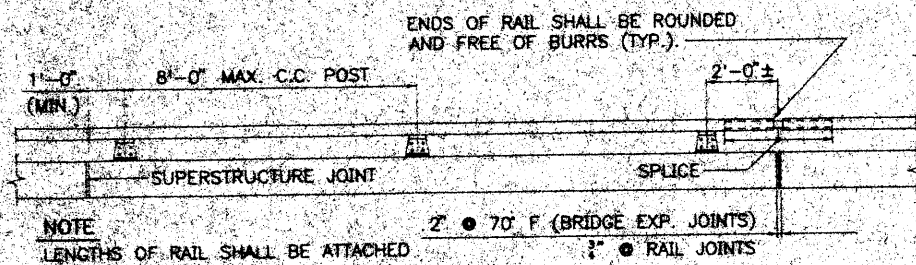


**DETAIL 6**  
NTS

**NOTES**

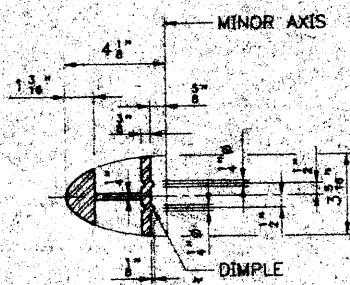
1. ALL STRUCTURAL STEEL FOR BARRIER JOINT SHALL BE ASTM DESIGNATION A709, GRADE 36.
2. ENTIRE JOINT ASSEMBLY SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO DESIGNATION M111-91.
3. FOR LOCATION OF SECTIONS D-D, E-E AND F-F, SEE SHEET AR-26.

Maine Turnpike Authority		Maine Turnpike	
		ANDROSCOGGIN RIVER OVERPASS	
		EXPANSION JOINT DETAILS III	
Designed	HNL 3/95	By	HNL
Drawn	RJT 3/95	Checked	RJR 3/95
Contract 96-10		Sheet No. AR-26	
		63 of 69	

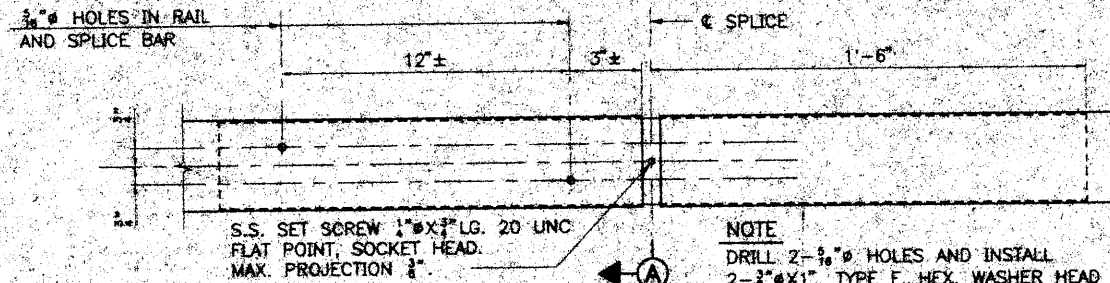


**NOTE**  
 LENGTHS OF RAIL SHALL BE ATTACHED TO A MIN. OF FOUR (4) RAIL POST WHENEVER POSSIBLE, AND IN ANY CASE NEVER LESS THAN TWO (2) RAIL POST ARE TO BE SET NORMAL TO GRADE UNLESS OTHERWISE SHOWN ON THE BRIDGE PLANS.

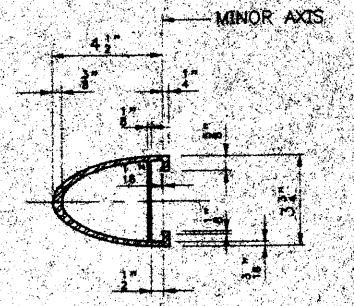
**RAILING - ELEVATION**  
 3'-1'-0"



**SECTION A-A**  
 3'-1'-0"

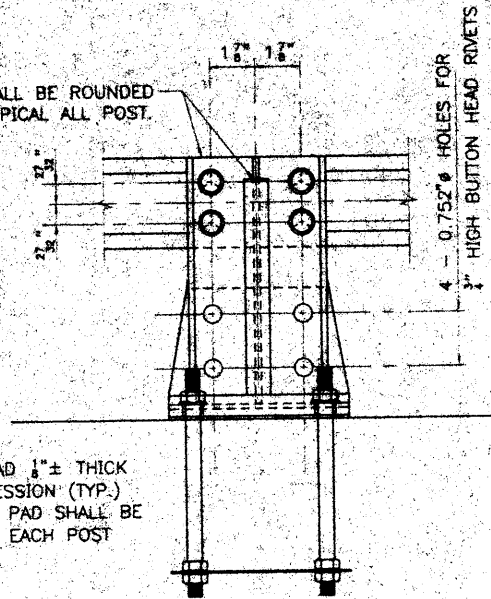


**SPLICE DETAIL**  
 3'-1'-0"

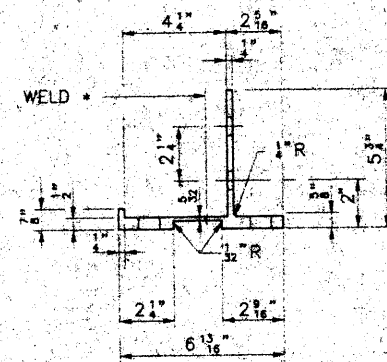


**RAIL MEMBER**  
 3'-1'-0"

TOP EDGES OF POST SHALL BE ROUNDED AND FREE OF BURRS. TYPICAL ALL POST.

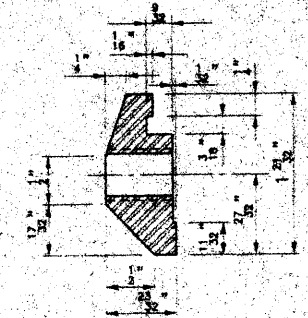
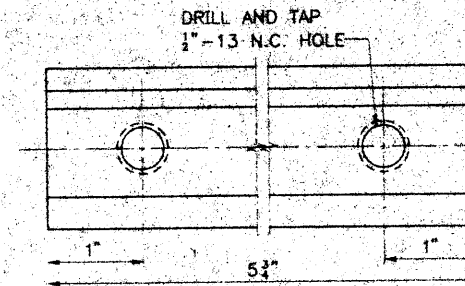


**OUTSIDE ELEVATION OF POST**  
 3'-1'-0"

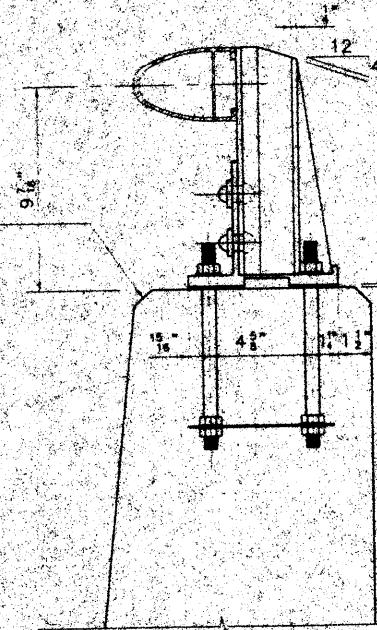


**POST BASE SECTION**  
 3'-1'-0"

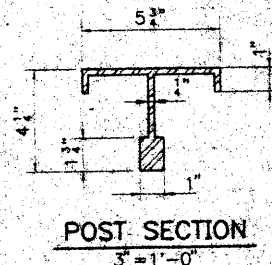
**NOTE**  
 ONE-PIECE BASE PLATE MAY BE SUBSTITUTED, PROVIDED THAT THE REQUIRED LENGTH IS CUT FROM A ONE-PIECE EXTRUSION AND HAS THE GEOMETRIC SHAPE OF THE TWO-PIECE BASE PLATE



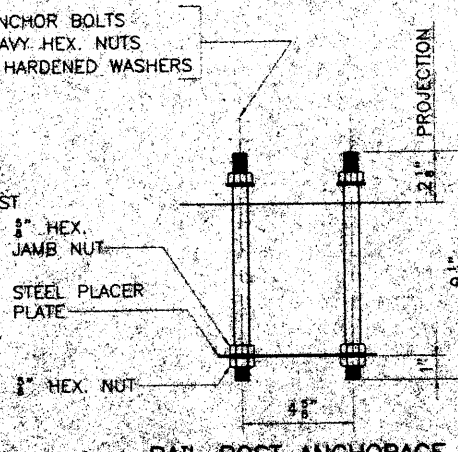
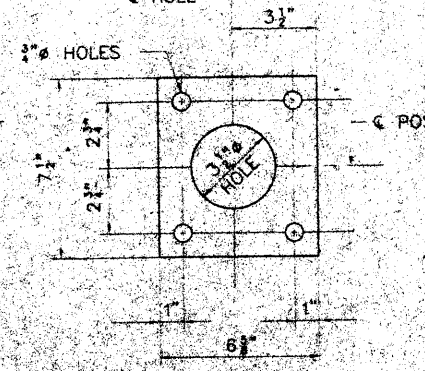
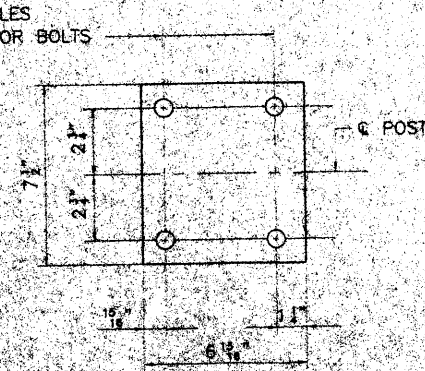
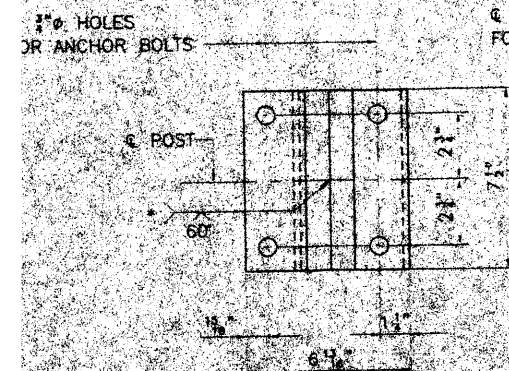
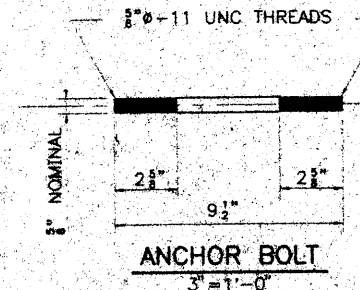
**CAST ALUMINUM DRIVE FIT RAIL CAP**  
 3'-1'-0"



**BRIDGE RAILING (ASSEMBLY)**  
 3'-1'-0"



**POST SECTION**  
 3'-1'-0"



**NOTE**  
 FOUR (4) BOLT, NUT AND WASHER SETS ARE REQUIRED PER ASSEMBLY. ALL HARDWARE SHALL

**NOTE**  
 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 PITCH DIAMETER OF THE THREADS.

Maine Turnpike Authority  
**Maine Turnpike**

ANDROSCOGGIN RIVER OVERPASS  
**ALUMINUM BRIDGE RAILING DETAILS**

HOWARD NEEDLES TAMM & BERGENOFF  
 ARCHITECTS ENGINEERS PLANNERS

Designed: SHR 2/95  
 Drawn: RSJ 2/95  
 Checked: RJD 2/95

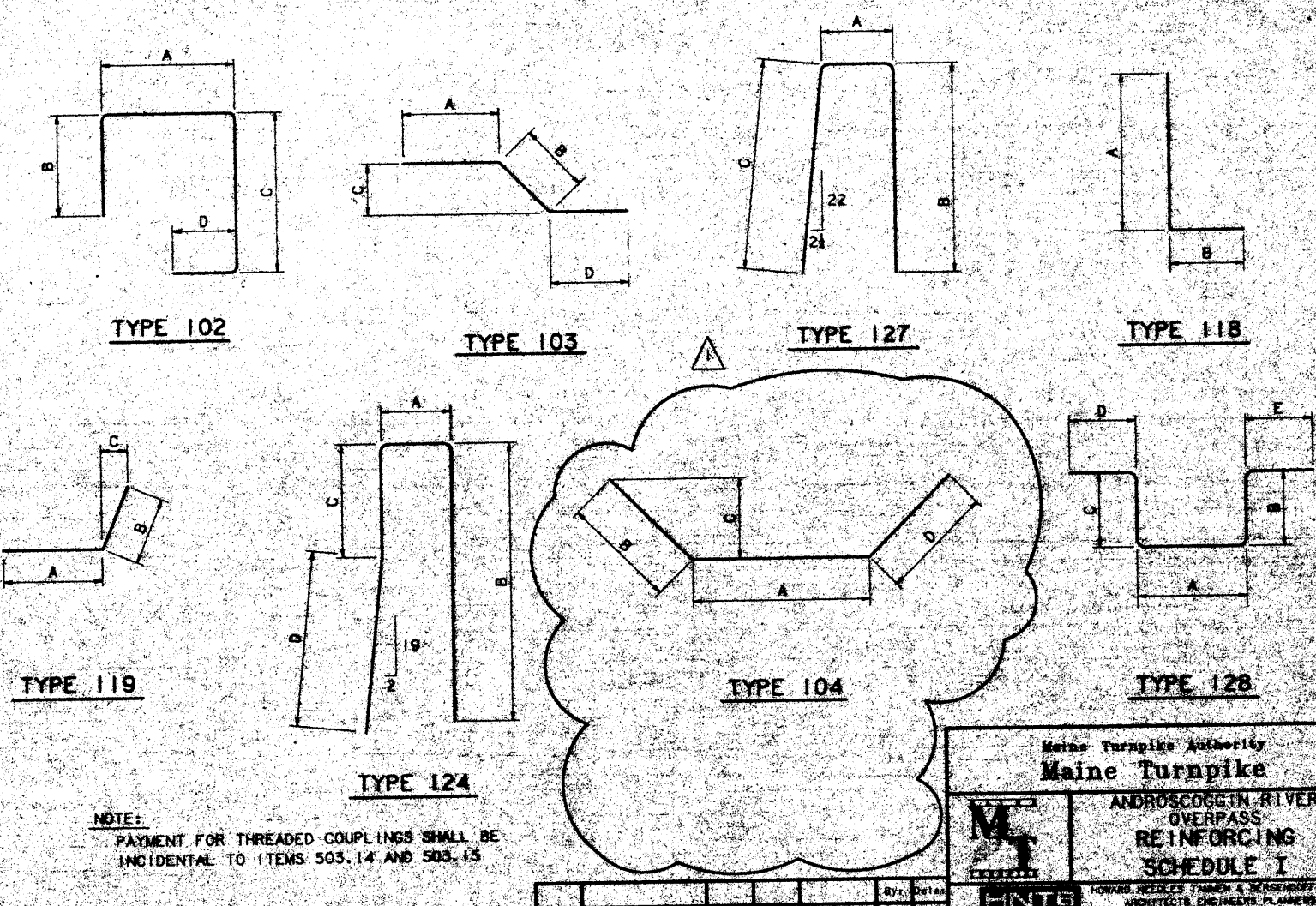
Contract: 95.10  
 Sheet No: AR-29  
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MARK	SIZE	NO.	LENGTH FT-IN	TYPE	DIMENSIONS					INCR.	LOCATION AND REMARKS
					A	B	C	D	E		
4	8000	3	3-1	128	0'-11"	0'-9"	0'-9"	0'-4"	0'-4"		TRANSVERSE @ HAUNCHES
4	600	30-0	30-0	STR							LONGITUDINAL @ HAUNCHES
5	3338	19-9	19-9	STR							TRANSVERSE TOP
5	3338	16-3	16-3	STR							TRANSVERSE BOTTOM
5	3334	22-9	22-9	STR							TRANSVERSE TOP
5	3334	26-3	26-3	STR							TRANSVERSE BOTTOM
5	1960	14-8	14-8	STR							LONGIT. TOP (OVER FLOORBEAMS)
5	350	27-4	27-4	STR							LONGIT. TOP (OVER PIER)
5	4180	40-0	40-0	STR							LONGITUDINAL (TOP AND BOTTOM)
5	48	7-9	7-9	STR							TRANSVERSE @ JOINT
5	12	6-7	6-7	STR							TRANSVERSE @ JOINT
5	12	1-11	1-11	STR							LONGIT. @ ABUT.
5	144	4-10	4-10	118	4'-0"	0'-10"					LONGIT. @ ABUT.
5	144	4-2	4-2	103	1'-8"	0'-10"	0'-7"	1'-8"			TRANSVERSE @ JOINT
5	8	23-0	23-0	STR							TRANSVERSE @ JOINT
5	8	26-0	26-0	STR							TRANSVERSE TOP
5	46	VAR 3'-7 TO 21'-11		STR						0'-10"	TRANSVERSE BOTTOM
5	46	VAR 7'-1 TO 25'-5		STR						0'-10"	TRANSVERSE TOP
5	30	VAR 6'-9 TO 19'-0		STR						0'-10"	2 EACH TRANSVERSE T & B
5	190	3-2		STR						0'-10"	LONGITUDINAL (TOP AND BOTTOM)
5	30	VAR 3'-0 TO 14'-8		STR						0'-10"	TRANSVERSE BOTTOM
5	30	VAR 6'-6 TO 18'-2		STR						0'-10"	TRANSVERSE TOP
5	92	VAR 6'-9 TO 25'-1		STR						0'-10"	2 EACH TRANSVERSE T & B
5	32	7-0		STR							ACUTE CORNERS
5	2496	7-8		STR							LONGIT. @ PARAPET
5	48	4-8		STR							LONGIT. @ PARAPET
5	48	3-6		STR							LONGIT. @ PARAPET
5	5400	3-10		127	0'-6"	1'-8"	1'-8"				TRANSV. @ PARAPET
6	6600	4-1		118	3'-1"	1'-0"					TRANSV. @ PARAPET

MARK	SIZE	NO.	LENGTH FT-IN	TYPE	DIMENSIONS					INCR.	LOCATION AND REMARKS
					A	B	C	D	E		
<b>PIERS</b>											
P600	6	128	7-8	118	4'-10"	2'-10"					PIERS 1,2,4,5 - DRILLED & GROUTED 1'-6"
P601	6	32	7-2	118	4'-8"	2'-6"					PIERS 1,2,4,5 - DRILLED & GROUTED 1'-6"
P602	6	100	17-8	STR							ALL PIERS - LONG. BARS
P603	6	40	4-10	102	3'-4"	0'-9"	0'-9"	0'-0"			ALL PIERS - TRANS. BARS
P604	6	112	9-11	102	3'-7"	3'-2"	3'-2"	0'-0"			ALL PIERS - VERTICAL BARS
P605	6	32	7-11	118	5'-5"	2'-10"					PIER 3 - DRILLED & GROUTED 1'-6"
P606	6	8	7-5	178	5'-1"	2'-6"					PIER 3 - DRILLED & GROUTED 1'-6"
P607	6	28	10-5	102	4'-11"	3'-7"	3'-3"				PIER 3 - TRANSVERSE

MARK	SIZE	NO.	LENGTH FT-IN	TYPE	DIMENSIONS					INCR.	LOCATION AND REMARKS
					A	B	C	D	E		
<b>APPROACH SLABS</b>											
AS400	4	64	30-0	STR							LONGITUDINAL
AS401	4	64	13-8	STR							LONGITUDINAL
AS600	6	296	25-2	STR							TRANSVERSE

MARK	SIZE	NO.	LENGTH FT-IN	TYPE	DIMENSIONS					INCR.	LOCATION AND REMARKS
					A	B	C	D	E		
<b>WALL 1A, 2A, 1B &amp; 2B</b>											
00	5	8	6-2	102	0'-4"	0'-3"	4'-6"	1'-1"			VERTICAL
01	5	8	2-6	124	0'-6"	0'-0"	0'-5"	1'-9"			VERTICAL
02	5	154	5-3	118	1'-1"	4'-2"					VERTICAL
03	5	154	5-8	127	0'-7"	1'-10"	1'-7"	1'-8"			VERTICAL
04	5	12	6-0	127	0'-11"	1'-10"	1'-7"	1'-8"			VERTICAL
05	5	4	5-0	124	1'-1"	1'-3"	2'-8"	0'-0"			VERTICAL
06	5	4	4-4	124	0'-10"	1'-3"	2'-3"	0'-0"			VERTICAL
07	5	4	3-8	124	0'-7"	1'-3"	1'-10"	0'-0"			VERTICAL
08	5	4	3-0	124	0'-4"	1'-3"	1'-5"	0'-0"			VERTICAL
09	5	4	5-7	118	4'-2"	1'-5"					VERTICAL
10	5	4	4-10	118	3'-9"	1'-1"					VERTICAL
11	5	4	4-1	118	3'-4"	0'-9"					VERTICAL
12	5	4	3-4	118	2'-10"	0'-6"					VERTICAL
13	5	4	2-0	STR							LONG. @ BLOCKOUT
14	5	14	7-5	STR							LONG. @ WW 1B
15	5	7	3-5	STR							LONG. @ WW 2A
16	5	7	3-8	STR							LONG. @ WW 2B AND 1A
17	5	14	17-10	STR							LONG. @ WW 1B
18	5	7	22-6	STR							LONG. @ WW 2A
19	5	28	19-0	STR							LONG. @ WW 2A
20	5	4	2-5	118	3'-9"	0'-11"					LONG. @ END POSTS
21	5	4	5-11	118	6'-0"	0'-11"					LONG. @ END POSTS
22	5	20	7-5	118	6'-6"	0'-11"					LONG. @ WW 2B AND 1A
23	5	14	6-10	STR							LONG. @ WW 1B
24	5	7	3-9	STR							LONG. @ WW 2A
25	5	7	4-2	STR							LONG. @ 2B AND 1A
26	5	14	17-10	STR							LONG. @ WW 1B
27	5	7	23-4	STR							LONG. @ WW 2A
28	5	28	19-3	STR							LONG. @ END POSTS
29	5	4	3-4	119	1'-8"	1'-8"	3'-7"				LONG. @ END POSTS
30	5	4	4-8	119	1'-8"	2'-10"	2'-9"				LONG. @ END POSTS
31	5	20	3-9	119	1'-8"	3'-9"	3'-8"				LONG. @ END POSTS
32	5	6	4-9	119	1'-8"	3'-2"	2'-9"				LONG. @ END POSTS
300	6	29	5-4	STR							DOWEL, DRILL AND GROUT @ 1A
301	6	29	5-10	103	1'-7"	0'-9"	0'-8"	3'-6"			DOWEL, DRILL AND GROUT @ 1A
302	6	146	5-6	STR							DOWEL, DRILL & GROUT @ 1B, 2A & 2B
303	6	146	5-11	103	1'-7"	0'-10"	0'-8"	3'-6"			DOWEL, DRILL & GROUT @ 1B, 2A & 2B



NOTE: PAYMENT FOR THREADED COUPLINGS SHALL BE INCIDENTAL TO ITEMS 503.14 AND 503.15

Maine Turnpike Authority  
**Maine Turnpike**  
 ANDROSCOGGIN RIVER  
 OVERPASS  
**REINFORCING SCHEDULE I**

DESIGNED BY: GPM / J/S  
 DRAWN BY: E.P. / J/S  
 CHECKED BY: J.M.E. / J/S  
 CONTRACT 95.10 Sheet No. AR-30  
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MARK	SIZE	NO.	LENGTH	TYPE	DIMENSIONS					INCR.	LOCATION AND REMARKS
					A	B	C	D	E		
<b>D POSTS</b>											
501	5	8	7-7	104	4'-5"	3'-2"	1'-3"	0'-0"			LONGITUDINAL
502	5	4	4-0	STR							LONGITUDINAL
503	5	4	4-0	STR							LONGITUDINAL
504	5	24	6-8	118	5'-7"	1'-1"					LONGITUDINAL
505	5	8	5-5	STR							LONGITUDINAL
506	5	12	5-5	STR							LONGITUDINAL
507	5	8	7-2	118	6'-1"	1'-1"					LONGITUDINAL
508	5	24	4-0	119	1'-0"	3'-0"	0'-2"				VERTICAL
509	5	24	4-4	118	3'-8"	0'-7"					VERTICAL
510	5	12	7-1	118	5'-5"	1'-8"					VERTICAL
511	5	4	6-6	128	3'-0"	1'-6"	1'-6"	0'-0"	0'-0"		VERTICAL
512	5	4	6-0	128	3'-0"	1'-3"	1'-3"	0'-0"	0'-0"		VERTICAL
513	5	4	5-6	128	3'-6"	1'-0"	1'-0"	0'-0"	0'-0"		VERTICAL
514	5	4	5-0	128	3'-6"	0'-9"	0'-9"	0'-0"	0'-0"		VERTICAL
515	5	4	6-11	118	5'-5"	1'-6"					VERTICAL
516	5	4	6-6	118	5'-8"	1'-3"					VERTICAL
517	5	4	6-5	118	5'-5"	1'-0"					VERTICAL
518	5	4	6-2	118	5'-5"	0'-9"					VERTICAL
519	5	4	4-10	118	3'-9"	1'-1"					VERTICAL
520	5	4	4-2	118	3'-4"	0'-10"					VERTICAL
521	5	4	3-6	118	2'-11"	0'-7"					VERTICAL
522	5	4	2-11	118	2'-7"	0'-4"					VERTICAL
523	5	4	3-4	118	2'-3"	1'-1"					VERTICAL
524	5	4	2-6	118	1'-10"	0'-10"					VERTICAL
525	5	4	2-0	118	1'-5"	0'-7"					VERTICAL
526	5	4	1-5	118	1'-1"	0'-4"					VERTICAL
601	6	18	5-5	STR							DOWELS, DRILL & GROUT
602	6	8	1-10	STR							DOWELS, DRILL & GROUT
603	6	24	6-6	118	3'-8"	3'-2"					LONGITUDINAL
604	6	4	3-10	118	3'-8"	0'-4"					LONGITUDINAL
605	6	8	4-0	STR							VERTICAL
606	6	24	5-9	118	4'-9"	1'-0"					DOWEL, DRILL & GROUT
607	6	24	5-3	STR							LONGITUDINAL
608	6	8	6-10	118	5'-2"	1'-8"					VERTICAL
609	6	12	6-10	128	3'-8"	1'-8"	1'-8"	0'-0"	0'-0"		VERTICAL
610	6	20	5-10	103	2'-0"	3'-7"	0'-11"	0'-0"			VERTICAL
611	6	20	7-9	118	7'-9"	0'-9"					VERTICAL
612	6	4	4-11	118	3'-10"	1'-1"					VERTICAL
613	6	4	4-3	118	3'-5"	0'-10"					VERTICAL
614	6	4	3-7	118	3'-0"	0'-7"					VERTICAL
615	6	4	2-11	118	2'-7"	0'-4"					VERTICAL

MARK	SIZE	NO.	LENGTH	TYPE	DIMENSIONS					INCR.	LOCATION AND REMARKS
					A	B	C	D	E		
<b>ABUTMENT</b>											
590	5	24	30-0	STR							LONGITUDINAL @ BACKWALL
591	5	24	13-0	STR							LONGITUDINAL @ BACKWALL
592	5	8	22-0	STR							LONGITUDINAL @ BACKWALL
593	5	23	16-10	STR							VERTICAL @ ABUT. # 1
594	5	32	4-9	STR							LONGITUDINAL
595	5	32	9-4	STR							LONGITUDINAL
596	5	23	11-4	STR							VERTICAL @ ABUT. # 2
597	5	20	2-3	STR							LONGITUDINAL @ MEDIAN WALL
598	5	20	10-11	STR							LONGITUDINAL @ MEDIAN WALL
599	5	20	1-10	STR							VERTICAL @ MEDIAN WALL
599	5	10	4-9	101	1-8	3-0	0-0	0-0			LONGITUDINAL @ APPROACH SLAB SEAT
510	5	4	30-0	STR							LONGITUDINAL @ APPROACH SLAB SEAT
511	5	4	13-4	STR							LONGITUDINAL @ APPROACH SLAB SEAT
500	6	212	2-8	STR							DOWEL, DRILL & GROUT, VERTICAL @ BACKWALL
501	6	204	1-10	118	1-6	0-8					DOWEL, DRILL & GROUT @ APPROACH SLAB SEAT
502	6	91	6-8	118	4-0 TO	1-8					DOWEL, DRILL & GROUT @ ABUT. # 1 WALL
503	6	91	10-3-4	118	2-8						DOWEL, DRILL & GROUT @ ABUT. # 1 & 2 WALL
504	6	46	5-0	STR							DOWEL, DRILL & GROUT @ ABUT. # 1 & 2 WALL @ TOP
505	6	126	3-11	118	4-3	1-8					DOWEL, DRILL & GROUT @ ABUT. # 2 WALL
506	6	35	5-3	118	3-9 TO	1-8					DOWEL, DRILL & GROUT @ ABUT. # 2 WALL
507	6	12	2-0	STR							DOWEL, DRILL & GROUT @ BACKWALL/WINGWALL
507	6	20	4-6	STR							DOWEL, DRILL & GROUT @ MEDIAN WALL

Maine Turnpike Authority  
**Maine Turnpike**  
 ANDROSCOGGIN RIVER  
 OVERPASS  
 REINFORCING  
 SCHEDULE II

HOWARD NEEDLES TAMMEN & BERGENOFF, INC.  
 ARCHITECTS ENGINEERS PLANNERS

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NO.	REVISION	BY	DATE	IN CHARGE	SCALE