D:\AZ\[BOGRAPH.S9009]STROUD.FGB;1 DWG: QUANT

SPECIFICATIONS

DESIGN

AASHTO Standard Specifications For Highway Bridges 1989
And Interim Specifications.

CONTRACT

State of Maine, Department of Transportation Standard Specifications, Highways And Bridges, Revision of October 1990.

DESIGN LOADING

LIVE LOAD

HS20 500,000 Cycles

FOUNDATIONS

Abutments - HP10x42
Pier - HP12x53

MATERIALS

CONCRETE

Superstructure Slab Concrete Shall Be Class AAA.
All Other Concrete Shall Be Class A.

REINFORCING STEEL

ASTM-A615 Grade 60. (Epoxy Coated And Non-Epoxy Coated Bars. See Reinforcing Schedules).

STRUCTURAL STEEL

Bearing Shoes-See Standard Details BD 101-89
High Strength Bolts To Be ASTM A325.
All Other Structural Steel Shall Be ASTM A709, Grade 36.

BASIC ALLOWABLE STRESSES

CONCRETE

fc = 1,800 psi n=8 (Superstructure Slab)
fc = 1,600 psi n=8 (All Other)

REINFORCING STEEL

fb = 24,000 psi

STRUCTURAL STEEL

A709 Grade 36, fb = 20,000 psi
A709 Grade 50, fb = 27,000 psi

INDEX OF DRAWINGS

SHEET NO.	TITLE
15	INDEX, QUANTITIES, AND NOTES
16	GENERAL PLAN AND FOOTING PLAN
17	ABUTMENT DETAILS I
18	ABUTMENT DETAILS II
19	ABUTMENT JOINT DETAILS
20	PIER 1 NB & SB & PIER 2 NB
20A	PIER 2 SB DETAILS
21	PIER 3 DETAILS
22	FRAMING PLAN
23	STRUCTURAL STEEL DETAILS
24	SUPERSTRUCTURE DETAILS
25	MISCELLANOUS DETAILS
26	REINFORCING SCHEDULE I
27	REINFORCING SCHEDULE II
28	REINFORCING SCHEDULE III
29	REINFORCING SCHEDULE IV

STANDARD DETAIL SHEETS

SHEET NO	TITLE
BD 101-89	BEARING PEDESTALS
BD 111-89	BEAM SPLICES: ROLLED BEAMS
BD 112-89	DIAPHRAGMS & CROSSFRAMES
BD 201-89	CONCRETE END POSTS
BD 401-89	ALUMINUM BRIDGE RAILING: 2 BAR
BD 501-89	SUBSTRUCTURE DETAILS

GENERAL NOTES

1. Reinforcing Steel To Have A Clear Cover Of 2", Unless Otherwise Specified.
2. Chamfer All Exposed Edges 1" Unless Otherwise Noted.
3. Plans of Existing Bridges Are Available At The Authority's Office At 430 Riverside St., Portland, Maine.
4. Shielding Required During Concrete Removal Shall Not Project Below The Bottom Flanges Of The Stringers. The Estimated Quantity Of Shielding Is The Minimum Required And Is Based On The Following Limits:
   a. Normal To ℄ Bridge: As Shown On Plans
   b. Parallel To ℄ Bridge: Abutment To Abutment
5. 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.

SUPERSTRUCTURE NOTES

1. All Brush Curb, End Post And Top Pour Of Wingwall Concrete Shall Contain A Silica Fume Additive.
2. Longitudinal Reinforcement Shown In Deck Plan Is Symmetrical About ℄ Bridge.
3. Mortar For Bedding And For Joints In The Granite Curb Shall Contain A Non-shrink Additive.
4. The Superstructure Slab Concrete Shall Be Placed In One Continuous Operation And Shall Be Kept Plastic One Complete Span Behind The Span Being Placed.
5. If The Slab Placement Has To Be Terminated, The Termination Point Must Be At The Points Indicated In The Placement Details, Shown On The Superstructure Detail Sheet.
6. Adjust Reinforcing Steel To Fit Around The Scuppers In A Manner Approved By The Engineer. Do Not Cut Transverse Re-steel.
7. Depress 1"Ø Drains ⅜" Below Top Of Slab. Do Not Cover Drains With Membrane. Provide 23 Gauge Galvanized Screens (⅛" Mesh) Over Drains.
8. Seal Membrane At Deck Joints, Along Curb, And All Drains. Allow ¼" For Thickness.
9. Locate Scupper In Field To Discharge Into Drainage Trough. For Scupper Details, See Sheet 25.
10. Protective Coating For Concrete Surfaces Shall Be Used At The Following Areas: Top Of Concrete Curb, Fascia, Down To Drip Notch, And All Exposed Concrete Surfaces On The End Posts.

QUANTITY ITEMS AND UNITS

ITEM NO.	DESCRIPTION	QUANTITY NB	QUANTITY SB	UNIT
202.10	Removing Existing Superstructure - Property of Contractor (1010 SY Each Deck)*	ONE		LS
202.12	Removing Existing Structural Concrete	22	22	CY
202.14	Removing Existing Railing - Property Of Contractor	606	606	LF
202.20	Protective Shield	1335	1335	SY
203.25	Granular Borrow	36	36	CY
206.082	Structural Earth Excavation - Major Structures	130	130	CY
206.10	Structural Earth Excavation - Piers	315	310	CY
403.08	Hot Bituminous Pavement, Grading C	115	115	Ton
501.212	Steel H-Beam Piles 42 Lb./Ft.	390	390	LF
501.214	Steel H-Beam Piles 53 Lb./Ft.	345	520	LF
502.21	Structural Concrete Abutments & Retaining Walls	56	56	CY
502.23	Structural Concrete Piers	152	170	CY
502.26	Structural Concrete Roadway & Sidewalk Slabs On Steel Bridges (353 CY Each Deck)*	ONE		LS
502.4712	Silica Fume Additive	1400	1400	Lbs.
502.48	Pier Preparation	165	200	SF
502.60	Backwall Repair - Surface Repair - Section II	0	15	SF
502.62	Abutment and Bridge Seat Repair - Section II	5	5	SF
502.63	Pier Repairs	35	30	SF
503.12	Reinforcing Steel, Fabricated And Delivered	16636	20850	Lbs.
503.13	Reinforcing Steel, Placing	16636	20850	Lbs.
503.14	Epoxy-Coated Reinforcing Steel, Fabricated & Delivered	107575	107575	Lbs.
503.15	Epoxy-Coated Reinforcing Steel, Placing	107575	107575	Lbs.
504.701	Structural Steel Fabricated & Delivered, Rolled (65500 Lbs,Grade 36 Ea.Deck, 1200 Lbs,Grade 50 Ea.Deck)*	ONE		LS
504.71	Structural Steel Erection (66700 Lbs. Each Deck)*	ONE		LS
504.72	Steel Beam Modifications	720	720	Lbs.
504.73	Structural Steel Repairs	200	200	Lbs.
505.08	Shear Connectors (3792 Units Each Deck)*	ONE		LS
506.30	Shop Coating of Structural Steel (34 Ton Ea. Deck)*	ONE		LS
506.31	Field Repair of Damaged Coating (3 Ton Ea. Deck)*	ONE		LS
507.092	Aluminum Bridge Railing, 2 Bar	644	644	LF
508.13	Membrane Waterproofing (1275 SY Each Deck)*	ONE		LS
511.071	Cofferdam Pier 1 (Median)	1		LS
511.072	Cofferdam Pier 1 (Fascia)	1		LS
511.073	Cofferdam Pier 1 (Median)		1	LS
511.074	Cofferdam Pier 1 (Fascia)		1	LS
511.075	Cofferdam Pier 2 (Median)	1		LS
511.076	Cofferdam Pier 2 (Fascia)	1		LS
511.077	Cofferdam Pier 2 (Median)		1	LS
511.078	Cofferdam Pier 2 (Fascia)		1	LS
514.06	Curing Box For Concrete Cylinders	ONE		Each
515.20	Protective Coating for Concrete Surfaces	300	300	SY
515.22	Thoroseal Coating for Concrete Surfaces	10	10	SY
520.221	Expansion Device Extension - Compression Seal	2	2	Each
609.131	Vertical Bridge Curb - Type 1A	50	50	LF
609.132	Vertical Bridge Curb - Type 1B	604	604	LF

* Quantities For Estimating Purposes Only

No.	Revision	By:	Date:
1	SB Quantity	IS	2/93

	By:	Date:
Designed	SHR	11/91
Drawn	LS	11/91
Checked	IS	12/91
In charge of: RAL		

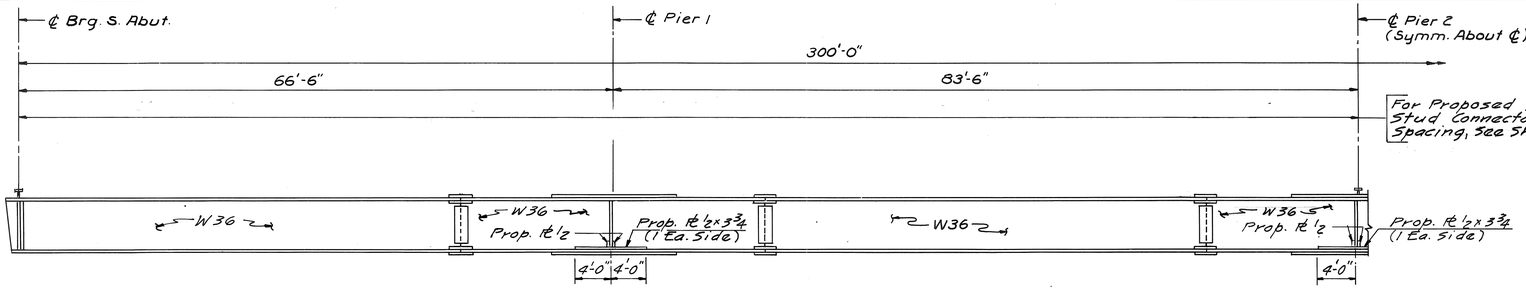
Maine Turnpike Authority
Maine Turnpike

STROUDWATER RIVER
INDEX, QUANTITIES, AND NOTES

HNTB — HOWARD NEEDLES TAMMEN & BERGENDOFF
ARCHITECTS ENGINEERS PLANNERS

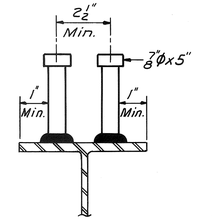
Contract 92.8

Sheet No. 15 of 34



STRINGER ELEVATION

EXISTING FASCIA STRINGER
4 Locations
No Scale

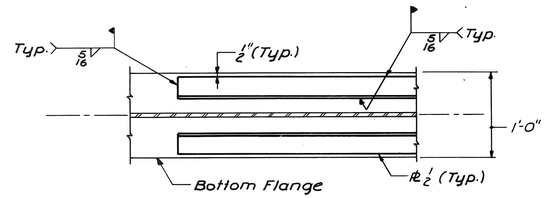


SHEAR STUD CONNECTOR

3" = 1'-0"

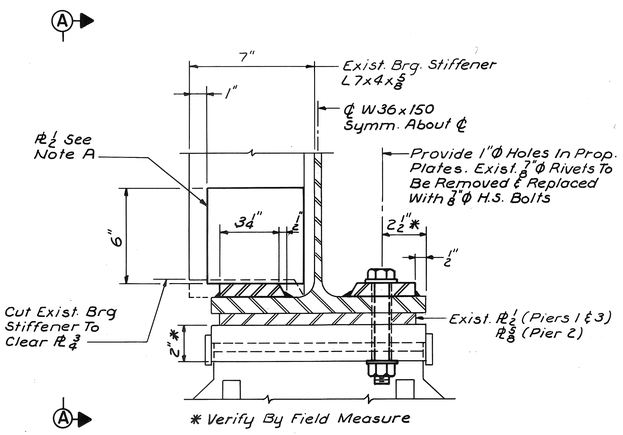
Note

At Beam Splices The Stud Spacing May Be Varied To Clear Splice Fasteners Providing The Same Total Number Of Studs Is Maintained In A 5'-0" Length Of Beam.



COVER PLATE DETAIL

AT PIERS
No Scale

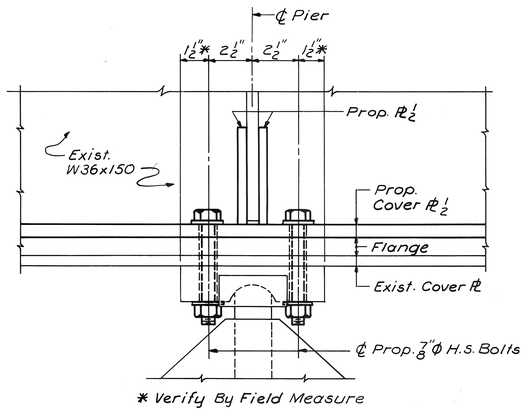


Note A

Provide 1/2" Plates As Shown On Each Side Of The Outstanding Leg Of All Bearing Stiffeners At The Piers. Grind To Fit L 7x4 Fillet Radius And Weld With 5/16" Fillet On Three Sides. Mill To Bear On 3/4 Pl At Bottom.

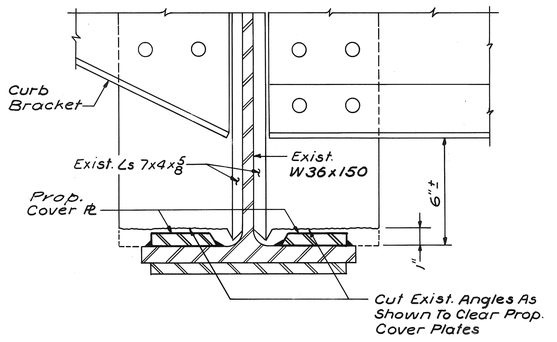
DETAIL AT PIER

3" = 1'-0"



ELEVATION A-A

3" = 1'-0"



DETAIL AT DIAPHRAGM AND CURB BRACKET

3" = 1'-0"

NOTES

1. All Proposed Plates To Conform To ASTM A709 Grade 36.
2. Proposed Cover Plates Shall Be Welded To Existing Beams After The Slab And Brackets Have Been Removed And Before The Forms Are In Place. The Contractors Attention Is Directed To The Need To Remove And Replace The Shielding.

No.	Revision	By:	Date:

	By:	Date:
Designed	I.S.	1-91
Drawn	R.S.J.	1-91
Checked	R.J.R.	12-91
In charge of:	R.A.L.	

Maine Turnpike Authority
Maine Turnpike

MAINE TURNPIKE

STROUDWATER RIVER

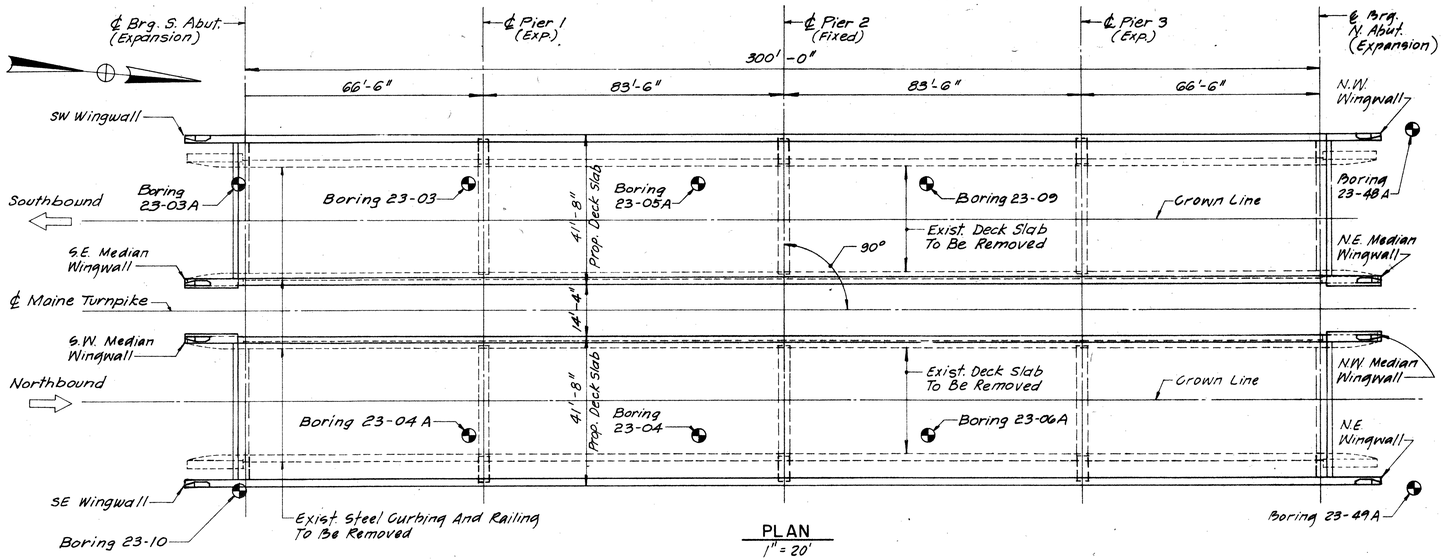
STRUCTURAL STEEL DETAILS

HNTB — HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS

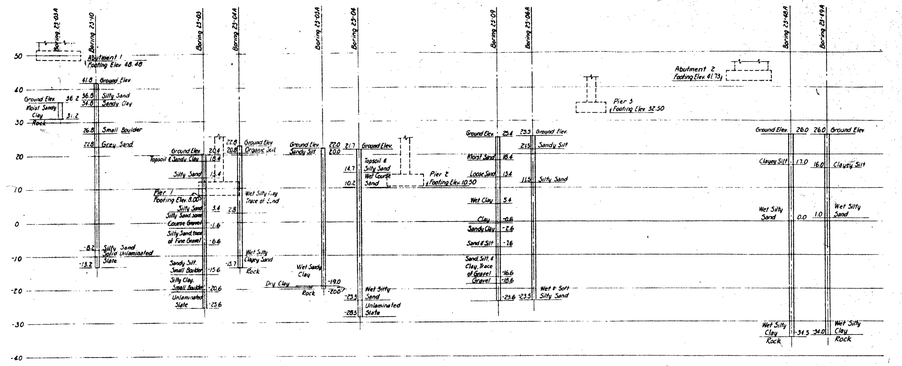
Contract 92.8

Sheet No. 23 of 34

151009
MAKEPEACE



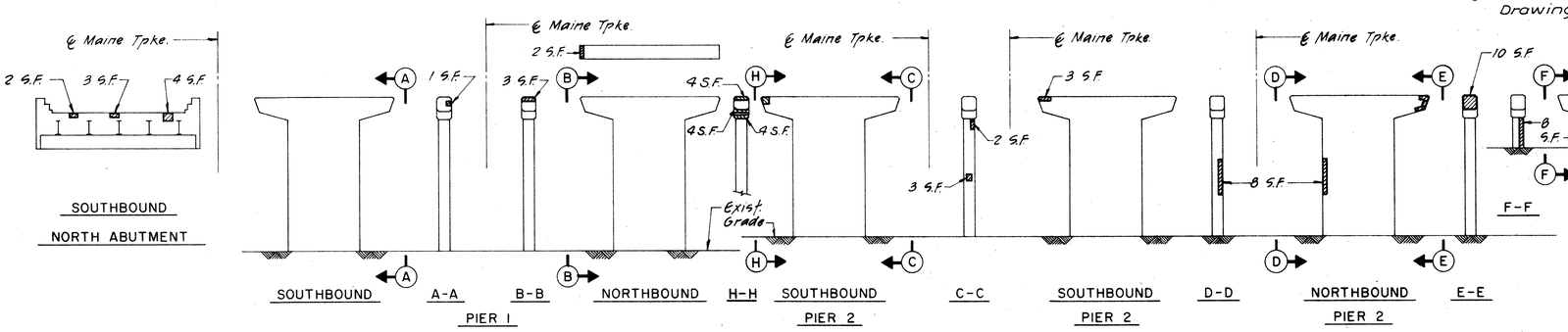
PLAN
1" = 20'



BORING LOG

BORING NOTES

1. The Borings Shown Were Taken For Original Construction. The Borings Were Taken For Design Purposes, And Show Conditions At The Boring Locations Only. They Do Not Necessarily Show The Nature Of Materials To Be Encountered During Construction.
2. Datum Correction: Based On 1991 Survey Information, Add 37.7 Ft. To Elevations Shown On Boring Log.
3. Estimated Pile Lengths Are Taken From The Original Construction Drawings And Are Not Guaranteed.



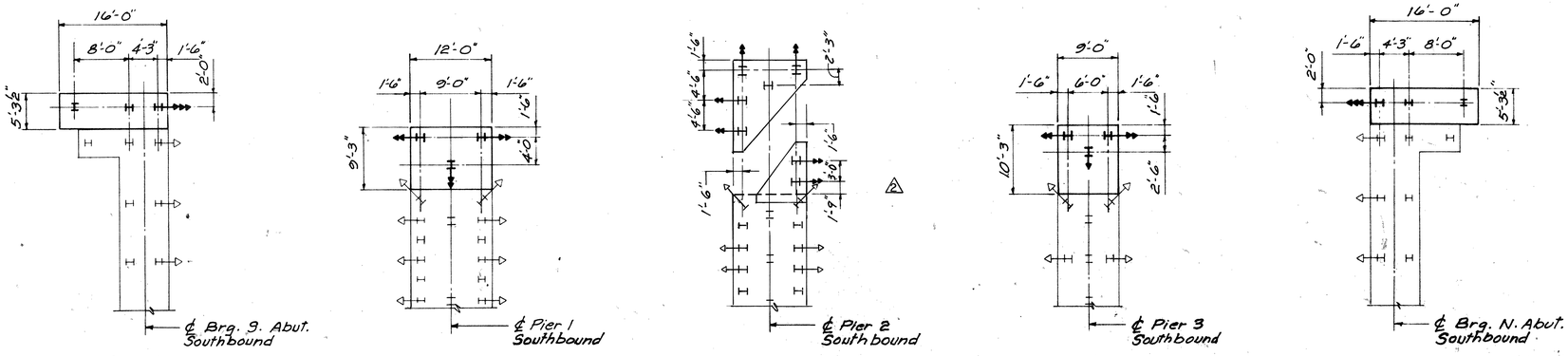
SUBSTRUCTURE REPAIRS TO EXISTING STRUCTURE
No Scale

ESTIMATED PILE LENGTHS *	
South Abutment	60'
Pier 1	20'
Pier 2	35'
Pier 3	60'
North Abutment	70'

* See Note 3

LEGEND

- H — Existing Pile (Vertical)
- H ⇢ — Existing Pile (Batter 3"/Ft.)
- H — Proposed Pile HP 10x42 (Vertical)
- H ⇢ — Proposed Pile HP 12x53 (Batter 1"/Ft.)
- H ⇢ — Proposed Pile HP 12x53 (Batter 2"/Ft.)
- H ⇢ — Proposed Pile HP 10x42 (Batter 3"/Ft.)
- Existing Boring



PARTIAL FOOTING PLAN

(SOUTHBOUND-FOOTING SHOWN, NORTHBOUND SIMILAR EXCEPT
PIER 1 - SEE SH. 20 OF 34 FOR DETAIL) 1
PIER 2 - SEE SH. 20 OF 34 FOR DETAIL 2

No.	Revision	By:	Date:
2	Ftg. Change	I.S.	2-93
1	Note Added	I.S.	4-26

	By:	Date:
Designed	I.S.	12-91
Drawn	R.S.J	12-91
Checked	S.H.R	1-92
In charge of: R.A.L.		

Maine Turnpike Authority
Maine Turnpike

STROUDWATER RIVER
GENERAL PLAN & FOOTING PLAN

HNTB — HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS

Contract 92.8

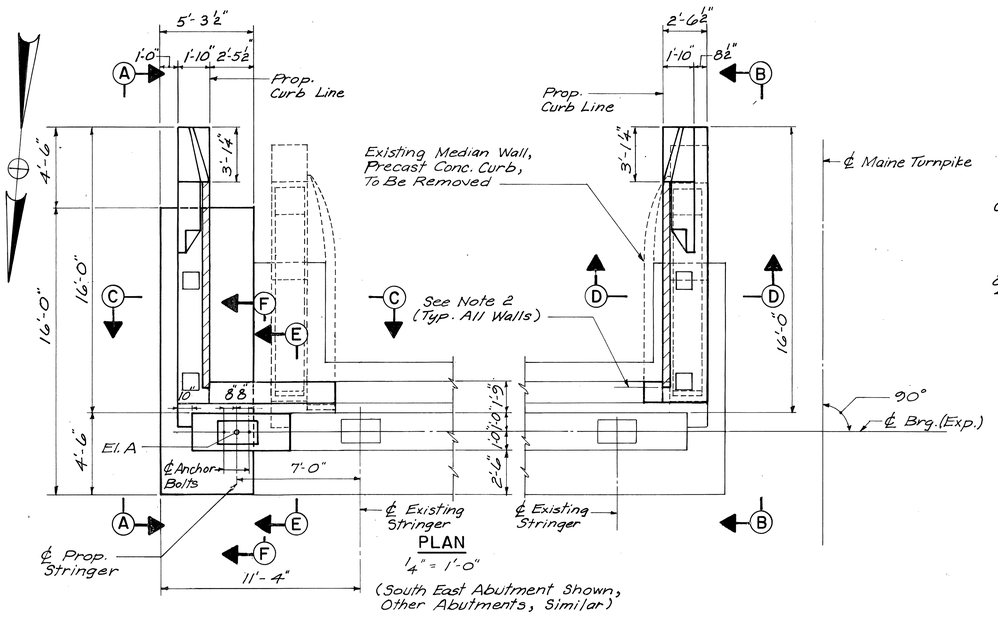
Sheet No. 16 of 34

181009
MAKEPEACE

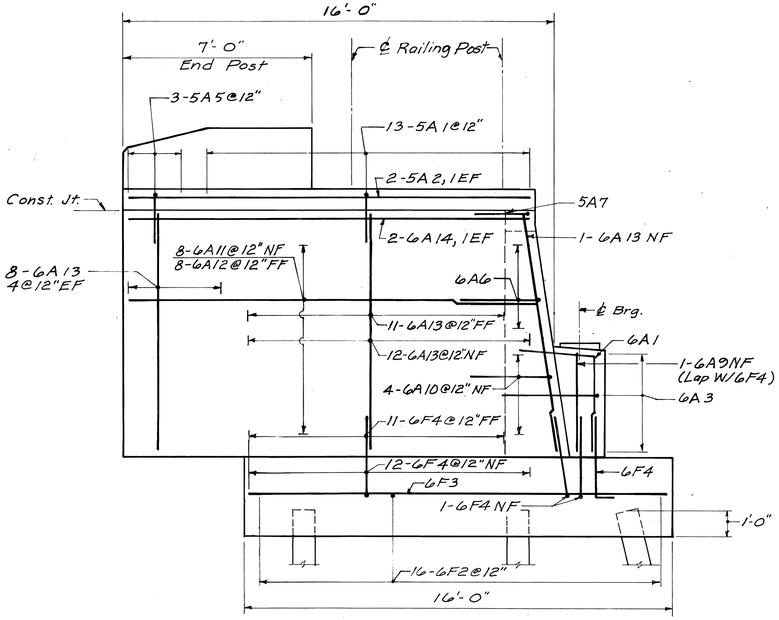
ELEVATIONS		
LOCATION	A	B
S.E. Abut.	93.19	93.11
S.W. Abut.	93.21	93.13
N.W. Abut.	86.36	86.33
N.E. Abut.	86.18	86.15

NOTES

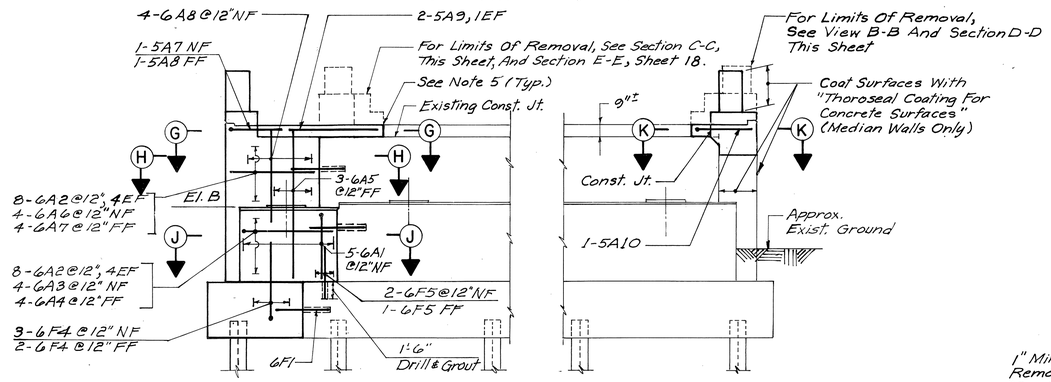
1. Tops Of Wall To Be Constructed Parallel To Roadway.
2. For Limits Of Granite Curb, See Sheet 19.
3. For Sections E-E, F-F, G-G, H-H, J-J, And K-K; See Sh. 18.
4. For End Post Reinforcing, See Standard Detail BD 201-89.
5. Cut And Clean Exist. Reinf. Steel To Provide A Min. 12" Lap With Prop. Reinf. The Contractor Will Be Required To Dowel Into Exist. Conc. When, As Determined By The Engineer, The Exist. Steel Is Unsuitable Or Missing. The Work Involved In Drilling And Grouting Will Be Considered Incidental.



PLAN
¼" = 1'-0"
(South East Abutment Shown, Other Abutments, Similar)



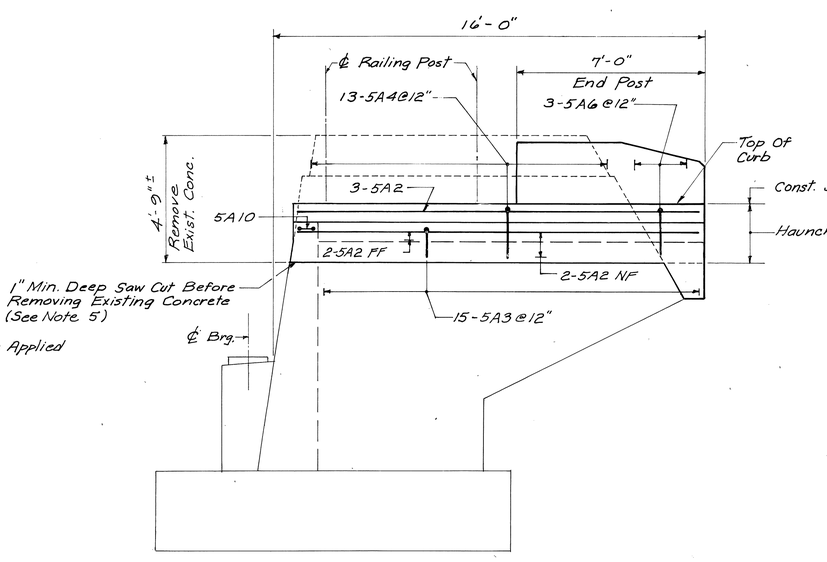
VIEW A-A
⅜" = 1'-0"



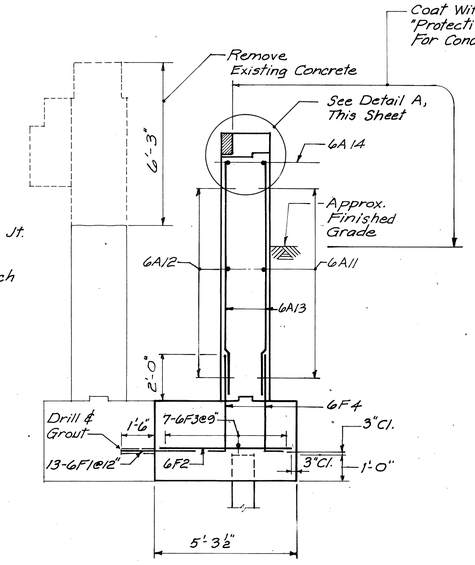
ELEVATION
¼" = 1'-0"

DETAIL A
¾" = 1'-0"

SECTION D-D
¾" = 1'-0"



VIEW B-B
⅜" = 1'-0"



SECTION C-C
⅜" = 1'-0"

No.	Revision	By:	Date:

	By:	Date:
Designed	R.J.R.	11-91
Drawn	R.S.J.	11-91
Checked	R.A.L.	12-91
In charge of:	R.A.L.	

Maine Turnpike Authority
Maine Turnpike

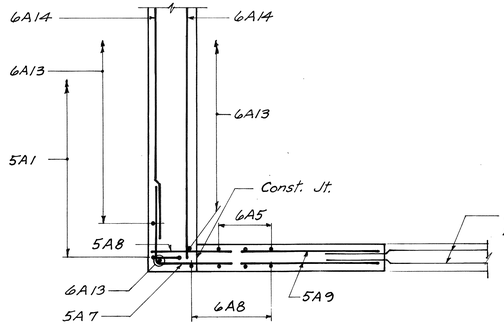
STROUDWATER RIVER
ABUTMENT DETAILS I

HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS

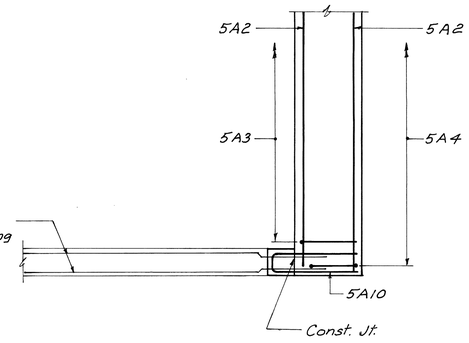
Contract 92.8

Sheet No. 17 of 34

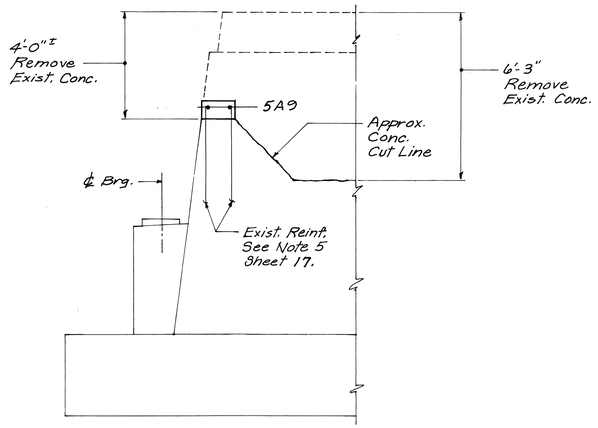
MAKEPEACE



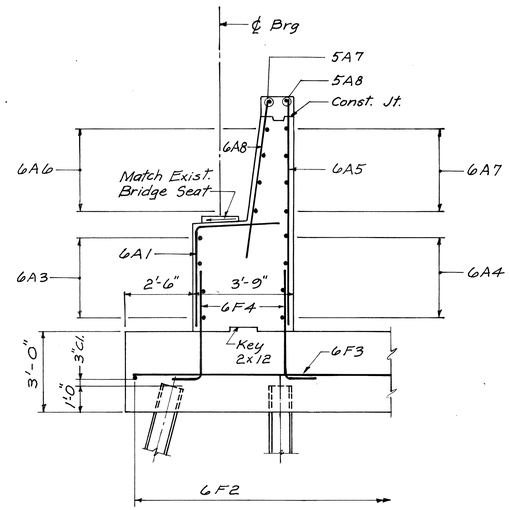
SECTION G-G
3/8" = 1'-0"



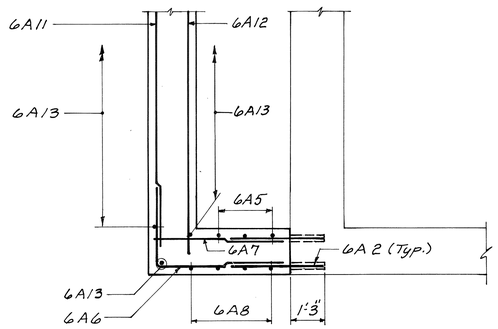
SECTION K-K
3/8" = 1'-0"



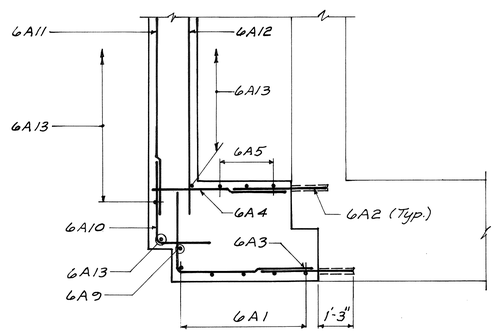
SECTION E-E
3/8" = 1'-0"



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



SECTION H-H
3/8" = 1'-0"



SECTION J-J
3/8" = 1'-0"

NOTE

1. For Location Of Sections E-E Thru K-K, See Sheet 17.

No.	Revision	By:	Date:

	By:	Date:
Designed	R.J.R.	12-91
Drawn	R.S.J.	12-91
Checked	R.A.L.	12-91
In charge of:	R.A.L.	

Maine Turnpike Authority
Maine Turnpike

MAINE TURNPIKE

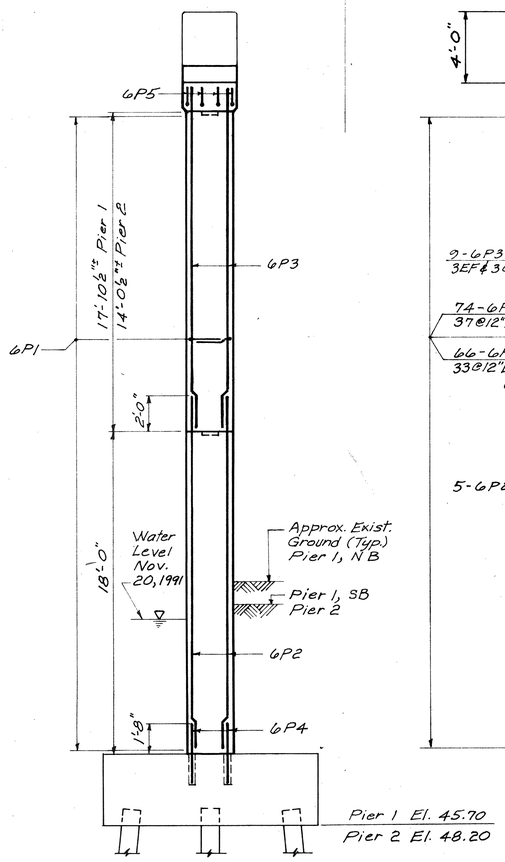
STROUDWATER RIVER
ABUTMENT DETAILS II

HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF
ARCHITECTS ENGINEERS PLANNERS

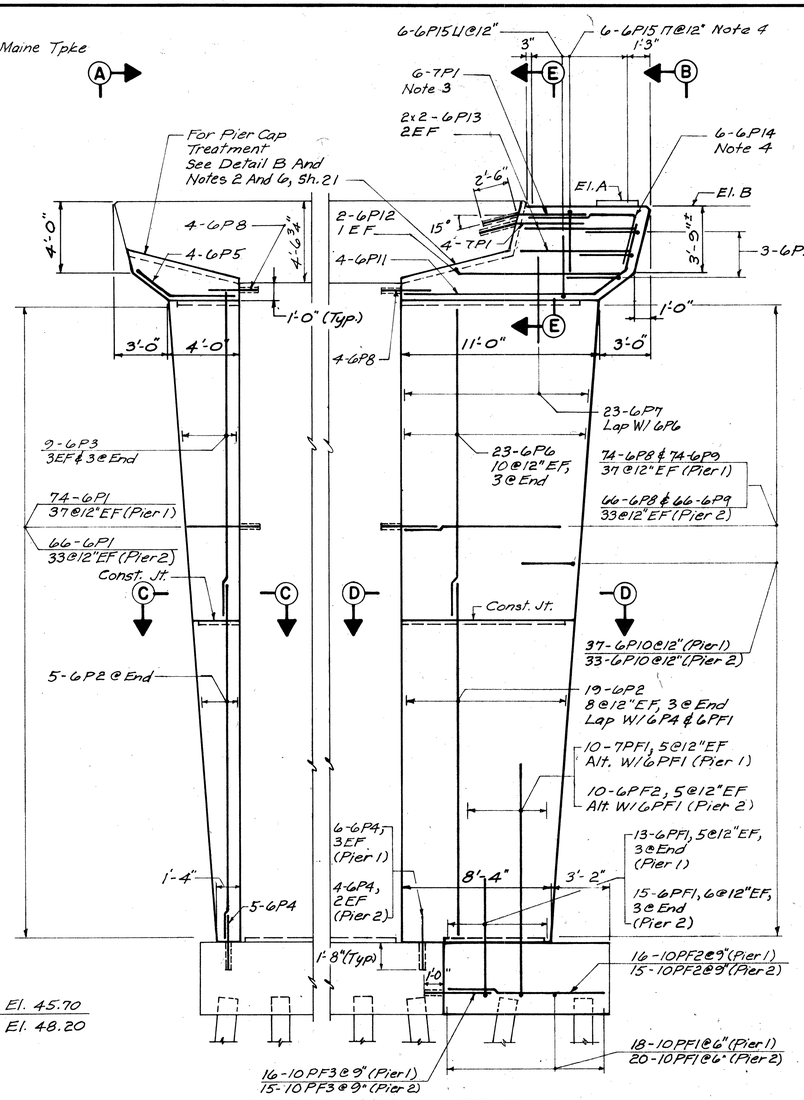
Contract 92.8

Sheet No. 18 of 34

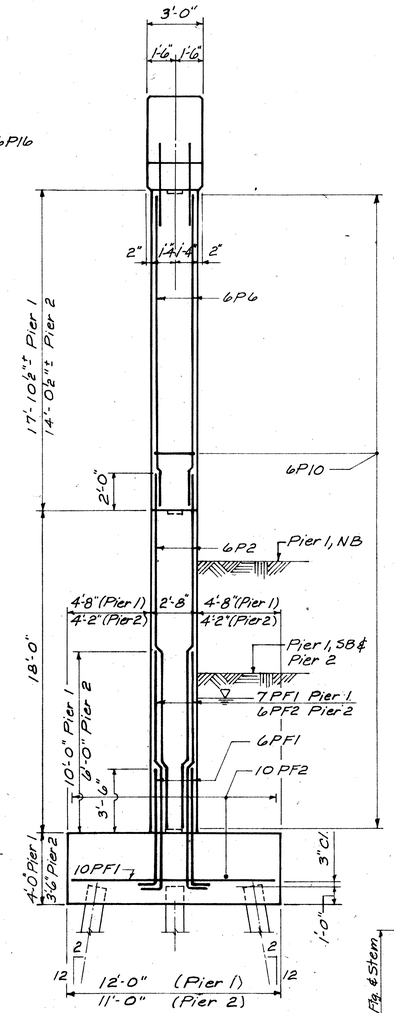
E51009
MAKEPEACE



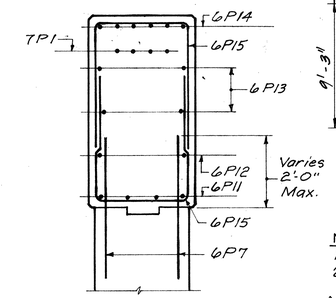
VIEW A-A
1/4"=1'-0"



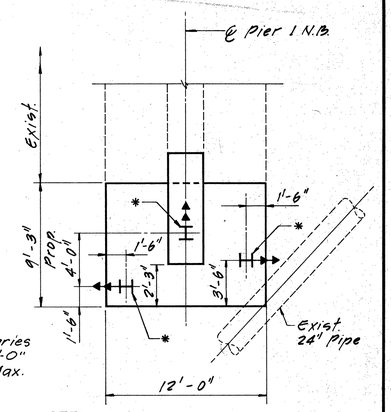
ELEVATION PIER 1 NORTHBOUND
PIER 1 SOUTHBOUND SIMILAR
PIER 2 NORTHBOUND ⚠2
1/4"=1'-0"



VIEW B-B



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

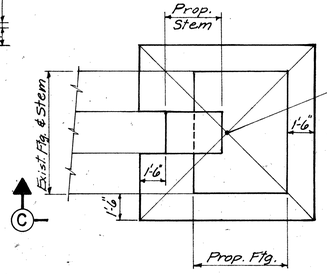


NOTE:
1. For Legend See Sh. 16.
2.* Pre Auger Piles.

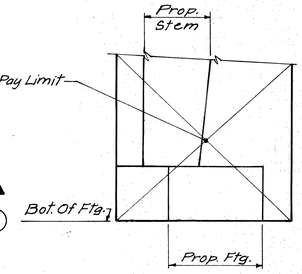
⚠ PARTIAL FOOTING PLAN
PIER 1 - NORTHBOUND
3/16"=1'-0"

NOTE
For Elevations, Details, And Notes, See Sheet 21.

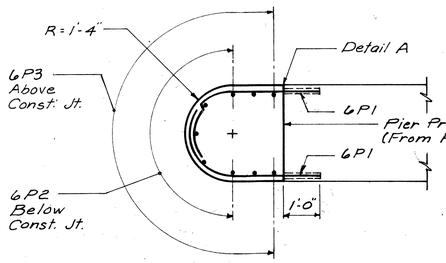
PLAN -- MEDIAN END



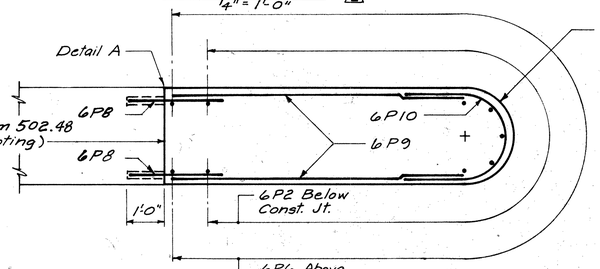
PLAN - FASCIA END



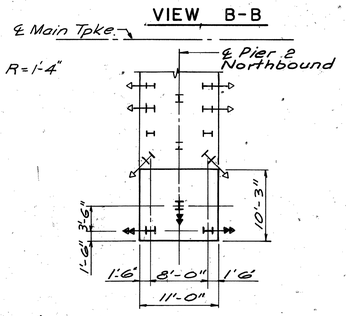
VIEW C-C



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



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



⚠2 PARTIAL FOOTING PLAN
PIER 2 NORTHBOUND
1"=10'

PAY LIMITS
Item 206.10
(Typ. Piers 1, 2 & 3)
No Scale

Maine Turnpike Authority
Maine Turnpike

⚠2 STROUDWATER RIVER
PIERS 1 N.B., S.B. AND PIER 2 N.B. ONLY

HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS

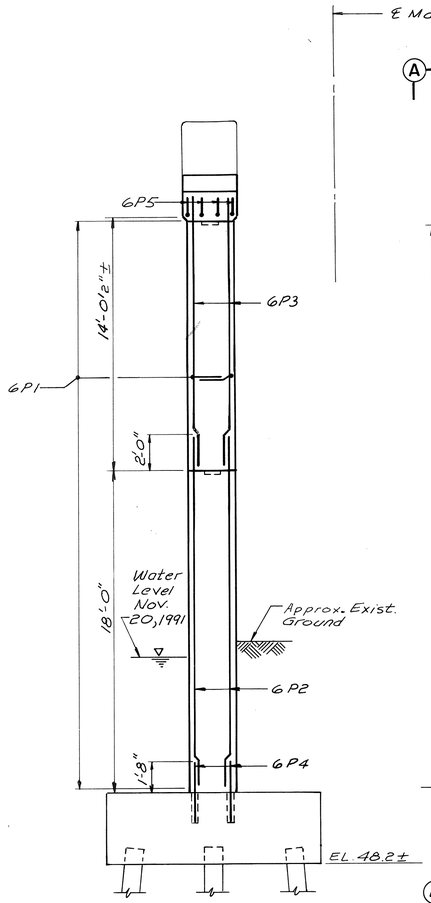
No.	Revision	By:	Date:
⚠2	Ftg/Title	I.S.	2-93
⚠1	Pier 1 N.B.		
⚠1	Ftg. Added	I.S.	4-26

		By:	Date:
Designed	I.S.		11-91
Drawn	R.S.J.		11-91
Checked	S.H.R.		1-92
In charge of:	R.A.L.		

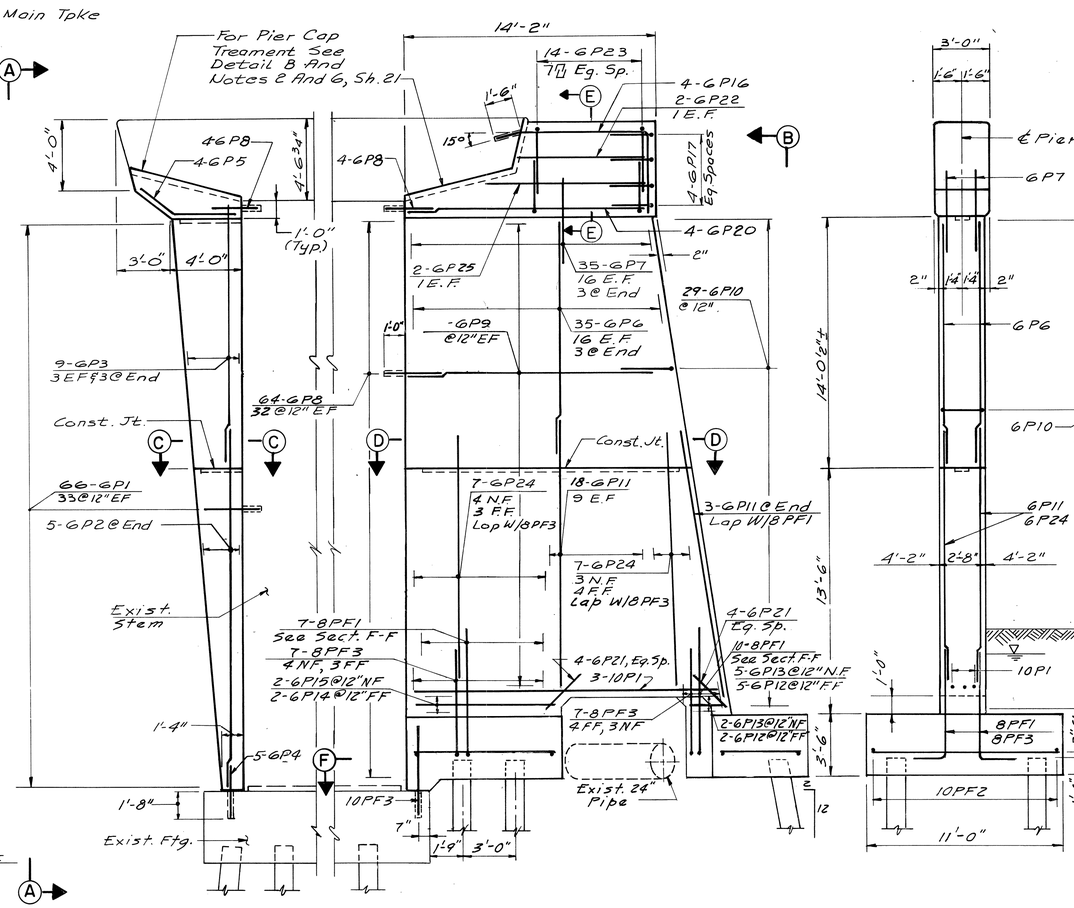
Contract 92.8

Sheet No. 20 of 34

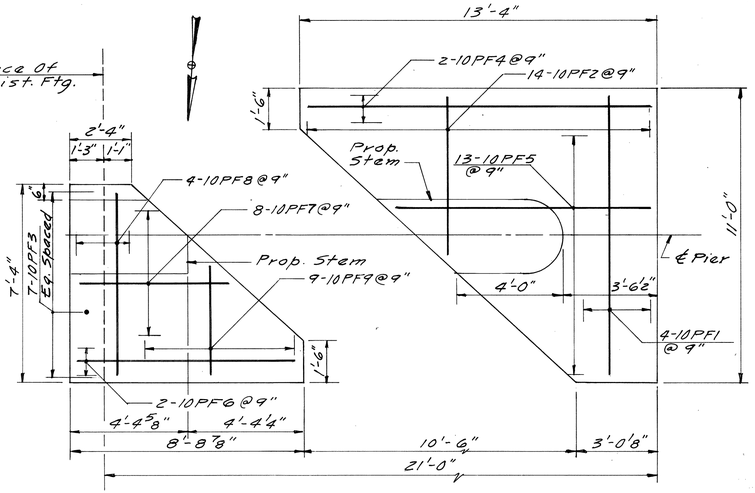
151009
MAKEPEACE



VIEW A-A
1/4"=1'-0"

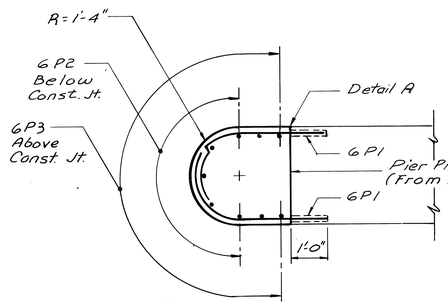


ELEVATION PIER 2 SOUTHBOUND
1/4"=1'-0"

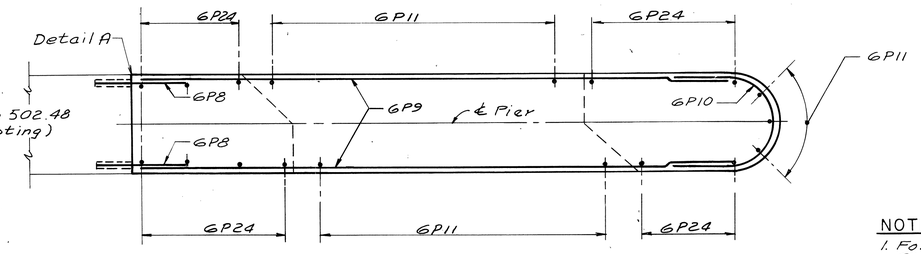


FOOTING PLAN
PIER NO. 2 SOUTHBOUND
⅜"=1'-0"

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

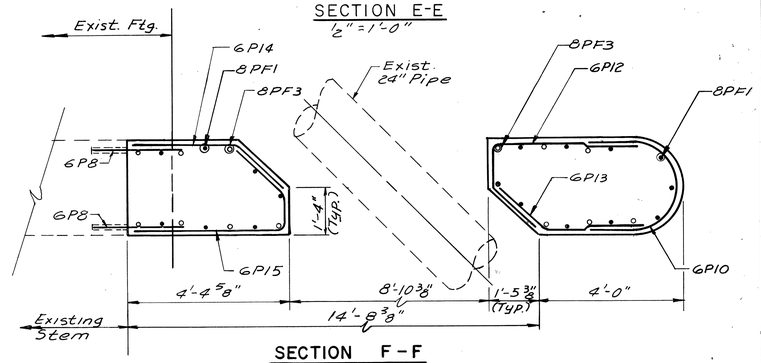


SECTION C-C
1/2"=1'-0"



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

VIEW B-B
1/4"=1'-0"



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

NOTES
1. For Elevations, Details, And Notes, See Sheet 20.
2. For Pay Limits (Item 206.10) See Sheet 20.

No.	Revision	By:	Date:
1	Issue Sheet	I.S.	2-93

	By:	Date:
Designed	I.S.	2-93
Drawn	MJM	2-93
Checked	SHR	2-93
In charge of:	RAL	

Maine Turnpike Authority
Maine Turnpike

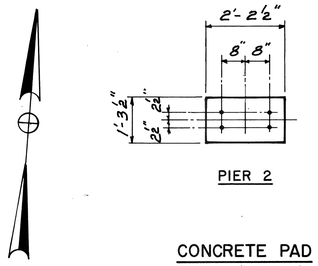
STROUDWATER RIVER
PIER 2 S.B.

HOWARD NEEDLES TAMMEN & BERGENDOFF
ARCHITECTS ENGINEERS PLANNERS

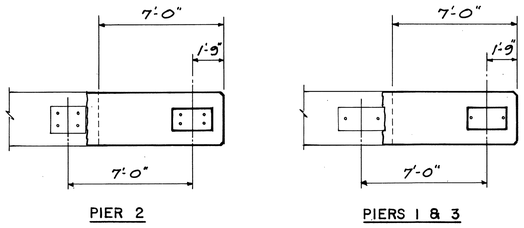
Contract 92.8

Sheet No. 20A of 34

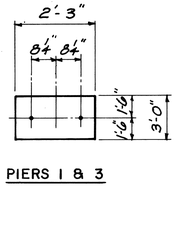
166975
MAKEPEACE



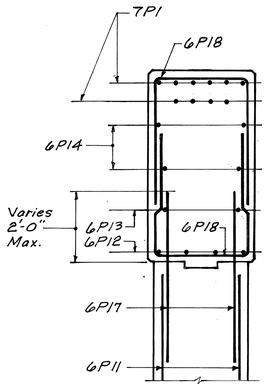
CONCRETE PAD
Anchor Bolt Locations
½"= 1'-0"



PIER EXTENSIONS
½"= 1'-0"

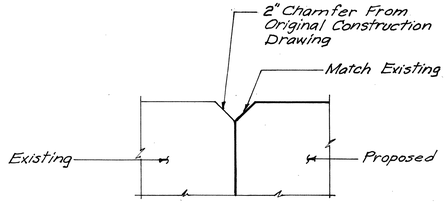


CONCRETE PAD
Anchor Bolt Locations
½"= 1'-0"

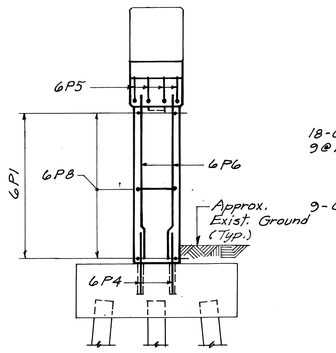


SECTION E-E
2"= 1'-0

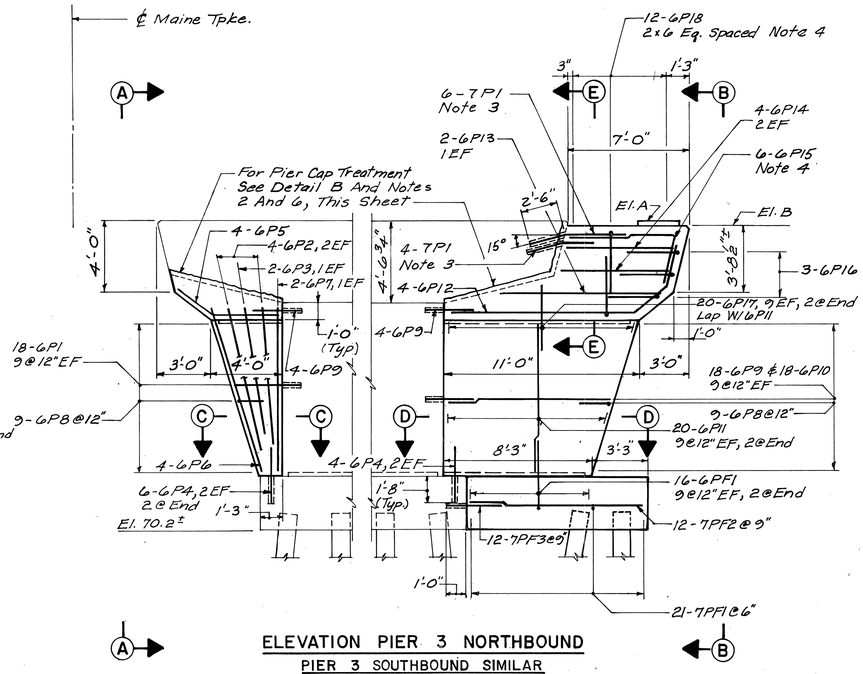
ELEVATIONS		
LOCATION	A	B
Pier 1 N.B.	90.89	90.84
Pier 2 N.B.	89.03	88.98
Pier 3 N.B.	87.02	86.97
Pier 1 S.B.	90.87	90.82
Pier 2 S.B.	89.00	88.95
Pier 3 S.B.	87.03	86.98



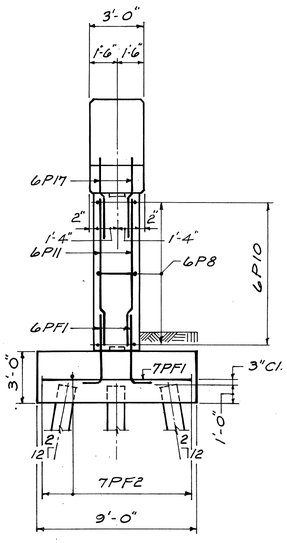
DETAIL A
No Scale



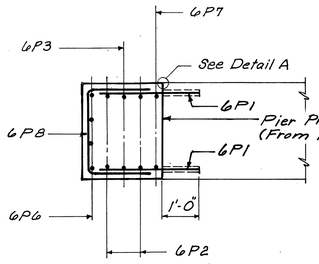
VIEW A-A
4"= 1'-0"



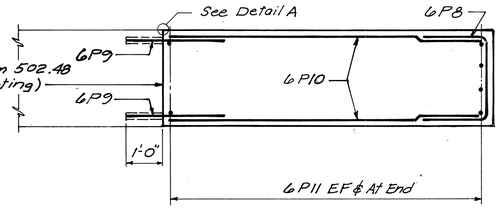
ELEVATION PIER 3 NORTHBOUND
PIER 3 SOUTHBOUND SIMILAR
¼"= 1'-0"



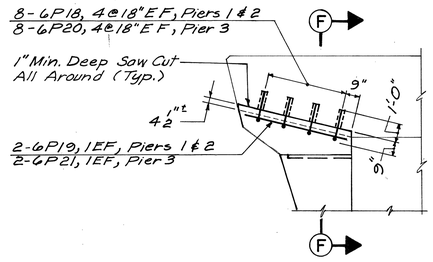
VIEW B-B
¼"= 1'-0"



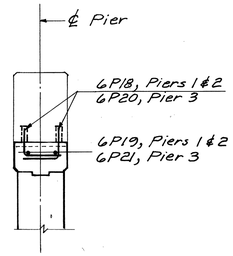
SECTION C-C
½"= 1'-0"



SECTION D-D
½"= 1'-0"



DETAIL B
1"= 1'-0"



SECTION F-F
¼"= 1'-0"

NOTES

1. Two Inch Chamfer On All Exposed Edges.
2. Remove Existing Concrete To A Depth Of One Inch Below Existing Reinforcing Steel Or To Sound Concrete (Pier Cap Only).
3. Drill And Grout Bars 7P1 To Clear Exposed Reinforcing Steel And Existing Bearing Shoes Anchor Bolts.
4. Set Reinf. Steel To Clear Proposed Bearing Shoe Anchor Bolts.
5. Reinforcing Bars Doweled Into The Existing Pier Cap Shall Be Grouted In Place With An Epoxy Grout.
   A Non-Shrink Cementitious Grout Shall Be Used On All Other Dowels.
6. The Surface Of The Excavated Area And The Exposed Reinforcing Steel Shall Be Sand Blasted Free Of Dust, Loose Particles, Rust And Other Foreign Materials.

No.	Revision	By:	Date:

	By:	Date:
Designed	I.S.	11-91
Drawn	R.S.J.	11-91
Checked	S.H.R.	1-92
In charge of: R.A.L.		

Maine Turnpike Authority
Maine Turnpike

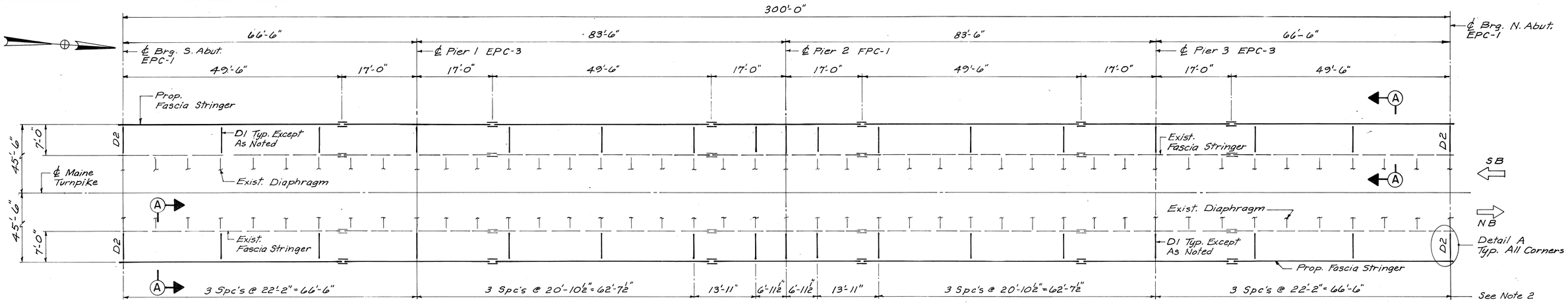
STROUDWATER RIVER
PIER 3 DETAILS

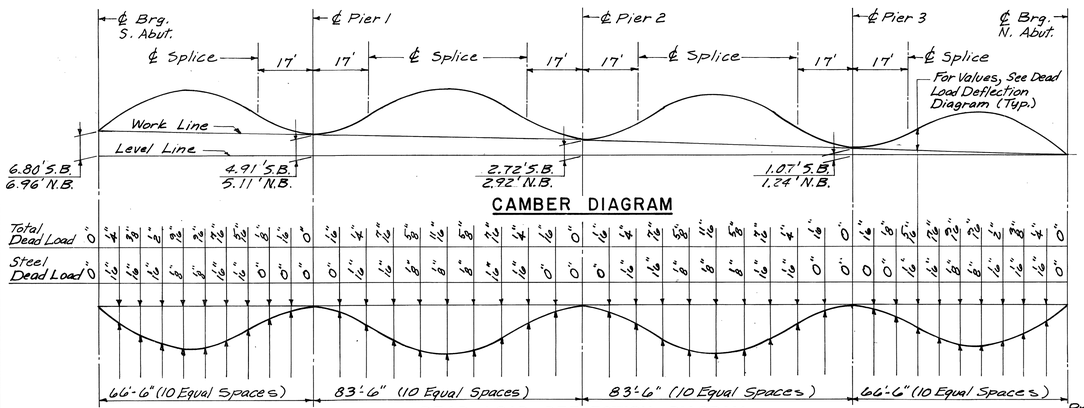
HNTB — HOWARD NEEDLES TAMMEN & BERGENDOFF
ARCHITECTS ENGINEERS PLANNERS

Contract 92.8

Sheet No. 21 of 34

MAKEPEACE

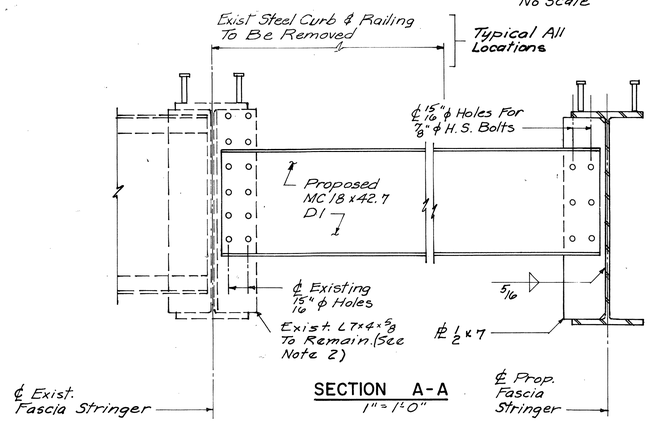




CAMBER DIAGRAM

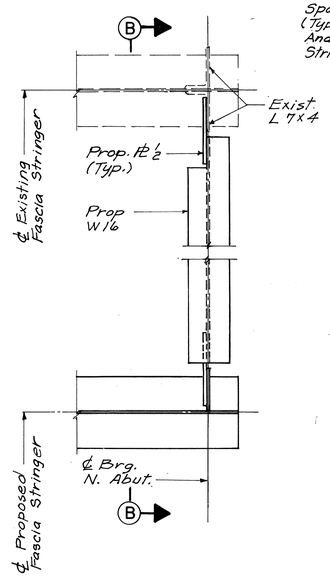
DEAD LOAD DEFLECTION DIAGRAM

(Proposed Fascia Stringer)
No Scale



SECTION A-A

1" = 1'-0"

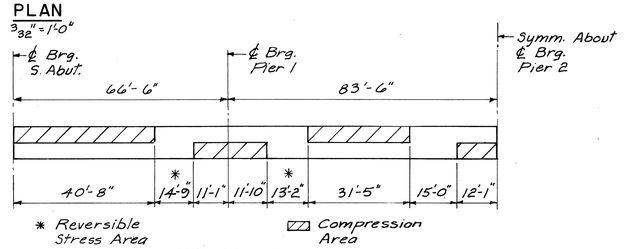


DETAIL A

1" = 1'-0"

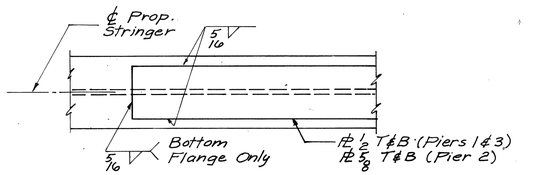
PLAN

3/32" = 1'-0"



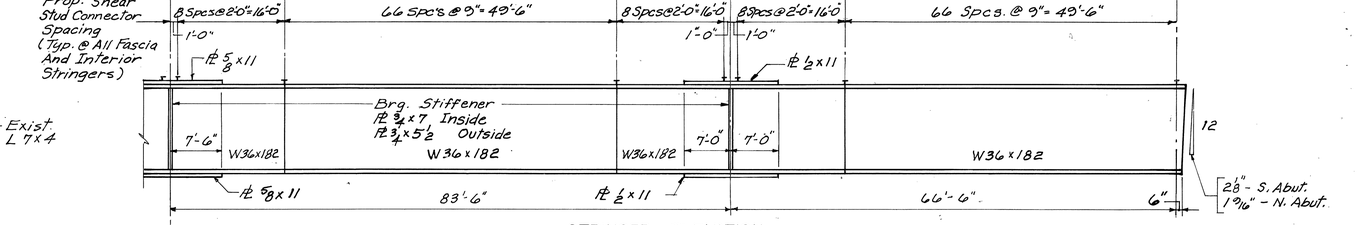
STRESS DIAGRAM

No Scale



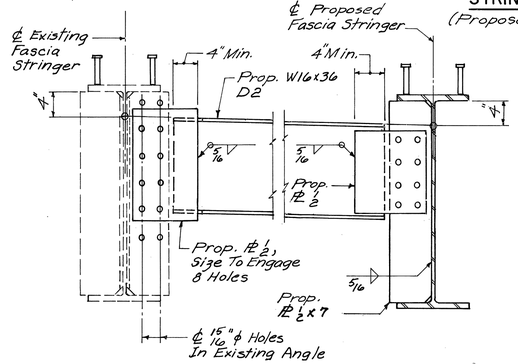
COVER PL DETAIL

No Scale



STRINGER ELEVATION

(Proposed Fascia Stringers)
No Scale



SECTION B-B

1" = 1'-0"

NOTES

1. Field Measure Location Of Existing Holes In L 7x4. Locate Proposed D1 To Engage 8 Holes As Shown. The Fabricator Has The Option Of Providing 1/2" Plate As Shown In Section B-B This Sheet.
2. Diaphragm Spacing And Holes In L 7x4 Is As Shown On The Original Construction Drawings And Is Not Guaranteed. Verify By Field Measurement.
3. See BD 111-89 For Bolted Splice Details.
4. See BD 112-89 For Diaphragm Details.

No.	Revision	By:	Date:

	By:	Date:
Designed	I.S.	12-91
Drawn	R.S.J.	12-91
Checked	R.J.R.	1-92
In charge of:	R. A.L.	

Maine Turnpike Authority
Maine Turnpike

MAINE TURNPIKE

STROUDWATER RIVER

FRAMING PLAN

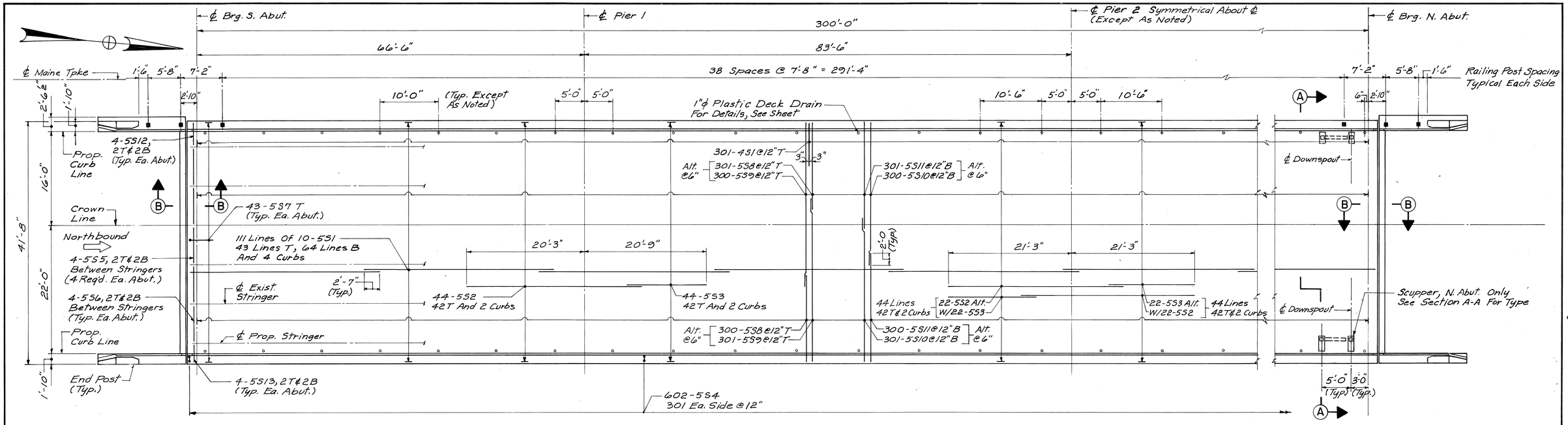
HNTB — HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS

Contract 92.8

Sheet No. 22 of 34

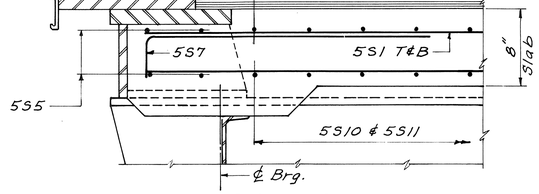
181009

MAKEPEACE



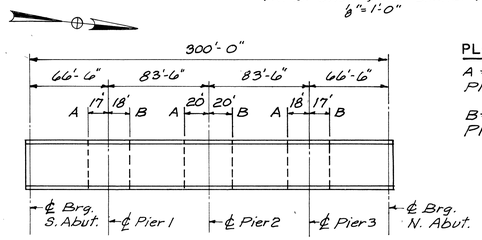
PARTIAL DECK PLAN

(N. B. Shown, S.B. Similar)
3/16"=1'-0"



SECTION B – B

No Scale



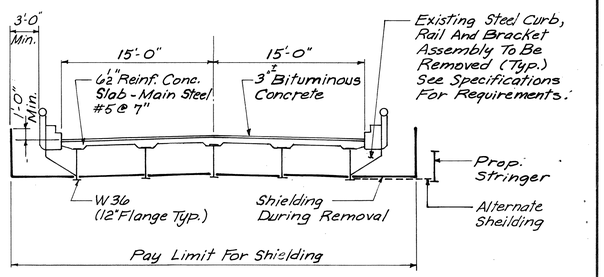
DECK PLACEMENT DETAILS

1"=60'

PLACEMENT NOTES

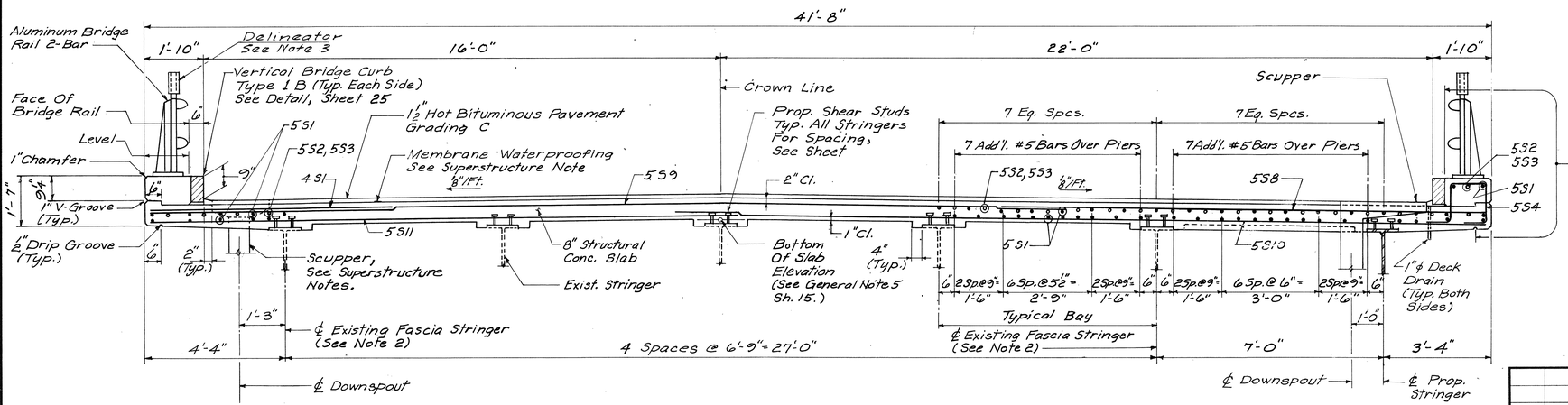
A = Termination Points When Placement Starts At South Abut.

B = Termination Points When Placement Starts At North Abut.



EXISTING DECK REMOVAL

No Scale



SECTION A – A

1½"=1'-0"

NOTES

1. For Superstructure Notes, See Sheet 15.
2. For Modifications To Existing Fascia Stringers, See Sheet 23.
3. Delineators Shall Not Exceed A 60 Foot Spacing On The Bridge. Delineators Shall Be A White Reflective Sheeting Type II Placed On Both Sides Of The Bridge. (Highway Item)

No.	Revision	By:	Date:

	By:	Date:
Designed	R.J.R.	11-91
Drawn	R.S.J.	11-91
Checked	R.A.L.	12-91
In charge of: R.A.L.		

Maine Turnpike Authority
Maine Turnpike

MAINE TURNPIKE

STROUDWATER RIVER

SUPERSTRUCTURE DETAILS

HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS

Contract 92.8

Sheet No. 24 of 34

181009

MAKEPEACE