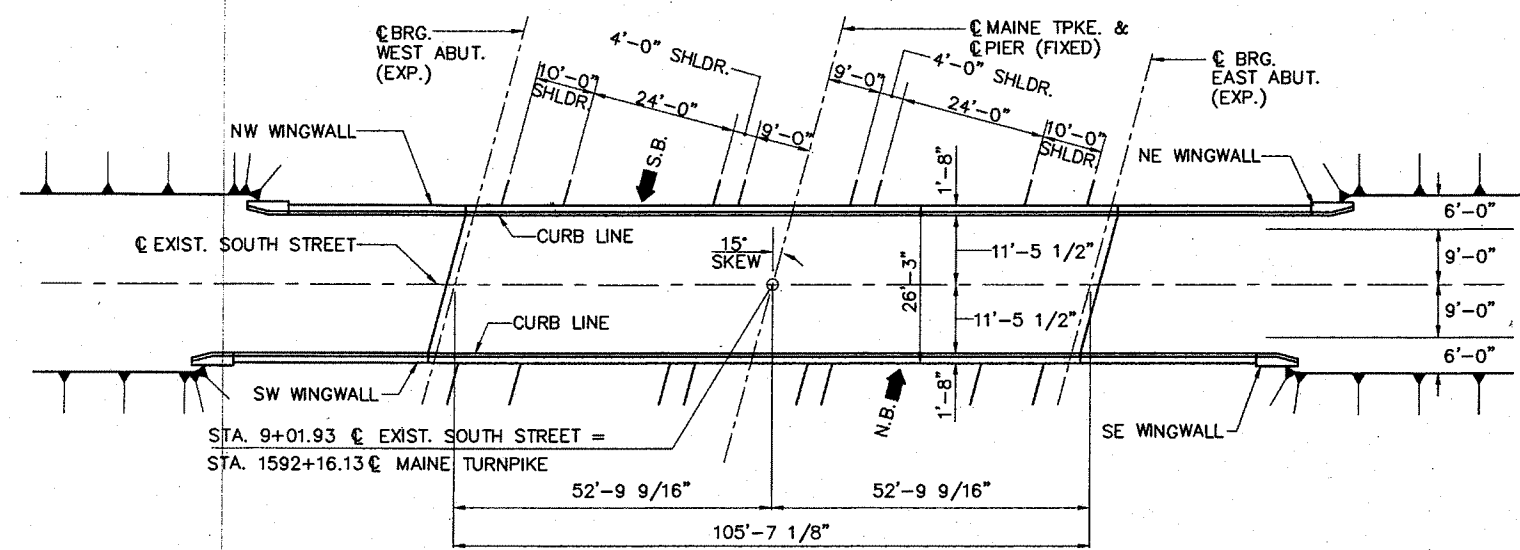
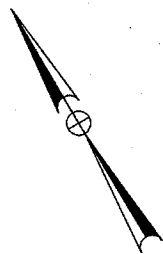
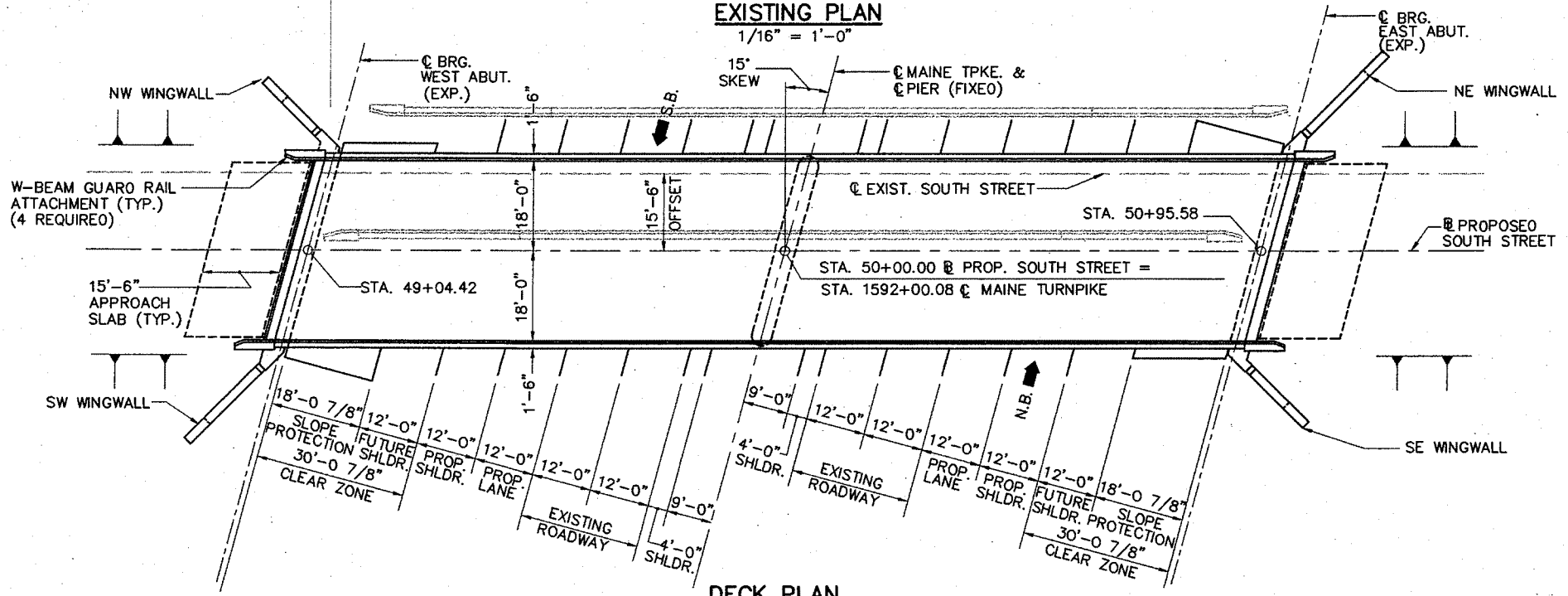
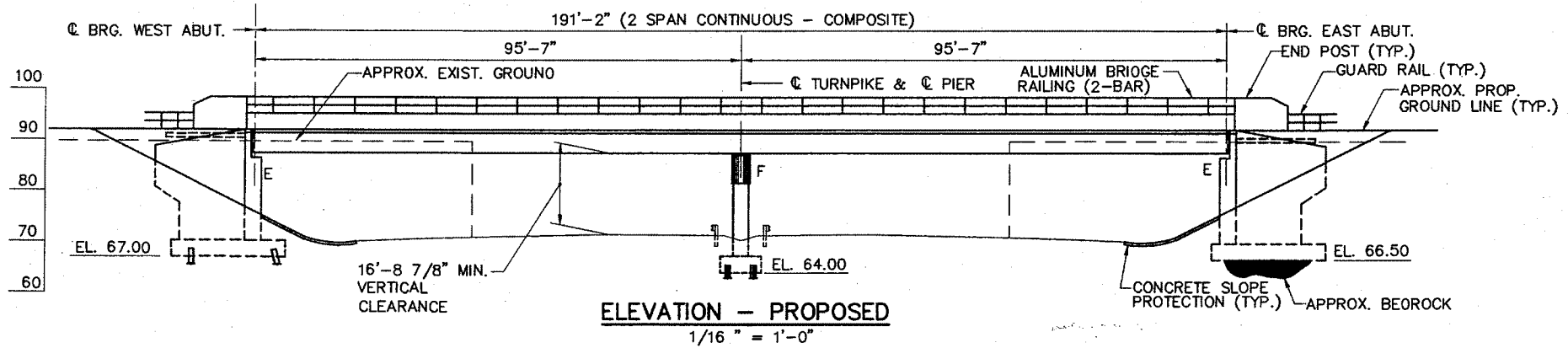




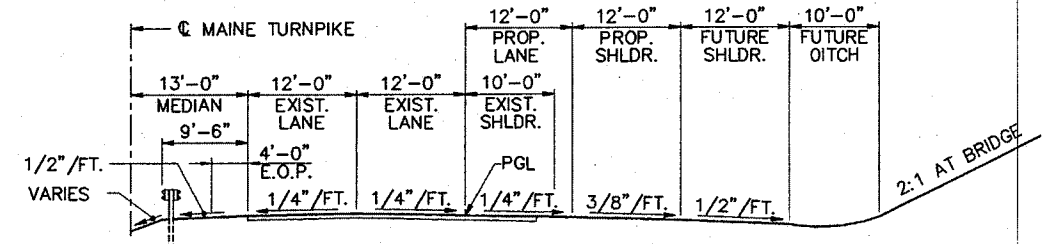
EXISTING PLAN
1/16" = 1'-0"



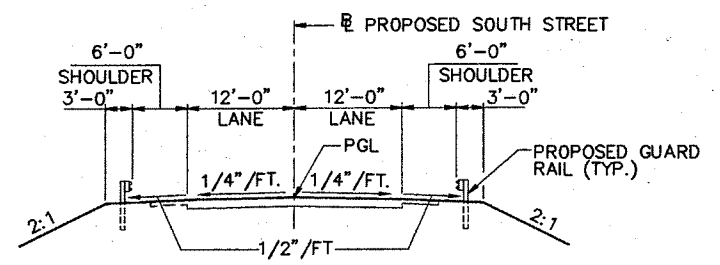
DECK PLAN
1/16" = 1'-0"



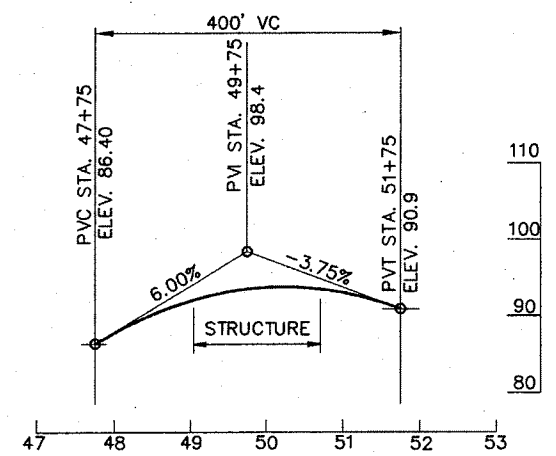
ELEVATION - PROPOSED
1/16" = 1'-0"



HALF APPROACH SECTION
MAINE TURNPIKE
3/32" = 1'-0"



APPROACH SECTION
SOUTH STREET
3/32" = 1'-0"

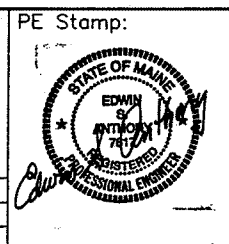


PROPOSED PROFILE
HOR. 1" = 100'
VERT. 1" = 10'

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Scale:			
No.	Revision	By	Date

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ERDMAN ANTHONY CONSULTING ENGINEERS Rochester, NY - Mechanicsburg, PA - Boston, MA Buffalo, NY - Albany, NY			
Designed	By	Date	Checked
Drawn	By	Date	In Charge of
	JLC	01/10/01	CCJ
	TRD	01/10/01	ESA



Approved by:

HNTB

HNTB CORPORATION
ARCHITECTS ENGINEERS PLANNERS
2 Thomas Drive
Westbrook, ME 04092
TEL (207) 774-5155
FAX (207) 772-7410

MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT

The Widening

BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
PLAN & ELEVATION

SHEET NUMBER: **SS-S1**
CONTRACT: 2001.07
63 OF 104

GENERAL NOTES

SPECIFICATIONS

DESIGN

AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES
SIXTEENTH EDITION 1996 WITH LATEST INTERIM REVISIONS.

CONTRACT

STATE OF MAINE, DEPARTMENT OF TRANSPORTATION,
STANDARD SPECIFICATIONS, HIGHWAYS AND BRIDGES,
REVISION OF APRIL 1995.

DESIGN LOADING

LIVE LOAD

HS 25, 500,000 CYCLES

DESIGN METHOD

LOAD FACTOR DESIGN

MATERIALS

CONCRETE

SUPERSTRUCTURE SLAB, PARAPETS AND END POSTS (ABOVE CONST. JT.)
CONCRETE SHALL BE CLASS AAA, $f'_c = 4,500$ P.S.I.
ALL OTHER SUBSTRUCTURE AND SLOPE PROTECTION
CONCRETE SHALL BE CLASS A, $f'_c = 4,000$ P.S.I.

REINFORCING STEEL

AASHTO M31 GRADE 60. (EPOXY-COATED AND UNCOATED
BARS).

STRUCTURAL STEEL

WELDED GIRDERS: FLANGES, WEBS, SPLICE PLATES,
BEARING STIFFENERS AND BEARING PLATES SHALL BE
AASHTO M270, GRADE 50.
ALL OTHER STRUCTURAL STEEL SHALL BE AASHTO M270,
GRADE 36.
HIGH STRENGTH BOLTS SHALL BE AASHTO M164.

BASIC ALLOWABLE STRESSES

CONCRETE

$f'_c = 4,500$ P.S.I. (SUPERSTRUCTURE)
 $f'_c = 4,000$ P.S.I. (ALL OTHER)

REINFORCING STEEL

$f_y = 60,000$ P.S.I.

STRUCTURAL STEEL

AASHTO M270 GRADE 50 $F_y = 50,000$ P.S.I.
AASHTO M270 GRADE 36 $F_y = 36,000$ P.S.I.

NOTES

- COPIES OF AS-BUILT PLANS ARE ON FILE AT THE MAINE
TURNPIKE AUTHORITY. A PORTION OF THESE PLANS ARE INCLUDED
IN THIS CONTRACT FOR THE CONTRACTOR'S CONVENIENCE.
THE COMPLETENESS AND ACCURACY OF THESE PLANS IS NOT GUARANTEED.
- ALL PROPOSED ELEVATIONS REFERENCE THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.
THE ELEVATIONS REFERENCED ON THE AS-BUILT PLANS MAY DIFFER.
- FOR ADDITIONAL DETAILS REFERENCED IN THESE DRAWINGS, SEE THE
STATE OF MAINE, DEPARTMENT OF TRANSPORTATION, STANDARD DETAILS,
HIGHWAYS AND BRIDGES, APRIL 1997.

SUMMARY OF BRIDGE QUANTITIES

ITEM	DESCRIPTION	UNIT	QUANTITY
202.19	REMOVING EXISTING BRIDGE	L.S.	1
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES	C.Y.	1610
206.092	STRUCTURAL ROCK EXCAVATION-MAJOR STRUCTURES	C.Y.	134
206.10	STRUCTURAL EARTH EXCAVATION - PIERS	C.Y.	103
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	C.Y.	1140
403.08	HOT BITUMINOUS PAVEMENT, GRADING C	TON	150
501.231	DYNAMIC LOADING TEST	EACH	2
501.40	STEEL H-BEAM PILES (53 LBS./FT) DELIVERED	L.F.	2090
501.401	STEEL H-BEAM PILES (53 LBS./FT) IN PLACE	L.F.	2090
501.90	PILE TIPS	EACH	52
501.91	PILE SPLICES	EACH	70
502.21	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	C.Y.	630
502.23	STRUCTURAL CONCRETE PIERS	C.Y.	65
502.263	STRUCTURAL CONCRETE ROADWAY AND END POSTS ON STEEL BRIDGES (224 CY)*	L.S.	1
502.264	STRUCTURAL CONCRETE PARAPETS (51 CY)*	L.S.	1
502.31	STRUCTURAL CONCRETE APPROACH SLAB (27 CY)*	L.S.	1
502.64	THOROC 10-60 RAPID SET MORTAR (50 LB. BAG)	EACH	25
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	LB	49100
503.13	REINFORCING STEEL, PLACING	LB	49100
503.14	EPOXY-COATED REINFORCING STEEL, FABRICATED AND DELIVERED	LB	98000
503.15	EPOXY-COATED REINFORCING STEEL, PLACING	LB	98000
504.702	STRUCTURAL STEEL FABRICATED AND DELIVERED, WELDED (15,600 LBS. GRADE 36, 185000 LBS. GRADE 50)*	L.S.	1
504.71	STRUCTURAL STEEL ERECTION (200600LB.)*	L.S.	1
505.09	STUD WELDED SHEAR CONNECTORS (1880 EA.)*	L.S.	1
506.30	SHOP COATING OF STRUCTURAL STEEL (200600 LB.)*	L.S.	1
506.31	FIELD REPAIR OF DAMAGED COATING	L.S.	1
507.0922	ALUMINUM BRIDGE RAILING, 2-BAR (392 L.F.)*	L.S.	1
508.13	MEMBRANE WATERPROOFING (805 S.Y.)*	L.S.	1
511.09	TEMPORARY EARTH SUPPORT SYSTEM	L.S.	1
512.081	FRENCH DRAINS (146 L.F.)*	L.S.	1
513.09	SLOPE PROTECTION - PORTLAND CEMENT CONCRETE	S.Y.	200
514.06	CURING BOX FOR CONCRETE CYLINDERS	EACH	1
515.202	CLEAR PROTECTIVE COATING FOR CONCRETE SURFACE	S.Y.	340
520.221	EXPANSION DEVICE - LOCKING COMPRESSION SEAL W / STEEL EDGE BEAMS (77 L.F.)*	EACH	2
523.31	ELASTOMERIC BEARING ASSEMBLY	EACH	15
524.40	PROTECTIVE SHIELD	S.Y.	849
526.304	TEMPORARY CONCRETE BRIDGE BARRIER TYPE I - DOUBLE FACE	L.F.	456
609.15	SLOPED CURB TYPE 1	L.F.	420

* QUANTITIES FOR ESTIMATING PURPOSES ONLY

INDEX OF DRAWINGS

SHEET NO.	TITLE
SS-S1	PLAN & ELEVATION
SS-S2	INDEX & QUANTITIES
SS-S3	BORING PLAN AND LOGS
SS-S4	BORING LOGS
SS-S5	FOUNDATION PLAN
SS-S6	FOUNDATION REINFORCEMENT
SS-S7	PROPOSED WEST ABUTMENT
SS-S8	PROPOSED EAST ABUTMENT
SS-S9	WEST ABUTMENT REINFORCEMENT
SS-S10	EAST ABUTMENT REINFORCEMENT
SS-S11	MISCELLANEOUS DETAILS
SS-S12	END POST DETAILS I
SS-S13	END POST DETAILS II
SS-S14	WINGWALL DETAILS
SS-S15	PIER DETAILS
SS-S16	FRAMING PLAN
SS-S17	STRUCTURAL STEEL DETAILS
SS-S18	BEARING DETAILS
SS-S19	DECK REINFORCEMENT & TYPICAL SECTION
SS-S20	SUPERSTRUCTURE DETAILS I
SS-S21	SUPERSTRUCTURE DETAILS II
SS-S22	SCUPPER DETAILS
SS-S23	ALUMINUM BRIDGE RAIL DETAILS
SS-S24	EXPANSION JOINT DETAILS I
SS-S25	EXPANSION JOINT DETAILS II
SS-S26	EXPANSION JOINT DETAILS III
SS-S27	SLOPE PROTECTION
SS-S28	CONSTRUCTION SEQUENCE I
SS-S29	CONSTRUCTION SEQUENCE II
SS-S30	CONSTRUCTION SEQUENCE III
SS-S31	BRIDGE BARRIER DETAILS
SS-S32	REINFORCING STEEL SCHEDULE I
SS-S33	REINFORCING STEEL SCHEDULE II
SS-S34	REINFORCING STEEL SCHEDULE III

AS-BUILT PLANS

SHEET NO.	TITLE
1C79.1	GENERAL PLAN AND ELEVATION
1C79.2	EAST ABUTMENT DETAILS
1C79.3	EAST ABUTMENT DETAILS
1C79.4	CENTER PIER
1C79.5	WEST ABUTMENT DETAILS
1C79.6	WEST ABUTMENT DETAILS
1C79.7	FRAMING PLAN AND BEAM DETAILS
77 OF 90	DECK REINFORCING

ABBREVIATIONS

S.B.	SOUTHBOUND
N.B.	NORTHBOUND
N.F.	NEAR FACE
F.F.	FAR FACE
E.F.	EACH FACE
T & B	TOP AND BOTTOM

Scale:

Designed by:

ERDMAN ANTHONY
CONSULTING ENGINEERS

Rochester, NY - Mechanicsburg, PA - Boston, MA
Buffalo, NY - Albany, NY

PE Stamp:



Approved by:

HNTB

HNTB CORPORATION
ARCHITECTS ENGINEERS PLANNERS

2 Thomas Drive
Westbrook, ME 04092
TEL (207) 774-5155
FAX (207) 772-7410

MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT



BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
INDEX & QUANTITIES

SHEET NUMBER: SS-S2

64 OF 104

CONTRACT: 2001.07

INDUSCAD: N:\18550000\SSU\DRAWINGS\ SOUTH STREET\SS31BQ101.DWG

N:\18550000.SSU\DRAWINGS\South Street\BORING PLAN\LOGS\SS31BBR01.DWG

HAYES & ALDRICH				SOUTH PRINCIPAL, MAINE		TEST BORING REPORT				BORING NO. B30-1	
PROJECT: RIVER ROAD BRIDGE,				BRIDGEFORD, MAINE				FILE NO. 80741-001			
CLIENT: NHTS CORPORATION								SHEET NO. 1 OF 2			
CONTRACTOR: NORTHEAST DRILLING								LOCATION N 241769.4 E 2866864.8			
ITEM		CASING		DRIVE SAMPLER		CORE BARREL		DRILLING EQUIPMENT & PROCEDURES		ELEVATION 65.9	
TYPE		IN		IN		--		RIG TYPE: CME 45 Roadheader		GANTON	
INSIDE DIAMETER (IN)		4.0		1 3/8		--		BIT TYPE: Miller bit		START 12 July 1999	
HAMMER WEIGHT (LB)		300		140		--		DRILL ROD: 3.5 x 7" Field Vane		FINISH 12 July 1999	
HAMMER FALL (IN)		24		30		--		OTHER:		DRILLER T. Whitman	
										SEA REP K. Stephenson	
DEPTH (FT)		CASING BLWGS PER FT.		SAMPLER BLWGS PER FT.		SAMPLE NUMBER & DEPTH (FT)		ELEV. / DEPTH (FT)		VISUAL DESCRIPTION AND REMARKS	
B		4		31		0.0		65.9		Medium dense, dark brown silty fine SAND, trace coarse sand, roots Brown fine sandy silt, little gravel, trace (gravel in tip of spoon) -FILL- Note: Brown silty clay in wash at 3.0 ft. Very stiff, olive silty CLAY, frequent fine sand partings -MARINE DEPOSIT- Stiff, olive-brown mottled silty CLAY, occasional fine sand partings Medium stiff, olive silty CLAY, fine sand seam in bottom of tube sample FV: 13.3-14.0 ft. Su= 996 psf Medium stiff, gray silty CLAY, frequent silty fine sand seams, occasional black streaks FV: 21.3-22.0 ft. Su= 840 psf Medium stiff, gray silty CLAY with sand seams FV: 21.3-22.0 ft. Su= 840 psf Medium stiff, gray silty CLAY, frequent gray to brown clayey silt seams FV: 21.3-22.0 ft. Su= 840 psf Medium dense, brown silty fine SAND	
		10		8		2.0		63.9			
		15						62.9			
								6.0			

70
65
60
55
50
45
40

A vertical number line with tick marks at 40, 45, 50, and 55. The numbers are placed to the right of the line.

75
70
65
60
55
50
45

90
85
80
75
70
65
60

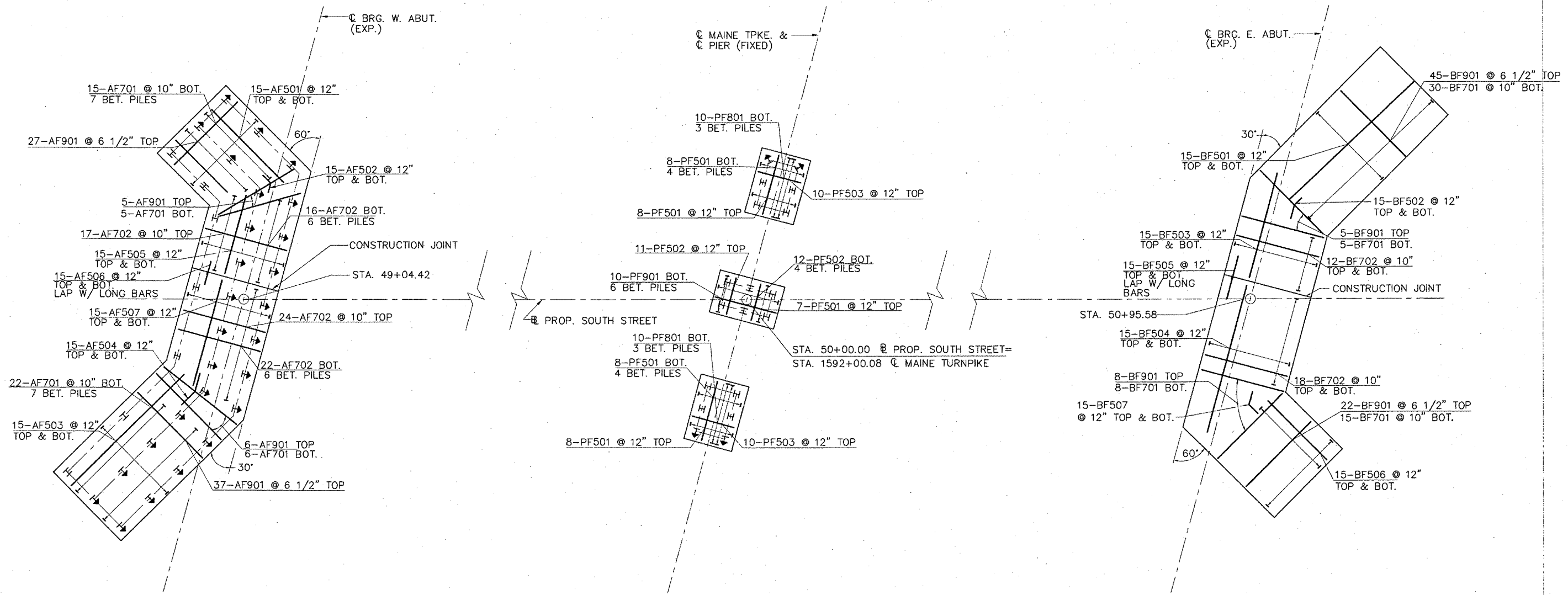
75
70
65
60
55

1. FOR BORING LOCATIONS AND NOTES, SEE SHEET SS-S3.

No.	Revision	By	Date

	By	Date		By	Date
Designed	CCJ	1/10/01	Checked	SAS	1/10/01
Drawn	TRD	1/10/01	In Charge of	ESA	1/10/01

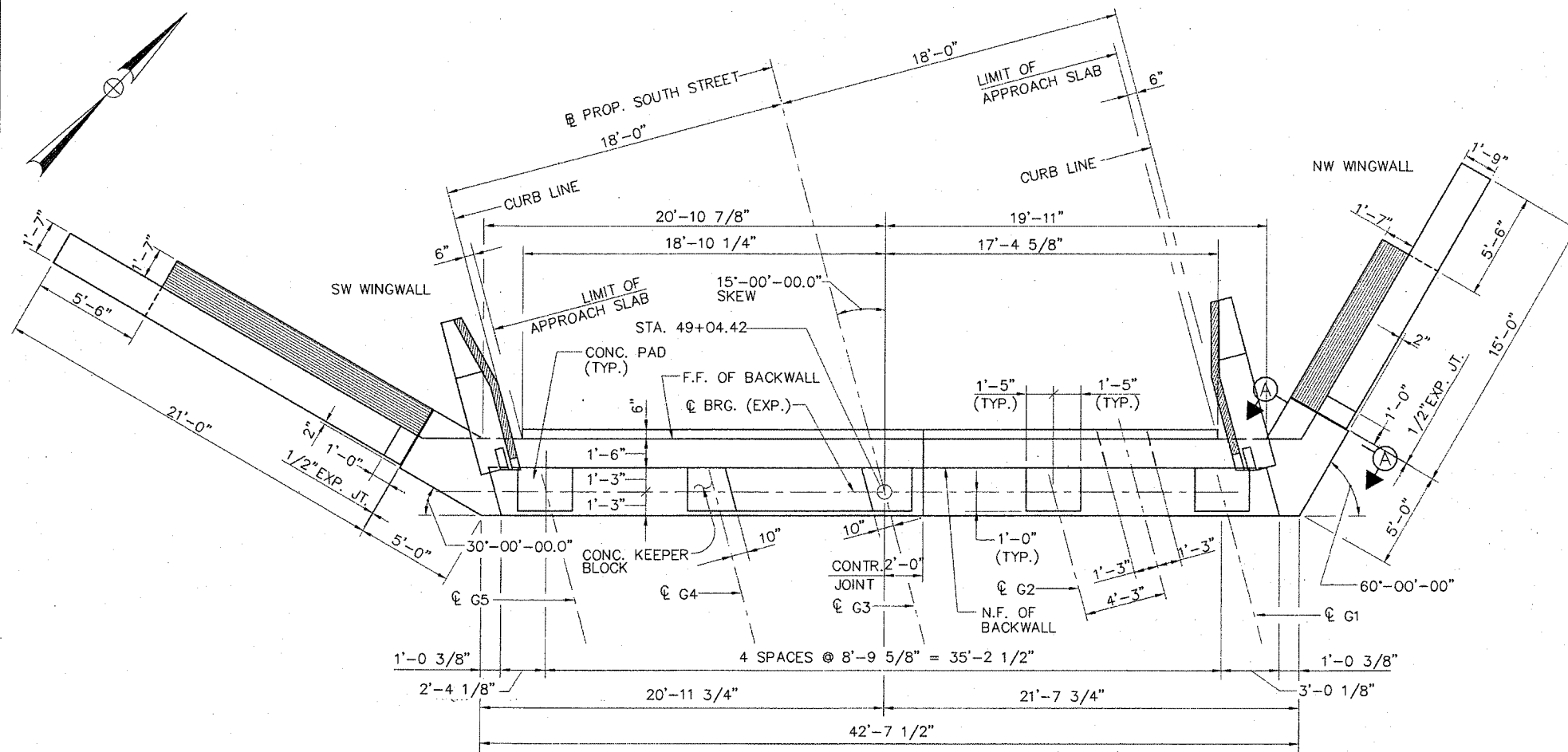
CONTRACT: 2001 07 SHEET NUMBER: SS-S4
66 OF 104



FOUNDATION REINFORCEMENT
1/8" = 1'-0"

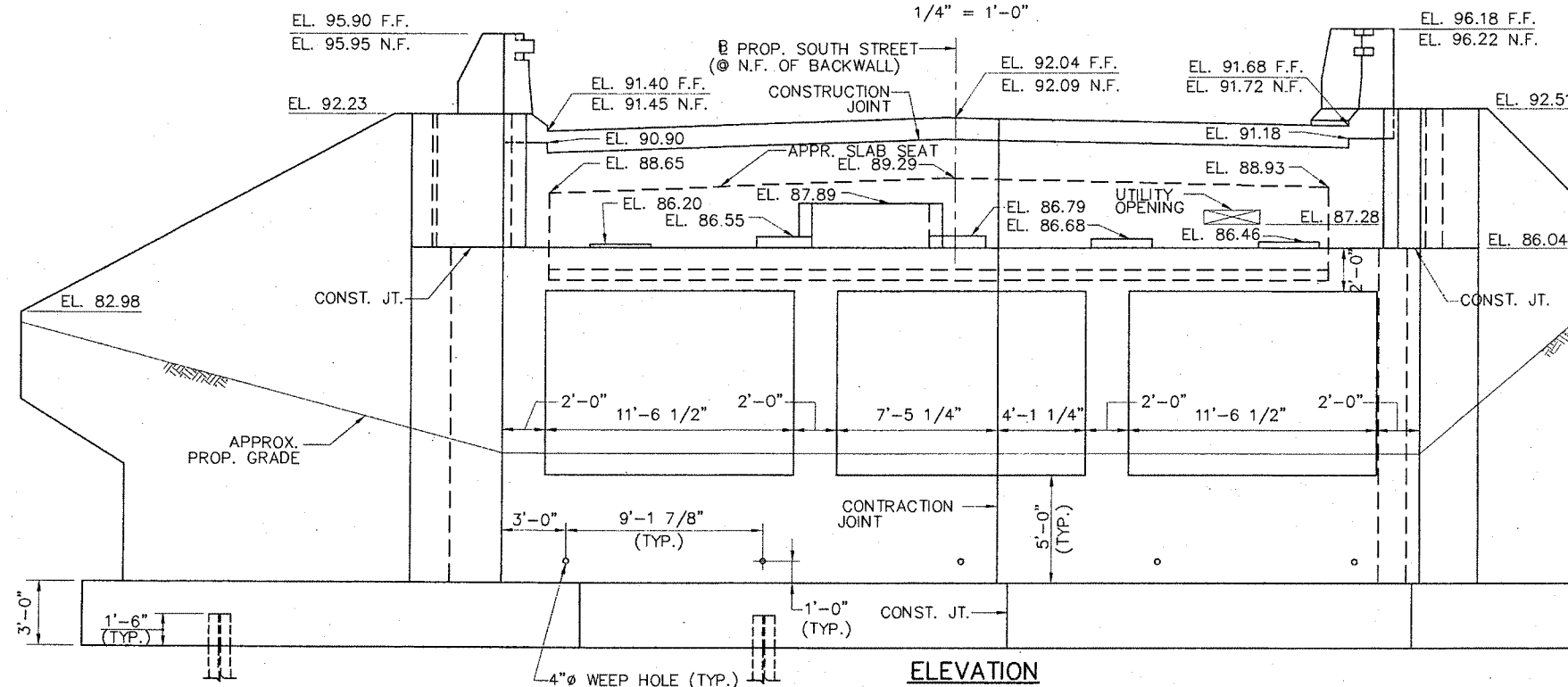
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Scale:				Designed by: ERDMAN ANTHONY CONSULTING ENGINEERS Rochester, NY - Mechanicsburg, PA - Boston, MA Buffalo, NY - Albany, NY				PE Stamp: 		Approved by: HNTB HNTB CORPORATION ARCHITECTS ENGINEERS PLANNERS 2 Thomas Drive Westbrook, ME 04092 TEL (207) 774-5155 FAX (207) 772-7410		MAINE TURNPIKE AUTHORITY MODERNIZATION AND WIDENING PROJECT 		BRIDGE REPLACEMENT SOUTH STREET UNDERPASS FOUNDATION REINFORCEMENT																											
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>No.</th> <th>Revision</th> <th>By</th> <th>Date</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>				No.	Revision	By	Date																	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>By</th> <th>Date</th> <th>By</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>Designed CCJ</td> <td>01/10/01</td> <td>Checked SJP</td> <td>01/10/01</td> </tr> <tr> <td>Drawn TRD</td> <td>01/10/01</td> <td>In Charge of ESA</td> <td>01/10/01</td> </tr> </tbody> </table>		By	Date	By	Date	Designed CCJ	01/10/01	Checked SJP	01/10/01	Drawn TRD	01/10/01	In Charge of ESA	01/10/01			CONTRACT: 2001.07	
No.	Revision	By	Date																																						
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Designed CCJ	01/10/01	Checked SJP	01/10/01																																						
Drawn TRD	01/10/01	In Charge of ESA	01/10/01																																						
								SHEET NUMBER: SS-S6 68 OF 104																																	



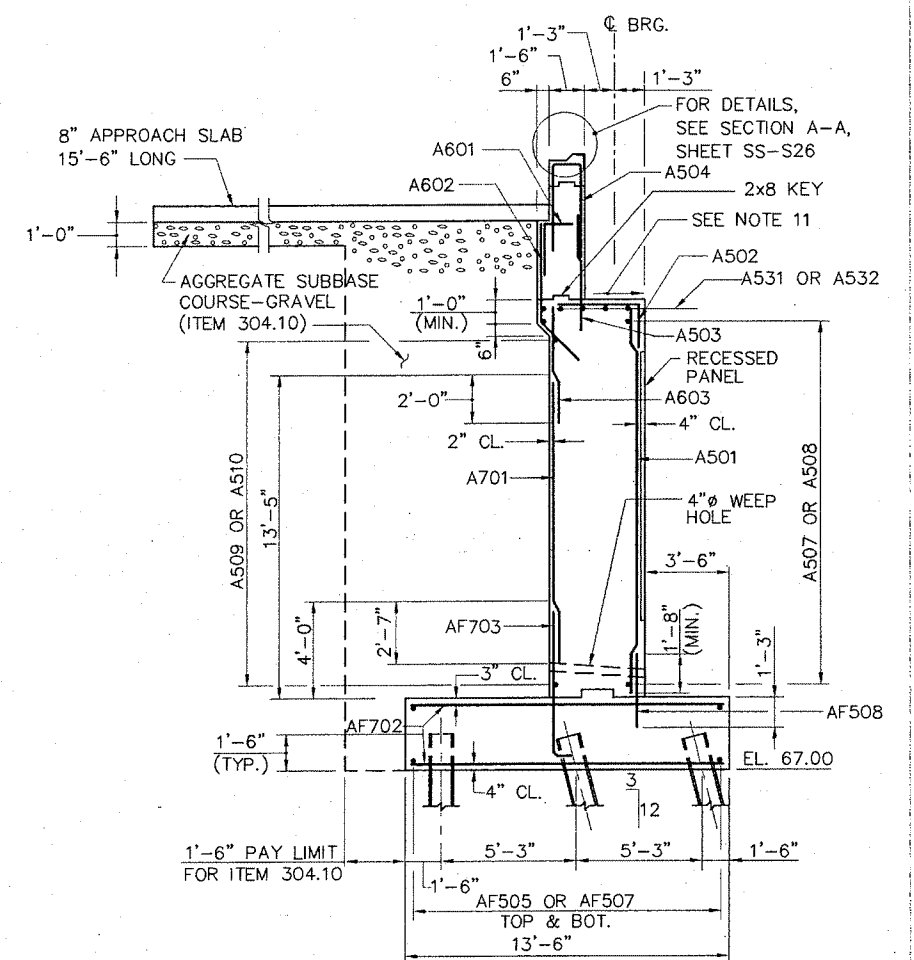
PLAN - WEST ABUTMENT

1/4" = 1'-0"



ELEVATION

1/4" = 1'-0"



TYPICAL WEST ABUTMENT SECTION

1/4" = 1'-0"

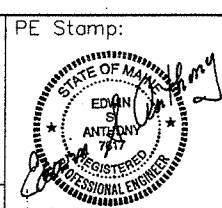
ABUTMENT NOTES

1. CHAMFER ALL EXPOSED EDGES OF CONCRETE 3/4", UNLESS OTHERWISE INDICATED.
2. REINFORCING STEEL SHALL HAVE 2" COVER, UNLESS OTHERWISE INDICATED.
3. PVC WATERSTOPS, AS SHOWN ON SHEET SS-S11, SHALL BE PLACED IN ALL VERTICAL EXPANSION AND CONTRACTION JOINTS.
4. WATERSTOPS ARE REQUIRED IN HORIZONTAL CONTRACTION JOINTS.
5. THE TOP PORTION OF THE ABUTMENT BACKWALLS SHALL BE PLACED AFTER ALL SUPERSTRUCTURE STRUCTURAL SLAB CONCRETE IS IN PLACE AND AFTER ALL NECESSARY ADJUSTMENTS TO THE JOINT ARMOR HAVE BEEN MADE.
6. BREAK BOND AT VERTICAL CONTRACTION JOINTS BY A METHOD TO BE APPROVED OF BY THE ENGINEER.
7. FOR BEARING DETAILS SEE SHEET SS-S18.
8. FOR APPROACH SLAB DETAILS, RECESSED PANEL DETAILS, EXPANSION, CONTRACTION AND CONSTRUCTION JOINT DETAILS, SEE SHEET SS-S11.
9. APPROACH SLAB SEATS SHALL HAVE A ROUGHENED SURFACE TO THE SATISFACTION OF THE ENGINEER.
10. ALL CONCRETE KEYS SHALL BE FORMED.
11. TOP OF ABUTMENT SEAT SHALL BE SLOPED 1/8" BETWEEN CONCRETE BEARING PADS.
12. SEE SHEET NO. SS-S11 FOR FRENCH DRAIN DETAILS TO BE LOCATED BEHIND ABUTMENT AND WINGWALL STEMS RESPECTIVELY.
13. FOR SECTION A-A, SEE SHEET NO. SS-S9.
14. FOR UTILITY SECTION, SEE SHEET NO. SS-S8.

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Scale:			
No.	Revision	By	Date

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Designed	By	Date	Checked
CCJ	TRD	1/10/01	SJP
Drawn	In Charge of	Date	
TRD	ESA	1/10/01	



Approved by:

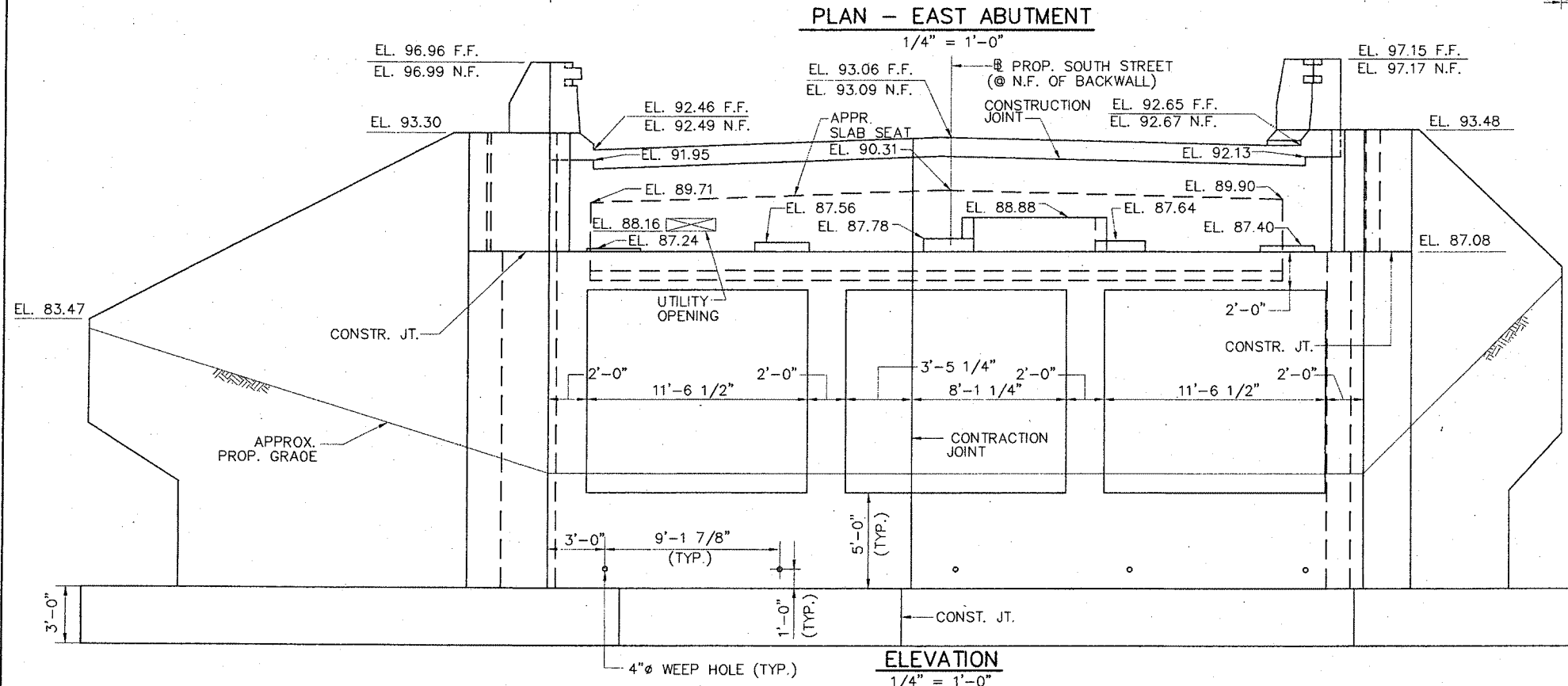
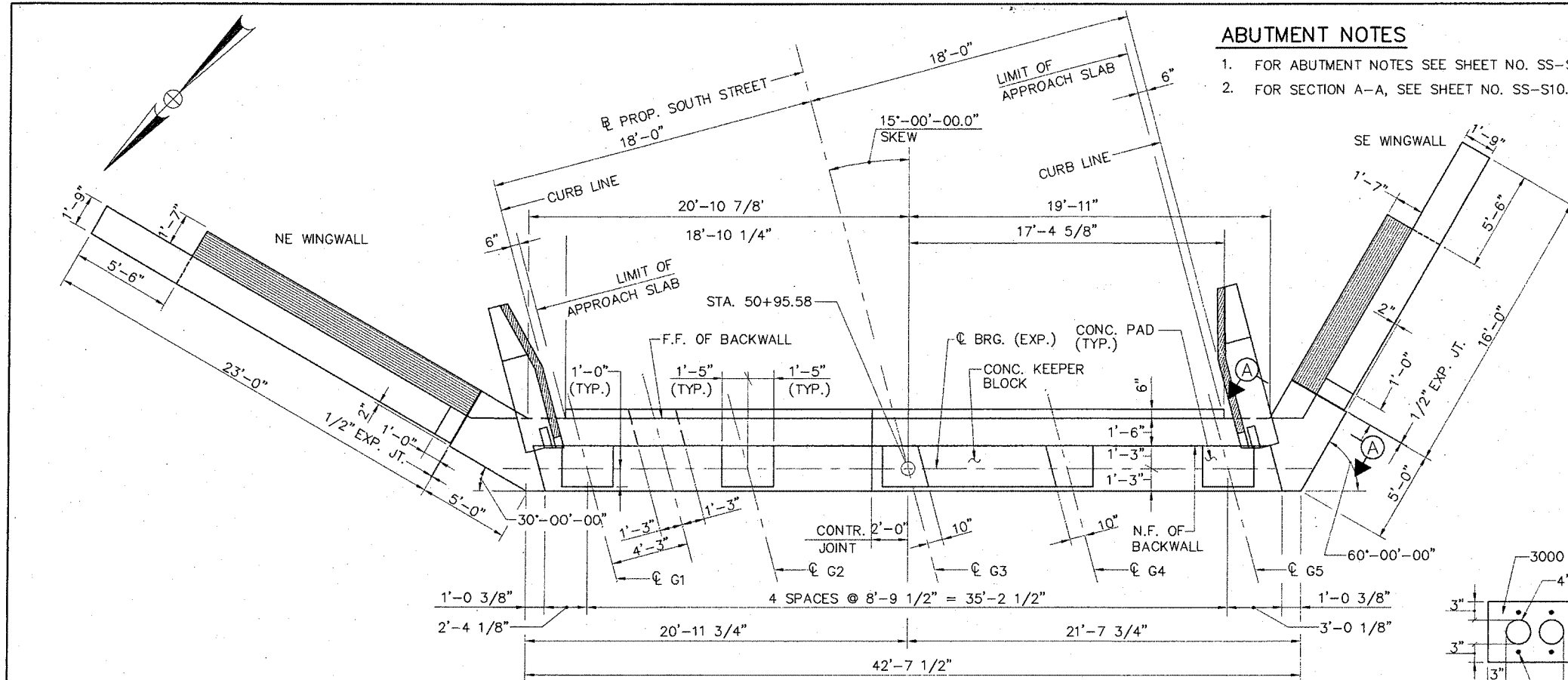
HNTB

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ARCHITECTS ENGINEERS PLANNERS
2 Thomas Drive
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MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT

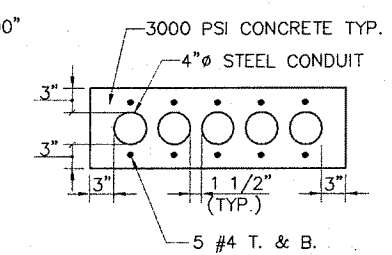


BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
PROPOSED WEST ABUTMENT

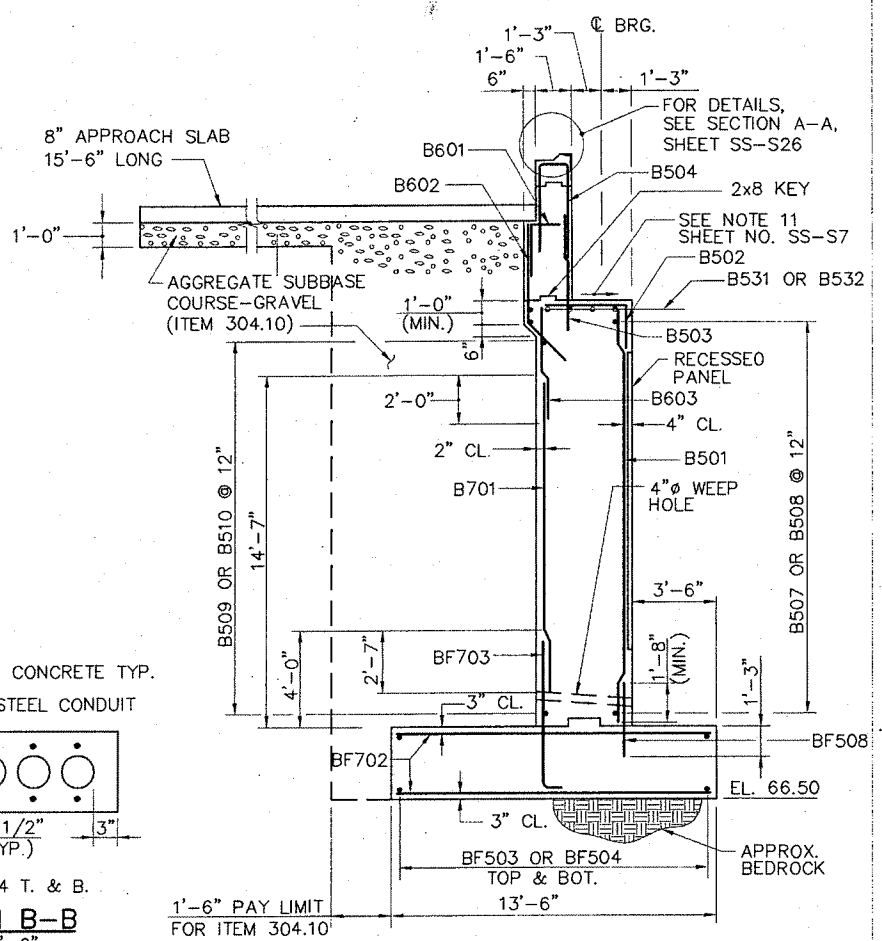


ABUTMENT NOTES

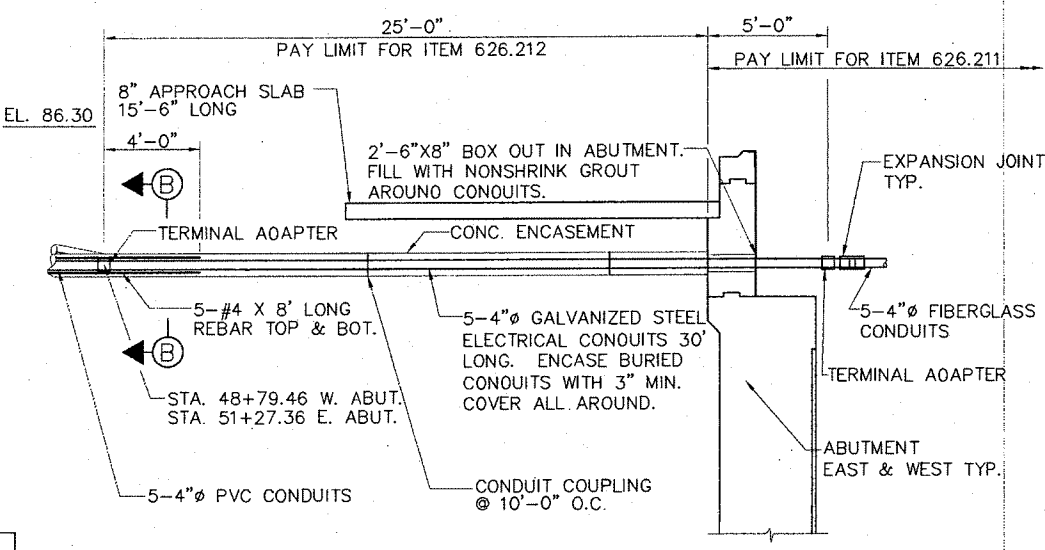
1. FOR ABUTMENT NOTES SEE SHEET NO. SS-S7.
2. FOR SECTION A-A, SEE SHEET NO. SS-S10.



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



TYPICAL EAST ABUTMENT SECTION
1/4" = 1'-0"



TYPICAL UTILITY CROSSING AT ABUTMENT
1/4" = 1'-0"

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Scale:				Designed by:				PE Stamp:				Approved by:				MAINE TURNPIKE AUTHORITY MODERNIZATION AND WIDENING PROJECT				BRIDGE REPLACEMENT SOUTH STREET UNDERPASS PROPOSED EAST ABUTMENT			
				ERDMAN ANTHONY CONSULTING ENGINEERS Rochester, NY - Mechanicsburg, PA - Boston, MA Buffalo, NY - Albany, NY								 HNTB CORPORATION ARCHITECTS ENGINEERS PLANNERS 2 Thomas Drive Westbrook, ME 04092 TEL (207) 774-5155 FAX (207) 772-7410											
No.	Revision	By	Date	By	Date	By	Date	By	Date	By	Date	By	Date	By	Date	By	Date	By	Date	By	Date		
				CCJ	1/10/01			SJP	1/10/01														
				TRD	1/10/01			ESA	1/10/01														

DESIGNED: CCJ 1/10/01

DRAWN: TRD 1/10/01

CHECKED: SJP 1/10/01

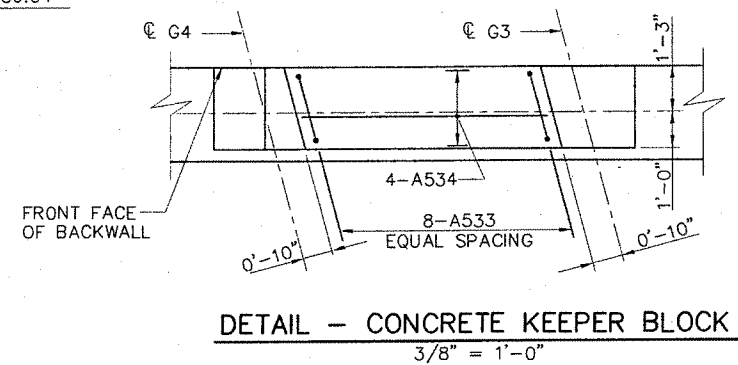
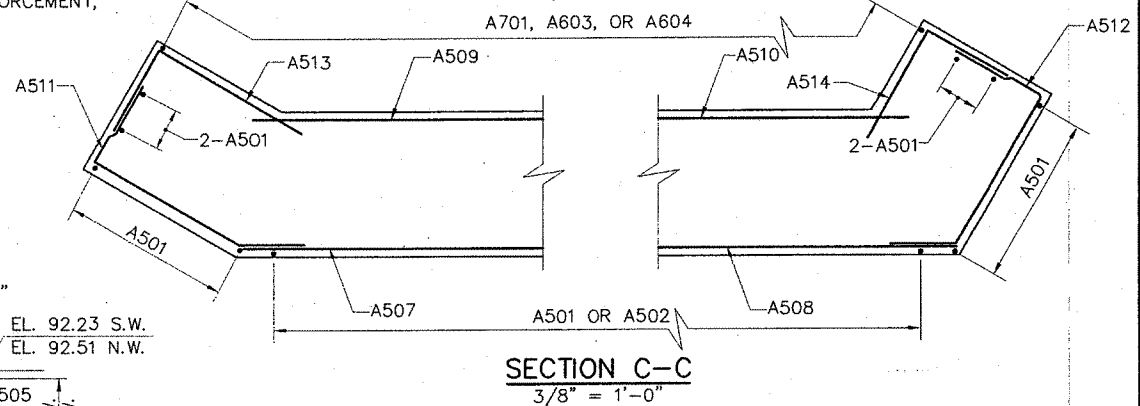
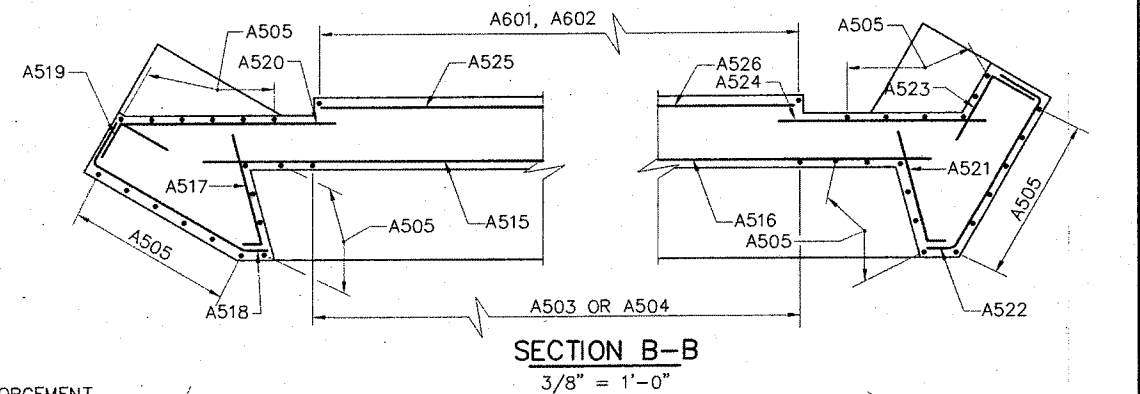
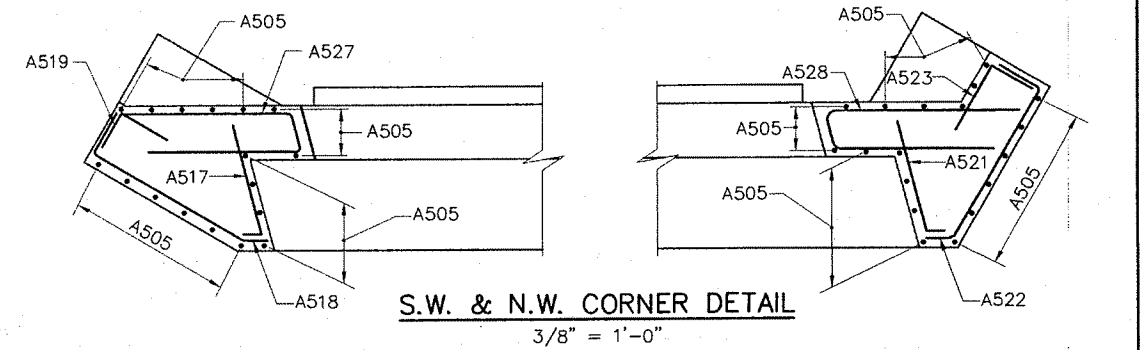
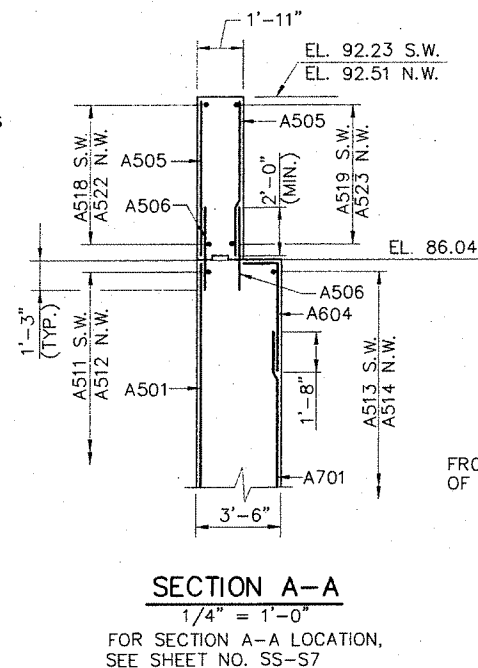
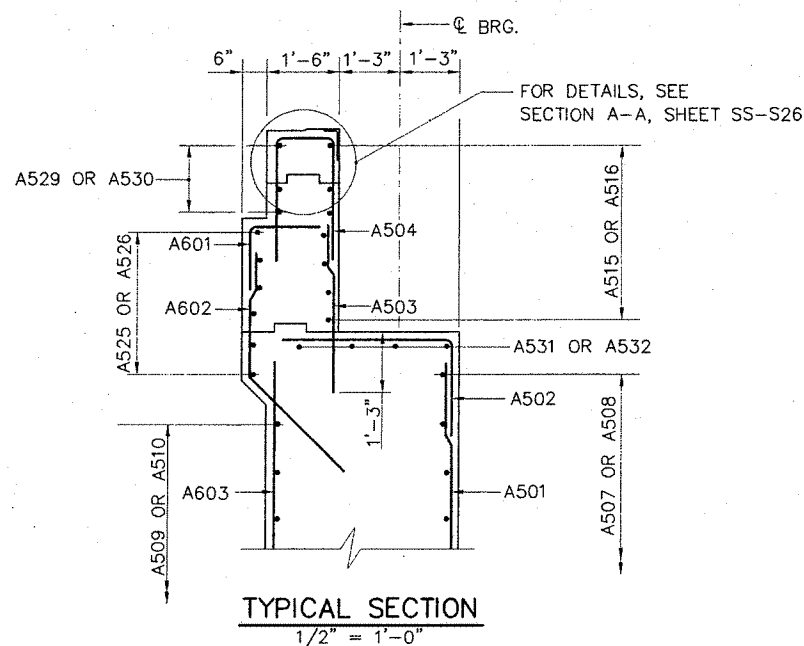
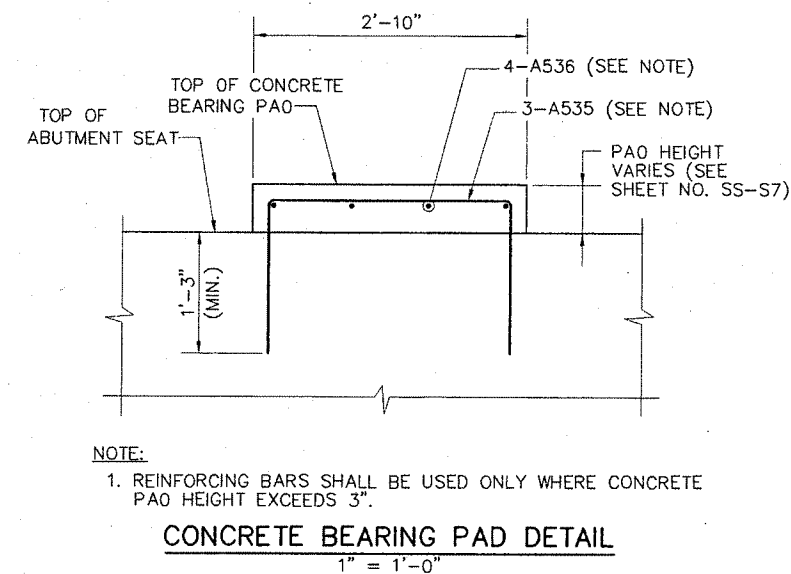
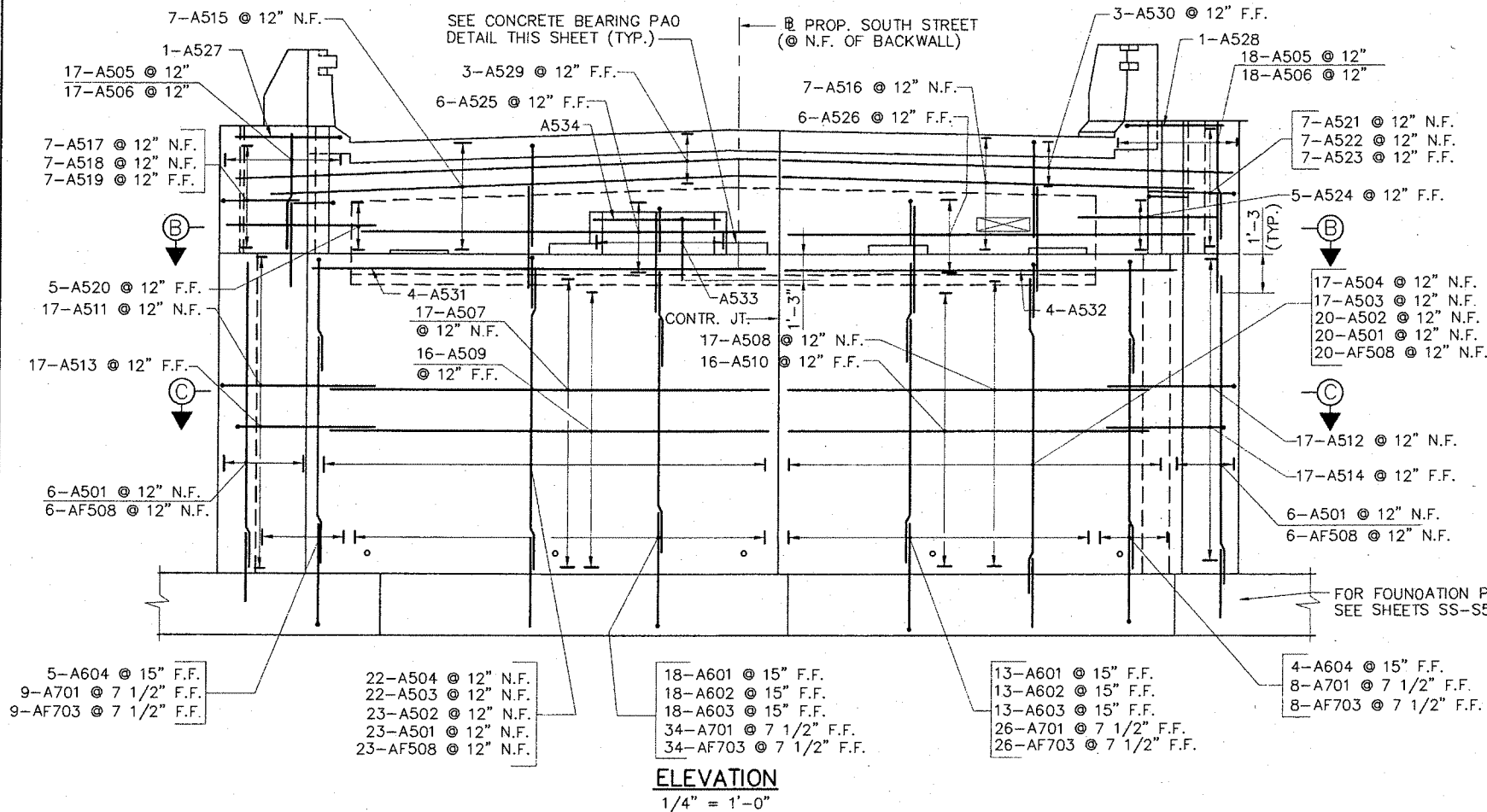
IN CHARGE OF: ESA 1/10/01

CONTRACT: 2001.07

SHEET NUMBER: SS-S8

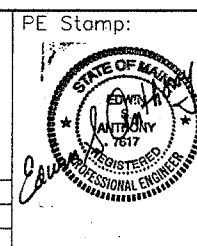
70 OF 104

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No.	Revision	By	Date

Designed by:			
ERDMAN ANTHONY CONSULTING ENGINEERS Rochester, NY - Mechanicsburg, PA - Boston, MA Buffalo, NY - Albany, NY			
Designed	By	Date	Checked
Drawn	CCJ	1/10/01	SJP
	TRD	1/10/01	1/10/01
			In Charge of
			ESA



Approved by:

HNTB

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2 Thomas Drive
Westbrook, ME 04092
TEL (207) 774-5155
FAX (207) 772-7410

MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT

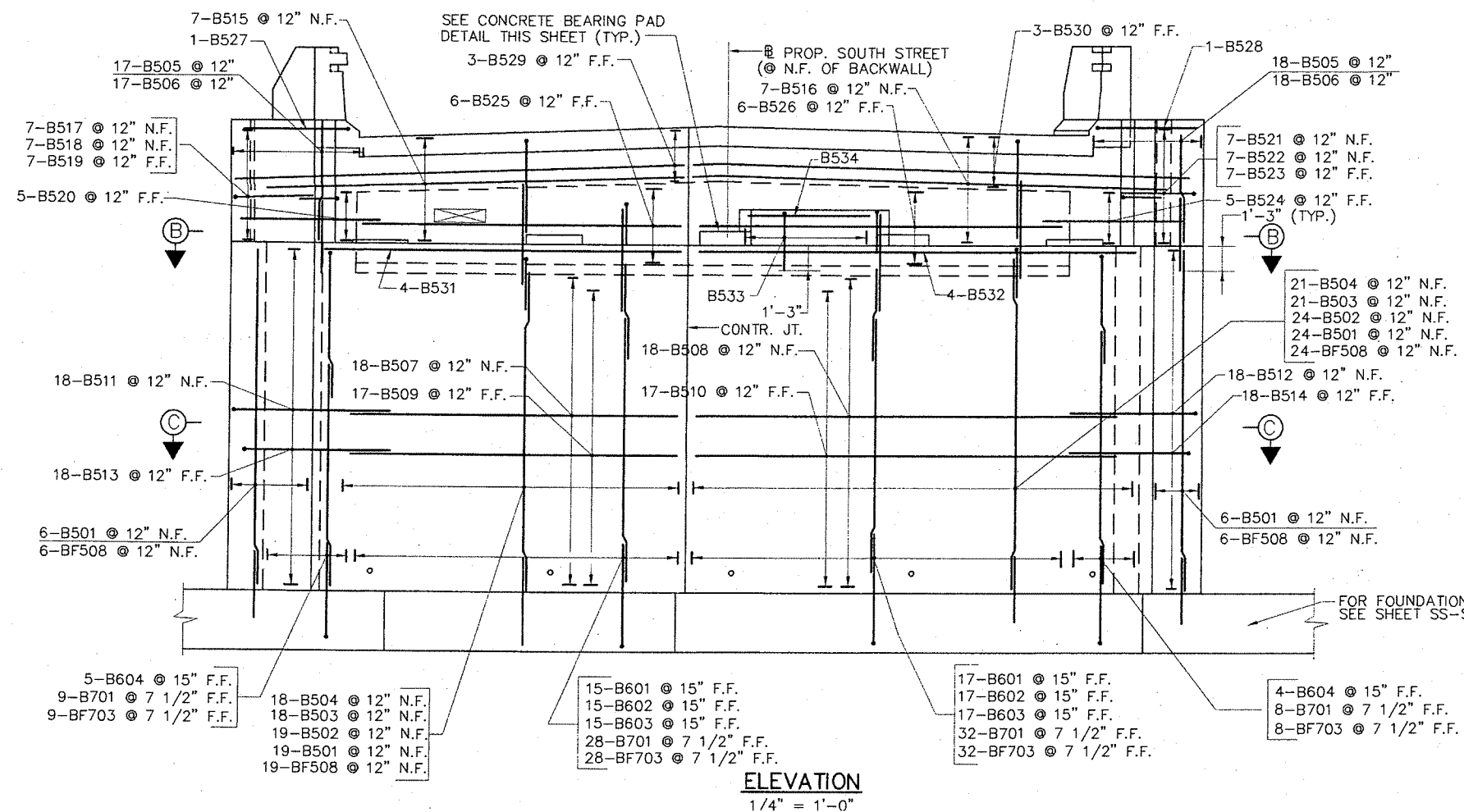
The Widening

BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
WEST ABUTMENT REINFORCEMENT

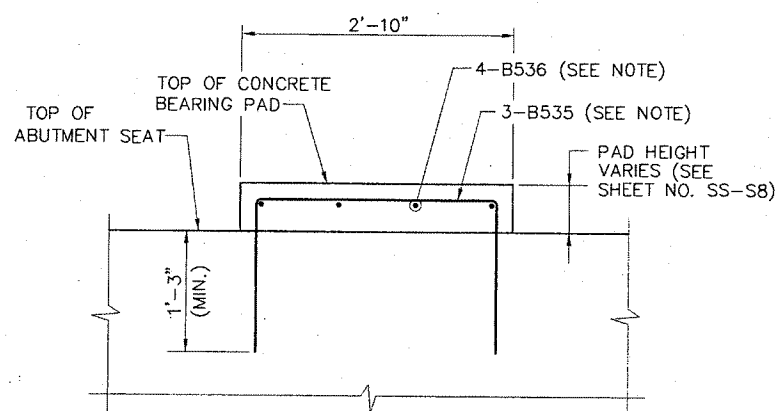
SHEET NUMBER: 55-59

CONTRACT: 2001.07

71 OF 104

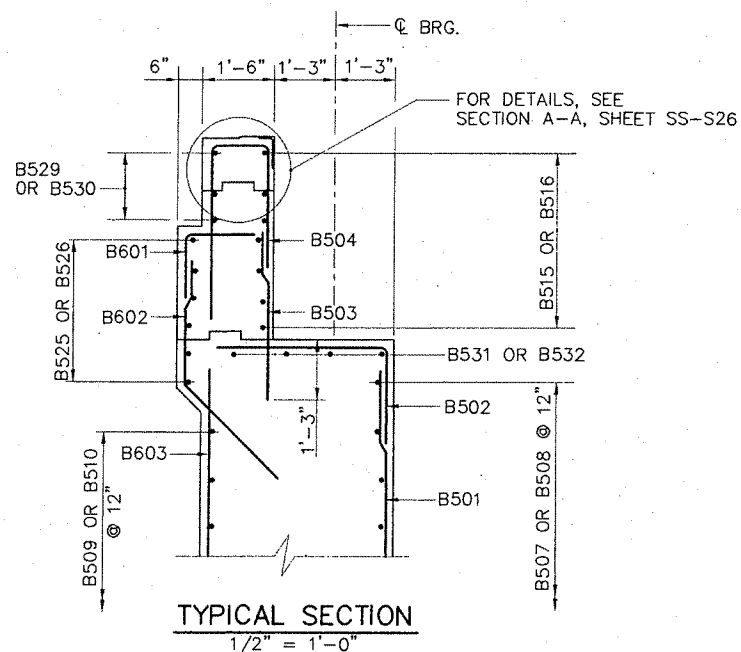


ELEVATION
1/4" = 1'-0"

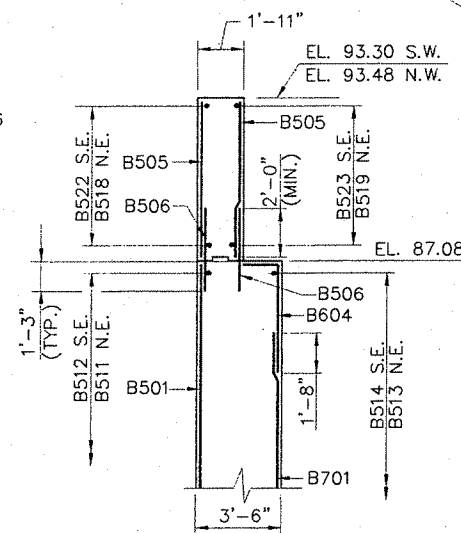


- NOTE:
1. REINFORCING BARS SHALL BE USED ONLY WHERE CONCRETE PAD HEIGHT EXCEEDS 3".

CONCRETE BEARING PAD DETAIL

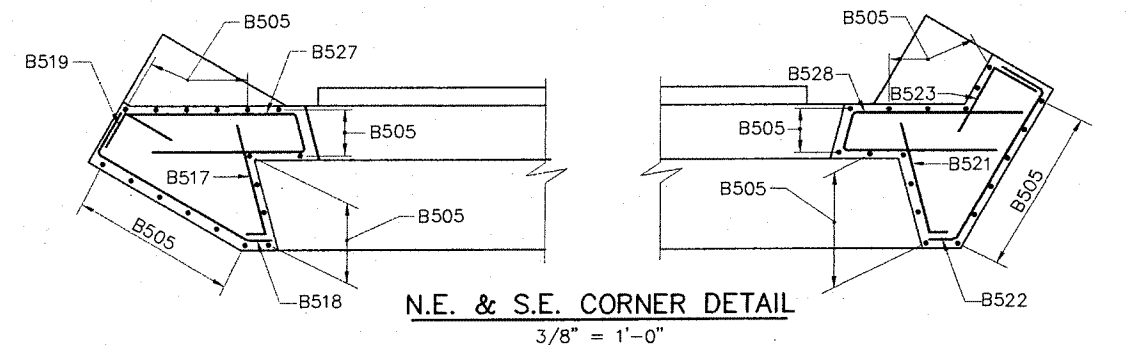


TYPICAL SECTION
1/2" = 1'-0"

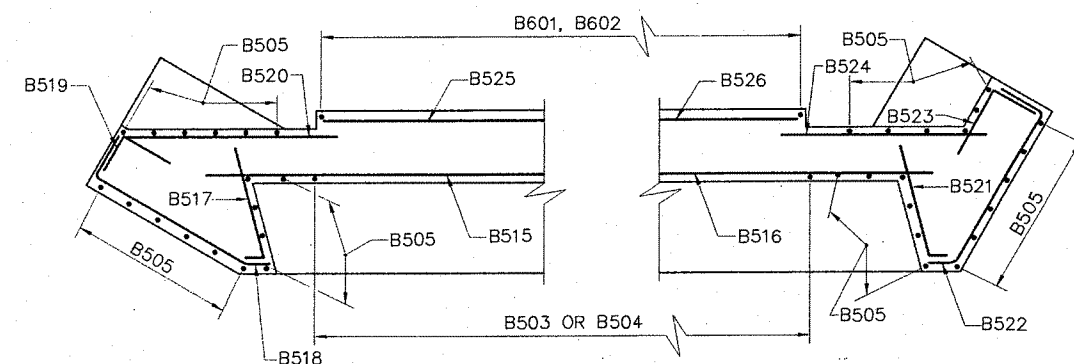


SECTION A-A

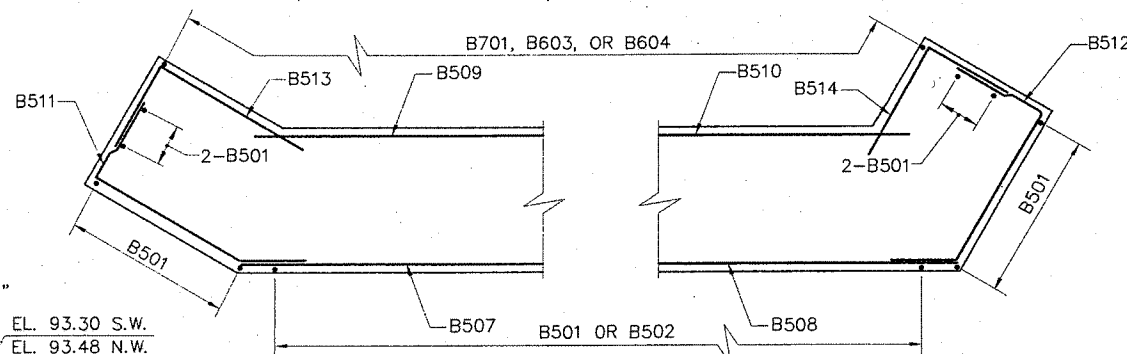
FOR SECTION A-A LOCATION
SEE SHEET NO. SS-S8



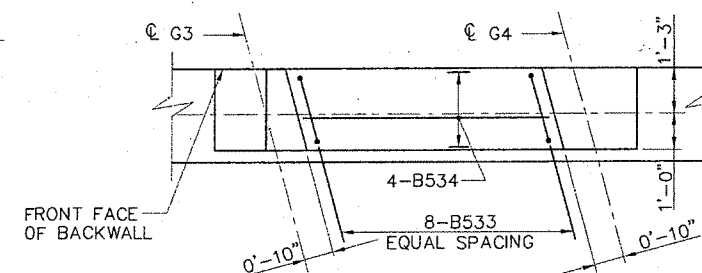
N.E. & S.E. CORNER DETAIL

$$3/8" = 1'-0"$$


SECTION B-B

$$3/8" = 1'-0"$$


SECTION C-C

$$3/8" = 1'-0"$$


DETAIL - CONCRETE KEEPER BLOCK

$$3/8" = 1' - 0"$$
[illegible]

Designed by:

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CONSULTING ENGINEERS

Rochester, NY - Mechanicsburg, PA - Boston, MA
Buffalo, NY - Albany, NY

	By	Date		By	Date
Designed	CCJ	01/10/01	Checked	SJP	01/10/01
Drawn	TRD	01/10/01	In Charge of	ESA	01/10/01

PE Stamp:



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HNTB

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2 Thomas Drive
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MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT

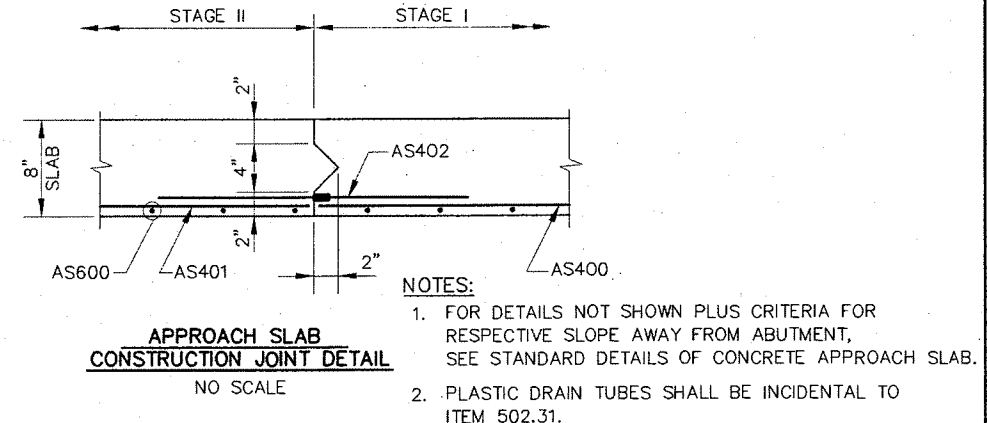
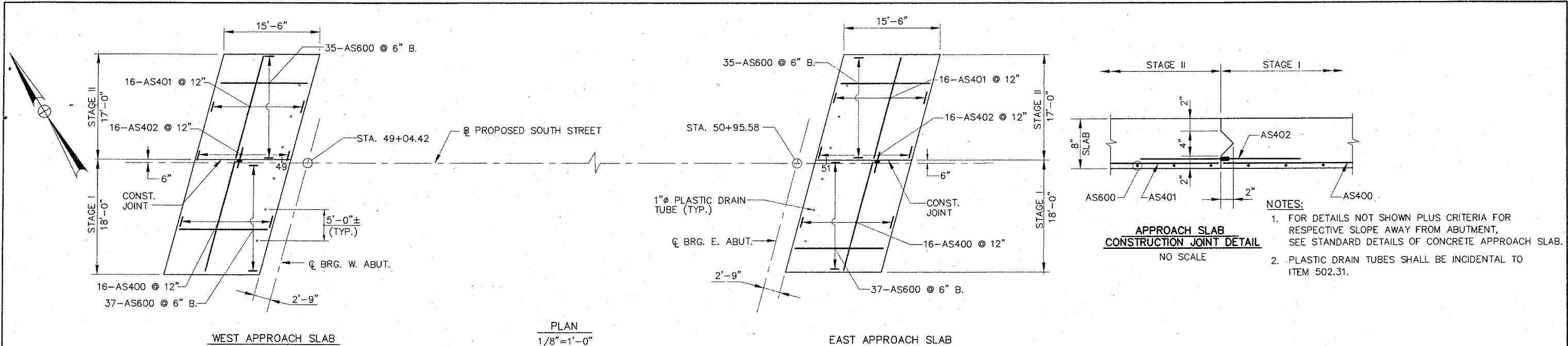


BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
EAST ABUTMENT REINFORCEMENT

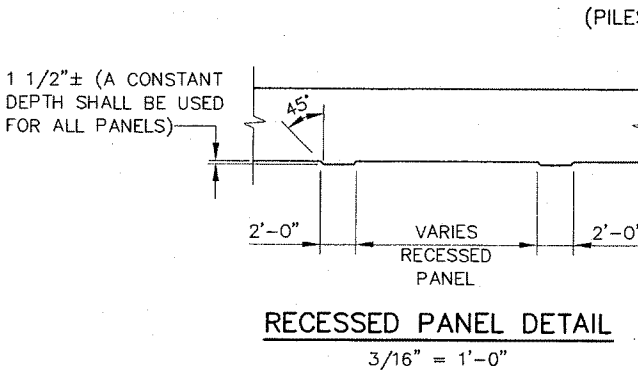
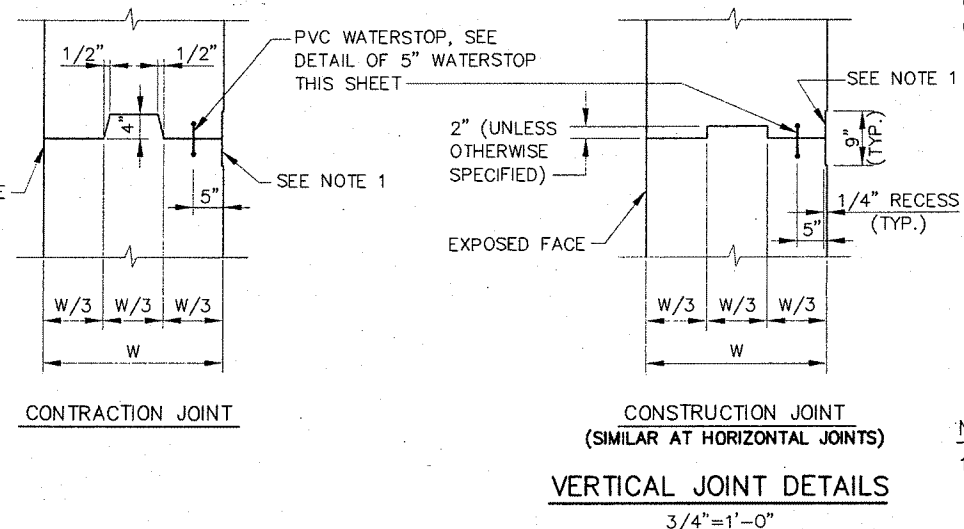
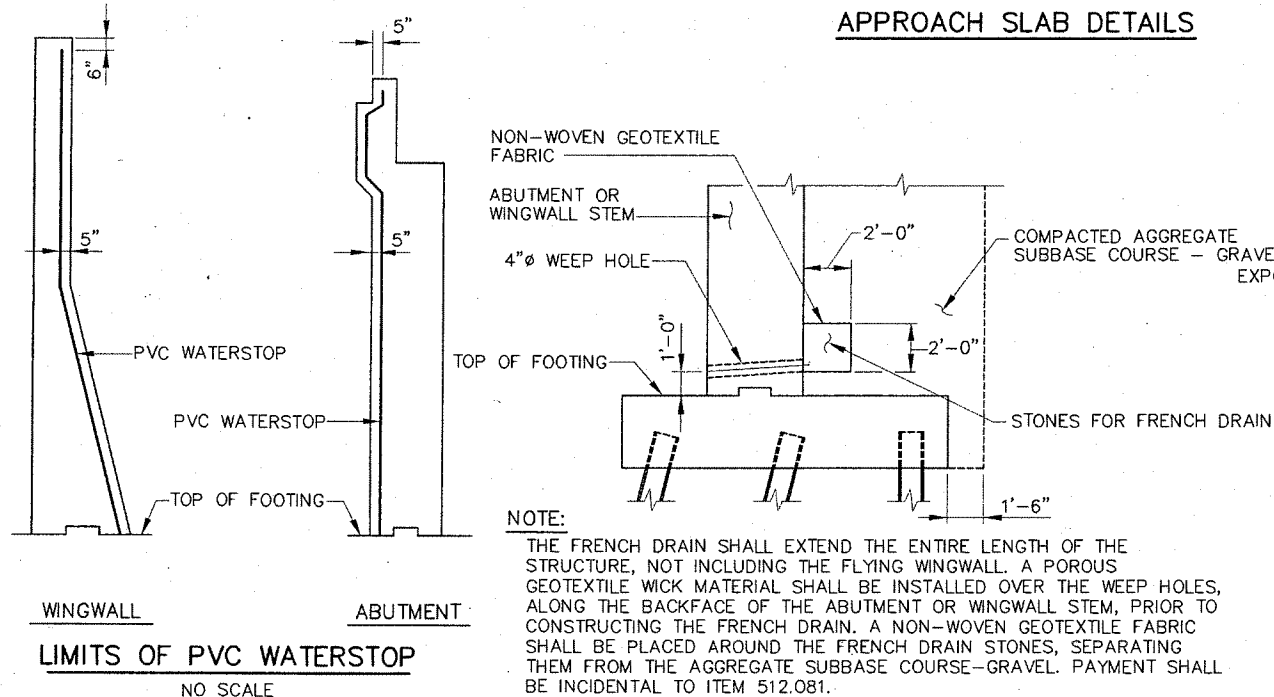
SHEET NUMBER: SS-S10

72 OF 104

CONTRACT: 2001.07

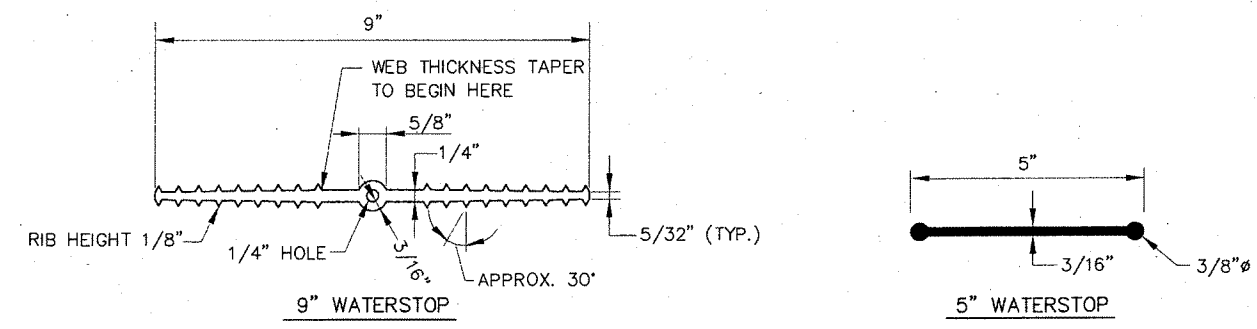


APPROACH SLAB DETAILS



FRENCH DRAIN DETAIL
1/4" = 1'-0"

NOTE FOR RECESSED PANEL:
RECESSED PANEL FORMS SHALL BE SUFFICIENTLY RIGID, SECURELY BRACED, STRUTTED AND TIED TO PREVENT MOTION PLUS DISTORTION DUE TO THE PRESSURE OF THE CONCRETE OR OTHER LOADS GENERATED BY THE CONSTRUCTION OPERATIONS, SUCH AS VIBRATION. RECESSED PANEL FORMS SHALL BE CONSTRUCTED TO PRODUCE MORTAR-TIGHT JOINTS AND SMOOTH EVEN CONCRETE SURFACES.



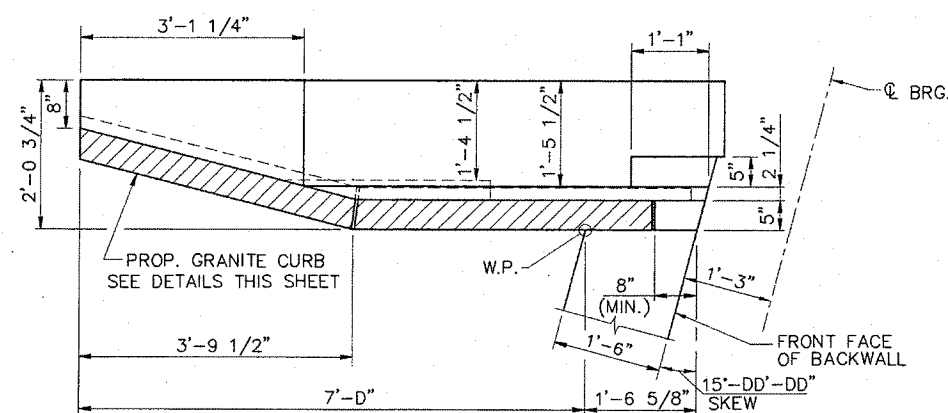
N:\18550000.SSD\DRAWINGS\SS31\BDT01.DWG

Scale:				Designed by:				PE Stamp:				Approved by:				MAINE TURNPIKE AUTHORITY MODERNIZATION AND WIDENING PROJECT				BRIDGE REPLACEMENT SOUTH STREET UNDERPASS MISCELLANEOUS DETAILS			
				ERDMAN ANTHONY CONSULTING ENGINEERS Rochester, NY - Mechanicsburg, PA - Boston, MA Buffalo, NY - Albany, NY								 HNTB CORPORATION ARCHITECTS ENGINEERS PLANNERS 2 Thomas Drive Westbrook, ME 04092 TEL (207) 774-5155 FAX (207) 772-7410											
No.	Revision	By	Date	By	Date	By	Date	By	Date	By	Date	By	Date	By	Date	By	Date	By	Date	By	Date		
				Designed	CCJ	1/10/01	Checked	SJP	1/10/01	Drawn	TRD	1/10/01	In Charge of	ESA	1/10/01								

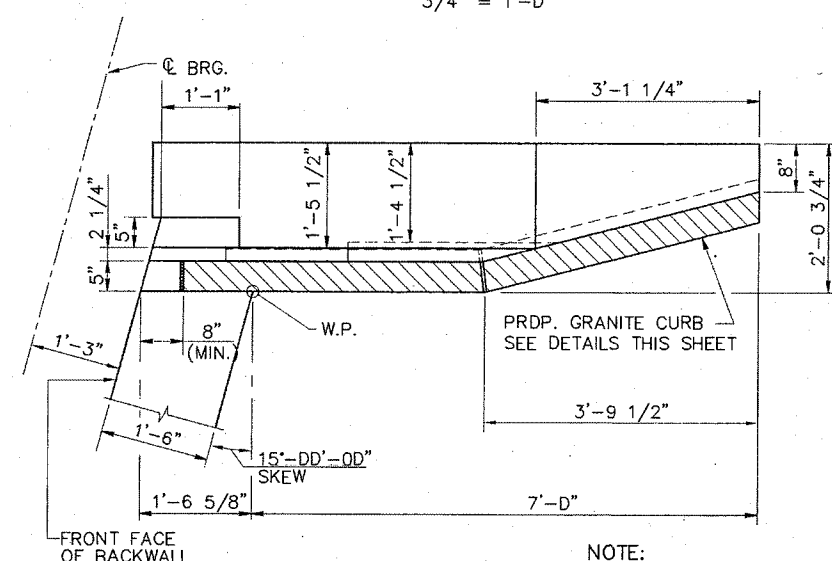
CONTRACT: 2001.07

SHEET NUMBER: SS-S11

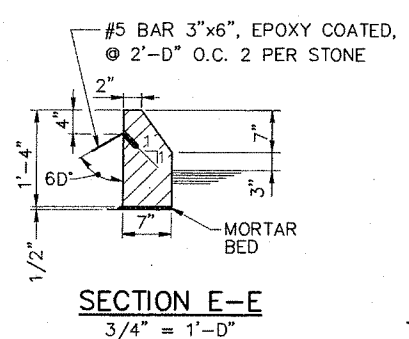
73 OF 104



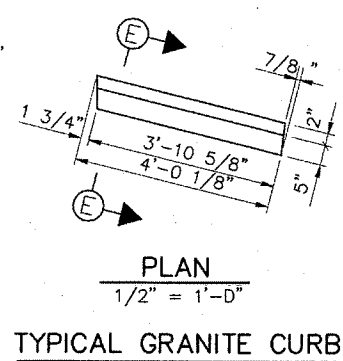
NOTE:
N.W. AND S.E. END POST SHOWN



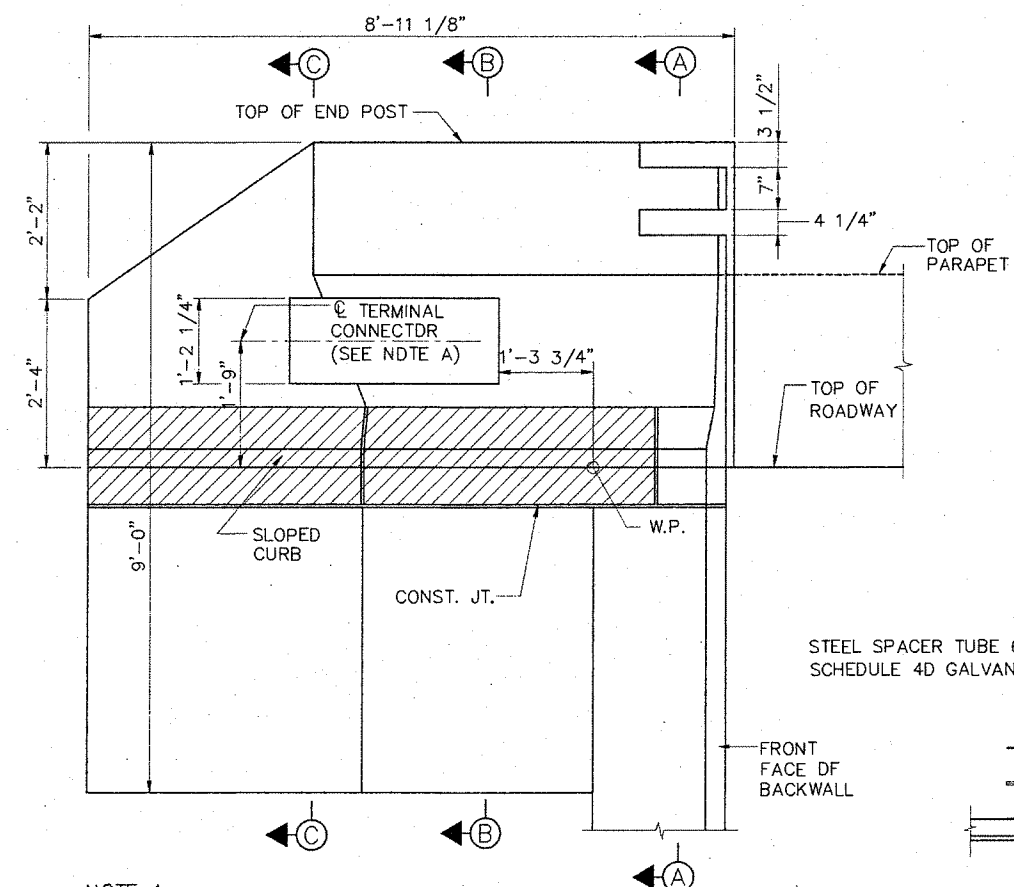
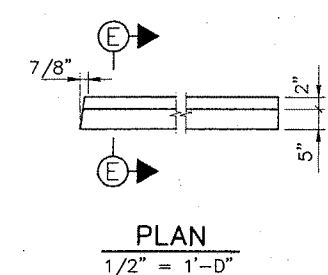
NOTE:
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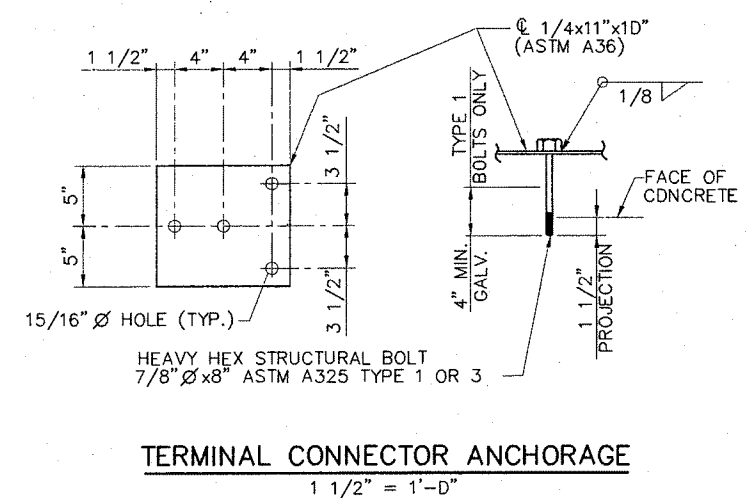
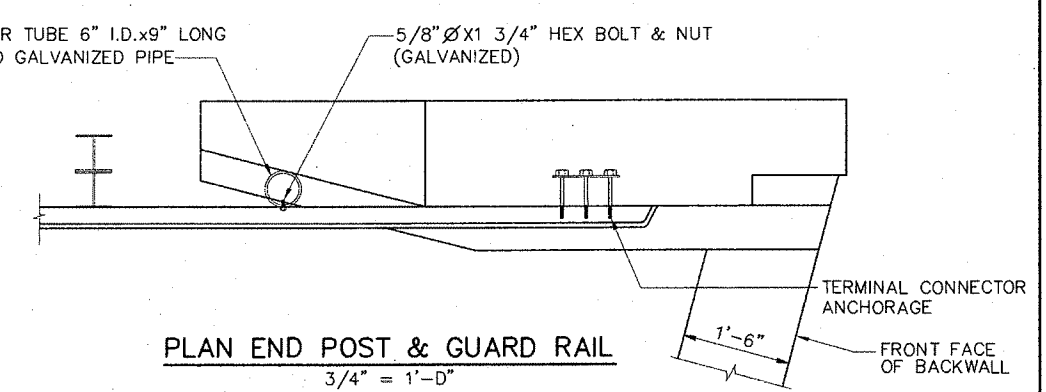
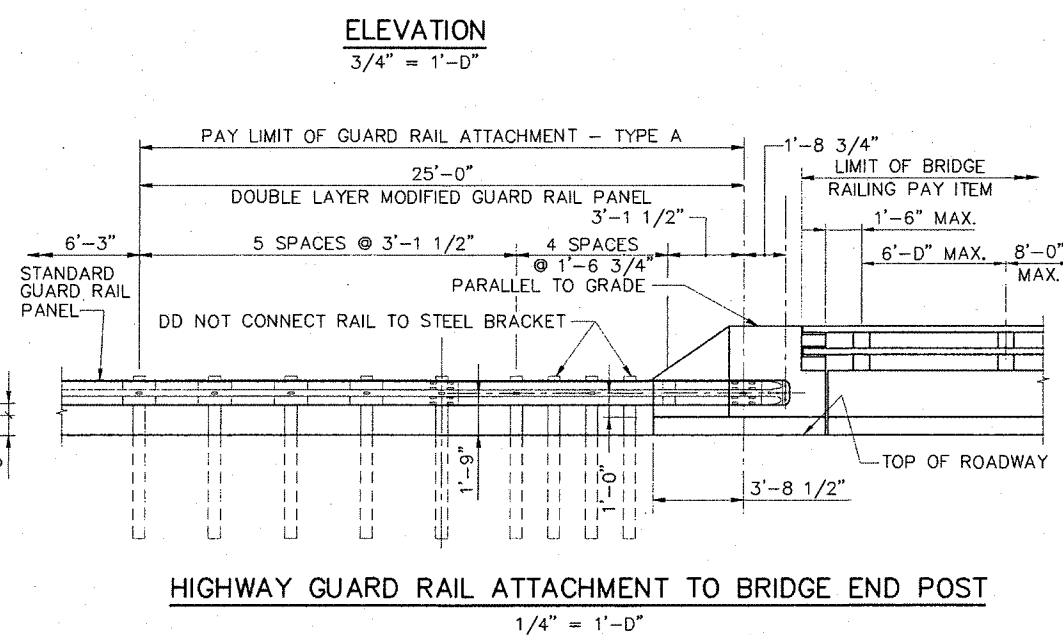
NOTE:
N.W. AND S.E. GRANITE CURB SHOWN, N.E.
AND S.W. GRANITE CURB OPPOSITE HAND.



TYPICAL GRANITE CURB



NOTE A
FOR TERMINAL CONNECTOR ANCHORAGE, SEE
THIS SHEET FOR DETAILS.



RAIL NOTES:

1. THE W-BEAM TERMINAL CONNECTORS SHALL BE INCIDENTAL TO ITEM 6D6.1735 GUARD RAIL ATTACHMENT TYPE A.

N: \\18250000.SS\DRAWINGS\ SOUTH STREET\SS31BEP01.DWG

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No.	Revision	By	Date				
				By	Date	By	Date
				CCJ	1/10/01	JLC	1/10/01
				Drawn	TRD 1/10/01	In Charge of	ESA 1/10/01

PE Stamp:

Approved by:

HNTB

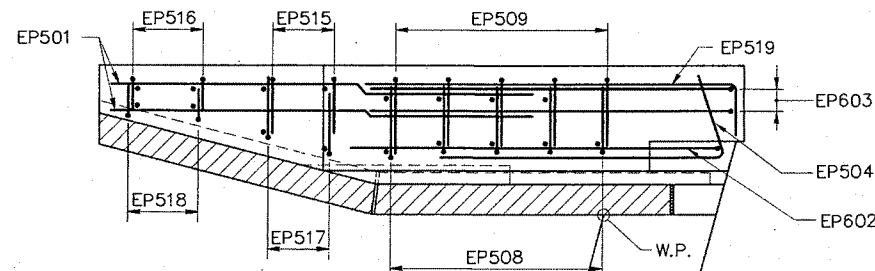
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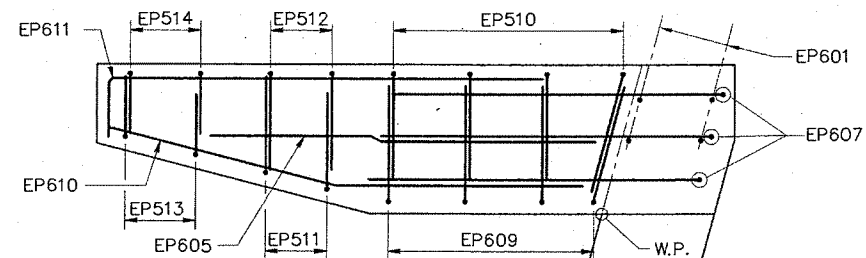
MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT

 **The Widening**

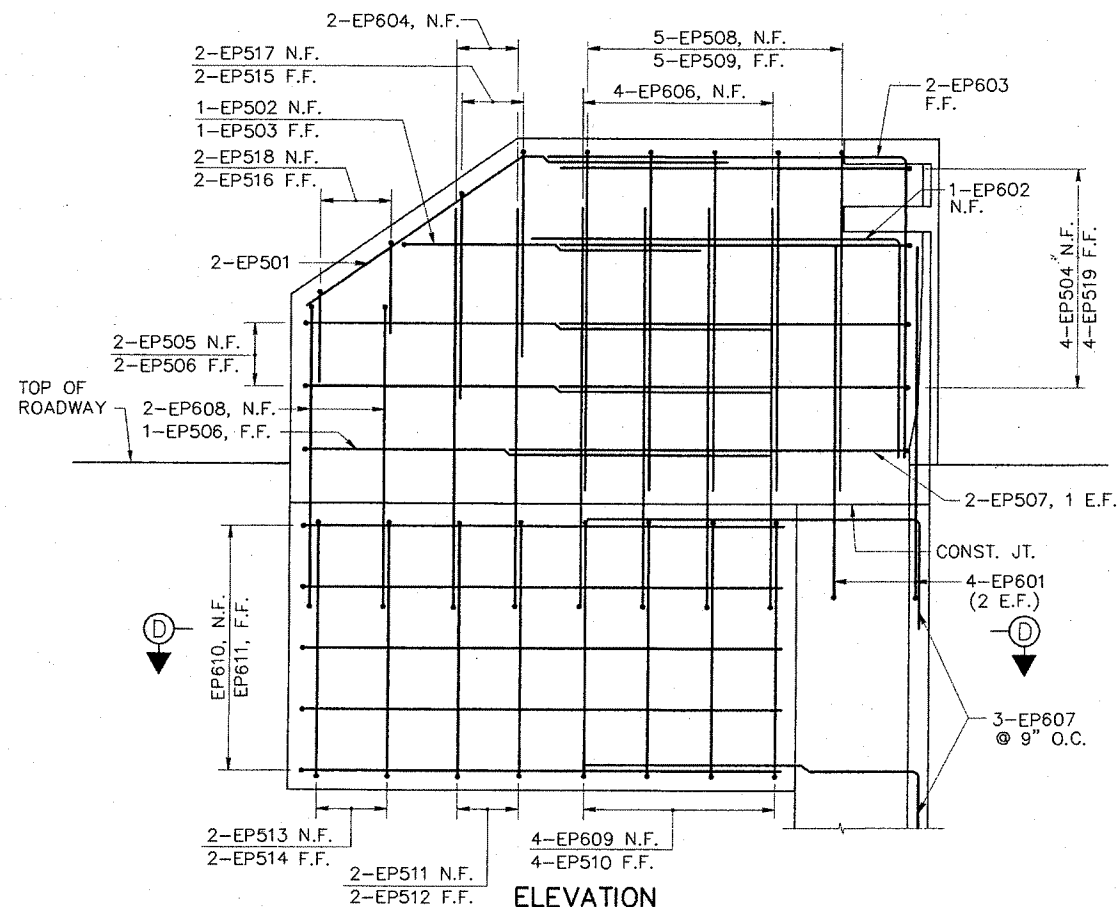
BRIDGE REPLACEMENT SOUTH STREET UNDERPASS END POST DETAILS I	
CONTRACT: 2001.07	SHEET NUMBER: SS-S12 74 OF 104



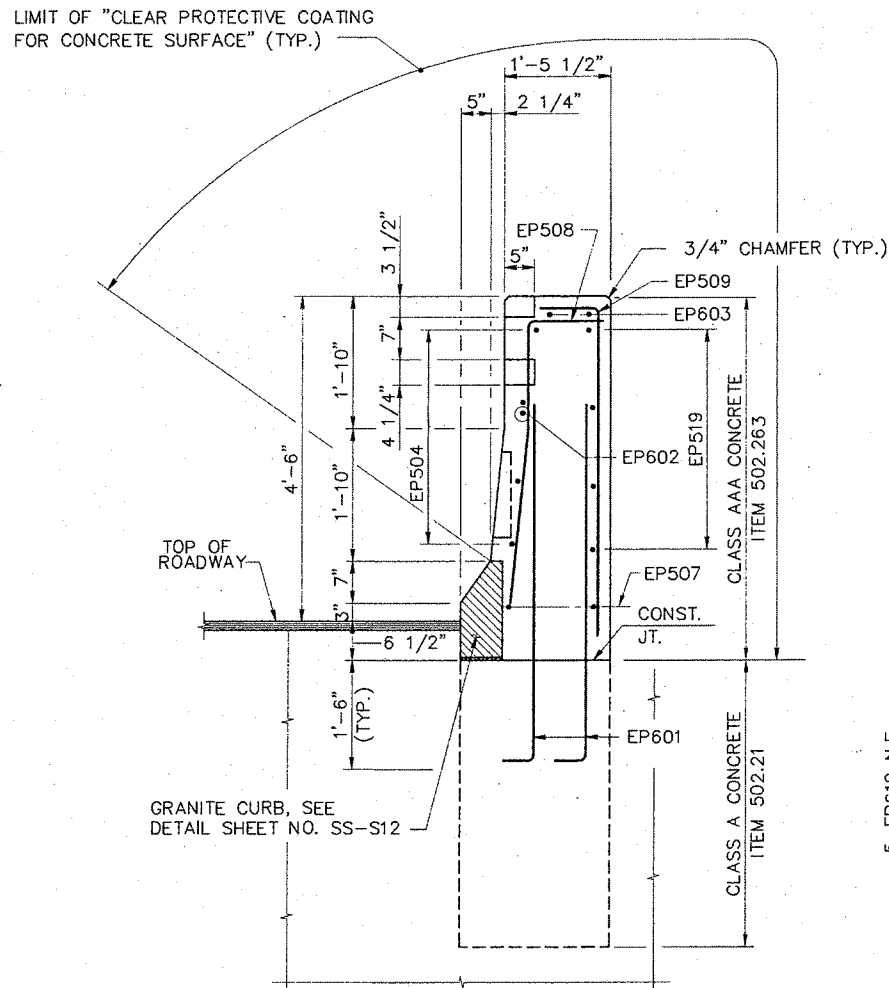
**PLAN
REINFORCEMENT**
3/4" = 1'-0"



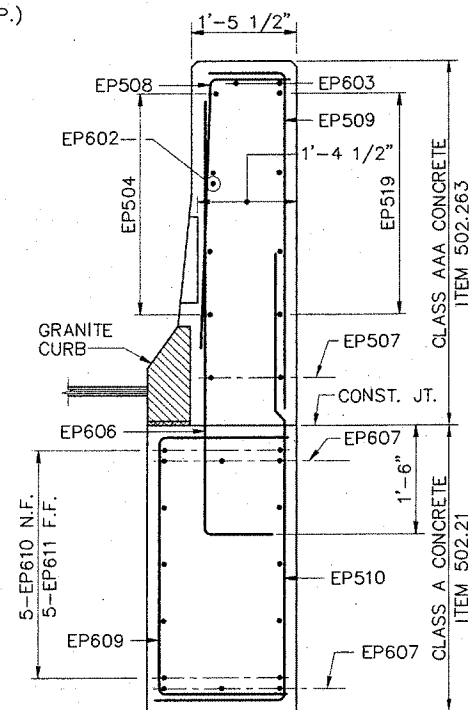
SECTION D-D
3/4" = 1'-0"



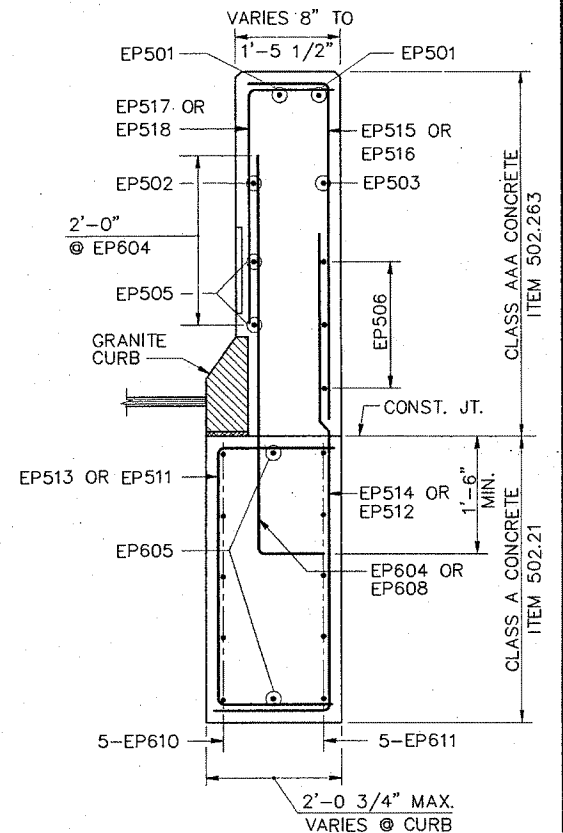
**ELEVATION
REINFORCEMENT**
3/4" = 1'-0"



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



SECTION B-B
3/4" = 1'-0"



SECTION C-C
3/4" = 1'-0"

NOTES:

1. SEE END POST DETAILS I, SHEET NO. SS-S12, FOR NOTES.
2. FOR SECTION LOCATIONS A-A, B-B AND C-C, SEE SHEET NO. SS-S12.

Scale:

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MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT

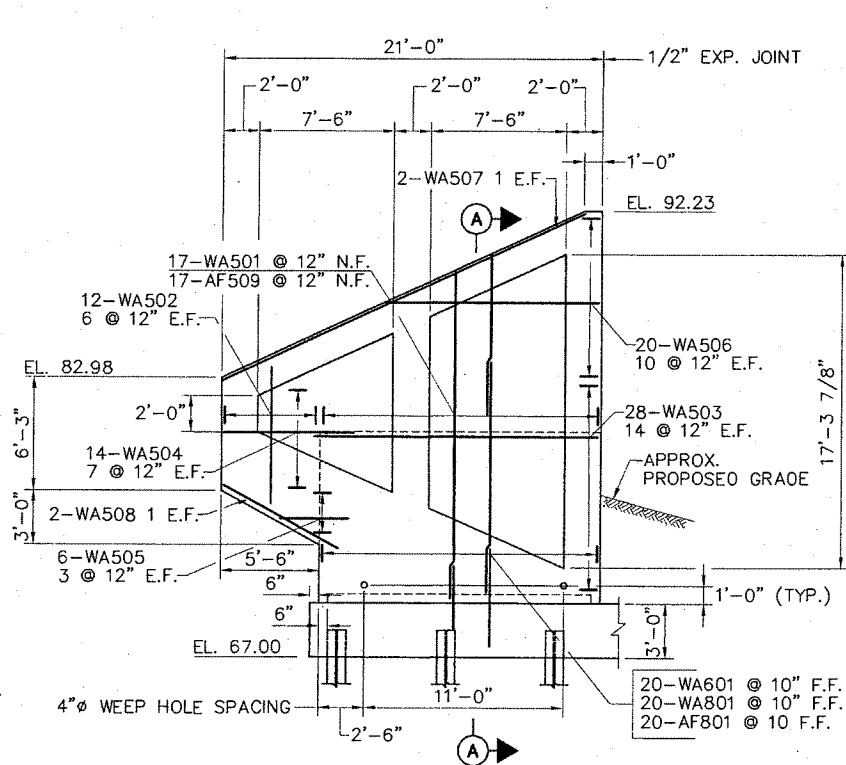


BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
END POST DETAILS II

CONTRACT: 2001.07

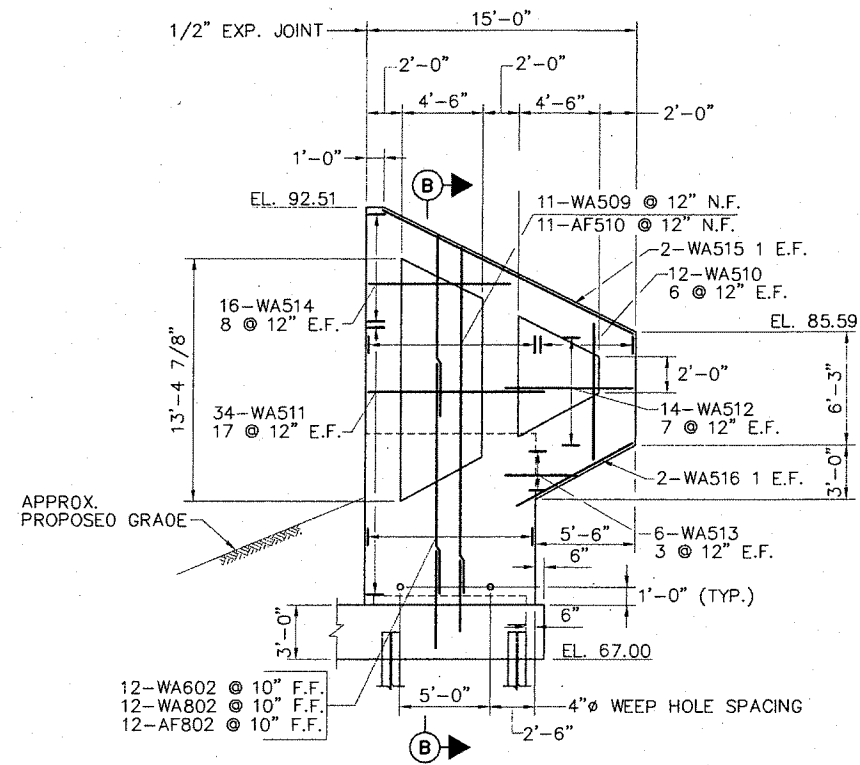
SHEET NUMBER: SS-S13

75 OF 104



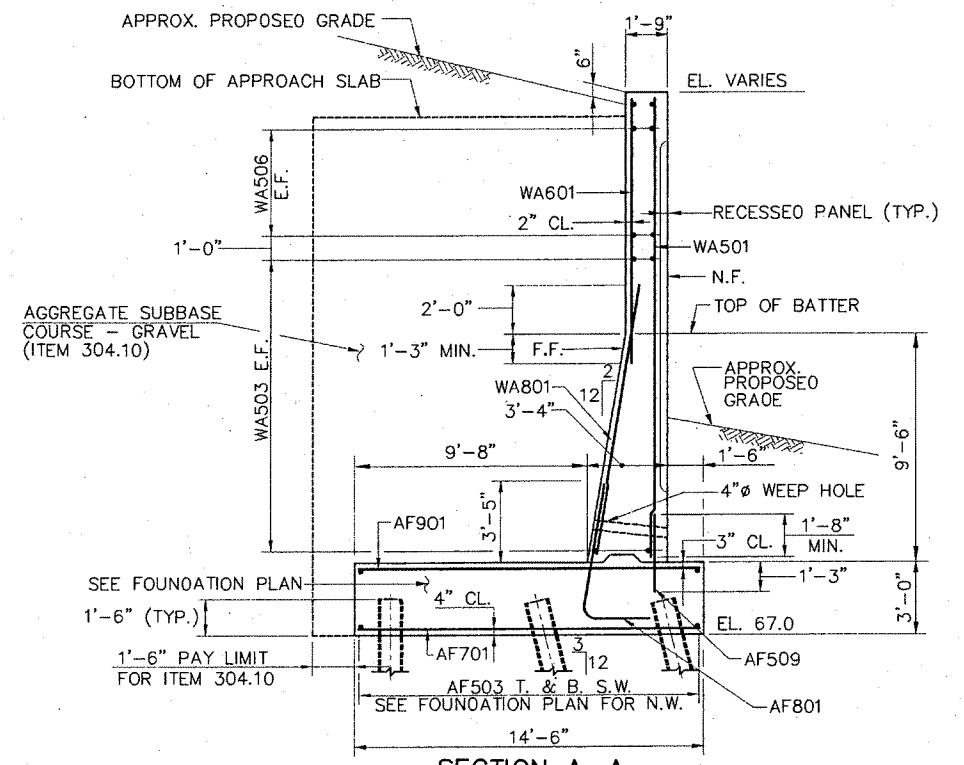
ELEVATION OF S.W. WINGWALL

3/16" = 1'-0"



ELEVATION OF N.W. WINGWALL

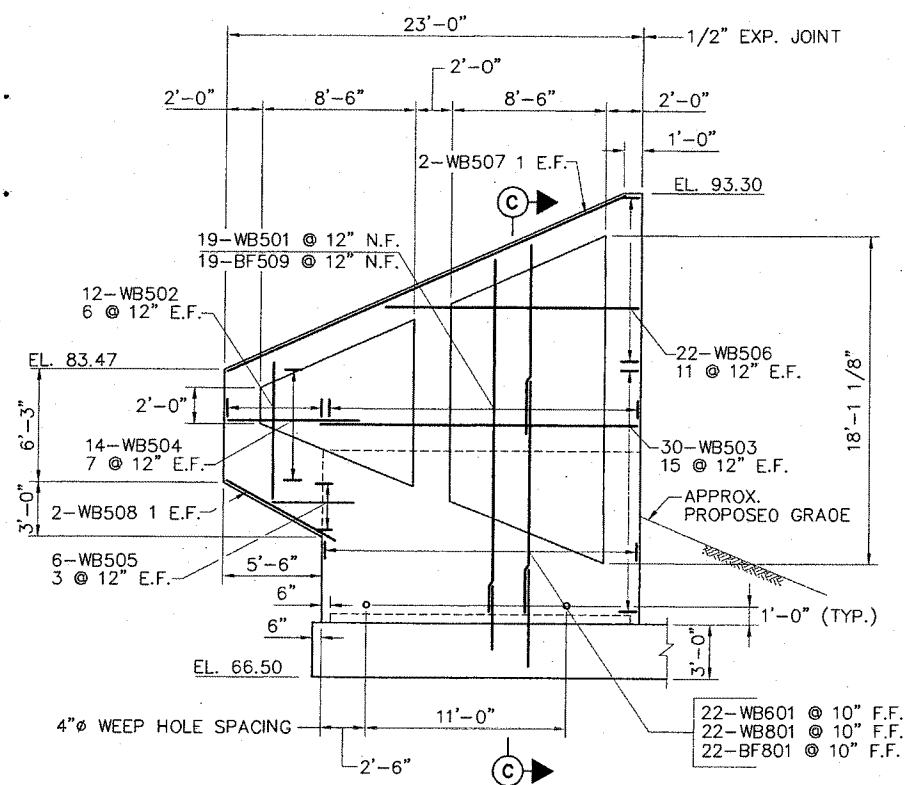
3/16" = 1'-0"



SECTION A-A

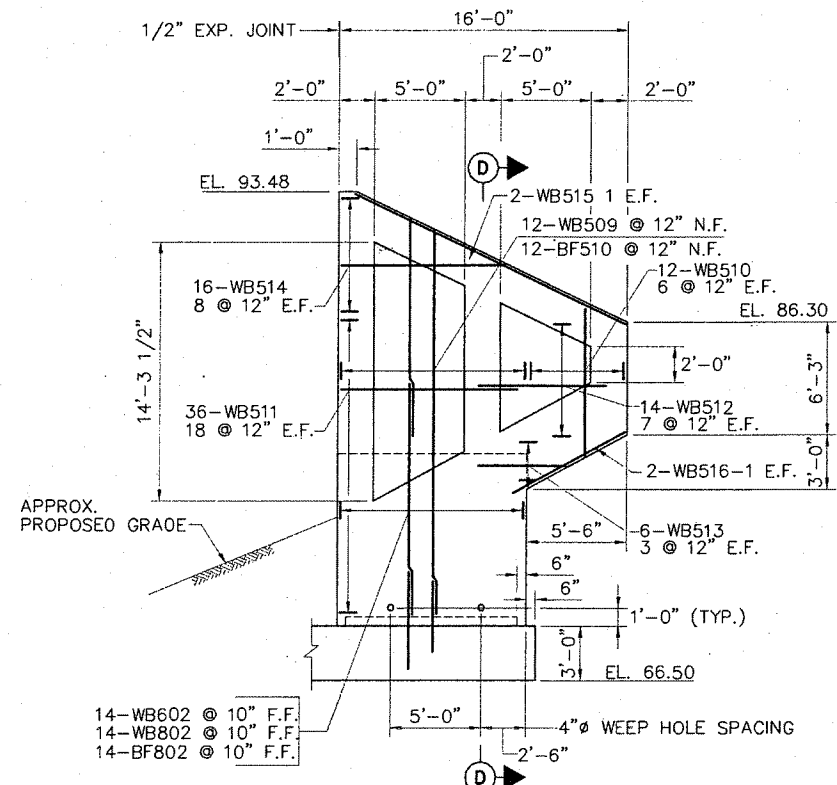
SECTION B-B SIMILAR

1/4" = 1'-0"



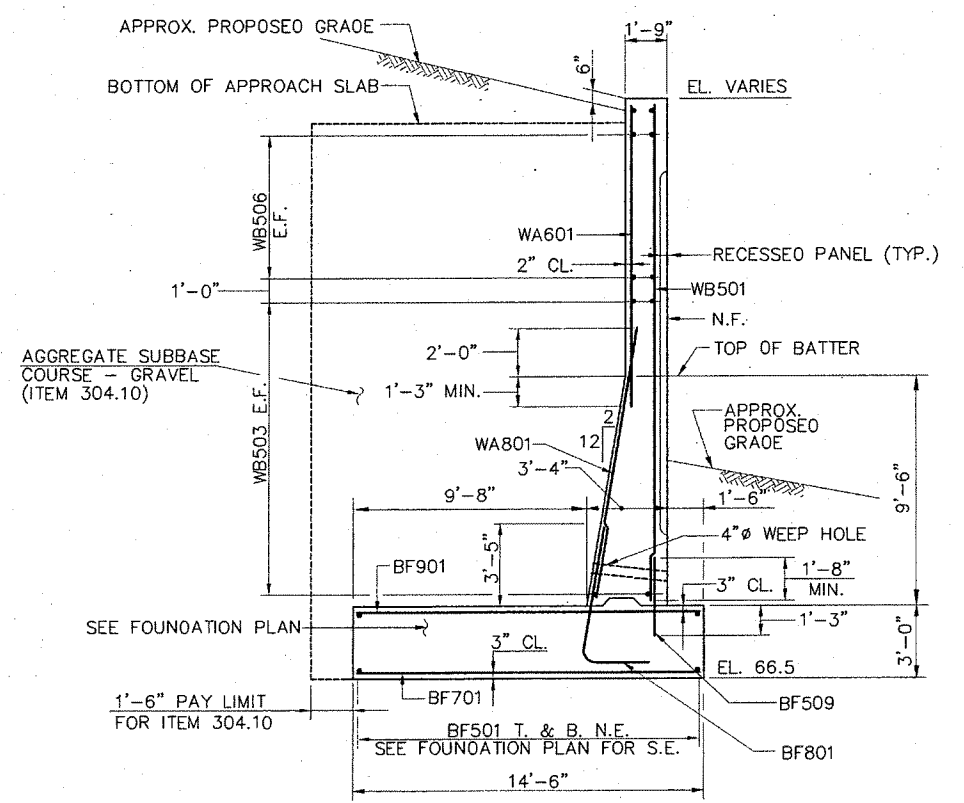
ELEVATION OF N.E. WINGWALL

3/16" = 1'-0"



ELEVATION OF S.E. WINGWALL

3/16" = 1'-0"



SECTION C-C

SECTION D-D SIMILAR

1/4" = 1'-0"

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MAINE TURNPIKE AUTHORITY
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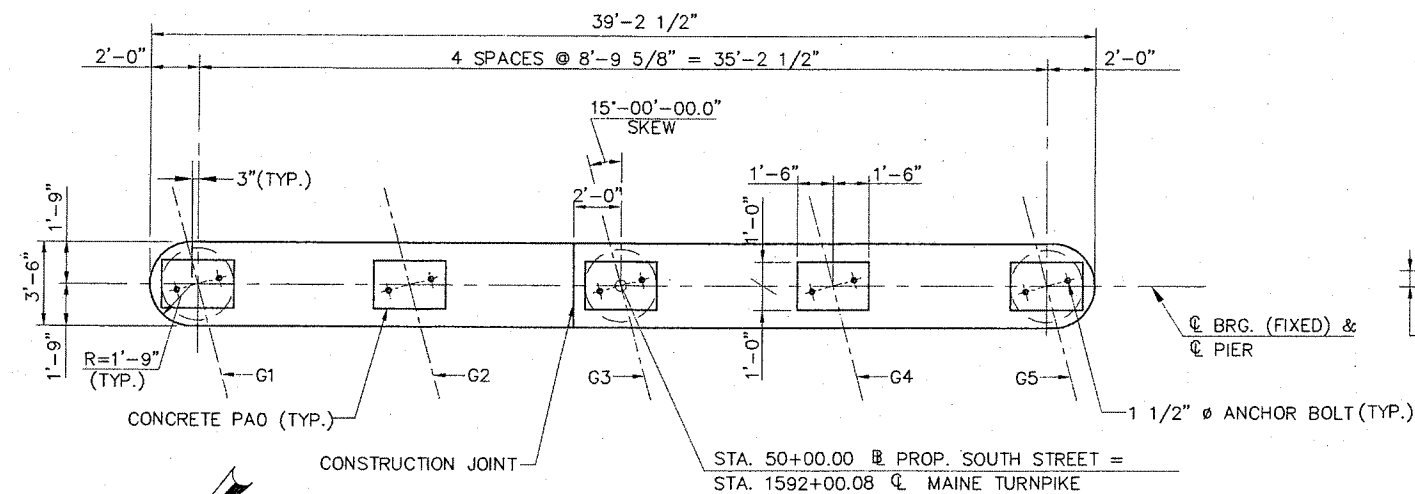


BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
WINGWALL DETAILS

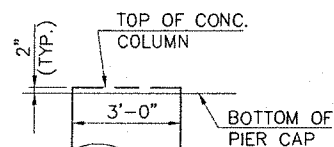
SHEET NUMBER: SS-S14

76 OF 104

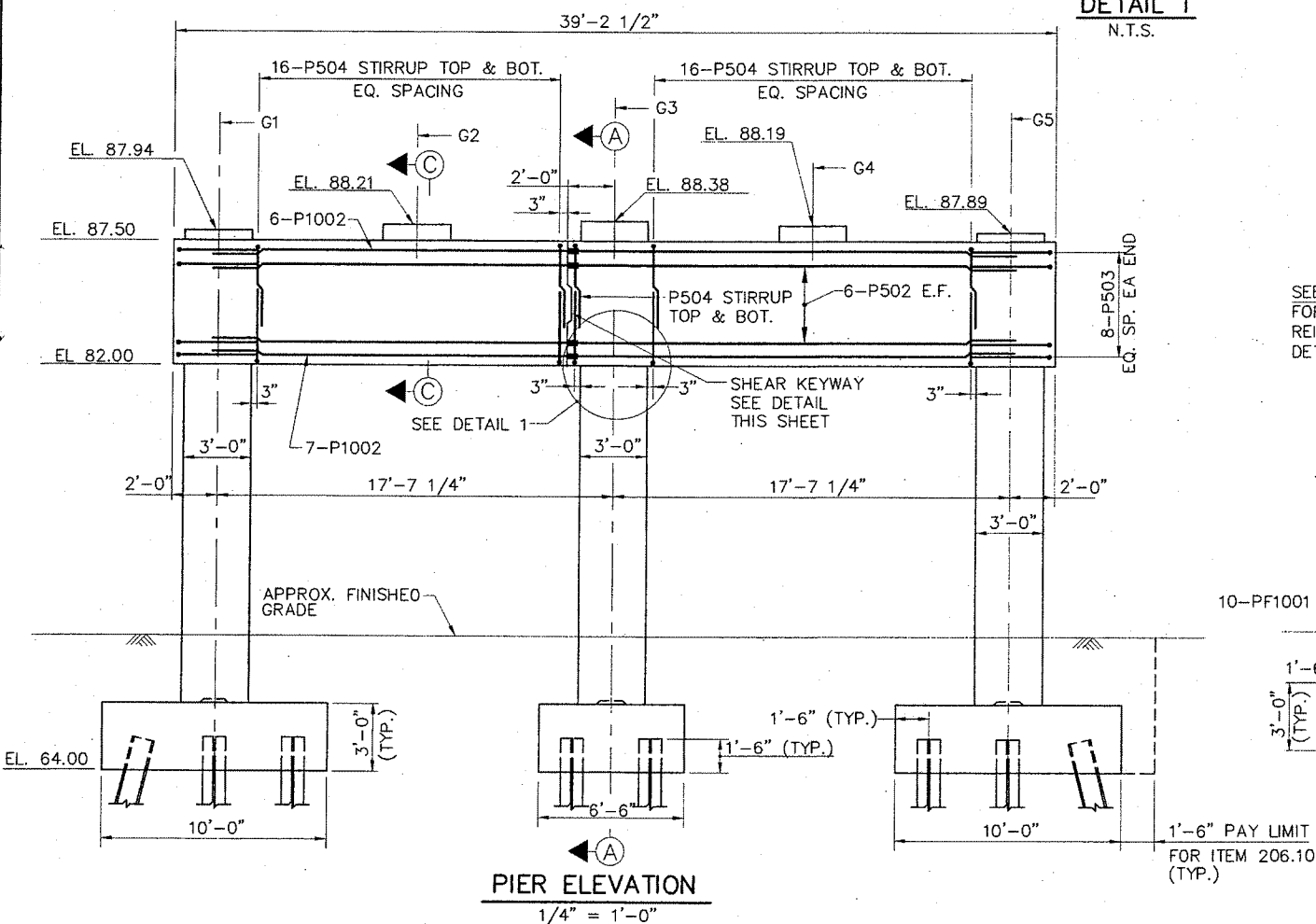
CONTRACT: 2001.07



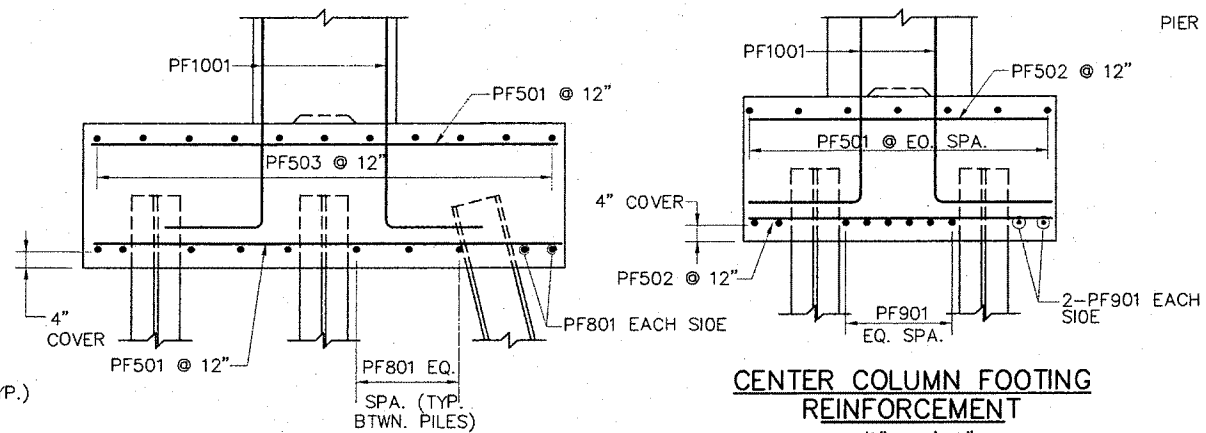
PLAN
1/4" = 1'-0"



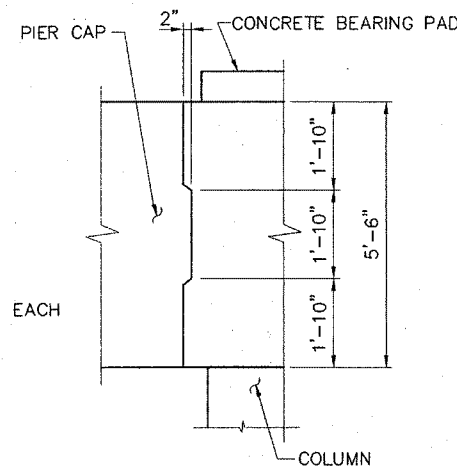
DETAIL 1
N.T.S.



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

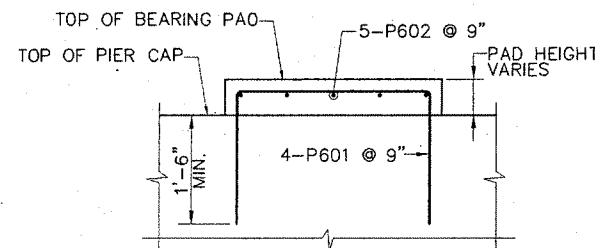


CENTER COLUMN FOOTING REINFORCEMENT
1/2" = 1'-0"

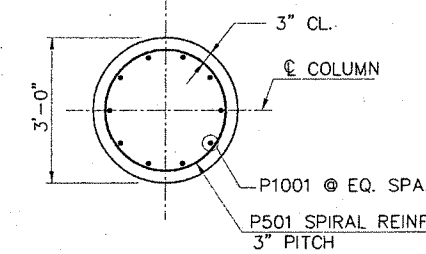


SHEAR KEYWAY DETAIL
1/2" = 1'-0"

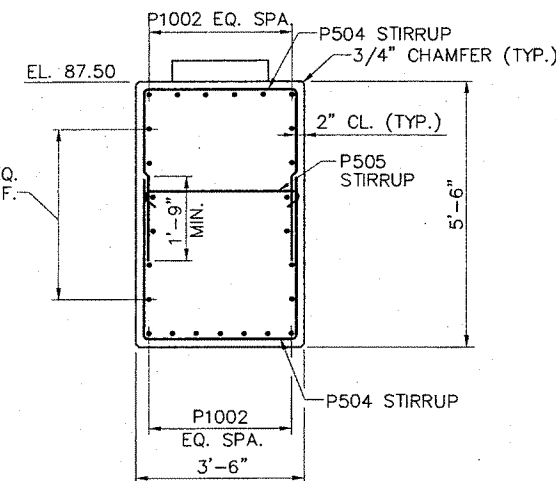
OUTER COLUMN FOOTING REINFORCEMENT
1/2" = 1'-0"



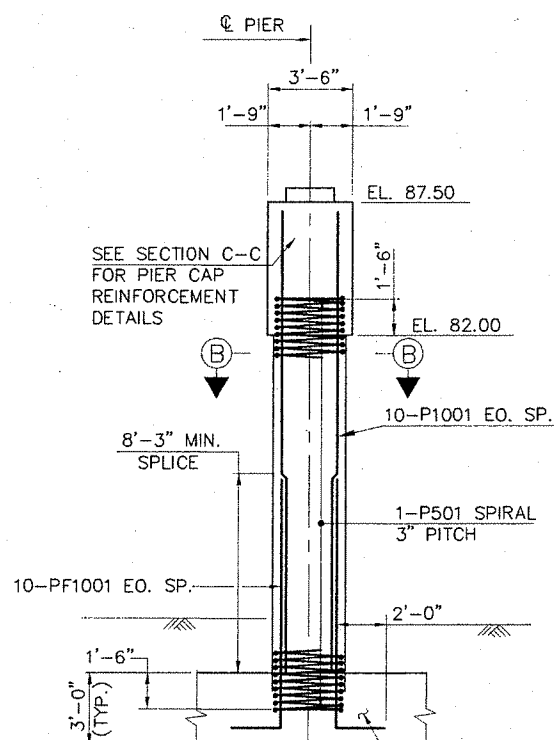
BEARING PAD DETAIL
3/4" = 1'-0"



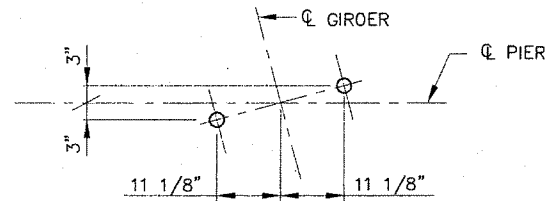
SECTION B-B
1/2" = 1'-0"



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



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



ANCHOR BOLT LAYOUT
3/4" = 1'-0"

NOTES

1. CHAMFER ALL EXPOSED EDGES OF CONCRETE 3/4", UNLESS OTHERWISE INDICATED.
2. REINFORCING STEEL SHALL HAVE A 2" MINIMUM COVER, UNLESS OTHERWISE INDICATED.
3. PLACE REINFORCING STEEL ON PIER CAP AND BEARING PADS TO CLEAR BEARING ANCHOR BOLTS.
4. FOR FOUNDATION PLAN AND FOOTING REINFORCEMENT, SEE SHEETS SS-S5 AND SS-S6.

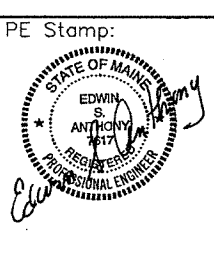
Scale:

No.	Revision	By	Date

Designed by:

ERDMAN ANTHONY
CONSULTING ENGINEERS
Rochester, NY - Mechanicsburg, PA - Boston, MA
Buffalo, NY - Albany, NY

	By	Date		By	Date
Designed	JLC	1/10/01	Checked	CCJ	1/10/01
Drawn	TRD	1/10/01	In Charge of	ESA	1/10/01



Approved by:

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HNTB CORPORATION
ARCHITECTS ENGINEERS PLANNERS
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Westbrook, ME 04092
TEL (207) 774-5155
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MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT

The Widening

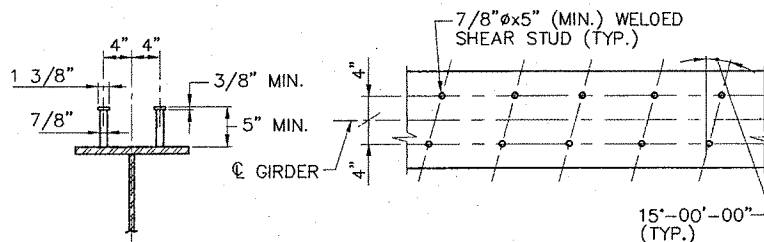
BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
PIER DETAILS

SHEET NUMBER: **SS-S15**
CONTRACT: 2001.07
77 OF 104

N:\18550000\SS\DRAWINGS\SS3\BP001.DWG

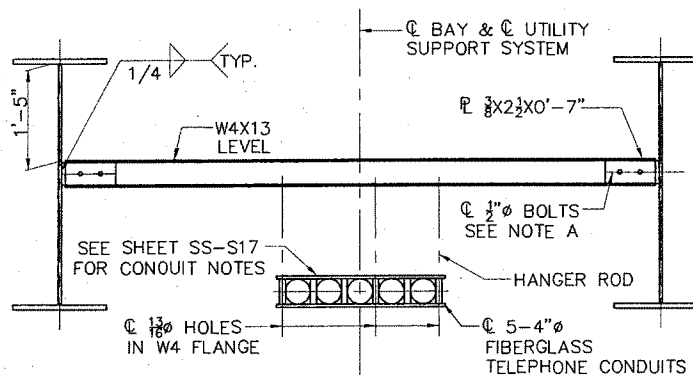
STRUCTURAL STEEL NOTES

1. CAMBER ORDINATES, AS SHOWN, ARE COMPUTED TO COMPENSATE FOR ALL DEAD LOAD DEFLECTIONS AND THE EFFECT OF VERTICAL CURVATURE.
2. NO TRANSVERSE BUTT WELD SPICES WILL BE ALLOWED IN THE FLANGE OR WEB PLATES WITHIN 10' FROM THE POINTS OF MAXIMUM NEGATIVE OR MAXIMUM POSITIVE MOMENT. BUTT WELD SPICES IN FLANGES SHALL NOT BE LESS THAN ONE FOOT FROM TRANSVERSE BUTT WELOS IN THE WEB PLATE OR CONNECTION PLATE TO WEB WELOS.
3. BUTT WELOS AT WEB SPICES AND FLANGE SPICES SHALL BE GROUND FLUSH IN LONGITUDINAL DIRECTION OF GIRDER.
4. BEARING STIFFENERS SHALL BE PLUMB AFTER ERECTION AND DEAD LOADING OF THE STRUCTURE.
5. CROSSFRAME OR DIAPHRAGM CONNECTION PLATES MAY BE EITHER PLUMB OR NORMAL TO THE TOP FLANGE FOR THE ENTIRE BRIDGE.
6. FILLER PLATES SHALL CONFORM TO AASHTO M270, GRADE 36. MILL TESTS FOR FILLER PLATE MATERIAL WILL NOT BE REQUIRED.
7. FOR DETAILS OF DIAPHRAGM & CROSSFRAME TYPES MB, MG AND MH, SEE STANDARD DETAILS, PAGES 504(15) AND 504(17). SEE NOTE 3 ON SHEET NO. SS-S2.
8. WELDED GROOVERS: FLANGES, WEBS, SPICE PLATES AND BEARING STIFFENERS SHALL BE AASHTO M270, GRADE 50. BOLTS SHALL BE AASHTO M164. ALL OTHER STRUCTURAL STEEL SHALL BE AASHTO M270, GRADE 36.
9. ALL FLANGE AND WEB PLATES SHALL BE DESIGNATED "CVN" WITH THE MATERIAL MEETING SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS IN ACCORDANCE WITH AASHTO SPECIFICATIONS (TEMPERATURE ZONE 2 DESIGNATION).
10. FOR TENSION FLANGE CONNECTION DETAIL FOR DIAPHRAGMS & CROSSFRAMES, SEE STANDARD DETAILS, PAGE 504(21). SEE NOTE 3 ON SHEET NO. SS-S2.
11. SIGN SUPPORTS SHALL BE GALVANIZED AND INCIDENTAL TO ITEM 504.702, SEE SHEET SS-S17 FOR DETAILS.



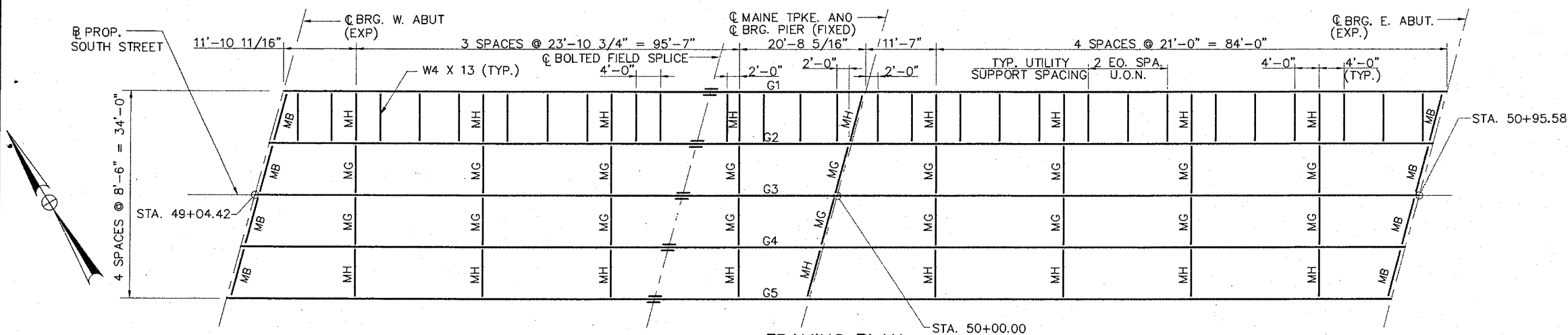
SECTION A-A
NO SCALE

SHEAR CONNECTOR LAYOUT
3/4" = 1'-0"

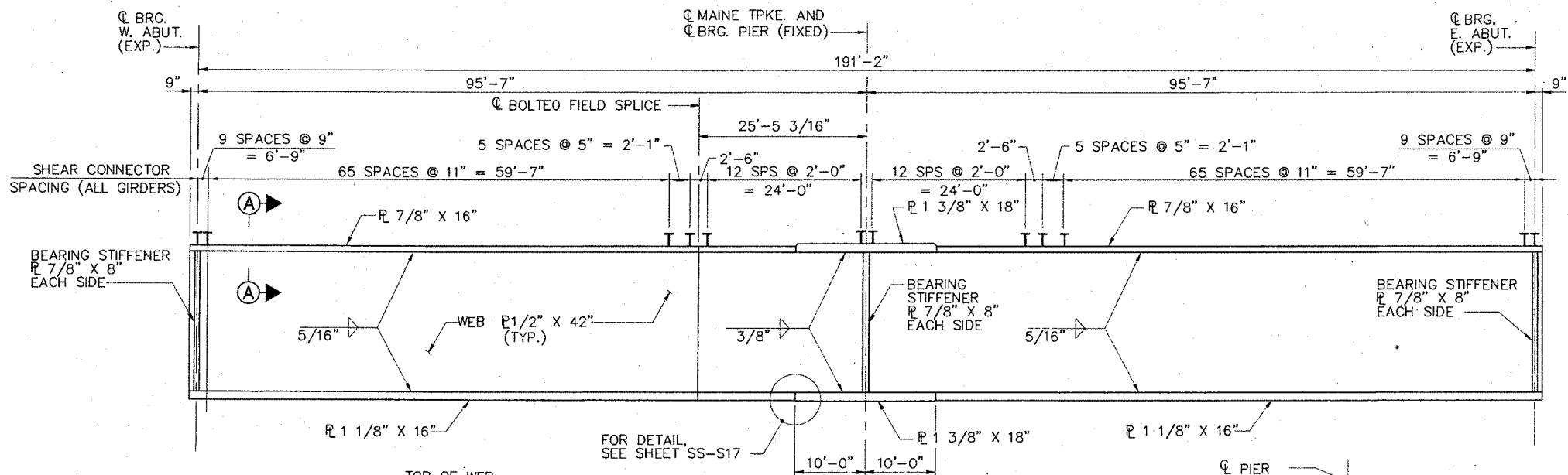


UTILITY SUPPORT DETAIL
NO SCALE

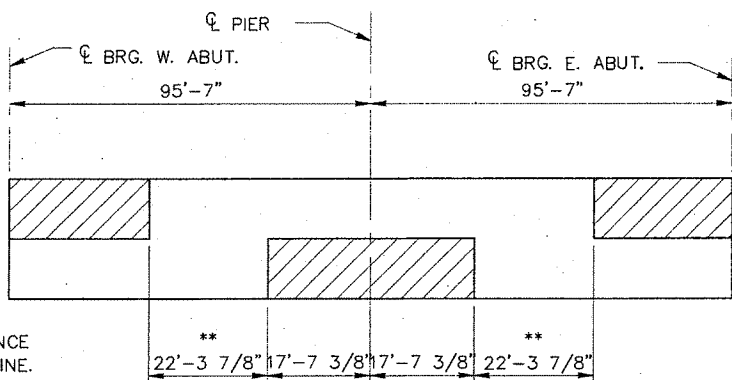
NOTE A
PROVIDE 5/8"X1" VERTICAL SLOTTED HOLES IN W4



FRAMING PLAN
3/32" = 1'-0"



GIRDER ELEVATION
NO SCALE



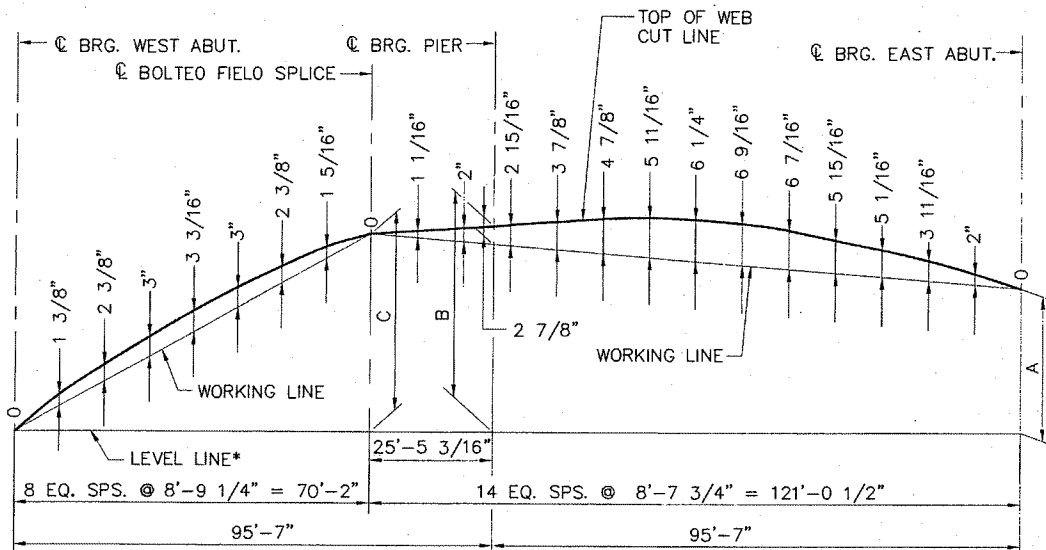
GIRDER STRESS DIAGRAM
NO SCALE

AREAS OF GIRDER WHICH WILL ALWAYS BE IN COMPRESSION. ALL OTHER AREAS WILL BE IN TENSION OR ARE AREAS OF STRESS REVERSALS.

** STRESS REVERSALS

* LEVEL LINE IS THE HORIZONTAL REFERENCE LINE THROUGH LOWEST POINT ON CUT LINE.

GIRDER NO.	DIMENSIONS IN FEET		
	A	B	C
G1	0.78	1.50	1.39
G2	0.88	1.55	1.43
G3	0.99	1.61	1.47
G4	1.09	1.66	1.51
G5	1.20	1.72	1.55



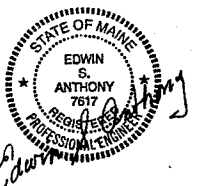
CAMBER DIAGRAM
NO SCALE

Scale:

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CONSULTING ENGINEERS
Rochester, NY - Mechanicsburg, PA - Boston, MA
Buffalo, NY - Albany, NY

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HNTB CORPORATION
ARCHITECTS ENGINEERS PLANNERS
2 Thomas Drive
Westbrook, ME 04092
TEL (207) 774-5155
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BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
FRAMING PLAN

SHEET NUMBER: SS-S16

78 OF 104

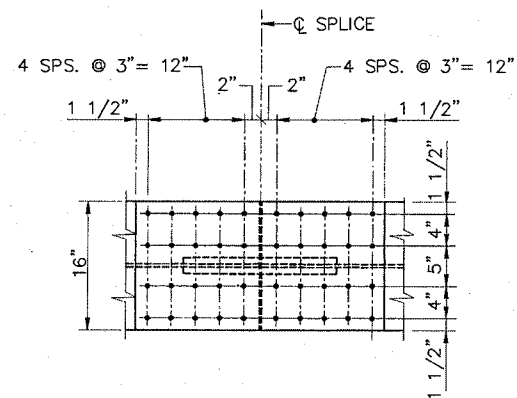
CONTRACT: 2001.07

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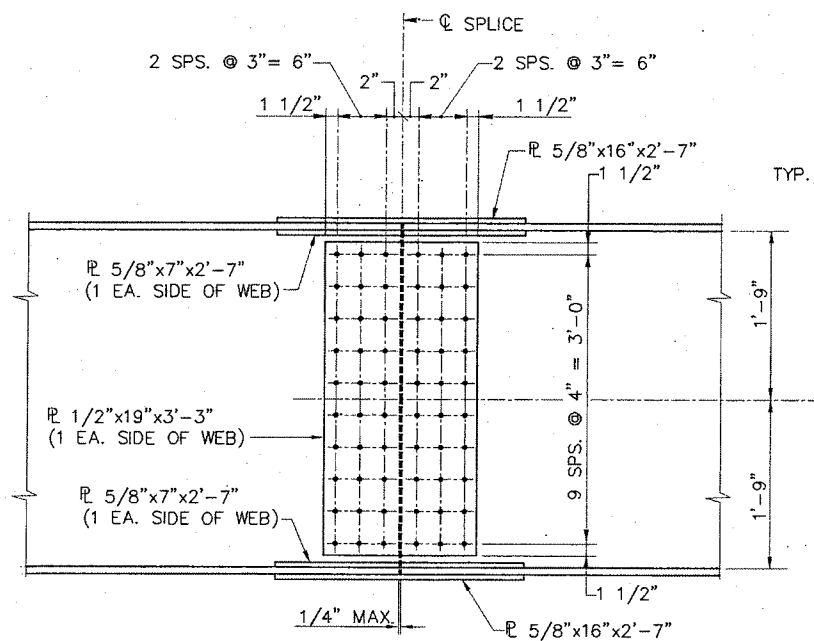
No.	Revision	By	Date

Designed	By	Date	Checked	By	Date
Drawn	TRD	1/10/01	In Charge of	ESA	1/10/01

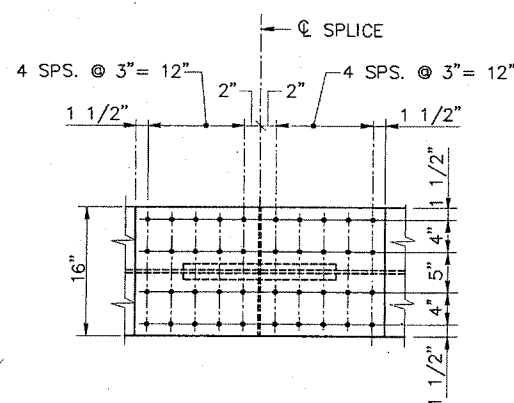
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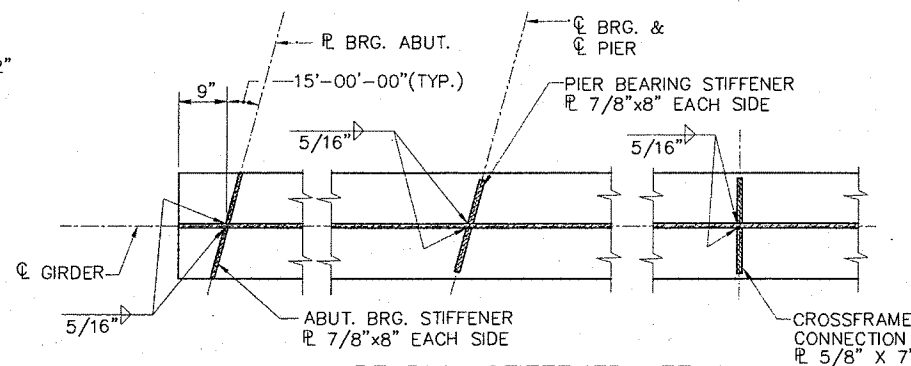
PLAN - TOP FLANGE
1" = 1'-0"



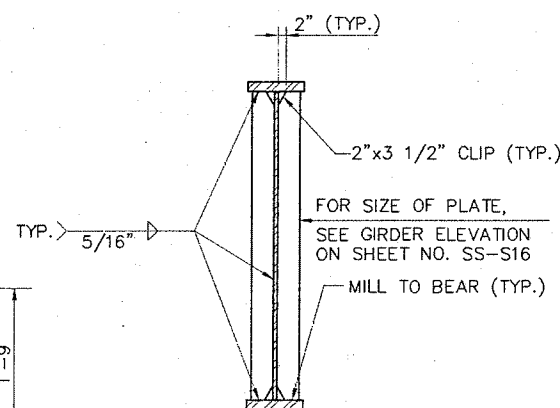
ELEVATION
1" = 1'-0"



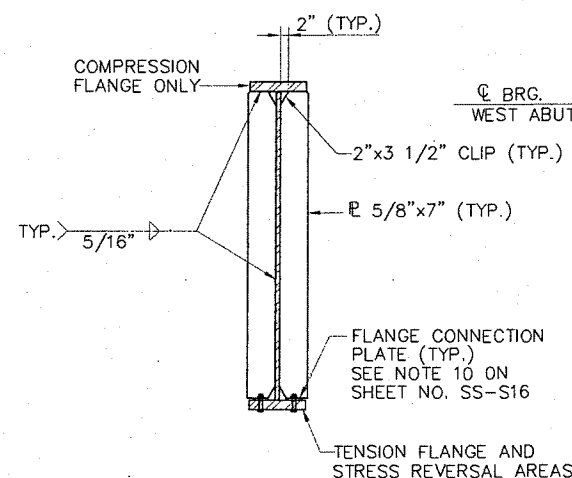
PLAN - BOTTOM FLANGE
1" = 1'-0"



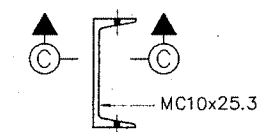
BEARING STIFFENER DETAILS
NO SCALE



BEARING STIFFENER DETAIL
NO SCALE

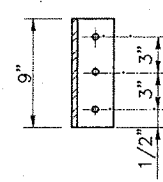


CROSSFRAME CONNECTION PLATE DETAILS
NO SCALE

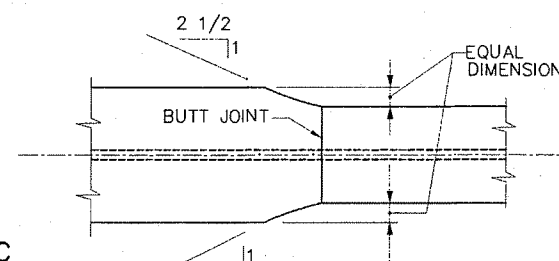


NOTE:
LOCATION OF SIGN SUPPORT
WILL BE DETERMINED IN FIELD.

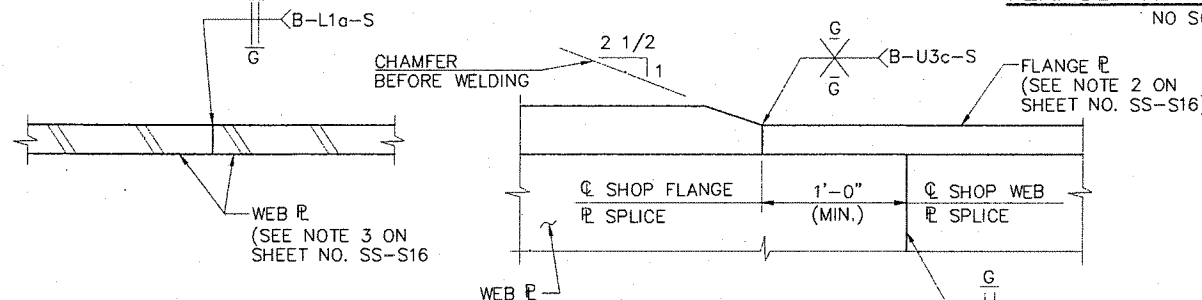
SIGN SUPPORT
(4 REQUIRED)
1 1/2" = 1'-0"



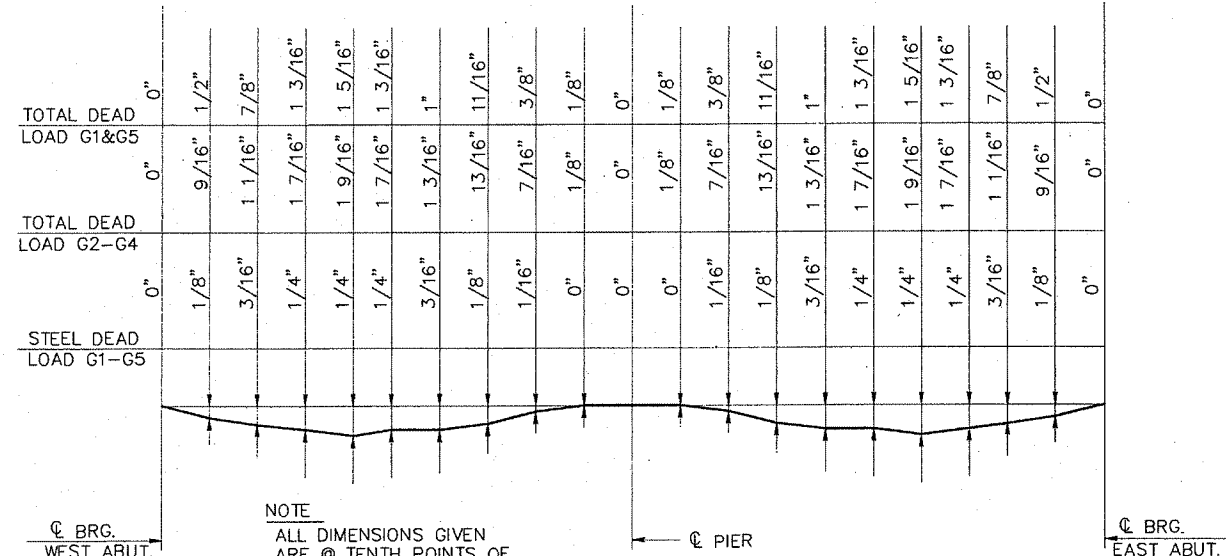
SECTION C-C
1 1/2" = 1'-0"



FLANGE TRANSITION DETAIL
NO SCALE



TYPICAL GIRDER FLANGE
AND WEB PLATE SHOP SPLICE
NO SCALE



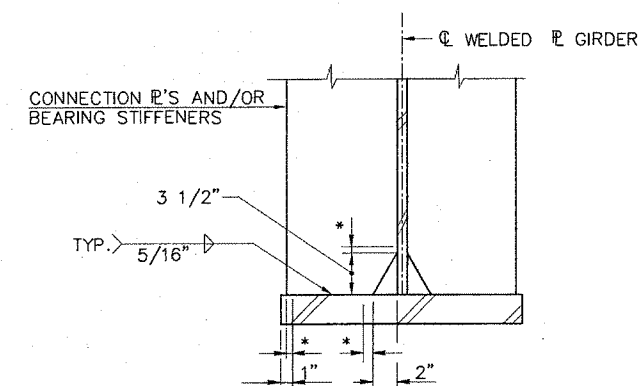
NOTE
ALL DIMENSIONS GIVEN
ARE @ TENTH POINTS OF
SPANS.

DEAD LOAD DEFLECTION DIAGRAM

HORIZ. 1" = 20'
VERT. 1" = 1"

CONDUIT NOTES

- SUPPORT SYSTEM SHALL BE AS MANUFACTURED BY AMERICAN U-TEL FOR 4" FIBERGLASS (4.5" O.D.) CONDUIT OR APPROVED EQUAL.
- CONTRACTOR TO MANDREL AND PLACE PULLWIRE IN 4" CONDUITS AND MANDREL AND PLACE MEASURING TAPE IN ONE CONDUIT AND PLACE PLUGS AT ALL DUCT ENDS.
- COST OF FURNISHING AND INSTALLING SUPPORT SYSTEM, CONDUIT, PULLWIRE AND FITTINGS SHALL BE PAID UNDER ITEMS 626.211 AND 626.212 (DOES NOT INCLUDE W4 OR 3/8" P.).
- SEE SHEET SS-S8 FOR CONDUIT CROSSUP DETAILS AT ABUTMENT.
- SELECT CONDUIT LENGTHS SO THAT COUPLING LOCATIONS DO NOT COINCIDE WITH SUPPORT LOCATIONS.
- THE CONDUIT SUPPORT SYSTEM SHALL BE KEPT ABOVE GIRDER BOTTOM FLANGE LEVEL.



* NO WELD FOR 1/4" MIN., 1/2" MAX.
(EXCEPT MUST MAINTAIN 1" MINIMUM FROM
EDGE OF FLANGE)

WELD TERMINATION AND COPING DETAILS
FOR WELDED PLATE GIRDERS
NO SCALE

NOTES

- ALL BOLTS SHALL BE 7/8"Ø, AASHTO M164, HIGH STRENGTH BOLTS. HOLES SHALL BE 15/16"Ø.
- NUTS SHALL BE ON INSIDE FACE OF WEB SPLICE FOR FASCIA GIRDERS.
- NUTS SHALL BE UP ON ALL FLANGE SPLICES.
- FOR STRUCTURAL STEEL NOTES, SEE SHEET NO. SS-S16.

Scale:

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CONSULTING ENGINEERS

Rochester, NY - Mechanicsburg, PA - Boston, MA
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ARCHITECTS ENGINEERS PLANNERS

2 Thomas Drive
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TEL (207) 774-5155
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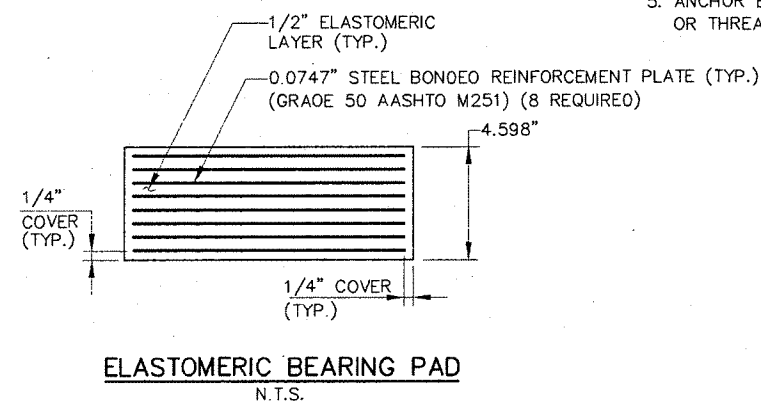
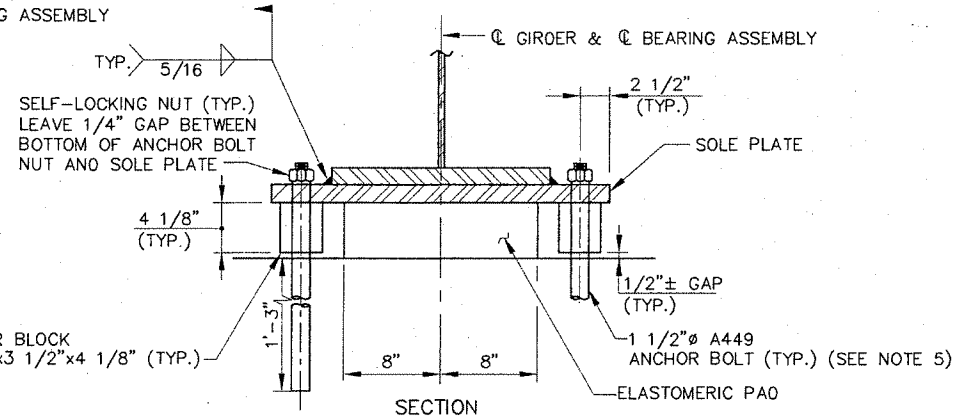
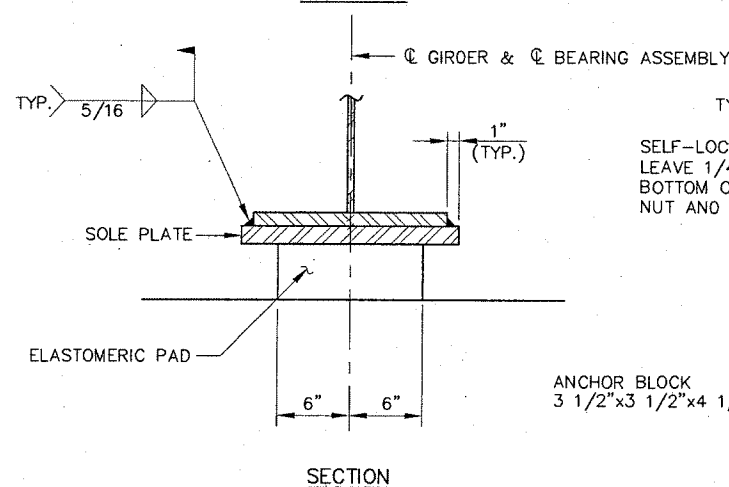
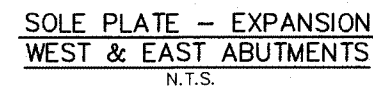
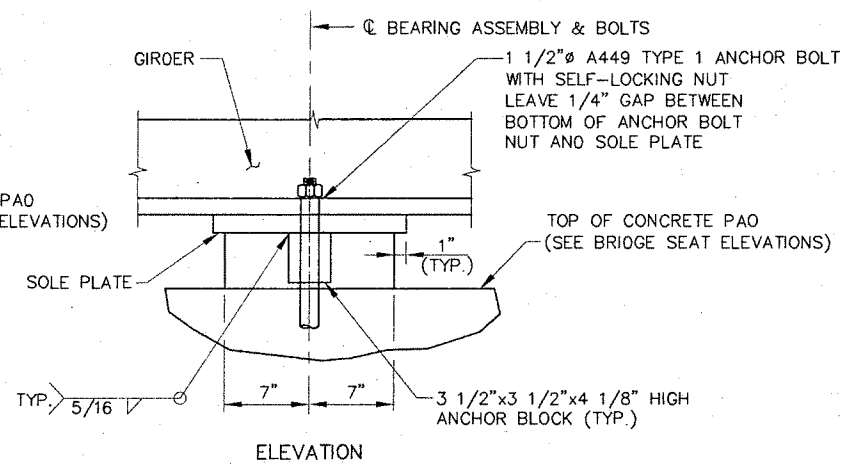
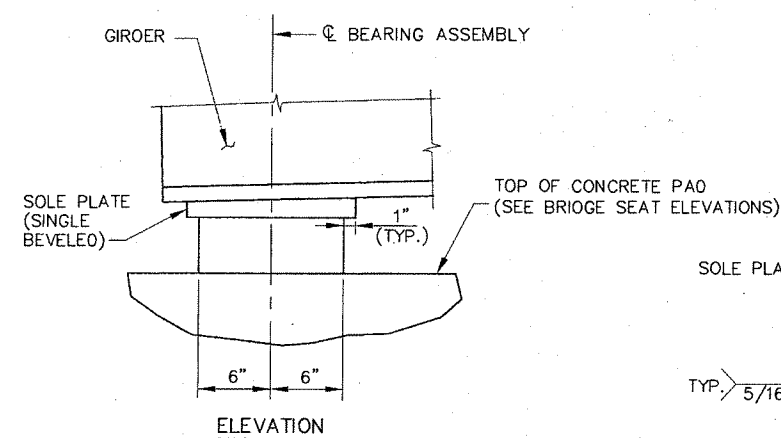
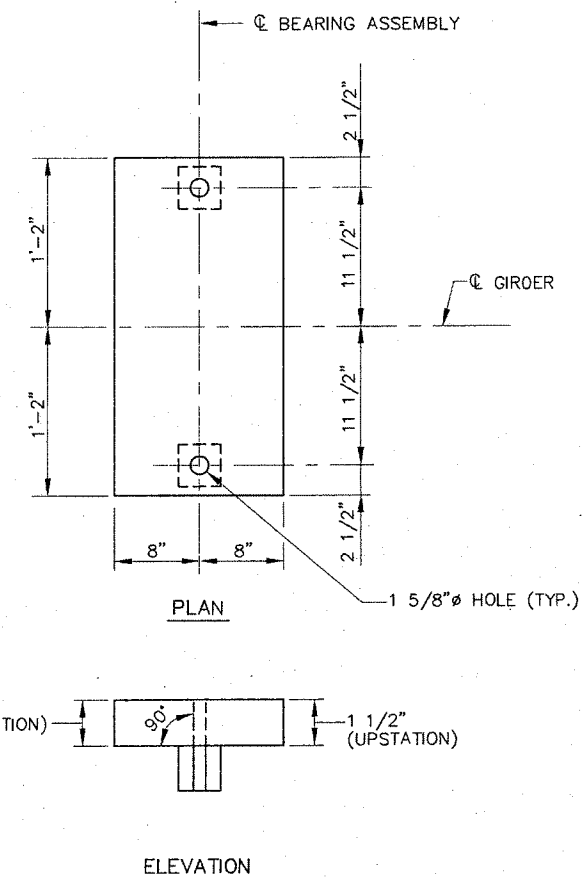
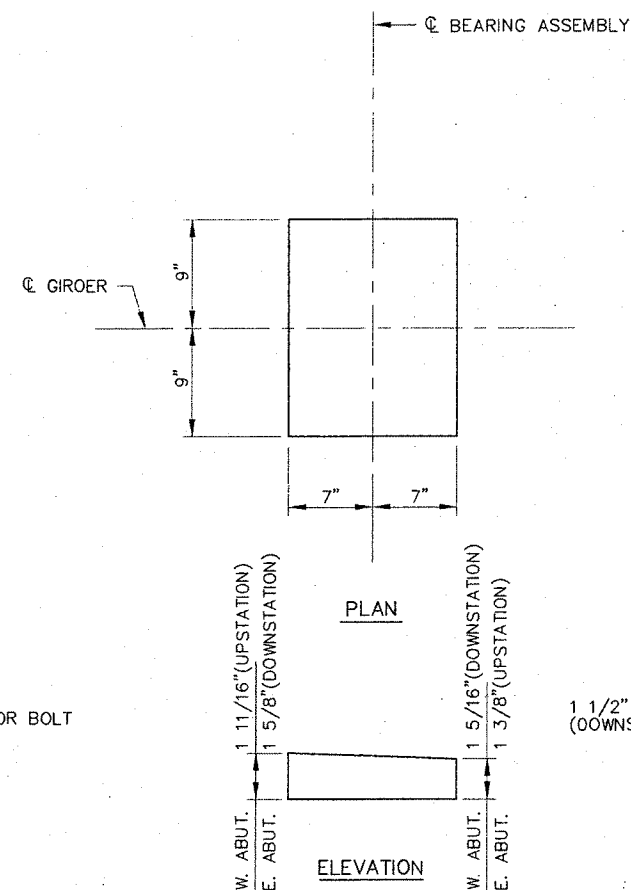
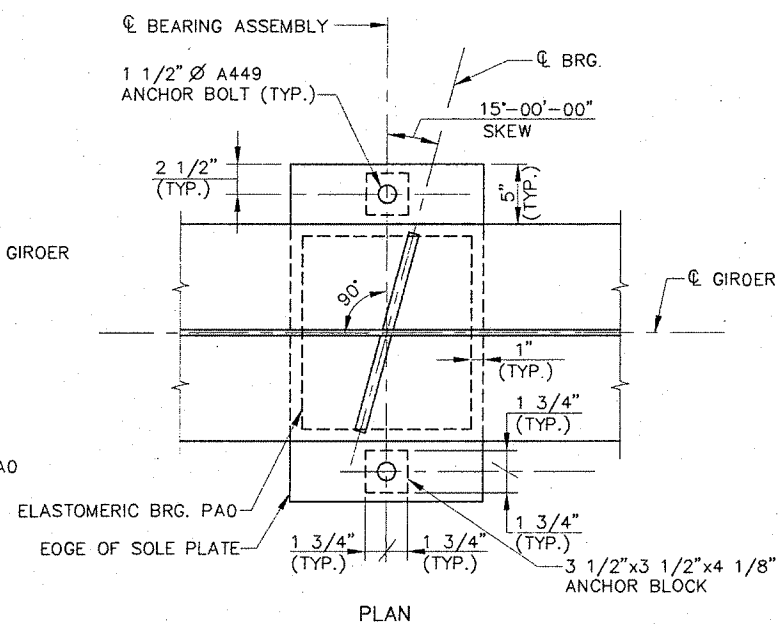
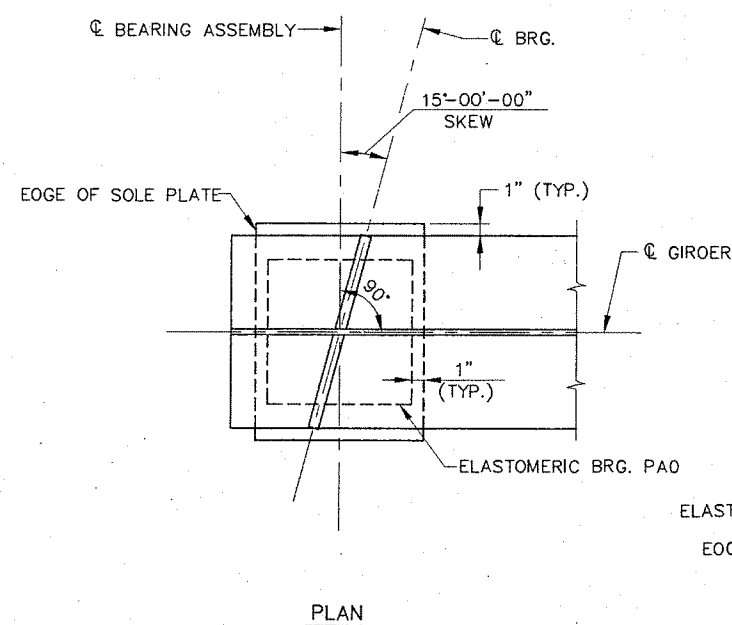


BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
STRUCTURAL STEEL DETAILS

CONTRACT: 2001.07

SHEET NUMBER: SS-S17

79 OF 104



- NOTES:

1. ELASTOMER SHALL BE 100% POLYCHLOROPRENE (NEOPRENE) WITH OUMETER HARONNESS OF 60.
2. SOLE PLATE, ANCHOR BOLTS, WASHER AND NUTS SHALL BE GALVANIZEO.
3. CONTRACTOR SHALL RE-FINISH GALVANIZING AS OIRECTEO BY ENGINEER AFTER WELOING.
4. BEARING PAOS WERE DESIGNED USING METHOO B, AASHTO 1998 INTERIM SPECIFICATIONS
5. ANCHOR BOLTS SHALL BE SWEDGED OR THREAEO.

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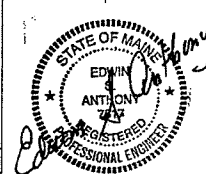
Scale:

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ERDMAN ANTHONY
CONSULTING ENGINEERS

Rochester, NY - Mechanicsburg, PA - Boston, MA
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2 Thomas Drive
Westbrook, ME 04092
TEL (207) 774-5155
FAX (207) 772-7410

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BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
BEARING DETAILS

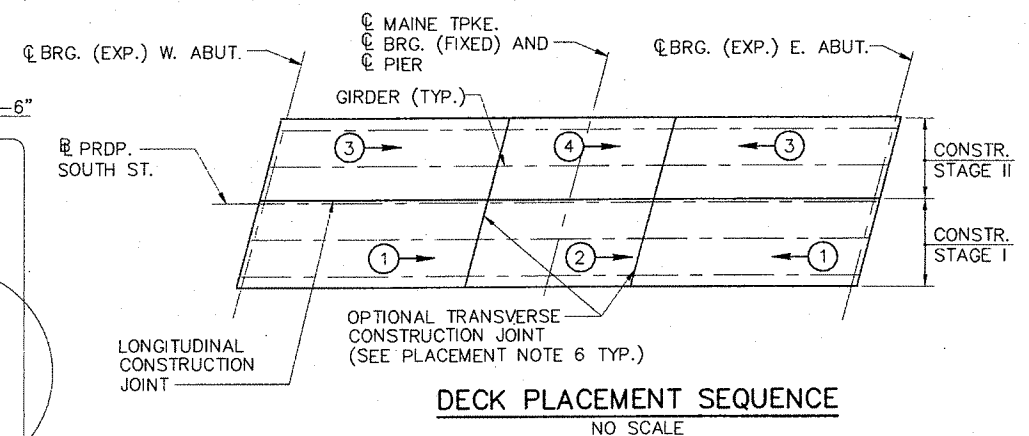
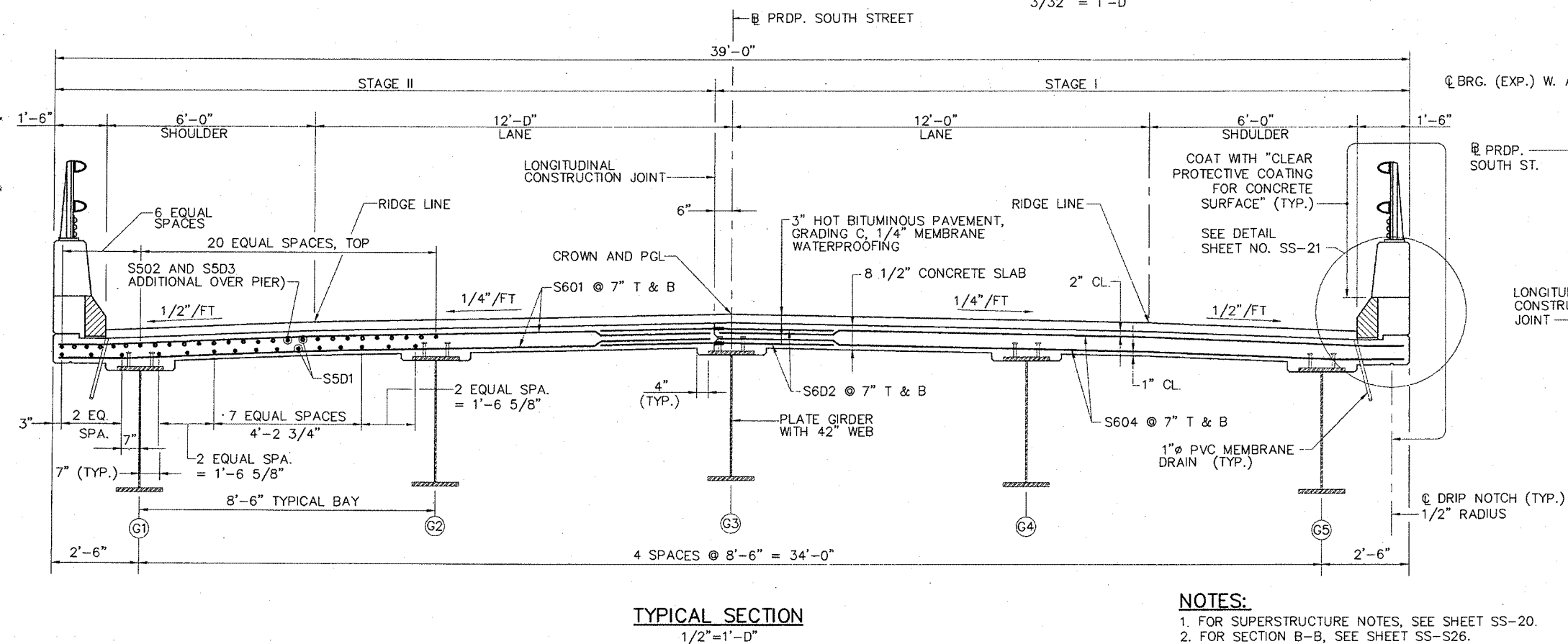
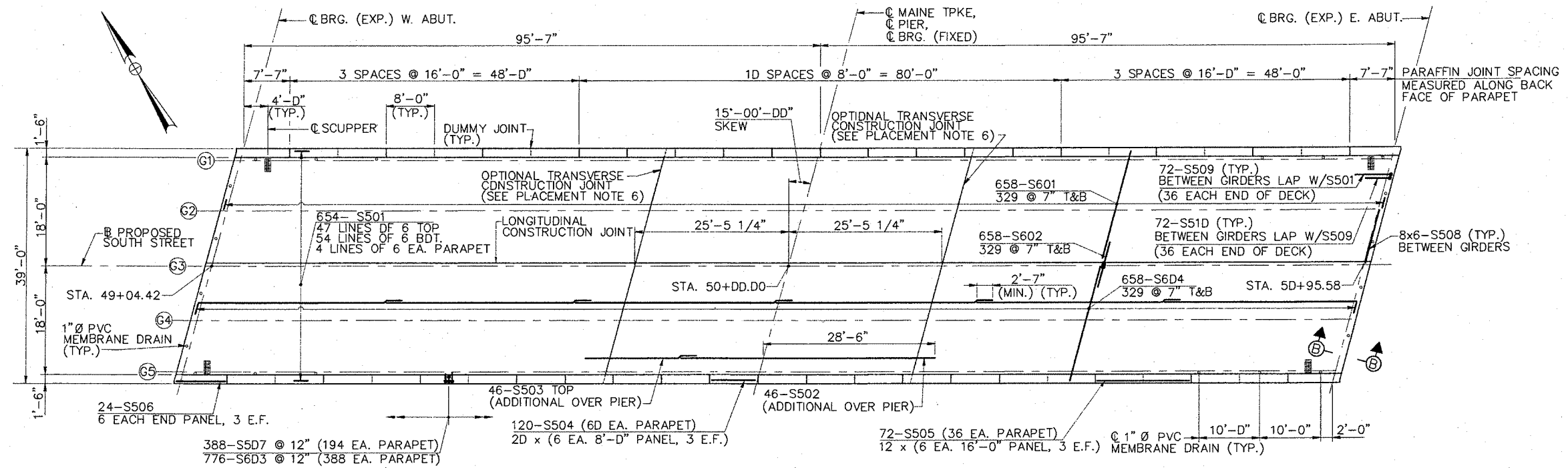
SHEET NUMBER: SS-S18

80 OF 104

CONTRACT: 2001.07

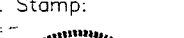
[illegible]

	By	Date		By	Date
Designed	JLC	1/10/01	Checked	CCJ	1/10/01
Drawn	TRD	1/10/01	In Charge of	ESA	1/10/01



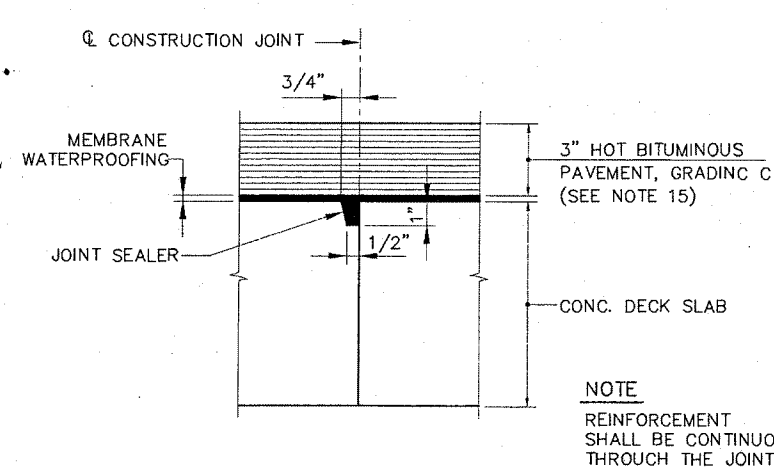
PLACEMENT NOTES

1. THE NUMBERS IN CIRCLES INDICATE PLACING SEQUENCE. THE ARROWS INDICATE DIRECTION OF PLACEMENT.
2. THE FORMWORK FOR THE CONSTRUCTION JOINTS SHALL REMAIN IN PLACE UNTIL A MINIMUM OF 48 HOURS HAS ELAPSED AFTER PLACEMENT OF THE SLAB. AFTER WHICH, REMOVAL OF FORMWORK MEETING THE REQUIREMENTS FOR FORM REMOVAL OF SECTION 502 (STRUCTURAL CONCRETE) OF THE STANDARD SPECIFICATIONS, MAY PROCEED.
3. PLACEMENTS DESIGNATED BY THE SAME NUMBER DO NOT NECESSARILY HAVE TO BE PLACED THE SAME DAY. A WAITING PERIOD OF 72 HOURS IS NECESSARY BETWEEN ADJACENT PLACEMENTS.
4. STAY-IN-PLACE FORMS ARE NOT ALLOWED TO BE USED.
5. BEGIN PLACEMENT AT THE LOW END OF THE BLOCK.
6. THE OPTIONAL TRANSVERSE CONSTRUCTION JOINT MAY BE OMITTED PROVIDED THAT THE CONCRETE OF THE ENTIRE DECK SLAB REMAINS PLASTIC UNTIL THE COMPLETION OF THE LAST PLACEMENT AND ALL OTHER SPECIFICATIONS FOLLOWED.

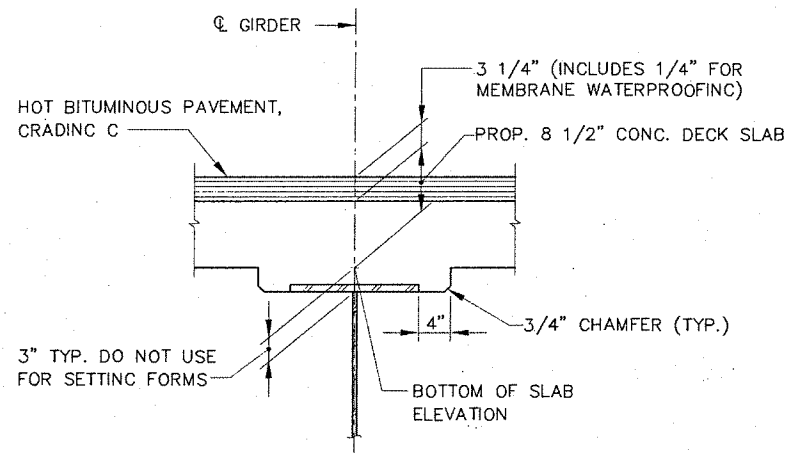
Scale:				Designed by:				PE Stamp:				Approved by:				MAINE TURNPIKE AUTHORITY MODERNIZATION AND WIDENING PROJECT				BRIDGE REPLACEMENT SOUTH STREET UNDERPASS DECK REINFORCEMENT & TYPICAL SECTION			
				ERDMAN ANTHONY CONSULTING ENGINEERS Rochester, NY - Mechanicsburg, PA - Boston, MA Buffalo, NY - Albany, NY								 HNTB CORPORATION ARCHITECTS ENGINEERS PLANNERS 2 Thomas Drive Westbrook, ME 04092 TEL (207) 774-5155 FAX (207) 772-7410											
No.	Revision			By	Date			Designed	By	Date			Checked	By	Date								
								Drawn	TRD	1/10/01			In Charge of	ESA	1/10/01								

SHEET NUMBER: SS-S19
81 OF 104

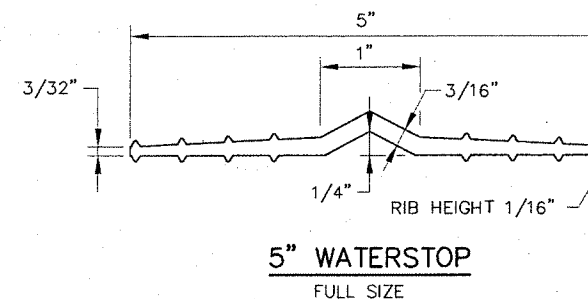
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TRANSVERSE CONSTRUCTION JOINT DETAIL
3"=1'-0"



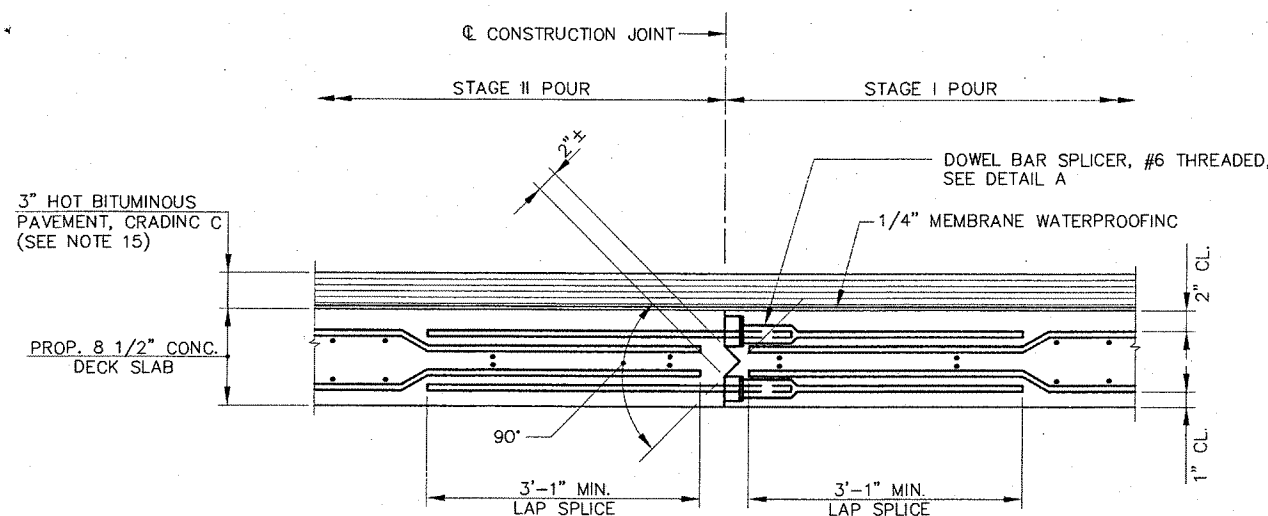
BLOCKING POINT DETAIL
NOT TO SCALE



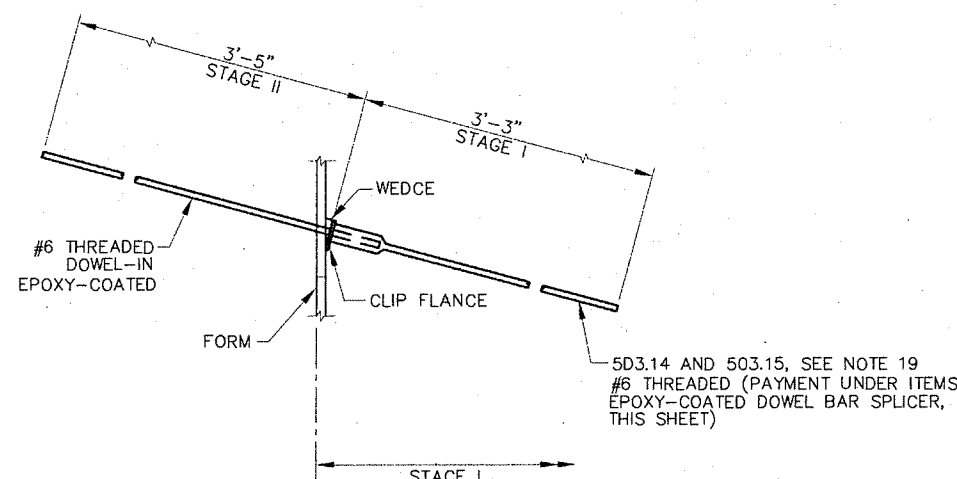
NOTE

TO COMPENSATE FOR DEAD LOAD DEFLECTIONS, AS WELL AS POSSIBLE IRREGULARITIES IN GIRDERS, SET THE BOTTOM OF SLAB ELEVATIONS AT THE POINTS INDICATED BEFORE ANY OF THE SLAB FORMWORK IS STARTED. SEE SUBSECTION 502.1D(a) OF THE STANDARD SPECIFICATIONS.

BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS																					
GIRDER NO.	C. BRC. W. ABUT.	SPAN 1									C. PIER C. BRG.	SPAN 2									C. BRC. E. ABUT.
		.1L ₁	.2L ₁	.3L ₁	.4L ₁	.5L ₁	.6L ₁	.7L ₁	.8L ₁	.9L ₁		.1L ₂	.2L ₂	.3L ₂	.4L ₂	.5L ₂	.6L ₂	.7L ₂	.8L ₂	.9L ₂	
C1	90.81	91.06	91.29	91.5D	91.68	91.84	91.98	92.10	91.19	92.26	92.31	92.34	92.35	92.33	92.29	92.23	92.14	92.04	91.91	91.76	91.59
C2	91.03	91.29	91.52	91.73	91.92	92.09	92.23	92.35	92.45	92.53	92.58	92.62	92.63	92.62	92.58	92.53	92.45	92.35	92.22	92.08	91.91
C3	91.14	91.41	91.64	91.86	92.05	92.23	92.38	92.5D	92.61	92.69	92.75	92.79	92.80	92.8D	92.77	92.72	92.65	92.55	92.43	92.29	92.13
C4	90.90	91.17	91.41	91.63	91.83	92.01	92.16	92.3D	92.41	92.5D	92.56	92.6D	92.63	92.63	92.6D	92.56	92.49	92.40	92.29	92.15	91.99
C5	90.55	90.83	91.07	91.3D	91.51	91.69	91.85	91.99	92.1D	92.2D	92.27	92.32	92.34	92.35	92.33	92.29	92.23	92.14	92.03	91.90	91.75



LONGITUDINAL CONSTRUCTION JOINT DETAIL
NOT TO SCALE



DETAIL A
NOT TO SCALE

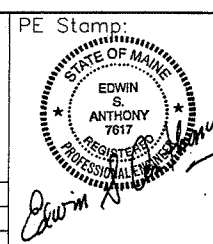
SUPERSTRUCTURE NOTES

- CHAMFER ALL EXPOSED EDGES OF CONCRETE 3/4", UNLESS OTHERWISE NOTED.
- REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 2", UNLESS OTHERWISE NOTED.
- MORTAR FOR BEDDING AND FOR JOINTS IN THE CRANITE CURB SHALL CONTAIN A NON-SHRINK ADDITIVE.
- CLEAR PROTECTIVE COATING FOR CONCRETE SURFACE SHALL BE APPLIED TO THE FOLLOWING AREAS: PARAPET SURFACES, FASCIA DOWN TO DRIP NOTCH AND ALL EXPOSED CONCRETE SURFACES ON THE END POSTS.
- FOR 2-BAR ALUMINUM BRIDGE RAIL DETAILS, SEE SHEET SS-S23.
- IF THE SLAB PLACEMENT HAS TO BE TERMINATED, THE TERMINATION POINT MUST BE AT THE POINTS INDICATED IN THE PLACEMENT DETAILS, SHOWN ON SHEET SS-S19.
- ADJUST REINFORCING STEEL TO FIT AROUND THE DRAINS IN A MANNER APPROVED BY THE ENGINEER. CUT LONGITUDINAL REINFORCING STEEL IN THE FIELD TO SUIT, THEN EPOXY-COAT CUT ENDS.
- FOR REINFORCING STEEL SCHEDULE, SEE SHEET NO. SS-S34.
- FOR PVC MEMBRANE DRAIN AND SCUPPER DETAILS, SEE SHEET NOS. SS-S21 AND SS-S22 RESPECTIVELY.
- FOR SLAB DETAILS, SEE SHEET NOS. SS-S19, SS-S20 AND SS-S21.
- FOR ROADWAY EXPANSION JOINT DETAILS, SEE SHEET NOS. SS-S24, SS-S25 AND SS-S26.
- THE CONCRETE DECK SHALL BE GIVEN A SMOOTH BULL FLOAT OR WOOD FLOAT FINISH.
- FOR SECTION B-B, LOCATION SHOWN ON SHEET NO. SS-S19 SEE SHEET NO. SS-S26.
- GRANITE CURB JOINTS SHALL LINE UP WITH PARAFFIN AND DUMMY JOINTS.
- BITUMINOUS PAVEMENT SHALL BE PLACED IN TWO (2) 1 1/2 INCH "LIFTS".
- FOR RAIL POST SPACING, SEE SHEET NO. SS-S21.
- ALL BRIDGE PARAPET CONCRETE, INCLUDING INSIDE FACE, TOP AND OUTSIDE FACE, END POSTS AND DECK FASCIA SHALL HAVE A RUBBED FINISH PRIOR TO THE APPLICATION OF THE CLEAR PROTECTIVE COATING FOR CONCRETE SURFACE.
- THE AUTHORITY'S PERSONNEL SHALL PROFILE THE TOP OF ALL GIRDERS BEFORE THE FORMWORK IS STARTED AND SHALL SUPPLY THE CONTRACTOR WITH FINAL BOTTOM OF SLAB ELEVATIONS. TEN (10) DAYS SHALL BE ALLOWED FOR THE BLOCKING POINT TURN AROUND TIME.
- ONLY DOWEL BAR SPICERS SHALL BE USED WITHIN CONCRETE DECK SLAB FOR STAGE I CONSTRUCTION AT THE LONGITUDINAL CONSTRUCTION JOINT. DOWEL-IN BARS SHALL THEN BE USED WITHIN CONCRETE DECK SLAB FOR STAGE II CONSTRUCTION.
- CONTRACTOR SHALL HAVE THE OPTION OF USING PRECAST CONCRETE DECK PANELS AS AN ALTERNATIVE FROM THE CONCRETE SLAB DETAILS SHOWN ON THE CONTRACT PLANS. THE REQUIREMENTS SHOWN ON PAGES 5D2(7)-5D2(12) OF THE MDOT STANDARD DETAILS SHALL APPLY. ALSO, THE DESIGN MUST MEET THE SATISFACTION OF THE ENGINEER AND THE RESPECTIVE SHOP DRAWINGS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- SHOP DRAWINGS, FOR BAR CHAIRS USED WITH REINFORCING STEEL IN SLAB CONSTRUCTION, SHALL BE SUBMITTED WITH REQUIRED SPACING TO THE ENGINEER FOR APPROVAL.

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Scale:			
No.	Revision	By	Date

Designed by:						
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Designed	By	Date	Checked	By	Date	
Drawn	TRD	1/10/01	In Charge of	ESA	1/10/01	



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HNTB CORPORATION
ARCHITECTS ENGINEERS PLANNERS
2 Thomas Drive
Westbrook, ME 04092
TEL (207) 774-5155
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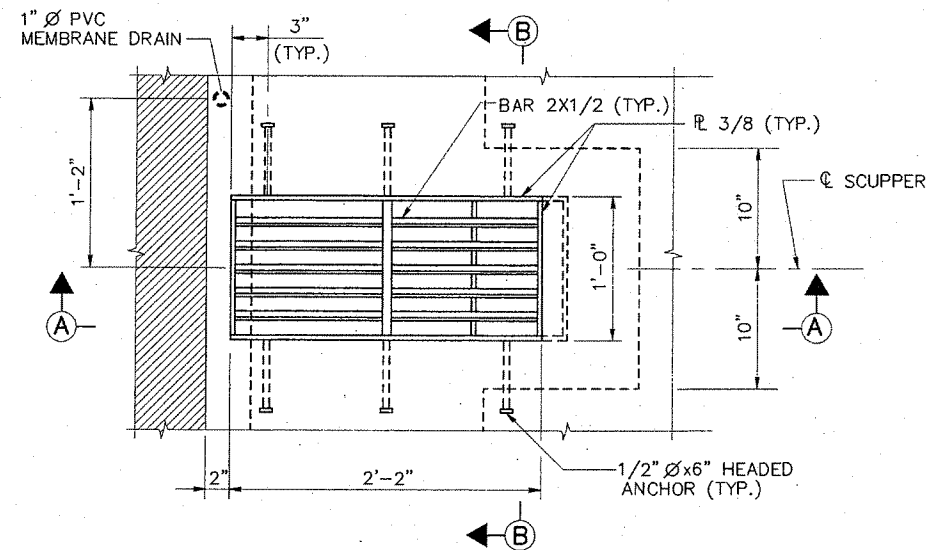
MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT

The Widening

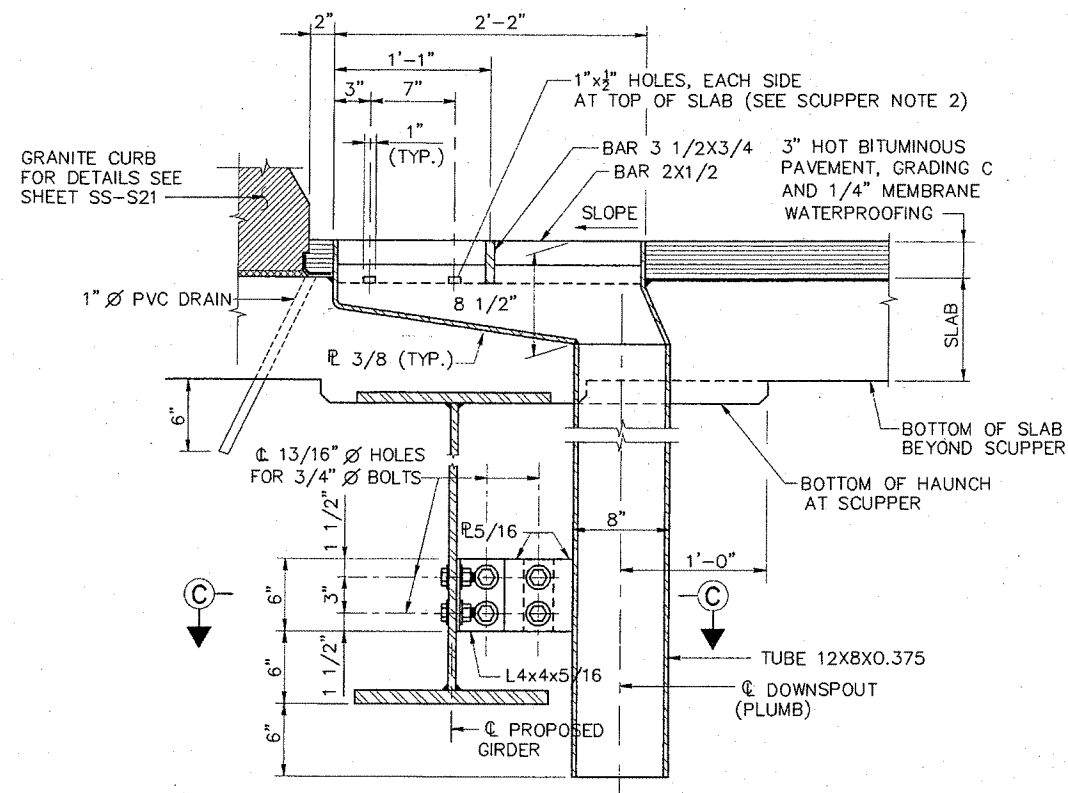
BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
SUPERSTRUCTURE DETAILS I

SHEET NUMBER: SS-S20
82 OF 104

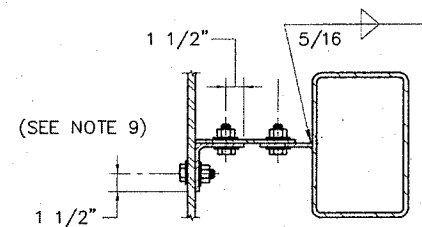
CONTRACT: 2001.07



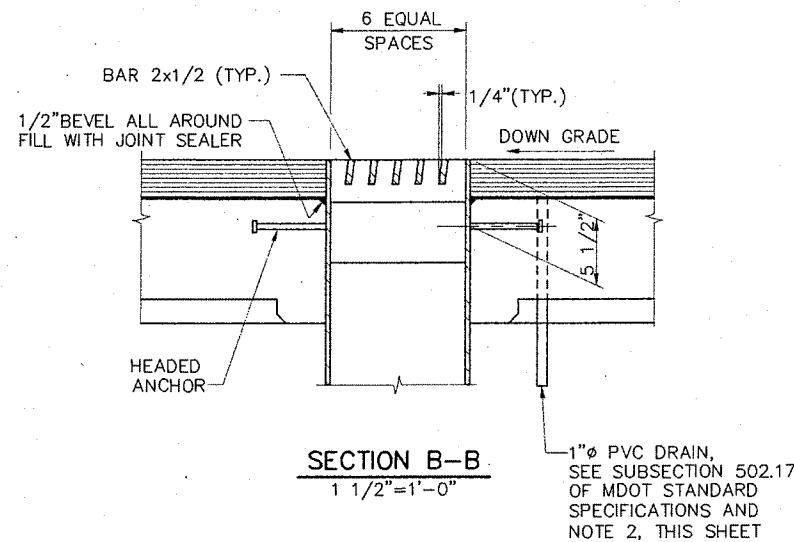
PLAN - SCUPPER
1 1/2"=1'-0"



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



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



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

SCUPPER NOTES

1. ALL WELDS SHALL BE CONTINUOUS 1/4" FILLET WELDS, EXCEPT AS NOTED.
2. DO NOT COVER DECK DRAINS WITH MEMBRANE WATERPROOFING. DEPRESS DRAINS 1/2" BELOW TOP OF SLAB, PROVIDE 23 GAUGE GALVANIZED SCREENS (1/4" MESH) OVER DRAINS.
3. SCUPPERS SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO ASTM A153.
4. ALL PLATES SHALL CONFORM TO AASHTO M27D, GRADE 36.
5. STRUCTURAL TUBES SHALL CONFORM TO ASTM A5D1.
6. PAYMENT FOR SCUPPERS, PVC DRAINS AND SCREENS SHALL BE INCIDENTAL TO ITEM NO. 502.263.
7. FOR LOCATION OF SCUPPERS AND 1"Ø DRAINS, SEE SHEET NO. SS-S19.
8. FIELD REPAIR GALVANIZING WITH ZINC RICH PAINT ACCORDING TO SECTION 506 OF THE SPECIAL PROVISIONS. (PAYMENT INCIDENTAL TO ITEM NO. 502.263).
9. HOLES THROUGH WEB SHALL BE FIELD DRILLED, THEN PAINTED TO THE SATISFACTION OF THE ENGINEER PRIOR TO INSTALLING BOLTS.

N:\18550000.SS\DRAWINGS\SS31\SSD01.DWG

Scale:

Designed by:

ERDMAN ANTHONY
CONSULTING ENGINEERS

Rochester, NY - Mechanicsburg, PA - Boston, MA
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PE Stamp:



Approved by:

HNTB

HNTB CORPORATION
ARCHITECTS ENGINEERS PLANNERS
2 Thomas Drive
Westbrook, ME 04092
TEL (207) 774-5155
FAX (207) 772-7410

MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT



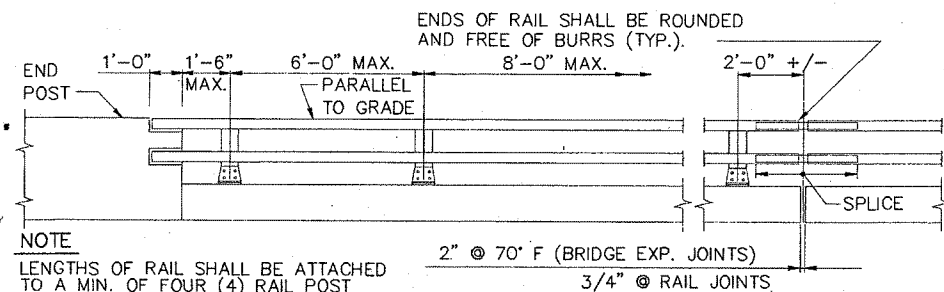
BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
SCUPPER DETAILS

CONTRACT: 2001.07

SHEET NUMBER: SS-S22

84 OF 104

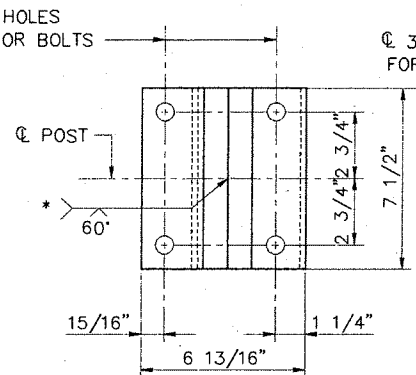
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NOTE
LENGTHS OF RAIL SHALL BE ATTACHED TO A MIN. OF FOUR (4) RAIL POST WHENEVER POSSIBLE, AND IN ANY CASE NEVER LESS THAN TWO (2). RAIL POST ARE TO BE SET NORMAL TO GRADE UNLESS OTHERWISE SHOWN ON THE BRIDGE PLANS.

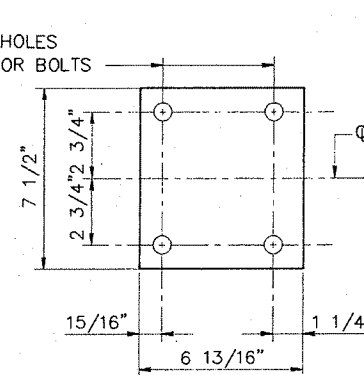
RAILING - ELEVATION
3/8"=1'-0"

3/4" Ø HOLES FOR ANCHOR BOLTS

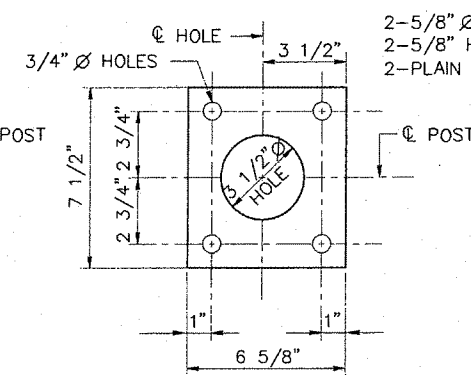


POST BASE
(BOTTOM VIEW)
3"=1'-0"

3/4" Ø HOLES FOR ANCHOR BOLTS



PREFORMED PAD
3"=1'-0"



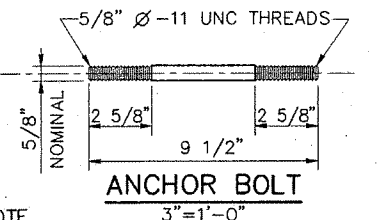
STEEL SPACER PLATE
(FOR ANCHORAGE)
3"=1'-0"

2-5/8" Ø ANCHOR BOLTS
2-5/8" HEAVY HEX. NUTS
2-PLAIN HARDENED WASHERS

5/8" HEX. JAMB NUT
STEEL SPACER PLATE
5/8" HEX. NUT

RAIL POST ANCHORAGE
(ASSEMBLY)
3"=1'-0"

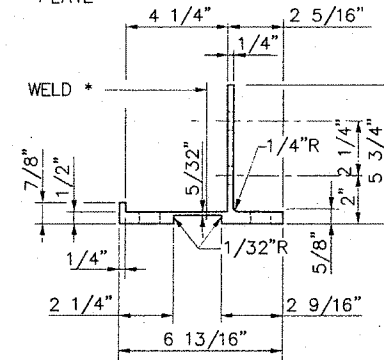
NOTE
FOUR (4) BOLT, NUT AND WASHER SETS ARE REQUIRED PER ASSEMBLY. ALL HARDWARE AND ANCHOR BOLTS SHALL BE GALVANIZED.



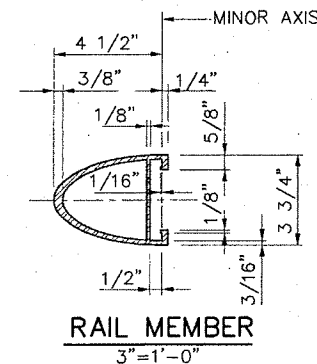
NOTE
IF CUT THREADS ARE USED, BODY DIAMETER SHALL BE NOT LESS THAN NOMINAL DIAMETER. IF ROLLED THREADS ARE USED, BODY DIAMETER SHALL BE NOT LESS THAN PITCH DIAMETER OF THE THREADS.

NOTE

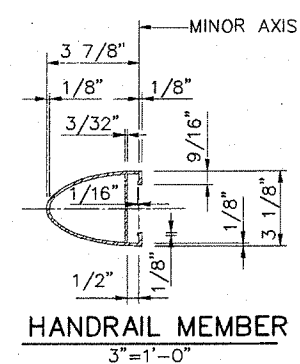
* ONE-PIECE BASE PLATE MAY BE SUBSTITUTED, PROVIDED THAT THE REQUIRED LENGTH IS CUT FROM A ONE-PIECE EXTRUSION AND HAS THE GEOMETRIC SHAPE OF THE TWO-PIECE BASE PLATE



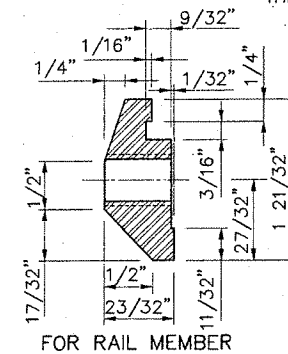
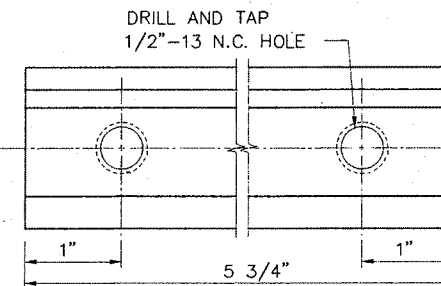
POST BASE SECTION
3"=1'-0"



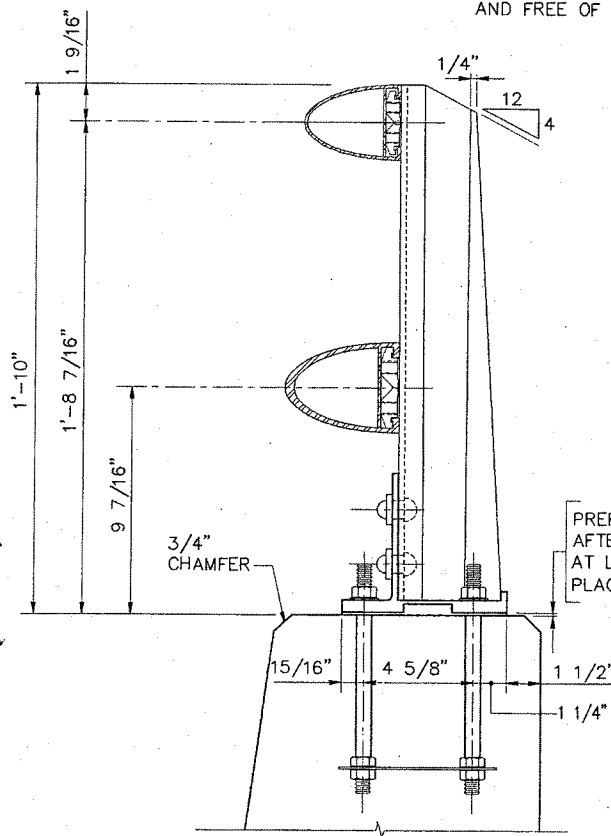
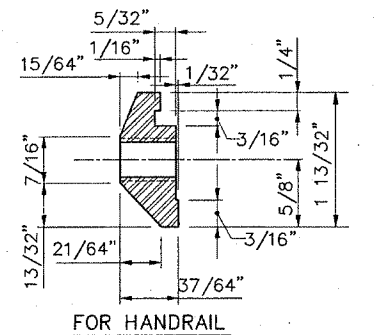
RAIL MEMBER
3"=1'-0"



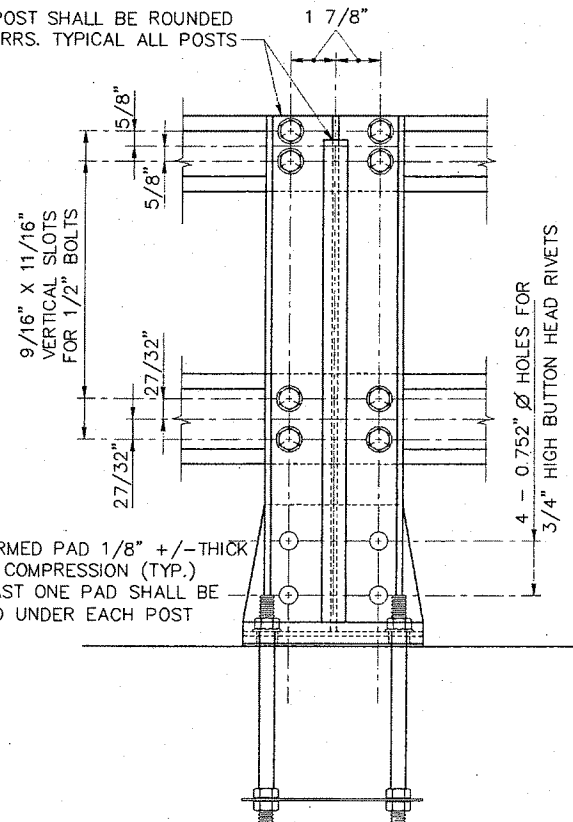
HANDRAIL MEMBER
3"=1'-0"



CLAMP BAR DETAILS
FULL SIZE

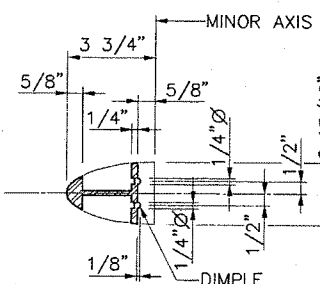


BRIDGE RAILING
(ASSEMBLY)
3"=1'-0"

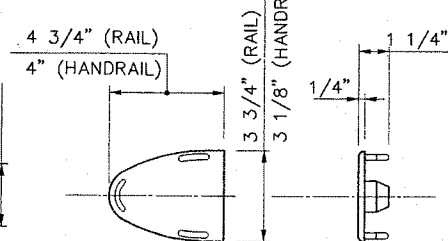


OUTSIDE ELEVATION OF POST
3"=1'-0"

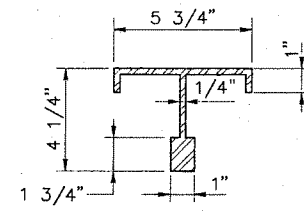
PREFORMED PAD 1/8" +/- THICK AFTER COMPRESSION (TYP.) AT LEAST ONE PAD SHALL BE PLACED UNDER EACH POST



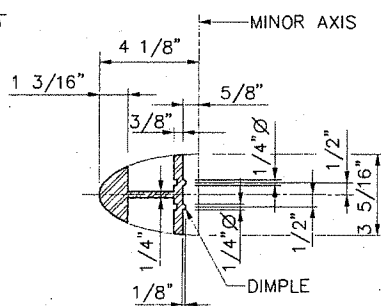
SECTION A-A (HANDRAIL)
3"=1'-0"



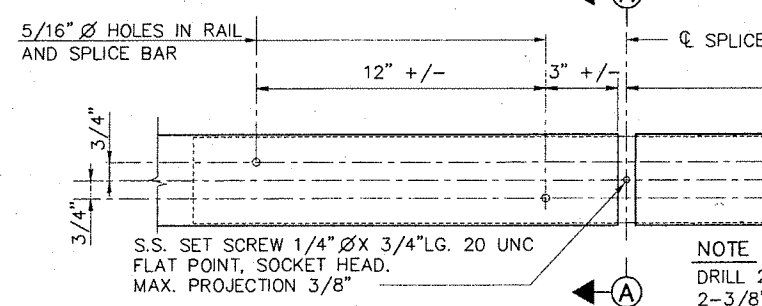
CAST ALUMINUM
DRIVE FIT RAIL CAP
3"=1'-0"



POST SECTION
3"=1'-0"



SECTION A-A (RAIL)
3"=1'-0"



SPLICE DETAIL
3"=1'-0"

NOTE
DRILL 2-5/16" Ø HOLES AND INSTALL 2-3/8" Ø X 1", TYPE F, HEX. WASHER HEAD TAPPING SCREWS (STAINLESS).

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Designed	CCJ	1/10/01	Checked	SJP	1/10/01
Drawn	TRD	1/10/01	In Charge of	ESA	1/10/01

PE Stamp:
EDWIN S. ANTHONY
7879
PROFESSIONAL ENGINEER

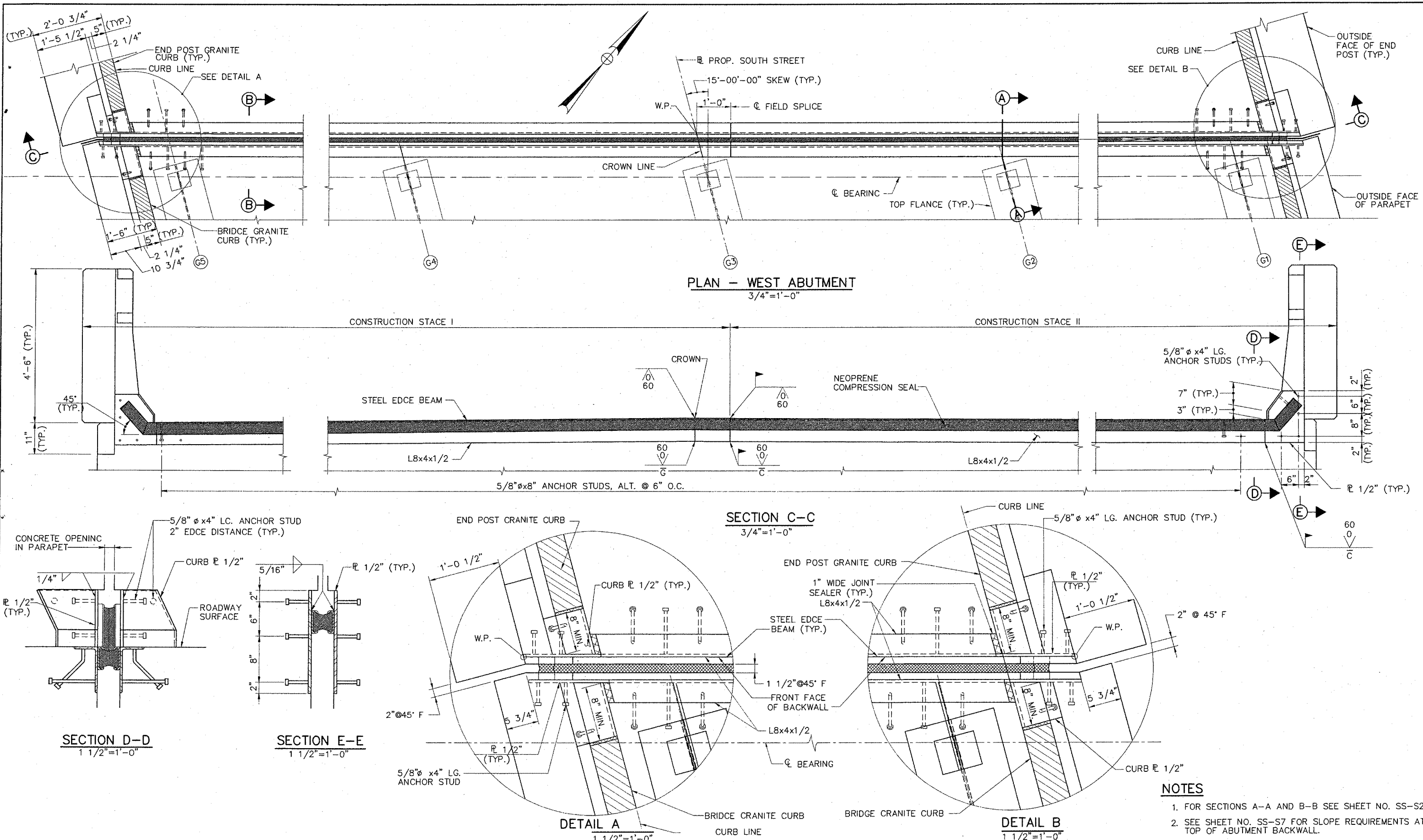
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HNTB CORPORATION
ARCHITECTS ENGINEERS PLANNERS
2 Thomas Drive
Westbrook, ME 04092
TEL (207) 774-5155
FAX (207) 772-7410

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MODERNIZATION
AND WIDENING PROJECT
The Widening

BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
ALUMINUM BRIDGE RAIL DETAILS

CONTRACT: 2001.07

SHEET NUMBER: SS-S23
85 OF 104



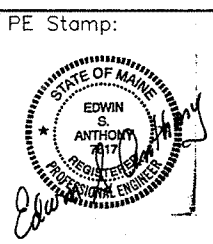
NOTES

1. FOR SECTIONS A-A AND B-B SEE SHEET NO. SS-S26.
2. SEE SHEET NO. SS-S7 FOR SLOPE REQUIREMENTS AT TOP OF ABUTMENT BACKWALL.

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	JLC	1/10/01	CCJ
	TRD	1/10/01	ESA



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 ARCHITECTS ENGINEERS PLANNERS
 2 Thomas Drive
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 TEL (207) 774-5155
 FAX (207) 772-7410

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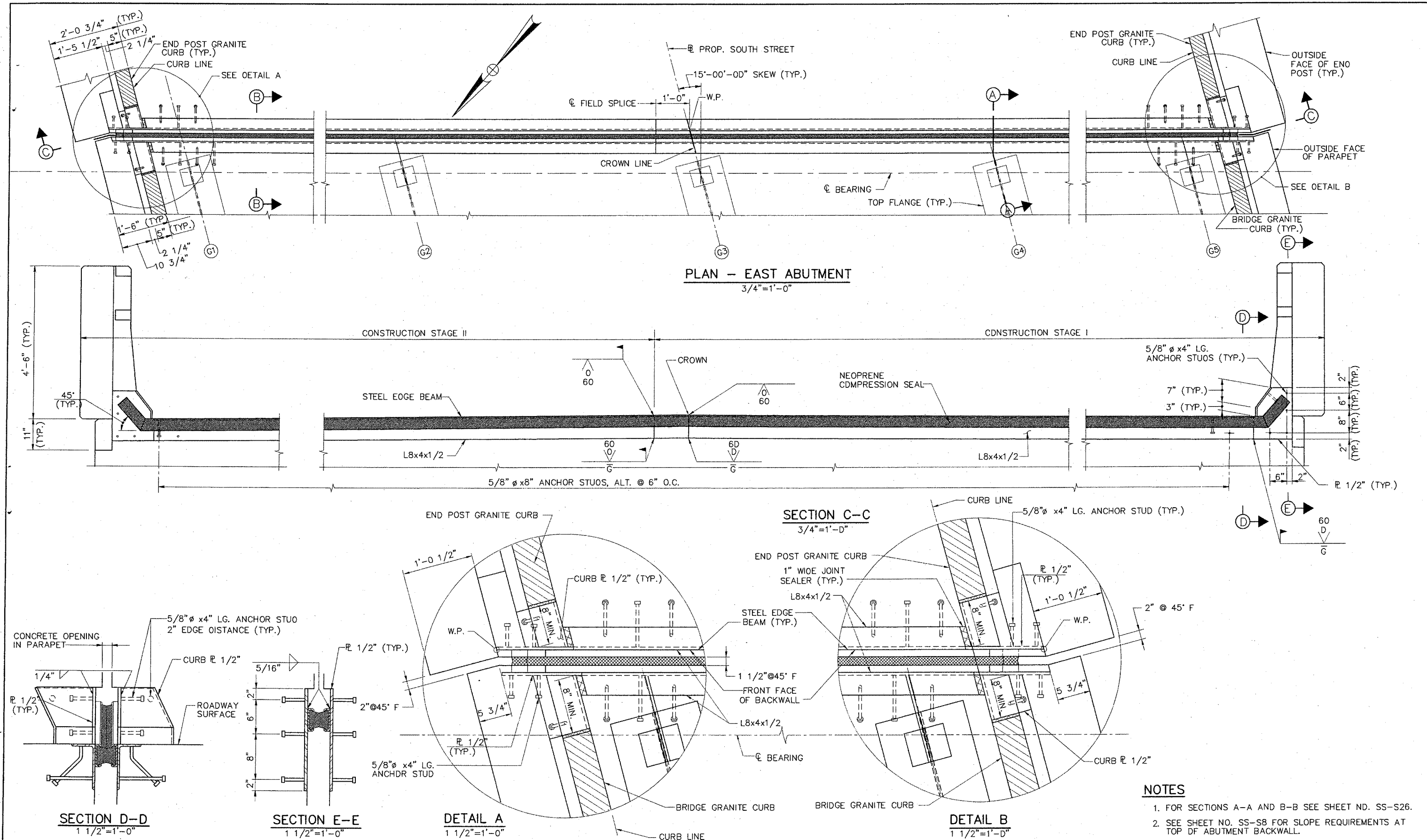
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BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
EXPANSION JOINT DETAILS I

SHEET NUMBER: **SS-S24**
86 OF 104

CONTRACT: **2001.07**

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NOTES

1. FOR SECTIONS A-A AND B-B SEE SHEET NO. SS-S26.
2. SEE SHEET NO. SS-S8 FOR SLOPE REQUIREMENTS AT TOP OF ABUTMENT BACKWALL.

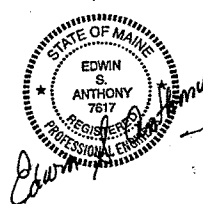
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2 Thomas Drive
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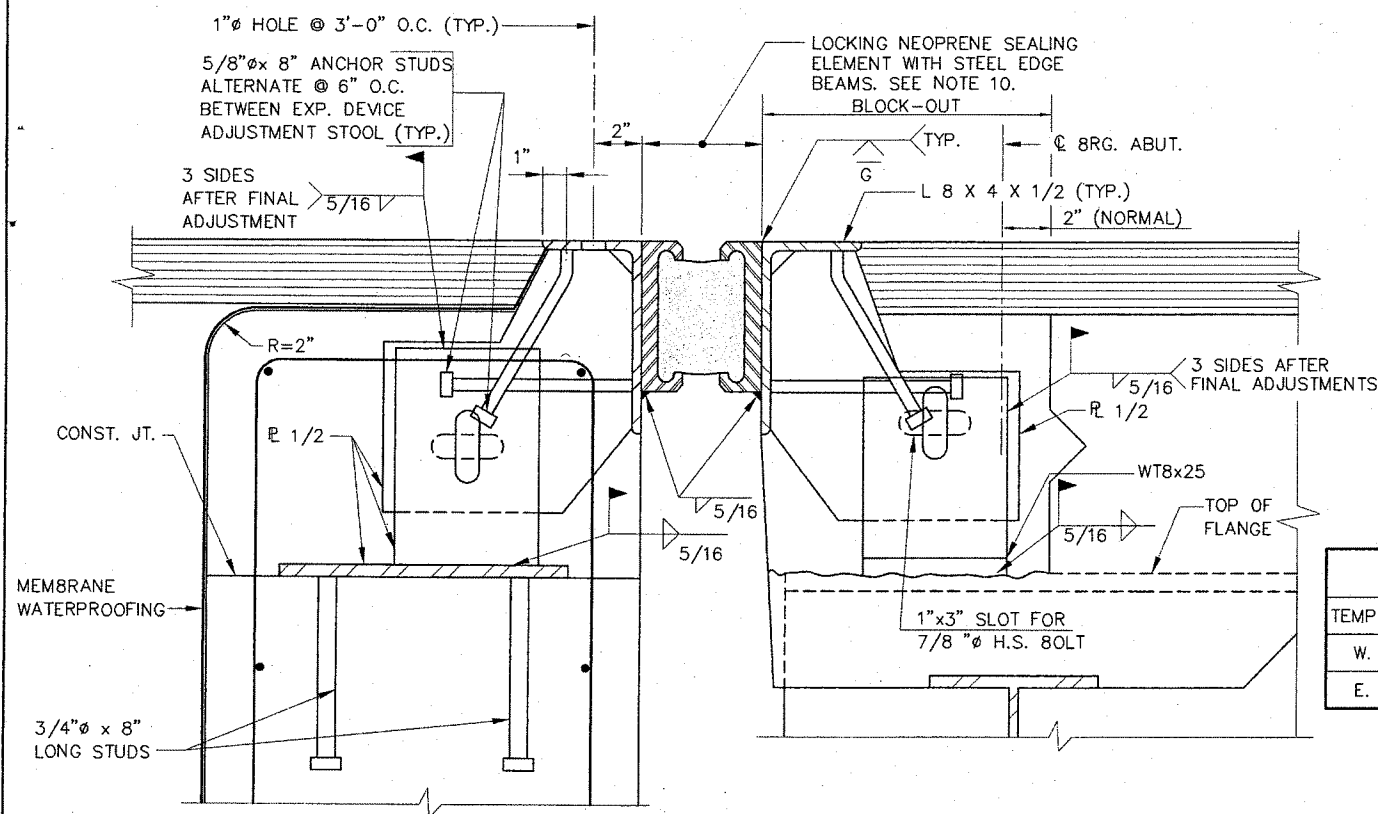
BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
EXPANSION JOINT DETAILS II

CONTRACT: 2001.07

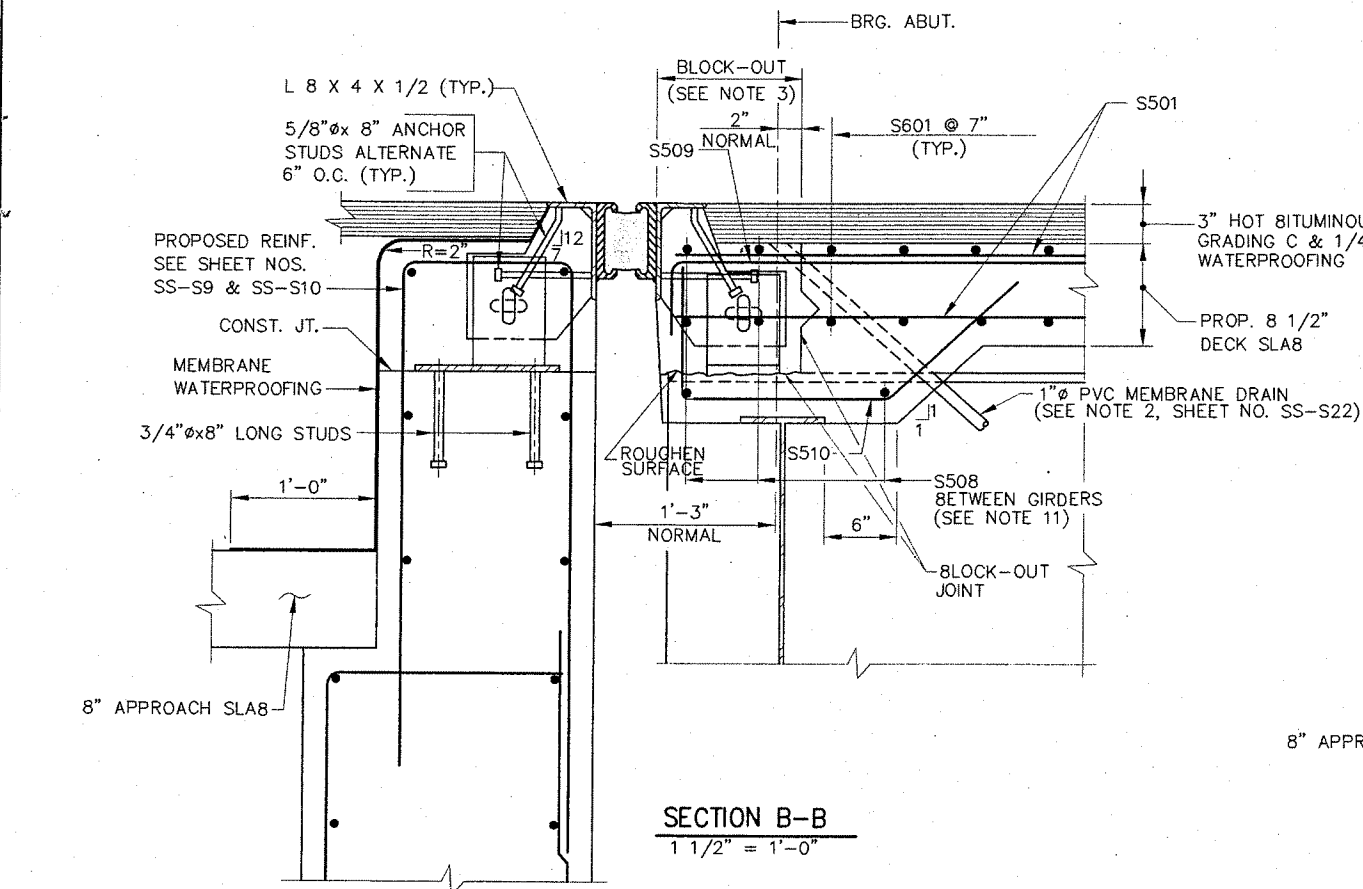
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87 OF 104

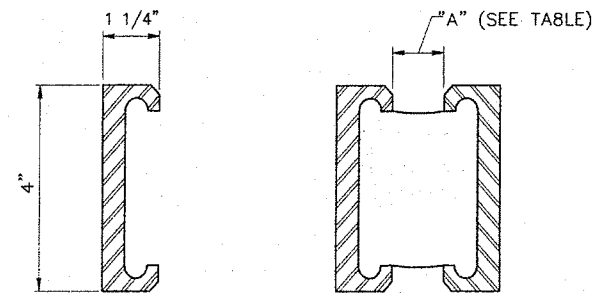
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DETAIL C
3" = 1'-0"



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

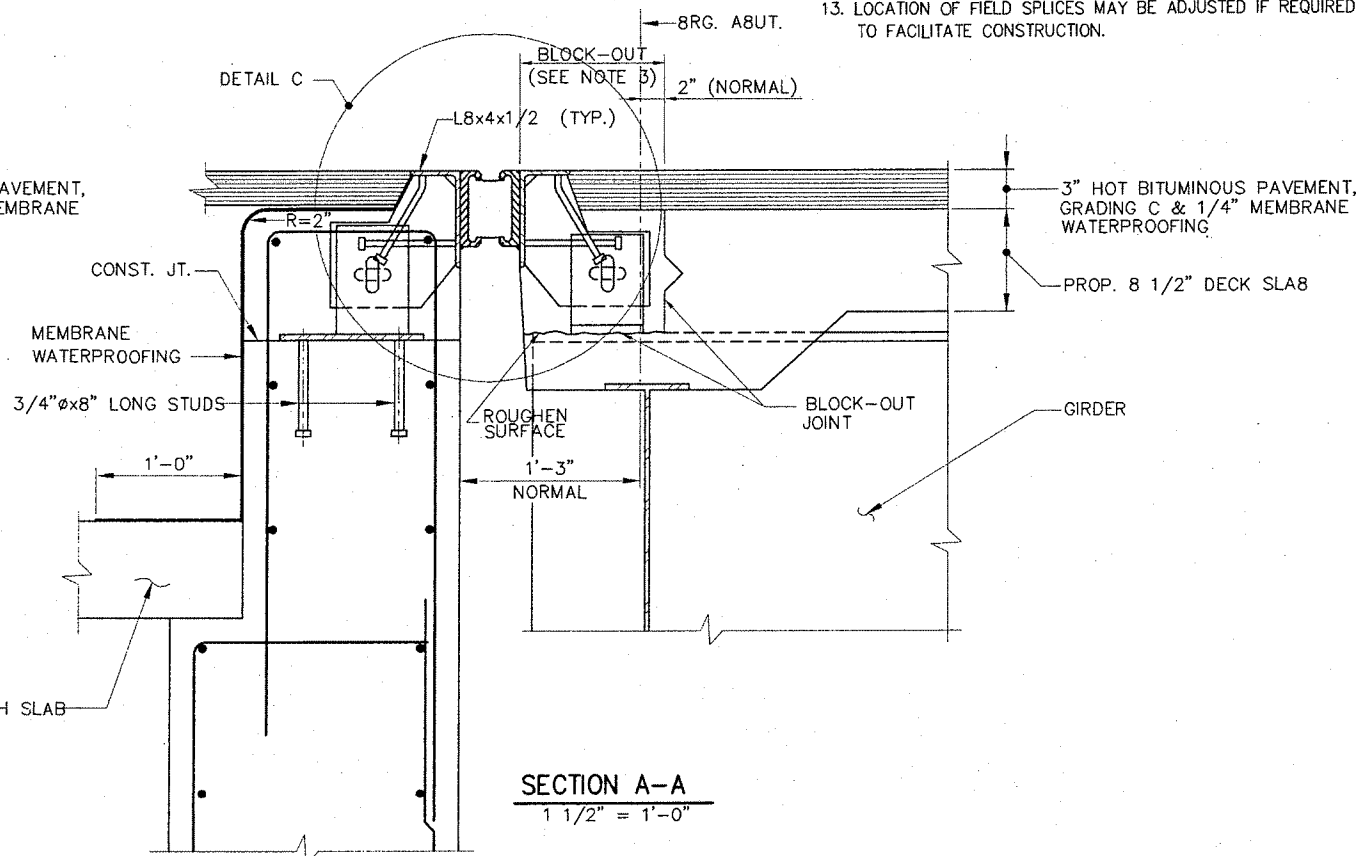


DETAIL - NEOPRENE COMPRESSION SEAL
WITH STEEL EDGE BEAMS

N.T.S.

SEAL OPENING TABLE (DIM. "A")

TEMPERATURE	0° F	15° F	30° F	45° F	60° F	75° F	90° F	105° F
W. ABUT.	1 7/8"	1 3/4"	1 5/8"	1 1/2"	1 3/8"	1 1/4"	1 1/8"	1 1/16"
E. ABUT.	1 7/8"	1 3/4"	1 5/8"	1 1/2"	1 3/8"	1 1/4"	1 1/8"	1 1/16"



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

EXPANSION DEVICE NOTES

1. SHOP DRAWINGS OF THE EXPANSION DEVICE SHALL BE SUBMITTED FOR APPROVAL BY THE ENGINEER.
2. THE EXPANSION DEVICE SHALL BE SET TO AN OPENING OF 1 1/2 INCHES IN THE FABRICATION SHOP AND SHALL BE SECURED TO THE GIRDER 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. SEE TABLE FOR OPENING DIMENSIONS. OPENING IS TO BE MEASURED PARALLEL TO THE CENTER LINE OF CONSTRUCTION.
3. CONTRACTOR SHALL APPLY AN EPOXY BONDING AGENT, APPROVED BY THE ENGINEER, TO ALL VERTICAL SURFACES OF THE BLOCK-OUT BEFORE MAKING THE FINAL CONCRETE PLACEMENT AT THE END OF THE DECK SLAB.
4. ALL EXPOSED SURFACES OF ANGLES AND STEEL EDGE BEAMS SHALL BE FIELD PAINTED.
5. ALL STEEL COMPONENTS SHALL BE AASHTO M27D GRADE 36, UNLESS OTHERWISE NOTED.
6. ALL WELDS ARE 5/16" CONTINUOUS FILLETS, EXCEPT AS NOTED.
7. ALL STEEL SURFACES THAT WILL BE EMBEDDED IN CONCRETE SHALL BE COATED WITH AN EPOXY BONDING COMPOUND.
8. FOR LOCATION OF SECTIONS A-A AND B-B, SEE SH. NOS. SS-S24 AND SS-S25.
9. ONLY BARS PARALLEL TO THE ABUTMENT ARE SHOWN. BARS PERPENDICULAR TO CORDERS ARE NOT SHOWN FOR CLARITY.
10. THE NEOPRENE COMPRESSION SEALS TO BE FURNISHED SHALL HAVE A MINIMUM MOVEMENT RATING OF:
W. ABUTMENT = 3 INCHES
E. ABUTMENT = 3 INCHES
11. FIELD CUT REINFORCING STEEL TO FIT AND EPOXY-COAT THE CUT ENDS.
12. THE FABRICATORS ATTENTION IS DIRECTED TO THE NECESSITY OF FABRICATING AND INSTALLING THE DEVICE IN TWO SECTIONS.
13. LOCATION OF FIELD SPLICES MAY BE ADJUSTED IF REQUIRED TO FACILITATE CONSTRUCTION.

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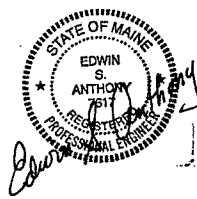
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CONSULTING ENGINEERS

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Drawn	TRD	1/10/01	In Charge of	ESA	1/10/01

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ARCHITECTS ENGINEERS PLANNERS
2 Thomas Drive
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TEL (207) 774-5155
FAX (207) 772-7410

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MODERNIZATION
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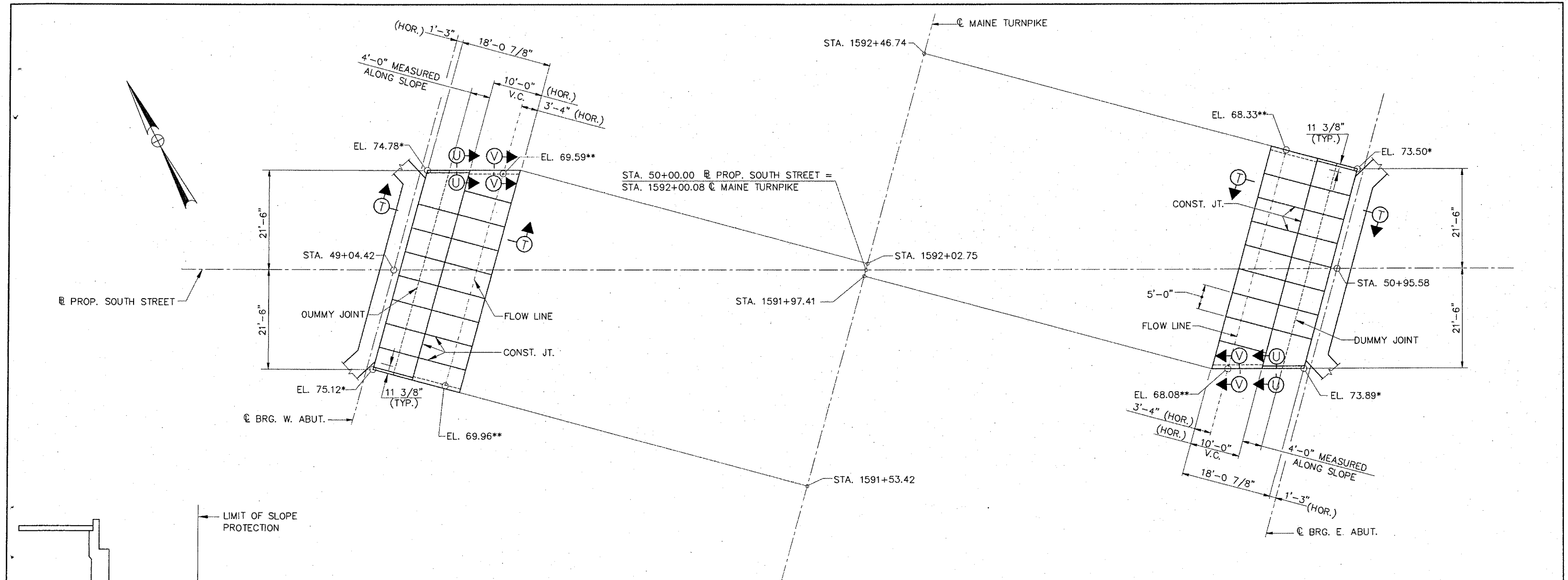


BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
EXPANSION JOINT DETAILS III

CONTRACT: 2001.07

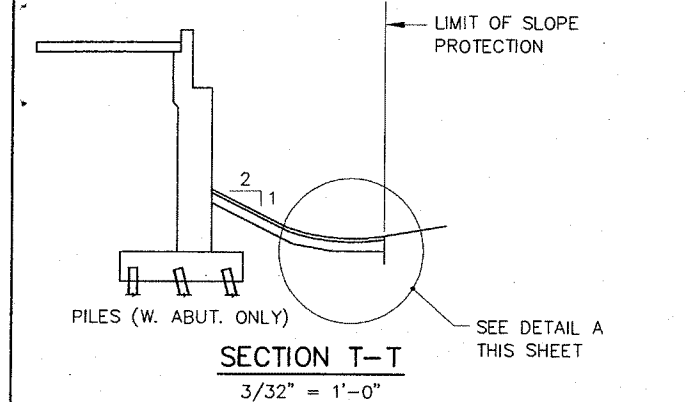
SHEET NUMBER: SS-S26
88 OF 104

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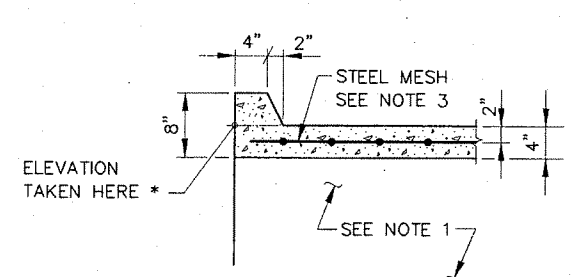
PLAN OF SLOPE PROTECTION

3/32" = 1'-0"



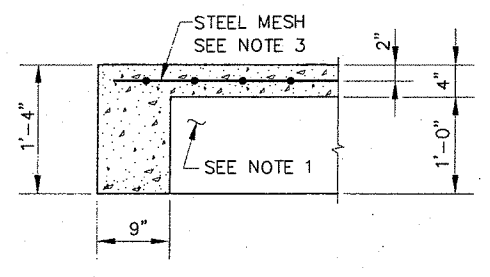
SECTION T-T

3/32" = 1'-0"



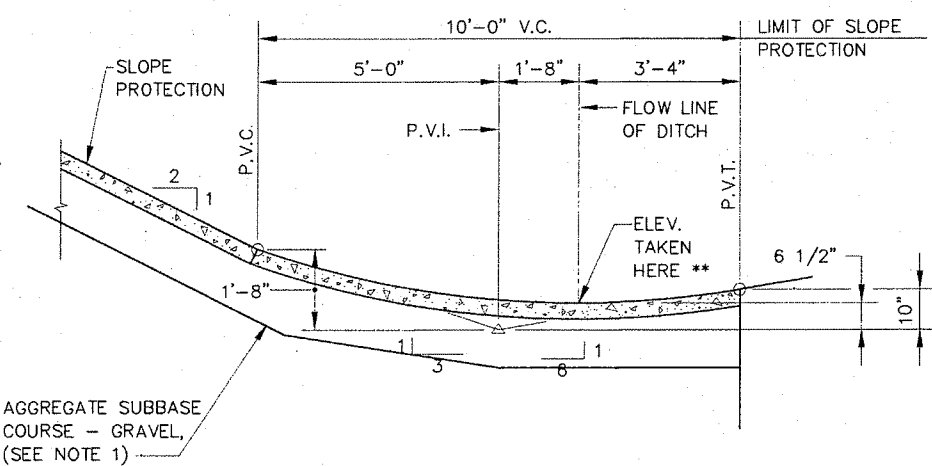
SECTION U-U

1" = 1'-0"



SECTION V-V

1" = 1'-0"



DETAIL A

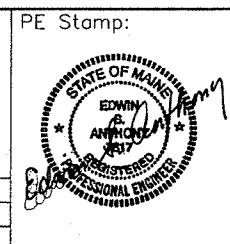
1/2" = 1'-0"

SLOPE PROTECTION NOTES

1. THE 1'-0" OF AGGREGATE SUBBASE COURSE - GRAVEL UNDER SLOPE PROTECTION MAY BE REDUCED OR OMITTED IF, IN THE OPINION OF THE ENGINEER, THE EXISTING MATERIAL IS SUITABLE.
2. BREAK BOND AT CONSTRUCTION JOINTS WITH A COAT OF ASPHALT PAINT.
3. REINFORCE WITH EPOXY-COATED WWF6X6-W2XW2, NOT TO PASS THRU CONSTRUCTION JOINTS.
4. DUMMY JOINTS SHALL BE MADE WITH A GROOVER TO A DEPTH OF 1/4".
5. EDGES OF CONSTRUCTION JOINTS SHALL BE FINISHED WITH A SIDEWALK EGING TOOL TO A DEPTH OF 1/4".
6. * ELEVATIONS TAKEN AT TOP OF 4" CONCRETE SLAB.
** ELEVATIONS TAKEN AT LOW POINT OF DITCH.

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Drawn	TRD	1/10/01	In Charge of



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2 Thomas Drive
Westbrook, ME 04092
TEL (207) 774-5155
FAX (207) 772-7410

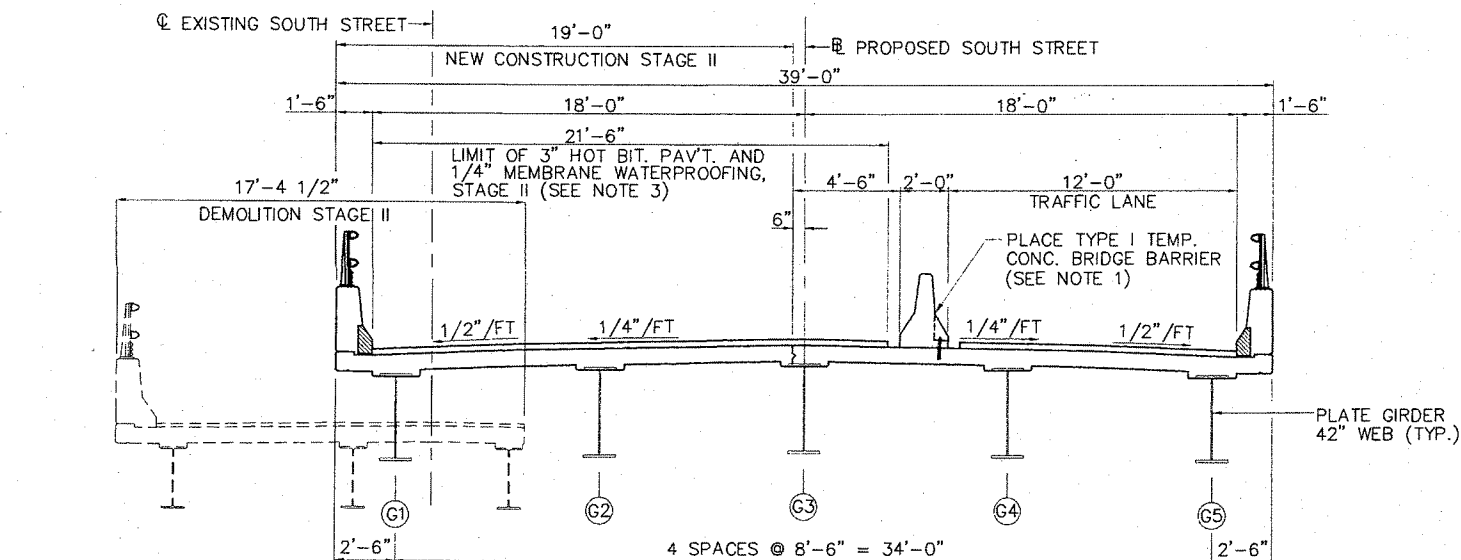
MAINE TURNPIKE AUTHORITY
MODERNIZATION
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The Widening

BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
SLOPE PROTECTION

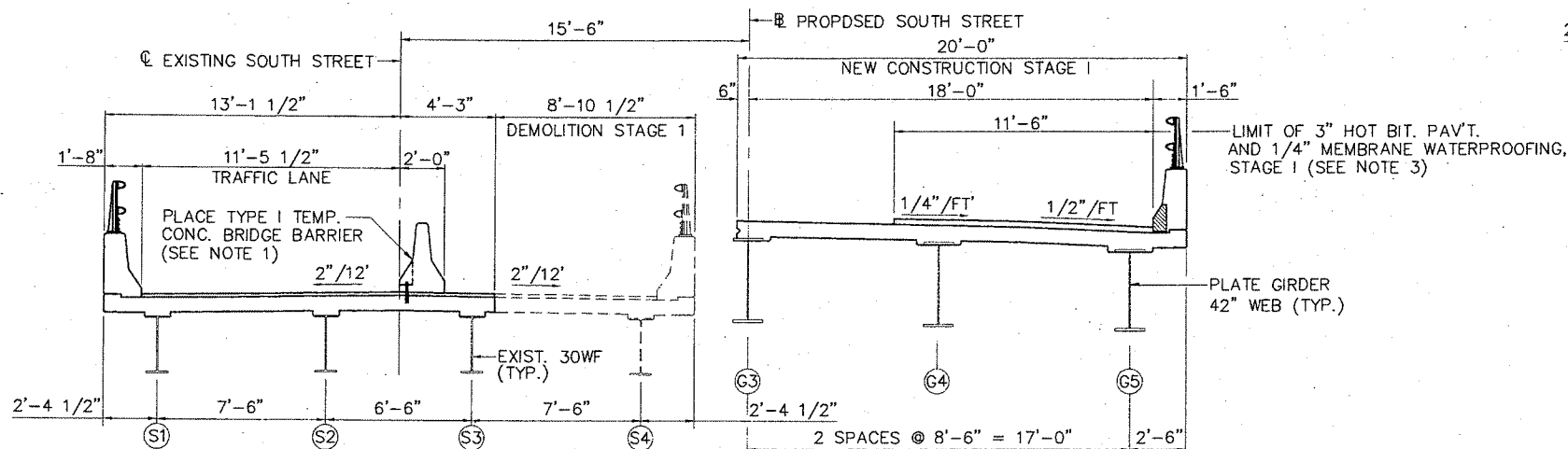
SHEET NUMBER: SS-S27
89 OF 104

CONTRACT: 2001.07



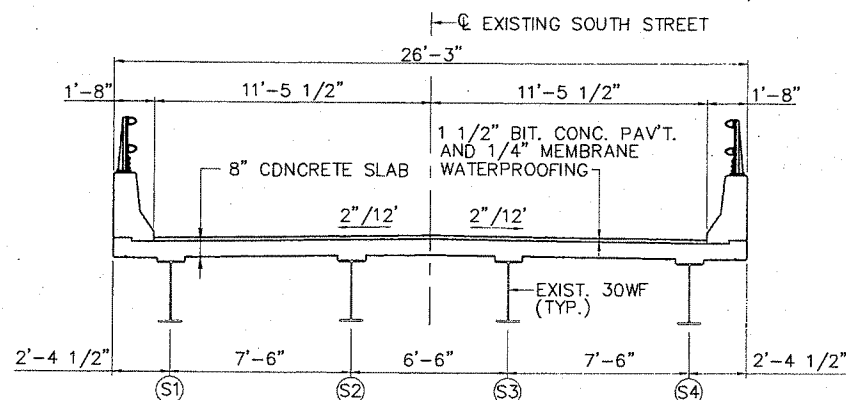
CONSTRUCTION - STAGE II

(LOOKING UPSTATION)
1/4"=1'-0"



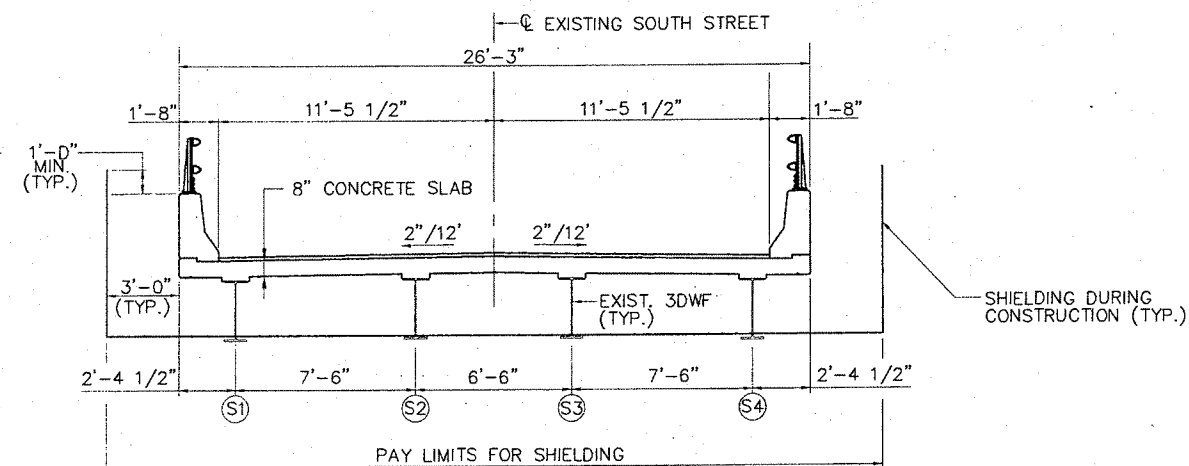
CONSTRUCTION - STAGE I

(LOOKING UPSTATION)
1/4"=1'-0"



EXISTING CROSS SECTION

1/4"=1'-0"



EXISTING DECK SHIELDING CROSS SECTION

1/4"=1'-0"

NOTES:

1. ANCHOR TYPE I TEMPORARY CONCRETE BRIDGE BARRIER TO EXISTING OR NEW DECK (5 ANCHORS SPACED @ 2'-0" O.C. IN 10' SECTION).
2. REMOVE AND STACK THE EXISTING 2-BAR ALUMINUM BRIDGE RAIL PLUS ALL HARDWARE. THIS SHALL BECOME THE PROPERTY OF THE AUTHORITY AND BE PAID FOR UNDER ITEM 202.19. SEE SPECIFICATIONS FOR FURTHER DETAILS.
3. CONTRACTOR SHALL FOLLOW SPECIFICATIONS REGARDING MEMBRANE WATERPROOFING OVERLAP.

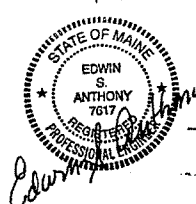
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ERDMAN ANTHONY
CONSULTING ENGINEERS

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HNTB CORPORATION
ARCHITECTS ENGINEERS PLANNERS

2 Thomas Drive
Westbrook, ME 04092
TEL (207) 774-5155
FAX (207) 772-7410

MAINE TURNPIKE AUTHORITY
MODERNIZATION
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BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
CONSTRUCTION SEQUENCE I

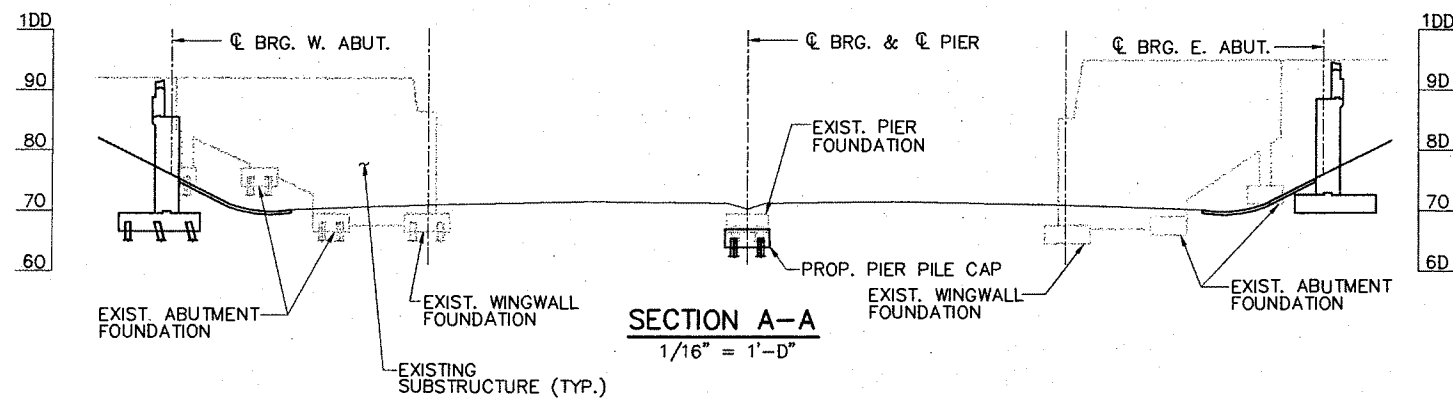
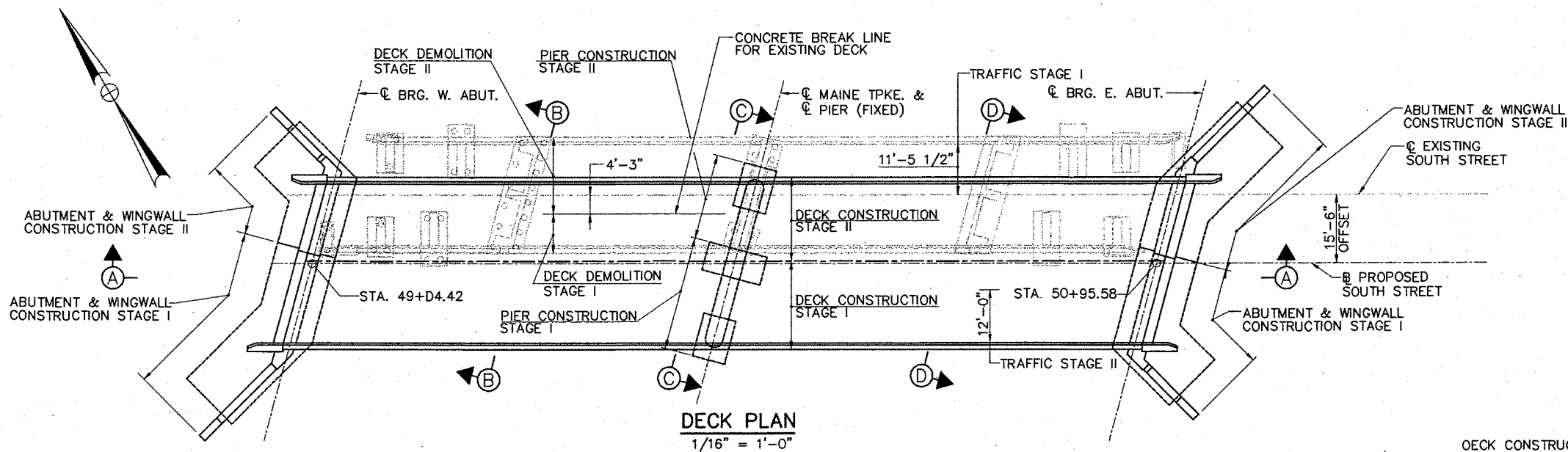
SHEET NUMBER: SS-S28

90 OF 104

CONTRACT: 2001.07

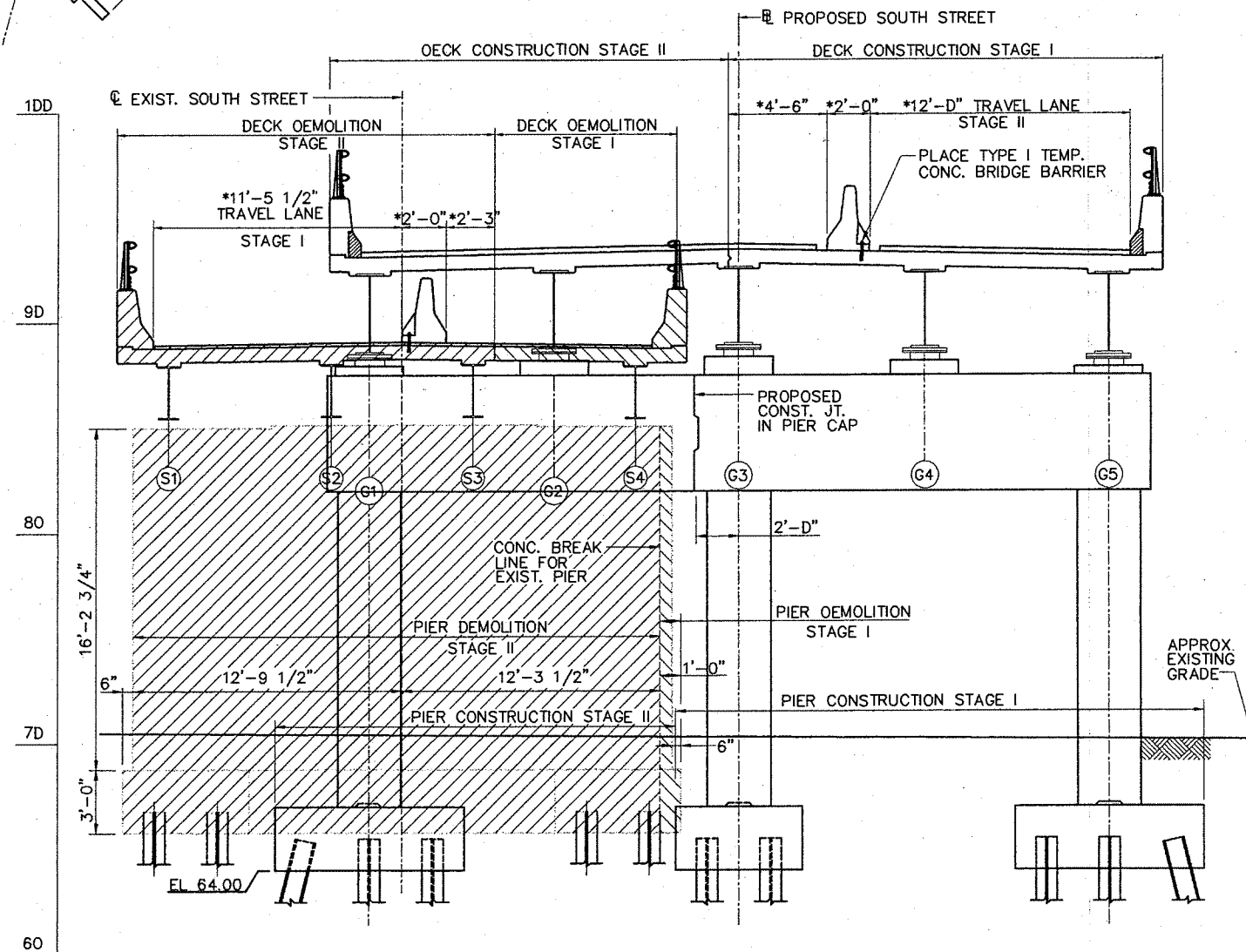
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N:\18550000.S9\DRAWINGS\100 SOUTH STREET\SS31BCS02.DWG



NOTES

1. REMOVAL OF EXISTING PIER WITHIN PROPOSED EXCAVATION LIMITS SHALL BE PAID FOR UNDER ITEM 202.19.
2. ALL EXISTING FOUNDATIONS SHALL BE COMPLETELY REMOVED AND THE RESULTING DEPRESSIONS SHALL BE FILLED WITH GRAVEL BORROW AND COMPACTED TO 95% OF MAXIMUM DENSITY. THE COST OF FURNISHING, PLACING AND COMPACTING GRAVEL BORROW SHALL BE INCIDENTAL TO ITEM 202.19.
3. FOR SECTIONS B-B AND O-O, SEE SHEET SS-S3D.
4. EXISTING PILES SHALL BE CUT TO EL. 65.93



NOTE

* DIMENSION SHOWN IS TAKEN PERPENDICULAR TO STATION LINE

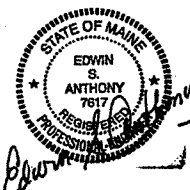
Scale:

Designed by:

ERDMAN ANTHONY
CONSULTING ENGINEERS

Rochester, NY - Mechanicsburg, PA - Boston, MA
Buffalo, NY - Albany, NY

PE Stamp:



Approved by:

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HNTB CORPORATION
ARCHITECTS ENGINEERS PLANNERS
2 Thomas Drive
Westbrook, ME 04092
TEL (207) 774-5155
FAX (207) 772-7410

MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT



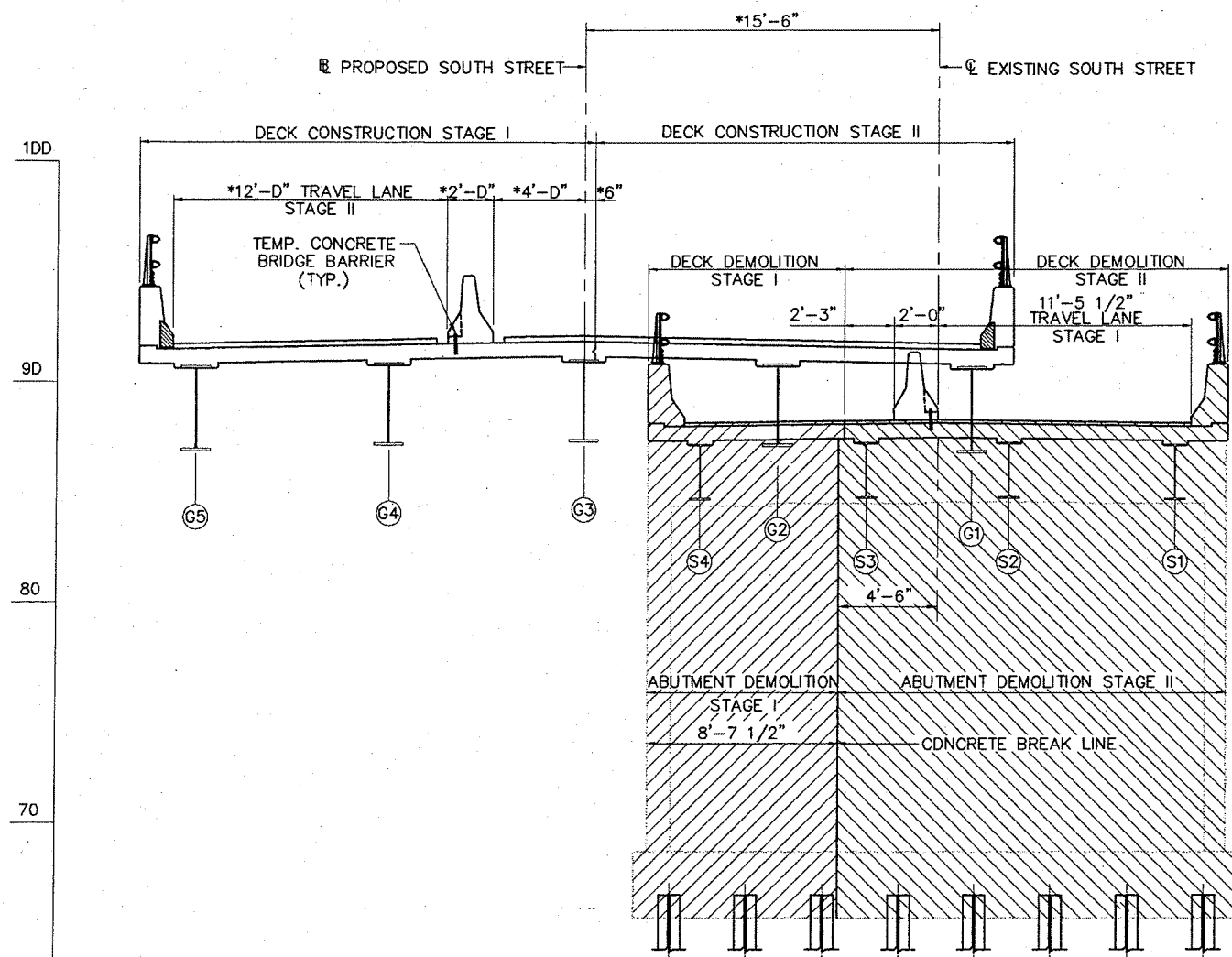
BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
CONSTRUCTION SEQUENCE II

CONTRACT: 2001.07

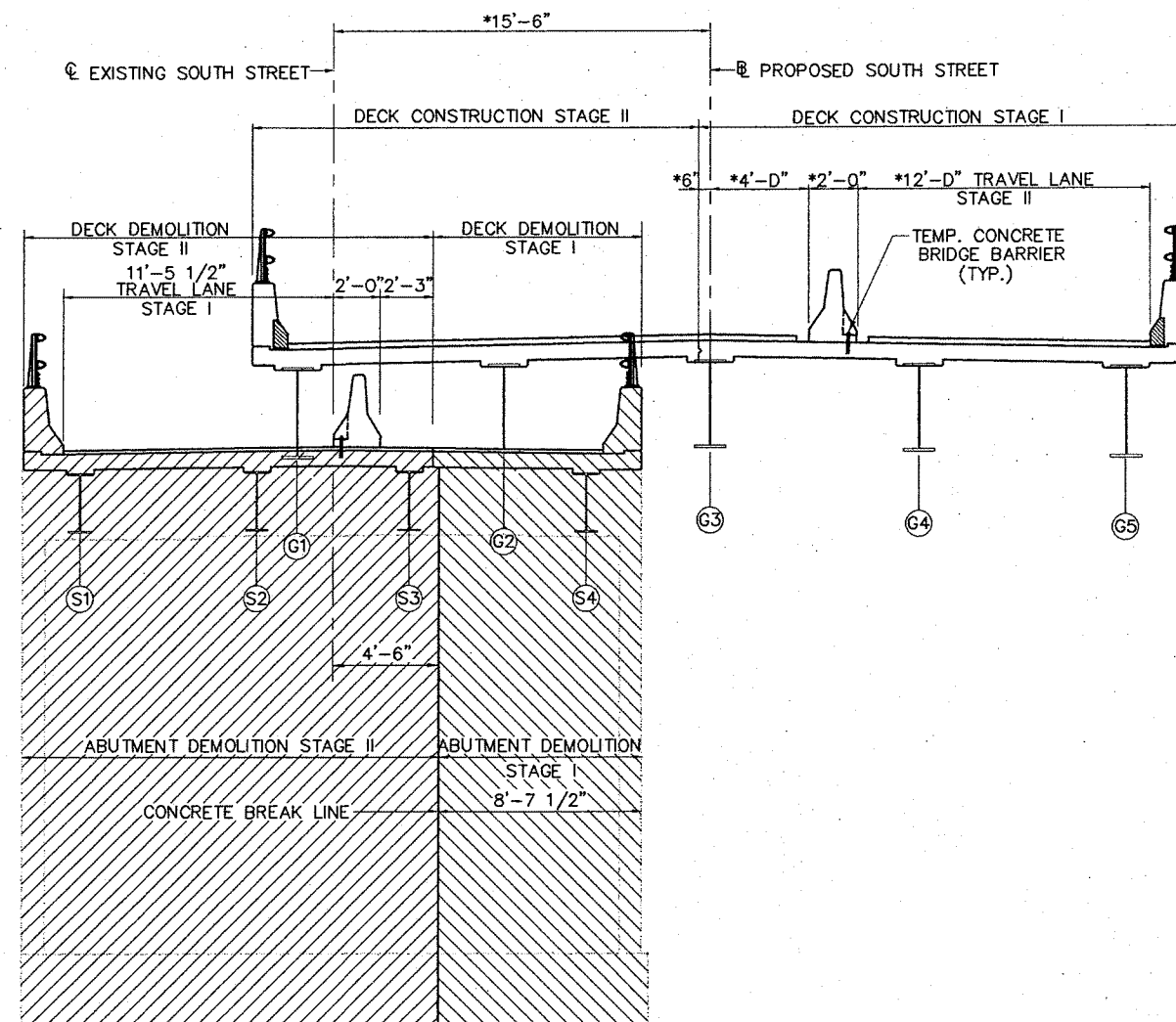
SHEET NUMBER: SS-S29

91 OF 104

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



SECTION D-D
1/4" = 1'-0"

NOTE

* DIMENSION SHOWN IS TAKEN PERPENDICULAR TO STATION LINE
FOR LOCATION OF SECTIONS B-B AND D-D SEE SHEET NO. SS-S29.

Scale:

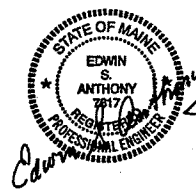
No.	Revision	By	Date

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ERDMAN ANTHONY
CONSULTING ENGINEERS
Rochester, NY - Mechanicsburg, PA - Boston, MA
Buffalo, NY - Albany, NY

	By	Date		By	Date
Designed	CCJ	1/10/01	Checked	SJP	1/10/01
Drawn	TRD	1/10/01	In Charge of	ESA	1/10/01

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HNTB CORPORATION
ARCHITECTS ENGINEERS PLANNERS
2 Thomas Drive
Westbrook, ME 04092
TEL (207) 774-5155
FAX (207) 772-7410

MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT

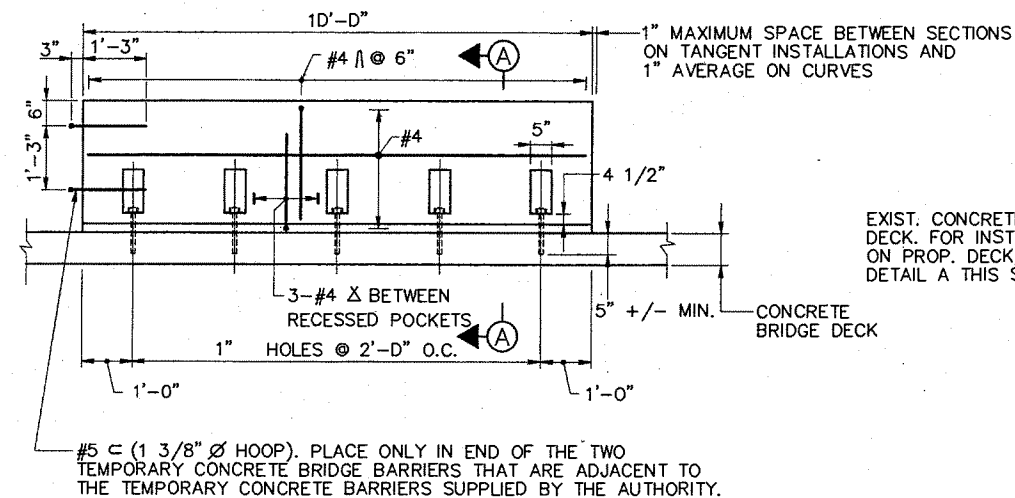


BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
CONSTRUCTION SEQUENCE III

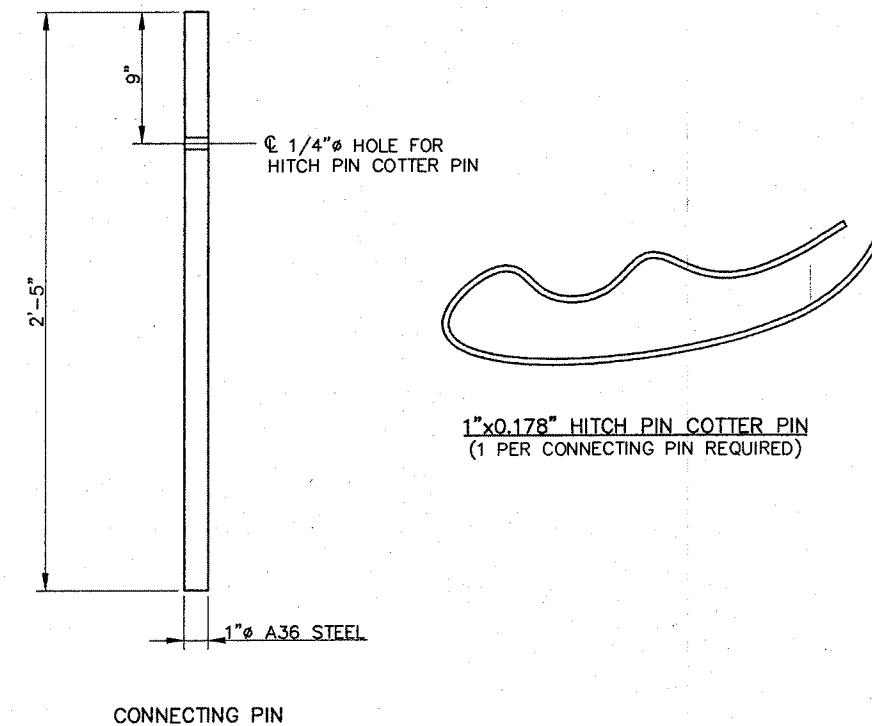
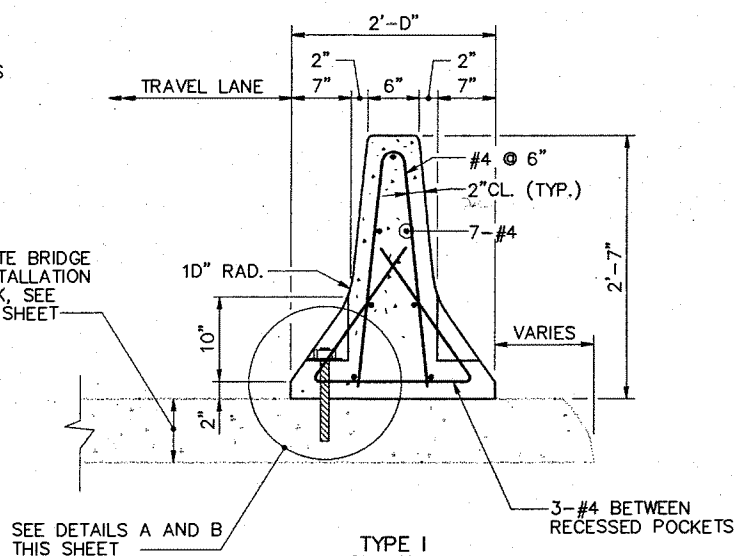
CONTRACT: 2001.07

SHEET NUMBER: SS-S30

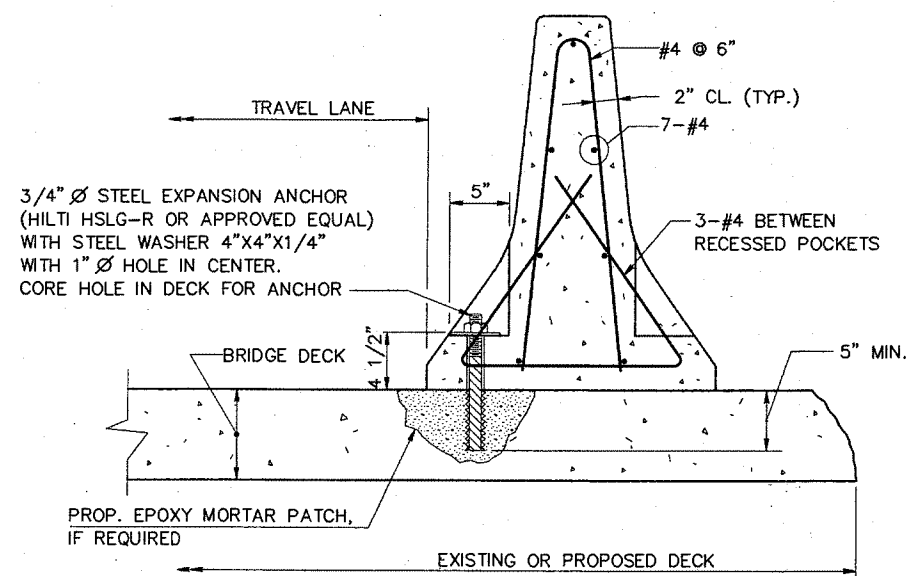
92 OF 104



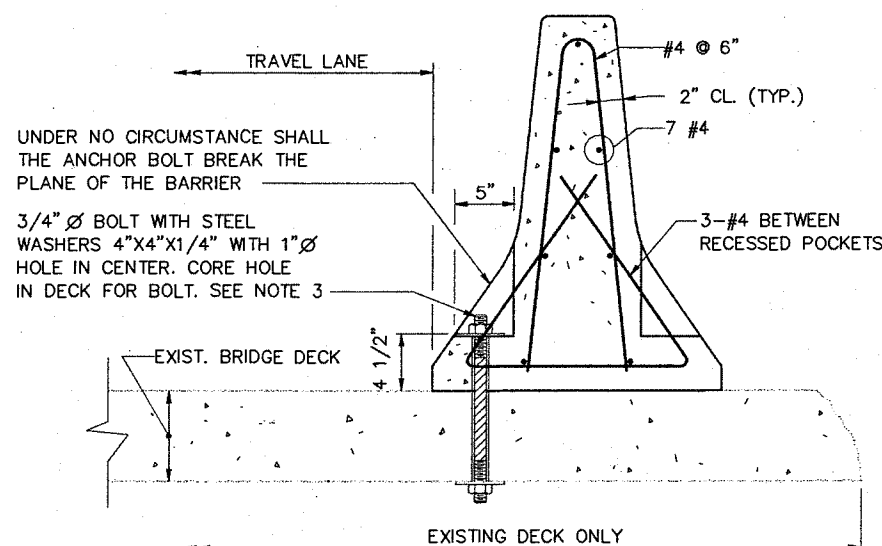
TEMPORARY CONCRETE BRIDGE BARRIER ELEVATION
1/2" = 1'-0"



DETAIL - CONNECTING PIN ASSEMBLY (SEE NOTE 6)
(REQUIRED FOR TEMPORARY CONCRETE BARRIER SUPPLIED BY THE AUTHORITY)
N.T.S.



DETAIL A
(BARRIER MOUNTED ON EXIST. OR PROP. STRUCTURE)
1 1/2" = 1'-0"



DETAIL B
(BARRIER MOUNTED ON EXISTING STRUCTURE ONLY)
1 1/2" = 1'-0"

NOTES

- ANCHOR BOLTS INSTALLED ON EXISTING DECK ARE TO BE OF STEEL CONFORMING TO ASTM A307. THOSE INSTALLED ON PROPOSED DECK ARE TO BE OF STAINLESS STEEL CONFORMING TO ASTM F593, GROUP 1 CONDITION SH-2.
- NUTS SHALL CONFORM TO ASTM A307, USED WITH THE EXISTING DECK TYPE ANCHOR BOLTS AND ASTM F594, GROUP 1 CONDITION SH-2, USED WITH PROPOSED DECK TYPE ANCHOR BOLTS.
- WHERE THE THROUGH BOLT INTERFERES WITH THE TOP FLANGE OF A STRINGER, USE THE EXPANSION ANCHOR DETAIL SHOWN FOR THE PROPOSED DECK.
- AFTER THE BARRIER IS REMOVED, THE CONTRACTOR SHALL REMOVE THE STAINLESS STEEL BOLTS AND PATCH THE HOLES IN THE NEW DECK WITH EPOXY MORTAR TO THE SATISFACTION OF THE ENGINEER. (PAYMENT SHALL BE INCIDENTAL TO ITEM 526.3D4).
- CONNECTING PIN ASSEMBLY SHALL BE GALVANIZED AFTER FABRICATION.
- THE CONNECTING PIN ASSEMBLY SHALL BE SUPPLIED BY THE CONTRACTOR FOR EACH TEMPORARY CONCRETE BARRIER BEING SUPPLIED BY THE AUTHORITY. THE CONNECTING PIN ASSEMBLY SHALL BE USED TO FASTEN TOGETHER THE RESPECTIVE BARRIERS AND PAYMENT SHALL BE INCIDENTAL TO ITEM 526.304.

TYPE I TEMPORARY CONCRETE BRIDGE BARRIER DETAILS

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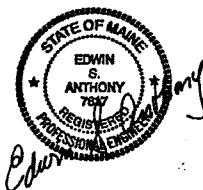
No.	Revision	By	Date

Designed by:

ERDMAN ANTHONY
CONSULTING ENGINEERS
Rochester, NY - Mechanicsburg, PA - Boston, MA
Buffalo, NY - Albany, NY

Designed	By	Date	Checked	By	Date
Drawn	TRD	1/10/01	In Charge of	ESA	1/10/01

PE Stamp:



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HNTB CORPORATION
ARCHITECTS ENGINEERS PLANNERS
2 Thomas Drive
Westbrook, ME 04092
TEL (207) 774-5155
FAX (207) 772-7410

MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT



BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
BRIDGE BARRIER DETAILS

CONTRACT: 2001.07

SHEET NUMBER: SS-S31

93 OF 104

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MARK	SIZE	NO	LENGTH		TYPE	A		B		C		D		INCR.	REMARKS
			FT	IN		FT	IN	FT	IN	FT	IN	FT	IN		
EAST ABUTMENT STEM AND BACKWALL															
B501	5	59	17		3	STR									N.F. VERT. BAR
*B502	5	43	5		5	11B	3	9	1	B					N.F. VERT. BAR
*B503	5	39	4		6	STR									N.F. BACKWALL VERT. BAR
*B504	5	39	9		7	101	1	1	4	3	0	0	0	0	TOP BACKWALL VERT. BAR
*B505	5	35	5		10	STR									BACKWALL VERT. BARS AT CORNERS
*B506	5	35	3		5	STR									BACKWALL VERT. BARS AT CORNERS
B507	5	18	18		7	STR									N.F. HORIZ. BAR
B508	5	18	23		3	STR									N.F. HORIZ. BAR
B509	5	17	20		0	STR									F.F. HORIZ. BAR
B510	5	17	23		0	STR									F.F. HORIZ. BAR
B511	5	18	8		9	109	4	B	2	5	1	5	5/8	1	B E=10"
B512	5	18	8		9	109	4	8	2	5	0	10		1	B E=1'-5 5/8"
B513	5	18	6		9	11B	4	4	2	5					F.F. HORIZ. BAR AT SW CORNER
B514	5	18	6		1	11B	3	9	2	5					F.F. HORIZ. BAR AT NW CORNER
*B515	5	7	19		9	STR									N.F. BACKWALL HORIZ. BAR
*B516	5	7	23		0	STR									N.F. BACKWALL HORIZ. BAR
B517	5	7	4		5	111	3	8	0	9	0	2	1/2		N.E. CORNER HORIZ. BAR
*B518	5	7	6		10	109	4	B	1	5	0	7	3/4	0	9 E=4 1/2"
*B519	5	7	2		8	11B	1	5	1	3					N.E. CORNER HORIZ. BAR
B520	5	5	6		8	STR									N.E. CORNER HORIZ. BAR
B521	5	7	4		5	119	3	8	0	9	0	2	1/2		S.E. CORNER HORIZ. BAR
*B522	5	7	6		10	109	4	B	1	5	0	4	1/2	0	9 E=7 3/4"
*B523	5	7	4		1	11B	1	5	2	8					S.E. CORNER HORIZ. BAR
B524	5	5	6		10	STR									S.E. CORNER HORIZ. BAR
*B525	5	6	16		6	STR									APP. SLAB SEAT HORIZ.
*B526	5	6	19		0	STR									APP. SLAB SEAT HORIZ.
B527	5	1	10		4	106	4	9	4	5	1	1	1/2	1	2
*B528	5	1	9		6	106	4	2	4	2	1	1	1/2	1	2
*B529	5	3	22		1	STR									N.E. CORNER HORIZ. BAR
*B530	5	3	25		7	STR									S.E. CORNER HORIZ. BAR
*B531	5	4	18		7	STR									F.F. BACKWALL HORIZ. BAR
*B532	5	4	23		3	STR									F.F. BACKWALL HORIZ. BAR
*B533	5	8	7		2	101	2	0	3	2					HORIZ. BARS AT BRIDGE SEAT
*B534	5	4	6		9	STR									HORIZ. BARS AT BRIDGE SEAT
*B535	5	12	6		2	101	2	6	1	10					KEEPER BLOCK
*B536	5	16	5		7	101	1	11	1	10					KEEPER BLOCK
															BEARING PADS
															BEARING PADS
*B601	6	32	3		6	11B	2	0	1	6					F.F. BACKWALL VERT BAR
*B602	6	32	5		8	119	3	11	1	9	2	7/8			F.F. BACKWALL VERT BAR
B603	6	32	4		6	STR									F.F. BACKWALL VERT BAR
B604	6	9	6		1	11B	1	7	4	6					BACK OF ABUT DOWEL
B701	7	77	13		B	STR									VERT BAR AT F.F.
N.E. WINGWALL															
WB501	5	19	16'-2" TO 23'-5"		STR									4 3/4	VERT. BAR N.F.
WB502	5	12	5'-10" TO 10'-6"		STR									11 1/8	VERT. BAR E.F.
WB503	5	30	17		1	STR									HORIZ. BAR E.F.
WB504	5	14	7		2	STR									HORIZ. BAR E.F.
WB505	5	6	2'-10" TO 6'-5"		STR									1	9 1/2
WB506	5	22	0'-10" TO 21'-4"		STR									2	0 1/2
WB507	5	2	23		7	STR									HORIZ. BAR E.F.
WB508	5	2	7		4	STR									HORIZ. BAR E.F.
															TOP WW BAR E.F.
															BOTTOM WW BAR E.F.
WB601	6	22	B'-2" TO 15'-5"		STR									4 1/8	VERT. BAR F.F.
WB801	B	22	11		6	STR									VERT. BAR F.F.
S.E. WINGWALL															
WB509	5	12	19'-2" TO 23'-7"		STR									4 3/4	VERT. BAR N.F.
WB510	5	12	5'-10" TO 10'-8"		STR									11 1/2	VERT. BAR E.F.
WB511	5	36	10		1	STR									HORIZ. BAR E.F.
WB512	5	14	7		2	STR									HORIZ. BAR E.F.
WB513	5	6	2'-10" TO 6'-5"		STR									1	9 1/2
WB514	5	16	0'-10" TO 14'-6"		STR									1	11 3/8
WB515	5	2	16		2	STR									HORIZ. BAR E.F.
WB516	5	2	7		4	STR									HORIZ. BAR E.F.
															TOP WW BAR E.F.
															BOTTOM WW BAR E.F.
WB602	6	14	11'-2" TO 15'-7"		STR									4 1/8	VERT. BAR F.F.
WB802	B	14	11		6	STR									VERT. BAR F.F.

MARK	SIZE	NO	LENGTH		TYPE	A		B		C		D		INCR.	REMARKS
			FT	IN		FT	IN	FT	IN	FT	IN	FT	IN		
EAST ABUTMENT AND WINGWALL FOOTING															
BF501	5	30	25'-4" TO 27'-2"		STR									1 5/8	NE WW LONG, T&B
BF502	5	30	4		0	119	2	0	2	0	1	B	3/4		WW/ABUT CORNER LONG, T&B
BF503	5	30	9'-0" TO 14'-6"		STR									4 3/4	ABUT LONG, T&B
BF504	5	30	14'-3" TO 23'-2"		STR									7 5/8	ABUT LONG, T&B
BF505	5	30	3		4	113	1	8	1	B					ABUT LONG, T&B COUPLER
BF506	5	30	11'-7" TO 18'-9"		STR									6 1/8	SE WW LONG, T&B
BF507	5	30	4		0	119	2	0	2	0	1	0			WW/ABUT CORNER LONG, T&B
BF508	5	55	2		11	STR									FRONT OF ABUT DOWEL
BF509	5	19	3		1	STR									FRONT OF NE WING DOWEL
BF510	5	12	3		1	STR									FRONT OF SE WING DOWEL
BF701	7	58	14		0	STR									WW TRANS, B
BF702	7	60	13		0	STR									ABUT TRANS, T&B
BF703	7	77	7		10	118	6	B	1	2					BACK OF ABUT DOWEL
BF801	B	22	7		5	111	6	1	1	4	0	2	5/8		BACK OF NE WING DOWEL
BF802	B	14	7		5	111	6	1	1	4	0	2	5/8		BACK OF SE WING DOWEL
BF901	9	B0	14		0	STR									WW TRANS, T

Scale:

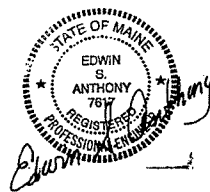
No.	Revision	By	Date

Designed by:

ERDMAN ANTHONY
CONSULTING ENGINEERS
Rochester, NY - Mechanicsburg, PA - Boston, MA
Buffalo, NY - Albany, NY

Designed	By	Date	Checked	By	Date
Drawn	SAS	01/10/01	In Charge of	ESA	01/10/01

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Approved by:

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HNTB CORPORATION
ARCHITECTS ENGINEERS PLANNERS
2 Thomas Drive
Westbrook, ME 04092
TEL (207) 774-5155
FAX (207) 772-7410

MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT



BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
REINFORCING STEEL SCHEDULE I

CONTRACT: 2001.07
SHEET NUMBER: SS-S32
94 OF 104

N:\1855000.SSU\DRAWINGS\ SOUTH STREET\SS39BR502.DWG

MARK	SIZE	NO	LENGTH		TYPE	A		B		C		D		INCR.	REMARKS
			FT	IN		FT	IN	FT	IN	FT	IN	FT	IN		
WEST ABUTMENT STEM AND BACKWALL															
A501	5	59	15	8	STR										N.F. VERT. BAR
*A502	5	43	5	5 118		3	9	1	8						N.F. VERT. BAR
*A503	5	39	4	6	STR										N.F. BACKWALL VERT. BAR
*A504	5	39	9	9 101		1	1	4	4	0	0	0	0		TOP BACKWALL VERT. BAR
*A505	5	35	5	10	STR										BACKWALL VERT. BARS AT CORNERS
*A506	5	35	3	5	STR										BACKWALL VERT. BARS AT CORNERS
A507	5	17	22	7	STR										N.F. HORIZ. BAR
A508	5	17	19	3	STR										N.F. HORIZ. BAR
A509	5	16	24	0	STR										F.F. HORIZ. BAR
A510	5	16	19	0	STR										F.F. HORIZ. BAR
A511	5	17	8	9 109		4	8	2	5	1	5	5/8	1	8	N.F. HORIZ. AT SW CORNER
A512	5	17	8	9 109		4	8	2	5	0	10		1	8	N.F. HORIZ. AT NW CORNER
A513	5	17	6	9 118		4	4	2	5						F.F. HORIZ. BAR AT SW CORNER
A514	5	17	6	1 118		3	9	2	5						F.F. HORIZ. BAR AT NW CORNER
*A515	5	7	23	9	STR										N.F. BACKWALL HORIZ. BAR
*A516	5	7	19	0	STR										N.F. BACKWALL HORIZ. BAR
A517	5	7	4	5 111		3	8	0	9	0	2	1/2			S.W. CORNER HORIZ. BAR
*A518	5	7	6	10 109		4	8	1	5	0	7	3/4	0	9	S.W. CORNER HORIZ. BAR
*A519	5	7	2	8 118		1	5	1	3						S.W. CORNER HORIZ. BAR
A520	5	5	6	8	STR										S.W. CORNER HORIZ. BAR
A521	5	7	4	5 119		3	8	0	9	0	2	1/2			N.W. CORNER HORIZ. BAR
*A522	5	7	6	10 109		4	8	1	5	0	4	1/2	0	9	N.W. CORNER HORIZ. BAR
*A523	5	7	4	1 118		1	5	2	8						N.W. CORNER HORIZ. BAR
A524	5	5	6	10	STR										N.W. CORNER HORIZ. BAR
*A525	5	6	20	6	STR										APP. SLAB SEAT HORIZ.
*A526	5	6	15	0	STR										APP. SLAB SEAT HORIZ.
A527	5	1	10	4 106		4	9	4	5	1	1	1/2	1	2	S.W. CORNER HORIZ. BAR
*A528	5	1	9	6 106		4	2	4	2	1	1	1/2	1	2	N.W. CORNER HORIZ. BAR
*A529	5	3	26	1	STR										F.F. BACKWALL HORIZ. BAR
*A530	5	3	21	7	STR										F.F. BACKWALL HORIZ. BAR
*A531	5	4	22	7	STR										HORIZ. BARS AT BRIDGE SEAT
*A532	5	4	19	3	STR										HORIZ. BARS AT BRIDGE SEAT
*A533	5	8	7	2 101		2	0	3	2						KEEPER BLOCK
*A534	5	4	6	9	STR										KEEPER BLOCK
*A535	5	12	6	2 101		2	6	1	10						BEARING PADS
*A536	5	16	5	7 101		1	11	1	10						BEARING PADS
*A601	6	31	3	6 118		2	0	1	6						F.F. BACKWALL VERT BAR
*A602	6	31	5	8 119		3	11	1	9	1	2	7/8			F.F. BACKWALL VERT BAR
A603	6	31	4	6	STR										F.F. BACKWALL VERT BAR
A604	6	9	6	1 118		1	7	4	6						BACK OF ABUT DOWEL
A701	7	77	12	1	STR										F.F. BACKWALL VERT BAR
N.W. WINGWALL															
WA509	5	11	18'-1" TO 22'-2"	STR									4 7/8		VERT. BAR N.F.
WA510	5	12	5'-10" TO 10'-9"	STR									0	11 3/4	VERT. BAR E.F.
WA511	5	34	9	1	STR										HORIZ. BAR E.F.
WA512	5	14	7	2	STR										HORIZ. BAR E.F.
WA513	5	6	2'-10" TO 6'-5"	STR									1	9 1/2	HORIZ. BAR E.F.
WA514	5	16	0'-10" TO 13'-6"	STR									1	9 5/8	HORIZ. BAR E.F.
WA515	5	2	15	2	STR										TOP WW BAR E.F.
WA516	5	2	7	4	STR										BOTTOM WW BAR E.F.
WA602	6	12	10'-2" TO 14'-2"	STR									4 3/8		VERT. BAR F.F.
WA802	8	12	11	6	STR										VERT. BAR F.F.
S.W. WINGWALL															
WA501	5	17	15'-3" TO 21'-10"	STR									4 7/8		VERT. BAR N.F.
WA502	5	12	5'-10" TO 10'-7"	STR									11 1/4		VERT. BAR E.F.
WA503	5	28	15	1	STR										HORIZ. BAR E.F.
WA504	5	14	7	2	STR										HORIZ. BAR E.F.
WA505	5	6	2'-10" TO 6'-5"	STR									1	9 1/2	HORIZ. BAR E.F.
WA506	5	20	0'-10" TO 19'-5"	STR									2	0 3/4	HORIZ. BAR E.F.
WA507	5	2	21	7	STR										TOP WW BAR E.F.
WA508	5	2	7	4	STR										BOTTOM WW BAR E.F.
WA601	6	20	7'-3" TO 13'-10"	STR									4 1/4		VERT. BAR F.F.
WA801	8	20	11	6	STR										VERT. BAR F.F.

MARK	SIZE	NO	LENGTH		TYPE	A		B		C		D		INCR.	REMARKS
			FT	IN		FT	IN	FT	IN	FT	IN	FT	IN		
WEST ABUTMENT AND WINGWALL FOOTING															
AF501	5	30	10'-7" TO 17'-9"		STR									6 1/8	NW WING LONG, T&B
AF502	5	30	4	0	119	2	0	2	0	1	0				WW/ABUT CORNER LONG.,T&B
AF503	5	30	23'-4" TO 25'-3"		STR									1 5/8	SW LONG, T&B
AF504	5	30	4	0	119	2	0	2	0	1	8 3/4				WW/ABUT CORNER LONG.,T&B
AF505	5	30	9'-3" TO 18'-2"		STR									7 5/8	ABUT LONG, T&B
AF506	5	30	3	4	113	1	8	1	8						ABUT LONG, T&B COUPLER
AF507	5	30	14'-0" TO 19'-6"		STR									4 3/4	ABUT LONG, T&B
AF508	5	55	2	11	STR										FRONT OF ABUT DOWEL
AF509	5	17	3	1	STR										FRONT OF SW WING OOWEL
AF510	5	11	3	1	STR										FRONT OF NW WING OOWEL
AF701	7	48	14	0	STR										WING TRANS. B
AF702	7	79	13	0	STR										ABUT TRANS. T&B
AF703	7	77	7	10	118	6	8	1	2						BACK OF ABUT DOWEL
AF801	8	20	7	5	111	6	1	1	4	0	2	5/8			BACK OF SW WING OOWEL
AF802	8	12	7	5	111	6	1	1	4	0	2	5/8			BACK OF NW WING OOWEL
AF901	9	75	14	0	STR										WING TRANS. T

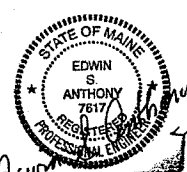
Scale: AS NOTED

Designed by:

ERDMAN ANTHONY
CONSULTING ENGINEERS

Rochester, NY - Mechanicsburg, PA - Boston, MA
Buffalo, NY - Albany, NY

PE Stamp:



Approved by:

HNTB

HNTB CORPORATION
ARCHITECTS ENGINEERS PLANNERS

2 Thomas Drive
Westbrook, ME 04092
TEL (207) 774-5155
FAX (207) 772-7410

MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT



BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
REINFORCING STEEL SCHEDULE II

SHEET NUMBER: SS-S33

95 OF 104

CONTRACT: 2001.07

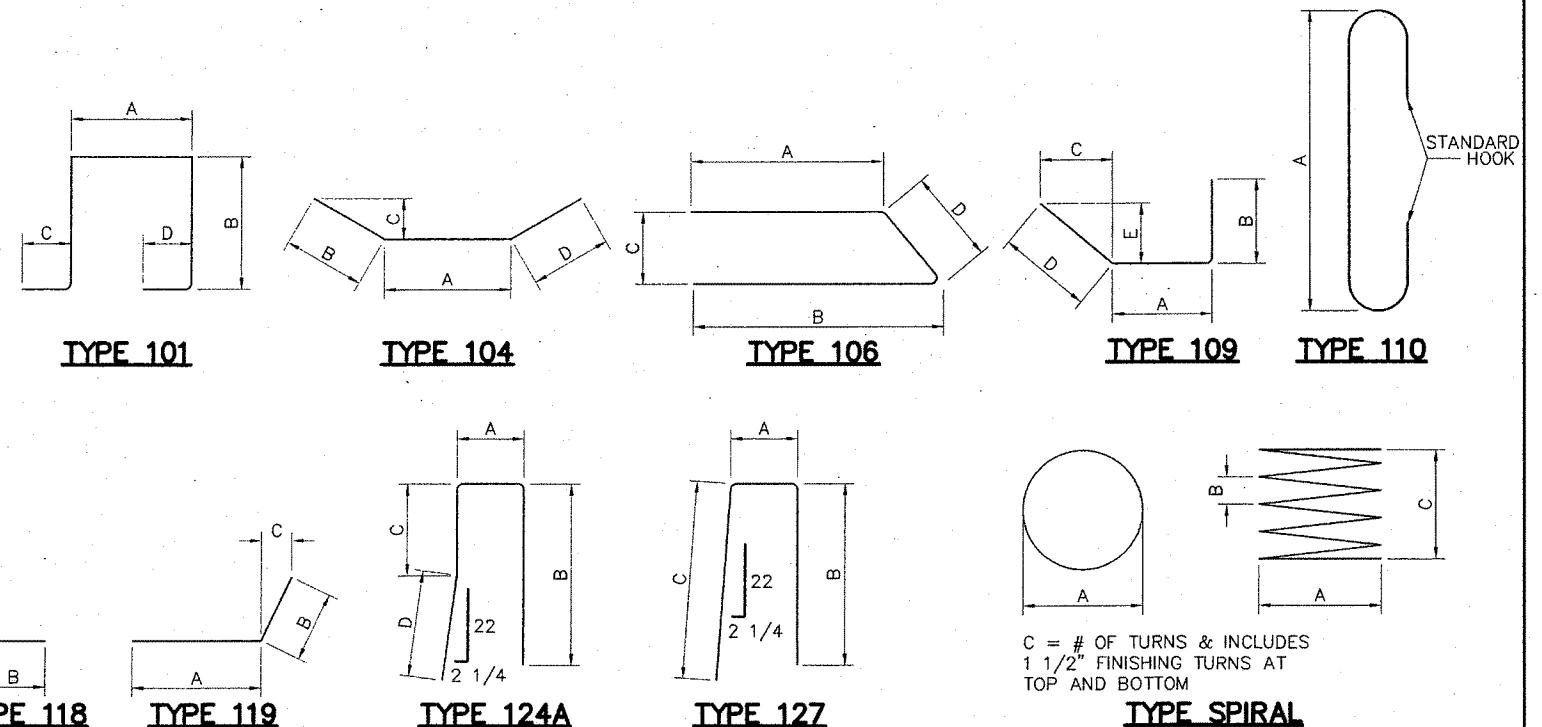
No.	Revision	By	Date

Designed	CCJ	01/10/01	Checked	SJP	01/10/01
Drawn	SAS	01/10/01	In Charge of	ESA	01/10/01

N:\1855000.SSU\DRAWINGS\SSU3\BR503.DWG

MARK	SIZE	NO	LENGTH		TYPE	A		B		C		D		INCR.	REMARKS
			FT	IN		FT	IN	FT	IN	FT	IN	FT	IN		
APPROACH SLAB															
AS400	4	32	17	8	STR										TRANSVERSE
AS401	4	32	16	8	STR										TRANSVERSE
AS402	4	32	2	2	113	1	2	1	0						TRANSVERSE DOWELS
AS600	6	144	15	2	STR										LONGITUINAL
DECK SLAB AND PARAPETS															
*S501	5	654	34	4	STR										LONG. TOP & BOT.
*S502	5	46	40	0	STR										LONG. ADD'L OVER PIER
*S503	5	46	19	7	STR										LONG. ADD'L OVER PIER
*S504	5	120	7	8	STR										LONG. PARAPET
*S505	5	72	15	8	STR										LONG. PARAPET
*S506	5	24	8	2	STR										LONG. PARAPET
*S507	5	388	3	6	127	0	6	1	6						TRANS. PARAPET
*S508	5	48	8	5	STR										TRANS. ENO OF DECK
*S509	5	72	4	9	118	4	0	0	9						LONG. ENO OF DECK
*S510	5	72	3	4	109	1	5	0	9						LONG. ENO OF DECK
*S601	6	658	18	8	STR										TRANS. SLAB TOP & BOT.
*S602	6	658	6	8	113	3	5	3	3						TRANS. SLAB T & B DOWELS
*S603	6	776	4	3	118	3	3	1	0						TRANS. PARAPET DOWEL
*S604	6	658	19	8	STR										TRANS. SLAB TOP & BOT.
END POSTS															
*EP501	5	8	6	6	104	2	10	3	8	2	1	0	0		TOP HORIZONTAL
*EP502	5	4	5	0	104	3	0	2	0	0	6	0	0		HORIZONTAL N.F.
*EP503	5	4	4	10	118	4	6	0	4						HORIZONTAL F.F.
*EP504	5	16	5	10	114	4	10	0	0	0	4	1	0		HORIZONTAL N.F.
*EP505	5	8	6	5	104	3	0	3	5	0	9	0	0		HORIZONTAL N.F.
*EP506	5	12	6	1	118	5	9	0	4						HORIZONTAL F.F.
*EP507	5	8	6	8	118	5	6	1	2						HORIZONTAL E.F.
*EP508	5	20	4	11	124A	1	0	0	0	1	8	2	3		VERTICAL N.F.
*EP509	5	20	5	8	118	4	8	1	0						VERTICAL F.F.
*EP510	5	16	7	10	118	6	2	1	8						VERTICAL F.F.
EP511	5	8	6	3	101	3	7	1	4	0	0	0	0		VERTICAL N.F.
*EP512	5	8	7	11	118	6	7	1	4						VERTICAL F.F.
EP513	5	8	5	3	101	3	7	0	10	0	0	0	0		VERTICAL N.F.
*EP514	5	8	7	8	118	6	10	0	10						VERTICAL F.F.
*EP515	5	8	4	11	118	4	2	0	9						VERTICAL F.F.
*EP516	5	8	3	0	118	2	7	0	5						VERTICAL F.F.
*EP517	5	8	3	8	118	2	10	0	10						VERTICAL N.F.
*EP518	5	8	1	8	118	1	3	0	5						VERTICAL N.F.
*EP519	5	16	6	0	118	5	3	0	9						HORIZONTAL F.F.
*EP601	6	16	5	2	118	4	10	0	4						VERTICAL E.F.
*EP602	6	4	8	1	118	5	1	3	0						HORIZONTAL N.F.
*EP603	6	8	9	3	118	5	0	4	3						HORIZONTAL F.F.
*EP604	6	8	6	4	118	5	6	0	10						VERTICAL N.F.
*EP605	6	8	5	4	STR										HORIZONTAL CENTER
*EP606	6	16	6	6	118	5	6	1	0						VERTICAL N.F.
EP607	6	24	6	1	118	4	7	1	6						HORIZONTAL TOP & BOT.
*EP608	6	8	5	3	101	4	5	0	5	0	0	0	0		VERTICAL N.F.
EP609	6	16	6	11	101	3	7	1	8	0	0	0	0		VERTICAL N.F.
EP610	6	20	6	7	104	3	5	3	2	0	9	0	0		HORIZONTAL N.F.
EP611	6	20	6	8	118	6	0	0	8						HORIZONTAL F.F.

MARK	SIZE	NO	LENGTH		TYPE	A		B		C		D		INCR.	REMARKS
			FT	IN		FT	IN	FT	IN	FT	IN	FT	IN		
PIER FOOTING															
PF501	5	39	9	8	STR										FOOTING TOP & BOT. REINF. FOOTING TOP & BOT. REINF. FOOTING TOP REINF.
PF502	5	23	6	2	STR										
PF503	5	20	7	2	STR										
PF801	8	20	7	2	STR										FOOTING BOT. REINF.
PF901	9	10	9	8	STR										FOOTING BOT. REINF.
*PF1001	10	30	13	1	118	11	1	2	0						FOOTING COLUMN DOWELS
PIER FOOTING															
*P501	5	3	573	4	SPIRAL	2	6	0	3	18	0	7	3		COLUMN SPIRALS
*P502	5	12	35	8	113	19	8	16	0						CAP HORIZ.
*P503	5	16	8	11 3/4	117	2	0	4	11 3/4	2	0	1	7		CAP ENO HORIZ.
*P504	5	66	10	2	101	3	2	3	6	0	0	0	0		CAP STIRRUPS
*P505	5	33	4	4	110	3	2								CAP STIRRUPS
*P601	6	20	7	6	101	2	8	2	5	0	0	0	0		PAO REINF.
*P602	6	25	6	6	101	1	8	2	5	0	0	0	0		PAO REINF.
*P1001	10	30	20	2	STR										CAP COLUMN REINF.
*P1002	10	13	35	8	113	19	8	16	0						CAP TOP & BOT. REINF.



'A' IS MEASURED TO OUTSIDE OF BAR

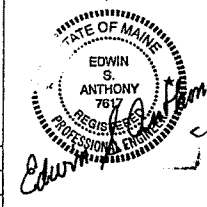
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MAINE TURNPIKE AUTHORITY
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BRIDGE REPLACEMENT
SOUTH STREET UNDERPASS
REINFORCING STEEL SCHEDULE III

SHEET NUMBER: SS-S34

96 OF 104

CONTRACT: 2001.07

No.	Revision	By	Date

Designed	CCJ	Date	01/10/01	Checked	SJP	Date	01/10/01
Drawn	SAS	Date	01/10/01	In Charge of	ESA	Date	01/10/01