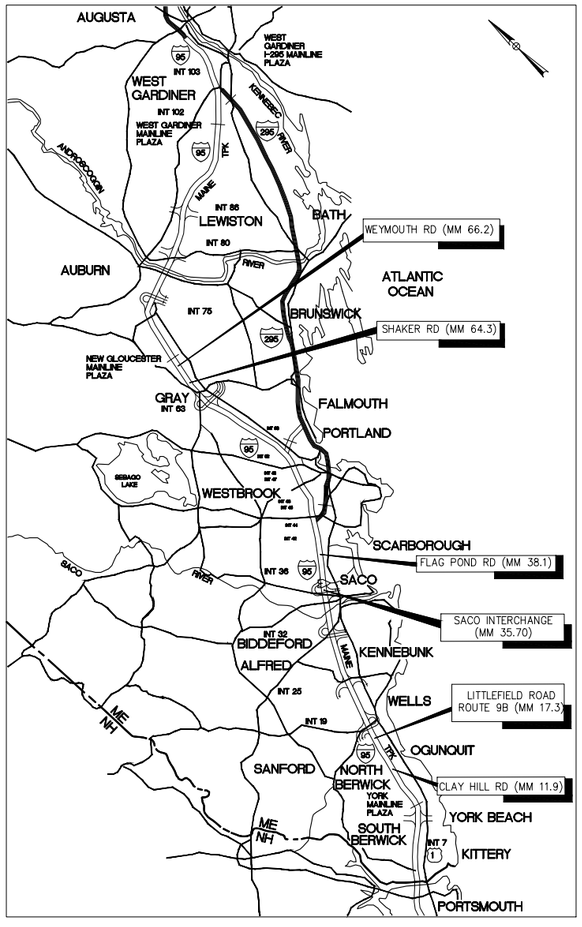


LOCATION MAP

THE GOLD STAR
MEMORIAL HIGHWAY

MAINE TURNPIKE AUTHORITY

MICHAEL J. CIANCHETTE, CHAIR
JANE L. LINCOLN, VICE CHAIR
EMILY N. BECKER, MEMBER
NINA A. FISHER, MEMBER
WILLIAM BENSON, MEMBER
THOMAS J. ZUKE, MEMBER
DALE F. DOUGHTY, MAINEDOT EX–OFFICIO

ANDRE J. BRIERE, COLONEL USAF (ret.), EXECUTIVE DIRECTOR

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	HAUNCH REMOVAL DETAILS
3-7	MAINTENANCE OF TRAFFIC DETAILS
8-31	AS-BUILT REFERENCE PLANS

CONTRACT 2027.10
WIDENED CONCRETE HAUNCH REMOVAL

CLAY HILL ROAD UNDERPASS (MM 11.9)
LITTLEFIELD ROAD/ROUTE 9B UNDERPASS (MM17.3)
SACO INTERCHANGE UNDERPASSES (MM 35.70 & 35.71)
FLAG POND ROAD UNDERPASS (MM 38.1)
SHAKER ROAD UNDERPASS (MM 64.3)
WEYMOUTH ROAD UNDERPASS (MM 66.2)

APPROVED: MAINE TURNPIKE AUTHORITY

STEPHEN R. TARTRE, P.E., – DIRECTOR OF ENGINEERING — DATE 10/26/26

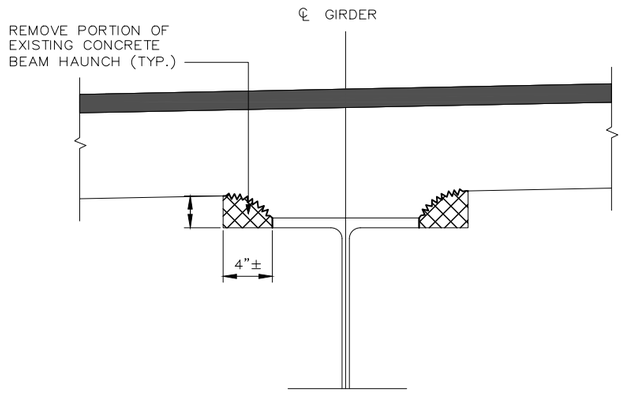
STATE OF MAINE — THERESA D. McAULIFFE — No. 13046 — LICENSED PROFESSIONAL ENGINEER

THERESA MCAULIFFE, P.E.
PROJECT MANAGER — DATE 10/26/26

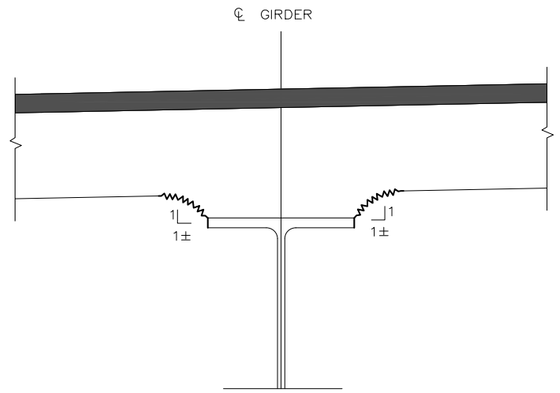
CONTRACT 2027.10

GENERAL NOTES

1. ALL DETAILS SHALL BE IN CONFORMANCE WITH MAINEDOT DEPARTMENT OF TRANSPORTATION (MAINEDOT) 2020 STANDARD DETAILS FOR HIGHWAYS AND BRIDGES WITH ALL UPDATES AND MAINEDOT BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL, LATEST REVISION, UNLESS OTHERWISE NOTED IN THESE PLANS.
2. ALL WORK MUST BE COMPLETED WITHIN THE RIGHT OF WAY.
3. EXISTING HAUNCHES TO BE REMOVED OVER EXISTING PAVEMENT AREA, OR AS DIRECTED BY THE RESIDENT. ANY PORTIONS OF THE EXISTING BRIDGES REMOVED BY THE CONTRACTOR SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
4. CONTRACTOR SHALL SUBMIT PROPOSED STAGING AREA(S) AND FIELD TRAILER LOCATION TO THE RESIDENT FOR APPROVAL PRIOR TO STARTING WORK.
5. EXISTING UTILITIES WERE NOT LOCATED FOR THESE PLANS. EXISTING UTILITIES ARE ATTACHED TO THE WILSON ROAD BRIDGE AND SCARBOROUGH INTERCHANGE BRIDGE. IMPACTS TO UTILITIES ARE NOT ANTICIPATED TO PERFORM THIS WORK. NO WORK SHALL BE STARTED UNTIL THE OWNERS OF THE VARIOUS UTILITIES ARE NOTIFIED BY THE CONTRACTOR OF THE PROPOSED CONSTRUCTION. THE CONTRACTOR IS ALSO REQUIRED TO CALL DIG SAFE AT 1-888-344-7233 AT LEAST 72 HOURS PRIOR TO THE START OF WORK.
6. THE CONTRACTOR SHALL ALSO NOTIFY ALL NON-MEMBERS THROUGH WWW.OKTODIG.COM OR AS OTHERWISE REQUIRED BY THE MAINE PUBLIC UTILITIES COMMISSION. ALL PROPOSED SIGN LOCATIONS AND EXCAVATION LOCATIONS SHALL BE MARKED AT THE NOTIFICATION TIME. NO EXCAVATION SHALL BE PERMITTED UNTIL THE AUTHORITY HAS LOCATED AND MARKED ITS ELECTRONIC COPY OF ALL DIG SAFE TICKETS WITHIN 24 HOURS OF THEIR RELEASE FOR PROJECT NOTIFICATIONS AND 3RD PARTY UTILITY LOCATER COORDINATION.
7. THE CONTRACTOR SHALL NOTIFY THE RESIDENT 10 CALENDAR DAYS PRIOR TO SUBMITTING A UTILITY LOCATE REQUEST THROUGH DIG SAFE SO THAT THE RESIDENT CAN ARRANGE FOR MAINE TURNPIKE UNDERGROUND UTILITY LOCATION. ALL PROPOSED SIGN LOCATIONS AND EXCAVATION LOCATIONS SHALL BE MARKED AT THE NOTIFICATION TIME.



EXISTING CONDITION
NOT TO SCALE



FINAL CONDITION
NOT TO SCALE

CONCRETE HAUNCH REMOVAL DETAILS

Scale: NOT TO SCALE

No.	Revision	By	Date

Designed by: MAINE TURNPIKE

	By	Date		By	Date
Designed	TDM	10/20/26	Checked	KVO	10/20/26
Drawn	BMB	10/20/26	In Charge of	SRT	10/20/26

MAINE TURNPIKE AUTHORITY
2360 Congress Street
Portland, ME 04102
TEL (207) 871-7771
FAX (207) 879-5567

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: THERESA MCAULIFFE, P.E.

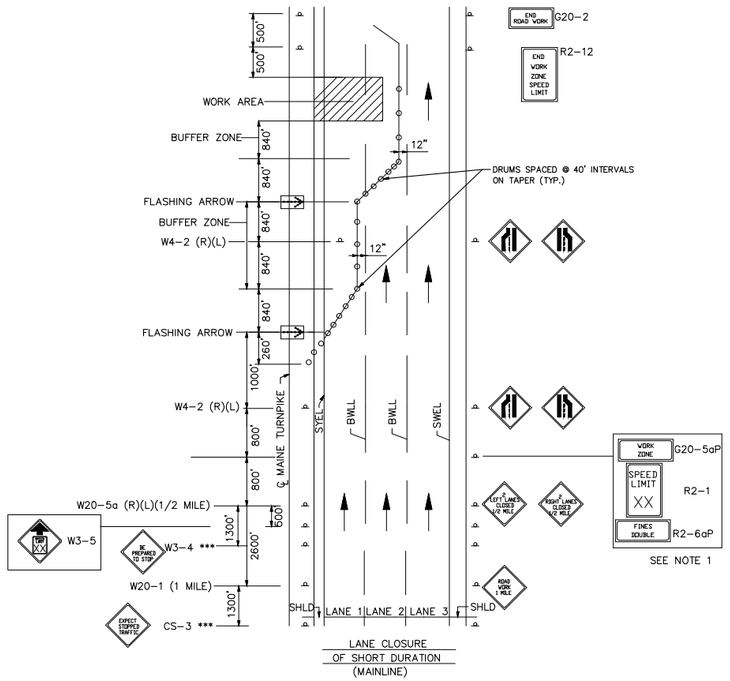
EXISTING GIRDER HAUNCH REMOVAL

CONCRETE REMOVAL DETAILS

SHEET NUMBER: 2 of 31

CONTRACT: 2027.10

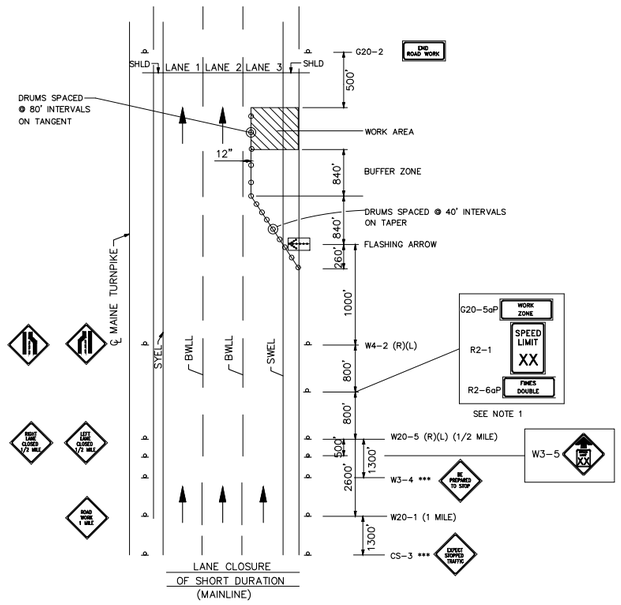
K:\Contracts\2027 Construction Project Files\2027.10 Haunch Removal\Project Development\98%\CAD print date 10.26.2026



DOUBLE LANE CLOSURE

1. FOR EASEL SET UP ONLY, THIS SIGN IS NOT BRACKETED. ONE SIGN ASSEMBLY IS PLACED AS SHOWN.

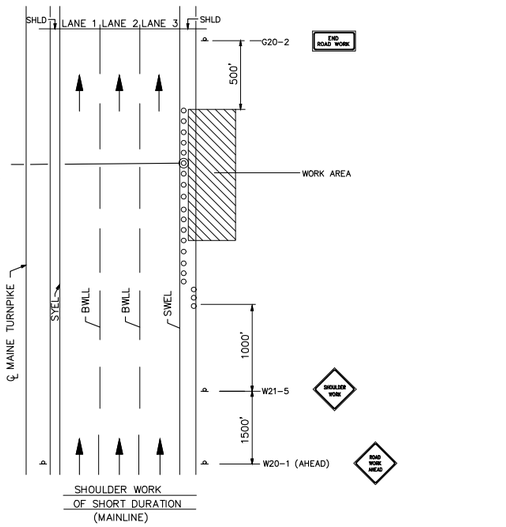
*** TO BE USED DURING STOPPAGES OF TRAFFIC



SINGLE LANE CLOSURE SIGNS ON EASELS

1. FOR EASEL SET UP ONLY, THIS SIGN IS NOT BRACKETED. ONE SIGN ASSEMBLY IS PLACED AS SHOWN.

*** TO BE USED DURING STOPPAGES OF TRAFFIC



SHOULDER WORK

1. THE W20-1 AND G20-2 SIGNS ARE NOT REQUIRED IF THE SHOULDER CLOSURE IS WITHIN A PREVIOUSLY ESTABLISHED WORK ZONE.

Scale: NOT TO SCALE

No.	Revision	By	Date

Designed by:

	By	Date		By	Date
Designed	TDM	10/20/26	Checked	KVO	10/20/26
Drawn	BMB	10/20/26	In Charge of	SRT	10/20/26

MAINE TURNPIKE AUTHORITY
2360 Congress Street
Portland, ME 04102
TEL (207) 871-7771
FAX (207) 879-5567

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: THERESA MCAULIFFE, P.E.

EXISTING GIRDER HAUNCH REMOVAL

MAINTENANCE OF TRAFFIC
MAINLINE CLOSURE

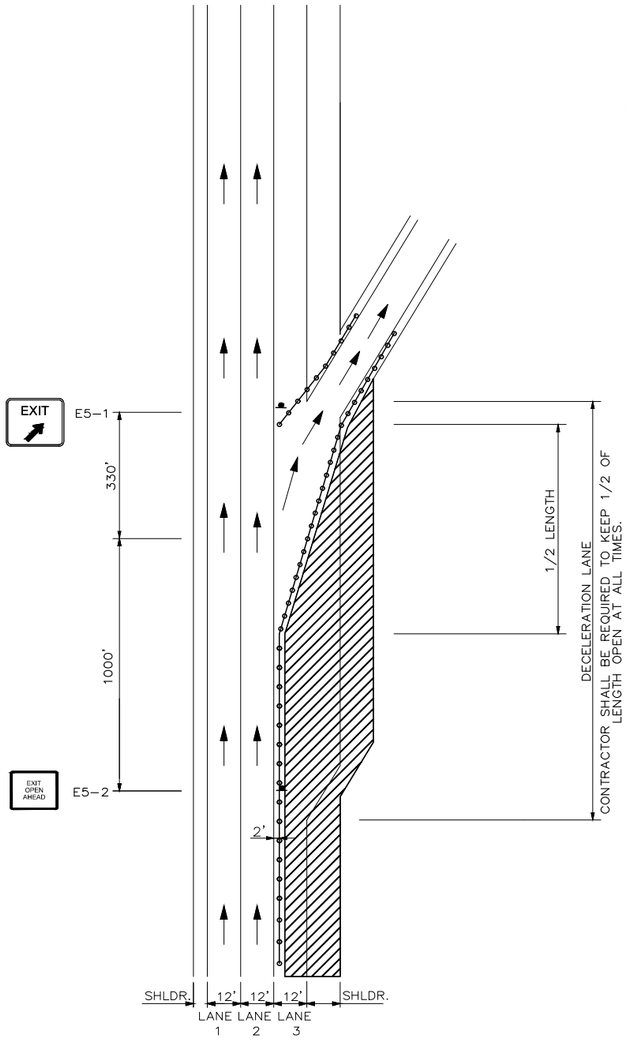
SHEET NUMBER: 3 of 31

CONTRACT: 2027.10

K:\Contracts\2027 Construction Project Files\2027.10 Haunch Removal\Project Development\98%\CAD print date 10.26.2026

NOTES:

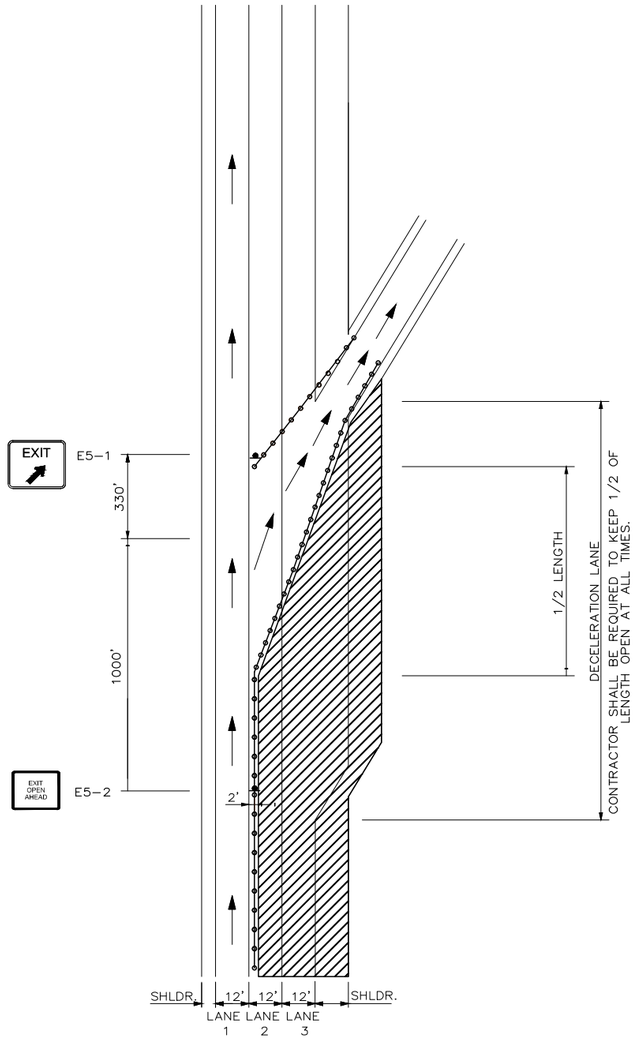
1. FOR SIGN DETAILS, SEE SIGN SUMMARY SHEETS.
2. LANE CLOSURES AT ENTRANCE AND EXIT RAMPS MAY BE COMBINED IF APPROVED BY THE RESIDENT.
3. ALL M.O.T. DEVICES AND LOCATIONS NOT NOTED ON THIS SHEET SHALL BE AS NOTED ON "TRAFFIC CONTROL MAINLINE CLOSURE" SHEETS.
4. CONTRACTOR SHALL RELOCATE CONSTRUCTION SIGNS AS DIRECTED BY THE RESIDENT.
5. EXIT SIGNS MUST BE 5' ABOVE THE PAVEMENT.



LANE 3 CLOSED
TRAFFIC IN LANE 1 & 2
EXITING RAMP OPEN

LEGEND

- = FLASHING ARROW BOARD
- = CONSTRUCTION SIGN
- = PORTABLE – CHANGEABLE MESSAGE SIGN
- = DRUM SPACED AT 80' INTERVALS ON TANGENTS 40' INTERVALS ON TAPERS
- = WORK AREA



LANE 2 & 3 CLOSED
TRAFFIC IN LANE 1
EXITING RAMP OPEN

PCMS (1 WEEK PRIOR TO CLOSURE)

SCREEN 1: I-95 XX EXIT XX TO CLOSE

SCREEN 2: XX/XX TO XX/XX

PCMS (DURING CLOSURE)

SCREEN 1: I-95 XX EXIT XX CLOSED

SCREEN 2: XX/XX TO XX/XX

NOTES:

1. STANDARD MESSAGES PROVIDED FOR INFORMATION. USE OF MESSAGES SHALL BE DETERMINED PER CLOSURE AND SETUP ON THE APPROPRIATE PCMS'S ACCORDINGLY.
2. EXCEPT FOR EMERGENCIES, RAMP CLOSURES SHALL BE COORDINATED WITH DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER.
3. A PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) SHALL BE SET UP APPROXIMATELY ONE(1) MILE BEFORE THE RAMP TO BE CLOSED.

Scale: NOT TO SCALE

No.	Revision	By	Date

Designed by: MAINE TURNPIKE

	By	Date		By	Date
Designed	TDM	10/20/26	Checked	KVO	10/20/26
Drawn	BMB	10/20/26	In Charge of	SRT	10/20/26

MAINE TURNPIKE AUTHORITY
2360 Congress Street
Portland, ME 04102
TEL (207) 871-7771
FAX (207) 879-5567

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: THERESA MCAULIFFE, P.E.

EXISTING GIRDER HAUNCH REMOVAL

MAINTENANCE OF TRAFFIC AT EXIT RAMPS

CONTRACT: 2027.10

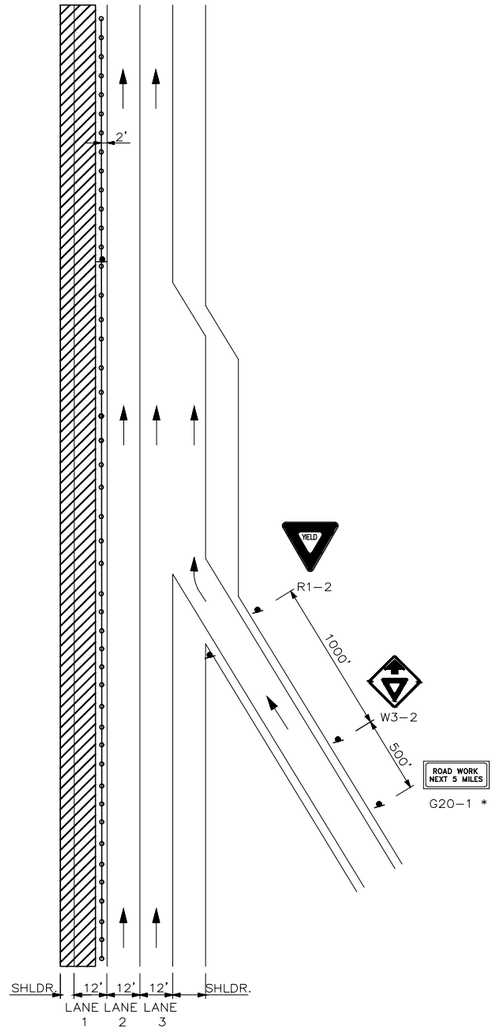
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NOTES:

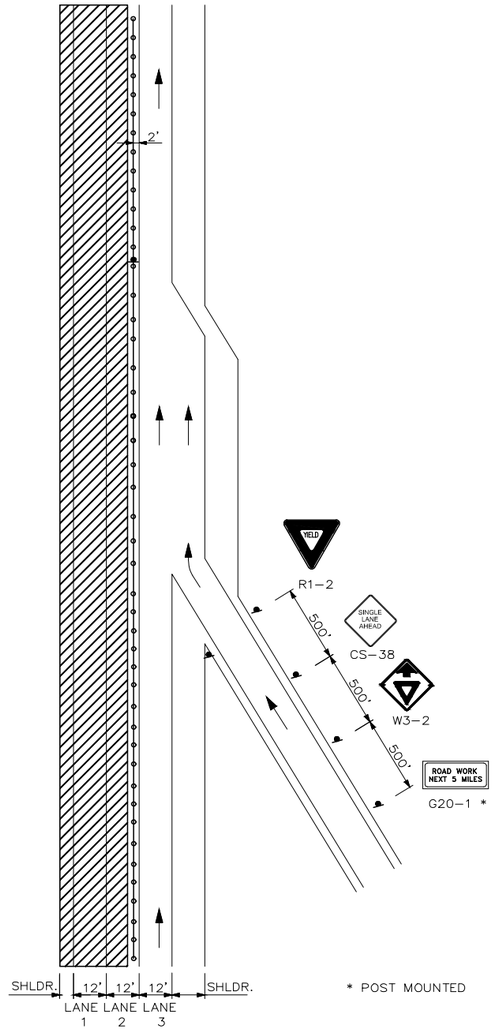
1. LANE CLOSURES AT ENTRANCE AND EXIT RAMPS MAY BE COMBINED IF APPROVED BY THE RESIDENT.
2. ALL M.O.T. DEVICES AND LOCATIONS NOT NOTED ON THIS SHEET SHALL BE AS NOTED ON "TRAFFIC CONTROL MAINLINE CLOSURE" SHEETS M-1 THROUGH M-3.
3. CONTRACTOR SHALL RELOCATE CONSTRUCTION SIGNS AS DIRECTED BY THE RESIDENT.
4. ALL STOP AND YIELD SIGNS SHALL BE MOUNTED 5' ABOVE THE PAVEMENT.

LEGEND

= FLASHING ARROW BOARD
= CONSTRUCTION SIGN
= PORTABLE – CHANGEABLE MESSAGE SIGN
= DRUM SPACED AT 80' INTERVALS ON TANGENTS 40' INTERVALS ON TAPERS
= WORK AREA

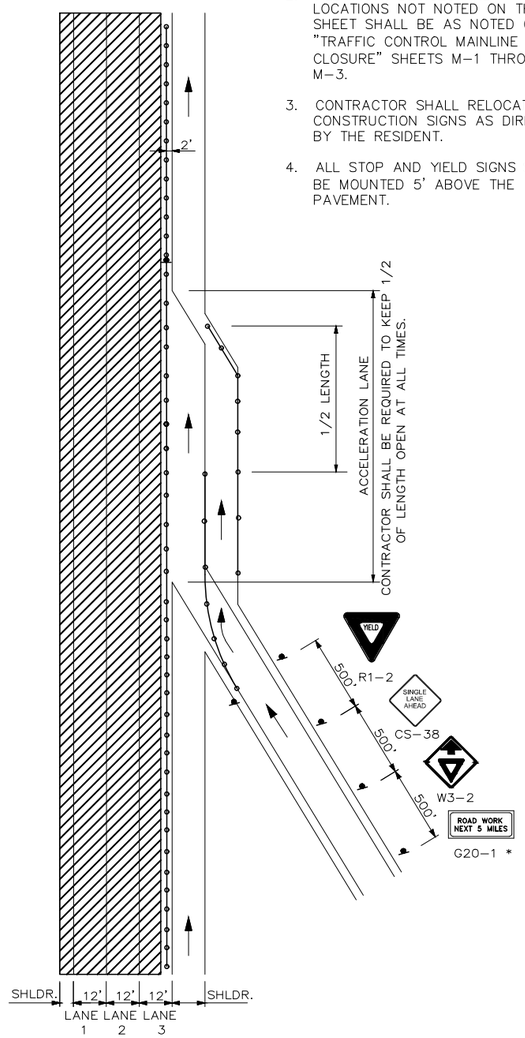


LANE 1 CLOSED
TRAFFIC IN LANE 2 & 3
ENTERING RAMP OPEN

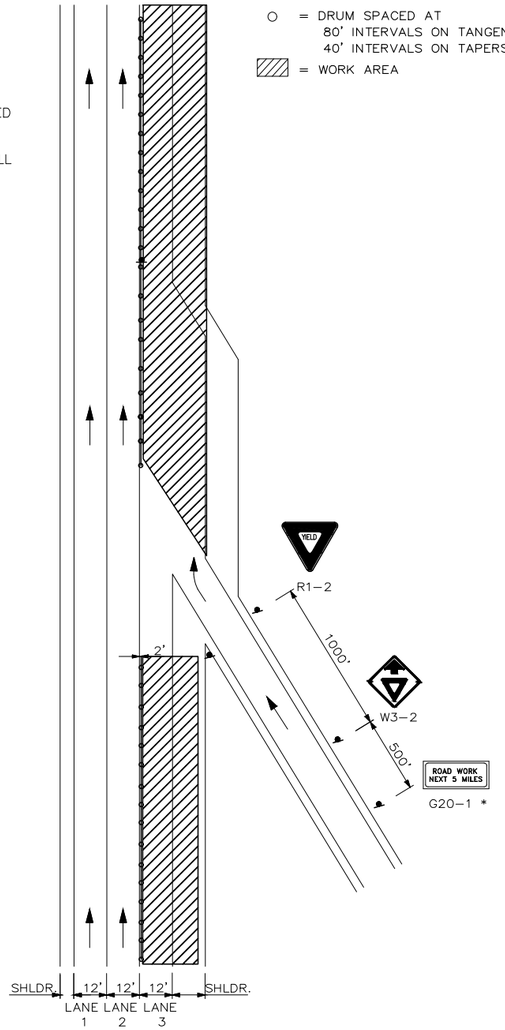


* POST MOUNTED

LANE 1 & 2 CLOSED
TRAFFIC IN LANE 3
ENTERING RAMP OPEN



LANE 1, 2, & 3 CLOSED
TRAFFIC IN SHOULDER
ENTERING RAMP OPEN



LANE 3 CLOSED
TRAFFIC IN LANE 1 & 2
ENTERING RAMP OPEN

Scale: NOT TO SCALE

No.	Revision	By	Date

Designed by: MAINE TURNPIKE

	By	Date		By	Date
Designed	TDM	10/20/26	Checked	KVO	10/20/26
Drawn	BMB	10/20/26	In Charge of	SRT	10/20/26

MAINE TURNPIKE AUTHORITY
2360 Congress Street
Portland, ME 04102
TEL (207) 871-7771
FAX (207) 879-5567

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: THERESA MCAULIFFE, P.E.

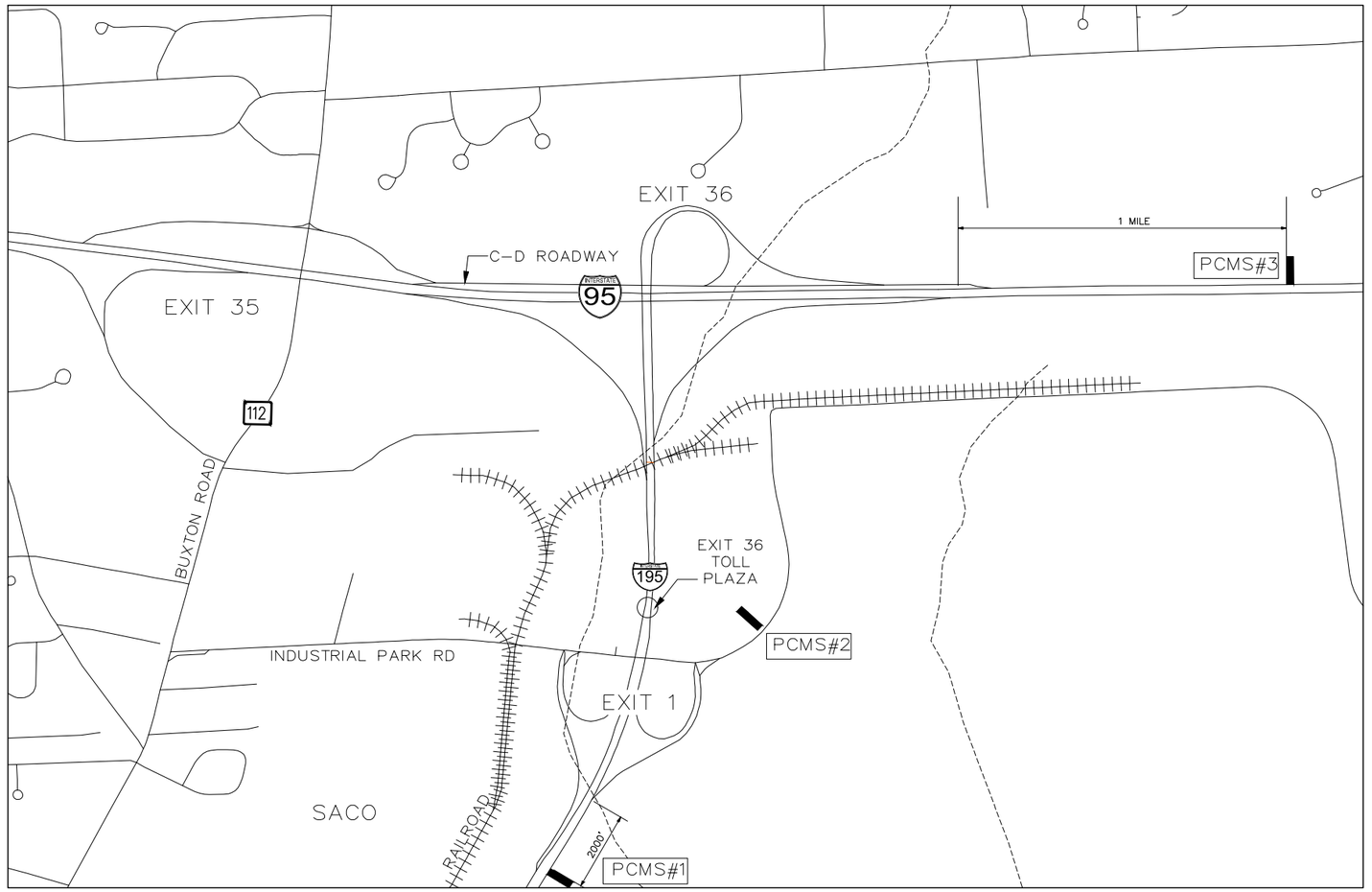
EXISTING GIRDER HAUNCH REMOVAL

MAINTENANCE OF TRAFFIC AT ENTRANCE RAMPS

SHEET NUMBER: 5 of 31

CONTRACT: 2027.10

K:\Contracts\2027 Construction Project Files\2027.10 Haunch Removal\Project Development\98X\CAD print date 10.26.2026



PCMS #1 & 2
(1 WEEK PRIOR TO CLOSURE)

SOUTH 95 RAMP TO CLOSE	SCREEN 1
XX/XX TO XX/XX	SCREEN 2
XX:XX PM TO XX:XX AM	SCREEN 3

PCMS #3
(1 WEEK PRIOR TO CLOSURE)

EXIT 35 RAMP TO CLOSE	SCREEN 1
XX/XX TO XX/XX	SCREEN 2
XX:XX PM TO XX:XX AM	SCREEN 3

PCMS #1 & #2

SOUTH 95 RAMP CLOSED	SCREEN 1
USE ROUTE 112	SCREEN 2

PCMS #3

EXIT 35 RAMP CLOSED	SCREEN 1
USE EXIT 36	SCREEN 2

PCMS MESSAGES

NOTES:

1. THE CONTRACTOR SHALL NOTIFY THE RESIDENT 21 DAYS PRIOR TO C–D ROADWAY CLOSURES SO THAT THE RESIDENT CAN COORDINATE THE CLOSURE WITH MTA.
2. ALL MESSAGES SHALL BE CONFIRMED BY THE RESIDENT.
3. PCMS MAY BE REUSED AT MULTIPLE LOCATIONS.
4. C–D ROADWAY CLOSURE MUST BE CONCURRENT WITH THE EXIT 36 SB ON RAMP CLOSURE AND I–195 WB LANE 1 CLOSURE.

Scale: NOT TO SCALE

No.	Revision	By	Date

Designed by: MAINE TURNPIKE

	By	Date		By	Date
Designed	DAO	10/20/26	Checked	TDM	10/20/26
Drawn	BMB	10/20/26	In Charge of	SRT	10/20/26

MAINE TURNPIKE AUTHORITY
2360 Congress Street
Portland, ME 04102
TEL (207) 871–7771
FAX (207) 879–5567

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

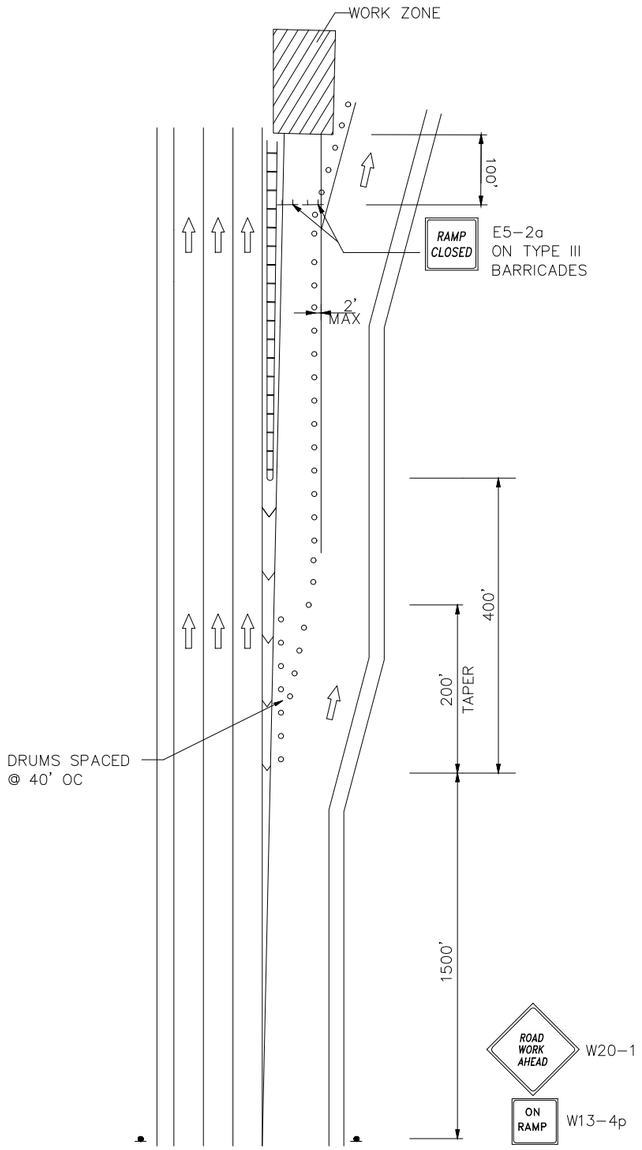
MTA PROJECT MANAGER: THERESA MCAULIFFE, P.E.

EXISTING GIRDER HAUNCH REMOVAL

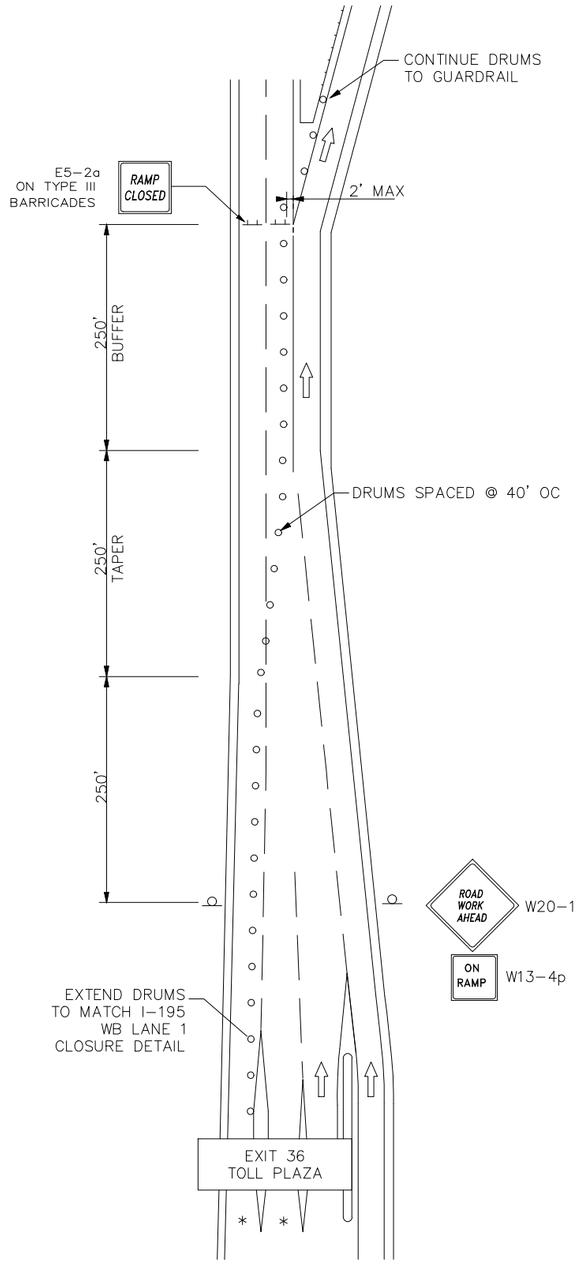
MAINTENANCE OF TRAFFIC
AT SB SACO EXITS 35 & 36
C–D ROADWAY DETAILS – 1

CONTRACT: 2027.10

K:\Contracts\2027 Construction Project Files\2027.10 Haunch Removal\Project Development\98R\CAD print date 10.26.2026

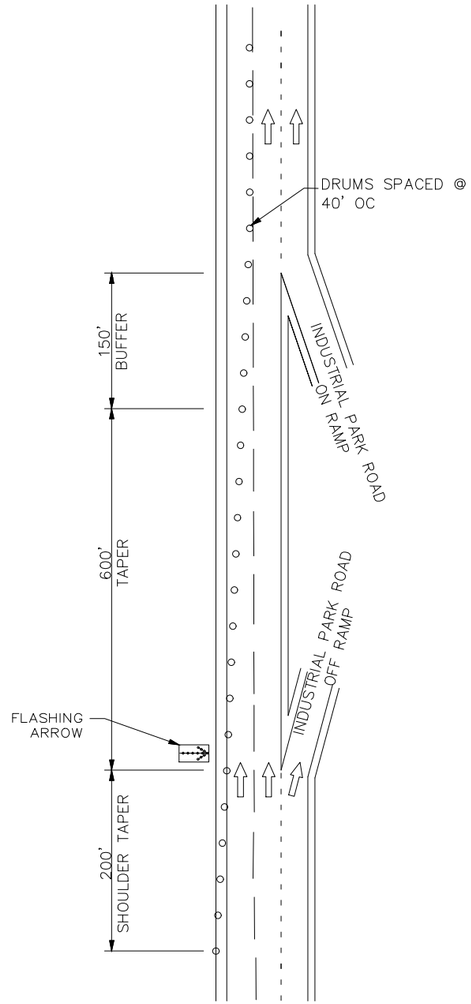


SB EXITS 35 & 36
C-D ROADWAY



EXIT 36
SB ON RAMP CLOSURE

* CLOSE TOLL LANE COORDINATE WITH RESIDENT



I-195 WB LANE 1 CLOSURE

Scale: NOT TO SCALE			
No.	Revision	By	Date

Designed by: MAINE TURNPIKE

	By	Date		By	Date
Designed	DAO	10/20/26	Checked	TDM	10/20/26
Drawn	BMB	10/20/26	In Charge of	SRT	10/20/26

MAINE TURNPIKE AUTHORITY
2360 Congress Street
Portland, ME 04102
TEL (207) 871-7771
FAX (207) 879-5567

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: THERESA MCAULIFFE, P.E.

EXISTING GIRDER HAUNCH REMOVAL

MAINTENANCE OF TRAFFIC
AT SB SACO EXITS 35 & 36
C-D ROADWAY DETAILS - 2

CONTRACT: 2027.10

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Date:12/5/2014

℄ Brg. Abut. No. 1 ℄ Pier No. 1 ℄ Brg. Abut. No. 2

Limits of Snow Fence 18 Spaces @ 7'-11"± = 142'-6"±
(To be Field Verified by Contractor)

I-95 SB I-95 NB

CLAY HILL ROAD

℄ Construction

49+00 50+00 51+00

Repair Granite Curb Joint Mortar As Required

Patch Repair Concrete Bridge Deck

Install Snow Fence

Remove and Replace Bridge Pavement and Waterproofing Membrane

Repair Expansion Joint (See Miscellaneous Details Sheet)

1" PVC Membrane Drain (See Super... Transverse...

10'-0" Shld | 12'-0" Lane | 12'-0" Lane | 12'-0" Lane | 4'-0" Shld | 4'-0" Shld | 12'-0" Lane | 12'-0" Lane | 12'-0" Lane | 10'-0" Shld

Existing Bridge Drain (Typ.)

Point of Minimum Vertical Clearance

Construct New Co... End Post (See Mis... Details Sheet)

Limits of Snow Fence 18 Spaces @ 7'-11"± = 142'-6"±
(To be Field Verified by Contractor)

PLAN

63' 61'

507+00

EXISTING CONCRETE HAUNCH REMOVAL LIMITS





℄ Brg. Abut. No. 1

213'-4½"

℄ Pier No. 1

110'-2 5/16" Span 1

103'-1 9/16" Span 2

Snow Fence (Both Fascias)

Clean and Paint Bearings (Typ. All Abutment Bearings)

Repair Existing Abutment (Typ.)

I-95 SB

Repair Existing Piers

I-95 NB

Approximate Existing Ground

16'-5¼" Minimum Vertical Clearance

ELEVATION

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

CLAY HILL ROAD (MM 11.9)

Filename: ...\021_ClayHill_plan_elev.dgn

Scale: 20 0 10 20
Scale of Feet

No.	Revision	By	Date

Designed by:

VHB Vanasse Hangen Brustlin, Inc.

CONSULTANT PROJECT MANAGER: T. Bryant

	By	Date		By	Date
Designed	KZS	11/14	Checked	TSB	11/14
Drawn	CMD	11/14	In Charge of	TSB	11/14

VANASSE HANGEN BRUSTLIN, INC.
500 Southborough Dr.
Suite 105B
South Portland, ME 04106
TEL (207) 889-3150
FAX (207) 253-5596

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

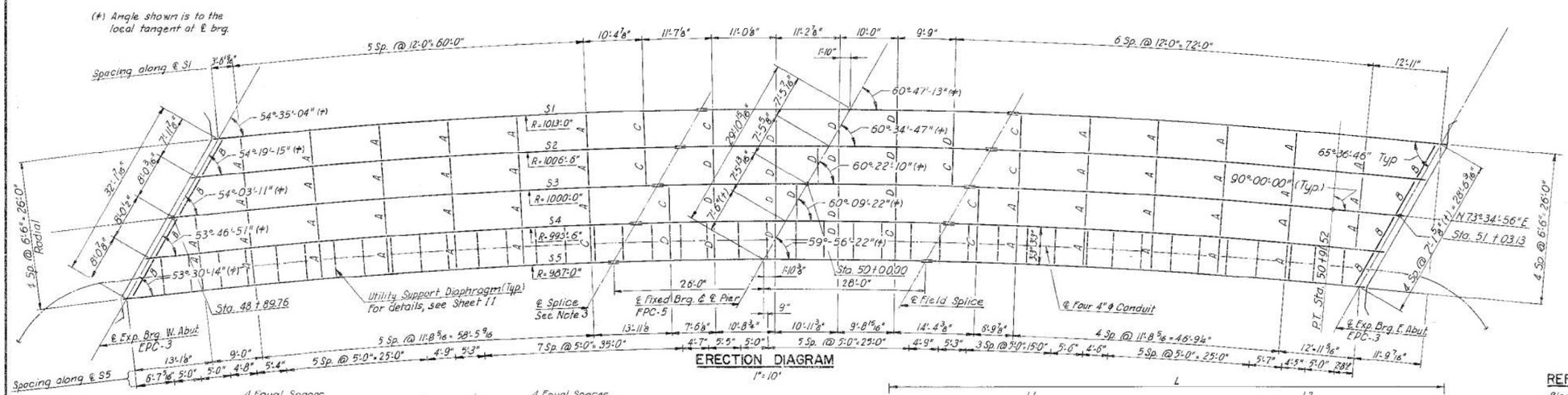
MTA PROJECT MANAGER: Ralph C. Norwood IV

MTA PROJECT NO. 2015.04
SOUTHERLY BRIDGE REPAIRS

CLAY HILL ROAD UNDERPASS
GENERAL PLAN AND ELEVATION

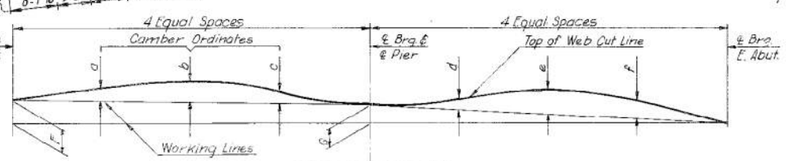
VHB: 55032.00
CONTRACT: 2015.04

SHEET NUMBER: 8 OF 31



ERECTION DIAGRAM
1" = 10'

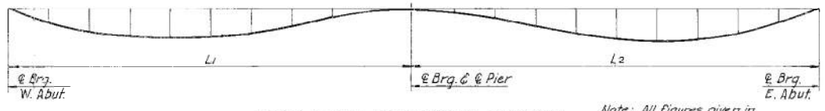
PEDESTALS
EPC-3 10 Req'd
EPC-5 5 Req'd



CAMBER DIAGRAM
No Scale

DIMENSION SCHEDULE			CAMBER ORDINATE SCHEDULE					
			SPAN 1			SPAN 2		
Stringer	F	G	a	b	c	d	e	f
S1	2.91	2.14	3.85	4.88	3.18	2.28	3.68	3.01
S2	2.82	2.11	3.90	4.95	3.21	2.33	3.75	3.05
S3	2.74	2.08	3.88	4.89	3.19	2.34	3.75	3.02
S4	2.66	2.05	3.86	4.89	3.20	2.37	3.77	3.03
S5	2.57	2.02	3.74	4.74	3.14	2.35	3.68	2.96

NOTES:
Camber ordinates shown include total dead load deflection, V.C. correction and camber loss due to heat-curving the girders.
Camber ordinates are in inches.
Dimensions F & G are in feet.
All dimensions are horizontal or vertical
See schedule on Sheet 10 for that portion of camber included for camber loss due to heat-curving the girders.

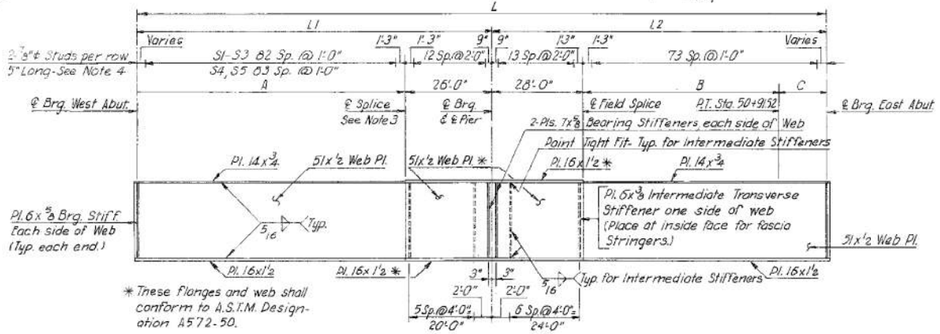


DEAD LOAD DEFLECTION DIAGRAM
No Scale

Note: All figures given in inches at tenth point of spans.

DEAD LOAD DEFLECTION SCHEDULE

Stringer		℄ Brg.	SPAN 1 .1L1	.2L1	.3L1	.4L1	.5L1	.6L1	.7L1	.8L1	.9L1	℄ Pier	SPAN 2 .1L2	.2L2	.3L2	.4L2	.5L2	.6L2	.7L2	.8L2	.9L2	℄ Brg.
Total	S1	0	0.70	1.28	1.68	1.86	1.79	1.52	1.11	0.64	0.22	0	0.04	0.26	0.55	0.84	1.05	1.13	1.05	0.81	0.45	0
	S2	0	0.72	1.33	1.74	1.92	1.85	1.57	1.13	0.65	0.23	0	0.04	0.26	0.59	0.89	1.11	1.19	1.11	0.86	0.47	0
	S3	0	0.68	1.26	1.65	1.82	1.76	1.49	1.07	0.61	0.21	0	0.05	0.27	0.58	0.87	1.08	1.16	1.08	0.83	0.45	0
	S4	0	0.67	1.23	1.62	1.78	1.72	1.45	1.05	0.60	0.21	0	0.05	0.27	0.57	0.86	1.06	1.14	1.05	0.81	0.45	0
	S5	0	0.59	1.09	1.43	1.57	1.52	1.26	0.93	0.53	0.18	0	0.05	0.23	0.51	0.77	0.95	1.02	0.94	0.73	0.40	0
Steel Only	S1	0	0.17	0.32	0.42	0.46	0.45	0.38	0.28	0.16	0.06	0	0.01	0.06	0.14	0.21	0.26	0.28	0.26	0.20	0.11	0
	S2	0	0.18	0.32	0.42	0.47	0.45	0.38	0.28	0.16	0.06	0	0.01	0.07	0.14	0.21	0.27	0.29	0.27	0.21	0.11	0
	S3	0	0.17	0.31	0.40	0.44	0.43	0.36	0.26	0.15	0.05	0	0.01	0.07	0.14	0.21	0.26	0.28	0.26	0.20	0.11	0
	S4	0	0.16	0.30	0.39	0.43	0.41	0.35	0.25	0.14	0.05	0	0.01	0.07	0.14	0.21	0.26	0.28	0.26	0.20	0.11	0
	S5	0	0.15	0.27	0.36	0.39	0.38	0.32	0.23	0.13	0.05	0	0.01	0.06	0.13	0.19	0.24	0.26	0.24	0.18	0.10	0



* These flanges and web shall conform to A.S.T.M. Designation A572-50.

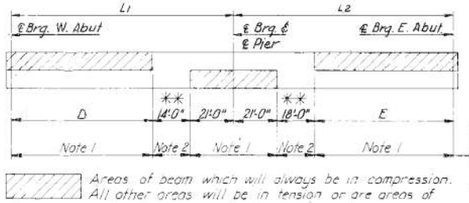
TYPICAL STRINGER ELEVATION
No Scale

STRINGER DIMENSION SCHEDULE

Stringer	A	B	C	L1	L2	L
S1	83'-7 15/16"	57'-3 3/8"	17'-6 5/8"	109'-7 3/16	102'-10"	212'-5 13/16"
S2	83'-11 3/8"	60'-5"	14'-6 3/4"	109'-11 3/8"	102'-11 3/4"	212'-11 1/8"
S3	84'-2 7/8"	63'-6 1/16"	11'-7 3/8"	110'-2 15/16"	103'-1 9/16"	213'-4 1/2"
S4	84'-6 9/16	66'-7 1/16"	8'-8"	110'-6 9/16"	103'-5 3/16"	213'-10"
S5	84'-10 5/16	69'-8 3/16"	5'-8 9/16"	110'-10 3/16"	103'-5 1/2"	214'-3 3/16"

DIMENSION SCHEDULE

Stringer	D	E
S1	74'-7' 3/16"	63'-10"
S2	74'-11 3/8"	63'-11 3/4"
S3	75'-2 7/16"	64'-1 9/16"
S4	75'-6 9/16"	64'-3 7/16"
S5	75'-10 3/16"	64'-5 1/2"



Areas of beam which will always be in compression. All other areas will be in tension or are areas of stress reversals. ✳✳ Areas of stress reversal.

BEAM STRESS TYPE DIAGRAM
No Scale

BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS

Stringer No.	℄ Brg. W. Abut.	SPAN 1 .1L1	.2L1	.3L1	.4L1	.5L1	.6L1	.7L1	.8L1	.9L1	℄ Pier	SPAN 2 .1L2	.2L2	.3L2	.4L2	.5L2	.6L2	.7L2	.8L2	.9L2	℄ Brg. E. Abut.
S1	161.71	161.76	161.78	161.78	161.74	161.68	161.56	161.43	161.38	161.11	160.94	160.79	160.65	160.49	160.32	160.13	159.92	159.68	159.41	159.12	158.80
S2	161.38	161.44	161.47	161.47	161.44	161.37	161.27	161.14	161.00	160.83	160.67	160.53	160.39	160.23	160.07	159.88	159.67	159.43	159.16	158.87	158.56
S3	161.05	161.12	161.13	161.16	161.13	161.07	160.97	160.85	160.71	160.55	160.39	160.26	160.12	159.97	159.80	159.62	159.41	159.18	158.91	158.62	158.31
S4	160.72	160.79	160.83	160.84	160.82	160.76	160.67	160.56	160.43	160.27	160.12	159.98	159.85	159.70	159.54	159.36	159.16	158.92	158.66	158.37	158.06
S5	160.39	160.46	160.50	160.52	160.50	160.43	160.37	160.26	160.13	159.93	159.84	159.71	159.58	159.43	159.27	159.09	158.89	158.66	158.40	158.12	157.82

NOTE:
Elevations shown are finished bottom of slab elev. adjusted for dead load deflection plus 50% of the camber loss due to heat bending girders, less the deflection due to steel weight. For location of points, see Blocking Detail sheet 10.

REFERENCE
Blocking Details – see Sheet 10.
Diaphragms – see Sheet 10.
Pedestals – see Sheet 10.
Shear Connectors – see Sheet 10.
Armored Joint – see Sheet 13.
For additional steel details - See Sheets 10 & 11

SPECIFICATIONS
Fabrication and Erection: State of Maine Standard Specifications, Highways and Bridges, Revision of June 1968.

Design and Details: A.A.S.H.O. Standard Specifications for Highway Bridges 1969 with interim specifications.

Materials: All structural steel shall conform to A.S.T.M. Designation A36 except as noted on Typical Stringer Elevation.

Welding: Specifications for Welded Highway and Railway Bridges, American Welding Society, A.W.S.-D2.0-69 as modified by the appropriate special provisions.

NOTES
1. Weld to web and compression flange, paint tight fit at tension flange.
2. Weld to web only, paint tight fit at top and bottom flange.
3. At the Contractors option a shop bolted or field bolted splice may be used.
4. Spacing may be varied on S5 as required to clear bridge drains providing total number of shear connectors indicated remains unchanged.
5. A maximum of one shop welded web splice will be allowed in the positive moment section of the girders. No shop welded flange splices will be allowed. Location of shop web splices is subject to the approval of the Engineer.
6. The contractor may, at his option, weld the diaphragm connector plates and intermediate transverse stiffener plates to the flanges before or after the girder has been curved.
7. The fabricator may, at his option, flame-cut the flanges or heat bend the girders to obtain the

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

CLAY HILL ROAD (MM 11.9)

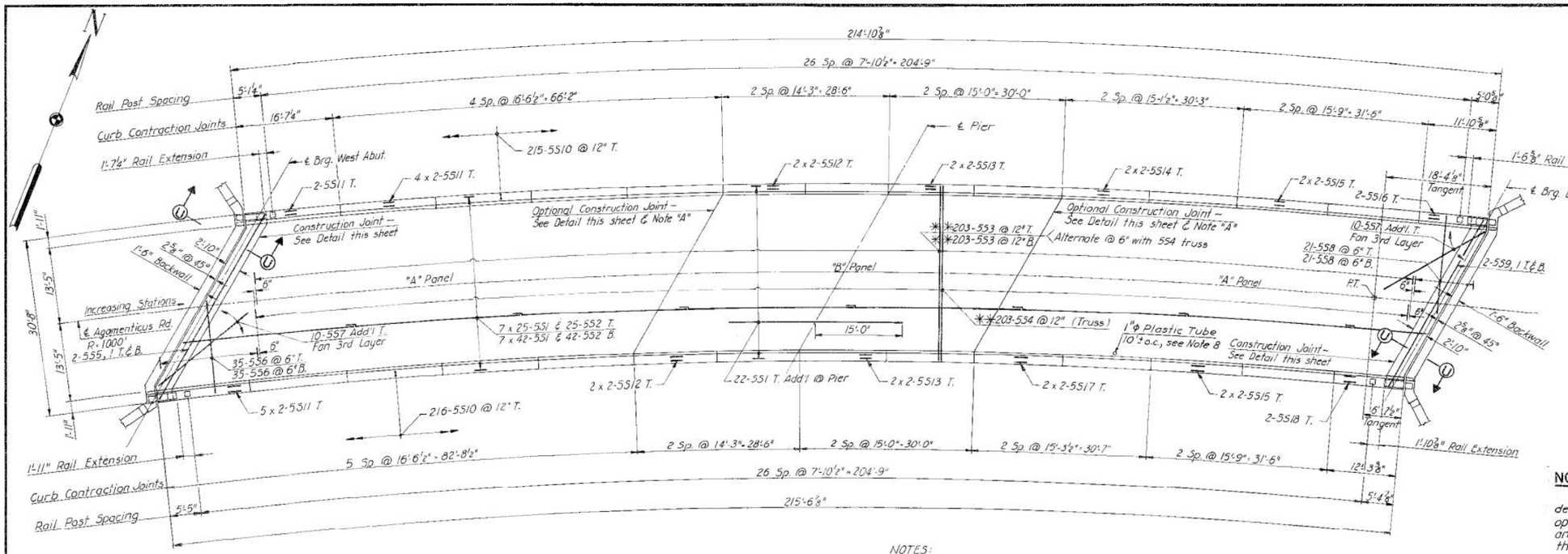
NO.	REVISION	BY	DATE
	MADE	P.S.	9-72
	TRACED		
	CHECKED	R.B.H.	10-72
	IN CHARGE OF	J.P.W.	

AGAMENTICUS ROAD
OVER
MAINE TURNPIKE
STRUCTURAL STEEL AND BLOCKING POINTS

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
BOSTON

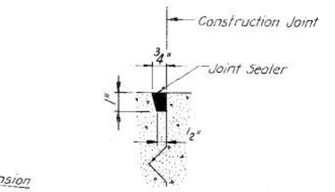
SCALE: As Shown
As Built
SHEET NO. 9 OF 16

SHEET NUMBER: 9 OF 31

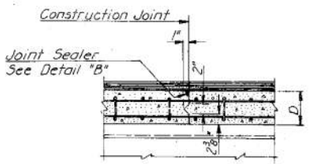


PLAN
1" = 10'

NOTES:
All horizontal dimensions are measured along fascia lines.
All transverse reinforcing in curved portion of bridge shall be placed radial.
** Spacing of these bars is along North fascia.



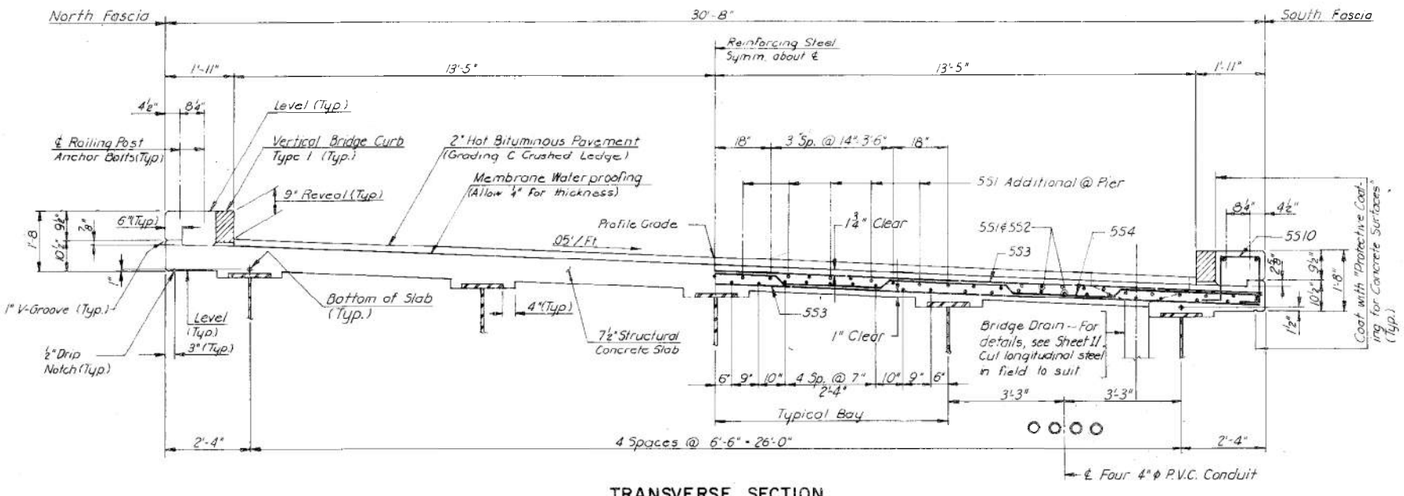
DETAIL "B"
3" = 1'-0"



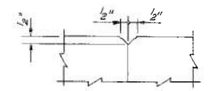
CONSTRUCTION JOINT DETAIL
¾" = 1'-0"

NOTE "A"

As an alternate and at the contractors option, the deck concrete may be placed in one continuous operation thus eliminating slab construction joints and joint sealer. Continuous placing of concrete in the deck shall be made with the use of an acceptable set-retarder. Payment for set-retarder shall be in accordance with Section 502 of the Standard Specifications.



TRANSVERSE SECTION
½" = 1'-0"

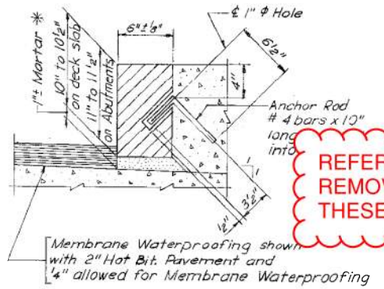


Without ½" preformed expansion joint Filler

1" V-GROOVE
3" = 1'-0"

GENERAL SUPERSTRUCTURE NOTES

1. At all contraction joints in concrete curbs, break the bond between the concrete surfaces by a method to be approved by the Engineer. Form a 1" V-Groove on the outside faces of curbs at each curb joint. Provide a joint in the Vertical Bridge Curb at each contraction joint in the concrete curbs. Chamfer exposed edges of concrete ½" unless noted.
2. Do not break the bond between the concrete surfaces of vertical construction joints in superstructure slabs. Form a 1" V-Groove on the outside faces of slabs at each construction joint.
3. For bridge rail, see Standard Detail Sheet .
4. Vertical Bridge Curb will be paid for under Item 609.13.
5. For End Post Detail on Superstructure, Section U-U and deck joints details at Abutments, see Sheet 13.
6. Reinforcing steel to have 2" minimum cover unless otherwise shown.
7. Place concrete in "A" Panels before placing concrete in "B" Panel. See Note A.
8. Plastic tubes to be placed to outlet inside of fascia stringer.



TYPICAL CURB SECTION
1½" = 1'-0"

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

CLAY HILL ROAD (MM 11.9)

NO.	REVISION	BY	DATE		BY	DATE
				MADE	J.B.P.	8-72
				TRACED		
				CHECKED	R.B.H.	10-72
				IN CHARGE OF	J.P.W.	

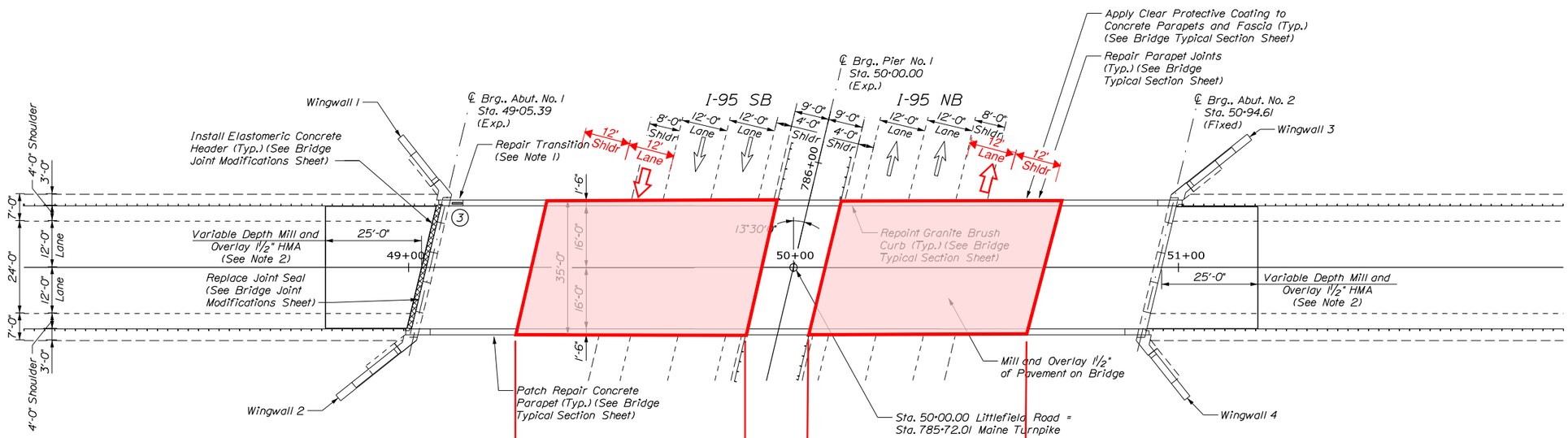
AGAMENTICUS ROAD
OVER
MAINE TURNPIKE
SUPERSTRUCTURE DETAILS

HOWARD NEEDLES TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
BOSTON

SCALE As Shown
As Built
SHEET NO. 12 of 16

SHEET NUMBER: 10 OF 31

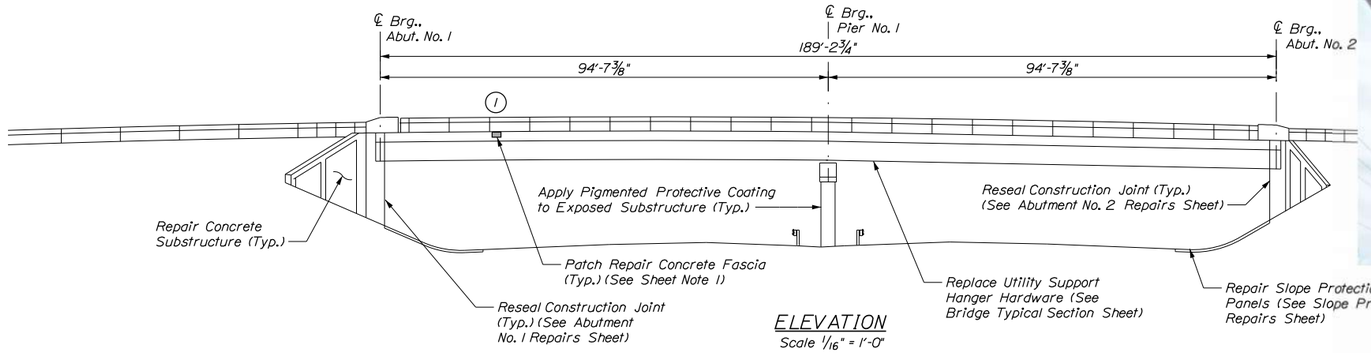
Date:4/29/2022



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



ESTIMATED CONCRETE



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

Details Sheet.

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

Linear Feet of

Square Foot

LITTLEFIELD ROAD (MM 17.3)

Filename: ...\032_plan.dgn

Scale: 16 0 16 32
1/16" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MEB	4/29/22	Checked	GME	4/29/22
Drawn	DPD	4/29/22	In Charge of	TSB	4/29/22

VANASSE HANGEN BRUSTLIN, INC.
500 Southborough Dr.
Suite 105B
South Portland, ME 04106
TEL (207) 889-3150
FAX (207) 253-5596

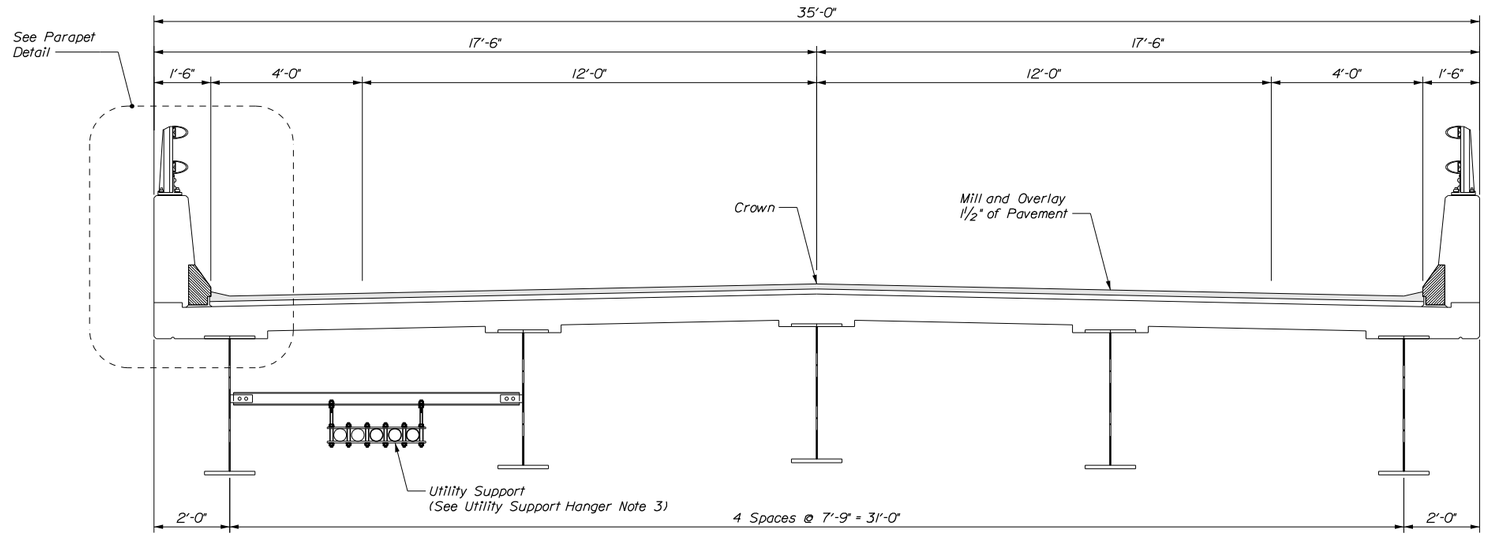
MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Kristi Van Ooyen, P.E.

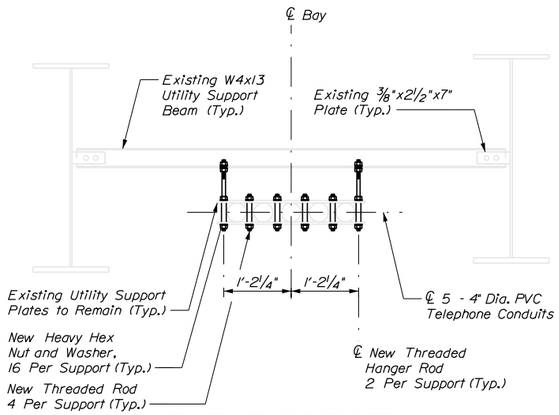
MTA PROJECT NO. 2022.12
LITTLEFIELD ROAD UNDERPASS AT MM 17.3 IN WELLS, ME
GENERAL PLAN AND ELEVATION

VHB: 55345.00
CONTRACT: 2022.12



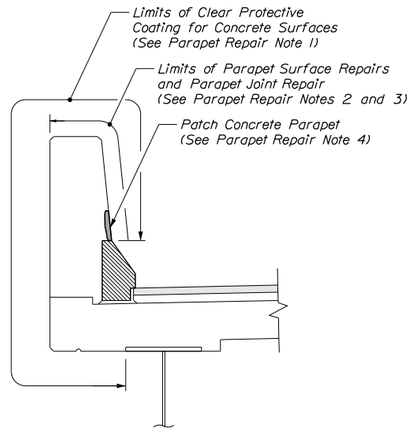
SUPERSTRUCTURE TYPICAL SECTION

Scale: ½" = 1'-0"



UTILITY SUPPORT DETAIL

(Looking East)
(14 Total Utility Supports)
Scale: ¾" = 1'-0"



PARAPET DETAIL

(Bridge Rail not Shown for Clarity)
Scale: ¾" = 1'-0"

UTILITY SUPPORT HANGER NOTES

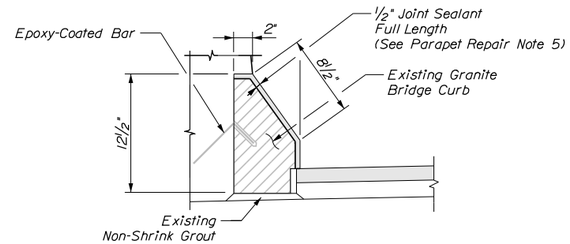
1. The utility support hardware shall be replaced at all utility support hangers. The existing composite support hardware shall be re-used. The conduit shall be temporarily supported at the location being replaced. The Contractor shall design and submit installation and temporary support plan at least three weeks prior to performing this work. The Contractor shall be fully responsible for replacing the existing composite square tube and pipe hardware if damaged during removal and re-installation.
2. Contractor shall field verify threaded rod lengths prior to rod and hardware procurement. The rod length and hardware depicted in the plan set is based on limited field measurements within the shoulder of each bridge location. Field cutting new threaded rod will not be permitted.
3. All labor, equipment, and materials necessary to repair the utility conduit hangers shall be paid for under Item 830.17, Utility Conduit Hanger System Hardware.

MATERIAL NOTE

1. All utility support hardware shall consist of ¾" dia. Grade A36 threaded rod, 1¼" Grade A563 heavy hex locking nuts and associated washers. All hardware shall be hot dipped galvanized.

PARAPET REPAIR NOTES

1. Limits of clear protective coating shall be paid for under Item 515.202, Clear Protective Coating for Concrete Surfaces.
2. Prior to application of clear protective coating the Contractor shall fill all honeycomb voids with an approved nonshrink grout. All costs for this work shall be paid for under Item 518.94, Parapet Surface Repairs.
3. Repair parapet joints as directed by the Resident. Joint sealant shall be from MaineDOT Qualified Product List for Silicone and Polyurethane Joint Sealant. Work shall be paid for under Item 518.48 Reseal Joints.
4. Patch Repairs to concrete parapet shall be paid under Item 518.93 Parapet Repairs.
5. Joint Sealant shall be a material from the Maine DOT approved products list as approved by the resident. Joint Sealant shall be incidental to Item 518.391 Repair Granite Curb Joint and Bedding Mortar.



EXIST

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

LITTLEFIELD ROAD (MM 17.3)

Date:4/29/2022

Filename: ...\033_BTyp_01.dgn

Scale: AS NOTED

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MEB	4/29/22	Checked	GME	4/29/22
Drawn	DPD	4/29/22	In Charge of	TSB	4/29/22

VANASSE HANGEN BRUSTLIN, INC.
500 Southborough Dr.
Suite 105B
South Portland, ME 04106
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MAINE TURNPIKE

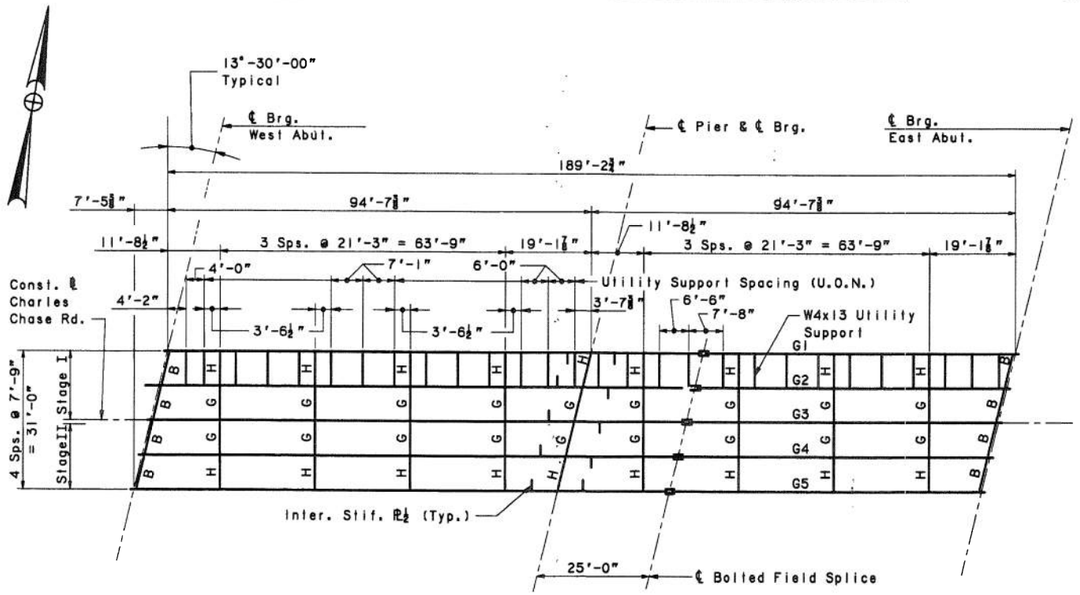
THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Kristi Van Ooyen, P.E.

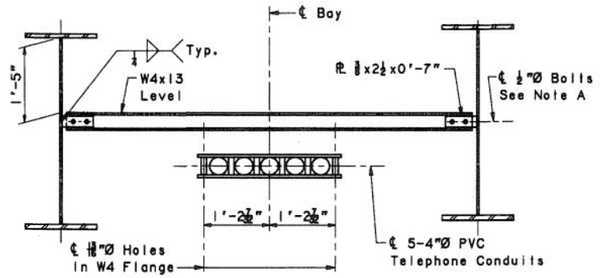
MTA PROJECT NO. 2022.12
LITTLEFIELD ROAD UNDERPASS AT MM 17.3 IN WELLS, ME
BRIDGE TYPICAL SECTION

VHB: 55345.00
CONTRACT: 2022.12

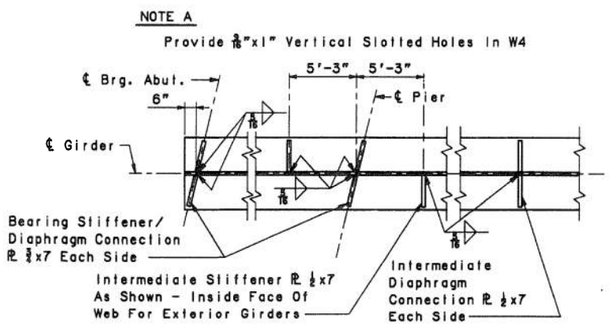
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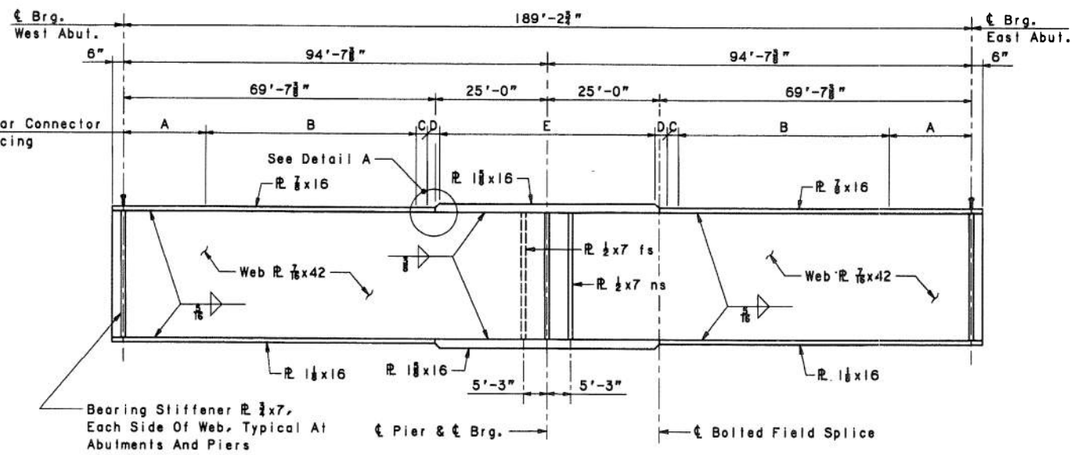
FRAMING PLAN
1/16" = 1'-0"



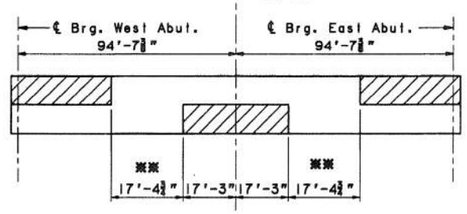
UTILITY SUPPORT DETAIL
½" = 1'-0"



BEARING STIFFENER DETAILS
NO SCALE



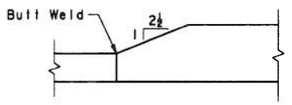
GIRDER ELEVATION
NO SCALE



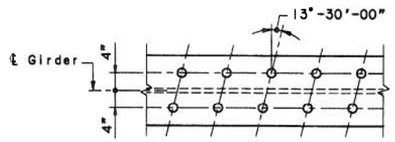
GIRDER STRESS DIAGRAM
No Scale

Areas Of Girder Which Will Always Be In Compression. All Other Areas Will Be In Tension Or Are Areas Of Stress Reversals

*** Stress Reversals



DETAIL A
No Scale



SHEAR STUD CONNECTION
¾" = 1'-0"

SHEAR CONNECTOR SPACING	
A	22 Spaces @ 10" = 18'-4"
B	47 Spaces @ 1'-0" = 47'-0"
C	6 Spaces @ 5" = 2'-6"
D	2 Equal Spaces = 2'-9⅜"
E	24 Spaces @ 2'-0" = 48'-0"

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 Tranverse Butt-weld Splices Will Be Allowed In The Flange Or Web Plates Within 10' From The Points Of Maximum Negative Moment Or Maximum Positive Moment.
3. Butt-weld Splices In Flanges Shall Not Be Less Than Three Foot From Transverse Butt-welds In The Web Plate.
4. Butt-Welds At Web Splices And Flange Splices To Be Ground Flush in Longitudinal Direction Of Beam.
5. Bearing Stiffeners Shall Be Plumb After Erection And Dead Loading Of The Structure. Intermediate Web Stiffeners May Be Either Plumb Or Normal To The Top Flange.
6. Cross-frame Or Diaphragm Connection Plates May Be Either Plumb Or Normal To The Top Flange.
7. Filler Plates Shall Conform To ASTM A709 Grade 36. Mill Tests For Filler Plate Material Will Not Be Required.
8. For Shear Connector Details, See This Sheet And Standard Detail Sheet BD 521-89.
9. For Details Of Diaphragm Types B, G & H, See Standard Detail Sheet BD 112-89.
10. For Pot Bearing Details, See CC-S14A.
11. Welded Girders: Flanges, Webs, Splice Plates, Bearing Stiffeners, And Bearing Shoes, Shall Be ASTM A709, Grade 50. Bolts To Be ASTM A325. All Other Structural Steel Shall Be ASTM A709, Grade 36.
12. (U.O.N.) Unless Otherwise Noted.

CONDUIT NOTES

1. Support Systems Shall Be As Manufactured By The George-Ingraham Corp. For 4" PVC (4.35" O.D.) Or Approved Equal.
2. A #10 Pullwire Shall Be Left In All Conduits.
3. The Conduits Shall Be Rodded And Cleaned With A Close Fitting Mandrel And Wire Brush Before Inserting Pullwires. Conduits Shall Be Fitted With Threaded Caps.
4. Cost Of Furnishing And Installing Supporting System, Conduit, Pullwires And Fittings Shall Be Paid For Under Item 626.22. (Does Not Include W4 Or PL⅜)
5. Provide Expansion Joint At Expansion Abutment. Conduit Shall Be Continuous Thru Fixed Abut.
6. See Abutment Details For Opening Elevations & Locations.
7. Select Conduit Lengths So That Coupling Locations Do Not Coincide With Support Locations.
8. Sweep Conduits Behind Guard Rail. Begin Sweep At Back Face Of Backwall. (Minimum 20' Radius)

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

LITTLEFIELD ROAD (MM 17.3)

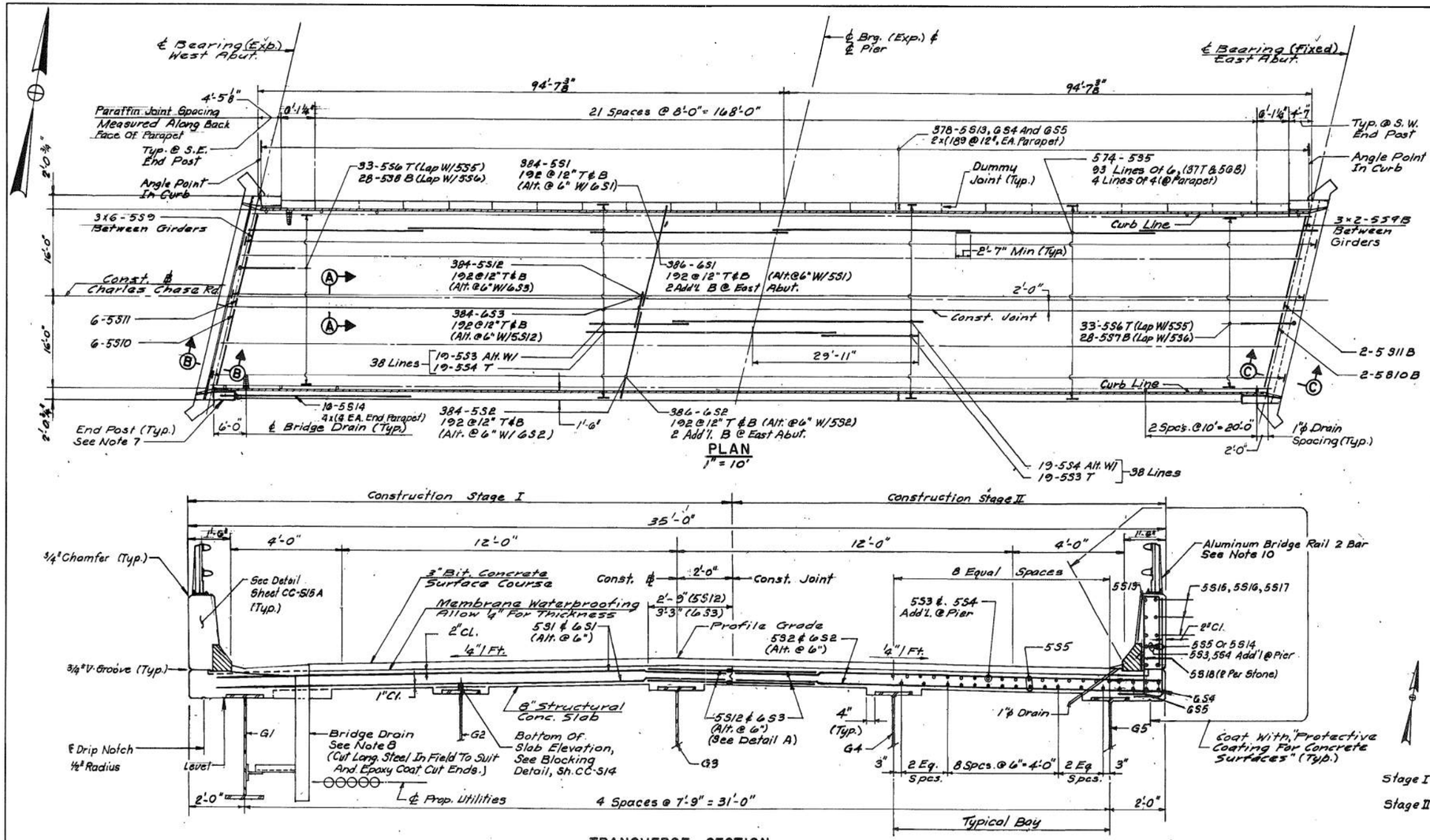
ISSUE	DATE	DESCRIPTION	BY	CHKD.	APP.

HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS

DRAWN BY	DESIGNED BY	CHECKED BY	DATE:
RJT	IS	SHR	MARCH 95

SHEET: CC-S13

PROJECT MANAGER:



SUPERSTRUCTURE NOTES

1. Chamfer All Exposed Edges Of Concrete 1/2", Unless Otherwise Noted.
2. Reinforcing Steel To Have A Minimum Cover Of 2", Unless Otherwise Noted.
3. Mortar For Bedding And For Joints In The Granite Curb Shall Contain A Non-shrink Additive.
4. The Superstructure Slab Concrete In Each Stage Shall Be Placed In One Continuous Operation And Kept Plastic Until The Entire Stage Has Been Placed. Set Retarding Admixture Shall Be Used When Authorized By The Engineer.
5. Adjust Reinforcing Steel To Fit Around The Drains In A Manner Approved By The Engineer. Do Not Cut Transverse Re-steel.
6. Protective Coating For Concrete Surfaces Shall Be Used At The Following Areas : Parapet Surfaces, Fascia Down To Drip Notch And All Exposed Concrete Surfaces On The End Posts.
7. For End Post Details, See Sheets CC-S15B And CC-S15C
8. For Drain Details, See Standard Detail Sheet BD 521-89.
9. For Additional Details And Dimensions Not Shown For Roadway, See Standard Detail Sheet BD 521-89.
10. For 2-bar Aluminum Bridge Railing Details, See Standard Detail Sheet BD 401-89.
11. For Steel Reinforcement Schedule See Sheets CC-S19, CC-S20 And CC-S21.
12. If The Slab Placement Has To Be Terminated, The Termination Point Must Be At The Points Indicated In The Placement Details, Shown On This Sheet.

NOTES

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

LITTLEFIELD ROAD (MM 17.3)

ISSUE	DATE	DESCRIPTION	BY	CHKD.	APP.

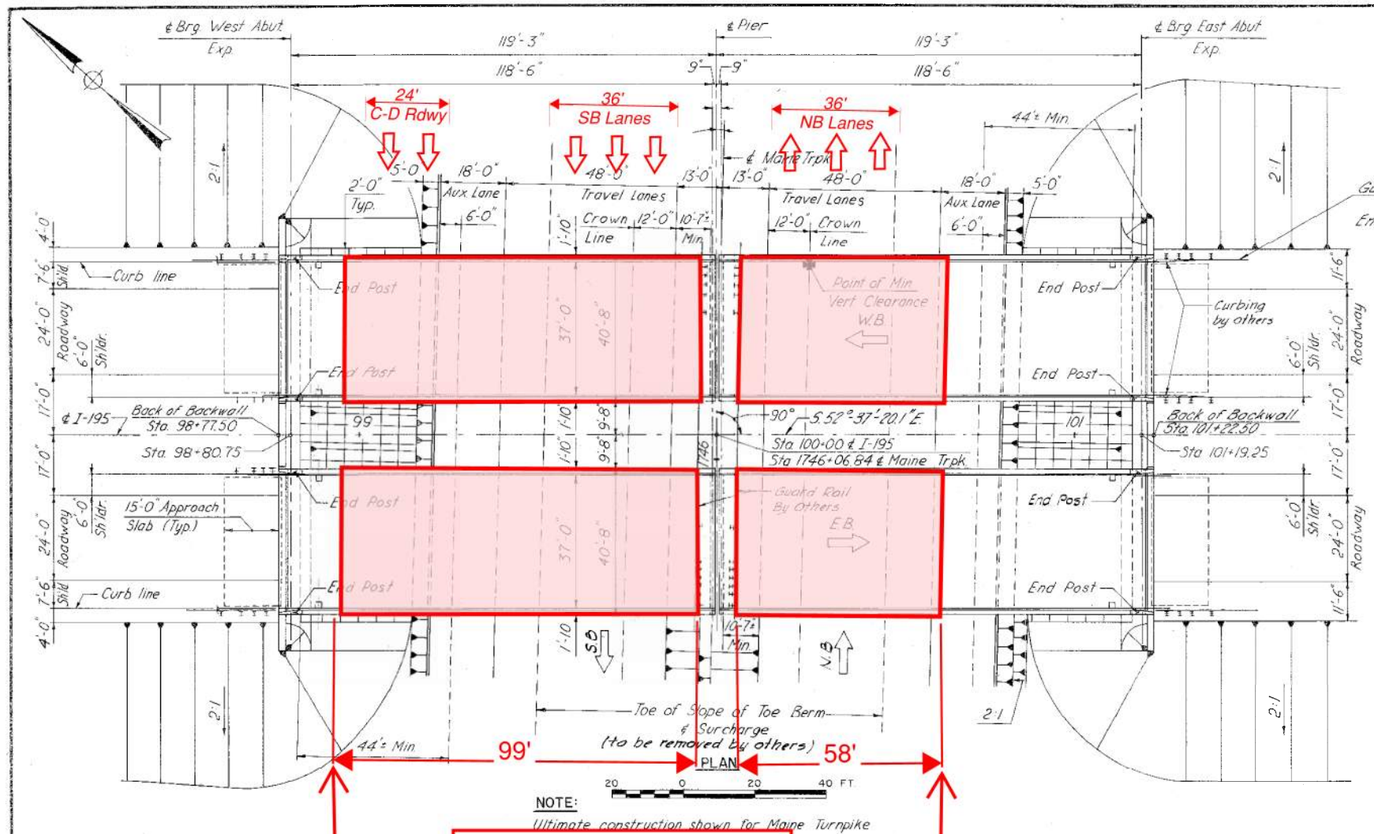
SUPERSTRUCTURE DETAILS 1

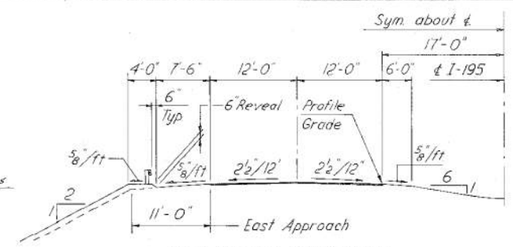
HNTB — HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS

DRAWN BY	DESIGNED BY	CHECKED BY	DATE:
C.S.L. / K.S.J.	R.A.L.	S.H.R.	MARCH 95

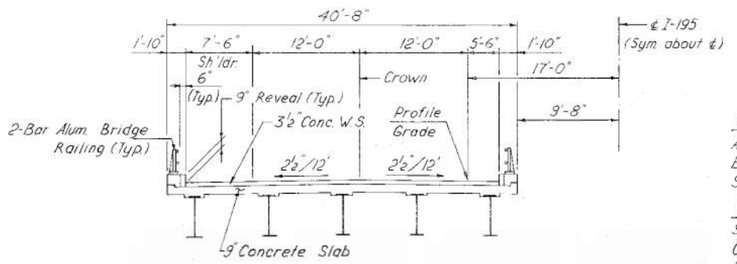
SHEET: CC-S15

FEDERAL AID NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	MAINE	70-195-2(79)	2	37





HALF SECTION–ROUTE I-195



TYPICAL CROSS SECTION

DESIGN

AASHTO Specifications for Highway Bridges 1977 and Interim Specifications 1978 & 1979

CONTRACT

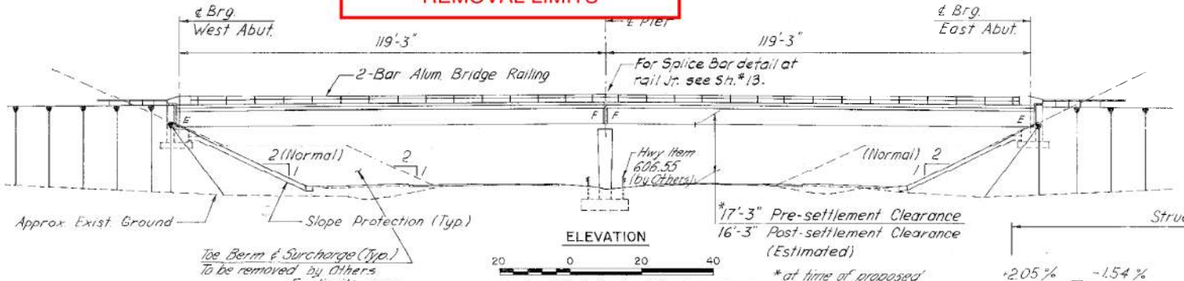
State of Maine, State Highway Commission, Standard Specifications Highway and Bridges, Revision of June 1968.

DESIGN LOADING

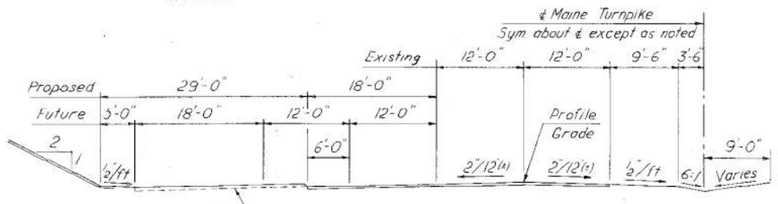
LIVE LOAD



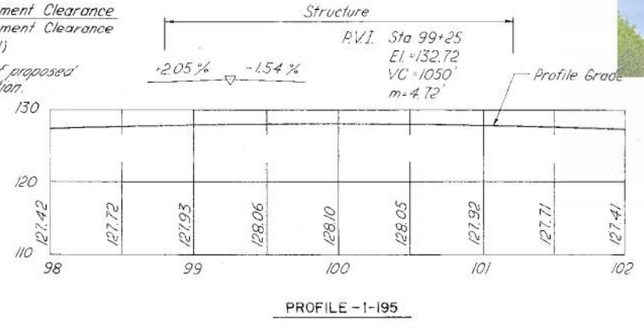
REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.



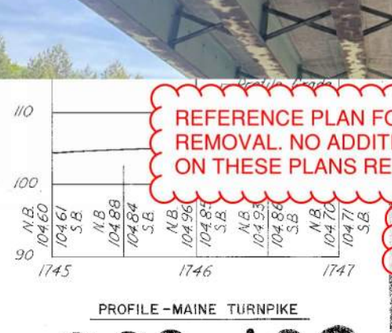
ELEVATION



HALF SECTION–MAINE TURNPIKE



PROFILE – I-195



PROFILE – MAINE TURNPIKE

NO.	REVISION	BY	DATE	IN CHARGE OF J.A.E.	BY	DATE
				MADE	V.G.	4-81
				TRACED		
				CHECKED	N.F.O.	4-81

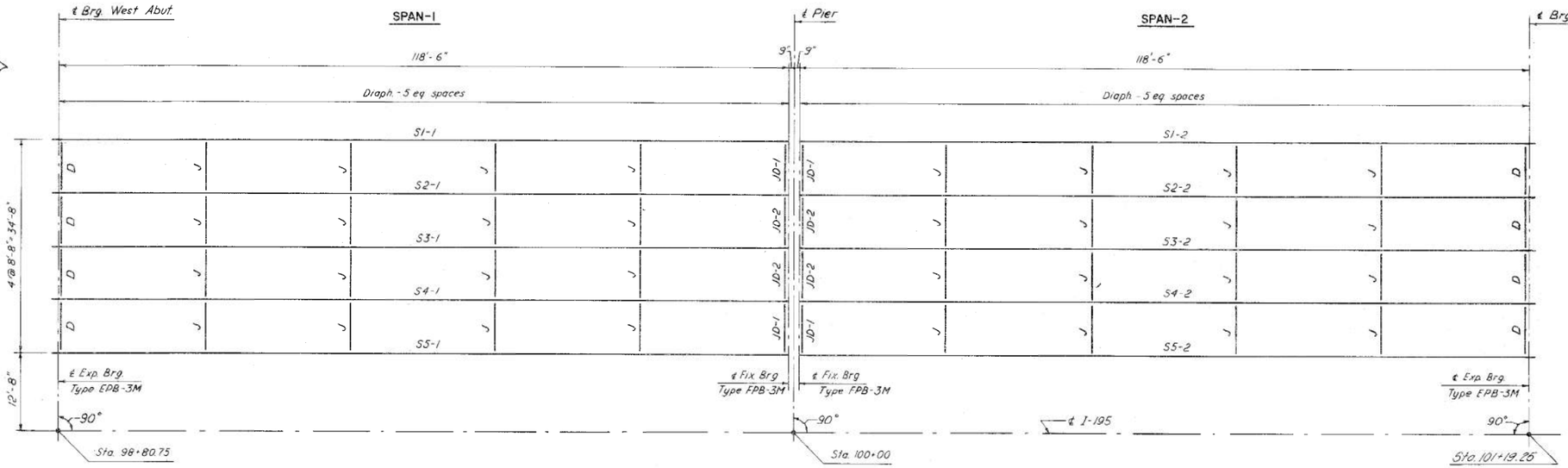
R92-193

HOWARD NEEDLES TAMMEN & BERGENDOFF
CONSULTING ENGINEERS BOSTON

SACO INTERCHANGE (MM 35.7)
ROUTE I-195
OVER
MAINE TURNPIKE
GENERAL PLAN
SACO, MAINE

SHEET NUMBER: 15 OF 31

FHWA REG NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IG-195-2(9)	10	37



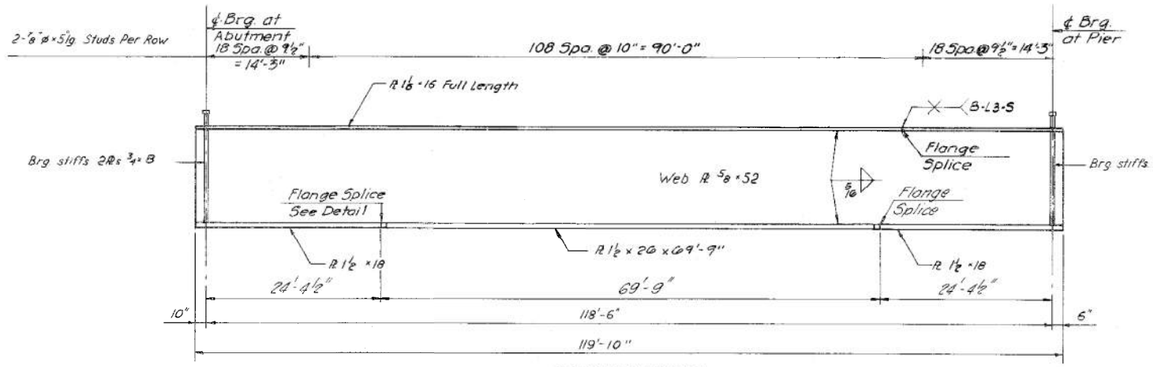
FRAMING PLAN
Westbound Roadway Shown
Eastbound Roadway Similar

STRUCTURAL STEEL NOTES:

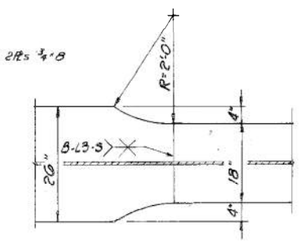
1. No transverse butt weld splices will be allowed in the flange plates or web plates within 10 feet from the point of maximum positive moment.
2. Butt weld splices in flanges shall be not less then one foot from transverse welds in the web plate.
3. Bearing stiffeners shall be plumb after erection and dead loading of the structure.
4. Cross frame or diaphragm connection plates may be either plumb or normal to the top flange.
5. For shear connector details see std drawing BD 104-77.
6. For details of JD-1 & JD-2 diaphragms see Sheet 11.
7. For details of diaphragms D, cross frames J, bearing stiff. and conn. PL's, see Std. Dwg. BD 113-76.
8. All structural steel to conform to ASTM A36, f_s 20,000 psi, except as follows:

Girder Flange PL's to be ASTM A572 Grade 50 f_s 27,000 psi

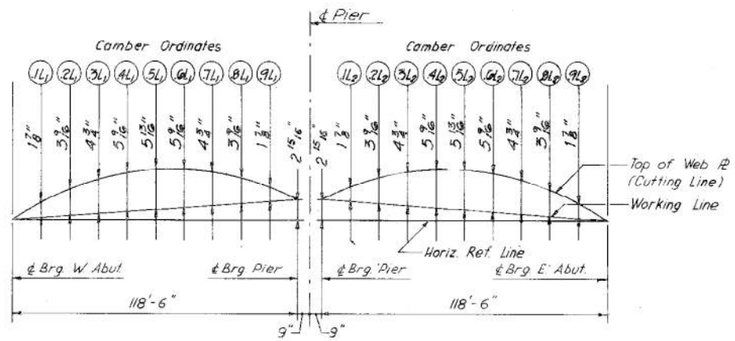
Bridge Joints to be ASTM A588, f_s 27,000 psi.
Bolts to be ASTM A325, f_v 25,000 psi.



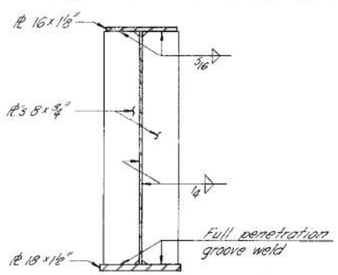
STRINGER ELEVATION
Typ. for all stringers



BOTTOM FLANGE SPLICE



Total shear connectors required = 290 x 10 girders = 2900
Total weight of shear connectors = 2,842 lbs.



BEARING STIFFENER DETAIL

NOTE:
Camber ordinates shown include fo
and vertical curvature. All dimens
vertical.

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

NO.	REVISION	BY	DATE
		MADE	V.G. 4-81
		TRACED	
		CHECKED	N.F.O. 4-81
		IN CHARGE OF	J.A.E.

R92-201

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF
CONSULTING ENGINEERS BOSTON

SACO INTERCHANGE (MM 35.7)
ROUTE I-195

MAINE TURNPIKE

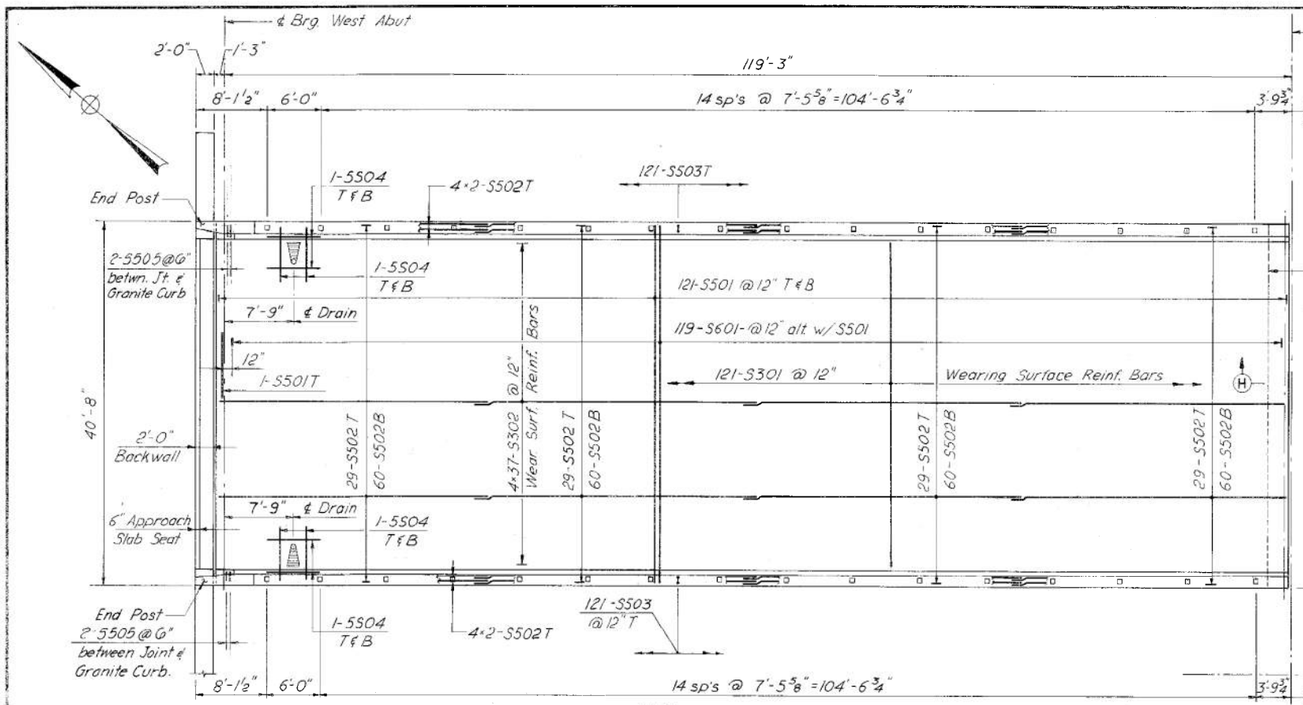
FRAMING PLAN & DETAILS

SACO, MAINE

SHEET 10 OF 16 AUGUSTA, MAINE

SHEET NUMBER: 16 OF 31

TRANS. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	MAINE	IG-195-2(9)	12	37



PLAN

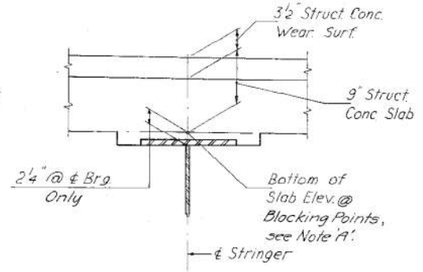
BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS

Stringer No	℄ Brg W. Abut.	Span 1 .1L1	.2L1	.3L1	.4L1	.5L1	.6L1	.7L1	.8L1	.9L1	℄ Brg Pier
S1	126.69	126.84	126.97	127.08	127.16	127.20	127.21	127.17	127.12	127.03	126.93
S2	126.87	127.02	127.15	127.26	127.34	127.38	127.39	127.35	127.30	127.21	127.11
S3	127.05	127.20	127.33	127.44	127.52	127.56	127.57	127.53	127.48	127.39	127.29
S4	126.91	127.06	127.19	127.30	127.38	127.42	127.43	127.39	127.34	127.25	127.15
S5	126.73	126.88	127.01	127.12	127.20	127.24	127.25	127.21	127.16	127.07	126.97

Stringer No	℄ Brg Pier	Span 2 .1L2	.2L2	.3L2	.4L2	.5L2	.6L2	.7L2	.8L2	.9L2	℄ Brg E. Abut.
S1	126.93	127.03	127.12	127.17	127.21	127.20	127.16	127.08	126.97	126.84	126.69
S2	127.11	127.21	127.30	127.35	127.39	127.38	127.34	127.26	127.15	127.02	126.87
S3	127.29	127.39	127.48	127.53	127.57	127.56	127.52	127.44	127.33	127.20	127.05
S4	127.15	127.25	127.34	127.39	127.43	127.42	127.38	127.30	127.19	127.06	126.91
S5	126.97	127.07	127.16	127.21	127.25	127.24	127.20	127.12	127.01	126.88	126.73

NOTE 'A'

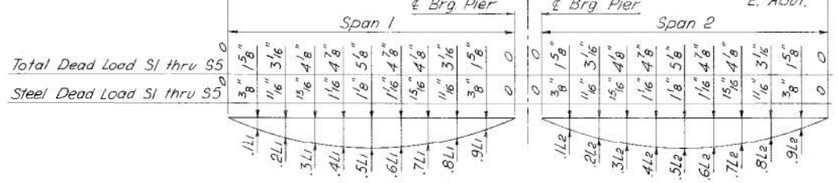
To compensate for all dead load deflections except structural steel, as well as possible irregularities in girders, set the bottom of slab elevations at the blocking points indicated before any of the slab formwork is started. See Subsection 502.10(a) of the Standard Specifications.



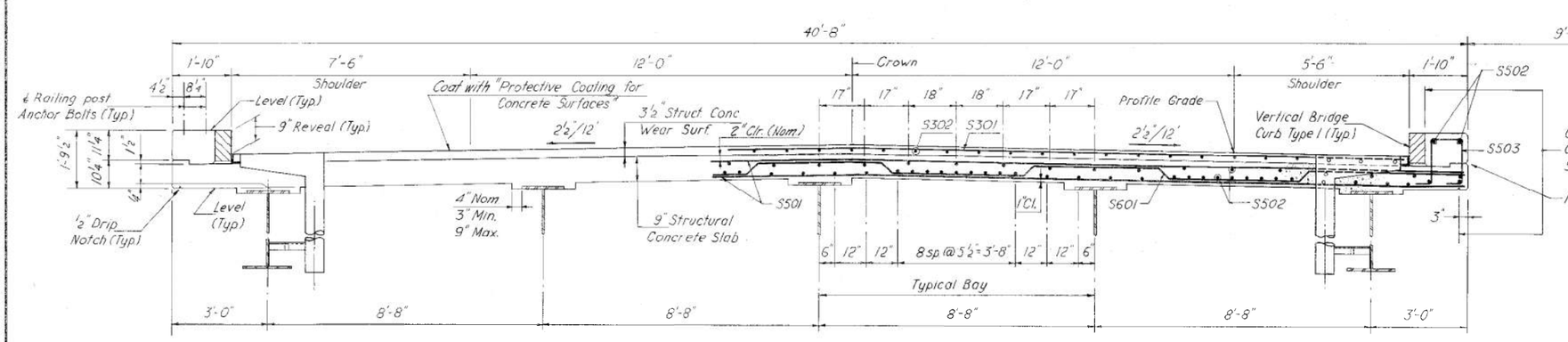
BLOCKING DETAIL

SUPERSTRUCTURE NOTES:

1. Chamfer all exposed edges of concrete a consistent dimension between ½" & ¾" inclusive, unless otherwise indicated.
2. Form a 1 inch V-groove at the horizontal joint between the curb & slab.
3. Reinforcing steel to have a minimum cover of 2" unless otherwise indicated.
4. Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.
5. The superstructure slab concrete shall be placed continuously and kept plastic until the entire slab concrete has been placed. Set retarding admixture shall be used when authorized by the Engineer.
6. Adjust reinforcing steel to fit around the drains in a manner approved by the Engineer. Do not cut transverse reinforcing bars.
7. Protective Coating for Concrete Surfaces shall be applied to the following areas: Top of concrete curb, Fascia down to drip notch and Concrete wearing surface.



DEAD LOAD DEFLECTION DIAGRAM



TRANSVERSE SECTION

NOTES:

1. For additional details & dimensions not shown for curb and roadway see std. detail sheet BD 104-77.
2. For 2-bar Alum Bridge Railing details see std. detail sheet BD 114-77.
3. For End Post Details see sheet No. 13.
4. For Joint Details see sheet No. 14.
5. For Reinforcing Steel Schedule see sheets No. 15 & 16.
6. For Drain Details see sheet BD 104-77.
7. For Section H-H, see Sht. No. 11.

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

NO.	REVISION	BY	DATE		BY	DATE
				MADE	V.G.	4-81
				TRACED		
				CHECKED	N.F.O.	4-81
				IN CHARGE OF	J.A.E.	

SACO INTERCHANGE (MM 35.7)
ROUTE I-195
OVER
MAINE TURNPIKE
SUPERSTRUCTURE DETAILS
SACO, MAINE

R92-203

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF
CONSULTING ENGINEERS BOSTON

SHEET NUMBER: 17 OF 31

Date:10/7/2022

INSTALL OVERHEAD SIGN CANTILEVERED BRIDGE STRUCTURE AND FOUNDATION

31" W-BEAM GUARDRAIL - MIDWAY SPLICE TERMINAL END -ANCHORED END

REMOVE EXISTING PIPE

UNDERDRAIN SOIL FILTER BASIN - 2

12" OPT. III

54" RCP CLASS III

OS-9

OS-10

24" RCP CLASS III

BRIDGE TRANSITION TYPE III (CURB NOT SHOWN)

31" W-BEAM GUARDRAIL - MIDWAY SPLICE

CHECK DAM (TYP)

SOIL NAIL WALL AND SINGLE SLOPED BARRIER

SEE SOIL NAIL WALL PLANS & DETAILS

B-209

B-210

BRIDGE TRANSITION TYPE III (CURB NOT SHOWN)

SOUTHBOUND C-D ROADWAY

SB C-D ROADWAY ℄

N37°40'30.31"E

6" UD TYPE "B" 6" UD TYPE "B"

15" UD TYPE "C"

24" UD TYPE "C"

18" UD TYPE "C"

18" UD TYPE "C"

18" UD TYPE "C"

18" UD TYPE "C"

MAINE TURNPIKE SOUTHBOUND

SAWCUT (TYP.)

31" W-BEAM GUARDRAIL - MID-WAY SPLICE (7' STEEL POSTS, 8" OFFSET BLOCKS, DOUBLE FACED)

MAINE TURNPIKE ℄

MAINE TURNPIKE NORTHBOUND

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

SACO INTERCHANGE (MM 35.7)

Filename: ...\00\HIGHWAY\MSTA_GP_14.dgn

Scale: 25 0 25 50 Scale of Feet

No.	Revision	By	Date

Designed by: Stantec

CONSULTANT PROJECT MANAGER: LAUREN MEEK, P.E.

	By	Date		By	Date
Designed	JRH	10\22	Checked	PLP	10\22
Drawn	THG	10\22	In Charge of	LEM	10\22

STANTEC CONSULTING SERVICES INC.
2211 CONGRESS STREET SUITE 380
PORTLAND, ME 04102
TEL (207) 887-3448
FAX (207) 883-3376

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

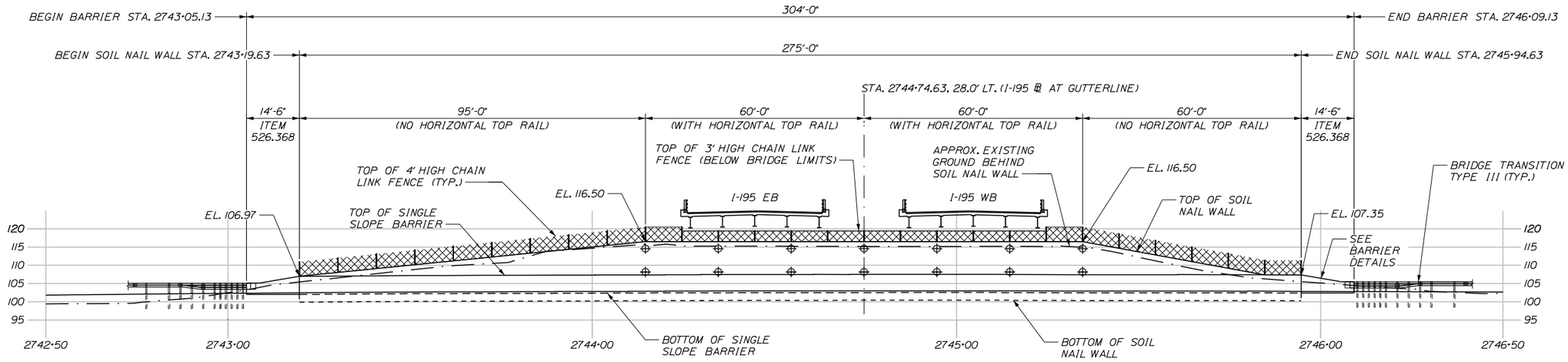
MTA PROJECT MANAGER: RYAN BARNES, PE, CPESC

INTERCHANGE IMPROVEMENTS SACO (EXITS 35 & 36)

GENERAL PLAN 14

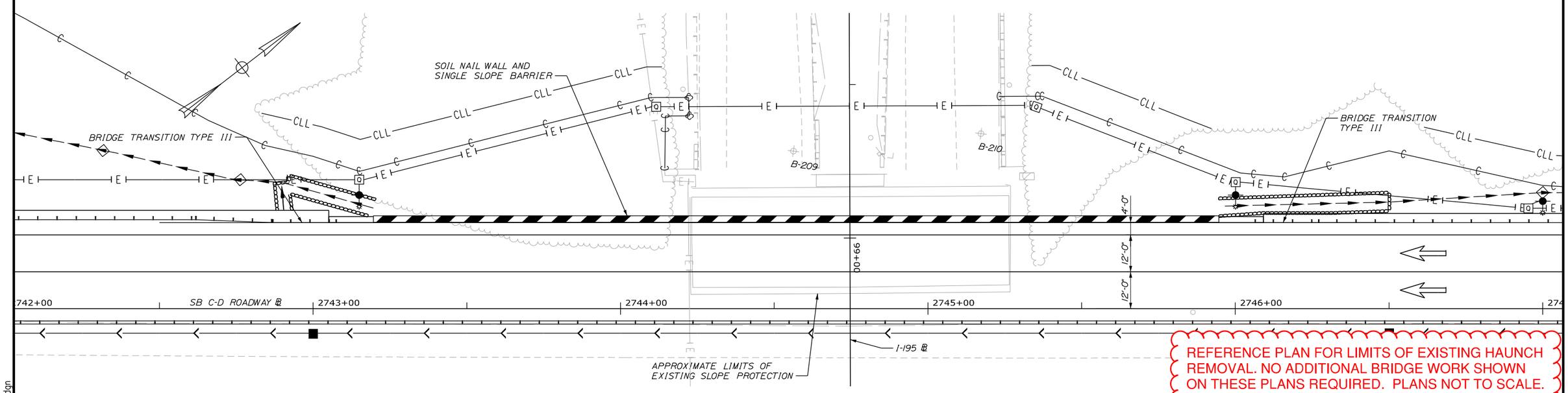
CONTRACT:2022.07

SHEET NUMBER: 18 OF 31



SOIL NAIL WALL ELEVATION
SCALE: 1/16" = 1'-0"

⊕ DEFORMATION MONITORING POINT (APPROXIMATE LOCATION) (SEE SHEET SN-03, NOTE 2)



PLAN VIEW - SOIL NAIL WALL
SCALE: 1/16" = 1'-0"

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

SACO INTERCHANGE (MM 35.7)

Date:10/7/2022

Filename: ...\00\HIGHWAY\MSTA_SN_02.dgn

Scale: AS NOTED

No.	Revision	By	Date

Designed by: Stantec

CONSULTANT PROJECT MANAGER: LAUREN MEEK, P.E.

	By	Date		By	Date
Designed	PAG	10\22	Checked	EPL	10\22
Drawn	KLW	10\22	In Charge of	LEM	10\22

STANTEC CONSULTING SERVICES INC.
2211 CONGRESS STREET SUITE 380
PORTLAND, ME 04102
TEL (207) 887-3448
FAX (207) 883-3376

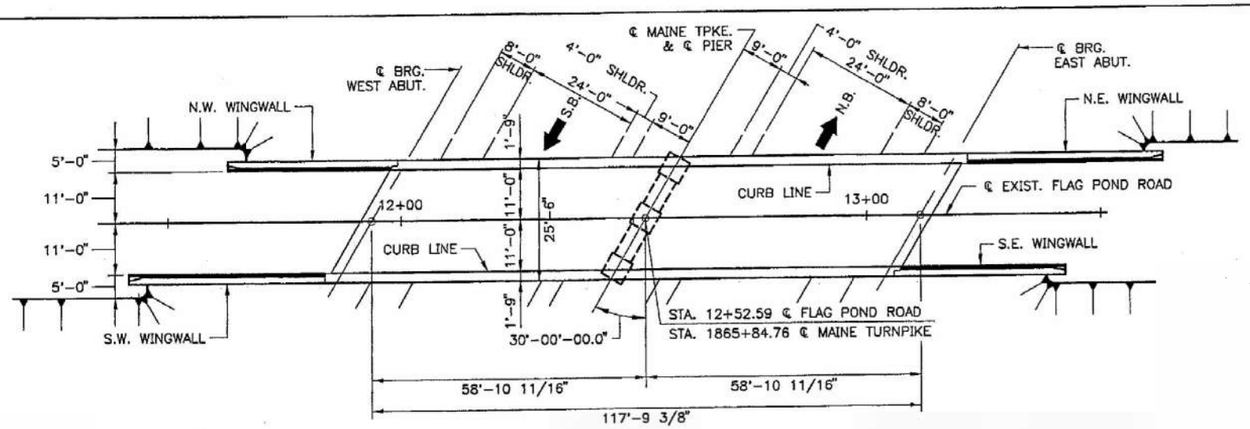
MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

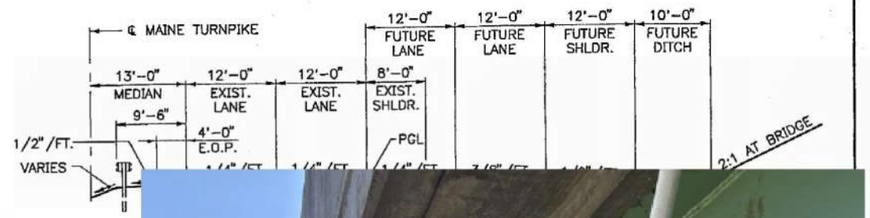
MTA PROJECT MANAGER: RYAN BARNES, PE, CPESC

INTERCHANGE IMPROVEMENTS SACO (EXITS 35 & 36) I-195 UNDERPASS SOIL NAIL WALL PLAN AND ELEVATION

CONTRACT:2022.07

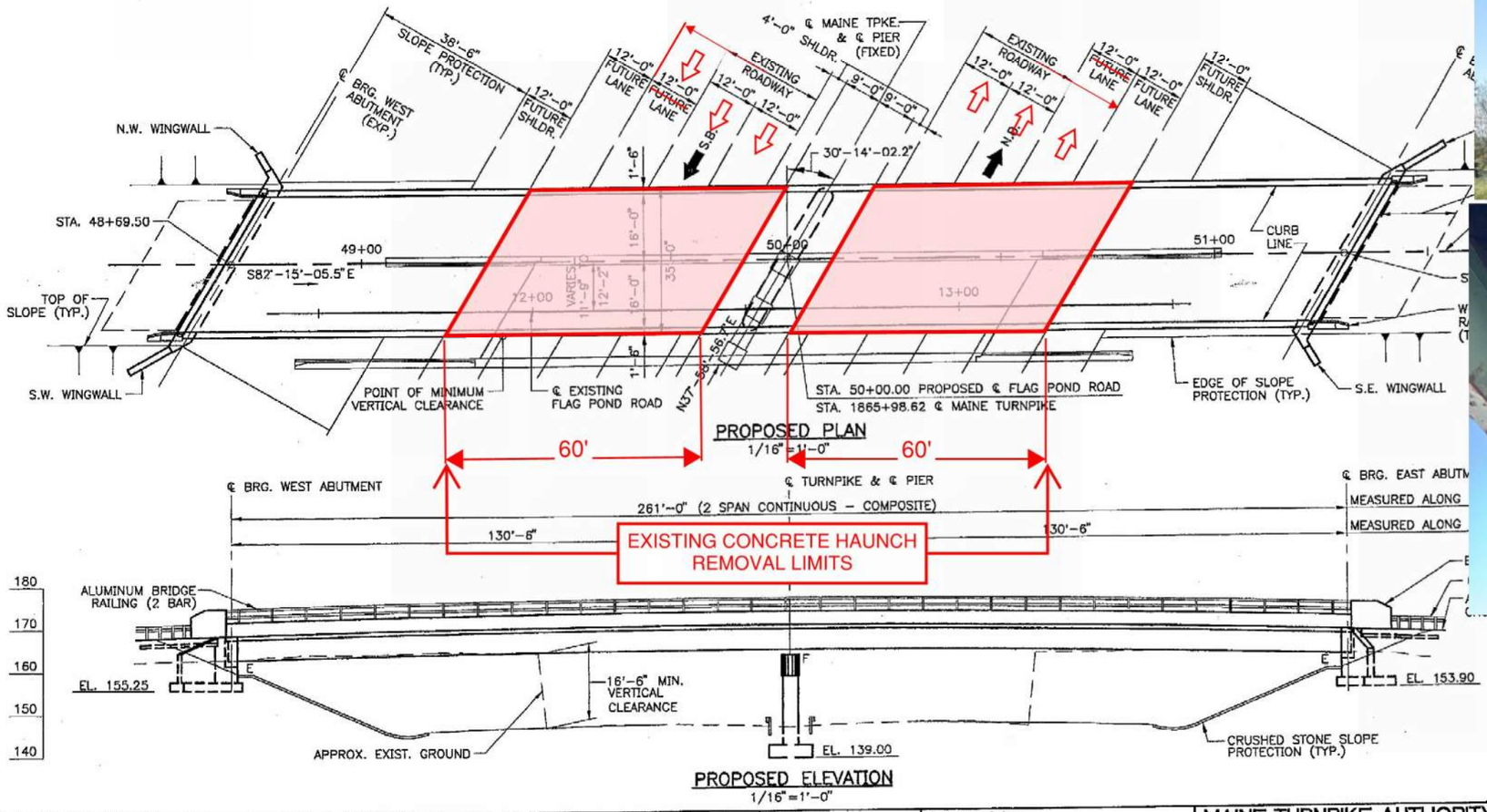


EXISTING PLAN
1/16"=1'-0"









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

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

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

FLAG POND ROAD (MM 38.1)

Scale:

No.	Revision	By	Date

Designed by:

T·Y LIN INTERNATIONAL
5 FUNDY ROAD FALMOUTH, MAINE 04105 (207)781-4721

	By	Date		By	Date
Designed	TWM	12/99	Checked	RMH	3/00
Drawn	SAM	12/99	In Charge of	JHA	4/00

PE Stamp:

STATE OF MAINE
TIMOTHY W. MERRITT # 9294
REGISTERED PROFESSIONAL ENGINEER

Approved by:

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

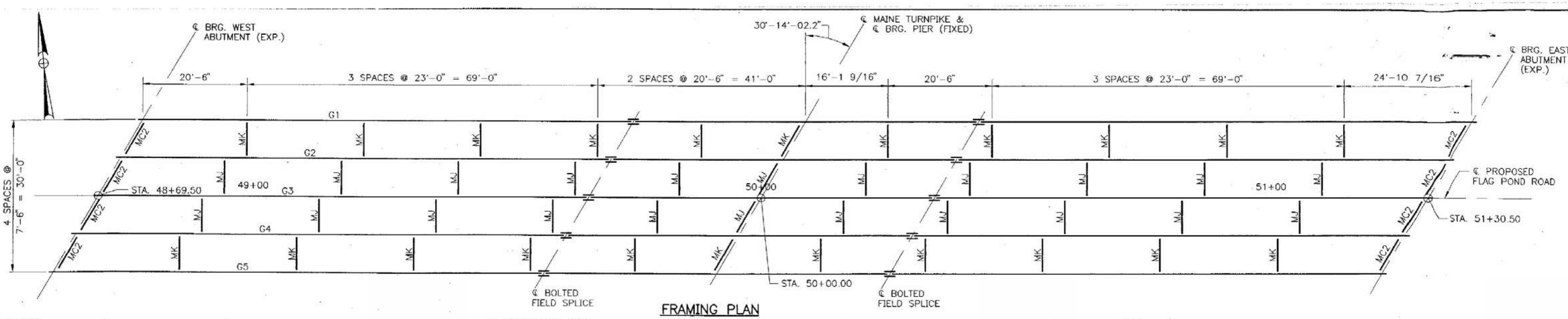
MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT
The Widening

BRIDGE REPLACMENT
FLAG POND ROAD UNDERPASS
PLAN & ELEVATION

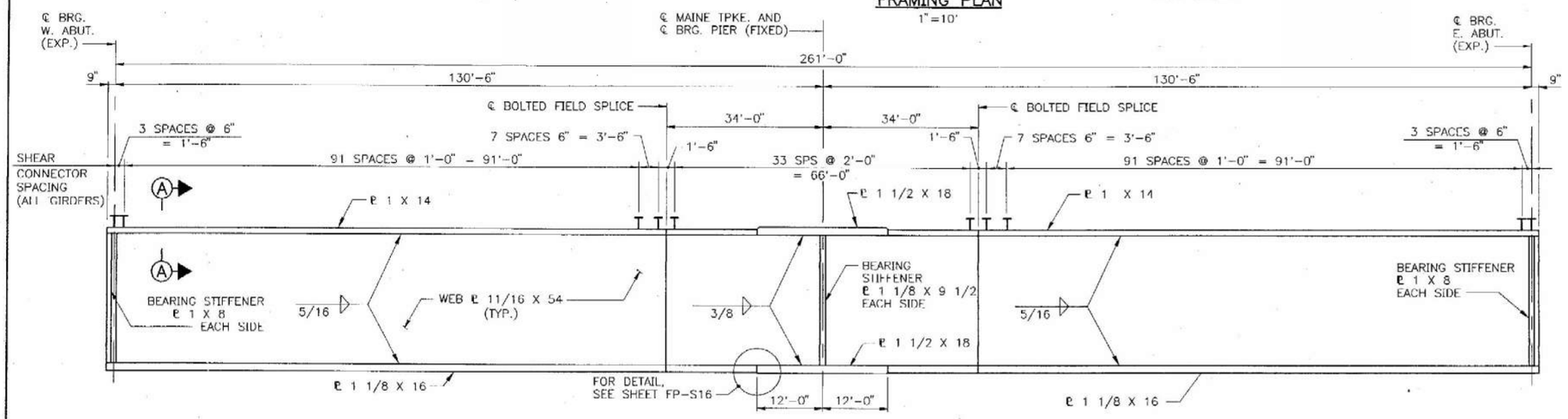
SHEET NUMBER: 20 OF 31

CONTRACT: 2000.05

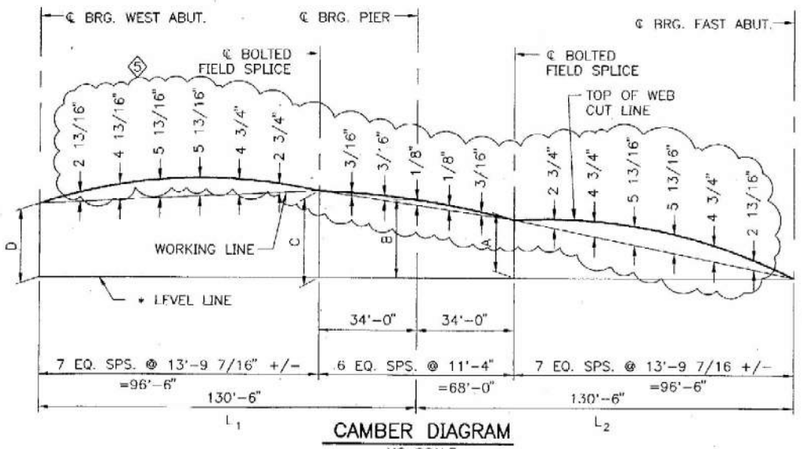
FP36BPL01.DWG



FRAMING PLAN
1"=10'



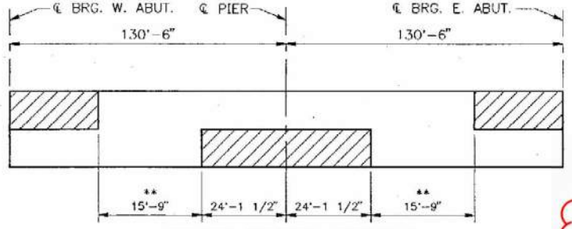
GIRDER ELEVATION
NO SCALE



CAMBER DIAGRAM
NO SCALE

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

GIRDER NO.	DIMENSIONS IN FEET			
	A	B	C	D
G1	2.45'	2.60'	2.75'	1.14'
G2	2.35'	2.47'	2.57'	0.87'
G3	2.25'	2.34'	2.41'	0.60'
G4	2.15'	2.20'	2.23'	0.33'
G5	2.05'	2.06'	2.06'	0.06'



GIRDER STRESS DIAGRAM
NO SCALE

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

** STRESS REVERSALS

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 SPLICES WILL BE ALLOWED IN THE FLANGE OR WEB PLATES WITHIN 10' FROM THE POINTS OF MAXIMUM NEGATIVE OR MAXIMUM POSITIVE MOMENT. BUTT WELD SPLICES IN FLANGES SHALL NOT BE LESS THAN ONE FOOT FROM TRANSVERSE BUTT WELDS IN THE WEB PLATE OR CONNECTION PLATE TO WEB WELDS.
3. BUTT WELDS AT WEB SPLICES AND FLANGE SPLICES 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 MC2, MJ AND MK, SEE STANDARD DETAILS, PAGES 504(15) AND 504(18). SEE NOTE 3 ON SHEET NO. FP-S2.
8. WELDED GIRDERS: FLANGES, WEBS, SPLICE 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. FP-S2.
11. FOR SHEAR CONNECTOR LAYOUT & SECTION A-A,

SPECIFICATIONS. PAYM

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

FLAG POND ROAD (MM 38.1)

Scale:

No.	Revision	By	Date
1	REVISED CAMBER ORDINATES	TWM	7/00

Designed by:

T·Y LIN INTERNATIONAL
5 FUNDY ROAD FALMOUTH, MAINE 04105 (207)781-4721

	By	Date		By	Date
Designed	TWM	12/99	Checked	RMH	3/00
Drawn	SAM	12/99	In Charge of	JHA	4/00

PE Stamp:

Approved by:

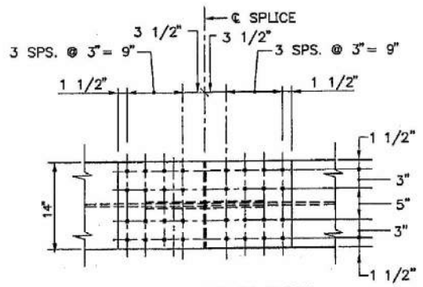
HNTB
HNTB CORPORATION
ARCHITECTS ENGINEERS PLANNERS
2 Thomas Drive
Westbrook, ME 04092
TEL (207) 774-5155
FAX (207) 772-7410

MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT
The Widening

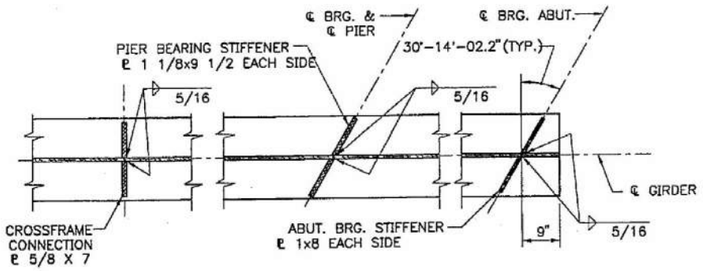
BRIDGE REPLACEMENT
FLAG POND ROAD UNDERPASS
FRAMING PLAN

CONTRACT: 2000.05

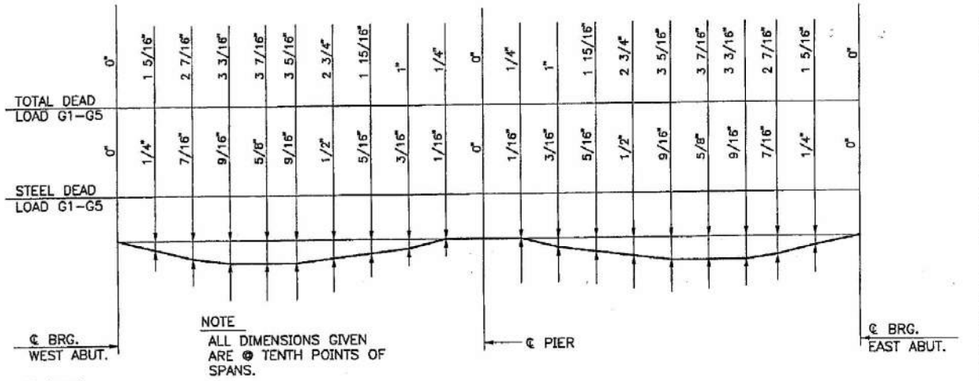
SHEET NUMBER: 21 OF 31



PLAN – TOP FLANGE
1" = 1'-0"

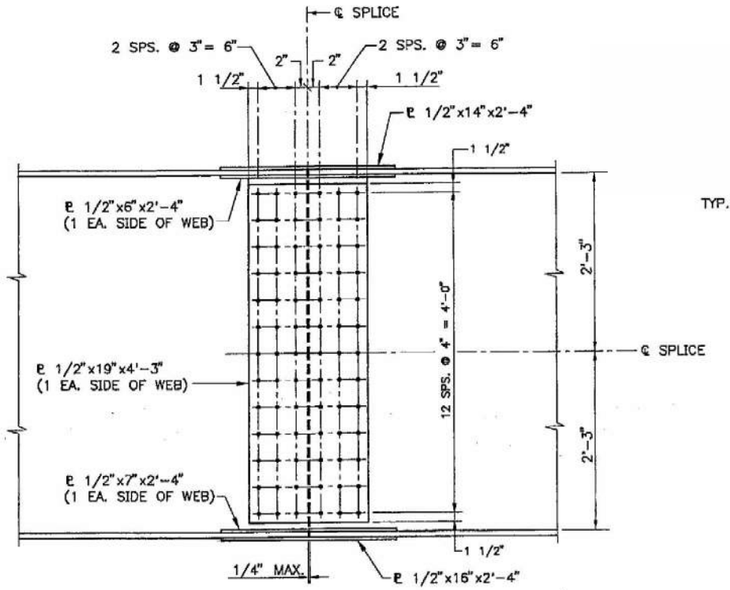


BEARING STIFFENER DETAILS
NO SCALE

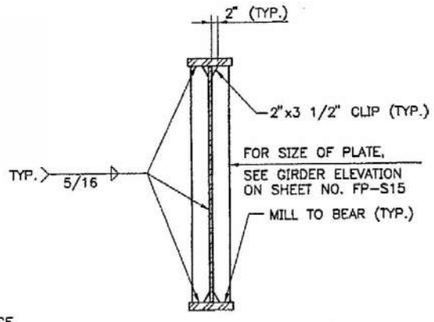


NOTE
ALL DIMENSIONS GIVEN ARE @ TENTH POINTS OF SPANS.

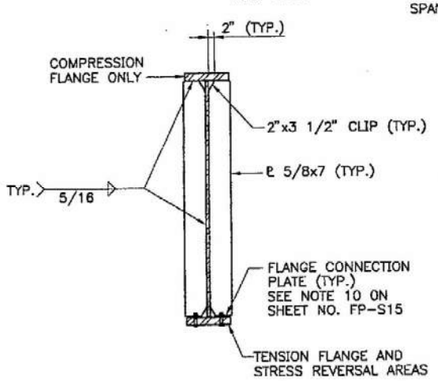
DEAD LOAD DEFLECTION DIAGRAM
NO SCALE



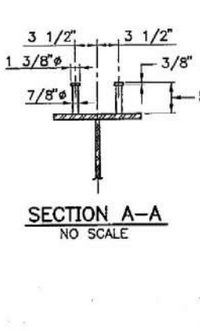
ELEVATION
1" = 1'-0"



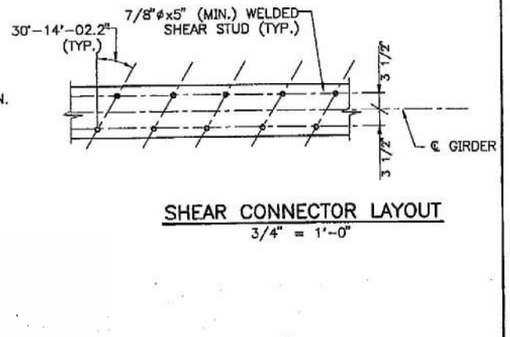
BEARING STIFFENER DETAIL
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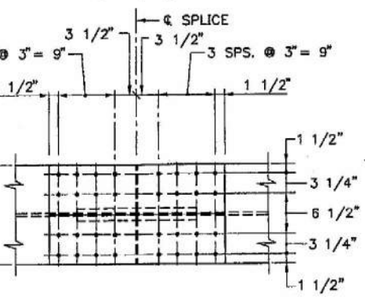
CROSSFRAME CONNECTION PLATE DETAILS
NO SCALE



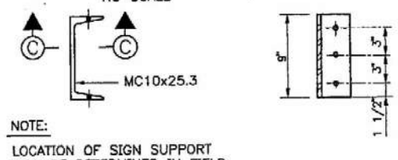
SECTION A–A
NO SCALE



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

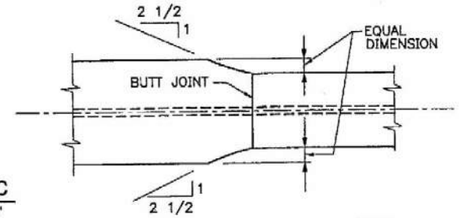


PLAN – BOTTOM FLANGE
1" = 1'-0"

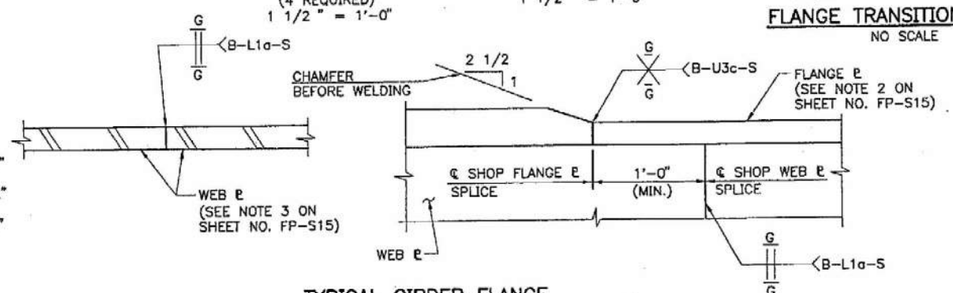


SIGN SUPPORT
(4 REQUIRED)
1 1/2 " = 1'-0"

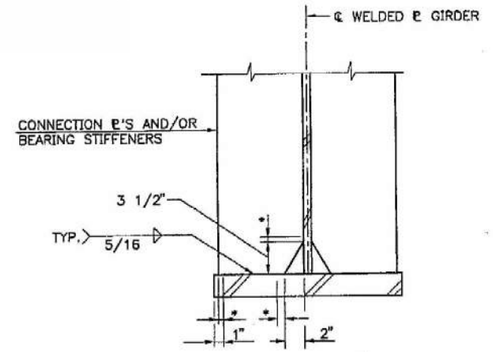
SECTION C–C
1 1/2 " = 1'-0"



FLANGE TRANSITION DETAIL
NO SCALE



TYPICAL GIRDER FLANGE AND WEB PLATE SHOP SPLICE
NO SCALE



NOTES

1. ALL BOLTS SHALL BE 7/8"ø … STRENGTH BOLTS. HOLES SH…
2. NUTS SHALL BE ON INSIDE F… FOR FASCIA GIRDERS.
3. NUTS SHALL BE UP ON ALL FLANGE SPLICES.
4. FOR STRUCTURAL STEEL NOTES, SEE SHEET NO. FP-S15.

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

NO SCALE

FLAG POND ROAD (MM 38.1)

Scale:

No.	Revision	By	Date

Designed by:

T·Y LIN INTERNATIONAL
5 FUNDY ROAD FALMOUTH, MAINE 04105 (207)781-4721

	By	Date		By	Date
Designed	TWM	1/00	Checked	RMH	3/00
Drawn	SAM	1/00	In Charge of	JHA	4/00

PE Stamp: STATE OF MAINE · TIMOTHY W MERRITT # 9294 · REGISTERED PROFESSIONAL ENGINEER

Approved by:

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

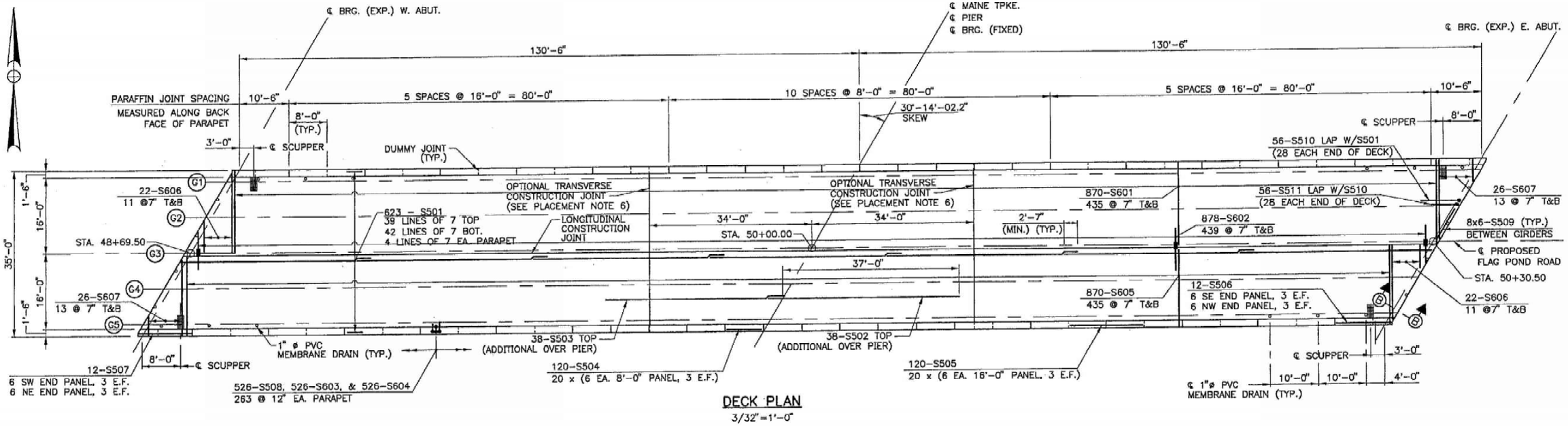
MAINE TURNPIKE AUTHORITY
MODERNIZATION AND WIDENING PROJECT
The Widening

BRIDGE REPLACEMENT
FLAG POND ROAD UNDERPASS
STRUCTURAL STEEL DETAILS

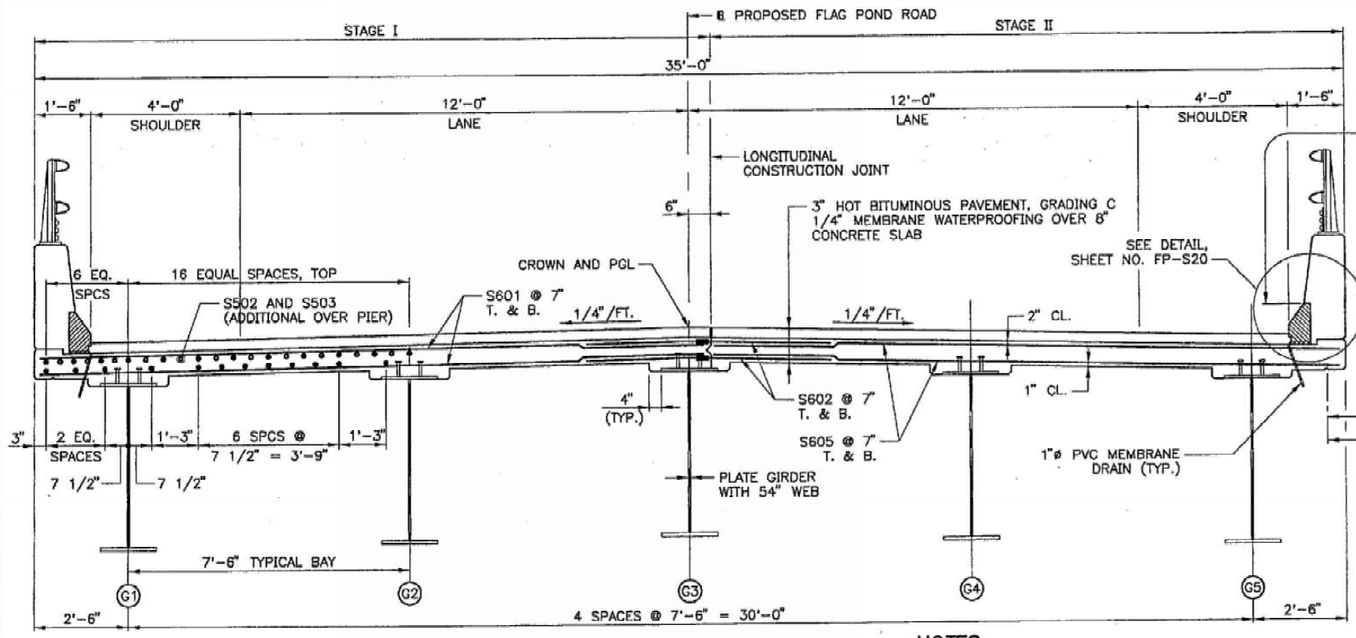
CONTRACT: 2000.05

SHEET NUMBER: 22 OF 31

FP36BSD01.DWG

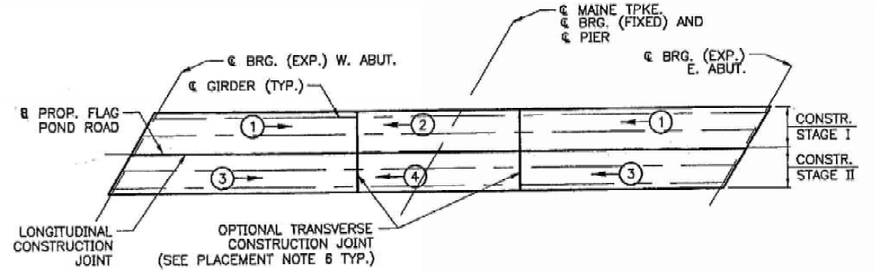


DECK PLAN
3/32"=1'-0"



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

NOTES
1. FOR SUPERSTRUCTURE NOTES, SEE SHEET FP-S19.
2. FOR SECTION B-B, SEE SHEET FP-S25.
3. FOR PARAPET DETAILS, SEE SHEET FP-S20.



DECK PLACEMENT SEQUENCE
N.T.S.

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
4. S
5. B
6. T
PROVIDED THAT THE CONCRETE OF THE
PLASTIC UNTIL THE COMPLETION OF TH
OTHER SPECIFICATIONS FOLLOWED.

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

FLAG POND ROAD (MM 38.1)

Scale:

No.	Revision	By	Date

Designed by:
T-Y LIN INTERNATIONAL
5 FUNDY ROAD FALMOUTH, MAINE 04105 (207)781-4721

	By	Date		By	Date
Designed	TWM	12/99	Checked	RMH	3/00
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PE Stamp: STATE OF MAINE TIMOTHY W. MERRITT # 8294 REGISTERED PROFESSIONAL ENGINEER

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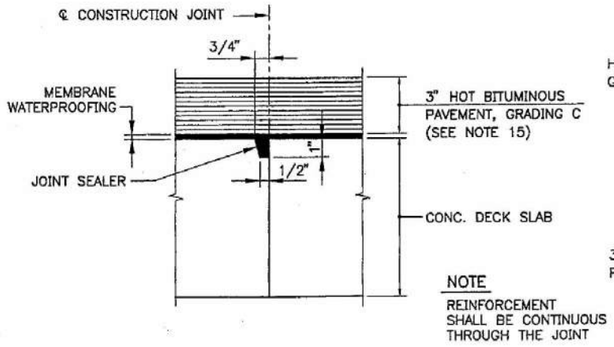
MAINE TURNPIKE AUTHORITY
MODERNIZATION AND WIDENING PROJECT
The Widening

BRIDGE REPLACEMENT FLAG POND ROAD UNDERPASS DECK REINFORCEMENT AND TYPICAL SECTION

SHEET NUMBER: 23 OF 31

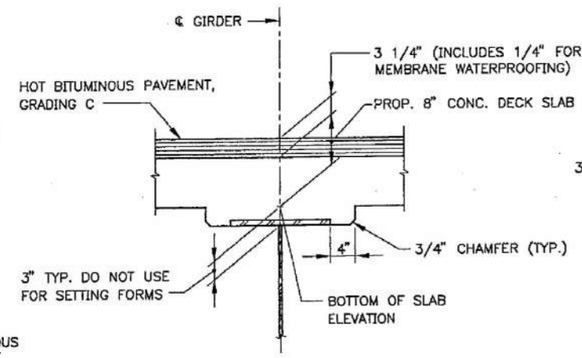
CONTRACT: 2000.05

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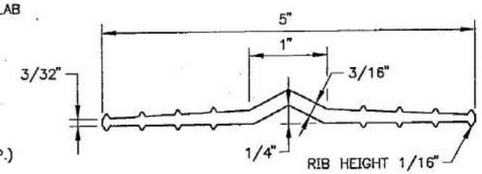
TRANSVERSE CONSTRUCTION JOINT DETAIL

3"=1'-0"



BLOCKING POINT DETAIL

NOT TO SCALE



5" WATERSTOP

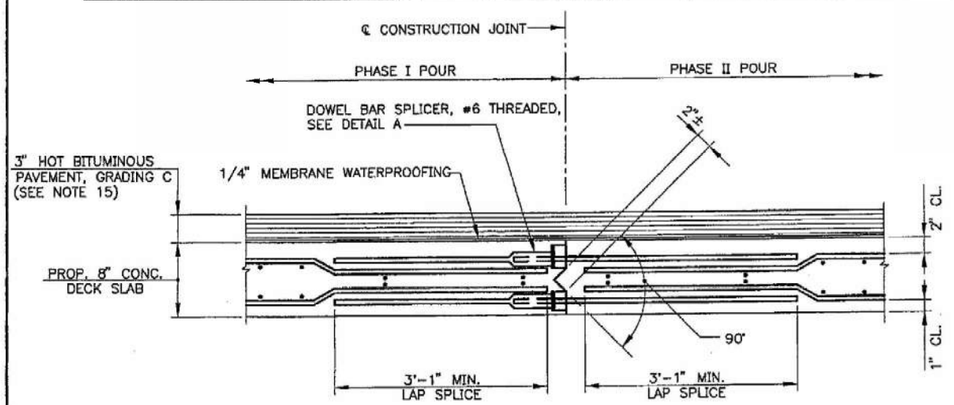
FULL SIZE

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 502.10(a) OF THE STANDARD SPECIFICATIONS.

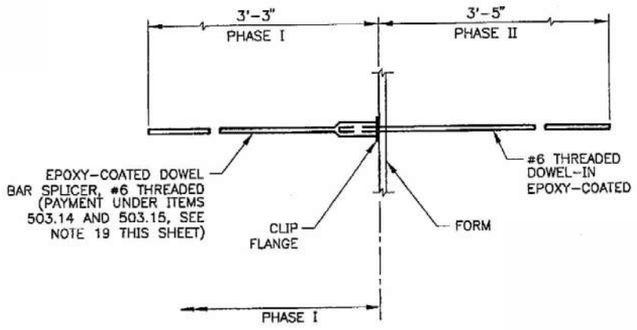
BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS

GIRDER NO.	℄ BRG. W. ABUT.	SPAN 1 .1L1	.2L1	.3L1	.4L1	.5L1	.6L1	.7L1	.8L1	.9L1	℄ PIER ℄ BRG.	SPAN 2 .1L2	.2L2	.3L2	.4L2	.5L2	.6L2	.7L2	.8L2	.9L2	℄ BRG. E. ABUT.
G1	167.50	167.91	168.28	168.58	168.81	168.96	169.05	169.08	169.06	169.01	168.96	168.90	168.83	168.73	168.59	168.39	168.12	167.78	167.37	166.88	166.35
G2	167.53	167.96	168.35	168.66	168.90	169.07	169.17	169.21	169.21	169.17	169.13	169.09	169.03	168.95	168.82	168.63	168.38	168.05	167.65	167.18	166.66
G3	167.56	168.01	168.41	168.73	168.99	169.17	169.28	169.33	169.35	169.33	169.30	169.27	169.23	169.15	169.04	168.87	168.63	168.31	167.93	167.47	166.96
G4	167.28	167.74	168.15	168.49	168.76	168.95	169.08	169.15	169.17	169.17	169.15	169.13	169.11	169.05	168.95	168.79	168.56	168.26	167.89	167.44	166.95
G5	166.99	167.46	167.89	168.24	168.52	168.73	168.87	168.95	168.99	169.00	169.00	168.99	168.98	168.94	168.85	168.70	168.49	168.20	167.84	167.41	166.94



LONGITUDINAL CONSTRUCTION JOINT DETAIL

NOT TO SCALE



DETAIL A

NOT TO SCALE

SUPERSTRUCTURE NOTES

1. CHAMFER ALL EXPOSED EDGES OF CONCRETE 3/4", UNLESS OTHERWISE NOTED.
2. REINFORCING STEEL TO HAVE A MINIMUM COVER OF 2", UNLESS OTHERWISE NOTED.
3. MORTAR FOR BEDDING AND FOR JOINTS IN THE GRANITE CURB SHALL CONTAIN A NON-SHRINK ADDITIVE.
4. IF THE SLAB PLACEMENT HAS TO BE TERMINATED, THE TERMINATION POINT MUST BE AT THE POINTS INDICATED IN THE PLACEMENT DETAILS, SHOWN ON SHEET FP-S18.
5. ADJUST REINFORCING STEEL TO FIT AROUND THE DRAINS IN A MANNER APPROVED BY THE ENGINEER. DO NOT CUT TRANSVERSE REINFORCING BARS. CUT LONGITUDINAL REINFORCING STEEL IN THE FIELD TO SUIT, THEN EPOXY COAT CUT ENDS.
6. 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.
7. FOR PVC MEMBRANE DRAIN AND SCUPPER DETAILS, SEE SHEET NOS. FP-S20 AND FP-S21 RESPECTIVELY.
8. FOR 2 BAR ALUMINUM BRIDGE DETAILS, SEE SHEET NO. FP-S22.
9. FOR REINFORCEING STEEL SCHEDULE, SEE SHEET NO. FP-S33.
10. FOR SLAB DETAILS, SEE SHEET NOS. FP-S18 AND FP-S19.
11. FOR ROADWAY EXPANSION JOINT DETAILS, SEE SHEET NOS. FP-S23, FP-S24 AND FP-S25.
12. THE CONCRETE DECK SHALL BE GIVEN A SMOOTH BULL FLOAT OR WOOD FLOAT FINISH.
13. FOR SECTION B-B, (LOCATION SHOWN ON SHEET NO. FP-S18) SEE SHEET NO. FP-S25.
14. GRANITE CURB JOINTS SHALL LINE UP WITH PARAFFIN AND DUMMY JOINTS.
15. BITUMINOUS PAVEMENT SHALL BE PLACED IN TWO (2) 1 1/2 INCH "LIFTS".
16. FOR RAIL POST SPACING, SEE SHEET NO. FP-S20.
17. ALL BRIDGE PARAPET CONCRETE, INCLUDING INSIDE FACE, TOP AND OUTSIDE FACE, END POSTS AND DECK FASCIA SHALL HAVE A RUBBED FINISHED PRIOR TO THE APPLICATION OF THE CLEAR PROTECTIVE COATING FOR CONCRETE SURFACE.
18. 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.
19. ONLY DOWEL BAR SPLICERS 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.
20. CONTRACTOR SHALL HAVE THE OPTION OF USING PRECAST CONCRETE DECK PANELS AS AN ALTERATIVE FROM THE CONCRETE SLAB DETAILS SHOWN ON THE CONTRACT PLANS. THE REQUIREMENTS SHOWN ON PAGES 502(7)-502(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.

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

FLAG POND ROAD (MM 38.1)

Scale:

No.	Revision	By	Date

Designed by:

T·Y LIN INTERNATIONAL
5 FUNDY ROAD FALMOUTH, MAINE 04105 (207)781-4721

	By	Date		By	Date
Designed	TWM	1/00	Checked	RMH	3/00
Drawn	SAM	1/00	In Charge of	JHA	4/00

PE Stamp: STATE OF MAINE — TIMOTHY W. MERRITT # 9294 — REGISTERED PROFESSIONAL ENGINEER

Approved by:

HNTB
HNTB CORPORATION
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MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT
The Widening

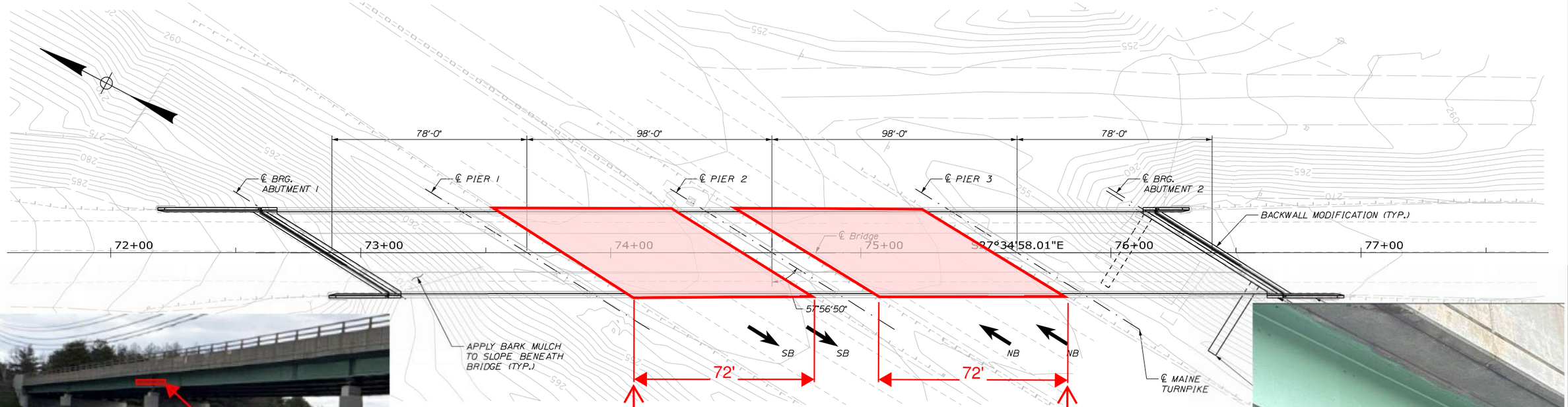
BRIDGE REPLACEMENT
FLAG POND ROAD UNDERPASS
SUPERSTRUCTURE DETAILS I

SHEET NUMBER: 24 OF 31

CONTRACT: 2000.05

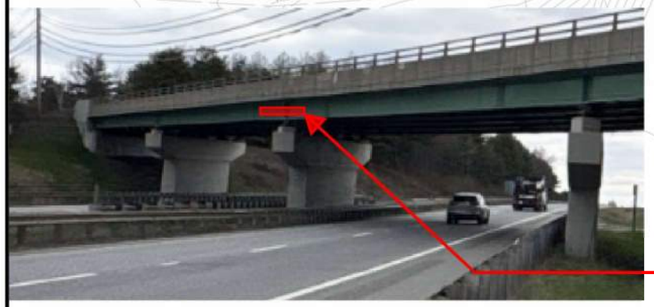
FP36BSS01.DWG

Date:2/22/2019

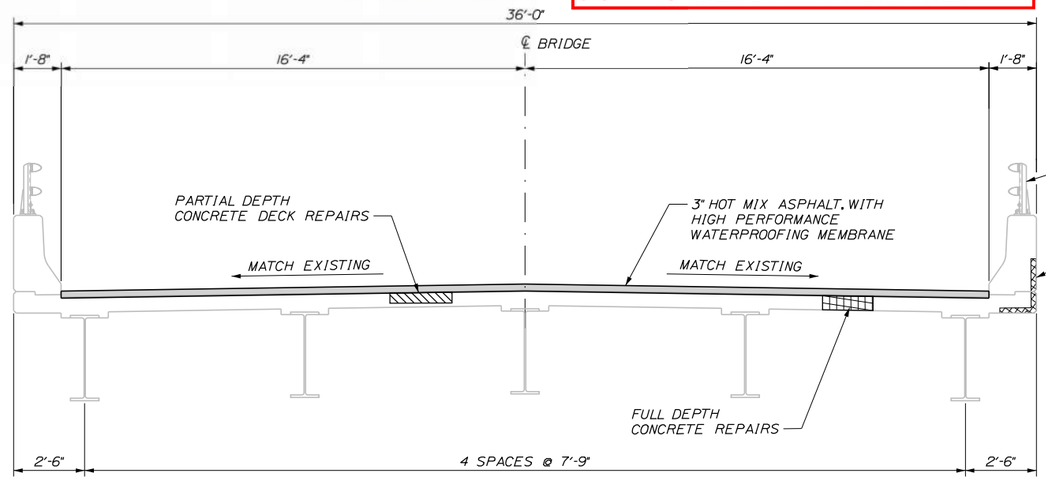


DECK PLAN

EXISTING CONCRETE HAUNCH REMOVAL LIMITS



INSTALL NEW LOCAL ROAD NAME SIGN ON BOTH BRIDGE FACES
SIGN PROVIDED BY MTA "Shaker Road"



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

LEGEND:

- LIMITS OF FULL DEPTH CONCRETE REPAIR (REPAIR AREAS TO BE FIELD VERIFIED)
- LIMITS OF PARTIAL DEPTH CONCRETE DECK REPAIRS (REPAIR AREAS TO BE FIELD VERIFIED)
- LIMITS OF FASCIA AND OVERHANG REPAIRS (REPAIR AREAS TO BE FIELD VERIFIED)





4. A BEAD
CURB LI
MADE DI
ITEMS.

5. REPAIR
PAYMENT FOR WORK SHALL BE UNDER ITEM 507.0928, "ALUMINUM BRIDGE RAILING - RAIL SECTION REPLACE".

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

SHAKER ROAD (MM 64.3)

Filename: ...\XXX_MM_64.3_Typical_Deck_Plan_Section.dgn

Scale: AS NOTED

No.	Revision	By	Date

Designed by: T-Y LIN INTERNATIONAL

CONSULTANT PROJECT MANAGER: Daniel S. Myers

	By	Date		By	Date
Designed	DSM	10/2018	Checked	DSM	1/2019
Drawn	SAM	11/2018	In Charge of	DSM	1/2019

T.Y. Lin International
12 Northbrook Drive
Building A, Suite One
Falmouth, Maine 04105
TEL: (207) 781-4721
FAX: (207) 781-4753

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

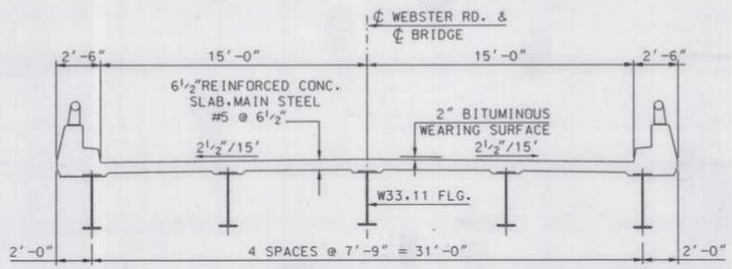
MTA PROJECT MANAGER: Ralph C. Norwood, IV

NORTHERN BRIDGE REPAIRS & BENNETT ROAD EMERGENCY VEHICLE RAMPS

ROUTE 26 (MILE 64.3)
DECK PLAN & SECTION

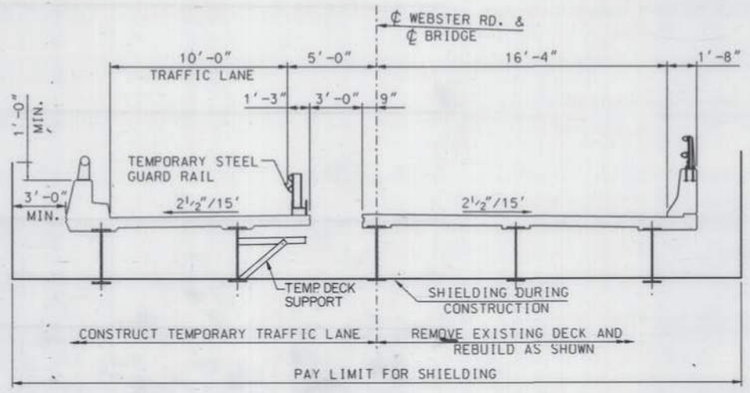
CONTRACT:2019.11

SHEET NUMBER: 25 OF 31



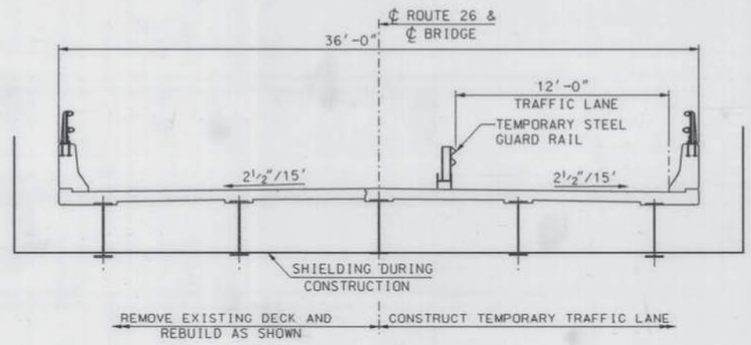
EXISTING DECK

¼" = 1'-0"



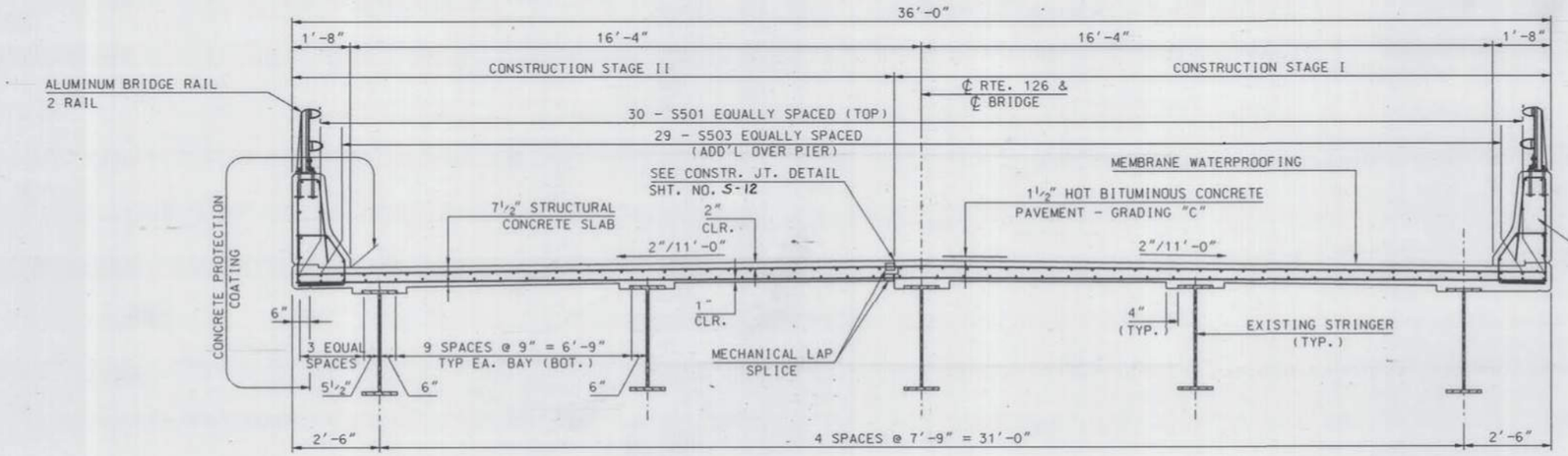
CONSTRUCTION - STAGE I

¼" = 1'-0"



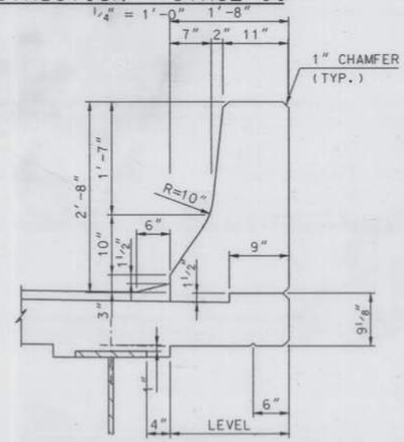
CONSTRUCTION - STAGE II

¼" = 1'-0"



SECTION A-A

½" = 1'-0"



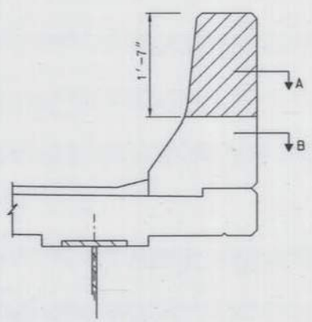
PARAPET DETAIL

¾" = 1'-0"

10" RADIUS IS TYP. INCLUDING PARAPET ON WINGWALL

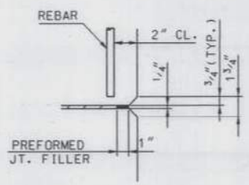
NOTES :
1. FOR GENERAL NOTES, SEE SH. NO. S-1
2. FOR RAILING DETAILS, SEE SH. NO. S-12
3. FOR BRIDGE RAILING DETAILS, SEE SHT NO. S-14
4. FOR CONSTRUCTION JOINT DETAIL, SEE SHT. NO. S-3

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.



PARAPET DETAIL

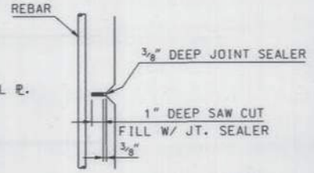
¾" = 1'-0"



SECTION A-A

N.T.S.

NOTES:
1. CONC. PLACED SIMULTANEOUSLY ON BOTH SIDES OF JOINT.
2. PREFORMED JOINT FILLER MAY BE SUPPORTED WITH A THIN STEEL ℄. REMOVE ℄ CAREFULLY WHILE THE CONCRETE IS PLASTIC.



SECTION B-B

N.T.S.

NOTE:
SECTION B ALSO APPLIES TO DUMMY JOINT LOCATIONS.

No.	Revision	By	Date
⚠	REISSUED	CFM	5/94

	By	Date
Designed		
Drawn	E.G.	4/94
Checked		
In Charge Of:		

SHAKER ROAD (MM 64.3)
Maine Turnpike

ROUTE 26
OVER
MAINE TURNPIKE
CONSTR. STAGING

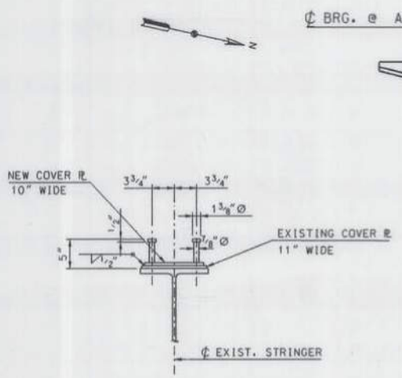
HNTB — HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS

Contract

Sheet No. S-3

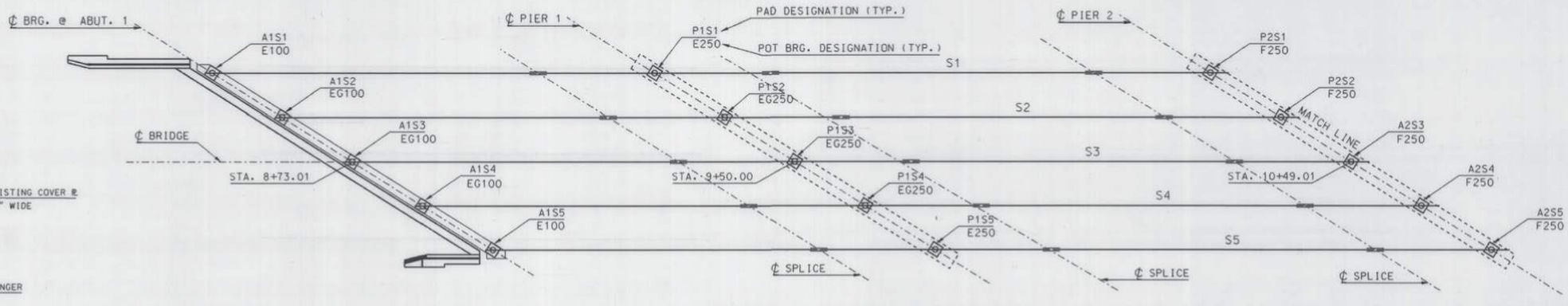
SHEET NUMBER: 26 OF 31

Design Filename: d:\f09009\br41\dec2.dgn
Plotted on: 05-MAY-1994 08:19
Generated by: E.G.



SECTION A-A

SCALE: 1" = 1'-0"

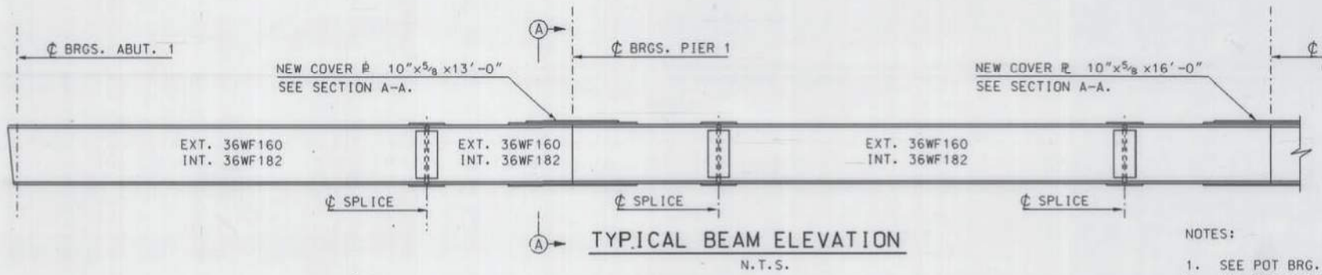


FRAMING PLAN

1" = 10'-0"

NOTES:

1. NEW SHEAR STUDS REQUIRED ONLY ON NEW COVER ℄.
2. EXISTING SHEAR LUGS TO BE REMOVED AT EXISTING 11" WIDE TOP COVER PLATES AND NEW 10" WIDE COVER PLATES TO BE WELDED TO EXISTING COVER PLATES AND 2 - ⅞" STUDS END WELDED TO NEW COVER PLATES @ 24" MAX.



TYPICAL BEAM ELEVATION

N.T.S.

NOTES:

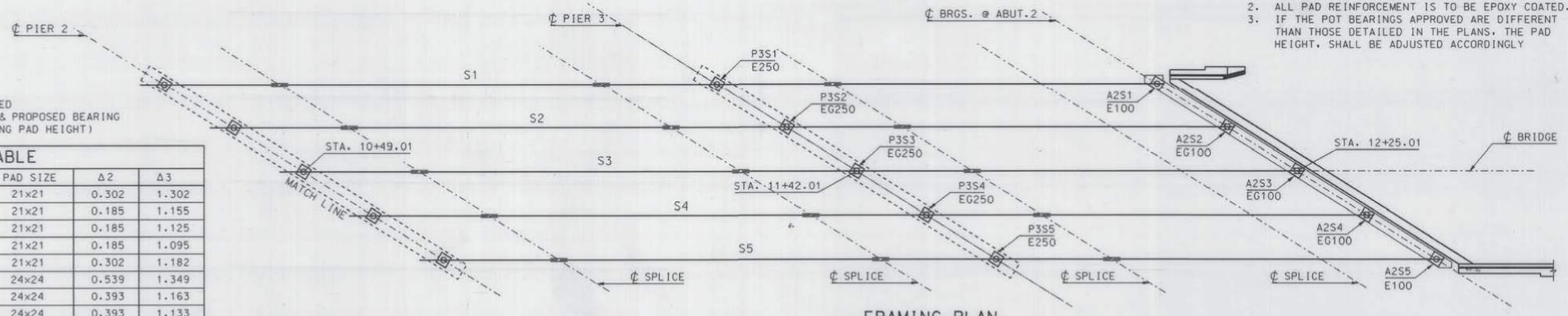
1. SEE POT BRG. DETAILS. SEE SHEET NO. S11
2. ALL PAD REINFORCEMENT IS TO BE EPOXY COATED.
3. IF THE POT BEARINGS APPROVED ARE DIFFERENT THAN THOSE DETAILED IN THE PLANS, THE PAD HEIGHT, SHALL BE ADJUSTED ACCORDINGLY

NOTES:

Δ1 = AMOUNT THE ROADWAY IS TO BE RAISED
Δ2 = THE DIFFERENCE BETWEEN EXISTING & PROPOSED BEARING
Δ3 = TOTAL Δ1+ Δ2 (INCREASE IN BEARING PAD HEIGHT)

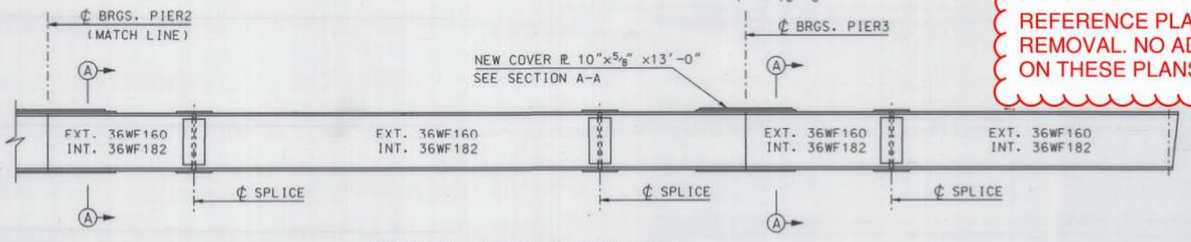
PAD TABLE

LOCATION	Δ1 (FT.)	MASONRY ℄	PAD SIZE	Δ2	Δ3
A1S1	1.00	17¾ x17¾ x1¾	21x21	0.302	1.302
A1S2	0.97	17¾ x17¾ x1¾	21x21	0.185	1.155
A1S3	0.94	17¾ x17¾ x1¾	21x21	0.185	1.125
A1S4	0.91	17¾ x17¾ x1¾	21x21	0.185	1.095
A1S5	0.88	17¾ x17¾ x1¾	21x21	0.302	1.182
P1S1	0.81	21¼ x21¼ x1¾	24x24	0.539	1.349
P1S2	0.77	↑	24x24	0.393	1.163
P1S3	0.74		24x24	0.393	1.133
P1S4	0.71		24x24	0.393	1.103
P1S5	0.68		24x24	0.539	1.219
P2S1	0.56		24x24	0.214	0.774
P2S2	0.53		24x24	0.214	0.744
P2S3	0.50		24x24	0.214	0.714
P2S4	0.47		24x24	0.214	0.684
P2S5	0.44		24x24	0.214	0.654
P3S1	0.32		24x24	0.539	0.059
P3S2	0.29		24x24	0.393	0.683
P3S3	0.26		24x24	0.393	0.653
P3S4	0.23		24x24	0.393	0.623
P3S5	0.19	21¼ x21¼ x1¾	24x24	0.539	0.729
A2S1	0.12	17¾ x17¾ x1¾	21x21	0.302	0.422
A2S2	0.09	17¾ x17¾ x1¾	21x21	0.185	0.275
A2S3	0.06	17¾ x17¾ x1¾	21x21	0.185	0.245
A2S4	0.03	17¾ x17¾ x1¾	21x21	0.185	0.215
A2S5	0.00	17¾ x17¾ x1¾	21x21	0.302	0.302



FRAMING PLAN

1" = 10'-0"



TYPICAL BEAM ELEVATION

N.T.S.

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

SHAKER ROAD (MM 64.3)

No.	Revision	By	Date	In Charge Of:	By	Date
				Designed	JAE	4/94
				Drawn	EB	4/94
				Checked	AEM	4/94

ROUTE 26
OVER
MAINE TURNPIKE
FRAMING PLAN

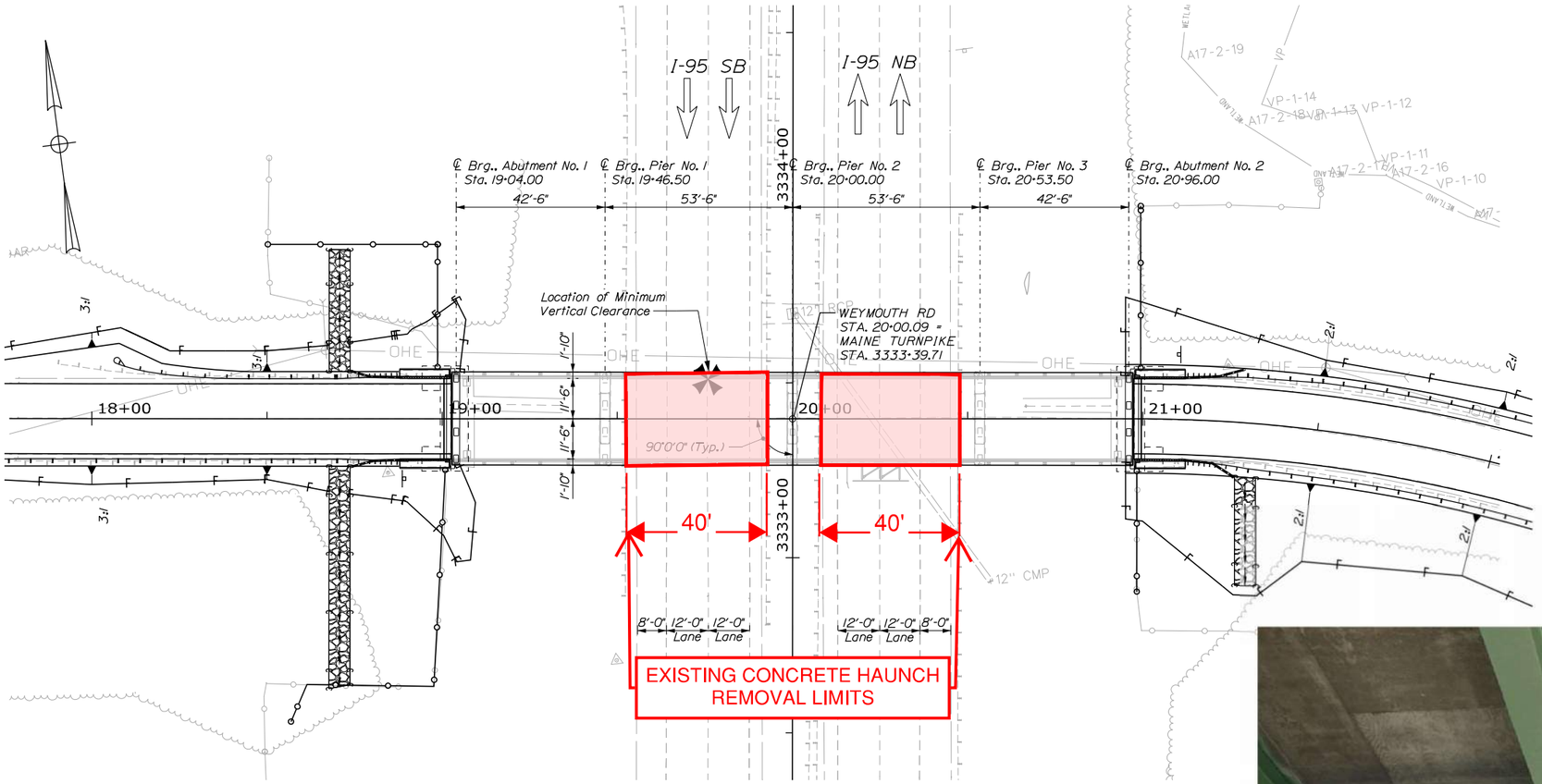
HNTB — HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS

Contract 94.6 Sheet No. S6

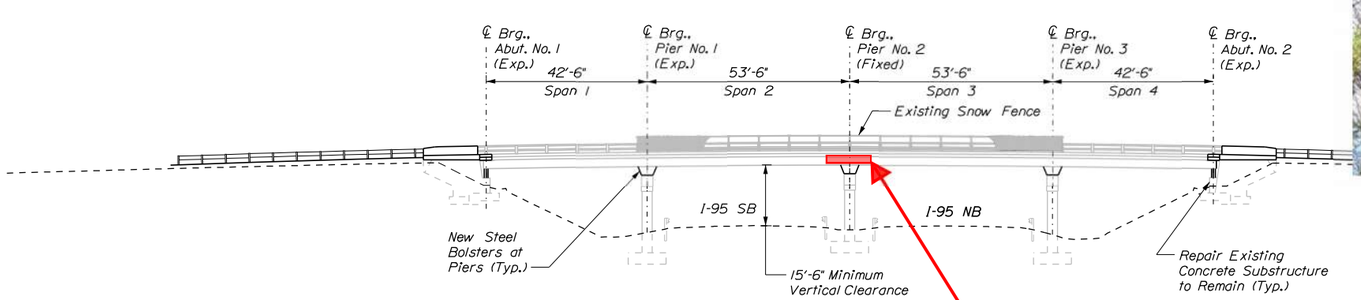
SHEET NUMBER: 27 OF 31

Design Filename: d:\1090609\dr41\frame1_d.dgn
Plotted on: 22-APR-1994 11:31 Generated by: H.K.

Date:11/22/2017



PLAN



ELEVATION

INSTALL NEW LOCAL ROAD NAME SIGN ON
BOTH BRIDGE FACES
SIGN PROVIDED BY MTA "Weymouth Road"

SPECIFICATIONS

Design: AASHTO LRFD Bridge Design Specifications, 2014 and Interims Through 2016

Construction: State of Maine Department of Transportation Standard Specifications, Revision of November 2014.

State of Maine Department of Transportation Standard Details for Highways and Bridges, 2014, with all revisions thereto.

AASHTO LRFD Bridge Construction Specifications, Third Edition with 2015 Interims

DESIGN LOADING

Live Load H-15

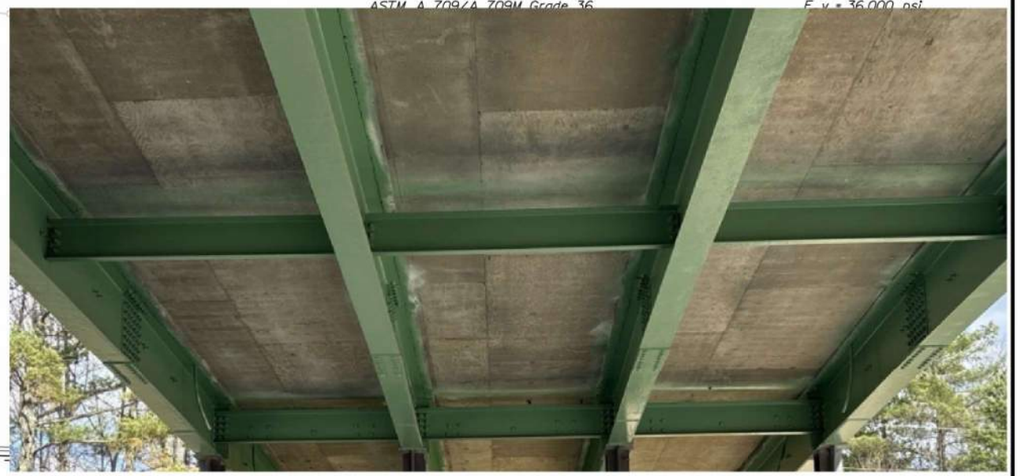
MATERIALS

Concrete (Unless noted otherwise) ..... Class AAA
Concrete (Deck) ..... Class "AAA" - Deck
Reinforcing Steel ..... ASTM A615/A615M, Grade 60 (Epoxy Coated, Unless Otherwise Noted)

Structural Steel:
All Material (except as noted) ..... ASTM A709/A709M, Grade 50W
High Strength Bolts (except as noted) ..... ASTM A325, Type 3

BASIC DESIGN STRESSES

Concrete ..... f 'c = 4,500 psi
Reinforcing Steel ..... f y = 60,000 psi
Structural Steel:
ASTM A 709/A 709M, Grade 50W ..... F y = 50,000 psi
ASTM A 709/A 709M Grade 36 ..... F y = 36,000 psi



REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

WEYMOUTH ROAD (MM 66.2)

Scale: 20 0 40
1" = 20'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: T. Bryant

	By	Date		By	Date
Designed	MED	8/3/17	Checked	GME	8/3/17
Drawn	DPD	8/3/17	In Charge of	TSB	8/3/17

VANASSE HANGEN BRUSTLIN, INC.
500 Southborough Dr.
Suite 105B
South Portland, ME 04106
TEL (207) 889-3150
FAX (207) 253-5596

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

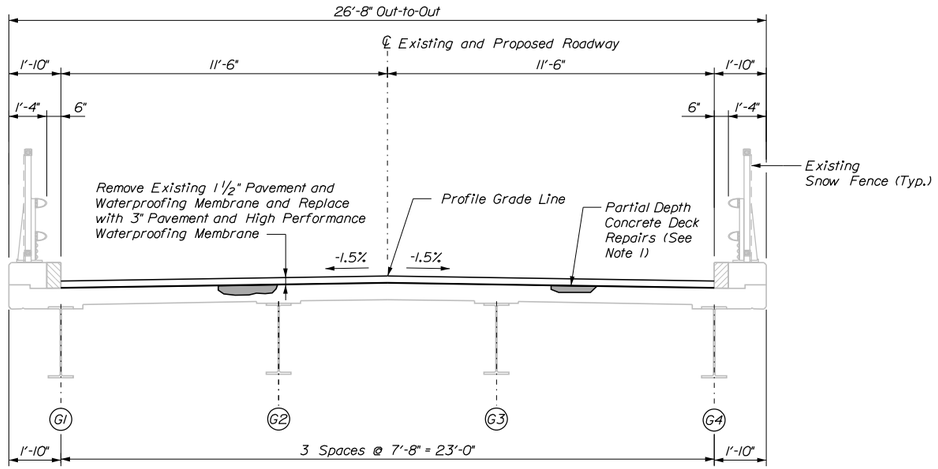
BRIDGE REPAIRS
WEYMOUTH ROAD UNDERPASS
BRIDGE PLAN AND ELEVATION

VHB: 55149.00
CONTRACT: 2018.09

SHEET NUMBER: 28 OF 31

Filename: ...\Weymouth Rd\130_plan&elev.dgn

Date:11/22/2017



PROPOSED SUPERSTRUCTURE SECTION
Scale: 3/16" = 1'-0"

KEY

- Limit of Crack Repair
- Limit of Surface Patch Repair
- Limit of Pavement Repair
- # Linear Feet of Crack Repair
- (#) Square Footage of Repair

ESTIMATED REPAIR QUANTITIES (SF)

Partial Depth Concrete Repairs	220 *

* Assumes 5% of the Deck Will Require Partial Depth Concrete Repairs.

DECK CONCRETE REPAIR NOTES

1. Prior to the start of deck concrete repairs, the Resident and the Contractor shall sound all deck concrete using a chain drag or other method approved by the Resident to determine the required repair limits. All costs for sounding the existing deck concrete shall be incidental to Item 518.80 Partial Depth Concrete Repairs.
2. Sawcut 1" deep along all limits of removal.
3. Chip concrete to the depth during the demolition proc shall agree on the revised
4. Prepare and patch repair Specification 518.

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

WEYMOUTH ROAD (MM 66.2)

Scale: 1 0 1 7
3/8" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: T. Bryant

	By	Date		By	Date
Designed	MED	8/3/17	Checked	GME	8/3/17
Drawn	DPD	8/3/17	In Charge of	TSB	8/3/17

VANASSE HANGEN BRUSTLIN, INC.
500 Southborough Dr.
Suite 105B
South Portland, ME 04106
TEL (207) 889-3150
FAX (207) 253-5596

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

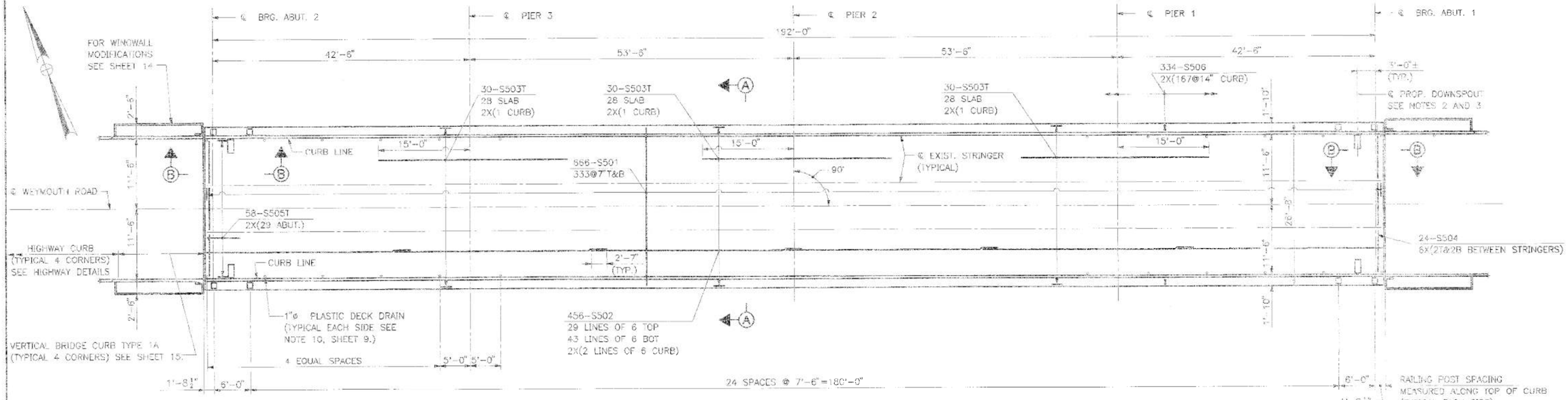
MTA PROJECT MANAGER: Ralph Norwood, IV

BRIDGE REPAIRS
WEYMOUTH ROAD UNDERPASS
TYPICAL BRIDGE SECTIONS

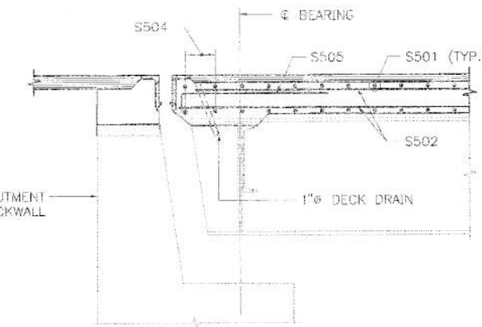
VHB: 55149.00
CONTRACT: 2018.09

SHEET NUMBER: 29 OF 31

Filename: ...\131_Bridge_Typ_01.dgn



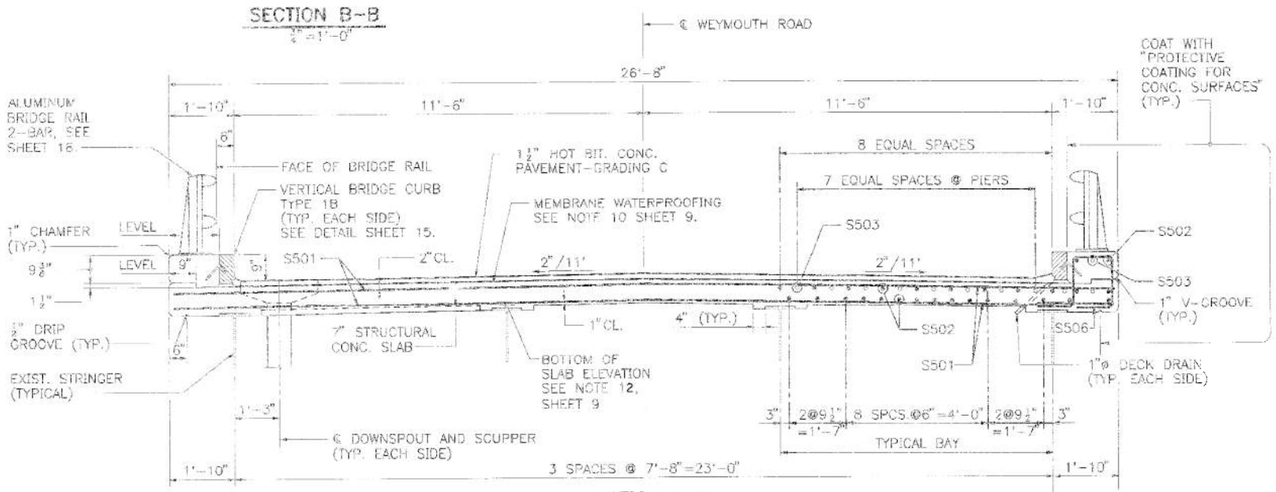
PLAN
1"=1'-0"



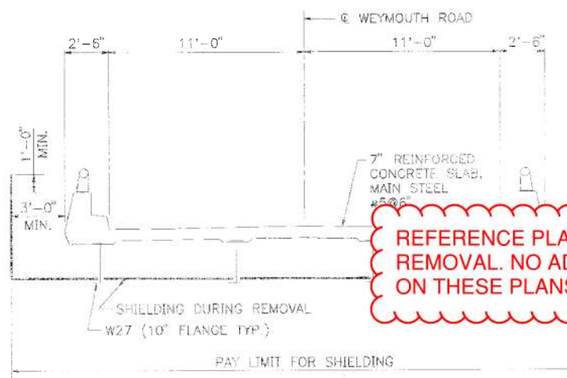
NOTES

1. FOR SUPERSTRUCTURE NOTES, SEE SHEET 9.
2. ADJUST REINFORCING STEEL TO FIT AROUND THE SCUPPER IN A MANNER APPROVED BY THE ENGINEER. DO NOT CUT TRANSVERSE REINFORCING BARS.
3. LOCATE SCUPPER IN FIELD TO DISCHARGE INTO DRAINAGE TROUGH.

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



SECTION A-A
(LOOKING WEST)
½"=1'-0"



EXISTING DECK REMOVAL
1"=1'-0"

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

WEYMOUTH ROAD (MM 66.2)

WEYMOUTH ROAD OVER MAINE TURNPIKE DECK REINFORCING

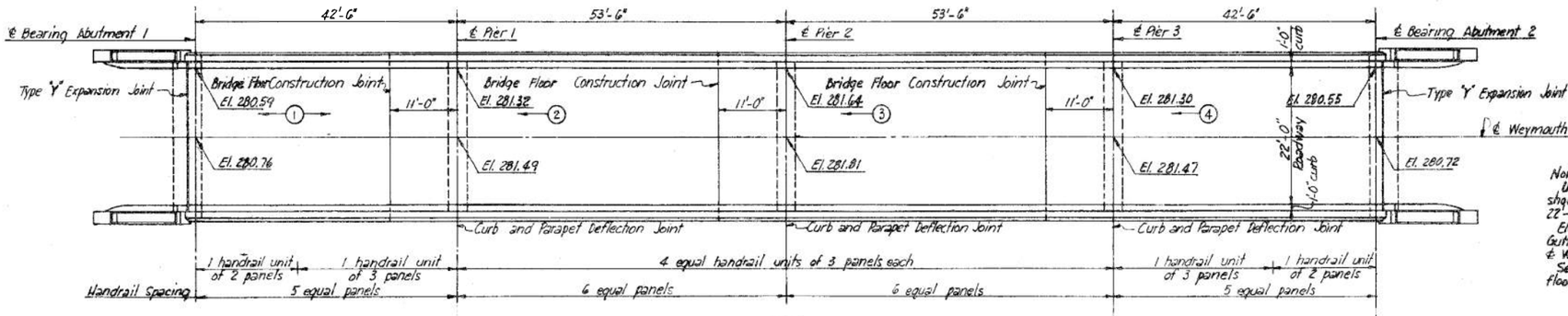
HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS

No.	Revision	By	Date		By	Date
				Designed	TS	12/92
				Drawn	RSJ	12/92
				Checked	SHR	1/93
				In Charge Of	RAL	

Contract 93.6 Sheet No.

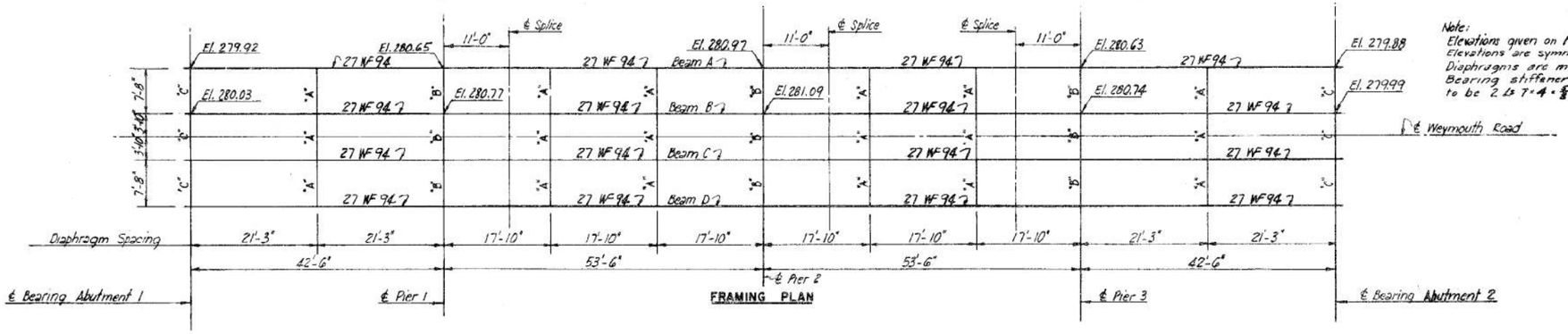
SHEET NUMBER: 30 OF 31

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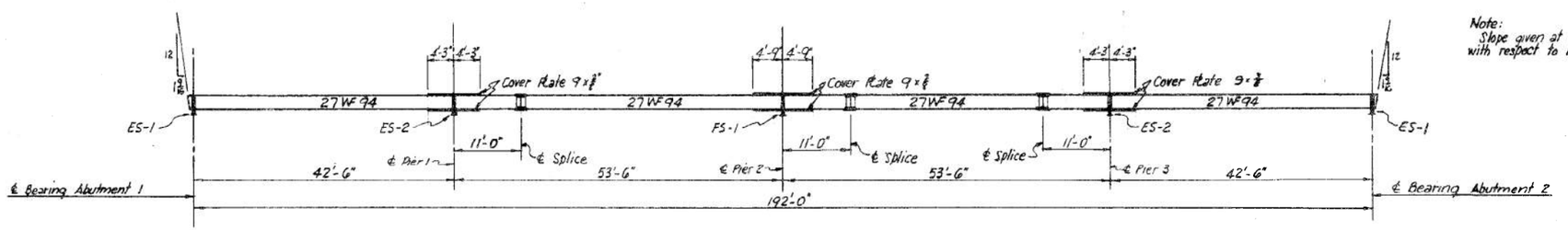
PLAN

Note:
Use 7" floor for non-composite design as shown on Standard Drawing No 14 for 22'-0" Roadway.
Elevations given on Plan are to top of Slab. Gutter Line Elevations are symmetrical about ℄ Weymouth Road.
Sequence and direction of placing concrete floor noted thus: —(N)



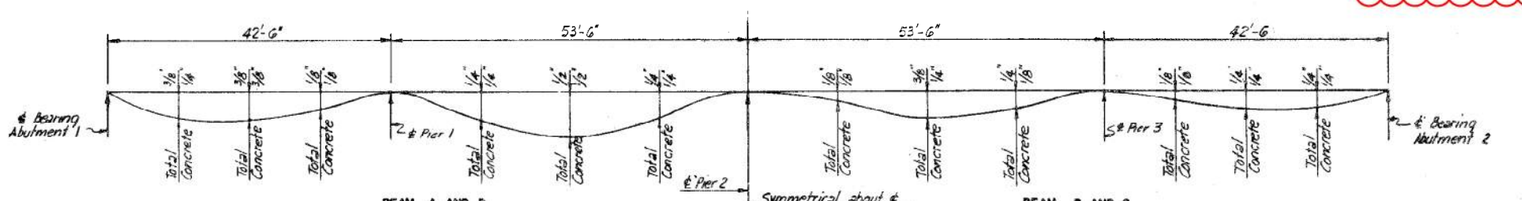
FRAMING PLAN

Note:
Elevations given on Framing Plan are to top of flange.
Elevations are symmetrical about ℄ Weymouth Road.
Diaphragms are marked thus: "A" "B" or "C"
Bearing stiffeners at points of support to be 2 ℔s 7"×4"×⅜".



Note:
Slope given at end of beam is with respect to Beam axis.

TYPICAL BEAM ELEVATION



BEAM A AND D — BEAM B AND C

CALCULATED DEAD LOAD DEFLECTIONS

REFERENCE PLAN FOR LIMITS OF EXISTING HAUNCH REMOVAL. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

WEYMOUTH ROAD (MM 66.2)

DRAWING 42.03.03

	BY	DATE	No.	REVISION	BY	DATE
MADE	TKC	11-28-53				
TRACED			2	As-Built	HBH	1/18/56
CHECKED	RFS	12-14-53	1	Expansion Joint.	TKC	1-18-53
IN CHARGE OF	I, D, S, K,					

MAINE TURNPIKE
SECTION 2— PORTLAND TO AUGUSTA
STRUCTURE NO. 42 TURNPIKE UNDER
WEYMOUTH ROAD
STA. 3333 + 39.84
SUPERSTRUCTURE
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
SCALE: 3/32" = 1'-0"
CONTRACT NO.
HBH
SHEET NUMBER: 31 OF 31