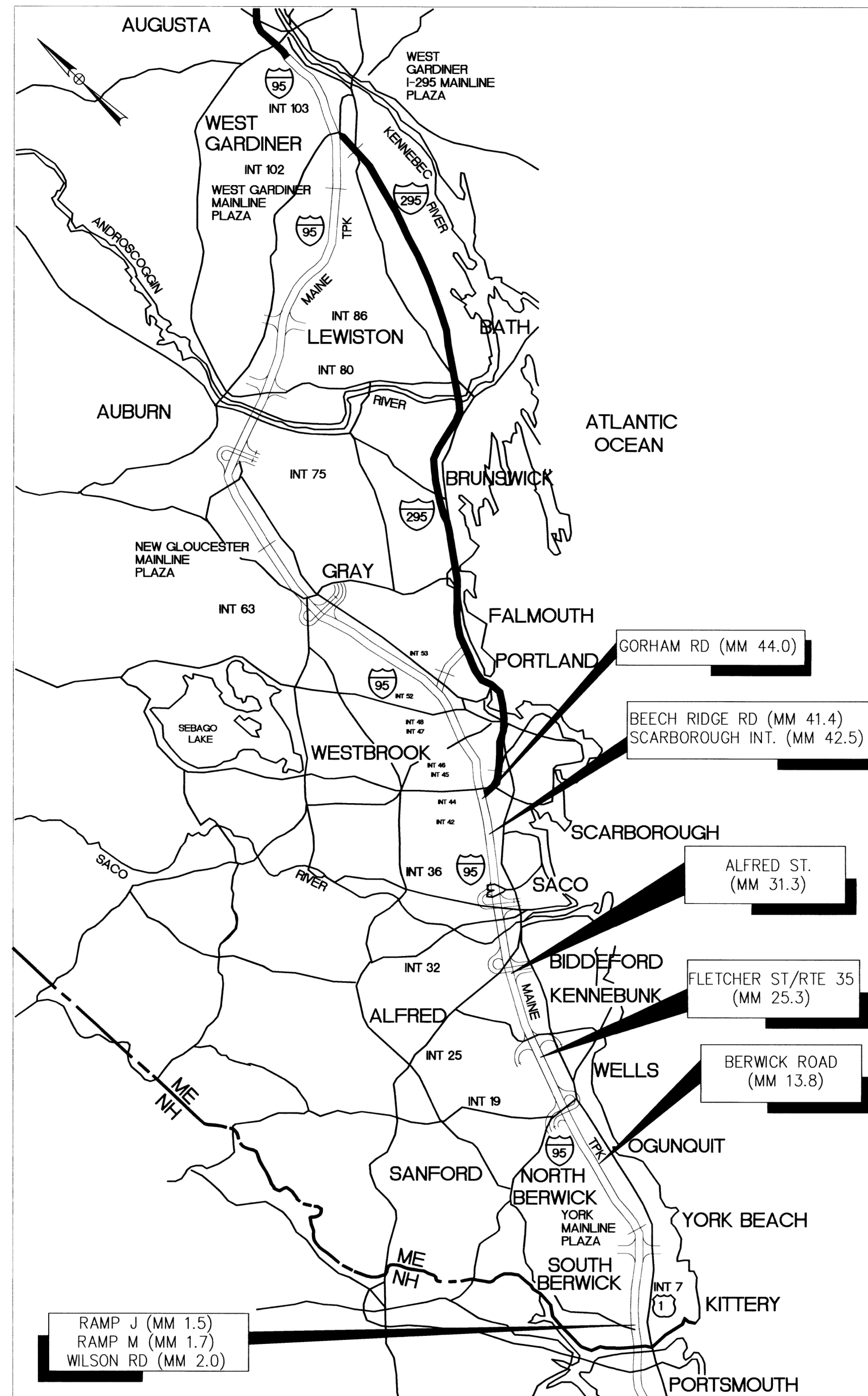
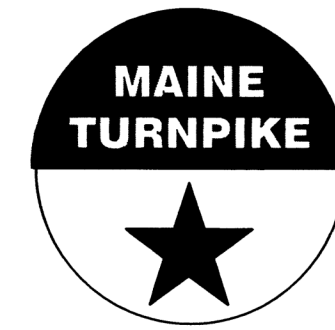




LOCATION MAP



THE GOLD STAR
MEMORIAL HIGHWAY

MAINE TURNPIKE AUTHORITY

MICHAEL J. CIANCHETTE, FALMOUTH, CHAIR
JANE L. LINCOLN, FARMINGDALE, VICE CHAIR
EMILY N. BECKER, POLAND, MEMBER
NINA A. FISHER, FARMINGDALE, MEMBER
ANDREW J. MCLEAN, GORHAM, MEMBER
THOMAS J. ZUKE, SACO, MEMBER
DALE F. DOUGHTY, MAINEDOT EX-OFFICIO

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

CONTRACT 2025.16
WIDENED CONCRETE HAUNCH REMOVAL
RAMP J (MM 1.5)
RAMP M (MM 1.7)
WILSON ROAD (MM 2.0)
BERWICK ROAD (MM 13.8)
FLETCHER STREET/ROUTE 35 (MM 25.3)
ALFRED STREET (MM 31.3)
BEECH RIDGE ROAD (MM 41.4)
SCARBOROUGH INTERCHANGE (MM 42.5)

BRIDGE MOUNTED SIGN RELOCATION
GORHAM ROAD (MM 44.0)

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	HAUNCH REMOVAL DETAILS
3-4	BRIDGE MOUNTED SIGN RELOCATION DETAILS
5-7	MAINTENANCE OF TRAFFIC DETAILS
8-29	AS-BUILT REFERENCE PLANS

CONTRACT 2025.16

APPROVED: MAINE TURNPIKE AUTHORITY



Stephen R. Tartre
STEPHEN R. TARTRE, P.E., - DIRECTOR OF ENGINEERING

10/29/25
DATE

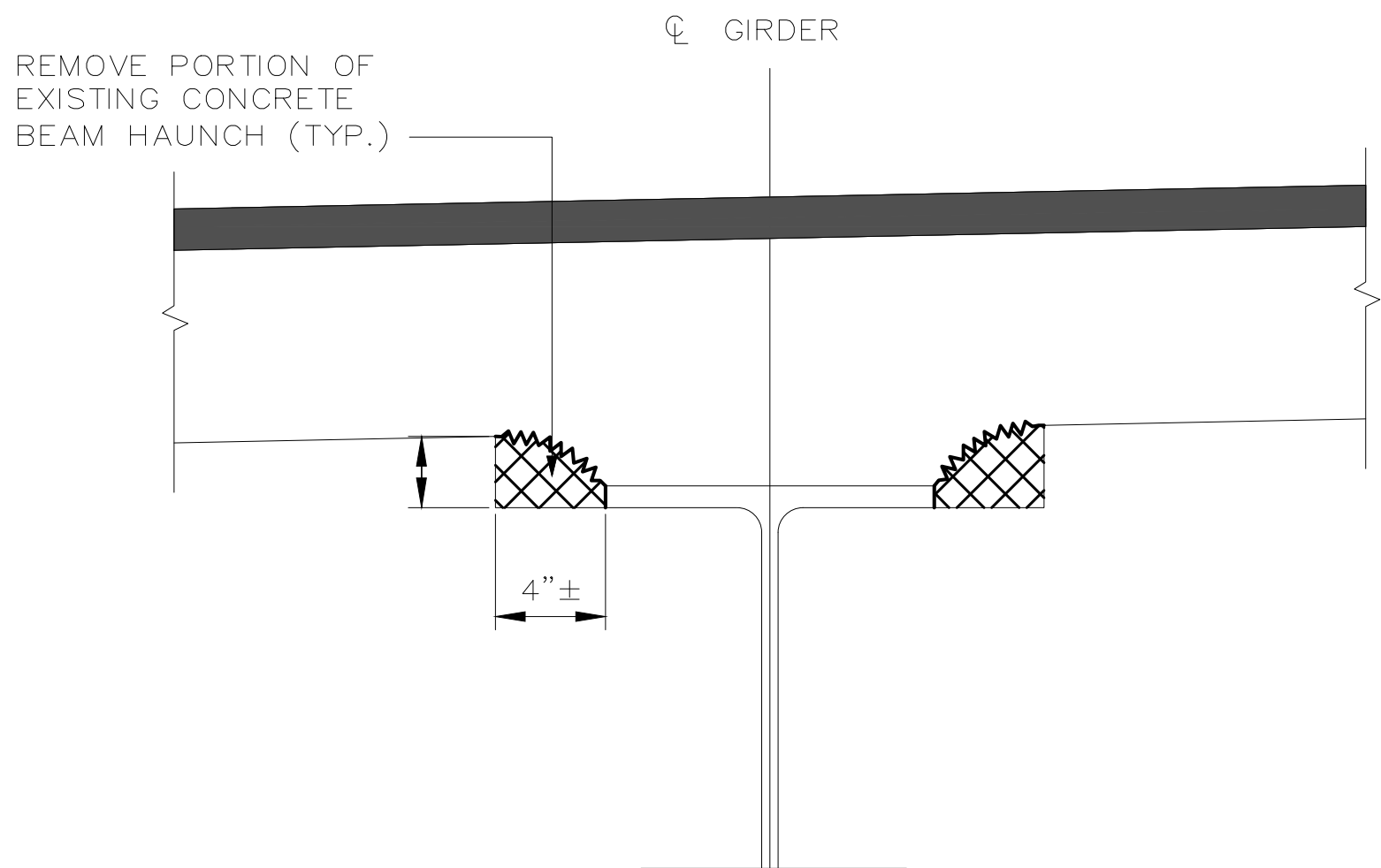


Theresa D. McAuliffe
THERESA D. MCAULIFFE, P.E.
PROJECT MANAGER

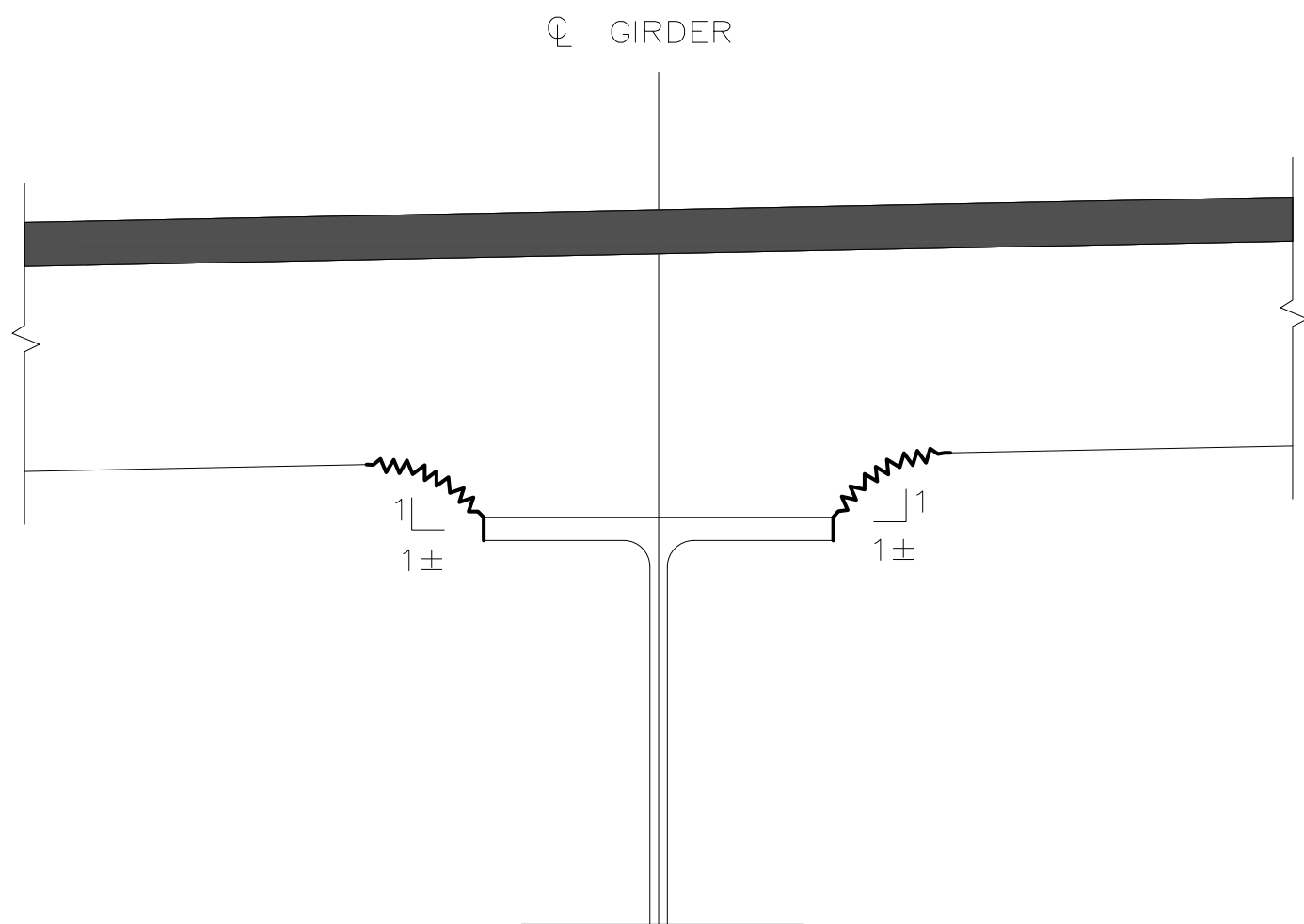
10/29/25
DATE

GENERAL NOTES

- 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.
- ALL WORK MUST BE COMPLETED WITHIN THE RIGHT OF WAY.
- 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.
- CONTRACTOR SHALL SUBMIT PROPOSED STAGING AREA(S) AND FIELD TRAILER LOCATION TO THE RESIDENT FOR APPROVAL PRIOR TO STARTING WORK.
- 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.
- 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.
- 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.



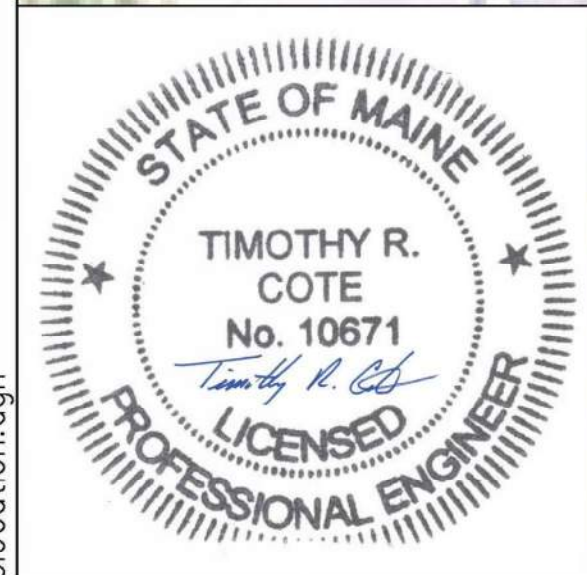
EXISTING CONDITION
NOT TO SCALE



FINAL CONDITION
NOT TO SCALE

CONCRETE HAUNCH REMOVAL DETAILS

Scale: NOT TO SCALE				Designed by: 						MAINE TURNPIKE AUTHORITY 2360 Congress Street Portland, ME 04102 TEL (207) 871-7771 FAX (207) 879-5567				 THE GOLD STAR MEMORIAL HIGHWAY				EXISTING GIRDER HAUNCH REMOVAL CONCRETE REMOVAL DETAILS			
No.	Revision	By	Date																		



No.	Revision	By	Date

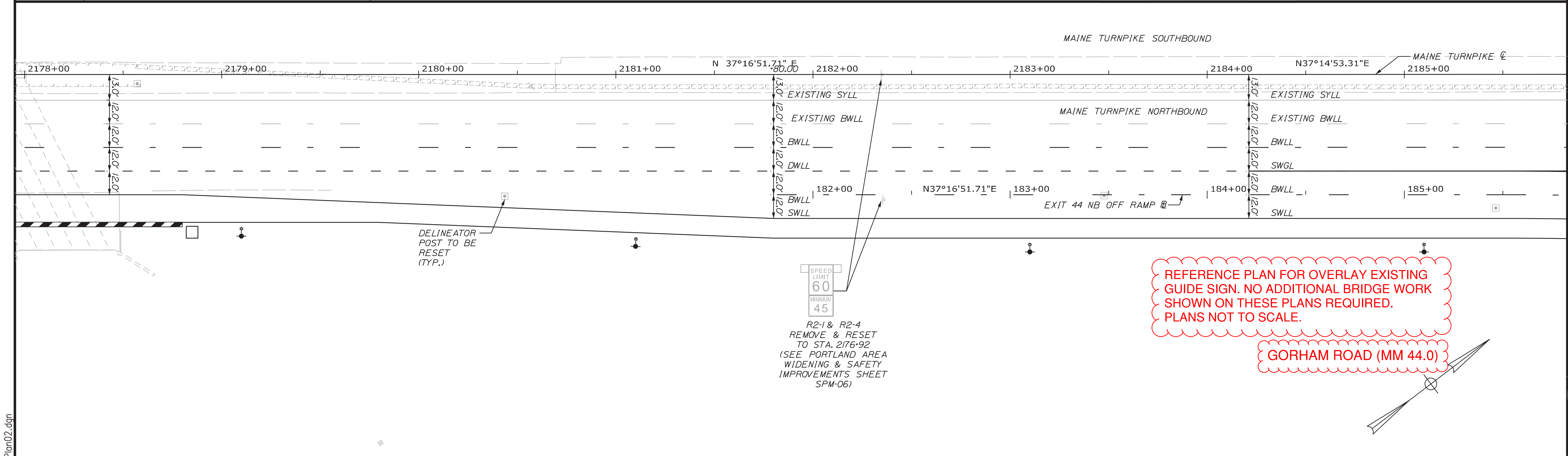
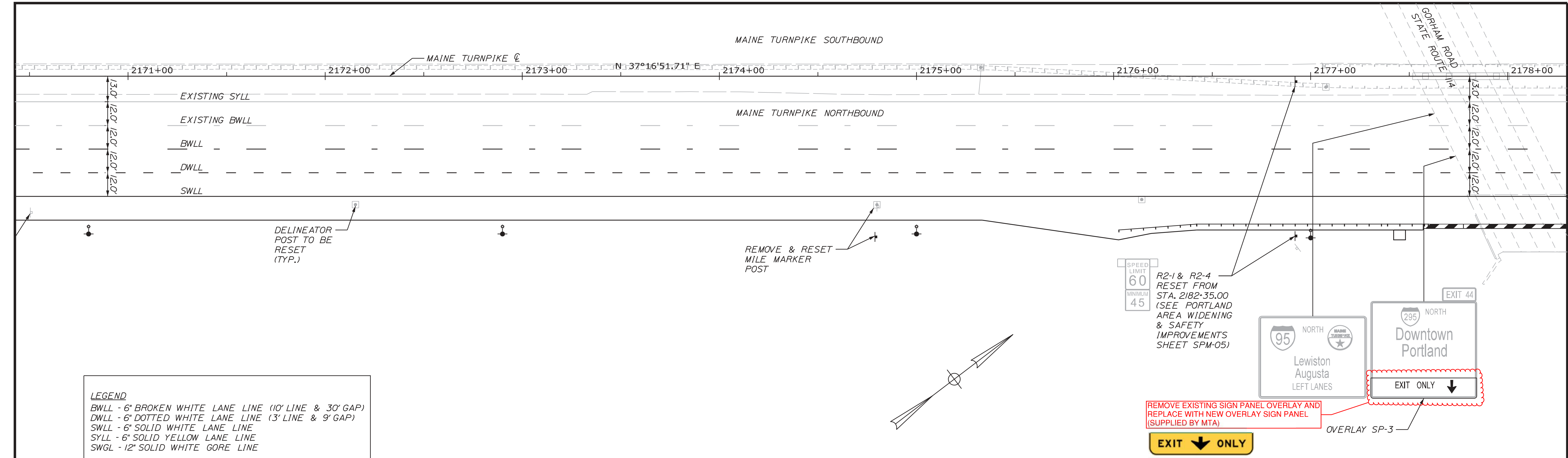
HNTB



MTA PROJECT MANAGER: THERESA MCAULIFFE, P.E.

SHEET NUMBER: 3

3 OF 29



Scale: 25 0 25 50
Scale of Feet

No.	Revision	By	Date

Designed by:

Stantec

CONSULTANT PROJECT MANAGER: LAUREN MEEK, PE

	By	Date		By	Date
Designed	JMB	02\20	Checked	LEM	02\20
Drawn	EJB	02\20	In Charge of	GAE	02\20

STANTEC CONSULTING SERVICES INC.
482 PAYNE ROAD
SCARBOROUGH, ME 04074
TEL (207) 887-3448
FAX (207) 883-3376

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

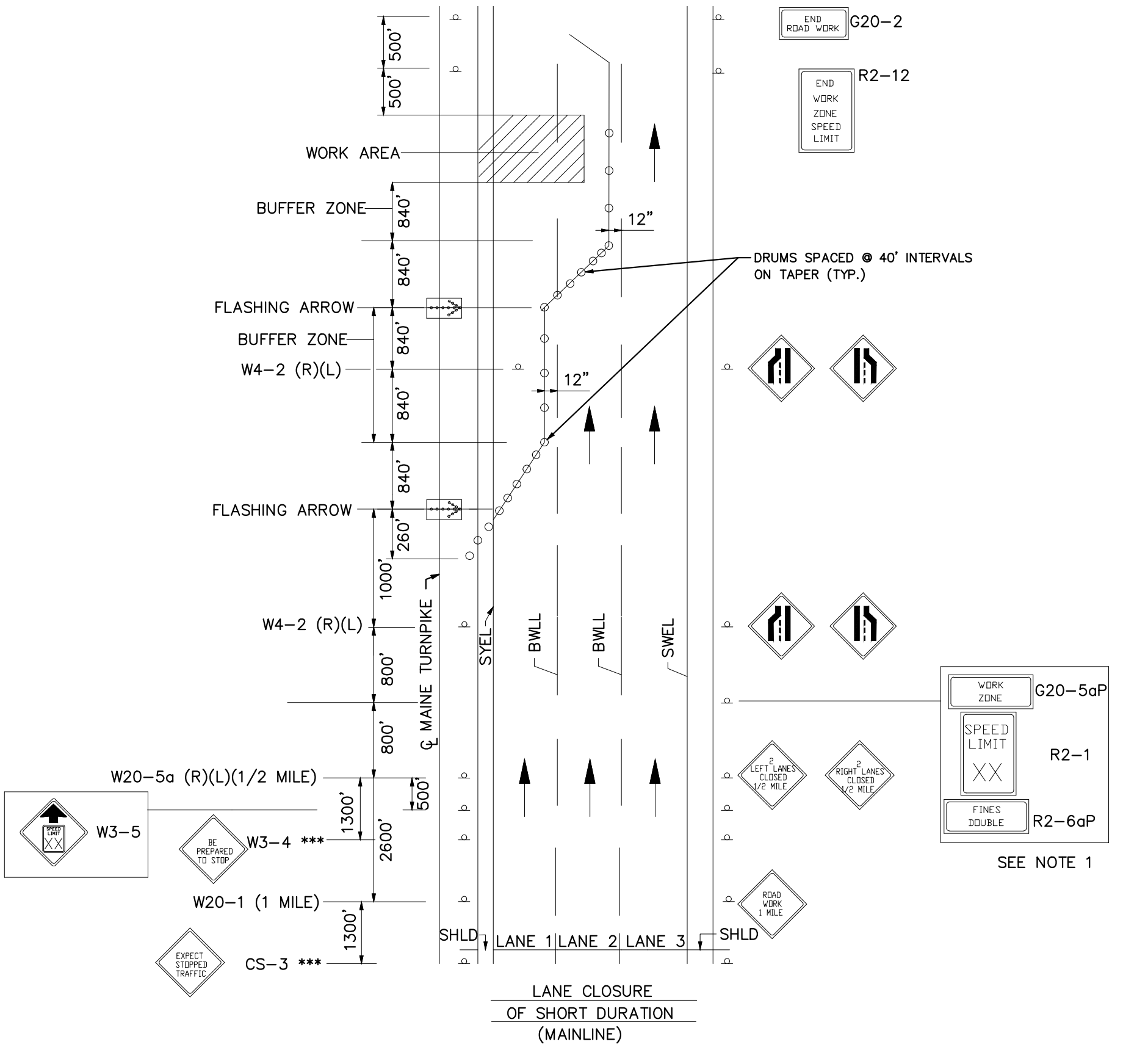
MTA PROJECT MANAGER: RALPH NORWOOD, IV, PE, PTOE

EXIT 44
NORTHBOUND OFF RAMP IMPROVEMENTS
SIGNING & STRIPING PLAN 2

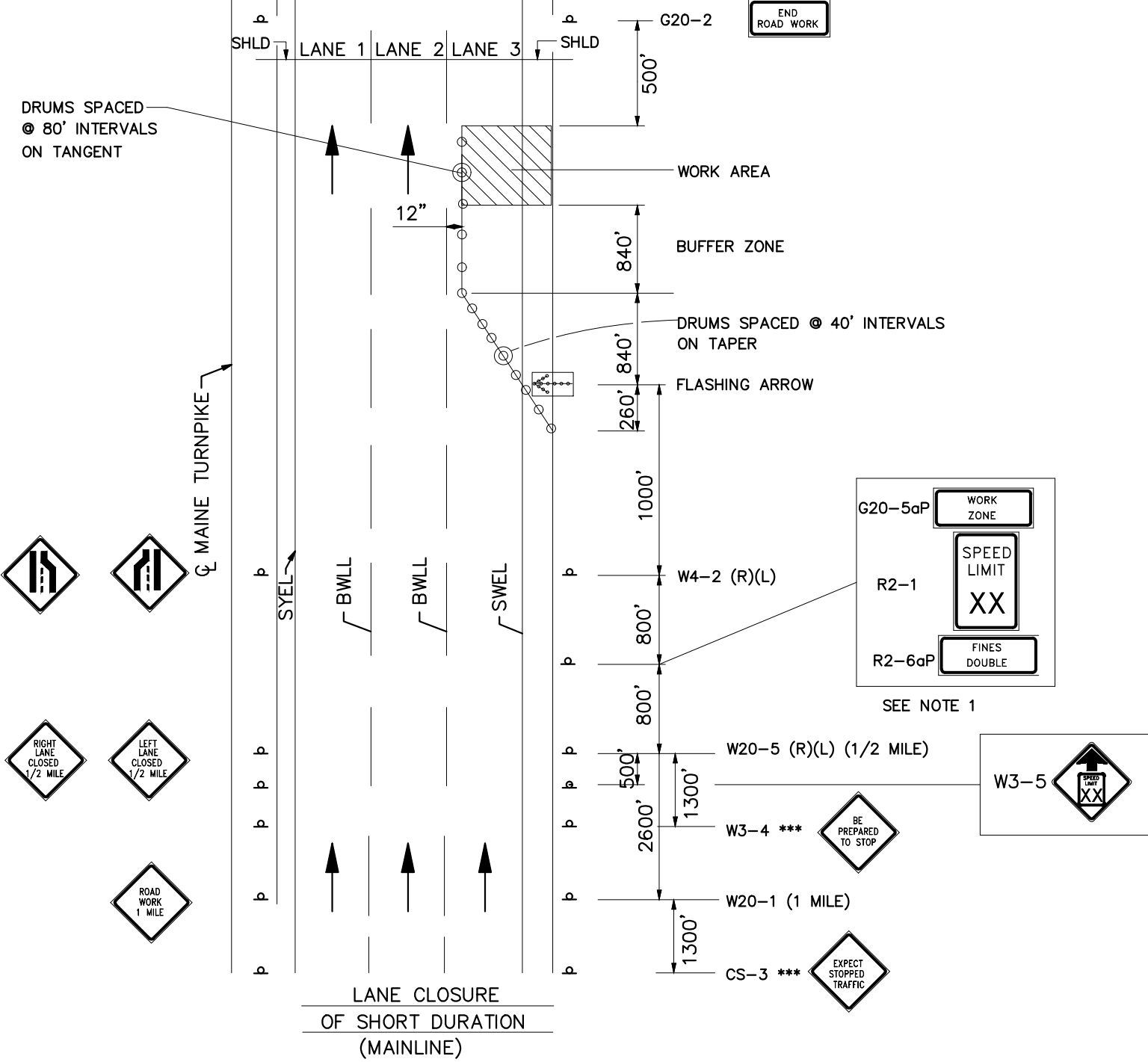
SHEET NUMBER: 4 OF 29

CONTRACT:2020.03

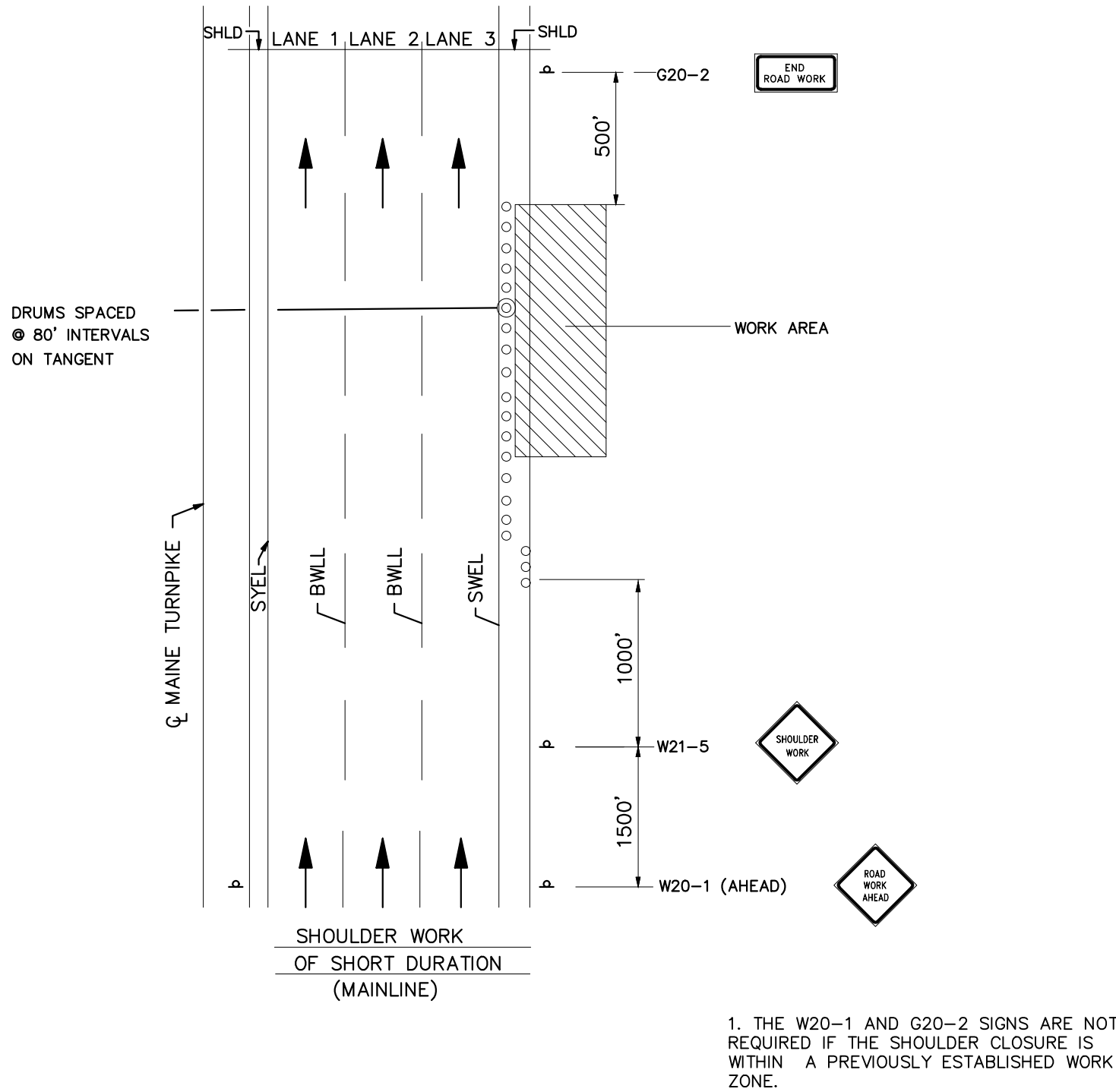
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DOUBLE LANE CLOSURE

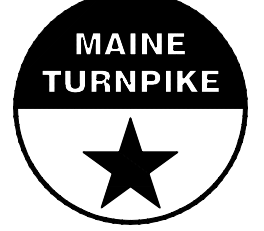


SINGLE LANE CLOSURE
SIGNS ON EASELS

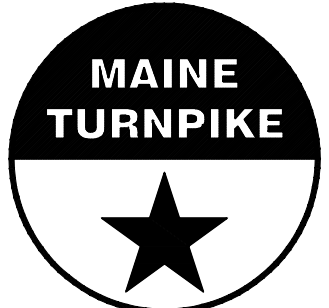


SHOULDER WORK

Scale:			
NOT TO SCALE			
No.	Revision	By	Date

Designed by:								
								
Designed	By	Date	Checked	By	Date			
Drawn	BMB	10/27/25	In Charge of	SRT	10/27/25			

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



THE GOLD STAR
MEMORIAL HIGHWAY

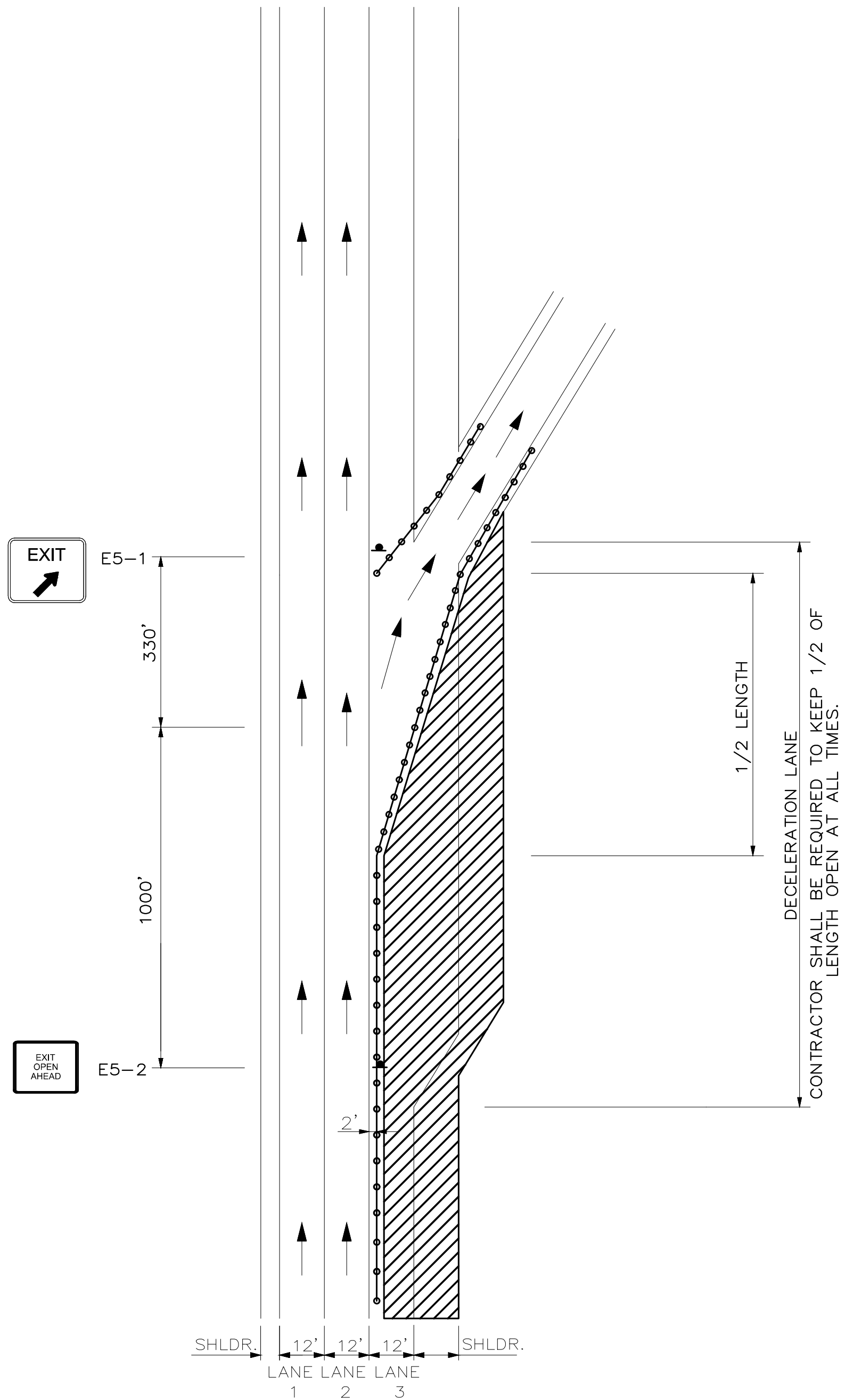
MTA PROJECT MANAGER: THERESA MCAULIFFE, P.E.

EXISTING GIRDER HAUNCH REMOVAL
TRAFFIC CONTROL MAINLINE CLOSURE

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NOTES:

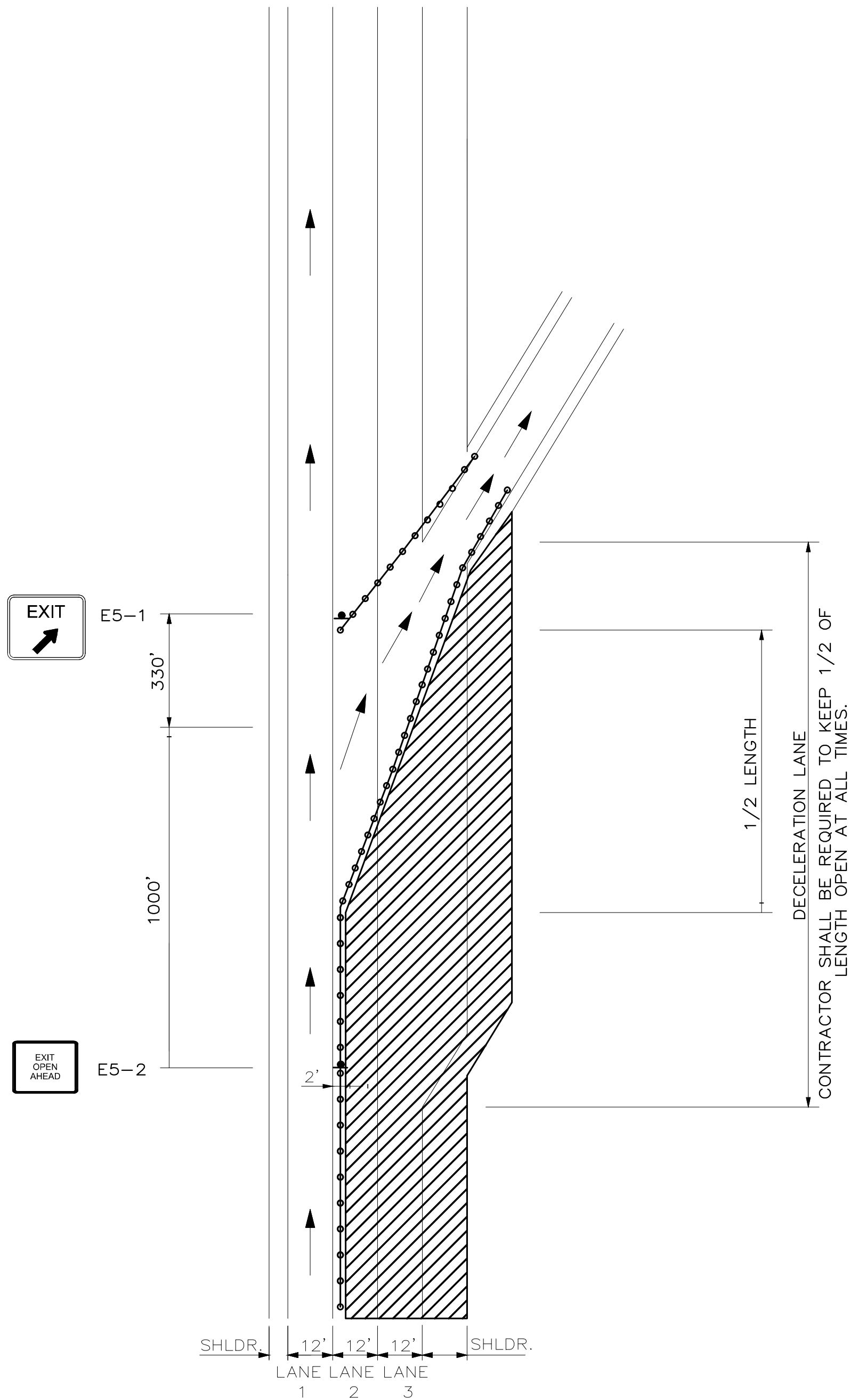
- FOR SIGN DETAILS, SEE SIGN SUMMARY SHEETS.
- LANE CLOSURES AT ENTRANCE AND EXIT RAMP MAY BE COMBINED IF APPROVED BY THE RESIDENT.
- ALL M.O.T. DEVICES AND LOCATIONS NOT NOTED ON THIS SHEET SHALL BE AS NOTED ON "TRAFFIC CONTROL MAINLINE CLOSURE" SHEETS.
- CONTRACTOR SHALL RELOCATE CONSTRUCTION SIGNS AS DIRECTED BY THE RESIDENT.
- 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

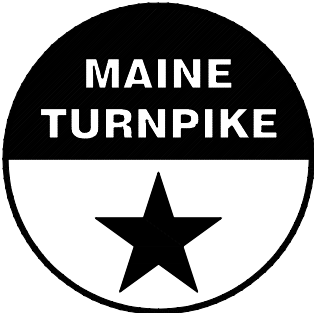
NOTES:

- STANDARD MESSAGES PROVIDED FOR INFORMATION. USE OF MESSAGES SHALL BE DETERMINED PER CLOSURE AND SETUP ON THE APPROPRIATE PCMS'S ACCORDINGLY.
- EXCEPT FOR EMERGENCIES, RAMP CLOSURES SHALL BE COORDINATED WITH DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER.
- 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:					
	By	Date		By	Date
Designed	ETW	10/27/25	Checked	KVO	10/27/25
Drawn	BMB	10/27/25	In Charge of	SRT	10/27/25

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
TRAFFIC CONTROL AT EXIT RAMPs

SHEET NUMBER: 6 of 29
CONTRACT: 2025.16

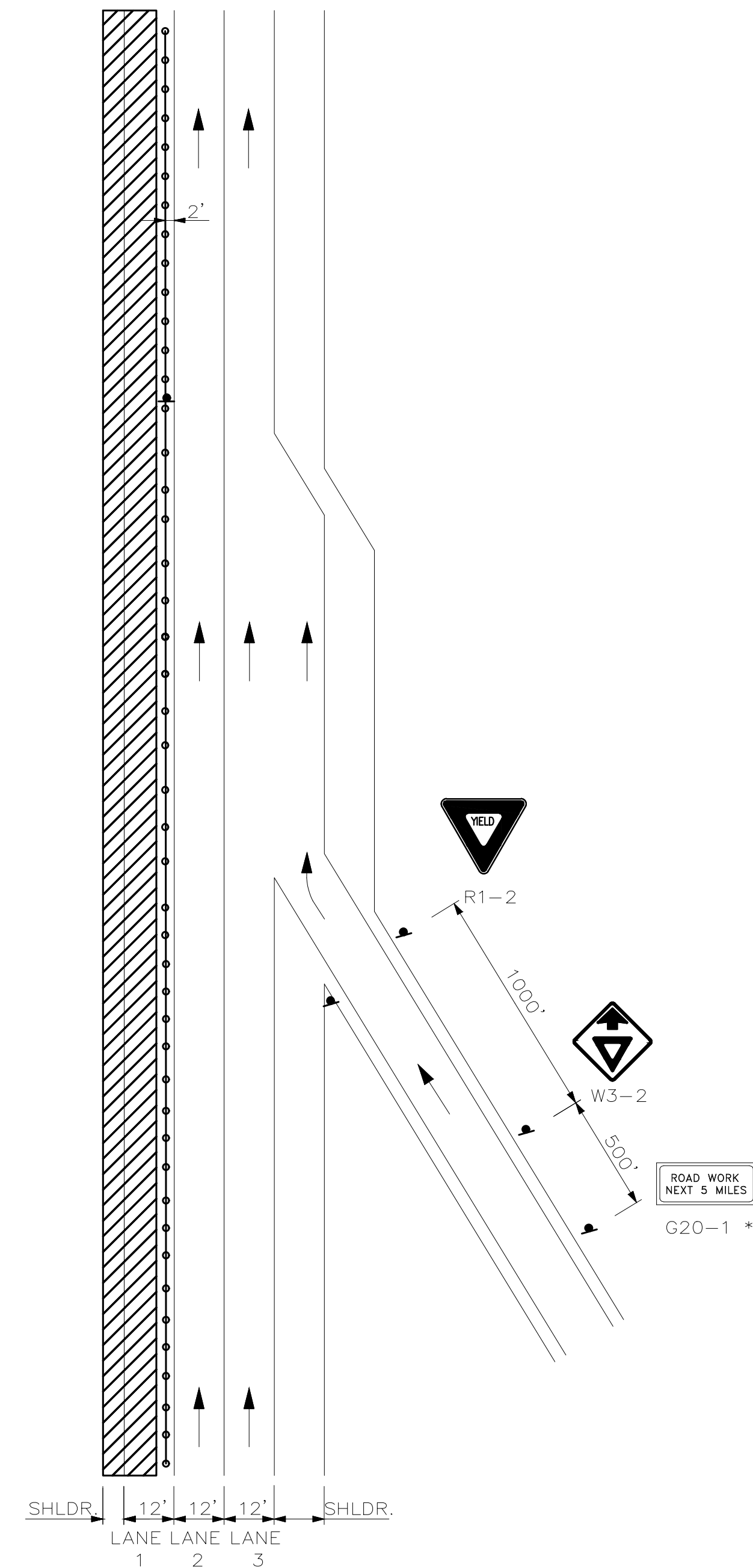
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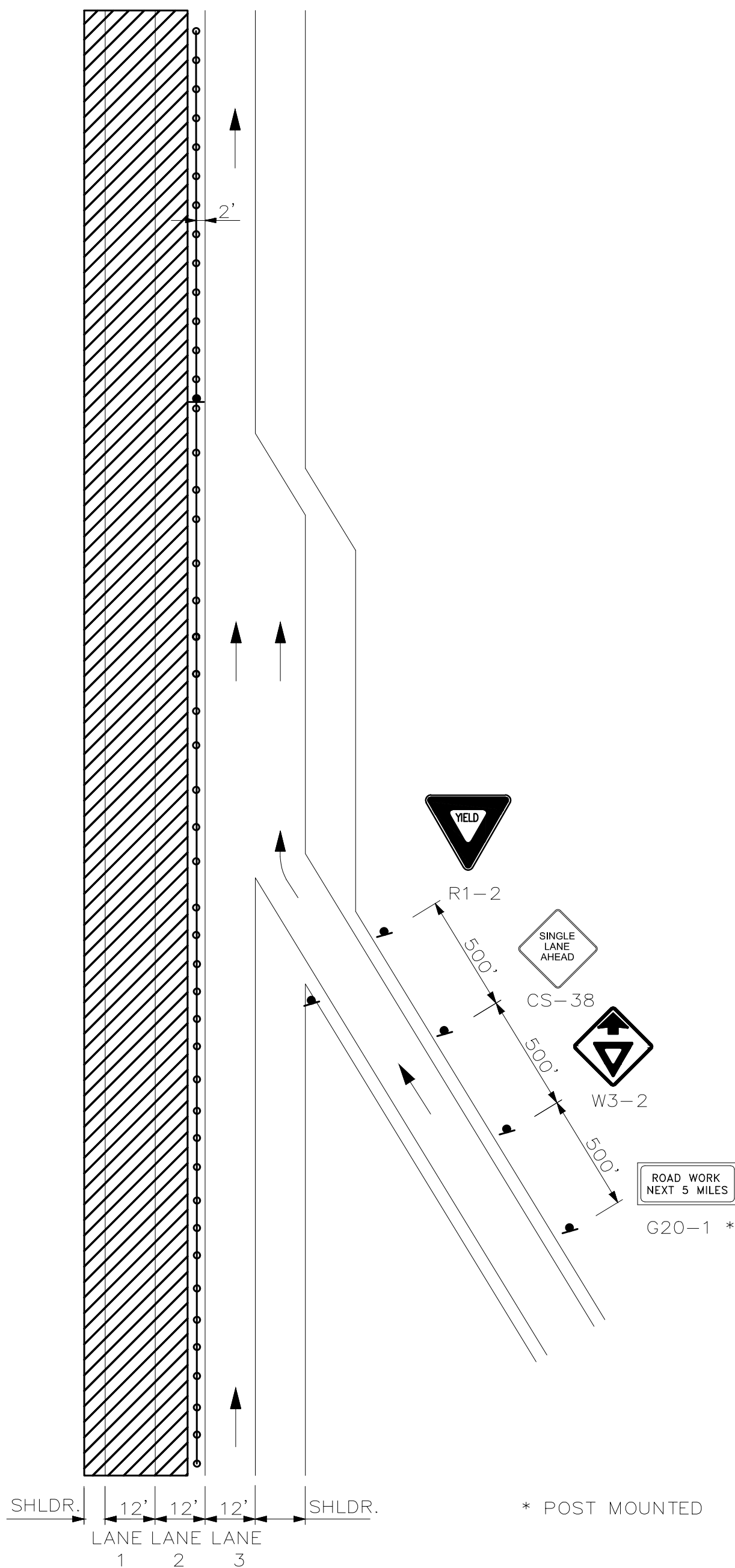
1. LANE CLOSURES AT ENTRANCE AND EXIT RAMP MAY BE COMBINED IF APPROVED BY THE RESIDENT.
2. ALL M.O.T. DEVICES AND LOCATIONS NOT NOTED ON THIS SHEET SHALL BE AS NOTED ON "TRAFFIC CONTROL MAINLINE CLOSURE" SHEETS M-1 THROUGH M-3.
3. CONTRACTOR SHALL RELOCATE CONSTRUCTION SIGNS AS DIRECTED BY THE RESIDENT.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

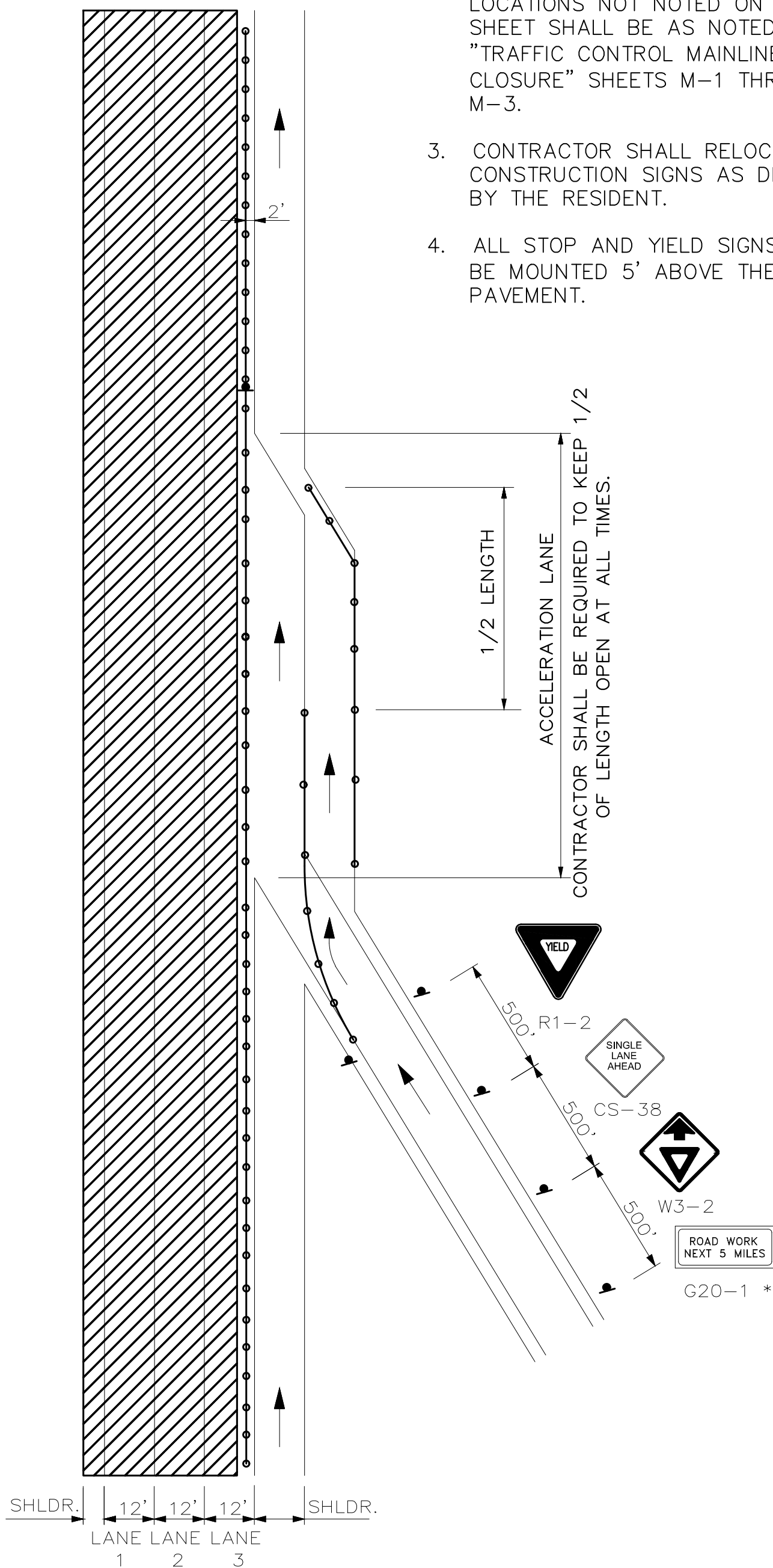


LANE 1 CLOSED
TRAFFIC IN LANE 2 & 3
ENTERING RAMP OPEN

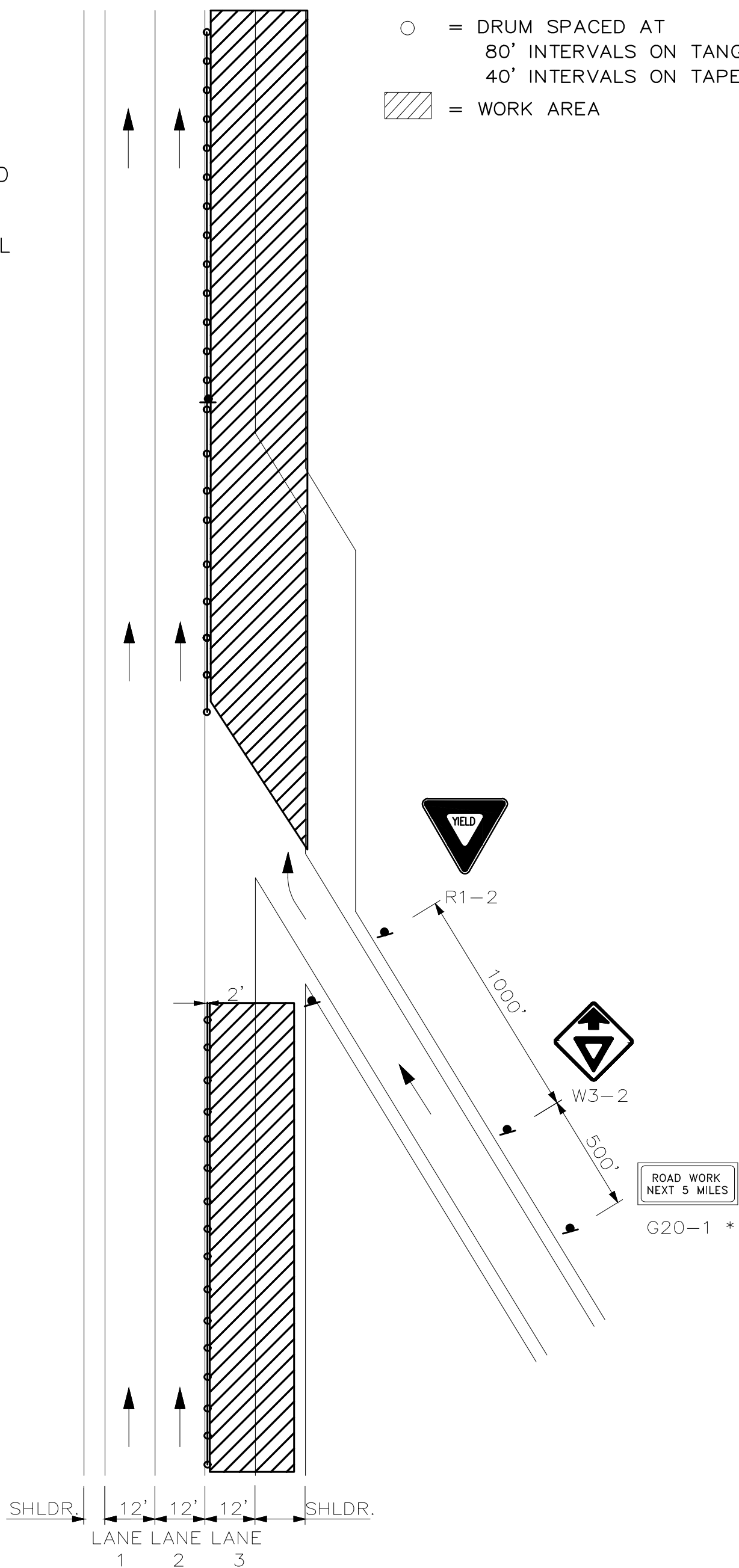


LANE 1 & 2 CLOSED
TRAFFIC IN LANE 3
ENTERING RAMP OPEN

* POST MOUNTED



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

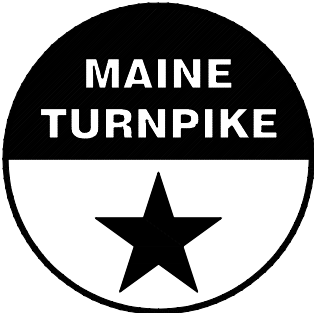


LANE 3 CLOSED
TRAFFIC IN LANE 1 & 2
ENTERING RAMP OPEN

Scale:			
NOT TO SCALE			
No.	Revision	By	Date

Designed by:					
					
Designed	By	Date	Checked	By	Date
Drawn	BMB	10/27/25	In Charge of	SRT	10/27/25

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



THE GOLD STAR MEMORIAL HIGHWAY

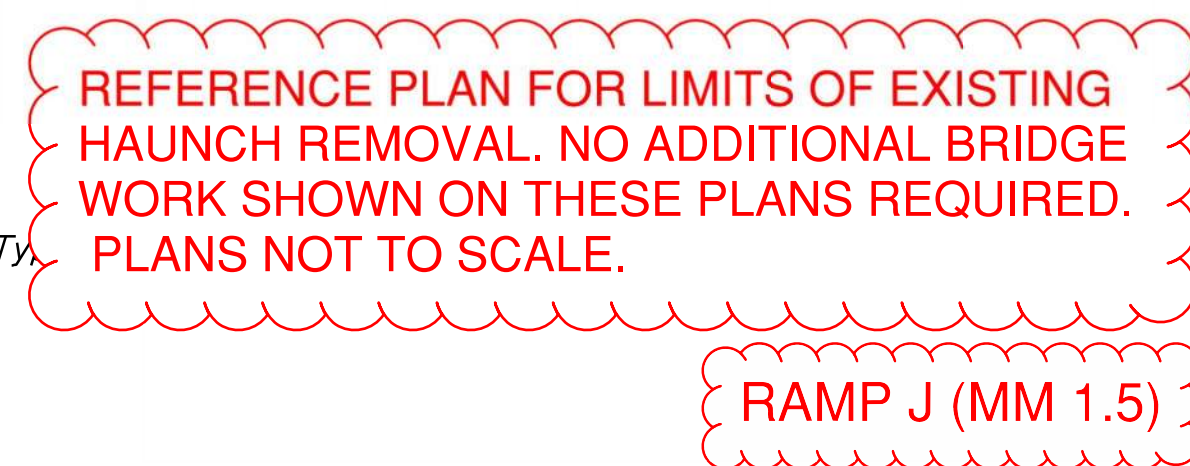
MTA PROJECT MANAGER: THERESA MCAULIFFE, P.E.

EXISTING GIRDER HAUNCH REMOVAL
TRAFFIC CONTROL AT ENTRANCE RAMPs

CONTRACT: 2025.16

SHEET NUMBER: 7 of 29

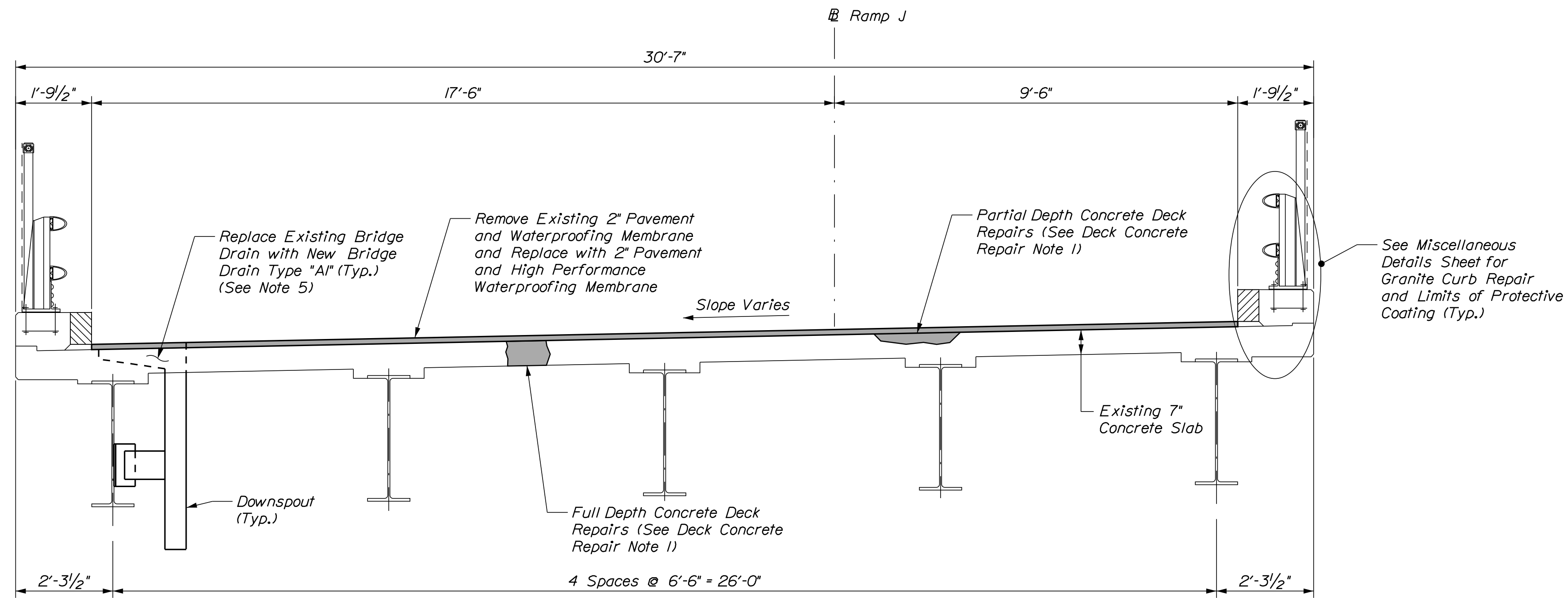
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Designed by:					
					
CONSULTANT PROJECT MANAGER: G. Edington					
	By	Date		By	Date
Designed	MEB	4/15/22	Checked	GME	4/15/22
Drawn	DPD	4/15/22	In Charge of	TSB	4/15/22

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

Date: 4/29/2022



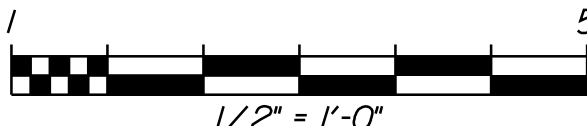
SUPERSTRUCTURE TYPICAL SECTION

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 Deck Repair and Item 518.81 Full Depth Concrete Deck Repairs.
2. Sawcut 1" deep along all limits of removal.
3. Prepare and patch repair deteriorated areas. Install new reinforcing steel, as required. See Supplemental Specification 518.
4. Replacing the bridge drains shall be paid for under Item 502.702, Replace Bridge Drain (Type A1).

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

RAMP J (MM 1.5)

Scale: 			
No.	Revision	By	Date

Designed by: 			
CONSULTANT PROJECT MANAGER: G. Edington			
	By	Date	
Designed	MEB	4/15/22	Checked GME 4/15/22
Drawn	DPD	4/15/22	In Charge of TSB 4/15/22

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

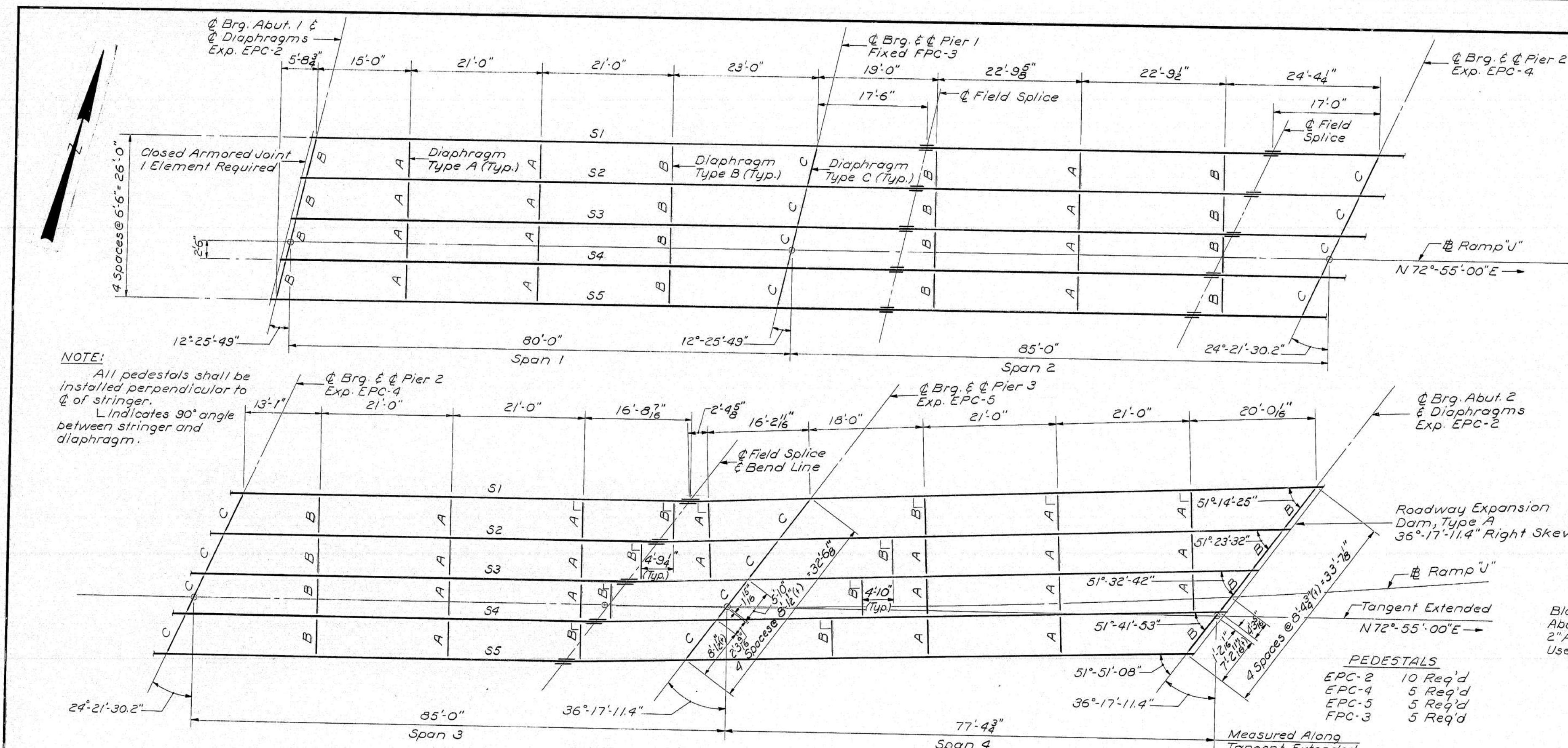


THE GOLD STAR
MEMORIAL HIGHWAY

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

MTA PROJECT NO. 2022.12 RAMP "J" UNDERPASS AT MM 1.50 IN YORK, ME BRIDGE TYPICAL SECTION	
VHB: 55345.00 CONTRACT: 2022.12	SHEET NUMBER: 9 OF 29

Filename: ...\\020_BTyp_01.dgn



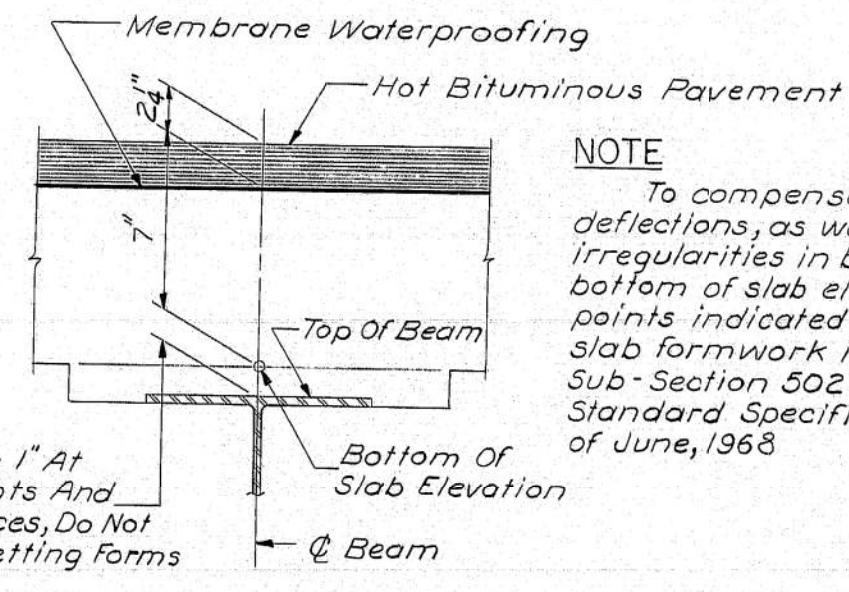
NOTE:
All pedestals shall be installed perpendicular to centerline of stringer.
L indicates 90° angle between stringer and diaphragm.

REFERENCES

Splices: See Standard Details Sheet BD103-64.
Pedestals: See Standard Details Sheet BD101-70.
Expansion Joints: See Standard Details Sheet BD105-64, and Sheet 12.
Armored Joint, Shear Connector and Diaphragms: See Standard Details Sheet BD104-66 and Sheet 10.
For additional steel details, see Sheet 10.

SPECIFICATIONS

Fabrication and Erection: State of Maine Standard Specifications, Highways and Bridges, Revision of June 1968.
Design and Detail: A.A.S.H.O. Standard Specifications for Highway Bridges of 1965.
Material: Except as otherwise noted on the Standard Details, all material shall conform to A.S.T.M. designation A36.



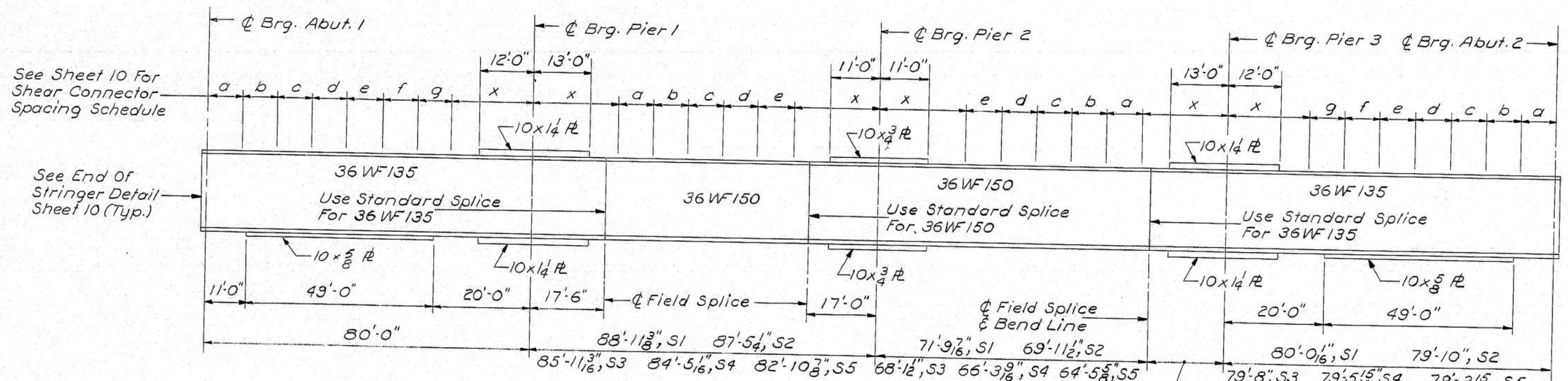
NOTE

To compensate for dead load deflections, as well as possible irregularities in beams, set the bottom of slab elevations at the points indicated before any of the slab formwork is started. See Sub-Section 502.10 (a) of the Standard Specifications, Revision of June, 1968.

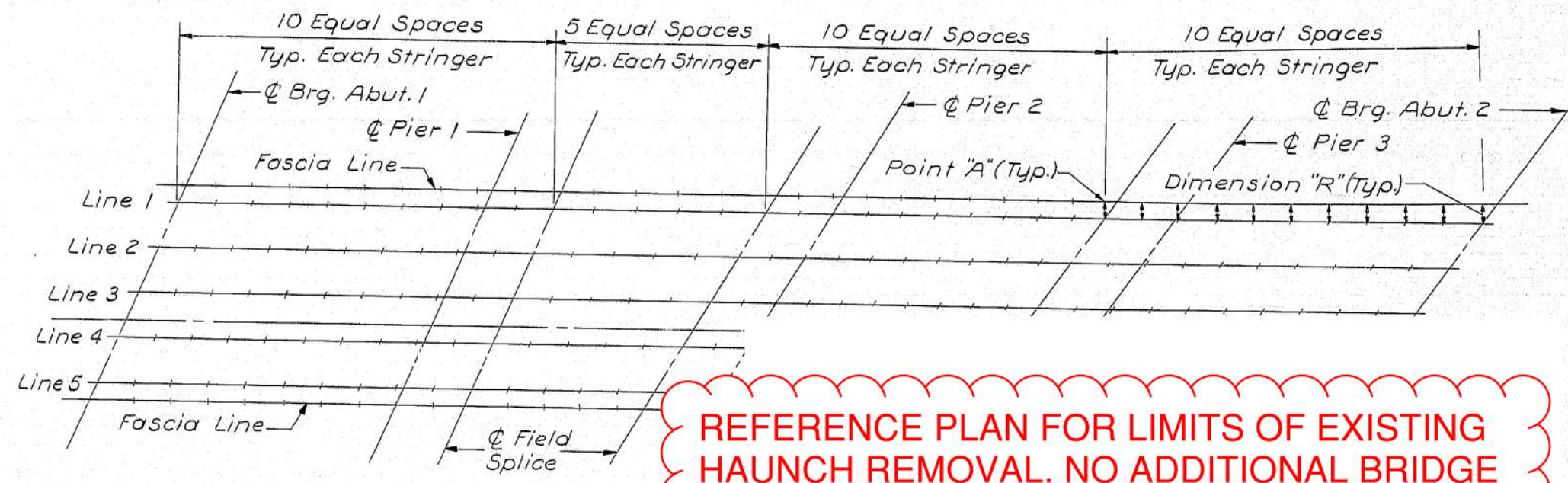
BLOCKING DETAIL

No Scale

PEDESTALS
EPC-2 10 Req'd
EPC-4 5 Req'd
EPC-5 5 Req'd
FPC-3 5 Req'd



TYPICAL STRINGER ELEVATION
All Dimensions Are Horizontal



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

TABLE FOR DIMENSIONS "R" 8

Span	SPAN 4									
	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	Full Span
"R"	2'-4 3/8"	2'-0 3/4"	1'-10"	1'-8 1/4"	1'-6 1/2"	1'-4 1/4"	1'-2 1/4"	1'-0 1/4"	0'-8 1/4"	0'-6 1/4"
"S"	2'-3 3/8"	2'-7 1/4"	2'-10 1/4"	3'-0 1/4"	3'-2 1/4"	3'-4 1/4"	3'-6 1/4"	3'-8 1/4"	3'-10 1/4"	4'-0 1/4"

BOTTOM OF SLAB ELEVATION AT BLOCKING POINTS																																					
Point A	Q Brg. Abut.1	Span 1									Q Splice	Span 2									Q Splice	Span 3									Q Splice	Q Brg. Abut.2					
		0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L		0.1L	0.4L	0.6L	0.8L	0.1L	0.2L	0.3L	0.4L	0.5L		0.6L	0.7L	0.8L	0.9L	0.1L	0.2L	0.3L	0.4L	0.5L			0.6L	0.7L	0.8L	0.9L	
Line 1	47.70	47.78	47.83	47.87	47.88	47.87	47.83	47.79	47.75	47.73	47.71	47.68	47.64	47.57	47.47	47.36	47.26	47.16	47.07	46.98	46.89	46.79	46.68	46.56	46.43	46.28	46.12	45.97	45.84	45.72	45.58	45.43	45.29	45.05	44.83	44.58	
Line 2	47.78	47.85	47.91	47.94	47.95	47.94	47.91	47.86	47.83	47.80	47.78	47.76	47.71	47.64	47.55	47.44	47.34	47.24	47.15	47.06	46.97	46.87	46.76	46.64	46.51	46.36	46.19	46.04	45.90	45.77	45.64	45.49	45.31	45.12	44.91	44.67	
Line 3	47.91	47.98	48.04	48.08	48.09	48.07	48.04	48.00	47.96	47.94	47.93	47.91	47.87	47.81	47.72	47.62	47.53	47.45	47.37	47.29	47.22	47.13	47.03	46.91	46.79	46.65	46.49	46.34	46.21	46.08	45.95	45.81	45.64	45.45	45.24	45.01	
Line 4	48.04	48.11	48.17	48.21	48.22	48.21	48.18	48.14	48.10	48.08	48.07	48.05	48.02	47.97	47.89	47.81	47.72	47.65	47.58	47.52	47.45	47.37	47.29	47.19	47.07	46.94	46.78	46.64	46.51	46.39	46.27	46.12	45.96	45.77	45.57	45.35	
Line 5	48.17	48.24	48.30	48.34	48.35	48.34	48.31	48.27	48.24	48.22	48.21	48.20	48.17	48.13	48.06	47.98	47.91	47.85	47.79	47.74	47.68	47.61	47.54	47.44	47.34	47.22	47.07	46.93	46.81	46.70	46.58	46.44	46.28	46.10	45.90	45.68	
Line 6	48.30	48.38	48.43	48.47	48.49	48.49	48.48	48.44	48.41	48.39	48.38	48.37	48.35	48.31	48.26	48.23	48.15	48.09	48.04	47.99	47.95	47.90	47.85	47.78	47.70	47.60	47.49	47.36	47.23	47.11	47.00	46.89	46.75	46.60	46.42	46.22	46.01
Point B	48.33	48.41	48.47	48.51	48.52	48.51	48.49	48.44	48.41	48.39	48.38	48.37	48.35	48.31	48.26	48.19	48.12	48.07	48.02	47.98	47.94	47.88	47.82	47.73	47.64	47.53	47.40	47.28	47.18	47.07	46.96	46.82	46.67	46.48	46.28	46.06	

HOWARD, NEEDLES, TAMMEN & BERGENOFF
CONSULTING ENGINEERS
NEW YORK BOSTON KANSAS CITY

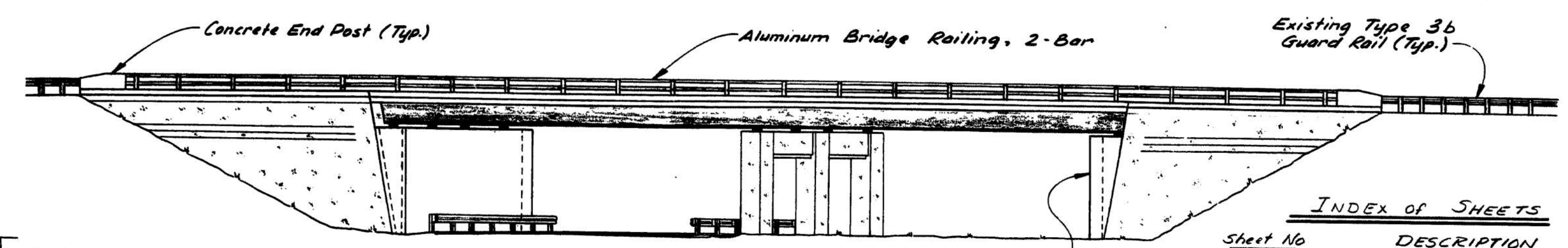
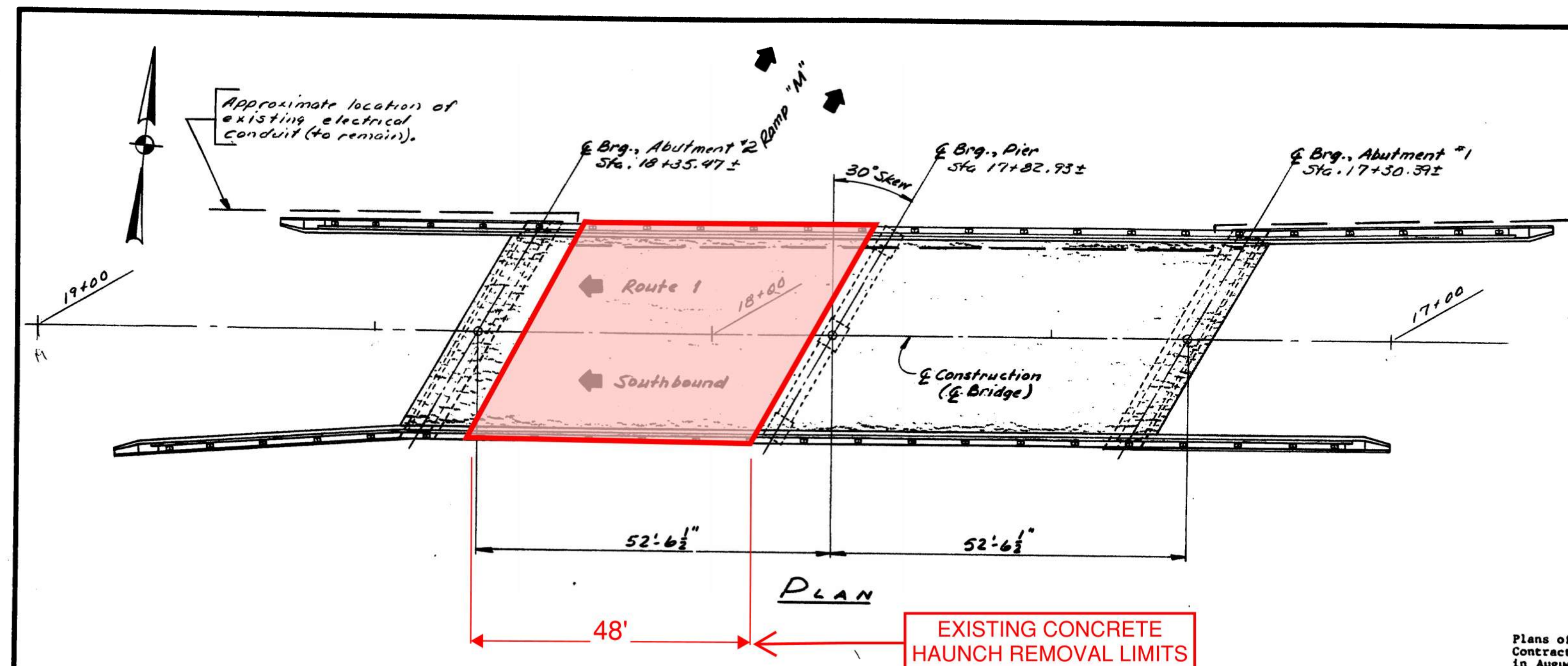
DESIGN - I.S. DETAIL - R.D.F.
TRACE - R.E.F.
CHECK - R.E.F.

BRIDGE NO. 1-95-1(3)
SURVEY PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
RAMP "J"
OVER
ROUTE 1 S.B. & RAMP "M"
IN THE TOWN OF
KITTERY
YORK COUNTY
STRUCTURAL STEEL & BLOCKING
SHEET 9 OF 15 AUGUSTA, MAINE

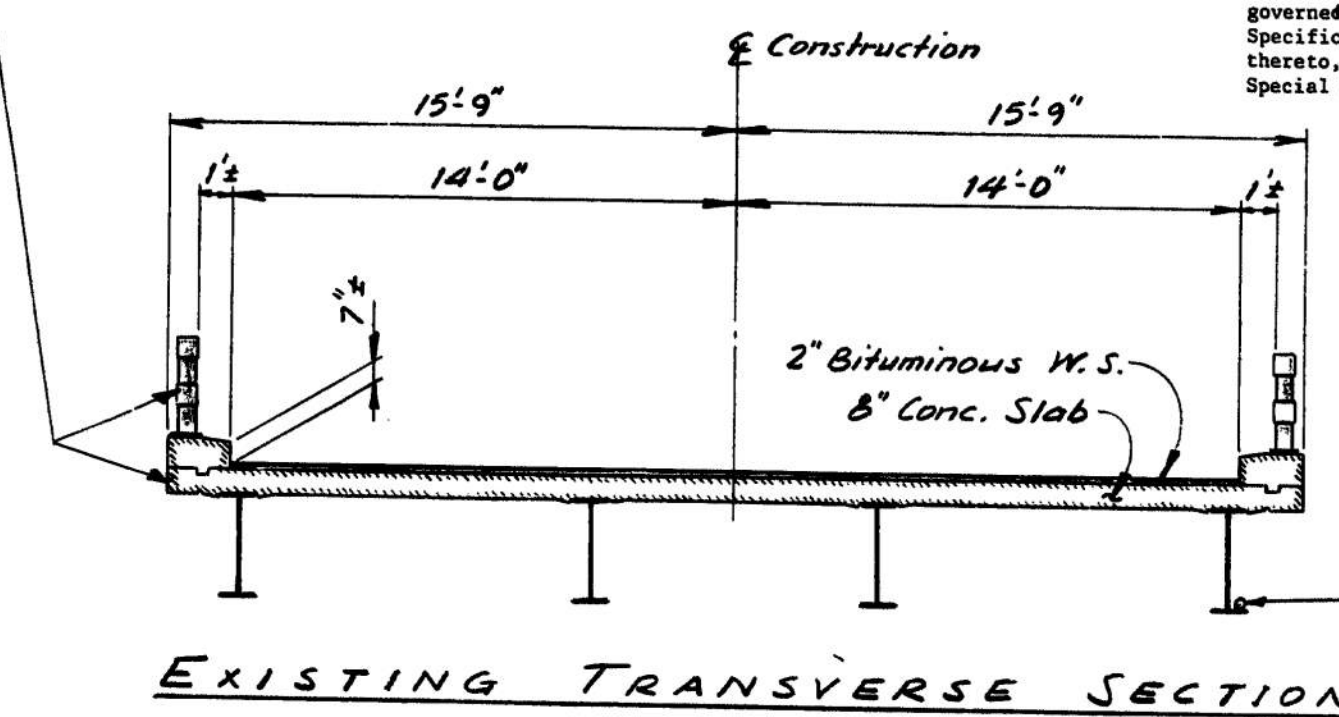
183-9

KITTERY (5)

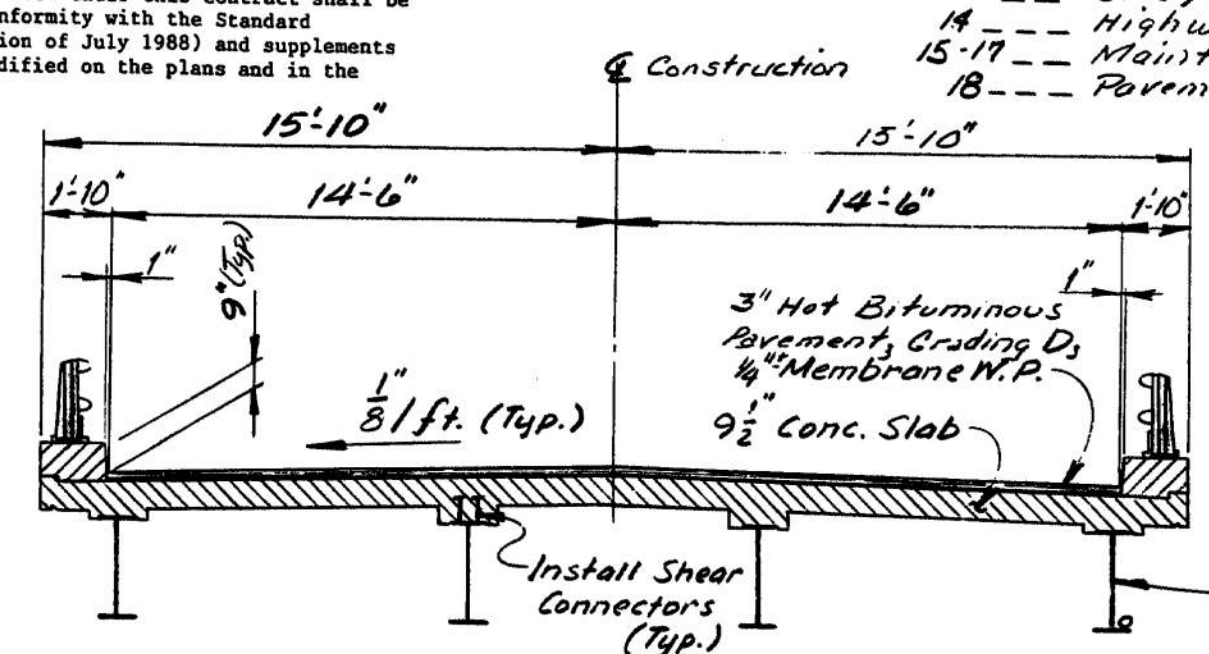


Existing structural concrete slab, 2" bituminous wearing surface and metal railing to be removed. Payment will be made under Item 202.10 Removing Existing Superstructure. (Property of Contractor).

NOTE: All work contemplated under this contract shall be governed by and in conformity with the Standard Specifications (Revision of July 1989) and supplements thereto, except as modified on the plans and in the Special Provisions.



EXISTING TRANSVERSE SECTION



PROPOSED SECTION

Approximate location of existing electrical conduit (to remain).

INDEX OF SHEETS

Sheet No	DESCRIPTION
1	General Plan
2	Estimated Quantities
3	Sequence of Construction
4	Cross Sections
5-7	Abutment Details
8-9	Superstructure Details
10	Reinforcing Steel Schedule
11-13	Bridge Standards
14	Highway Standards
15-17	Maintenance of Traffic
18	Pavement Markings

DESIGN: L. J. ...
 CONTRACT SPECIFICATIONS: ...
 LIVE LOAD: ...
 MATERIALS: ...
 CONCRETE: REINFORCED STEEL STRUCTURAL H.S. BOLTS

Plans of the existing bridge are Contractor's reference at the B in Augusta. The plans are original drawings as prepared for the bridge and it is very unlikely will show any construction file alterations which may have been during its life span.



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

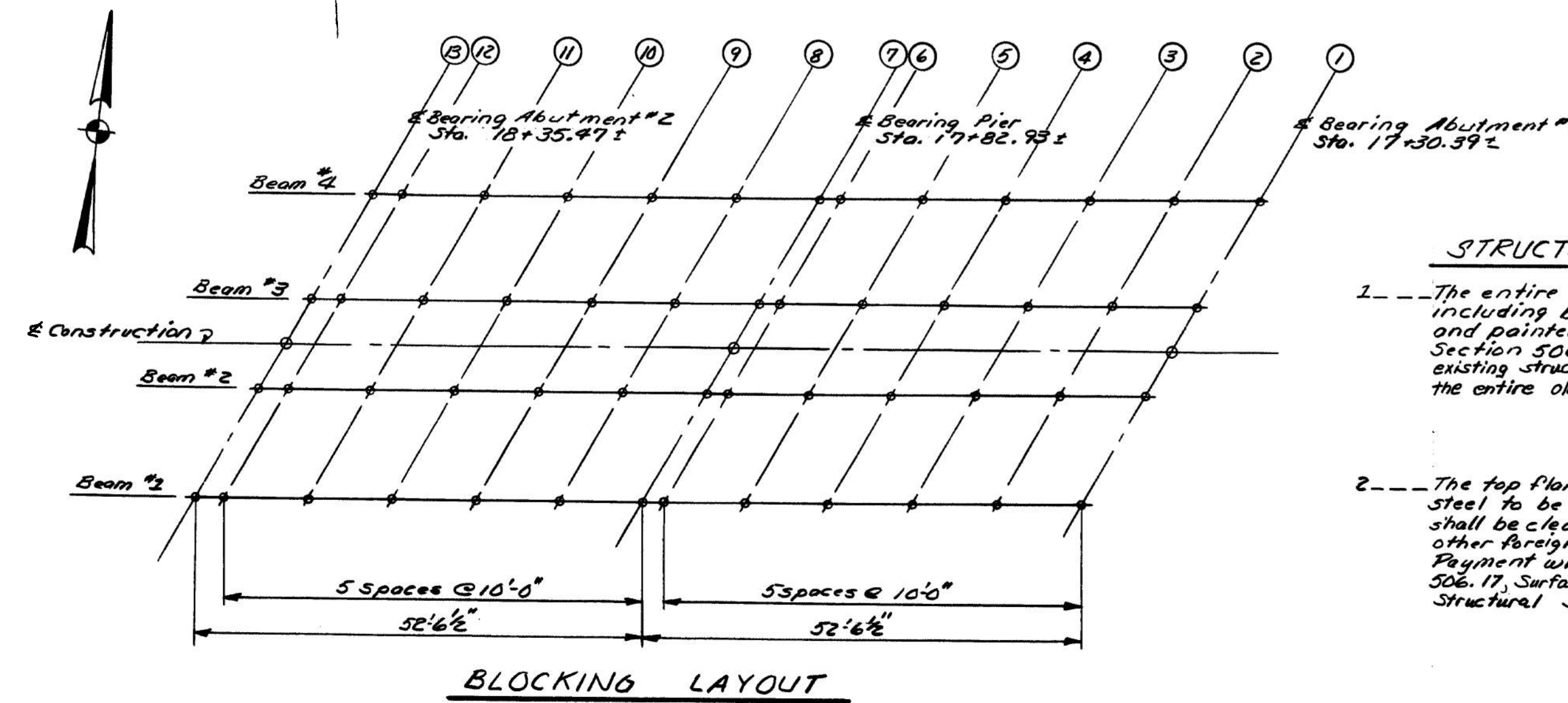
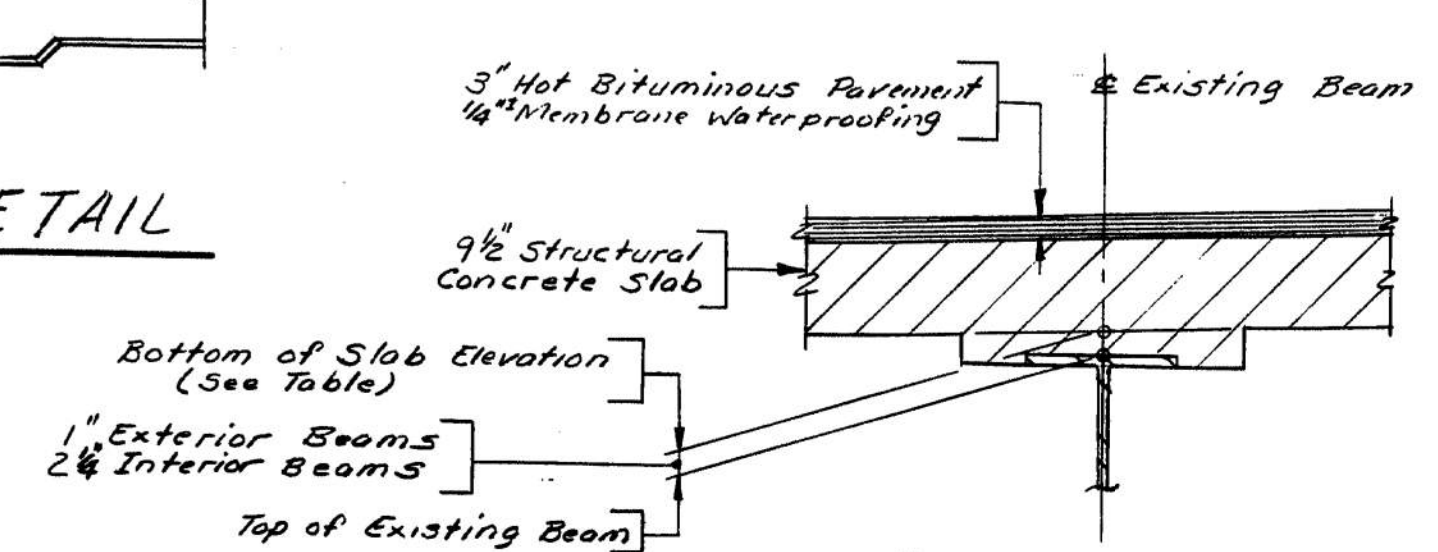
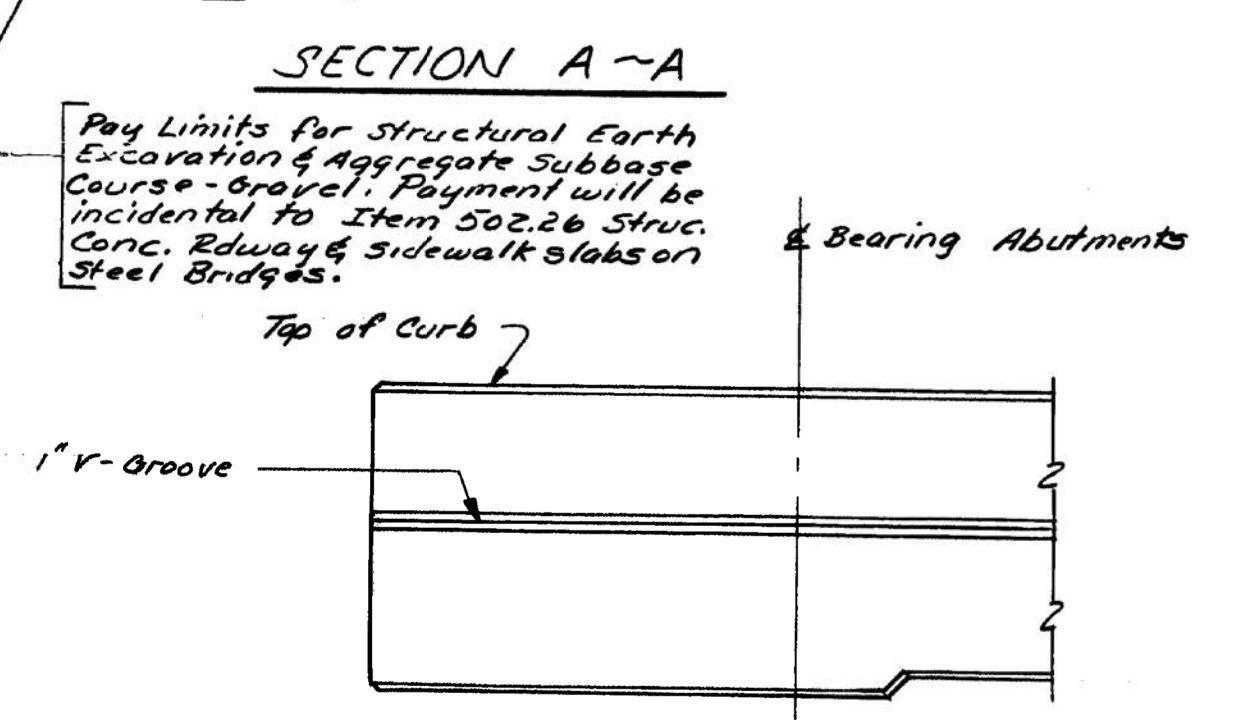
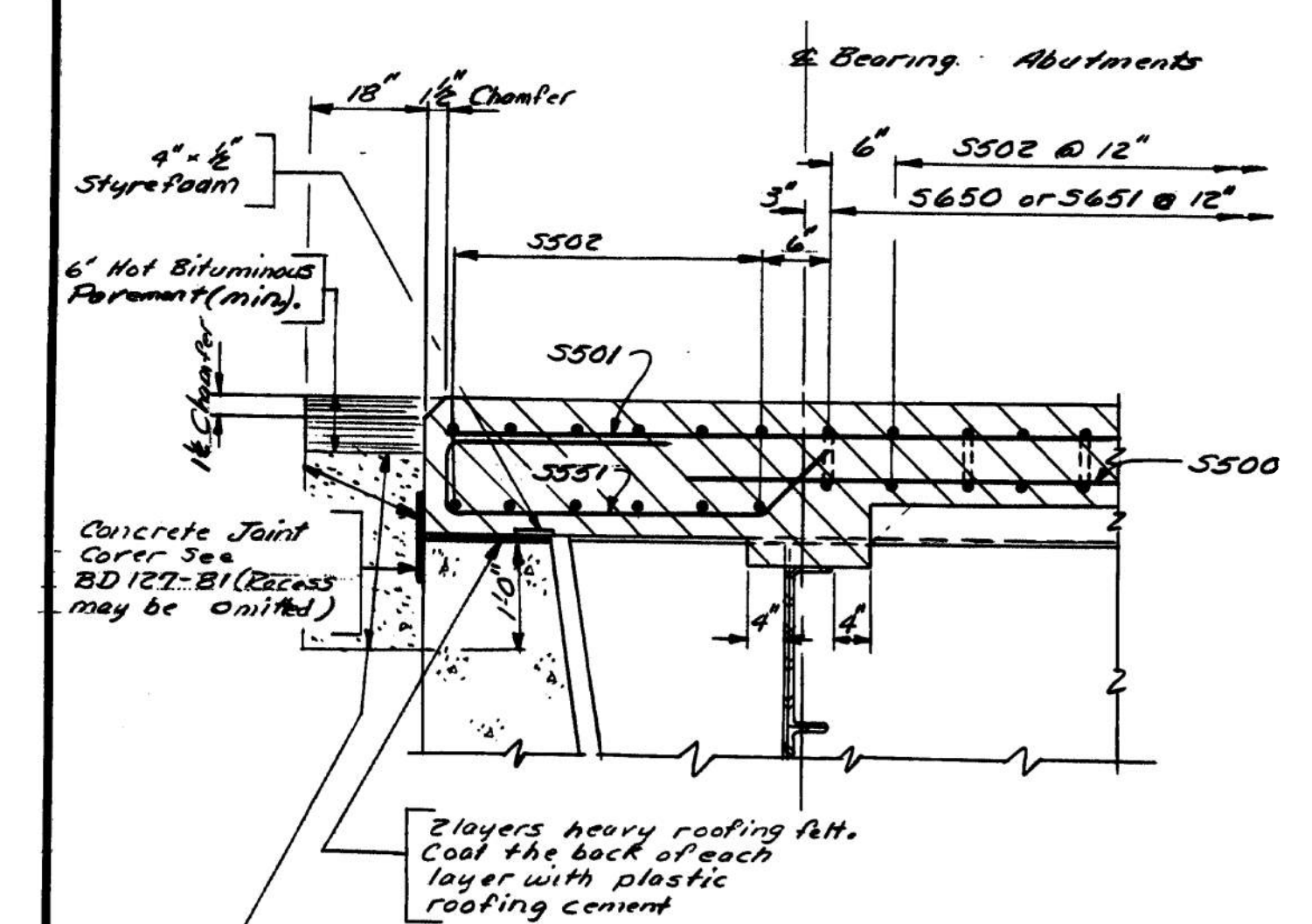
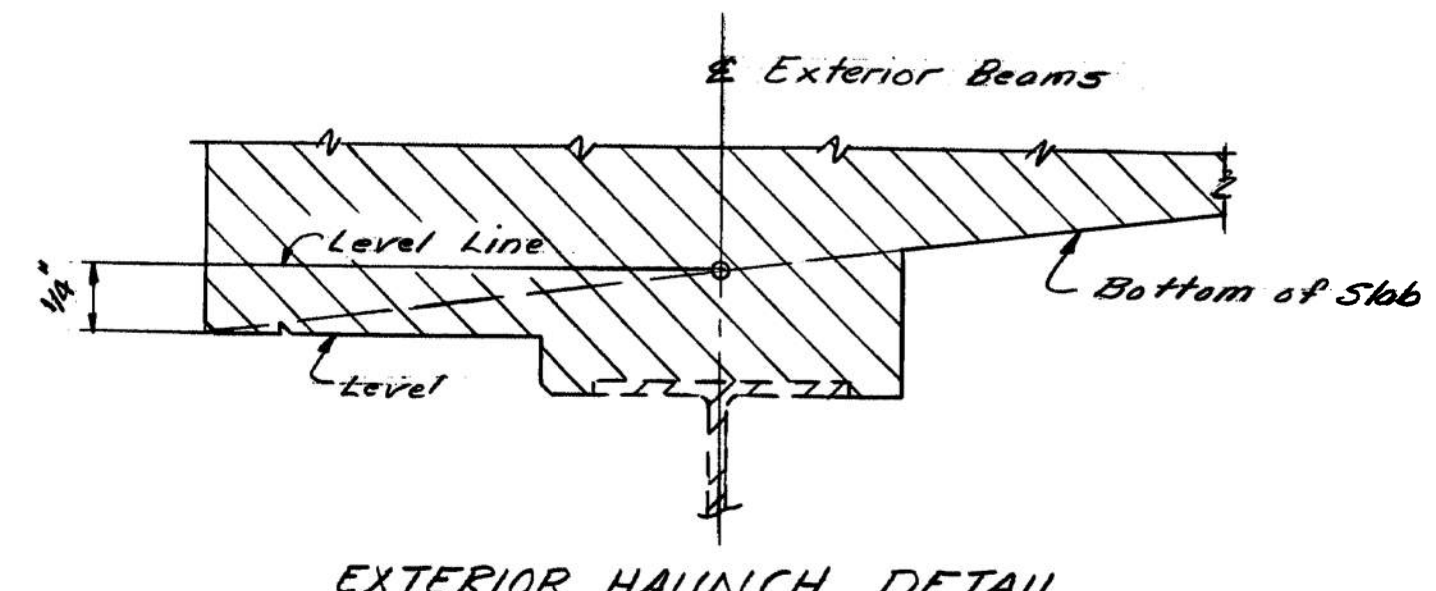
RAMP M (MM 1.7)

APPROVED: STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 COMMISSIONER
 Richard Coleman
 CHIEF ENGINEER
 DATE: 4-17-85

UNITED STATES DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 REGION 1
 APPROVED: 107-303
 DIVISION ADMINISTRATOR DATE

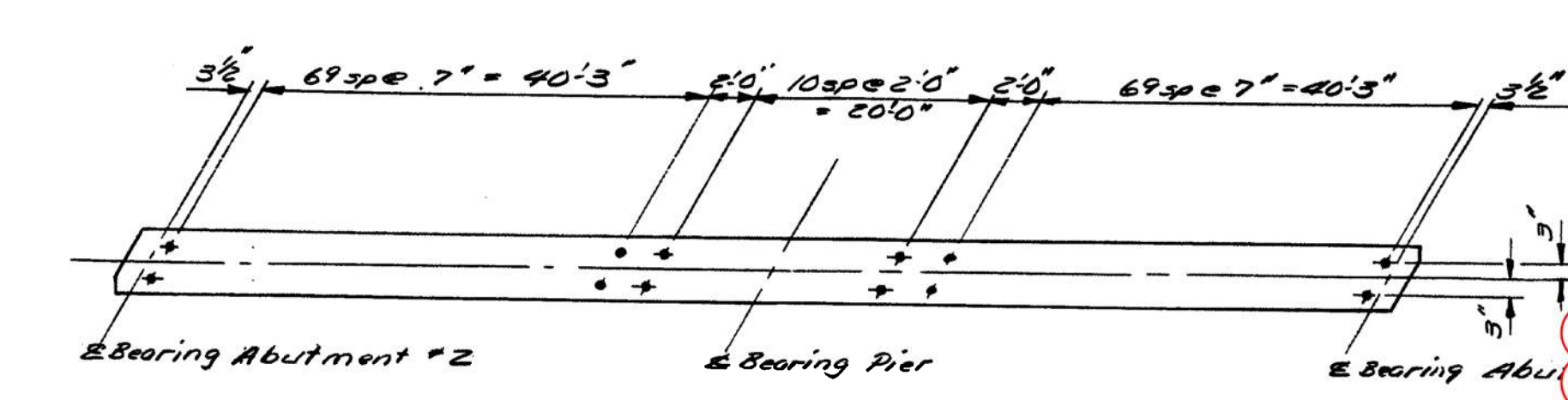
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 U.S. ROUTE 1 S.B. OVER
 1-95 RAMP "M" IN THE TOWN OF
 KITTERY YORK COUNTY
 GENERAL PLAN
 SHEET 1 OF 18 AUGUSTA, MAINE

AS-BUILT 1991 John Anger

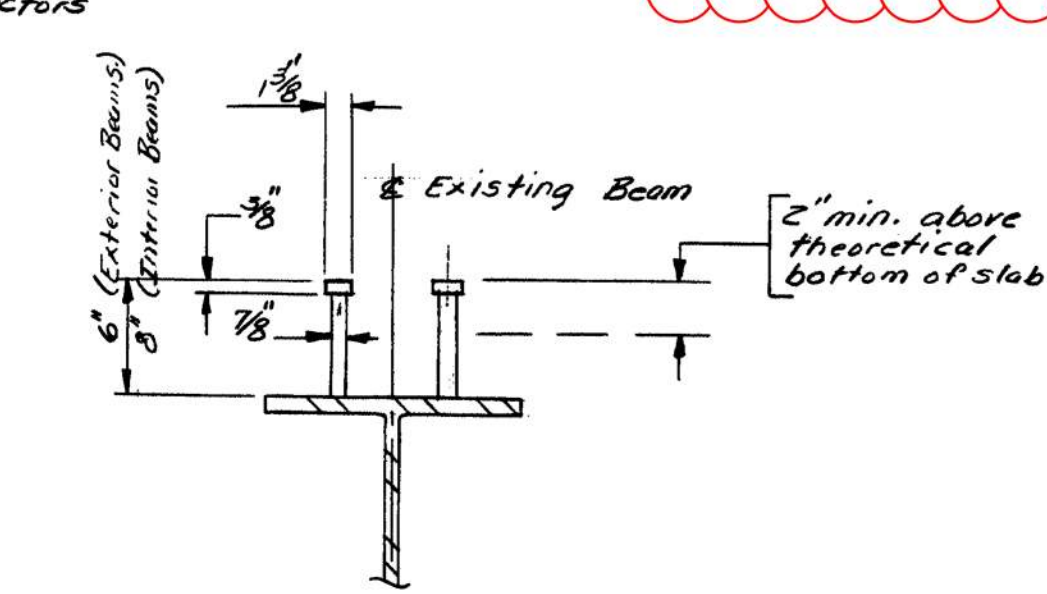


BOTTOM OF SLAB ELEVATIONS													
Points	13	12	11	10	9	8	7	6	5	4	3	2	1
Beam #4	106.64	106.67	106.77	106.85	106.89	106.91	106.92	106.93	106.94	106.93	106.90	106.83	106.74
3	106.68	106.71	106.83	106.91	106.97	107.00	107.02	107.02	107.04	107.05	107.02	106.97	106.89
2	106.63	106.66	106.79	106.88	106.94	106.98	107.01	107.01	107.04	107.05	107.04	106.99	106.92
1	106.46	106.49	106.62	106.73	106.80	106.85	106.89	106.90	106.93	106.95	106.95	106.91	106.85

NOTE: Bottom of slab elevations are adjusted to compensate for dead load deflections and vertical curvature.



SHEAR CONNECTOR LAYOUT
Double studs 302 per beam, Total = 1208
604-6" Shear Connectors, 604-3" Shear Connectors



- STRUCTURAL STEEL NOTES**
1. The entire existing structural steel, including bearings, shall be cleaned and painted in accordance with Section 506. The surface preparation of the existing structural steel will require removal of the entire old paint system.
 2. The top flanges of the existing structural steel to be embedded in the new concrete, shall be cleaned of all paint, rust, and other foreign matter before placing concrete. Payment will be included under Item 506.17, Surface Preparation of Existing Structural Steel.

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

RAMP M (MM 1.7)

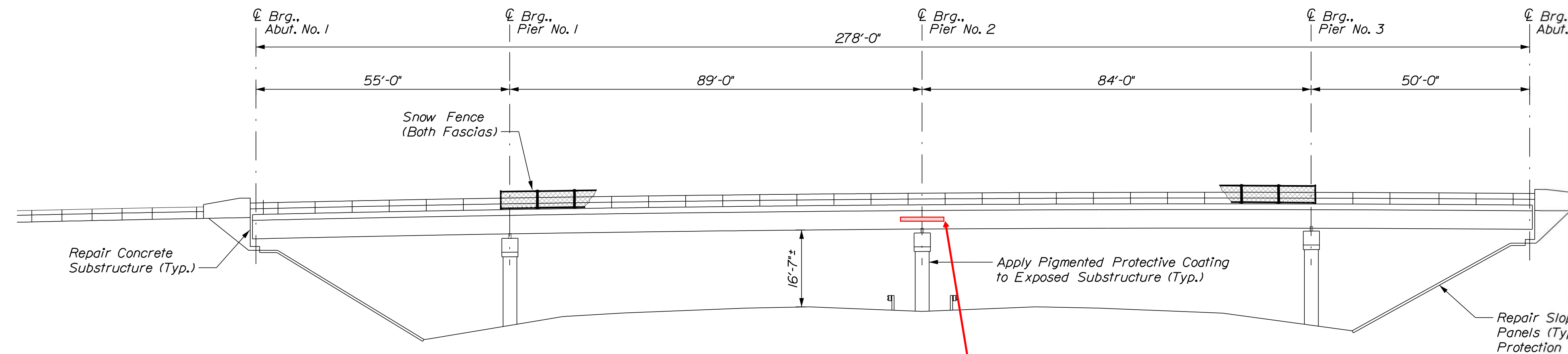
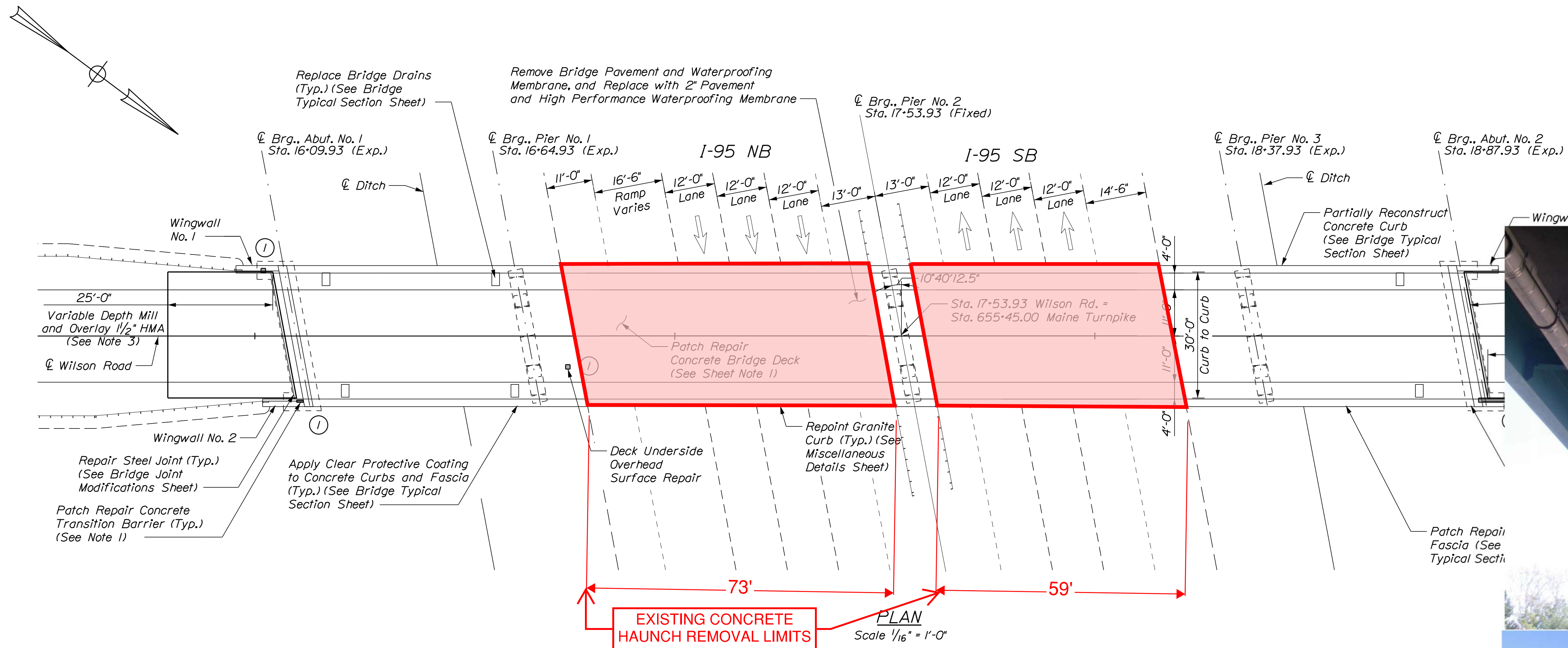
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
U.S. ROUTE 1 S.B.
OVER
I-95 RAMP "M"
IN THE TOWN OF
KITTELY
YORK COUNTY
BOTTOM OF SLAB ELEVATIONS
& MISCELLANEOUS DETAILS
SHEET 9 OF 12, AUGUSTA, MAINE

PROJECT	DESIGN	ENGINEER	DATE
12/23	12/23	12/23	12/23
BY	BY	BY	BY
12/23	12/23	12/23	12/23
CHECKED	CHECKED	CHECKED	CHECKED
12/23	12/23	12/23	12/23
FILED	FILED	FILED	FILED
12/23	12/23	12/23	12/23

BRUNING 44-132-45710-1

Date: 4/29/2022

Filename: ...023_plan_03.dgn



- KEY**
- Limit of Crack Repair
 - Limit of Surface Patch Repair
 - Linear Feet of Crack Repair
 - Square Footage of Repair

INSTALL NEW LOCAL ROAD NAME SIGN ON SOUTH FACE. SIGN PROVIDED BY MTA "Wilson Rd (Rte 101)"

REMOVE AND REPLACE LOCAL ROAD NAME SIGN ON NORTH FACE. SIGN PROVIDED BY MTA "Wilson Rd (Rte 101)"

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

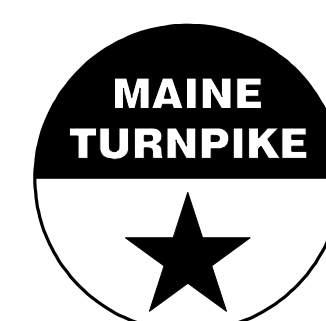
WILSON ROAD (MM 2.0)



Designed by:



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



THE GOLD STAR
MEMORIAL HIGHWAY

MTA PROJECT NO. 2022.12
WILSON ROAD UNDERPASS
AT MM 2.0 IN YORK, ME
GENERAL PLAN AND ELEVATION

VHB: 55345.00

SHEET NUMBER: 13 OF 29

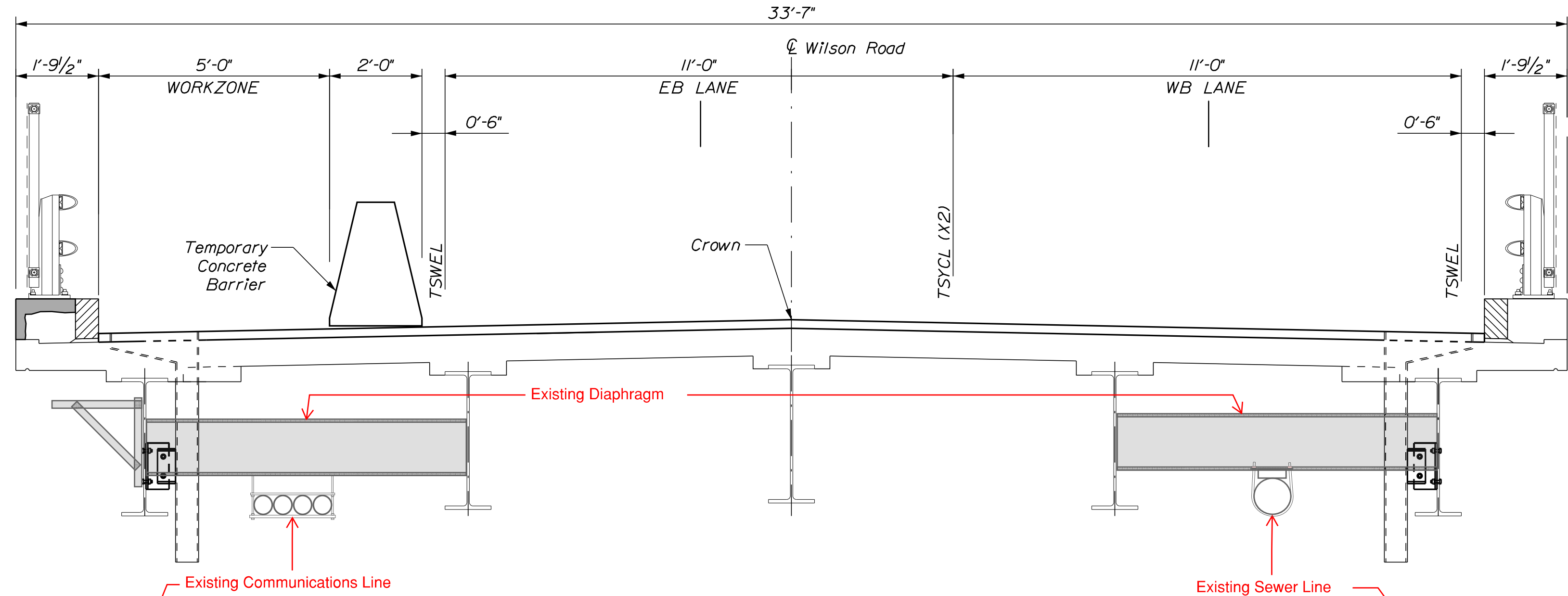
CONTRACT: 2022.12

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

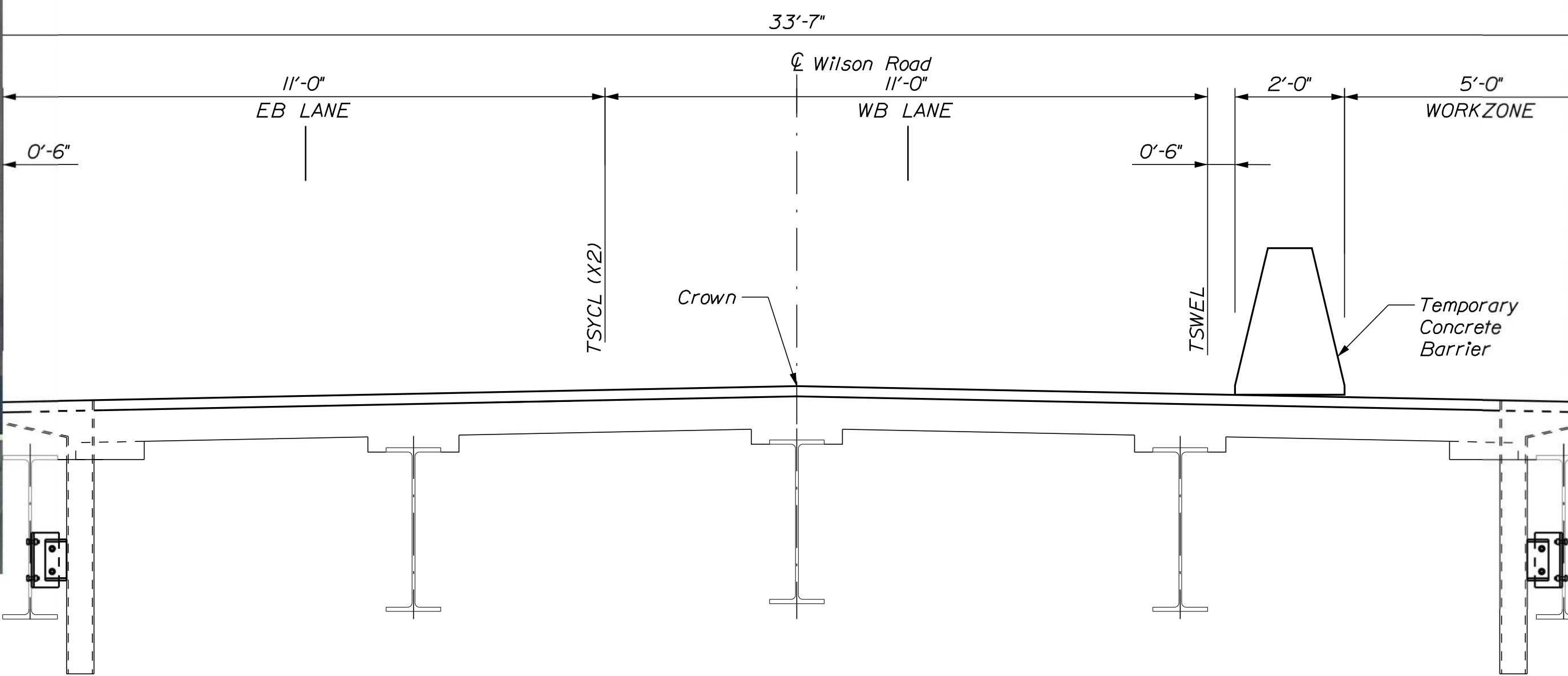
CONSULTANT PROJECT MANAGER: G. Edington					
No.	Revision	By	Date	By	Date
Designed	MEB	4/29/22	Checked	GME	4/29/22
Drawn	DPD	4/29/22	In Charge of	TSB	4/29/22

Date: 4/29/2022

Filename: ...\\008_BTyp_Traffic_01.dgn



SOUTH SIDE CURB REPAIR CRITICAL SECTION
Scale: 1/2" = 1'-0"



NORTH SIDE CURB REPAIR CRITICAL SECTION
Scale: 1/2" = 1'-0"



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

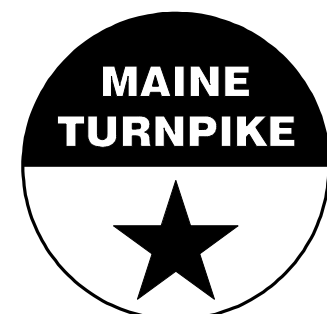
WILSON ROAD (MM 2.0)

Scale: AS NOTED

Designed by:



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



THE GOLD STAR
MEMORIAL HIGHWAY

MTA PROJECT NO. 2022.12
WILSON ROAD UNDERPASS
AT MM 2.0 IN YORK, ME
CURB REPAIR CRITICAL SECTIONS

VHB: 55345.00

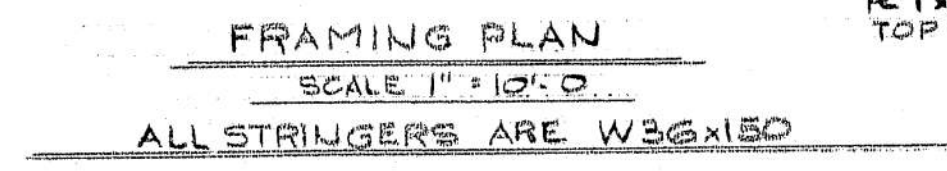
SHEET NUMBER: 14 OF 29

CONTRACT: 2022.12

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

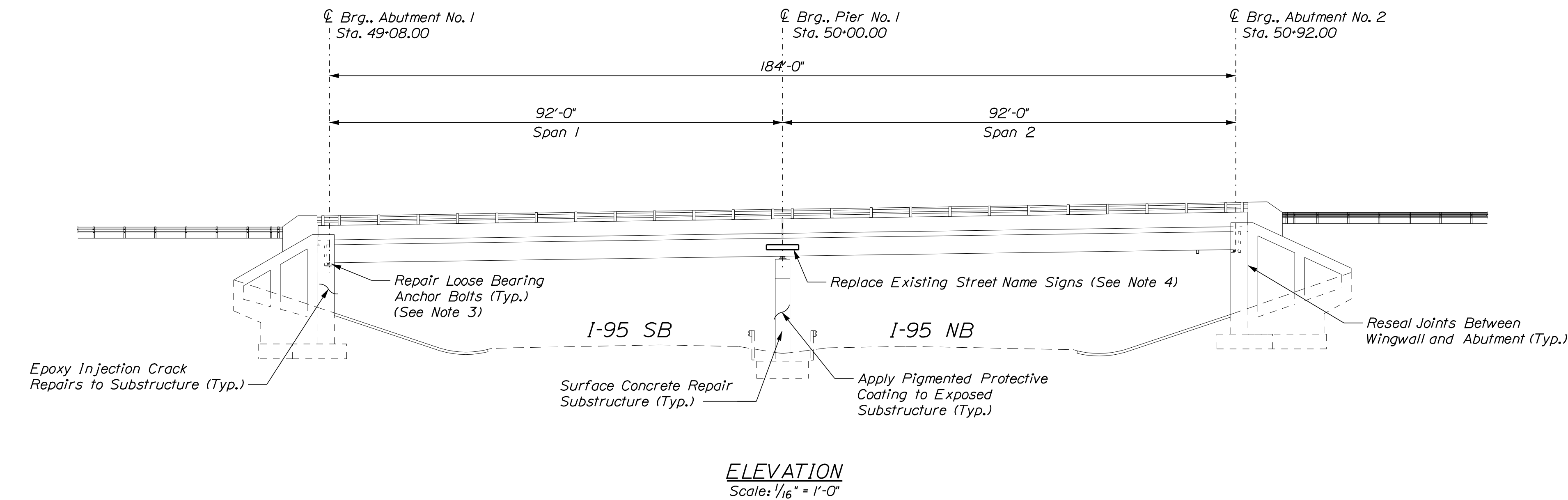
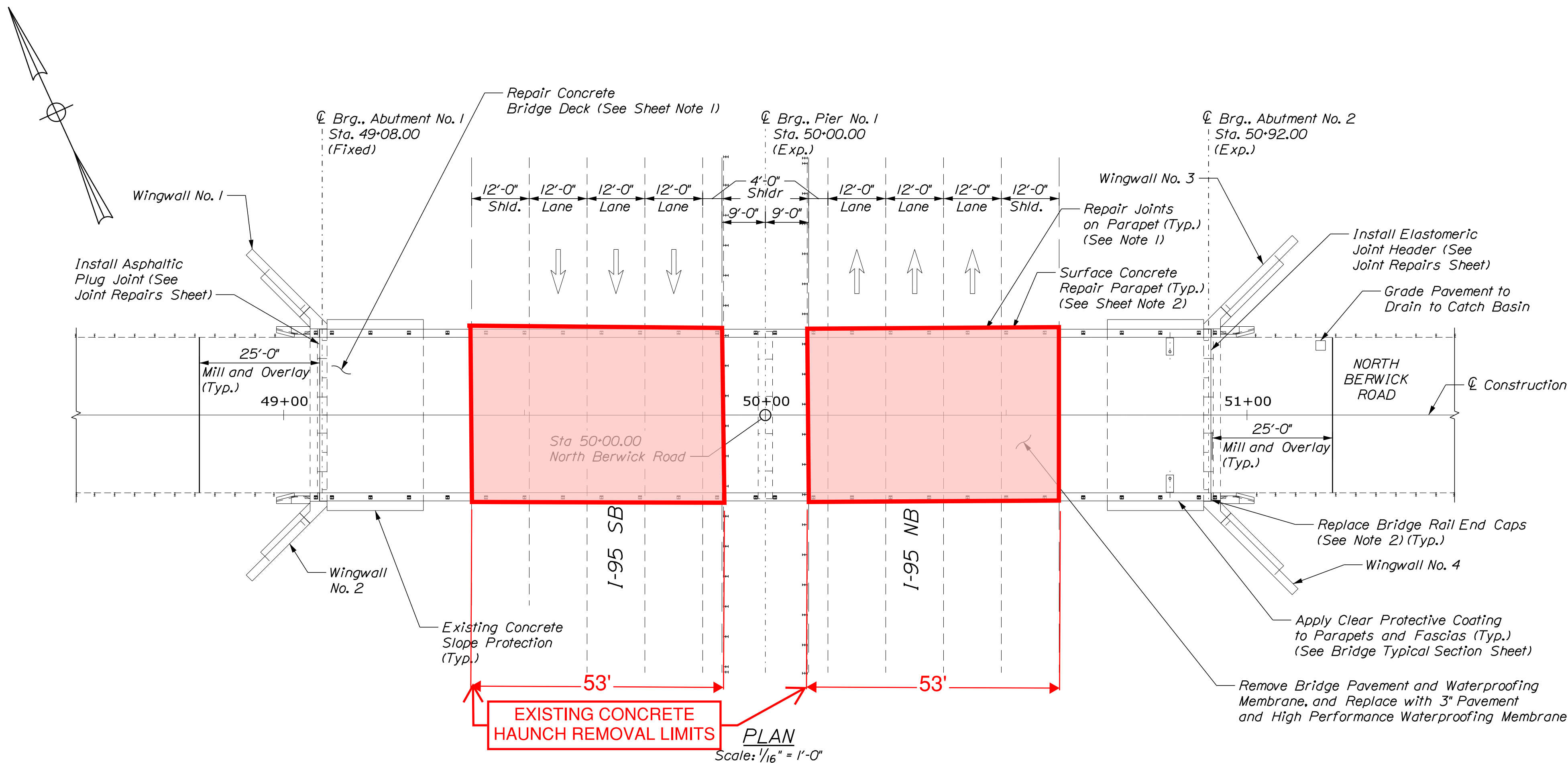
No.	Revision	By	Date

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



Date: 1/11/2019

Filename: \\vnb\proj\SPortland\55200.00_2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\WSTA\2-NBerwick\034_BDPlan.dgn



ESTIMATED CONCRETE REPAIR QUANTITIES (SF)

Partial Depth Concrete Deck Repairs 120*
* Assumes 2% of the Deck will require Partial Depth Concrete Repairs.

Parapet Surface Repairs 200**
** Includes 16 S.F. Additional Repair Quantity As A Contingency



SHEET

1. For Conc Details
2. For North

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

BERWICK ROAD (MM 13.8)



No.	Revision	By	Date

Designed by:



CONSULTANT PROJECT MANAGER: G. Edington					
	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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



THE GOLD STAR
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
NORTH BERWICK ROAD UNDERPASS
BRIDGE PLAN AND ELEVATION

VHB: 55200.01

CONTRACT: 2019.06

SHEET NUMBER: 16 OF 29

Filename: ... \MSTA\2-NBerwick\037_Typ_01.dgn

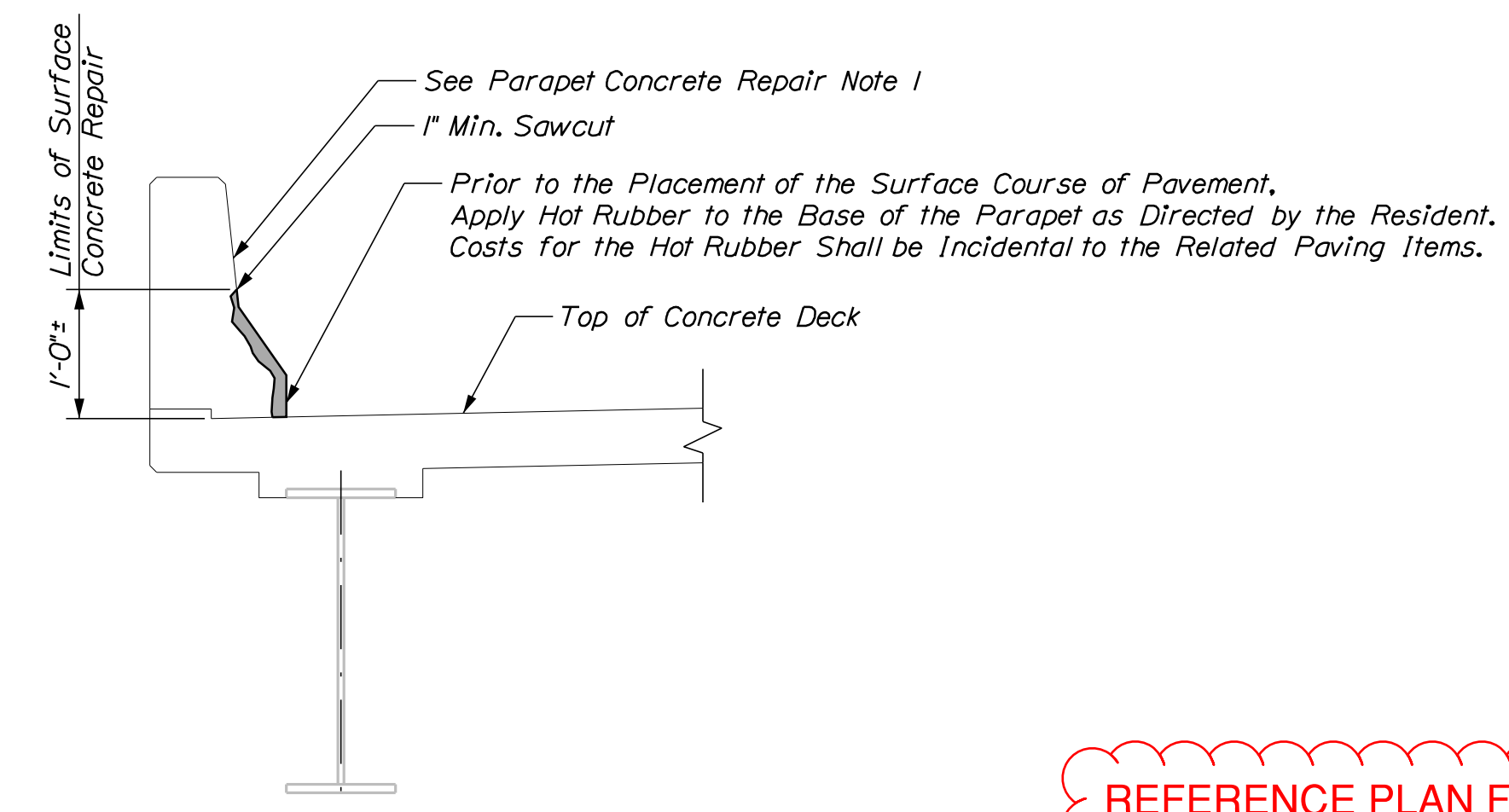


SUPERSTRUCTURE TYPICAL SECTION
(Looking East)
Scale: $\frac{1}{2}$ " = 1'-0"

- ## 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 518.00 Partial Depth Concrete Deck Repairs.*
 2. *Sawcut 1" deep along all limits of removal.*
 3. *Chip concrete to the depth specified in Supplemental Specification 518. If the removal limits change during the demolition process, the Contractor shall notify the Resident. The Resident and Contractor shall agree on the revised pay limits prior to the Contractor continuing the removals.*
 4. *Prepare and patch repair areas. Install new reinforcing steel, as required. See Supplemental Specification 518.*

PARAPET CONCRETE REPAIR NOTE

1. Prior to application of the clear protective coating the Contractor shall fill all honeycomb voids with an approved nonshrink grout. All costs for this work shall be incidental to Item 515.202 Clear Protective Coating for Concrete Surfaces. Clear protective coating shall only be applied to areas of new concrete.



NORTH PARAPET DETAIL
(Bridge Rail not Shown for Clarity)
Scale: 1/2" = 1'-0"

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

BERWICK ROAD (MM 13.8)



No.	Revision	By	Date

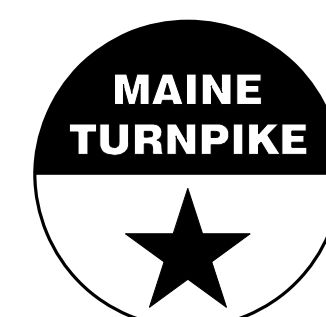
Designed by:



CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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



THE GOLD STAR MEMORIAL HIGHWAY

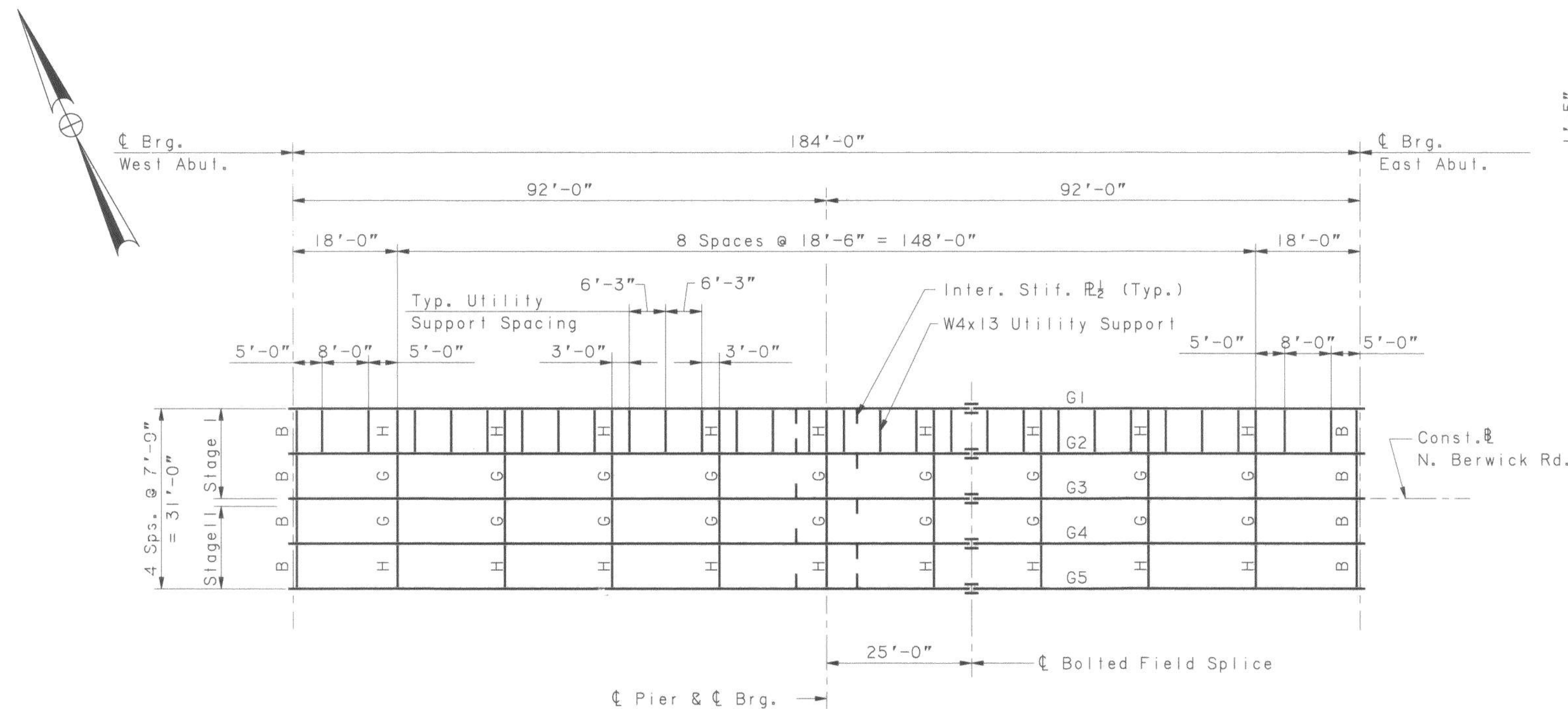
MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
NORTH BERWICK ROAD UNDERPASS
BRIDGE TYPICAL SECTION

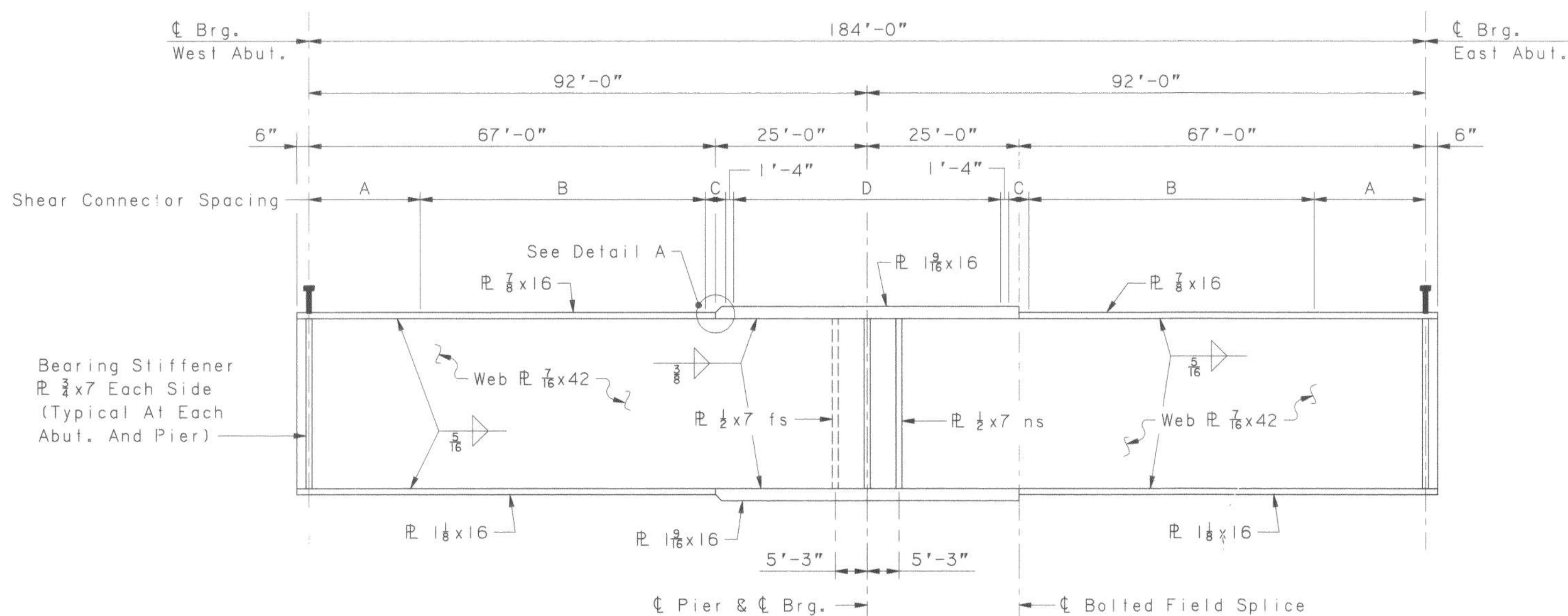
VHB: 55200.01

SHEET NUMBER: 17 OF 29

CONTRACT: 2019.06



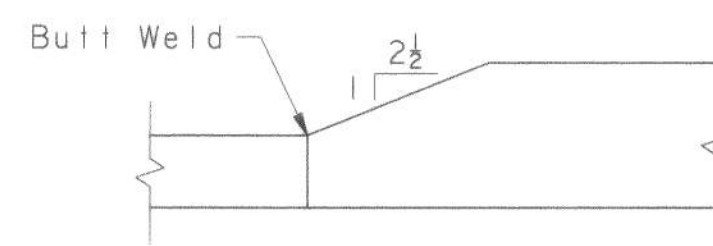
FRAMING PLAN
1/8" = 1'-0"



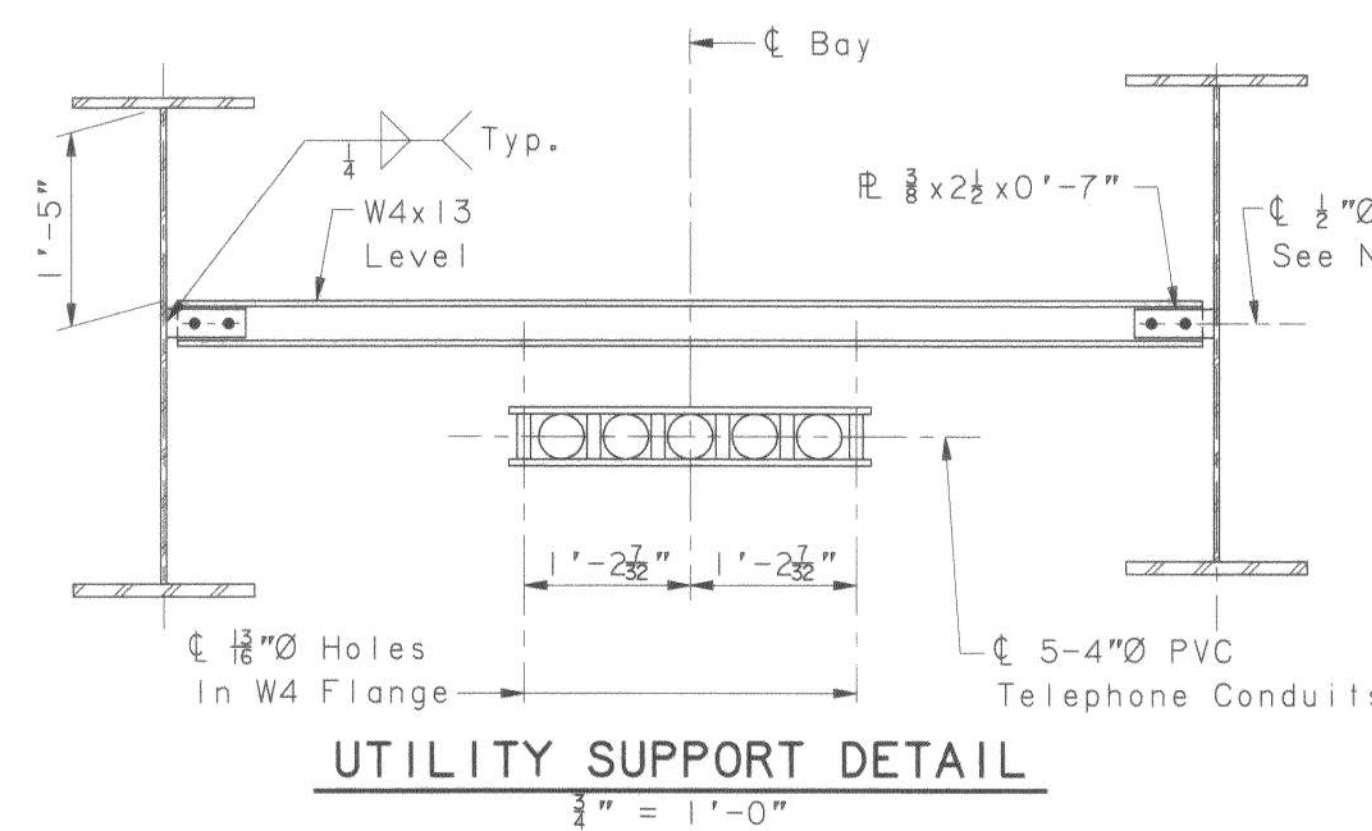
GIRDER ELEVATION
NO SCALE

SHEAR CONNECTOR SPACING

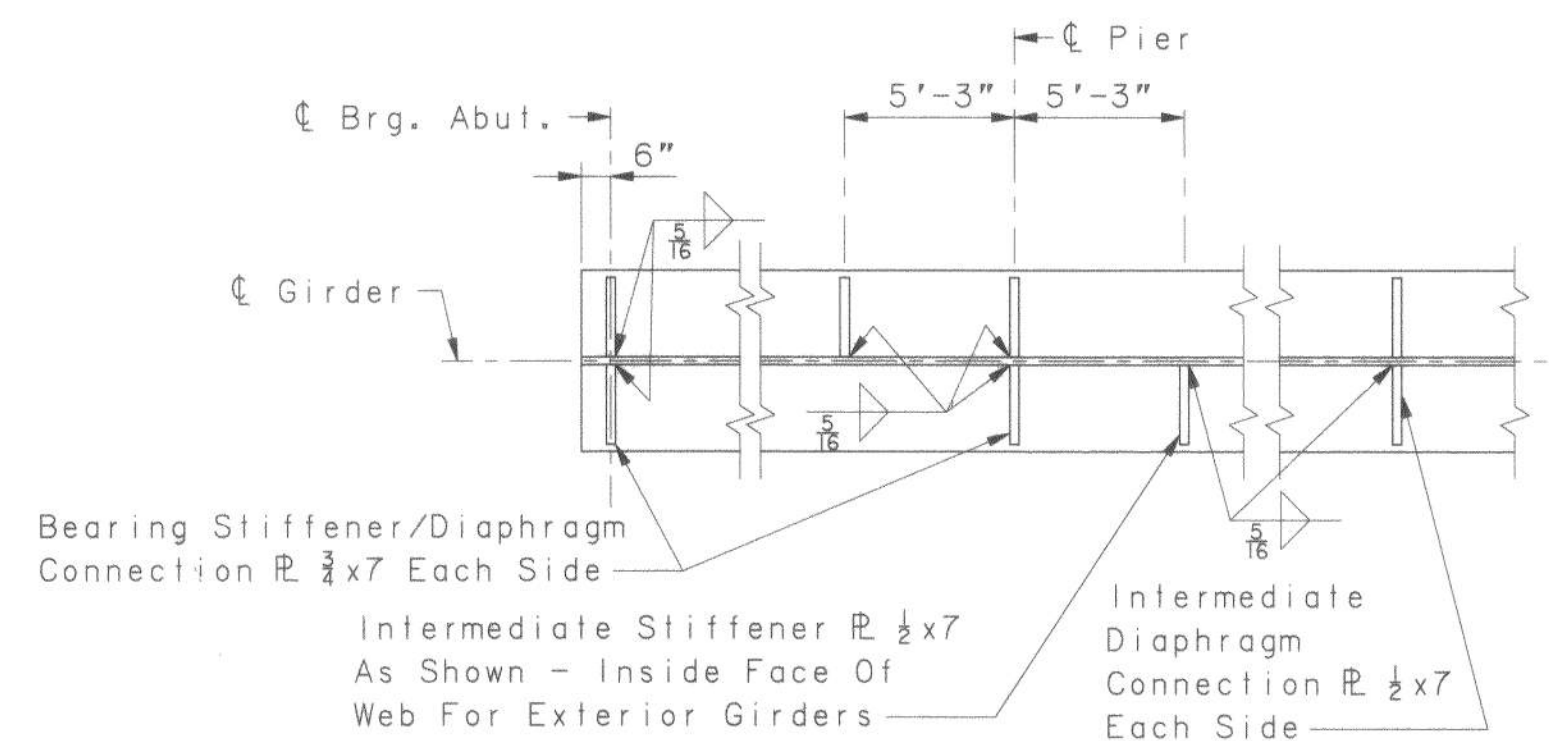
A	22 Spaces @ 10" = 18'-4"
B	47 Spaces @ 1'-0" = 47'-0"
C	8 Spaces @ 5" = 3'-4"
D	22 Spaces @ 2'-0" = 44'-0"



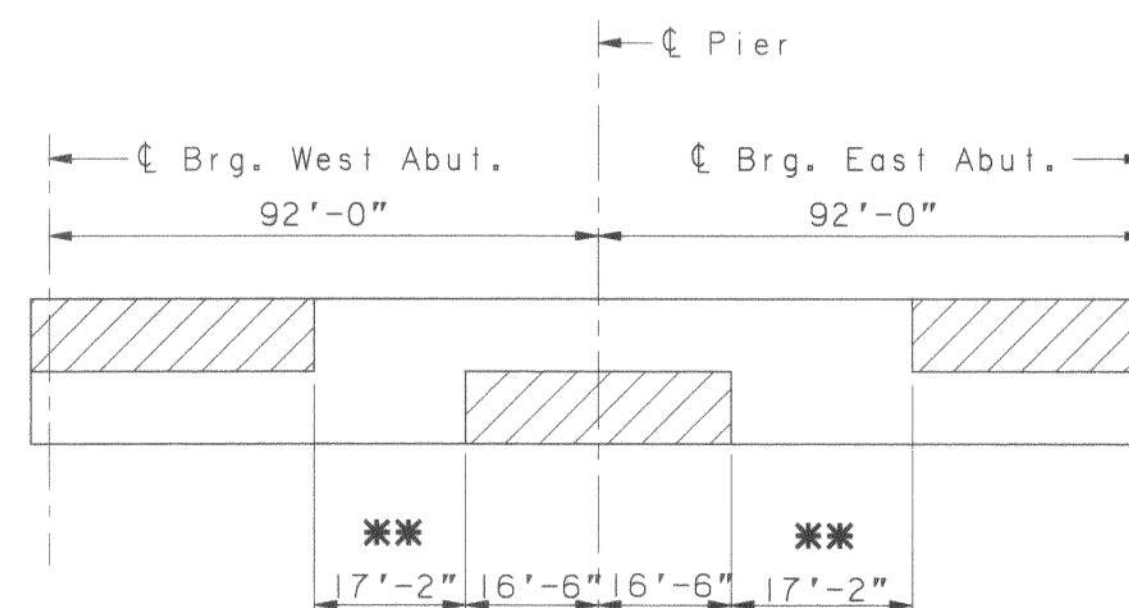
DETAIL A
No Scale



UTILITY SUPPORT DETAIL
1/8" = 1'-0"



BEARING STIFFENER DETAILS
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

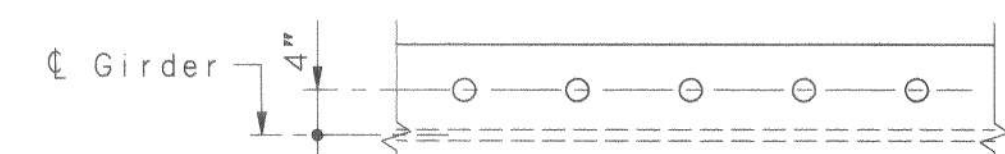
** Stress Reversals

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-welded 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-welded Splices In Flanges Shall Not Be Less Than Three Feet 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 Bearing Device Details, See Sheet NB-S15.
11. Welded Girders: Flanges, Webs, Splice Plates, Bearing Stiffeners, And Bearing Devices, Shall Be ASTM A709, Grade 50. Bolts To Be ASTM A325. All Other Structural Steel Shall Be ASTM A709, Grade 36.

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 Filled 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 R 1/2)
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)



BERWICK ROAD (MM 13.8)

Maine Turnpike Authority
Maine Turnpike



NORTH BERWICK ROAD
OVER
MAINE TURNPIKE
FRAMING PLAN

HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF
ARCHITECTS ENGINEERS PLANNERS

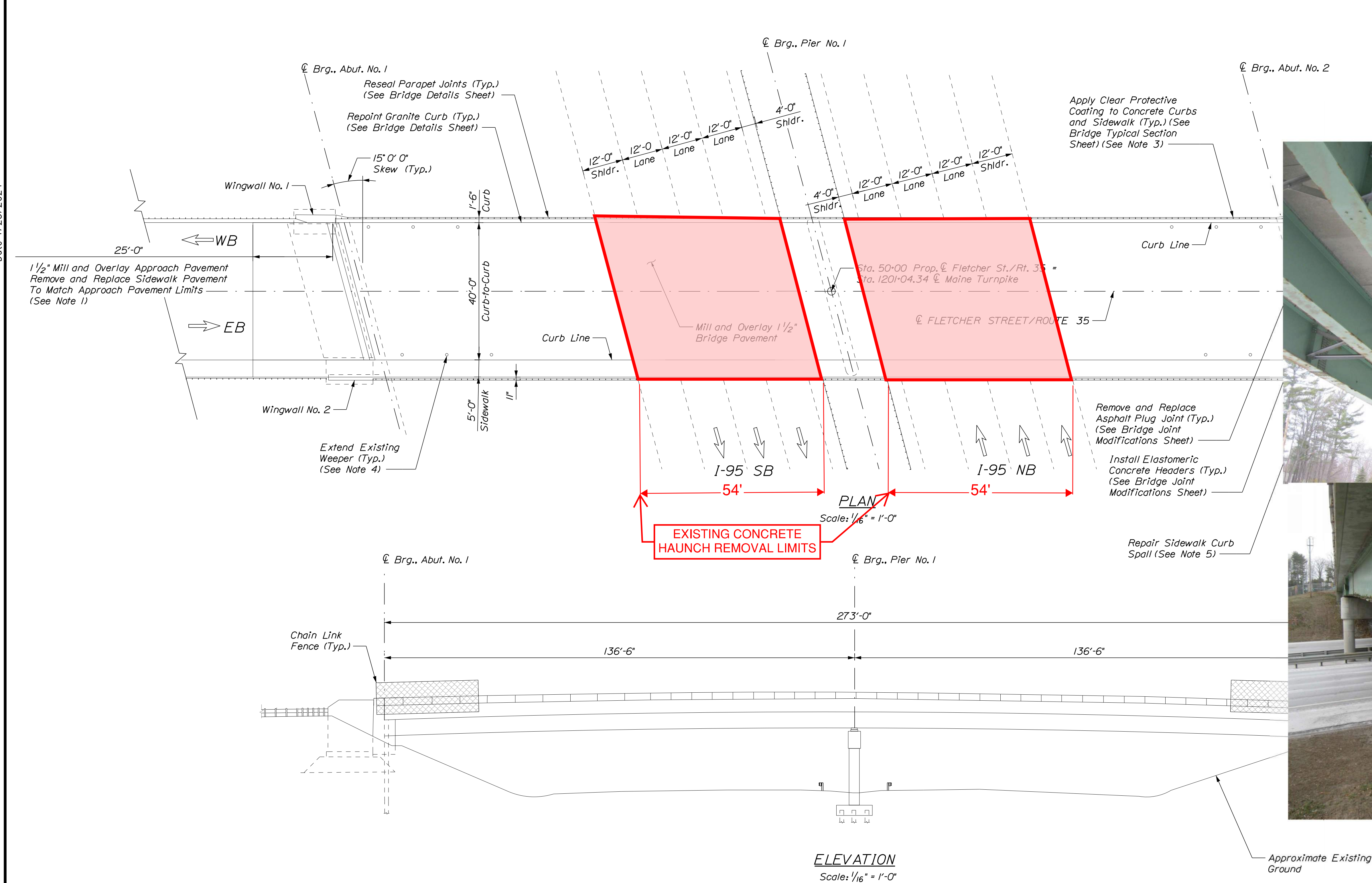
Contract **94.4**

Sheet No. NB-S14

64 of 90

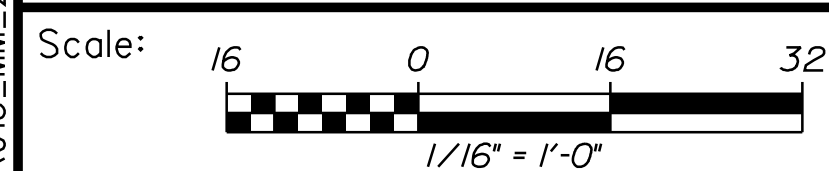
Date: 4/23/2024

Filename: ...MSTA\015_MM_25.30_plan.dgn



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

FLETCHER STREET (MM 25.3)



No.	Revision	By	Date

Designed by:			
			
CONSULTANT PROJECT MANAGER: G. Edington			
	By	Date	
Designed	MFS	4/23/24	Checked MEB 4/23/24
Drawn	MJC	4/23/24	In Charge of GME 4/23/24

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



THE GOLD STAR
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ryan Barnes, PE, CPESC

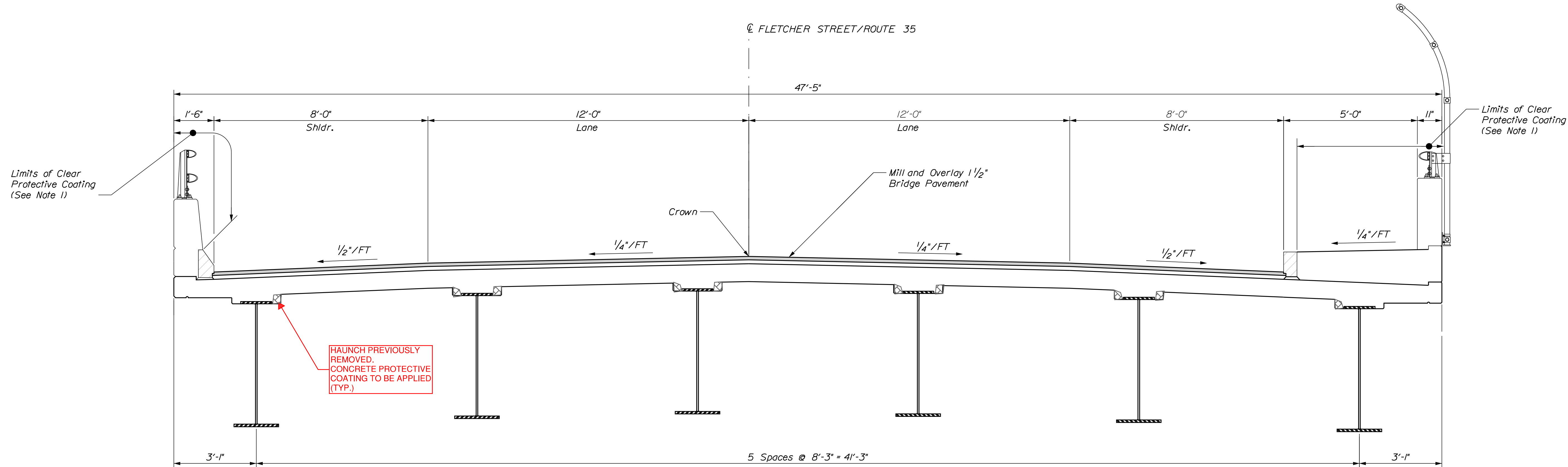
MTA PROJECT NO. 2024.06
FLETCHER STREET/ROUTE 35 UNDERPASS
AT MM 25.40 IN KENNEBUNK, ME
BRIDGE PLAN AND ELEVATION

VHB: 55729.00
CONTRACT: 2024.06

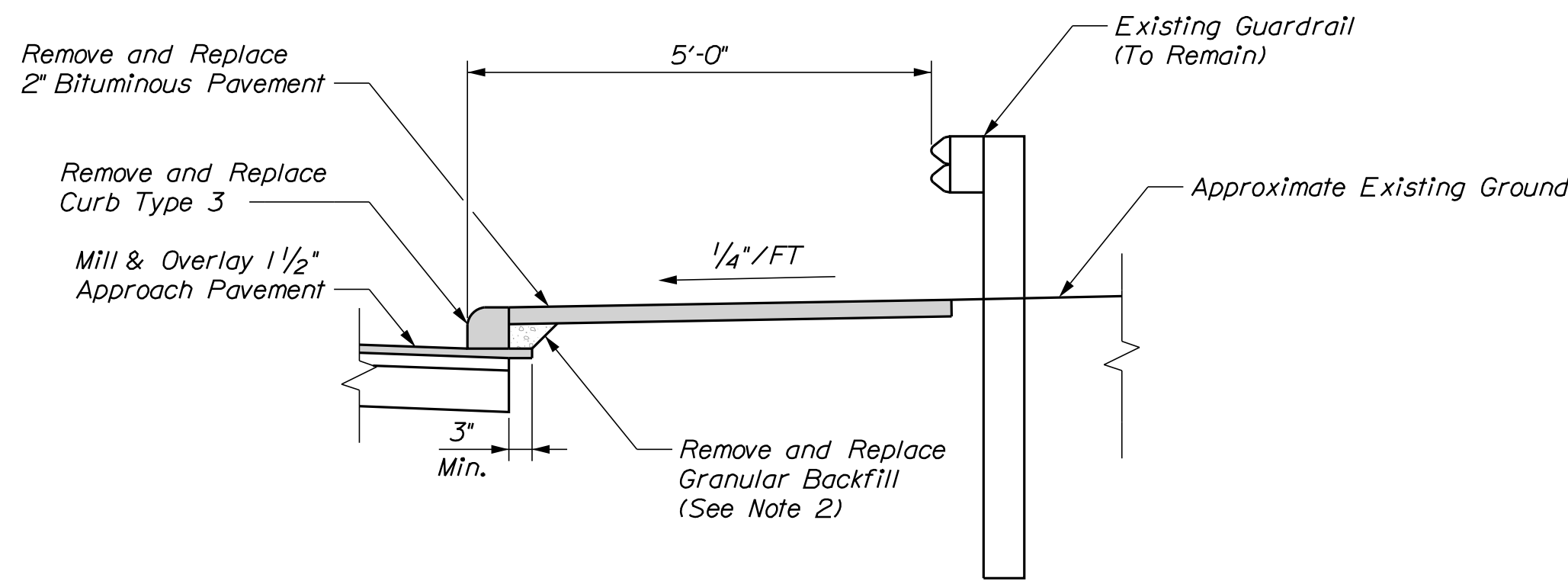
SHEET NUMBER: 19 OF 29

Date: 4/23/2024

Filename: ...MSTA\016_MM_25.30_typical.dgn



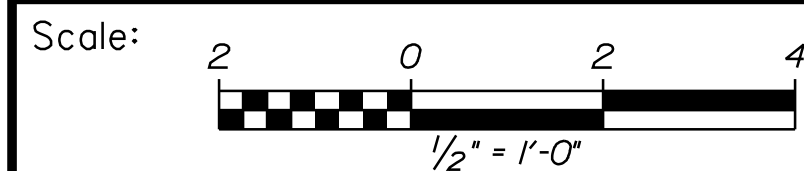
BRIDGE TYPICAL SECTION
Scale: 1/2"=1'-0"



APPROACH SIDEWALK TYPICAL SECTION
Scale: 1/2"=1'-0"

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

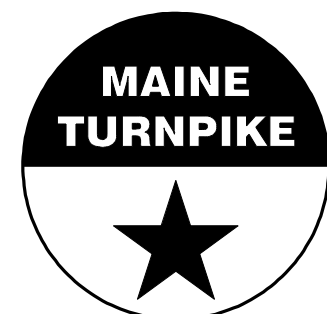
FLETCHER STREET (MM 25.3)



No.	Revision	By	Date

Designed by: 					
CONSULTANT PROJECT MANAGER: G. Edington					
	By	Date		By	Date
Designed	MFS	4/23/24	Checked	MEB	4/23/24
Drawn	TSR	4/23/24	In Charge of	GME	4/23/24

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



THE GOLD STAR
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ryan Barnes, PE, CPESC

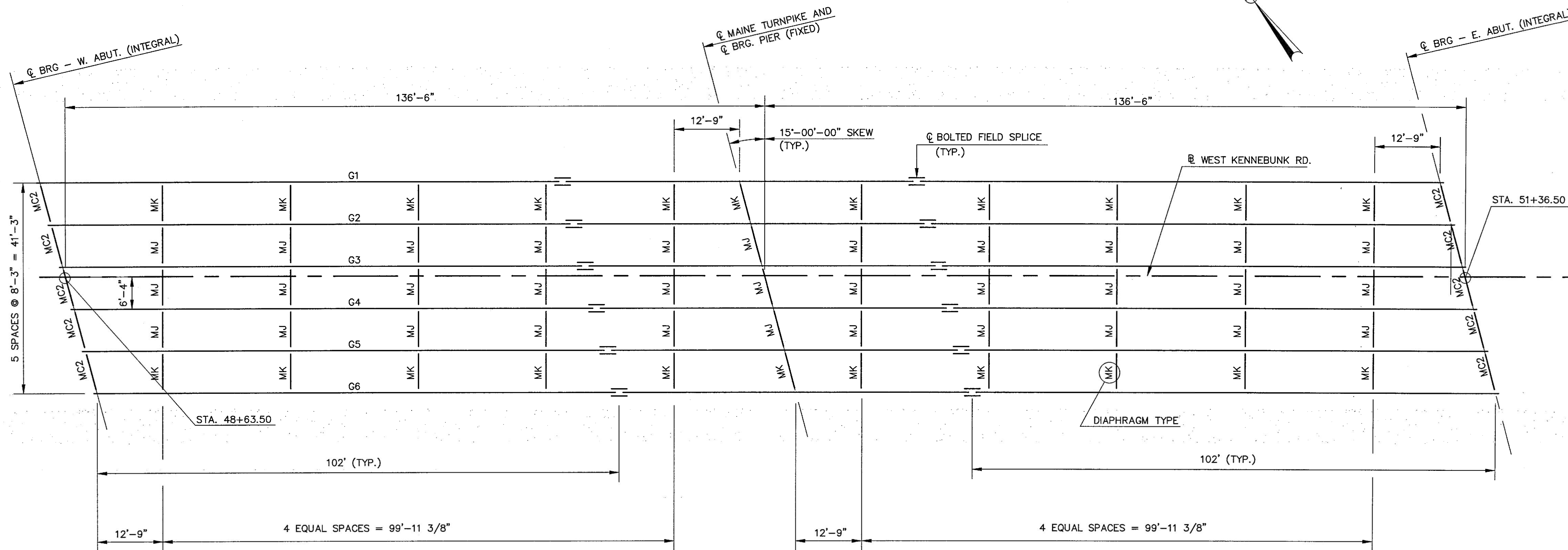
MTA PROJECT NO. 2024.06
FLETCHER STREET/ROUTE 35 UNDERPASS
AT MM 25.40 IN KENNEBUNK, ME
BRIDGE TYPICAL SECTION

VHB: 55729.00

SHEET NUMBER: 20 OF 29

CONTRACT: 2024.06

J:\jobs\090009\West Kennebunk Road\Cadd\Final\Bridge\WK23BFR25.dwg 02\06\01



FRAMING PLAN
1" = 10'

STRUCTURAL STEEL NOTES:

- CAMBER ORDINATES, AS SHOWN ON SHEET NO. WK-S26, ARE COMPUTED TO COMPENSATE FOR ALL DEAD LOAD DEFLECTIONS AND FOR THE CURVATURE OF THE FINISHED GRADE PROFILE.
- NO TRANSVERSE BUTT-WELD SPLICES WILL BE ALLOWED IN THE FLANGE PLATES OR WEB PLATES WITHIN 10 FT. OR 10 PERCENT OF THE SPAN LENGTH (WHICHEVER IS GREATER) FROM THE POINTS OF MAXIMUM NEGATIVE MOMENT OR MAXIMUM POSITIVE MOMENT. BUTT-WELDED SPLICES IN FLANGES SHALL NOT BE LESS THAN ONE FT. FROM TRANSVERSE BUTT-WELDS IN THE WEB PLATES AND NO TRANSVERSE WEB OR OR FLANGE BUTT-WELDS SHALL BE LOCATED WITHIN ONE FT. OF OTHER TRANSVERSE WELDS (E.G. CONNECTION PLATES TO WEB WELDS) ON EITHER FLANGE OR WEB. NO TRANSVERSE BUTT-WELD SPLICES WILL BE ALLOWED IN AREAS OF STRESS REVERSAL.
- SECTIONS OF FLANGE PLATES OR WEB PLATES BETWEEN TRANSVERSE SHOP SPLICES OR BETWEEN A TRANSVERSE SHOP SPLICE AND A FIELD SPLICE SHALL NOT BE LESS THAN 20 FT. IN LENGTH UNLESS OTHERWISE SHOWN ON THE PLANS.

- BUTT WELDS SHALL BE GROUND FLUSH IN THE LONGITUDINAL DIRECTION OF THE GIRDER.
- BEARING STIFFENERS SHALL BE PLUMB AFTER ERECTION AND DEAD LOADING OF THE STRUCTURE.
- CROSS FRAME OR DIAPHRAGM CONNECTION PLATES MAY BE EITHER PLUMB OR NORMAL TO THE TOP FLANGE.
- WELDED GIRDERS: FLANGES, WEBS, SPLICE PLATES, AND BEARING STIFFENERS SHALL BE AASHTO M270, GRADE 50 STEEL. ALL OTHER STRUCTURAL STEEL (INCLUDING FILLER PLATES) SHALL BE AASHTO M270, GRADE 36.
- ALL BOLTS SHALL CONFORM TO AASHTO M164.
- 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).

- FOR DETAILS OF DIAPHRAGM AND CROSSFRAME TYPES MC2, MJ AND MK, SEE MDOT STANDARD DETAILS, PAGES 504(16) AND 504(18). SEE NOTE 3 ON SHEET NO. WK-S1.
- FOR GIRDER ELEVATION, CAMBER AND DEFLECTION DIAGRAM, PLUS GIRDER STRESS DIAGRAM, SEE SHEET NOS. WK-S26 AND WK-S27.
- SIGN SUPPORTS SHALL BE GALVANIZED AND INCIDENTAL TO ITEM 504.70224, SEE SHEET WK-S27 FOR DETAILS.

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

FLETCHER STREET (MM 25.3)

Scale: AS NOTED

Designed by:

HNTB
ARCHITECTS ENGINEERS PLANNERS

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

MAINE TURNPIKE AUTHORITY
MODERNIZATION AND WIDENING PROJECT



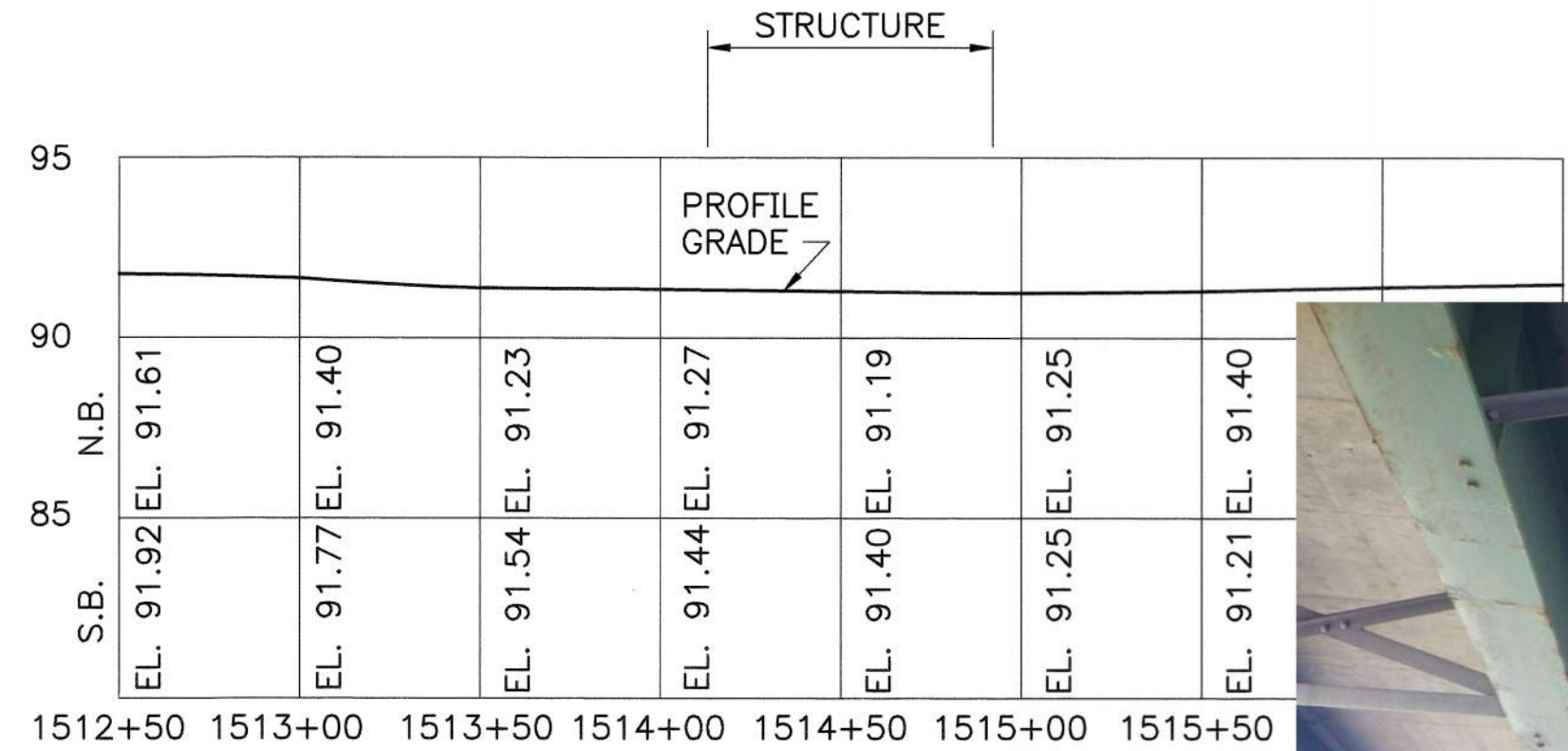
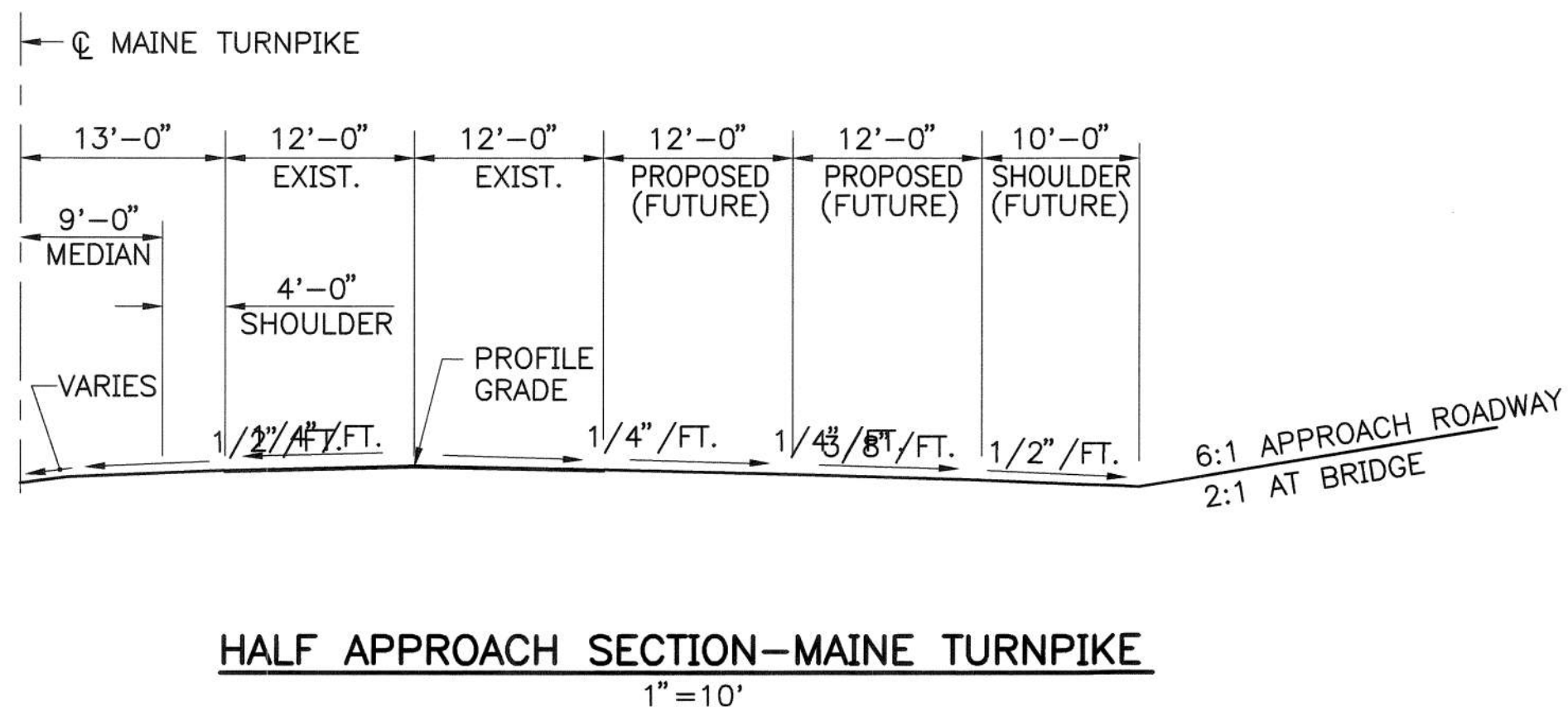
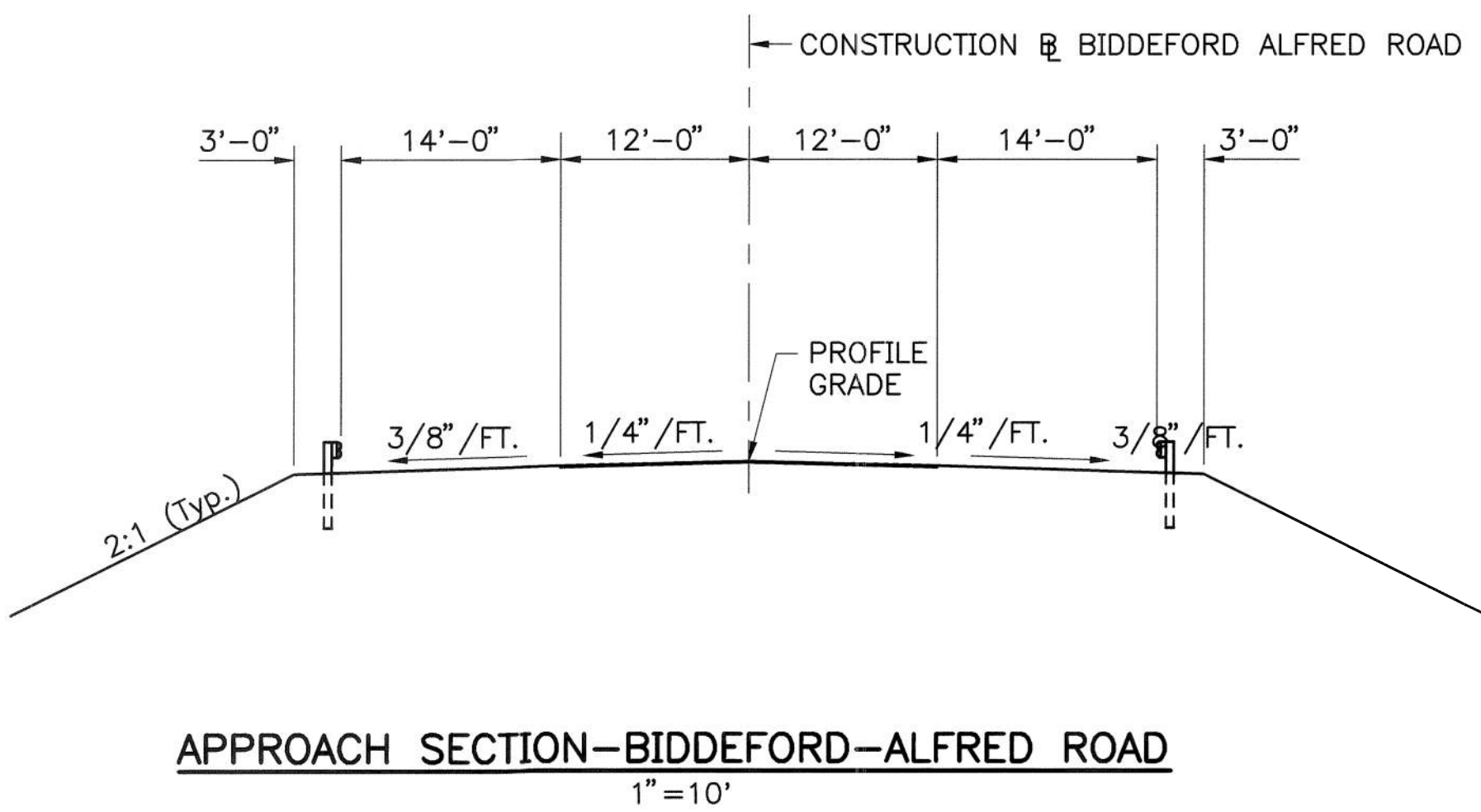
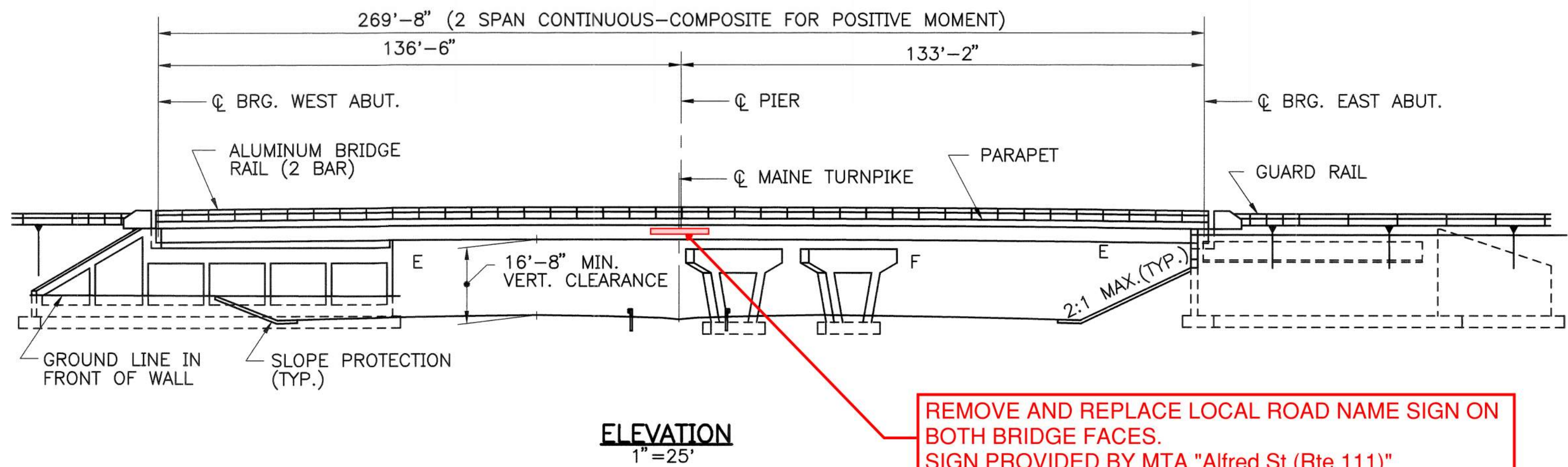
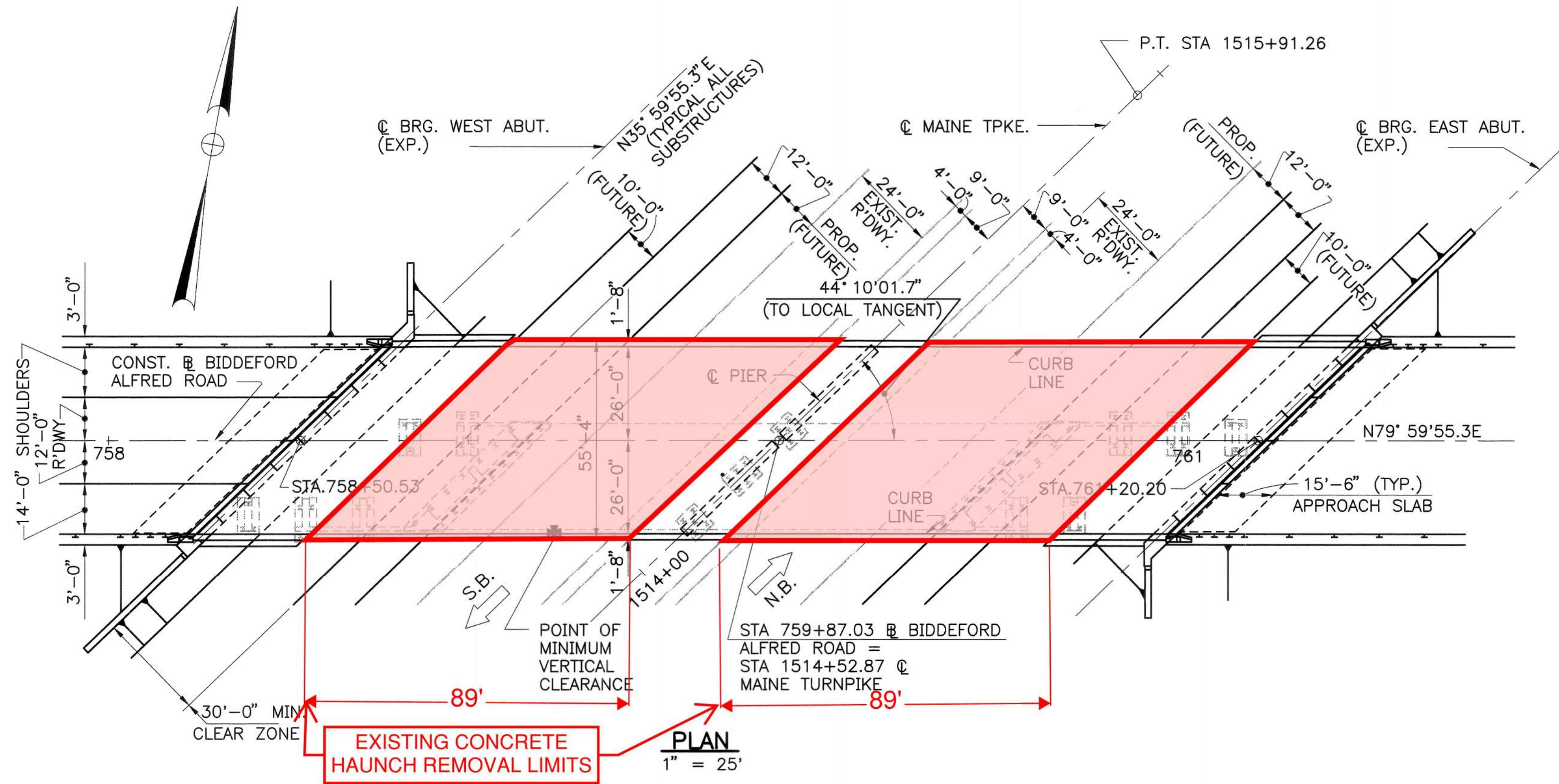
BRIDGE REPLACEMENT
ROUTE 35 UNDERPASS
FRAMING PLAN

CONTRACT: 2001.05

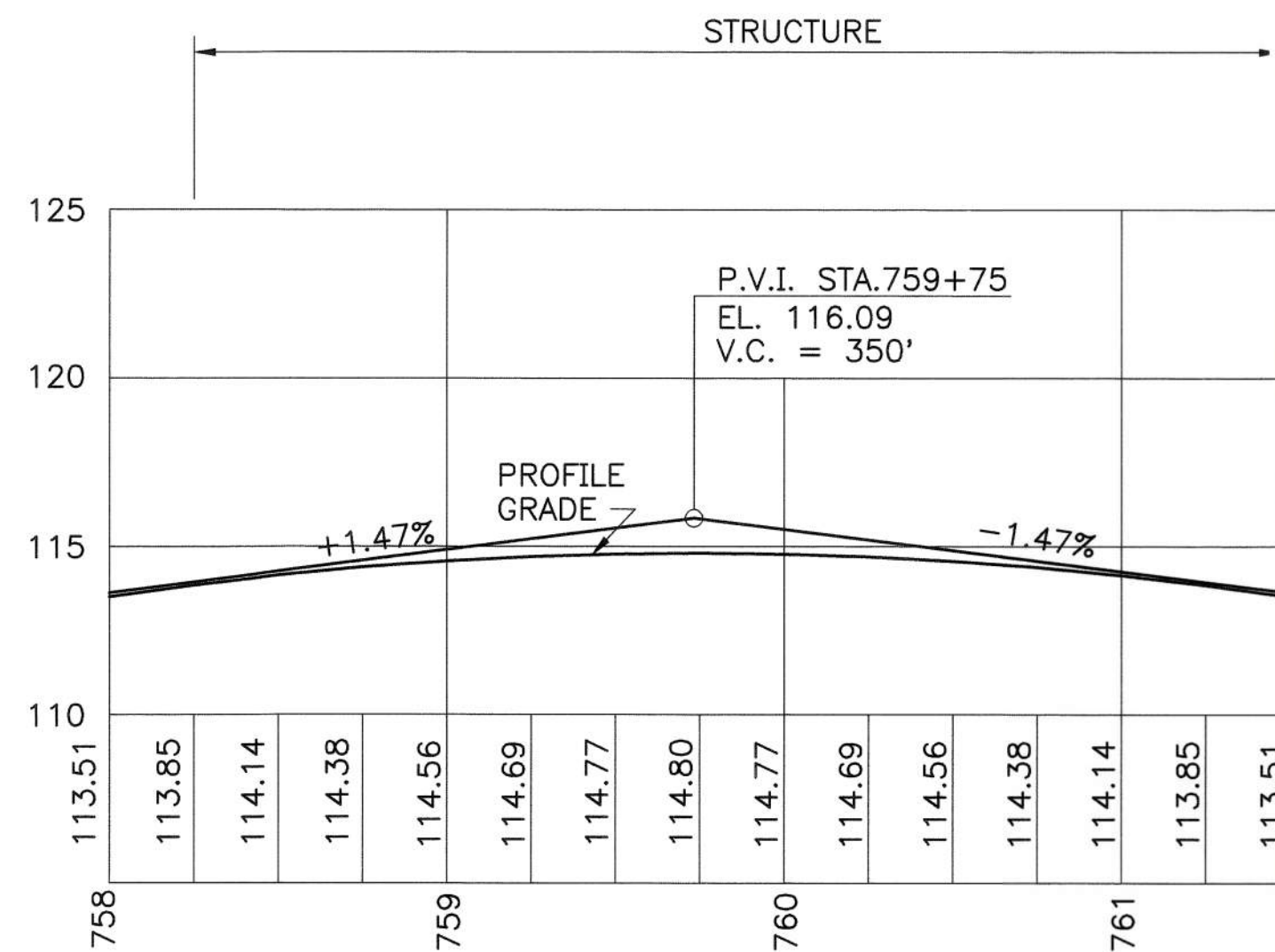
SHEET NUMBER: 21 OF 29

No.	Revision	By	Date

Designed	By	Date	Checked	By	Date
Drawn	RAM	8/18/00	In Charge of	RAM	12/15/00
					12/20/00



**SOUTHBOUND AND NORTHBOUND PROFILE
MAINE TURNPIKE**
HOR. 1" = 50'
VERT. 1" = 5'



BIDDEFORD ALFRED ROAD
HOR. 1" = 50'
VERT. 1" = 5'



REINFORCING STEEL
fy = 60,000 p.s.i.
STRUCTURAL STEEL
ASTM A572 fy = 50,000 p.s.i.
ASTM A36 fv = 36,000 p.s.i.

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

ALFRED STREET (MM 31.3)

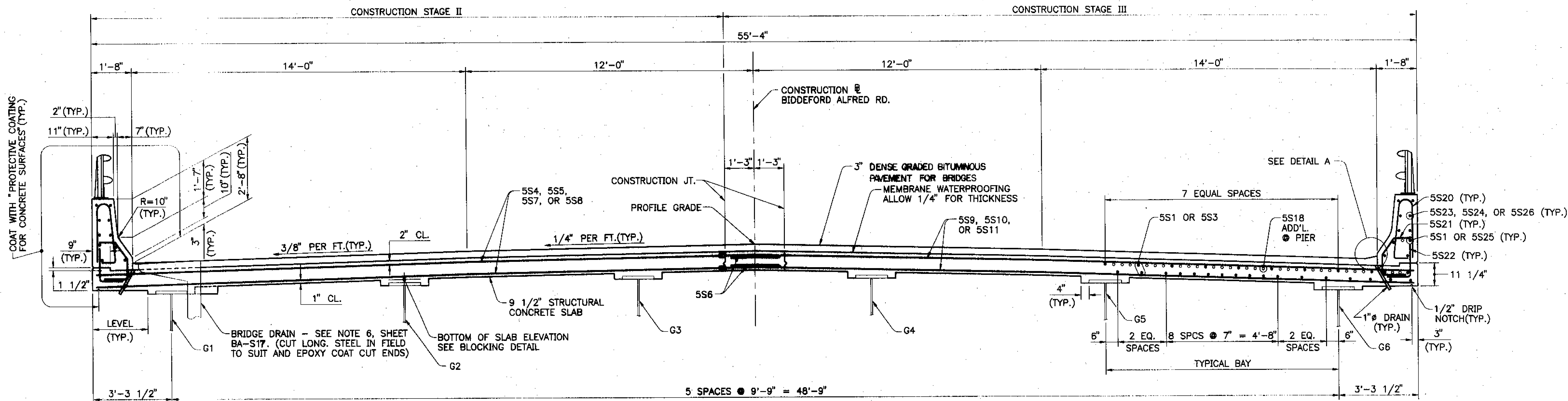
Maine Turnpike Authority
Maine Turnpike

**BIDDEFORD-ALFRED ROAD
OVER
MAINE TURNPIKE**
GENERAL PLAN AND ELEVATION

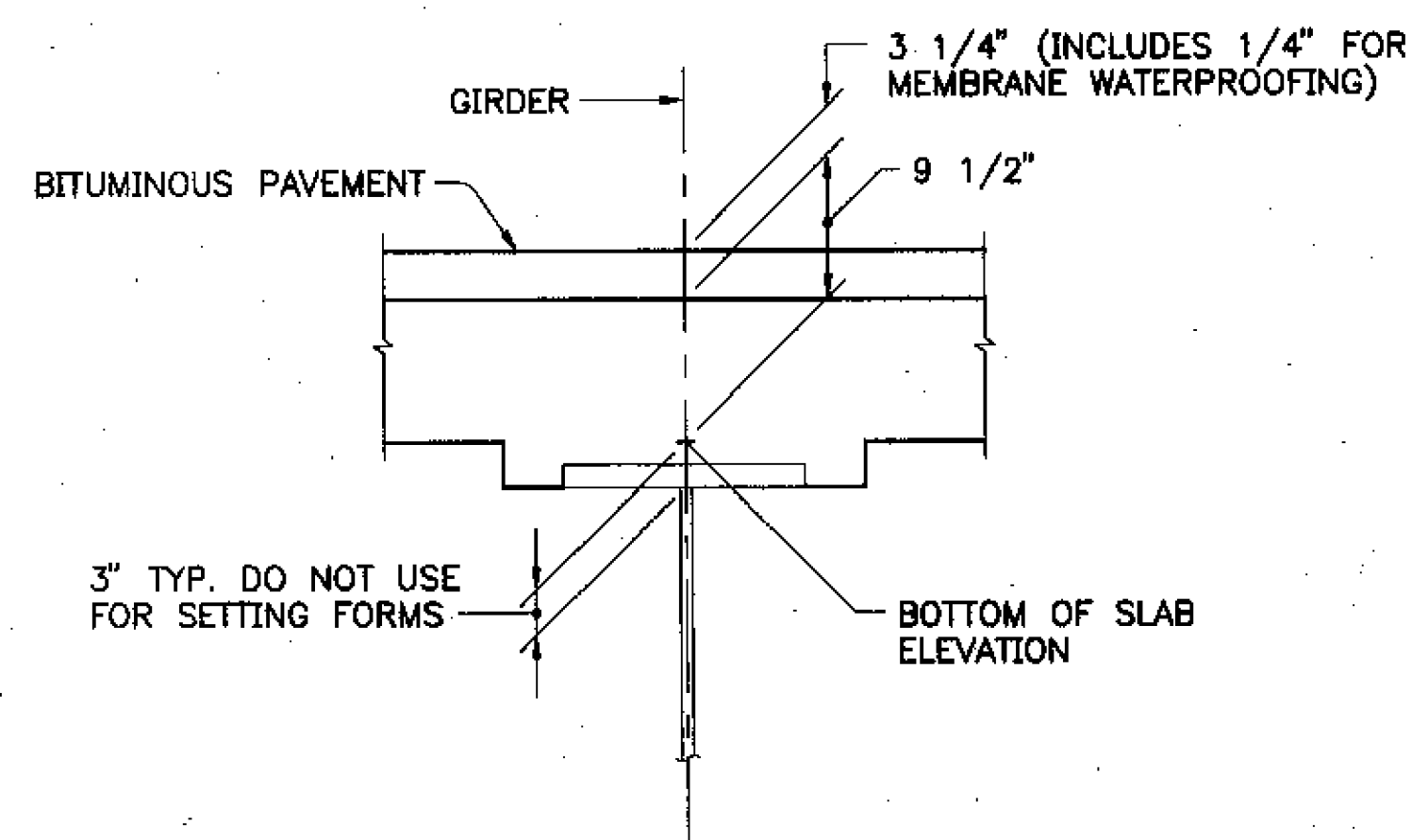
HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF
ARCHITECTS ENGINEERS PLANNERS

Contract 94.5 Sheet No. RA-S1
SHEET NUMBER: 22 OF 29

No.	Revision	By	Date	In Charge Of
		Designed	RHW	4/94
		Drawn	VP	4/94
		Checked	RHW	4/94



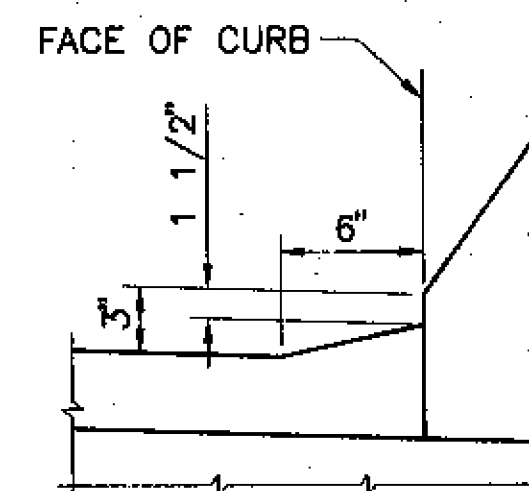
TRANSVERSE SECTION
(LOOKING EAST)
1/2" = 1'-0"



BLOCKING DETAIL
NO 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 502.10(d) OF THE STANDARD SPECIFICATIONS. REVISION OF OCTOBER 1990.



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

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

ALFRED STREET (MM 31.3)

BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS																			
GIRDER NO.	C BRG. W.ABUT.	SPAN 1									C BRG. C BRG.	SPAN 2							
		.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
G1	112.89	112.91	113.09	113.24	113.32	113.34	113.32	113.25	113.18	113.10	113.04	113.00	112.98	112.97	112.94	112.88	112.77	112.61	112.41
G2	112.90	113.15	113.36	113.52	113.62	113.64	113.63	113.57	113.50	113.43	113.37	113.35	113.34	113.35	113.33	113.30	113.20	113.06	112.85
G3	113.04	113.30	113.52	113.69	113.80	113.84	113.84	113.78	113.72	113.67	113.62	113.61	113.62	113.63	113.63	113.60	113.52	113.38	113.19
G4	112.93	113.20	113.44	113.62	113.74	113.79	113.80	113.76	113.71	113.66	113.63	113.63	113.65	113.67	113.68	113.67	113.60	113.47	113.29
G5	112.59	112.87	113.11	113.31	113.44	113.50	113.53	113.49	113.46	113.42	113.41	113.41	113.44	113.48	113.50	113.50	113.44	113.32	113.16
G6	112.16	112.44	112.68	112.88	113.02	113.10	113.14	113.13	113.11	113.09	113.09	113.11	113.14	113.19	113.21	113.21	113.16	113.06	112.91

Maine Turnpike Authority
Maine Turnpike

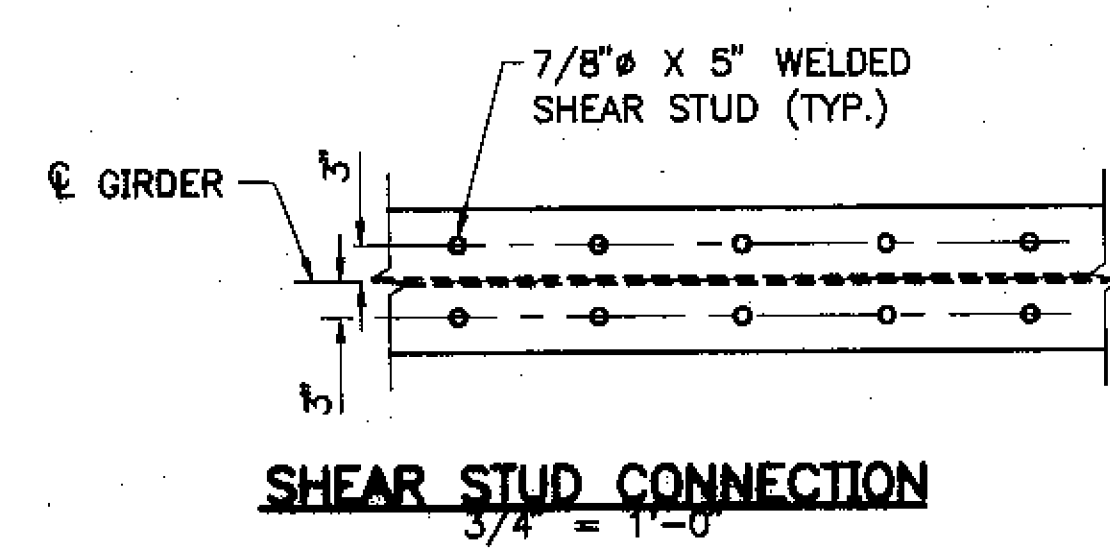
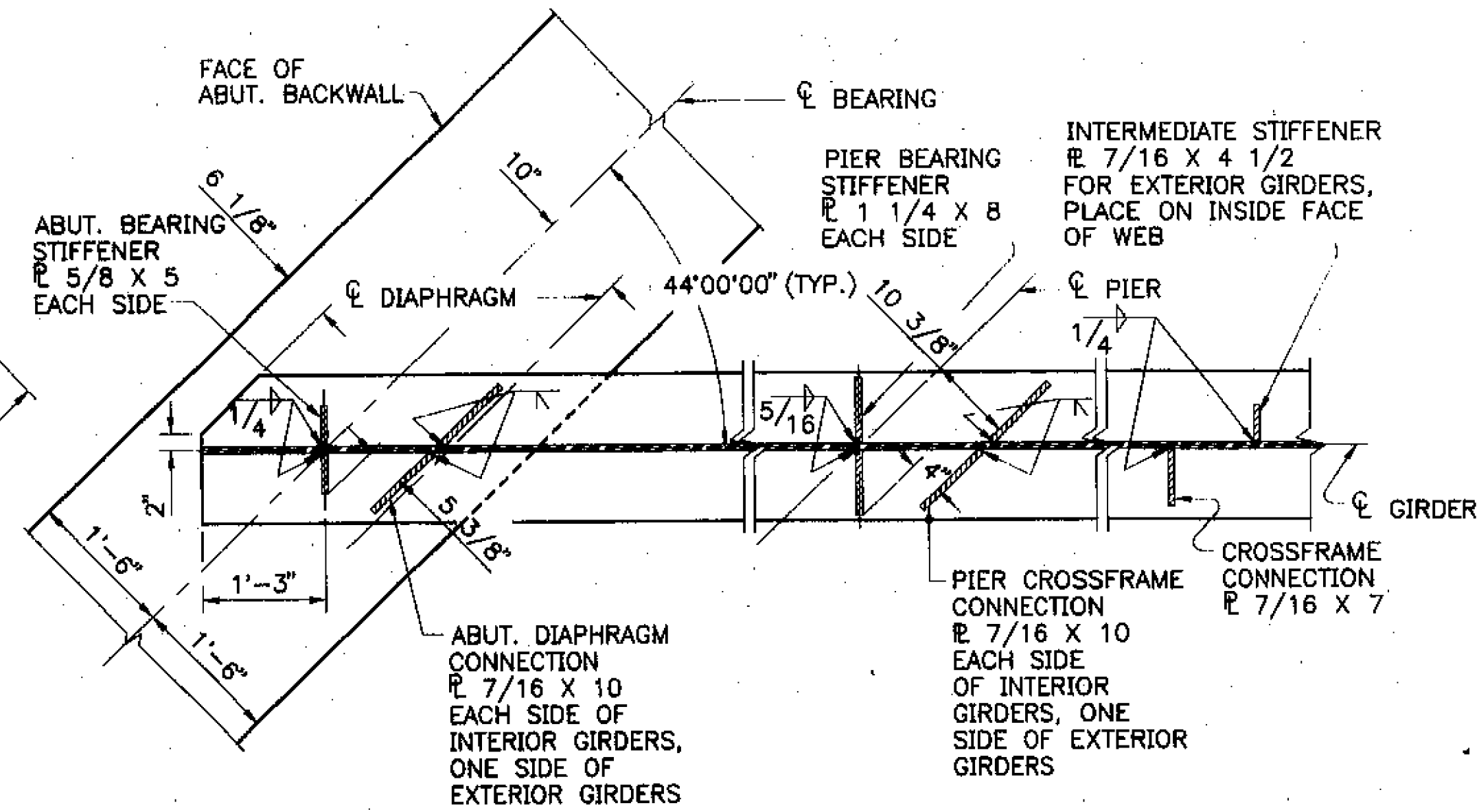
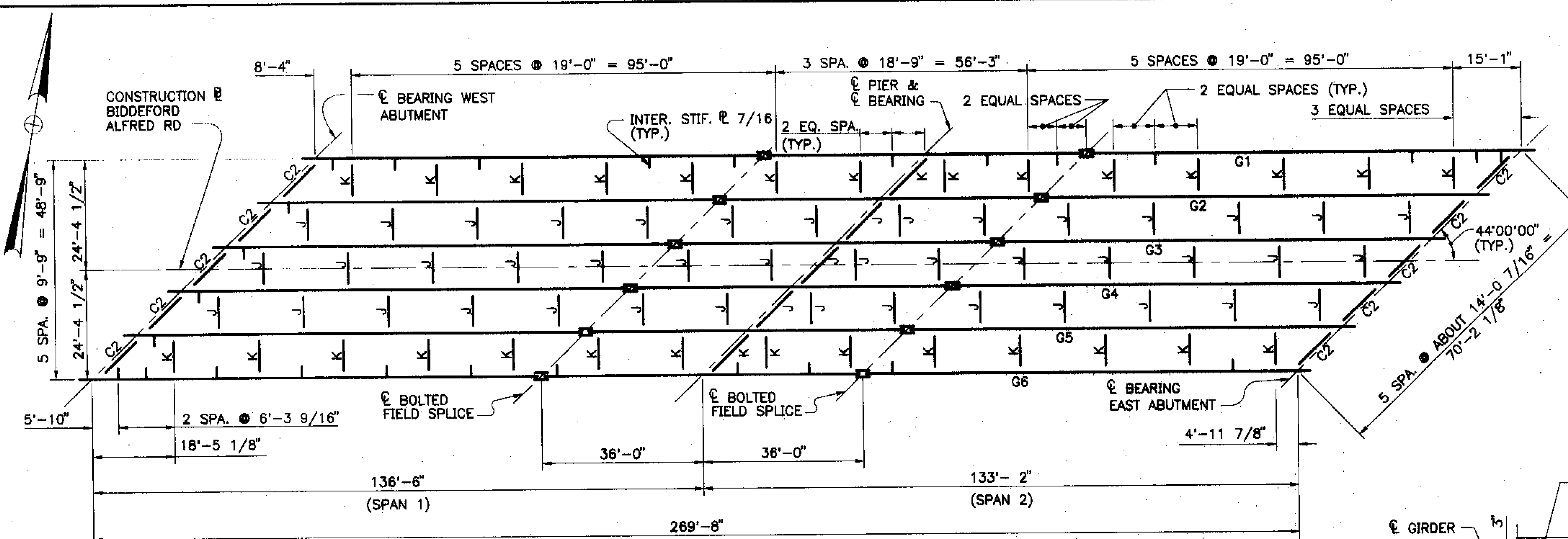
BIDDEFORD ALFRED ROAD
OVER
MAINE TURNPIKE
TYPICAL SECTION

HOWARD NEEDLES TAMMEN & BERGENDOFF
ARCHITECTS ENGINEERS PLANNERS

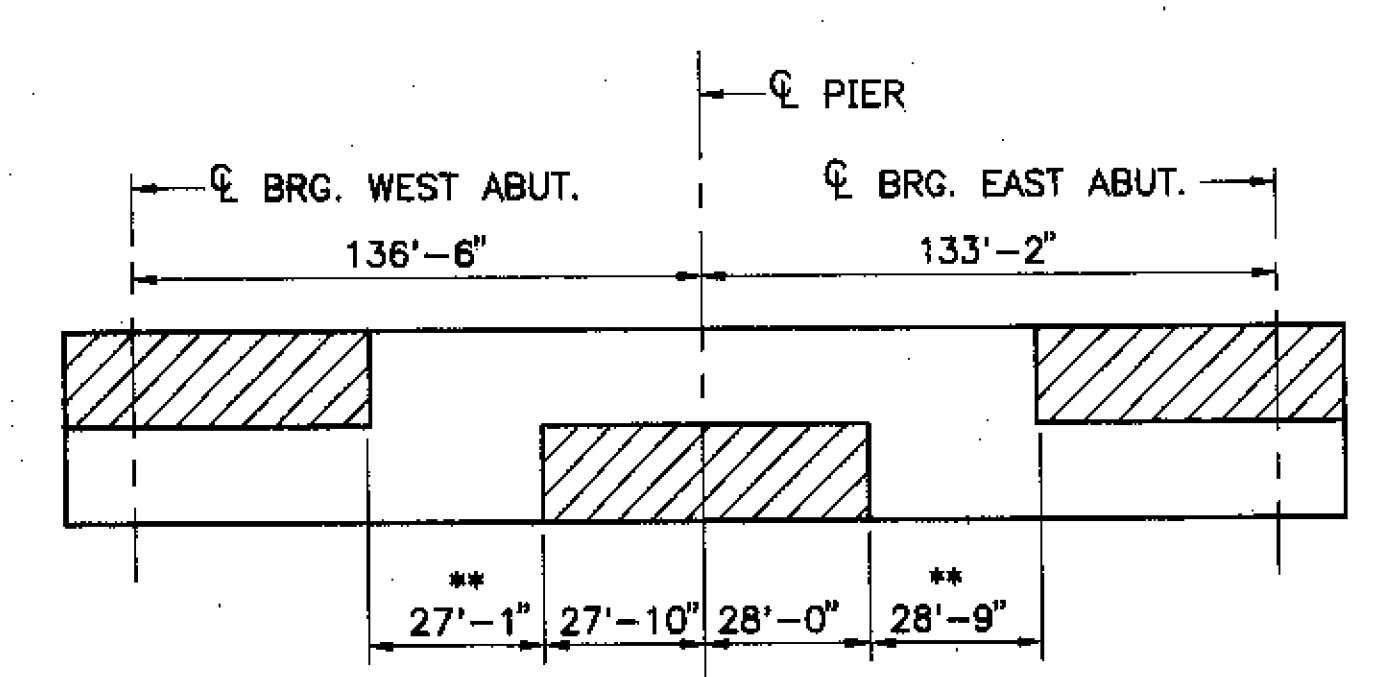
Contract 04 R

Sheet No. RA-S1R
SHEET NUMBER: 23 OF 29

By	Date
JOL	3/94
Drawn	JOL
Checked	WJW
In Charge Of	RA



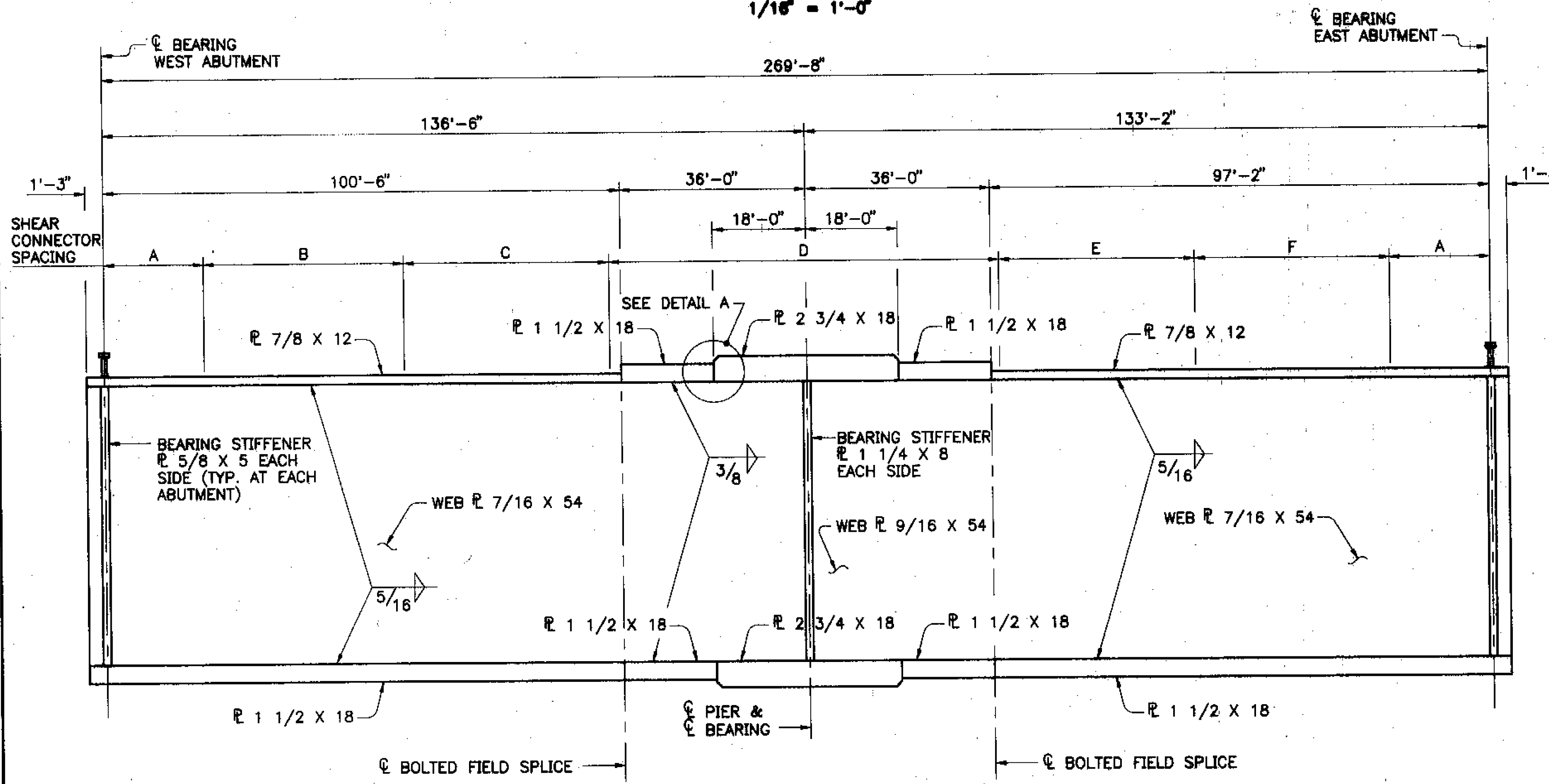
	POINT OF MAXIMUM POSITIVE MOMENT	POINT OF MAXIMUM NEGATIVE MOMENT
	DISTANCE FROM CL BEARING ABUT. TO PT. OF MAX MOM.	
SPAN 1	54'-7"	AT CL PIER
SPAN 2	53'-3"	



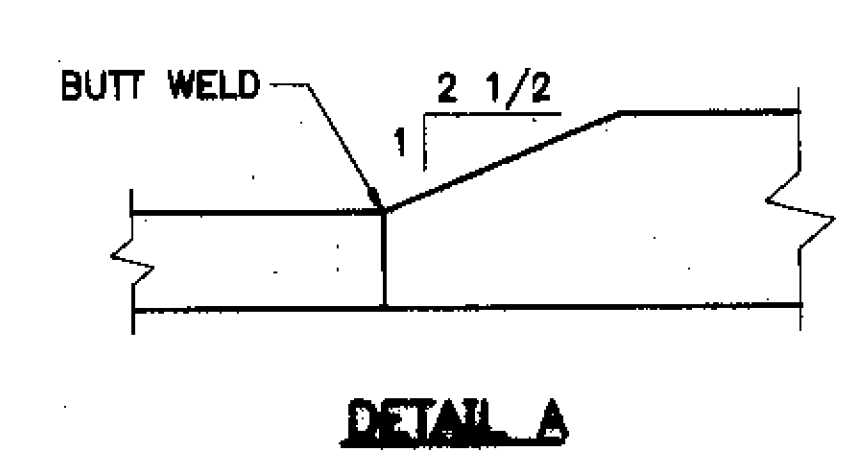
- STRUCTURAL STEEL NOTES**
- CAMBER ORDINATES AS SHOWN ARE COMPUTED TO COMPENSATE FOR ALL DEAD LOAD DEFLECTIONS AND THE EFFECT OF VERTICAL CURVATURE.
 - NO TRANSVERSE BUTT-WELD SPICES WILL BE ALLOWED IN THE FLANGE OR WEB PLATES WITHIN 14' FROM THE POINTS OF MAXIMUM NEGATIVE MOMENT OR MAXIMUM POSITIVE MOMENT.
 - BUTT-WELD SPICES IN FLANGES SHALL NOT BE LESS THAN THREE FEET FROM TRANSVERSE BUTT-WELDS IN THE WEB PLATE OR CONNECTION PLATE TO WEB WELDS.
 - BUTT WELDS AT WEB SPICES AND FLANGE SPICES TO BE GROUND FLUSH IN LONGITUDINAL DIRECTION OF BEAM.
 - 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.
 - CROSS-FRAME OR DIAPHRAGM CONNECTION PLATES MAY BE EITHER PLUMB OR NORMAL TO THE TOP FLANGE.
 - FILLER PLATES SHALL CONFORM TO ASTM A709 GRADE 36. MILL TESTS FOR FILLER PLATE MATERIAL WILL NOT BE REQUIRED.
 - FOR SHEAR CONNECTOR DETAILS, SEE THIS SHEET AND STANDARD DETAIL SHEET BD 521-89.
 - FOR DETAILS OF DIAPHRAGM & CROSS-FRAME TYPES C2, J AND K, SEE STANDARD DETAIL SHEET BD 112-89.
 - WELDED GIRDERS: FLANGES, WEBS, SPICE PLATES, BEARING STIFFENERS, INTERMEDIATE STIFFENERS

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

ALFRED STREET (MM 31.3)



SHEAR CONNECTOR SPACING	
A	26 SPACES @ 9" = 19'-6"
B	39 SPACES @ 1'-0" = 39'-0"
C	53 SPACES @ 9" = 39'-9"
D	36 SPACES @ ABOUT 2'-0" = 75'-11"
E	57 SPACES @ 8" = 38'-0"
F	38 SPACES @ 1'-0" = 38'-0"



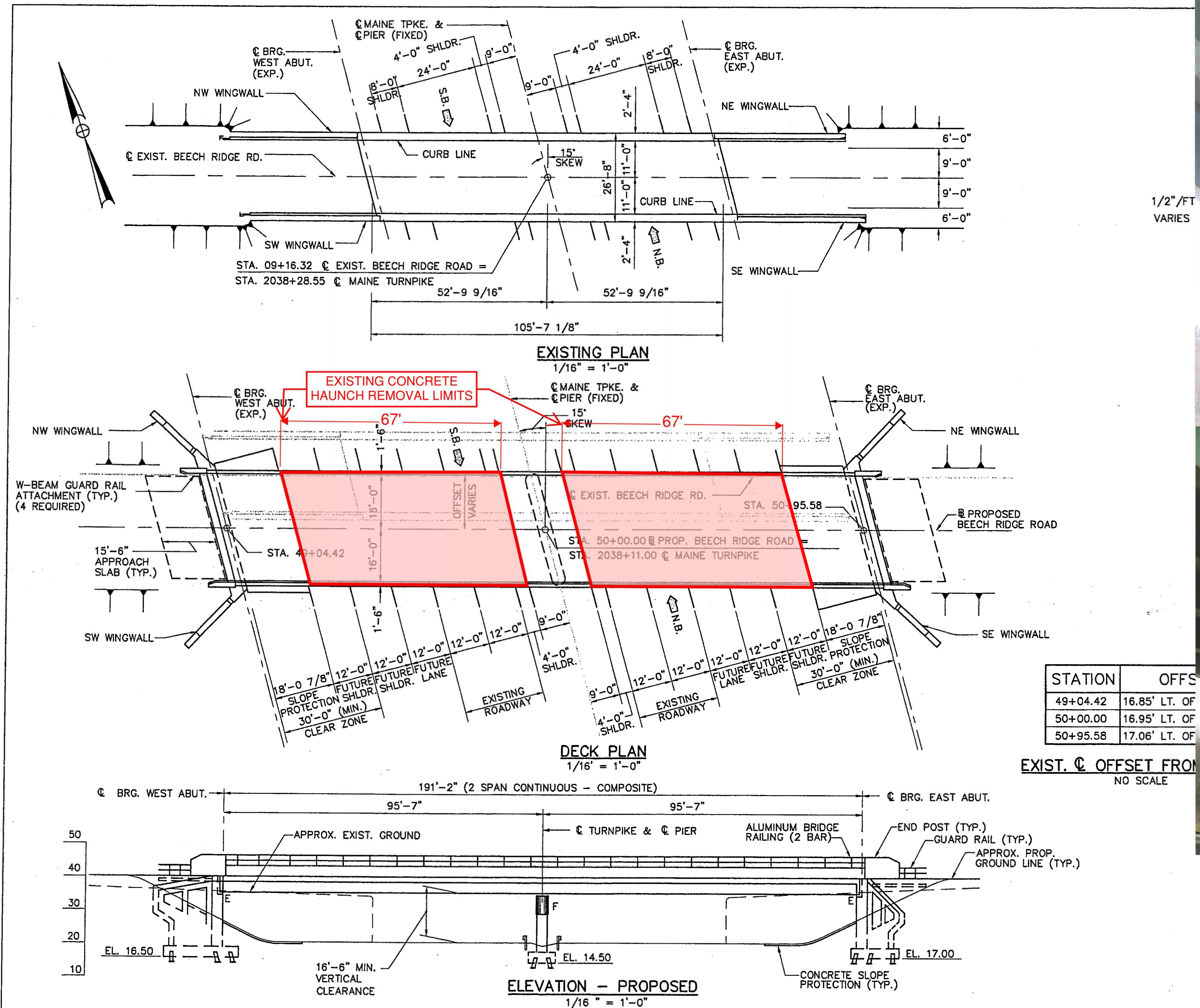
No.	Revision	By	Date	In Charge Of
		Designed	NF	3/94
		Drawn	NF	3/94
		Checked	WJV	3/94

Maine Turnpike Authority
Maine Turnpike

BIDDEFORD-ALFRED ROAD
OVER
MAINE TURNPIKE
FRAMING PLAN

HOWARD NEEDLES TAMMEN & BERGENDOFF
ARCHITECTS ENGINEERS PLANNERS

Contract
SHEET NUMBER: 24 OF 29



STATION	OFFS
49+04.42	16.85' LT. OF
50+00.00	16.95' LT. OF
50+95.58	17.06' LT. OF



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

{ BEECH RIDGE ROAD (MM 41.4) }

Scale: AS NOTED

No.	Revision	By	Date

Designed by:

INDUS

ENGINEERING

STRUCTURAL CONSULTANTS
P.O. BOX 66737
FALMOUTH, MAINE 04105

PHONE: (207) 781-5379 FAX: (207) 781-5373

Designed	By	Date	Checked	By	Date
BSV	BSV	12/99	BSV	BSV	04/00
Drawn	CTJ	12/99	In Charge of	RAL	04/00

PE Stamp:



Approved by:

HNTB

HNTB CORPORATION
ARCHITECTS ENGINEERS PLANNERS
2 Thomas Drive
Westbrook, ME 04092

MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT

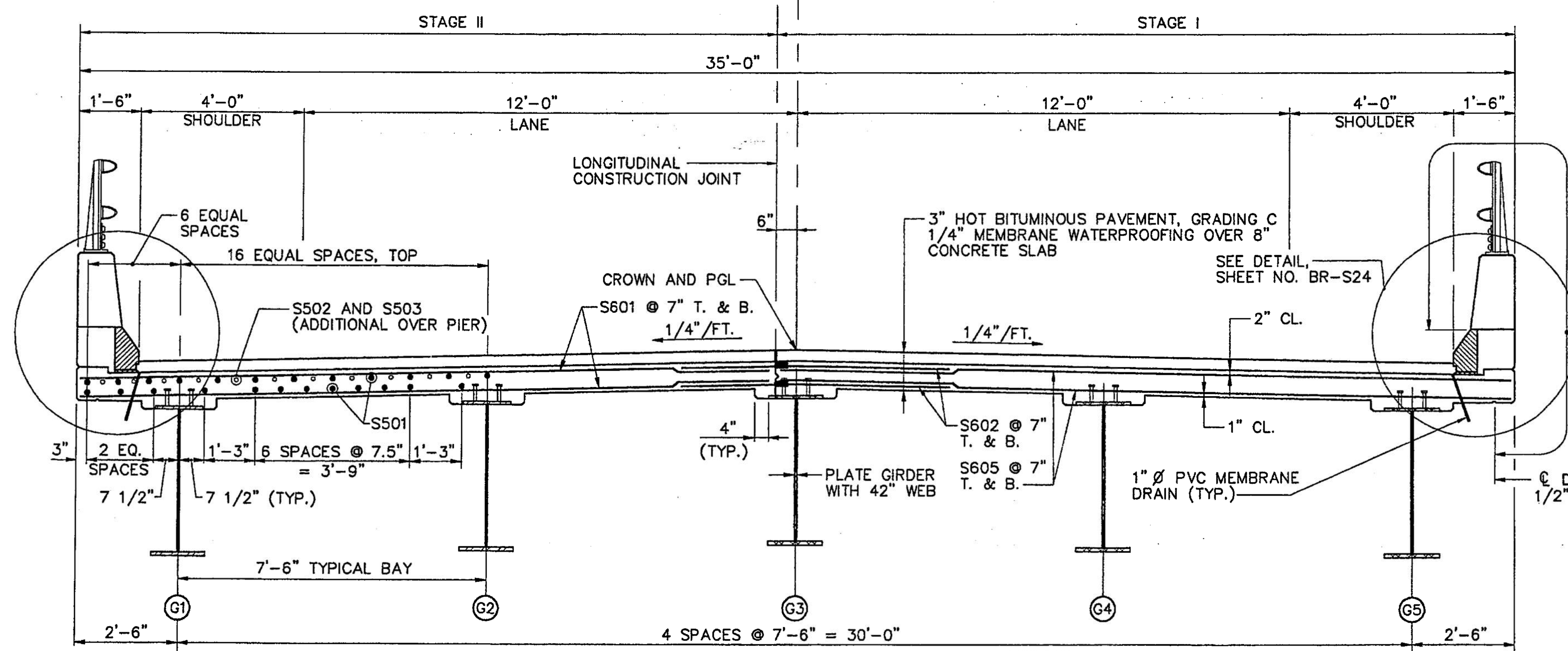
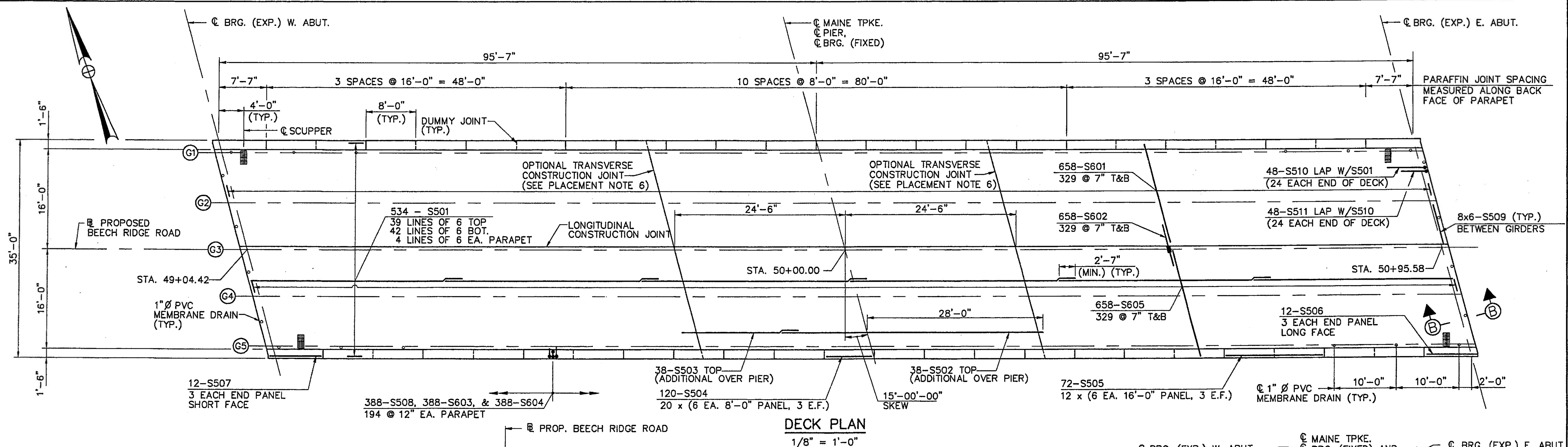


BRIDGE REPLACEMENT
BEECH RIDGE ROAD UNDERPASS

PLAN & ELEVATION

CONTRACT: 2000.05

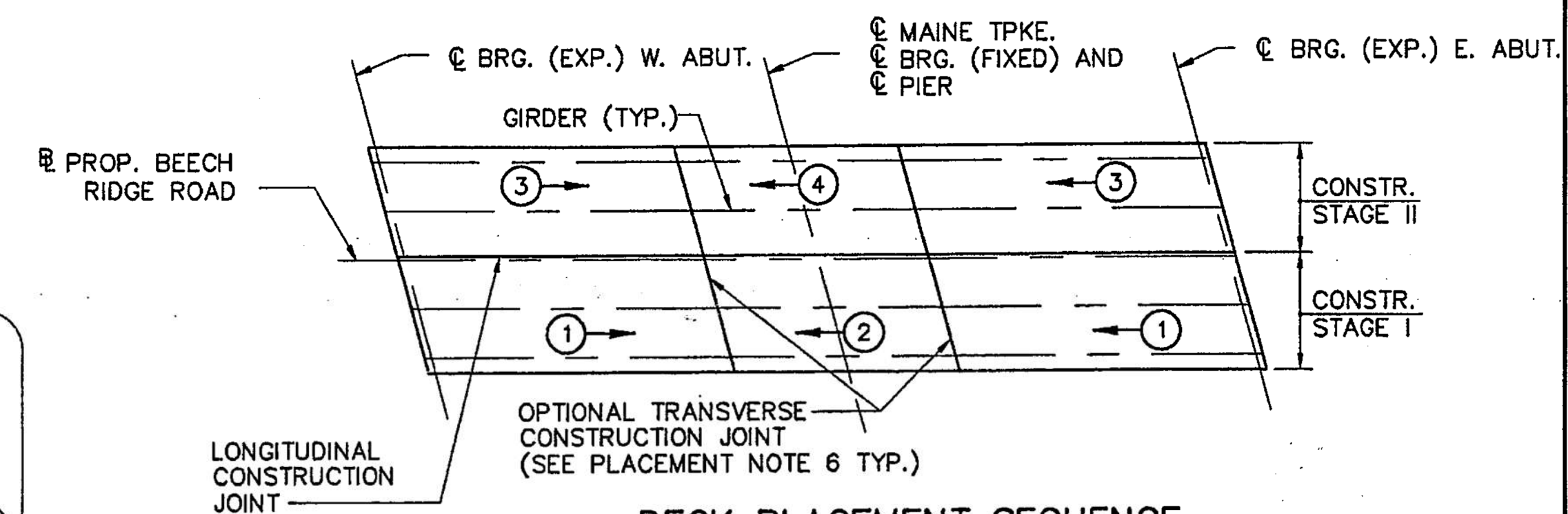
SHEET NUMBER: 25 OF 29



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

NOTES

1. FOR SUPERSTRUCTURE NOTES, SEE SHEET BR-S23.
2. FOR SECTION B-B, SEE SHEET BR-S29.
3. FOR PARAPET DETAILS, SEE SHEET BR-S24.



DECK PLACEMENT SEQUENCE
NO SCALE

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 NECESSARY BETWEEN.
4. STAY IN PLACE.
5. BEGIN PLACEMENT.
6. THE OPTIONAL TOP PROVIDE THAT PLASTIC UNTIL THE OTHER SPECIFICATI

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

BEECH RIDGE ROAD (MM 41.4)

INDUSCAD: C:\ACAD2000\HNTB\99027\MAINE\DETL\BR398T501.DWG

Scale: AS NOTED

Designed by:

INDUS
ENGINEERING

STRUCTURAL CONSULTANTS
P.O. BOX 66737
FALMOUTH, MAINE 04105

PHONE: (207) 781-5379

FAX: (207) 781-5373

PE Stamp:



Approved by:

HNTB

HNTB CORPORATION
ARCHITECTS ENGINEERS PLANNERS
2 Thomas Drive
Westbrook, ME 04092

MAINE TURNPIKE AUTHORITY
MODERNIZATION
AND WIDENING PROJECT



BRIDGE REPLACEMENT
BEECH RIDGE ROAD UNDERPASS
DECK REINFORCEMENT &
TYPICAL SECTION

CONTRACT: 2000.05

SHEET NUMBER: 26 OF 29

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	2935.10	22	106

- INDEX OF SHEETS
- General Plan & Elevation
 - Quantities & Cross Sections
 - Boring Details I
 - Boring Details II



BASIC ALLOWABLE STRESSES

REINFORCING STEEL

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

SCARBOROUGH INTERCHANGE (MM 42.5)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SCARBOROUGH INTERCHANGE

OVER

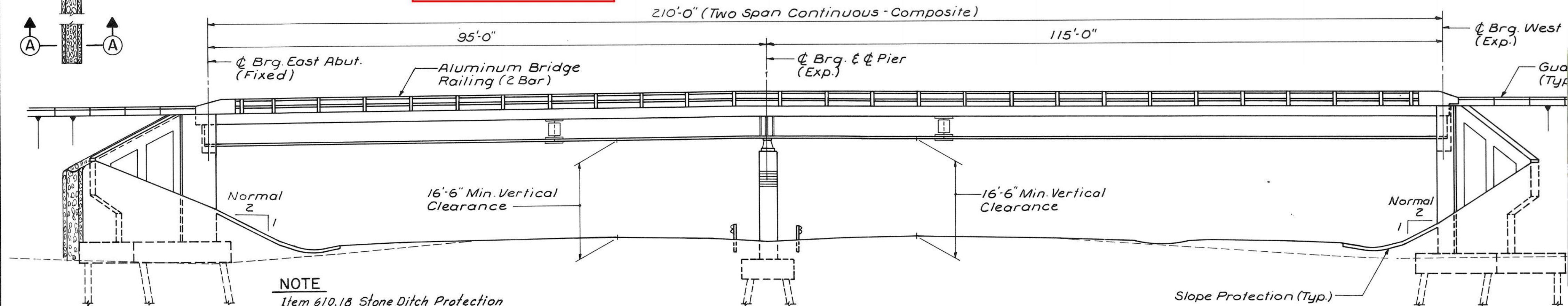
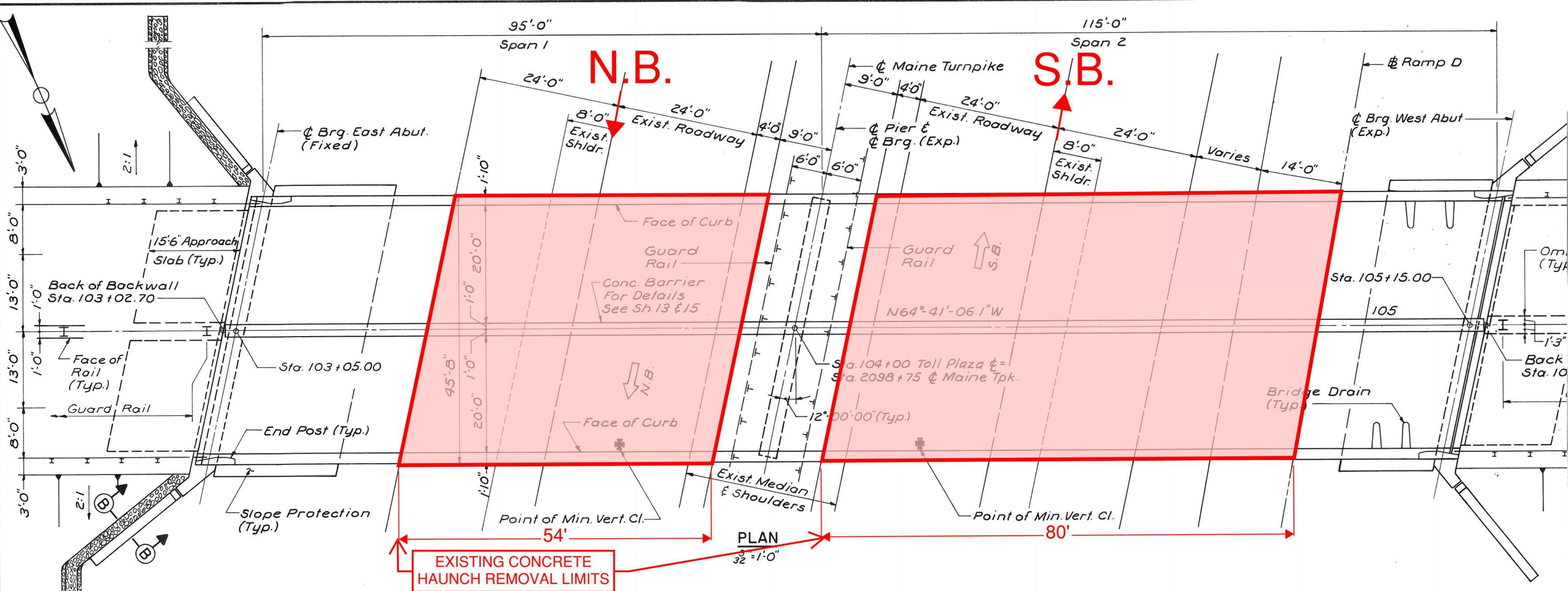
MAINE TURNPIKE

GENERAL PLAN & ELEVATION

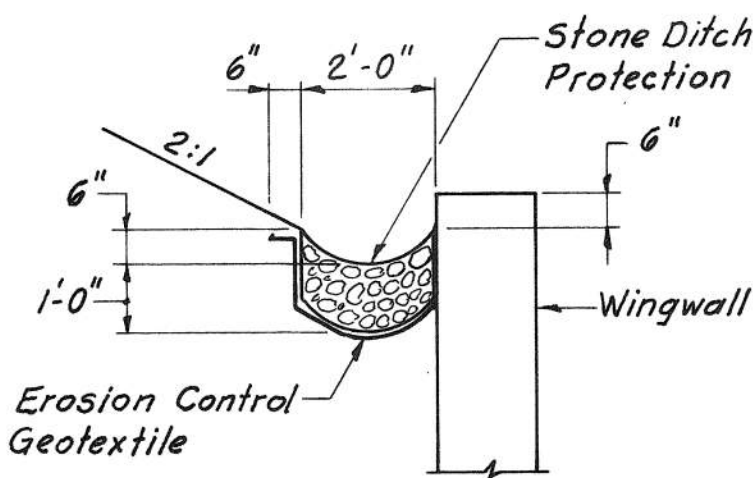
SCARBOROUGH, MAINE

SHEET 1 OF 18 AUGUSTA, MAINE

SHEET NUMBER: 27 OF 29

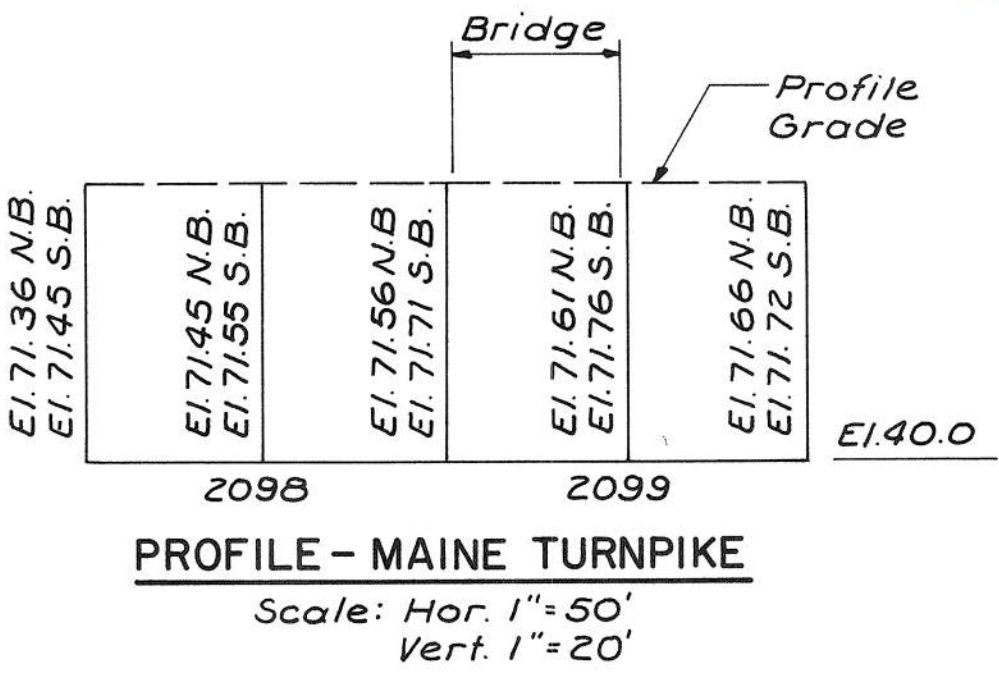
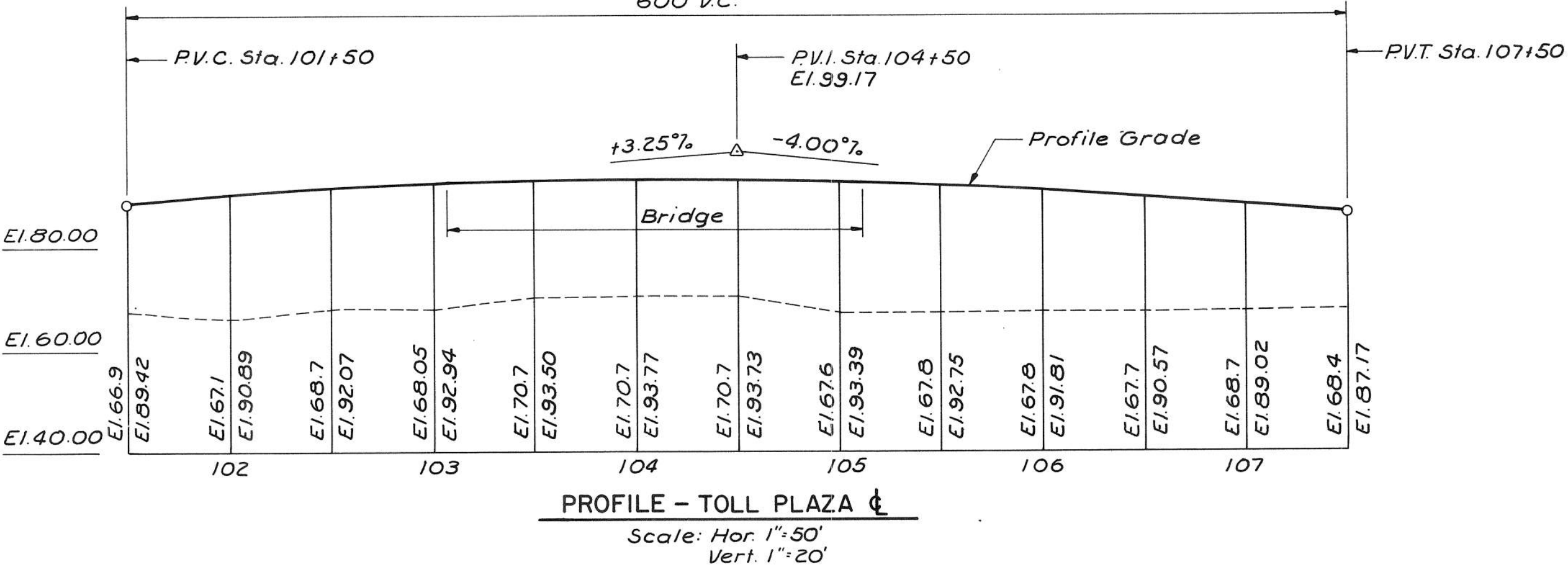


NOTE
Item 610.18 Stone Ditch Protection
Is A Roadway Item



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

For Section A-A See
Standard Details



NO.	REVISION	BY	DATE	IN CHARGE OF
		DESIGNED: K.A.C.	4-87	
		DRAWN: R.D.F.	5-87	
		CHECKED: K.A.C.	4-87	

STRUCTURAL STEEL NOTES:

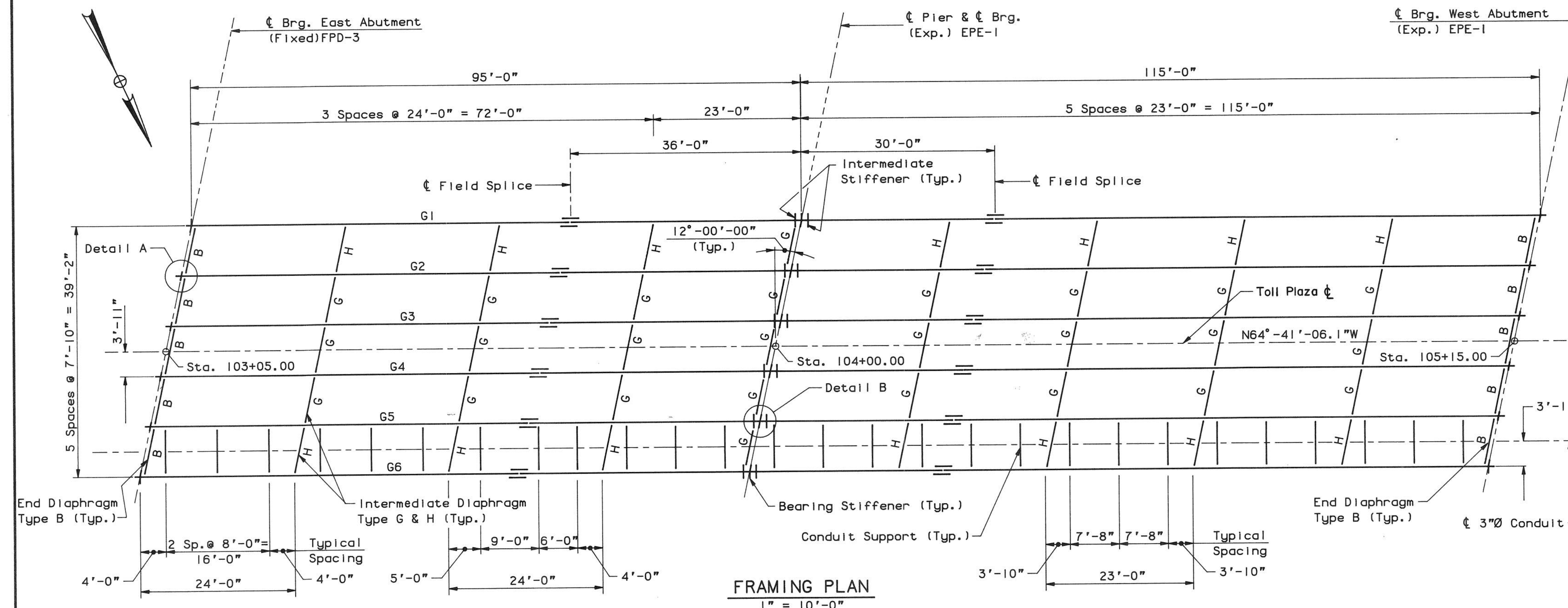
- Camber Ordinates As Shown Are Computed To Compensate For All Dead Load Deflections And The Effect Of Vertical Curvature.
- No Transverse Butt-weld Splices Will Be Allowed In The Flange Or Web Plates Within 10' From The Points Of Maximum Negative Moment Or Maximum Positive Moment.
- Butt-weld Splices In Flanges Shall Be Not Less Than Three Foot From Transverse Butt-welds In The Web Plate.
- 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.
- Cross-frame Or Diaphragm Connection Plates May Be Either Plumb Or Normal To The Top Flange.
- Filler Plates May Be Steel Conforming To The Requirements Of ASTM A36 And Mill Tests For Filler Plate Material Will Not Be Required.
- For Shear Connector Details See This Sheet And Standard Detail Sheet BD521-89.
- For Details Of Diaphragm Types B, G & H See Standard Detail Sheet BD112-89.
- For Bearing Pedestal Details See Standard Detail Sheet BD102-89.
- All Structural Steel To Conform To ASTM A36, Fy 20,000 psi Except As Follows: Girder Flange Plates And Bearing Pedestals To Be ASTM A572 Grade 50, Fy 27,000 psi, Bolts To Be ASTM A325, Fy 21,300 psi.
- Bearing Stiffeners Not Used As A Diaphragm Connection Plate Shall Be Kept Normal To Beam Centerline, See Details A & B On Sheet 12 And Standard Detail Sheet BD112-89.

CONDUIT NOTES:

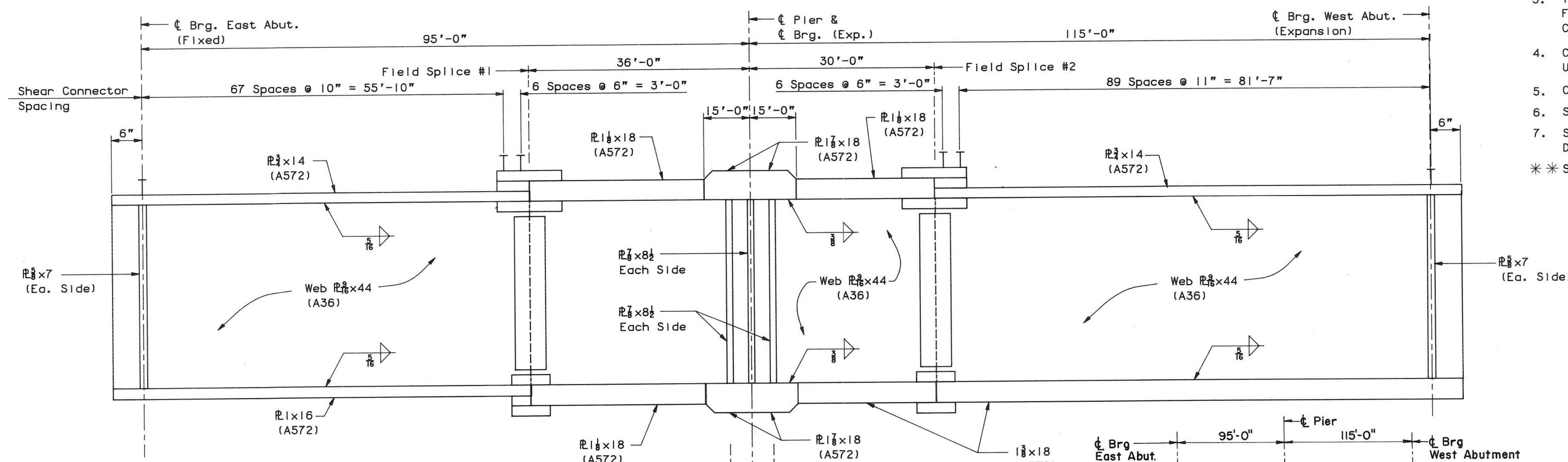
- All Conduit And U-bolts Shall Be Galv. Steel.
 - A #10 Pullwire Shall Be Left In All Conduits.
 - The Conduits Shall Be Rodded And Cleaned With A Close Fitting Mandrel And Wire Brush Before Inserting Pullwires. Conduits Shall Be Fitted With Threaded Caps.
 - Cost Of Furnishing And Installing Power Conduit, Pullwires, U-bolts And Fittings Shall Be Subsidiary.
 - Conduit Shall Be Continuous Thru East Abut. Sleeves.
 - See Br. Sh. No. 14 For Sleeve Elevations & Locations.
 - Select Conduit Lengths So That Coupling Locations Do Not Coincide With Support Locations.
- *** See Sh. 1 For Steel Grade Clarification.

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

SCARBOROUGH INTERCHANGE (MM 42.5)



FRAMING PLAN
1" = 10'-0"



NOTE:
The Natch Toughness Requirements Of Section 713.01 Of The Standard Specifications Shall Apply To The Web And Flanges Of The Main Girder Shown Above And To The Field Splice Plates.

GIRDER ELEVATION
No Scale

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

GIRDER STRESS TYPE DIAGRAM
No Scale

NO.	REVISION	BY	DATE	IN CHARGE OF
		DESIGNED: KAC	4/87	
		DRAWN: JBC	5/87	
		CHECKED: KAC	5/87	
		IN CHARGE OF R.A.L.		

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
SCARBOROUGH INTERCHANGE OVER MAINE TURNPIKE
FRAMING PLAN AND DETAILS
SCARBOROUGH, MAINE
SHEET 11 OF 18 AUGUSTA, MAINE