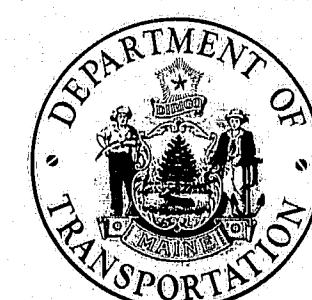


F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	145-63	1	47

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BUREAU OF HIGHWAYS

INTERSTATE 95 (N.B.)
OVER
PISCATAQUIS RIVER
AND
SEBOEIS ROAD
IN THE TOWN OF
HOWLAND

PENOBSCOT COUNTY
MAINE FEDERAL AID INTERSTATE
PROJECT NO. I-95-8(99) 212

PROJECT	LENGTH
PISCATAQUIS RIVER	0.101 MILES
SEBOEIS ROAD	0.026 MILES
TOTAL LENGTH =	0.127 MILES

As Built 1976 HNF

CONVENTIONAL SIGNS	
COUNTY LINES	TRAVELLED WAY - PROPOSED
TOWN LINES	UNDERGROUND UTILITIES - EXISTING
PROPERTY LINES	UNDERGROUND UTILITIES - PROPOSED
R/W LINES - EXISTING	RAILROAD - SINGLE TRACK
R/W LINES - NEW - ACCESS CONTROL	RAILROAD - DOUBLE TRACK
R/W LINES - NEW - NO ACCESS CONTROL	UTILITY POLE - EXISTING
CULVERT - EXISTING	UTILITY POLE - JOINT OCCUPANCY
CULVERT - PROPOSED	PROPOSED UTILITY POLE - TEMPORARY
CURBING - EXISTING	PROPOSED UTILITY POLE - PERMANENT
CURBING - PROPOSED	TREES
TRAVELLED WAY - EXISTING	WOODS

SPECIFICATIONS

DESIGN: AASHTO Specifications for Highway Bridges 1969 and interim Specifications 1970, 1971 and 1972.

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

DESIGN LOADING

LIVE LOAD: HS 20-44 as modified for interstate.

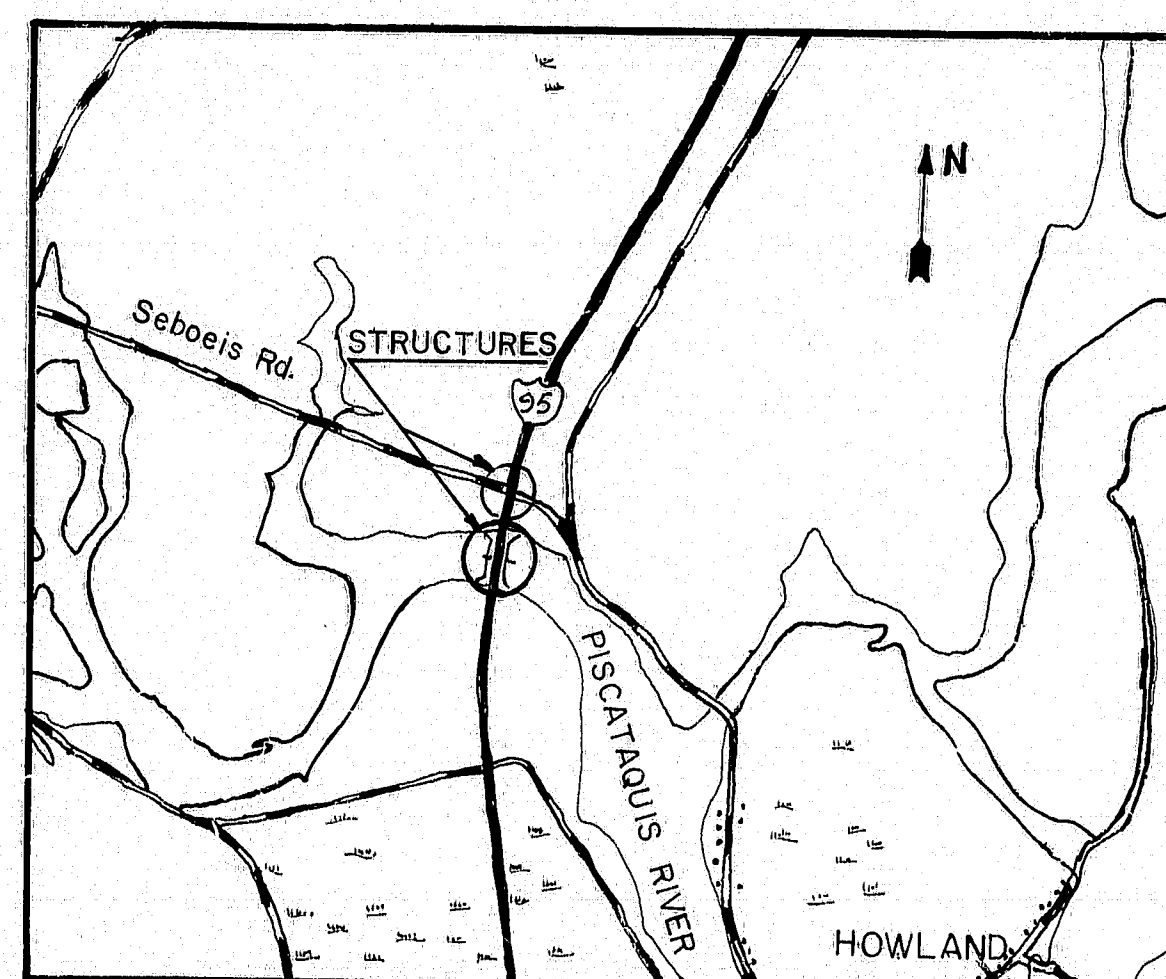
MATERIALS

CONCRETE: All concrete ----- Class "A"
Seals ----- Class "S"
REINFORCING STEEL: ASTM A615 Grade 60
STRUCTURAL STEEL: Piscataquis River Flanges ASTM A572 Grade 50,
or ASTM A36 As Noted.
High Strength Bolts ASTM A325
All other ASTM A36

BASIC ALLOWABLE STRESS

CONCRETE: $f_c = 1,200$ psi $n = 10$
REINFORCING STEEL: $f_s = 24,000$ psi
STRUCTURAL STEEL: ASTM A572 (Grade 50) $f_s = 27,000$ psi
ASTM A325 $f_v = 13,500$ psi
ASTM A36 $f_s = 20,000$ psi

LOCATION MAP



SCALE OF MILES
0 1 2

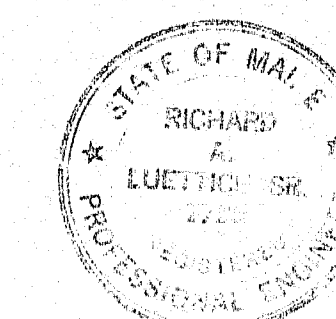
(NORTHBOUND ONLY)
TRAFFIC DATA

A.D.T.	1976	2316
A.D.T.	1996	4557
D.H.V.		766
T. (%)		17
D. (%)		100
V.		70
P.S.D. (%)		100
18 KIPS		458

INDEX OF SHEETS

TITLE SHEET	1
QUANTITIES SHEET	2
BRIDGE PLANS - Piscataquis River	3-19
BRIDGE PLANS - Seboeis Road	20-34
BRIDGE STANDARDS	35-40
HIGHWAY STANDARD	41-42
SOIL SURVEYS	43-46
CONSTRUCTION SIGNING	47

NOTE: ALL WORK CONTEMPLATED UNDER THIS CONTRACT SHALL BE GOVERNED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (REVISION OF JUNE 1968) & SUPPLEMENTS THERETO, EXCEPT AS MODIFIED ON THE PLANS AND IN THE SPECIAL PROVISIONS.



APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
COMMISSIONER
BUREAU DIRECTOR AND CHIEF ENGINEER

DATE

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

APPROVED:

DIVISION ENGINEER DATE

145-63

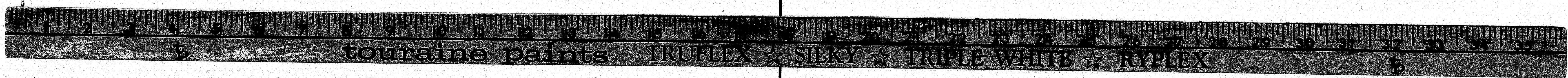
ESTIMATE OF QUANTITIES			QUANTITIES		
ITEM NO.	DESCRIPTION	UNIT	PISCATAQUIS	SEBOEIS	TOTAL
203.25	Granular Borrow	C.Y.	7700	5150	12 850
203.29	Selected Granular Material	C.Y.	1225	1100	2325
206.10	Structural Earth Excavation - Piers	C.Y.	400	260	660
501.212	Steel H-beam Piles 42 lbs/ft	L.F.	816	880	1696
502.21	Structural Concrete, Abuts. & Retaining Walls	C.Y.	230	205	435
502.23	Structural Concrete, Piers	C.Y.	567	126	693
502.24	Structural Concrete, Piers (Placed Under water)	C.Y.	583		583
502.2601	Structural Concrete, Rdwy. & Sidw. Slabs on Steel Bridges	L.S.	1		1
502.2602	Structural Concrete, Rdwy. & Sidw. Slabs on Steel Bridges	L.S.	1		1
502.3101	Structural Concrete, Approach Slabs	L.S.	1		1
502.3102	Structural Concrete, Approach Slabs	L.S.	1		1
503.12	Reinforcing steel, Fabricated & Delivered	Lb.	183,000	74860	257860
503.13	Reinforcing Steel, Placing	Lb.	183,000	74860	257860
504.7001	Structural Steel, Fabricated & Delivered	L.S.	1		1
504.7002	Structural Steel, Fabricated & Delivered	L.S.	1		1
504.7101	Structural Steel, Erection	L.S.	1		1
504.7102	Structural Steel, Erection	L.S.	1		1
505.0801	Shear Connectors	L.S.	1		1
505.0802	Shear Connectors	L.S.	1		1
506.1401	Field Painting, Structural Steel	L.S.	1		1
506.1402	Field Painting, Structural Steel	L.S.	1		1
507.141	Aluminum Bridge Railing, Type "A"	L.F.	1072	278	1350
511.0701	Cofferdams Pier 1	L.S.	1		1
511.0702	Cofferdams Pier 2	L.S.	1		1
511.0703	Cofferdams Pier 3	L.S.	1		1
512.07	French Drains (Stones Only)	C.Y.	19	18	37
513.20	Aggregate for Slope Protection	S.Y.		470	470
513.21	Aluminous Material for Slope Protection	Gal.		540	540
514.06	Curing Box For Concrete Cylinders	Each	0.8	0.2	1
515.20	Protective Coating for Concrete Surfaces	S.Y.	460	98	558
609.13	Vertical Bridge Curb - Type I	L.F.	1070	280	1350
610.08	Plain Riprap	C.Y.	873		873
610.09	Hand Laid Riprap	C.Y.	15	20	35
610.12	Portland Cement for Riprap Grout	Bbl.	6	7	13
615.07	Loom	C.Y.	71		71
619.14	Seeding, Method Number 2	Unit	12		12
619.15	Temporary Seeding	Lb.	50	40	90
619.09	Hay Mulch	Unit	42	18	60
629.05	Labor, Straight Time	M.Hr.	10	10	20
631.13	Bulldozer (including operator)	Hour	10	10	20
631.171	Truck - small (including operator)	Hour	10	10	20
631.22	Front End Loader (including operator)	Hour	10	10	20
632.08	Warning Lights	Grp.	2	2	2
633.09	Portable Barricade	Each	2	2	2
639.09	Field Office, Type B	Each	0.8	0.2	1
657.201	Seed and Application, Method A	Unit	30	18	48
659.10	Mobilization	L.S.	0.8	0.2	1
660.21	On-the-Job Training (Std)	M.H.	1600	400	2000

ESTIMATE OF LUMP SUM QUANTITIES			QUANTITIES		
ITEM NO.	DESCRIPTION	UNIT	PISCATAQUIS	SEBOEIS	TOTAL
502.2601	Structural Concrete, Rdwy. & Sidw. Slabs on Steel Bridges	C.Y.	754		
502.2602	Structural Concrete, Rdwy. & Sidw. Slabs on Steel Bridges	C.Y.		167	921
502.3101	Structural Concrete, Approach Slabs	C.Y.	30		
502.3102	Structural Concrete, Approach Slabs	C.Y.		30	60
504.7001	Structural Steel, Fabricated & Delivered	Lbs.	732,500		851,800
504.7002	Structural Steel, Fabricated & Delivered	Lbs.		119,300	851,800
504.7101	Structural Steel, Erection	Lbs.	732,500		851,800
504.7102	Structural Steel, Erection	Lbs.		119,300	851,800
505.0801	Shear Connectors	Each	4260		6108
505.0802	Shear Connectors	Each		1848	6108
506.1401	Field Painting, Structural Steel	Lbs.	732,500		851,800
506.1402	Field Painting, Structural Steel	Lbs.		119,300	851,800
511.0701	Cofferdams Pier 1	Each	1		1
511.0702	Cofferdams Pier 2	Each	1		1
511.0703	Cofferdams Pier 3	Each	1		1

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-B(90)	2	47

145-64

PLANS	DESIGN - DETAILED	DATE	1/25/74
	CHECKED	BY	DEW
	REVISIONS		
	FIELD CHANGES		

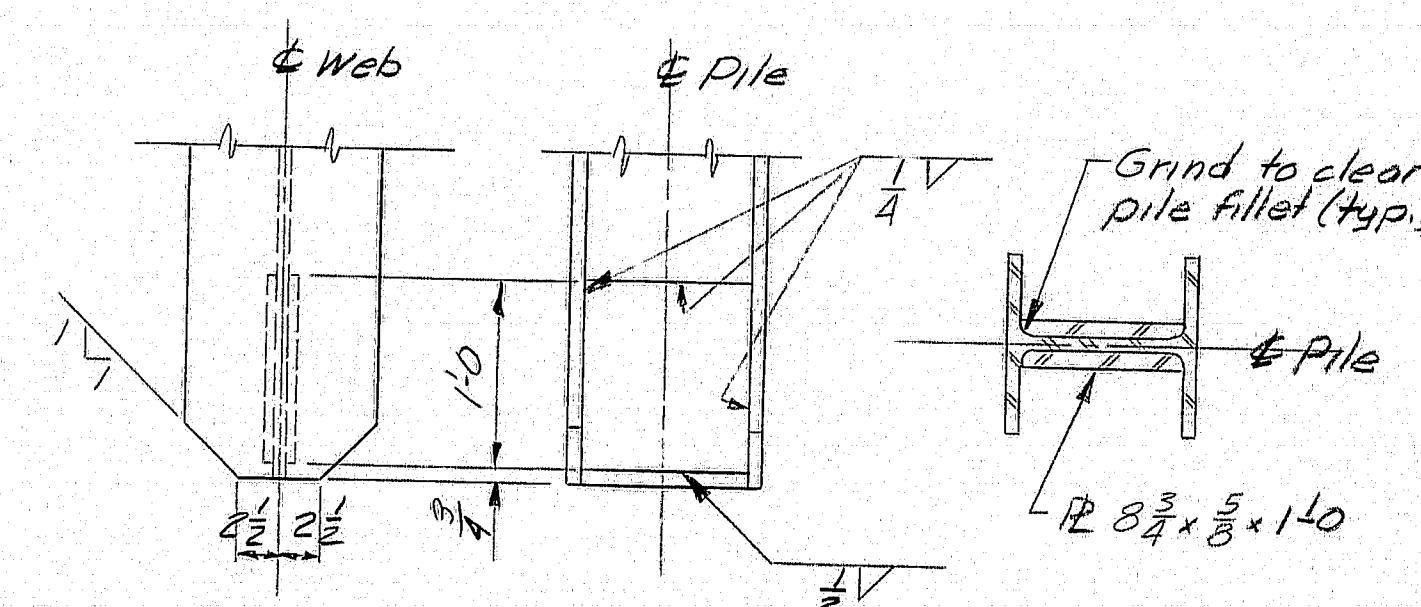


ABUTMENT NOTES

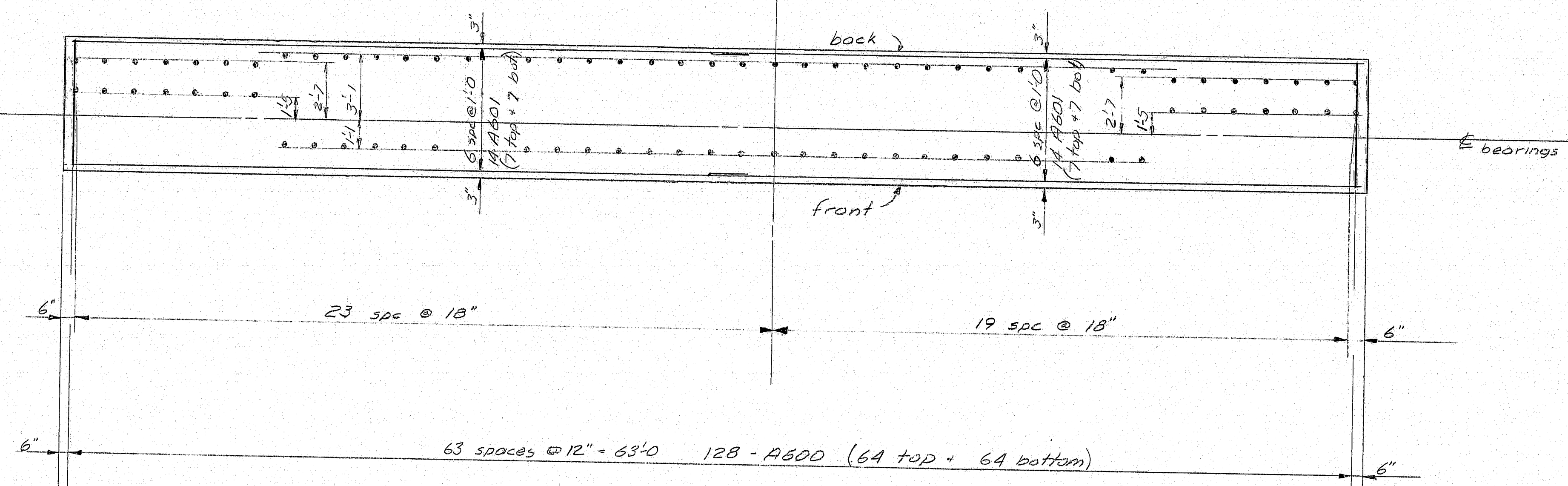
1. Chamfer all exposed edges of concrete $\frac{1}{2}$ inch unless otherwise indicated.
2. All reinforcing steel splices and embedments shall be a minimum of 36 bar diameters unless otherwise indicated.
3. Place reinforcing steel in bridge seats to clear anchor bolts.
4. Break bond at vertical contraction joints by a method approved by the Engineer.
5. Place concrete in the top of abutment backwalls after the superstructure slab has been placed.
6. Polyvinylchloride waterstops shall be placed in all vertical contraction joints.
7. Waterstops are not required in horizontal construction joints.
8. Protective coating for concrete surfaces shall be applied to the following areas:
Abutment 2, face of backwall, bridge seats, and face of breastwall to 1'0" below riprap elevation.
9. Place 4 inch diameter drains in the breastwall at 20 foot maximum spacing. The exact location is to be determined by the Engineer in the field.
10. Reinforcing steel shall have 2" cover unless otherwise indicated.

PILE NOTES

1. Piles shall be driven to ledge or practical refusal.
2. All piles shall have pointed reinforced tips.
3. Alternate types of pointed reinforced pile tips may be used if they have at least the cross-sectional area of the pointed reinforced pile tip shown on the plans and are approved by the Engineer.
4. Estimated driven lengths of piles are determined from available soils information with no allowance for pile cut-offs and no allowance for uncertain pile penetration.
5. Piles marked thus, \rightarrow , shall be battered 1/4 inches per foot in the direction of the arrow.
6. Maximum pile load equals 55 tons.
7. Following are pile locations, number of piles required, size of piles and estimated driven lengths:
Abutment 1 16 HP 10'x42 at 27'
Abutment 2 16 HP 10'x42 at 24'



POINTED REINFORCED PILE TIP
(Plates may be field or shop welded)

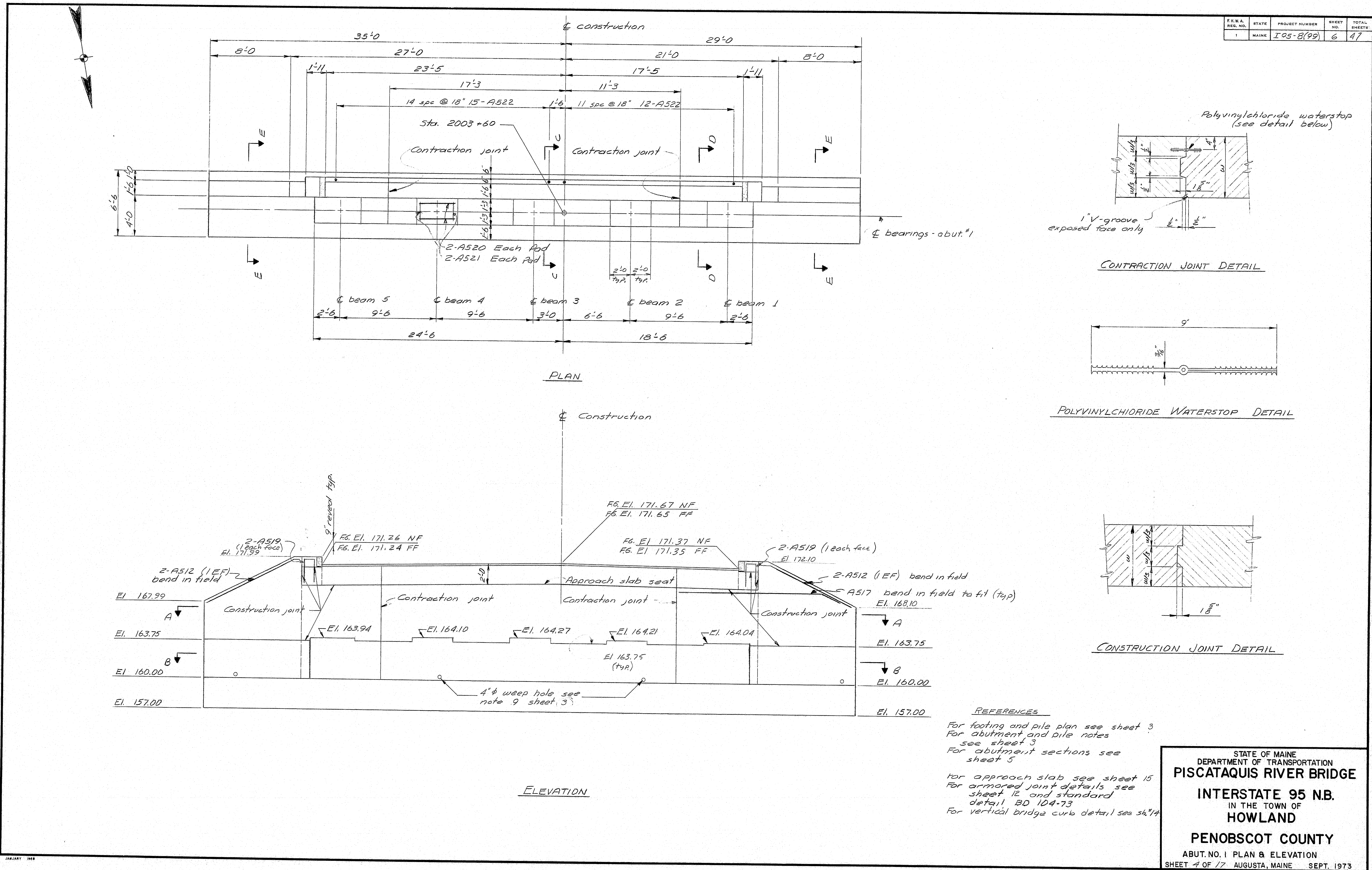


FOOTING REINFORCING STEEL DETAILS

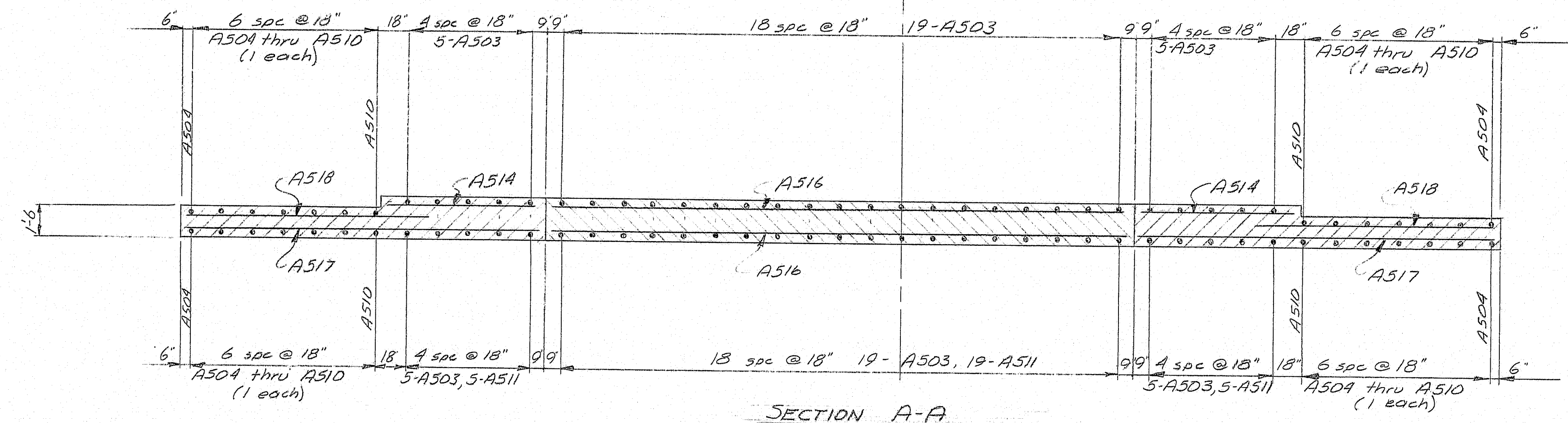
PLANS	DESIGN - DETAILED	8'1"	DATE
	CHECKED	ERC	5-23
	REVISIONS	MMG	1/74
	SHEET NO. 2 OF 2		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PISCATAQUIS RIVER BRIDGE
INTERSTATE 95 N.B.
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
ABUT. NO. 1 FOOTING & PILE PLAN
SHEET 3 OF 7 AUGUSTA, MAINE SEPT. 1973

145-67

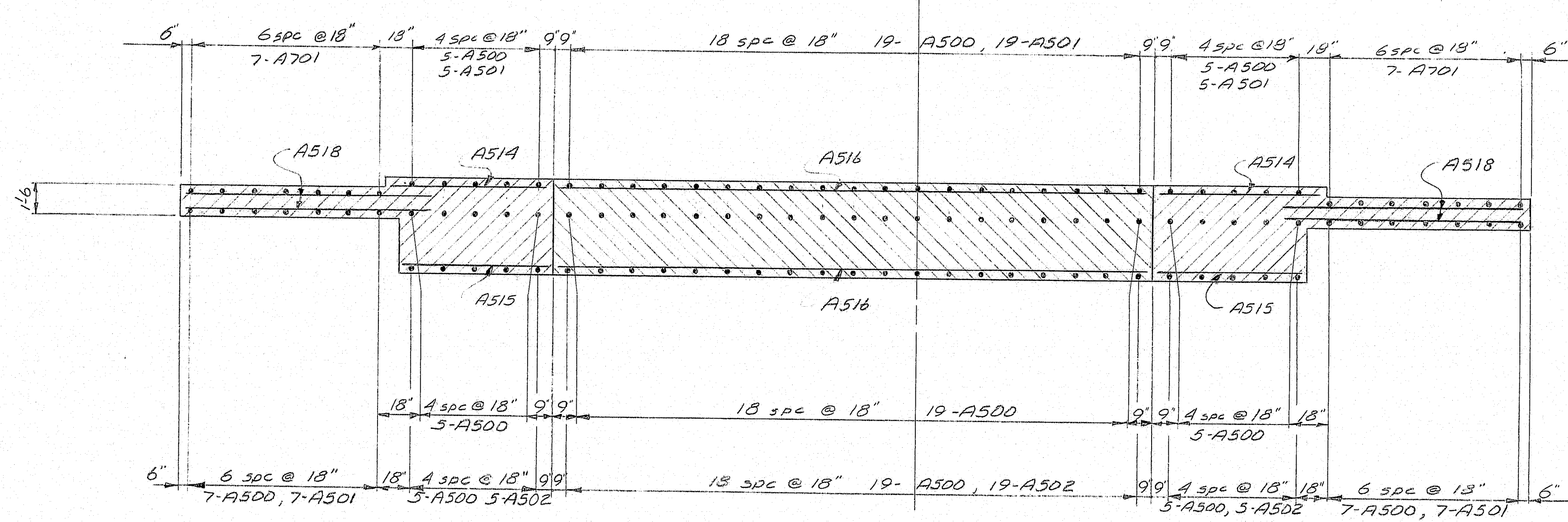


F.S.W.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-8(99)	7	47

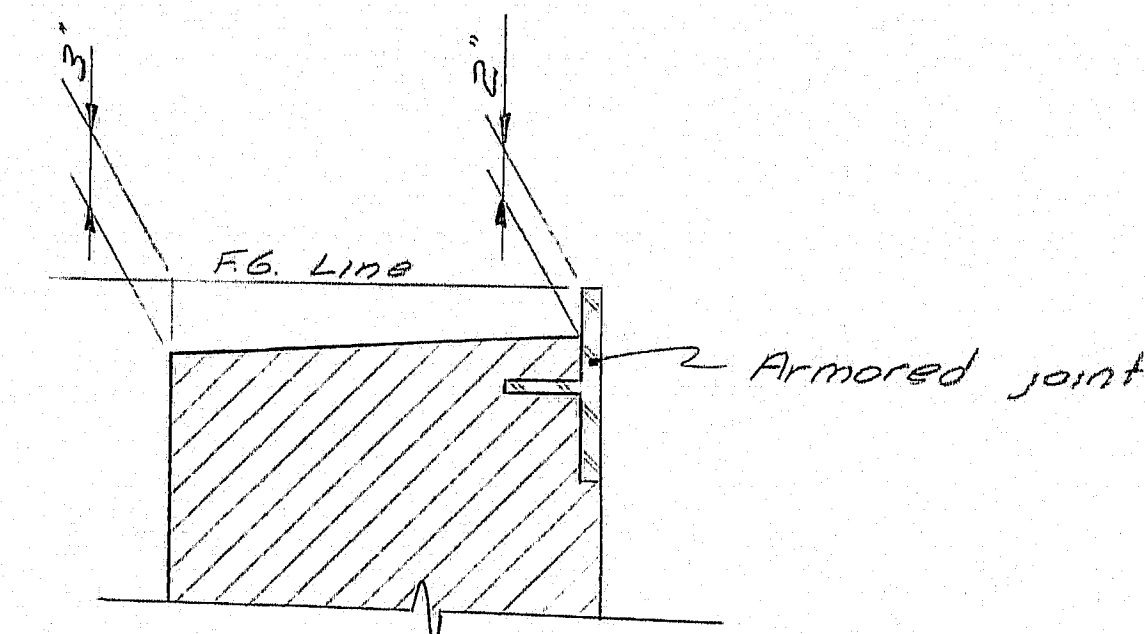


SECTION A-A

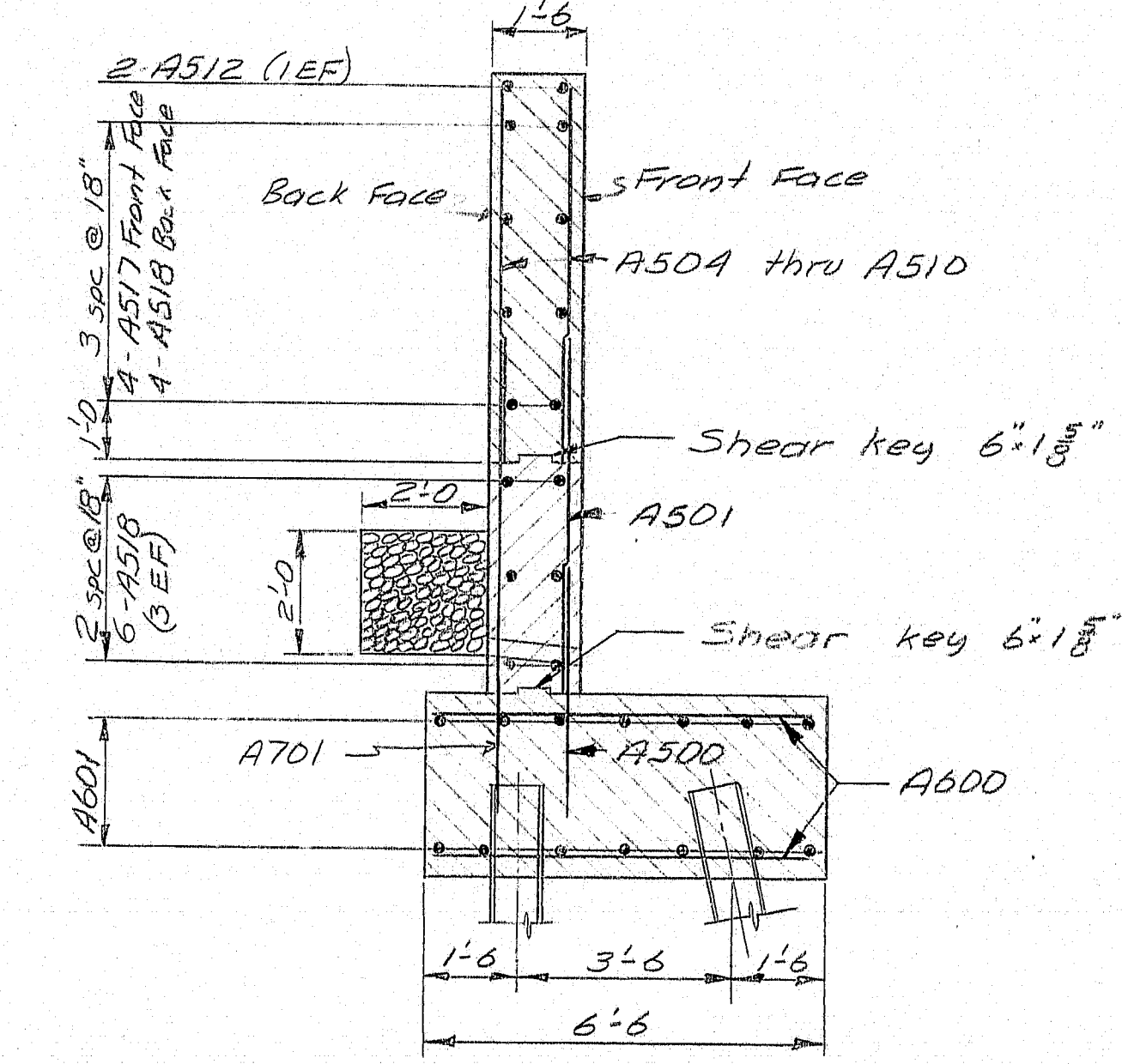
Construction



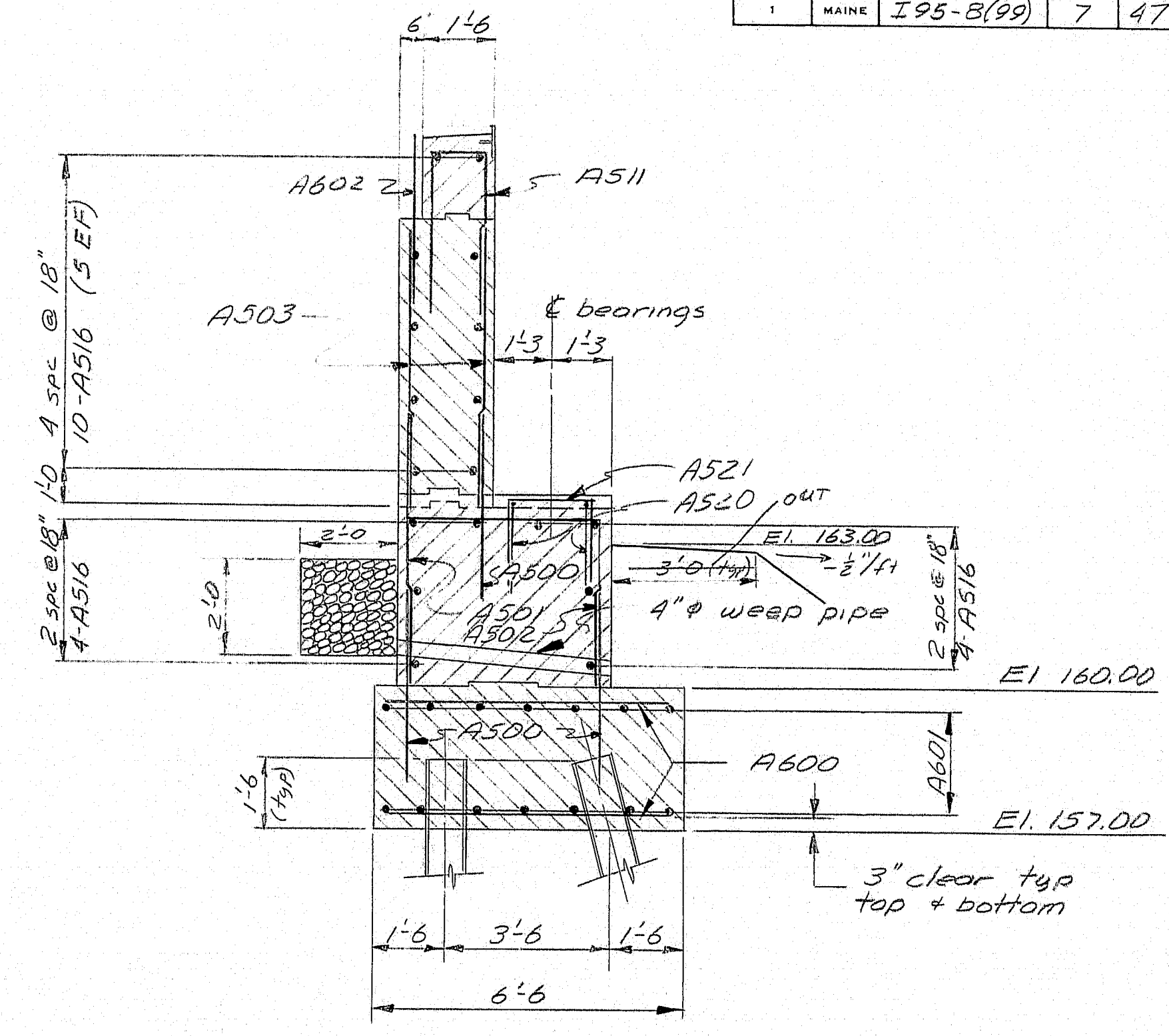
SECTION B-B



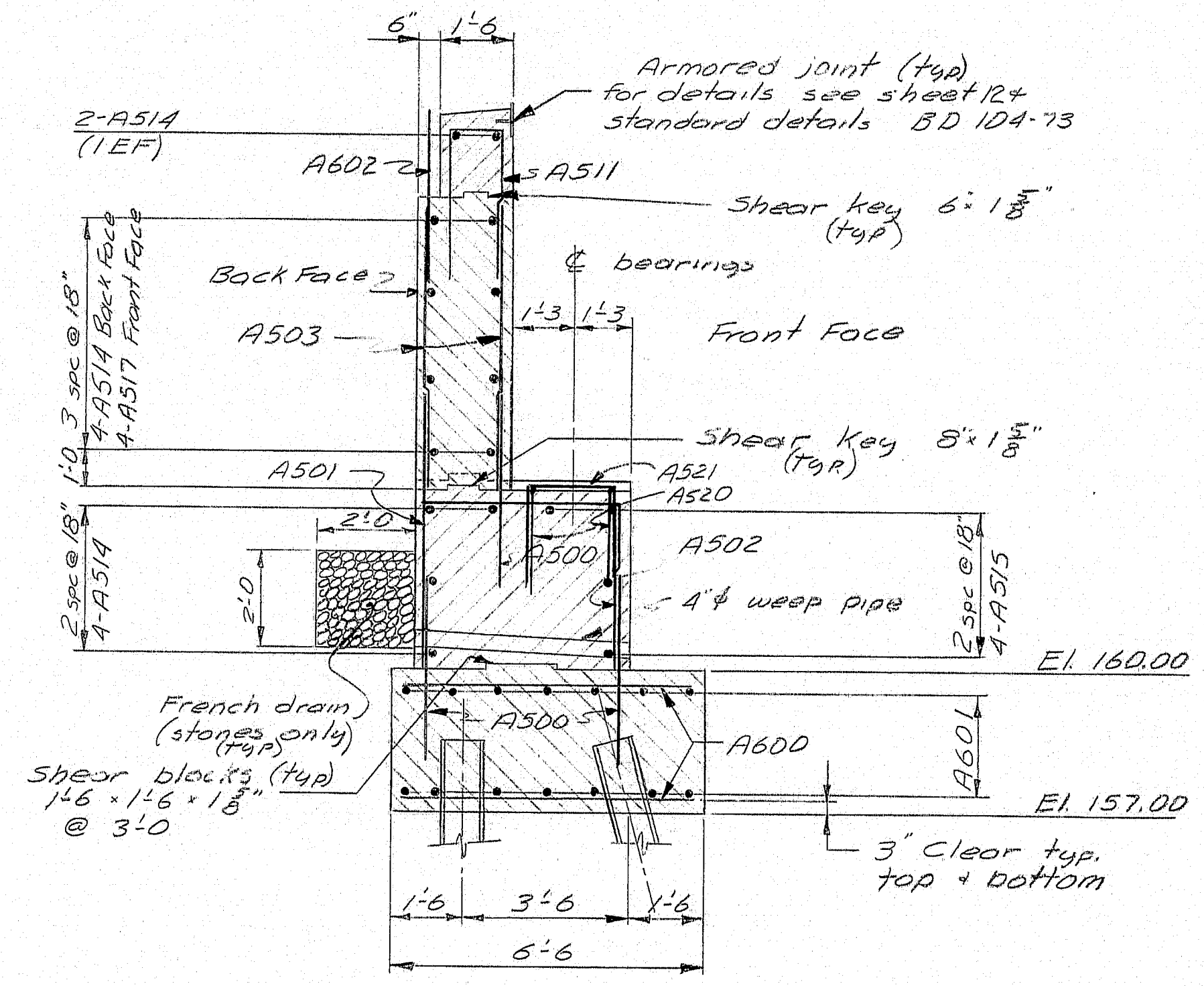
TOP OF BACKWALL DETAIL



SECTION E-E



SECTION C-C



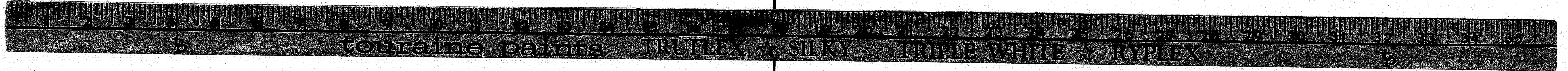
SECTION D-D

References
for locations of sections
see sheet "A"

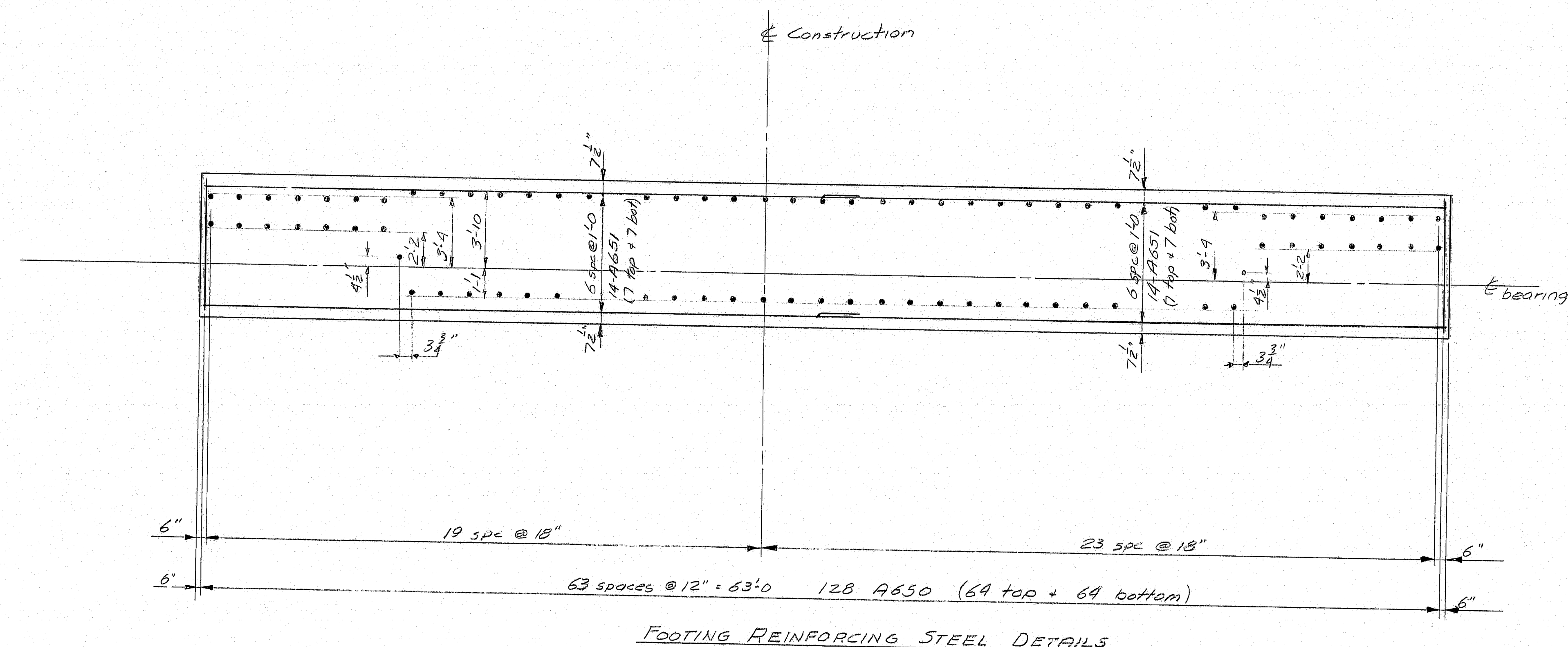
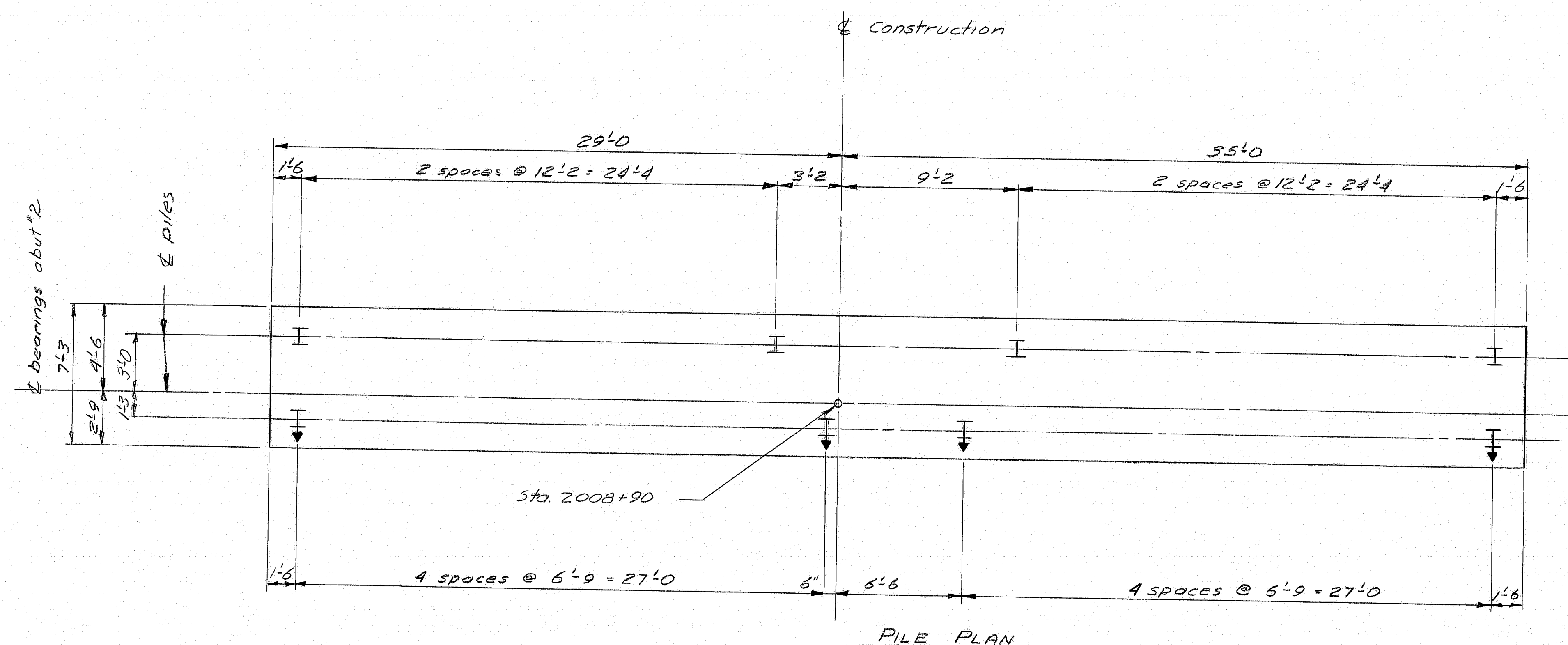
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PISCATAQUIS RIVER BRIDGE
INTERSTATE 95 N.B.
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
ABUTMENT NO. 1 - SECTIONS
SHEET 5 OF 17 AUGUSTA, MAINE SEPT. 1973

145-69

PLANS	DESIGN - DETAILED	CHECKED	DATE
	ERC	ERC	5-73
	REVISIONS		7/74
	FIELD CHANGES		



FR.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-B(99)	8	46



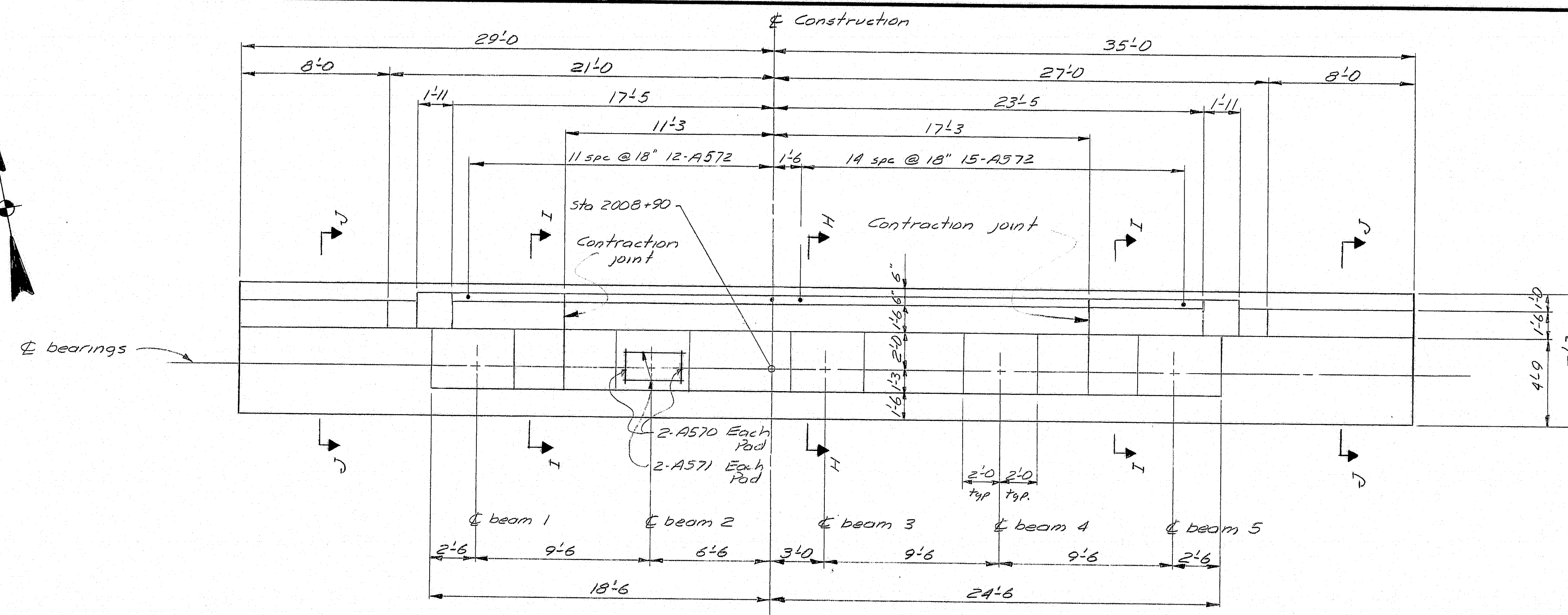
REFERENCES
For abutment and pile notes see sheet 3
For reinforced pile tip see sheet 3

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PISCATAQUIS RIVER BRIDGE
INTERSTATE 95 N.B.
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
ABUT. NO. 2 FOOTING & PILE PLAN
SHEET 6 OF 7 AUGUSTA, MAINE SEPT 1973

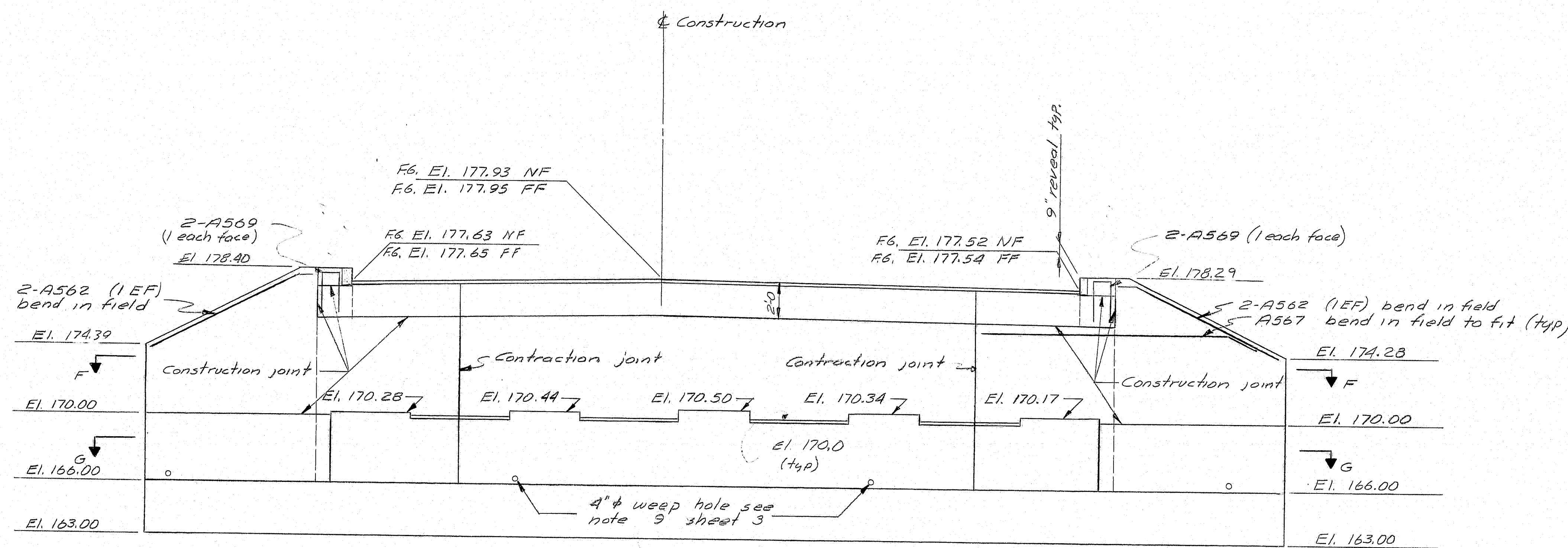
145-70

touraine paints TRUFLEX ★ SILKY ★ TRIPLE WHITE ★ RYPLEX

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-8/99	9	47



PLAN



ELEVATION

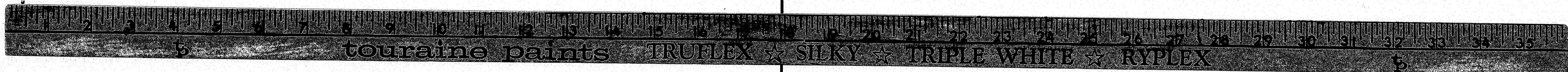
REFERENCES

For abutment and pile notes
see sheet 3
For footing and pile plan see
sheet 6
For approach slab see sheet 15
For expansion dam details
see standard detail SD/105-74
For construction and contraction
joint details see sheet 4
For abutment sections see
sheet 8
For vertical bridge curb detail see 5h, 14

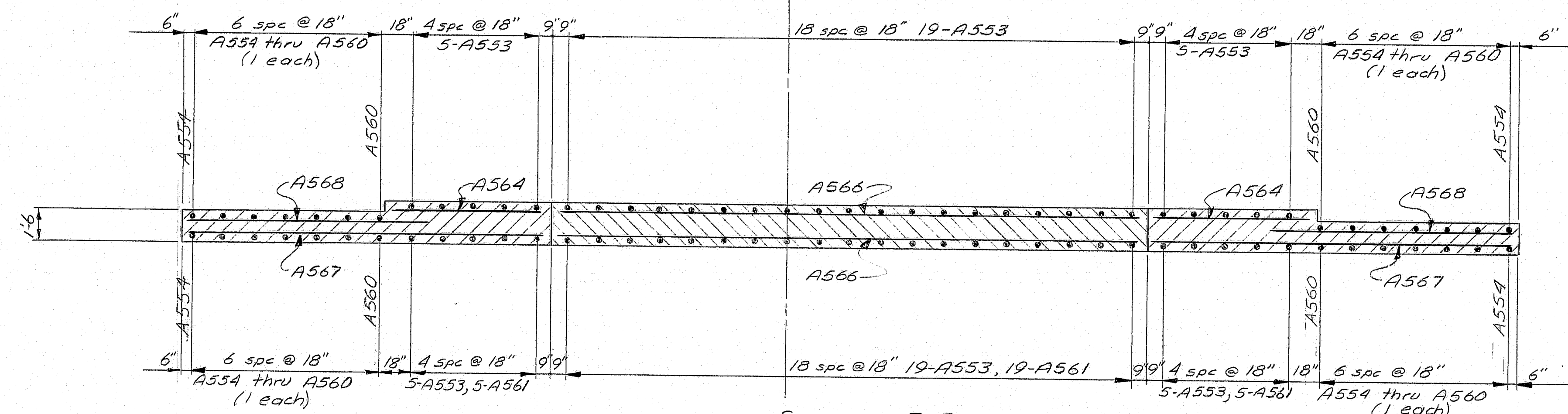
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PISCATAQUIS RIVER BRIDGE
INTERSTATE 95 NB.
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
ABUTMENT NO. 2 - PLAN & ELEVATION
SHEET 7 OF 17 AUGUSTA, MAINE SEPT. 1973

145-71

PLANS	DESIGN - DETAILED	BY	DATE
	ERC	EBL	5/73
	REVISIONS	WHL	11/73
	FIELD CHANGES		

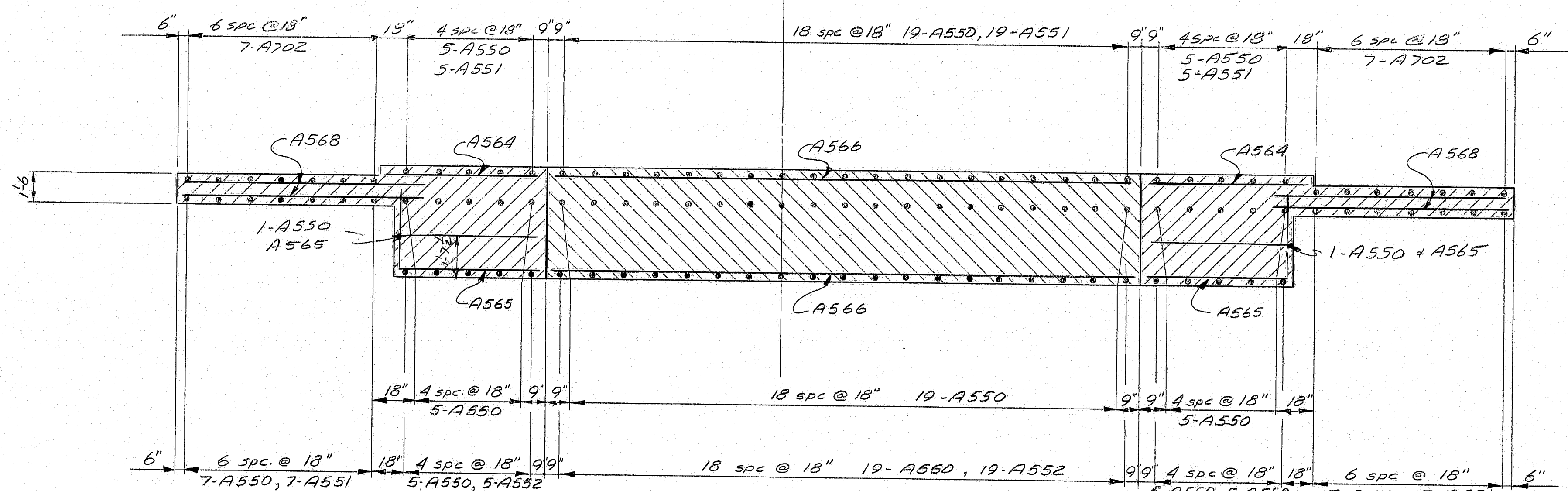


FILE NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-8(99)	10	47

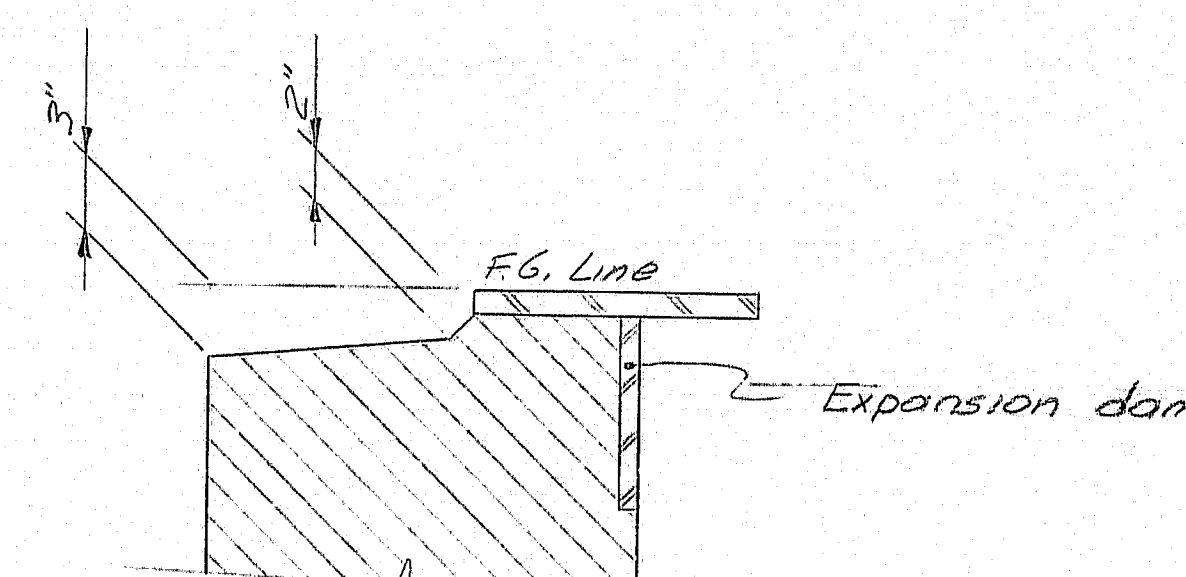


SECTION F-F

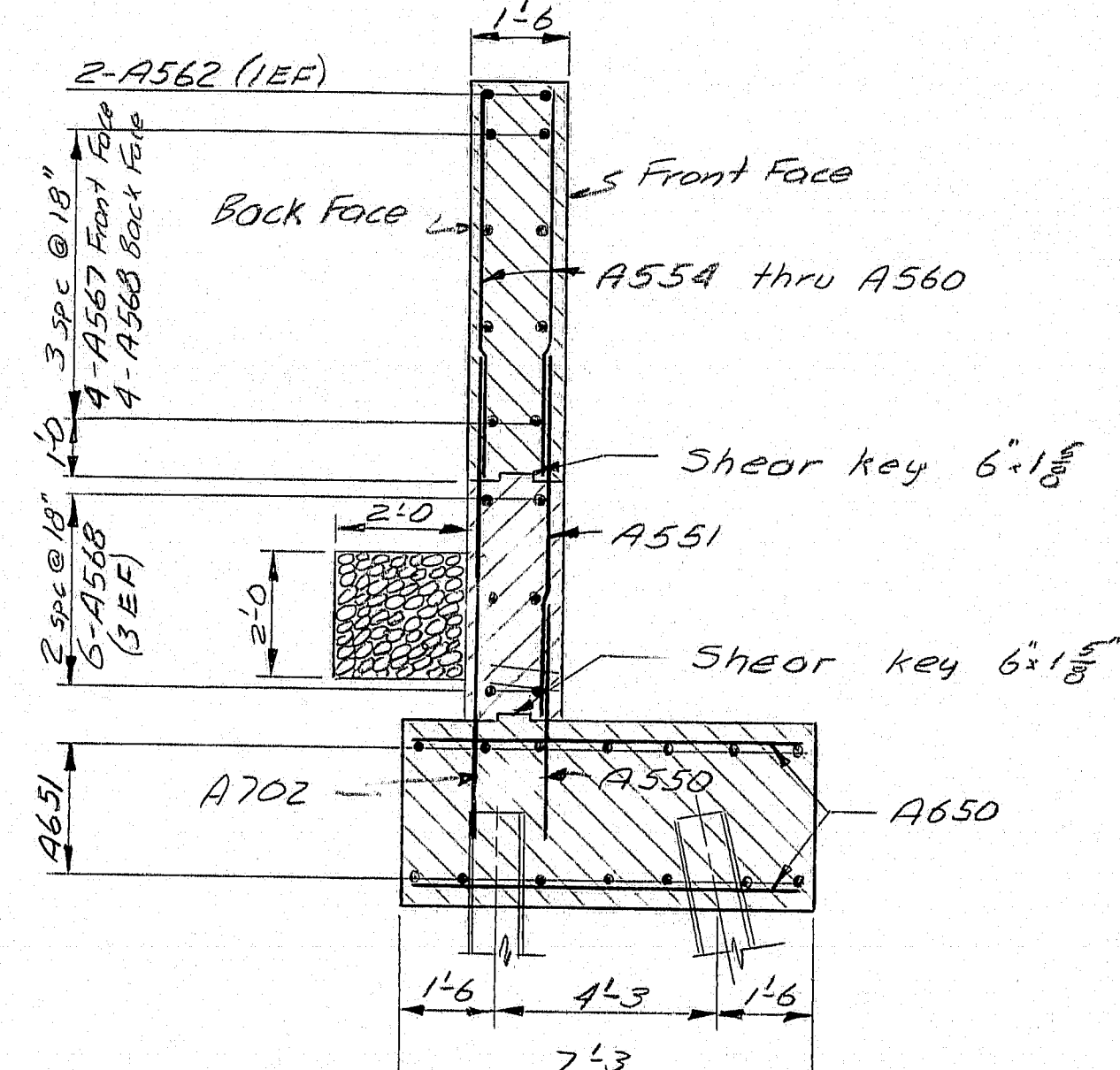
Construction



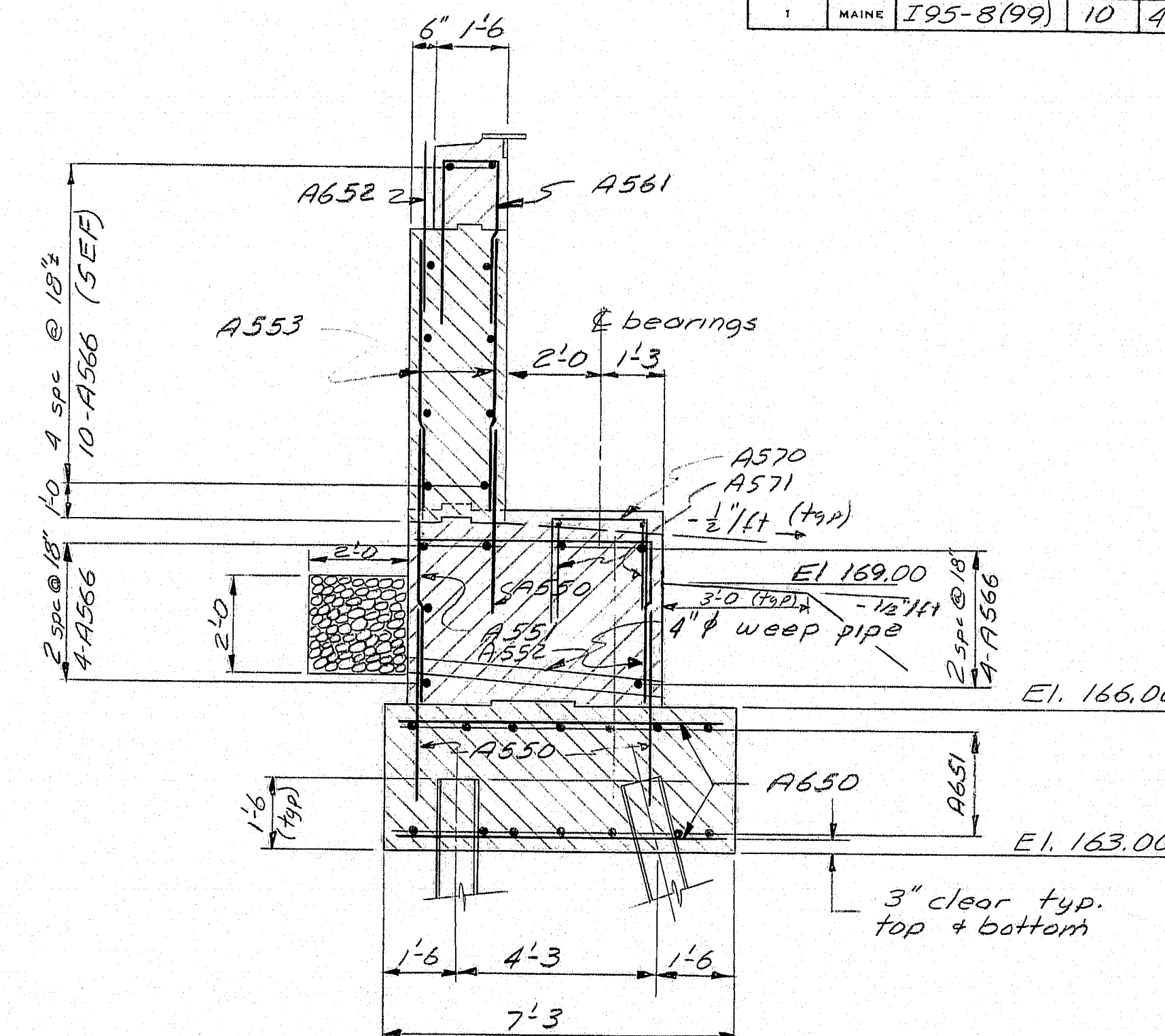
SECTION G-G



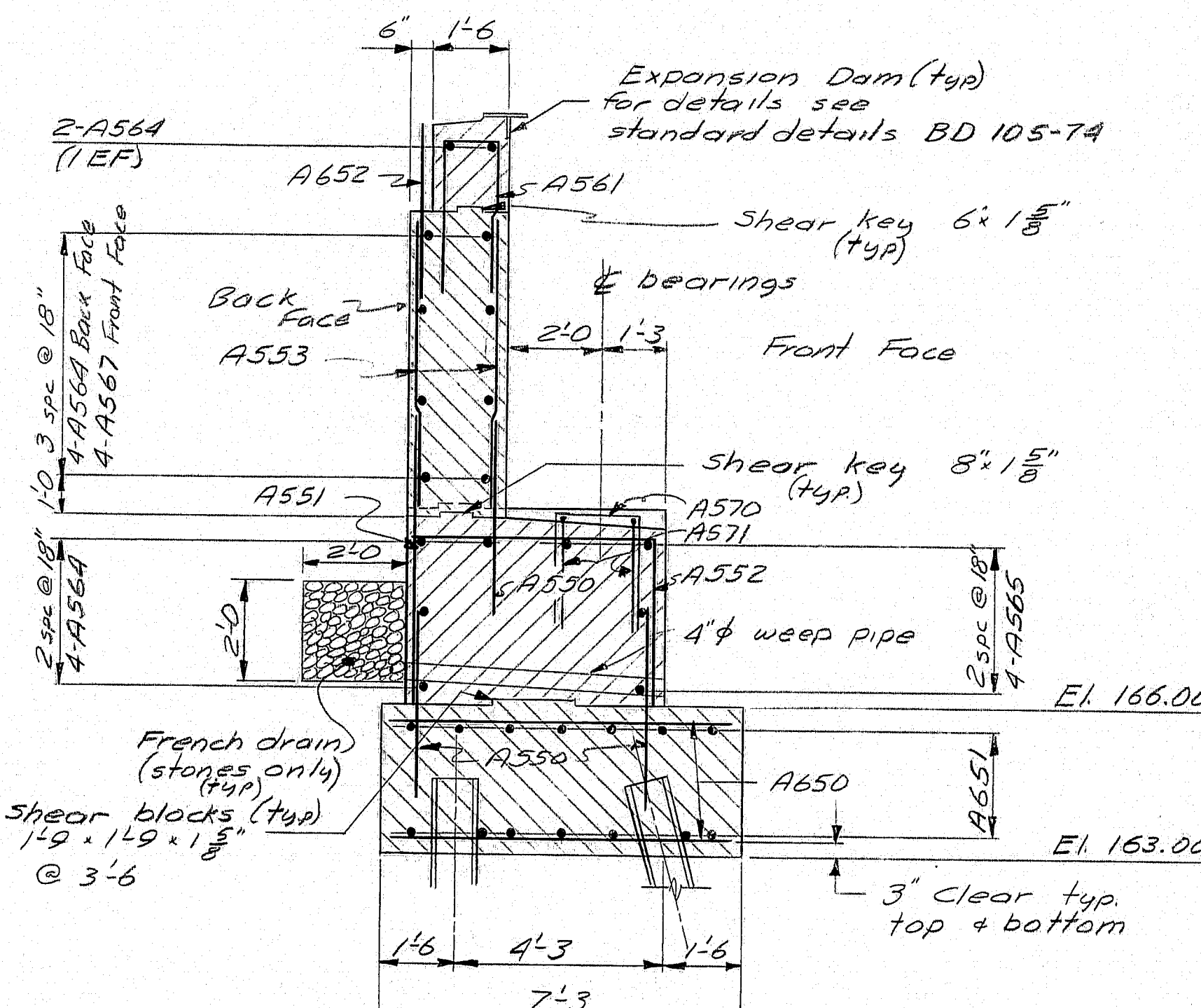
TOP OF BACKWALL DETAIL



SECTION J-J



SECTION H-H



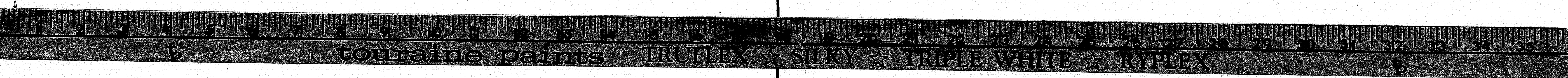
SECTION I-I

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PISCATAQUIS RIVER BRIDGE
INTERSTATE 95 N.B.
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
ABUTMENT NO. 2 - SECTIONS
SHEET 8 OF 17 AUGUSTA, MAINE SEPT. 1973

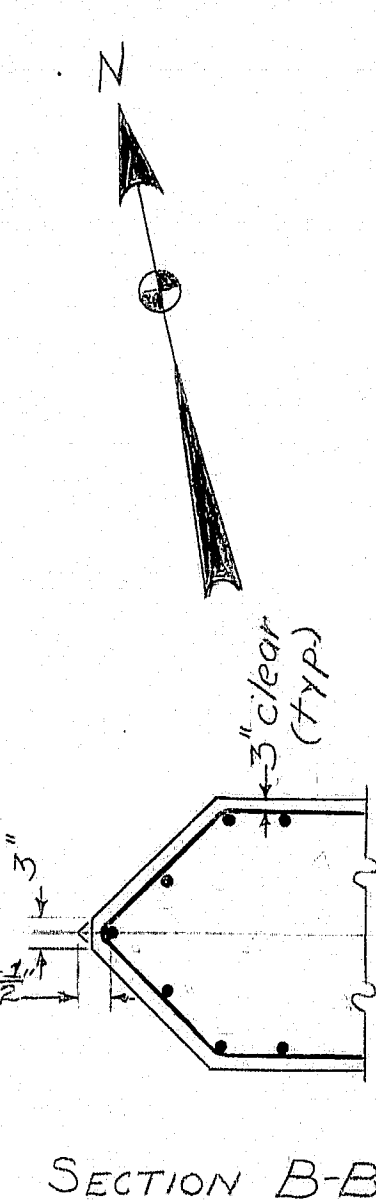
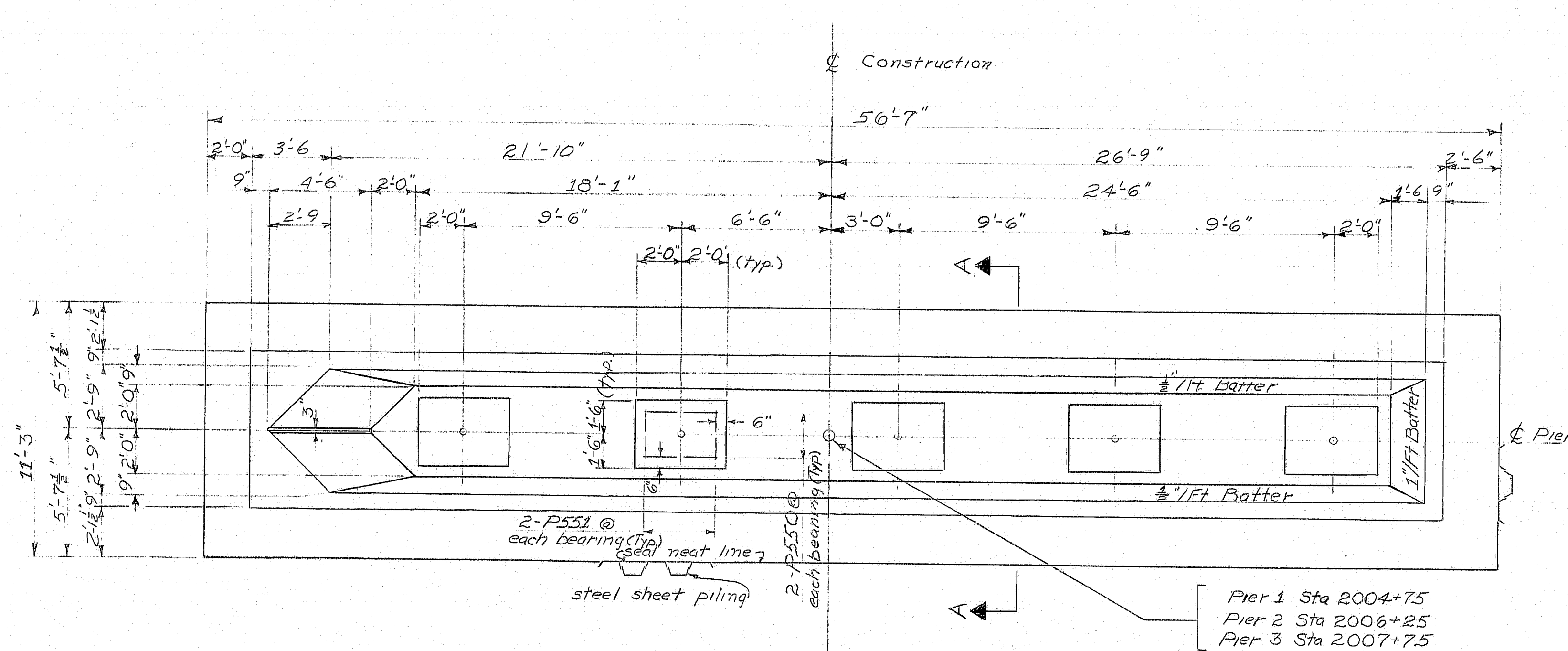
145-72

DESIGN -	DATE	BY
DETAILED	5-73	EEC
CHECKED	5-73	EEC
REVISIONS		
FIELD CHANGES		

PLANS



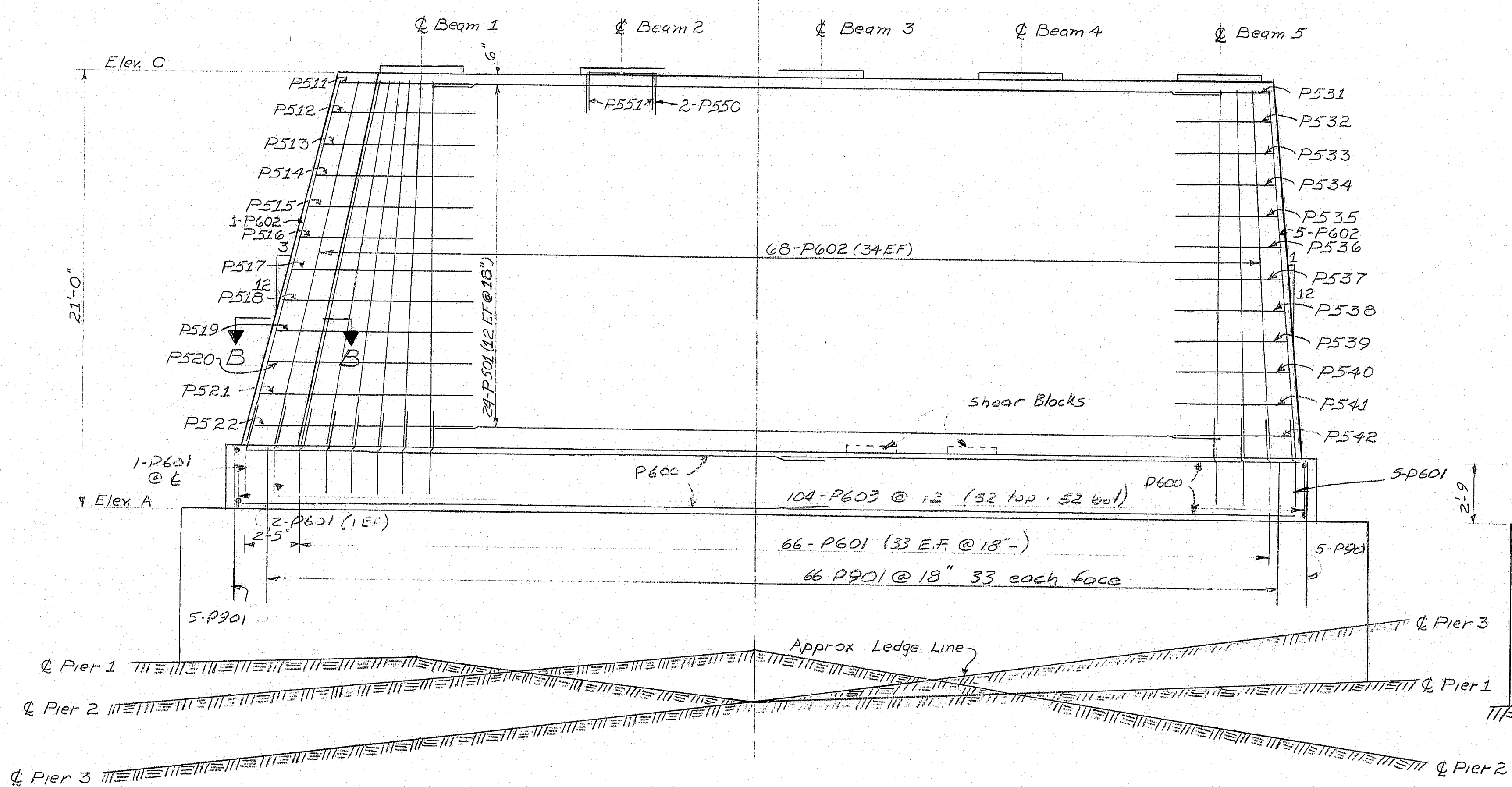
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1	MAINE	195-B(99)	11	47



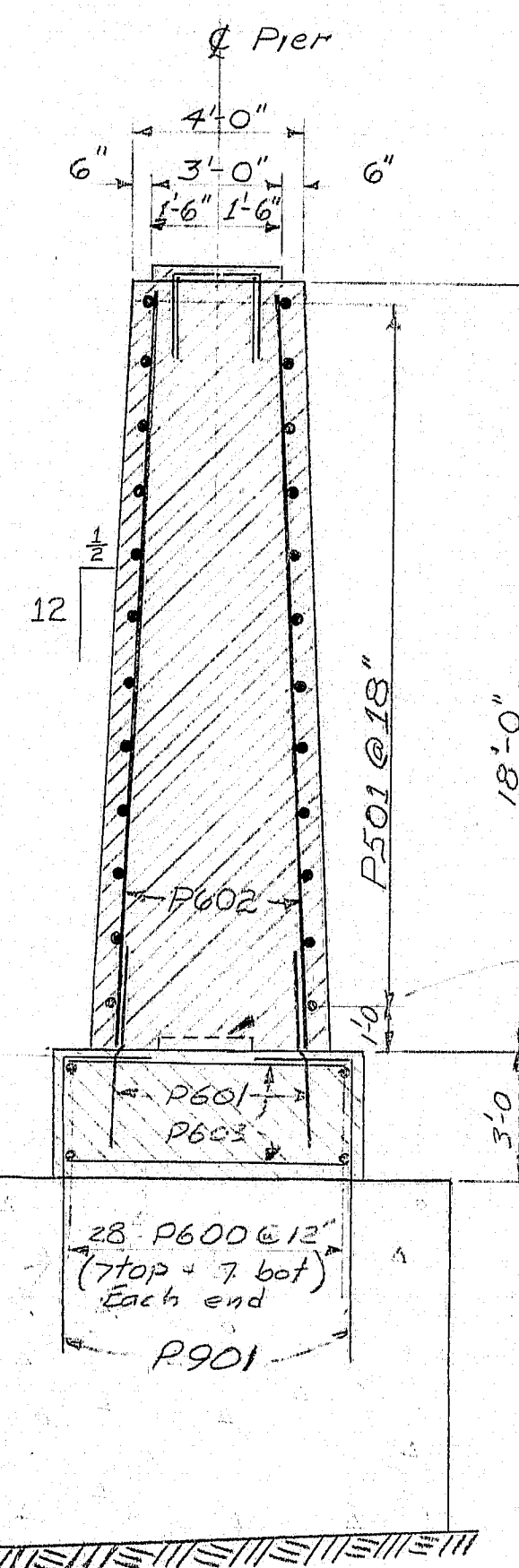
SECTION B-B

PIER NOTES

1. Chamfer all exposed edges of concrete 1/2 inch unless otherwise indicated.
2. Reinforcing steel shall have 3 inches minimum cover unless otherwise indicated.
3. Place reinforcing steel on bridge seats to clear anchor bolts.
4. All reinforcing steel splices and embedments shall be a minimum of 36 bar diameters unless otherwise indicated.
5. The method of placing dowels in the concrete seals shall be approved by the Engineer.
6. Maximum calculated footing pressure equals 12 tons per square foot.
7. Seal concrete dimensions are predicated on use of MP-116, DP-2, I-27 or equivalent steel sheet piling with appropriate standard rolled corners. Pile dimensions shall be to the neat lines shown plus five inches all around.
8. The depth of the seal is set for a water elevation of 150. If the water elevation at the time of construction is higher, the depth of the seal will be adjusted by the Engineer.



ELEVATION



SECTION A-A

Design Criteria

- Critical AASHTO Loading - Group IX
 Buoyancy - Water level assumed at Elev. 150
 Stream flow - Velocity of 8 ft per second skewed at 10° to the longitudinal centerline of the pier.
 Wind - 100 mph or 50 psf.
 Ice - 12" thick producing 400 psi. Ice pressure skewed at 10° to longitudinal centerline of pier, with water at Elev. 150.

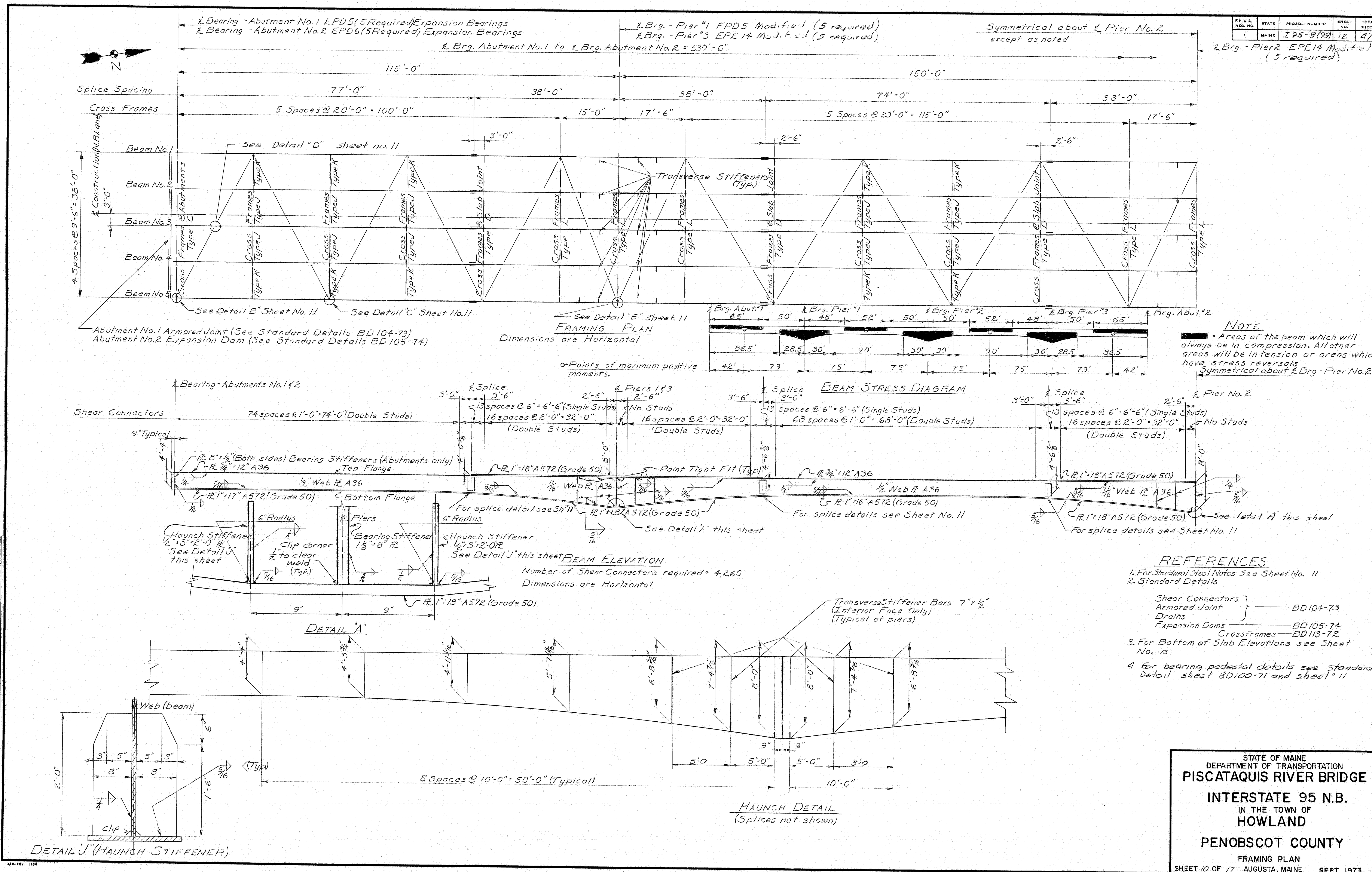
Shear Blocks
 1'-10" x 1'-10" x 2"
 @ 4'-0" cc.

Pier #3 Foundation Details
 28" P600 @ 12" (7 top, 7 bot) Each end
 P901

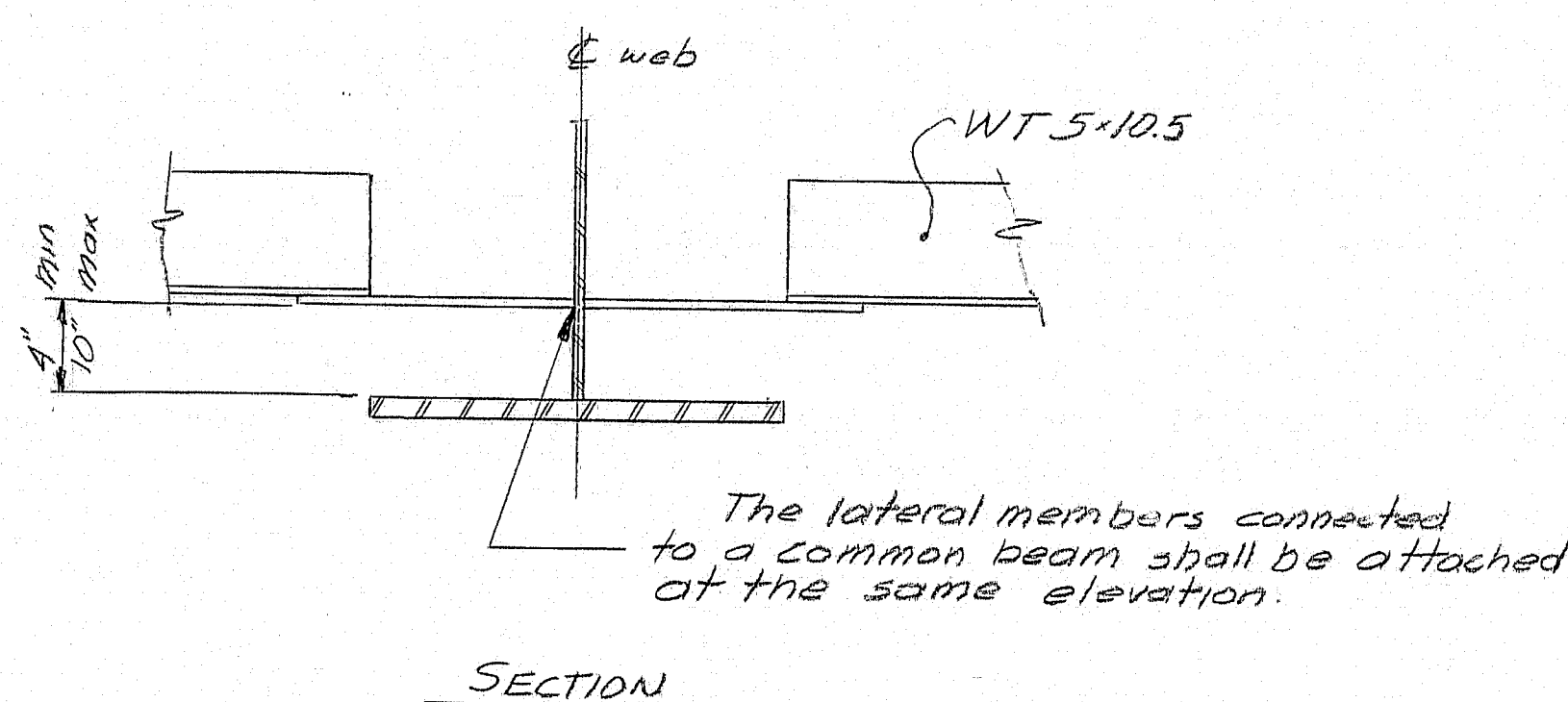
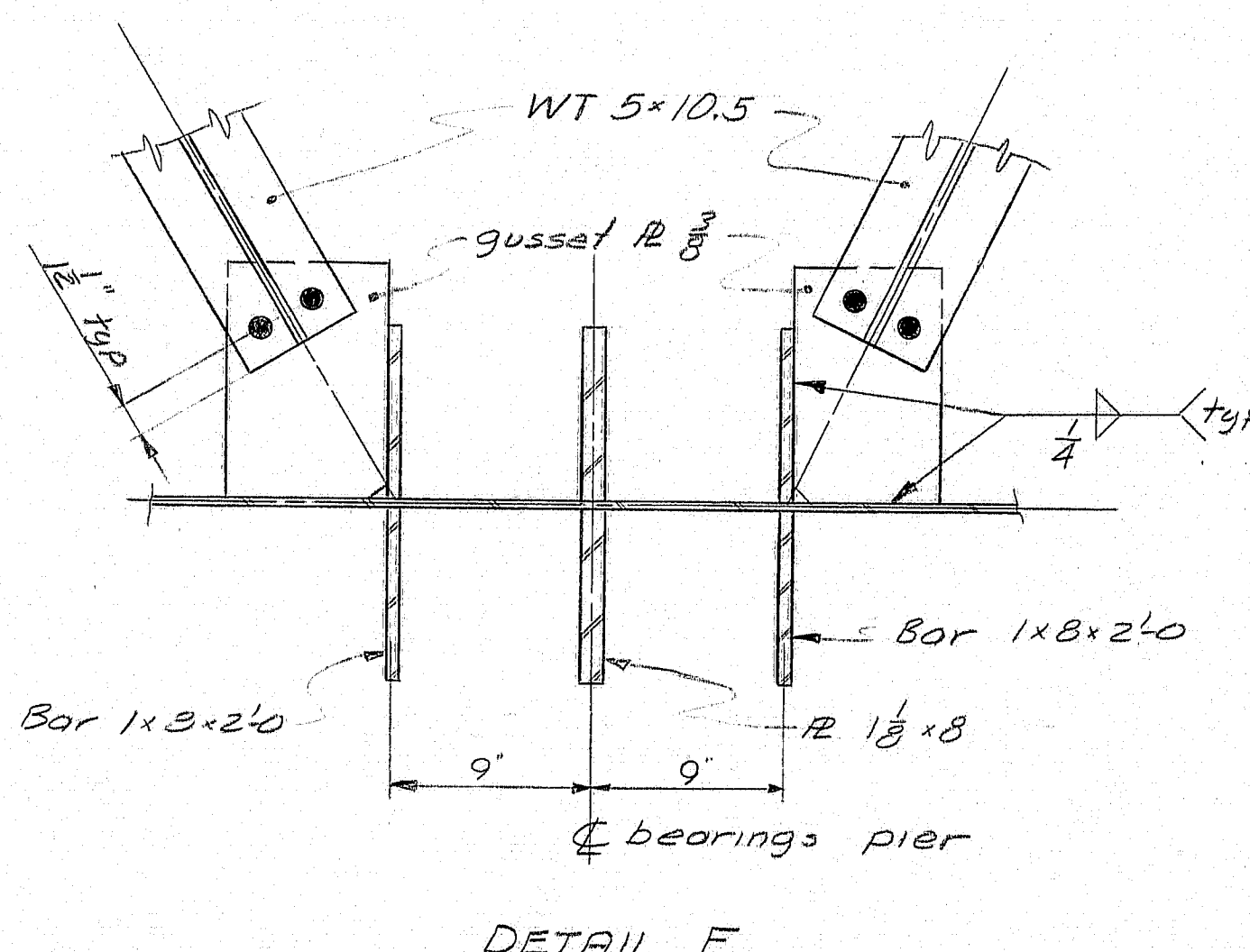
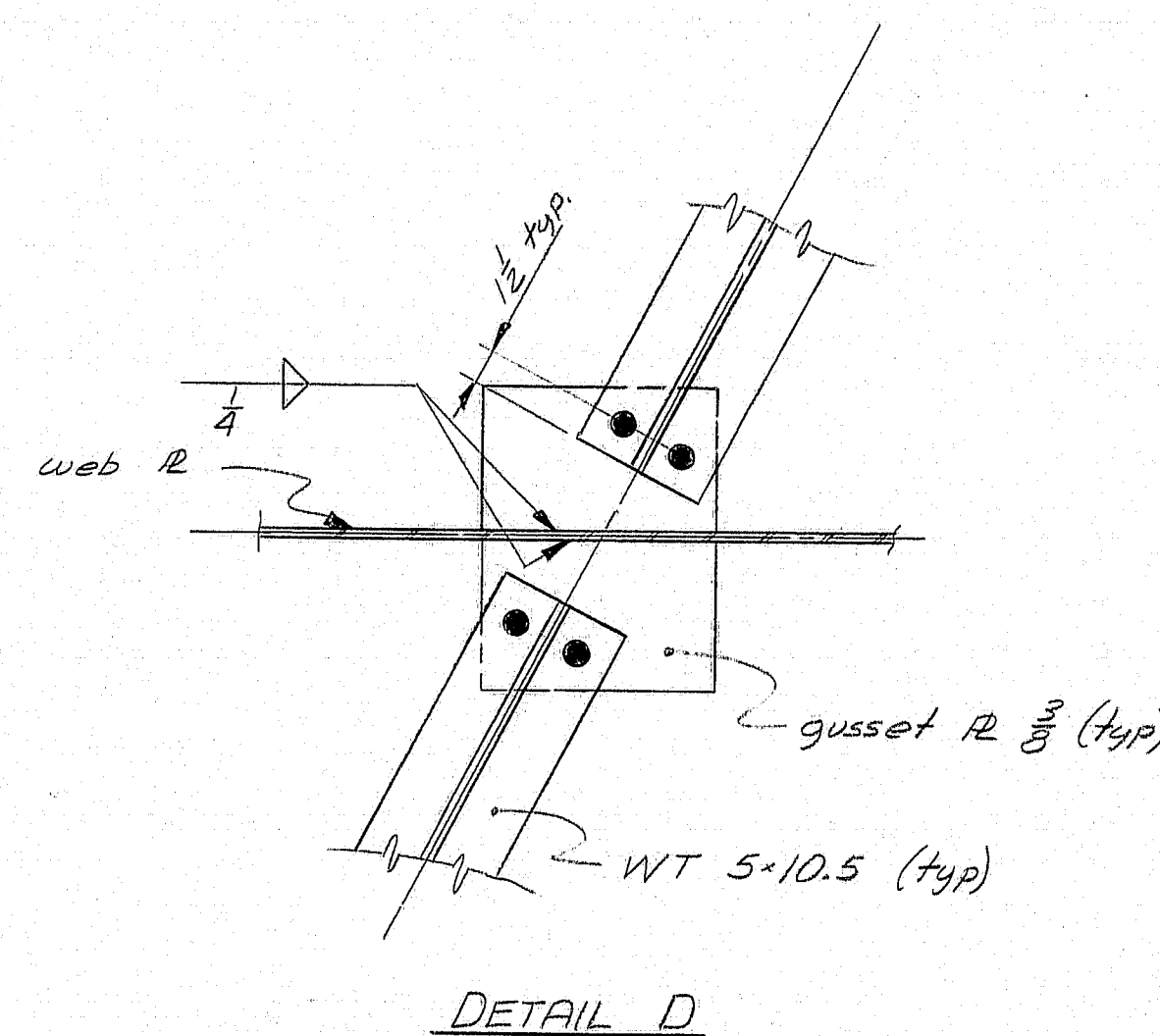
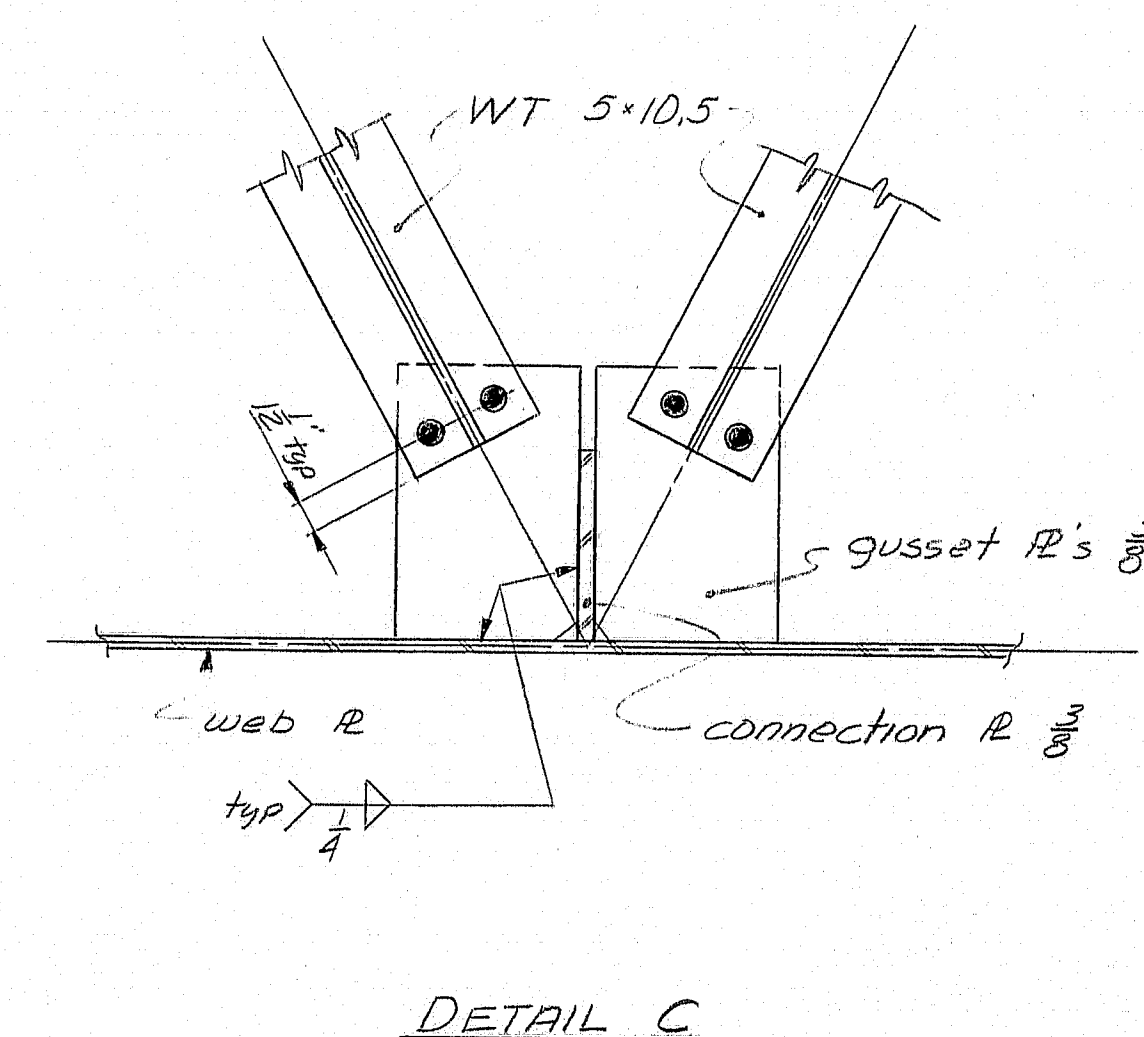
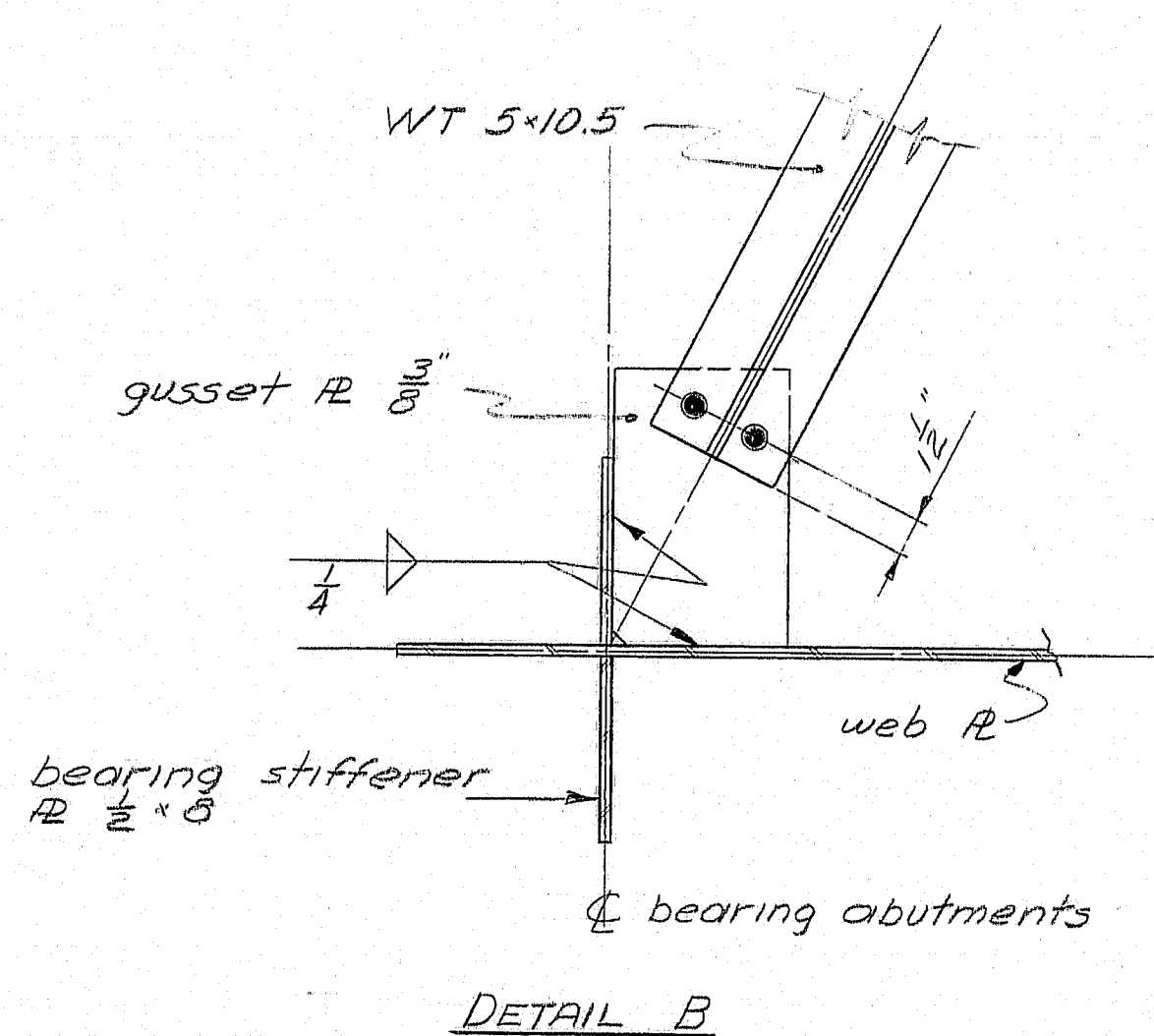
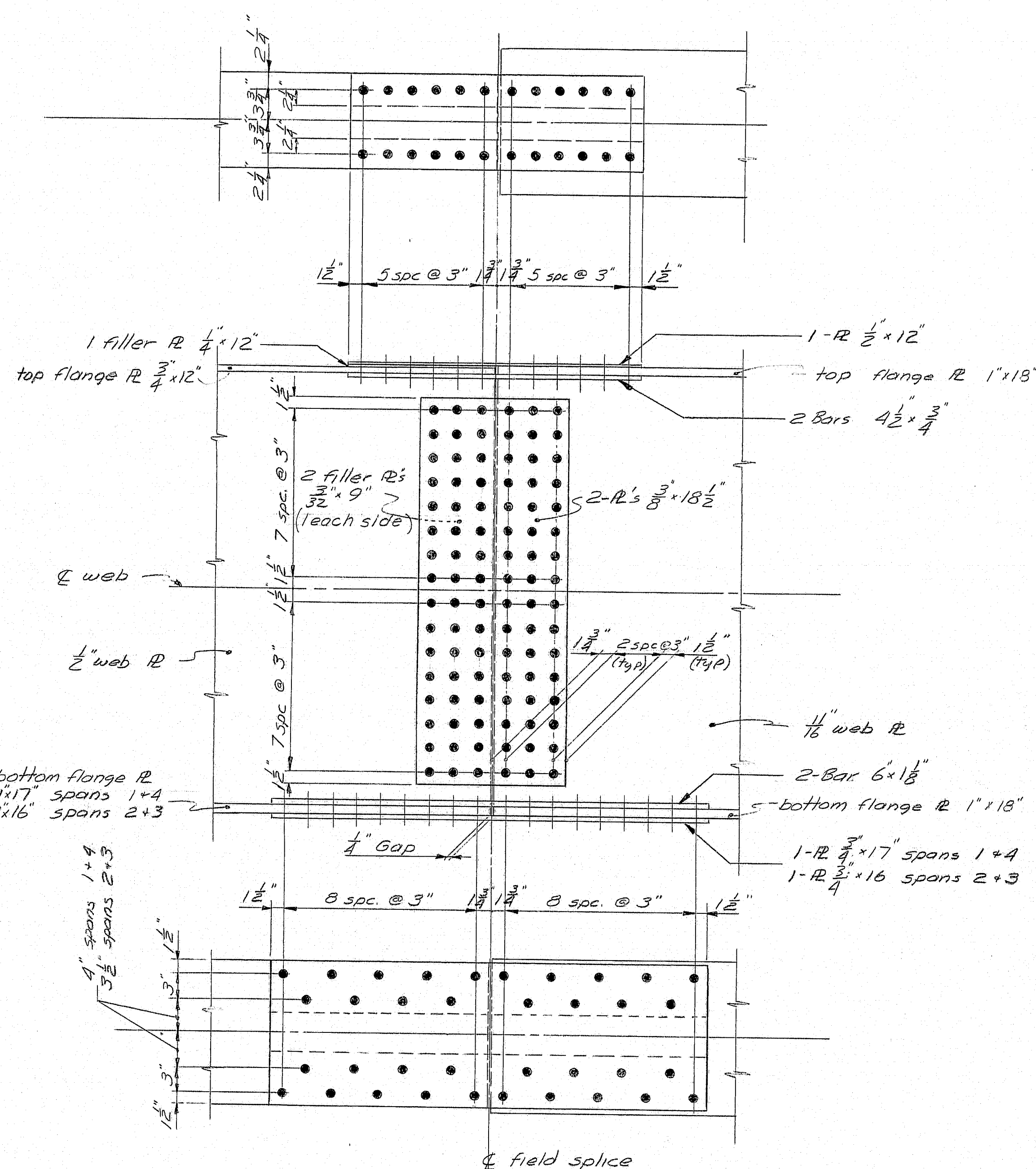
	Elev. A	Elev. C	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5
Pier 1	141.00	162.00	162.28	162.44	162.50	162.34	162.17
Pier 2	141.87	162.87	163.14	163.31	163.37	163.20	163.04
Pier 3	143.63	164.63	164.91	165.07	165.13	164.97	164.80

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
PISCATAQUIS RIVER BRIDGE
INTERSTATE 95 N.B.
 IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
 PIERS
 SHEET 9 OF 17 AUGUSTA, MAINE SEPT. 1973

145-73



STATE	PROJECT NUMBER	SHEET	TOTAL SHEETS
MAINE	I95-8(99)	13	47



LATERAL CONNECTION DETAILS

- STRUCTURAL STEEL NOTES**
- No transverse butt weld splices in the flange plates or web plates within 10 feet from the points of maximum negative moment or maximum positive moment will be allowed.
 - Sections of flange plates or web plates between transverse butt weld splices or from field splices shall be not less than 20 feet in length unless otherwise shown on the plans.
 - Butt weld splices in flanges shall not be closer than one foot from transverse welds in the web plates.
 - One longitudinal butt weld splice in the web will be allowed in the haunched sections of the girders. Feather edges between the longitudinal welds and the bottom flanges will not be allowed.
 - 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 connection plates may be either plumb or normal to the top flange.
 - Filler plates may be ASTM A36 steel and mill tests for filler plate material will not be required.
 - Bearing stiffeners shall be attached to both sides of webs at all abutments and piers, and shall have a "point tight fit" at the top flange and shall be ground to bear at the bottom flange or attached with a full penetration groove weld.
 - All steel shall be ASTM A36 except beam flanges shall be ASTM A572 Grade 50 where noted.

REFERENCES:

For framing plan, splice location and lateral connection type location, see sheet # 10
For material specifications see Title sheet

Pedestal EPE-14 Modified
Diameter of Pin = 2 1/4"
C = 1.5
D = 2.6
H = 5"
J = 7 3/4"
Q = 4"

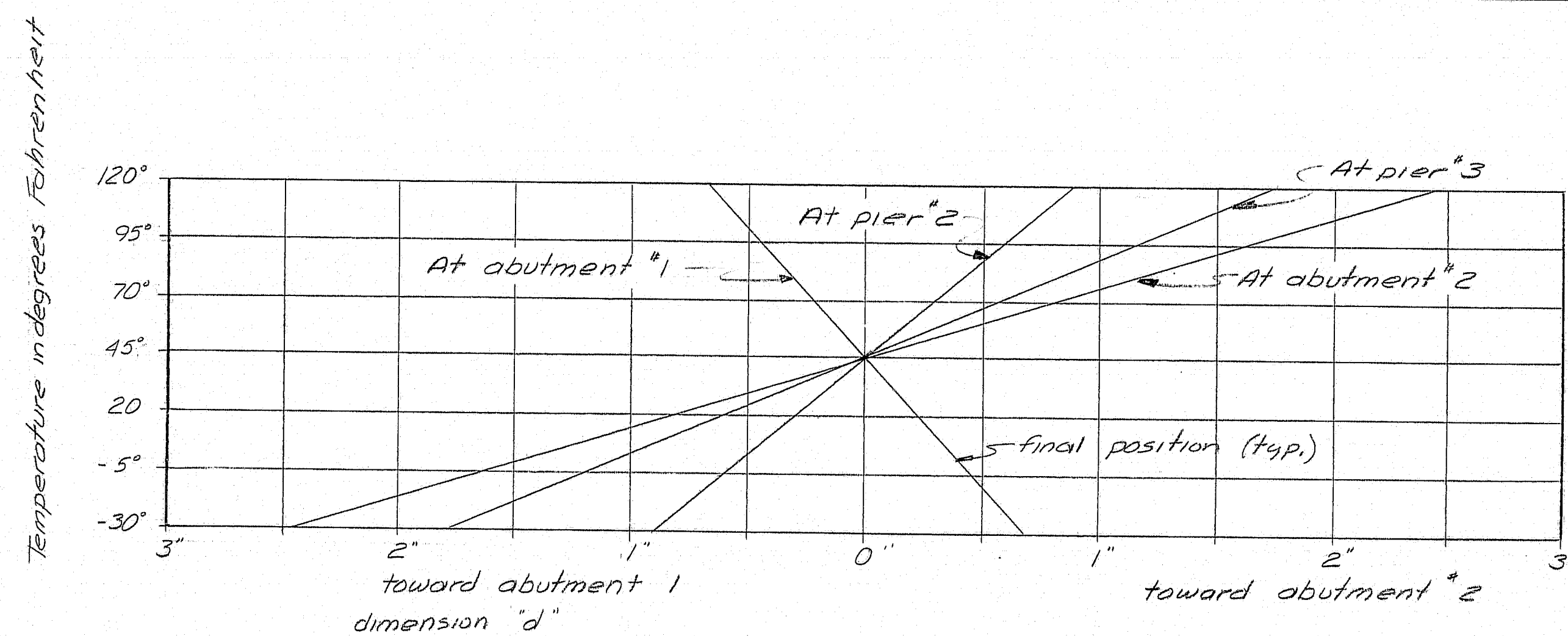
Pedestal FPD-5 Modified
Diameter of pin = 2 1/4"
C = 1.5
D = 2.6
H = 1.0 3/4"

See Standard Detail sheet BD 100-71 for details not given.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PISCATAQUIS RIVER BRIDGE
INTERSTATE 95 N.B.
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
STRUCTURAL STEEL DETAILS
SHEET 11 OF 17 AUGUSTA, MAINE SEPT. 1973

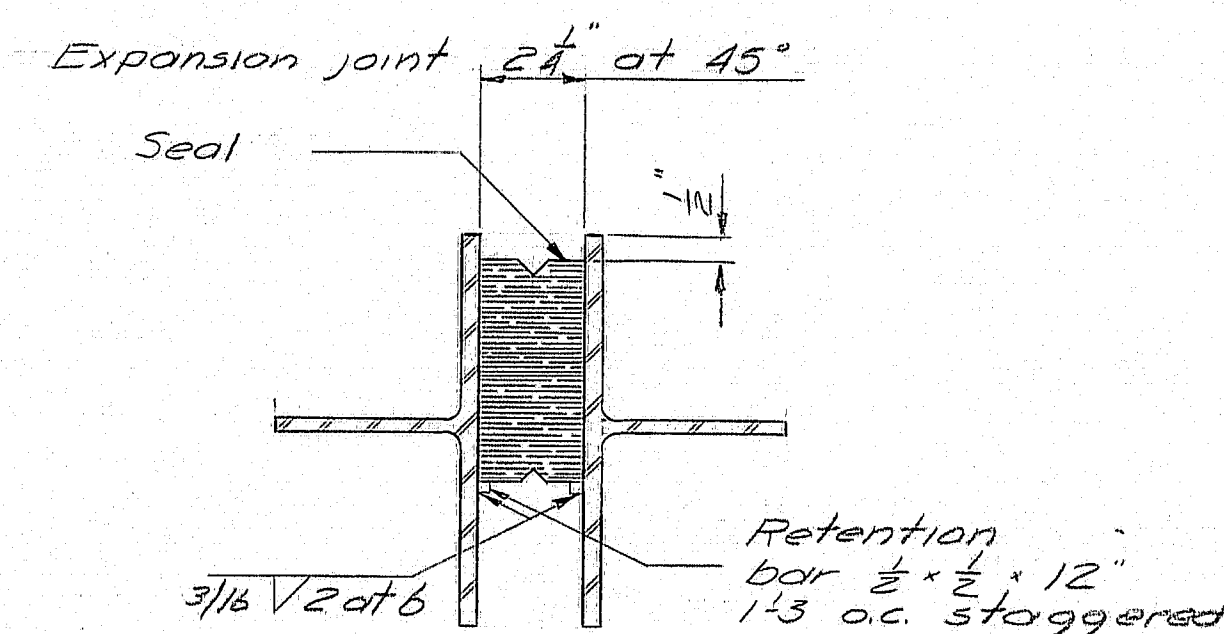
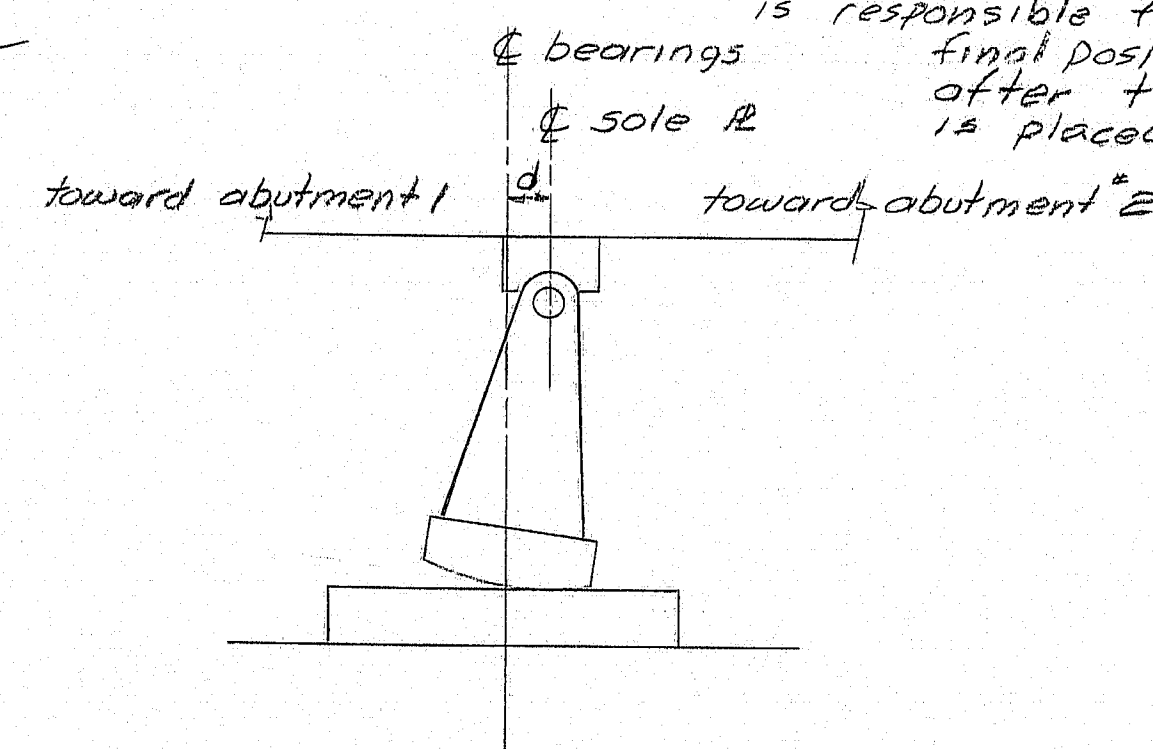
145-75

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-8(89)	14	47



EXPANSION PEDESTAL SETTING CHART

Pedestals shall be welded in the final position after all superstructure concrete has been placed. The pedestals at the abutments are expected to move $\frac{1}{8}$ " toward the backwall due to dead loading. The contractor is responsible for setting the bearings in the final position, as shown in the chart above, after the superstructure slab concrete is placed.



SECTION A-A

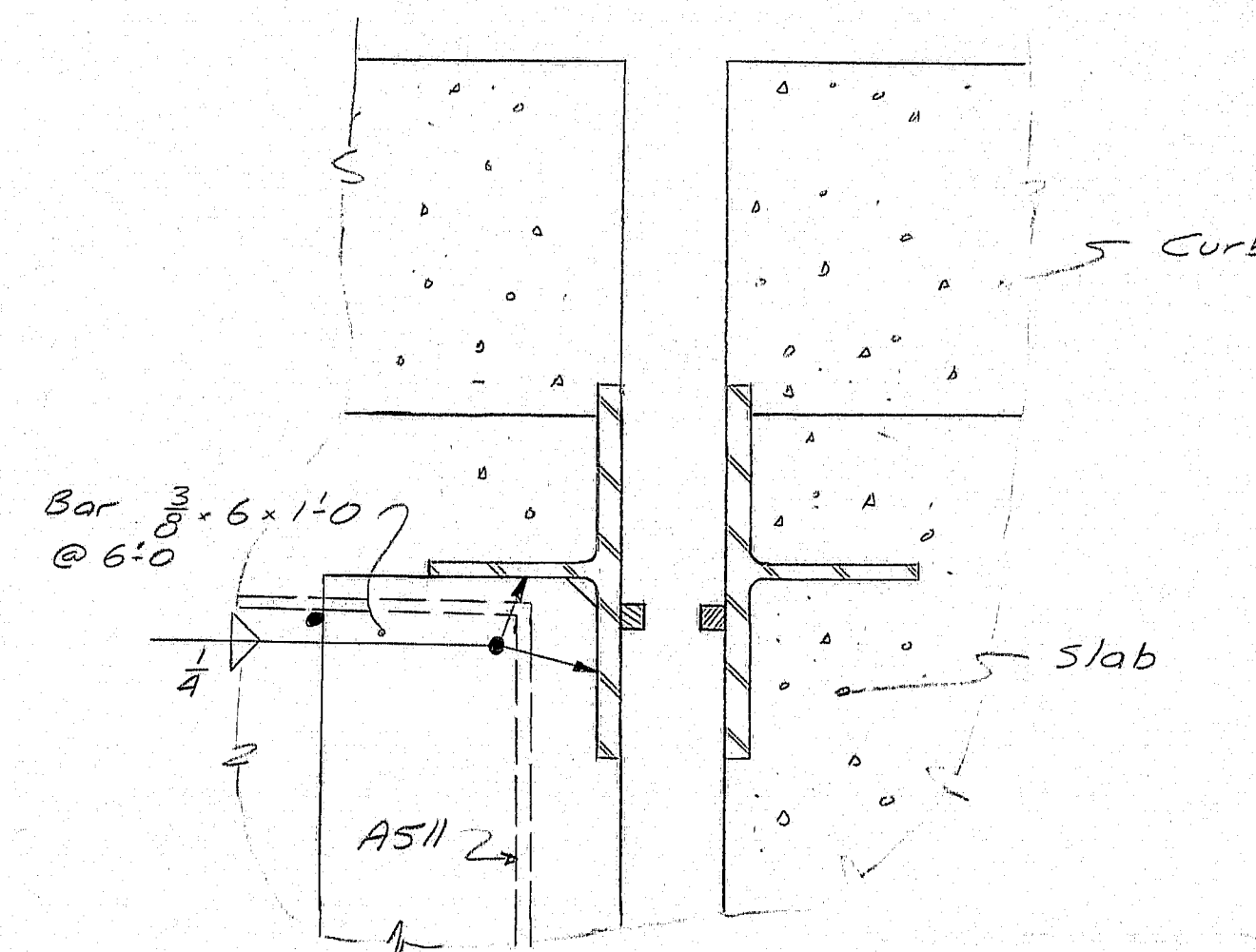
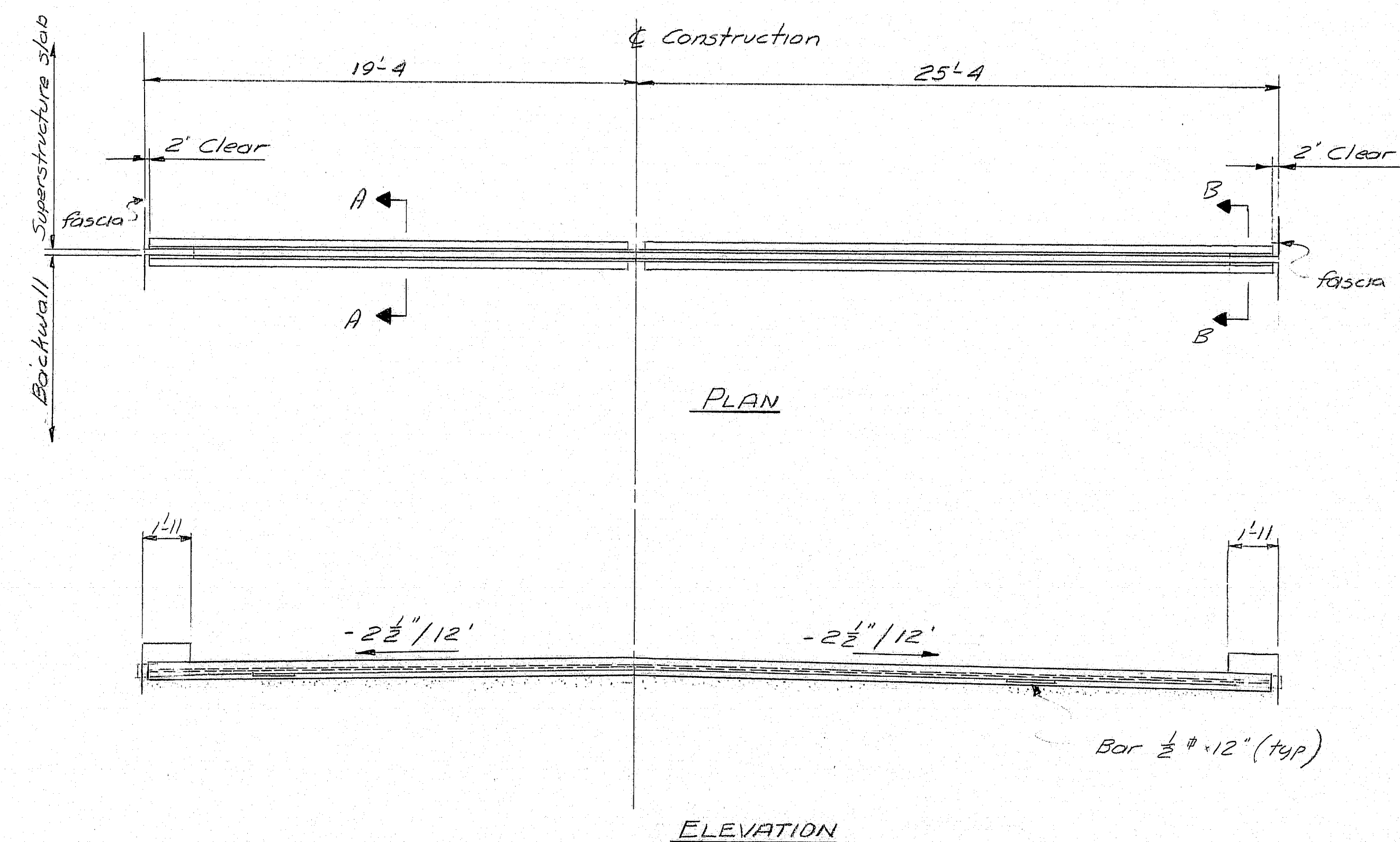
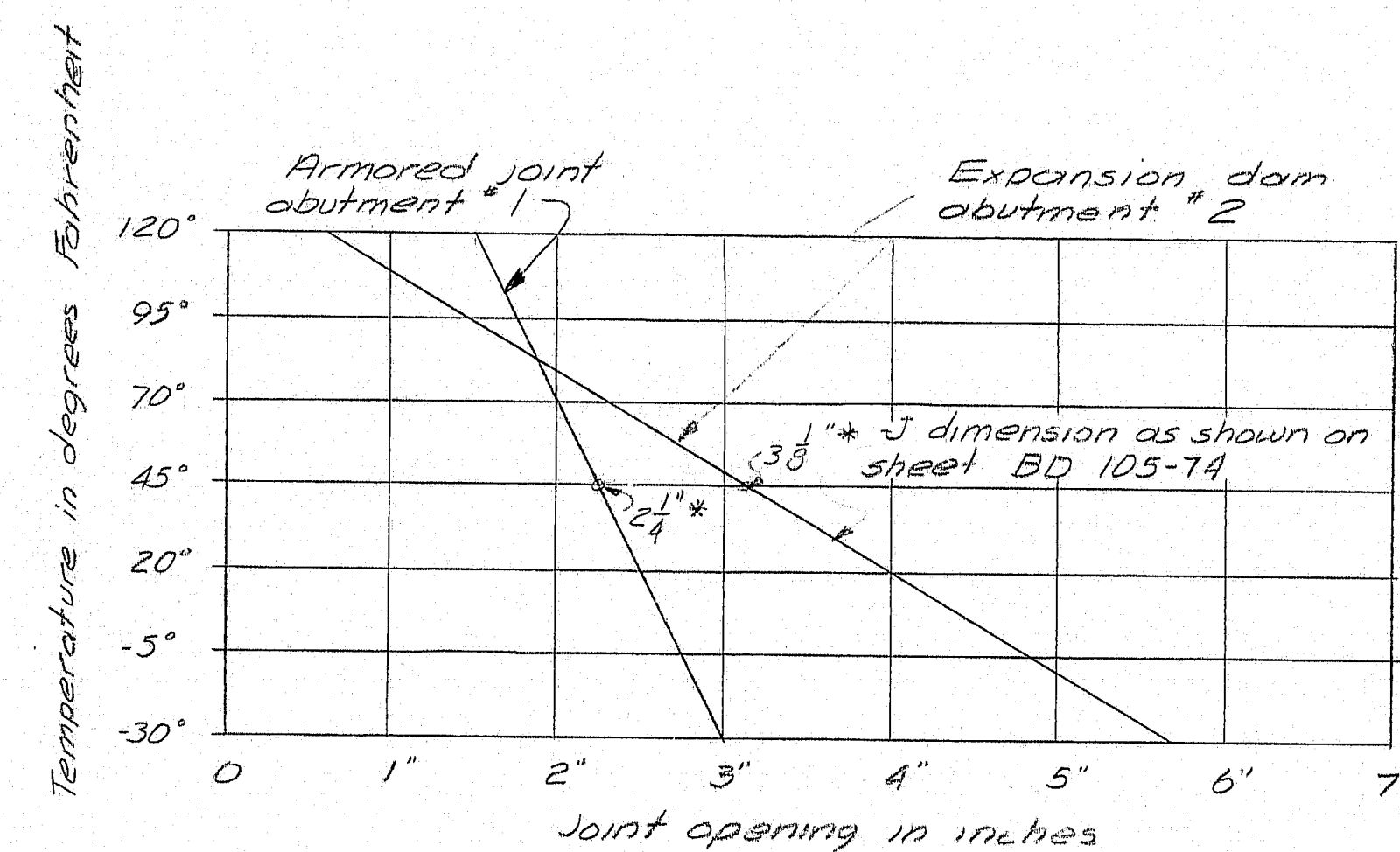
- The seal furnished for Abutment 1 shall have a movement rating of 1.50 inches.
- The joint opening shown is for design only and is subject to change due to differences in seals as supplied by various manufacturers. Do not use for setting of joint opening during construction.
- The seal characteristics shall be submitted to the Engineer for approval prior to the fabrication of the armored joint.
- The following movements, due to dead loads (slab, curb, and wearing surface), shall be taken into account when setting the armored joint & expansion dam:

Location	open
Abut 1	3/8
Abut 2	3/8

- The maximum joint opening shall be 3 inches at -30°F.

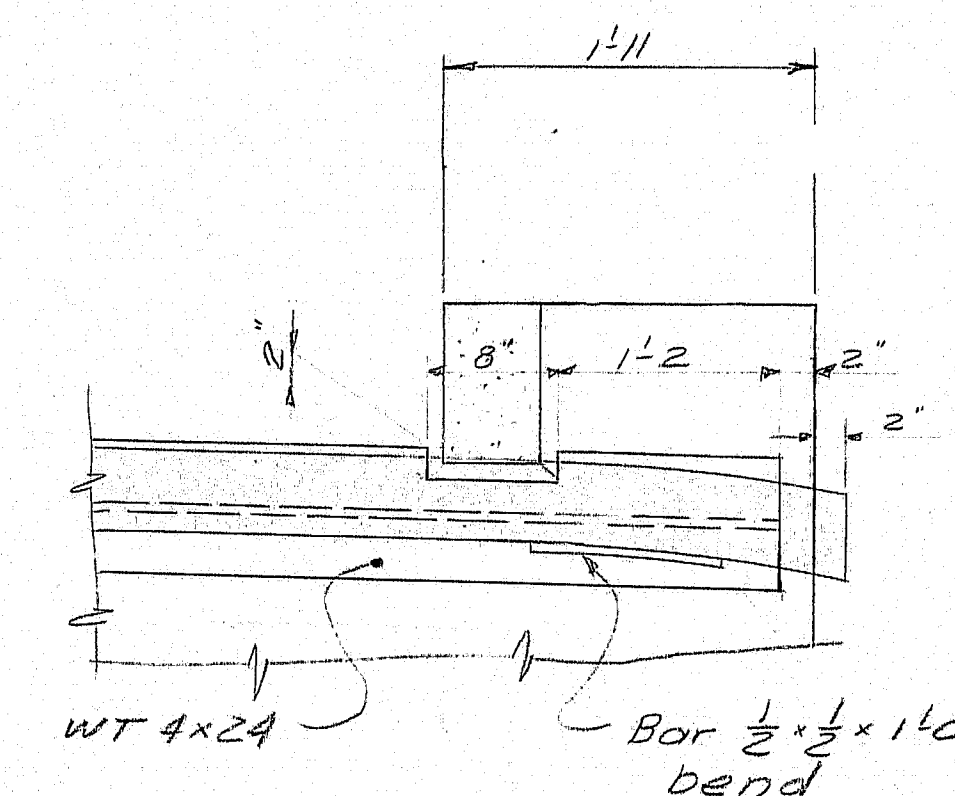
EXPANSION JOINT SETTING CHART

* See note 2 this sheet (does not include the effects of dead load deflections)



SECTION B-B

Tack weld bar $\frac{3}{8}$ x 6 x 1'0" to Bar AS11



CURB DETAIL

ARMORED JOINT DETAILS

For details not shown, see standard details BD 104-73

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PISCATAQUIS RIVER BRIDGE
INTERSTATE 95 N.B.
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
ARMORED JOINT
SHEET 12 OF 17 AUGUSTA, MAINE SEPT. 1973

145-76

DESIGN - DETAILED	BY	DATE
ESK	ELC	5-73
CHECKED	THM	7/74
REVISIONS		
FILE CHANGES		

PLANS

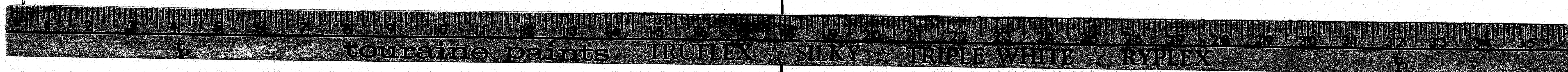


Diagram illustrating the layout of a bridge deck, showing the distribution of 58 numbered points (1 to 58) across the deck, divided into sections by piers.

The layout is defined by the following dimensions and point counts:

- Section 1 (Left Abutment to Pier 1): 11 spaces @ 10'0" = 110'0". Points 1 through 12.
- Section 2 (Pier 1 to Pier 2): 15 spaces @ 10'0" = 150'0". Points 13 through 29.
- Section 3 (Pier 2 to Pier 3): 15 spaces @ 10'0" = 150'0". Points 30 through 46.
- Section 4 (Pier 3 to Right Abutment): 11 spaces @ 10'0" = 110'0". Points 47 through 58.

The diagram also shows the layout of five beams (Beam 1 to Beam 5) running parallel to the deck.

REG. NO.	STATE	PROJECT NO.	NO.
1	MAINE	I95-8(90)	15

Beam 1

Beam 2

Beam 3

Beam 4

Beam 5

2" Hot bituminous pavement

membrane waterproofing ($\frac{1}{4}$ " allowed)

beam

9" structural concrete slab

bottom of slab elevations

top of web IR

2 1/2" theoretical blocking (do not use for setting formwork)

	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55
Beam 1	173.70	173.84	173.99	174.15	174.30	174.44	174.57	174.69	174.79	174.89	174.97	175.05	175.13	175.23	175.35	175.47	175.61	175.76	175.91	176.07	176.21	176.34	176.45	176.54	176.61	176.67	176.70
Beam 2	173.86	174.00	174.16	174.31	174.46	174.61	174.74	174.86	174.96	175.05	175.13	175.21	175.29	175.39	175.51	175.63	175.77	175.92	176.08	176.23	176.38	176.51	176.62	176.70	176.78	176.83	176.86
Beam 3	173.92	174.06	174.22	174.37	174.52	174.67	174.80	174.92	175.02	175.11	175.19	175.27	175.36	175.45	175.57	175.69	175.83	175.98	176.14	176.29	176.44	176.57	176.68	176.77	176.84	176.89	176.92
Beam 4	173.76	173.90	174.05	174.21	174.36	174.50	174.64	174.75	174.86	174.95	175.03	175.11	175.19	175.29	175.41	175.53	175.67	175.82	175.97	176.13	176.27	176.40	176.51	176.60	176.67	176.73	176.76
Beam 5	173.59	173.73	173.89	174.04	174.20	174.34	174.47	174.59	174.69	174.78	174.86	174.94	175.03	175.12	175.24	175.35	175.50	175.65	175.81	175.96	176.11	176.24	176.35	176.44	176.51	176.56	176.59

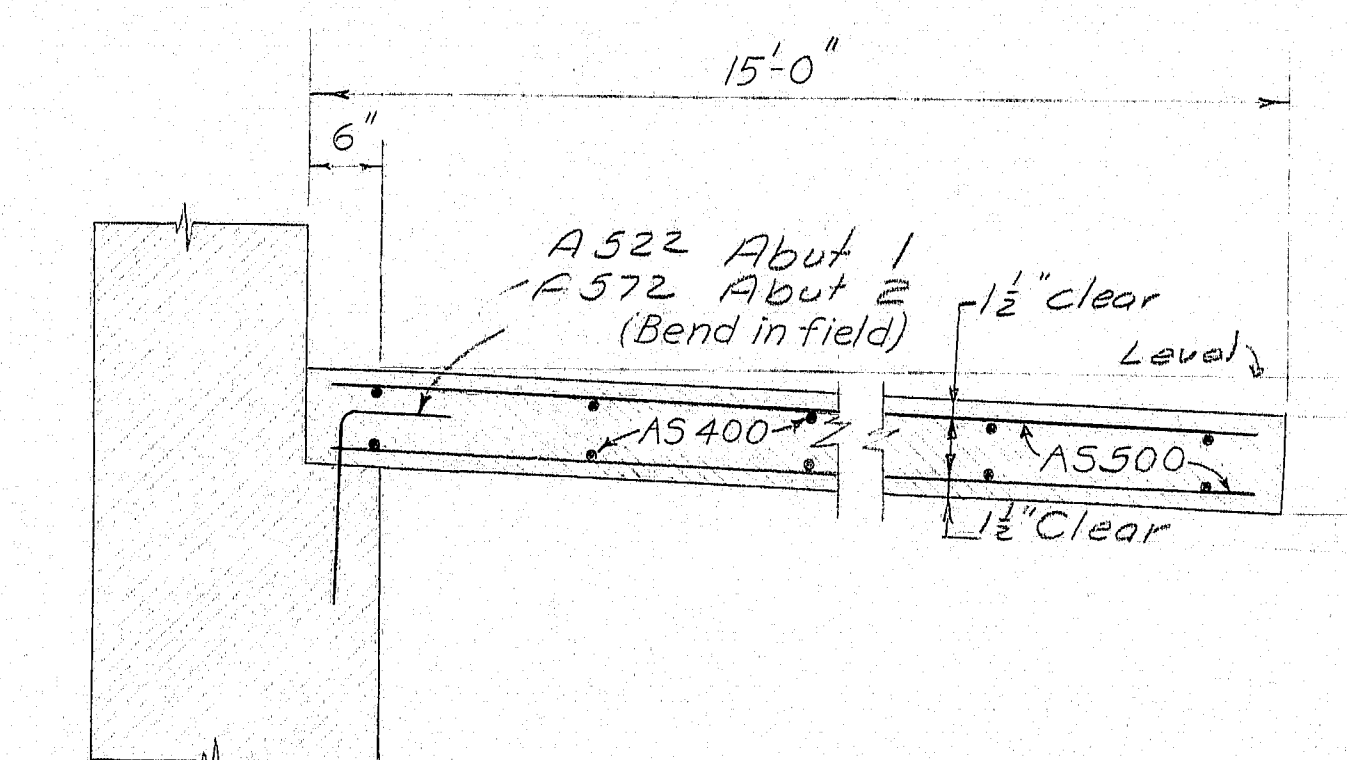
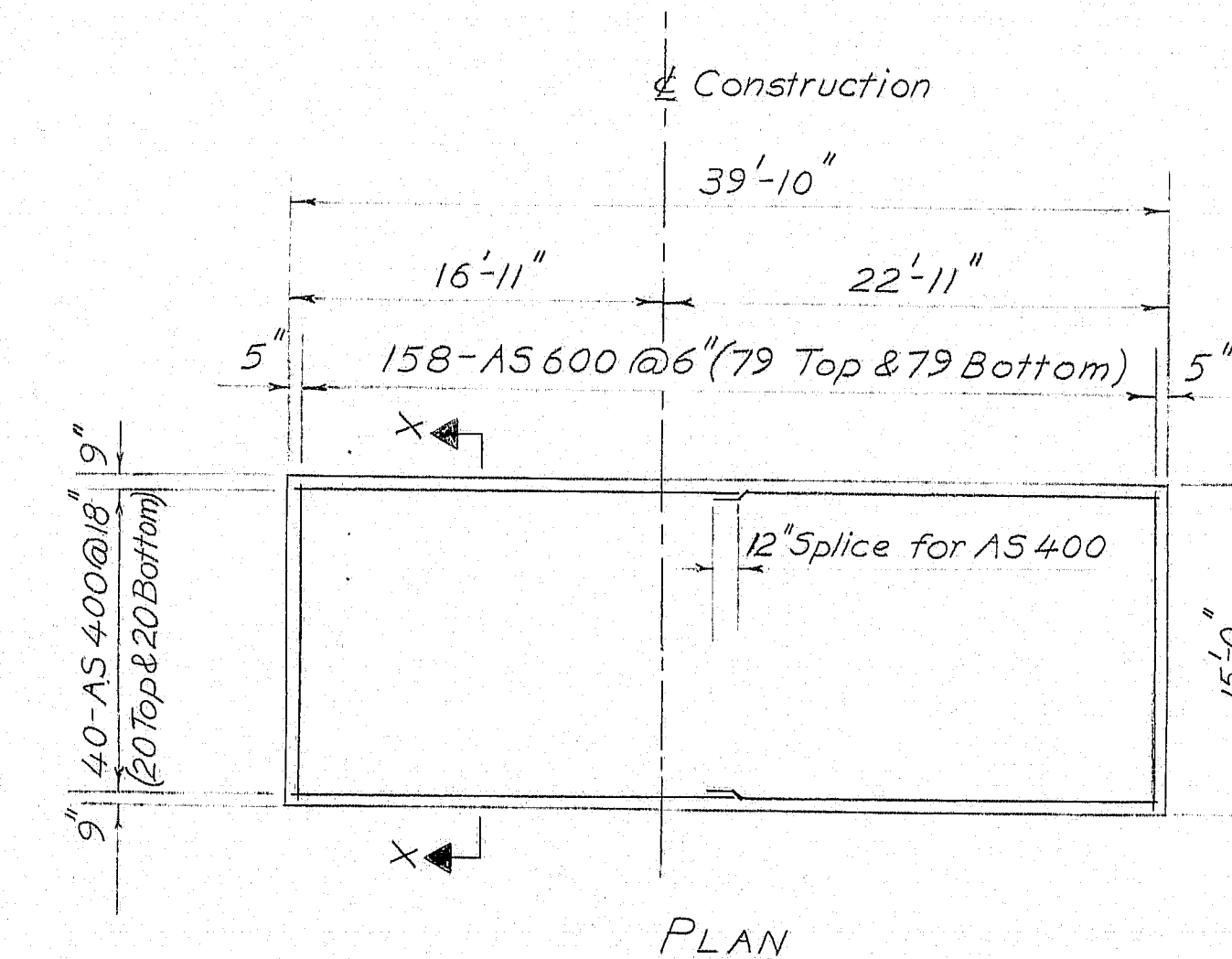
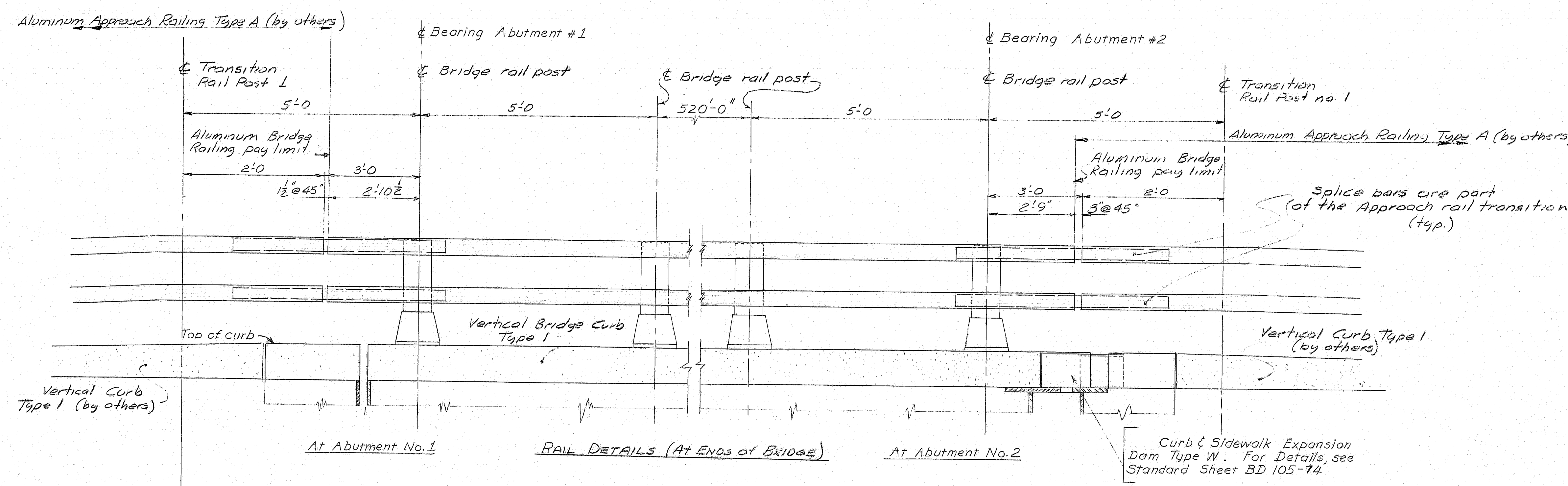
BLOCKING DETAIL

[illegible]

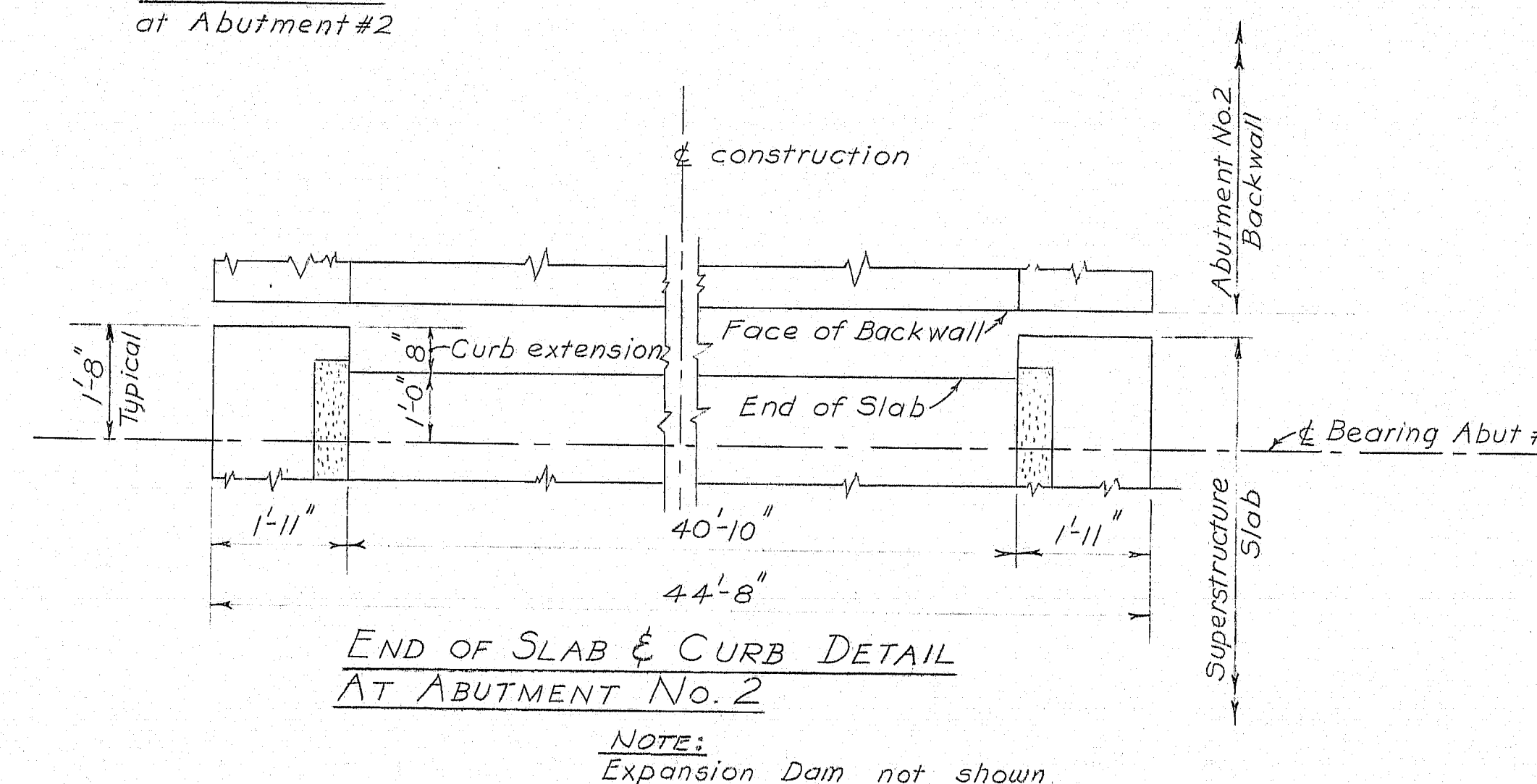
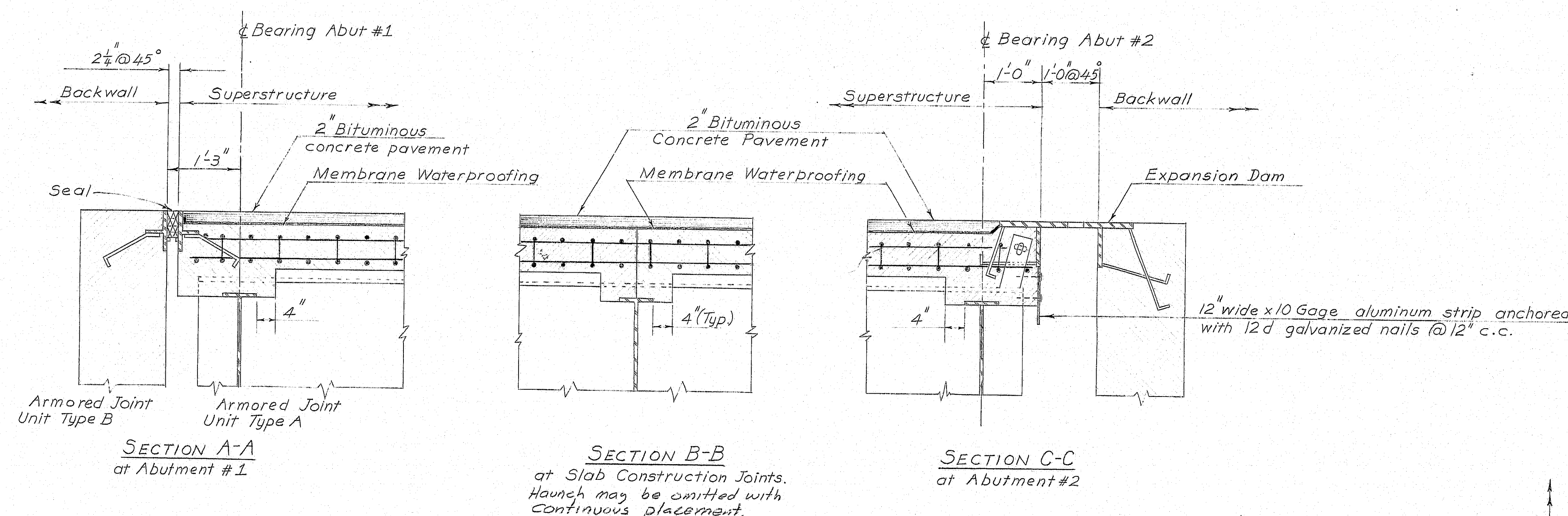
Camber ordinates as shown are computed to compensate for all dead load deflections.

145-77

F.R.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-B(99)	17	47



SECTION X-X
APPROACH SLAB DETAILS
Typical Both Abutments



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PISCATAQUIS RIVER BRIDGE
INTERSTATE 95 N.B.
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
APPROACH SLAB & SUPERSTR. DETAILS
SHEET 15 OF 17 AUGUSTA, MAINE SEPT. 1973

145-79

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY	DATE	BY	DATE	
KSR	May 73			
	1/72			

REINFORCING STEEL SCHEDULE																											
STRAIGHT BARS												BENT BARS															
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
<u>ABUTMENT 1</u>				<u>ABUTMENT 2</u>				<u>SUPERSTRUCTURE</u>				<u>ABUTMENT 1</u>															
A500	101	4'0	Footing dowel	A550	103	4'0	Footing dowel	5500	1064	44'4	Main	A502	29	7'9	L	4'2	3'7										Breastwall
A501	43	6'8	Breastwall	A551	43	6'6	Breastwall + Wing	5504	168	27'9	Distribution	A511	29	9'2	S	-	4'0	1'2	4'0				-			Backwall	
A503	58	5'3	Backwall	A553	58	5'3	Backwall	5505	1428	30'0	Distribution	A519	4	5'10	S	-	2'5	1'0	2'5				-			Curb	
A504	4	4'4	Wing	A554	4	4'5	Wing	5506	297	20'0	Distribution - Pers	A520	10	6'6	S	-	2'6	1'6	2'6				-			Bearings	
A505	4	5'1	Wing	A555	4	5'2	Wing	5507	4	10'0	Curb - long.	A521	10	6'0	S	-	2'0	2'0	2'0				-			Bearings	
A506	4	5'10	Wing	A556	4	5'11	Wing	5508	40	15'0	Curb - long.																
A507	4	6'7	Wing	A557	4	6'8	Wing	5509	32	12'0	Curb - long.																
A508	4	7'4	Wing	A558	4	7'5	Wing	5510	24	11'4	Curb - long.																
A509	4	8'1	Wing	A559	4	8'2	Wing	5511	56	13'2	Curb - long.	<u>ABUTMENT 2</u>															
A510	4	8'1	Wing	A560	4	8'2	Wing					A552	29	8'7	L	4'11	3'8									Breastwall	
A512	4	10'3	Top of Wing	A562	4	10'3	top of Wing					A561	29	9'2	S	-	4'0	1'2	4'0				-			Backwall	
A514	20	7'9	Backwall	A564	20	7'9	Backwall					A569	4	5'10	S	-	2'5	1'0	2'5				-			Curb	
A515	8	6'11	Breastwall	A566	18	28'2	Backwall + Breastwall	<u>APPROACH SLAB</u>				A570	10	7'6	S	-	2'6	2'6	2'6				-			Bearings	
A516	18	28'2	Backwall	A567	8	17'5	Wing	A5400	80	20'0	Longitudinal	A571	10	8'6	S	-	2'6	3'6	2'6				-			Bearings	
A517	8	17'5	Backwall + Wing	A568	20	11'8	Wing					A565	8	10'6	L	6'10	3'8									Breastwall	
A518	20	11'8	Wing	A572	27	4'6	Approach Slab Seat	A5500	316	14'6	Transverse																
A522	27	4'6	Approach Slab Seat																								
				A630	128	6'9	Footing																				
A600	128	6'0	Footing	A651	28	33'0	Footing					<u>SUPERSTRUCTURE</u>															
A601	28	33'0	Footing																								
				A702	14	8'6	Footing dowels					5503	532	46'0	B		5'5	8'8"	4'0	2'6	5'5			6"	44'4	Main reinforced	
A701	14	8'6	Footing Dowels									5512	1108	5'0	S	5'8"	1'5'8"	1'4	1'5'8"				5'8"			Curb stirrups	
												5513	6	14'3	S	-	10'8	7"									

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEET
1	MAINE	195-8(99)	18	47

Bending details and hooks shall conform to the recommendations of ACI Standard 315-65.

GENERAL NOTES

1. First digit(s) following the letter of the Mark indicates size of rivet bar.
Mark (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 603) bar size - #6
2. Letter of Marks A, P & S locates bars of Assemblies, Piers, and Superstructure parts respectively.
3. Each truss bar S503 may be replaced by two straight bars (one top and one bottom) of the same size as the truss bar. Payment, in either case, shall be based on truss bars as scheduled on the plans.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PISCATAQUIS RIVER BRIDGE
INTERSTATE 95 N.B.
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
REINFORCING STEEL SCHEDULE
SHEET 16 OF 17 AUGUSTA, MAINE SEPT. 1973

145-80

REINFORCING STEEL SCHEDULE																												
				STRAIGHT BARS												BENT BARS												
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION		
													P511	3	9'-0"	PA	2'-0"	2'-6"	2'-0"						1'-9 $\frac{1}{2}$ "	3'-6 $\frac{1}{2}$ "		Pier Nose
													P512	3	9'-10"	PA	2'-4"	2'-7"	2'-4"						1'-10"	3'-8"		
													P513	3	10'-8"	PA	2'-8"	2'-8"	2'-8"						1'-10 $\frac{3}{4}$ "	3'-9 $\frac{1}{2}$ "		
													P514	3	11'-7"	PA	3'-0"	2'-9 $\frac{1}{2}$ "	3'-0"						1'-11 $\frac{1}{2}$ "	3'-11"		
													P515	3	12'-5"	PA	3'-4"	2'-10 $\frac{1}{2}$ "	3'-4"						2'-0 $\frac{1}{2}$ "	4'-0 $\frac{1}{2}$ "		
													P516	3	13'-3"	PA	3'-8"	2'-11 $\frac{1}{4}$ "	3'-8"						2'-1"	4'-2"		
													P517	3	14'-1"	PA	4'-0"	3'-0 $\frac{1}{2}$ "	4'-0"						2'-1 $\frac{3}{4}$ "	4'-3 $\frac{1}{2}$ "		
													P518	3	14'-11"	PA	4'-4"	3'-1 $\frac{1}{2}$ "	4'-4"						2'-2 $\frac{1}{2}$ "	4'-5"		
													P519	3	15'-9"	PA	4'-8"	3'-2 $\frac{1}{2}$ "	4'-8"						2'-3 $\frac{1}{4}$ "	4'-6 $\frac{1}{2}$ "		
													P520	3	16'-7"	PA	5'-0"	3'-3 $\frac{1}{2}$ "	5'-0"						2'-4"	4'-8"		
													P521	3	17'-5"	PA	5'-4"	3'-4 $\frac{1}{2}$ "	5'-4"						2'-4 $\frac{3}{4}$ "	4'-9 $\frac{1}{2}$ "		
													P522	3	18'-4"	PA	5'-8"	3'-5 $\frac{3}{4}$ "	5'-8"						2'-5 $\frac{1}{2}$ "	4'-11"		Pier Nose
													P531	3	12'-2"	S	-	4'-3 $\frac{1}{2}$ "	3'-6 $\frac{1}{2}$ "	4'-3 $\frac{1}{2}$ "				-				Pier shaft
													P532	3	12'-6"	S	-	4'-5"	3'-8"	4'-5"				-				
													P533	3	12'-11"	S	-	4'-6 $\frac{1}{2}$ "	3'-9 $\frac{1}{2}$ "	4'-6 $\frac{1}{2}$ "				-				
													P534	3	13'-3"	S	-	4'-8"	3'-11"	4'-8"				-				
													P535	3	13'-8"	S	-	4'-9 $\frac{1}{2}$ "	4'-0 $\frac{1}{2}$ "	4'-9 $\frac{1}{2}$ "				-				
													P536	3	14'-0"	S	-	4'-11"	4'-2"	4'-11"				-				
													P537	3	14'-5"	S	-	5'-0 $\frac{1}{2}$ "	4'-3 $\frac{1}{2}$ "	5'-0 $\frac{1}{2}$ "				-				
													P538	3	14'-9"	S	-	5'-2"	4'-5"	5'-2"				-				
													P539	3	15'-2"	S	-	5'-3 $\frac{$										

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PISCATAQUIS RIVER BRIDGE
INTERSTATE 95 N.B.
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
REINFORCING STEEL SCHEDULE
SHEET 7/7 OF 7 AUGUSTA, MAINE SEPT. 1973

PLANS	DESIGN - DETAIL	BY	DATE
	CHECKED	ERC	6-73
	REVISIONS	APK	1/79
	FIELD CHANGES		

145-81

touraine paints TRUELEX ☆ SILKY ☆ TRIPLE WHITE ☆ KYPLEX